Iredell County

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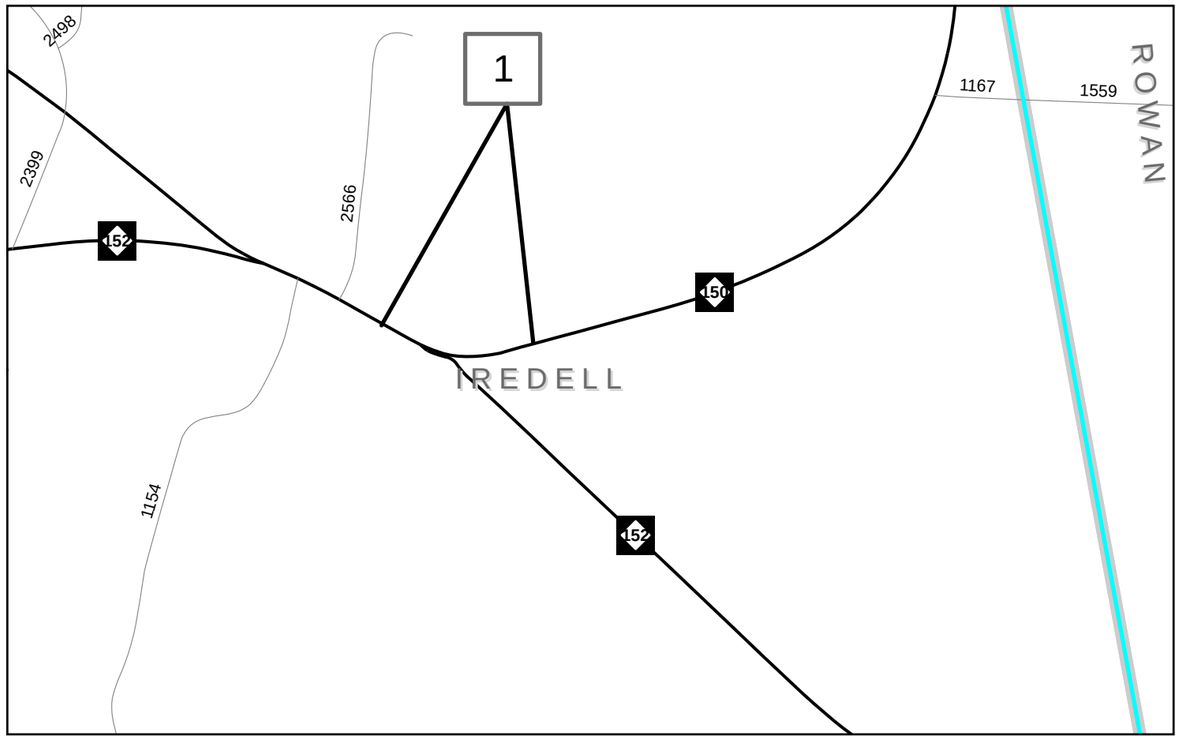
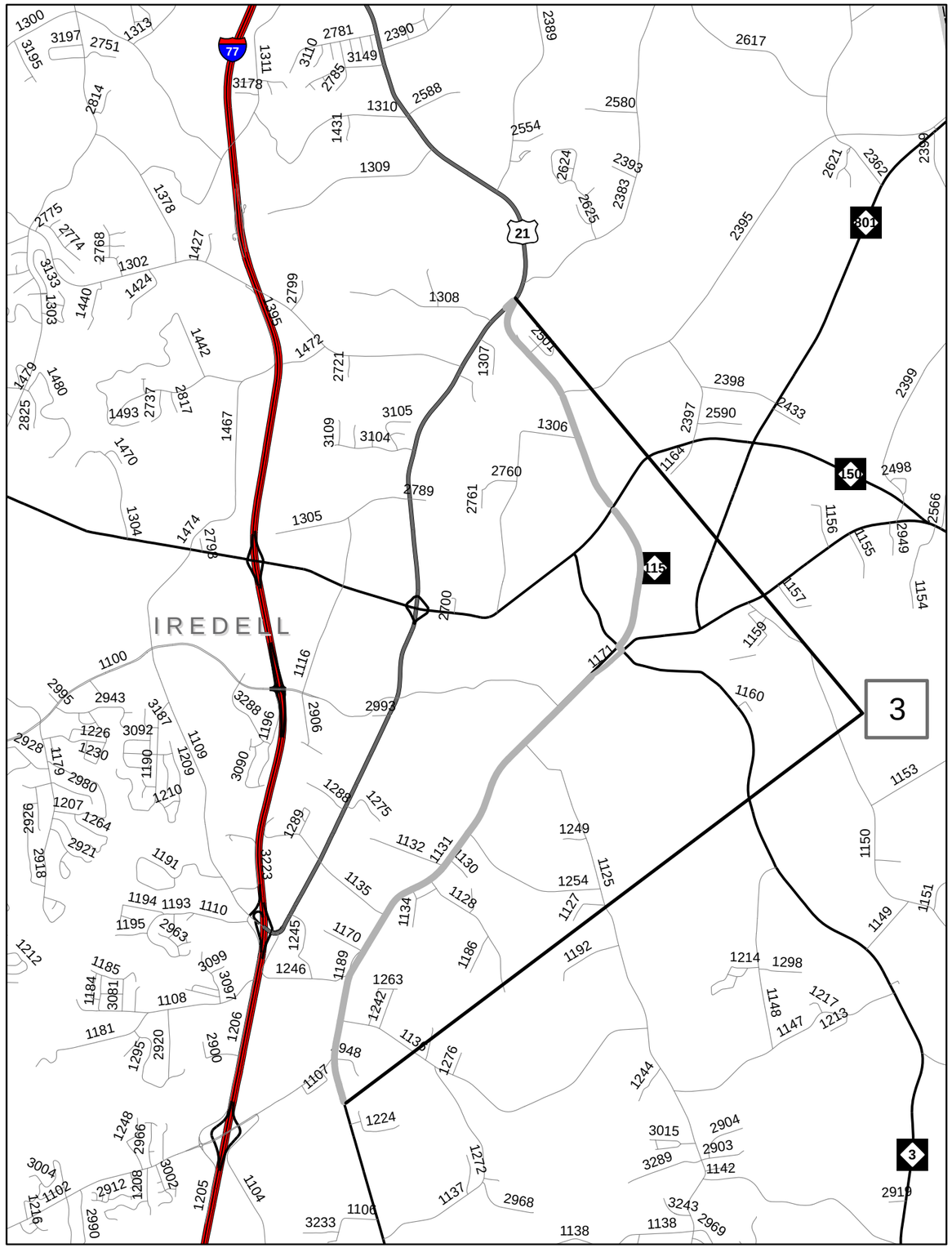
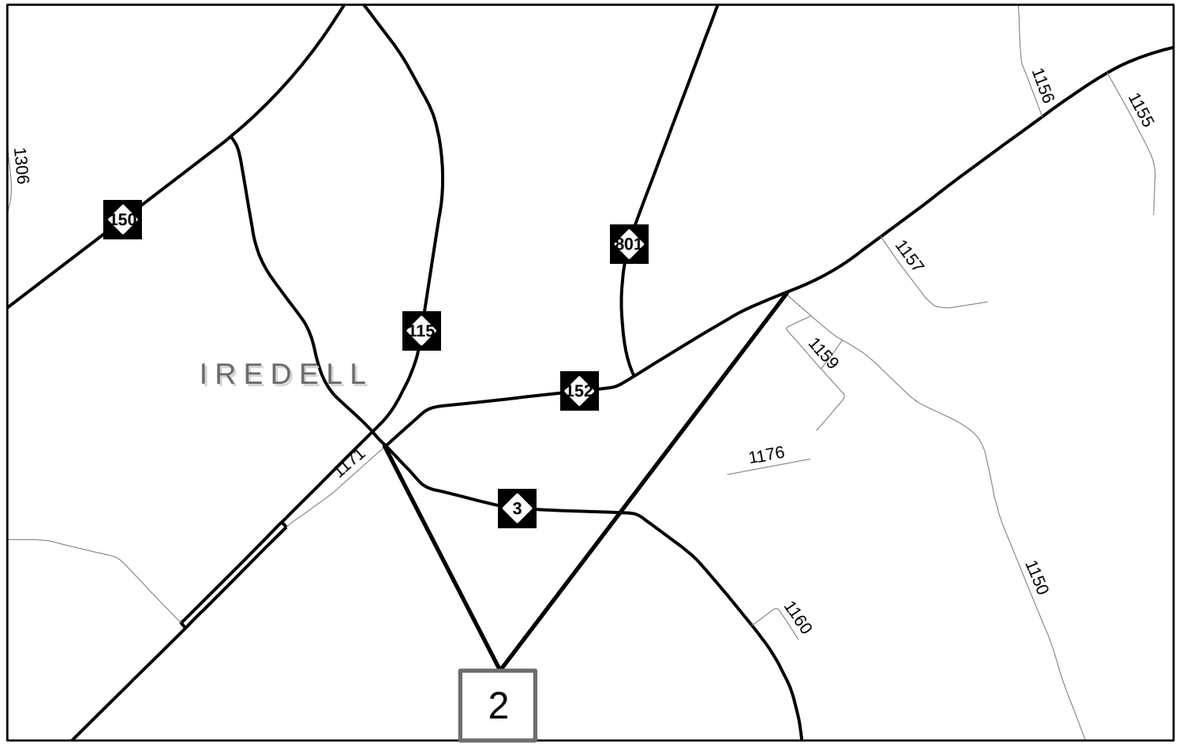
1







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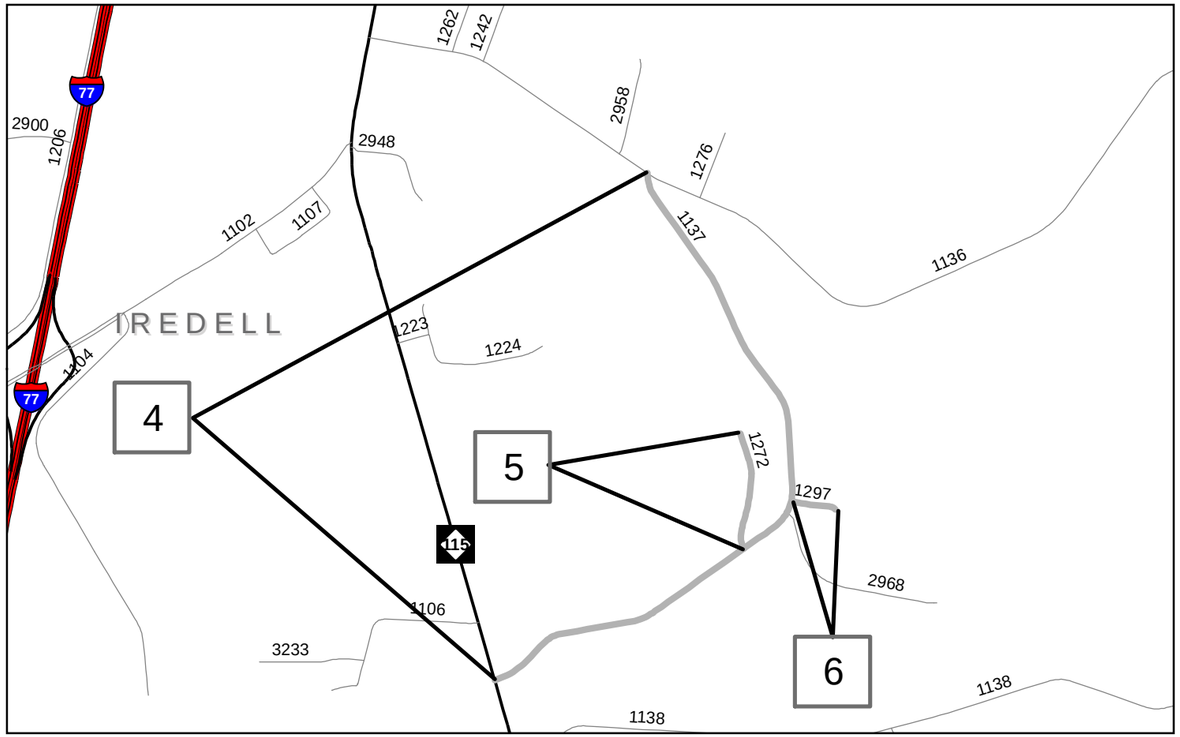
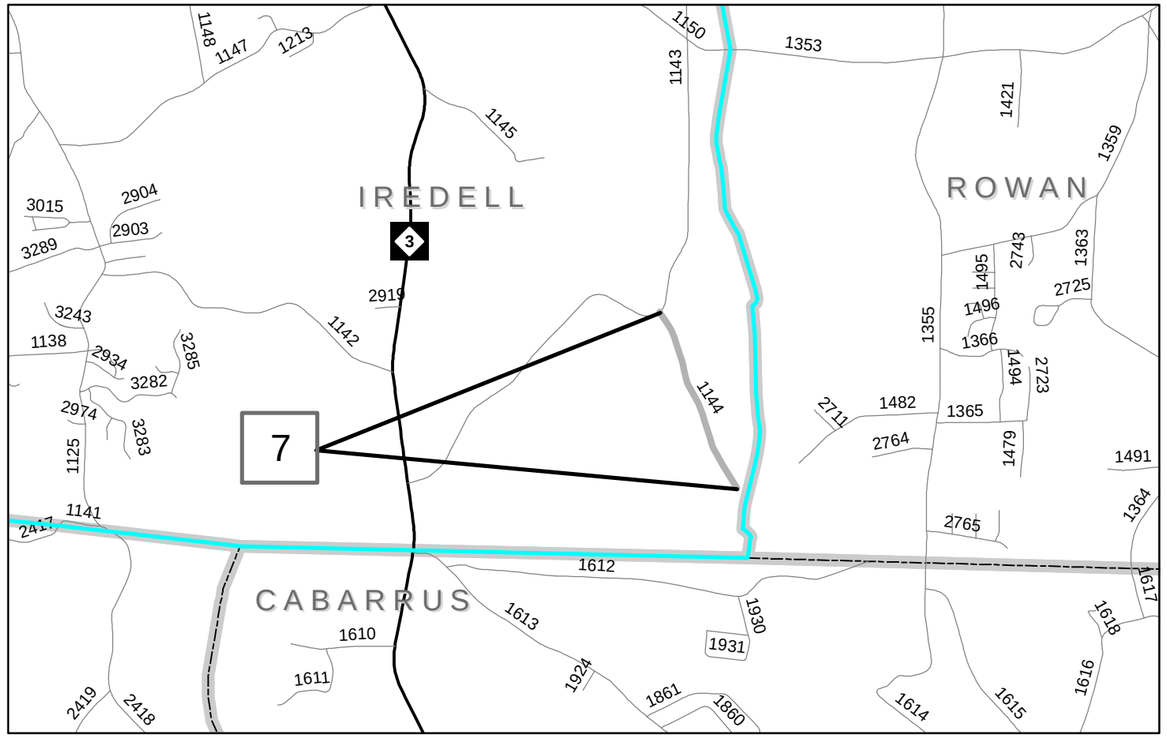
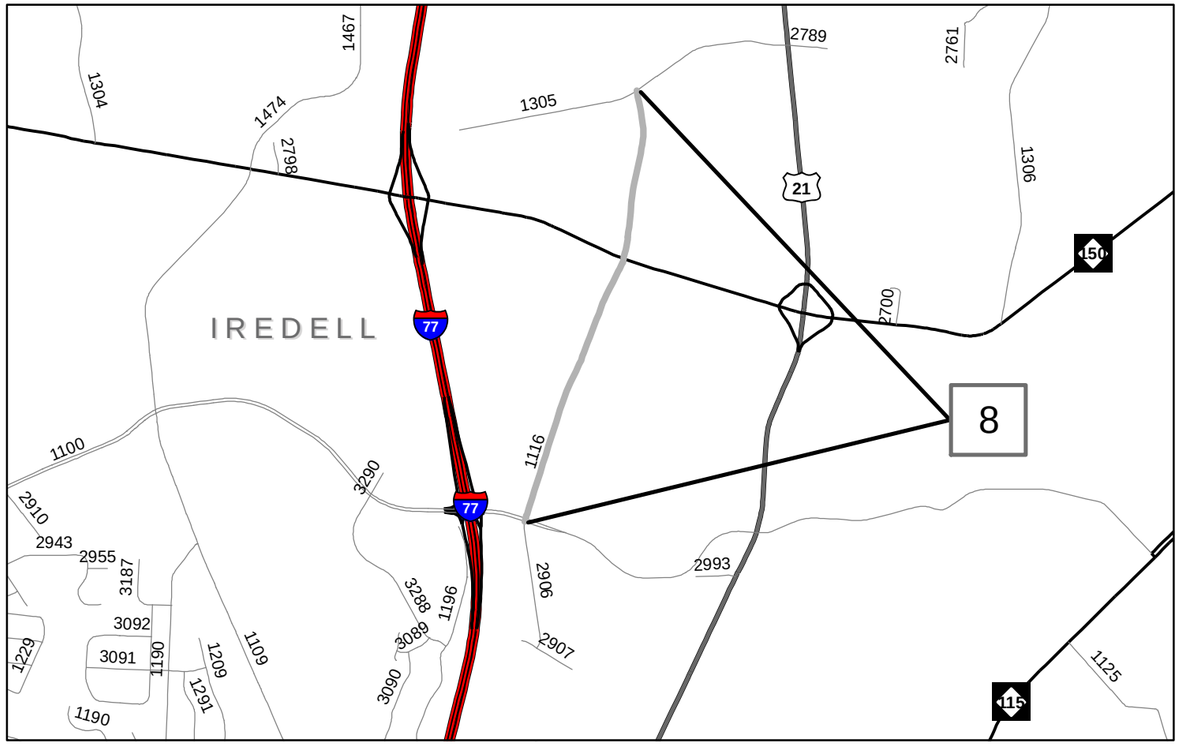
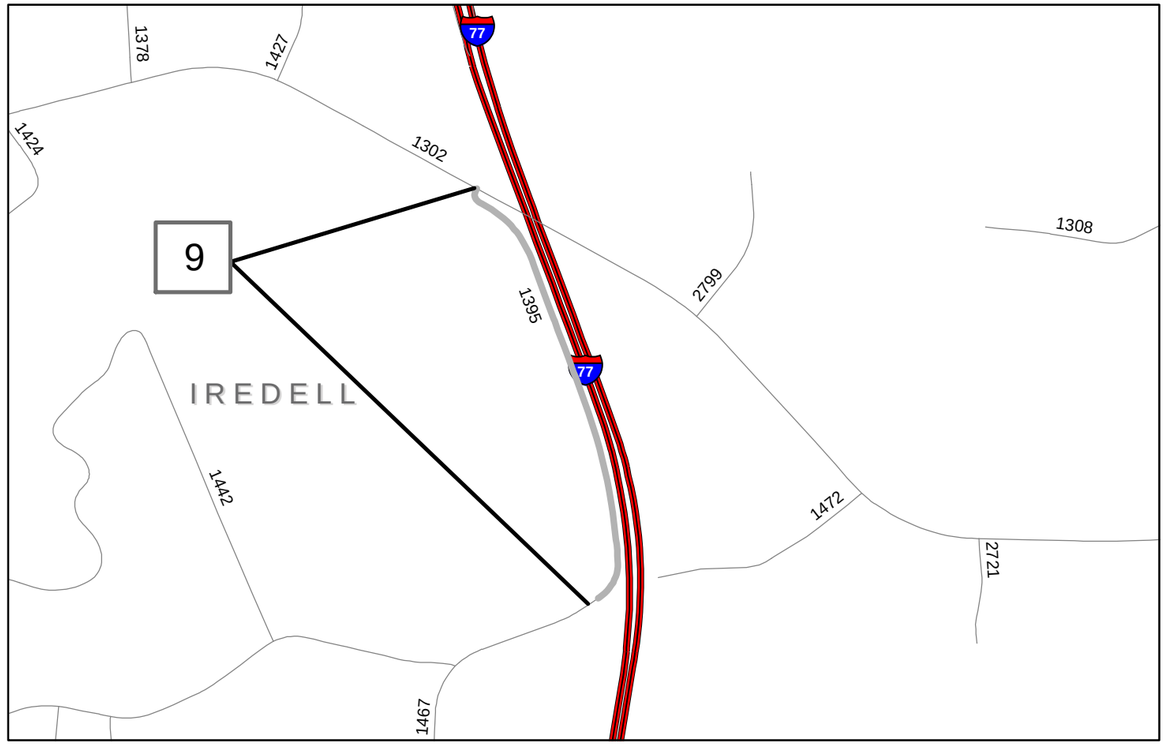
2









