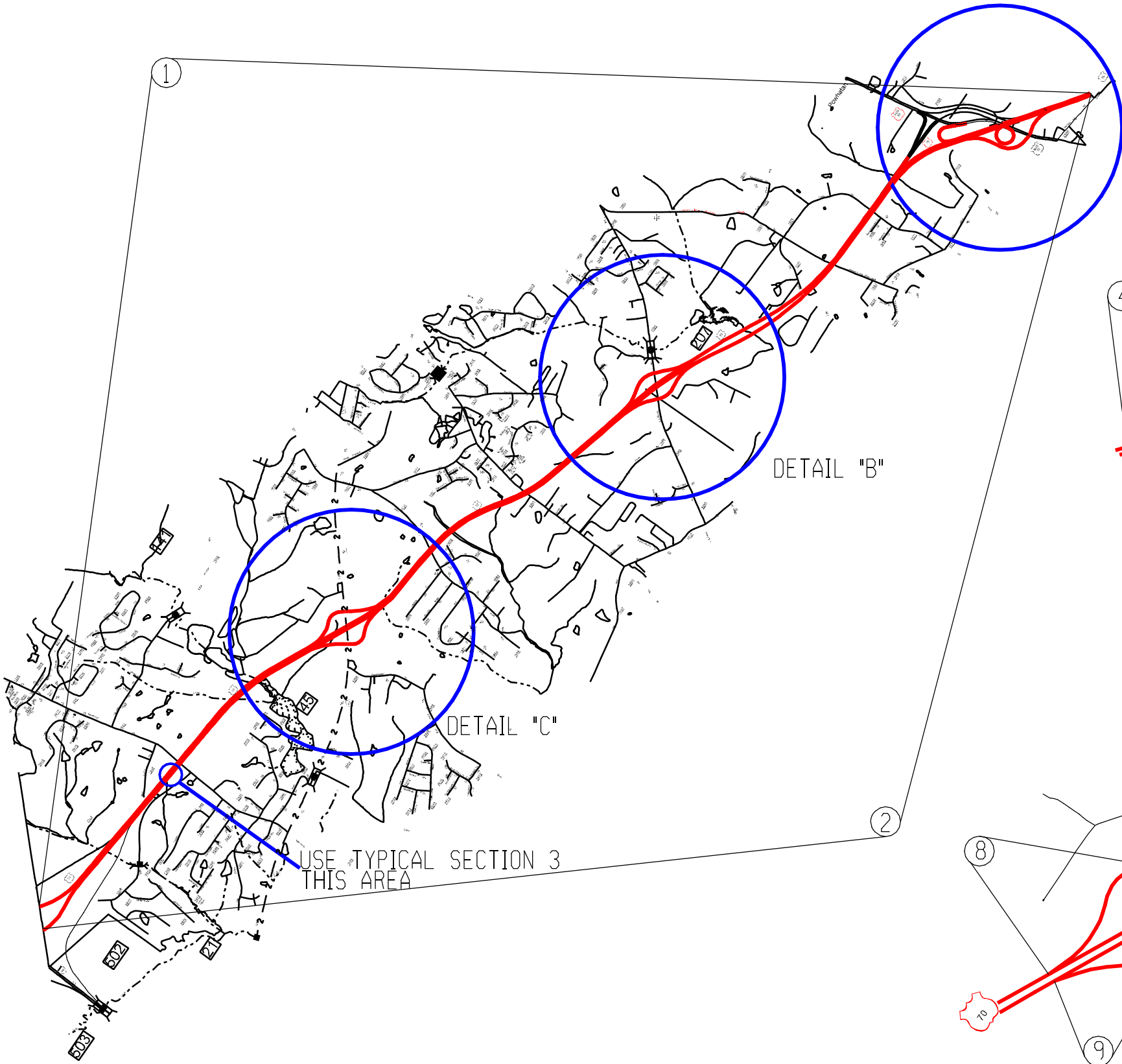


	SHEET NO.	TOTAL SHEETS
WBS		1
2018CPT.04.07.10511	DESCRIPTION	

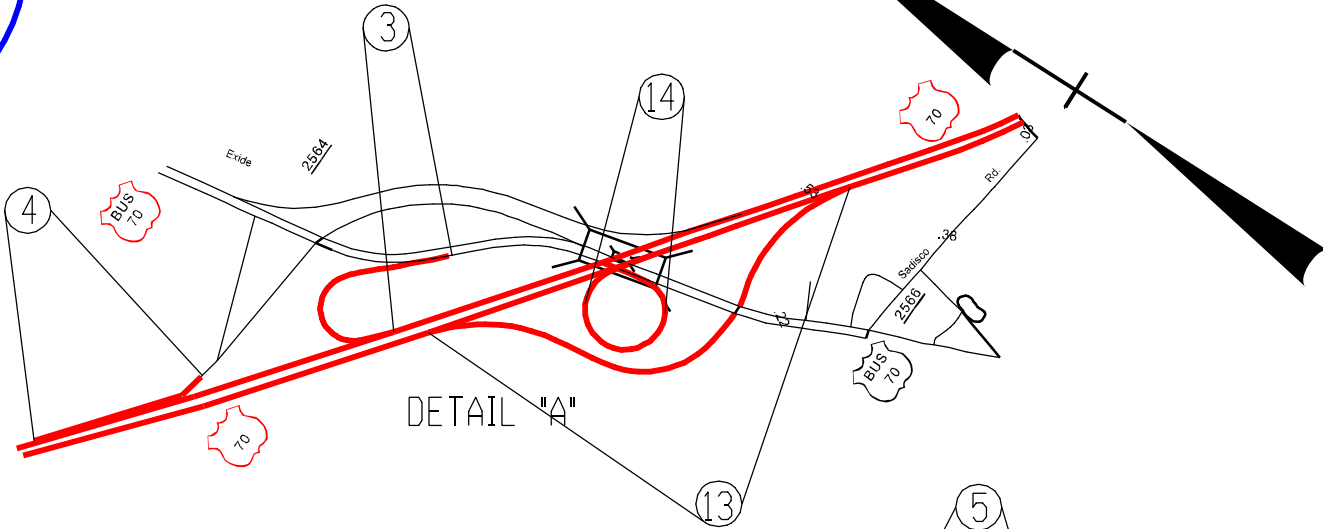


DETAIL "A"

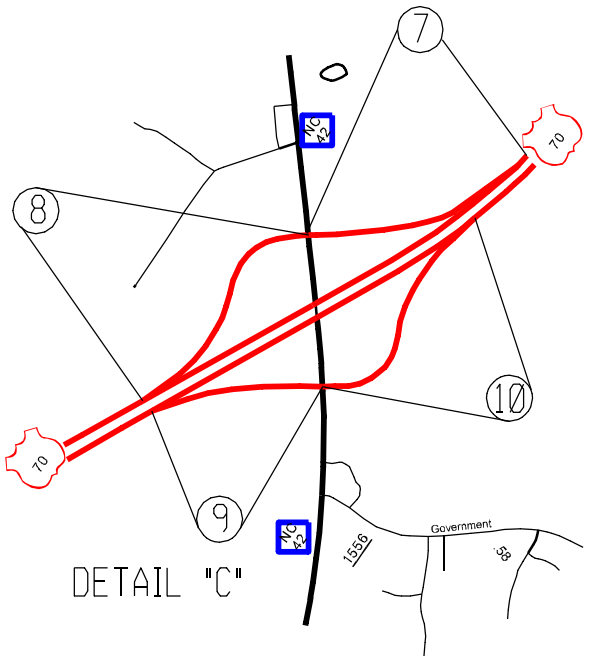
