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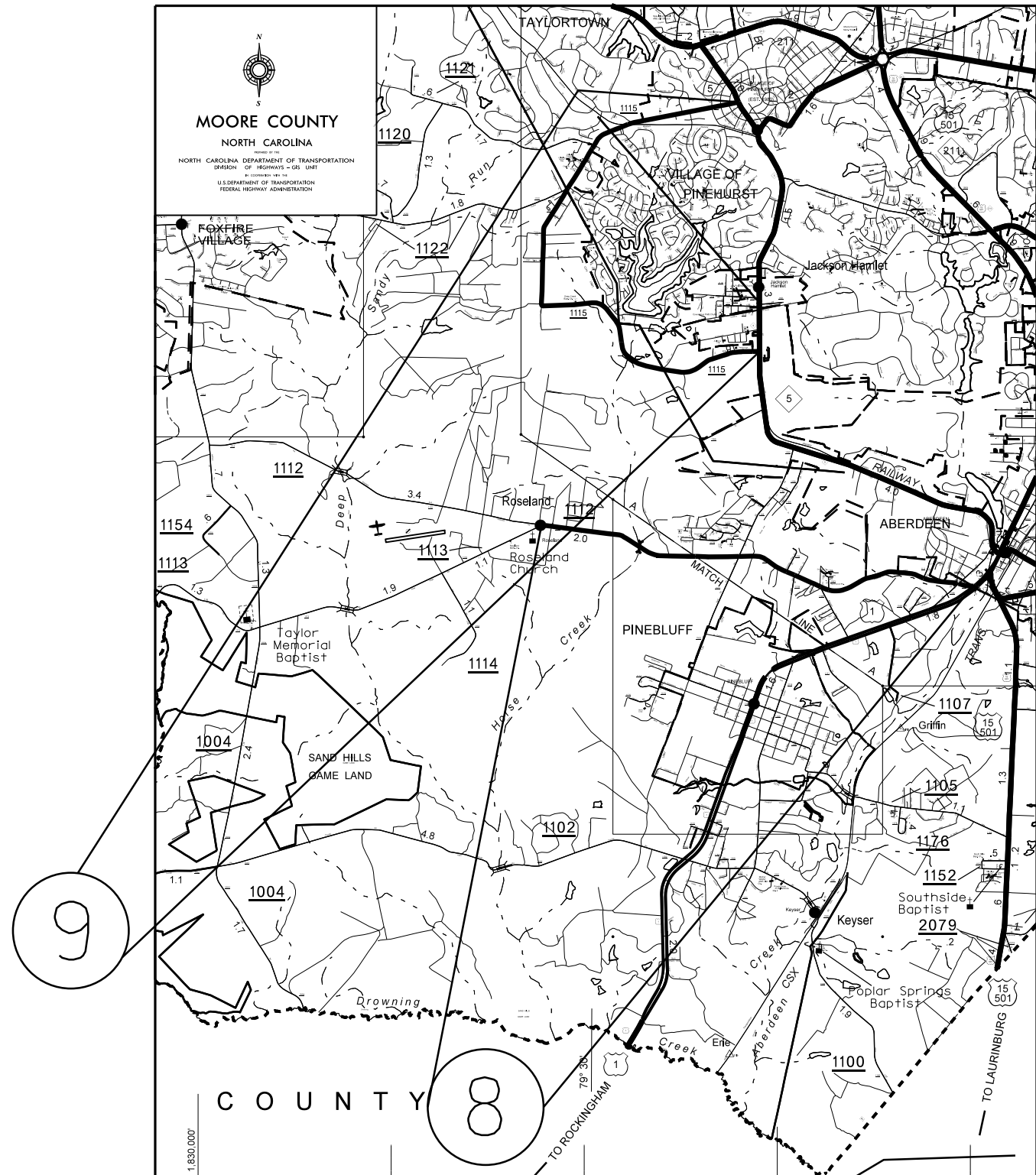
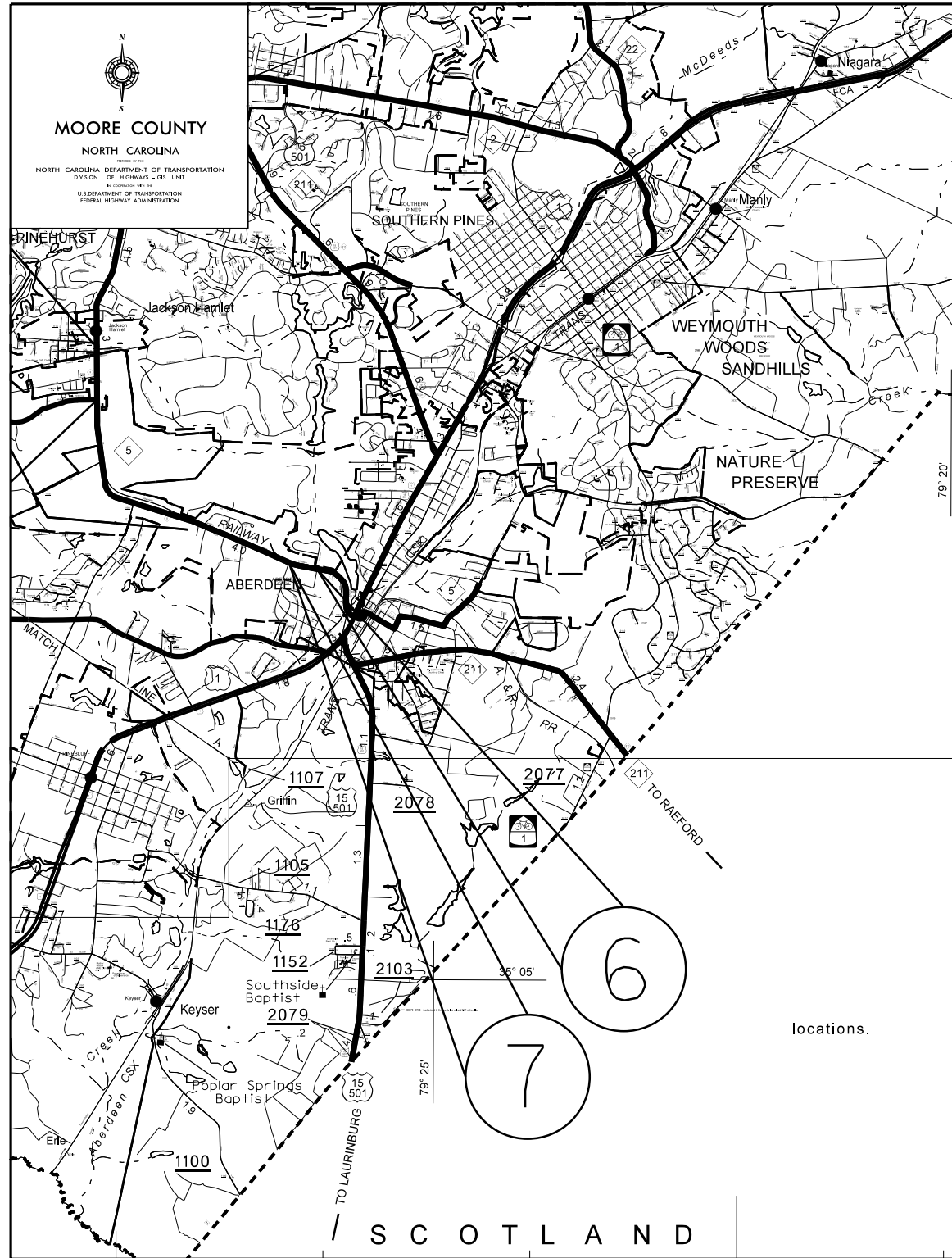
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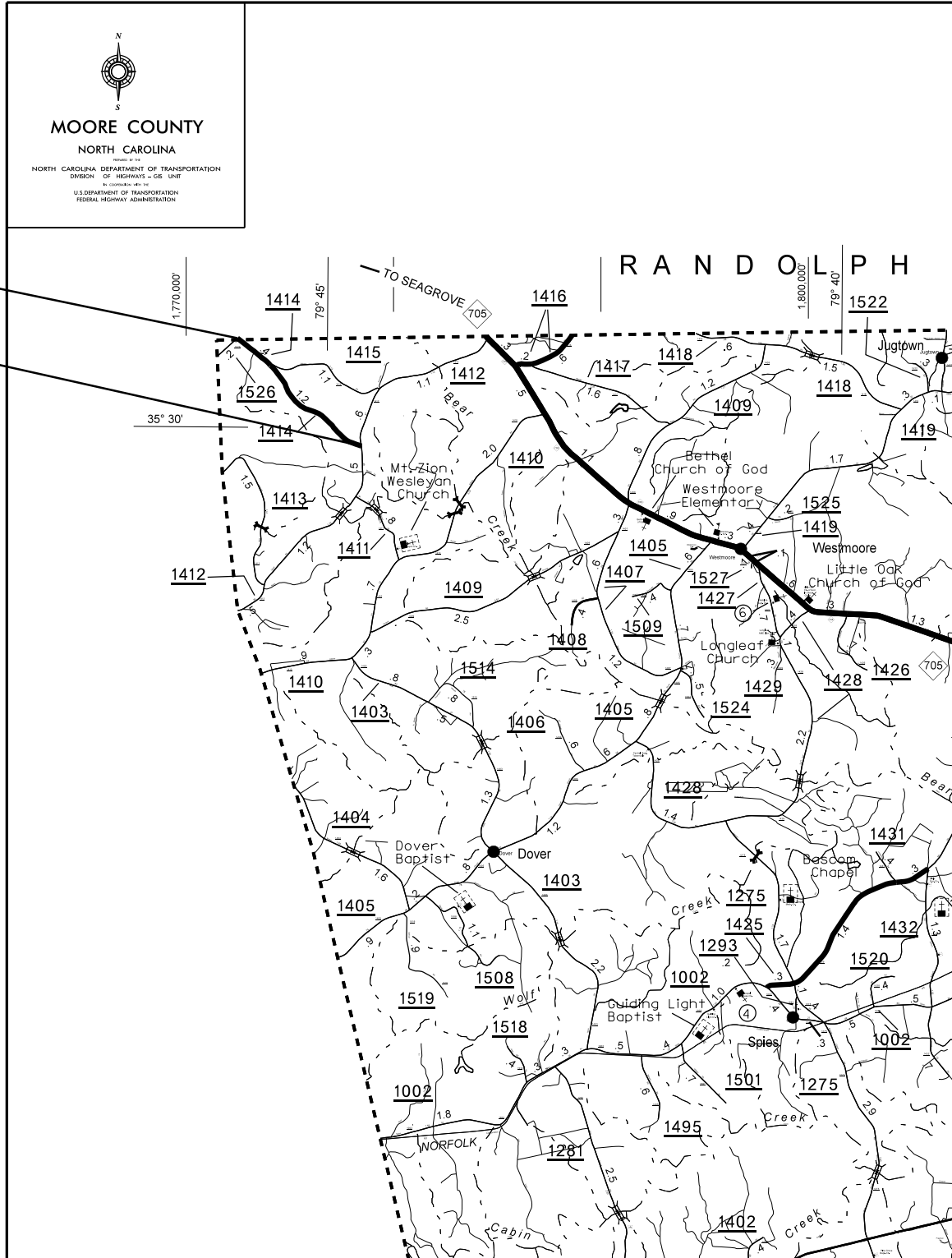
| PROJECT REFERENCE NO. | SHEET NO. |
|-----------------------|-----------|
| 2017CPT.08.01.10631 | 1 |
| 2017CPT.08.01.20631 | |
| 44329.3.1 | |



