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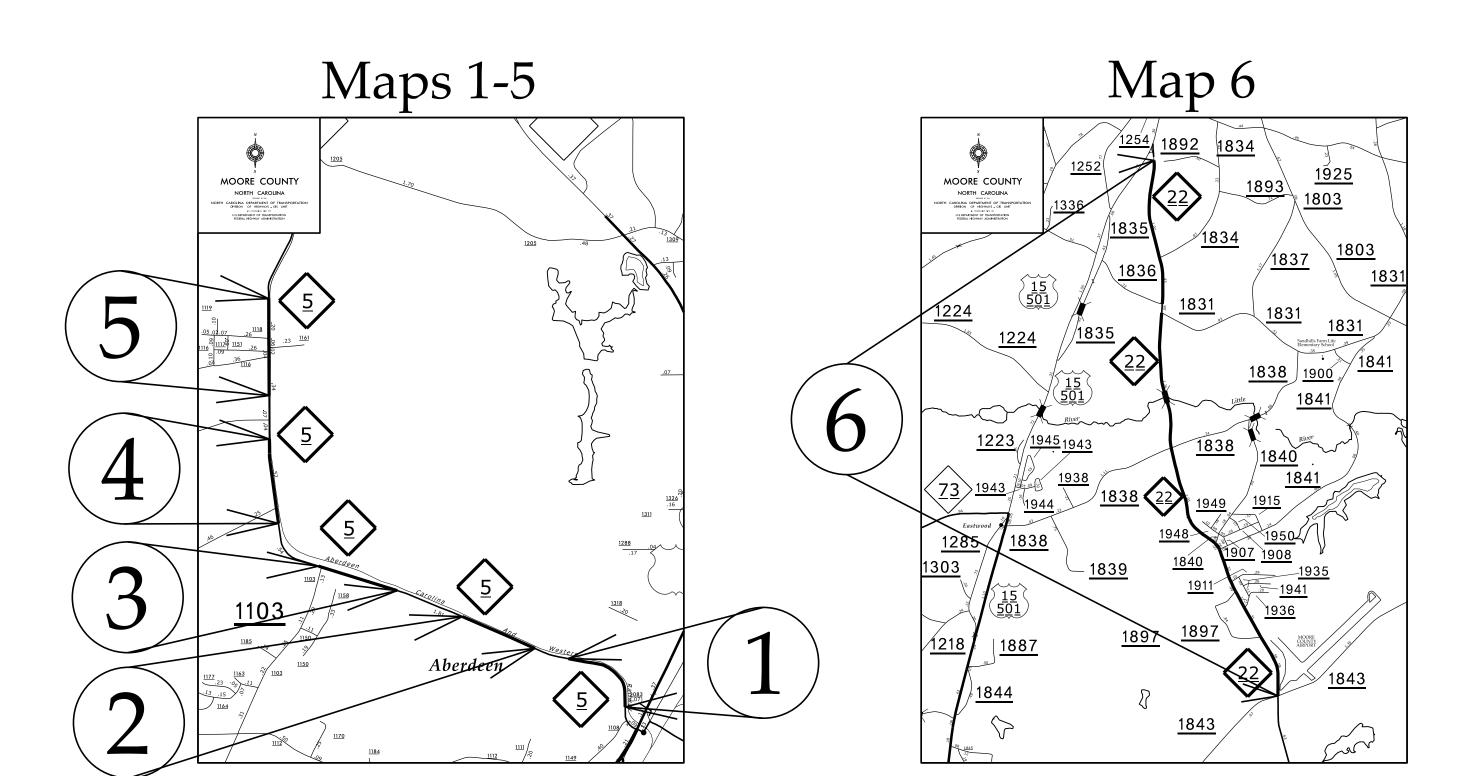
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2022CPT.08.08.10631 MOORE COUNTY PRIMARY RESURFACING

WBS ELEMENT SHEET NO.

2
2022CPT.08.08.10631

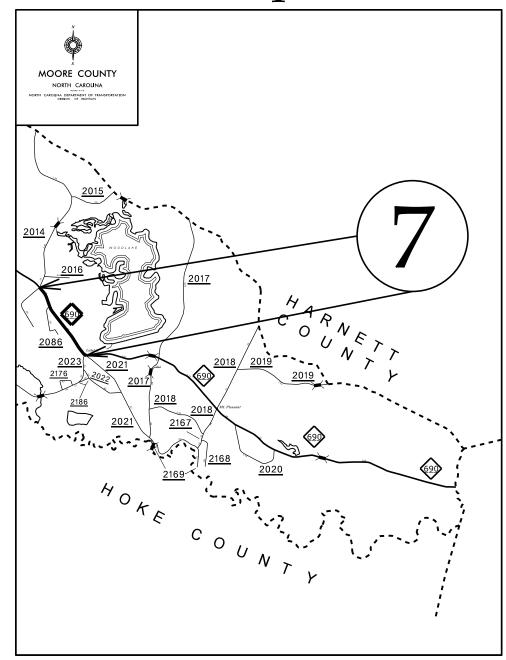


e_October2021_Submittals\Primary\Moore_Primary_October2021_Maps_Typ.

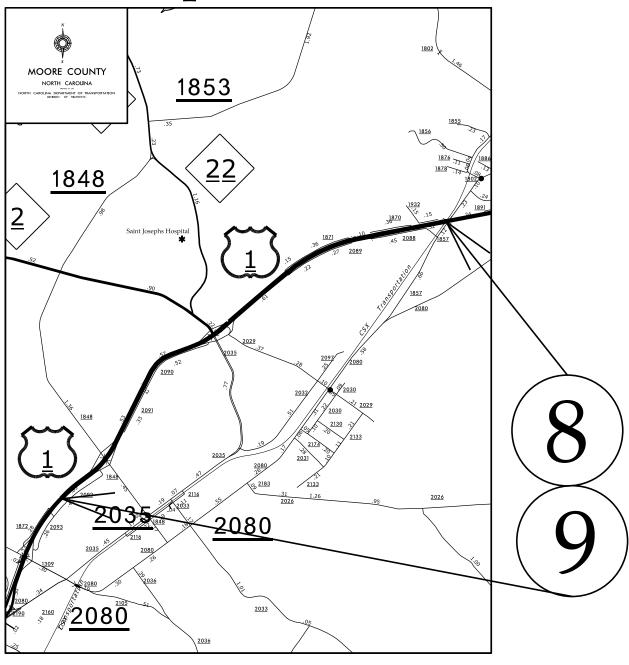
WBS ELEMENT SHEET NO.

