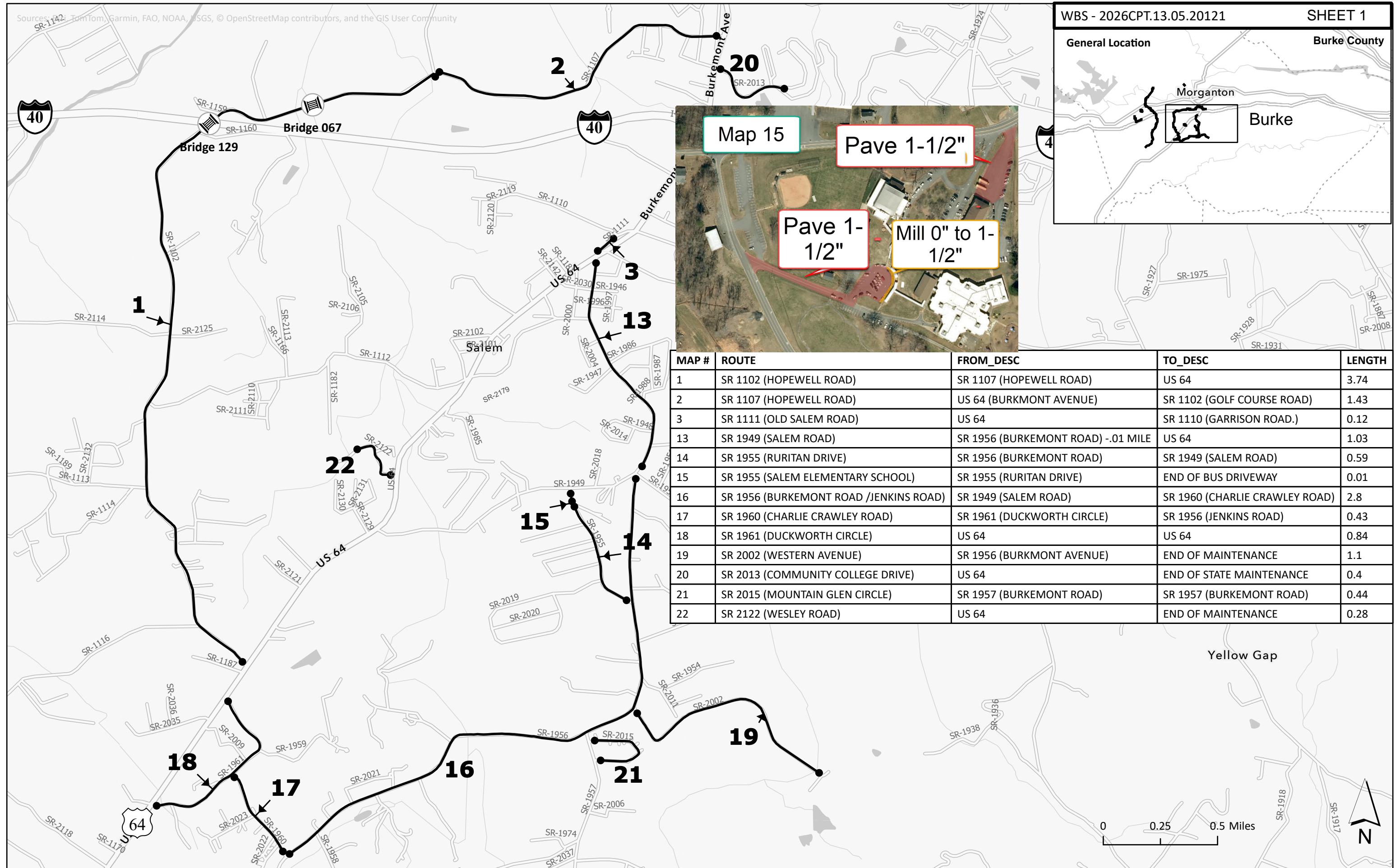


WBS - 2026CPT.13.05.20121 SHEET 1

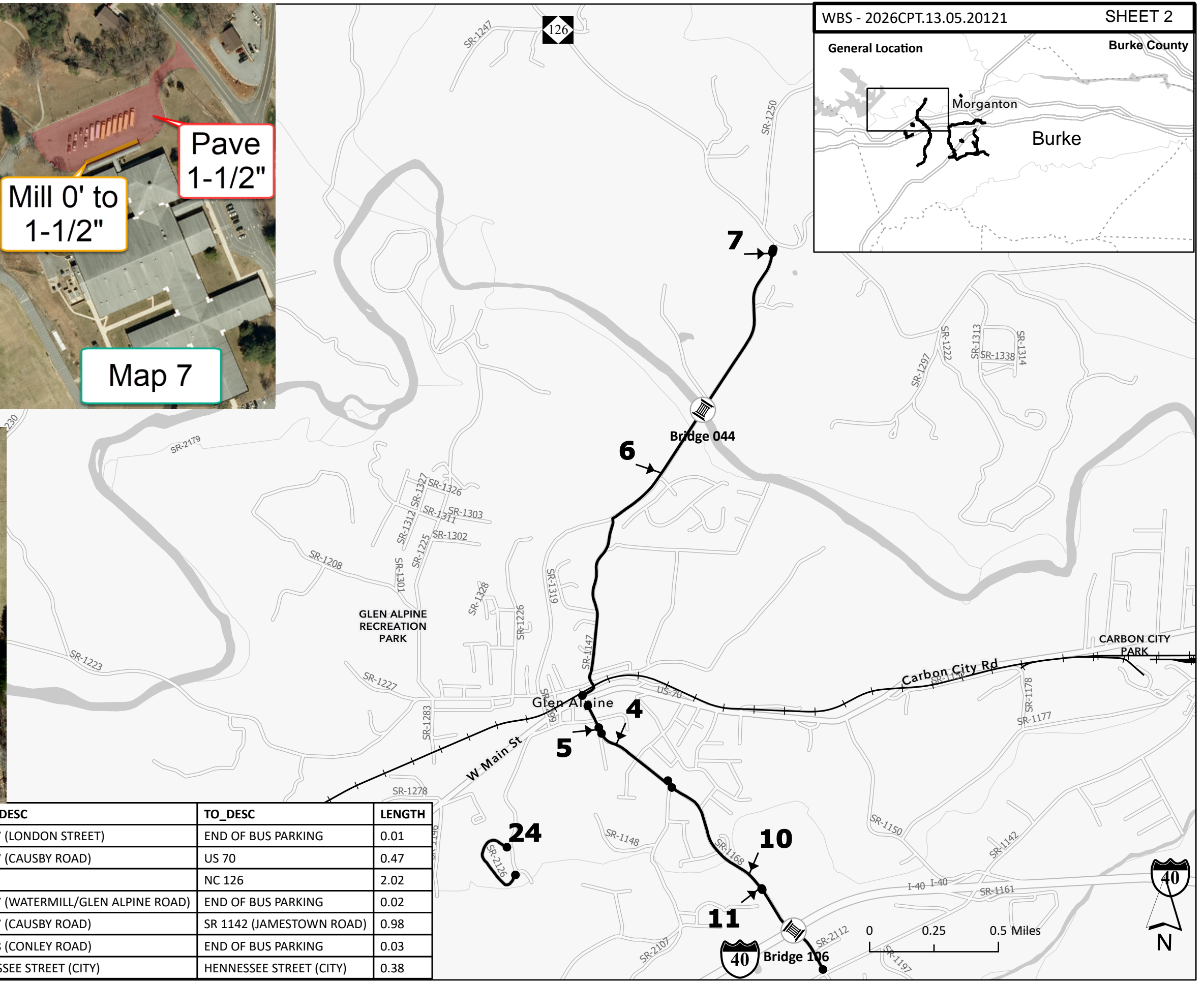
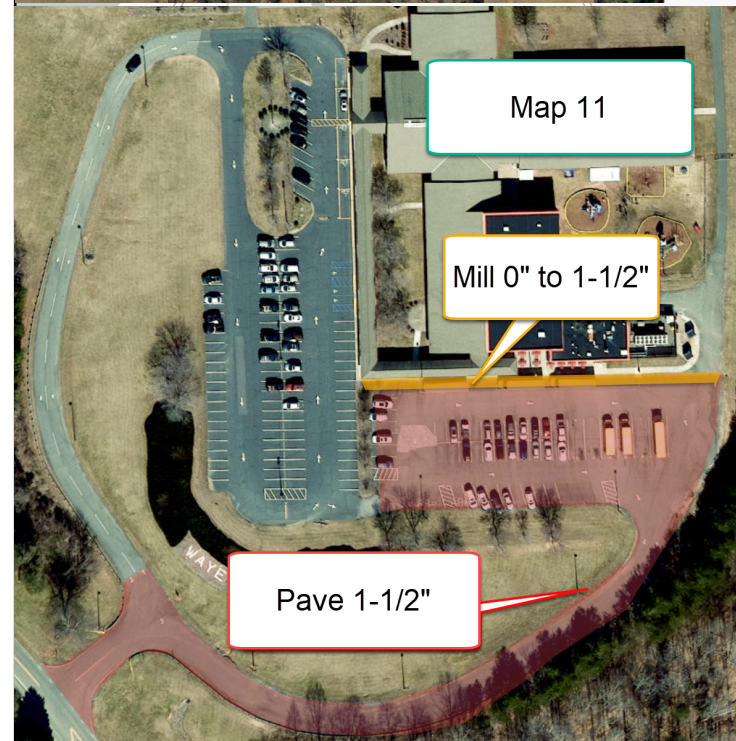
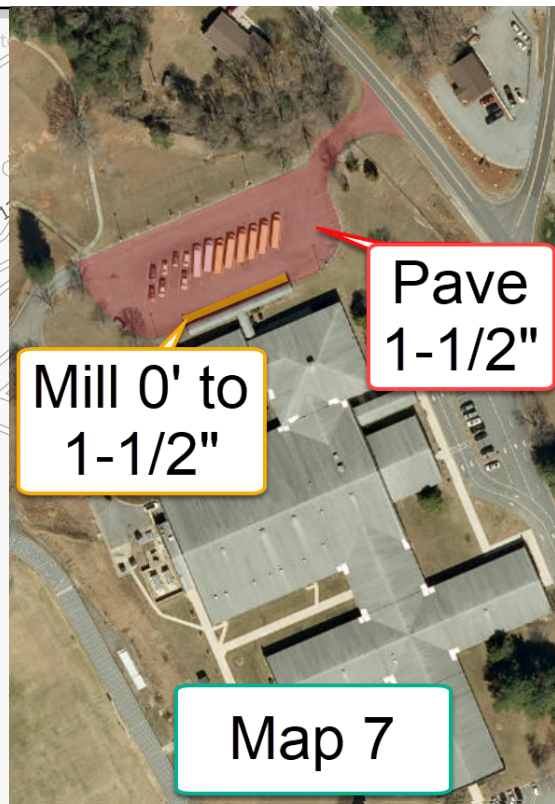
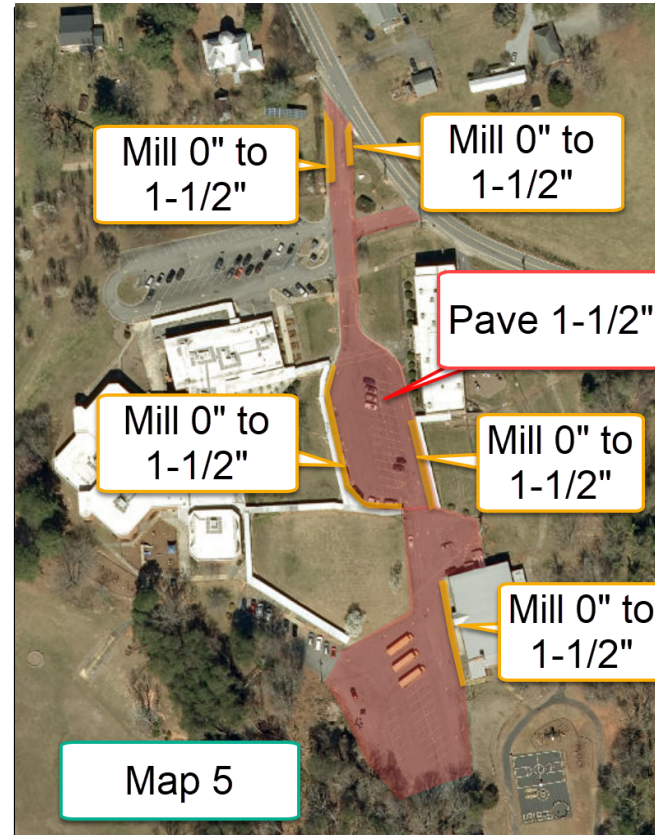
General Location Burke County



