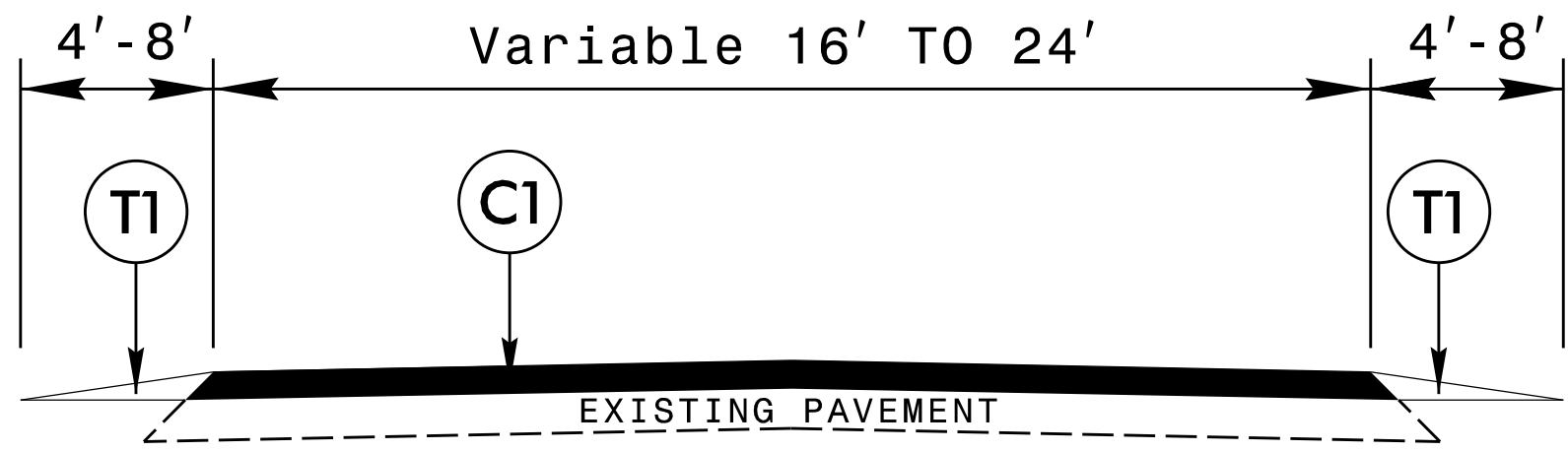


0 0.130.25 Miles

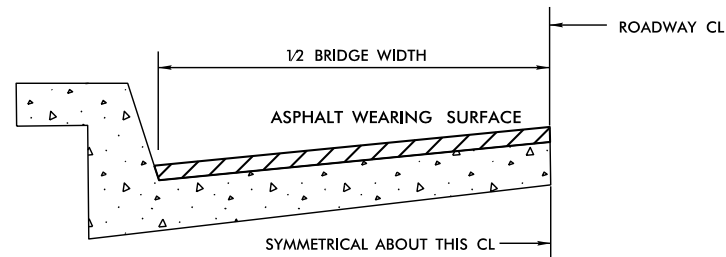
MAP #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
2	SR 1137 (ZION HILL ROAD)	SR 1137 (OLD FORT SUGAR HILL ROAD)	SR 1001 (SUGAR HILL ROAD)	3.29
5	SR 1245 (HENRY McCALL ROAD)	SR 1214 (OLD GREENLEE ROAD)	SR 1161 (LYTLE MOUNTAIN ROAD)	1.83
6	SR 1257 (MARLER ROAD)	SR 1101 (SUGAR HILL ROAD)	SR 1137 (ZION HILL ROAD)	0.88





TYPICAL SECTION #1

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH
V2	INCIDENTAL MILLING



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. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", S9.5B 1", S9.5C,D 1.5" - 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4". ULTRA-THIN HOT MIX ASPHALT - TYPE B 5/8". ULTRA-THIN HOT MIX ASPHALT - TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1", S9.5B 1.5", S9.5C,D 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4", ULTRA-THIN HOT MIX ASPHALT - TYPE B 5/8", ULTRA-THIN HOT MIX ASPHALT - TYPE C 1/2".

