

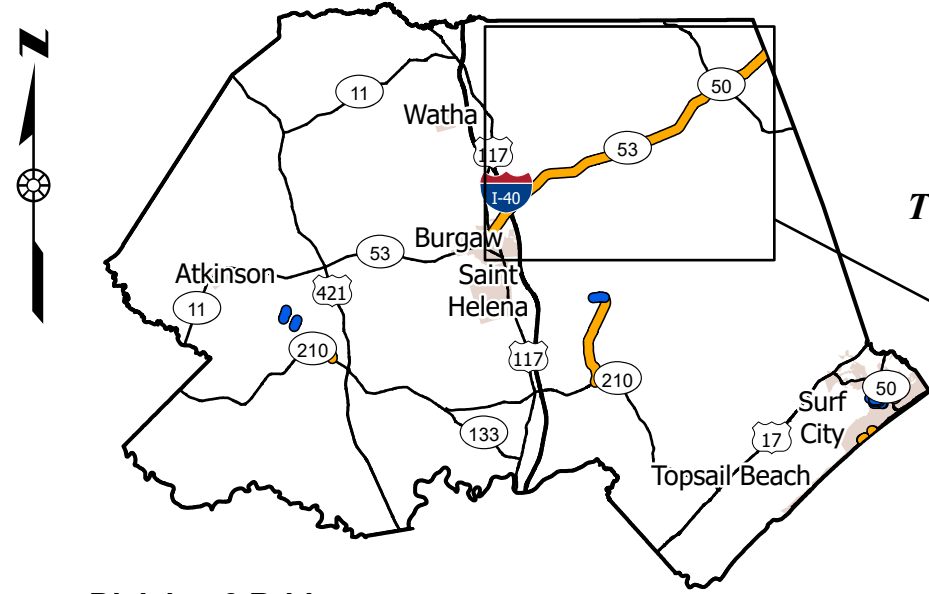
WBS NO: 2024CPT.03.11.10711, ETC.

CONTRACT: C204924

**STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
PENDER COUNTY**

*TYPE OF WORK: RESURFACING & PAVEMENT PRESERVATION*

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.03.11.10711, ETC.	1
STATE PROJECT NUMBER		DESCRIPTION



- Division 3 Bridges
- Preservation
- Resurfacing

MAP	ROUTE	Description	TYPE
1	NC-53	FROM ONSLOW COUNTY LINE TO US HWY 117 BYPASS [MP 0.00 - MP 17.76]	Resurfacing



**PROJECT LENGTH**

MAP	MILES
1	17.76

Prepared in the Office of:  
**DIVISION OF HIGHWAYS**  
5501 BARBADOS BLVD., CASTLE HAYNE, NC, 28429

This exhibit does not meet NC 47-30 requirements and therefore is not intended for design, construction, or recording or transfer of title.



WBS NO: 2024CPT.03.11.10711, ETC.

CONTRACT: C204924

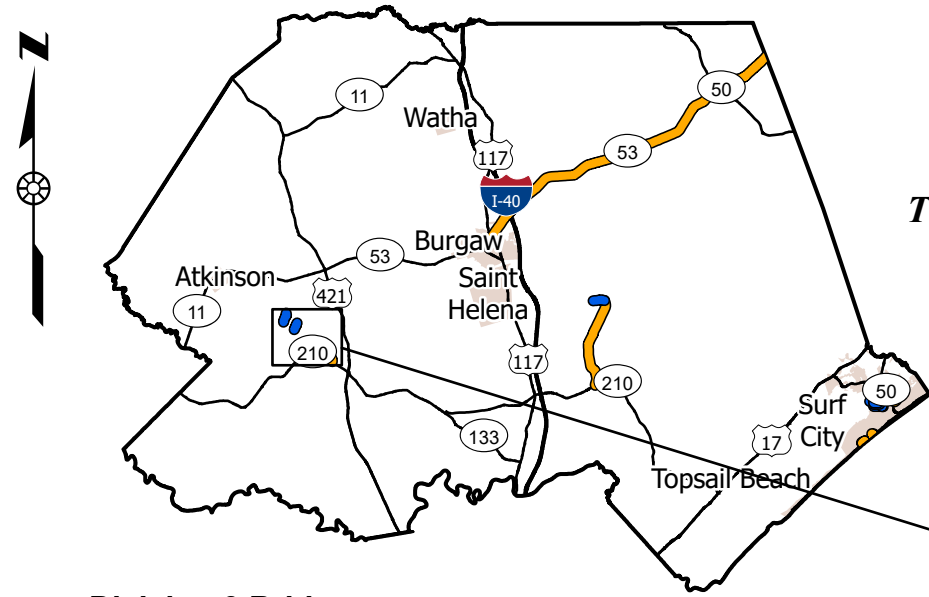
**STATE OF NORTH CAROLINA**  
**DIVISION OF HIGHWAYS**  


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**PENDER COUNTY**

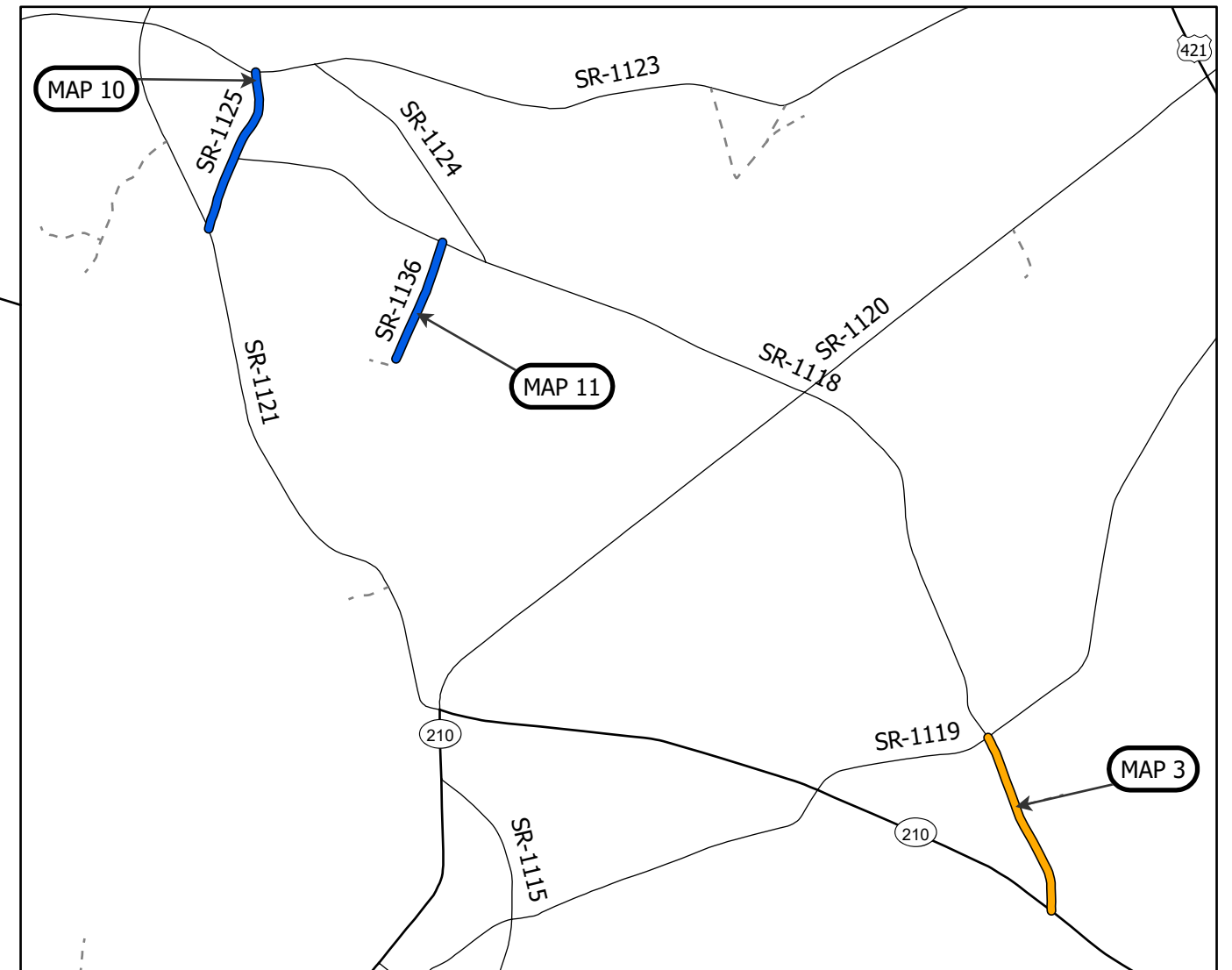
STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.03.11.10711, ETC.	2
STATE PROJECT NUMBER		DESCRIPTION



*TYPE OF WORK: RESURFACING & PAVEMENT PRESERVATION*

- Division 3 Bridges
- Preservation
- Resurfacing

MAP	ROUTE	Description	TYPE
10	SR-1125 / RIVENBARK RD	FROM SR 1121 (BELL WILLIAMS RD) TO SR 1123 (UNION CHAPEL RD) [MP 0.00 - MP 0.50]	Preservation
11	SR-1136 / MCDUFFIE RD	FROM SR 1118 (PORTER RD) TO END OF MAINTENANCE [MP 0.00 - MP 0.38]	Preservation
3	SR-1118 / PORTER RD	FROM SR 1119 (BRINSON RD) TO NC HWY 210 [MP 3.12 - MP 3.66]	Resurfacing



**PROJECT LENGTH**

MAP	MILES
3	0.54
10	0.50
11	0.38

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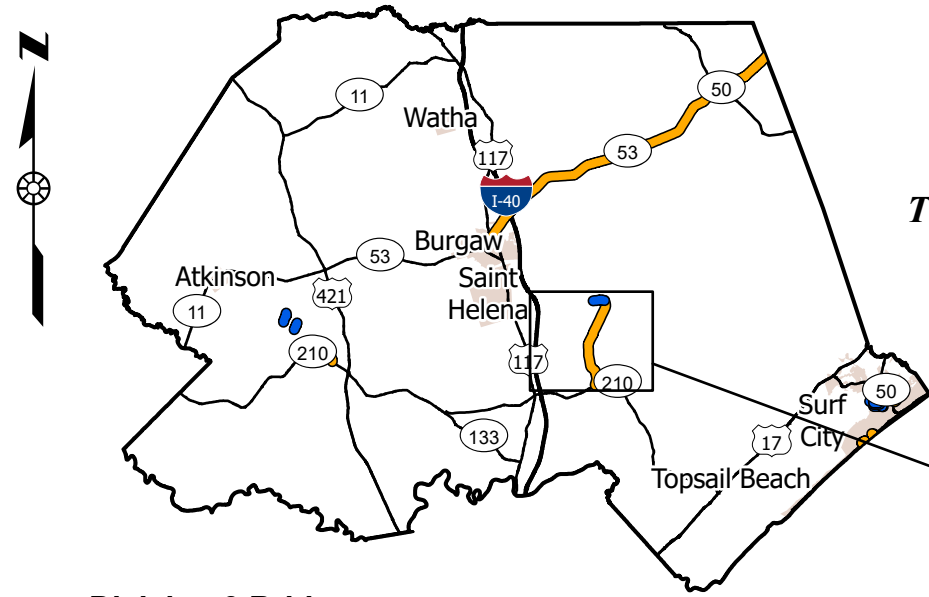


WBS NO: 2024CPT.03.11.10711, ETC.

CONTRACT: C204924

**STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
PENDER COUNTY**

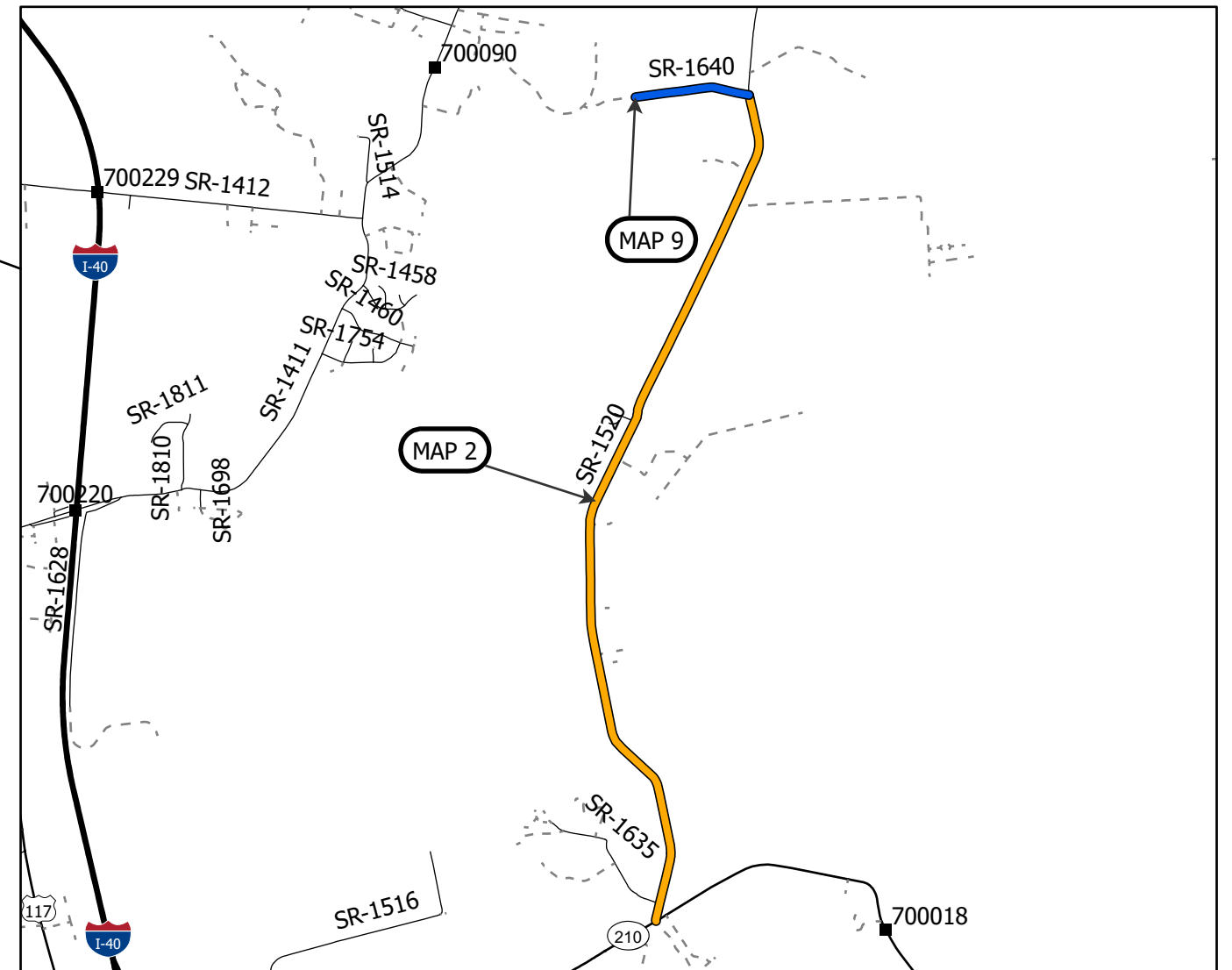
STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.03.11.10711, ETC.	3
STATE PROJECT NUMBER		DESCRIPTION



*TYPE OF WORK: RESURFACING & PAVEMENT PRESERVATION*

- Division 3 Bridges
- Preservation
- Resurfacing

MAP	ROUTE	Description	TYPE
2	SR-1520 / SHAW HWY	FROM NC HWY 210 TO SR 1640 (CARL MEEKS RD) [MP 0.00 - MP 4.72]	Resurfacing
9	SR-1640 / CARL MEEKS RD	FROM SR 1520 (SHAW HWY) TO END OF MAINTENANCE [MP 0.00 - MP 0.61]	Preservation



**PROJECT LENGTH**

MAP	MILES
2	4.72
9	0.61

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WBS NO: 2024CPT.03.11.10711, ETC.

