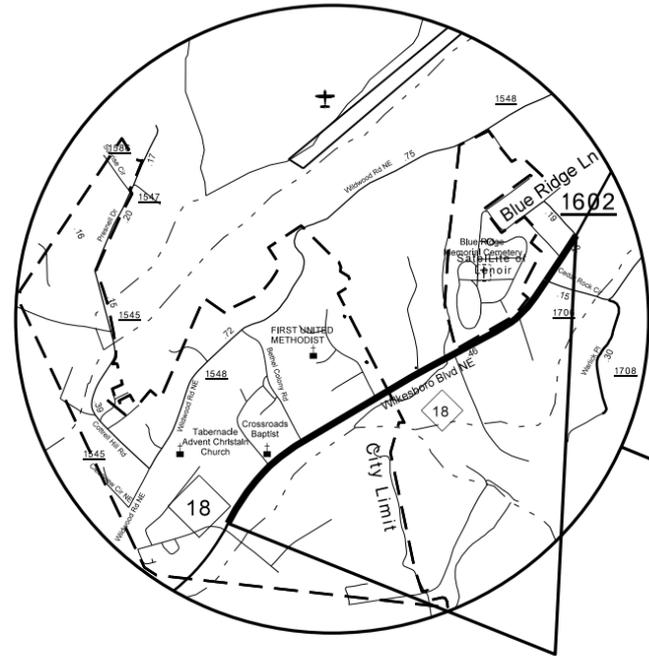


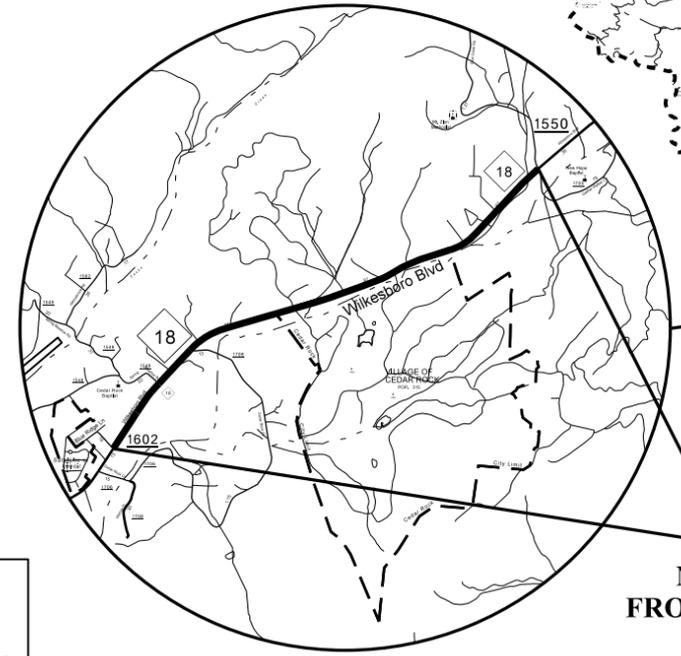
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CALDWELL COUNTY

