

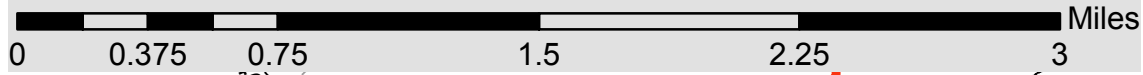
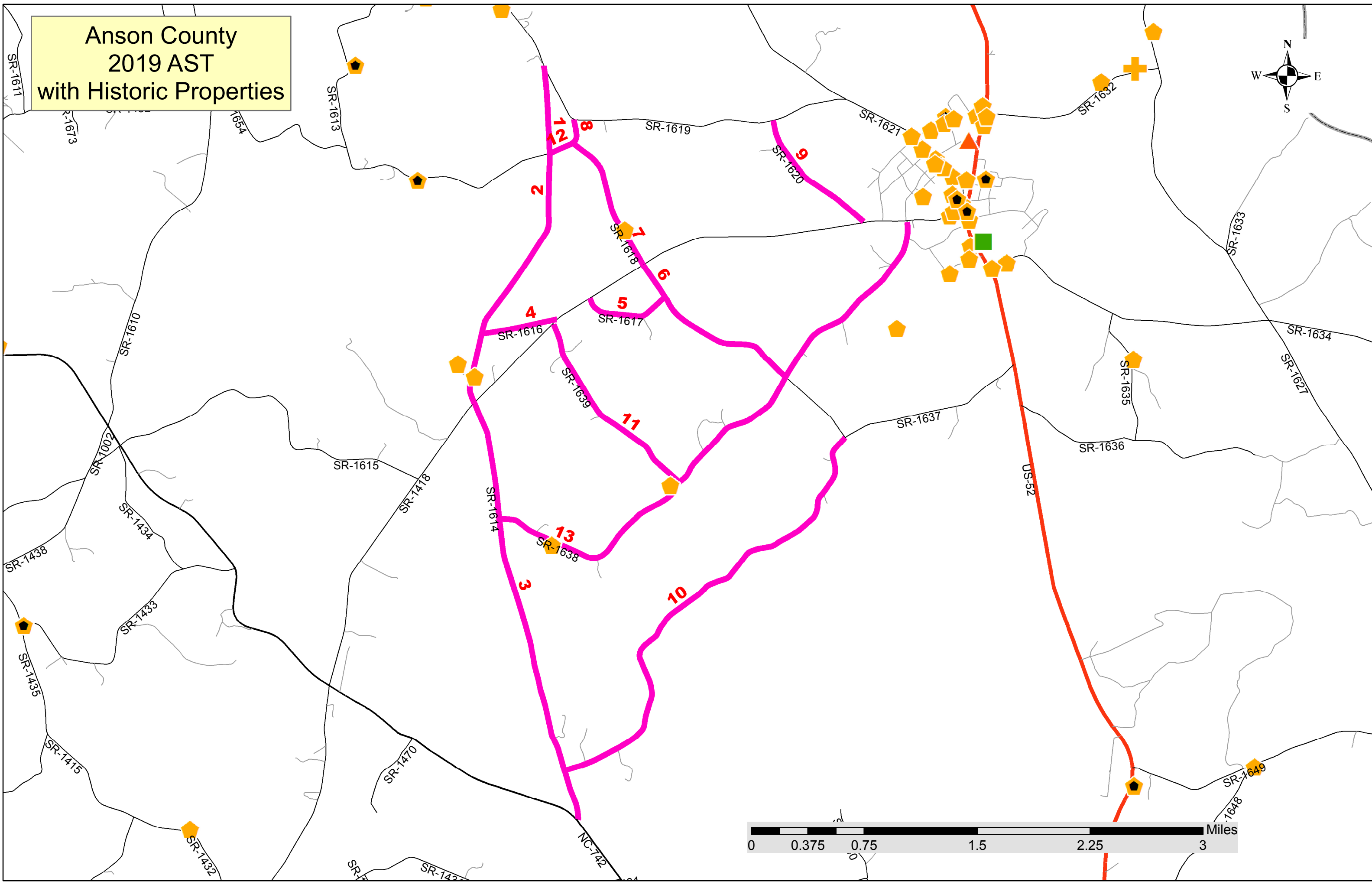
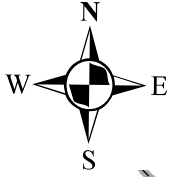
PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.10.03.20042.1	1	4