3
2022CPT.08.08.10631

Map 7



Maps 8 and 9

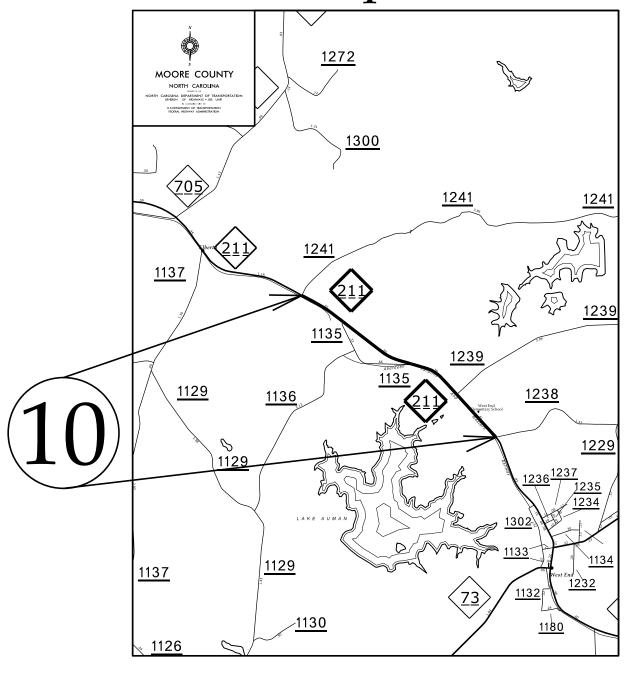


i6 ggre_0ctober2021_Submittals\Primary\Moore_Primary-October2021_Maps_Typ.dg

WBS ELEMENT SHEET NO.

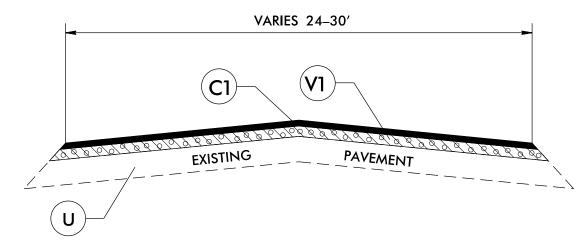
4
2022CPT.08.08.10631

Map 10

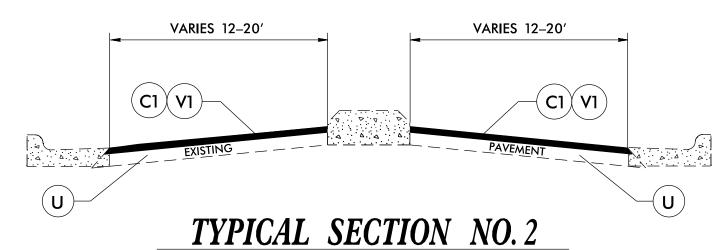


WBS ELEMENT SHEET NO.

5
2022CPT.08.08.10631

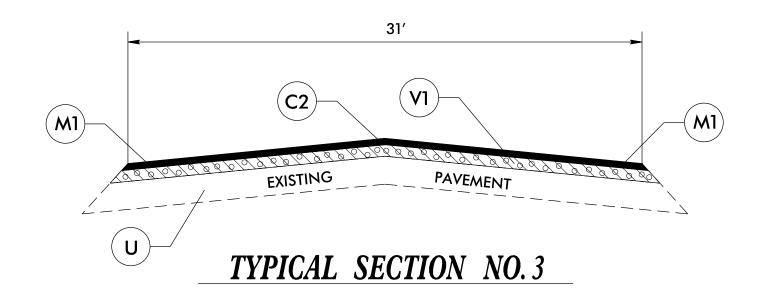


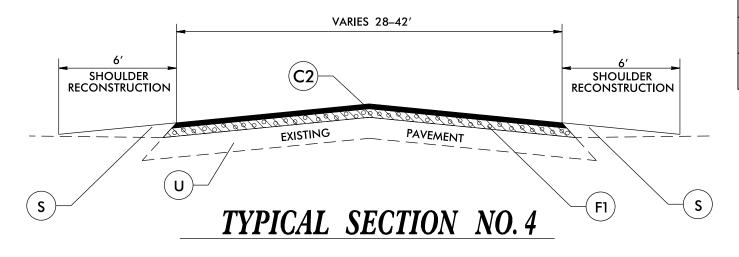
TYPICAL SECTION NO. 1



	PAVEMENT SCHEDULE
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE \$9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
F1	PROP. ASPHALT SURFACE TREATMENT, MAT COAT #78M STONE
M1	MILLED RUMBLE STRIPS (12" INSIDE LANE, 16" OUTER LANE)
S	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT.
V1	MILLING 1.5" IN DEPTH

WBS ELEMENT SHEET NO.
6
2022CPT.08.08.10631





	PAVEMENT SCHEDULE
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE \$9.5B, AT AN AVERAGE RATE OF 165 LBS. PER \$Q. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE \$9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
F1	PROP. ASPHALT SURFACE TREATMENT, MAT COAT #78M STONE
M1	MILLED RUMBLE STRIPS (12" INSIDE LANE, 16" OUTER LANE)
S	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT.
V1	MILLING 1.5" IN DEPTH

7

TYPICAL SECTION NO. 5

CRAINS CREEK FIRE DEPT. BUILDING

EXISTING CONCRETE PAD

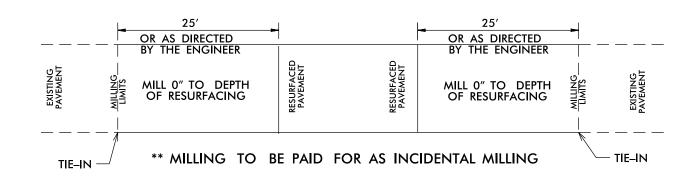
EXISTING ASPHALT MILL/FILL 1.5" S9.5B

NC 690

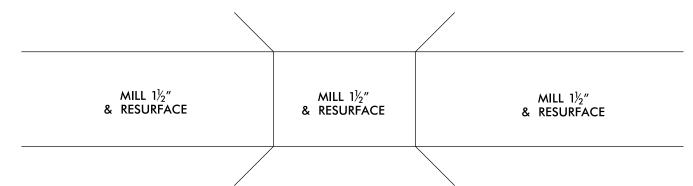
WBS ELEMENT SHEET NO.

