
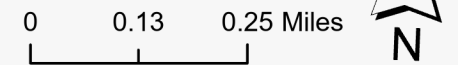
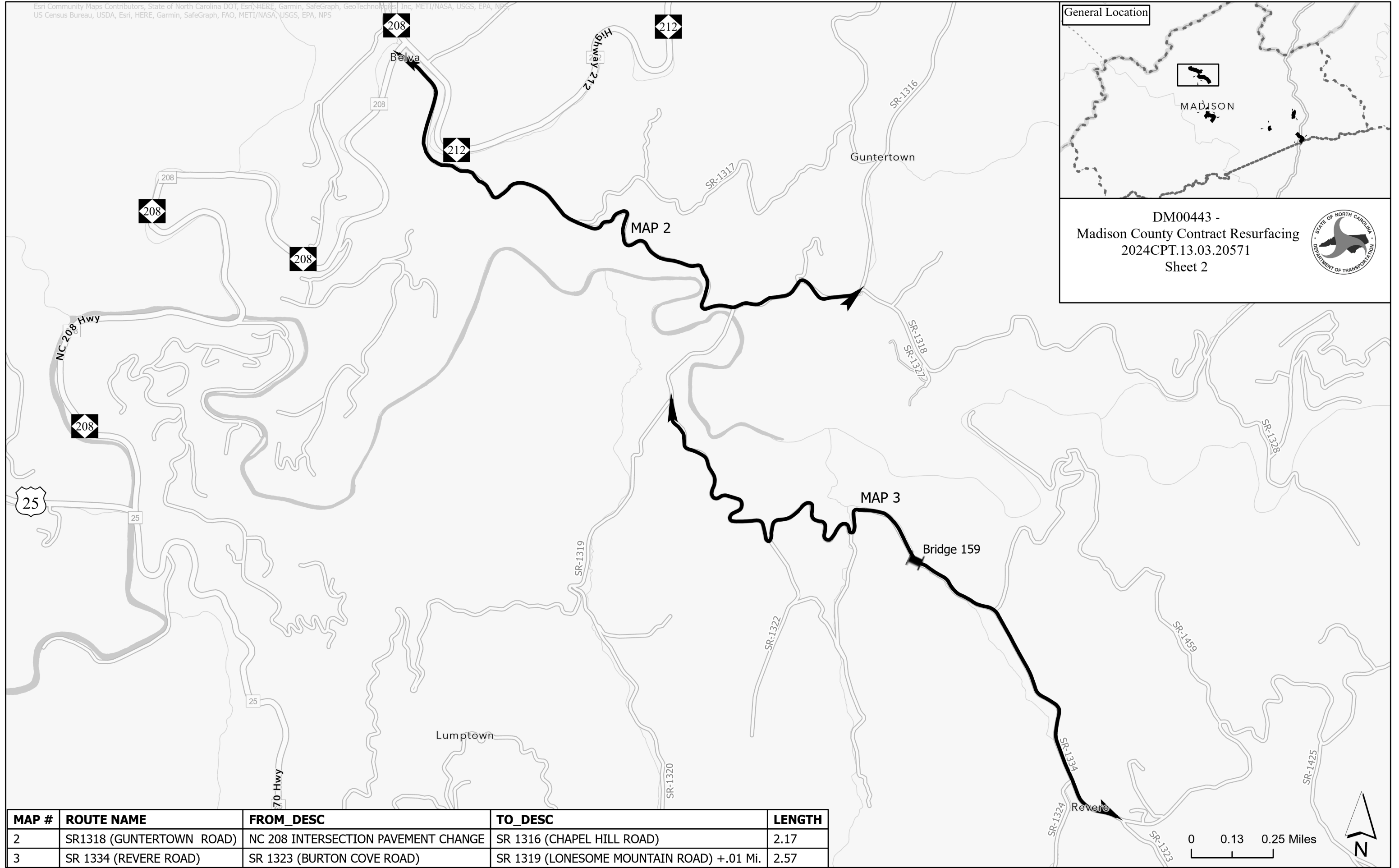


DM00443 -
 Madison County Contract Resurfacing
 2024CPT.13.03.20571
 Sheet 1



MAP #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
1	SR 1143 (UPPER BRUSH CREEK ROAD)	US 25 -70 HWY	SR 1404 (MCDEVITT ROAD)	1.19
5	SR 1403 (INDIAN GRAVE GAP ROAD)	SR 1143 (UPPER BRUSH CREEK ROAD)	US 25 -70 HWY	1.82
6	SR 1404 (MCDEVITT ROAD)	SR 1143 (UPPER BRUSH CREEK ROAD)	EOM (PARADISE LANE)	0.49



