



PAT McCRORY  
Governor

NICHOLAS J. TENNYSON  
Secretary

February 5, 2016

**Addendum No. 1**

RE: Contract # C203779  
WBS # 52018.3.1, 53010.3.1  
F. A. # NHPP-0074(174), NHPP-0074(177)  
**Guilford-Forsyth Counties (I-5736, I-5767)**  
I-74/US-311 From I-40 In Forsyth County To Business I-85  
In High Point

**February 16, 2016 Letting**

To Whom It May Concern:

Reference is made to the plans and proposal form furnished to you on this project.

The following revisions have been made to the plans:

Sheet No.	Revisions
4	Typical No. 1, No.2 and Pavement Schedule revised (added D2)
5 and 6	Pavement Schedule revised (added D2)
8 thru 12	Revised to reflect the below noted quantity changes and pay item additions

Please void Sheet Nos. 4, 5, 6 and 8 thru 12 in your plans and staple the revised Sheet Nos. 4, 5, 6 and 8 thru 12 thereto.

The following revisions have been made to the proposal:

Page No.	Revisions
Proposal Cover	Note added that reads "Includes Addendum No. 1 Dated 02-05-16"
R-41 and New R-42, R-43 and R-44	Added the project special provisions entitled "Non-Woven Geotextile Pavement Interlayer" and "Pavement Marking Installation Requirements"

Please void the Proposal Cover and Page No. R-41 in your proposal and replace with the revised pages. Please add New Page Nos. R-42 thru R-44 after revised Page No. R-41.



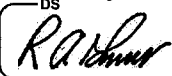
On the item sheets the following pay item quantity changes have been made:

<u>Item</u>	<u>Description</u>	<u>Old Quantity</u>	<u>New Quantity</u>
004-1297000000-E-607	Milling Asphalt Pavement 2 ½ " Depth	549,563 SY	362,078 SY
007-1508000000-E-610	Asphalt Concrete Intermediate Course Type I- 19.0D	79,146 TON	84,411 TON
009-1575000000-E-620	Asphalt Binder For Plant Mix	3,563 TON	3,801 TON
052-1297000000-E-607	Milling Asphalt Pavement 3" Depth	<b>NEW ITEM</b>	187,485 SY
053-1891000000-E-SP	Non-Woven Geotextile Pavement Interlayer	<b>NEW ITEM</b>	187,485 SY

The Contractor's bid must include these pay item quantity changes and new pay items. The contract will be prepared accordingly.

The Expedite File has been updated to reflect these revisions. Please download the Expedite Addendum File and follow the instructions for applying the addendum. Bid Express will not accept your bid unless the addendum has been applied.

Sincerely,



R. A. Garriss, PE  
Contract Officer

RAG/jag

cc: Mr. Ron Hancock, PE  
Mr. Mike Mills PE  
Mr. Rodger Rochelle, PE  
Mr. R.E. Davenport, PE  
Mr. Ken Kennedy, PE  
Ms. Jaci Kincaid  
Project File (2)

Mr. Ray Arnold, PE  
Ms. Theresa Canales, PE  
Ms. Marsha Sample  
Mr. Mike Gwyn  
Ms. Penny Higgins  
Ms. Lori Strickland

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH, N.C.

PROPOSAL

**INCLUDES ADDENDUM No. 1 DATED 02-05-16**

DATE AND TIME OF BID OPENING: **FEBRUARY 16, 2016 AT 2:00 PM**

CONTRACT ID C203779  
WBS 52018.3.1, 53010.3.1

FEDERAL-AID NO. NHPP-0074(174), NHPP-0074(177)  
COUNTY GUILFORD, FORSYTH  
T.I.P. NO. I-5736, I-5767  
MILES 17.483  
ROUTE NO. I 74  
LOCATION I-74/US-311 FROM I-40 IN FORSYTH COUNTY TO BUSINESS I-85 IN HIGH POINT.

TYPE OF WORK PAVEMENT AND BRIDGE REHABILITATION.

**NOTICE:**

ALL BIDDERS SHALL COMPLY WITH ALL APPLICABLE LAWS REGULATING THE PRACTICE OF GENERAL CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA WHICH REQUIRES THE BIDDER TO BE LICENSED BY THE N.C. LICENSING BOARD FOR CONTRACTORS WHEN BIDDING ON ANY NON-FEDERAL AID PROJECT WHERE THE BID IS \$30,000 OR MORE, EXCEPT FOR CERTAIN SPECIALTY WORK AS DETERMINED BY THE LICENSING BOARD. BIDDERS SHALL ALSO COMPLY WITH ALL OTHER APPLICABLE LAWS REGULATING THE PRACTICES OF ELECTRICAL, PLUMBING, HEATING AND AIR CONDITIONING AND REFRIGERATION CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA. NOTWITHSTANDING THESE LIMITATIONS ON BIDDING, THE BIDDER WHO IS AWARDED ANY FEDERAL - AID FUNDED PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF BID OPENING.

**BIDS WILL BE RECEIVED AS SHOWN BELOW:**

**THIS IS A ROADWAY & STRUCTURE PROPOSAL**

**5% BID BOND OR BID DEPOSIT REQUIRED**

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WITH A MINIMUM CHARACTER HEIGHT OF 18". FOR ADDITIONAL MESSAGING, CONTACT THE WORK ZONE TRAFFIC CONTROL SECTION.

12- TMCMS USED FOR ADVANCED WARNING ON VEHICLES LOCATED ON THE SHOULDER MAY BE SMALLER THAN 43" X 73". THE DISPLAY PANEL SHALL HAVE THE CAPABILITY TO PROVIDE 2 MESSAGE LINES WITH 7 CHARACTERS PER LINE WITH A MINIMUM CHARACTER HEIGHT OF 18". FOR ADDITIONAL MESSAGING, CONTACT THE WORK ZONE TRAFFIC CONTROL SECTION.

**Drawing No. 1101.02, Sheet 13, TEMPORARY LANE CLOSURES,** replace General Note #12 with the following:

12- TRUCK MOUNTED CHANGEABLE MESSAGE SIGNS (TMCMS) USED ON SHADOW VEHICLES FOR "IN LANE" ACTIVITIES SHALL BE A MINIMUM OF 43" X 73". THE DISPLAY PANEL SHALL HAVE FULL MATRIX CAPABILITY WITH THE CAPABILITY TO PROVIDE 2 MESSAGE LINES WITH 7 CHARACTERS PER LINE WITH A MINIMUM CHARACTER HEIGHT OF 18". FOR ADDITIONAL MESSAGING, CONTACT THE WORK ZONE TRAFFIC CONTROL SECTION.

