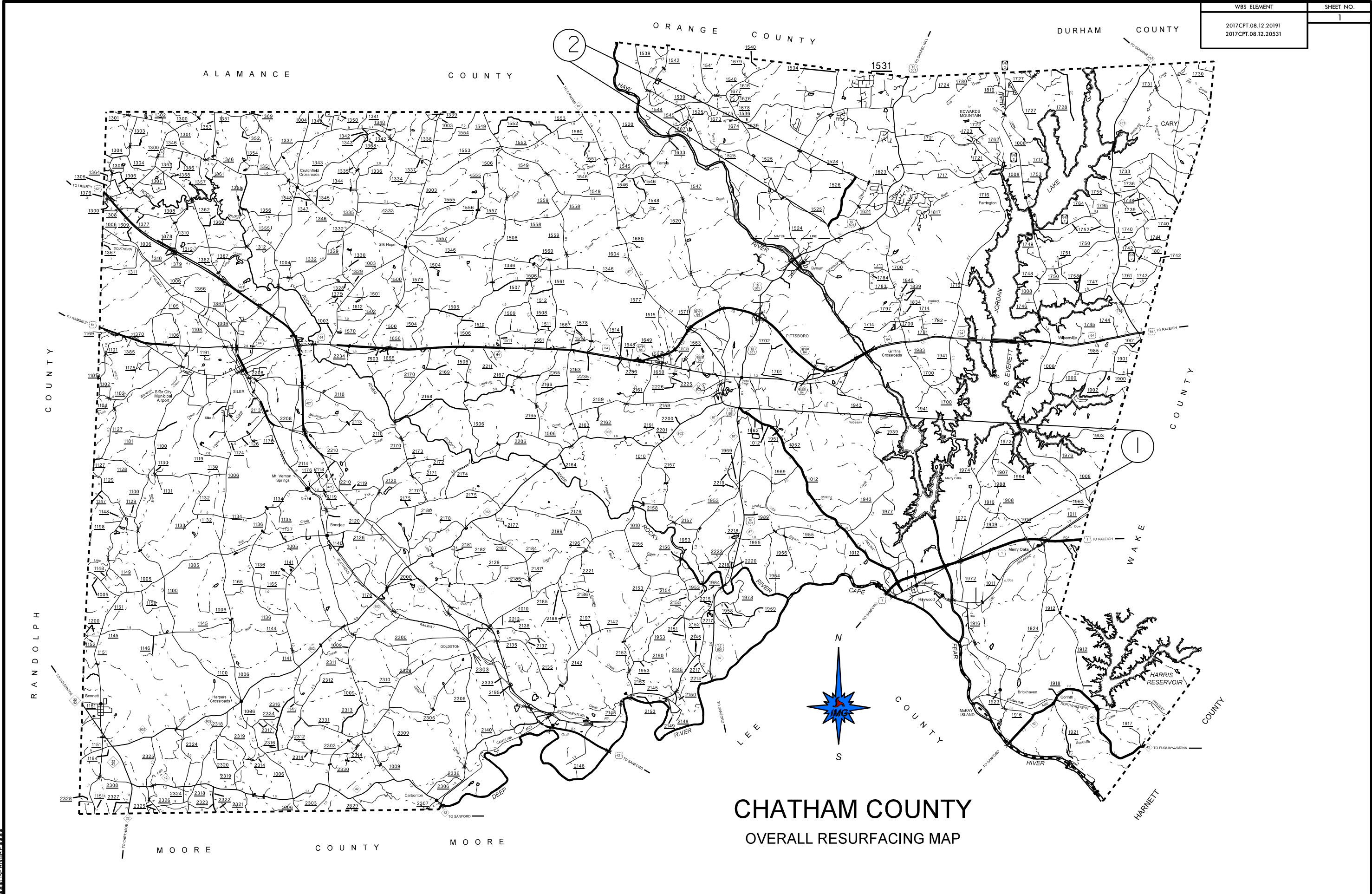


**This electronic collection of documents is provided
for the convenience of the user
and is Not a Certified Document –**

**The documents contained herein were originally issued
and sealed by the individuals whose names and license
numbers appear on each page, on the dates appearing
with their signature on that page.**

