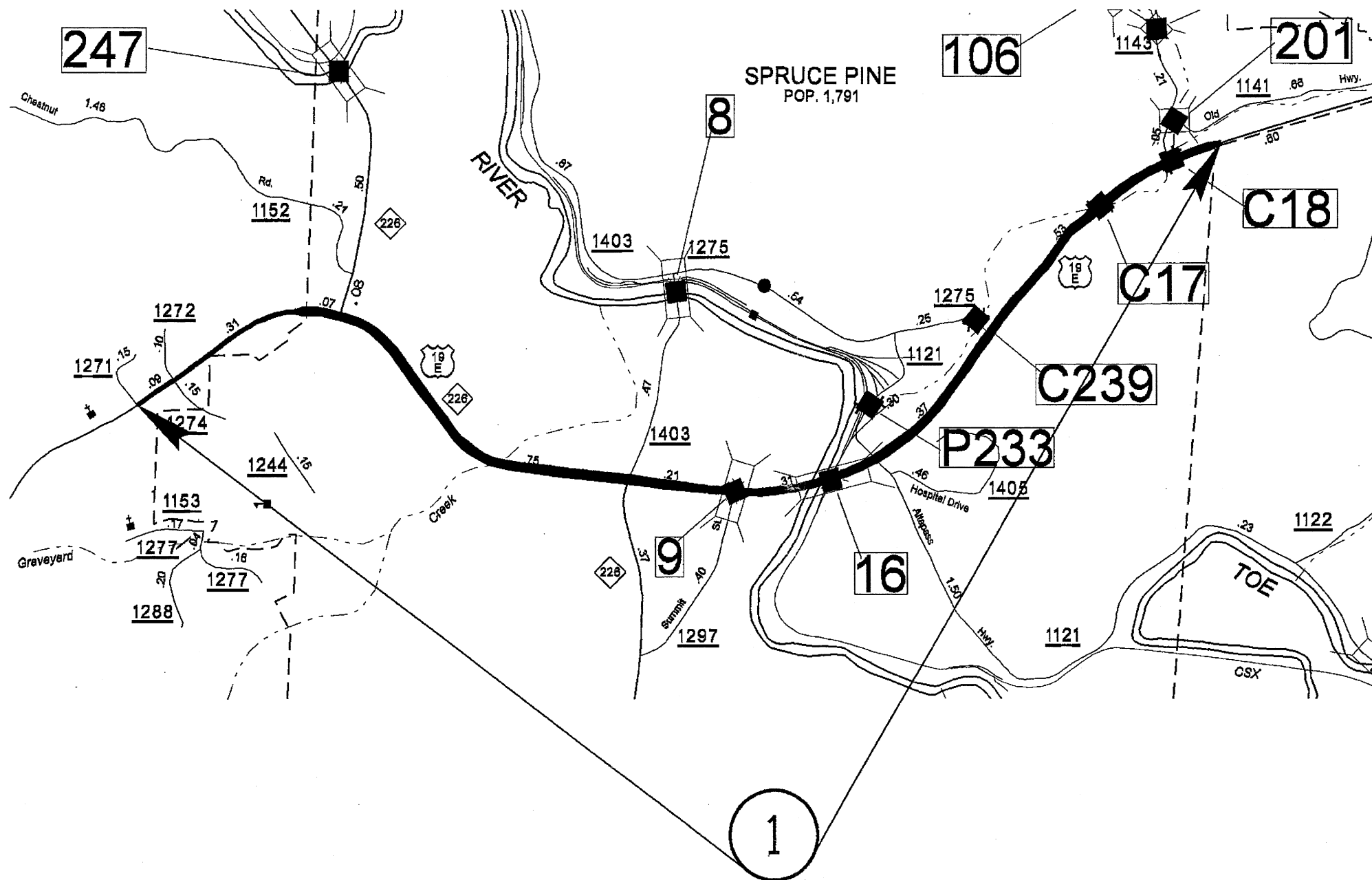
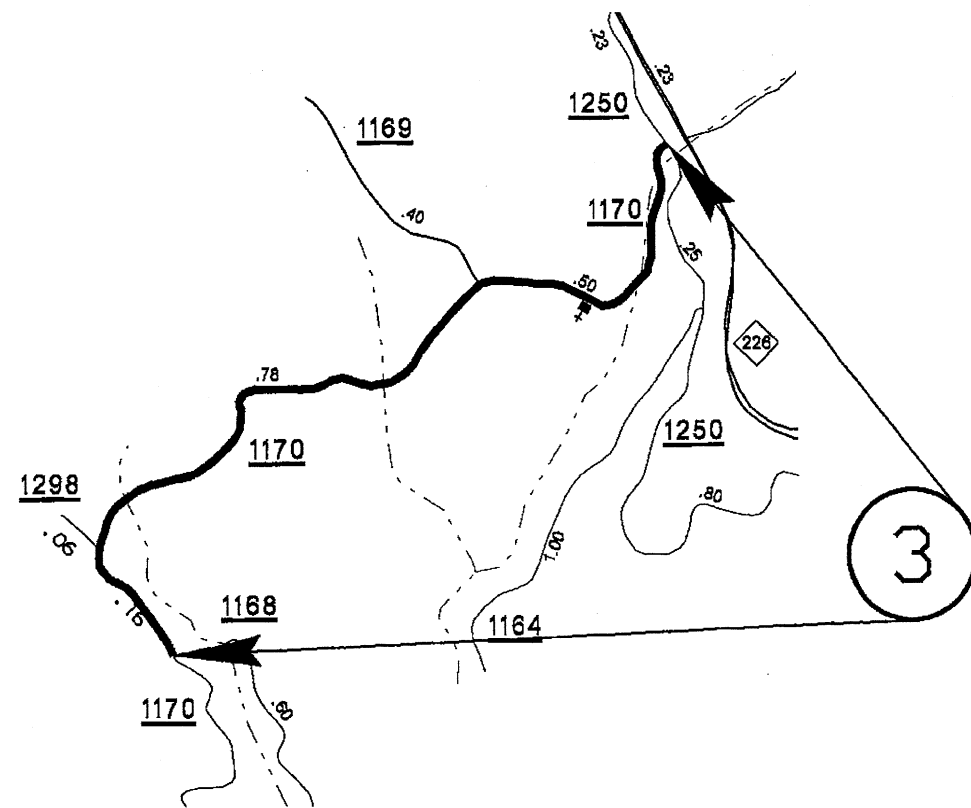