13- TMCMS USED FOR ADVANCED WARNING ON VEHICLES LOCATED ON THE SHOULDER MAY BE SMALLER THAN 43" X 73". THE DISPLAY PANEL SHALL HAVE THE CAPABILITY TO PROVIDE 2 MESSAGE LINES WITH 7 CHARACTERS PER LINE WITH A MINIMUM CHARACTER HEIGHT OF 18". FOR ADDITIONAL MESSAGING, CONTACT THE WORK ZONE TRAFFIC CONTROL SECTION.

**NON-WOVEN GEOTEXTILE PAVEMENT INTERLAYER:**

(01-15-16)

SPI

**Description**

Furnish and install a non-woven polypropylene geotextile pavement interlayer at locations shown on the plans.

**Materials**

The paving interlayer shall be constructed of a non-woven polypropylene material. The material shall be resistant to chemicals, mildew and rot, and shall not have any tears or holes that will adversely affect the in-situ performance and physical properties of the installed material.

Furnish with each shipment a Type 3 Certification in accordance with Article 106-3 certifying that the pavement interlayer is a non-woven polypropylene material meeting the requirements shown:

**Physical Properties of  
NON-WOVEN GEOTEXTILE INTERLAYER**

Property	Test Method	Units	Value
Mass/Unit Area	ASTM D 5261	oz/yd <sup>2</sup>	4.5 – 6.0
Grab Tensile Strength, MD	ASTM D 4632	lbs	120.0 (minimum)

Grab Tensile Elongation, MD	ASTM D 4632	percent	50
Melting Point	ASTM D 276	°F	310 (minimum)
Asphalt Absorption	ASTM D 6140	Gal/yd <sup>2</sup>	0.24
UV Resistance	ASTM D 4355	Percent retained	70

### Construction Methods

**Pavement Interlayer Installation:** A trained and experienced installer, certified by the manufacturer, shall be present on-site during installation of the pavement interlayer until the crew has a comfort level working with this material.

The surface to be overlaid with the paving mat shall be cleaned, dry and free of all dirt and debris. Fill all surface cracks over 1/4 in. with sealant until flush with the existing pavement surface. At the direction of the Engineer, perform leveling or wedging of asphalt to reduce any irregular surface conditions. Any and all pavement repairs to be made shall be made at the direction of the Engineer prior to the installation of the tack coat.

#### Tack Coat Application:

Apply tack coat in accordance with the requirements of Section 605 and the following:

- A. Use Asphalt Binder, Grade PG 64-22 tack coat material or as approved.
- B. Uniformly apply the tack coat material at a minimum rate of application 0.25 gal/SY. The application rate may be adjusted for heavily aged and deteriorated pavements, or milled surfaces, or per manufacturer's recommendations. The Engineer will establish the exact rate for the application.
- C. The use of emulsions, cutbacks, or materials containing solvents shall not be permitted for use as tack coat.

The tack coat application temperatures shall be sufficiently hot so as to ensure proper coverage and proper adhesion of the pavement interlayer to the pavement surface. The use of hand sprayers, squeegee and or brush-applied tack coat may be used in locations where the distributor truck cannot reach. Every effort shall be made to minimize the application of tack coat by hand-applied means.

The application width of tack coat shall be sufficiently wide to cover the entire width of the pavement interlayer, plus any additional width required for overlapping joints. The tack coat shall be applied only as far in advance of the mat installation to ensure a tacky surface at the time of the mat installation. Traffic shall not be permitted to drive on the tack coat at any time.

Clean any excess tack coat from the pavement. In the event that installation operations must be curtailed, prevent vehicular traffic from driving on the affected area where the tack coat and mat have been installed.

Install the pavement interlayer over the hot asphalt tack coat. Use mechanically powered installation equipment to install the pavement interlayer to the surface. The mechanical

equipment shall be capable of installing full width rolls of up to 12.5 feet in width. Where mechanical installation methods cannot be accomplished, due to situations that require specially cut sections, install the paving mat by hand. Use brooms or squeegees to remove any air bubbles and ensure the paving mat is completely in contact with the tack-coated surface. Folds or wrinkles that are encountered during lay down operations shall be cut or smoothed and additional tack material shall be applied as needed to achieve a complete bond to the surface.

Overlap longitudinal joints a minimum of 2 inches and transverse joints a minimum of 4 inches to bond seams. Overlaps on the transverse roll ends shall be in the direction of the paving operation to avoid the paving train from picking-up the mat during asphalt laydown operations. All overlapping of pavement interlayer shall be tack coated to ensure proper adhesion.

Blotting the sealant, spreading sand or broadcasting hot mix asphalt over the pavement interlayer shall be utilized to minimize and prevent construction and or paving tires/tracks from adhering to the tack coat and pulling up the fabric. In the event that the pavement interlayer has been displaced from the surface, additional rolling and or hand-brushing will be required to restore the bond between the surface and pavement interlayer. An additional application of tack may be required to ensure adhesion. Additional tack coat or labor shall be considered incidental to the installation of the paving mat.

### **Measurement and Payment**

*Non-woven Geotextile Pavement Interlayer* will be measured and paid for at the contract unit price per square yard. In measuring this quantity, the length will be the actual length constructed, measured along the surface. The width will be the width measured along the ground that has been acceptably placed. No separate measurement will be made for overlapping fabric.

The contract prices for this section shall include but not be limited to furnishing all labor, materials (including asphalt tack coat), tools, equipment and other incidentals necessary to perform the required work.

<b>Pay Item</b>	<b>Unit</b>
Non-woven Geotextile Pavement Interlayer	SY

**PAVEMENT MARKING INSTALLATION REQUIREMENTS:**

(2-7-14)

All pavement markings shall be installed in accordance with Section 1205 of the *2012 Standard Specifications* and the following: The Contractor shall install two coats of paint pavement markings and beads on all portions of roadway that will be wintered-over.

**Measurement and Payment**

No payment will be made for installation or removal of pavement markings installed in order to over-winter a portion of the project.

