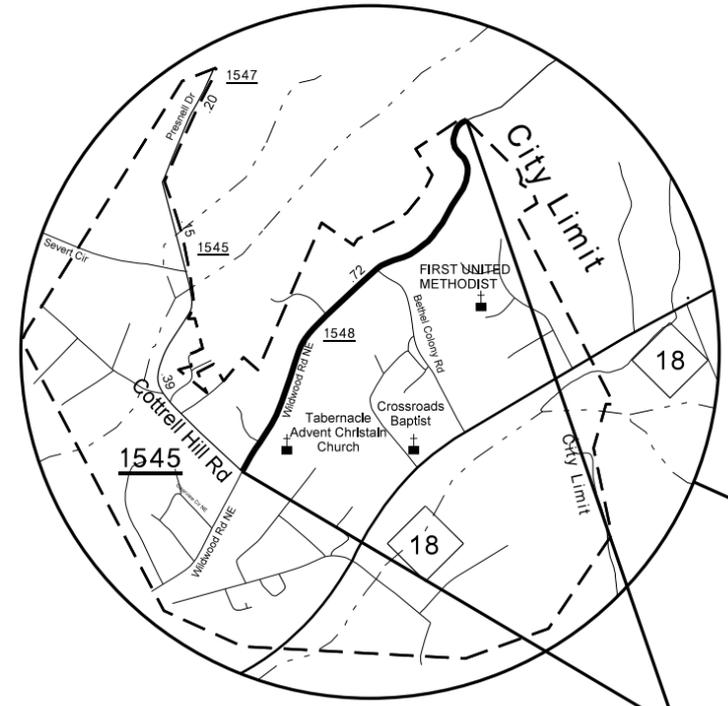


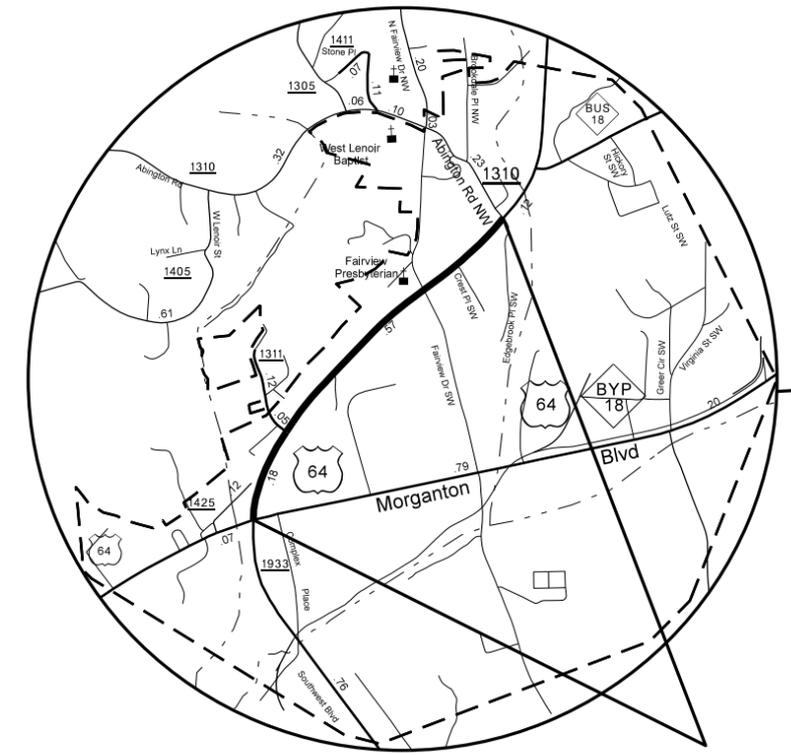
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**CALDWELL COUNTY**