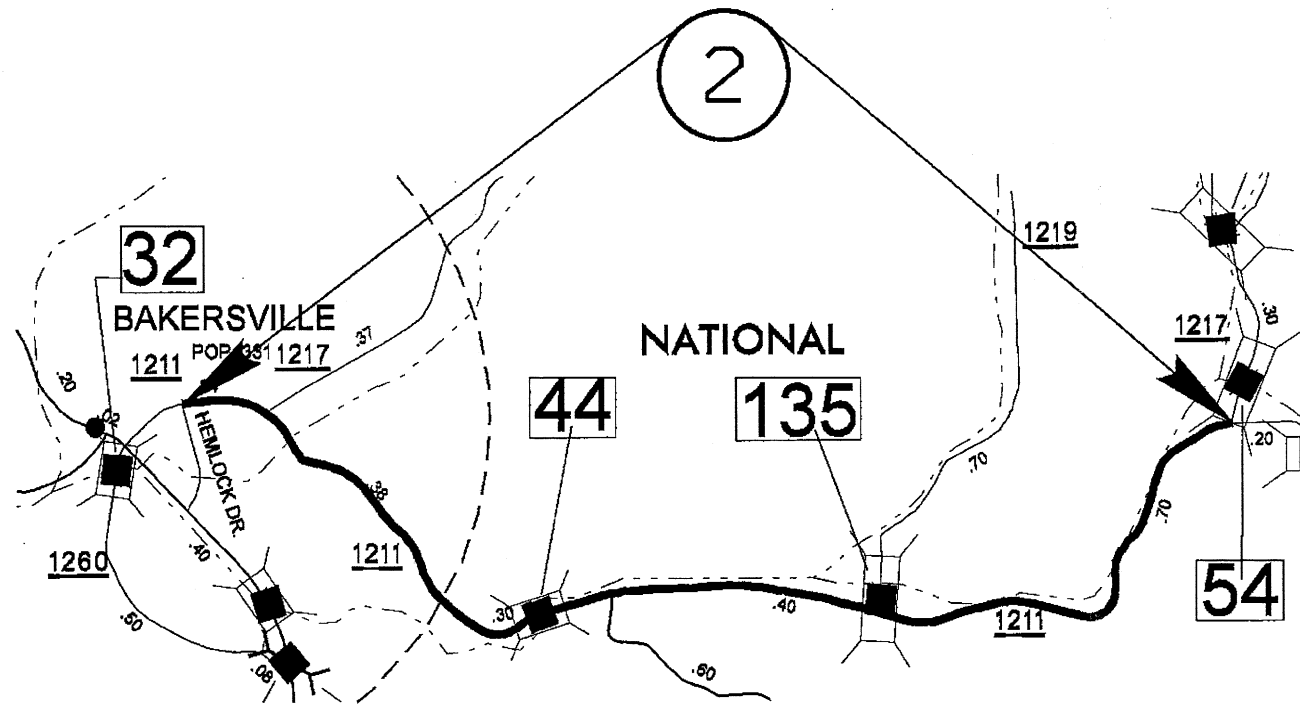


PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10611.15, 13CR.20611.13	1	



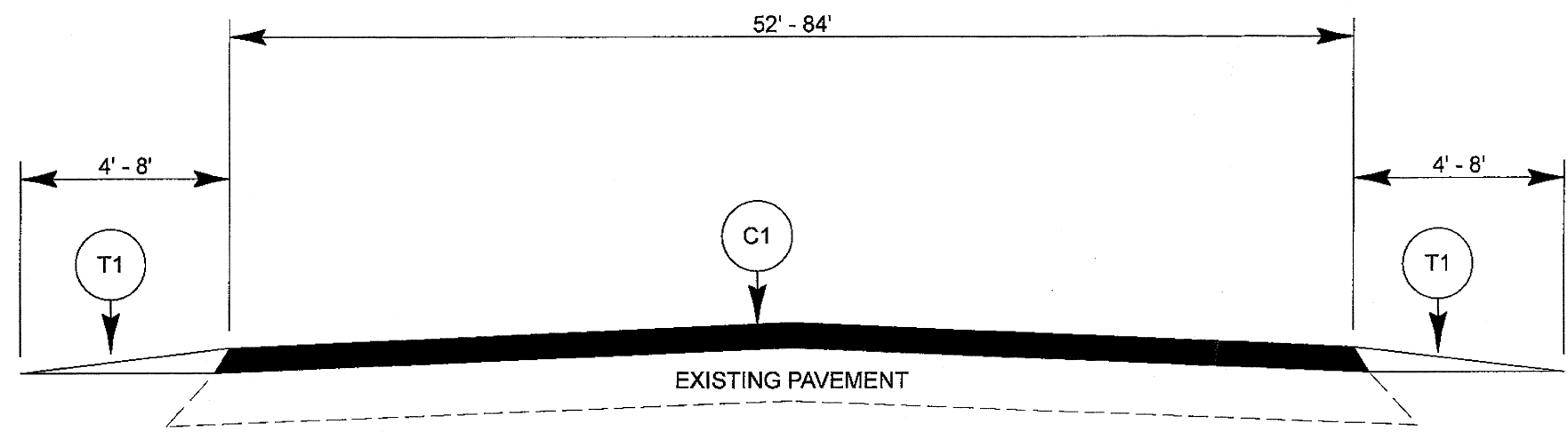
**MITCHELL COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10611.15, 13CR.20611.13	2	

