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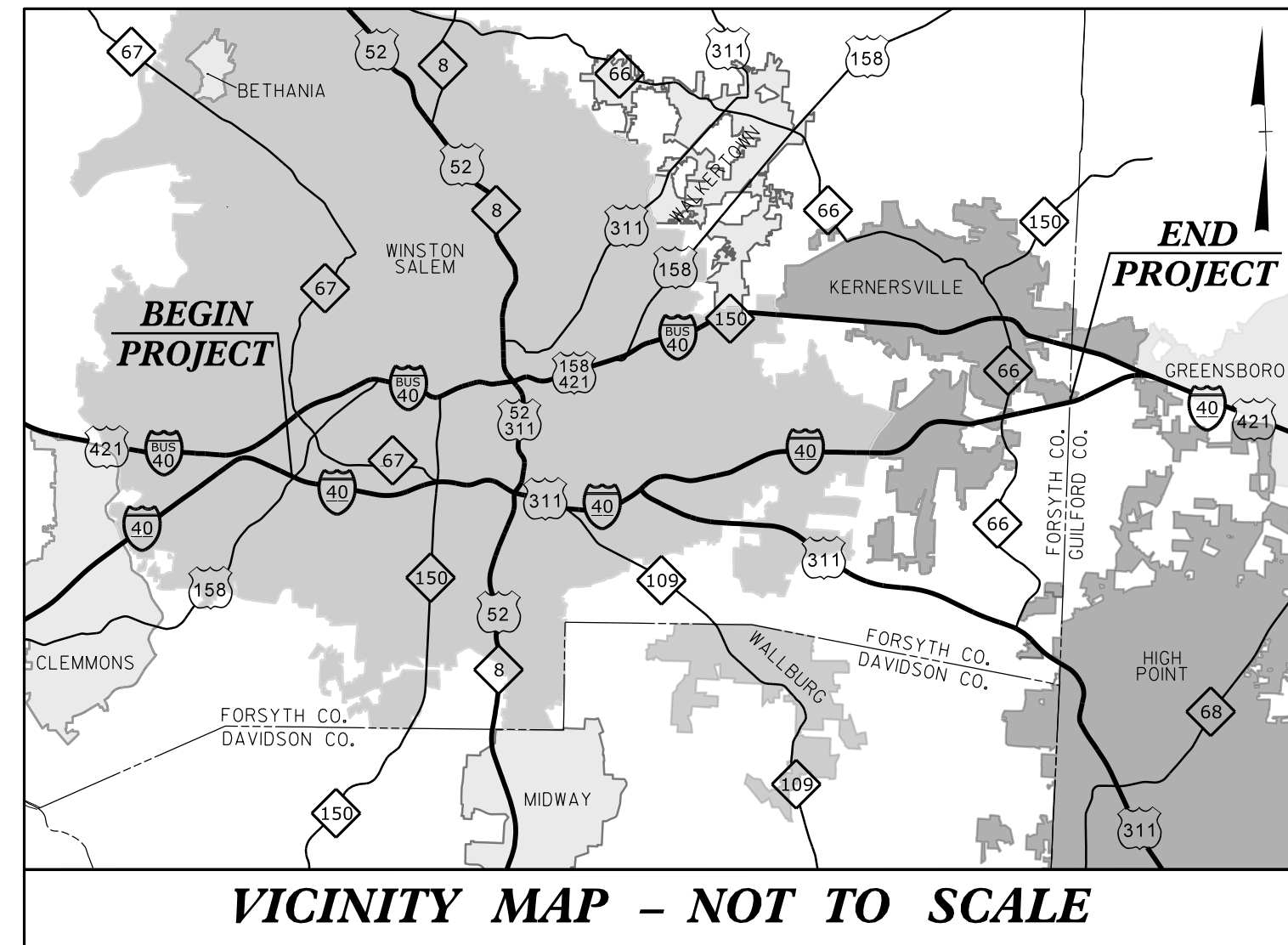
09/28/2019

See Sheet 1A For Index of Sheets

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

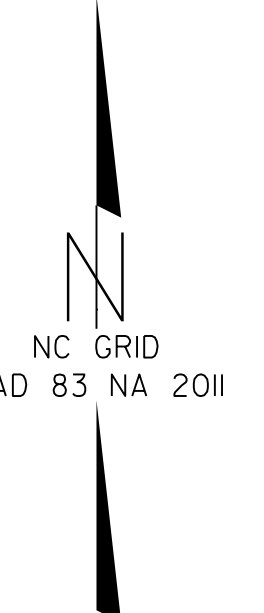
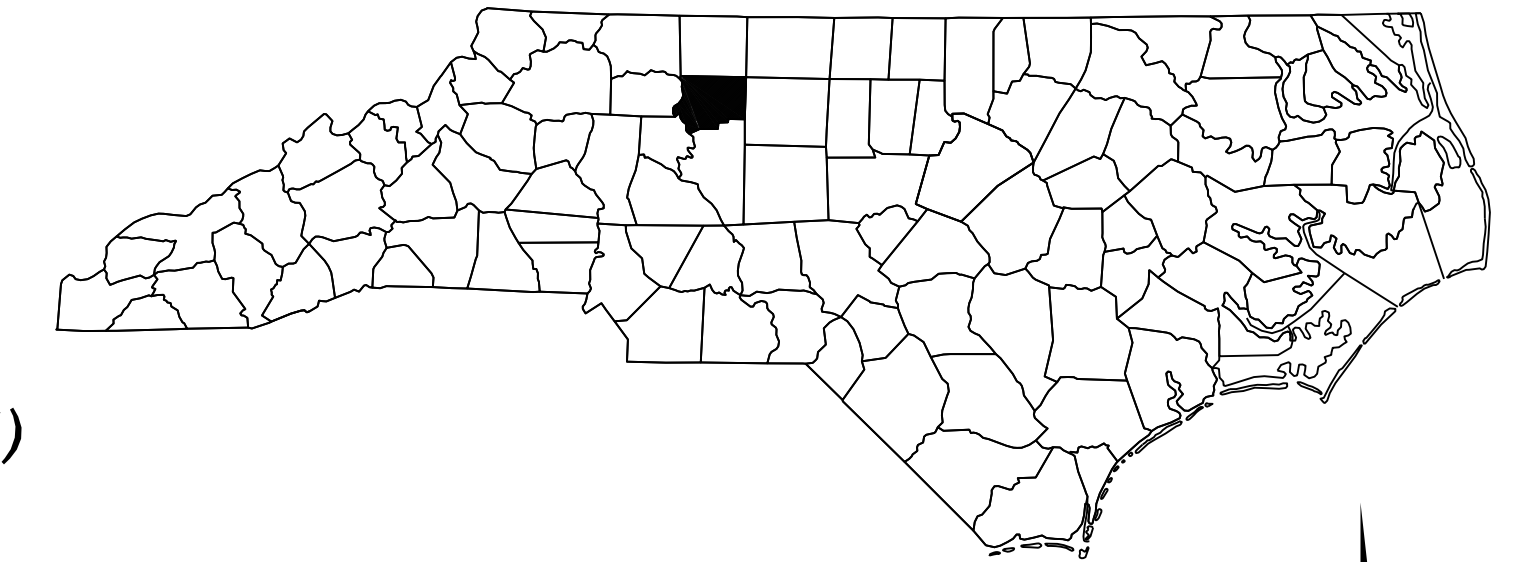
FORSYTH COUNTY

| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|-----------------|-----------------------------|-------------|--------------|
| N.C. | I-5795 | 1 | |
| STATE PROJ. NO. | F.A. PROJ. NO. | DESCRIPTION | |
| 53034.1.2 | | PE | |
| 53034.3.1 | NHPP-0040(110) | CONST | |
| | | | |
| | | | |
| | | | |



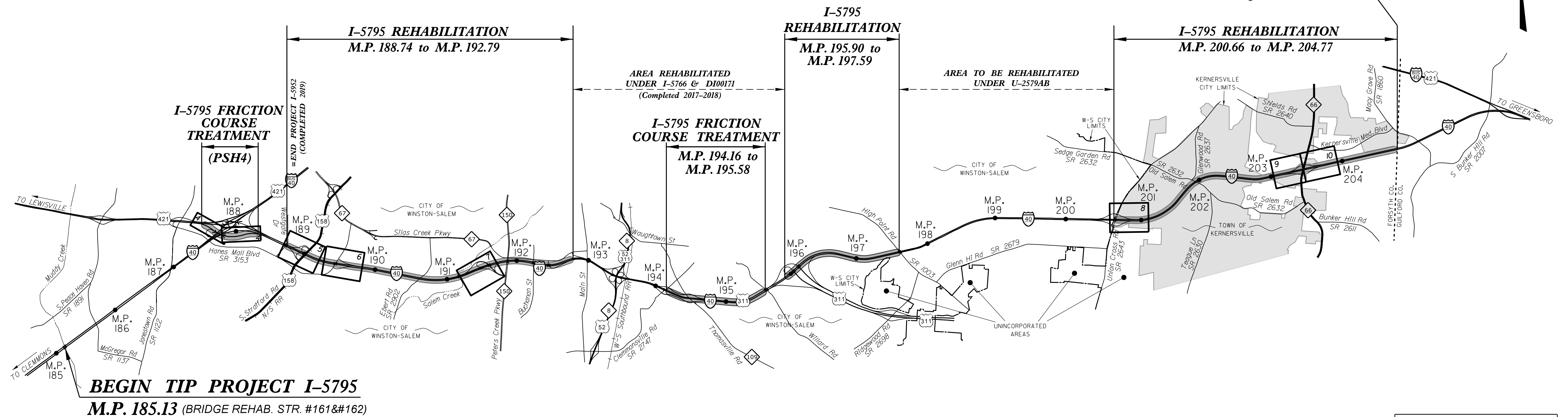
LOCATION: I-40 FROM BRIDGES (#161 & #162) OVER MUDDY CREEK TO GUILFORD COUNTY LINE

TYPE OF WORK: PAVEMENT REHABILITATION, STRUCTURE REHABILITATION (SEE STRUCTURE PLANS FOR DETAILS)

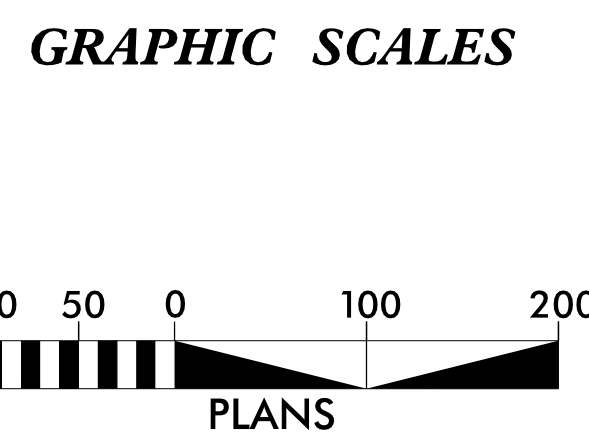


TIP PROJECT: I-5795

CONTRACT: C203978



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

| | |
|-------------------------|---------|
| ADT 2020 = | 110,000 |
| ADT 2040 = | 132,000 |
| K = | 10 % |
| D = | 60 % |
| T = | 17 % * |
| V = | 70 MPH |
| * TTST = 13 DUAL 4 | |
| FUNC CLASS = INTERSTATE | |
| STATEWIDE TIER | |
| (%'S FROM PROJ. I-3600) | |

PROJECT LENGTH

| | |
|---|---------------|
| LENGTH ROADWAY TIP PROJECT I-5795 = | 11.764 MILES |
| LENGTH MAINLINE STRUCTURES TIP I-5795 = | 0.153 MILES |
| LENGTH -Y- LINE STRUCTURES TIP I-5795 = | (0.170 MILES) |
| TOTAL LENGTH TIP PROJECT I-5795 = | 11.917 MILES |

Prepared in the Office of:
DIVISION OF HIGHWAYS
Ninth Division Design/Construct
375 Silas Creek Parkway, Winston-Salem, NC 27127

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
NA

LETTING DATE:
SEPTEMBER 15, 2020

SCOTT A. JONES, PE
PROJECT ENGINEER

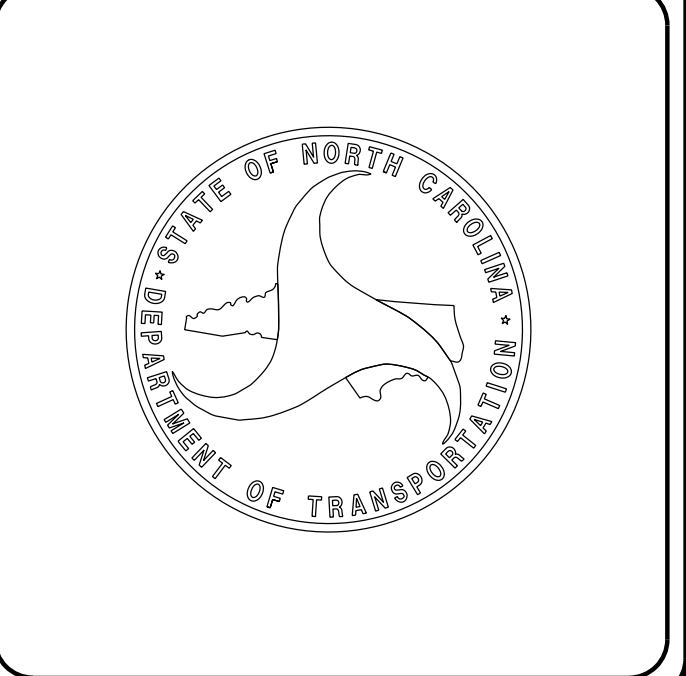
JEREMY L. KEATON, PLS
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

DocuSigned by:
Scott Jones
707888509744C
8/11/2020 P.E.



I:\AUG-2020 1421 S:\Project_Development\TIP_Projects\N-I-5795-140-Forsyth\Roadway\DesignFiles\I-5795_ddc_tsh.dgn \$\$\$USERNAME\$\$\$

| | |
|--|------------------|
| PROJECT REFERENCE NO. 1-5795 | SHEET NO. 1-A |
| ROADWAY DESIGN ENGINEER | |
| DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED | |

| SHEET NUMBER | INDEX OF SHEETS |
|-------------------|--|
| SHEET NUMBER | SHEET |
| 1 | TITLE SHEET |
| 1A | INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS |
| 1B | CONVENTIONAL SYMBOLS |
| 2A-1 | PAVEMENT SCHEDULE AND TYPICAL SECTIONS |
| 2A-2 | PAVEMENT SCHEDULE AND TYPICAL SECTIONS |
| 2B-1 | SLAB REPAIR DETAIL |
| 2C-1 | SPECIAL DETAIL FOR GUARDRAIL INSTALLATION |
| 3B-1 | SUMMARY OF PORTLAND CEMENT CONCRETE PAVEMENT REPAIR |
| 3B-2 | SUMMARY OF PORTLAND CEMENT CONCRETE PAVEMENT & SPALL REPAIR |
| 3B-3 | GUARDRAIL SUMMARY, SUMMARY OF SHOULDER BERM GUTTER REMOVE & REPLACE, SUMMARY OF ASPHALT PAVEMENT REMOVAL |
| 4 - 10 | PLAN SHEETS |
| TMP-1 THRU TMP-19 | TRAFFIC MANAGEMENT PLANS |
| S1-1 THRU S21-11 | STRUCTURE PLANS |
| SN | STANDARD NOTES (FOR STRUCTURES) |

GENERAL NOTES: 2018 SPECIFICATIONS
EFFECTIVE: 01-16-2018
REVISED:

CLEARING:
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD 11.

GRADING AND SURFACING OR RESURFACING AND WIDENING:
THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. WHERE NO GRADE LINES ARE SHOWN, THE PROFILES SHOWN DENOTE THE TOP ELEVATION OF THE EXISTING PAVEMENT ALONG THE CENTER LINE OF SURVEY ON WHICH THE PROPOSED RESURFACING WILL BE PLACED. GRADE LINES MAY BE ADJUSTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.

SUPERELEVATION:
ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.05 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:
ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.02

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.

UTILITIES:
NO UTILITY CONSTRUCTION ANTICIPATED ON THIS PROJECT

2018 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, 2018 are applicable to this project and by reference hereby are considered a part of these plans:

| STD. NO. | TITLE |
|--|--|
| DIVISION 2 - EARTHWORK | |
| 200.02 | Method of Clearing - Method II |
| DIVISION 5 - SUBGRADE, BASES AND SHOULDERS | |
| 560.02 | Method of Shoulder Construction - High Side of Superelevated Curve - Method II |
| DIVISION 6 - ASPHALT BASES AND PAVEMENTS | |
| 665.01 | Asphalt Shoulders - Milled Rumble Strips |
| DIVISION 8 - INCIDENTALS | |
| 820.01 | Funnel and Funnel Drain |
| 846.01 | Concrete Curb, Gutter and Curb & Gutter |
| 862.01 | Guardrail Placement |
| 862.02 | Guardrail Installation |

EFF. 01-16-2018
REV.

