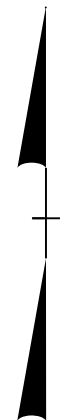
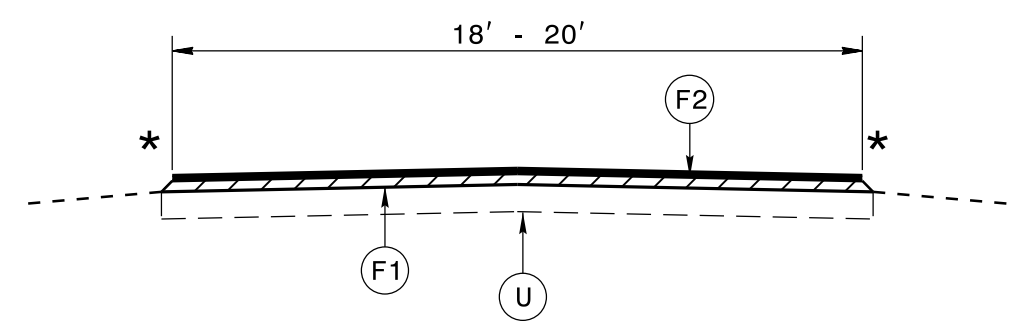


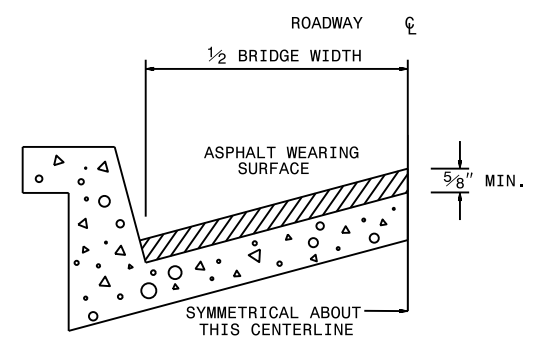
CASWELL



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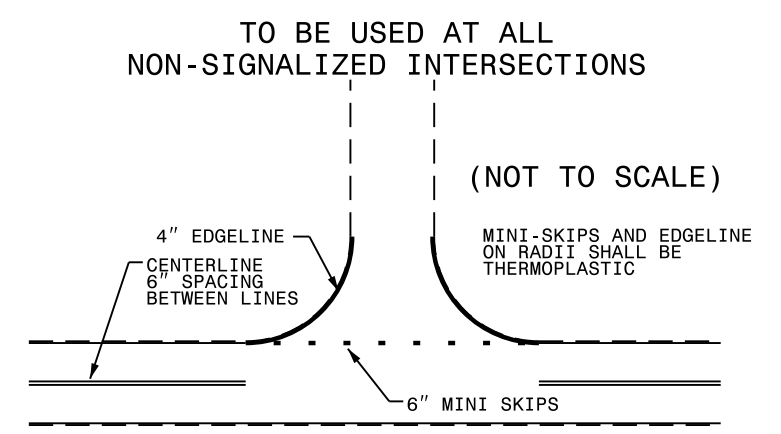


