

Maps 1-7

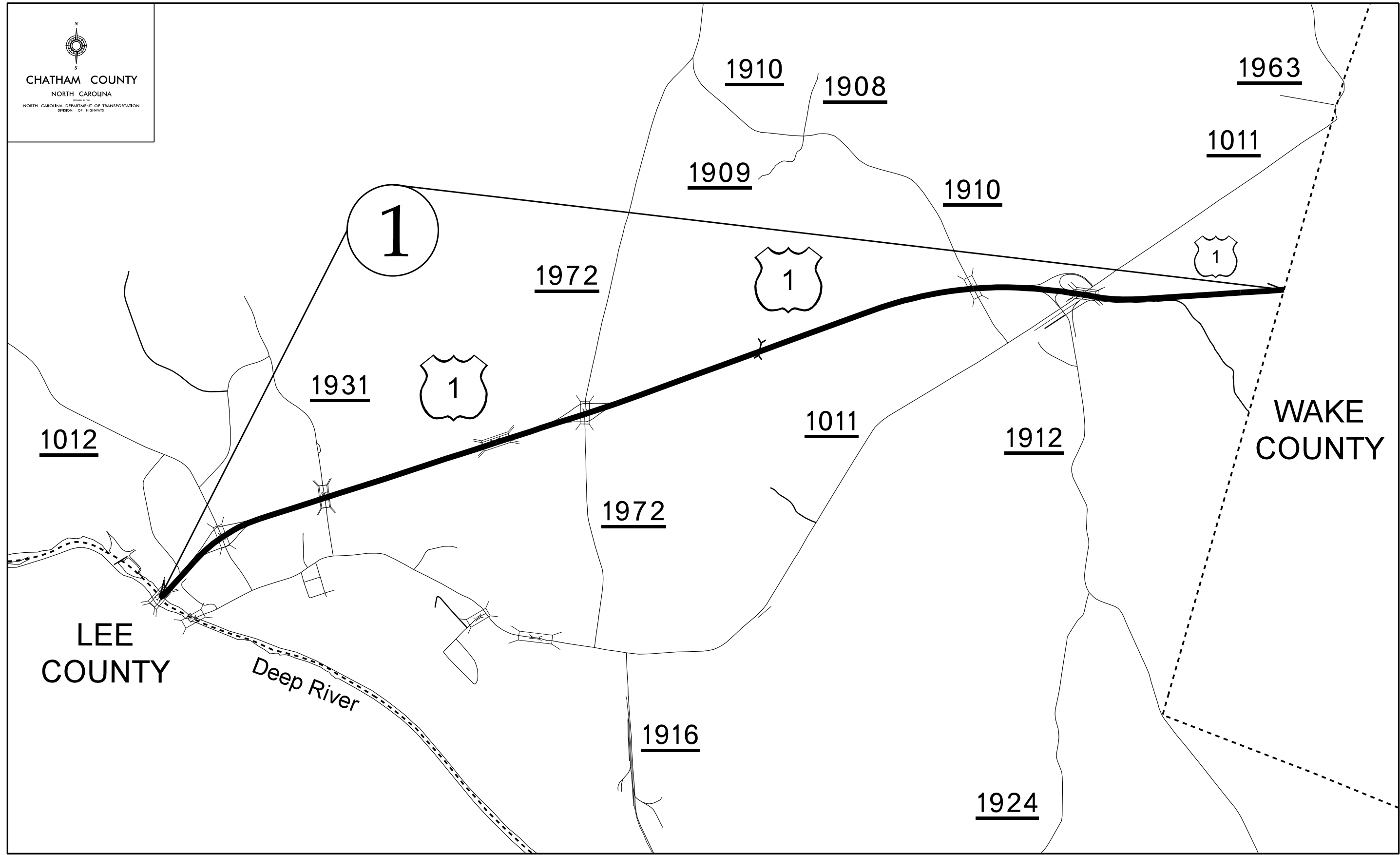
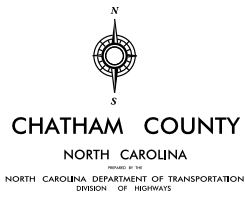
CHATHAM COUNTY PRIMARY RESURFACING

