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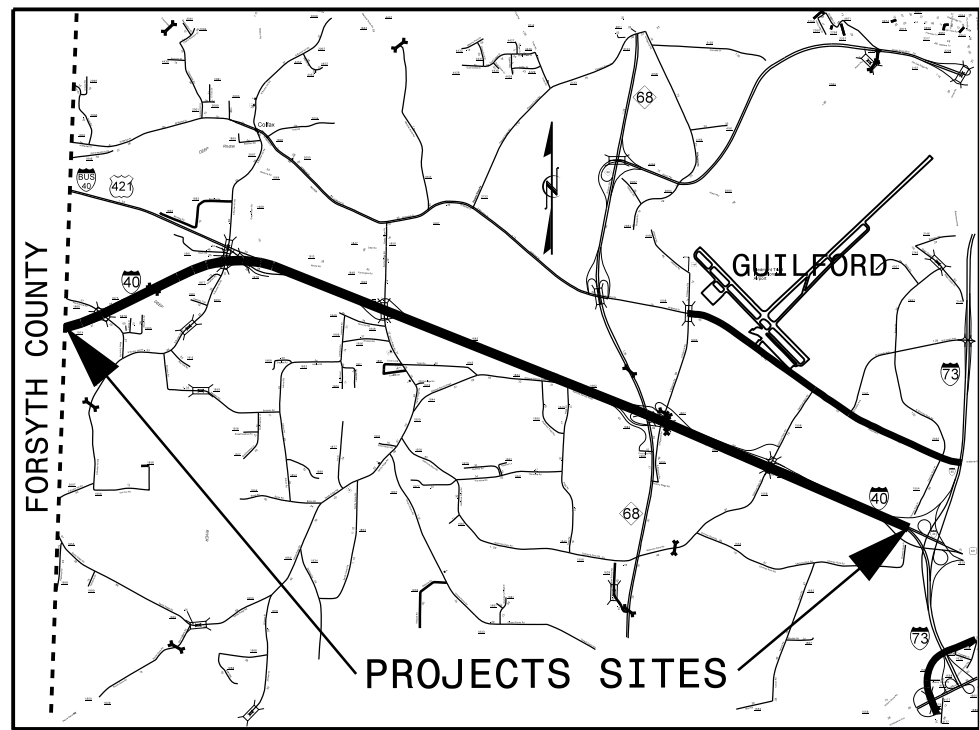
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05/08/99

CONTRACT: C203783 **TIP PROJECT: I-5734 & I-5762**

VICINITY



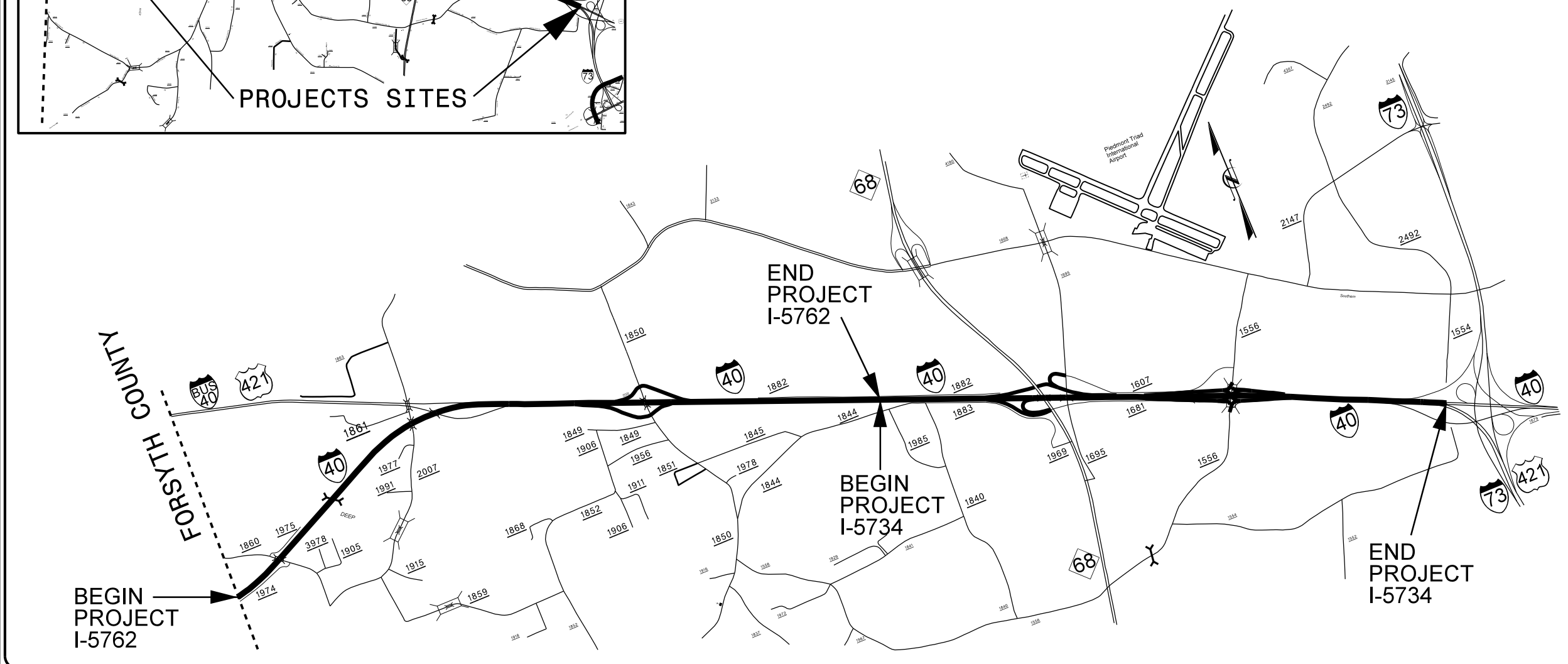
STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS

GUILFORD COUNTY

LOCATION: I-40 FROM FORSYTH COUNTY LINE TO
 1.1 MILE EAST OF SR 1556 (GALLIMORE
 DAIRY ROAD) IN GREENSBORO

TYPE OF WORK: PAVEMENT REHABILITATION

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5734 & I-5762	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
52010.1.1	NHPP-0040(6)208	I-5734 (PE)	
52010.3.1	NHPP-0040(6)208	I-5734 (CONST)	
53005.1.1	NHPIM-0040(7)208	I-5762 (PE)	
53005.3.1	NHPIM-0040(7)208	I-5762 (CONST)	

