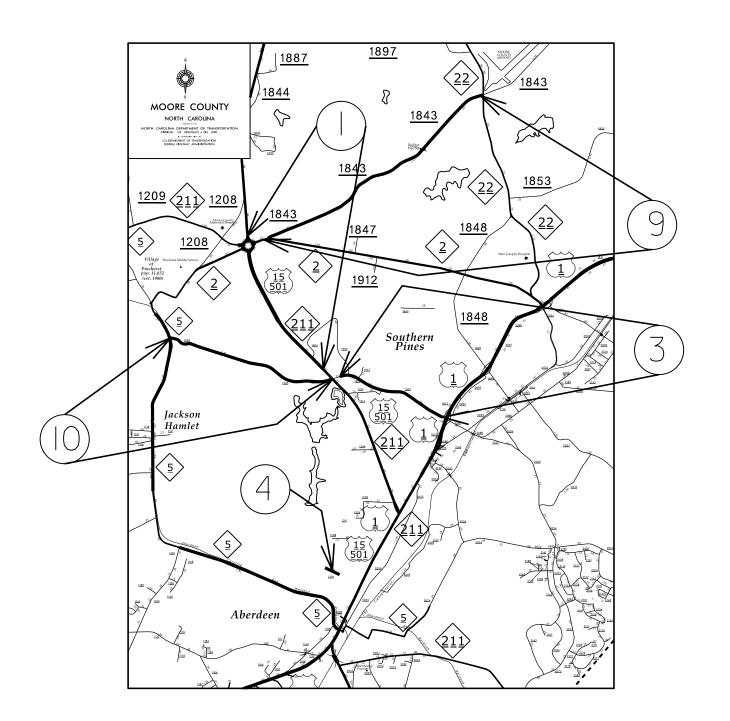
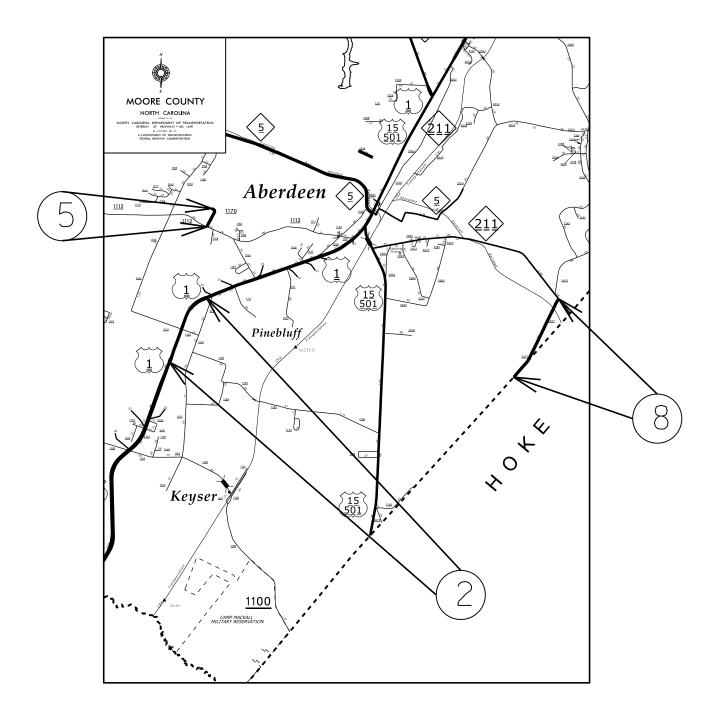


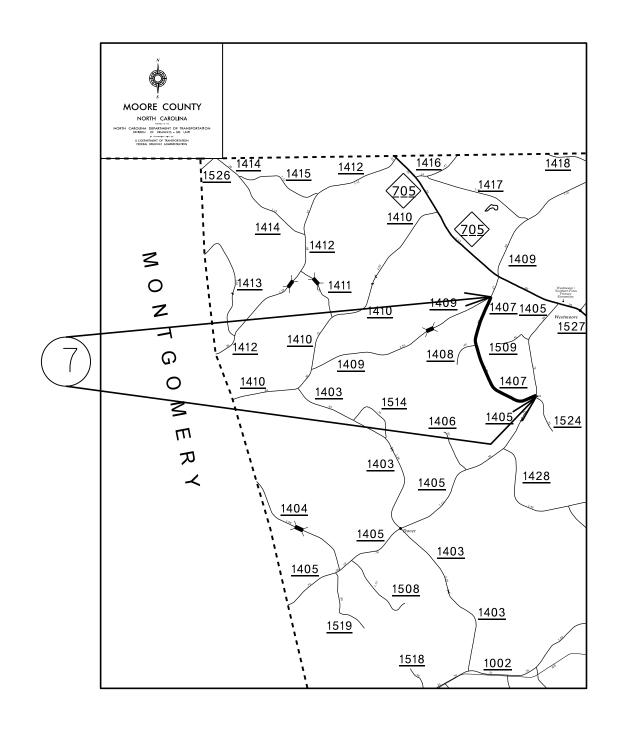
WBS ELEMENT SHEET NO. 2019CPT.08.15.10631 2019CPT.08.15.20631 2021CPT.08.04.20631