9

10

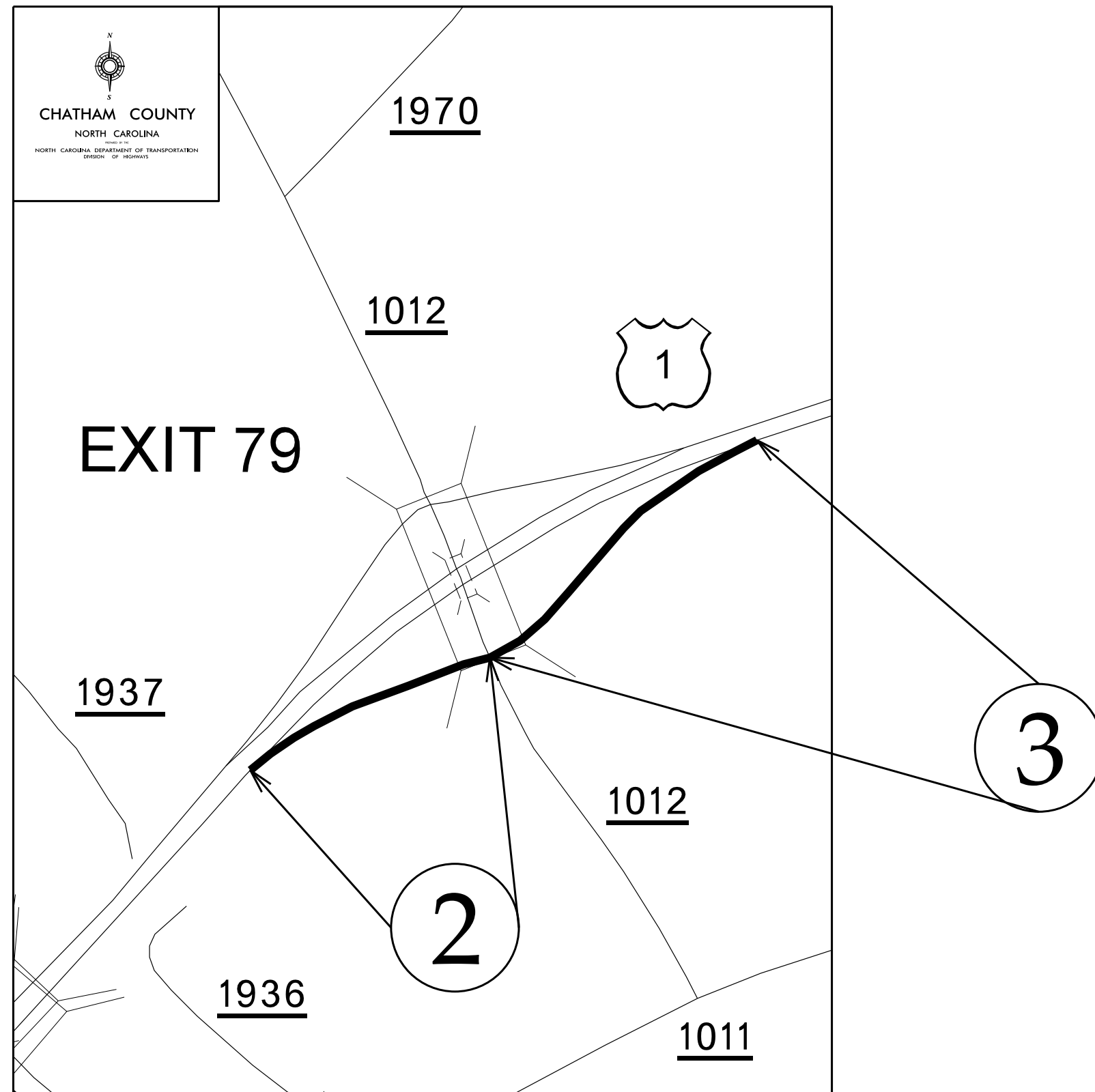
8

Map 1

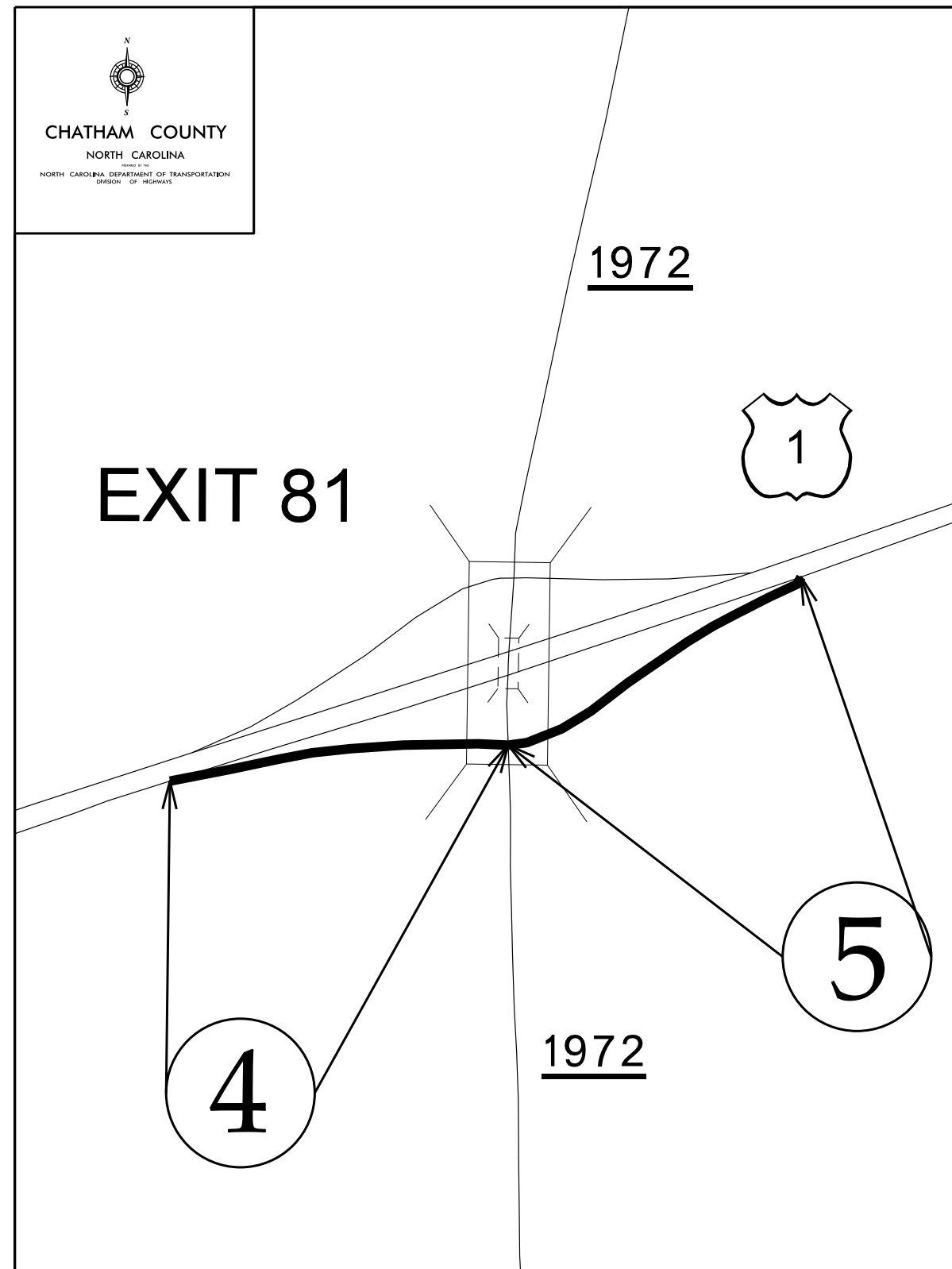


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 n:\chatham\December-2024_Submittal\Chatham_Primary_December-2024_Maps_Tip.dgn
 10/24/24 10:54:03 AM

