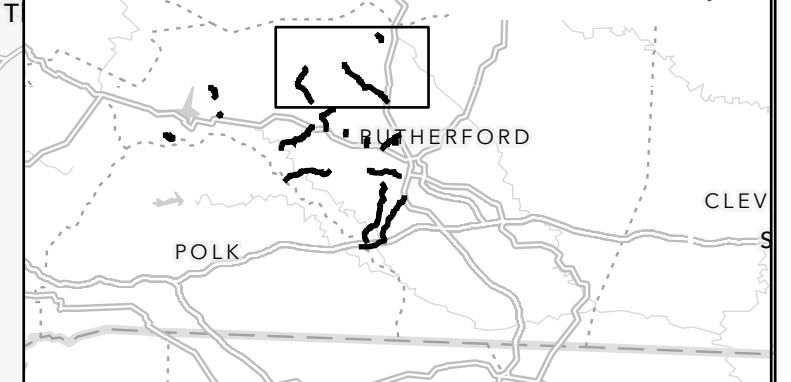
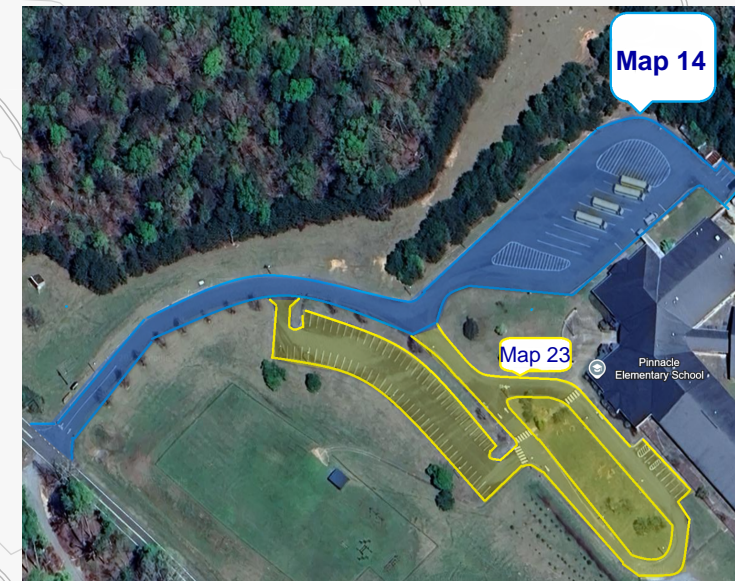


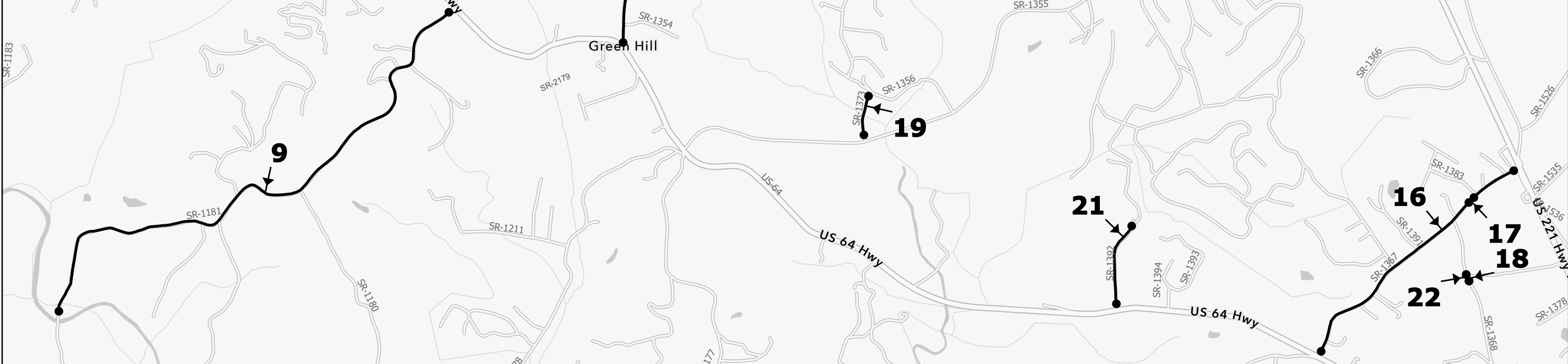
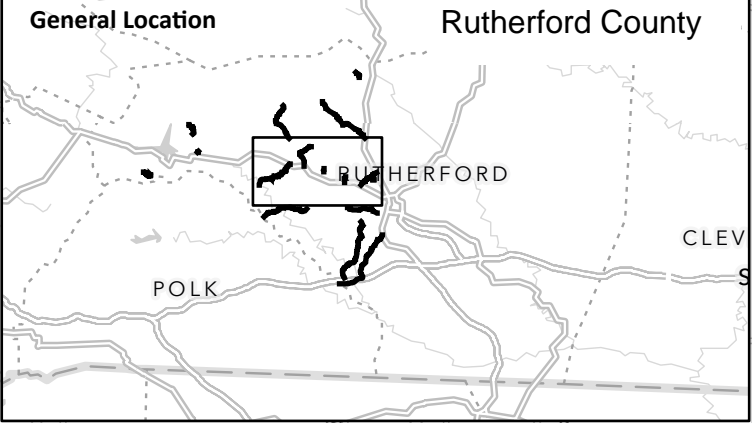
General Location

Rutherford County

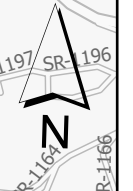


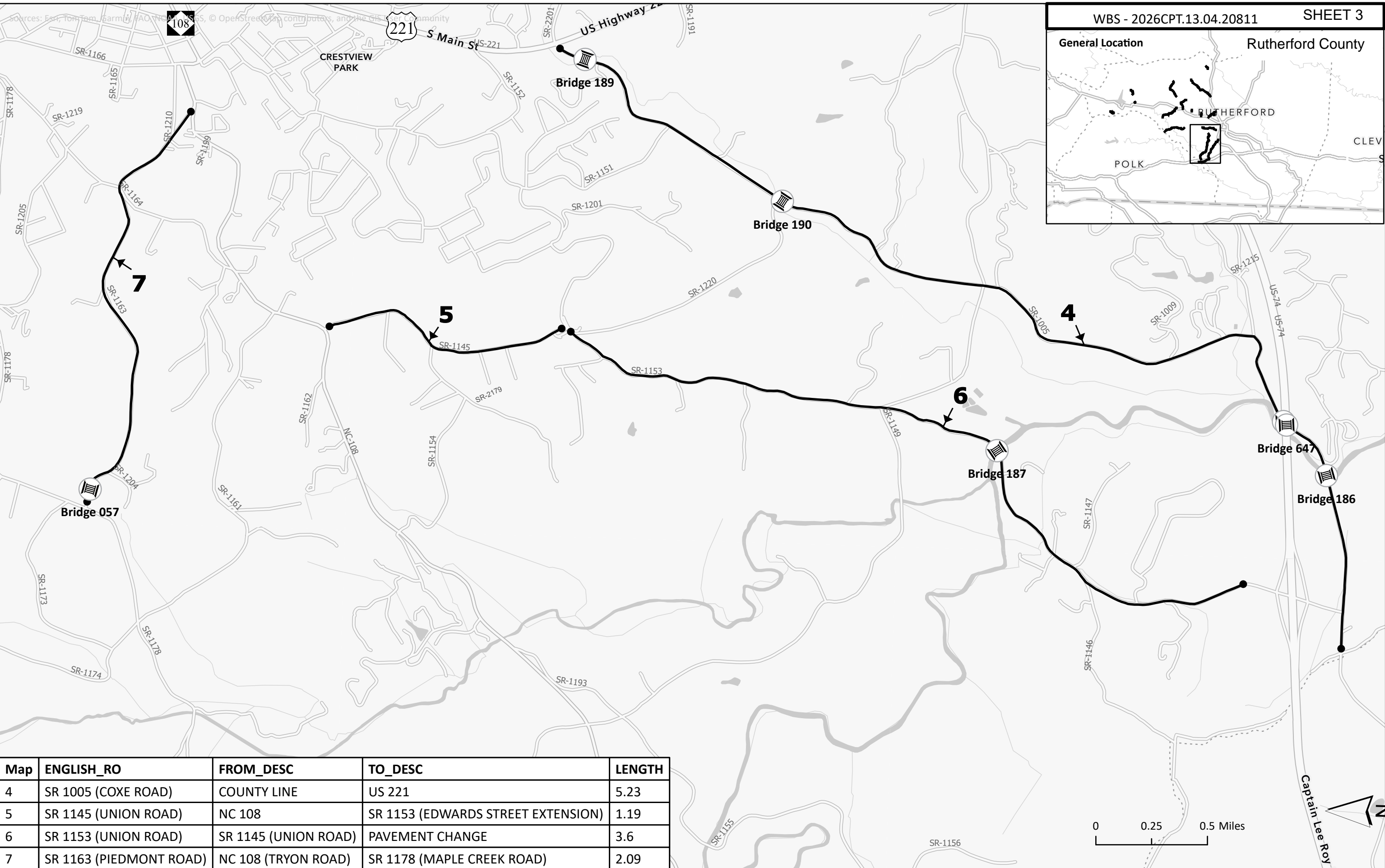
Map	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
1	SHINGLE HOLLOW FIRE DEPARTMENT	SR 1001 (COVE ROAD)	SR 1001 (COVE ROAD)	0.02
2	SR 1001 (COVE ROAD)	SR 1332 (PADGETT ROAD)	SR 1345 (PLEASANT GROVE ROAD)+.01 MILE	2.89
12	SR 1322 (BOBBY MCKINNEY ROAD)	SR 1321 (THERMAL CITY ROAD)	END OF MAINTENANCE	0.49
13	SR 1328 (GILKEY SCHOOL/PAINTERS GAP ROAD)	US 221	SR 1332 (PADGETT ROAD)	4.08
14	PINNACLE ELEMENTARY SCHOOL	SR 1328 (PAINTERS GAP ROAD)	SR 1328 (PAINTERS GAP ROAD)	0.01
23	PINNACLE SCHOOL DRIVE COVERED BY SCHOOL SYSTEM	SR 1328 (PAINTERS GAP ROAD)	SR 1328 (PAINTERS GAP ROAD)	0.01





Map	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
3	SR 1001 (COVE ROAD)	SR 1351 (DARLINGTON ROAD)	US 64	0.96
9	SR 1181 (CLARK ROAD)	BRIDGE ABUTMENT (BRIDGE #304)	US 64	2.88
13	SR 1328 (GILKEY SCHOOL/PAINTERS GAP ROAD)	US 221	SR 1332 (PADGETT ROAD)	4.08
15	SR 1351 (DARLINGTON ROAD)	SR 1001 (COVE ROAD)	PAVEMENT JOINT BEFORE BRIDGE #062	0.98
16	SR 1367 (THOMPSON ROAD)	US 64	US 221	1.37
17	RS CENTRAL HIGH BUS DRIVE 1	SR 1367 (THOMPSON ROAD)	SR 1367 (THOMPSON ROAD)	0.01
18	RS CENTRAL HIGH BUS DRIVE 2	SR 1368 (WESTBROOK DRIVE)	SR 1368 (WESTBROOK DRIVE)	0.01
19	SR 1373 (MOGENE ROAD)	SR 1355 (MOUNTAIN CREEK ROAD)	SR 1356 (ROY HUSKEY ROAD)	0.24
21	SR 1392 (WT WILKINS ROAD)	US 64	CUL DE SAC	0.46
22	RS CENTRAL HIGH BUS DRIVE 2 COVERED BY SCHOOL	SR 1368 (WESTBROOK DRIVE)	SR 1368 (WESTBROOK DRIVE)	0.01

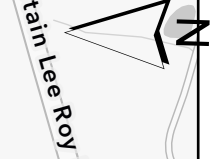
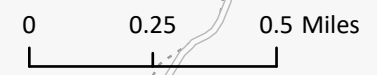


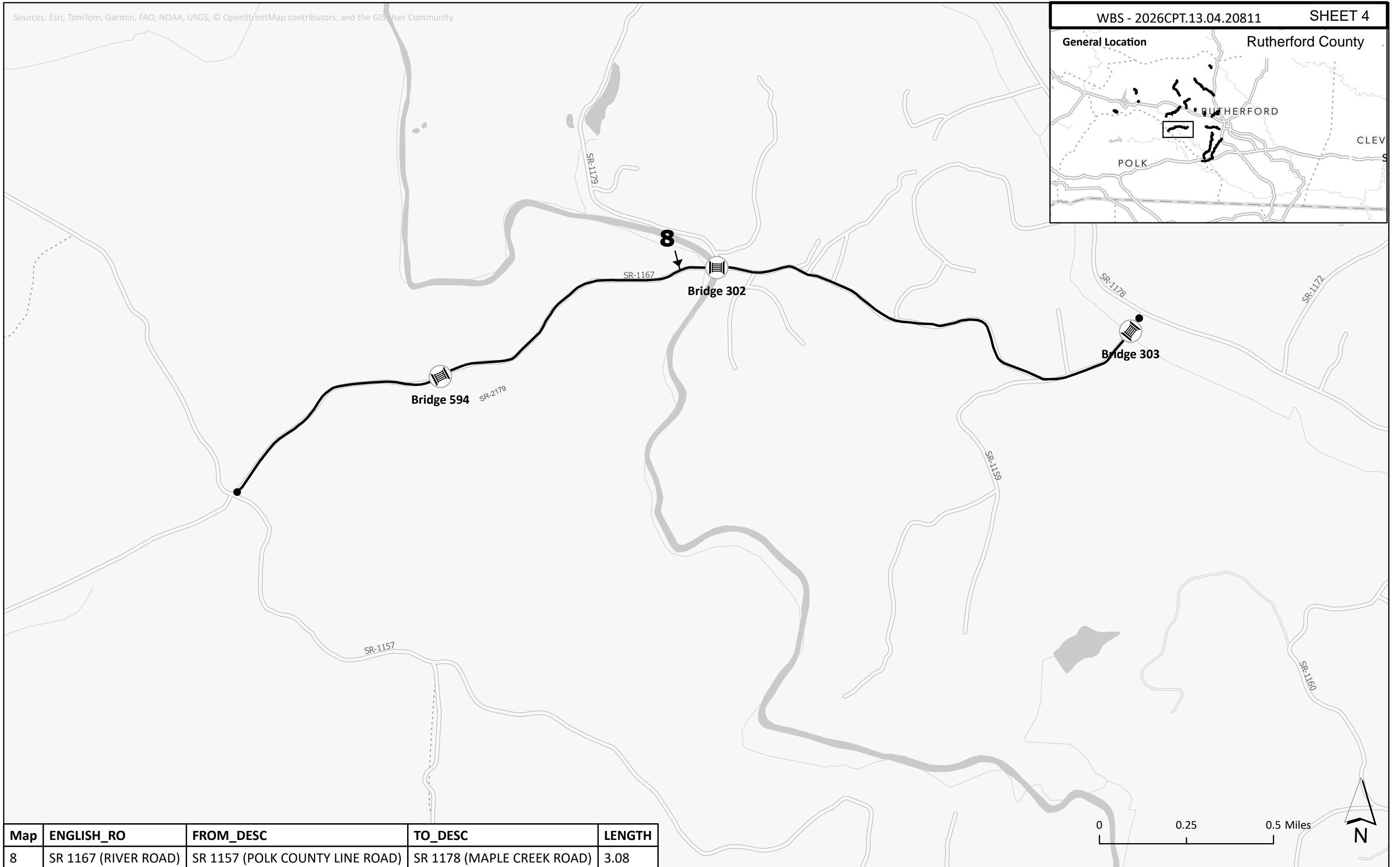
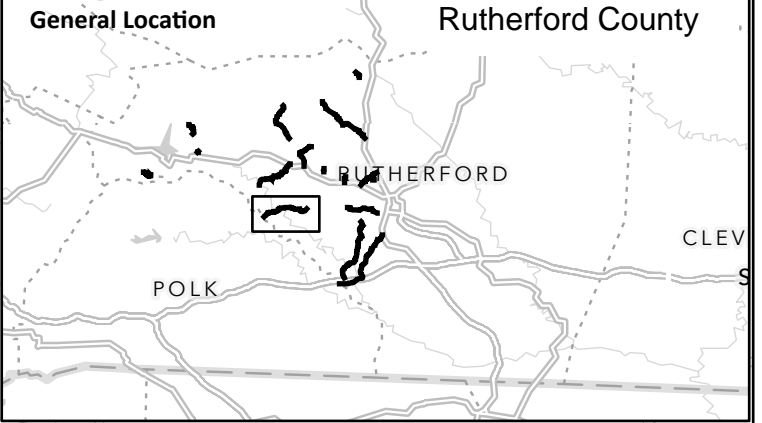


WBS - 2026CPT.13.04.20811 SHEET 3

General Location Rutherford County

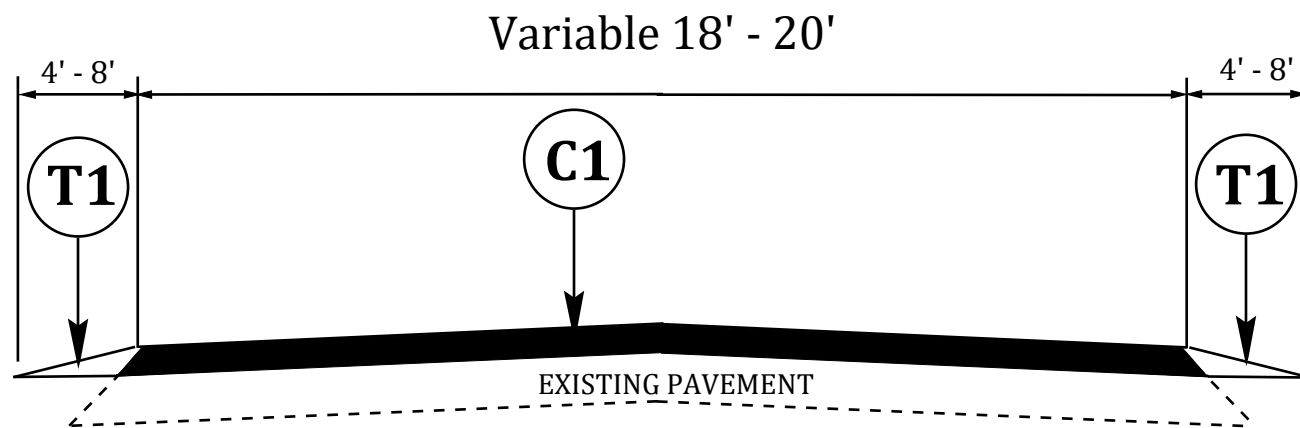
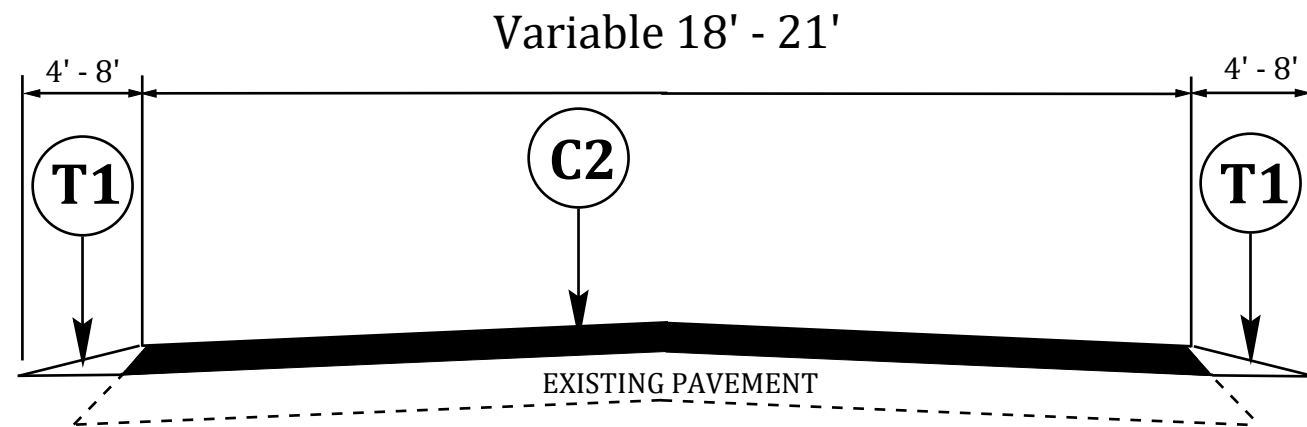
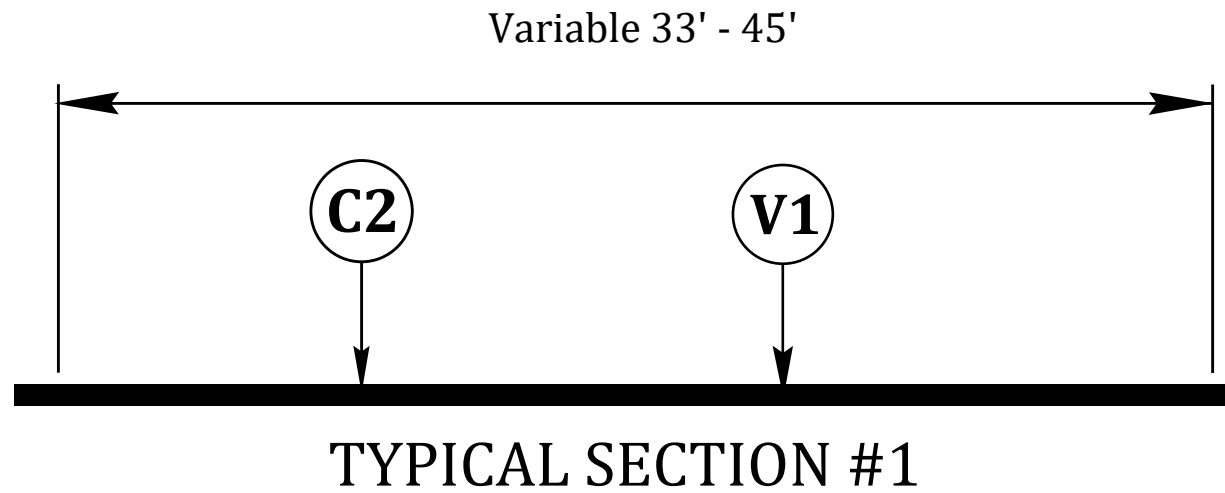
Map	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
4	SR 1005 (COXE ROAD)	COUNTY LINE	US 221	5.23
5	SR 1145 (UNION ROAD)	NC 108	SR 1153 (EDWARDS STREET EXTENSION)	1.19
6	SR 1153 (UNION ROAD)	SR 1145 (UNION ROAD)	PAVEMENT CHANGE	3.6
7	SR 1163 (PIEDMONT ROAD)	NC 108 (TRYON ROAD)	SR 1178 (MAPLE CREEK ROAD)	2.09



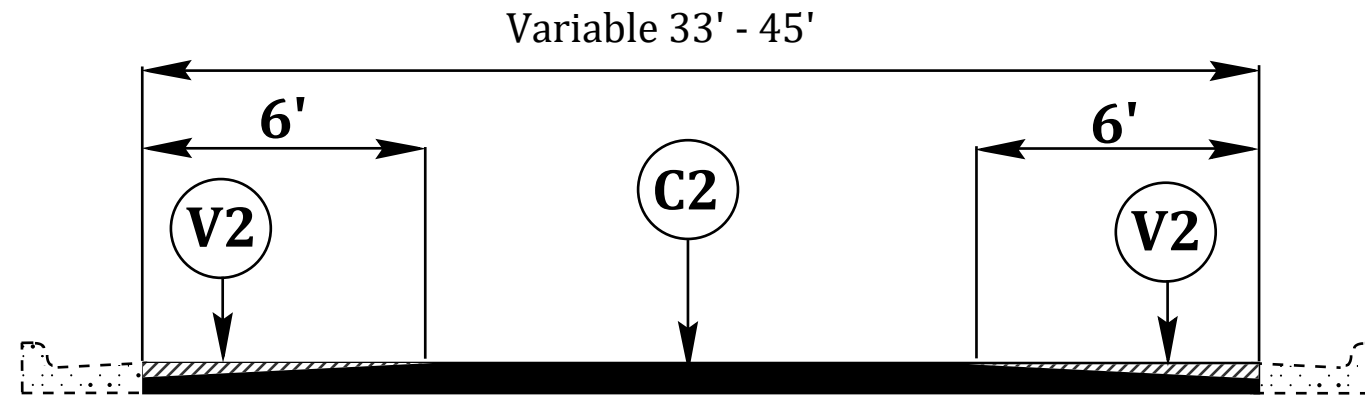


Map	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
8	SR 1167 (RIVER ROAD)	SR 1157 (POLK COUNTY LINE ROAD)	SR 1178 (MAPLE CREEK ROAD)	3.08



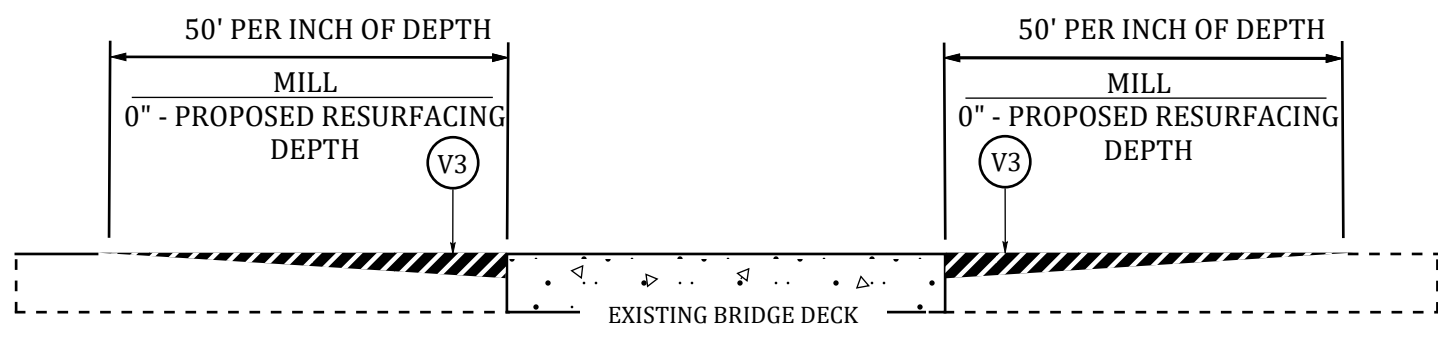


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT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



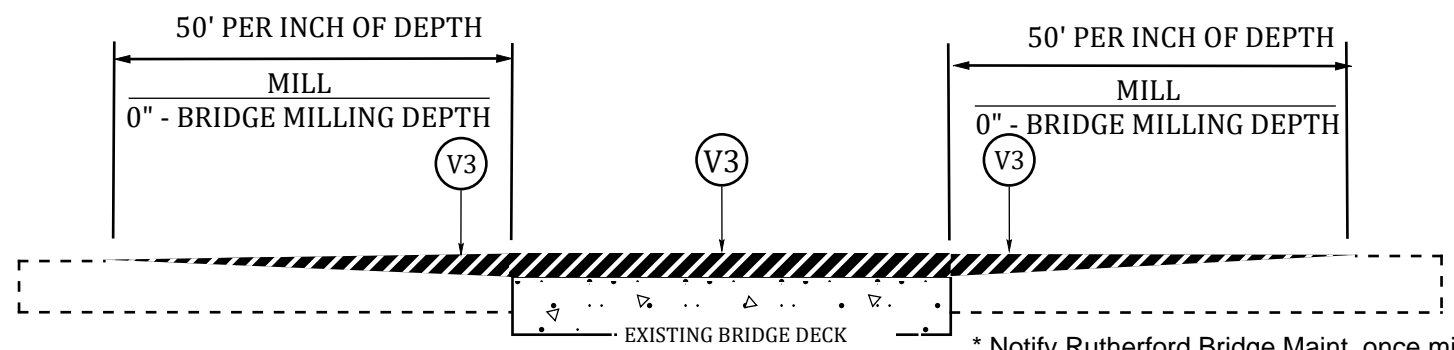
TYPICAL SECTION #4

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	MILLING ASPHALT PAVEMENT 1-1/2" DEPTH
V2	MILLING ASPHALT PAVING 0" TO 1-1/2"
V3	INCIDENTAL MILLING



**MILLING DETAIL AT BRIDGE APPROACHES**

WHERE BRIDGES WILL NOT BE RESURFACED.  
 THIS WILL BE PAID FOR AS INCIDENTAL MILLING.  
 USE AT BRIDGE NUMBER: 186 MAP 4, 190 MAP 4,  
 187 MAP 6 AND 594 MAP 8

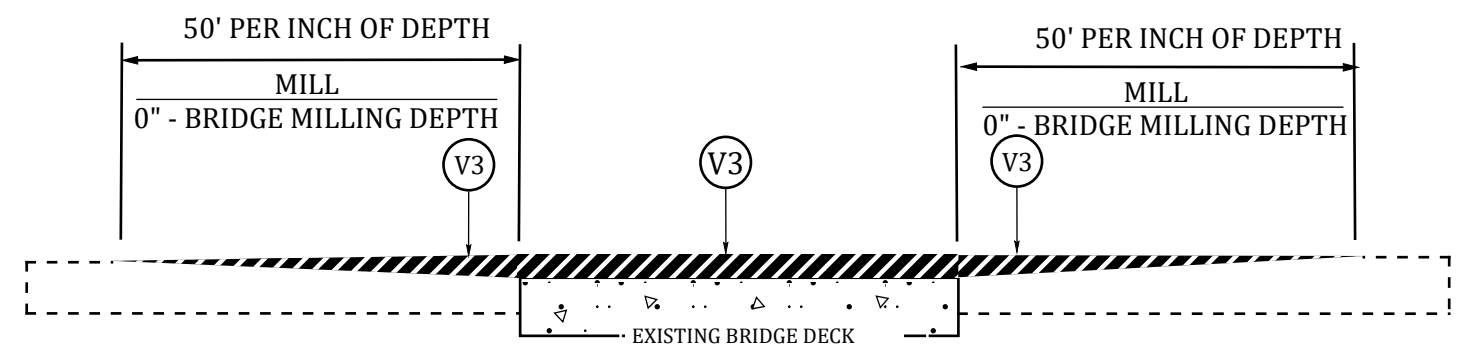


\* Notify Rutherford Bridge Maint. once milling is complete so that it can be checked for concrete deck repair needs prior to repaving.

**MILLING DETAIL AT BRIDGE APPROACHES**

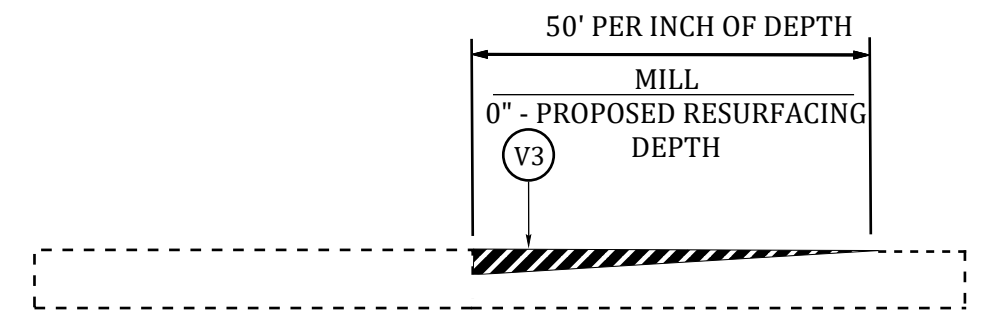
WHERE BRIDGES WILL BE MILLED THEN RESURFACED.  
 THIS WILL BE PAID FOR AS INCIDENTAL MILLING.  
 USE AT BRIDGE NUMBER: 189 MAP 4.

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	MILLING ASPHALT PAVEMENT 1-1/2" DEPTH
V2	MILLING ASPHALT PAVING 0" TO 1-1/2"
V3	INCIDENTAL MILLING



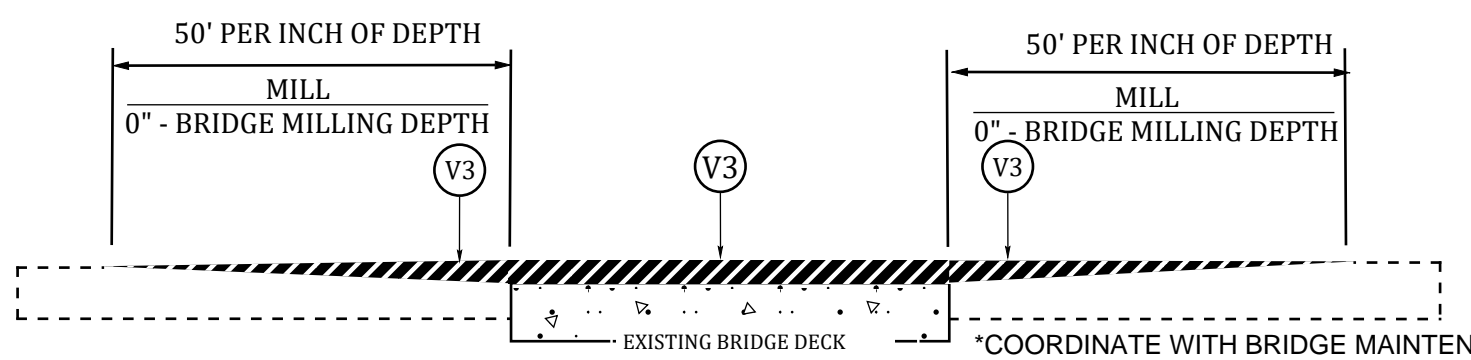
**MILLING DETAIL AT BRIDGE APPROACHES**

WHERE BRIDGES WILL BE MILLED THEN RESURFACED.  
 THIS WILL BE PAID FOR AS INCIDENTAL MILLING.  
 USE AT BRIDGE NUMBER: 302 MAP 8,



**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.

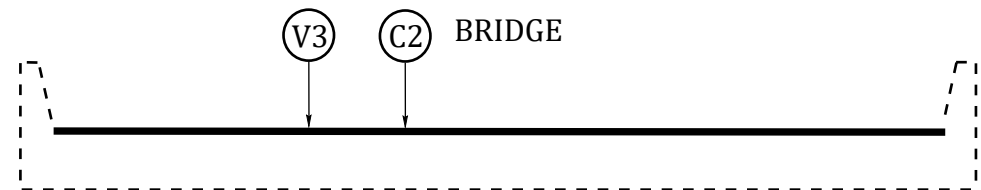


\*COORDINATE WITH BRIDGE MAINTENANCE TO REMOVE EXISTING ASPHALT 15 DAYS BEFORE RESURFACING BEGINS.

**MILLING DETAIL AT BRIDGE APPROACHES**

WHERE BRIDGES WILL BE MILLED THEN RESURFACED.  
 THIS WILL BE PAID FOR AS INCIDENTAL MILLING.  
 USE AT BRIDGE NUMBER: 057 MAP 7 AND 303 MAP 8.

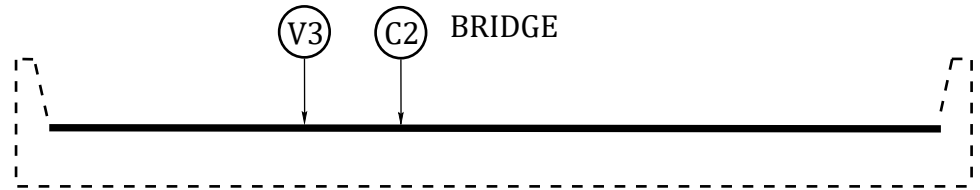
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT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



\* COORDINATE WITH BRIDGE MAINTENANCE TO REMOVE EXISTING ASPHALT 15 DAYS BEFORE RESURFACING BEGINS.

**BRIDGE DETAIL**

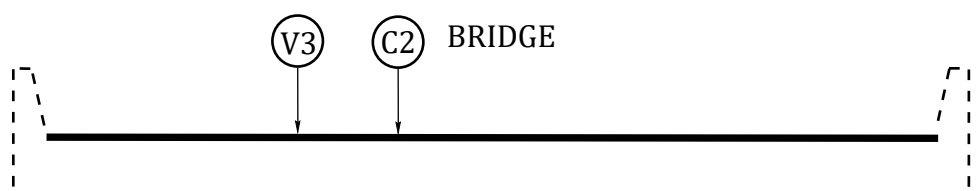
BRIDGE NUMBER 057 MAP 7, AND 303 MAP 8  
SEE MAP FOR BRIDGE LOCATION.



\* Notify Rutherford Bridge Maint. once milling is complete so that it can be checked for concrete deck repair needs prior to repaving.

**BRIDGE DETAIL**

BRIDGE NUMBER 189 MAP4  
SEE MAP FOR BRIDGE LOCATION.



**BRIDGE DETAIL**

BRIDGE NUMBER 302 MAP 8  
SEE MAP FOR BRIDGE LOCATION.

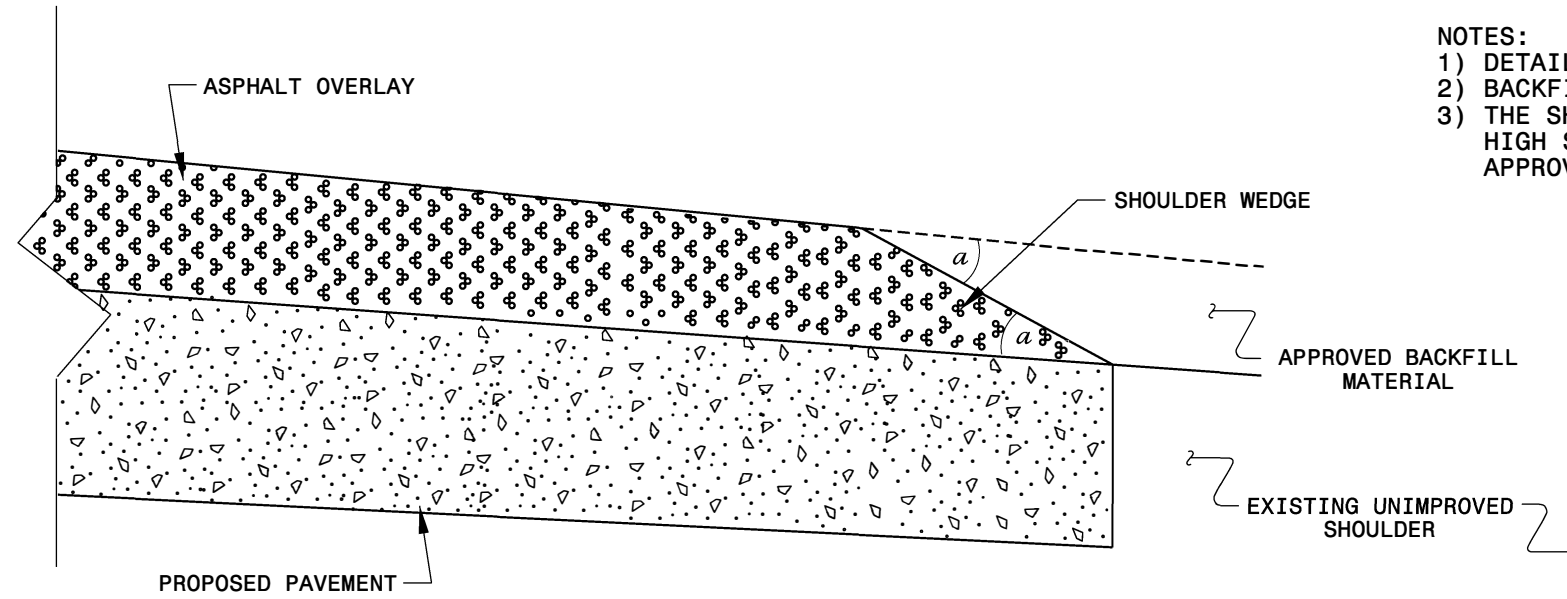
PAVEMENT SCHEDULE	
<b>C1</b>	PROP. APPROX. 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YARD
<b>C2</b>	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
<b>T1</b>	SHOULDER RECONSTRUCTION
<b>V1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