**This file or an individual page
shall not be considered a certified document.**

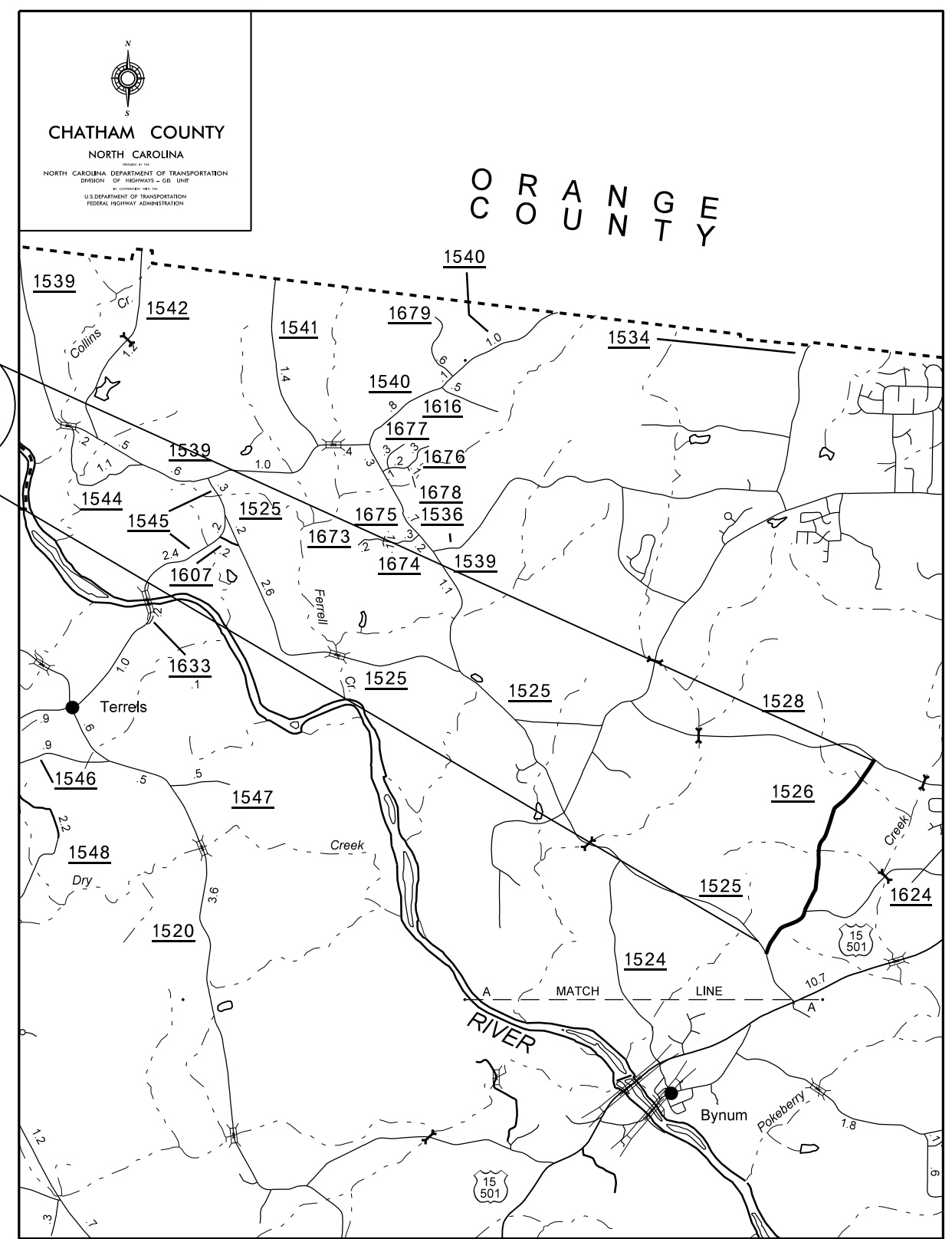
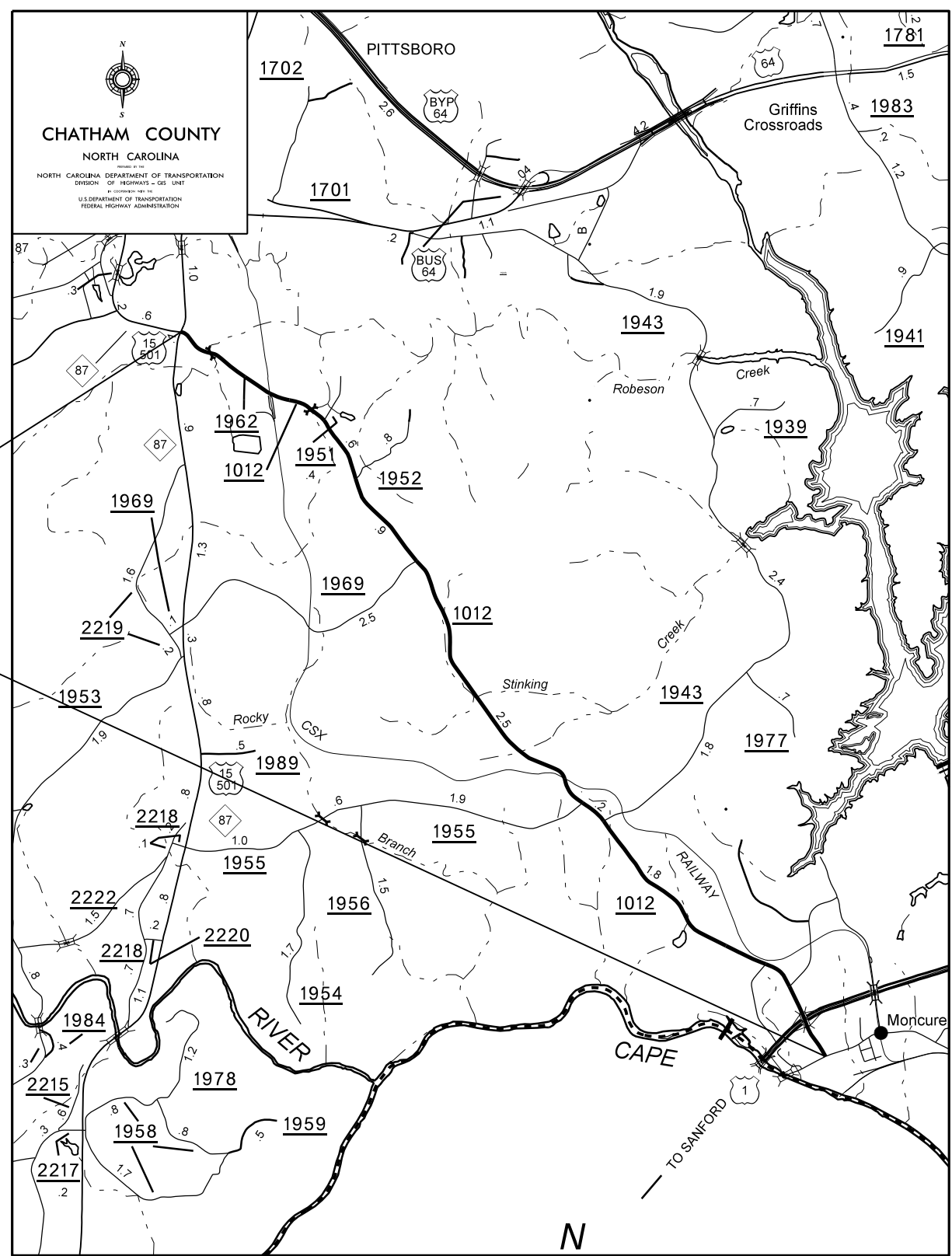