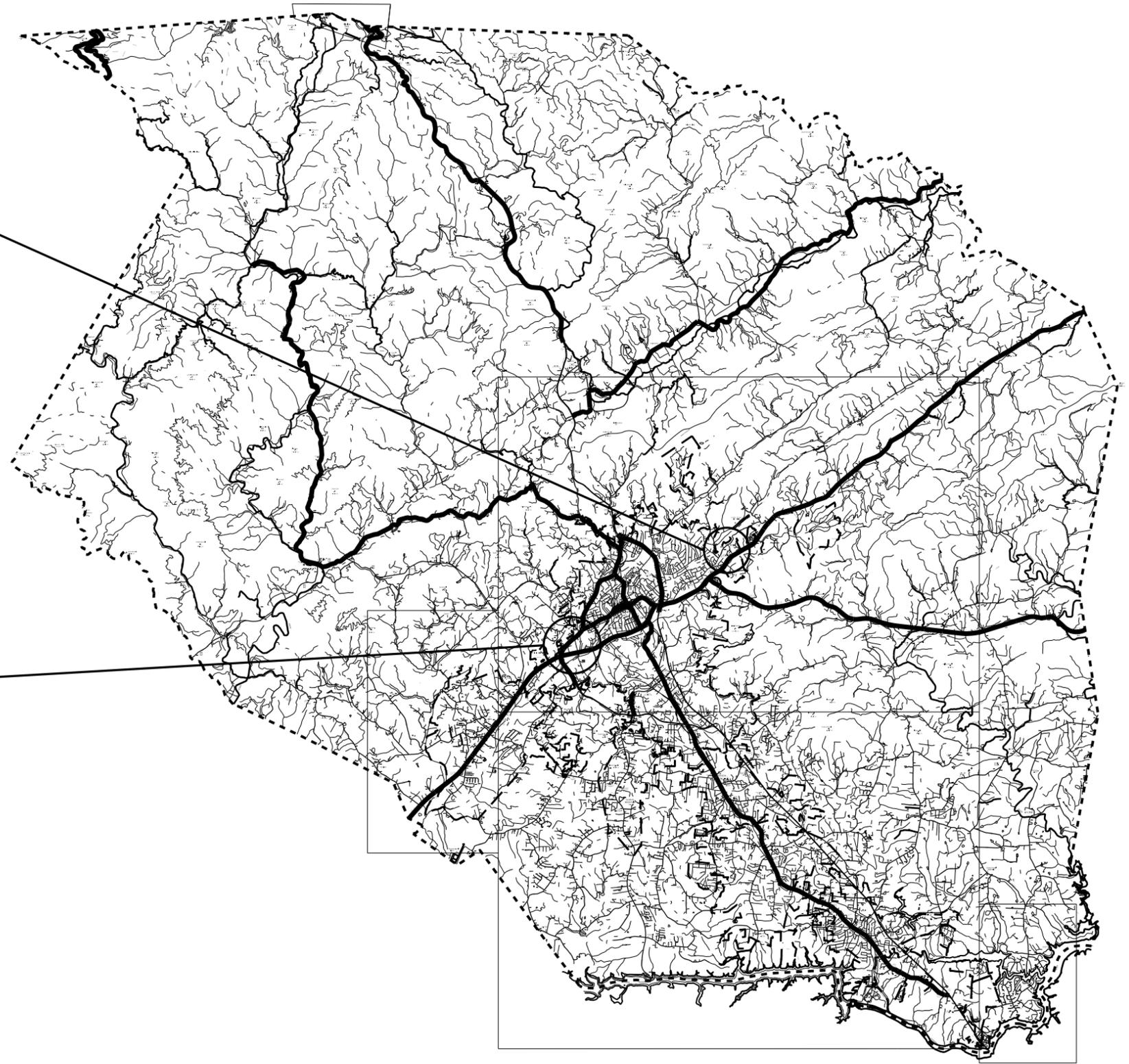
SECONDARY ASPHALT RESURFACING



**MAP #2**  
**SR 1548 (0.71 MILES)**  
**FROM ECL LENIOR TO SR 1545**  
**TYPE: SF9.5A**



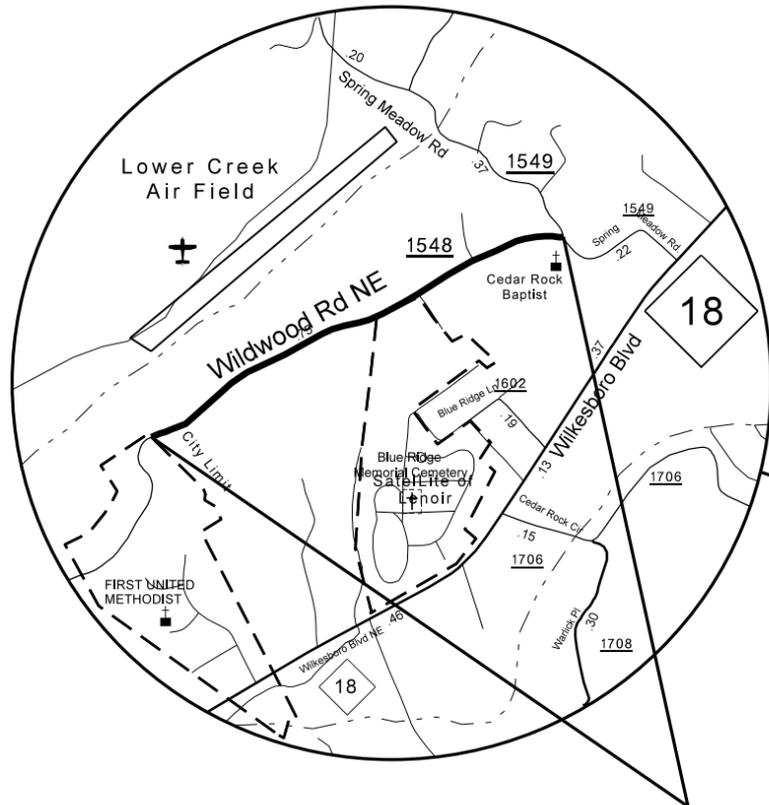
**MAP #1**  
**SR 1300 (0.73 MILES)**  
**FROM US 64 TO SR 1310**  
**TYPE: S9.5B**



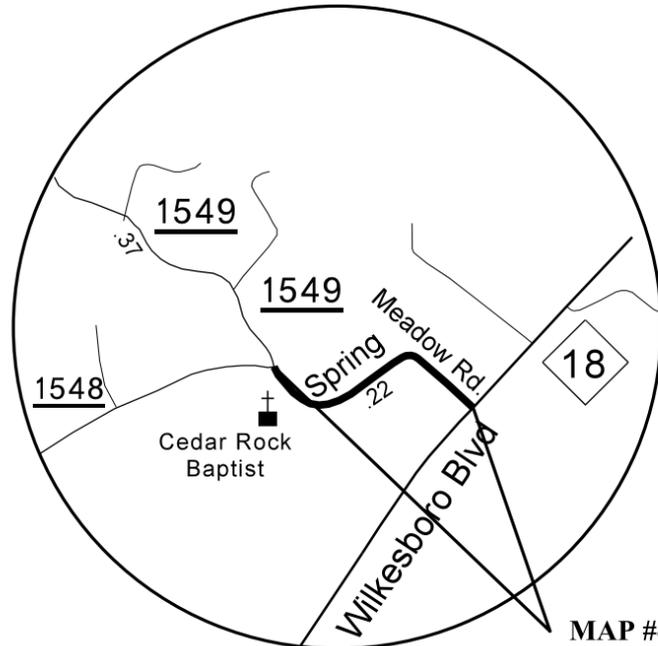
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**CALDWELL COUNTY**