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	BEGIN MP	END MP	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1803500000-E	1836500000-E	1838000000-E	2143000000-E	4413000000-E	4457000000-N		
												ASPHALT SURFACE TREATMENT, DOUBLE SEAL	ASPHALT SURFACE TREATMENT, TRIPLE SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	BLOTTING SAND	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL		
												MI	FT	SY	SY	GAL	TON	SF	LS
2018CPT.10.03.20042.1	Anson	1	RED HILL-MT VERNON RD (SR 1614)	FROM RANDALL RD (SR 1619) TO HOUGH RD (SR 1654)	0.00	0.58	2	NO	NO	0.58	16	5,444		2,994		64			
TOTAL FOR MAP NO. 1												0.58		5,444		2,994		64	
2018CPT.10.03.20042.1	Anson	2	RED HILL-MT VERNON RD (SR 1614)	FROM HOUGH RD (SR 1654) TO ANSONVILLE POLKTON RD (SR 1418)	0.58	2.39	2	NO	NO	1.81	16	16,990		9,344		64			
TOTAL FOR MAP NO. 2												1.81		16,990		9,344		64	
2018CPT.10.03.20042.1	Anson	3	RED HILL-MT VERNON RD (SR 1614)	FROM ANSONVILLE POLKTON RD (SR 1418) TO NC 742	2.39	5.25	2	NO	NO	2.86	18	30,202		16,611		96			
TOTAL FOR MAP NO. 3												2.86		30,202		16,611		96	
2018CPT.10.03.20042.1	Anson	4	WHITE RD (SR 1616)	FROM RED HILL-MT VERNON RD (SR 1614) TO ANSONVILLE POLKTON RD (SR 1418)	0.00	0.5	2	NO	NO	0.5	18	5,280		2,904		64			
TOTAL FOR MAP NO. 4												0.5		5,280		2,904		64	
2018CPT.10.03.20042.1	Anson	5	MARTIN CIRCLE (SR 1617)	FROM MARTIN RD (SR 1618) TO ANSONVILLE POLKTON RD (SR 1418)	0.00	0.59	2	NO	NO	0.59	16	5,538		3,046		64			
TOTAL FOR MAP NO. 5												0.59		5,538		3,046		64	
2018CPT.10.03.20042.1	Anson	6	MARTIN RD (SR 1618)	FROM MT VERNON RD (SR 1638) TO ANSONVILLE POLKTON RD (SR 1418)	0.57	1.83	2	NO	NO	1.26	16	11,827		6,505		64			
TOTAL FOR MAP NO. 6												1.26		11,827		6,505		64	
2018CPT.10.03.20042.1	Anson	7	MARTIN RD (SR 1618)	FROM ANSONVILLE POLKTON RD (SR 1418) TO HOUGH RD (SR 1654)	1.83	2.78	2	NO	NO	0.95	16	8,917		4,905		64			
TOTAL FOR MAP NO. 7												0.95		8,917		4,905		64	
2018CPT.10.03.20042.1	Anson	8	HOUGH RD (SR 1618)	FROM MARTIN RD (SR 1618) TO RANDALL RD (SR 1619)	2.78	2.95	2	NO	NO	0.17	16	1,596		878		64			
TOTAL FOR MAP NO. 8												0.17		1,596		878		64	
2018CPT.10.03.20042.1	Anson	9	HILL RD (SR 1620)	FROM RANDALL RD (SR 1619) TO ANSONVILLE POLKTON RD (SR 1418)	0.00	0.93	2	NO	NO	0.93	18	9,821		5,401		64			
TOTAL FOR MAP NO. 9												0.93		9,821		5,401		64	
2018CPT.10.03.20042.1	Anson	10	JACKS BRANCH RD (SR 1637)	FROM RED HILL-MT VERNON RD (SR 1614) TO MARTIN RD (SR 1618)	0.00	3.24	2	NO	NO	3.24	19	36,115		19,863		128			
TOTAL FOR MAP NO. 10												3.24		36,115		19,863		128	
2018CPT.10.03.20042.1	Anson	11	POPE RD (SR 1639)	FROM MT VERNON RD (SR 1638) TO ANSONVILLE POLKTON RD (SR 1418)	0.00	1.38	2	NO	NO	1.38	18	14,573		8,015		64			
TOTAL FOR MAP NO. 11												1.38		14,573		8,015		64	
2018CPT.10.03.20042.1	Anson	12	HOUGH RD (SR 1654)	FROM MARTIN RD (SR 1618) TO RED HILL-MT VERNON RD (SR 1614)	0.00	0.17	2	NO	NO	0.17	16	1,596		878		64			
TOTAL FOR MAP NO. 12												0.17		1,596		878		64	
2018CPT.10.03.20042.1	Anson	13	MT VERNON RD (SR 1638)	FROM RED HILL-MT VERNON RD (SR 1614) TO ANSONVILLE POLKTON RD (SR 1418)	0.00	3.85	2	NO	NO	3.85	16		36,139	30,718		128			
TOTAL FOR MAP NO. 13												3.85			36,139	30,718		128	
TOTAL FOR PROJ NO. 2018CPT.10.03.20042.1												18.29		147,899	36,139	112,062	20.00	992	1
GRAND TOTAL												18.29		147,899	36,139	112,062	20.00	992	1