CHATHAM COUNTY

OVERALL RESURFACING MAP

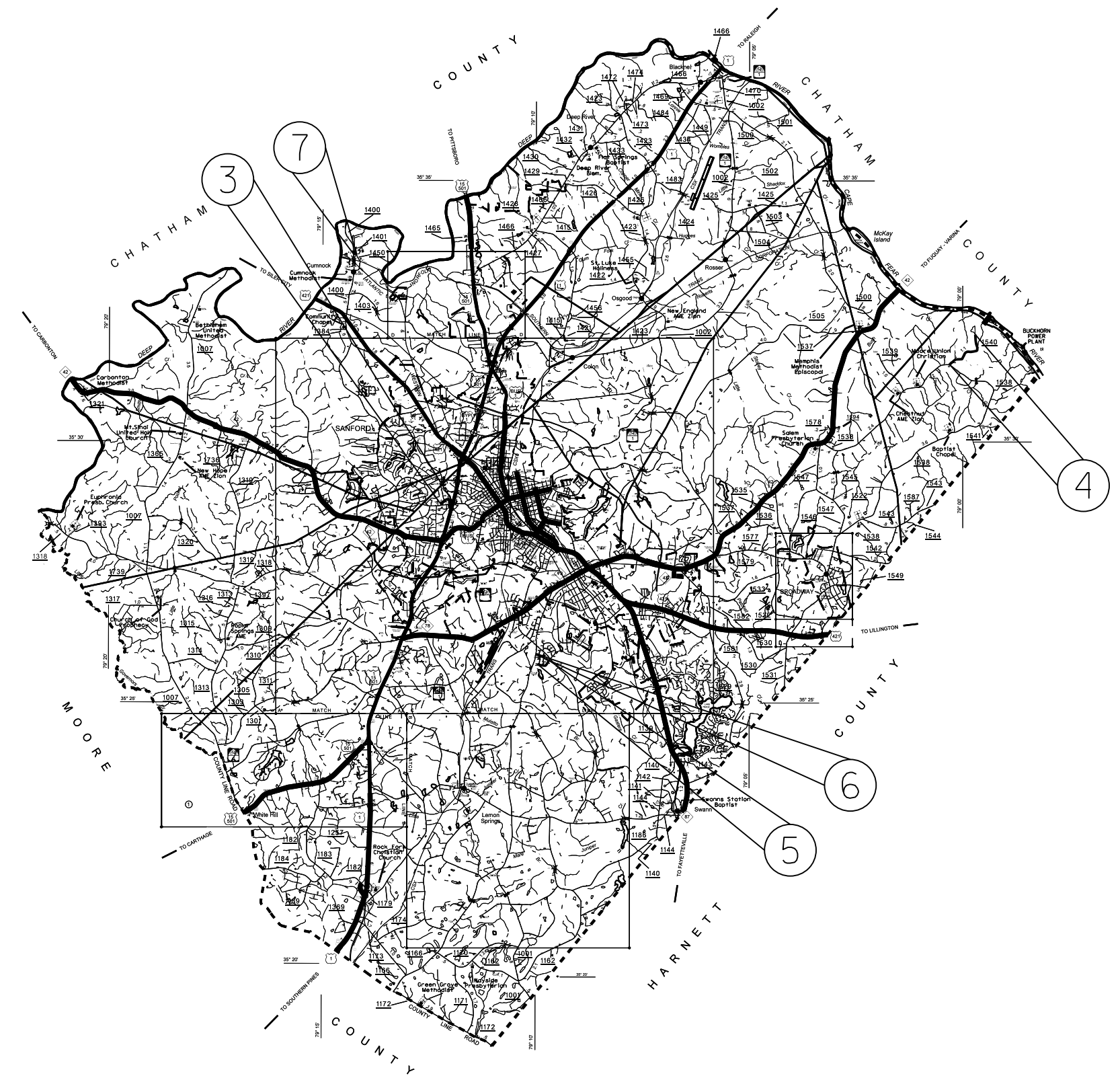
MAP #1

MAP #2



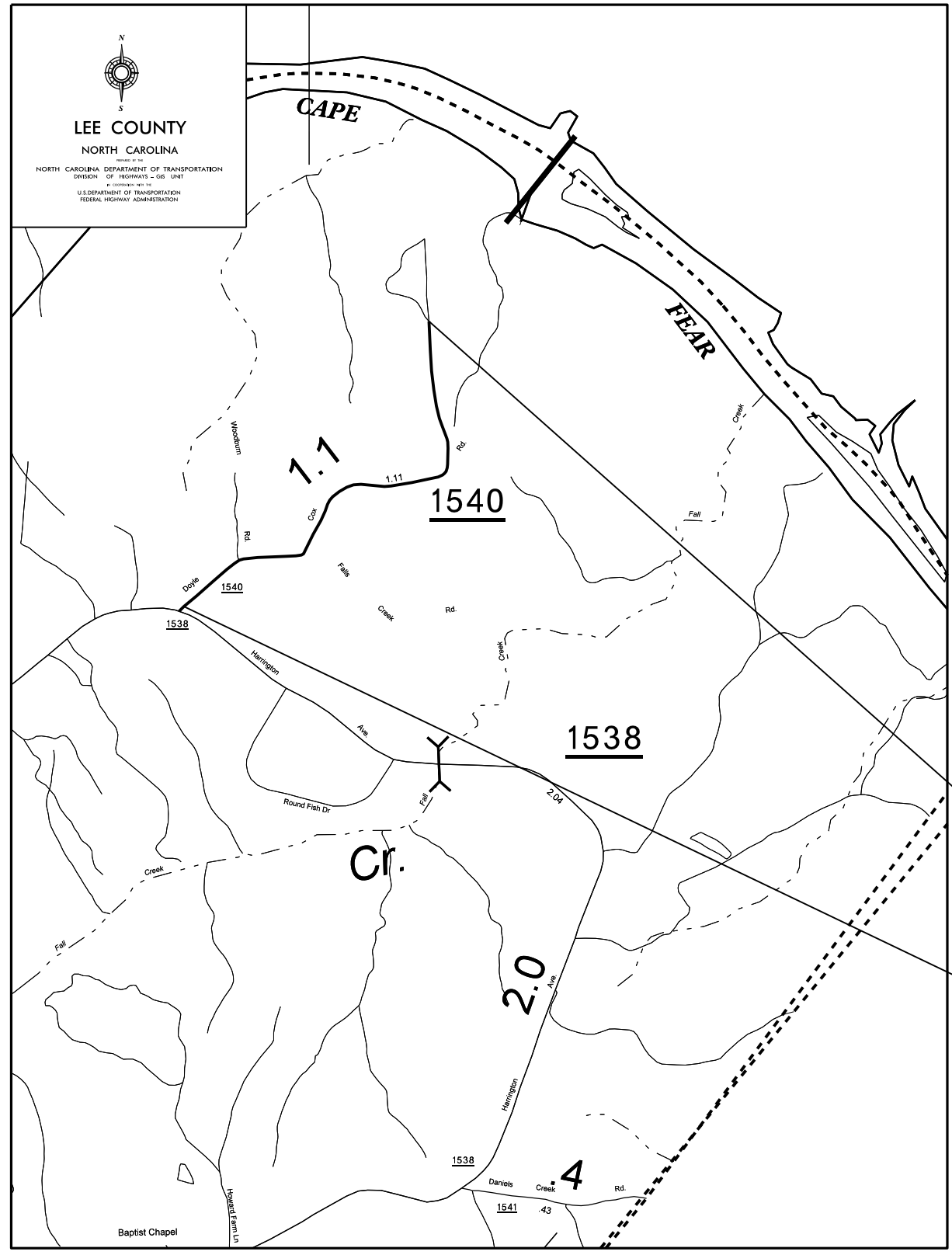
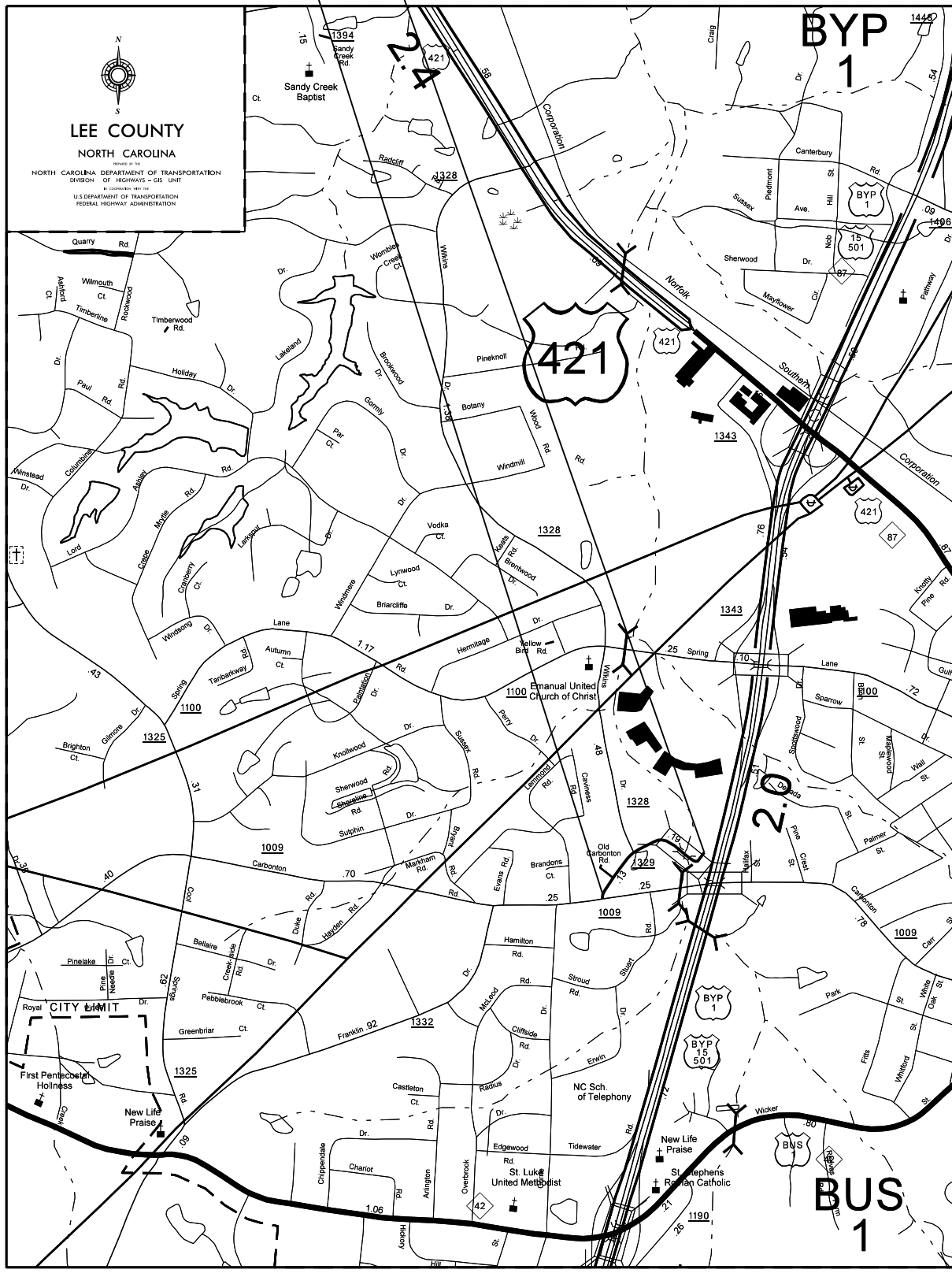
040397
 2017 JAN 2017 11:56
 2017 AT 11:56
 C:\Users\leelee\OneDrive\Documents\Chatham_Maps_Mar2017.dgn
 10

