

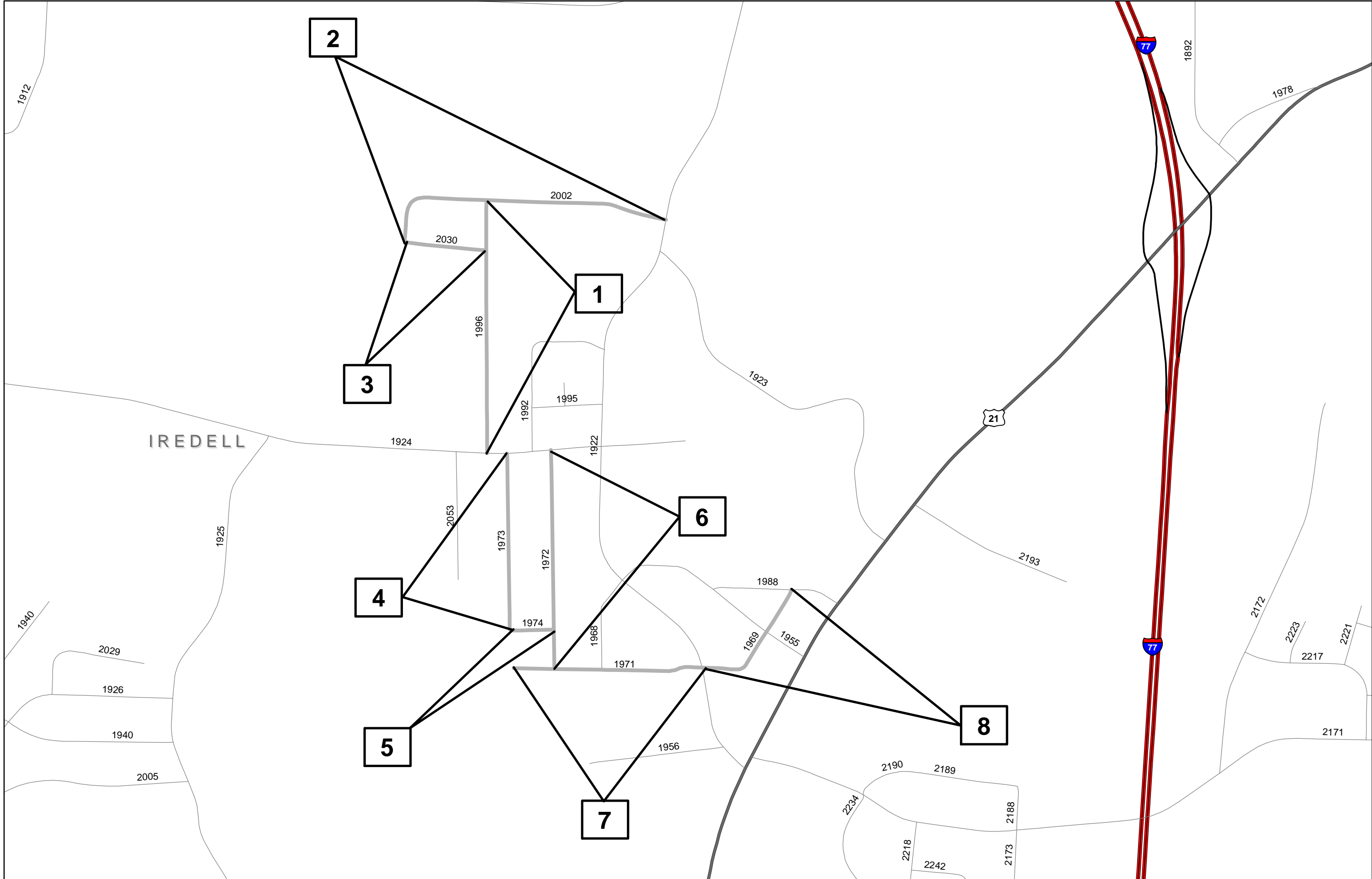
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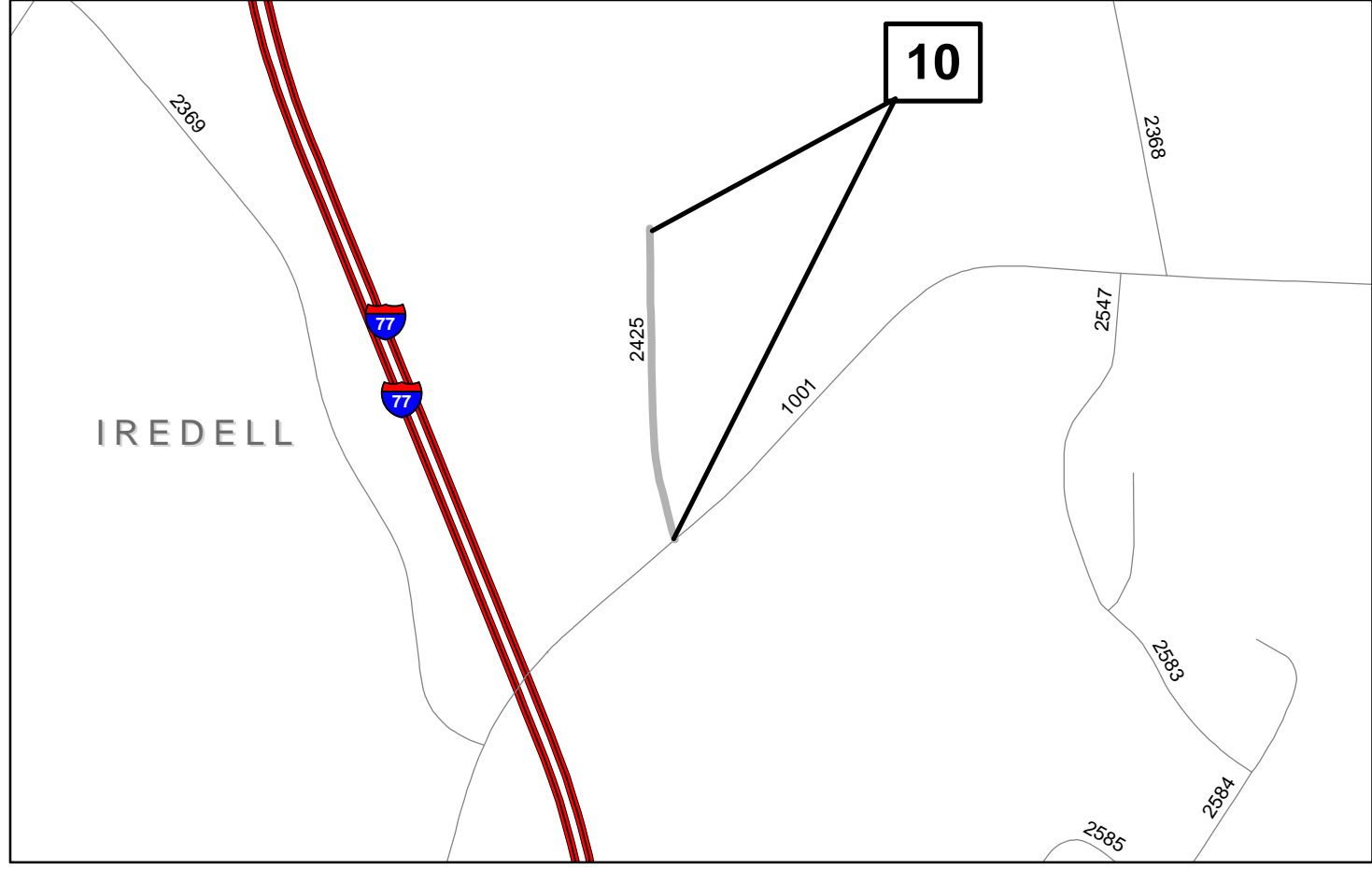
