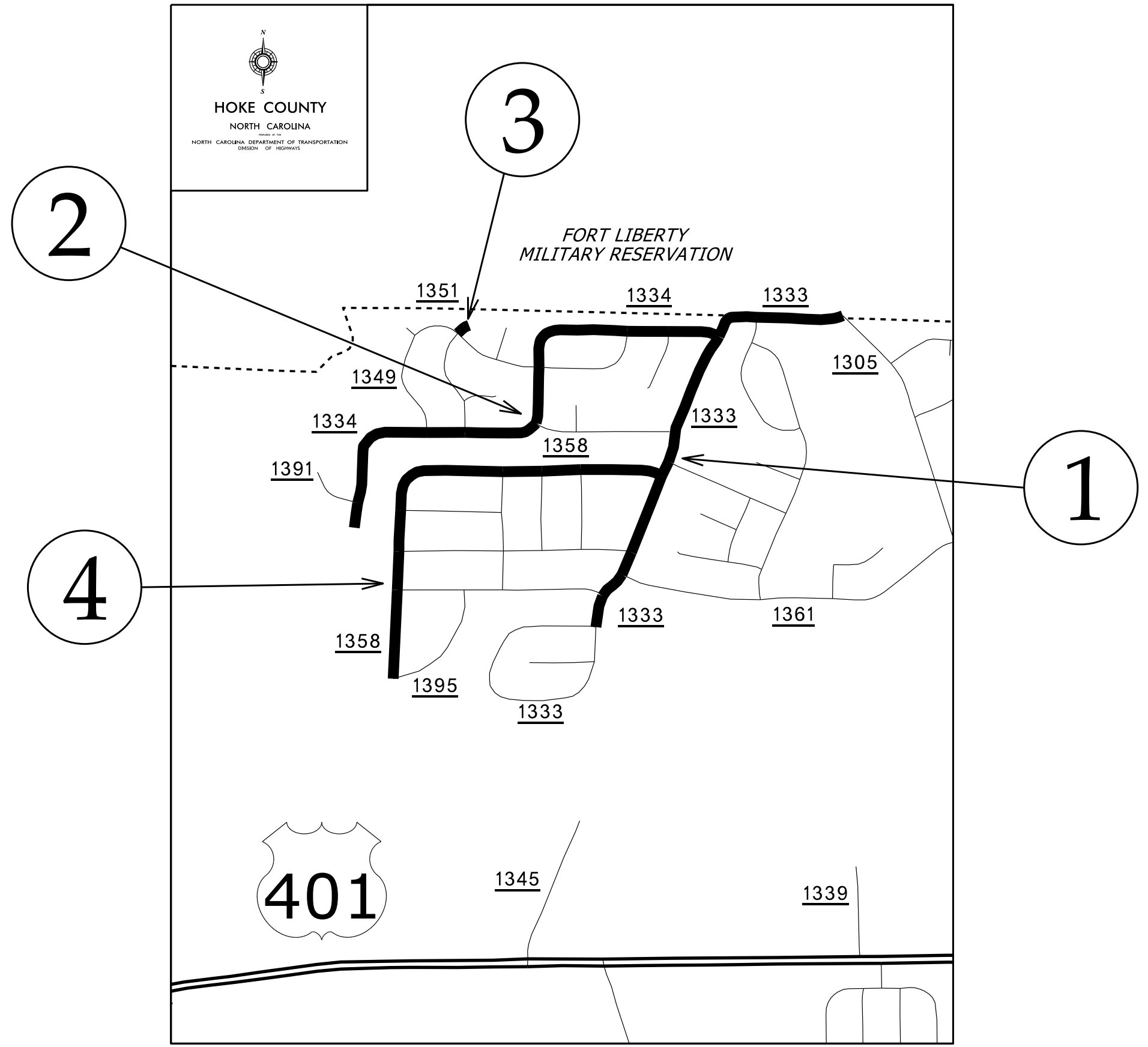
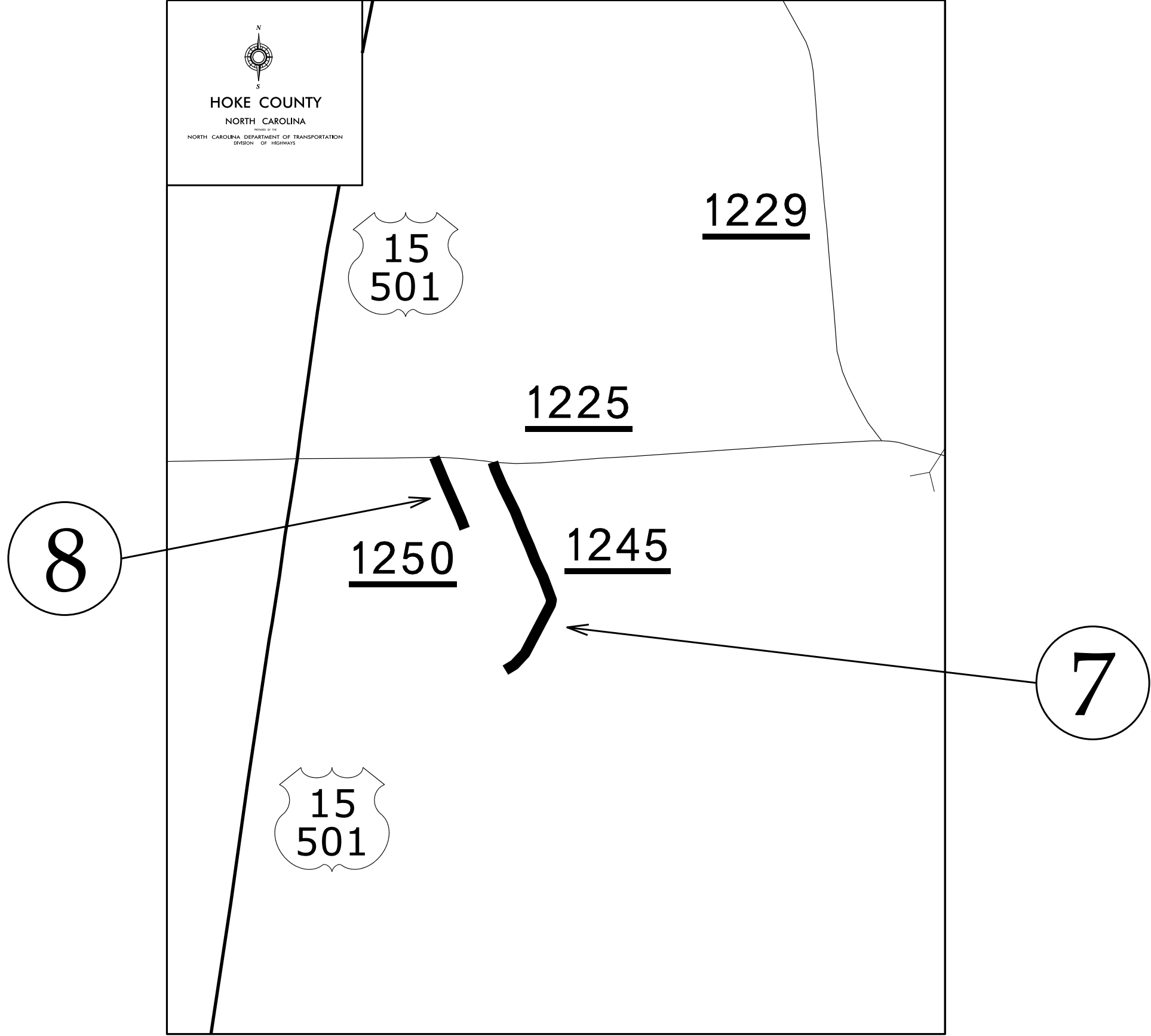