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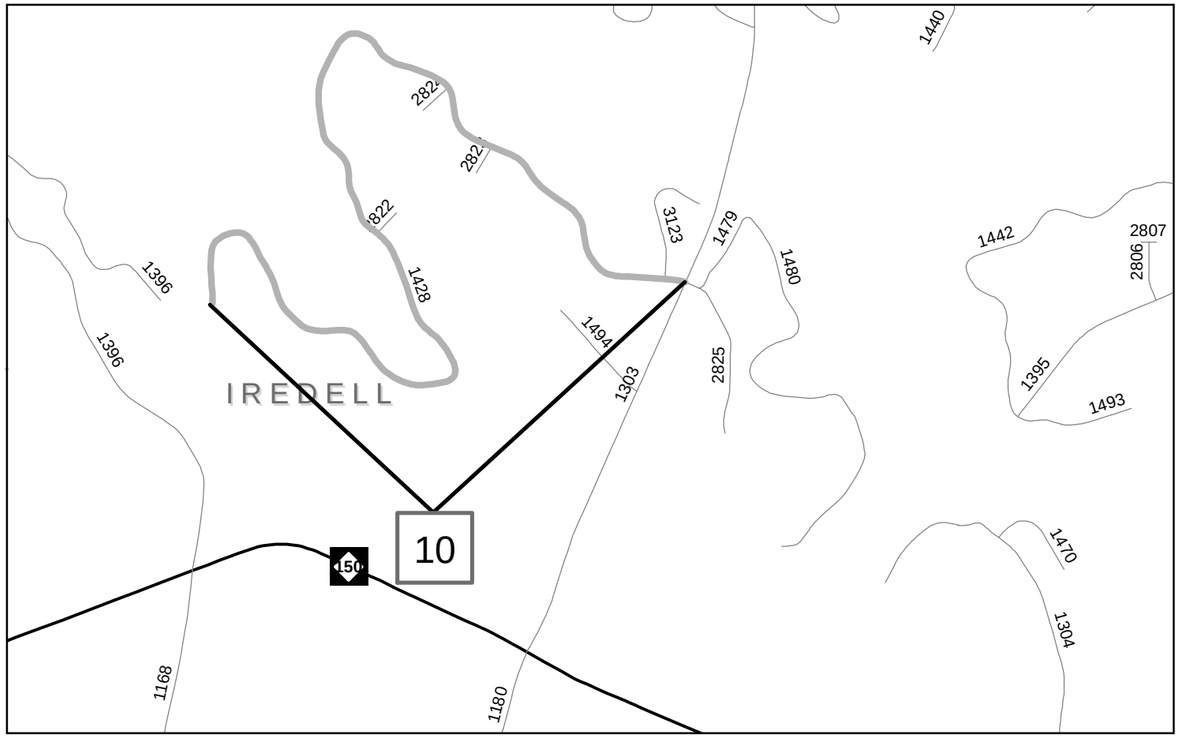
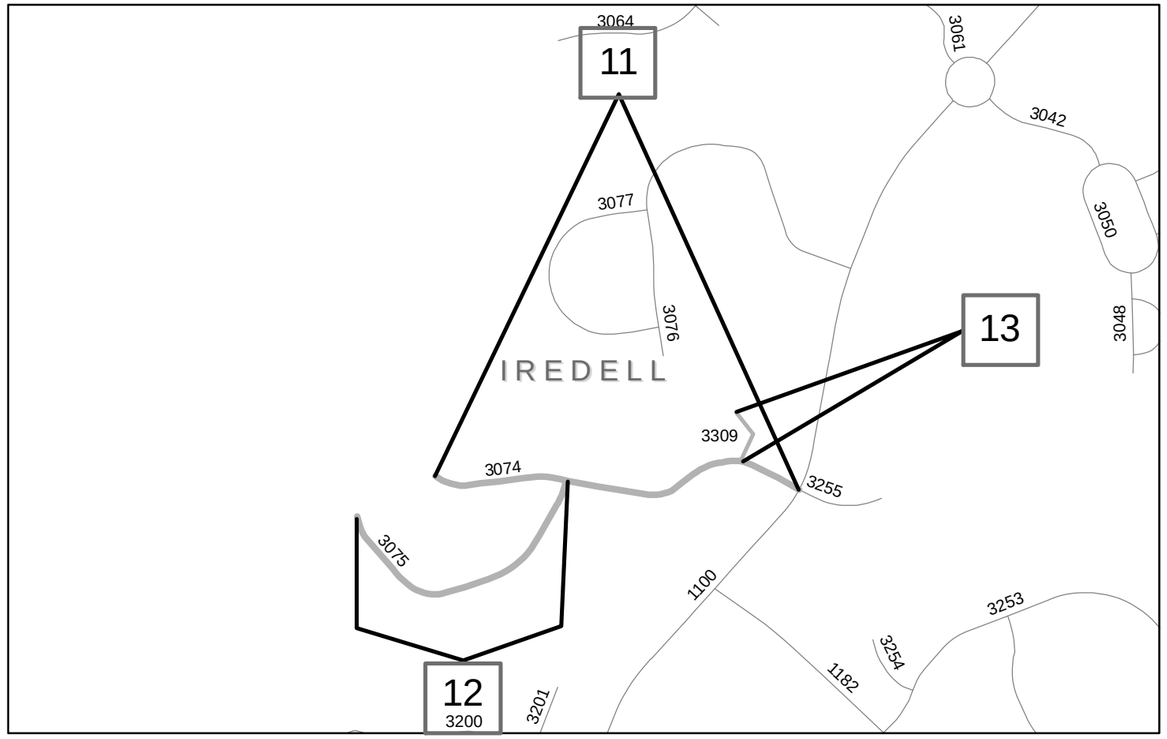
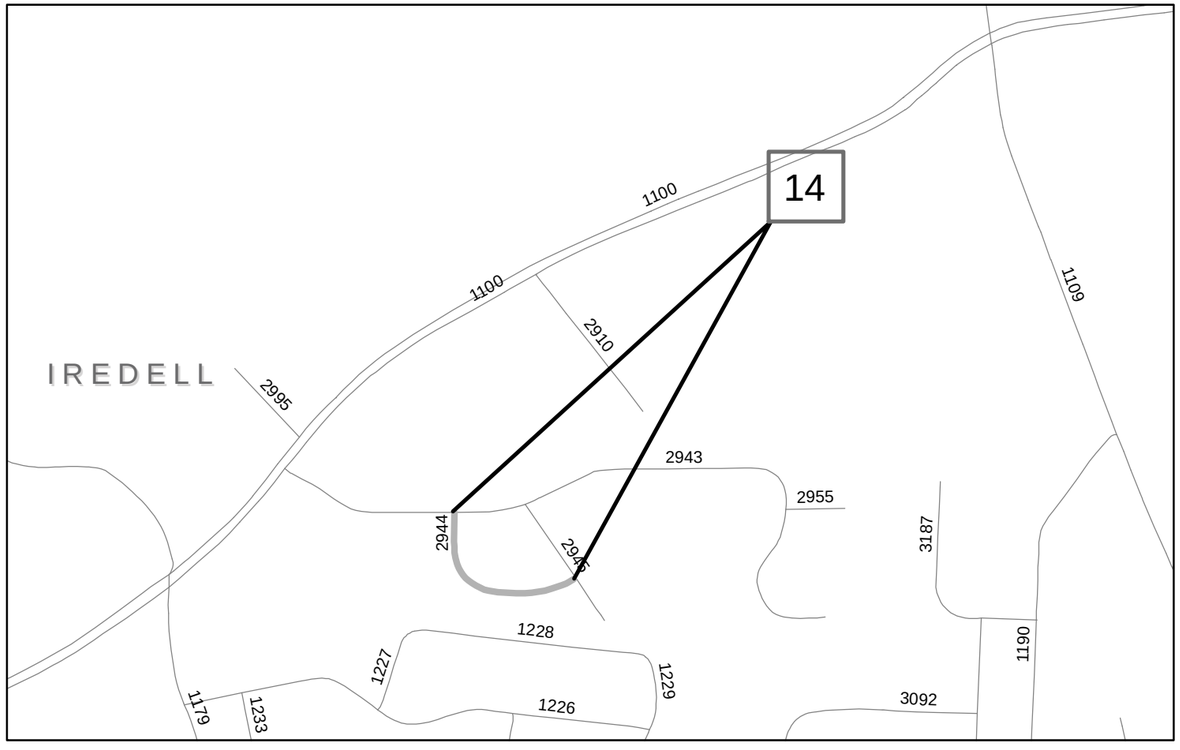
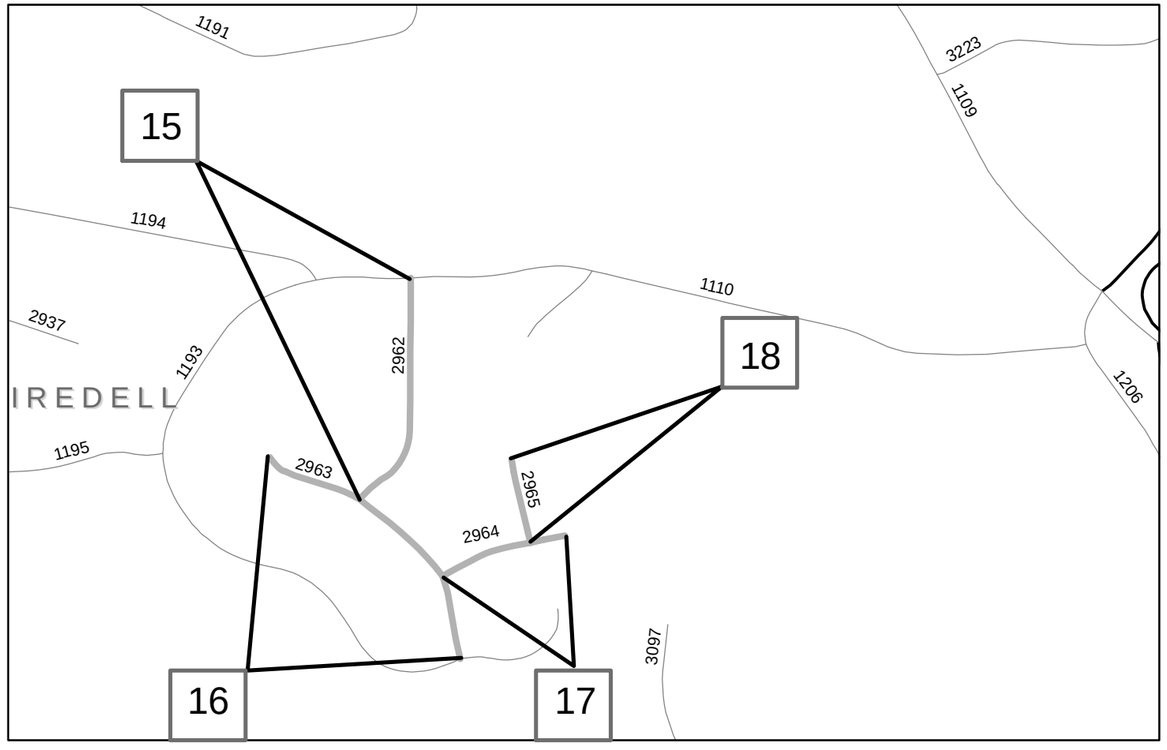
3









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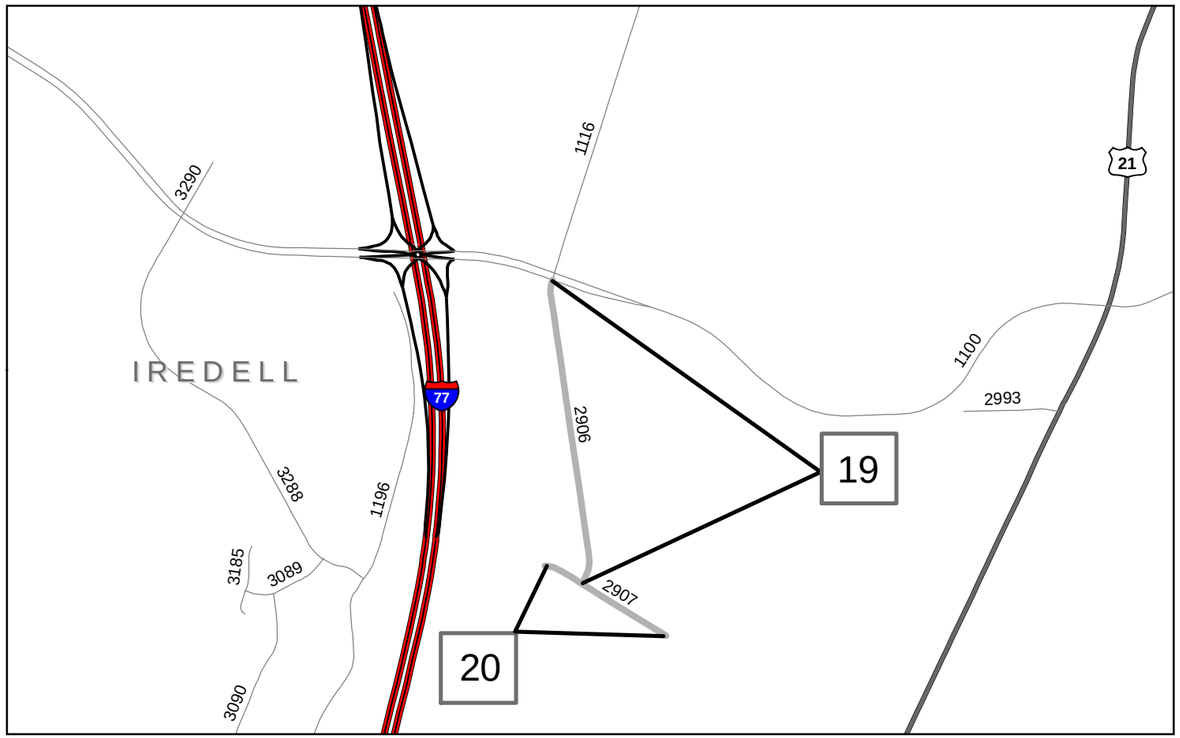