County: Guilford, Forsyth

Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
<b>ROADWAY ITEMS</b>						
0001	0000100000-N	800	MOBILIZATION	Lump Sum	L.S.	
0002	1220000000-E	545	INCIDENTAL STONE BASE	2,942 TON		
0003	1297000000-E	607	MILLING ASPHALT PAVEMENT, **** DEPTH (1-1/2")	2,105 SY		
0004	1297000000-E	607	MILLING ASPHALT PAVEMENT, **** DEPTH (2-1/2")	362,078 SY		
0005	1308000000-E	607	MILLING ASPHALT PAVEMENT, **** TO ***** (0" TO 1-1/2")	11,294 SY		
0006	1330000000-E	607	INCIDENTAL MILLING	78,977 SY		
0007	1508000000-E	610	ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0D	84,411 TON		
0008	1524200000-E	610	ASPHALT CONC SURFACE COURSE, TYPE S9.5D	79,575 TON		
0009	1575000000-E	620	ASPHALT BINDER FOR PLANT MIX	3,801 TON		
0010	1577000000-E	620	POLYMER MODIFIED ASPHALT BIN- DER FOR PLANT MIX	6,072 TON		
0011	1663000000-E	650	OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-2 MODIFIED	25,320 TON		
0012	1704000000-E	SP	PATCHING EXISTING PAVEMENT	250 TON		
0013	1775500000-E	SP	ASPHALT SURFACE TREATMENT, MAT COAT, #*** STONE (67)	152,771 SY		
0014	1838000000-E	SP	EMULSION FOR ASPHALT SURFACE TREATMENT	56,501 GAL		
0015	1840000000-E	665	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)	355,240 LF		
0016	4400000000-E	1110	WORK ZONE SIGNS (STATIONARY)	144 SF		
0017	4405000000-E	1110	WORK ZONE SIGNS (PORTABLE)	858 SF		



County: Guilford, Forsyth

Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0018	4410000000-E	1110	WORK ZONE SIGNS (BARRICADE MOUNTED)	40 SF		
0019	4415000000-N	1115	FLASHING ARROW BOARD	6 EA		
0020	4420000000-N	1120	PORTABLE CHANGEABLE MESSAGE SIGN	5 EA		
0021	4430000000-N	1130	DRUMS	250 EA		
0022	4445000000-E	1145	BARRICADES (TYPE III)	64 LF		
0023	4480000000-N	1165	TMA	4 EA		
0024	4510000000-N	SP	LAW ENFORCEMENT	40 HR		
0025	4516000000-N	1180	SKINNY DRUM	250 EA		
0026	4710000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS)	549 LF		
0027	4721000000-E	1205	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS)	52 EA		
0028	4725000000-E	1205	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS)	165 EA		
0029	4815000000-E	1205	PAINT PAVEMENT MARKING LINES (6")	911,554 LF		
0030	4820000000-E	1205	PAINT PAVEMENT MARKING LINES (8")	280 LF		
0031	4825000000-E	1205	PAINT PAVEMENT MARKING LINES (12")	67,240 LF		
0032	4835000000-E	1205	PAINT PAVEMENT MARKING LINES (24")	549 LF		
0033	4840000000-N	1205	PAINT PAVEMENT MARKING CHARACTER	52 EA		
0034	4845000000-N	1205	PAINT PAVEMENT MARKING SYMBOL	139 EA		
0035	4847100000-E	1205	POLYUREA PAVEMENT MARKING LINES (6", *****) (HIGHLY REFLECTIVE ELEMENTS)	529,380 LF		

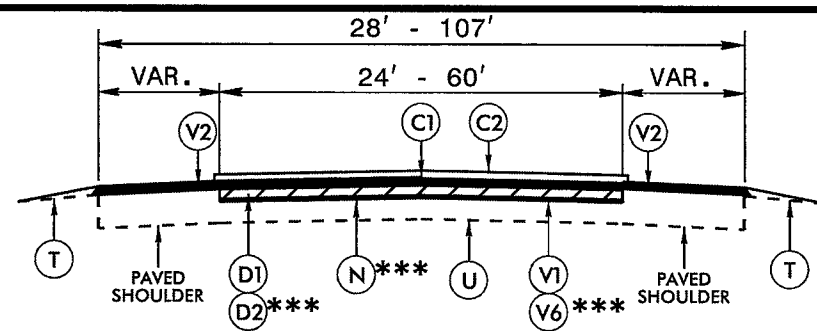
County: Guilford, Forsyth

Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0036	4847110000-E	1205	POLYUREA PAVEMENT MARKING LINES (8", *****) (HIGHLY REFLECTIVE ELEMENTS)	390 LF		
0037	4847120000-E	1205	POLYUREA PAVEMENT MARKING LINES (12", *****) (HIGHLY REFLECTIVE ELEMENTS)	33,620 LF		
0038	4905000000-N	1253	SNOWPLOWABLE PAVEMENT MARKERS	5,505 EA		
0039	5255000000-N	1413	PORTABLE LIGHTING	Lump Sum	L.S.	
0040	7300000000-E	1715	UNPAVED TRENCHING (*****) (1, 2")	475 LF		
0041	7324000000-N	1716	JUNCTION BOX (STANDARD SIZE)	6 EA		
0042	7420000000-E	1722	2" RISER WITH WEATHERHEAD	1 EA		
0043	7444000000-E	1725	INDUCTIVE LOOP SAWCUT	3,975 LF		
0044	7456000000-E	1726	LEAD-IN CABLE (*****) (14-2)	2,550 LF		
0052	1297000000-E	607	MILLING ASPHALT PAVEMENT, **** DEPTH (3")	187,485 SY		
0053	1891000000-E	SP	GENERIC PAVING ITEM NON-WOVEN GEOTEXTILE PAVEMENT INTERLAYER	187,485 SY		
<b>STRUCTURE ITEMS</b>						
0045	8296000000-N	442	POLLUTION CONTROL	Lump Sum	L.S.	
0046	8692000000-N	SP	FOAM JOINT SEALS	Lump Sum	L.S.	
0047	8860000000-N	SP	GENERIC STRUCTURE ITEM PAINTING EXISTING WEATHERING STEEL STRUCTURE FOR BRIDGE #395	Lump Sum	L.S.	

County : Guilford, Forsyth

Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0048	8860000000-N	SP	GENERIC STRUCTURE ITEM PAINTING EXISTING WEATHERING STEEL STRUCTURE FOR BRIDGE #396	Lump Sum	L.S.	
0049	8892000000-E	SP	GENERIC STRUCTURE ITEM BRIDGE JOINT DEMOLITION	204 SF		
0050	8892000000-E	SP	GENERIC STRUCTURE ITEM CONCRETE DECK REPAIR FOR EPOXY OVERLAY	10 SF		
0051	8892000000-E	SP	GENERIC STRUCTURE ITEM EPOXY OVERLAY SYSTEM	20,360 SF		
			<b>1529/Feb04/Q3175030.0/D235241130000/E53</b>	<b>Total Amount Of Bid For Entire Project :</b>		