5/28/99

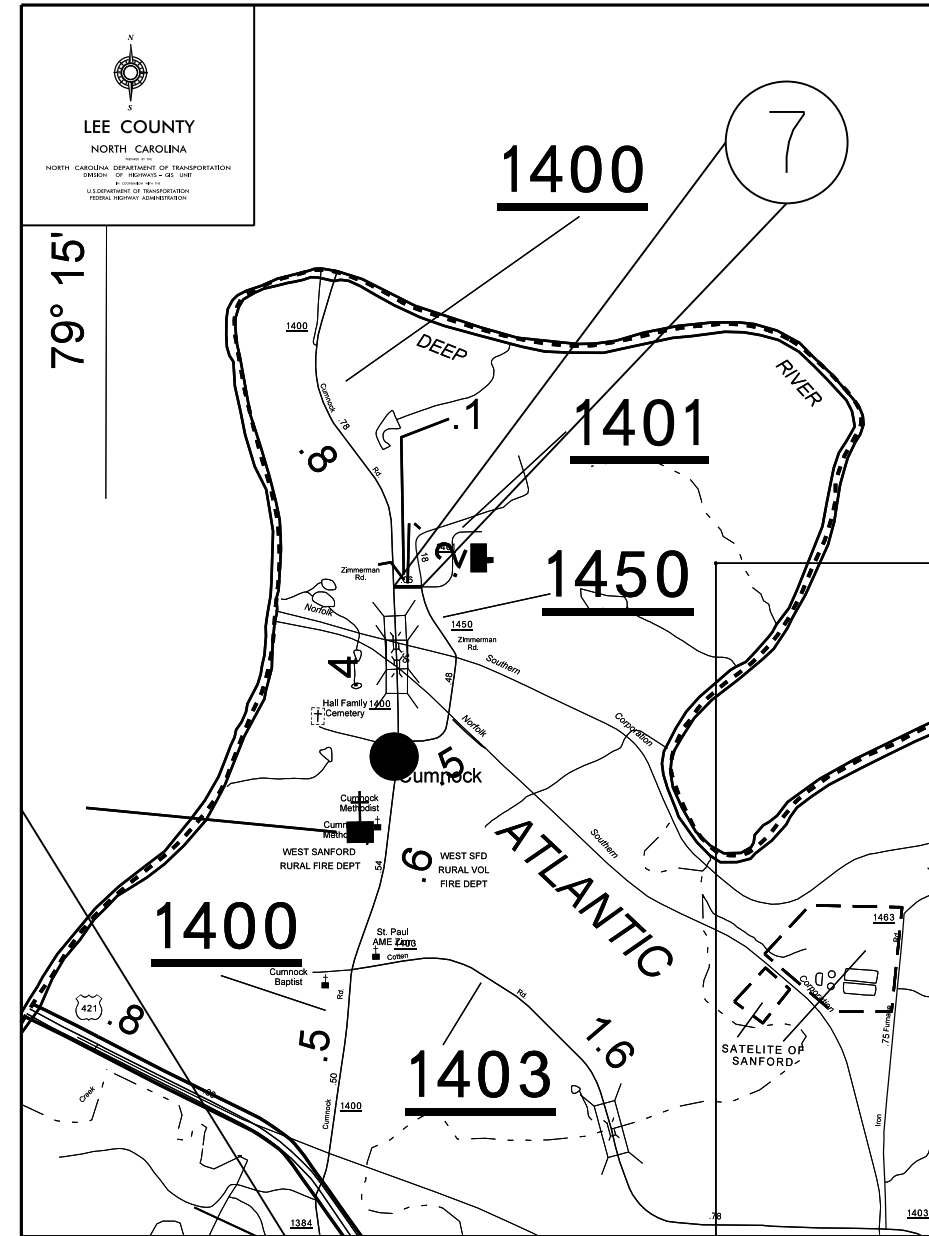
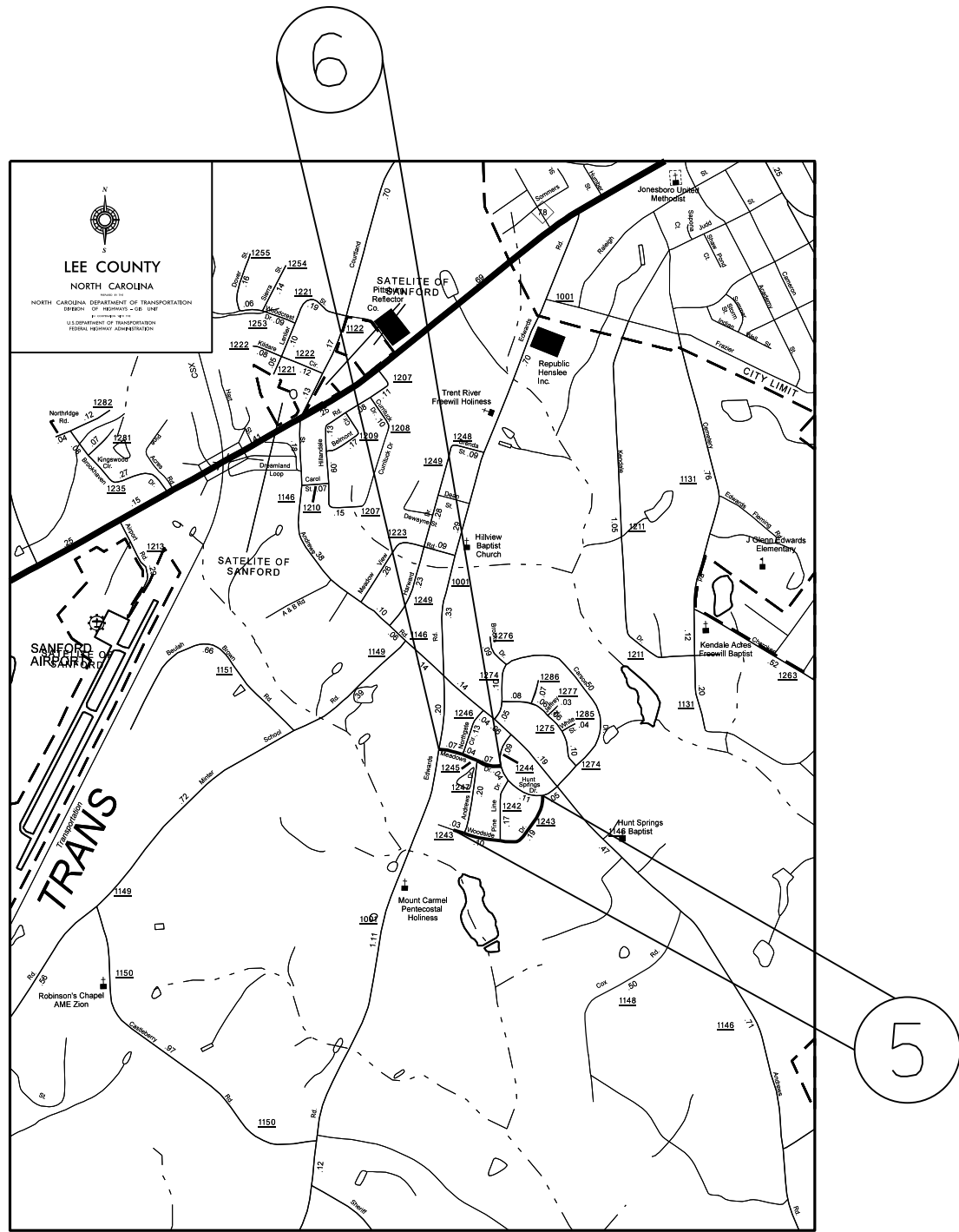


