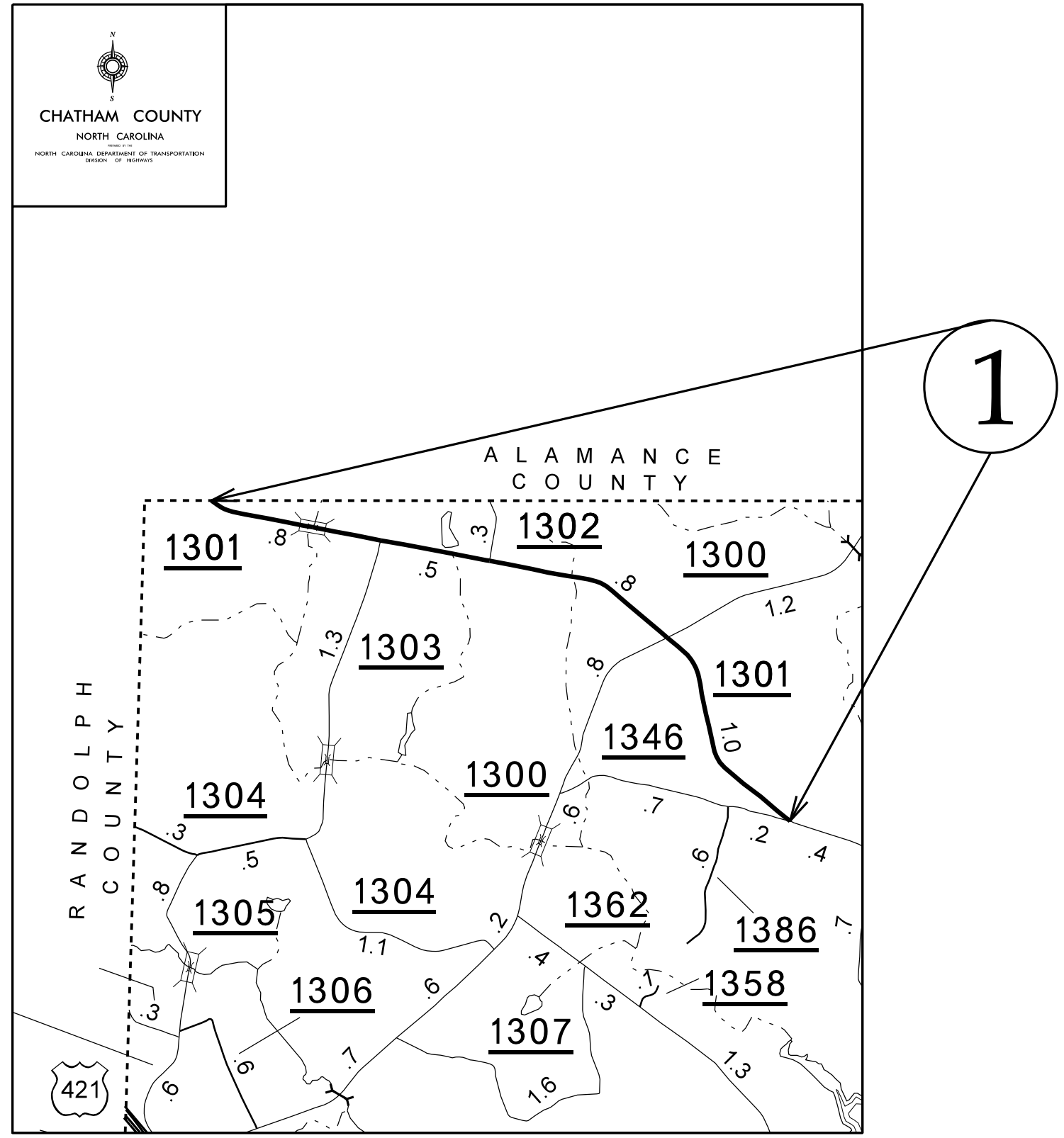


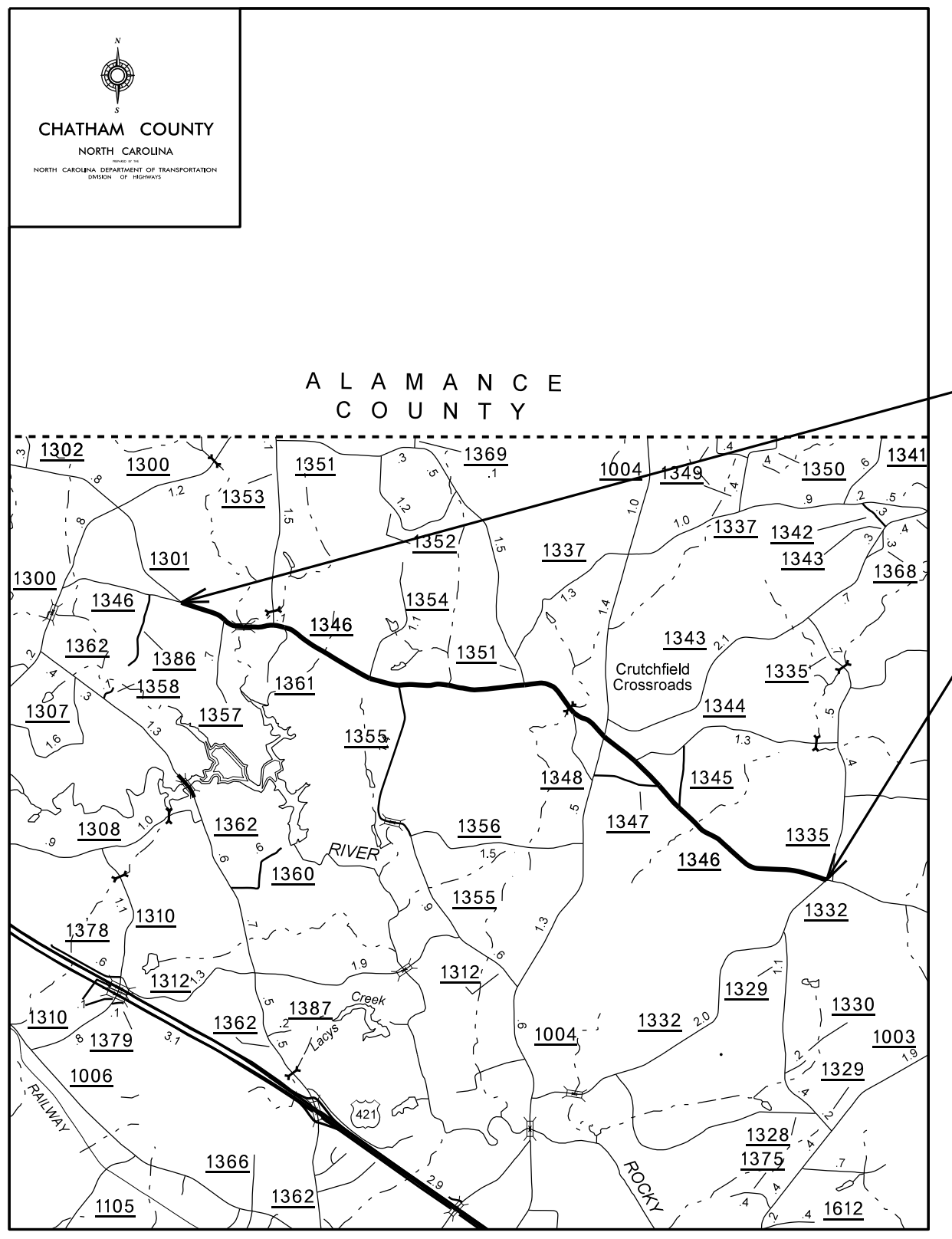
# CHATHAM COUNTY RESURFACING

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 User: tjip  
 Plot: 11/18/22 8:00:34