MAP #	ROUTE	FROM_DESC	TO_DESC	LENGTH
1	SR 1102 (HOPEWELL ROAD)	SR 1107 (HOPEWELL ROAD)	US 64	3.74
2	SR 1107 (HOPEWELL ROAD)	US 64 (BURKMONT AVENUE)	SR 1102 (GOLF COURSE ROAD)	1.43
3	SR 1111 (OLD SALEM ROAD)	US 64	SR 1110 (GARRISON ROAD.)	0.12
13	SR 1949 (SALEM ROAD)	SR 1956 (BURKEMONT ROAD) -.01 MILE	US 64	1.03
14	SR 1955 (RURITAN DRIVE)	SR 1956 (BURKEMONT ROAD)	SR 1949 (SALEM ROAD)	0.59
15	SR 1955 (SALEM ELEMENTARY SCHOOL)	SR 1955 (RURITAN DRIVE)	END OF BUS DRIVEWAY	0.01
16	SR 1956 (BURKEMONT ROAD /JENKINS ROAD)	SR 1949 (SALEM ROAD)	SR 1960 (CHARLIE CRAWLEY ROAD)	2.8
17	SR 1960 (CHARLIE CRAWLEY ROAD)	SR 1961 (DUCKWORTH CIRCLE)	SR 1956 (JENKINS ROAD)	0.43
18	SR 1961 (DUCKWORTH CIRCLE)	US 64	US 64	0.84
19	SR 2002 (WESTERN AVENUE)	SR 1956 (BURKMONT AVENUE)	END OF MAINTENANCE	1.1
20	SR 2013 (COMMUNITY COLLEGE DRIVE)	US 64	END OF STATE MAINTENANCE	0.4
21	SR 2015 (MOUNTAIN GLEN CIRCLE)	SR 1957 (BURKEMONT ROAD)	SR 1957 (BURKEMONT ROAD)	0.44
22	SR 2122 (WESLEY ROAD)	US 64	END OF MAINTENANCE	0.28

0 0.25 0.5 Miles

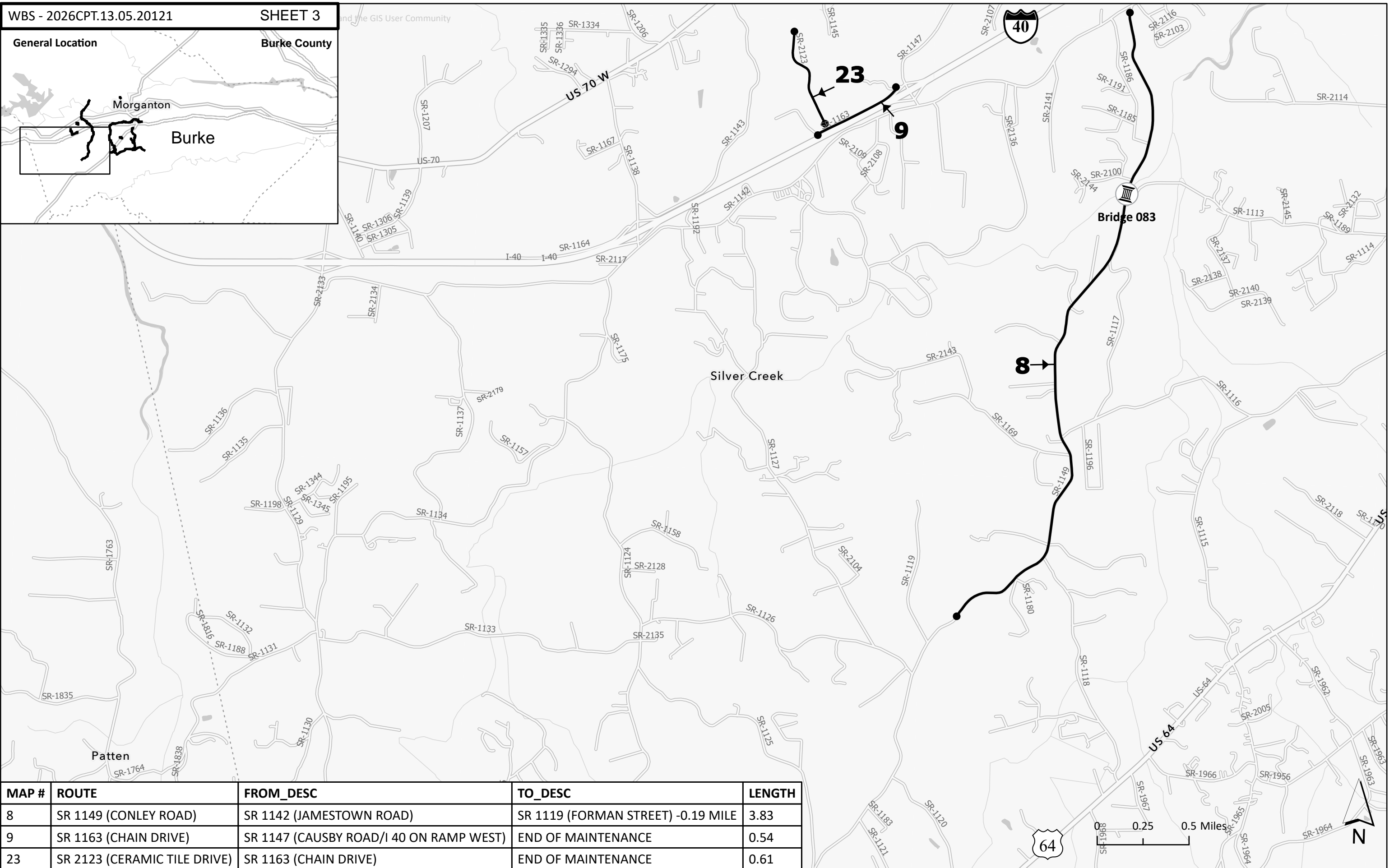
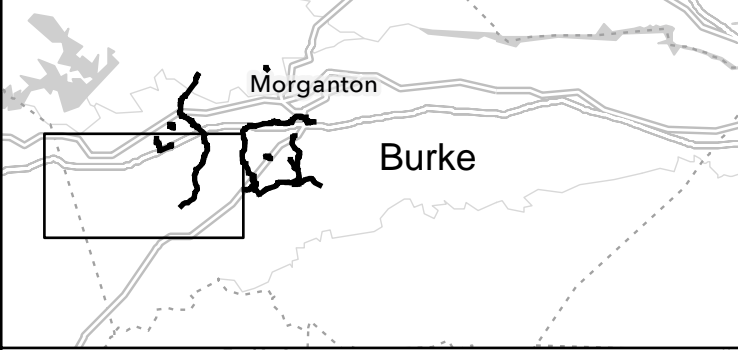




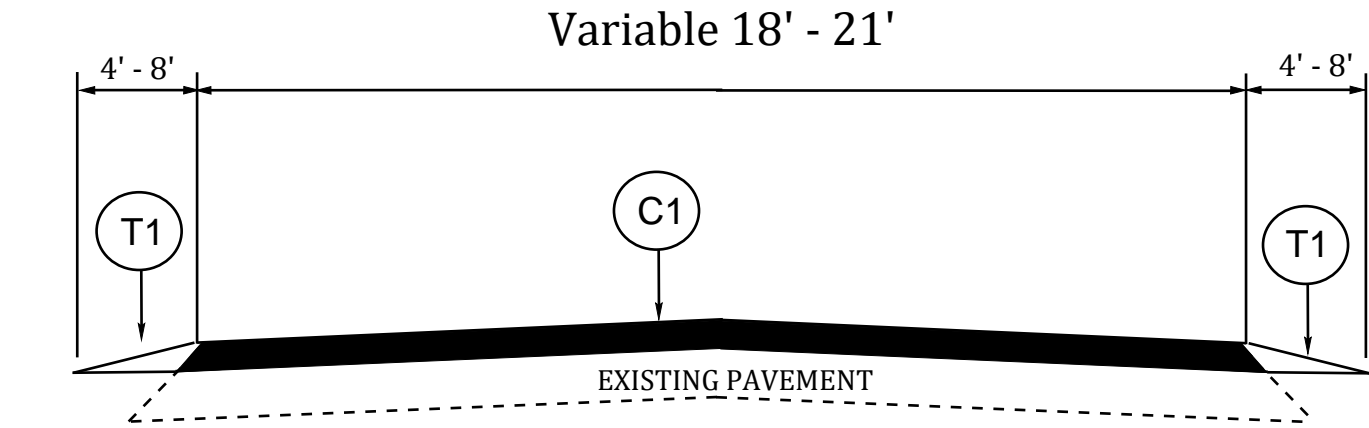
MAP #	ROUTE	FROM_DESC	TO_DESC	LENGTH
5	SR 1147 (GLEN ALPINE ELEMENTARY SCHOOL)	SR 1147 (LONDON STREET)	END OF BUS PARKING	0.01
4	SR 1147 (LONDON STREET)	SR 1147 (CAUSBY ROAD)	US 70	0.47
6	SR 1147 (LONDON,CATAWBA,GLEN ALPINE)	US 70	NC 126	2.02
7	SR 1147 (TABLE ROCK MIDDLE SCHOOL)	SR 1147 (WATERMILL/GLEN ALPINE ROAD)	END OF BUS PARKING	0.02
10	SR 1168 (LONDON STREET/CONLEY ROAD)	SR 1147 (CAUSBY ROAD)	SR 1142 (JAMESTOWN ROAD)	0.98
11	SR 1168 (WA YOUNG ELEMENTARY SCHOOL)	SR 1168 (CONLEY ROAD)	END OF BUS PARKING	0.03
24	SR 2126 (SIMPSON FIELD LOOP)	HENNESSEE STREET (CITY)	HENNESSEE STREET (CITY)	0.38

General Location

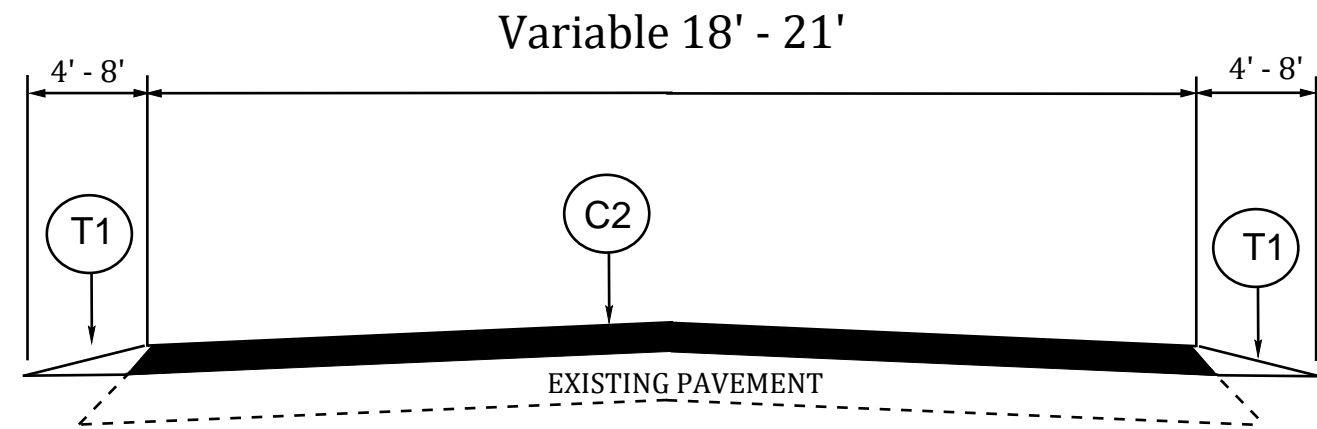
Burke County



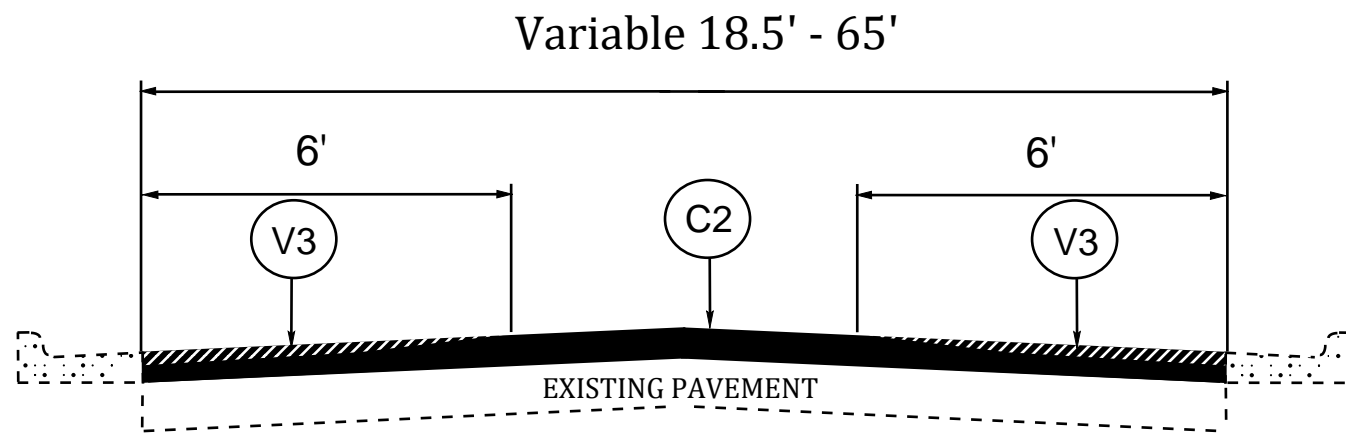
MAP #	ROUTE	FROM_DESC	TO_DESC	LENGTH
8	SR 1149 (CONLEY ROAD)	SR 1142 (JAMESTOWN ROAD)	SR 1119 (FORMAN STREET) -0.19 MILE	3.83
9	SR 1163 (CHAIN DRIVE)	SR 1147 (CAUSBY ROAD/I 40 ON RAMP WEST)	END OF MAINTENANCE	0.54
23	SR 2123 (CERAMIC TILE DRIVE)	SR 1163 (CHAIN DRIVE)	END OF MAINTENANCE	0.61