CONTRACT: C204924

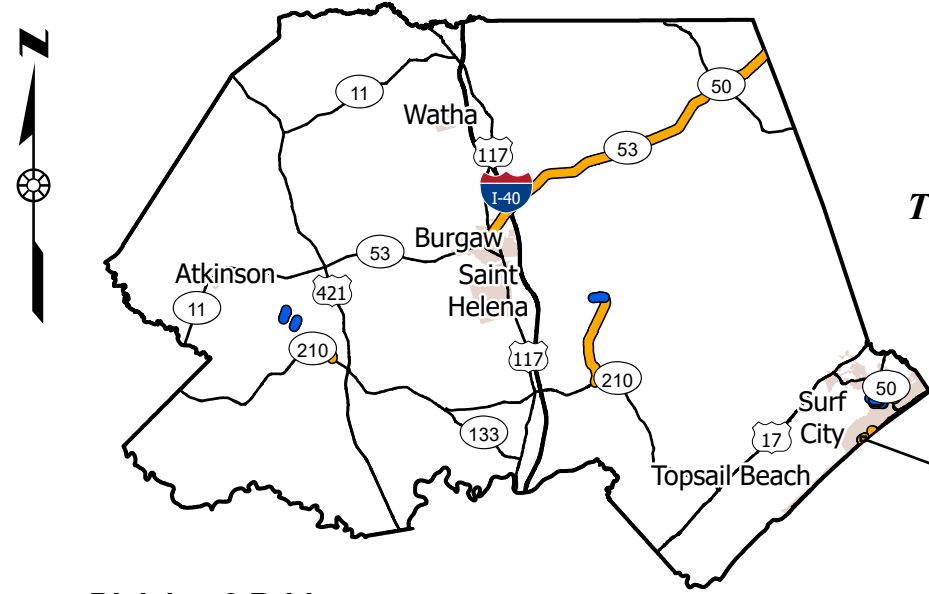
**STATE OF NORTH CAROLINA**  
**DIVISION OF HIGHWAYS**  


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**PENDER COUNTY**

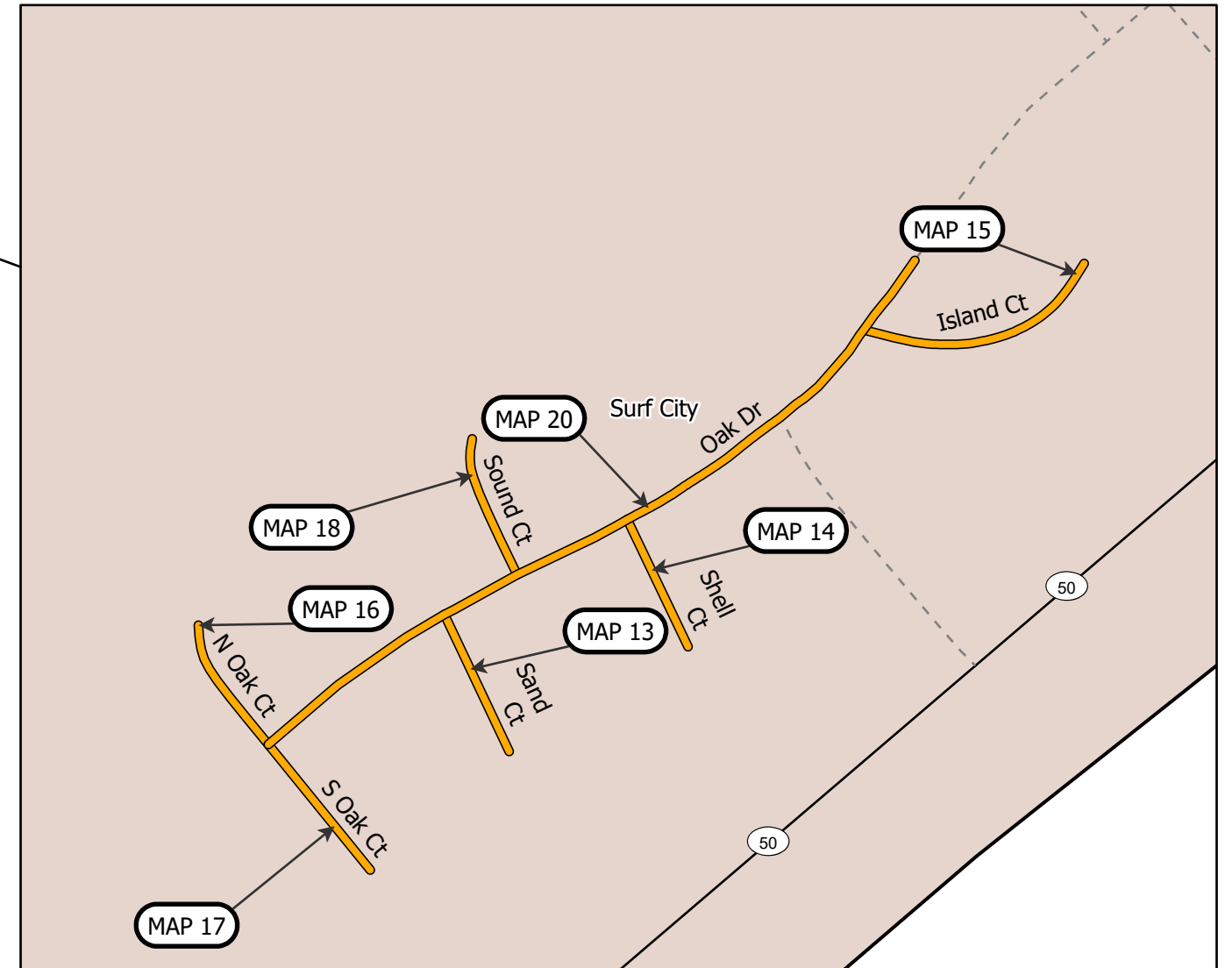
STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.03.11.10711, ETC.	4
STATE PROJECT NUMBER		DESCRIPTION



*TYPE OF WORK: RESURFACING & PAVEMENT PRESERVATION*

- Division 3 Bridges
- Preservation
- Resurfacing

MAP	ROUTE	Description	TYPE
13	SAND CT	FROM OAK DRIVE TO CUL-DE-SAC	Resurfacing
14	SHELL CT	FROM OAK DRIVE TO CUL-DE-SAC	Resurfacing
15	ISLAND CT	FROM OAK DRIVE TO CUL-DE-SAC	Resurfacing
16	NORTH OAK CT	FROM OAK DRIVE TO CUL-DE-SAC	Resurfacing
17	SOUTH OAK CT	FROM OAK DRIVE TO CUL-DE-SAC	Resurfacing
18	SOUND CT	FROM OAK DRIVE TO CUL-DE-SAC	Resurfacing
20	OAK DR	FROM TIMBER PLANTERS TO N./S. OAK COURTS	Resurfacing



**PROJECT LENGTH**

MAP	MILES
13	0.09
14	0.03
15	0.06
16	0.04

MAP	MILES
17	0.04
18	0.04
20	0.23

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WBS NO: 2024CPT.03.11.10711, ETC.

CONTRACT: C204924

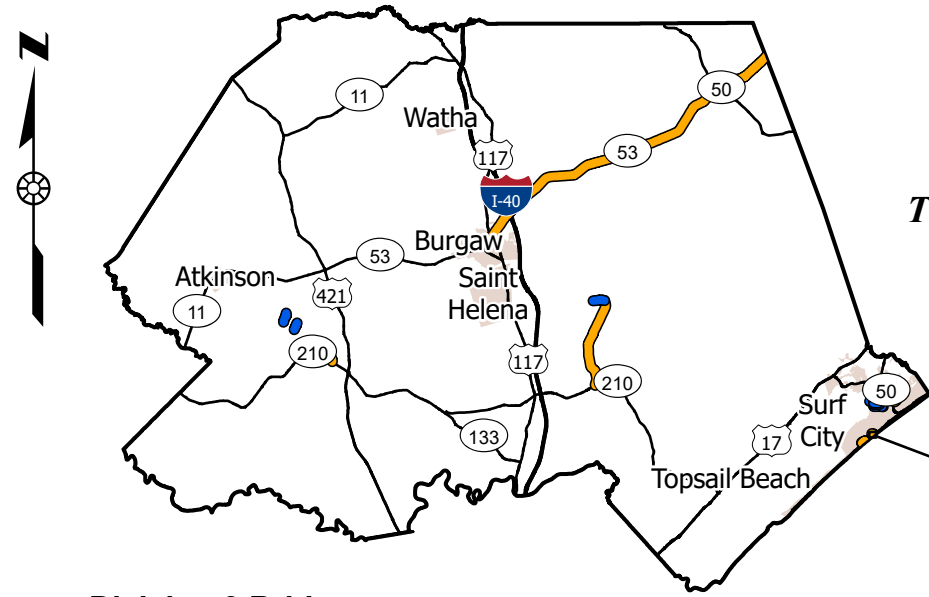
**STATE OF NORTH CAROLINA**  
**DIVISION OF HIGHWAYS**  


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**PENDER COUNTY**

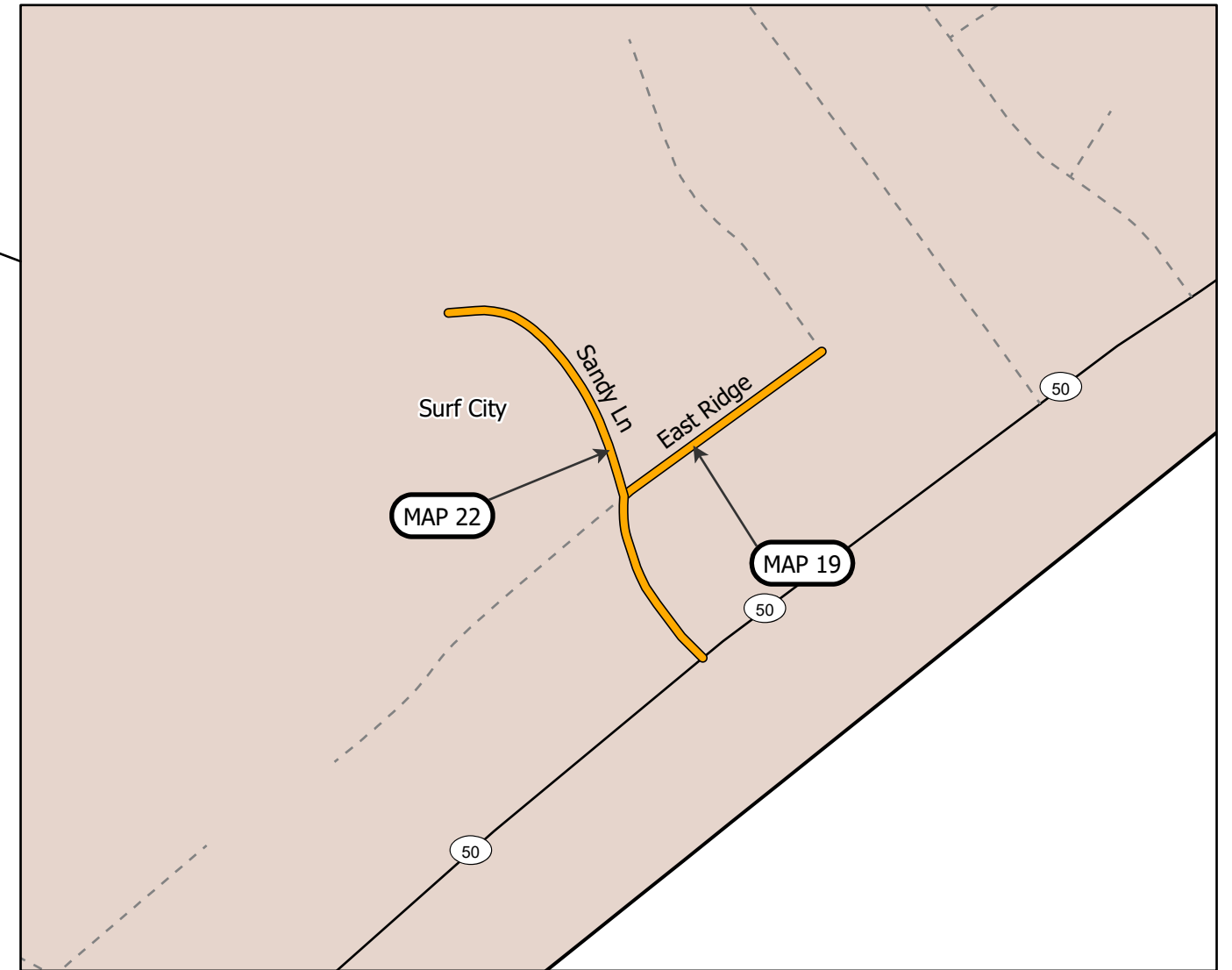
STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.03.11.10711, ETC.	5
STATE PROJECT NUMBER		DESCRIPTION



*TYPE OF WORK: RESURFACING & PAVEMENT PRESERVATION*

- Division 3 Bridges
- Preservation
- Resurfacing

MAP	ROUTE	Description	TYPE
19	EAST RIDGE	FROM SANDY LANE TO CUL-DE-SAC	Resurfacing
22	SANDY LN	FROM NC HWY 50 (NORTH SHORE DR.) TO CUL-DE-SAC	Resurfacing



**PROJECT LENGTH**

MAP	MILES
19	0.08
22	0.14

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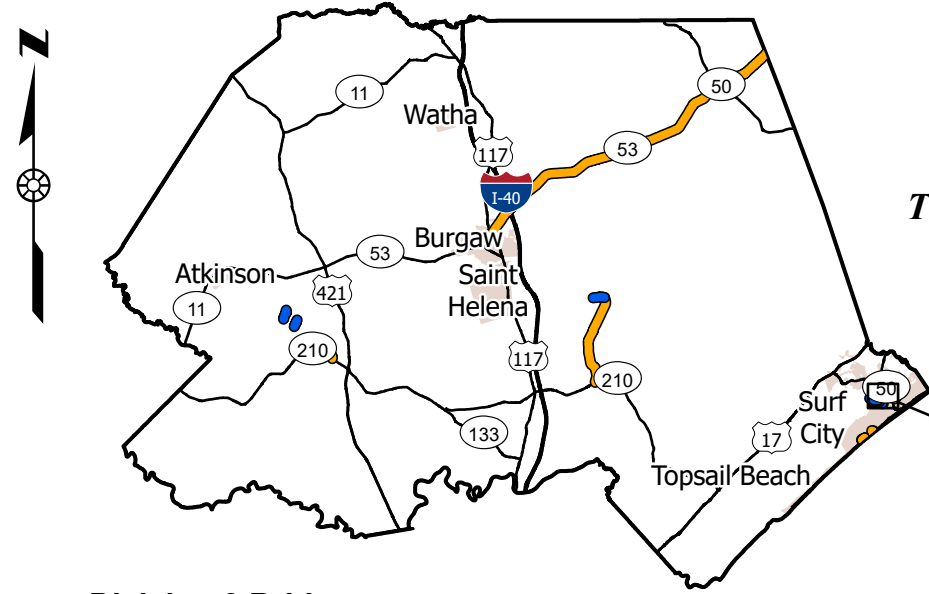


