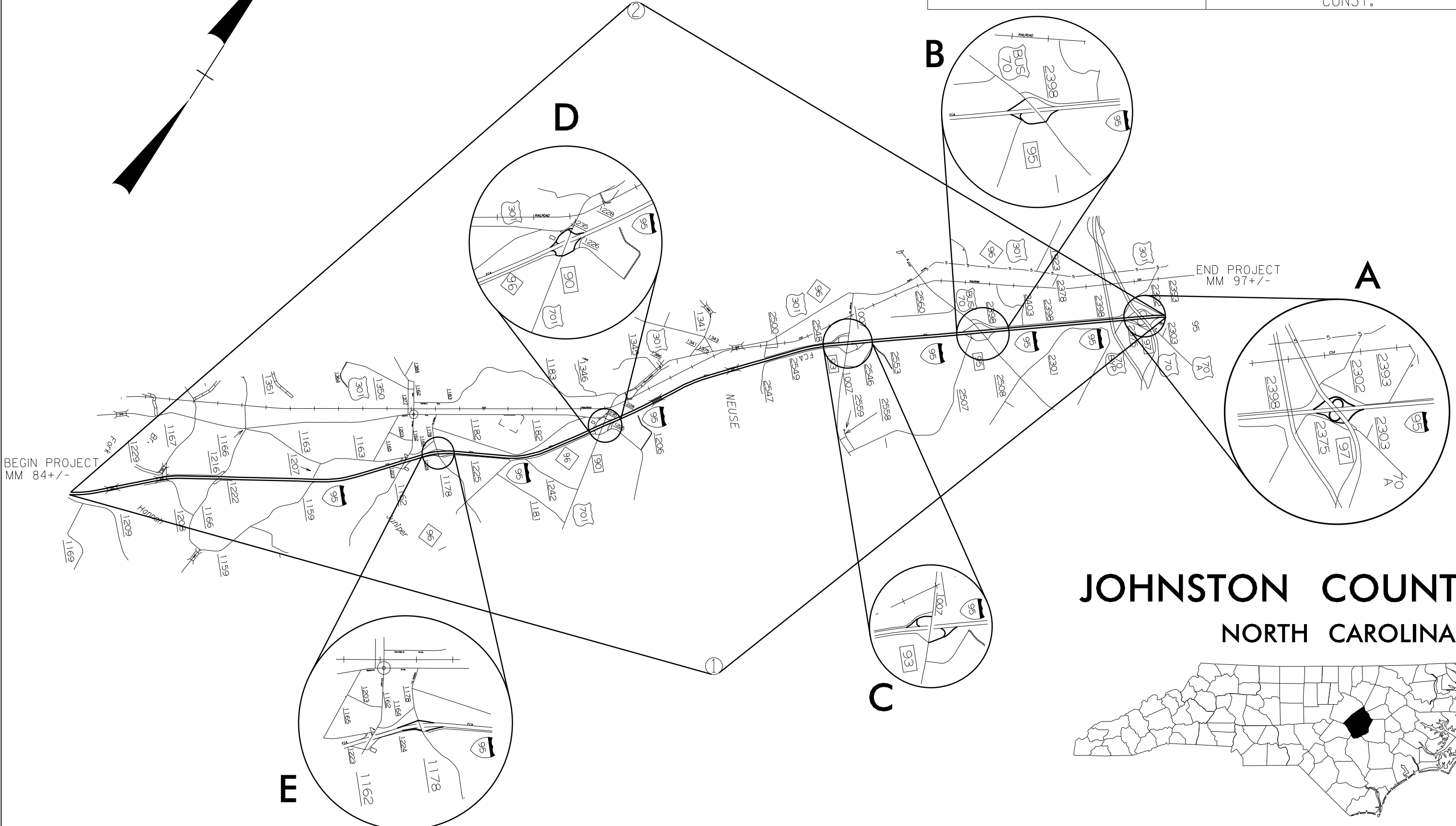
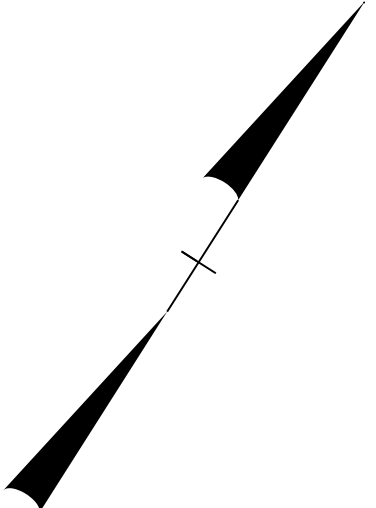


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for the convenience of the user  
and is Not a Certified Document –**

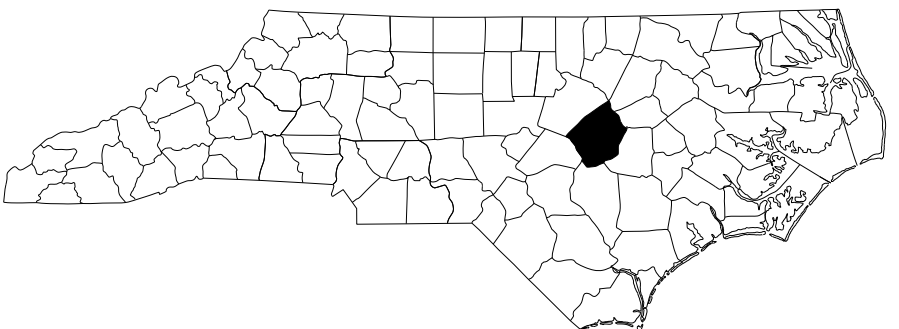
**The documents contained herein were originally issued  
and sealed by the individuals whose names and license  
numbers appear on each page, on the dates appearing  
with their signature on that page.**

