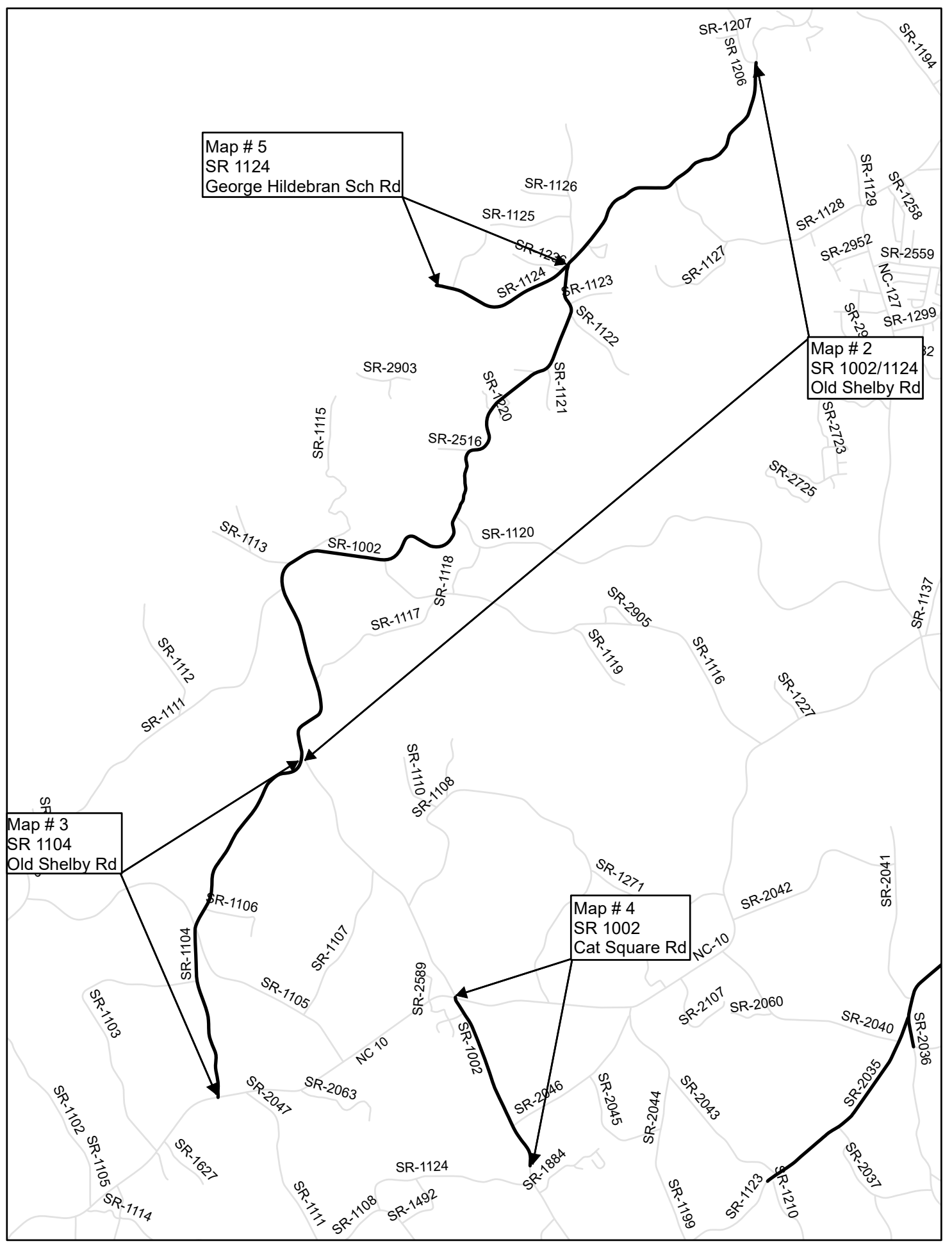
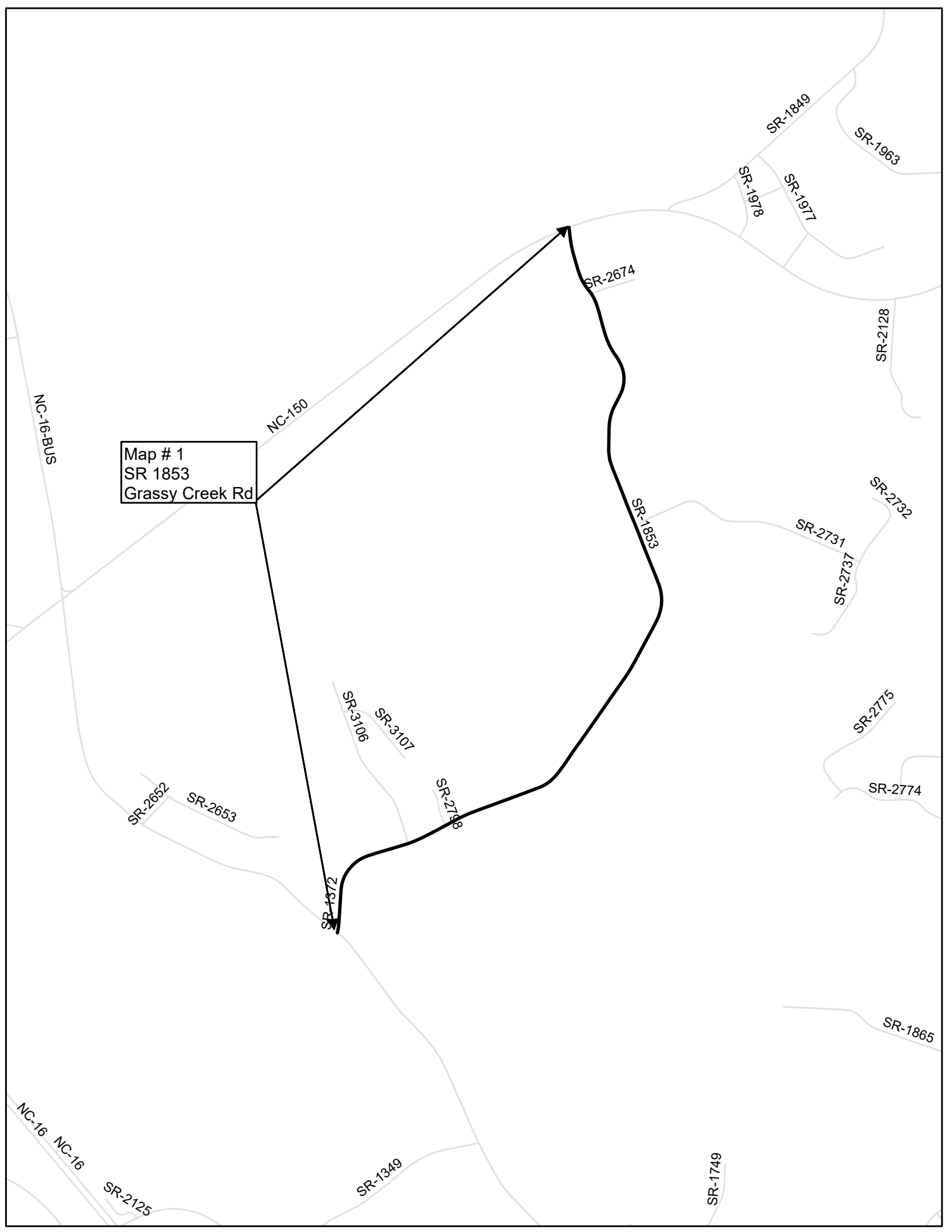