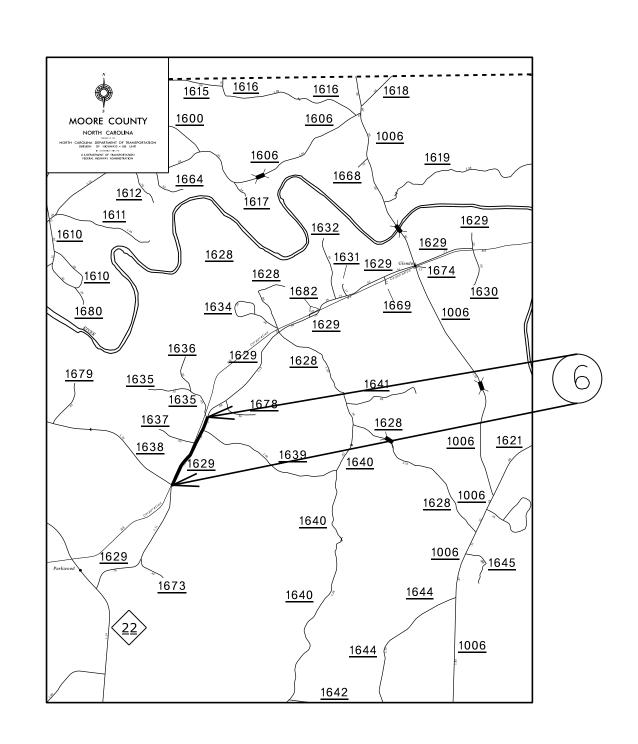




WBS ELEMENT SHEET NO.

2019CPT.08.15.10631
2019CPT.08.15.20631
2021CPT.08.04.20631



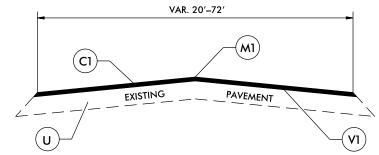


WBS ELEMENT SI

2019CPT.08.15.10631 2019CPT.08.15.20631 2021CPT.08.04.20631

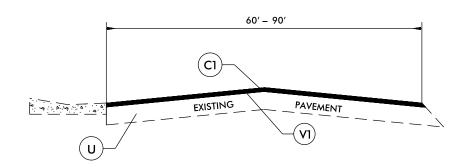
4

TYPICAL SECTION NO.1

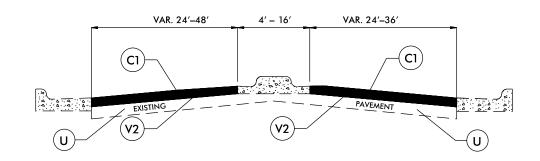


NOTE: REPLACE EXISTING MILLED RUMBLE STRIP BETWEEN LANES ON MAP #1 ONLY

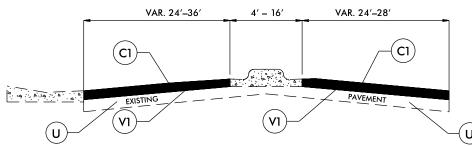
TYPICAL SECTION NO. 2



TYPICAL SECTION NO. 5

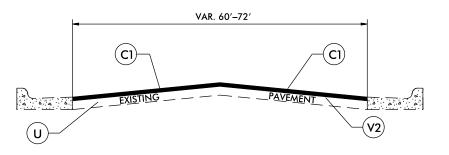


TYPICAL SECTION NO. 3

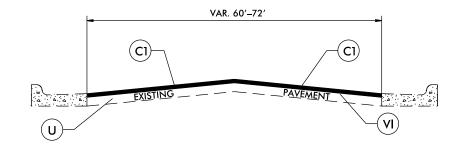


NOTE: PLACE LEVELING COURSE \$9.5C AS DIRECTED TO ADDRESS SETTLING IN ROADWAY. LOCATION TO BE COORDINATED WITH MOORE COUNTY MAINTENANCE ENGINEER.

TYPICAL SECTION NO. 4

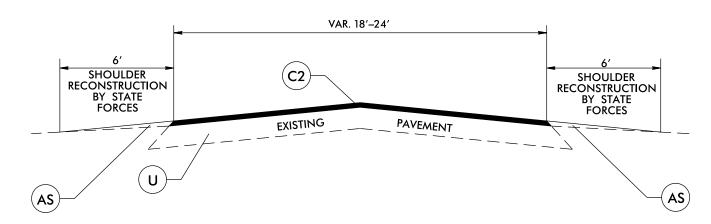


TYPICAL SECTION NO. 6



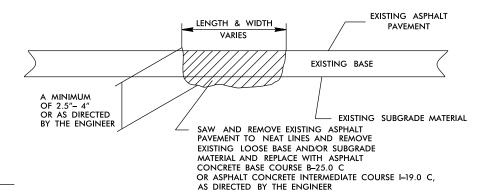
	PAVEMENT SCHEDULE
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C4	PROP. VARIABLE DEPTH ASPHALT CONCRETE LEVELING COURSE, TYPE \$9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
M1	MILLED RUMBLE STRIP (12")
V1	MILLING 1.5" IN DEPTH
V2	MILLING 1.5" TO 2" IN DEPTH
U	EXISTING PAVEMENT.