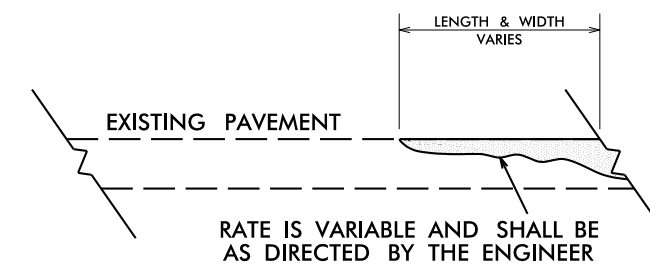
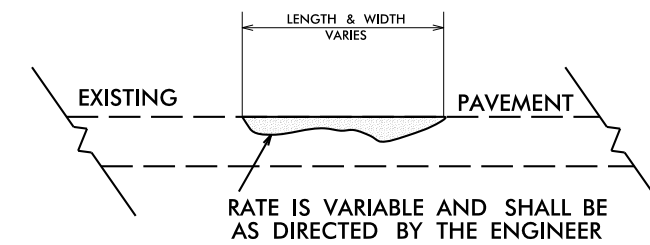
NOTES

ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT. ALL PAVED S. R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.

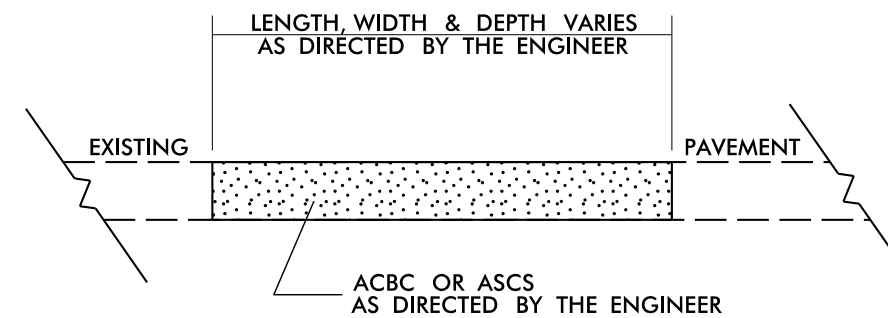
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.

