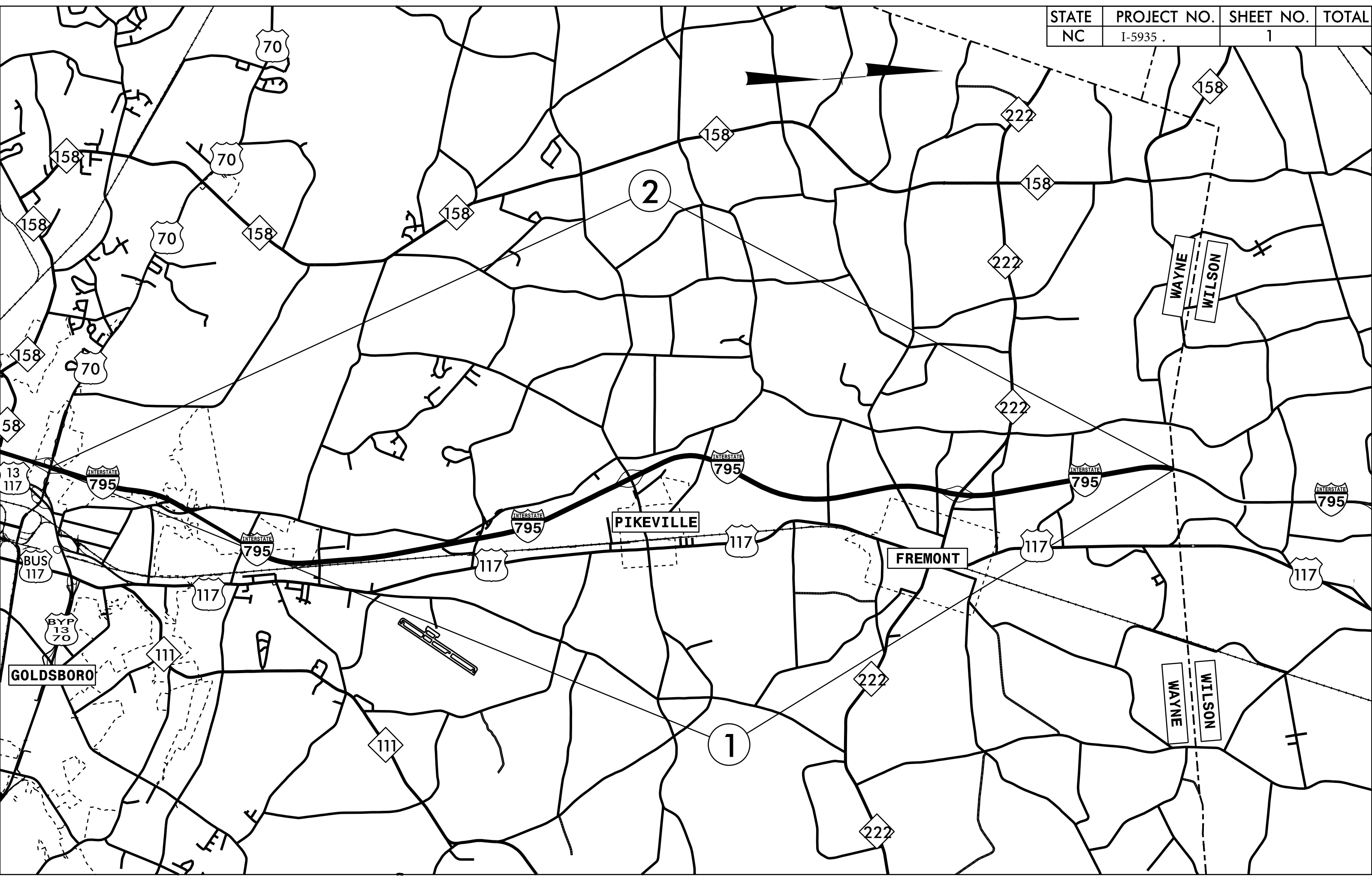
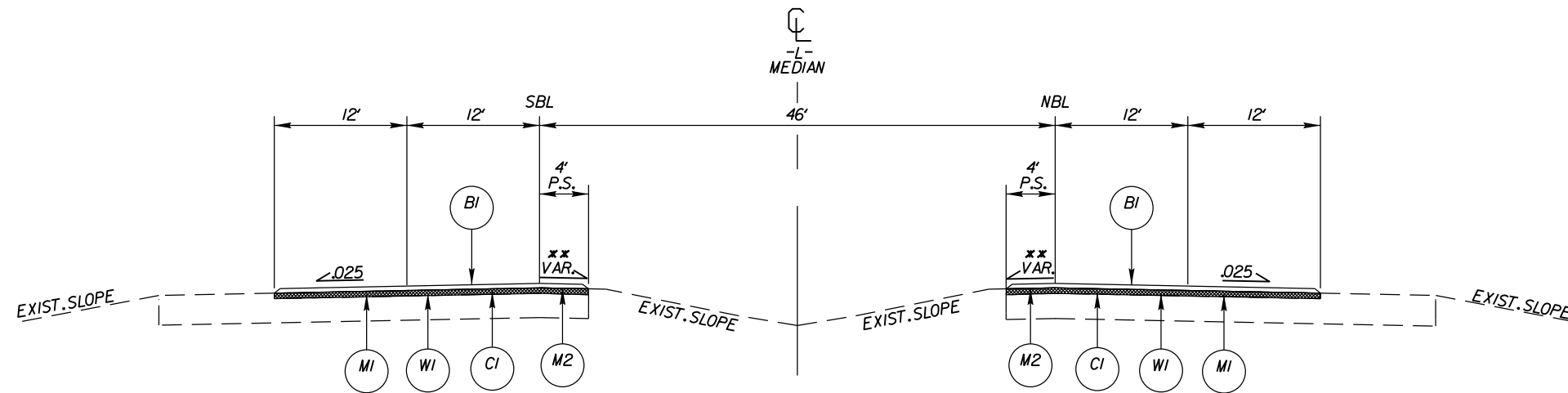