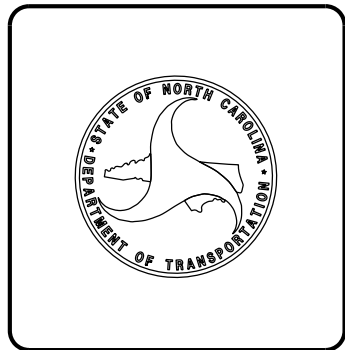


GRAPHIC SCALES
 NOT TO SCALE

DESIGN DATA

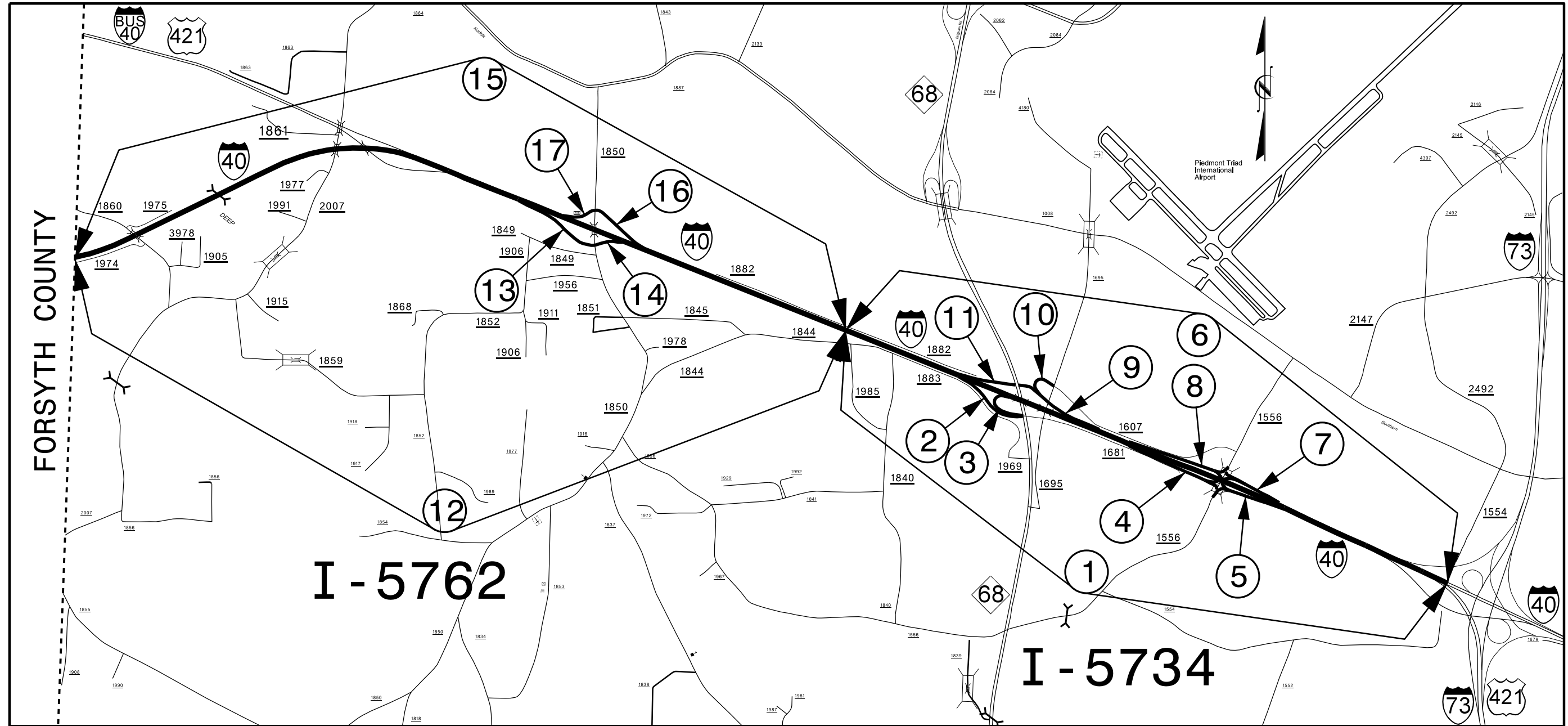
PROJECT LENGTH
 I-5734 = 3.108 miles
 I-5762 = 3.985 miles
 Total Project Length = 7.093

Prepared in the Office of:
DIVISION OF HIGHWAYS
 1000 Birch Ridge Dr., Raleigh NC, 27610
 2012 STANDARD SPECIFICATIONS
 LETTING DATE:
 May 17, 2016



STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5734 & I-5762	2	

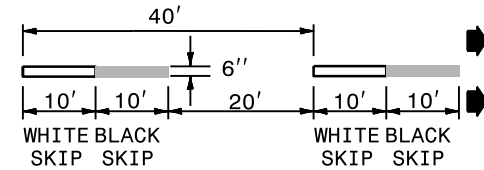
GUILFORD COUNTY



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BLACK - WHITE COMBINATION
10' WHITE SKIP LINES
10' BLACK SKIP LINES

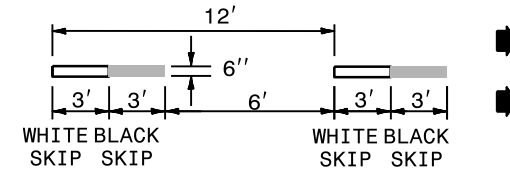
FOR USE ON CONCRETE PAVEMENTS TO PROVIDE CONTRAST FOR THE WHITE LANE LINE, ALONG THRU LANES AND RAMP LANES.



NOTE:
 6" LINE REMOVAL SHALL BE USED TO REMOVE 100% OF THE 6" TEMPORARY PAINT ON THE CONCRETE SURFACE BY GRINDING METHOD ONLY. ALSO 6" LINE REMOVAL BY GRINDING SHALL BE USED IN THE AREA OF THE BLACK CONTRAST FOR SURFACE PREPARATION.

