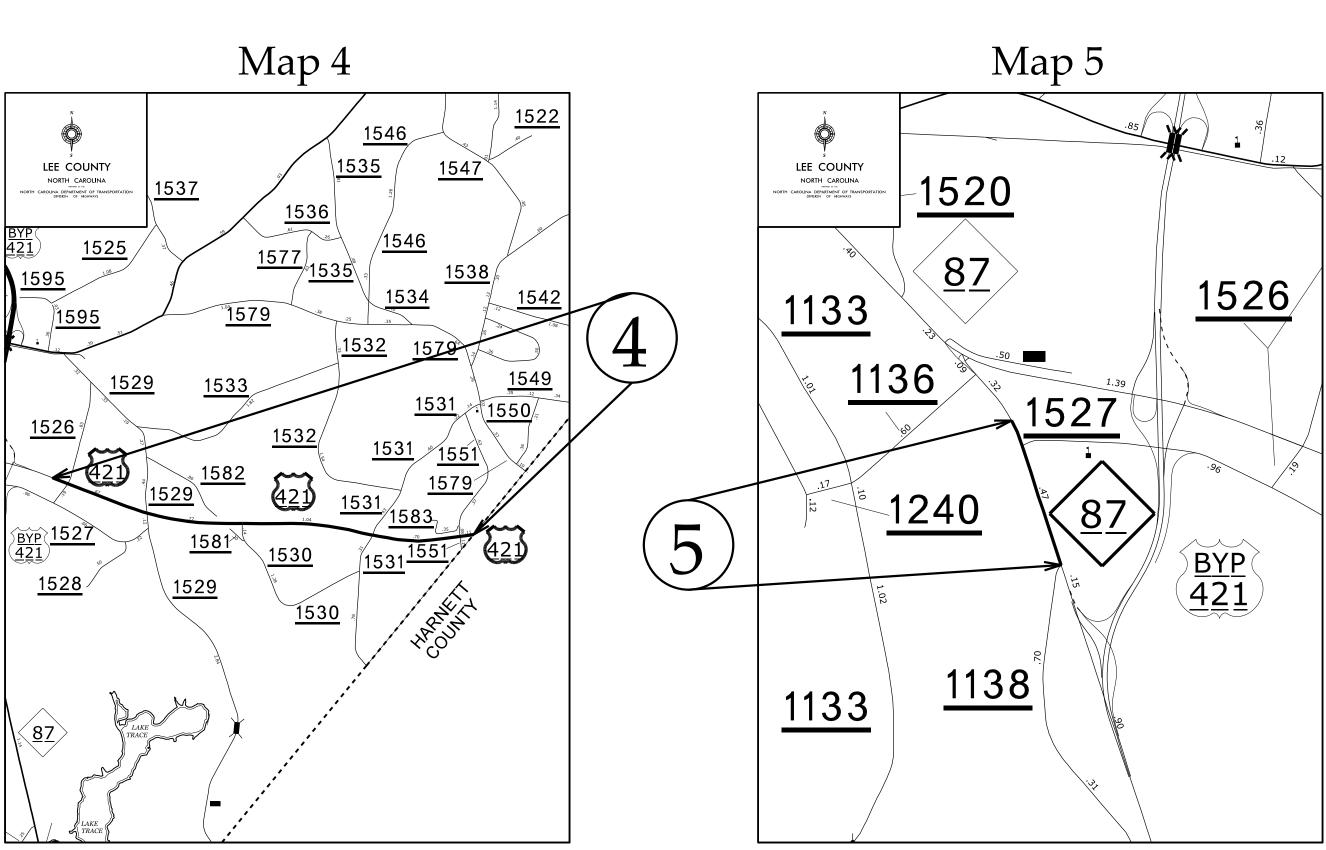
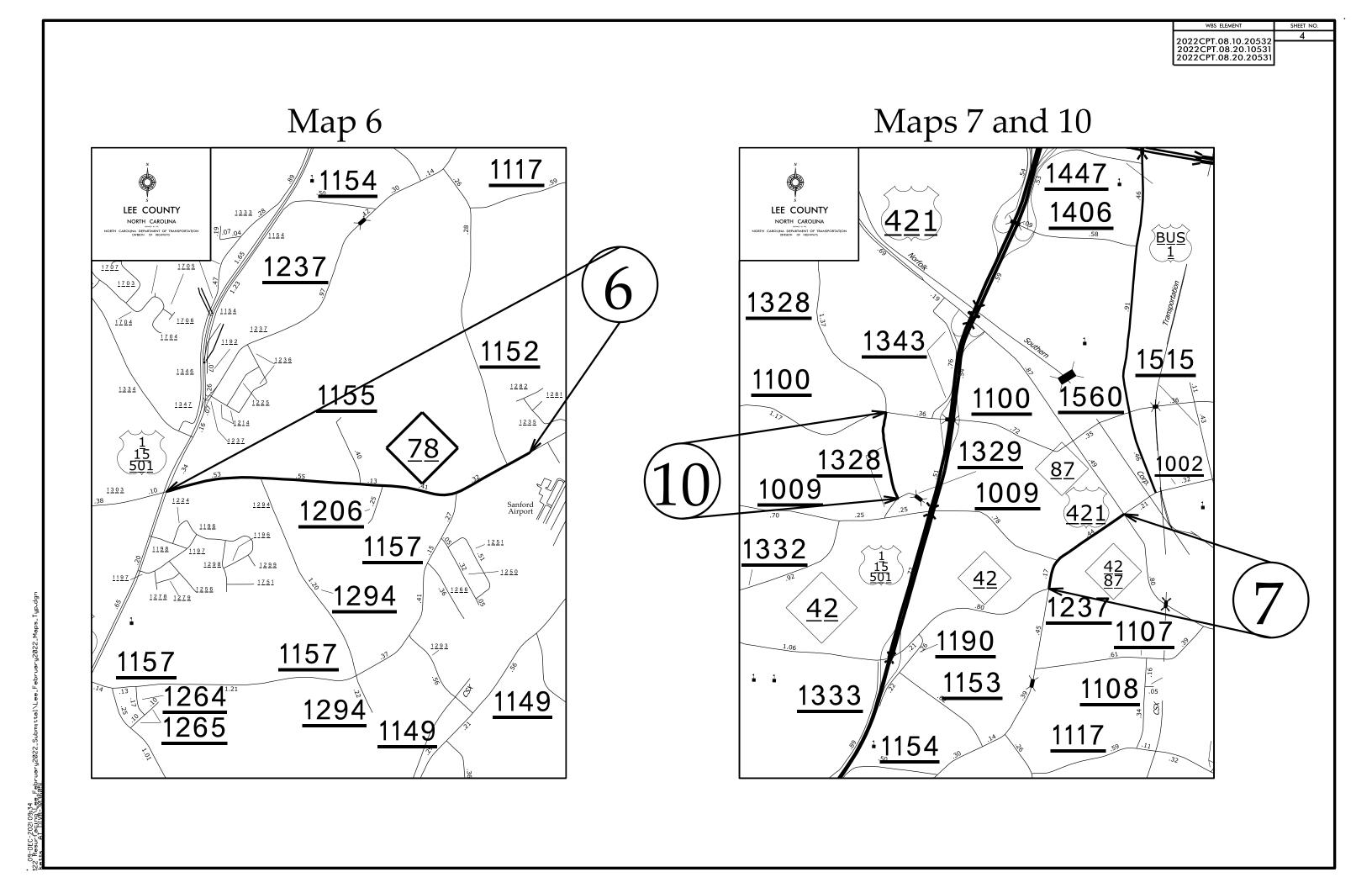