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

12/2/2016

BOUNDARIES AND PROPERTY:

| | |
|---------------------------------------|-----------|
| State Line | ----- |
| County Line | ----- |
| Township Line | ----- |
| City Line | ----- |
| Reservation Line | ----- |
| Property Line | ----- |
| Existing Iron Pin | ○ EIP |
| Computed Property Corner | ----- |
| Property Monument | □ ECM |
| Parcel/Sequence Number | ①23 |
| Existing Fence Line | -x-x-x- |
| Proposed Woven Wire Fence | ○ |
| Proposed Chain Link Fence | □ |
| Proposed Barbed Wire Fence | ◇ |
| Existing Wetland Boundary | ---WLB--- |
| Proposed Wetland Boundary | ---WLB--- |
| Existing Endangered Animal Boundary | ---EAB--- |
| Existing Endangered Plant Boundary | ---EPB--- |
| Existing Historic Property Boundary | ---HPB--- |
| Known Contamination Area: Soil | ☠-S-☠ |
| Potential Contamination Area: Soil | ☠-S-☠ |
| Known Contamination Area: Water | ☠-W-☠ |
| Potential Contamination Area: Water | ☠-W-☠ |
| Contaminated Site: Known or Potential | ☠☠ |

BUILDINGS AND OTHER CULTURE:

| | |
|-------------------------------|-----|
| Gas Pump Vent or U/G Tank Cap | ○ |
| Sign | ○ S |
| Well | ○ W |
| Small Mine | ✕ |
| Foundation | □ |
| Area Outline | □ |
| Cemetery | □ |
| Building | □ |
| School | □ |
| Church | □ |
| Dam | ▬ |

HYDROLOGY:

| | |
|------------------------------------|------------|
| Stream or Body of Water | ----- |
| Hydro, Pool or Reservoir | ----- |
| Jurisdictional Stream | ---JS--- |
| Buffer Zone 1 | ---BZ 1--- |
| Buffer Zone 2 | ---BZ 2--- |
| Flow Arrow | ← |
| Disappearing Stream | → |
| Spring | ○ |
| Wetland | ---WLB--- |
| Proposed Lateral, Tail, Head Ditch | ----- |
| False Sump | ▽ |

RAILROADS:

| | |
|--------------------|-------|
| Standard Gauge | ----- |
| RR Signal Milepost | ○ |
| Switch | □ |
| RR Abandoned | ----- |
| RR Dismantled | ----- |

RIGHT OF WAY & PROJECT CONTROL:

| | |
|---|-------|
| Secondary Horiz and Vert Control Point | ◆ |
| Primary Horiz Control Point | ○ |
| Primary Horiz and Vert Control Point | ● |
| Exist Permanent Easement Pin and Cap | ◇ |
| New Permanent Easement Pin and Cap | ◆ |
| Vertical Benchmark | ⊠ |
| Existing Right of Way Marker | △ |
| Existing Right of Way Line | ----- |
| New Right of Way Line | ----- |
| New Right of Way Line with Pin and Cap | ----- |
| New Right of Way Line with Concrete or Granite R/W Marker | ----- |
| New Control of Access Line with Concrete C/A Marker | ----- |
| Existing Control of Access | ----- |
| New Control of Access | ----- |
| Existing Easement Line | ----- |
| New Temporary Construction Easement | ----- |
| New Temporary Drainage Easement | ----- |
| New Permanent Drainage Easement | ----- |
| New Permanent Drainage / Utility Easement | ----- |
| New Permanent Utility Easement | ----- |
| New Temporary Utility Easement | ----- |
| New Aerial Utility Easement | ----- |

ROADS AND RELATED FEATURES:

| | |
|----------------------------|---------|
| Existing Edge of Pavement | ----- |
| Existing Curb | ----- |
| Proposed Slope Stakes Cut | ---C--- |
| Proposed Slope Stakes Fill | ---F--- |
| Proposed Curb Ramp | ----- |
| Existing Metal Guardrail | ----- |
| Proposed Guardrail | ----- |
| Existing Cable Guiderail | ----- |
| Proposed Cable Guiderail | ----- |
| Equality Symbol | ⊕ |
| Pavement Removal | ----- |

VEGETATION:

| | |
|--------------|---|
| Single Tree | ○ |
| Single Shrub | ○ |

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

| | |
|------------|-------|
| Hedge | ----- |
| Woods Line | ----- |
| Orchard | ----- |
| Vineyard | ----- |

EXISTING STRUCTURES:

| | |
|--|-------|
| MAJOR: | |
| Bridge, Tunnel or Box Culvert | ----- |
| Bridge Wing Wall, Head Wall and End Wall | ----- |
| MINOR: | |
| Head and End Wall | ----- |
| Pipe Culvert | ----- |
| Footbridge | ----- |
| Drainage Box: Catch Basin, DI or JB | ----- |
| Paved Ditch Gutter | ----- |
| Storm Sewer Manhole | ----- |
| Storm Sewer | ----- |

UTILITIES:

| | |
|--------------------------------|-------|
| POWER: | |
| Existing Power Pole | ● |
| Proposed Power Pole | ○ |
| Existing Joint Use Pole | ● |
| Proposed Joint Use Pole | ○ |
| Power Manhole | ⊕ |
| Power Line Tower | ⊠ |
| Power Transformer | ⊠ |
| U/G Power Cable Hand Hole | ----- |
| H-Frame Pole | ● |
| U/G Power Line LOS B (S.U.E.*) | ----- |
| U/G Power Line LOS C (S.U.E.*) | ----- |
| U/G Power Line LOS D (S.U.E.*) | ----- |

TELEPHONE:

| | |
|--|-------|
| Existing Telephone Pole | ● |
| Proposed Telephone Pole | ○ |
| Telephone Manhole | ⊕ |
| Telephone Pedestal | ⊠ |
| Telephone Cell Tower | ⊠ |
| U/G Telephone Cable Hand Hole | ----- |
| U/G Telephone Cable LOS B (S.U.E.*) | ----- |
| U/G Telephone Cable LOS C (S.U.E.*) | ----- |
| U/G Telephone Cable LOS D (S.U.E.*) | ----- |
| U/G Telephone Conduit LOS B (S.U.E.*) | ----- |
| U/G Telephone Conduit LOS C (S.U.E.*) | ----- |
| U/G Telephone Conduit LOS D (S.U.E.*) | ----- |
| U/G Fiber Optics Cable LOS B (S.U.E.*) | ----- |
| U/G Fiber Optics Cable LOS C (S.U.E.*) | ----- |
| U/G Fiber Optics Cable LOS D (S.U.E.*) | ----- |

WATER:

| | |
|--------------------------------|-------|
| Water Manhole | ⊕ |
| Water Meter | ○ |
| Water Valve | ⊗ |
| Water Hydrant | ⊕ |
| U/G Water Line LOS B (S.U.E.*) | ----- |
| U/G Water Line LOS C (S.U.E.*) | ----- |
| U/G Water Line LOS D (S.U.E.*) | ----- |
| Above Ground Water Line | ----- |

TV:

| | |
|---------------------------------------|-------|
| TV Pedestal | ⊠ |
| TV Tower | ⊗ |
| U/G TV Cable Hand Hole | ----- |
| U/G TV Cable LOS B (S.U.E.*) | ----- |
| U/G TV Cable LOS C (S.U.E.*) | ----- |
| U/G TV Cable LOS D (S.U.E.*) | ----- |
| U/G Fiber Optic Cable LOS B (S.U.E.*) | ----- |
| U/G Fiber Optic Cable LOS C (S.U.E.*) | ----- |
| U/G Fiber Optic Cable LOS D (S.U.E.*) | ----- |

GAS:

| | |
|------------------------------|-------|
| Gas Valve | ◇ |
| Gas Meter | ⊕ |
| U/G Gas Line LOS B (S.U.E.*) | ----- |
| U/G Gas Line LOS C (S.U.E.*) | ----- |
| U/G Gas Line LOS D (S.U.E.*) | ----- |
| Above Ground Gas Line | ----- |

SANITARY SEWER:

| | |
|-------------------------------------|-------|
| Sanitary Sewer Manhole | ⊕ |
| Sanitary Sewer Cleanout | ⊕ |
| U/G Sanitary Sewer Line | ----- |
| Above Ground Sanitary Sewer | ----- |
| SS Forced Main Line LOS B (S.U.E.*) | ----- |
| SS Forced Main Line LOS C (S.U.E.*) | ----- |
| SS Forced Main Line LOS D (S.U.E.*) | ----- |

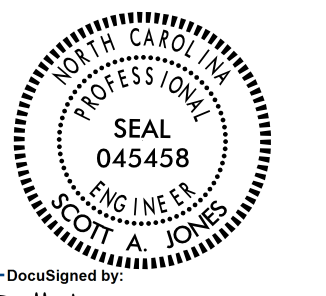
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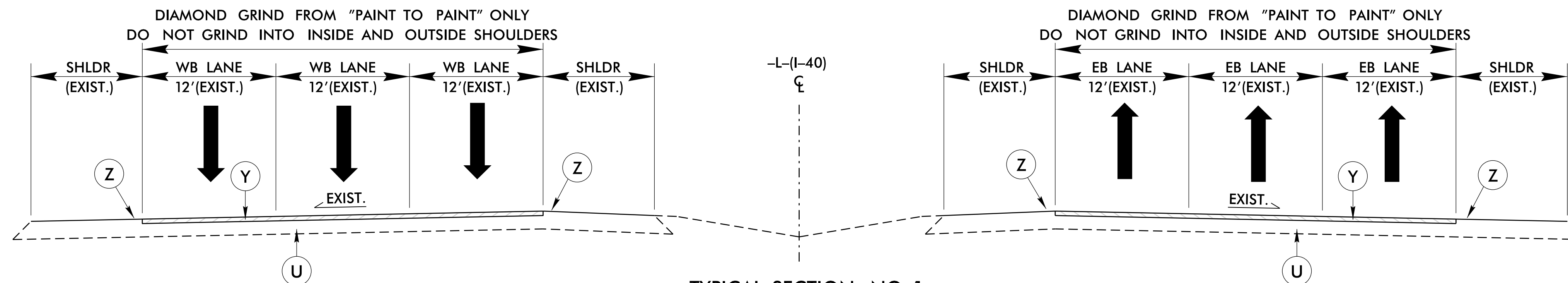
| | |
|--|--------|
| Utility Pole | ● |
| Utility Pole with Base | □ |
| Utility Located Object | ○ |
| Utility Traffic Signal Box | ⊠ |
| Utility Unknown U/G Line LOS B (S.U.E.*) | ----- |
| U/G Tank; Water, Gas, Oil | ----- |
| Underground Storage Tank, Approx. Loc. | ----- |
| A/G Tank; Water, Gas, Oil | ----- |
| Geoenvironmental Boring | ⊕ |
| U/G Test Hole LOS A (S.U.E.*) | ----- |
| Abandoned According to Utility Records | AATUR |
| End of Information | E.O.I. |

PAVEMENT SCHEDULE

| | | | |
|-----------|---|----------|--|
| B | PROP. APPROX. 3/4" OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD. | Q | 8" INCIDENTAL STONE BASE |
| C1 | PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS. | R | VAR. DEPTH REPAIR OF JOINTED CONCRETE PAVEMENT SLABS (MATCH DEPTH TO ADJACENT CONCRETE PAVING) |
| D1 | PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. | T | EXISTING EARTH MATERIAL |
| E1 | PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD. IN EACH OF TWO LAYERS. | U | EXISTING PAVEMENT |
| N | GEOTEXTILE FOR SOIL STABILIZATION | Y | DIAMOND GRINDING |
| | | Z | MILLED CONCRETE RUMBLE STRIPS (FOR SHOULDER LOCATIONS WITH PCCP SLAB REPAIR) |

NOTE: PAV. EDGES ARE 1:1 UNLESS SHOWN OTHERWISE.

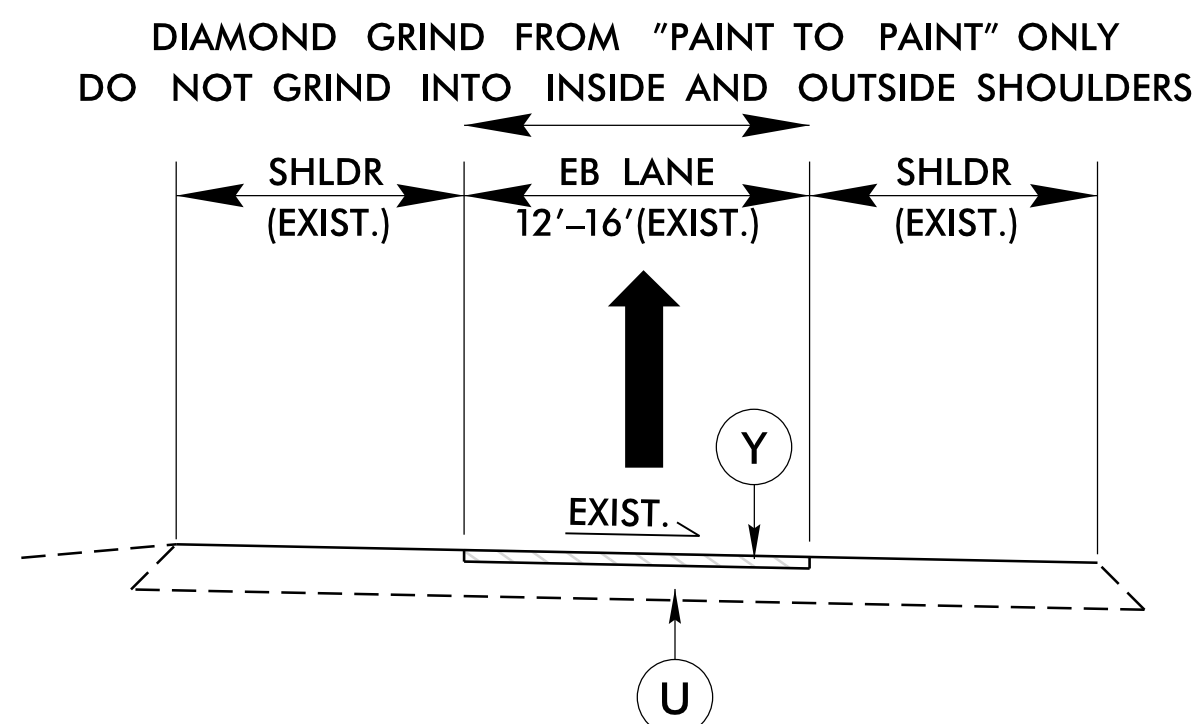
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| PROJECT REFERENCE NO. 1-5795 | SHEET NO. 2A-1 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | |
|  | |
| Documented by: <u>Scott Jones</u> 8/11/2020 | |
| DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED | |



TYPICAL SECTION NO. 1

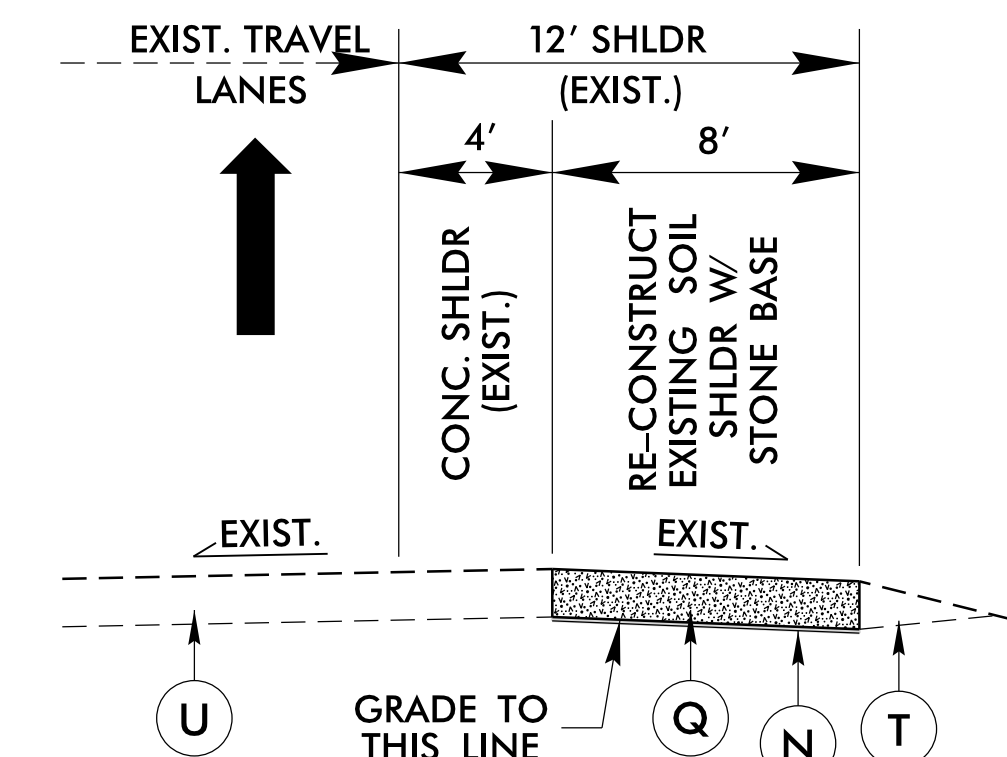
- L- M.M. 188.74 TO M.M. 192.79
- L- M.M. 195.90 TO M.M. 197.59
- L- M.M. 200.66 TO 204.77

NOTE: DO NOT DISTURB EXISTING RUMBLE STRIPS, FEATHER DIAMOND GRINDING ALONG EDGE LINES TO DRAIN



TYPICAL SECTION NO. 2

NOTE:
-DO NOT DISTURB EXISTING RUMBLE STRIPS



TYPICAL SECTION NO. 3

NOTES:
-USE IN CONJUNCTION WITH TYPICAL SECTION #2
-DO NOT DISTURB EXISTING SHOULDER DRAINS

CONCRETE RAMPS TO AND FROM:
 STRATFORD ROAD (2 RAMPS + 2 LOOPS, INCLUDES -RPB1- & -RPC1-)
 HANES MALL BLVD (2 RAMPS, INCLUDES -RPA1- & -RPD1-)
 PETERS CREEK PARKWAY (3 RAMPS, 1 LOOP, INCLUDES -RPA2-, -RPB2-, & -RPC2)
 SILAS CREEK PARKWAY (1 RAMP)
 UNION CROSS ROAD (2 RAMPS, INCLUDES -RPA5- & -RPD5)
 NC-66 (4 RAMPS, INCLUDES -RPB6-, -RPC6-, & -RPD6-)
 US 74311 NB ramp to I-40 EB
 I-40 WB to US 74311 SB ramp