8
2022CPT.08.08.10631

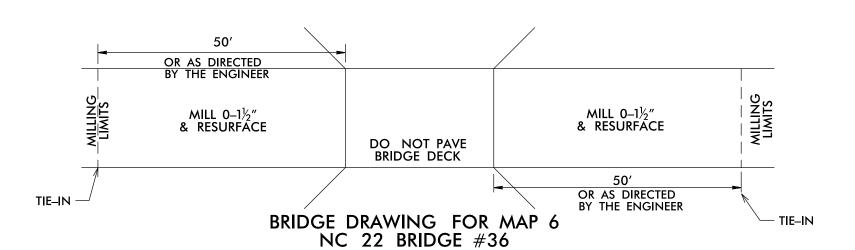
PAVEMENT TIE-IN DETAIL



BRIDGE DETAIL

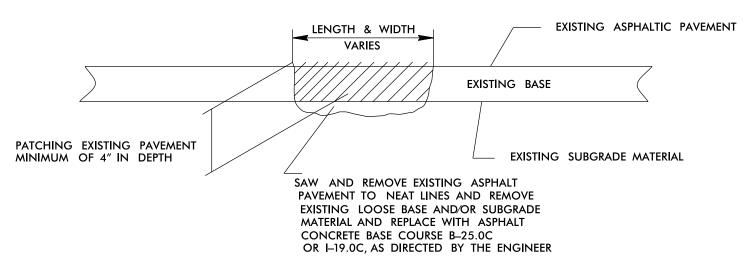


BRIDGE DRAWING FOR MAPS 8 AND 9
US 1 NBL BRIDGE #45
US 1 SBL BRIDGE #50



* MILLING SHALL BE PAID FOR UNDER INCIDENTAL MILLING

DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING

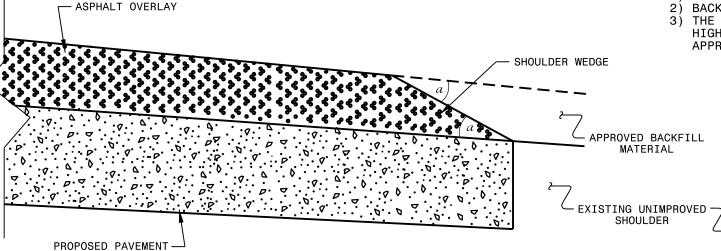


PROJECT NOTES

- MAP #6 NC 22 EXCLUDE LIMITS OF STIP PROJECT BR-0035 (REPLACEMENT OF BRIDGE NO. 24 OVER NICKS CREEK)
- PAINT AND LINE REMOVAL INCLUDED ON MAP #6 FOR BRIDGE 36

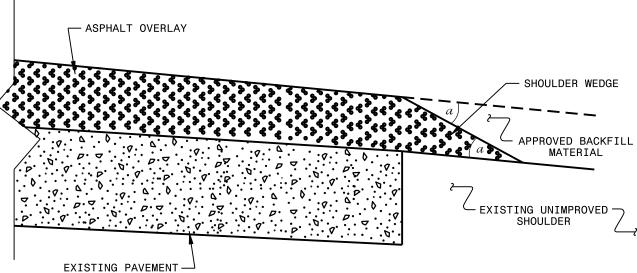
NOTES:

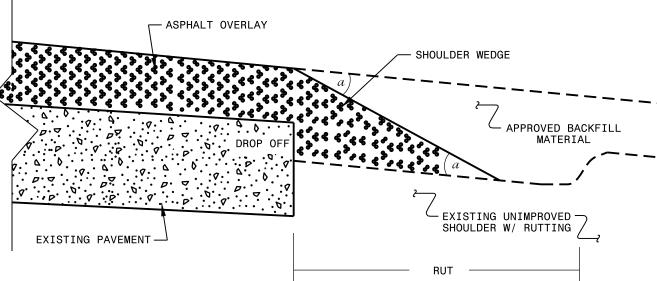
- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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 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 su	sr/details/stand	/shoulderwedge	detail dgn

SHOULDER WEDGE DETAIL

(Resurfacing Adjacent to Rutted Shoulder)