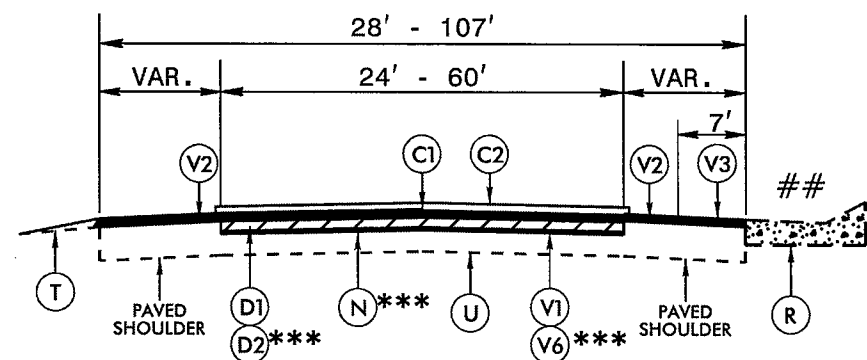
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5736 & I-5767	4	
F.A. PROJ. NO. I-5736 NHPP-0074(174), I-5767 NHPP-0074(177)			



\*NOTE: NO PAVEMENT ON BRIDGES  
 \*\*NOTE: MILLING & FILLING TRAVEL LANES ONLY.  
 NO MILLING & FILLING GORES

### TYPICAL SECTION NO. 1

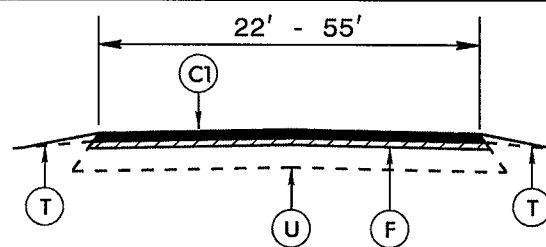
- TO BE USED ON MAPS 1, 15, 29, 38
- MAP 1: STA. 0+00 TO STA. 93+85  
 STA. 102+75 TO STA. 189+20  
 STA. 198+75 TO STA. 250+95 \*\*\*  
 STA. 253+20 TO STA. 277+05 \*\*\*  
 STA. 282+70 TO STA. 397+50 \*\*\*
- MAP 15: STA. 0+00 TO STA. 59+80 \*\*\*  
 STA. 60+25 TO STA. 67+95 \*\*\*  
 STA. 72+80 TO STA. 76+15 \*\*\*  
 STA. 82+55 TO STA. 106+25 \*\*\*  
 STA. 123+45 TO STA. 171+10 \*\*\*  
 STA. 176+70 TO STA. 199+55 \*\*\*  
 STA. 204+55 TO STA. 327+05  
 STA. 332+00 TO STA. 400+15
- MAP 29: STA. 0+00 TO STA. 422+00  
 STA. 424+80 TO STA. 480+75



\*NOTE: NO PAVEMENT ON BRIDGES  
 \*\*NOTE: MILLING & FILLING TRAVEL LANES ONLY.  
 NO MILLING & FILLING GORES

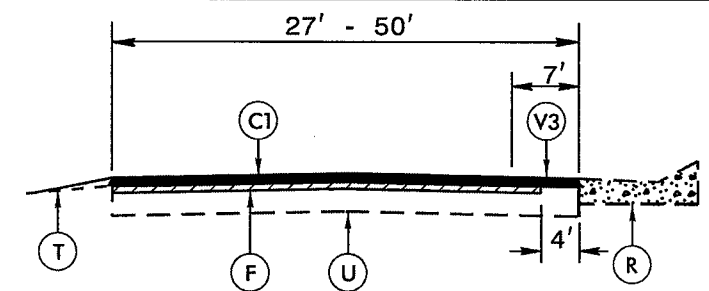
### TYPICAL SECTION NO. 2

- TO BE USED ON MAPS 1, 15, 29
- MAP 1: STA. 93+85 TO STA. 102+75 (RETAINING WALL)  
 STA. 189+20 TO STA. 198+75 \*\*\*  
 STA. 250+95 TO STA. 253+20 \*\*\*  
 STA. 277+05 TO STA. 282+70 \*\*\*
- MAP 15: STA. 59+80 TO STA. 60+25 \*\*\*  
 STA. 67+95 TO STA. 72+80 \*\*\*  
 STA. 76+15 TO STA. 82+55 \*\*\*  
 STA. 106+25 TO STA. 123+45 \*\*\*  
 STA. 171+10 TO STA. 176+70 \*\*\*  
 STA. 199+55 TO STA. 204+55 \*\*\*  
 STA. 327+05 TO STA. 332+00
- ## MAP 29: STA. 422+00 TO STA. 424+80  
 SEE INCIDENTAL MILLING DETAIL NO. 2



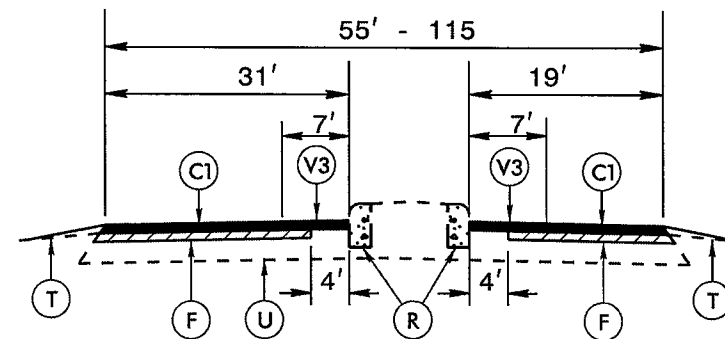
### TYPICAL SECTION NO. 3

- TO BE USED ON MAPS 2 thru 5, 8, 9, 11 THRU 19, 21, 22, 25 THRU 28, 30 THRU 35, 37, 39 THRU 44
- MAP 3: STA. 0+75 TO STA. 1+45  
 STA. 9+00 TO STA. 23+50
- MAP 4: STA. 0+00 TO STA. 10+45
- MAP 8: STA. 6+10 TO STA. 11+05
- MAP 11: STA. 4+45 TO STA. 14+75
- MAP 13: STA. 0+00 TO STA. 10+00  
 STA. 14+55 TO STA. 23+15
- MAP 17: STA. 0+00 TO STA. 1+75  
 STA. 4+95 TO STA. 17+85
- MAP 19: STA. 5+30 TO STA. 8+65
- MAP 27: STA. 0+50 TO STA. 3+00  
 STA. 6+05 TO STA. 11+40  
 STA. 22+00 TO STA. 29+95
- MAP 30: STA. 18+10 TO STA. 35+25
- MAP 33: STA. 0+00 TO STA. 12+45
- MAP 35: STA. 0+00 TO STA. 13+50



### TYPICAL SECTION NO. 5

- TO BE USED ON MAPS 3, 8, 10, 17, 19, 20, 27, 30
- MAP 3: STA. 1+45 TO STA. 9+00
- MAP 8: STA. 0+00 TO STA. 6+10
- MAP 10: STA. 0+00 TO STA. 6+25
- MAP 17: STA. 1+75 TO STA. 4+95
- MAP 19: STA. 0+00 TO STA. 5+30
- MAP 20: STA. 4+70 TO STA. 9+25
- MAP 27: STA. 0+00 TO STA. 00+50  
 STA. 3+00 TO STA. 6+05
- MAP 30: STA. 10+95 TO STA. 18+10



