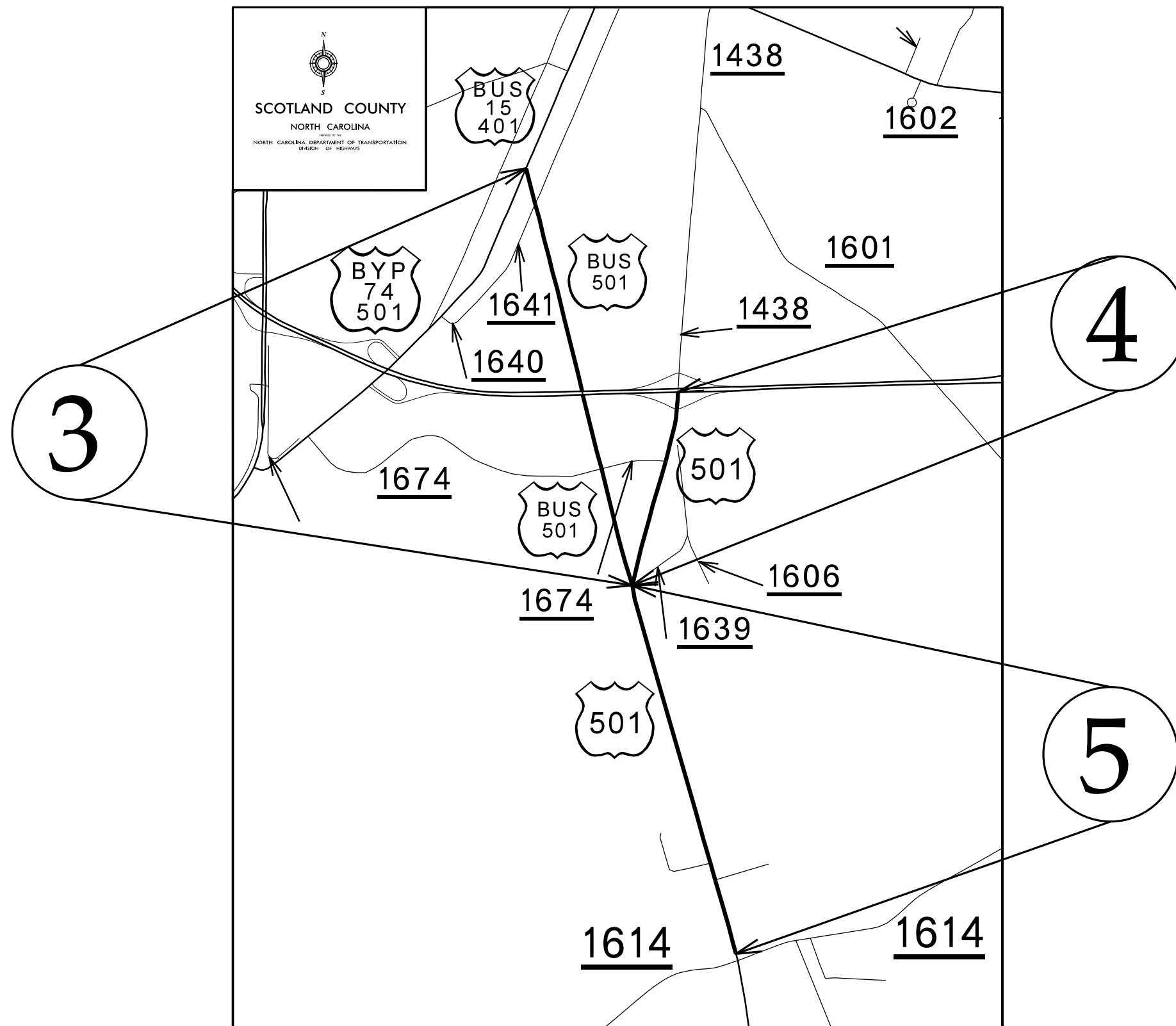
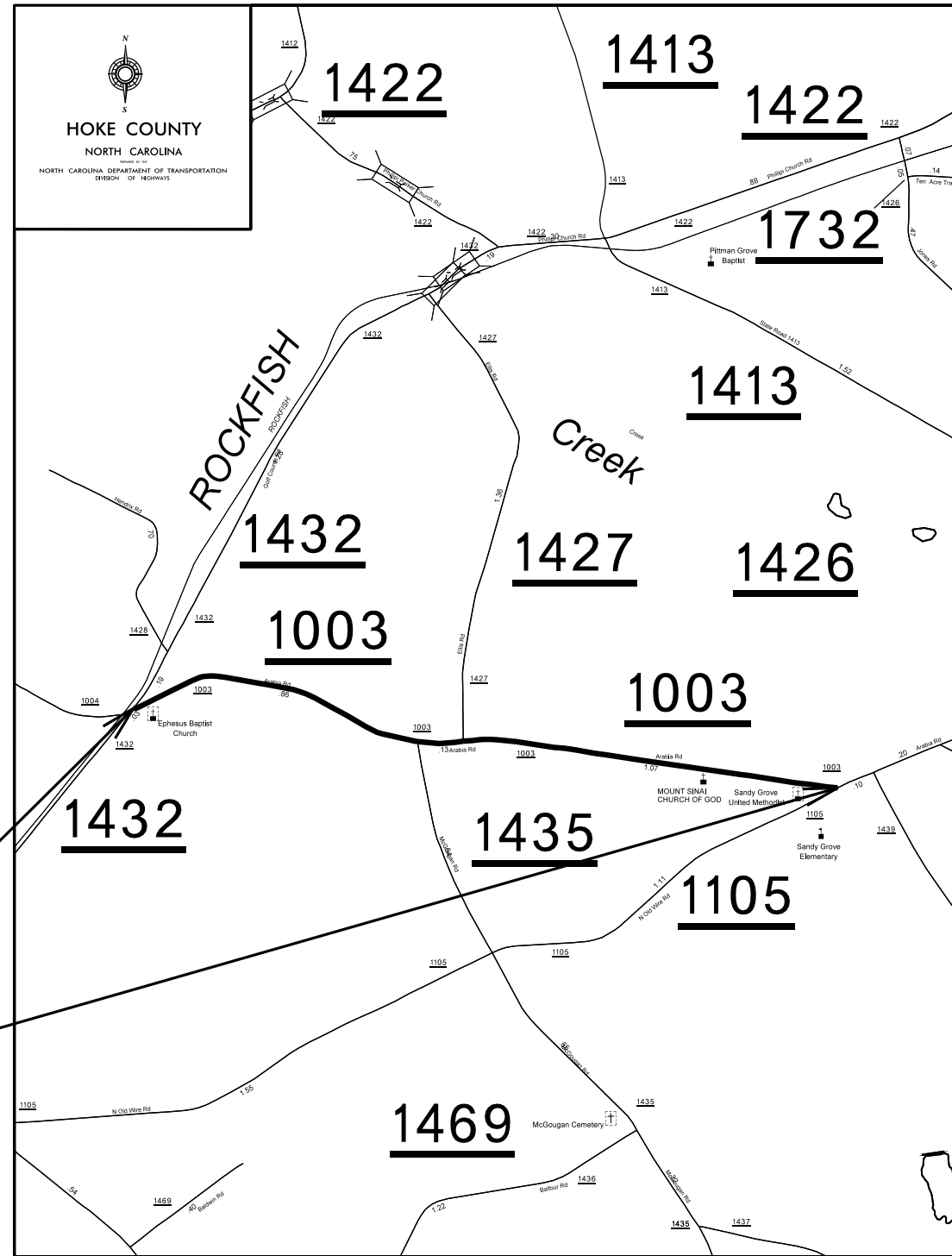


