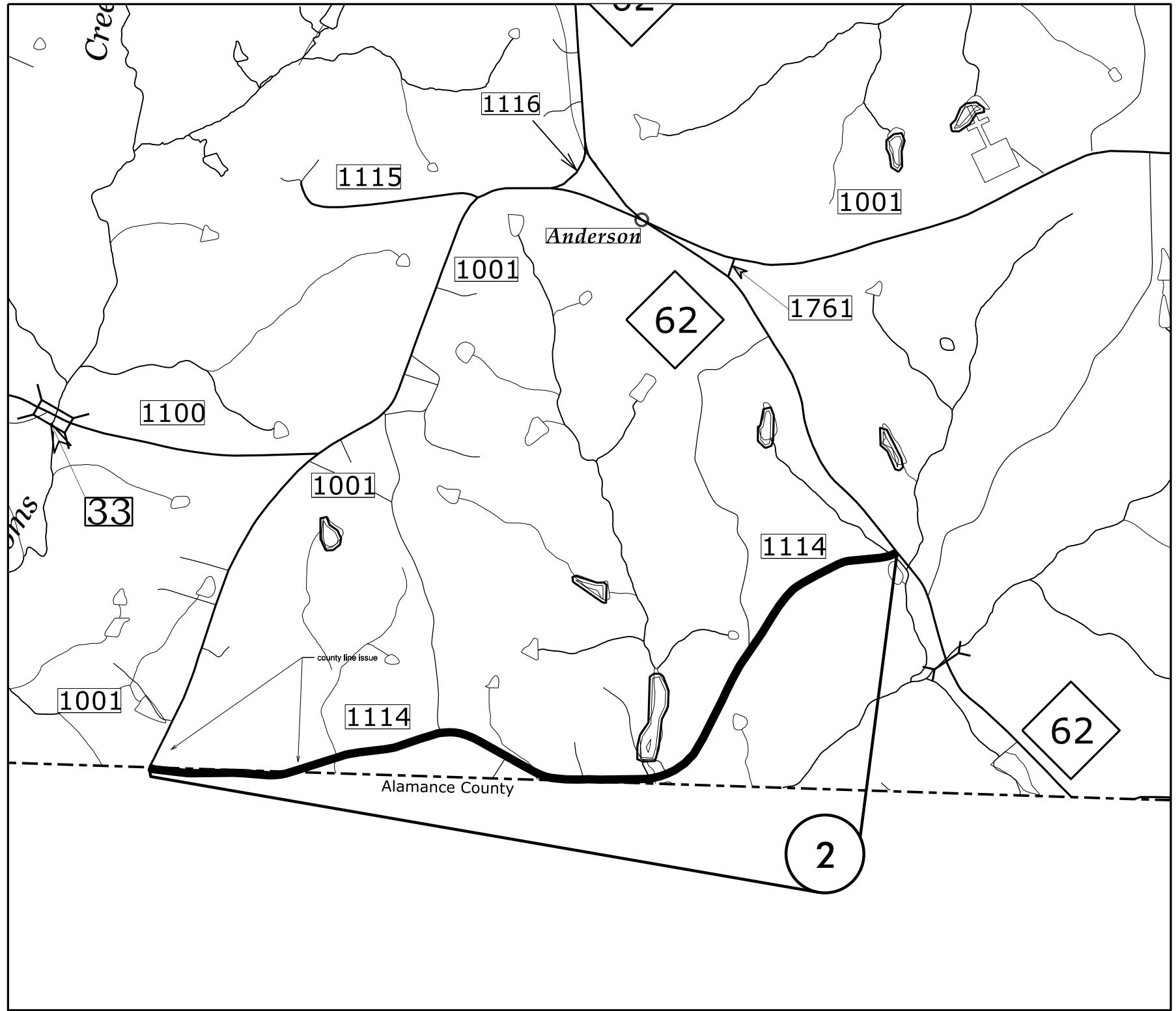
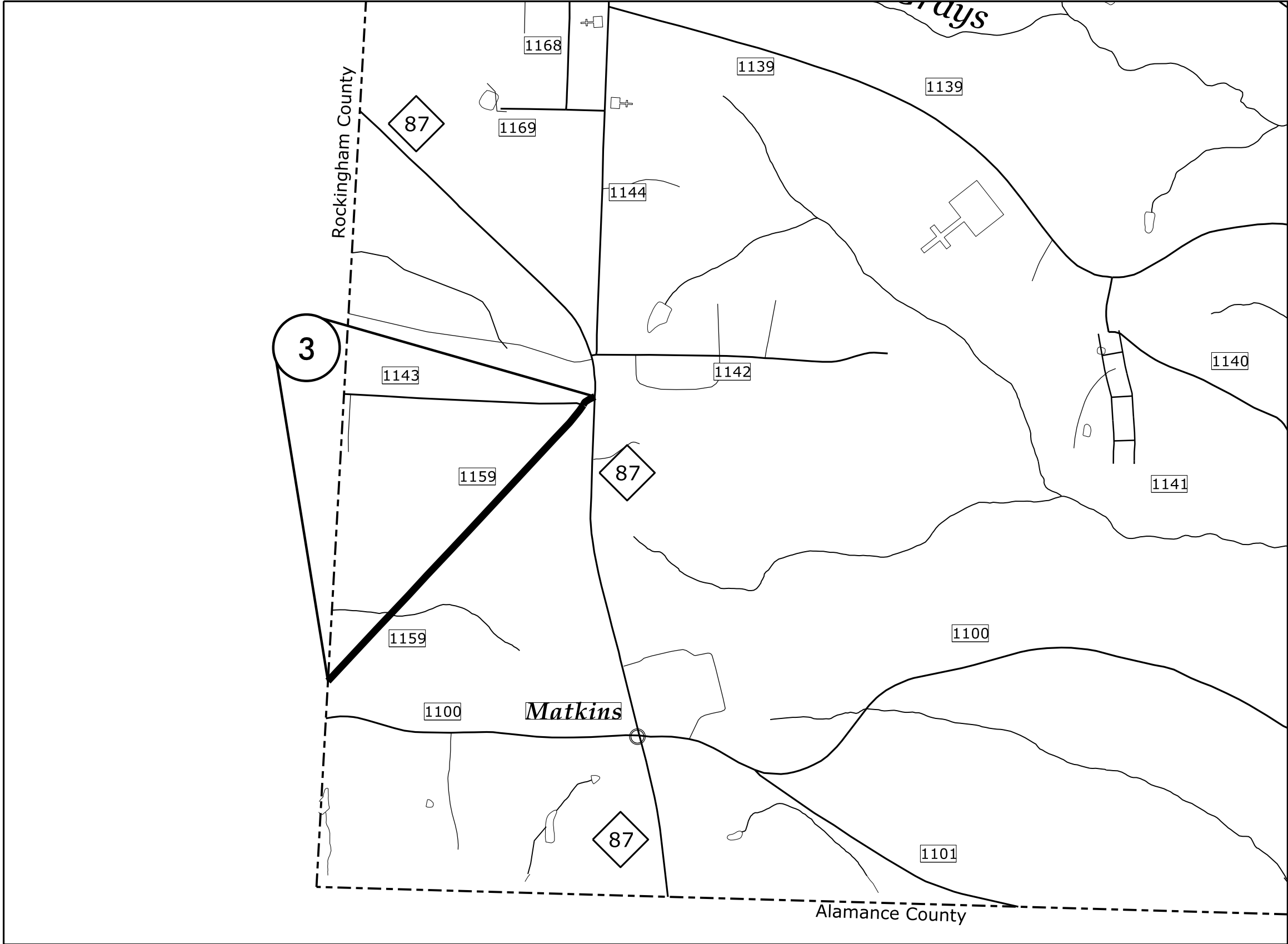