BLACK - WHITE COMBINATION
3' MINI WHITE SKIP LINES
3' MINI BLACK SKIP LINES

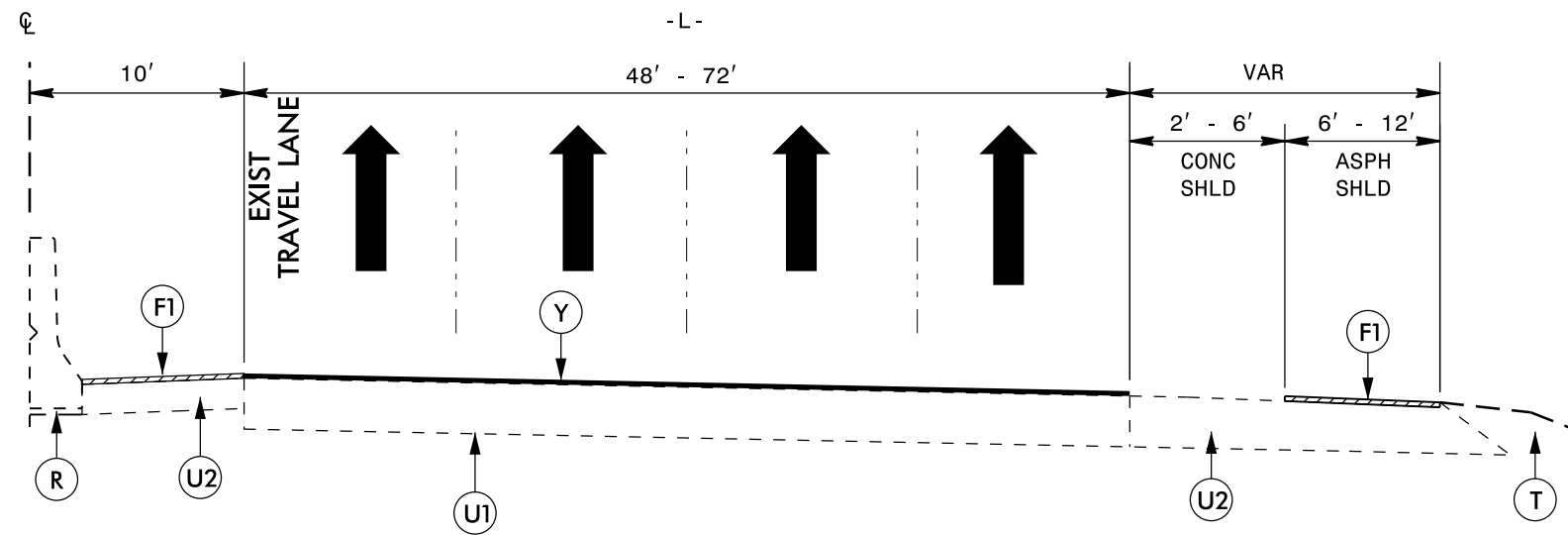
FOR USE ON CONCRETE PAVEMENTS TO PROVIDE CONTRAST FOR THE WHITE LANE LINE, ALONG THRU LANES AND RAMP LANES.



NOTE:
 6" LINE REMOVAL SHALL BE USED TO REMOVE 100% OF THE 6" TEMPORARY PAINT ON THE CONCRETE SURFACE BY GRINDING METHOD ONLY. ALSO 6" LINE REMOVAL BY GRINDING SHALL BE USED IN THE AREA OF THE BLACK CONTRAST FOR SURFACE PREPARATION.

NOTES:

- DIAMOND GRIND EXISTING TRAVEL LANES, AUXILIARY LANES AND RAMPS INCLUDING GORE AREAS
- DIAMOND GRINDING OPERATION SHALL BE PERFORMED AFTER ALL CONCRETE REPAIRS ARE COMPLETE AND PRIOR TO JOINT SEALING OPERATION



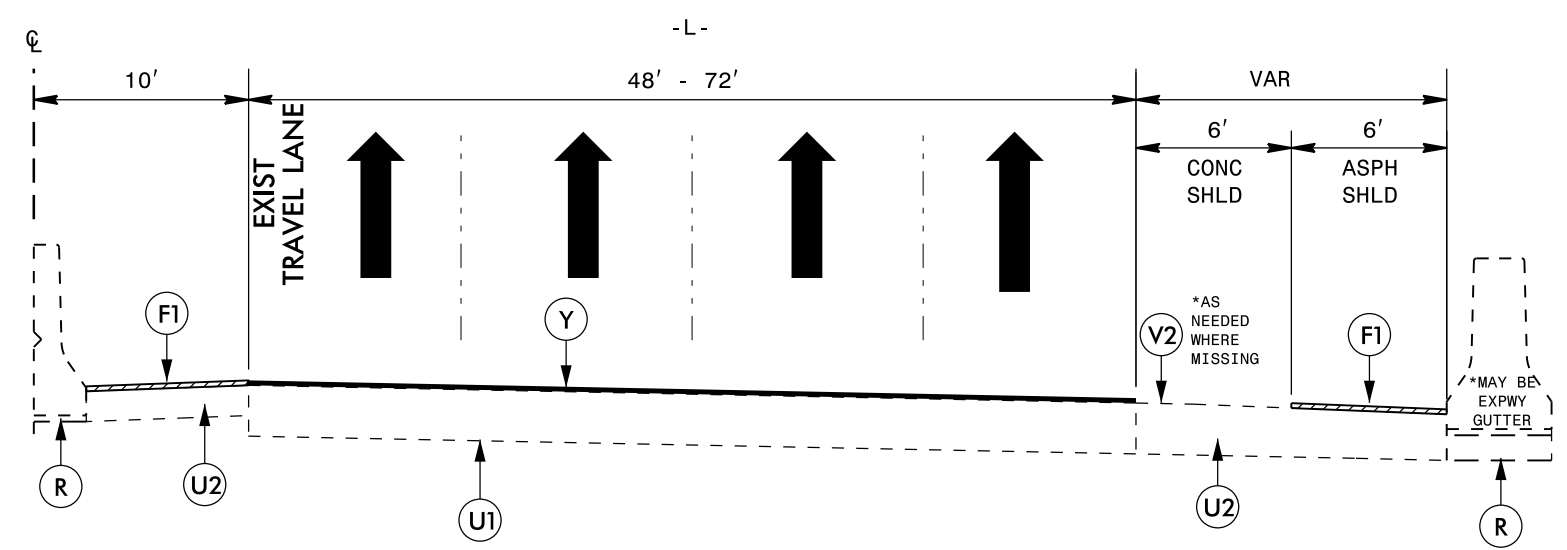
TYPICAL SECTION NO. 1

TO BE USED ON MAP 1

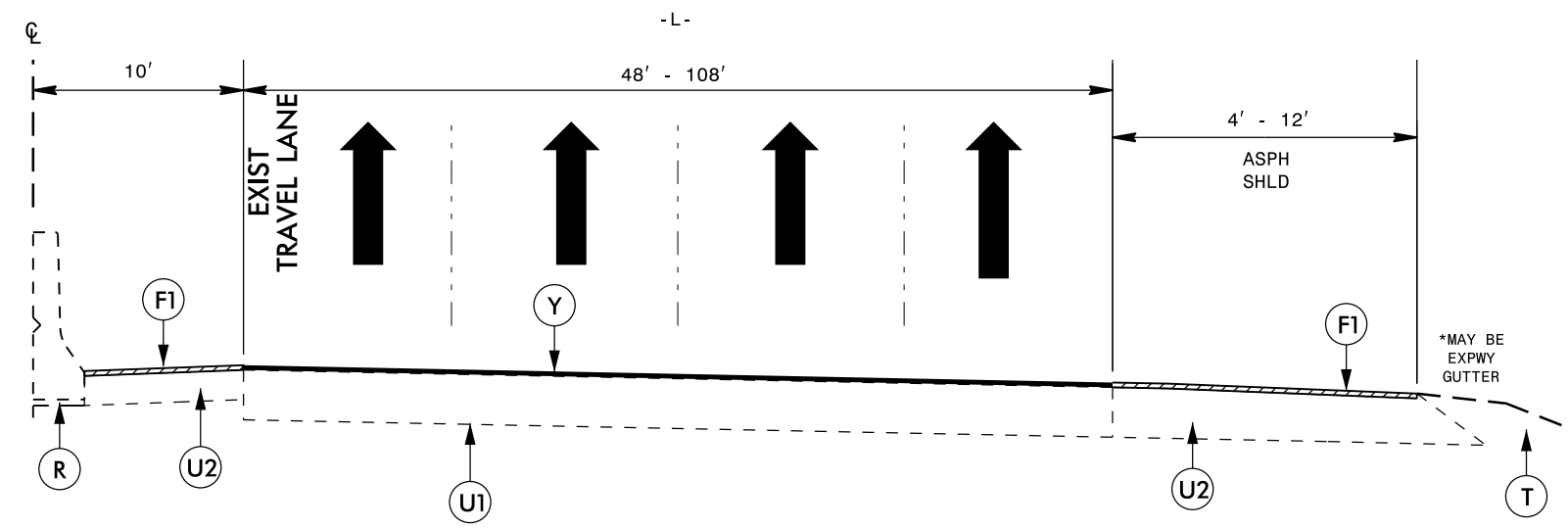
MAP 1: STA. 10+00 TO STA. 16+71
 STA. 43+66 TO STA. 45+70