Maps 3,4,5

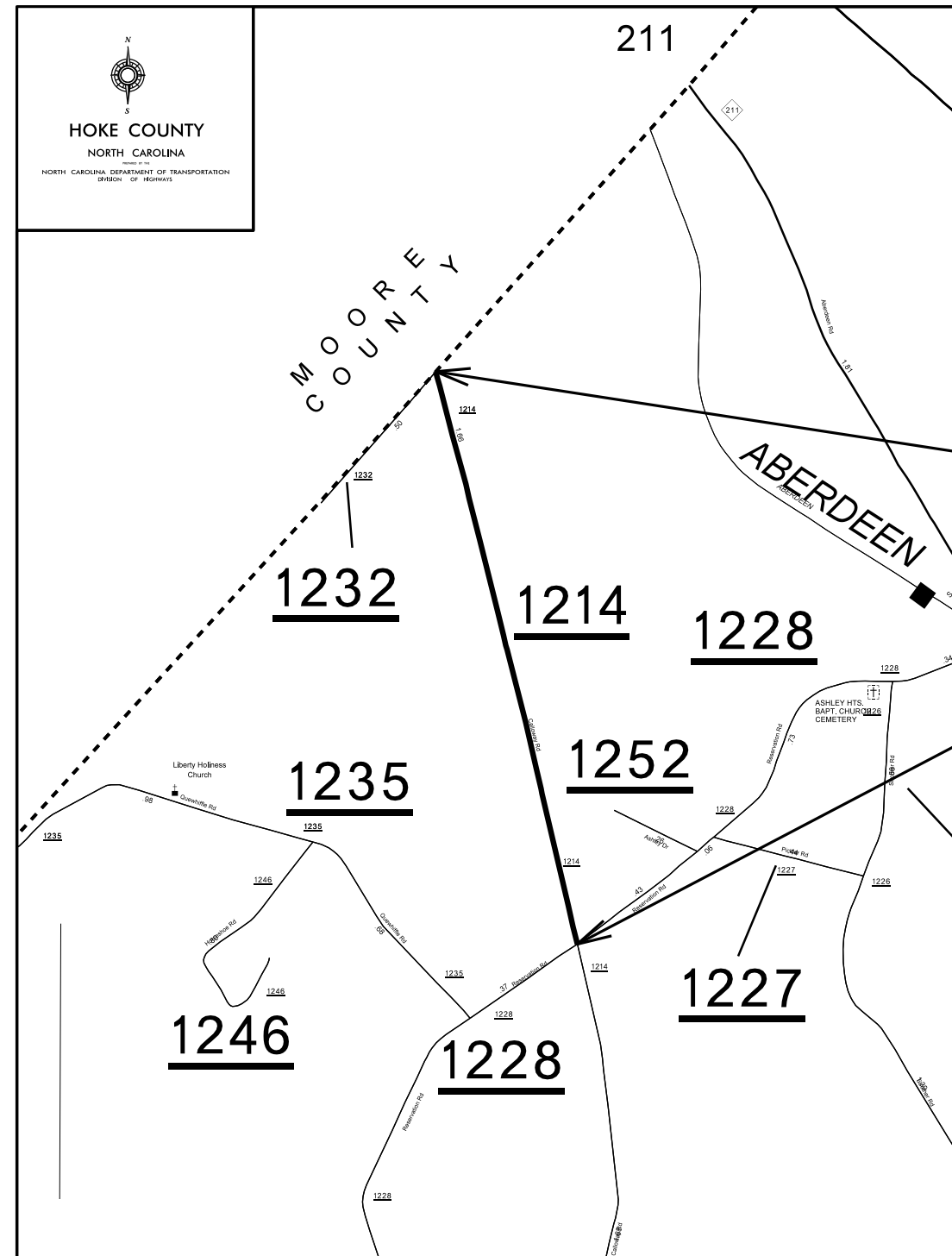


Map 6



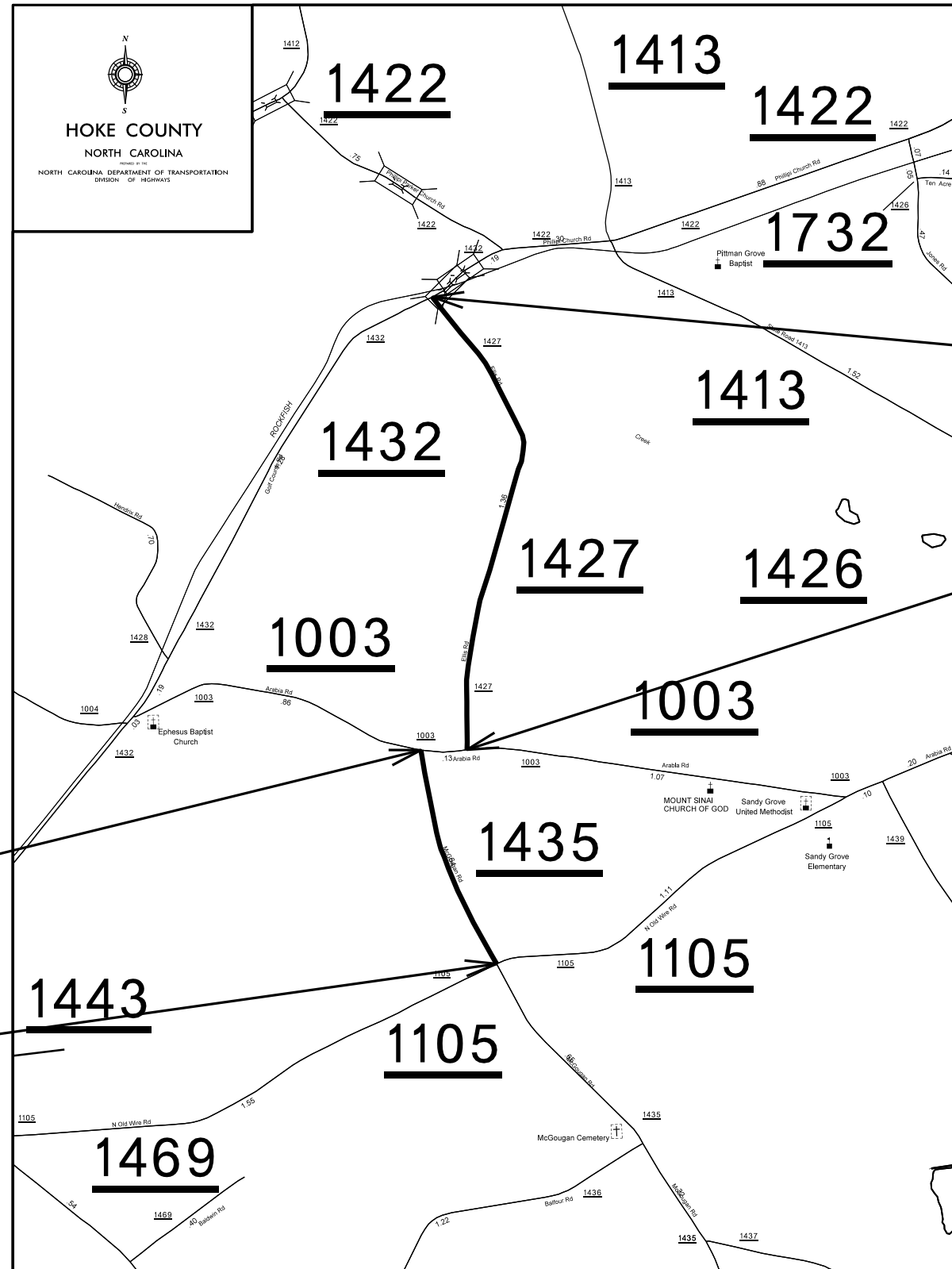
6

Map 7



