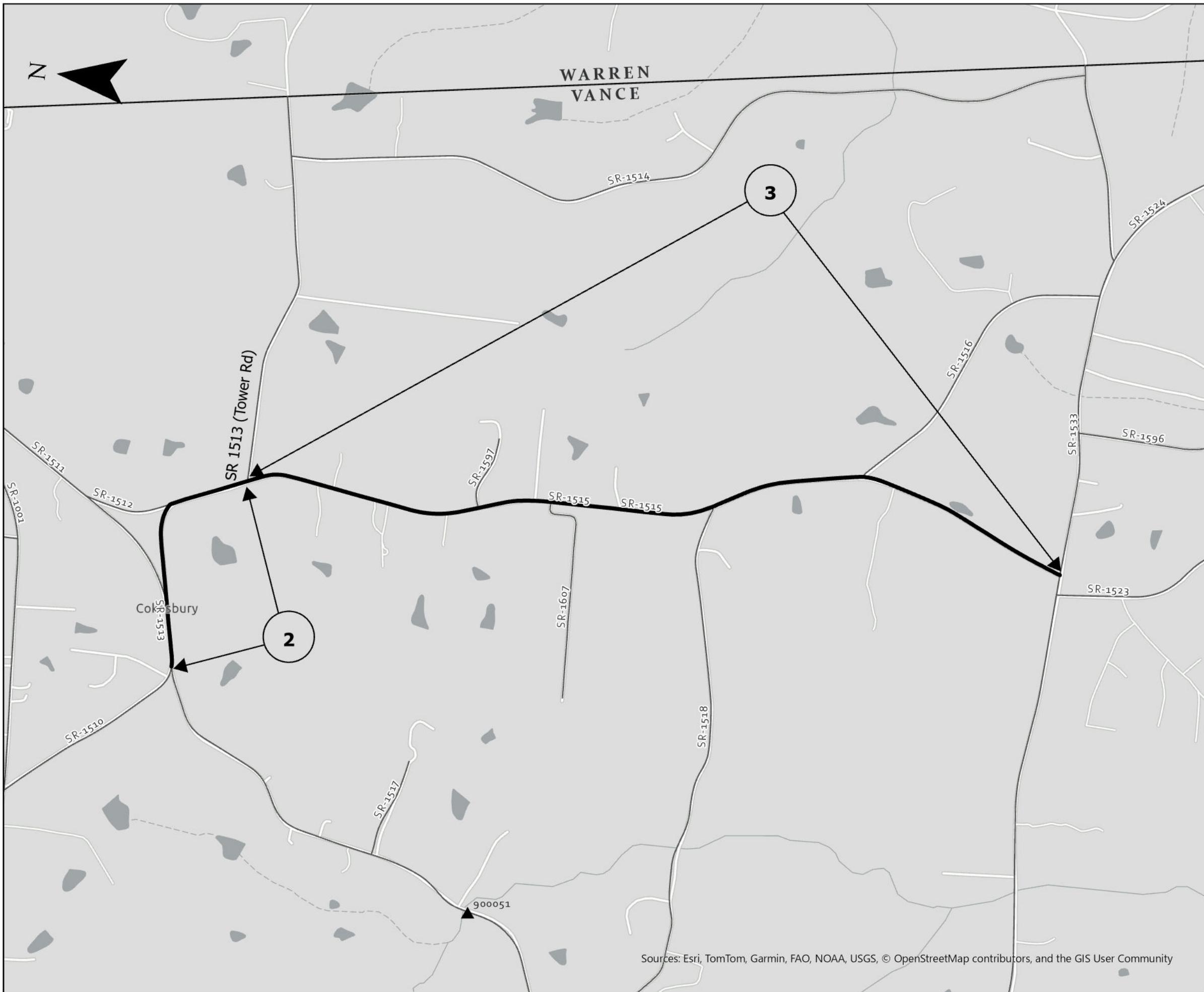




2027 Vance

PROJECT REFERENCE NO.	SHEET NO.
2026CPT.05.12.10911.1, 2026CPT.05.12.20911.1, 2026CPT.05.12.20912.1	1

0.00 0.25 0.50 1.00
Miles