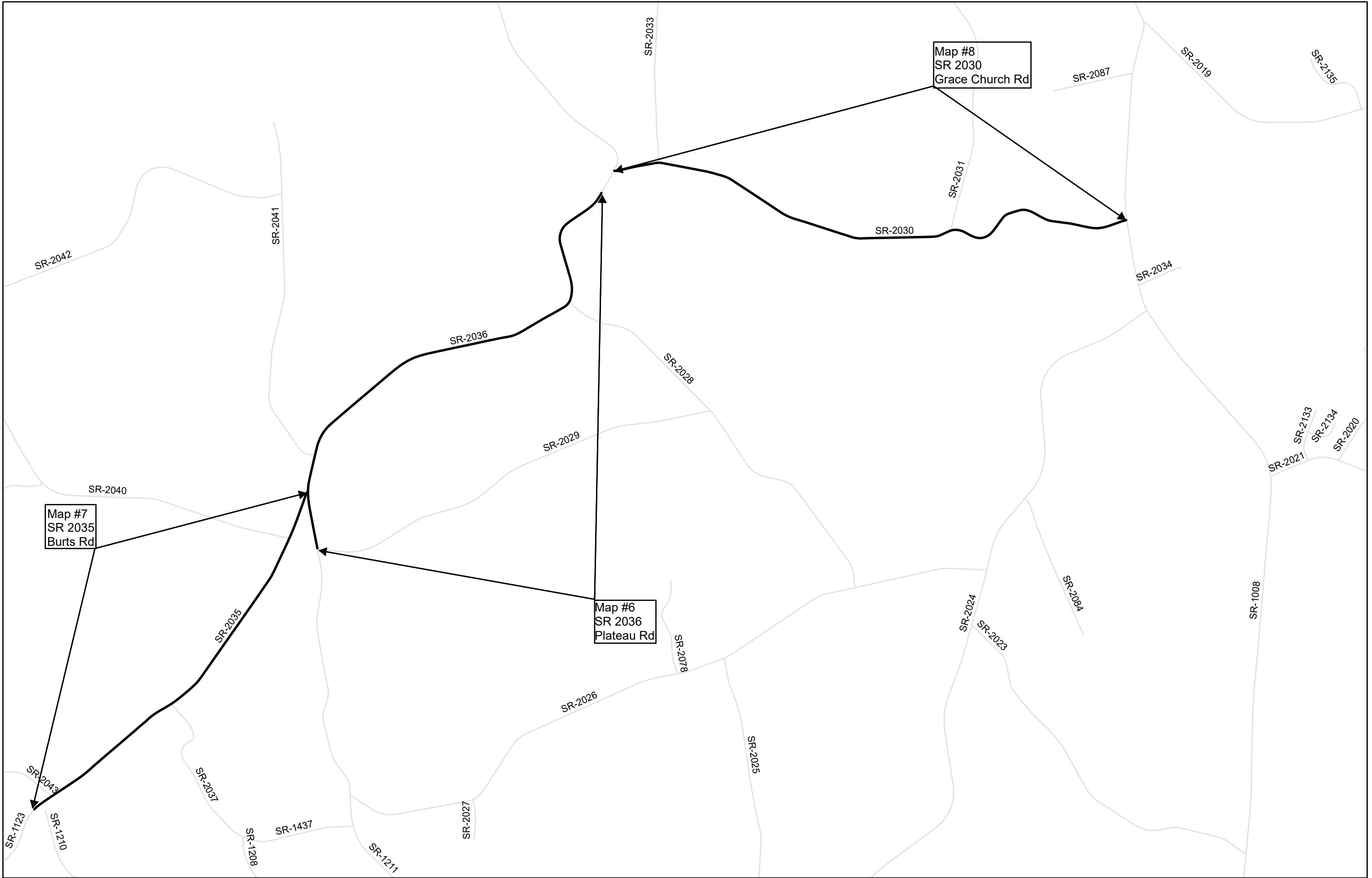