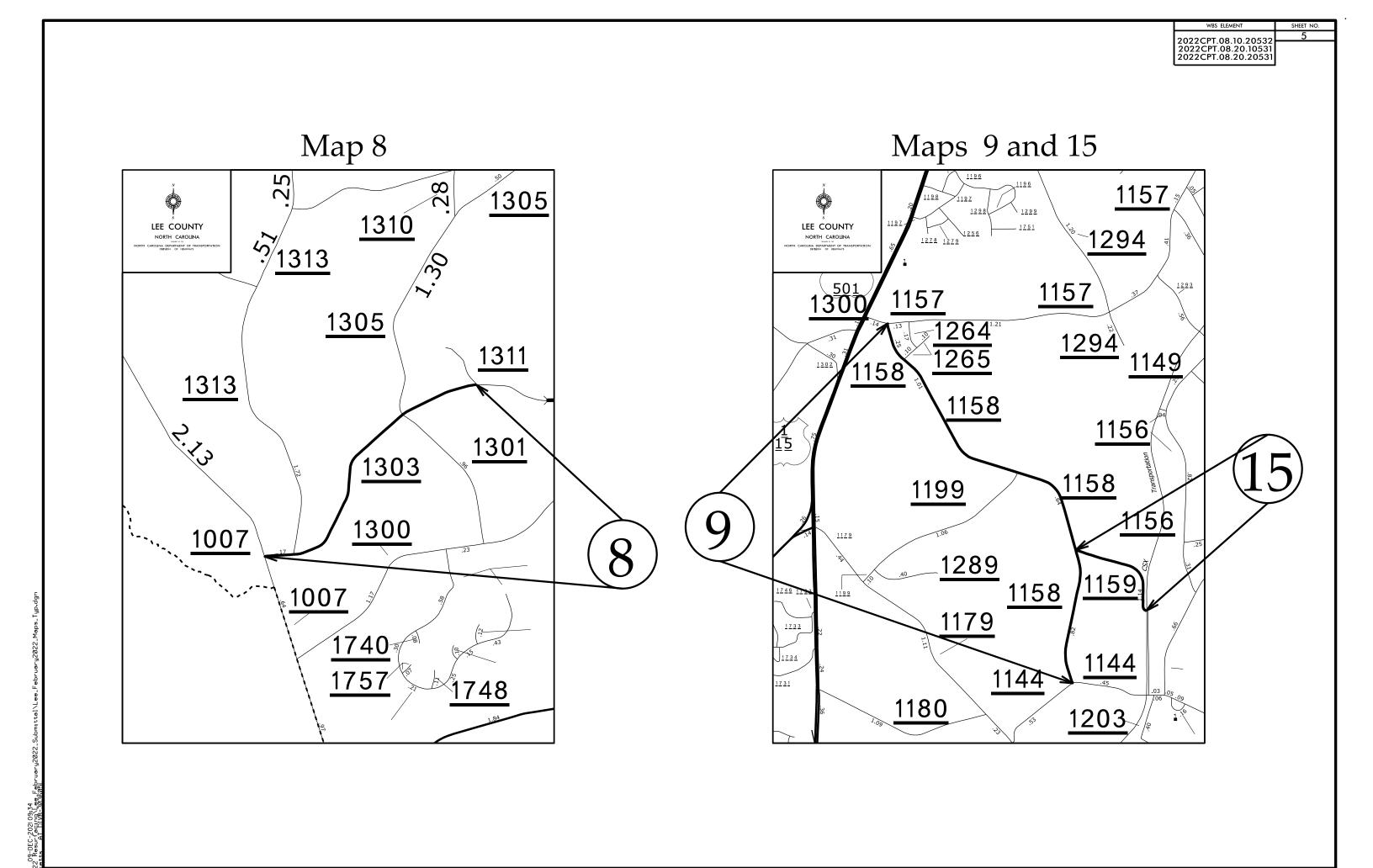
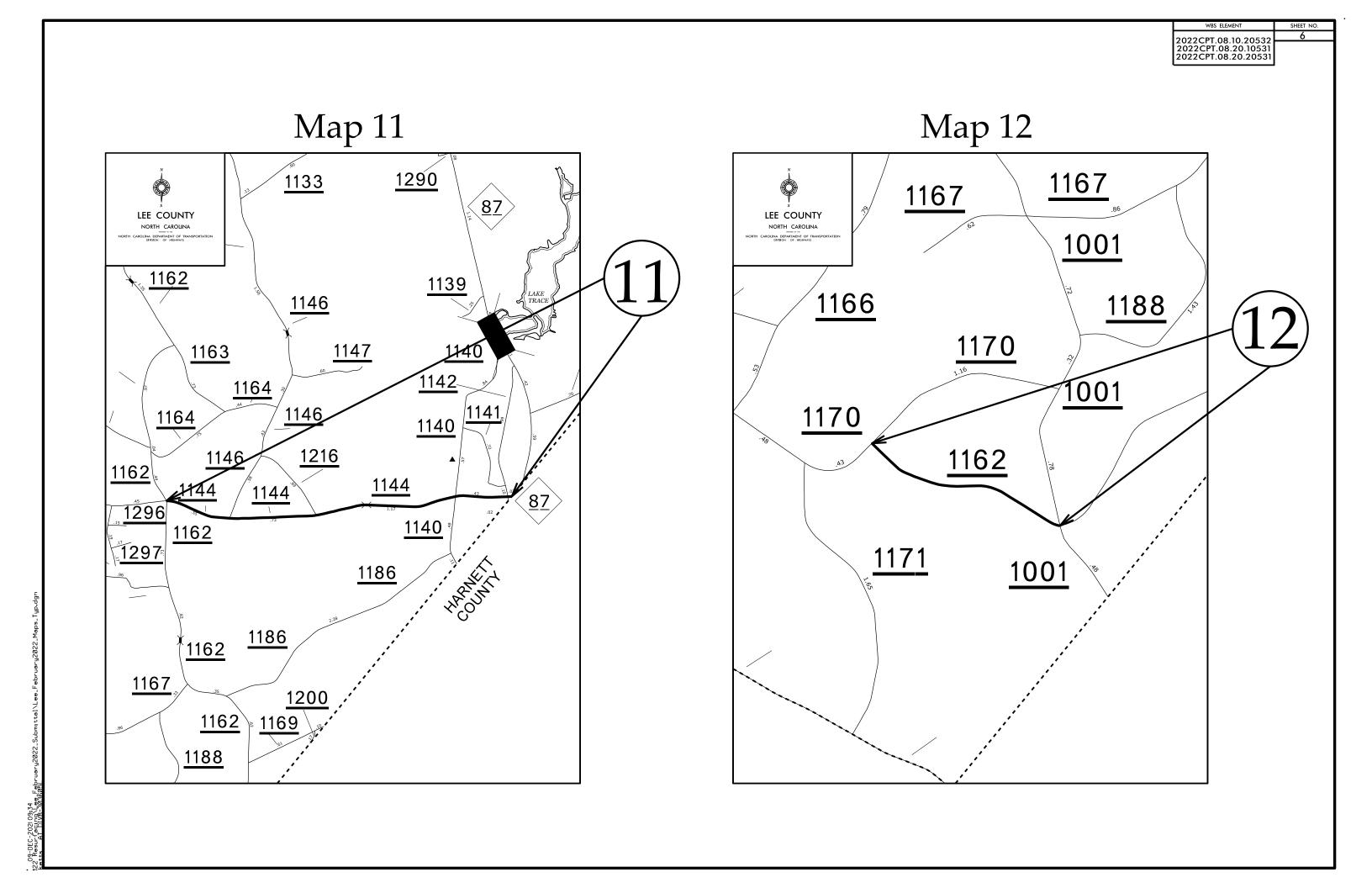