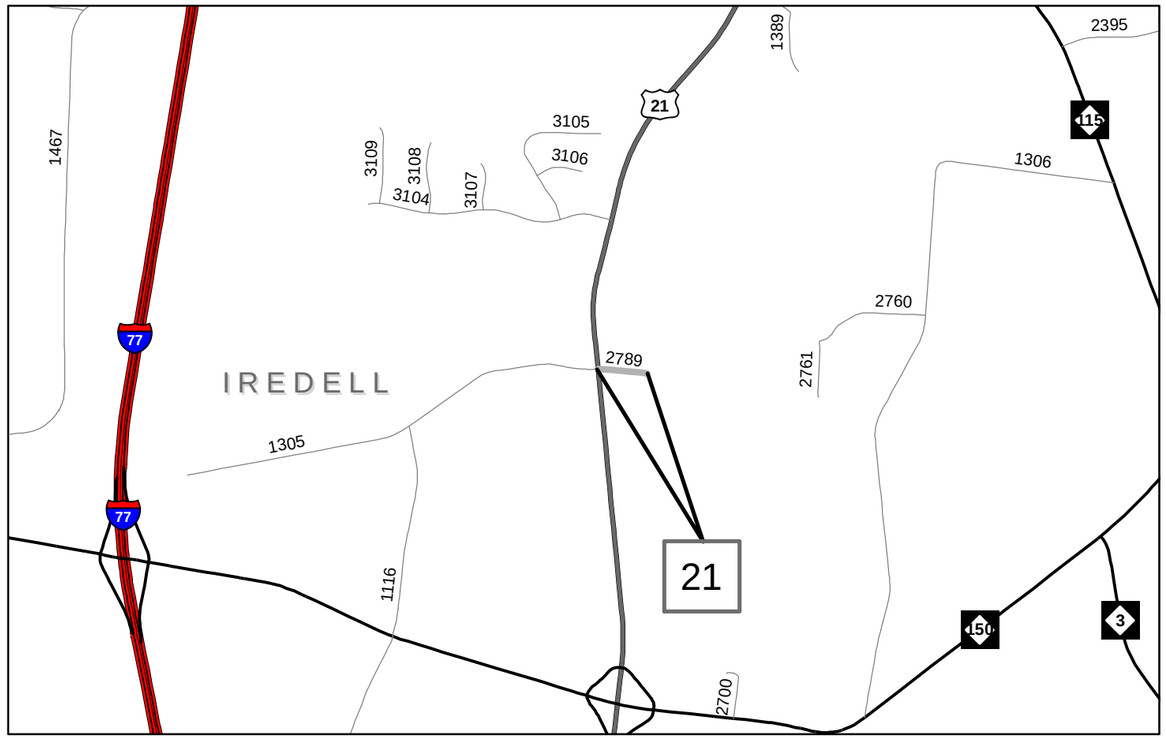

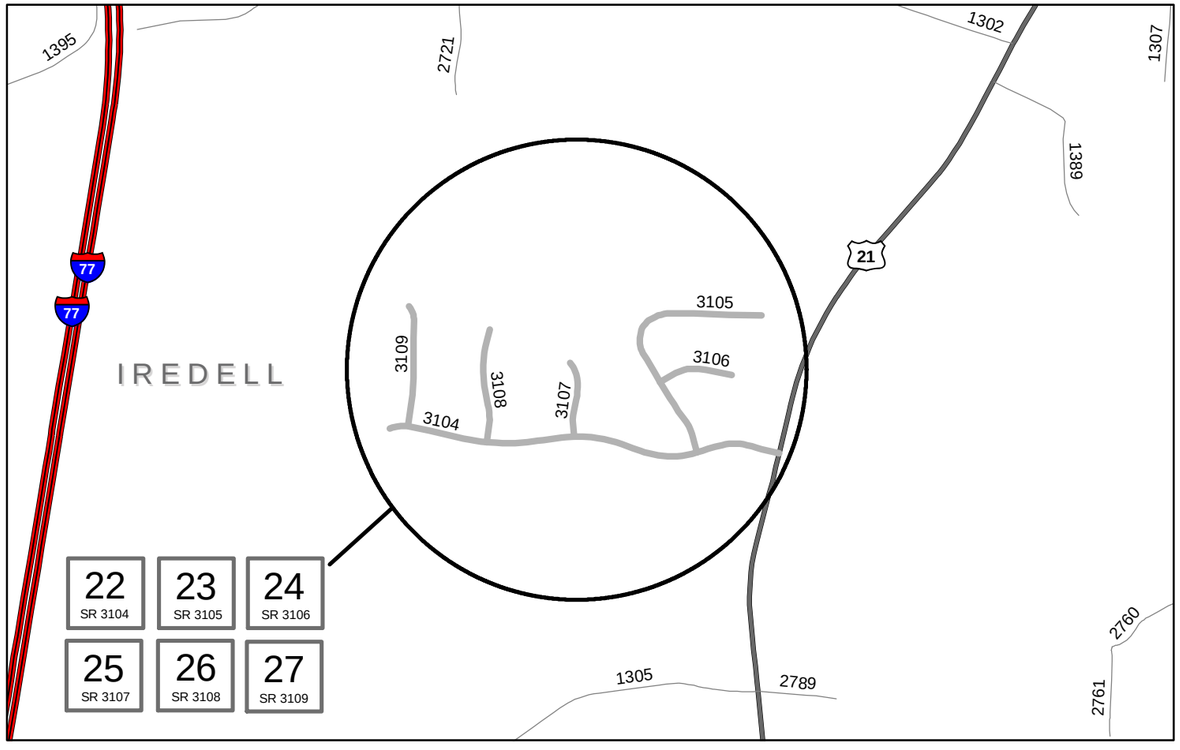

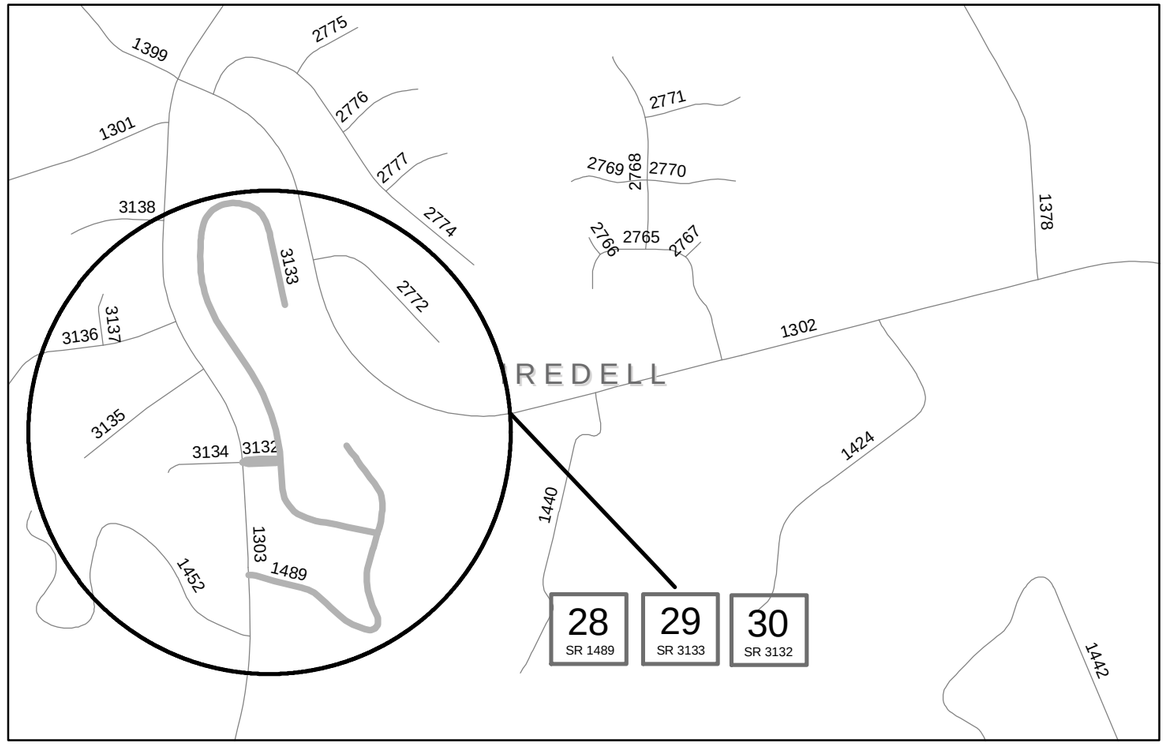

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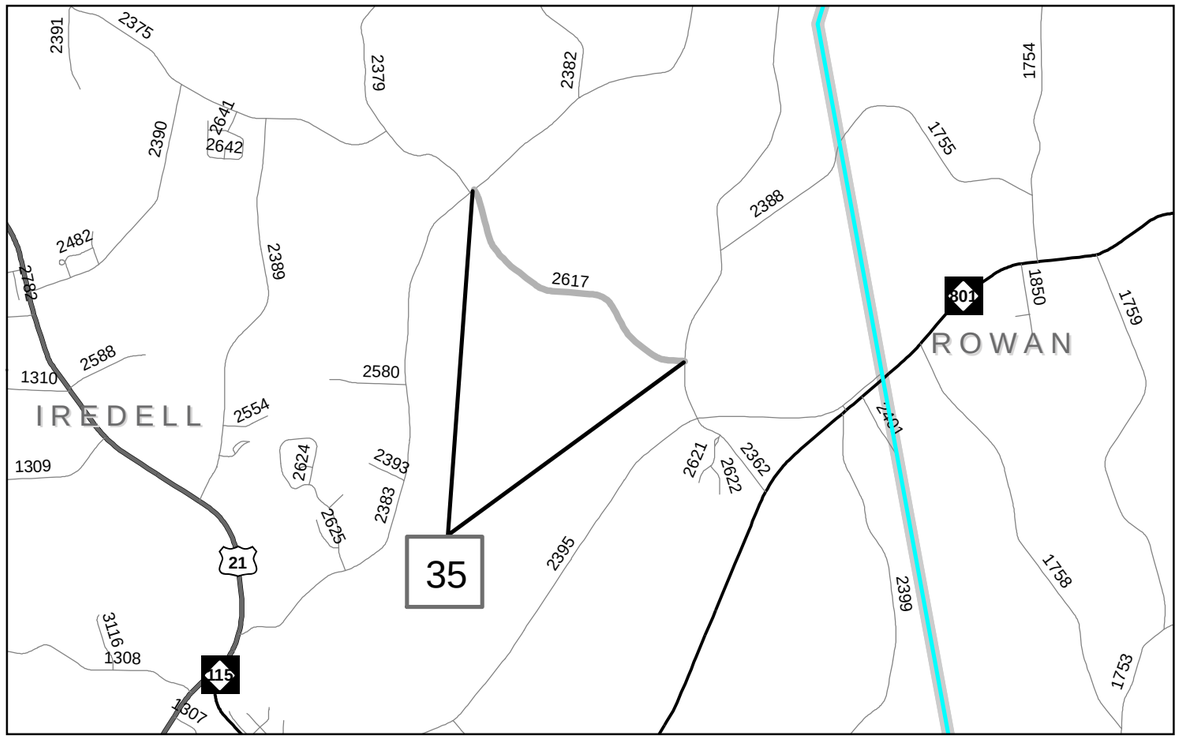
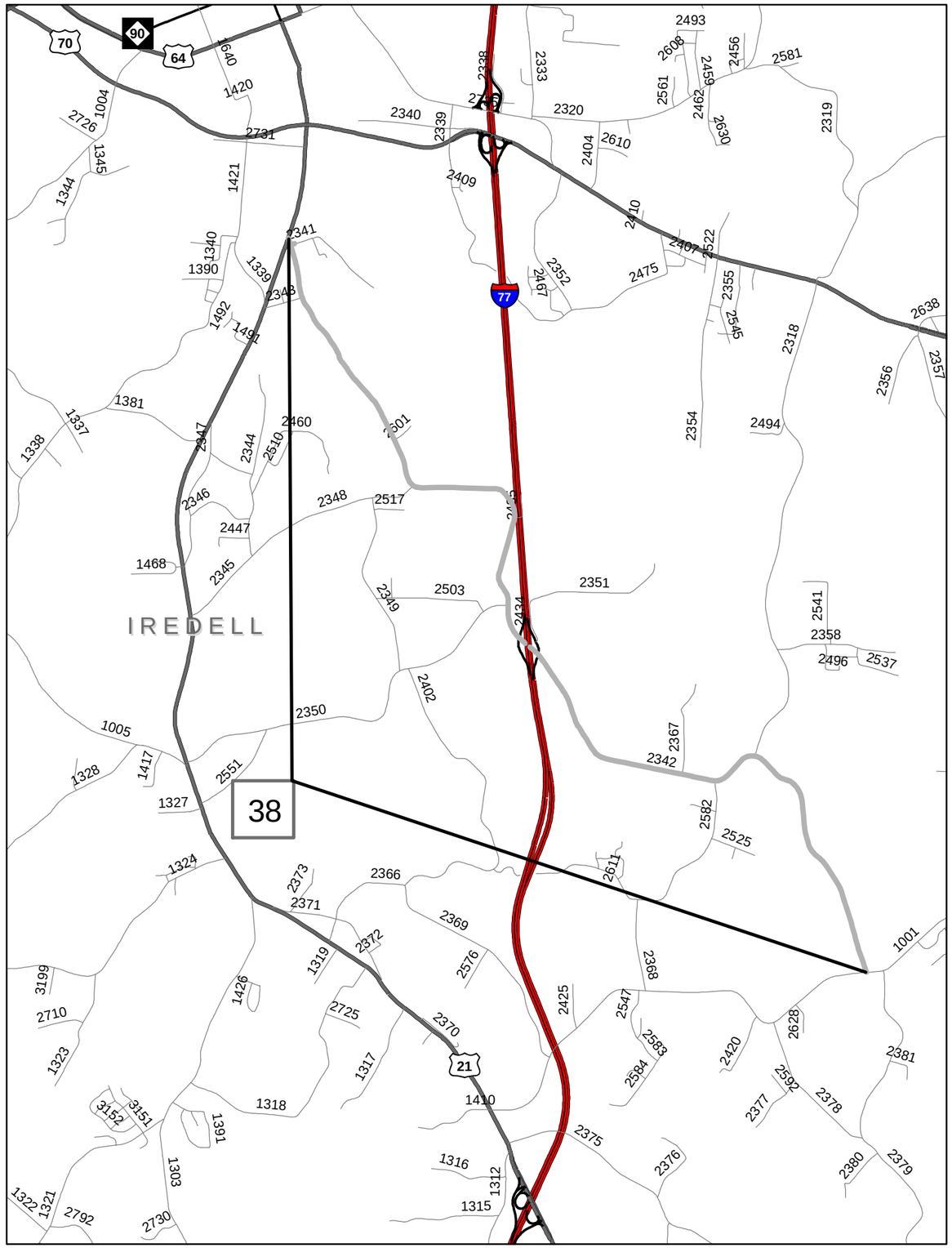
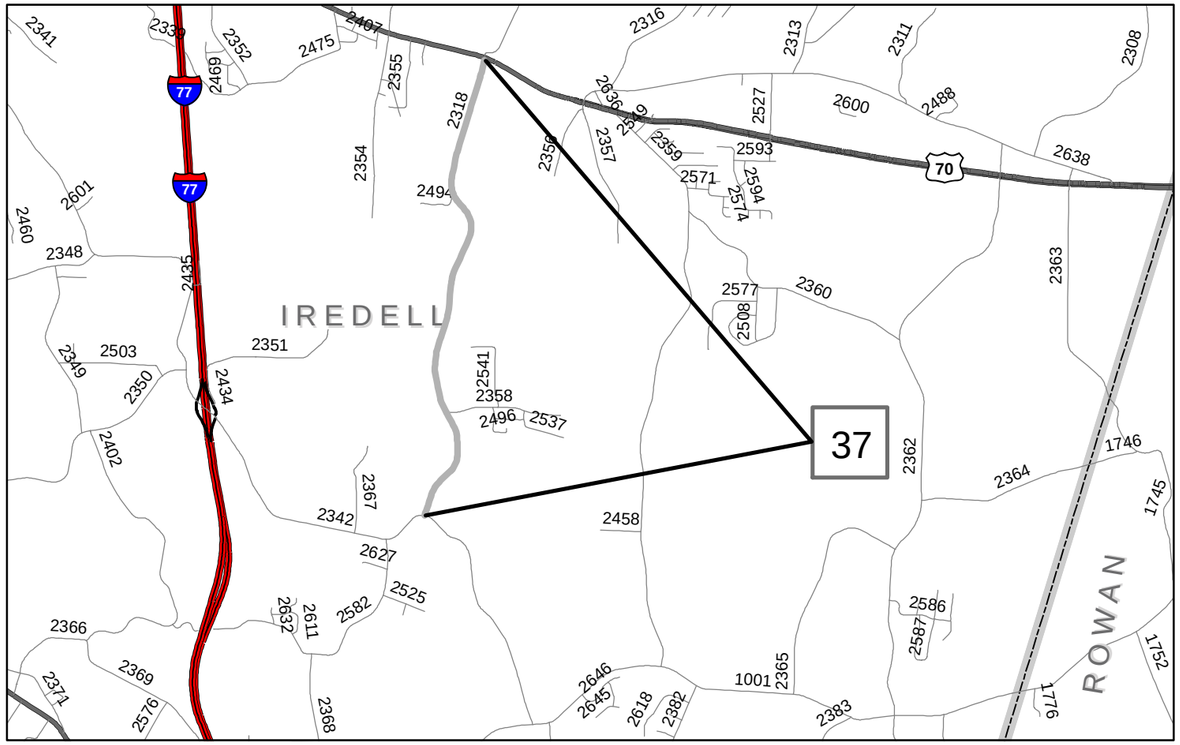
6