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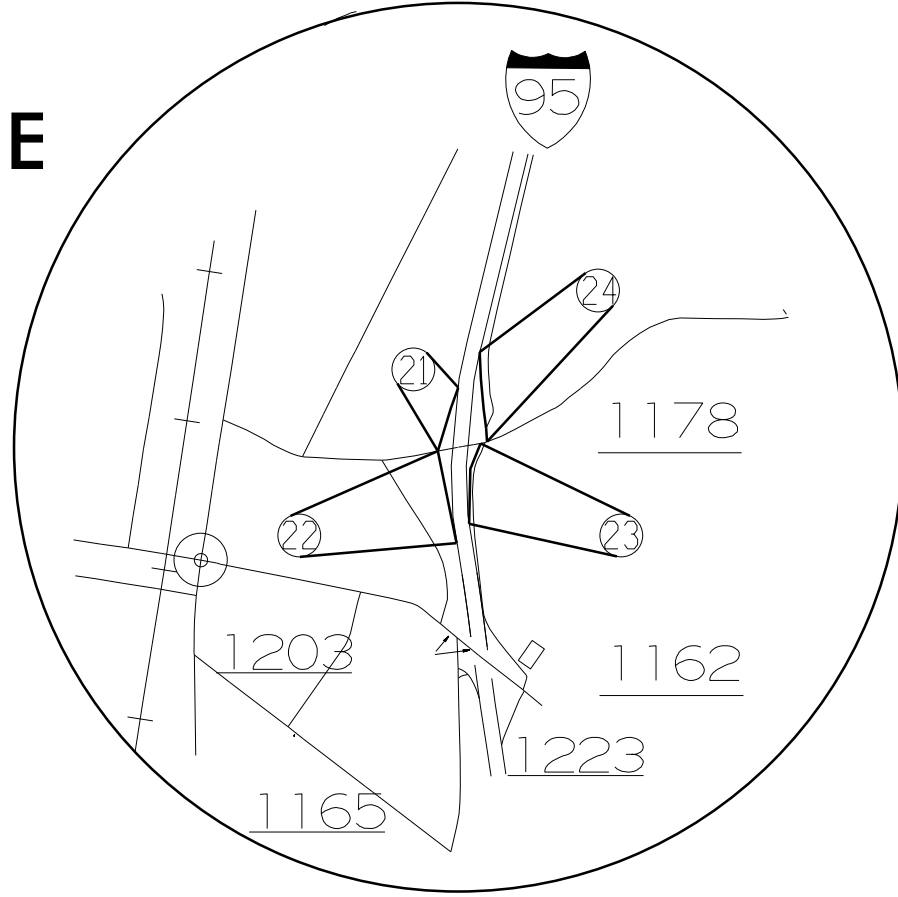
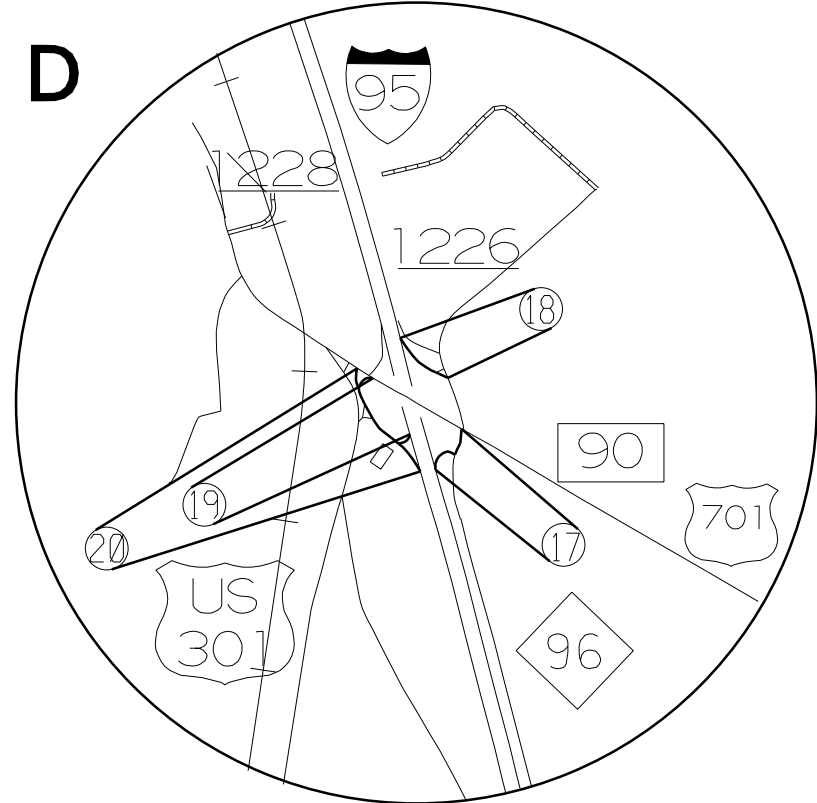
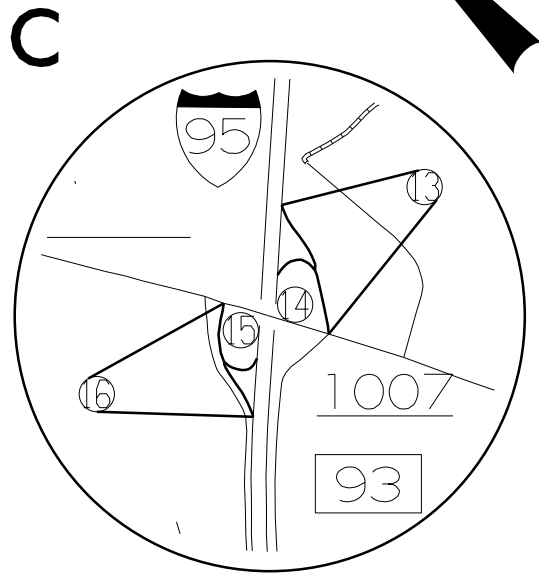
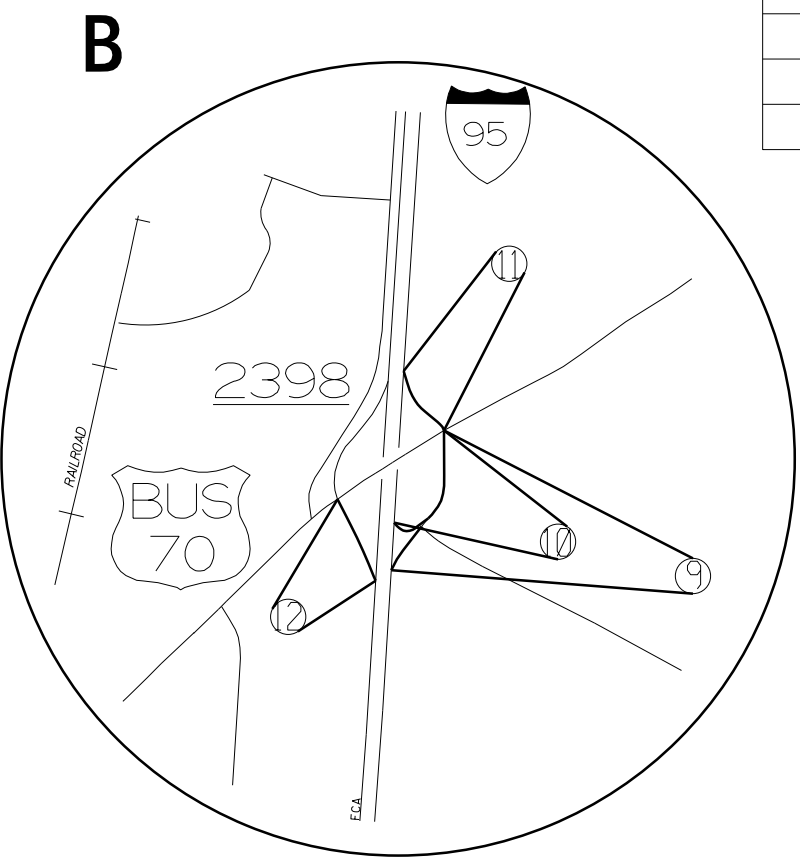
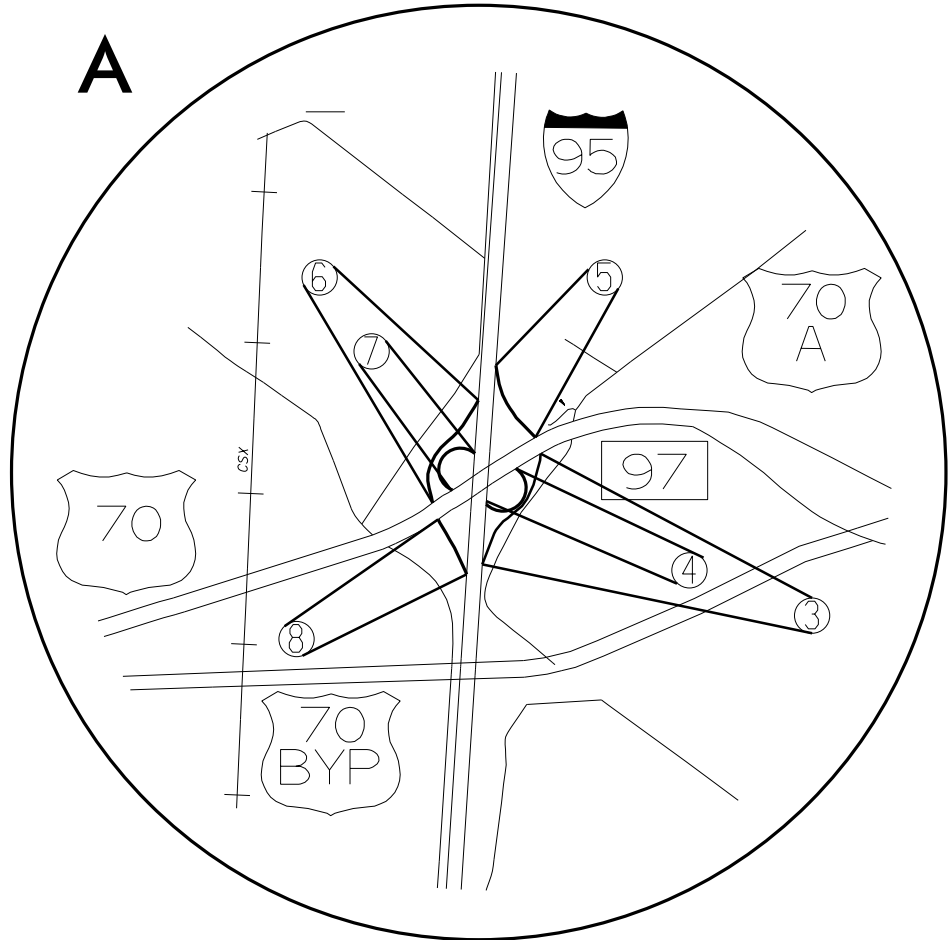
PROJECT NO. TIP I-5784 WBS 53025.3.1	SHEET NO. 1	TOTAL SHEETS
		DESCRIPTION CONST.



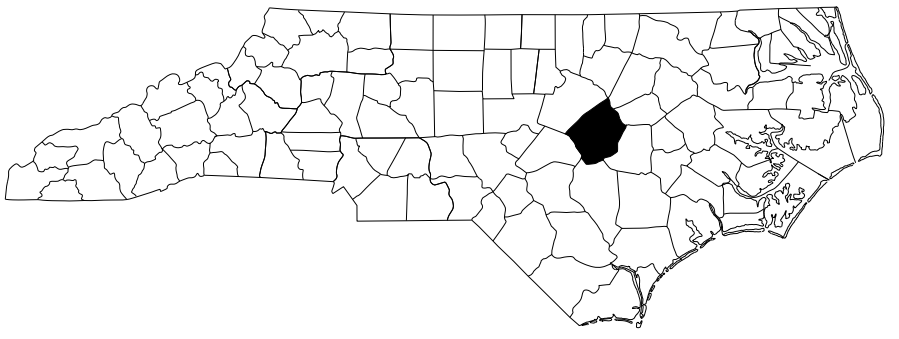
# JOHNSTON COUNTY NORTH CAROLINA



PROJECT NO.	SHEET NO.	TOTAL SHEETS
TIP I-5784	2	
WBS 53025.3.1	DESCRIPTION	
	CONST.	



**JOHNSTON COUNTY**  
**NORTH CAROLINA**



PROJECT NO.	SHEET NO.	TOTAL SHEETS
TIP I-5784	3	
WBS 53025.3.1	DESCRIPTION	
	CONST.	

GENERAL NOTES:

2012 SPECIFICATIONS  
EFFECTIVE: 01-17-2012  
REVISED: 10-31-2014

GUARDRAIL:

THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

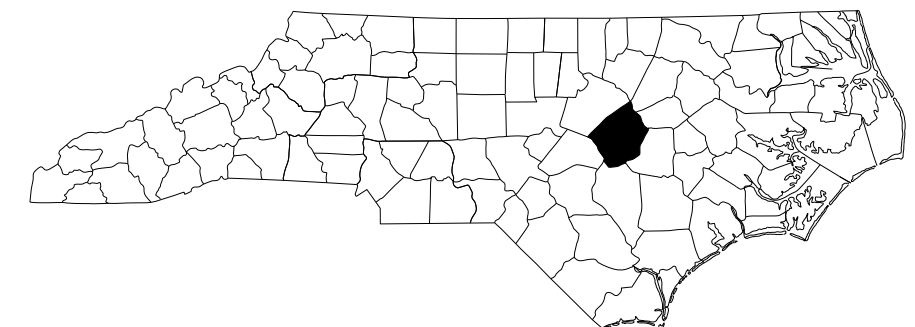
EFF. 01-17-2012  
REV. 10-30-2012

2012 ROADWAY ENGLISH STANDARD DRAWINGS

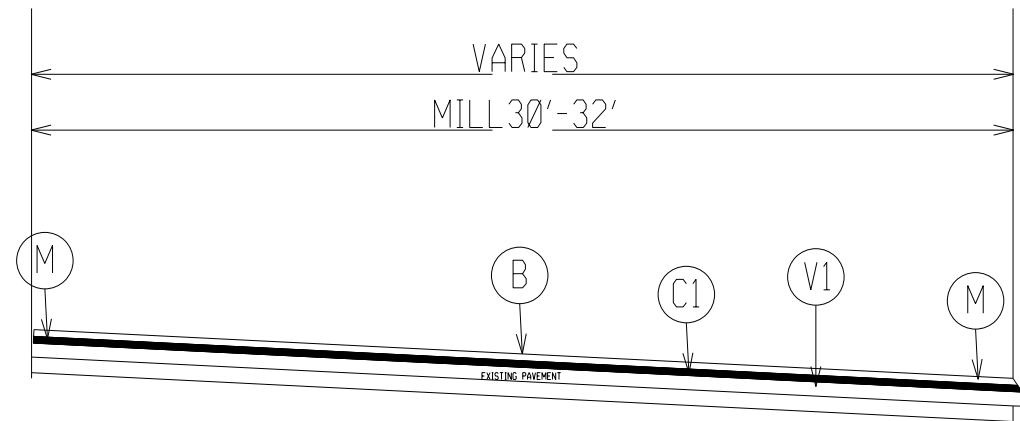
The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
DIVISION 6 - ASPHALT BASES AND PAVEMENTS	
665.01	Asphalt Shoulders - Milled Rumble Strips
DIVISION 8 - INCIDENTALS	
840.72	Pipe Collar
852.01	Concrete Islands
862.01	Guardrail Placement
862.02	Guardrail Installation
865.01	Cable Guiderail

