

PROJECT NO.	SHEET NO.	TOTAL NO.
2019CPT.11.02.10991, 2019CPT.11.02.2		

SUMMARY OF QUANTITIES

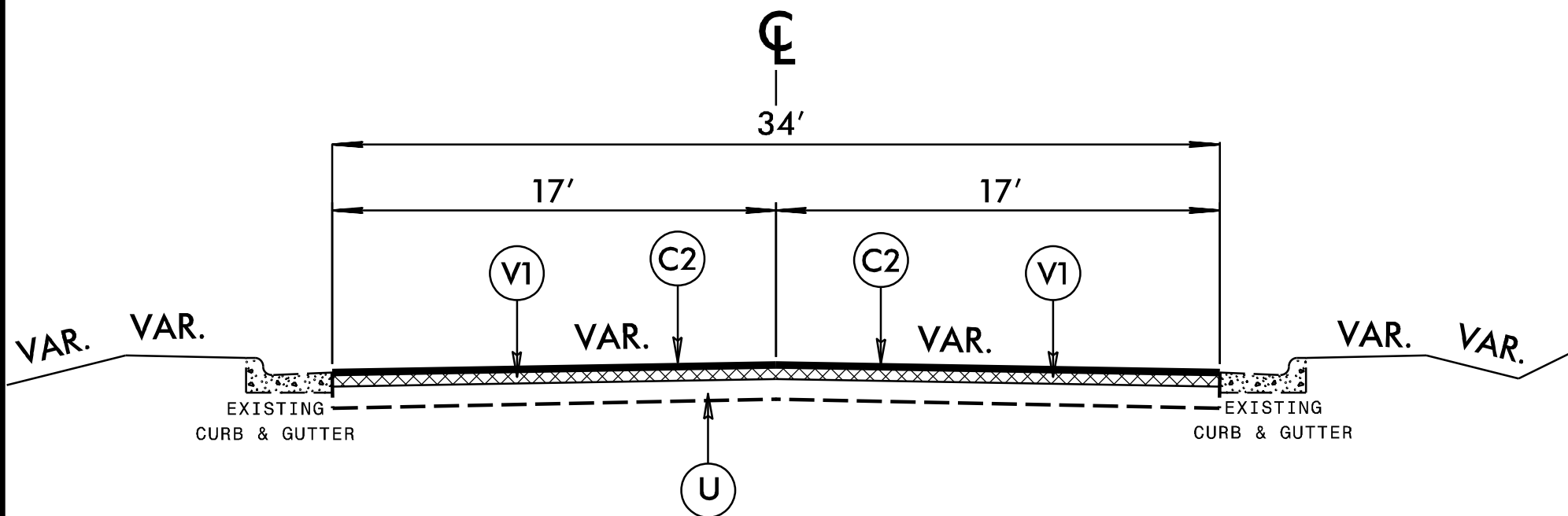
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH		BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1 1/2" MILLING	INCIDENTAL MILLING	SURFACE COURSE, \$9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	SEED & MULCHING							
										MI	FT												TONS	TONS	TONS	TONS	EA	EA	AC
										0106000000-E	1220000000-E												1245000000-E	1297000000-E	1330000000-E	1519000000-E	1575000000-E	1704000000-E	2830000000-N
2019CPT.11.02.10991	Yadkin	1	NC 67	FROM HOWARD AVE. TO SR 1367	1	2	2WU	NO	YES	0.9	34					17,952	378	1,561	95	15	14	10							
TOTAL FOR PROJ NO. 2019CPT.11.02.10991																													
2019CPT.11.02.20991	Yadkin	2	SR 1001	US 601 TO PAVEMENTCHANGE	2	2	2WU	NO	YES	1.64	23	321	66	3.28		767	1,896	116	25				0.74						
				FROM PAVEMENT CHANGE TO SR 1730	2	2	2WU	NO	YES	3.44	20	516	138	6.88		611	3,441	210	10				1.55						
2019CPT.11.02.20991	Yadkin	3	SR 1001	FROM US 601 TO US 21	2	2	2WU	NO	YES	6.26	20	1,227	250	12.52		722	6,198	416	15				2.82						
2019CPT.11.02.20991	Yadkin	4	SR 1002	FROM SR 1541 TO NC 67	2	2	2WU	NO	YES	1.57	18	308	63	3.14		200	1,477	96	10				0.71						
2019CPT.11.02.20991	Yadkin	5	SR 1003	FROM SR 1541 TO NC 67	2	2	2WU	NO	YES	1.57	18	308	63	3.14		200	1,477	96	10				0.71						
2019CPT.11.02.20991	Yadkin	6	SR 1386	FROM US 21 BUS TO SR 1300	2	2	2WU	NO	YES	1.54	20	302	62	3.08		222	1,600	103	15				0.69						
2019CPT.11.02.20991	Yadkin	7	SR 1510	FROM SR 1585 TO SR 1509	2	2	2WU	NO	YES	3.25	20	637	130	6.50		444	3,266	217	10				1.46						
2019CPT.11.02.20991	Yadkin	8	SR 1570	FROM SR 1602 TO SR 1571	2	2	2WU	NO	YES	1.33	20	261	53	2.66		222	1,395	88	5				0.60						
2019CPT.11.02.20991	Yadkin	9	SR 1570	FROM SR 1571 TO SR 1605	2	2	2WU	NO	YES	0.92	20	180	37	1.84		444	996	61	5				0.41						
2019CPT.11.02.20991	Yadkin	10	SR 1325	FROM SR 1103 TO 1314	2	2	2WU	NO	YES	2.52	20		277	5.04		333	2,575	157											
TOTAL FOR PROJ NO. 2019CPT.11.02.20991																													
										22.47		3,752	1,076	44.94		3,965	22,844	1,464	95			8.98							
GRAND TOTAL										23.37		3,752	1,076	44.94	17,952	4,343	24,405	1,559	110	14	10	8.98							

PROJECT NO.	SHEET NO.	TOTAL NO.
PT.11.02.10991, 2019CPT.11.02		

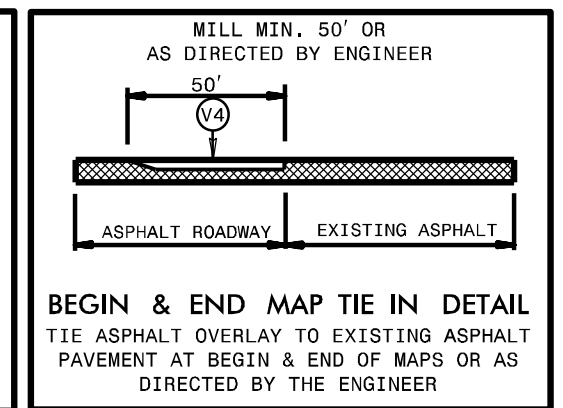
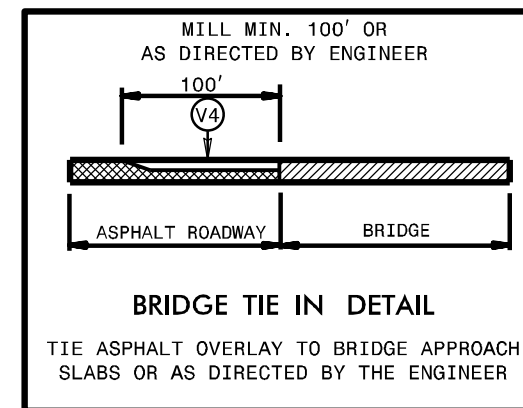
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E		4820000000-E	4835000000-E	4840000000-N	4845000000-N			4905000000-N	
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	24" WHITE PAINT	PAINT MSG SCHOOL	PAINT LT STR RT ARROW	PAINT LT ARROW	PAINT STR & RT ARROW	SNOW FLOWABLE MARKERS	
									MI	FT	LS	LF	LF	LF	LF	EA	EA	EA	EA	EA	
2019CPT.11.02.10991	Yadkin	1	NC 67	FROM HOWARD AVE. TO SR 1367	1	2	2WU	0.9	34	192	*1	2,200	11,880	2,180	776	24	4	2	2	2	
TOTAL FOR PROJ NO. 2019CPT.11.02.10991									0.9		192	1.00	2,200	11,880	2,180	776	24	4	2	2	
										14,080					8						
2019CPT.11.02.20991	Yadkin	2	SR 1001	US 601 TO PAVEMENTCHANGE FROM PAVEMENT CHANGE TO SR 1730	2	2	2WU	1.64	23	192	*	35,293	35,293							110	
2019CPT.11.02.20991	Yadkin	3	SR 1001		2	2	2WU	3.44	20	192	*	74,029	74,029		200	24				230	
2019CPT.11.02.20991	Yadkin	4	SR 1002	FROM US 601 TO US 21	2	2	2WU	6.26	20	192	*	134,715	134,715								
2019CPT.11.02.20991	Yadkin	5	SR 1003	FROM SR 1541 TO NC 67	2	2	2WU	1.57	18	192	*	33,786	33,786		200	24				105	
2019CPT.11.02.20991	Yadkin	6	SR 1386	FROM US 21 BUS TO SR 1300	2	2	2WU	1.54	20	192	*	33,141	33,141								
2019CPT.11.02.20991	Yadkin	7	SR 1510	FROM SR 1585 TO SR 1509	2	2	2WU	3.25	20	192	*	69,940	69,940								
2019CPT.11.02.20991	Yadkin	8	SR 1570	FROM SR 1602 TO SR 1571	2	2	2WU	1.33	20	192	*	28,622	28,622								
2019CPT.11.02.20991	Yadkin	9	SR 1570	FROM SR 1571 TO SR 1605	2	2	2WU	0.92	20	192	*	19,798	19,798								
2019CPT.11.02.20991	Yadkin	10	SR 1325	FROM SR 1103 TO 1314	2	2	2WU	2.52	20	192	*	54,230	54,230								
TOTAL FOR PROJ NO. 2019CPT.11.02.20991									22.47		1,728		483,554	483,554		400	48			445	
										967,108											
GRAND TOTAL									23.37		1,920	1	485,754	495,434	2,180	1,176	72	4	2	2	445
										981,188					8						