HOKE COUNTY AST

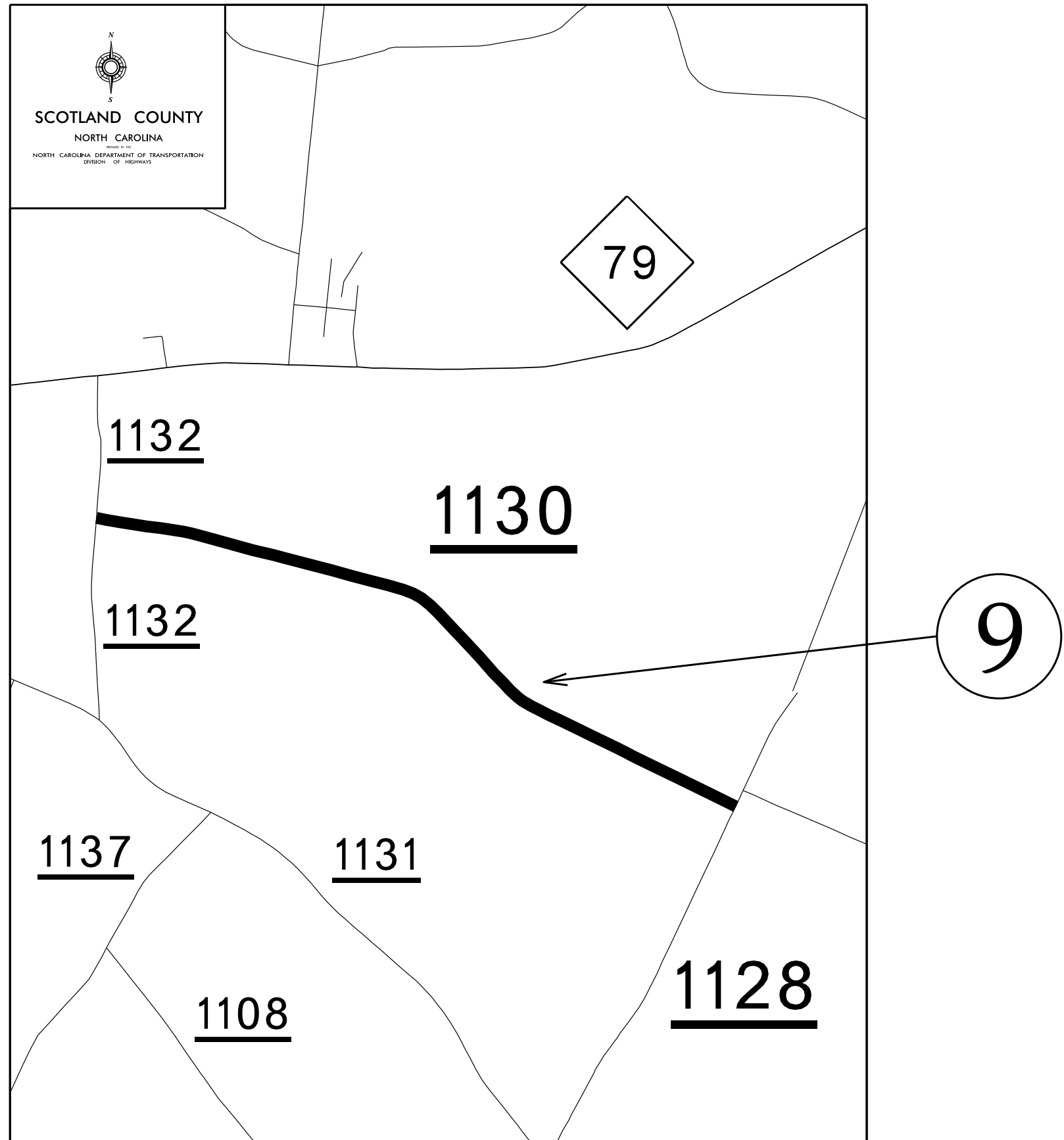
Maps 1,2,3,4



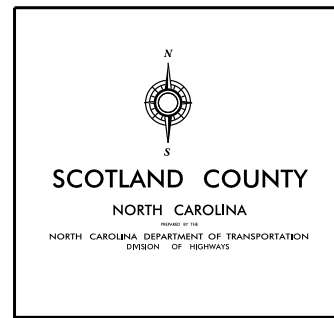
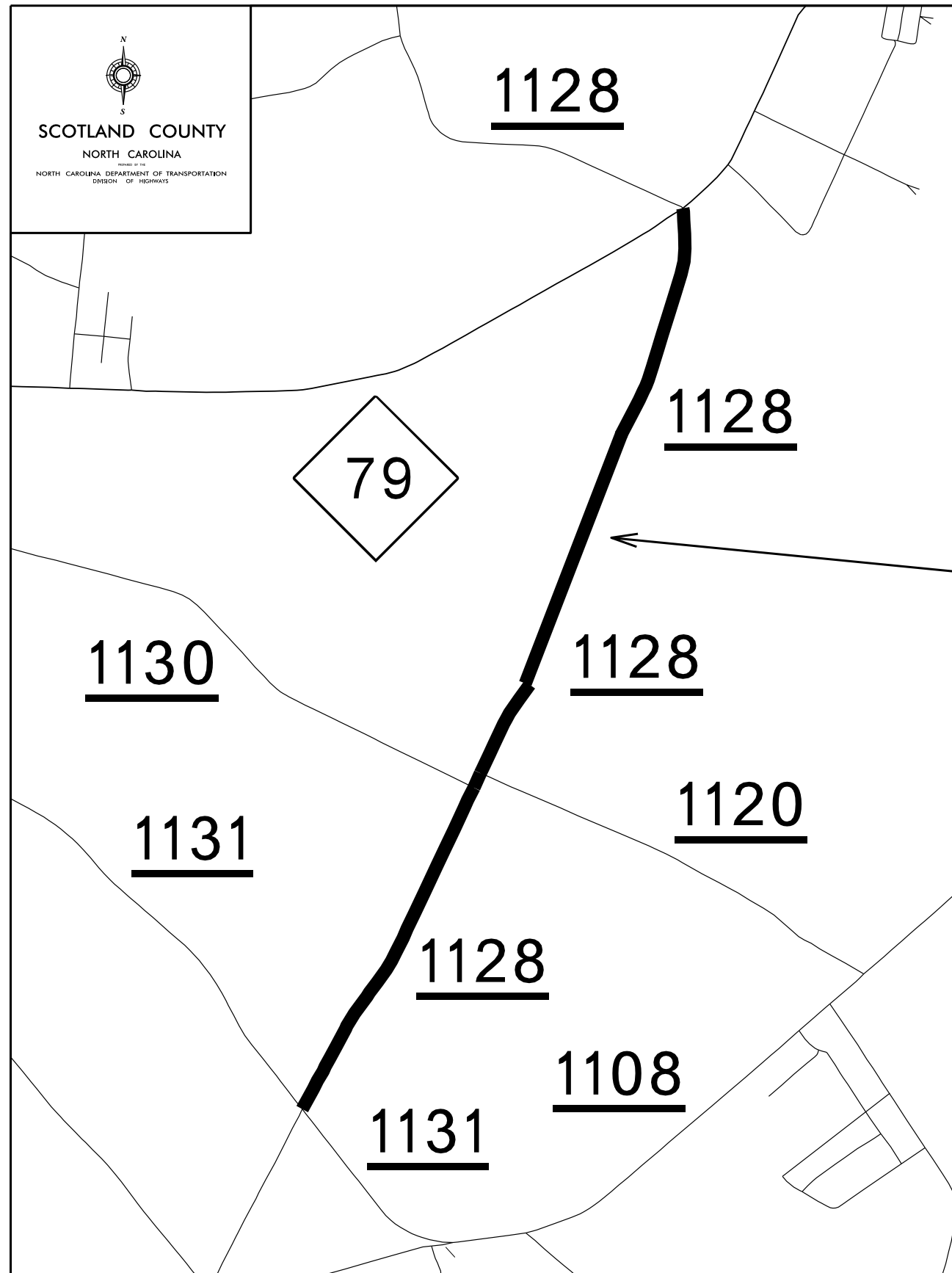
Maps 7,8