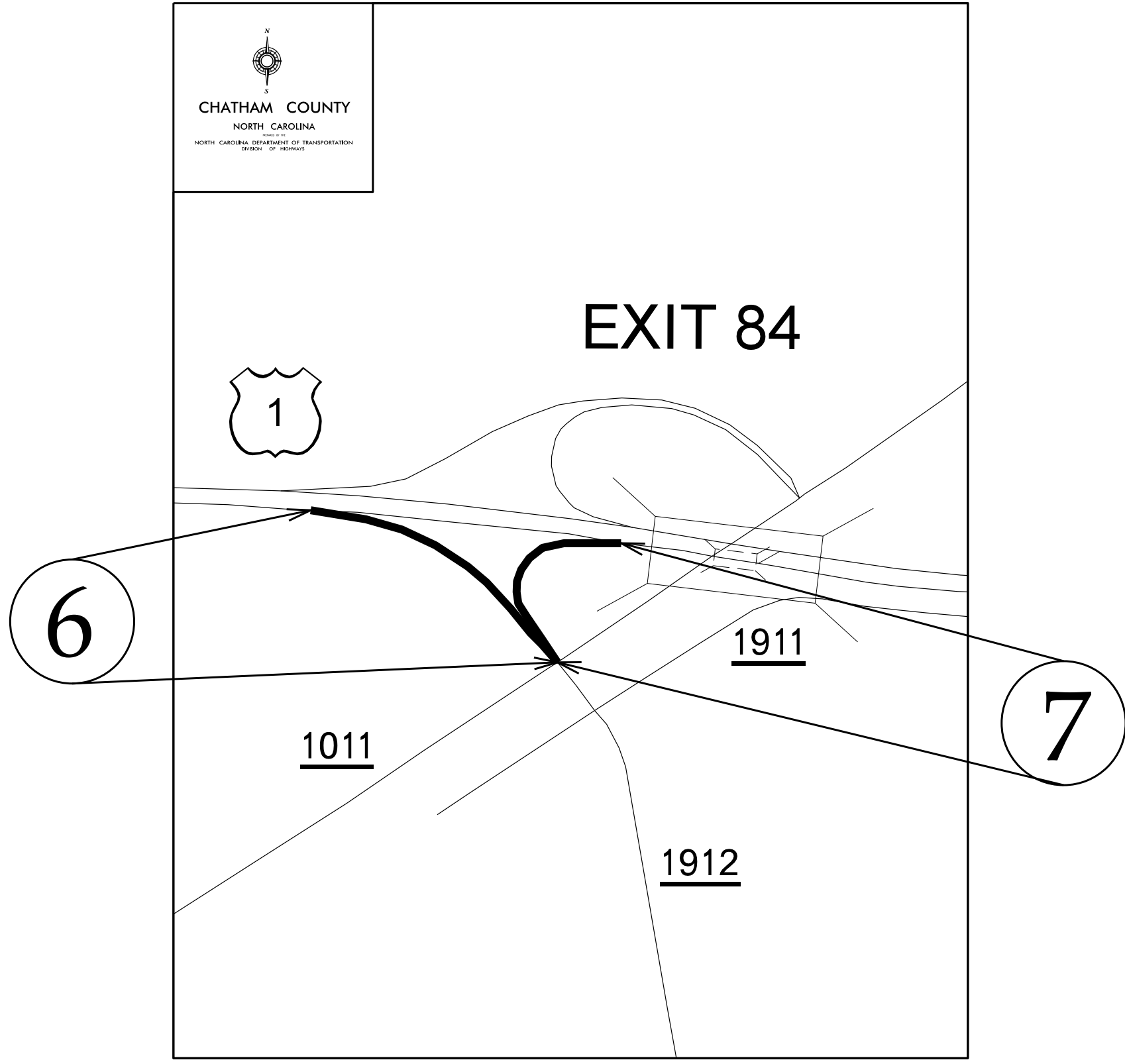
Maps 2 and 3



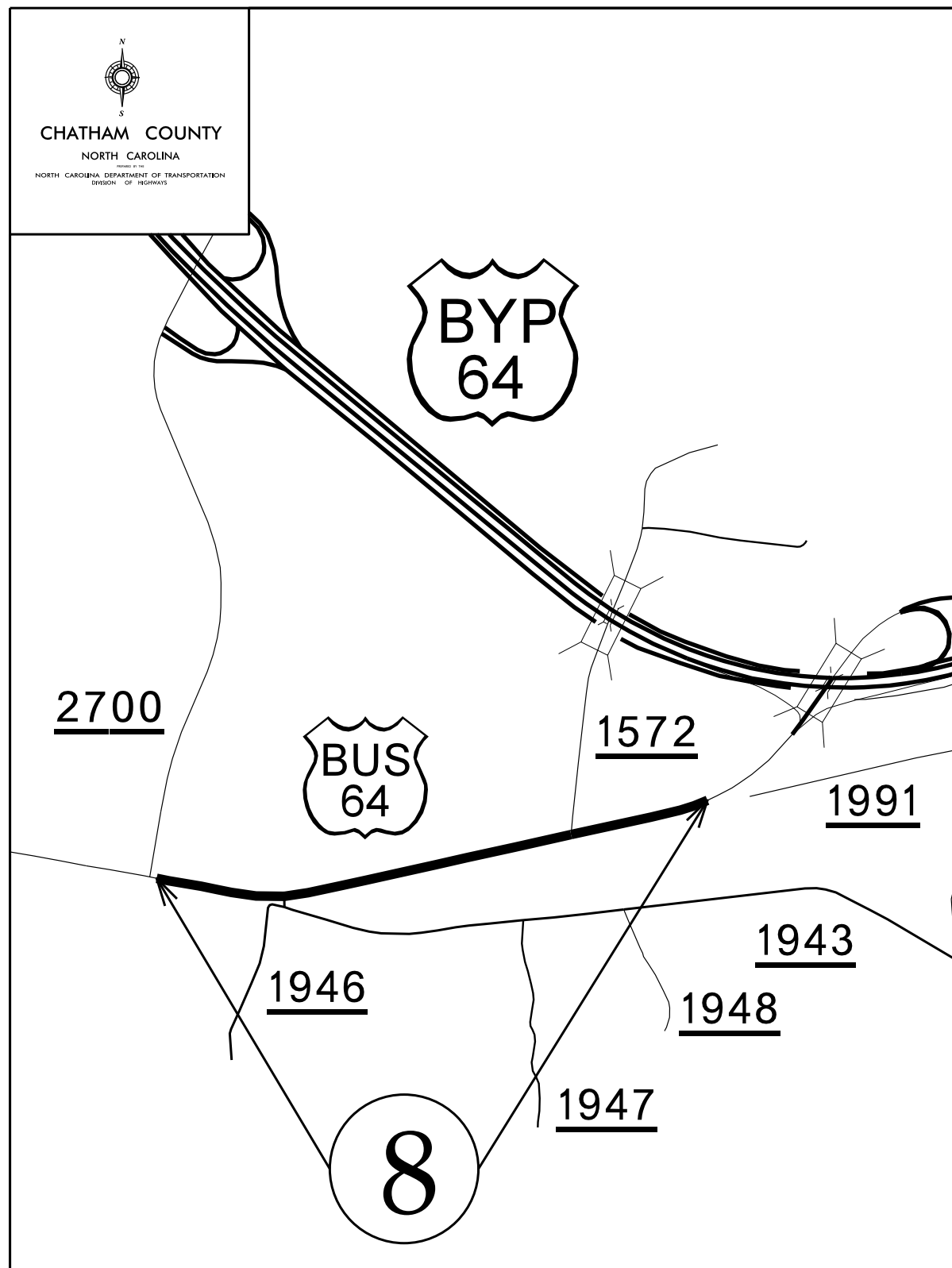
Maps 4 and 5



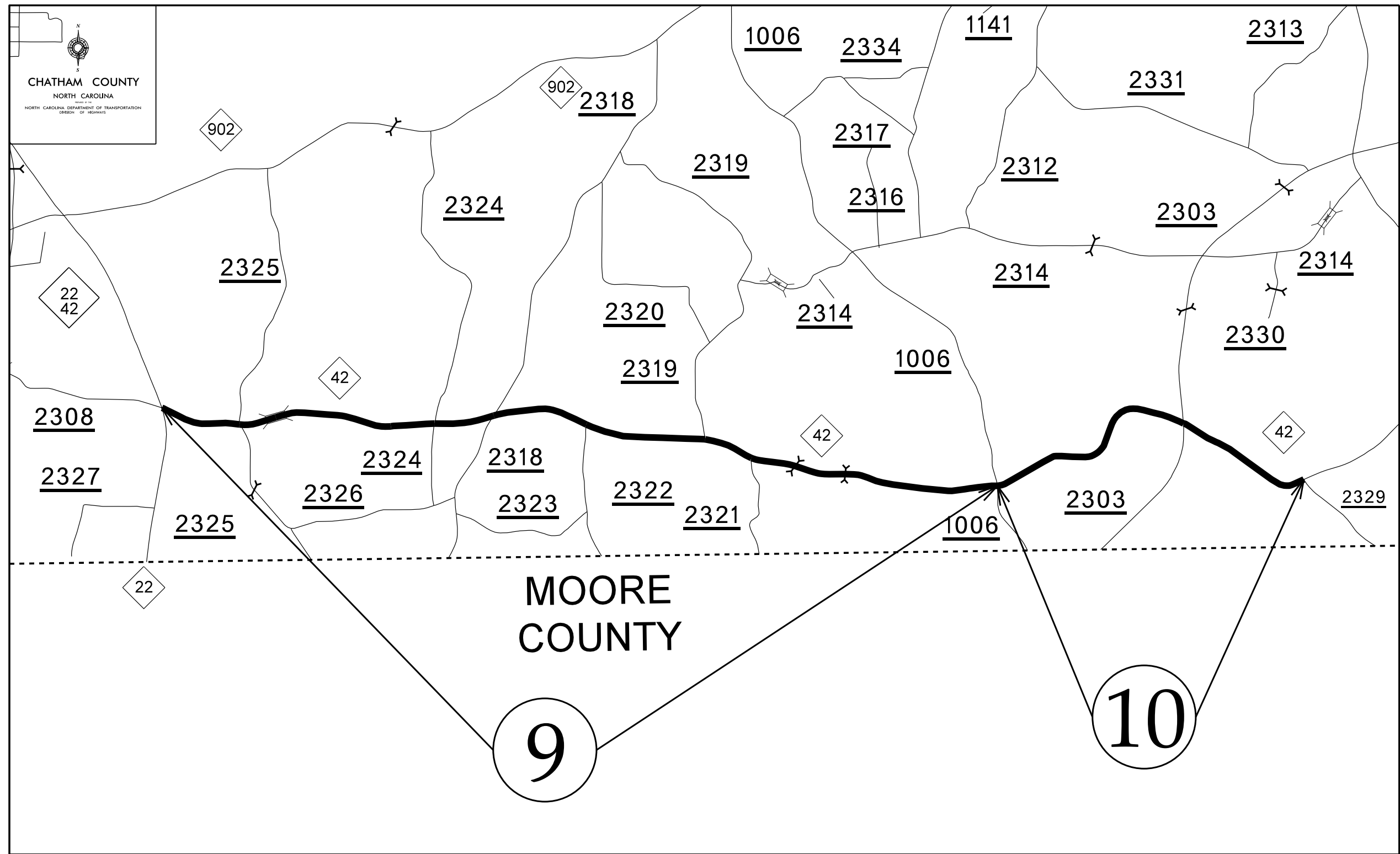
