

PROJECT NO.	SHEET NO.	TOTAL NO.
2023CPT.11.02.10141	1	2
2023CPT.11.02.20141		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	MILE POST FROM	MILE POST TO	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	0106000000-E	1220000000-E	1245000000-E	1297000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	1775000000-E	1838000000-E	2800000000-N	2815000000-N	2830000000-N	2845000000-N	6084000000-E	7288000000-E	7300000000-E	7324000000-N	7444000000-E	7456000000-E
												BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.58	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, MAT SEAL # 78M	EMULSION FOR ASPHALT SURFACE TREATMENT	ADJUST CATCH BASIN	ADJUST DROP INLET	ADJUST MANHOLES	ADJUST METER OR VALVE BOX	SEED & MULCHING	PAVED TRENCHING (1 CONDUIT, 2")	UNPAVED TRENCHING (1 COND, 2")	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)
												MI	FT	CY	TONS	SMI	SY	SY	TONS	TONS	TON	TONS	EA	EA	EA	EA	AC	LF	LF	EA	LF	LF
2023CPT.11.02.10141	Caldwell	1	US 321 NB	FROM SR 1109 TO SR 1108	4.91	7.14	1	2	MU	2.23	32	446	45	4.46		3,556		4,060	244	600				1	2	2	1.67	20	20	2	500	20
2023CPT.11.02.10141	Caldwell	2	US 321 NB	FROM SR 1108 TO SR 1160	7.14	9.37	1	2	MD	2.23	32	446	45	4.46		3,556		4,060	244	600				1	1	1	1.67	20	20	2	500	20
2023CPT.11.02.10141	Caldwell	3	NC 18	FROM 600' WEST OF SR 1705 TO END OF WIDENING	13.82	14.04	2	4	2WU	0.22	50	44	10	0.33	6,500		614		41							0.08						
2023CPT.11.02.10141	Caldwell	4	NC 18	FROM END OF WIDENING AT SR 1705 TO SR 1812	14.04	16.73	3	2	2WU	2.69	27	538	54	5.38		600	4,061		272	610	42,610	15,000				2.02						
TOTAL FOR PROJ NO. 2023CPT.11.02.10141										7.37		1,474	154	14.63	6,500	7,712	4,675	8,120	801	1,810	42,610	15,000		2	3	3	5.44	40	40	4	1,000	40
2023CPT.11.02.20141	Caldwell	5	SR 1106	FROM SOUTHERN ROUNDABOUT PROJECT LIMITS TO BR# 350 OVER LAKE HICKORY	0.43	1.72	4	2	2WU	1.29	32		13		24,267		2,206		148				3	3	3	3						
2023CPT.11.02.20141	Caldwell	6	SR 1107	FROM US 321 ALT TO CONCORD DR (NS)/END C&G SECTION	0.02	0.76	4	2	2WU	0.74	34		10		14,922		1,344		90				5	5	5	5						
2023CPT.11.02.20141	Caldwell	7	SR 1107	FROM CONCORD DR (NS)/END C&G SECTION TO BR# 262 OVER MILL POND	0.76	1.24	3	2	2WU	0.48	20	96	10	0.96		1,500	514		34						2	2	0.36					
TOTAL FOR PROJ NO. 2023CPT.11.02.20141										2.51		96	33	0.96	39,189	1,500	4,064		272			8	8	10	10	0.36						
GRAND TOTAL										9.88		1,570	187	15.59	45,689	9,212	8,739	8,120	1,073	1,810	42,610	15,000	8	10	13	13	5.80	40	40	4	1,000	40

For 'Mile Post' information, visit <https://ncdot.maps.arcgis.com>, then select 'View all popular products', then select 'NCDOT Distance Hatches & Structures Map'