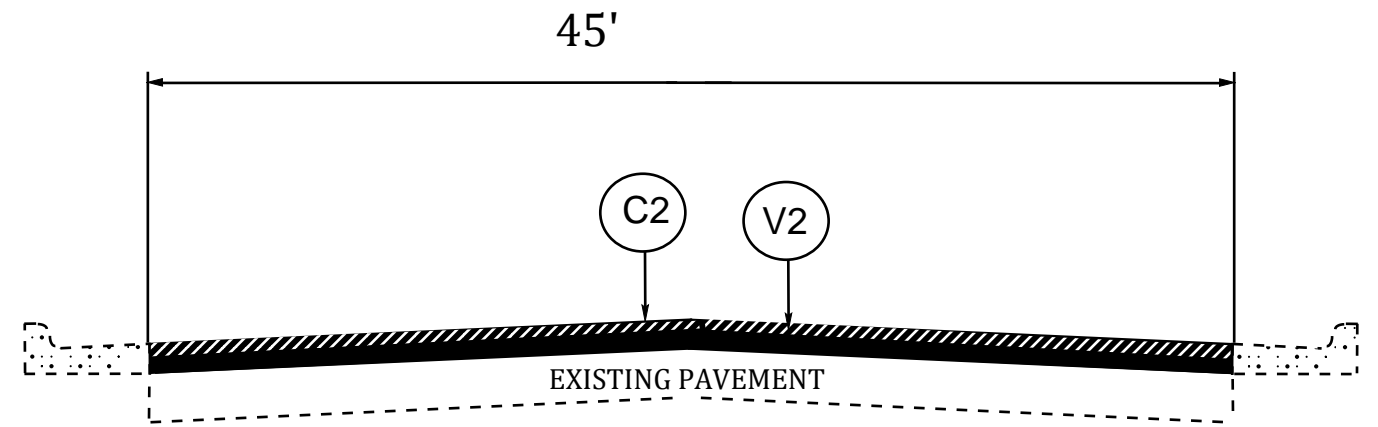
TYPICAL SECTION #1



TYPICAL SECTION #2

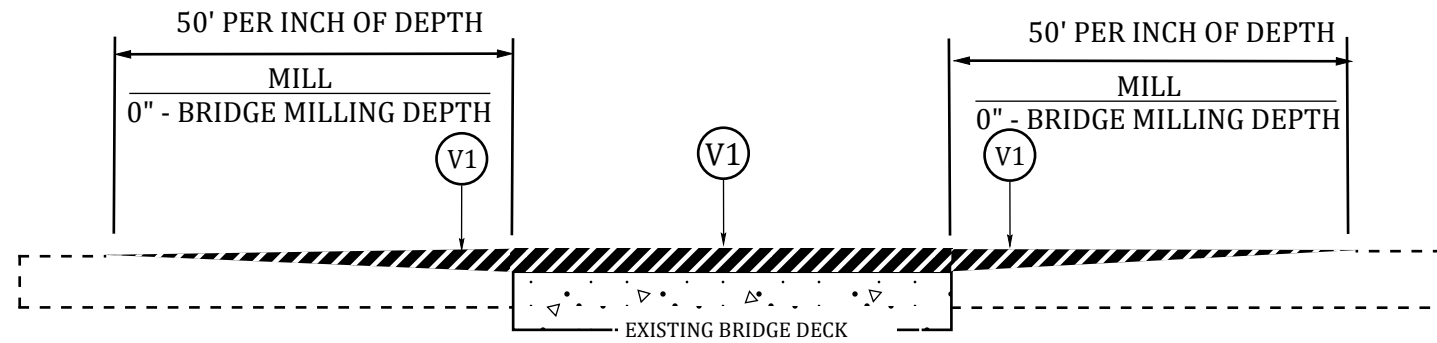


TYPICAL SECTION #3



TYPICAL SECTION #4

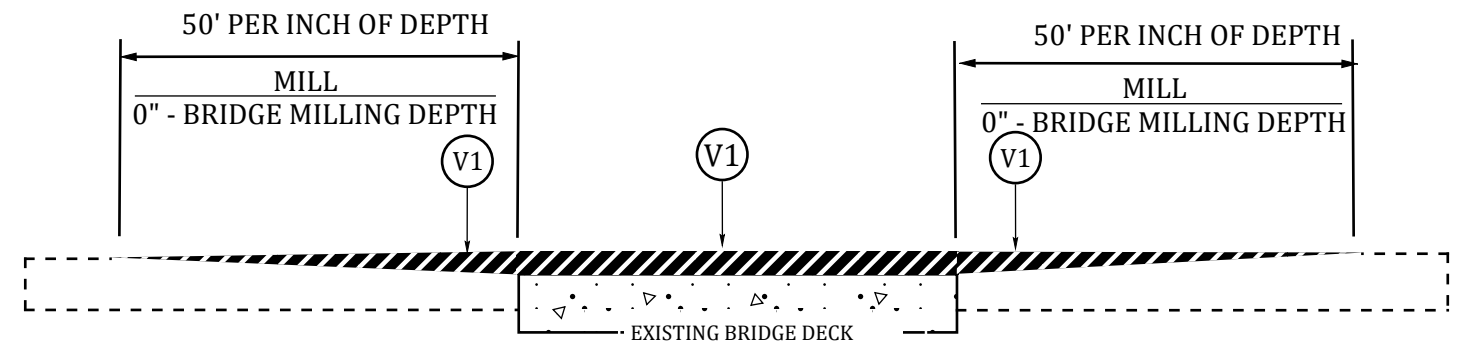
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T1	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING
V2	MILLING ASPHALT PAVEMENT TO 1-1/2" DEPTH
V3	MILLING ASPHALT PAVEMENT 0" TO 1-1/2"



*Contact Marion BMU after milled to check for concrete deck repair needs prior to repaving bridge.

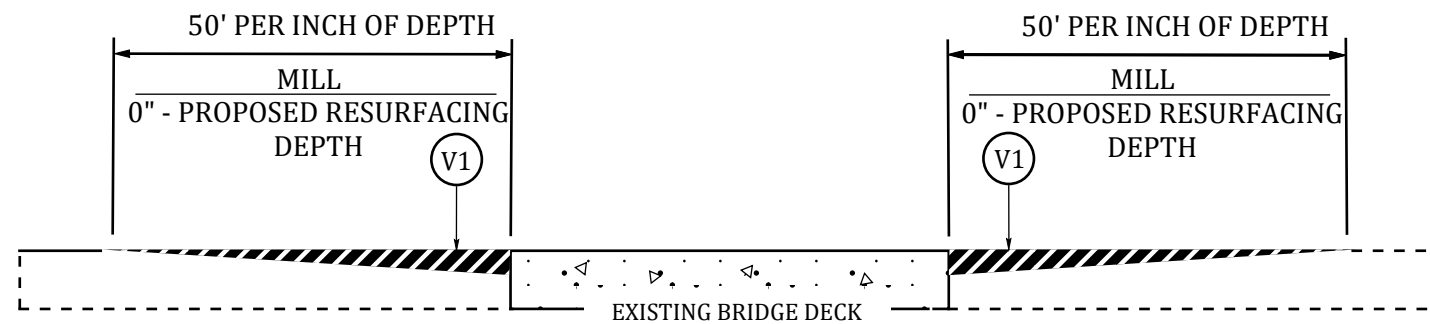
MILLING DETAIL AT BRIDGE APPROACHES

WHERE BRIDGES WILL BE MILLED THEN RESURFACED.
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.
USE AT BRIDGE NUMBER: 129 MAP 1,
106 MAP 10.



MILLING DETAIL AT BRIDGE APPROACHES

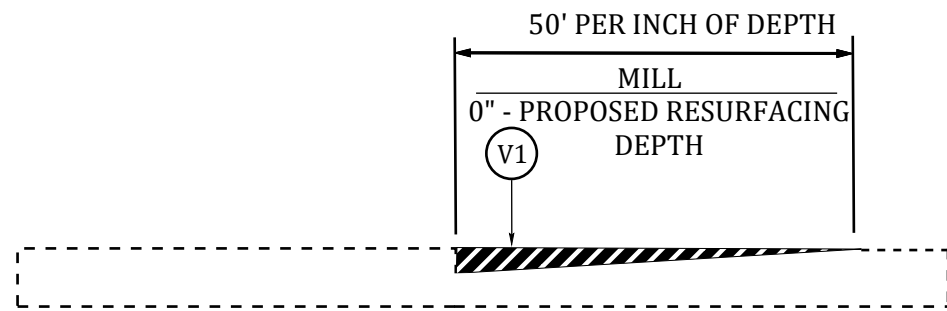
WHERE BRIDGES WILL BE MILLED THEN RESURFACED.
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.
USE AT BRIDGE NUMBER: 067 MAP 1.



MILLING DETAIL AT BRIDGE APPROACHES

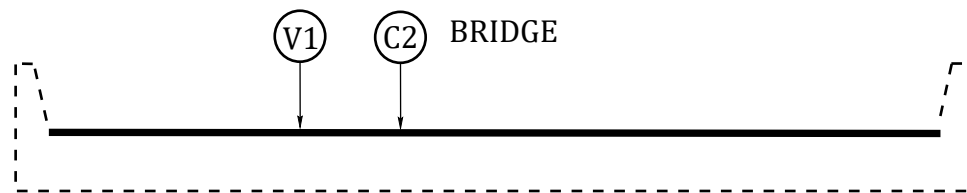
WHERE BRIDGES WILL NOT BE RESURFACED.
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.
USE AT BRIDGE NUMBER: 044 MAP 6
AND 083 MAP 8.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T1	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING
V2	MILLING ASPHALT PAVEMENT TO 1-1/2" DEPTH
V3	MILLING ASPHALT PAVEMENT 0" TO 1-1/2"



MILLING DETAIL TO TIE INTO EXIST PAVEMENT

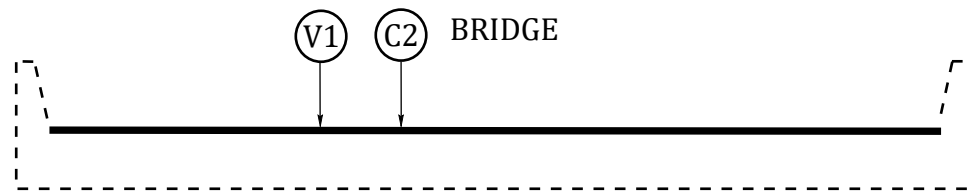
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE 9.5B OR S9.5C. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.



BRIDGE DETAIL

BRIDGE NUMBER 129 MAP 1 AND 106 MAP 10
SEE MAP FOR BRIDGE LOCATION.

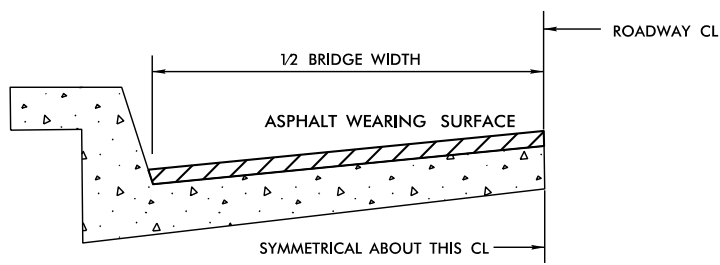
*Contact Marion BMU after milled to check for concrete deck repair needs prior to repaving bridge.



BRIDGE DETAIL

BRIDGE NUMBER 110067 MAP 1
SEE MAP FOR BRIDGE LOCATION.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T1	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING



BRIDGE HALF TYPICAL SECTION

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

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", S9.5B 1", S9.5C,D 1.5" - 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4". ULTRA-THIN HOT MIX ASPHALT - TYPE B 5/8". ULTRA-THIN HOT MIX ASPHALT - TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1", S9.5B 1.5", S9.5C,D 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4", ULTRA-THIN HOT MIX ASPHALT - TYPE B 5/8", ULTRA-THIN HOT MIX ASPHALT - TYPE C 1/2".

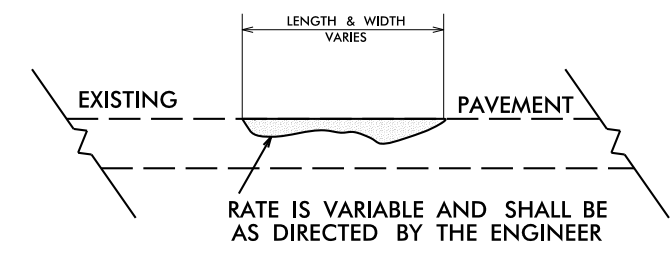
NOTES

ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT. ALL PAVED S. R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.

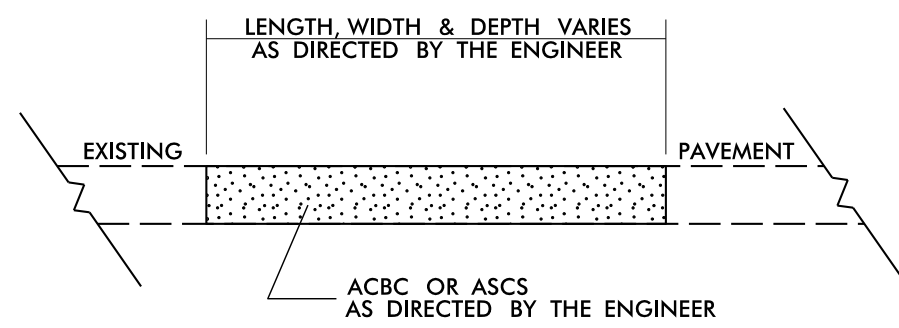
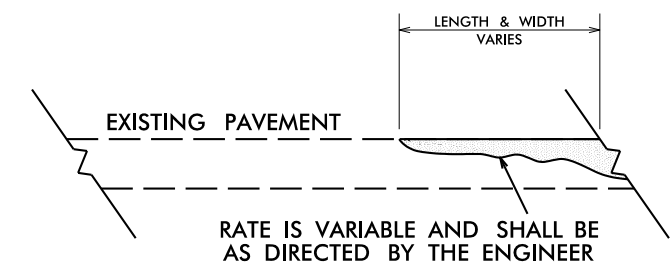
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.

BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



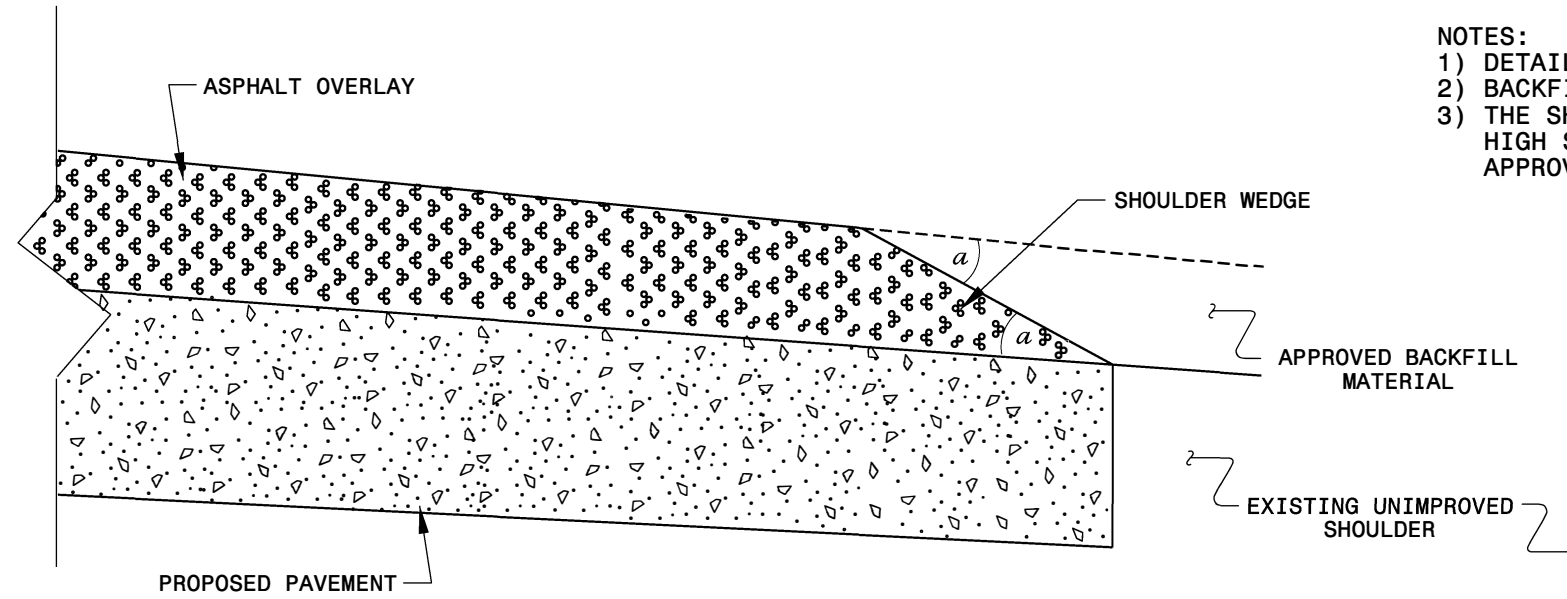
DETAIL SHOWING METHOD OF WEDGING



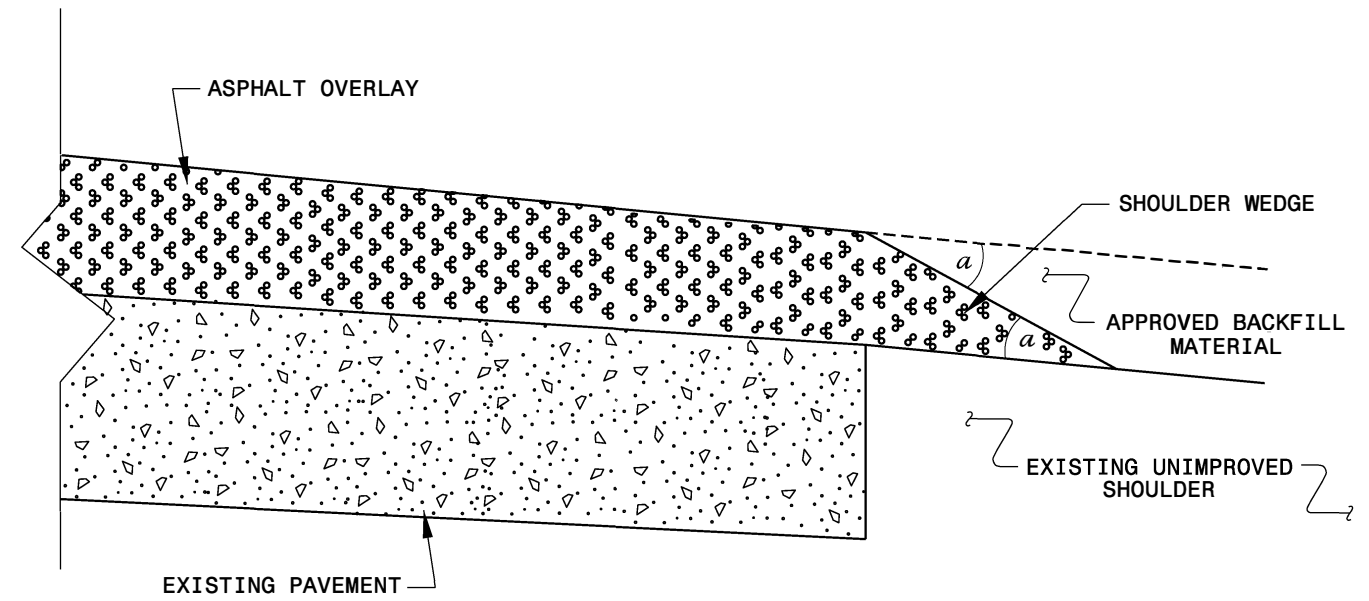
PATCHING EXISTING PAVEMENT

02-FEB-2023 11:00
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 6/2/99

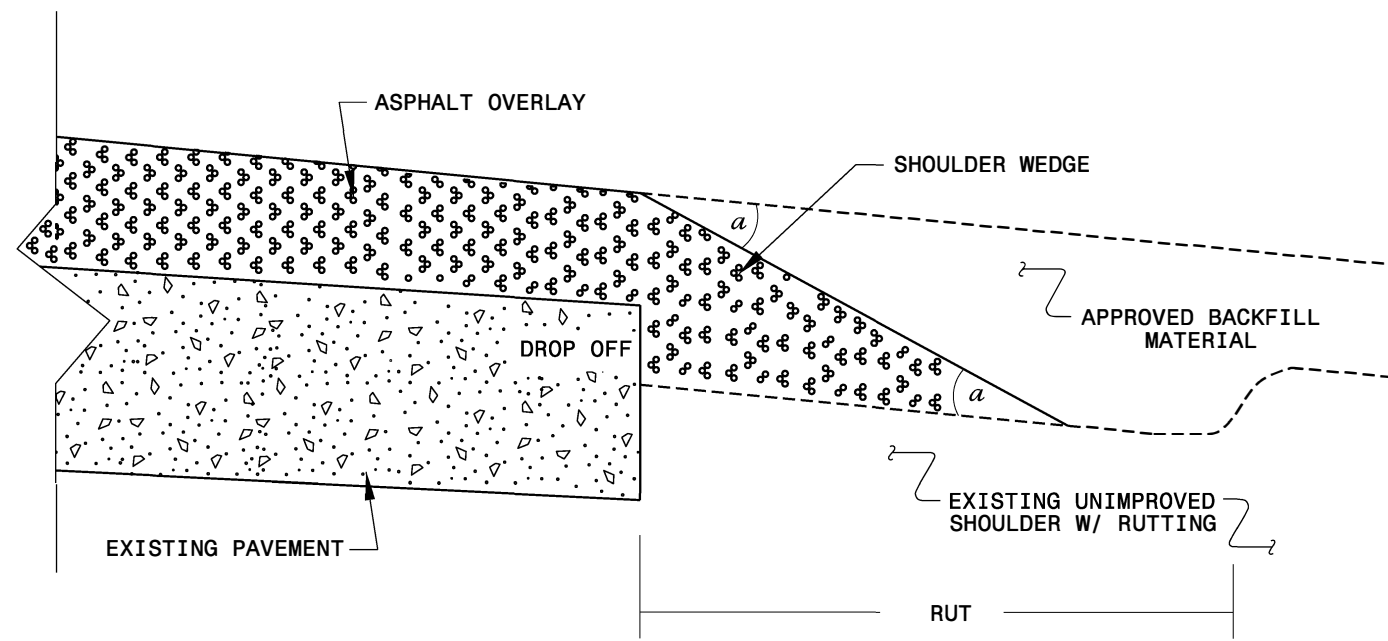
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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

