

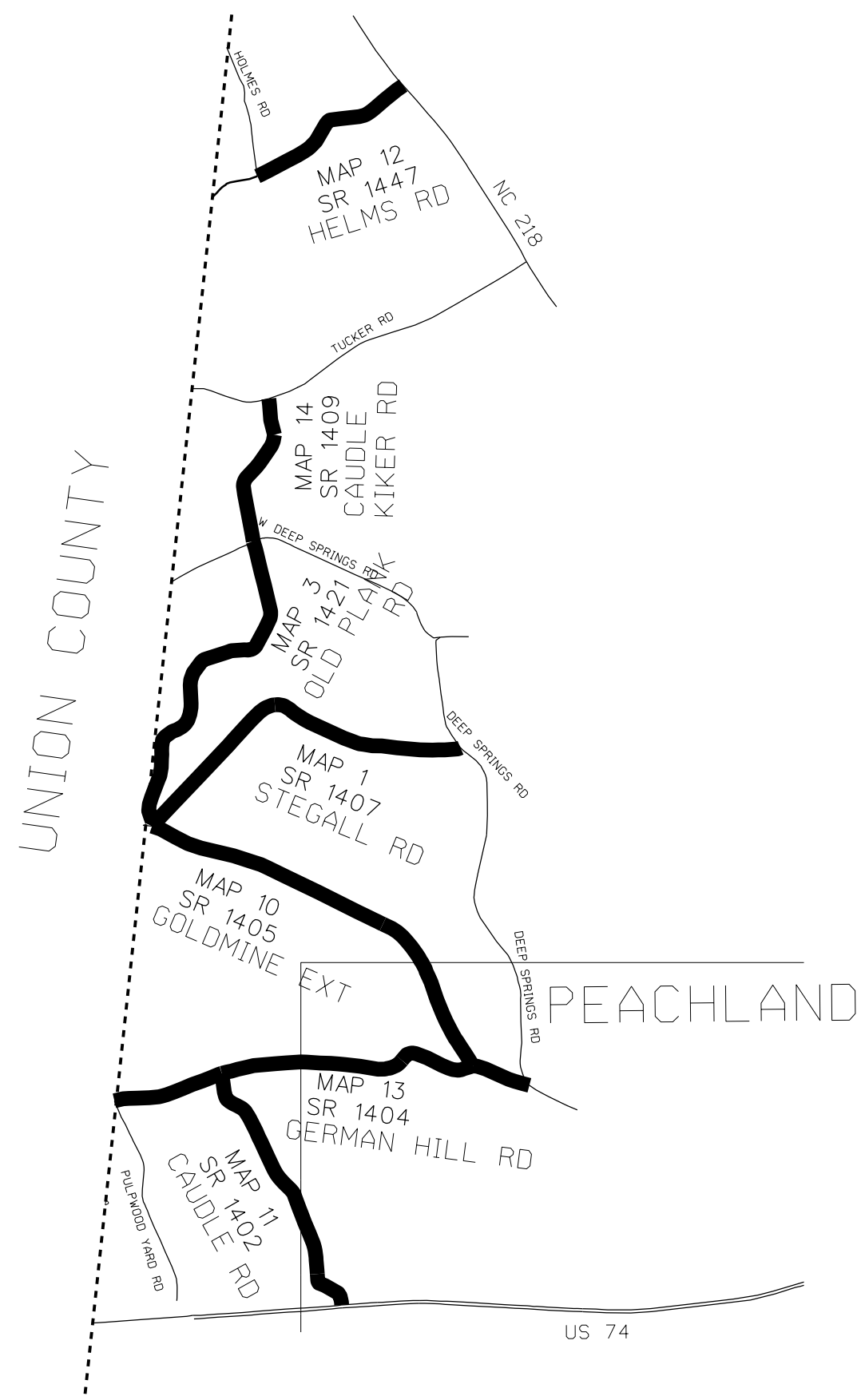
PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.10.14.20042	1	6