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" S9.5C AT AN AVG. RATE OF 168 LBS PER SQ. YD.
C2	PROP. APPROX. 2" S9.5D AT AN AVG. RATE OF 224 LBS PER SQ. YD.
C3	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVG. RATE OF 168 LBS PER SQ. YD. IN EACH OF TWO LAYERS
C4	PROP. APPROX. ¾" OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-2 MODIFIED, AT AN AVERAGE RATE OF 90 LBS PER SQ. YD.
D	PROP. APPROX. 4½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD. IN ONE LIFT
F1	PROPOSED FOG SEAL TO BE APPLIED TO THE EXISTING ASPHALT SHOULDER
F2	AST MAT COAT, #67 STONE
R	EXISTING CONCRETE STRUCTURE
T	EXISTING EARTH MATERIAL
U1	EXISTING TRAVELWAY
U2	EXISTING PAVED SHOULDER.
V1	1½" MILLING
V2	MILLED RUMBLE STRIP
V3	2" MILLING
V4	4½" MILLING FOR PATCHING
Y	PROPOSED DIAMOND GRINDING



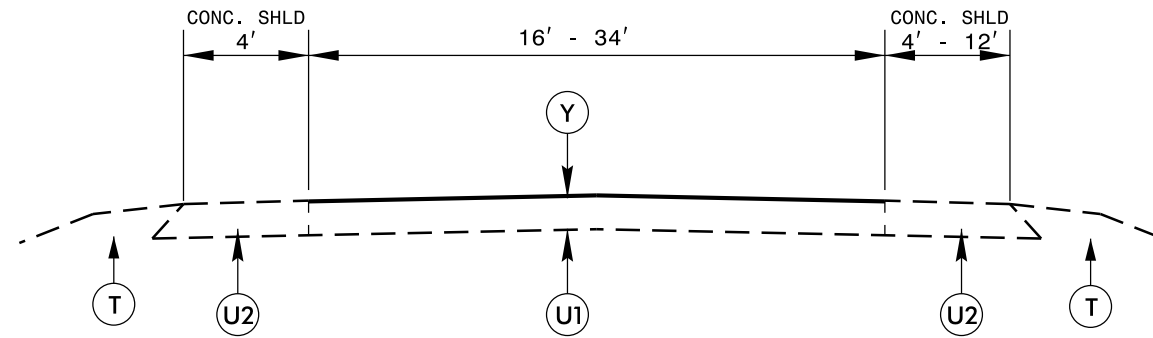
TYPICAL SECTION NO. 2
 TO BE USED ON MAPS 1, 12, 15
 MAP 1: STA. 16+71 TO STA. 43+66
 STA. 64+86 TO STA. 125+02
 MAP 6: STA. 85+08 TO STA. 174+09
 MAP 12: STA. 158+98 TO STA. 219+94
 MAP 15: STA. 10+00 TO STA. 85+00



TYPICAL SECTION NO. 3
 TO BE USED ON MAPS 1, 6, 12
 MAP 1: STA. 45+70 TO STA. 64+86
 STA. 125+02 TO STA. 162+79
 MAP 6: STA. 10+00 TO STA. 85+08
 MAP 12: STA. 144+86 TO STA. 158+98

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" S9.5C AT AN AVG. RATE OF 168 LBS PER SQ. YD.
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T	EXISTING EARTH MATERIAL
U1	EXISTING TRAVELWAY
U2	EXISTING PAVED SHOULDER.
V1	1½" MILLING
V2	MILLED RUMBLE STRIP
V3	2" MILLING
V4	4½" MILLING FOR PATCHING
Y	PROPOSED DIAMOND GRINDING

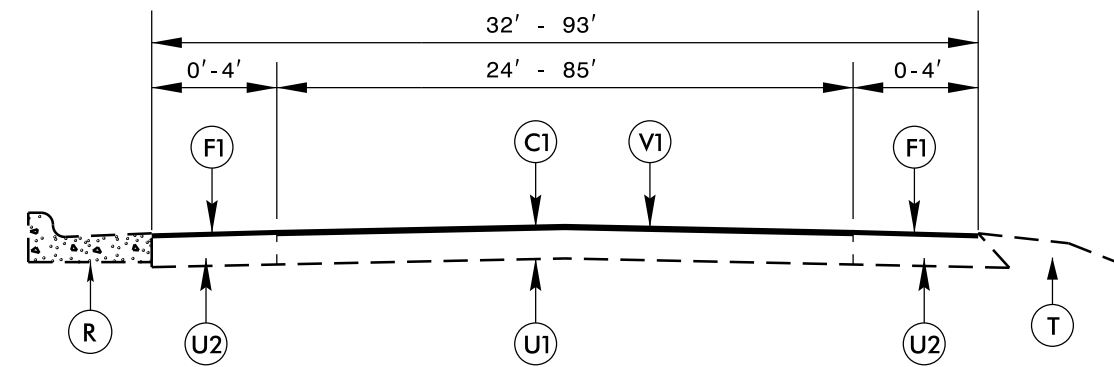
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 Author:



TYPICAL SECTION NO. 4

TO BE USED ON MAPS 2, 9, 11, 12, 14, 15, 16

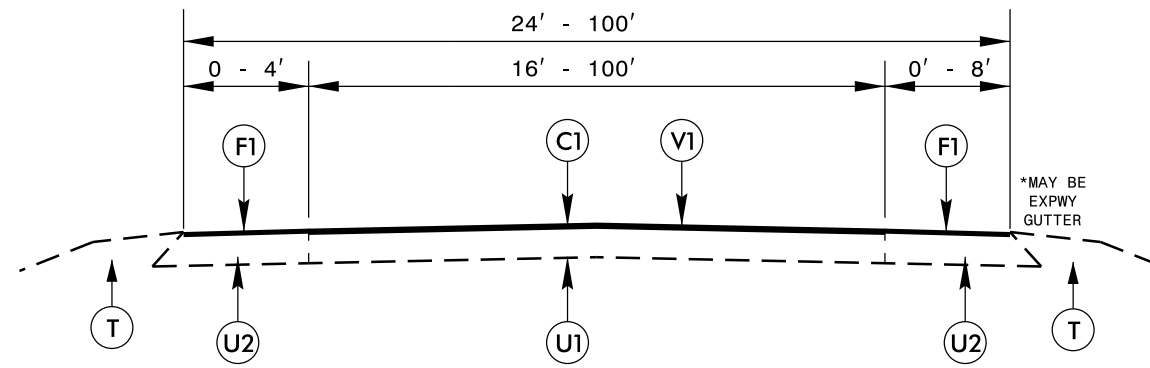
- MAP 2: STA. 10+00 TO STA. 14+78
- MAP 9: STA. 10+00 TO STA. 10+33
- MAP 11: STA. 16+86 TO STA. 18+64
- MAP 12: STA. 10+00 TO STA. 92+58
- MAP 14: STA. 10+83 TO STA. 16+47
- MAP 15: STA. 137+78 TO STA. 220+45
- MAP 16: STA. 10+00 TO STA. 13+05



TYPICAL SECTION NO. 6

TO BE USED ON MAPS 2, 3

- MAP 2: STA. 18+85 TO STA. 25+55
- MAP 3: STA. 10+00 TO STA. 12+00



TYPICAL SECTION NO. 5

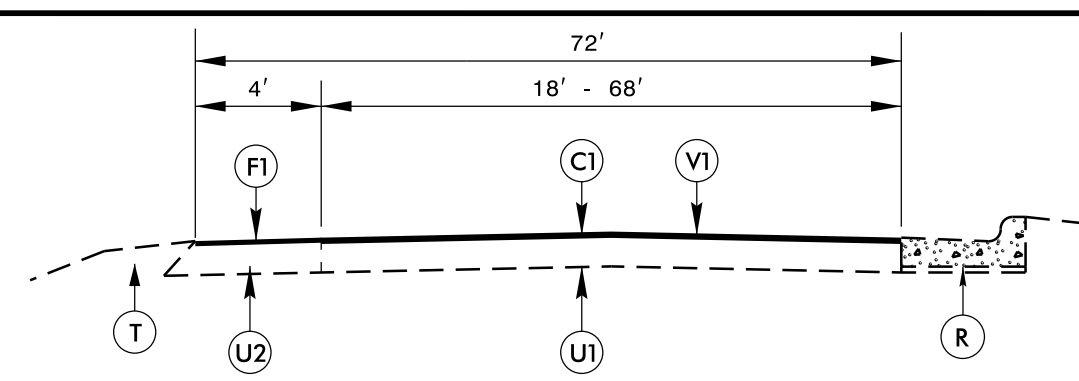
TO BE USED ON MAPS 2, 3, 4**, 7**, 11, 14, 17

- MAP 2: STA. 14+78 TO STA. 18+85
- MAP 3: STA. 12+00 TO STA. 16+07
- MAP 4: STA. 21+62 TO STA. 22+72 (RT)**
- MAP 7: STA. 15+46 TO STA. 16+70 (RT)**
- MAP 11: STA. 10+00 TO STA. 16+86
- MAP 14: STA. 10+00 TO STA. 10+83

** NOTE: MAPS 4 AND 7 SPLIT AT TOP OF RAMPS RIGHT LEG IS ASPHALT

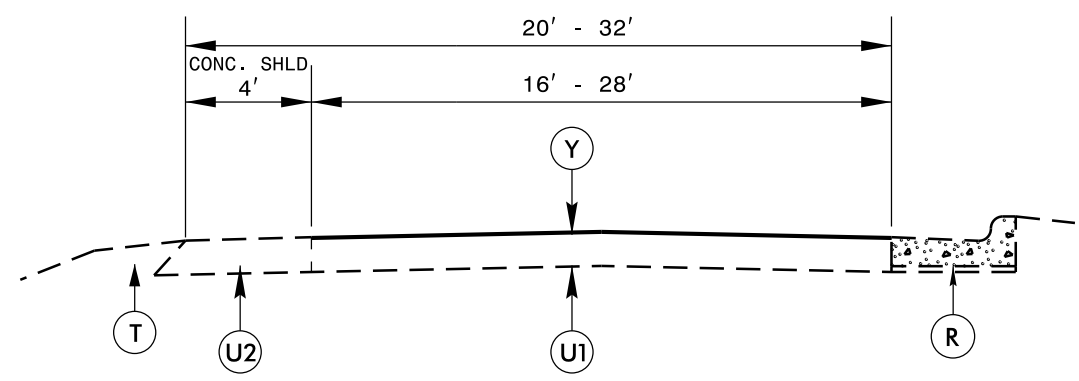
PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" S9.5C AT AN AVG. RATE OF 168 LBS PER SQ. YD.
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T	EXISTING EARTH MATERIAL
U1	EXISTING TRAVELWAY
U2	EXISTING PAVED SHOULDER.
V1	1½" MILLING
V2	MILLED RUMBLE STRIP
V3	2" MILLING
V4	4½" MILLING FOR PATCHING
Y	PROPOSED DIAMOND GRINDING



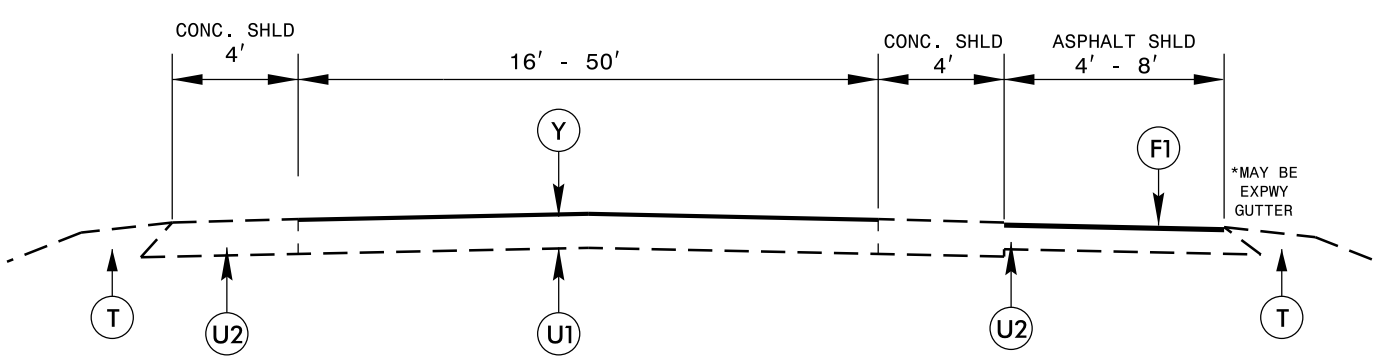
TYPICAL SECTION NO. 7

TO BE USED ON MAPS 3, 5, 8, 10
 MAP 3: STA. 16+07 TO STA. 18+17
 MAP 5: STA. 9+20 TO STA. 10+40
 MAP 8: STA. 9+25 TO STA. 10+00
 MAP 10: STA. 10+00 TO STA. 15+95