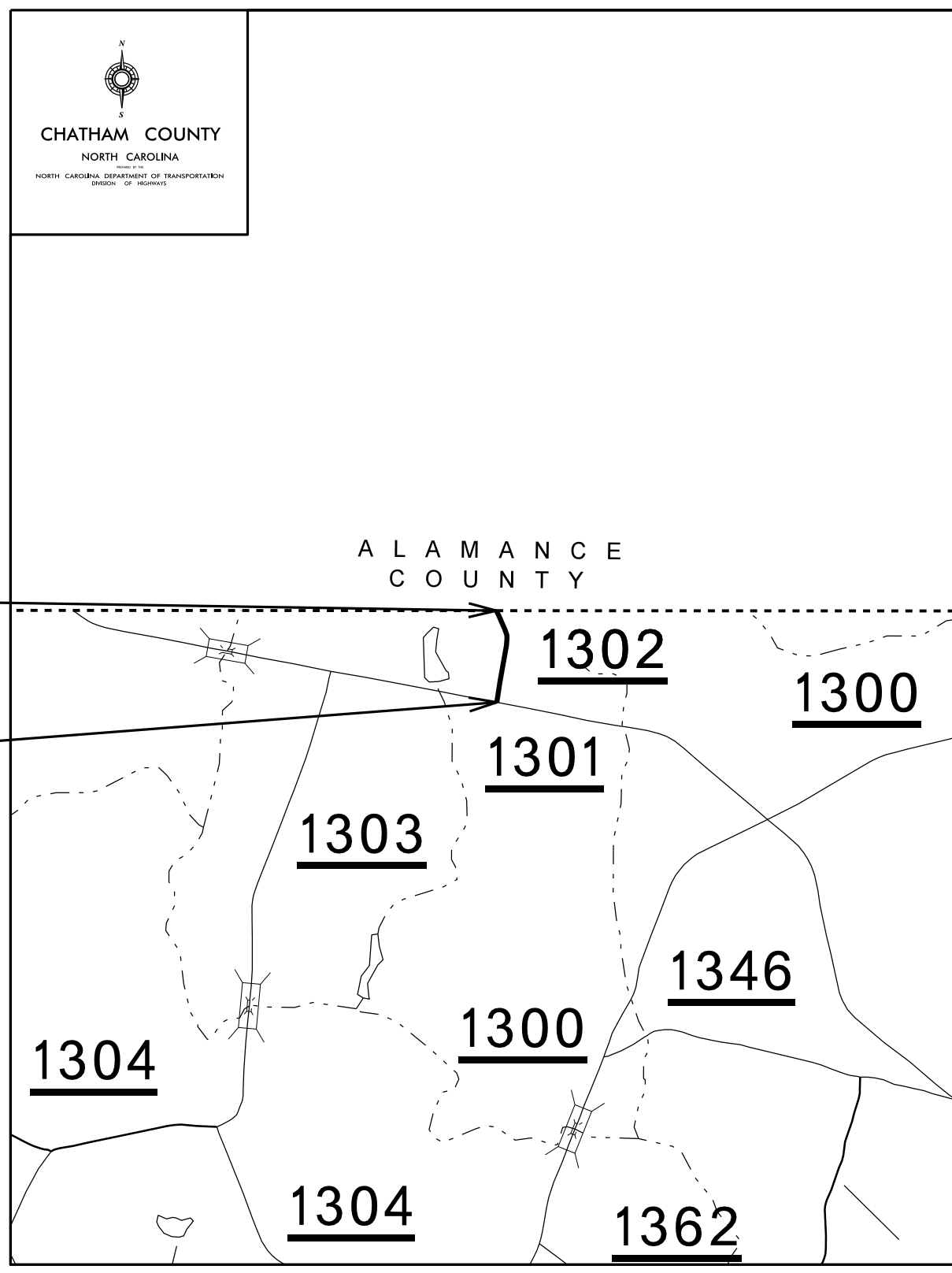
# Map 1



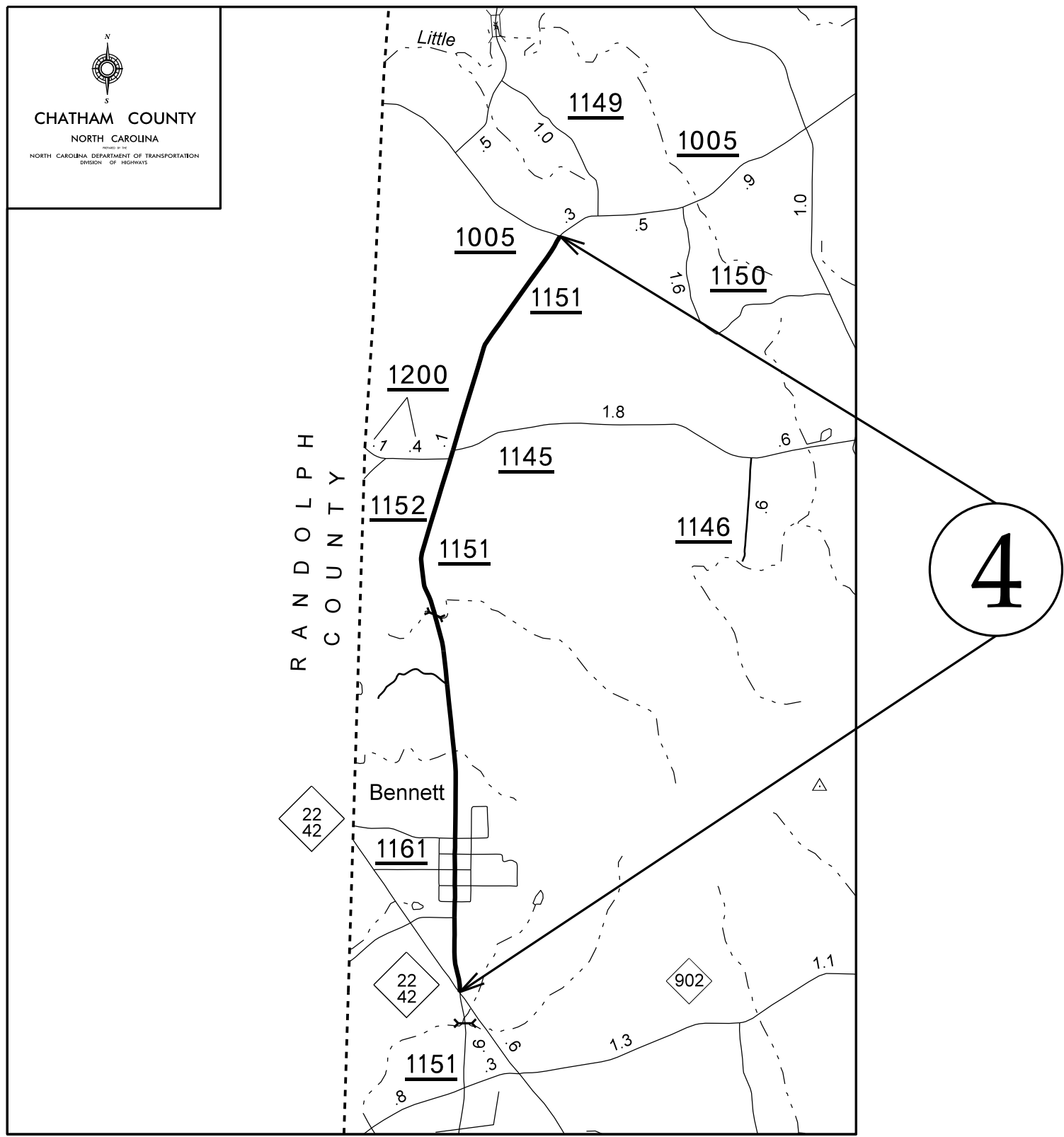