22-JAN-2018 09:41 5:\Contracts\Contracts\IResur ojporter AT CSD-292592

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.08.08.10631	10	

SUMMARY OF QUANTITIES

March Color Wards Soft Color Wards Soft Color										1245000000-E	1260000000-F	1297000000-E	1330000000-F			1575000000-E		1775500000-E	1838000000-E	1838500000-N	184000000-F	1881000000-E	2143000000-E	2830000000-N	2845000000-N	5255000000-N	7444000000-E	7456000000-E
Part	PROJECT NO COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO LANES	S LANE	FINAL	WARM MIX	LENGTH WIDTH							_	_		_								_	LEAD-IN CABLE
Part											SHOULDER		MILLING	COURSE, S9.5B	COURSE, S9.5C	BINDER FOR	EXISTING	SURFACE	ASPHALT	TRUCK	RUMBLE STRIPS	PAVING ITEM -	SAND	MANHOLES	OR VALVE BOX	LIGHTING	LOOP SAWCUT	(14-2 PAIR)
Column C							TESTING	REQUIRED			BORROW						PAVEMENT	TREATMENT,	SURFACE			MILLED RUMBLE						
Column C							REQUIRED											MATCOAT, #78	TREATMENT			STRIPS (12")						
Second Control Seco																		STONE										
Supplementary Supplementar					.				MI FT	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	SY	GAL	WK	LF	LF	TON	EA	EA	LS	LF	LF
Supplementary Supplementar				SDOM DIVIDITI IT O DA MAI SDOM LIS																								
STATE STAT	2022CDT 00 00 10C21	1	NCE		4	204/11	NO	NO	0.4			F 0.67	200	522		20												
Process Proc			INC 5	TO PVIVINT JT BEFORE RR TRACKS	1 2	2000	NU	NU		+	-	-,			-		+				+						+	
March Marc	TOTAL FOR	NIAF NO. 1		FROM PVMNT IT AT ENTRANCE TO		+ +			0.4	+		3,807	200	332		30	+										+	
Supplementary Supplementar																												
Control Cont	2022CPT.08.08.10631 Moore	2	NC 5	I .	1 2	2WU	NO	NO	0.801 30			12,777	1,200	1,268		85												
Section March Ma									0.801			12,777		1,268		85												
Second column Marco Marc				FROM PVMNT JT 0.12 MI W OF																								
Transfer				FARRELL PKWY TO PVMNT JT AT SR																								
Processed Column 1 of the Co			NC 5	1103 (SAND PIT RD)	1 2	2WU	NO	NO																				1,200
150 150	TOTAL FOR	R MAP NO. 3			oxdot	\bot			0.404	1	ļ	7,553	600	739	ļ	50	 	1	1		 			ļ			1,200	1,200
Part Four Part Four Part																												
Second Content of Market M																												
TOTAL FOR MAN NO.	2022CDT 00 00 10C21		NCE			214/11	NO	NO	0.46			7.654	220	604		47												
MONE MARCH			INC 5	(LINDEN RD)	1 2	2000	NU	NU		+	-	, , , , ,			-		+				+						+	
AMPLE SAME OF ST OPAMET AT 1 2 200 100	TOTAL FOR	NIAF NO. 4		FROM PVMNT IT 0.07 MLF OF		+ +			0.40	+		7,034	320	034		47	+										+	
Signature Sign																												
TOTAL TOTAL MON-WO S	2022CPT.08.08.10631 Moore	5	NC 5		1 2	2WU	NO	NO	0.65 26			11.065	1.285	1.018		68												
CONTRACT TO THE ROOF OF THE ROOF OF THE CONTRACT TO THE ROOF OF THE ROOF						1								· · · · · · · · · · · · · · · · · · ·														
CRICLET OT HE REDO F THE REDO F				FROM TRAFFIC CIRCLE AT AIRPORT																								
CRICLET OT HE REDO F THE REDO F				TO PVMNT JT AT 15-501 (INCLUDE																								
2022FT.08.03.0531 Move 8 N.22 OFTEATR.CRICKET 1 2.2 2 V NO NO NO 5.33 25 S S S S S S S S S S S S S S S S S S																												
TOTAL FOR MANY PLOT OF SECURITY OF SECURIT																												
FROM PRINTER IS SERVED FROM PRINTER IS SER		6	NC 22	OF TRAFFIC CIRCLE)	1,2 2	2WU	NO	NO																2	6	1		
(MCLAUCHEN RO) TO SE 2021 (MORRISON BRODE FRO) INCLUDE ASPHALA PARRON AT CHAINS GREEK PRINCE (PRINCE) CHAIN APPRON AT CHAIN CHAI	TOTAL FOR	R MAP NO. 6							5.33			91,734	14,279	9,621		645								2	6	1		
A																												
ASPHAIT ARRON AT CRAINS CREEK FIRE DEPT (1525) SUBLIAM DEST (1525)																												
2022CFT.08.08.10031 Moore 9 US 1 SRL 1848 (W PENNSYLVANIA AVE) 3 2 MD NO NO 3.16 31																												
2022CPT 08.08.10631 Moore No. No. 1.5 2 2 2 2 2 2 2 2 2																												
TOTAL FOR MAP NO. 7 FROM PUMNIT ID 229 MI SOUTH OF SR 1848 (W PENNSYLVANIA) TO PUMNIT IT AT SR BIOGE OVER SR 1857 (VALLEY VIEW RD) 3 3 2 MD NO NO 3.13 31	2022CPT 08 08 10631 Moore	7 N	C 690 (LOBELIA RD)			2\\/\	NO	NO	1 3/1 2/1			20.023	1 //22	1 652		111	100											
