

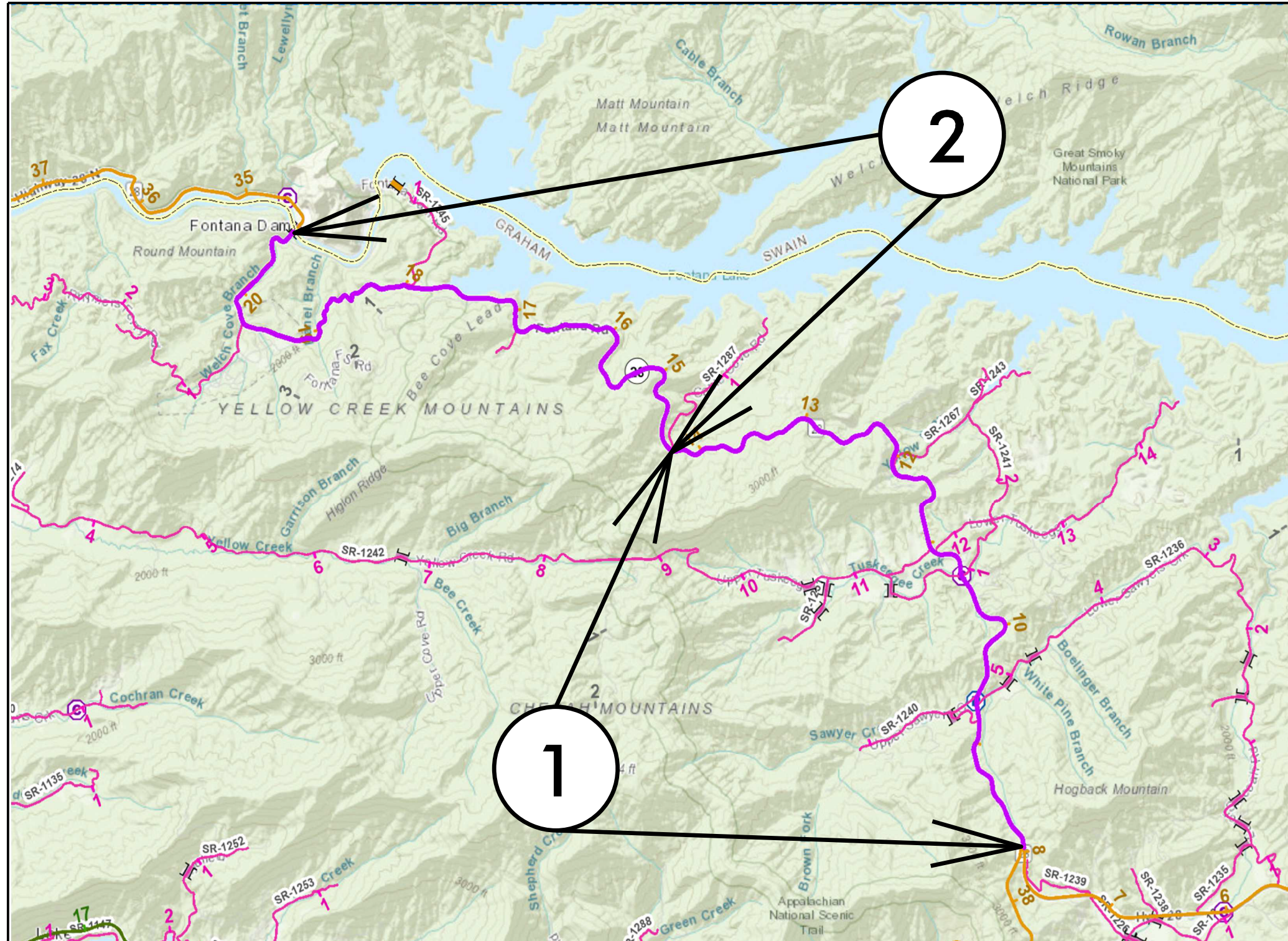
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# GRAHAM COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2026CPT.14.11.10381	1	8
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
2026CPT.14.11.10381		CON	
		CON	