TYPICAL SECTION NO. 7



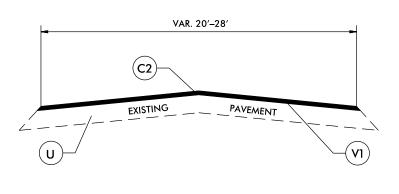
DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING

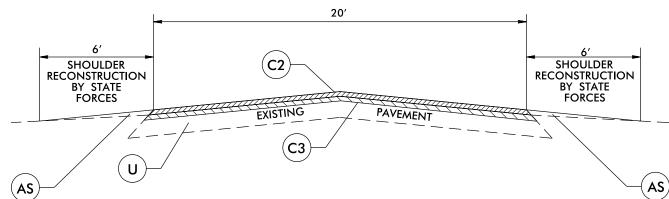
DETAIL



TYPICAL SECTION NO. 8

TYPICAL SECTION NO. 9

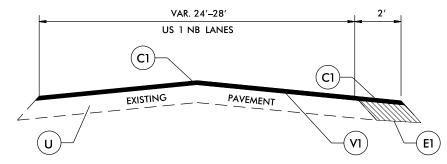






PAVEMENT TIE-IN DETAIL

TYPICAL SECTION NO. 10



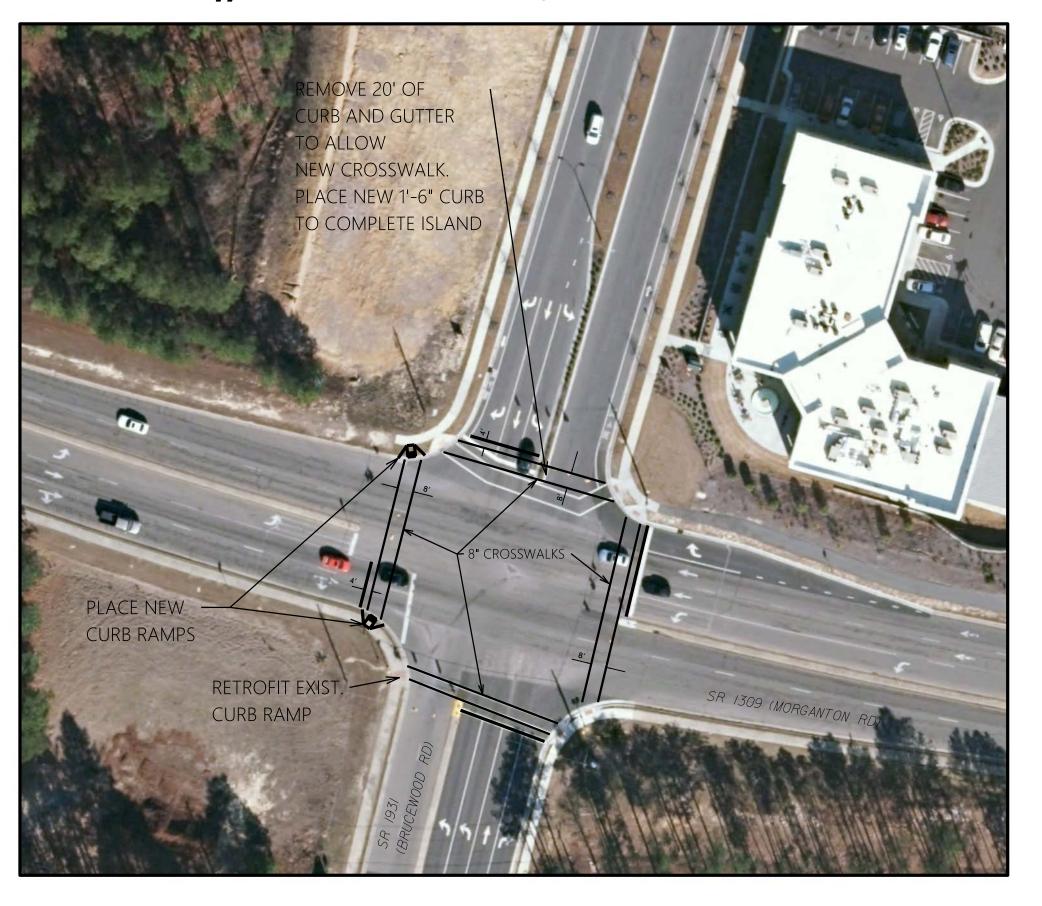
NOTE: 2' SHOULDER WIDENING TO BE AS DIRECTED, LOCATIONS ARE FROM 215' TO 600' AND 725' TO 922' NORTH OF SR 2118 (CURRANT ST).