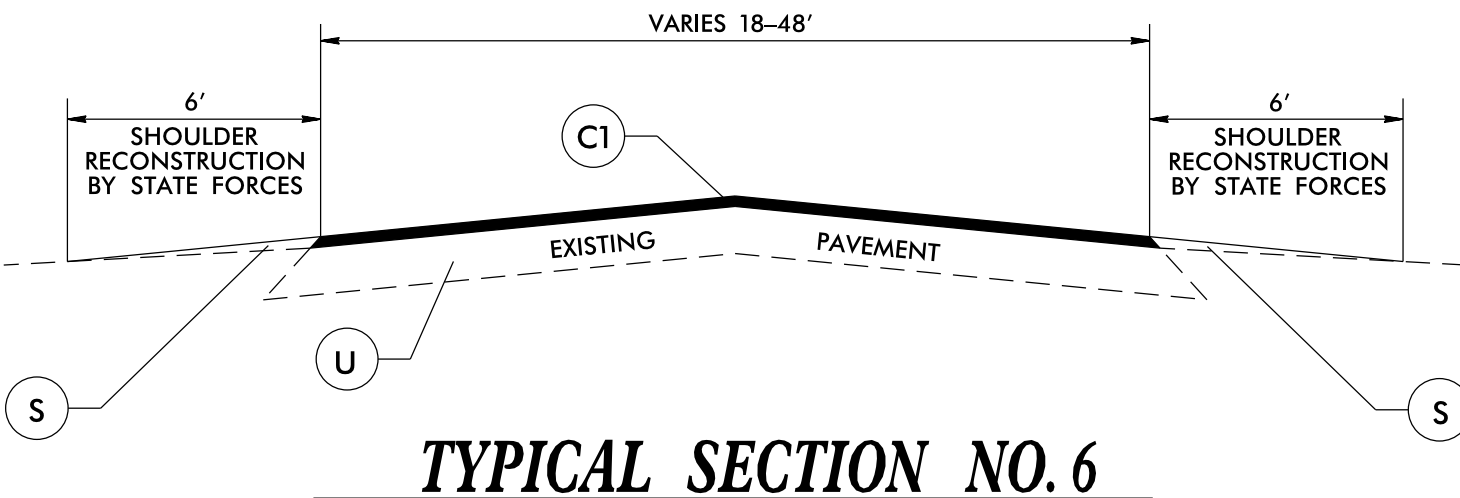
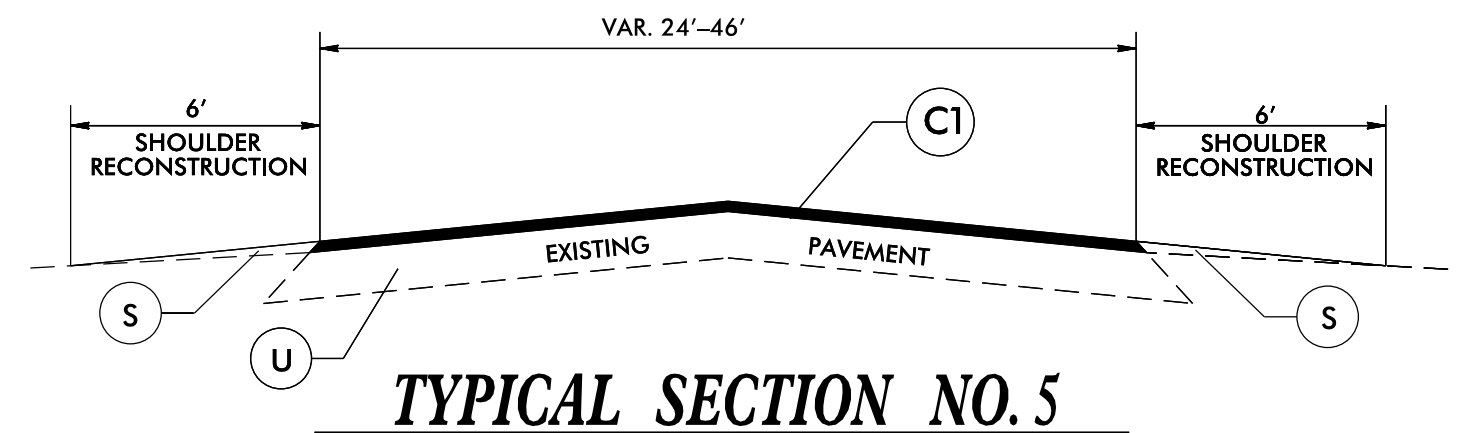
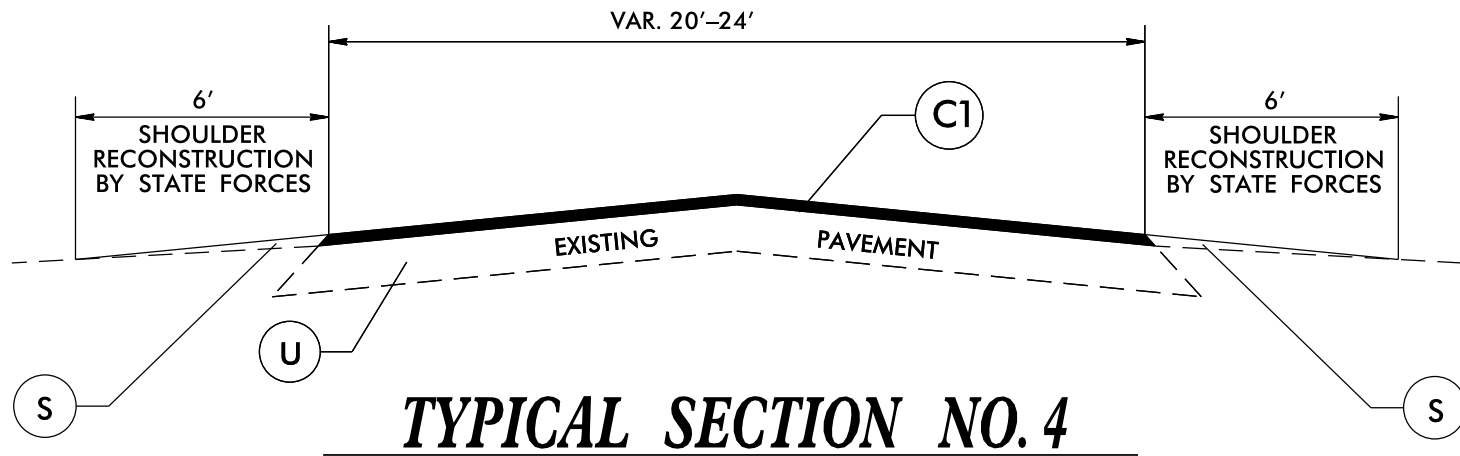
7