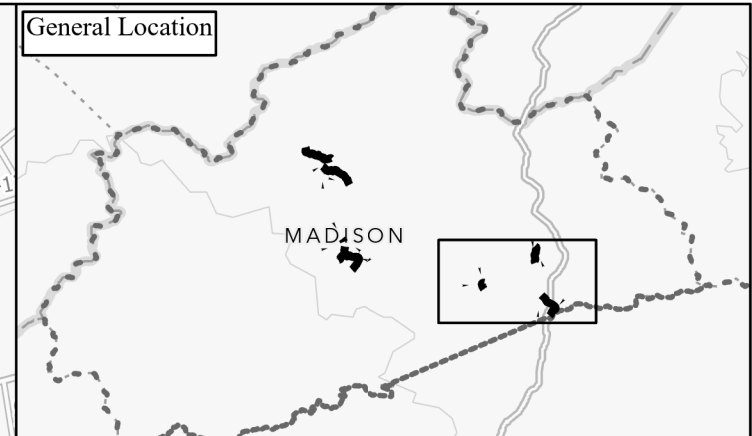


General Location


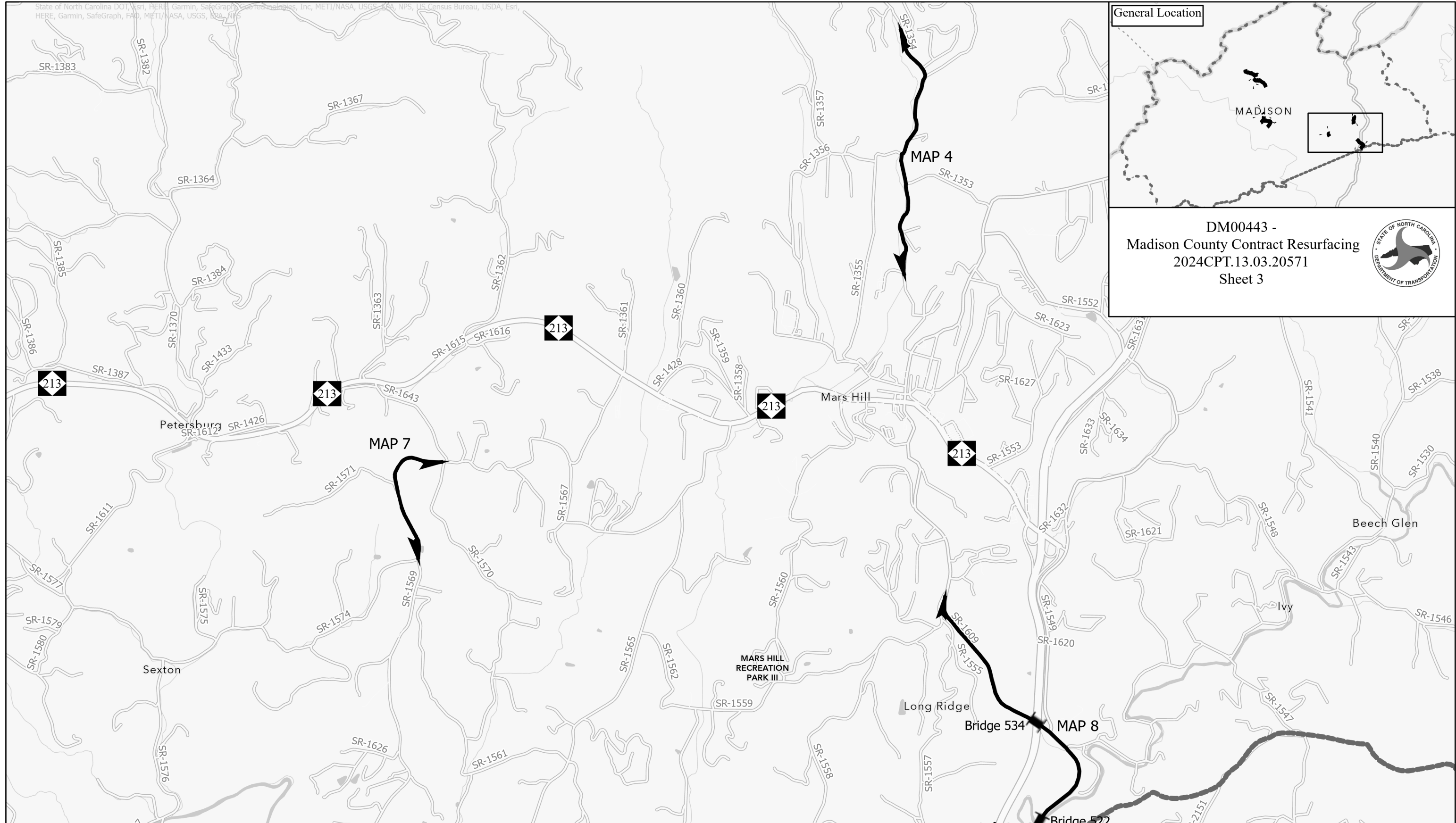
MADISON

DM00443 -
Madison County Contract Resurfacing
2024CPT.13.03.20571
Sheet 2

MAP #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
2	SR1318 (GUNTERTOWN ROAD)	NC 208 INTERSECTION PAVEMENT CHANGE	SR 1316 (CHAPEL HILL ROAD)	2.17
3	SR 1334 (REVERE ROAD)	SR 1323 (BURTON COVE ROAD)	SR 1319 (LONESOME MOUNTAIN ROAD) +.01 Mi.	2.57

