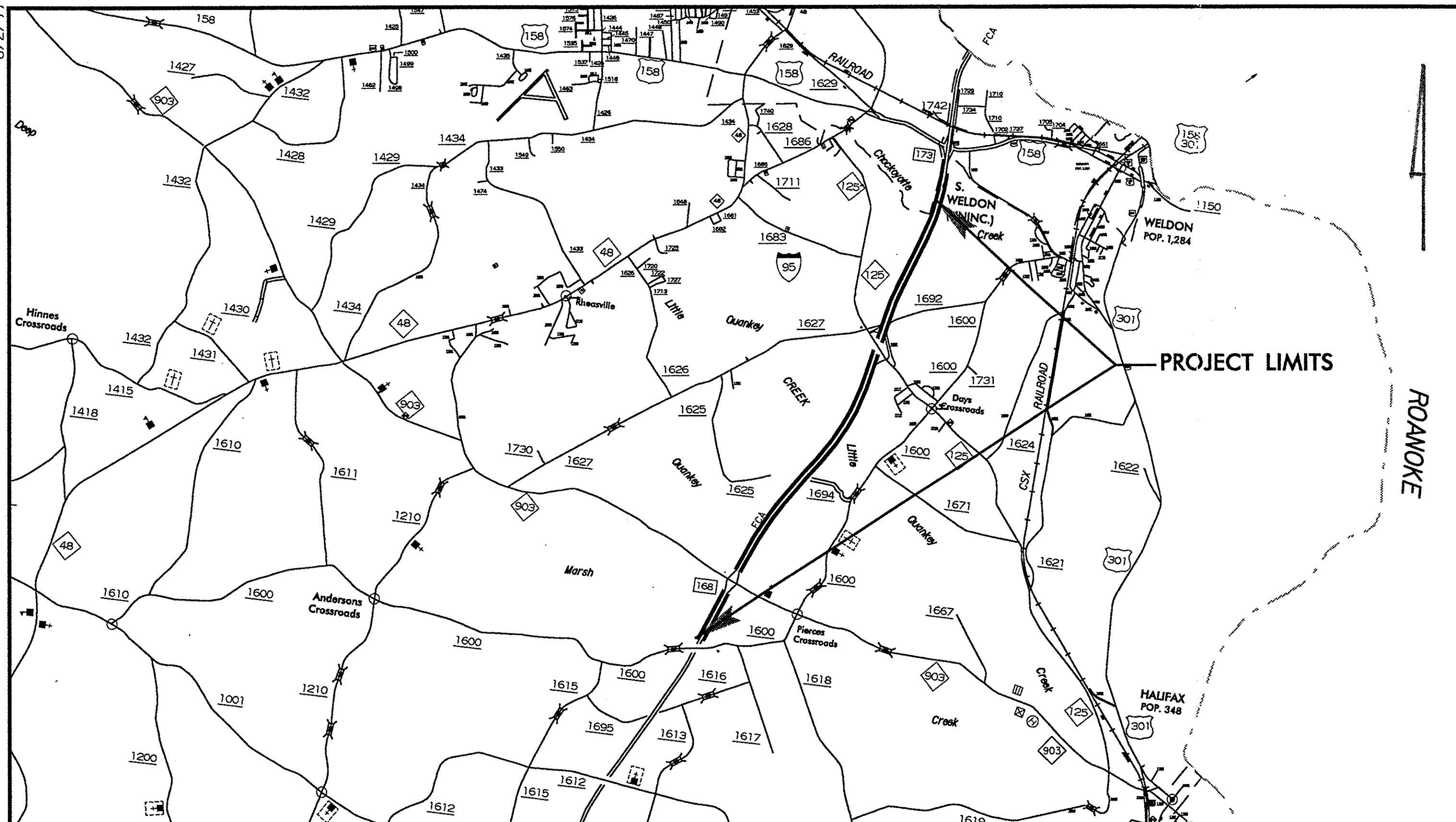
PROJECT REFERENCE NO.	SHEET NO.
I-5018	1

ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

6/2/99

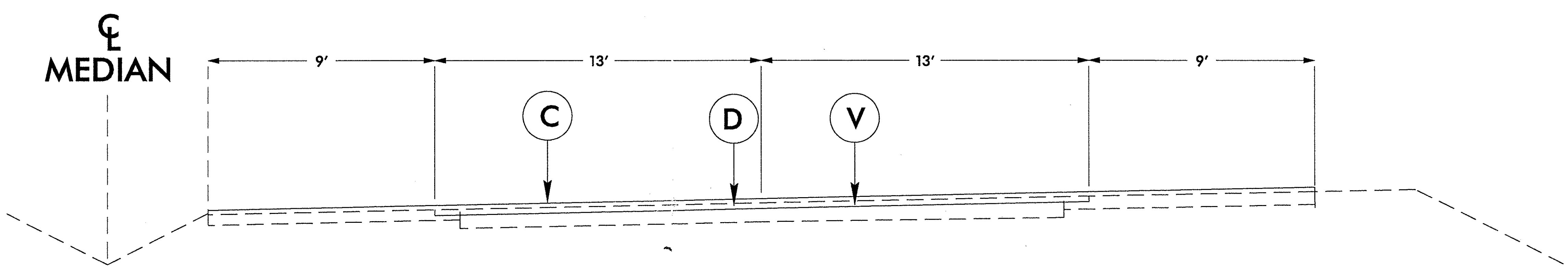


PAVEMENT SCHEDULE

C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. ACROSS ENTIRE ROADWAY
D	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD. LAID 26' WIDE COVERING TRAVEL LANES
V	MILL EXISTING ASPHALT 2½", 26' WIDE COVERING BOTH TRAVEL LANES

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

Notes: Typical for North and South Bound Lanes of I–95, Mile Post 167 (Just North of SR 1600) to Mile Post 172 (Just South of US 158)
Ramp Resurfacing not Shown but Included in Quantities



$$$$$$SYSTIME$$$$$
$$$$$$$$$$$$$$DGN$$$$$$$$$$$$$$$$
$$$$$USERNAME$$$$

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5018	2	

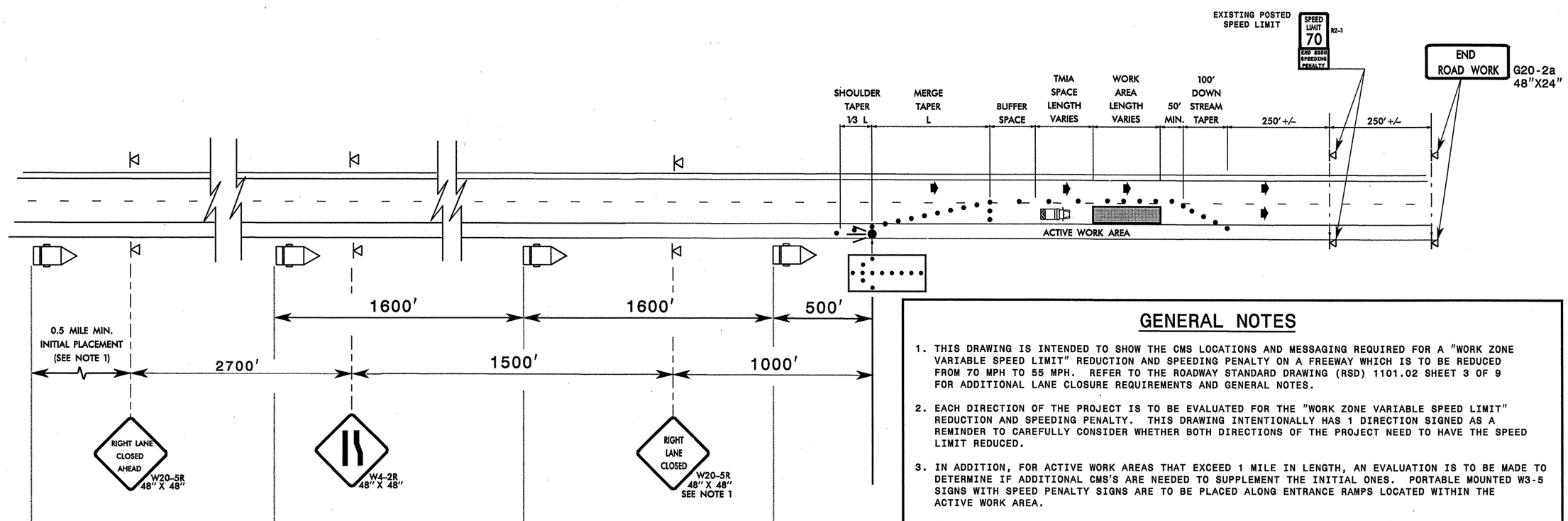
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH MI	WIDTH FT	2.5" MILLING SY	MILLED RUMBLE STRIPS LF	INTERMEDIATE COURSE, I19.0C TONS	SURFACE COURSE, S9.5C TONS	PG 64-22 PLANT MIX TONS	PG 70-22 PLANT MIX TONS
I-5018	Halifax	1	I-95 NB	FROM MM +/-167 TO 172		4.86	44	74200	51500	10600	12,000	498	720
		2	I-95 SB	FROM MM +/-172 TO 167		4.95	44	75600	52300	10800	12,000	508	720
TOTAL FOR PROJ. I-5018						**9.81**		**149800**	**103800**	**21400**	**24,000**	**1,006**	**1,440**
GRAND TOTAL						**9.81**		**149800**	**103800**	**21400**	**24,000**	**1,006**	**1,440**

