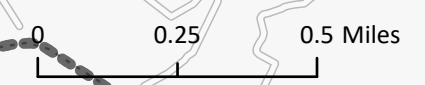
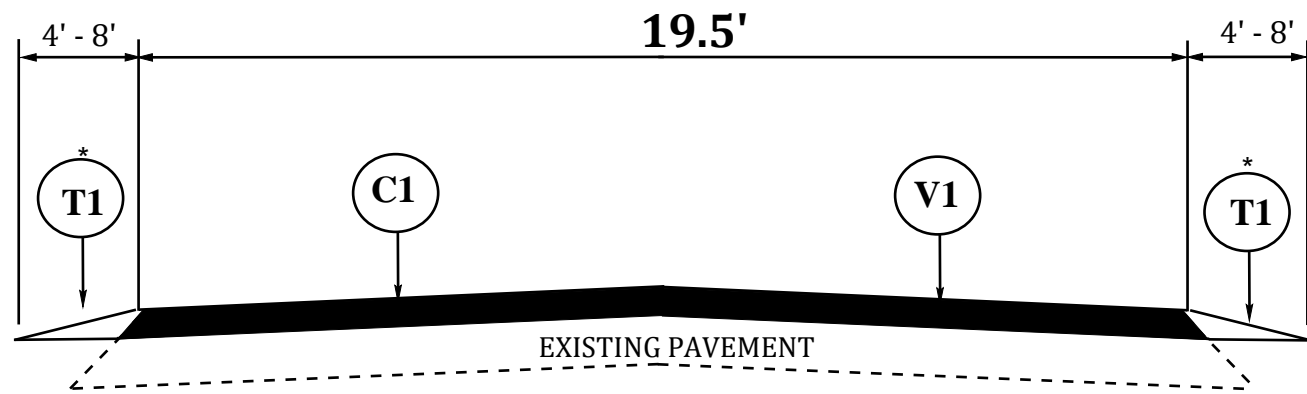


MAP_NUMBER	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
1	SR 2806 (GARREN CREEK ROAD)	SR 2815 (VILLAGE ROAD)	SR 2786 (MORGAN HILL ROAD)	6.53

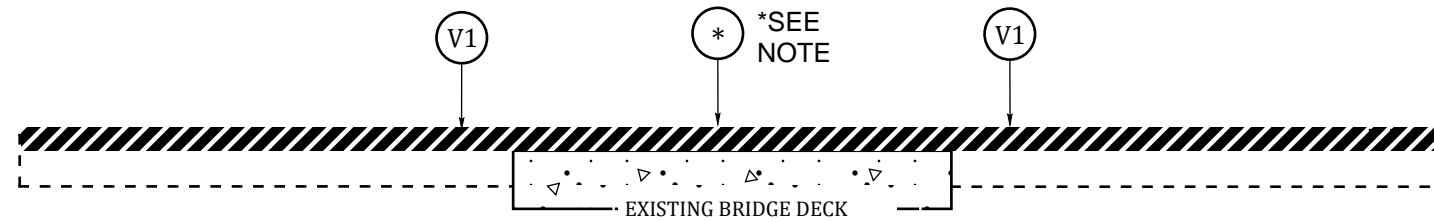




### TYPICAL SECTION #2

\*DO NOT PERFORM SHOULDER RECONSTRUCTION WHERE EXISTING SHOULDERS MATCH THE FINAL ASPHALT GRADE. PERFORM SHOULDER RECONSTRUCTION IN LOW SHOULDER CONDITIONS OR AS DIRECTED BY THE ENGINEER.