Maps 6 and 7

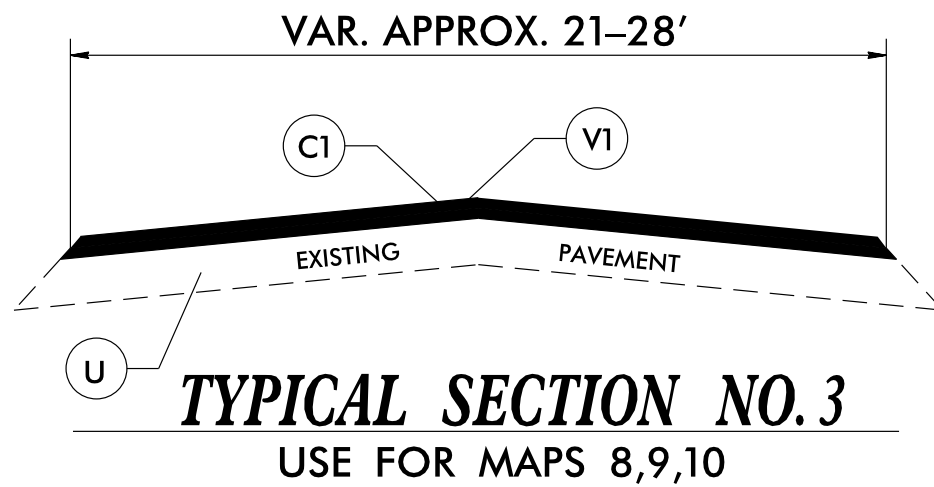
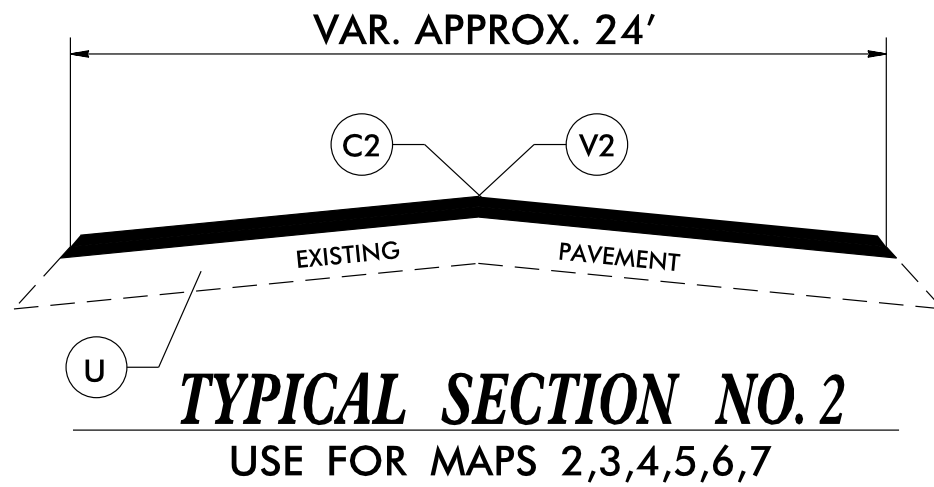
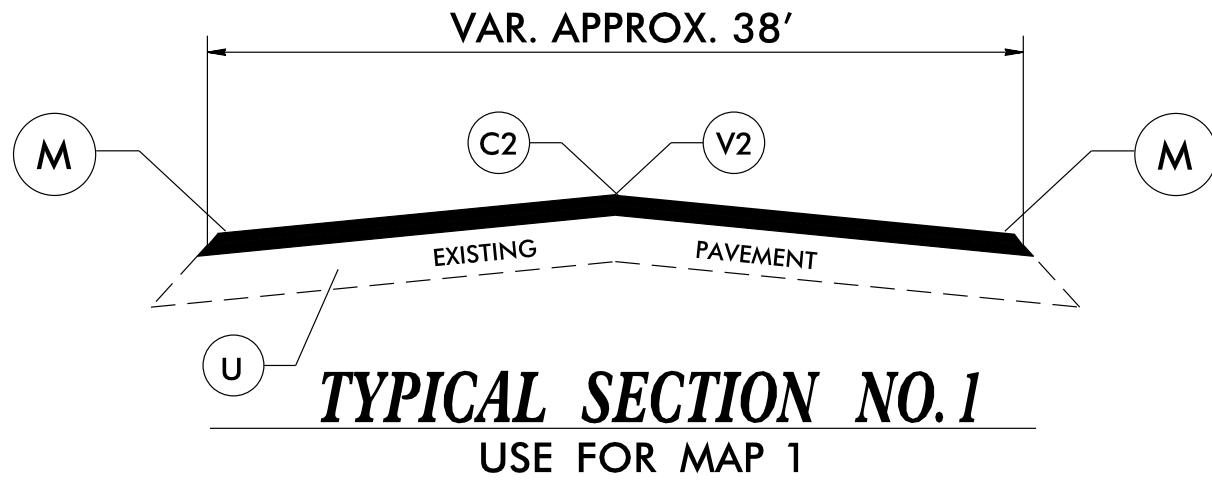