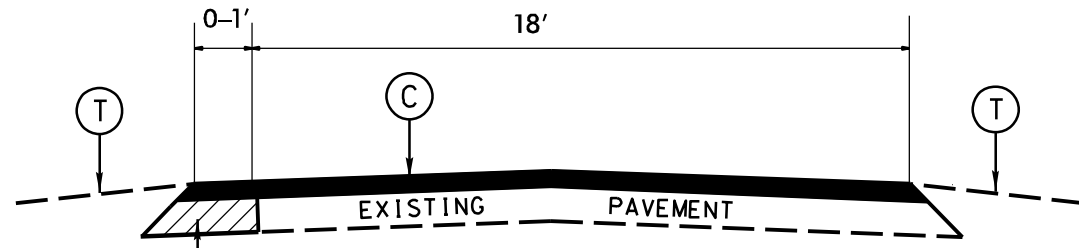
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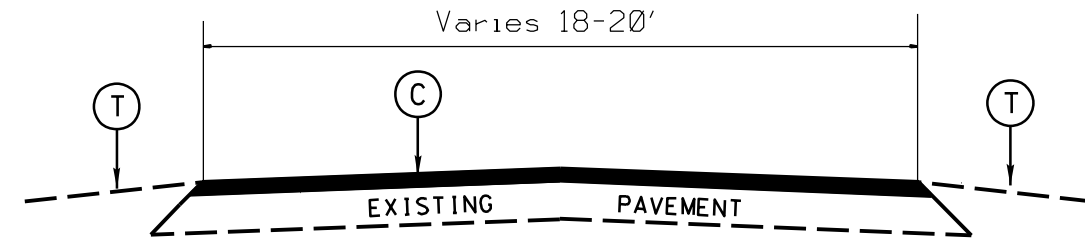