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THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	MILE POST FROM	MILE POST TO	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E WORK ZONE ADVANCE/GENERAL WARNING SIGNING	4457000000-N TEMPORARY TRAFFIC CONTROL	4510000000-N LAW ENFORCE- MENT	4810000000-E 4" WHITE PAINT	4" YELLOW PAINT	4820000000-E 8" WHITE PAINT	8" YELLOW PAINT	4825000000-E 12" WHITE PAINT	4830000000-E 16" WHITE PAINT	4835000000-E 24" WHITE PAINT	4840000000-N PAINT MSG RXR	PAINT LT ARROW	PAINT STR ARROW	PAINT RT ARROW	PAINT STR & LT ARROW	PAINT STR & RT ARROW	4895000000-N GENERIC MARKING ITEM NON-CAST IRON SNOW PLOWABLE MARKER	5255000000-N PORTABLE LIGHTING
										MI	FT	SF	LS	HR	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA			
2023CPT.11.02.10141	Caldwell	1	US 321 NB	FROM SR 1109 TO SR 1108	4.91	7.14	1	2	MU	2.23	32	580	1		36,215	23,772	1,784			200		38	18	18	2		201		
2023CPT.11.02.10141	Caldwell	2	US 321 NB	FROM SR 1108 TO SR 1160	7.14	9.37	1	2	MD	2.23	32	580			36,215	23,772	1,784			200		22	8	16	2		201		
2023CPT.11.02.10141	Caldwell	3	NC 18	FROM 600' WEST OF SR 1705 TO END OF WIDENING	13.82	14.04	2	4	2WU	0.22	50	29			4,822	9,293		300				6		6	2		15		
2023CPT.11.02.10141	Caldwell	4	NC 18	FROM END OF WIDENING AT SR 1705 TO SR 1812	14.04	16.73	3	2	2WU	2.69	27	350															178		
TOTAL FOR PROJ NO. 2023CPT.11.02.10141										7.37		1,539	1		77,252	56,837	3,568	300		400		66	26	40	6		595		
															134,089		3,868					138							
2023CPT.11.02.20141	Caldwell	5	SR 1106	FROM SOUTHERN ROUNDABOUT PROJECT LIMITS TO BR# 350 OVER LAKE HICKORY	0.43	1.72	4	2	2WU	1.29	32	168		80	18,585	21,520													1
2023CPT.11.02.20141	Caldwell	6	SR 1107	FROM US 321 ALT TO CONCORD DR (NS)/END C&G SECTION	0.02	0.76	4	2	2WU	0.74	34	96		60	15,925	15,925	400		500	50	525	4	2				2		
2023CPT.11.02.20141	Caldwell	7	SR 1107	FROM CONCORD DR (NS)/END C&G SECTION TO BR# 262 OVER MILL POND	0.76	1.24	3	2	2WU	0.48	20	62		80	10,330	10,330													
TOTAL FOR PROJ NO. 2023CPT.11.02.20141										2.51		326		220	44,840	47,775	400		500	50	525	4	2			4	2		1
															92,615		400						4						
GRAND TOTAL										9.88		1,865	1	220	122,092	104,612	3,968	300	500	50	925	4	68	26	40	6	2	595	1
															226,704		4,268					142							

- \* "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.
- \* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER
- \* ON ANY MAP WITH SIGNALIZED INTERSECTIONS RESURFACE BEYOND FOOTPRINT OF VEHICLE DETECTION LOOPS

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V3	INCIDENTAL MILLING (See Tie in Detail)