NOTE: Contractor shall not park equipment or work outside of the existing right of way in Historic Areas.

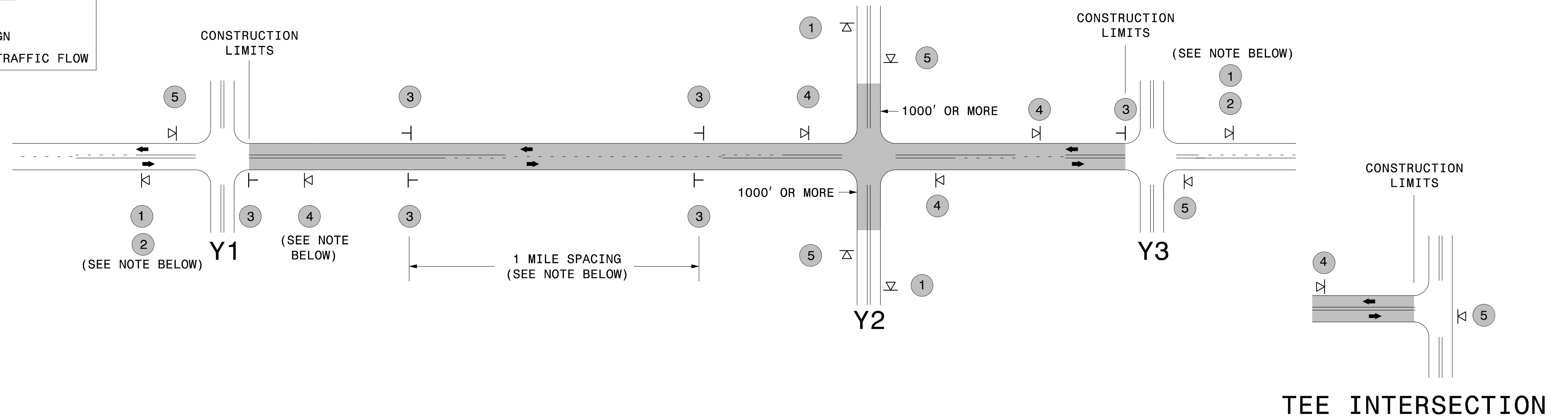
Anson County
2019 AST
with Historic Properties



SIGNING FOR ASPHALT SURFACE TREATMENT

LEGEND

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



MAINLINE (-L-) SIGNING

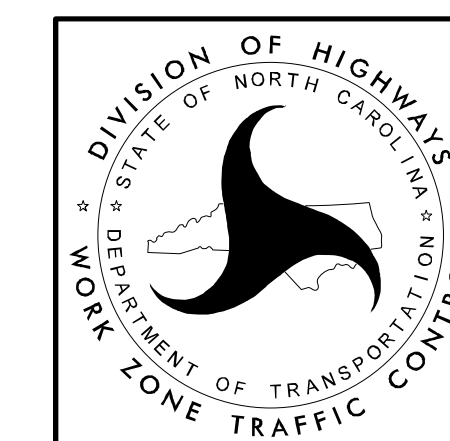
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		- 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" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	2		- 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	 	- 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. - AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4		- 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		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