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION		4405000000-E PORTABLE WORK ZONE SIGN SF	4415000000-N FLASHING ARROW PANELS, TYPE C EA	4420000000-N CHANGEABLE MESSAGE SIGNS EA	4430000000-N DRUMS EA	4480000000-N TRUCK MOUNTED IMPACT ATTENUATOR (60MPH) EA	4847220000-N POLYUREA SYMBOL EA	4815000000-E 6" WHITE PAINT LF	4815000000-E 6" YELLOW PAINT LF	4825000000-E 12" WHITE PAINT LF	4847100000-E 6" POLYUREA LF	4847120000-E 12" POLYUREA LF	4905000000-N SNOW PLOWABLE MARKERS EA	4845000000-N PAINT SYMBOL EA
I-5018	Halifax	1	I-95 NB	FROM MM +/-167 TO 172		300	1	2	200	1	11	40,000	30,000	1,600	70,000	1,600	360	11
		2	I-95 SB	FROM MM +/-172 TO 167		300	1	2	200	1	10	36,000	30,000	1,900	66,000	1,900	360	10
TOTAL FOR PROJ. I-5018						**600**	**2**	**4**	**400**	**2**	**21**	**76,000**	**60,000**	**3,500**	**136,000**	**3,500**	**720**	**21.00**
												136,000						
GRAND TOTAL						**600**	**2**	**4**	**400**	**2**	**21**	**76,000**	**60,000**	**3,500**	**136,000**	**3,500**	**720**	**21**
											21	**136,000**						

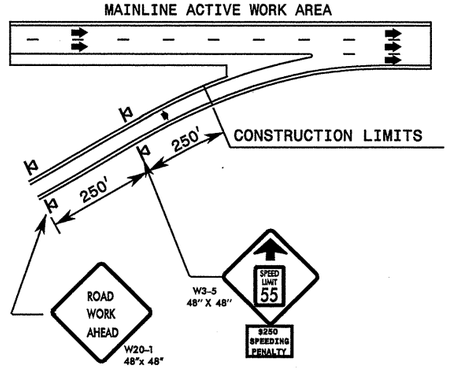
PROJ. REFERENCE NO.	SHEET NO.
42399.3.1 (I-5018)	TCP-1