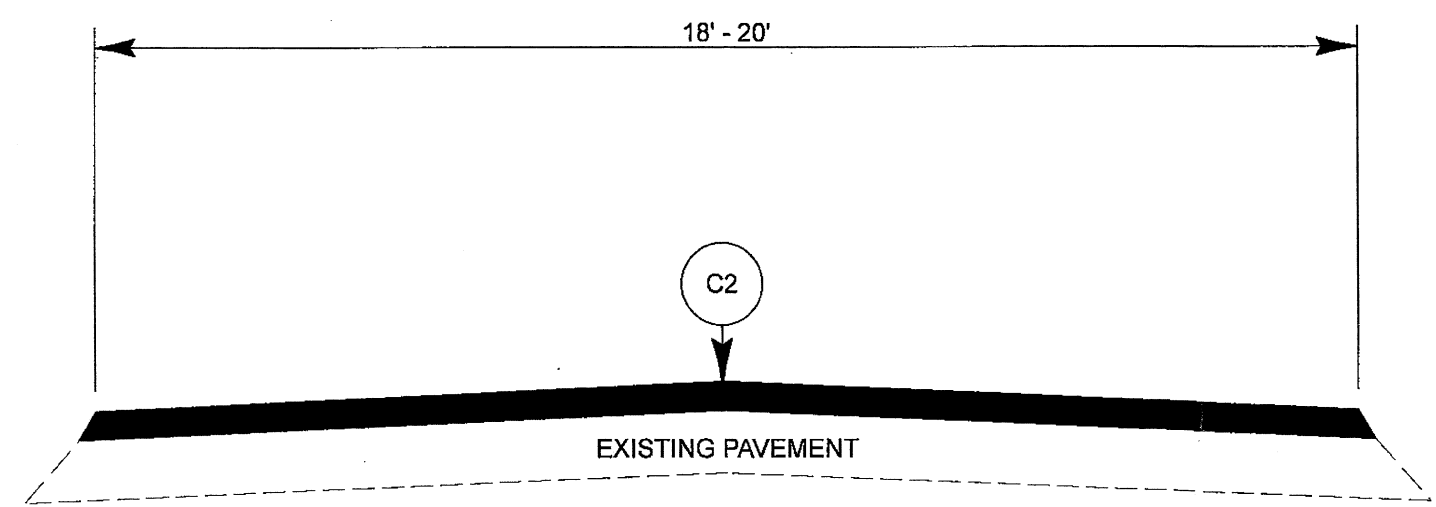
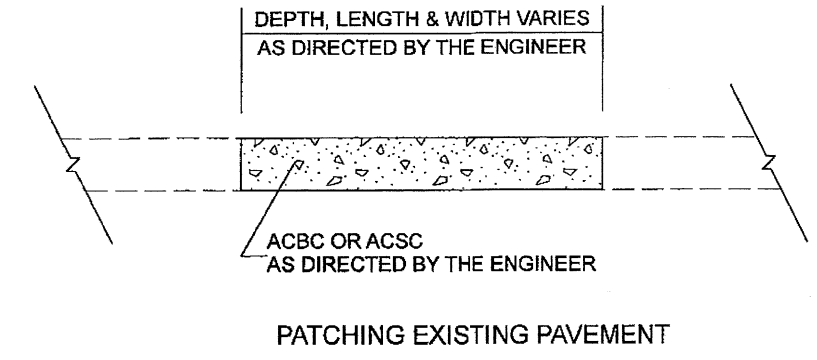


**MITCHELL COUNTY**

PROJECT NO. 13CR.10611.15, 13CR.20611.13	SHEET NO. <b>3</b>	TOTAL SHEETS
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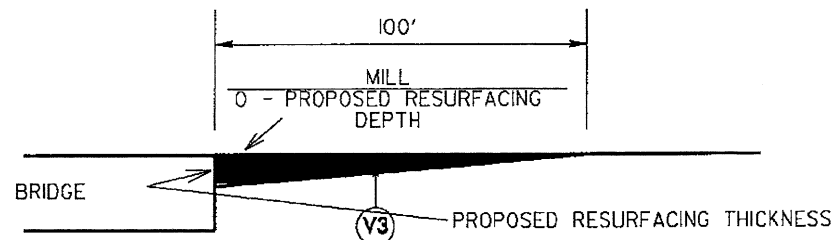
TYPICAL SECTION NO. 1