STATE	PROJECT NO.	SHEET NO.	TOTAL
NC	I-5935	1	





**TYPICAL SECTION NO. 1**  
US 70 TO WILSON COUNTY LINE

PAVEMENT SCHEDULE	
B1	PROP. OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-2 MOD., AT AN AVERAGE RATE OF 90 LBS.PER SQ. YARD
B2	PROP. OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MOD., AT AN AVERAGE RATE OF 70 LBS.PER SQ. YARD
C1	PROP. APPROX. 2" ASPHALT CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS.PER SQ. YARD
C2	PROP. VAR. DEPTH ASPHALT CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 112 LBS.PER SQ. YARD PER 1" DEPTH TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH
D1	PROP. VAR. DEPTH ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 114 LBS.PER SQ. YARD PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2 1/2" OR GREATER THAN 4" IN DEPTH
M1	MILL EXISTING ASPHALT PAVEMENT 0" TO 2" DEPTH
M2	MILLED RUMBLE STRIPS
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL FOR RESURFACING)

**PAVED SHOULDER SLOPES**

TAPER PAVING OPERATIONS ACROSS EXISTING PAVED SHOULDERS ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER

MEDIAN PAVED SHOULDERS

- \*\* 0.035 MAX. IN TANGENT SECTIONS
- \*\* 0.06 MAX. ROLLOVER IN SUPERELEVATED SECTIONS

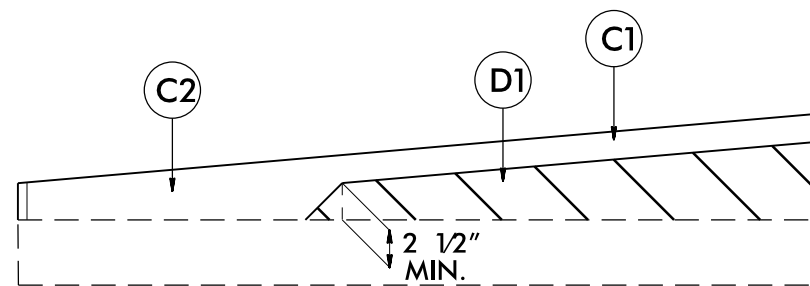
NOTES: - PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE

(B2)

THE QUANTITY FOR OGAF C FC-1 MOD. IS INCLUDED TO BE USED FOR RAMP TIE-INS, GORE AREAS AND CONSTRUCTION JOINTS PER NCDOT STANDARD SPECIFICATIONS.

