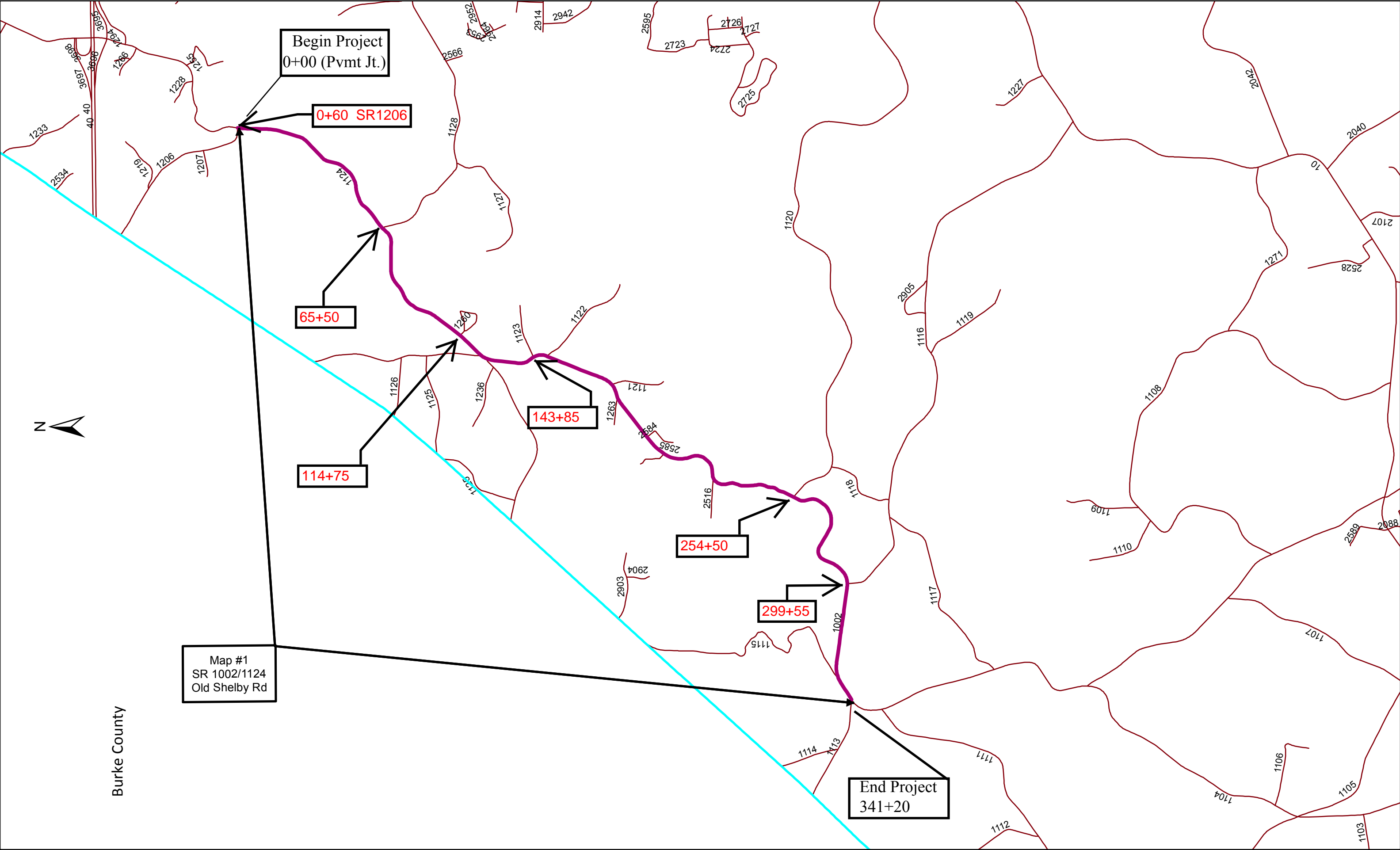
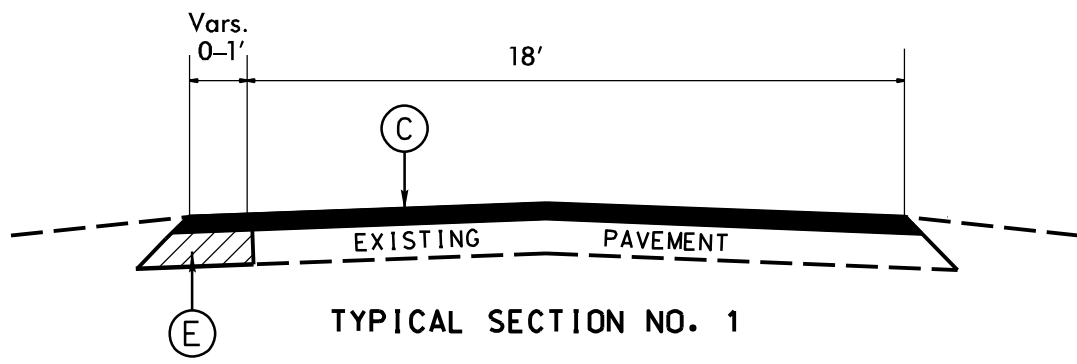