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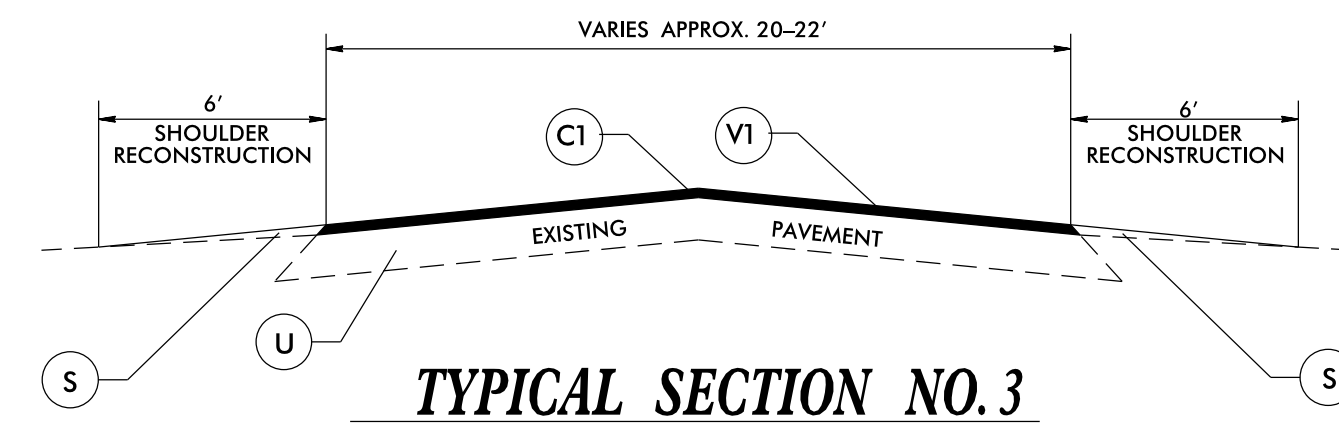