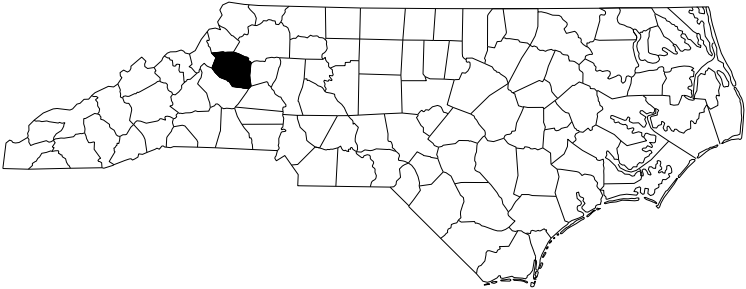




# CALDWELL COUNTY

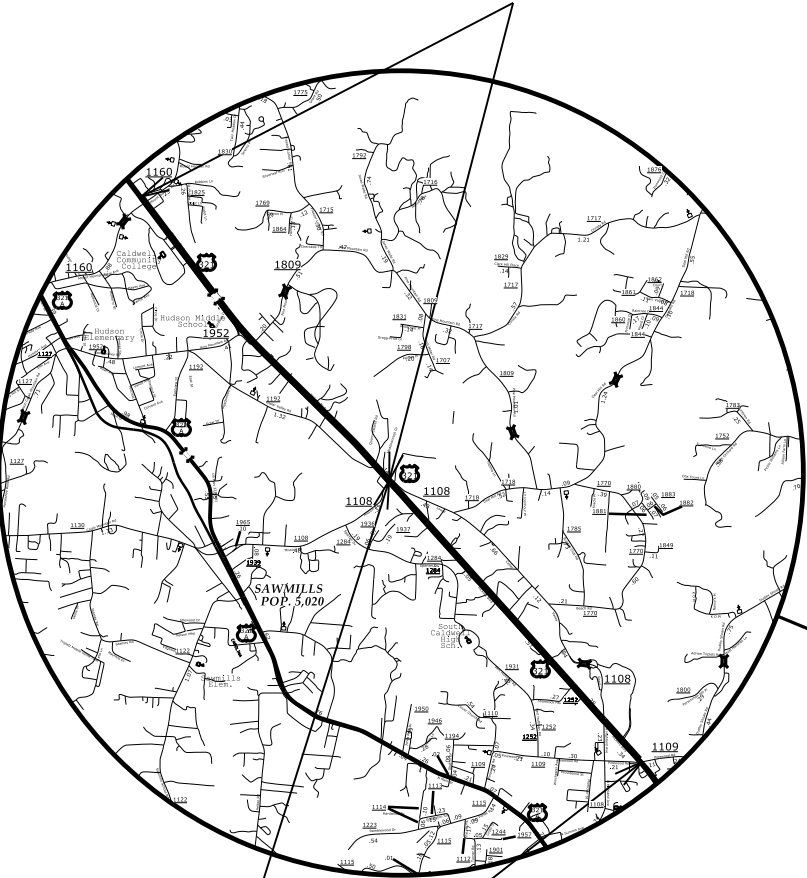
TYPE OF WORK: ASPHALT RESURFACING  
MAPS # 1 THROUGH # 4

2023



MAP #2

\* US 321 NB - (2.23mi.)  
(FROM SR 1108 TO SR 1160)



MAP #1

\* US 321 NB - (2.23mi.)  
(FROM SR 1109 TO SR 1108)

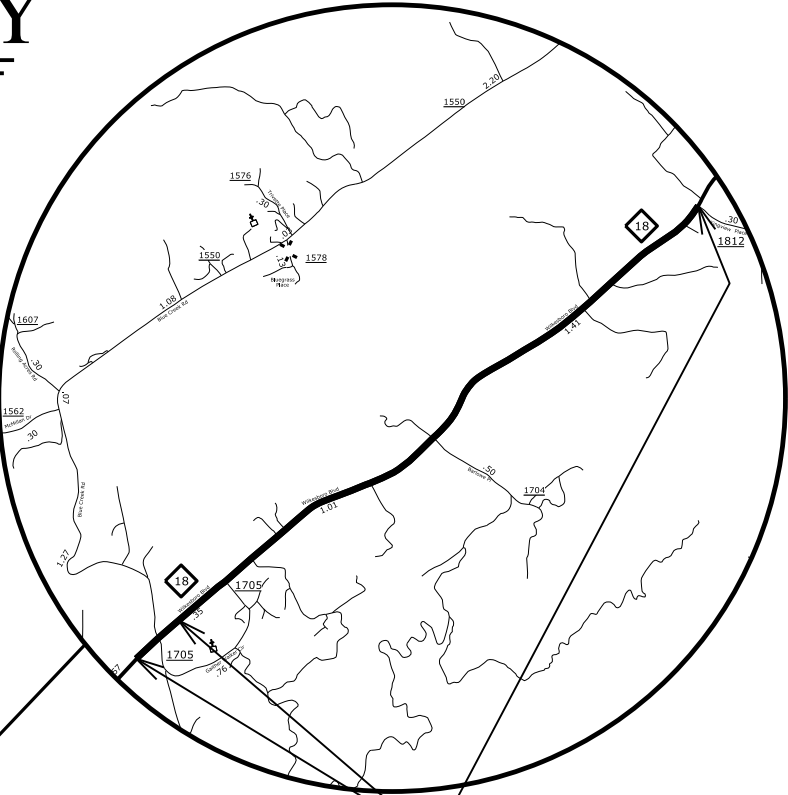


MAP #3

\* NC 18 - (0.22 mi.)  
(FROM 600' WEST OF SR 1705  
TO END OF WIDENING)