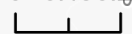


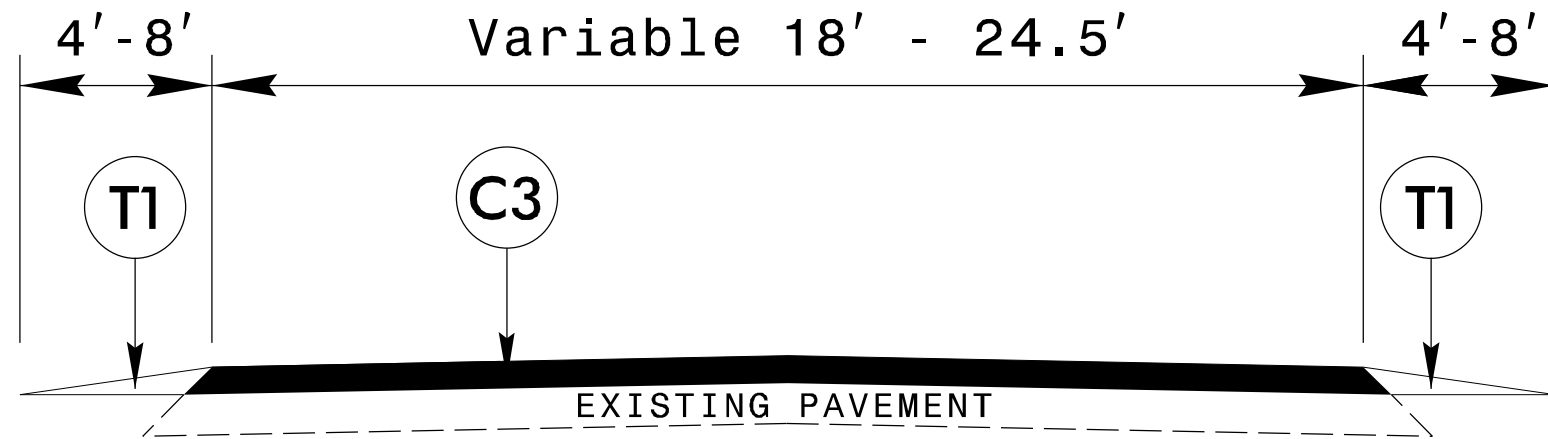
DM00443 -
Madison County Contract Resurfacing
2024CPT.13.03.20571
Sheet 3

MAP #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
4	SR 1354 (BRUCE ROAD)	MP 0.5	END OF MAINT	1.35
7	SR 1569 (BULL CREEK)	SR (1570 KELLY HUNTER ROAD)	SR 1574 (HAZELBROOK ROAD)	0.76
8	SR 1609 (SOUTH MAIN STREET)	SR 1559 (WOODS OF AMMONS)	BUNCOMBE COUNTY LINE	1.87

0 0.130.25 Miles



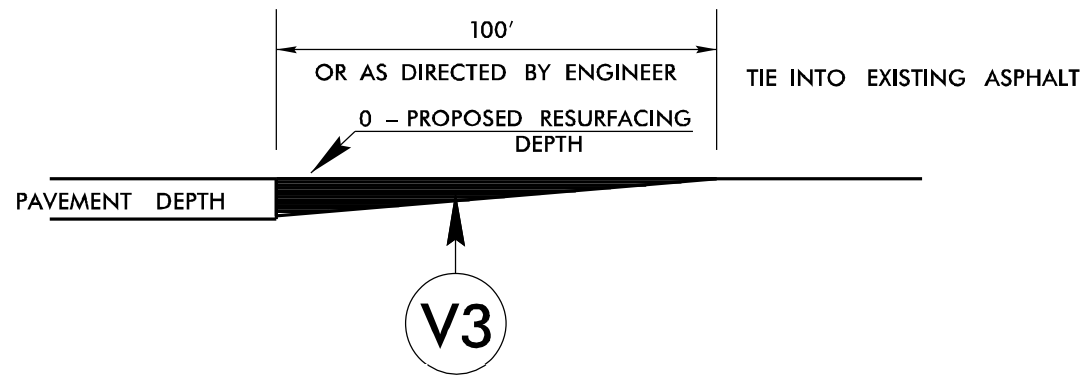



TYPICAL SECTION #1

PAVEMENT SCHEDULE	
C3	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T1	SHOULDER RECONSTRUCTION
V3	INCIDENTAL MILLING