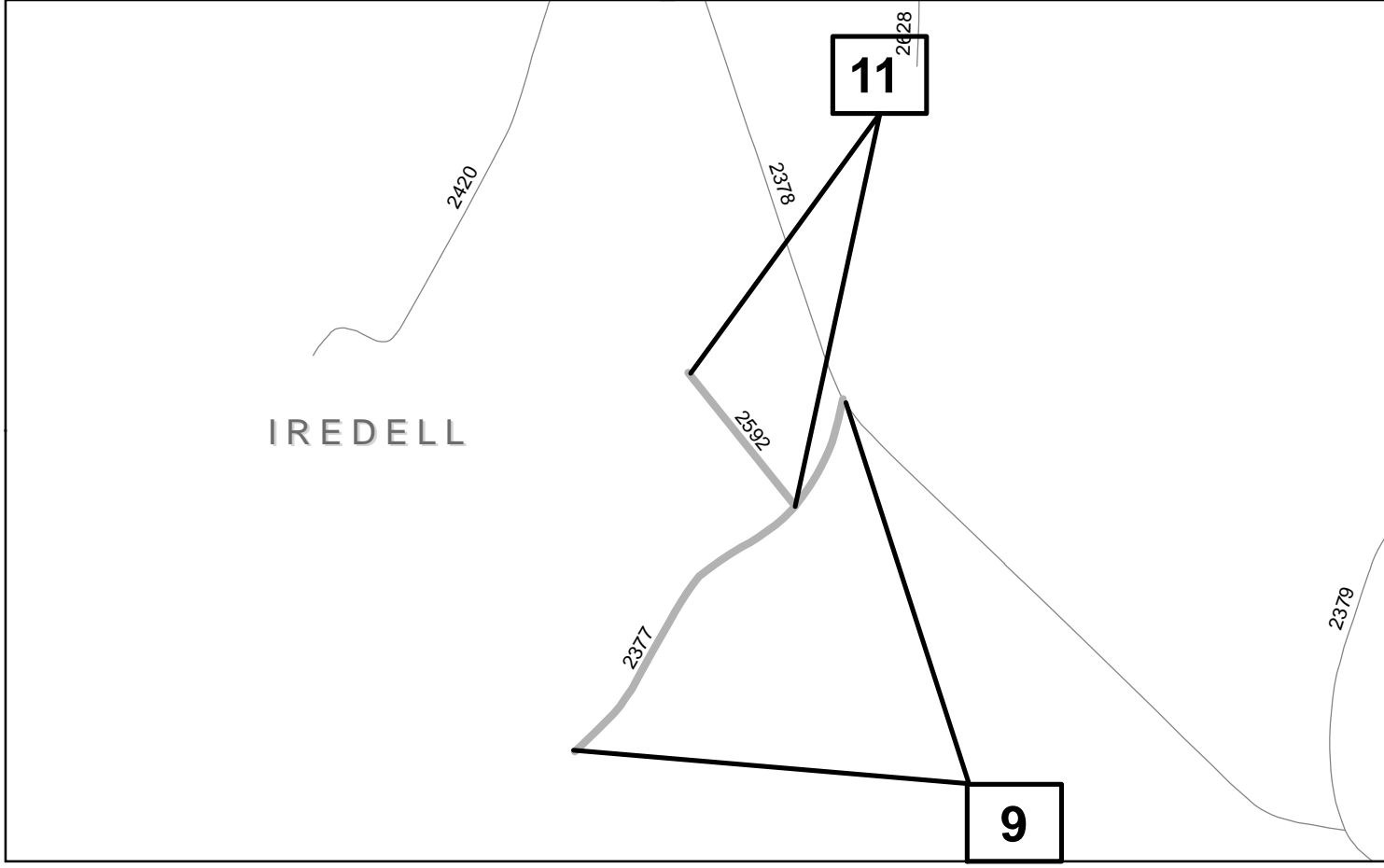
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2026CPT.12.12.20492