-RPB1- (WB RAMP FROM STRATFORD RD)
1+34 +/- to 6+62 +/- (RT) -PSH5

-RPC1- (EB RAMP TO STRATFORD RD)
8+50 +/- to 13+24 +/- (RT) -PSH5

-RPD1- (EB RAMP FROM HANES MALL BLVD)
1+14 +/- (RT) to 5+11 +/- (RT) -PSH6

-L12- (I-40)- 605+00 +/- (RT) to RPC6- (EB RAMP TO NC HWY66) 4+90 +/- (RT) -PSH9

-RPC6- (EB RAMP TO NC HWY66)
7+40 +/- (RT) to 14+15 +/- (RT) -PSH9

-RPB6- (WB RAMP FROM NC-66)
8+42 +/- (RT) to 12+50 +/- (RT) -PSH9

-RPB6- (WB RAMP TO NC HWY66)
0+50 +/- (LT) to 12+74 +/- (LT) -PSH9

-RPD6- (EB RAMP FROM NC HWY66)
4+33 +/- (RT) to 14+30 +/- (RT) -PSH10

-RPD6- (EB RAMP FROM NC HWY66)
6+44 +/- (LT) to 13+48 +/- (LT) -PSH10

-RPD5- (EB RAMP FROM UNION CROSS RD)
5+30 +/- (RT) to 13+83 +/- (RT) -PSH8

-RPA5- (WB RAMP TO UNION CROSS RD)
5+08 +/- (LT) to 11+00 +/- (LT) -PSH8

REVISIONS

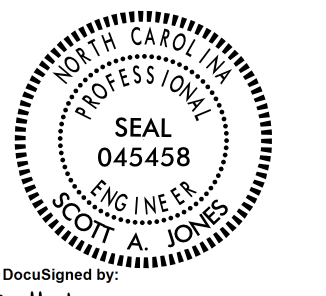
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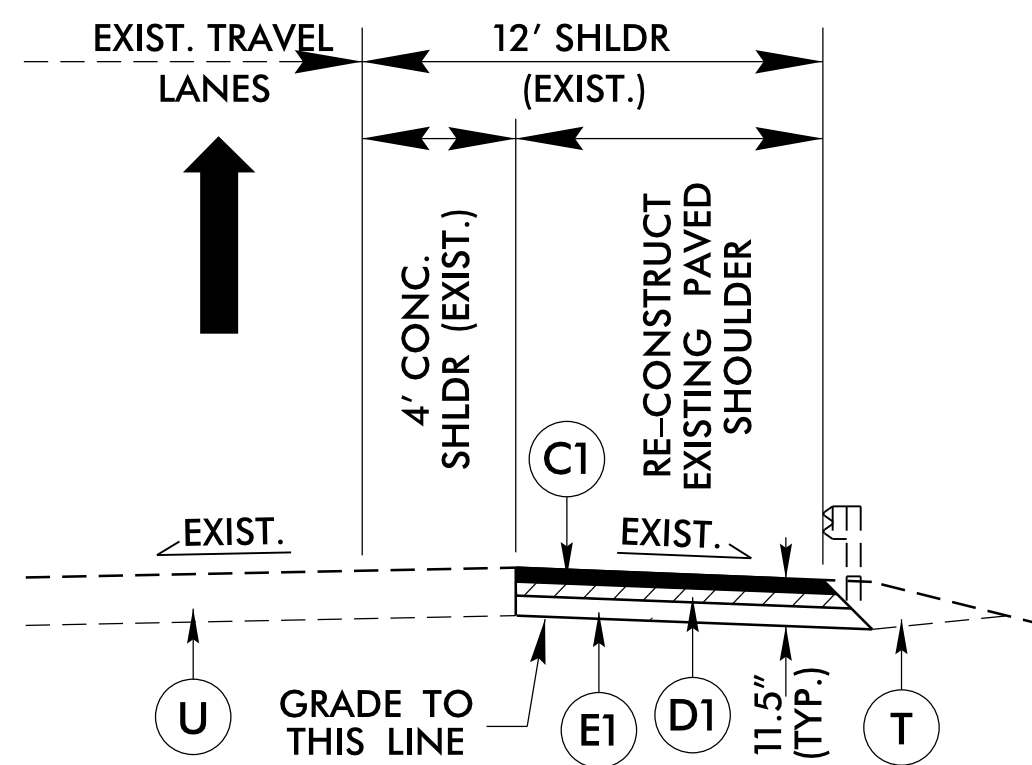
PAVEMENT SCHEDULE

| | | | |
|-----------|---|----------|--|
| B | PROP. APPROX. 3/4" OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED, AT AN AVERAGE APPLICATION RATE OF 90 LBS. PER SQ. YD. | Q | 8" INCIDENTAL STONE BASE |
| C1 | PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS. | R | VAR. DEPTH REPAIR OF JOINTED CONCRETE PAVEMENT SLABS (MATCH DEPTH TO ADJACENT CONCRETE PAVING) |
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| E1 | PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD. IN EACH OF TWO LAYERS. | U | EXISTING PAVEMENT |
| N | GEOTEXTILE FOR SOIL STABILIZATION | Y | DIAMOND GRINDING |
| | | V | 3" MILLING |

NOTE: PAV. EDGES ARE 1:1 UNLESS SHOWN OTHERWISE.

| | |
|---|-------------------|
| PROJECT REFERENCE NO. 1-5795 | SHEET NO. 2A-2 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | |
|  | |
| DocuSign by Scott Jones 8/11/2020 | |
| DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED | |

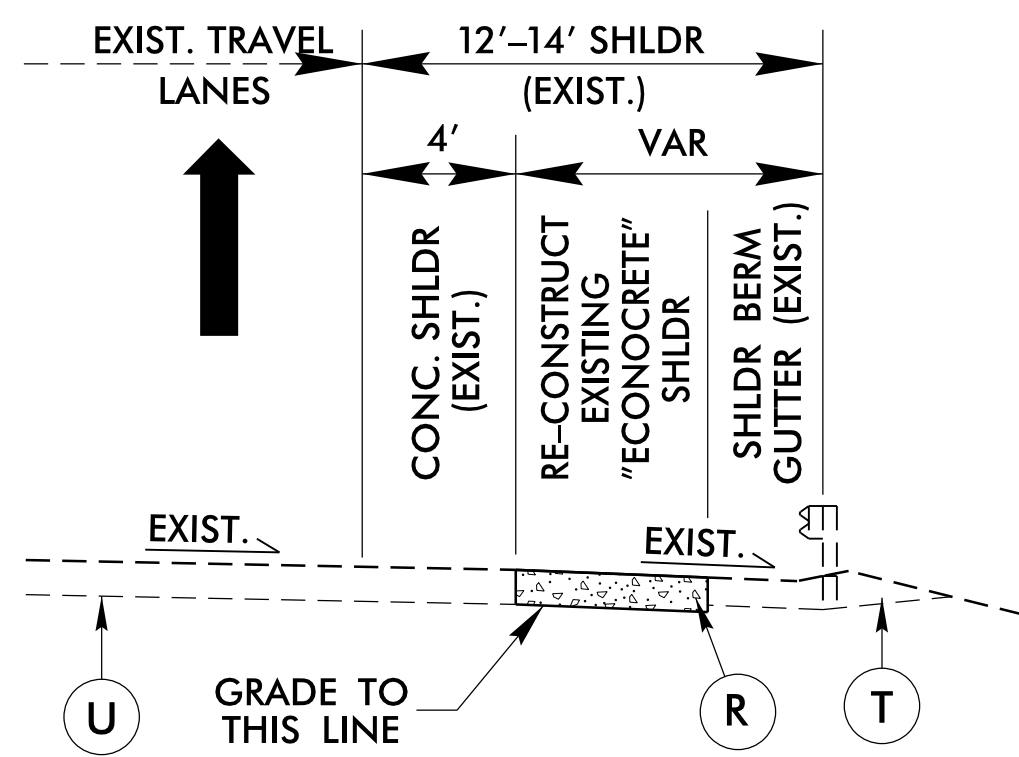
REVISIONS



TYPICAL SECTION NO. 4

- RPD1- (EB RAMP FROM HANES MALL BLVD) 5+11+/- (RT) to 6+74+/- (RT) -PSH6
- L2- (I-40) 321+41+/- (RT) to 322+96+/- (RT) -PSH7
- RPC2- (EB RAMP TO PETERS CREEK PKWY) 23+41+/- (RT) to -RPAB2- (EB RAMP FROM PETERS CREEK PKWY) 12+28+/- (LT) -PSH7
- RPAB2- (WB RAMP FROM PETERS CREEK PKWY) 26+08+/- (RT) to 39+74+/- (RT) -PSH7

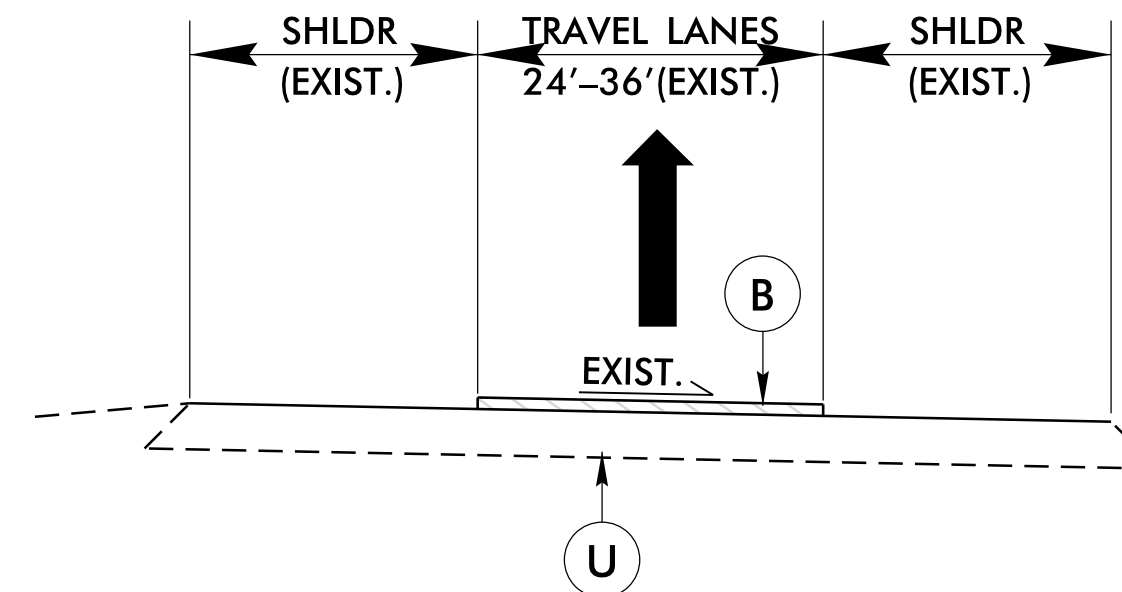
NOTES:
 -USE IN CONJUNCTION WITH TYPICAL SECTION #2
 -DO NOT DISTURB EXISTING SHOULDER DRAINS



TYPICAL SECTION NO. 5

- RPD1- (EB RAMP FROM HANES MALL BLVD) 6+74+/- (RT) to 15+27+/- (RT) -PSH6
- RPA1- (WB RAMP TO HANES MALL BLVD) 9+51+/- (RT) to 12+86+/- (RT) -PSH6
- RPB1- (WB RAMP FROM STRATFORD RD) 6+62+/- (RT) to -L-185+63+/- (RT) -PSH5
- L2- (I-40) 322+96+/- (RT) to -RPC2- (EB RAMP TO PETERS CREEK PKWY) 6+87+/- (RT) -PSH7
- RPB2- (WB RAMP FROM PETERS CREEK PKWY) 39+74+/- (RT) to -L2- (I-40) 315+31+/- (LT) -PSH7
- RPA2- (WB RAMP FROM PETERS CREEK PKWY) 17+06+/- (LT) to -RPAB2- 31+72+/- (LT) -PSH7

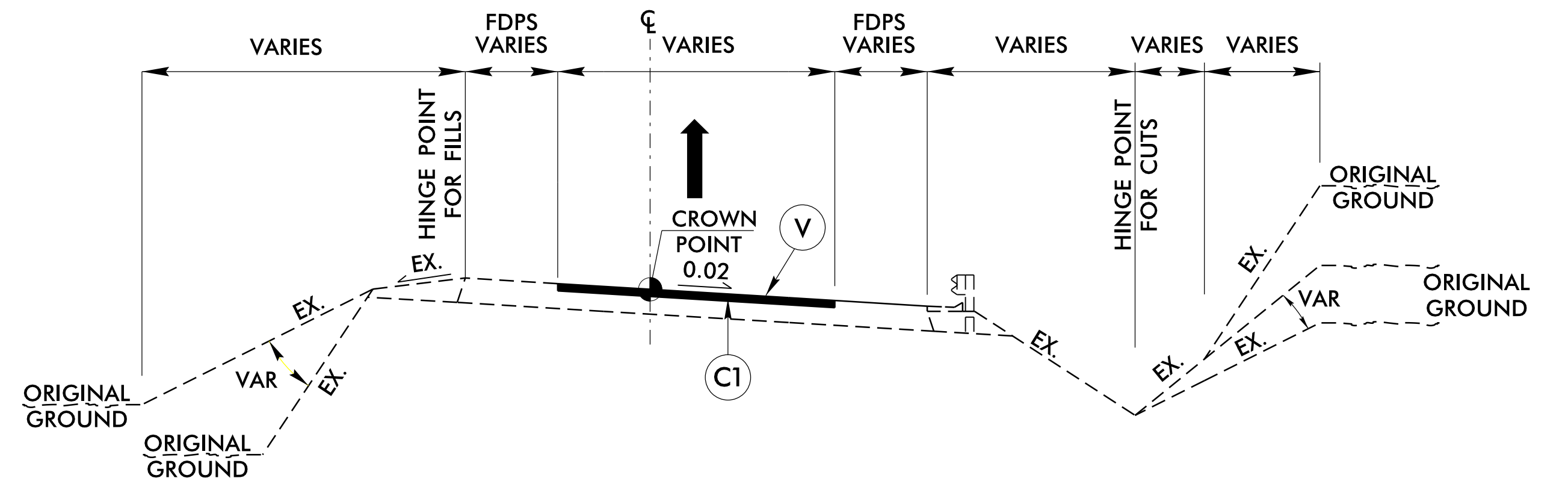
NOTES:
 -USE IN CONJUNCTION WITH TYPICAL SECTION #2
 -DO NOT DISTURB EXISTING SHOULDER DRAINS



TYPICAL SECTION NO. 6

- RAMP FROM HWY421 S TO I-40 EAST (SEE PSH4)
- I-40 EAST AND I-40 WEST FROM CLEMMONSVILLE RD BRIDGE (M.P. 194.16) TO WILLARD RD BRIDGE (M.P. 195.58)

NOTE: DO NOT DISTURB EXISTING RUMBLE STRIPS



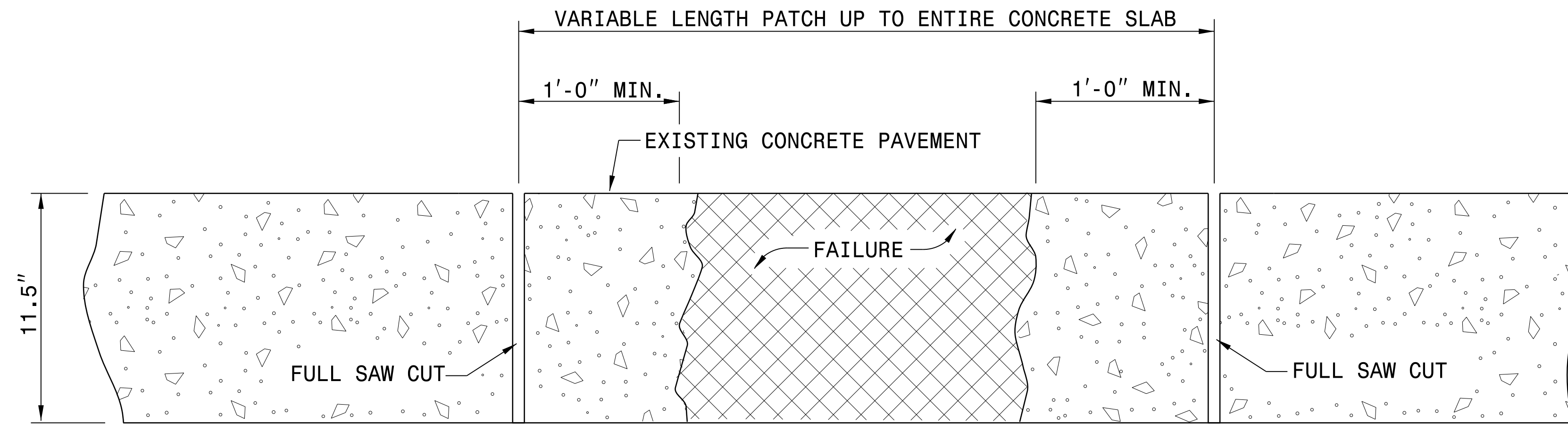
TYPICAL SECTION NO. 7

- HANES MALL BLVD RAMPS (-RPA1- & -RPD1-) (SEE PSH6)
- UNION CROSS ROAD RAMPS (-RPA5-) (SEE PSH 8)

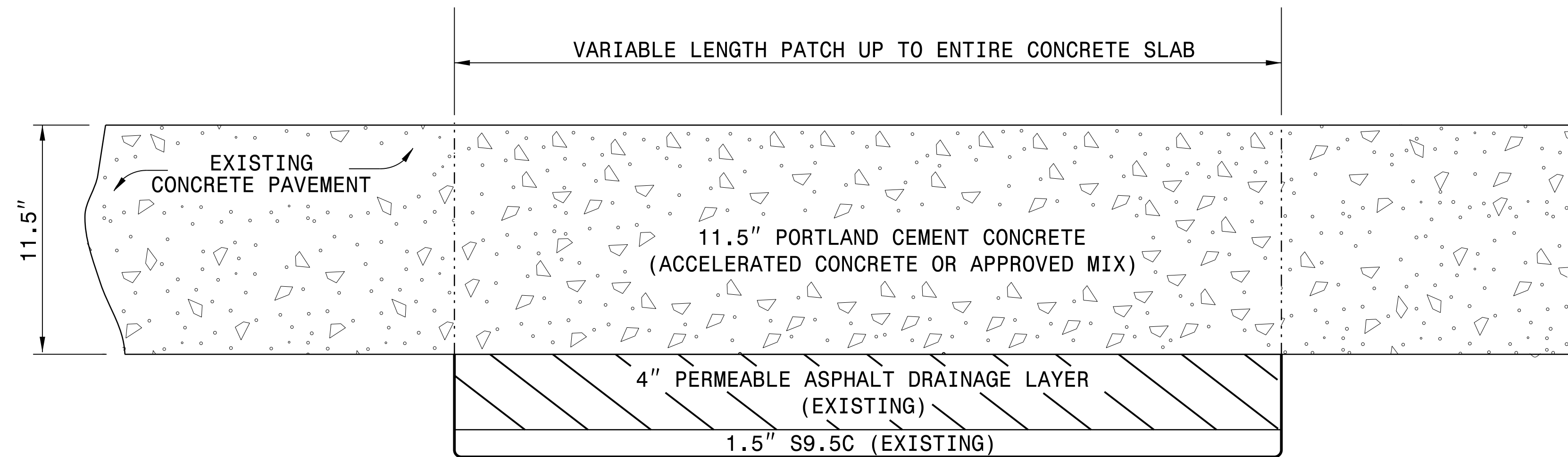
NOTE: DO NOT DISTURB EXISTING RUMBLE STRIPS