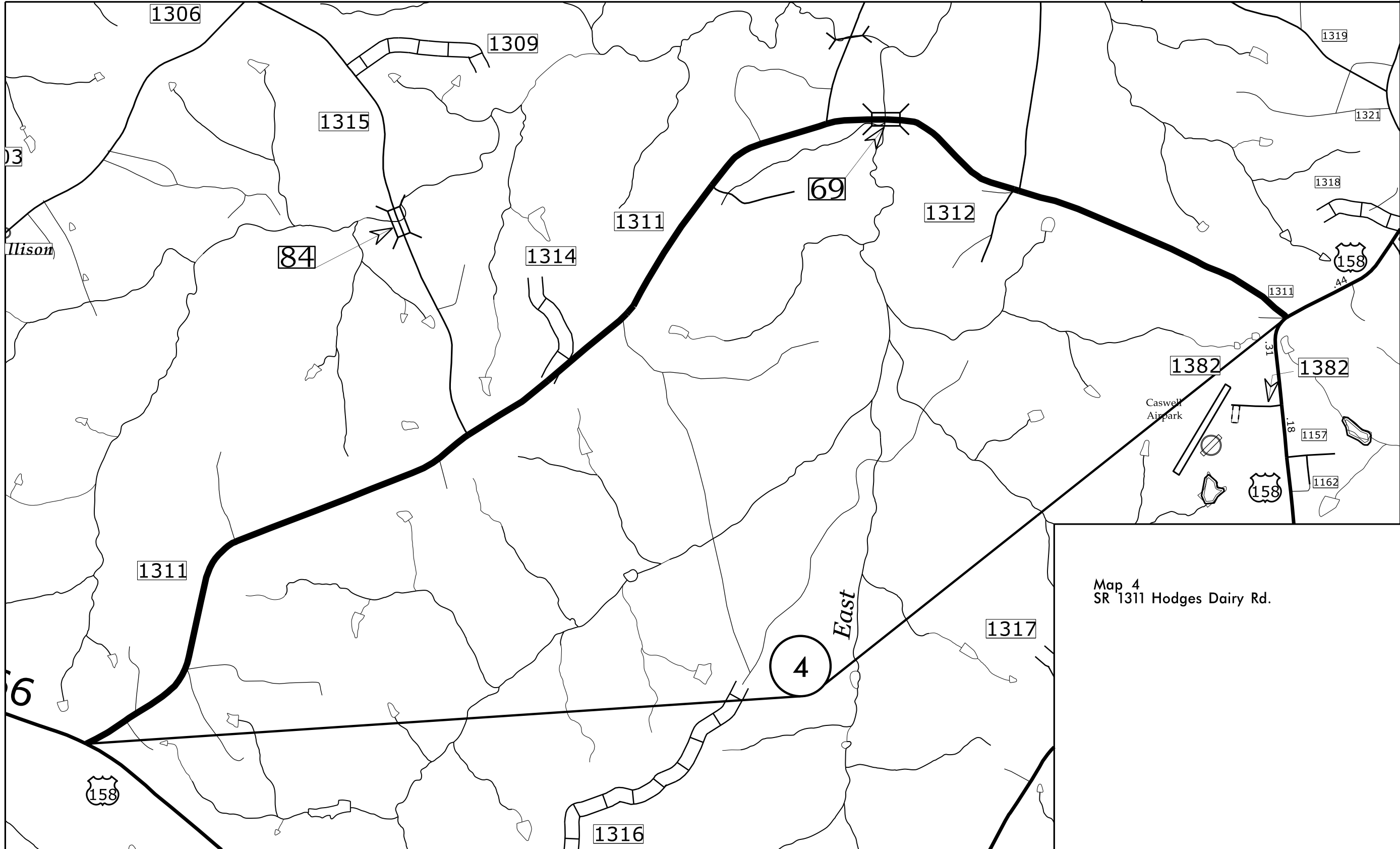
MAP 1 NC 119



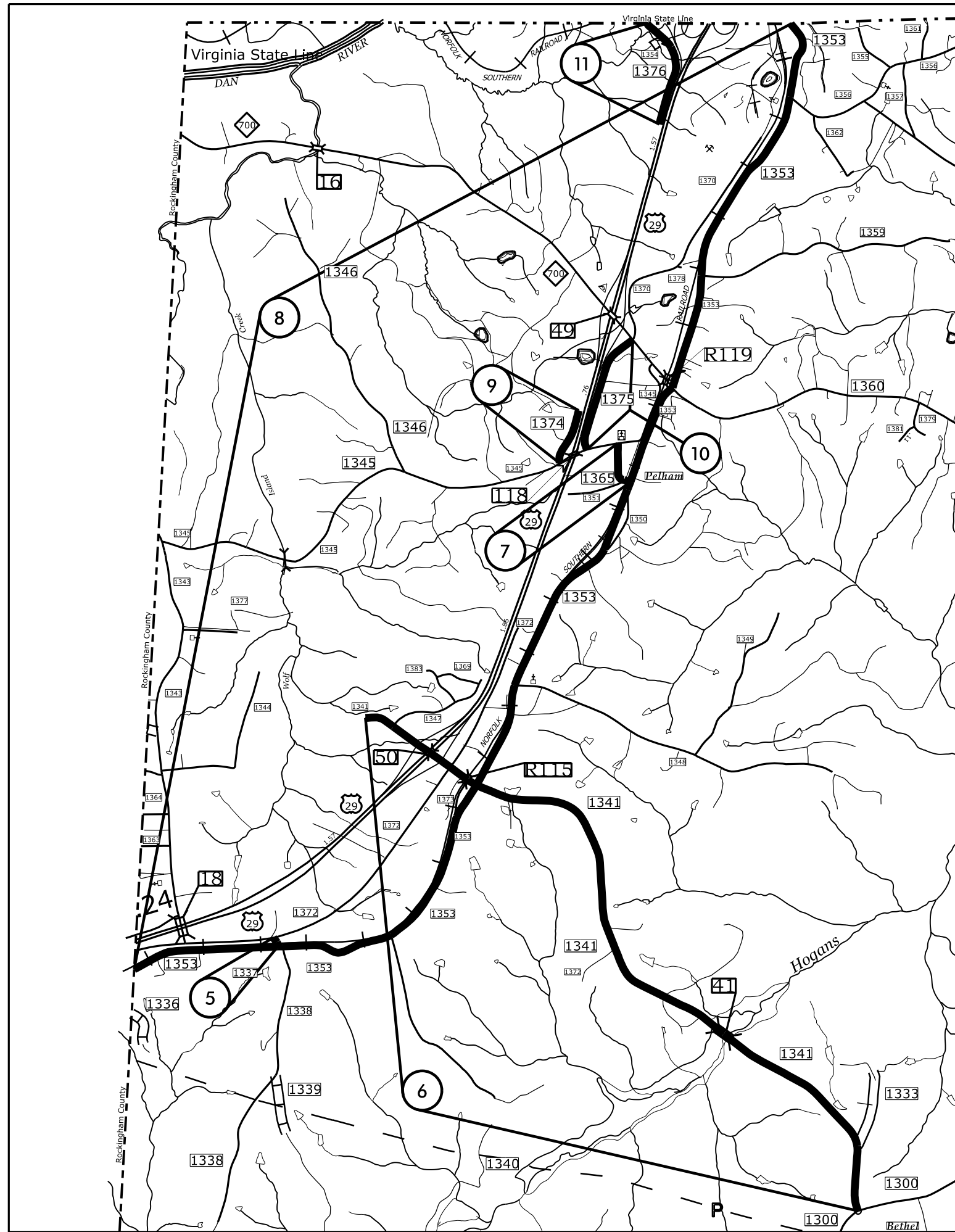
MAP 2 SR 1114 Vinson Rd.



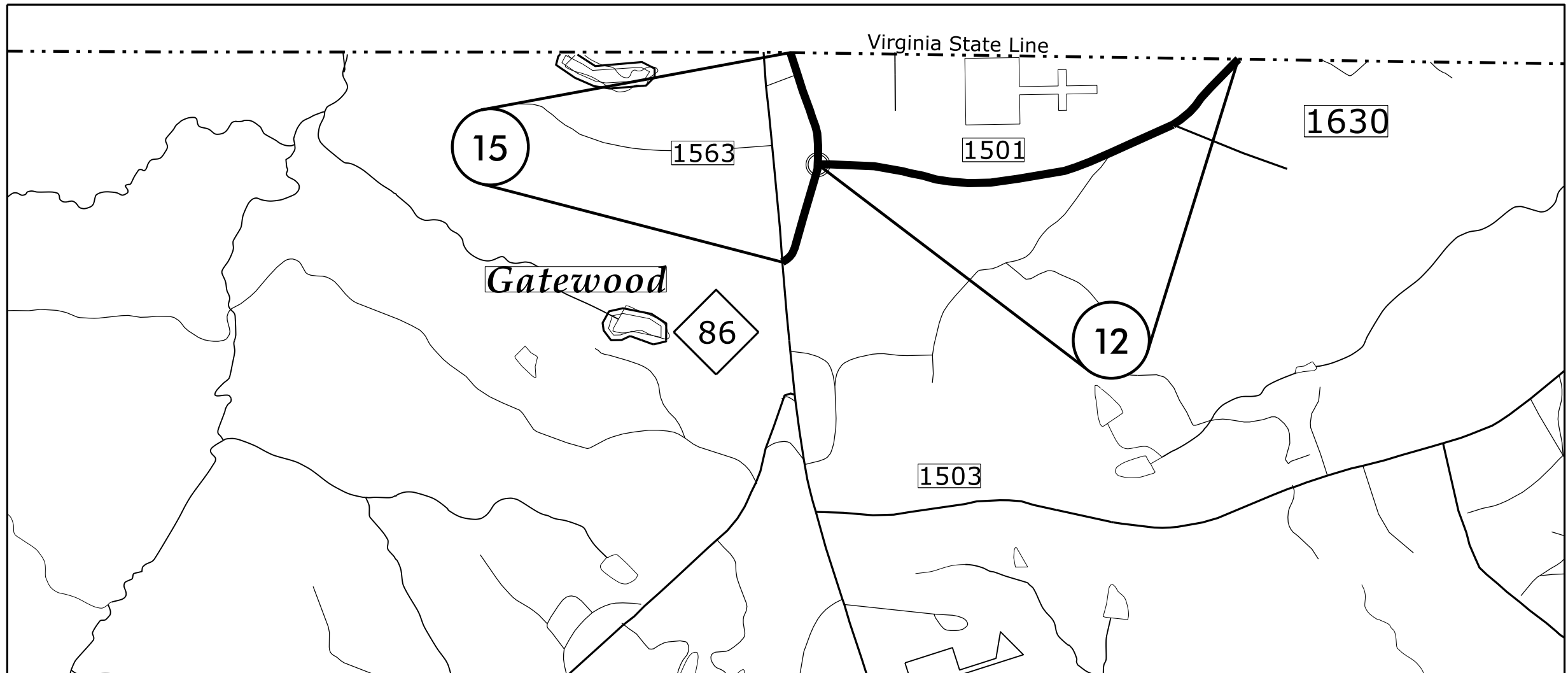
MAP 3  
SR 1159 Parkdale Rd.



Map 4  
SR 1311 Hodges Dairy Rd.

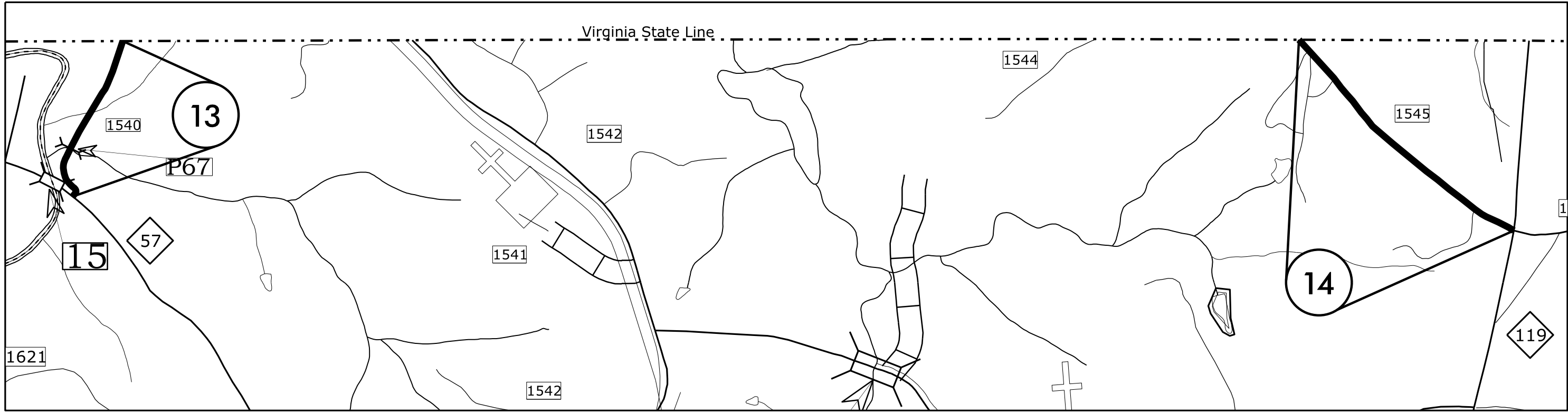


- Map 5 SR 1337 - Boyd's Crossing Rd
- Map 6 SR 1341 - Law Rd
- Map 7 SR 1352 - Fitzgerald Rd
- Map 8 SR 1353 - US Old 29 Hwy
- Map 9 SR 1374 - Burke Rd
- Map 10 SR 1375 - Arthur Carter Ln
- Map 11 SR 1376 - Green Tree Rd



