

PROJECT NO.	SHEET NO.	TOTAL NO.
2021CPT.10.08.20042	1	5

SUMMARY OF QUANTITIES

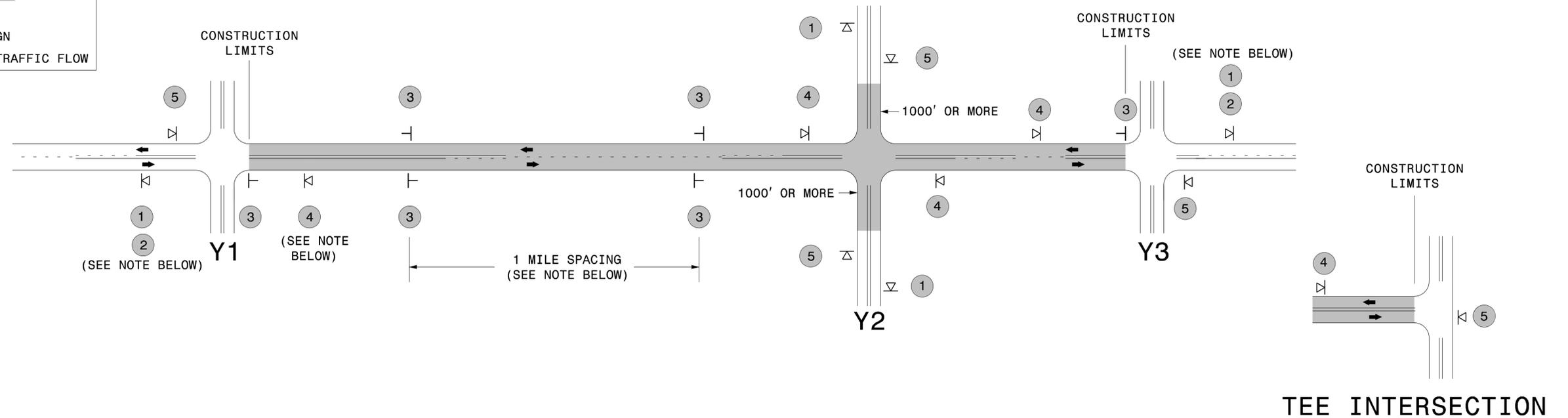
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	BEGIN MP	END MP	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1803500000-E	1838000000-E	1838500000-N	2143000000-E	4413000000-E	4457000000-N		
												ASPHALT SURFACE TREATMENT, DOUBLE SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	VACUUM TRUCK	BLOTTING SAND	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL		
												MI	FT	SY	GAL	WK	TON	SF	LS
2021CPT.10.08.20042	Anson	1	CRIBS CREEK (SR 1600)	FROM RACE TRACK RD (SR 1452) TO WIGHTMAN CH RD (SR 1610)	0.00	1.92	2	NO	NO	1.92	16	18,924	10,408						
TOTAL FOR MAP NO. 1												1.92		18,924	10,408				
2021CPT.10.08.20042	Anson	2	GEORGE WRIGHT RD (SR 1606)	FROM ROCKY MOUNT CH RD (SR 1600) TO BURNSVILLE CH RD (SR 1608)	0.00	3.10	2	NO	NO	3.10	18	34,373	18,905						
TOTAL FOR MAP NO. 2												3.10		34,373	18,905				
2021CPT.10.08.20042	Anson	3	GADDY FERRY RD (SR 1609)	FROM THE STANLY CO LINE TO WIGHTMAN CH RD (SR 1610)	0.00	1.59	2	NO	NO	1.59	18	17,630	9,697						
TOTAL FOR MAP NO. 3												1.59		17,630	9,697				
2021CPT.10.08.20042	Anson	4	CEDAR GROVE CH RD (SR 1610)	FROM NC 742 TO RANDALL RD (SR 1612)	0.00	3.80	2	NO	NO	3.80	18	42,134	23,174						
TOTAL FOR MAP NO. 4												3.80		42,134	23,174				
2021CPT.10.08.20042	Anson	5	WIGHTMAN CH RD (SR 1610)	FROM ROCKY MOUNT CH RD (SR 1600) TO RANDALL RD (SR 1612)	3.80	6.20	2	NO	NO	2.40	18	26,611	14,636						
TOTAL FOR MAP NO. 5												2.40		26,611	14,636				
2021CPT.10.08.20042	Anson	6	LITTLE RD (SR 1611)	FROM WIGHTMAN CH RD (SR 1610) TO RACE TRACK RD (SR 1452)	0.00	1.00	2	NO	NO	1.00	20	12,320	6,776						
TOTAL FOR MAP NO. 6												1.00		12,320	6,776				
2021CPT.10.08.20042	Anson	7	RANDALL RD (SR 1612)	FROM CEDAR GROVE CH RD (SR 1610) TO LITTLE CREEK RD (SR 1619)	0.90	3.05	2	NO	NO	2.15	16	21,190	11,655						
TOTAL FOR MAP NO. 7												2.15		21,190	11,655				
2021CPT.10.08.20042	Anson	8	LEE RD (SR 1613)	FROM RANDALL RD (SR 1612) TO MORTON RD (SR 1654)	0.00	1.35	2	NO	NO	1.35	20	16,632	9,148						
TOTAL FOR MAP NO. 8												1.35		16,632	9,148				
2021CPT.10.08.20042	Anson	9	HIGH ROCK CRUSHER RD (SR 1615)	FROM NC 742 NORTH TO ANSONVILLE POLKTON RD (SR 1418)	0.00	2.62	2	NO	NO	2.62	20	32,278	17,753						
TOTAL FOR MAP NO. 9												2.62		32,278	17,753				
TOTAL FOR PROJ NO. 2021CPT.10.08.20042												19.93		222,092	122,152	2.00	20.00	918	1
GRAND TOTAL												19.93		222,092	122,152	2.00	20.00	918	1