USED ON MAPS 1-38
TYPICAL SECTION NO. 1



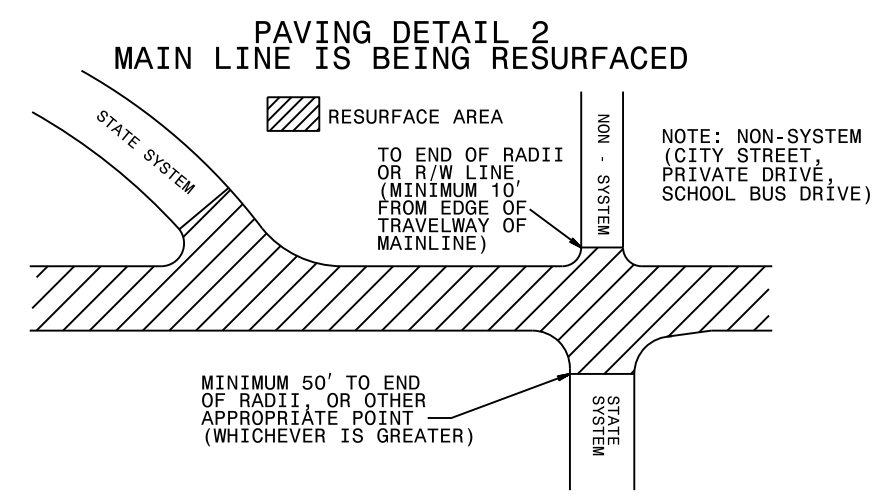
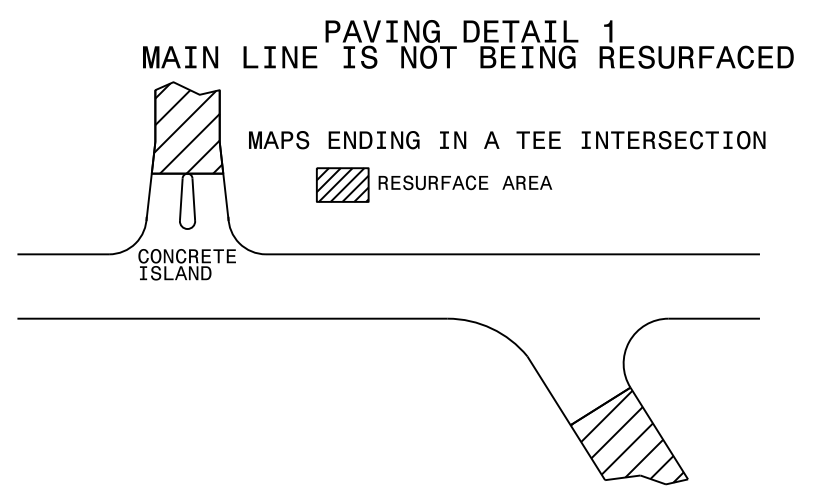
BRIDGE HALF TYPICAL SECTION
 FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN. THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 5/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

NOTES
 ALL UNPAVED S.R. ROUTES TO BE SURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
 ALL PAVED S.R. ROUTES TO BE RESURFACED TO END OF RADDII, OR AS DIRECTED BY THE ENGINEER. EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES. BRIDGES TO BE RESURFACED AT LOCATIONS AND DEPTH AS DIRECTED BY THE ENGINEER.



NOTE: MINI SKIPS SHALL BE PLACED ON A 10' CYCLE, CONTAINING AN 6' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

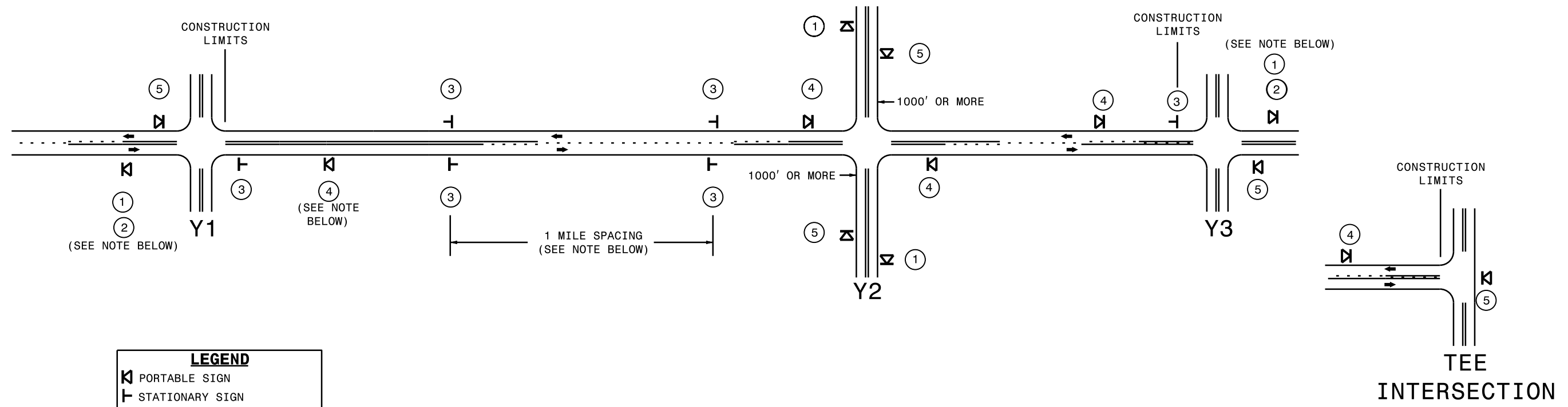
*NOTE: THE SURFACE TO BE TREATED SHALL BE CLEANED TO THE SATISFACTION OF THE INSPECTOR PRIOR TO STARTING ON EACH MAP



