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PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.05.10611.1, 2016CPT.13.05.20611.1, 2016CPT.13.05.20612.1	1	

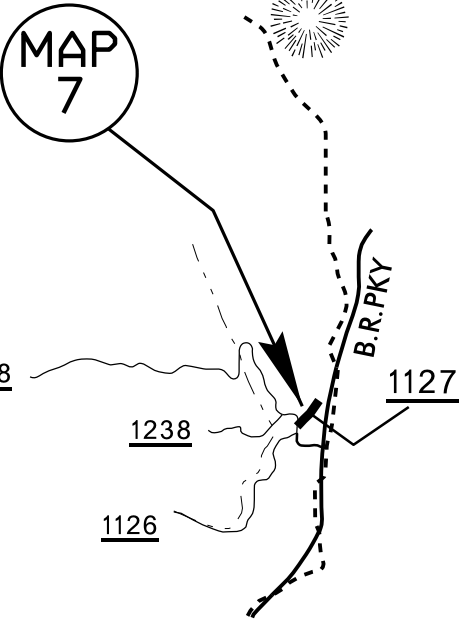
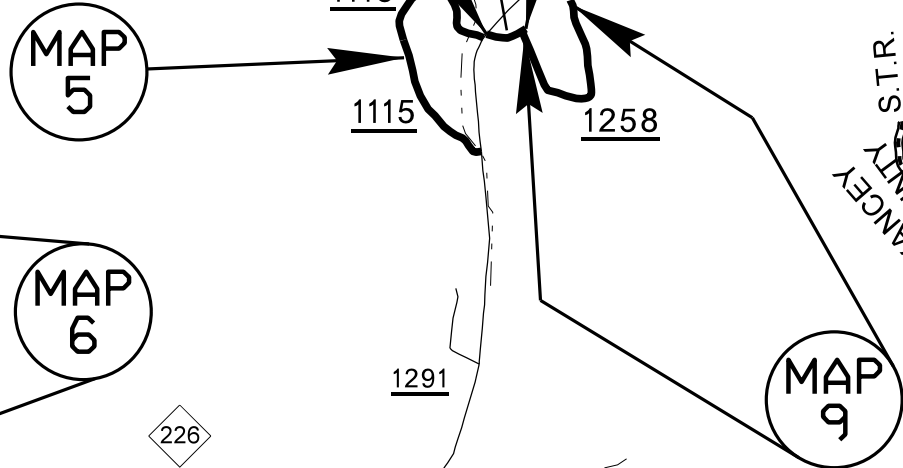
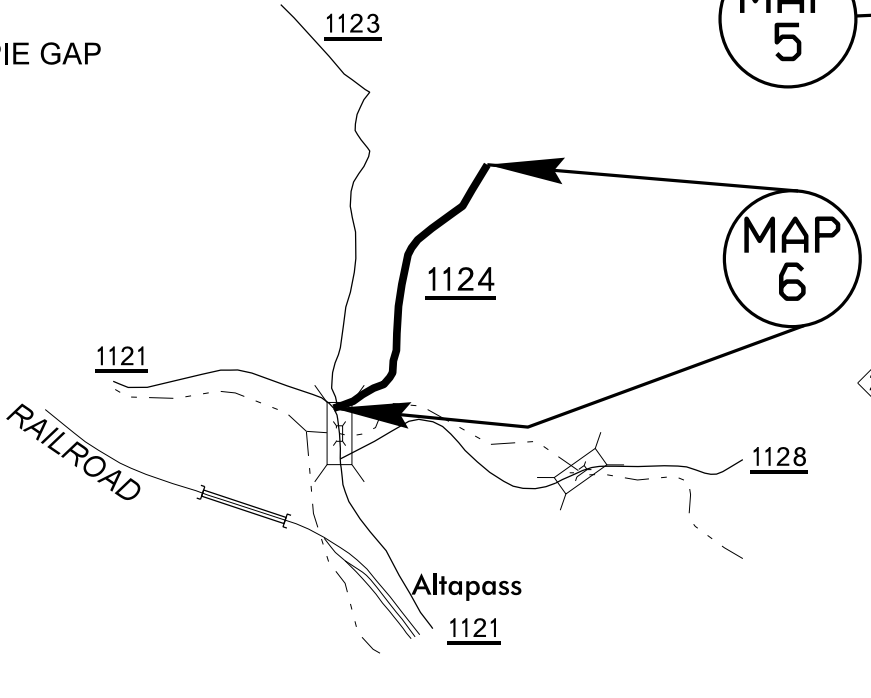
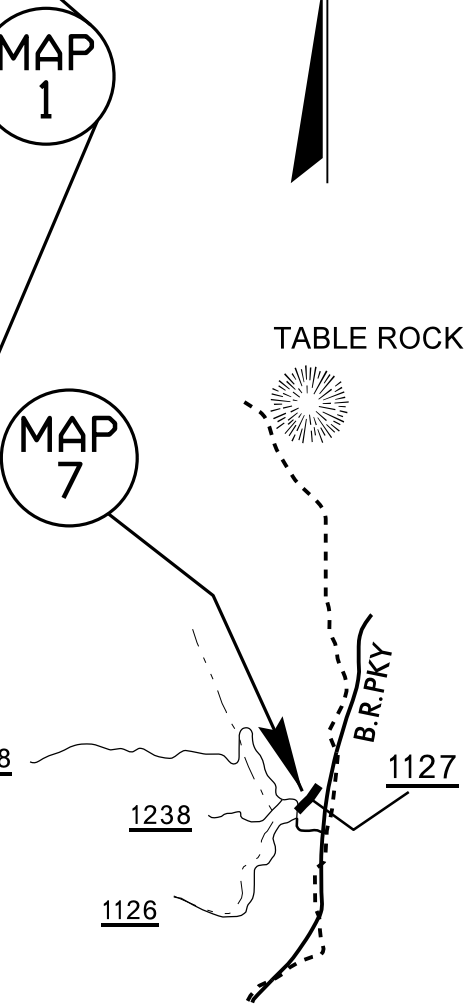
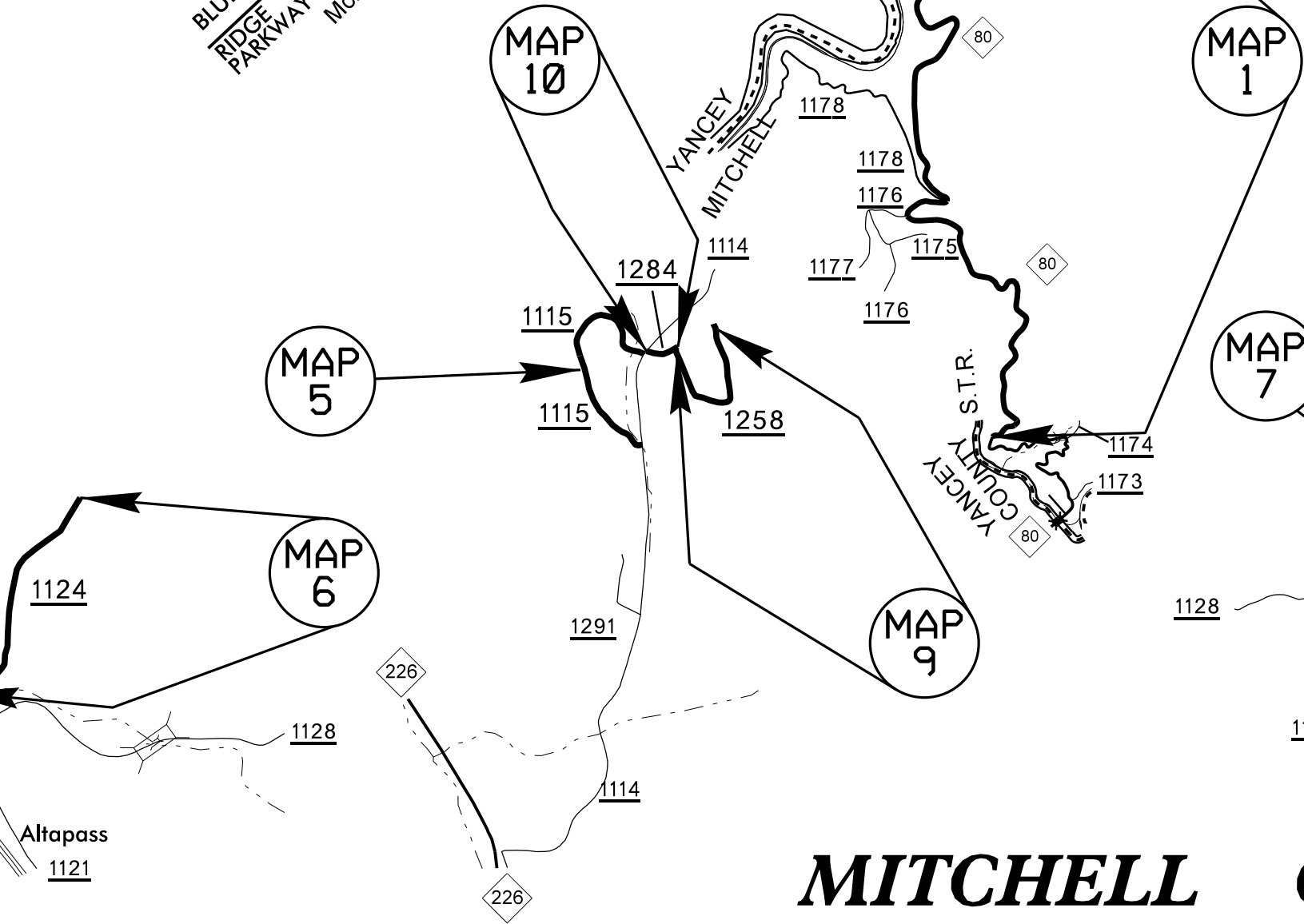
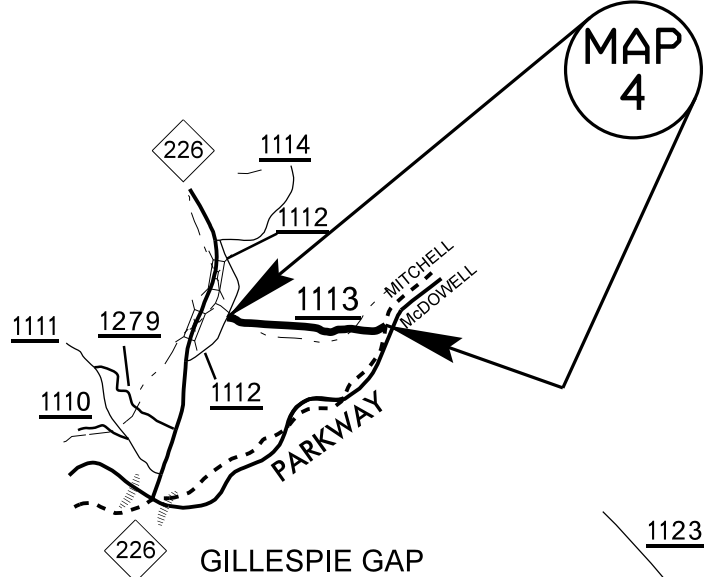
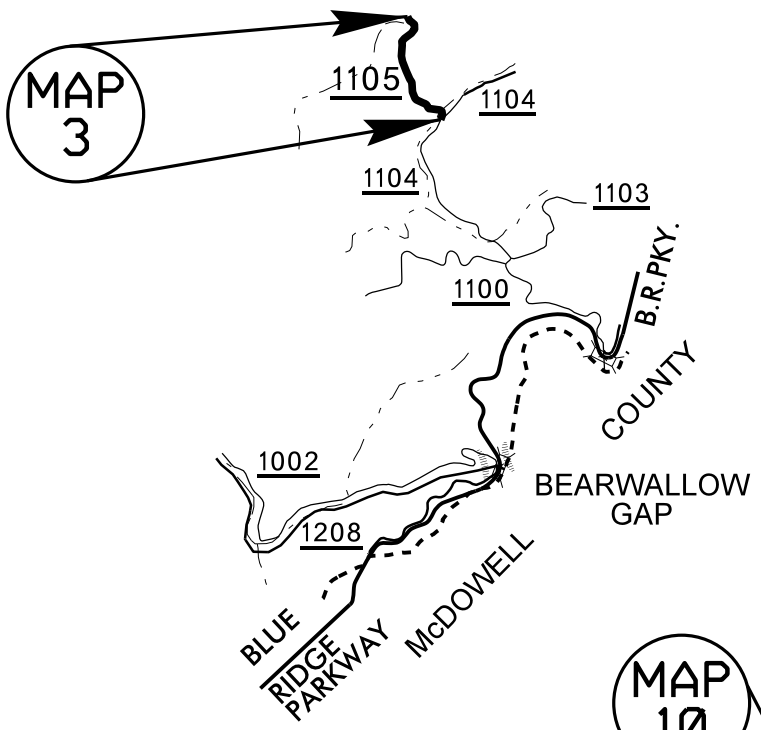
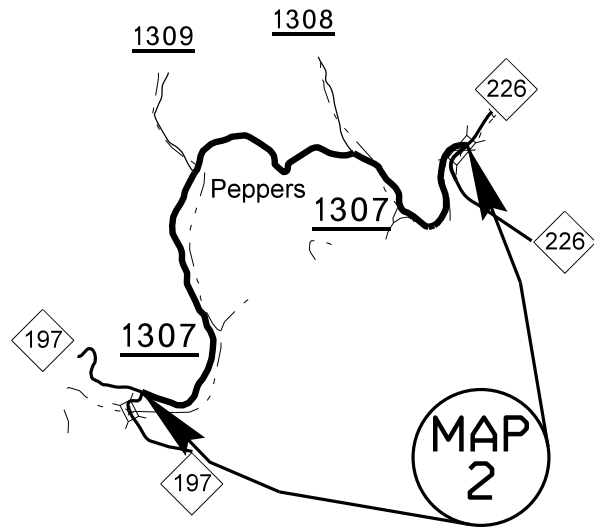
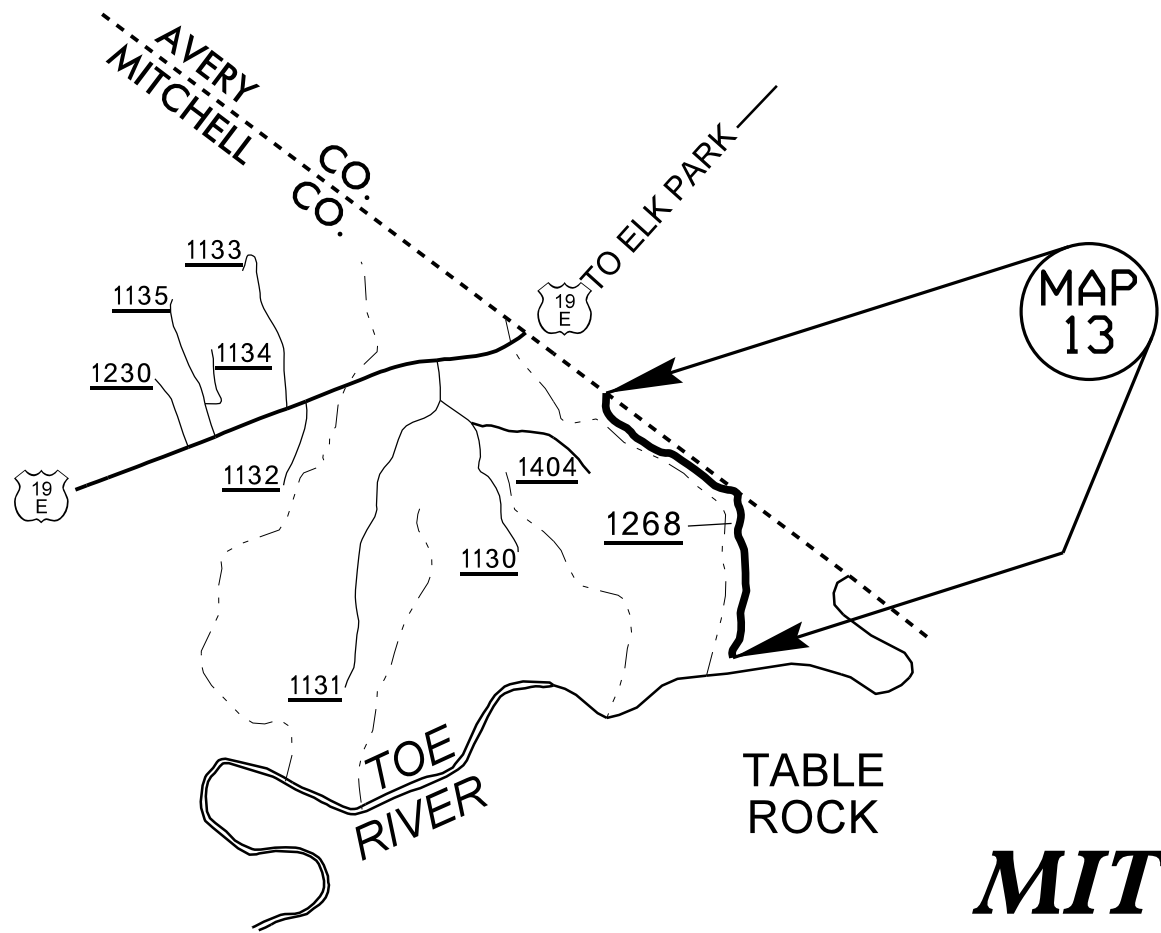
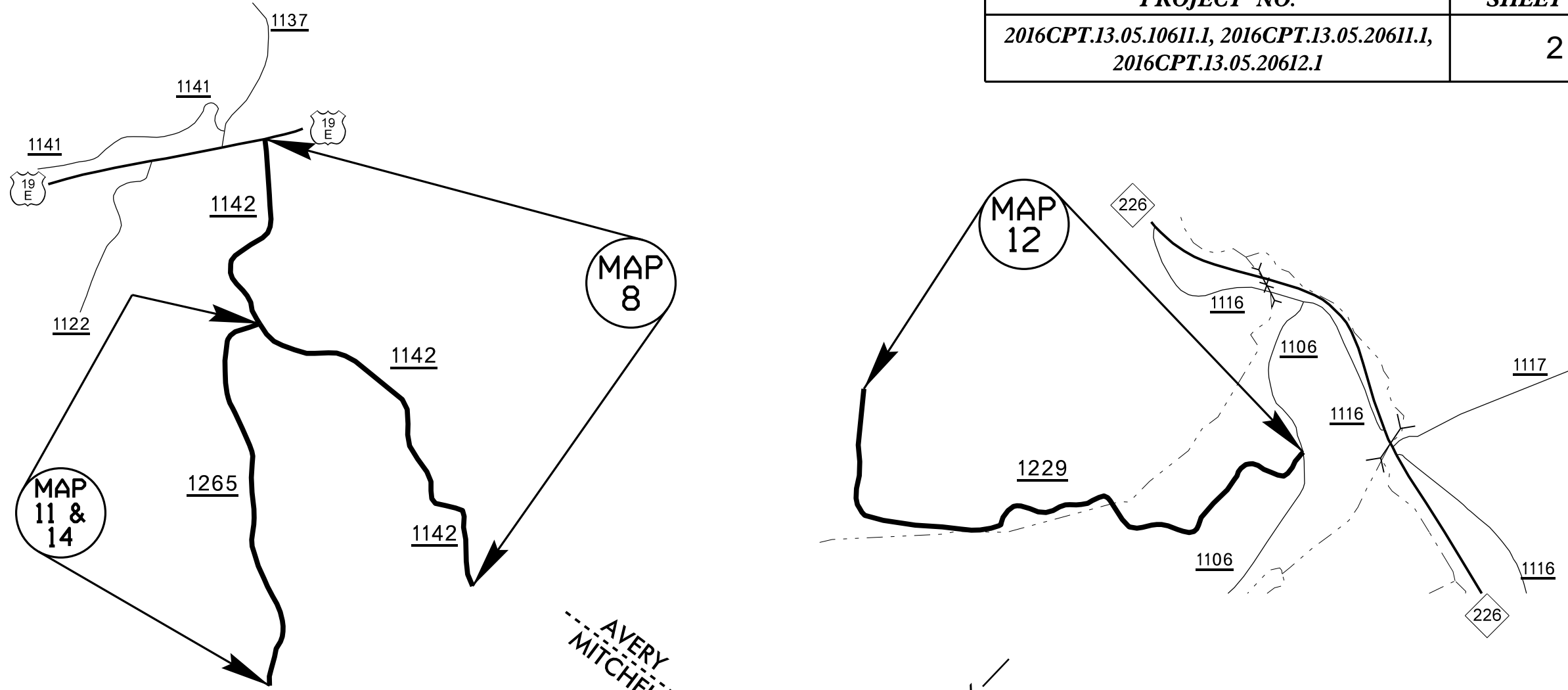


TABLE ROCK

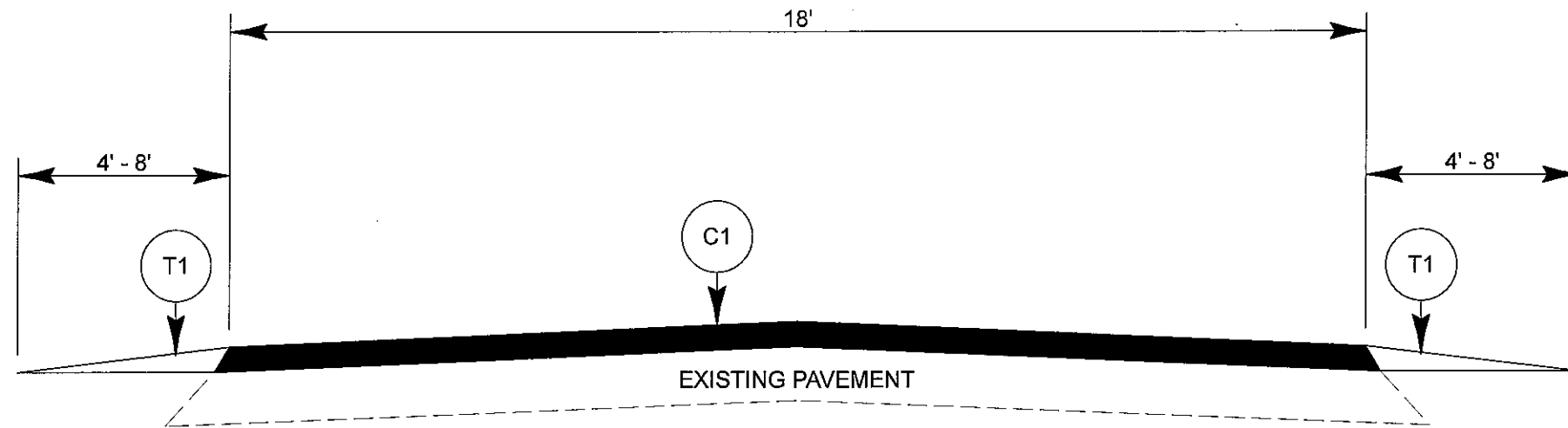
MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.05.10611.1, 2016CPT.13.05.20611.1, 2016CPT.13.05.20612.1	2	

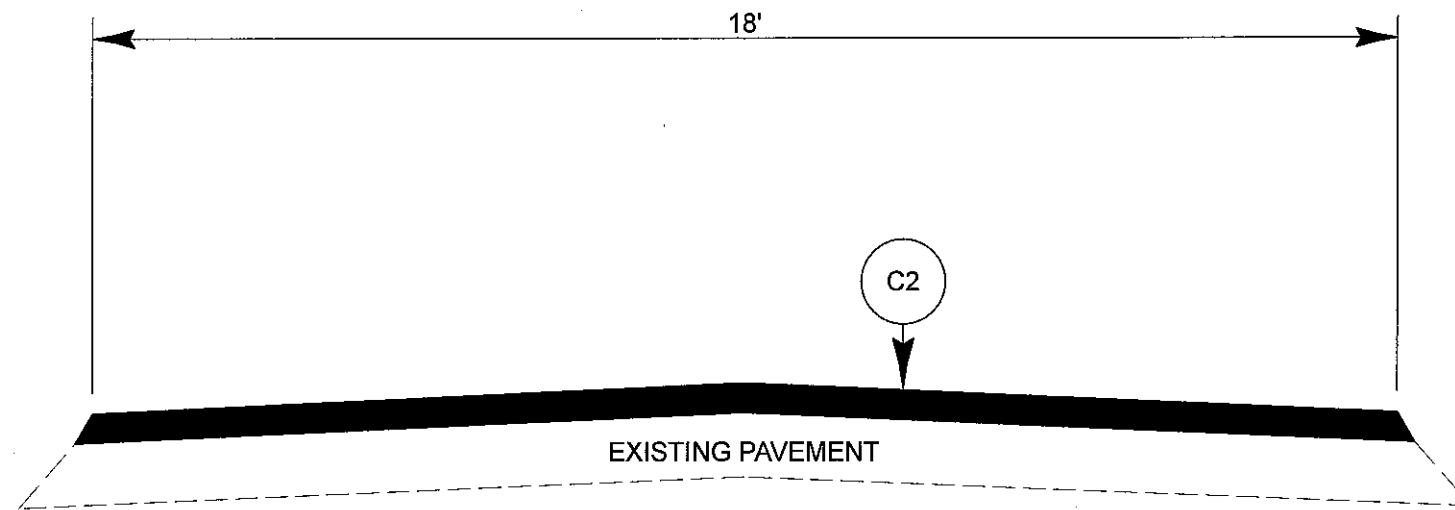
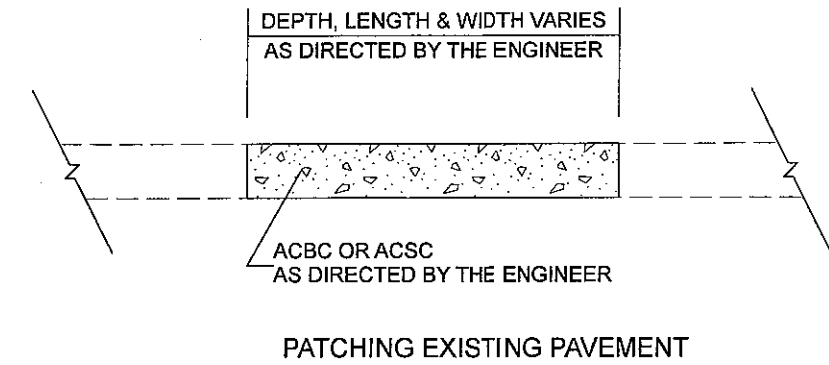


MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.05.10611.1, 2016CPT.13.05.20611.1, 2016CPT.13.05.20612.1,	3	



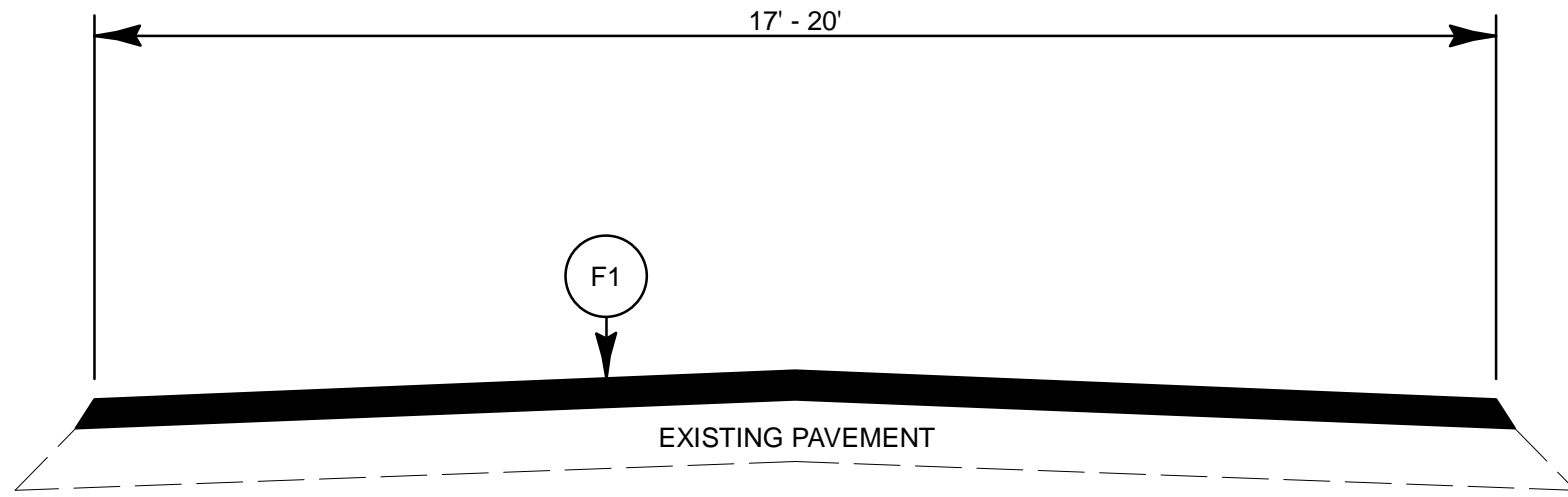
TYPICAL SECTION NO. 1



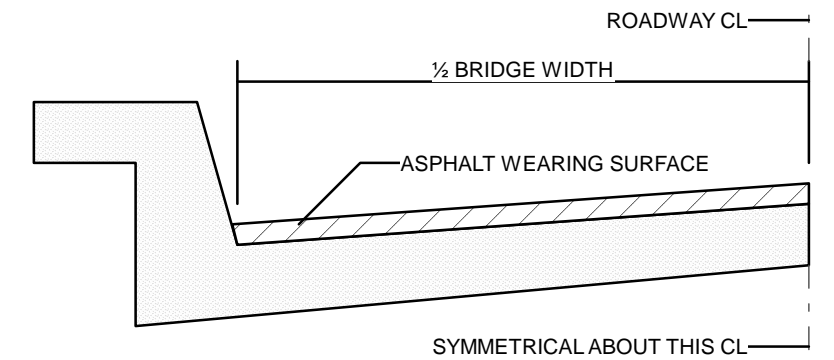
TYPICAL SECTION NO. 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD
F1	ASPHALT SURFACE TREATMENT, DOUBLE SEAL (LIGHTWEIGHT AGGREGATE)
T1	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.05.10611.1, 2016CPT.13.05.20611.1, 2016CPT.13.05.20612.1,	4	



TYPICAL SECTION NO. 3



BRIDGE HALF TYPICAL SECTION

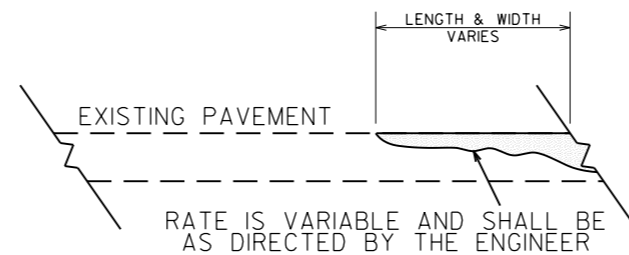
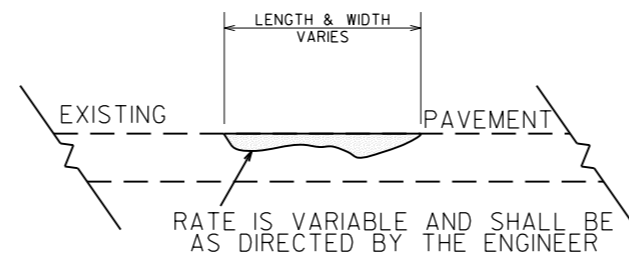
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

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".

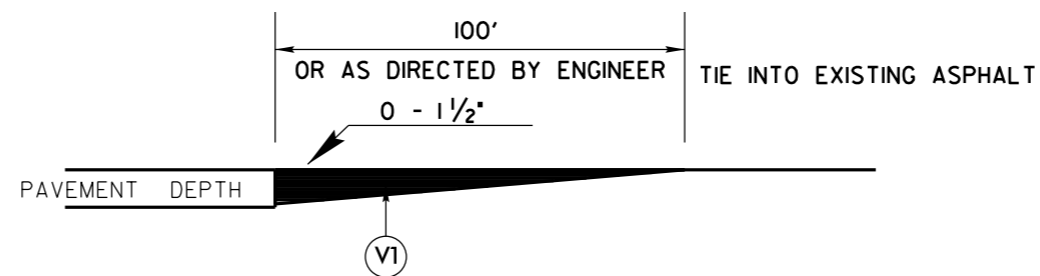
NOTES

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.13.05.10611.1, 2016CPT.13.05.20611.1, 2016CPT.13.05.20612.1	5	



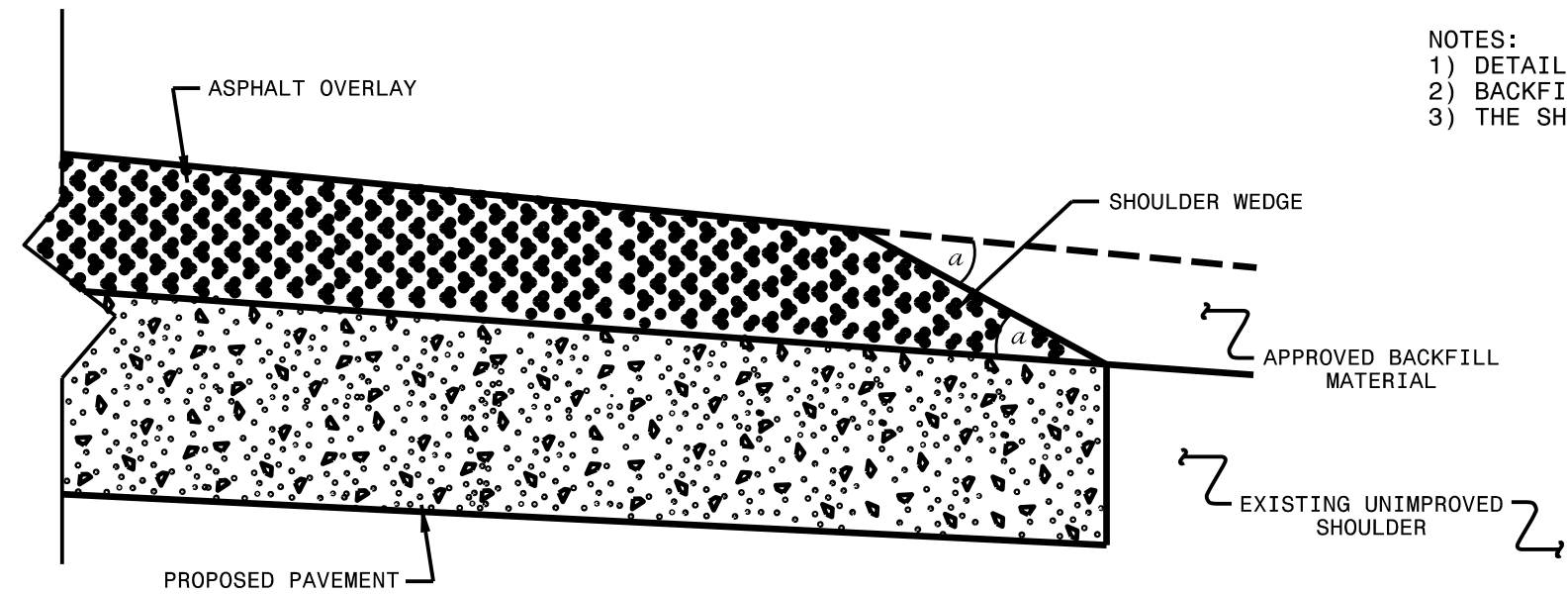
**DETAIL SHOWING
METHOD OF WEDGING**



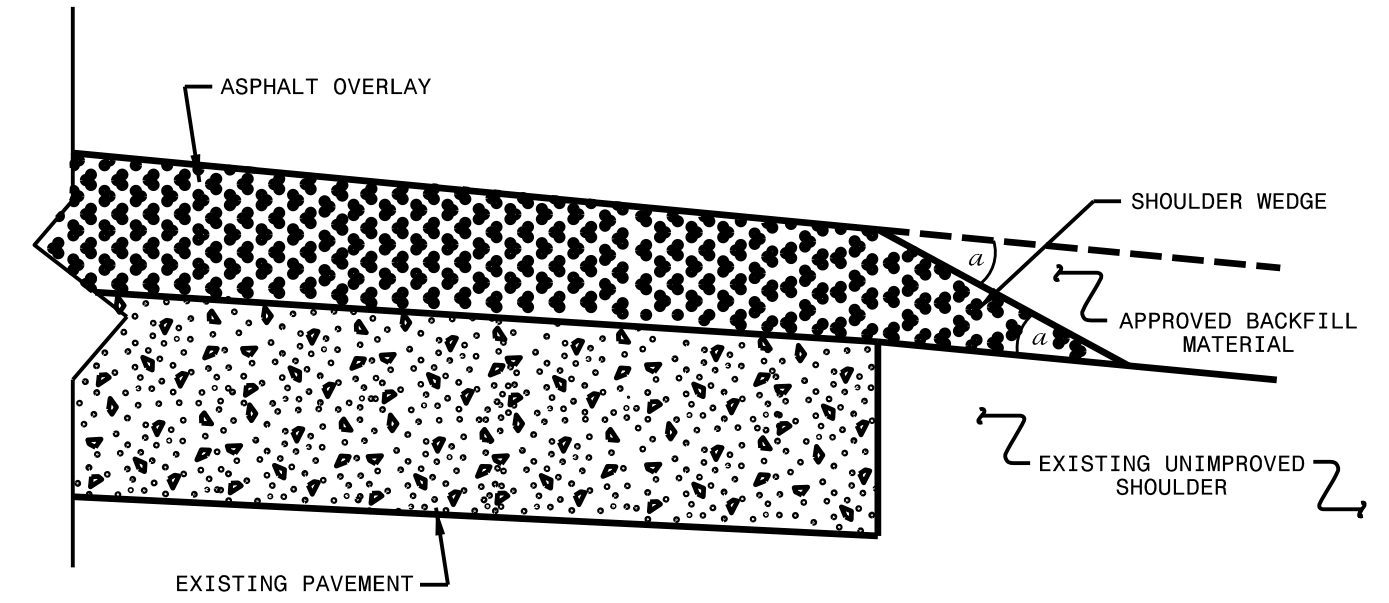
DETAIL TO TIE INTO EXIST PAVEMENT

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 S9.5B. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.