Map 9

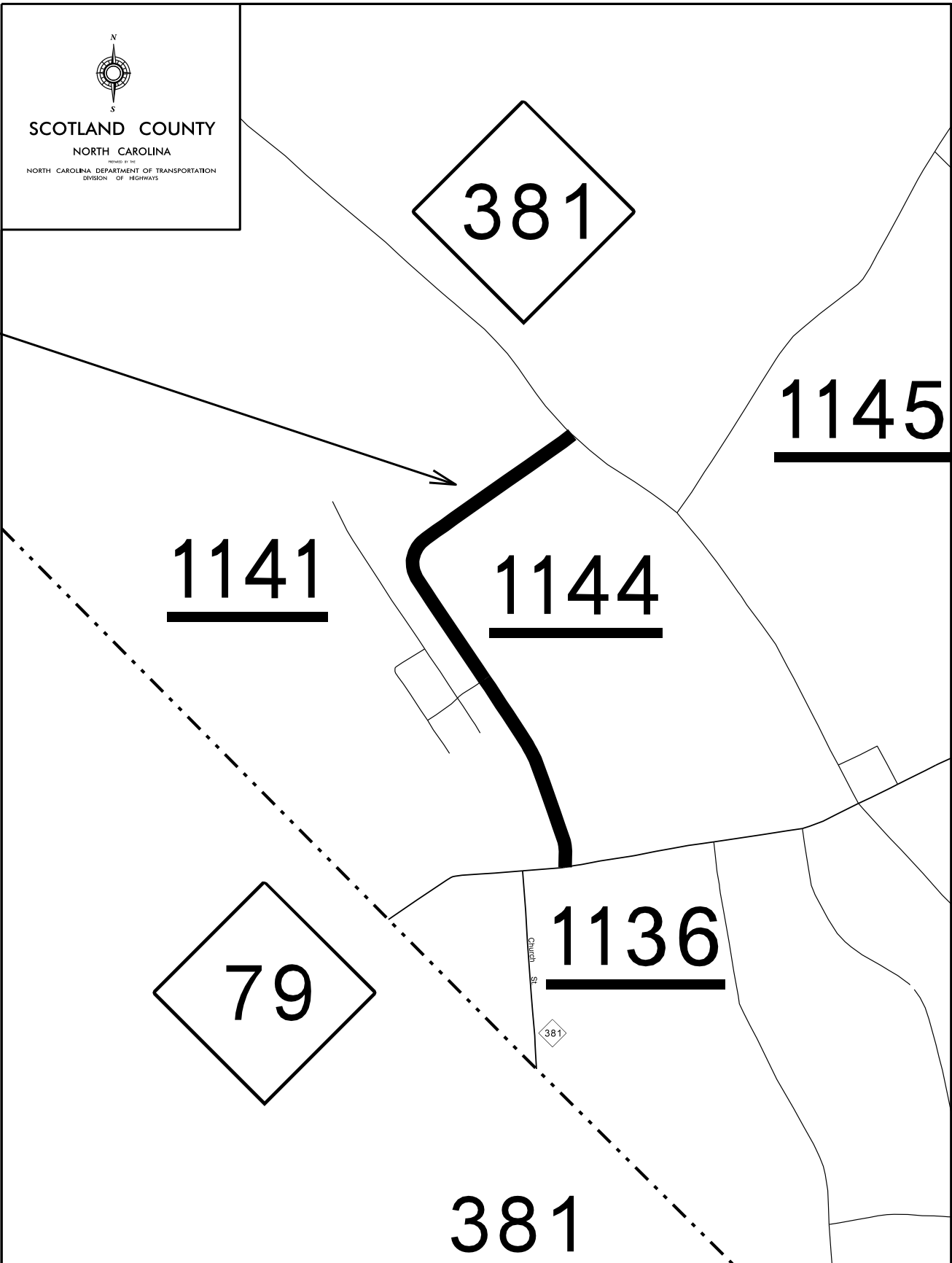


Map 11

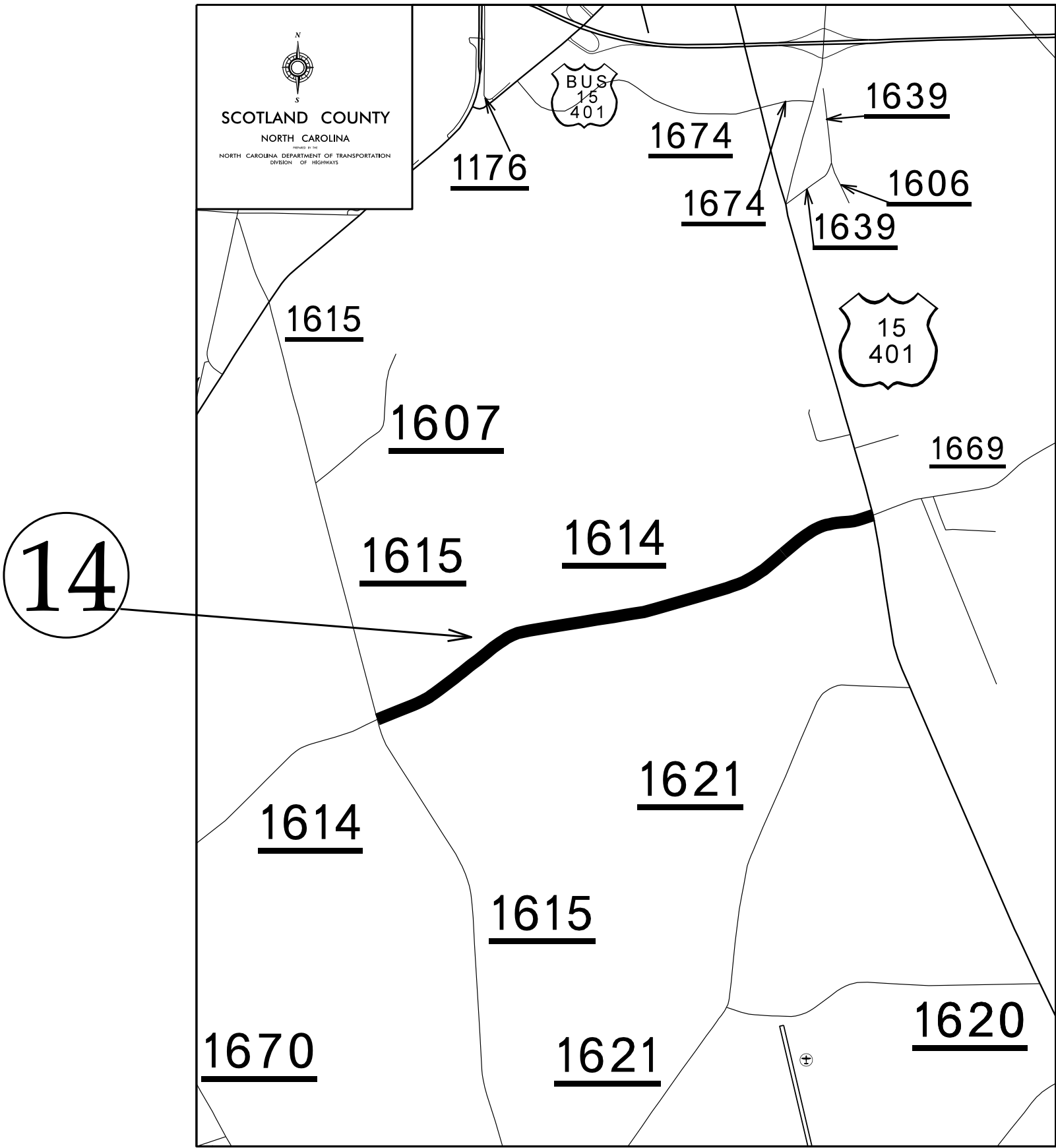


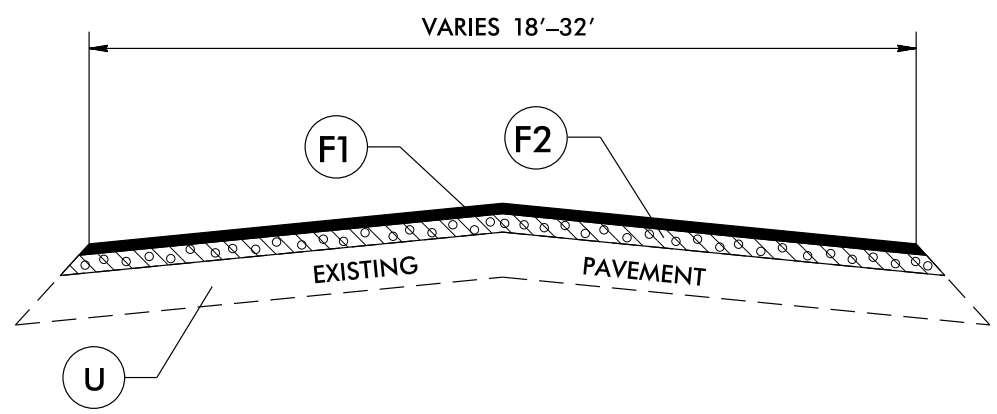
Map 12

12

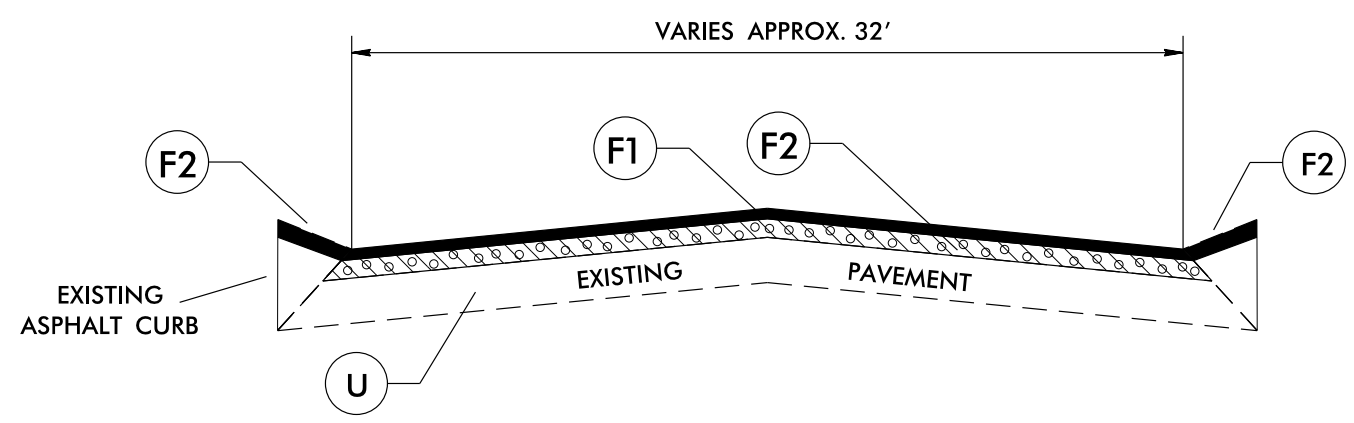


Map 14



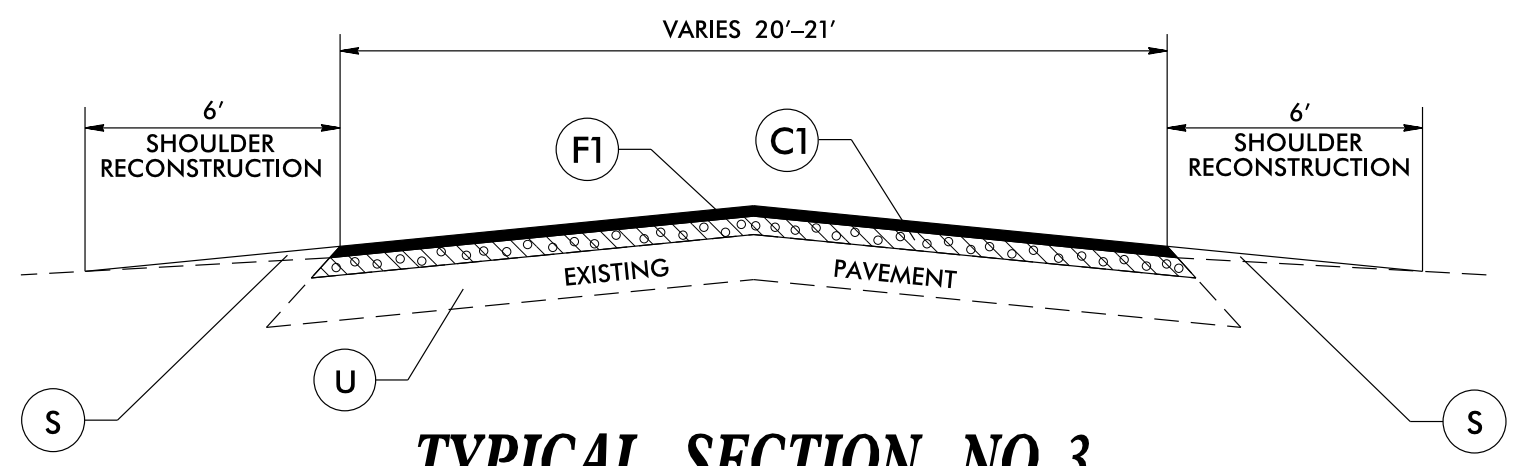


TYPICAL SECTION NO. 1



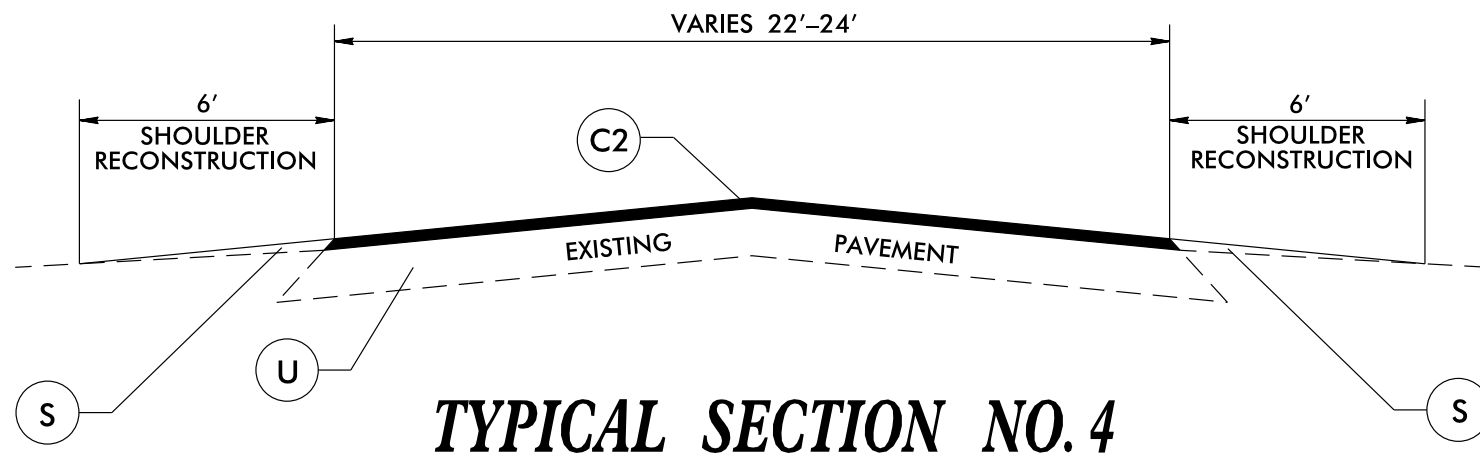
TYPICAL SECTION NO. 2