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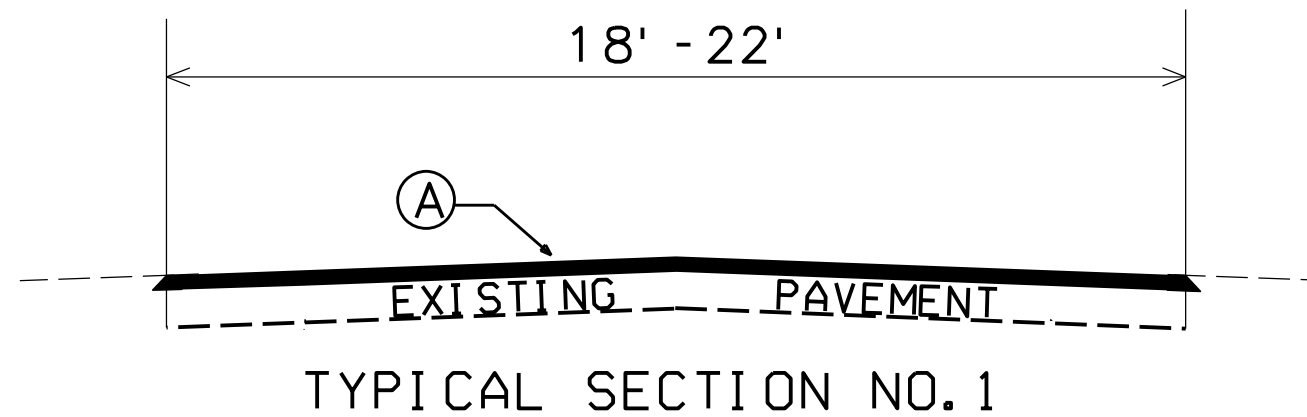