- TO BE USED ON MAPS 3, 33, 35
- MAP 3: STA. 0+00 TO STA. 0+75
- MAP 33: STA. 12+45 TO STA. 13+05
- MAP 35: STA. 13+50 TO STA. 13+75

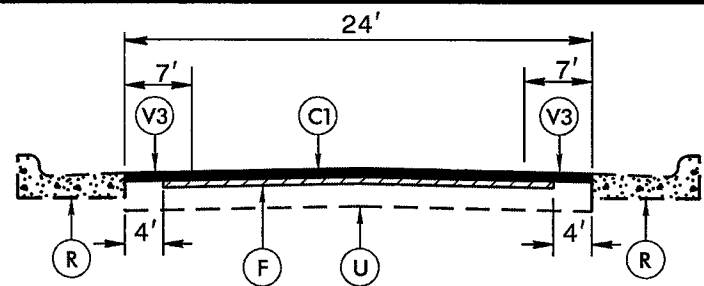
### TYPICAL SECTION NO. 4

## PAVEMENT SCHEDULE

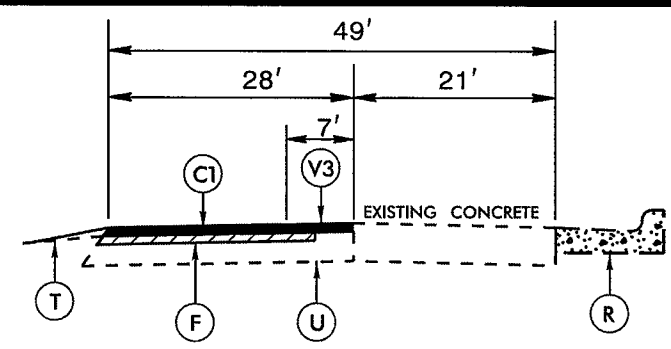
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	
C2	PROP. APPROX. ¾" OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-2 MODIFIED, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.	
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	
D2	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	
D3	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVG RATE OF 456 LBS. PER SQ. YD. IN ONE LIFT	
F	AST MAT COAT, #67 STONE	
N	NON-WOVEN GEOTEXTILE PAVEMENT INTERLAYER	
R	EXISTING CONCRETE STRUCTURE	
T	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER.	
U	EXISTING PAVEMENT.	
V1	2½" MILLING	V2 RUMBLE STRIPS Std. 665.01
V3	0 - 1½" MILLING	V4 1½" MILLING
V5	4" MILLING	V6 3" MILLING

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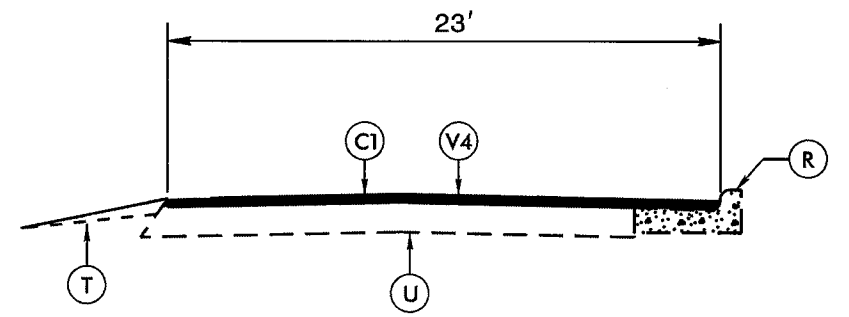
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5736 & I-5767	5	
F.A. PROJ. NO. I-5736 NHPP-0074(174), I-5767 NHPP-0074(177)			



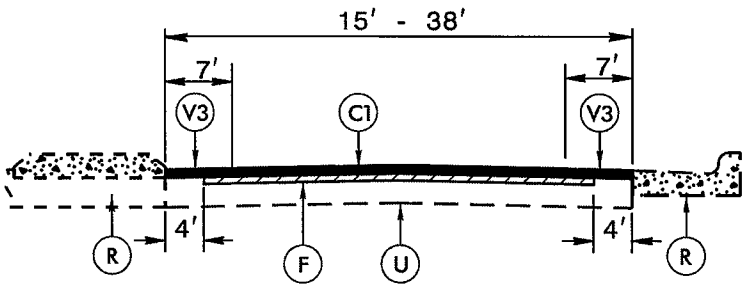
**TYPICAL SECTION NO. 6**  
TO BE USED ON MAPS 4  
MAP 4: STA. 10+45 TO STA. 10+80



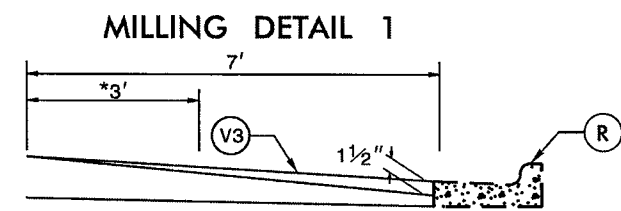
TO BE USED ON MAP 30  
STA. 10+55 TO STA. 10+95  
**TYPICAL SECTION NO. 10**



**TYPICAL SECTION NO. 11**  
TO BE USED ON MAP 36

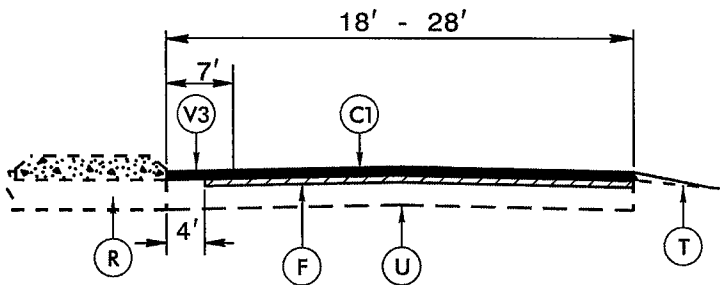


**TYPICAL SECTION NO. 7**  
TO BE USED ON MAP 10, 20  
MAP 10: STA. 6+25 TO STA. 10+60  
MAP 20: STA. 0+00 TO STA. 4+70

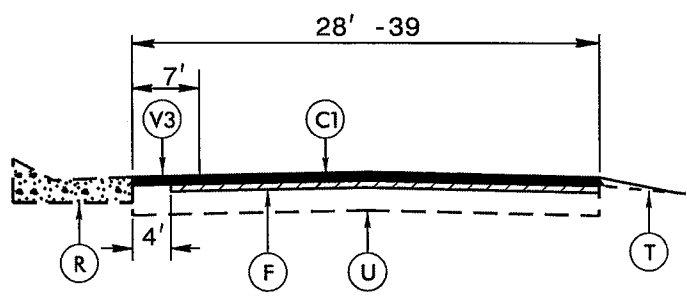


\*IF #67 STONE SEAL IS INVOLVED OVERLAP 3'.  
PROFILE MILL EXISTING ASPHALT PAVEMENT 0 - 1 1/2"  
AT LOCATIONS AS DIRECTED BY THE ENGINEER.

