

Map 1
I-40 West Bound
Map 2
I-40 East Bound

ALL WORK ON THESE MAPS TO BE
NIGHT TIME ONLY 7 P.M. TO 6 A.M., Monday-Sunday.

1. Mill to remove rumble strips on Map 1 and Map 2
both East bound and West Bound,
approx. $\frac{5}{8}$ " Depth a 2 foot width each side of road.
Pave back with $\frac{5}{8}$ " S4.75A.

2. Repave with $\frac{1}{2}$ " S9.5C the full width of travel lanes and the 2 foot
width each side of road.

3. Replace milled rumble strips each side of road both directions.

Paving limits are rumble strip to rumble strip, shouder paving
only as indicated on Sheet No.2 and No.3
See Typical Section No.1 for rebuilding Shoulders at bridge approaches.

FORSYTH / DAVIE COUNTY
NORTH CAROLINA



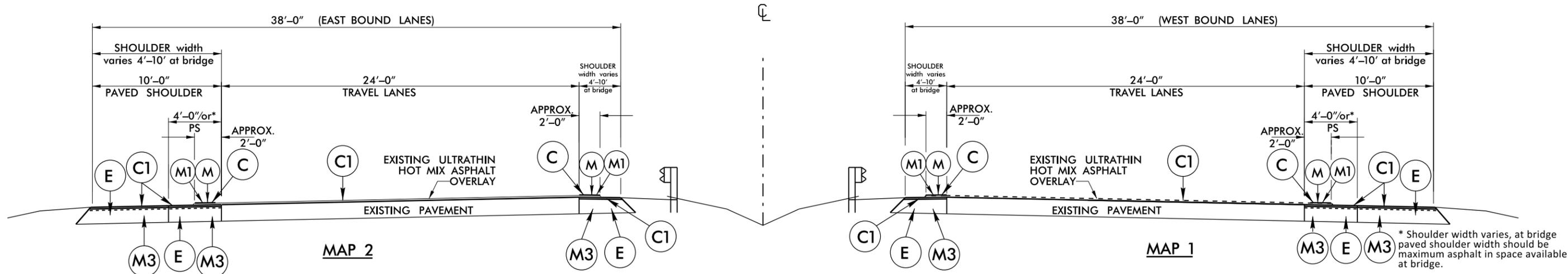
Map 1
I-40 West Bound
(West side of Bridge)

Map 2
I-40 East Bound
(West side of Bridge)

ALL WORK ON THIS MAP TO BE
NIGHT TIME ONLY 7 P.M. TO 6 A.M., Monday-Sunday.

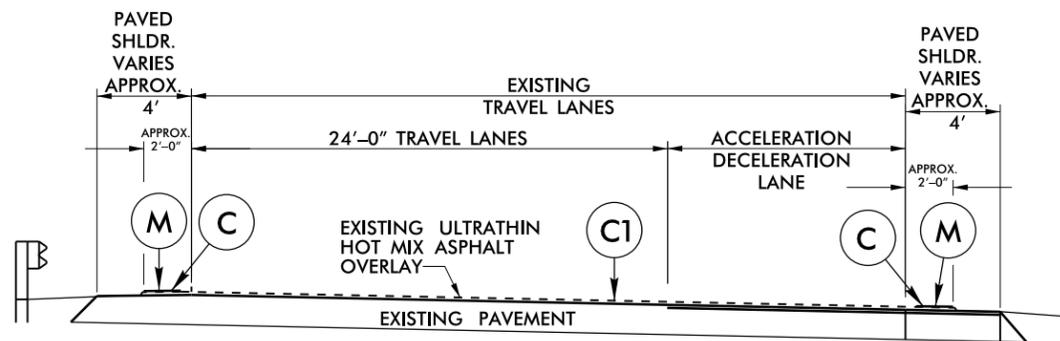
Shoulder width varies at bridge.
Paved shoulder width should
be maximum asphalt in space available.
See Typical Section No.1 for rebuilding Shoulders.

FORSYTH COUNTY
NORTH CAROLINA



* Shoulder width varies, at bridge paved shoulder width should be maximum asphalt in space available.

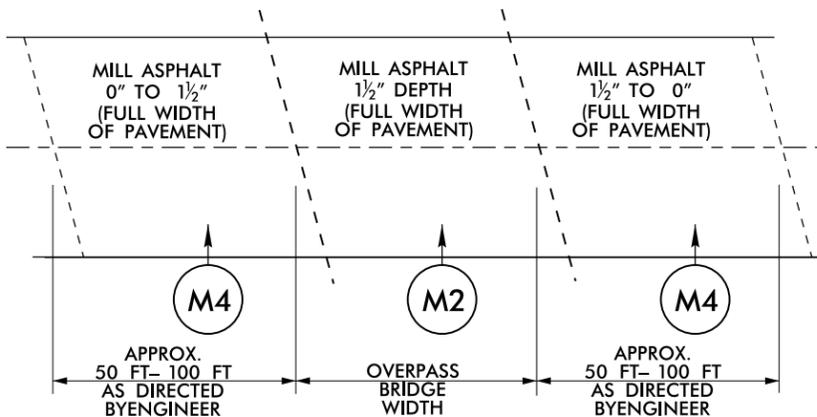
TYPICAL SECTION NO. 1



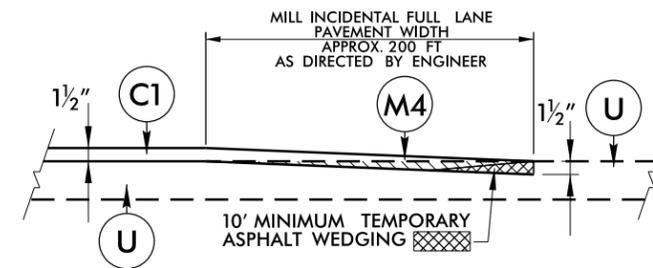
TYPICAL SECTION NO. 2

MAP 1
NC 801 EXIT RAMP
TO EAST BOUND NC 801

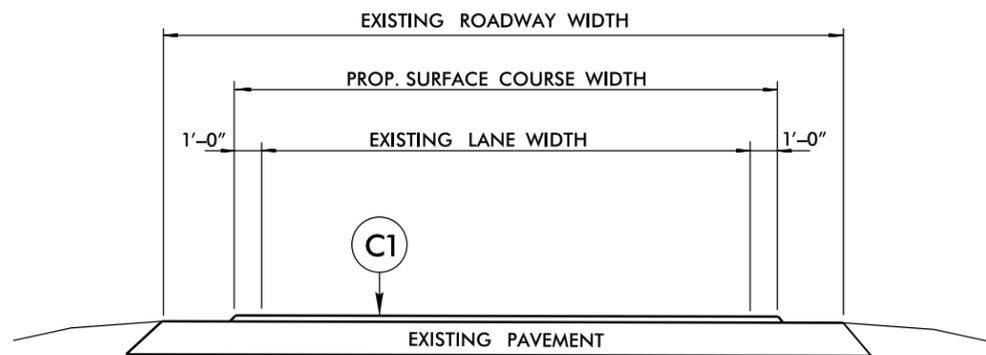
MAP 1
ON RAMP FROM
SR 1101 HARPER ROAD



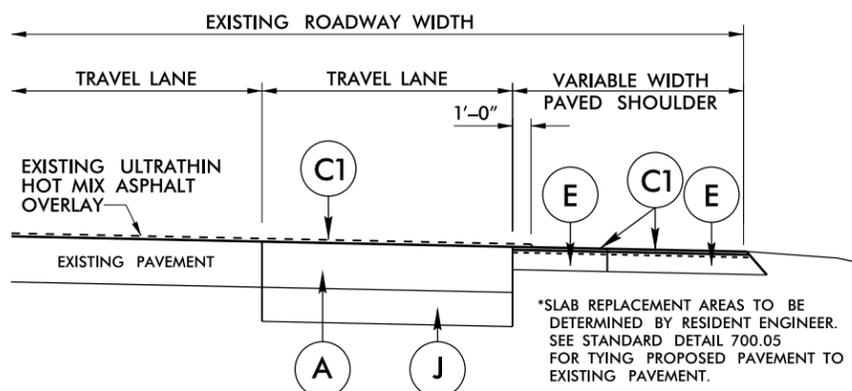
PLAN VIEW-
MILLING ASPHALT PAVEMENT UNDER OVERPASS



INCIDENTAL MILLING AT TIE-IN DETAIL



TYPICAL SECTION-
SURFACE TREATMENT FOR ALL OTHER RAMPS



CONCRETE SLAB REPLACEMENT DETAIL

PAVEMENT SCHEDULE	
A	8" PORTLAND CEMENT CONCRETE
C	PROP. APPROX. 5/8" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.74A, APPLIED AT AN AVERAGE RATE OF 62.5 LBS PER SQ. YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
E	PROP. APPROX. 5 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, APPLIED AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
J	8" ABC, IF DIRECTED BY ENGINEER.
M	MILL EXISTING RUMBLE STRIP, APPROX. 5/8" DEPTH
M1	MILLED RUMBLE STRIP
M2	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH
M3	MILLING ASPHALT PAVEMENT, 5 1/2" DEPTH
M4	INCIDENTAL MILLING