8/17/99

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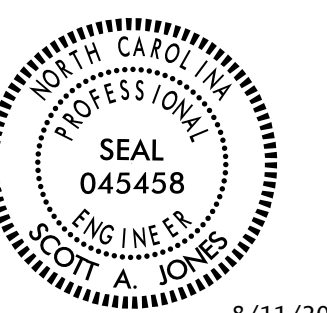


DETAIL OF SAW CUTS



DETAIL OF CONCRETE PAVEMENT REPAIR

- NOTES:
- 1) DIMENSIONS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED
 - 2) REHABILITATION OF CONCRETE SLAB SUBGRADE SHALL BE AS DIRECTED BY ENGINEER



DocuSigned by:
Scott Jones
7078865D87F4AC

8/11/2020

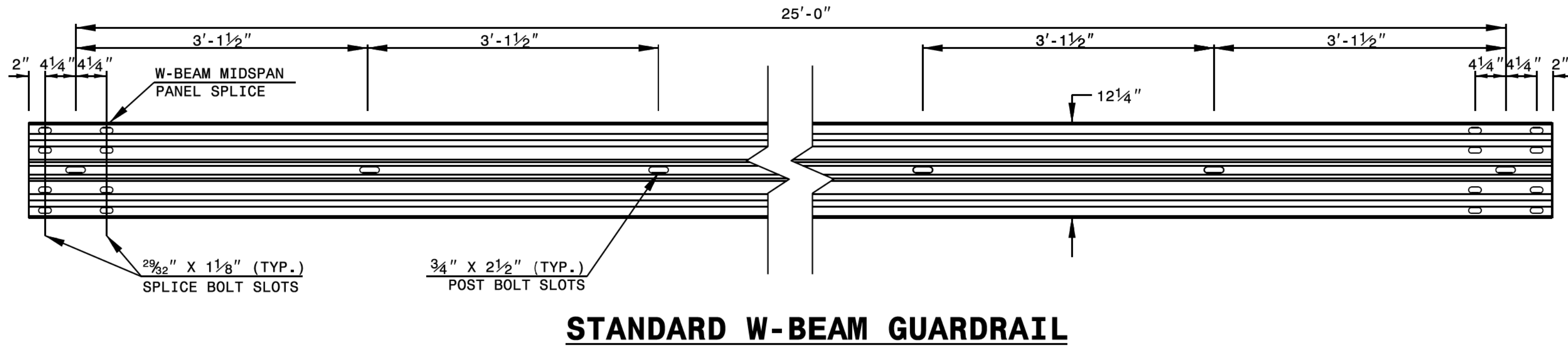
**SLAB REPAIR DETAIL FOR
11.5" PORTLAND CEMENT
CONCRETE PAVEMENT**

| | |
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| MODIFIED BY: _____ | DATE: _____ |
| CHECKED BY: _____ | DATE: _____ |
| FILE SPEC.: _____ | |

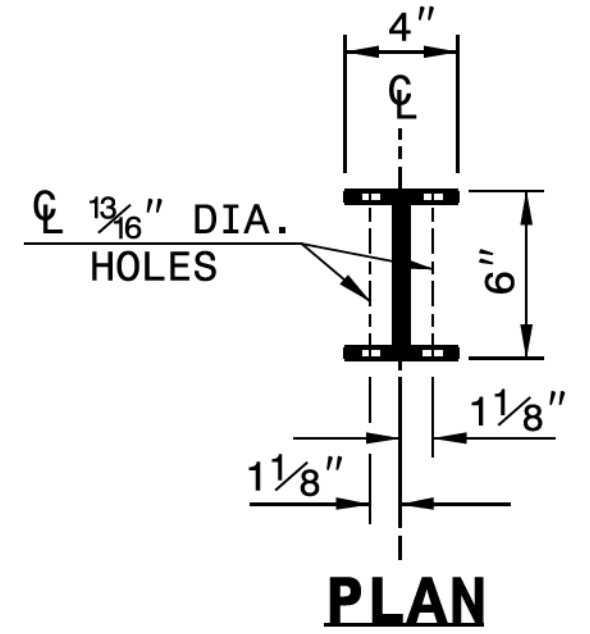
STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

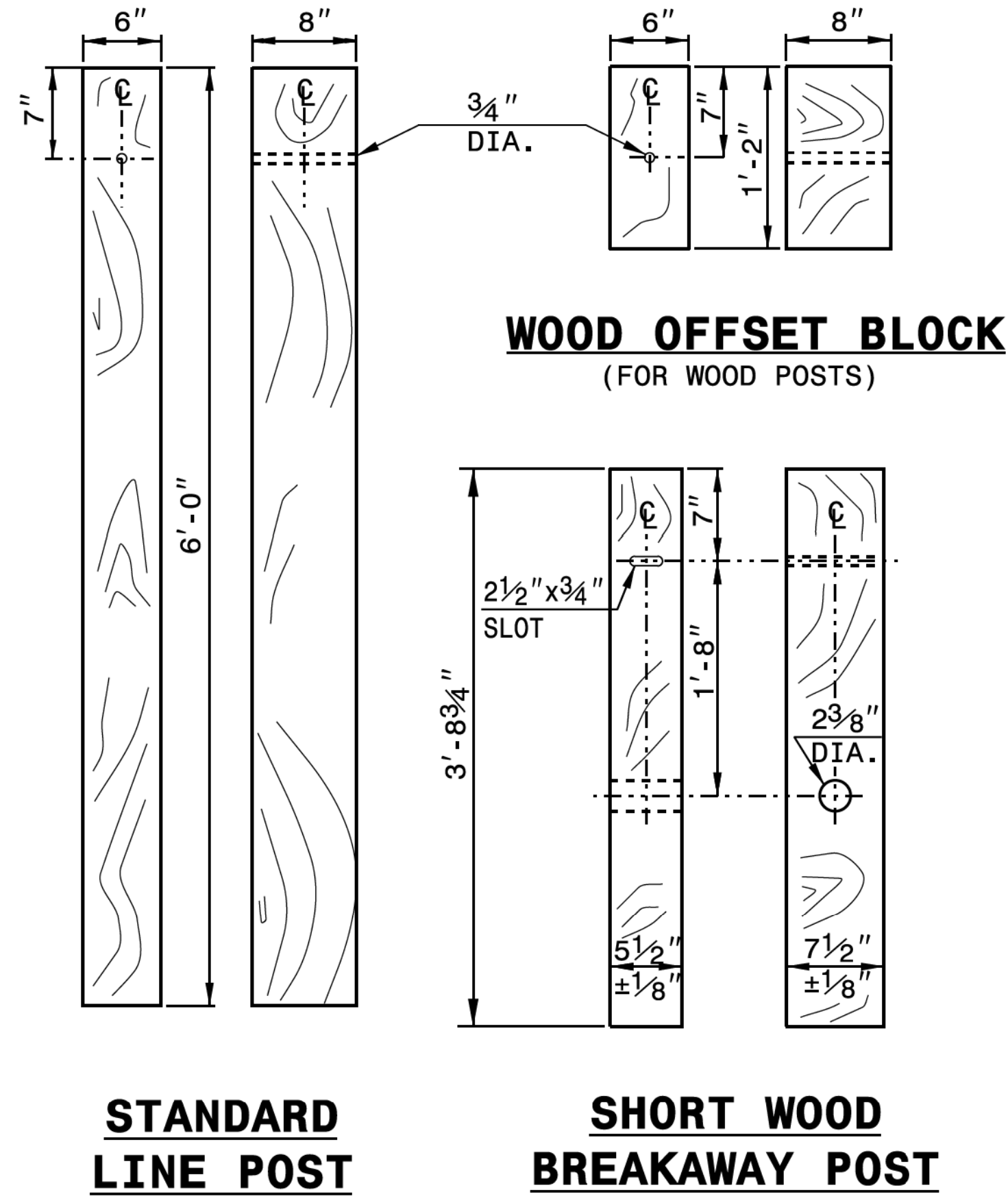
SHEET 6 OF 8
862D02



STANDARD W-BEAM GUARDRAIL



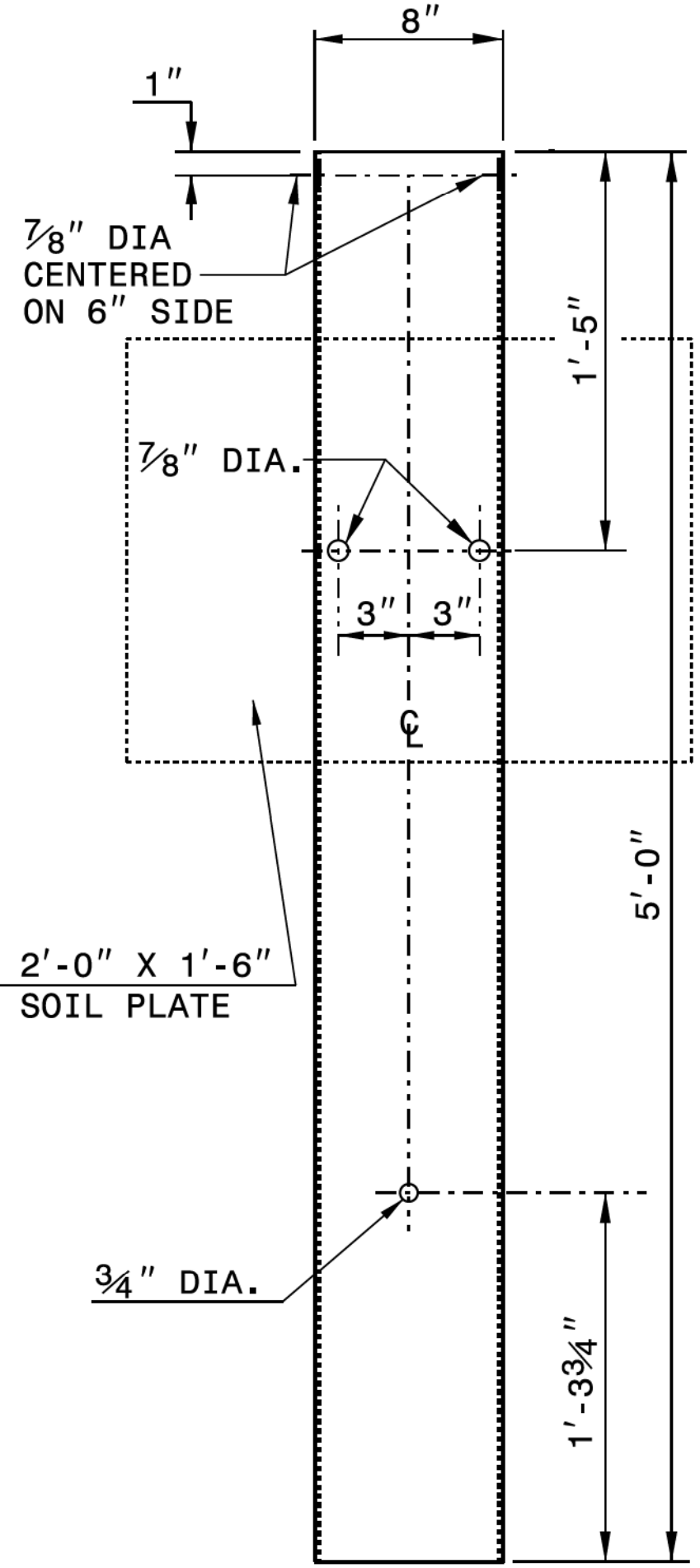
PLAN



WOOD OFFSET BLOCK (FOR WOOD POSTS)

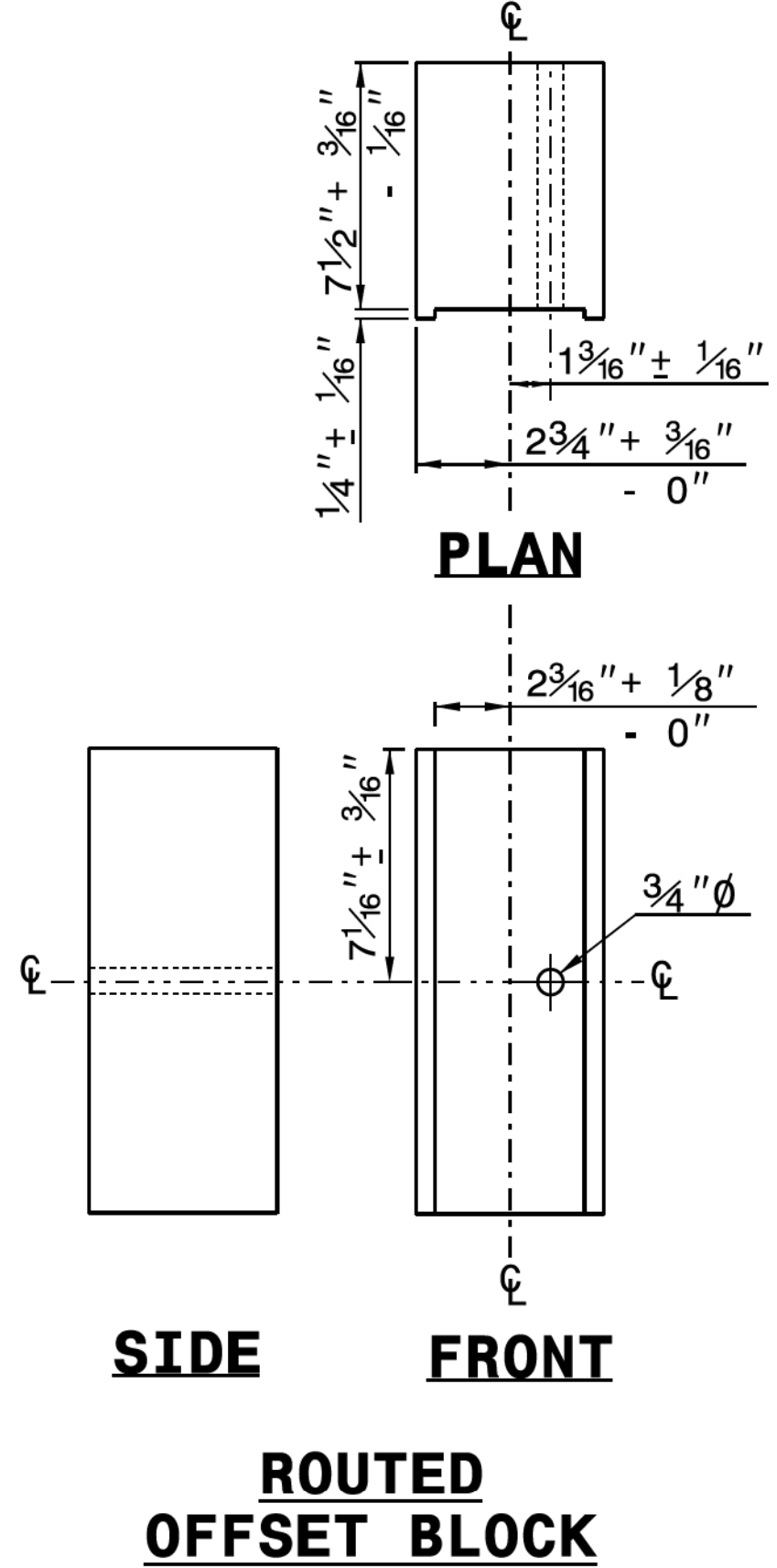
STANDARD LINE POST

SHORT WOOD BREAKAWAY POST



STEEL TUBE
 TS 6"x8"x0.1875"

SYSTEM PARTS

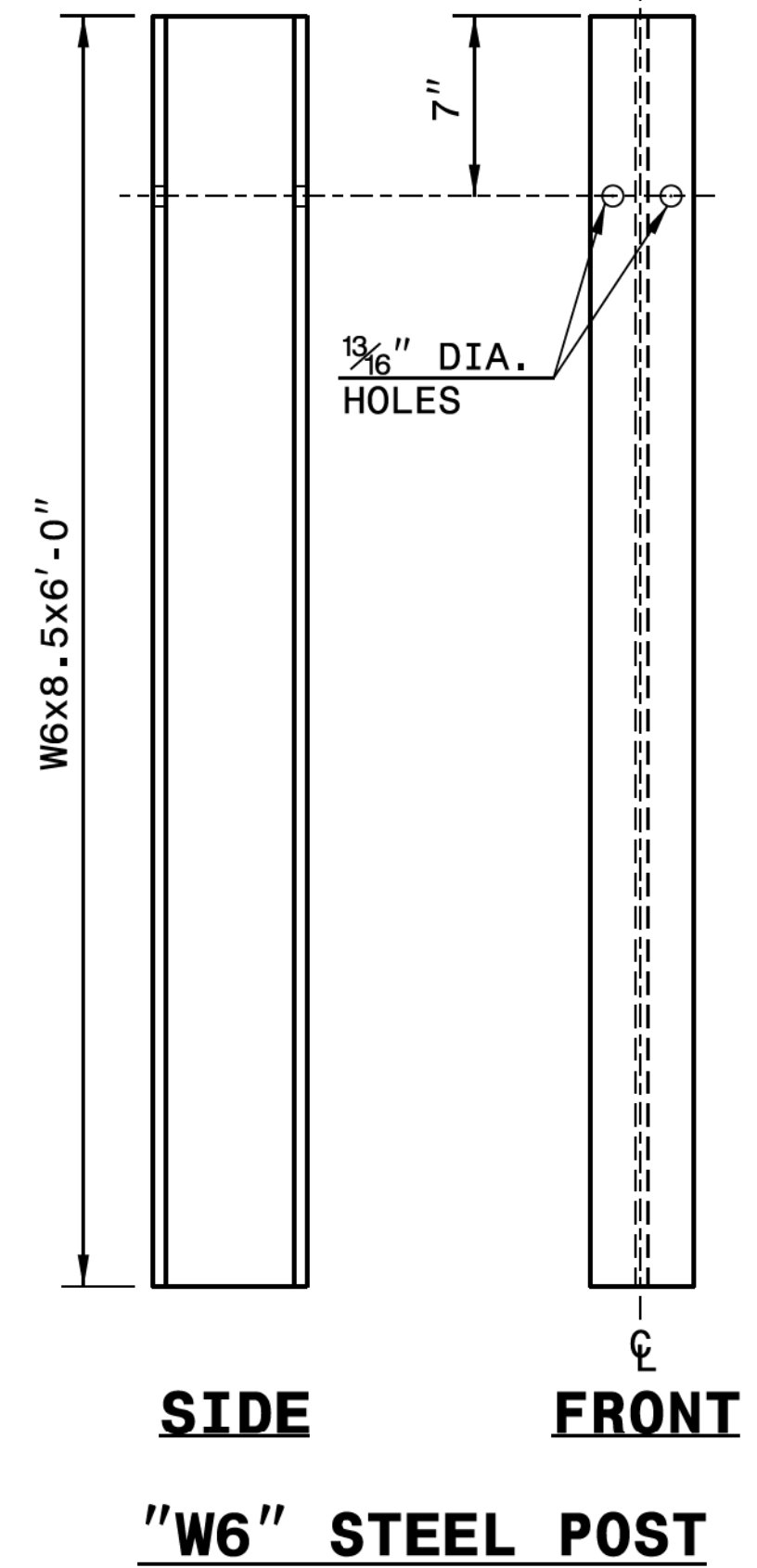


PLAN

SIDE

FRONT

ROUTED OFFSET BLOCK



SIDE

FRONT

"W6" STEEL POST

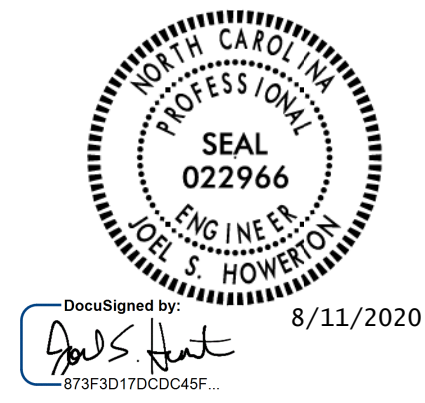
STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET 6 OF 8
862D02