MOORE COUNTY

5/28/99
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 C:\Users\jw\Documents\Projects\Resurfacing Projects\Division 8\Moore County July 2016\Moore_July2016_Submittal\Revised Files\full_map.dgn

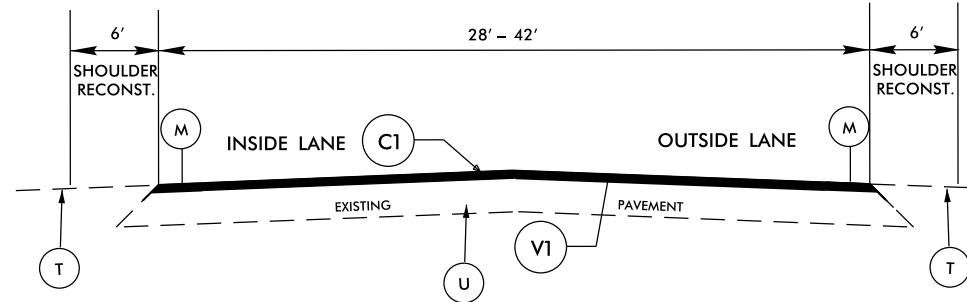




5/28/09

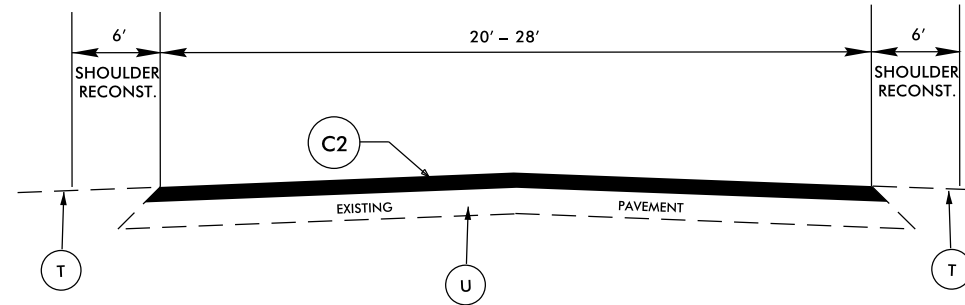
MOORE COUNTY TYPICALS

| | |
|---|-----------|
| PROJECT REFERENCE NO. | SHEET NO. |
| 2017CPT 08 01 10531 2017CPT 08 01 20531 44329.3.1 | 7 |

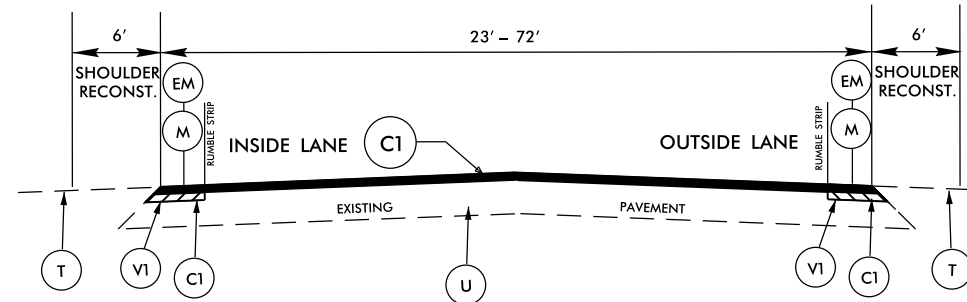


TYPICAL SECTION NO. 1

NOTE: US 1 NORTHBOUND LANES, MILL 1.5" FULL WIDTH AND REPLACE WITH 1.5" OF S9.5C

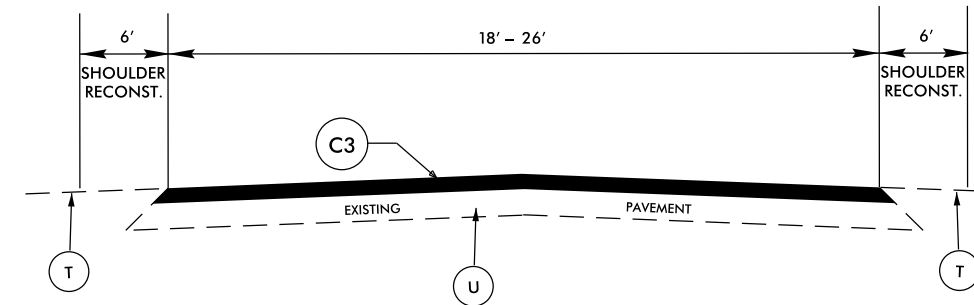


TYPICAL SECTION NO. 4

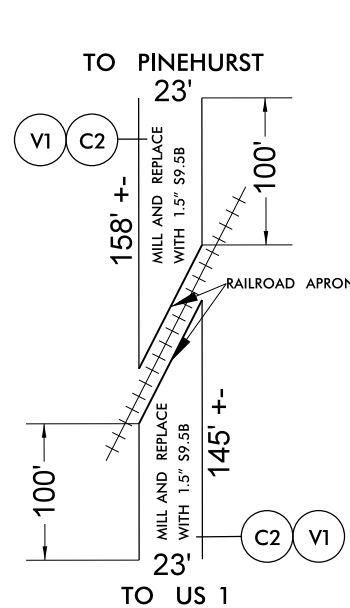


TYPICAL SECTION NO. 2

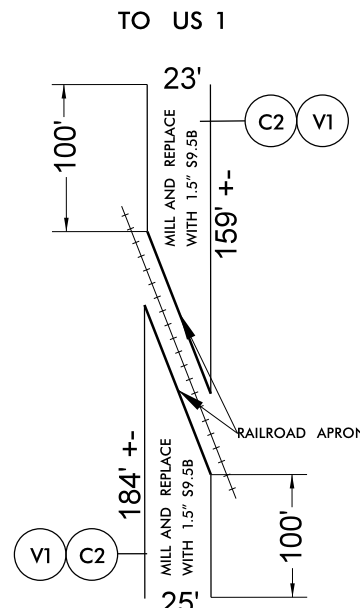
NOTE:
1. MILL RUMBLE STRIP 1.5" AND REPLACE WITH 1.5" OF S9.5C, THEN OVERLAY
2. INCLUDE RAMPS AT NC 690 INTERCHANGE. RAMPS DO NOT HAVE RUMBLE STRIPS



