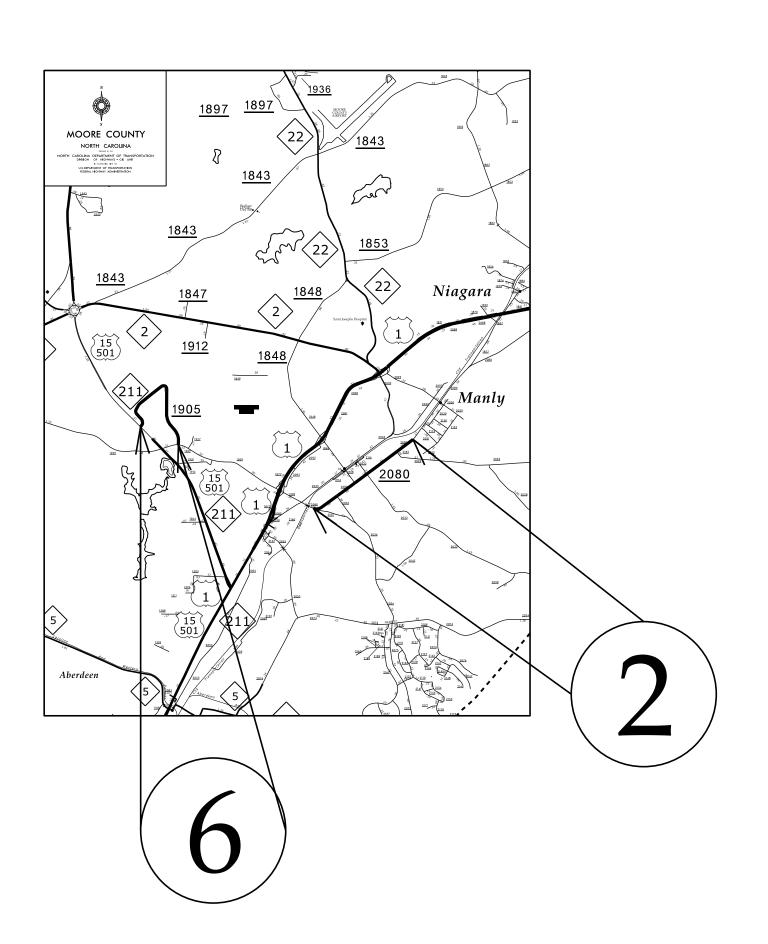
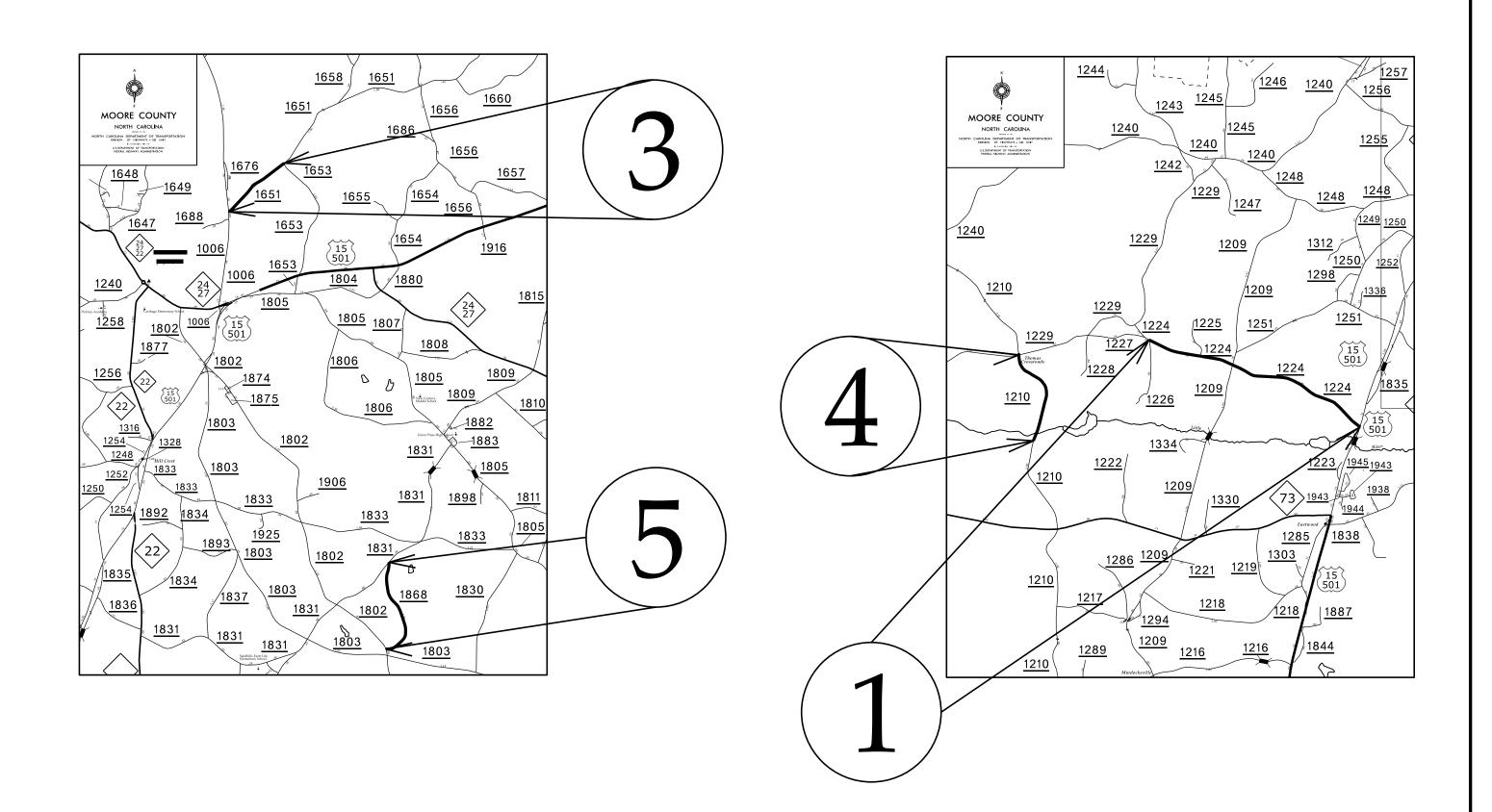
WBS ELEMENT SHEET NO. 2021CPT.08.13.20631