Map 8



Maps 9 and 10



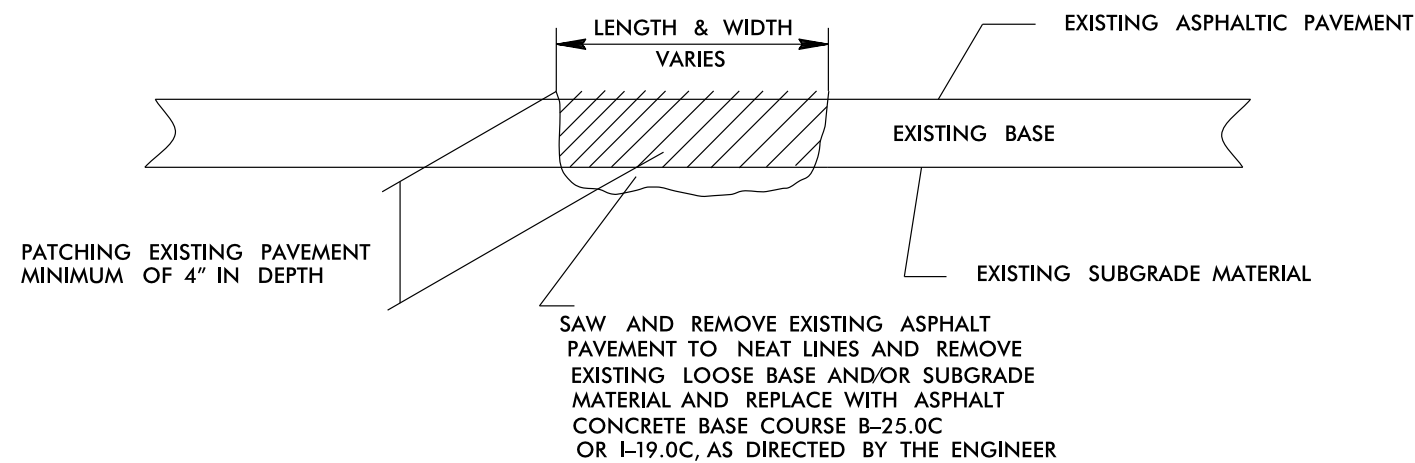


PAVEMENT SCHEDULE

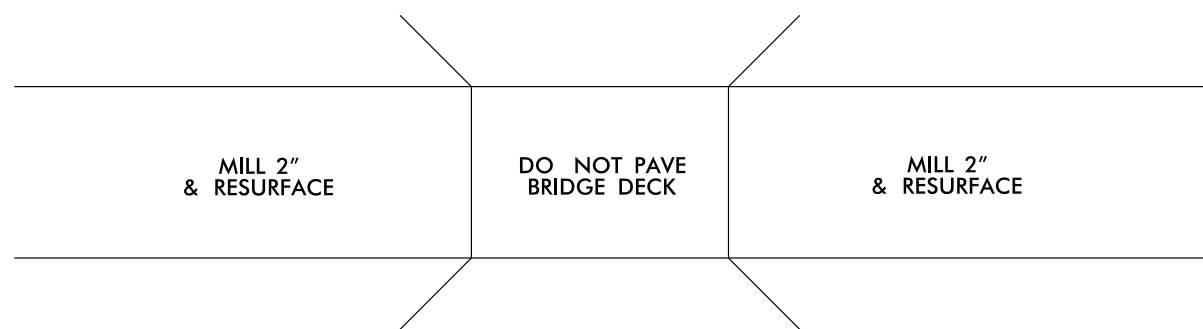
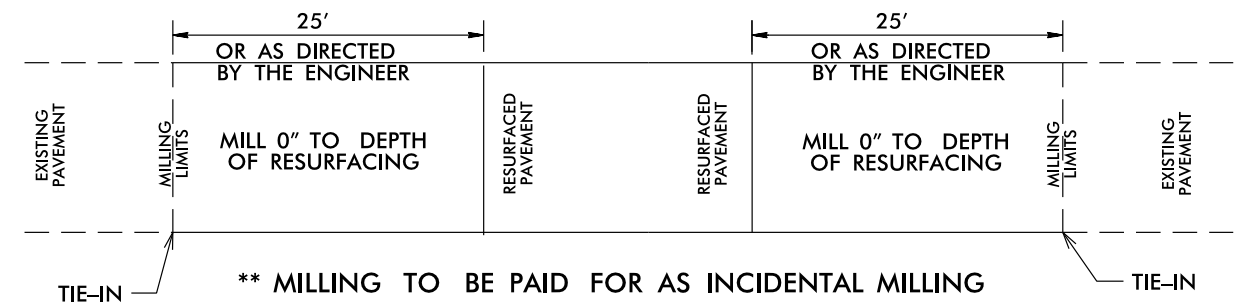
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 2.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
M	MILLED RUMBLE STRIPS, EDGELINE, 16"
U	EXISTING PAVEMENT
V1	MILLING 1.5" IN DEPTH
V2	MILLING 2.0" IN DEPTH

DETAILS

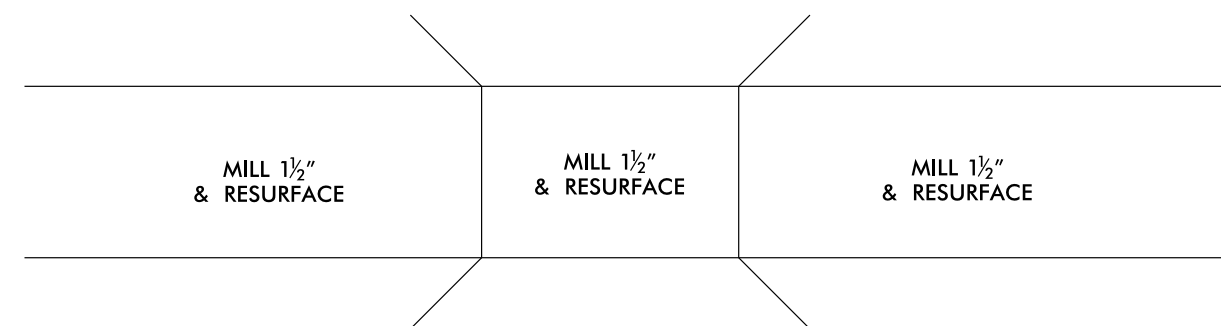
DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING



PAVEMENT TIE-IN DETAIL



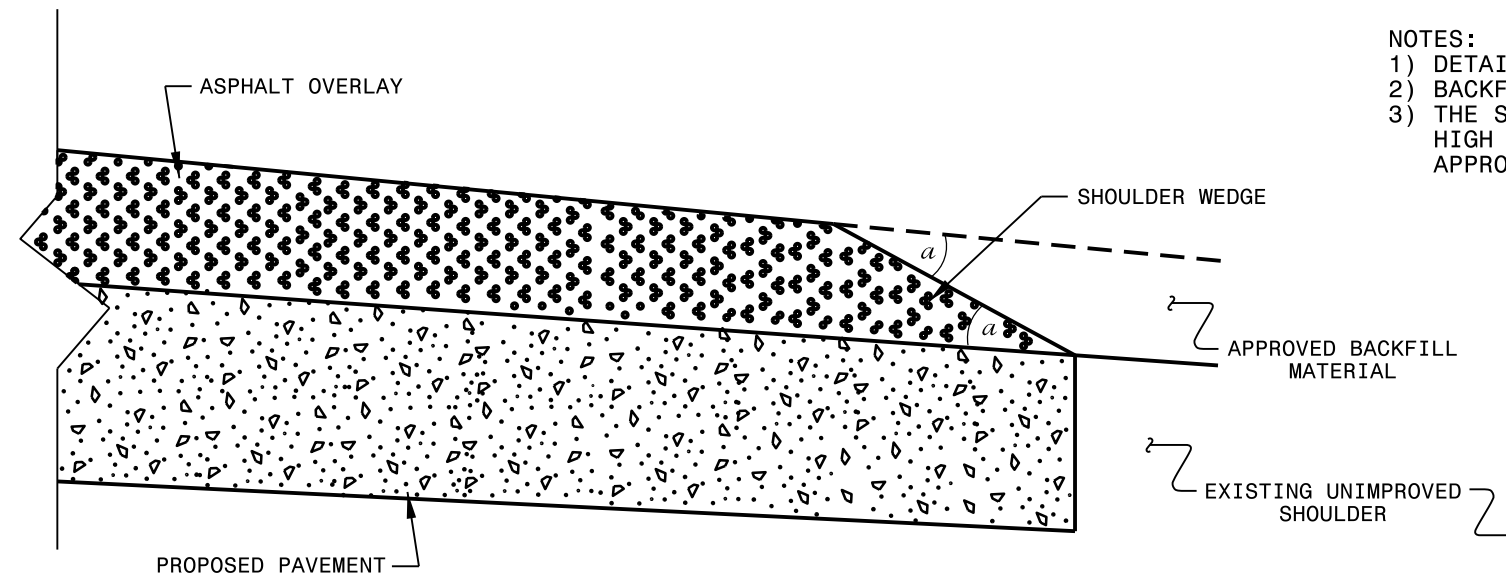
**BRIDGE DRAWING FOR
MAP #1 US 1 NB BRIDGES #476 and #478**



**BRIDGE DRAWING FOR
MAP #9 NC 42 BRIDGE #15**

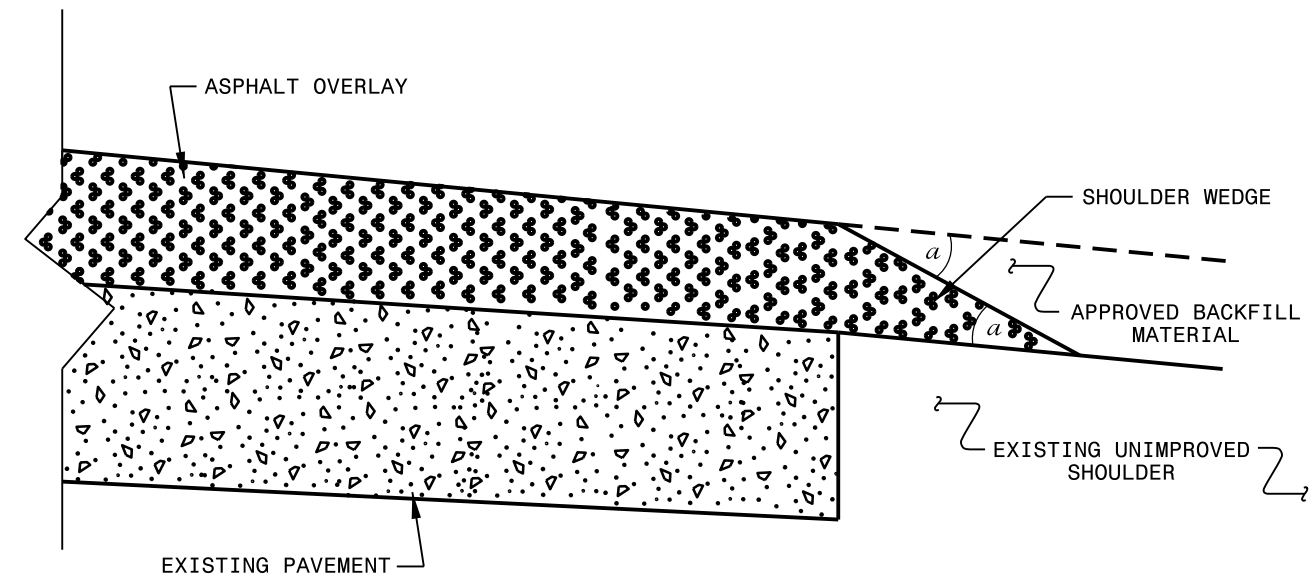
NOTES:

- 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.