TYPICAL SECTION NO. 1

MAP 2

STA. 15+50 TO 25+50	STA. 137+25 TO 142+00
STA. 51+00 TO 57+25	STA. 193+65 TO 197+65
STA. 69+25 TO 71+00	STA. 216+50 TO 218+00
STA. 80+50 TO 82+50	STA. 225+00 TO 226+50
STA. 86+50 TO 93+00	STA. 281+00 TO 286+00

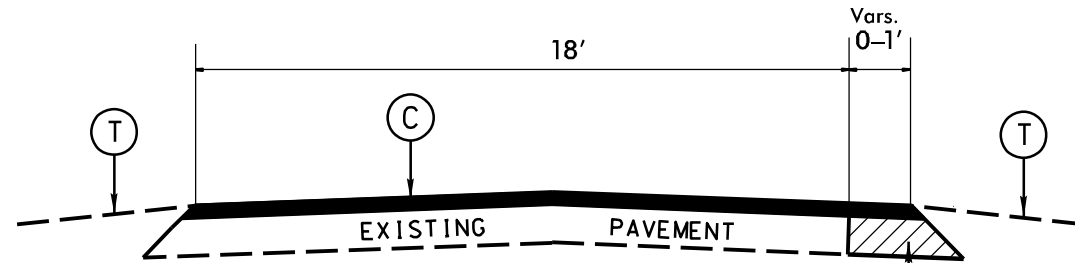


TYPICAL SECTION NO. 4

MAP 1 - Entire Map
MAP 2

STA. 0+00 TO 15+50	STA. 142+00 TO 144+25
STA. 25+50 TO 32+50	STA. 151+20 TO 168+00
STA. 35+75 TO 37+25	STA. 178+10 TO 193+65
STA. 47+75 TO 51+00	STA. 197+65 TO 212+00
STA. 57+25 TO 66+40	STA. 218+00 TO 225+00
STA. 71+00 TO 74+50	STA. 226+50 TO 256+00
STA. 86+00 TO 86+50	STA. 266+75 TO 281+00
STA. 106+50 TO 110+25	STA. 286+00 TO 293+00
STA. 119+25 TO 137+25	STA. 300+50 TO 423+28

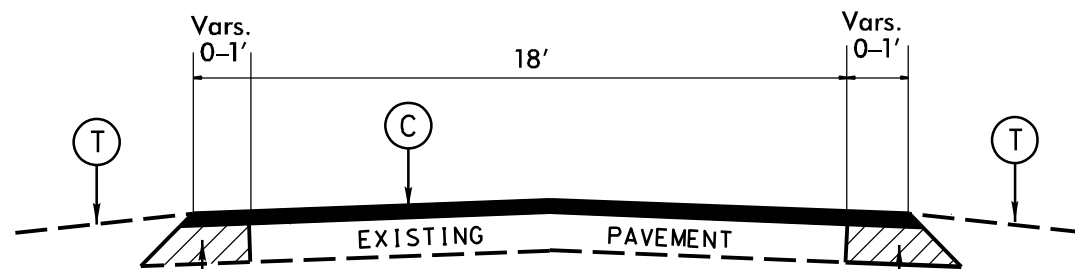
MAP 3 - Entire Map
MAP 4 - Entire Map
MAP 5 - Entire Map
MAP 6 - Entire Map
MAP 7 - Entire Map
MAP 8 - Entire Map



TYPICAL SECTION NO. 2

MAP 2

STA. 37+25 TO 47+75	STA. 144+25 TO 151+20
STA. 74+50 TO 80+50	STA. 168+00 TO 178+10
STA. 93+00 TO 106+50	STA. 256+00 TO 266+75
STA. 110+25 TO 119+25	STA. 293+00 TO 300+50



TYPICAL SECTION NO. 3

MAP 2

STA. 32+50 TO 35+75
STA. 66+40 TO 69+25
STA. 82+50 TO 86+00
STA. 212+00 TO 216+50

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E	PROP. APPROX. 8" OF ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LIFTS.
Y	MILLING EXISTING ASPHALT PAVEMENT, APPROX. 0 TO 1.5"
T	SHOULDER RECONSTRUCTION

General Notes:

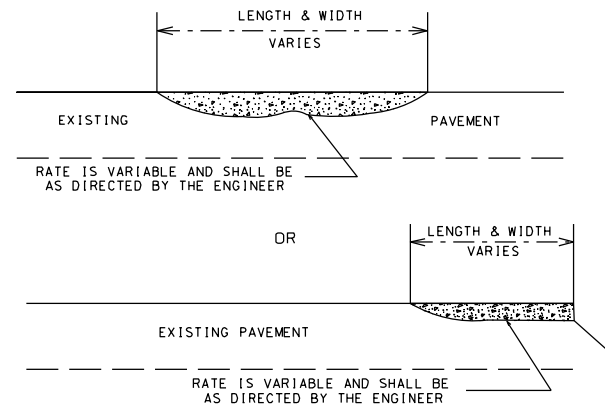
1. Pavement edge slopes are 1:1 unless specified otherwise.
2. Transition from 0 to 2' widening shall be approximately 50' in length.
3. Widening transition shall be gradual and nearly parallel to the existing roadway alignment.
4. Superelevation of widening shall match the superelevation of the existing roadway.
5. Place raised permanent pavement markers along the centerline of all curve sections at 40' spacing.