THE WEDGING COURSE SHOWN ON THE TYPICAL SECTION IS INTENDED TO BE USED AS DIRECTED BY THE ENGINEER TO ESTABLISH THE DESIRED 0.025% CROSS SLOPE

CONTRACT INCLUDES RAMP WORK WITHIN THE PROJECT LIMITS, INCLUDING MILL AND FILL OF RAMP AND PLACEMENT OF FRICTION COURSE FC-1 FROM THE RAMP TIE-IN WITH THE MAINLINE THROUGH TOP OF RAMP



**Wedging Detail For Resurfacing**

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5935	3	

## 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	0" TO 2" MILLING SY	INTERMEDIATE COURSE, 119.0D TONS	SURFACE COURSE, S9.5D TONS	ASPHALT BINDER FOR PLANT MIX TONS	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX TONS	MILLED RUMBLE STRIPS LF	OGAFC, TYPE FC-1 MOD TONS	OGAFC, TYPE FC-2 MOD TONS
45877.3.1	Wayne	1	I-795 NORTHBOUND	FROM US 70 TO THE WILSON COUNTY LINE	1	2		YES	NO	13.5	28	222,000	6,500	27,500	300	2,400	71,500	500	12,500
<b>TOTAL FOR MAP NO. 1</b>										<b>13.5</b>		<b>222,000</b>	<b>6,500</b>	<b>27,500</b>	<b>300</b>	<b>2,400</b>	<b>71,500</b>	<b>500</b>	<b>12,500</b>
45877.3.1	Wayne	2	I-795 SOUTHBOUND	FROM THE WILSON COUNTY LINE TO US 70	1	2		YES	NO	13.5	28	222,000	6,500	27,500	300	2,400	71,500	500	12,500
<b>TOTAL FOR MAP NO. 2</b>										<b>13.5</b>		<b>222,000</b>	<b>6,500</b>	<b>27,500</b>	<b>300</b>	<b>2,400</b>	<b>71,500</b>	<b>500</b>	<b>12,500</b>
<b>TOTAL FOR PROJ NO. 45877.3.1</b>										<b>27</b>		<b>444,000</b>	<b>13,000</b>	<b>55,000</b>	<b>600</b>	<b>4,800</b>	<b>143,000</b>	<b>1,000</b>	<b>25,000</b>
<b>GRAND TOTAL</b>										<b>27</b>		<b>444,000</b>	<b>13,000</b>	<b>55,000</b>	<b>600</b>	<b>4,800</b>	<b>143,000</b>	<b>1,000</b>	<b>25,000</b>

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5935	4	

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4400000000-E	4405000000-E	4415000000-N	4420000000-N	4430000000-N	4480000000-N	4510000000-N	4600000000-N	4690000000-E	4688000000-E		
										STATIONARY WORK ZONE SIGN SF	PORTABLE WORK ZONE SIGN SF	FLASHING ARROW BOARD EA	PORTABLE CHANGEABLE MESSAGE SIGN EA	DRUMS EA	TMA EA	LAW ENFORCEMENT HR	WORK ZONE DIGITAL SPEED LIMIT SIGNS EA	6" X 120 M WHITE THERMO LF	6" X 90 M WHITE THERMO LF	6" X 90 M YELLOW THERMO LF	
45877.3.1	Wayne	1	I-795 NB	FROM US 70 TO THE WILSON CO. LINE	1	2		13.5	28	225	150	2	3	200	2	250	5	18,000	72,000	72,000	
<b>TOTAL FOR MAP NO. 1</b>									<b>225</b>	<b>150</b>	<b>2</b>	<b>3</b>	<b>200</b>	<b>2</b>	<b>250</b>	<b>5</b>	<b>18,000</b>	<b>72,000</b>	<b>72,000</b>		
45877.3.1	Wayne	2	I-795 SB	FROM THE WILSON CO. LINE TO US 70	1	2		13.5	28	225	150	2	3	200	2	250	5	18,000	72,000	72,000	
<b>TOTAL FOR MAP NO. 2</b>									<b>225</b>	<b>150</b>	<b>2</b>	<b>3</b>	<b>200</b>	<b>2</b>	<b>250</b>	<b>5</b>	<b>18,000</b>	<b>72,000</b>	<b>72,000</b>		
<b>TOTAL FOR PROJ NO. 45877.3.1</b>									<b>450</b>	<b>300</b>	<b>4</b>	<b>6</b>	<b>400</b>	<b>4</b>	<b>500</b>	<b>10</b>	<b>36,000</b>	<b>144,000</b>	<b>144,000</b>		
<b>GRAND TOTAL</b>									<b>450</b>	<b>300</b>	<b>4</b>	<b>6</b>	<b>400</b>	<b>4</b>	<b>500</b>	<b>10</b>	<b>36,000</b>	<b>144,000</b>	<b>144,000</b>		
<b>288,000</b>																					