TYPICAL SECTION NO. 5



MAP NO. 6
@ Anderson Street

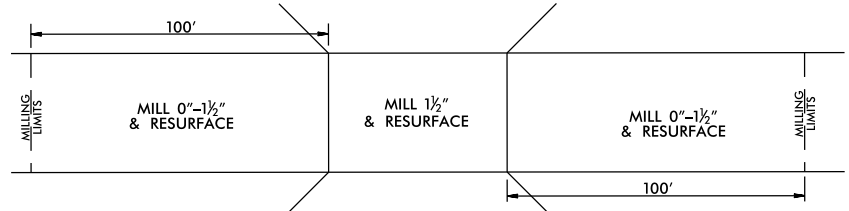


MAP NO. 7
@ Saunders Avenue

NOTE: USE 100' FOR MILLING LIMITS

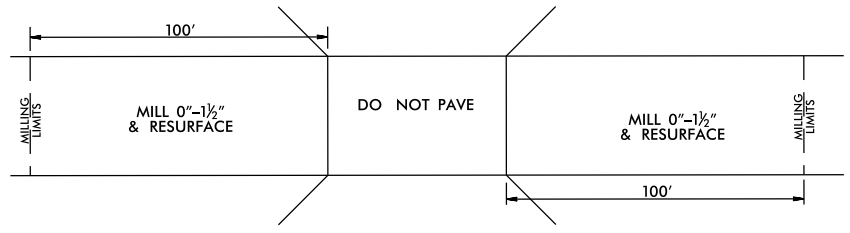
TYPICAL SECTION NO. 3

| PAVEMENT SCHEDULE | |
|-------------------|--|
| C1 | PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| C2 | PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| C3 | PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. |
| EM | EXISTING RUMBLE STRIP |
| M | PROPOSED RUMBLE STRIP (RDWY STD. 665.01) |
| T | EARTH MATERIAL |
| U | EXISTING PAVEMENT |
| VI | MILLING EXISTING PAVEMENT 1.5" |
| V2 | MILLING EXISTING PAVEMENT 0" TO 1.5" |



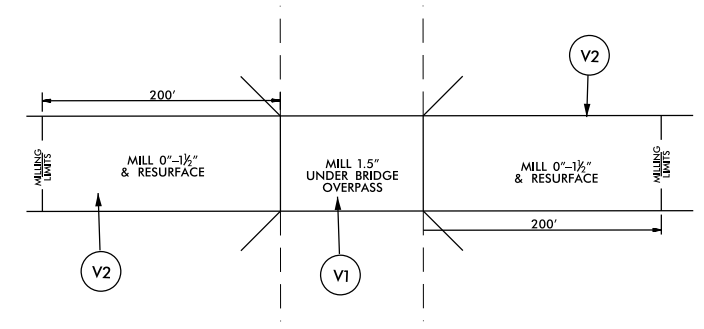
**BRIDGE DRAWING FOR
Map No. 9 SR 1115 (BRIDGE NO 21)
& Map No. 18 SR 2019 (BRIDGE NO 199)**

* MILLING SHALL BE PAID FOR UNDER INCIDENTAL MILLING AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.



**BRIDGE DRAWING FOR
Map No. 11 SR 1262 (BRIDGE NO 69)**

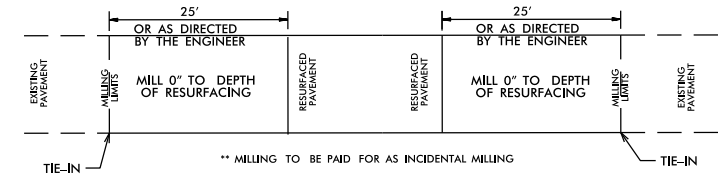
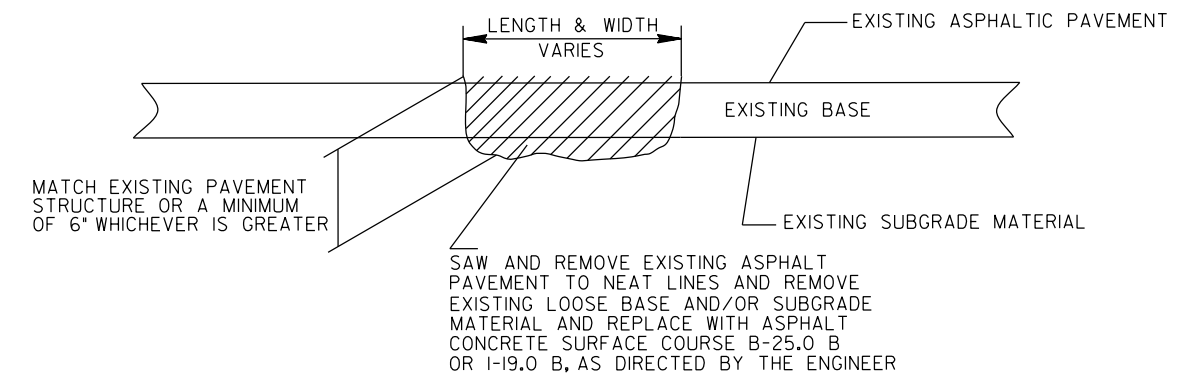
* MILLING SHALL BE PAID FOR UNDER INCIDENTAL MILLING AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.