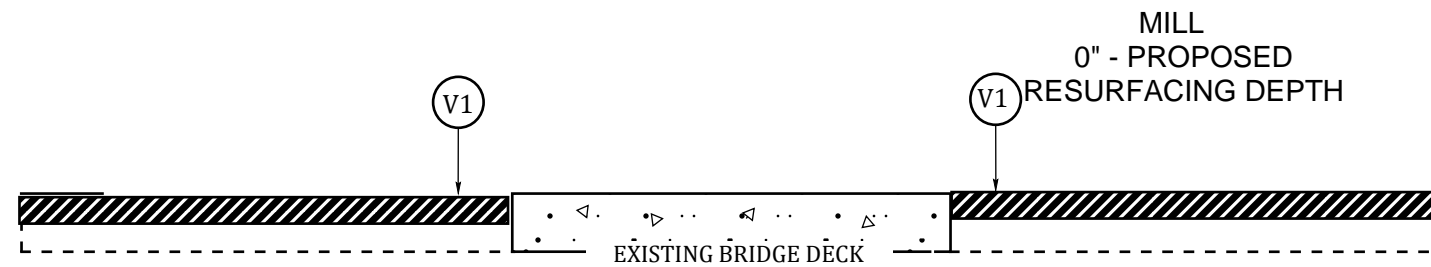
PAVEMENT SCHEDULE	
<b>C1</b>	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD
<b>T1</b>	SHOULDER RECONSTRUCTION
<b>V1</b>	MILLING ASPHALT PAVEMENT TO 1-1/2" DEPTH



\*COORDINATE WITH BRIDGE MAINTENANCE TO REMOVE EXISTING ASPHALT AT LEAST 15 DAYS BEFORE RESURFACING BEGINS. NO PAYMENT WILL BE MADE FOR ASPHALT REMOVED BY NCDOT FORCES.

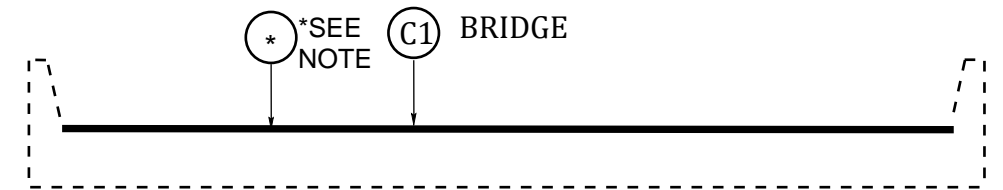
### MILLING DETAIL AT BRIDGE APPROACHES

WHERE BRIDGES WILL BE MILLED THEN RESURFACED.  
THIS WILL BE PAID FOR AS IMILLING ASPHALT PAVEMENT  
TO 1-1/2" DEPTH.  
USE AT BRIDGE NUMBER: 106 MAP 1.



### MILLING DETAIL AT BRIDGE APPROACHES

WHERE BRIDGES WILL NOT BE RESURFACED.  
THIS WILL BE PAID FOR AS IMILLING ASPHALT PAVEMENT  
TO 1-1/2" DEPTH.  
USE AT BRIDGE NUMBER: 591 MAP 1.

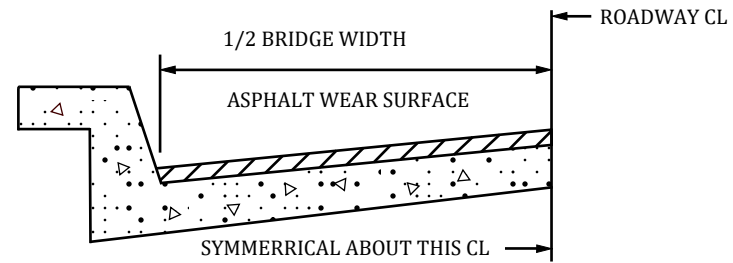


\*COORDINATE WITH BRIDGE MAINTENANCE TO REMOVE EXISTING ASPHALT AT LEAST 15 DAYS BEFORE RESURFACING BEGINS. NO PAYMENT WILL BE MADE FOR ASPHALT REMOVED BY NCDOT FORCES.

