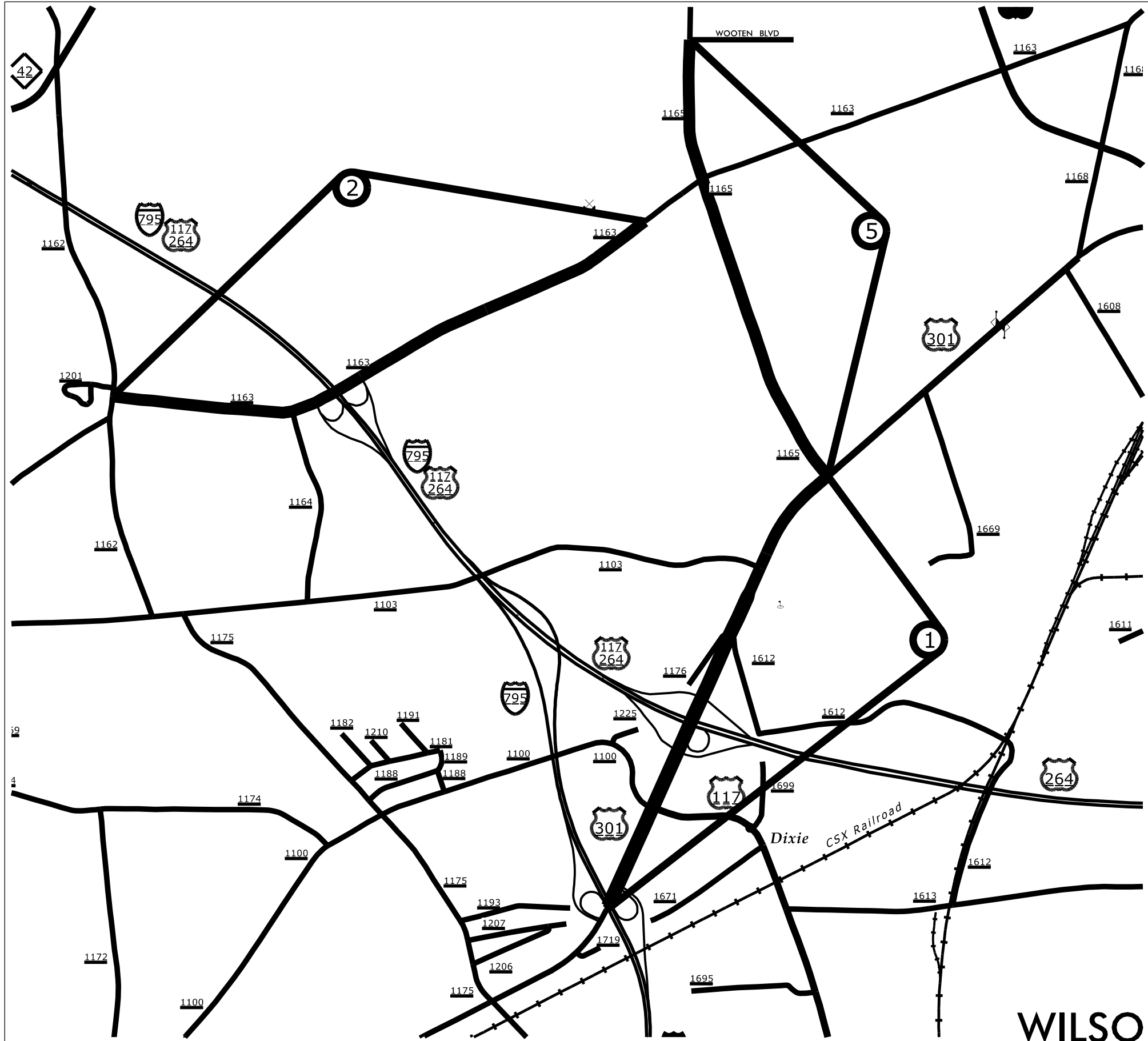


**This electronic collection of documents is provided
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and is Not a Certified Document –**