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CONTRACT: C204924

**STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
PENDER COUNTY**

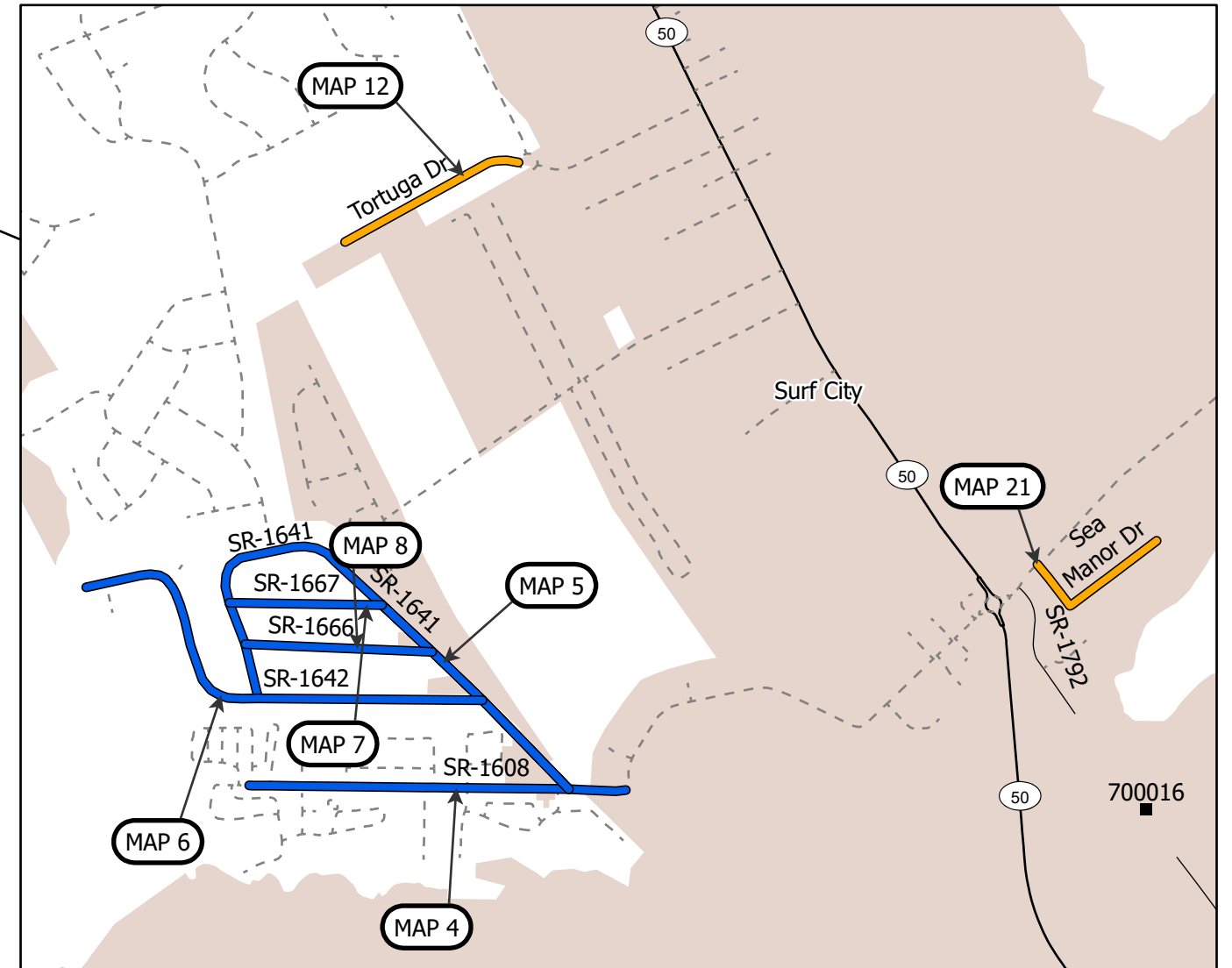
STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.03.11.10711, ETC.	6
STATE PROJECT NUMBER		DESCRIPTION



*TYPE OF WORK: RESURFACING & PAVEMENT PRESERVATION*

- Division 3 Bridges
- Preservation
- Resurfacing

MAP	ROUTE	Description	TYPE
12	TORTUGA LN	FROM EXISTING PAVEMENT TO SURF CITY PET HOSPITAL	Resurfacing
21	SEA MANOR DR	FROM ATKINSON POINT RD TO END OF PAVEMENT	Resurfacing
4	SR-1608 / SPOT LN	FROM LITTLE KINSTON RD TO END OF MAINTENANCE[MP 0.00 - MP 0.42]	Preservation
5	SR-1641 / DRIFTWOOD DR	FROM SR 1608 (SPOT LN) TO SR 1642 (COCKLE ST)[MP 0.00 - MP 0.74]	Preservation
6	SR-1642 / COCKLE ST	FROM SR 1641 (DRIFTWOOD DR) TO CUL-DE-SAC [MP 0.00 - MP 0.63]	Preservation
7	SR-1667 / CONCH ST	FROM SR 1641 (DRIFTWOOD DR) TO SR 1641 (DRIFTWOOD DR) [MP 0.00 - MP 0.19]	Preservation
8	SR-1666 / SHELL ST	FROM SR 1641 (DRIFTWOOD DR) TO SR 1641 (DRIFTWOOD DR) [MP 0.00 - MP 0.24]	Preservation



<i>PROJECT LENGTH</i>			
MAP	MILES	MAP	MILES
4	0.42	8	0.24
5	0.74	12	0.08
6	0.63	21	0.20
7	0.20		

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PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 1/2" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.
C2	PROP. APPROX. 1 1/2" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ.YD.
C3	PROP. APPROX. 1" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ.YD.
C4	PROP. APPROX. 2" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ.YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT TO EXCEED 1.5" IN DEPTH.
E1	PROP. APPROX. 5" DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ.YD.
V1	0" TO 1.50" MILLING
V2	1.50" MILLING
T1	EARTH MATERIAL (SHOULDER RECONSTRUCTION)
U	EXISTING PAVEMENT
U1	EXISTING STONE BASE

PAVEMENT EDGE SLOPES ARE 1:1, EXCEPT FINAL SURFACE COURSE. SEE SHOULDER WEDGE DETAIL.

NOTES: SHOULDER WORK ON MAPS NO. 1 - 3, & 12 AS NEEDED TO BE DETERMINED BY ENGINEER.

MAP NO. 1: THE CONTRACTOR SHALL RETAIN EXISTING LANE WIDTHS AND RESTRIPE WITH 2' PAVED SHOULDERS

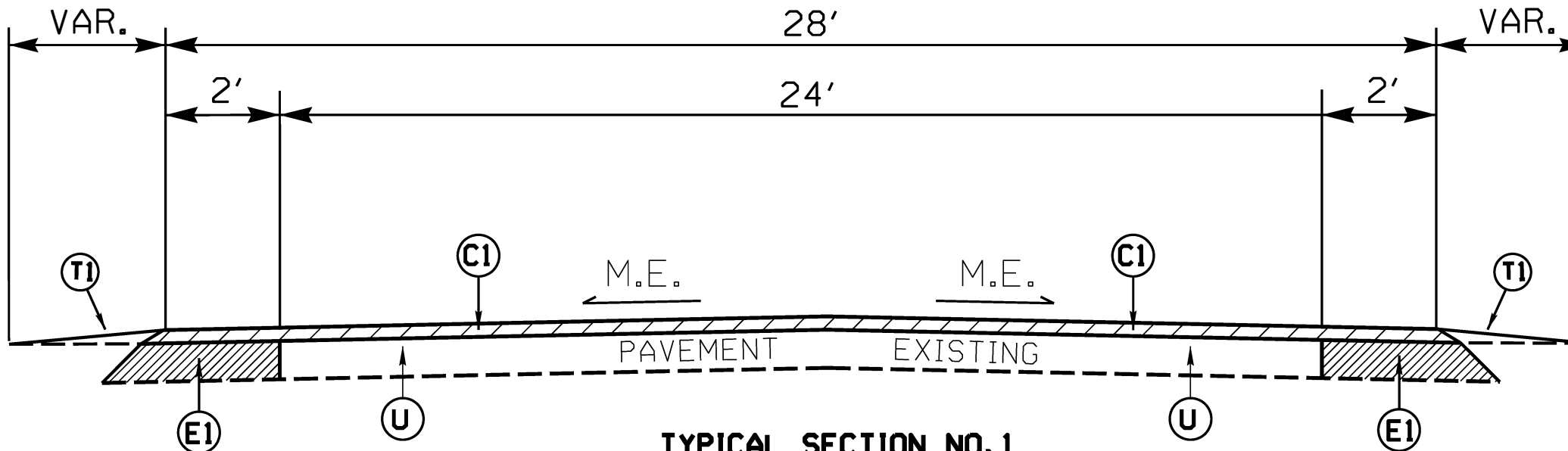
V1 MAP NO. 1: 0" - 1.5" MILLING AROUND CONCRETE MONOLITHIC ISLANDS

V2 MAP NO. 1 FRIS MILL 1 1/2" MP 13.50 - MP 14.20

STD. NO.	TITLE
DIVISION 12 - PVT MARKING, MARKERS AND DELINEATION	
1205.08	Pavement Markings - Symbols & Word Messages
DIVISION 8 - INCIDENTALS	
862.02	GUARDRAIL INSTALLATION

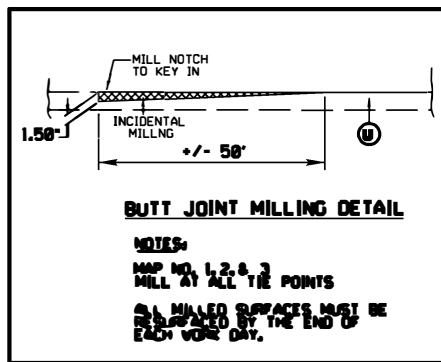
EFF. 01-01-2024

2024 ROADWAY ENGLISH STANDARD DRAWINGS The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2024 are applicable to this project and by reference hereby are considered a part of these plans.



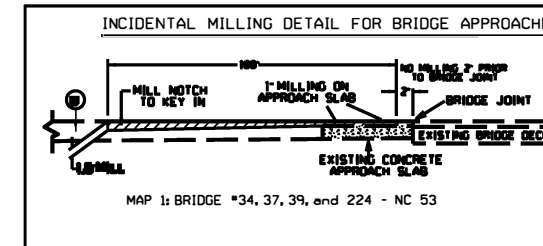
TYPICAL SECTION NO. 1

MAP NO. 1  
NC 53 (BURGAW HWY)  
MP 0.00 - MP 17.76

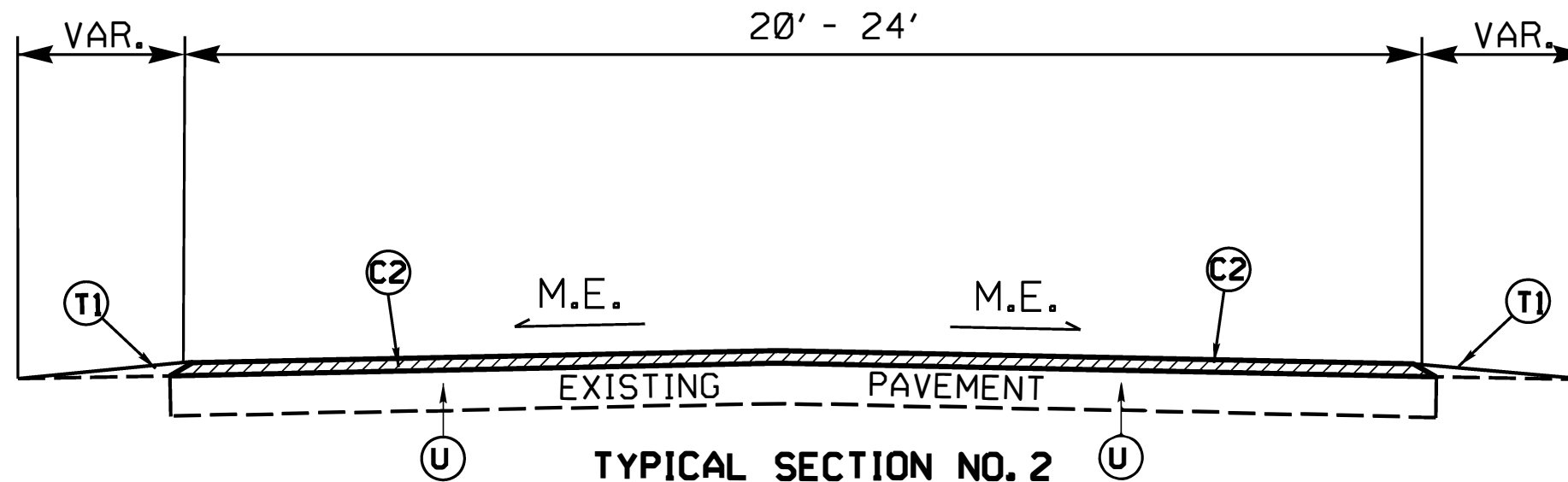


BUTT JOINT MILLING DETAIL

NOTES:  
MAP NO. 1, 2, & 3  
MILL AT ALL THE POINTS  
ALL MILLED SURFACES MUST BE  
REMOVED BY THE END OF  
EACH WORK DAY.



MAP 1: BRIDGE #34, 37, 39, and 224 - NC 53



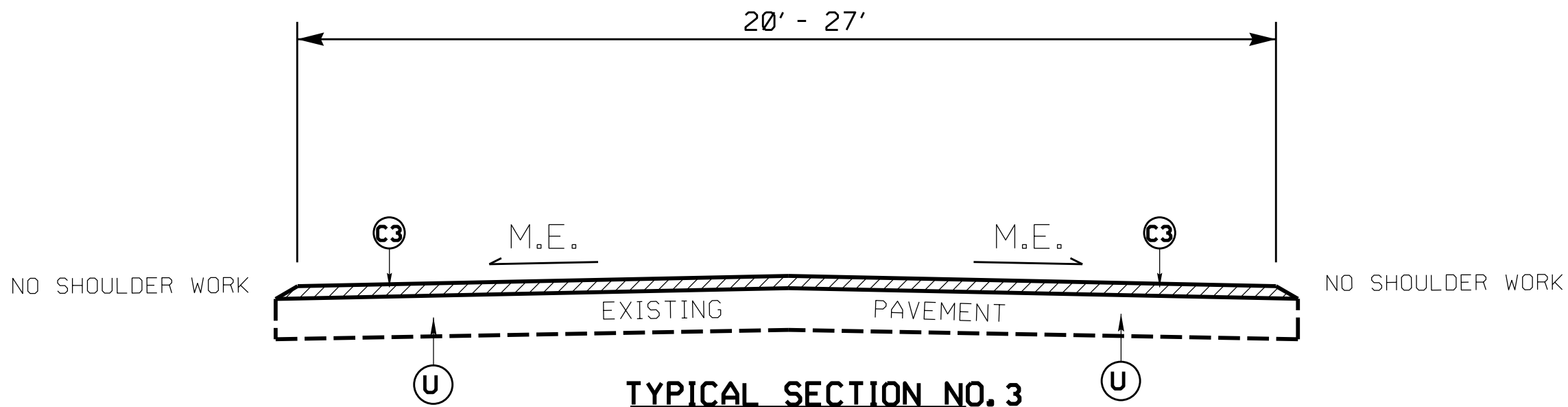
TYPICAL SECTION NO. 2

MAP NO. 2 MAP NO. 3  
SR 1520 (SHAW HWY) SR 1118 (PORTER RD)  
MP 0.00 - MP 4.72 MP 3.12 - MP 3.66

REVISIONS

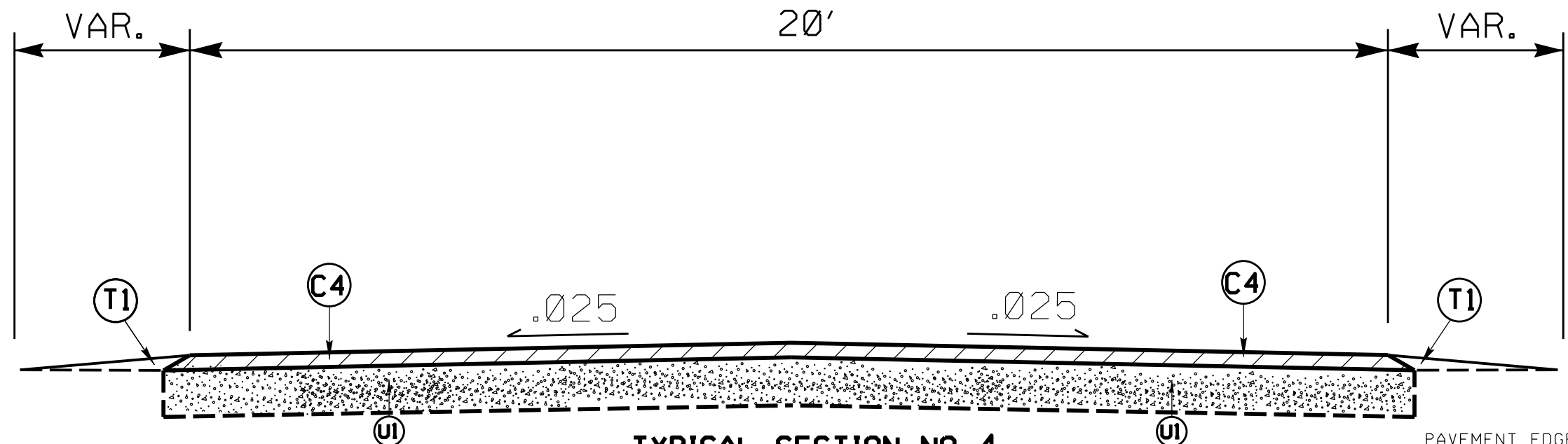
8/17/99  
SYTIME  
ADONIS  
NAME

PAVEMENT SCHEDULE	
C3	1" S9.5B
C4	2" S9.5B
T1	EARTH MATERIAL SHOULDER RECONST.
U1	EXISTING STONE BASE



**TYPICAL SECTION NO. 3**

- |   |  |   |  |  |   |
|---|--|---|--|--|---|
| MAP NO. 4<br>SR 1608 (SPOT LN)<br>MP 0.00 - MP 0.42       | MAP NO. 5<br>SR 1641 (DRIFTWOOD DR)<br>MP 0.00 - MP 0.74 | MAP NO. 6<br>SR 1642 (COCKLE ST)<br>MP 0.00 - MP 0.63 | MAP NO. 7<br>SR 1667 (CONCH ST)<br>MP 0.00 - MP 0.19 | MAP NO. 8<br>SR 1666 (SHELL ST)<br>MP 0.00 - MP 0.24 | MAP NO. 9<br>SR 1640 (CARL MEEKS RD)<br>MP 0.00 - MP 0.61 |
| MAP NO. 10<br>SR 1125 (RIVENBARK RD)<br>MP 0.00 - MP 0.50 | MAP NO. 11<br>SR 1136 (MCDUFFIE RD)<br>MP 0.00 - MP 0.38 | MAP NO. 13<br>SAND CT. (NON-SYSTEM)                   | MAP NO. 14<br>SHELL CT. (NON-SYSTEM)                 | MAP NO. 15<br>ISLAND CT. (NON-SYSTEM)                | MAP NO. 16<br>N. OAK CT. (NON-SYSTEM)                     |
| MAP NO. 17<br>S. OAK CT. (NON-SYSTEM)                     | MAP NO. 18<br>SOUND CT. (NON-SYSTEM)                     | MAP NO. 19<br>E. RIDGE (NON-SYSTEM)                   | MAP NO. 20<br>OAK DR. (NON-SYSTEM)                   | MAP NO. 21<br>SEA MANOR DR. (NON-SYSTEM)             | MAP NO. 22<br>SANDY LN. (NON-SYSTEM)                      |