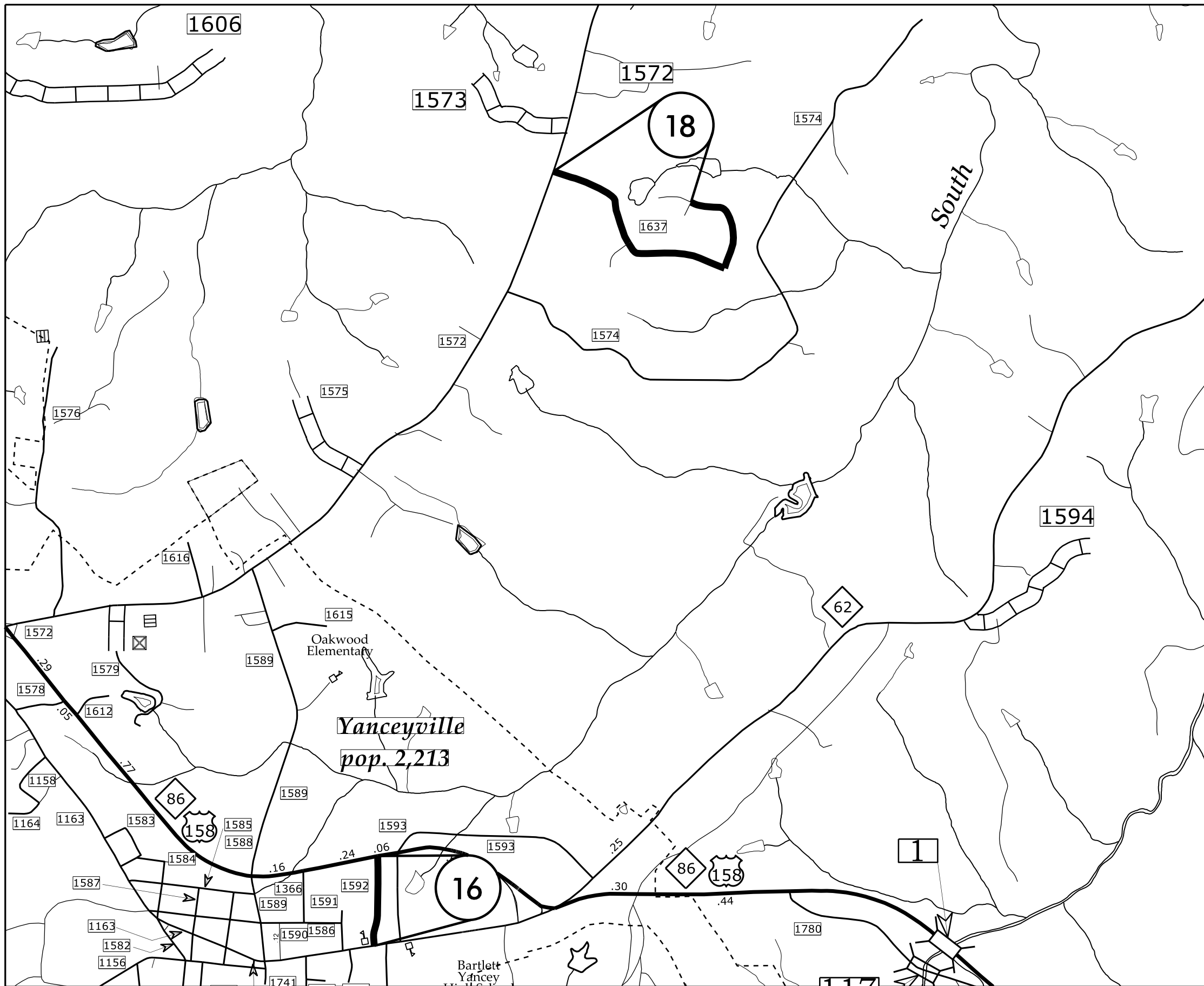
Map 12  
SR 1501 Gatewood Ext Rd

Map 15  
SR 1563 Gatewood Rd



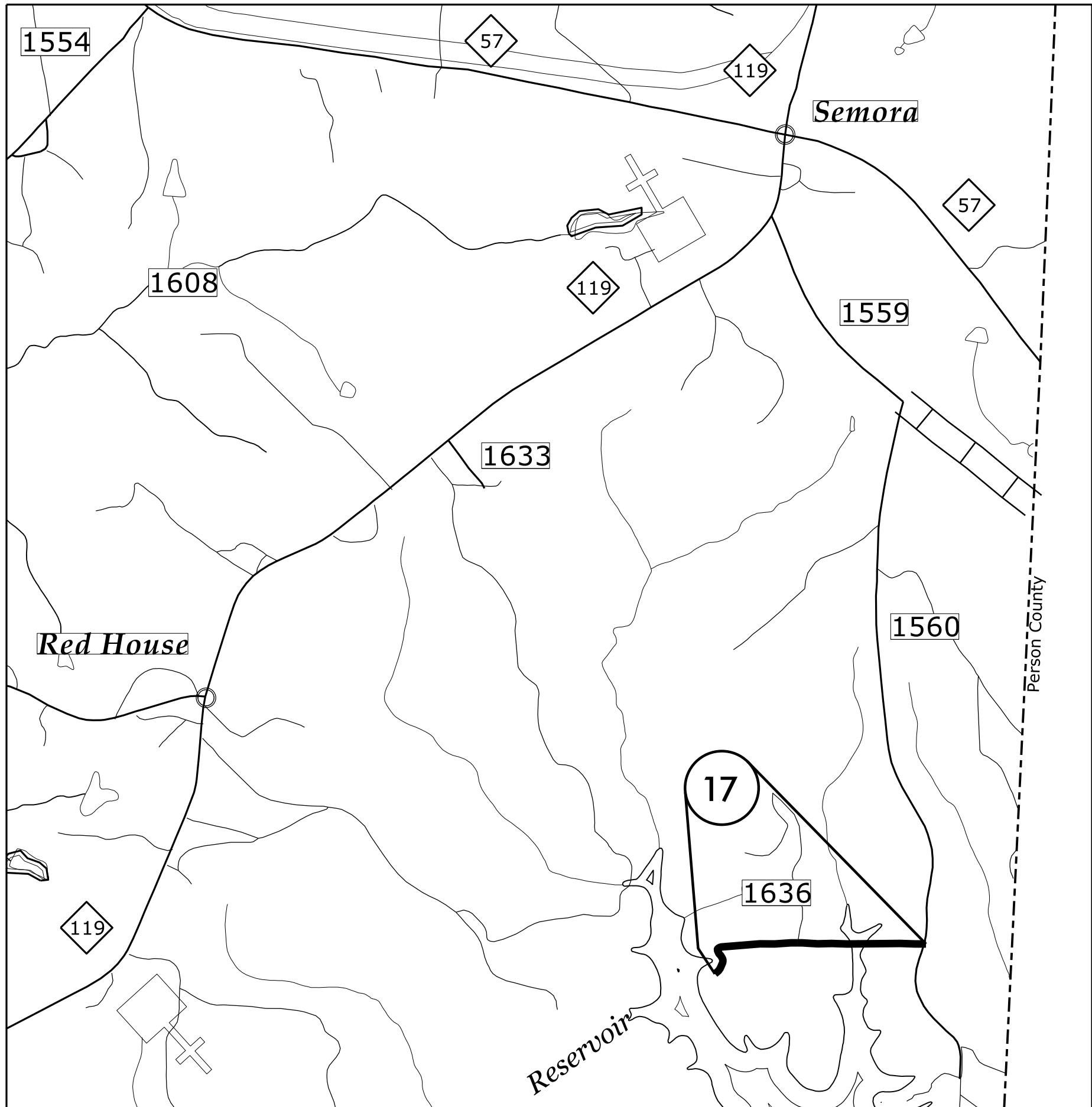
Map 13  
SR 1540 Race Track Rd.

Map 14  
SR 1545 Sunset Dr.

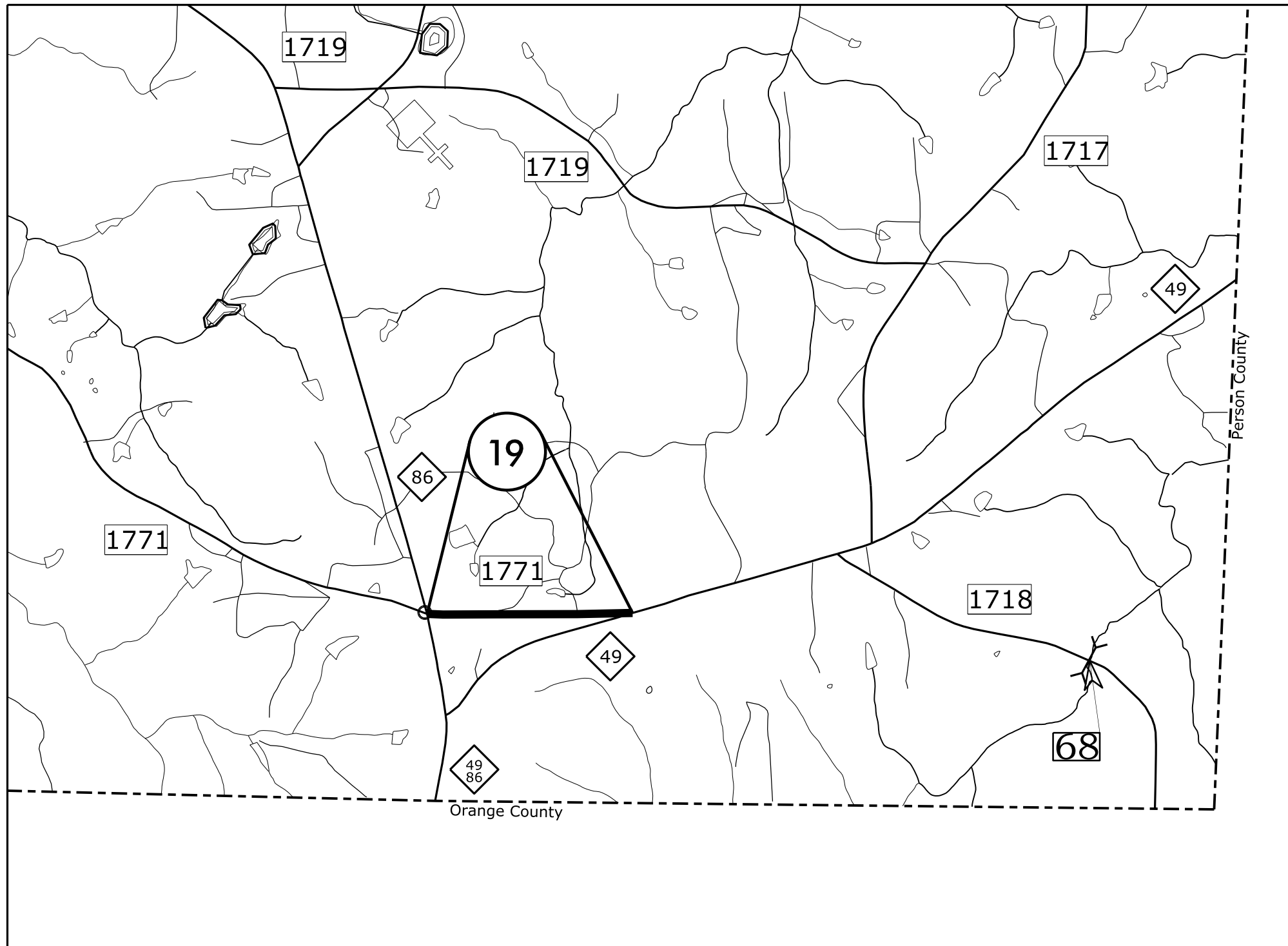


Map 16  
SR 1592 Atwater St  
Map 18  
SR 1637 Clubhouse Dr

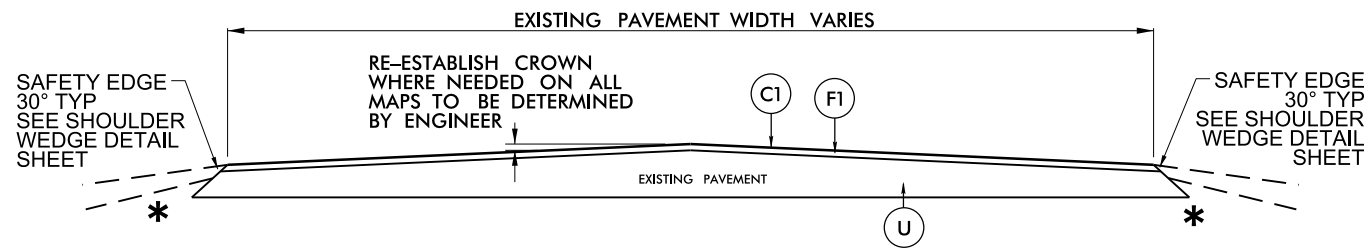
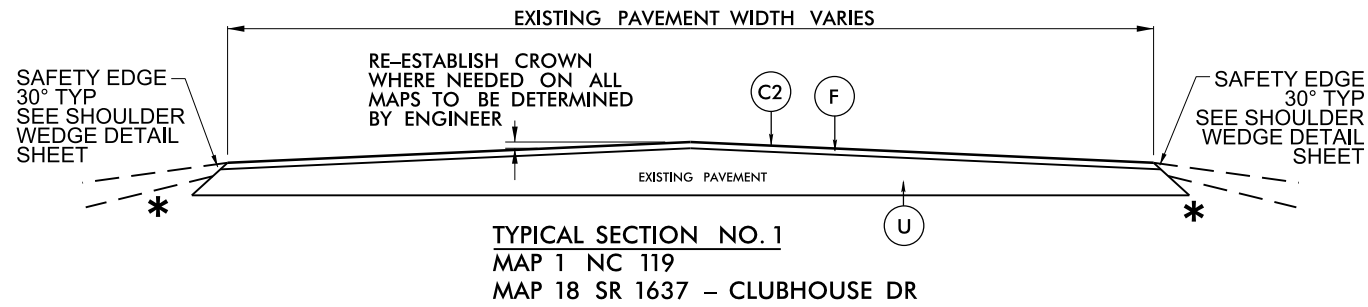