MAP 1



BEG

END

MAP 2



BEG

END

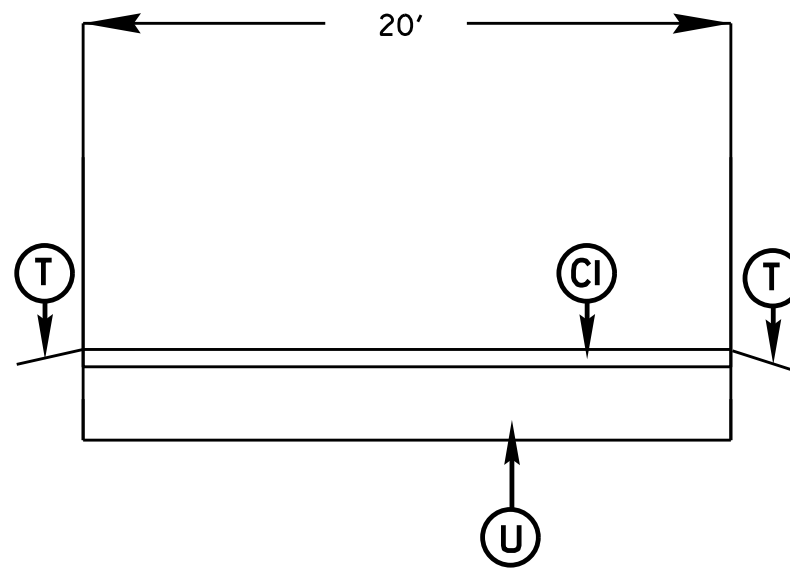
CONTRACT: DN01131

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2026CPT.14.11.10381	2	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
2026CPT.14.11.10381			

## SURFACING SCHEDULE

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION WITH ASB. 2' WIDE UNLESS DIRECTED BY PROJECT ENGINEER -SEE PROJECT SPECIAL PROVISIONS-
U	EXISTING PAVEMENT

