

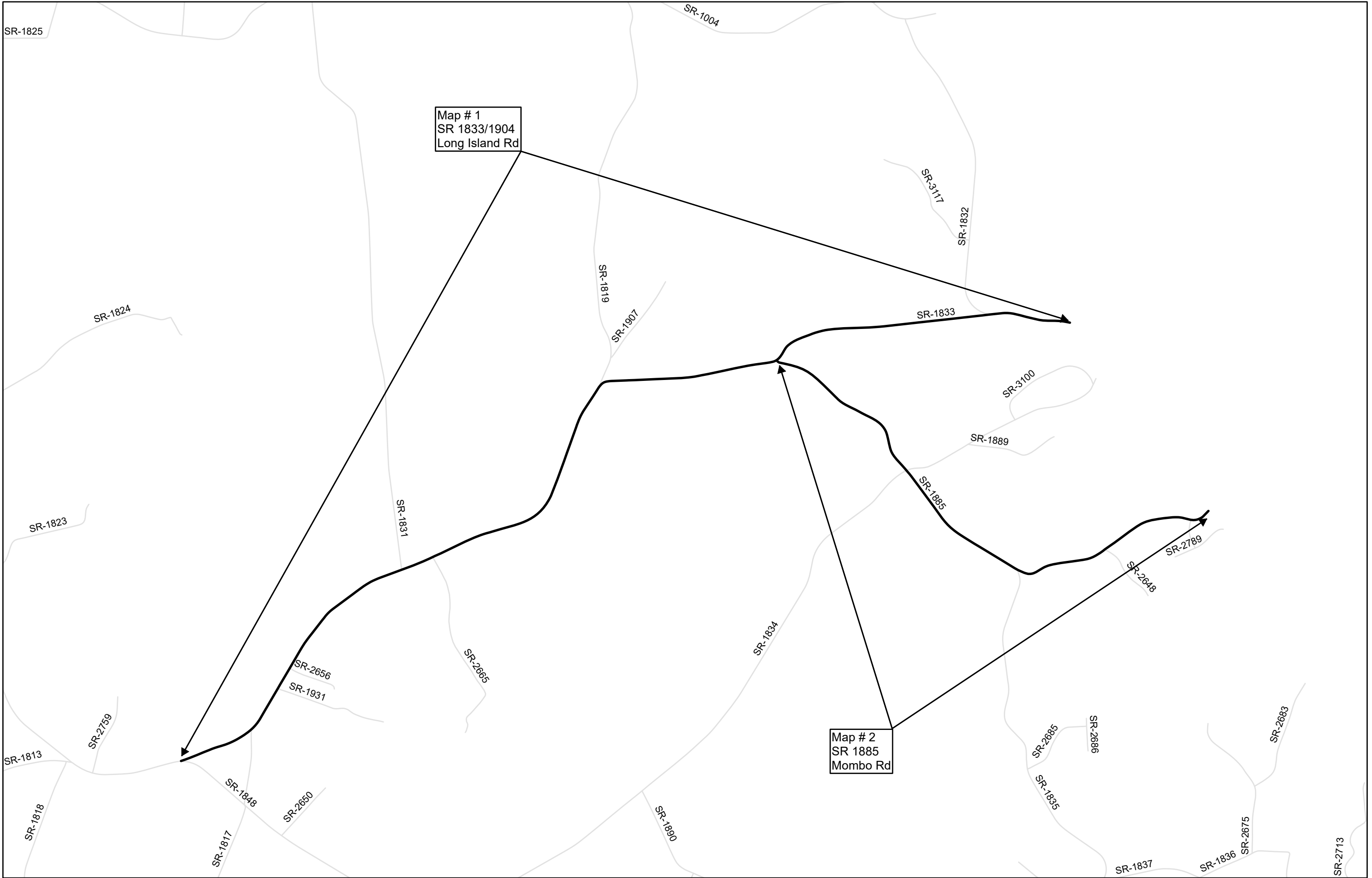
DL00360

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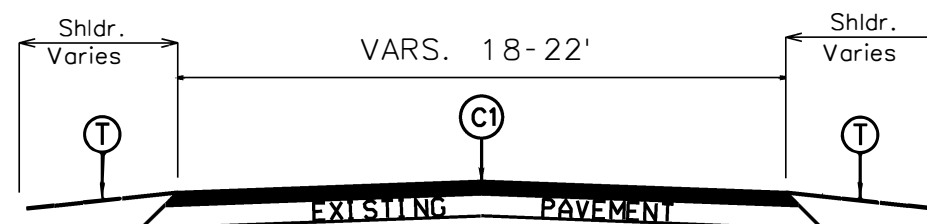
2026CPT.12.14.20181