TYPICAL SECTION NO. 1
REFER TO MAPS: 1



PAVEMENT SCHEDULE	
C2	PROPOSED: 1.5" Overlay, Type S 9.5 B AVERAGE ASPHALT RATE: 168 lbs. per Sq. Yd.
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1.5"
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V4	INCIDENTAL MILLING (See Tie in Detail below)



**YADKIN COUNTY
 PRIMARY & SECONDARY
 ROADS
 ASPHALT RESURFACING**

REVISIONS	INIT.	DATE

**N.C. DEPARTMENT of TRANSPORTATION
 DIVISION of HIGHWAYS
 DIVISION ELEVEN**

SCALE: N/A DATE: 08/2018

PREPARED BY: S.B. DARNELL

REVIEWED BY: J.D. WOOD

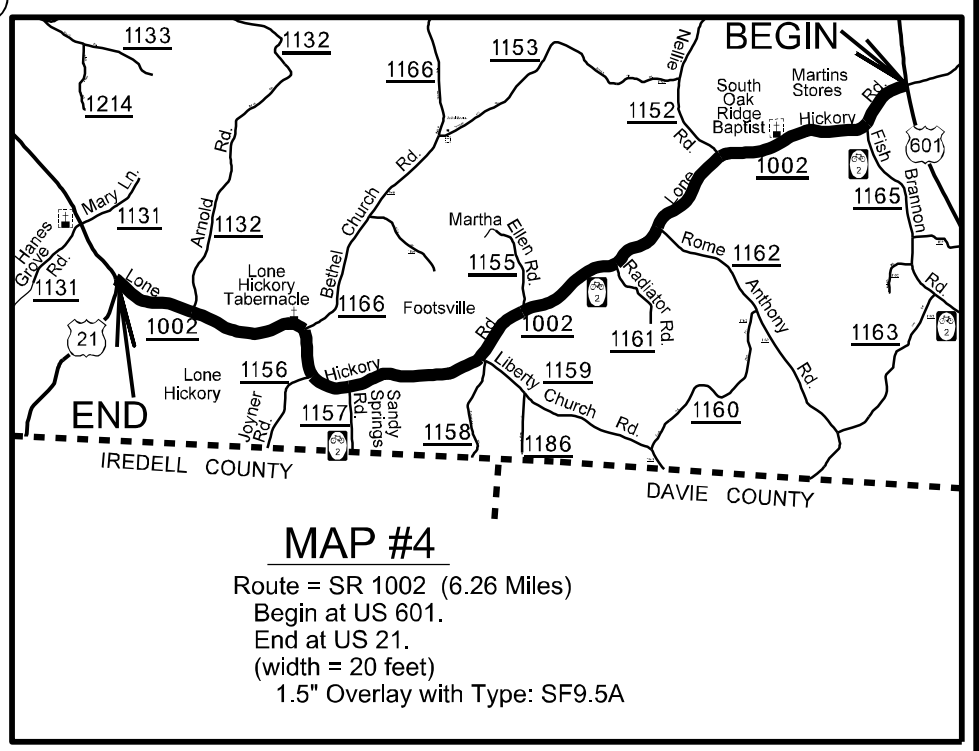
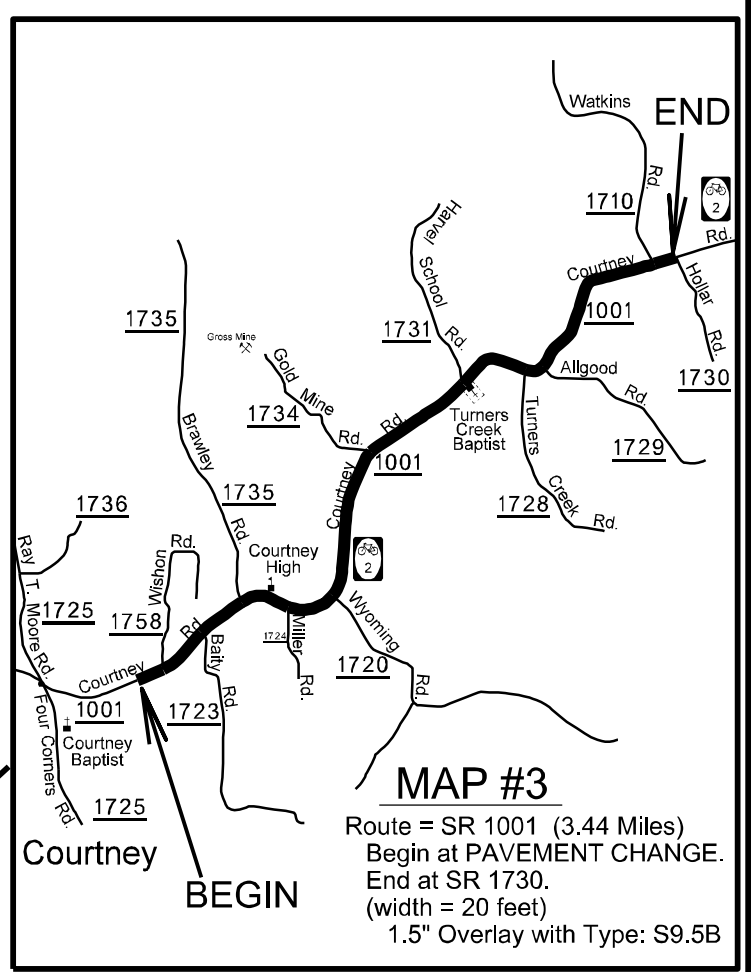
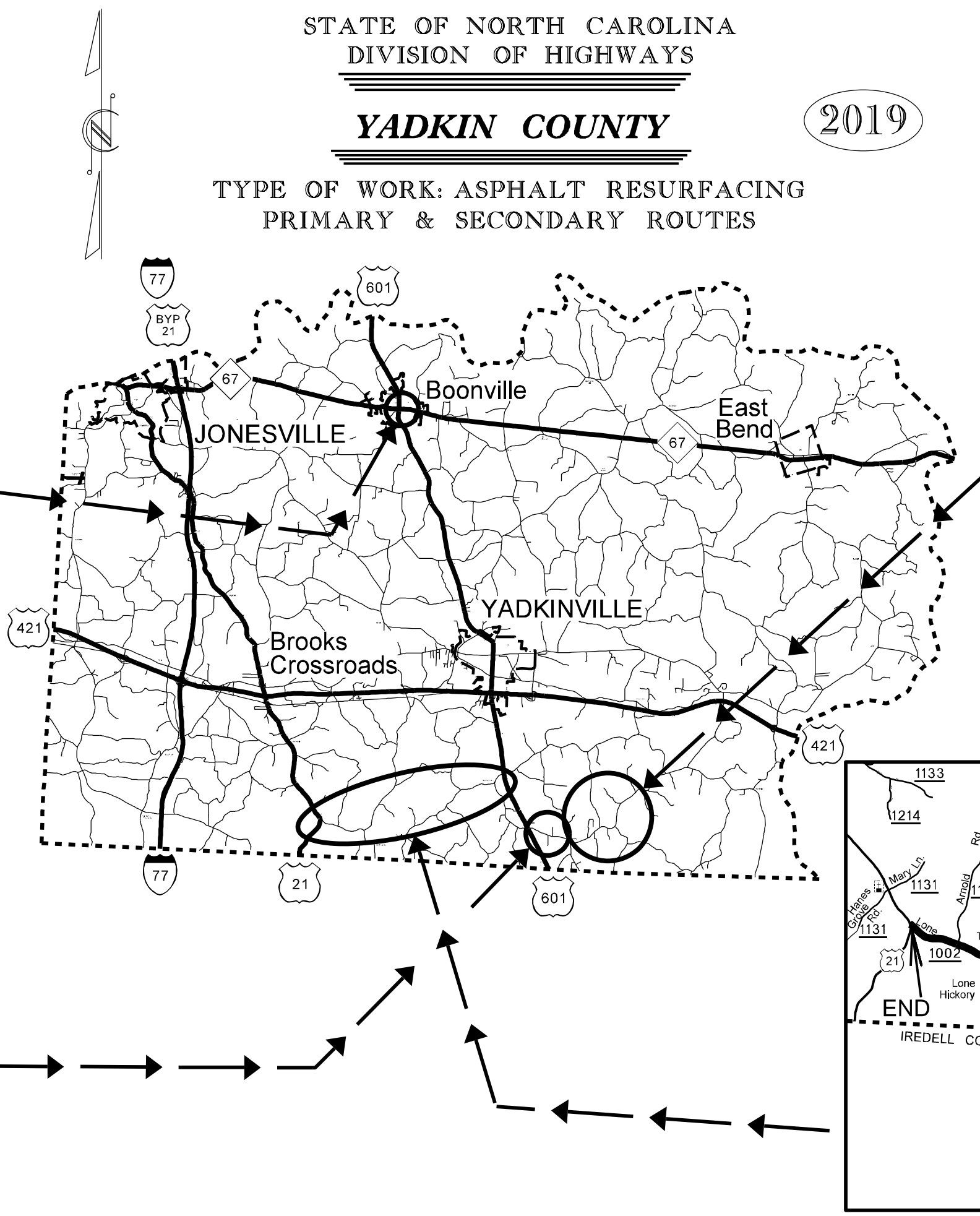
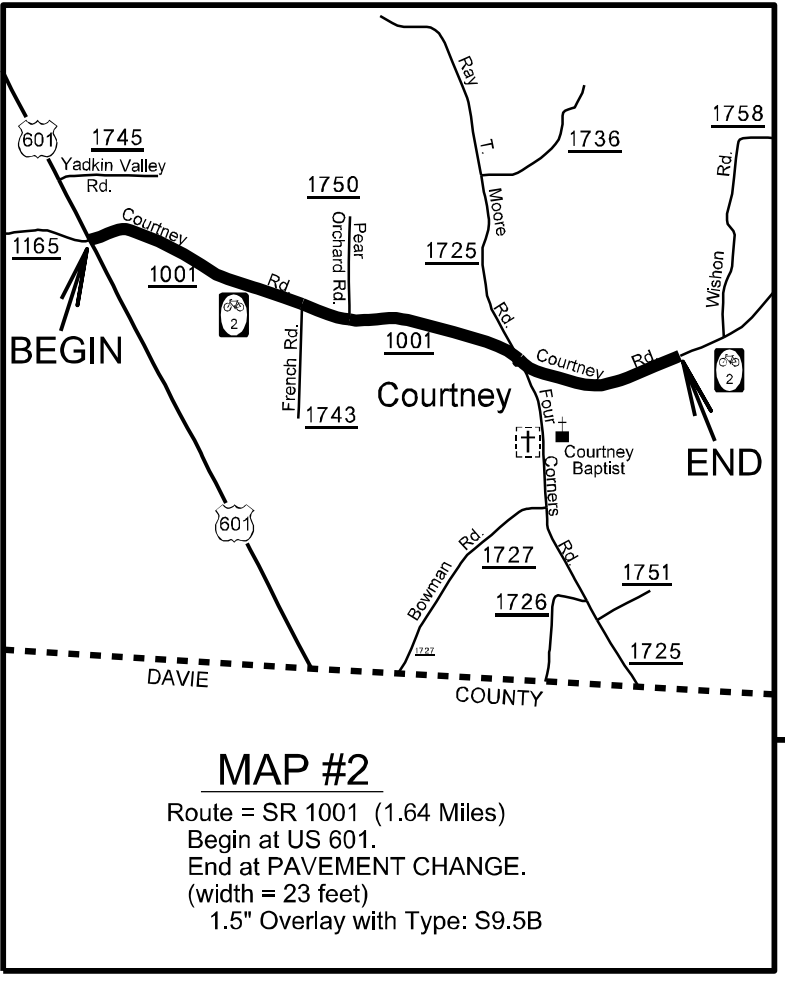
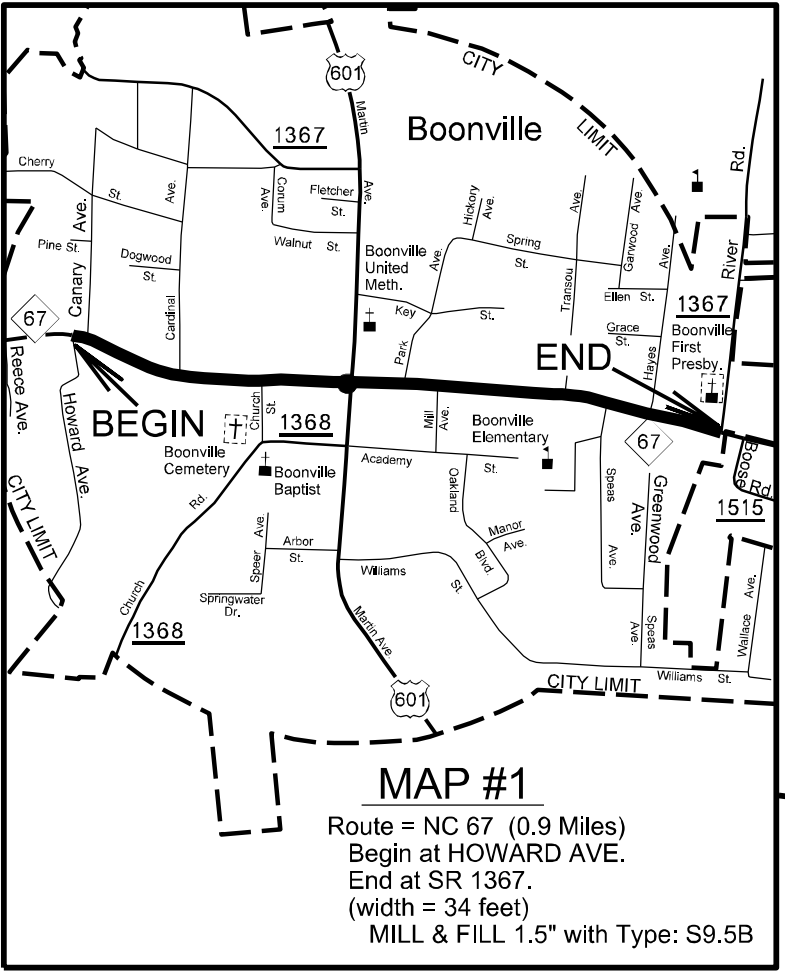
REVIEWED BY: _____