MAP #4

\* NC 18 - (2.69 mi.)  
(FROM END OF WIDENING AT SR 1705  
TO SR 1812)



# CALDWELL COUNTY

TYPE OF WORK: ASPHALT RESURFACING  
MAPS # 5 THROUGH # 7

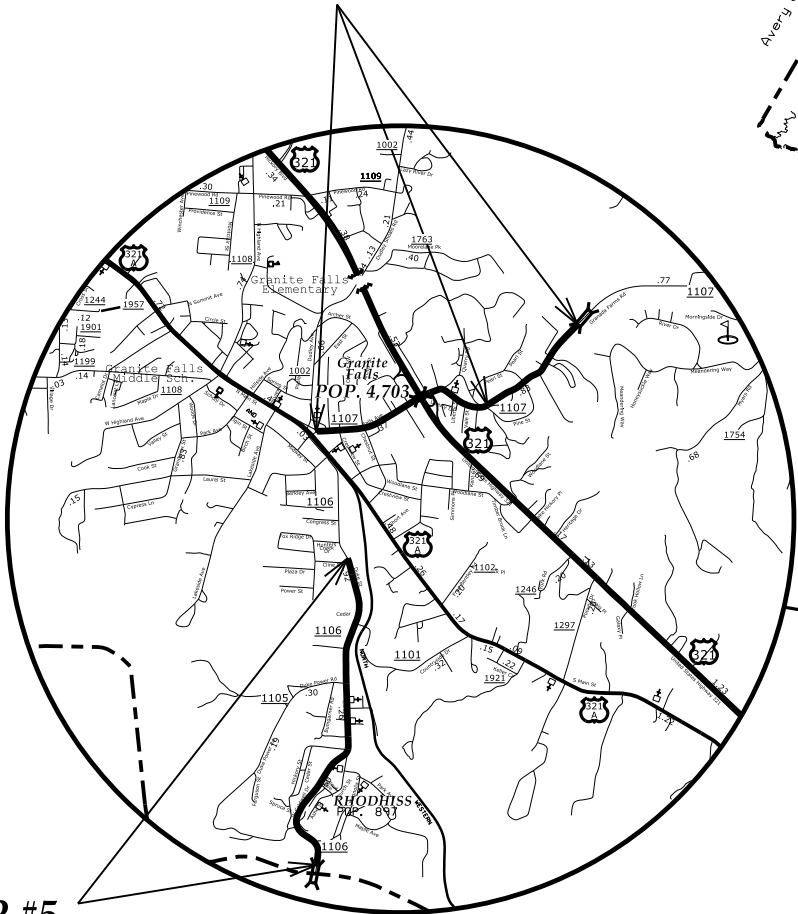


*MAP #6*

\* SR 1107 - (0.76 mi.)  
(FROM US 321A TO CONCORD DR. (NS))