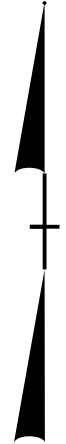
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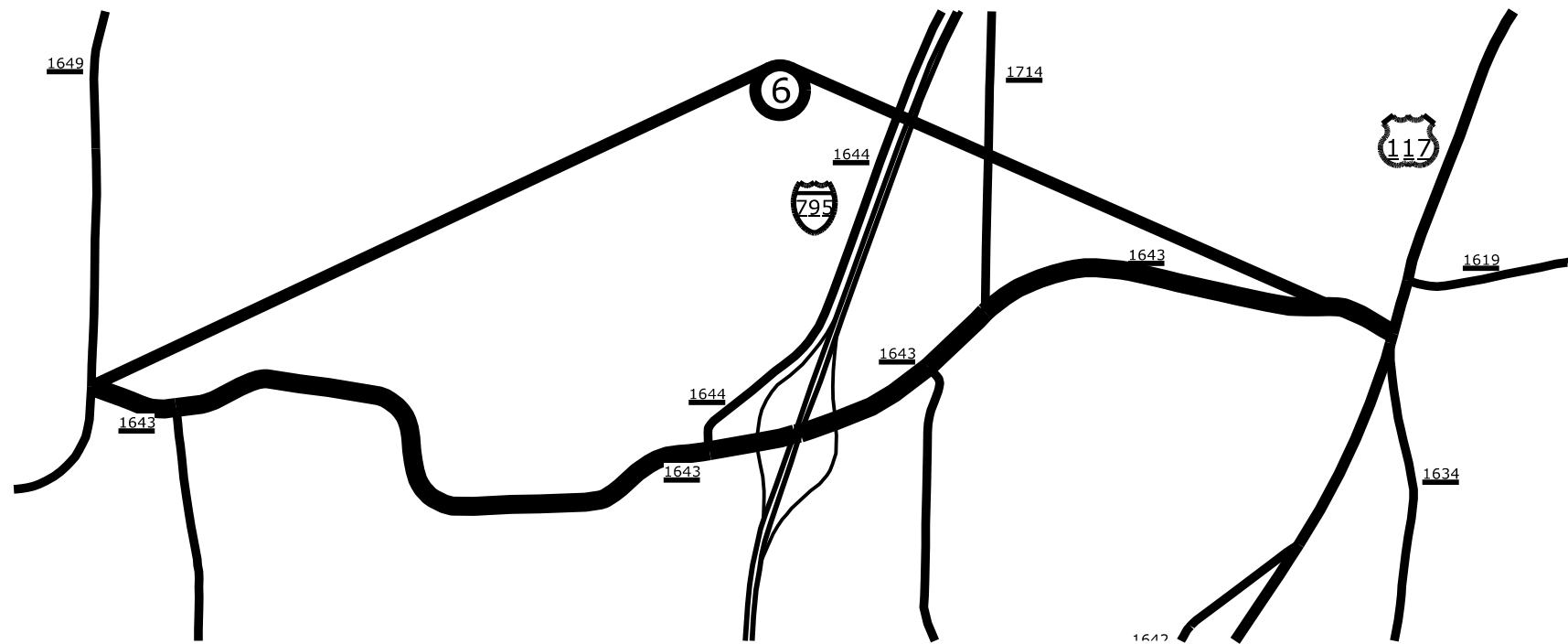
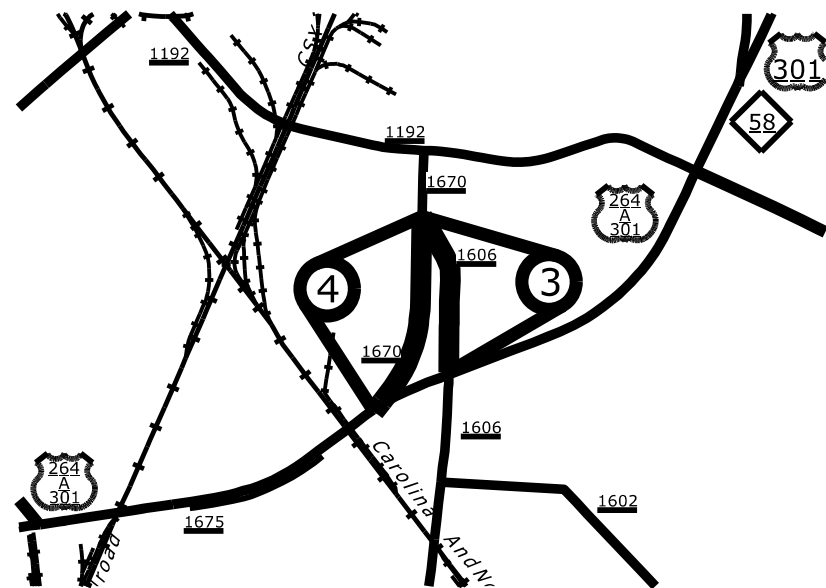
| PROJECT NUMBER | SHEET NUMBER |
|-------------------------------|--------------|
| 2016CPT.04.04.10981.1, ETC | 1 |



WILSON COUNTY



| PROJECT NUMBER | SHEET NUMBER |
|-------------------------------|--------------|
| 2016CPT.04.04.10981.1, ETC | 2 |



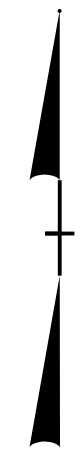
WILSON COUNTY



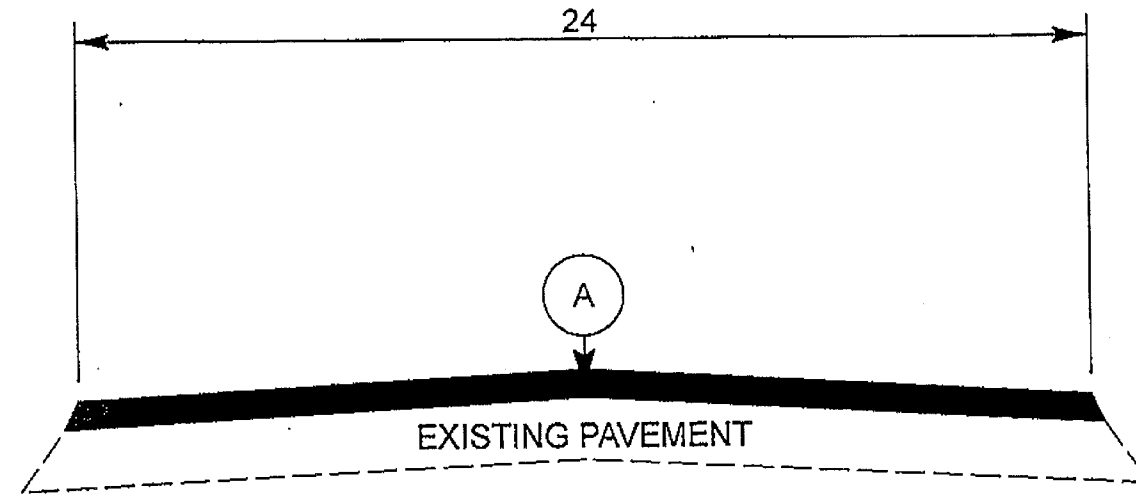
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| 2016CPT.04.04.10981.1, ETC | 3 |



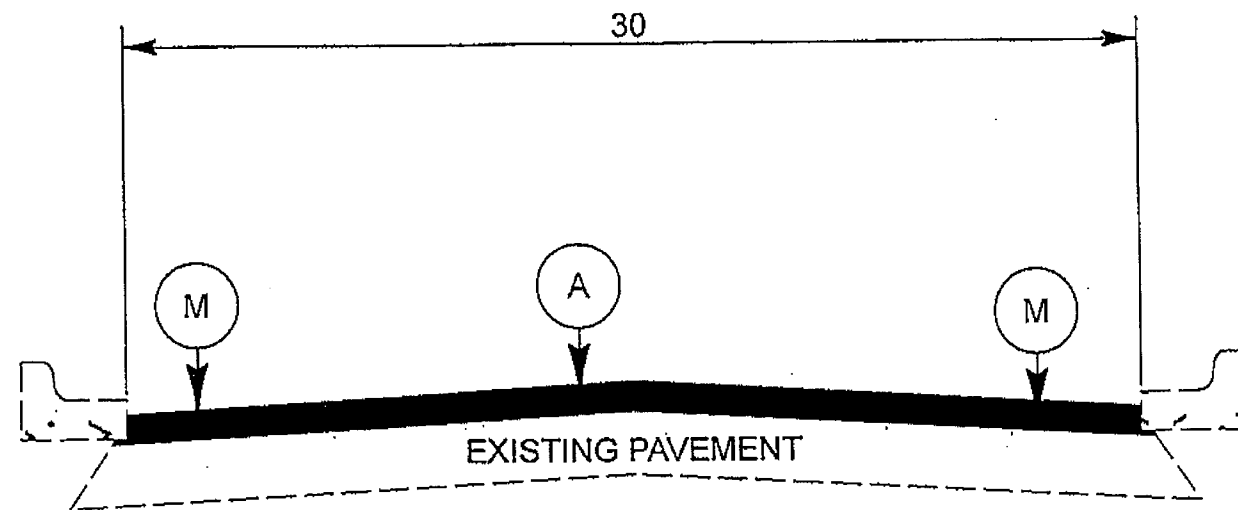
WILSON COUNTY



| PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-----------|--------------|
| 2016CPT.04.04.20981.1, 2016CPT.04.04.10981.1 | 4 | |