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

YADKIN COUNTY

2019

TYPE OF WORK: ASPHALT RESURFACING
PRIMARY & SECONDARY ROUTES

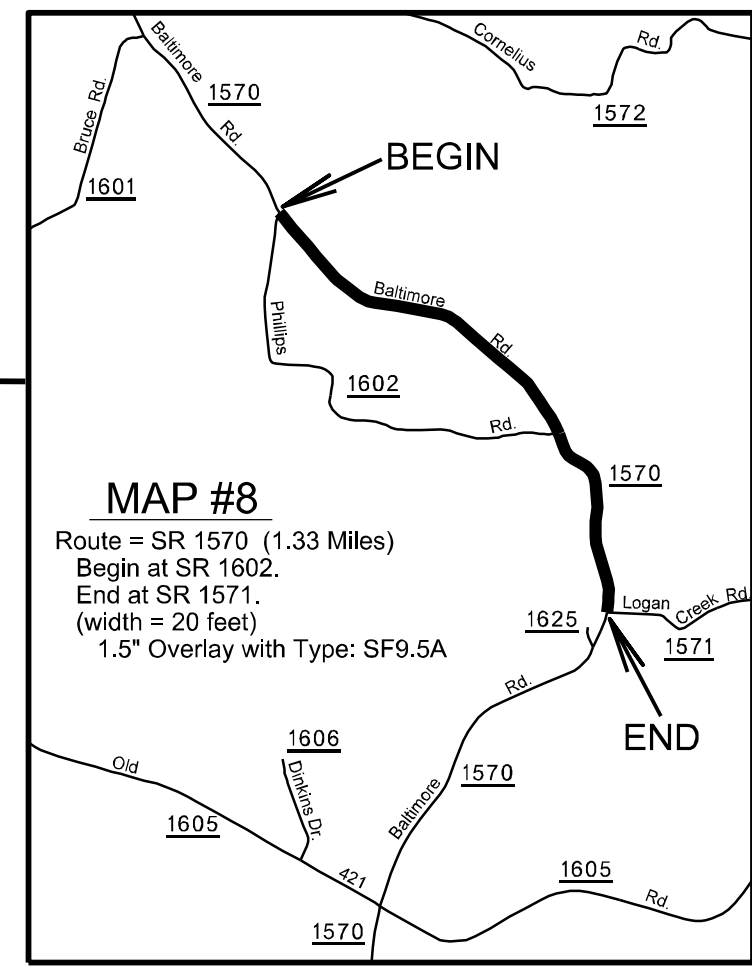