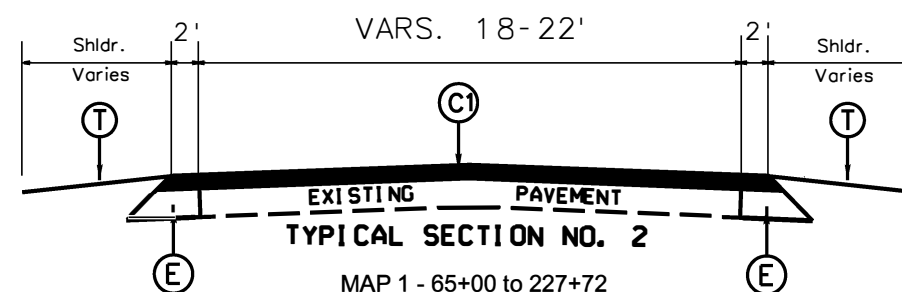
STATE	PROJECT WBS	SHEET NUMBER
NC	2026CPT.12.14.20181	4

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LIFTS.
T	SHOULDER RECONSTRUCTION, WIDTH VARIES 2'-6"
Y1	INCIDENTAL MILLING



**TYPICAL SECTION NO. 1**

MAP 1 - 0+00 to 65+00  
 MAP 2 - 71+00 to 112+40  
 MAP 3 - Entire Map



**TYPICAL SECTION NO. 2**

MAP 1 - 65+00 to 227+72  
 MAP 2 - 0+00 to 71+00

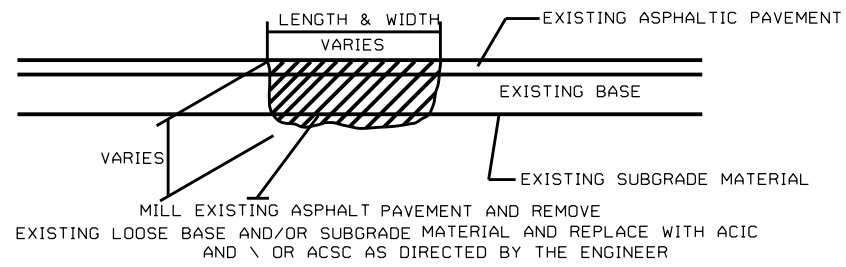
Checked by:

Drawn by: G. Brittain

**2024-2025**  
**Catawba County Resurfacing**

STATE	PROJECT WBS	SHEET NUMBER
NC	2026CPT.12.14.20181	5

**DETAIL A**  
**PATCHING EXISTING PAVEMENT**



**DETAIL D**  
**MILLING BRIDGE APPROACHES**

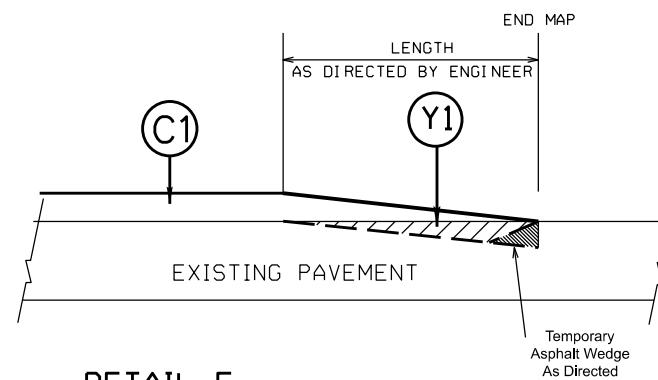
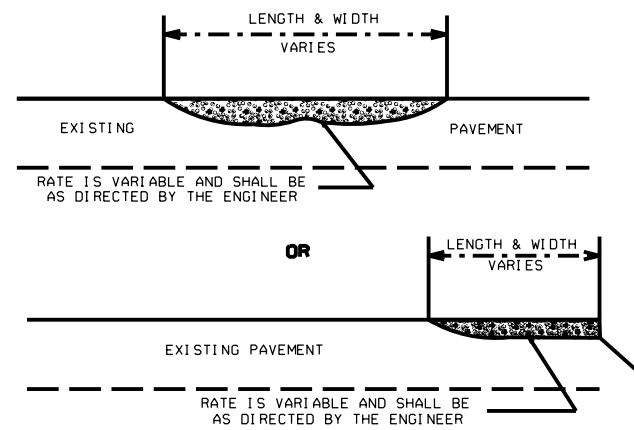