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	1803500000-E	1838000000-E	1838500000-N	2143000000-E	4413000000-E	4457000000-N			
												ASPHALT SURFACE TREATMENT, DOUBLE SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	VACUUM TRUCK	BLOTTING SAND	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL			
												MI	FT	SY	GAL	WK	TON	SF	LS	
2022CPT.10.14.20042	Anson	1	SR 1407 STEGALL ROAD	FROM SR 1411 DEEP SPRINGS CHURCHROAD TO SR 1405 GOLDMINE EXT MP 0-1.50	1	2	2WU	NO	NO	1.5	18	15,840	8,712				80.0			
TOTAL FOR MAP NO. 1												1.5		15,840	8,712				80.0	
2022CPT.10.14.20042	Anson	2	SR 1417 ROSS-WRIGHT ROAD	FROM SR 1415 BILL CURLEE ROAD TO SR 1416 PEACHLAND-POLKTON ROAD MP 0-1.22	1	2	2WU	NO	NO	1.22	17	12,167	6,692				80.0			
TOTAL FOR MAP NO. 2												1.22		12,167	6,692				80.0	
2022CPT.10.14.20042	Anson	3	SR 1421 OLD PLANK ROAD	FROM SR 1408 W DEEP SPRINGS ROAD TO SR 1405 GOLDMINE EXT MP 0-1.44	1	2	2WU	NO	NO	1.44	20	16,896	9,293				80.0			
TOTAL FOR MAP NO. 3												1.44		16,896	9,293				80.0	
2022CPT.10.14.20042	Anson	4	SR 1432 PONDS MILL ROAD	FROM SR 1418 ANSONVILLE-POLKTON ROAD TO SR 1415 BILL CURLEE ROAD MP 0-1.37	1	2	2WU	NO	NO	1.37	17	13,663	7,515				80.0			
TOTAL FOR MAP NO. 4												1.37		13,663	7,515				80.0	
2022CPT.10.14.20042	Anson	5	SR 1435 JOHNSON ROAD	FROM SR 1433 MCSWAIN ROAD TO SR 1415 PONDS MILL ROAD MP 0.39-1.14	1	2	2WU	NO	NO	0.75	16	7,040	3,872				80.0			
TOTAL FOR MAP NO. 5												0.75		7,040	3,872				80.0	
2022CPT.10.14.20042	Anson	6	SR 1435 JOHNSON ROAD	FROM SR 1438 KIKER ROAD TO SR 1433 MCSWAIN ROAD MP 0-0.39	1	2	2WU	NO	NO	0.39	16	3,661	2,013				80.0			
TOTAL FOR MAP NO. 6												0.39		3,661	2,013				80.0	
2022CPT.10.14.20042	Anson	7	SR 1436 BIRMINGHAM ROAD	FROM SR 1439 LANIER ROAD TO NC 218 MP 0-3.14	1	2	2WU	NO	NO	3.14	19	35,001	19,250				352.0			
TOTAL FOR MAP NO. 7												3.14		35,001	19,250				352.0	
2022CPT.10.14.20042	Anson	8	SR 1415 BILL CURLEE ROAD	FROM SR 1432 PONDS MILL ROAD TO NC 218 MP 0.84-3.02	1	2	2WU	NO	NO	2.18	16	20,463	11,255				244.0			
TOTAL FOR MAP NO. 8												2.18		20,463	11,255				244.0	
2022CPT.10.14.20042	Anson	9	SR 1434 OLD NC 742	FROM NC 742 TO SR 1615 HIGH ROCK CRUSHER ROAD MP 0-1.31	1	2	2WU	NO	NO	1.31	19	14,602	8,031				80.0			
TOTAL FOR MAP NO. 9												1.31		14,602	8,031				80.0	
2022CPT.10.14.20042	Anson	10	SR 1405 GOLDMINE EXT	FROM SR 1404 GERMAN HILL ROAD TO UNION COUNTY LINE MP 0-1.76	1	2	2WU	NO	NO	1.76	16	16,521	9,086				80.0			
TOTAL FOR MAP NO. 10												1.76		16,521	9,086				80.0	
2022CPT.10.14.20042	Anson	11	SR 1402 CAUDLE ROAD	FROM US 74 TO SR 1404 GERMAN HILL ROAD MP 0.02-1.13	1	2	2WU	NO	NO	1.11	21	13,675	7,521				80.0			
TOTAL FOR MAP NO. 11												1.11		13,675	7,521				80.0	
2022CPT.10.14.20042	Anson	12	SR 1447 HELMS ROAD	FROM NC 218 TO SR 1463 HOLMES ROAD MP 0.01-0.72	1	2	2WU	NO	NO	0.71	19.5	8,122	4,467				80.0			
TOTAL FOR MAP NO. 12												0.71		8,122	4,467				80.0	
2022CPT.10.14.20042	Anson	13	SR 1404 GERMAN HILL ROAD	FROM SR1401 PULPWOOD YARD ROAD TO SR 1411 DEEP SPRINGS CHURCH ROAD MP 0-1.76	1	2	2WU	NO	NO	1.76	19	19,618	10,790				80.0			
TOTAL FOR MAP NO. 13												1.76		19,618	10,790				80.0	
2022CPT.10.14.20042	Anson	14	SR 1409 CAUDLE KIKER ROAD	FROM SR 1443 TUCKER ROAD TO SR 1408 W DEEP SPRINGS ROAD MP 0-0.63	1	2	2WU	NO	NO	0.63	19	7,022	3,862				80.0			
TOTAL FOR MAP NO. 14												0.63		7,022	3,862				80.0	
2022CPT.10.14.20042	Anson	15	SR 1415 PONDS MILL ROAD	FROM SR 1435 JOHNSON ROAD TO SR 1415 BILL CURLEE ROAD MP 0-0.83	1	2	2WU	NO	NO	0.83	16	7,791	4,285				80.0			
TOTAL FOR MAP NO. 15												0.83		7,791	4,285				80.0	
2022CPT.10.14.20042	Anson	16	SR 1437 BUNN ROAD	FROM SR 1438 KIKER ROAD TO SR 1436 BIRMINGHAM ROAD MP 0-1.38	1	2	2WU	NO	NO	1.38	18	14,573	8,015				80.0			
TOTAL FOR MAP NO. 16												1.38		14,573	8,015				80.0	
TOTAL FOR PROJ NO. 2022CPT.10.14.20042												21.48		226,655	124,659	3	20	1,716	1	
GRAND TOTAL												21.48		226,655	124,659	3	20	1,716	1	