Maps 8, 10

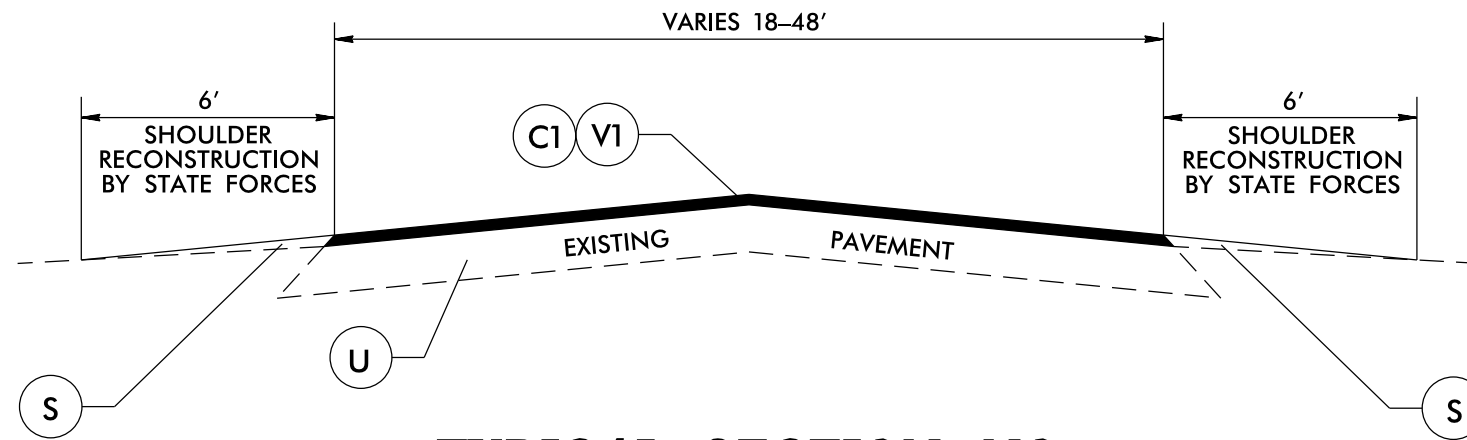


10

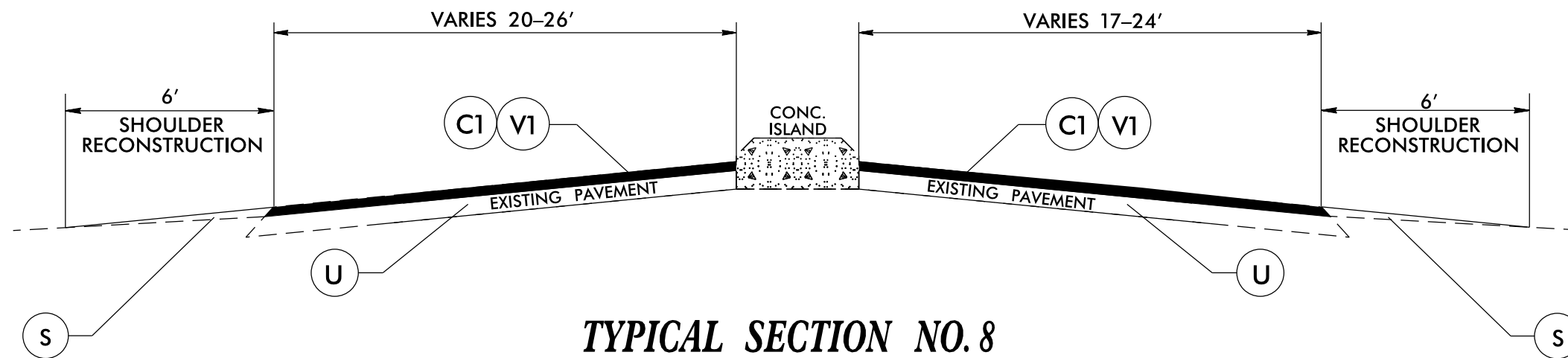
8



PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
S	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT.
V1	MILLING 1.5" IN DEPTH