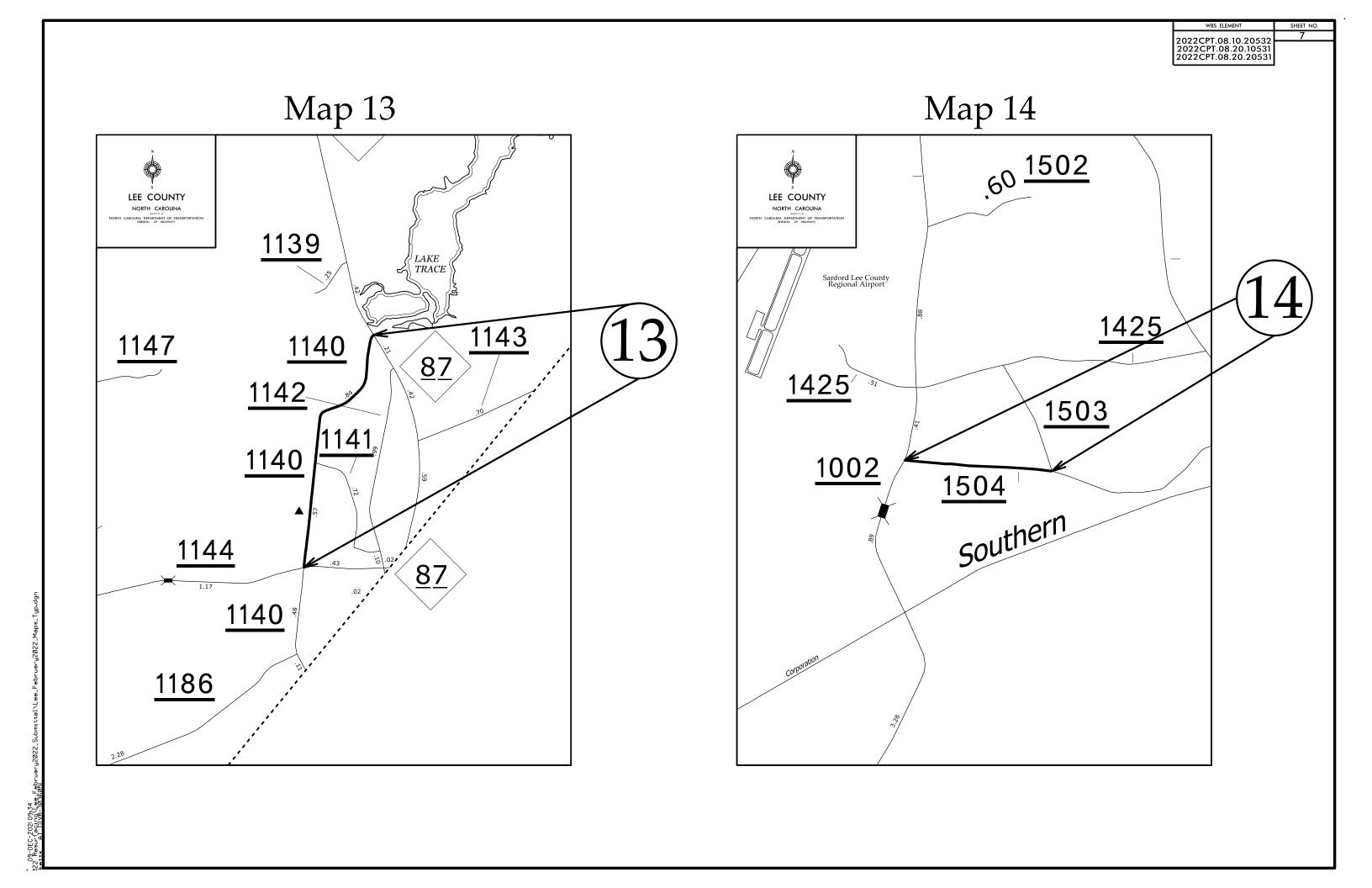
2022CPT.08.10.20532 2022CPT.08.20.10531 2022CPT.08.20.20531 1526 BYP 421