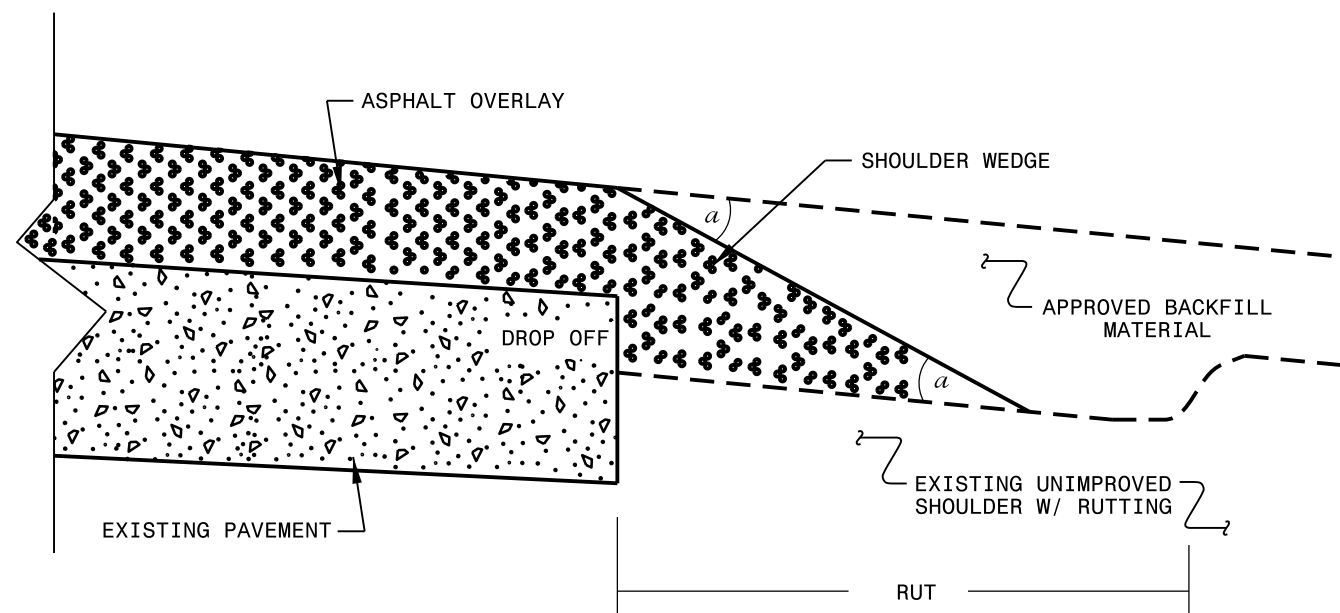
SHOULDER WEDGE DETAIL

(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.: szusr/details/stand/shoulderwedgedetail.dgn		

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.08.06.10191	12	

SUMMARY OF QUANTITIES

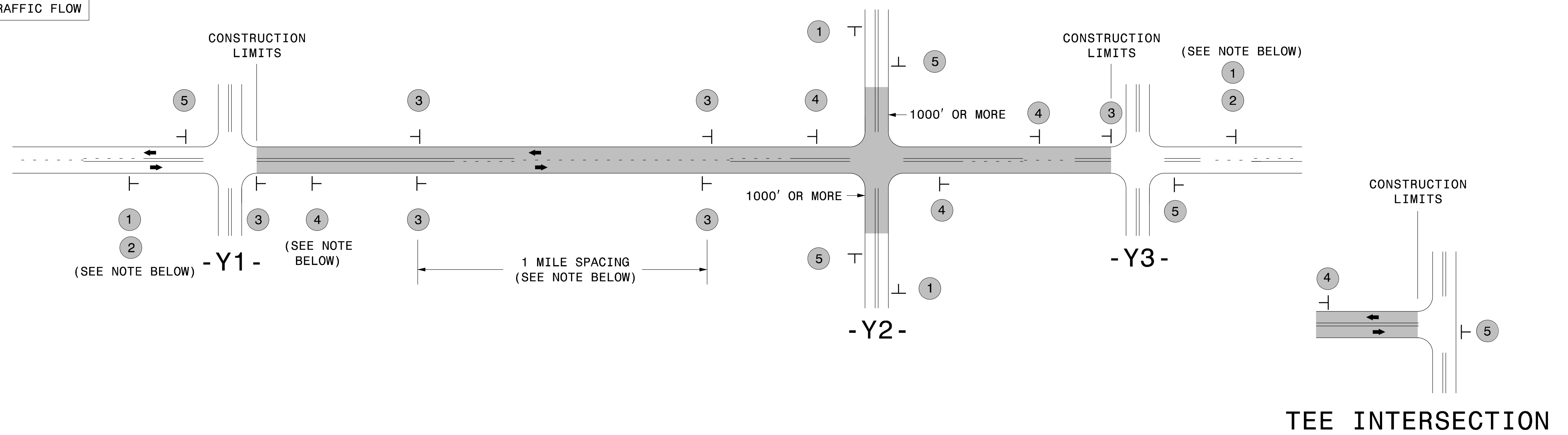
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	1297000000-E		1330000000-E	1519000000-E	1524200000-E	1575000000-E	1577000000-E	1841000000-E	5255000000-N		
												2" MILLING	1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	ASPHALT CONC SURFACE COURSE, TYPE S9.5D	ASPHALT BINDER FOR PLANT MIX	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	GENERIC PAVING ITEM MILLED RUMBLE STRIPS (ASPHALT CONCRETE), 16"	PORTABLE LIGHTING		
												MI	FT	SY	SY	SY	TONS	TON	TONS	TONS	LF	LS
2025CPT.08.06.10191	Chatham	1	US-1 N	US 1 NB FROM NORTH JOINT OF BRIDGE #477 OVER DEEP RIVER TO WAKE COUNTY LINE	1	2	MD	6.535	38	0.095	6.63	147,278		1,930		16,711		969	69,010	*		
TOTAL FOR MAP NO. 1								6.535				147,278		1,930		16,711		969	69,010			
2025CPT.08.06.10191	Chatham	2	RMP-2064 OI	US 1 NB EXIT 79 OFF RAMP	2	2		0.21	24	0	0.21	2,006				225		13				
TOTAL FOR MAP NO. 2								0.21				2,006				225		13				
2025CPT.08.06.10191	Chatham	3	RMP-2065 OI	US 1 NB EXIT 79 ON RAMP	2	2		0.3	24	0	0.3	2,493				279		16				
TOTAL FOR MAP NO. 3								0.3				2,493				279		16				
2025CPT.08.06.10191	Chatham	4	RMP-3779 OI	US 1 NB EXIT 81 OFF RAMP	2	2		0.21	24	0	0.21	1,667				187		11				
TOTAL FOR MAP NO. 4								0.21				1,667				187		11				
2025CPT.08.06.10191	Chatham	5	RMP-3780 OI	US 1 NB EXIT 81 ON RAMP	2	2		0.23	24	0	0.23	2,276				255		15				
TOTAL FOR MAP NO. 5								0.23				2,276				255		15				
2025CPT.08.06.10191	Chatham	6	RMP-3783 OI	US 1 NB EXIT 84 OFF RAMP	2	2		0.24	24	0	0.24	1,888				211		12				
TOTAL FOR MAP NO. 6								0.24				1,888				211		12				
2025CPT.08.06.10191	Chatham	7	RMP-3784 OI	US 1 NB EXIT 84 ON RAMP	2	2		0.16	24	0	0.16	1,273				143		8				
TOTAL FOR MAP NO. 7								0.16				1,273				143		8				
2025CPT.08.06.10191	Chatham	8	US-64 BUS	FROM PVMT JOINT 340 FT EAST OF SR 2700 (CHATHAM PARKWAY) TO PVMT JOINT 1,700 FT EAST OF SR 1572 (EUBANKS RD)	3	2	2WU	0.986	28	5.134	6.12				16,795	805	1,452	94				
TOTAL FOR MAP NO. 8								0.986						16,795	805	1,452	94					
2025CPT.08.06.10191	Chatham	9	NC-42	FROM NC 22 TO SR 1006 (SILER CITY GLENDON ROAD)	3	2	2WU	5.33	21	3.02	8.35				65,665	3,825	5,733	373				
TOTAL FOR MAP NO. 9								5.33						65,665	3,825	5,733	373					
2025CPT.08.06.10191	Chatham	10	NC-42	FROM SR 1006 (SILER CITY GLENDON ROAD) TO SR 2329 (HAW BRANCH ROAD)	3	2	2WU	2.238	25	8.385	10.623				32,824	920	2,784	181				
TOTAL FOR MAP NO. 10								2.238						32,824	920	2,784	181					
TOTAL FOR PROJ NO. 2025CPT.08.06.10191								16.439						158,881	115,284	7,480	9,969	18,011	648	1,044	69,010	1
GRAND TOTAL								16.439						158,881	115,284	7,480	9,969	18,011	648	1,044	69,010	1