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



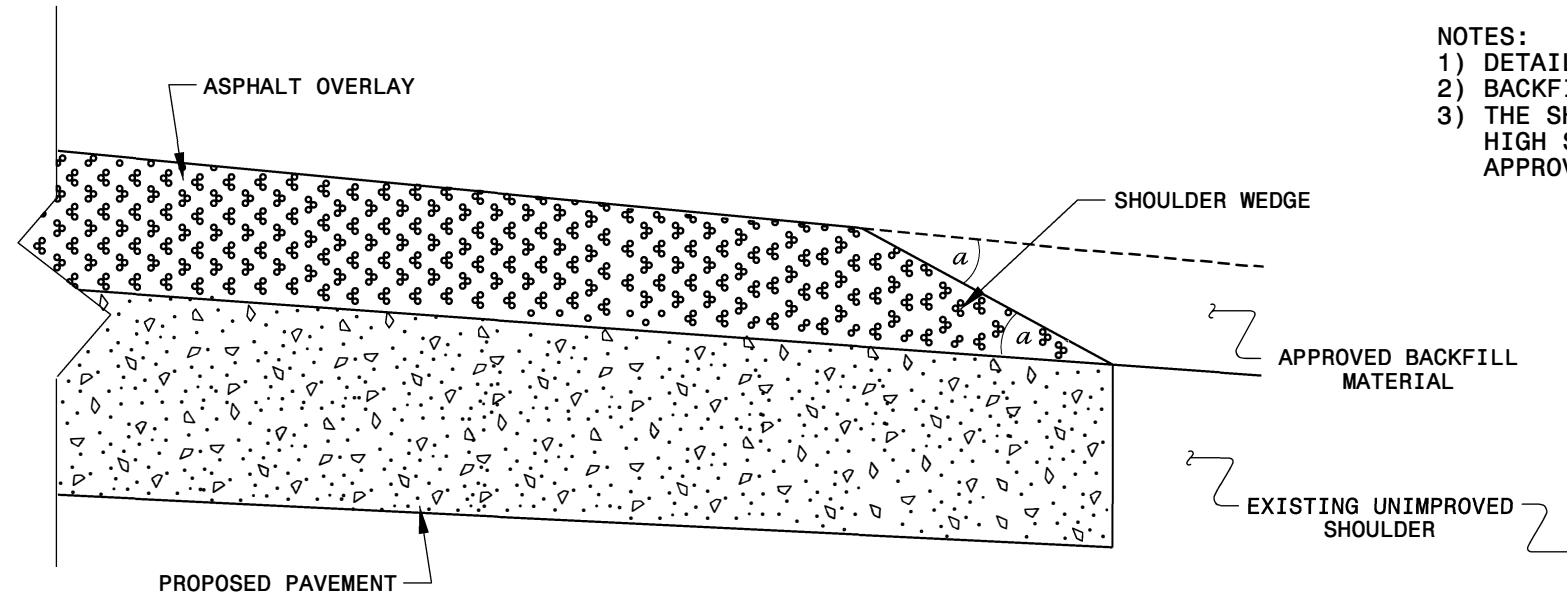
DETAIL SHOWING METHOD OF WEDGING



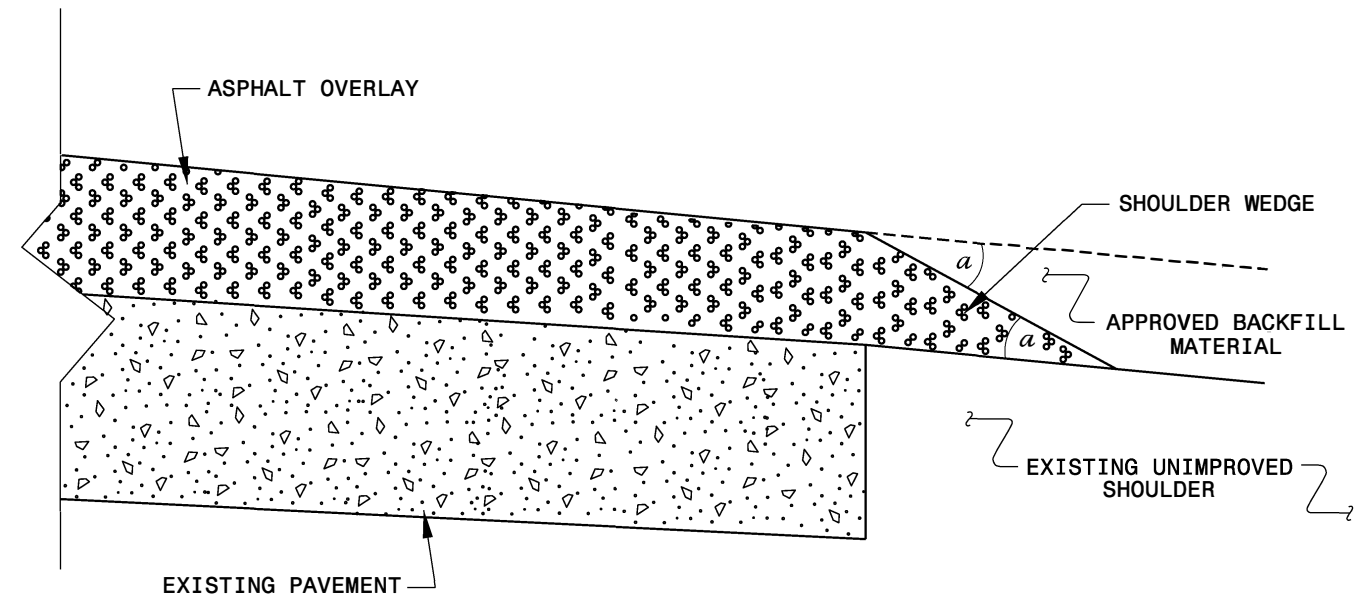
PATCHING EXISTING PAVEMENT

02-FEB-2023 11:00
 C:\Users\Nextal\OneDrive\State of North Carolina\NCDOT - Division 13 - Resurfacing\2023 - Burke\03 - Let Preparation - CR\2023 Burke CR - DDC - pm1.dgn
 6/2/99