FROM PVMNTI TI AZ BINGE OVER SR 1857 SR 1888 (M PENNSYLVANIA) TO PVMNTI TI AZ BINGE OVER SR 1857 SR 1888 (M PENNSYLVANIA) TO PVMNTI TI AZ BINGE OVER SR 1857 SR 1888 (M PENNSYLVANIA AVE) SR 1857 (VALLEY VIEW RD) TO PVMNTI TI AZ BINGE OVER SR 1857 (VALLEY VIEW RD) TO PV			0 030 (20022 1110)		2,3	20						-,		,														
SR 1848 W PENNSYLVANIA TO PUMNT IT AT RRIBGE OVER SR 1857 16,527 16				FROM PVMNT JT 0.29 MI SOUTH OF								,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		,														
2022CPT.08.08.10631 Moore 8																												
TOTAL FOR MAP NO. 8 TOTAL FOR MAP NO. 8				PVMNT JT AT BRIDGE OVER SR 1857	·																							
FROM PVMNT IT AT BRIDGE OVER SR 1857 (VALLEY VIEW RD) 10 PVMNT IT AT BRIDGE OVER SR 1857 (VALLEY VIEW RD) 10 PVMNT IT AT BRIDGE OVER SR 1857 (VALLEY VIEW RD) 10 PVMNT IT AT SR 1228 (LOVE GROVE CH RD) TO PVMNT IT AT SR 1228 (LOVE GROVE CH RD) TO PVMNT IT AT SR 1228 (LOVE GROVE CH RD) TO PVMNT IT AT SR 1238 (LOVE GROVE CH RD	2022CPT.08.08.10631 Moore	8	US 1 NBL	(VALLEY VIEW RD)	3 2	MD	NO	NO				62,254	625		5,809	349					16,527	16,527						
SR 1857 (VALLEY VIEW RD) TO PUMNT IT 0.29 MI SOUTH OF SR 1248 (W PENNSYLVANIA AVE) 3 2 MD NO NO 3.16 31 62,946 713 5,882 353 1 16,790 16,790 3 3 1 16,790 3 3 1 16,790 16,790 3 3 1 16,790 16,7	TOTAL FOR	R MAP NO. 8				$oldsymbol{\perp}$			3.13	1		62,254	625		5,809	349	1				16,527	16,527					1	
2022CPT.08.08.10631 Moore 9 US 1 SBL 15,790 16,790 16,790 3 16,790 16,790 3 16,790 16,790 3 16,790 16,790 3 16,790 16,790 3 16,790 16,790 3 16,790 16,790 3 16,790 16,790 3 16,790 16,790 3 16,790 16,790 3 16,790										1	1	1	1		1		1				1						1	
2022CPT.08.08.10631 Moore 9 US 1 SBL 1848 (W PENNSYLVANIA AVE) 3 2 MD NO NO 3.16 31										1	I	1	I		I		İ				I						1	
TOTAL FOR MAP NO. 9 FROM PVMNT JT AT SR 1238 (LOVE GROVE CH RD) TO PVMNT JT AT SR 1238 (LOVE GROVE CH RD) TO PVMNT JT AT SR 1241 (HOLLY GROVE SCHOOL RD) 4 2 2WU NO NO 2.65 42 5.28 739.00 500 5,036 302 40 54,505.00 19,077 3.00 10 1 1 1 2,700 2,700 2,700 10 10 1 1 1 2,700 2,700 10 10 1 1 1 2,700 2,700 10 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	202257 00 00 40524		110.4.601						246			62.046	740		5.000	252					46.700	46 700		2				
FROM PVMNT JT AT SR 1238 (LOVE GROVE CH RD) TO PVMNT JT AT SR 1238 (LOVE GROVE CH RD) TO PVMNT JT AT SR 1238 (LOVE GROVE CH RD) TO PVMNT JT AT SR 1238 (LOVE GROVE CH RD) TO PVMNT JT AT SR 1241 (HOLLY GROVE SCHOOL RD) 4 2 2WU NO NO 2.65 42 5.28 739.00 500 5.036 302 40 54,505.00 19,077 3.00 10 1 1 1 2 2,700 2,700 19,077 3.00 10 1 1 1 2 2,700 2,700 19,077 10 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			02 1 2RF	1848 (W PENNSYLVANIA AVE)	3 2	MD	NU	NU		 	-			-	-,		 	+	 					3			 	_
2022CPT.08.08.10631 Moore 10 NC 211 WEST 1241 (HOLLY GROVE SCHOOL RD) 4 2 2W NO NO 2.65 42 5.28 739.00 500 5,036 302 40 54,505.00 19,077 3.00 3.00 10 1 1 2,700	TOTAL FOR	IN IVIAP INU. 9			+ +	+			3.10	+	 	02,340	/13		3,002	333	+	1	1		10,790	10,790		-	1		+	1
2022CPT.08.08.10631 Moore 10 NC 211 WEST 1241 (HOLLY GROVE SCHOOL RD) 4 2 2W NO NO 2.65 42 5.28 739.00 500 5,036 302 40 54,505.00 19,077 3.00 3.00 10 1 1 2,700				FROM PVMNT IT AT SR 1238 (LOVE						1	I	1	I		I		İ				I						1	
2022CPT.08.08.10631 Moor 10 NC 211 WEST 1241 (HOLLY GROVE SCHOOL RD) 4 2 2WU NO NO 2.65 42 5.28 739.00 500 5,036 302 40 54,505.00 19,077 3.00 10 1 1 2 2,700										1	1	1	1		1		1				1						1	
TOTAL FOR MAP NO. 10 2.65 5.28 739.00 500 5,036 302 40 54,505.00 19,077 3.00 10 1 1 1 2,700 2,700 707AL FOR PROJ NO. 2022CPT.08.08.10631 18.325 5.28 739.00 281,873 21,144 15,524 16,727 2,046 140 54,505.00 19,077 3.00 33,317 33,317 10 6 7 1 3,900 3,900	2022CPT.08.08.10631 Moore	10	NC 211 WEST			2WU	NO	NO	2.65 42	5.28	739.00	1	500		5,036	302	40	54,505.00	19,077	3.00	1		10	1	1		2,700	2,700
TOTAL FOR PROJ NO. 2022CPT.08.08.10631				,	† † † <u>† † †</u>	1 1						1									1			1	1			2,700
GRAND TOTAL 18.325 5.28 739.00 281,873 21,144 15,524 16,727 2,046 140 54,505.00 19,077 3.00 33,317 33,317 10 6 7 1 3,900 3,900			08.10631						18.325	5.28	739.00	281,873	21,144	15,524	16,727	2,046	140		19,077	3.00	33,317	33,317	10	6	7	1	3,900	3,900
GRAND TOTAL 18.325 5.28 739.00 281,873 21,144 15,524 16,727 2,046 140 54,505.00 19,077 3.00 33,317 33,317 10 6 7 1 3,900 3,900																												
	GRANI	D TOTAL							18.325	5.28	739.00	281,873	21,144	15,524	16,727	2,046	140	54,505.00	19,077	3.00	33,317	33,317	10	6	7	1	3,900	3,900