- NOTE: TO BE USED IN CONJUNCTION WITH:
- TS. NO. 2 ON MAP 1: STA. 93+85 TO STA. 102+75 (RETAINING WALL)  
STA. 189+20 TO STA. 198+75  
STA. 250+95 TO STA. 253+20  
STA. 277+05 TO STA. 282+70  
STA. 160+90 TO STA. 163+15
  - MAP 15: STA. 59+80 TO STA. 60+25  
STA. 67+95 TO STA. 72+80  
STA. 76+15 TO STA. 82+55  
STA. 106+25 TO STA. 123+45  
STA. 171+10 TO STA. 176+70  
STA. 199+55 TO STA. 203+30  
STA. 231+85 TO STA. 238+05  
STA. 327+05 TO STA. 332+00
  - TS. NO. 4 ON MAP 3: STA. 0+00 TO STA. 0+75
  - TS. NO. 5 ON MAP 3: STA. 1+45 TO STA. 9+00  
MAP 8: STA. 0+00 TO STA. 6+10  
MAP 10: STA. 0+00 TO STA. 6+25  
MAP 17: STA. 1+75 TO STA. 4+95  
MAP 19: STA. 0+00 TO STA. 5+30  
MAP 20: STA. 4+70 TO STA. 9+25  
MAP 27: STA. 0+00 TO STA. 00+50  
STA. 3+00 TO STA. 6+05
  - TS. NO. 6 ON MAP 4: STA. 10+45 TO STA. 10+80
  - TS. NO. 7 ON MAP 10: STA. 6+25 TO STA. 10+60  
MAP 20: STA. 0+00 TO STA. 4+70
  - TS. NO. 8 ON MAP 11: STA. 0+00 TO STA. 4+45  
MAP 19: STA. 8+65 TO STA. 13+45
  - TS. NO. 9 ON MAP 13: STA. 10+00 TO STA. 14+55  
MAP 27: STA. 11+40 TO STA. 22+00



**TYPICAL SECTION NO. 8**  
TO BE USED ON MAP 11, 19  
MAP 11: STA. 0+00 TO STA. 4+45  
MAP 19: STA. 8+65 TO STA. 13+45



**TYPICAL SECTION NO. 9**  
TO BE USED ON MAPS 13, 27  
MAP 13: STA. 10+00 TO STA. 14+55  
MAP 27: STA. 11+40 TO STA. 22+00

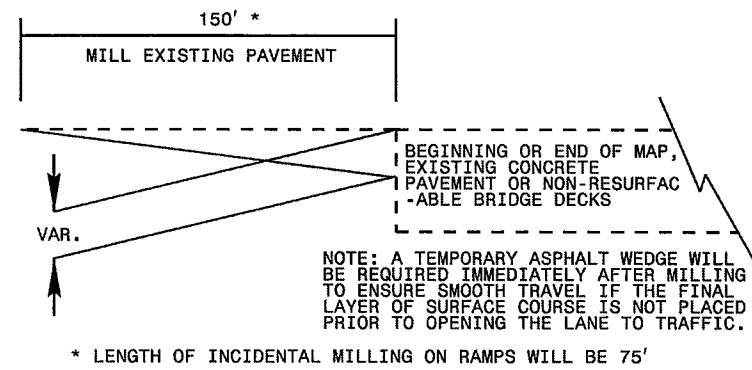
**PAVEMENT SCHEDULE**

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 3/4" OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-2 MODIFIED, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.		
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.		
D2	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.		
D3	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVG RATE OF 456 LBS. PER SQ. YD. IN ONE LIFT		
F	AST MAT COAT, #67 STONE		
N	NON-WOVEN GEOTEXTILE PAVEMENT INTERLAYER		
R	EXISTING CONCRETE STRUCTURE		
T	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER.		
U	EXISTING PAVEMENT.		
V1	2 1/2" MILLING	V2	RUMBLE STRIPS Std. 665.01
V3	0 - 1 1/2" MILLING	V4	1 1/2" MILLING
V5	4" MILLING	V6	3" MILLING

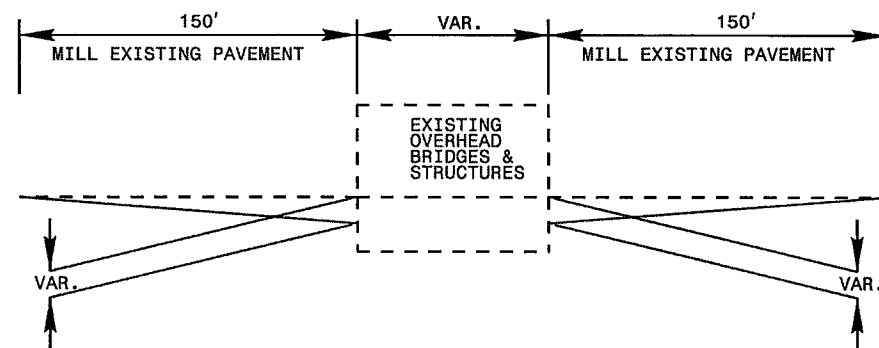
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STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5736 & I-5767	6	
F.A. PROJ. NO. I-5736 NHPP-0074(174), I-5767 NHPP-0074(177)			

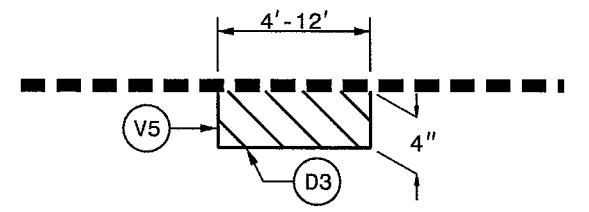
**INCIDENTAL MILLING DETAIL 1**



**INCIDENTAL MILLING DETAIL 2**



**PATCHING EXISTING PAVEMENT DETAIL 1**



MILL EXISTING ASPHALT PAVEMENT 4" IN DEPTH AND  
FILL WITH INTERMEDIATE COURSE, TYPE I19.0D AT  
LOCATIONS AS DIRECTED BY THE ENGINEER.