DETAIL "B"

DETAIL "C"

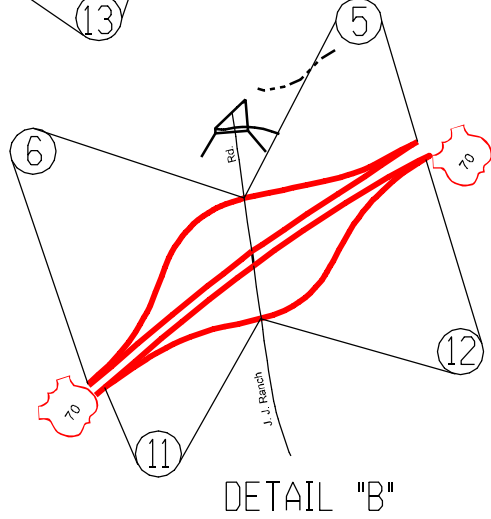
USE TYPICAL SECTION 3  
THIS AREA



DETAIL "A"



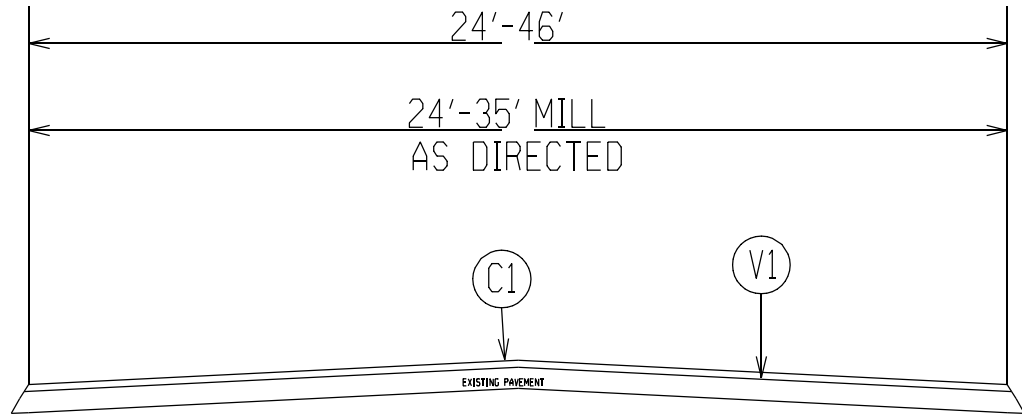
DETAIL "C"