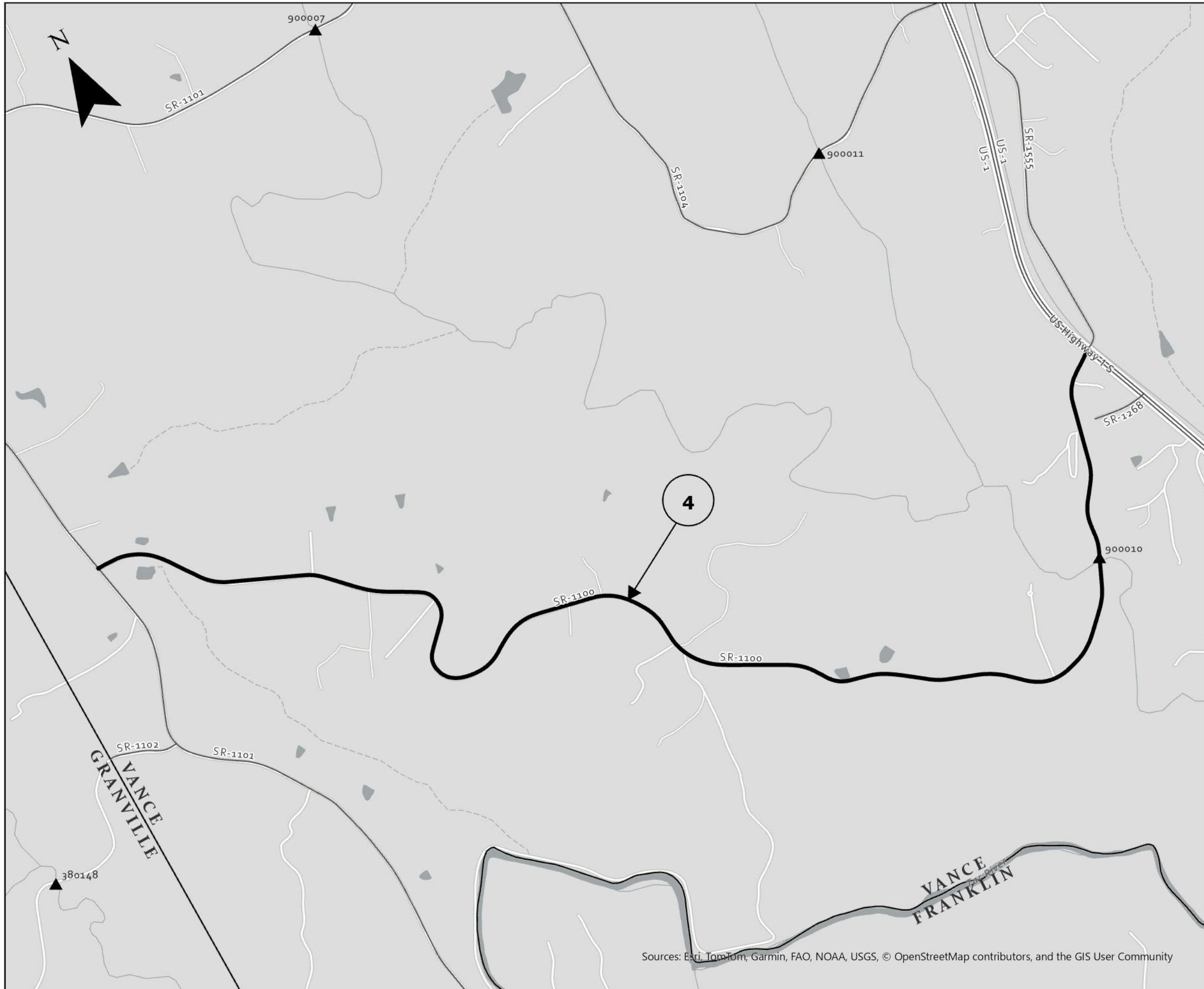


2027 Vance

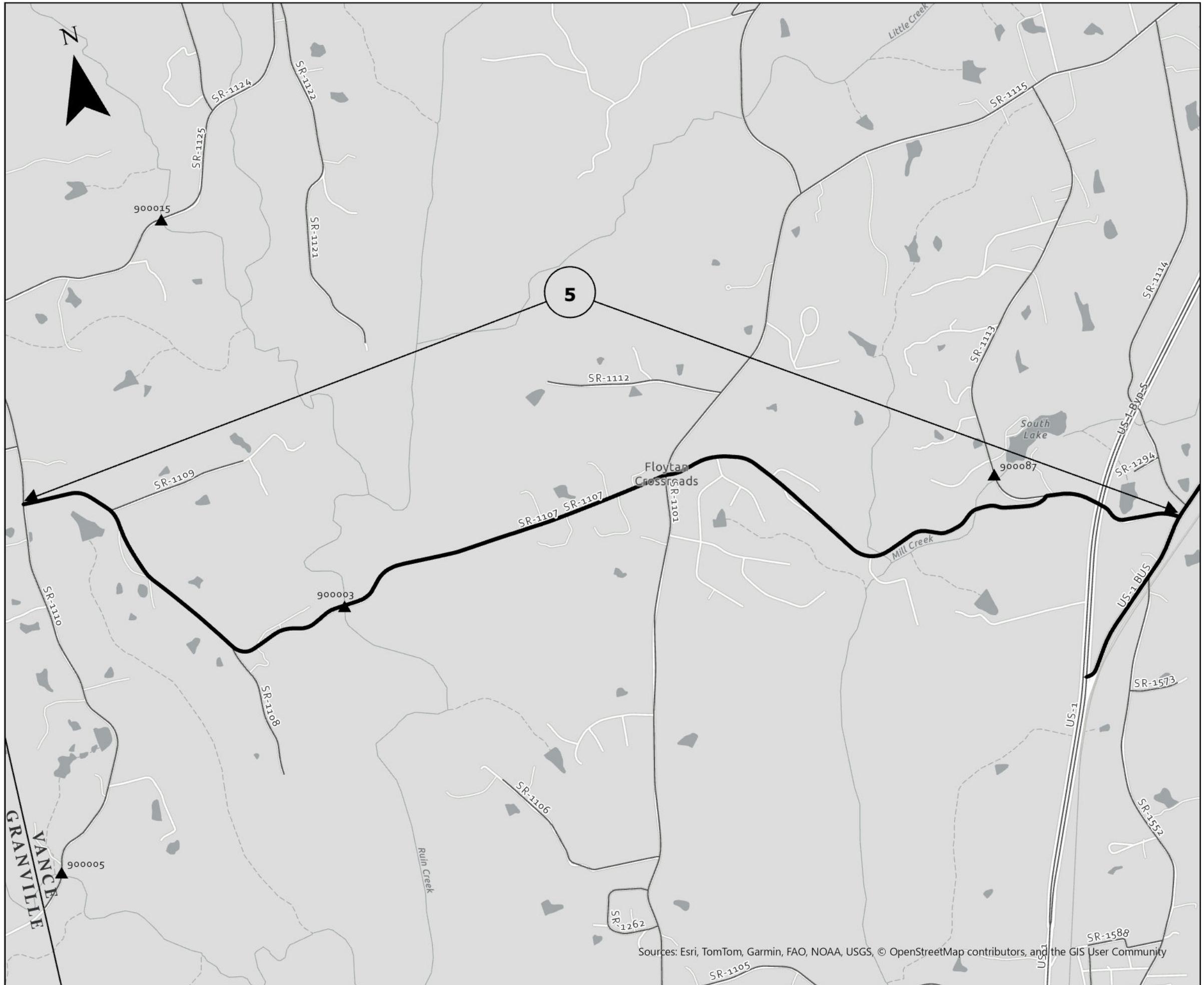
PROJECT REFERENCE NO.	SHEET NO.
2026CPT.05.12.10911.1, 2026CPT.05.12.20911.1, 2026CPT.05.12.20912.1	3