**PAVEMENT SCHEDULE**

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LIFTS.
T	SHOULDER RECONSTRUCTION, WIDTH VARIES 2'-6"
Y1	INCIDENTAL MILLING

**DETAIL B**

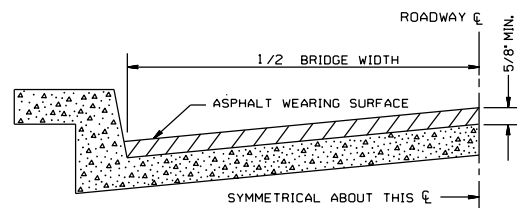
**ASPHALT CONCRETE SURFACE COURSE**  
**TYPE S9.5C (LEVELING COURSE)**



**DETAIL E**  
**TIE-IN (INCIDENTAL) MILLING DETAIL**

**DETAIL C**

**BRIDGE HALF TYPICAL SECTION**

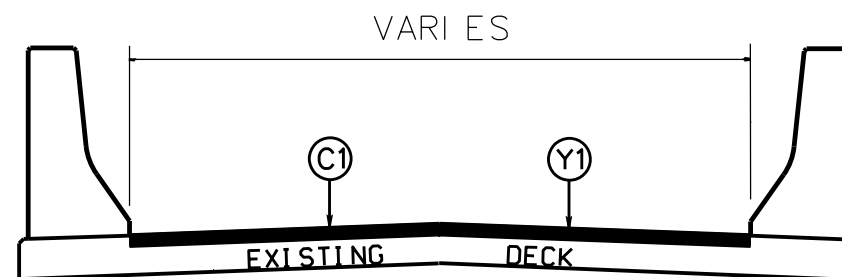


FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 5/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

**NOTES**

BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



**ASPHALT BRIDGE SECTION**

Use for all asphalt bridges

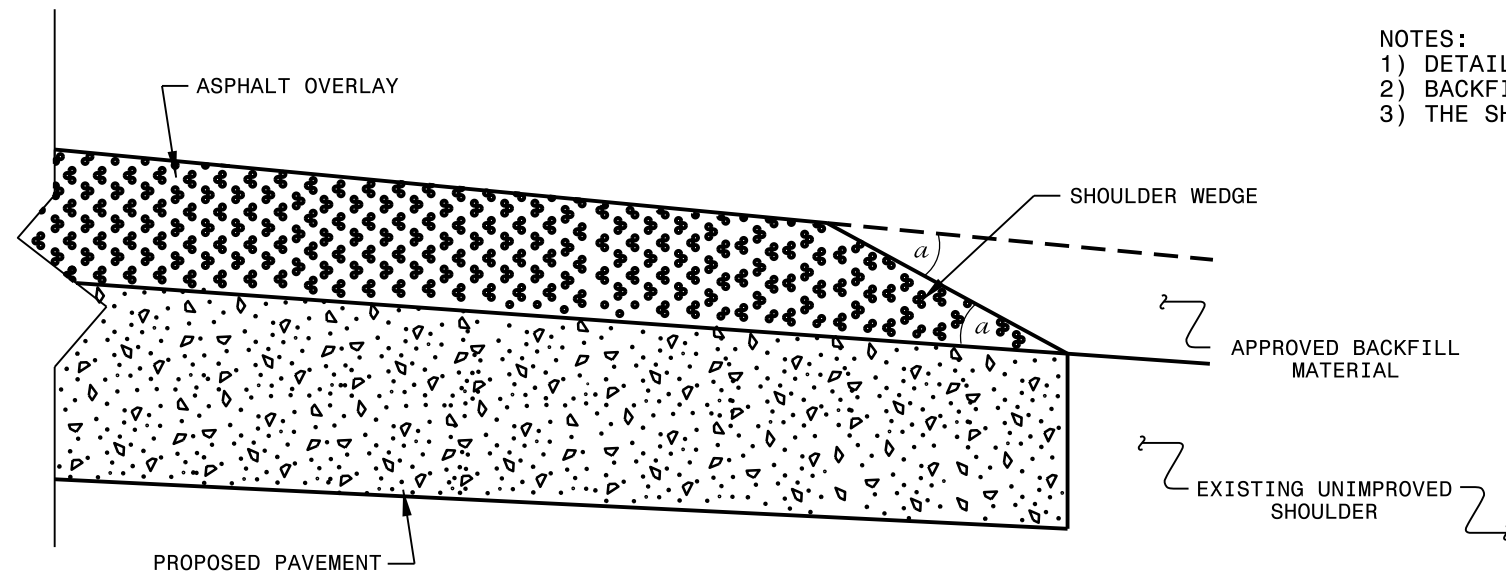
**2025-2026**  
**Catawba County Resurfacing**