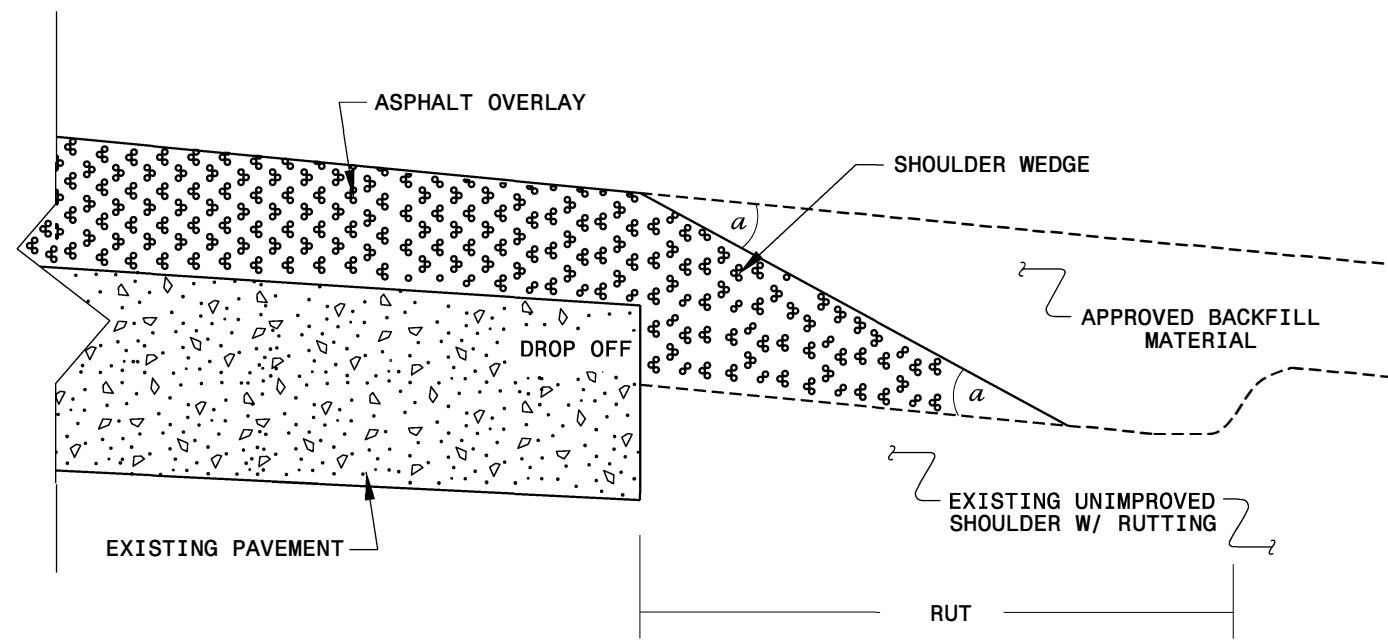
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn	

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PROJECT NO.	SHEET NO.
2024CPT.13.07.20591	8