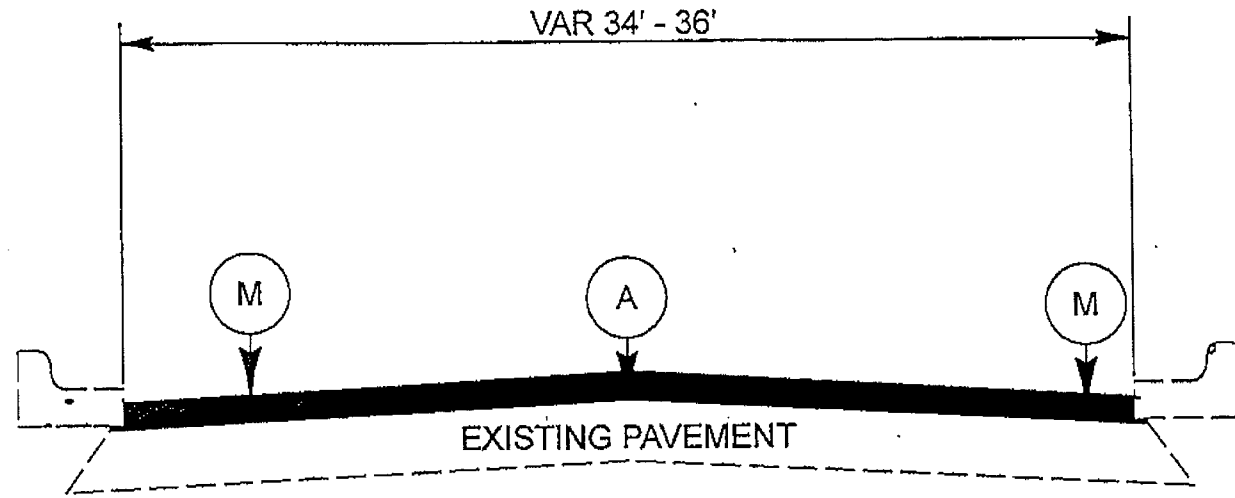
TYPICAL SECTION NO. 1



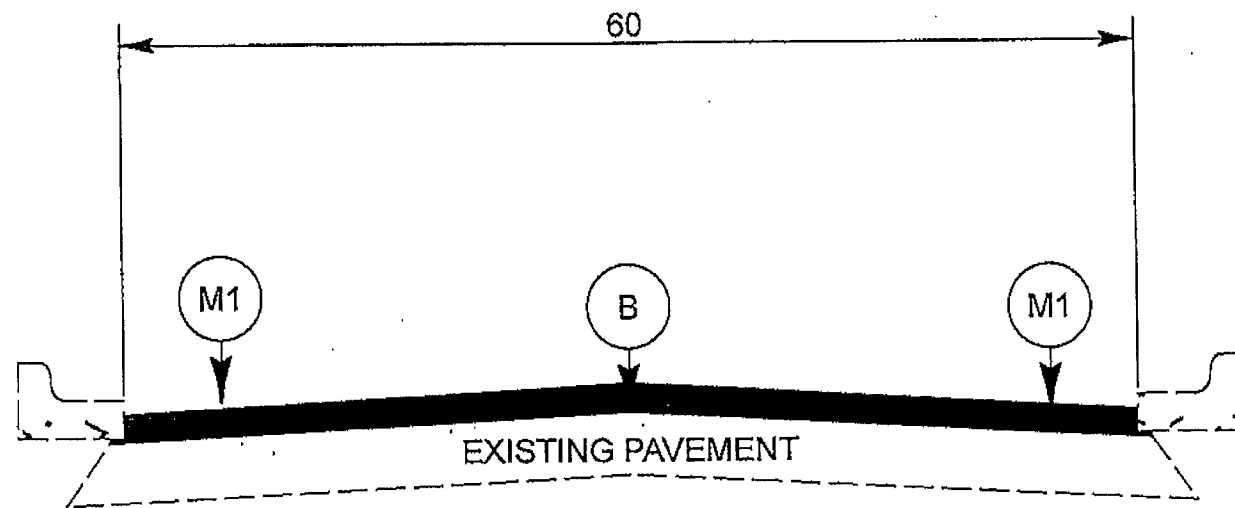
TYPICAL SECTION NO. 2

| PAVEMENT SCHEDULE | |
|-------------------|--|
| A | 1.25" ASPHALT CONCRETE SURFACE COURSE TYPE SF9.5A AT AN AVERAGE RATE OF 138 LBS PER SQ. YD |
| B | 1.50" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS PER SQ. YD |
| D | 4" OF ASPHALT CONCRETE BASE COURSE TYPE B25.0B AT AN AVERAGE RATE OF 456 LBS PER SQ. YARD (2 FOOT WIDENING) |
| M | 1.25" FULL WIDTH MILLING |
| M1 | 1.50" FULL WIDTH MILLING |