### BRIDGE DETAIL

MINIMUM LIFT THICKNESS FOR S9.5C MIX IS 1.5".  
MAXIMUM LIFT THICKNESS FOR S9.5C IS 2.0", ANY LIFT THICKNESS OVER THE MAXIMUM LIFT THICKNESS SHALL BE PLACED IN MULTIPLE LAYERS. BRIDGE NUMBER 106 MAP 1  
SEE MAP FOR BRIDGE LOCATION.

PAVEMENT SCHEDULE	
<b>C1</b>	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD
<b>T1</b>	SHOULDER RECONSTRUCTION
<b>V1</b>	MILLING ASPHALT PAVEMENT TO 1-1/2" DEPTH



### BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

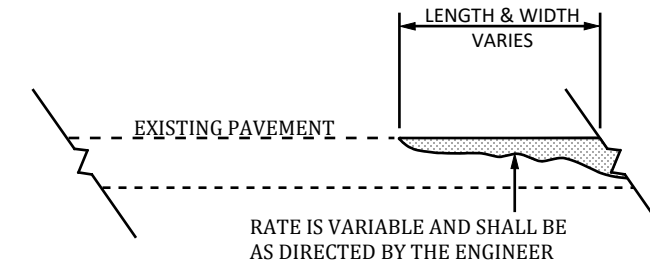
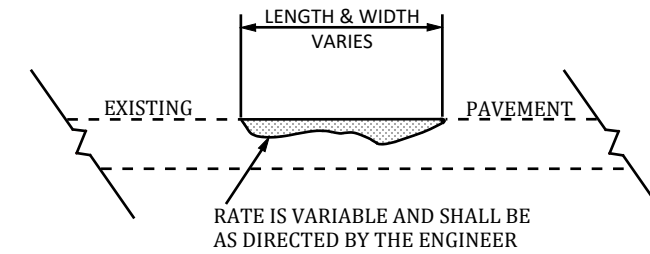
THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", S9.5B 1", S9.5C,D 1.5" - 2". ULTRA-THIN HOT MIX ASPHALT "

### NOTES

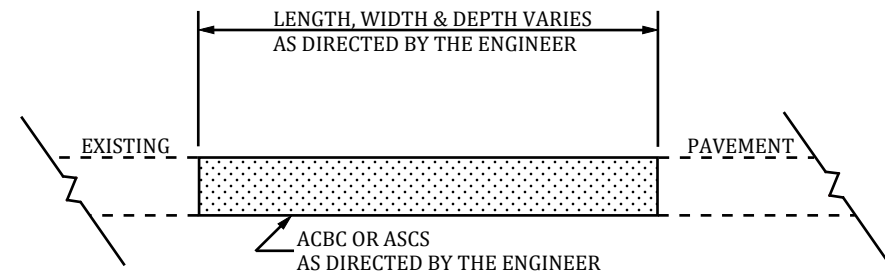
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.

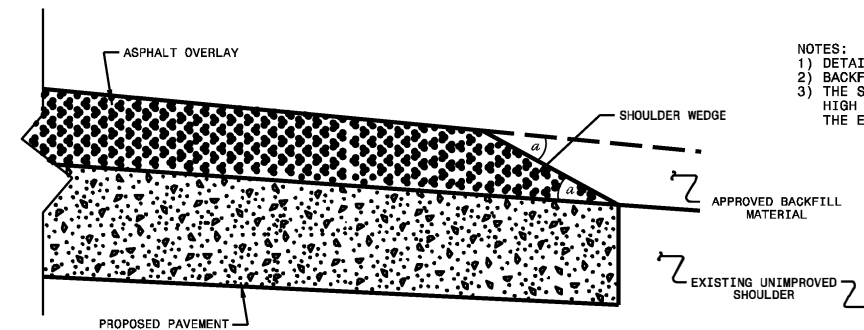
BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