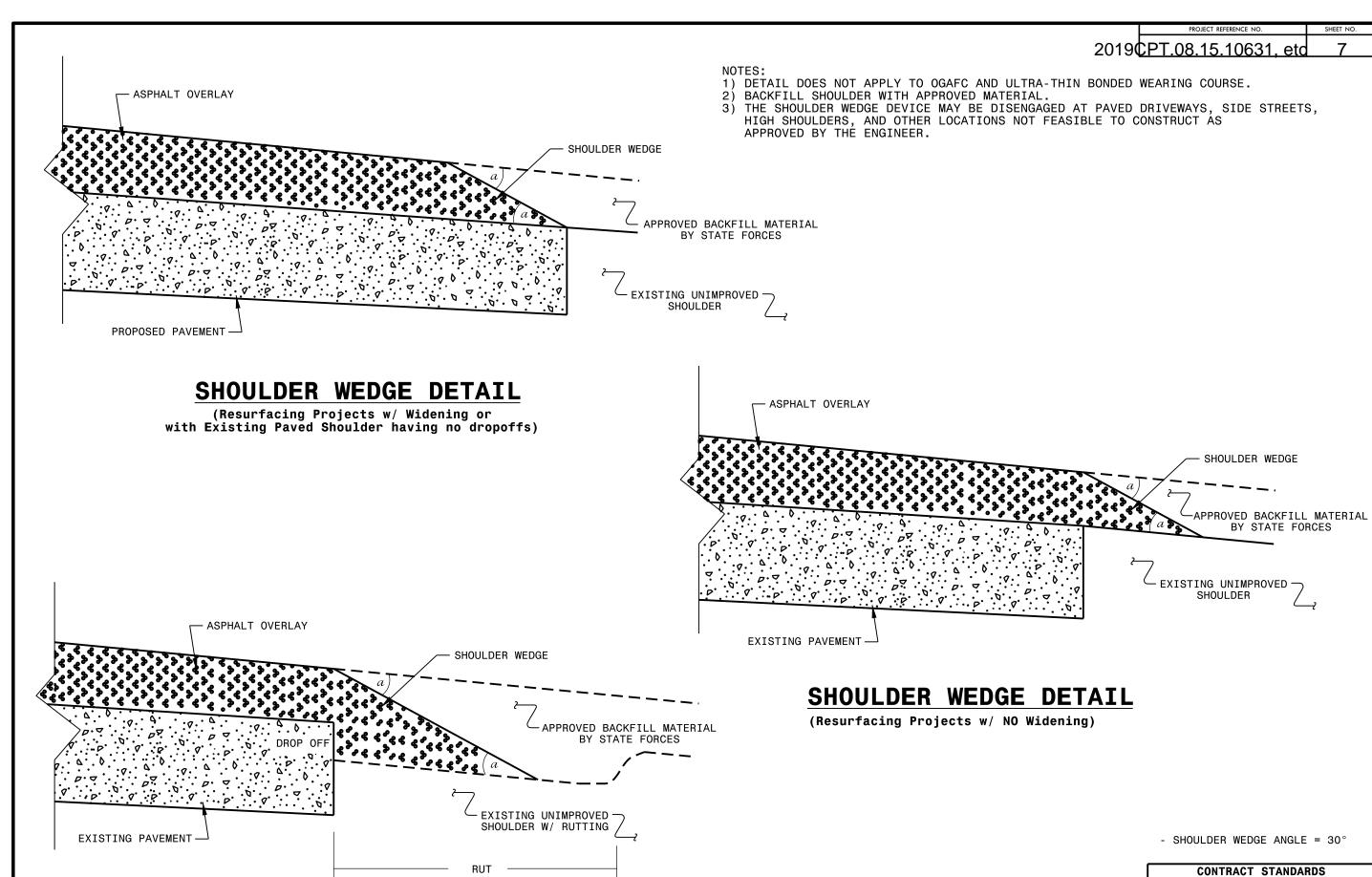
	PAVEMENT SCHEDULE										
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE \$9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.										
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE \$9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.										
C3	PROP. APPROX. 1.0" ASPHALT CONCRETE LEVELING COURSE, TYPE \$9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.										
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.										
V 1	MILLING 1.5" IN DEPTH										
V2	MILLING 1.5" TO 2" IN DEPTH										
U	EXISTING PAVEMENT.										
AS	AGGREGATE SHOULDER BORROW										

MAP #3 DETAIL SHEET

2019CPT.08.15.10631 2019CPT.08.15.20631 2021CPT.08.04.20631

6





SHOULDER WEDGE DETAIL

(Resurfacing Adjacent to Rutted Shoulder)

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:u	sr/details/stand/shoulderwedge	edetail.dgn