**TYPICAL SECTION NO. 4**

MAP NO. 12  
TORTUGA LN. (NON-SYSTEM)

PAVEMENT EDGE SLOPES ARE 1:1, EXCEPT FINAL SURFACE COURSE. SEE SHOULDER WEDGE DETAIL

**NOTES** SHOULDER WORK ON MAPS NO. 1 - 3, & 12 AS NEEDED, TO BE DETERMINED BY ENGINEER

REVISIONS

8/17/99

SYSTEMS DESIGN  
NAME

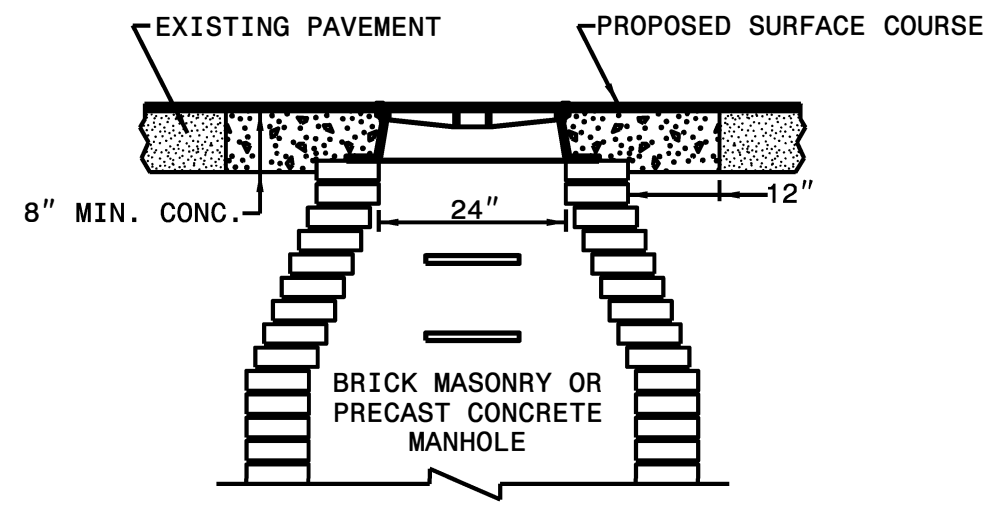


STATE OF NORTH CAROLINA  
 DEPT. OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 RALEIGH, N.C.

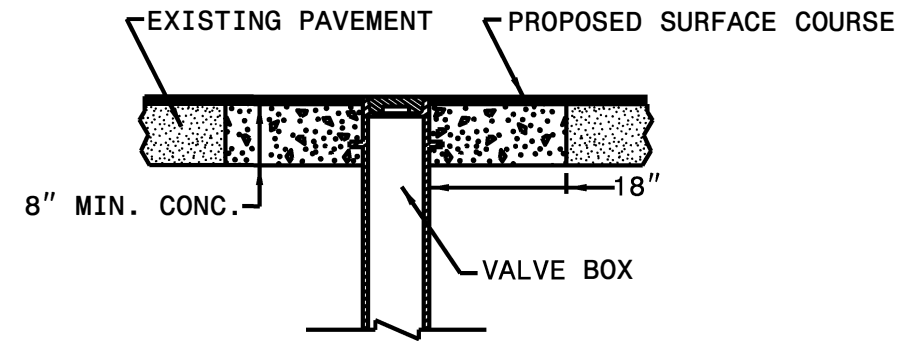
ENGLISH DETAIL DRAWING FOR  
**MANHOLE AND VALVE BOX ADJUSTMENTS**

GENERAL NOTES:

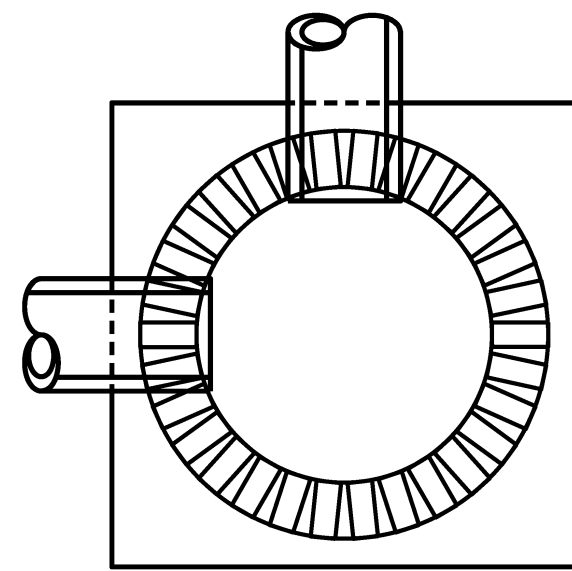
1. USE RAPID SET GROUT, MORTAR, OR CONCRETE THAT WILL TAKE FULL SET AND BECOME LOAD BEARING WITHIN SIXTY MINUTES OF PLACEMENT WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.
2. REMOVE ALL FAULTY EXISTING BRICKWORK AND REPLACE WITH NEW BRICK MASONRY.
3. SHEER CUT EXCAVATION FOR THE ADJUSTMENT ON ALL SIDES.
4. FILL AREA BELOW 8" DEPTH WITH 78M OR NO. 57 CLEAN STONE.
5. MIX MORTAR TO NCDOT SPECIFICATIONS.
6. MORTAR JOINTS  $\frac{1}{2}$ "  $\pm$   $\frac{1}{8}$ "
7. CONSTRUCT AN ASPHALT RAMP IN ACCORDANCE WITH SECTION 858-3 OF THE 2024 STANDARD SPECIFICATIONS.



**MANHOLE CONCRETE ENCASEMENT**



**VALVE BOX CONCRETE ENCASEMENT**



**ELEVATION VIEW**

PLACE BRICK ACCORDING TO ELEVATION VIEW

STATE OF NORTH CAROLINA  
 DEPT. OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 RALEIGH, N.C.

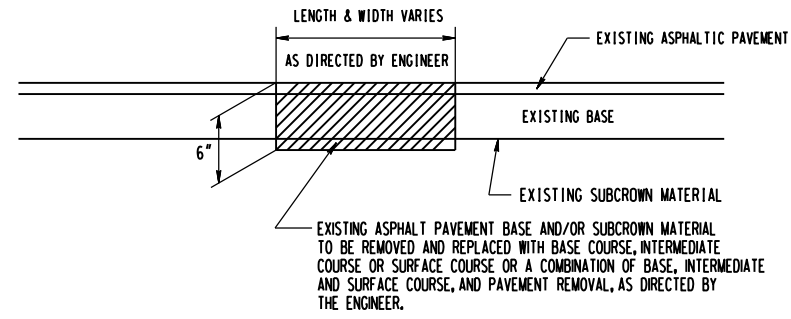
ENGLISH DETAIL DRAWING FOR  
**MANHOLE AND VALVE BOX ADJUSTMENTS**

REVISIONS

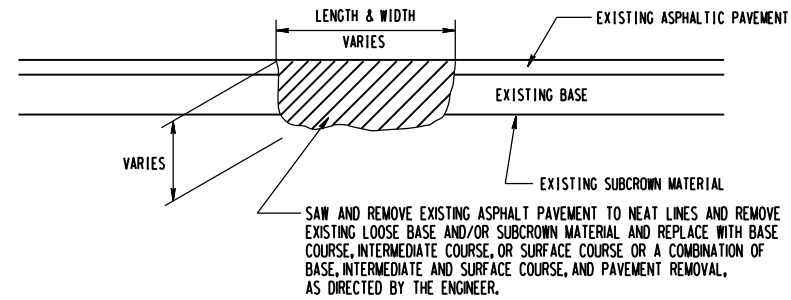
8/17/99

SYSTEM: \$\$\$\$  
 USER: \$\$\$\$  
 DATE: \$\$\$\$  
 TIME: \$\$\$\$  
 FILE: \$\$\$\$  
 NAME: \$\$\$\$

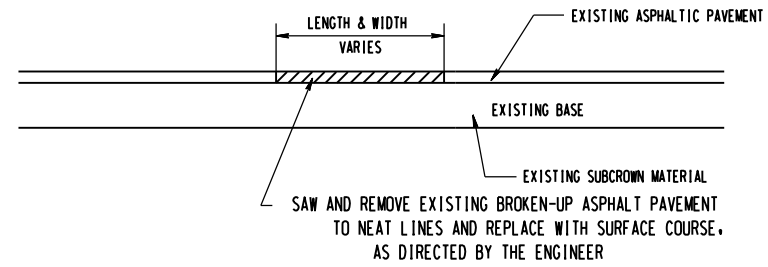
DETAILS OF REPAIRING EXISTING PAVEMENT PRIOR TO RESURFACING FOR FULL DEPTH AND MILLING