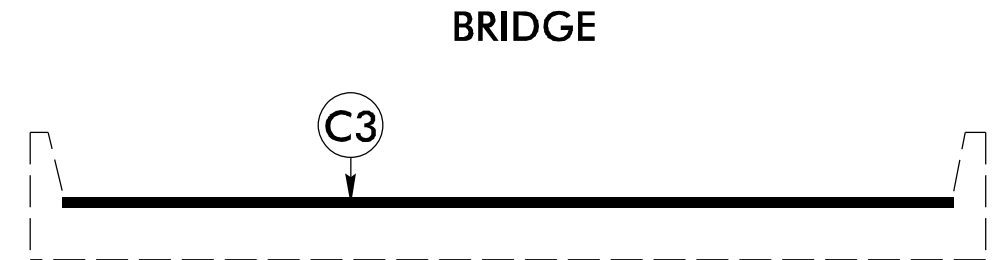
6/2/99

I7-JUL-2023 11:24
 C:\Users\j...e\My Documents\2024 RESURFACING\2023 -Buncombe-ddc-Typ.andDet_Updated.DC.dgn



DETAIL TO TIE INTO EXISTING PAVEMENT

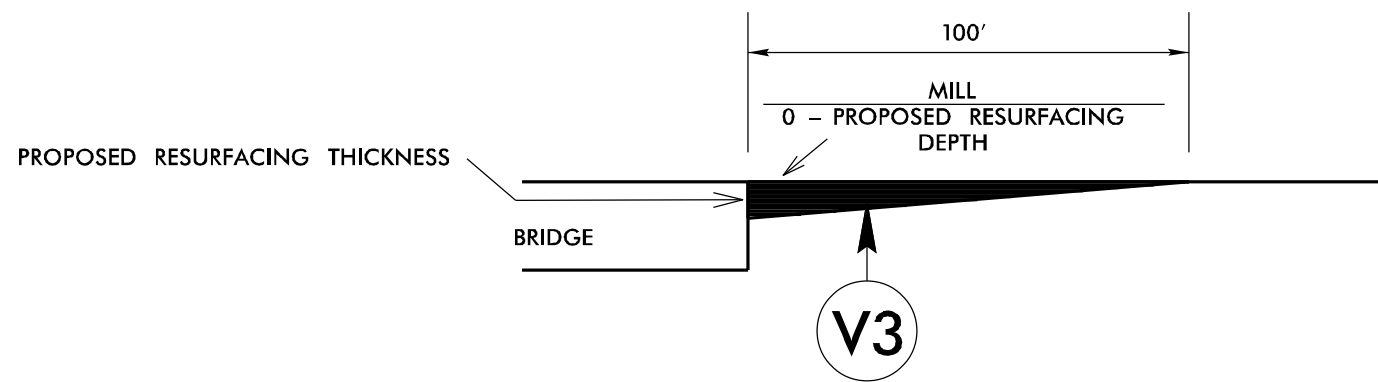
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE S9.5C THIS WILL BE PAID FOR AS INCIDENTAL MILLING.



* Coordinate with Bridge Maintenance to remove existing asphalt 15 days before resurfacing begins

BRIDGE DETAIL

WHERE BRIDGES WILL BE MILLED THEN RESURFACED.
SEE MAP FOR BRIDGE LOCATION.
USE AT BRIDGE NUMBER: 159 MAP 3
148 MAP 1



MILLING DETAIL AT BRIDGE APPROACHES

WHERE BRIDGES WILL NOT BE RESURFACED. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.
USE AT BRIDGE NUMBER: 522 MAP 8
534 MAP 8

PAVEMENT SCHEDULE	
C3	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T1	SHOULDER RECONSTRUCTION
V3	INCIDENTAL MILLING