**MAP # 2 OVERPASSES ON US 1 NB
AT SR 2005, NC 690 AND SR 1864**

DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING

DETAIL NO. 1



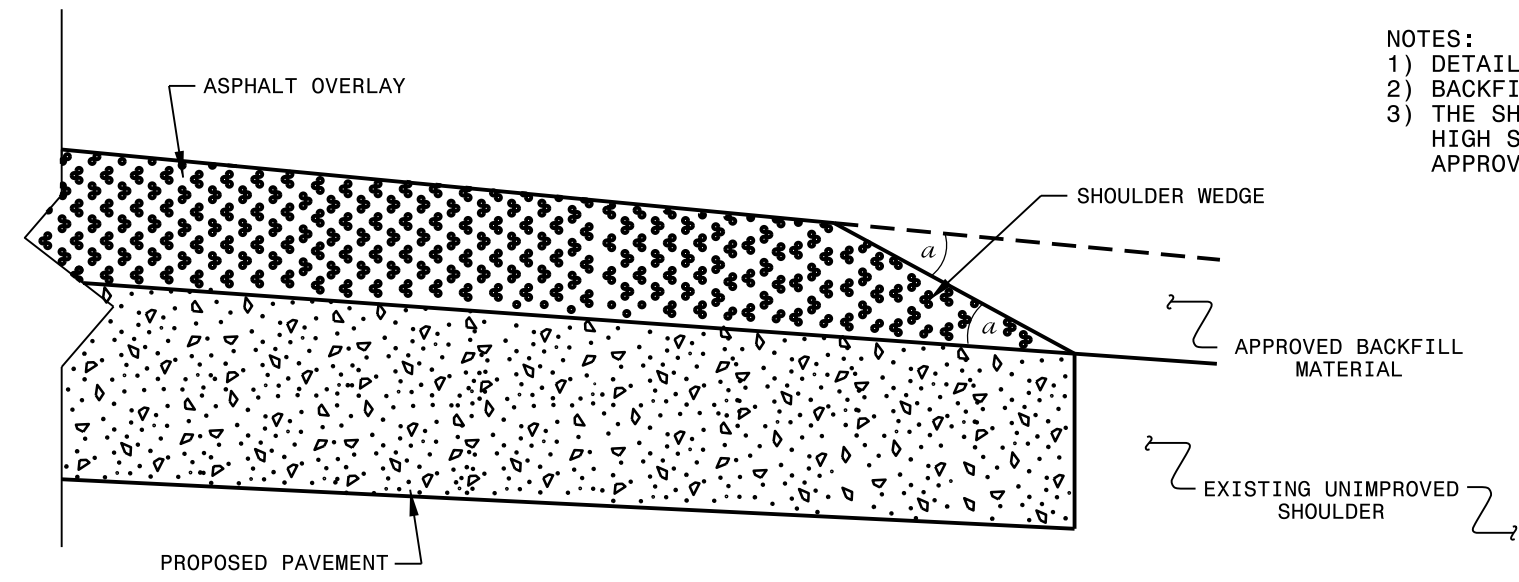
PAVEMENT TIE-IN DETAIL

PAVEMENT SCHEDULE

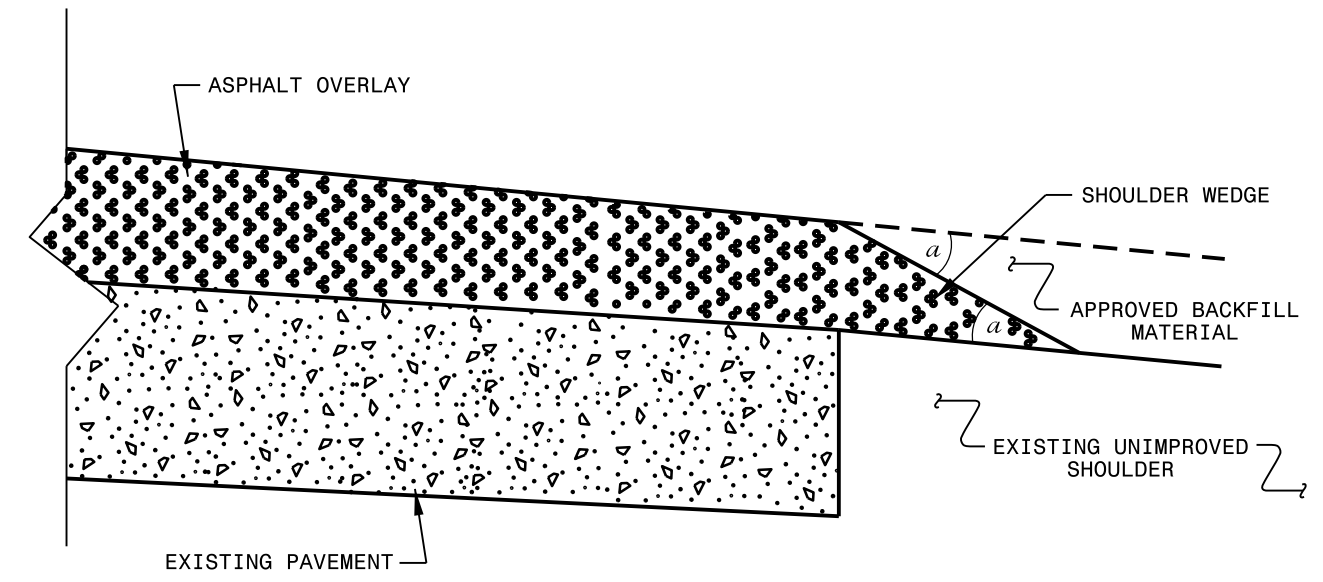
| | |
|----|--|
| C1 | PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| C2 | PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| C3 | PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. |
| EM | EXISTING RUMBLE STRIP |
| M | PROPOSED RUMBLE STRIP (RDWY STD. 665.01) |
| T | EARTH MATERIAL |
| U | EXISTING PAVEMENT |
| V1 | MILLING EXISTING PAVEMENT 1.5" |
| V2 | MILLING EXISTING PAVEMENT 0" TO 1.5" |

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31-MAY-2016 08:21
C:\Users\moore\Documents\Projects\Division 8\Moore County July 2016\Projects\Resurfacing Projects\Division 8\Moore County July 2016\Projects\Resurfacing Files\typical.dgn

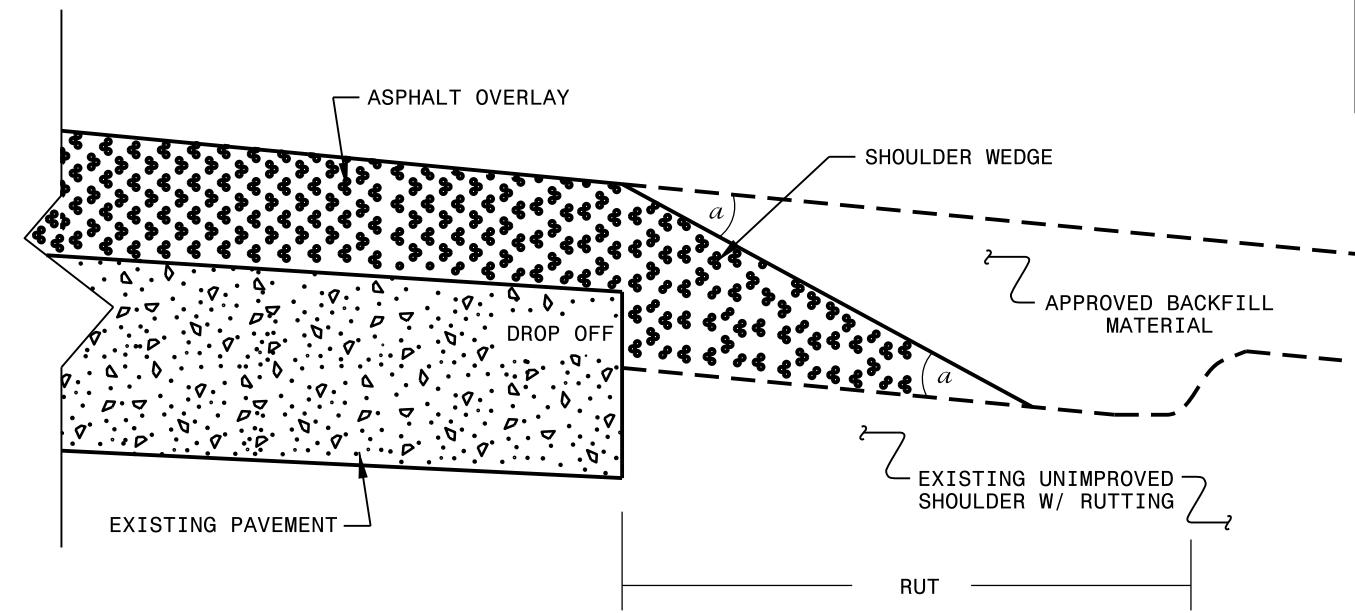
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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 | |

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 \$\$\$USERNAME\$\$\$

| | | |
|---------------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2017CPT.08.01.10631, Etc. | 10 | |

