PROJECT REFERENCE NO.	SHEET NO.
I-5939	2B-1

PAVEMENT DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 022896 ENGINEER CLARK S. MORRISON

Docu Signed by: Clark S. Morrison 9/9/2021

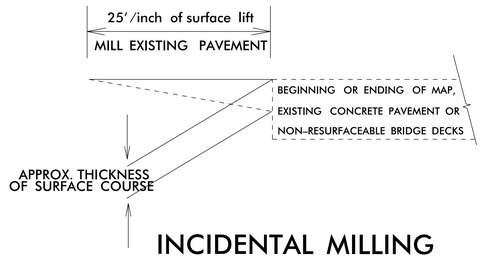
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NOTES TO CONTRACTOR

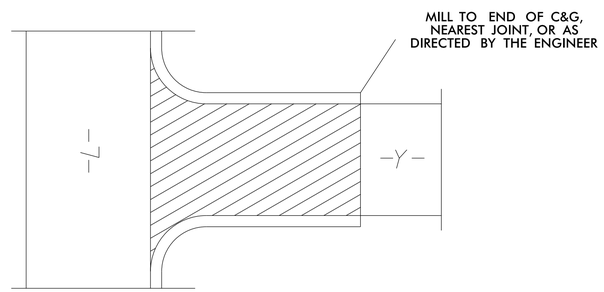
FOR SURFACE MIXES OVER 1" IN THICKNESS, MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.

LOCATIONS SHALL INCLUDE TIES INTO EXISTING CONCRETE PAVEMENT, AT BRIDGE APPROACHES WHERE THE BRIDGE WILL NOT BE RESURFACED, AND AT THE BEGINNING AND ENDING POINT OF EACH RESURFACING MAP.

PERFORM THE WORK IN ACCORDANCE WITH SECTION 607 OF THE JANUARY 2018 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. RESURFACING WILL BE ACCOMPLISHED AT THE SAME TIME AS THE MILLING OPERATION.

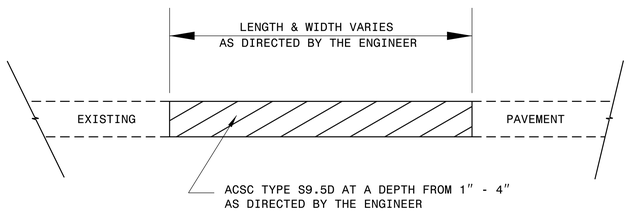


INCIDENTAL MILLING AT PAVEMENT TIE-INS DETAIL



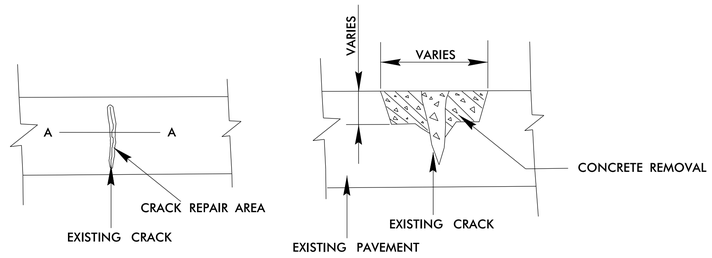
INCLUDES INCIDENTAL MILLING AT THE ENDS OF SECTIONS FOR SMOOTH TIE-INS, CURB RADII AND STREET INTERSECTIONS, AS NEEDED, OR AS DIRECTED BY THE ENGINEER

MILLING AT CURB AND GUTTER INTERSECTIONS



PATCHING EXISTING PAVEMENT

PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION



A-A, CRACK SEALING DETAIL

QUANTITIES

SEALING EXISTING PAVEMENT CRACKS	73,440 LBS
DIAMOND GRINDING PCC PAVEMENT	8,000 SY
JOINT CONSTRUCTION, REPAIR AND SEALING	6,120 FT
REPAIR OF JOINTED CONCRETE PAVEMENT SLABS	60 SY
SELECT MATERIAL, CLASS IV	20 TONS

NOTES ON REPAIR OF CONCRETE PAVEMENT

1. A PRECONSTRUCTION MEETING IS REQUIRED FOR THE REPAIR ON THE I-95 REST AREA CONCRETE PAVEMENT.
2. PATCH THE EXISTING CONCRETE PAVEMENT CRACKS IN ACCORDANCE WITH SEALING EXISTING PAVEMENT CRACKS (POLYMER PATCH) SPECIAL PROVISION.
3. FOR THE WIDTH AND THE DEPTH OF CONCRETE REMOVAL FOR CRACK SEALING, FOLLOW POLYMER PATCH MANUFACTURER'S RECOMMENDATIONS.
4. DIAMOND GRIND EXISTING CONCRETE PAVEMENT IN ACCORDANCE WITH DIAMOND GRINDING CONCRETE PAVEMENT SPECIAL PROVISION.
5. THE ENGINEER MAY REQUEST A TEST STRIP TO DETERMINE THE SEQUENCE OF POLYMER PATCHING AND DIAMOND GRINDING.
6. THE ENGINEER WILL SELECT SLAB THAT REQUIRES FULL DEPTH REPLACEMENT. CONSTRUCT NEW SLAB MATCHING EXISTING SLAB THICKNESS IN ACCORDANCE WITH SECTION 723.8" THICKNESS IS ASSUMED FOR THE BIDDING PURPOSE. REPAIR OF JOINTED CONCRETE PAVEMENT SLABS WILL INCLUDE UNDERLYING TREE ROOTS REMOVAL AT REQUEST OF THE ENGINEER.
7. SAW AND SEAL EXISTING CONCRETE JOINTS WITH REGULAR BACKER ROD AND SILICONE SEALANT OR POLYMER PATCH WITHOUT AGGREGATE FROM APPROVED PRODUCT LIST IN ACCORDACE WITH JOINT CONSTRUCTION, REPAIR AND SEALING SPECIAL PROVISION.

DETAIL FOR CONCRETE REPAIR AT WELCOME CENTER
NOT TO SCALE

6/2/99
09-SEP-2021 13:22
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