SUMMARY OF QUANTITIES

PROJECT NO	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N
									INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	LEVELING COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES
					MI	FT			TON	SMI	TON	SY	SY	TON	TONS	TON	TON	EA	EA
2024CPT.13.07.20591	1	SR-1105 (CHERRY SPRINGS RD)	FROM SR 1100 (MT HEBRON ROAD) TO SR 1106 (PINE COVE ROAD)	1	0.68	18.00	0.01	0.69	1	1.36	177	140	1,070	669		44	85		
2024CPT.13.07.20591	2	SR-1137 (ZION HILL RD)	FROM SR 1137 (OLD FORT SUGAR HILL ROAD) TO SR 1001 (SUGAR HILL ROAD)	1	3.29	18.00	0.01	3.30	70	6.58	855		1,779	3,200	100	216	435		
2024CPT.13.07.20591	3	SR-1214 (OLD HWY 10 WEST/OLD GREENLEE RD)	FROM SR 1328 (221 ON RAMP) TO END OF PAVEMENT	1	4.21	18.00	0.01	4.22	36	8.42	1,095	100	2,051	4,298	107	263	73	1	1
2024CPT.13.07.20591	4	SR-1221 (RESISTOFLEX RD)	FROM SR 1214 (OLD GREENLEE ROAD) TO US 70	1	0.50	20.00	0.00	0.50	1	0.86	112	695	705	552	10	36	50		
2024CPT.13.07.20591	5	SR-1245 (HENRY MCCALL RD)	FROM SR 1214 (OLD GREENLEE ROAD) TO SR 1161 (LYTLE MOUNTAIN ROAD)	1	1.83	18.50	0.01	1.84	50	3.66	476		1,055	1,776	65	117	165		
2024CPT.13.07.20591	6	SR-1257 (MARLER RD)	FROM SR 1101 (SUGAR HILL ROAD) TO SR 1137 (ZION HILL ROAD)	1	0.88	19.00	0.01	0.89	29	1.74	226		242	839	10	53	65		
2024CPT.13.07.20591	7	SR-1312 (QUALITY WAY)	FROM SR 1214 (OLD GREENLEE ROAD) TO EOM	1	0.08	20.00	0.00	0.08	1	0.15	20		100	103		6			
2024CPT.13.07.20591	8	SR-1313 (TROY TER)	FROM SR 1299 (VETERANS DRIVE EXT) TO EOM	1	0.10	16.00	0.01	0.11	1	0.22	29		265	95		6	10		
2024CPT.13.07.20591	9	SR-1345 (EDGEWOOD DR)	FROM SR 1214 (OLD GREENLEE ROAD) TO DEAD END	1	0.16	17.00	0.00	0.16	1	0.30	39		188	146		10	25		
2024CPT.13.07.20591	10	SR-1422 (CLEAR CREEK RD)	FROM US 70 TO EOM	1	2.50	16.00	0.01	2.51	30	5.00	650		853	2,146	114	136	64		1
TOTAL FOR PROJ NO. 2024CPT.13.07.20591					14.23		0.07	14.30	220	28.29	3,679	935	8,308	13,824	406	887	972	1	2
GRAND TOTAL					14.23		0.07	14.30	220	28.29	3,679	935	8,308	13,824	406	887	972	1	2

* NOTE - ALL MAPS, COUNTY = McDOWELL, FINAL SURFACE TESTING REQUIRED = NO, WARM MIX ASPHALT REQUIRED = NO, LANE TYPES = 2WU, NUMBER OF LANES = 2.