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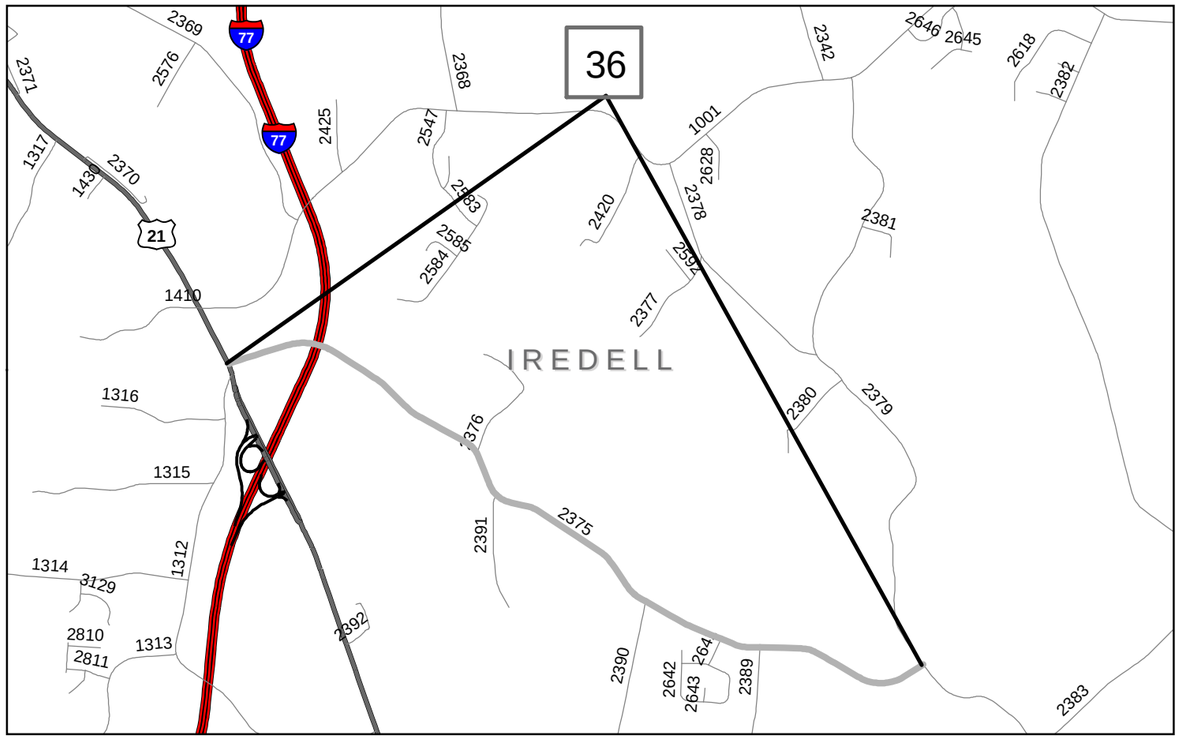

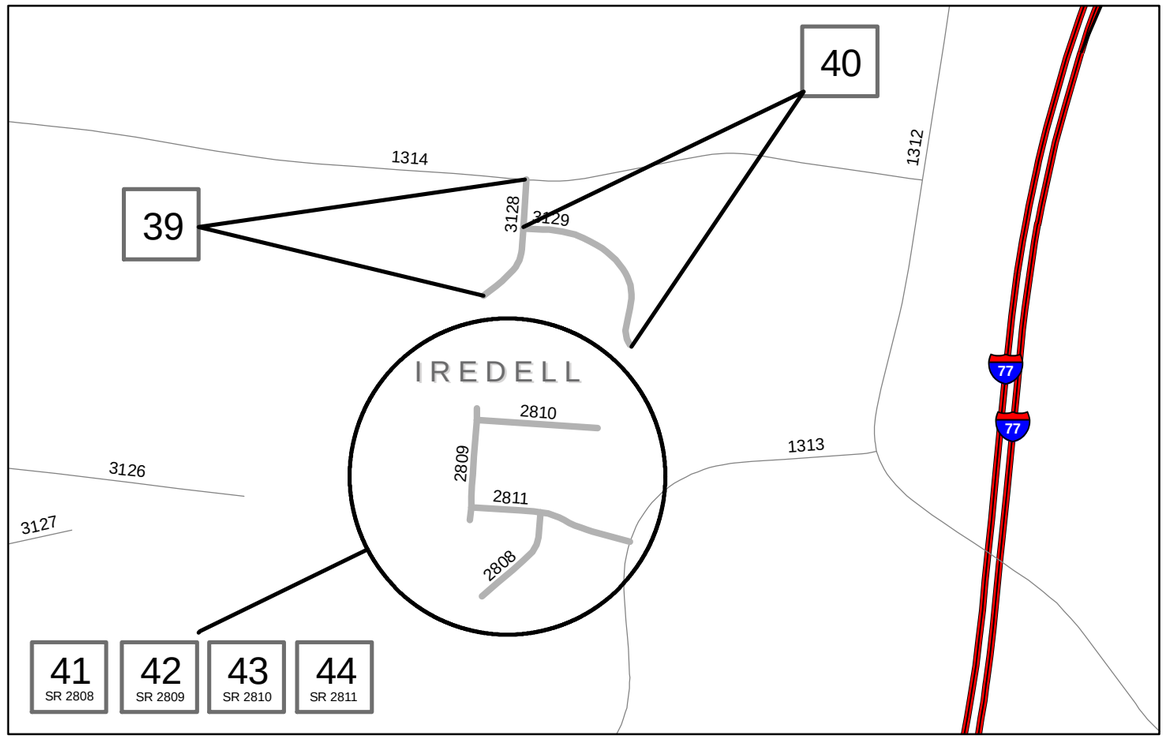

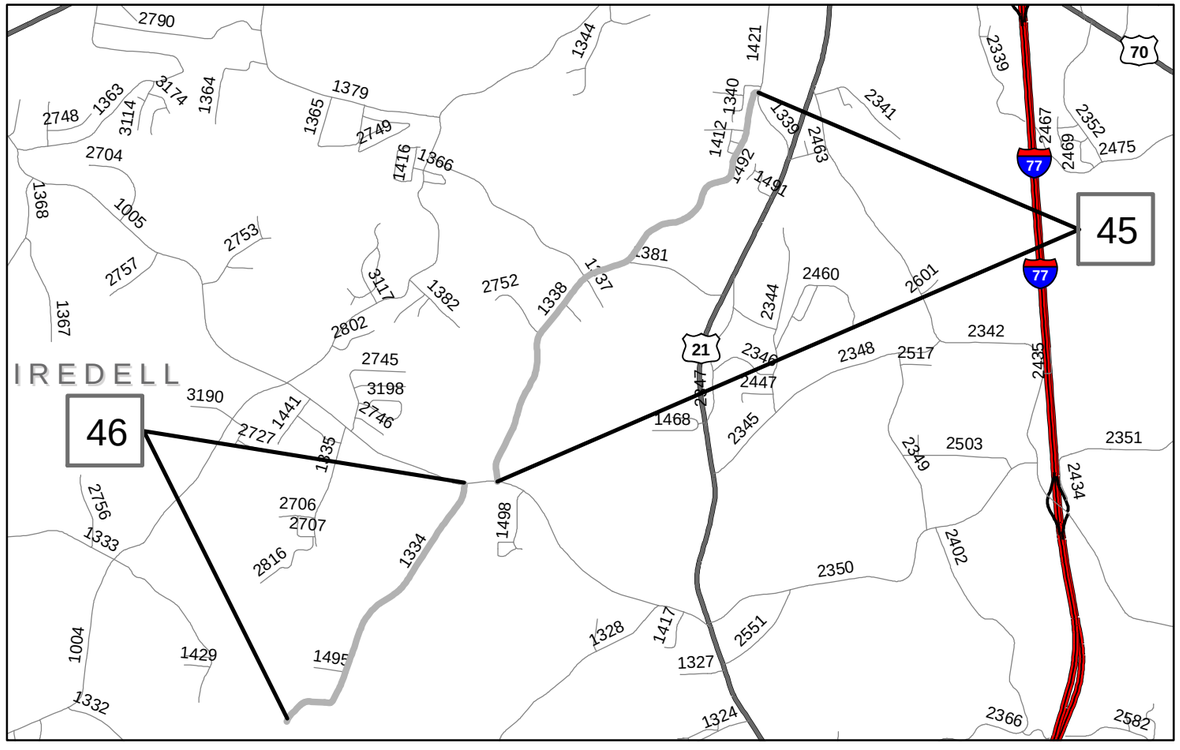

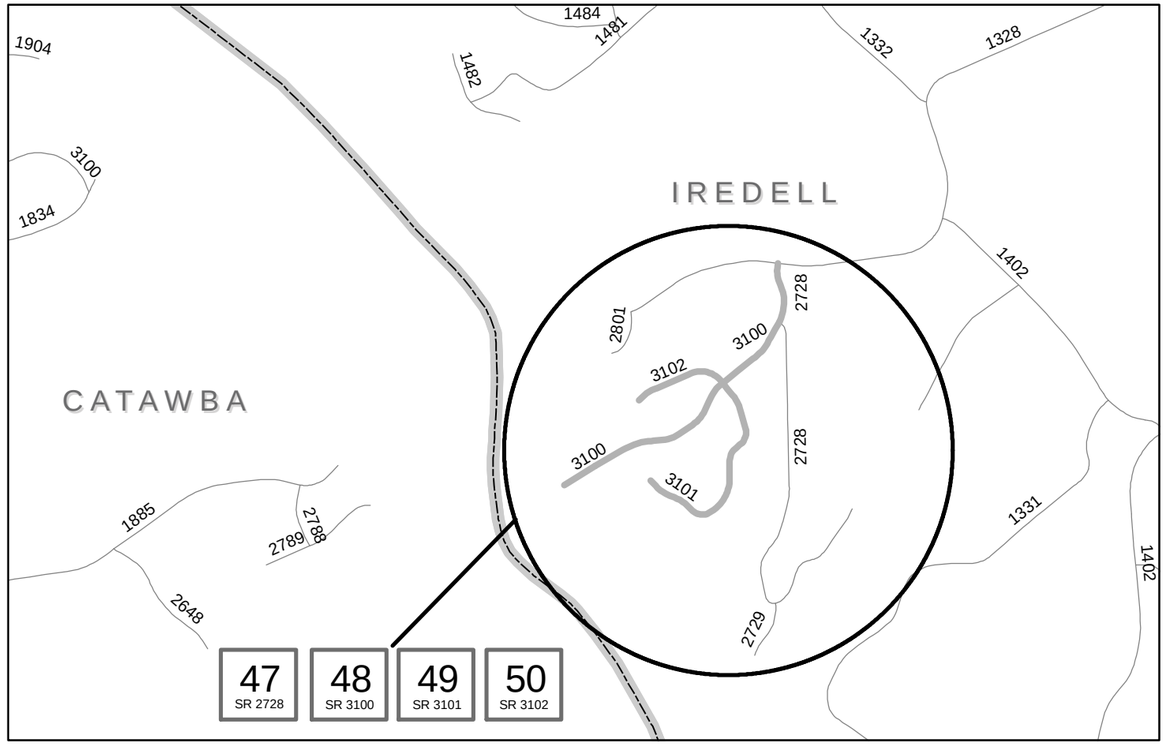

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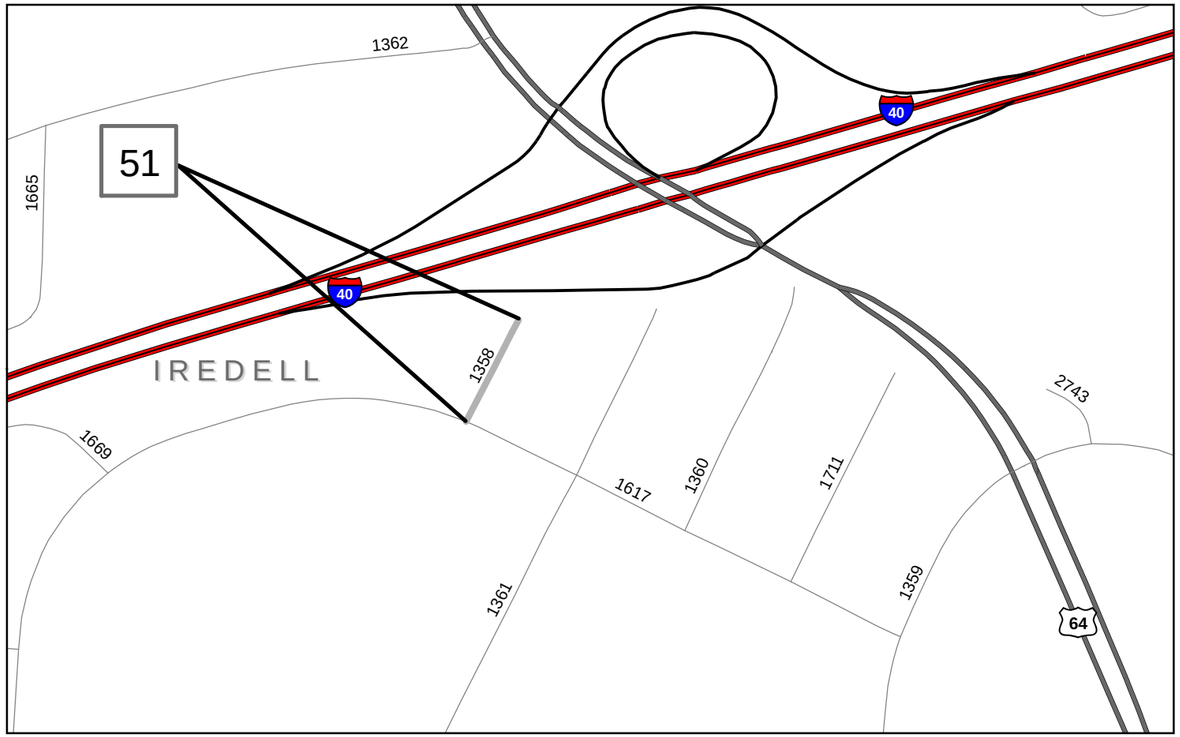