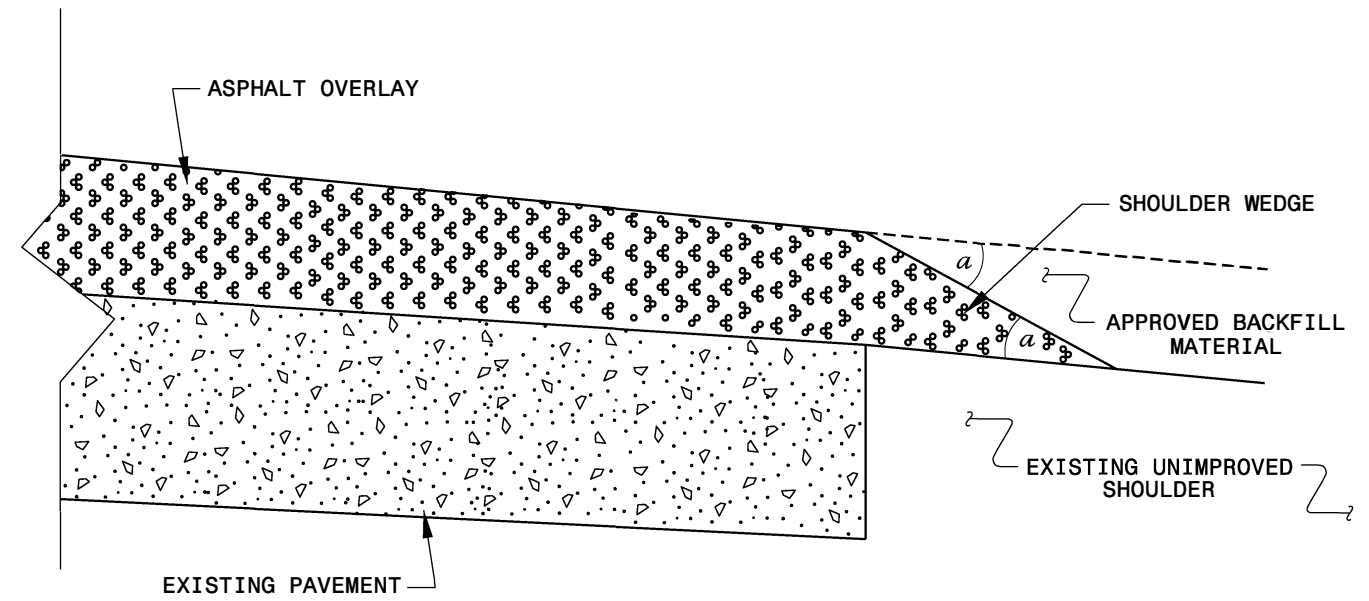
# BRIDGE DATA

Map No.	Route No.	Route Name	Bridge No.	Recommended Treatment, From Bridge Maintenance
4	1005	COXE ROAD	800186	DO NOT PAVE
4	1005	COXE ROAD	800189	Mill 1-1/2" Pave 1-1/2" notify Rutherford Bridge Maint. once milling is complete so that it can be checked for concrete deck repair needs prior to repaving
4	1005	COXE ROAD	800190	DO NOT PAVE
6	1153	UNION ROAD	800187	DO NOT PAVE
7	1163	PIEDMONT ROAD	800057	Coordinate w/ BMU to remove asphalt and contractor to pave back
8	1167	RIVER ROAD	800302	Mill 1-1/2" Pave 1-1/2"
8	1167	RIVER ROAD	800303	Coordinate with Rutherford BMU to remove asphalt for resurfacing contractor to repave
8	1167	RIVER ROAD	800594	DO NOT PAVE

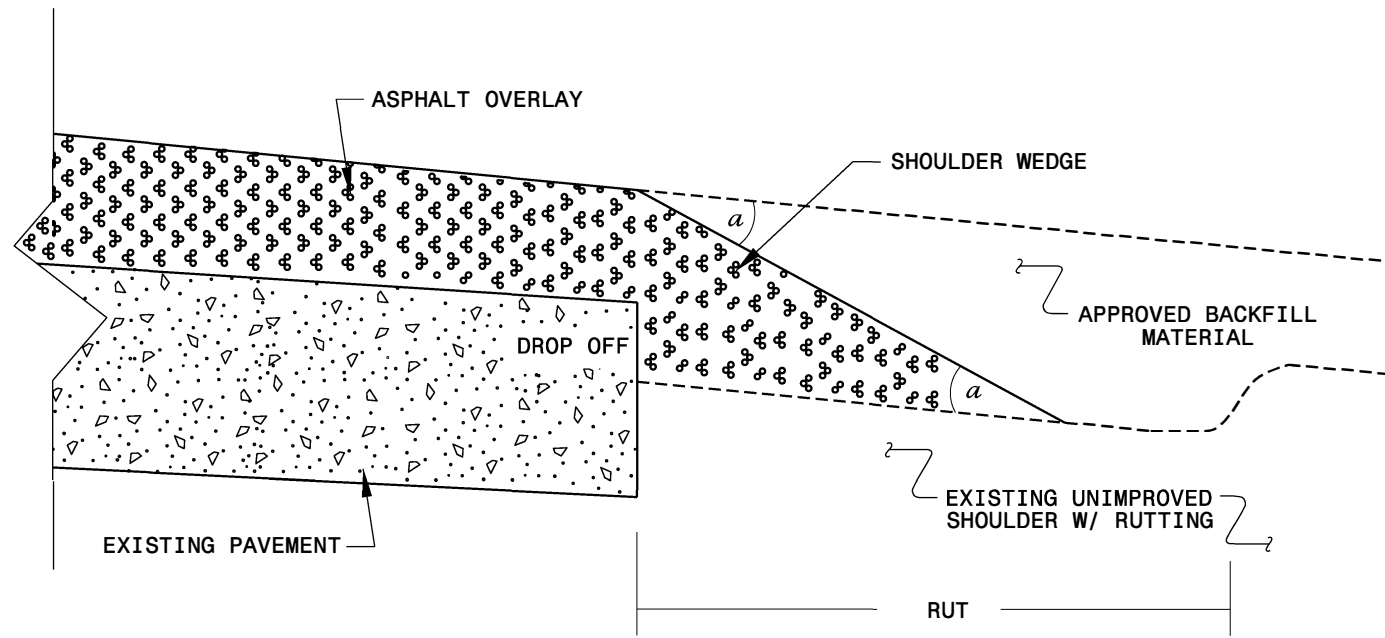
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ Widening or  
 with Existing Paved Shoulder having no dropoffs)



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ NO Widening)



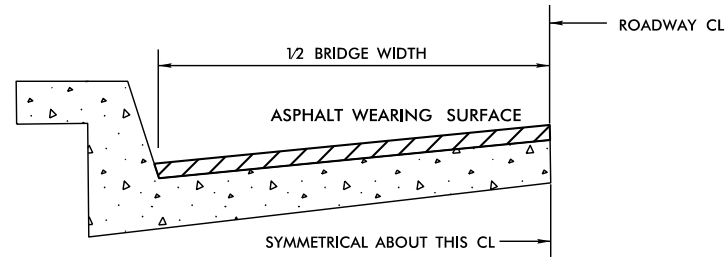
**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to  
 Rutted Shoulder)

- 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



**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".

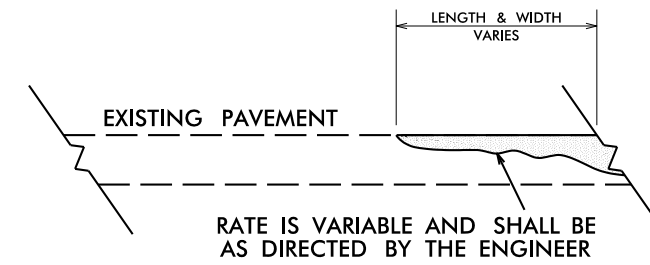
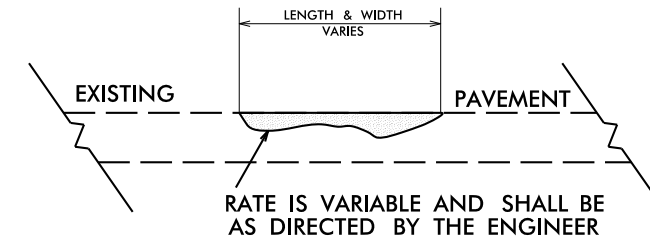
**NOTES**

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.