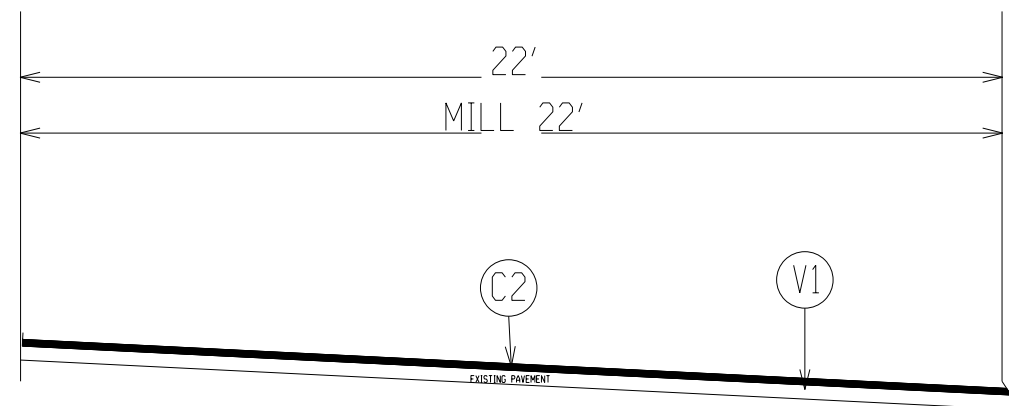
**JOHNSTON COUNTY**  
**NORTH CAROLINA**



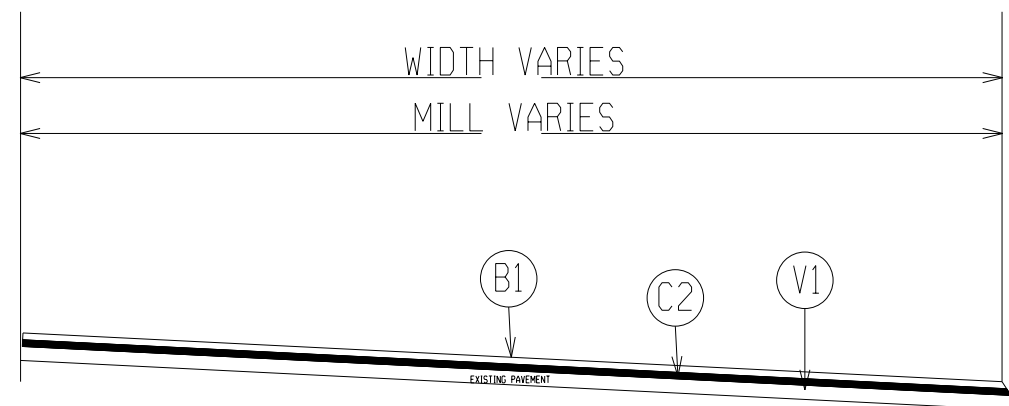
WBS	SHEET NO.	TOTAL SHEETS
TIP NO. I-5784	4	
53025.3.1	DESCRIPTION	
	CONST.	



**TYPICAL SECTION 1**



**TYPICAL SECTION 2**

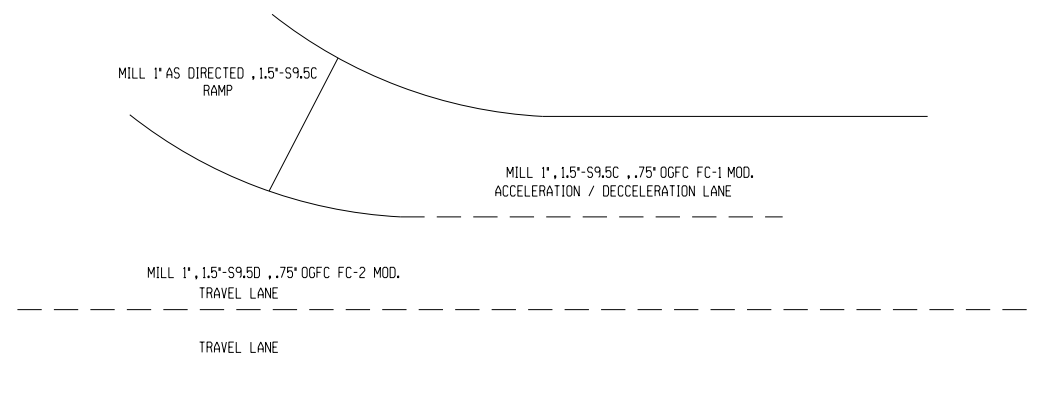


**ACCELERATION, DECELERATION AND GORE TRANSITION**

MILL WIDTH OF EXISTING OGFC AS DIRECTED BY ENGINEER.

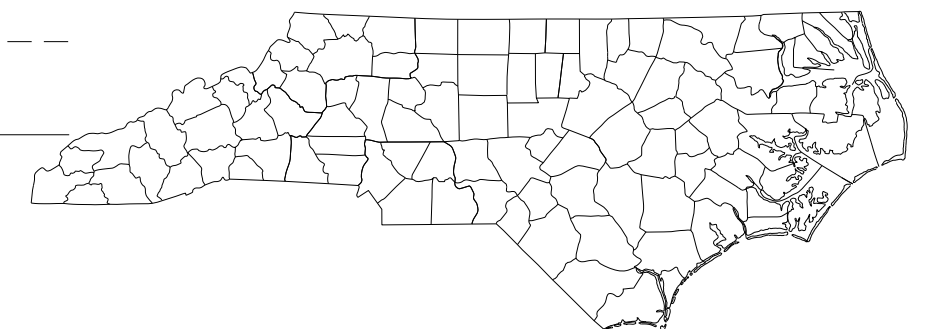
FOR AREAS OF CONCRETE SLAB REPLACEMENT SEE SLAB REPLACEMENT DETAIL ON PLAN SHEET 5

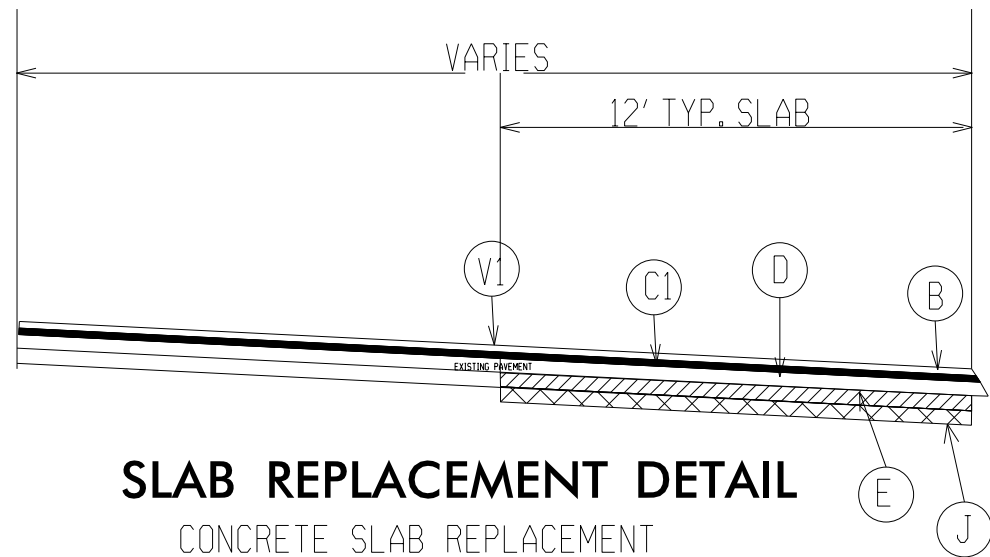
- (B) APPROX .75" OF OGFC TYPE FC-2 MOD AT AN AVERAGE RATE OF 90 LB/SY
- (B1) APPROX .625" OF OGFC TYPE FC-1 MOD AT AN AVERAGE RATE OF 70 LB/SY
- (C1) APPROX 1.5" OF S9.5D AT AN AVERAGE RATE OF 168 LB/SY
- (C2) APPROX 1.5" OF S9.5C AT AN AVERAGE RATE OF 168 LB/SY
- (D) APPROX 2.5" OF I19.0C AT AN AVERAGE RATE OF 285 LB/SY
- (E) APPROX 5.5" OF B25.0C AT AN AVERAGE RATE OF 627 LB/SY
- (J) PROP. 12" AGGREGATE BASE COURSE
- (V1) MILL ROADWAY 1" PRIOR TO RESURFACING
- (V2) MILLING ASPHALT PAVEMENT 0" TO 1.5"
- (M) MILLED RUMBLE STRIPS