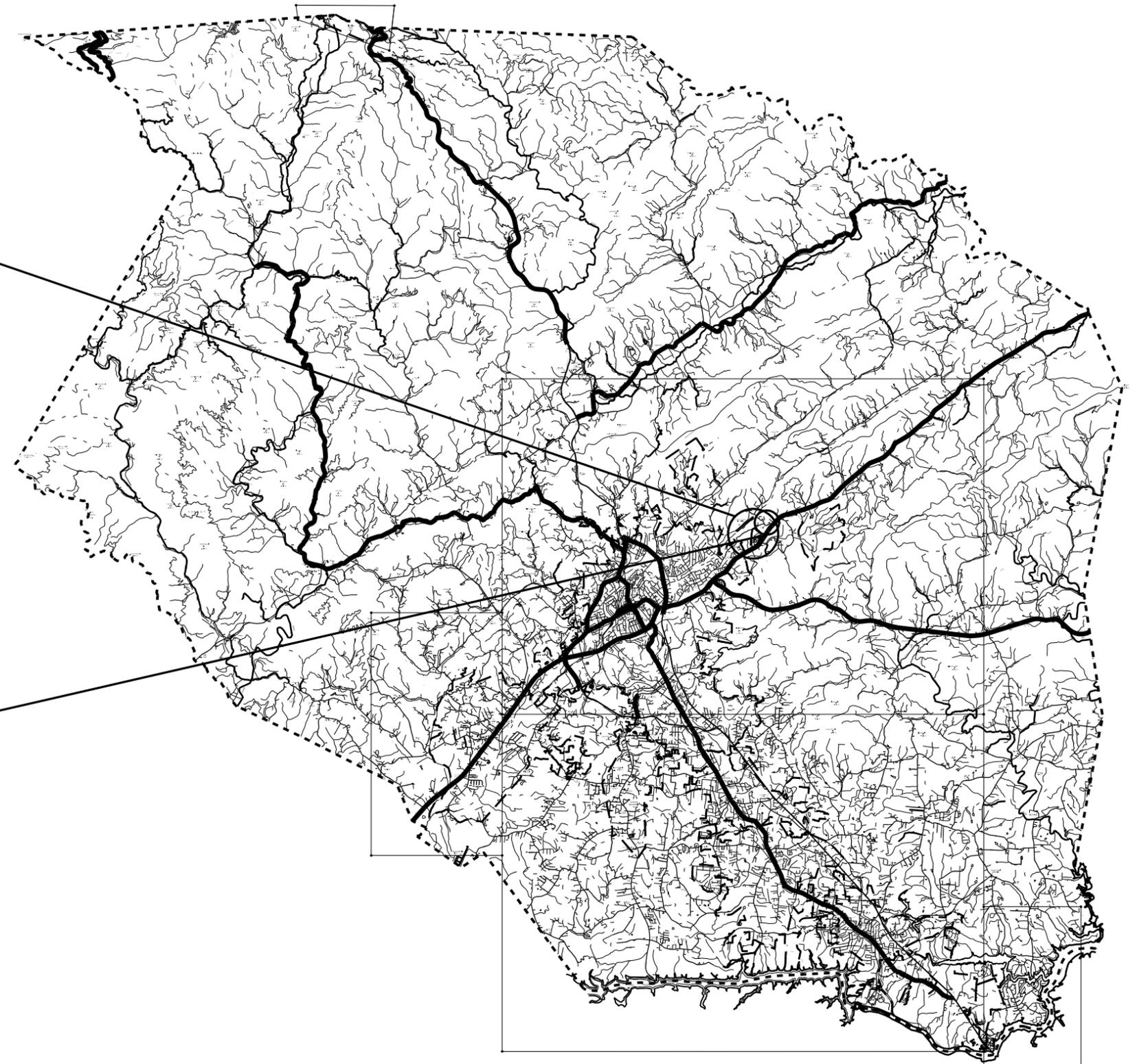
SECONDARY ASPHALT RESURFACING



**MAP #3**  
SR 1548 (0.76 MILES)  
FROM SR 1549 TO ECL LENIOR  
TYPE: SF9.5A



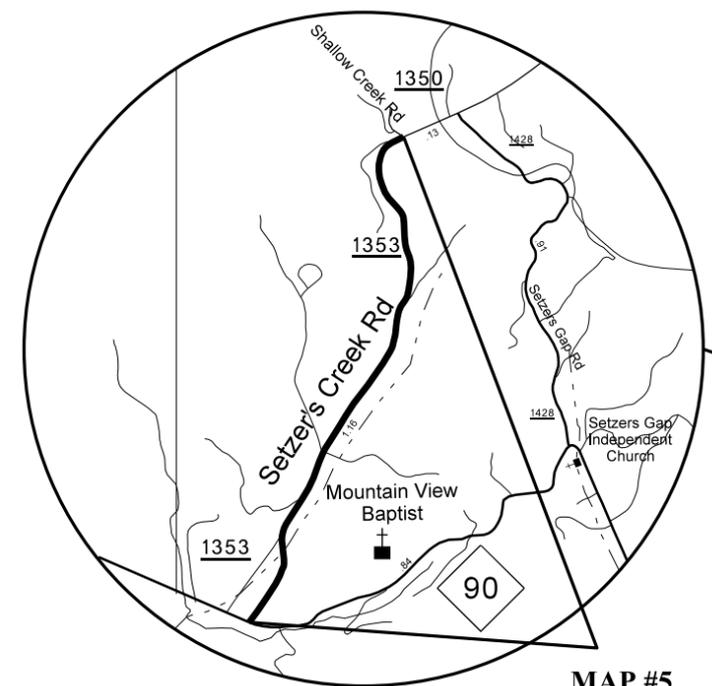
**MAP #4**  
SR 1549 (0.23 MILES)  
FROM NC 18 TO SR 1548  
TYPE: SF9.5A



STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

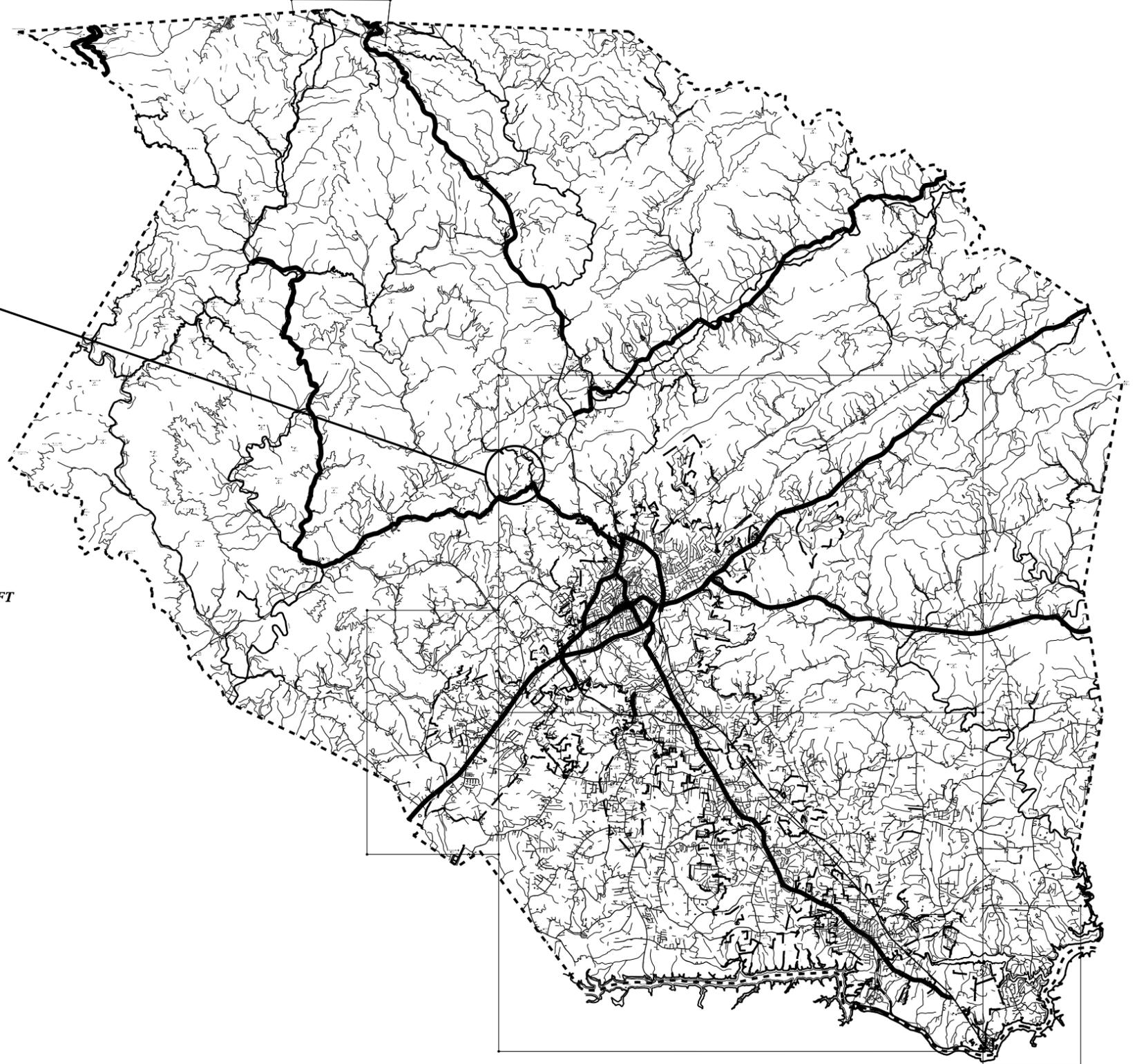
**CALDWELL COUNTY**

SECONDARY ASPHALT RESURFACING

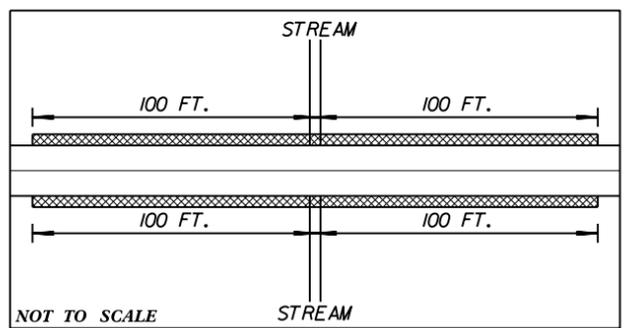


MAP #5  
SR 1353 (1.16 MILES)  
FROM SR 1350 TO NC 90  
TYPE: SF9.5A

AGGREGATE SHOULDER BORROW TO BE PLACED:  
\* APPROX. STATION 39+30 TO 40+30 RIGHT AND LEFT  
\* APPROX. STATION 56+50 TO EOP LEFT