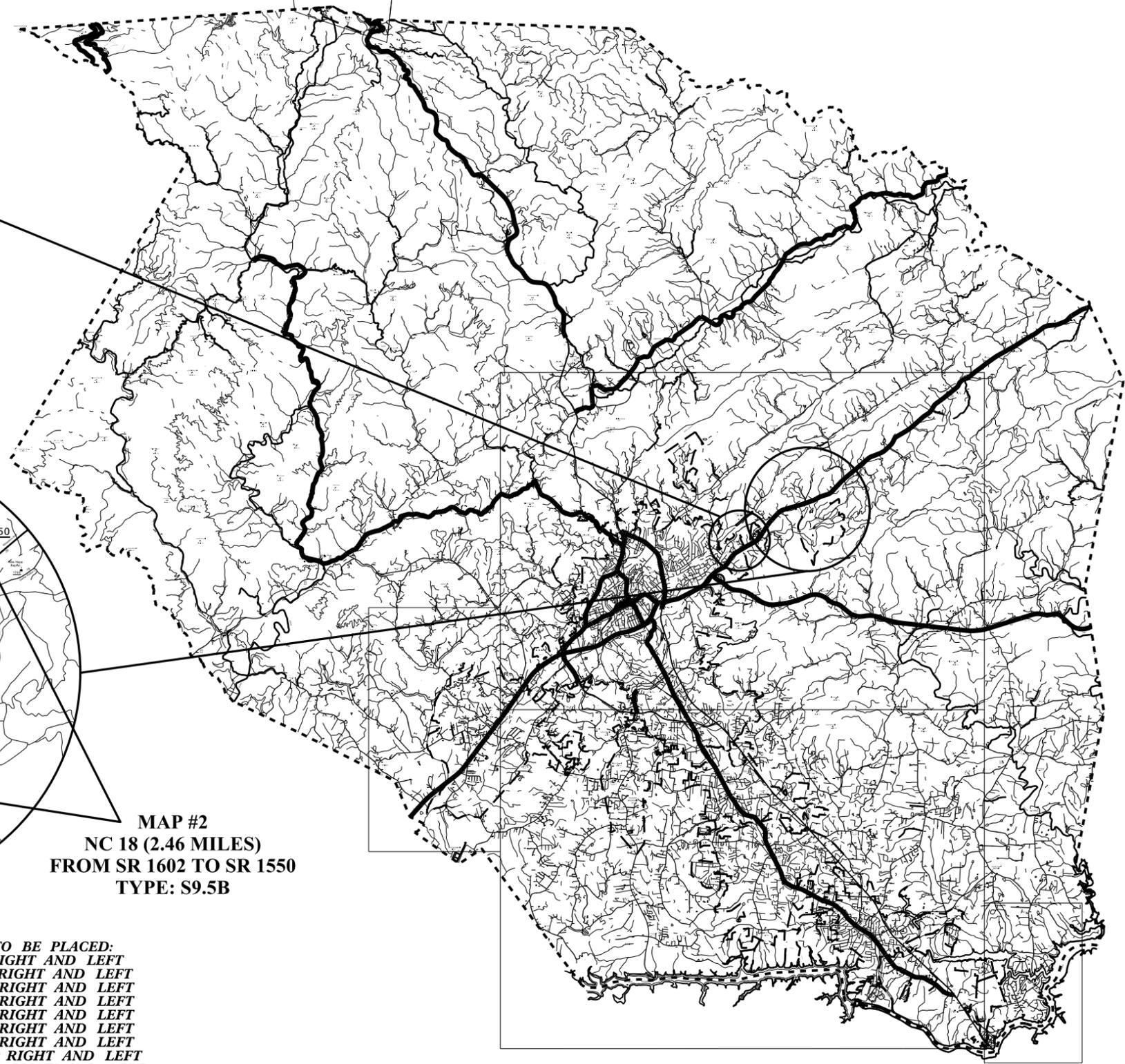
PRIMARY ASPHALT RESURFACING



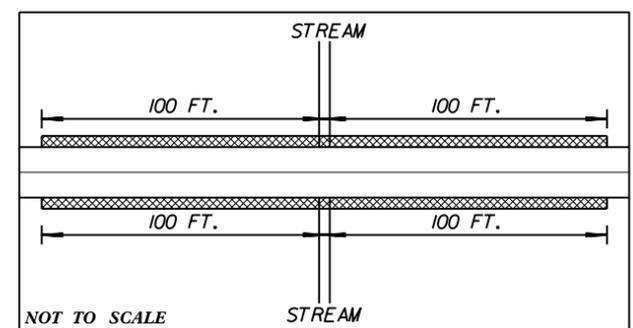
MAP #1
NC 18 (1.00 MILES)
FROM END OF 5-LANE TO SR 1602
TYPE: S9.5B