Note: The Contractor shall not park equipment or work outside of the existing Right Of Way in Historic Areas

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
	2022CPT.10.14.20042	2	6
F.A. PROJECT NO.			



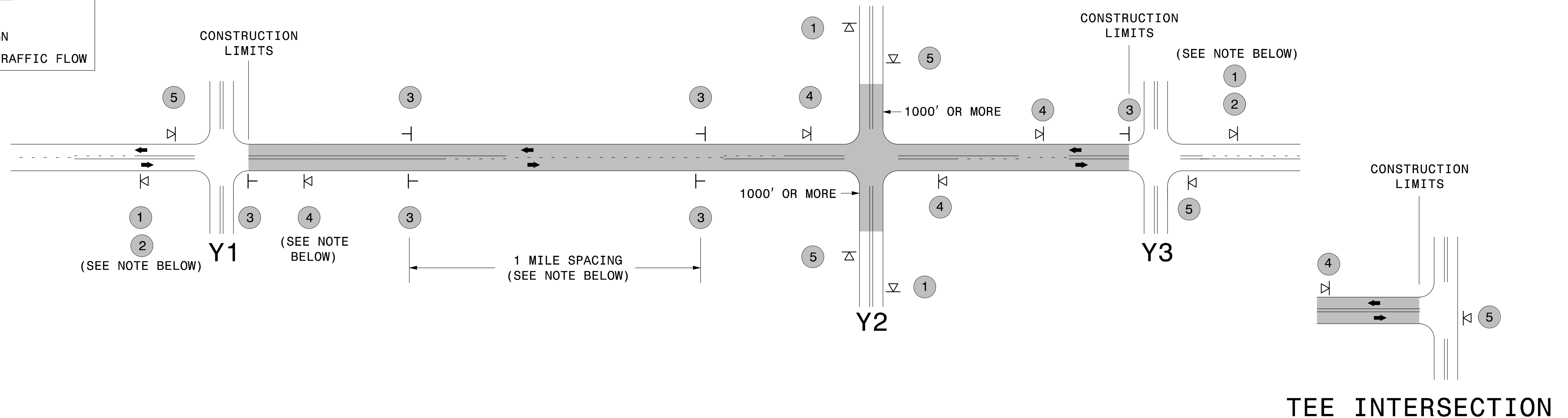
ENLARGED MUNICIPAL AND SUBURBAN AREAS
ANSON COUNTY
 NORTH CAROLINA
PREPARED BY THE
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