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5794	5	

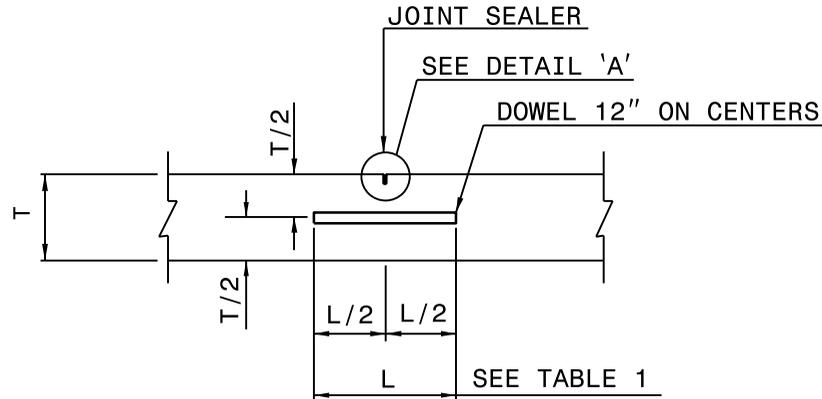
SUMMARY OF QUANTITIES

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	AGGREGATE BASE COURSE TONS	FINE MILLING ASPHALT PAVEMENT, APPROX. 5/8" DEPTH SY	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 5 1/2" DEPTH SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0C TONS	SURFACE COURSE, S9.5C TONS	SURFACE COURSE, S4.75A TONS	ASPHALT BINDER FOR PLANT MIX TONS	MILLED RUMBLE STRIPS (ASPHALT CEMENT CONCRETE) LF	8" PORT CEM CONC PAVEMENT, THROUGH LANES (WITH DOWELS) SY
I-5794	Davie	1	I-40 WB	FROM PAVEMENT JT. WEST OF SR 1101 (HARPER RD) TO PAVEMENT JT. 0.3 MILES WEST OF NC 801		2		NO	NO	2.558	28	100	5,505	549	769	4,976	265	4,547	215	295	27,012	200
TOTAL FOR MAP NO. 1										2.558		100	5,505	549	769	4,976	265	4,547	215	295	27,012	200
I-5794	Davie	2	I-40 EB	FROM PAVEMENT JT. APPROX. 0.3 MILES WEST OF NC 801 TO PAVEMENT JT. WEST OF SR 1101 (HARPER RD)		2	MD	NO	NO	2.56	28	100	5,509	378	536	4,976	185	4,403	215	283	27,034	200
TOTAL FOR MAP NO. 2										2.56		100	5,509	378	536	4,976	185	4,403	215	283	27,034	200
TOTAL FOR PROJ NO. I-5794										5.118		200	11,014	927	1,305	9,952	450	8,950	430	578	54,046	400
GRAND TOTAL										5.118		200	11,014	927	1,305	9,952	450	8,950	430	578	54,046	400

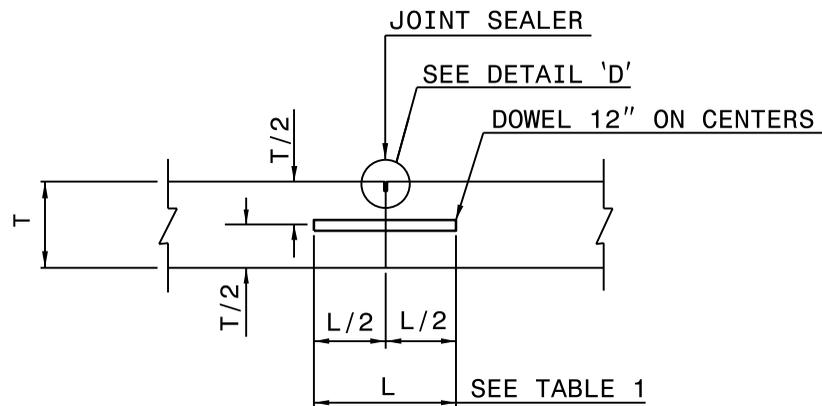
NOTE: All Quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received.

2017_Resurfacing_FORSYTH

									PROJECT NO.	SHEET NO.	
									2016CPT.09.02.10341.1	7	
Map No.	Route No.	Route Name	Bridge No.	Feature Intersected	Floor Construction	Clear Roadway Width (Ft)	Horizontal Clearance Under (Ft.)	Vertical Clearance Under	Length (Ft)	Posting	Recommended Treatment, From Bridge Maintenance
1,2	SR 1101	HARPER RD.	50	I-40 BUS.	NA	NA	70	16FT 11 IN WBL 17FT 08 IN EBL	285	NA	MILL UNDER MAINTAIN CLEARANCE
1,2	OVERHEAD SIGN	I-40	583	I-40	NA	NA	66	17FT 06 IN EBL	76	NA	MILL UNDER MAINTAIN CLEARANCE
1	I-40	I-40 WBL	86	YADKIN RIVER	7 1/4 RC, 5/8 AWS	28	NA	NA	1121	NA	Do Not Pave on Bridge
2	I-40	I-40 EBL	85	YADKIN RIVER	7 1/4 RC, 5/8 AWS	28	NA	NA	1121	NA	Do Not Pave on Bridge
1,2	I-40	FARM ROAD	84	I-40	7 RC SLAB	16	45.8	16FT 3 IN WBL 19FT 02 IN EBL	227	NA	MILL UNDER MAINTAIN CLEARANCE
1,2	I-40	NC 801	37	I-40	8 1/2 RC SLAB	92	73.9	17FT 10 IN WBL 17FT 09 IN EBL	234	NA	MILL UNDER MAINTAIN CLEARANCE



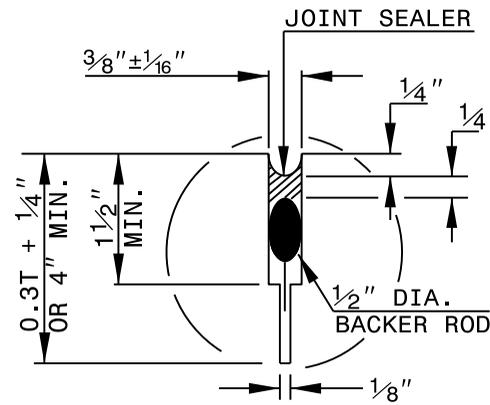
TRANSVERSE CONTRACTION JOINT



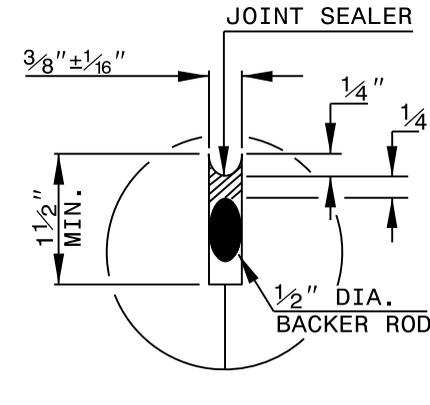
PLANNED TRANSVERSE CONSTRUCTION JOINT

GENERAL NOTES:

- FORM TRANSVERSE CONTRACTION JOINTS BY SAWING WITH APPROVED EQUIPMENT.
- SPACE TRANSVERSE CONTRACTION JOINTS AT INTERVALS OF 15'.
- USE A DOWEL ASSEMBLY OR OTHER APPROVED DOWEL INSERTION TECHNIQUE IN ALL TRANSVERSE CONTRACTION JOINTS. DOWEL ASSEMBLIES ARE COVERED IN DETAIL 700D03.
- PROVIDE SMOOTH DOWEL BARS. PROVIDE DEFORMED TIE BARS.
- WHEN UTILIZING AN EARLY ENTRY SAW, CUT THE JOINT TO A MINIMUM DEPTH OF 3".