5/14/99

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 J.S. HOWERTON



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

SEE TITLE BLOCK

ORIGINAL BY: J. HOWERTON DATE: 3-7-2018
 MODIFIED BY: DATE: _____
 CHECKED BY: DATE: _____
 FILE SPEC.: _____

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF MAINLINE PORTLAND CEMENT CONCRETE PAVEMENT REPAIR
IN SQUARE YARDS (SY)

| ROUTE | DAMAGE TYPE | SLAB AREA (SY) | DIRECTION OF TRAVEL | X (LONG.) | Y (LAT.) |
|-------|------------------|----------------|---------------------|--------------|-------------|
| I-40 | SLAB REPLACEMENT | 13.33 | WB | -80.25229333 | 36.06550259 |
| I-40 | CORNER BREAK | 0.67 | WB | -80.25233747 | 36.06544344 |
| I-40 | CORNER BREAK | 0.67 | WB | -80.28460742 | 36.06270575 |
| I-40 | CORNER BREAK | 1.33 | WB | -80.30167665 | 36.06486436 |
| I-40 | CORNER BREAK | 0.44 | WB | -80.30200986 | 36.06487849 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.30256305 | 36.06496908 |
| I-40 | CORNER BREAK | 0.44 | WB | -80.30984786 | 36.06722665 |
| I-40 | CORNER BREAK | 0.56 | WB | -80.31033226 | 36.06742648 |
| I-40 | SLAB REPLACEMENT | 12 | EB | -80.29963233 | 36.0642566 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.29541391 | 36.06376103 |
| I-40 | CORNER BREAK | 1.67 | EB | -80.29542129 | 36.06376227 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.29528307 | 36.06374431 |
| I-40 | CORNER BREAK | 0.44 | EB | -80.29193911 | 36.06337444 |
| I-40 | CORNER BREAK | 1 | EB | -80.2907166 | 36.06322681 |
| I-40 | CORNER BREAK | 0.67 | EB | -80.28992497 | 36.06310381 |
| I-40 | SLAB REPLACEMENT | 16 | EB | -80.26141571 | 36.06479725 |
| I-40 | SLAB REPLACEMENT | 16 | EB | -80.26106107 | 36.06485466 |
| I-40 | CORNER BREAK | 0.67 | EB | -80.24631021 | 36.06473294 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.16796598 | 36.06703906 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.16093402 | 36.06833853 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.16094241 | 36.06834155 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.15856657 | 36.06883649 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.1582386 | 36.06890174 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.15706154 | 36.06923381 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.15667376 | 36.06934562 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.15633129 | 36.06949085 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.15583941 | 36.06968519 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.15563562 | 36.0697824 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.15541182 | 36.06988993 |
| I-40 | CORNER BREAK | 1.33 | EB | -80.15523849 | 36.06996505 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.15516653 | 36.06999395 |
| I-40 | CORNER BREAK | 1.33 | EB | -80.15481319 | 36.07015419 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.1544426 | 36.07029214 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.15382309 | 36.07055915 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.15196764 | 36.07130737 |

| ROUTE | DAMAGE TYPE | SLAB AREA (SY) | DIRECTION OF TRAVEL | X (LONG.) | Y (LAT.) |
|-------|------------------|----------------|---------------------|--------------|-------------|
| I-40 | CORNER BREAK | 0.67 | EB | -80.15061815 | 36.07187964 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.15018461 | 36.07210116 |
| I-40 | CORNER BREAK | 1.33 | EB | -80.14970019 | 36.07228988 |
| I-40 | CORNER BREAK | 0.44 | EB | -80.14951653 | 36.07235706 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.14940771 | 36.07241762 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.14871749 | 36.07267927 |
| I-40 | CORNER BREAK | 0.44 | EB | -80.14855071 | 36.07277955 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.14798394 | 36.07301894 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.14632043 | 36.07368361 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.14442991 | 36.0742842 |
| I-40 | CORNER BREAK | 0.67 | EB | -80.14425692 | 36.07434368 |
| I-40 | CORNER BREAK | 0.67 | EB | -80.14082626 | 36.07497753 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.14045778 | 36.07502139 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.1389781 | 36.07512466 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.13883624 | 36.07512527 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.13868088 | 36.07514659 |
| I-40 | CORNER BREAK | 1.33 | EB | -80.11546987 | 36.07498826 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.11634387 | 36.0750262 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.11635312 | 36.07500629 |
| I-40 | CORNER BREAK | 0.44 | EB | -80.11891215 | 36.07500579 |
| I-40 | CORNER BREAK | 1.78 | EB | -80.12154695 | 36.0750634 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12195009 | 36.07507113 |
| I-40 | SLAB REPLACEMENT | 16 | EB | -80.05918255 | 36.08630447 |
| I-40 | CORNER BREAK | 1.78 | EB | -80.07265037 | 36.08379024 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.0726533 | 36.08381624 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.08777787 | 36.08361263 |
| I-40 | CORNER BREAK | 1.78 | EB | -80.09086669 | 36.08220146 |
| I-40 | CORNER BREAK | 1.78 | EB | -80.09268565 | 36.08057313 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.09430905 | 36.07896427 |
| I-40 | SLAB REPLACEMENT | 20 | EB | -80.09489694 | 36.07839427 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.0975755 | 36.07661568 |
| I-40 | CORNER BREAK | 0.67 | EB | -80.09974369 | 36.07571825 |
| I-40 | CORNER BREAK | 0.67 | EB | -80.0977273 | 36.0765053 |
| I-40 | CORNER BREAK | 0.44 | EB | -80.09849375 | 36.07618327 |
| I-40 | CORNER BREAK | 0.44 | EB | -80.09848679 | 36.0761693 |

| ROUTE | DAMAGE TYPE | SLAB AREA (SY) | DIRECTION OF TRAVEL | X (LONG.) | Y (LAT.) |
|-------|------------------|----------------|---------------------|--------------|-------------|
| I-40 | CORNER BREAK | 1.78 | EB | -80.09933497 | 36.07584153 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.09934045 | 36.07582968 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.10015235 | 36.07557799 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.10053295 | 36.07545778 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.10133402 | 36.07526955 |
| I-40 | CORNER BREAK | 0.44 | EB | -80.11226149 | 36.0749616 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12195009 | 36.07507113 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12235603 | 36.0750808 |
| I-40 | CORNER BREAK | 1.33 | EB | -80.12270453 | 36.07506379 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12270471 | 36.07506742 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12304931 | 36.07508909 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12360694 | 36.07509335 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12359658 | 36.07507641 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12405387 | 36.07504042 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12404789 | 36.07503725 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12439809 | 36.07505113 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12440136 | 36.07505172 |
| I-40 | CORNER BREAK | 1.33 | EB | -80.12466831 | 36.07505551 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12467115 | 36.07505012 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12509667 | 36.07505637 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12535594 | 36.07505672 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12615322 | 36.07506916 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.1261509 | 36.07507674 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12647423 | 36.0750763 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12647307 | 36.07507049 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12689467 | 36.07504439 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.1268964 | 36.07504647 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12738125 | 36.07504359 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12737967 | 36.07504837 |
| I-40 | SLAB REPLACEMENT | 80 | EB | -80.12754344 | 36.07505355 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12857247 | 36.07507461 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12783071 | 36.07506457 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12817266 | 36.07506234 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.1289992 | 36.07505248 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.12933913 | 36.07506922 |

| ROUTE | DAMAGE TYPE | SLAB AREA (SY) | DIRECTION OF TRAVEL | X (LONG.) | Y (LAT.) |
|-------|------------------|----------------|---------------------|--------------|-------------|
| I-40 | CORNER BREAK | 0.89 | EB | -80.13000562 | 36.07508265 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.13594054 | 36.07511365 |
| I-40 | CORNER BREAK | 2 | EB | -80.13594738 | 36.07511392 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.13642347 | 36.0751294 |
| I-40 | CORNER BREAK | 4 | EB | -80.13641945 | 36.07512804 |
| I-40 | CORNER BREAK | 0.89 | EB | -80.13669767 | 36.07513466 |
| I-40 | CORNER BREAK | 1.78 | EB | -80.13703702 | 36.07512139 |
| I-40 | CORNER BREAK | 2 | EB | -80.13742763 | 36.07511447 |
| I-40 | CORNER BREAK | 2.67 | EB | -80.13772806 | 36.07512441 |
| I-40 | CORNER BREAK | 1.33 | EB | -80.1380491 | 36.07514893 |
| I-40 | CORNER BREAK | 0.44 | EB | -80.13831954 | 36.07517993 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.04114727 | 36.08992713 |
| I-40 | SLAB REPLACEMENT | 16 | WB | -80.04229438 | 36.0896605 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.04225978 | 36.08964367 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.04221671 | 36.08965167 |
| I-40 | CORNER BREAK | 1.33 | WB | -80.0464397 | 36.08886092 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.04396747 | 36.08932623 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.0436663 | 36.08938144 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.04263502 | 36.08957656 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.04966496 | 36.08825803 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.04787663 | 36.08859817 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.05049179 | 36.08810168 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.05158606 | 36.08789543 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.05178988 | 36.08785607 |
| I-40 | CORNER BREAK | 1.78 | WB | -80.05205755 | 36.08780537 |
| I-40 | SLAB REPLACEMENT | 16 | WB | -80.05515697 | 36.08726593 |
| I-40 | SLAB REPLACEMENT | 3.33 | WB | -80.05807986 | 36.08677367 |
| I-40 | SLAB REPLACEMENT | 13.33 | WB | -80.06179564 | 36.08600395 |
| I-40 | CORNER BREAK | 0.44 | WB | -80.06281944 | 36.08579268 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.0637383 | 36.08561909 |
| I-40 | CORNER BREAK | 0.44 | WB | -80.06388243 | 36.08559172 |
| I-40 | CORNER BREAK | 0.89 | WB | -80.06396837 | 36.08557638 |
| I-40 | CORNER BREAK | 0.44 | WB | -80.06463818 | 36.08545175 |
| I-40 | CORNER BREAK | 0.44 | WB | -80.06510025 | 36.08536509 |
| I-40 | CORNER BREAK | 0.44 | WB | -80.06536417 | 36.08531728 |

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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF MAINLINE PORTLAND CEMENT CONCRETE PAVEMENT REPAIR (CONTINUED)
IN SQUARE YARDS (SY)

| ROUTE | DAMAGE TYPE | SLAB AREA (SY) | DIRECTION OF TRAVEL | X (LONG.) | Y (LAT.) |
|-------|--------------|----------------|---------------------|--------------|-------------|
| -L- | CORNER BREAK | 0.11 | WB | -80.06929075 | 36.0845783 |
| -L- | CORNER BREAK | 0.44 | WB | -80.07205895 | 36.08405942 |
| -L- | CORNER BREAK | 0.89 | WB | -80.07320309 | 36.08384999 |
| -L- | CORNER BREAK | 0.44 | WB | -80.07570595 | 36.08358123 |
| -L- | CORNER BREAK | 0.89 | WB | -80.07766999 | 36.0837098 |
| -L- | CORNER BREAK | 0.44 | WB | -80.07783333 | 36.08372479 |
| -L- | CORNER BREAK | 0.89 | WB | -80.07897635 | 36.08381179 |
| -L- | CORNER BREAK | 0.89 | WB | -80.08164727 | 36.08401809 |
| -L- | CORNER BREAK | 0.44 | WB | -80.08077422 | 36.08394892 |
| -L- | CORNER BREAK | 0.44 | WB | -80.07992453 | 36.0838843 |
| -L- | CORNER BREAK | 0.44 | WB | -80.07925974 | 36.0838293 |
| -L- | CORNER BREAK | 0.44 | WB | -80.08491756 | 36.08417879 |
| -L- | CORNER BREAK | 0.44 | WB | -80.09160883 | 36.08225468 |
| -L- | CORNER BREAK | 0.44 | WB | -80.0877892 | 36.08381084 |
| -L- | CORNER BREAK | 0.89 | WB | -80.09418893 | 36.07941295 |
| -L- | CORNER BREAK | 0.89 | WB | -80.0939844 | 36.07960431 |
| -L- | CORNER BREAK | 0.44 | WB | -80.09365683 | 36.07991887 |
| -L- | CORNER BREAK | 0.44 | WB | -80.09346629 | 36.08015132 |
| -L- | CORNER BREAK | 0.89 | WB | -80.09339854 | 36.08022994 |
| -L- | CORNER BREAK | 0.44 | WB | -80.09269253 | 36.08090133 |
| -L- | CORNER BREAK | 0.44 | WB | -80.09253521 | 36.08104776 |
| -L- | CORNER BREAK | 0.44 | WB | -80.0945879 | 36.07902317 |
| -L- | CORNER BREAK | 0.89 | WB | -80.09505925 | 36.07857586 |
| -L- | CORNER BREAK | 0.22 | WB | -80.09501439 | 36.07863554 |
| -L- | CORNER BREAK | 0.89 | WB | -80.09565017 | 36.07808983 |
| -L- | CORNER BREAK | 0.89 | WB | -80.09564363 | 36.07810119 |
| -L- | CORNER BREAK | 0.44 | WB | -80.09561749 | 36.07815761 |
| -L- | CORNER BREAK | 0.22 | WB | -80.09859487 | 36.07638019 |
| -L- | CORNER BREAK | 0.22 | WB | -80.09857348 | 36.07637783 |
| -L- | CORNER BREAK | 0.22 | WB | -80.09806615 | 36.07659061 |
| -L- | CORNER BREAK | 0.22 | WB | -80.09804298 | 36.07660697 |
| -L- | CORNER BREAK | 0.44 | WB | -80.09692928 | 36.0772019 |
| -L- | CORNER BREAK | 0.44 | WB | -80.09626809 | 36.07763653 |
| -L- | CORNER BREAK | 0.22 | WB | -80.10075837 | 36.07565291 |
| -L- | CORNER BREAK | 0.89 | WB | -80.1004337 | 36.07572332 |

| ROUTE | DAMAGE TYPE | SLAB AREA (SY) | DIRECTION OF TRAVEL | X (LONG.) | Y (LAT.) |
|-------|------------------|----------------|---------------------|--------------|-------------|
| -L- | CORNER BREAK | 0.22 | WB | -80.09998825 | 36.07585172 |
| -L- | CORNER BREAK | 0.22 | WB | -80.0990002 | 36.07621828 |
| -L- | CORNER BREAK | 0.22 | WB | -80.10135289 | 36.07553893 |
| -L- | CORNER BREAK | 0.22 | WB | -80.105364 | 36.0750263 |
| -L- | CORNER BREAK | 0.22 | WB | -80.10486378 | 36.07530007 |
| -L- | CORNER BREAK | 0.89 | WB | -80.10414038 | 36.07523483 |
| -L- | CORNER BREAK | 0.89 | WB | -80.10410825 | 36.07520988 |
| -L- | CORNER BREAK | 0.89 | WB | -80.10384846 | 36.07534404 |
| -L- | CORNER BREAK | 0.89 | WB | -80.10359794 | 36.07531656 |
| -L- | CORNER BREAK | 0.89 | WB | -80.10347247 | 36.07525741 |
| -L- | CORNER BREAK | 0.89 | WB | -80.10295025 | 36.07526084 |
| -L- | CORNER BREAK | 0.22 | WB | -80.10935904 | 36.07521183 |
| -L- | CORNER BREAK | 0.89 | WB | -80.10849486 | 36.07518878 |
| -L- | CORNER BREAK | 0.89 | WB | -80.10750986 | 36.07518709 |
| -L- | CORNER BREAK | 0.89 | WB | -80.18310996 | 36.06752603 |
| -L- | CORNER BREAK | 1.78 | WB | -80.1827307 | 36.06762668 |
| -L- | CORNER BREAK | 1.78 | WB | -80.17678701 | 36.06772935 |
| -L- | CORNER BREAK | 1.67 | WB | -80.16426428 | 36.06796562 |
| -L- | CORNER BREAK | 4 | WB | -80.15222078 | 36.07151443 |
| -L- | CORNER BREAK | 0.89 | WB | -80.15063582 | 36.0721286 |
| -L- | CORNER BREAK | 0.89 | WB | -80.14271768 | 36.07494578 |
| -L- | CORNER BREAK | 0.89 | WB | -80.13909291 | 36.0753733 |
| -L- | CORNER BREAK | 2 | WB | -80.13817534 | 36.07538227 |
| -L- | SLAB REPLACEMENT | 16 | WB | -80.1359338 | 36.07535873 |
| -L- | CORNER BREAK | 1.33 | WB | -80.1298338 | 36.0753537 |
| -L- | CORNER BREAK | 0.89 | WB | -80.12667779 | 36.07533818 |
| -L- | CORNER BREAK | 0.44 | WB | -80.12596085 | 36.07533338 |
| -L- | CORNER BREAK | 0.89 | WB | -80.12456533 | 36.07532354 |
| -L- | CORNER BREAK | 0.89 | WB | -80.12437139 | 36.07531684 |
| -L- | CORNER BREAK | 1.33 | WB | -80.12374562 | 36.07532048 |
| -L- | CORNER BREAK | 0.89 | WB | -80.12342486 | 36.07531898 |
| -L- | SLAB REPLACEMENT | 16 | WB | -80.12321369 | 36.07531302 |
| -L- | SLAB REPLACEMENT | 16 | WB | -80.12309034 | 36.07531103 |
| -L- | SLAB REPLACEMENT | 16 | WB | -80.12292357 | 36.07530696 |
| -L- | CORNER BREAK | 0.89 | WB | -80.12264454 | 36.07532673 |

| ROUTE | DAMAGE TYPE | SLAB AREA (SY) | DIRECTION OF TRAVEL | X (LONG.) | Y (LAT.) |
|-------------|------------------|----------------|---------------------|--------------|-------------|
| -L- | CORNER BREAK | 0.89 | WB | -80.12246749 | 36.07532797 |
| -L- | SLAB REPLACEMENT | 16 | WB | -80.12226126 | 36.07532627 |
| -L- | SLAB REPLACEMENT | 16 | WB | -80.12207778 | 36.07530204 |
| -L- | CORNER BREAK | 0.89 | WB | -80.12178084 | 36.07530816 |
| -L- | CORNER BREAK | 0.89 | WB | -80.12098276 | 36.07530197 |
| -L- | CORNER BREAK | 0.89 | WB | -80.12030604 | 36.07529505 |
| -L- | CORNER BREAK | 0.89 | WB | -80.11995033 | 36.07529294 |
| -L- | CORNER BREAK | 0.89 | WB | -80.11962031 | 36.07528375 |
| -L- | CORNER BREAK | 0.89 | WB | -80.11878916 | 36.07528107 |
| -L- | CORNER BREAK | 0.89 | WB | -80.11867158 | 36.07526312 |
| -L- | CORNER BREAK | 0.89 | WB | -80.11840091 | 36.07527065 |
| -L- | CORNER BREAK | 0.89 | WB | -80.11817104 | 36.07527571 |
| -L- | CORNER BREAK | 0.89 | WB | -80.11798843 | 36.07528997 |
| RPB1 | SLAB REPLACEMENT | 701.88 | WB | -80.308656 | 36.067947 |
| RPA1 | SLAB REPLACEMENT | 267.09 | WB | -80.298327 | 36.064853 |
| RPD1 | SLAB REPLACEMENT | 563.78 | EB | -80.298767 | 36.063618 |
| RPB2 | SLAB REPLACEMENT | 651.57 | WB | -80.2655 | 36.065092 |
| RPA2, RPAB2 | SLAB REPLACEMENT | 152.73 | EB | -80.267109 | 36.063064 |
| RPC2 | SLAB REPLACEMENT | 1,225.48 | WB | -80.267008 | 36.064258 |
| TOTAL | | 4,063.75 SAY | 4,065 | | |