- MAP #1 SR 1407 STEGALL RD
- MAP #3 SR 1421 OLD PLANK RD
- MAP #10 SR 1405 GOLDMMINE EXT
- MAP #11 SR 1402 CAUDLE RD
- MAP #12 SR 1447 HELMS RD
- MAP #13 SR 1404 GERMAN HILL RD
- MAP # 14 SR 1409 CAUDLE KIKER RD

SIGNING FOR ASPHALT SURFACE TREATMENT

LEGEND

- ▷ PORTABLE SIGN
- └ STATIONARY SIGN
- ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

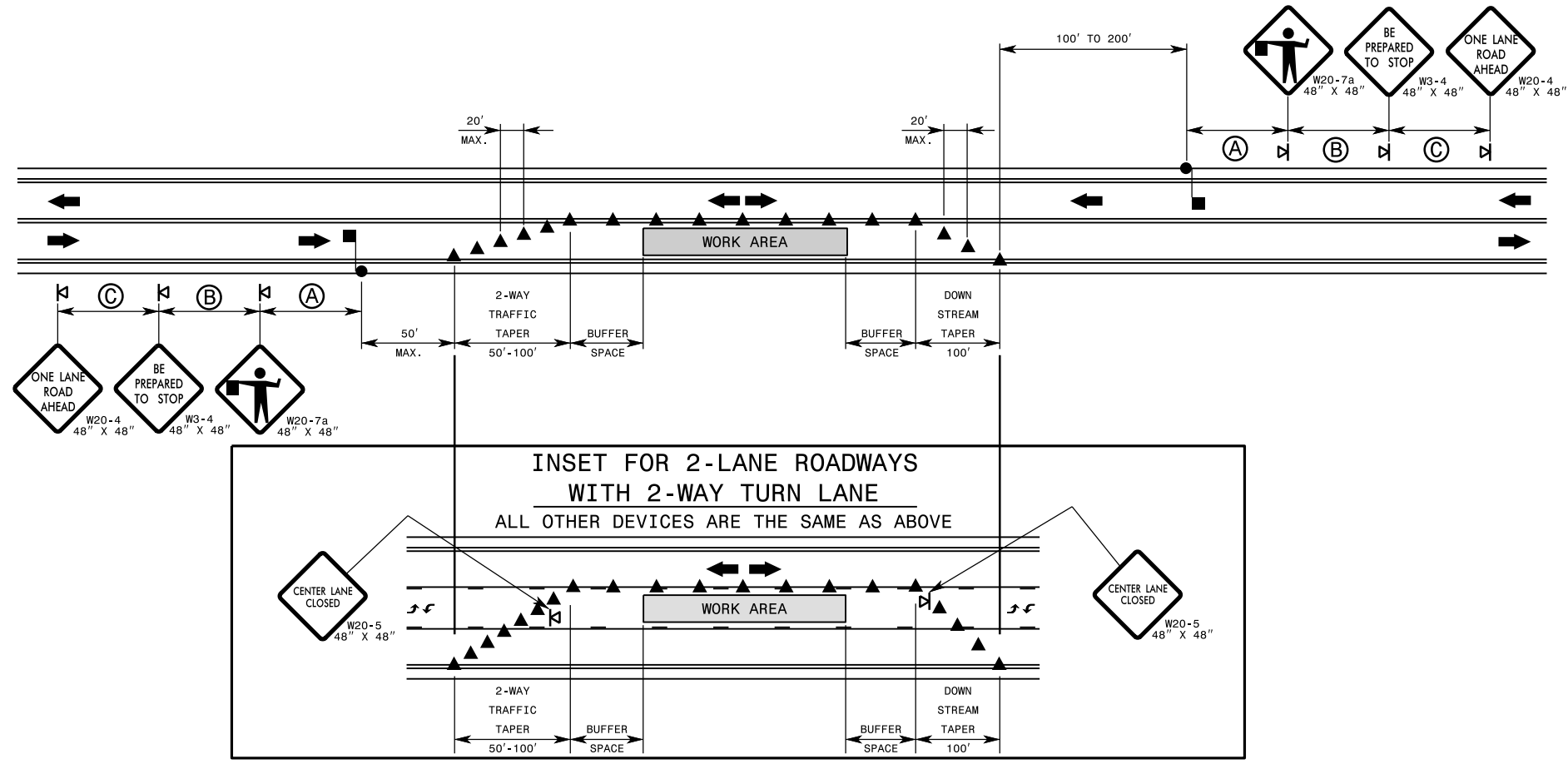
SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 W20-1 48" X 48"	- PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>STATIONARY SIGNING NOT REQUIRED FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 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, 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 style="text-align: center;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 W7-3qP 24" X 18"	- SIGN #2 ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO THE NEAREST WHOLE NUMBER. DO NOT USE FRACTIONAL OR DECIMAL NUMBERS.	
	3	 W8-7 48" X 48"	- ALTERNATE THE FOLLOWING TWO SIGNS: - STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT". - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.	
		 SP 48" X 48"	- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART 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 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 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.