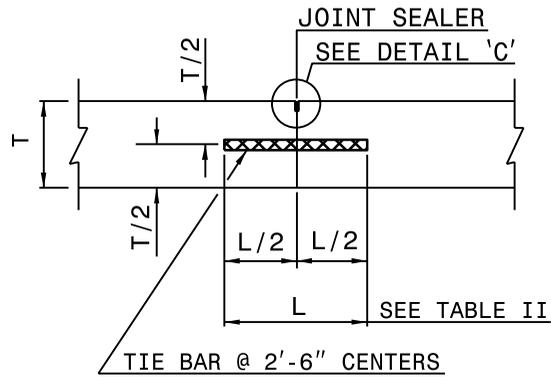
DETAIL 'A'



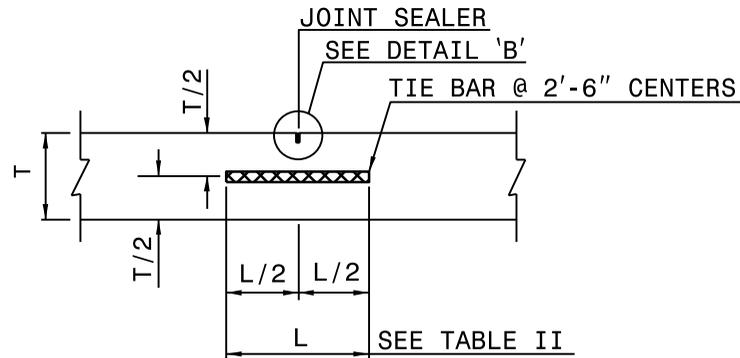
DETAIL 'D'

TABLE I - DOWEL BARS

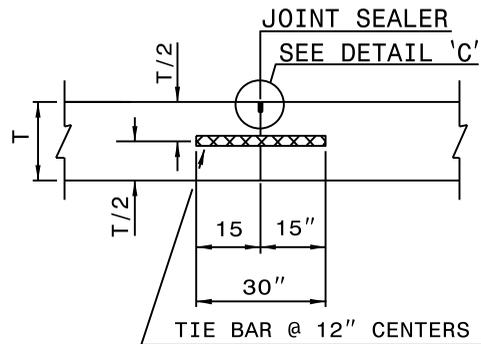
SLAB THICKNESS	DOWEL BAR "D"	DOWEL LENGTH "L"
8" OR LESS	1"	14"
8 1/2" TO 9 1/2"	1 1/8"	16"
10" TO 10 1/2"	1 1/4"	18"
11" AND ABOVE	1 1/2"	18"



LONGITUDINAL CONSTRUCTION JOINT



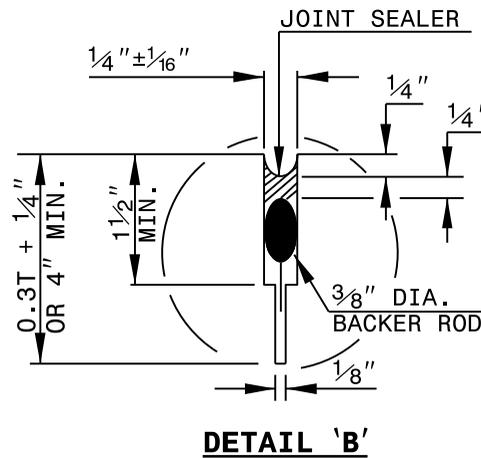
LONGITUDINAL JOINT



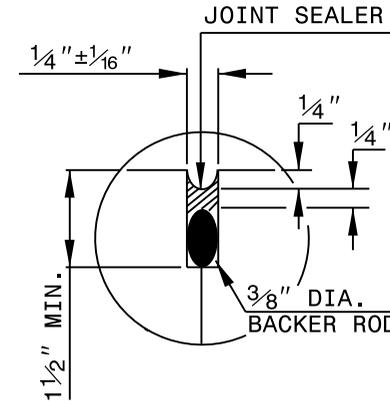
EMERGENCY TRANSVERSE CONSTRUCTION JOINT

GENERAL NOTES:

- CONSTRUCT TRANSVERSE CONSTRUCTION JOINTS AT THE END OF EACH DAY'S OPERATION (PLANNED JOINT) OR WHEN THE PLACING OF CONCRETE IS SUSPENDED FOR MORE THAN 30 MINUTES (EMERGENCY JOINT).
- USE AN APPROVED HEADER AT EMERGENCY JOINTS STD. DWG. 700.04 AND DESIGNED TO PERMIT THE PLACEMENT OF AND CORRECTLY HOLD IN PLACE TIE BARS.
- USE TIE BARS OF THE SAME DIAMETER AS DOWEL BARS FOR EMERGENCY TRANSVERSE CONSTRUCTION JOINTS.
- LOCATE PLANNED TRANSVERSE CONSTRUCTION JOINTS AT THE SPACING REQUIRED FOR CONTRACTION JOINTS. USE AN APPROVED METHOD OF INSTALLING DOWELS IN ALL PLANNED TRANSVERSE CONSTRUCTION JOINTS.
- DO NOT LOCATE EMERGENCY TRANSVERSE CONSTRUCTION JOINTS LESS THAN 6' FROM ANY CONTRACTION JOINT OR PLANNED CONSTRUCTION JOINT.
- DO NOT PLACE TIE BARS IN LONGITUDINAL JOINTS WITHIN 1'-4" OF A TRANSVERSE JOINT.
- WHEN UTILIZING AN EARLY ENTRY SAW, CUT THE JOINT TO A MINIMUM DEPTH OF 3".

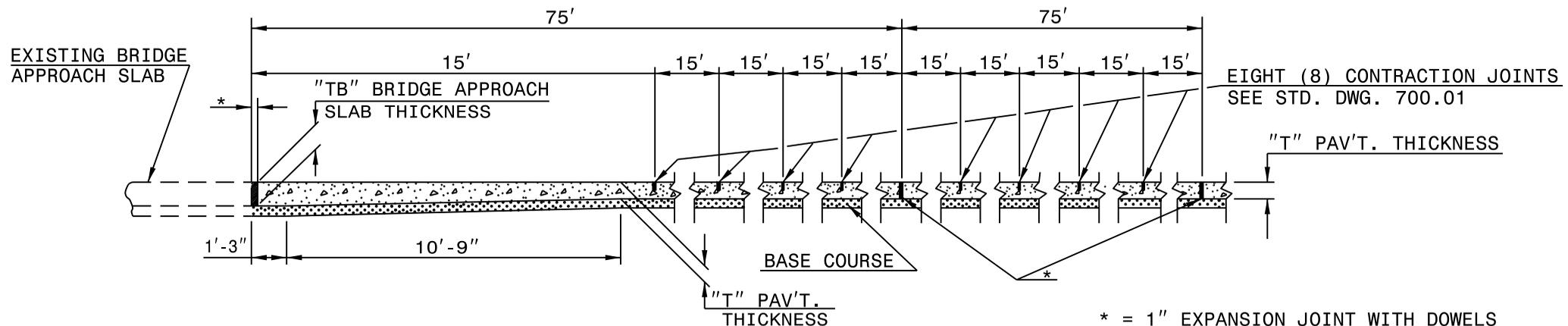


DETAIL 'B'

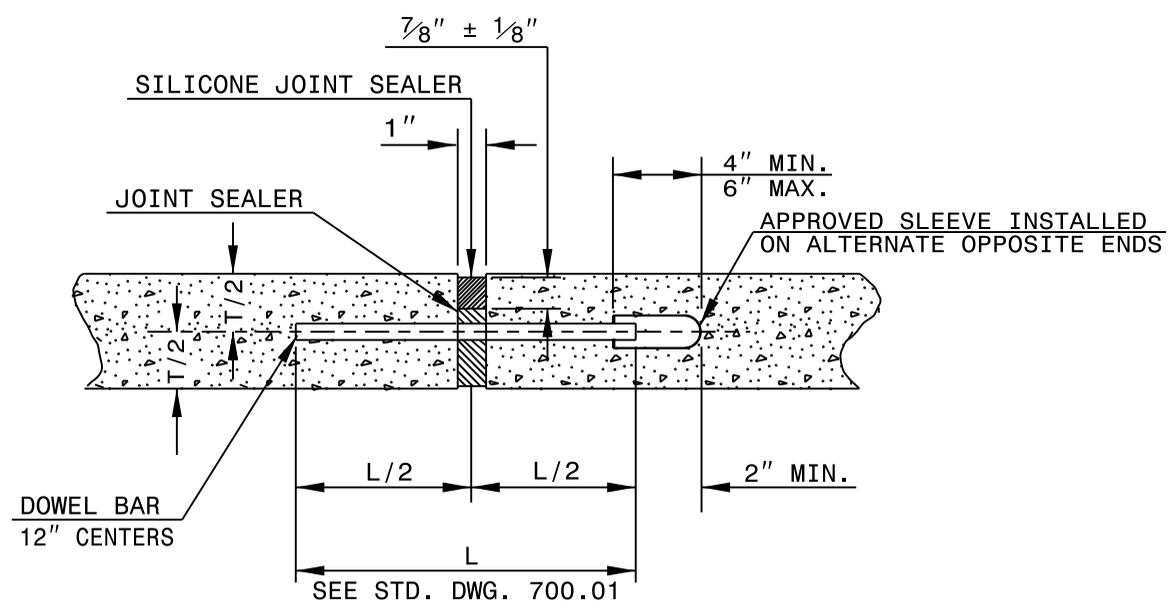


DETAIL 'C'

TABLE II - LONGITUDINAL TIE BARS		
SLAB THICKNESS	TIE BAR DIA. "D"	TIE BAR LENGTH "L"
8 1/2" OR LESS	1/2"	30"
9" OR ABOVE	5/8"	30"