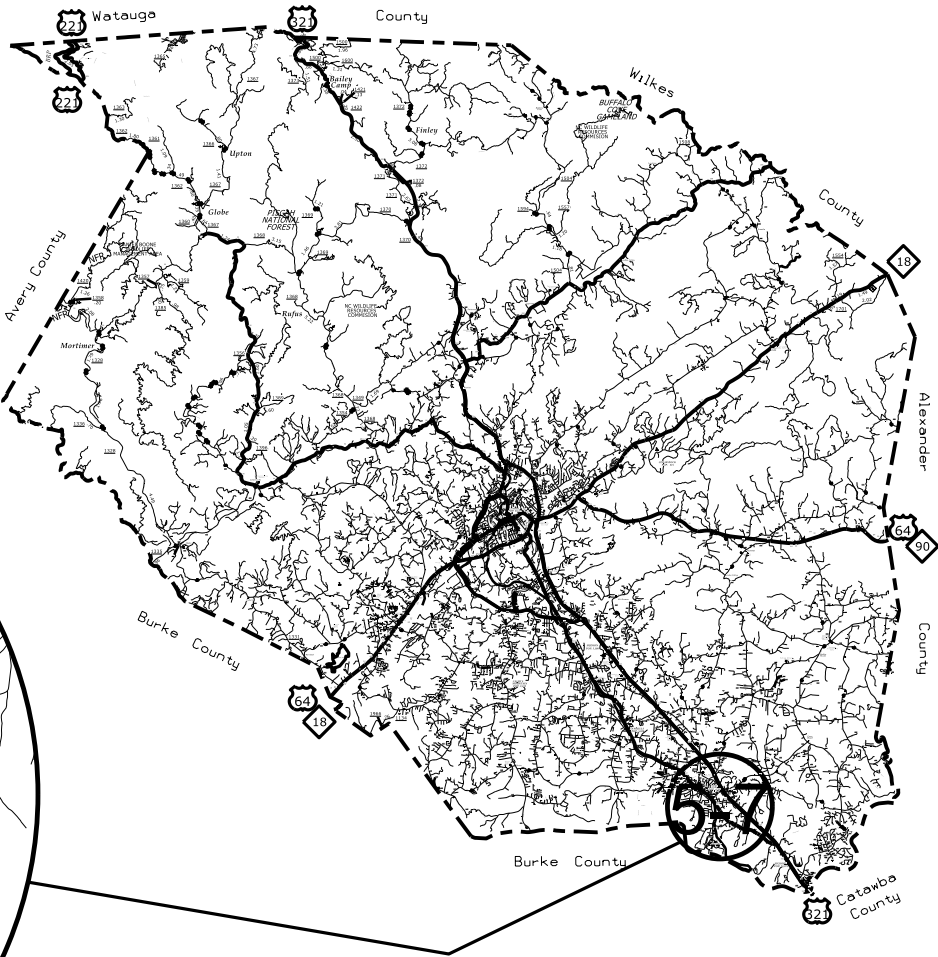
*MAP #7*

\* SR 1107 - (0.48 mi.)  
(FROM CONCORD DR. (NS) TO BRIDGE # 262)