## TYPICAL 2

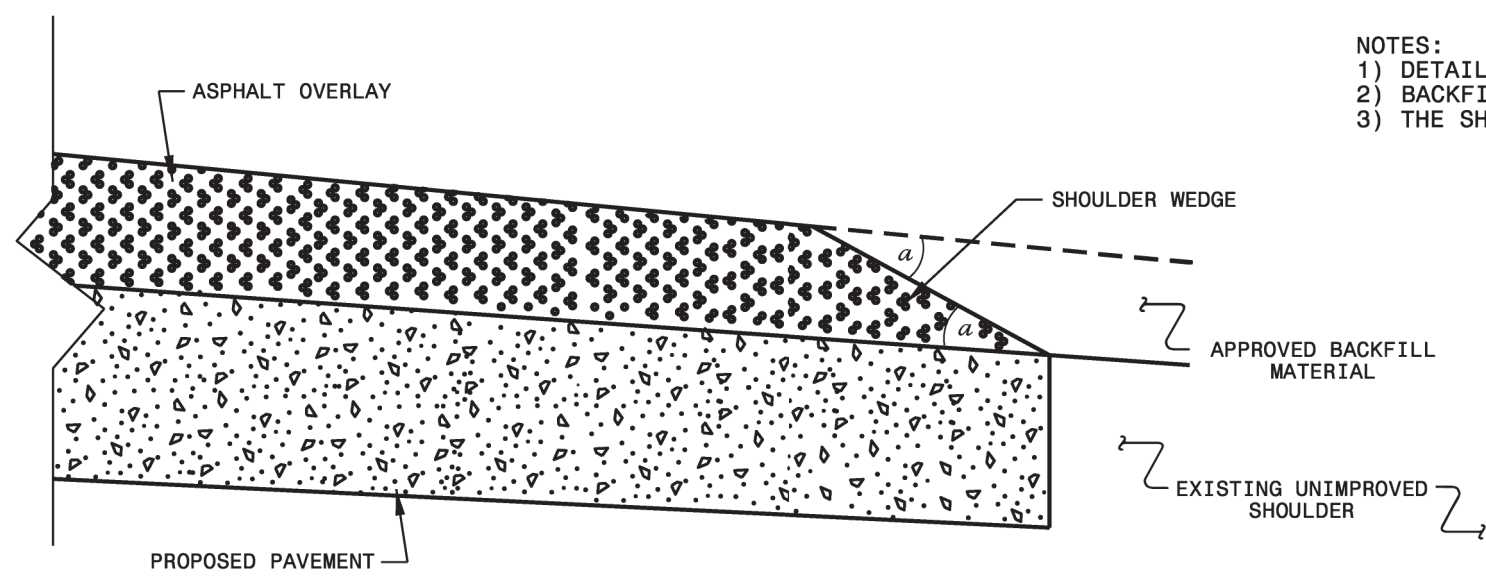


CONTRACT: DN01131

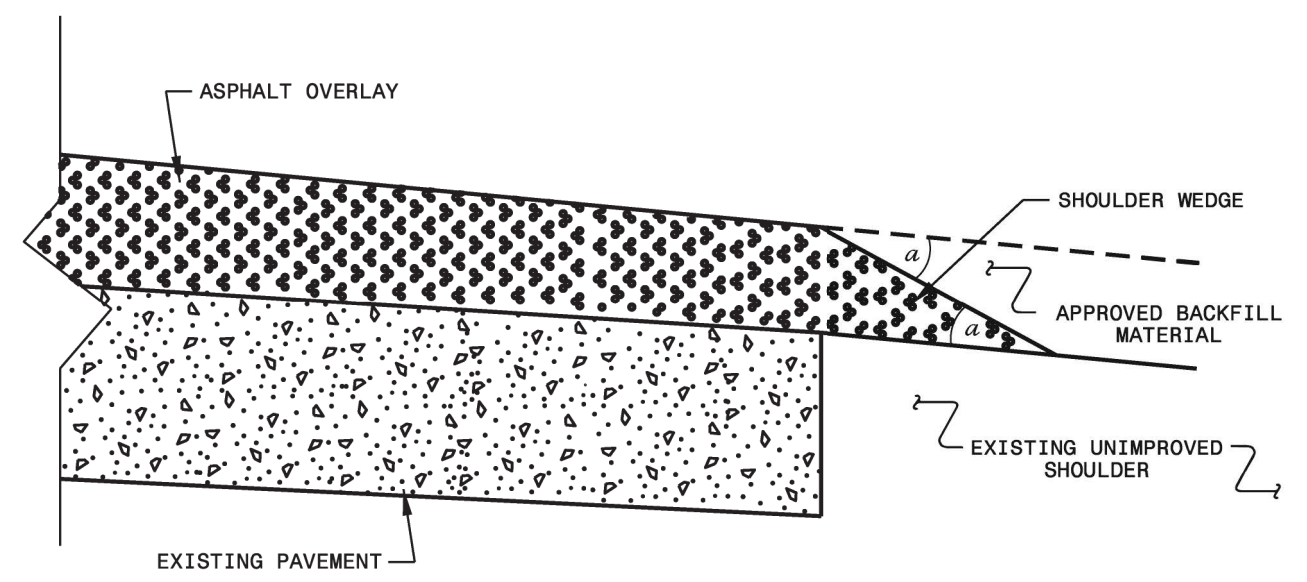
09/08/09