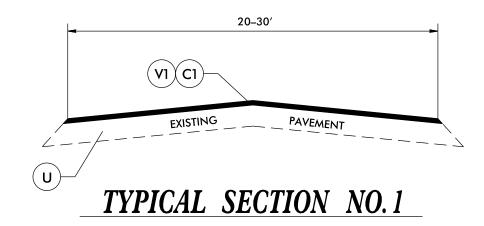


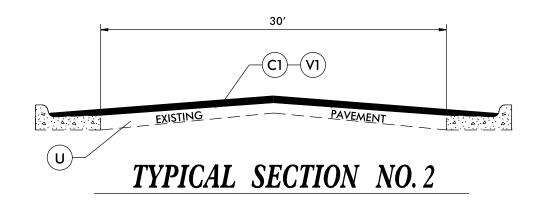
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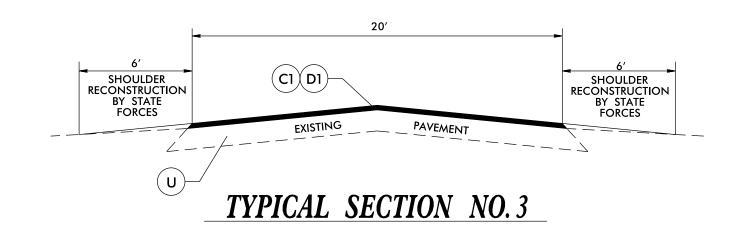
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MR2 ETEMENT	SHEET NO.	ı
	4	
2021CPT.08.13.20631		