ADVANCE WARNING SIGNS FOR 2-LANE ROADWAY ASPHALT SURFACE TREATMENT



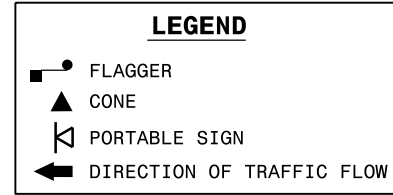
GENERAL NOTES FOR FLAGGING OPERATIONS

- 1- REFER TO RSD. 1101.11, SHEETS 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
- 2- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC.
- 3- REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- 4- PLACE CONES THRU THE WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- 5- EXTEND LANE CLOSURES AT THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE IS PROVIDED TO THE FLAGGER (REFER TO RSD. 1101.11, SHEET 2).
- 6- DO NOT STOP TRAFFIC IN ANY ONE DIRECTION FOR MORE THAN 5 MINUTES AT A TIME.
- 7- DRUMS OR SKINNY DRUMS MAY BE USED IN LIEU OF CONES. REFER TO RSD. 1180.01 FOR SKINNY DRUM REQUIREMENTS.
- 8- USE FLAGGERS TO CONTROL TRAFFIC AT INTERSECTIONS AFFECTED BY THE LANE CLOSURE. SUPPLEMENT FLAGGERS LOCATED AT INTERSECTIONS WITH FLAGGER AHEAD SIGNS (W20-7a) PLACED APPROXIMATELY 250 FT. IN ADVANCE OF THE FLAGGER. FOR SIGNALIZED INTERSECTIONS PLACE SIGNALS IN THE FLASH MODE AND USE LAW ENFORCEMENT.
- 9- REFER TO THE CURRENT MUTCD FOR FLAGGER CONTROL, REQUIREMENTS, AND PROCEDURES.
- 10- DO NOT EXCEED A 1 MILE LANE CLOSURE LENGTH UNLESS OTHERWISE SHOWN IN THE TMP OR AS DIRECTED BY THE ENGINEER.

- 11- IF VEHICLE QUEUES WILL REACH WITHIN 15' OF EITHER SIDE OF ACTIVE RAILROAD TRACKS, PROVIDE A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER TO PREVENT VEHICLES FROM STOPPING WITHIN THE GRADE CROSSING. PROVIDE OFFICER OR FLAGGER EVEN IF AUTOMATIC WARNING MEASURES ALREADY EXIST.