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

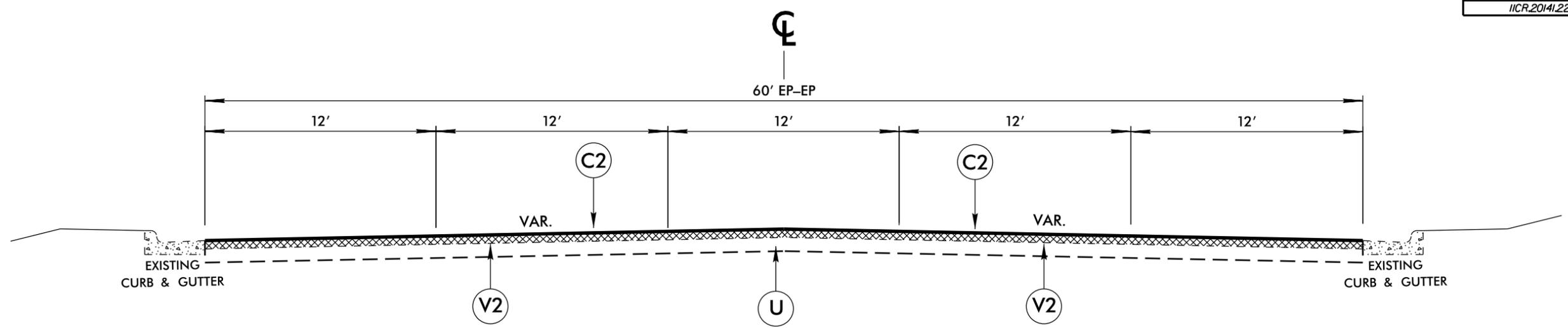


NOT TO SCALE  
HATCHED AREA SHOWS PLACEMENT OF AGGREGATE SHOULDER BORROW

I:\5-OCT-2014\16520\Users\jlaw\Documents\Project Manager\Contracts\Division\DK00130 - 2015 Caldwell Secondary Resurfacing Maps.dgn

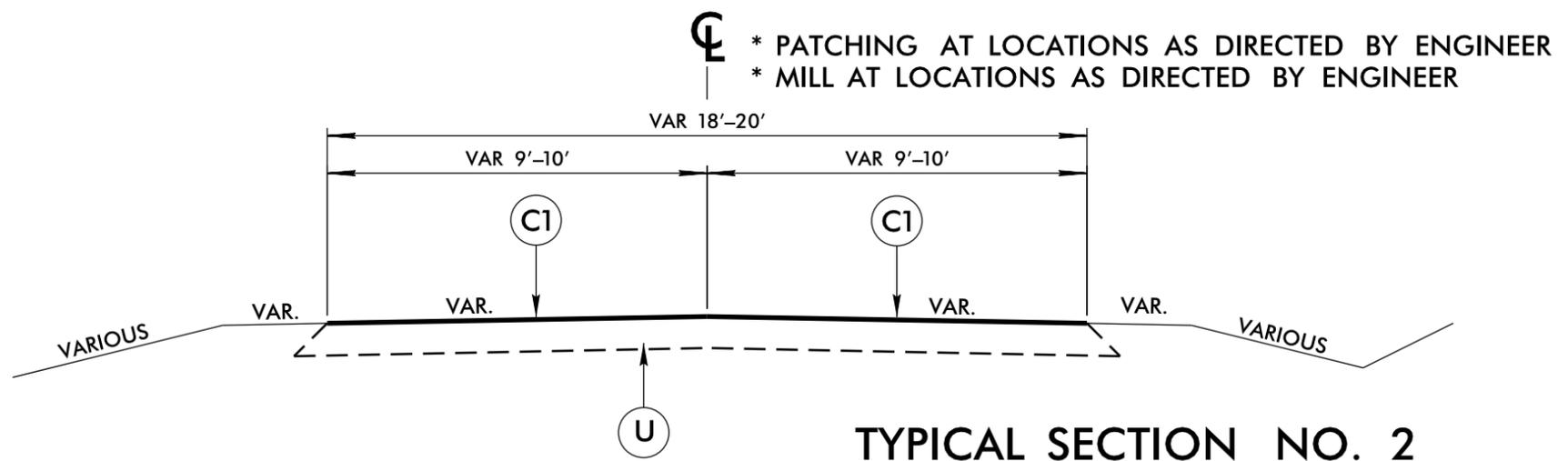
8/17/99

8/17/99



**TYPICAL SECTION NO. 1**

MAP 1 - SR 1300 FROM US 64 TO SR 1310

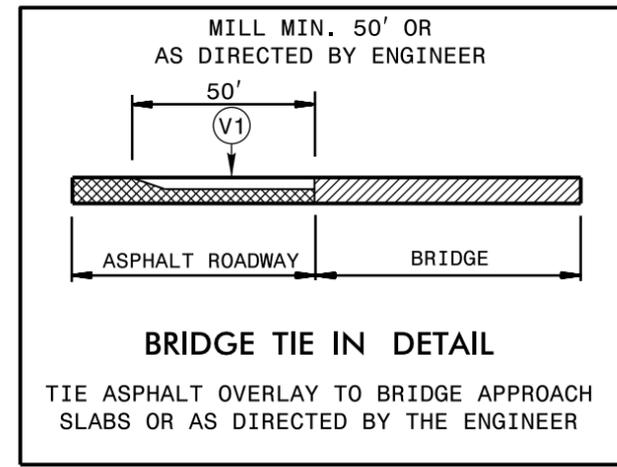
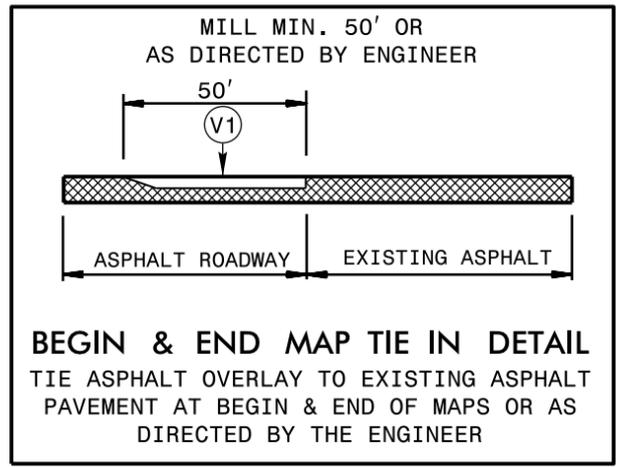


\* PATCHING AT LOCATIONS AS DIRECTED BY ENGINEER  
 \* MILL AT LOCATIONS AS DIRECTED BY ENGINEER

**TYPICAL SECTION NO. 2**

\*MAP 2 - SR 1548 FROM ECL LENOIR TO SR 1310  
 \*MAP 3 - SR 1548 FROM SR 1549 TO ECL LENOIR  
 \*MAP 4 - SR 1549 FROM NC 18 TO SR 1548  
 \*MAP 5 - SR 1353 FROM SR 1350 TO NC 90