TYPICAL SECTION NO. 8

TO BE USED ON MAPS 3, 5
 MAP 3: STA. 18+17 TO STA. 20+81
 MAP 5: STA. 10+40 TO STA. 20+11

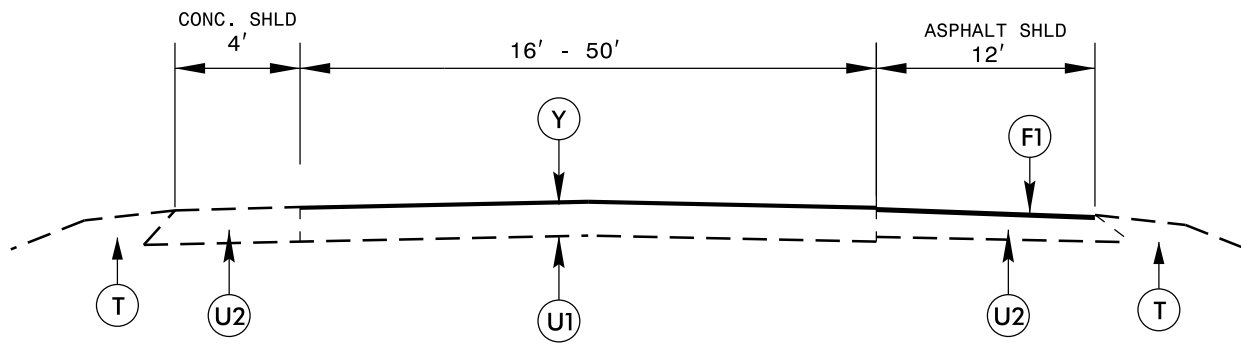


TYPICAL SECTION NO. 9

TO BE USED ON MAPS 4**, 7**, 8
 MAP 4: STA. 10+00 TO STA. 22+12 (LT)
 MAP 7: STA. 13+64 TO STA. 16+25 (LT)
 MAP 8: STA. 10+00 TO STA. 21+92
 ** NOTE: MAPS 4 AND 7 SPLIT AT TOP OF
 RAMPS LEFT LEG IS CONCRETE

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" S9.5C AT AN AVG. RATE OF 168 LBS PER SQ. YD.
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T	EXISTING EARTH MATERIAL
U1	EXISTING TRAVELWAY
U2	EXISTING PAVED SHOULDER.
V1	1 1/2" MILLING
V2	MILLED RUMBLE STRIP
V3	2" MILLING
V4	4 1/2" MILLING FOR PATCHING
Y	PROPOSED DIAMOND GRINDING

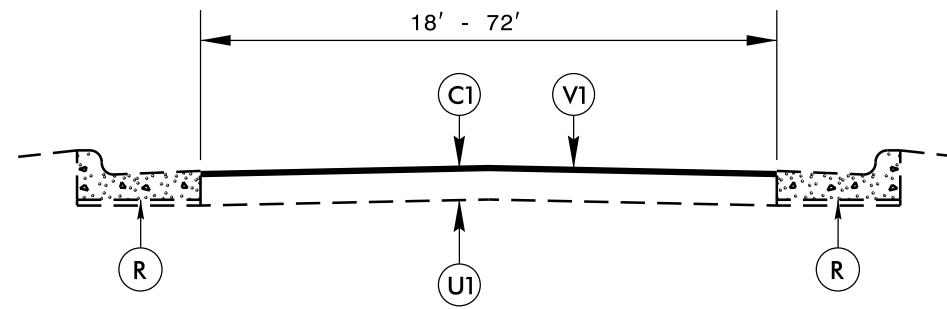
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TYPICAL SECTION NO. 10