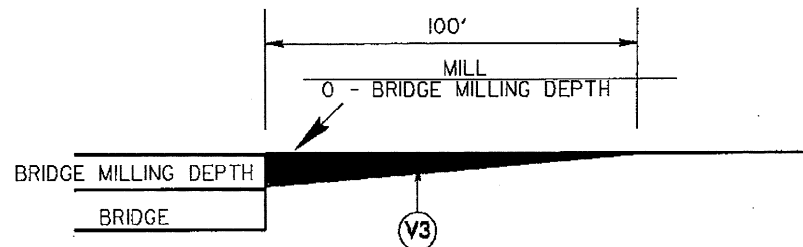
TYPICAL SECTION NO. 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ACSC, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1-1/2" ACSC, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T1	SHOULDER RECONSTRUCTION
V3	INCIDENTAL MILLING

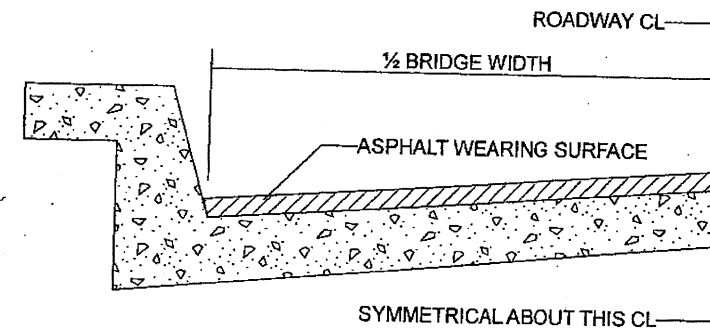
PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10611.15, 13CR.20611.13	4	



**INCIDENTAL MILLING DETAIL AT BRIDGE APPROACHES  
WHERE BRIDGES WILL NOT BE RESURFACED.  
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.**



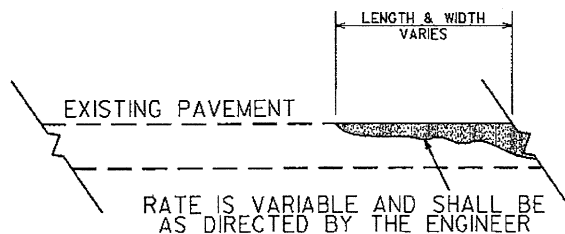
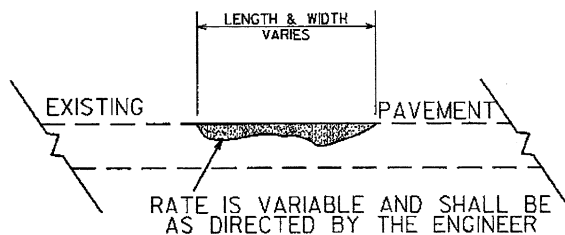
**INCIDENTAL MILLING DETAIL AT BRIDGE APPROACHES  
WHERE BRIDGES WILL BE MILLED THEN RESURFACED.  
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.**



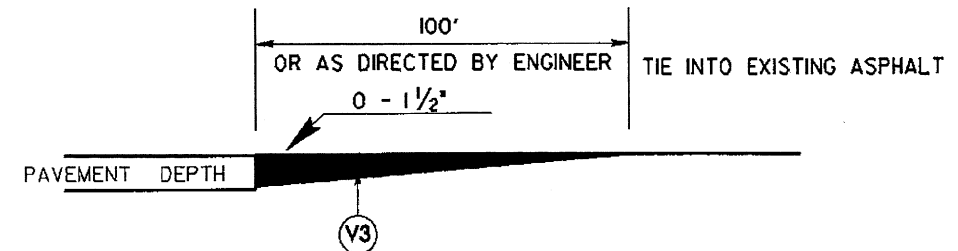
**BRIDGE HALF TYPICAL SECTION**  
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

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", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 1/2", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 3/4". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SF9.5A 1.5", S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN 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.