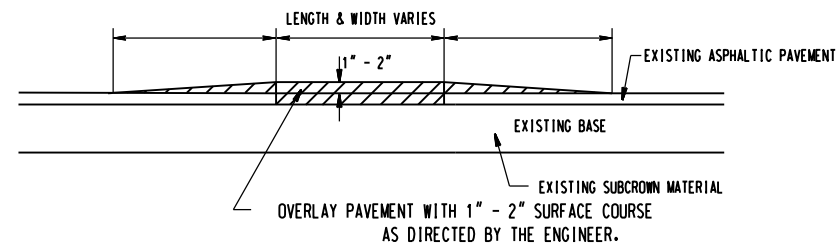
DETAIL NO. 1



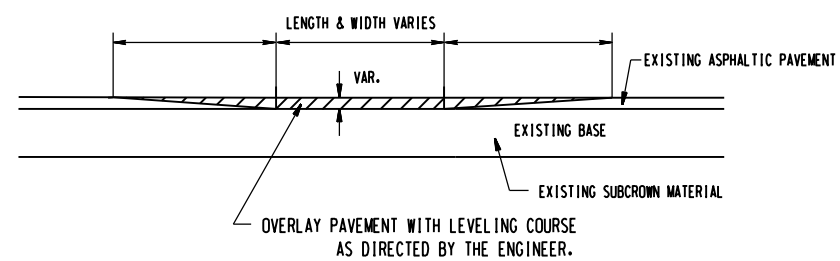
DETAIL NO. 2



DETAIL NO. 3



DETAIL NO. 4

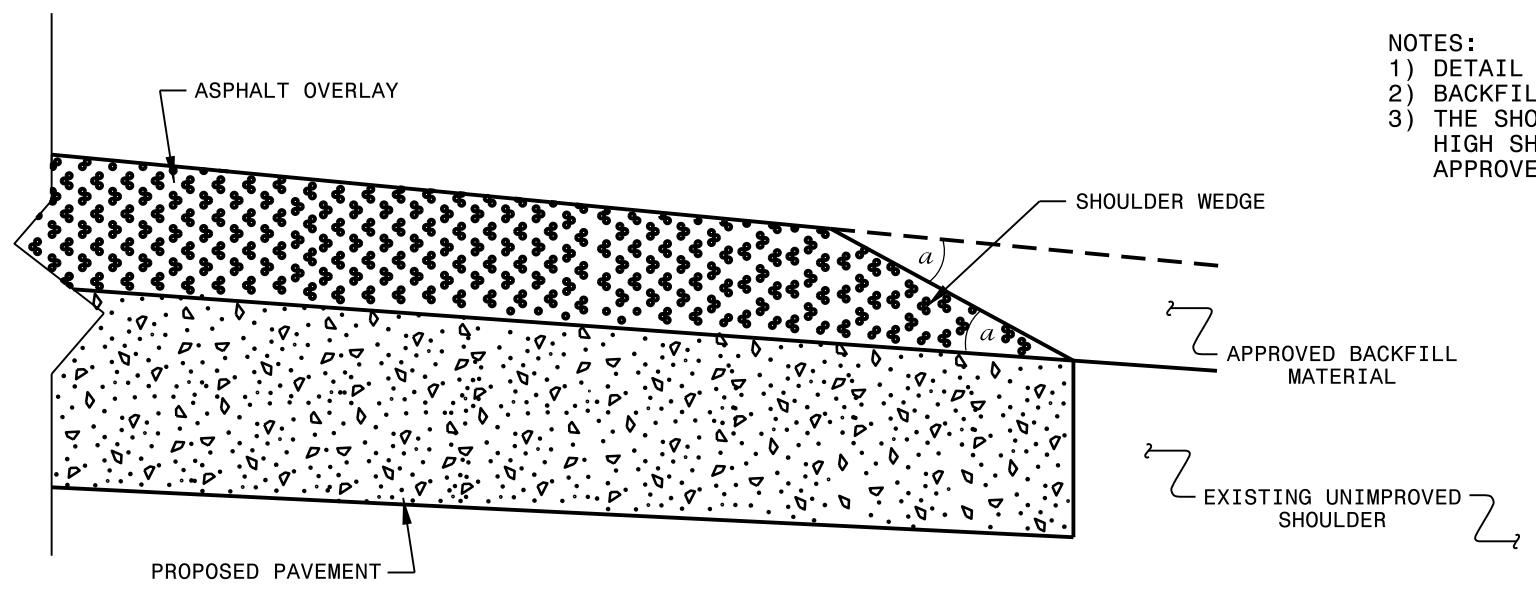


DETAIL NO. 5

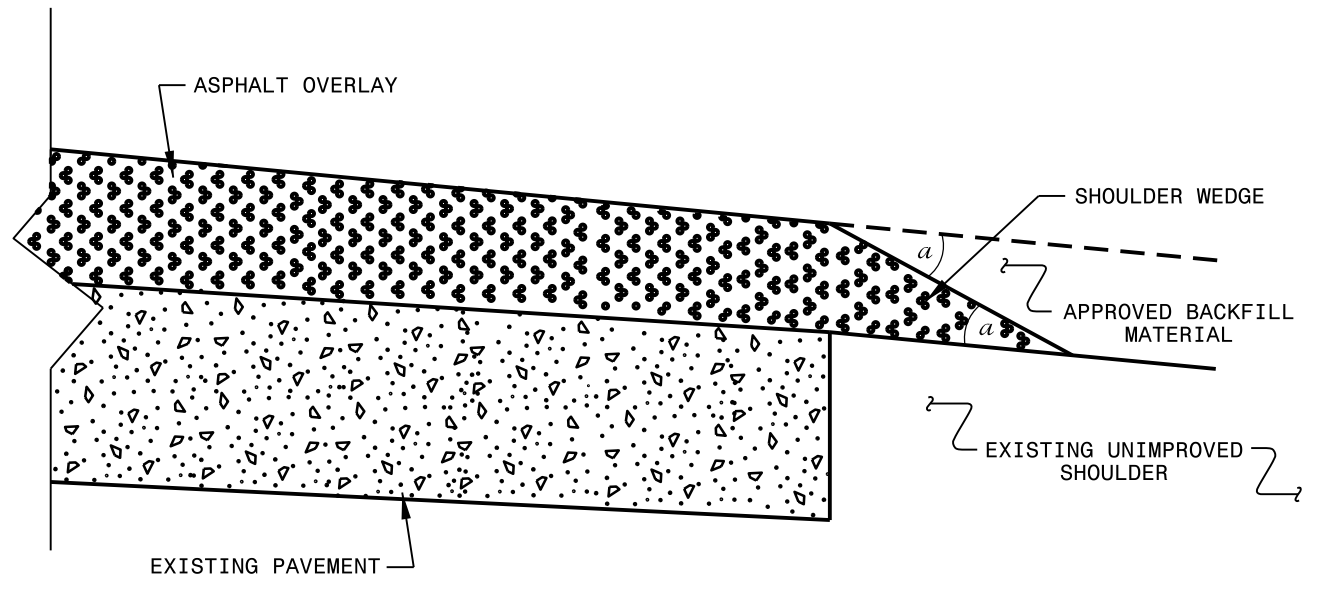
REVISIONS

20-APP-2015-1156  
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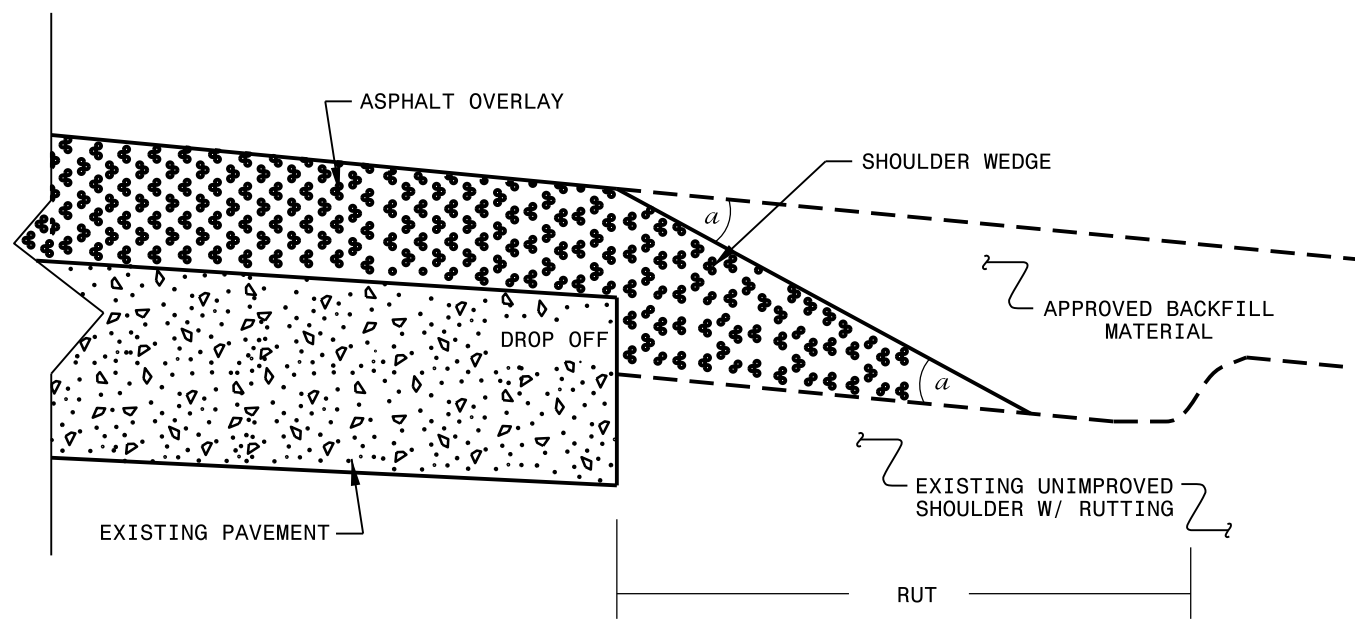
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ Widening or  
 with Existing Paved Shoulder having no dropoffs)



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ NO Widening)



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to  
 Rutted Shoulder)

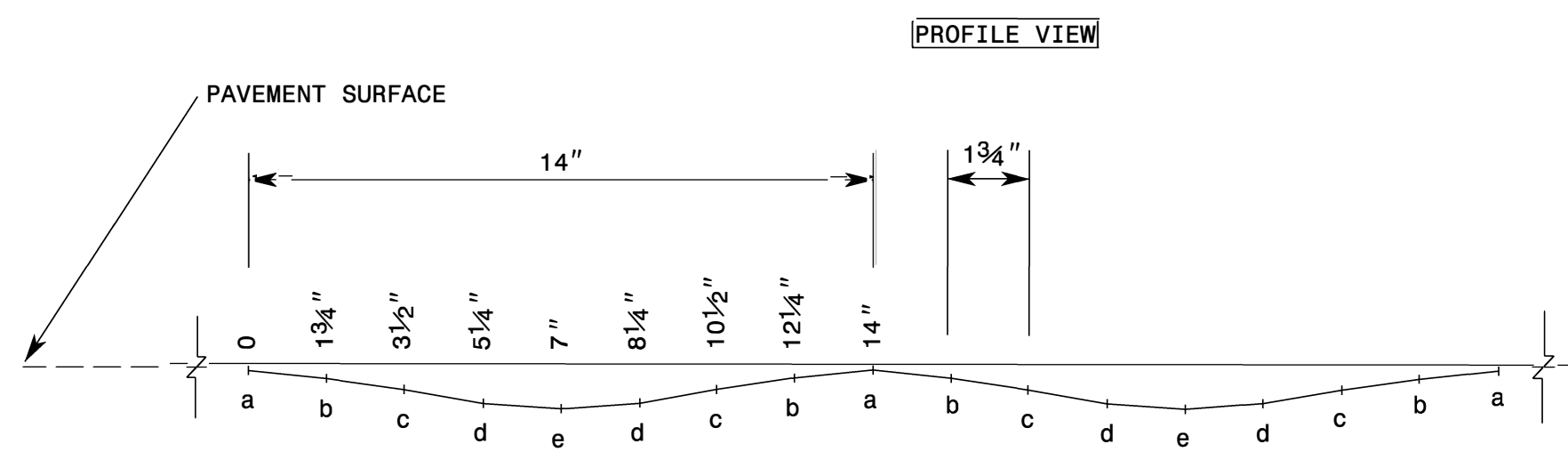
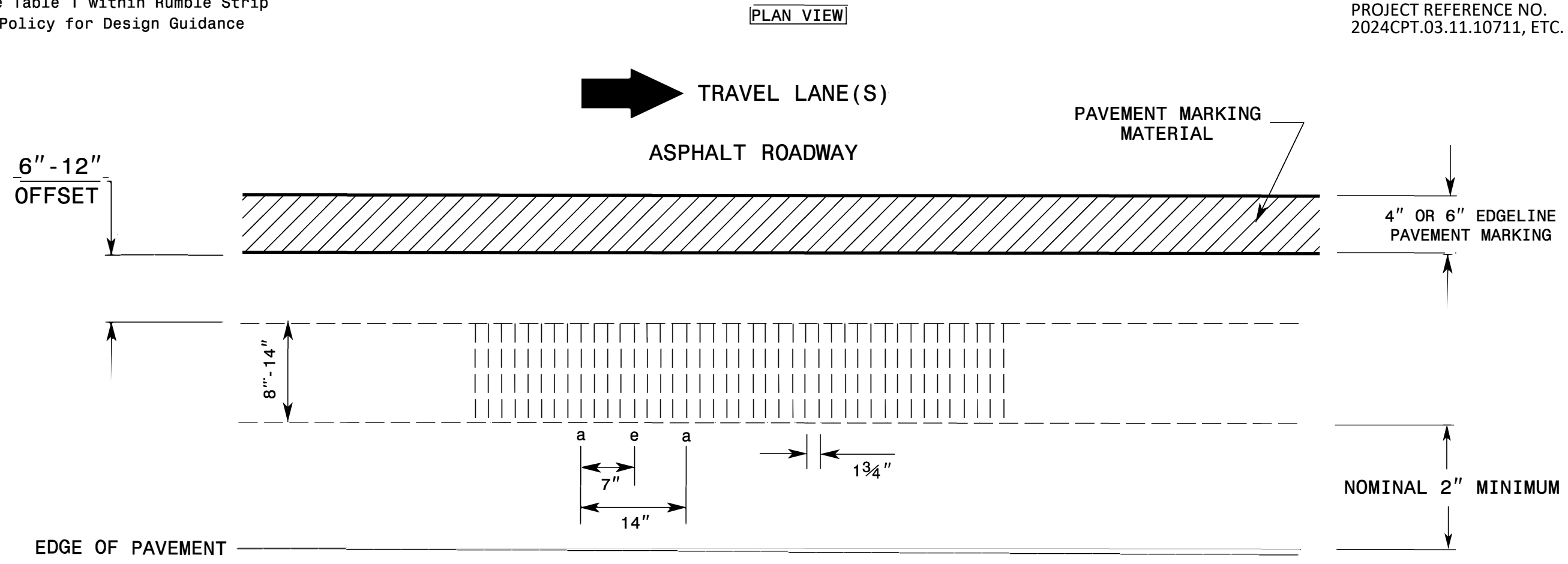
- SHOULDER WEDGE ANGLE = 30°

<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.: s:\usr\details\stand\shoulderwedgedetail.dgn			

27 JUN 2018 13:22 s:\projects\Resurfacing Projects\Division 3\Sampson August 2018\Revised Shoulder Wedge Detail.dgn  
 P:\porter\_41\_CSD\_2018\_05\_25

See Table 1 within Rumble Strip Policy for Design Guidance

SHEET No.12  
PROJECT REFERENCE NO.  
2024CPT.03.11.10711, ETC.



LOCATION	DEPTH	
	MIL	INCHES
a	62.5	1/16"
b	125	1/8"
c	219	7/32"
d	344	11/32"
e	375	3/8"

REFERENCE DRAWING ID: Sin.Strip

DRAFT REFERENCE DRAWING: FEBRUARY 2023

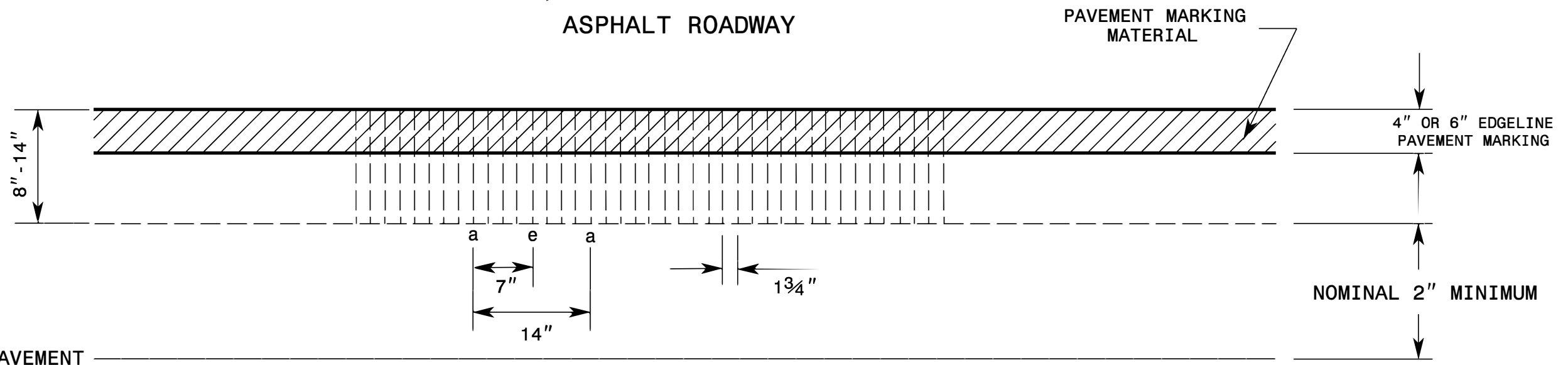
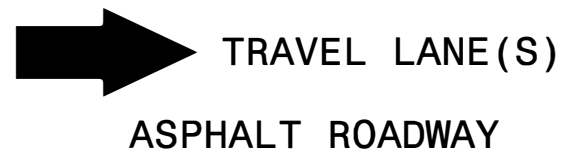
NOTES:

- 1) Specification in table taken from MNDOT Research Project Final Report 2016-23: *Sinusoidal Rumble Strip Design Optimization Study By Terhaar et. al, June 2016*

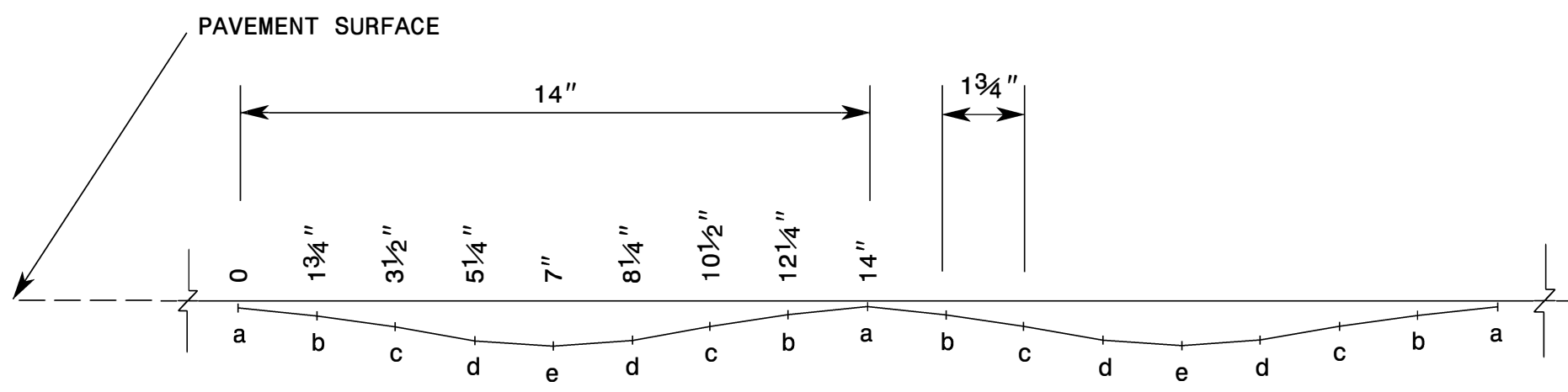
See Table 1 within Rumble Strip Policy for Design Guidance

SHEET No.13  
PROJECT REFERENCE NO.  
2024CPT.03.11.10711, ETC.