NOTE: The Contractor shall not park equipment or work outside the existing Right of Way in Historic Areas.

SIGNING FOR ASPHALT SURFACE TREATMENT

LEGEND

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



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

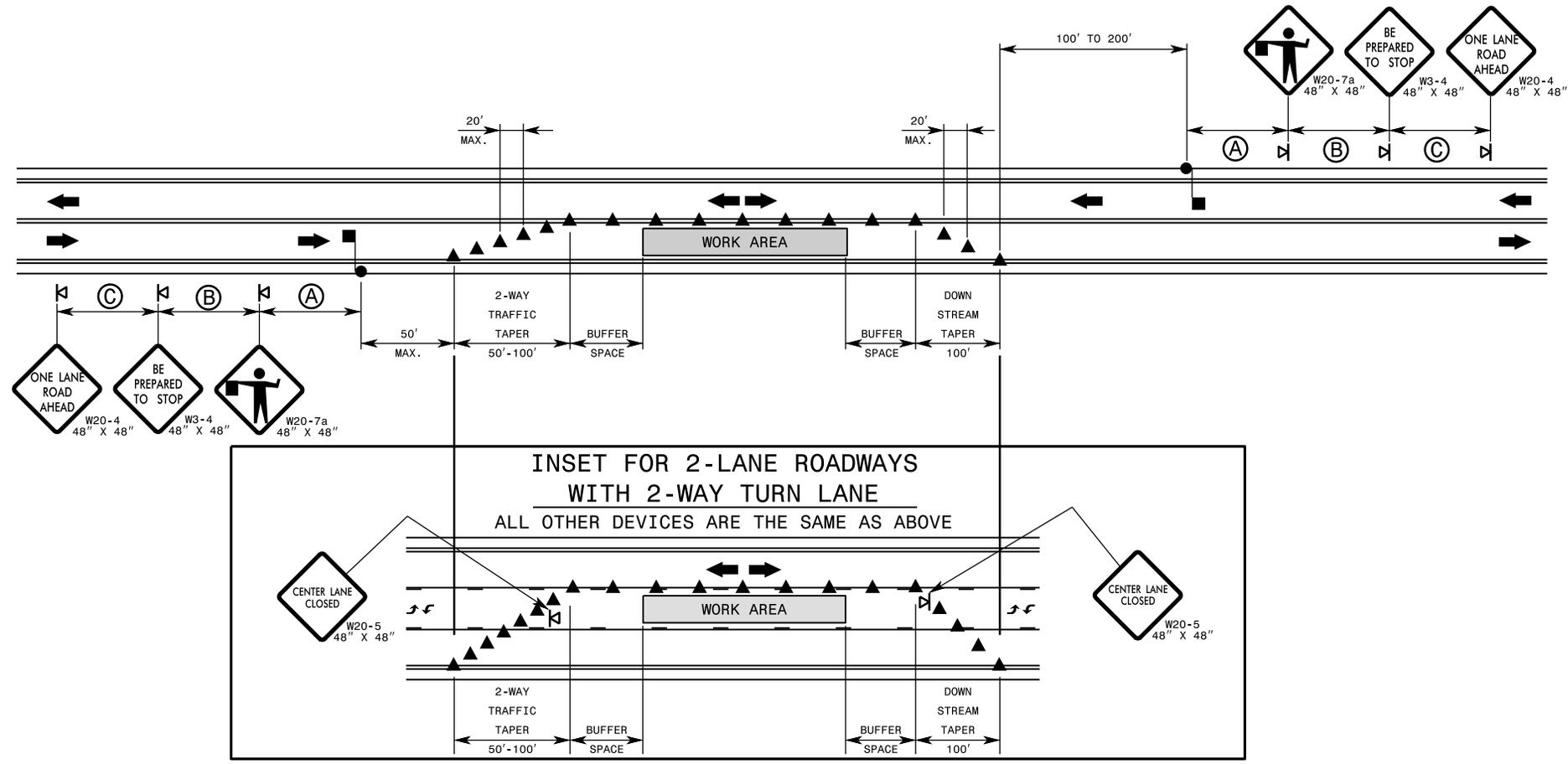
SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 	<ul style="list-style-type: none"> - PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. - SIGN #2 ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO THE 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; align-items: center;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	3	 	<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. 	
	4		<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. 	
	5		<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**