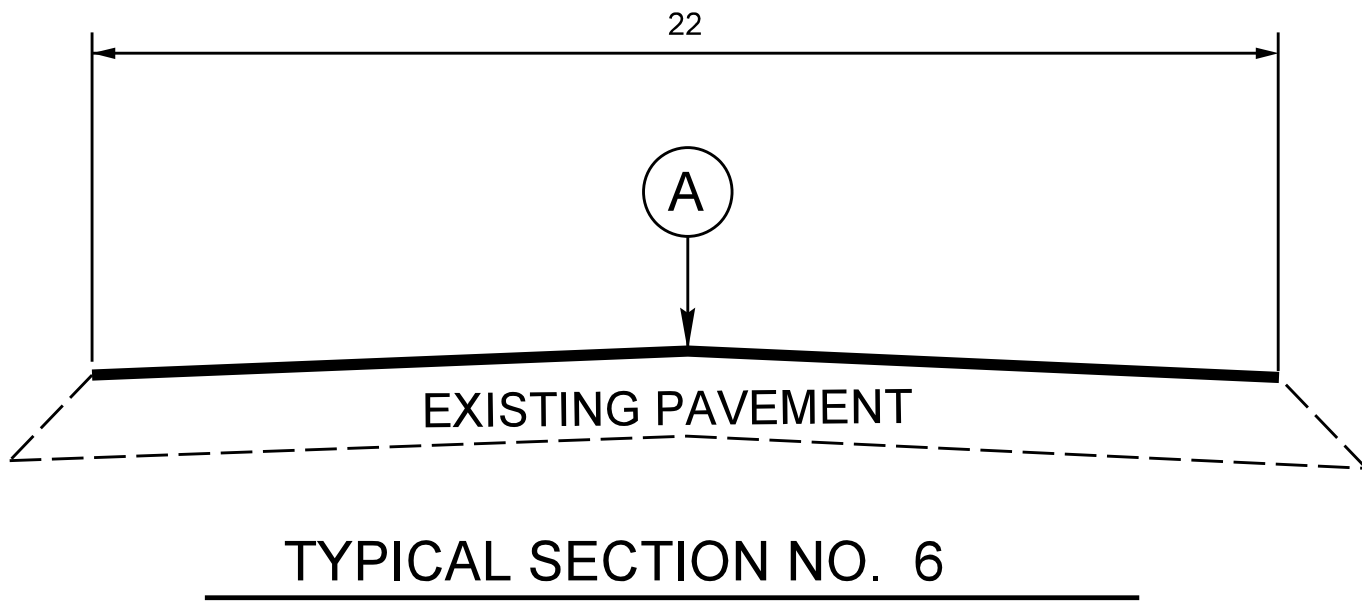
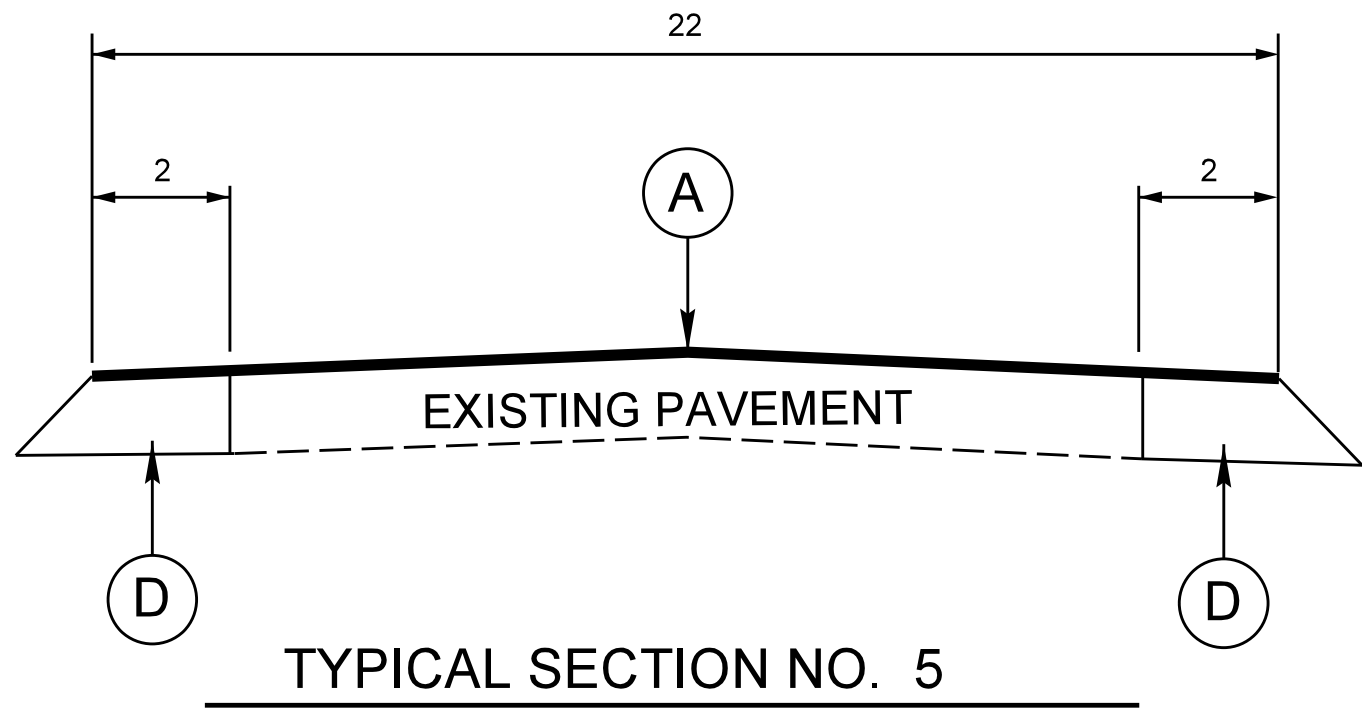
| PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-----------|--------------|
| 2016CPT.04.04.20981.1, 2016CPT.04.04.10981.1 | 5 | |
| | | |