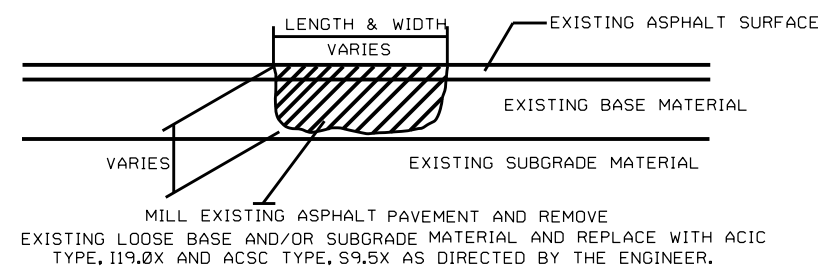
PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
TREDELL COUNTY	1 OF 1	4
STATE PROJ. NO.	DESCRIPTION	
2026CPT. 12.12.20492	RESURFACING (PVMT. PRESERVATION)	

PAVEMENT SCHEDULE	
A	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



PARTIAL DEPTH PAVEMENT REPAIR DETAIL





PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.12.12.20492		

## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGI N MP	END MP	1220000000-E	1519000000-E	1575000000-E	1880000000-E
												INCIDENTAL STONE BASE	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PARTIAL DEPTH PAVEMENT REPAIR
												TONS	TONS	TONS	TON
2026CPT.12.12.20492	Iredell	1	SR-1996 / KINGSWOOD DR	FROM SR 1924 (NIXON RD) TO SR 2002 (CASTLE CREEK RD)	1	2		0.460	20	0.000	0.460	5	335	26	75
<b>TOTAL FOR MAP NO. 1</b>							<b>0.460</b>					<b>5</b>	<b>335</b>	<b>26</b>	<b>75</b>
2026CPT.12.12.20492	Iredell	2	SR-2002 / CASTLE CREEK RD	FROM SR 1922 (SHUMAKER DR) TO SR 2030 (SQUIRE CT)	1	2		0.540	20	0.000	0.540	5	397	32	95
<b>TOTAL FOR MAP NO. 2</b>							<b>0.540</b>					<b>5</b>	<b>397</b>	<b>32</b>	<b>95</b>
2026CPT.12.12.20492	Iredell	3	SR-2030 / SQUIRE CT	FROM SR 1996 (KINGSWOOD DR) TO SR 2002 (CASTLE CREEK RD)	1	2		0.146	20	0.000	0.146	3	107	9	35
<b>TOTAL FOR MAP NO. 3</b>							<b>0.146</b>					<b>3</b>	<b>107</b>	<b>9</b>	<b>35</b>
2026CPT.12.12.20492	Iredell	4	SR-1973 / DEVON LN	FROM SR 1924 (NIXON RD) TO SR 1974 (DEVON LN)	1	2		0.319	20	0.000	0.319	5	235	18	45
<b>TOTAL FOR MAP NO. 4</b>							<b>0.319</b>					<b>5</b>	<b>235</b>	<b>18</b>	<b>45</b>
2026CPT.12.12.20492	Iredell	5	SR-1974 / DEVON LN	FROM SR 1972 (VICTORIA DR.) TO SR 1974 (DEVON LN.)	1	2		0.077	20	0.000	0.077	3	59	5	15