PAVEMENT SCHEDULE	
F1	PROPOSED ASPHALT SURFACE TREATMENT, DOUBLE SEAL
F2	PROPOSED FOG SEAL
U	EXISTING PAVEMENT.

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SIGNING FOR ASPHALT SURFACE TREATMENT



LEGEND	
K	PORTABLE SIGN
T	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.
	②		#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		- ALTERNATE THE FOLLOWING TWO SIGNS: - STARTING WITH "LOOSE GRAVEL" (WB-7) FOLLOWED BY "UNMARKED PAVEMENT". - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.
			- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILES 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.
⑤		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

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.

W20-1
48" X 48"

W20-7 A
48" X 48"

PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

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 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.



RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2 LANE ROADWAYS

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SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	ASPHALT SURFACE TREATMENT, DOUBLE SEAL	ASPHALT SURFACE TREATMENT, FOG SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	VACUUM TRUCK	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	6" X 120 M WHITE THERMO	4" HOT SPRAY THERMO (WHITE)	4" HOT SPRAY THERMO (YELLOW)
										MI	FT	SY	SY	GAL	WK	SF	LS	LF	LF	LF	LF
2020CPT.07.12.20172	Caswell	1	SR 1526 (DIX RD.)	FROM SR 1527 (MOUNTAIN HILL RD.), 0.00 TO EOM, 1.50	1	2	2WU	NO	NO	1.402	18	14,960	14,960	8,228	3	157	1			14,800	14,800
TOTAL FOR MAP NO. 1										1.402		14,960	14,960	8,228	3	157	1			14,800	14,800
2020CPT.07.12.20172	Caswell	2	SR 1527 (MOUNTAIN HILL RD.)	FROM VSL, 0.00 TO VSL, 6.72	1	2	2WU	NO	NO	6.709	20	80,272	80,272	44,150		752		1,000	106	70,850	70,850
TOTAL FOR MAP NO. 2										6.709		80,272	80,272	44,150		752		1,000	106	70,850	70,850
2020CPT.07.12.20172	Caswell	3	SR 1528 (CHANEY STORE RD.)	FROM SR 1527 (MOUNTAIN HILL RD.), 0.00 TO VSL, 0.16	1	2	2WU	NO	NO	0.136	20	1,596	1,596	878		16				1,436	1,436
TOTAL FOR MAP NO. 3										0.136		1,596	1,596	878		16				1,436	1,436
2020CPT.07.12.20172	Caswell	4	SR 1529 (HUNT RD.)	FROM SR 1527 (MOUNTAIN HILL RD.), 0.00 TO SR 1527 (MOUNTAIN HILL RD.), 0.22	1	2	2WU	NO	NO	0.197	20	2,511	2,511	1,381		23		200	20	2,080	2,080