TO BE USED ON MAPS 7

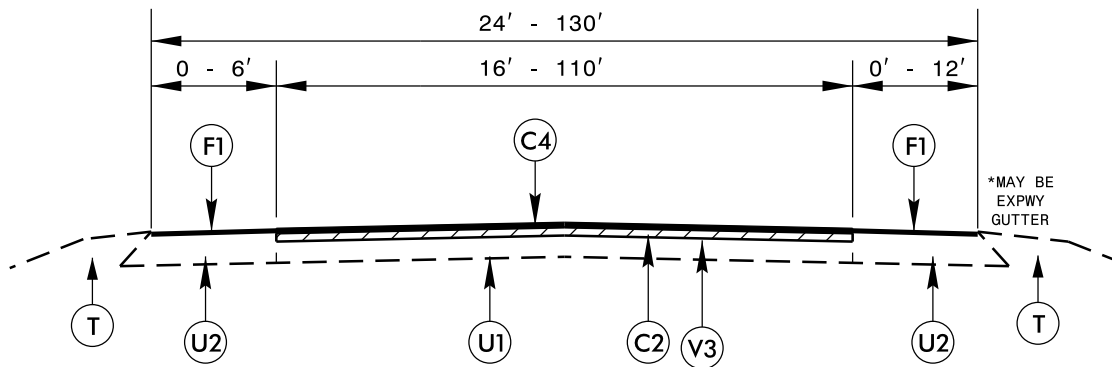
MAP 7: STA. 10+00 TO STA. 13+64



TYPICAL SECTION NO. 11

TO BE USED ON MAPS 10

MAP 10: STA. 15+95 TO STA. 17+10



TYPICAL SECTION NO. 12

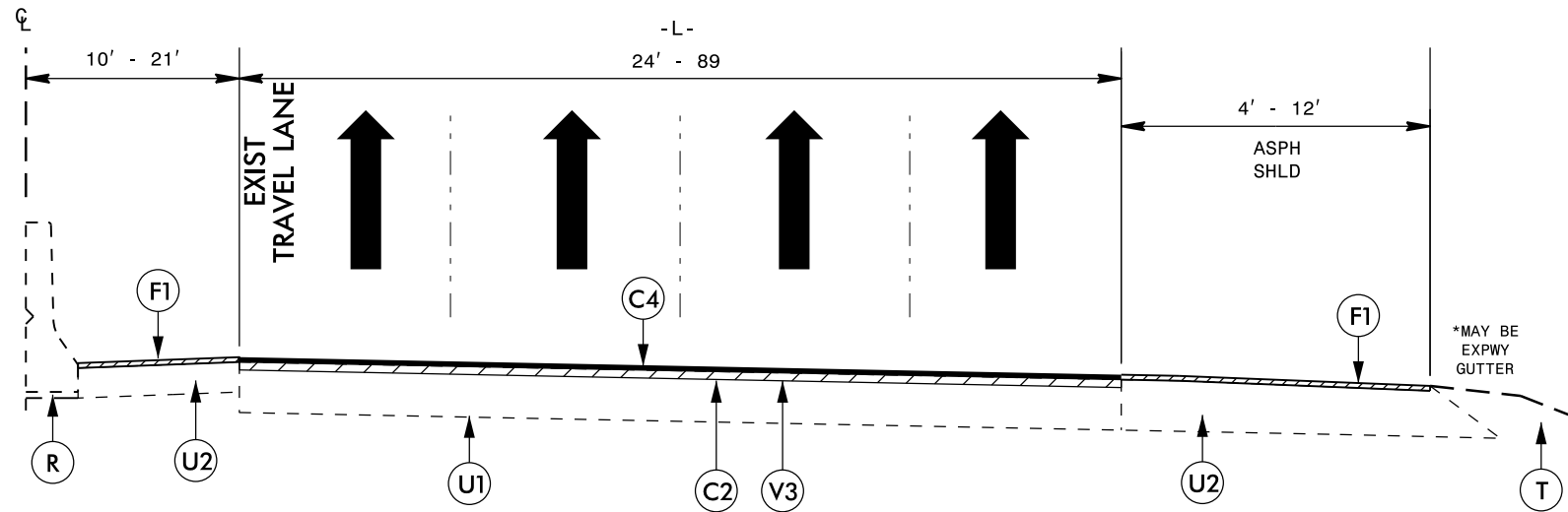
TO BE USED ON MAPS 12, 15

MAP 12: STA. 92+58 TO STA. 103+90

MAP 15: STA. 128+45 TO STA. 137+78

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" S9.5C AT AN AVG. RATE OF 168 LBS PER SQ. YD.
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V3	2" MILLING
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Y	PROPOSED DIAMOND GRINDING

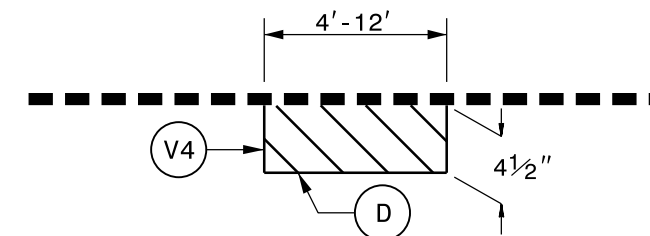


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TO BE USED ON MAPS 12, 15

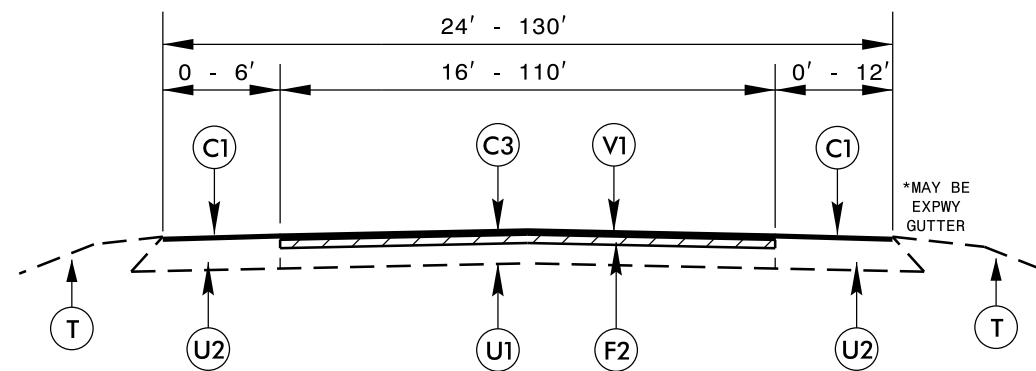
MAP 12: STA. 103+90 TO STA.144+86
 MAP 15: STA. 85+00 TO STA. 128+45

PATCHING DETAIL 1



MILL EXISTING ASPHALT PAVEMENT 4 1/2" IN DEPTH AND FILL WITH INTERMEDIATE COURSE, TYPE I19.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

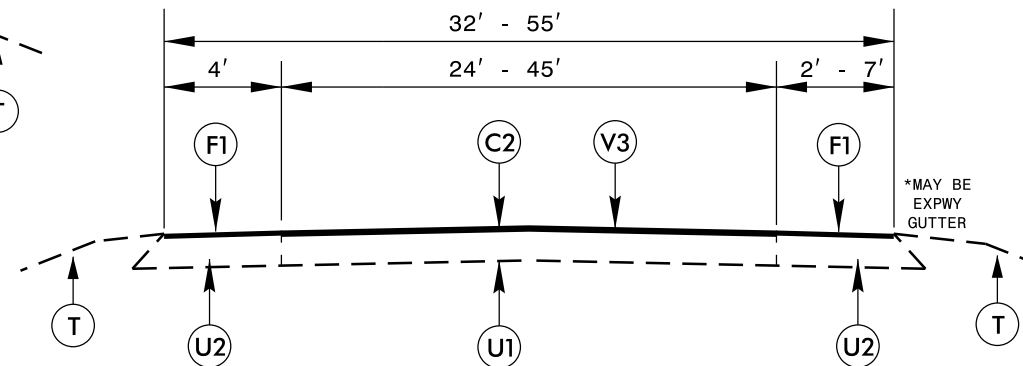
TO BE USED IN CONJUNCTION WITH MAPS 9, 12 AND 15