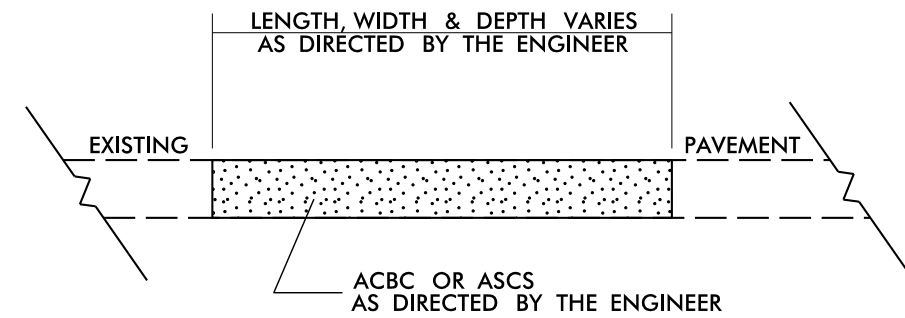
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

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**

PROJECT NO.	SHEET NO.
2026CPT.13.04.20811, ETC	15

**SUMMARY OF QUANTITIES**

PROJECT NO	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGI N MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1308000000-E	1330000000-E	1519000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	4898000000-N	
											INCIDENTAL STONE BASE	SHOULDER RECONSTRUC TION	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	LEVELING COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES	INLAID CRADLE MARKER (YELLOW / YELLOW)	
											TON	SMI	TON	SY	SY	SY	TON	TON	TONS	TON	TON	EA	EA	EA	
2026CPT.13.04.20811	1	SHINGLE HOLLOW FIRE DEPARTMENT	SR 1001 (COVE ROAD)	1	2	2WU	0.02	44.00	5.20	5.22															
			FROM SR 1332 (PADGETT ROAD) TO SR 1345 (PLEASANT GROVE ROAD)+.01 MILE																						
2026CPT.13.04.20811	2	SR 1001 (COVE ROAD)	FROM SR 1351 (DARLINGTON ROAD) TO US 64	2	2	2WU	2.89	21.00	4.77	7.66	114	5.74	747			1,580		3,300		197	55				
2026CPT.13.04.20811	3	SR 1001 (COVE ROAD)	FROM COUNTY LINE TO US 221	2	2	2WU	0.96	21.00	9.04	10.00	28	1.92	250			898		1,092		66	24				
2026CPT.13.04.20811	4	SR 1005 (COXE ROAD)	FROM NC 108 TO SR 1153 (EDWARDS STREET EXTENSION)	2	2	2WU	5.23	21.00	0.00	5.23	92	10.46	1,360			3,423		6,006	25	384	590		4	405	
2026CPT.13.04.20811	5	SR 1145 (UNION ROAD)	FROM SR 1145 (UNION ROAD) TO PAVEMENT CHANGE	2	2	2WU	1.19	18.00	0.01	1.20	30	2.42	315			667		1,351	10	82	33				
2026CPT.13.04.20811	6	SR 1153 (UNION ROAD)	FROM NC 108 (TRYON ROAD) TO SR 1178 (MAPLE CREEK ROAD)	2	2	2WU	3.60	18.00	3.06	6.66	10	3.42	445			1,344		1,900	10	115	55	5	8		
2026CPT.13.04.20811	7	SR 1163 (PIEDMONT ROAD)	FROM SR 1157 (POLK COUNTY LINE ROAD) TO SR 1178 (MAPLE CREEK ROAD)	2	2	2WU	2.09	19.50	0.02	2.11	54	4.18	544			1,203		2,247		137	93		1		
2026CPT.13.04.20811	8	SR 1167 (RIVER ROAD)	FROM BRIDGE ABUTMENT (BRIDGE #304) TO US 64	2	2	2WU	3.08	19.50	0.01	3.09	36	6.16	800			1,425		3,210		194	103				
2026CPT.13.04.20811	9	SR 1181 (CLARK ROAD)	FROM SR 1186 (GIRL SCOUT CAMP ROAD) TO END OF MAINTENANCE	3	2	2WU	0.69	18.00	0.01	0.70	40	1.38	180			250	540		37	30					
2026CPT.13.04.20811	10	SR 1188 (NELONS ROAD)	FROM SR 1306 (BUFFALO CREEK ROAD) TO END OF MAINTENANCE	3	2	2WU	0.83	18.00	0.01	0.84	10	1.48	192				710		47	26	1	4			
2026CPT.13.04.20811	11	SR 1308 (WINESAP ROAD)	FROM SR 1321 (THERMAL CITY ROAD) TO END OF MAINTENANCE	3	2	2WU	0.49	18.00	0.01	0.50	10	0.98	130				385		26	15					
2026CPT.13.04.20811	12	SR 1322 (BOBBY MCKINNEY ROAD)	FROM US 221 TO SR 1332 (PADGETT ROAD)	2	2	2WU	4.08	20.00	0.02	4.10	110	8.20	1,066			2,755		4,310		259	89			201	
2026CPT.13.04.20811	13	SR 1328 (GILKEY SCHOOL ROAD/PAINTERS GAP ROAD)	PINNACLE ELEMENTARY SCHOOL BUS ROUTE	4	2	2WU	0.01	34.00	2.43	2.44						1,540	200	590		36	20				
2026CPT.13.04.20811	14	PINNACLE ELEMENTARY SCHOOL	FROM SR 1001 (COVE ROAD) TO PAVEMENT JOINT BEFORE BRIDGE #062	2	2	2WU	0.98	20.00	0.00	0.98	10	1.96	255			400		1,080		67	70				
2026CPT.13.04.20811	15	SR 1351 (DARLINGTON ROAD)	FROM US 64 TO US 221	2	2	2WU	1.37	18.00	0.01	1.38	34	2.76	360					1,535		92	25				92
2026CPT.13.04.20811	16	SR 1367 (THOMPSON ROAD)	SR 1367 (THOMPSON ROAD)	1,4	2	2WU	0.01	33.00	1.10	1.11						2,532		1,035		64	62	1			
2026CPT.13.04.20811	17	RS CENTRAL HIGH BUS DRIVE 1	SR-1368 (WESTBROOK DRIVE)	1,4	2	2WU	0.01	45.00	0.29	0.30						0.40	52			78	40				
2026CPT.13.04.20811	18	RS CENTRAL HIGH BUS DRIVE 2	FROM SR 1355 MOUNTAIN CREEK ROAD TO SR 1356 ROY HUSKY	3	2	2WU	0.24	20.00	0.01	0.25	10	0.48	63			400	208			14	20				
2026CPT.13.04.20811	19	SR 1373 (MOGENE ROAD)	FROM SR 1008 (BILLS CREEK ROAD) TO END OF MAINTENANCE	3	2	2WU	0.11	19.00	0.01	0.12	6	0.24	32			250	115			8	15				
2026CPT.13.04.20811	20	SR 1375 (EDGERTON ROAD)	FROM US 64 TO CUL DE SAC	2	2	2WU	0.46	18.50	0.01	0.47	5	0.94	123			250		405		25	20				
2026CPT.13.04.20811	21	SR 1392 (W T WILKINS ROAD)																							
<b>TOTAL FOR PROJ NO. 2026CPT.13.04.20811</b>							<b>31.22</b>				<b>685</b>	<b>58.88</b>	<b>7,663</b>	<b>851</b>	<b>7,962</b>	<b>16,235</b>	<b>1,958</b>	<b>32,424</b>	<b>45</b>	<b>2,113</b>	<b>1,475</b>	<b>7</b>	<b>17</b>	<b>698</b>	
36249.5109	22	RS CENTRAL HIGH BUS DRIVE 2 COVERED BY SCHOOL SYSTEM	FROM SR 1368 (WESTBROOK DRIVE) TO SR 1368 (WESTBROOK DRIVE)	1,4	2	2WU	0.01	44.00	0.29	0.30						2,504		920		55	11				
36249.5109	23	PINNACLE SCHOOL DRIVE COVERED BY SCHOOL SYSTEM	FROM SR 1328 (PAINTERS GAP ROAD) TO SR 1328 (PAINTERS GAP ROAD)	1,4	2	2WU	0.01	44.00	2.43	2.44						1,687		435		26	11				
<b>TOTAL FOR PROJ NO. 36249.5109</b>							<b>0.02</b>									<b>4,191</b>		<b>1,355</b>		<b>81</b>	<b>22</b>				
<b>GRAND TOTAL</b>							<b>31.24</b>				<b>685</b>	<b>58.88</b>	<b>7,663</b>	<b>851</b>	<b>12,153</b>	<b>16,235</b>	<b>1,958</b>	<b>33,779</b>	<b>45</b>	<b>2,194</b>	<b>1,497</b>	<b>7</b>	<b>17</b>	<b>698</b>	