Map 4: SR 1100 (Egypt Mountain Road)
From: US 1
To: SR 1101 (Charlie Grissom Rd)

▲ NCDOT Bridges



0.00 0.25 0.50
Miles



2027 Vance

PROJECT REFERENCE NO.	SHEET NO.
2026CPT.05.12.10911.1, 2026CPT.05.12.20911.1, 2026CPT.05.12.20912.1	4

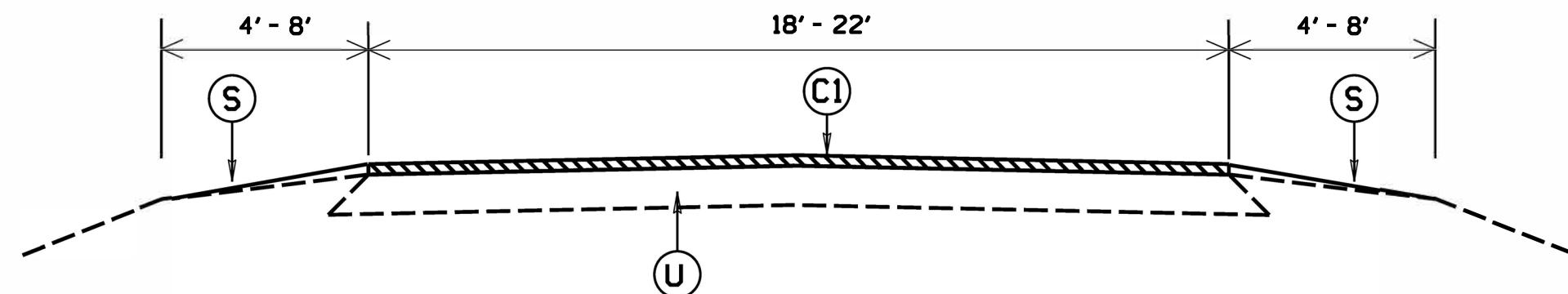
Map 5: SR 1107 (Community House Rd/ Briggs Rd/ S Lake Lodge Rd)
From: US 1 BUS
To: SR 1110 (Old Watkins Rd)

▲ NCDOT Bridges

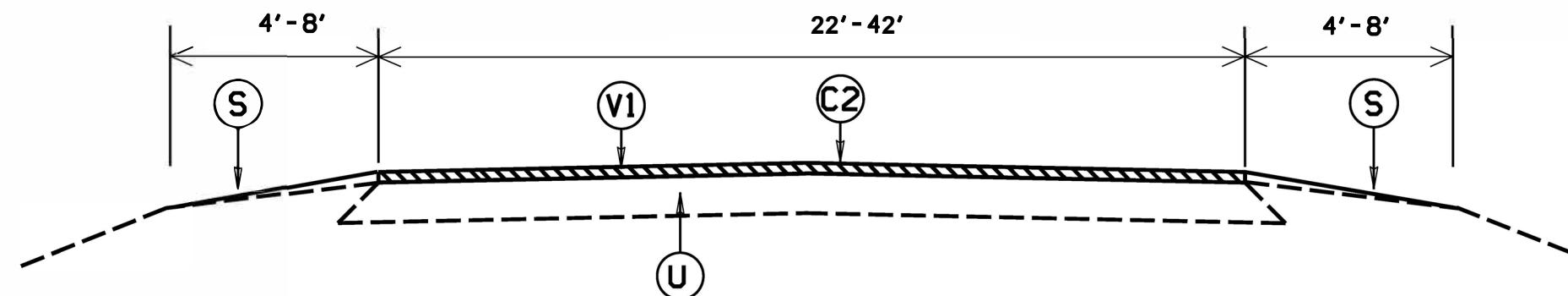
A scale bar with tick marks at 0.00, 0.25, 0.50, and 1.00 miles. The bar is 1.00 miles long.

PAVEMENT SCHEDULE	
C1	1 $\frac{1}{4}$ " ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C2	1 $\frac{1}{2}$ " ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
V1	MILL ASPHALT PAVEMENT, 1 $\frac{1}{2}$ " DEPTH
S	SHOULDER GRADING, ASB REQUIRED (EXCEPT AT RESIDENTIAL AREAS)
U	EXISTING PAVEMENT