SUMMARY OF PORTLAND CEMENT CONCRETE PAVEMENT SPALL REPAIRS
IN SQUARE FEET (SF)

| ROUTE | DAMAGE TYPE | SPALL AREA (SF) | DIRECTION OF TRAVEL | X (LONG.) | Y (LAT.) |
|-------|-------------|-----------------|---------------------|--------------|-------------|
| -L- | SPALL | 30.00 | EB | -80.304758 | 36.06513197 |
| -L- | SPALL | 4.00 | WB | -80.18357333 | 36.06736021 |
| -L- | SPALL | 8.00 | WB | -80.1720173 | 36.06689904 |
| -L- | SPALL | 4.00 | WB | -80.15416792 | 36.07068632 |
| -L- | SPALL | 16.00 | WB | -80.13152656 | 36.07535081 |
| TOTAL | | 62.00 | | | |

5/28/99
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 5/28/99

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

GUARDRAIL SUMMARY

| SURVEY LINE | BEG. STATION | END STATION | LOCATION | LENGTH | | ANCHORS (MASH APPROVED) | | | RELAP GUARDRAIL | REMOVE EXISTING GUARDRAIL | TEMPORARY GUARDRAIL | REMARKS |
|-------------|--------------|-------------|------------------------|----------|-------------|-------------------------|-------|------|-----------------|---------------------------|---------------------|------------------------------------|
| | | | | STRAIGHT | SHOP CURVED | GREU, TL-3 | CAT-1 | B-77 | | | | |
| RPB1 | 04+48 | 06+62 | RT | 225 | | 1 | | | | 225 | | REMOVE & REPLACE TIE INTO EXISTING |
| RPD1 | 03+73 | 06+74 | RT | 308 | | 1 | | | | 308 | | REMOVE & REPLACE TIE INTO EXISTING |
| RPAB2, RPB2 | 26+08 | 39+74 | RT | 1414 | | | | | | 1414 | | REMOVE & REPLACE TIE INTO EXISTING |
| L2 | 321+41 | 322+96 | RT | 155 | | | | | | 155 | | REMOVE & REPLACE TIE INTO EXISTING |
| RPC2, RPAB2 | 23+41 | 12+28 | RT | 230 | | | | | | 230 | | REMOVE & REPLACE TIE INTO EXISTING |
| RPC2 | 12+00 | 20+00 | RT | 150* | | | | | | 150* | | REMOVE & REPLACE TIE INTO EXISTING |
| RPA1 | 9+00 | 12+00 | RT | 100* | | | | | | 100* | | REMOVE & REPLACE TIE INTO EXISTING |
| | | | SUBTOTAL | 2,582 | | 2 | | | | 2,582 | | |
| | | | ANCHOR DEDUCTIONS | | | | | | | | | |
| | | | GREU, TL-3 (2 x 50.0') | -100.00 | | | | | | | | |
| | | | CAT-1 (0 x 6.25') | 0 | | | | | | | | |
| | | | B-77 (0 x 22.875') | 0 | | | | | | | | |
| | | | TOTAL | 2,482.00 | | 2 | | | | 2,582 | | |
| | | | SAY | 2,500 | | 2 | | | | 2,600 | | |

CONTINGENCY ITEM - ADDITIONAL GUARDRAIL POSTS = 20 EA

* AS NEEDED FOR WASHOUT REPAIR AREAS - ESTIMATED 50 LF PER AREA

**SUMMARY OF SHOULDER
BERM GUTTER**

| LINE | STA TO STA | LOCATION | LINEAR FT |
|--------|----------------|----------|-----------|
| -RPA1- | 11+40 TO 11+50 | RT | 10 |
| -RPA1- | 9+80 TO 9+90 | RT | 10 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | TOTAL | 20 |
| | | SAY | 20 |

**SUMMARY OF ASPHALT
PAVEMENT REMOVAL**

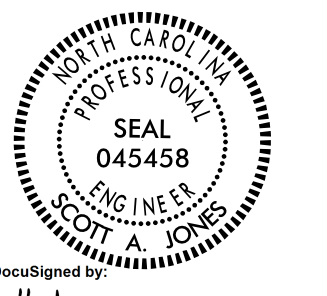
IN SQUARE YARDS

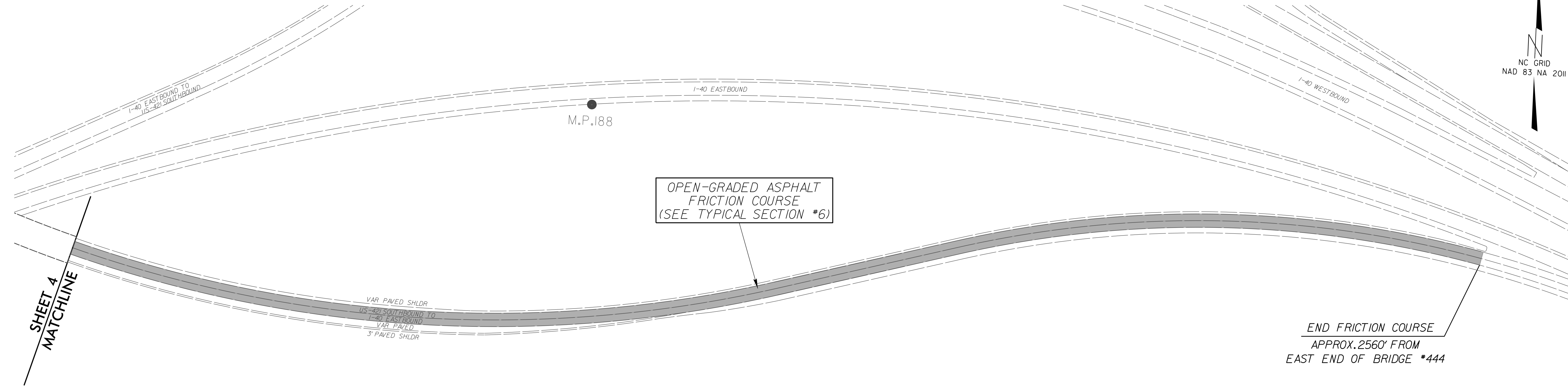
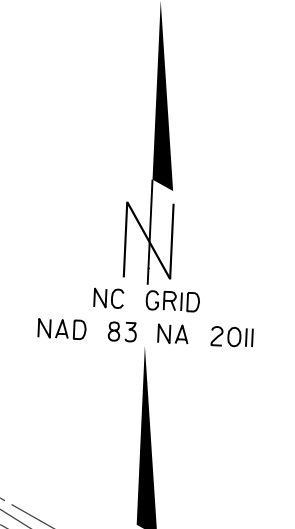
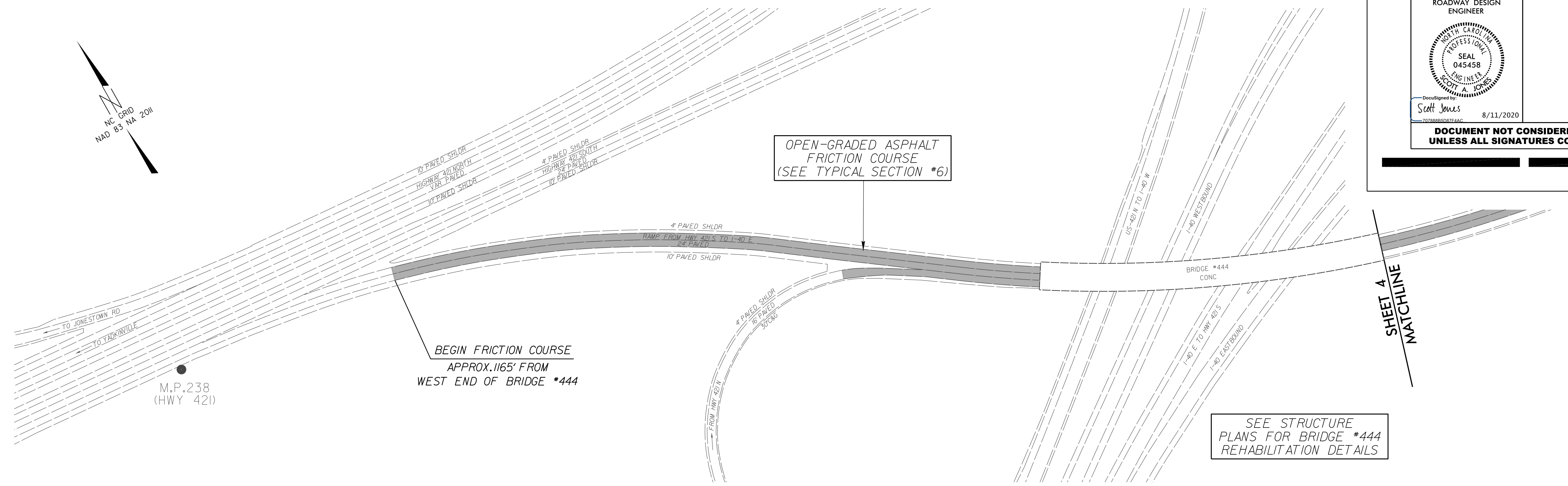
| LINE | RAMP | BEGIN STA. | END STA. | LOCATION | SQ. YDS. |
|---------|------------------------------|------------|--|----------|----------|
| -RPD1- | EB RAMP FROM HANES MALL BLVD | 5+11 | 6+74 | RT | 147 |
| -L2- | I-40 | 321+41 | 322+96 | RT | 75 |
| -RPC2- | EB RAMP TO PETERS CREEK PWY | 23+41 (RT) | -RPAB2- (EB RAMP TO PETERS CREEK) 12+28 LT | LT & RT | 401 |
| -RPAB2- | WB RAMP TO PETERS CREEK PWY | 26+08 | 39+74 | RT | 1277 |
| | | | | | |
| | | | | TOTAL | 1900 |
| | | | | SAY | 1900 |

**SUMMARY OF EARTHWORK
IN CUBIC YARDS**

| LOCATION | UNCLASSIFIED EXCAVATION | UNDERCUT | EMBANKMENT (+%) | BORROW | WASTE |
|----------------------------|-------------------------|----------|-----------------|--------|-------|
| LEFT | | | | | |
| -RPD6- 06+44 TO 13+48 | 208 | | | | 208 |
| -RPB6- 00+50 TO 12+74 | 119 | | | | 119 |
| RIGHT | | | | | |
| -RPB1- 01+34 TO 06+62 | 163 | | | | 163 |
| -RPC1- 08+50 TO 13+24 | 143 | | | | 143 |
| -RPD1- 01+14 TO 05+11 | 120 | | | | 120 |
| -RPA5- 05+08 TO 11+00 | 93 | | | | 93 |
| -RPD5- 05+30 TO 13+83 | 247 | | | | 247 |
| -L12/RPC6- 605+00 TO 04+90 | 179 | | | | 179 |
| -RPC6- 07+40 TO 14+15 | 200 | | | | 200 |
| -RPD6- 04+33 TO 14+30 | 298 | | | | 298 |
| -RPB6- 08+42 TO 12+50 | 363 | | | | 363 |
| 5 WASHOUT AREAS | | | | 350 | |
| SUBTOTAL | 2,133 | | | 350 | 2,133 |
| ASSUME 10% CONTINGENCY | | | | | |
| GRAND TOTAL | 2,347 | | | 350 | 2,347 |
| SAY | 2,350 | | | 350 | 2,350 |

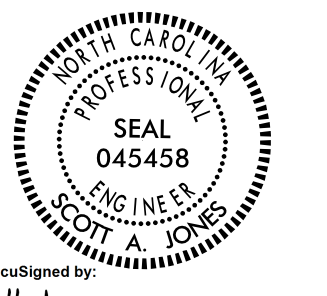
NOTE: APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, BORROW EXCAVATION, CLEARING & GRUBBING AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR GRADING.

| | |
|---|-----------|
| PROJECT REFERENCE NO. | SHEET NO. |
| 1-5795 | 4 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | |
|  | |
| DocuSigned by Scott Jones 7378885247E4AC | 8/11/2020 |
| DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED | |

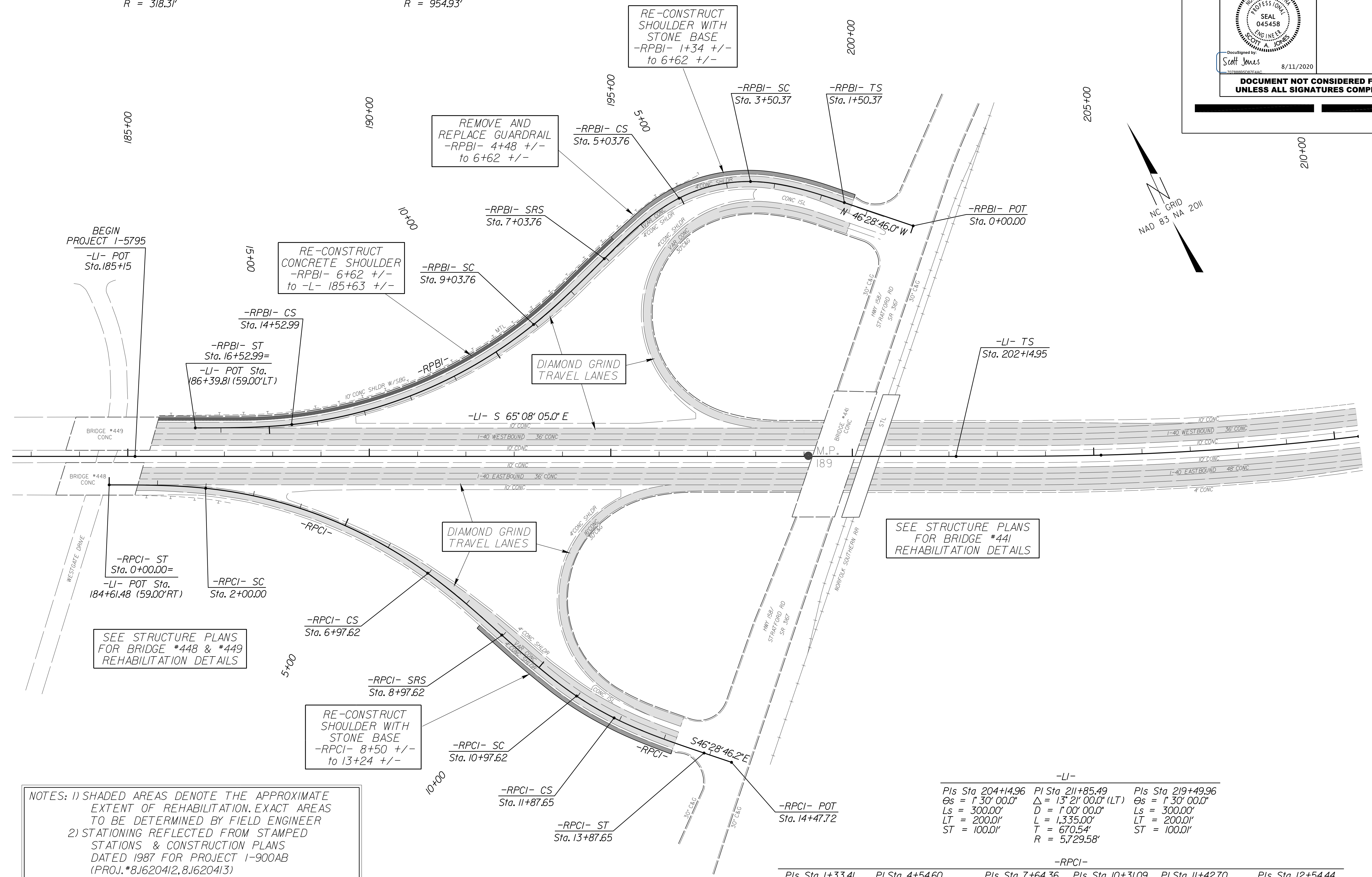


NOTE: FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS

REVISIONS
 8/17/99
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 \$\$\$\$\$\$USERNAME\$\$\$\$\$\$

| | |
|---|-----------|
| PROJECT REFERENCE NO. | SHEET NO. |
| 1-5795 | 5 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | |
|  | |
| DocuSigned by: Scott Jones 707888507E4AC | 8/11/2020 |
| DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED | |

| -RPBI- | | | | | |
|--|---|--|---|--|--|
| Pls Sta 2+84.40 Os = 18°00'00.0" Ls = 200.00' LT = 134.03' ST = 67.30' | PI Sta 4+28.58 Δ = 27°36'34.0" (LT) D = 18°00'00.0" L = 153.39' T = 78.21' R = 318.31' | Pls Sta 5+71.06 Os = 18°00'00.0" Ls = 200.00' LT = 134.03' ST = 67.30' | Pls Sta 8+37.17 Os = 6°00'00.0" Ls = 200.00' LT = 133.41' ST = 66.74' | PI Sta 11+86.20 Δ = 32°57'15.0" (RT) D = 6°00'00.0" L = 549.24' T = 282.45' R = 954.93' | Pls Sta 15+19.73 Os = 6°00'00.0" Ls = 200.00' LT = 133.41' ST = 66.74' |