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 | BORROW EXCAVATION CY | INCIDENTAL STONE BASE TONS | SHOULDER RECONSTRUCTION SMI | 1.5" MILLING SY | 0" TO 1.5" MILLING SY | INCIDENTAL MILLING SY | SURFACE COURSE, S9.5B TONS | SURFACE COURSE, S9.5C TONS | SURFACE COURSE, S9.5A TON | ASPHALT BINDER FOR PLANT MIX TONS | PATCHING EXISTING PAVEMENT TONS | MILLED RUMBLE STRIPS (STD. 665.01) LF | ADJUST MANHOLES EA | ADJUST METER OR VALVE BOX EA | TEMPORARY SILT FENCE LF | WATTLE LF | SEED & MULCHING AC |
|---|--------|--------|--------------------------------|--|-----|-------|-----------|--------------------------------|---------------------------|---------------|----------|----------------------|----------------------------|-----------------------------|-----------------|-----------------------|-----------------------|----------------------------|----------------------------|---------------------------|-----------------------------------|---------------------------------|---------------------------------------|--------------------|------------------------------|-------------------------|------------|--------------------|
| 2017CPT.08.01.10631 | Moore | 1 | US 1 NBL | FROM BRIDGE NO. 245 @ CRANE'S CREEK TO END OF GUARDRAIL NORTH OF SR 2005 (ALMA ST.) OVERPASS | 1 | 2 | MD | NO | NO | 1.303 | 32-36 | 385 | | 2.61 | 25,718 | | 135 | | 2,610 | | 154 | 50 | 18,300 | | | 130 | 20 | 1.90 |
| TOTAL FOR MAP NO. 1 | | | | | | | | | | 1.303 | | 385 | | 2.61 | 25,718 | | 135 | | 2,610 | | 154 | 50 | 18,300 | | | 130 | 20 | 1.90 |
| 2017CPT.08.01.10631 | Moore | 2 | US 1 NBL | FROM END OF GUARDRAIL NORTH OF SR 2005 (ALMA ST) OVERPASS TO END OF WIDENING SOUTH OF SR 2175 (AIKEN RD) | 2 | 2 | MD | NO | NO | 2.751 | 23-72 | 735 | | 3.42 | 5,065 | 4,315 | 235 | | 6,800 | | 401 | 100 | 40,665 | 2 | | 275 | 50 | 4.97 |
| TOTAL FOR MAP NO. 2 | | | | | | | | | | 2.751 | | 735 | | 3.42 | 5,065 | 4,315 | 235 | | 6,800 | | 401 | 100 | 40,665 | 2 | | 275 | 50 | 4.97 |
| 2017CPT.08.01.10631 | Moore | 3 | US 1 SBL | FROM CONST JOINT SOUTH OF SR 1853 (CAMP EASTER RD) TO SR 2026 (YOUNGS RD) | 2 | 2 | MD | NO | NO | 2.483 | 28-72 | 365 | 80 | 5.00 | 625 | | 140 | | 4,585 | | 271 | 950 | 22,285 | 1 | | 250 | 40 | 3.61 |
| TOTAL FOR MAP NO. 3 | | | | | | | | | | 2.483 | | 365 | 80 | 5.00 | 625 | | 140 | | 4,585 | | 271 | 950 | 22,285 | 1 | | 250 | 40 | 3.61 |
| 2017CPT.08.01.10631 | Moore | 4 | US 1 NBL | FROM END OF WIDENING SOUTH OF SR 2175 (AIKEN ROAD) TO SR 2026 (YOUNGS ROAD) | 2 | 2 | MD | NO | NO | 2.394 | 28-60 | 352 | 110 | 4.80 | | | 140 | | 4,370 | | 258 | 1,030 | 21,850 | | | 240 | 40 | 3.48 |
| TOTAL FOR MAP NO. 4 | | | | | | | | | | 2.394 | | 352 | 110 | 4.80 | | | 140 | | 4,370 | | 258 | 1,030 | 21,850 | | | 240 | 40 | 3.48 |
| 2017CPT.08.01.10631 | Moore | 5 | NC 690 | FROM CONST JOINT @ US 1 TO SR 2014 (MCLAUCHLIN ROAD) | 4 | 2 | 2WD | NO | NO | 3.582 | 24 | 526 | 355 | 7.16 | | | 280 | 4,955 | | | 297 | 500 | | | | 360 | 60 | 5.21 |
| TOTAL FOR MAP NO. 5 | | | | | | | | | | 3.582 | | 526 | 355 | 7.16 | | | 280 | 4,955 | | | 297 | 500 | | | | 360 | 60 | 5.21 |
| 2017CPT.08.01.10631 | Moore | 6 | NC 5 | RAILROAD TRACKS @ ANDERSON ST. | 3 | 2 | 2WU | NO | NO | 0.053 | 23 | 10 | | 0.11 | 720 | | | 65 | | | 4 | | | | | 50 | 10 | 0.08 |
| TOTAL FOR MAP NO. 6 | | | | | | | | | | 0.053 | | 10 | | 0.11 | 720 | | | 65 | | | 4 | | | | | 50 | 10 | 0.08 |
| 2017CPT.08.01.10631 | Moore | 7 | NC 5 | RAILROAD TRACKS AT SAUNDERS ST. | 3 | 2 | 2WU | NO | NO | 0.059 | 24 | 12 | | 0.12 | 815 | | | 75 | | | 5 | | | | | 50 | 15 | 0.09 |
| TOTAL FOR MAP NO. 7 | | | | | | | | | | 0.059 | | 12 | | 0.12 | 815 | | | 75 | | | 5 | | | | | 50 | 15 | 0.09 |
| TOTAL FOR PROJ NO. 2017CPT.08.01.10631 | | | | | | | | | | 12.625 | | 2,385 | 545 | 23.22 | 32,943 | 4,315 | 930 | 5,095 | 18,365 | | 1,390 | 2,630 | 103,100 | 3 | | 1,355 | 235 | 19.34 |
| 2017CPT.08.01.20631 | Moore | 8 | SR 1112 (ROSELAND ROAD) | FROM CONST JOINT @ US 1 TO SR 1113 (ROSE RIDGE ROAD) | 5 | 2 | 2WU | NO | NO | 4.461 | 25 | 655 | 335 | 8.92 | | | 1,390 | | | 6,530 | 438 | 755 | | | | 450 | 70 | 6.49 |
| TOTAL FOR MAP NO. 8 | | | | | | | | | | 4.461 | | 655 | 335 | 8.92 | | | 1,390 | | | 6,530 | 438 | 755 | | | | 450 | 70 | 6.49 |
| 2017CPT.08.01.20631 | Moore | 9 | SR 1115 (LINDEN ROAD) | FROM CONST JOINT @ NC 5 TO CONST JOINT @ NC 5 | 5 | 2 | 2WU | NO | NO | 5.74 | 20 | 842 | 100 | 11.48 | | | 1,535 | | | 6,850 | 459 | 875 | | 2 | 3 | 574 | 90 | 8.35 |
| TOTAL FOR MAP NO. 9 | | | | | | | | | | 5.74 | | 842 | 100 | 11.48 | | | 1,535 | | | 6,850 | 459 | 875 | | 2 | 3 | 574 | 90 | 8.35 |
| 2017CPT.08.01.20631 | Moore | 10 | SR 1227 (KANOY ROAD) | FROM SR 1224 (DOUBS CHAPEL ROAD) TO SR 1229 (CARTHAGE ROAD) | 5 | 2 | 2WU | NO | NO | 0.728 | 22 | 107 | 45 | 1.46 | | | 306 | | | 1,015 | 68 | 1,175 | | | | 73 | 20 | 1.06 |
| TOTAL FOR MAP NO. 10 | | | | | | | | | | 0.728 | | 107 | 45 | 1.46 | | | 306 | | | 1,015 | 68 | 1,175 | | | | 73 | 20 | 1.06 |
| 2017CPT.08.01.20631 | Moore | 11 | SR 1262 (LEATHERWOOD ROAD) | FROM SR 1261 (BETHLEHEM CHURCH ROAD) TO NC 24 | 5 | 2 | 2WU | NO | NO | 2.417 | 20 | 355 | 180 | 4.83 | | | 835 | | | 2,590 | 174 | 320 | | | | 242 | 40 | 3.52 |
| TOTAL FOR MAP NO. 11 | | | | | | | | | | 2.417 | | 355 | 180 | 4.83 | | | 835 | | | 2,590 | 174 | 320 | | | | 242 | 40 | 3.52 |
| 2017CPT.08.01.20631 | Moore | 12 | SR 1267 (NOAH ROAD) | FROM NC 705 TO NC 705 | 5 | 2 | 2WU | NO | NO | 1.487 | 19 | 219 | 155 | 2.98 | | | 590 | | | 1,655 | 111 | 781 | | | | 149 | 30 | 2.16 |
| TOTAL FOR MAP NO. 12 | | | | | | | | | | 1.487 | | 219 | 155 | 2.98 | | | 590 | | | 1,655 | 111 | 781 | | | | 149 | 30 | 2.16 |
| 2017CPT.08.01.20631 | Moore | 13 | SR 1275 (BIG OAK CHURCH ROAD) | FROM NC 24/27 TO SR 1270 (BENSALEM CHURCH ROAD) | 5 | 2 | 2WU | NO | NO | 2.487 | 19 | 365 | 155 | 4.97 | | | 110 | | | 2,535 | 170 | 912 | | | | 249 | 40 | 3.62 |
| TOTAL FOR MAP NO. 13 | | | | | | | | | | 2.487 | | 365 | 155 | 4.97 | | | 110 | | | 2,535 | 170 | 912 | | | | 249 | 40 | 3.62 |
| 2017CPT.08.01.20631 | Moore | 14 | SR 1278 (MCDUFFIE ROAD) | FROM CONST JOINT @ SR 1275 (BIG OAK CHURCH ROAD) TO SR 1270 (BENSALEM CHURCH ROAD) | 5 | 2 | 2WU | NO | NO | 2.389 | 20 | 351 | 135 | 4.78 | | | 110 | | | 2,600 | 174 | 2,280 | | | | 239 | 40 | 3.48 |
| TOTAL FOR MAP NO. 14 | | | | | | | | | | 2.389 | | 351 | 135 | 4.78 | | | 110 | | | 2,600 | 174 | 2,280 | | | | 239 | 40 | 3.48 |
| 2017CPT.08.01.20631 | Moore | 15 | SR 1278 (MCDUFFIE CHURCH ROAD) | FROM SR 1270 (BENSALEM CHURCH ROAD) TO CONST JOINT @ NC 24 | 5 | 2 | 2WU | NO | NO | 0.762 | 20 | 112 | 20 | 1.53 | | | 110 | | | 855 | 57 | 1,620 | | | | 76 | 20 | 1.11 |
| TOTAL FOR MAP NO. 15 | | | | | | | | | | 0.762 | | 112 | 20 | 1.53 | | | 110 | | | 855 | 57 | 1,620 | | | | 76 | 20 | 1.11 |
| 2017CPT.08.01.20631 | Moore | 16 | SR 1414 (CAGLE ROAD) | FROM CONST JOINT @ SR 1526 (NO NAME) TO CONST JOINT @ SR 1412 (UPPER ROAD) | 5 | 2 | 2WU | NO | NO | 1.511 | 20 | 222 | 120 | 3.02 | | | 167 | | | 1,720 | 115 | | | | | 151 | 30 | 2.20 |
| TOTAL FOR MAP NO. 16 | | | | | | | | | | 1.511 | | 222 | 120 | 3.02 | | | 167 | | | 1,720 | 115 | | | | | 151 | 30 | 2.20 |
| 2017CPT.08.01.20631 | Moore | 17 | SR 1937 (NORTHWOOD DR) | FROM SR 1857 (VALLEY VIEW ROAD) | 5 | 2 | 2WU | NO | NO | 0.236 | 20 | 35 | 35 | 0.47 | | | 390 | | | 270 | 18 | 85 | | | | 24 | 10 | 0.34 |
| TOTAL FOR MAP NO. 17 | | | | | | | | | | 0.236 | | 35 | 35 | 0.47 | | | 390 | | | 270 | 18 | 85 | | | | 24 | 10 | 0.34 |
| 2017CPT.08.01.20631 | Moore | 18 | SR 2019 (MARKS ROAD) | FROM HARNETT COUNTY LINE TO CONST JOINT @ SR 2018 (MCPHERSON ROAD) | 5 | 2 | 2WU | NO | NO | 1.535 | 20 | 226 | 120 | 3.07 | | | 637 | | | 1,670 | 112 | 1,293 | | | | 30 | | 2.23 |
| TOTAL FOR MAP NO. 18 | | | | | | | | | | 1.535 | | 226 | 120 | 3.07 | | | 637 | | | 1,670 | 112 | 1,293 | | | | 30 | | 2.23 |
| 2017CPT.08.01.20631 | Moore | 19 | SR 1271 (OAK RIDGE ROAD) | FROM CONST JOINT @ NC 705 TO CONST JOINT @ SR 1270 (BENSALEM CHURCH ROAD) | 5 | 2 | 2WU | NO | NO | 1.044 | 20 | 154 | 85 | 2.09 | | | 112 | | | 1,120 | 75 | 160 | | | | 104 | 20 | 1.52 |
| TOTAL FOR MAP NO. 19 | | | | | | | | | | 1.044 | | 154 | 85 | 2.09 | | | 112 | | | 1,120 | 75 | 160 | | | | 104 | 20 | 1.52 |
| TOTAL FOR PROJ NO. 2017CPT.08.01.20631 | | | | | | | | | | 24.797 | | 3,643 | 1,485 | 49.60 | | | 6,292 | | | 29,410 | 1,971 | 10,256 | | 2 | 3 | 2,331 | 440 | 36.08 |