PLAN VIEW



PROFILE VIEW



LOCATION	DEPTH	
	MIL	INCHES
a	62.5	1/16"
b	125	1/8"
c	219	7/32"
d	344	11/32"
e	375	3/8"

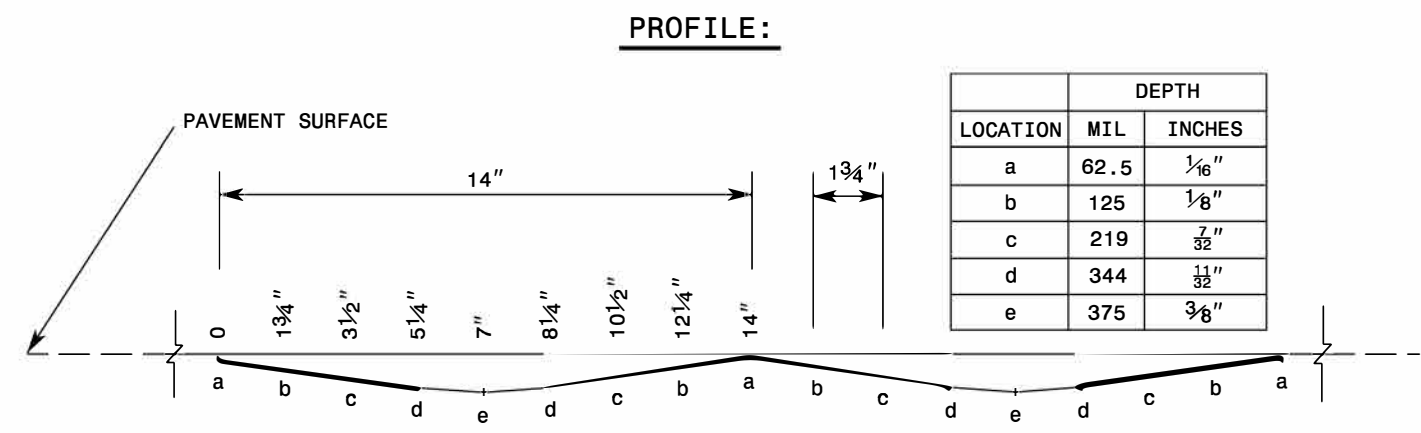
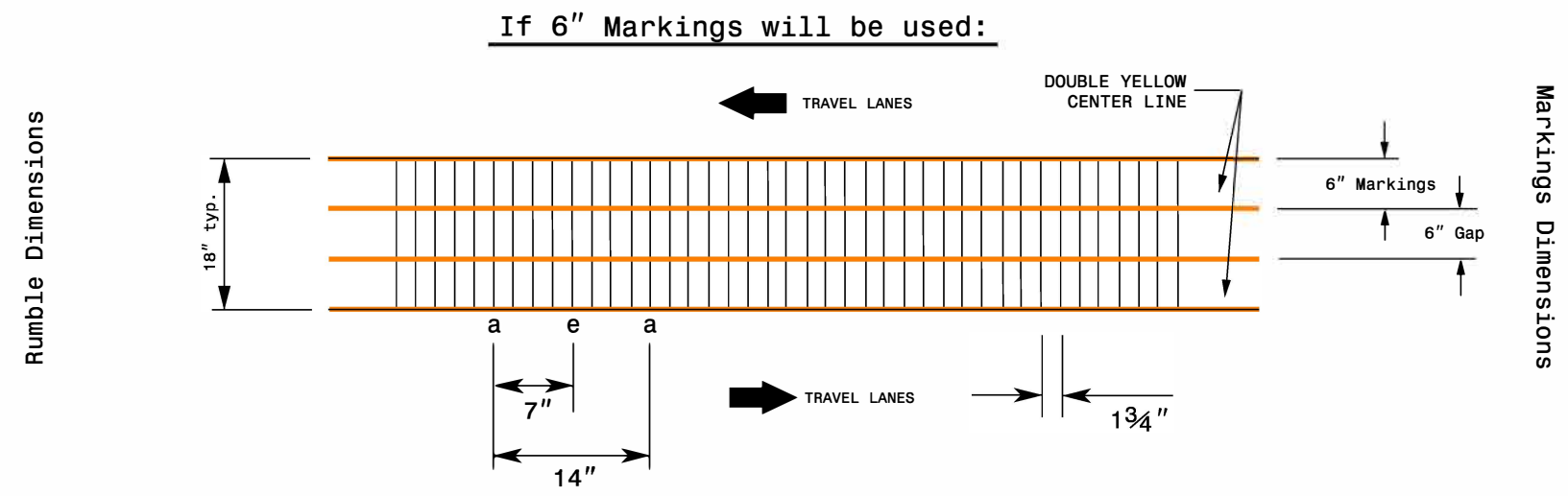
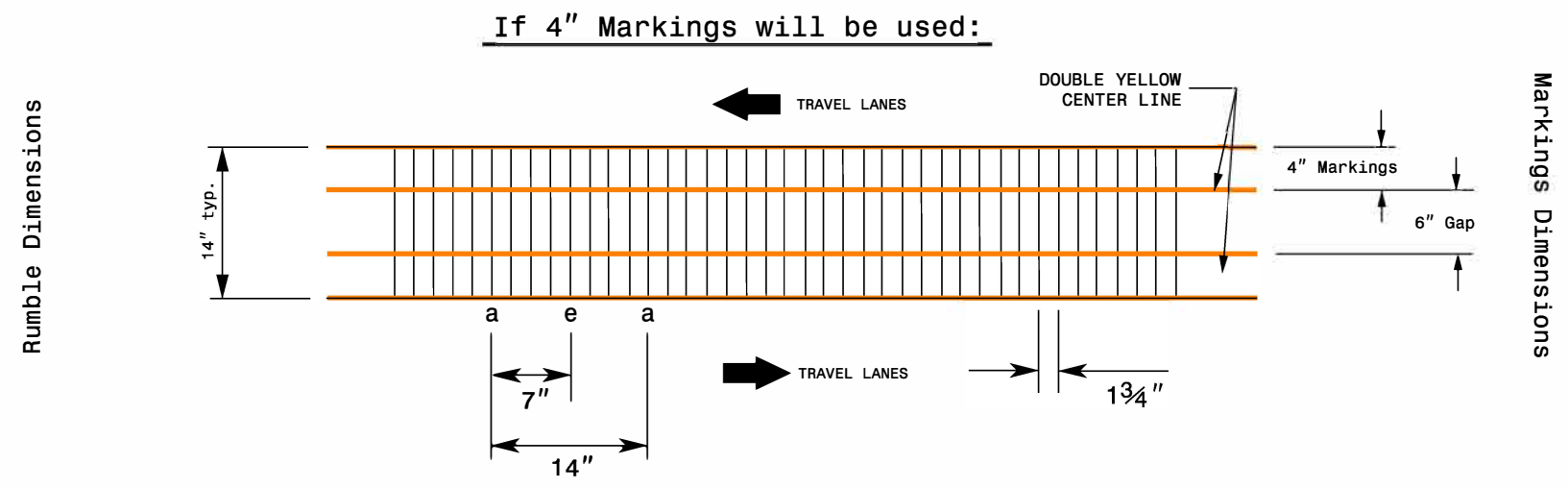
REFERENCE DRAWING ID: Sin.Stripe

DRAFT REFERENCE DRAWING: FEBRUARY 2023

NOTES:

- 1) Specification in table taken from MNDOT Research Project Final Report 2016-23: *Sinusoidal Rumble Strip Design Optimization Study By Terhaar et. al. June 2016*
- 2) USING A VACUUM, REMOVE ALL DEBRIS FROM THE MILLINGS JUST PRIOR TO PLACING ANY PAVEMENT MARKINGS.
- 3) ENSURE GLASS BEADS ARE SPREAD UNIFORMLY OVER THE ENTIRE SURFACE OF THE PAVEMENT MARKING MATERIAL.

See Table 2 within Rumble Strip  
Policy for Design Guidance



REFERENCE DRAWING ID: Sin.CL

DRAFT REFERENCE DRAWING: FEBRUARY 2023

NOTES:

- 1) Specification in table taken from MNDOT Research Project Final Report 2016-23: *Sinusoidal Rumble Strip Design Optimization Study By Terhaar et. al, June 2016*
- 2) USING A VACUUM, REMOVE ALL DEBRIS FROM THE MILLINGS JUST PRIOR TO PLACING ANY PAVEMENT MARKINGS.
- 3) ENSURE GLASS BEADS ARE SPREAD UNIFORMLY OVER THE ENTIRE SURFACE OF THE PAVEMENT MARKING MATERIAL.







PROJECT NO.	SHEET NO.
2024CPT.03.11.10711, ETC.	17

## 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	BEGIN MP	END MP	6084000000-E	6090000000-E	6093000000-E	6117000000-N	7444000000-E						
														SEED & MULCHING	SEED FOR REPAIR SEEDING	FERTILIZER FOR REPAIR SEEDING	RESPONSE FOR EROSION CONTROL	INDUCTIVE LOOP SAWCUT						
														AC	LB	TON	EA	LF						
2024CPT.03.05.10711	Pender	1	NC-53	FROM ONSLOW COUNTY LINE TO US HWY 117 BYPASS [MP 0.00 - MP 17.76]	1	2	2WU	NO	NO	17.76	29.17	0	17.76	17.25	890	4.45	36	700						
<b>TOTAL FOR MAP NO. 1</b>														<b>17.76</b>										
<b>TOTAL FOR PROJ NO. 2024CPT.03.11.10711</b>														<b>17.76</b>					<b>17.25</b>	<b>890</b>	<b>4.45</b>	<b>36</b>	<b>700</b>	
2024CPT.03.05.20711	Pender	2	SR-1520 / SHAW HWY	FROM NC HWY 210 TO SR 1640 (CARL MEEKS RD) [MP 0.00 - MP 4.72]	2	2	2WU	NO	NO	4.72	24.4	0	4.72	4.50	235	1.20	10							
<b>TOTAL FOR MAP NO. 2</b>														<b>4.72</b>					<b>4.50</b>	<b>235</b>	<b>1.20</b>	<b>10</b>		
2024CPT.03.05.20711	Pender	3	SR-1118 / PORTER RD	FROM SR 1119 (BRINSON RD) TO NC HWY 210 [MP 3.12 - MP 3.66]	2	2	2WU	NO	NO	0.54	20	3.12	3.66	0.55	30	0.15	2							
<b>TOTAL FOR MAP NO. 3</b>														<b>0.54</b>					<b>0.55</b>	<b>30</b>	<b>0.15</b>	<b>2</b>		
<b>TOTAL FOR PROJ NO. 2024CPT.03.11.20711</b>														<b>5.26</b>					<b>5.05</b>	<b>265</b>	<b>1.35</b>	<b>12</b>		
2024CPT.03.05.20712	Pender	4	SR-1608 / SPOT LN	FROM LITTLE KINSTON RD TO END OF MAINTENANCE [MP 0.00 - MP 0.42]	3	2	2WU	NO	NO	0.42	20	0	0.42											
<b>TOTAL FOR MAP NO. 4</b>														<b>0.42</b>										
2024CPT.03.05.20712	Pender	5	SR-1641 / DRIFTWOOD DR	FROM SR 1608 (SPOT LN) TO SR 1642 (COCKLE ST) [MP 0.00 - MP 0.74]	3	2	2WU	NO	NO	0.74	20	0	0.74											
<b>TOTAL FOR MAP NO. 5</b>														<b>0.74</b>										
2024CPT.03.05.20712	Pender	6	SR-1642 / COCKLE ST	FROM SR 1641 (DRIFTWOOD DR) TO CUL-DE-SAC [MP 0.00 - MP 0.63]	3	2	2WU	NO	NO	0.63	20	0	0.63											
<b>TOTAL FOR MAP NO. 6</b>														<b>0.63</b>										
2024CPT.03.05.20712	Pender	7	SR-1667 / CONCH ST	FROM SR 1641 (DRIFTWOOD DR) TO SR 1641 (DRIFTWOOD DR) [MP 0.00 - MP 0.19]	3	2	2WU	NO	NO	0.2	20	0	0.2											
<b>TOTAL FOR MAP NO. 7</b>														<b>0.2</b>										
2024CPT.03.05.20712	Pender	8	SR-1666 / SHELL ST	FROM 1641 (DRIFTWOOD DR) TO SR 1641 (DRIFTWOOD DR) [MP 0.00 - MP 0.24]	3	2	2WU	NO	NO	0.24	20	0	0.24											
<b>TOTAL FOR MAP NO. 8</b>														<b>0.24</b>										
2024CPT.03.05.20712	Pender	9	SR-1640 / CARL MEEKS RD	FROM SR 1520 (SHAW HWY) TO END OF MAINTENANCE [MP 0.00 - MP 0.61]	3	2	2WU	NO	NO	0.61	20	0	0.61											
<b>TOTAL FOR MAP NO. 9</b>														<b>0.61</b>										
2024CPT.03.05.20712	Pender	10	SR-1125 / RIVENBARK RD	FROM SR 1121 (BELL WILLIAMS RD) TO SR 1123 (UNION CHAPEL RD) [MP 0.00 - MP 0.50]	3	2	2WU	NO	NO	0.5	20	0	0.5											
<b>TOTAL FOR MAP NO. 10</b>														<b>0.5</b>										
2024CPT.03.05.20712	Pender	11	SR-1136 / MCDUFFIE RD	FROM SR 1118 (PORTER RD) TO END OF MAINTENANCE [MP 0.00 - MP 0.38]	3	2	2WU	NO	NO	0.38	20	0	0.38											
<b>TOTAL FOR MAP NO. 11</b>														<b>0.38</b>										
<b>TOTAL FOR PROJ NO. 2024CPT.03.11.20712</b>														<b>3.72</b>										
2024CPT.03.11.20711.1	Pender	12	TORTUGA LANE - (NON-SYSTEM)	FROM EXISTING PAVEMENT TO SURF CITY PET HOSPITAL	4	2	2WU	NO	NO	0.08	20	0	0.08	0.15	10		2							
<b>TOTAL FOR MAP NO. 12</b>														<b>0.08</b>					<b>0.15</b>	<b>10</b>		<b>2</b>		
2024CPT.03.11.20711.1	Pender	13	SAND COURT - (NON-SYSTEM)	FROM OAK DRIVE TO CUL-DE-SAC	3	2	2WU	NO	NO	0.09	18	0	0.09											
<b>TOTAL FOR MAP NO. 13</b>														<b>0.09</b>										
2024CPT.03.11.20711.1	Pender	14	SHELL COURT - (NON-SYSTEM)	FROM OAK DRIVE TO CUL-DE-SAC	3	2	2WU	NO	NO	0.03	18	0	0.03											
<b>TOTAL FOR MAP NO. 14</b>														<b>0.03</b>										
2024CPT.03.11.20711.1	Pender	15	ISLAND COURT - (NON-SYSTEM)	FROM OAK DRIVE TO CUL-DE-SAC	3	2	2WU	NO	NO	0.06	18	0	0.06											
<b>TOTAL FOR MAP NO. 15</b>														<b>0.06</b>										
2024CPT.03.11.20711.1	Pender	16	NORTH OAK COURT - (NON-SYSTEM)	FROM OAK DRIVE TO CUL-DE-SAC	3	2	2WU	NO	NO	0.04	19	0	0.04											
<b>TOTAL FOR MAP NO. 16</b>														<b>0.04</b>										
2024CPT.03.11.20711.1	Pender	17	SOUTH OAK COURT - (NON-SYSTEM)	FROM OAK DRIVE TO CUL-DE-SAC	3	2	2WU	NO	NO	0.04	18	0	0.04											
<b>TOTAL FOR MAP NO. 17</b>														<b>0.04</b>										
2024CPT.03.11.20711.1	Pender	18	SOUND COURT - (NON-SYSTEM)	FROM OAK DRIVE TO CUL-DE-SAC	3	2	2WU	NO	NO	0.04	20	0	0.04											
<b>TOTAL FOR MAP NO. 18</b>														<b>0.04</b>										
2024CPT.03.11.20711.1	Pender	19	EAST RIDGE - (NON-SYSTEM)	FROM SANDY LANE TO CUL-DE-SAC	3	2	2WU	NO	NO	0.08	20	0	0.08											
<b>TOTAL FOR MAP NO. 19</b>														<b>0.08</b>										
2024CPT.03.11.20711.1	Pender	20	OAK DRIVE - (NON-SYSTEM)	FROM TIMBER PLANTERS TO N./S. OAK COURTS	3	2	2WU	NO	NO	0.23	18	0	0.23											
<b>TOTAL FOR MAP NO. 20</b>														<b>0.23</b>										
2024CPT.03.11.20711.1	Pender	21	SEA MANOR DRIVE - (NON-SYSTEM)	FROM ATKINSON POINT RD TO END OF PAVEMENT	3	2	2WU	NO	NO	0.2	18	0	0.2											
<b>TOTAL FOR MAP NO. 21</b>														<b>0.2</b>										
2024CPT.03.11.20711.1	Pender	22	SANDY LANE - (NON-SYSTEM)	FROM NC HWY 50 (NORTH SHORE DR.) TO CUL-DE-SAC	3	2	2WU	NO	NO	0.14	20	0	0.14											
<b>TOTAL FOR MAP NO. 22</b>														<b>0.14</b>										
<b>TOTAL FOR PROJ NO. 2024CPT.03.11.20711.1</b>														<b>1.03</b>					<b>0.15</b>	<b>10</b>		<b>2</b>		
<b>GRAND TOTAL</b>										<b>27.77</b>				<b>22.45</b>	<b>1,165</b>	<b>5.80</b>	<b>50</b>	<b>700</b>						