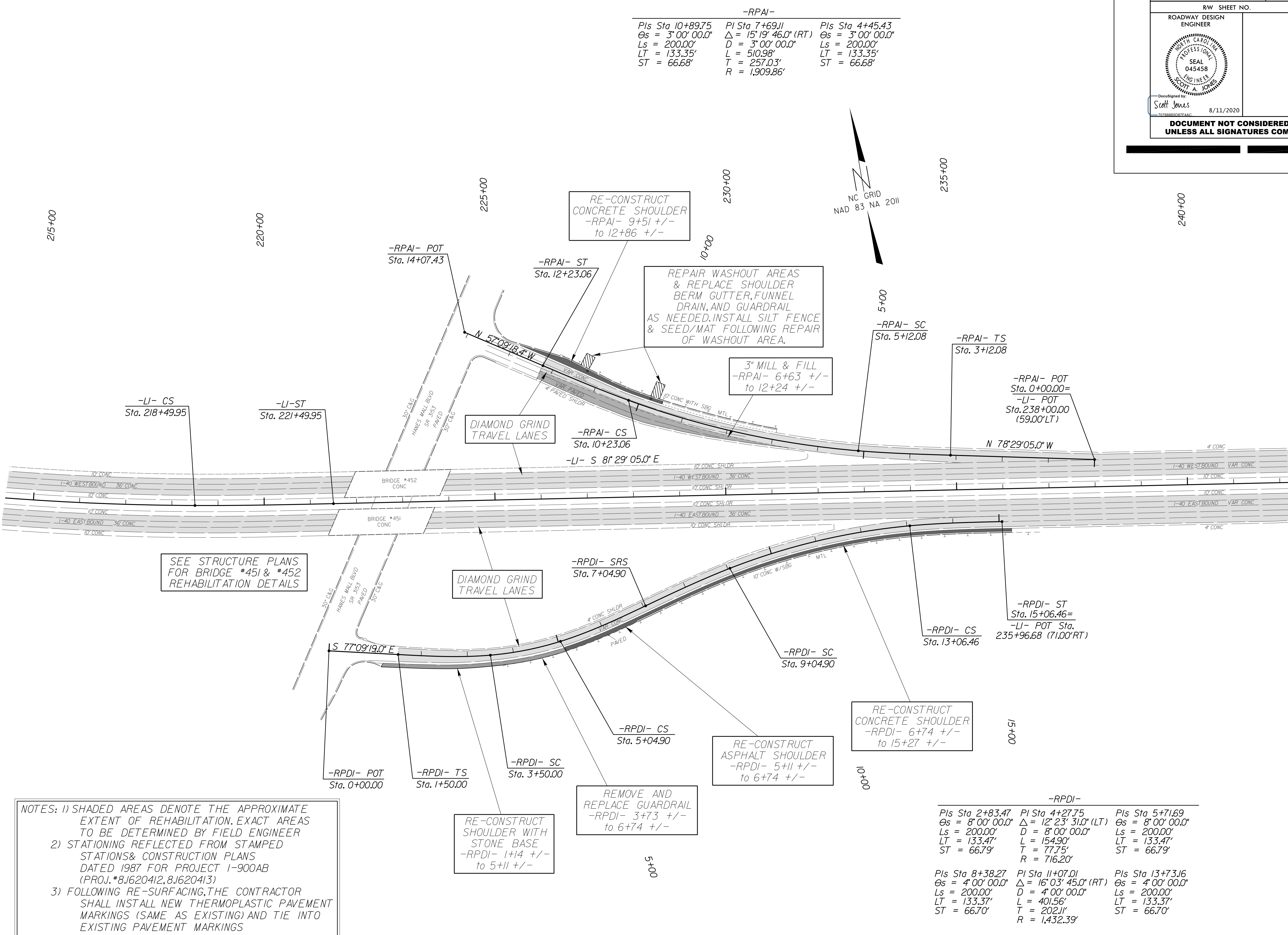
NOTES: 1) SHADED AREAS DENOTE THE APPROXIMATE EXTENT OF REHABILITATION. EXACT AREAS TO BE DETERMINED BY FIELD ENGINEER
 2) STATIONING REFLECTED FROM STAMPED STATIONS & CONSTRUCTION PLANS DATED 1987 FOR PROJECT I-900AB (PROJ.#8,1620412,8,1620413)
 3) FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS

| -LI- | | | | | |
|--|---|--|--|---|--|
| Pls Sta 204+14.96 Os = 1°30'00.0" Ls = 300.00' LT = 200.01' ST = 100.01' | PI Sta 211+85.49 Δ = 13°21'00.0" (LT) D = 1°00'00.0" L = 1,335.00' T = 670.54' R = 5,729.58' | Pls Sta 219+49.96 Os = 1°30'00.0" Ls = 300.00' LT = 200.01' ST = 100.01' | -RPCI- | | |
| Pls Sta 1+33.41 Os = 6°00'00.0" Ls = 200.00' LT = 133.41' ST = 66.74' | PI Sta 4+54.60 Δ = 29°51'26.8" (RT) D = 6°00'00.0" L = 497.62' T = 254.60' R = 954.93' | Pls Sta 7+64.36 Os = 6°00'00.0" Ls = 200.00' LT = 133.41' ST = 66.74' | Pls Sta 10+31.09 Os = 7°59'59.9" Ls = 200.00' LT = 133.47' ST = 66.79' | PI Sta 11+42.70 Δ = 7°12'08.2" (LT) D = 7°59'59.9" L = 90.03' T = 45.07' R = 716.20' | Pls Sta 12+54.44 Os = 7°59'59.9" Ls = 200.00' LT = 133.47' ST = 66.79' |

REVISIONS

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8/17/99
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 8/11/2020 09:22 AM



-RPAI-

| | | |
|--|--|---|
| Pls Sta 10+89.75 Es = 3' 00' 00.0" Ls = 200.00' LT = 133.35' ST = 66.68' | PI Sta 7+69.11 $\Delta = 15' 19' 46.0"$ (RT) D = 3' 00' 00.0" L = 510.98' T = 257.03' R = 1,909.86' | Pls Sta 4+45.43 Es = 3' 00' 00.0" Ls = 200.00' LT = 133.35' ST = 66.68' |
|--|--|---|

-LI- CS
Sta. 218+49.95

-LI-ST
Sta. 221+49.95

-RPAI- POT
Sta. 14+07.43

-RPAI- ST
Sta. 12+23.06

RE-CONSTRUCT
CONCRETE SHOULDER
-RPAI- 9+51 +/-
to 12+86 +/-

REPAIR WASHOUT AREAS
& REPLACE SHOULDER
BERM GUTTER, FUNNEL
DRAIN, AND GUARDRAIL
AS NEEDED. INSTALL SILT FENCE
& SEED/MAT FOLLOWING REPAIR
OF WASHOUT AREA.

3" MILL & FILL
-RPAI- 6+63 +/-
to 12+24 +/-

DIAMOND GRIND
TRAVEL LANES

-RPAI- CS
Sta. 10+23.06

-LI- S 81° 29' 05.0" E

-RPAI- SC
Sta. 5+12.08

-RPAI- TS
Sta. 3+12.08

-RPAI- POT
Sta. 0+00.00=
-LI- POT
Sta. 238+00.00
(59.00' LT)

SEE STRUCTURE PLANS
FOR BRIDGE #451 & #452
REHABILITATION DETAILS

DIAMOND GRIND
TRAVEL LANES

-RPDI- SRS
Sta. 7+04.90

-RPDI- POT
Sta. 0+00.00

-RPDI- TS
Sta. 1+50.00

-RPDI- SC
Sta. 3+50.00

-RPDI- CS
Sta. 5+04.90

RE-CONSTRUCT
SHOULDER WITH
STONE BASE
-RPDI- 1+14 +/-
to 5+11 +/-

REMOVE AND
REPLACE GUARDRAIL
-RPDI- 3+73 +/-
to 6+74 +/-

RE-CONSTRUCT
CONCRETE SHOULDER
-RPDI- 6+74 +/-
to 15+27 +/-

-RPDI- SC
Sta. 9+04.90

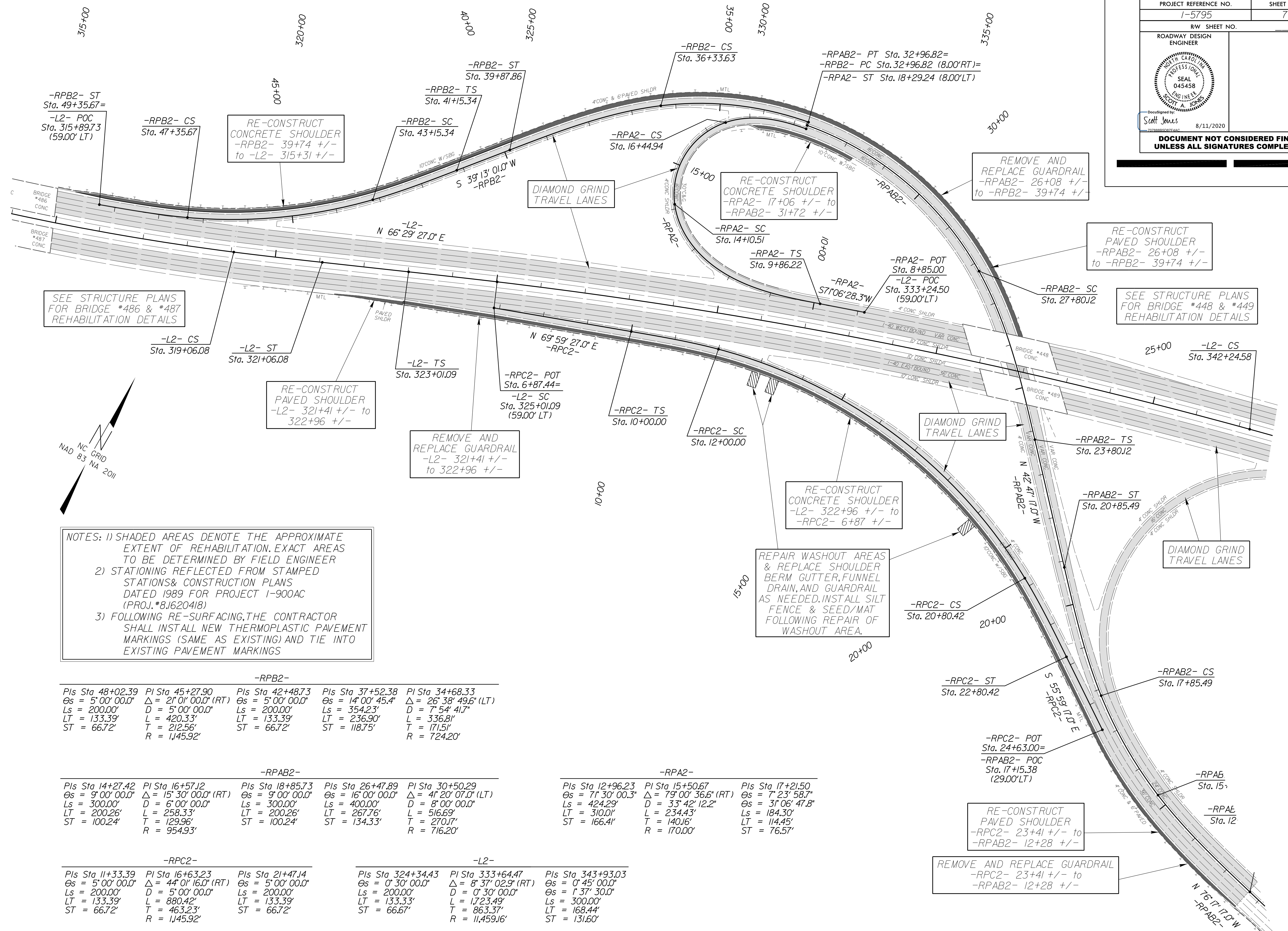
-RPDI- CS
Sta. 13+06.46

-RPDI- ST
Sta. 15+06.46=
-LI- POT Sta.
235+96.68 (71.00' RT)

NOTES: 1) SHADED AREAS DENOTE THE APPROXIMATE EXTENT OF REHABILITATION. EXACT AREAS TO BE DETERMINED BY FIELD ENGINEER
2) STATIONING REFLECTED FROM STAMPED STATIONS & CONSTRUCTION PLANS DATED 1987 FOR PROJECT I-900AB (PROJ. #81620412, 81620413)
3) FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS

-RPDI-

| | | |
|---|---|--|
| Pls Sta 2+83.47 Es = 8' 00' 00.0" Ls = 200.00' LT = 133.47' ST = 66.79' | PI Sta 4+27.75 $\Delta = 12' 23' 31.0"$ (LT) D = 8' 00' 00.0" L = 154.90' T = 77.75' R = 716.20' | Pls Sta 5+71.69 Es = 8' 00' 00.0" Ls = 200.00' LT = 133.47' ST = 66.79' |
| Pls Sta 8+38.27 Es = 4' 00' 00.0" Ls = 200.00' LT = 133.37' ST = 66.70' | PI Sta 11+07.01 $\Delta = 16' 03' 45.0"$ (RT) D = 4' 00' 00.0" L = 401.56' T = 202.11' R = 1,432.39' | Pls Sta 13+73.16 Es = 4' 00' 00.0" Ls = 200.00' LT = 133.37' ST = 66.70' |



SEE STRUCTURE PLANS FOR BRIDGE #486 & #487 REHABILITATION DETAILS

SEE STRUCTURE PLANS FOR BRIDGE #448 & #449 REHABILITATION DETAILS

NOTES: 1) SHADED AREAS DENOTE THE APPROXIMATE EXTENT OF REHABILITATION. EXACT AREAS TO BE DETERMINED BY FIELD ENGINEER
 2) STATIONING REFLECTED FROM STAMPED STATIONS & CONSTRUCTION PLANS DATED 1989 FOR PROJECT 1-900AC (PROJ.#81620418)
 3) FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS

| -RPB2- | | | | |
|-------------------|------------------------|-------------------|--------------------|------------------------|
| PIs Sta 48+02.39 | PI Sta 45+27.90 | PIs Sta 42+48.73 | PIs Sta 37+52.38 | PI Sta 34+68.33 |
| Os = 5' 00' 00.0" | Δ = 21' 01' 00.0" (RT) | Os = 5' 00' 00.0" | Os = 14' 00' 45.4" | Δ = 26' 38' 49.6" (LT) |
| Ls = 200.00' | D = 5' 00' 00.0" | Ls = 200.00' | Ls = 354.23' | D = 7' 54' 41.7" |
| LT = 133.39' | L = 420.33' | LT = 133.39' | LT = 236.90' | L = 336.81' |
| ST = 66.72' | T = 212.56' | ST = 66.72' | ST = 118.75' | T = 171.51' |
| | R = 1,45.92' | | | R = 724.20' |