TYPICAL SECTION NO. 3

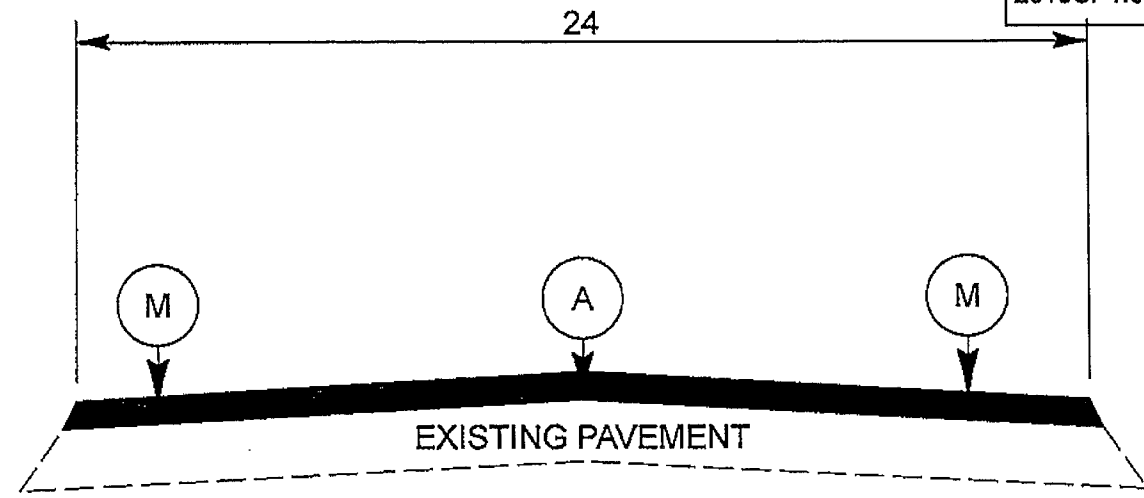


TYPICAL SECTION NO. 4

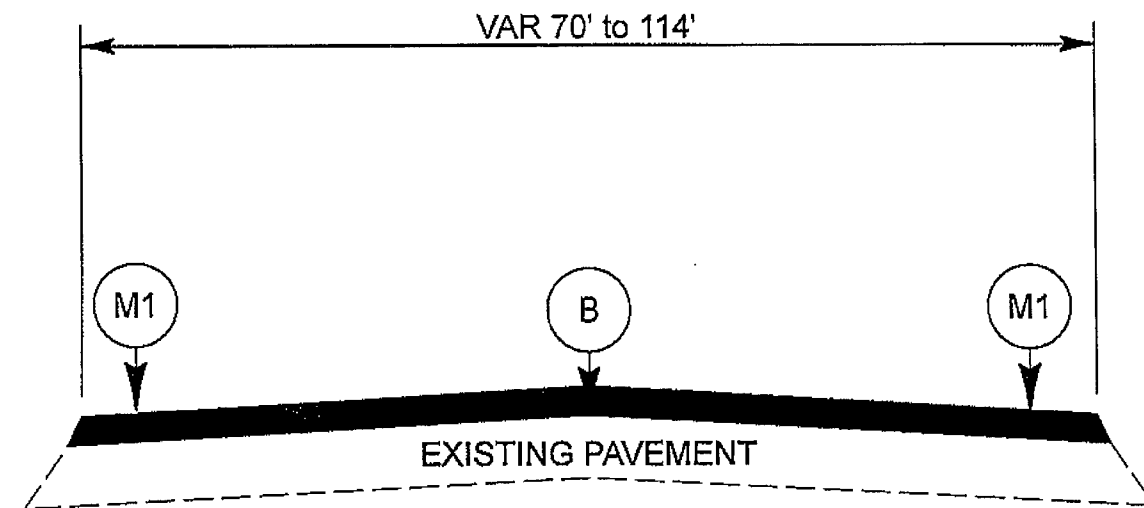


SYSTEMS

| PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-----------|--------------|
| 2016CPT.04.04.20981.1, 2016CPT.04.04.10981.1 | 7 | |
| | | |

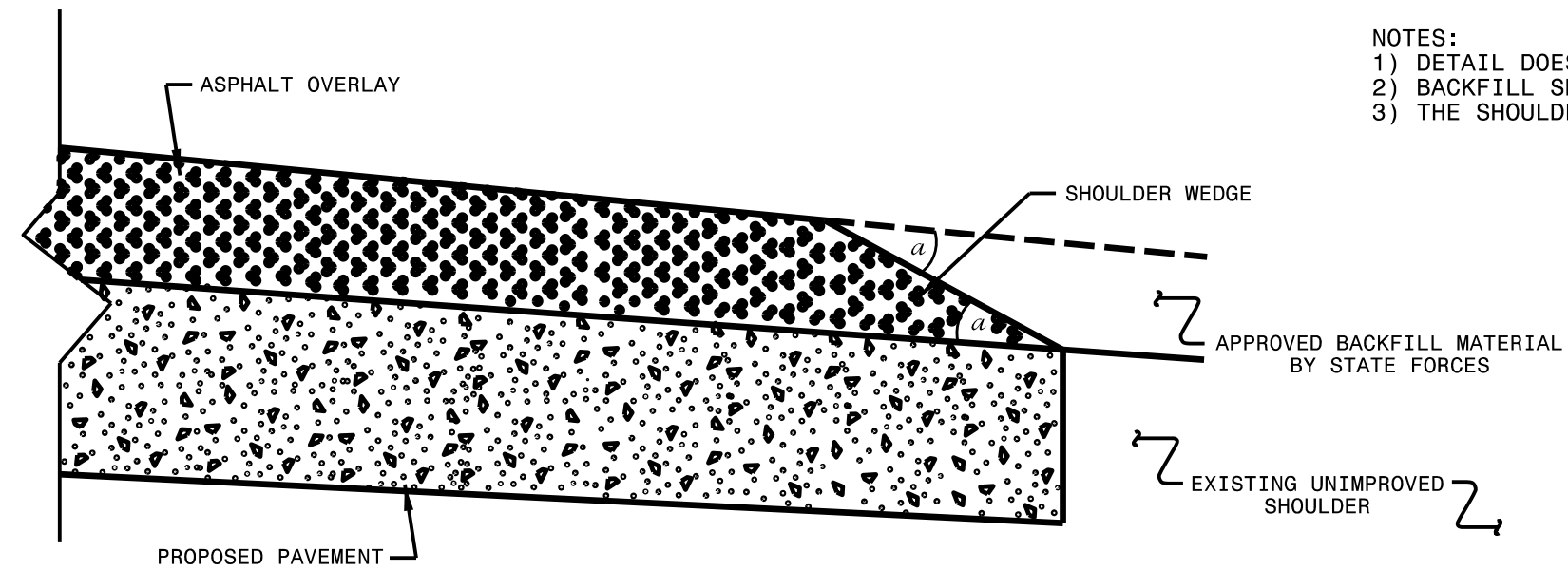


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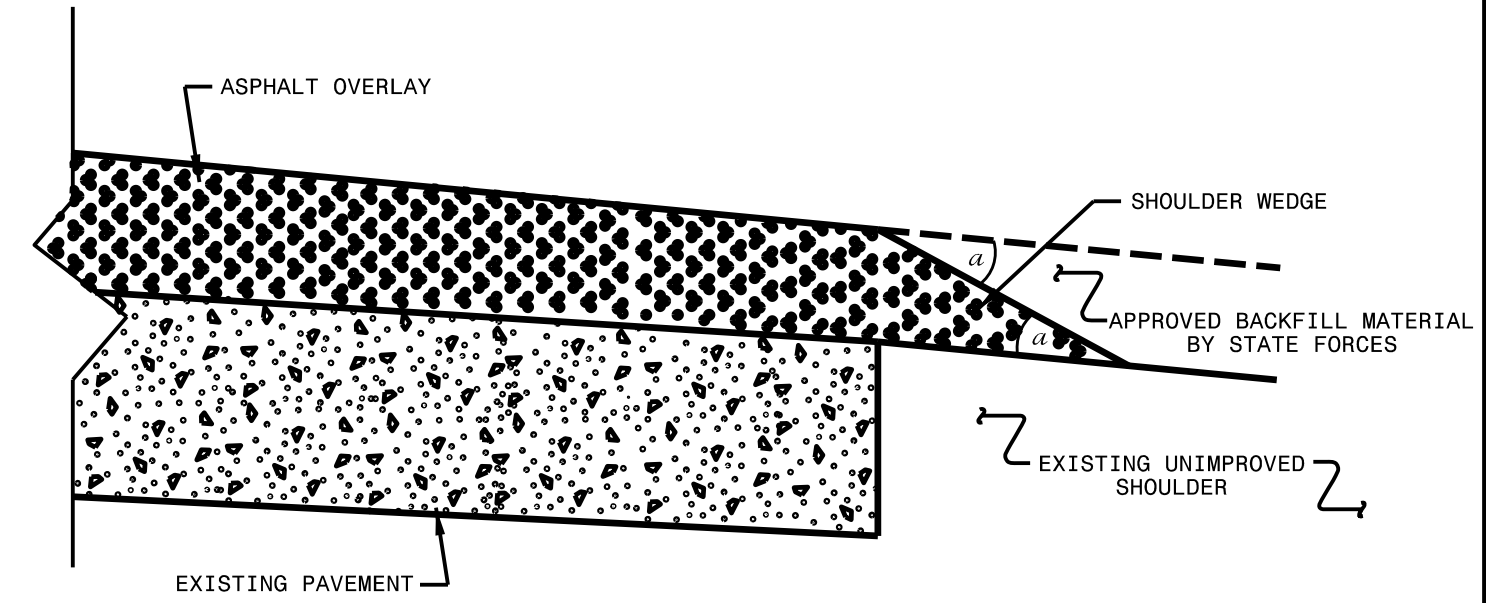


TYPICAL SECTION NO. 8

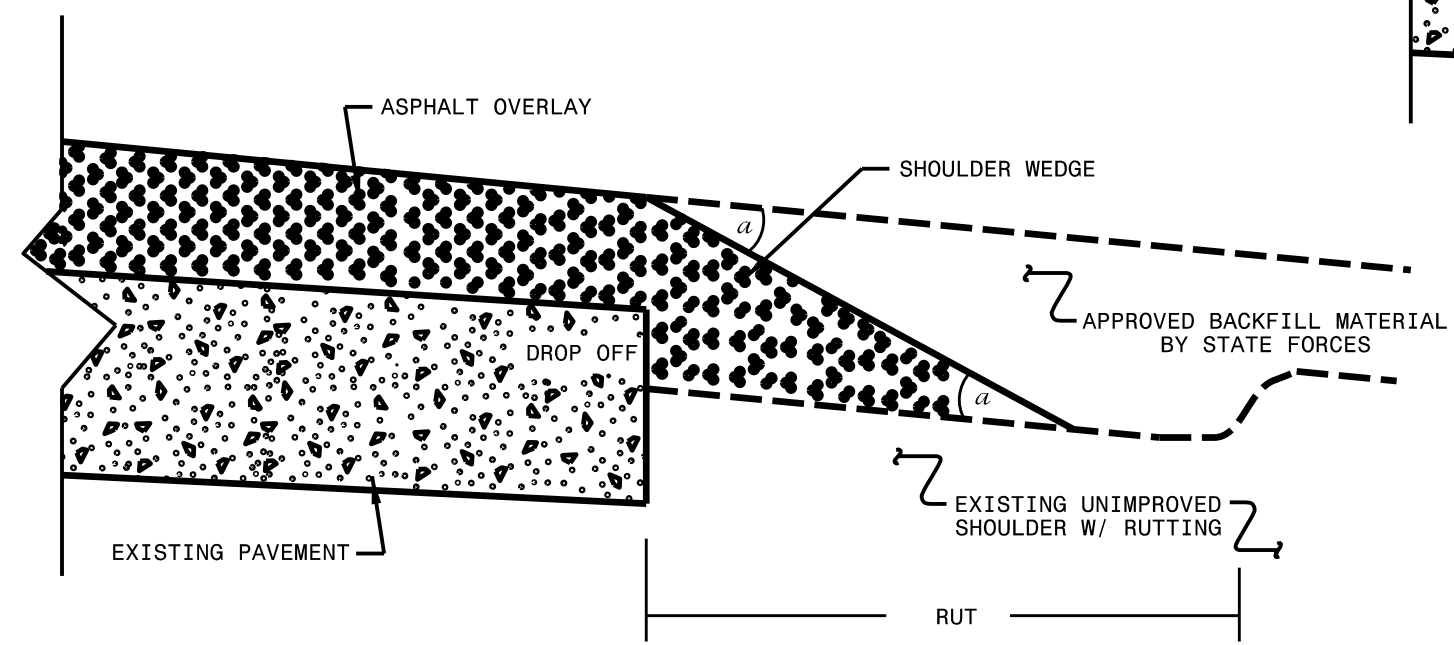
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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\$\$\$

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|----------------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2016CPT.04.04.10981.1, ETC | 9 | |