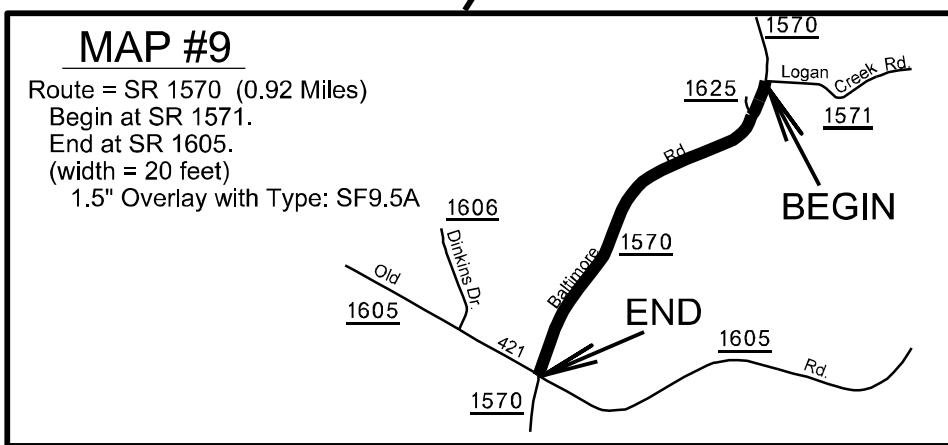
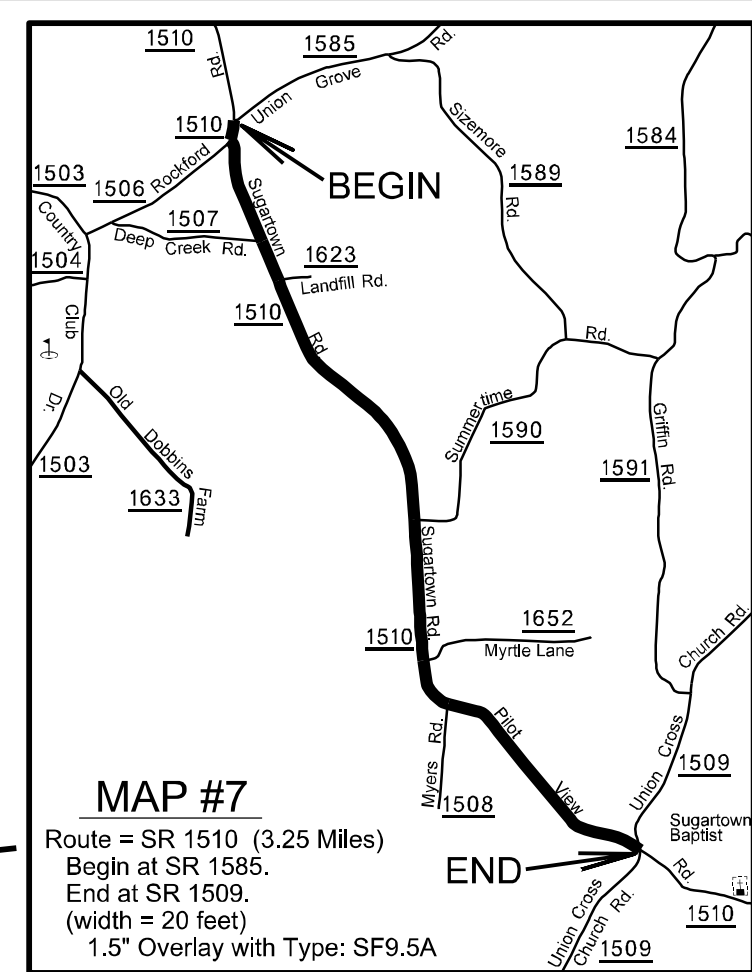
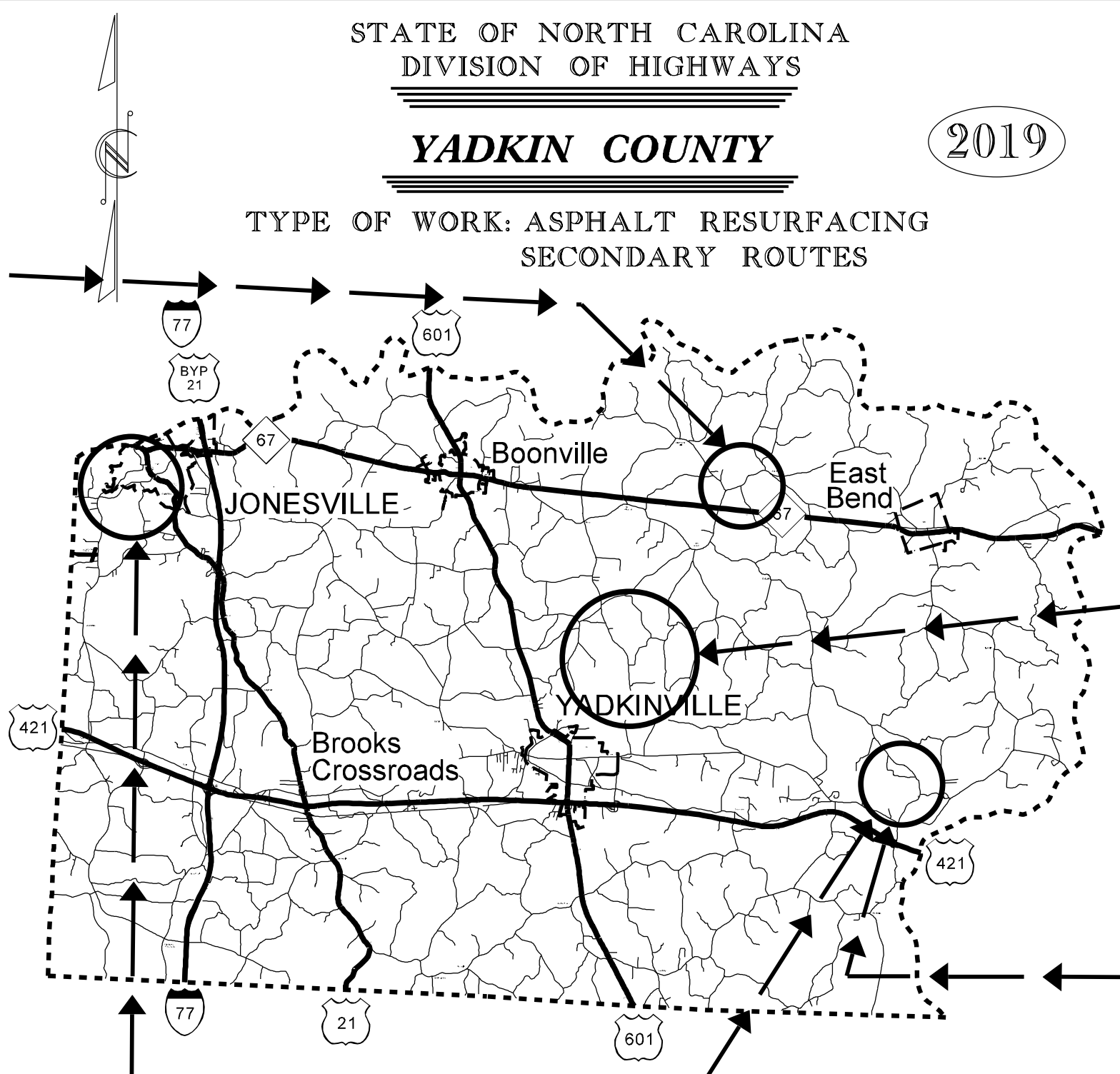
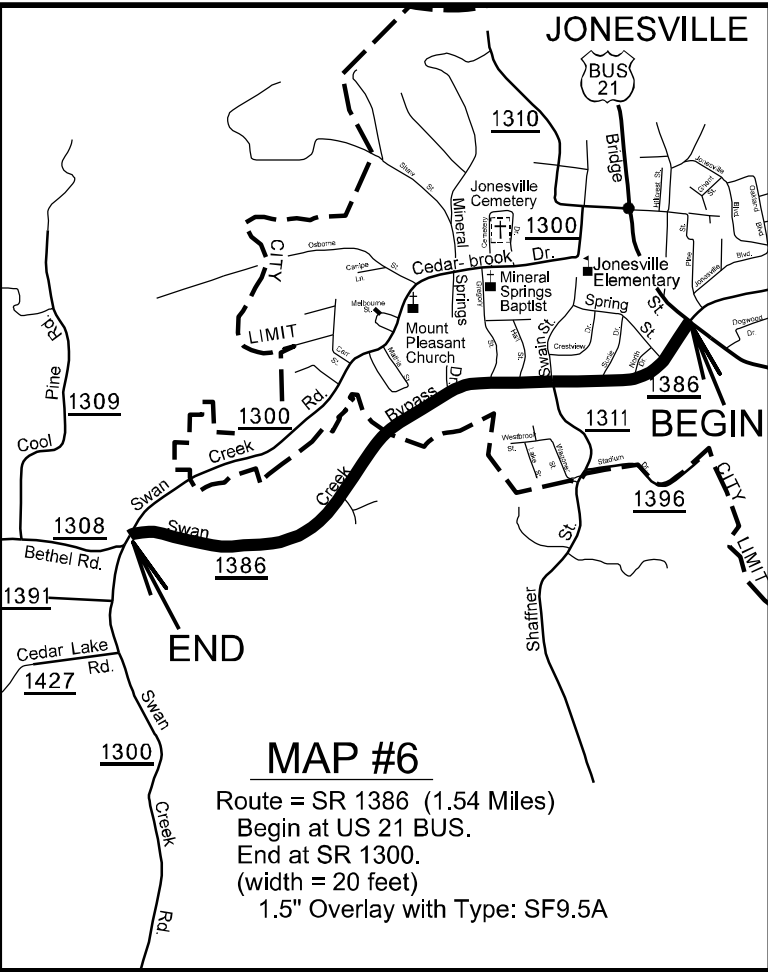
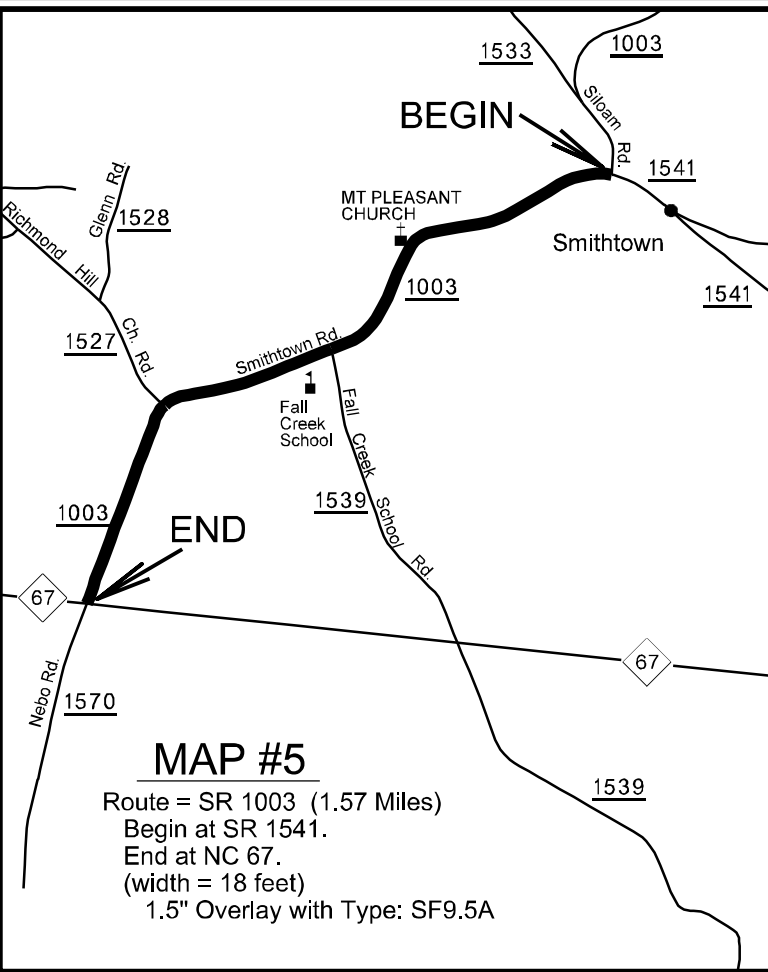