TOTAL FOR MAP NO. 4										0.197		2,511	2,511	1,381		23		200	20	2,080	2,080
2020CPT.07.12.20172	Caswell	5	SR 1543 (SNATCHBURG RD.)	FROM NC 119, 0.00 TO SR 1542 (DOTMOND RD.), 1.81	1	2	2WU	NO	NO	1.778	20	21,017	21,017	11,559		200		200	18	18,780	18,780
TOTAL FOR MAP NO. 5										1.778		21,017	21,017	11,559		200		200	18	18,780	18,780
2020CPT.07.12.20172	Caswell	6	SR 1548 (COTTON POINTER RD.)	FROM NC 119, 0.00 TO EOM, 0.30	1	2	2WU	NO	NO	0.278	18	3,033	3,033	1,668		32					
TOTAL FOR MAP NO. 6										0.278		3,033	3,033	1,668		32					
2020CPT.07.12.20172	Caswell	7	SR 1549 (TAYLOR RD.)	FROM NC 119, 0.00 TO EOM, 0.77	1	2	2WU	NO	NO	0.742	18	7,974	7,974	4,386		84					
TOTAL FOR MAP NO. 7										0.742		7,974	7,974	4,386		84					
2020CPT.07.12.20172	Caswell	8	SR 1553 (CUNNINGHAM RD.)	FROM NC 119, 0.00 TO PERSON CO., 0.40	1	2	2WU	NO	NO	0.36	19	3,998	3,998	2,199		41				3,788	3,788
TOTAL FOR MAP NO. 8										0.36		3,998	3,998	2,199		41				3,788	3,788
2020CPT.07.12.20172	Caswell	9	SR 1557 (JACK POINTER RD.)	FROM NC 119, 0.00 TO SR 1554 (YARBOROUGH MILL RD.), 3.27	1	2	2WU	NO	NO	3.24	20	38,630	38,630	21,247		364		200	48	34,254	34,254
TOTAL FOR MAP NO. 9										3.24		38,630	38,630	21,247		364		200	48	34,254	34,254
2020CPT.07.12.20172	Caswell	10	SR 1559 (MURPHY RD.)	FROM NC 119, 0.00 TON PCL, 0.71	1	2	2WU	NO	NO	0.71	20	8,584	8,584	4,721		80		200	26	7,474	7,474
TOTAL FOR MAP NO. 10										0.71		8,584	8,584	4,721		80		200	26	7,474	7,474
2020CPT.07.12.20172	Caswell	11	SR 1560 (COVINGTON RD.)	FROM SR 1559 (MURPHY RD.), 0.00 TO EOM, 1.33	1	2	2WU	NO	NO	1.32	20	16,000	16,000	8,800		149		400	32	13,968	13,968
TOTAL FOR MAP NO. 11										1.32		16,000	16,000	8,800		149		400	32	13,968	13,968
2020CPT.07.12.20172	Caswell	12	SR 1565 (LONGS MILL RD.)	FROM SR 1564 (STEPHENTOWN RD.), 0.00 TO NC 62, 4.20	1	2	2WU	NO	NO	4.18	20	49,562	49,562	27,259		468		400	48	44,120	44,120
TOTAL FOR MAP NO. 12										4.18		49,562	49,562	27,259		468		400	48	44,120	44,120
2020CPT.07.12.20172	Caswell	13	SR 1567 (DANIEL'S DAIRY RD.)	FROM SR 1565 (LONGS MILL RD.), 0.00 TO EOM, 0.48	1	2	2WU	NO	NO	0.47	19	5,352	5,352	2,944		53					
TOTAL FOR MAP NO. 13										0.47		5,352	5,352	2,944		53					
TOTAL FOR PROJ NO. 2020CPT.07.12.20172										21.522		253,489	253,489	139,420	3	2,419	1	2,600	298	211,550	211,550
GRAND TOTAL										21.522		253,489	253,489	139,420	3	2,419	1	2,600	298	423,100	