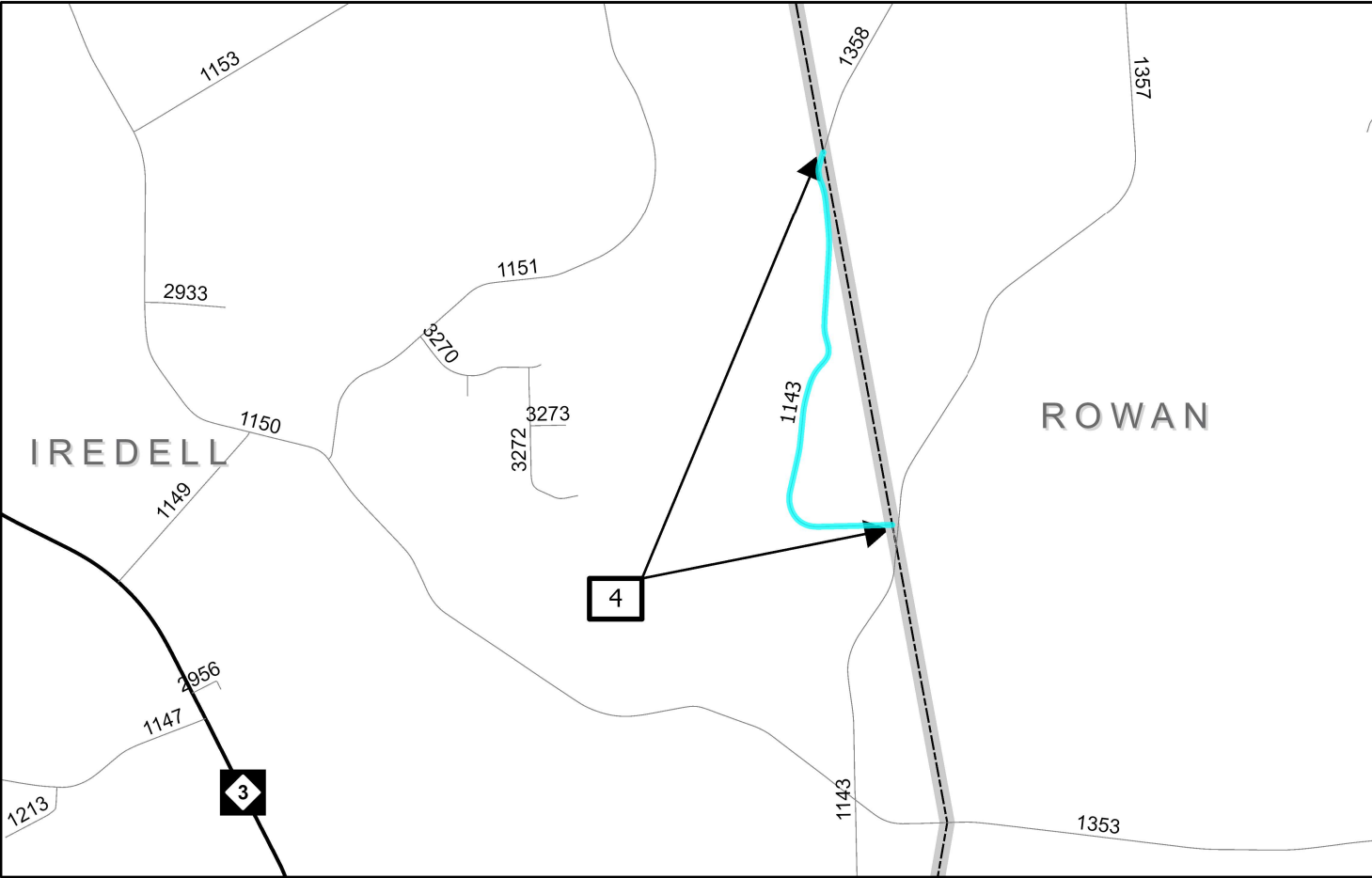
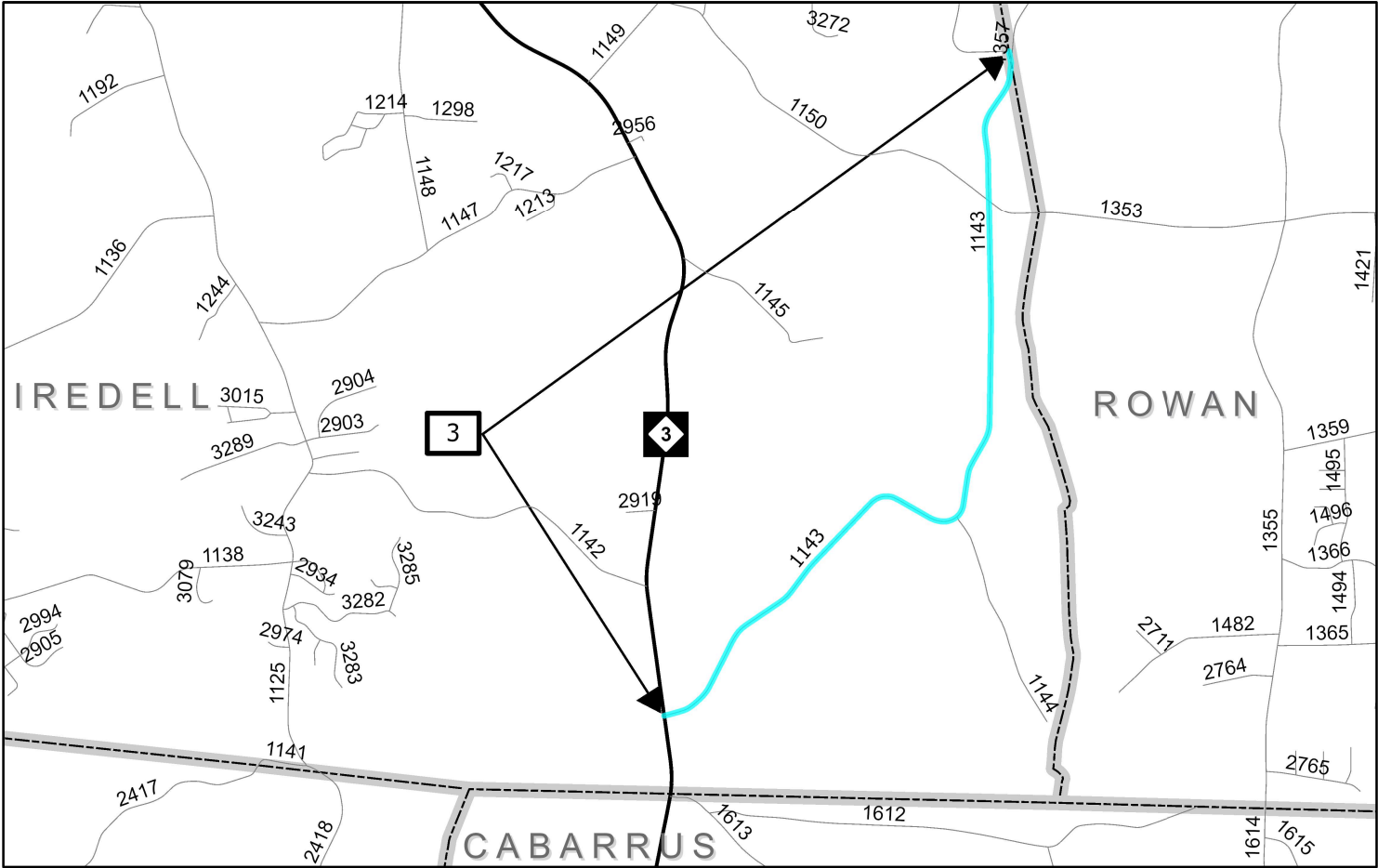