Checked by:

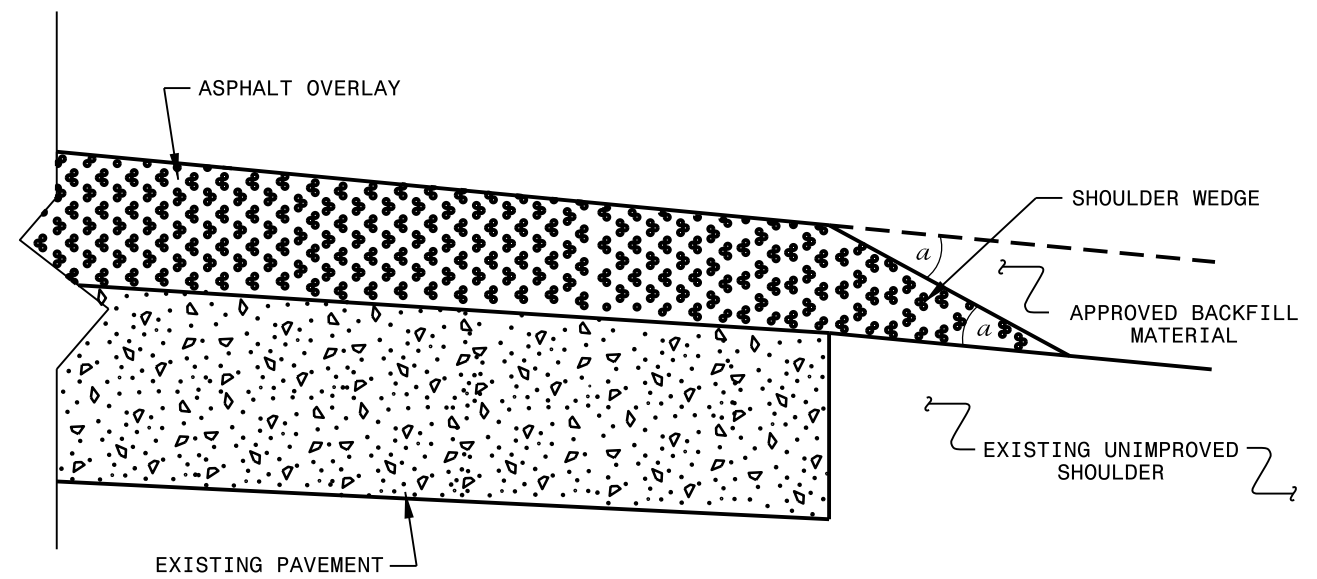
Drawn by: C. Brittain



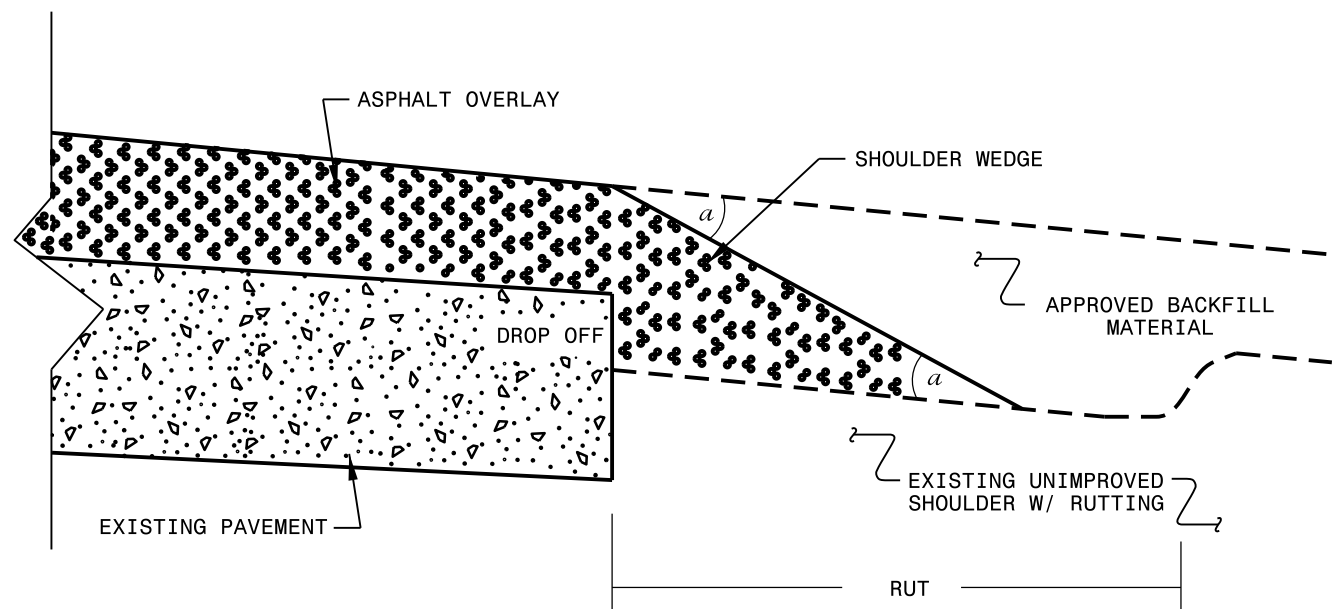
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

<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

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.12.14.20181		

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	1245000000-E	1260000000-E	1330000000-E	1491000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E
												SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	INCIDENTAL MILLING	ASPHALT CONC BASE COURSE, TYPE B25.0C	SURFACE COURSE, S9.5C	LEVELING COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT
												SMI	TON	SY	TON	TONS	TONS	TONS	TONS