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

YADKIN COUNTY

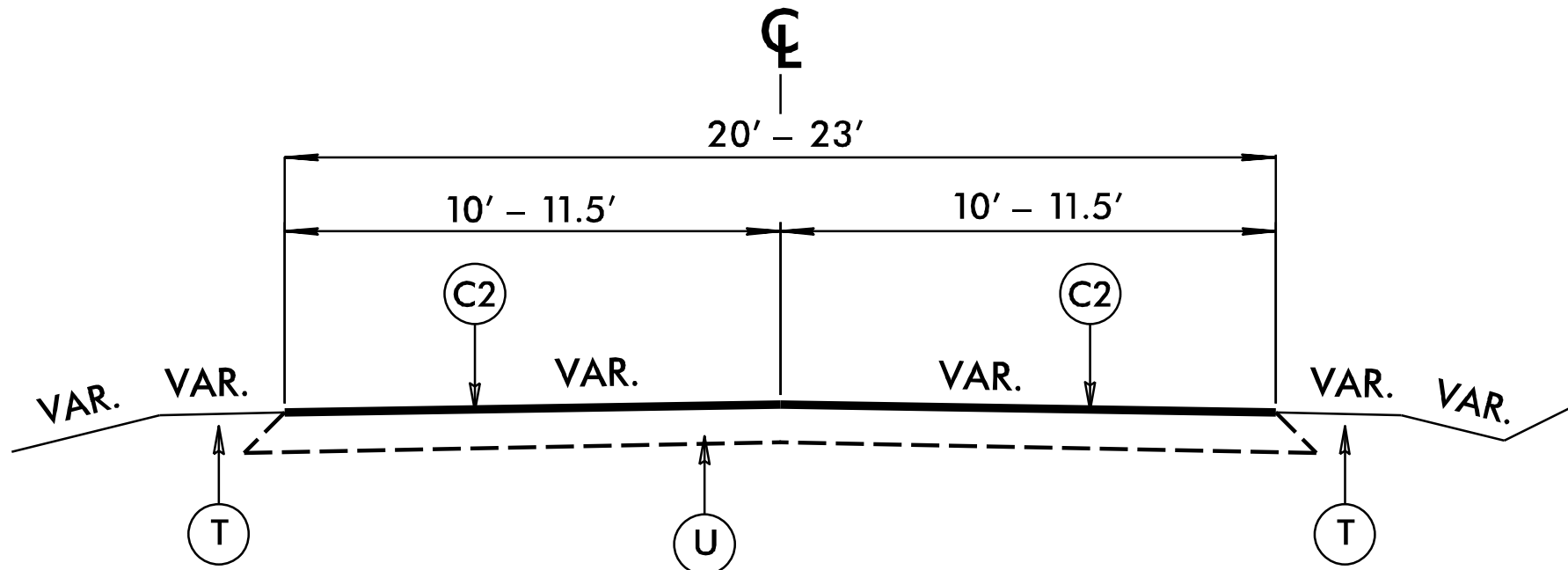
2019

TYPE OF WORK: ASPHALT RESURFACING
SECONDARY ROUTES



TYPICAL SECTION NO. 2

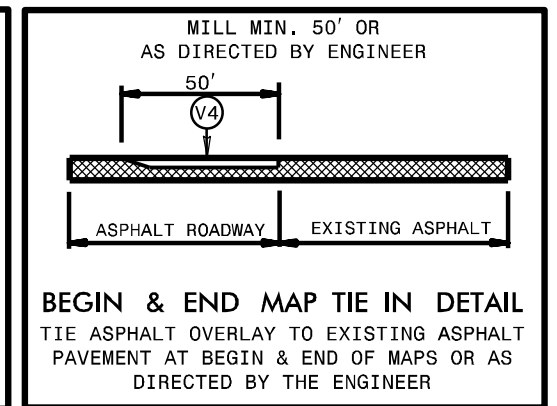
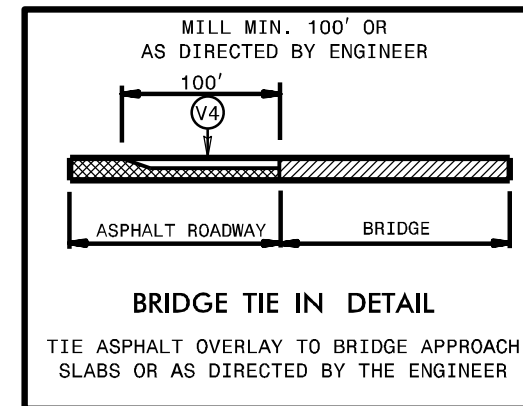
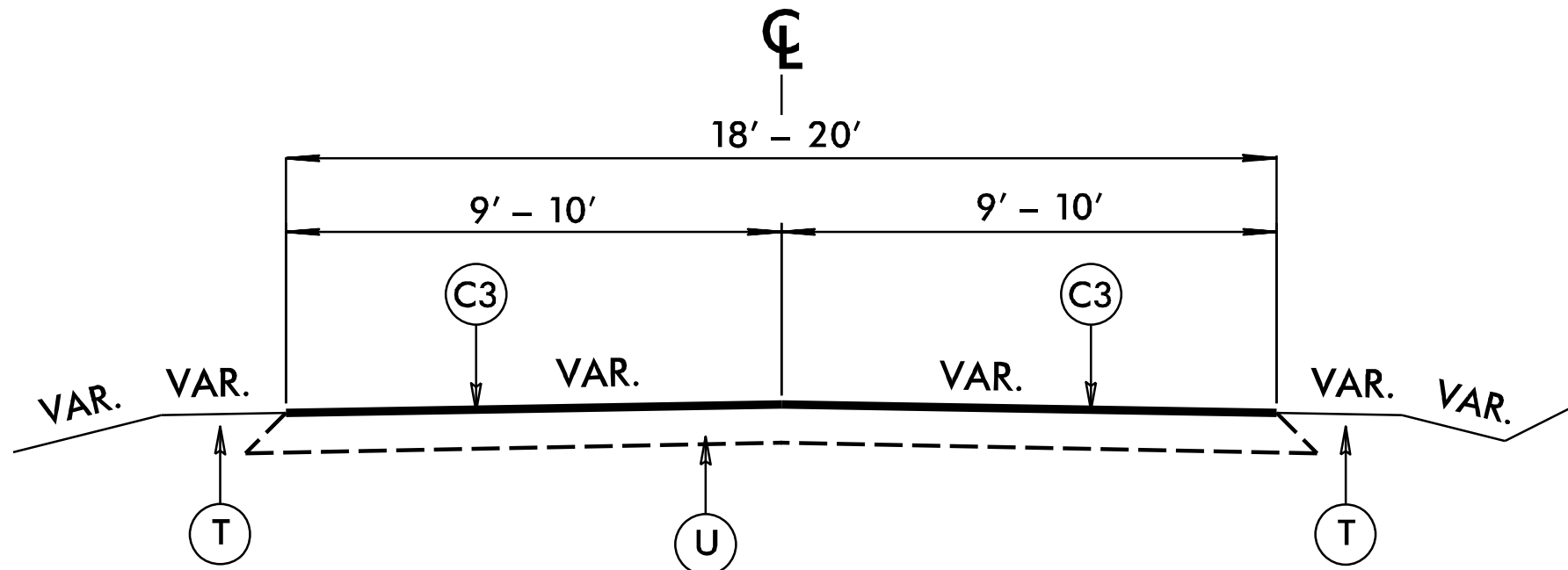
REFER TO MAP: 2 and 3



PAVEMENT SCHEDULE	
C2	PROPOSED: 1.5" Overlay, Type S 9.5 B AVERAGE ASPHALT RATE: 168 lbs. per Sq. Yd.
C3	PROPOSED: 1.5" Overlay, Type SF 9.5 A AVERAGE ASPHALT RATE: 165 lbs. per Sq. Yd.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V4	INCIDENTAL MILLING (See Tie in Detail below)

TYPICAL SECTION NO. 3

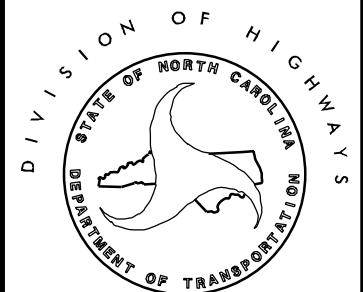
REFER TO MAP: 4, 5, 6, 7, 8 and 9



YADKIN COUNTY SECONDARY ROADS ASPHALT RESURFACING

REVISIONS	INIT.	DATE

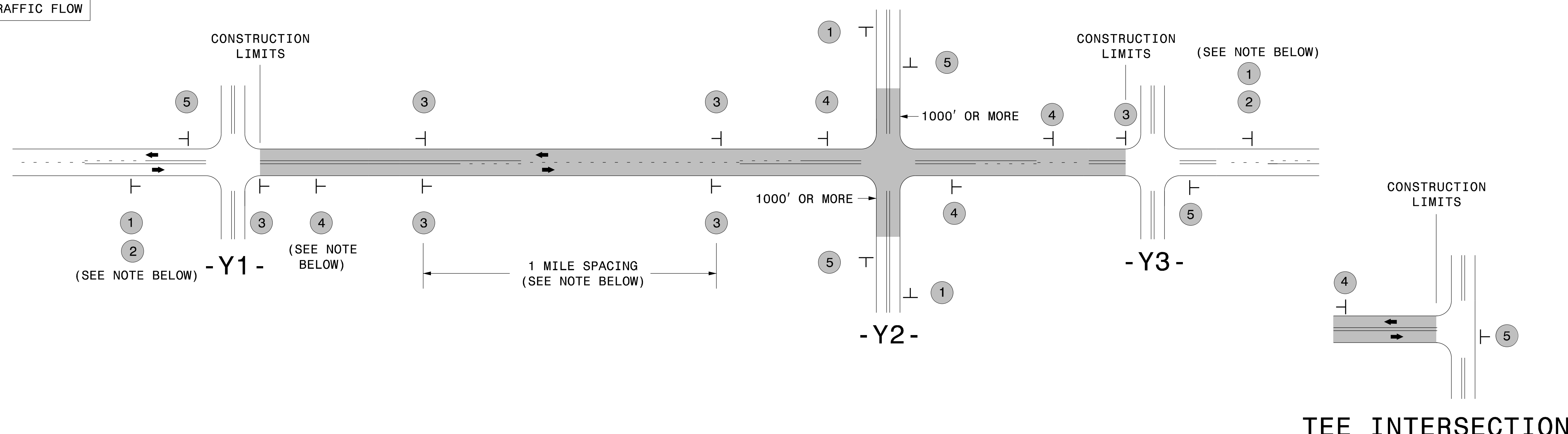
N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN



SCALE: N/A DATE: 08/2018
 PREPARED BY: S.B. DARNELL
 REVIEWED BY: J.D. WOOD
 REVIEWED BY: _____

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

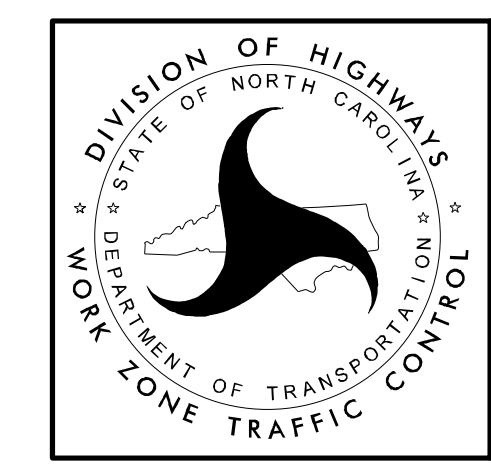
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 W20-1 48" X 48"	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	 W7-3aP 24" X 18"	#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	 SP 13107 48" X 48"	<ul style="list-style-type: none"> - 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	 SP 13106 48" X 48"	<ul style="list-style-type: none"> - 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	 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.

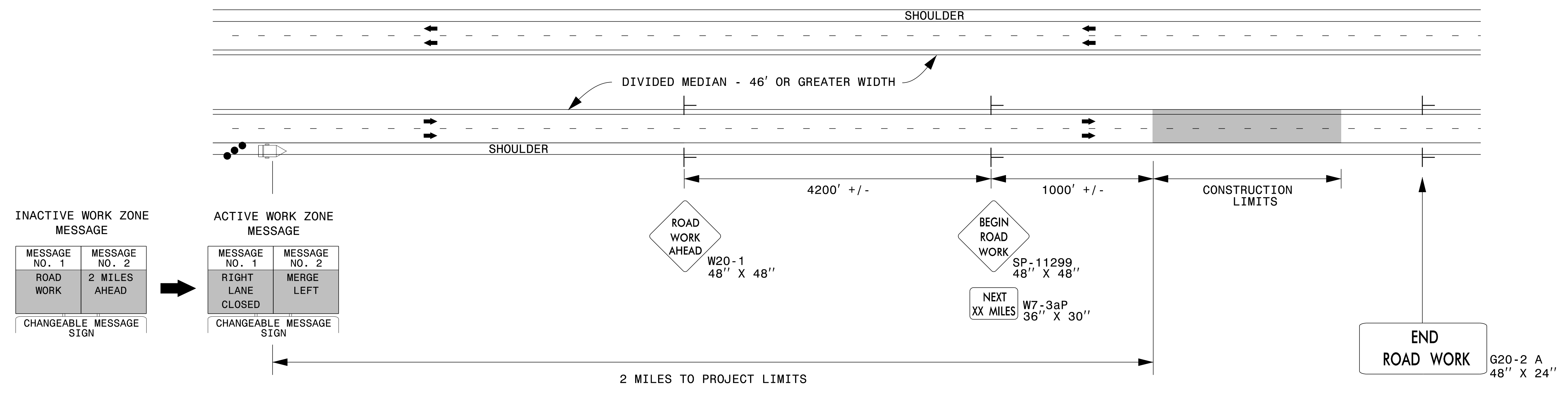
MAPS LESS THAN 2 MILES

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.