<b>TOTAL FOR MAP NO. 5</b>							<b>0.077</b>					<b>3</b>	<b>59</b>	<b>5</b>	<b>15</b>
2026CPT.12.12.20492	Iredell	6	SR-1972 / VICTORIA DR	FROM SR 1924 (NIXON RD) TO SR 1971 (W DEBBIE LN)	1	2		0.394	20	0.000	0.394	5	287	22	55
<b>TOTAL FOR MAP NO. 6</b>							<b>0.394</b>					<b>5</b>	<b>287</b>	<b>22</b>	<b>55</b>
2026CPT.12.12.20492	Iredell	7	SR-1971 / W DEBBIE LN	FROM SR 1922 (SHUMAKER DR) TO CUL-DE-SAC	1	2		0.341	20	0.000	0.341	5	251	20	55
<b>TOTAL FOR MAP NO. 7</b>							<b>0.341</b>					<b>5</b>	<b>251</b>	<b>20</b>	<b>55</b>
2026CPT.12.12.20492	Iredell	8	SR-1969 / E DEBBIE LN	FROM SR 1922 (SHUMAKER DR) TO SR 1988 (LORAINDALE DR)	1	2		0.241	20	0.000	0.241	5	177	14	35
<b>TOTAL FOR MAP NO. 8</b>							<b>0.241</b>					<b>5</b>	<b>177</b>	<b>14</b>	<b>35</b>
2026CPT.12.12.20492	Iredell	9	SR-2377 / KENDALL RD	FROM SR 2378 (OVERCASH RD) TO DEAD END	1	2		0.399	19	0.000	0.399	5	279	22	60
<b>TOTAL FOR MAP NO. 9</b>							<b>0.399</b>					<b>5</b>	<b>279</b>	<b>22</b>	<b>60</b>
2026CPT.12.12.20492	Iredell	10	SR-2425 / EMMANUEL RD	FROM SR 1001 (OSTWALT AMITY RD) TO DEAD END	1	2		0.281	18	0.000	0.281	5	186	15	45
<b>TOTAL FOR MAP NO. 10</b>							<b>0.281</b>					<b>5</b>	<b>186</b>	<b>15</b>	<b>45</b>
2026CPT.12.12.20492	Iredell	11	SR-2592 / WOOD TREE LN	FROM SR 2377 (KENDALL RD) TO CUL-DE-SAC	1	2		0.150	18	0.000	0.150	3	99	10	40
<b>TOTAL FOR MAP NO. 11</b>							<b>0.150</b>					<b>3</b>	<b>99</b>	<b>10</b>	<b>40</b>
<b>TOTAL FOR PROJ NO. 2026CPT.12.12.20492</b>							<b>3.348</b>					<b>49</b>	<b>2,412</b>	<b>193</b>	<b>555</b>
<b>GRAND TOTAL</b>							<b>3.348</b>					<b>49</b>	<b>2,412</b>	<b>193</b>	<b>555</b>

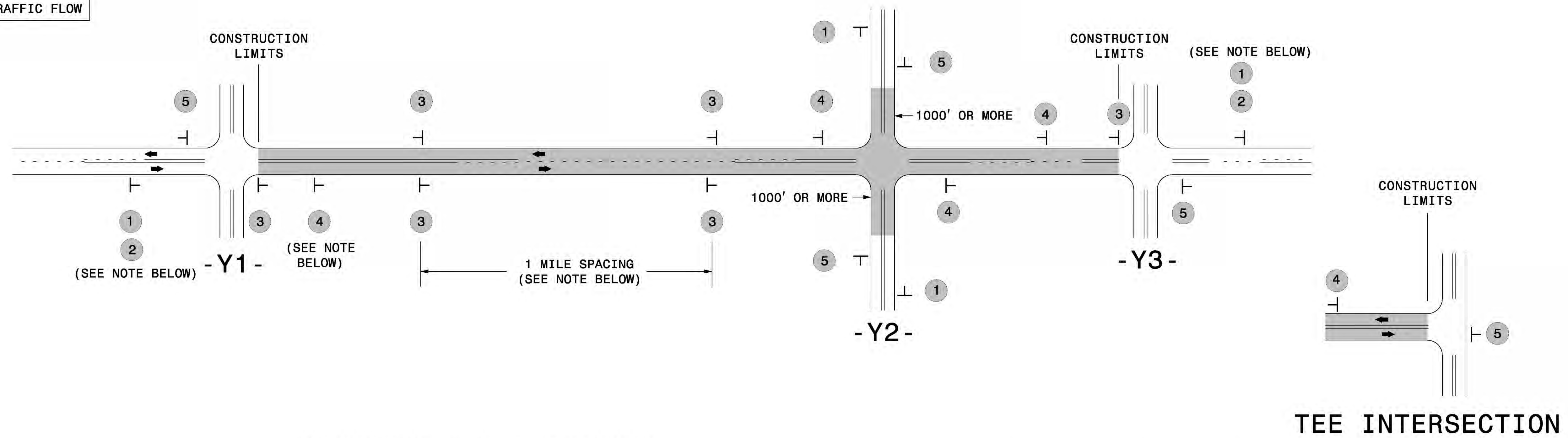
PROJECT NO.		SHEET NO.	TOTAL NO.
2026CPT.12.12.20492			