**RAMP TRANSITION DETAIL**

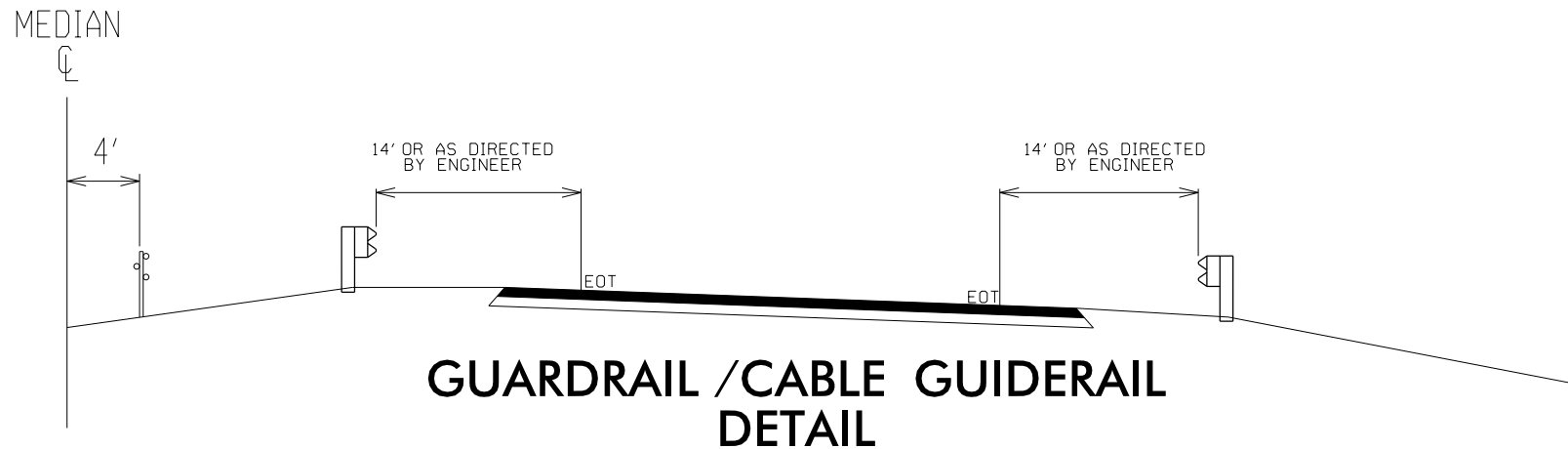
**JOHNSTON COUNTY  
NORTH CAROLINA**





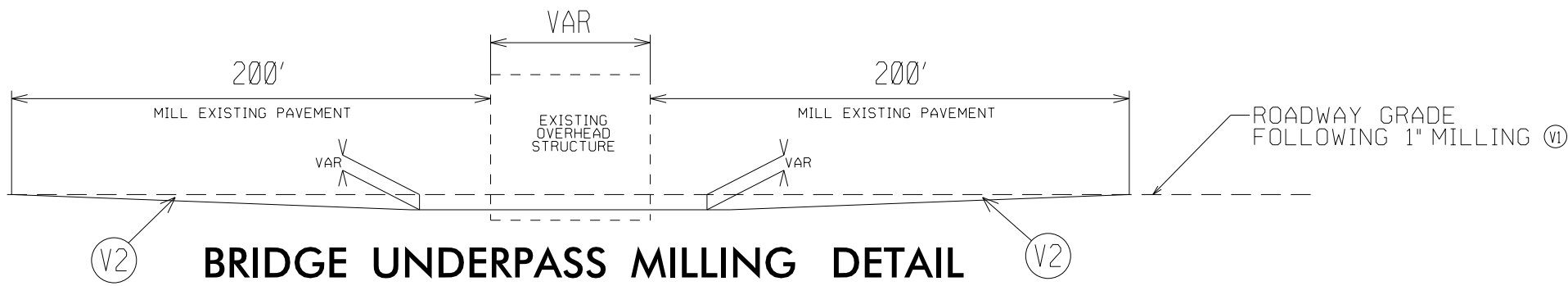
**SLAB REPLACEMENT DETAIL**

CONCRETE SLAB REPLACEMENT  
AS DIRECTED BY ENGINEER



**GUARDRAIL /CABLE GUIDERAIL  
DETAIL**

SEE GUIDERAIL SUMMARY FOR GUIDERAIL LOCATIONS  
SEE GUARDRAIL SUMMARY FOR GUARDRAIL LOCATIONS AND OFFSET FROM EOT



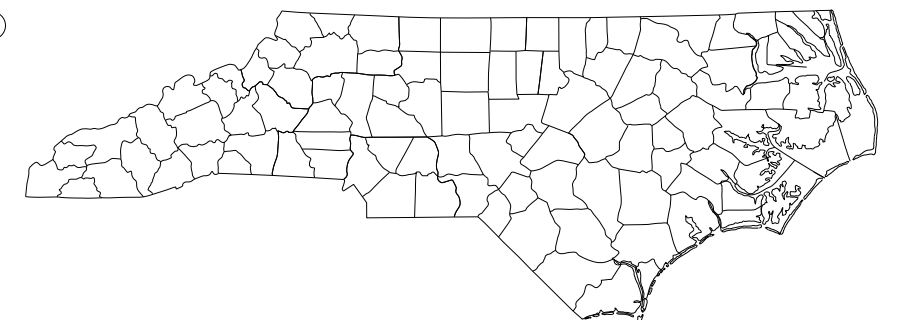
**BRIDGE UNDERPASS MILLING DETAIL**

MILL AT OVERHEAD STRUCTURE LOCATIONS  
AS DIRECTED BY THE ENGINEER

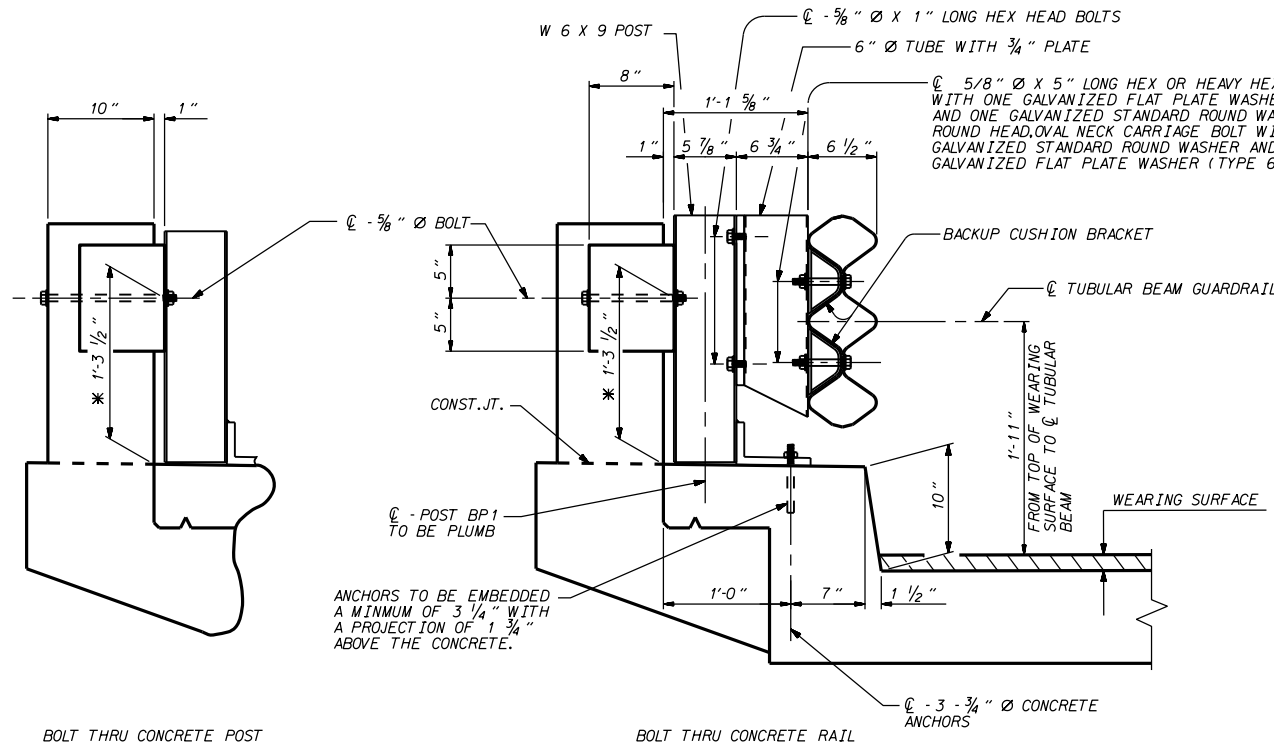
WBS	SHEET NO.	TOTAL SHEETS
TIP NO. I-5784	5	
53025.3.1	DESCRIPTION	
	CONST.	