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.08.08.10631	11	

THERMOPLASTIC AND PAINT QUANTITIES

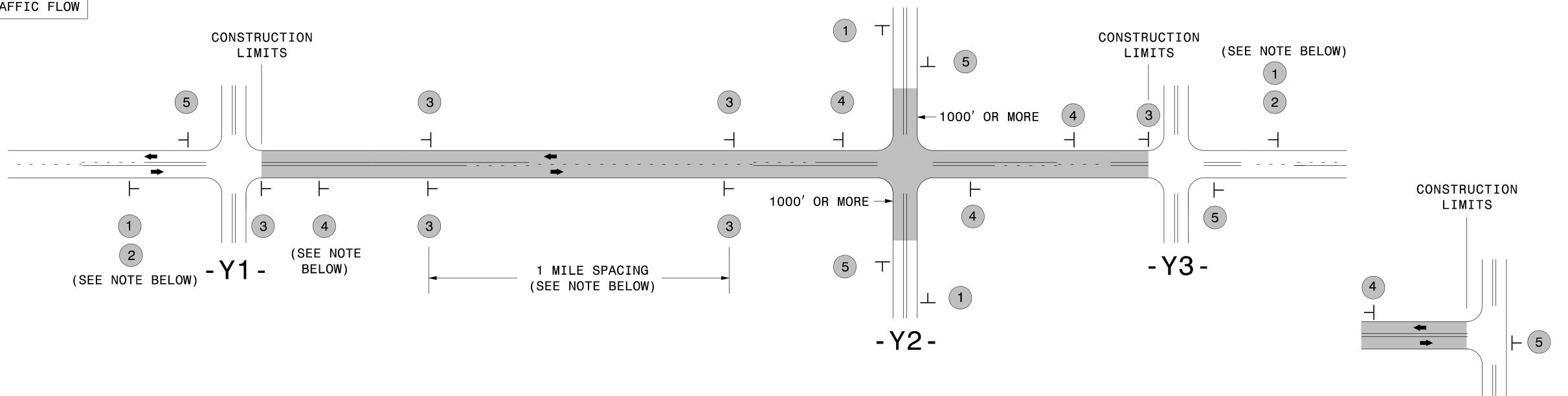
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PROJECT NO	COUNTY MAP NO	ROUTE	DESCRIPTION	TYP NO LANES	S LANE LENGTH WIL				4" X 90 M N WHITE		8" X 90 M YELLOW	8" X 90 M WHITE						THERMO STR ARROW 90 M			THERMO MERGE	4" WHITE PAINT	4" YELLOW PAINT	8" YELLOW PAINT	8" WHITE	12" YELLOV PAINT	/ 16" WHITE PAINT	24" WHITE PAINT	PAINT MSG RXR	PAINT LT ARROW		PAINT STR ARROW		& PAINT YIELD V LINETRIANGL					GENERIC GENERIC PAVEMENT PAVEMENT
					TYPE	ADVANCE NERAL		ENFORCEMENT	THERMO	YELLOW THERMO	THERMO	THERMO	YELLOW THERMO	90 M	SCHOOL 90 N	M M	M AKKOW 90	AKKOW 90 M	90 M		ARROW 90M		PAINI	PAINI	PAINI	PAINI	PAINI	PAINI	RXR	ARROW	ARROW	ARROW	KI AKKUV	LINETRIANGL	.E ARROW	REMOVAL	MARKING		MARKING MARKIN
						WARNIN			INERIVIO	INEKWO	Inchino	THERINO	ITIERIVIO			141			30 IVI	INMINULE	ARROW SOW																		ITEM - NON- ITEM - NO
						SIGNIN																																	CAST IRON CAST IRO
						Siditile																															THERMO		SNOWPLOWA SNOWPLO
																																							BLE (Y & Y) BLE (C &
					MI F	FT SF	LS	HR	LF	LF	LF	LE	LF	FΔ	FΑ	FΔ	FΑ	FA	FΑ	FΑ	FA	LF	LF	LF	LF	LF	LF	LF	FΑ	FΔ	FΑ	FΑ	FΔ	FA	FA	LF	LE	LE	EA EA
																1																		-					
			FROM PVMNT JT 0.21 MI FROM U																																				
2022CPT.08.08.1063		NC 5	TO PVMNT JT BEFORE RR TRACI		2WU 0.4 2	25 47			4,304	4,076				4								4,304	4,076				100	72	4								72	100	27
	TOTAL FOR MAP NO.	1			0.4	47			4,304	4,076				4								4,304	4,076				100	72	4								72	100	27
			FROM PVMNT JT AT ENTRANCE	TO																																			
			BUILDERS FIRST SOURCE TO FIEL	.DS																																			
2022CPT.08.08.1063		NC 5	DR	1 2	2WU 0.801 3	30 90			8,619	9,450			236	2		4	1		1	-		8,619	9,450	1		236	50	46	2	4	1						46	50	65
	TOTAL FOR MAP NO.	2	50011014455500000000		0.801	90			8,619	9,450			236	2		4	1	-				8,619	9,450		-	236	50	46	2	4	1	_	_	+	+	_	46	50	65
			FROM PVMNT JT 0.12 MI W O FARRELL PKWY TO PVMNT JT AT																																				
2022CPT.08.08.1063	Magaza 2	NC 5	1103 (SAND PIT RD)		20011 0 404 2	20 45		40	4.647	4.851			105			2	2					4.647	4.851			105		90		2	,						90		24 21
	TOTAL FOR MAP NO.		1103 (SAND FIT ND)	1 2	2WU 0.404 3 0.404	45		40	4,647				105		1	3	2	4	-			4,647	4,851		+	105		80		3	2	4			+		80 80	+	34 21
	I I I I I I I I I I I I I I I I I I I	Ī	FROM PVMNT JT 0.06 MI E OF S		3.404			1	.,047	.,031	1				1	1	1 -	1 -	1		1	.,047	.,051	1	1	103		- 55	1		1 -	1		+	+	1		+	
			1165 (TURNING LEAF WAY) TO													1						1		1	1											1			
			PVMNT JT 0.18 MI E OF SR 111													1						1		1	1											1			
2022CPT.08.08.1063	Moore 4	NC 5	(LINDEN RD)	1 2	2WU 0.46 2	28 53		20	4,950	4,920												4,950	4,920																31
	TOTAL FOR MAP NO.	4			0.46	53		20	4,950	4,920												4,950	4,920																31
			FROM PVMNT JT 0.07 MI E OF																																				
			AMPERSAND DR TO PVMNT JT /	AT																																			
2022CPT.08.08.1063	Moore 5	NC 5	BLAKE RD	1 2	2WU 0.65 2 0.65	26 72		40	6,994	9,860 9,860	260					2			1			6,994	9,860	260				200		2			1				200		43
	TOTAL FOR MAP NO.	5			0.65	72		40	6,994	9,860	260					2			1			6,994	9,860	260				200		2			1				200		43
			FROM TRAFFIC CIRCLE AT AIRPO																																				
			TO PVMNT JT AT 15-501 (INCLU	DE																																			
			CIRCLE TO THE END OF THE																																				
2022CPT.08.08.1063		NC 22	MONOLITHIC ISLAND ON EACH L OF TRAFFIC CIRCLE)		2WU 5.33 2	25 596			66,844	60,388		202	965				2	2		28	2	67.264	60,650		202	965		425			2	2		20		341	425		352
	TOTAL FOR MAP NO.		OF TRAFFIC CIRCLE)	1,2 2	5.33	596		_	66,844			202			-	44	3	2	1	20	2	67,264	60,650	+	202			425	-	44	3	2		20	2		425	+	352
	TOTAL FOR WAT NO.		FROM PVMNT JT AT SR 2014		5.33	330			00,844	00,388		202	303			44	,	-		20	-	07,204	00,030		202	903		423		44	,	-			+	341	425	+	332
			(MCLAUCHLIN RD) TO SR 2021																																				
			(MORRISON BRIDGE RD) INCLUI																																				
			ASPHALT APRON AT CRAINS CRE																																				
			FIRE DEPT (4525 LOBELIA RD SEE	TYP																																			
2022CPT.08.08.1063	Moore 7	NC 690 (LOBELIA RI	0) #5)	1,5 2	2WU 1.34 2	24 150			14,150	9,107												14,150	9,107																88
	TOTAL FOR MAP NO.	7			1.34	150	1		14,150	9,107												14,150	9,107																88
			FROM PVMNT JT 0.29 MI SOUTH																																				
			SR 1848 (W PENNSYLVANIA) TO																																				
			PVMNT JT AT BRIDGE OVER SR 1														_													_									
2022CPT.08.08.1063	Moore 8		(VALLEY VIEW RD)		MD 3.13 3	31 350 350			21,657 21,657	16,526 16,526		742 742			-	2	2		-		6	21,657 21,657	16,526		742 742					2	2	_			- 6		-	+	225 225
	TOTAL FUR WIAP NO.	•	EDOMA DUMANIT IT AT DOUGGE ON		3.13	350		1	21,05/	10,520	1	/42	1	1	-	2	2	1	-	+	-	21,007	10,526	+	742	+	+	+	+		2	1	+	+	6	1	+	+	225
	1 1		FROM PVMNT JT AT BRIDGE OV SR 1857 (VALLEY VIEW RD) TO							1			1			1	1			1		1		1			1		1		1	1			1			1	
	1 1		PVMNT JT 0.29 MI SOUTH OF S							1			1			1	1			1		1		1			1		1		1	1			1			1	
2022CPT 08 08 1063	Moore 9	US 1 SBL	1848 (W PENNSYLVANIA AVE)		MD 3.16 3	31 355			20,856	16,790		850				6					6	20.856	16.790		850					6					6				210
	TOTAL FOR MAP NO.		20.0 (1.1.2	, , , , , ,	MD 3.16 3	355			20,856			850				6					6	20,856			850					6					6			+	210
																																		-	1			1	
			FROM PVMNT JT AT SR 1238 (LC																																				
			GROVE CH RD) TO PVMNT JT AT													1						1		1	1											1			
	Moore 10		1241 (HOLLY GROVE SCHOOL R			42 126		40	27,473	29,570			318		12	33	5	4	5																		266		257 34
	TOTAL FOR MAP NO. 1	10			2.65	126		40		29,570			318		12	33	5	4	5																		266		257 34 897 490
TOTAL FO	R PROJ NO. 2022CPT.0	08.08.10631			18.325	1,884	1 1	140	180,494	165,538		1,794	1,624	6	12	94	13	10	6	28	14	153,441	136,230	260	1,794	1,306	150	823	6	61	8	6	1	28	14	341	1,089	150	897 490
								1	346	6,032	2,0	054	1		18	1		1	165			289	,671	2	,054				1	1			118			1			1,387
					10 225	1 004		140	180,494	165,538	260	1,794	1 624	6	12	94	13	10	-	100	14	152 441	136,230	260	1,794	1,306	150	823		61	8		1	28	14	341	1 000	150	897 490
	GRAND TOTAL		 		10.323	1,004	-	140		105,538		1,794	1,024		18	34	13	10	165	20	1 24		130,230	200	2,734	1,300	150	023		01			118			341	1,009	130	1.387
			1	1 1	1 1 1	1	1	1	340	-,	2,0		1	1		1											1		1	1									