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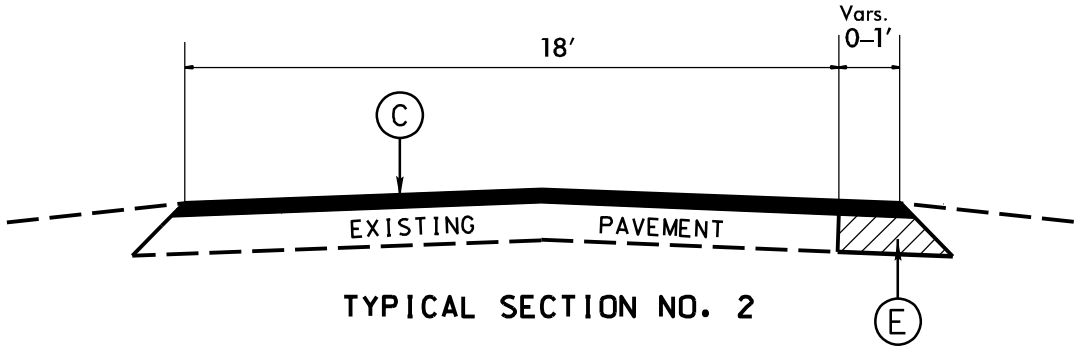
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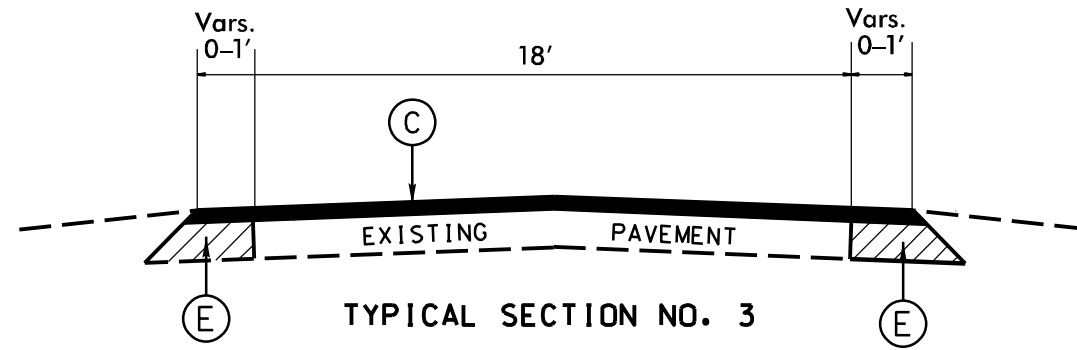
TYPICAL SECTION NO. 1