LEE COUNTY

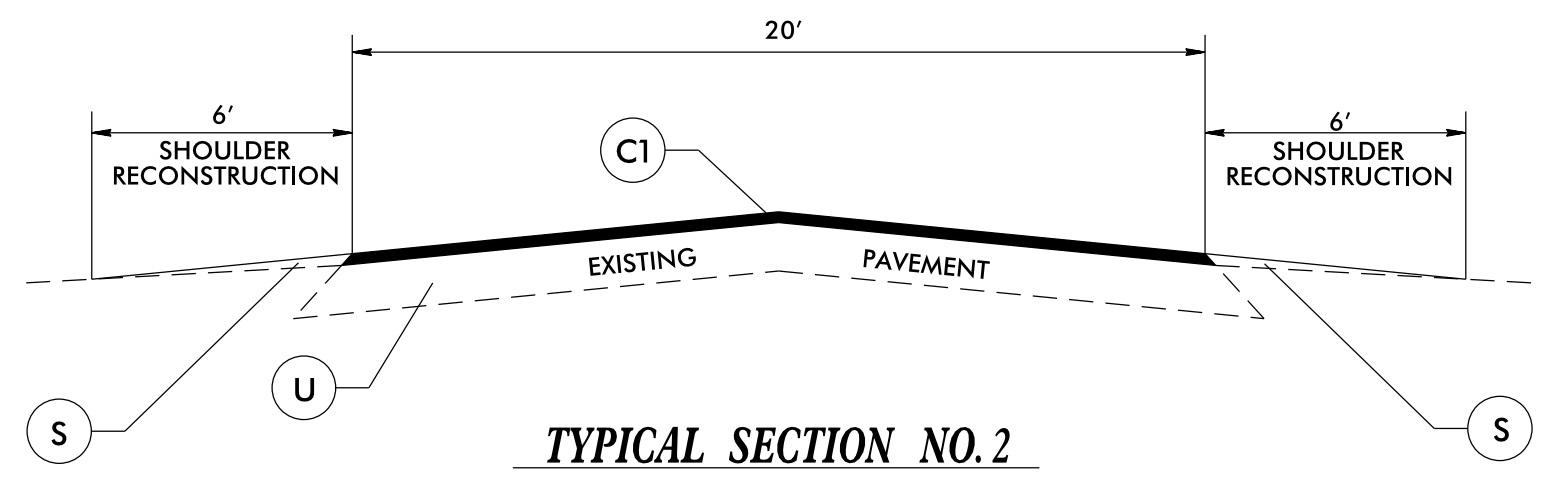
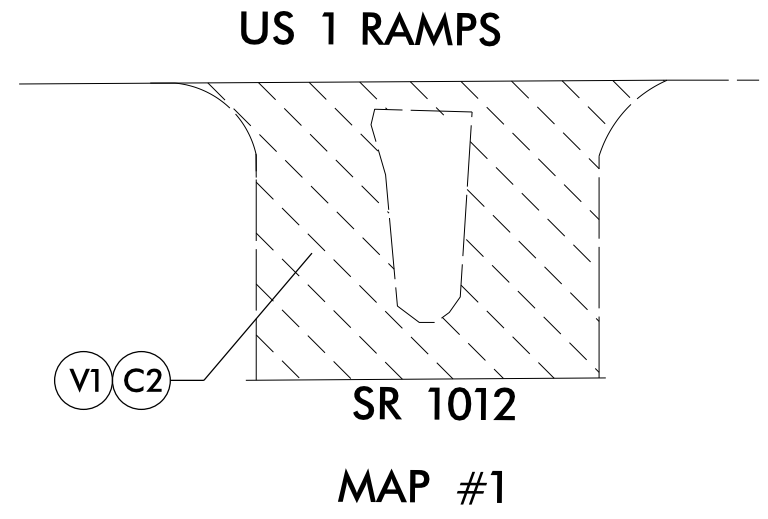
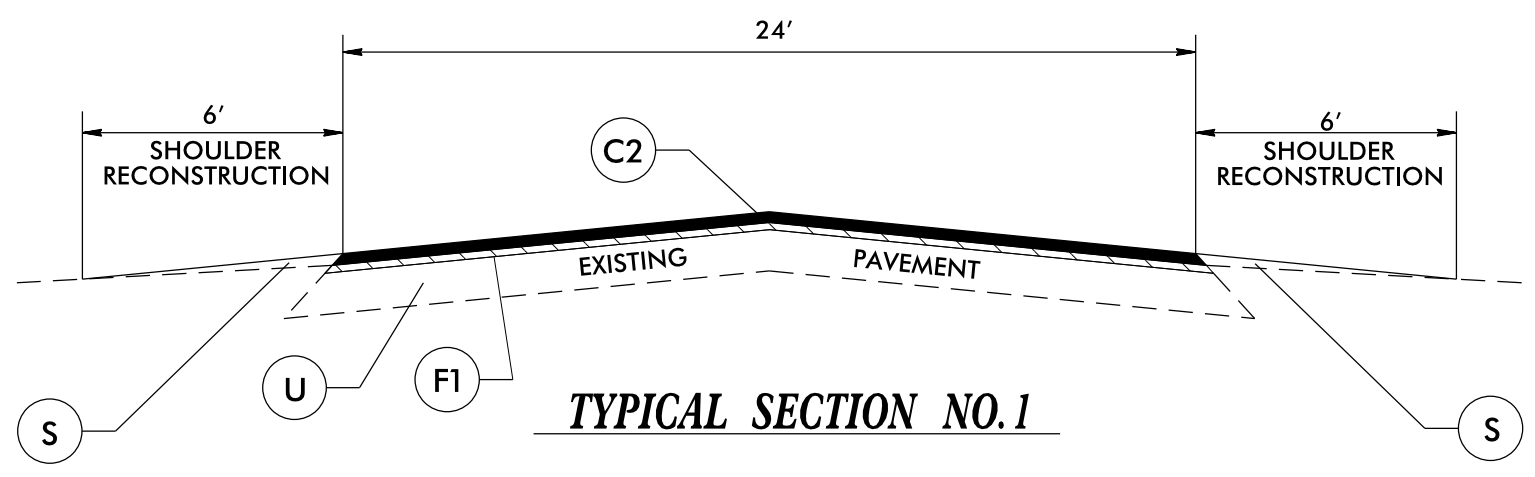
SYSTEMS TIME *****