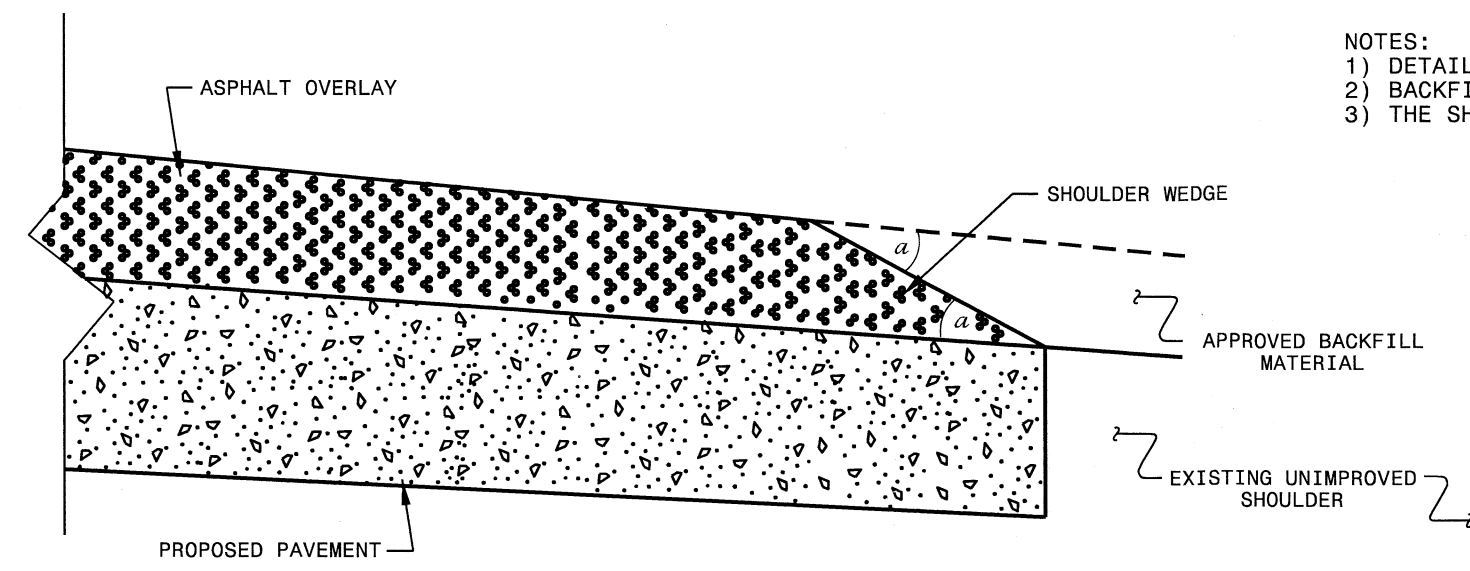
**DETAIL SHOWING  
METHOD OF WEDGING**



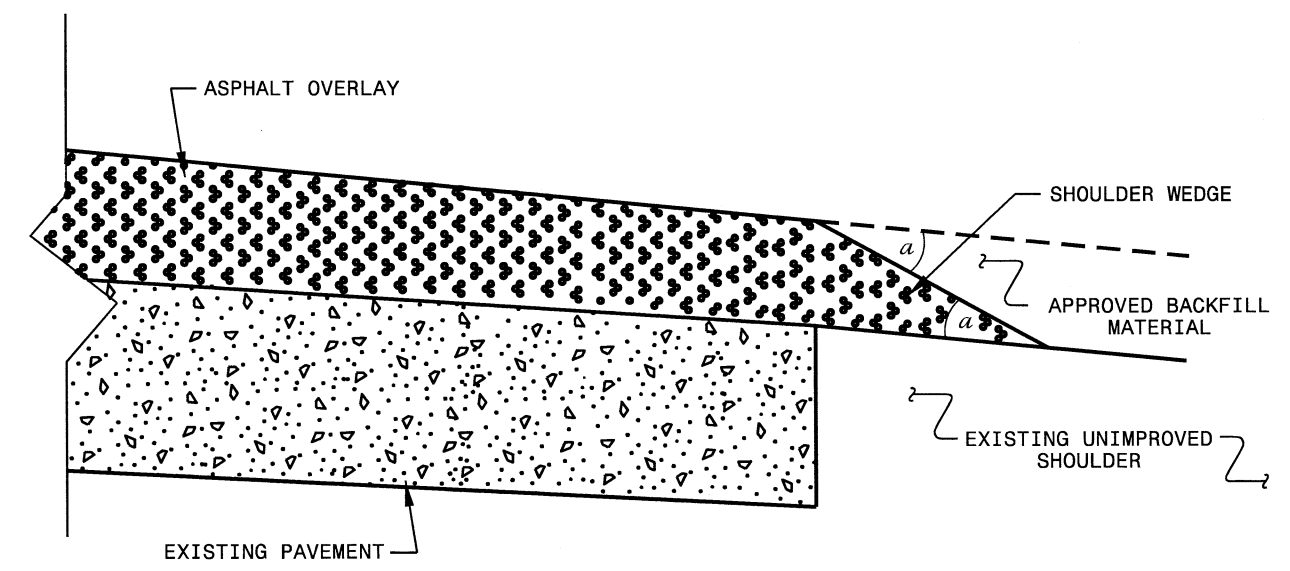
**DETAIL TO TIE INTO EXIST PAVEMENT**

**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 S9.5B. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.**

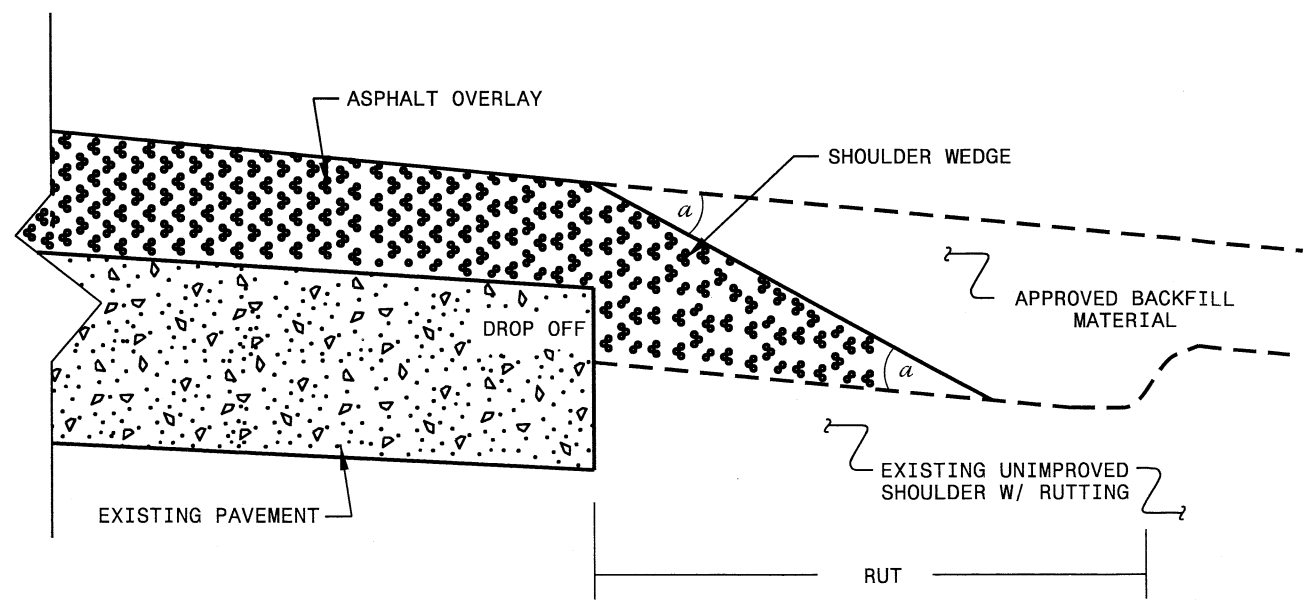
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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

\*\*\*\*\*  
 SYSTEMS  
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PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10611.15, 13CR.20611.13	6	