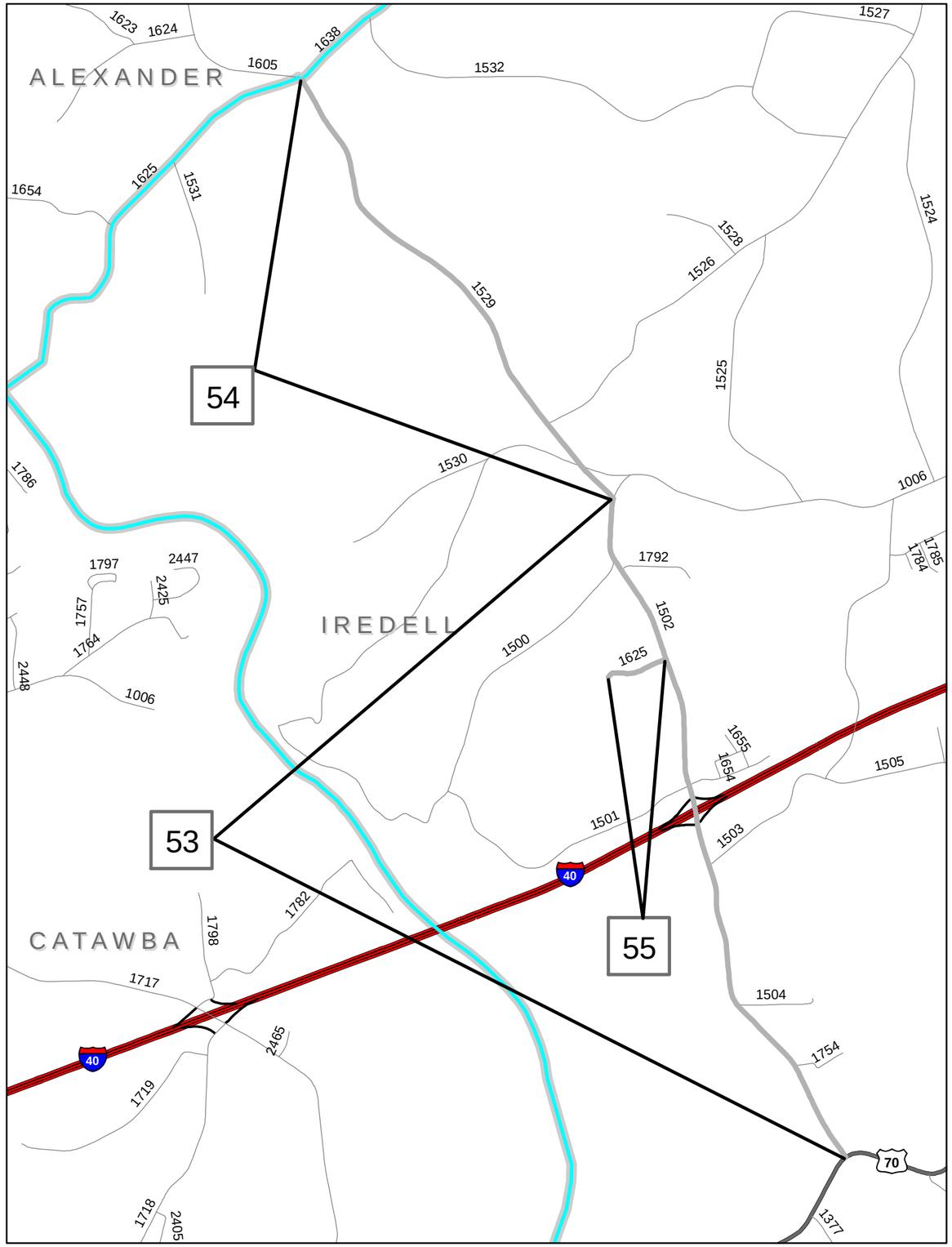

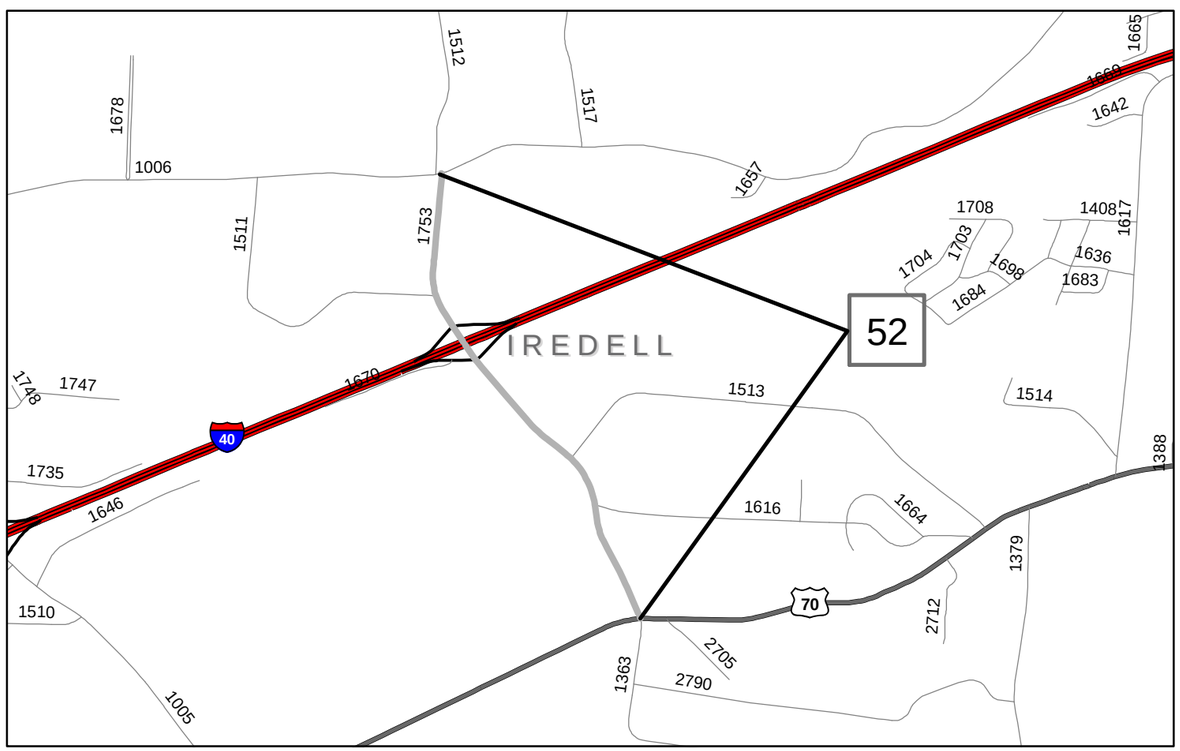

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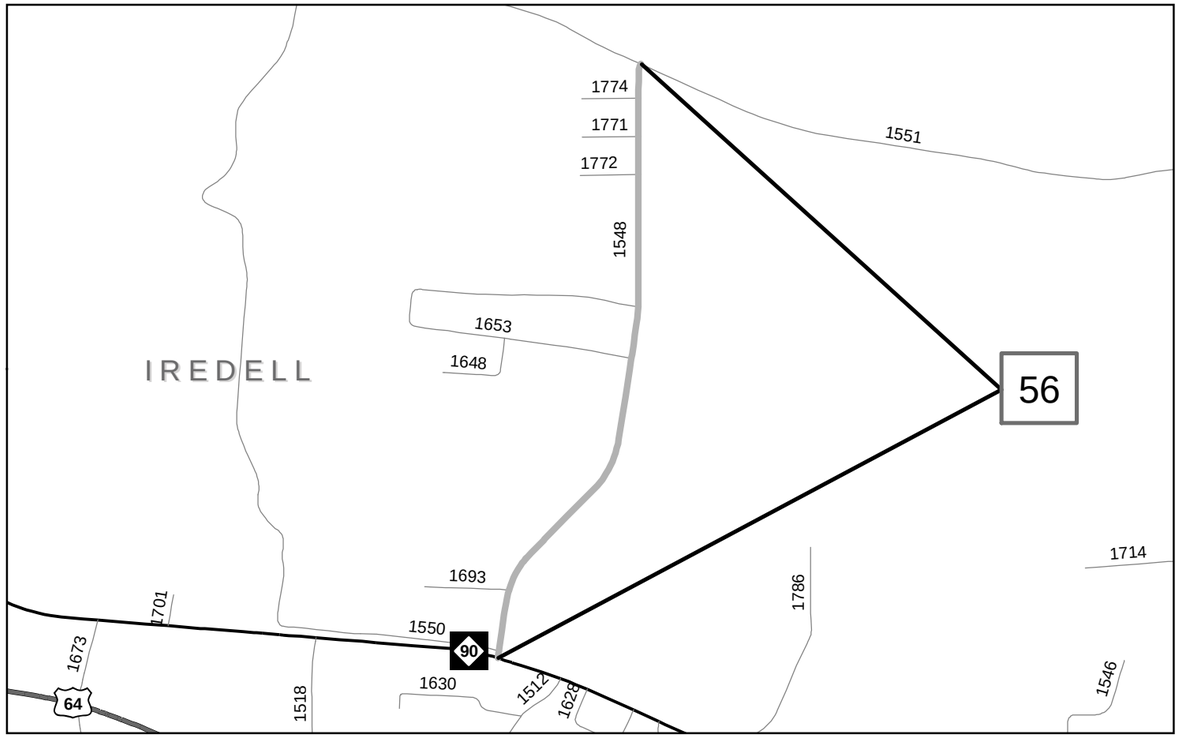

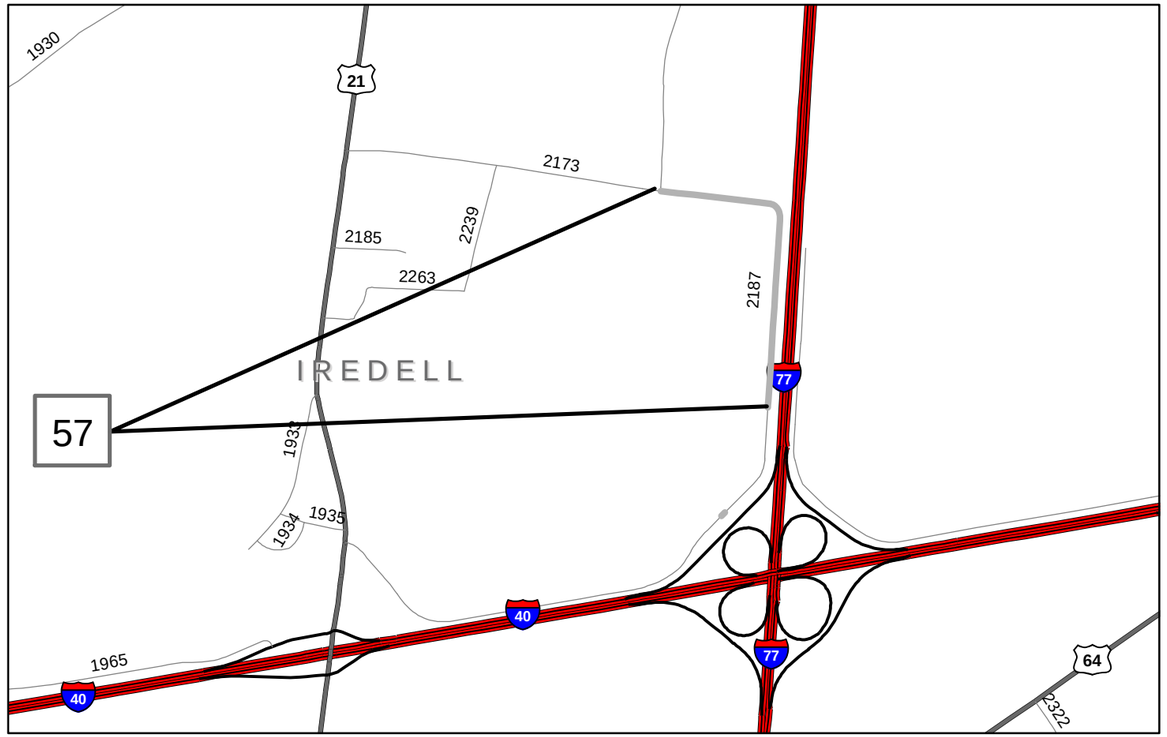

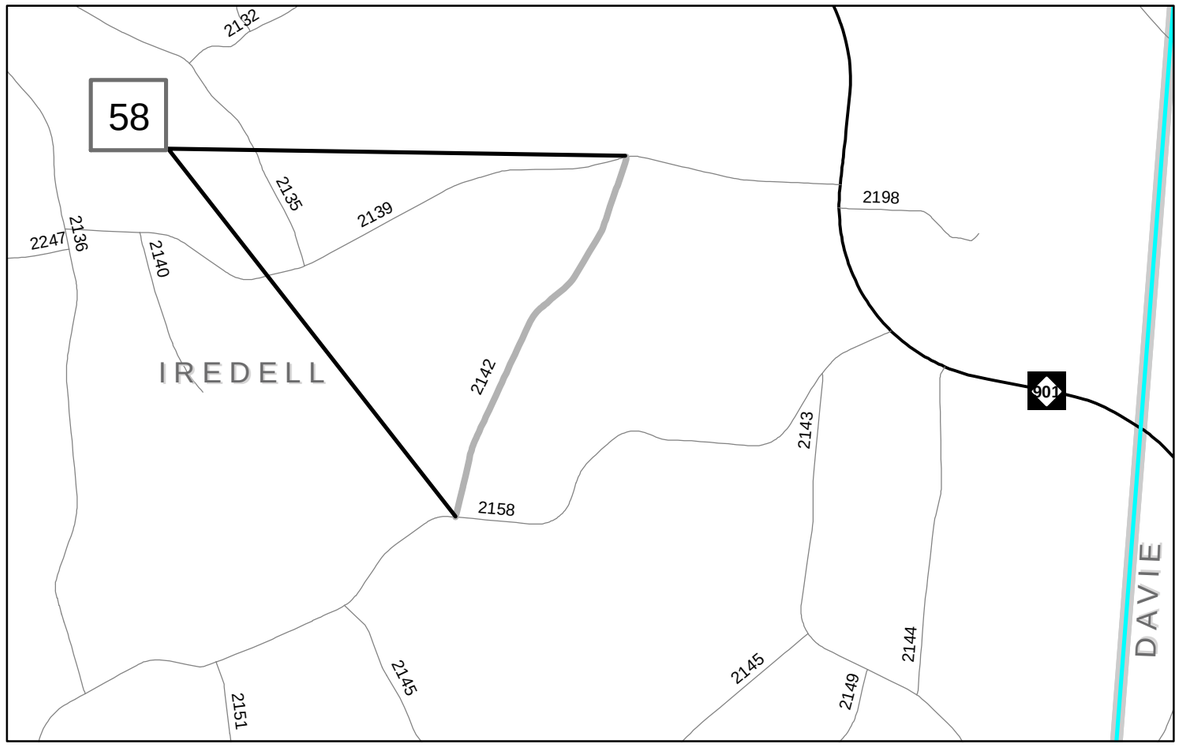

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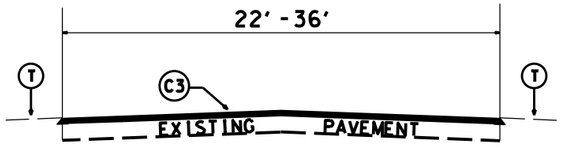
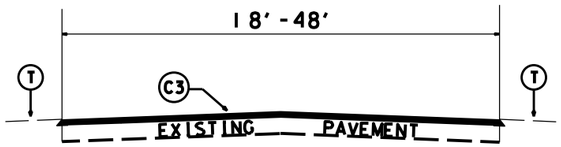
PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
IREDELL COUNTY	10	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2019CPT.12.04.10491		PRIMARY RESURFACING
2019CPT.12.04.20491		SECONDARY RESURFACING



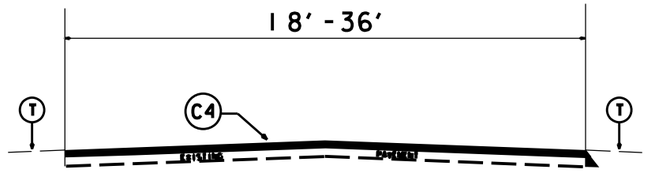
TYPICAL SECTION NO.1

Map 1: ALL
Map 3: 0+00-1+00
6+00-41+00
57+00-77+00
83+50-163+00
263+00-284+15
292+15-376+00
385+65-388+08



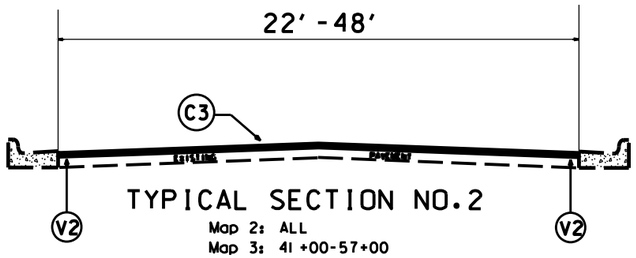
TYPICAL SECTION NO.5

Map 4, 38, 52: ALL
Map 8: 0+00-34+00
47+00-59+00
Map 9: 0+00-23+00
28+00-38+86
Map 33: 7+00-187+00



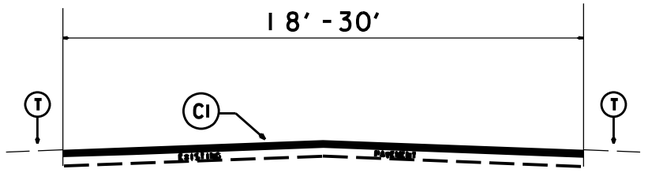
TYPICAL SECTION NO.10

Map 34: 0+00-202+86
Map 37: ALL



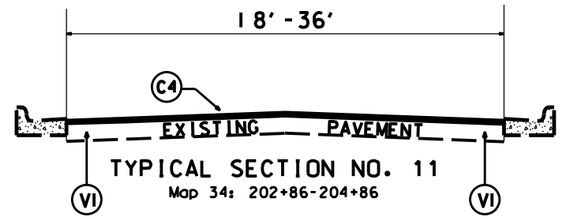
TYPICAL SECTION NO.2

Map 2: ALL
Map 3: 41+00-57+00
163+00-219+65
Map 8: 34+00-47+00
59+00-68+11
Map 33: 0+00-7+00
187+00-194+00



