

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5768	6	
WBS NO. 5304.3J			

GENERAL NOTES:

MAINLINE TYPICALS INCLUDE ACCELERATION AND DECELERATION LANES FOR THE RAMPS UP TO THE PHYSICAL GORE. THESE TYPICALS GENERALLY DEPICT MILLING 1.5" AND THEN PAVING ASPHALT CONCRETE SURFACE COURSE S9.5D AT A DEPTH OF 2.0" FOR THE FULL WIDTH OF THE ROADWAY TO INCLUDE SHOULDERS.

THE ULTRATHIN BONDED WEARING COURSE SHOWN IN TYPICALS 1-23 AND 44-49 AND 50-52 ARE INTENDED TO BE PLACED IN THE TRAVEL LANES AND GORE AREAS BUT NOT ON THE SHOULDERS.

RAMP TYPICALS 24-43 ARE APPLICABLE BETWEEN PHYSICAL GORE AND INTERSECTING Y-LINE EDGE OF TRAVEL. ULTRATHIN BONDED WEARING COURSE IS NOT INTENDED TO BE PLACED ON THE RAMPS BETWEEN THE PHYSICAL GORE AND THE INTERSECTING Y-LINE.

MAINLINE TYPICALS 44-49 APPLY TO I-77 NORTHBOUND AND SOUTHBOUND UNDER THE BRIDGES AT I-485 INTERCHANGE AND NATIONS FORD RD INTERCHANGE. THE COMBINATION OF MILLING AND REPLACING ASPHALT PAVEMENT TO THE EXISTING GRADE IS NECESSARY TO MAINTAIN THE EXISTING BRIDGE CLEARANCE.

MAINLINE TYPICALS 50-52 APPLY TO AREA 100 FEET BEFORE AND AFTER THE BRIDGES TO MAKE A SMOOTH TRANSITION FROM 1.5" TO 2.0" MILLING IN ORDER TO MAKE FLUSH TIE-IN WITH BRIDGE.

INCIDENTAL MILLING SHALL BE USED FOR BUT JOINTS. THE TRANSITION PERIOD FOR BUT JOINTS SHALL BE A LONGITUDINAL LENGTH RATE OF 50' PER 1" OF MILLING DEPTH UNLESS OTHERWISE SPECIFIED.

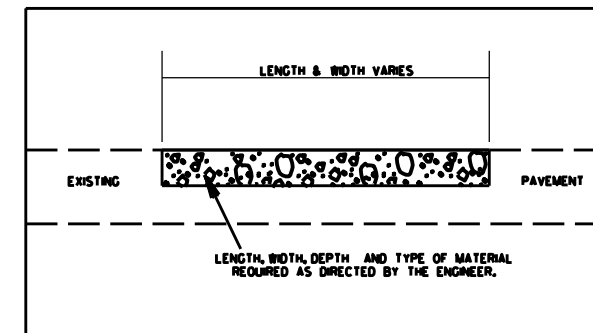
THE MILLING AND PAVEMENT STRUCTURE OF THE MAINLINE TRAVEL LANES SHALL BE THE CONTROLLING GRADE. ALL OTHER MILLING AND PAVING SHALL TIE-IN ACCORDINGLY.

THE MAINLINE CROSS SECTION OF S9.5D SHALL BE PLACED IN SUCH A MANNER THAT THE MAT, AND EACH INDIVIDUAL PULL, WILL BE FLUSH WITH EACH OTHER ACROSS THE ENTIRE WIDTH OF THE ROADWAY TO INCLUDE SHOULDERS. THE TRAVEL LANES WEARING SURFACE OF ULTRATHIN BONDED WEARING COURSE SHALL BE PLACED IN SUCH A MANNER THAT IT WILL EXIST AT AN ELEVATION APPROXIMATELY 5/8" HIGHER THAN THE SURROUNDING SHOULDER PAVEMENT.

THE EXISTING PAVEMENT STRUCTURE CONSISTS OF AN OPEN GRADED FRICTION COURSE OVER ASPHALT CONCRETE PAVEMENT OVER CONCRETE PAVEMENT.

SHOULDER RECONSTRUCTION ON THE MAINLINE WILL BE PLACED AS DIRECTED BY THE ENGINEER.

PATCHING DETAIL



PAVEMENT SCHEDULE	
B1	PROP. APPROX. 5/8" ULTRATHIN HOT MIX ASPHALT COURSE, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
C1	PROP. APPROX. 2.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
V1	MILLING 1.5" DEPTH
V2	PROFILE MILLING, 0" to 1.5" DEPTH
V3	PROFILE MILLING, 1.5" to 2.0" DEPTH
V4	MILLING, 2.0" DEPTH
V5	MILLING, 2.5" DEPTH
T	SHOULDER RECONSTRUCTION
M	MILLED RUMBLE STRIPS

I-5768 Interstate 77 Pavement Rehabilitation

SCALE	-NA-		REVISIONS
DATE	8/16		
DWG. BY	TJP		
DESIGN BY	TJP		
APPROVED	WAT		