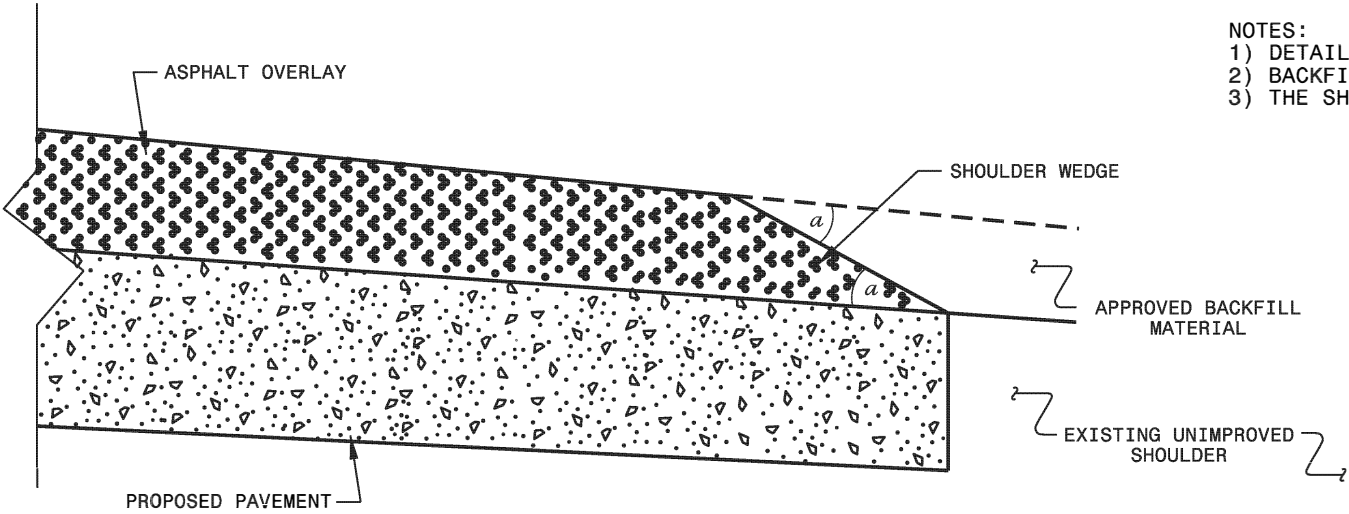


*MAP #5*

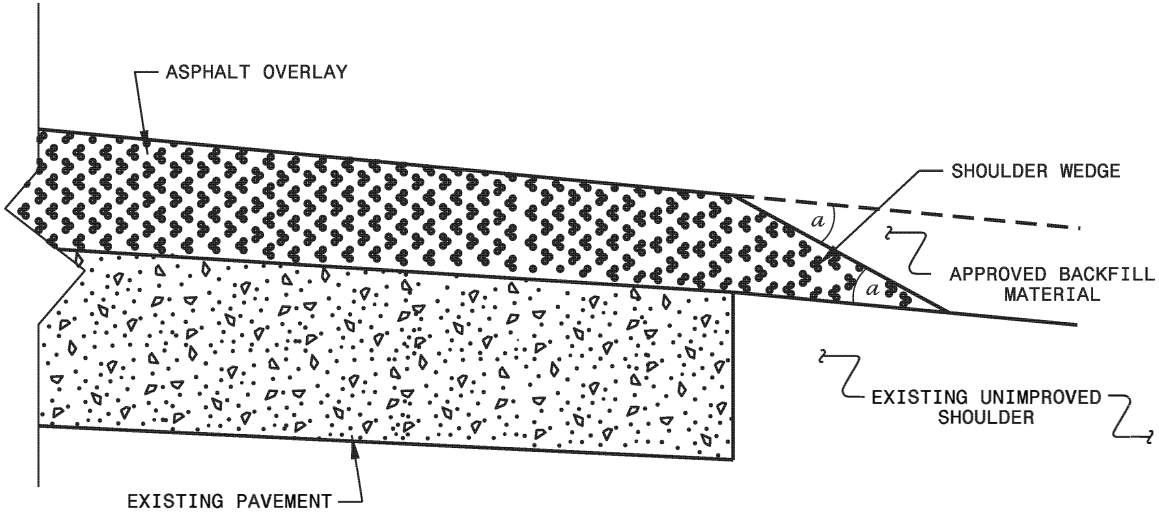
\* SR 1106 - (1.29 mi.)  
(FROM ROUNDABOUT PROJECT LIMITS TO BRIDGE# 350)



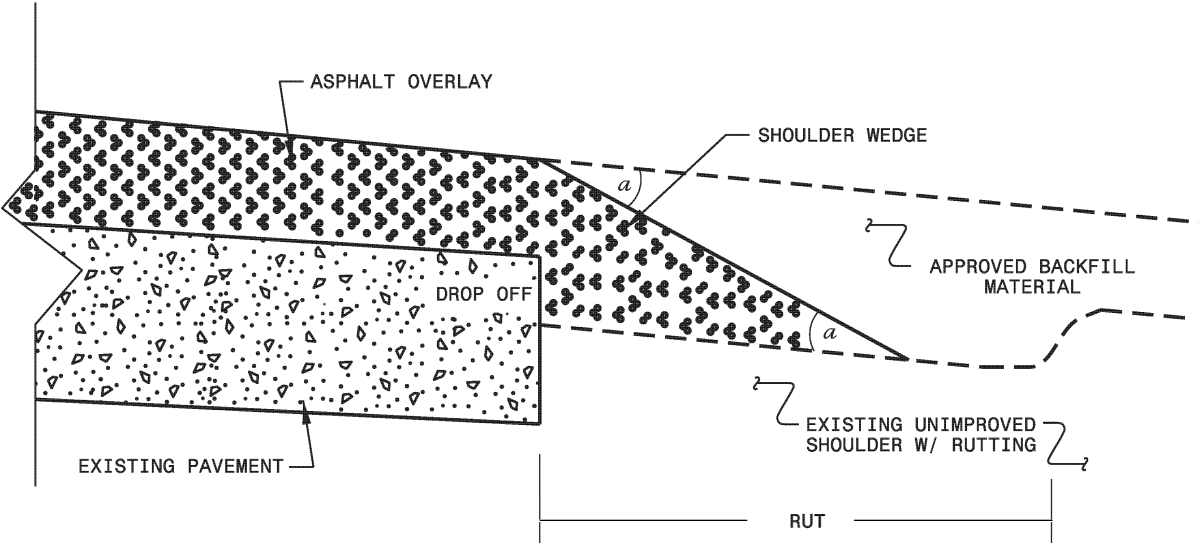
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