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|---------------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2017CPT.08.01.10631, Etc. | 11 | |

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 | BORROW EXCAVATION CY | INCIDENTAL STONE BASE TONS | SHOULDER RECONSTRUCTION SMI | 1.5" MILLING SY | 0" TO 1.5" MILLING SY | INCIDENTAL MILLING SY | SURFACE COURSE, S9.5B TONS | SURFACE COURSE, S9.5C TONS | SURFACE COURSE, SF9.5A TON | ASPHALT BINDER FOR PLANT MIX TONS | PATCHING EXISTING PAVEMENT TONS | MILLED RUMBLE STRIPS (STD. 665.01) LF | ADJUST MANHOLES EA | ADJUST METER OR VALVE BOX EA | TEMPORARY SILT FENCE LF | WATTLE LF | SEED & MULCHING AC | | | | |
|---|--------|--------|----------|--|-----|-------|-----------|--------------------------------|---------------------------|---------------|----------|----------------------|----------------------------|-----------------------------|-----------------|-----------------------|-----------------------|----------------------------|----------------------------|----------------------------|-----------------------------------|---------------------------------|---------------------------------------|--------------------|------------------------------|-------------------------|------------|--------------------|--|--|--|--|
| 44329.3.1 (SS-4908AS) | Moore | 3 | US 1 SBL | FROM CONST JOINT AFTER SR 1853 (CAMP EASTER ROAD) TO SR 2026 (YOUNGS ROAD) | | 2 | MD | NO | NO | 2.483 | 28 | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 3 | | | | | | | | | | 2.483 | | | | | | | | | | | | | | | | | | | | | | |
| 44329.3.1 (SS-4908AS) | Moore | 4 | US 1 NBL | FROM SR 2026 (YOUNGS ROAD) TO CONST JOINT BEFORE SR 2175 (AIDEN ROAD) | | 2 | MD | NO | NO | 2.394 | 28 | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 4 | | | | | | | | | | 2.394 | | | | | | | | | | | | | | | | | | | | | | |
| 44329.3.1 (SS-4908AS) | Moore | 20 | US 1 SBL | AT MEDIAN CROSSOVERS FROM SR 2026 (YOUNGS RD) TO SR 2089 (AIR TOOL RD) | | 2 | MD | NO | NO | 2.76 | 28 | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 20 | | | | | | | | | | 2.76 | | | | | | | | | | | | | | | | | | | | | | |
| 44329.3.1 (SS-4908AS) | Moore | 21 | US 1 NB | AT MEDIAN CROSSOVERS FROM SR 2026 (YOUNGS RD) TO SR 2089 (AIR TOOL RD) | | 2 | MD | NO | NO | 2.76 | 28 | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 21 | | | | | | | | | | 2.76 | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR PROJ NO. 44329.3.1 (SS-4908AS) | | | | | | | | | | 10.397 | | | | | | | | | | | | | | | | | | | | | | |
| GRAND TOTAL | | | | | | | | | | 47.819 | | 6,028 | 2,030 | 72.82 | 32,943 | 4,315 | 7,222 | 5,095 | 18,365 | 29,410 | 3,361 | 12,886 | 103,100 | 5 | 3 | 3,686 | 675 | 55.42 | | | | |

| | | |
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| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2017CPT.08.01.10631, Etc. | 13 | |

THERMOPLASTIC AND PAINT QUANTITIES

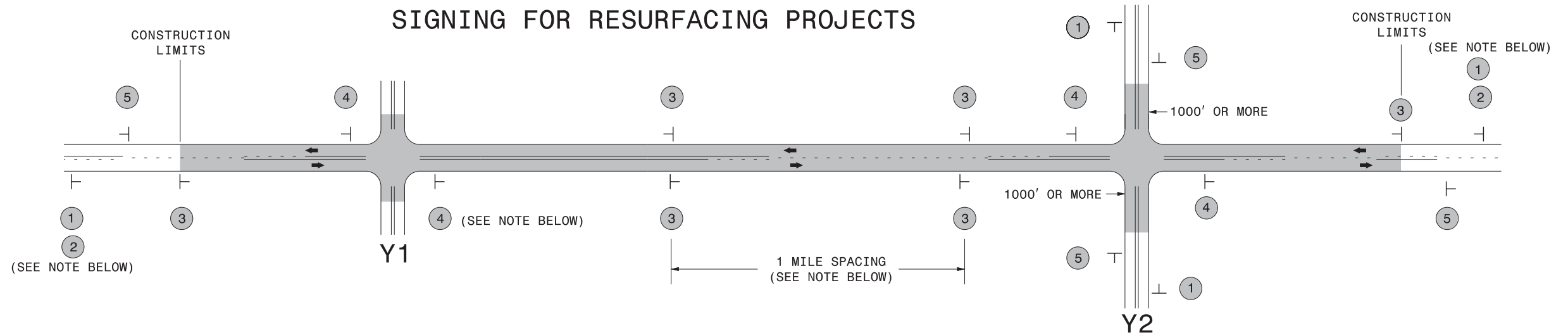
| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP | LANES | LANE TYPE | LENGTH | WIDTH | 4413000000-E | 4457000000-N | 4685000000-E | | 4686000000-E | | 4688000000-E | | 4690000000-E | 4695000000-E | | 4700000000-E | 4705000000-E | 4710000000-E | | | | | | |
|--|--------|--------|----------|--|-----|-------|-----------|--------|-------|---|---------------------------|-------------------------|------------------------|-------------------------|--------------------------|-------------------------|------------------------|-------------------------|------------------------|-------------------------|-------------------------|--------------------------|--------------------------|-----|--|--|--|--|--|
| | | | | | | | | | | WORK ZONE ADVANCE/GENERAL WARNING SIGNING | TEMPORARY TRAFFIC CONTROL | 4" X 90 M YELLOW THERMO | 4" X 90 M WHITE THERMO | 4" X 120 M WHITE THERMO | 4" X 120 M YELLOW THERMO | 6" X 90 M YELLOW THERMO | 6" X 90 M WHITE THERMO | 6" X 120 M WHITE THERMO | 8" X 90 M WHITE THERMO | 8" X 90 M YELLOW THERMO | 12" X 90 M WHITE THERMO | 16" X 120 M WHITE THERMO | 24" X 120 M WHITE THERMO | | | | | | |
| | | | | | | | | | | SF | LS | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | | | | | |
| 44329.3.1 (SS-4908AS) | Moore | 3 | US 1 SBL | FROM CONST JOINT AFTER SR 1853 (CAMP EASTER ROAD) TO SR 2026 (YOUNGS ROAD) | | 2 | MD | 2.483 | 28 | | * | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44329.3.1 (SS-4908AS) | Moore | 4 | US 1 NBL | FROM SR 2026 (YOUNGS ROAD) TO CONST JOINT BEFORE SR 2175 (AIDEN ROAD) | | 2 | MD | 2.394 | 28 | | * | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44329.3.1 (SS-4908AS) | Moore | 20 | US 1 SBL | AT MEDIAN CROSSOVERS FROM SR 2026 (YOUNGS RD) TO SR 2089 (AIR TOOL RD) | | 2 | MD | 2.76 | 28 | | * | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44329.3.1 (SS-4908AS) | Moore | 21 | US 1 NB | AT MEDIAN CROSSOVERS FROM SR 2026 (YOUNGS RD) TO SR 2089 (AIR TOOL RD) | | 2 | MD | 2.76 | 28 | | * | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR PROJ NO. 44329.3.1 (SS-4908AS) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GRAND TOTAL | | | | | | | | | | 47,819 | 3,969 | 1 | 28,408 | 326,812 | 11,095 | 246,228 | 22,704 | 22,704 | 4,602 | 1,335 | 45 | 6,174 | 270 | 940 | | | | | |
| | | | | | | | | | | | | | 355,220 | | 257,323 | | 45,408 | | 1,380 | | | | | | | | | | |

| | | |
|---------------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2017CPT.08.01.10631, Etc. | 15 | |