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"



**CALDWELL COUNTY  
 SECONDARY RESURFACING**

DIVISION II

REVISIONS	INT.	DATE

SCALE: N/A DATE: 09/2014  
 PREPARED BY: CHAD SHEETS  
 REVIEWED BY: JOE LAWS  
 N.C. DEPARTMENT of TRANSPORTATION  
 DIVISION of HIGHWAYS  
 DIVISION ELEVEN



PROJECT NO.	SHEET NO.	TOTAL NO.
11CR.20141.22		

### SUMMARY OF QUANTITIES

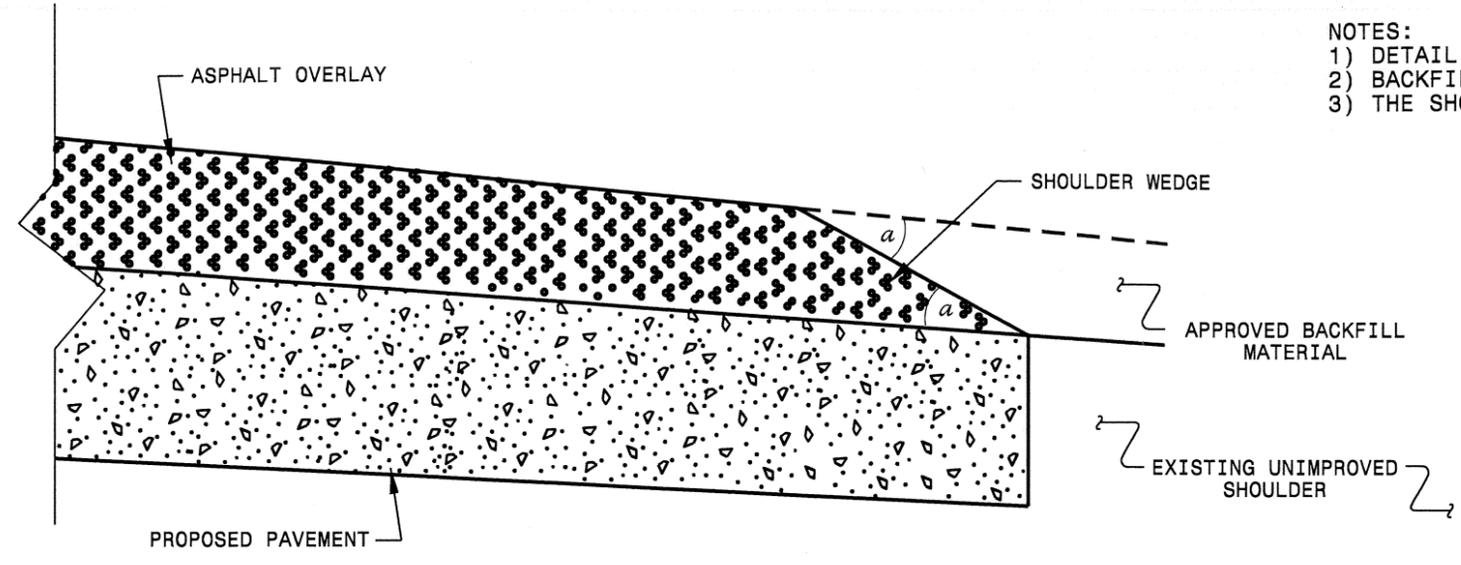
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH M	WIDTH FT	INCIDENTAL STONE BASE TONS	1½" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	PAVED TRENCHING (2, 2") LF	UNPAVED TRENCHING (4, 2") LF	JUNCTION BOX (STANDARD SIZE) EA	INDUCTIVE LOOP LF	LEAD-IN CABLE (14-2) LF
11CR.20141.22	Caldwell	1	SR 1300	FROM US 64 TO SR 1310	1	5	MU	NO	NO	0.73	60		25,696		2,265		136		9	4	50	100	2	700	100
11CR.20141.22	Caldwell	2	SR 1548	FROM ECL LENOIR TO SR 1545	2	2	2WU	NO	NO	0.71	20	50		222		760	51	150	1	1					
11CR.20141.22	Caldwell	3	SR 1548	FROM SR 1549 TO ECL LENOIR	2	2	2WU	NO	NO	0.76	20	50		222		790	53	250							
11CR.20141.22	Caldwell	4	SR 1549	FROM NC 18 TO SR 1548	2	2	2WU	NO	NO	0.23	20	25		222		240	16			2					
11CR.20141.22	Caldwell	5	SR 1353	FROM SR 1350 TO NC 90	2	2	2WU	NO	NO	1.16	18	50		200		1,070	72	150							
<b>TOTAL FOR PROJ NO. 11CR.20141.22</b>										<b>3.59</b>		<b>175</b>	<b>25,696</b>	<b>866</b>	<b>2,265</b>	<b>2,860</b>	<b>328</b>	<b>550</b>	<b>10</b>	<b>7</b>	<b>50</b>	<b>100</b>	<b>2</b>	<b>700</b>	<b>100</b>
<b>GRAND TOTAL</b>										<b>3.59</b>		<b>175</b>	<b>25,696</b>	<b>866</b>	<b>2,265</b>	<b>2,860</b>	<b>328</b>	<b>550</b>	<b>10</b>	<b>7</b>	<b>50</b>	<b>100</b>	<b>2</b>	<b>700</b>	<b>100</b>