MAP #2
NC 18 (2.46 MILES)
FROM SR 1602 TO SR 1550
TYPE: S9.5B



***DETAIL FOR AGGREGATE SHOULDER BORROW AT STREAM CROSSING**



HATCHED AREA SHOWS PLACEMENT OF AGGREGATE SHOULDER BORROW

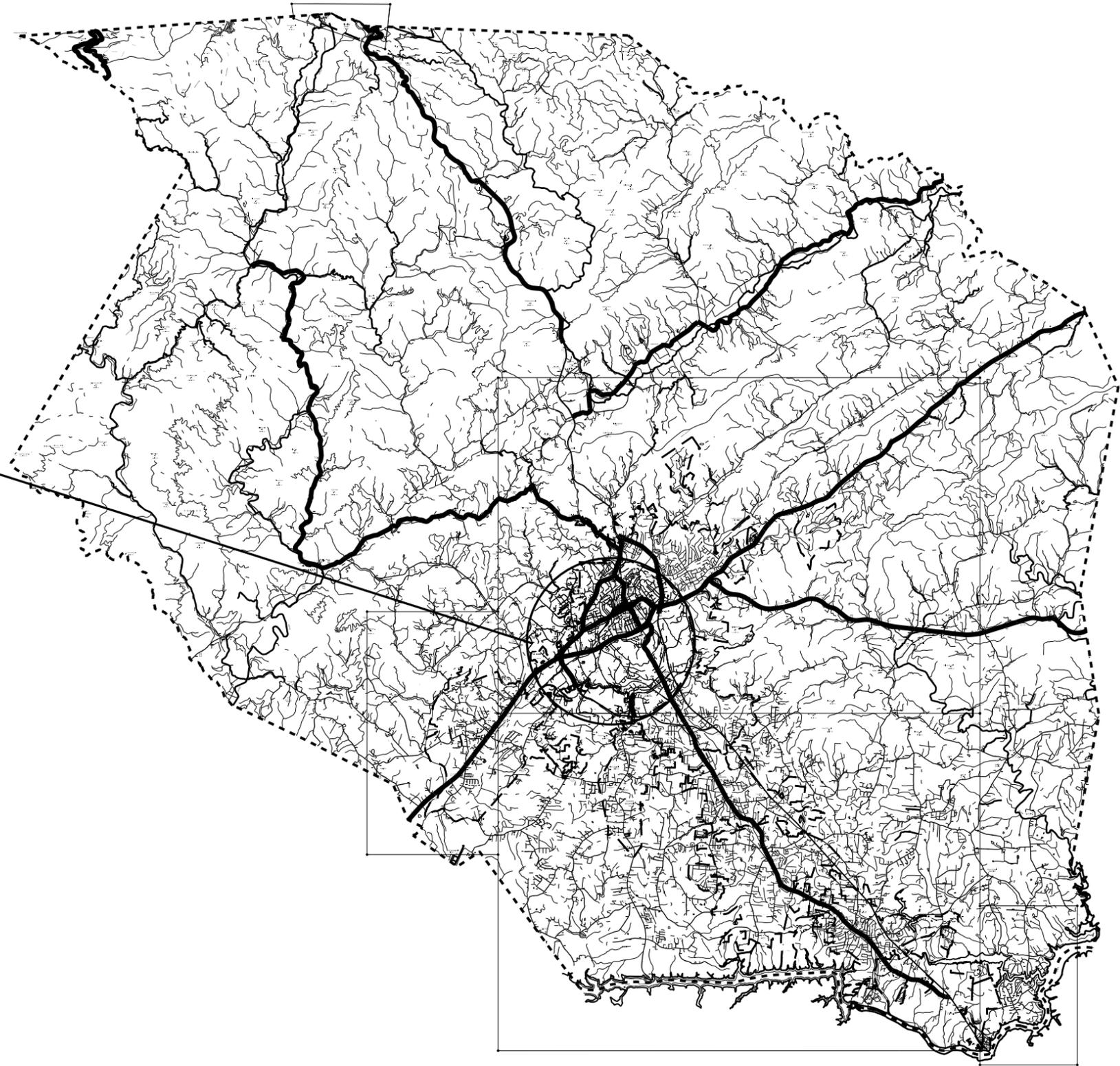
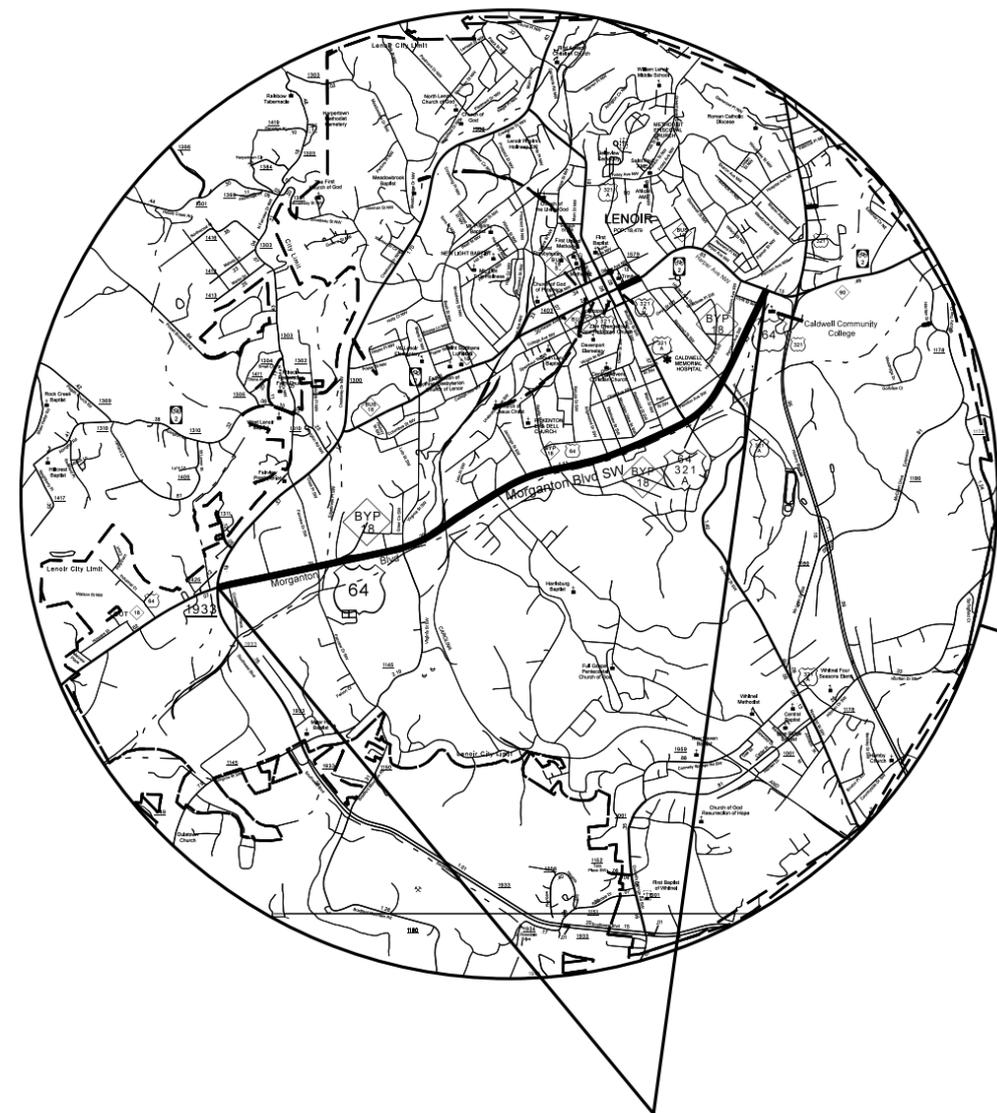
- AGGREGATE SHOULDER BORROW TO BE PLACED:**
- * APPROX. STATION 5+00 TO 6+50 RIGHT AND LEFT
 - APPROX. STATION 31+50 TO 32+50 RIGHT AND LEFT
 - APPROX. STATION 35+50 TO 36+50 RIGHT AND LEFT
 - APPROX. STATION 42+00 TO 43+00 RIGHT AND LEFT
 - APPROX. STATION 45+50 TO 46+50 RIGHT AND LEFT
 - APPROX. STATION 65+50 TO 66+50 RIGHT AND LEFT
 - APPROX. STATION 74+50 TO 75+50 RIGHT AND LEFT
 - APPROX. STATION 113+00 TO 114+00 RIGHT AND LEFT
 - APPROX. STATION 128+00 TO 130+00 RIGHT AND LEFT