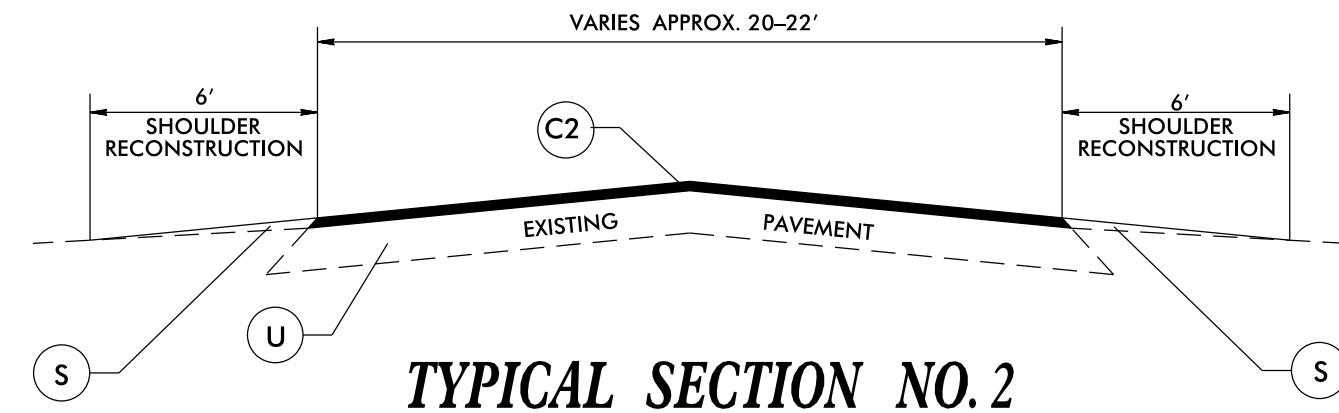
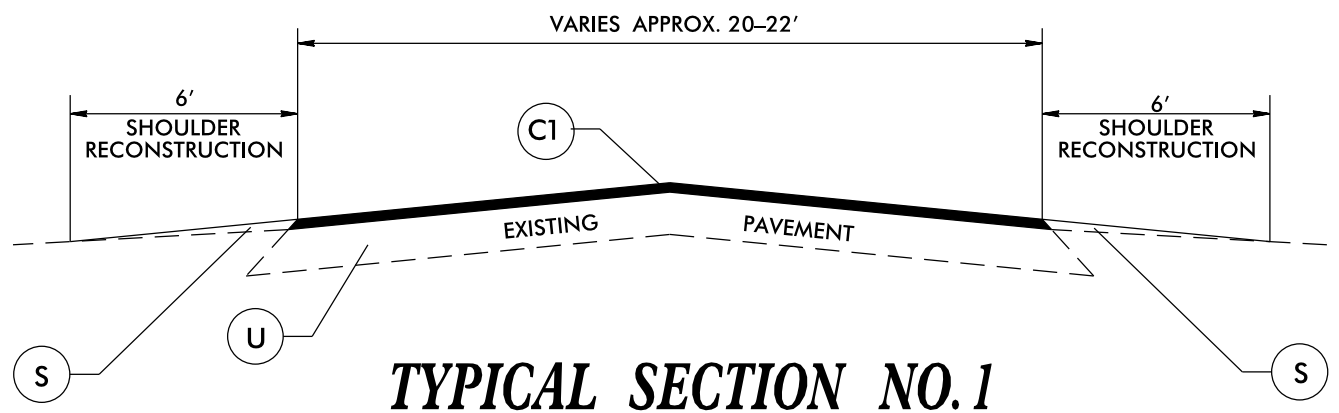