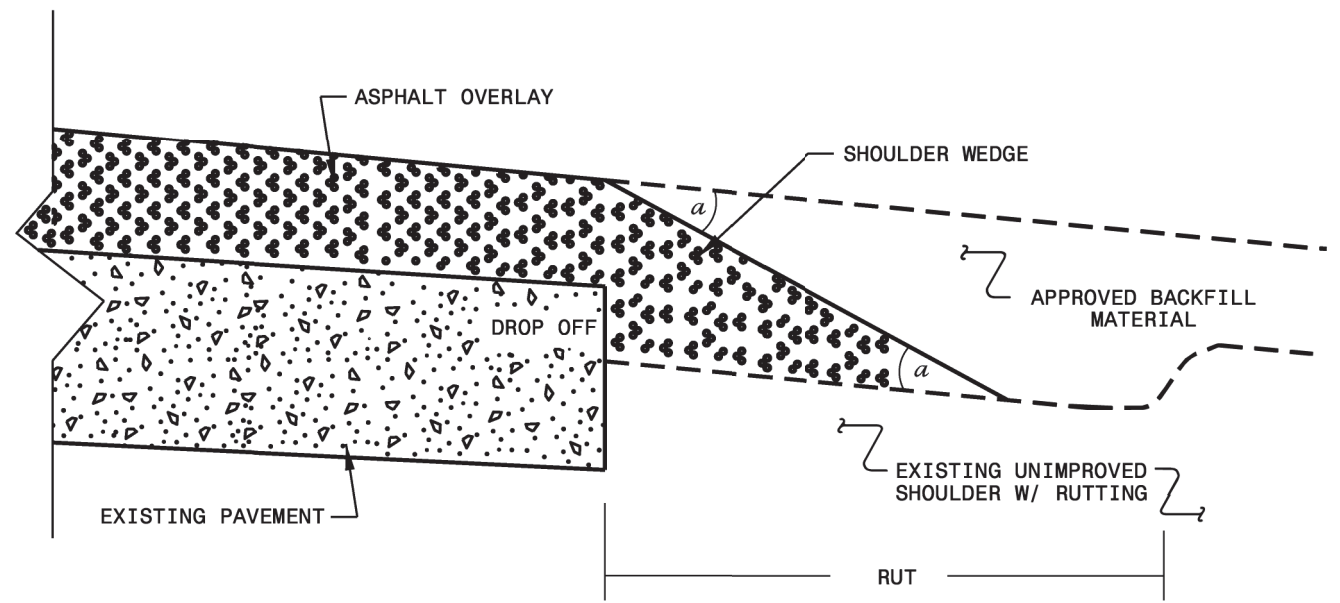
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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)