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C:\Users\jlaw\Documents\Project Manager\Contract\Division\DK00129 - 2015 Caldwell Primary Resurfacing Maps.dgn

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

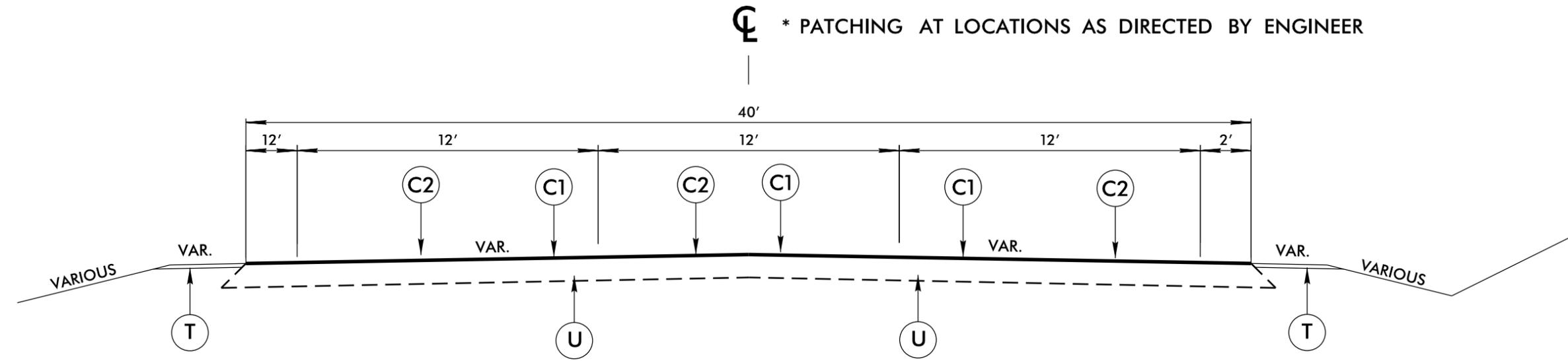
CALDWELL COUNTY

PRIMARY ASPHALT RESURFACING

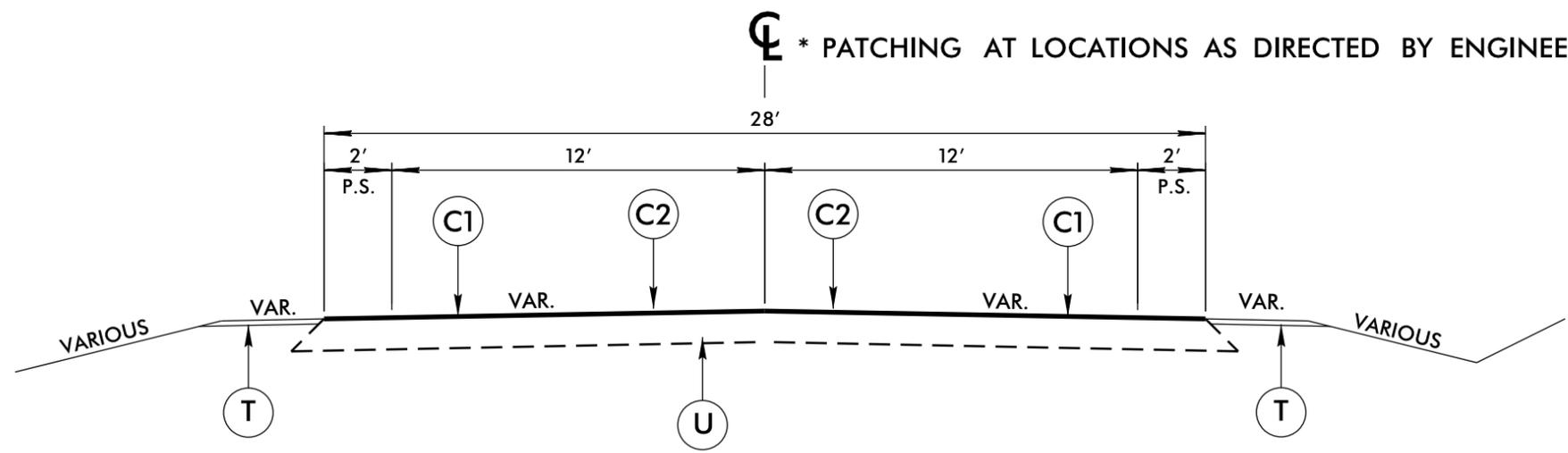


MAP #3
US 64 (2.70 MILES)
FROM NC 18 BUS TO SR 1933
TYPE: S9.5C

8/17/99

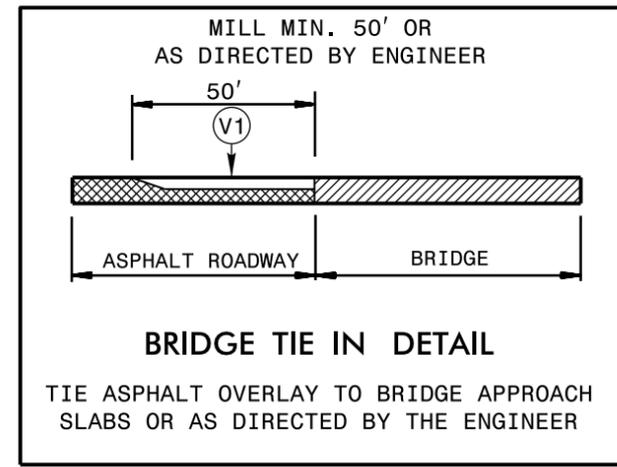
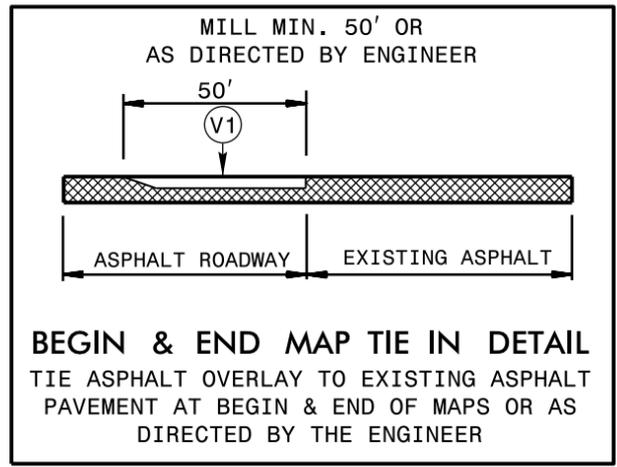


*MAP 1 - NC 18 FROM END OF 5-LANE TO SR 1602



*MAP 2 - NC 18 FROM SR 1602 TO SR 1550

PAVEMENT SCHEDULE	