# Map 3



# Map 4

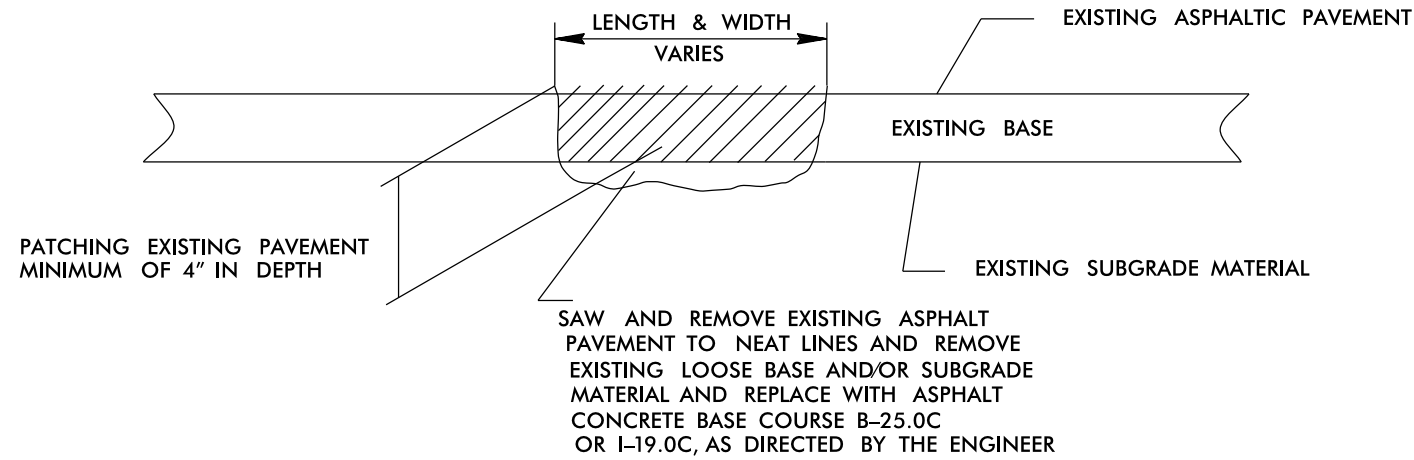




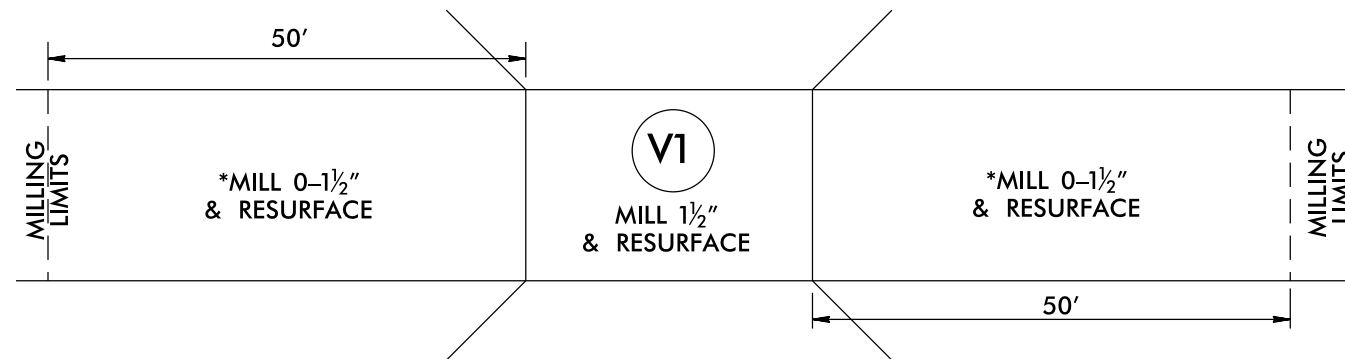
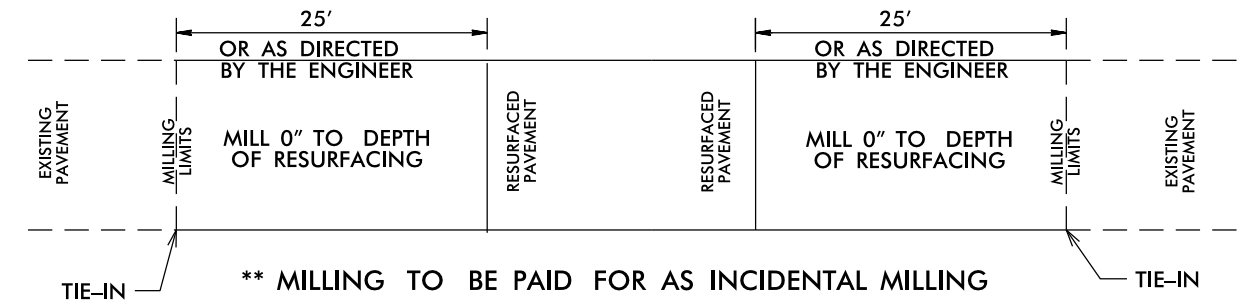
USE FOR  
MAP #1 BRIDGE #278  
MAP #2 BRIDGE #277