**PAVEMENT SCHEDULE**

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	
C2	PROP. APPROX. ¾" OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-2 MODIFIED, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.	
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	
D2	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	
D3	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVG RATE OF 456 LBS. PER SQ. YD. IN ONE LIFT	
F	AST MAT COAT, #67 STONE	
N	NON-WOVEN GEOTEXTILE PAVEMENT INTERLAYER	
R	EXISTING CONCRETE STRUCTURE	
T	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER.	
U	EXISTING PAVEMENT.	
V1	2½" MILLING	V2 RUMBLE STRIPS Std. 665.01
V3	0 - 1½" MILLING	V4 1½" MILLING
V5	4" MILLING	V6 3" MILLING

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PROJECT NO.	SHEET NO.	TOTAL NO.
I-5736 & I-5767	8	

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	INCIDENTAL STONE BASE	MILLING ASPHALT PAVEMENT, 2 1/2" DEPTH	MILLING ASPHALT PAVEMENT, 3" DEPTH	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH	MILLING ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH	INCIDENTAL MILLING	ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.00	ASPHALT CONC SURFACE COURSE, TYPE S9.5D	ASPHALT BINDER FOR PLANT MIX	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-2 MODIFIED	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE	EMULSION FOR ASPHALT SURFACE TREATMENT	MILLED RUMBLE STRIPS	NON-WOVEN GEOTEXTILE PAVEMENT INTERLAYER	PORTABLE LIGHTING	TRENCHING (UNPAVED) (1' (2" )	JUNCTION BOX (STANDARD SIZE)	2" RISER W/ WEATHERHEAD	INDUCTIVE LOOP SAW CUT	LEAD-IN CABLE (14-2)							
NO		NO			NO					MI	FT	TONS	SY	SY	SY	SY	SY	TON	TON	TONS	TONS	TONS	TONS	SY	GAL	LF	SY	LS	LF	EA	EA	LF	LF							
52018.3.1	Guilford	1	I-74 EASTBOUND/US 31 SOUTHBOUND (0.0 - 7.63)	FROM FORSYTH COUNTY LINE TO I-85 BUS (0.0 - 7.63)		2		NO	NO	0.189	28	373	2,667				1,057	449	262	20	23	125	250			79,500		0.50												
						2		NO	NO	0.125	44		2,273					326	272	15	22	103																		
						2		NO	NO	0.222	50		4,940					709	548	32	45	217																		
						2	MD	NO	NO	0.095	74		2,397					343	347	15	26	108																		
						2	MD	NO	NO	0.558	38		7,857				3,124	1,361	1,048	61	82	369																		
						2		NO	NO	0.077	75		2,168					310	285	14	22	100																		
						2		NO	NO	0.153	62		4,308					617	468	28	39	198																		
				SKIP BRIDGE #759		2		NO	NO	0.027	61		760				508	109	81	5	7	35																		
						2		NO	NO	0.03	60																													
						2		NO	NO	0.135	54		2,851				450	409	360	18	30	153																		
						2		NO	NO	0.166	48		3,506					502	394	23	32	162																		
						2		NO	NO	0.076	51		1,605			312		230	191	10	15	74																		
						2		NO	NO	0.093	64		1,964			382		282	294	13	23	97																		
						2		NO	NO	0.019	80		401					58	75	3	5	17																		
						2		NO	NO	0.426	40		5,998				1,562	978	842	44	65	282																		
						2		NO	NO	0.063	65		1,331					191	202	9	15	65																		
						2		NO	NO	0.03	51		634					91	76	4	6	29																		
						2		NO	NO	0.114	46		2,006				1,594	371	259	17	20	92																		
				SKIP BRIDGE # 763		2		NO	NO	0.295	41		4,154				342	597	598	27	46	195																		
				SKIP - U-5169 PROJECT		2		NO	NO	0.154	41																													
						2		NO	NO	0.079	66			2,225																										
						2		NO	NO	0.102	60			2,513		324	1,100	432	302	19	24	116																		
						2		NO	NO	0.386	56			8,152				1,404	1,068	63	84	378																		
						2		NO	NO	0.167	58			3,527				607	478	27	37	153																		
						2		NO	NO	0.36	56			7,603			2,147	1,389	996	63	78	352																		
						2		NO	NO	0.076	68			1,873				322	255	14	19	76																		
						2		NO	NO	0.043	93			1,211		177		208	197	9	14	52																		
						2		NO	NO	0.374	56			7,899			2,395	1,510	1,034	68	81	366																		
						2		NO	NO	0.078	91			1,647				284	350	13	28	127																		
						2		NO	NO	0.107	80			3,766		439		647	422	29	35	172																		
						2		NO	NO	0.092	74			2,915				501	336	23	27	134																		
						2		NO	NO	0.627	68			17,656			3,062	3,091	2,105	139	170	812																		
				SKIP BRIDGE #1022		2		NO	NO	0.063	68																													
						2		NO	NO	0.065	68			1,830			567	315	218	14	18	84																		
						2		NO	NO	0.023	81			648				111	92	5	7	31																		
						2		NO	NO	0.166	56			3,506				604	459	27	36	162																		
						2		NO	NO	0.049	77			1,380				237	186	11	15	67																		
						2		NO	NO	0.249	62			7,012				1,205	762	54	63	323																		
						2		NO	NO	0.082	77			2,309				397	312	18	25	112																		
						2		NO	NO	0.172	56			4,844			2,271	955	476	43	37	168																		
						2		NO	NO	0.096	49			2,028				349	232	16	19	94																		
						2		NO	NO	0.095	62			2,006				345	291	16	23	99																		
						2		NO	NO	0.253	38			3,562				615	475	28	37	167																		
						2		NO	NO	0.047	62			993				171	144	8	11	49																		
						2		NO	NO	0.096	47			2,028			392	349	223	16	18	94																		
										7.53		373	51,820	93,133		2,053	20,571	24,363	18,272	1,098	1,450	6,721	250			79,500	93,133	0.50												
52018.3.1	Guilford	2	EASTBOUND OFF RAMP SR 1009 (N. MAIN ST)	EASTBOUND OFF RAMP SR 1009 (N. MAIN ST																																				