C1	PROP. ASPHALT SURFACE TREATMENT, STRAIGHT SEAL (LIGHTWEIGHT AGGREGATE)
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 3"



**CALDWELL COUNTY
PRIMARY RESURFACING**

DIVISION II

REVISIONS	INT.	DATE

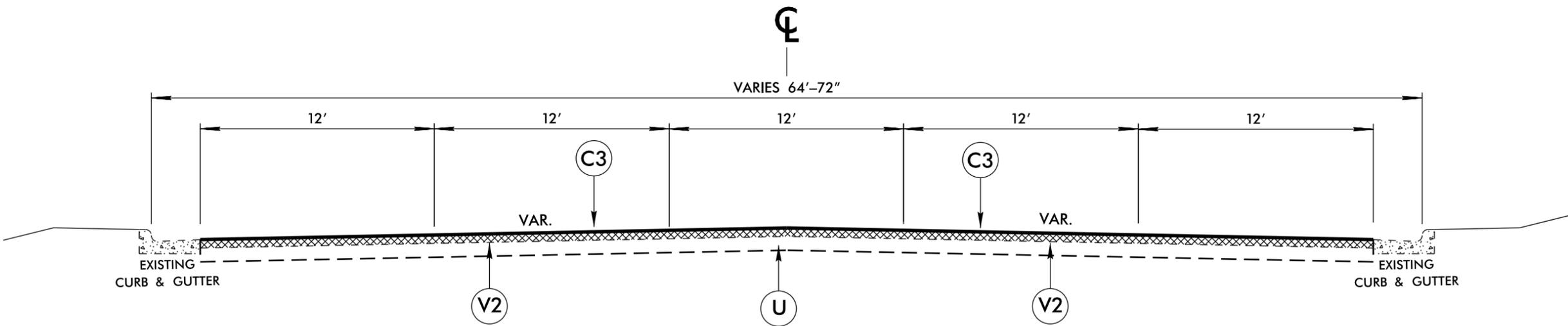
N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN

SCALE: N/A DATE: 09/2014

PREPARED BY: CHAD SHEETS

REVIEWED BY: JOE LAWS

8/17/99



TYPICAL SECTION NO. 3
 MAP 3 - US 64 FROM NC 18 BUS TO SR 1933

PAVEMENT SCHEDULE	
C1	PROP. ASPHALT SURFACE TREATMENT, STRAIGHT SEAL (LIGHTWEIGHT AGGREGATE)
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 3"