TYPICAL SECTION NO. 7



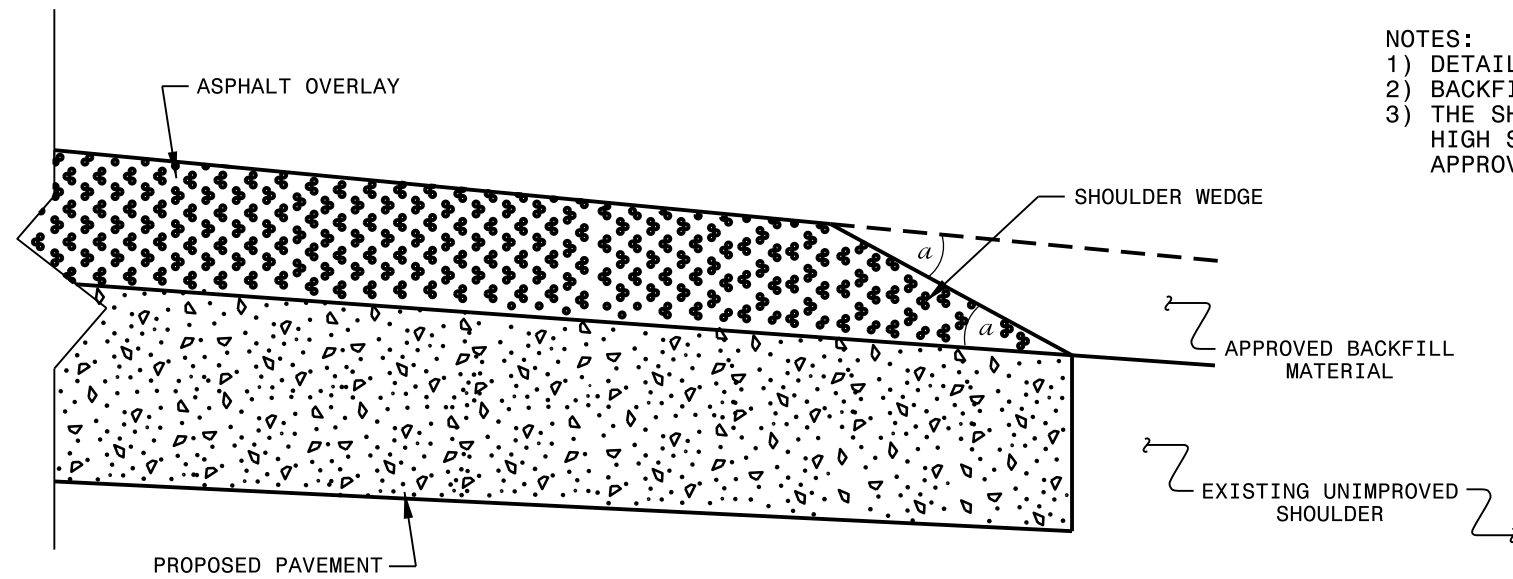
TYPICAL SECTION NO. 8

USE FOR SECTIONS OF
MAPS #3, 4, AND 5
WITH CONCRETE ISLANDS

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
S	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT.
V1	MILLING 1.5" IN DEPTH

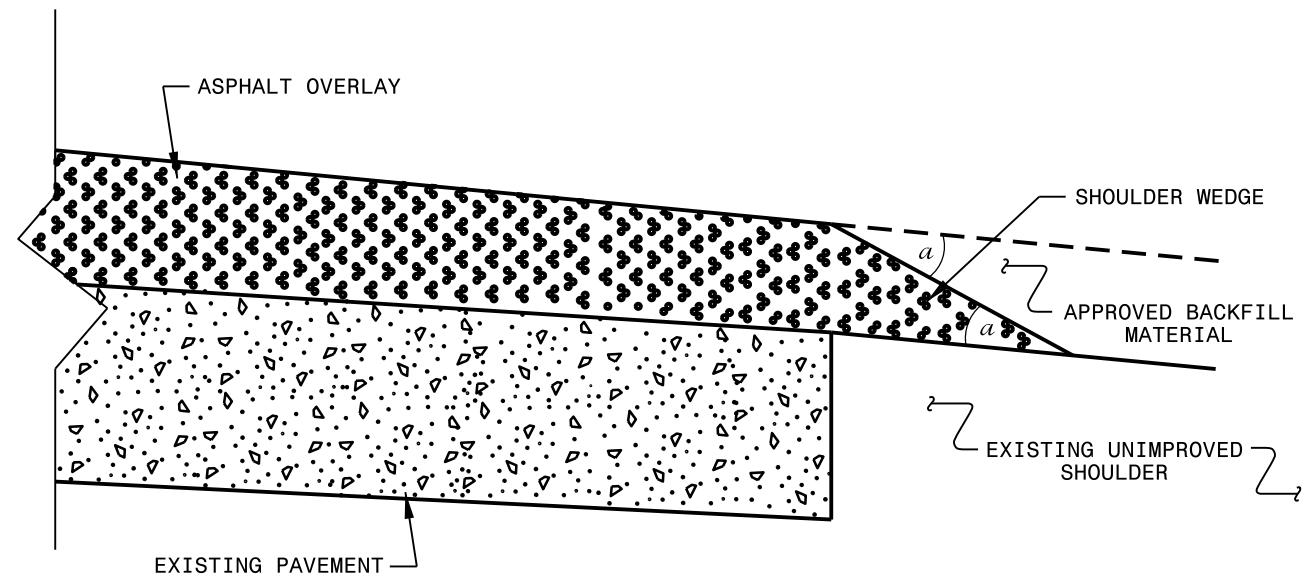
NOTES:

- 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, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