PROJECT NO.	SHEET NO.
2026CPT.13.05.20121	12

SUMMARY OF QUANTITIES

MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	BEG N	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1308000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	2800000000-N	2815000000-N	2830000000-N	2845000000-N	2846000000-N	7444000000-E	7456100000-E	
								INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH	MILLING ASPHALT PAVEMENT, 0" TO 1 1/2"	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUSTMENT OF CATCH BASINS	ADJUSTMENT OF DROP INLET	ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES	ADJUSTMENT OF OVERSIZED MANHOLES	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)	
								TON	SMI	TON	SY	SY	SY	TON	TON	TON	TON	EA	EA	EA	EA	EA	LF	LF	
1	SR 1102 (HOPEWELL ROAD)	FROM SR 1107 (HOPEWELL ROAD) TO US 64	2	3.74	21.00	1.05	4.79	80	7.48	973			2,448		4,255	259	165								
2	SR 1107 (HOPEWELL ROAD)	FROM US 64 (BURKMONT AVENUE) TO SR 1102 (GOLF COURSE ROAD)	2,3	1.43	21.00	0.02	1.45	18	2.86	372		150	325		1,640	98	28				3				
3	SR 1111 (OLD SALEM ROAD)	FROM US 64 TO SR 1110 (GARRISON ROAD.)	1	0.12	18.00	0.01	0.13						450	127		9	15								
4	SR 1147 (LONDON STREET)	FROM SR 1147 (CAUSBY ROAD) TO US 70	2,3	0.47	24.50	1.80	2.27		0.97	123		1,650			608	37	20			1	7				
5	SR 1147 (GLEN ALPINE ELEMENTARY SCHOOL)	FROM SR 1147 (LONDON STREET) TO END OF BUS PARKING	2,3	0.01	45.00	2.14	2.15					1,223			794	48	20								
6	SR 1147 (LONDON,CATAWBA,GLEN ALPINE)	FROM US 70 TO NC 126	2	2.02		2.28	4.30	28	4.04	525		3,500			2,560	154	66	1		1	1	1			
7	SR 1147 (TABLE ROCK MIDDLE SCHOOL)	FROM SR 1147 (WATERMILL/GLEN ALPINE ROAD) TO END OF BUS PARKING	2,3	0.02	65.00	4.27	4.29					630	440		363	22	15								
8	SR 1149 (CONLEY ROAD)	FROM SR 1142 (JAMESTOWN ROAD) TOSR 119 (FORMAN STREET) -0.19 MILE	2	3.83	26.00	0.02	3.85	126	11.98	1,558		2,400			5,260	315	90								
9	SR 1163 (CHAIN DRIVE)	FROM SR 1147 (CAUSBY ROAD/I 40 ON RAMP WEST) TO END OF MAINTENANCE	2	0.54	22.00	0.01	0.55	5				500			640	39	23								
10	SR 1168 (LONDON STREET / CONLEY ROAD)	FROM SR 1147 (CAUSBY ROAD) TO SR 1142 (JAMESTOWN ROAD)	2	0.98	20.00	0.00	0.98	12	1.96	255		1,924			1,135	69	48				2				
11	SR 1168 (WA YOUNG ELEMENTARY SCHOOL)	FROM SR 1168 (CONLEY ROAD) TO END OF BUS PARKING	2,3	0.03	35.00	0.55	0.58					250	150		550	33	15								
12	SR 1414 RESCUE SQUAD (SAINT MARYS CHURCH ROAD)	FROM SR 1414 (SAINT MARYS CHURCH ROAD) TO END OF MAINTENANCE	4	0.10	45.00	2.20	2.30					964			110	5									
13	SR 1949 (SALEM ROAD)	FROM SR 1956 (BURKEMONT ROAD) - .01 MILE TO US 64	2	1.03	21.00	1.24	2.27					1,800			1,359	82	40		1		1				
14	SR 1955 (RURITAN DRIVE)	FROM SR 1956 (BURKEMONT ROAD) TO SR 1949 (SALEM ROAD)	2,3	0.59	18.50	0.01	0.60	14	1.18	153		465	450		617	37	20			1	4				
15	SR 1955 (SALEM ELEMENTARY SCHOOL)	FROM SR 1955 (RURITAN DRIVE) TO END OF BUS DRIVEWAY	2,3	0.01	22.00	0.53	0.54					215	372		454	27									
16	SR 1956 (BURKEMONT ROAD/JENKINS ROAD)	FROM SR 1949 (SALEM ROAD) TO SR 1960 (CHARLIE CRAWLEY ROAD)	2	2.80	22.00	0.01	2.81	38	5.60	728		1,750			3,410	202	26								
17	SR 1960 (CHARLIE CRAWLEY ROAD)	FROM SR 1961 (DUCKWORTH CIRCLE) TO SR 1956 (JENKINS ROAD)	1	0.43	19.50	0.00	0.43	18	0.84	112		600	407			27	20								
18	SR 1961 (DUCKWORTH CIRCLE)	FROM US 64 TO US 64	1	0.84	19.00	0.01	0.85	34	1.68	219		700	751			50	30								
19	SR 2002 (WESTERN AVENUE)	FROM SR 1956 (BURKMONT AVENUE) TO END OF MAINTENANCE	1	1.10	20.00	0.01	1.11	8	2.20	286		450	986			66	34								
20	SR 2013 (COMMUNITY COLLEGE DRIVE)	FROM US 64 TO END OF STATE MAINTENANCE	2,3	0.40	24.00	0.01	0.41		0.80	104		136	1,000		669	40	15						408	20	
21	SR 2015 (MOUNTAIN GLEN CIRCLE)	FROM SR 1957 (BURKEMONT ROAD) TO SR 1957 (BURKEMONT ROAD)	1	0.44	18.00	0.01	0.45	6	0.88	115		350	369			25	22								
22	SR 2122 (WESLEY ROAD)	FROM US 64 TO END OF MAINTENANCE	1	0.28	20.00	0.01	0.29		0.56	73		300	265			18	20								
23	SR 2123 (CERAMIC TILE DRIVE)	FROM SR 1163 (CHAIN DRIVE) TO END OF MAINTENANCE	2	0.61	24.50	0.01	0.62	5	1.22	159		275			790	52	115								
24	SR 2126 (SIMPSON FIELD LOOP)	FROM HENNESSEE STREET (CITY) TO HENNESSEE STREET (CITY)	2	0.38	20.00	0.00	0.38					500	340			23	11								
TOTAL FOR PROJ NO.				22.20				392	44.25	5,755	964	4,719	20,684	3,245	25,214	1,737	858	1	1	3	18	1	408	20	
GRAND TOTAL				22.20				392	44.25	5,755	964	4,719	20,684	3,245	25,214	1,737	858	1	1	3	18	1	408	20	

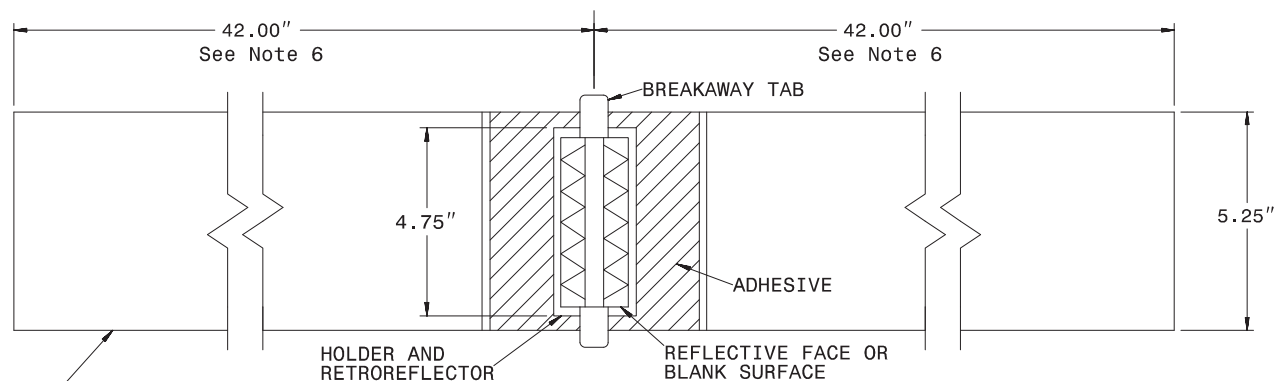
*NOTE-ALL MAPS: COUNTY = BURKE, PROJECT No. =2026CPT.13.05.20121, LANES = 2, LANE TYPE = 2WU, FINAL TESTING REQUIRED = NO, WARM MIX ASPHALT REQUIRED = NO