CALDWELL COUNTY PRIMARY RESURFACING		
DIVISION II		
REVISIONS	INT. DATE	
N.C. DEPARTMENT of TRANSPORTATION DIVISION of HIGHWAYS DIVISION ELEVEN		SCALE: N/A DATE: 09/2014 PREPARED BY: CHAD SHEETS REVIEWED BY: JOE LAWS REVIEWED BY:

PROJECT NO.	SHEET NO.	TOTAL NO.
11CR.10141.22		

SUMMARY OF QUANTITIES

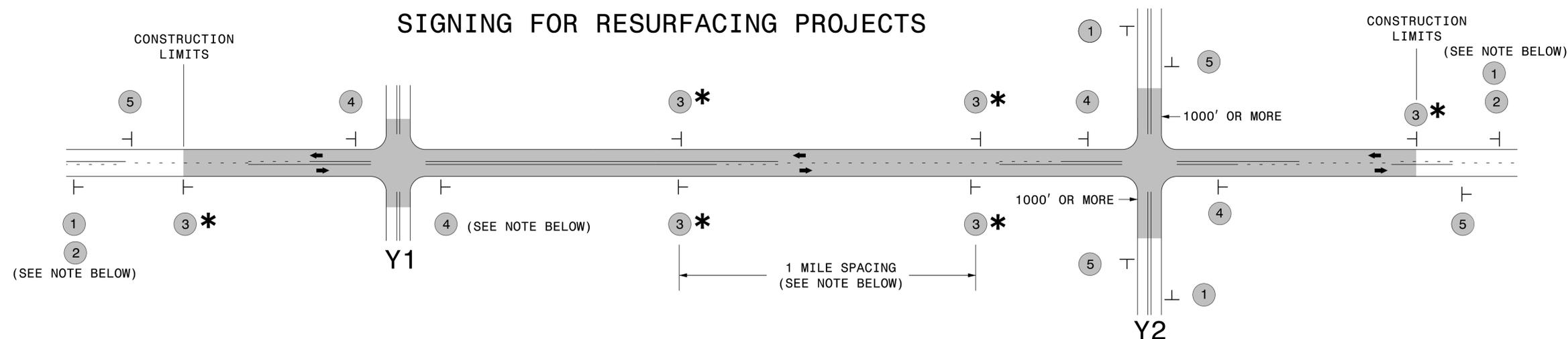
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARMMX ASPHALT REQUIRED	LENGTH M	WIDTH FT	BORROW EXCAVATION CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SM	3" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	ASPHALT BINDER FOR PLANT MX TONS	PATCHING EXISTING PAVEMENT TONS	ASPHALT SURFACE TREATMENT, STRAIGHT SEAL (LIGHTWEIGHT AGGREGATE) SY	ADI. OF MANHOLES EA	ADI. OF METER OR VALVE BOX EA	SEED & MULCHING AC	PAVED TRENCHING (4, 2") LF	UNPAVED TRENCHING (4, 2") LF	JUNCTION BOX (STANDARD SIZE) EA	INDUCTIVE LOOP LF	LEAD-IN CABLE (14-2) LF
11CR.10141.22	Caldwell	1	NC 18	FROM END OF 5-LANE TO SR 1602	1	3	MU	NO	NO	1	40	200	50	2.00		222	2,230		134	100	26,220.00			0.75					
11CR.10141.22	Caldwell	2	NC 18	FROM SR 1602 TO SR 1550	2	2	2WU	NO	NO	2.46	28	492	100	4.92		550	3,700		222	200	42,566.00			1.80					
11CR.10141.22	Caldwell	3	US 64	FROM NC 18 BUS TO SR 1933	3	5	MU	NO	NO	2.77	64				107,862			9,160	540		10	5		100	100	5	5,420	200	
TOTAL FOR PROJ NO. 11CR.10141.22										6.23		692	150	6.92	107,862	772	5,930	9,160	896	300	68,786.00	10	5	2.55	100	100	5	5,420	200
GRAND TOTAL										6.23		692	150	6.92	107,862	772	5,930	9,160	896	300	68,786.00	10	5	2.55	100	100	5	5,420	200