STA. 15+50 TO 25+50	STA. 137+25 TO 142+00
STA. 51+00 TO 57+25	STA. 193+65 TO 197+65
STA. 69+25 TO 71+00	STA. 216+50 TO 218+00
STA. 80+50 TO 82+50	STA. 225+00 TO 226+50
STA. 86+50 TO 93+00	STA. 281+00 TO 286+00



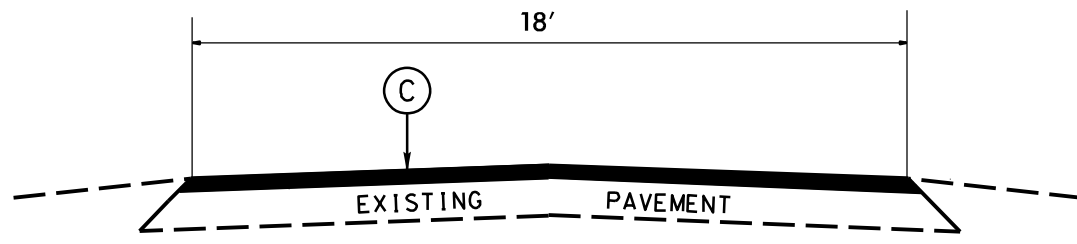
TYPICAL SECTION NO. 2

STA. 37+25 TO 47+75	STA. 144+25 TO 151+20
STA. 74+50 TO 80+50	STA. 168+00 TO 178+10
STA. 93+00 TO 106+50	STA. 256+00 TO 266+75
STA. 110+25 TO 119+25	STA. 293+00 TO 300+50



TYPICAL SECTION NO. 3

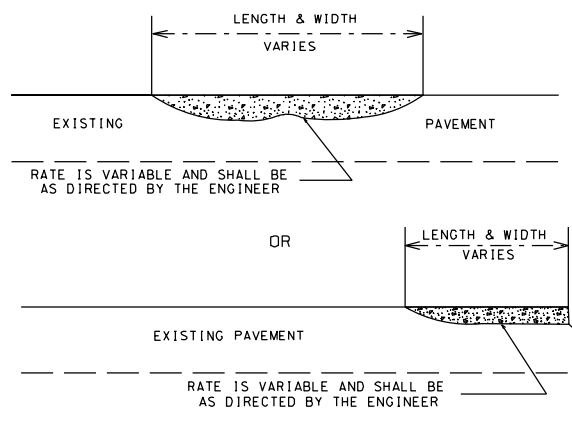
STA. 32+50 TO 35+75
STA. 66+40 TO 69+25
STA. 82+50 TO 86+00
STA. 212+00 TO 216+50



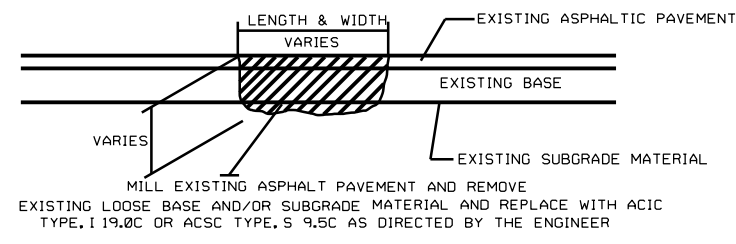
TYPICAL SECTION NO. 4

STA. 0+00 TO 15+50	STA. 142+00 TO 144+25
STA. 25+50 TO 32+50	STA. 151+20 TO 168+00
STA. 35+75 TO 37+25	STA. 178+10 TO 193+65
STA. 47+75 TO 51+00	STA. 197+65 TO 212+00
STA. 57+25 TO 66+40	STA. 218+00 TO 225+00
STA. 71+00 TO 74+50	STA. 226+50 TO 256+00
STA. 86+00 TO 86+50	STA. 266+75 TO 281+00
STA. 106+50 TO 110+25	STA. 286+00 TO 293+00
STA. 119+25 TO 137+25	STA. 300+50 TO 341+20