SECTION THRU JOINT LAYOUT

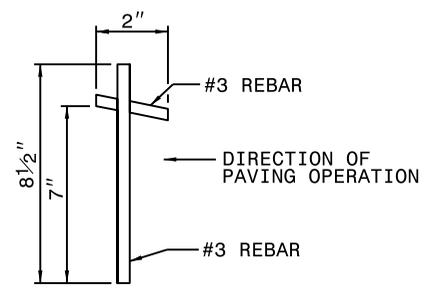


EXPANSION JOINT DETAIL

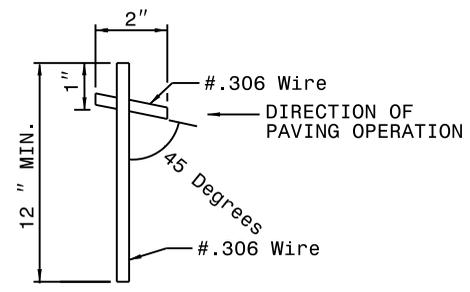
- GENERAL NOTES:
- USE AN APPROVED TYPE OF DOWEL ASSEMBLY IN ALL TRANSVERSE EXPANSION JOINTS.
 - USE RIGID CONSTRUCTED DOWEL ASSEMBLY, CAPABLE OF HOLDING THE DOWEL BARS IN PROPER POSITION DURING PLACEMENT OF THE CONCRETE AND DESIGNED TO PERMIT UNRESTRICTED MOVEMENT OF THE PAVEMENT SLAB. SEE STANDARD 700.03 FOR DOWEL ASSEMBLY.
 - EXTEND EXPANSION JOINT ADJACENT TO THE APPROACH SLAB ACROSS THE ENTIRE PAVEMENT WIDTH INCLUDING THE PAVED SHOULDERS.
 - SEE STD. DWG. 700.01 FOR TOLERANCE AND BAR SIZE.

1-12

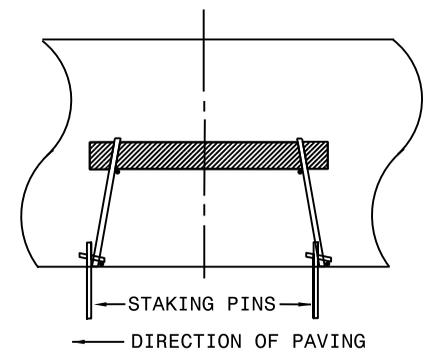
ENGLISH STANDARD DRAWING FOR
DOWEL ASSEMBLY



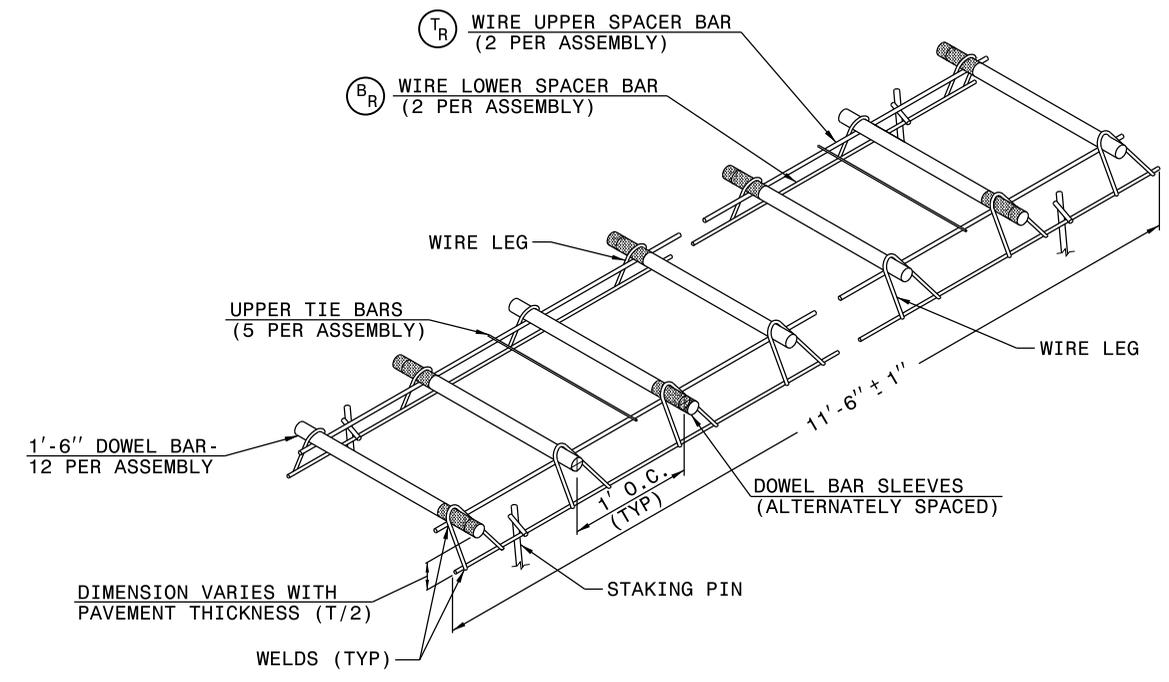
STAKING PIN
(MIN. 8 PER BASKET)



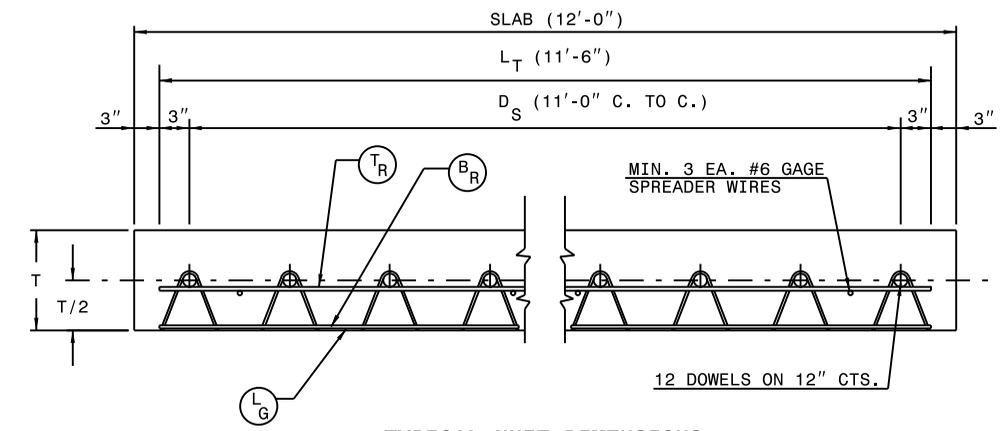
STAKING PIN ALTERNATE
(MIN. 8 PER BASKET)



"V" LEG ONLY			
SLAB THICKNESS	WIRE GAGE		
	T _R	B _R	L _G
8" OR LESS	2	2	2
8 1/2" - 10"	0	2	2
10 1/2" & ABOVE	2/0's	2/0's	2/0's



ISOMETRIC VIEW



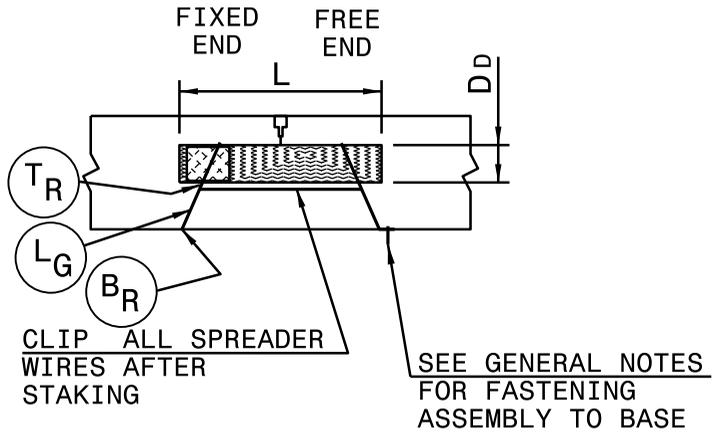
TYPICAL UNIT DIMENSIONS

- GENERAL NOTES:**
- USE RIGID CONSTRUCTED DOWEL ASSEMBLY CAPABLE OF HOLDING THE DOWEL BAR IN PROPER POSITION DURING PLACEMENT OF CONCRETE AND DESIGNED AS TO PERMIT UNRESTRICTED MOVEMENT OF THE SLAB. USE DOWEL ASSEMBLY APPROVED BY THE ENGINEER PRIOR TO USE.
 - USE DOWEL ASSEMBLIES MANUFACTURED WITH DOWELS ALTERNATELY WELDED TO FRAME MEMBERS.
 - USE STAKING PIN OR APPROVED ALTERNATE.
 - SAW CUT EPOXY COATED DOWELS, BUFFING AS NECESSARY TO FACILITATE PROPER WELDING OF THE DOWEL TO THE ASSEMBLY FRAME. TOUCH UP OF THE BUFFED AREA WILL NOT BE REQUIRED.
 - RESISTANCE WELD FRAME MEMBERS; DOWELS AND SPREADER WIRES MAY BE ARC WELDED. WELD IN ACCORDANCE WITH AWS WELDING CODE.
 - FULLY DIP THE DOWEL ASSEMBLIES TO ASSURE A COMPLETE COATING OF WAX.
 - SEE DETAIL 700D01 FOR DOWEL BAR SIZES.