SUMMARY OF QUANTITIES

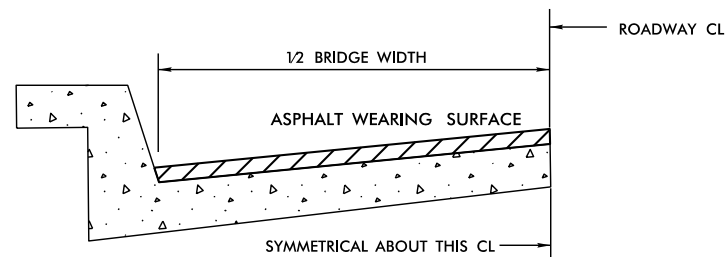
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	FROM MP	TO MP	TYP NO	LENGTH	WIDTH	1245000000-E	1260000000-E	1330000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	2815000000-N	4413000000-E	4457000000-N	
								MI	FT	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	LEVELING COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUSTMENT OF DROP INLET	WORK ZONE ADVANCE/ GENERAL WARNING	TEMPORARY TRAFFIC CONTROL	
									SMI	TON	SY	TON	TONS	TON	TON	EA	SF	LS		
2024CPT.13.03.20571	Madison	1	SR 1143 (UPPER BRUSH CREEK ROAD)	FROM 25/70 TO SR 1404 (MCDEVITT ROAD)	1.65	2.83	1	1.19	19.0	2.37	308	1,166	1,149	100	85	198		133		
		2	SR 1318 (GUNTERTOWN ROAD)	FROM NC 208 INTERSECTION PAVEMENT CHANGE TO SR 1316 (CHAPEL HILL ROAD)	0.00	2.17	1	2.17	19.5	4.34	564	389	2,108	150	156	422		243		
		3	SR 1334 (REVERE ROAD)	FROM SR 1323 (BURTON COVE ROAD) TO SR 1319 (LONESOME MOUNTAIN ROAD) +.01 MI.	4.10	6.67	1	2.57	19.5	5.14	668	450	2,521	55	171	331		288		
		4	SR 1354 (BRUCE ROAD)	FROM MP 0.5 TO END OF MAINT	0.50	1.85	1	1.35	19.5	2.70	351	805	1,378	100	120	645		151		
		5	SR 1403 (INDIAN GRAVE GAP ROAD)	FROM SR 1143 (UPPER BRUSH CREEK ROAD) TO US 25/ 70	0.01	1.83	1	1.82	19.0	3.64	473	140	1,704	75	126	386		204		*
		6	SR 1404 (MCDEVITT ROAD)	FROM SR 1143 (UPPER BRUSH CREEK ROAD) TO EOM (PARADISE LANE)	0.00	0.49	1	0.49	19.0	0.98	127		470	75	46	262		55		
		7	SR 1569 (BULL CREEK ROAD)	FROM SR 1570 (KELLY HUNTER ROAD) TO SR 1574 (HAZELBROOK ROAD)	1.41	2.17	1	0.76	18.0	1.52	198	354	732	45	51	90		85		
		8	SR 1609 (SOUTH MAIN STREET)	FROM SR 1559 (WOODS OF AMMONS) TO BUNCOMBE COUNTY LINE	3.50	5.37	1	1.87	24.5	3.66	486	1,932	2,200		148	335	1	209		
TOTAL FOR PROJ NO. 2024CPT.13.03.20571									12.22		24.35	3,175	5,236	12,262	600	903	2,669	1	1,368	1
GRAND TOTAL									12.22		24.35	3,175	5,236	12,262	600	903	2,669	1	1,368	1

* NOTE - ALL MAPS, LANES = 2, LANE TYPE = 2WU, FINAL SURFACE TESTING REQUIRED = NO, WARM MIX ASPHALT REQUIRED = NO

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	FROM MP	TO MP	TYP NO	LENGTH	WIDTH	4695000000-E	4709000000-E	4720000000-E	4725000000-E	4890000000-E				4905100000-N	
								MI	FT	THERMOPLASTIC PAVEMENT MARKING LINES (8", 90 MILS) (YELLOW)	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS) (WHITE)	THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MILS) SCHOOL	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT ARROW	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 55 MILS) (WHITE)	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 55 MILS) (YELLOW)	POLYUREA PAVEMENT MARKING LINES (4", 20 MILS) (STANDARD GLASS BEADS) (WHITE)	POLYUREA PAVEMENT MARKING LINES (4", 20 MILS) (STANDARD GLASS BEADS) (YELLOW)	NON-CAST IRON SNOWPLOWABLE PAVMENT MARKERS	
									LF	LF	EA	EA	LF	LF	LF	LF	EA		
2024CPT.13.03.20571	Madison	1	SR 1143 (UPPER BRUSH CREEK ROAD)	FROM US 25/70 TO SR 1404 (MCDEVITT ROAD)	1.65	2.83	1	1.19	19.0		18	6		12,514	12,514				
		2	SR 1318 (GUNTERTOWN ROAD)	FROM NC 208 INTERSECTION PAVEMENT CHANGE TO SR 1316 (CHAPEL HILL ROAD)	0.00	2.17	1	2.17	19.5						22,915	22,915			
		3	SR 1334 (REVERE ROAD)	FROM SR 1323 (BURTON COVE ROAD) TO SR 1319 (LONESOME MOUNTAIN ROAD) +.01 MI.	4.10	6.67	1	2.57	19.5						27,139	27,139			
		4	SR 1354 (BRUCE ROAD)	FROM MP 0.5 TO END OF MAINT	0.50	1.85	1	1.35	19.5	58	16	6	2	14,607	14,607				
		5	SR 1403 (INDIAN GRAVE GAP ROAD)	FROM SR 1143 (UPPER BRUSH CREEK ROAD) TO US 25/ 70	0.01	1.83	1	1.82	19.0						19,219	19,219			
		6	SR 1404 (MCDEVITT ROAD)	FROM SR 1143 (UPPER BRUSH CREEK ROAD) TO EOM (PARADISE LANE)	0.00	0.49	1	0.49	19.0						5,174	5,174			
		7	SR 1569 (BULL CREEK ROAD)	FROM SR 1570 (KELLY HUNTER ROAD) TO SR 1574 (HAZELBROOK ROAD)	1.41	2.17	1	0.76	18.0						8,026	8,026			
		8	SR 1609 (SOUTH MAIN STREET)	FROM SR 1559 (WOODS OF AMMONS) TO BUNCOMBE COUNTY LINE	3.50	5.37	1	1.87	24.5						19,747	19,747	766	766	35
TOTAL FOR PROJ NO. 2024CPT.13.03.20571									12.22		58	34	12	2	129,341	129,341	766	766	35
GRAND TOTAL									12.22		58	34	12	2	129,341	129,341	766	766	35