2026CPT.12.14.20181	Catawba	1	SR-1833/1904 LONG ISLAND RD	FROM SR 1848 (SHERRILLS FORD RD) TO END MAINT	1,2	2	2WU	4.32	18-22	0	4.32	8.64	864	1,500	3,465	5,366	3,581	689	120
2026CPT.12.14.20181	Catawba	2	SR-1885 / MONBO RD	FROM SR 1833 (LONG ISLAND RD) TO END MAINT	1,2	2	2WU	2.13	18-22	0	2.13	4.26	426	100	1,555	2,646	1,764	261	20
2026CPT.12.14.20181	Catawba	3	SR-1003 / BUFFALO SHOALS RD	FROM EXST. PVMT JOINT 700' N. OF NC 16 TO SR 1848 (SHERRILLS FORD RD)	1	2	2WU	4.09	18-20	4.95	9.04	8.18	409	2,600		4,305		266	250
<b>TOTAL FOR PROJ NO. 2026CPT.12.14.20181</b>								<b>10.54</b>				<b>21.08</b>	<b>1,699</b>	<b>4,200</b>	<b>5,020</b>	<b>12,317</b>	<b>5,345</b>	<b>1,216</b>	<b>390</b>
<b>GRAND TOTAL</b>								<b>10.54</b>				<b>21.08</b>	<b>1,699</b>	<b>4,200</b>	<b>5,020</b>	<b>12,317</b>	<b>5,345</b>	<b>1,216</b>	<b>390</b>