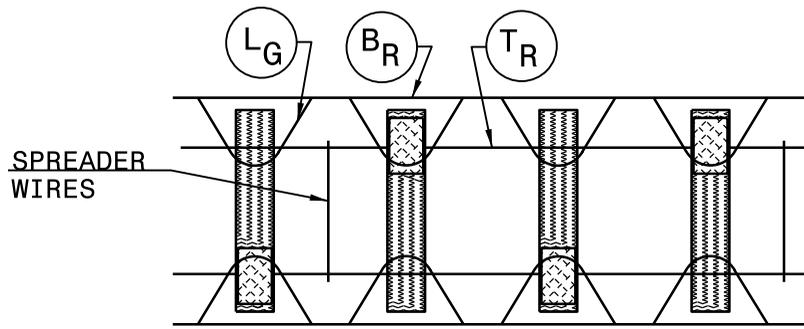
1-12

ENGLISH STANDARD DRAWING FOR
DOWEL ASSEMBLY

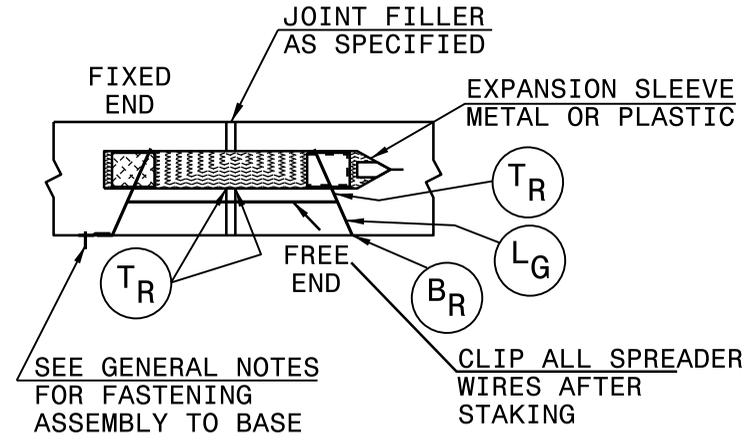
1-12



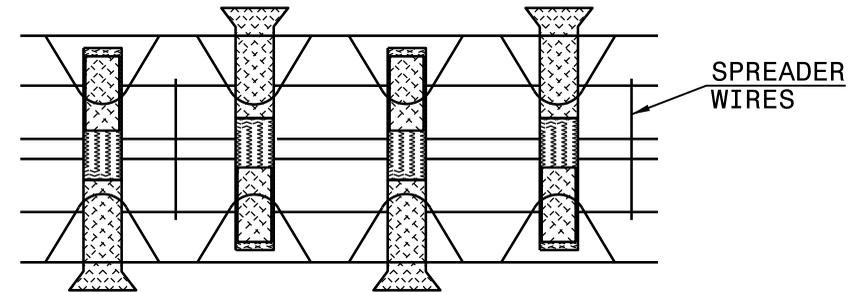
SECTION - CONTRACTION



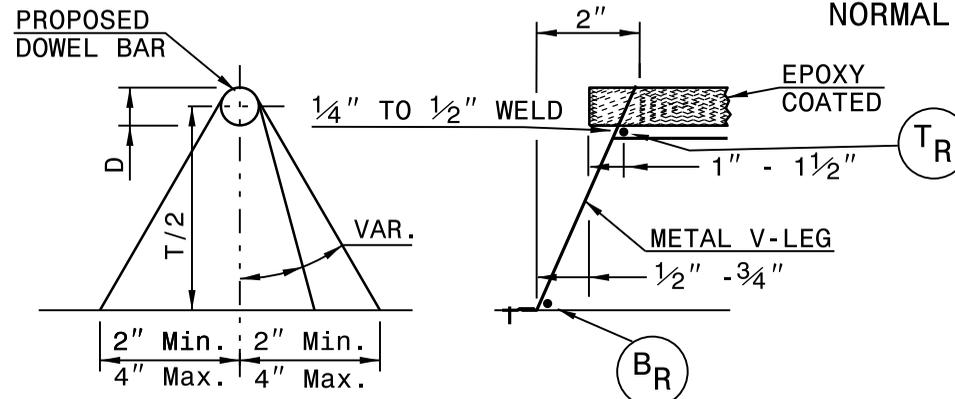
PARTIAL PLAN CONTRACTION
NORMAL



SECTION - EXPANSION

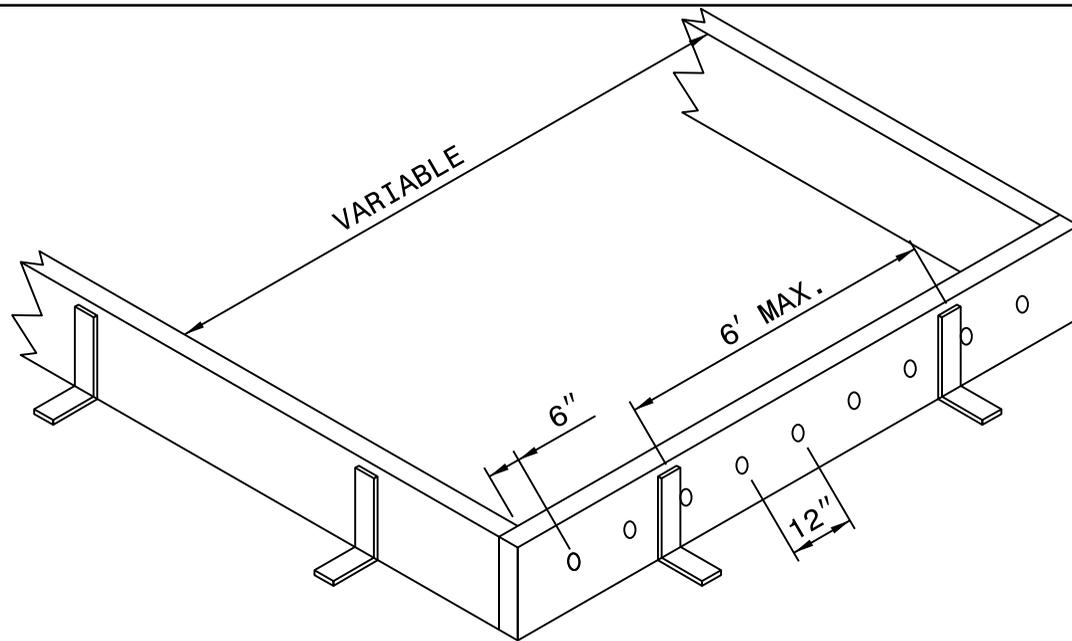


PARTIAL PLAN EXPANSION
NORMAL

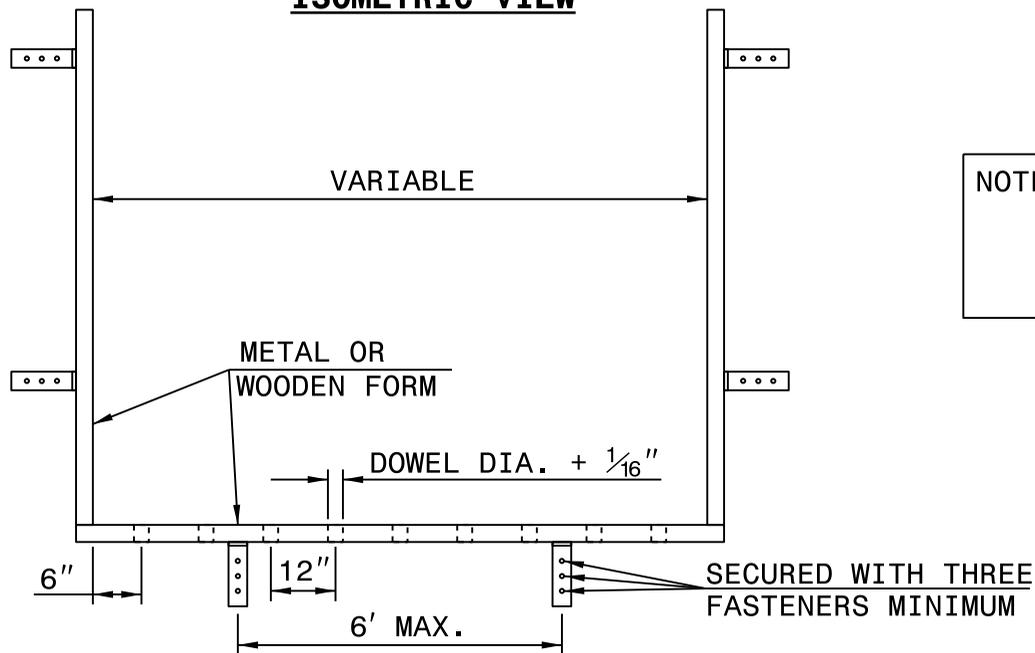


CROSS SECTIONAL VIEWS

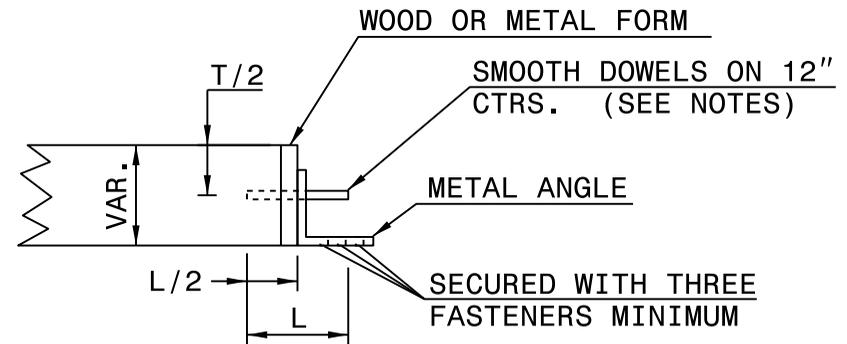
1-12



ISOMETRIC VIEW



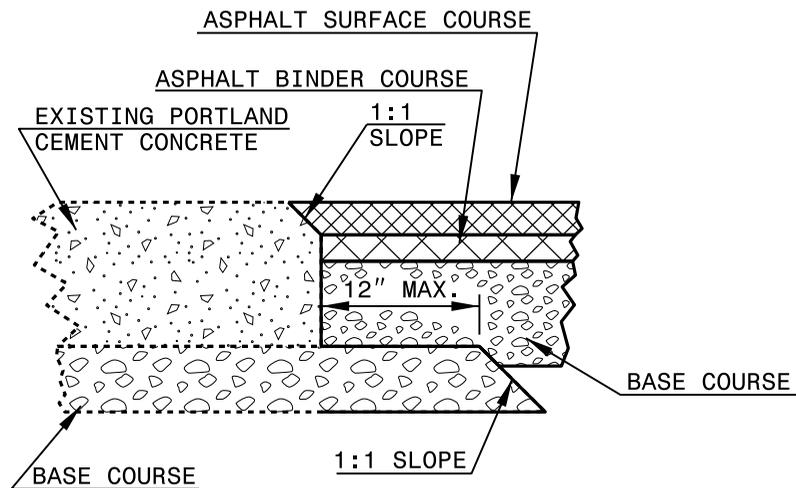
PLAN



TRANSVERSE HEADER SECTION

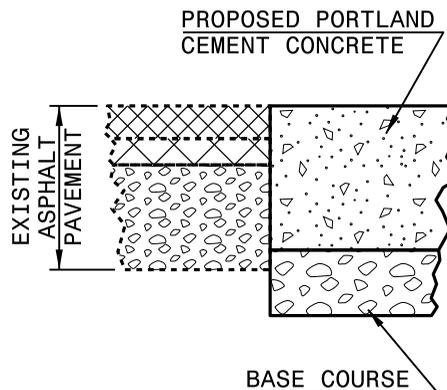
NOTE: UPON COMPLETION OF FINAL SLAB, REMOVE DOWEL BARS AT SUCH TIME AS CONCRETE HAS CURED ENOUGH TO LEAVE A CAVITY FOR RESETTING AT A LATER DATE.