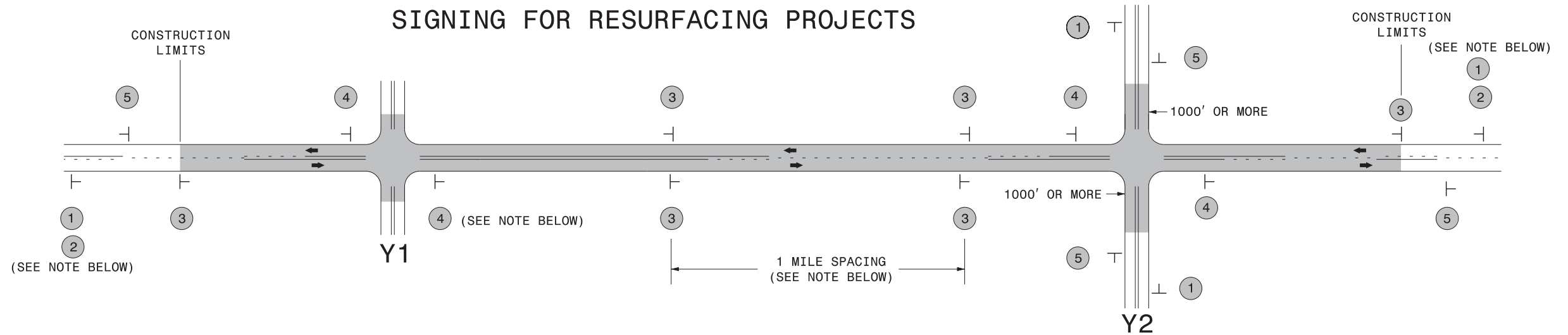
SUMMARY OF QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP | LANES | LANE TYPE | FINAL SURFACE TESTING REQUIRED | WARM MIX ASPHALT REQUIRED | LENGTH MI | WIDTH FT | 1.25" MILLING SY | 1½" MILLING SY | INCIDENTAL MILLING SY | BASE COURSE, B25.0B TONS | SURFACE COURSE, S9.5B TONS | SURFACE COURSE, SF9.5A TONS | ASPHALT BINDER FOR PLANT MIX TONS | ADJ. OF DROP INLETS EA | ADJ. OF MANHOLES EA | ADJ. OF METER OR VALVE BOXES EA | |
|---------------------------------|--------|--------|------------------------------|---|-----|-------|-----------|--------------------------------|---------------------------|-----------|----------|------------------|----------------|-----------------------|--------------------------|----------------------------|-----------------------------|-----------------------------------|------------------------|---------------------|---------------------------------|----|
| TOTAL FOR 2016CPT.04.04.10981.1 | Wilson | 1 | US 301 | FROM JOINT SOUTH OF I-795 TO JOINT SOUTH OF SR 1165 (FOREST HILLS ROAD) | 8 | 2 | MU | NO | NO | 1.7 | 90 | | 105,000 | | | 9,206 | | 552 | | 2 | 2 | |
| 2016CPT.04.04.20981.1 | Wilson | 2 | SR 1163 DOWNING STREET | FROM SR 1162 QUAKER ROAD TO JOINT 1550' WEST OF SR 1165 (FOREST HILLS ROAD) | 7 | 2 | | NO | NO | 2 | 24 | 32,000 | | | | | 2,219 | 149 | | | | |
| 2016CPT.04.04.20981.1 | Wilson | 3 | SR 1606 OLD BLACK CREEK ROAD | FROM SR 1670 PENDER STREET TO US 301 | 2 | 2 | | NO | NO | 0.3 | 30 | 5,280 | | | | | 414 | 28 | | | | |
| 2016CPT.04.04.20981.1 | Wilson | 4 | SR 1670 PENDER STREET | FROM SR 1606 HINES STREET TO US 301 | 3 | 2 | | NO | NO | 0.5 | 35 | 10,267 | | | | | 783 | 52 | | 2 | 3 | |
| 2016CPT.04.04.20981.1 | Wilson | 5 | SR 1165 FOREST HILLS ROAD | FROM WOOTEN BLVD. TO US 301 | 4 | 2 | | NO | NO | 1.74 | 60 | | 62,000 | | | 5,331 | | 320 | | 2 | 3 | |
| 2016CPT.04.04.20981.1 | Wilson | 6 | SR 1643 ALTON ROAD | FROM SR 1649 TO JOINT 300' FROM SR 1644 GLORY ROAD | 5 | 2 | | NO | NO | 1.57 | 22 | | | | 910 | | 1,450 | 137 | | | 2 | |
| | | " | " | FROM SR 1644 GLORY ROAD TO US 117 | 1 | 2 | | NO | NO | 1.7 | 24 - 50 | | | 6,500 | | | 2,303 | 154 | | | | |
| TOTAL FOR MAP NO. 5 | | | | | | | | | | 3.27 | | | | | | | 6,500 | 910 | | 3,753 | 291 | 2 |
| 2016CPT.04.04.20981.1 | Wilson | 7 | SR 1327 LONDON CHURCH ROAD | FROM RXR TO SR 1334 PRIDGEN ROAD | 6 | 2 | | NO | NO | 4.62 | 22 | | | | | | 4,669 | 313 | 1 | | | |
| TOTAL FOR 2016CPT.04.04.20981.1 | | | | | | | | | | 12.43 | | | 47,547 | 62,000 | 6,500 | 910 | 5,331 | 11,838 | 1,153 | 1 | 4 | 8 |
| GRAND TOTAL | | | | | | | | | | 14.13 | | | 47,547 | 167,000 | 6,500 | 910 | 14,537 | 11,838 | 1,705 | 1 | 6 | 10 |