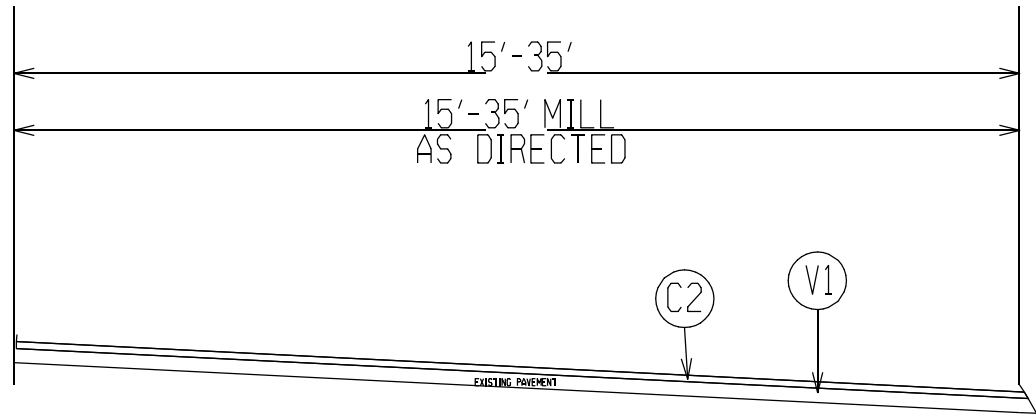
DETAIL "B"

**JOHNSTON COUNTY**  
**NORTH CAROLINA**

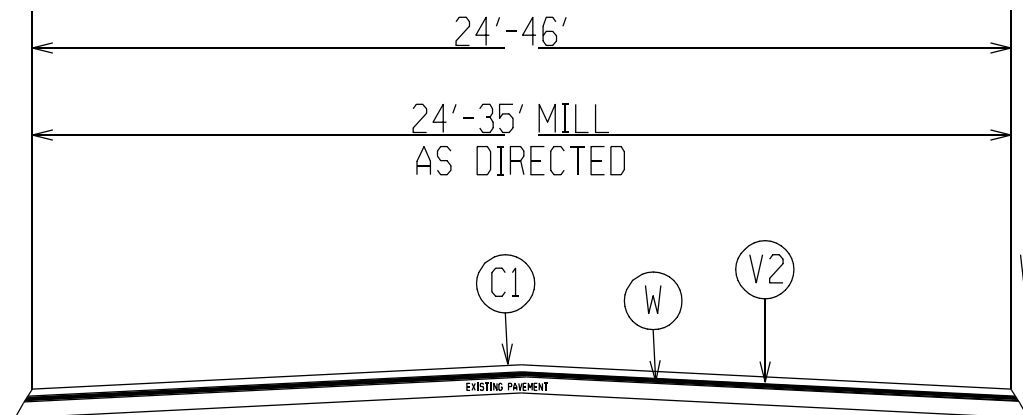
WBS	SHEET NO.	TOTAL SHEETS
2018CPT.04.07.10511	2	



**TYPICAL SECTION 1**



**TYPICAL SECTION 2**



**TYPICAL SECTION 3**

TYPICAL SECTION 3 IS TO BE USED IN THE WESTBOUND LANE APPROX. 500' WEST OF SR 1525 IN AREAS OF RUTTING FOR APPROX. 300' WESTWARD IN BOTH LANES OR AS DIRECTED