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4400000000-E	441300000-E	4810000000-E	4810000000-E	
								MI	FT			WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	
												SF	LS	LF	LF	
2026CPT.12.12.20492	Iredell	1	SR-1996 / KINGSWOOD DR	FROM SR 1924 (NIXON RD) TO SR 2002 (CASTLE CREEK RD)	1	2		0.46	20	0	0.46	55			9,631	9,631
<b>TOTAL FOR MAP NO. 1</b>								<b>0.46</b>				<b>55</b>			<b>9,631</b>	<b>9,631</b>
2026CPT.12.12.20492	Iredell	2	SR-2002 / CASTLE CREEK RD	FROM SR 1922 (SHUMAKER DR) TO SR 2030 (SQUIRE CT)	1	2		0.54	20	0	0.54	60			11,405	11,405
<b>TOTAL FOR MAP NO. 2</b>								<b>0.54</b>				<b>60</b>			<b>11,405</b>	<b>11,405</b>
2026CPT.12.12.20492	Iredell	3	SR-2030 / SQUIRE CT	FROM SR 1996 (KINGSWOOD DR) TO SR 2002 (CASTLE CREEK RD)	1	2		0.146	20	0	0.146	20			3,084	3,084
<b>TOTAL FOR MAP NO. 3</b>								<b>0.146</b>				<b>20</b>			<b>3,084</b>	<b>3,084</b>
2026CPT.12.12.20492	Iredell	4	SR-1973 / DEVON LN	FROM SR 1924 (NIXON RD) TO SR 1974 (DEVON LN)	1	2		0.319	20	0	0.319	40			6,737	6,737
<b>TOTAL FOR MAP NO. 4</b>								<b>0.319</b>				<b>40</b>			<b>6,737</b>	<b>6,737</b>
2026CPT.12.12.20492	Iredell	5	SR-1974 / DEVON LN	FROM SR 1972 (VICTORIA DR.) TO SR 1974 (DEVON LN.)	1	2		0.077	20	0	0.077	20			1,690	1,690
<b>TOTAL FOR MAP NO. 5</b>								<b>0.077</b>				<b>20</b>			<b>1,690</b>	<b>1,690</b>
2026CPT.12.12.20492	Iredell	6	SR-1972 / VICTORIA DR	FROM SR 1924 (NIXON RD) TO SR 1971 (W DEBBIE LN)	1	2		0.394	20	0	0.394	45			8,237	8,237
<b>TOTAL FOR MAP NO. 6</b>								<b>0.394</b>				<b>45</b>			<b>8,237</b>	<b>8,237</b>
2026CPT.12.12.20492	Iredell	7	SR-1971 / W DEBBIE LN	FROM SR 1922 (SHUMAKER DR) TO CUL-DE-SAC	1	2		0.341	20	0	0.341	40			7,202	7,202
<b>TOTAL FOR MAP NO. 7</b>								<b>0.341</b>				<b>40</b>			<b>7,202</b>	<b>7,202</b>
2026CPT.12.12.20492	Iredell	8	SR-1969 / E DEBBIE LN	FROM SR 1922 (SHUMAKER DR) TO SR 1988 (LORAINDALE DR)	1	2		0.241	20	0	0.241	30			5,090	5,090
<b>TOTAL FOR MAP NO. 8</b>								<b>0.241</b>				<b>30</b>			<b>5,090</b>	<b>5,090</b>
2026CPT.12.12.20492	Iredell	9	SR-2377 / KENDALL RD	FROM SR 2378 (OVERTCASH RD) TO DEAD END	1	2		0.399	19	0	0.399	45				
<b>TOTAL FOR MAP NO. 9</b>								<b>0.399</b>				<b>45</b>				
2026CPT.12.12.20492	Iredell	10	SR-2425 / EMMANUEL RD	FROM SR 1001 (OSTWALT AMITY RD) TO DEAD END	1	2		0.281	18	0	0.281	35				
<b>TOTAL FOR MAP NO. 10</b>								<b>0.281</b>				<b>35</b>				
2026CPT.12.12.20492	Iredell	11	SR-2592 / WOOD TREE LN	FROM SR 2377 (KENDALL RD) TO CUL-DE-SAC	1	2		0.15	18	0	0.15	20				
<b>TOTAL FOR MAP NO. 11</b>								<b>0.15</b>				<b>20</b>				
<b>TOTAL FOR PROJ NO. 2026CPT.12.12.20492</b>								<b>3.348</b>				<b>410</b>	<b>1</b>	<b>53,076</b>	<b>53,076</b>	
<b>GRAND TOTAL</b>								<b>3.348</b>				<b>410</b>	<b>1</b>	<b>53,076</b>	<b>53,076</b>	