PROJECT NO.	SHEET NO.
2024CPT.13.07.20591	9

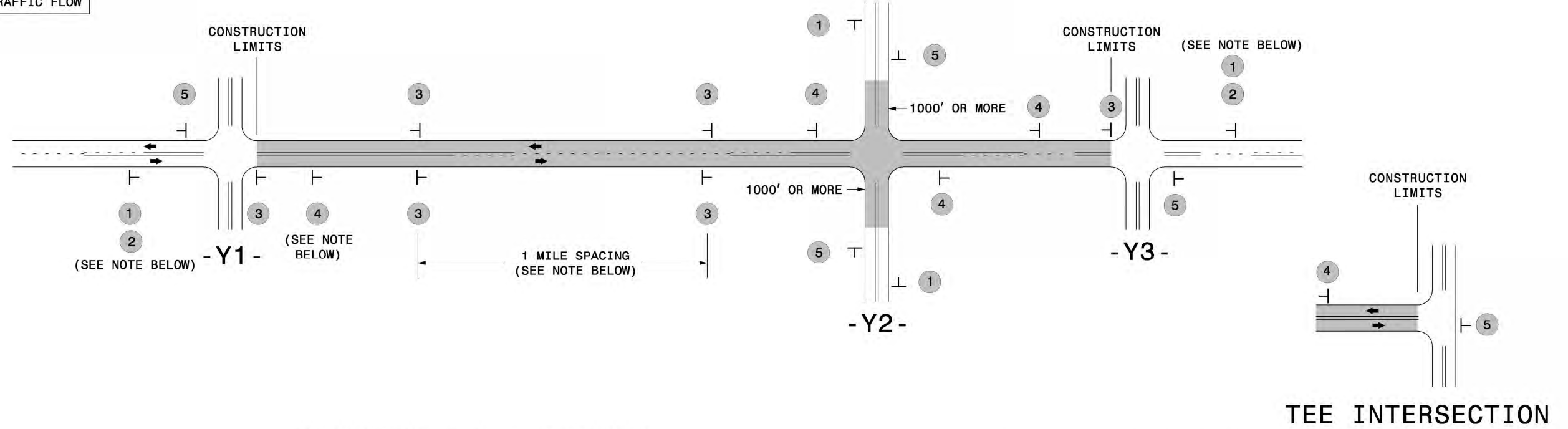
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	BEGIN MP	END MP	441300000-E	445700000-N	470400000-E	470900000-E	472000000-E		489000000-E		
					MI	FT			WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (16", 90 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MIL) RXR	THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MILS) SCHOOL	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 55 MILS) WHITE	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 55 MILS) YELLOW	
									SF	LS	LF	LF	EA	EA	LF	LF	
2024CPT.13.07.20591	1	SR-1105 (CHERRY SPRINGS RD)	FROM SR 1100 (MT HEBRON ROAD) TO SR 1106 (PINE COVE ROAD)	1	0.68	18.00	0.01	0.69	76	*					7,181	7,181	
2024CPT.13.07.20591	2	SR-1137 (ZION HILL RD)	FROM SR 1137 (OLD FORT SUGAR HILL ROAD) TO SR 1001 (SUGAR HILL ROAD)	1	3.29	18.00	0.01	3.30	369							34,742	34,742
2024CPT.13.07.20591	3	SR-1214 (OLD HWY 10 WEST/OLD GREENLEE RD)	FROM SR 1328 (221 ON RAMP) TO END OF PAVEMENT	1	4.21	18.00	0.01	4.22	472			88	52	4		44,457	44,457
2024CPT.13.07.20591	4	SR-1221 (RESISTOFLEX RD)	FROM SR 1214 (OLD GREENLEE ROAD) TO US 70	1	0.50	20.00	0.00	0.50	56							5,174	5,174
2024CPT.13.07.20591	5	SR-1245 (HENRY MCCALL RD)	FROM SR 1214 (OLD GREENLEE ROAD) TO SR 1161 (LYTLE MOUNTAIN ROAD)	1	1.83	18.50	0.01	1.84	206			40	45	2		19,356	19,356
2024CPT.13.07.20591	6	SR-1257 (MARLER RD)	FROM SR 1101 (SUGAR HILL ROAD) TO SR 1137 (ZION HILL ROAD)	1	0.88	19.00	0.01	0.89	99				40		6	9,187	9,187
2024CPT.13.07.20591	7	SR-1312 (QUALITY WAY)	FROM SR 1214 (OLD GREENLEE ROAD) TO EOM	1	0.08	20.00	0.00	0.08	10							792	396
2024CPT.13.07.20591	8	SR-1313 (TROY TER)	FROM SR 1299 (VETERANS DRIVE EXT) TO EOM	1	0.10	16.00	0.01	0.11	12								
2024CPT.13.07.20591	9	SR-1345 (EDGEWOOD DR)	FROM SR 1214 (OLD GREENLEE ROAD) TO DEAD END	1	0.16	17.00	0.00	0.16	18								
2024CPT.13.07.20591	10	SR-1422 (CLEAR CREEK RD)	FROM US 70 TO EOM	1	2.50	16.00	0.01	2.51	280							26,337	26,337
TOTAL FOR PROJ NO. 2024CPT.13.07.20591										1	128	137	6	6	147,226	146,830	
													12		294,056		
GRAND TOTAL					14.23		0.07	14.3	1,598	1	128	137	6	6	147,226	146,830	
													12		294,056		

* NOTE - ALL MAPS, COUNTY = McDOWELL, FINAL SURFACE TESTING REQUIRED = NO, WARM MIX ASPHALT REQUIRED = NO, LANE TYPES = 2WU, NUMBER OF LANES = 2.

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

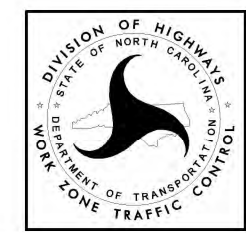
-Y- LINE SIGNING

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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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;"> 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:\T\13\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:keads