- (B) APPROX .75" OF OGFC TYPE FC-2 MOD AT AN AVERAGE RATE OF 90 LB/SY
- (B1) APPROX .625" OF OGFC TYPE FC-1 MOD AT AN AVERAGE RATE OF 70 LB/SY
- (C1) APPROX 1.5" OF S9.5D AT AN AVERAGE RATE OF 168 LB/SY
- (C2) APPROX 1.5" OF S9.5C AT AN AVERAGE RATE OF 168 LB/SY
- (D) APPROX 2.5" OF I19.0C AT AN AVERAGE RATE OF 285 LB/SY
- (E) APPROX 5.5" OF B25.0C AT AN AVERAGE RATE OF 627 LB/SY
- (J) PROP. 12" AGGREGATE BASE COURSE
- (V1) MILL ROADWAY 1" PRIOR TO RESURFACING
- (V2) MILLING ASPHALT PAVEMENT 0" TO 1.5"
- (M) MILLED RUMBLE STRIPS

**JOHNSTON COUNTY  
NORTH CAROLINA**

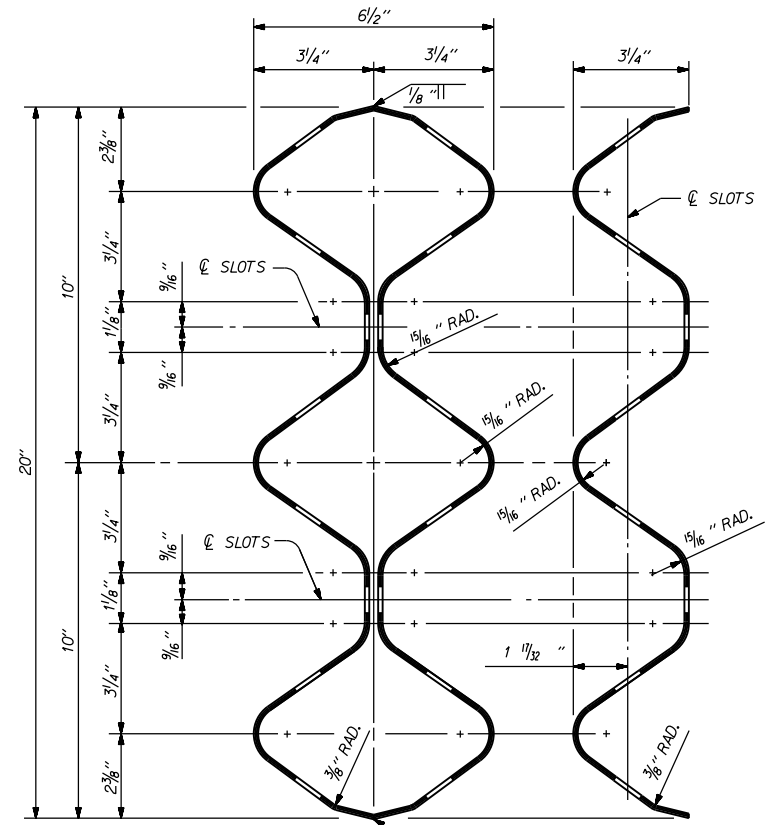


- FIELD VERIFY THIS DIMENSION. MAINTAIN A MINIMUM OF 2' FROM THE CENTER OF THE BOLT HOLE TO THE TOP OF THE POST. THE BOLT HOLE MAY BE CUT INTO THE POST IN THE FIELD IF NEEDED.



BOLT THRU CONCRETE POST  
 BOLT THRU CONCRETE RAIL  
**RETROFIT EXISTING RAIL WITH TUBULAR BEAM GUARDRAIL**  
 ( WITH WEARING SURFACE )

**BP 1**



**SECTION THRU TUBULAR BEAM**  
**SECTION THRU 20\"/>**

**CONCRETE ANCHOR NOTES :**

- FOR ADHESIVELY ANCHORED BOLTS OR DOWELS, SEE ROADWAY SPECIAL PROVISIONS.
- THE CONCRETE ANCHORS SHALL BE TESTED AS FOLLOWS :  
 A) THE CONTRACTOR SHALL TEST 5% OF THE TOTAL NUMBER OF BOLTS PER SPAN IN THE AREA OF THE CURB FOR LOAD TESTS AS DESCRIBED IN THE ROADWAY SPECIAL PROVISIONS.  
 B) THE ANCHOR BEING TESTED SHALL WITHSTAND A LOAD EQUAL TO 4220 POUNDS WHEN TESTED AS SPECIFIED IN THE ROADWAY SPECIAL PROVISIONS.  
 C) THE SUCCESSFULLY TESTED ANCHOR MAY BE USED IN THE FINAL RAIL ASSEMBLY, IF APPROPRIATELY LOCATED. IF NOT SO LOCATED, OR IF THE ANCHOR FAILS THE TEST, THE TEST AREA SHALL BE REPAIRED AS DAMAGED CONCRETE, SEE 'GENERAL NOTES'.
- EMBEDMENT SHOWN ON THE PLANS IS A MINIMUM, BUT THE MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED.
- THE 3/4" DIAMETER CONCRETE ANCHOR SHALL CONSIST OF A STUD, THREADED ON ONE END, WITH NUT AND WASHERS. THE ANCHOR SHALL BE GALVANIZED TO CONFORM TO THE REQUIREMENTS OF ASTM A-153. AT THE CONTRACTOR'S OPTION, STAINLESS STEEL ANCHORS MAY BE USED AS AN ALTERNATE FOR THE GALVANIZED CONCRETE ANCHORS. THEY SHALL MEET OR EXCEED THE MECHANICAL REQUIREMENTS FOR THE GALVANIZED ANCHORS. THE USE OF THIS ALTERNATE SHALL BE APPROVED BY THE ENGINEER.
- EXPANSION ANCHORS WILL NOT BE PERMITTED.

- NOTES :**
- TUBULAR BEAM POSTS ARE TO BE MOUNTED AGAINST THE EXISTING CONCRETE RAIL. HOLES FOR THE 5/8" DIAMETER BOLTS, THRU THE EXISTING CONCRETE RAIL OR POST, SHALL BE 3/4" DIAMETER.
  - 5/8" DIAMETER BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-307 AND SHALL BE GALVANIZED TO CONFORM TO THE REQUIREMENTS OF ASTM A-153.

**GENERAL NOTES :**

- THE 20" TRIPLE TUBULAR CORRUGATED BEAM RAIL SECTION SHALL BE FABRICATED BY WELDING TWO (2) 20" TRIPLE CORRUGATED BEAM RAIL ELEMENTS AS SHOWN AND THE GUARDRAIL SHALL CONFORM TO THE NCDOT STANDARD SPECIFICATIONS EXCEPT AS NOTED AND SHOWN ON THE PLANS.
- 20" TRIPLE TUBULAR CORRUGATED BEAM RAIL SHALL BE 10 GAGE.
- POSTS, BASE ANGLES AND/OR BASE PLATES, 6" DIA. TUBES, AND OFFSET BLOCKS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-36. SHIMS SHALL MEET THE REQUIREMENTS OF ASTM A-570 GRADE 33 OR A-611 GRADE C.
- POSTS, BASE ANGLES AND/OR BASE PLATES, TUBES, BLOCKS AND SHIMS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-123.
- POSTS ARE TO BE PLUMB. SHIMS MAY BE USED BENEATH THE ROADWAY EDGE OF THE BASE ANGLES AND/OR BASE PLATES AS NECESSARY FOR POST ALIGNMENT. PROVIDE ONE 1/8" AND TWO 1/16" STEEL SHIMS FOR 25% OF THE POSTS ON THE BRIDGE. 'BP' POST HEIGHT TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- PROPOSED RAIL POST MAY BE SHIFTED SLIGHTLY TO CLEAR REINFORCING STEEL. STANDARD SLOTS MAY BE USED IN THE RAIL TO ALLOW ADJUSTMENT.
- HOLES SHALL BE DRILLED HORIZONTAL OR VERTICAL USING A ROTARY DRILL OR A ROTARY IMPACT DRILL. IMPACT TOOLS WILL NOT BE PERMITTED. CARBIDE TIPPED BITS SHALL BE USED UNLESS REINFORCING STEEL IS ENCOUNTERED. AN APPROPRIATE BIT FOR DRILLING THROUGH REINFORCING STEEL SHALL BE USED WHEN NECESSARY. THE CONTRACTOR SHALL BE PREPARED TO DRILL THROUGH REINFORCING STEEL AT TIMES.
- POST SPACINGS AS SHOWN ON THE PLANS SHALL BE CHECKED BEFORE HOLES ARE DRILLED IN THE 20" TRIPLE TUBULAR CORRUGATED BEAM RAIL. STANDARD SLOTS WILL BE ALLOWED. FIELD PUNCHING OF THE HOLES OR SLOTS WILL NOT BE PERMITTED.
- A SEALANT WILL BE REQUIRED IN THE AREA OF THE ANCHOR BOLTS AND WILL BE PLACED IN THE FOLLOWING MANNER:  
 A. BEFORE THE BASE PLATE HAS BEEN SET IN PLACE, IF THE GROUT DOES NOT COMPLETELY FILL THE ANCHOR HOLE, SEAL THE AREA AROUND EACH CONCRETE ANCHOR BOLT TO KEEP MOISTURE FROM ENTERING THE HOLE.  
 B. AFTER THE BASE PLATE HAS BEEN SET IN PLACE AND BEFORE THE WASHERS AND NUTS HAVE BEEN PLACED ON THE BOLT, SEAL THE HOLE REMAINING AROUND THE ANCHOR BOLT.  
 THE SEALANT SHALL BE A ONE-COMPONENT POLYSULFIDE GUN GRADE MEETING FEDERAL SPECIFICATION TT-5-230. SEALANT SHALL BE GRAY IN COLOR AND APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION. THE FOLLOWING SEALANTS MEET THE ABOVE REQUIREMENTS:  
 \* SONOLASTIC ONE PART\*, MANUFACTURED BY SONNEBORN-DESOTO CO., DES PLAINES, ILLINOIS, 60018.  
 \* THORSPAN ONE COMPONENT\*, MANUFACTURED BY STANDARD DRY WALL PRODUCTS, INC., MIAMI, FLORIDA, 33166.  
 \* HORNFLX ONE COMPONENT\*, MANUFACTURED BY W. R. GRACE AND CO., CAMBRIDGE, MASSACHUSETTS, 02140.
- ALL CONCRETE DAMAGED BY THIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- VERTICAL SLOTS IN THE 6" TUBE ALLOW FOR SOME VERTICAL ADJUSTMENT OF RAIL HEIGHT IN ORDER TO OBTAIN THE CENTERLINE OF RAIL HEIGHT OF 1'-11" ABOVE RIDING SURFACE.
- THE SIZE OF FILLET WELDS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. ELECTROSLAG WELDING WILL NOT BE PERMITTED.
- LAP BEAM RAIL JOINTS IN DIRECTION OF TRAFFIC.