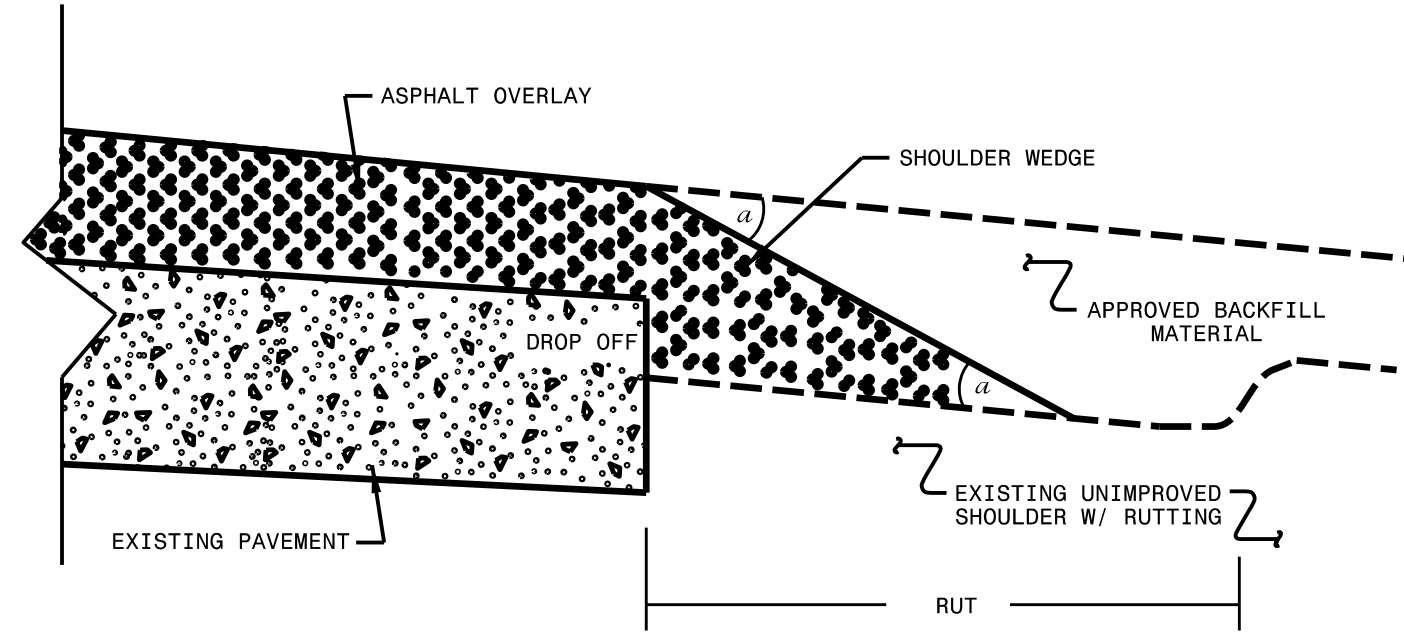
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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\$\$\$\$
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PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.13.05.10611.1, 2016CPT.13.05.20611.1, 2016CPT.13.05.20612.1	7	

SUMMARY OF QUANTITIES

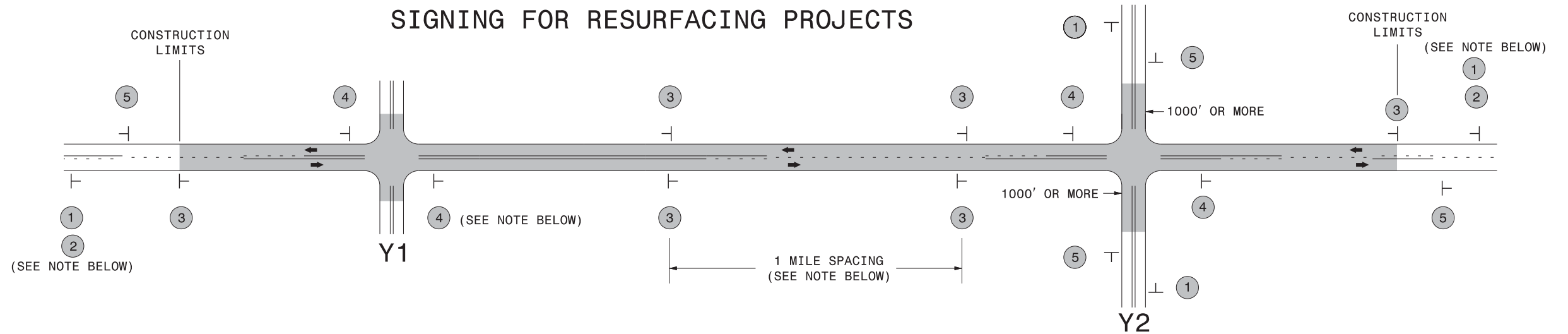
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TON	SHOULDER RECONSTRUCTION SMI	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ASPHALT SURFACE TREATMENT, DOUBLE SEAL SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL
2016CPT.13.05.10611.1	Mitchell	1	NC 80	FROM 0.82 MILES NORTH OF SR 1174 TO 2.0 MILES NORTH OF SR 1178 (MP 1.99 - MP 5.39)	1	2	2WU	NO	NO	3.4	18	170	6.80	665	3,341		200	450		
TOTAL FOR PROJ NO. 2016CPT.13.05.10611.1										3.4		170	6.80	665	3,341		200	450		
2016CPT.13.05.20611.1	Mitchell	2	SR 1307	FROM NC 226 TO NC 197 (MP 0.00 - MP 3.11)	2	2	2WU	NO	NO	3.11	18	156				3,001	201	480		
		3	SR 1105	FROM SR 1104 TO EOM (MP 0.00 - MP 0.70)	3	2	2WU	NO	NO	0.7	18							240	7,392	4,070
		4	SR 1113	FROM SR 1112 TO EOP (MP 0.00 - MP 0.66)	3	2	2WU	NO	NO	0.66	20							120	7,744	4,260
		5	SR 1115	FROM SR 1114 TO SR 1114 (MP 0.00 - MP 0.73)	3	2	2WU	NO	NO	0.73	18							160	7,709	4,240
		6	SR 1124	FROM SR 1121 TO DEAD END (MP 0.00 - MP 0.41)	3	2	2WU	NO	NO	0.41	17							100	4,089	2,250
		7	SR 1127	FROM SR 1128 TO EOP (MP 0.00 - MP 0.14)	3	2	2WU	NO	NO	0.14	18							40	1,478	815
		8	SR 1142	FROM US 19E TO EOM (MP 0.00 - MP 1.21)	3	2	2WU	NO	NO	1.21	18							155	12,778	7,030
		9	SR 1258	FROM SR 1284 TO EOM (MP 0.00 - MP 0.52)	3	2	2WU	NO	NO	0.52	18							100	5,491	3,025
		10	SR 1284	FROM SR 1114 TO EOP (MP 0.00 - MP 0.09)	3	2	2WU	NO	NO	0.09	18							35	950	525
		11	SR 1265	FROM SR 1142 TO DEAD END (MP 0.00 - MP 0.79)		2	2WU	NO	NO	0.79	18							210		
		12	SR 1229	FROM SR 1106 TO DEAD END (MP 0.00 - MP 1.30)	3	2	2WU	NO	NO	1.3	18							120	13,728	7,555
		13	SR 1268	FROM AVERY COUNTY LINE TO EOM (MP 0.00 - MP 0.97)	3	2	2WU	NO	NO	0.97	18							185	10,243	5,635
TOTAL FOR PROJ NO. 2016CPT.13.05.20611.1										10.63		156				3,001	201	1,945	71,602	39,405
2016CPT.13.05.20612.1	Mitchell	14	SR 1265	FROM SR 1142 TO DEAD END (MP 0.00 - MP 0.79)	3	2	2WU	NO	NO	0.79	18								8,342	4,590
TOTAL FOR PROJ NO. 2016CPT.13.05.20612.1										0.79									8,342	4,590
GRAND TOTAL										14.82		326	6.80	665	3,341	3,001	401	2,395	79,944	43,995