THERMOPLASTIC AND PAINT QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP | LANES | LANE TYPE | LENGTH | WIDTH | 4721000000-E | | 4725000000-E | | | | 4775000000-E | 4810000000-E | | 4850000000-E | 4900000000-N | 4905000000-N | |
|---|--------|--------|----------|--|-----|-------|-----------|--------|-------|---------------------------|-------------------------------------|-------------------------------|-------------------------------|-----------------------------------|------------------------------------|---|-------------------------|-----------------------|-----------------------|-------------------------------------|---|--|
| | | | | | | | | | | THERMO RXR 120 M EA | THERMO MERGE ARROW 90 M EA | THERMO LT ARROW 90 M EA | THERMO RT ARROW 90 M EA | THERMO STR ARROW 90 M EA | THERMO RAMP ARROW 90 M EA | COLD APPLIED PLASTIC PAVEMENT MARKING LINES, TYPE II (6") LF | 4" WHITE PAINT LF | 4" YELLOW PAINT LF | 4" LINE REMOVAL LF | YELLOW & YELLOW MARKERS EA | SNOW PLOWABLE MARKERS C & R MARKERS EA | |
| 44329.3.1 (SS-4908AS) | Moore | 3 | US 1 SBL | FROM CONST JOINT AFTER SR 1853 (CAMP EASTER ROAD) TO SR 2026 (YOUNGS ROAD) | | 2 | MD | 2.483 | 28 | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 3 | | | | | | | | | | | | | | | | | | | | | | |
| 44329.3.1 (SS-4908AS) | Moore | 4 | US 1 NBL | FROM SR 2026 (YOUNGS ROAD) TO CONST JOINT BEFORE SR 2175 (AIDEN ROAD) | | 2 | MD | 2.394 | 28 | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 4 | | | | | | | | | | | | | | | | | | | | | | |
| 44329.3.1 (SS-4908AS) | Moore | 20 | US 1 SBL | AT MEDIAN CROSSOVERS FROM SR 2026 (YOUNGS RD) TO SR 2089 (AIR TOOL RD) | | 2 | MD | 2.76 | 28 | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 20 | | | | | | | | | | | | | | | | | | | | | | |
| 44329.3.1 (SS-4908AS) | Moore | 21 | US 1 NB | AT MEDIAN CROSSOVERS FROM SR 2026 (YOUNGS RD) TO SR 2089 (AIR TOOL RD) | | 2 | MD | 2.76 | 28 | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 21 | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR PROJ NO. 44329.3.1 (SS-4908AS) | | | | | | | | | | | | | | | | | | | | | | |
| GRAND TOTAL | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | 6 | 3 | 31 | 7 | 128 | 1 | 2,982 | 8,580 | 6,880 | 2,982 | 925 | 705 | | |
| | | | | | | | | | 170 | | | | 15,460 | | | | | | | | | |

SIGNING FOR RESURFACING PROJECTS



| LEGEND | |
|--------|---------------------------|
| | STATIONARY SIGN |
| ← | DIRECTION OF TRAFFIC FLOW |

MAINLINE (-L-) SIGNING

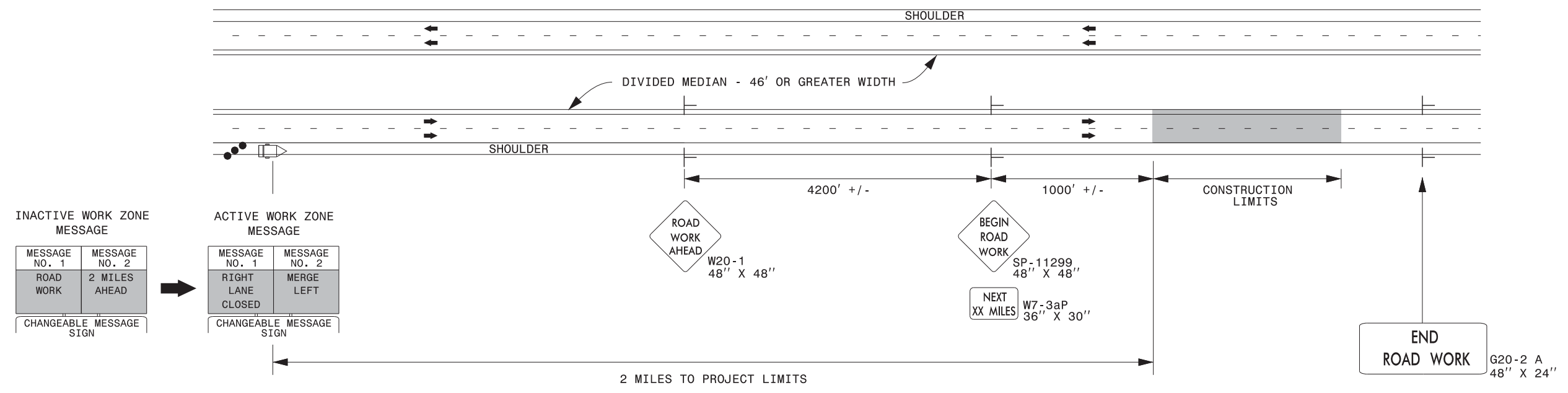
-Y- LINE SIGNING

| 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;"> <p style="font-size: small;">W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p style="font-size: small;">W20-7 A 48" X 48"</p> </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> |
| 3 | | |
| 4 | | |
| 5 | | |

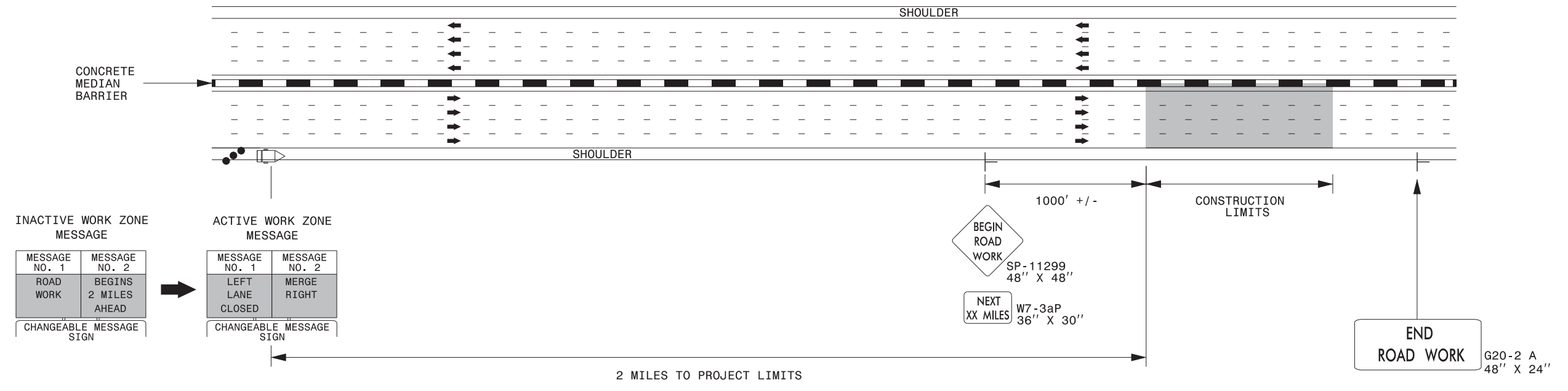
3/19/2015 C:\Users\rmgarrett\Downloads\Resurfacing_AdvWarn_2Ln (2).dgn User:rmgarrett