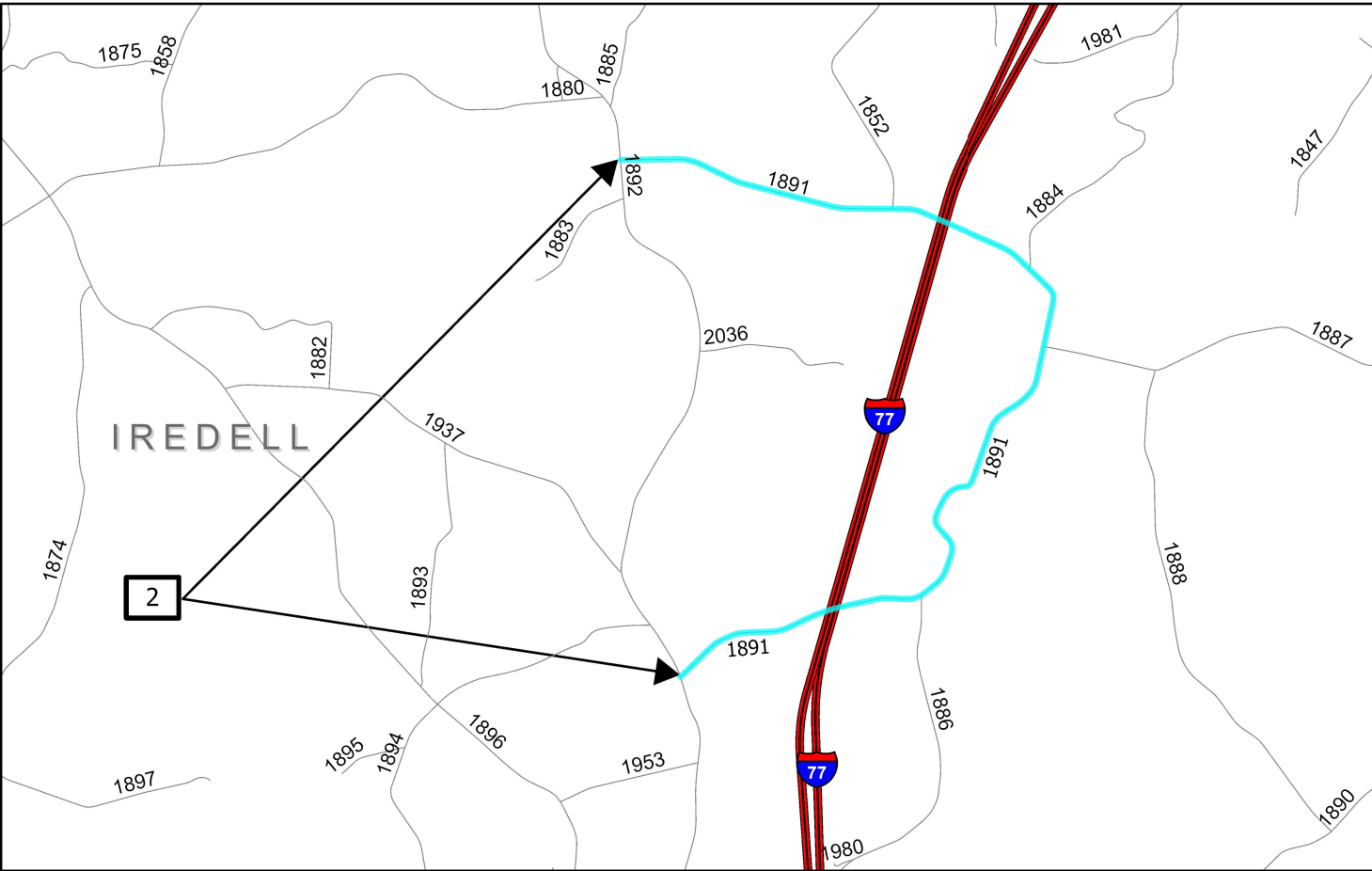
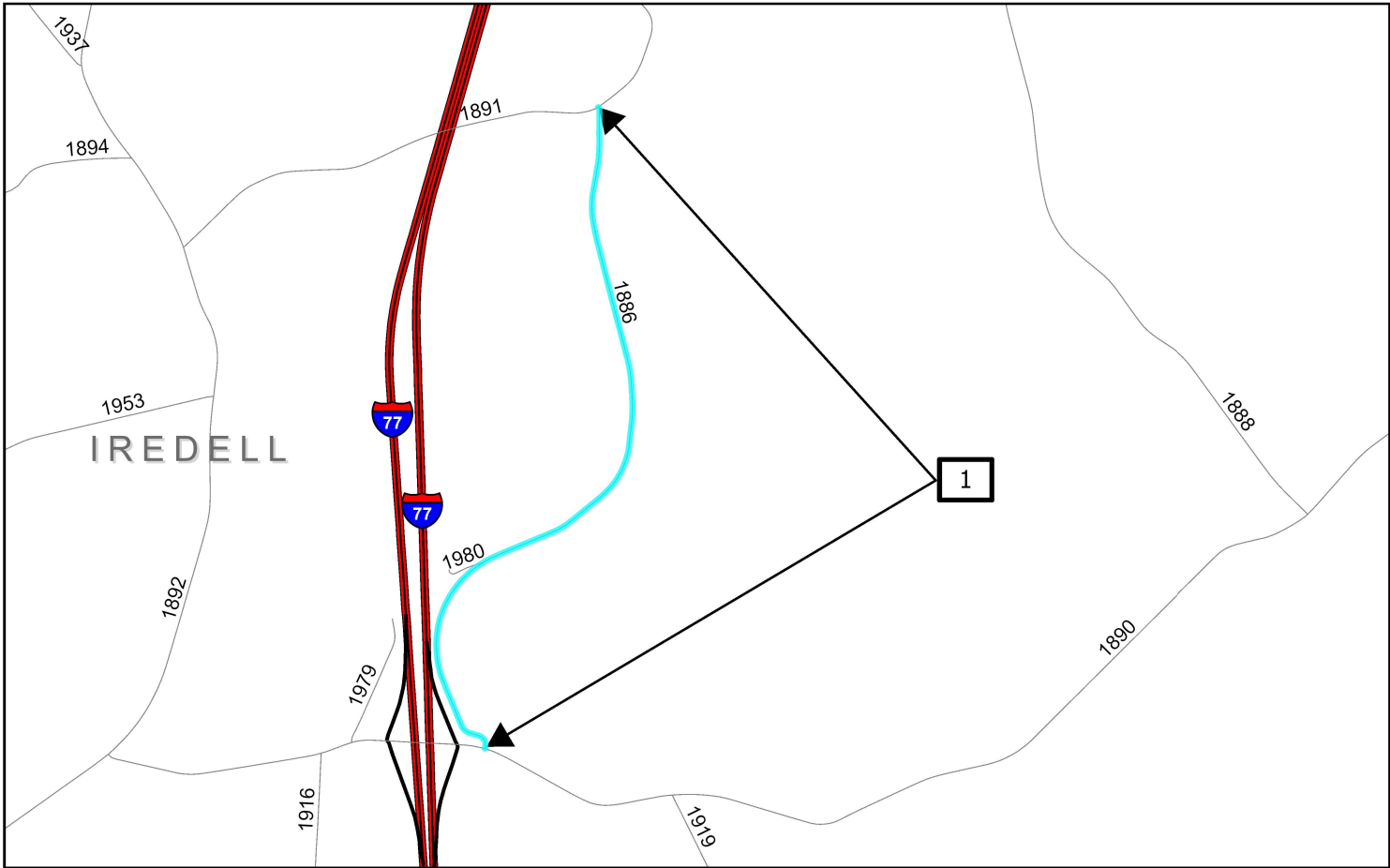