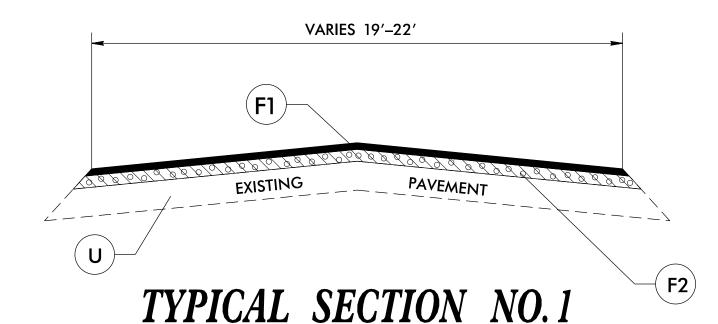


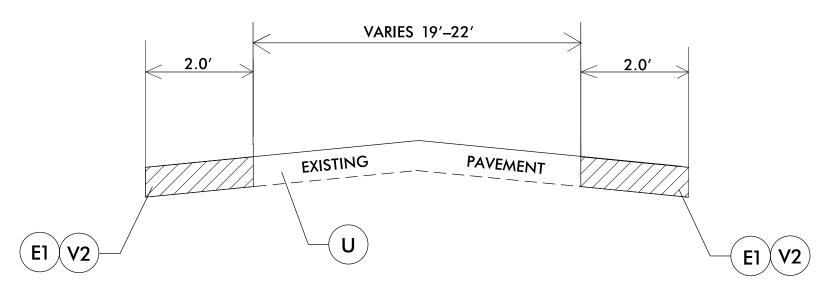




WBS ELEMENT SHEET NO.

2022CPT.08.10.20532
2022CPT.08.20.10531
2022CPT.08.20.20531





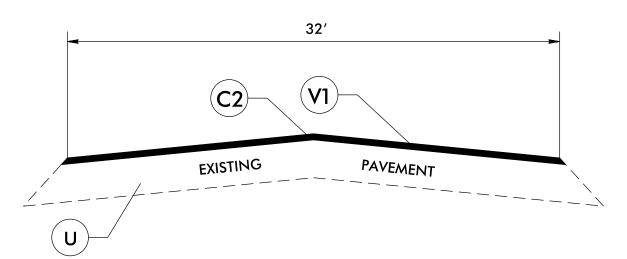
	PAVEMENT SCHEDULE
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.OC, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E 1	PROP. APPROX. 4.0" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
F1	PROP. ASPHALT SURFACE TREATMENT, FOG SEAL
F2	PROP. ASPHALT SURFACE TREATMENT DOUBLE SEAL
F3	PROP. ASPHALT SURFACE TREATMENT, MAT COAT WITH #67 STONE
S	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT.
V1	MILLING 1.5" IN DEPTH
V2	TRENCHING FOR BASE COURSE (SEE S.P.)

TYPICAL SECTION NO. 2

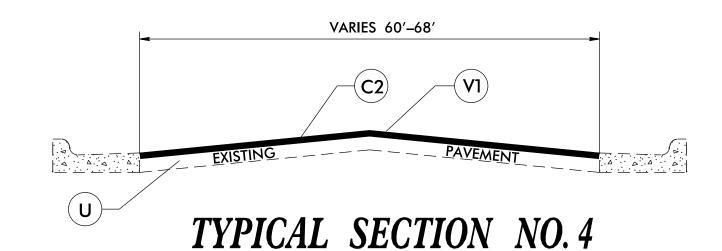
NOTE: USE TYPICAL #2 FOR MAPS #1,2,3 USE FOR MAP #3 FROM SR 1334 PENDERGRASS RD TO NC 42

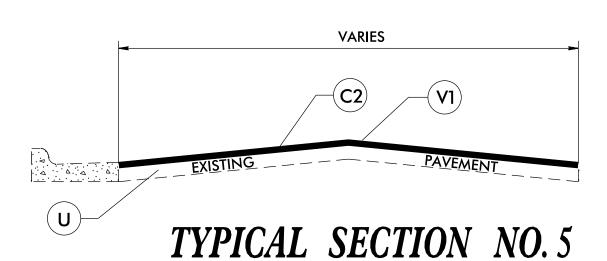
WBS ELEMENT SHEET NO.