PROJ. REFERENCE NO. SHEET NO. 2022CPT.08.08.10631 TMP-1

SIGNING FOR RESURFACING PROJECTS



← DIRECTION OF TRAFFIC FLOW

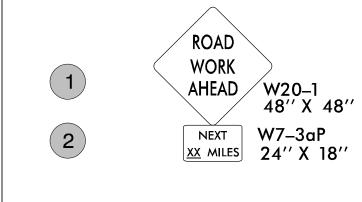


MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

IGNING NOTES AND EMENT PER DIRECTION

SO



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)



- 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.
- 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.

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.

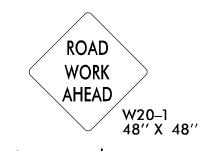
MAPS LESS THAN 2 MILES

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.

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

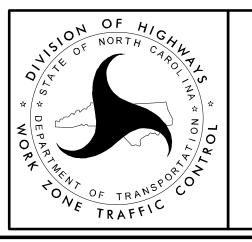
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



PLACED 500' IN ADVANCE OF FLAGGER.



PLACED 250' IN ADVANCE OF FLAGGER.

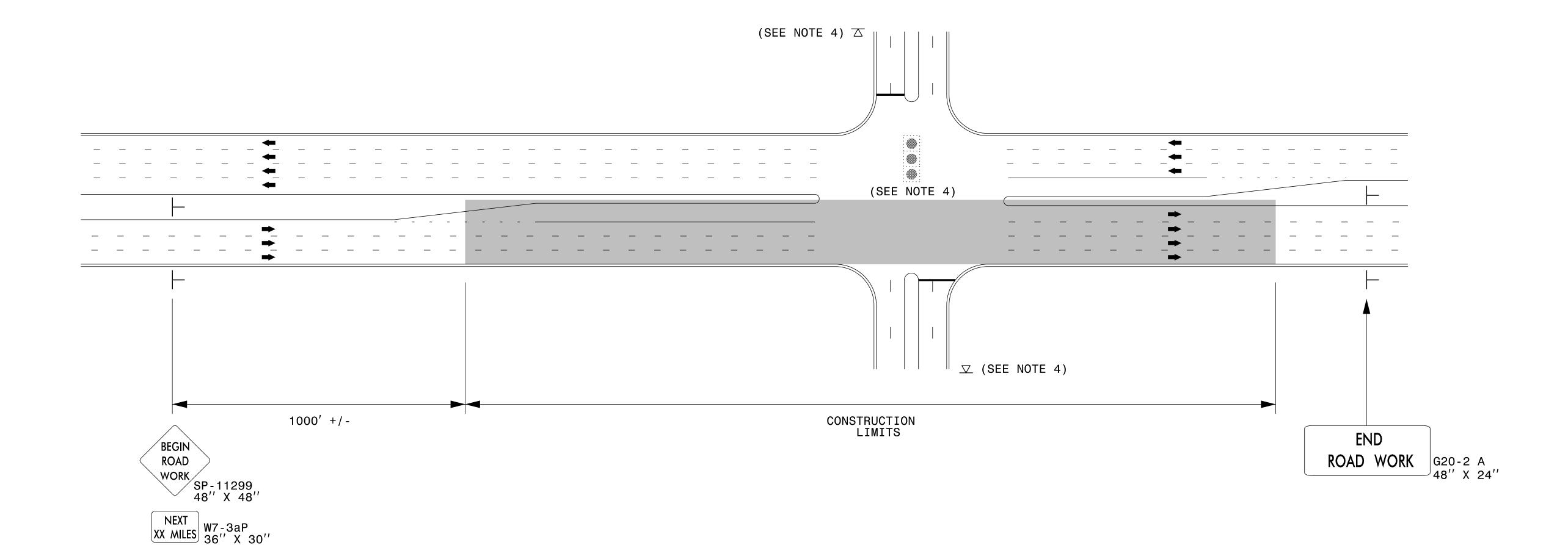


ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2-LANE ROADWAY
RESURFACING

TEE INTERSECTION

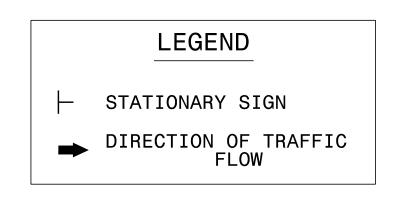
PROJ. REFERENCE NO. SHEET NO. 2022CPT.08.08.10631

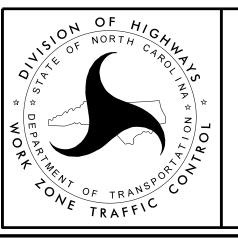
URBAN / SUBURBAN WORKZONES



NOTES:

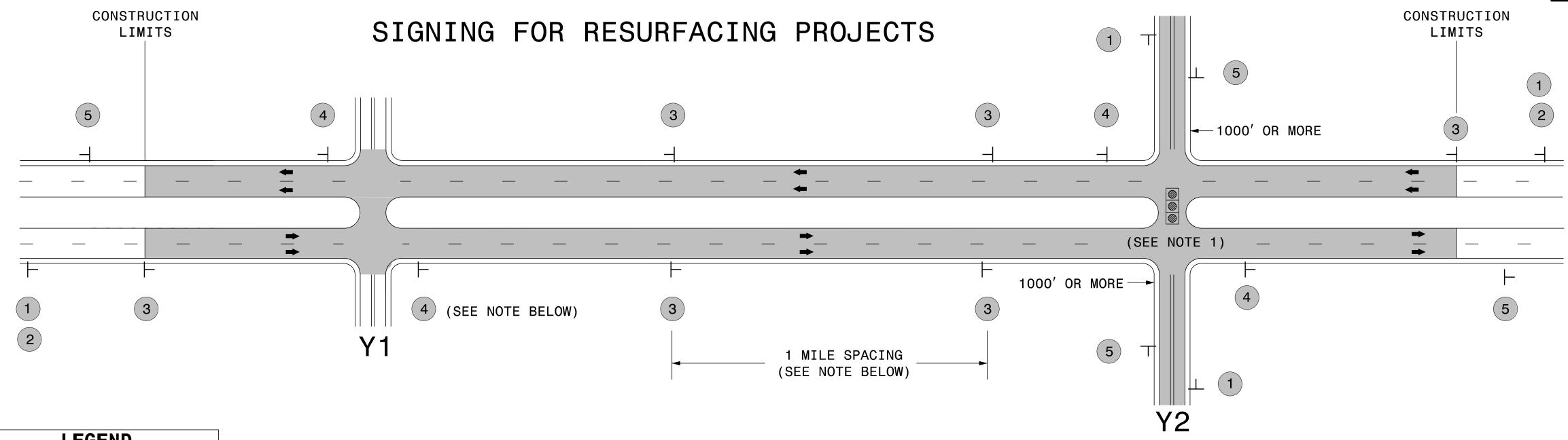
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. 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.





RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES

PROJ. REFERENCE NO. 2022CPT.08.08.10631



LEGEND ├ STATIONARY SIGN ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

O AHEAD W20-1 ND A RE

NO ER

IGNING

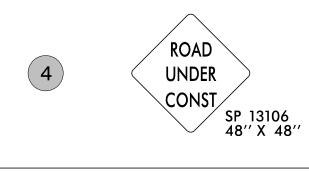
SO

PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.

XX MILES 24" X 18" ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)

LOW/SOFT SHOULDER / 48'' X 48''

PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET $\frac{1}{2}$ MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.



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 SP 13106 48" X 48" INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.

END ROAD WORK G20–2 A 48" X 24"

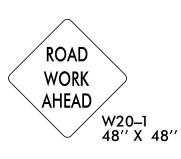
PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.

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, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE

-Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.

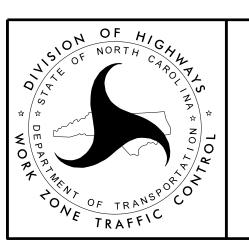




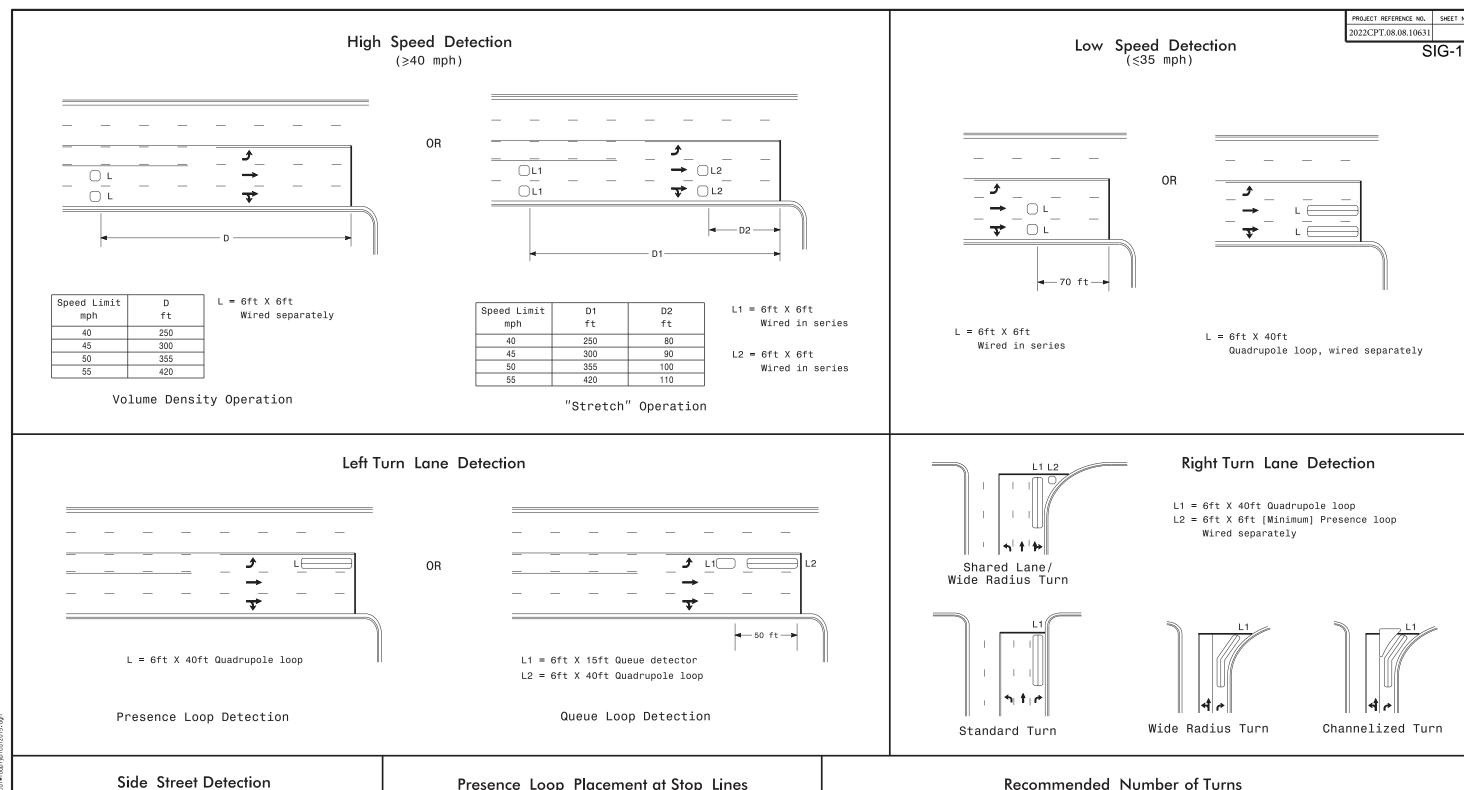
PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

NOTES:

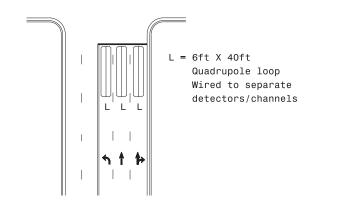
1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.



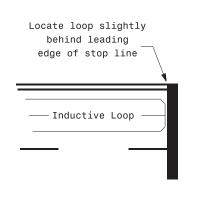
RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS W/ SHOULDER SECTIONS







Presence Loop Placement at Stop Lines



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

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



SCALE

N/A

LIAZION P. Galloway