NOTE: EXCLUDE ASPHALT CURB FOR DOUBLE SEAL



TYPICAL SECTION NO. 3

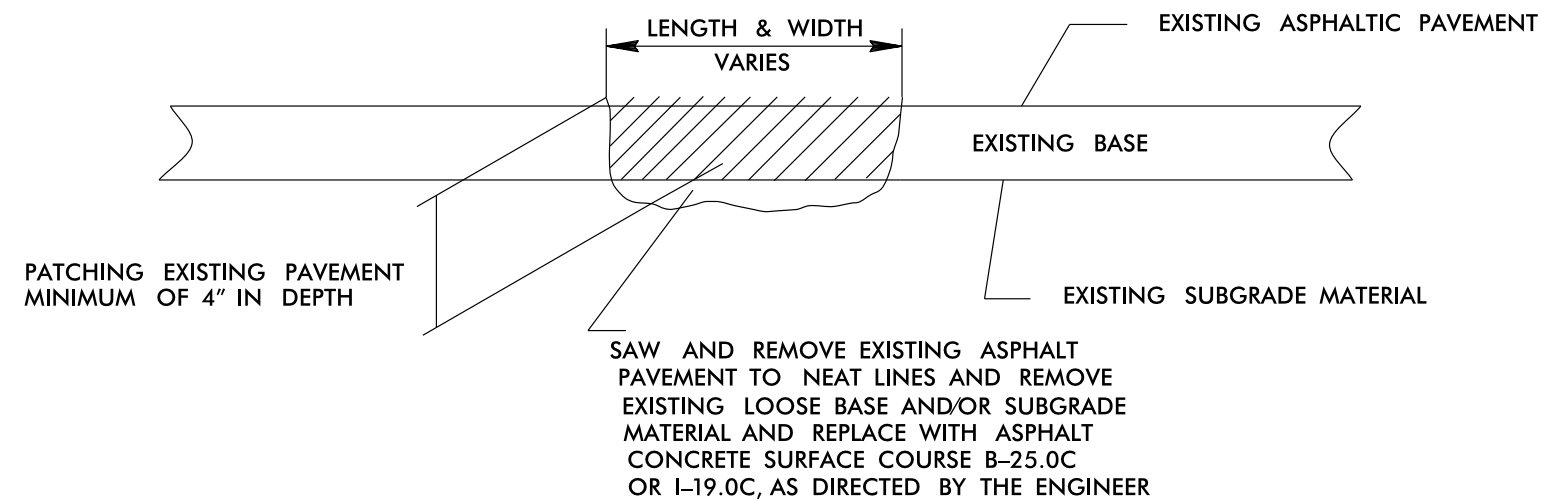
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
F1	PROP. ASPHALT SURFACE TREATMENT DOUBLE SEAL
F2	PROP. ASPHALT SURFACE TREATMENT FOG SEAL
S	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT



TYPICAL SECTION NO. 4

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
F1	PROP. ASPHALT SURFACE TREATMENT DOUBLE SEAL
F2	PROP. ASPHALT SURFACE TREATMENT FOG SEAL
S	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT

DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO AST



PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.08.09.20472, 2025CPT.08.09.20831 2025CPT.08.09.20832,	14	