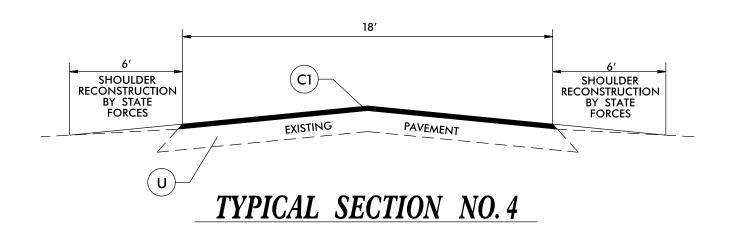




	PAVEMENT SCHEDULE
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE \$9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.OC, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
V1	MILLING 1.5" IN DEPTH

NOTE: STATE FORCES WILL BE HANDLING ALL SHOULDER WORK.

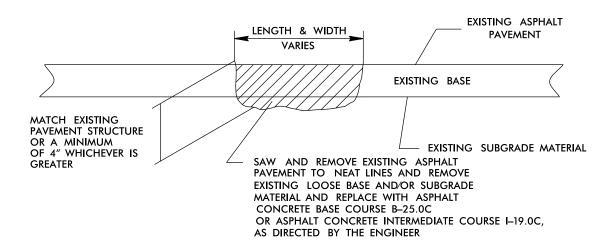
WBS ELEMENT SHEET NO.
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2021CPT.08.13.20631

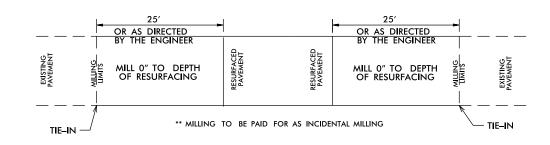


	PAVEMENT SCHEDULE
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.OC, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
V1	MILLING 1.5" IN DEPTH

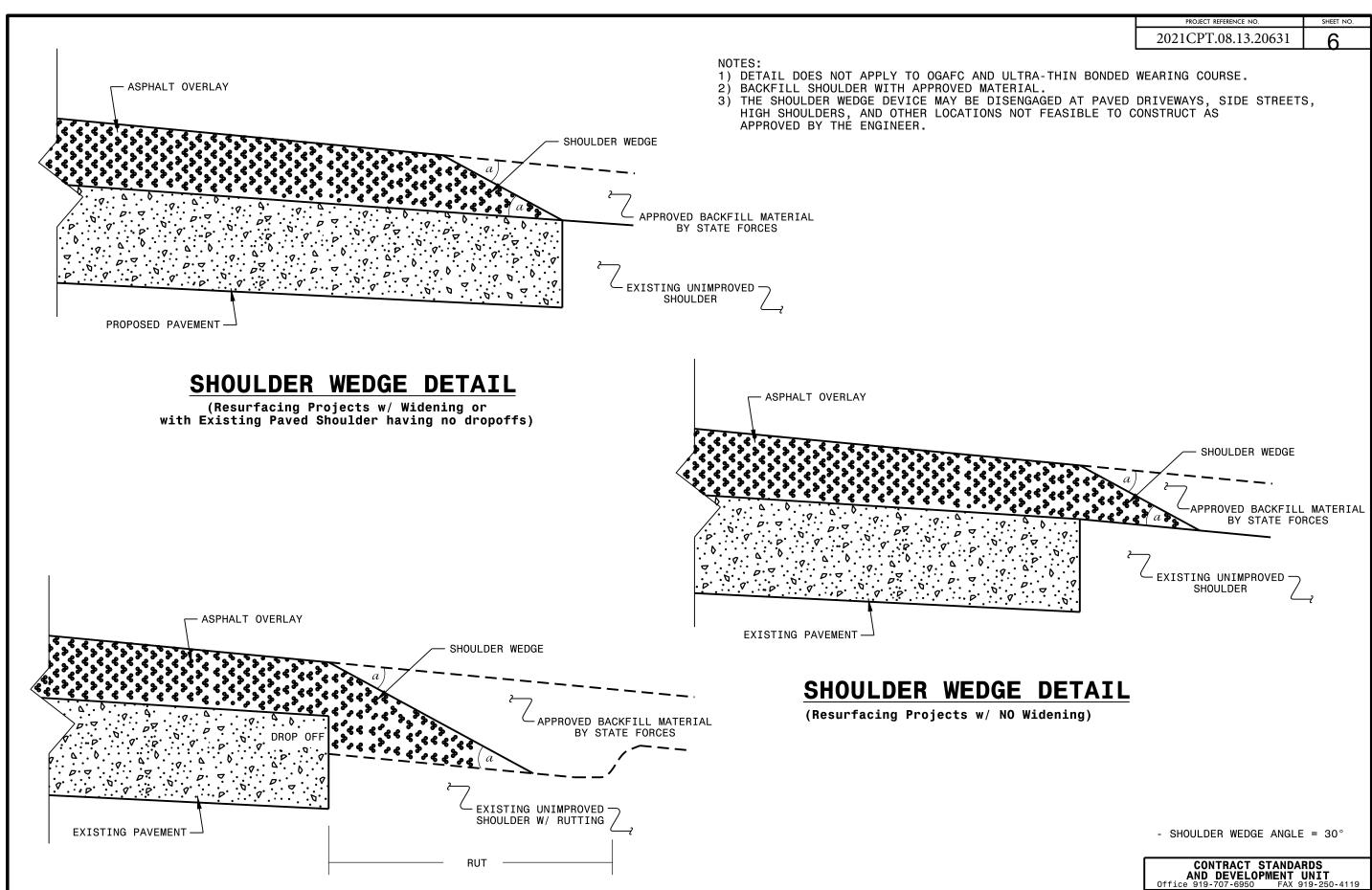
NOTE: STATE FORCES WILL BE HANDLING ALL SHOULDER WORK.

# DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING DETAIL





PAVEMENT TIE-IN DETAIL



### SHOULDER WEDGE DETAIL

(Resurfacing Adjacent to Rutted Shoulder)

#### SHOULDER WEDGE **DETAILS**

ORIGINAL BY	T.SPELL	DATE:7_19_11
MODIFIED BY	•	DATE: 10/16/12
CHECKED BY:		DATE:
	s:usr/details/stand/sho	ulderwedgedetail.dgn

PROJECT NO.	SHEET NO.
2021CPT.08.13.20631	7

## SUMMARY OF QUANTITIES

		MAP	ROUTE	DESCRIPTION	TYP	ΙΔ	LANE	FINAL	WARM	LENG	WID	1.5"	INC.	INTER-	SURFACE	ASPHALT	PATCHING	ADJ.	ADJ. OF	INDUC.	LEAD-
		NO						SURFACE	MIX	TH	TH	MILLING	MILLIN	MEDIATE		BINDER	EXISTING	OF	METER	LOOP	IN
PROJECT NO	≥					S		TESTING	ASPHALT				G	COURSE,	S9.5B	FOR	PAVEMENT		OR		
급	\\ \								REQUIRED					119.0C		PLANT		HOLE	VALVE	Т	(14-2
S S	COUNTY							D.								MIX		S	вох		PAIR)
P P																					
										MI	FT	SY	SY	TONS	TONS	TONS	TONS	EA	EA	LF	LF
			SR 1224	FROM US 15 TO SR																	
			(DOUBS	1226 (CARLTON																	
		1	CHAPEL RD)	RD)	1	2	2WU	NO	NO	2.95	24	41,536	200		3,773	253	150				
				SR 2105 (E																	
		_	SR 2080 (MAY	MORGANTON RD)						_						_					
		2	ST)	TO CITY LIMITS	2	2	2WU	NO	NO	1.52	30	26,752	1,244		2,530	170		12	8	300	300
				FROM SR 1006 (GLENDON																	
				CARTHAGE RD) TO																	
			SR 1651 (OLD	SR 1653 (PRIEST																	
31		3	RIVER RD)	HILL RD)	3	2	2WU	NO	NO	0.94	20			1,571	1,000	142	100				
2021CPT.08.13.20631	lŀ	3	KIVEK KD)	FROM PVMNT	3		2000	INO	INO	0.54	20			1,371	1,000	142	100				
13.7	ىو			JOINT 1.28 M S OF																	
08.	Moore			SR 1229																	
PT.	≥		SR 1210	(CARTHAGE RD) TO																	
210			(BEULAH HILL	SR 1229																	
203		1	CH RD)	(CARTHAGE RD)	1	2	2WU	NO	NO	1.28	20	15,019			1,363	91					
			CITICO	(CARTINGE RD)			2000	110	110	1.20	20	13,013			1,303	<u> </u>					
				FROM SR 1831																	
				(FARM LIFE																	
				SCHOOL RD) TO SR																	
			SR 1868 (BIBEY	•																	
		5	RD)	CARTHAGE RD)	4	2	2WU	NO	NO	1.25	18				1,227	82	175				
			,	FROM US 15-501	•			.,,	.,,	2.23					-,,		1,3				
			SR 1905 (VOIT	TO SR 1309 (W																	
			GILMORE/FELT	MORGANTON)																	
		6	ON CAPEL)	INCLUDE CIRCLE	1	2	2WU	NO	NO	1.52	30	27,752	650		2,428	163		3	5	600	600
							-											-			
	GRAND TOTAL									9.46		111,059	2,094	1,571	12,321	901	425	15	13	900	900