PROJECT REFERENCE NO.	SHEET NO.
2026CPT.05.12.10911.1. ETC.	5

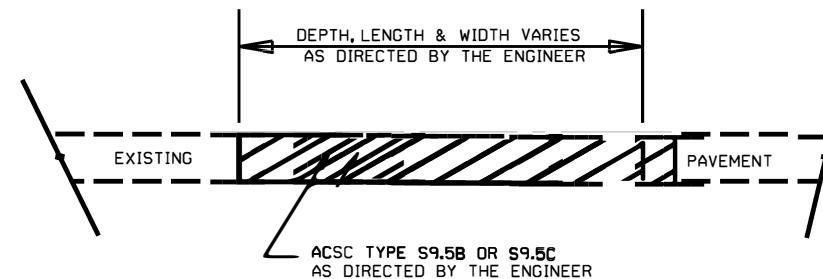


TYPICAL SECTION NUMBER 1
FULL DEPTH PATCHING AND 1.25" S.9.5B OVERLAY
MAP NUMBERS 2,3,4&5



TYPICAL SECTION NUMBER 2
FULL DEPTH PATCHING AND MILL 1.5" AND 1.5" S9.5
MAP NUMBER 1

PROJECT REFERENCE NO.	SHEET NO.
2026CPT.05.12.10911.1, ETC.	6



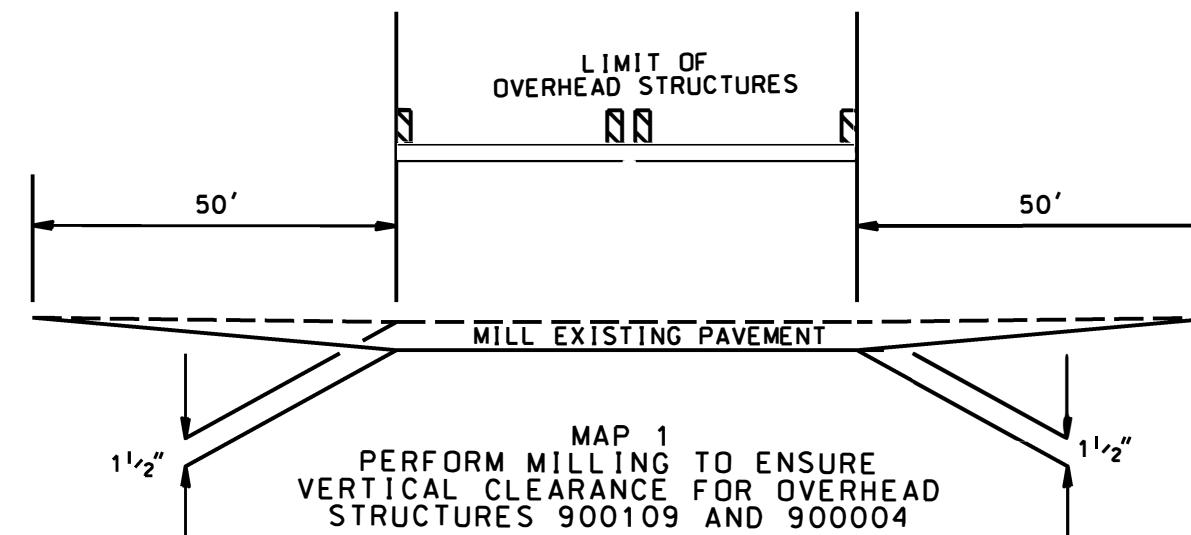
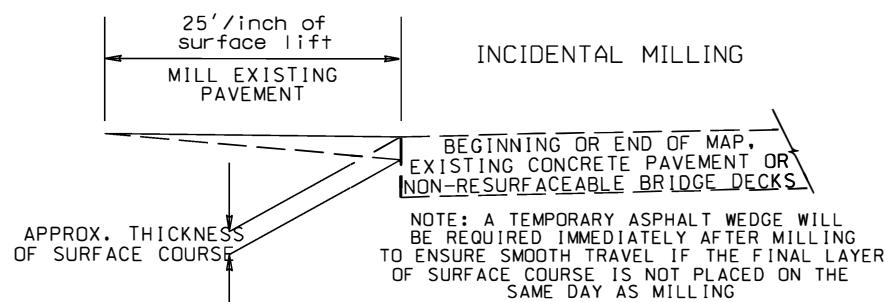
PATCHING EXISTING PAVEMENT

MILLING TO BE PERFORMED PRIOR TO PATCHING

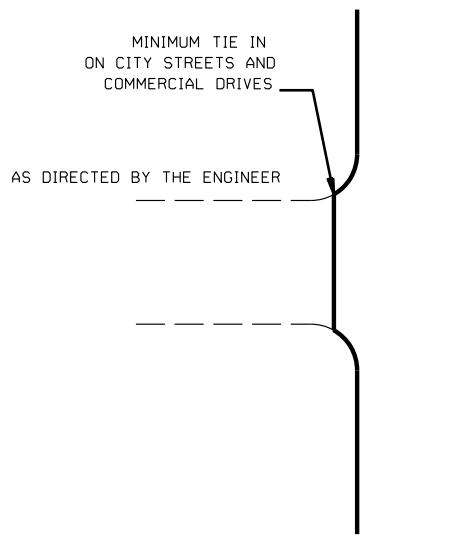
NOTES

ALL UNPAVED S.R. ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
 BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

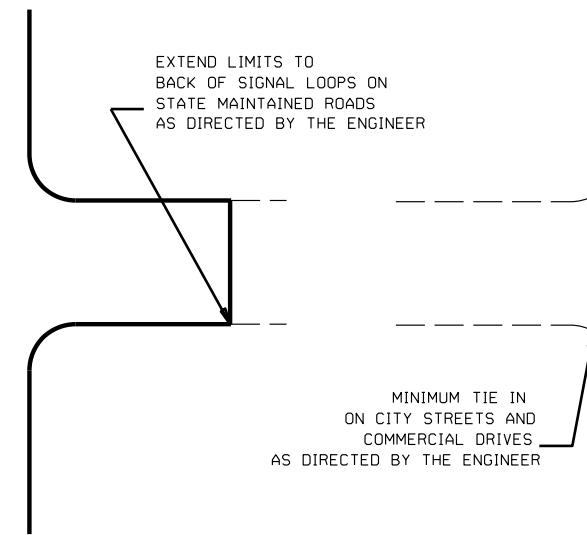
- INCIDENTAL MILLING ON MAP 4 BRIDGE #900010 AS DIRECTED BY THE ENGINEER TO RESURFACE AND NOT ADD ANY ADDITIONAL WEIGHT ON THE BRIDGE.