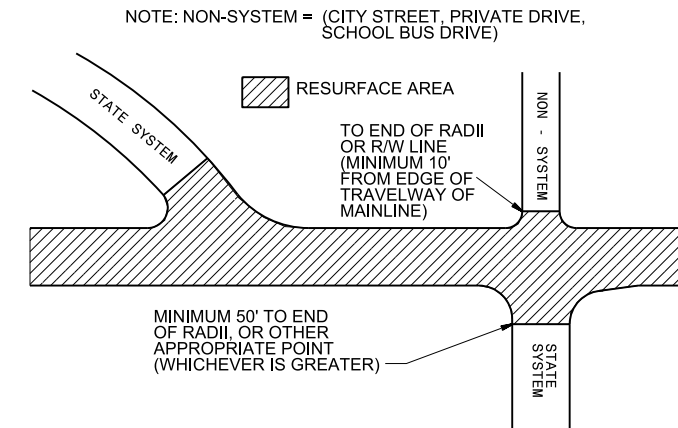
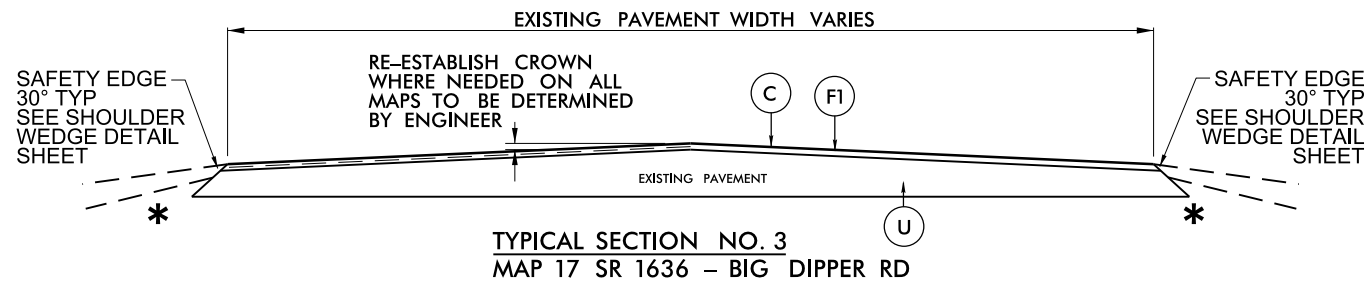
Map 17  
SR 1636 Big Dipper Rd



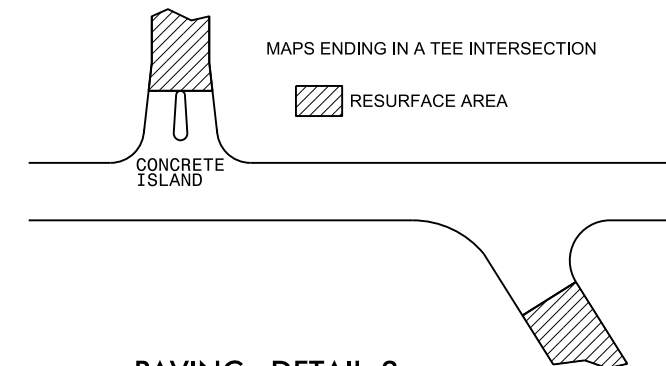
MAP 19 SR 1771 Main St



- |                                    |                                   |
|------------------------------------|-----------------------------------|
| MAP 2 SR 1114 – VINSON RD          | MAP 10 SR 1375 – ARTHUR CARTER LN |
| MAP 3 SR 1159 – PARKDALE RD        | MAP 11 SR 1376 – GREEN TREE RD    |
| MAP 4 SR 1311 – HODGES DAIRY RD    | MAP 12 SR 1501 – GATEWOOD EXT RD  |
| MAP 5 SR 1337 – BOYD'S CROSSING RD | MAP 13 SR 1540 – RACE TRACK RD    |
| MAP 6 SR 1341 – LAW RD             | MAP 14 SR 1545 – SUNSET DR        |
| MAP 7 SR 1352 – FITZGERALD RD      | MAP 15 SR 1563 – GATEWOOD RD      |
| MAP 8 SR 1353 – US OLD 29 HWY      | MAP 16 SR 1592 – ATWATER ST       |
| MAP 9 SR 1374 – BURKE RD           | MAP 19 SR 1771 – MAIN ST          |



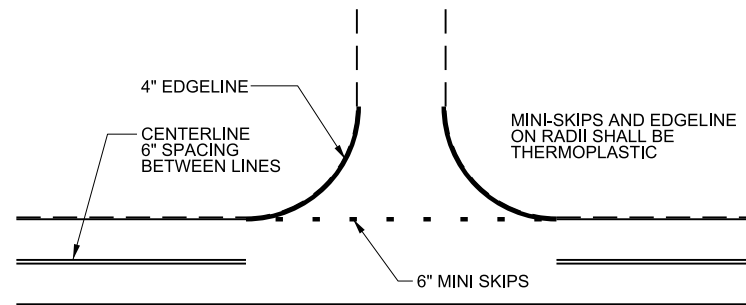
**PAVING DETAIL 1**  
**MAIN LINE IS BEING RESURFACED**



**PAVING DETAIL 2**  
**MAIN LINE NOT BEING RESURFACED**

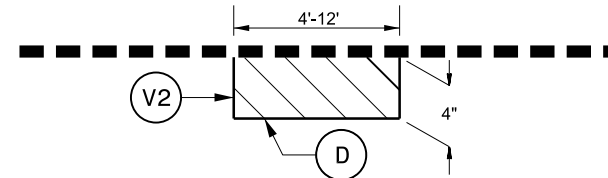
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 110 LBS PER SQ YD
C1	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 137.5 LBS PER SQ YD
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I9.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
F	AST MAT COAT, #67 STONE
F1	AST MAT COAT, #78M STONE
V2	MILL ASPHALT PAVEMENT, 4" DEPTH
U	EXISTING PAVEMENT

\* NOTE:  
 Shoulder work will be handled/performed by state forces



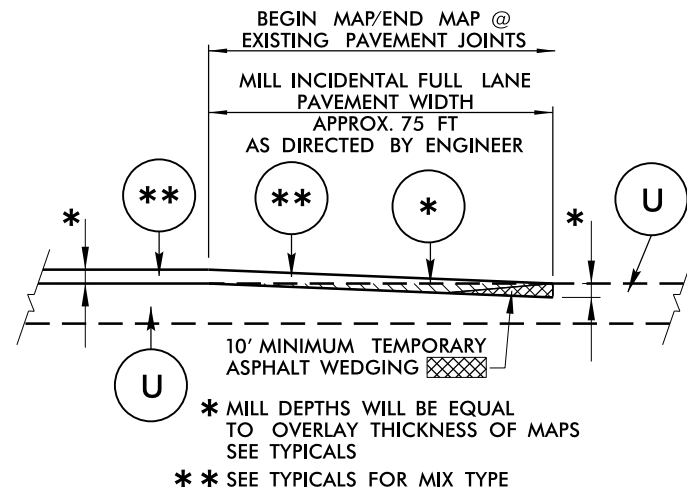
NOTE: MINI SKIPS SHALL BE PLACED ON A 8' CYCLE, CONTAINING A 6' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

**TO BE USED AT ALL  
NON-SIGNALIZED INTERSECTIONS**  
(NOT TO SCALE)

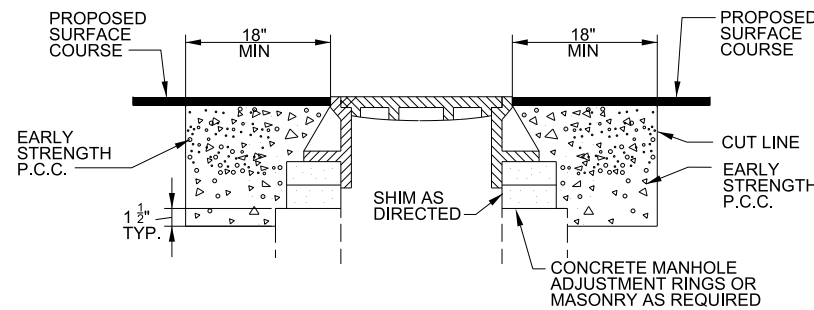


MILL FILL WITH INTERMEDIATE COURSE, TYPE 19.0C AT LOCATIONS AS DIRECTED BY THE ENGINEER.