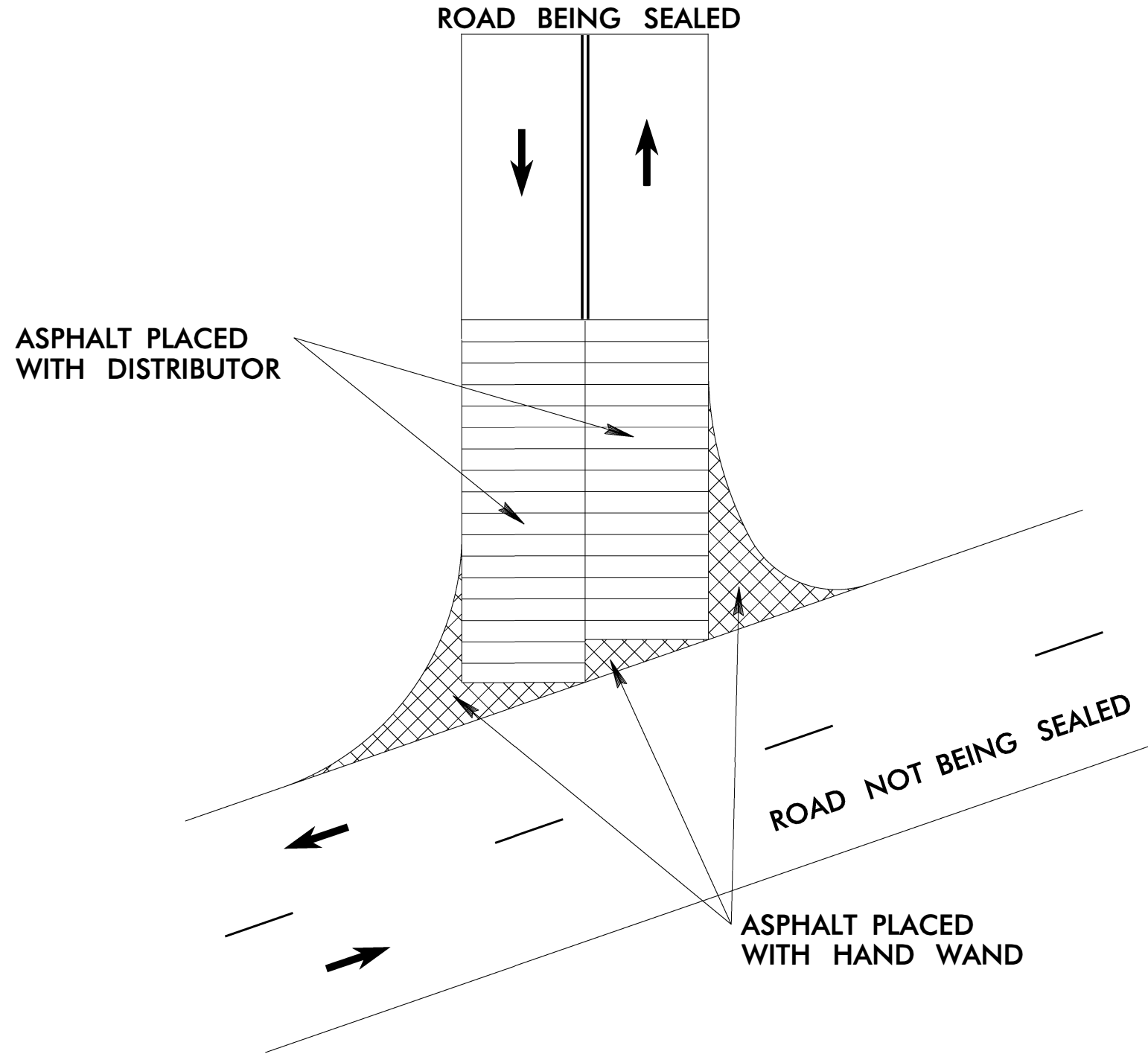
GENERAL NOTES FOR PILOT CAR OPERATIONS

- 1- USE PILOT CARS WHEN DIRECTED BY THE ENGINEER.
- 2- IF ROADWAY WIDTH IS LESS THAN 22 FEET (EOP TO EOP), CONES MAY NOT BE REQUIRED ALONG WORK AREA, AND AT THE DISCRETION OF THE ENGINEER, CONES MAY BE OMITTED ALONG THE WORK AREA IF USING A PILOT CAR.
- 3- CONES ARE ALWAYS REQUIRED IN THE UPSTREAM AND DOWNSTREAM TAPERS.
- 4- MOUNT SIGN G20-4 "PILOT CAR FOLLOW ME" AT A CONSPICUOUS POSITION ON THE REAR OF THE PILOT VEHICLE.
- 5- DO NOT INSTALL MORE THAN ONE (1) MILE OF LANE CLOSURE, MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- 6- ADVISE RESIDENTS AND BUSINESSES WITHIN THE LANE CLOSURE LIMITS ABOUT METHODS OF SAFE EGRESS AND INGRESS FROM DRIVEWAYS DURING FLAGGING AND PILOT CAR OPERATIONS.



INTERSECTION EMULSION PLACEMENT TWO LANE TWO WAY ROADWAY

PROJECT NO.	SHEET NO.
2022CPT.10.14.20042	6
F.A. PROJECT NO.	



LEGEND

- ➔ DIRECTION OF TRAFFIC FLOW
- SKIP LINES
- === DOUBLE YELLOW LINES

INTERSECTION EMULSION PLACEMENT

SCALE	N/A
DATE	9-2019
DWG. BY	TBL
DESIGN BY	TBL
APPROVED	TWB



REVISIONS	