2022CPT.08.10.20532
2022CPT.08.20.10531
2022CPT.08.20.20531



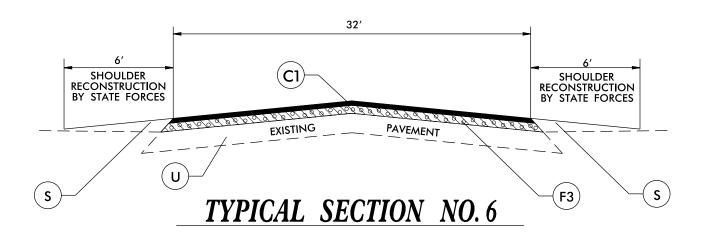
TYPICAL SECTION NO. 3

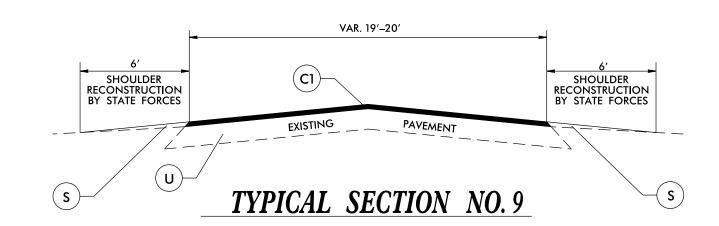


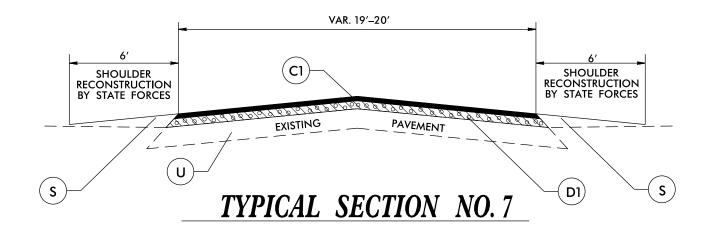


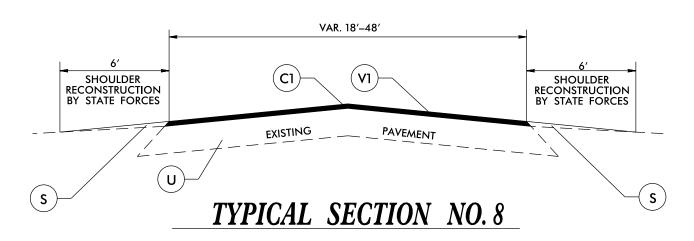
	PAVEMENT SCHEDULE										
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE \$9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.										
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE \$9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.										
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.OC, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.										
E1	PROP. APPROX. 4.0" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.										
F1	PROP. ASPHALT SURFACE TREATMENT, FOG SEAL										
F2	PROP. ASPHALT SURFACE TREATMENT DOUBLE SEAL										
F3	PROP. ASPHALT SURFACE TREATMENT, MAT COAT WITH #67 STONE										
S	AGGREGATE SHOULDER BORROW										
U	EXISTING PAVEMENT.										
V1	MILLING 1.5" IN DEPTH										
V2	TRENCHING FOR BASE COURSE (SEE S.P.)										

WBS ELEMENT SHEET NO.
2022CPT.08.10.20532
2022CPT.08.20.10531
2022CPT.08.20.20531









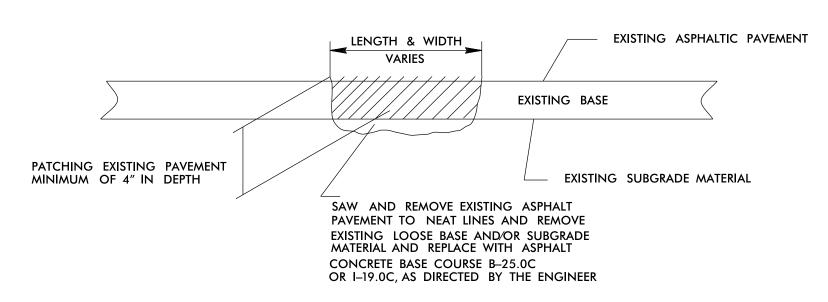
	PAVEMENT SCHEDULE									
C 1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.									
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F3	PROP. ASPHALT SURFACE TREATMENT, MAT COAT WITH #67 STONE									
S	AGGREGATE SHOULDER BORROW									
U	EXISTING PAVEMENT.									
V1	MILLING 1.5" IN DEPTH									
V2	TRENCHING FOR BASE COURSE (SEE S.P.)									

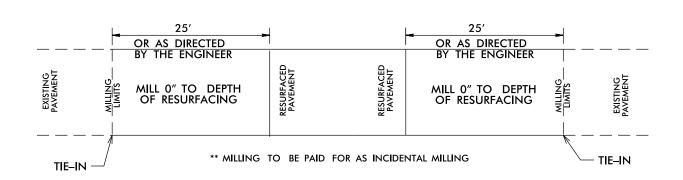
WBS ELEMENT SHEET NO.

2022 CPT.08.10.20532
2022 CPT.08.20.10531
2022 CPT.08.20.20531

DETAILS AND NOTES

DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING

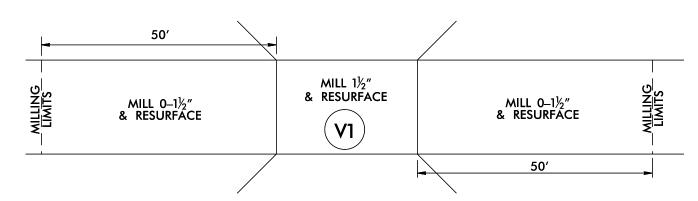




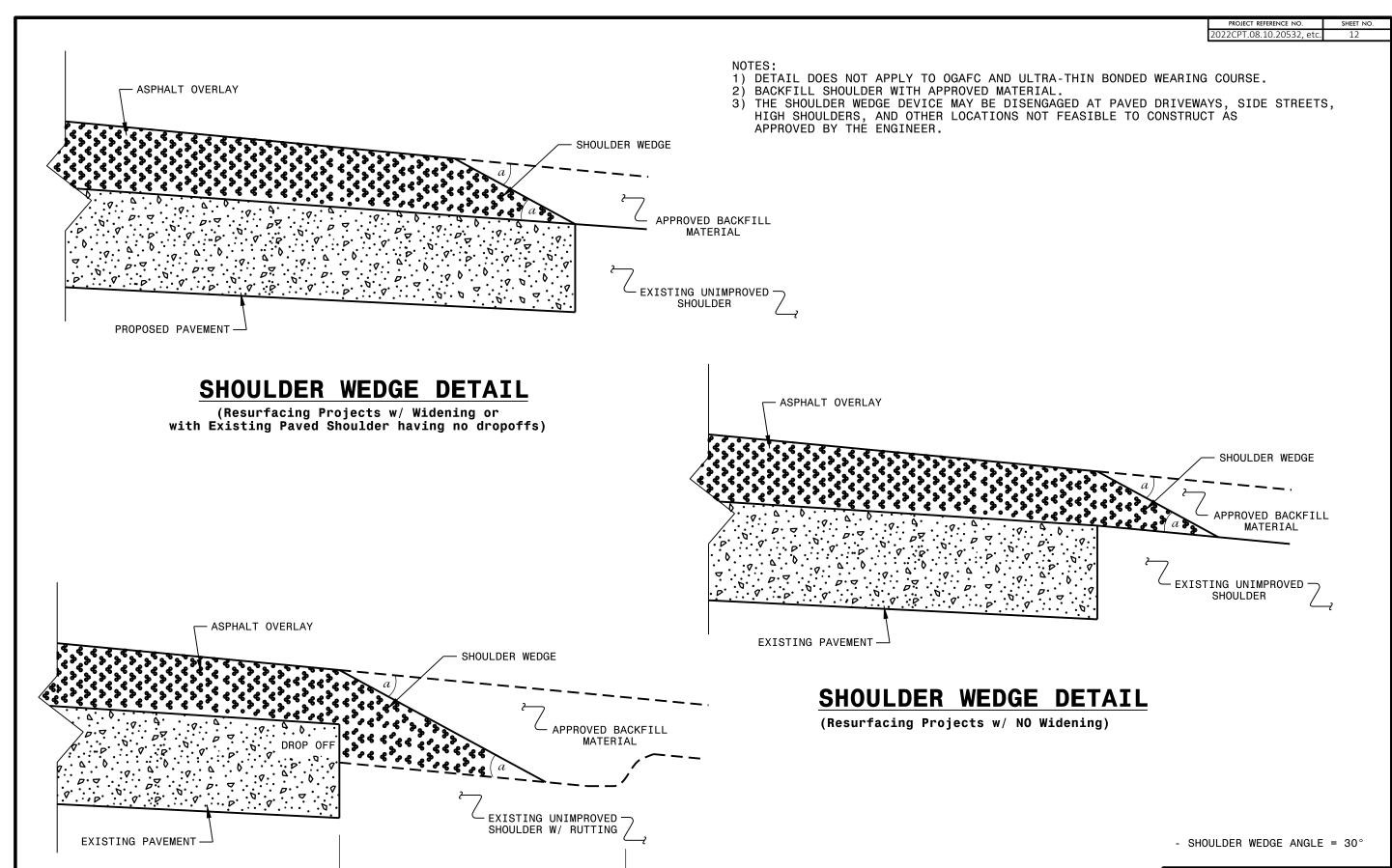
PAVEMENT TIE-IN DETAIL

PROJECT NOTES

- FINAL PAVEMENT MARKINGS TO BE HANDLED BY STATE FORCES ON MAPS #1–3 AND #8–15.
- INCLUDE AST DOUBLE SEAL ON MAP 3 BRIDGE #59.
- STATE FORCES WILL BE HANDLING ALL SHOULDER WORK EXCEPT INCIDENTAL STONE AS DIRECTED BY THE ENGINEER.
- TEMPORARY PAINT QUANTITIES INCLUDED FOR MAPS #4,5,6,7, AND 10 WITH MILLING.