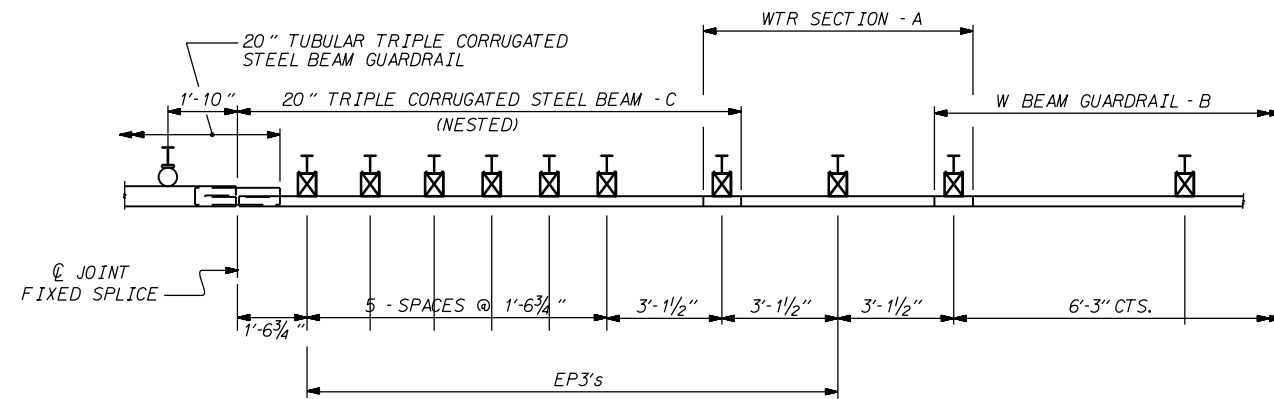
**CONTRACT STANDARDS AND DEVELOPMENT UNIT**  
 Office 919-707-6950 FAX 919-250-4119

**RETROFIT OF EXISTING BRIDGE RAIL WITH TUBULAR BEAM GUARDRAIL**

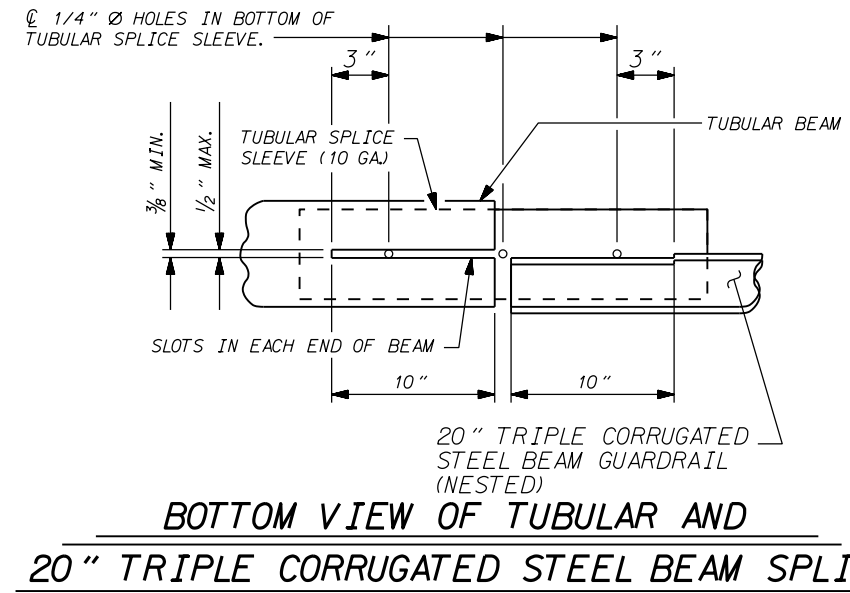
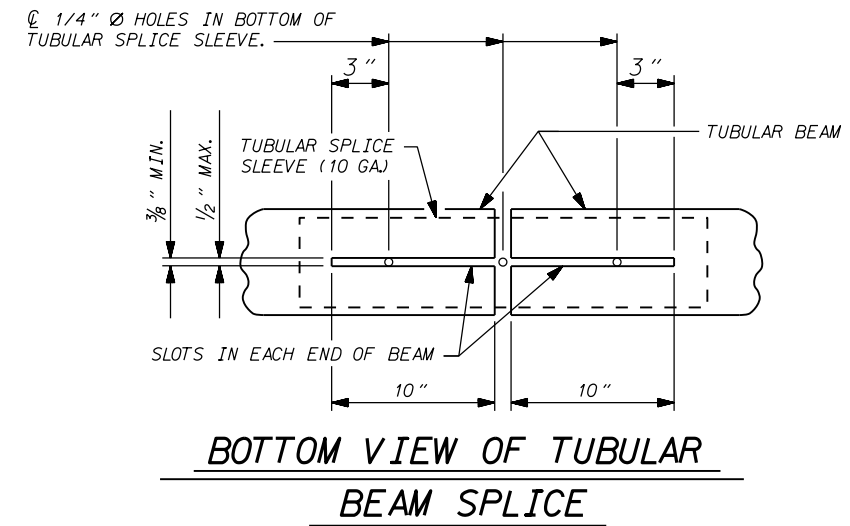
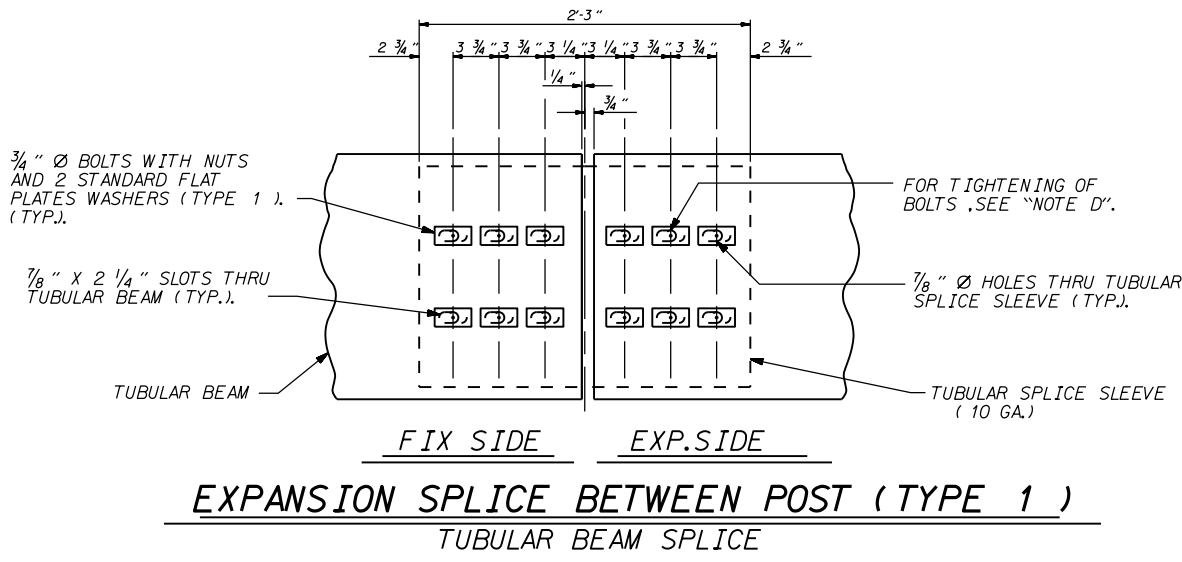
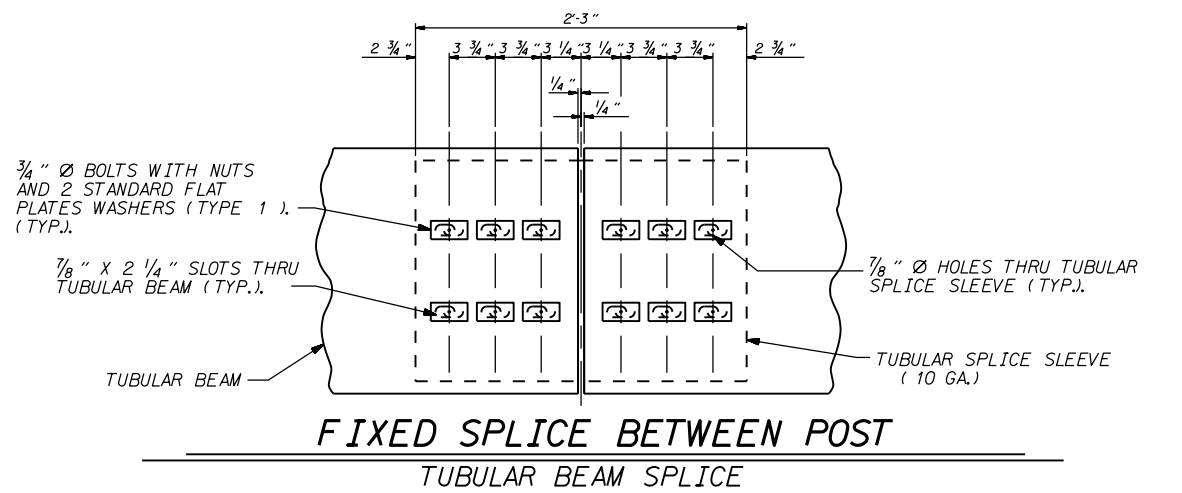
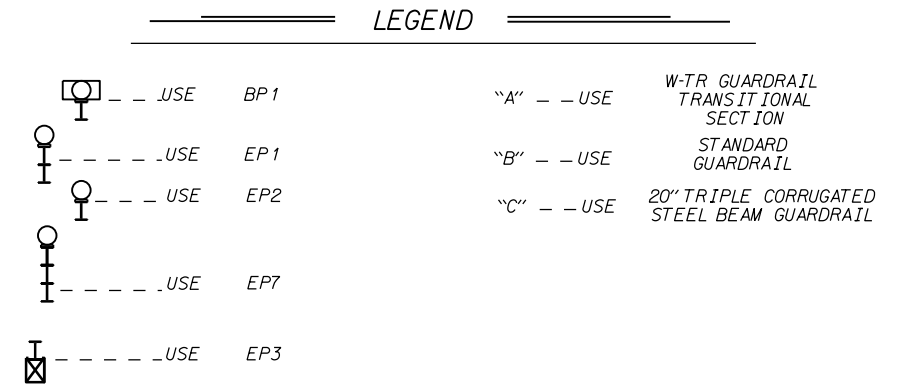
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**DETAIL "T"**



**TABLE 2  
FLAT PLATE WASHER DIMENSIONS**

TYPE	DESCRIPTION	A	B
1	STANDARD WASHER	3"	1 1/2"