Q:\FEB-2008\1151  
S:\NDC\3-0-001\1151-5853\CA00\Shoulder Wedge Detail.dgn  
c:\wiles AT DIV07-300048



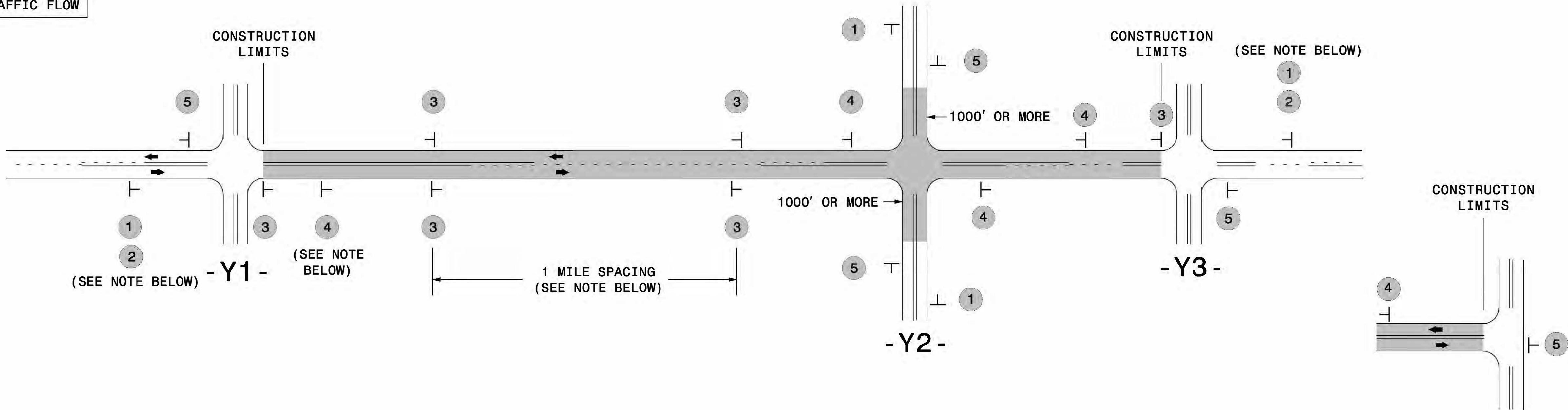


SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN


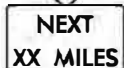




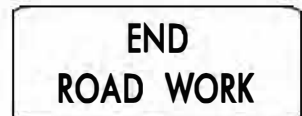
DIRECTION OF TRAFFIC FLOW



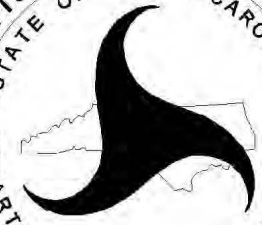
TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div><div>W20-1 48" X 48"</div></div> <div>2</div> <div><div>W7-3aP 24" X 18"</div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#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)</div>	<div>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</div> <div>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS</div> <div>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.</div> <div><div><div>W20-1 48" X 48"</div></div><div>PLACED 500' IN ADVANCE OF FLAGGER.</div><div><div>W20-7 A 48" X 48"</div></div><div>PLACED 250' IN ADVANCE OF FLAGGER.</div></div>
	<div>3</div> <div><div>SP 13107 48" X 48"</div></div> <div>- 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.</div>	
	<div>4</div> <div><div>SP 13106 48" X 48"</div></div> <div>- 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.</div>	
	<div>5</div> <div><div>G20-2 A 48" X 24"</div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div>	
	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.	
LESS 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.	

DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
WORK ZONE TRAFFIC CONTROL



AD



ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2-LANE ROADWAY  
RESURFACING