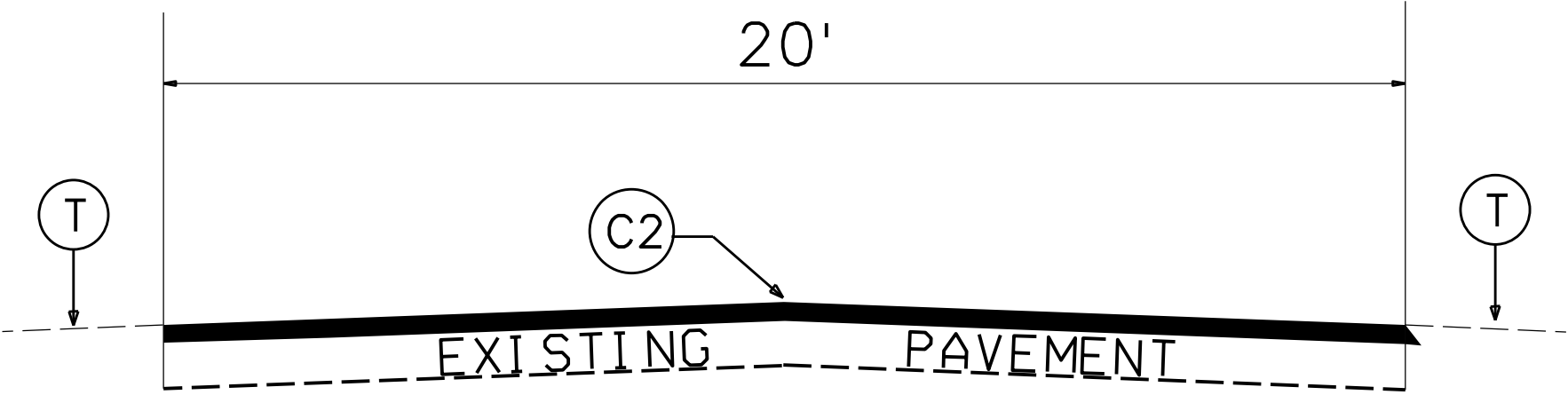
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PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
IREDELL COUNTY	3	8
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
2027CPT. 12.00.20491		SECONDARY RESURFACING