* NOTE - ALL MAPS, LANES = 2, LANE TYPE = 2WU, FINAL SURFACE TESTING REQUIRED = NO, WARM MIX ASPHALT REQUIRED = NO



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. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", S9.5B 1", S9.5C,D 1.5" - 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4". ULTRA-THIN HOT MIX ASPHALT - TYPE B 5/8". ULTRA-THIN HOT MIX ASPHALT - TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1", S9.5B 1.5", S9.5C,D 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4", ULTRA-THIN HOT MIX ASPHALT - TYPE B 5/8", ULTRA-THIN HOT MIX ASPHALT - TYPE C 1/2".

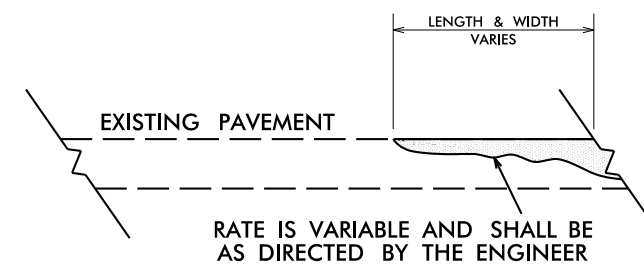
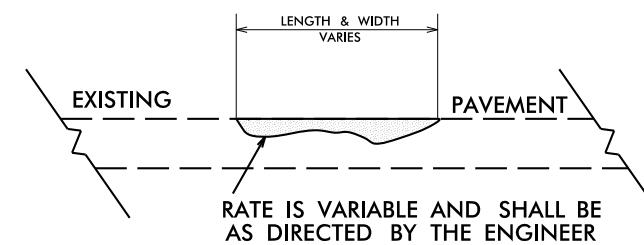
NOTES

ALL UNPAVED ROADS TO BE RESURFACED 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.

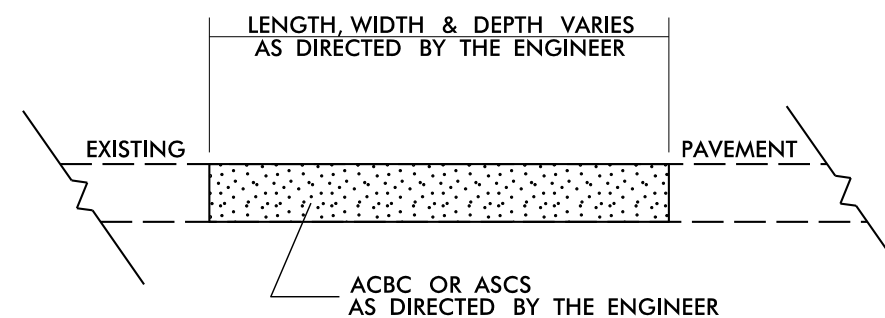
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.

BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



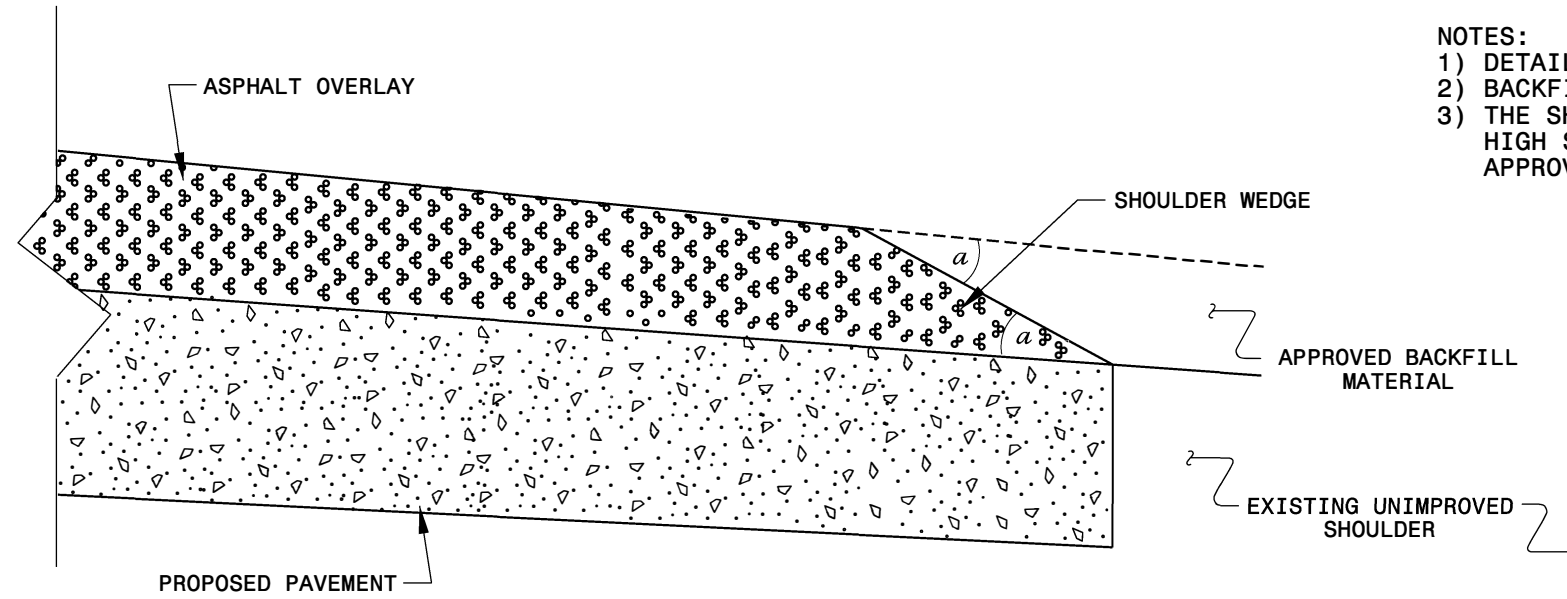
DETAIL SHOWING METHOD OF WEDGING



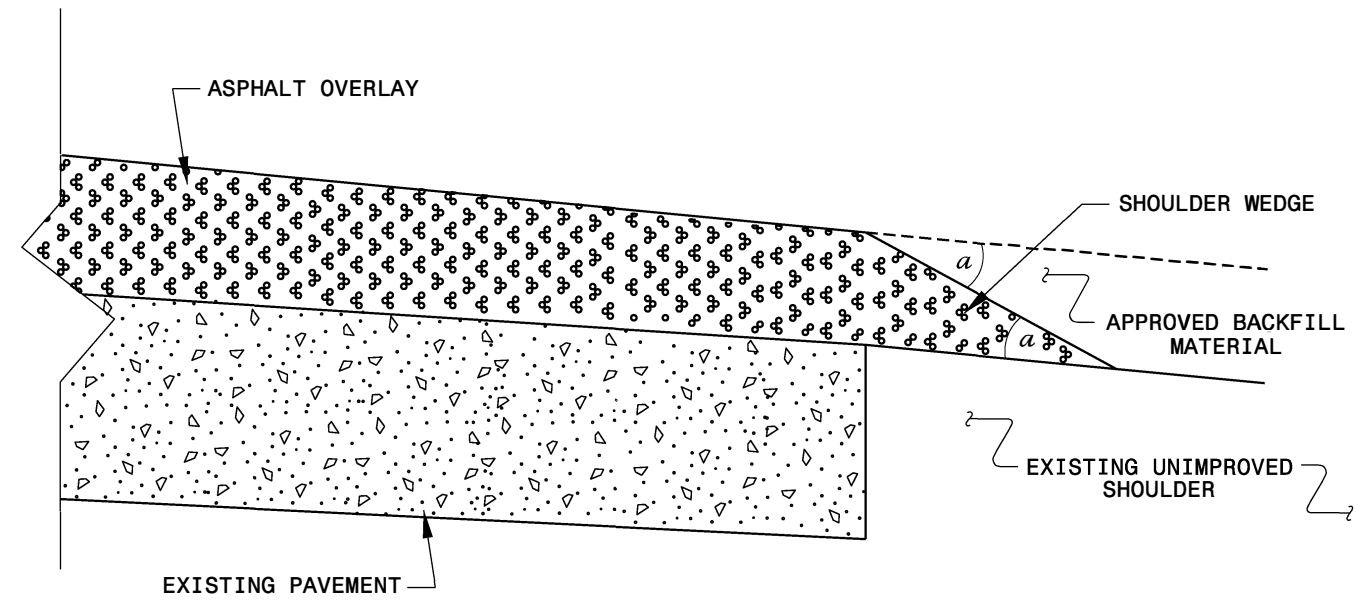
PATCHING EXISTING PAVEMENT

02-FEB-2023 11:00
 C:\Users\Nextal\OneDrive\State of North Carolina\NCDOT - Division 13 - Resurfacing\2023 - Burke\03 - Let Preparation-CR\2023 Burke CR - DDC.pml.dgn
 6/2/99