USE WOOD OR METAL FORM OF SUFFICIENT RIGIDITY TO ADEQUATELY SUPPORT THE EDGES OF THE SLAB.



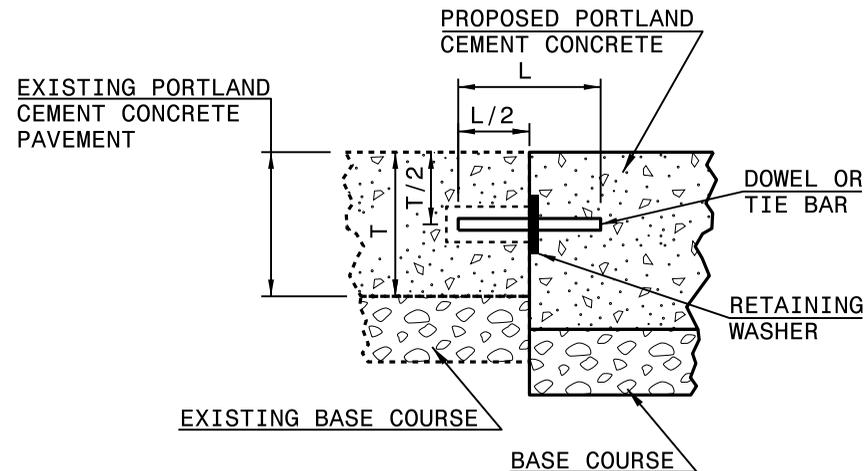
LONGITUDINAL SECTION 'A-A'

EXISTING PORTLAND CEMENT CONCRETE
TO
PROPOSED ASPHALT CEMENT CONCRETE



LONGITUDINAL SECTION 'A-A'

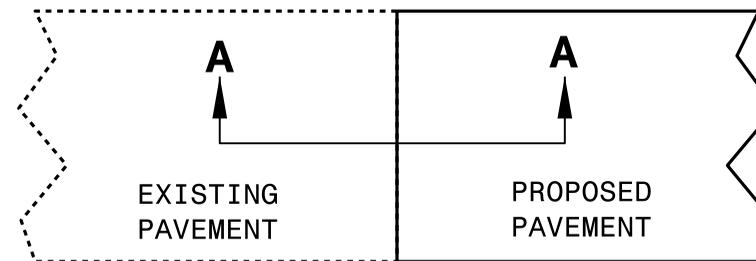
EXISTING ASPHALT CEMENT CONCRETE
TO
PROPOSED PORTLAND CEMENT CONCRETE



LONGITUDINAL OR TRANSVERSE SECTION 'A-A'

EXISTING PORTLAND CEMENT CONCRETE
TO
PROPOSED PORTLAND CEMENT CONCRETE

(DO NOT USE DOWEL BARS FOR EMERGENCY CONSTRUCTION JOINTS, SEE STANDARD DRAWING 700.01 SHEET 2 OF 2)

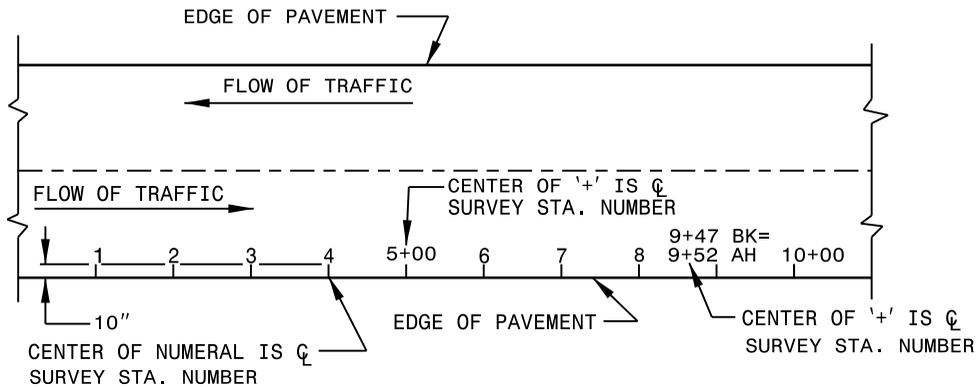


PLAN

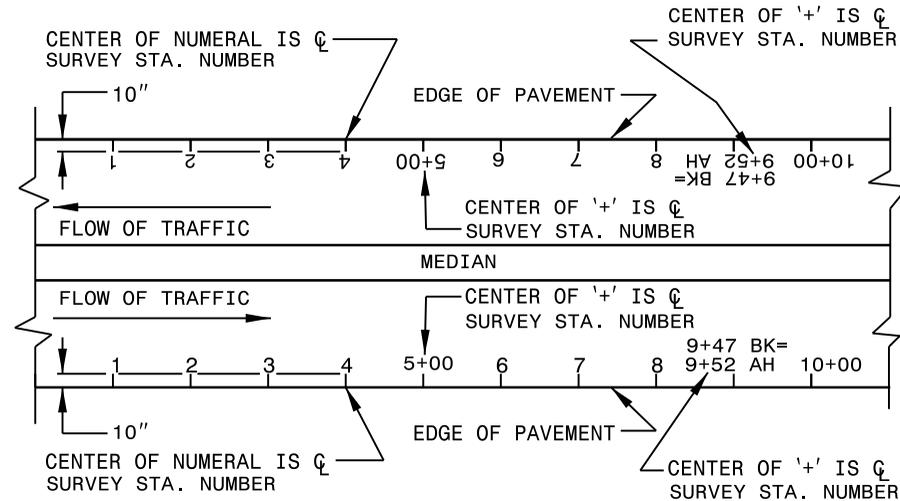
SHOWING LONGITUDINAL OR TRANSVERSE JOINT

GENERAL NOTES:

- JOIN PAVEMENTS AS SHOWN ON THIS DETAIL OR AS DIRECTED BY THE ENGINEER.
- PLACE TIE BARS (DEFORMED STEEL BARS) ALONG THE LONGITUDINAL JOINTS AT 30" ON CENTER. PLACE DOWEL BARS (SMOOTH STEEL BARS) ALONG THE TRANSVERSE JOINTS AT 12" ON CENTER. THE PLACEMENT AND/OR SPACING OF TIE OR DOWEL BARS MAY BE MODIFIED BY THE PLANS OR THE ENGINEER. MEASURE THE HOLES, TO ACCEPT THESE BARS, THE O.D. OF THE BAR PLUS 1/8" IN DIAMETER AND 1/2 THE LENGTH OF THE BAR PLUS 1" UNLESS OTHERWISE SPECIFIED BY THE MANUFACTURER OF THE ADHESIVE. USE RETAINING WASHERS (NYLON, PLASTIC OR COMPOSTIE) ON ALL BARS TO HOLD THE ADHESIVE MATERIAL IN PLACE. THE RETAINING WASHERS SHALL BE: I.D.=BAR O.D., O.D.=HOLE I.D. + 1/4" MIN., THICKNESS= 1/16" MIN. SEE STANDARD DRAWING 700.01 FOR BAR SIZES AND OTHER JOINT RELATED INFORMATION. PROVIDE ADHEVSIVE BONDING MATERIAL SPECIFIED BY SECTION 1081 OF THE STANDARD SPECIFICATIONS FOR TYPE 3 OR 3A ADHESIVES.
- SEE TYPICAL SECTIONS FOR PAVEMENT COMPOSITION, SUMMARY OF QUANTITIES AND FOR OTHER SPECIFIC INFORMATION.



TWO LANE PAVEMENT



DIVIDED ROADWAYS (4-6 LANES)

GENERAL NOTES:

PROVIDE THE MARKING BY THE USE OF METAL DIES HAVING A BEVELED FACE PRESSED INTO THE CONCRETE. MAKE THE NUMBERS BETWEEN 4" AND 6" HIGH.

MARK STATIONS 1,2,3 ETC. EXCEPT AT EACH MULTIPLE OF FIVE STATIONS, MARK AS 5+00, 10+00, 15+00 ETC. SHOW FULL EQUATIONS. WHERE AN EQUATION FALLS WITHIN 50 FEET OF A STATION MARKING, SHOW THE EQUATION AND ELIMINATE STATION MARKING.

MARK THE PAVEMENT BEFORE THE CONCRETE HAS TAKEN ITS INITIAL SET, AND REMOVE ALL DISPLACED AGGREGATE SO THAT THE SURFACE OF THE PAVEMENT IS LEFT IN A SMOOTH CONDITION WITH LETTERS FULLY AND NEATLY FORMED.

TWO LANE PAVEMENTS

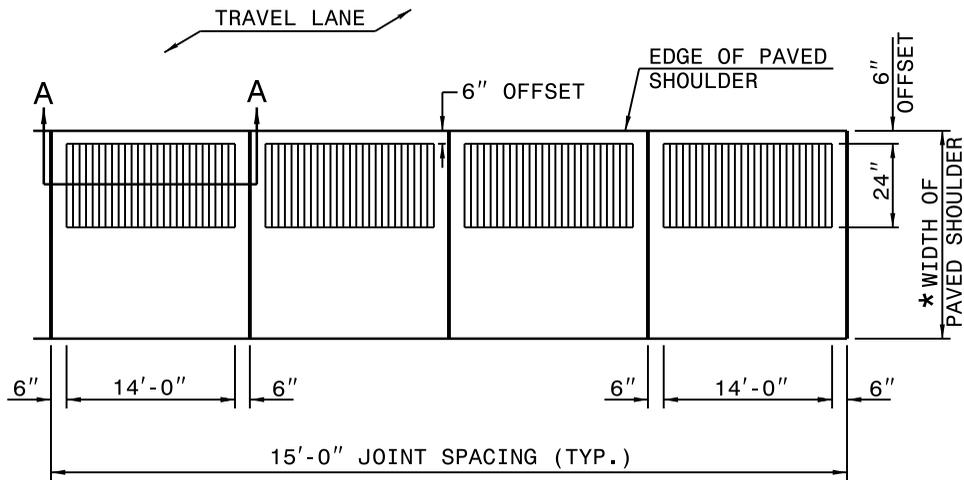
MARK STATION NUMBERS AND EQUATIONS ALONG THE OUTSIDE EDGE OF THE PAVEMENT OF THE RIGHT LANE IN SUCH A POSITION AS TO BE READ RIGHT SIDE UP FROM THE DRIVERS SEAT OF A CAR TRAVELING ON THE SHOULDER. WHEN PAVING TWO LANES OF A FUTURE MULTI-LANE SECTION, POSITION STATION MARKING IN ACCORDANCE WITH THE REQUIREMENTS FOR MULTI-LANE PAVEMENT.

DIVIDED ROADWAYS (4-6 LANES)

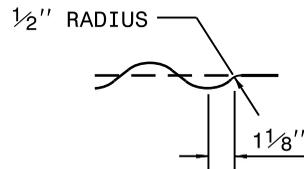
MARK STATION NUMBERS AND EQUATIONS ALONG THE OUTSIDE EDGE OF BOTH LANES IN SUCH A POSITION AS TO BE READ RIGHT SIDE UP FROM THE DRIVERS SEAT OF A CAR TRAVELING ON THE SHOULDER OF EACH TWO LANE COMPONENT.

RAMPS

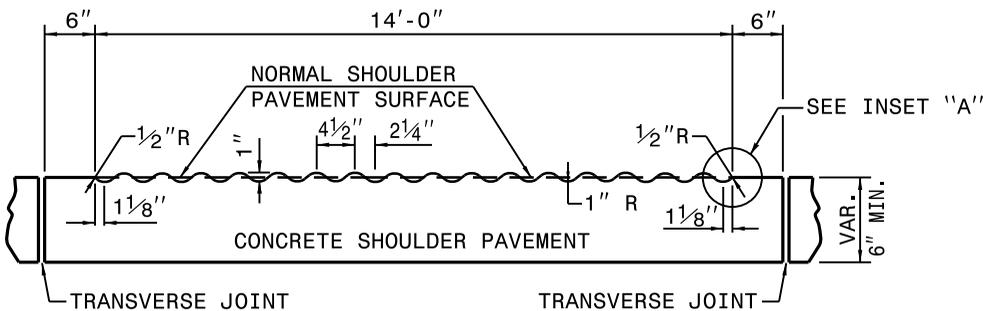
MARK STATION NUMBERS AND EQUATIONS ON THE RIGHT SIDE OF THE PAVEMENT EDGE IN THE DIRECTION OF THE FLOW OF TRAFFIC SUCH THAT THEY CAN BE READ RIGHT SIDE UP FROM THE DRIVERS SEAT OF A CAR TRAVELING ON THE RIGHT SHOULDER.



**PLAN VIEW
PAVED SHOULDER**

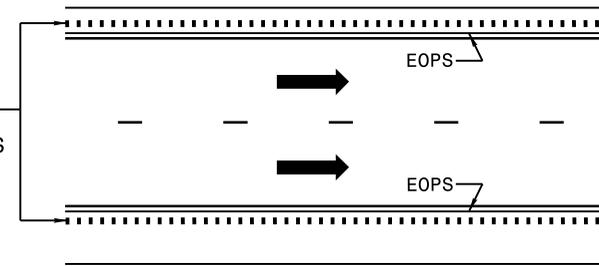


INSET "A"



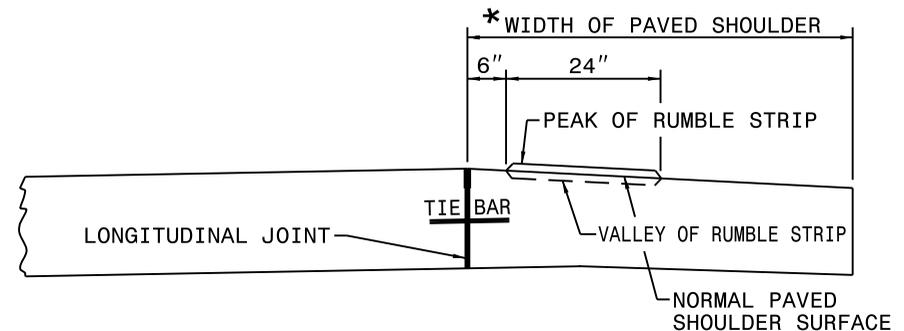
**SECTION A-A
DETAILS FOR RUMBLE STRIP**

STAMPED OR ROLLED
RUMBLE STRIPS ON
CONCRETE SHOULDERS



LANE TREATMENT

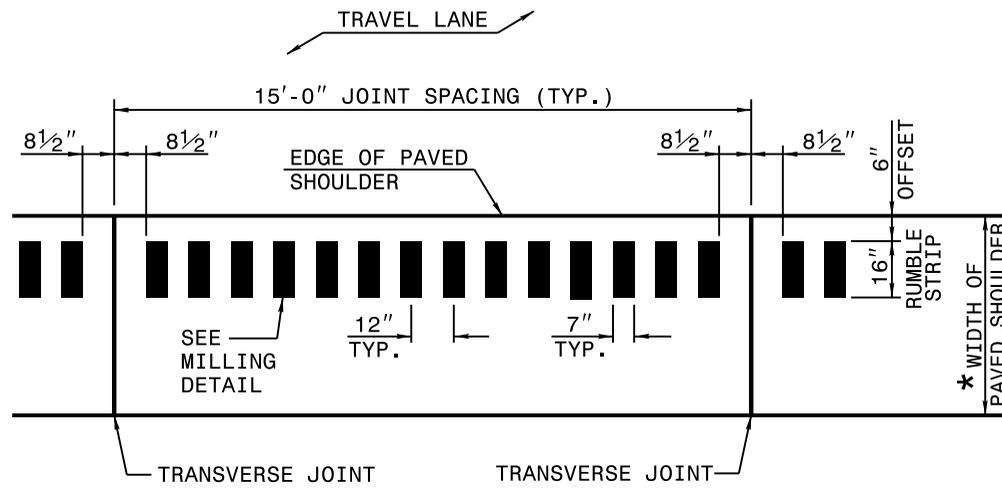
* FOR WIDTHS SEE TYPICAL SECTIONS, PLAN SHEETS, AND INTERCHANGE DETAILS.