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

### DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING



### PAVEMENT TIE-IN DETAIL



USE FOR MAP #1 BRIDGE #278  
USE FOR MAP #2 BRIDGE #277

\* MILLING FOR APPROACHES SHALL BE PAID FOR UNDER INCIDENTAL MILLING

### PAVEMENT SCHEDULE

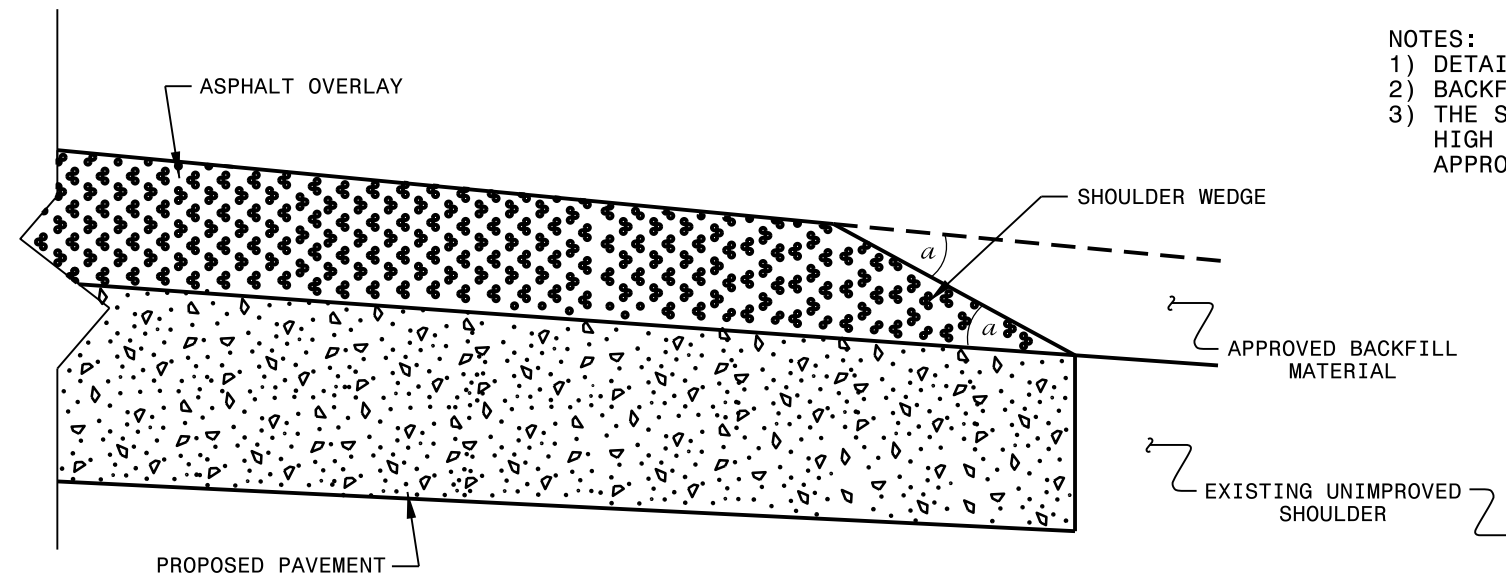
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
S	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT.
V1	MILLING 1.5" IN DEPTH

### PROJECT NOTES

- ONE COAT OF PAINT MARKINGS TO BE APPLIED ON ALL MAPS. PERMANENT MARKINGS TO BE HANDLED ON A LATER PROJECT.

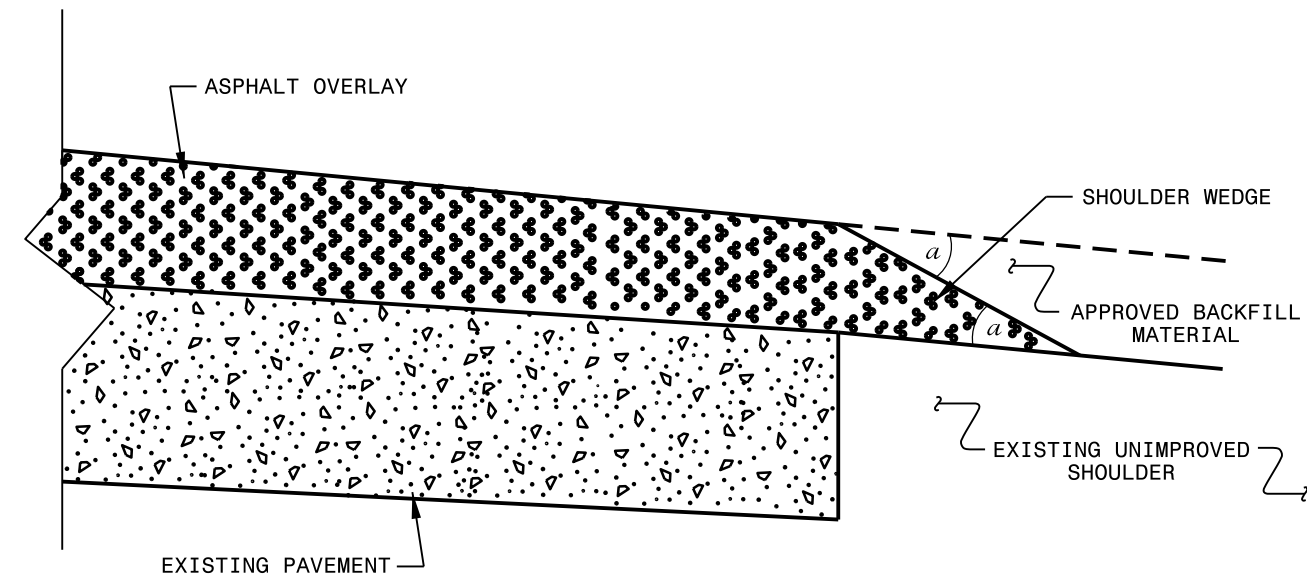
**NOTES:**

- 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.