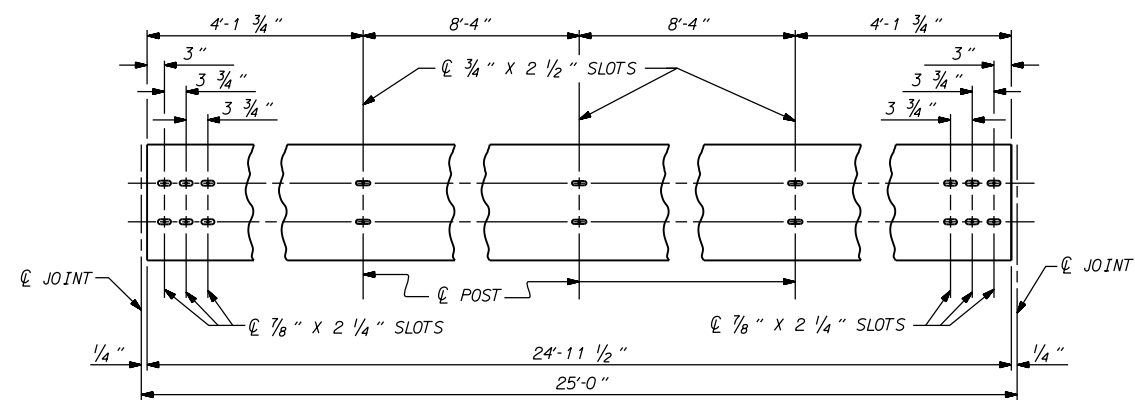
**FLAT PLATE WASHER - TYPE 6**

**"NOTE D":** BOLTS ON EXPANSION SIDE OF TUBULAR BEAM SPLICE SHALL BE TIGHTENED FINGER TIGHT. DOUBLE NUTS SHALL BE USED AND TIGHTENED AGAINST EACH OTHER TO PREVENT THE NUTS FROM BECOMING LOOSE ON THE BOLT.

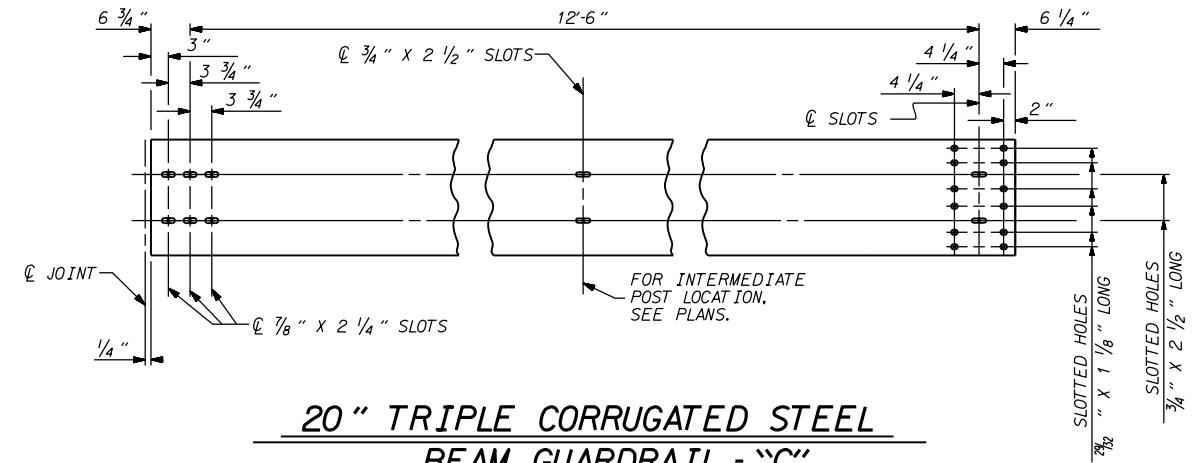
**CONTRACT STANDARDS  
AND DEVELOPMENT UNIT**  
 Office 919-707-6950 FAX 919-250-4119

**RETROFIT OF EXISTING  
BRIDGE RAIL WITH  
TUBULAR BEAM GUARDRAIL**

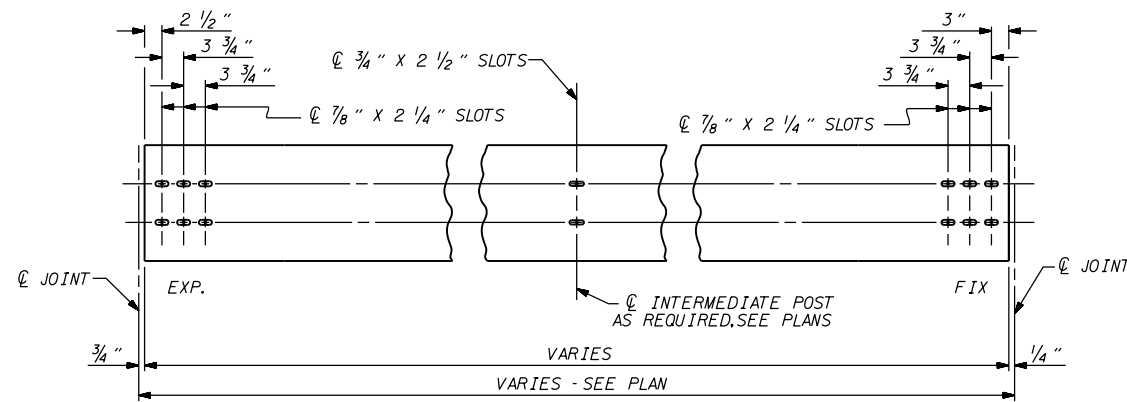
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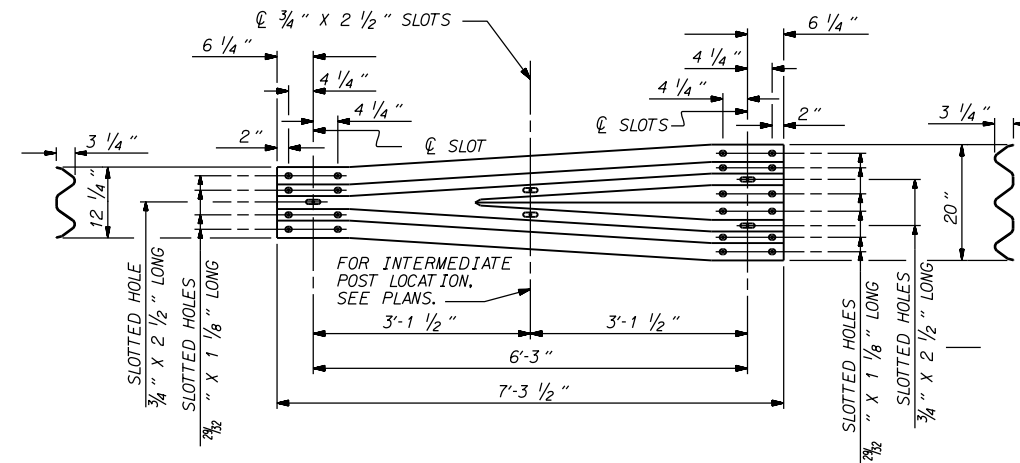
**ELEVATION TUBULAR BEAM  
STANDARD RAIL**



**20" TRIPLE CORRUGATED STEEL  
BEAM GUARDRAIL - "C"**



**ELEVATION TUBULAR BEAM  
EXPANSION RAIL FOR TYPE 1 SPLICE**



**W-TR GUARDRAIL TRANSITIONAL SECTION**

<b>CONTRACT STANDARD AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>RETROFIT OF EXISTING BRIDGE RAIL WITH TUBULAR BEAM GUARDRAIL</b>	
ORIGINAL BY: C.O. CUEVAS	DATE: 9-1-98
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.: ds182:\usr\cesar\english\retrofit.dgn	



COMPUTED BY:     NAG     DATE:   1-27-16  

CHECKED BY:     NAG     DATE:   1-27-16  

**(1-27-16)**

PROJECT NO.

I-5784

SHEET NO.

11

**STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS**

**CABLE GUIDERAIL SUMMARY**

SURVEY LINE	BEG. MILE MARKER	END MILE MARKER	LOCATION	LENGTH (DOUBLE FACED) (LF)	END ANCHOR UNIT (EA)	INTERMEDIATE ANCHOR UNIT (EA)
I-95	84	84.69	MEDIAN	3,620	2	2
I-95	84.72	86.06	MEDIAN	7,075	2	6
I-95	87.53	88.79	MEDIAN	6,650	2	6
I-95	90.53	91.48	MEDIAN	5,100	2	4
I-95	91.61	92.46	MEDIAN	4,500	2	4
SUBTOTAL				26,945	10	22
TOTAL				26,945	10	22

**Additional Guiderail Posts = 20 EA**

Existing guardrail to be removed at locations shown above (see Guardrail Summary). Double Faced Cable Guiderail to be placed 4' from the centerline of the median or as directed by the Engineer.