TYPICAL SECTION NO. 14

TO BE USED ON MAPS 13, 16

MAP 16: STA. 13+05 TO STA.22+60



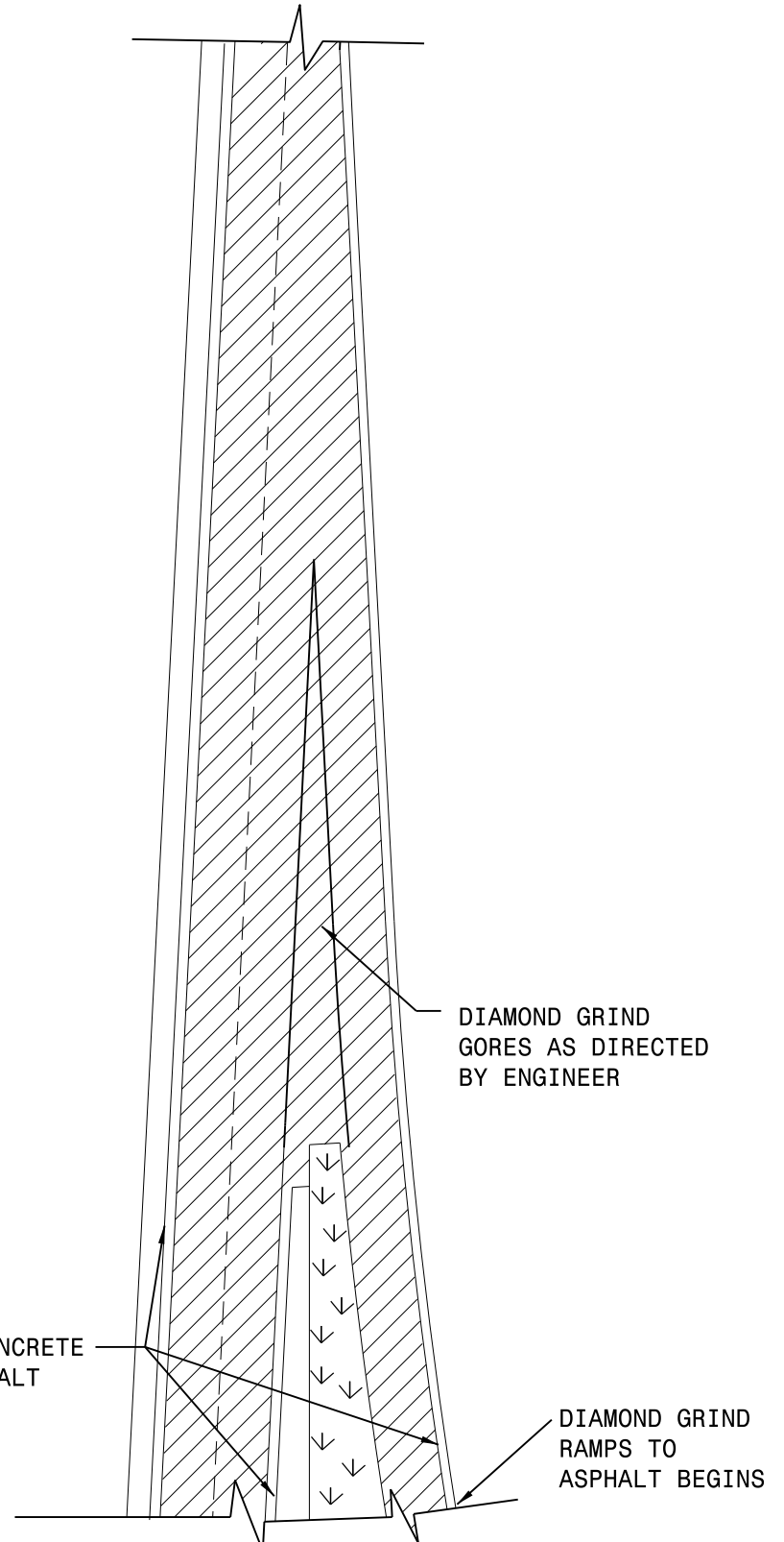
TYPICAL SECTION NO. 15

TO BE USED ON MAP 9

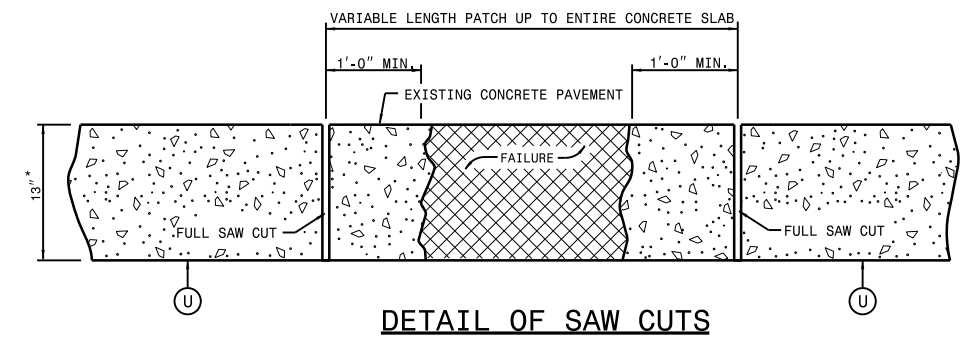
MAP 9: STA. 10+33 TO STA.22+81

PAVEMENT SCHEDULE

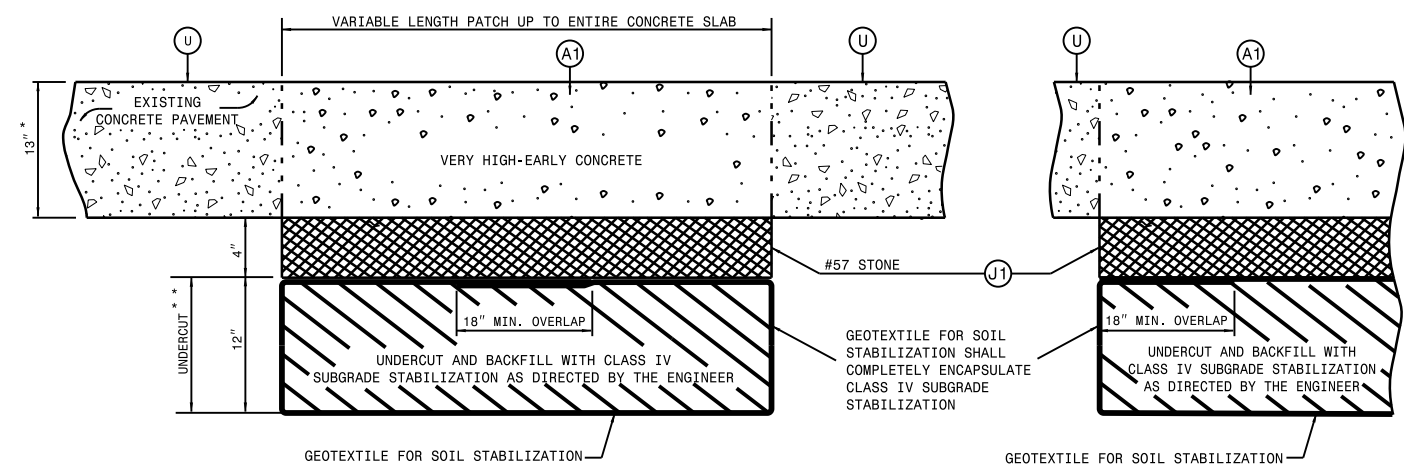
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V1	1 1/2" MILLING
V2	MILLED RUMBLE STRIP
V3	2" MILLING
V4	4 1/2" MILLING FOR PATCHING
Y	PROPOSED DIAMOND GRINDING



DETAIL FOR LIMITS OF MILLING AND DIAMOND GRINDING AT GORE AREAS



DETAIL OF SAW CUTS



DETAIL OF CONCRETE PAVEMENT REPAIR

* DIMENSIONS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED
 ** UNDERCUT REQUIRED IN AREAS AS DIRECTED BY THE ENGINEER

PAVEMENT SCHEDULE	
A1	13" VERY HIGH-EARLY CONCRETE
J1	#57 STONE
U	EXISTING PAVEMENT

Refer to the North Carolina Department of Transportation
 "Partial and Full Depth Repair Manual" when Replacing Slabs
 and when Repairing Concrete Pavement.

DETAIL FOR REPAIR OF CONCRETE PAVEMENT

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