### DETAIL SHOWING METHOD OF WEDGING

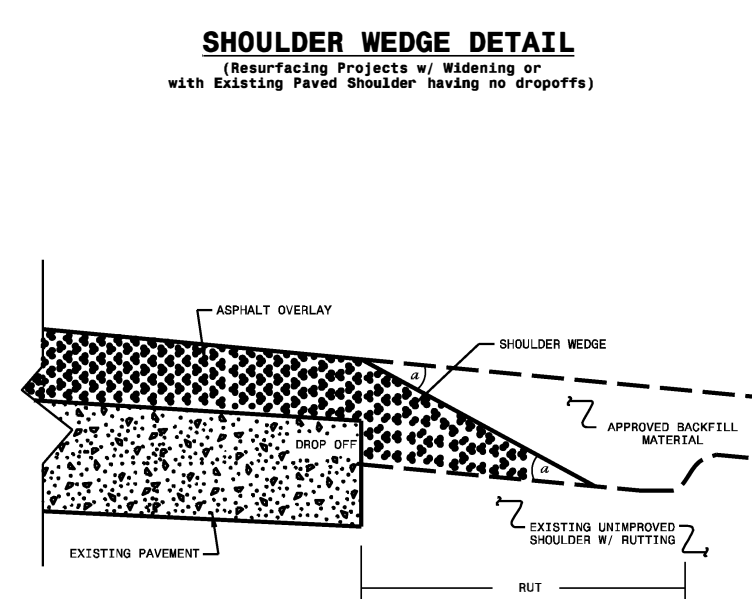


### PATCHING EXISTING PAVEMENT

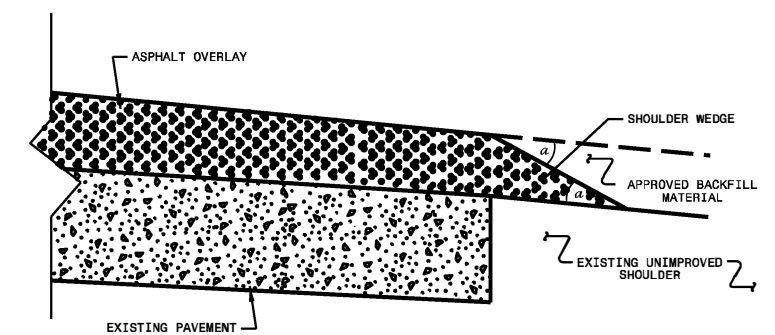


**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)

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

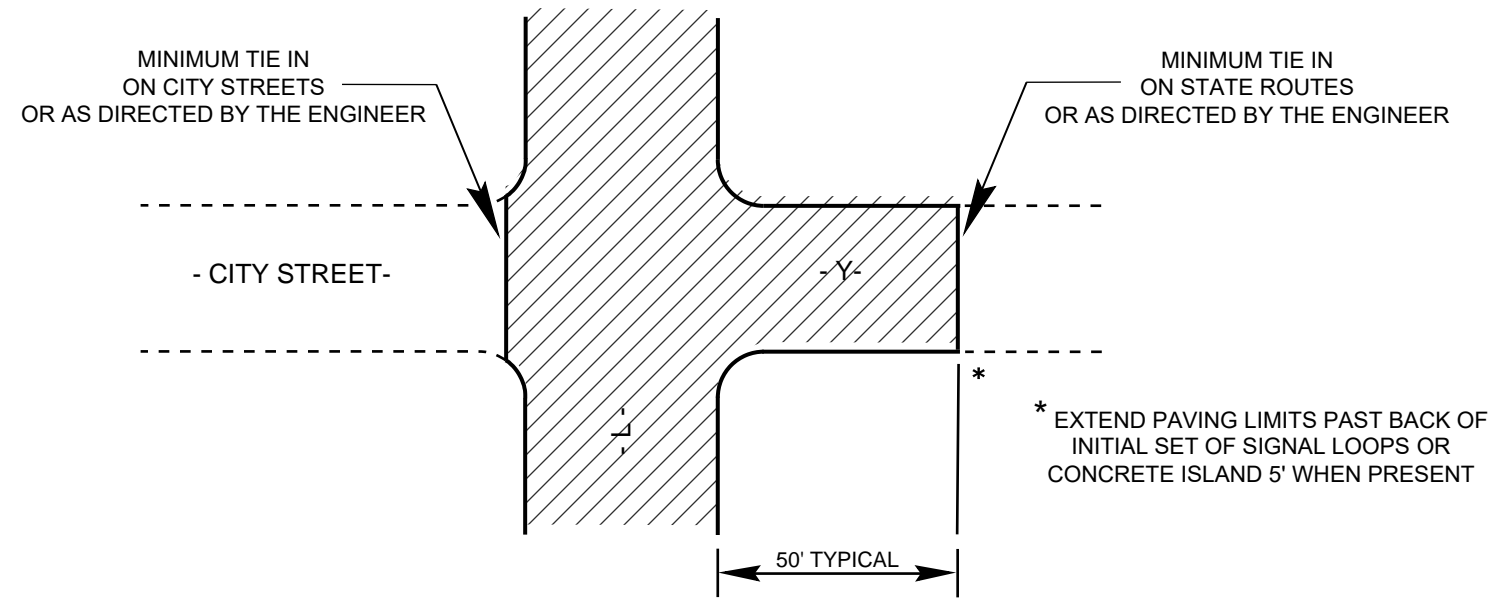


**SHOULDER WEDGE DETAIL**  
(Resurfacing Adjacent to Rutted Shoulder)

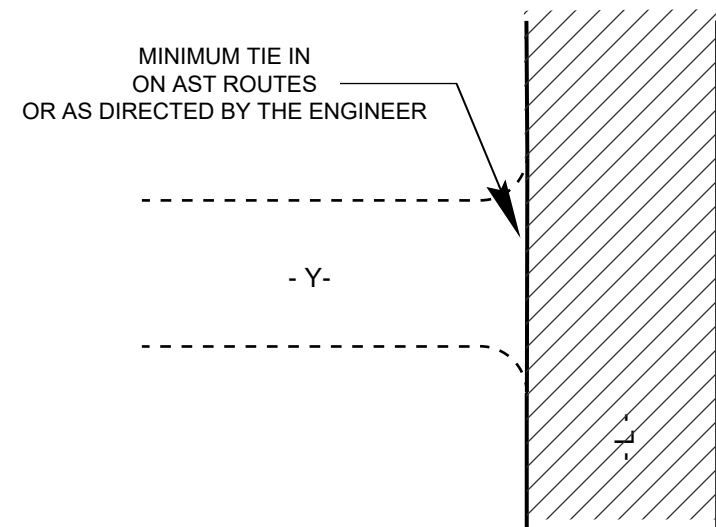


**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ NO Widening)

DETAIL 1



DETAIL 2



TYPICAL DETAILS OF PAVING LIMITS AT -Y- LINES



PROJECT NO.	SHEET NO.
2026CPT.13.10.20111	7

### SUMMARY OF QUANTITIES

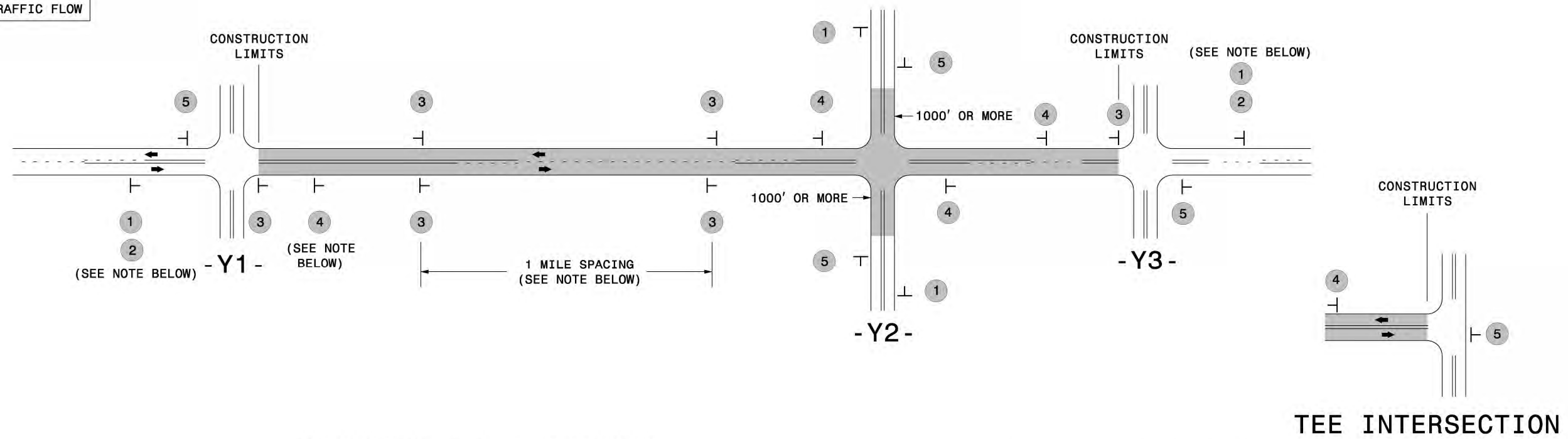
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	1245000000-E	1260000000-E	1297000000-E	1519000000-E	1520000000-E	1575000000-E	1704000000-E
												SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	LEVELING COURSE, TYPE S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT
												MI	FT	SMI	TON	SY	TON	TONS
2026CPT.13.10.10111	Buncombe	1	SR 2806 (GARREN CREEK ROAD)	FROM SR 2815 (VILLAGE ROAD) TO SR 2786 (MORGAN HILL ROAD)	1	2	2WU	6.53	19.5	0.01	6.54	1.00	130	76,657	6,612	25	452	425
<b>TOTAL FOR PROJ NO. 2026CPT.13.10.10111</b>							<b>6.53</b>					<b>1.00</b>	<b>130</b>	<b>76,657</b>	<b>6,612</b>	<b>25</b>	<b>452</b>	<b>425</b>
<b>GRAND TOTAL</b>							<b>6.53</b>					<b>1.00</b>	<b>130</b>	<b>76,657</b>	<b>6,612</b>	<b>25</b>	<b>452</b>	<b>425</b>

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4890000000-E	4890000000-E
												WORK ZONE ADVANCE /GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 60 MILS) (WHITE)	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 60 MILS) (YELLOW)
												MI	FT	SF	LS
2026CPT.13.10.10111	Buncombe	1	SR 2806 (GARREN CREEK ROAD)	FROM SR 2815 (VILLAGE ROAD) TO SR 2786 (MORGAN HILL ROAD)	1	2	2WU	6.53	19.5	0.01	6.54	732	1	69,062	69,062
<b>TOTAL FOR PROJ NO. 2026CPT.13.10.10111</b>							<b>6.53</b>					<b>732</b>	<b>1</b>	<b>138,124</b>	
<b>GRAND TOTAL</b>							<b>6.53</b>					<b>732</b>	<b>1</b>	<b>138,124</b>	

# SIGNING FOR RESURFACING PROJECTS

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



## MAINLINE (-L-) SIGNING

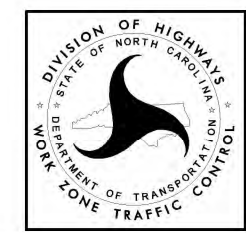
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		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;">             PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">             PLACED 250' IN ADVANCE OF FLAGGER.         </div> </div>
	2		#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		- 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		- 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		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.