USE FOR MAP #11 SR 1144 SWANNS STATION RD BRIDGE #35
* MILLING FOR APPROACHES SHALL BE PAID FOR UNDER INCIDENTAL MILLING



CONTRACT STANDARDS AND DEVELOPMENT UNIT Office 919-707-6950 FAX 919-250-411

SHOULDER WEDGE DETAILS

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

ORIGINAL BY: T.SPELL DATE: 7-19-11

MODIFIED BY: DATE: 2/2/16
CHECKED BY: DATE: DATE: FILE SPEC: s:usr/details/stand/shoulderwedgedetail.dgn

(Resurfacing Adjacent to Rutted Shoulder)

PROJECT NO.	SHEET NO.
2022CPT.08.10.20532, 2022CPT.08.20.10531	13
2022CPT.08.20.20531	

SUMMARY OF QUANTITIES

														J. F.			4	. = 0 . 0 0 0 0 0 0 0			400000000				h	L		
PROJECT NO	COUNTY N	MAP ROUTE	DESCRIPTION	TVD NO	LANES LANE	FINAL	I MADRA MIV	LENGTH W		000000-E1	1.5"	INCIDENTAL		E 1503000000-E INTER-	1519000000-E SURFACE	1523000000-E SURFACE	ASPHALT	PATCHING	ASPHALT	ASPHALT	ASPHALT	1838000000-E EMULSION	1838500000-N VACUUM	2830000000-N ADJUST	2845000000-N ADJUST	PORTABLE	7444000000-E INDUCTIVE	7456000000-E LEAD-IN
PROJECT NO		NO ROUTE	DESCRIPTION	TYPINO	TYPE	SURFACE	ASPHALT	LENGIR		NE BASE	1.5 MILLING	MILLING	COURSE,	MEDIATE	COURSE,	COURSE,	BINDER FOR	EXISTING	SURFACE	SURFACE	SURFACE	FOR	TRUCK	MANHOLES	METER OR	LIGHTING	LOOP	CABLE (14-2
	'					TESTING	REQUIRED		310	IVE DAJE	WILLING	WILLING	B25.0C	COURSE,	S9.5B	S9.5C			TREATMENT	TREATMENT		ASPHALT	INOCK	WANTOLLS	VALVE BOX	LIGITING	SAWCUT	PAIR)
						REQUIRED	ILL QUILLED						D23.0C	119.0C	33.35	33.30	1 LANT WILK	1 AVEIVIEW	MATCOAT,	DOUBLE	FOG SEAL	SURFACE			VALVEBOX		SATUCO	1
						qoz								125.00					#67 STONE	SEAL		TREATMENT						1
								MI	FT T	ONS	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	SY	SY	SY	GAL	WK	EA	EA	LS	LF	LF
			FROM NC 42 TO SR 1009																									
2022CPT.08.10.20532		1 SR 1332 (N FRANKLIN DR)	(CARBONTON RD)	1,2	2 2WU	NO	NO			25			525				24	85		11,000	11,000	5,500	1					$\overline{}$
	TOTAL FOR	MAP NO. 1						0.98		25			525				24	85		11,000	11,000	5,500	1					
			FROM SR 1318 (STEEL BRIDGE RD)		_																		_					1
2022CPT.08.10.20532		2 SR 1334 (PENDERGRASS RE) TO SR 1332 S (FRANKLIN DR)	1,2	2 2WU	NO	NO			25			525				24	70		12,645	12,645	6,323	1					
	TOTAL FOR	MAP NO. 2	EDOM NC 42 TO SD 420F (LIENLEY		+			0.98		25			525				24	70		12,645	12,645	6,323	1					\vdash
			FROM NC 42 TO SR 1305 (HENLEY RD), WIDEN FROM SR 1334																									1
2022CPT.08.10.20532	Lee	3 SR 1332 (S FRANKLIN DR)	PENDERGRASS RD TO NC 42	1,2	2 2WU	NO	NO	2.48	22	25			551				25	75		32,100	32,100	16,050	2					1
2022CF 1.00.10.20332		MAP NO. 3	TEMBERGRASS RD TO NO 42	1,2	2 ZW0	INO	NO	2.48		25			551				25	75		32,100	32,100	16,050	2					
TOTAL F		2022CPT.08.10.20532						4.44		75			1,601				73	230		55,745	55,745	27,873	4					$\overline{}$
													, , ,									, ,						
			HARNETT CO LINE TO +382' N OF SR																									
2022CPT.08.20.10531	Lee	4 US 421 BUSINESS	1526 (MT PISGAH CHURCH RD)	3	2 MU	NO	NO	3.557	32		68,257	5,000				6,647	399	40									2,400	2,400
	TOTAL FOR	MAP NO. 4						3.557			68,257	5,000				6,647	399	40									2,400	2,400
			FROM PVMNT JT +97' N OF SR 1138																									
			(HARVEY FAULK RD) TO PVMNT JT																									1
			+382' N OF SR 1597 (COX MADDOX																									1 1
2022CPT.08.20.10531		5 NC 87 (S HORNER BLVD)	RD)	3,4,5	2 MU	NO	NO		68		22,739	2,230				2,270	136										2,280	2,280
	TOTAL FOR	MAP NO. 5			<u> </u>			0.57			22,739	2,230				2,270	136									-	2,280	2,280
			FROM US 1 TO +400' E OF SR 1152																									1
			(FIRE TOWER RD), PAVE BACK TO PVMNT JT 1060' ON SR 1157																									1
2022CPT.08.20.10531	Lee	6 NC 78 (TRAMWAY RD)	(HICKORY HOUSE RD)	2	2 MU	NO	NO	1.95	38		48,740	842				4.499	270	20									1,200	1,200
2022CF1.06.20.10331		MAP NO. 6	(HICKORT HOUSE RD)	3	2 1010	INO	INU	1.95	30		48,740	842				4,499	270	20									1,200	1,200
	TOTALTOR	IVIA NO. U	FROM US 1-BUS (WICKER ST) TO US		+ +			1.55			40,740	042				4,455	270										1,200	1,200
2022CPT.08.20.10531	Lee	7 US 1-BUS (CARTHAGE ST)	421 BUS (N. HORNER BLVD)	4	2 MU	NO	NO	0.59	60		21,058	1,958				2,977	179	20						14	9		2,400	2,400
		MAP NO. 7	,					0.59			21,058	1,958				2,977	179	20						14	9		2,400	2,400
TOTAL F	OR PROJ NO.	2022CPT.08.20.10531						6.667			160,794	10,030				16,393	984	80						14	9	1	8,280	8,280
			FROM SR 1311 (BIG SPRINGS DR TO																									1 1
2022CPT.08.20.20531	200	8 SR 1303 (CENTER CH RD)	SR 1007 (S PLANK)	9	2 2WU	NO	NO			50					1,895		127	75										
	TOTAL FOR	MAP NO. 8	EDOM 44E3 (HICKORY HOUSE DD) TO		1			1.78		50					1,895		127	75										
2022CPT.08.20.20531	Lee	9 SR 1158 ((WILLETT RD)	FROM 1157 (HICKORY HOUSE RD) TO SR 1144 (GREENWOOD RD)	7	2 2WU	NO	NO	2.7	20	50				4,514	2,874		409	20										1
2022CP1.06.20.20551		MAP NO. 9	SR 1144 (GREENWOOD RD)	,	2 2000	INU	NO	2.7		50				4,514 4,514	2,874 2,874		409	20 20						-	-			
	TOTALTOR	WAF NO. 5	FROM SR 1100 (SPRING LN) TO SR		+ +			2.7		30				4,314	2,074		403	20										
2022CPT.08.20.20531	Lee	10 SR 1328 (WILKINS DR)	1329 (OLD CARBONTON RD)	8	2 2WU	NO	NO	0.48	20		5.632				512		34	50									300	300
		MAP NO. 10	, ,					0.48			5,632				512		34	50									300	300
			FROM HARNETT CO TO SR 1162																									
2022CPT.08.20.20531		11 SR 1144 (SWANNS STATION	RD) (SHERIFF WATSON RD)	6	2 2WU	NO	NO	2.91		100	560	400			3,098		208	300	34,144			13,658	2					1
	TOTAL FOR	MAP NO. 11						2.91		100	560	400			3,098		208	300	34,144			13,658	2					
			FROM SR 1170 (BLACKS CHAPEL RD)																									1
2022CPT.08.20.20531		12 SR 1162 (SHERIFF WATSON) TO SR 1001 (EDWARDS RD)	9	2 2WU	NO	NO		20						1,224		82	180										
	TOTAL FOR	MAP NO. 12	FROM CR 44.44 (CHANNIC STATION)		-		1	1.15							1,224		82	180										
2022CPT.08.20.20531	Lee	13 SR 1140 (FRANK WICKER)	FROM SR 1144 (SWANNS STATION RD) TO NC 87	9	2 2WU	NO	NO	1.39	20						1,480		99	125										1
2022CF1.06.20.20331		MAP NO. 13	RD) TO NC 87	3	2 2000	INO	INO	1.39	20						1,480		99	125										
	TOTALTOK	WIAF NO. 13	FORM SR 1503 (BUCHANAN FARM		+ +			1.55							1,400		33	123										
			RD) TO SR 1002 (LOWER MONCURE																									1
2022CPT.08.20.20531	Lee	14 SR 1504 (CLETUS HALL RD		9	2 2WU	NO	NO	0.81	19						820		55	175										1
		MAP NO. 14	· ·					0.81							820		55	175						1	1			
			FROM RR TRACKS TO SR 1158																									
2022CPT.08.20.20531		15 SR 1159 (JOE MATTHEWS R) (WILLETT RD)	9	2 2WU	NO	NO		20						686		46	130										
		MAP NO. 15						0.64						ļ	686		46	130										
TOTAL F	OR PROJ NO.	2022CPT.08.20.20531			 			11.86		200	6,192	400		4,514	12,589		1,060	1,055	34,144			13,658	2				300	300
			-		1 1		ļ	20.00			400	40	4		40	40		4.5				44			<u> </u>	<u> </u>	0.5	
	GRAND	IOIAL	1			1	L	22.967		275	166,986	10,430	1,601	4,514	12,589	16,393	2,117	1,365	34,144	55,745	55,745	41,531	6	14	9	1	8,580	8,580