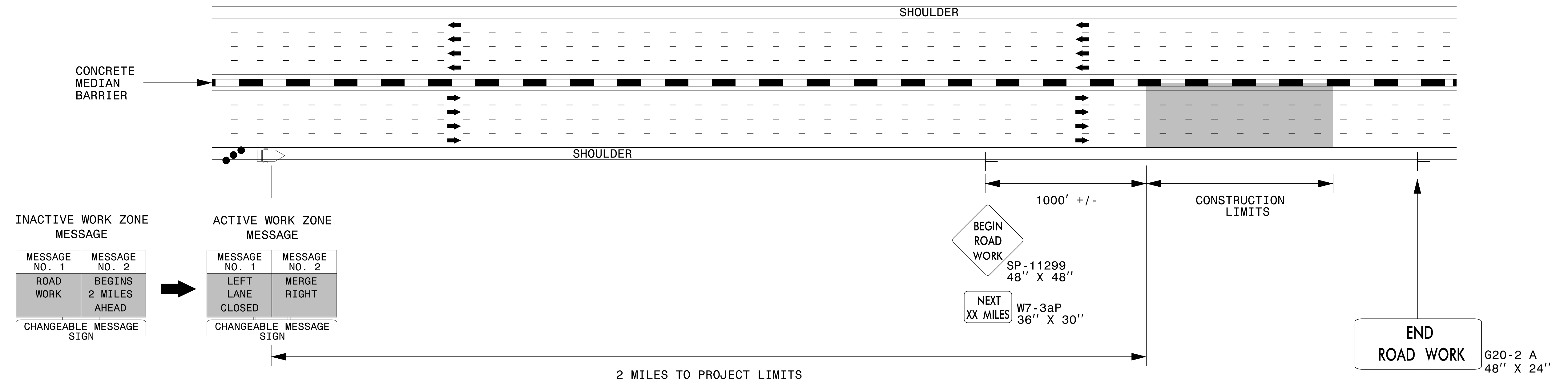


ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

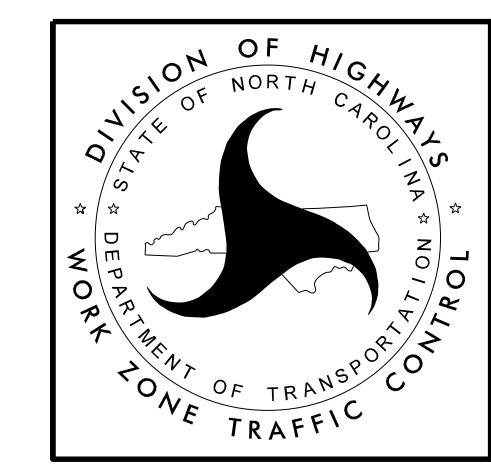


NOTES:

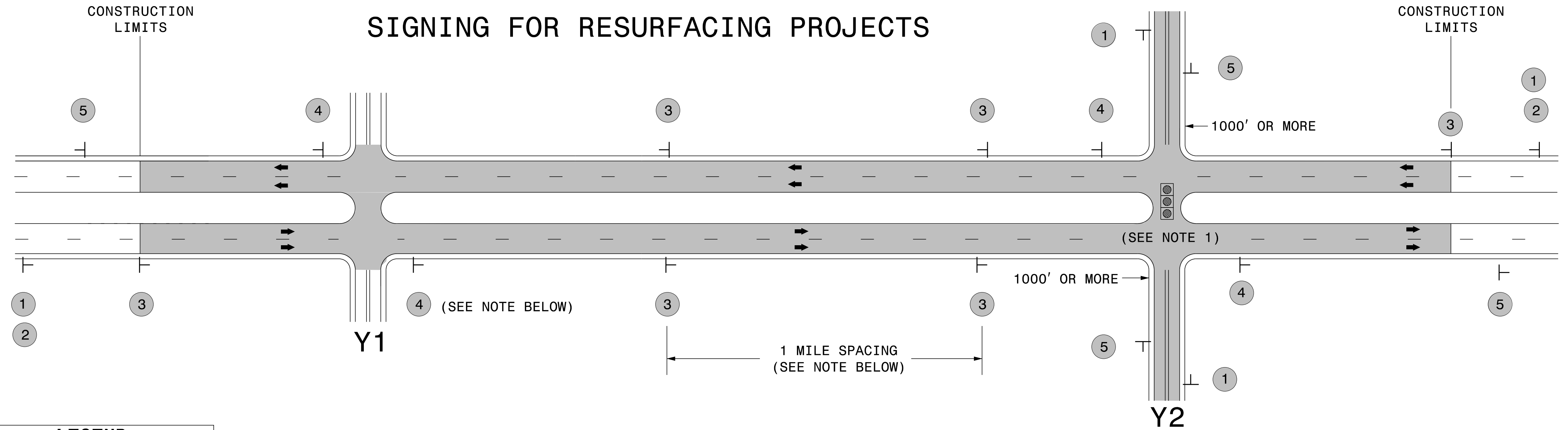
- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



**RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH**



LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

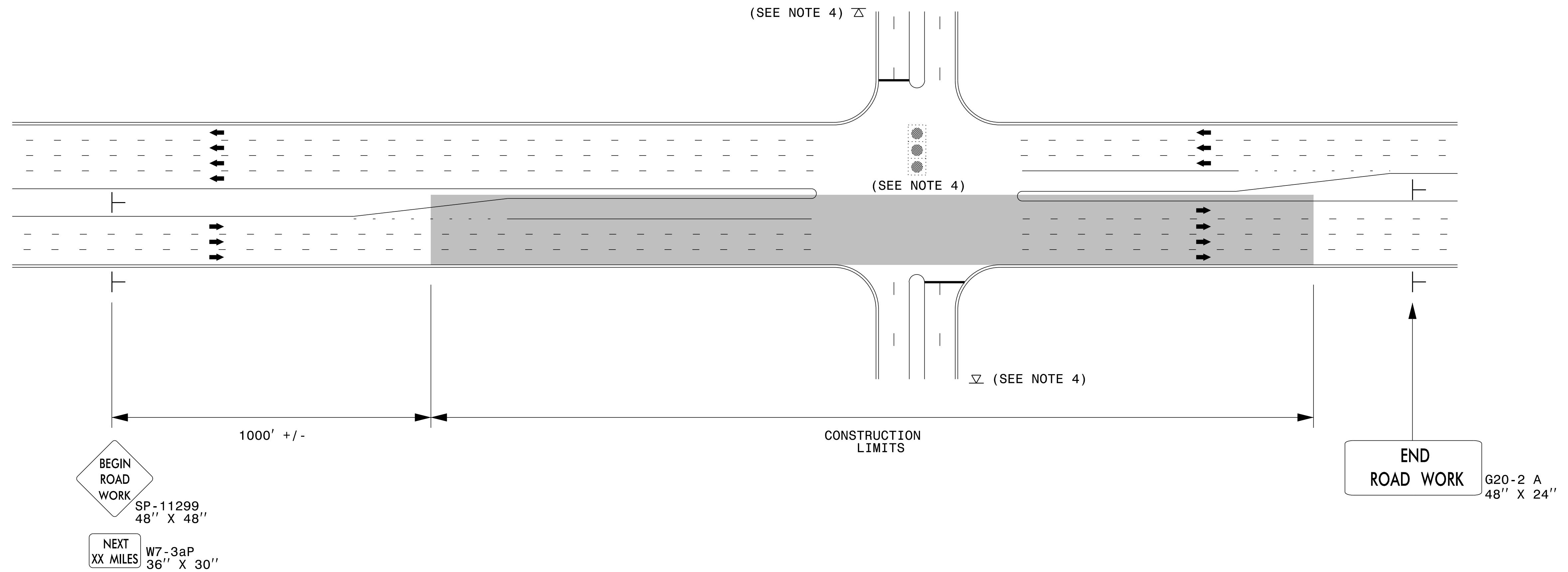
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<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, ADVANCE WARNING PORTABLE 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;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
		<p>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>	
		<p>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.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