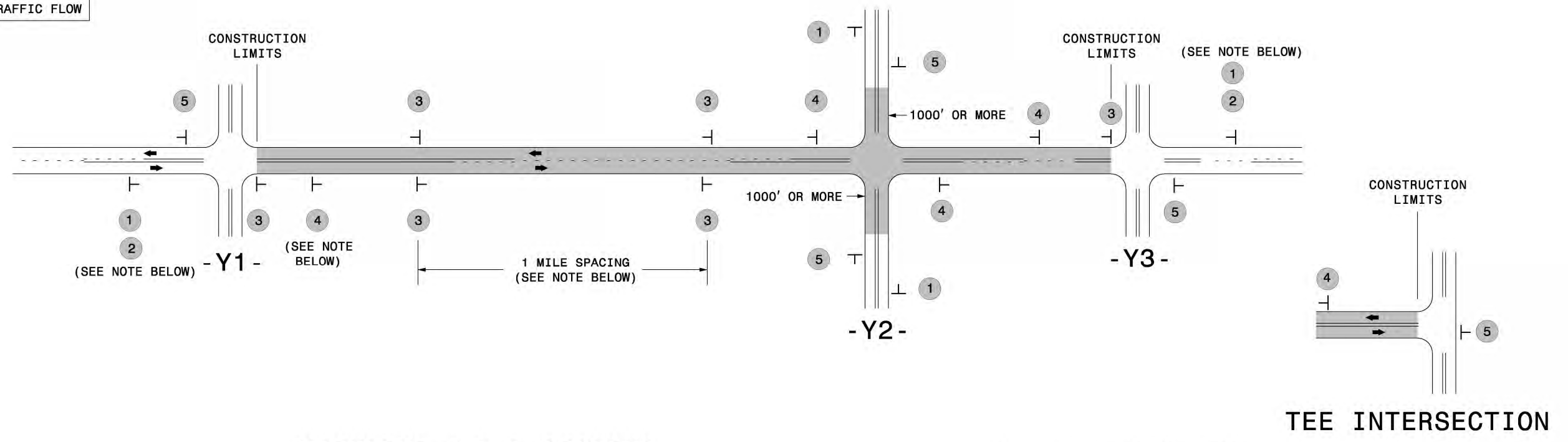
PROJECT NO.	SHEET NO.
2026CPT.13.04.20811, ETC	16

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	441300000-E	445700000-N	470900000-E	472000000-E	472500000-E	489000000-E	489000000-E	
							MI	FT	SF	LS	LF	EA	EA	LF	LF			
									WORK ZONE ADVANCE /GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS) WHITE STOP BAR	THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MILS)	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT ARROW	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 60 MILS) (WHITE)	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 60 MILS) (YELLOW)			
2026CPT.13.04.20811	1	SHINGLE HOLLOW FIRE DEPARTMENT	SR 1001 (COVE ROAD)	1	2	2WU	0.02	44	5.2	5.22								
2026CPT.13.04.20811	2	SR 1001 (COVE ROAD)	FROM SR 1332 (PADGETT ROAD) TO SR 1345 (PLEASANT GROVE ROAD)+.01 MILE	2	2	2WU	2.89	21	4.77	7.66	324					30,307	30,307	
2026CPT.13.04.20811	3	SR 1001 (COVE ROAD)	FROM SR 1351 (DARLINGTON ROAD) TO US 64	2	2	2WU	0.96	21	9.04	10	110					10,138	10,138	
2026CPT.13.04.20811	4	SR 1005 (COXE ROAD)	FROM COUNTY LINE TO US 221	2	2	2WU	5.23	21	0	5.23	585			2		55,504	56,159	
2026CPT.13.04.20811	5	SR 1145 (UNION ROAD)	FROM NC 108 TO SR 1153 (EDWARDS STREET EXTENSION)	2	2	2WU	1.19	18	0.01	1.2	133					12,778	12,778	
2026CPT.13.04.20811	6	SR 1153 (UNION ROAD)	FROM SR 1145 (UNION ROAD) TO PAVEMENT CHANGE	2	2	2WU	3.6	18	3.06	6.66	403					17,658	19,008	
2026CPT.13.04.20811	7	SR 1163 (PIEDMONT ROAD)	FROM NC 108 (TRYON ROAD) TO SR 1178 (MAPLE CREEK ROAD)	2	2	2WU	2.09	19.5	0.02	2.11	235		10			22,071	22,071	
2026CPT.13.04.20811	8	SR 1167 (RIVER ROAD)	FROM SR 1157 (POLK COUNTY LINE ROAD) TO SR 1178 (MAPLE CREEK ROAD)	2	2	2WU	3.08	19.5	0.01	3.09	345					32,525	32,525	
2026CPT.13.04.20811	9	SR 1181 (CLARK ROAD)	FROM BRIDGE ABUTMENT (BRIDGE #304) TO US 64	2	2	2WU	2.88	19.5	1.51	4.39	323					30,415	30,415	
2026CPT.13.04.20811	10	SR 1188 (NELONS ROAD)	FROM SR 1186 (GIRL SCOUT CAMP ROAD) TO END OF MAINTENANCE	3	2	2WU	0.69	18	0.01	0.7	78		*			7,286	7,286	
2026CPT.13.04.20811	11	SR 1308 (WINESAP ROAD)	FROM SR 1306 (BUFFALO CREEK ROAD) TO END OF MAINTENANCE	3	2	2WU	0.83	18	0.01	0.84	93					8,660	8,660	
2026CPT.13.04.20811	12	SR 1322 (BOBBY MCKINNEY ROAD)	FROM SR 1321 (THERMAL CITY ROAD) TO END OF MAINTENANCE	3	2	2WU	0.49	18	0.01	0.5	55							
2026CPT.13.04.20811	13	SR 1328 (GILKEY SCHOOL ROAD/PAINTERS GAP ROAD)	FROM US 221 TO SR 1332 (PADGETT ROAD)	2	2	2WU	4.08	20	0.02	4.1	457		44	12		43,300	39,976	
2026CPT.13.04.20811	14	PINNACLE ELEMENTARY SCHOOL	FROM SR 1328 (PAINTERS GAP ROAD) TO SR 1328 (PAINTERS GAP ROAD)	4	2	2WU	0.01	34	2.43	2.44								
2026CPT.13.04.20811	15	SR 1351 (DARLINGTON ROAD)	FROM SR 1001 (COVE ROAD) TO PAVEMENT JOINT BEFORE BRIDGE #062	2	2	2WU	0.98	20	0	0.98	110					10,349	10,349	
2026CPT.13.04.20811	16	SR 1367 (THOMPSON ROAD)	FROM US 64 TO US 221	2	2	2WU	1.37	18	0.01	1.38	155					14,678	14,678	
2026CPT.13.04.20811	17	RS CENTRAL HIGH BUS DRIVE 1	SR 1367 (THOMPSON ROAD)	1,4	2	2WU	0.01	33	1.1	1.11								
2026CPT.13.04.20811	18	RS CENTRAL HIGH BUS DRIVE 2	SR-1368 (WESTBROOK DRIVE)	1,4	2	2WU	0.01	45	0.29	0.3								
2026CPT.13.04.20811	19	SR 1373 (MOGENE ROAD)	FROM SR 1355 MOUNTAIN CREEK ROAD TO SR 1356 ROY HUSKY	3	2	2WU	0.24	20	0.01	0.25	27							
2026CPT.13.04.20811	20	SR 1375 (EDGERTON ROAD)	FROM SR 1008 (BILLS CREEK ROAD) TO END OF MAINTENANCE	3	2	2WU	0.11	19	0.01	0.12	13							
2026CPT.13.04.20811	21	SR 1392 (W T WILKINS ROAD)	FROM US 64 TO CUL DE SAC	2	2	2WU	0.46	18.5	0.01	0.47	52							
<b>TOTAL FOR PROJ NO. 2026CPT.13.04.20811</b>							<b>31.22</b>				<b>3,498</b>	<b>1</b>	<b>54</b>	<b>12</b>	<b>2</b>	<b>295,669</b>	<b>294,350</b>	
36249.5109	22	RS CENTRAL HIGH BUS DRIVE 2 COVERED BY SCHOOL SYSTEM	FROM SR 1368 (WESTBROOK DRIVE) TO SR 1368 (WESTBROOK DRIVE)	1,4	2	2WU	0.01	44	0.29	0.3								
36249.5109	23	PINNACLE SCHOOL DRIVE COVERED BY SCHOOL SYSTEM	FROM SR 1328 (PAINTERS GAP ROAD) TO SR 1328 (PAINTERS GAP ROAD)	1,4	2	2WU	0.01	44	2.43	2.44								
<b>TOTAL FOR PROJ NO. 36249.5109</b>							<b>0.02</b>											
<b>GRAND TOTAL</b>							<b>31.24</b>					<b>3,498</b>	<b>1</b>	<b>54</b>	<b>12</b>	<b>2</b>	<b>295,669</b>	<b>294,350</b>
<b>590,019</b>																		

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

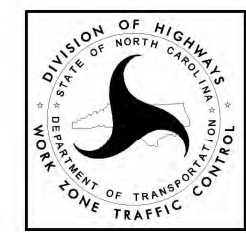
## -Y- LINE SIGNING

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"> <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;"> <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**

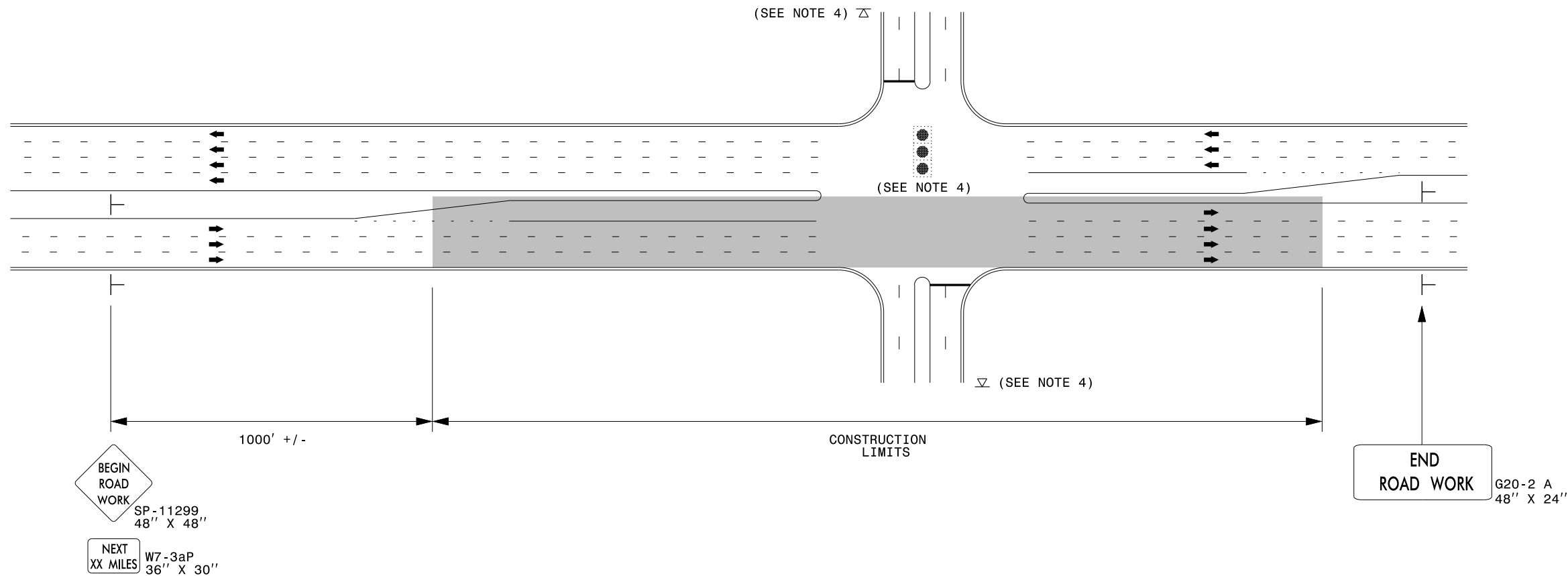
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