PROJECT NO.	SHEET NO.	TOTAL NO.
11CR.10141.22		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E		4820000000-E		4835000000-E	4845000000-N				4905000000-N
										WRK ZONE ADVANCE/GENERAL WARNING SIGNS	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	8" YELLOW PAINT	8" WHITE PAINT	24" WHITE PAINT	PAINT LT ARROW	PAINT RT ARROW	PAINT STR ARROW	PAINT STR & RT ARROW	SNOW PLOWABLE MARKERS
										SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA
11CR.10141.22	Caldwell	1	NC 18	FROM END OF 5-LANE TO SR 1602	1	3	MU	1	40	216	1	21,120	32,000	700			40	14			275
11CR.10141.22	Caldwell	2	NC 18	FROM SR 1602 TO SR 1550	2	2	2WU	2.46	28	268	*	52,800	54,500	1,200		60	10	10			190
11CR.10141.22	Caldwell	3	US 64	FROM NC 18 BUS TO SR 1933	3	5	MU	2.77	64	354	*	19,000	72,650		240	2,368	176	32	80	80	800
TOTAL FOR PROJ NO. 11CR.10141.22								6.23		838	1	92,920	159,150	1,900	240	2,428	226	56	80	80	1,265
												252,070		2,140		442					
GRANDTOTAL								6.23		838	1	92,920	159,150	1,900	240	2,428	226	56	80	80	1,265
												252,070		2,140		442					

SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2	 	<p style="text-align: center;">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 style="text-align: center;">WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE 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> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
3 *		
4		
5		

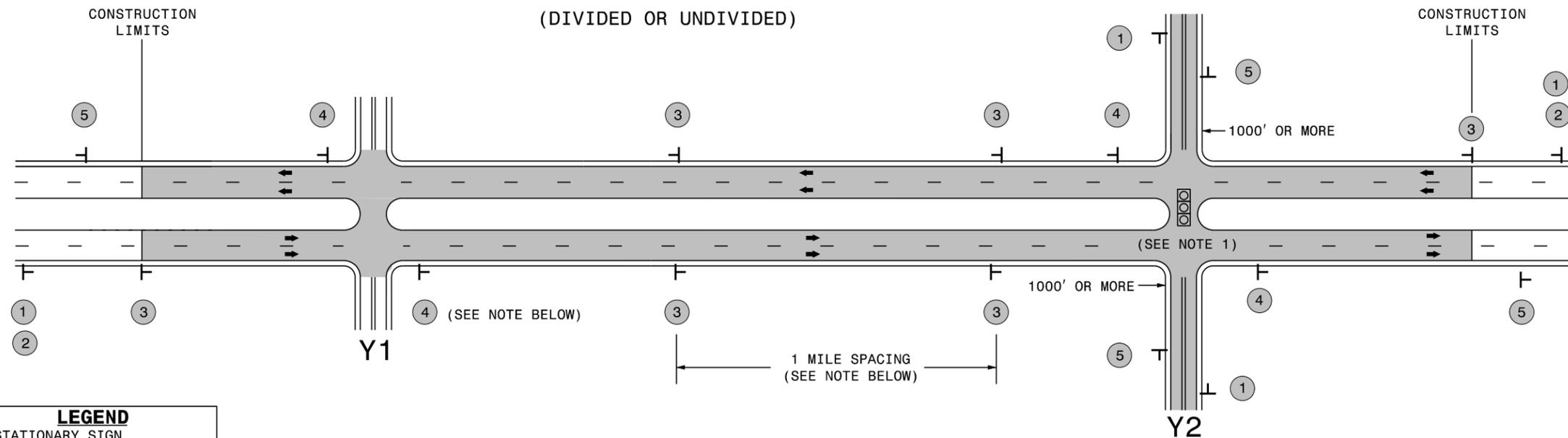
* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS:
STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**

SIGNING FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS WITH SHOULDER SECTIONS (DIVIDED OR UNDIVIDED)



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p style="text-align: center;">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, ADVANCE WARNING PORTABLE 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> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
	2	 <small>W7-3aP 24" X 18"</small>	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3	 <small>SP 13107 48" X 48"</small>	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	4	 <small>SP 13106 48" X 48"</small>	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	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		



**RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS
(DIVIDED OR UNDIVIDED)**