040397
 03-MAY-2017 11:59
 Lee\Chatham_Lee_Mar-2017_Submittal\Lee_Map_Mar-2017.dgn
 1:10:25 PM
 10/10/2017



040397

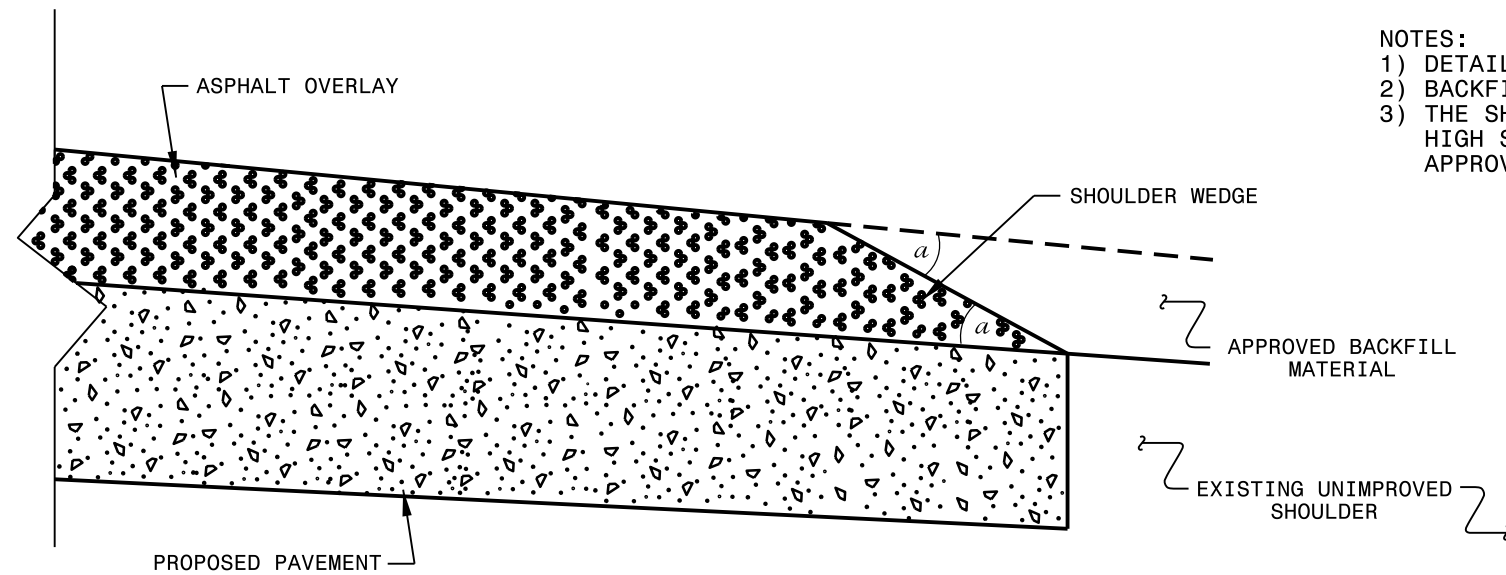


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, MATCOAT #67 STONE
S	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT.
V1	MILLING 1.5" IN DEPTH

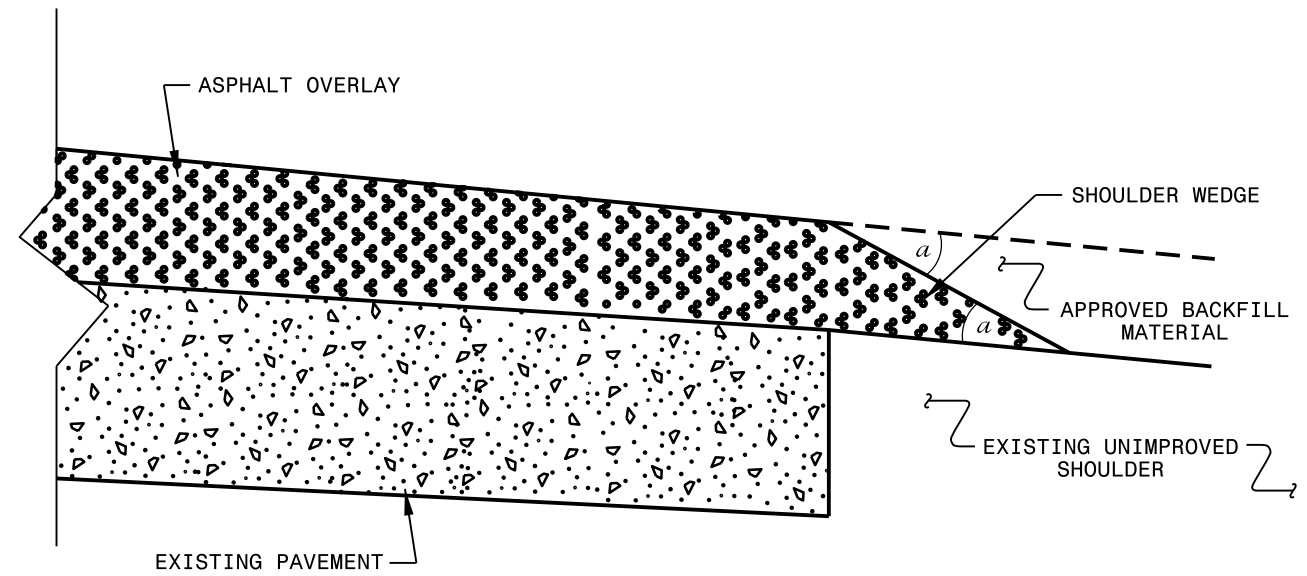
040397
2017-03-10 11:56
C:\Chatham-Lee-Mar-2017-Submittal\Chatham-Lee-Typicals-Mar-2017.dgn