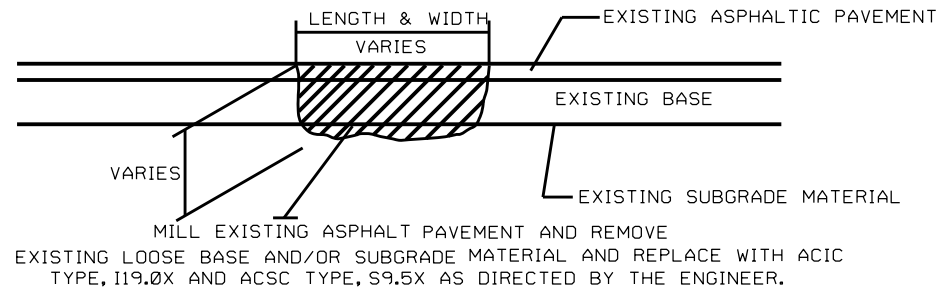
TYPICAL SECTION NO. 1

Maps 1, 2, 3, 4 (ALL)

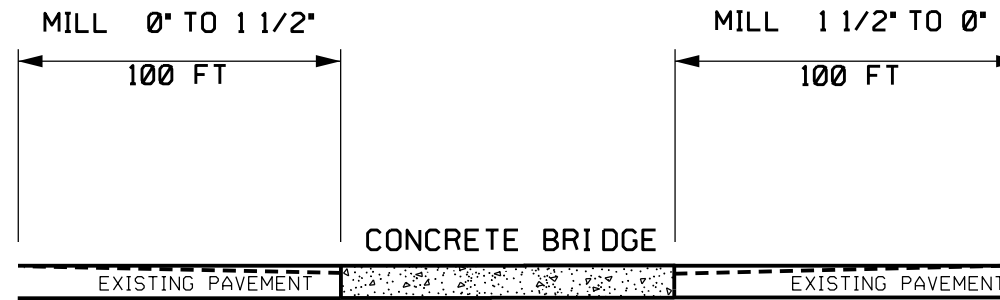
2027
Resurfacing Program
Typical Sections
Iredell County

PAVEMENT SCHEDULE	
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C. AT AN AVERAGE RATE OF 160 LBS. PER SQ. YD.
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)

DETAIL A
PATCHING EXISTING PAVEMENT



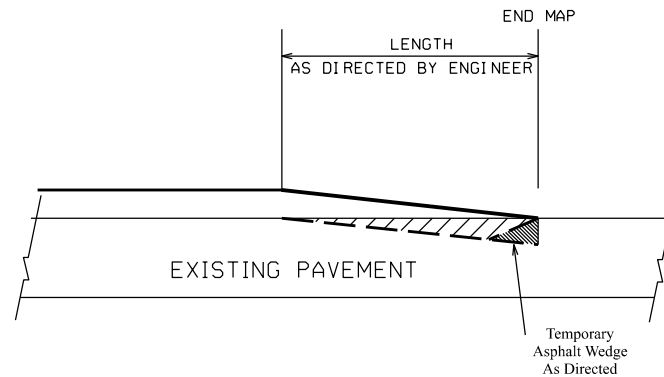
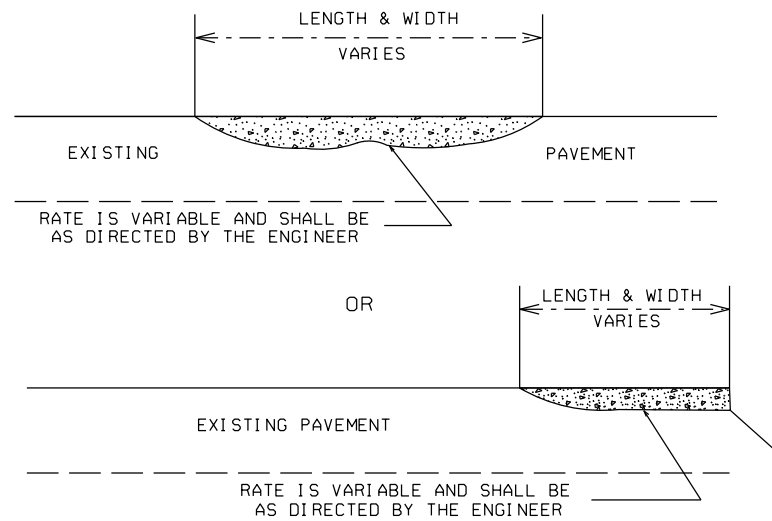
DETAIL C
MILLING BRIDGE APPROACHES