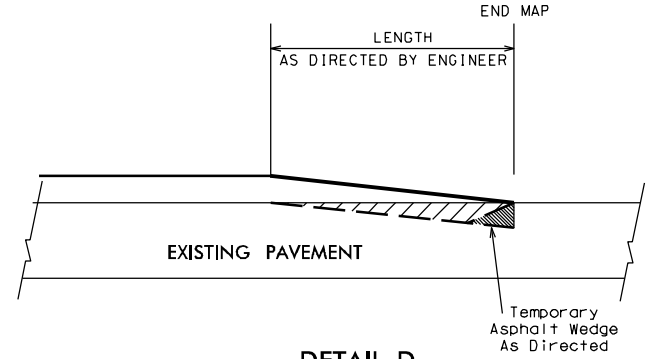
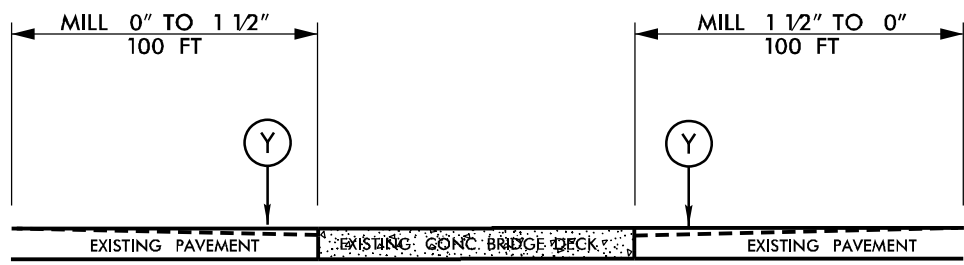
DETAIL A
ASPHALT CONCRETE SURFACE COURSE
TYPE S9.5C. (LEVELING COURSE)



DETAIL B
PATCHING EXISTING PAVEMENT



DETAIL C
MILLING BRIDGE APPROACHES



DETAIL D
TIE-IN (INCIDENTAL) MILLING DETAIL

General Notes:

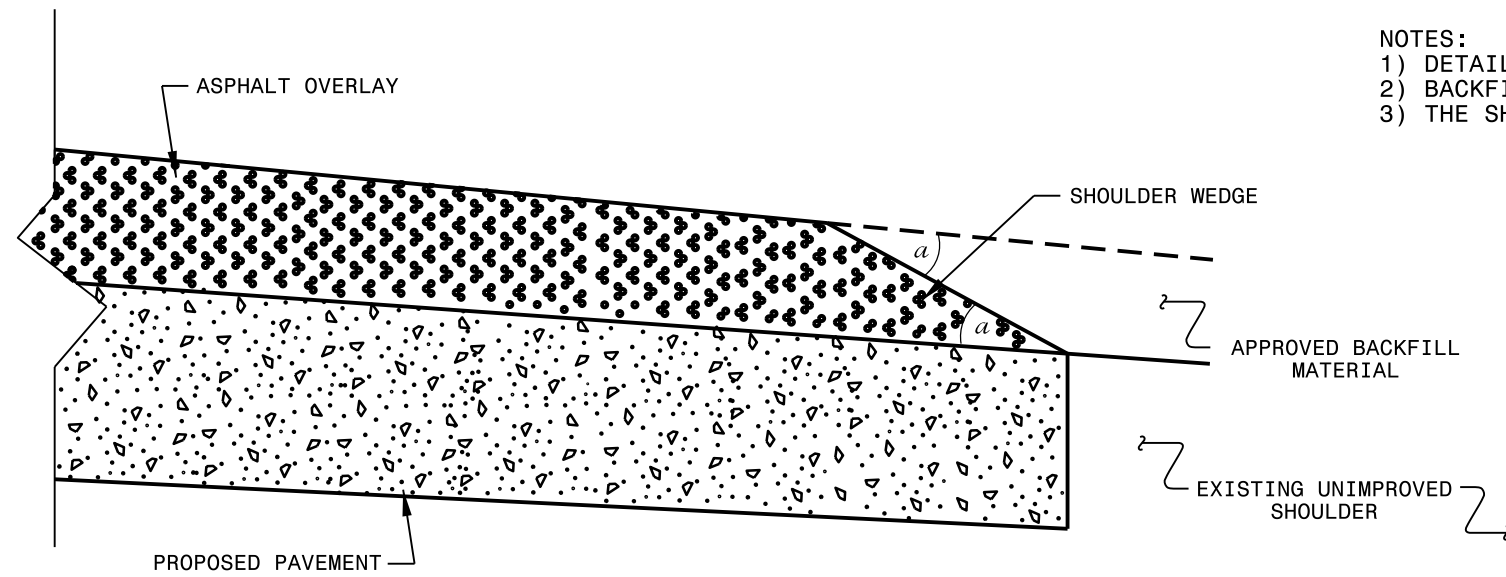
- Pavement edge slopes are 1:1 unless specified otherwise.
- Transition from 0 to 2' widening shall be approximately 50' in length.
- Widening transition shall be gradual and nearly parallel to the existing roadway alignment.
- Superelevation of widening shall match the superelevation of the existing roadway.
- Place raised permanent pavement markers along the centerline of all curve sections at 40' spacing.