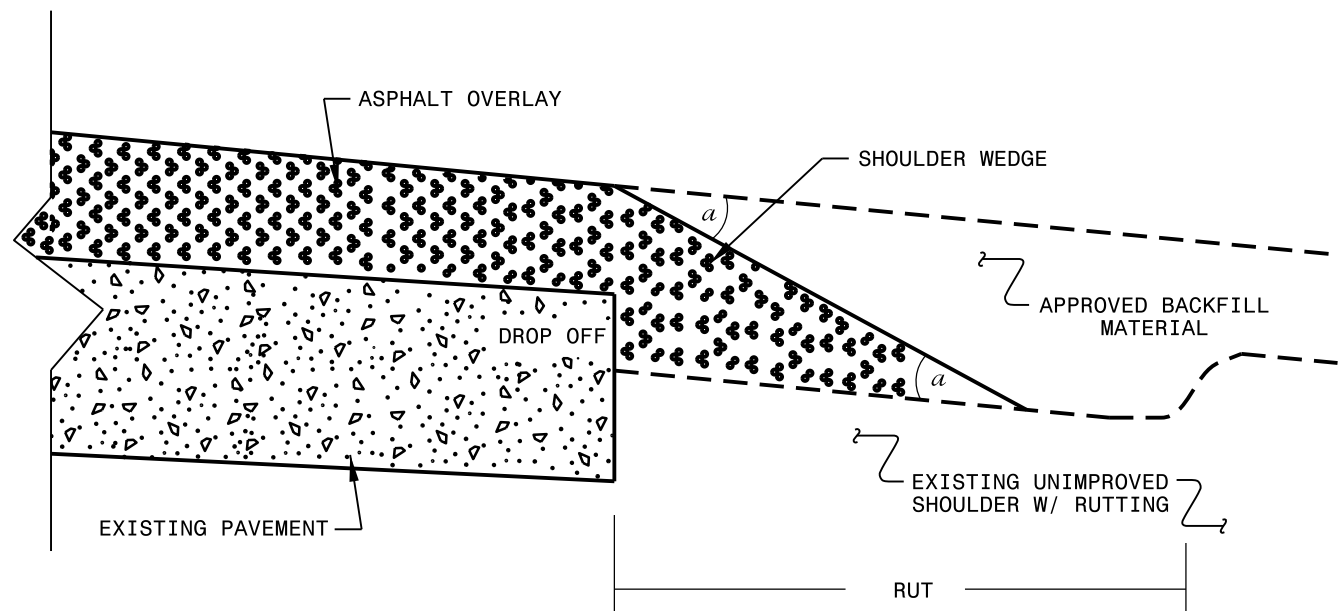
SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ NO Widening)



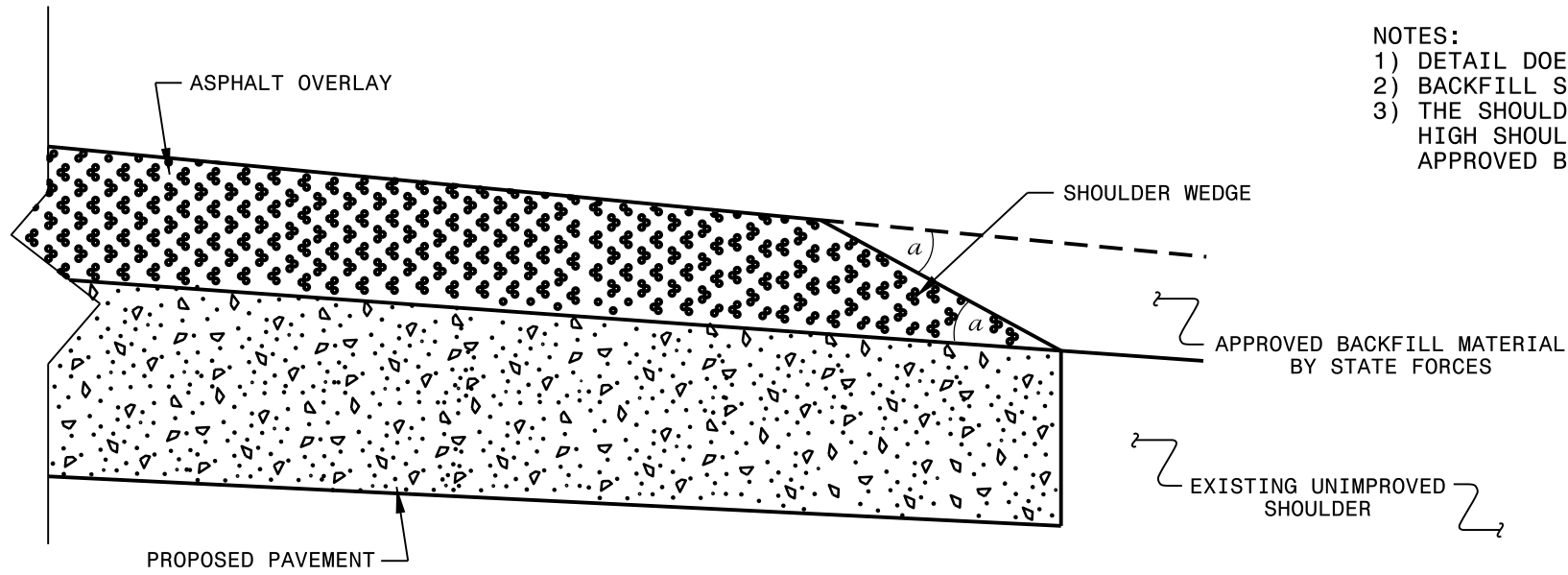
SHOULDER WEDGE DETAIL

(Resurfacing Adjacent to Rutted Shoulder)