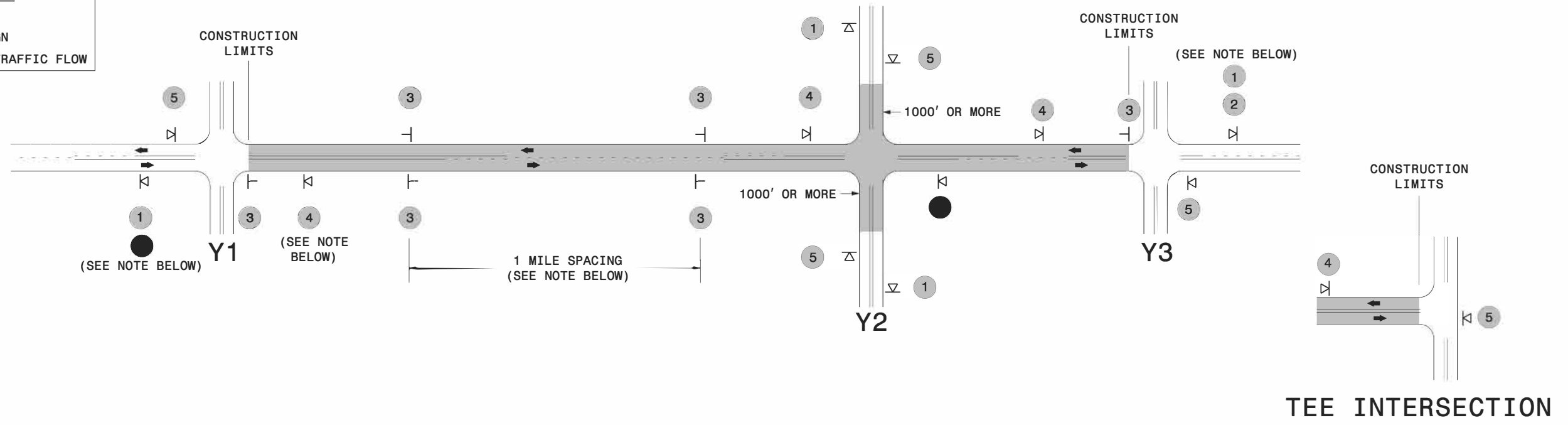
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEG N	END MP	1245000000-E	1260000000-E	1519000000-E	1575000000-E	1704000000-E	1803500000-E	1820000000-E	1838000000-E	1838500000-N
												SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, DOUBLE SEAL	ASPHALT SURFACE TREATMENT, FOG SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	VACUUM TRUCK
												SMI	TON	TONS	TONS	TONS	SY	SY	GAL	WK
2025CPT.08.09.20472	Hoke	1	SR-1333 / CLAN CAMPBELL DR	FROM SR 1305(WAYSIDE RD) TO SR 1333(CLAN CAMPBELL DR)	2	2	2WU	1.47	21	0	1.47				3	71	25,732.00	25,732.00	14,153	
TOTAL FOR MAP NO. 1								1.47						3	71	25,732.00	25,732.00	14,153		
2025CPT.08.09.20472	Hoke	2	SR-1334 / MCDUGALD DR	FROM SR 1333(CLAN CAMPBELL DR) TO DEAD END	2	2	2WU	1.01	30	0	1.01				4	79	18,054.00	18,054.00	9,930	
TOTAL FOR MAP NO. 2								1.01						4	79	18,054.00	18,054.00	9,930		
2025CPT.08.09.20472	Hoke	3	SR-1351 / MACKINTOSH CT	FROM SR 1349(DUNROBIN DR) TO DEAD END	2	2	2WU	0.03	31	0	0.03					10	702.00	702.00	386	
TOTAL FOR MAP NO. 3								0.03						10	702.00	702.00	386			
2025CPT.08.09.20472	Hoke	4	SR-1358 / O HARA DR	FROM SR 1333(CLAN CAMPBELL DR) TO SR 1395(JEFFERSON DR)	2	2	2WU	0.86	31	0	0.86				2	36	15,701.00	15,701.00	8,636	
TOTAL FOR MAP NO. 4								0.86						2	36	15,701.00	15,701.00	8,636		
2025CPT.08.09.20472	Hoke	5	SR-1501 / SPANGLER RD	FROM SR1413(PITTMAN GROVE CHURCH RD) TO SR 1502(BEARD RD)	3	2	2WU	0.16	21	0	0.16	0.32	45.00	131	8		1,971.00		1,084	
TOTAL FOR MAP NO. 5								0.16				0.32	45.00	131	8		1,971.00		1,084	
2025CPT.08.09.20472	Hoke	6	SR-1502 / BEARD RD	FROM SR 1501(SPANGLER RD) TO SR1481(MUMFORD RD)	3	2	2WU	0.6	20	0	0.6	1.20	168.00	514	36	48	7,472.00		4,110	
TOTAL FOR MAP NO. 6								0.6				1.20	168.00	514	36	48	7,472.00		4,110	
2025CPT.08.09.20472	Hoke	7	SR-1245 / JOHN BROWN RD	FROM SR 1225(ASHEMONT RD) TO DEAD END	1	2	2WU	0.38	18	0	0.38					7	4,326.00	4,326.00	2,379	
TOTAL FOR MAP NO. 7								0.38								7	4,326.00	4,326.00	2,379	