ⓈC1 APPROX 2.0" OF S9.5D AT AN AVERAGE RATE OF 224 LB/SY

ⓈC2 APPROX 2.0" OF S9.5C AT AN AVERAGE RATE OF 224 LB/SY

ⓈW I19.0D AT A RATE OF 114 LB/SY/IN WEDGE AS DIRECTED BY ENGINEER

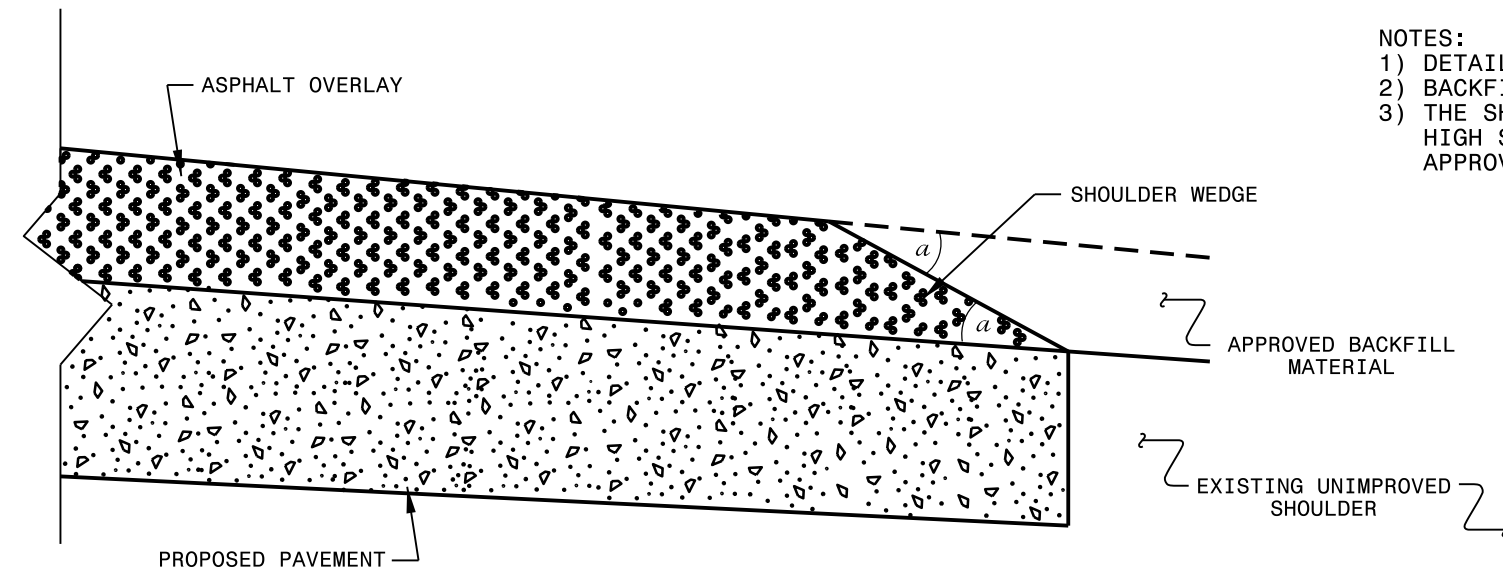
ⓈV1 MILL 2.0" OF TRAVEL LANES OR AS DIRECTED BY ENGINEER

ⓈV2 MILL 0"-4.0" OF TRAVEL LANES OR AS DIRECTED BY ENGINEER

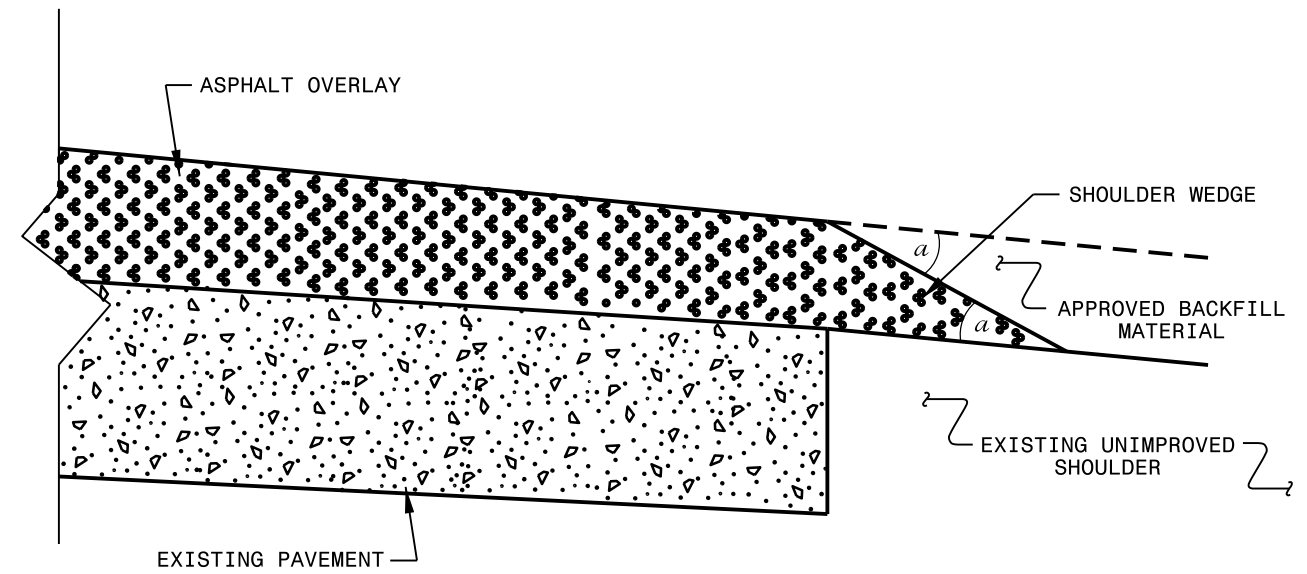
**JOHNSTON COUNTY**  
NORTH CAROLINA

NOTES:

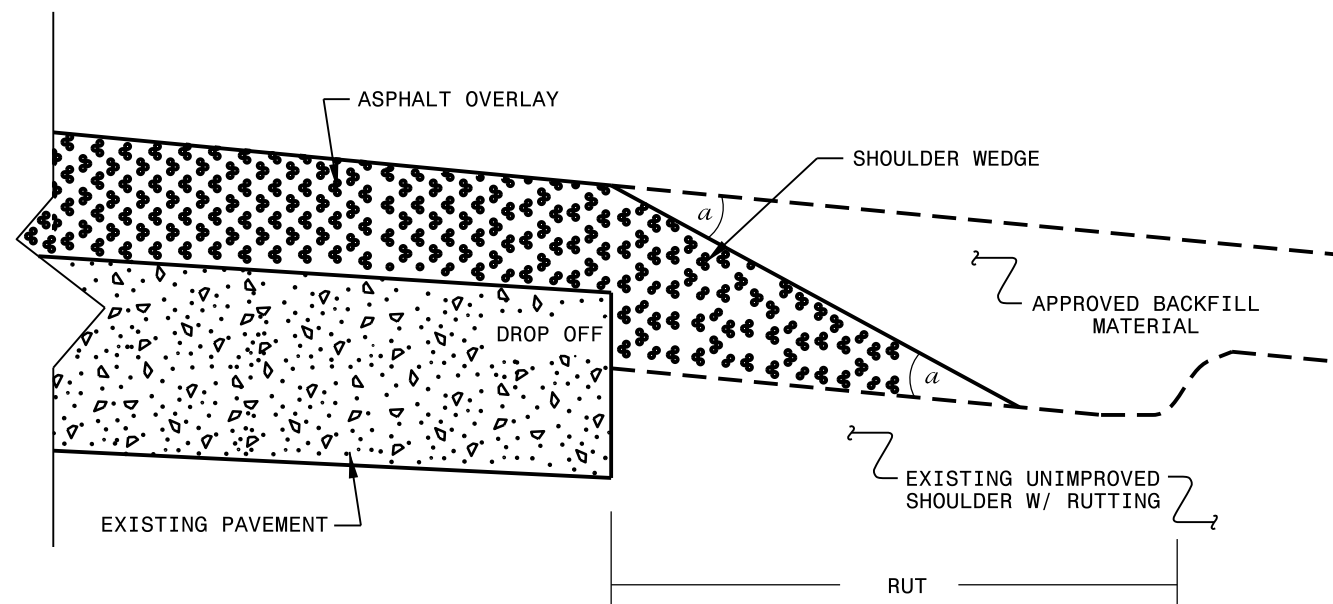
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



**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°

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

24-MAR-2016 11:45  
 S:\Contracts\Resurfacing Projects\Shoulder Wedge Details\Revised Shoulder Wedge Detail.dgn  
 \*\*\*\*\*USERNAME\*\*\*\*\*

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.04.07.10511	4	

## 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	2" MILLING SY	0" TO 4" MILLING SY	INTER-MEDIATE COURSE, 119.0D TONS	SURFACE COURSE, S9.5C TONS	ASPHALT CONC SURFACE COURSE, TYPE S9.5D TON	ASPHALT BINDER FOR PLANT MIX TONS	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX TONS	INDUCTIVE LOOP LF	
2018CPT.04.07.10511	Johnston	1	US70 CLAYTON BYPASS WESTBOUND	SR 2566 TO WAKE COUNTY LINE	1,3	2	MD	NO	NO	9.6	24	135,168	1,000	912		15,244	41	869		
		2	US70 CLAYTON BYPASS EASTBOUND	WAKE COUNTY LINE TO SR 2566	1	2	MD	NO	NO	9.6	24	149,115				16,806		958		
		3	WB EXIT 326A LOOP	US 70 BYPASS TO US 70 BUSS	2	2		NO	NO	0.25	16	2,347				266		16		
		4	WB ENTRANCE RAMP	US 70 BUSS TO US 70 BYPASS	2	2		NO	NO	0.45	35	11,196				1,259		74		
		5	WB RANCH RD EXIT RAMP	US 70 BYPASS TO SR 1560	2	2		NO	NO	0.28	16	2,628				297		18		
		6	WB RANCH RD ENTRANCE RAMP	SR 1560 TO US 70 BYPASS	2	2		NO	NO	0.49	16	4,600				521		31		
		7	WB NC 42 EXIT RAMP	US 70 BYPASS TO NC 42	2	2		NO	NO	0.49	16	4,783				541		32		400
		8	WB ENTRANCE RAMP NC 42	NC 42 TO US 70 BYPASS	2	2		NO	NO	0.45	16	4,224				478		28		
		9	EB NC 42 EXIT RAMP	US 70 BYPASS TO NC 42	2	2		NO	NO	0.29	16	3,028				376		22		400
		10	EB ENTRANCE RAMP US 70 BYPASS	NC 42 TO US 70 BYPASS	2	2		NO	NO	0.48	16	4,506				510		30		
		11	EB RANCH RD EXIT RAMP	US 70 BYPASS TO SR 1560	2	2		NO	NO	0.26	16	2,929				331		20		104
		12	EB RANCH RD ENTRANCE RAMP	SR 1560 TO US 70 BYPASS	2	2		NO	NO	0.5	16	4,693				531		31		
		13	EB US 70 BUSS EXIST RAMP	70 BYPASS TO 70 BUSS TO US 70	2	2		NO	NO	0.7	16	5,989				889		52		600
		14	EB US BUSS TO US 70 LOOP	US 70 BUSS TO US 70 ENTRANCE	2	2		NO	NO	0.53	15	4,664				528		31		
<b>TOTAL FOR PROJ NO. 2018CPT.04.07.10511</b>										<b>24.37</b>		<b>339,870</b>	<b>1,000</b>	<b>912</b>	<b>6,527</b>	<b>32,050</b>	<b>426</b>	<b>1,827</b>	<b>1,504</b>	
<b>GRAND TOTAL</b>										<b>24.37</b>		<b>339,870</b>	<b>1,000</b>	<b>912</b>	<b>6,527</b>	<b>32,050</b>	<b>426</b>	<b>1,827</b>	<b>1,504</b>	



# DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER

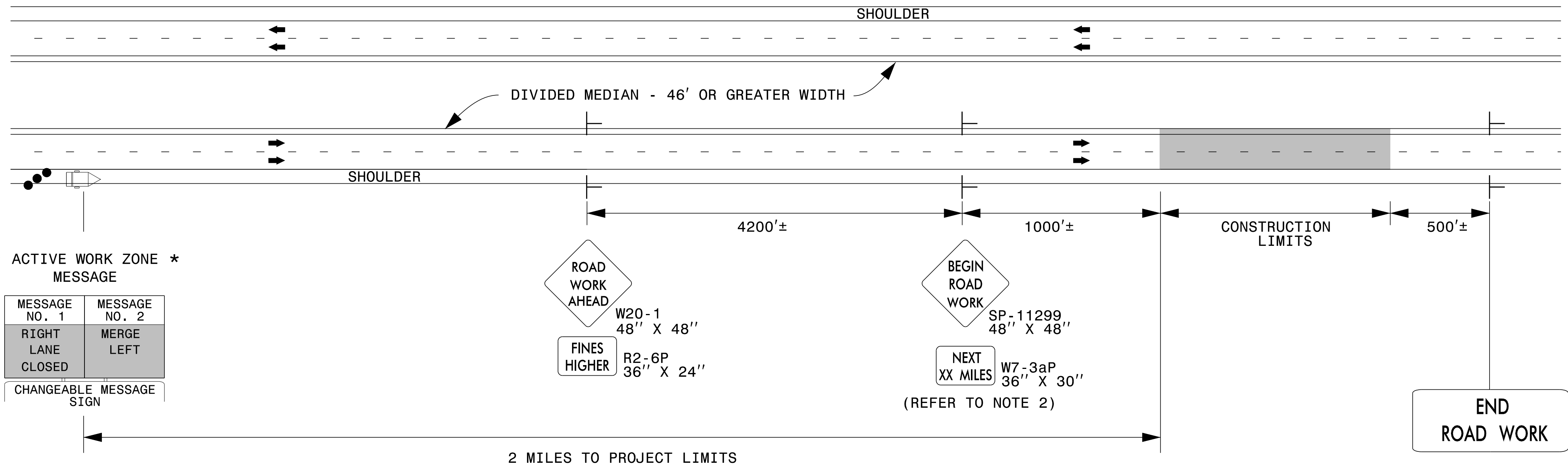
\* NOTE: ADVANCE THIS CMS CONTINUOUSLY AS WORK OPERATIONS PROGRESS.

\* INACTIVE WORK ZONE MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
ROAD WORK	2 MILES AHEAD
CHANGEABLE MESSAGE SIGN	

\* ACTIVE WORK ZONE MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
RIGHT LANE CLOSED	MERGE LEFT
CHANGEABLE MESSAGE SIGN	