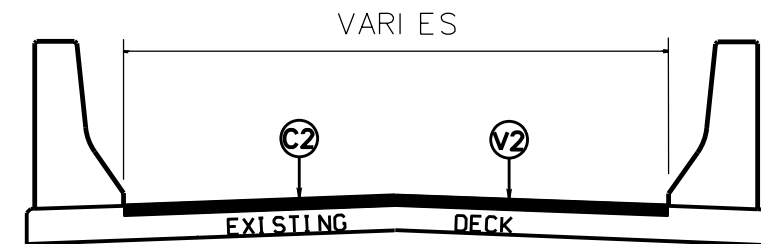
PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
IREDELL COUNTY	4	8
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2027CPT.12.08.20491		SECONDARY RESURFACING

(Map 2)

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



TIE-IN (INCIDENTAL) MILLING DETAIL

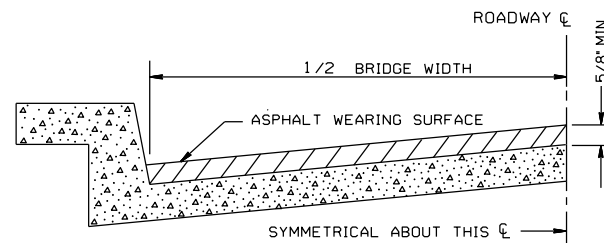


ASPHALT BRIDGE SECTION

Use for all asphalt bridges

(Maps 1, 2, 3)

DETAIL E
BRIDGE HALF TYPICAL SECTION



FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 5/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

NOTES

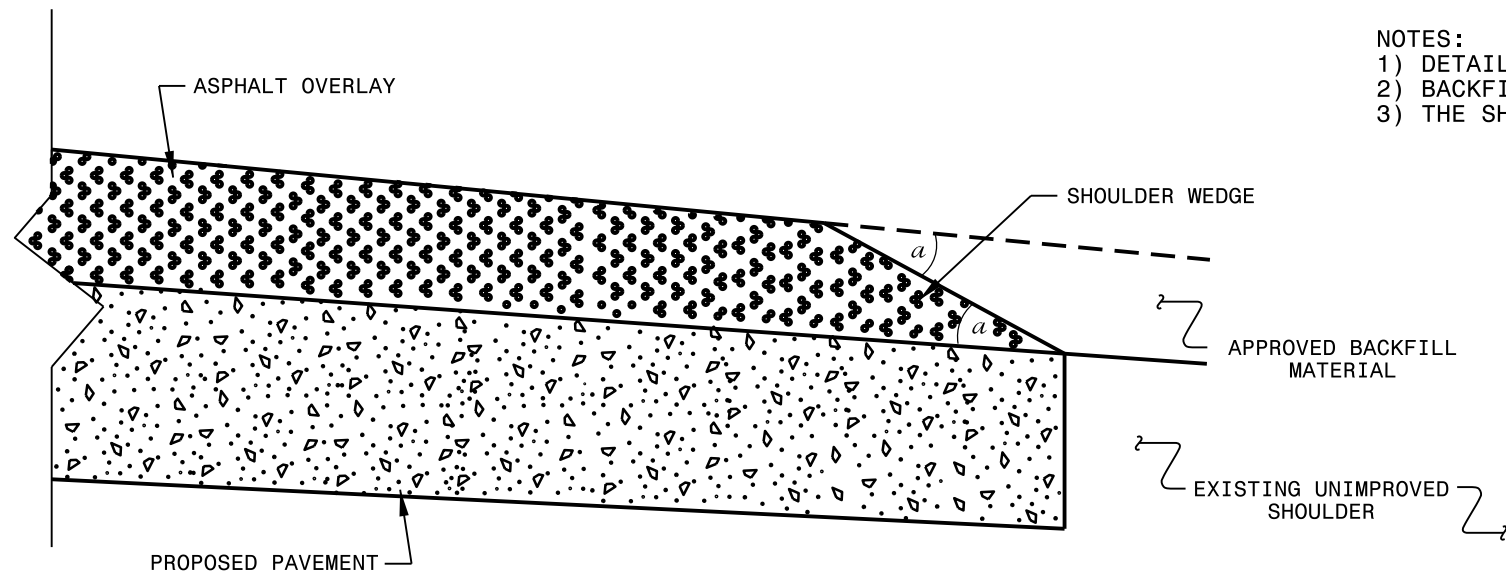
ALL UNPAVED S.R. ROADS TO BE SURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE NOTED.
BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