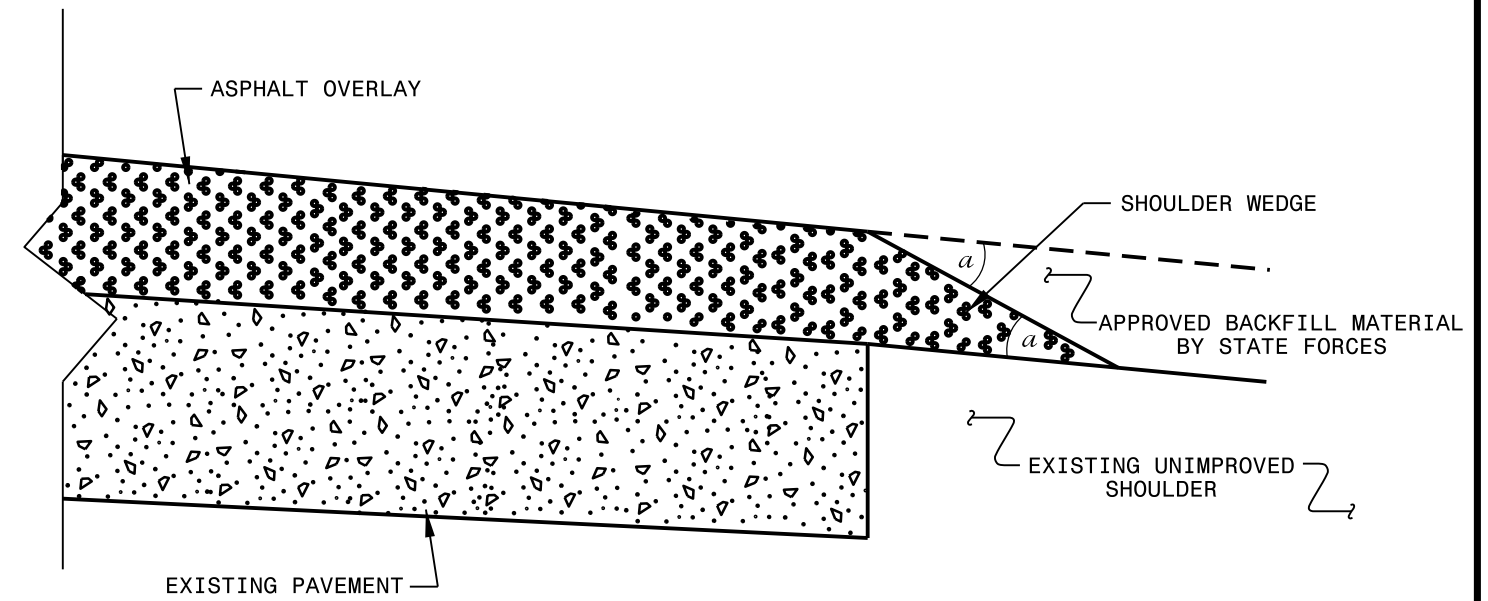
- SHOULDER WEDGE ANGLE = 30°

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: 2/2/16	
CHECKED BY:	DATE:	
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn		

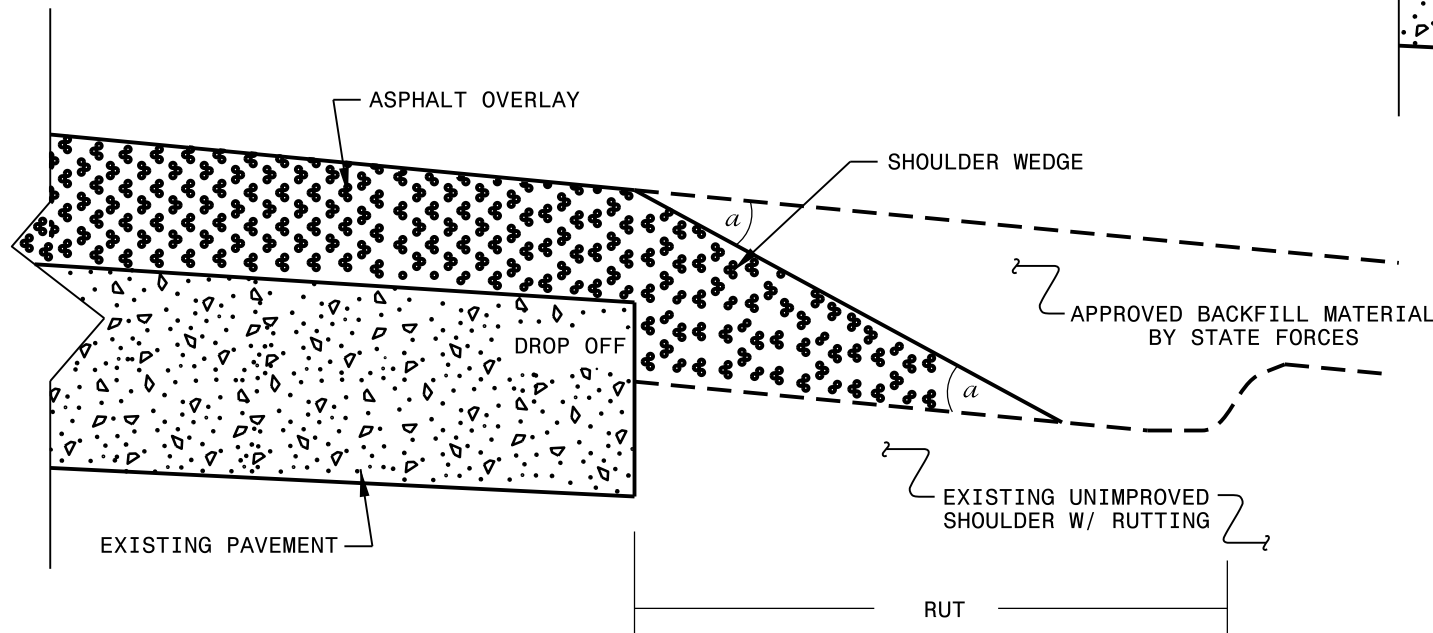
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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\shoulderwedge\detail.dgn	