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

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

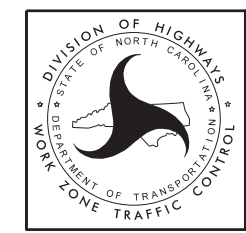


NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



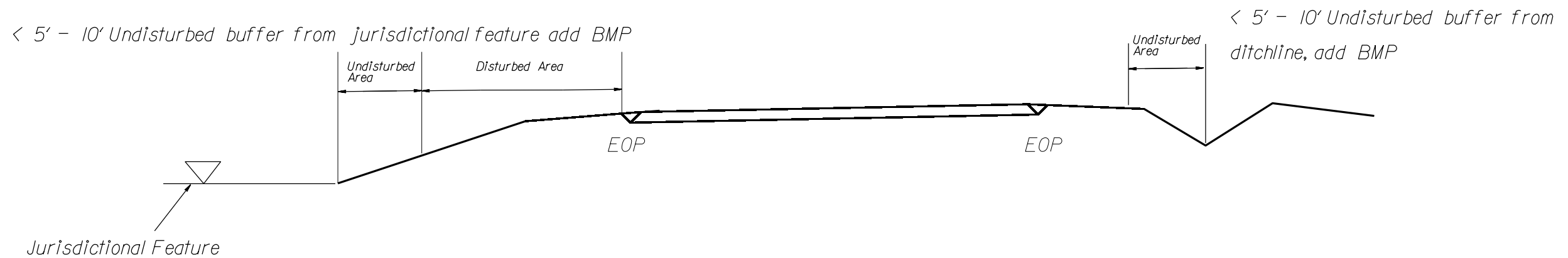
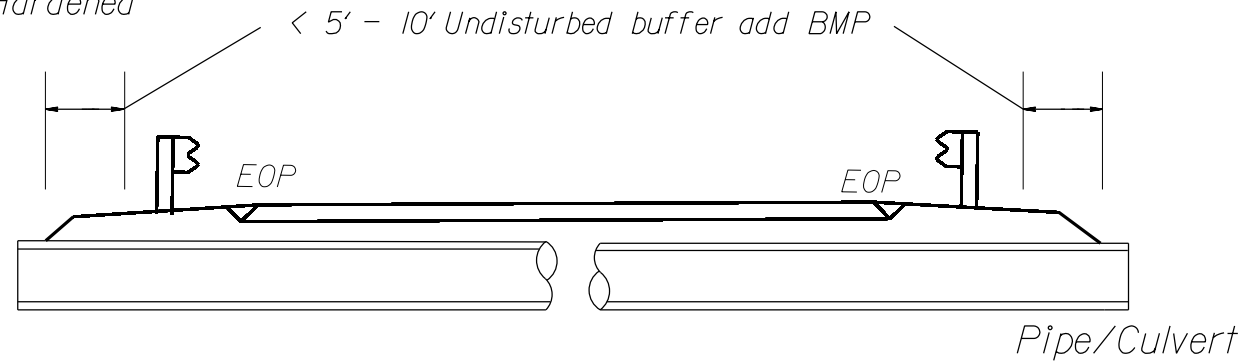
**RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH**

3/23/2015 C:\Users\rmgarrrett\Downloads\Resurfacing_AdvWarn_HSpd.dgn User:rmgarrrett

NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

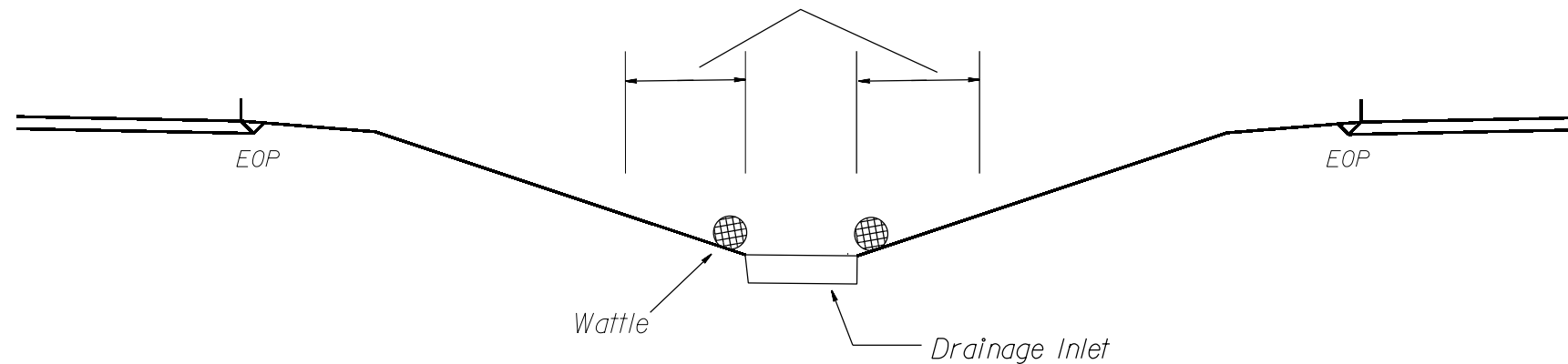
EROSION CONTROL DETAIL



Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed

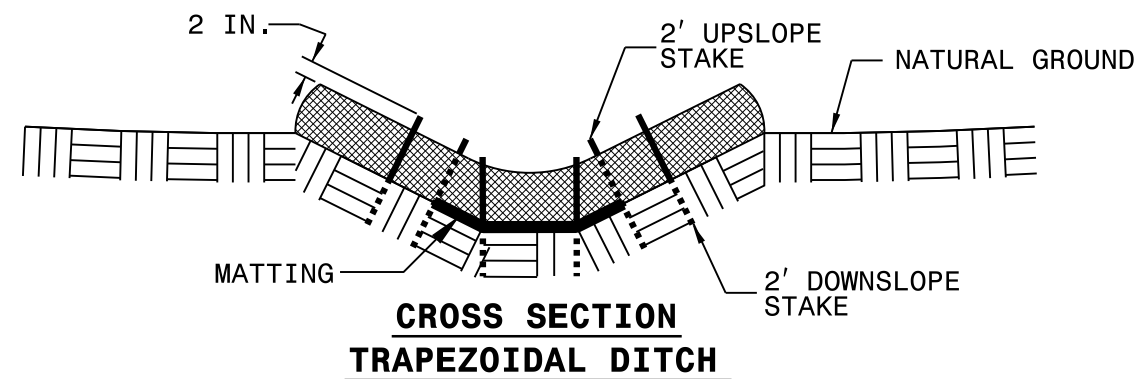
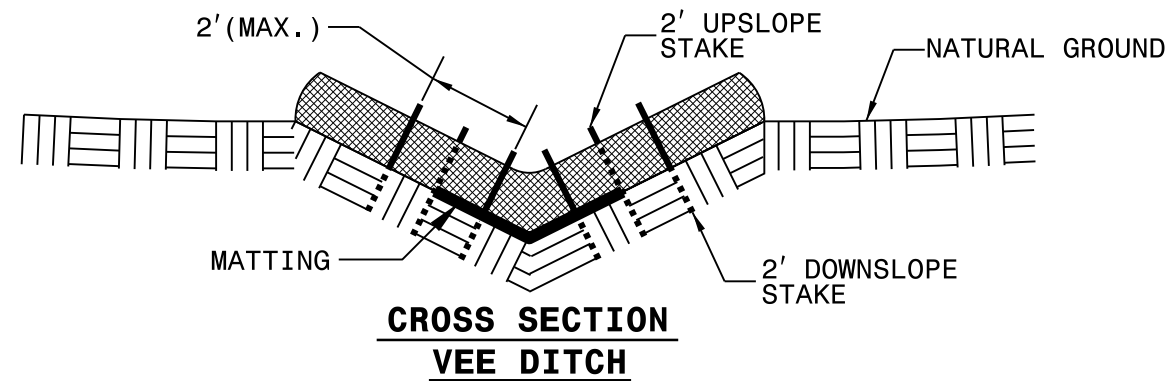
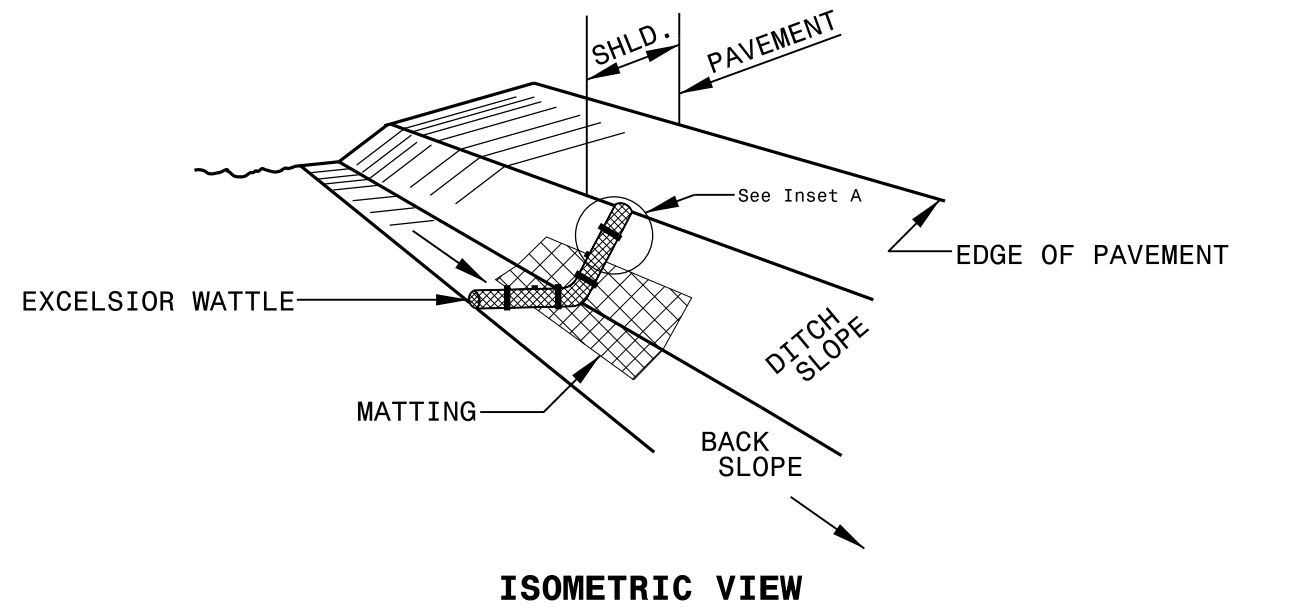


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

WATTLE DETAIL



NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