2027
Resurfacing Program
Detail Sheet
Iredell County

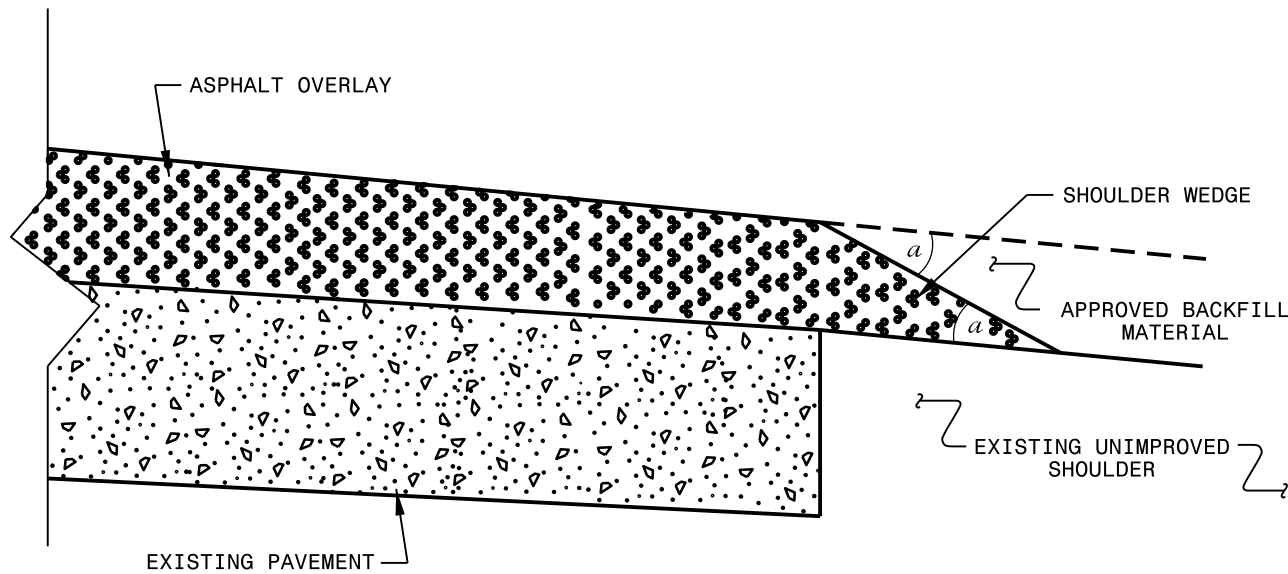
PAVEMENT SCHEDULE

C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
V2	INCIDENTAL MILLING

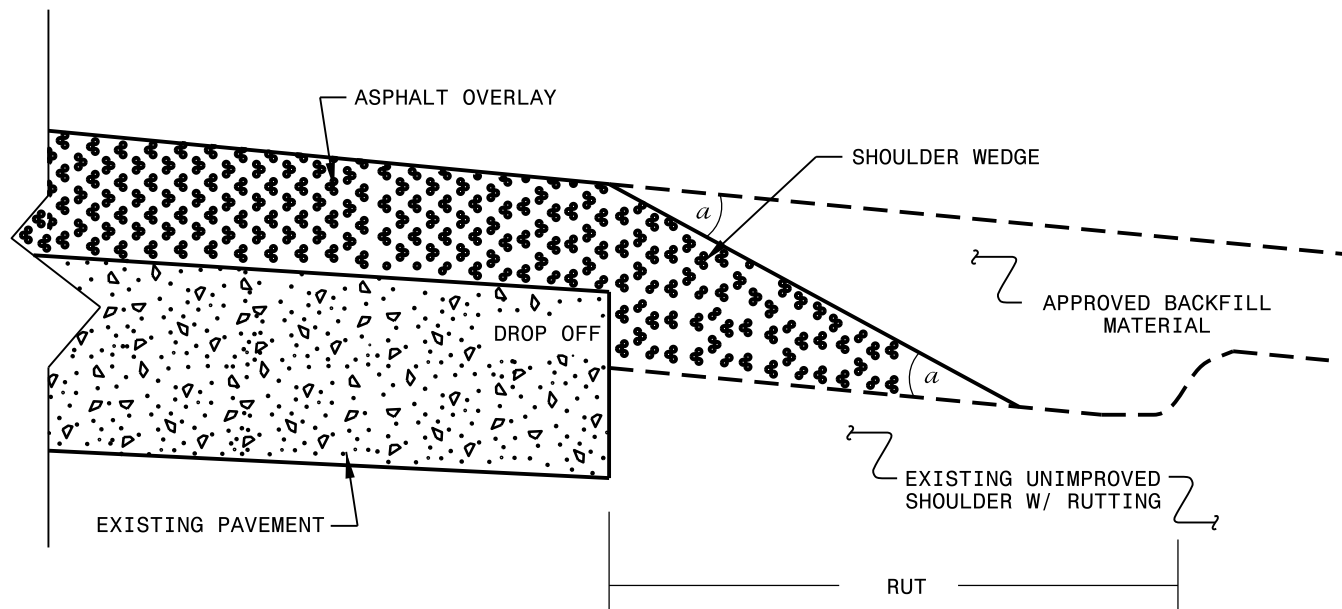
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