### THERMOPLASTIC AND PAINT QUANTITIES

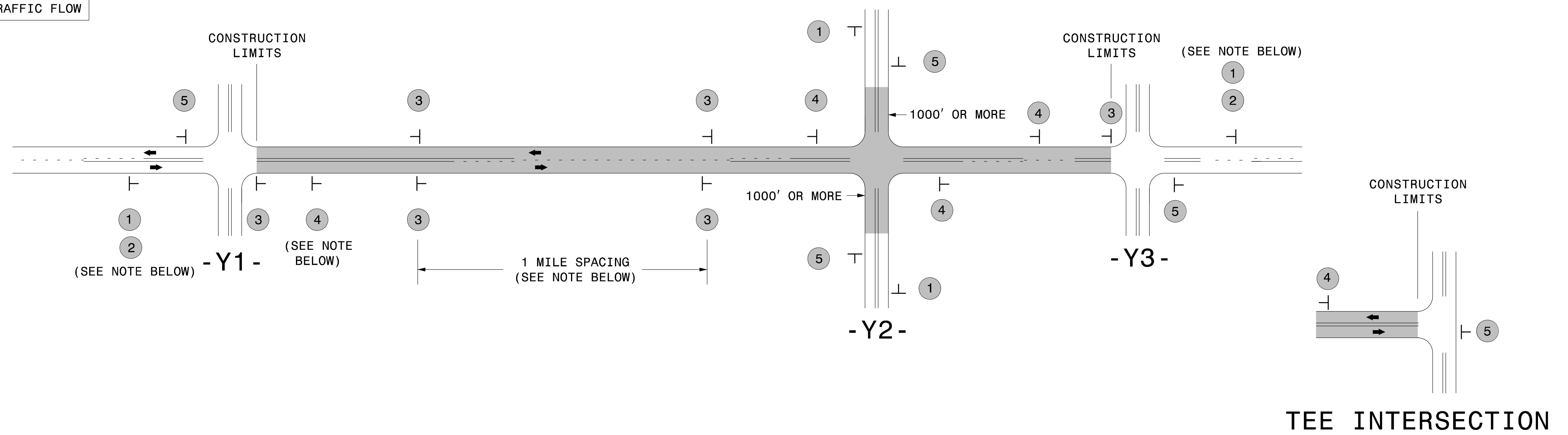
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4685000000-E		4709000000-E	4720000000-E	4810000000-E		4850000000-E	4870000000-E	4875000000-N	4892000000-N
												WORK ZONE ADVANCE GENERAL WARNING	TEMP TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	24" X 90 MILS WHITE THERMO	THERMO MSG SCHOOL 90 M	4" YELLOW PAINT	4" WHITE PAINT	4" LINE REMOVAL	24" LINE REMOVAL	REMOVAL OF PAVEMENT MARKING SYMBOLS & CHARACTERS	POLYCARBONATE H-SHAPED PAVEMENT MARKERS
												SF	LS	LF	LF	LF	EA	LF	LF	LF	LF	EA	EA
2026CPT.12.14.20181	Catawba	1	SR-1833/1904 LONG ISLAND RD	FROM SR 1848 (SHERRILLS FORD RD) TO END MAINT	1,2	2	2WU	4.32	18-22	0	4.32	235	*			21		91,300	91,300		21		
2026CPT.12.14.20181	Catawba	2	SR-1885 / MONBO RD	FROM SR 1833 (LONG ISLAND RD) TO END MAINT	1,2	2	2WU	2.13	18-22	0	2.13	120	*					45,000	45,000				
2026CPT.12.14.20181	Catawba	3	SR-1003 / BUFFALO SHOALS RD	FROM EXST. PVMT JOINT 700' N. OF NC 16 TO SR 1848 (SHERRILLS FORD RD)	1	2	2WU	4.09	18-20	4.95	9.04	325	*	43,200	43,200	100	12			86,400	80	12	275
<b>TOTAL FOR PROJ NO. 2026CPT.12.14.20181</b>								<b>10.54</b>				<b>680</b>	<b>1</b>	<b>43,200</b>	<b>43,200</b>	<b>121</b>	<b>12</b>	<b>136,300</b>	<b>136,300</b>	<b>86,400</b>	<b>101</b>	<b>12</b>	<b>275</b>
<b>GRAND TOTAL</b>								<b>10.54</b>				<b>680</b>	<b>1</b>	<b>43,200</b>	<b>43,200</b>	<b>121</b>	<b>12</b>	<b>136,300</b>	<b>136,300</b>	<b>86,400</b>	<b>101</b>	<b>12</b>	<b>275</b>

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

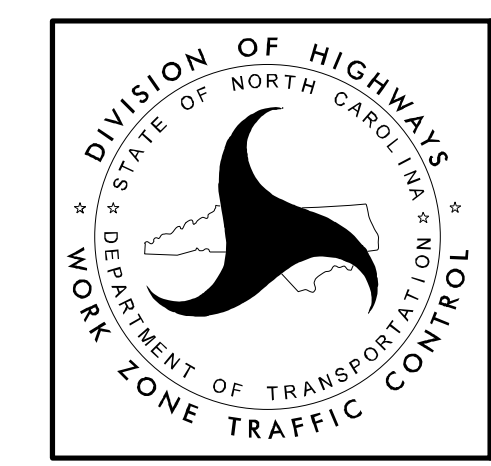
## -Y- LINE SIGNING

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><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></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 S:\TUX\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln.dgn User:kadai