PROJECT NO.	SHEET NO.	TOTAL NO.
11CR.20141.22		

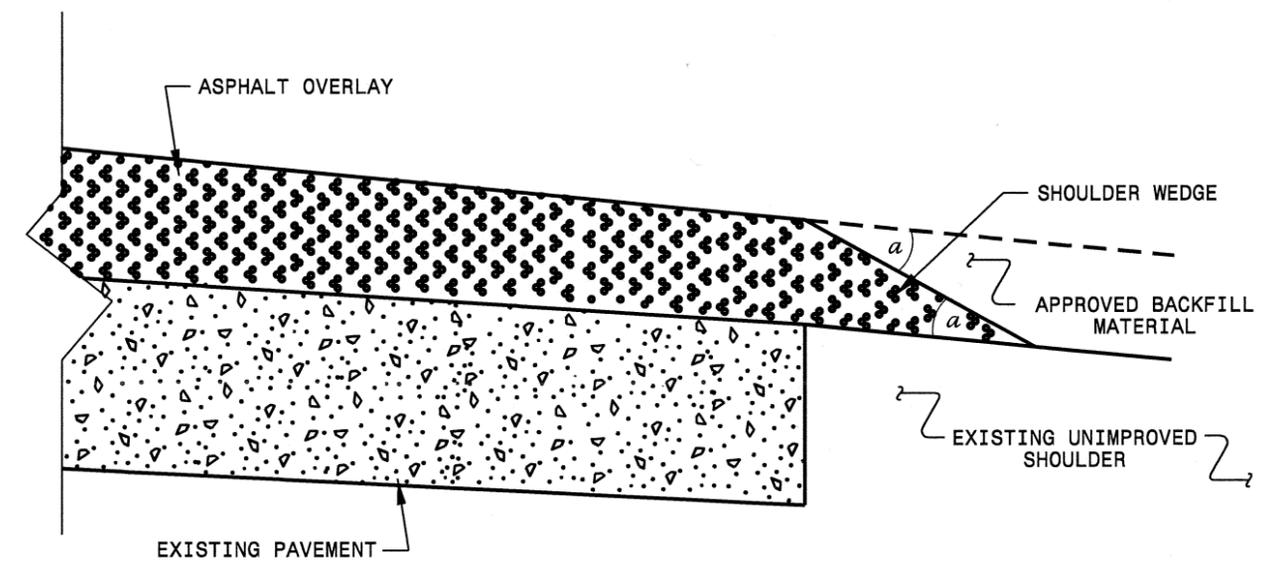
**THERMOPLASTIC AND PAINT QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E		4835000000-E	4845000000-N			4905000000-N
										WDRK ZONE ADVANCE/GENERAL WARNING SIGNS	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	24" WHITE PAINT	PAINT LT ARROW	PAINT STR & RT ARROW	PAINT STR ARROW	SNOW PLOWABLE MARKERS
										SF	LS	LF	LF	LF	EA	EA	EA	EA
11CR.20141.22	Caldwell	1	SR 1300	FROM US 64 TO SR 1310	1	5	MU	0.73	60	118	1	4,350	19,272	384	20	16	24	370
11CR.20141.22	Caldwell	2	SR 1548	FROM ECL LENOIR TO SR 1545	2	2	2WU	0.71	20	118	*	15,000	15,000					
11CR.20141.22	Caldwell	3	SR 1548	FROM SR 1549 TO ECL LENOIR	2	2	2WU	0.76	20	118	*	16,052	16,052					
11CR.20141.22	Caldwell	4	SR 1549	FROM NC 18 TO SR 1548	2	2	2WU	0.23	20	118	*	4,860	4,860					
11CR.20141.22	Caldwell	5	SR 1353	FROM SR 1350 TO NC 90	2	2	2WU	1.16	18	182	*	24,500	24,500					
<b>TOTAL FOR PROJ NO. 11CR.20141.22</b>								<b>3.59</b>		<b>654</b>	<b>1</b>	<b>64,762</b>	<b>79,684</b>	<b>384</b>	<b>20</b>	<b>16</b>	<b>24</b>	<b>370</b>
												<b>144,446</b>		<b>60</b>				
<b>GRANDTOTAL</b>								<b>3.59</b>		<b>654</b>	<b>1</b>	<b>64,762</b>	<b>79,684</b>	<b>384</b>	<b>20</b>	<b>16</b>	<b>24</b>	<b>370</b>
												<b>144,446</b>		<b>60</b>				

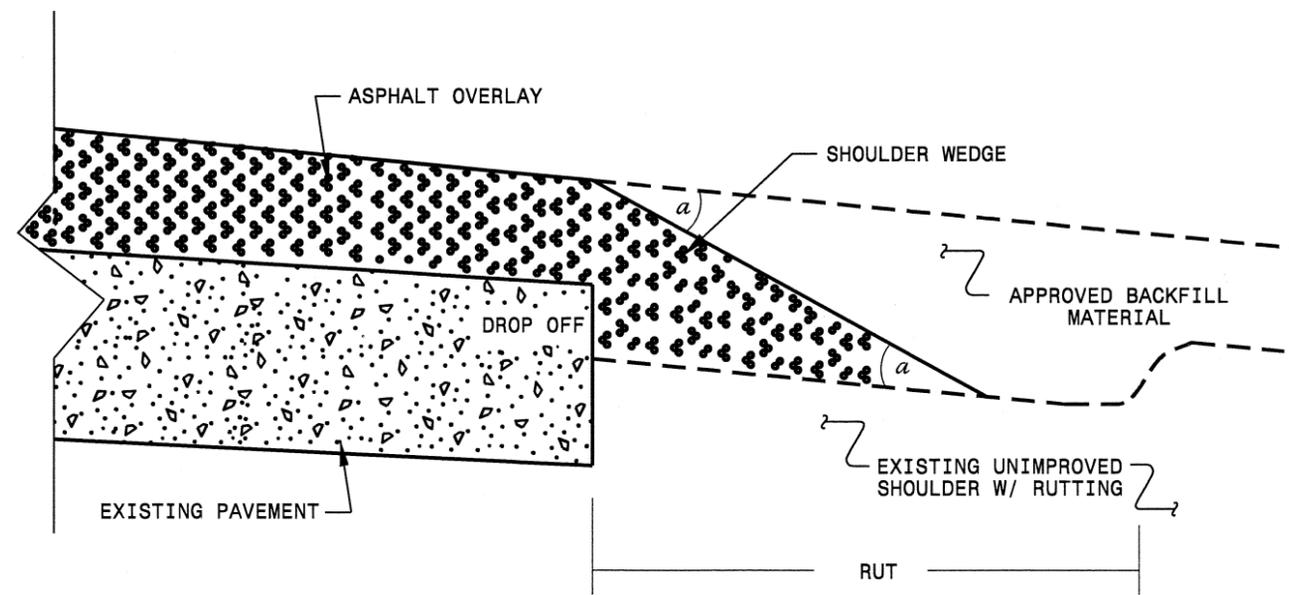
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