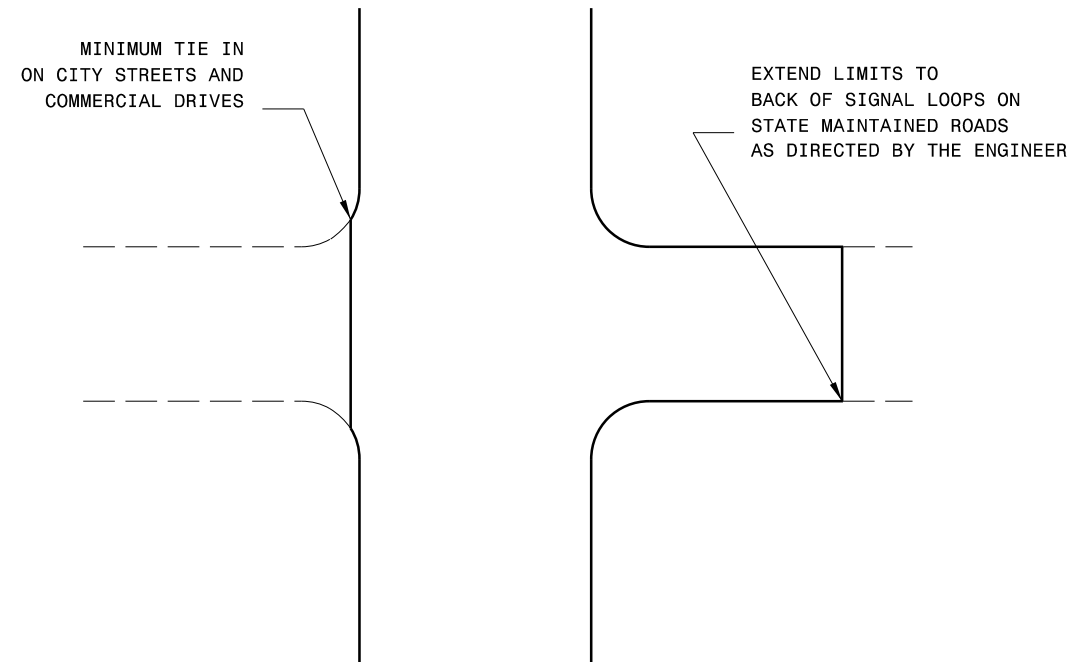
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

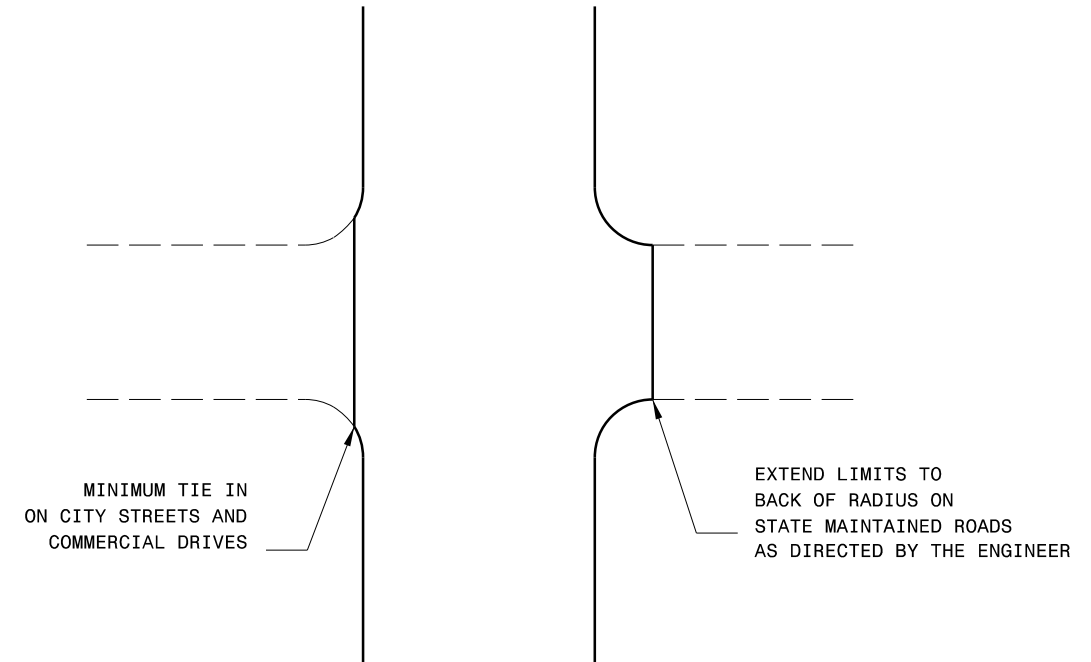
**CONTRACT STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

**SHOULDER WEDGE
DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11
MODIFIED BY: DATE: 10/16/12
CHECKED BY: DATE:
FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

[illegible]