PROJECT NO.	SHEET NO.	TOTAL NO.
2019CPT.08.15.10631, etc	8	

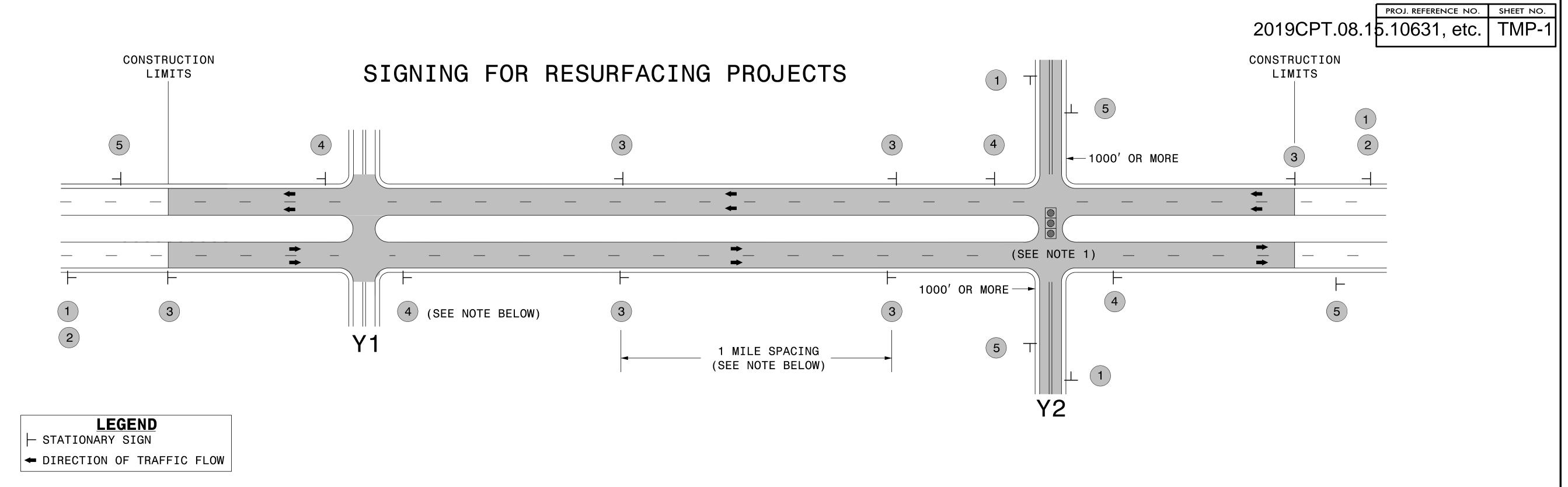
SUMMARY OF QUANTITIES

										<u> </u>	J IVI	IVI A	17 1	<u> </u>	•	<u> </u>	7 14 1	<u> </u>	<u> </u>	<u> </u>										
		ROUTE	DESCRIPTION	TYP	LA	LANE	FINAL	WARM	LENGT	WID	REM.	1.5"	1.5" TO	INC.		S9.5B	LEVEL-	S9.5C	LEVEL	ASPH.	PATCH-	MILLED	1'-6"	RETRO-	CONC.	ADJ.	ADJ. OF	PORT-	IND.	LEAD-
잉	. _			NO	NE	TYPE	SURF.	MIX	Н	TH	OF	MILLING	2.0"	MILLIN	B25.		ING		ING	BINDER	ING	RUMBLE	CURB	FIT EXI.	CURB	OF	METER	ABLE	LOOP	IN
IE E	¥				s		TEST-	ASPHA			EXI.		MILLING	G	0C		S9.5B		S9.5C	FOR	EXI.	STRIPS	&	CURB	RAMP	MAN-	OR	LIGHT-	SAW-	CABLE
PROJECT NO	A B						ING	LT			CONC									PLANT	PAV'T		GUTTE			HOLE	VALVE	ING	CUT	(14-2
	βS																				' ~ ' '		00111	IVAIVII					co.	I -
<u>-</u>							REQUI	REQUIR			PAV'T									MIX						S	вох			PAIR)
\vdash							RED	ED	MI	FT	SY	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	TONS	LF	LF	EA	EA	EA	EA	LS	LF	LF
			FROM 0.17 MILES																											
7			NORTH OF																											
963			INTERSECTION WITH SR																											
2.10			1305 (MORGANTON																											
1.6 J. P.			RD) TO TRAFFIC CIRCLE	1, 2,						30 -																				
8 5	1	US 15-501	(INCLUDE CIRCLE)	3	2	2WU	NO	NO	2.05	60		82,500		850				7,420	7	446	1,950	3,428						*	1,600	800
2019CPT.08.15.10631 Moore	H	00 10 001	FROM PVMNT JOINT		-	2			2.03			02,000						7,120	<u> </u>	1.0	2,330	3,120							1,000	000
190			+900' NORTH OF FIRE																											
20			DEPT. TO JOINT 0.08																											
		LIC 1	OF SR 2118 (CURRANT	1 6																										
		US 1	•		_		NO	NO	4 47			44 007		050	4.4			4.000		247							4			
\vdash	2	(PINEBLUFF)	ST)	10	2	MU	NO	NO	1.17	50		41,997		950	44			4,080		247						1	1			
T(OTAL	FOR PROJ NO. 2	2019CPT.08.15.10631						3.22			124,497		1,800	44			11,500	7	693	1,950	3,428				1	1		1,600	800
ळा	1 1		FROM 0.07 MILES EAST	ı		1		I I		I							1	I	I	1	I		1		1	I I				1
2019CPT.08 Moore	,	CD 1200																												
اڄاءِ		SR 1309	OF INTERSECTION																											
015 M		(MORGANTON	WITH US 15-501 TO																											
	_	RD)	PVMNT JT AT US 1	4,5	2	MU	NO	NO	1.32	60	4		46,125					4,150		249	300		10	1	2	2	3	*		
T(OTAL	FOR PROJ NO. 2	2019CPT.08.15.20631						1.32		4		46,125					4,150		249	300		10	1	2	2	3		2,000	1,000
<u> </u>	1 1			1		1				T							Ī	1	1		1				I					
		SR 1318	FROM BEG STATE																											
	4	(ARNOLD AVE)	MAINT. TO DEAD END	7	2	2WU	NO	NO	0.2	18						175				12	50									
		SR 1170	FROM SR 1112																											
		(SNOOZING	(ROSELAND RD) TO																											
	5	PINE LN)	DEAD END	7	2	2WU	NO	NO	0.28	18						245				16	140									
		SR 1629	FROM SR 1638																											
		(PUTNAM	(PUTNAM CH RD) TO																											
31	6	GLENDON RD)	SR 1635 (HERBIE RD)	Q	2	2WU	NO	NO	0.94	20		11,029		300		1,120				75										
90		GEENDON RD)	FROM SR 1405 (DOVER			2000	NO	NO	0.54	20		11,029		300		1,120				7.5										
4.5		SR 1407 (MACK	CH RD) TO SR 1409																											
0.8	3 _	-	•		2	214/11	NO	NO	1 70	20				100		2 210	1 270			240	150									
0. P	-	RD)	(CHRISCO RD)	9	2	2WU	NO	NO	1.79	20				100		2,310	1,270			240	150									
G		SR 2077	EDOM HOVE CO LINE																											
2021CPT.08.04.20631 Moore			FROM HOKE CO LINE	7	٦	214/11	NO	,,,	1 10	24				200		1 510				101	100									
	8	(CAROLINA RD)	TO NC 211	/	2	2WU	NO	NO	1.18	24				200		1,510				101	100									
			FROM PAVEMENT																											
			JOINT WEST OF																											
			ROUNDABOUT AT NC																											
		SR 1843	22 TO NC 2 (MIDLAND																											
	9	(AIRPORT RD)	RD)	8	2	2WU	NO	NO	2.89	24		47,473		1,200		4,830				324	100									
		SR 1205																												
		(MORGANTON	FROM NC 5 TO																											
	10	RD)	TURNBERRY WAY	8	2	2WU	NO	NO	1.96	24		24,795		1,236		2,250				151								*	1,200	1,200
T/		,	2021CPT.08.04.20631						9.24			83,297		3,036		12,440	1,270			919	540								1,200	
<u> </u>				<u> </u>	1	<u> </u>	<u> </u>	<u> </u>		1		,		-,-56		,	_,_,_,	1	1				ı	<u> </u>	<u> </u>	<u> </u>			_,_50	_,_,_
		GRAND	TOTAL						13.78		4	207,794	46,125	4,836	44	12,440	1,270	15,650	7	1,861	2,790	3,428	10	1	2	3	4	1	4,800	3,000