PROJECT NO.	SHEET NO.
2024CPT.03.11.10711, ETC.	19

## THERMOPLASTIC AND PAINT QUANTITIES

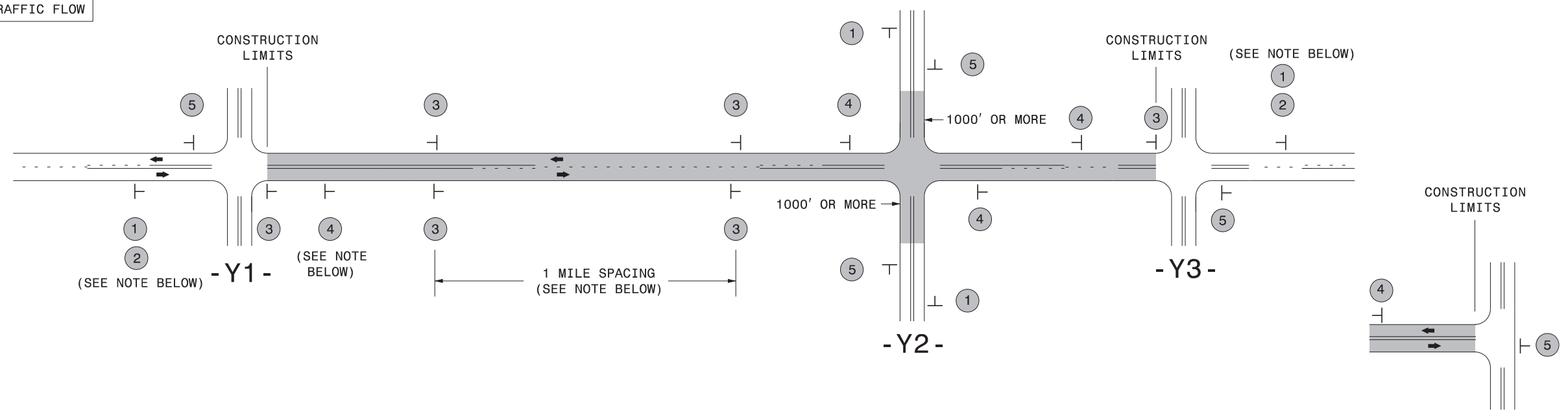
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	486000000-E	490000000-N	490510000-N						
												REMOVAL OF PAVEMENT MARKING LINES (8")	YELLOW & YELLOW MARKERS	CRYSTAL & RED MARKERS	NON CAST IRON SNOWPLOWABLE MARKERS (C/R)	NON CAST IRON SNOWPLOWABLE MARKERS (Y/Y)				
												LF	EA	EA	EA	EA				
												MI	FT							
2024CPT.03.05.20711	Pender	1	NC-53	FROM ONSLOW COUNTY LINE TO US HWY 117 BYPASS [MP 0.00 - MP 17.76]	1	2	2WU	17.76	29.17	0	17.76	70	15	8	145	1,244				
<b>TOTAL FOR MAP NO. 1</b>												17.76								
<b>TOTAL FOR PROJ NO. 2024CPT.03.11.10711</b>												17.76			70	15	8	145	1,244	
												23		1,389						
2024CPT.03.05.20711	Pender	2	SR-1520 / SHAW HWY	FROM NC HWY 210 TO SR 1640 (CARL MEEKS RD) [MP 0.00 - MP 4.72]	2	2	2WU	4.72	24.4	0	4.72		300							
<b>TOTAL FOR MAP NO. 2</b>												4.72				300				
2024CPT.03.05.20711	Pender	3	SR-1118 / PORTER RD	FROM SR 1119 (BRINSON RD) TO NC HWY 210 [MP 3.12 - MP 3.66]	2	2	2WU	0.54	20	3.12	3.66		40							
<b>TOTAL FOR MAP NO. 3</b>												0.54				40				
<b>TOTAL FOR PROJ NO. 2024CPT.03.11.20711</b>												5.26				340				
												340								
2024CPT.03.05.20712	Pender	4	SR-1608 / SPOT LN	FROM LITTLE KINSTON RD TO END OF MAINTENANCE [MP 0.00 - MP 0.42]	3	2	2WU	0.42	20	0	0.42		25							
<b>TOTAL FOR MAP NO. 4</b>												0.42				25				
2024CPT.03.05.20712	Pender	5	SR-1641 / DRIFTWOOD DR	FROM SR 1608 (SPOT LN) TO SR 1642 (COCKLE ST) [MP 0.00 - MP 0.74]	3	2	2WU	0.74	20	0	0.74		100							
<b>TOTAL FOR MAP NO. 5</b>												0.74				100				
2024CPT.03.05.20712	Pender	6	SR-1642 / COCKLE ST	FROM SR 1641 (DRIFTWOOD DR) TO CUL-DE-SAC [MP 0.00 - MP 0.63]	3	2	2WU	0.63	20	0	0.63		60							
<b>TOTAL FOR MAP NO. 6</b>												0.63				60				
2024CPT.03.05.20712	Pender	7	SR-1667 / CONCH ST	FROM SR 1641 (DRIFTWOOD DR) TO SR 1641 (DRIFTWOOD DR) [MP 0.00 - MP 0.19]	3	2	2WU	0.2	20	0	0.2									
<b>TOTAL FOR MAP NO. 7</b>												0.2								
2024CPT.03.05.20712	Pender	8	SR-1666 / SHELL ST	FROM 1641 (DRIFTWOOD DR) TO SR 1641 (DRIFTWOOD DR) [MP 0.00 - MP 0.24]	3	2	2WU	0.24	20	0	0.24									
<b>TOTAL FOR MAP NO. 8</b>												0.24								
2024CPT.03.05.20712	Pender	9	SR-1640 / CARL MEEKS RD	FROM SR 1520 (SHAW HWY) TO END OF MAINTENANCE [MP 0.00 - MP 0.61]	3	2	2WU	0.61	20	0	0.61		40							
<b>TOTAL FOR MAP NO. 9</b>												0.61				40				
2024CPT.03.05.20712	Pender	10	SR-1125 / RIVENBARK RD	FROM SR 1121 (BELL WILLIAMS RD) TO SR 1123 (UNION CHAPEL RD) [MP 0.00 - MP 0.50]	3	2	2WU	0.5	20	0	0.5		35							
<b>TOTAL FOR MAP NO. 10</b>												0.5				35				
2024CPT.03.05.20712	Pender	11	SR-1136 / MCDUFFIE RD	FROM SR 1118 (PORTER RD) TO END OF MAINTENANCE [MP 0.00 - MP 0.38]	3	2	2WU	0.38	20	0	0.38									
<b>TOTAL FOR MAP NO. 11</b>												0.38								
<b>TOTAL FOR PROJ NO. 2024CPT.03.11.20712</b>												3.72				260				
												260								
2024CPT.03.11.20711.1	Pender	12	TORTUGA LANE - (NON-SYSTEM)	FROM EXISTING PAVEMENT TO SURF CITY PET HOSPITAL	4	2	2WU	0.08	20	0	0.08									
<b>TOTAL FOR MAP NO. 12</b>												0.08								
2024CPT.03.11.20711.1	Pender	13	SAND COURT - (NON-SYSTEM)	FROM OAK DRIVE TO CUL-DE-SAC	3	2	2WU	0.09	18	0	0.09									
<b>TOTAL FOR MAP NO. 13</b>												0.09								
2024CPT.03.11.20711.1	Pender	14	SHELL COURT - (NON-SYSTEM)	FROM OAK DRIVE TO CUL-DE-SAC	3	2	2WU	0.03	18	0	0.03									
<b>TOTAL FOR MAP NO. 14</b>												0.03								
2024CPT.03.11.20711.1	Pender	15	ISLAND COURT - (NON-SYSTEM)	FROM OAK DRIVE TO CUL-DE-SAC	3	2	2WU	0.06	18	0	0.06									
<b>TOTAL FOR MAP NO. 15</b>												0.06								
2024CPT.03.11.20711.1	Pender	16	NORTH OAK COURT - (NON-SYSTEM)	FROM OAK DRIVE TO CUL-DE-SAC	3	2	2WU	0.04	19	0	0.04									
<b>TOTAL FOR MAP NO. 16</b>												0.04								
2024CPT.03.11.20711.1	Pender	17	SOUTH OAK COURT - (NON-SYSTEM)	FROM OAK DRIVE TO CUL-DE-SAC	3	2	2WU	0.04	18	0	0.04									
<b>TOTAL FOR MAP NO. 17</b>												0.04								
2024CPT.03.11.20711.1	Pender	18	SOUND COURT - (NON-SYSTEM)	FROM OAK DRIVE TO CUL-DE-SAC	3	2	2WU	0.04	20	0	0.04									
<b>TOTAL FOR MAP NO. 18</b>												0.04								
2024CPT.03.11.20711.1	Pender	19	EAST RIDGE - (NON-SYSTEM)	FROM SANDY LANE TO CUL-DE-SAC	3	2	2WU	0.08	20	0	0.08									
<b>TOTAL FOR MAP NO. 19</b>												0.08								
2024CPT.03.11.20711.1	Pender	20	OAK DRIVE - (NON-SYSTEM)	FROM TIMBER PLANTERS TO N./S. OAK COURTS	3	2	2WU	0.23	18	0	0.23									
<b>TOTAL FOR MAP NO. 20</b>												0.23								
2024CPT.03.11.20711.1	Pender	21	SEA MANOR DRIVE - (NON-SYSTEM)	FROM ATKINSON POINT RD TO END OF PAVEMENT	3	2	2WU	0.2	18	0	0.2									
<b>TOTAL FOR MAP NO. 21</b>												0.2								
2024CPT.03.11.20711.1	Pender	22	SANDY LANE - (NON-SYSTEM)	FROM NC HWY 50 (NORTH SHORE DR.) TO CUL-DE-SAC	3	2	2WU	0.14	20	0	0.14									
<b>TOTAL FOR MAP NO. 22</b>												0.14								
<b>TOTAL FOR PROJ NO. 2024CPT.03.11.20711.1</b>												1.03								
<b>GRAND TOTAL</b>												27.77				70	615	8	145	1,244
												623		1,389						

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

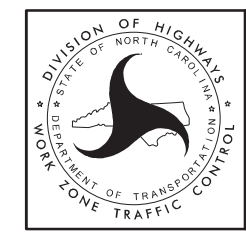
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#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)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>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> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> </div> <div> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p> </div> </div>
		<p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
		<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</p> <p>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- 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> <p>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	

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

DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA

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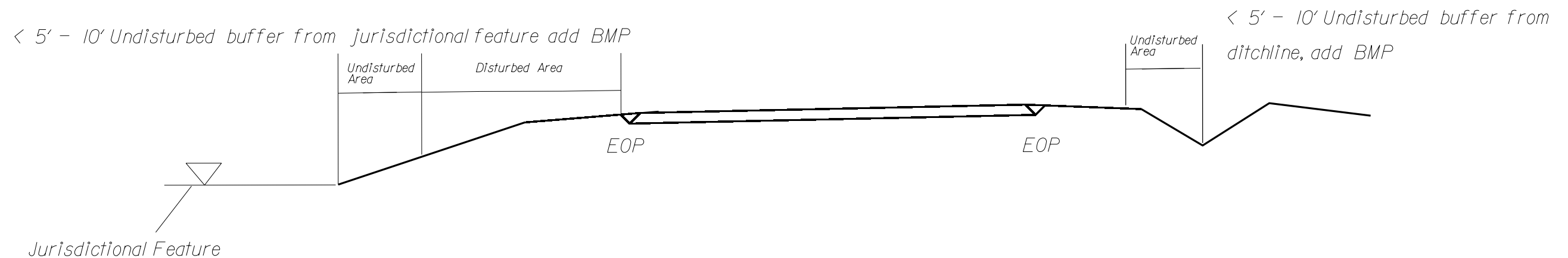
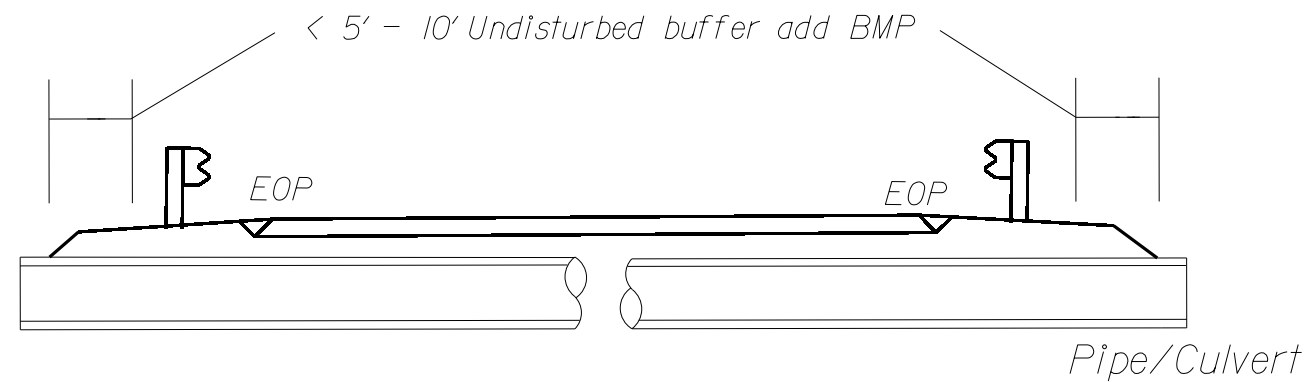
## ***SOIL STABILIZATION TIMEFRAMES***

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.

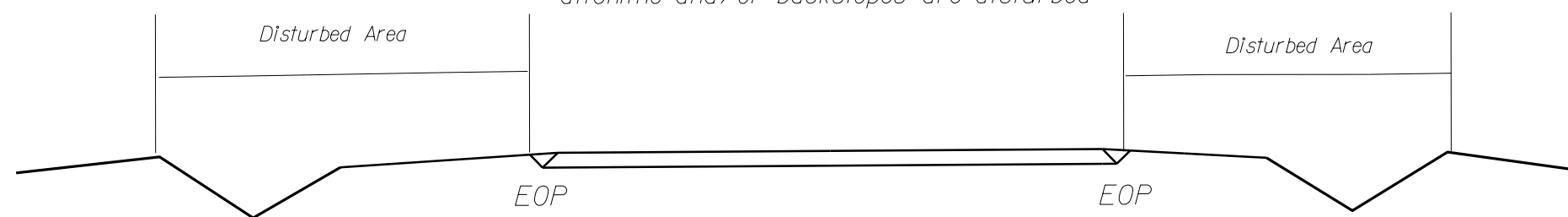
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