PROJECT NO.	SHEET NO.
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### THERMOPLASTIC AND PAINT OUANTITIES

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	I I _				1	I			4457000			469500						47	250000	00-E	1	47261100	481000	00000-E	482000								84500000				4905000	
	F	ROUTE DE								4" X 90 N YELLOW												BICYCLE			8" WHITE	8" VELLO	12" VELI								PAINT YIELD		SNOW PLOW.	
Q			ON	NO N	ITPE	111	1"			THERMO												SYMBOL		PAINT								LT		LT ARRO			MARKE	
PROJECT NO COUNTY	9							WARN.	L		THERM	E	w			90 M	RT	90 M				90 M		1 7		PAINT			OL	ONL	ARRO						RS Y &	
O LEC	ΙAΡ							SIGNIN			0			THER			ARRO		W	W	_						Т				w	W				0	Υ	R
PR   2	2							G				МО					W 90			90 M																	MARKE	MARKE
																	М																				RS	RS
						MI	FT	SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	LF	EA	EA
			ROM US																																			
		SR 1224 15 (DOUBS	1226																																			
			ARLTON																																			
			RD)	1 2	2WU	2.95	24	330															15,640	14,092														,
			·																																			
			2105 (E																																			
		SR 2080 MC																																				
			RD) TO Y LIMITS	2 2	214/11	1 52	20	225		16,051	620	360			12							26	620	16.051	260			954	12							954	100	
	2		ROM SR	2 2	2000	1.32	30	223		10,031	620	300			12							26	620	16,051	360			334	12							334	100	
			1006																																			
			LENDON																																			
			RTHAGE																																			
			D) TO SR																																			
			1653 PRIEST																																			
			ILL RD)	3 2	2\W11	0.94	20	105																														
			FROM	J 2	200	0.54	20	103																														
31			VMNT																																			
206			INT 1.28																																			
.13.			S OF SR																																			
N-08			1229																																			
2021CPT.08.13.2063 Moore	\ s	SR 1210 RD	RTHAGE																																			
202		(BEULA	1229																																			
		H HILL (CA	RTHAGE																																			
	4 (	CH RD)	RD)	1 2	2WU	1.28	20	150															13,773	8,448														
			ROM SR																																			
			1831 ARM LIFE																																			
		,	CHOOL																																			
		RD	) TO SR																																			
			1802																																			
			IAGARA																																			
			RTHAGE RD)	4 2	2\\/\\	1 25	12	140																														
			ROM US	7 2	200	1.23	10	1-10	1										+																			
	s	SR 1905   15-																																				
			1309 (W																																			
		GILMOR MC	ORGANT																																			
	E,		ON)																																			
			ICLUDE CIRCLE	1 2	2WU	1 52	20		*	20,554	16,355	236	199	96	12	4	3	2	3	20	12		16 255	20,554	236	199	96	140	12	4	3	3	3	20	12	140	121	54
	0 0	CAFEL)   C	LINCLE	1 Z	_	1.32	30	<u> </u>		20,334	10,333	230	133	ا عن	12	4	_ <u>3</u>	3	1 3		12	1	10,333	20,334	230	133	ال ع	140	12	4			J	20	1 12	140	171	J4
	CD A	AND TOTAL				9.46		950	1	36,605	16,975	596	199	96	24	4	3	3	3	20	12	26	46,388	59,145	596	199	96	1,094	24	4	3	3	3	20	12	1,094	221	54
	GKA	AND IOIAL									,580	79				28			41		-		105		79				2	8			41				27	