PROJECT NO.	SHEET NO.
2022CPT.08.10.20532, 2022CPT.08.20.1053	14
2022CPT.08.20.20531	

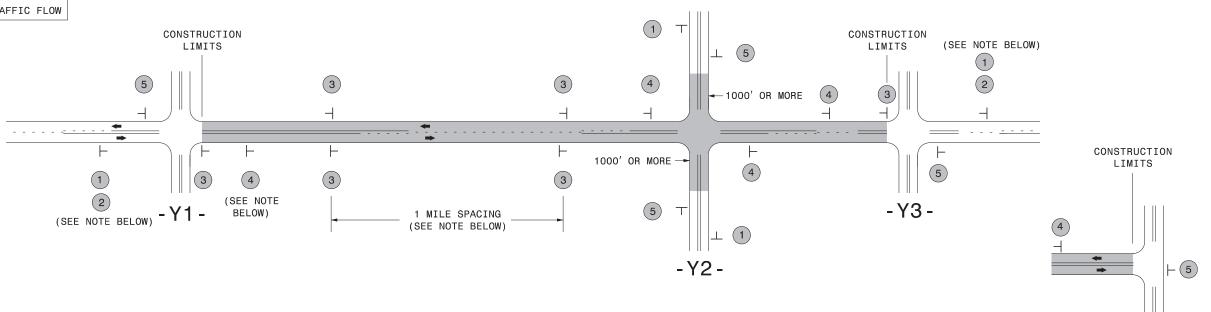
THERMOPLASTIC AND PAINT QUANTITIES

																		AINI							_												
PROJECT NO	COUNTY	(ROUTE	DESCRIPTION	TVD LANG	CLIANEL	LENGTH WIDTH	4413000000-E	457000000-N TEMP.									IEDNAO TUEDA		5000000-E	THERMA	THERMO 4" WH		4820000000	_					DAINIT		845000000	OO-N AINT PAINT		1891000000-E GENERIC	4895000 GENERIC	00000-N GENERIC
PROJECT NO	COUNTY	NO	KOUTE	DESCRIPTION	NO LANES	TYPE	LENGIH WIDIF	ADVANCE/	TRAFFIC	LAW ENFORCE-	WHITE YE		WHITE	YELLOW		MSG		LT RT				T 24" YIELD PAIN		8" WHITE PAINT	12" YELLOW		24" WHITE PAINT			LT		TR STI			PAVEMENT	PAVEMENT	PAVEMENT
		"			"	1		GENERAL	CONTROL	MENT	THERMO TH							RROW ARRO					PAINT		PAINT						ARROW ARR		RT LT		MARKING	MARKING	MARKING
								WARNING					-	-	-	90 M		90 M 90 N		90 M													ROW ARROW		ITEM	ITEM - NON-	ITEM - NON-
								SIGNING																										ANGLE	24" X 90 M	CAST IRON	CAST IRON
																																					SNOWPLOWA
																					L													 	THERMO		BLE (C & R)
	1	1		FROM NC 42 TO SR 1009		+	MI FT	SF	LS	HR	LF	LF	LF	LF	LF	EA	EA	EA EA	EA	EA	EA	EA LF	LF	LF	LF	LF	LF	EA	EA	EA	EA E	A E	EA EA	EA	LF	EA	EA
2022CPT.08.10.20532	Lee	1	SR 1332 (N FRANKLIN DR)	(CARBONTON RD)	1.2 2	2WU	0.98 19	112																													
		OR MAP		(42			0.98	112																								-					
				FROM SR 1318 (STEEL BRIDGE																																	
2022CPT.08.10.20532			SR 1334 (PENDERGRASS RD)	RD) TO SR 1332 S (FRANKLIN	1,2 2	2WU	0.98 22	110	*																												
	TOTAL F	OR MAP	NO. 2			4	0.98	110																							$-\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!$	\rightarrow		+			,
				FROM NC 42 TO SR 1305 (HENLEY RD), WIDEN FROM SR																																	
2022CPT.08.10.20532	Lee	3	SR 1332 (S FRANKLIN DR)	1334 PENDERGRASS RD TO NC	12 2	2WII	2.48 22	112																													
2022011100:20:20:55		OR MAP I			1,2	20	2.48	112																							-+	-	-	+			
TOTAL			PT.08.10.20532				4.44	334	1																												
TOTAL	-OK PROJ N	VO. 2022C	.P1.06.10.20552																																		
	1	, ,		HADNETT CO LICITION AND CONTRACTOR		, ,	1	, ,	-		1	1	-	-	-	-	1				1					,				-							
2022CPT.08.20.10531	Lee	Α.	US 421 BUSINESS	HARNETT CO LINE TO +382' N OF SR 1526 (MT PISGAH	2 2	N/III	3.557 32	400			41.256 3	8.645	320	625	100			10 10	0	2	,	41.2	56 38.645	320	625	100	658			10	10		, ,		658	235	0r
2022CP1.08.20.10531		OR MAP I		UF SK 1526 (WIT PISGAR	3 Z	IVIU	3.557 32 3.557	400 400			41,256 3 41,256 3		320 320	625	100			10 10 10 10	9	2	2		56 38,645			100				10	10	9	2 2	+-+	658	235	85 85
	10.7.21	1 1		FROM PVMNT JT +97' N OF SR		+ +					.2,200 3	-,	J-0		200			10		<u> </u>	† <u> </u>	1 11,2	22,043	1	1							+	- -	+			
				1138 (HARVEY FAULK RD) TO																																	, ,
				PVMNT JT +382' N OF SR 1597																																	
2022CPT.08.20.10531		5	NC 87 (S HORNER BLVD)	(COX MADDOX RD)	3,4,5 2	MU	0.57 68	126		40		5,233	336	80	100			17 5	8	1		4 2,11			80	100	165			17	5 8	3	1	4	165	80	80
	TOTALF	OR MAP	NO. 5	FROM LIC 1 TO 1400! F OF CR		+	0.57	126	*	40	7,000	5,233	336	80	100			17 5	8	1	-	4 2,11	10 6,233	336	80	100	165			17	5 8	3	1	4	165	80	80
				FROM US 1 TO +400' E OF SR 1152 (FIRE TOWER RD), PAVE																																	
				BACK TO PVMNT JT 1060' ON SR																																	
2022CPT.08.20.10531	Lee	6	NC 78 (TRAMWAY RD)	1157 (HICKORY HOUSE RD)	3 2	MU	1.95 38				21,592 2	7,200		650		24		60 4	4	2		21,5	92 27,200		650		245	24		60	4	4	2		245	257	110
		OR MAP		,			1.95				21,592 2	7,200		650		24		60 4	4	2			92 27,200		650		245	24		60	4 4	4	2		245	257	110
				FROM US 1-BUS (WICKER ST)																																	
2022CPT.08.20.10531		7	US 1-BUS (CARTHAGE ST)	TO US 421 BUS (N. HORNER	4 2	MU	0.59 60	130				,345	340				4	22 5	11	12	<u> </u>	6 1,55					340			22	5 1	.1 1	12	6	340	80	125
		OR MAP I			 		0.59 6.667	130 656	1	40	1,557 S		340 996	1 255	200	24		22 5 109 24					9,345 15 81,423		1 255	200	340 1,408	24			5 1		17 2	6	340 1,408	80 652	125 400
TOTALI	OR PROJ N	NO. 2022C	PT.08.20.10531			+ +	0.007	050	-		152,828		330	1,555		2:		103 24		194			147,938	330	1,555		1,400	28		103		194	.,	10	1,400	1,05	
					l l		•		·		•			•									•														
				FROM SR 1311 (BIG SPRINGS DR																																	
2022CPT.08.20.20531		8	SR 1303 (CENTER CH RD)	TO SR 1007 (S PLANK)	9 2	2WU	1.78 20	185																							\longrightarrow	\rightarrow	\longrightarrow	\longrightarrow			
	TOTALF	OR MAP I	NO. 8	FROM 1157 (HICKORY HOUSE		+	1.78	185													<u> </u>	+		-	-	-				-	-+	+	$-\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!$	+-+			
2022CPT.08.20.20531	Lee	9	SR 1158 ((WILLETT RD)	RD) TO SR 1144 (GREENWOOD	7 2	2WU	2.7 20	302																													,
		OR MAP		,			2.7	302																								-		+		-	
				FROM SR 1100 (SPRING LN) TO																																	
2022CPT.08.20.20531		10		SR 1329 (OLD CARBONTON RD)	8 2	2WU	0.48 20	54														10,3												$\perp \perp \downarrow$,
	TOTAL FO	OR MAP N	NO. 10	EDONALIA DNIETT CO TO CD 44CO		+	0.48	54													<u> </u>	10,3	30 10,330									$-\!\!\!+\!\!\!\!-$	-	++			
2022CPT.08.20.20531	Lee	11	IR 1144 (SWANNS STATION RD	FROM HARNETT CO TO SR 1162 (SHERIFF WATSON RD)	6 2	2/4/11	2.91 20	214																								1					, ,
202201 1.00.20.20331		OR MAP N		(SILELIII WATSON NO)	J 2	2400	2.91 20	214													1			1	1					+	-	+	+-	 		+	
				FROM SR 1170 (BLACKS CHAPEL		1 1			*																						-	\neg		\Box			
2022CPT.08.20.20531			SR 1162 (SHERIFF WATSON)	RD) TO SR 1001 (EDWARDS RD)	9 2	2WU	1.15 20	128																	1								\bot	$\perp \perp \downarrow$			
	TOTAL FO	OR MAP N	NO. 12			4	1.15	128																								_		↓			
2022CPT.08.20.20531	Lee	13	SR 1140 (FRANK WICKER)	FROM SR 1144 (SWANNS STATION RD) TO NC 87		2/4/17	1.39 20	155																								1					,
2022CP1.08.20.20533		OR MAP N		STATION RD) TO NC 87	9 2	2000	1.39 20	155				-							-		1			+					-	-	-+	+	-+-	++	\longrightarrow		
	- STALIN			FORM SR 1503 (BUCHANAN		1 1		-233													1			1	1					+	-	+	+-	 		+	=
1				FARM RD) TO SR 1002 (LOWER																												1					,
2022CPT.08.20.20531			SR 1504 (CLETUS HALL RD)	MONCURE RD)	9 2	2WU	0.81 19	90													1				<u> </u>									$\downarrow \downarrow \downarrow$			
	TOTAL FO	OR MAP N	NO. 14	EDOM DD TDAGUE TO CO.		1 1	0.81	90													1			1	 						\longrightarrow	\rightarrow	\rightarrow	\longrightarrow			
2022CPT.08.20.20531	Lee	15	SR 1159 (JOE MATTHEWS RD)	FROM RR TRACKS TO SR 1158 (WILLETT RD)		2/4/11	0.64 20	60																								1					,
2022CF1.08.20.20531		OR MAP N		(WILLETT KU)	9 Z	ZVVU	0.64 20 0.64	60									1		-		1	+ +		+	+			-		+	-+	+	+-	+-+		\longrightarrow	
			-				11.86	1,188	1											+	†	10.3	30 10,330	+	1						-+	+	+-	+	- +	- 	
TOTAL	OR PROJ N	NO. 2022C	CPT.08.20.20531																				20,660														
	22.967																																				
	GRA	AND TOTA	ıL			+	22.967	2,178	1	40	71,405 8		996					109 24			2			996			1,408			109	24 3		17 2	10	1,408		
											152,828			1,5	55	2	В			194			168,598	1	1,5	55		28				194				1,05	52

PROJ. REFERENCE NO. SHEET NO. TMP-1 2022CPT.08.10.20532. et

SIGNING FOR RESURFACING PROJECTS





-Y- LINE SIGNING

MAINLINE (-L-) SIGNING

ROAD WORK NOTES AND ER DIRECTION AHEAD W20-1 48" X 48" NEXT W7-3aP XX MILES 24" X 18"

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

#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)

LOW/SOFT SHOULDER SP 13107 48" X 48"

ROAD

UNDER

CONST SP 13106

- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.
- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.
- 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.

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.

MAPS LESS THAN 2 MILES

Д

SIGNING PLACEMENT P

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.

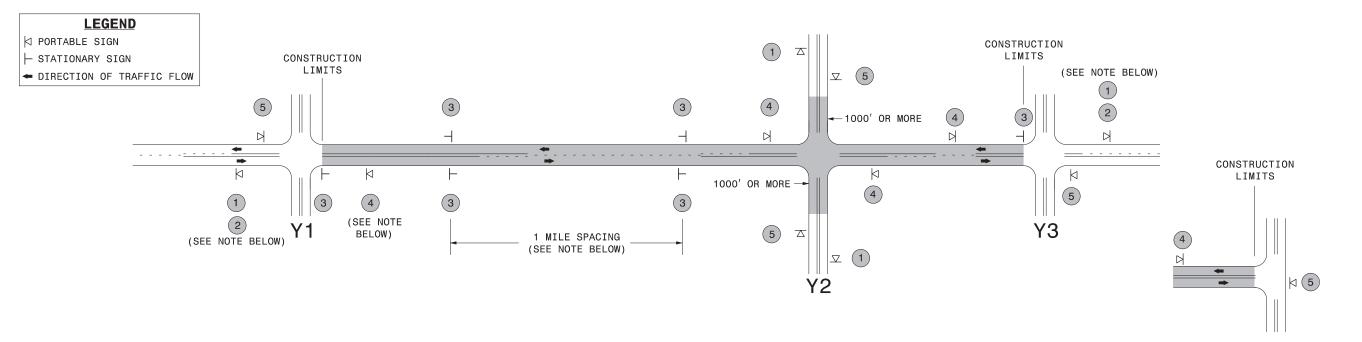


ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

TEE INTERSECTION

PROJ. REFERENCE NO. SHEET NO. TMP-2 2022 CPT 08 10 20532 et

SIGNING FOR ASPHALT SURFACE TREATMENT



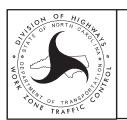
TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

STATIONARY SIGNING NOT REQUIRED FOR ROAD - PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y-WORK THE FOLLOWING -Y- LINE CONDITIONS: LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. AHEAD / W20-1 48" X 48" 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE - SIGN #2 ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH 2 2) SUBDIVISION ROADS ROUND UP TO THE NEAREST WHOLE NUMBER. DO NOT USE FRACTIONAL OR DECIMAL 3) DEAD END ROADS TES AND DIRECTION WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS LOOSE - ALTERNATE THE FOLLOWING TWO SIGNS: (3) AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS GRAVEL SHALLE BE USED ALONG THE -Y- LINE AS SHOWN BELOW. - STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT". W8-7 48" X 48" REMOVE UPON COMPLETION OF WORK. - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. NOT ER UNMARKED - AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION ROAD PAVEMENT AND SPACE 1 MILE APART THEREAFTER. WORK ŚP 48'' X 48'' Д AHFAD SIGNING PLACEMENT F - THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND PLACED 500' IN ADVANCE SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. OF FLAGGER. ROAD - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. UNDER - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS. TREAT CONST SP 13106 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.

PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN



PLACED 250' IN ADVANCE

OF FLAGGER.

ADVANCE WARNING SIGNS FOR 2-LANE ROADWAY ASPHALT SURFACE TREATMENT

MAPS LESS THAN 2 MILES FND

ROAD WORK

G20–2 A 48" X 24"

START OF CONTRACT WORK.

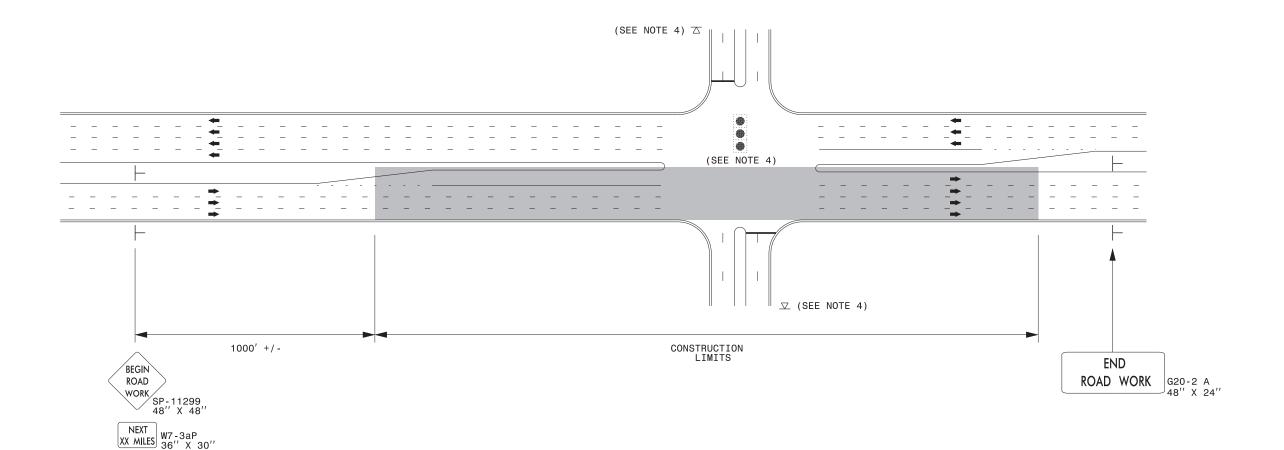
FOR AST RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, USE A STATIONARY "LOOSE GRAVEL" SIGN AT THE BEGINNING CONSTRUCTION LIMIT FOLLOWED BY AN "UNMARKED PAVEMENT" SIGN MIDWAY THROUGH AND AN "END ROAD WORK" SIGN AT THE END CONSTRUCTION LIMIT.

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

PROJ. REFERENCE NO. SHEET NO. 2022.CPT.08.10.20532, etc. TMP-3

URBAN / SUBURBAN WORKZONES



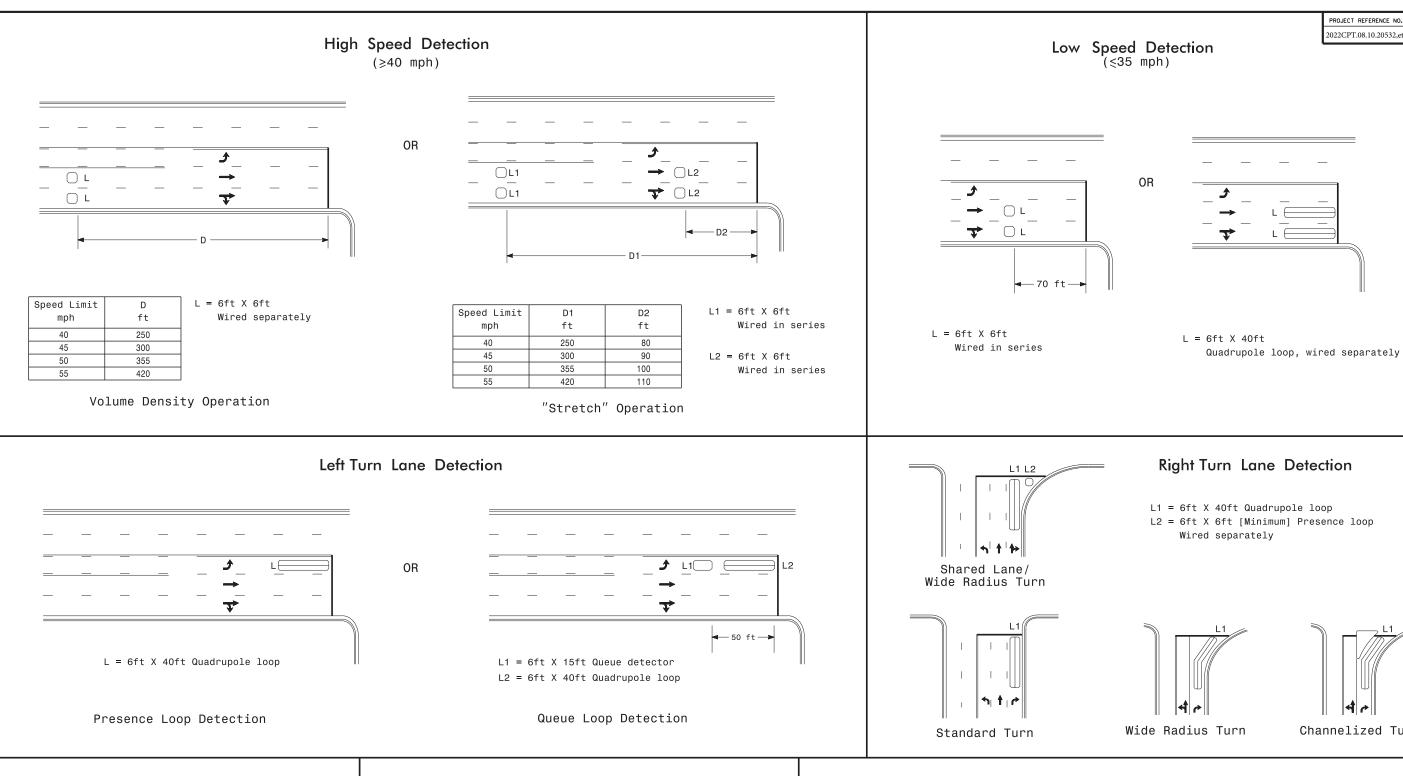
NOTES:

- 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.

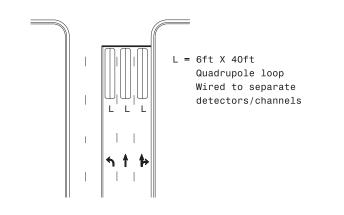


RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES

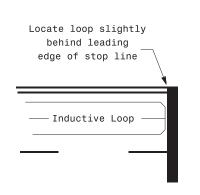
ngarrett







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

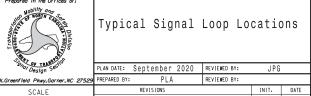
N/A

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



india 9. Gallavay

Channelized Turn

PROJECT REFERENCE NO. 2022CPT.08.10.20532,etc.