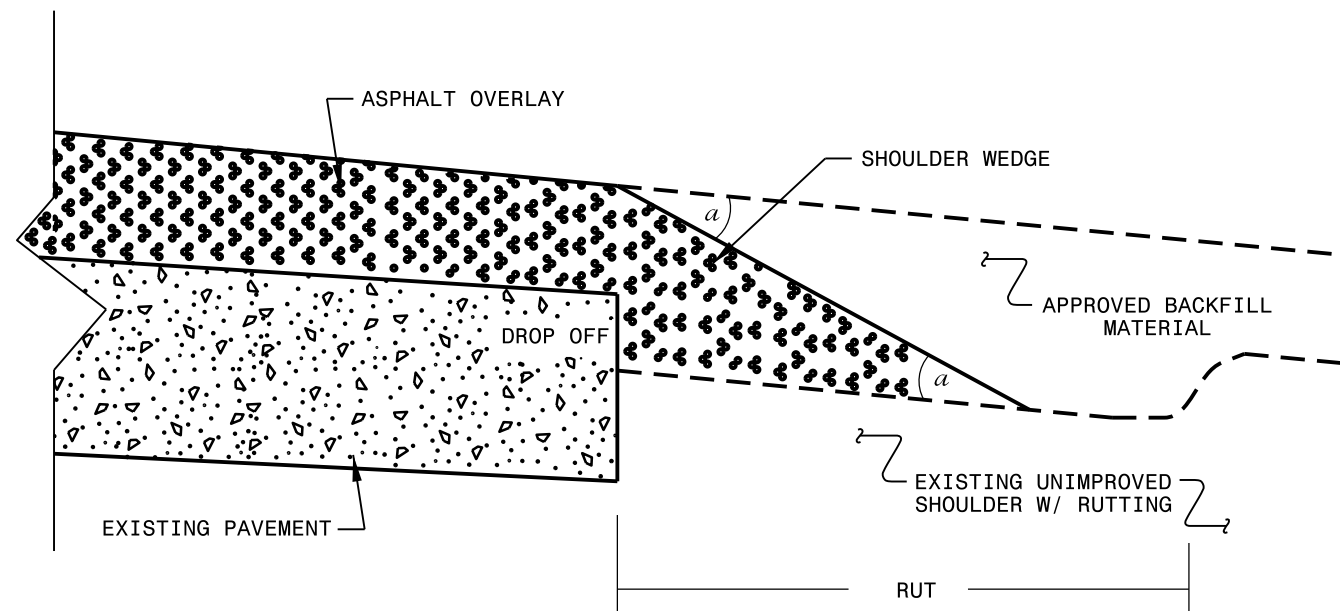
**SHOULDER WEDGE DETAIL**

(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°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>		
Office 919-707-6950 FAX 919-250-4119		
<b>SHOULDER WEDGE DETAILS</b>		
ORIGINAL BY: T.SPELL	DATE: 7-19-11	
MODIFIED BY:	DATE: 2/2/16	
CHECKED BY:	DATE:	
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn		



PROJECT NO.	SHEET NO.	TOTAL NO.
2023CPT.08.09.20191	9	

## 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	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1575000000-E	1704000000-E	2815000000-N	
												SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUST DROP INLET	
											MI	FT	SMI	TON	SY	SY	TONS	TONS	TONS	EA
2023CPT.08.09.20191	Chatham	1	SR 1301 (SILK HOPE LIBERTY RD)	FROM ALAMANCE COUNTY TO SR 1346 (PIKE RD)	1,3	2	2WU	NO	NO	3.03	22	6.06	848.00	200	1,085	3,569	232		1	
<b>TOTAL FOR MAP NO. 1</b>											<b>3.03</b>		<b>6.06</b>	<b>848.00</b>	<b>200</b>	<b>1,085</b>	<b>3,569</b>	<b>232</b>		<b>1</b>
2023CPT.08.09.20191	Chatham	2	SR 1346 (SILK HOPE LIBERTY RD)	FROM SR 1346 (PIKE RD) TO SR 1332 (JESSIE BRIDGES RD)	1,3	2	2WU	NO	NO	6.07	22	12.14	1,700.00	176	1,480	7,370	489	200		
<b>TOTAL FOR MAP NO. 2</b>											<b>6.07</b>		<b>12.14</b>	<b>1,700.00</b>	<b>176</b>	<b>1,480</b>	<b>7,370</b>	<b>489</b>	<b>200</b>	
2023CPT.08.09.20191	Chatham	3	SR 1302 (HINSHAW SHOP RD)	FROM ALAMANCE COUNTY TO SR 1301 (SILK HOPE LIBERTY RD)	2	2	2WU	NO	NO	0.284	20	0.57	80.00		222	253	26	200		
<b>TOTAL FOR MAP NO. 3</b>											<b>0.284</b>		<b>0.57</b>	<b>80.00</b>		<b>222</b>	<b>253</b>	<b>26</b>	<b>200</b>	
2023CPT.08.09.20191	Chatham	4	SR 1151 (BENNETT SILER CITY RD)	FROM SR 1005 (LANES MILL RD) TO NC 22/42	1	2	2WU	NO	NO	4.58	22	9.16	1,282.00		1,100	5,532	369	200		
<b>TOTAL FOR MAP NO. 4</b>											<b>4.58</b>		<b>9.16</b>	<b>1,282.00</b>		<b>1,100</b>	<b>5,532</b>	<b>369</b>	<b>200</b>	
<b>TOTAL FOR PROJ NO. 2023CPT.08.09.20191</b>											<b>13.964</b>		<b>27.93</b>	<b>3,910.00</b>	<b>376</b>	<b>3,887</b>	<b>16,724</b>	<b>1,116</b>	<b>600</b>	<b>1</b>
<b>GRAND TOTAL</b>											<b>13.964</b>		<b>27.93</b>	<b>3,910.00</b>	<b>376</b>	<b>3,887</b>	<b>16,724</b>	<b>1,116</b>	<b>600</b>	<b>1</b>