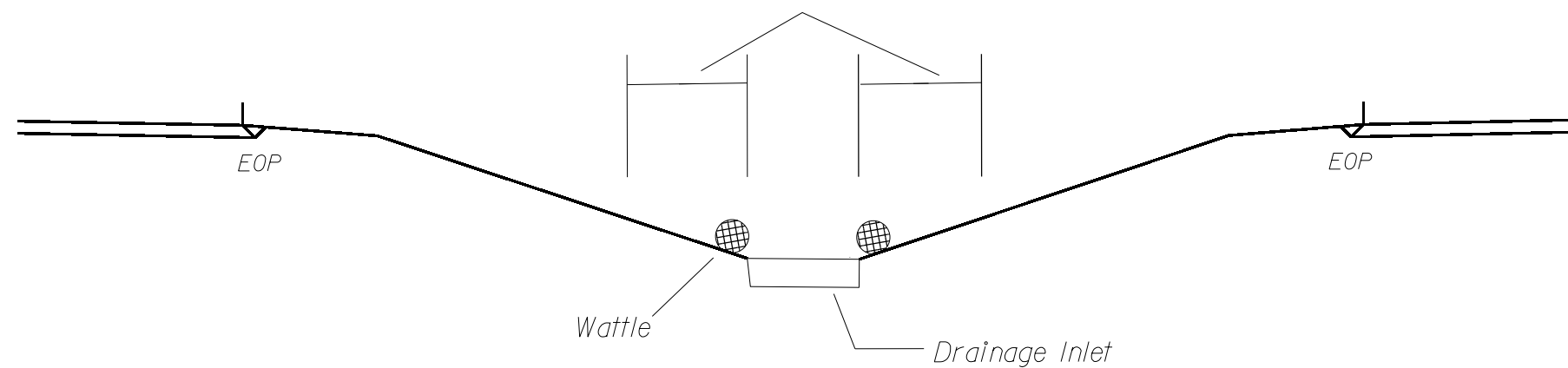
# EROSION CONTROL DETAIL



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

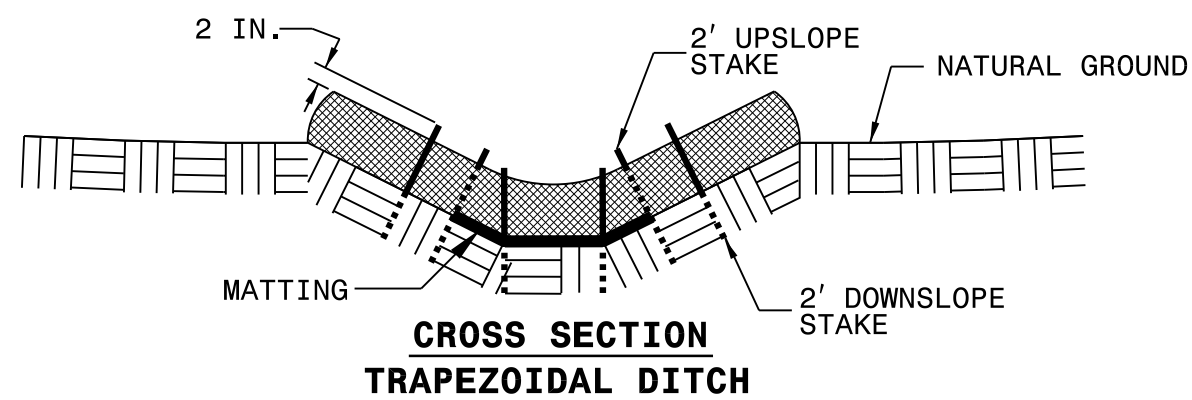
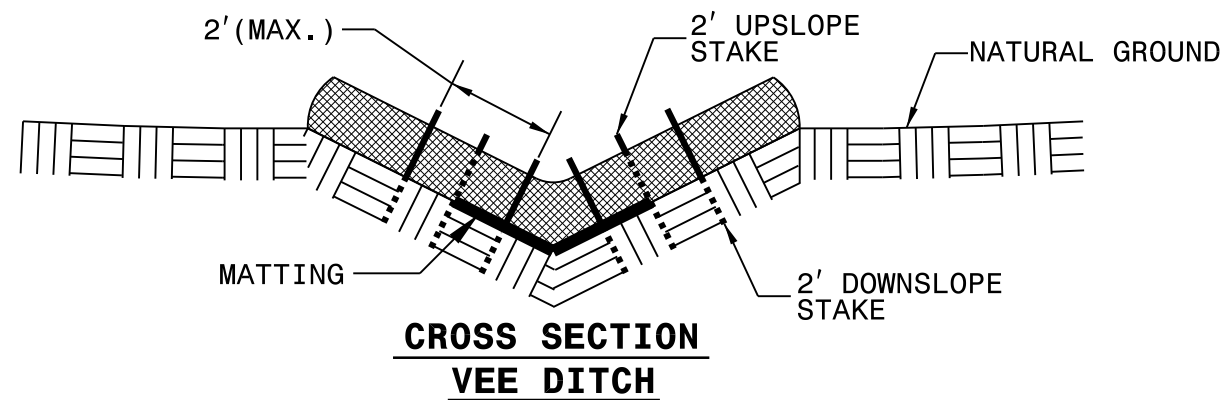
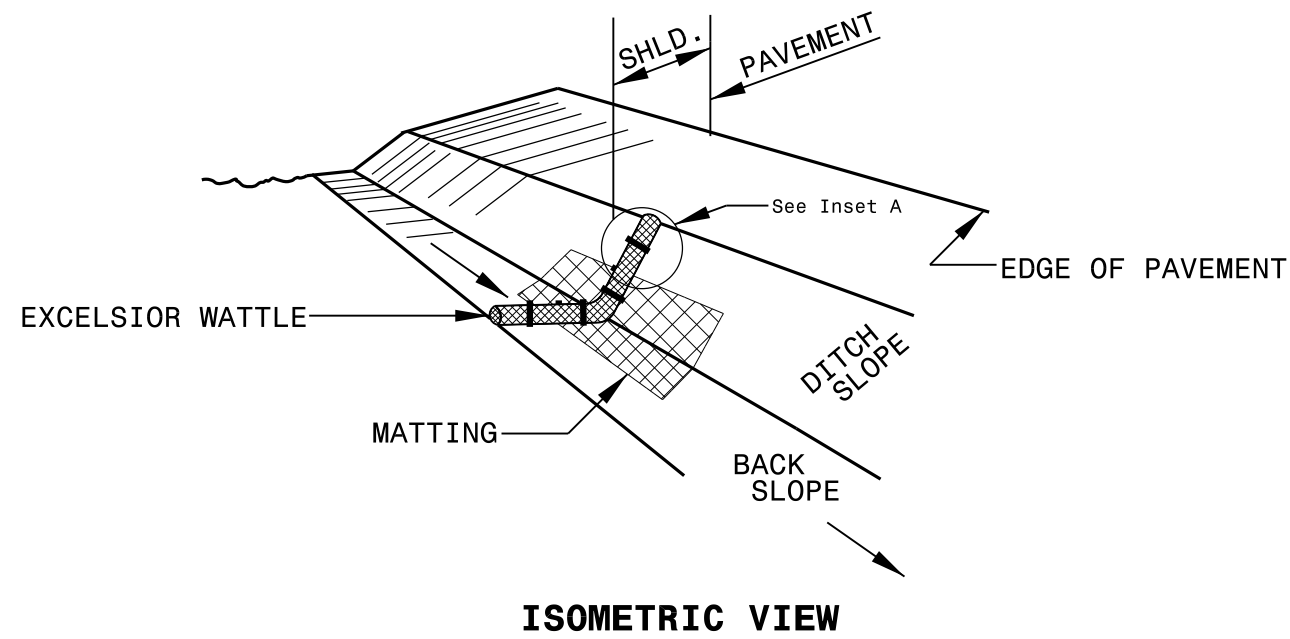


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

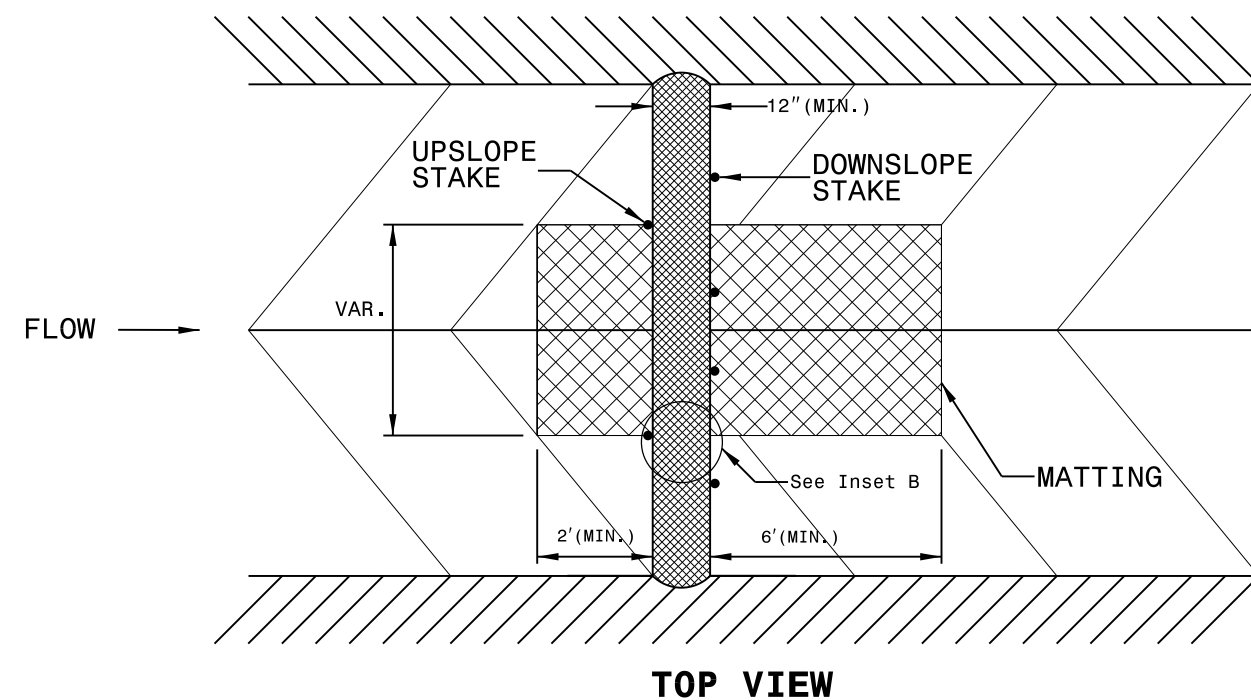
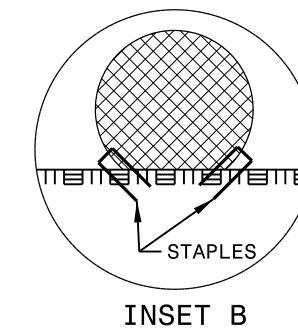
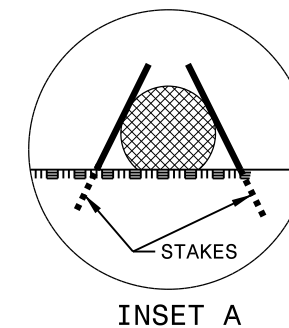
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

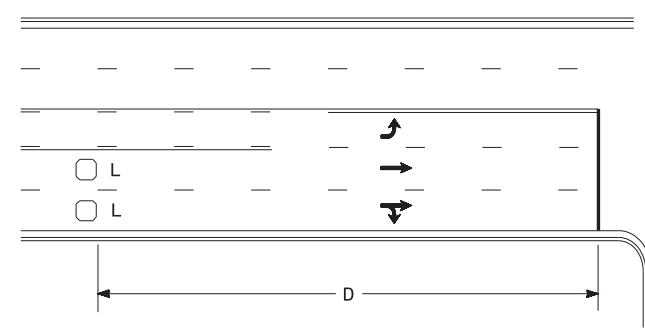
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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



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### High Speed Detection (≥40 mph)

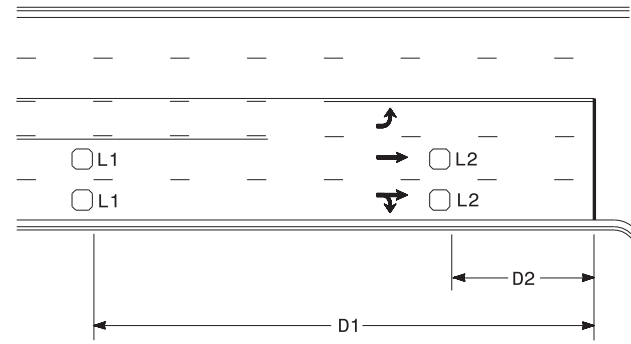


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft  
Wired separately

Volume Density Operation

OR

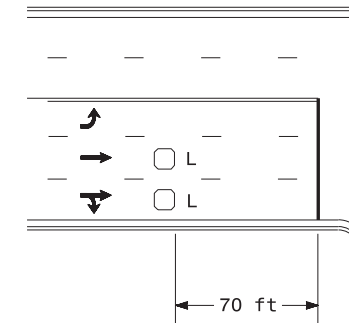


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft  
Wired in series  
L2 = 6ft X 6ft  
Wired in series

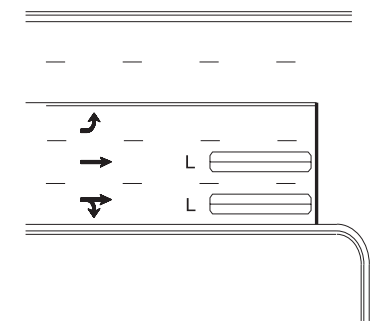
"Stretch" Operation

### Low Speed Detection (≤35 mph)



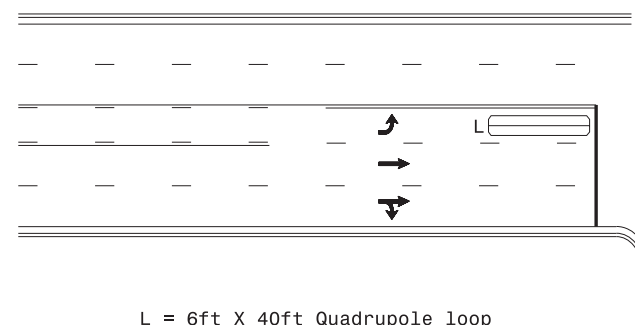
L = 6ft X 6ft  
Wired in series

OR



L = 6ft X 40ft  
Quadrupole loop, wired separately

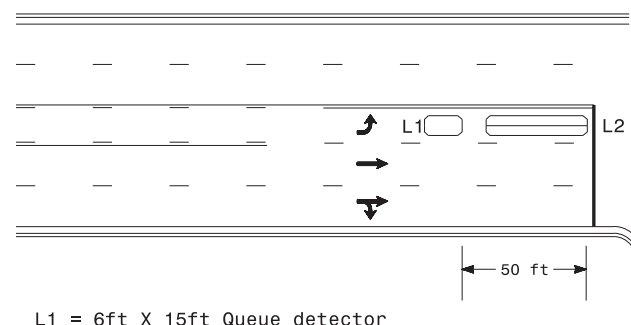
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

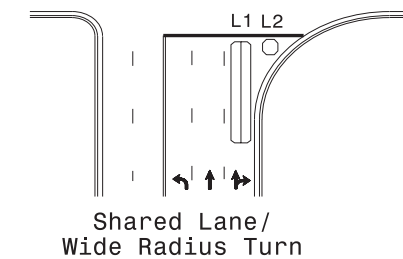
OR



L1 = 6ft X 15ft Queue detector  
L2 = 6ft X 40ft Quadrupole loop

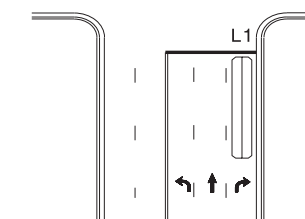
Queue Loop Detection

### Right Turn Lane Detection

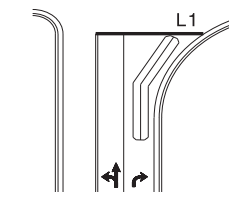


Shared Lane/  
Wide Radius Turn

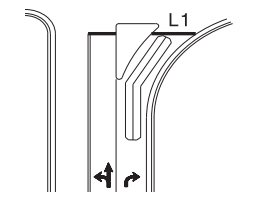
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

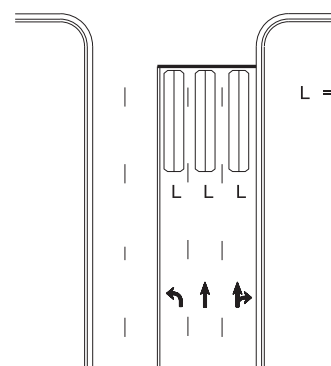


Wide Radius Turn



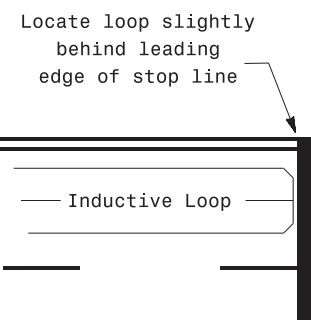
Channelized Turn

### Side Street Detection



L = 6ft X 40ft  
Quadrupole loop  
Wired to separate  
detectors/channels

### Presence Loop Placement at Stop Lines



Locate loop slightly  
behind leading  
edge of stop line

- Note:  
Loop may be located in advance  
of stop line under any of the  
following conditions:
- 1) stop line is greater than 15' from edge of intersecting roadway
  - 2) loop detects a permissive or protected/permissive left turn
  - 3) for an exclusive right turn lane

### Recommended Number of Turns

Single 6' X 6' loop  
(when wired separately):

Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns

6' X 15' Loops:  
Lead-in < 150', use 2 turns  
Lead-in > 150', use 3 turns

750 N. Greenfield Pkwy, Garner, NC 27529

Prepared In the Offices of:

PLAN DATE: September 2020 REVIEWED BY: JPG

PREPARED BY: PLA REVIEWED BY:

SCALE: N/A

REVISIONS	INIT.	DATE

Typical Signal Loop Locations

9/8/2020