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5784	12	
53025.3.1		

### 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	UNDERCUT EXCAVATION CY	REMOVAL EXISTING CONCRETE SLABS SY	GEOTEXTILE FOR SOIL STABILIZATION SY	AGGREGATE BASE COURSE TONS	1" MILLING SY	0" TO 1.5" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0C TONS	INTERMEDIATE COURSE, I19.0C TONS	SURFACE COURSE, S9.5C TONS	ASPHALT CONC SURFACE COURSE, TYPE S9.5D TON	ASPHALT BINDER FOR PLANT MIX TONS	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX TONS	OGAFC, TYPE FC-1 MOD TON	OGAFC, TYPE FC-2 MOD TON	SEALING EXISTING PAVEMENT LB	MILLED RUMBLE STRIPS LF	DROP INLET REPAIR EA	5" MONOLITHIC CONCRETE ISLAND SY	PORTABLE LIGHTING LS	INDUCTIVE LOOP LF
53025.3.1	Johnston	1	I-95 NORTHBOUND	FROM MM 84 TO US 70 BRIDGE		2	MD	YES	NO	12.8	32	500.00	500.00	500.00	425	240,299	5,500	888	200	100		19,002	14	1,726		10,533		135,170	20		1	
<b>TOTAL FOR MAP NO. 1</b>										<b>12.8</b>		<b>500.00</b>	<b>500.00</b>	<b>500.00</b>	<b>425</b>	<b>240,299</b>	<b>5,500</b>	<b>888</b>	<b>200</b>	<b>100</b>		<b>19,002</b>	<b>14</b>	<b>1,726</b>		<b>10,533</b>		<b>135,170</b>	<b>20</b>			
53025.3.1	Johnston	2	I-95 SOUTHBOUND	US HWY 70 TO MM84		2	MD	YES	NO	12.8	32	500.00	500.00	500.00	425	240,299	5,500	888	200	100		20,264	14	1,816		10,835		135,170			*	
<b>TOTAL FOR MAP NO. 2</b>										<b>12.8</b>		<b>500.00</b>	<b>500.00</b>	<b>500.00</b>	<b>425</b>	<b>240,299</b>	<b>5,500</b>	<b>888</b>	<b>200</b>	<b>100</b>		<b>20,264</b>	<b>14</b>	<b>1,816</b>		<b>10,835</b>		<b>135,170</b>				
53025.3.1	Johnston	3	NORTHBOUND EXIT RAMP	I-95 TO US HWY 70		2		NO	NO	0.379	22					4,892					413	24	1	10							*	200
<b>TOTAL FOR MAP NO. 3</b>										<b>0.379</b>						<b>4,892</b>						<b>413</b>	<b>24</b>	<b>1</b>	<b>10</b>							<b>200</b>
53025.3.1	Johnston	4	NORTHBOUND ENTRANCE LOOP	US HWY 70 TO NB I-95		2		NO	NO	0.341	22					4,401					372	22	1	10							*	
<b>TOTAL FOR MAP NO. 4</b>										<b>0.341</b>						<b>4,401</b>						<b>372</b>	<b>22</b>	<b>1</b>	<b>10</b>							
53025.3.1	Johnston	5	NORTHBOUND ENTRANCE RAMP	US HWY 70 TO NB I-95		2		NO	NO	0.379	22					4,892					275	16	1	10							*	
<b>TOTAL FOR MAP NO. 5</b>										<b>0.379</b>						<b>4,892</b>						<b>275</b>	<b>16</b>	<b>1</b>	<b>10</b>							
53025.3.1	Johnston	6	SOUTHBOUND EXIT RAMP	I-95 SB TO US HWY 70		2		NO	NO	0.379	22					4,892					413	24	1	10							*	200
<b>TOTAL FOR MAP NO. 6</b>										<b>0.379</b>						<b>4,892</b>						<b>413</b>	<b>24</b>	<b>1</b>	<b>10</b>							<b>200</b>
53025.3.1	Johnston	7	SOUTHBOUND ENTRANCE LOOP	US HWY 70 TO SB I-95		2		NO	NO	0.36	22					4,646					393	23	1	10							*	
<b>TOTAL FOR MAP NO. 7</b>										<b>0.36</b>						<b>4,646</b>						<b>393</b>	<b>23</b>	<b>1</b>	<b>10</b>							
53025.3.1	Johnston	8	SOUTHBOUND ENTRANCE RAMP	US HWY 70 TO SB I-95		2		NO	NO	0.322	22					4,156					351	21	1	10							*	
<b>TOTAL FOR MAP NO. 8</b>										<b>0.322</b>						<b>4,156</b>						<b>351</b>	<b>21</b>	<b>1</b>	<b>10</b>							
53025.3.1	Johnston	9	NORTHBOUND EXIT RAMP	I-95 TO US HWY 70 BUS		2		NO	NO	0.492	22					6,350					536	32	1	10			11,610			1,466.00	*	
<b>TOTAL FOR MAP NO. 9</b>										<b>0.492</b>						<b>6,350</b>						<b>536</b>	<b>32</b>	<b>1</b>	<b>10</b>			<b>11,610</b>		<b>1,466.00</b>		
53025.3.1	Johnston	10	NORTHBOUND ENTRANCE LOOP	US HWY 70 BUS TO I-95 NB		2		NO	NO	0.398	22					5,137					434	26	1	10			28,240			471.00	*	
<b>TOTAL FOR MAP NO. 10</b>										<b>0.398</b>						<b>5,137</b>						<b>434</b>	<b>26</b>	<b>1</b>	<b>10</b>			<b>28,240</b>		<b>471.00</b>		
53025.3.1	Johnston	11	NORTHBOUND ENTRANCE RAMP	US HWY 70 BUS TO I-95 NB		2		NO	NO	0.322	22					4,156					351	21	1	10							*	
<b>TOTAL FOR MAP NO. 11</b>										<b>0.322</b>						<b>4,156</b>						<b>351</b>	<b>21</b>	<b>1</b>	<b>10</b>							
53025.3.1	Johnston	12	SOUTHBOUND ENTRANCE RAMP	US HWY 70 BUS TO I-95 SB		2		NO	NO	0.379	22					4,892					413	24	1	10						22.00	*	
<b>TOTAL FOR MAP NO. 12</b>										<b>0.379</b>						<b>4,892</b>						<b>413</b>	<b>24</b>	<b>1</b>	<b>10</b>				<b>22.00</b>			
53025.3.1	Johnston	13	NORTHBOUND ENTRANCE RAMP	SR 1007 TO I-95 NB		2		NO	NO	0.455	22					5,873					496	29	1	10						419.00	*	
<b>TOTAL FOR MAP NO. 13</b>										<b>0.455</b>						<b>5,873</b>						<b>496</b>	<b>29</b>	<b>1</b>	<b>10</b>				<b>419.00</b>			
53025.3.1	Johnston	14	NORTHBOUND EXIT LOOP	I-95 NB TO SR 1007		2		NO	NO	0.322	22					4,156					351	21	1	10							*	
<b>TOTAL FOR MAP NO. 14</b>										<b>0.322</b>						<b>4,156</b>						<b>351</b>	<b>21</b>	<b>1</b>	<b>10</b>							
53025.3.1	Johnston	15	SOUTHBOUND EXIT LOOP	I-95 SB TO SR1007		2		NO	NO	0.303	22					3,911					330	19	1	10							*	
<b>TOTAL FOR MAP NO. 15</b>										<b>0.303</b>						<b>3,911</b>						<b>330</b>	<b>19</b>	<b>1</b>	<b>10</b>							
53025.3.1	Johnston	16	SOUTHBOUND ENTRANCE RAMP	SR1007 TO I-95 SB		2		NO	NO	0.417	22					5,382					455	27	1	10						262.00	*	
<b>TOTAL FOR MAP NO. 16</b>										<b>0.417</b>						<b>5,382</b>						<b>455</b>	<b>27</b>	<b>1</b>	<b>10</b>				<b>262.00</b>			
53025.3.1	Johnston	17	NORTHBOUND EXIT RAMP	I-95 NB TO US HWY 701		2		NO	NO	0.208	22					2,685					227	13	1	10			3,180			98.63	*	
<b>TOTAL FOR MAP NO. 17</b>										<b>0.208</b>						<b>2,685</b>						<b>227</b>	<b>13</b>	<b>1</b>	<b>10</b>			<b>3,180</b>		<b>98.63</b>		
53025.3.1	Johnston	18	NORTHBOUND ENTRANCE RAMP	SR 1009 TO I-95 NB		2		NO	NO	0.303	22					3,911					330	19	1	10						510.00	*	
<b>TOTAL FOR MAP NO. 18</b>										<b>0.303</b>						<b>3,911</b>						<b>330</b>	<b>19</b>	<b>1</b>	<b>10</b>				<b>510.00</b>			
53025.3.1	Johnston	19	SOUTHBOUND EXIT LOOP	I-95 SB TO US HWY 301 / 701		2		NO	NO	0.36	22					4,646					393	23	1	10							*	
<b>TOTAL FOR MAP NO. 19</b>										<b>0.36</b>						<b>4,646</b>						<b>393</b>	<b>23</b>	<b>1</b>	<b>10</b>							
53025.3.1	Johnston	20	SOUTHBOUND ENTRANCE RAMP	US HWY 301 TO I-95 SB		2		NO	NO	0.448	22					5,782					488	29	2	40			11,070			737.00	*	
<b>TOTAL FOR MAP NO. 20</b>										<b>0.448</b>						<b>5,782</b>						<b>488</b>	<b>29</b>	<b>2</b>	<b>40</b>			<b>11,070</b>		<b>737.00</b>		
53025.3.1	Johnston	21	SOUTHBOUND EXIT RAMP	I-95 SB TO SR 1178		2		NO	NO	0.322	22					4,156					351	21	1	10							*	
<b>TOTAL FOR MAP NO. 21</b>										<b>0.322</b>						<b>4,156</b>						<b>351</b>	<b>21</b>	<b>1</b>	<b>10</b>							
53025.3.1	Johnston	22	SOUTHBOUND ENTRANCE RAMP	SR 1178 TO I-95 SB		2		NO	NO	0.379	22					4,892					413	24	1	10							*	
<b>TOTAL FOR MAP NO. 22</b>										<b>0.379</b>						<b>4,892</b>						<b>413</b>	<b>24</b>	<b>1</b>	<b>10</b>							
53025.3.1	Johnston	23	NORTHBOUND EXIST RAMP	I-95 NB TO SR 1178		2		NO	NO	0.398	22					5,137					434	26	1	10							*	
<b>TOTAL FOR MAP NO. 23</b>										<b>0.398</b>						<b>5,137</b>						<b>434</b>	<b>26</b>	<b>1</b>	<b>10</b>							
53025.3.1	Johnston	24	NORTHBOUND ENTRANCE RAMP	SR 1178 TO I-95 NB		2		NO	NO	0.341	22					4,401					372	22	1	10							*	
<b>TOTAL FOR MAP NO. 24</b>										<b>0.341</b>						<b>4,401</b>						<b>372</b>	<b>22</b>	<b>1</b>	<b>10</b>							
<b>TOTAL FOR PROJ NO. 53025.3.1</b>										<b>33.607</b>			<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>850</b>	<b>583,944</b>	<b>11,000</b>	<b>1,776</b>	<b>400</b>												