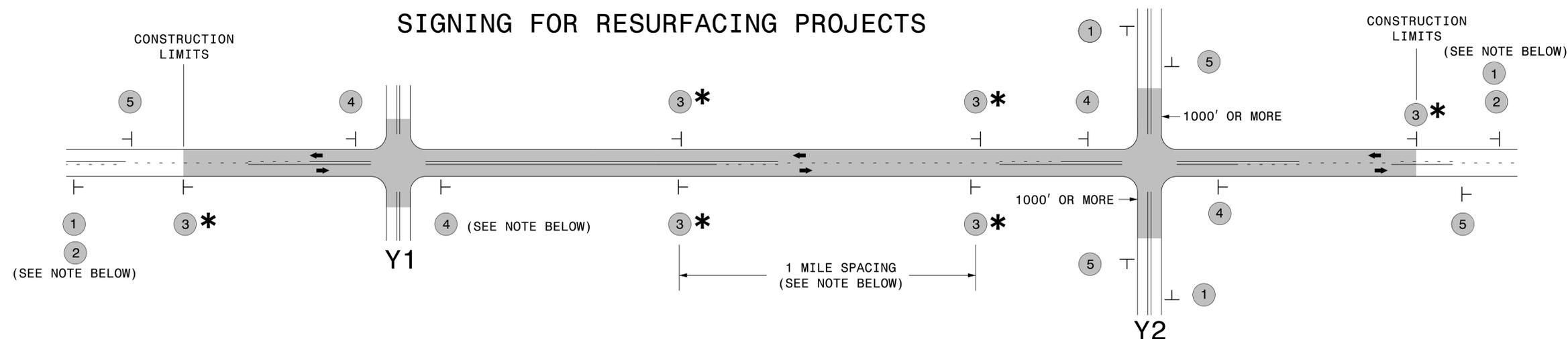
CONTRACT STANDARDS  
 AND DEVELOPMENT UNIT  
 Office 919-707-6950 FAX 919-250-4119

**SHOULDER WEDGE  
 DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11  
 MODIFIED BY: DATE: 10/18/12  
 CHECKED BY: DATE:  
 FILE SPEC.: s:\user\details\stand\shoulderwedgedetail.dgn

\*\*\*\*\*  
 SYSTEMS CONSULTANTS  
 \*\*\*\*\*

# SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

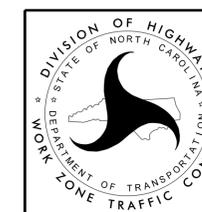
## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	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"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <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;"> <div style="text-align: center;">             W20-1            48" X 48"         </div> <div style="text-align: center;">             W20-7 A            48" X 48"         </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 W7-3aP 24" X 18"	#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 *	 SP 13107 48" X 48"	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	 SP 13106 48" X 48"	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	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

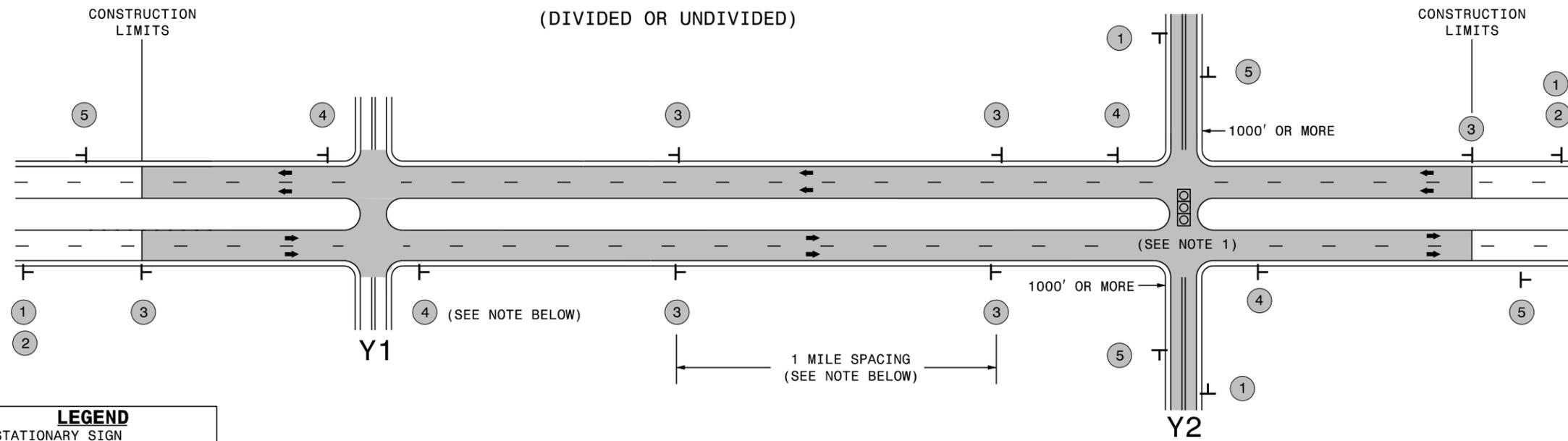
### \* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

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)



### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	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.		
	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.	<p style="text-align: center;"><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <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 style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol>		



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