2025CPT.08.09.20472	Hoke	8	SR-1250 / EDWARDS RD	FROM SR 1225(ASHEMONT RD) TO DEAD END	1	2	2WU	0.12	19	0	0.12					5	1,140.00	1,140.00	627	
TOTAL FOR MAP NO. 8								0.12								5	1,140.00	1,140.00	627	
TOTAL FOR PROJ NO. 2025CPT.08.09.20472								4.63				1.52	213.00	645	53	256	75,098.00	65,655.00	41,305	4.00
2025CPT.08.09.20831	Scotland	9	SR-1130 / FLETCHER RD	FROM SR1128(OLD STATE RD) TO SR 1132(DUNC PATE RD)	4	2	2WU	1.9	22	0	1.9	3.80	532.00	2,023	132	9				
TOTAL FOR MAP NO. 9								1.9				3.80	532.00	2,023	132	9				
TOTAL FOR PROJ NO. 2025CPT.08.09.20831								1.9				3.80	532.00	2,023	132	9				
2025CPT.08.09.20832	Scotland	10	SR-1101 / ACADEMY RD	FROM SOUTH CAROLINA LINE TO US 15-401(MCCOLL RD)	1	2	2WU	2.12	20	1.54	3.66				1	23	27,431.00	27,431.00	15,087	
TOTAL FOR MAP NO. 10								2.12							1	23	27,431.00	27,431.00	15,087	
2025CPT.08.09.20832	Scotland	11	SR-1128 / OLD STAGE RD	FROM SR 1131(X-WAY RD) TO NC HWY 79(GIBSON RD)	1	2	2WU	2.92	22	1.15	4.07				3	59	39,025.00	39,025.00	21,464	
TOTAL FOR MAP NO. 11								2.92							3	59	39,025.00	39,025.00	21,464	
2025CPT.08.09.20832	Scotland	12	SR-1144 / OIL MILL RD	FROM NC HWY 79(MAIN ST) TO NC HWY 381(HAMLET RD)	1	2	2WU	1.21	20	0	1.21				2	36	14,189.00	14,189.00	7,804	
TOTAL FOR MAP NO. 12								1.21							2	36	14,189.00	14,189.00	7,804	
2025CPT.08.09.20832	Scotland	13	SR-1609 / HARRY MALLOY RD	SR 1614(BARNES BRIDGE RD) TO SR 1601(OLD JOHNS RD)	1	2	2WU	0.94	24	1.48	2.42						13,747.00	13,747.00	7,561	
TOTAL FOR MAP NO. 13								0.94									13,747.00	13,747.00	7,561	
2025CPT.08.09.20832	Scotland	14	SR-1614 / BARNES BRIDGE RD	FROM SR 1615(HASTY RD) TO US HWY 15-401(MCCOLL RD)	1	2	2WU	3.24	23	4.32	7.56				2	37	46,966.00	46,966.00	25,831	
TOTAL FOR MAP NO. 14								3.24							2	37	46,966.00	46,966.00	25,831	
TOTAL FOR PROJ NO. 2025CPT.08.09.20832								10.43							8	155	141,358.00	141,358.00	77,747	7.00
GRAND TOTAL								16.96				5.32	745.00	2,668	193	420	216,456.00	207,013.00	119,052	11.00