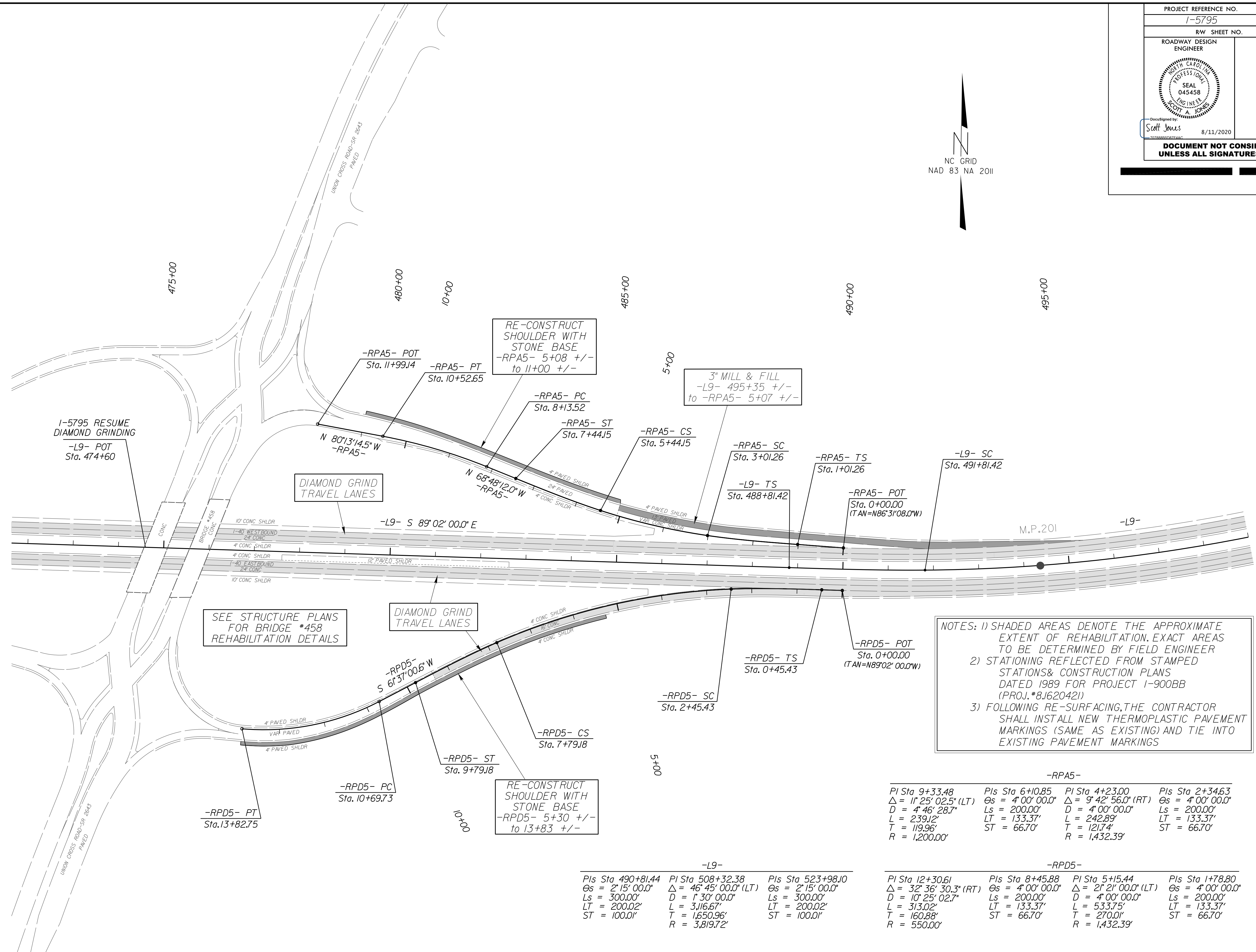
| -RPAB2- | | | | |
|-------------------|------------------------|-------------------|--------------------|-----------------------|
| PIs Sta 14+27.42 | PI Sta 16+57.12 | PIs Sta 18+85.73 | PIs Sta 26+47.89 | PI Sta 30+50.29 |
| Os = 9' 00' 00.0" | Δ = 15' 30' 00.0" (RT) | Os = 9' 00' 00.0" | Os = 16' 00' 00.0" | Δ = 4' 20' 07.0" (LT) |
| Ls = 300.00' | D = 6' 00' 00.0" | Ls = 300.00' | Ls = 400.00' | D = 8' 00' 00.0" |
| LT = 200.26' | L = 258.33' | LT = 200.26' | LT = 267.76' | L = 516.69' |
| ST = 100.24' | T = 129.96' | ST = 100.24' | ST = 134.33' | T = 270.17' |
| | R = 954.93' | | | R = 716.20' |

| -RPA2- | | |
|--------------------|------------------------|--------------------|
| PIs Sta 12+96.23 | PI Sta 15+50.67 | PIs Sta 17+21.50 |
| Os = 71' 30' 00.3" | Δ = 79' 00' 36.6" (RT) | Os = 7' 23' 58.7" |
| Ls = 424.29' | D = 33' 42' 12.2" | Os = 31' 06' 47.8" |
| LT = 310.01' | L = 234.43' | Ls = 184.30' |
| ST = 166.41' | T = 140.16' | LT = 114.45' |
| | R = 170.00' | ST = 76.57' |

| -RPC2- | | | -L2- | | |
|-------------------|------------------------|-------------------|-------------------|-----------------------|-------------------|
| PIs Sta 11+33.39 | PI Sta 16+63.23 | PIs Sta 21+47.14 | PIs Sta 324+34.43 | PI Sta 333+64.47 | PIs Sta 343+93.03 |
| Os = 5' 00' 00.0" | Δ = 44' 01' 16.0" (RT) | Os = 5' 00' 00.0" | Os = 0' 30' 00.0" | Δ = 8' 37' 02.9" (RT) | Os = 0' 45' 00.0" |
| Ls = 200.00' | D = 5' 00' 00.0" | Ls = 200.00' | Ls = 200.00' | D = 0' 30' 00.0" | Os = 1' 37' 30.0" |
| LT = 133.39' | L = 880.42' | LT = 133.39' | LT = 133.33' | L = 1,723.49' | Ls = 300.00' |
| ST = 66.72' | T = 463.23' | ST = 66.72' | ST = 66.67' | T = 863.37' | LT = 168.44' |
| | R = 1,45.92' | | | R = 11,459.16' | ST = 131.60' |

REVISIONS

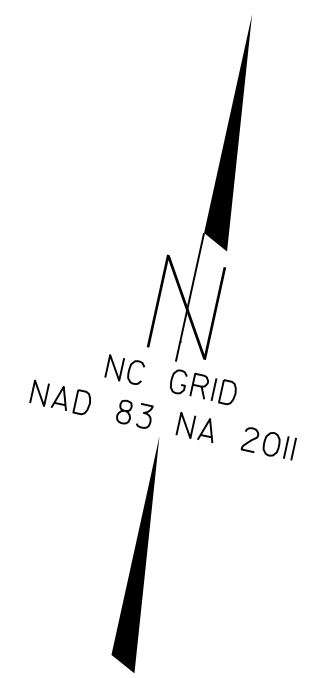
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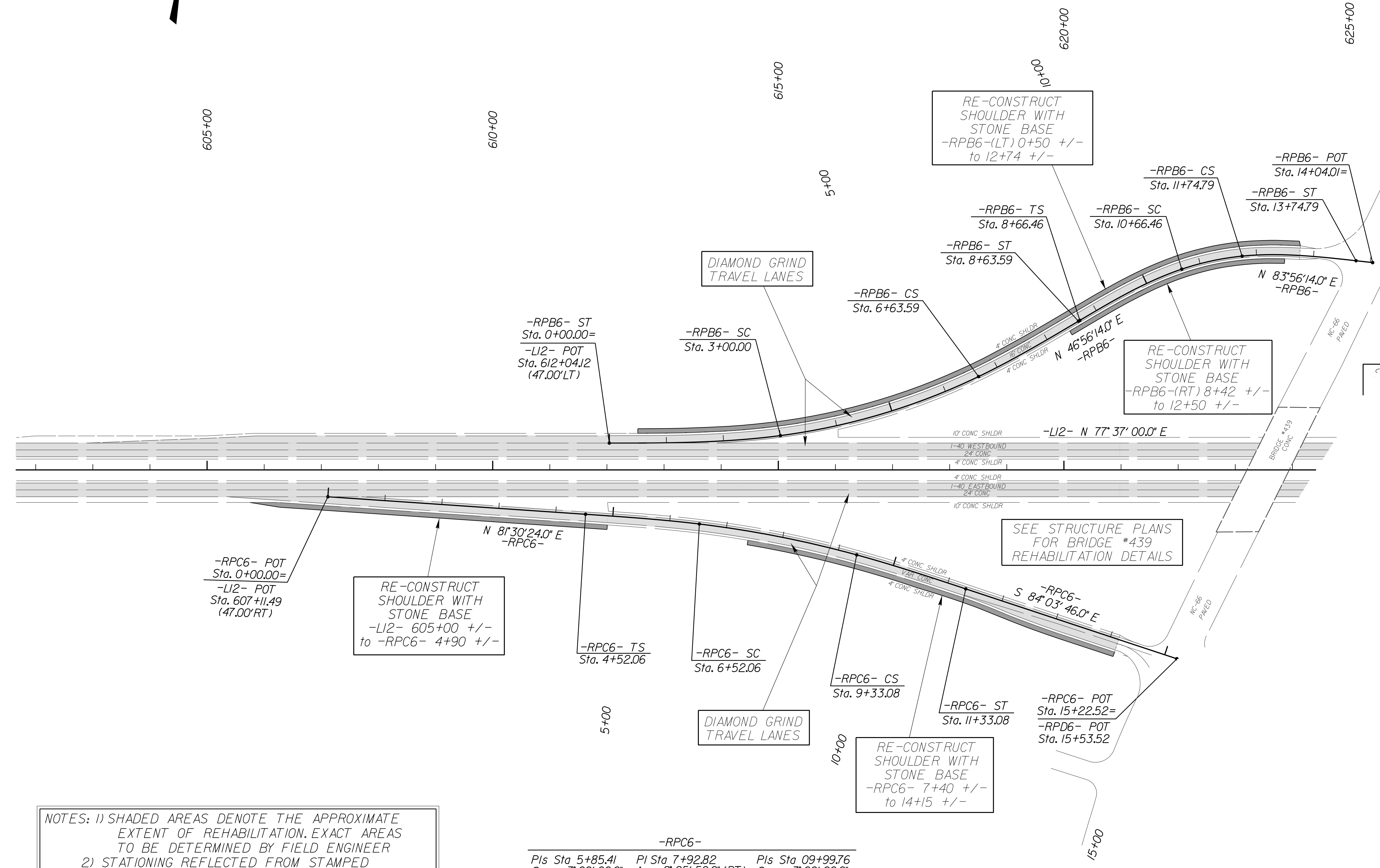
| -RPA5- | | -RPA5- | | -RPA5- | | -RPA5- | |
|--------------------------------------|--------------------------------|-------------------------------------|--------------------------------|--------------------------------------|--------------------------------|-------------------------------------|--------------------------------|
| PI Sta 9+33.48 | PI Sta 6+10.85 | PI Sta 4+23.00 | PI Sta 2+34.63 | PI Sta 12+30.61 | PI Sta 8+45.88 | PI Sta 5+15.44 | PI Sta 1+78.80 |
| $\Delta = 11^{\circ} 25' 02.5" (LT)$ | $\Delta = 4^{\circ} 00' 00.0"$ | $\Delta = 9^{\circ} 42' 56.0" (RT)$ | $\Delta = 4^{\circ} 00' 00.0"$ | $\Delta = 32^{\circ} 36' 30.3" (RT)$ | $\Delta = 4^{\circ} 00' 00.0"$ | $\Delta = 2^{\circ} 21' 00.0" (LT)$ | $\Delta = 4^{\circ} 00' 00.0"$ |
| D = 4' 46' 28.7" | Ls = 200.00' | D = 4' 00' 00.0" | Ls = 200.00' | D = 10' 25' 02.7" | Ls = 200.00' | D = 4' 00' 00.0" | Ls = 200.00' |
| L = 239.12' | LT = 133.37' | L = 242.89' | LT = 133.37' | L = 313.02' | LT = 133.37' | L = 533.75' | LT = 133.37' |
| T = 119.96' | ST = 66.70' | T = 121.74' | ST = 66.70' | T = 160.88' | ST = 66.70' | T = 270.01' | ST = 66.70' |
| R = 1,200.00' | | R = 1,432.39' | | R = 550.00' | | R = 1,432.39' | |

| -L9- | | | -RPD5- | | |
|--------------------------------|--------------------------------------|--------------------------------|--------------------------------------|--------------------------------|-------------------------------------|
| PIs Sta 490+81.44 | PIs Sta 508+32.38 | PIs Sta 523+98.10 | PIs Sta 12+30.61 | PIs Sta 8+45.88 | PIs Sta 5+15.44 |
| $\Delta = 2^{\circ} 15' 00.0"$ | $\Delta = 46^{\circ} 45' 00.0" (LT)$ | $\Delta = 2^{\circ} 15' 00.0"$ | $\Delta = 32^{\circ} 36' 30.3" (RT)$ | $\Delta = 4^{\circ} 00' 00.0"$ | $\Delta = 2^{\circ} 21' 00.0" (LT)$ |
| Ls = 300.00' | D = 1' 30' 00.0" | Ls = 300.00' | D = 10' 25' 02.7" | Ls = 200.00' | D = 4' 00' 00.0" |
| LT = 200.02' | L = 3,116.67' | LT = 200.02' | L = 313.02' | LT = 133.37' | L = 533.75' |
| ST = 100.01' | T = 1,650.96' | ST = 100.01' | T = 160.88' | ST = 66.70' | T = 270.01' |
| | R = 3,819.72' | | R = 550.00' | | R = 1,432.39' |

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| -RPB6- | | | | | |
|-------------------|------------------------|-------------------|--------------------|------------------------|--------------------|
| PIs Sta 2+00.18 | PI Sta 4+83.34 | PIs Sta 7+30.30 | PIs Sta 10+00.10 | PI Sta 11+20.86 | PIs Sta 12+41.74 |
| Es = 7° 30' 00.0" | Δ = 18° 10' 46.0" (LT) | Es = 5° 00' 00.0" | Es = 12° 00' 00.0" | Δ = 13° 00' 00.0" (RT) | Es = 12° 00' 00.0" |
| Ls = 300.00' | D = 5° 00' 00.0" | Ls = 200.00' | Ls = 200.00' | D = 12° 00' 00.0" | Ls = 200.00' |
| LT = 200.18' | L = 363.59' | LT = 133.39' | LT = 133.64' | L = 108.33' | LT = 133.64' |
| ST = 100.16' | T = 183.34' | ST = 66.72' | ST = 66.95' | T = 54.40' | ST = 66.95' |
| | R = 1,145.92' | | | R = 477.46' | |



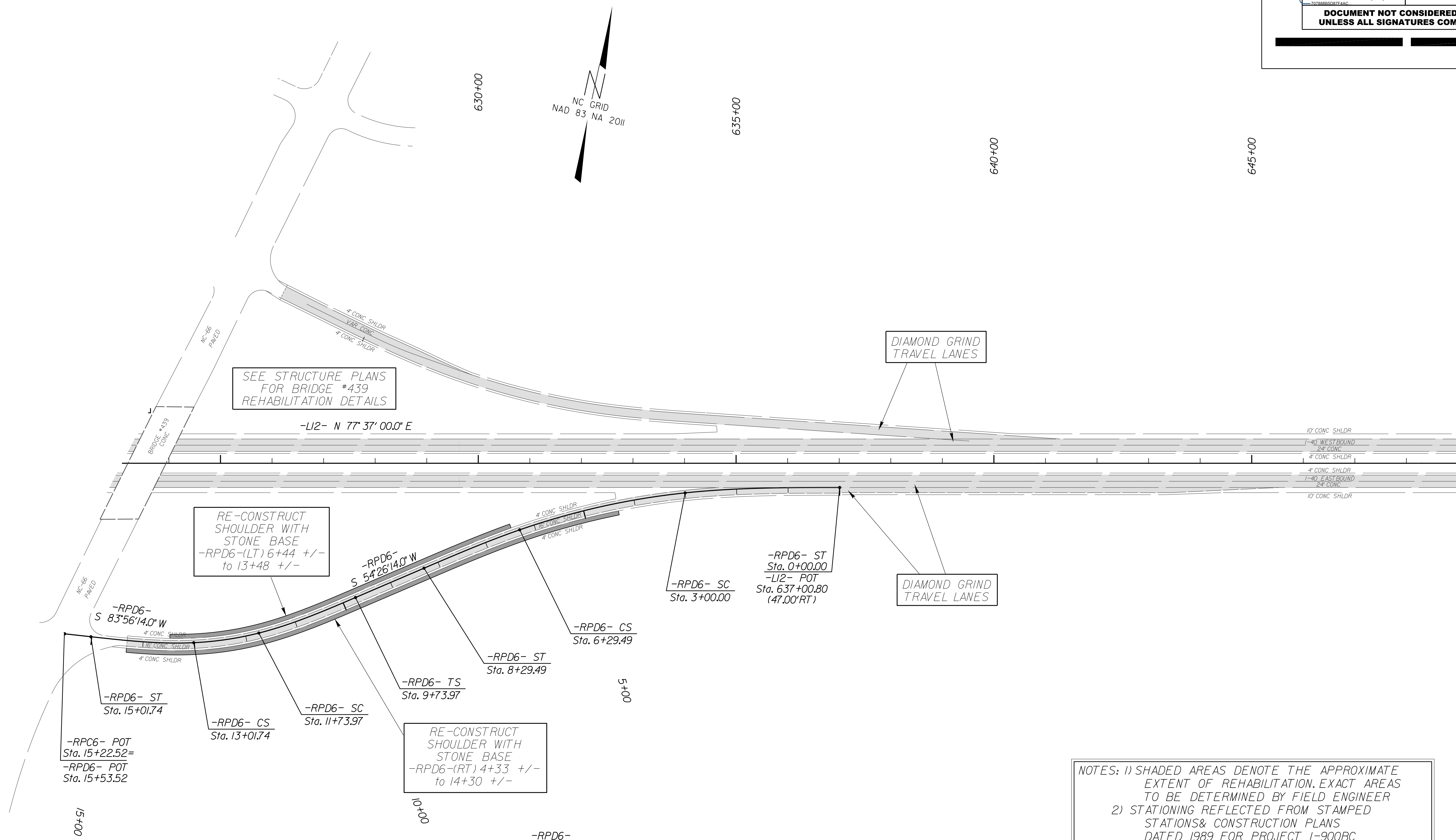
NOTES: 1) SHADED AREAS DENOTE THE APPROXIMATE EXTENT OF REHABILITATION. EXACT AREAS TO BE DETERMINED BY FIELD ENGINEER
 2) STATIONING REFLECTED FROM STAMPED STATIONS & CONSTRUCTION PLANS DATED 1989 FOR PROJECT 1-900BC (PROJ. #81620422, 81621003)
 3) FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS

| -RPC6- | | |
|-------------------|-----------------------|-------------------|
| PIs Sta 5+85.41 | PI Sta 7+92.82 | PIs Sta 09+99.76 |
| Es = 3° 00' 00.0" | Δ = 8° 25' 50.0" (RT) | Es = 3° 00' 00.0" |
| Ls = 200.00' | D = 3° 00' 00.0" | Ls = 200.00' |
| LT = 133.35' | L = 281.02' | LT = 133.35' |
| ST = 66.68' | T = 140.76' | ST = 66.68' |
| | R = 1,909.86' | |

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| | | | | |
|---|---|---|---|--|
| PIs Sta 13+68.57 Es = 9' 00' 00.0" | PI Sta 12+38.07 Δ = 11' 30' 00.0" (RT) D = 9' 00' 00.0" L = 127.78' T = 64.10' R = 636.62' | PIs Sta 11+07.47 Es = 9' 00' 00.0" | PIs Sta 6+96.18 Es = 4' 00' 00.0" Δ = 13' 10' 46.0" (LT) D = 4' 00' 00.0" L = 329.49' T = 165.47' R = 1,432.39' | PIs Sta 2+00.12 Es = 6' 00' 00.0" |
| Ls = 200.00' LT = 133.51' ST = 66.82' | Ls = 200.00' LT = 133.37' ST = 66.70' | Ls = 200.00' LT = 133.51' ST = 66.82' | Ls = 200.00' LT = 133.37' ST = 66.70' | Ls = 300.00' LT = 200.12' ST = 100.10' |

NOTES: 1) SHADED AREAS DENOTE THE APPROXIMATE EXTENT OF REHABILITATION. EXACT AREAS TO BE DETERMINED BY FIELD ENGINEER
 2) STATIONING REFLECTED FROM STAMPED STATIONS & CONSTRUCTION PLANS DATED 1989 FOR PROJECT 1-900BC (PROJ.*8J620422,8J621003)
 3) FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS