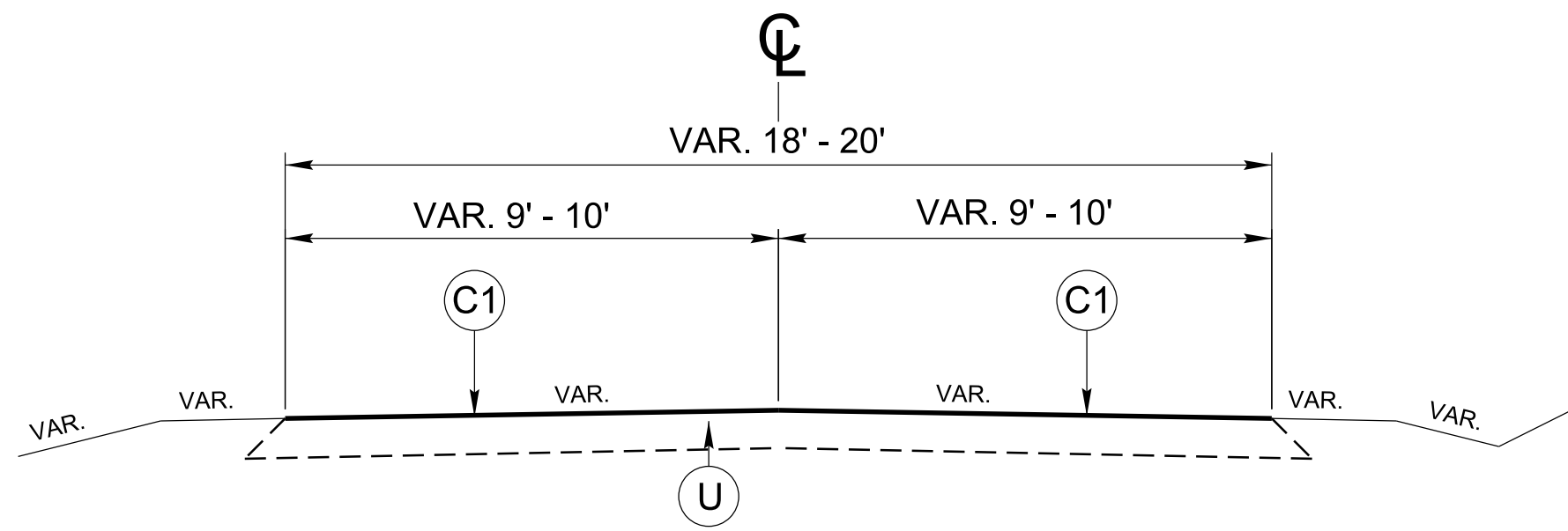


8/17/99  
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 \$\$\$HENSEN\$\$\$

\* "INCIDENTAL MILLING" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS. AREAS TO BE DELINIATED BY THE ENGINEER.

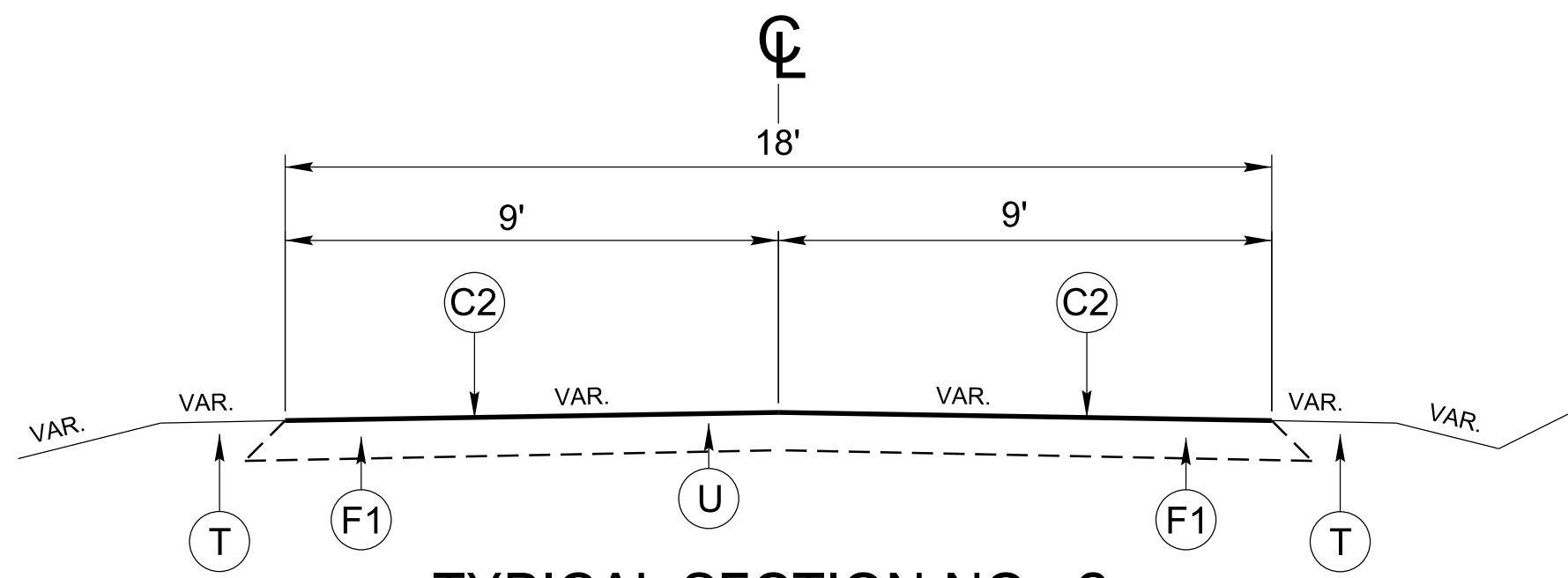
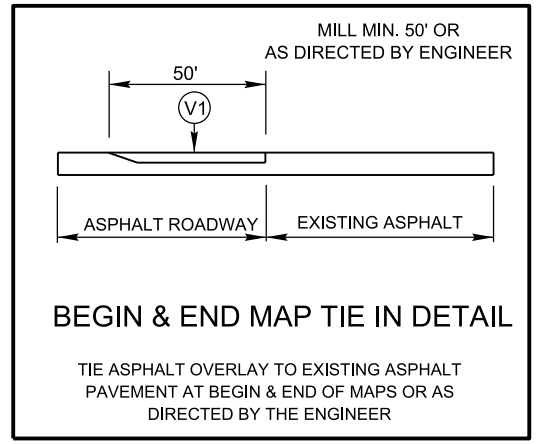
PROJECT REFERENCE NO.	SHEET NO.
DK00401	01



### TYPICAL SECTION NO. 1

- MAP 1 - SR 1221 FROM SR 1001 TO EOM
- MAP 3 - SR 1902 FROM SR 1221 TO SR 1925
- MAP 4 - SR 1903 FROM SR 1902 TO CUL-DE-SAC
- MAP 5 - SR 1925 FROM SR 1902 TO CUL-DE-SAC
- MAP 6 - SR 1932 FROM SR 1221 TO CUL-DE-SAC
- MAP 7 - SR 1961 FROM SR 1902 TO EOM

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, MAT COAT WITH NO.78M STONE
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING (See Tie in Detail)



### TYPICAL SECTION NO. 2

MAP 2 - SR 1712 FROM SR 1715 TO SR 1718

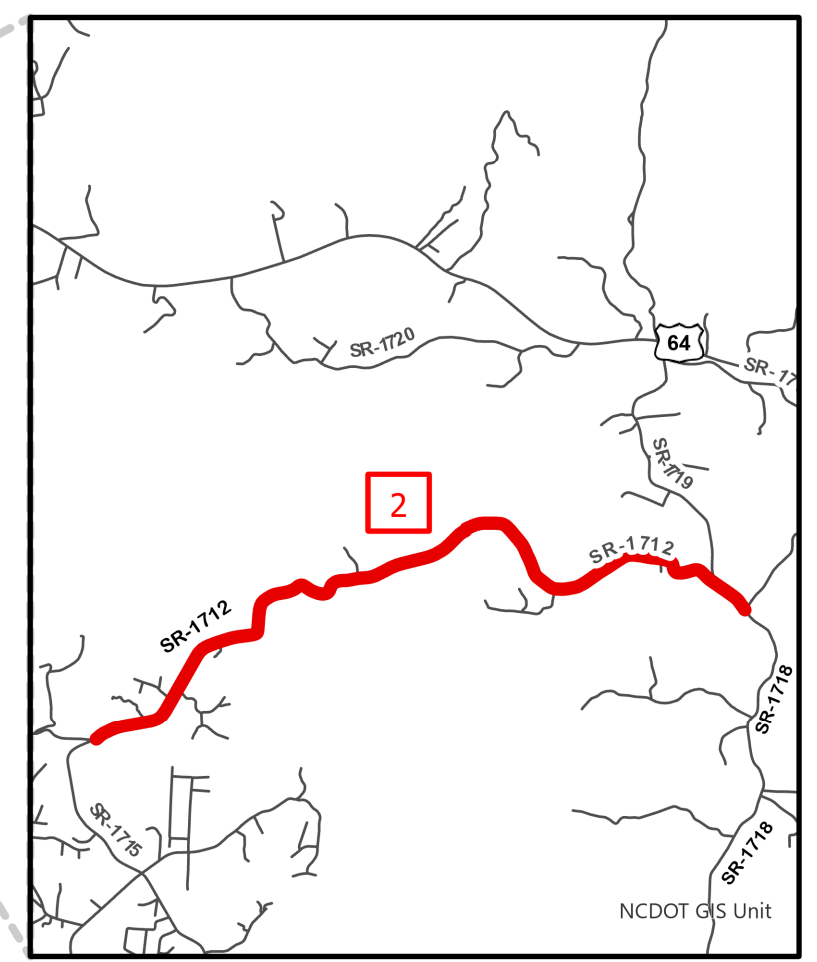
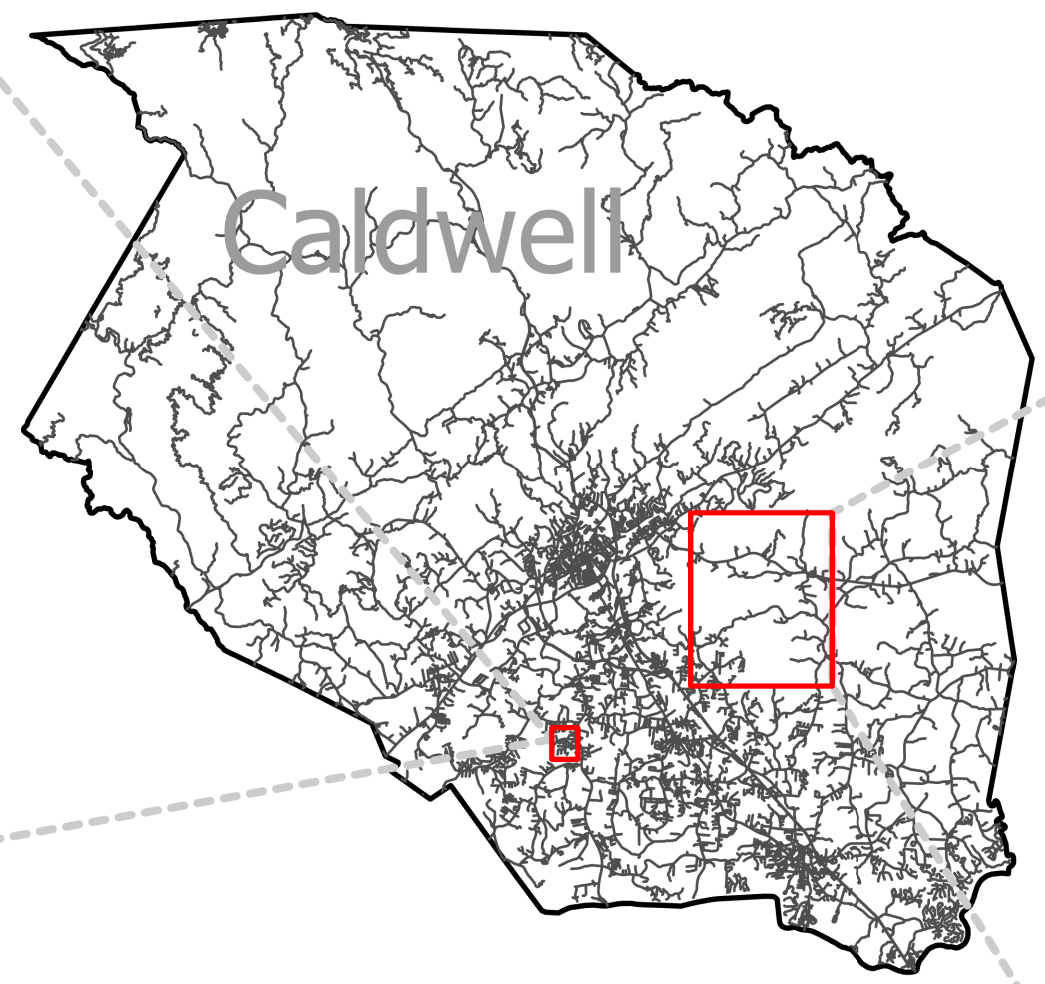
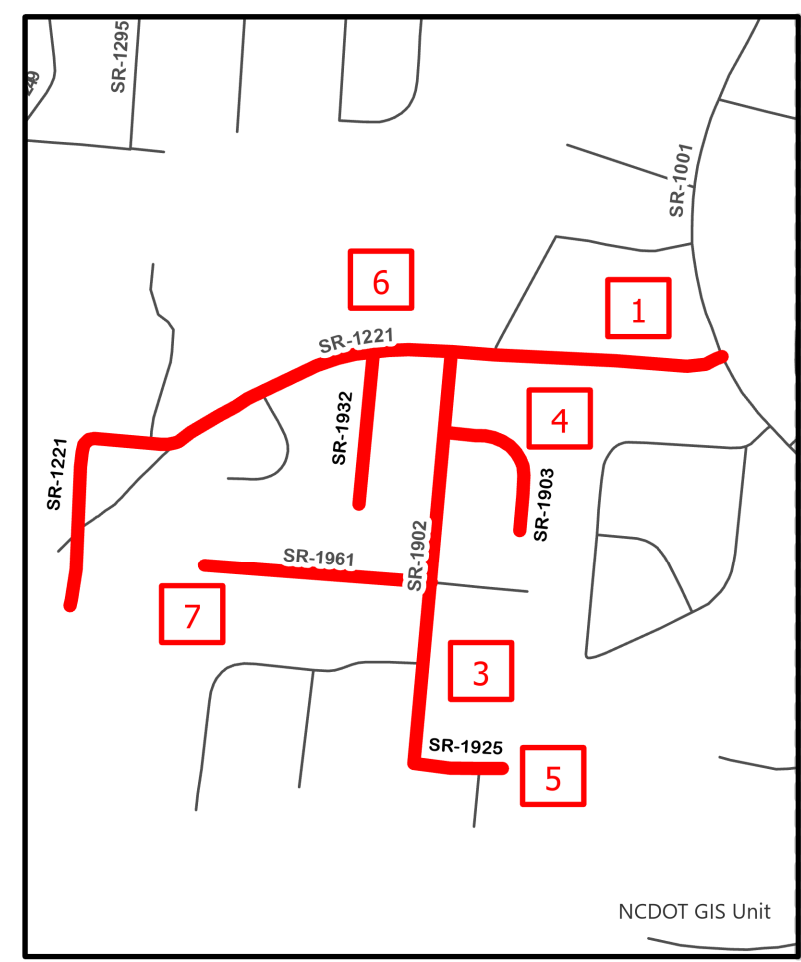
NOTE: TYPICALS ARE NOT TO SCALE

<b>CALDWELL COUNTY SECONDARY ROADS 2025 ASPHALT RESURFACING</b>																					
<table border="1"> <thead> <tr> <th>REVISIONS</th> <th>INT.</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS		INT.	DATE										<table border="1"> <tr> <td>SCALE: N/A</td> <td>DATE: 9/10/2024</td> </tr> <tr> <td>PREPARED BY: DLH</td> <td> </td> </tr> <tr> <td>REVIEWED BY:  </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	SCALE: N/A	DATE: 9/10/2024	PREPARED BY: DLH		REVIEWED BY:		
REVISIONS	INT.	DATE																			
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PREPARED BY: DLH																					
REVIEWED BY:																					
N.C. DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS DIVISION ELEVEN																					



# Maps #1-7

## 2025 Secondary Resurfacing



PROJECT NO.	SHEET NO.
DK00401	3

## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1519000000-E	1523000000-E	1575000000-E	1775500000-E	1838000000-E	2845000000-N
												INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	ASPHALT SURFACE TREATMENT, MAT COAT #78	EMULSION FOR ASPHALT SURFACE TREATMENT	ADJUST METER OR VALVE BOX
								MI	FT			TONS	SMI	TON	TONS	TONS	TON	SY	GAL	EA
2025CPT.11.03.20141	Caldwell	1	SR-1221 / OAKMONT DR	FROM SR 1001 TO EOM	1	2	2WU	0.66	18	0.00	0.66				666		43			3
2025CPT.11.03.20141	Caldwell	2	SR-1712 / ALFRED HARTLEY RD	FROM SR 1715 TO SR 1718	2	2	2WU	4.04	18	2.30	6.34	81	8.1	2,222		4,150	245	18,005	5,400	
2025CPT.11.03.20141	Caldwell	3	SR-1902 / RED OAK DR	FROM SR 1221 TO SR 1925	1	2	2WU	0.37	20	0.00	0.37				414		27			2
2025CPT.11.03.20141	Caldwell	4	SR-1903 / WINDY OAKS CT	FROM SR 1902 TO CUL-DE-SAC	1	2	2WU	0.14	20	0.00	0.14				157		10			
2025CPT.11.03.20141	Caldwell	5	SR-1925 / REDWOOD PL	FROM SR 1902 TO CUL-DE-SAC	1	2	2WU	0.08	18	0.00	0.08				81		5			
2025CPT.11.03.20141	Caldwell	6	SR-1932 / ROYAL OAK CT	FROM SR 1221 TO CUL-DE-SAC	1	2	2WU	0.14	20	0.00	0.14				157		10			
2025CPT.11.03.20141	Caldwell	7	SR-1961 / TIMBER RIDGE DR	FROM SR 1902 TO EOM	1	2	2WU	0.20	18	0.00	0.20				202		13			
<b>TOTAL FOR PROJ NO. 2025CPT.11.03.20141</b>								<b>5.63</b>				<b>81</b>	<b>8.1</b>	<b>2,222</b>	<b>1,677</b>	<b>4,150</b>	<b>353</b>	<b>18,005</b>	<b>5,400</b>	<b>5</b>
<b>GRAND TOTAL</b>								<b>5.63</b>				<b>81</b>	<b>8.1</b>	<b>2,222</b>	<b>1,677</b>	<b>4,150</b>	<b>353</b>	<b>18,005</b>	<b>5,400</b>	<b>5</b>

[Mileage Map](#)

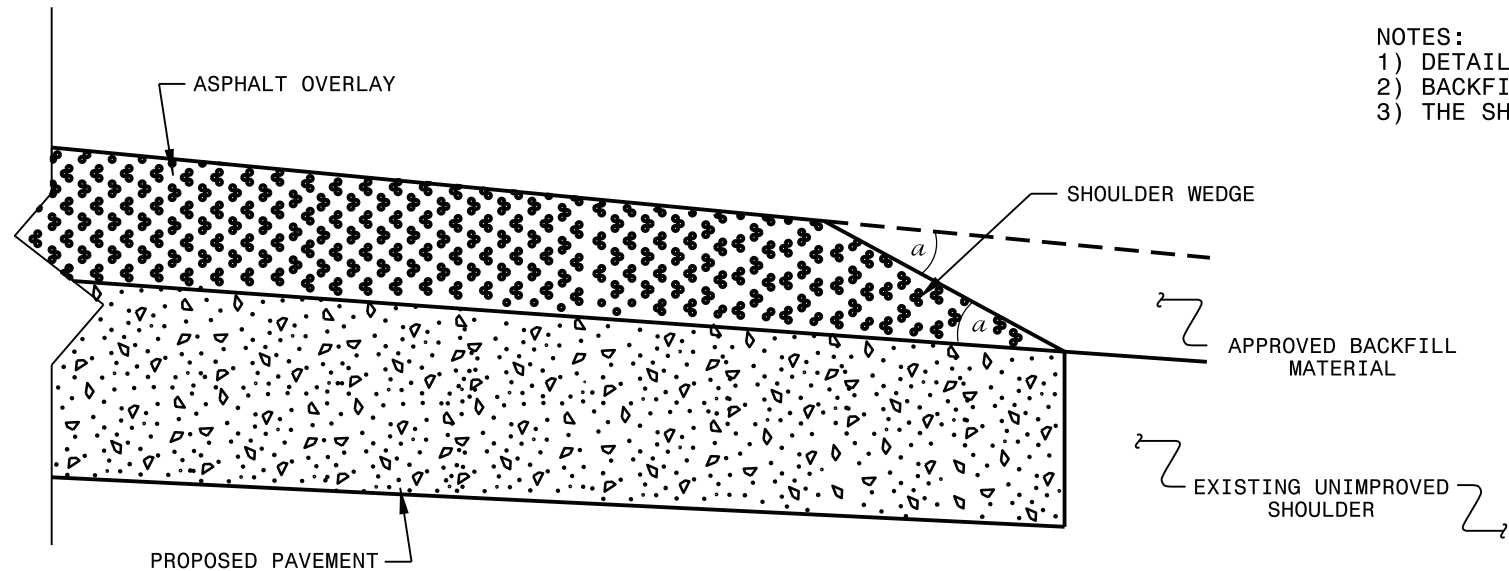
PROJECT NO.	SHEET NO.
DK00401	4

## THERMOPLASTIC AND PAINT QUANTITIES

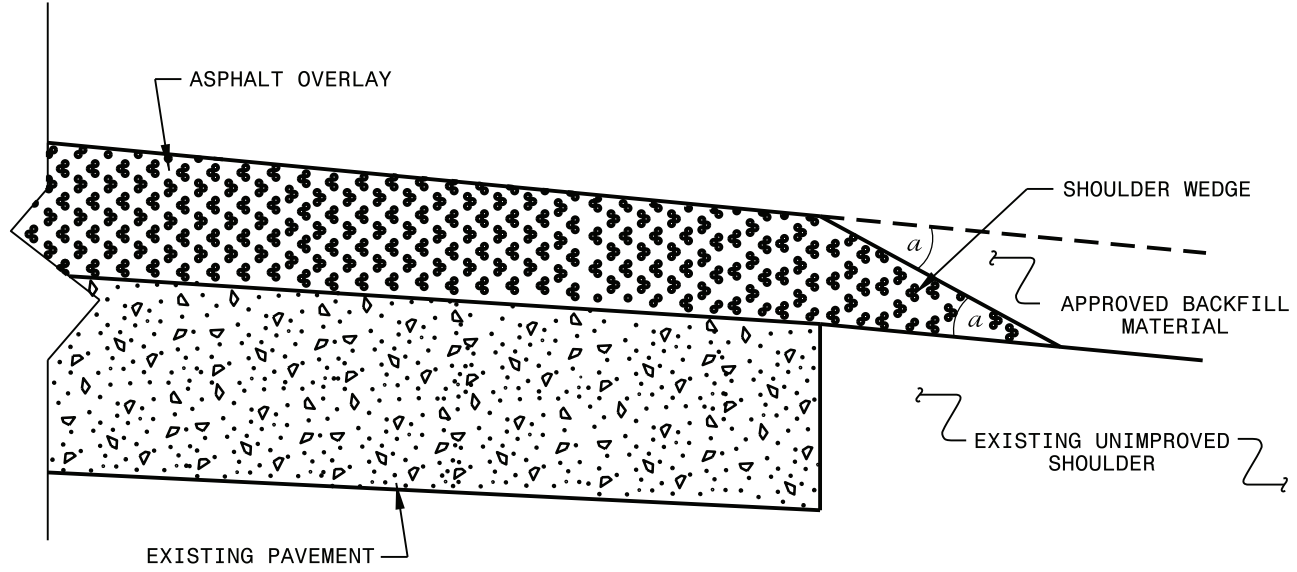
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	441300000-E WORK ZONE ADVANCE/GENERAL WARNING SIGNING	489000000-E GENERIC MARKING ITEM HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, 4", 55 MIL
								MI	FT			SF	LF
								2025CPT.11.03.20141	Caldwell	1	SR-1221 / OAKMONT DR	FROM SR 1001 TO EOM	1
2025CPT.11.03.20141	Caldwell	2	SR-1712 / ALFRED HARTLEY RD	FROM SR 1715 TO SR 1718	2	2	2WU	4.04	18	2.3	6.34	472	86,941
2025CPT.11.03.20141	Caldwell	3	SR-1902 / RED OAK DR	FROM SR 1221 TO SR 1925	1	2	2WU	0.37	20	0	0.37	112	
2025CPT.11.03.20141	Caldwell	4	SR-1903 / WINDY OAKS CT	FROM SR 1902 TO CUL-DE-SAC	1	2	2WU	0.14	20	0	0.14	112	
2025CPT.11.03.20141	Caldwell	5	SR-1925 / REDWOOD PL	FROM SR 1902 TO CUL-DE-SAC	1	2	2WU	0.08	18	0	0.08	112	
2025CPT.11.03.20141	Caldwell	6	SR-1932 / ROYAL OAK CT	FROM SR 1221 TO CUL-DE-SAC	1	2	2WU	0.14	20	0	0.14	112	
2025CPT.11.03.20141	Caldwell	7	SR-1961 / TIMBER RIDGE DR	FROM SR 1902 TO EOM	1	2	2WU	0.2	18	0	0.2	112	
<b>TOTAL FOR PROJ NO. 2025CPT.11.03.20141</b>								<b>5.63</b>				<b>1,144</b>	<b>86,941</b>
<b>GRAND TOTAL</b>								<b>5.63</b>				<b>1,144</b>	<b>86,941</b>

[Mileage Map](#)

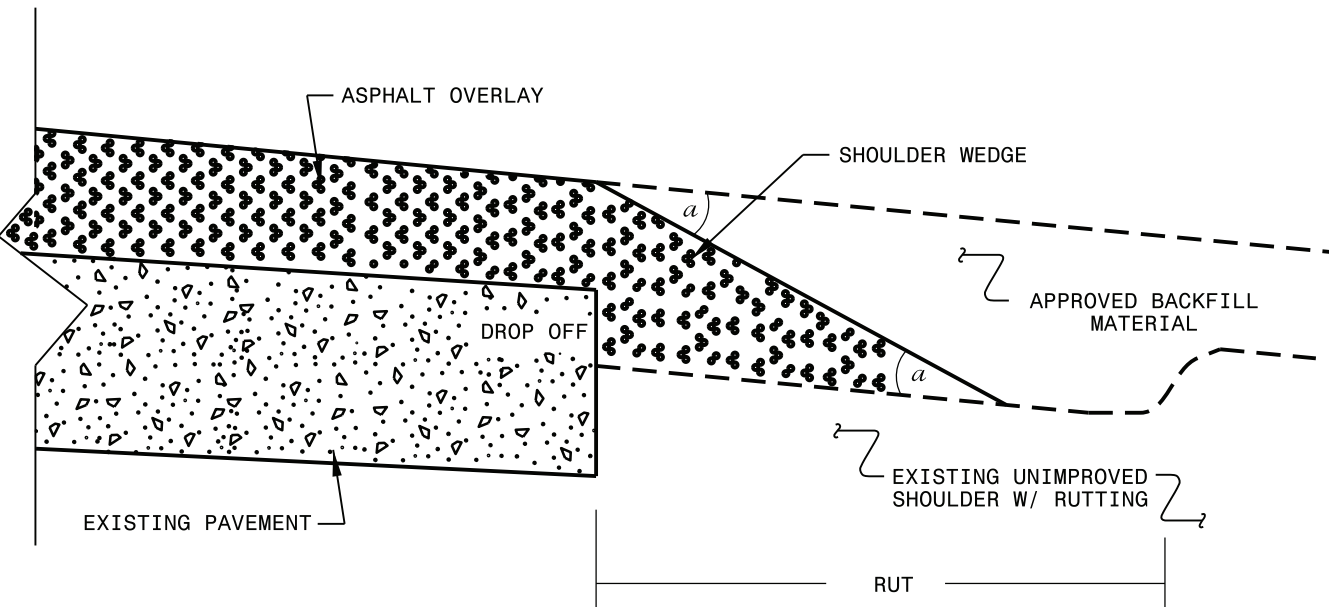
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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)