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4700000000-E	4702000000-E	4725000000-E	4815000000-E		4825000000-E	4845000000-N	48471000000-E		4855000000-E	4905000000-N
										12" X 90 M WHITE THERMO LF	12" X 120 M WHITE THERMO LF	THERMO MERGE ARROW 90 M EA	6" WHITE PAINT LF	6" YELLOW PAINT LF	12" WHITE PAINT LF	PAINT MERGE ARROW EA	6" WHITE POLYUREA LF	6" YELLOW POLYUREA LF	REMOVAL OF PAVEMENT MARKING LINES 6" EA	SNOW PLOWABLE MARKERS EA
45877.3.1	Wayne	1	I-795 NB	FROM US 70 TO THE WILSON CO. LINE	1	2		13.5	28	2,500	150	10	180,000	145,000	5,300	20	1,316	1,053	2,369	1,000
<b>TOTAL FOR MAP NO. 1</b>									<b>2,500</b>	<b>150</b>	<b>10</b>	<b>180,000</b>	<b>145,000</b>	<b>5,300</b>	<b>20</b>	<b>1,316</b>	<b>1,053</b>	<b>2,369</b>	<b>1,000</b>	
45877.3.1	Wayne	2	I-795 SB	FROM THE WILSON CO. LINE TO US 70	1	2		13.5	28	2,500	500	6	180,000	145,000	6,000	12	1,316	1,053	2,369	1,000
<b>TOTAL FOR MAP NO. 2</b>									<b>2,500</b>	<b>500</b>	<b>6</b>	<b>180,000</b>	<b>145,000</b>	<b>6,000</b>	<b>12</b>	<b>1,316</b>	<b>1,053</b>	<b>2,369</b>	<b>1,000</b>	
<b>TOTAL FOR PROJ NO. 45877.3.1</b>									<b>5,000</b>	<b>650</b>	<b>16</b>	<b>360,000</b>	<b>290,000</b>	<b>11,300</b>	<b>32</b>	<b>2,632</b>	<b>2,106</b>	<b>4,738</b>	<b>2,000</b>	
<b>GRAND TOTAL</b>									<b>5,000</b>	<b>650</b>	<b>16</b>	<b>360,000</b>	<b>290,000</b>	<b>11,300</b>	<b>32</b>	<b>2,632</b>	<b>2,106</b>	<b>4,738</b>	<b>2,000</b>	
<b>650,000</b>													<b>4,738</b>							

### DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER

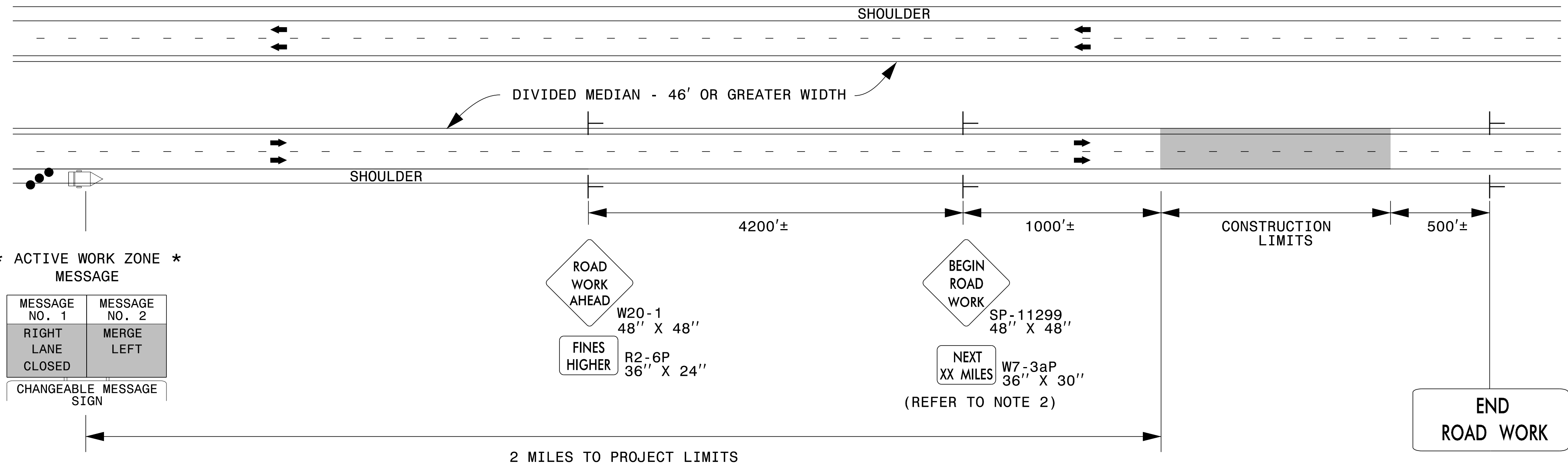
\* NOTE: ADVANCE THIS CMS CONTINUOUSLY AS WORK OPERATIONS PROGRESS.