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E	PROP. APPROX. 8" OF ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LIFTS.
Y	MILLING EXISTING ASPHALT PAVEMENT, APPROX. 0 TO 1.5"

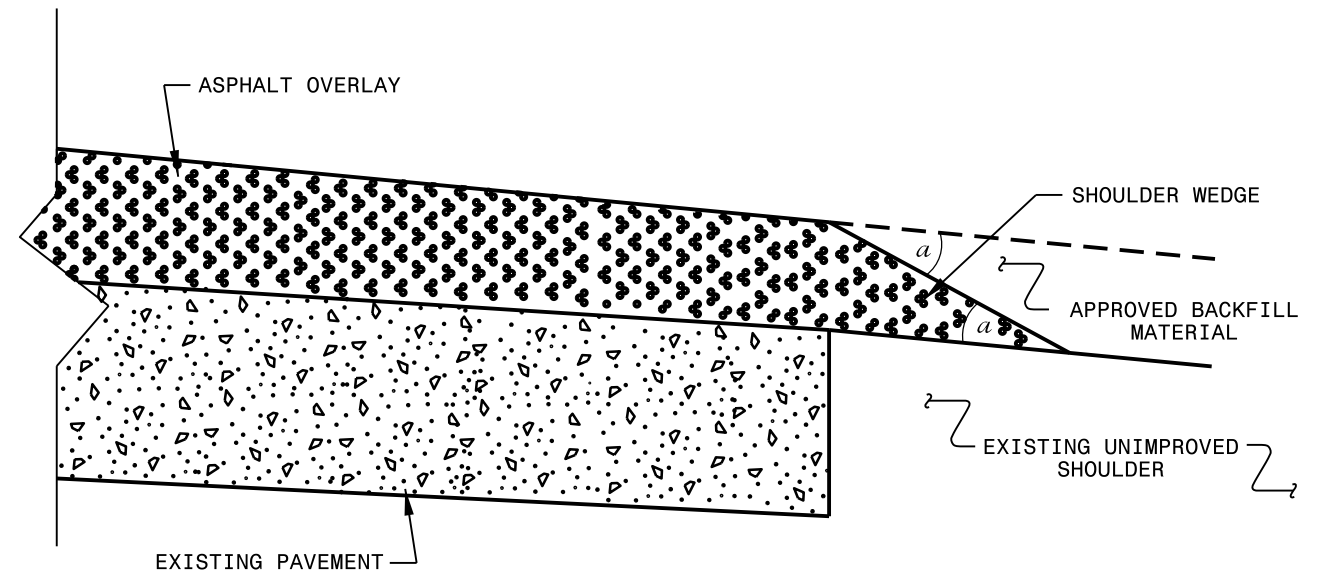
Typical Sections
SR 1002/1124 SAFETY IMPROVEMENTS
Catawba County NC