**Typical Sections
Catawba County Resurfacing
2021-2022**

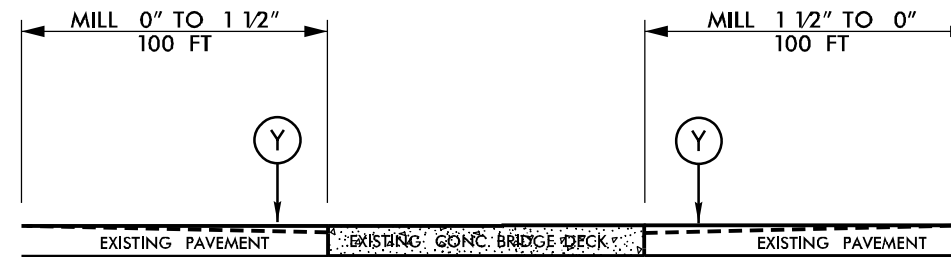
Checked by:

Drawn by: G. Brittain

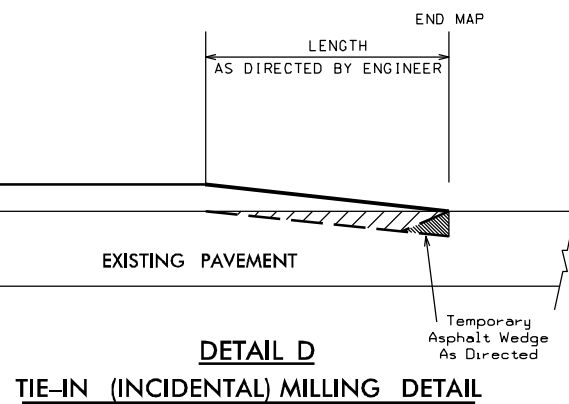
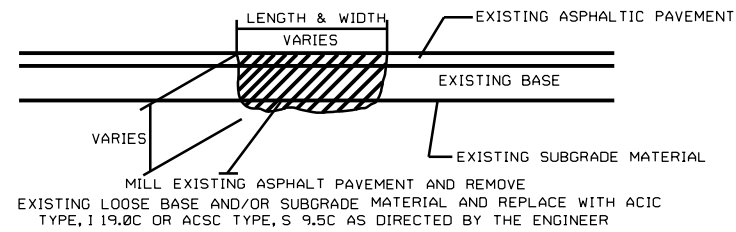
DETAIL A
ASPHALT CONCRETE SURFACE COURSE
TYPE S9.5C. (LEVELING COURSE)



DETAIL C
MILLING BRIDGE APPROACHES



DETAIL B
PATCHING EXISTING PAVEMENT



DETAIL D
TIE-IN (INCIDENTAL) MILLING DETAIL

PAVEMENT SCHEDULE

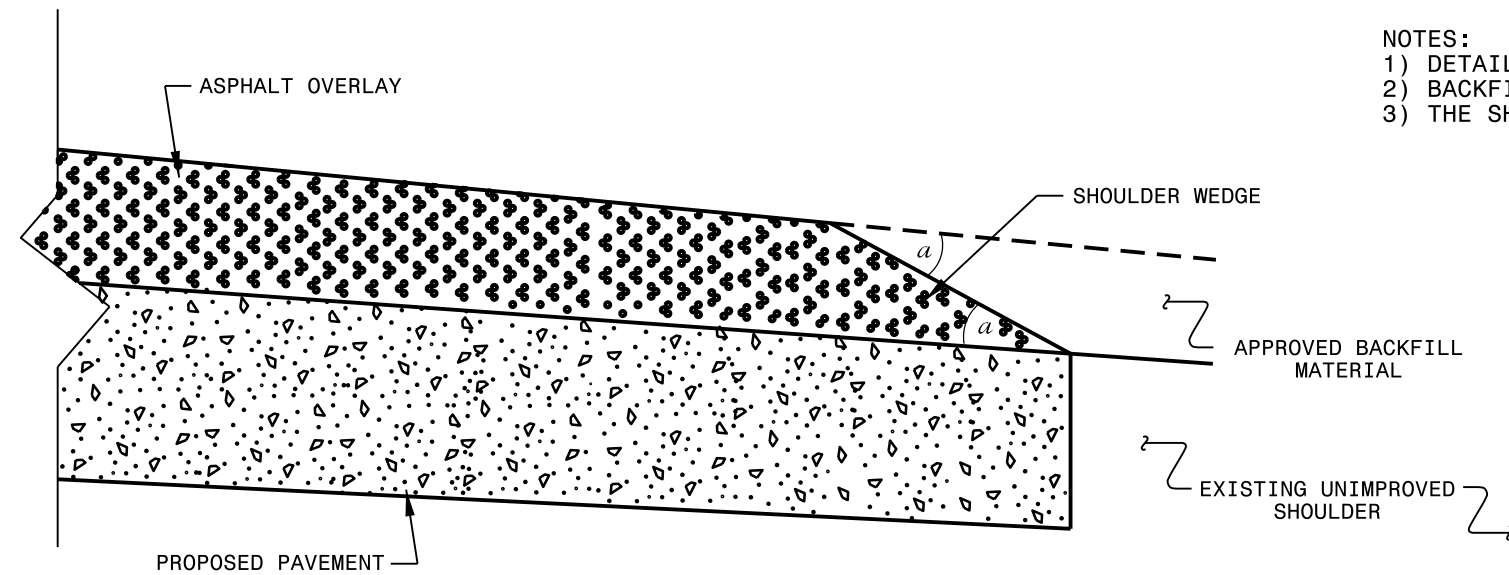
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E	PROP. APPROX. 8" OF ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD IN EACH OF TWO LIFTS.
Y	MILLING EXISTING ASPHALT PAVEMENT, APPROX. 0 TO 1.5"
T	SHOULDER RECONSTRUCTION