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

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## URBAN / SUBURBAN WORKZONES



### NOTES:

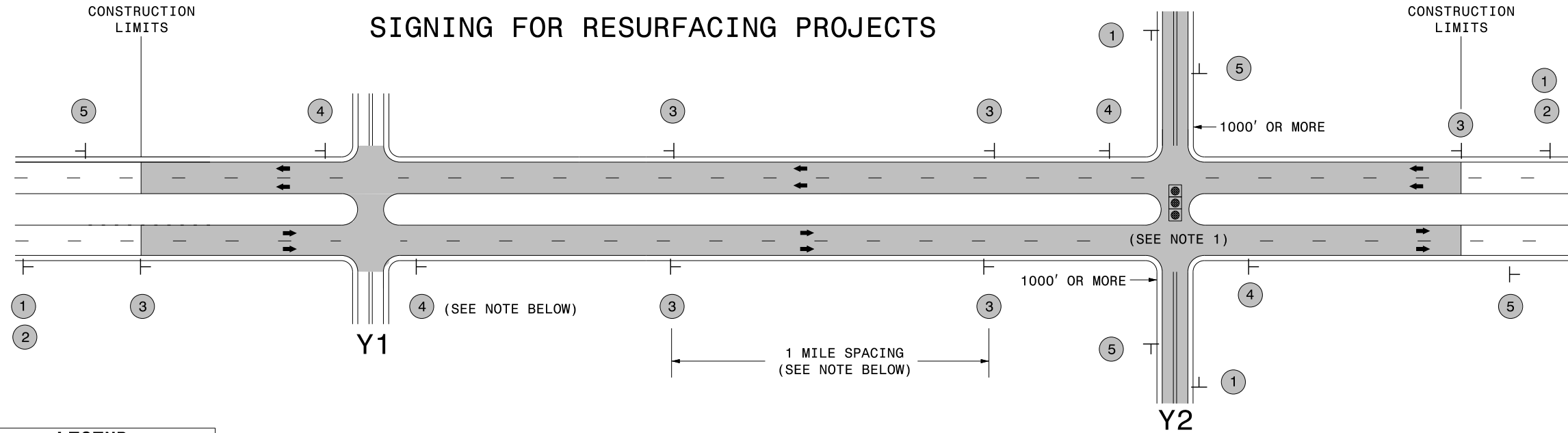
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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



**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW

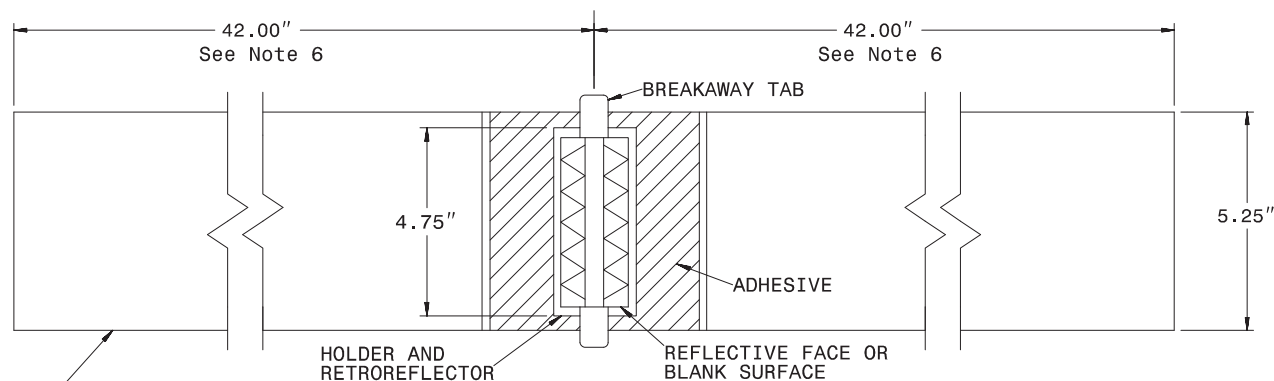
**MAINLINE (-L-) SIGNING**

**-Y- LINE SIGNING**

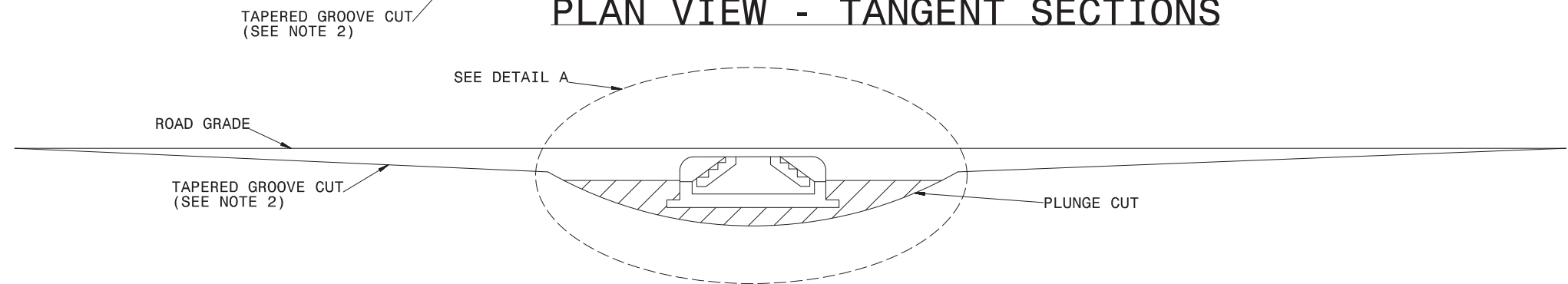
SIGNING NOTES AND PLACEMENT PER DIRECTION	①	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>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, ADVANCE WARNING PORTABLE 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"         </div> <div style="text-align: center;">             W20-7 A            48" X 48"         </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol>
	②	 W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	③	 SP 13107 48" X 48"	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	④	 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.	
⑤	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

3/23/2015 C:\Users\rmgarrrett\Downloads\Resurfacing\_AdvWarn\_LrSu\_Shldr.dgn User:rmgarrrett

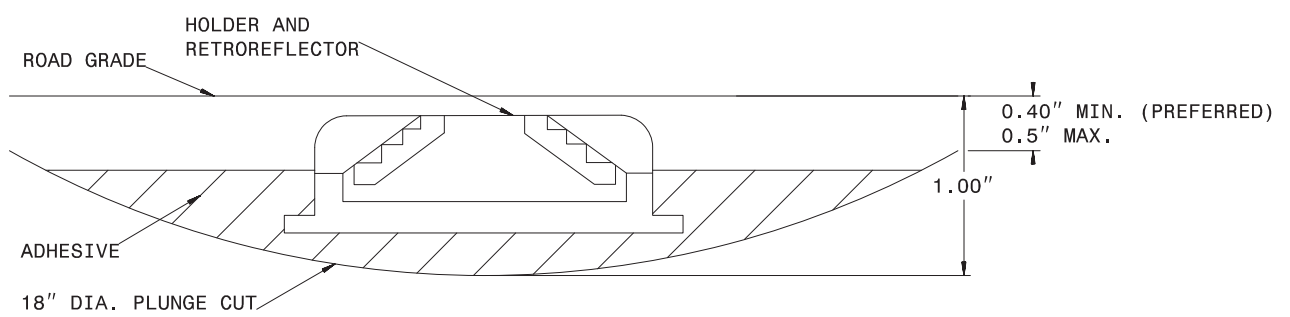
**RESURFACING  
 ADVANCE WARNING SIGNS  
 FOR RURAL AND SUBURBAN  
 MULTI-LANE ROADWAYS  
 W/ SHOULDER SECTIONS**



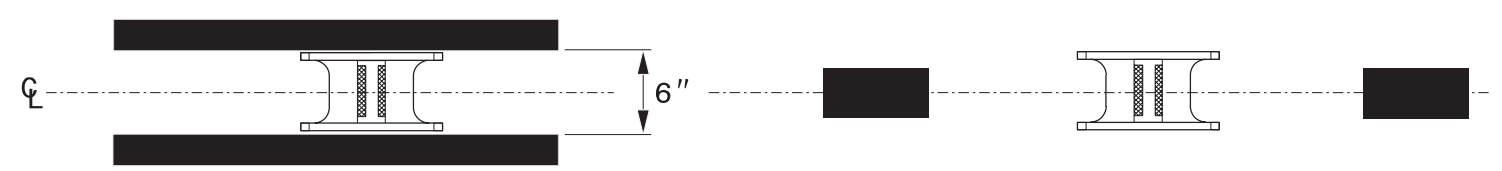
**PLAN VIEW - TANGENT SECTIONS**



**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

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