PROJ. REFERENCE NO. TMP-1 2021CPT.08.13.20631

### SIGNING FOR RESURFACING PROJECTS



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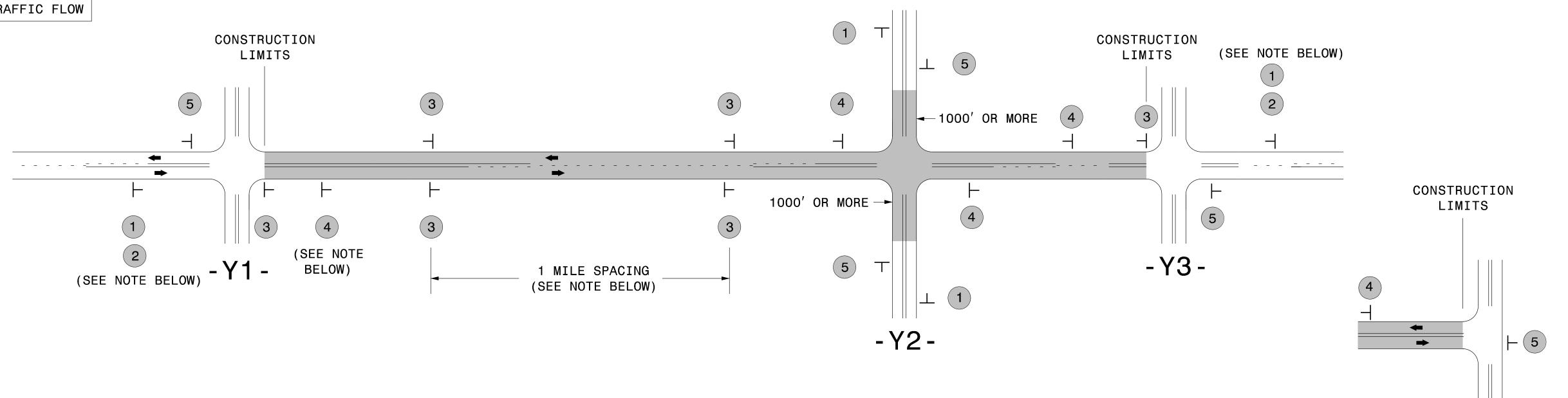
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 $\Box$ 

← DIRECTION OF TRAFFIC FLOW



# -Y- LINE SIGNING

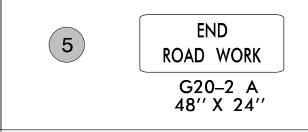
### MAINLINE (-L-) SIGNING

### PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ROAD ` ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. WORK NOI AHEAD W20-1 48" X 48"

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 ALONG -L- LINE.



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.

### 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

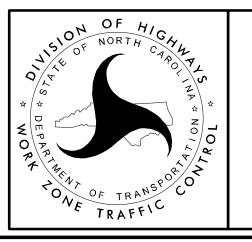
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



PLACED 500' IN ADVANCE OF FLAGGER.