SIGNING FOR RESURFACING PROJECTS

LEGEND

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

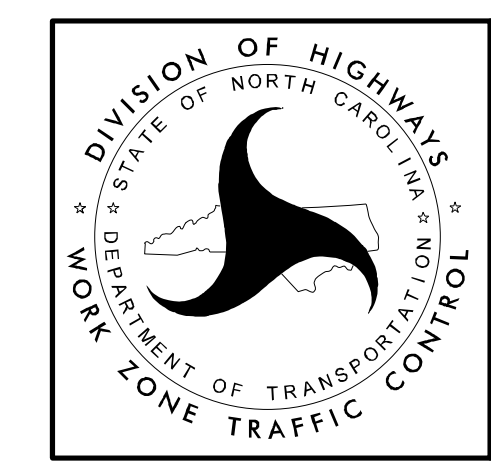
-Y- LINE SIGNING

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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <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" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p>
	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"> 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. 	
	4	 SP 13106 48" X 48"	<ul style="list-style-type: none"> 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. 	
	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

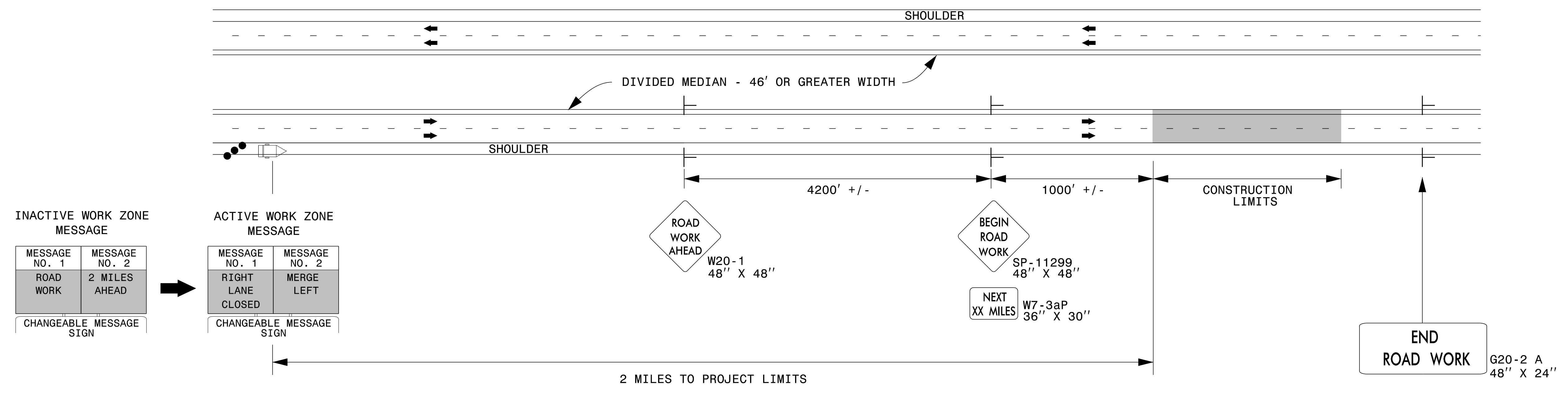
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



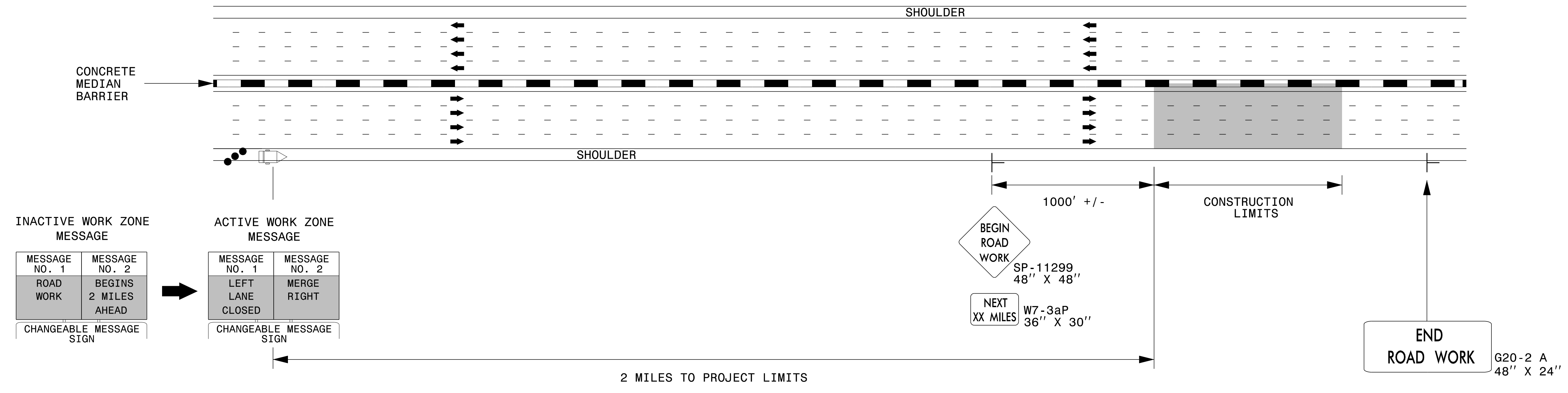
ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

5/15/2017 S:\TMU\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:kadai

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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

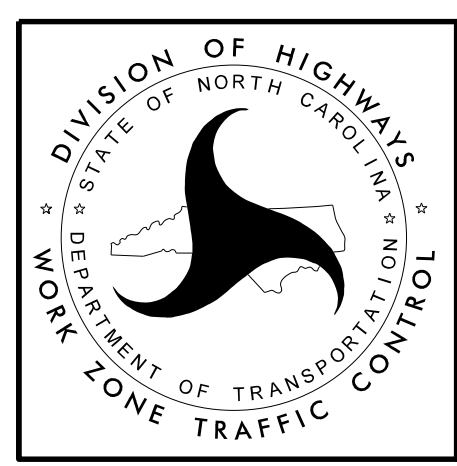


NOTES:

- 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