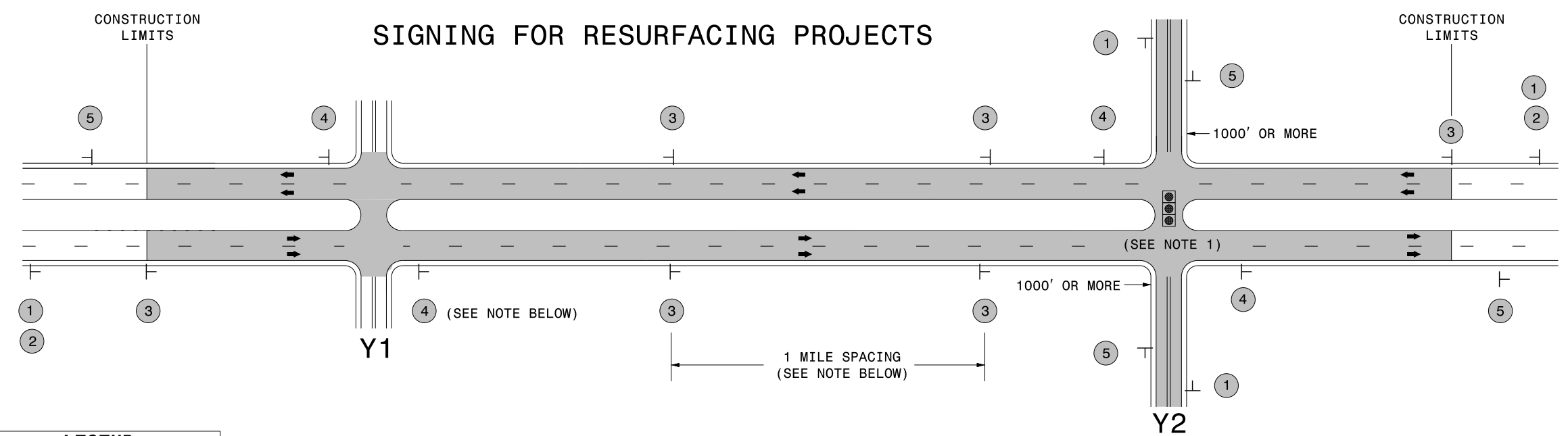
**MAPS LESS THAN 2 MILES**

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:\T\13107\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln.dgn User:keads



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

**MAINLINE (-L-) SIGNING**

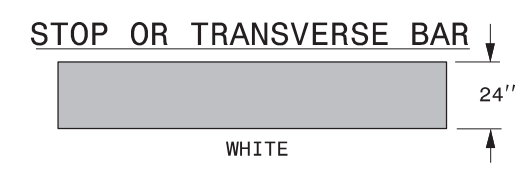
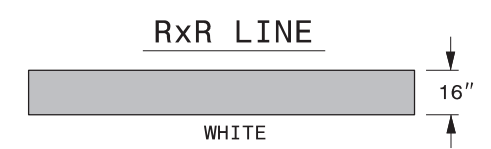
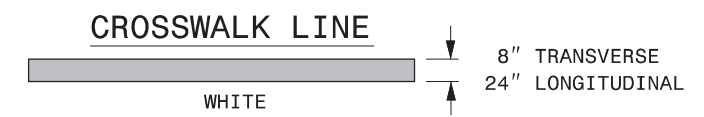
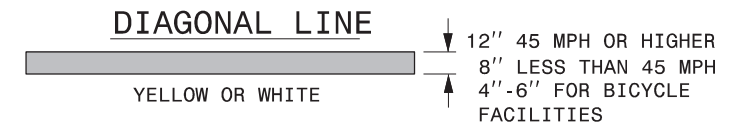
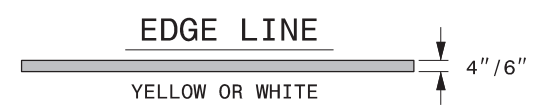
**-Y- LINE SIGNING**