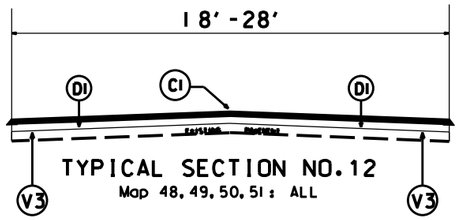
TYPICAL SECTION NO.6

Maps 5, 7, 10, 14, 19, 20, 21, 35,
36, 39, 41, 42, 42, 44, 45,
46, 57, 58: ALL



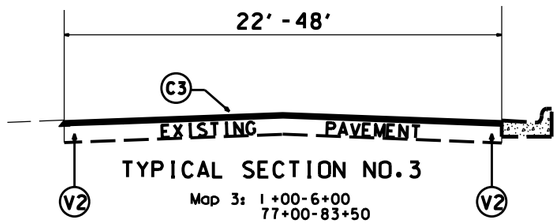
TYPICAL SECTION NO. 11

Map 34: 202+86-204+86



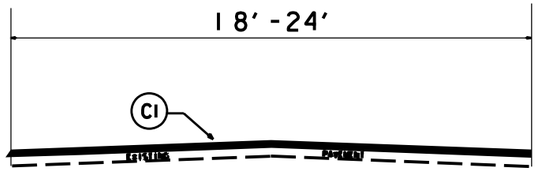
TYPICAL SECTION NO.12

Map 48, 49, 50, 51: ALL



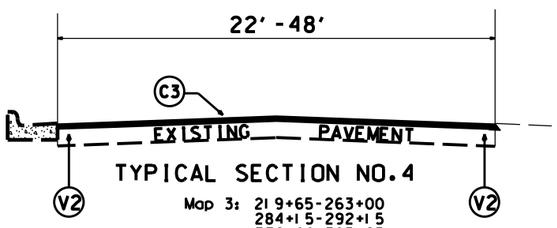
TYPICAL SECTION NO.3

Map 3: 1+00-6+00
77+00-83+50



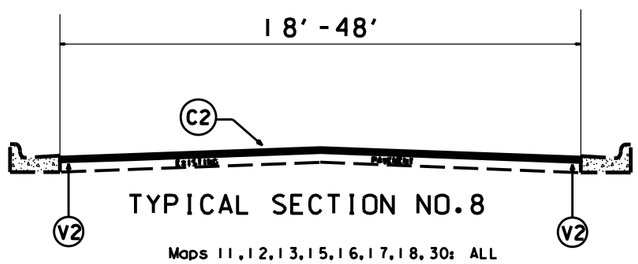
TYPICAL SECTION NO.7

Maps 6, 22, 23, 24, 25, 26, 27, 28,
29, 31, 40, 53, 54, 55, 56: ALL



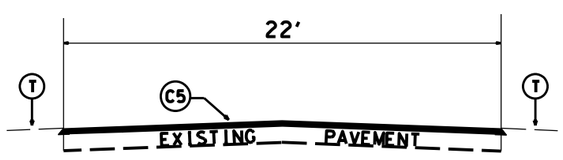
TYPICAL SECTION NO.4

Map 3: 219+65-263+00
284+15-292+15
376+00-385+65
Map 9: 23+00-28+00



TYPICAL SECTION NO.8

Maps 11, 12, 13, 15, 16, 17, 18, 30: ALL



TYPICAL SECTION NO.9

Map 32: ALL

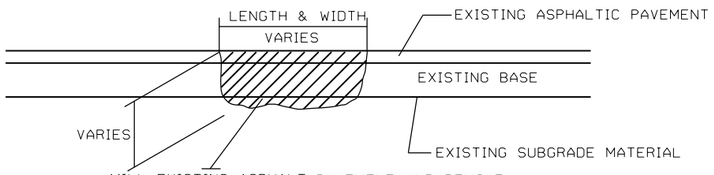
2019 - 2020
Resurfacing Program
Typical Sections
Iredell County

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C4	PROP. APPROX. 1.0" WARM MIX ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C5	PROP. APPROX. 1.5" WARM MIX ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 3.0" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
V1	MILL EXISTING ASPHALT PAVEMENT APPROX. 1" IN DEPTH
V2	MILL EXISTING ASPHALT PAVEMENT APPROX. 1.5" IN DEPTH
V3	MILL EXISTING ASPHALT PAVEMENT APPROX. 4" IN DEPTH

PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
IREDELL COUNTY	11	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2019CPT.12.84.10491		PRIMARY RESURFACING
2019CPT.12.84.20491		SECONDARY RESURFACING

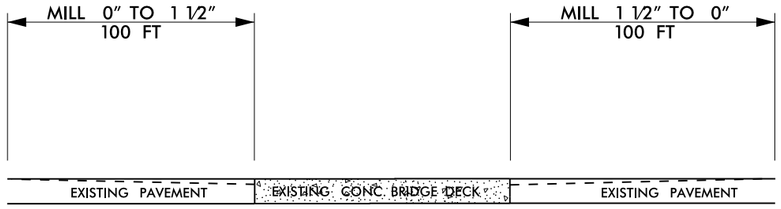
DETAIL A

PATCHING EXISTING PAVEMENT



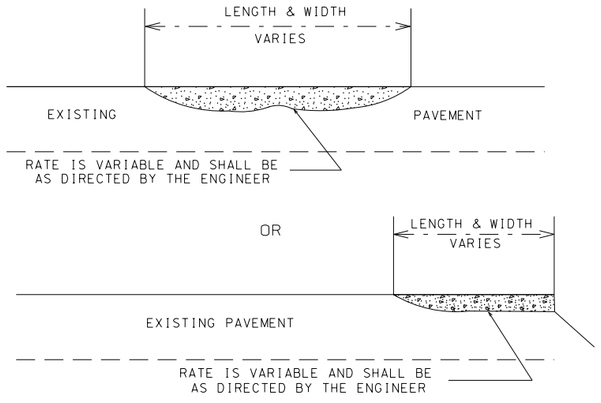
DETAIL C

MILLING BRIDGE APPROACHES



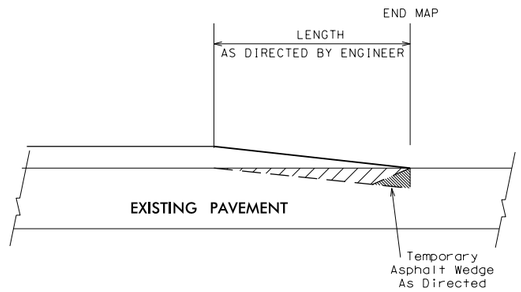
DETAIL B

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

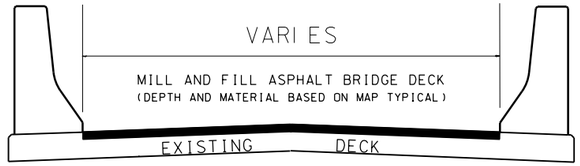


Note:
0"-1" milling is for bridge approaches on Maps 34-37, 45, 53.

2019 - 2020
Resurfacing Program
Typical Sections
Iredell County



TIE-IN (INCIDENTAL) MILLING DETAIL

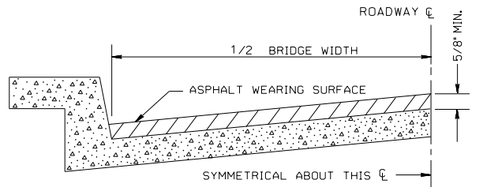


ASPHALT BRIDGE SECTION

USE FOR ALL ASPHALT BRIDGE DECKS

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.

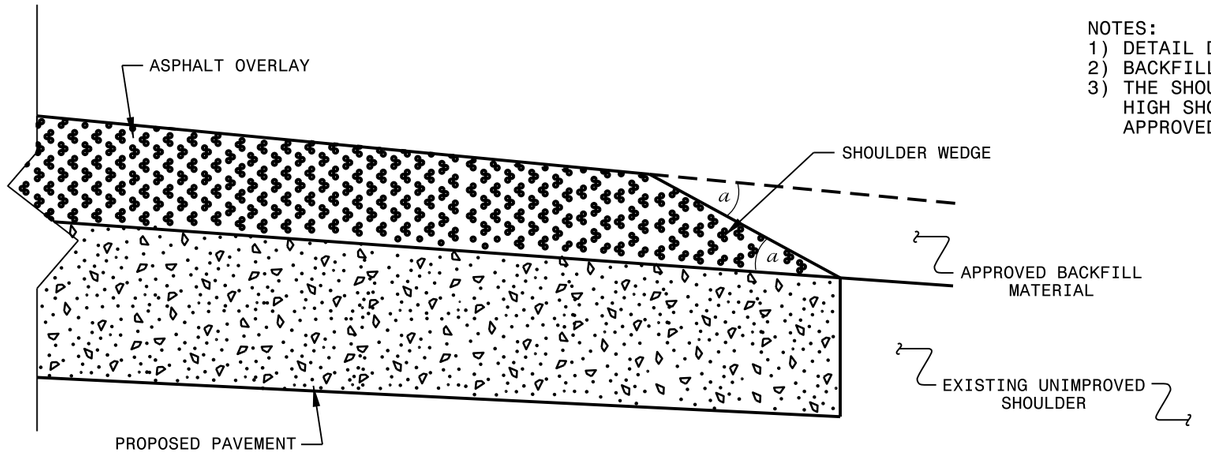
THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 5/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

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.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C4	PROP. APPROX. 1.0" WARM MIX ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C5	PROP. APPROX. 1.5" WARM MIX ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 3.0" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
V1	MILL EXISTING ASPHALT PAVEMENT APPROX. 1" IN DEPTH
V2	MILL EXISTING ASPHALT PAVEMENT APPROX. 1.5" IN DEPTH
V3	MILL EXISTING ASPHALT PAVEMENT APPROX. 4" IN DEPTH

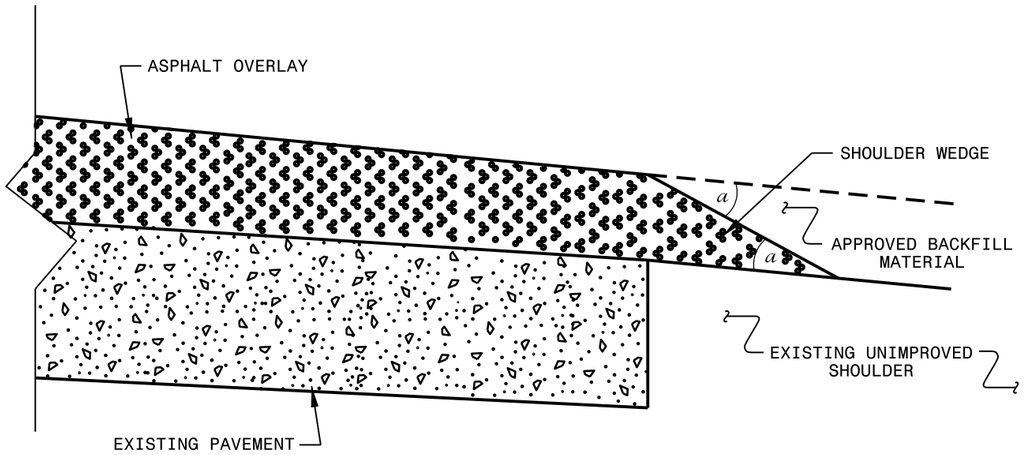
PROJECT REFERENCE NO.	SHEET NO.
2019CPT.12.04.10491, etc	12



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.

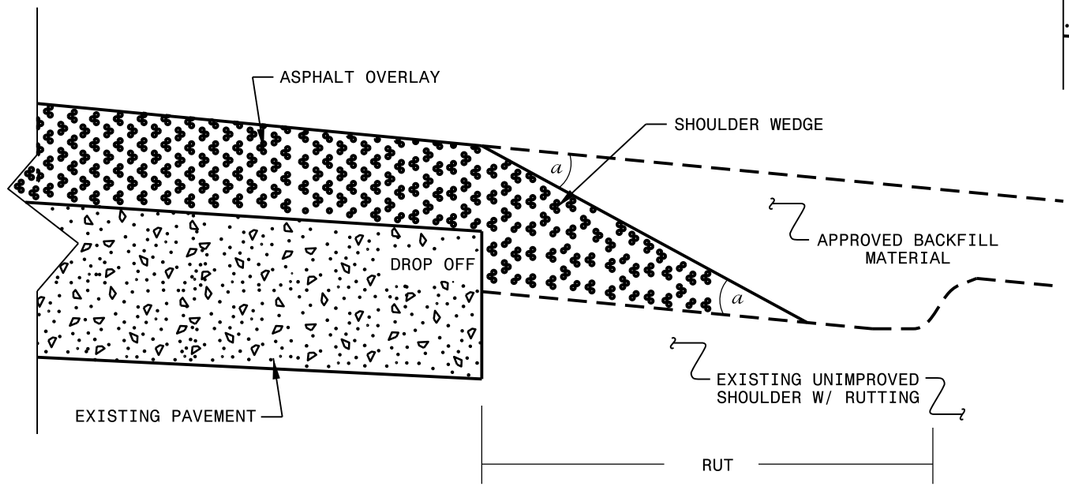
SHOULDER WEDGE DETAIL

(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

22-JAN-2018 09:41
S:\Contracts\Contracts\Resurfacing Projects\Division 4\I-5937 Wilson March 2018\Revised Shoulder Wedge Detail.dgn
pporter AI CSD-2925/2