SIGNING FOR ASPHALT SURFACE TREATMENT

LEGEND

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



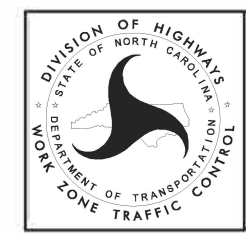
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		<ul style="list-style-type: none"> - PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. - 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. 	<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;"> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
		<ul style="list-style-type: none"> - 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. 	
		<ul style="list-style-type: none"> - 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. 	
		<ul style="list-style-type: none"> - PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION. 	
	<p>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.</p>		

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.

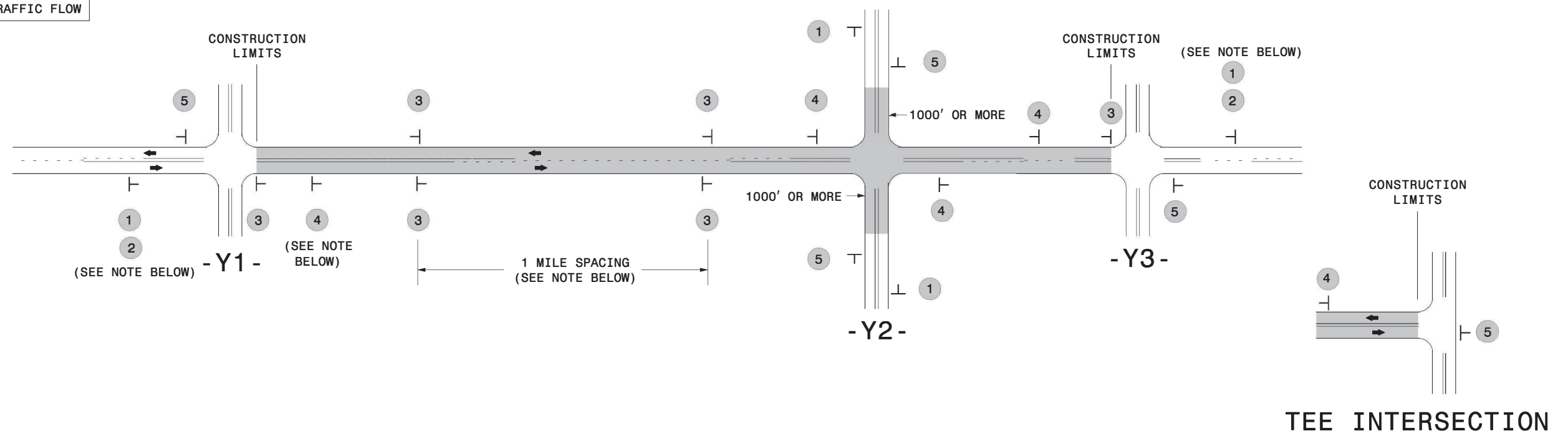


ADVANCE WARNING SIGNS FOR 2-LANE ROADWAY ASPHALT SURFACE TREATMENT

5/12/2017 S:\TLM\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln - AST.dgn User:kedais

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

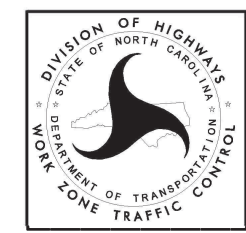
-Y- LINE SIGNING

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:\TJ\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2L.dgn User:kedais