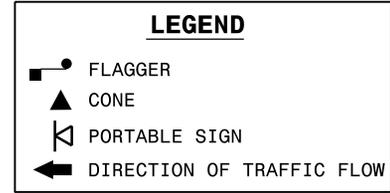
GENERAL NOTES FOR FLAGGING OPERATIONS

- 1- REFER TO RSD. 1101.11, SHEETS 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
- 2- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC.
- 3- REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- 4- PLACE CONES THRU THE WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- 5- EXTEND LANE CLOSURES AT THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE IS PROVIDED TO THE FLAGGER (REFER TO RSD. 1101.11, SHEET 2).
- 6- DO NOT STOP TRAFFIC IN ANY ONE DIRECTION FOR MORE THAN 5 MINUTES AT A TIME.
- 7- DRUMS OR SKINNY DRUMS MAY BE USED IN LIEU OF CONES. REFER TO RSD. 1180.01 FOR SKINNY DRUM REQUIREMENTS.
- 8- USE FLAGGERS TO CONTROL TRAFFIC AT INTERSECTIONS AFFECTED BY THE LANE CLOSURE. SUPPLEMENT FLAGGERS LOCATED AT INTERSECTIONS WITH FLAGGER AHEAD SIGNS (W20-7a) PLACED APPROXIMATELY 250 FT. IN ADVANCE OF THE FLAGGER. FOR SIGNALIZED INTERSECTIONS PLACE SIGNALS IN THE FLASH MODE AND USE LAW ENFORCEMENT.
- 9- REFER TO THE CURRENT MUTCD FOR FLAGGER CONTROL, REQUIREMENTS, AND PROCEDURES.
- 10- DO NOT EXCEED A 1 MILE LANE CLOSURE LENGTH UNLESS OTHERWISE SHOWN IN THE TMP OR AS DIRECTED BY THE ENGINEER.

- 11- IF VEHICLE QUEUES WILL REACH WITHIN 15' OF EITHER SIDE OF ACTIVE RAILROAD TRACKS, PROVIDE A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER TO PREVENT VEHICLES FROM STOPPING WITHIN THE GRADE CROSSING. PROVIDE OFFICER OR FLAGGER EVEN IF AUTOMATIC WARNING MEASURES ALREADY EXIST.