\$\$\$\$\$SYTIME\$\$\$\$\$

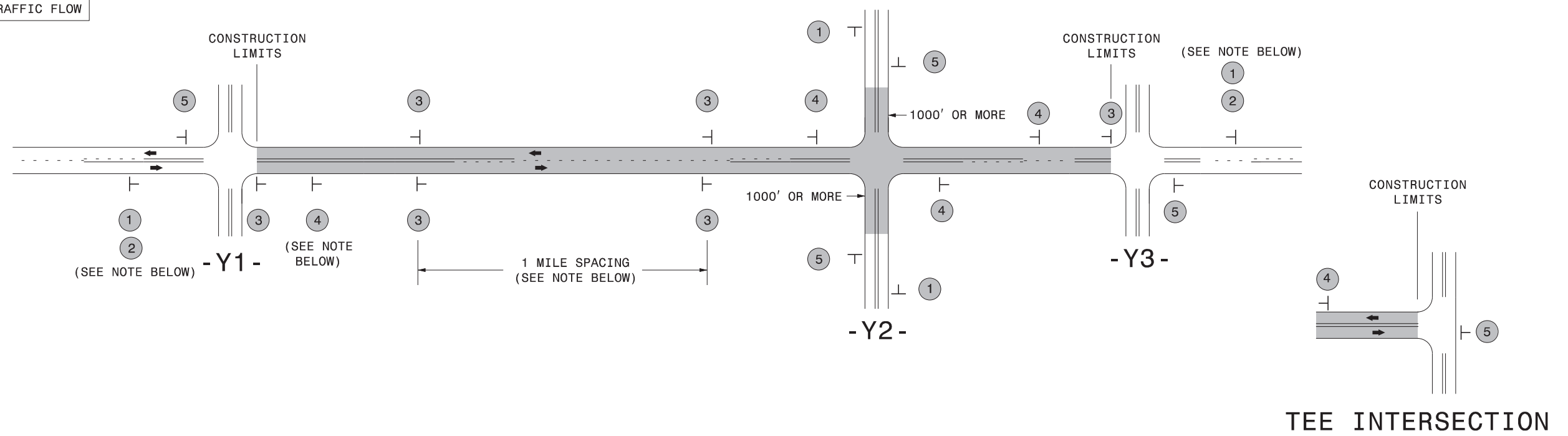
PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.08.15.10471 ETC.	15	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1575000000-E	2830000000-N	2845000000-N		
												SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	ADJUST MANHOLES	ADJUST METER OR VALVE BOX		
												MI	FT	SMI	TON	SY	SY	TONS	TONS	EA	EA
2022CPT.08.15.10471	Hoke	1	NC HWY 211 (RED SPRINGS RD.)	FROM PAV'T JNT 0.46 MI. N. OF SR 1105(OLD WIRE RD) TO SR 1001(N. SHANNON RD)	1	2	2WU	NO	NO	2.5	22	5.04	705		750	3,468	232		1		
TOTAL FOR MAP NO. 1												2.5		5.04	705		750	3,468	232		1
2022CPT.08.15.10471	Hoke	2	NC HWY 211 (RED SPRINGS RD)	FROM SR 1001(N. SHANNON RD.) TO PAVT JNT S. OF SR 1149(E. PALMER ST)	1	2	2WU	NO	NO	2.58	22	5.26	736		1,003	3,938	264		2		
TOTAL FOR MAP NO. 2												2.58		5.26	736		1,003	3,938	264		2
TOTAL FOR PROJ NO. 2022CPT.08.15.10471												5.08		10.30	1,441		1,753	7,406	496		3
2022CPT.08.15.10831	Scotland	3	US HWY 501 BUS (JOHNS RD.)	FROM US HWY 501 BYPASS(S. CALEDONIA RD.) TO US HWY 15 BUS(S. MAIN ST.)	2,3,8	2	2WU	NO	NO	1.28	24	2.14	300	17,029	3,045	2,089	140	5	7		
TOTAL FOR MAP NO. 3												1.28		2.14	300	17,029	3,045	2,089	140	5	7
2022CPT.08.15.10831	Scotland	4	US HWY 501 (S. CALEDONIA RD.)	FROM US HWY 501 BUS(JOHNS RD) TO US HWY 74 BYPASS	5,8	2	2WU	NO	NO	0.67	24	1.21	170	961	489	1,206	81				
TOTAL FOR MAP NO. 4												0.67		1.21	170	961	489	1,206	81		
2022CPT.08.15.10831	Scotland	5	US HWY 501 (JOHNS RD)	FROM C.J. N. OF SR 1614(BARNES BRIDGE RD) TO US HWY 501 BUS(JOHNS RD)	5,8	2	2WU	NO	NO	0.98	24	1.93	270	1,969	408	1,330	89				
TOTAL FOR MAP NO. 5												0.98		1.93	270	1,969	408	1,330	89		
TOTAL FOR PROJ NO. 2022CPT.08.15.10831												2.93		5.28	740	19,959	3,942	4,625	310	5	7
2022CPT.08.15.20471	Hoke	6	SR 1003 (ARABIA RD.)	FROM SR 1432(GOLF COURSE RD) TO SR 1105(N. OLD WIRE RD)	6	2	2WU	NO	NO	1.34	22				408	1,813	121				
TOTAL FOR MAP NO. 6												1.34					408	1,813	121		
2022CPT.08.15.20471	Hoke	7	SR 1214 (CALLOWAY RD.)	FROM SR 1228(RESERVATION RD) TO MOORE CO. LINE	6	2	2WU	NO	NO	1.6	22				244	1,877	126				
TOTAL FOR MAP NO. 7												1.6					244	1,877	126		
2022CPT.08.15.20471	Hoke	8	SR 1427 (ELLIS RD.)	FROM SR 1432(GOLF COURSE RD) TO SR 1003(ARABIA RD)	6	2	2WU	NO	NO	0.88	20				122	993	67				
TOTAL FOR MAP NO. 8												0.88					122	993	67		
2022CPT.08.15.20471	Hoke	9	SR 1432 (GOLF COURSE RD.)	FROM SR 1003(ARABIA RD) TO SR 1105(N. OLD WIRE RD)	6	2	2WU	NO	NO	0.95	22				292	1,141	76				
TOTAL FOR MAP NO. 9												0.95					292	1,141	76		
2022CPT.08.15.20471	Hoke	10	SR 1435 (MCGOUGAN RD.)	FROM SR 1105(N. OLD WIRE RD.) TO SR 1003(ARABIA RD)	6	2	2WU	NO	NO	0.41	18				200	398	27				
TOTAL FOR MAP NO. 10												0.41					200	398	27		
TOTAL FOR PROJ NO. 2022CPT.08.15.20471												5.18					1,266	6,222	417		
2022CPT.08.15.20831	Scotland	11	SR 1152 (OLD WIRE RD.)	FROM SR 1145(CORBITT RD) TO US HWY 74(ANDREW JACKSON HWY)	4	2	2WU	NO	NO	2.32	20				559	2,723	182				
TOTAL FOR MAP NO. 11												2.32					559	2,723	182		
2022CPT.08.15.20831	Scotland	12	SR 1615 (HASTY RD)	FROM US HWY 15(MCCOLL RD) TO SR 1105(TURNPIKE RD)	7	2	2WU	NO	NO	0.27	19			3,095	282	19					
TOTAL FOR MAP NO. 12												0.27				3,095	282	19			
2022CPT.08.15.20831	Scotland	13	SR 1624 (GRAHAM RD.)	FROM SR 1615(HASTY RD) TO SR 1623(OAK GROVE SCHOOL RD)	4	2	2WU	NO	NO	0.72	20				456	843	56				
TOTAL FOR MAP NO. 13												0.72					456	843	56		
TOTAL FOR PROJ NO. 2022CPT.08.15.20831												3.31				3,095	1,015	3,848	257		
GRAND TOTAL												16.5		15.58	2,181	23,054	7,976	22,101	1,480	5	10

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

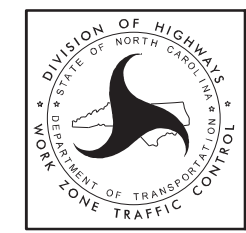
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <p>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.</p> <div style="display: flex; justify-content: space-around;"> <div> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> </div> <div> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p> </div> </div>
		<p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
		<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</p> <p>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- 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> <p>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	

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.



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