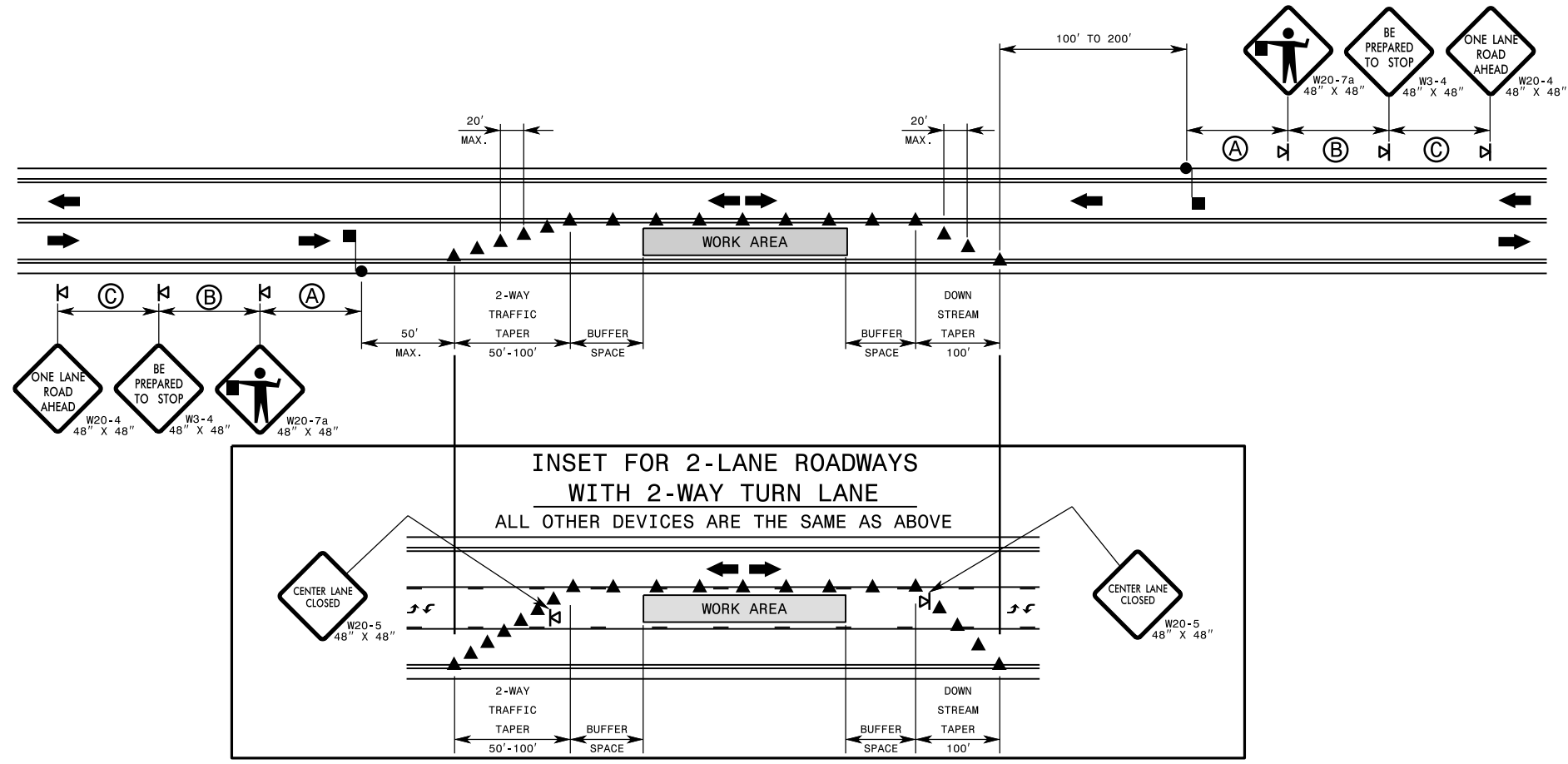
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

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.