Checked by: G. Brittain
 Drawn by: G. Brittain

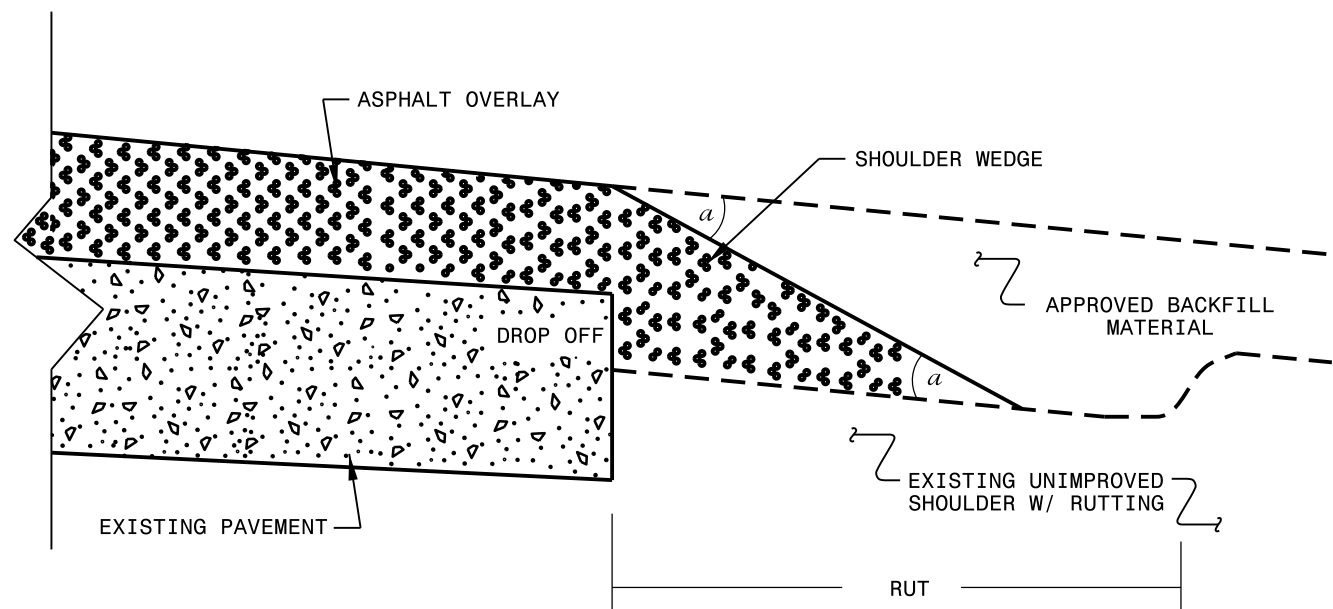
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ Widening or
 with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY: T.SPELL	DATE: 7-19-11		
MODIFIED BY:	DATE: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn			

SYSTEMS DESIGN
 USER NAME

PROJECT NO.	SHEET NO.	TOTAL NO.
47856	5	7

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0255000000-E	1220000000-E	1245000000-E	1308000000-E	1330000000-E	1489000000-E	1525000000-E	1525100000-E	1575000000-E	1704000000-E		
												AGGREGATE SHOULDER BORROW	INCIDENTAL STONE	SHOULDER RECONSTRUCTION	0 TO 1.5" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT		
												MI	FT	TON	TON	SMI	SY	SY	TONS	TONS	TON	TONS	TONS
47856	Catawba	1	SR 1002/1124 (OLD SHELBY RD)	FROM PVMT JOINT N OF SR 1206 (HILDEBRAN SHELBY RD) TO SR 1113 (BRITAIN RD)	1, 2, 3	2	2WU	NO	NO	6.46	Vars. 18-20	1500	250	12.90	800	200	1,000	6,350	1,000	475	750		
TOTAL FOR PROJ NO. 47856												6.46		1500	250	12.90	800	200	1,000	6,350	1,000	475	750
GRAND TOTAL												6.46		1500	250	12.90	800	200	1,000	6,350	1,000	475	750