\* INACTIVE WORK ZONE MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
ROAD WORK	2 MILES AHEAD
CHANGEABLE MESSAGE SIGN	

\* ACTIVE WORK ZONE MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
RIGHT LANE CLOSED	MERGE LEFT
CHANGEABLE MESSAGE SIGN	



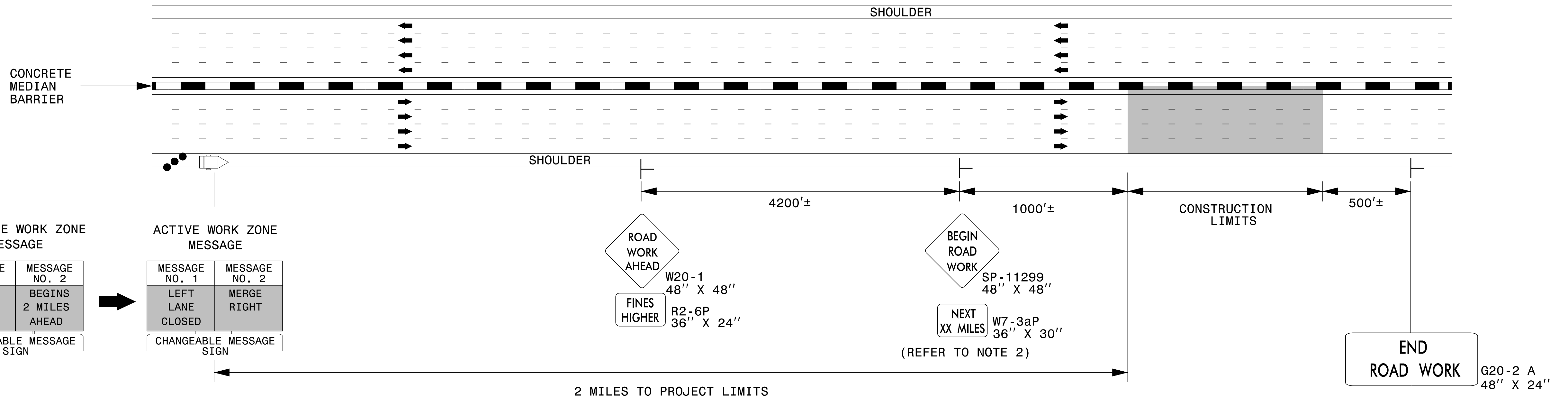
### DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

INACTIVE WORK ZONE MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
ROAD WORK	BEGINS 2 MILES AHEAD
CHANGEABLE MESSAGE SIGN	

ACTIVE WORK ZONE MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
LEFT LANE CLOSED	MERGE RIGHT
CHANGEABLE MESSAGE SIGN	



#### NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE WORK ZONE VARIABLE SPEED LIMIT USING DIGITAL SPEED LIMIT SIGNS FOR INTERSTATE/FREEWAY RESURFACING PROJECTS DETAIL.
2. FOR SIGN W7-3aP, ROUND TO THE NEAREST MILE.
3. FOR ENTRANCE AND EXIT RAMP, REFER TO RSD 1101.01, SHEET 1, DETAIL B & C.
4. FOR ADDITIONAL NOTES, REFER TO RSD 1101.01, SHEET 1.