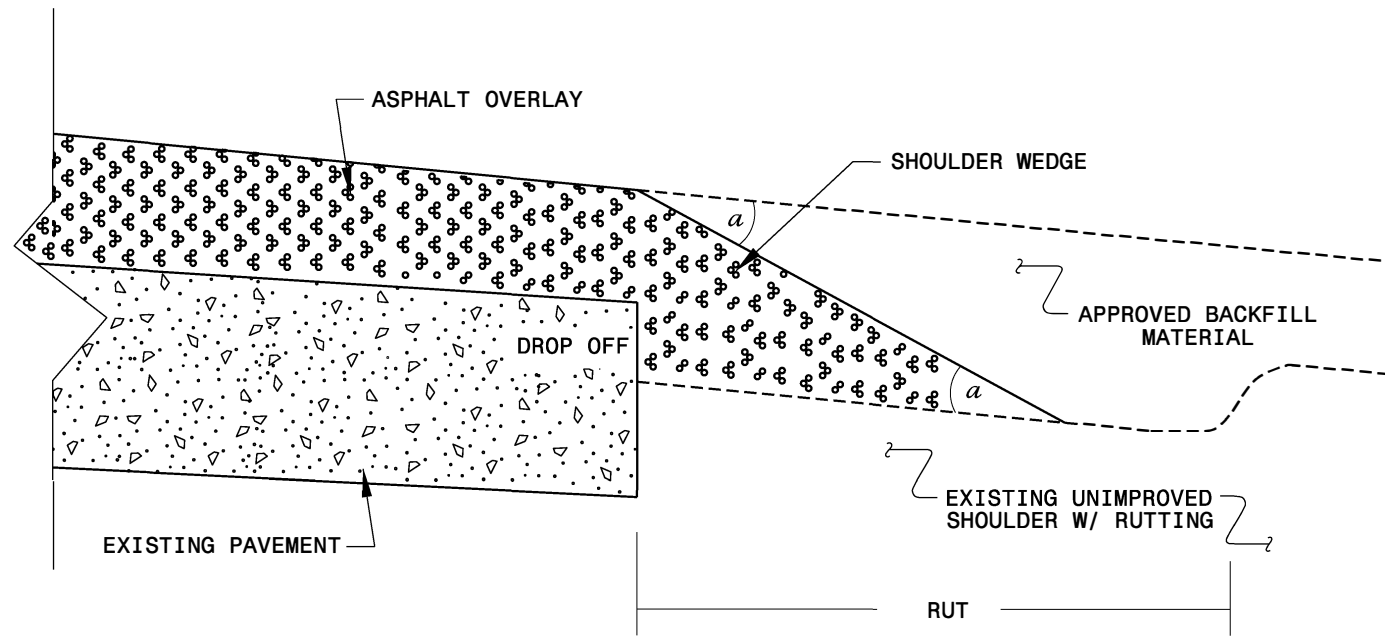
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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°

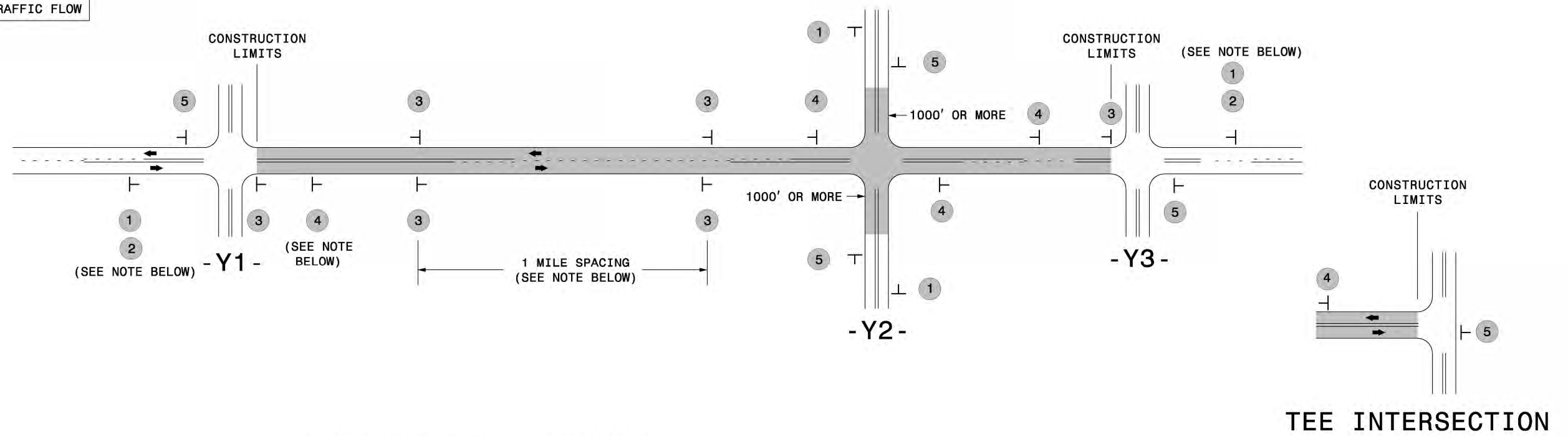


CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950 FAX 919-250-4119	
SHOULDER WEDGE DETAILS	
ORIGINAL BY: T. SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn	

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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;"> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> 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

5/15/2017 S:\T\13\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:keads