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

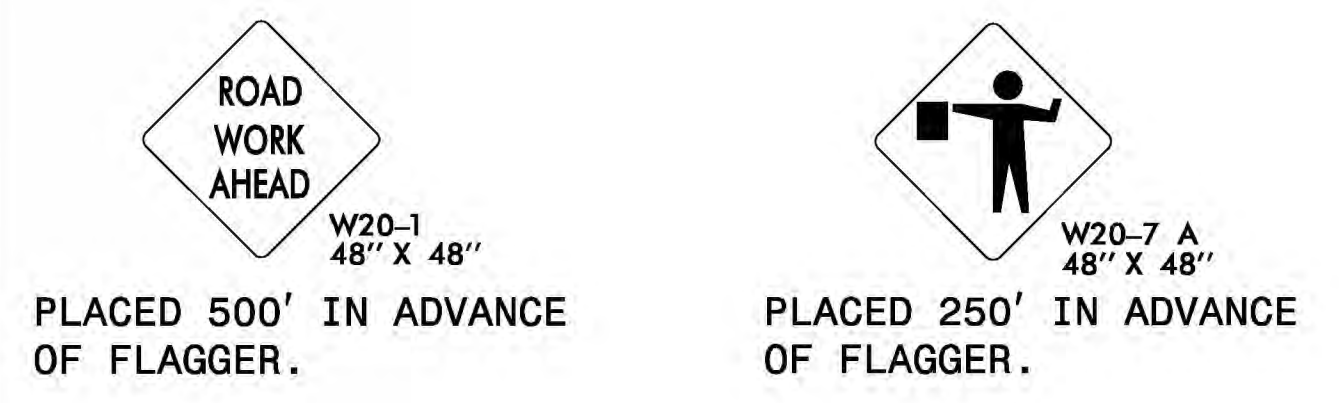
## -Y- LINE SIGNING

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	
	2	 <small>W7-3aP 24" X 18"</small>	#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3	 <small>SP 13107 48" X 48"</small>	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4	 <small>SP 13106 48" X 48"</small>	- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

**NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:**

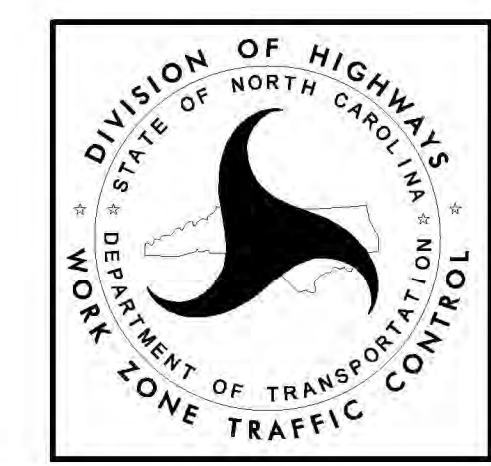
- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



**MAPS LESS THAN 2 MILES**

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



**ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING**

5/15/2017 5:11:10 PM \\M:\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln.dgn User:keads