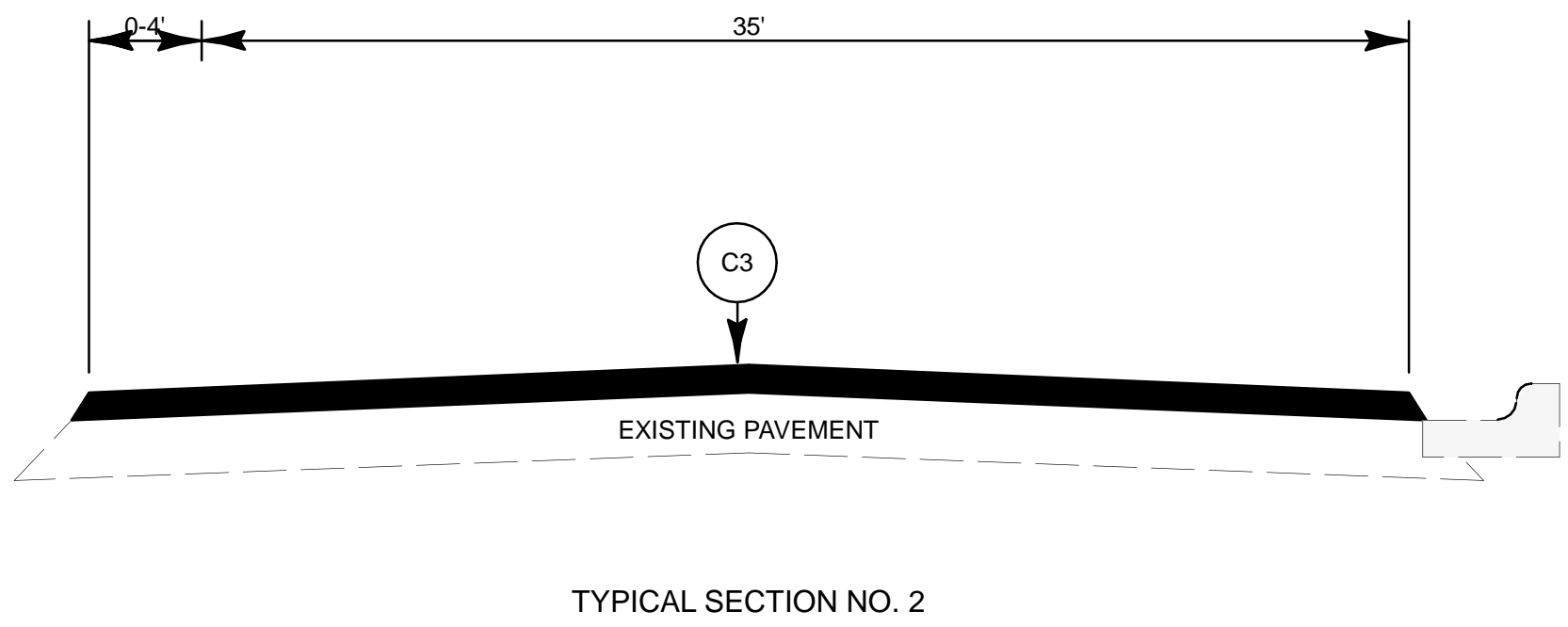
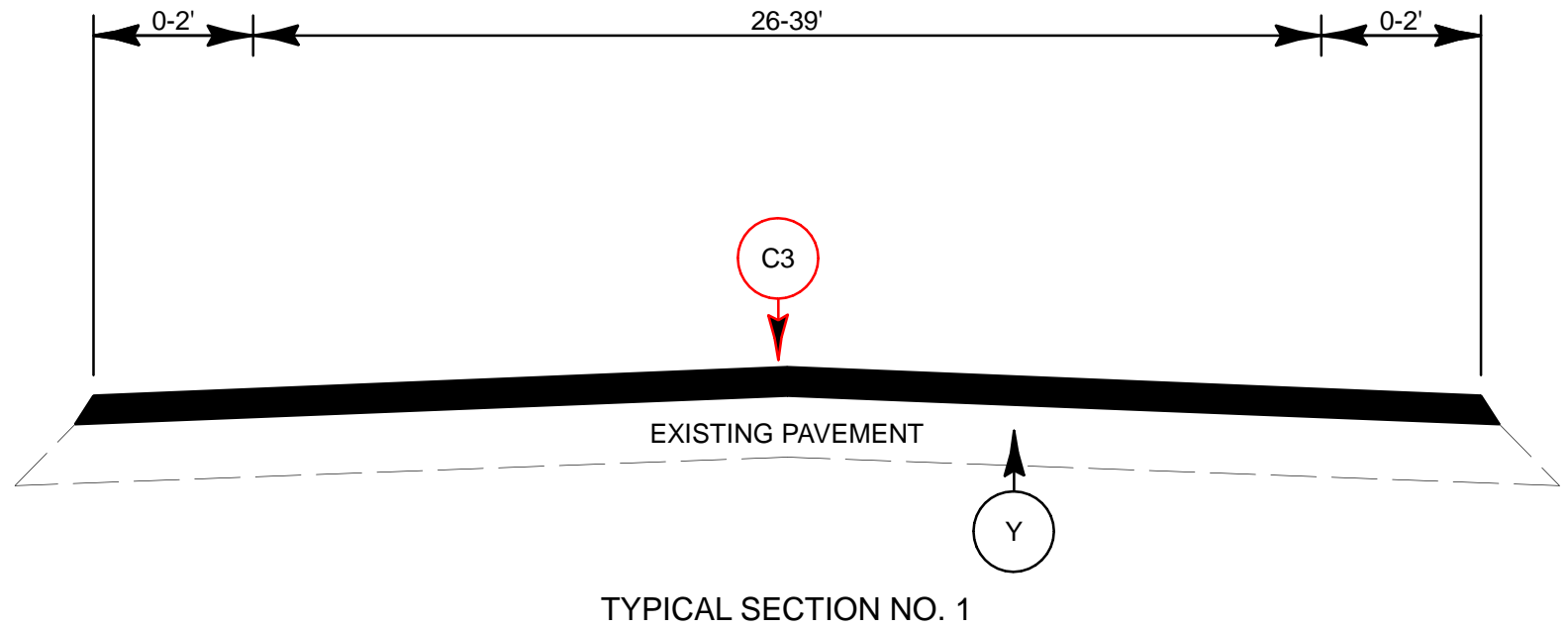


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and is Not a Certified Document –**

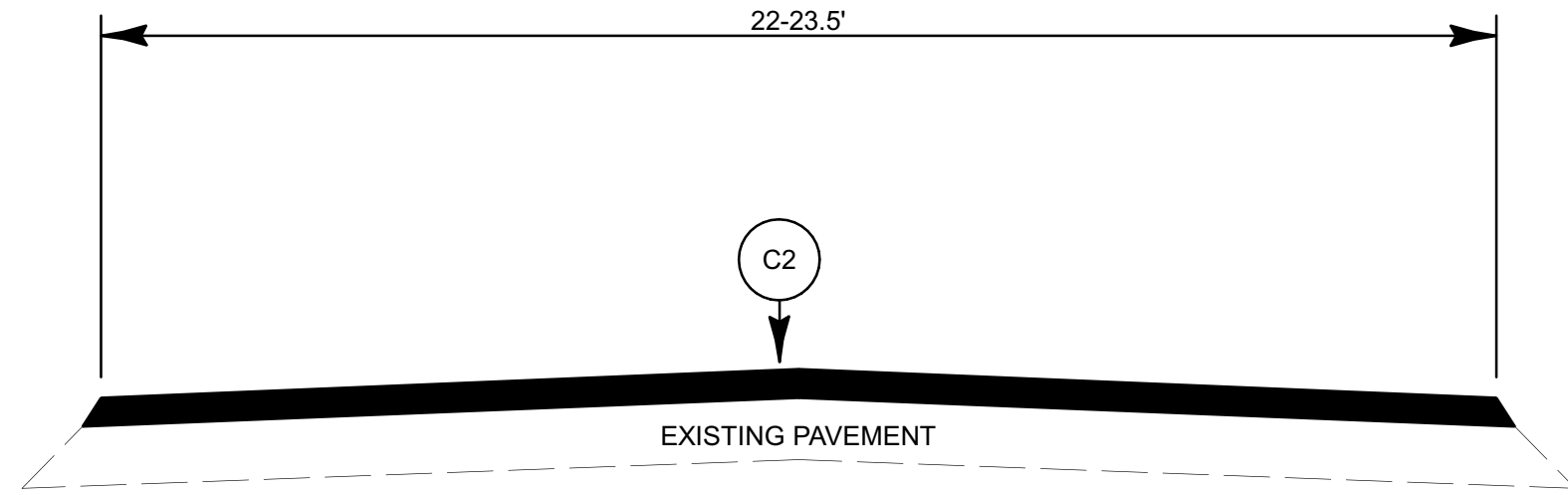
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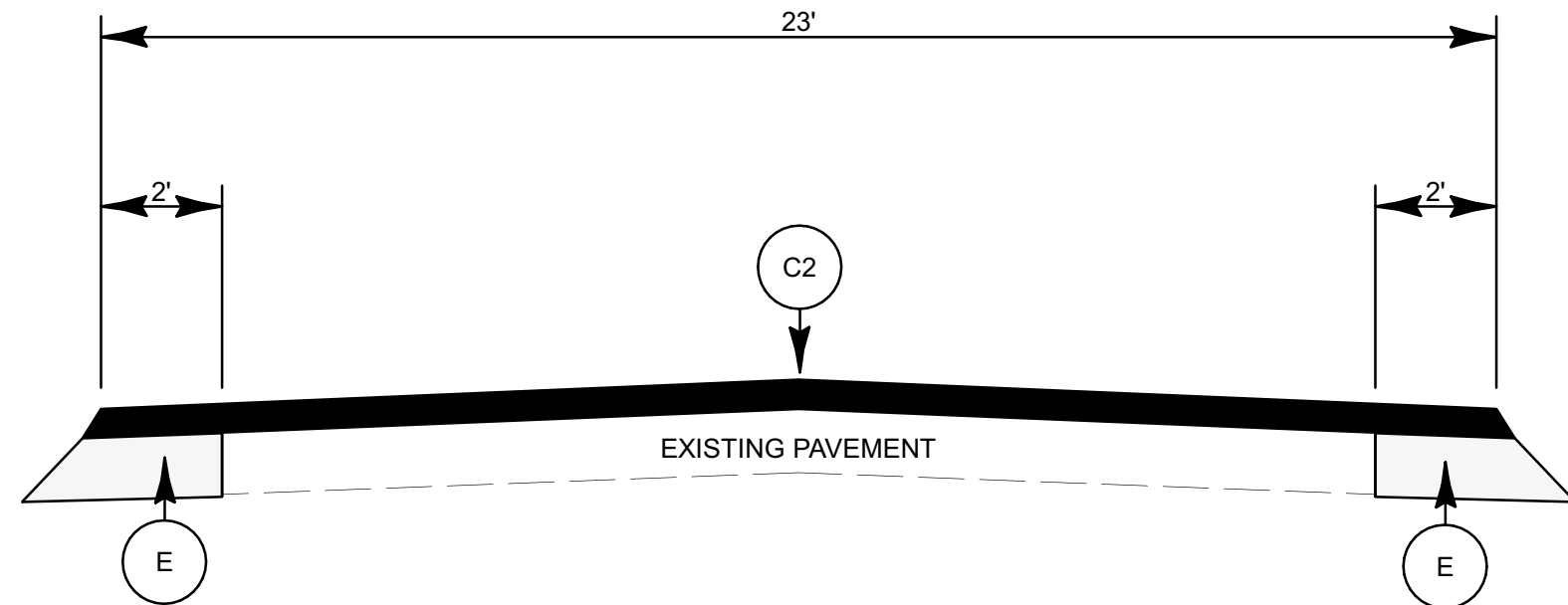


PAVEMENT SCHEDULE	
C1	ASPHALT CONCRETE SURFACE COURSE, S4.75A, AT AN AVERAGE RATE OF 80 LBS PER SQ YD (0.8")
C2	ASPHALT CONCRETE SURFACE COURSE, SF9.5A, AT AN AVERAGE RATE OF 138 LBS PER SQ YD (1.25")
C3	ASPHALT CONCRETE SURFACE COURSE, S9.5B, AT AN AVERAGE RATE OF 168 LBS PER SQ YD (1.5")
E	ASPHALT CONCRETE BASE COURSE, B25.0B, AT AN AVERAGE RATE OF 456 LBS PER SQ YD (4")
Y	MILL ASPHALT 0-2" ON BRIDGE AND APPROACHES (MAP 1 ONLY) AS DIRECTED BY THE ENGINEER

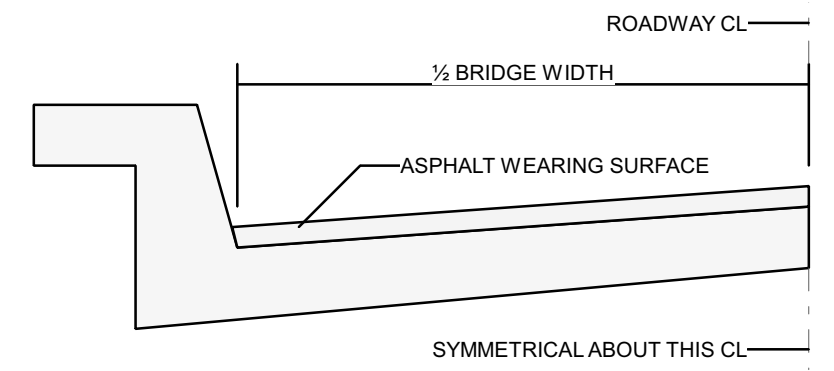
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.04.02.10421.1, 2016CPT.04.02.20421.1	3	



TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4



BRIDGE HALF TYPICAL SECTION

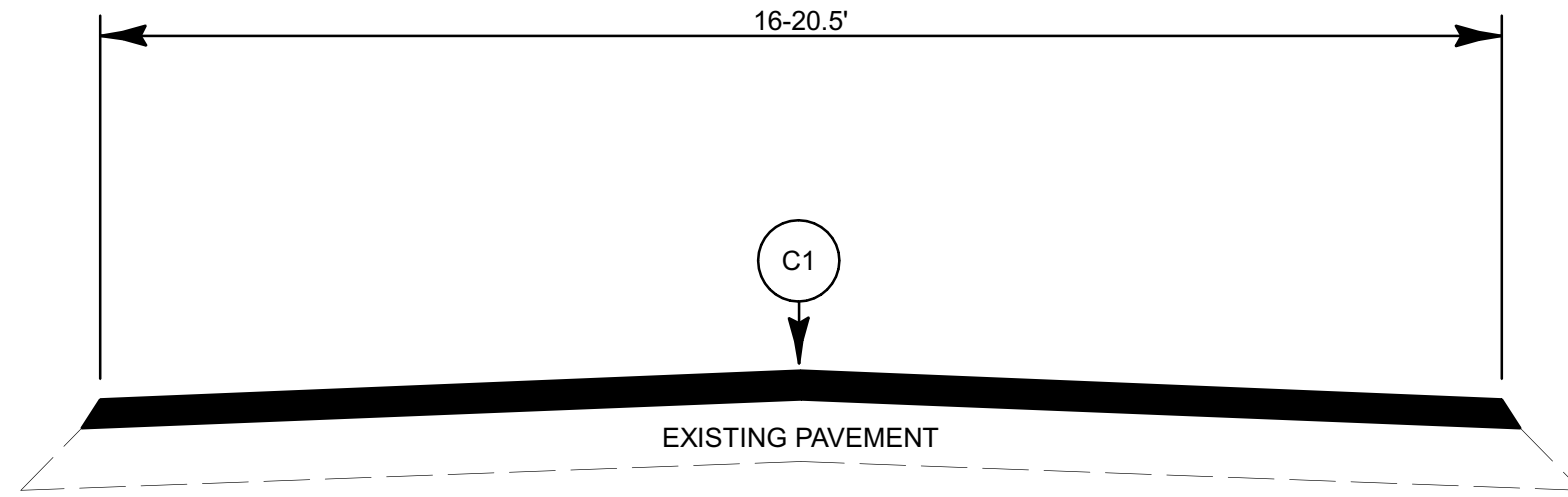
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

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", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SF9.5A 1.5", S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2".

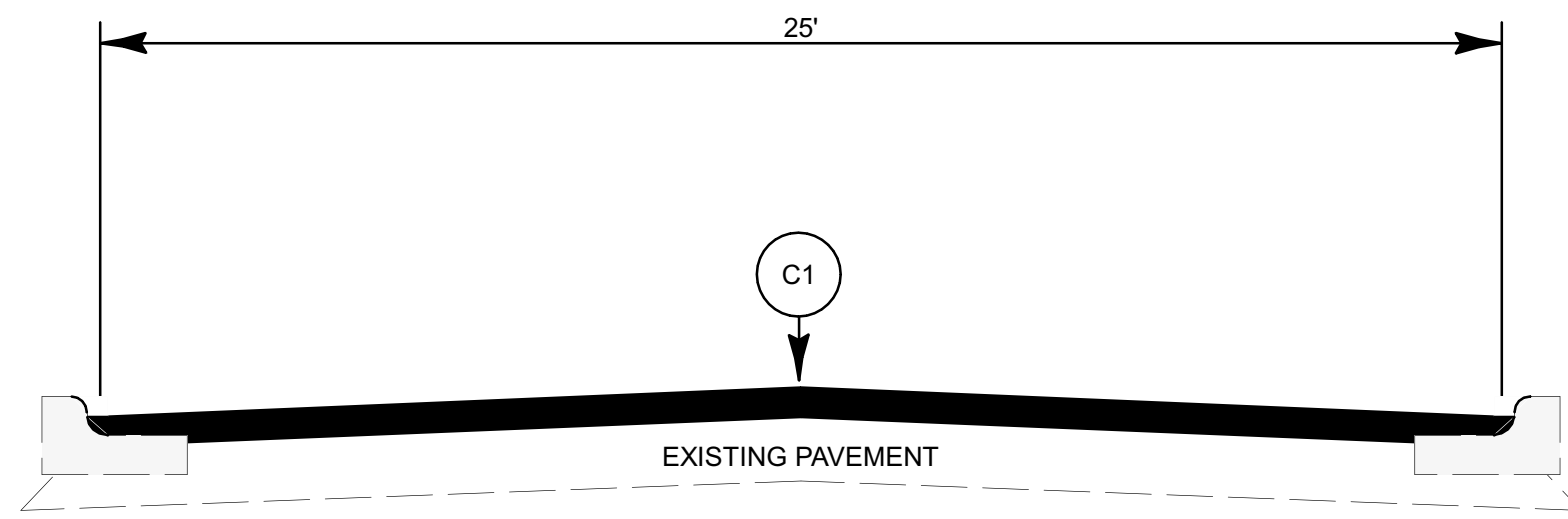
NOTES

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.

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.04.02.10421.1, 2016CPT.04.02.20421.1	4	

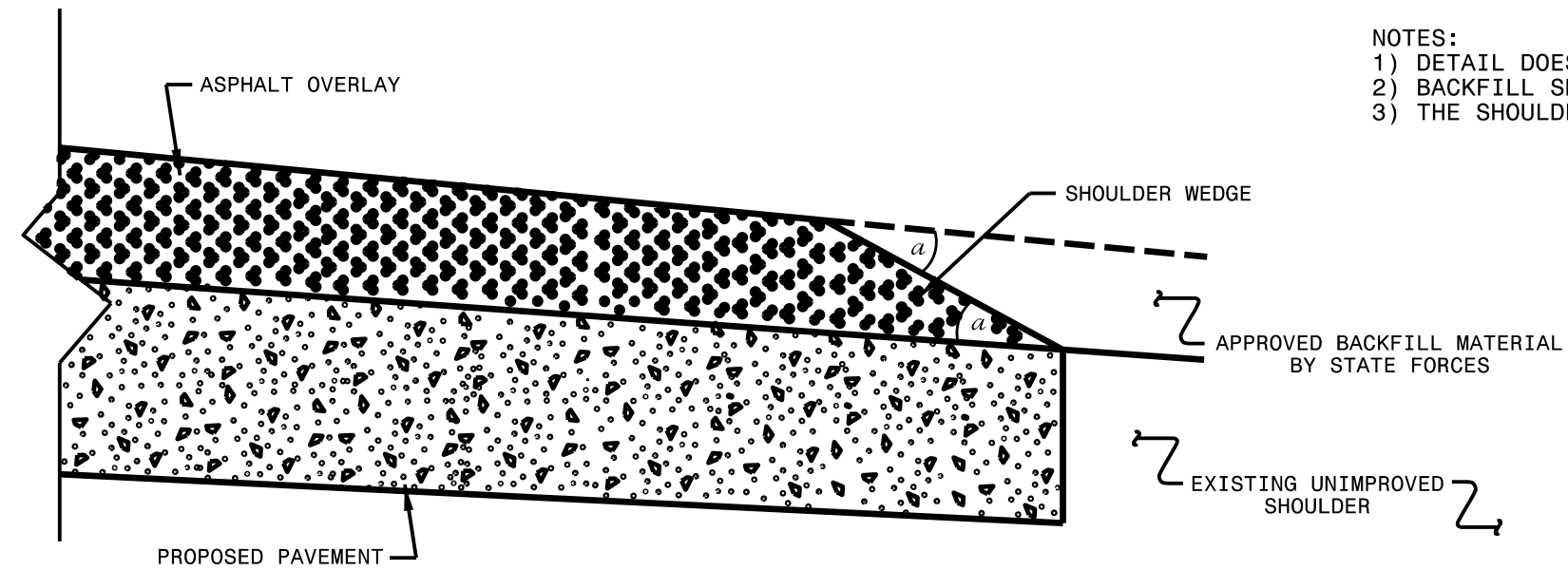


TYPICAL SECTION NO. 5

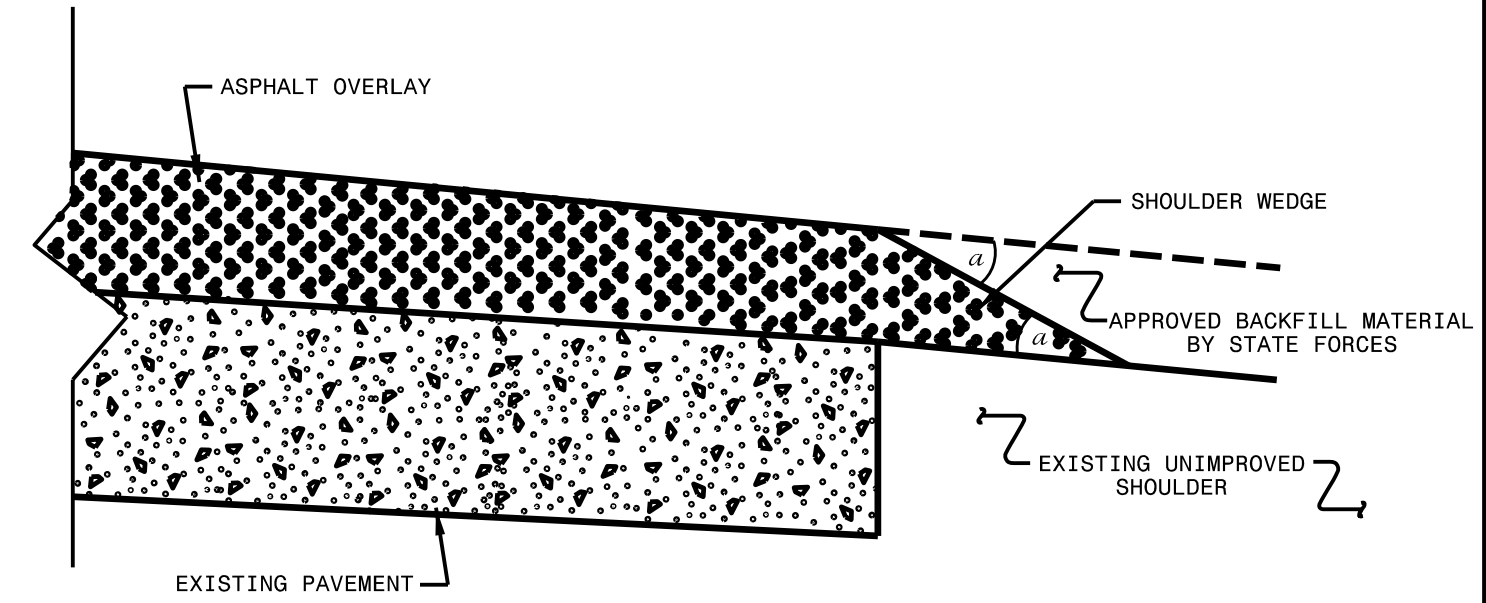


TYPICAL SECTION NO. 6

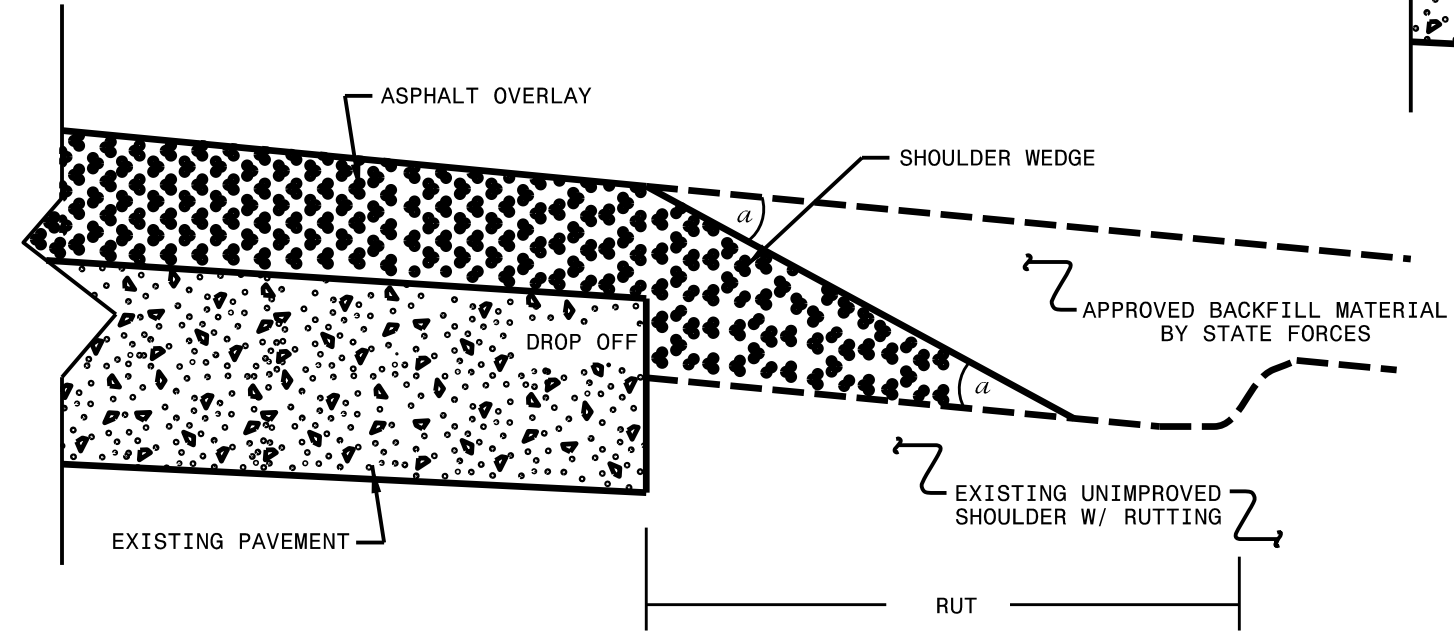
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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

\$\$\$\$SYTIME\$\$\$\$
 \$\$\$USERNAME\$\$\$

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.04.02.10421.1, ETC	6	

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	0" TO 2" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TONS	SURFACE COURSE, S4.75 TONS	ASPHALT BINDER FOR PLANT MIX TONS	ADJ. OF MAN-HOLES EA	ADJ. OF METER OR VALVE BOXES EA	
2016CPT.04.02.10421.1	Halifax	1	NC 903	FROM RAILROAD AT US 301 TO SR 1600	1	2	2WU	NO	NO	4.27	27	600	100		5,799			348		1	
		2	NC 903	FROM SR 1600 TO I-95 BRIDGE	2	2	2WU	NO	NO	0.75	35		200		1,413			85		2	
		3	NC 561	FROM SR 1133 TO SR 1003	1	2	2WU	NO	NO	4.51	26		400		5,886			353		5	
		4	NC 125	FROM JOINT AT QUIET CIRCLE TO NC 903	1	2	2WU	NO	NO	4.93	27		200		6,670			400		2	
TOTAL FOR PROJ NO. 2016CPT.04.02.10421.1										14.46		600	900		19,768			1,186		10	
2016CPT.04.02.20421.1	Halifax	5	SR 1661	FROM SR 1661 (FIRST ST) TO DEAD END	5	2	2WU	NO	NO	0.07	16						28	2			
		6	SR 1661	FROM SR 1661 (ROSEMARY ST) TO SR 1664 (W. C. RIVERS DR)	5	2	2WU	NO	NO	0.24	16							105	7	8	9
		7	SR 1661	FROM SR 1664 (W. C. RIVERS DR) TO SR 1661 (POPLAR ST)	6	2	2WU	NO	NO	0.24	25							158	11	3	3
		8	SR 1672	FROM SR 1661 TO DEAD END	5	2	2WU	NO	NO	0.07	17							29	2		
		9	SR 1662	FROM SR 1661 TO DEAD END	5	2	2WU	NO	NO	0.14	16							55	4		
		10	SR 1663	FROM SR 1661 TO DEAD END	5	2	2WU	NO	NO	0.09	16							36	2		
		11	SR 1664	FROM SR 1661 TO US 158W	5	2	2WU	NO	NO	0.12	17							50	3	1	
		12	SR 1665	FROM NC 903 TO NC 48	3	2	2WU	NO	NO	1.28	23.5						1,239		83		
		13	SR 1722	FROM SR 1626 TO SR 1727	5	2	2WU	NO	NO	0.17	20							84	6		
		14	SR 1727	FROM SR 1722 TO SR 1713	5	2	2WU	NO	NO	0.09	20							44	3		
		15	SR 1713	FROM SR 1727 TO SR 1626	5	2	2WU	NO	NO	0.17	20							84	6		1
		16	SR 1723	FROM NC 48 TO DEAD END	5	2	2WU	NO	NO	0.23	18.5							105	7		
		17	SR 1553	FROM SR 1433 TO SR 1554	5	2	2WU	NO	NO	0.63	19							296	20		3
		18	SR 1554	SR 1553 TO DEAD END	5	2	2WU	NO	NO	0.04	18.5							23	2		
		19	SR 1508	FROM SR 1554 TO NC 48	5	2	2WU	NO	NO	0.24	20							119	8		1
		20	SR 1494	FROM NC 48 TO DEAD END	5	2	2WU	NO	NO	0.14	18							62	4		
		21	SR 1498	FROM US 158 TO SR 1499	5	2	2WU	NO	NO	0.41	20.5							208	14		3
		22	SR 1499	FROM SR 1498 TO SR 1500	5	2	2WU	NO	NO	0.3	20.5							152	10		
		23	SR 1500	FROM SR 1499 TO SR 1498	5	2	2WU	NO	NO	0.07	20.5							35	2		
		24	SR 1001	FROM NC 48 TO SR 1415	3	2	2WU	NO	NO	4.76	22.5						4,400		295		
25	SR 1001	FROM SR 1415 TO SR 1404	4	2	2WU	NO	NO	2.69	23				1,715		2,547		246				
26	SR 1001	FROM SR 1404 TO NC 4	3	2	2WU	NO	NO	1.03	22						948		64	6	5		
TOTAL FOR PROJ NO. 2016CPT.04.02.20421.1										13.22				1,715		9,134	1,673	801	18	25	
GRAND TOTAL										27.68		600	900	1,715	19,768	9,134	1,673	1,987	18	35	

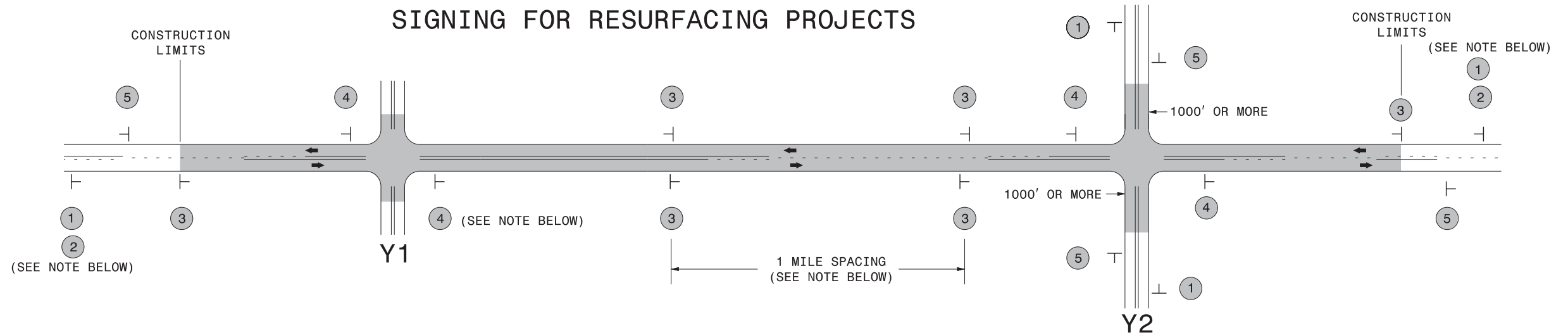
PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.04.02.10421.1, ETC	7	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000	4457000000-N	46970000	47050000	47100000	47210000	4725000000-E	4847000000-E		
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	8" X 120 M YELLOW THERMO LF	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO RXR 120 M EA	THERMO LT ARROW 90 M EA	4" WHITE POLYUREA (HIGHLY REFLECTIVE ELEMENTS) LF	4" YELLOW POLYUREA (HIGHLY REFLECTIVE ELEMENTS) LF	
2016CPT.04.02.10421.1	Halifax	1	NC 903	FROM RAILROAD AT US 301 TO SR 1600	1	2	2WU	4.27	27	478	*						45,230	33,340	
	Halifax	2	NC 903	FROM SR 1600 TO I-95 BRIDGE	2	2	2WU	0.75	35	84		53					20	8,181	8,904
	Halifax	3	NC 561	FROM SR 1133 TO SR 1003	1	2	2WU	4.51	26	505								47,632	27,875
	Halifax	4	NC 125	FROM JOINT AT QUIET CIRCLE TO NC 903	1	2	2WU	4.93	27	552								52,042	45,545
TOTAL FOR PROJ NO. 2016CPT.04.02.10421.1							14.46			1,619		89	50	25	2	22	153,085	115,664	
																	268,749		
2016CPT.04.02.20421.1	Halifax	5	SR 1661	FROM SR 1661 (FIRST ST) TO DEAD END	5	2	2WU	0.07	16	8	*								
	Halifax	6	SR 1661	FROM SR 1661 (ROSEMARY ST) TO SR 1664 (W. C. RIVERS DR)	5	2	2WU	0.24	16	27									
	Halifax	7	SR 1661	FROM SR 1664 (W. C. RIVERS DR) TO SR 1661 (POPLAR ST)	6	2	2WU	0.24	25	27									
	Halifax	8	SR 1672	FROM SR 1661 TO DEAD END	5	2	2WU	0.07	17	8									
	Halifax	9	SR 1662	FROM SR 1661 TO DEAD END	5	2	2WU	0.14	16	16									
	Halifax	10	SR 1663	FROM SR 1661 TO DEAD END	5	2	2WU	0.09	16	10									
	Halifax	11	SR 1664	FROM SR 1661 TO US 158W	5	2	2WU	0.12	17	13									
	Halifax	12	SR 1665	FROM NC 903 TO NC 48	3	2	2WU	1.28	23.5	143									
	Halifax	13	SR 1722	FROM SR 1626 TO SR 1727	5	2	2WU	0.17	20	38									
	Halifax	14	SR 1727	FROM SR 1722 TO SR 1713	5	2	2WU	0.09	20	10									
	Halifax	15	SR 1713	FROM SR 1727 TO SR 1626	5	2	2WU	0.17	20	19									
	Halifax	16	SR 1723	FROM NC 48 TO DEAD END	5	2	2WU	0.23	18.5	26									
	Halifax	17	SR 1553	FROM SR 1433 TO SR 1554	5	2	2WU	0.63	19	71									
	Halifax	18	SR 1554	SR 1553 TO DEAD END	5	2	2WU	0.04	18.5	4									
	Halifax	19	SR 1508	FROM SR 1554 TO NC 48	5	2	2WU	0.24	20	27									
	Halifax	20	SR 1494	FROM NC 48 TO DEAD END	5	2	2WU	0.14	18	16									
	Halifax	21	SR 1498	FROM US 158 TO SR 1499	5	2	2WU	0.41	20.5	46									
	Halifax	22	SR 1499	FROM SR 1498 TO SR 1500	5	2	2WU	0.3	20.5	34									
	Halifax	23	SR 1500	FROM SR 1499 TO SR 1498	5	2	2WU	0.07	20.5	8									
	Halifax	24	SR 1001	FROM NC 48 TO SR 1415	3	2	2WU	4.76	22.5	533									
Halifax	25	SR 1001	FROM SR 1415 TO SR 1404	4	2	2WU	2.69	23	301										
Halifax	26	SR 1001	FROM SR 1404 TO NC 4	3	2	2WU	1.03	22	115										
TOTAL FOR PROJ NO. 2016CPT.04.02.20421.1							13.22			1,500									
GRAND TOTAL									27.68		3,119	1	89	50	25	2	22	153,085	115,664
																	268,749		

Secondary maps will be painted by Division Traffic Services.

SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	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>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, 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;"> <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>
	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.		