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><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></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, 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;"> <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. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.</li> </ol>
	2	 W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN RESURFACING 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"	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	4	 SP 13106 48" X 48"	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.	
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

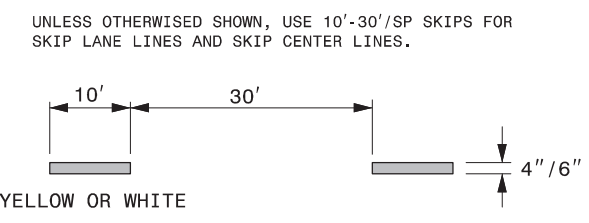
**RESURFACING  
 ADVANCE WARNING SIGNS  
 FOR RURAL AND SUBURBAN  
 MULTI-LANE ROADWAYS  
 W/ SHOULDER SECTIONS**

3/23/2015 C:\Users\rmgarrrett\Downloads\Resurfacing\_AdvWarn\_LrSu\_Shldr.dgn User:rmgarrrett

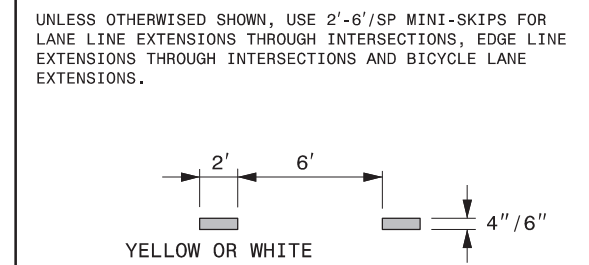
**CONTINUOUS LINES**



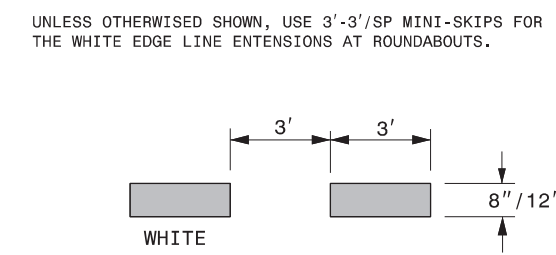
**10'-30'/SP SKIP LINE**



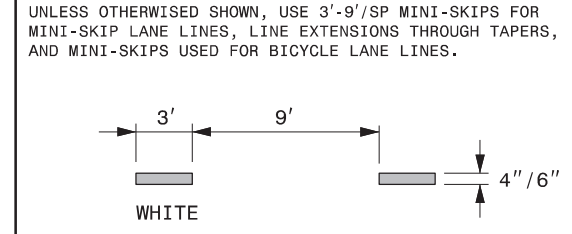
**2'-6'/SP MINI-SKIP LINE**



**3'-3'/SP MINI-SKIP LINE**



**3'-9'/SP MINI-SKIP LINE**



- GENERAL NOTES:
- 1- USE 6" LANE, EDGE, AND CENTER LINES ON ALL FULL CONTROL OF ACCESS FACILITIES AND OTHER ROUTES AS DIRECTED BY THE ENGINEER.
  - 2- LANE LINES INDICATED AS "WIDE" ON THE ROADWAY STANDARD DRAWINGS SHALL BE AT LEAST TWICE THE WIDTH OF THE NORMAL LINE.
  - 3- GORE LINES SHALL BE TWICE THE WIDTH OF THE NORMAL LINE.

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

ROADWAY DETAIL DRAWING FOR  
**PAVEMENT MARKINGS**  
LINE TYPES AND OFFSETS

SHEET 1 OF 2  
**1205D01**



Signed By  
*Matthew V Springer, PE*  
BC60F6E8B584403...

04/28/2026

CONTRACTS STANDARDS AND DEVELOPMENT UNIT  
Office 919-707-8950 FAX 919-250-4119

**SEE TITLE BLOCK**

ORIGINAL BY: M.V. SPRINGER DATE: 2-15-24  
MODIFIED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
FILE SPEC.: \_\_\_\_\_