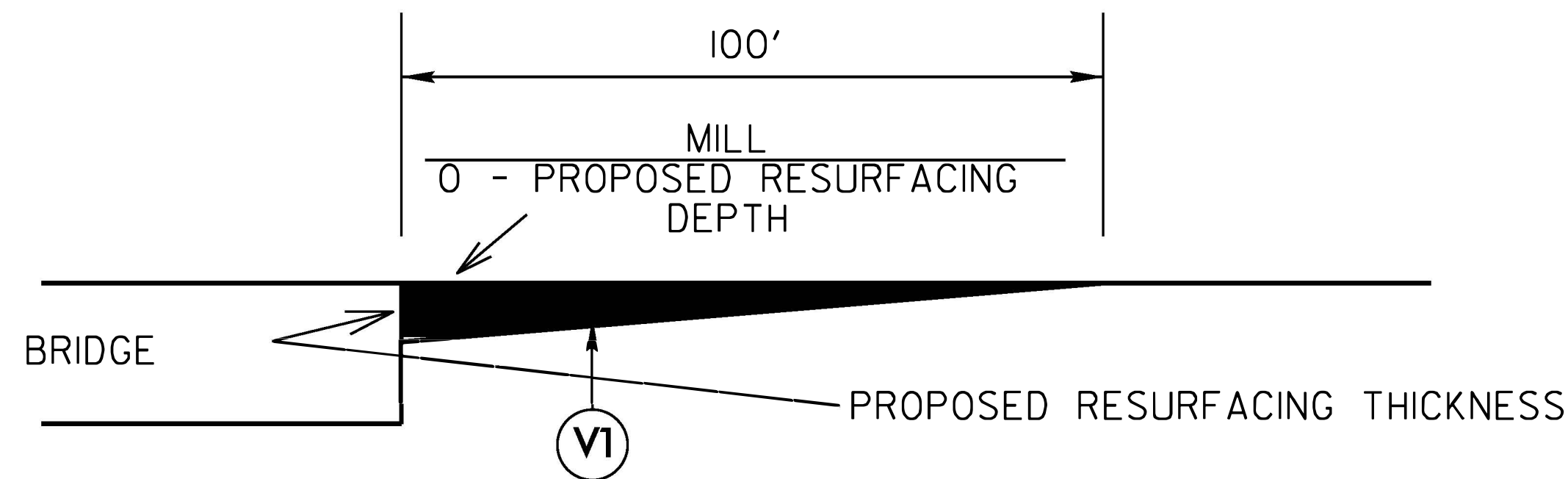
- SHOULDER WEDGE ANGLE = 30°

<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: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC.: s:\usr\det_alls\stand\shoulderwedetail.dgn			

CONTRACT: DN01131

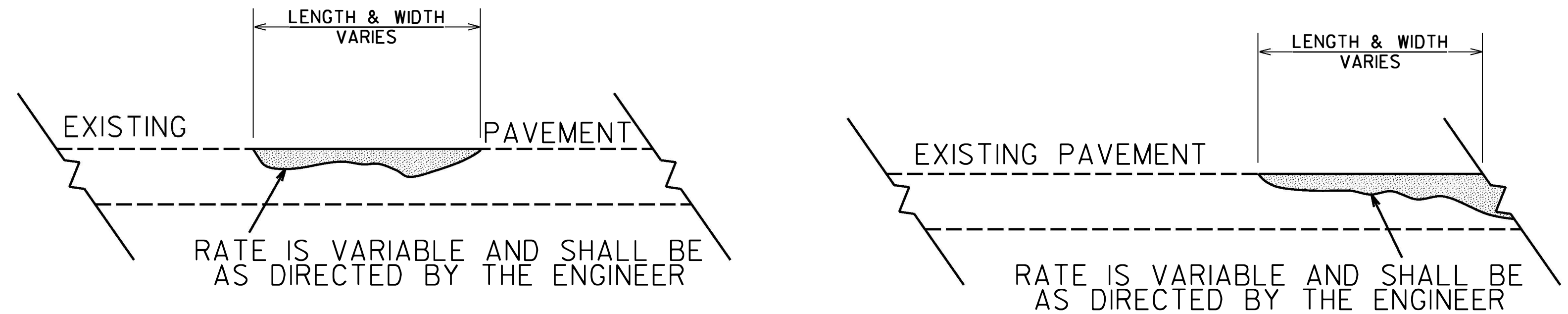
SYSTEMS CONDITIONING  
SERVICES

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2026CPT.14.11.10381	5	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
2026CPT.14.11.10381			