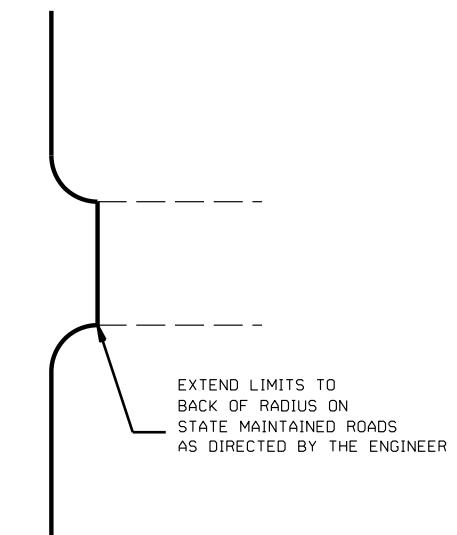
PROJECT REFERENCE NO.	SHEET NO.
2026CPT.05.12.10911.1, ETC.	7

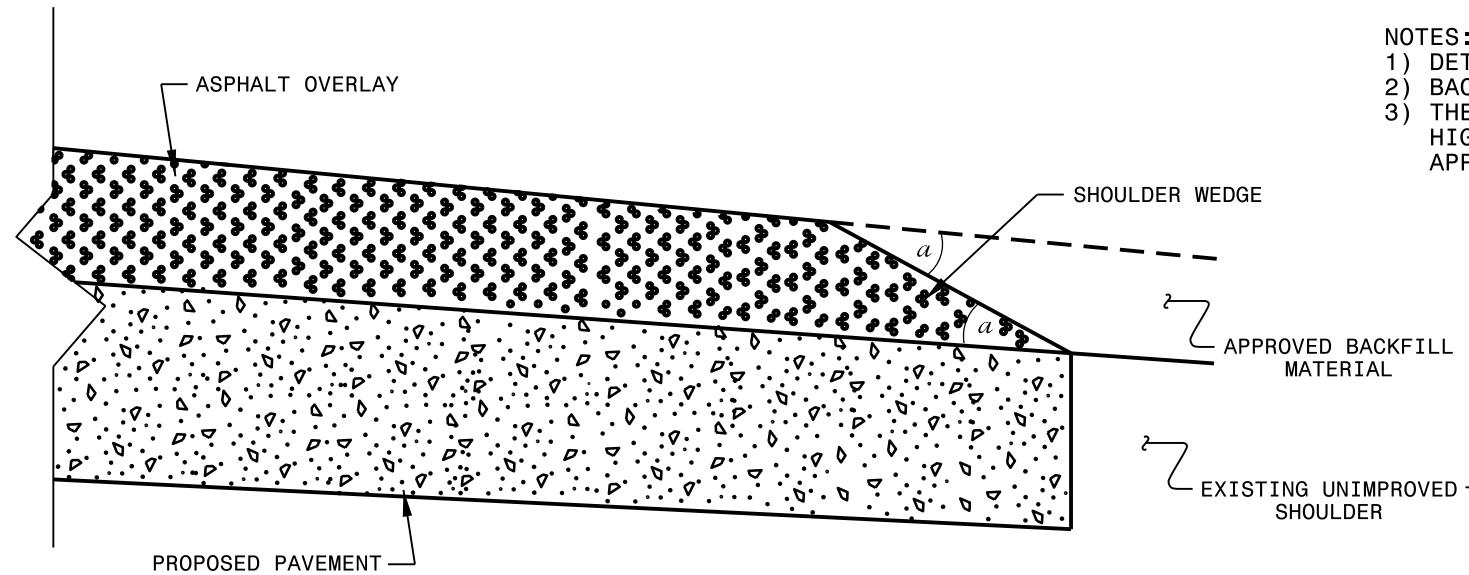


DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES



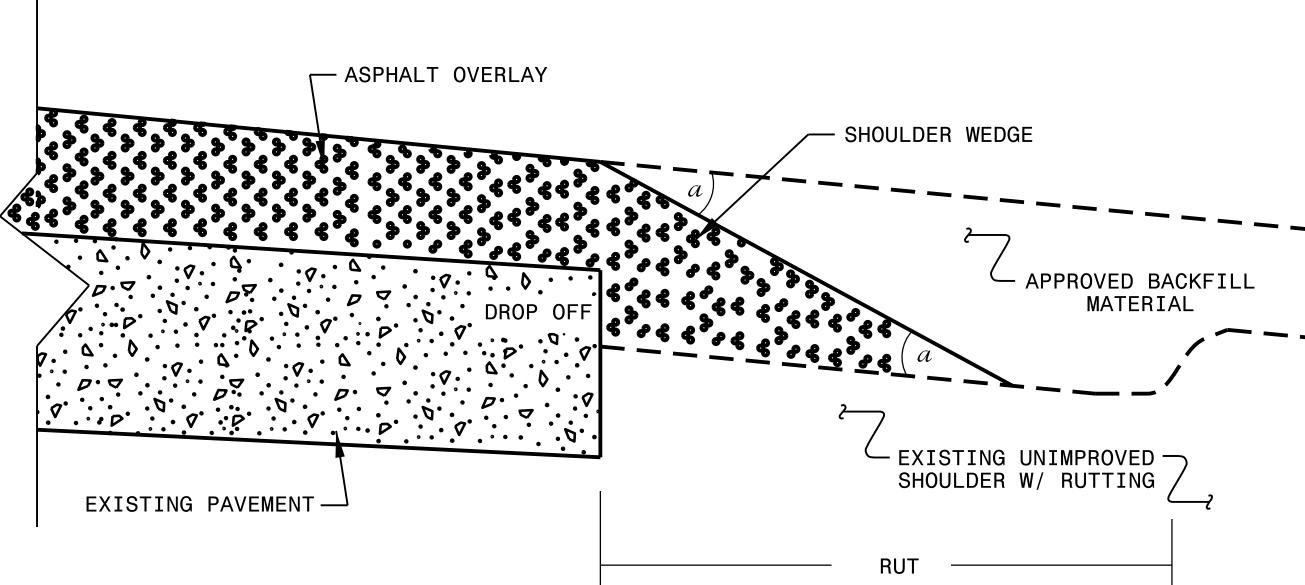


NOTES:

- 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, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.