PROJECT NO.	SHEET NO.	TOTAL NO.
2027CPT.12.08.20491	7	8

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	0255000000-E	1220000000-E	1245000000-E	1308000000-E	1330000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E
								MI	FT			AGGREGATE SHOULDER BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTI ON	0" TO 1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5C	LEVELING COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT
												TON	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS
2027CPT.12.08.20491	Iredell	1	SR-1886 / JOSEY RD	FROM SR 1890 (TOMLIN MILL) TO SR 1891(OLIN LOOP)	1	2		1.720	20	0.000	1.720	568	40	3.44		600	1,860	440	155	400
TOTAL FOR MAP NO. 1								1.720				568	40	3.44		600	1,860	440	155	400
2027CPT.12.08.20491	Iredell	2	SR-1891 / OLIN LOOP	FROM SR 1892 (JENNINGS RD) TO SR 1892 (JENNINGS RD)	1	2		4.260	20	0.000	4.260	1,406	100	8.52	900	1,250	4,615	700	352	800
TOTAL FOR MAP NO. 2								4.260				1,406	100	8.52	900	1,250	4,615	700	352	800
2027CPT.12.08.20491	Iredell	3	SR-1143 / PATTERSON FARM RD	FROM NC 3 TO SR 1143 (JUNIPER RD)	1	2		3.941	20	0.000	3.941	1,100	80	7.88		700	4,270	375	298	500
TOTAL FOR MAP NO. 3								3.941				1,100	80	7.88		700	4,270	375	298	500
2027CPT.12.08.20491	Iredell	4	SR-1143 / JUNIPER RD	FROM SR 1143 (PATTERSON FARM RD) TO ROWAN COUNTY LINE	1	2		1.169	20	3.941	5.110	586	40	2.34		300	1,265	375	121	500
TOTAL FOR MAP NO. 4								1.169				586	40	2.34		300	1,265	375	121	500
TOTAL FOR PROJ NO. 2027CPT.12.08.20491								11.090				3,660	260	22.18	900	2,850	12,010	1,890	926	2,200
GRAND TOTAL								11.090				3,660	260	22.18	900	2,850	12,010	1,890	926	2,200

THERMOPLASTIC AND PAINT QUANTITIES

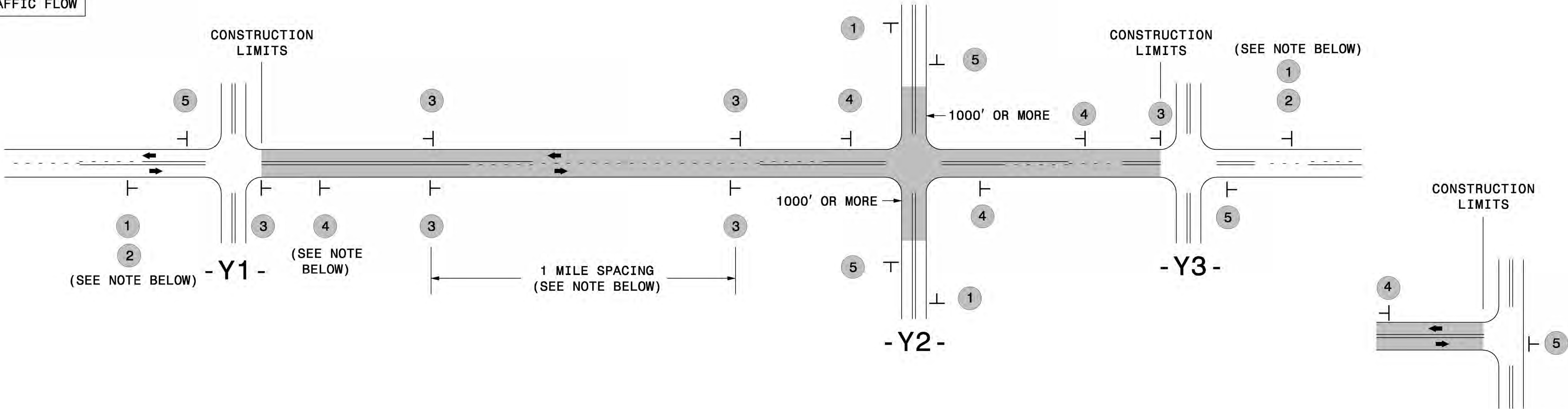
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4810000000-E	4810000000-E
								MI	FT			WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT
												SF	LS	LF	LF
2027CPT.12.08.20491	Iredell	1	SR-1886 / JOSEY RD	FROM SR 1890 (TOMLIN MILL) TO SR 1891(OLIN LOOP)	1	2		1.72	20	0	1.72	192	*	39,960	39,960
TOTAL FOR MAP NO. 1								1.72				192		39,960	39,960
2027CPT.12.08.20491	Iredell	2	SR-1891 / OLIN LOOP	FROM SR 1892 (JENNINGS RD) TO SR 1892 (JENNINGS RD)	1	2		4.26	20	0	4.26	476		98,968	98,968
TOTAL FOR MAP NO. 2								4.26				476		98,968	98,968
2027CPT.12.08.20491	Iredell	3	SR-1143 / PATTERSON FARM RD	FROM NC 3 TO SR 1143 (JUNIPER RD)	1	2		3.941	20	0	3.941	440		91,534	91,534
TOTAL FOR MAP NO. 3								3.941				440		91,534	91,534
2027CPT.12.08.20491	Iredell	4	SR-1143 / JUNIPER RD	FROM SR 1143 (PATTERSON FARM RD) TO ROWAN COUNTY LINE	1	2		1.169	20	3.941	5.11	130		27,181	27,181
TOTAL FOR MAP NO. 4								1.169				130		27,181	27,181
TOTAL FOR PROJ NO. 2027CPT.12.08.20491								11.09				1,238		257,643	257,643
GRAND TOTAL								11.09				1,238	1	257,643	257,643

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW



TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1 ROAD WORK AHEAD W20-1 48" X 48" NEXT XX MILES W7-3aP 24" X 18" PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. #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)	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.
	3 LOW/SOFT SHOULDER SP 13107 48" X 48" - 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 ROAD UNDER CONST SP 13106 48" X 48" - 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 END ROAD WORK G20-2 A 48" X 24" 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.	
LESS 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.	

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL



AD



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