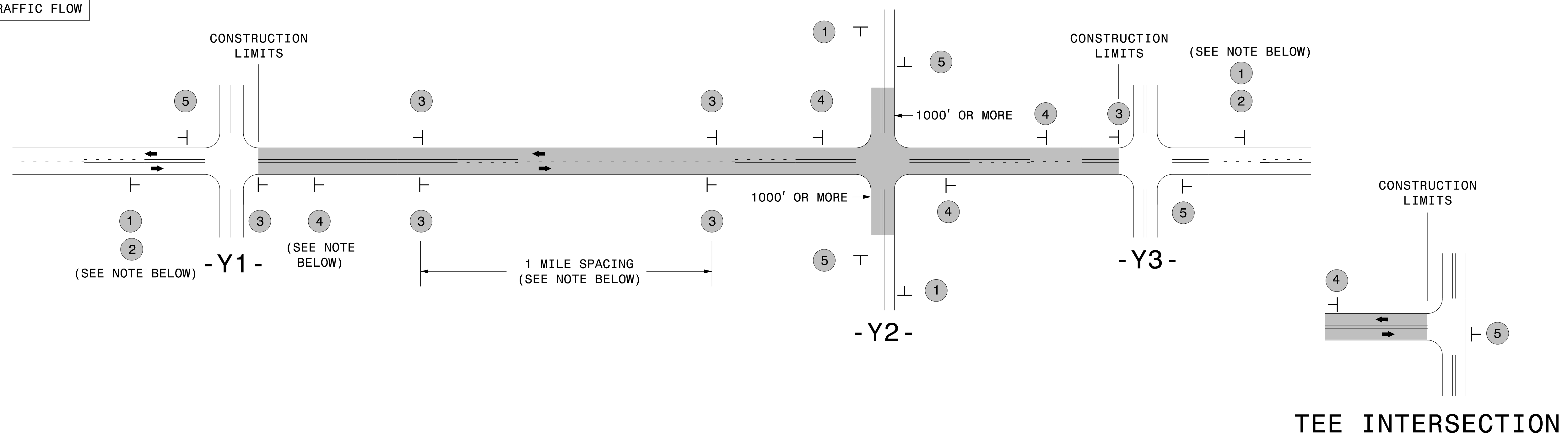
PROJECT NO.	SHEET NO.	TOTAL NO.
2023CPT.08.09.20191	10	

## THERMOPLASTIC AND PAINT QUANTITIES

										4413000000-E	4457000000-N	4810000000-E		
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	
								MI	FT					SF
2023CPT.08.09.20191	Chatham	1	SR 1301 (SILK HOPE LIBERTY RD)	FROM ALAMANCE COUNTY TO SR 1346 (PIKE RD)	1,3	2	2WU	3.03	22	350	*	32,603	19,998	
<b>TOTAL FOR MAP NO. 1</b>							<b>3.03</b>		<b>350</b>			<b>32,603</b>	<b>19,998</b>	
2023CPT.08.09.20191	Chatham	2	SR 1346 (SILK HOPE LIBERTY RD)	FROM SR 1346 (PIKE RD) TO SR 1332 (JESSIE BRIDGES RD)	1,3	2	2WU	6.07	22	690			65,313	40,062
<b>TOTAL FOR MAP NO. 2</b>							<b>6.07</b>		<b>690</b>			<b>65,313</b>	<b>40,062</b>	
2023CPT.08.09.20191	Chatham	3	SR 1302 (HINSHAW SHOP RD)	FROM ALAMANCE COUNTY TO SR 1301 (SILK HOPE LIBERTY RD)	2	2	2WU	0.284	20	40			3,056	3,056
<b>TOTAL FOR MAP NO. 3</b>							<b>0.284</b>		<b>40</b>			<b>3,056</b>	<b>3,056</b>	
2023CPT.08.09.20191	Chatham	4	SR 1151 (BENNETT SILER CITY RD)	FROM SR 1005 (LANES MILL RD) TO NC 22/42	1	2	2WU	4.58	22	520			49,281	49,281
<b>TOTAL FOR MAP NO. 4</b>							<b>4.58</b>		<b>520</b>			<b>49,281</b>	<b>49,281</b>	
<b>TOTAL FOR PROJ NO. 2023CPT.08.09.20191</b>							<b>13.964</b>		<b>1,600</b>	<b>1</b>		<b>150,253</b>	<b>112,397</b>	
<b>GRAND TOTAL</b>							<b>13.964</b>		<b>1,600</b>	<b>1</b>		<b>262,650</b>		

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

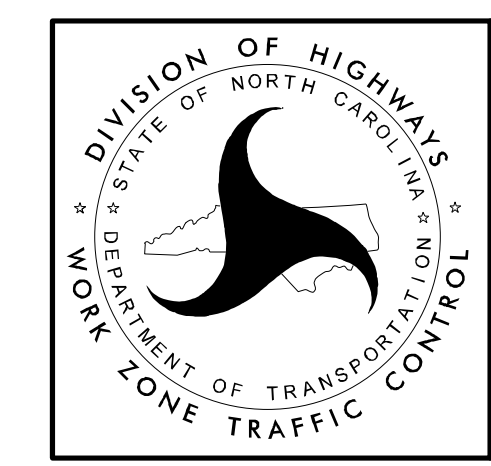
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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, PORTABLE ADVANCE WARNING 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"            PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">             W20-7 A            48" X 48"            PLACED 250' IN ADVANCE OF FLAGGER.         </div> </div>
	2	 W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN CONSTRUCTION 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"	<ul style="list-style-type: none"> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	4	 SP 13106 48" X 48"	<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</li> <li>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
	5	 G20-2 A 48" X 24"	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 WARNINGS SIGNS.



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