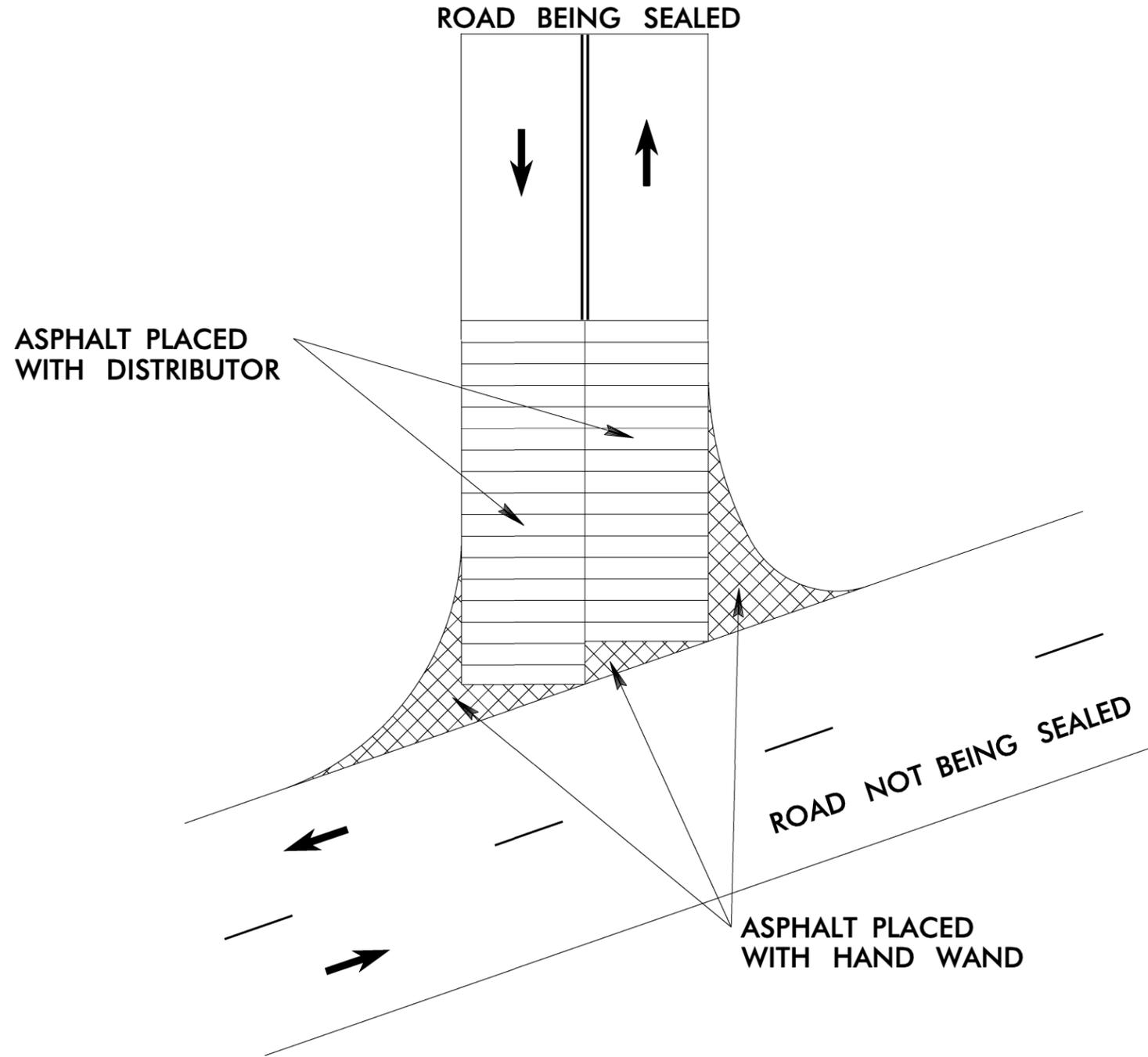
GENERAL NOTES FOR PILOT CAR OPERATIONS

- 1- USE PILOT CARS WHEN DIRECTED BY THE ENGINEER.
- 2- IF ROADWAY WIDTH IS LESS THAN 22 FEET (EOP TO EOP), CONES MAY NOT BE REQUIRED ALONG WORK AREA, AND AT THE DISCRETION OF THE ENGINEER, CONES MAY BE OMITTED ALONG THE WORK AREA IF USING A PILOT CAR.
- 3- CONES ARE ALWAYS REQUIRED IN THE UPSTREAM AND DOWNSTREAM TAPERS.
- 4- MOUNT SIGN G20-4 "PILOT CAR FOLLOW ME" AT A CONSPICUOUS POSITION ON THE REAR OF THE PILOT VEHICLE.
- 5- DO NOT INSTALL MORE THAN ONE (1) MILE OF LANE CLOSURE, MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- 6- ADVISE RESIDENTS AND BUSINESSES WITHIN THE LANE CLOSURE LIMITS ABOUT METHODS OF SAFE EGRESS AND INGRESS FROM DRIVEWAYS DURING FLAGGING AND PILOT CAR OPERATIONS.



INTERSECTION EMULSION PLACEMENT TWO LANE TWO WAY ROADWAY

PROJECT NO.	SHEET NO.
202ICPT.10.08.20042	5
F.A. PROJECT NO.	



LEGEND

- DIRECTION OF TRAFFIC FLOW
- SKIP LINES
- DOUBLE YELLOW LINES

INTERSECTION EMULSION PLACEMENT

SCALE	N/A
DATE	9-2019
DWG. BY	TBL
DESIGN BY	TBL
APPROVED	TWB



REVISIONS	