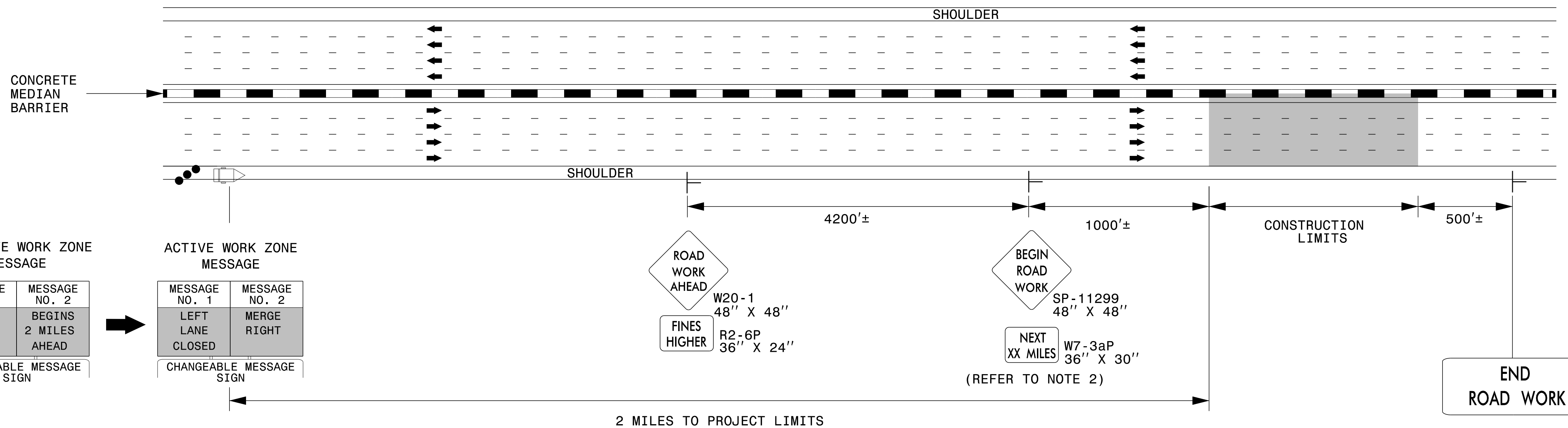
# DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

INACTIVE WORK ZONE MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
ROAD WORK	BEGINS 2 MILES AHEAD
CHANGEABLE MESSAGE SIGN	

ACTIVE WORK ZONE MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
LEFT LANE CLOSED	MERGE RIGHT
CHANGEABLE MESSAGE SIGN	



## NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE WORK ZONE VARIABLE SPEED LIMIT USING DIGITAL SPEED LIMIT SIGNS FOR INTERSTATE/FREEWAY RESURFACING PROJECTS DETAIL.
2. FOR SIGN W7-3aP, ROUND TO THE NEAREST MILE.
3. FOR ENTRANCE AND EXIT RAMP, REFER TO RSD 1101.01, SHEET 1, DETAIL B & C.
4. FOR ADDITIONAL NOTES, REFER TO RSD 1101.01, SHEET 1.

## LEGEND

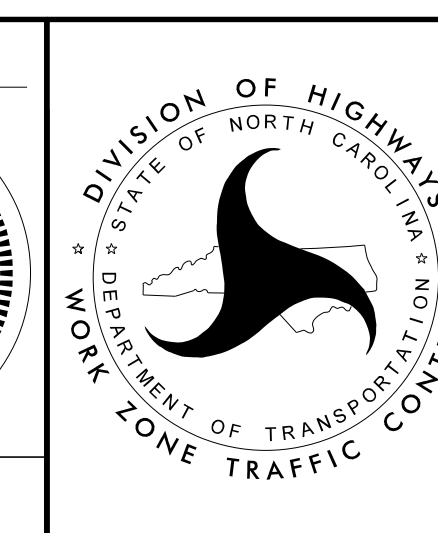
- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM

APPROVED: *Steve Kite*  
DATE: 2/23/2017

DocuSigned by:  
E27CE30E10FC442...

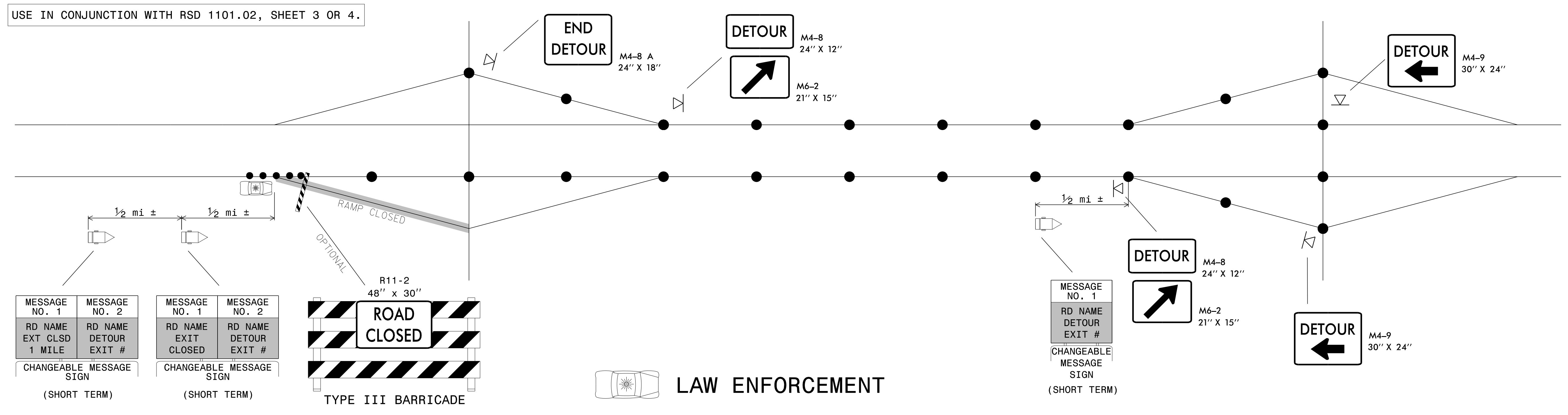
SEAL  
022104  
JOHN S. KITE, II  
REGISTERED PROFESSIONAL ENGINEER  
NORTH CAROLINA