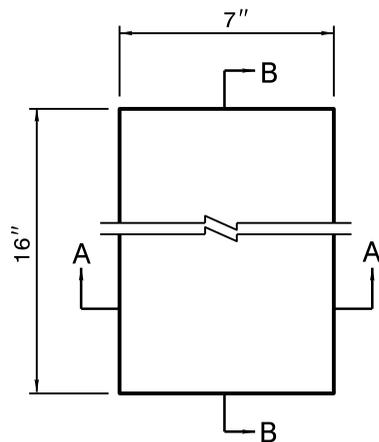
**SECTION DETAILS SHOWING
PEAK AND VALLEY OF RUMBLE STRIP**

NOTES:

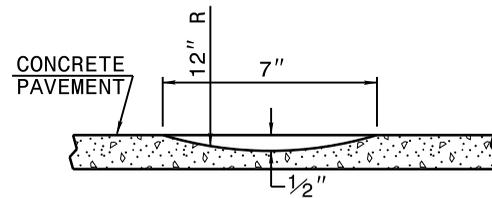
1. MATCH CONCRETE SHOULDER TRANSVERSE JOINTS TO THAT OF THE ADJACENT CONCRETE PAVEMENT.
2. SAW AND SEAL THE LONGITUDINAL JOINT AND TRANSVERSE JOINTS. SEE STD. DWG. 700.01 FOR DETAILS.
3. SEE DETAIL SHOWING "METHOD OF CONCRETE SHOULDER CONSTRUCTION" FOR PAVEMENT SLOPES.



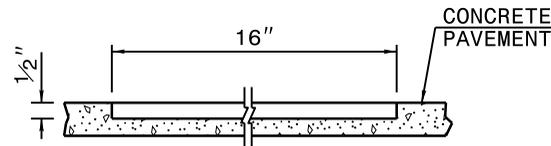
**PLAN VIEW
PAVED SHOULDER**



**PLAN VIEW
MILLING DETAIL**

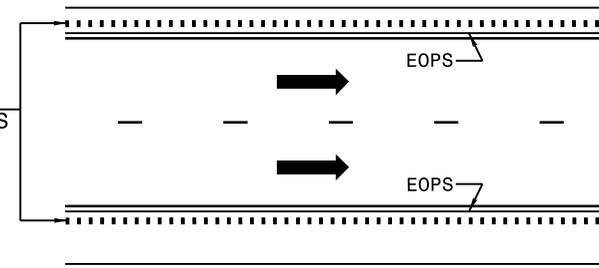


SECTION A-A



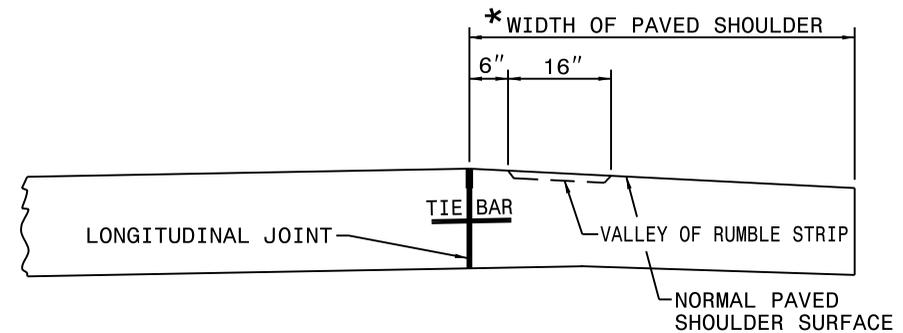
SECTION B-B

MILLED RUMBLE STRIPS
ON CONCRETE SHOULDERS



LANE TREATMENT

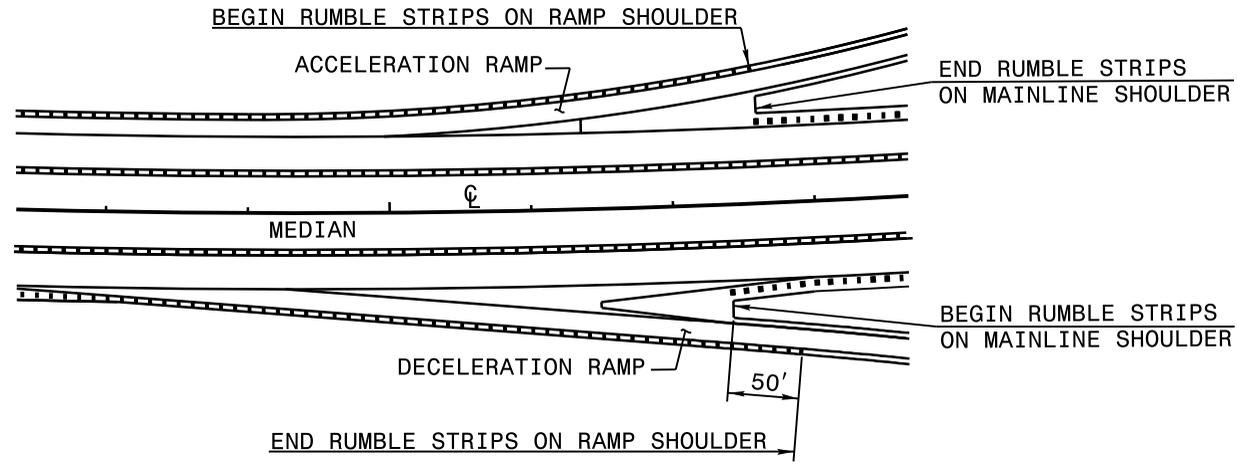
* FOR WIDTHS SEE TYPICAL SECTIONS, PLAN SHEETS, AND INTERCHANGE DETAILS.



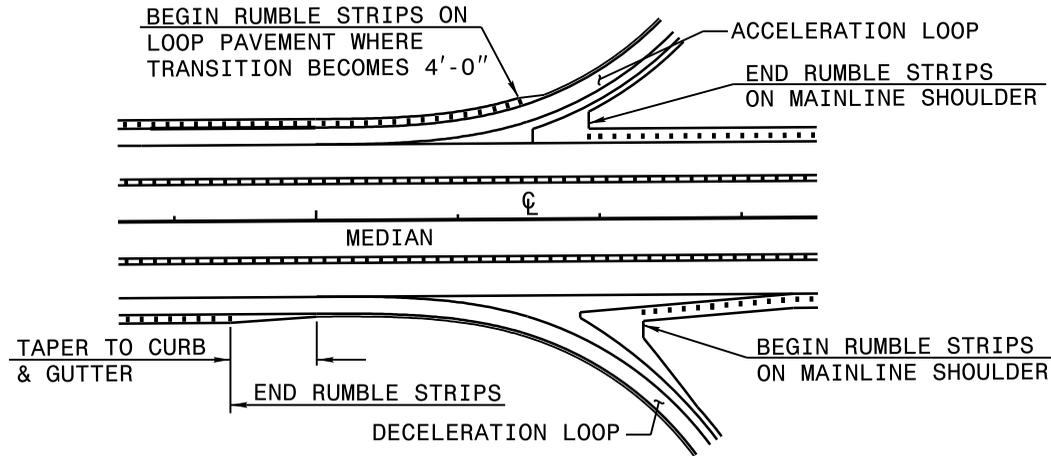
SECTION DETAILS SHOWING VALLEY OF RUMBLE STRIP

NOTES:

1. MATCH CONCRETE SHOULDER TRANSVERSE JOINTS TO THAT OF THE ADJACENT CONCRETE PAVEMENT.
2. SAW AND SEAL THE LONGITUDINAL JOINT AND TRANSVERSE JOINTS. SEE STD. DWG. 700.01 FOR DETAILS.
3. SEE DETAIL SHOWING "METHOD OF CONCRETE SHOULDER CONSTRUCTION" FOR PAVEMENT SLOPES.



TREATMENT AT RAMP TERMINALS



TREATMENT AT LOOP TERMINALS