**PATCHING EXISTING  
PAVEMENT DETAIL**



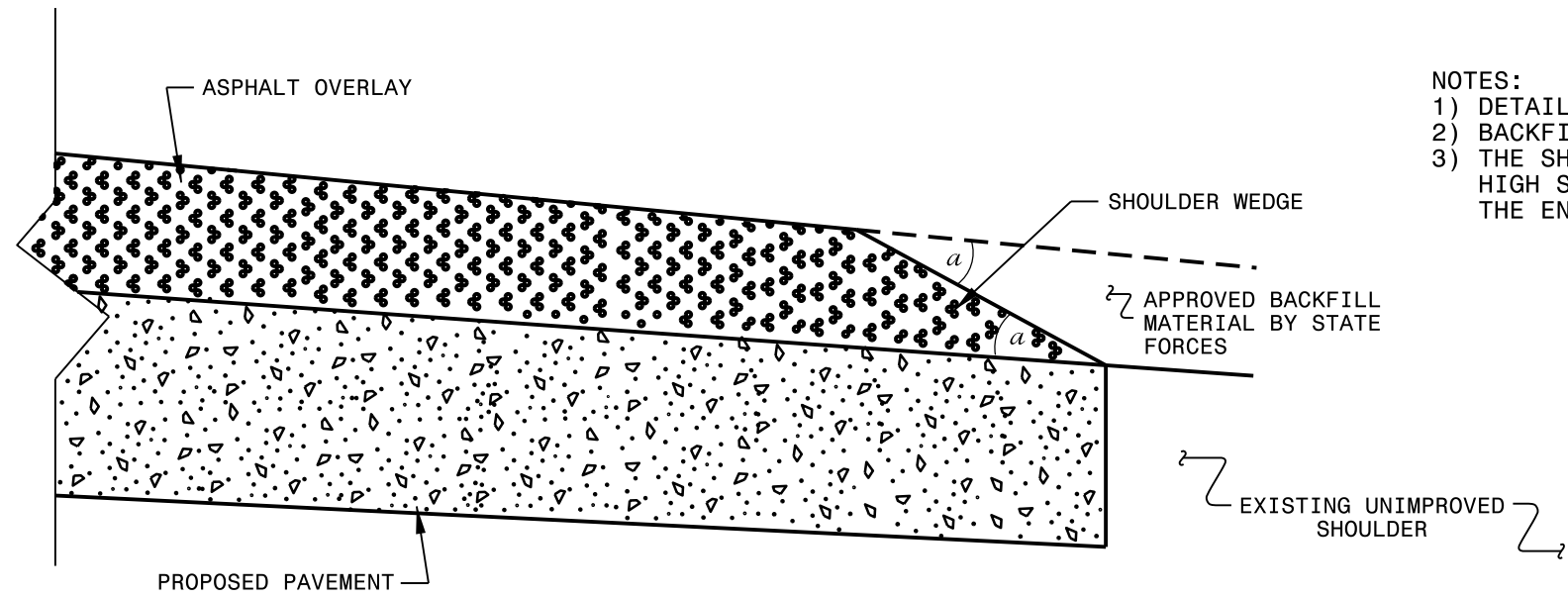
**INCIDENTAL MILLING AT TIE-IN DETAIL**



- NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
  2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
  3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
  4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.

**STANDARD CONCRETE ENCASEMENT  
FOR MANHOLE CASTINGS IN PAVEMENT**

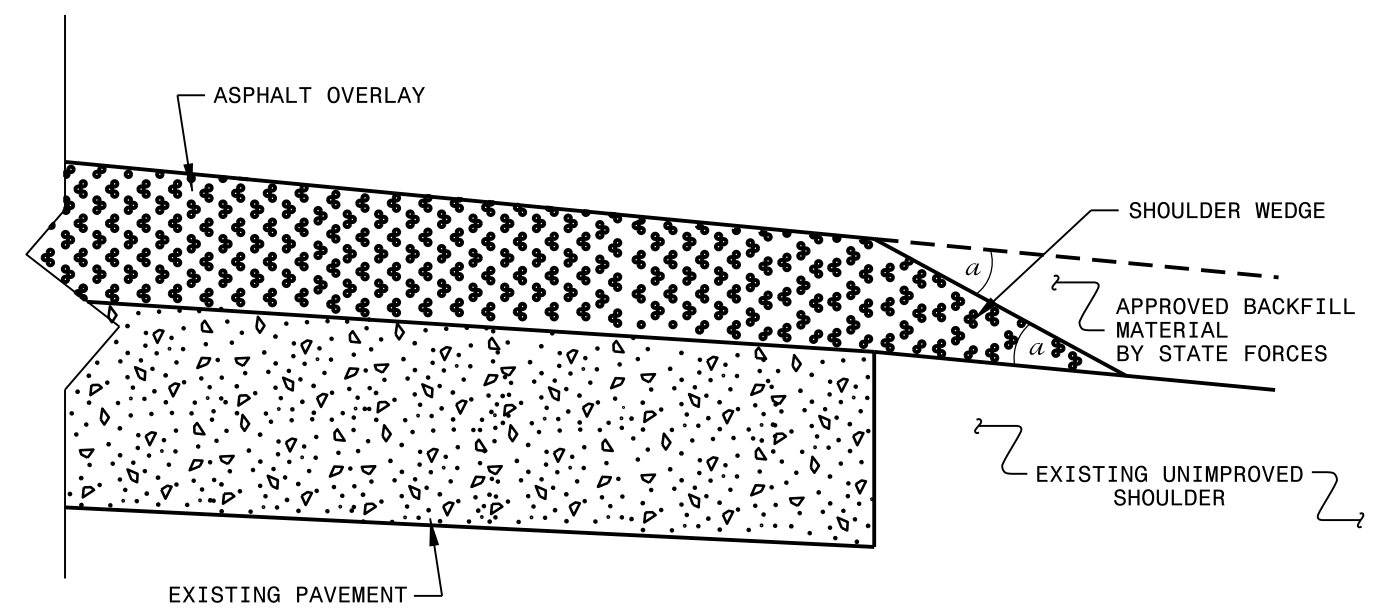
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 110 LBS PER SQ YD
C1	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 137.5 LBS PER SQ YD
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
F	AST MAT COAT, #67 STONE
F1	AST MAT COAT, #78M STONE
V2	MILL ASPHALT PAVEMENT, 4" DEPTH
U	EXISTING PAVEMENT



- 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, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

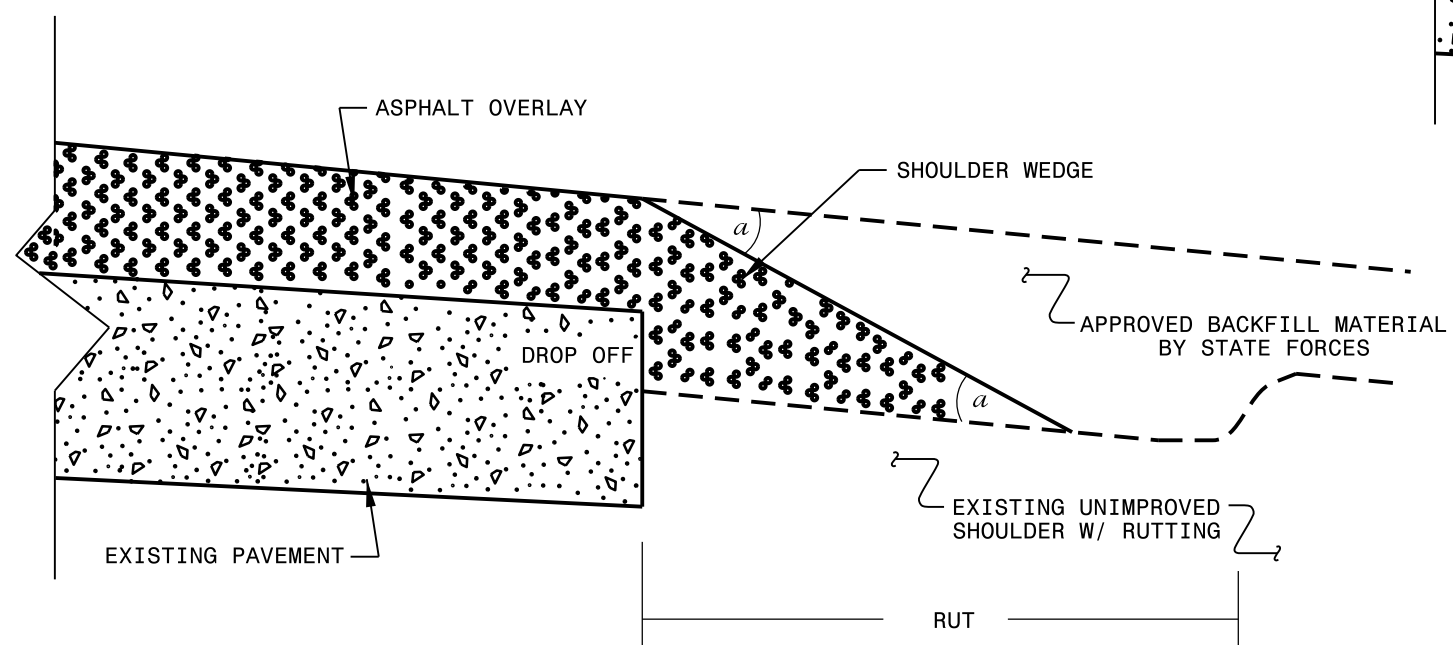
### SHOULDER WEDGE DETAIL

(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: 10/16/12
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn	

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.07.01.10171, 2022CPT.07.01.20171	14	

## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1220000000-E	1330000000-E	1519000000-E	1575000000-E	1704000000-E	1775000000-E	1775000000-E	1838000000-E	2830000000-N		
												INCIDENTAL STONE	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, MAT COAT, #78M STONE	ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE	EMULSION FOR ASPHALT SURFACE TREATMENT	ADJ. OF MANHOLES		
												MI	FT	TONS	SY	TONS	TON	TONS	SY	SY	GAL	EA
2022CPT.07.01.10171	Caswell	1	NC 119	FROM ALAMANCE CO LINE TO US 158	1	2	2WU	NO	NO	12.942	22	1,065	733	15,794	1,058	40		173,087	65,771			
<b>TOTAL FOR MAP NO. 1</b>											<b>12.942</b>		<b>1,065</b>	<b>733</b>	<b>15,794</b>	<b>1,058</b>	<b>40</b>		<b>173,087</b>	<b>65,771</b>		
<b>TOTAL FOR PROJ NO. 2022CPT.07.01.10171</b>											<b>12.942</b>		<b>1,065</b>	<b>733</b>	<b>15,794</b>	<b>1,058</b>	<b>40</b>		<b>173,087</b>	<b>65,771</b>		
2022CPT.07.01.20171	Caswell	2	SR 1114 - VINSON RD	FROM NC 62 TO SR 1001 - BAYNES RD	2	2	2WU	NO	NO	2.242	21	181	350	2,099	141	10		27,621		9,117		
<b>TOTAL FOR MAP NO. 2</b>											<b>2.242</b>		<b>181</b>	<b>350</b>	<b>2,099</b>	<b>141</b>	<b>10</b>		<b>27,621</b>		<b>9,117</b>	
2022CPT.07.01.20171	Caswell	3	SR 1159 - PARKDALE RD	FROM NC 87 TO ROCKINGHAM CO. LINE	2	2	2WU	NO	NO	0.917	20	85	333	852	57	15		11,207		3,697		
<b>TOTAL FOR MAP NO. 3</b>											<b>0.917</b>		<b>85</b>	<b>333</b>	<b>852</b>	<b>57</b>	<b>15</b>		<b>11,207</b>		<b>3,697</b>	
2022CPT.07.01.20171	Caswell	4	SR 1311 - HODGES DAIRY RD	FROM US 158 TO US 158	2	2	2WU	NO	NO	5.089	21	513	350	4,929	330	25		64,870		21,407		
<b>TOTAL FOR MAP NO. 4</b>											<b>5.089</b>		<b>513</b>	<b>350</b>	<b>4,929</b>	<b>330</b>	<b>25</b>		<b>64,870</b>		<b>21,407</b>	
2022CPT.07.01.20171	Caswell	5	SR 1337 - BOYD'S CROSSING RD	FROM SR 1353 - US OLD 29 HWY TO SR 1372 - N NUNNALLY RD	2	2	2WU	NO	NO	0.023	24	3	400	25	2	10		324		106		
<b>TOTAL FOR MAP NO. 5</b>											<b>0.023</b>		<b>3</b>	<b>400</b>	<b>25</b>	<b>2</b>	<b>10</b>		<b>324</b>		<b>106</b>	
2022CPT.07.01.20171	Caswell	6	SR 1341 - LAW RD	FROM SR 1300 - PARK SPRINGS RD TO EOP	2	2	2WU	NO	NO	3.746	21	268	875	4,136	277	10		54,457		17,972		
<b>TOTAL FOR MAP NO. 6</b>											<b>3.746</b>		<b>268</b>	<b>875</b>	<b>4,136</b>	<b>277</b>	<b>10</b>		<b>54,457</b>		<b>17,972</b>	
2022CPT.07.01.20171	Caswell	7	SR 1352 - FITZGERALD RD	FROM SR 1345 - RED MARSHALL RD TO SR 1353 - US OLD 29 HWY	2	2	2WU	NO	NO	0.204	25	30	833	250	17	7		3,292		1,084		
<b>TOTAL FOR MAP NO. 7</b>											<b>0.204</b>		<b>30</b>	<b>833</b>	<b>250</b>	<b>17</b>	<b>7</b>		<b>3,292</b>		<b>1,084</b>	
2022CPT.07.01.20171	Caswell	8	SR 1353 - US OLD 29 HWY	FROM VA STATE LINE TO ROCKINGHAM CO. LINE	2	2	2WU	NO	NO	6.624	21	551	1,050	6,574	440	25		86,521		28,471		
<b>TOTAL FOR MAP NO. 8</b>											<b>6.624</b>		<b>551</b>	<b>1,050</b>	<b>6,574</b>	<b>440</b>	<b>25</b>		<b>86,521</b>		<b>28,471</b>	
2022CPT.07.01.20171	Caswell	9	SR 1374 - BURKE RD	FROM SR 1345 - RED MARSHALL RD TO END MAINT	2	2	2WU	NO	NO	0.276	21	24	175	268	18	10		3,533		1,164		
<b>TOTAL FOR MAP NO. 9</b>											<b>0.276</b>		<b>24</b>	<b>175</b>	<b>268</b>	<b>18</b>	<b>10</b>		<b>3,533</b>		<b>1,164</b>	
2022CPT.07.01.20171	Caswell	10	SR 1375 - ARTHUR CARTER LN	FROM SR 1345 - RED MARSHALL RD TO SR 1360 - NC 700 HWY	2	2	2WU	NO	NO	0.6	21	27	700	637	43	50		8,382		2,760		
<b>TOTAL FOR MAP NO. 10</b>											<b>0.6</b>		<b>27</b>	<b>700</b>	<b>637</b>	<b>43</b>	<b>50</b>		<b>8,382</b>		<b>2,760</b>	
2022CPT.07.01.20171	Caswell	11	SR 1376 - GREEN TREE RD	FROM VA STATE LINE TO DEAD END	2	2	2WU	NO	NO	0.551	18	21	150	488	33	15		6,414		2,117		
<b>TOTAL FOR MAP NO. 11</b>											<b>0.551</b>		<b>21</b>	<b>150</b>	<b>488</b>	<b>33</b>	<b>15</b>		<b>6,414</b>		<b>2,117</b>	
2022CPT.07.01.20171	Caswell	12	SR 1501 - GATEWOOD EXT RD	FROM SR 1563 - GATEWOOD RD TO VIRGINIA STATE LINE	2	2	2WU	NO	NO	0.679	21	42	175	670	45	30		8,820		2,910		
<b>TOTAL FOR MAP NO. 12</b>											<b>0.679</b>		<b>42</b>	<b>175</b>	<b>670</b>	<b>45</b>	<b>30</b>		<b>8,820</b>		<b>2,910</b>	
2022CPT.07.01.20171	Caswell	13	SR 1540 - RACE TRACK RD	FROM NC 57 TO VIRGINIA STATE LINE	2	2	2WU	NO	NO	0.375	21	29	350	351	24	45		4,620		1,525		
<b>TOTAL FOR MAP NO. 13</b>											<b>0.375</b>		<b>29</b>	<b>350</b>	<b>351</b>	<b>24</b>	<b>45</b>		<b>4,620</b>		<b>1,525</b>	
2022CPT.07.01.20171	Caswell	14	SR 1545 - SUNSET DR	FROM NC 119 TO VIRGINIA STATE LINE	2	2	2WU	NO	NO	0.582	22	59	367	571	38	55		7,512		2,478		
<b>TOTAL FOR MAP NO. 14</b>											<b>0.582</b>		<b>59</b>	<b>367</b>	<b>571</b>	<b>38</b>	<b>55</b>		<b>7,512</b>		<b>2,478</b>	
2022CPT.07.01.20171	Caswell	15	SR 1563 - GATEWOOD RD	FROM NC 86 TO VIRGINIA STATE LINE	2	2	2WU	NO	NO	0.3	21	32	350	299	20	10		3,931		1,298		
<b>TOTAL FOR MAP NO. 15</b>											<b>0.3</b>		<b>32</b>	<b>350</b>	<b>299</b>	<b>20</b>	<b>10</b>		<b>3,931</b>		<b>1,298</b>	
2022CPT.07.01.20171	Caswell	16	SR 1592 - ATWATER ST	FROM SR 1163 - MAIN ST TO NC 86	2	2	2WU	NO	NO	0.258	21	81	350	242	16	15		3,179		1,047		
<b>TOTAL FOR MAP NO. 16</b>											<b>0.258</b>		<b>81</b>	<b>350</b>	<b>242</b>	<b>16</b>	<b>15</b>		<b>3,179</b>		<b>1,047</b>	
2022CPT.07.01.20171	Caswell	17	SR 1636 - BIG DIPPER RD	FROM SR 1560 - COVINGTON RD TO END MAINT	3	2	2WU	NO	NO	0.301	21	12	175	225	15	10		3,708		1,225		
<b>TOTAL FOR MAP NO. 17</b>											<b>0.301</b>		<b>12</b>	<b>175</b>	<b>225</b>	<b>15</b>	<b>10</b>		<b>3,708</b>		<b>1,225</b>	
2022CPT.07.01.20171	Caswell	18	SR 1637 - CLUBHOUSE DR	FROM SR 1572 - COUNTY HOME RD TO END MAINT	1	2	2WU	NO	NO	0.966	18	24	150	932	62	150		10,201		3,878		
<b>TOTAL FOR MAP NO. 18</b>											<b>0.966</b>		<b>24</b>	<b>150</b>	<b>932</b>	<b>62</b>	<b>150</b>		<b>10,201</b>		<b>3,878</b>	
2022CPT.07.01.20171	Caswell	19	SR 1771 - MAIN ST	FROM NC 86 TO NC 49	2	2	2WU	NO	NO	0.483	19	49	317	409	27	30		5,384		1,776		
<b>TOTAL FOR MAP NO. 19</b>											<b>0.483</b>		<b>49</b>	<b>317</b>	<b>409</b>	<b>27</b>	<b>30</b>		<b>5,384</b>		<b>1,776</b>	
<b>TOTAL FOR PROJ NO. 2022CPT.07.01.20171</b>											<b>24.216</b>		<b>2,031</b>	<b>7,450</b>	<b>23,957</b>	<b>1,605</b>	<b>522</b>		<b>303,775</b>	<b>10,201</b>	<b>104,032</b>	<b>2</b>
<b>GRAND TOTAL</b>											<b>37.158</b>		<b>3,096</b>	<b>8,183</b>	<b>39,751</b>	<b>2,663</b>	<b>562</b>		<b>303,775</b>	<b>183,288</b>	<b>169,803</b>	<b>2</b>