**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**

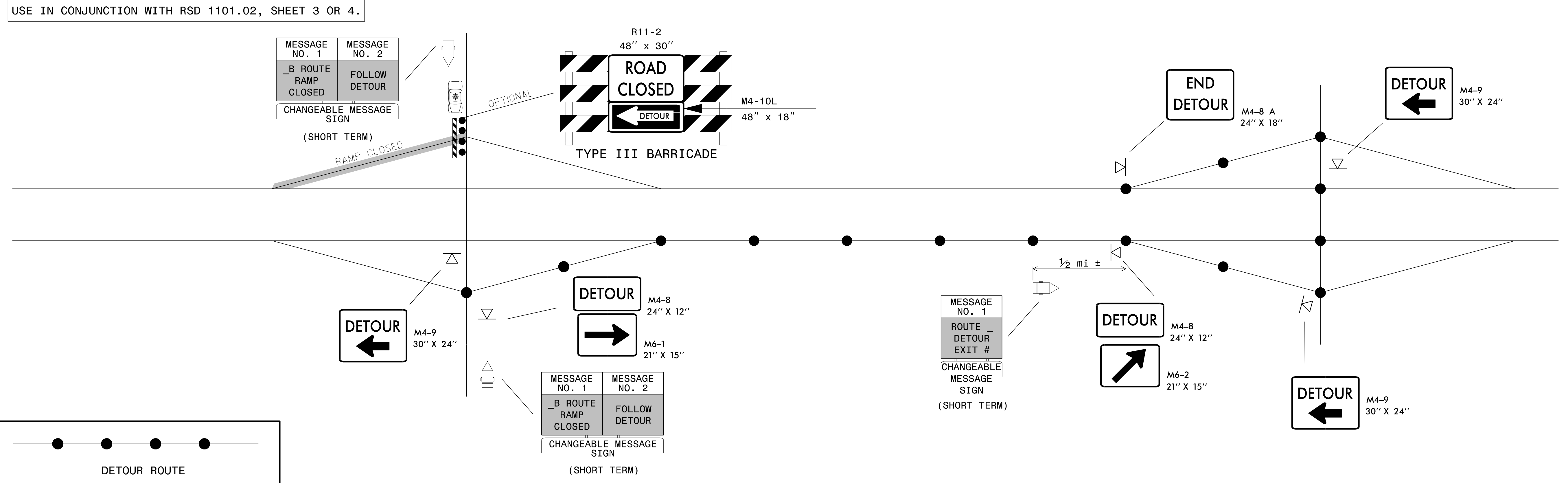


STATIONARY ADVANCE  
WARNING SIGNS FOR  
INTERSTATE/FREEWAY  
RESURFACING PROJECTS

### SHORT TERM CLOSURE AND DETOUR OF OFF-RAMP TO ADJACENT INTERCHANGE



### SHORT TERM CLOSURE AND DETOUR OF ON-RAMP TO ADJACENT INTERCHANGE



**GENERAL NOTES:**

1. THIS DRAWING IS INTENDED FOR USE DURING SHORT TERM CLOSURES OF INTERSTATE AND FREEWAY RAMPS.
2. RAMP CLOSURES SHALL BE APPROVED BY THE ENGINEER.
3. IF RAMP CLOSURE RESTRICTIONS APPLY, SEE SPECIAL PROVISION, "INTERMEDIATE CONTRACT TIMES AND LIQUIDATED DAMAGES".
4. ADDITIONAL CHANGEABLE MESSAGE SIGNS AND POSSIBLE DETOUR SIGNS MAY BE NECESSARY FOR MORE COMPLEX CLOSURES/DETOURS. COMPENSATION FOR ADDITIONAL DEVICES SHALL BE MADE BASED ON THE UNIT BID PRICE FOR THE RESPECTIVE DEVICE.

<p>APPROVED: <i>Steve Kite</i> DATE: 2/23/2017</p> <p>DocuSigned by: Steve Kite E27CE30E10FC442...</p> <p>SEAL 022104 JOHN S. KITE, II ENGINEER</p>		<p>SHORT TERM CLOSURE AND DETOUR OF INTERSTATE/FREEWAY RAMPS</p>
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

2/23/2017 S:\TMU\WZTC\DesignGroup3\Squad3B\0ats\Interstate Resurfacing Provisions and Details\TypicalOff-Ramp Detour.dgn User:keddis