GENERAL NOTES

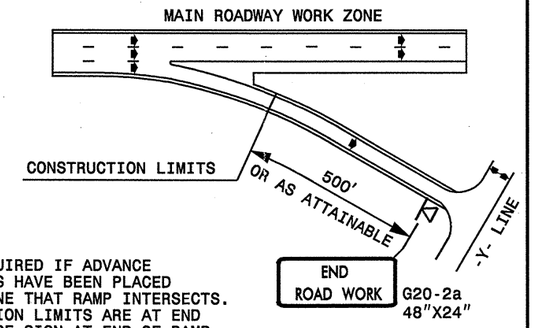
1. THIS DRAWING IS INTENDED TO SHOW THE CMS LOCATIONS AND MESSAGING REQUIRED FOR A "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION AND SPEEDING PENALTY ON A FREEWAY WHICH IS TO BE REDUCED FROM 70 MPH TO 55 MPH. REFER TO THE ROADWAY STANDARD DRAWING (RSD) 1101.02 SHEET 3 OF 9 FOR ADDITIONAL LANE CLOSURE REQUIREMENTS AND GENERAL NOTES.
2. EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION AND SPEEDING PENALTY. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEED LIMIT REDUCED.
3. IN ADDITION, FOR ACTIVE WORK AREAS THAT EXCEED 1 MILE IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF ADDITIONAL CMS'S ARE NEEDED TO SUPPLEMENT THE INITIAL ONES. PORTABLE MOUNTED W3-5 SIGNS WITH SPEED PENALTY SIGNS ARE TO BE PLACED ALONG ENTRANCE RAMPS LOCATED WITHIN THE ACTIVE WORK AREA.
4. THE $250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION. MESSAGE ON CMS IS TO BE USED TO DISPLAY THE $250 SPEEDING PENALTY.
5. THE "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION AND SPEEDING PENALTY ARE ONLY IN EFFECT WHILE A LANE CLOSURE IS IN PLACE. THE "WORK ZONE VARIABLE SPEED LIMIT" AND SPEED PENALTY MESSAGES ARE TO BE REMOVED AND THE SIGNS ARE TO BE TURNED OFF WHEN LANE CLOSURE IS REMOVED. OTHER PERTINENT MESSAGING MAY BE DISPLAYED AT THE DIRECTION OF THE ENGINEER IN COORDINATION WITH THE WORK ZONE TRAFFIC CONTROL UNIT (919-250-4159). AT THE COMPLETION OF THE PROJECT, THE RESIDENT ENGINEER SHALL NOTIFY THE REGIONAL TRAFFIC ENGINEER TO RESCIND THE ORDINANCE.
6. WHEN "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION AND SPEEDING PENALTY ARE IN EFFECT, THE CONTRACTOR IS TO COVER ANY EXISTING SPEED LIMIT SIGNS LOCATED WITHIN THE ACTIVE WORK AREA THAT CONFLICT WITH THE "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION.
7. USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE WORK ZONE SIGNS.
8. DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
9. ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
10. USE PORTABLE WORK ZONE SIGNS ONLY WITH PORTABLE WORK ZONE SIGN STANDS SPECIFICALLY DESIGNED FOR ONE ANOTHER. PORTABLE WORK ZONE SIGNS MAY BE ROLL UP OR APPROVED COMPOSITE.
11. PROVIDE PORTABLE WORK ZONE SIGN STANDS, PORTABLE SIGNS AND SIGN SHEETING WHICH ARE LISTED ON THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S APPROVED PRODUCT LIST OR ACCEPTED AS TRAFFIC QUALIFIED BY THE TRAFFIC CONTROL UNIT.
12. THE "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION MUST BE ORDINANCED AND SIGNED BY THE STATE TRAFFIC ENGINEER BEFORE ANY SPEED LIMIT SIGNS ARE USED FOR REDUCING THE SPEED LIMIT.
13. TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

ENTRANCE RAMPS



DETAIL B

EXIT RAMPS



NOTE:
SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

APPROVED:_____ DATE:_____

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

"WORK ZONE VARIABLE SPEED LIMIT" REDUCTION WITH PORTABLE CMS'S

SCALE:	NONE
DATE:	02/15/07
DWG. BY:	JSK
DESIGN BY:	JSK
REVIEWED BY:	JSK

REVISIONS	
01/08	
10/08	
CADD FILE	

08-OCT-2008 14:51
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pseymore AT WZTC237502