## THERMOPLASTIC AND PAINT QUANTITIES

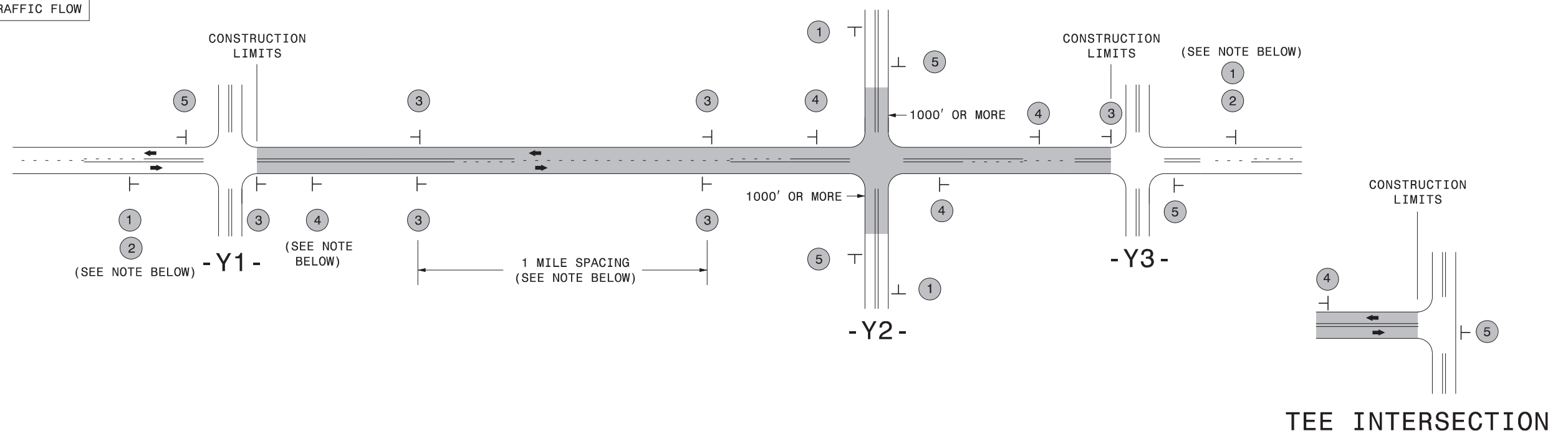
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4688000000-E		4700000000-E	4720000000-E				4725000000-E	4850000000-E	4890000000-E					4891000000-E		4905000000-N					
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	12" X 90 M WHITE THERMO	THERMO MSG STOP 90 M	THERMO MSG AHEAD 90 M	THERMO RXR 90 MILS	THERMO MSG SCHOOL 90 MILS	THERMO LT ARROW 90 M	4" LINE REMOVAL	GENERIC MARKING, 4" 50 MILS HOT SPRAY (WHITE)	GENERIC MARKING, 4" 50 MILS HOT SPRAY (YELLOW)	GENERIC MARKING, 6" 50 MILS HOT SPRAY (WHITE)	POLYUREA PAVEMENT MARKING LINES (4", 20 MILS WHITE) (STANDARD GLASS BEADS)	POLYUREA PAVEMENT MARKING LINES (4", 20 MILS YELLOW) (STANDARD GLASS BEADS)	GENERIC MARKING, 24" X 90 M WHITE THERMO	GENERIC MARKING, 16" X 90 M WHITE THERMO	SNOWPLOWABLE PAVEMENT MARKERS CRYSTAL/RED	SNOWPLOWABLE PAVEMENT MARKERS YELLOW/YELLOW				
MI	FT	SF	LS	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA						
2022CPT.07.01.10171	Caswell	1	NC 119	FROM ALAMANCE CO LINE TO US 158	1	2	2WU	12.942	22	1,450	*	136,928	106,247	86	4	5												5	855				
<b>TOTAL FOR MAP NO. 1</b>								12.942		1,450	*	136,928	106,247	86	4	5													5	855			
<b>TOTAL FOR PROJ NO. 2022CPT.07.01.10171</b>								12.942		1,450	*	136,928	106,247	86	4	5														5	855		
											243,175		9											860									
2022CPT.07.01.20171	Caswell	2	SR 1114 - VINSON RD	FROM NC 62 TO SR 1001 - BAYNES RD	2	2	2WU	2.242	21	252																							
<b>TOTAL FOR MAP NO. 2</b>								2.242		252																							
2022CPT.07.01.20171	Caswell	3	SR 1159 - PARKDALE RD	FROM NC 87 TO ROCKINGHAM CO. LINE	2	2	2WU	0.917	20	103																							
<b>TOTAL FOR MAP NO. 3</b>								0.917		103																							
2022CPT.07.01.20171	Caswell	4	SR 1311 - HODGES DAIRY RD	FROM US 158 TO US 158	2	2	2WU	5.089	21	570																							
<b>TOTAL FOR MAP NO. 4</b>								5.089		570																							
2022CPT.07.01.20171	Caswell	5	SR 1337 - BOYD'S CROSSING RD	FROM SR 1353 - US OLD 29 HWY TO SR 1372 - N NUNNALLY RD	2	2	2WU	0.023	24	3																							
<b>TOTAL FOR MAP NO. 5</b>								0.023		3																							
2022CPT.07.01.20171	Caswell	6	SR 1341 - LAW RD	FROM SR 1300 - PARK SPRINGS RD TO EOP	2	2	2WU	3.746	21	420																							
<b>TOTAL FOR MAP NO. 6</b>								3.746		420																							
2022CPT.07.01.20171	Caswell	7	SR 1352 - FITZGERALD RD	FROM SR 1345 - RED MARSHALL RD TO SR 1353 - US OLD 29 HWY	2	2	2WU	0.204	25	23																							
<b>TOTAL FOR MAP NO. 7</b>								0.204		23																							
2022CPT.07.01.20171	Caswell	8	SR 1353 - US OLD 29 HWY	FROM VA STATE LINE TO ROCKINGHAM CO. LINE	2	2	2WU	6.624	21	742																							
<b>TOTAL FOR MAP NO. 8</b>								6.624		742																							
2022CPT.07.01.20171	Caswell	9	SR 1374 - BURKE RD	FROM SR 1345 - RED MARSHALL RD TO END MAINT	2	2	2WU	0.276	21	31																							
<b>TOTAL FOR MAP NO. 9</b>								0.276		31																							
2022CPT.07.01.20171	Caswell	10	SR 1375 - ARTHUR CARTER LN	FROM SR 1345 - RED MARSHALL RD TO SR 1360 - NC 700 HWY	2	2	2WU	0.6	21	68																							
<b>TOTAL FOR MAP NO. 10</b>								0.6		68																							
2022CPT.07.01.20171	Caswell	11	SR 1376 - GREEN TREE RD	FROM VA STATE LINE TO DEAD END	2	2	2WU	0.551	18	62																							
<b>TOTAL FOR MAP NO. 11</b>								0.551		62																							
2022CPT.07.01.20171	Caswell	12	SR 1501 - GATEWOOD EXT RD	FROM SR 1563 - GATEWOOD RD TO VIRGINIA STATE LINE	2	2	2WU	0.679	21	77																							
<b>TOTAL FOR MAP NO. 12</b>								0.679		77																							
2022CPT.07.01.20171	Caswell	13	SR 1540 - RACE TRACK RD	FROM NC 57 TO VIRGINIA STATE LINE	2	2	2WU	0.375	21	42																							
<b>TOTAL FOR MAP NO. 13</b>								0.375		42																							
2022CPT.07.01.20171	Caswell	14	SR 1545 - SUNSET DR	FROM NC 119 TO VIRGINIA STATE LINE	2	2	2WU	0.582	22	66																							
<b>TOTAL FOR MAP NO. 14</b>								0.582		66																							
2022CPT.07.01.20171	Caswell	15	SR 1563 - GATEWOOD RD	FROM NC 86 TO VIRGINIA STATE LINE	2	2	2WU	0.3	21	34																							
<b>TOTAL FOR MAP NO. 15</b>								0.3		34																							
2022CPT.07.01.20171	Caswell	16	SR 1592 - ATWATER ST	FROM SR 1163 - MAIN ST TO NC 86	2	2	2WU	0.258	21	29																							
<b>TOTAL FOR MAP NO. 16</b>								0.258		29																							
2022CPT.07.01.20171	Caswell	17	SR 1636 - BIG DIPPER RD	FROM SR 1560 - COVINGTON RD TO END MAINT	3	2	2WU	0.301	21	34																							
<b>TOTAL FOR MAP NO. 17</b>								0.301		34																							
2022CPT.07.01.20171	Caswell	18	SR 1637 - CLUBHOUSE DR	FROM SR 1572 - COUNTY HOME RD TO END MAINT	1	2	2WU	0.966	18	109																							
<b>TOTAL FOR MAP NO. 18</b>								0.966		109																							
2022CPT.07.01.20171	Caswell	19	SR 1771 - MAIN ST	FROM NC 86 TO NC 49	2	2	2WU	0.483	19	55																							
<b>TOTAL FOR MAP NO. 19</b>								0.483		55																							
<b>TOTAL FOR PROJ NO. 2022CPT.07.01.20171</b>								24.216		2,720	*																						
											14		4				1,200							430,245									
<b>GRAND TOTAL</b>								37.158		4,170	1	136,928	106,247	86	4	5	8	6	4	1,200	230,092	200,153	616	650	550	186	200	5	855				
											243,175		23				430,245							860									

## SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



### MAINLINE (-L-) SIGNING

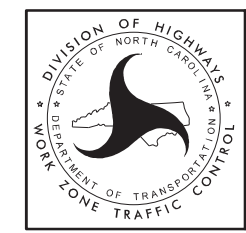
### -Y- LINE SIGNING

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>DEAD END ROADS</li> </ol> <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		#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**

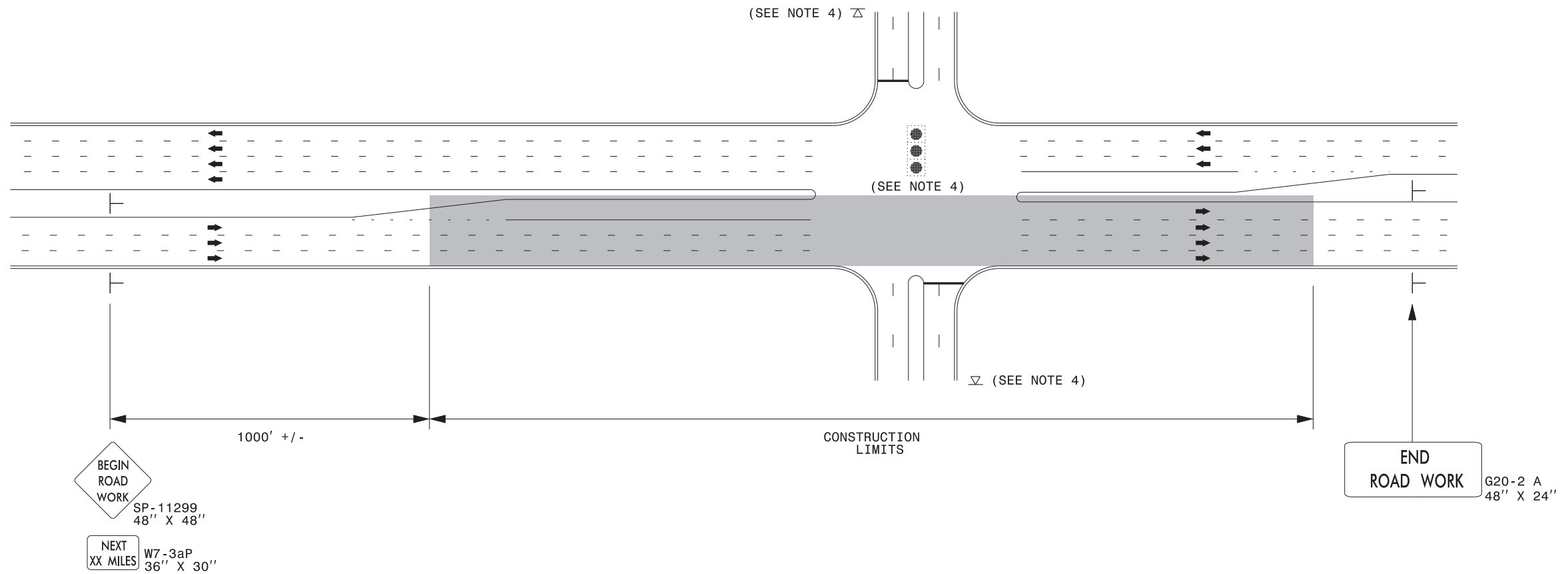
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



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



## URBAN / SUBURBAN WORKZONES

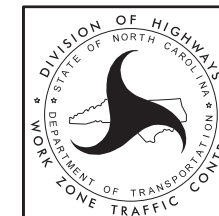


### NOTES:

- 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

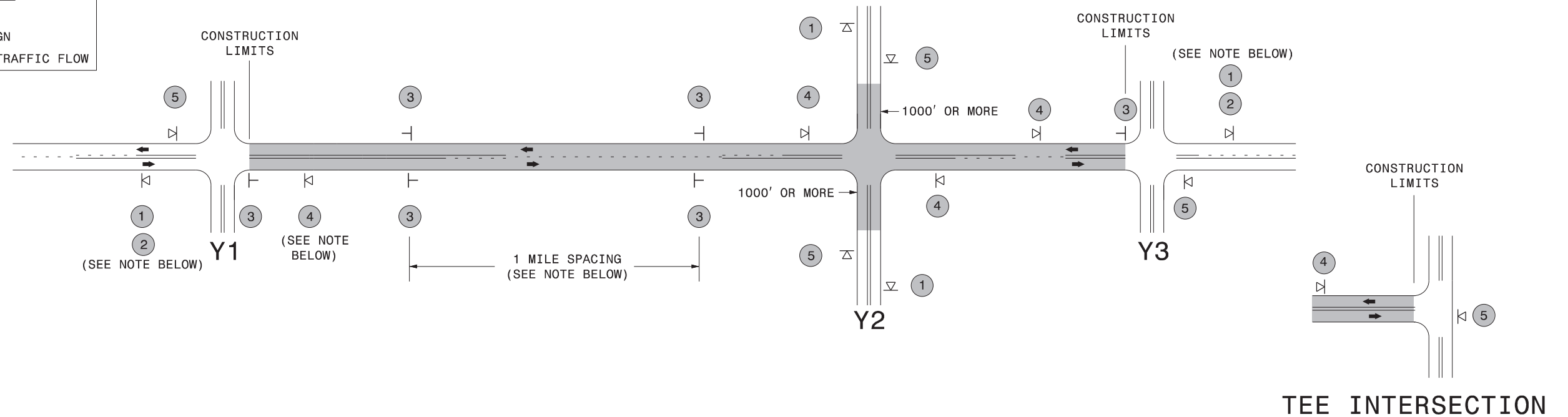


**RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES**

## SIGNING FOR ASPHALT SURFACE TREATMENT

**LEGEND**

- ◻ PORTABLE SIGN
- ┌ STATIONARY SIGN
- ← DIRECTION OF TRAFFIC FLOW



### MAINLINE (-L-) SIGNING

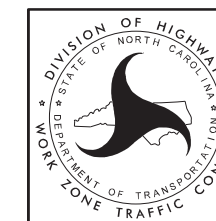
### -Y- LINE SIGNING

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	1	 W20-1 48" X 48"	<ul style="list-style-type: none"> <li>- PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</li> </ul>	<p><b>STATIONARY SIGNING NOT REQUIRED FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <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; align-items: center;"> <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	 W7-3qP 24" X 18"	<ul style="list-style-type: none"> <li>- SIGN #2 ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO THE NEAREST WHOLE NUMBER. DO NOT USE FRACTIONAL OR DECIMAL NUMBERS.</li> </ul>	
	3	 W8-7 48" X 48"	<ul style="list-style-type: none"> <li>- ALTERNATE THE FOLLOWING TWO SIGNS:</li> <li>- STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</li> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.</li> </ul>	
		 SP 48" X 48"	<ul style="list-style-type: none"> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	4	 SP 13106 48" X 48"	<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> </ul>	
5	 G20-2 A 48" X 24"	<ul style="list-style-type: none"> <li>- PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</li> </ul>		


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 AST RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, USE A STATIONARY "LOOSE GRAVEL" SIGN AT THE BEGINNING CONSTRUCTION LIMIT FOLLOWED BY AN "UNMARKED PAVEMENT" SIGN MIDWAY THROUGH AND AN "END ROAD WORK" SIGN AT THE END CONSTRUCTION LIMIT.