PROJECT NO.	SHEET NO.
2026CPT.13.05.20121	13

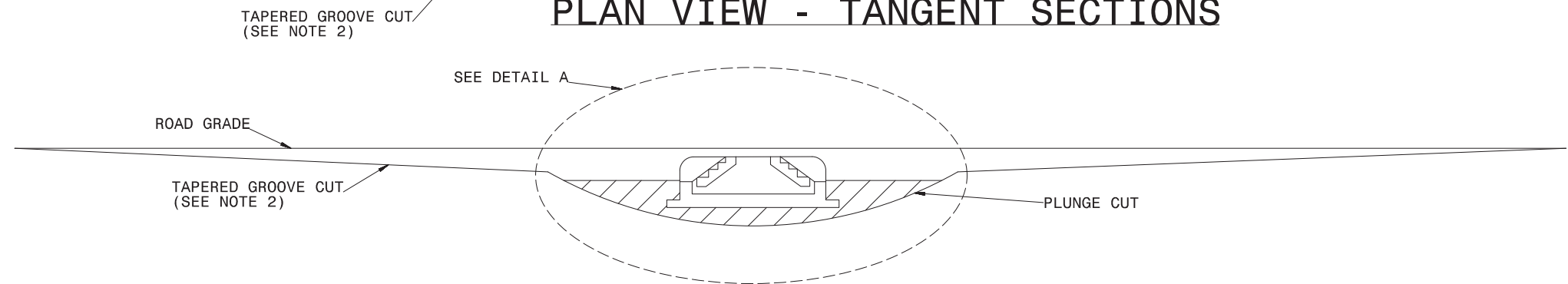
THERMOPLASTIC AND PAINT QUANTITIES

MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4704000000-E	4709000000-E			4720000000-E			4725000000-E		4890000000-E		4895000000-N
								WORK ZONE ADVANCE /GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (16", 90 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS) WHITE STOP BAR	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS) WHITE HI- VISIBILITY CROSSWA	THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MILS) SCHOOL	THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MIL) RXR	THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MILS) ONLY	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT ARROW	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR & RT ARROW	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 60 MILS)(WHITE)	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 60 MILS)(YELLOW)	GENERIC PAVEMENT MARKING ITEM INLAID CRADLE MARKERS (YELLOW / YELLOW)	
								SF	LS	LF	LF	LF	EA	EA	EA	EA	EA	LF	LF	EA	
1	SR 1102 (HOPEWELL ROAD)	FROM SR 1107 (HOPEWELL ROAD) TO US 64	2	3.74	21.00	1.05	4.79	419										39,495	39,495		
2	SR 1107 (HOPEWELL ROAD)	FROM US 64 (BURKMONT AVENUE) TO SR 1102 (GOLF COURSE ROAD)	2	1.43	21.00	0.02	1.45	160		36			1	1				15,334	15,334		
3	SR 1111 (OLD SALEM ROAD)	FROM US 64 TO SR 1110 (GARRISON ROAD.)	1	0.12	18.00	0.01	0.13	14													
4	SR 1147 (LONDON STREET)	FROM SR 1147 (CAUSBY ROAD) TO US 70	2	0.47	24.50	1.80	2.27	53		48		12						4,964	4,964		
5	SR 1147 (GLEN ALPINE ELEMENTARY SCHOOL)	FROM SR 1147 (LONDON STREET) TO END OF BUS PARKING	2	0.01	45.00	2.14	2.15	1													
6	SR 1147 (LONDON, CATAWBA, GLEN ALPINE)	FROM US 70 TO NC 126	2	2.02	22.00	2.28	4.30	226	84	112	70	5	4					21,331	21,331		
7	SR 1147 (TABLE ROCK MIDDLE SCHOOL)	FROM SR 1147 (WATERMILL/GLEN ALPINE ROAD) TO END OF BUS PARKING	2	0.02	65.00	4.27	4.29	1													
8	SR 1149 (CONLEY ROAD)	FROM SR 1142 (JAMESTOWN ROAD) TO SR 119 (FORMAN STREET) -0.19 MILE	2	3.83	26.00	0.02	3.85	425		18								39,811	39,811	274	
9	SR 1163 (CHAIN DRIVE)	FROM SR 1147 (CAUSBY ROAD)/I 40 ON RAMP WEST TO END OF MAINTENANCE	2	0.54	22.00	0.01	0.55	61										5,808	5,808		
10	SR 1168 (LONDON STREET / CONLEY ROAD)	FROM SR 1147 (CAUSBY ROAD) TO SR 1142 (JAMESTOWN ROAD)	2	0.98	20.00	0.00	0.98	110		48		12						11,511	11,933		
11	SR 1168 (WA YOUNG ELEMENTARY SCHOOL)	FROM SR 1168 (CONLEY ROAD) TO END OF BUS PARKING	2	0.03	35.00	0.55	0.58	1													
12	SR 1414 RESCUE SQUAD (SAINT MARYS CHURCH ROAD)	FROM SR 1414 (SAINT MARYS CHURCH ROAD) TO END OF MAINTENANCE	2	0.10	45.00	2.20	2.30	1													
13	SR 1949 (SALEM ROAD)	FROM SR 1956 (BURKEMONT ROAD) - .01 MILE TO US 64	2	1.03	21.00	1.24	2.27	115										10,876	10,876		
14	SR 1955 (RURITAN DRIVE)	FROM SR 1956 (BURKEMONT ROAD) TO SR 1949 (SALEM ROAD)	2	0.59	18.50	0.01	0.60	66					4	4				6,230	6,230		
15	SR 1955 (SALEM ELEMENTARY SCHOOL)	FROM SR 1955 (RURITAN DRIVE) TO END OF BUS DRIVEWAY	2	0.01	22.00	0.53	0.54	1													
16	SR 1956 (BURKEMONT ROAD/JENKINS ROAD)	FROM SR 1949 (SALEM ROAD) TO SR 1960 (CHARLIE CRAWLEY ROAD)	2	2.80	22.00	0.01	2.81	314										29,208	26,293		
17	SR 1960 (CHARLIE CRAWLEY ROAD)	FROM SR 1961 (DUCKWORTH CIRCLE) TO SR 1956 (JENKINS ROAD)	1	0.43	19.50	0.00	0.43	48										4,540	4,540		
18	SR 1961 (DUCKWORTH CIRCLE)	FROM US 64 TO US 64	1	0.84	19.00	0.01	0.85	94										8,976	8,976		
19	SR 2002 (WESTERN AVENUE)	FROM SR 1956 (BURKMONT AVENUE) TO END OF MAINTENANCE	1	1.10	20.00	0.01	1.11	123										11,616	11,616		
20	SR 2013 (COMMUNITY COLLEGE DRIVE)	FROM US 64 TO END OF STATE MAINTENANCE	2	0.40	24.00	0.01	0.41	45						3	3			4,489	4,118		
21	SR 2015 (MOUNTAIN GLEN CIRCLE)	FROM SR 1957 (BURKEMONT ROAD) TO SR 1957 (BURKEMONT ROAD)	1	0.44	18.00	0.01	0.45	45													
22	SR 2122 (WESLEY ROAD)	FROM US 64 TO END OF MAINTENANCE	1	0.28	20.00	0.01	0.29	31													
23	SR 2123 (CERAMIC TILE DRIVE)	FROM SR 1163 (CHAIN DRIVE) TO END OF MAINTENANCE	2	0.61	24.50	0.01	0.62	68										6,547	6,547		
24	SR 2126 (SIMPSON FIELD LOOP)	FROM HENNESSEE STREET (CITY) TO HENNESSEE STREET (CITY)	2	0.38	20.00	0.00	0.38	43													
TOTAL FOR PROJ NO.				22.20				2,465	1	84	262	70	29	4	4	8	4	220,736	217,872	274	
GRAND TOTAL				22.20				2,465	1	84	262	70	29	4	4	8	4	220,736	217,872	274	
										332			37		12		438,608				

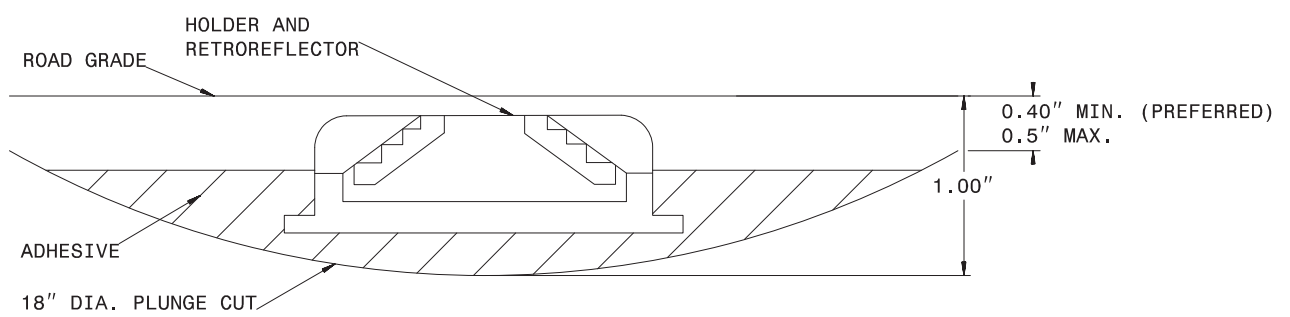
*NOTE-ALL MAPS: COUNTY = BURKE, PROJECT No. =2026CPT.13.05.20121, LANES = 2, LANE TYPE = 2WU, FINAL TESTING REQUIRED = NO, WARM MIX ASPHALT REQUIRED = NO



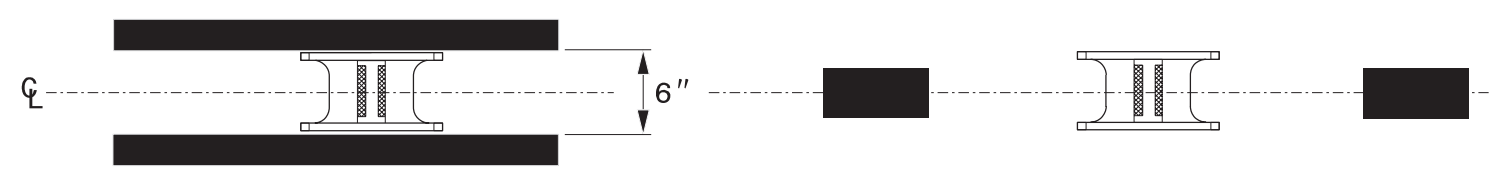
PLAN VIEW - TANGENT SECTIONS



PROFILE VIEW



DETAIL A



MARKER SPACING

NOTES:

1. ALL GROOVE EDGES SHALL BE AT LEAST 2 INCHES FROM ANY SEAM OR PAVEMENT JOINT
2. GROOVE CUTS MAY BE TAPERED OR BEVELED. TAPERED CUTS SHALL START AT ROAD LEVEL ON EACH END AND TAPER AT A FIXED RATE AS SHOWN ON THE PROFILE VIEW. BEVELED GROOVE CUTS SHALL BE 0.5" MAXIMUM DEPTH (0.4" PREFERRED), AND SHALL BE 0.4" MINIMUM DEPTH AT BOTH ENDS OF THE PLUNGE CUT.
3. GROOVE AND PLUNGE CUT SHALL BE CLEAN AND DRY PRIOR TO PLACEMENT OF ADHESIVE.
4. THE EPOXY ADHESIVE SHALL BE THOROUGHLY MIXED UNTIL IT IS UNIFORM IN COLOR, AND APPLIED IN COLOR, AND APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
5. MARKER SHALL BE INSTALLED AS PER MANUFACTURER'S INSTALLATION INSTRUCTIONS WITH THE BREAKWAY TABS RESTING ON THE PAVEMENT SURFACE. THE EPOXY SHALL BE FILLED TO THE LEVEL OF THE TOP OF THE MARKER HOLDER. EPOXY SHALL NOT TOUCH THE RETROREFLECTOR.
6. TOTAL GROOVE LENGTH MAY BE SHORTENED TO 54" ON SHARP CURVES IF APPROVED BY THE ENGINEER. GROOVES SHALL NOT OVERLAP WITH LOOP DETECTOR WIRES.

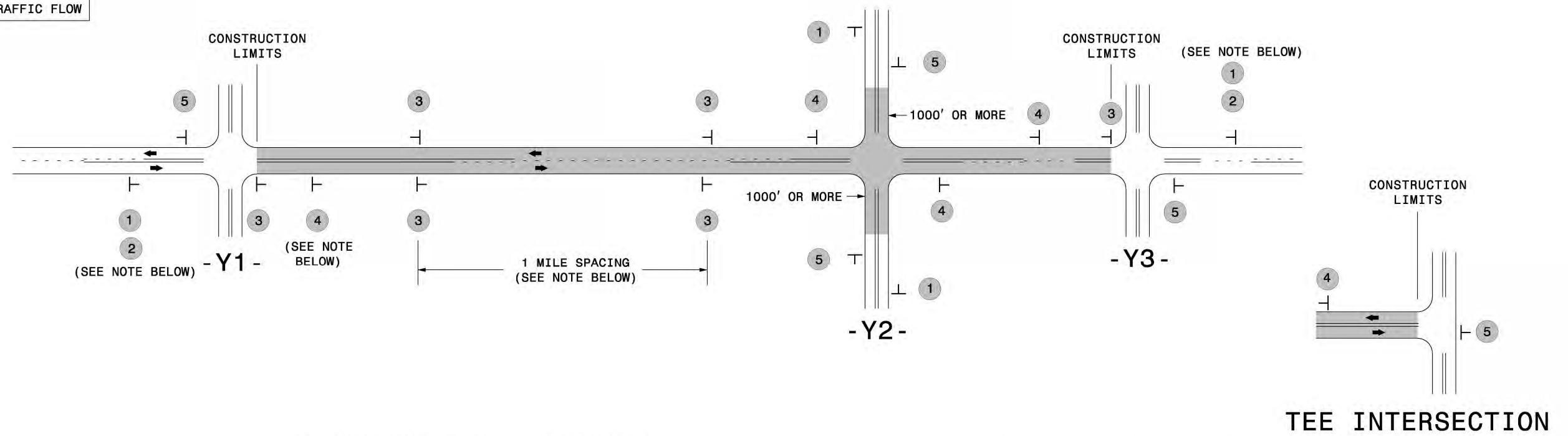


Signed by:
Matthew V. Springer,
 BC60F6E8B584403...
 3/30/2026

CONTRACTS STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-8950 FAX 919-250-4119	
DETAIL OF INLAID CRADLE MARKER	
ORIGINAL BY: rgwatson	DATE: 02-06-2024
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.:	