THERMOPLASTIC AND PAINT QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP | LANES | LANE TYPE | LENGTH | WIDTH | 4413000000- | 44570000 | 4685000000-E | | 4686000000-E | | 46970000 | 46950000 | 471000000 | 4721000 | 4725000000-E | | | | | 4900000000-N |
|--|--------|--------|------------------------------|---|-----|-------|-----------|--------|-------|--|--------------------------|---------------------------|----------------------------|----------------------------|-----------------------------|----------------------------|---------------------------|-----------------------------|----------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------|-------------------------|--------------------------|
| | | | | | | | | | | WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF | TEMP. TRAFFIC CONTROL LS | 4" X 90 M WHITE THERMO LF | 4" X 90 M YELLOW THERMO LF | 4" X 120 M WHITE THERMO LF | 4" X 120 M YELLOW THERMO LF | 8" X 120 M WHITE THERMO LF | 8" X 90 M WHITE THERMO LF | 24" X 120 M WHITE THERMO LF | THERMO ONLY 120 M EA | THERMO STR & RT ARROW 90 M EA | THERMO STR & RT ARROW 90 M EA | THERMO STR & LT ARROW 90 M EA | THERMO RT ARROW 90 M EA | THERMO LT ARROW 90 M EA | CRYSTAL & RED MARKERS EA |
| 2016CPT.04.04.10981.1 | Wilson | 1 | US 301 | FROM JOINT SOUTH OF I-795 TO JOINT SOUTH OF SR 1165 (FOREST HILLS ROAD) | 8 | 2 | MU | 1.7 | 90 | 325 | * | 18,600 | 23,250 | 7,500 | 900 | 2,100 | 1,000 | 500 | 8 | 75 | 14 | | 8 | 40 | 325 |
| TOTAL FOR PROJ NO. 2016CPT.04.04.10981.1 | | | | | | | | | | | | 41,850 | 23,250 | 8,400 | | | | | | | | 137 | | | |
| 2016CPT.04.04.20981.1 | Wilson | 2 | SR 1163 DOWNING STREET | FROM SR 1162 QUAKER ROAD TO JOINT 1550' WEST OF SR 1165 (FOREST HILLS ROAD) | 7 | 2 | | 2 | 24 | 214 | | | | | | | | | | | | | | | |
| 2016CPT.04.04.20981.1 | Wilson | 3 | SR 1606 OLD BLACK CREEK ROAD | FROM SR 1670 PENDER STREET TO US 301 | 2 | 2 | | 0.3 | 30 | 150 | | | | | | | | | | | | | | | |
| 2016CPT.04.04.20981.1 | Wilson | 4 | SR 1670 PENDER STREET | FROM SR 1606 HINES STREET TO US 301 | 3 | 2 | | 0.5 | 35 | 150 | | | | | | | | | | | | | | | |
| 2016CPT.04.04.20981.1 | Wilson | 5 | SR 1165 FOREST HILLS ROAD | FROM WOOTEN BLVD. TO US 301 | 4 | 2 | | 1.74 | 60 | 214 | | | | 5,300 | 22,454 | 250 | | 75 | | 12 | 12 | 3 | 6 | 62 | |
| 2016CPT.04.04.20981.1 | Wilson | 6 | SR 1643 ALTON ROAD | FROM SR 1649 TO JOINT 300' FROM SR 1644 GLORY ROAD | 5 | 2 | | 1.57 | 22 | 150 | | | | | | | | | | | | | | | |
| | | " | " | FROM SR 1644 GLORY ROAD TO US 117 | 1 | 2 | | 1.7 | 24 | 150 | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 5 | | | | | | | | 3.27 | | 300 | | | | | | | | | | | | | | | |
| 2016CPT.04.04.20981.1 | Wilson | 7 | CHURCH ROAD | FROM RXR TO SR 1334 PRIDGEN ROAD | 6 | 2 | | 4.62 | 22 | 350 | | | | | | | | | | | | | | | |
| TOTAL FOR PROJ NO. 2016CPT.04.04.20981.1 | | | | | | | | 12.43 | | 1,378 | | | | | 5,300 | 22,454 | 250 | | 75 | | 12 | 12 | 3 | 6 | 62 |
| GRAND TOTAL | | | | | | | | 14.13 | | 1,703 | 1 | 18,600 | 23,250 | 12,800 | 23,354 | 2,350 | 1,000 | 575 | 8 | 87 | 26 | 3 | 14 | 102 | 325 |
| | | | | | | | | | | | | 41,850 | | 36,154 | | | | | | | | 232 | | | |

SIGNING FOR RESURFACING PROJECTS

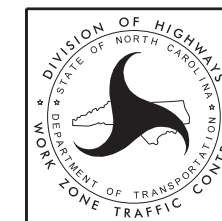


| LEGEND | |
|--------|---------------------------|
| ┆ | STATIONARY SIGN |
| ← | DIRECTION OF TRAFFIC FLOW |

MAINLINE (-L-) SIGNING

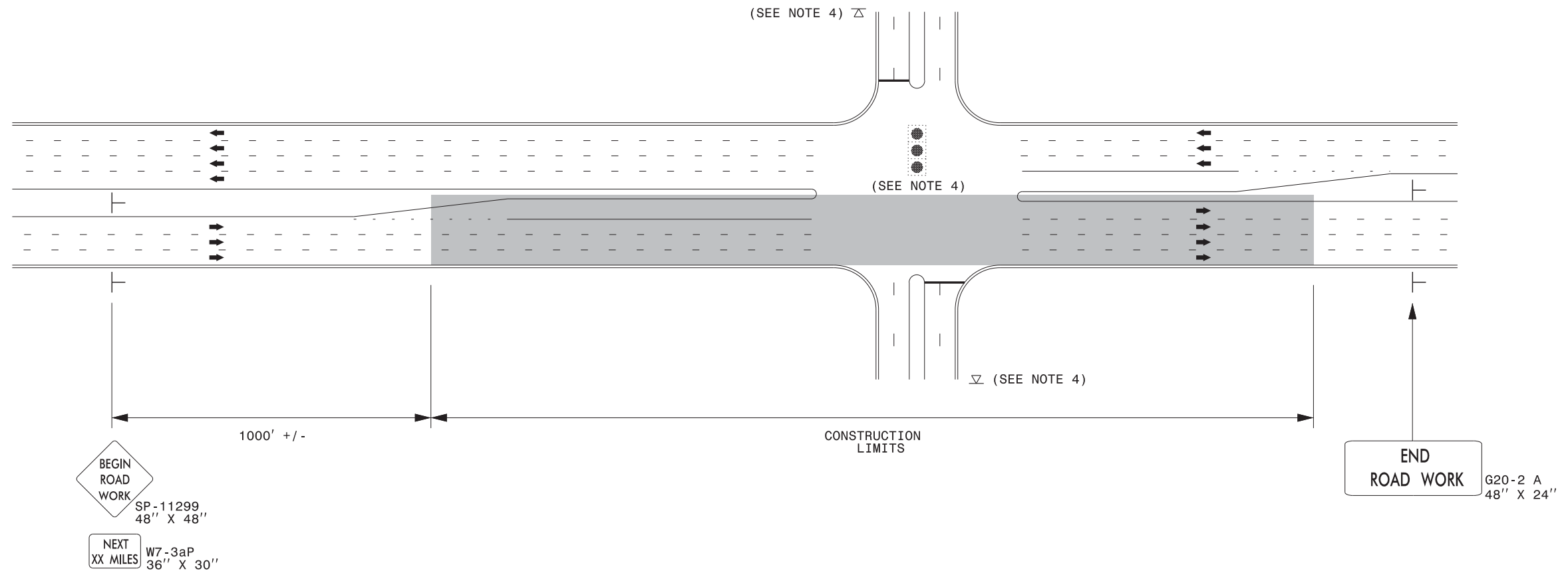
-Y- LINE SIGNING

| 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;"> <p>W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p>W20-7 A 48" X 48"</p> </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. | | |



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

URBAN / SUBURBAN WORKZONES

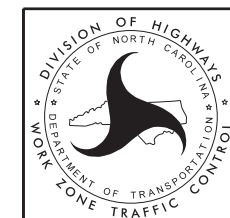


NOTES:

- 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**