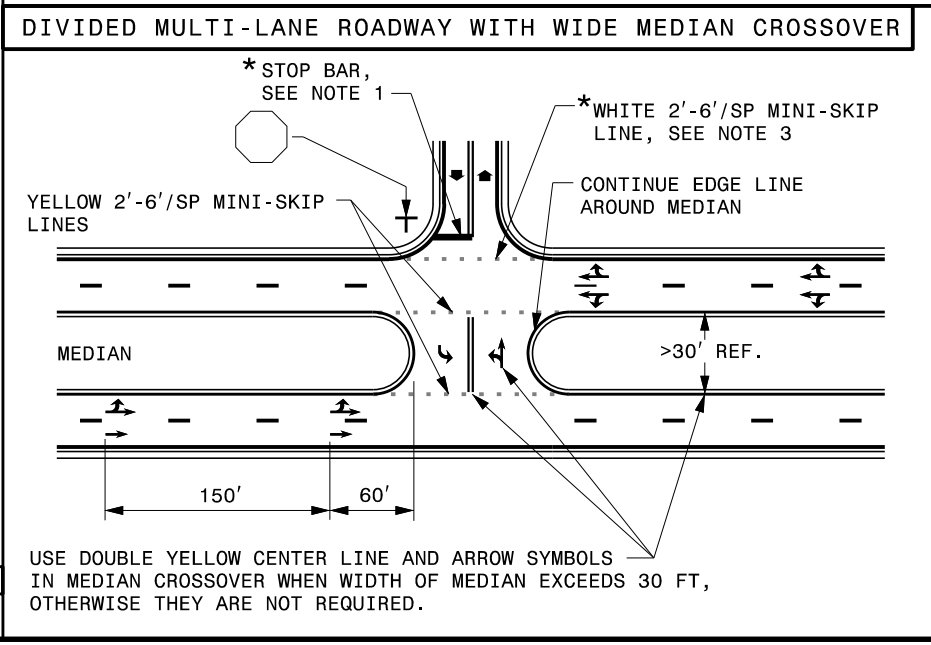
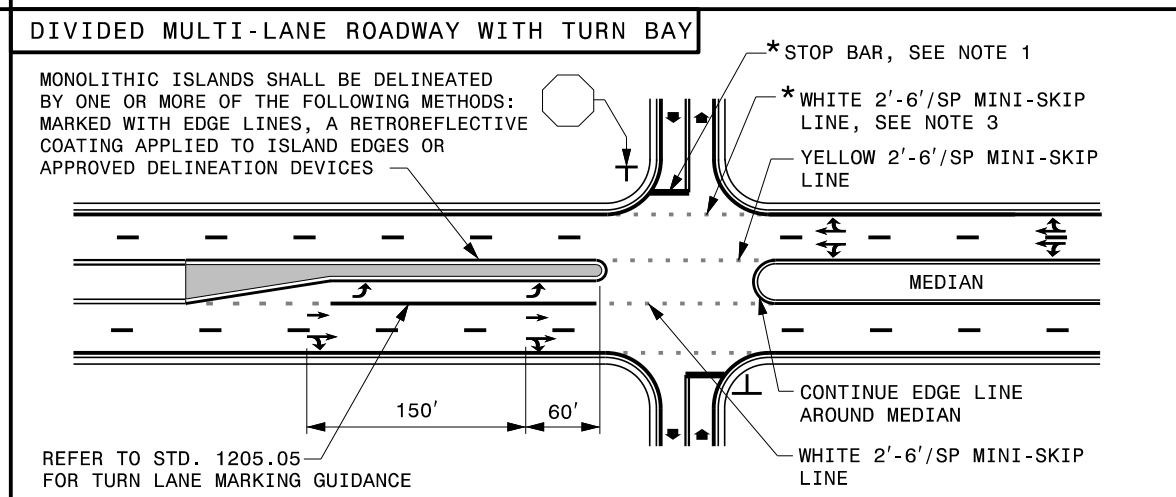
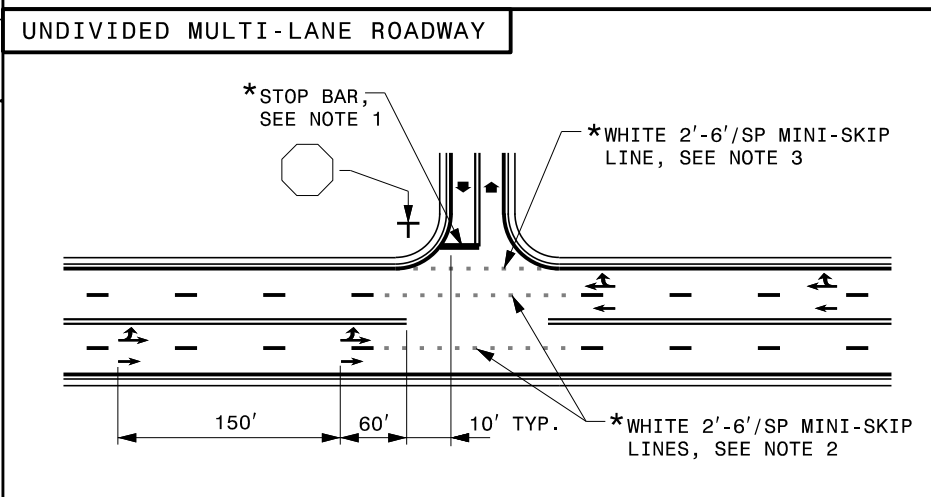
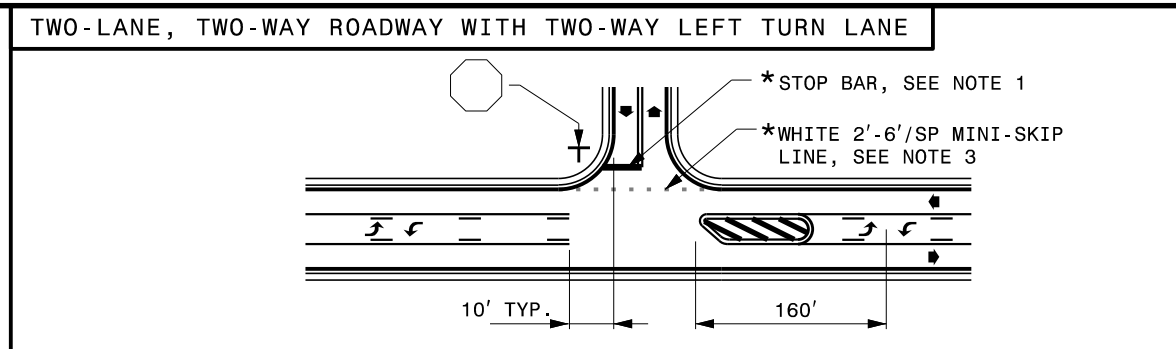
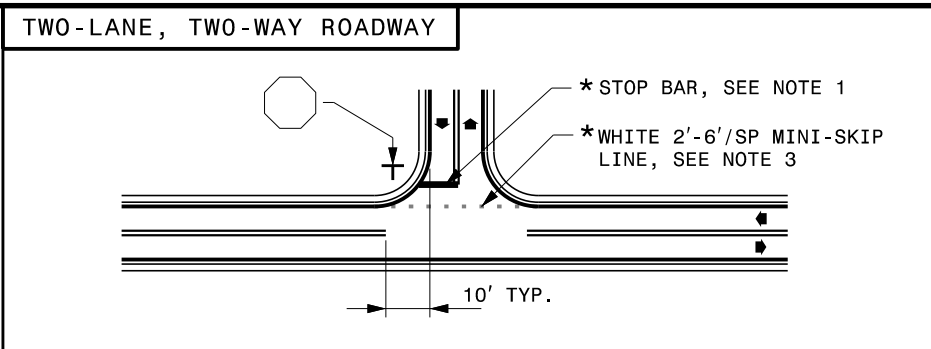
**ADVANCE WARNING SIGNS  
FOR  
2-LANE ROADWAY  
ASPHALT SURFACE TREATMENT**

TIP NO.	SHEET NO.
DocuSigned by: <i>Matthew V. Springer</i>	
APPROVED:	8/13/2019
DATE:	6609-528B584403...
SEAL	
	

STATE OF NORTH CAROLINA  
 DEPT. OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 RALEIGH, N.C.





ENGLISH DETAIL DRAWING FOR  
**PAVEMENT MARKINGS**  
 INTERSECTIONS

SHEET 2 OF 2  
**1205D04**



**GENERAL NOTES:**

- 1- PLACEMENT OF STOP BARS AT NON-SIGNALIZED INTERSECTIONS IS OPTIONAL AND USED WHERE IT IS IMPORTANT TO INDICATE THE POINT WHICH VEHICLES ARE REQUIRED TO STOP. PLACE STOP BARS NO LESS THAN 4 FEET AND NO MORE THAN 30 FEET FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY. USE 10 FEET AS THE TYPICAL SETBACK DISTANCE OR AS DIRECTED BY THE ENGINEER.
- 2- MINI-SKIP LANE LINE EXTENSIONS SHOULD BE USED AT INTERSECTIONS THAT HAVE REDUCED VISIBILITY CONDITIONS SUCH AS OFFSET, SKEWED, OR CURVED ROADWAYS.
- 3- MINI-SKIP EDGE LINE EXTENSIONS MAY BE PLACED THROUGH INTERSECTIONS AND MAJOR DRIVEWAYS.
- 4- REFER TO ROADWAY STANDARD DRAWINGS 1205.01, 1205.02, 1205.05, 1205.08 AND 1205.09 FOR ADDITIONAL PAVEMENT MARKING GUIDANCE.

LEGEND	
	STOP SIGN
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW
	PAVEMENT MARKING SYMBOLS
*	OPTIONAL

SHEET 2 OF 2  
**1205D04**

STATE OF NORTH CAROLINA  
 DEPT. OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR  
**PAVEMENT MARKINGS**  
 INTERSECTIONS

SHEET 2 OF 2  
**1205D04**

**REVISED PAVEMENT MARKING ROADWAY STANDARD DRAWING**