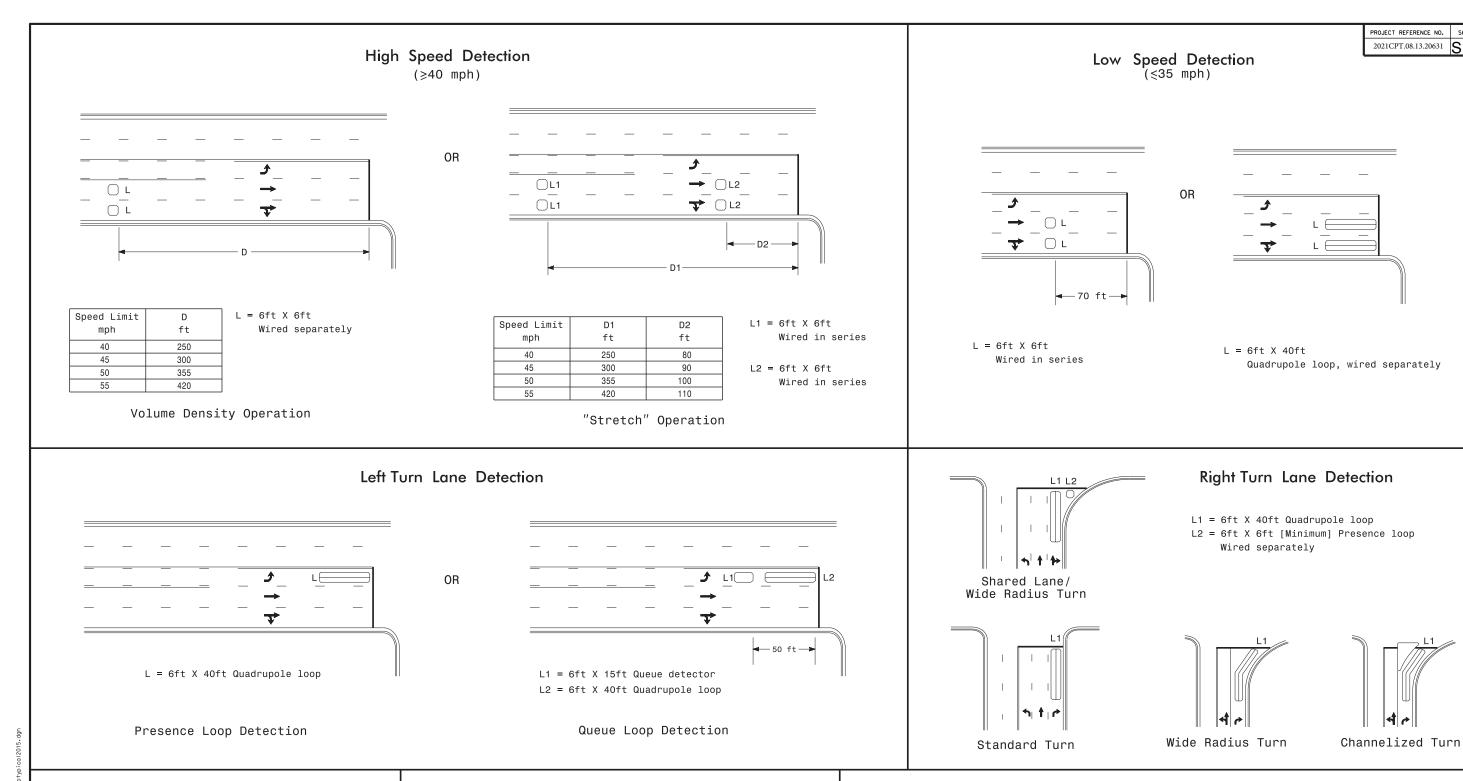


PLACED 250' IN ADVANCE OF FLAGGER.

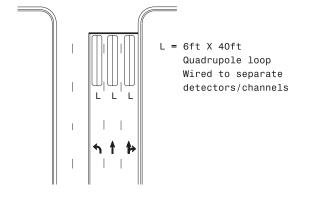


ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

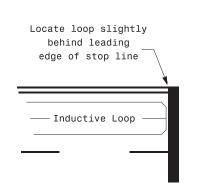
TEE INTERSECTION







### 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

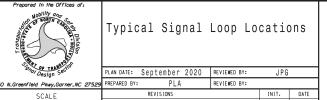
N/A

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



LIAZION P. Galloway

2021CPT.08.13.20631 SIG-1