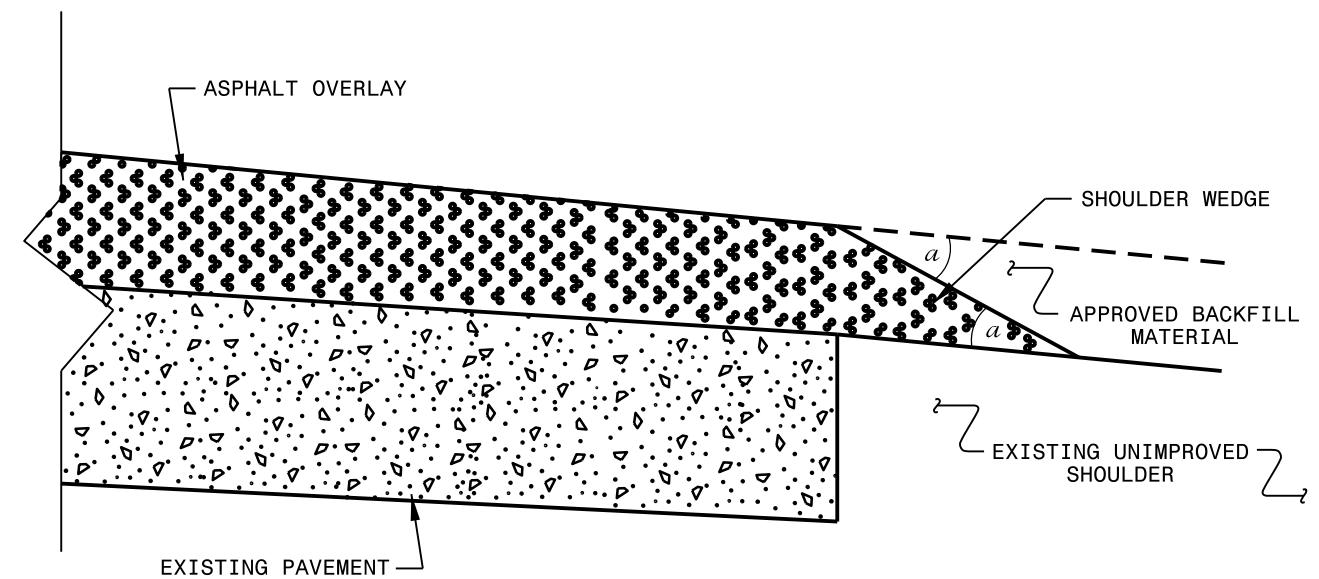
SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ Widening or
with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL

(Resurfacing Adjacent to
Rutted Shoulder)



SHOULDER WEDGE DETAIL

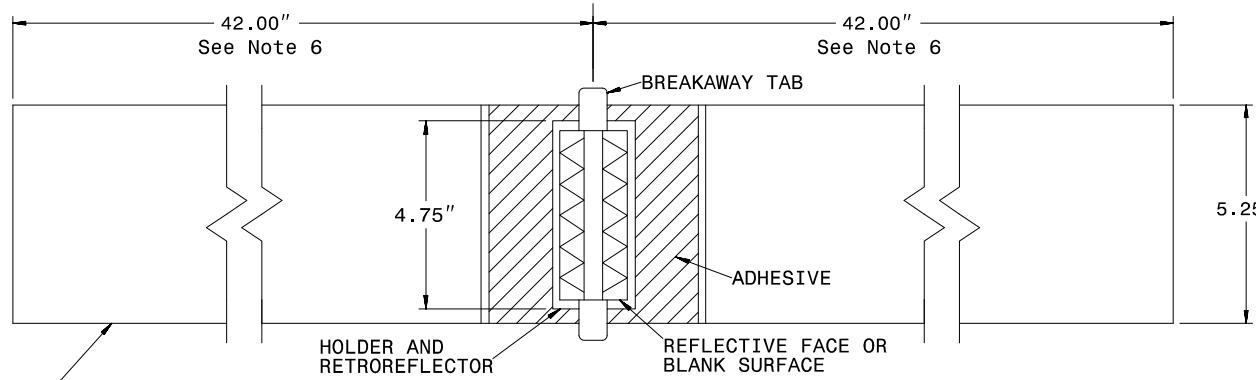
(Resurfacing Projects w/ NO Widening)

- SHOULDER WEDGE ANGLE = 30°

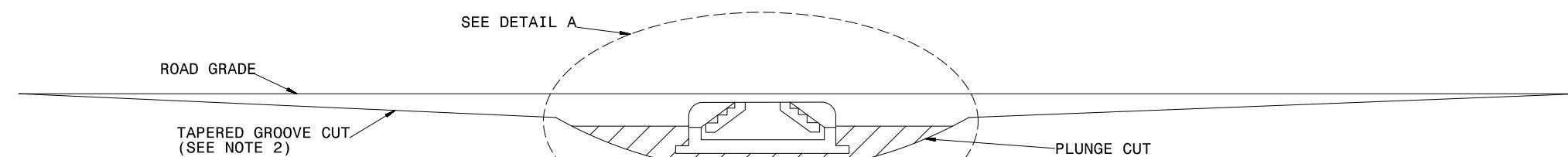
CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