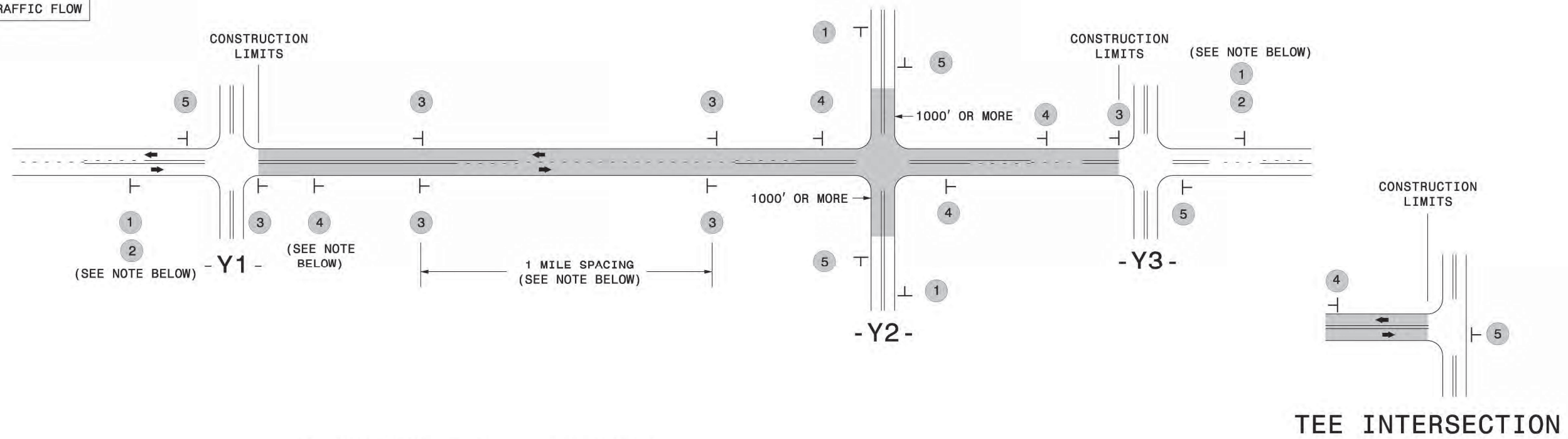
- SHOULDER WEDGE ANGLE = 30°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950 FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/16/12
CHECKED BY:	DATE:
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn	

SYSTEMS DESIGN  
 USER NAME

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

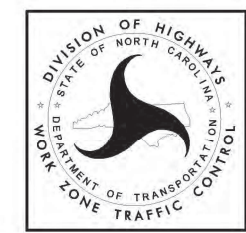
## -Y- LINE SIGNING

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>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>DEAD END ROADS</li> </ol> <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;">             PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">             PLACED 250' IN ADVANCE OF FLAGGER.         </div> </div>
	2		#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)	
	3		- 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.	
	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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	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 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

5/15/2017 5:11:10 PM \\S:\T\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln.dgn User:kdalis