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.13.05.10611.1, 2016CPT.13.05.20611.1, 2016CPT.13.05.20612.1	8	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E		4847000000-E		4905000000-N	
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	PAINT PAVEMENT MARKING LINES (4") WHITE LF	PAINT PAVEMENT MARKING LINES (4") YELLOW LF	POLYUREA PAVEMENT MARKING LINES (4") WHITE (HIGHLY REFLECTIVE ELEMENTS) LF	POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HIGHLY REFLECTIVE ELEMENTS) LF	SNOWPLOWABLE PAVEMENT MARKERS EA	
2016CPT.13.05.10611.1	Mitchell	1	NC 80	FROM 0.82 MILES NORTH OF SR 1174 TO 2.0 MILES NORTH OF SR 1178 (MP 1.99 - MP 5.39)	1	2	2WU	3.4	18	382	1			35,904	35,904	450	
TOTAL FOR PROJ NO. 2016CPT.13.05.10611.1							3.4			382	1			35,904	35,904	450	
														71,808			
2016CPT.13.05.20611.1	Mitchell	2	SR 1307	FROM NC 226 TO NC 197 (MP 0.00 - MP 3.11)	2	2	2WU	3.11	18	1,192	1			32,842	32,842		
		3	SR 1105	FROM SR 1104 TO EOM (MP 0.00 - MP 0.70)	3	2	2WU	0.7	18					7,392	7,392		
		4	SR 1113	FROM SR 1112 TO EOP (MP 0.00 - MP 0.66)	3	2	2WU	0.66	20								
		5	SR 1115	FROM SR 1114 TO SR 1114 (MP 0.00 - MP 0.73)	3	2	2WU	0.73	18					7,709	7,709		
		6	SR 1124	FROM SR 1121 TO DEAD END (MP 0.00 - MP 0.41)	3	2	2WU	0.41	17								
		7	SR 1127	FROM SR 1128 TO EOP (MP 0.00 - MP 0.14)	3	2	2WU	0.14	18								
		8	SR 1142	FROM US 19E TO EOM (MP 0.00 - MP 1.21)	3	2	2WU	1.21	18					12,778	12,778		
		9	SR 1258	FROM SR 1284 TO EOM (MP 0.00 - MP 0.52)	3	2	2WU	0.52	18								
		10	SR 1284	FROM SR 1114 TO EOP (MP 0.00 - MP 0.09)	3	2	2WU	0.09	18								
		11	SR 1265	FROM SR 1142 TO DEAD END (MP 0.00 - MP 0.79)		2	2WU	0.79	18								
		12	SR 1229	FROM SR 1106 TO DEAD END (MP 0.00 - MP 1.30)	3	2	2WU	1.3	18					13,728	13,728		
		13	SR 1268	FROM AVERY COUNTY LINE TO EOM (MP 0.00 - MP 0.97)	3	2	2WU	0.97	18								
TOTAL FOR PROJ NO. 2016CPT.13.05.20611.1							10.63			1,192	1			74,449	74,449		
														148,898			
2016CPT.13.05.20612.1	Mitchell	14	SR 1265	FROM SR 1142 TO DEAD END (MP 0.00 - MP 0.79)	3	2	2WU	0.79	18	90	1	16,685	16,685				
TOTAL FOR PROJ NO. 2016CPT.13.05.20612.1							0.79			90	1	16,685	16,685				
												33,370					
GRAND TOTAL									14.82		1,664	1	16,685	16,685	110,353	110,353	450
												33,370		220,706			

SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

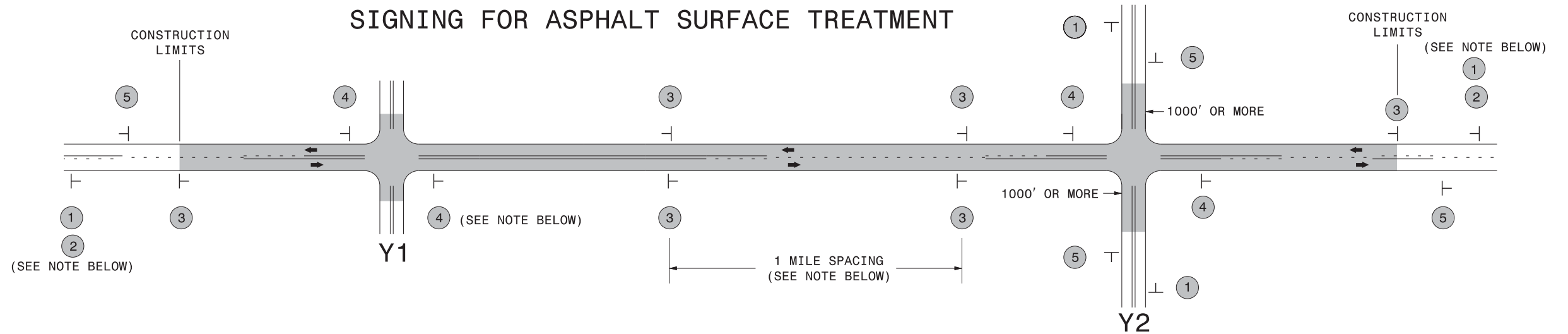
-Y- LINE SIGNING

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.		

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**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**

SIGNING FOR ASPHALT SURFACE TREATMENT

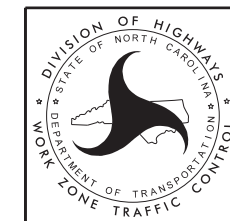


LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2	 W20-1 48" X 48" W7-3aP 24" X 18"	<p style="text-align: center;">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 style="text-align: center;">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;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
3	 W8-7 48" X 48" SP 48" X 48"	<p style="text-align: center;">ALTERNATE THE FOLLOWING TWO SIGNS: STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</p> <p style="text-align: center;">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.</p>
4	 SP 13106 48" X 48"	<p style="text-align: center;">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.</p>
5	 G20-2 A 48" X 24"	<p style="text-align: center;">PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>



**ADVANCE WARNING SIGNS
FOR
ASPHALT SURFACE TREATMENTS
2 LANE ROADWAYS**