SHOULDER WEDGE DETAILS

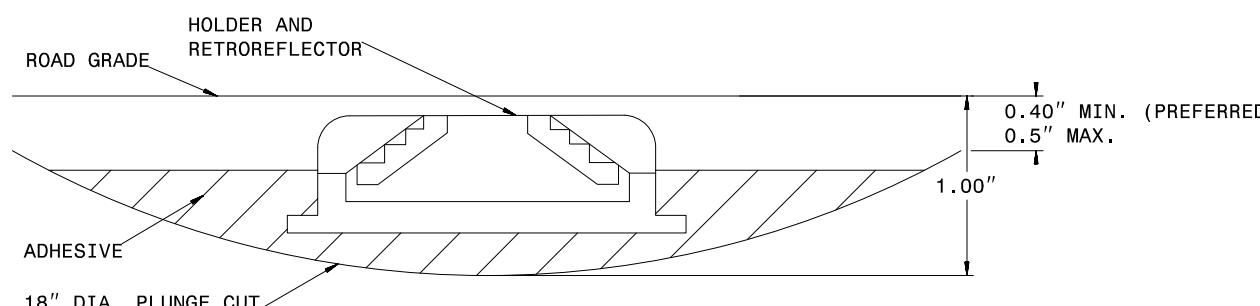
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	2/2/16
CHECKED BY:		DATE:	
FILE SPEC.:	susr/details/stand/shoulderwedge.dwg		



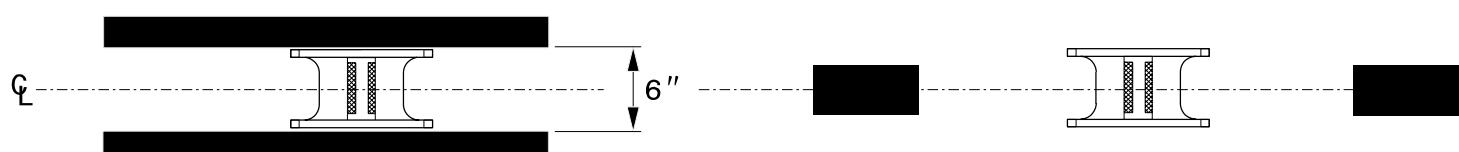
PLAN VIEW - TANGENT SECTIONS



PROFILE VIEW



DETAIL A



MARKER SPACING

NOTES:

1. ALL GROOVE EDGES SHALL BE AT LEAST 2 INCHES FROM ANY SEAM OR PAVEMENT JOINT
2. GROOVE CUTS MAY BE TAPERED OR BEVELED. TAPERED CUTS SHALL START AT ROAD LEVEL ON EACH END AND TAPER AT A FIXED RATE AS SHOWN ON THE PROFILE VIEW. BEVELED GROOVE CUTS SHALL BE 0.5" MAXIMUM DEPTH (0.4" PREFERRED), AND SHALL BE 0.4" MINIMUM DEPTH AT BOTH ENDS OF THE PLUNGE CUT.
3. GROOVE AND PLUNGE CUT SHALL BE CLEAN AND DRY PRIOR TO PLACEMENT OF ADHESIVE.
4. THE EPOXY ADHESIVE SHALL BE THOROUGHLY MIXED UNTIL IT IS UNIFORM IN COLOR, AND APPLIED IN COLOR, AND APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
5. MARKER SHALL BE INSTALLED AS PER MANUFACTURER'S INSTALLATION INSTRUCTIONS WITH THE BREAKAWAY TABS RESTING ON THE PAVEMENT SURFACE. THE EPOXY SHALL BE FILLED TO THE LEVEL OF THE TOP OF THE MARKER HOLDER. EPOXY SHALL NOT TOUCH THE RETROREFLECTOR.
6. TOTAL GROOVE LENGTH MAY BE SHORTENED TO 54" ON SHARP CURVES IF APPROVED BY THE ENGINEER. GROOVES SHALL NOT OVERLAP WITH LOOP DETECTOR WIRES.

CONTRACTS STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-8950 FAX 919-250-4119	
DETAIL OF INLAID CRADLE MARKER	
ORIGINAL BY: <u>rgwatson</u>	DATE: <u>02-06-2024</u>
MODIFIED BY: _____	DATE: _____
CHECKED BY: _____	DATE: _____
FILE SPEC.: _____	_____

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.05.12.10911.1		
2026CPT.05.12.20911.1		10
2026CPT.05.12.20912.1		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGI N MP	END MP	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	7444000000-E	
															MI	FT	TONS	SMI	TON	SY	SY	TONS	TONS	TON	TON
2026CPT.05.12.10911.1	Vance	1	US-1 BUS	FROM US 1 TO PAVEMENT JOINT	2	2	2WU	4.437	24	0.000	4.437	184	7.36	680	58,589	5,444		5,539	332	100	450				
TOTAL FOR PROJ NO. 2026CPT.05.12.10911.1																									
2026CPT.05.12.20911.1	Vance	2	SR-1513 / S COKESBURY RD	FROM TOWER RD TO SR 1510	1	2	2WU	0.628	18	1.007	1.635	26	1.02	95		1,504	481		32	25					
2026CPT.05.12.20911.1	Vance	3	SR-1515 / S COKESBURY RD	FROM TOWER RD TO SR 1533	1	2	2WU	2.172	18	0.000	2.172	98	3.94	364		896	1,665		111	50					
TOTAL FOR PROJ NO. 2026CPT.05.12.20911.1																									
2026CPT.05.12.20912.1	Vance	4	SR-1100 / EGYPT MOUNTAIN RD	FROM US 1 TO SR 1101	1	2	2WU	4.485	20	0.000	4.485	212	8.47	783		1,678	3,819		249	11					
2026CPT.05.12.20912.1	Vance	5	SR-1107 / S LAKE LODGE RD EXT/S LAKE LODGE RD/BRIGGS RD/COMMUNITY HOUSE RD	FROM US 1 BUS TO SR 1110	1	2	2WU	5.106	20	0.000	5.106	236	9.44	873		3,220	4,347		284	20					
TOTAL FOR PROJ NO. 2026CPT.05.12.20912.1																									
GRAND TOTAL								16.828				756	30.23	2,795	58,589	12,742	10,312	5,539	1,008	206	450				