Typical Sections
 Catawba County Resurfacing
 2021-2022

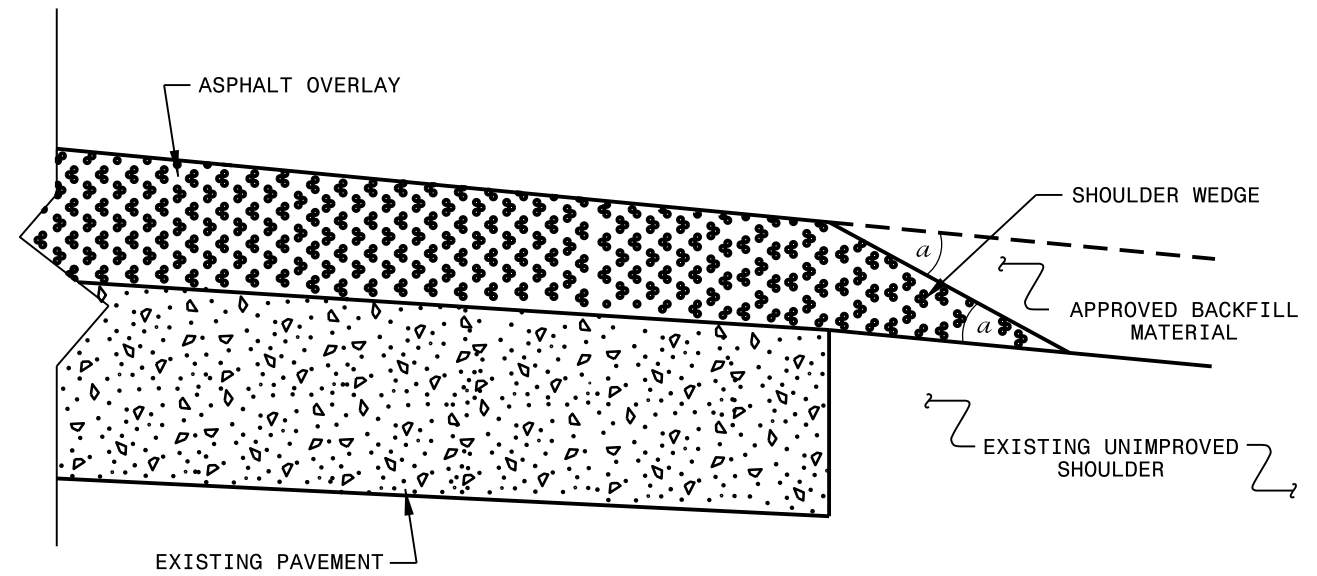
Checked by:

Drawn by: G. Brittain

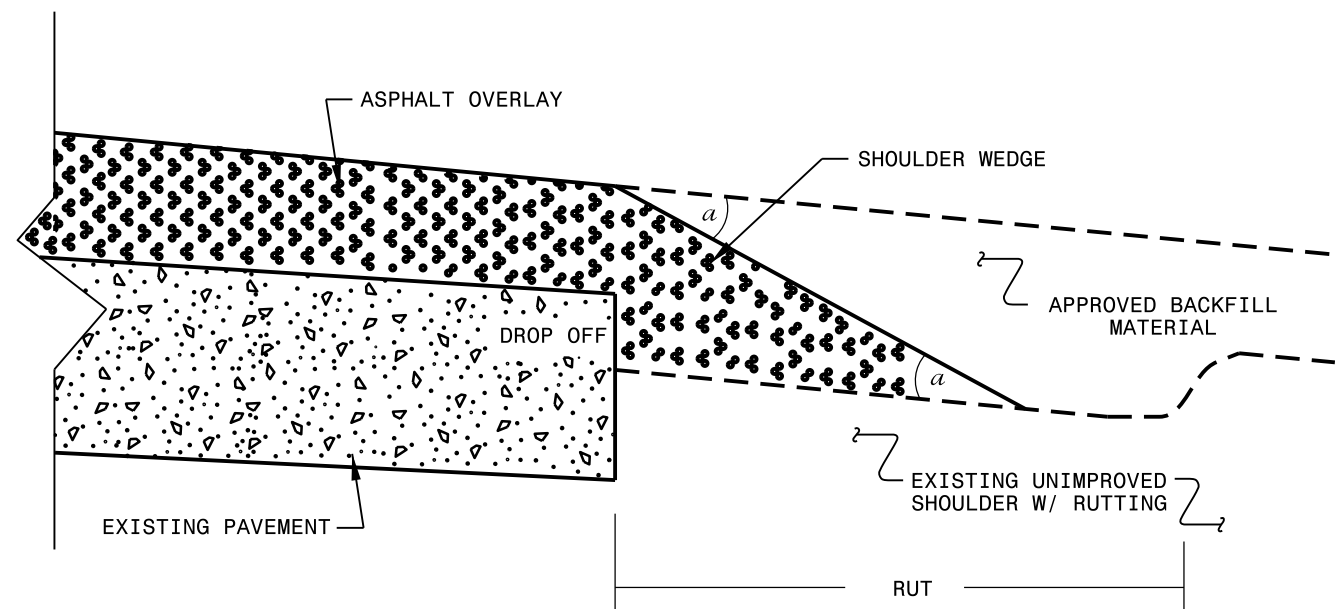
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