NOTES:

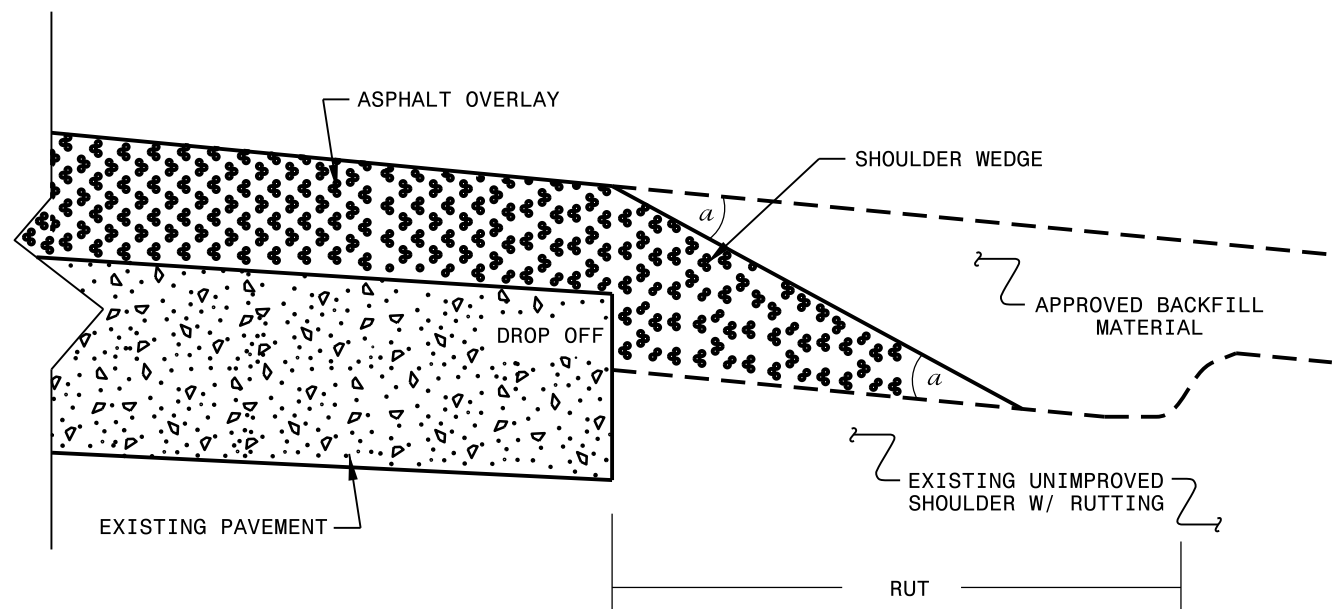
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn	

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.08.12.20191,	9	
2017CPT.08.12.20531		

SUMMARY OF QUANTITIES

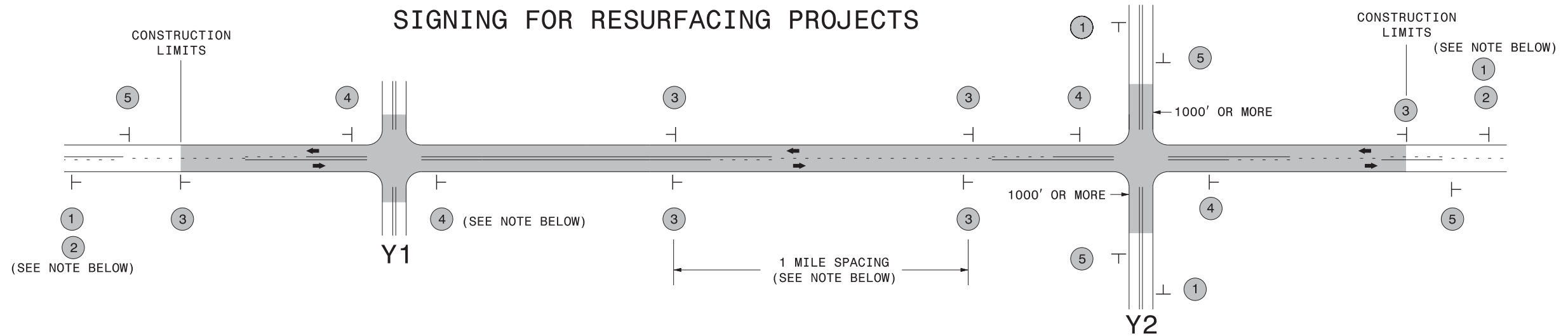
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	AGGREGATE SHOULDER BORROW TON	SHOULDER RECONSTRUCTION SMI	1.5" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ASPHALT SURFACE TREATMENT, MATCOAT, #67 STONE SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	ADJUST METER OR VALVE BOX EA	INDUCTIVE LOOP SAWCUT LF
2017CPT.08.12.20191	Chatham	1	SR 1012 (PITTSBORO-MONCURE RD)	FROM US 15-501 TO SR 1011 (OLD US 1)	1	2		NO	NO	8.275	24	2,295.00	16.55	560	1,200	10,910		655	1,200	116,700.00	46,700	2	500
TOTAL FOR MAP NO. 1										8.275		2,295.00	16.55	560	1,200	10,910		655	1,200	116,700.00	46,700	2	500
2017CPT.08.12.20191	Chatham	2	SR 1526 (PARKER HERNDON RD)	FROM SR 1525 (HAMLET CHP RD) TO SR 1528 (ANDREWS STORE RD)	2	2		NO	NO	1.915	20	530.00	3.83		167		1,710	115	570				
TOTAL FOR MAP NO. 2										1.915		530.00	3.83		167		1,710	115	570				
TOTAL FOR PROJ NO. 2017CPT.08.12.20191										10.19		2,825.00	20.38	560	1,367	10,910	1,710	770	1,770	116,700.00	46,700	2	500
2017CPT.08.12.20531	Lee	3	SR 1329 (OLD CARBONTON RD)	FROM CONST JOINT @ SR 1009 (CARBONTON RD) TO DEAD END	3	2	2WU	NO	NO	0.303	18	85.00	0.61		471		315	21	251				
TOTAL FOR MAP NO. 3										0.303		85.00	0.61		471		315	21	251				
2017CPT.08.12.20531	Lee	4	SR 1540 (DOYLE COX RD)	FROM CONST JOINT @ SR 1538 (BUCKHORN RD) TO DEAD END	3	2	2WU	NO	NO	0.761	20	212.00	1.52				815	55	722				
TOTAL FOR MAP NO. 4										0.761		212.00	1.52				815	55	722				
2017CPT.08.12.20531	Lee	5	SR 1243 (WOODSIDE DRIVE)	FROM SR 1244 (HUNT SPRINGS DRIVE) TO DEAD END	3	2	2WU	NO	NO	0.334	20	93.00	0.67		225		395	26	20				
TOTAL FOR MAP NO. 5										0.334		93.00	0.67		225		395	26	20				
2017CPT.08.12.20531	Lee	6	SR 1245 (MEADOW DRIVE)	FROM SR 1001 (LEMON SPRINGS RD) TO SR 1244 (HUNT SPRINGS RD)	3	2	2WU	NO	NO	0.167	20	50.00	0.34		2,000		225	15	10				
TOTAL FOR MAP NO. 6										0.167		50.00	0.34		2,000		225	15	10				
2017CPT.08.12.20531	Lee	7	SR 1401 (ZIMMERMAN RD)	FROM SR 1400 (CUMNOCK RD) TO SR 1450 (ZIMMERMAN RD)	3	2	2WU	NO	NO	0.058	24	18.00	0.12		200		105	7	5				
TOTAL FOR MAP NO. 7										0.058		18.00	0.12		200		105	7	5				
TOTAL FOR PROJ NO. 2017CPT.08.12.20531										1.623		458.00	3.26		2,896		1,855	124	1,008				
GRAND TOTAL										11.813		3,283.00	23.64	560	4,263	10,910	3,565	894	2,778	116,700.00	46,700	2	500