PROJECT NO.	SHEET NO.	TOTAL NO.
2019CPT.08.15.10631, etc	9	

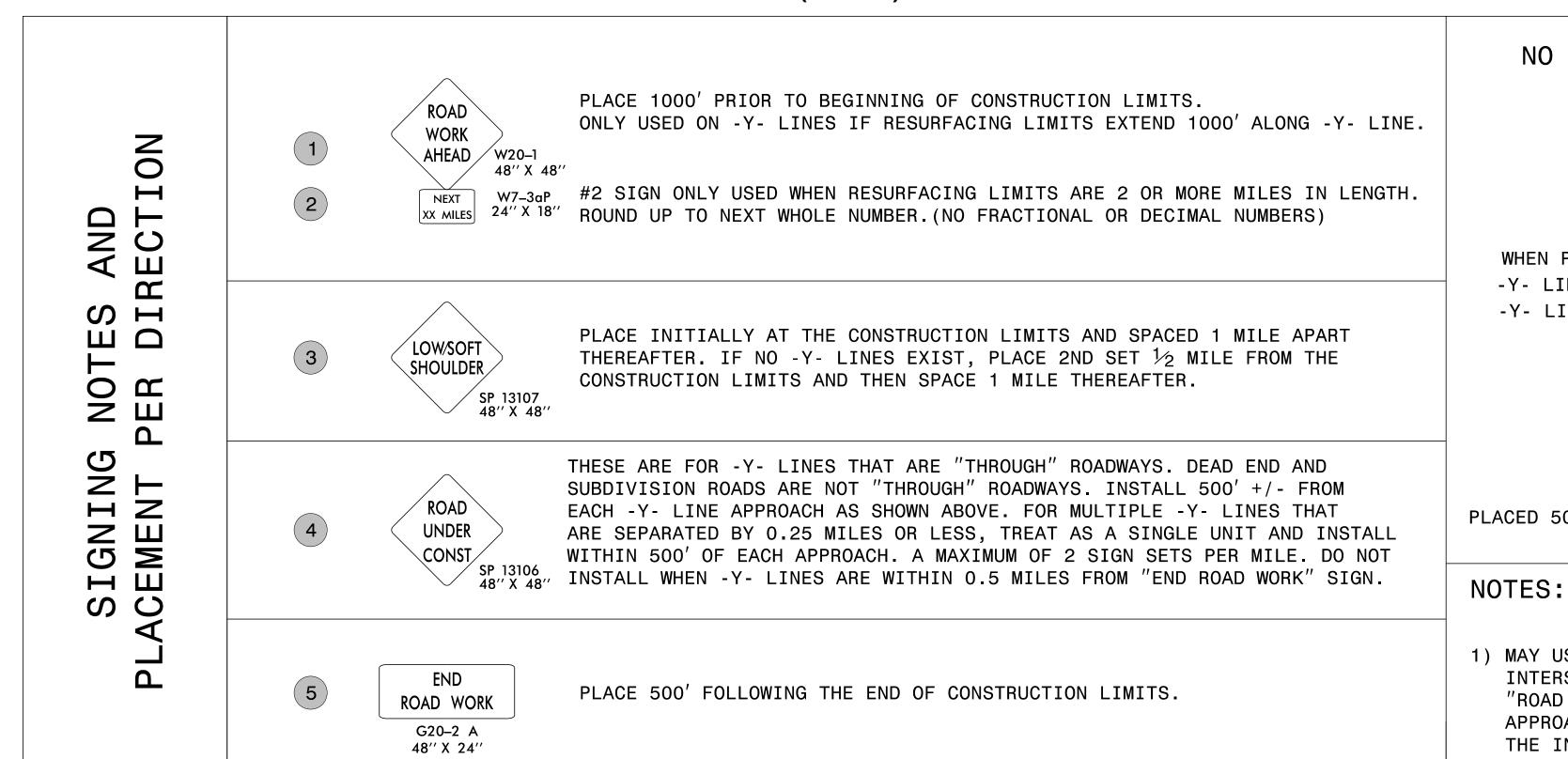
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	P	KOUTE	DESCRIPTIO	N NO	LANES	TYPE	LENGIH	WIDIH	ADV/				WHITE		4 X 2	M									MO M		WHITE	4" YELLOW		-			AINT PAIN				RT		STR & S				90 M F		
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딥	NO								WARN.		IC			THERMO			w	ONLY	EAST NC	SCH	XING	RXR ARI	ARRO	ARR	RT &	T ARRO				PAINT			L		RXR	w	w	W	ARRO A			THER		R	& Y
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3.15	200		CIRCLE																																										
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19CF	1	501	CIRCLE) FROM PVMN	2, 3	2	2WU	2.05	30 - 60	160		*	160	32,800	26,300		5,385	295	24	4 3			34	23	9	11 3		24,685	26,300	5,385	295		160	24			34	23	9	11	3		225		515	220
203			JOINT +900																																										
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			0.08 OF SR 21 (CURRANT S		2	MU	1 17	50	135				9 730	13,190			578					39		18	18		9,730	13,190		578						39		18	18					65	148
			,		1		3.22	30	295			160	42,530			5,385		24	4 3				23		29 3				5,385			160	24				23			3		225		580	
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2015	3	TON T	O PVMNT JT US 1	All	2	MU	1.32	60	126	40	*	80	5,365	12,365		965						29	6	21	4		5,400	12,400	965			945				29	6	21	4			945		405	50
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			(PUTNAM C																																										
31			RD) TO SR 16 HERBIE RD		2	2WU	0.94	20	106																																				
206			FROM SR 14																																			<u> </u>		$\overline{}$					
3.04.	=		DOVER CH R																																										
T.08) ا <u>ا</u> ذِ		TO SR 1409 (CHRISCO RI		2	2WH	1 79	20	200																																				
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20	,	CARO-																																											
	8		ROM HOKE LINE TO NC 2		2	2\\/\	1 12	24	132																																				
		ND) L	INL TO NC 2	,		2000	1.10	24	132																													<u> </u>		-+					
			FROM	_																																									
		R 1843	PAVEMENT OINT WEST																																										
			ROUNDABO																								1																		
		PORT A	AT NC 22 TO	NC																							1																		
1	9		(MIDLAND I	RD) 8	2	2WU	2.89	24	323	-		-	31,220	32,645			455			12	8	15	6				31,220	32,645	+ +	455		100	12	8	-	15	6		+	\rightarrow				28	277
		R 1205 MORG	FROM NC 5 1	го																							1												1 L						
	1.1		TURNBERR'																								1												1						
	Ä		14/41/	8	2	2WU	1.96	24	244			40	22,905	20,485			320			<u> </u>	8	4 3	1		6 4	_		20,485	60		100			8			1		6	4			100	26	163
	Ä	RD)	WAY	- 0	<u> </u>		0.2-		4 000	1 1	1		E4 40-	F0 400	FCC	C 0							_		_	_	F 4 4 4 4 4	F2 422	~~		400	204			-	4.0	-				_	20.4	400		
	10	RD)	OJ NO. 2021	_		Ĺ	9.24		1,082			40		53,130 .255	560	60 835				_	16	4 18	7		6 4 41	6		53,130 '.255			100	394	12	_	4	18	7			4	6	294	100		
	10	RD)		_		i -	9.24		,				107	,255		835	5			32	•				41		10	,255	835	5			*	32	•				41		İ			49	94
	10	RD)		CPT.08.		i	9.24		,		1		107	,255 104,985		835	1,648	24	4 3	32	•			48	41		93,940	,255		1,648			*	_	•			48			İ	1,464		1,039	