PROJECT NO.	SHEET NO.	TOTAL NO.
2019CPT.12.04.10491, etc	13	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	AGGREGATE SHOULDER BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	1" MILLING	4" MILLING	0" TO 1" MILLING	0" TO 1.5" MILLING	INCIDENTAL MILLING	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	SURFACE COURSE, S9.5C	LEVELING COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOXES	PORTABLE LIGHTING	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)
									MI	FT	TON	TONS	SMI	SY	SY	SY	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	TONS	EA	EA	LS	LF	LF
2019CPT.12.04.10	Iredell	1	NC 150	FROM .07 MILES WEST OF NC 152 TO .07 MILES EAST OF NC 152	1	2	NO	NO	0.141	24	30	10	0.28						60				250		15	40			*	300	100
		2	NC 152	FROM NC 3 TO SR 1150 (LINWOOD ROAD)	2	2	NO	NO	1.05	36				22,000									2,200		132	100	24	11	*	900	200
		3	NC 115	FROM .16 MILES NORTH OF SR 1223 (EASTPORT TRAIL) AT BEG. SCHOOL ZONE TO US21/NC115 SPLIT	1 2 3	2	NO	NO	7.35	22-48	800	400	9.40	54,000						500				11,000	200	673	1,400	57		*	1,500	300
TOTAL FOR PROJ NO. 2019CPT.12.04.10491									**8.541**		**830**	**410**	**9.68**	**76,000**						**560**				**13,450**	**200**	**820**	**1,540**	**81**	**11**	*	**2,700**	**600**
		4	SR 1137 (MIDWAY LAKE ROAD)	FROM NC 115 TO SR 1136 (FAITH ROAD)	5	2	NO	NO	1.85	19	310	100	3.70						550				1,925	200	129	600					
		5	SR 1272 (NANCE FARM ROAD)	FROM SR 1137 (MIDWAY LAKE ROAD) TO DEAD END	6	2	NO	NO	0.308	20	50	15	0.62						30		225	150			25	100					
		6	SR 1297 (TAMMY DRIVE)	FROM SR 1137 (MIDWAY LAKE ROAD) TO DEAD END	7	2	NO	NO	0.12	18	20	10							30		80	10			6	10					
		7	SR 1144 (RUSTIC ROAD)	FROM SR 1143 (PATTERSON FARM ROAD) TO CUL-DE-SAC	6	2	NO	NO	0.95	20	160	50	1.90						30		675	300			65	10					
		8	SR 1116 (TALBERT ROAD)	FROM SR 1100 (BRAWLEY SCHOOL ROAD) TO SR 1305 (OATES ROAD)	2 5	2	NO	NO	1.29	18-48	210	75	1.74	9,000						100				2,500	300	170	45	3	5	*	600	200
		9	SR 1395 (BLUEFIELD ROAD)	FROM SR 1302 (CORNELIUS ROAD) TO 20' PVMT. WIDTH .24 MILES NORTH OF BIG INDIAN LOOP	4 5	2	NO	NO	0.736	18-48	120	50	1.37	1,500						100				925	75	60	375			*		
		10	SR 1428 (NORMANDY ROAD)	FROM SR 1303 (PERTH ROAD) TO CUL-DE-SAC	6	2	NO	NO	2.415	18	400	125	4.83						30		1,550	750			154	475					
		11	SR 3074 (ATTLEBORO PLACE)	FROM SR 1100 (BRAWLEY SCHOOL ROAD) TO CUL-DE-SAC	8	2	NO	NO	0.41	24				5,800							550				37	15					
		12	SR 3075 (REHOBOTH LANE)	FROM SR 3074 (ATTLEBORO PLACE) TO CUL-DE-SAC	8	2	NO	NO	0.32	24				4,600							425				28	20					
		13	SR 3309 (MARBURY LANE)	FROM SR 3074 (ATTLEBORO PLACE) TO CUL-DE-SAC	8	2	NO	NO	0.05	20				700							75				5	5					
		14	SR 2944 (PERENNIAL DRIVE)	FROM SR 2943 (FARMSTEAD LANE) TO SR 2945 (PONDHAVEN CIRCLE)	6	2	NO	NO	0.193	18	30	10	0.39						60		125	50			12	10					
		15	SR 2962 (MONTEREY DRIVE)	FROM SR 1193 (CATALINA DRIVE) TO SR 2963 (PASEO DRIVE)	8	2	NO	NO	0.201	24				3,000							300				20	5					
		16	SR 2963 (PASEO DRIVE)	FROM SR 1193 (CATALINA DRIVE) TO CUL-DE-SAC	8	2	NO	NO	0.24	24				3,500							325				22	10					
		17	SR 2964 (RIO VISTA DRIVE)	FROM SR 2963 (PASEO DRIVE) TO DEAD END	8	2	NO	NO	0.108	24				1,500							150				10	10					
		18	SR 2965 (PALLISADES COURT)	FROM SR 2964 (RIO VISTA DRIVE) TO CUL-DE-SAC	8	2	NO	NO	0.07	24				1,000							100				7	5					
		19	SR 2906 (SUNFISH DRIVE)	FROM SR 1100 (BRAWLEY SCHOOL ROAD) TO SR 2907 (CLIPPER LANE)	6	2	NO	NO	0.405	19	70	20	0.81						60		300	175			32	30					
		20	SR 2907 (CLIPPER LANE)	FROM CUL-DE-SAC TO DEAD END	6	2	NO	NO	0.183	18	30	18	0.37						30		125	75			13	15					
		21	SR 2789 (SUMMERCHASE LANE)	FROM US 21 TO DEAD END	6	2	NO	NO	0.13	24	20	10	0.26						30		125	75			13	15					
		22	SR 3104 (VALLEYVIEW ROAD)	FROM US 21 TO CUL-DE-SAC	7	2	NO	NO	0.605	19		40							30		425	150			39	175					
		23	SR 3105 (BROOKTREE DRIVE)	FROM SR 3104 (VALLEYVIEW ROAD) TO CUL-DE-SAC	7	2	NO	NO	0.39	20		25							30		300	50			23	75					
		24	SR 3106 (MAXAMY LANE)	FROM SR 3105 (BROOKTREE DRIVE) TO CUL-DE-SAC	7	2	NO	NO	0.118	20		10							30		100	20			8	20					
		25	SR 3107 (PATROSE LANE)	FROM SR 3104 (VALLEYVIEW ROAD) TO CUL-DE-SAC	7	2	NO	NO	0.119	18		10							30		100				7	5					
		26	SR 3108 (LISMARK DRIVE)	FROM SR 3104 (VALLEYVIEW ROAD) TO CUL-DE-SAC	7	2	NO	NO	0.165	20		10							30		125	20			10	10					
		27	SR 3109 (CLIFFVIEW LANE)	FROM SR 3104 (VALLEYVIEW ROAD) TO CUL-DE-SAC	7	2	NO	NO	0.18	20		10							30		150	20			11	10					
		28	SR 1489 (SAGEMORE ROAD)	FROM SR 1303 (PERTH ROAD) TO CUL-DE-SAC	7	2	NO	NO	0.44	18		25							30		300	75			25	100					
		29	SR 3133 (HARBOR LANDING DRIVE)	FROM SR 1489 (SAGEMORE ROAD) TO CUL-DE-SAC	7	2	NO	NO	0.731	18		45							30		500	50			37	150					
20491		30	SR 3132 (HARBOR LANDING DRIVE)	FROM SR 1303 (PERTH ROAD) TO SR 3133 (HARBOR LANDING DRIVE)	8	2	NO	NO	0.05	30				1,200							100				7	5					

PROJECT NO.	SHEET NO.	TOTAL NO.
2019CPT.12.04.10491, etc	14	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	AGGRE-GATE SHOUL-DER BORROW	INCI-DENTAL STONE BASE	SHOUL-DER RECON STRUCT ION	1½" MILLING	1" MILLING	4" MILLING	0" TO 1" MILLING	0" TO 1.5" MILLING	INCI-DENTAL MILLING	INTER-MEDIATE COURSE, I19.0C	SUR-FACE COURSE, S9.5B	LEVEL-ING COURSE, S9.5B	SUR-FACE COURSE, S9.5C	LEVEL-ING COURSE, S9.5C	AS-PHALT BINDER FOR PLANT MIX	PATCH-ING EXIST-ING PAVEMENT	ADJ. OF MAN HOLES	ADJ. OF METER OR VALVE BOXES	PORT-ABLE LIGHTING	INDUC-TIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)
									MI	FT	TON	TONS	SMI	SY	SY	SY	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	TONS	EA	EA	LS	LF	LF
2019CPT.12.04.2	Iredell	31	SR 3197 (HONEYSUCKLE CREEK LOOP)	FROM SR 1303 (PERTH ROAD) TO SR 1303 (PERTH ROAD),	7	2	NO	NO	0.59	20		30							60		450	25			32	25					
		32	SR 2319 (TWIN OAKS ROAD)	FROM SR 2320 (S. GREENBRIAR ROAD) TO SR 2318 (FANJOY ROAD)	9	2	NO	YES	1.45	22	240	80	2.90						210				1,750	30	107	25					
		33	SR 2638 (OLD SALISBURY HIGHWAY)	FROM US 70 TO US 70	25	2	NO	NO	3.675	18-48	560	200	6.82	6,000					2,000				6,500	2,000	520	400			*	600	150
		34	SR 2359 (BETHESDA ROAD)	FROM SR 1001 (OSTWALT AMITY ROAD) TO US 70	10 11	2	NO	YES	3.88	18-36	640	200	7.76		1,000		500		30		3,000	1,200			281	400					
		35	SR 2617 (WINTHROW CREEK ROAD)	FROM SR 2362 (TRIPLETT ROAD) TO SR 2383 (SHINNVILLE ROAD)	6	2	NO	NO	1.54	19	250	100	3.08		300		500		60		1,050	650			114	450					
		36	SR 2375 (HOUSTON ROAD)	FROM US 21 TO SR 2379 (WEATHERS CREEK ROAD)	6	2	NO	NO	3.155	18	520	150	6.31				500		60		2,050	1,000			204	545					
		37	SR 2318 (SHILOH ROAD)	FROM SR 2342 (AMITY HILL ROAD) TO US 70	10	2	NO	YES	3.2	20	530	160	6.40		400		500		60		2,300	550			191	350					
		38	SR 2342 (AMITY HILL ROAD)	FROM US 21 TO SR 1001 (OSTWALT AMITY ROAD)	5	2	NO	NO	6.975	20	1,150	350	13.95	1,100				1,000	1,400				7,575	1,000	520	525		1			
		39	SR 3128 (STATELY PINES DRIVE)	FROM SR 1314 (CLONTZ HILL ROAD) TO CUL-DE-SAC	6	2	NO	NO	0.137	19	20	10	0.27						30		100	45			10	40					
		40	SR 3129 (MISTY SPRINGS ROAD)	FROM SR 3128 (STATELY PINES DRIVE) TO CUL-DE-SAC	7	2	NO	NO	0.199	18		10							30		150	15			11	15					
		41	SR 2808 (GRAFTON PLACE)	FROM SR 2811 (FARMDALE DRIVE) TO CUL-DE-SAC	6	2	NO	NO	0.112	18	20	10	0.22						30		75	45			8	30					
		42	SR 2809 (HOLMFIELD ROAD)	FROM DEAD END TO DEAD END	6	2	NO	NO	0.116	18	20	10	0.23						30		75	50			8	10					
		43	SR 2810 (LORAM DRIVE)	FROM SR 2809 (HOLMFIELD ROAD) TO DEAD END	6	2	NO	NO	0.126	18	20	10	0.25						30		100	50			10	15					
		44	SR 2811 (FARMDALE DRIVE)	FROM SR 1313 (CARLYLE ROAD) TO SR 2809 (HOLMFIELD ROAD)	6	2	NO	NO	0.171	18	30	10	0.34						60		125	70			13	30					
		45	SR 1338 (WALLACE SPRINGS ROAD)	FROM SR 1421 (WILSON W LEE BLVD) TO SR 1005 (OLD MOUNTAIN ROAD)	6	2	NO	NO	3.17	18	520	160	6.34		200		500		60		2,200	1,000			214	250	3				
		46	SR 1334 (TROUTMAN FARM ROAD)	FROM SR 1005 (OLD MOUNTAIN ROAD) TO DEAD END	6	2	NO	NO	1.907	18	310	100	3.81						30		1,225	400			109	230					
		47	SR 2728 (WINDEMERE ISLE ROAD)	FROM SR 1328 (E MONBO ROAD) TO SR 3100 (WINDEMERE ISLE ROAD)	8	2	NO	NO	0.106	28				1,745							175				12						
		48	SR 3100 (WINDEMERE ISLE ROAD)	FROM SR 2728 (WINDEMERE ISLE ROAD) TO BRIDGE	12	2	NO	NO	0.415	28						7,000				1,150	425				84						
		49	SR 3101 (E. TATTERSALL DRIVE)	FROM SR 3100 (WINDEMERE ISLE ROAD) TO CUL-DE-SAC	12	2	NO	NO	0.41	24						6,000				1,000	350				71						
		50	SR 3102 (W. TATTERSALL DRIVE)	FROM SR 3100 (WINDEMERE ISLE ROAD) TO CUL-DE-SAC	12	2	NO	NO	0.183	24						2,750				500	175				36						
		51	SR 1358 (A STREET)	FROM SR 1617 (WESTMINSTER DRIVE) TO DEAD END	12	2	NO	NO	0.059	18		10				700				125	40				9						
		52	SR 1753 (STAMEY FARM ROAD)	FROM SR 1006 (ISLAND FORD ROAD) TO US 70	5	2	NO	NO	1.395	24	230	70	2.79	500				1,000	100				1,850	500	144	475					
		53	SR 1502 (SHARON SCHOOL ROAD/ANDRA LANE)	FROM SR 1529 (SHARON SCHOOL ROAD) TO US 70	7	2	NO	NO	3.245	22		175					500		60		2,550	200			184	200					
		54	SR 1529 (SHARON SCHOOL ROAD)	FROM SR 1502 (SHARON SCHOOL ROAD) TO ALEXANDER CO	7	2	NO	NO	2.32	22		125							30		1,825	100			129	150					
		55	SR 1625 (HUDSON LANE)	FROM SR 1502 (SHARON SCHOOL ROAD) TO DEAD END	7	2	NO	NO	0.275	20		10							30		200				13	10					
		56	SR 1548 (LITTLE FARM ROAD)	FROM NC 90 TO SR 1551 (SCOTTS CREEK ROAD)	7	2	NO	NO	1.32	18		75							60		850	100			64	250					
		57	SR 2187 (GLENWAY DRIVE)	FROM NEW PVMT. TO SR 2173 (JAMES FARM ROAD)	6	2	NO	NO	0.56	24	100	30	1.12						60		500	300			54	600					
		58	SR 2142 (CARTNER ROAD)	FROM SR 2139 (RIMROCK ROAD) TO SR 2158 (OLD MOCKSVILLE ROAD)	6	2	NO	NO	1.245	20	210	75	2.49						30		900	400			87	300					
TOTAL FOR PROJ NO. 2019CPT.12.04.20491									**54.713**		**6,790**	**2,818**	**81.07**	**41,145**	**1,900**	**16,450**	**3,000**	**2,000**	**5,840**	**2,775**	**28,120**	**8,170**	**23,025**	**4,105**	**4,214**	**7,630**	**6**	**6**	*	**1,200**	**350**
GRAND TOTAL									**63.254**		**7,620**	**3,228**	**90.75**	**117,145**	**1,900**	**16,450**	**3,000**	**2,000**	**6,400**	**2,775**	**28,120**	**8,170**	**36,475**	**4,305**	**5,034**	**9,170**	**87**	**17**	**1**	**3,900**	**950**

PROJECT NO.	SHEET NO.	TOTAL NO.
2019CPT.12.04.10491, etc	15	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	WIDTH	441300000 WZ ADV/ GEN. WARN. SIGNING	445700000 TEMP. TRAFFIC CONTROL	469700000 8" X 120 M WHITE THERMO	469500000 8" X 90 M YELLOW THERMO	470500000 16" X 120 M WHITE THERMO	471000000 24" X 120 M WHITE THERMO	4721000000-E THERM O RXR 120 M	4721000000-E THERM O MSG SCHOOL 120 M	4725000000-E THERMO LT ARROW 90 M	4725000000-E THERMO RT ARROW 90 M	4725000000-E THERMO STR & RT ARROW 90 M	4725000000-E THERMO STR & LT ARROW 90 M	4810000000-E 4" WHITE PAINT	4810000000-E 4" YELLOW PAINT	4905.. SNOW PLOWABLE MARKERS
							MI	FT	SF	LS	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	LF	LF	EA
2019CPT.12.04.	Iredell	1	NC 150	FROM .07 MILES WEST OF NC 152 TO .07 MILES EAST OF NC 152	1	2	0.141	24	50			80		48			2	2			2,975	2,975	25
		2	NC 152	FROM NC 3 TO SR 1150 (LINWOOD ROAD)	2	2	1.05	36	125	*	190	200		72			20		6		7,000	30,000	200
		3	NC 115	FROM .16 MILES NORTH OF SR 1223 (EASTPORT TRAIL) AT BEG. SCHOOL ZONE TO US21/NC115 SPLIT	1 2	2	7.35	22-48	825		500	900		1,100		24	37	10	20	2	100,000	180,000	650
TOTAL FOR PROJ NO. 2019CPT.12.04.10491							**8.541**		**1,000**		**690**	**1,180**		**1,220**		**24**	**59**	**12**	**26**	**2**	**109,975**	**212,975**	**875**
															24		**99**				**322,950**		
2019CPT.12.04.20491	Iredell	4	SR 1137 (MIDWAY LAKE ROAD)	FROM NC 115 TO SR 1136 (FAITH ROAD)	5	2	1.85	19	210												39,825	39,825	
		5	SR 1272 (NANCE FARM ROAD)	FROM SR 1137 (MIDWAY LAKE ROAD) TO DEAD END	6	2	0.308	20	48														
		6	SR 1297 (TAMMY DRIVE)	FROM SR 1137 (MIDWAY LAKE ROAD) TO DEAD END	7	2	0.12	18	48														
		7	SR 1144 (RUSTIC ROAD)	FROM SR 1143 (PATTERSON FARM ROAD) TO CUL-DE-SAC	6	2	0.95	20	110												20,500	20,500	
		8	SR 1116 (TALBERT ROAD)	FROM SR 1100 (BRAWLEY SCHOOL ROAD) TO SR 1305 (OATES ROAD)	2 5	2	1.29	18-48	150			400		200			17	6	4		27,500	38,000	160
		9	SR 1395 (BLUEFIELD ROAD)	FROM SR 1302 (CORNELIUS ROAD) TO 20' PVMT. WIDTH .24 MILES NORTH OF BIG INDIAN LOOP	4 5	2	0.736	18-48	85												15,839	15,839	55
		10	SR 1428 (NORMANDY ROAD)	FROM SR 1303 (PERTH ROAD) TO CUL-DE-SAC	6	2	2.415	18	275												52,000	52,000	
		11	SR 3074 (ATTLEBORO PLACE)	FROM SR 1100 (BRAWLEY SCHOOL ROAD) TO CUL-DE-SAC	8	2	0.41	24	48														
		12	SR 3075 (REHOBOTH LANE)	FROM SR 3074 (ATTLEBORO PLACE) TO CUL-DE-SAC	8	2	0.32	24	48														
		13	SR 3309 (MARBURY LANE)	FROM SR 3074 (ATTLEBORO PLACE) TO CUL-DE-SAC	8	2	0.05	20	48														
		14	SR 2944 (PERENNIAL DRIVE)	FROM SR 2943 (FARMSTEAD LANE) TO SR 2945 (PONDHAVEN CIRCLE)	6	2	0.193	18	48														
		15	SR 2962 (MONTEREY DRIVE)	FROM SR 1193 (CATALINA DRIVE) TO SR 2963 (PASEO DRIVE)	8	2	0.201	24	48														
		16	SR 2963 (PASEO DRIVE)	FROM SR 1193 (CATALINA DRIVE) TO CUL-DE-SAC	8	2	0.24	24	48														
		17	SR 2964 (RIO VISTA DRIVE)	FROM SR 2963 (PASEO DRIVE) TO DEAD END	8	2	0.108	24	48														
		18	SR 2965 (PALLISADES COURT)	FROM SR 2964 (RIO VISTA DRIVE) TO CUL-DE-SAC	8	2	0.07	24	48														
		19	SR 2906 (SUNFISH DRIVE)	FROM SR 1100 (BRAWLEY SCHOOL ROAD) TO SR 2907 (CLIPPER LANE)	6	2	0.405	19	48														
		20	SR 2907 (CLIPPER LANE)	FROM CUL-DE-SAC TO DEAD END	6	2	0.183	18	48														
		21	SR 2789 (SUMMERCHASE LANE)	FROM US 21 TO DEAD END	6	2	0.13	24	48														
		22	SR 3104 (VALLEYVIEW ROAD)	FROM US 21 TO CUL-DE-SAC	7	2	0.605	19	75														
		23	SR 3105 (BROOKTREE DRIVE)	FROM SR 3104 (VALLEYVIEW ROAD) TO CUL-DE-SAC	7	2	0.39	20	48														
		24	SR 3106 (MAXAMY LANE)	FROM SR 3105 (BROOKTREE DRIVE) TO CUL-DE-SAC	7	2	0.118	20	48														
		25	SR 3107 (PATROSE LANE)	FROM SR 3104 (VALLEYVIEW ROAD) TO CUL-DE-SAC	7	2	0.119	18	48														
		26	SR 3108 (LISMARK DRIVE)	FROM SR 3104 (VALLEYVIEW ROAD) TO CUL-DE-SAC	7	2	0.165	20	48														
		27	SR 3109 (CLIFFVIEW LANE)	FROM SR 3104 (VALLEYVIEW ROAD) TO CUL-DE-SAC	7	2	0.18	20	48														
		28	SR 1489 (SAGEMORE ROAD)	FROM SR 1303 (PERTH ROAD) TO CUL-DE-SAC	7	2	0.44	18	48														
		29	SR 3133 (HARBOR LANDING DRIVE)	FROM SR 1489 (SAGEMORE ROAD) TO CUL-DE-SAC	7	2	0.731	18	85														
		30	SR 3132 (HARBOR LANDING DRIVE)	FROM SR 1303 (PERTH ROAD) TO SR 3133 (HARBOR LANDING DRIVE)	8	2	0.05	30	48														
		31	SR 3197 (HONEYSUCKLE CREEK LOOP)	FROM SR 1303 (PERTH ROAD) TO SR 1303 (PERTH ROAD),	7	2	0.59	20	75														
		32	SR 2319 (TWIN OAKS ROAD)	FROM SR 2320 (S. GREENBRIAR ROAD) TO SR 2318 (FANJOY ROAD)	9	2	1.45	22	175												31,204	31,204	