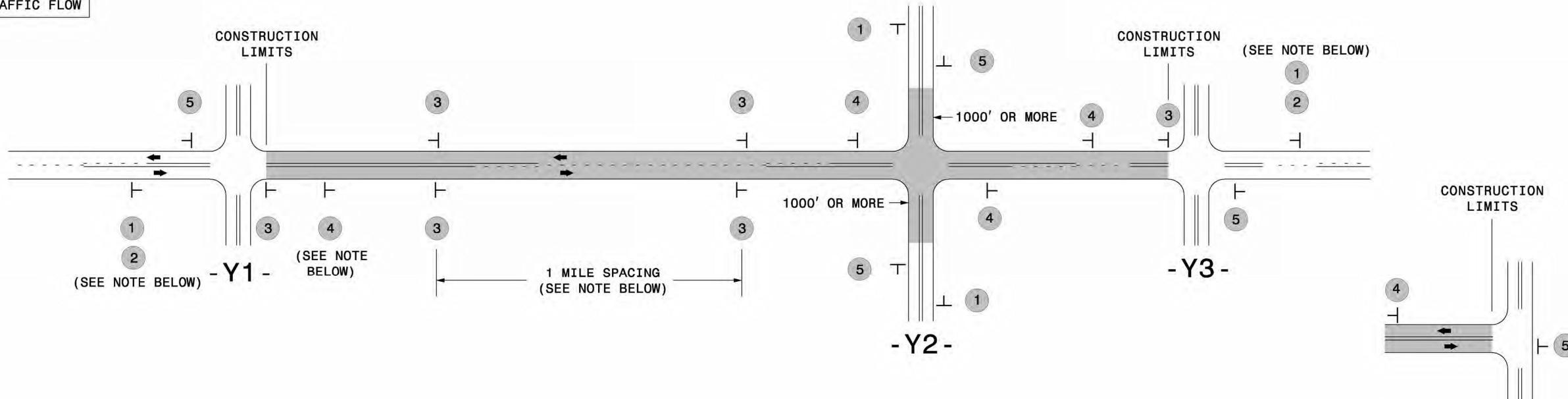
PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.05.12.10911.1		
2026CPT.05.12.20911.1		
2026CPT.05.12.20912.1		11

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4510000000-N	4685000000-E	4688000000-E	4695000000-E	4709000000-E	4720000000-E	4725000000-E	4770000000-E	4894900000-E					
												MI	FT	SF	LS	HR	LF	LF	LF	EA	EA	EA					
2026CPT.05.12.10911.1	Vance	1	US-1 BUS	FROM US 1 TO PAVEMENT JOINT	2	2	2WU	4.437	24	0	4.437	497	0.26	40			47,852	46,486	368	380	12	14	2	2	293		
TOTAL FOR PROJ NO. 2026CPT.05.12.10911.1								4.437				497	0.26	40			47,852	46,486	368	380	12	14	2	2	293		
2026CPT.05.12.20911.1	Vance	2	SR-1513 / S COKESBURY RD	FROM TOWER RD TO SR 1510	1	2	2WU	0.628	18	1.007	1.635	70	0.04		6,632	6,258											
2026CPT.05.12.20911.1	Vance	3	SR-1515 / S COKESBURY RD	FROM TOWER RD TO SR 1533	1	2	2WU	2.172	18	0	2.172	243	0.13		22,936	20,747											
TOTAL FOR PROJ NO. 2026CPT.05.12.20911.1								2.8				313	0.17		29,568	27,005											
2026CPT.05.12.20912.1	Vance	4	SR-1100 / EGYPT MOUNTAIN RD	FROM US 1 TO SR 1101	1	2	2WU	4.485	20	0	4.485	502	0.27		47,362	47,006					32						
2026CPT.05.12.20912.1	Vance	5	SR-1107 / S LAKE LODGE RD EXT/S LAKE LODGE RD/BRIGGS RD/COMMUNITY HOUSE RD	FROM US 1 BUS TO SR 1110	1	2	2WU	5.106	20	0	5.106	572	0.30		53,479	52,232					55				440	440	
TOTAL FOR PROJ NO. 2026CPT.05.12.20912.1								9.591				1,074	0.570		100,841	99,238					87				440	440	
GRAND TOTAL								16.828				1,884	1.000	40	130,409	126,243	47,852	46,486	368	467	12	14	2	2	440	440	293
															256,652		94,338									880	

SIGNING FOR RESURFACING PROJECTS

LEGEND
— STATIONARY SIGN
→ DIRECTION OF TRAFFIC FLOW



TEE INTERSECTION

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION



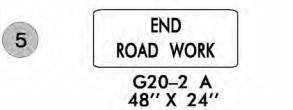
PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.
ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.



- 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.



- 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.



PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

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 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 WARNING SIGNS.

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, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



PLACED 500' IN ADVANCE OF FLAGGER.



PLACED 250' IN ADVANCE OF FLAGGER.



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