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

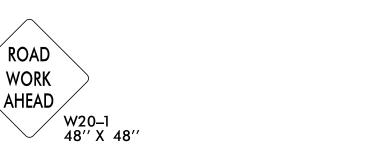


NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE

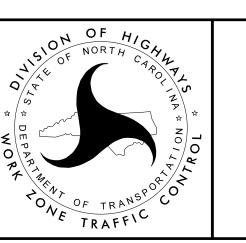
-Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.





PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

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.



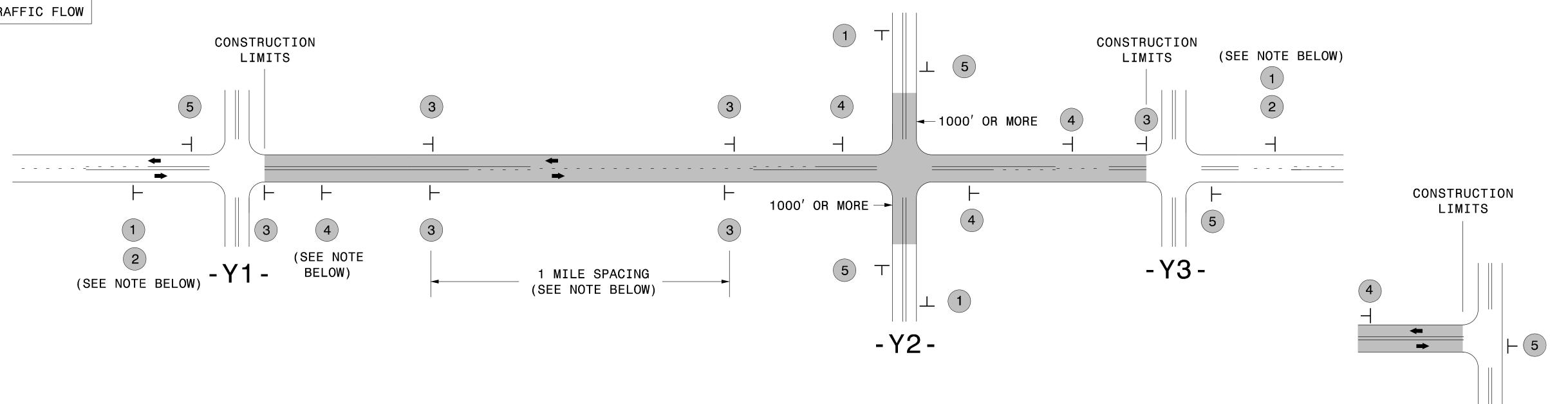
RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS W/ SHOULDER SECTIONS

PROJ. REFERENCE NO. 2019CPT.08.15.10631, etc. TMP-2

TEE INTERSECTION

SIGNING FOR RESURFACING PROJECTS





-Y- LINE SIGNING

MAINLINE (-L-) SIGNING

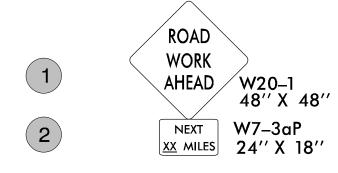
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5



PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.

ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)



- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.
- AT TEE INTERSECTIONS INSTALL INITIALLY ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.
- **ROAD** UNDER
- 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
- END ROAD WORK G20-2 A 48" X 24"

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.

ALONG -L- LINE.

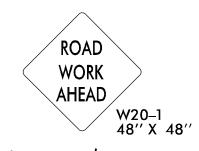
MAPS LESS THAN 2 MILES

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.

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

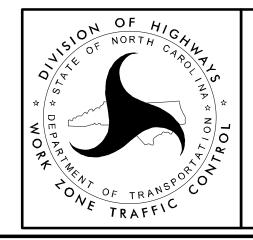
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



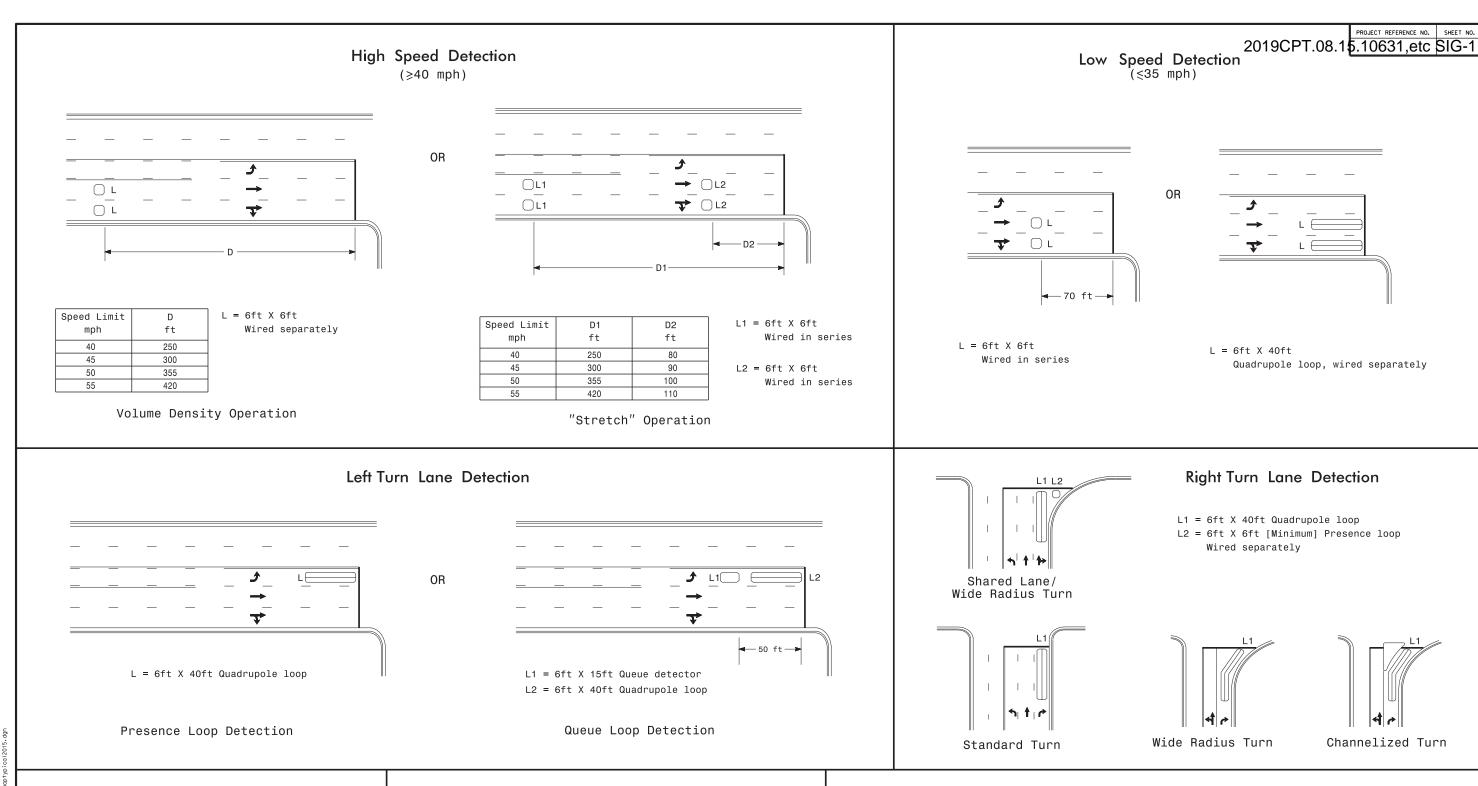
PLACED 500' IN ADVANCE OF FLAGGER.



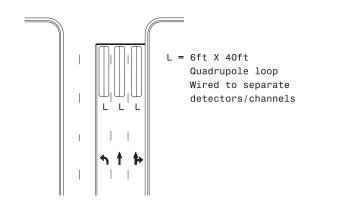
PLACED 250' IN ADVANCE OF FLAGGER.



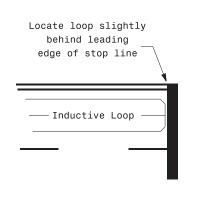
ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING







Presence Loop Placement at Stop Lines



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

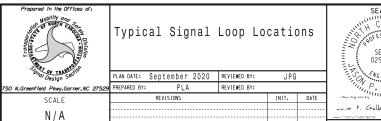
Recommended Number of Turns

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



PROJECT REFERENCE NO. SHEET NO.