#### LEGEND

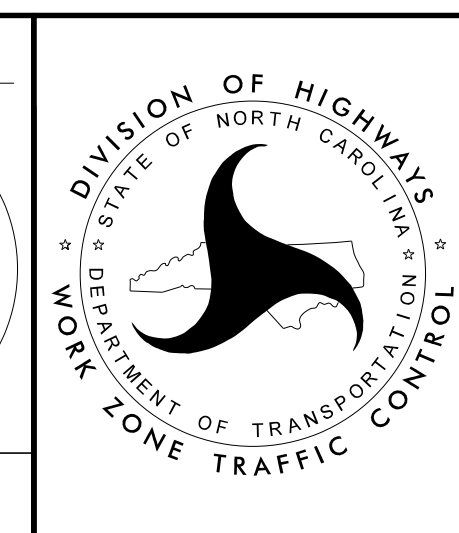
- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM

APPROVED: *Steve Kite*  
DATE: 2/23/2017

DocuSigned by:  
E27CE30E10FC442...

SEAL  
022104  
JOHN S. KITE, II  
ENGINEER

**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**

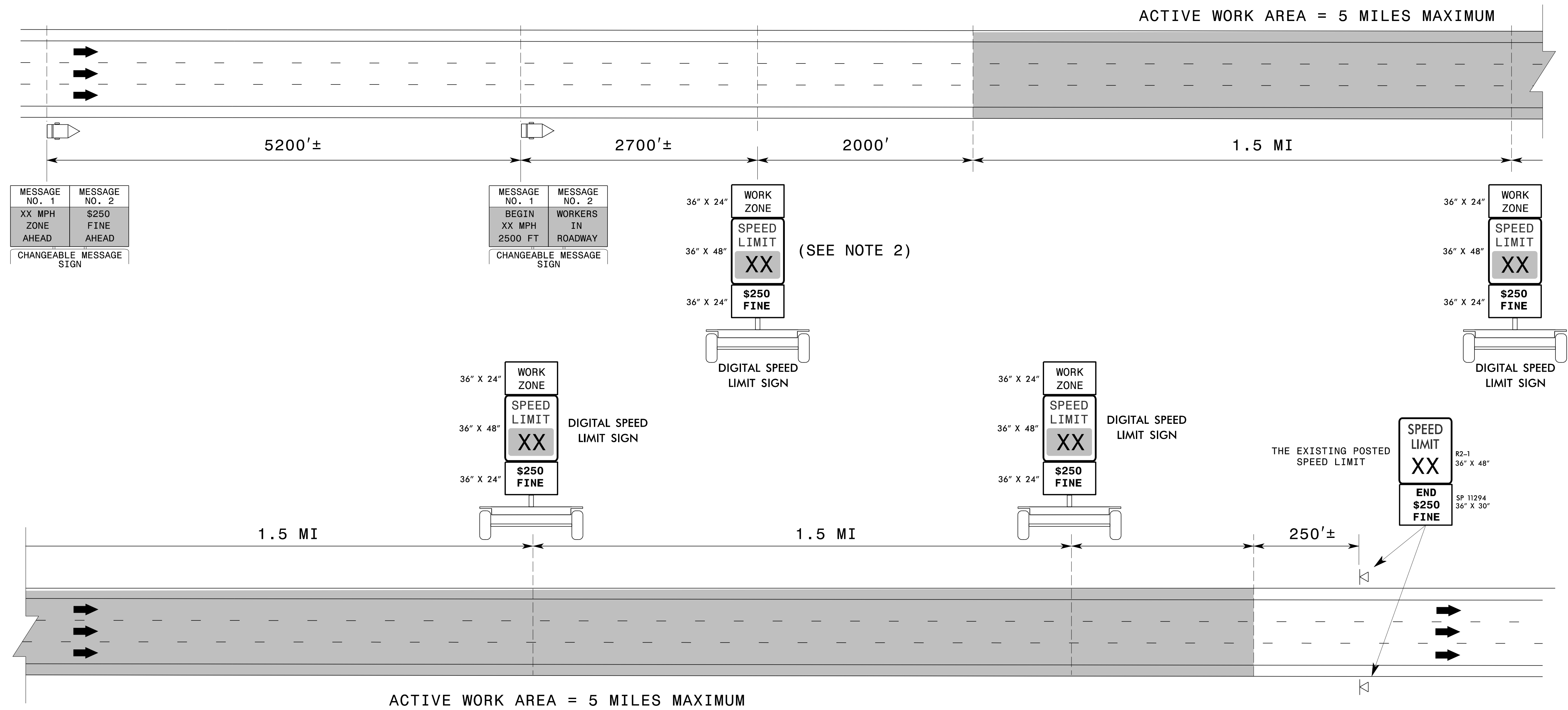


STATIONARY ADVANCE  
WARNING SIGNS FOR  
INTERSTATE/FREEWAY  
RESURFACING PROJECTS

# INTERSTATE RESURFACING OPERATIONS WITH DIGITAL SPEED LIMIT SIGNS

I-5935

SHEET NO.  
TMP-2



## WHEN THERE IS NOT ACTIVE WORK IN THE TRAVEL LANE

SPEED LIMIT DISPLAY	CONDITIONS	
	DROP-OFFS BETWEEN OPEN TRAVEL LANES	PAVED SHOULDER DROP-OFFS
USE EXISTING SPEED LIMIT	< 1.0"	≤ 3.0"
REDUCE SPEED LIMIT 5 MPH	1.0" - 2.0"	> 3.0"

DROP-OFFS BETWEEN OPEN TRAVEL LANES SHOULD NOT EXCEED 2.0"

- ### NOTES
1. THE SPEED LIMITS DISPLAYED WITHIN THE ACTIVE WORK AREA MAY VARY BETWEEN 55 MPH AND 70 MPH, DEPENDENT UPON ROAD WORK CONDITIONS AND THE EXISTING SPEED LIMIT. 55 MPH IS ONLY DISPLAYED DURING ACTIVE LANE CLOSURE OPERATIONS.
  2. AT THE FIRST DIGITAL SPEED LIMIT LOCATION, PLACE A DIGITAL SPEED LIMIT SIGN ON BOTH THE INSIDE AND OUTSIDE SHOULDERS, UNLESS DIRECTED OTHERWISE BY THE ENGINEER WHEN THERE IS NOT ENOUGH ROOM ON THE INSIDE SHOULDER DUE TO NARROW MEDIAN AND PERMANENT MEDIAN BARRIER. AT SUBSEQUENT LOCATIONS DOWNSTREAM, PLACE A SINGLE DIGITAL SPEED LIMIT SIGN ON THE OUTSIDE SHOULDER.