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

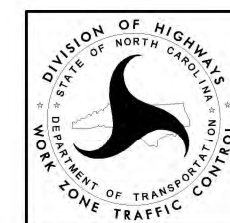
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <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;"> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> 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

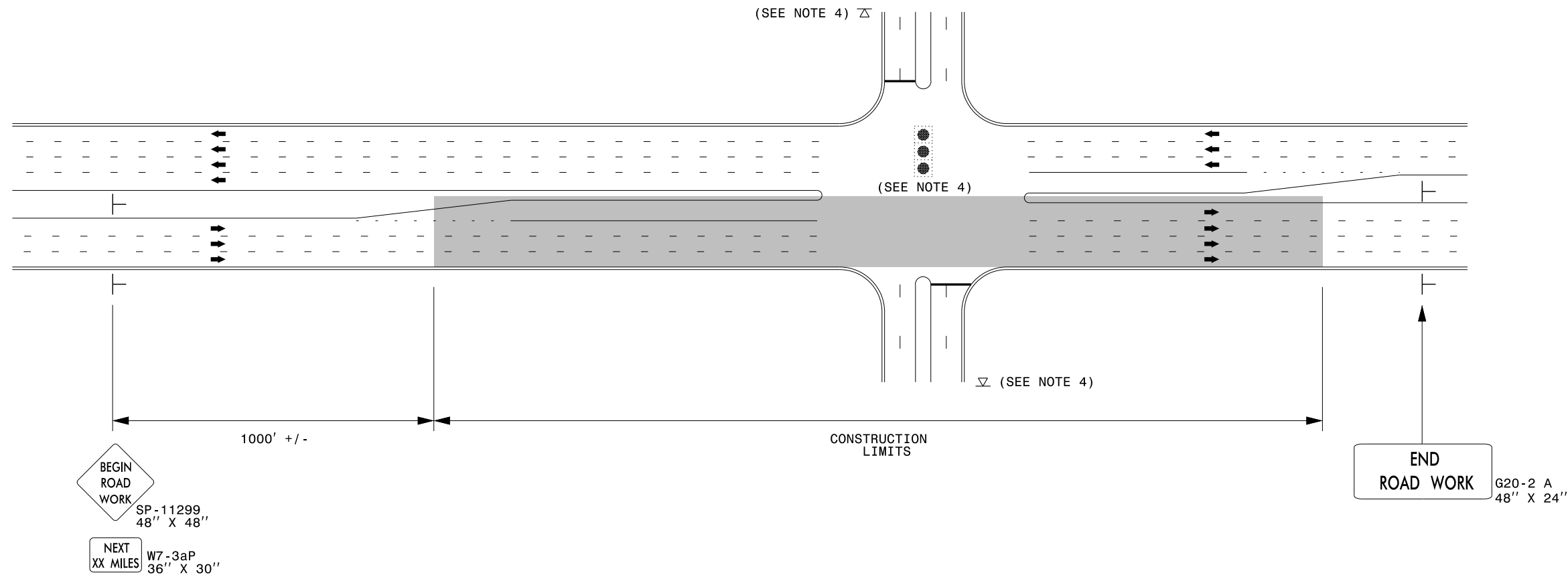
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



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

5/15/2017 5:11:10 PM \\NCDOT\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:keads

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.

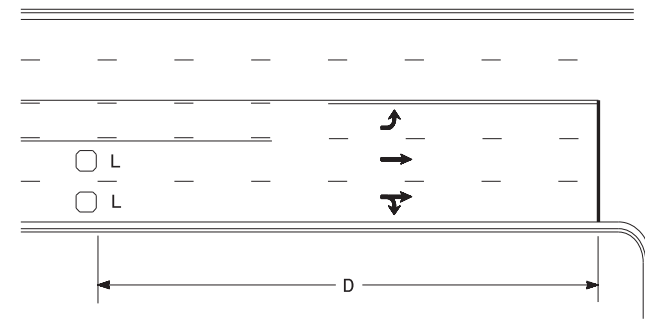
LEGEND

- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW



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

High Speed Detection (≥35 mph)

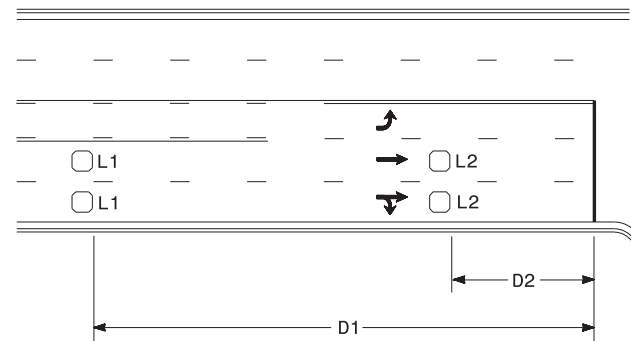


Speed Limit mph	D ft
35	200
40	250
45	300
50	355
55	420
60	475
65	550

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR



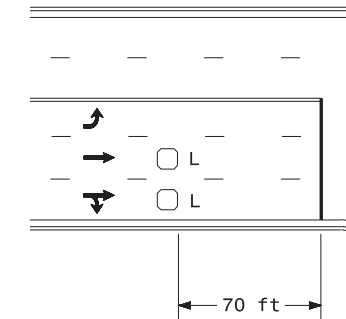
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110
60	475	120
65	550	130

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

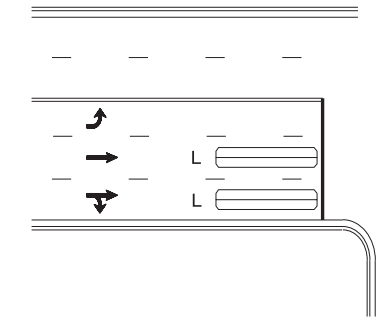
"Stretch" Operation

Low Speed Detection (≤35 mph)



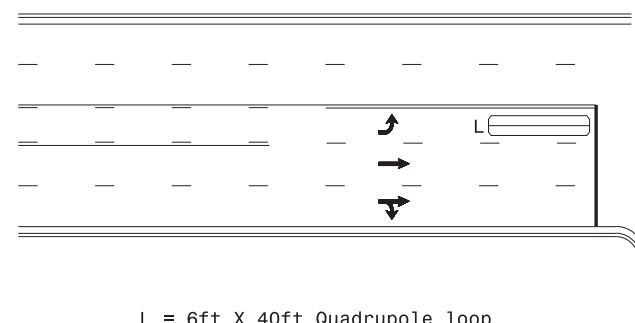
L = 6ft X 6ft
Wired in series

OR



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

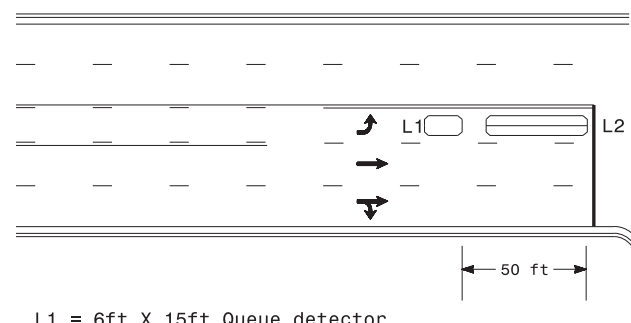
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

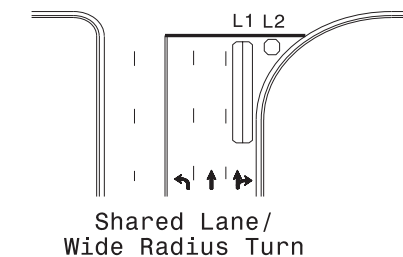
OR



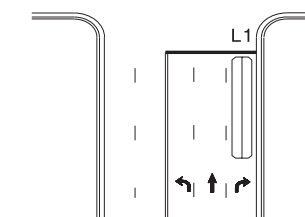
L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

Queue Loop Detection

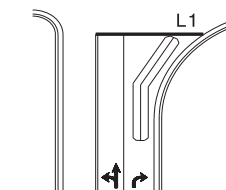
Right Turn Lane Detection



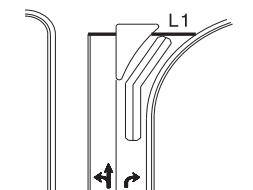
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

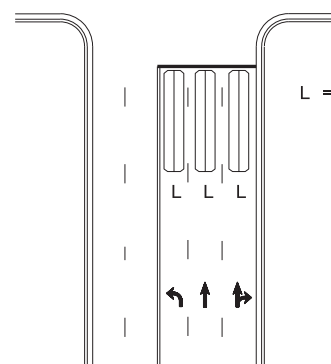


Wide Radius Turn



Channelized Turn

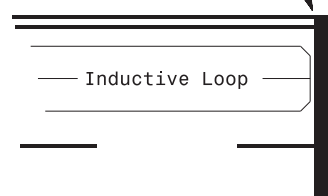
Side Street Detection



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

Presence Loop Placement at Stop Lines

Locate loop slightly
behind leading
edge of stop line



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

Typical Signal Loop Locations

Prepared in the Offices of: 750 N. Greenfield Pkwy, Garner, NC 27529		PLAN DATE: September 2025	REVIEWED BY:
SCALE: N/A	REVISIONS:	PREPARED BY: J.A. Lohr	REVIEWED BY:
		INIT.	DATE

11/25/2025
DATE

SIG. INVENTORY NO.