**SUMMARY OF QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TON	SHOULDER RECONSTRUCTION SMI	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ADJUSTMENT OF MANHOLES EA	ADJUSTMENT OF METER BOXES OR VALVE BOXES EA
13CR.10611.15	Mitchell	1	US 19 E	FROM SR 1271 TO 600' EAST OF SR 1143 (MP 3.296 - MP 6.106)	1	5	M2 - Multi-lane two-way traffic	NO	NO	2.81	52 - 84	141	5.62	5,489	10,377		623	2,500		
<b>TOTAL FOR PROJ NO. 13CR.10611.15</b>										<b>2.81</b>		<b>141</b>	<b>5.62</b>	<b>5,489</b>	<b>10,377</b>		<b>623</b>	<b>2,500</b>		
13CR.20611.13	Mitchell	2	SR 1211	HEMLOCK DRIVE TO SR 1217 (MP 0.12 - MP 2.01)	2	2	2WU	NO	NO	1.89	20	95				2,025	136	1,050	2	7
13CR.20611.13	Mitchell	3	SR 1170	FROM SR 1168 TO SR 1250 (MP 3.087 MP 4.511)	2	2	2WU	NO	NO	1.43	18	72				1,380	92	550		
<b>TOTAL FOR PROJ NO. 13CR.20611.13</b>										<b>3.32</b>		<b>167</b>				<b>3,405</b>	<b>228</b>	<b>1,600</b>	<b>2</b>	<b>7</b>
<b>GRAND TOTAL</b>										<b>6.13</b>		<b>308</b>	<b>5.62</b>	<b>5,489</b>	<b>10,377</b>	<b>3,405</b>	<b>851</b>	<b>4,100</b>	<b>2</b>	<b>7</b>

**THERMOPLASTIC AND PAINT QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4710000000-E	4721000000-E	4725000000-E				4810000000-E		4847000000-E		4905000000-N	
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE LF	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) SCHOOL EA	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT ARROW EA	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RT ARROW EA	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) MERGE ARROW EA	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR & LT EA	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR & RT ARROW EA	PAINT PAVEMENT MARKING LINES (4") WHITE LF	PAINT PAVEMENT MARKING LINES (4") YELLOW LF	POLYUREA PAVEMENT MARKING LINES (4") WHITE (HIGHLY REFLECTIVE ELEMENTS) LF	POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HIGHLY REFLECTIVE ELEMENTS) LF	SNOW/PLOWABLE PAVEMENT MARKERS EA
13CR.10611.15	Mitchell	1	US 19 E	FROM SR 1271 TO 600' EAST OF SR 1143 (MP 3.296 - MP 6.106)	1	5	M2 - Multi-lane two-way traffic	2.81	52 - 84	315	*	650		28	22	6	2	4			42,000	32,000	800
<b>TOTAL FOR PROJ NO. 13CR.10611.15</b>										<b>315</b>	<b>1</b>	<b>650</b>		<b>28</b>	<b>22</b>	<b>6</b>	<b>2</b>	<b>4</b>			<b>42,000</b>	<b>32,000</b>	<b>800</b>
13CR.20611.13	Mitchell	2	SR 1211	HEMLOCK DRIVE TO SR 1217 (MP 0.12 - MP 2.01)	2	2	2WU	1.89	20		*	40	12						39,917	39,917			
13CR.20611.13	Mitchell	3	SR 1170	FROM SR 1168 TO SR 1250 (MP 3.087 MP 4.511)	2	2	2WU	1.43	18	372									30,202	30,202			
<b>TOTAL FOR PROJ NO. 13CR.20611.13</b>										<b>372</b>	<b>1</b>	<b>40</b>	<b>12</b>						<b>70,119</b>	<b>70,119</b>			
<b>GRAND TOTAL</b>										<b>687</b>	<b>1</b>	<b>690</b>	<b>12</b>	<b>28</b>	<b>22</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>70,119</b>	<b>70,119</b>	<b>42,000</b>	<b>32,000</b>	<b>800</b>