PROJECT NO.	SHEET NO.	TOTAL NO.
2019CPT.12.04.10491, etc	16	

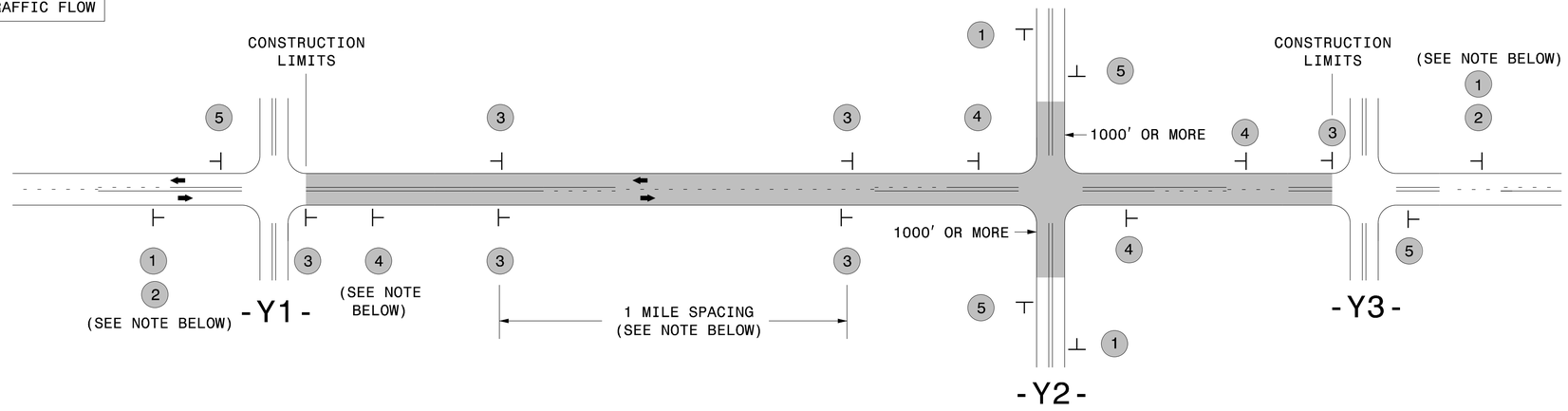
THERMOPLASTIC AND PAINT QUANTITIES

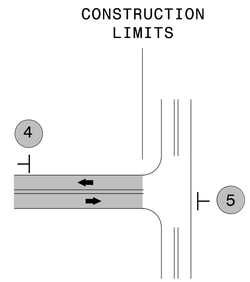
PROJECT	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	WIDTH	4413000000 WZ ADV/ GEN. WARN. SIGNING	4457000000 TEMP. TRAFFIC CONTROL	4697000000 8" X 120 M WHITE THERMO	4695000000 8" X 90 M YELLOW THERMO	4705000000 16" X 120 M WHITE THERMO	4710000000 24" X 120 M WHITE THERMO	4721000000-E THERMO RXR 120 M	4725000000-E THERMO MSG SCHOOL 120 M	4725000000-E THERMO LT ARROW 90 M	4725000000-E THERMO RT ARROW 90 M	4725000000-E THERMO STR & RT ARROW 90 M	4725000000-E THERMO STR & LT ARROW 90 M	4810000000-E 4" WHITE PAINT	4810000000-E 4" YELLOW PAINT	4905.. SNOW PLOWABLE MARKERS
							MI	FT	SF	LS	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	LF	LF	EA
		33	SR 2638 (OLD SALISBURY HIGHWAY)	FROM US 70 TO US 70	2 5	2	3.675	18-48	425	*		150	200	160	8		10	5		2	78,000	78,000	
		34	SR 2359 (BETHESDA ROAD)	FROM SR 1001 (OSTWALT AMITY ROAD) TO US 70	10	2	3.88	18-36	450			100		30			2	2			82,000	82,000	
		35	SR 2617 (WINTHROW CREEK ROAD)	FROM SR 2362 (TRIPLETT ROAD) TO SR 2383 (SHINNVILLE ROAD)	6	2	1.54	19	175												33,141	33,141	
		36	SR 2375 (HOUSTON ROAD)	FROM US 21 TO SR 2379 (WEATHERS CREEK ROAD)	6	2	3.155	18	375												67,896	67,896	
		37	SR 2318 (SHILOH ROAD)	FROM SR 2342 (AMITY HILL ROAD) TO US 70	10	2	3.2	20	375												68,864	68,864	
		38	SR 2342 (AMITY HILL ROAD)	FROM US 21 TO SR 1001 (OSTWALT AMITY ROAD)	5	2	6.975	20	800									2			148,000	148,000	
		39	SR 3128 (STATELY PINES DRIVE)	FROM SR 1314 (CLONTZ HILL ROAD) TO CUL-DE-SAC	6	2	0.137	19	48														
		40	SR 3129 (MISTY SPRINGS ROAD)	FROM SR 3128 (STATELY PINES DRIVE) TO CUL-DE-SAC	7	2	0.199	18	48														
		41	SR 2808 (GRAFTON PLACE)	FROM SR 2811 (FARMDALE DRIVE) TO CUL-DE-SAC	6	2	0.112	18	48														
		42	SR 2809 (HOLMFIELD ROAD)	FROM DEAD END TO DEAD END	6	2	0.116	18	48														
		43	SR 2810 (LORAM DRIVE)	FROM SR 2809 (HOLMFIELD ROAD) TO DEAD END	6	2	0.126	18	48														
		44	SR 2811 (FARMDALE DRIVE)	FROM SR 1313 (CARLYLE ROAD) TO SR 2809 (HOLMFIELD ROAD)	6	2	0.171	18	48														
		45	SR 1338 (WALLACE SPRINGS ROAD)	FROM SR 1421 (WILSON W LEE BLVD) TO SR 1005 (OLD MOUNTAIN ROAD)	6	2	3.17	18	375			100		100		12	2	1			67,000	67,000	
		46	SR 1334 (TROUTMAN FARM ROAD)	FROM SR 1005 (OLD MOUNTAIN ROAD) TO DEAD END	6	2	1.907	18	225												41,039	41,039	
		47	SR 2728 (WINDEMERE ISLE ROAD)	FROM SR 1328 (E MONBO ROAD) TO SR 3100 (WINDEMERE ISLE ROAD)	8	2	0.106	28	48														
		48	SR 3100 (WINDEMERE ISLE ROAD)	FROM SR 2728 (WINDEMERE ISLE ROAD) TO BRIDGE	12	2	0.415	28	48														
		49	SR 3101 (E. TATTERSALL DRIVE)	FROM SR 3100 (WINDEMERE ISLE ROAD) TO CUL-DE-SAC	12	2	0.41	24	48														
		50	SR 3102 (W. TATTERSALL DRIVE)	FROM SR 3100 (WINDEMERE ISLE ROAD) TO CUL-DE-SAC	12	2	0.183	24	48														
		51	SR 1358 (A STREET)	FROM SR 1617 (WESTMINSTER DRIVE) TO DEAD END	12	2	0.059	18	48														
		52	SR 1753 (STAMEY FARM ROAD)	FROM SR 1006 (ISLAND FORD ROAD) TO US 70	5	2	1.395	24	175												30,020	30,020	
		53	SR 1502 (SHARON SCHOOL ROAD/ANDRA LANE)	FROM SR 1529 (SHARON SCHOOL ROAD) TO US 70	7	2	3.245	22	375					100		6					68,750	68,750	
		54	SR 1529 (SHARON SCHOOL ROAD)	FROM SR 1502 (SHARON SCHOOL ROAD) TO ALEXANDER CO	7	2	2.32	22	275					50		6					50,000	50,000	
		55	SR 1625 (HUDSON LANE)	FROM SR 1502 (SHARON SCHOOL ROAD) TO DEAD END	7	2	0.275	20	48														
		56	SR 1548 (LITTLE FARM ROAD)	FROM NC 90 TO SR 1551 (SCOTTS CREEK ROAD)	7	2	1.32	18	150				50	100	2						28,000	28,000	
		57	SR 2187 (GLENWAY DRIVE)	FROM NEW PVMT. TO SR 2173 (JAMES FARM ROAD)	6	2	0.56	24	75												12,051	12,051	
		58	SR 2142 (CARTNER ROAD)	FROM SR 2139 (RIMROCK ROAD) TO SR 2158 (OLD MOCKSVILLE ROAD)	6	2	1.245	20	150												26,792	26,792	
TOTAL FOR PROJ NO. 2019CPT.12.04.20491							**54.713**		**7,176**			**750**	**250**	**740**	**10**	**24**	**31**	**16**	**4**	**2**	**988,421**	**998,921**	**215**
															34		**53**				**1,987,342**		
GRAND TOTAL							**63.254**		**8,176**	**1**	**690**	**1,930**	**250**	**1,960**	**10**	**48**	**90**	**28**	**30**	**4**	**1,098,396**	**1,211,896**	**1,090**
															58		**152**				**2,310,292**		

PROJ. REFERENCE NO.	SHEET NO.
2019CPT.12.04.10491, etc	TMP-1

SIGNING FOR RESURFACING PROJECTS

LEGEND
- ⊢ STATIONARY SIGN
- ⬅ DIRECTION OF TRAFFIC FLOW





TEE INTERSECTION

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1 ROAD WORK AHEAD — W20-1, 48″ X 48″
2 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)

3 LOWSOFT SHOULDER — SP 13107, 48″ X 48″

- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.
- AT TEE INTERSECTIONS INSTALL INITIALLY ½ 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.

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.

-Y- LINE SIGNING

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.

ROAD WORK AHEAD — W20-1, 48″ X 48″
PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A, 48″ X 48″
PLACED 250′ IN ADVANCE OF FLAGGER.

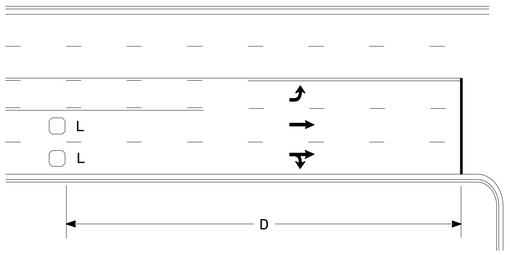
DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

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

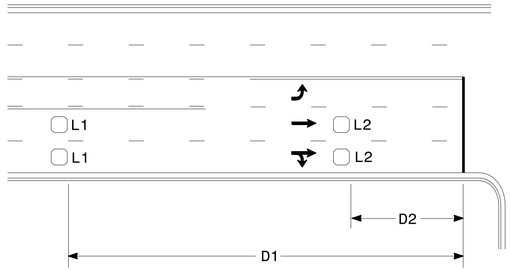
5/15/2017
SATMU\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn
User:keddis

PROJECT REFERENCE NO.	SHEET NO.
2019CPT.12.04.10491, etc	SIG-1

High Speed Detection
(≥40 mph)



OR



Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft
Wired in series for TS1 Controllers
Wired separately for TS2, 170, and 2070L Controllers

Volume Density Operation

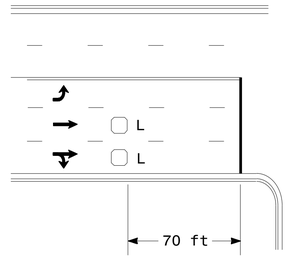
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

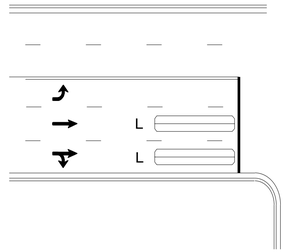
"Stretch" Operation

Low Speed Detection
(≤35 mph)



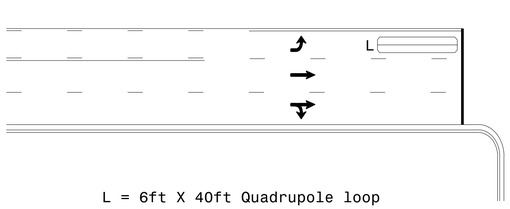
L = 6ft X 6ft
Wired in series

OR



L = 6ft X 40ft
Quadrupole loop, wired separately

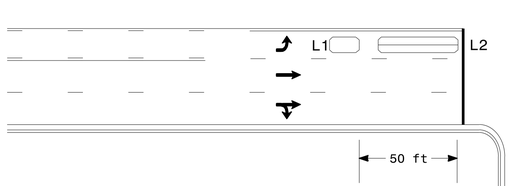
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

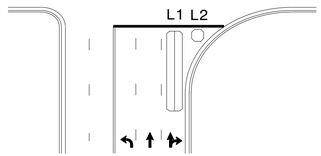
OR



L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

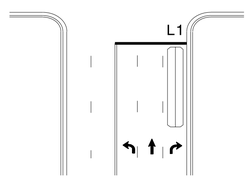
Queue Loop Detection

Right Turn Lane Detection

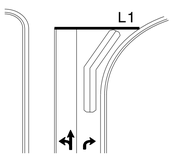


L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately

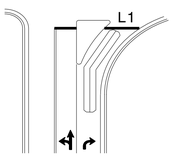
Shared Lane/
Wide Radius Turn



Standard Turn

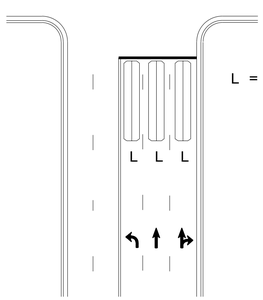


Wide Radius Turn



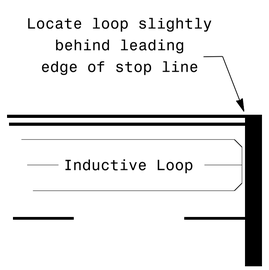
Channelized Turn

Side Street Detection



L = 6ft X 40ft
Quadrupole loop
Wired to separate detectors/channels

Presence Loop Placement at Stop Lines



Note:
Loop may be located in advance of stop line under any of the following conditions:
1) stop line is greater than 15′ from edge of intersecting roadway
2) loop detects a permissive or protected/permissive left turn
3) for an exclusive right turn lane

Recommended Number of Turns

Single 6′ X 6′ loop
(when wired separately):

Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns

6′ X 15′ Loops:
Lead-in < 150′, use 2 turns
Lead-in > 150′, use 3 turns

Prepared in the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

Typical Signal Loop Locations

PLAN DATE: January 2015	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:

SCALE
N/A

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 23489 ENGINEER PAMELA L. ALEXANDER

DocuSigned by: P L Alexander
B4756E00CE4E46D...
1/30/2015
DATE

SIG. INVENTORY NO.

30-JAN-2015 12:39
S:\Traffic\Signal\Signal Design Section\Eastern Region\loop typical 2015.dgn
palexander