THERMOPLASTIC AND PAINT QUANTITIES

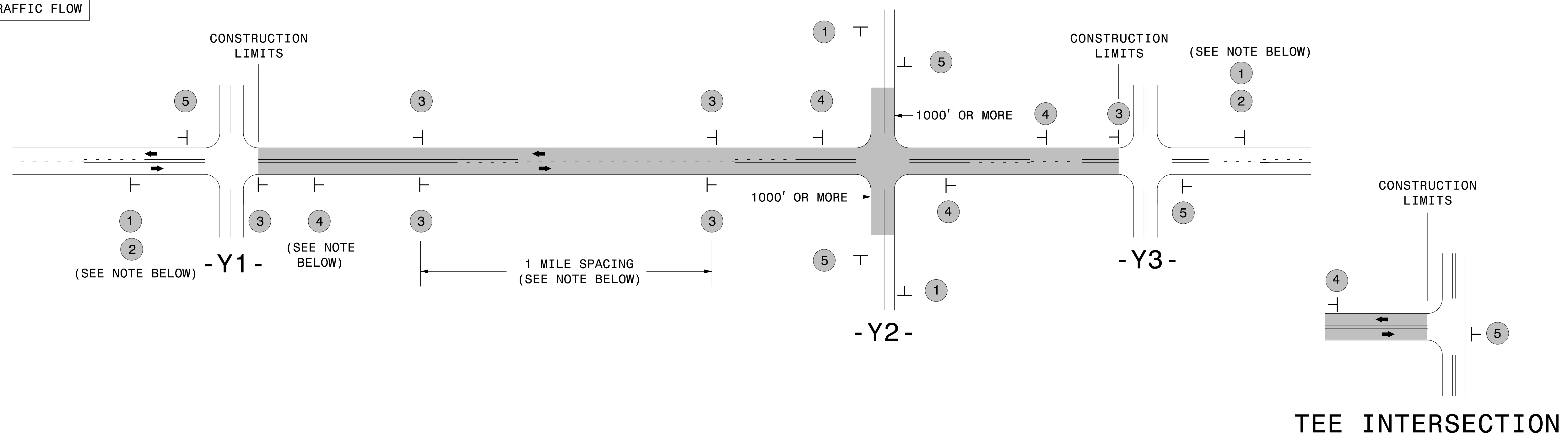
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E		4905000000-N	
										WORK ZONE ADVANCE GENERAL WARNING	TEMP TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	SNOW PLOWABLE MARKERS	
										SF	LS	LF	LF	EA	
47856	Catawba	1	SR 1002/1124 (OLD SHELBY RD)	FROM PVMT JOINT N OF SR 1206 (HILDEBRAN SHELBY RD) TO SR 1113 (BRITAIN RD)	1, 2, 3	2	2WU	6.46	20	336	1	137,280	137,280	860	
TOTAL FOR MAP NO. 1										6.46	336	1	137,280	137,280	860
TOTAL FOR PROJ NO.										6.46	336	1	137,280	137,280	860
GRAND TOTAL										6.46	336	1	137,280	137,280	860

SIGNING FOR RESURFACING PROJECTS

LEGEND

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

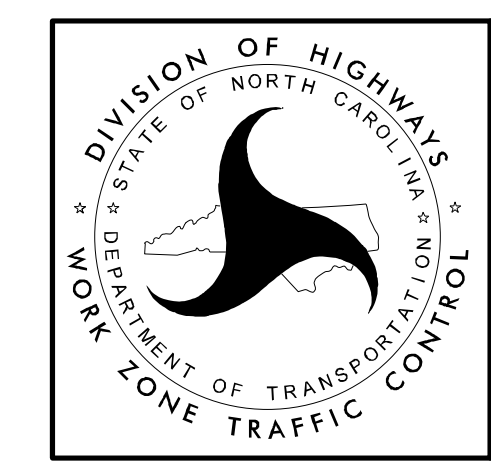
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>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.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	2		#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		- 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		- 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		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT 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