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.: susr/details/stand/shoulderwedgedetail.dgn			

SYSTEMS DESIGN
 USER NAME

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.12.01.20181	7	

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	1220000000-E	1245000000-E	1260000000-E	1330000000-E	1491000000-E	1519000000-E	1520000000-E	1575000000-E	1704000000-E	
												INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	INCIDENTAL MILLING	ASPHALT CONC BASE COURSE, TYPE B25.0C	SURFACE COURSE, S9.5C	LEVELING COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	
												MI	FT	TONS	SMI	TON	SY	TON	TON	TONS	TONS
2022CPT.12.01.20181	Catawba	1	SR 1853 (GRASSY CREEK RD)	FROM NC 150 TO NC 16 BUS	4	2	2WU	NO	NO	2.11	20	160	4.22	211	280		2,205		148	170	
2022CPT.12.01.20181	Catawba	2	SR 1002/1124 (OLD SHELBY RD)	FROM SR 1206 (HILDEBRAN SHELBY RD) TO SR 1002 (RHONEY FARM RD)	1,2,3,4	2	2WU	NO	NO	8.00	18	160	16.00	500	1,600	2,331	8,978	1,811	828	190	
2022CPT.12.01.20181	Catawba	3	SR 1104 (OLD SHELBY RD)	FROM SR 1002 (RHONEY FARM RD) TO NC 10	4	2	2WU	NO	NO	3.06	19	80	6.12	306			3,045		204	40	
2022CPT.12.01.20181	Catawba	4	SR 1002 (CAT SQUARE RD)	FROM NC 10 TO LINCOLN CO	4	2	2WU	NO	NO	1.42	20	80	2.84	142	360		1,481		99	150	
2022CPT.12.01.20181	Catawba	5	SR 1124 (GEORGE HILDEBRAN SCH RD)	FROM SR 1002 (OLD SHELBY RD) TO BURKE CO	4	2	2WU	NO	NO	1.14	19	20	2.28	114			1,129		76	20	
2022CPT.12.01.20181	Catawba	6	SR 2036 (PLATEAU RD)	FROM BRIDGE 100 TO SR 2029 (HOPE RD)	4	2	2WU	NO	NO	2.17	18	80	4.34	217	1,400		2,100	1,050	211	30	
2022CPT.12.01.20181	Catawba	7	SR 2035 (BURTS RD)	FROM SR 2036 (PLATEAU RD) TO LINCOLN CO	4	2	2WU	NO	NO	1.91	18	60	3.82	200	120		1,796	945	184	20	
2022CPT.12.01.20181	Catawba	8	SR 2030 (GRACE CHURCH RD)	FROM SR 1008 (HICKORY-LINCOLN HWY) TO SR 2036 (PLATEAU RD)	4	2	2WU	NO	NO	2.24	18	60	4.48	224	1,300		2,100	1,050	211	270	
TOTAL FOR PROJ NO. 2022CPT.12.01.20181											22.05		700	44.10	1,914	5,060	2,331	22,834	4,856	1,961	890
GRAND TOTAL											22.05		700	44.10	1,914	5,060	2,331	22,834	4,856	1,961	890