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.08.12.20191,	10	
2017CPT.08.12.20531		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4510000000-N	4685000000-E	4686000000-E		4695000000-E	4710000000-E	4725000000-E			4770000000-E	4850000000-E	4900000000-N		
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 120 M YELLOW THERMO	4" X 120 M WHITE THERMO	8" X 90 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO RT ARROW 90 M	THERMO LT ARROW 90 M	THERMO STR & RT ARROW 90 M	COLD APPLIED PLASTIC PAVEMENT MARKING LINES, TYPE II (4")	4" LINE REMOVAL	YELLOW & YELLOW MARKERS	CRYSTAL & RED MARKERS	
NO		NO			NO					SF	LS	HR	LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	EA	EA	
2017CPT.08.12.20191	Chatham	1	SR 1012 (PITTSBORO-MONCURE RD)	FROM US 15-501 TO SR 1011 (OLD US 1)	1	2		8.275	24	930	1	40	89,039	89,039	240	145	60	1	2	2	1,200	1,200	546	15	
TOTAL FOR MAP NO. 1										930	1	40	89,039	89,039	240	145	60	1	2	2	1,200	1,200	546	15	
2017CPT.08.12.20191	Chatham	2	SR 1526 (PARKER HERNDON RD)	FROM SR 1525 (HAMLET CHP RD) TO SR 1528 (ANDREWS STORE RD)	2	2		1.915	20	220	*		20,605	20,605	50										
TOTAL FOR MAP NO. 2										220	*		20,605	20,605	50										
TOTAL FOR PROJ NO. 2017CPT.08.12.20191										1,150	1	40	109,644	109,644	290	145	60	1	2	2	1,200	1,200	546	15	
										109,934					5			561							
2017CPT.08.12.20531	Lee	3	SR 1329 (OLD CARBONTON RD)	FROM CONST JOINT @ SR 1009 (CARBONTON RD) TO DEAD END	3	2	2WU	0.303	18	34	*		3,200	3,200	30		20								
TOTAL FOR MAP NO. 3										34	*		3,200	3,200	30		20								
2017CPT.08.12.20531	Lee	4	SR 1540 (DOYLE COX RD)	FROM CONST JOINT @ SR 1538 (BUCKHORN RD) TO DEAD END	3	2	2WU	0.761	20	86	*														
TOTAL FOR MAP NO. 4										86	*														
2017CPT.08.12.20531	Lee	5	SR 1243 (WOODSIDE DRIVE)	FROM SR 1244 (HUNT SPRINGS DRIVE) TO DEAD END	3	2	2WU	0.334	20	38	*														
TOTAL FOR MAP NO. 5										38	*														
2017CPT.08.12.20531	Lee	6	SR 1245 (MEADOW DRIVE)	FROM SR 1001 (LEMON SPRINGS RD) TO SR 1244 (HUNT SPRINGS RD)	3	2	2WU	0.167	20	19	*														
TOTAL FOR MAP NO. 6										19	*														
2017CPT.08.12.20531	Lee	7	SR 1401 (ZIMMERMAN RD)	FROM SR 1400 (CUMNOCK RD) TO SR 1450 (ZIMMERMAN RD)	3	2	2WU	0.058	24	7	*														
TOTAL FOR MAP NO. 7										7	*														
TOTAL FOR PROJ NO. 2017CPT.08.12.20531										184			3,200	3,200	30		20								
										3,230					5		561								
GRAND TOTAL										11,813	1	40	112,844	112,844	320	145	80	1	2	2	1,200	1,200	546	15	
										113,164					5			561							

SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

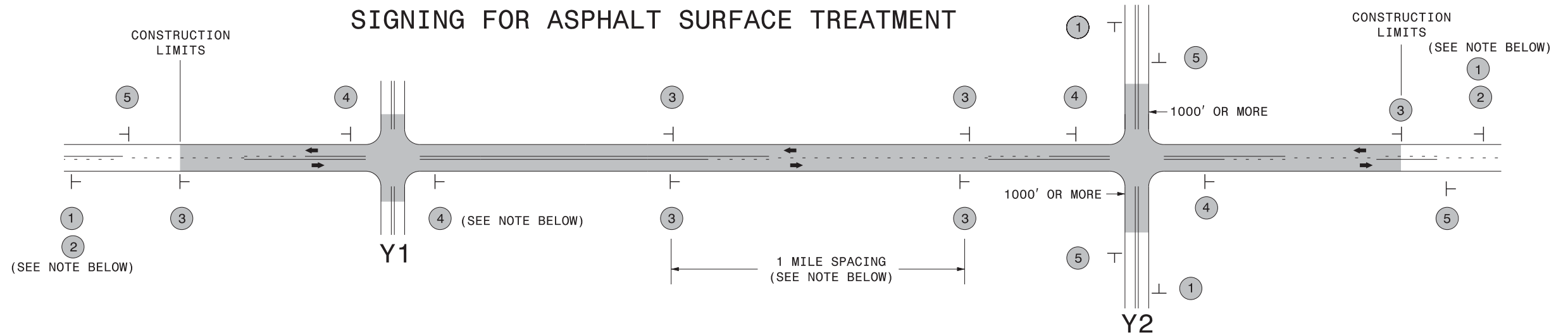
-Y- LINE SIGNING

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"> 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;"> <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.		

3/19/2015
 C:\Users\rmgarrett\Downloads\Resurfacing_AdvWarn_2Ln (2).dgn
 User:rmgarrett

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

SIGNING FOR ASPHALT SURFACE TREATMENT

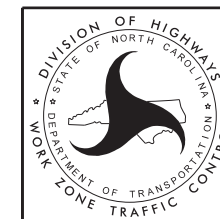


LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2	 W20-1 48" X 48" W7-3aP 24" X 18"	<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;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
3	 W8-7 48" X 48" SP 48" X 48"	<p style="text-align: center;">ALTERNATE THE FOLLOWING TWO SIGNS:</p> <p style="text-align: center;">STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</p> <p style="text-align: center;">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.</p>
4	 SP 13106 48" X 48"	<p style="text-align: center;">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.</p>
5	 G20-2 A 48" X 24"	<p style="text-align: center;">PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>



**ADVANCE WARNING SIGNS
FOR
ASPHALT SURFACE TREATMENTS
2 LANE ROADWAYS**