  3. THE ENGINEER MAY DETERMINE TO INSTALL THE DIGITAL SPEED LIMIT SIGNS ON THE OUTSIDE SHOULDER OR ON THE MEDIAN SIDE IF THE SIGNS ARE NOT HIGHLY VISIBLE TO ALL MOTORISTS. AT THE FIRST DIGITAL SPEED LIMIT
  4. THIS APPLICATION IS FOR SHORT-TERM ACTIVITIES. THE MAXIMUM ACTIVE WORK AREA IS 5 MILES.
  5. THE DIGITAL SPEED LIMIT SIGNS TAKE PRECEDENCE OVER EXISTING SPEED LIMIT SIGNS. ALL EXISTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
  6. THE DIGITAL SPEED LIMITS SIGNS WILL BE INSTALLED (TRAILER MOUNTED OR STATIONARY MOUNTED) IN ADVANCE AND SPACED APPROXIMATELY 1.5 MILES THROUGHOUT THE ACTIVE WORK AREA, UNLESS DIRECTED OTHERWISE.
  7. NCDOT HAS SOLE AUTHORITY OF THE SPEED LIMITS DISPLAYED ON THE DIGITAL SPEED LIMIT SIGNS.
  8. THE WORK ZONE VARIABLE SPEED LIMIT AND THE \$250 SPEEDING PENALTY ARE SEPARATE ORDINANCES THAT MUST BE SIGNED BY THE STATE TRAFFIC ENGINEER TO BE VALID AND ENFORCEABLE. WITHOUT A SIGNED ORDINANCE, THE SPEED LIMIT ON A FACILITY SHALL REMAIN UNCHANGED.

APPROVED: *Steve Kite*  
DATE: 2/23/2017

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PROFESSIONAL ENGINEER

**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**

DIVISION OF HIGHWAYS  
 NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 WORK ZONE TRAFFIC CONTROL

**WORK ZONE "VARIABLE"  
 SPEED LIMIT USING  
 DIGITAL SPEED LIMIT  
 SIGNS FOR INTERSTATE/  
 FREEWAY RESURFACING  
 PROJECTS**

2/23/2017 S:\TMU\WZTC\DesignGroup3\Squad3B\0Data\Interstate Resurfacing Provisions and Details\WVSL\Interstate\_DSL.dgn User:kedais