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.12.01.20181	8	

THERMOPLASTIC AND PAINT QUANTITIES

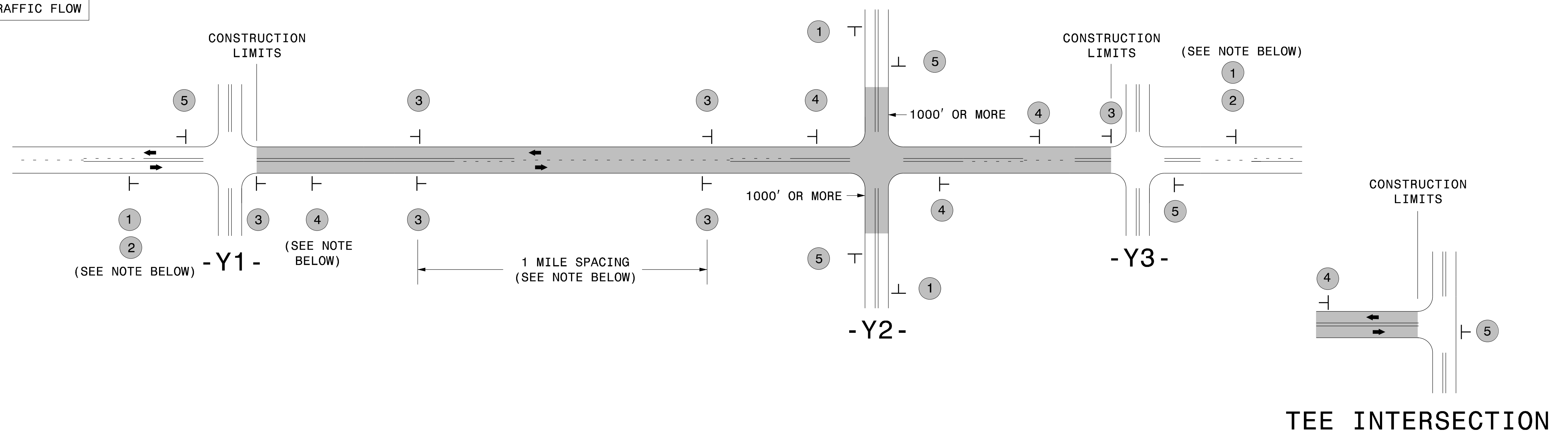
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4710000000-E	4725000000-E		4810000000-E	
										WORK ZONE	TEMP TRAFFIC	24" X 90 M	THERMO LT	THERMO RT	4" YELLOW	4" WHITE
										ADVANCE GENERAL WARNING	CONTROL	WHITE THERMO	ARROW 90 M	ARROW 90 M	PAINT	PAINT
							MI	FT	SF	LS	LF	EA	EA	LF	LF	
2022CPT.12.01.20181	Catawba	1	SR 1853 (GRASSY CREEK RD)	FROM NC 150 TO NC 16 BUS	4	2	2WU	2.11	20	104	*		3	3	44,570	44,570
2022CPT.12.01.20181	Catawba	2	SR 1002/1124 (OLD SHELBY RD)	FROM SR 1206 (HILDEBRAN SHELBY RD) TO SR 1002 (RHONEY FARM RD)	1,2,3,4	2	2WU	8.00	18	560	*				169,320	169,320
2022CPT.12.01.20181	Catawba	3	SR 1104 (OLD SHELBY RD)	FROM SR 1002 (RHONEY FARM RD) TO NC 10	4	2	2WU	3.06	19	216	*				64,650	64,650
2022CPT.12.01.20181	Catawba	4	SR 1002 (CAT SQUARE RD)	FROM NC 10 TO LINCOLN CO	4	2	2WU	1.42	20	104	*				30,050	30,050
2022CPT.12.01.20181	Catawba	5	SR 1124 (GEORGE HILDEBRAN SCH RD)	FROM SR 1002 (OLD SHELBY RD) TO BURKE CO	4	2	2WU	1.14	19	80	*				24,200	24,200
2022CPT.12.01.20181	Catawba	6	SR 2036 (PLATEAU RD)	FROM BRIDGE 100 TO SR 2029 (HOPE RD)	4	2	2WU	2.17	18	184	*				47,530	47,530
2022CPT.12.01.20181	Catawba	7	SR 2035 (BURTS RD)	FROM SR 2036 (PLATEAU RD) TO LINCOLN CO	4	2	2WU	1.91	18	184	*	10			40,500	40,500
2022CPT.12.01.20181	Catawba	8	SR 2030 (GRACE CHURCH RD)	FROM SR 1008 (HICKORY-LINCOLN TON HWY) TO SR 2036 (PLATEAU RD)	4	2	2WU	2.24	18	160	*				47,500	47,500
TOTAL FOR PROJ NO. 2022CPT.12.01.20181								22.05		1,592	*	10	3	3	468,320	468,320
													6		936,640	
GRAND TOTAL								22.05		1,592	1	10	3	3	468,320	468,320
													6		936,640	

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"> 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		#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 S:\TUX\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:kadai