PROJECT NO.	SHEET NO.	TOTAL NO.
I-5736 & I-5767	10	

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	MILLING ASPHALT PAVEMENT, 2 1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 3" DEPTH SY	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH SY	INCIDENTAL MILLING SY	ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0D TON	ASPHALT CONC SURFACE COURSE, TYPE S9.5D TON	ASPHALT BINDER FOR PLANT MIX TONS	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX TONS	OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-2 MODIFIED TON	PATCHING EXISTING PAVEMENT TONS	ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	MILLED RUMBLE STRIPS LF	NON-WOVEN GEOTEXTILE PAVEMENT INTERLAYER SY	PORTABLE LIGHTING LS	TRENCHING (UNPAVED) ( 1 ) ( 2" ) LF	JUNCTION BOX (STANDARD SIZE) EA	2" RISER W/ WEATHERHEAD EA	INDUCTIVE LOOP SAW CUT LF	LEAD-IN CABLE (14-2) LF											
52018.3.1	Guilford	16	WESTBOUND ON RAMP FROM I-85 BUS	WESTBOUND ON RAMP FROM I-85 BUS		3	2	NO	NO	0.098	34	48					283		165		9				1,955	739																		
			"	"		3	2	NO	NO	0.107	30						958		159		9				1,883	704																		
			"	"		3	2	NO	NO	0.221	25								274		16				3,241	1,230																		
TOTAL FOR MAP NO. 16										0.426		48				1,241		598		34				7,079	2,673																			
52018.3.1	Guilford	17	WESTBOUND OFF RAMP TO SR 1300 (GREEN DRIVE)/SR 1193 (TRIANGLE LAKE ROAD)	WESTBOUND OFF RAMP TO SR 1300 (GREEN DRIVE)/SR 1193 (TRIANGLE LAKE ROAD)		3	2	NO	NO	0.033	22	42							36		2				426	163								300										
			"	"		5	2	NO	NO	0.061	27					251	225		82		5				966	311																		
			"	SKIP BRIDGE #855		2	2	NO	NO	0.047	27																																	
			"	"		3	2	NO	NO	0.062	27															982	371																	
			"	"		3	2	NO	NO	0.063	30															1,109	424																	
			"	"		3	2	NO	NO	0.072	33															1,394	529																	
TOTAL FOR MAP NO. 17										0.338		42				251	725		413		24			4,877	1,798														300					
52018.3.1	Guilford	18	WESTBOUND ON RAMP FROM SR 1300 (GREEN DRIVE)/SR 1193 (TRIANGLE LAKE ROAD)	WESTBOUND ON RAMP FROM SR 1300 (GREEN DRIVE)/SR 1193 (TRIANGLE LAKE ROAD)		3	2	NO	NO	0.106	27	30							142		8				1,679	638										300								
TOTAL FOR MAP NO. 18										0.106		30						142		8			1,679	638																				
52018.3.1	Guilford	19	WESTBOUND OFF RAMP TO SR 1113 (KIVETT DRIVE)	WESTBOUND OFF RAMP TO SR 1113 (KIVETT DRIVE)		5	2	NO	NO	0.1	33	13				411			163		9				1,936	649										300								
			"	"		3	2	NO	NO	0.013	29								19		1				221	84																		
			"	"		3	2	NO	NO	0.05	24								59		3				704	269																		
			"	"		8	2	NO	NO	0.036	24					148			43		2				507	160																		
			"	"		8	2	NO	NO	0.044	26					181			57		3				671	214																		
			"	"		8	2	NO	NO	0.011	28					45	233		15		1				181	61																		
TOTAL FOR MAP NO. 19										0.254		13				785	233		356		19		4,220	1,437																	300			
52018.3.1	Guilford	20	WESTBOUND ON RAMP FROM SR 1113 (KIVETT DRIVE)	WESTBOUND ON RAMP FROM SR 1113 (KIVETT DRIVE)		7	2	NO	NO	0.071	15	9				583			53		3				625	111																		
			"	"		7	2	NO	NO	0.018	21					148			19		1				222	50																		
			"	"		5	2	NO	NO	0.086	26					353	217		111		6				1,312	423																		
TOTAL FOR MAP NO. 20										0.175		9				1,084	217		183		10		2,159	584																				
52018.3.1	Guilford	21	WESTBOUND OFF RAMP TO SR 1486 (GREENSBORO ROAD)	WESTBOUND OFF RAMP TO SR 1486 (GREENSBORO ROAD)		3	2	NO	NO	0.155	30	33				250			230		13				2,728	1,039										300								
TOTAL FOR MAP NO. 21										0.155		33				250		230		13			2,728	1,039																		300		
52018.3.1	Guilford	22	WESTBOUND ON RAMP FROM SR 1486 (GREENSBORO ROAD)	WESTBOUND ON RAMP FROM SR 1486 (GREENSBORO ROAD)		3	2	NO	NO	0.148	24	57				200			176		10				2,084	790																		
TOTAL FOR MAP NO. 22										0.148		57				200		176		10			2,084	790																				
52018.3.1	Guilford	23	MAP DELETED - U-5169 PROJECT	MAP DELETED - U-5169 PROJECT			2	NO	NO	0.204	28								176		10				2,084	790																		
TOTAL FOR MAP NO. 23										0.204																																		
52018.3.1	Guilford	24	MAP DELETED - U-5169 PROJECT	MAP DELETED - U-5169 PROJECT			2	NO	NO	0.14	29																																	
TOTAL FOR MAP NO. 24										0.14																																		
52018.3.1	Guilford	25	WESTBOUND OFF RAMP TO JOHNSON STREET	WESTBOUND OFF RAMP TO JOHNSON STREET		3	2	NO	NO	0.097	24	18							115		7				1,366	517						2			400	350								
			"	"		3	2	NO	NO	0.034	29								49		3				578	217																		
			"	"		3	2	NO	NO	0.076	33								124		7				1,471	557																		
TOTAL FOR MAP NO. 25										0.207		18						275		17			3,415	1,291																			400	350
52018.3.1	Guilford	26	WESTBOUND ON RAMP FROM JOHNSON STREET	WESTBOUND ON RAMP FROM JOHNSON STREET		3	2	NO	NO	0.119	23	31							192		8				1,606	612																		
TOTAL FOR MAP NO. 26										0.119		31						192		8			1,606	612																				
52018.3.1	Guilford	27	WESTBOUND OFF RAMP TO SR 1009 (N. MAIN STREET)	WESTBOUND OFF RAMP TO SR 1009 (N. MAIN STREET)		5	2	NO	NO	0.009	39	41				37			17		1				206	74																		
			"	"		3	2	NO	NO	0.047	33								77		4				910	348																		
			"	"		5	2	NO	NO	0.058	39					238			112		6				1,327	451																		
			"	"		3	2	NO	NO	0.101	33								165		9				1,955	745																		
			"	"		9	2	NO	NO	0.089	39					365			172		10				2,036	695																		
			"	SKIP BRIDGE #758		2	2	NO	NO	0.064	39																																	
			"	"		9	2	NO	NO	0.047	39					193			91		5				1,075	369																		
			"	"		3	2	NO	NO	0.047	33								77		4				910	348																		
			"	"		3	2	NO	NO	0.037	40								73		4				868	325																		
			"	"		3	2	NO	NO	0.056	46								150		9				1,781	680																		
TOTAL FOR MAP NO. 27										0.565		41						833	383				934		52					11,068	4,035													