3/23/2015
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 User:rmgarrrett

**RESURFACING
 ADVANCE WARNING SIGNS
 FOR RURAL AND SUBURBAN
 MULTI-LANE ROADWAYS
 W/ SHOULDER SECTIONS**

URBAN / SUBURBAN WORKZONES

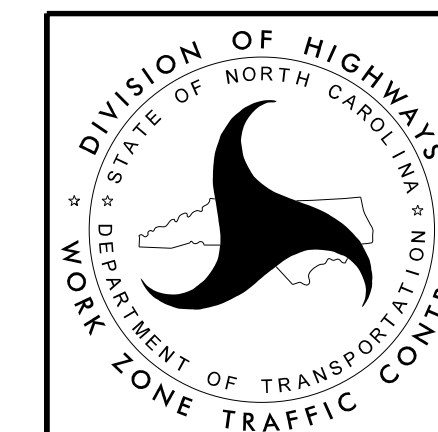


NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

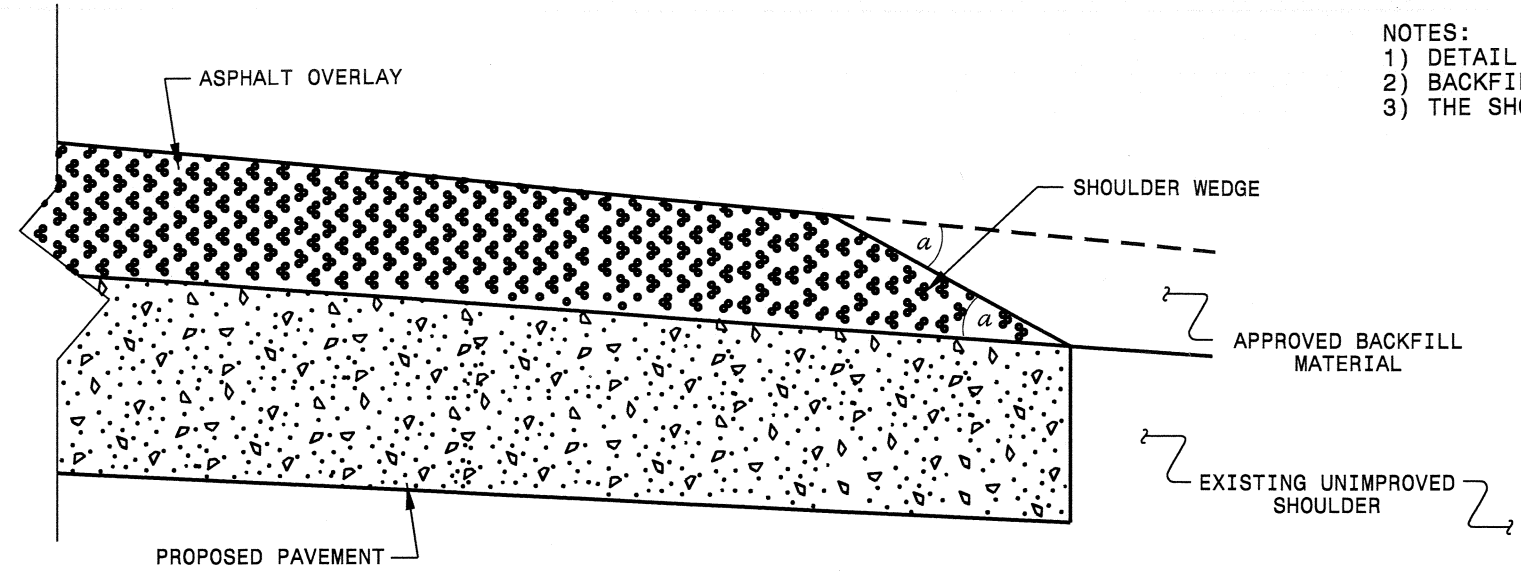
LEGEND

- ├ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW

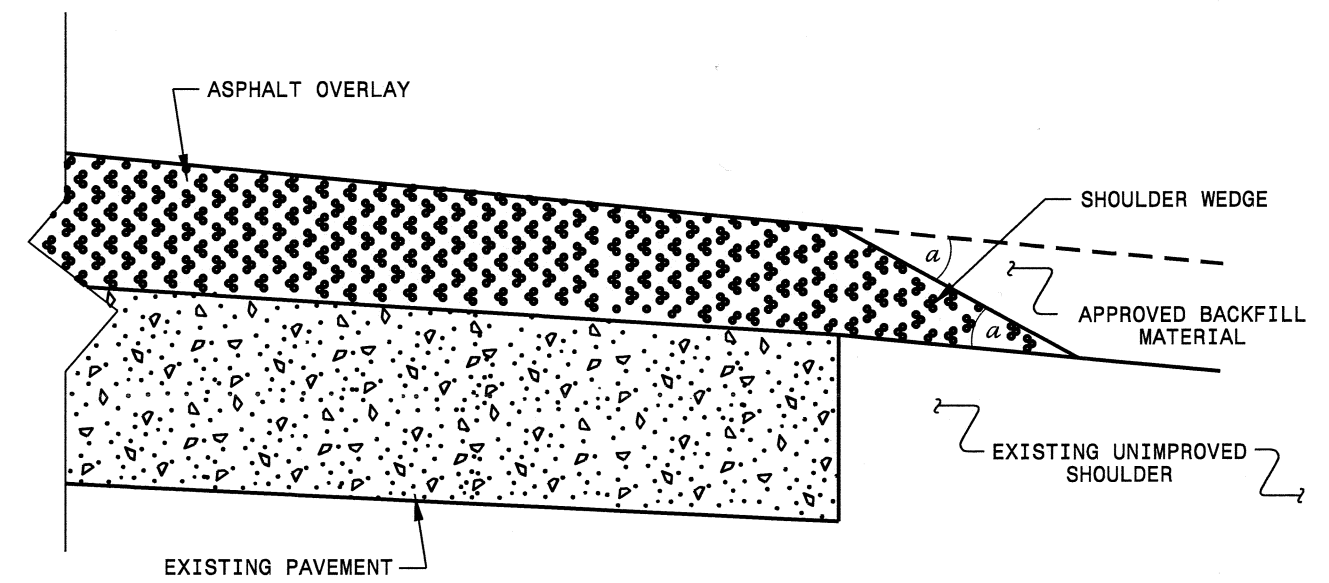


**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

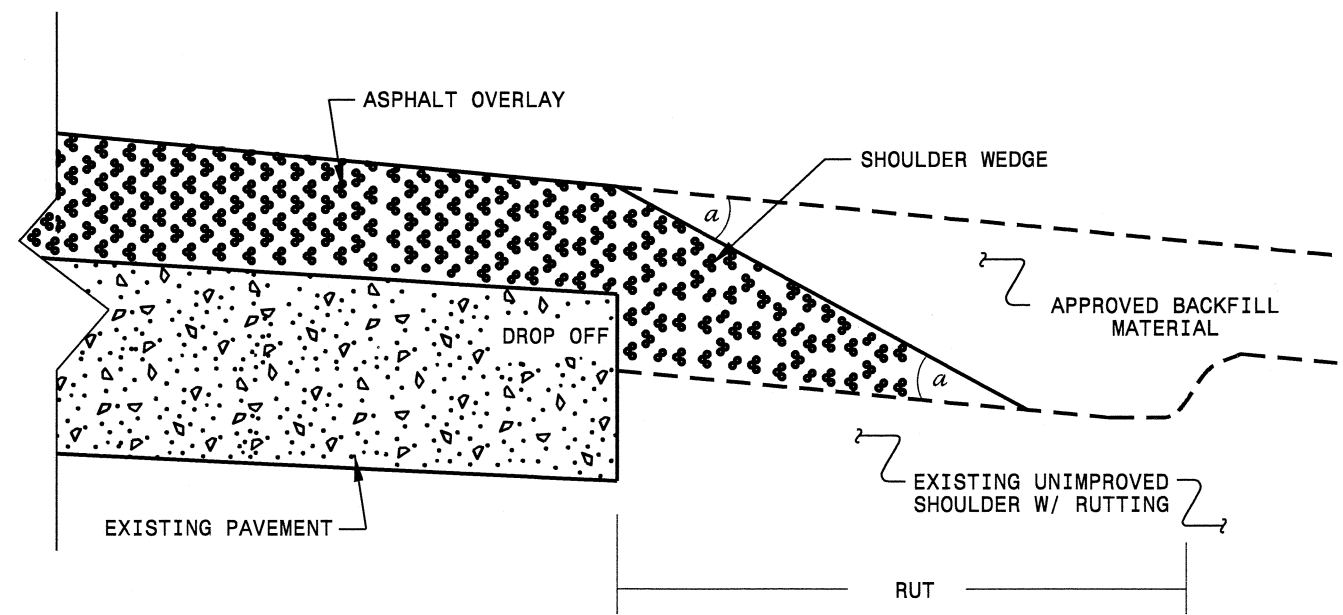
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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: 10/18/12
 CHECKED BY: DATE:
 FILE SPEC.: s:\user\details\stand\shoulderwedgedetail.dgn

 SYSTEMS CONSULTANTS