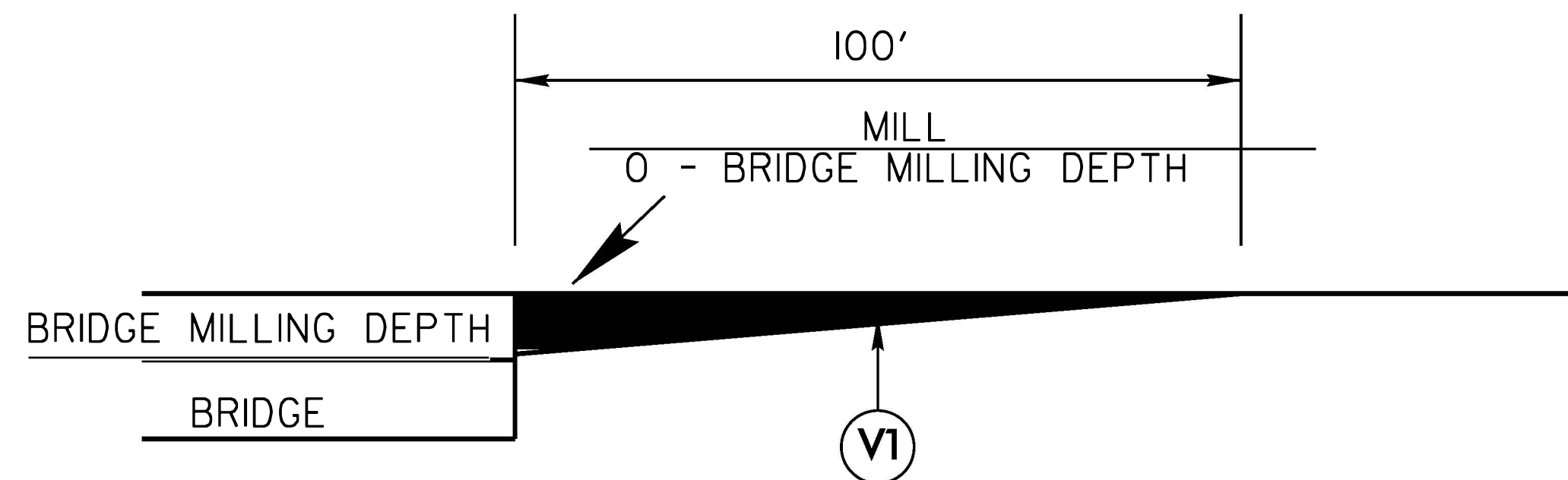
**MILLING DETAIL AT BRIDGE APPROACHES**

**WHERE BRIDGES WILL NOT BE RESURFACED. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.**



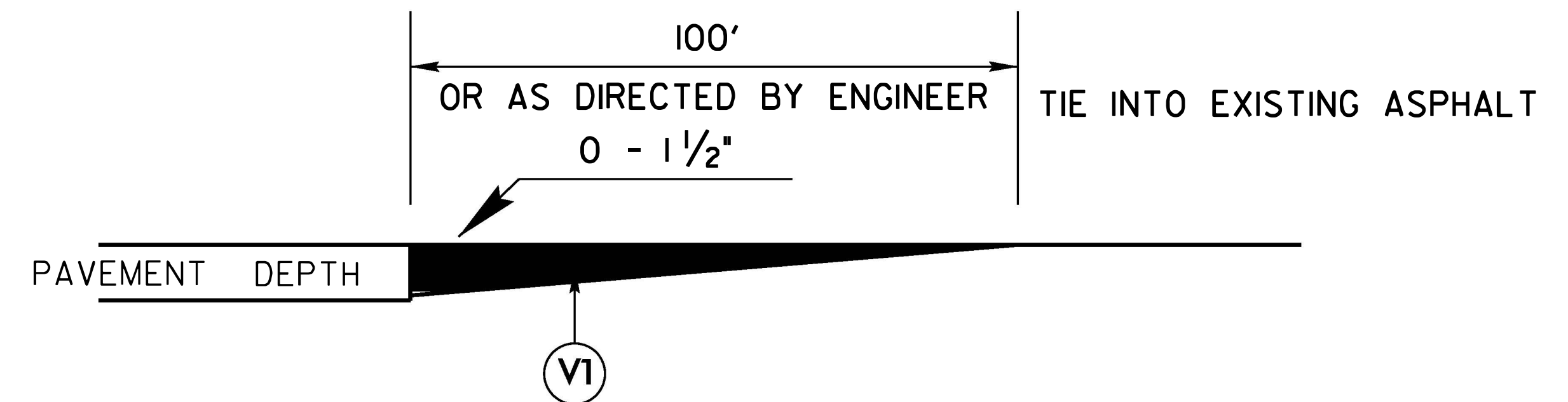
**DETAIL SHOWING METHOD OF WEDGING**

**\*PROPOSED WEDGE COURSE\* ( 114 LBS PER SQ YARD PER 1" DEPTH)**



**MILLING DETAIL AT BRIDGE APPROACHES**

**WHERE BRIDGES WILL BE MILLED THEN RESURFACED. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.**



**DETAIL TO TIE INTO EXIST PAVEMENT**

**THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP. THIS WILL BE PAID FOR AS 1 1/2" MILLING.**

CONTRACT: DN01131

09/08/09

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.14.11.10381	6	

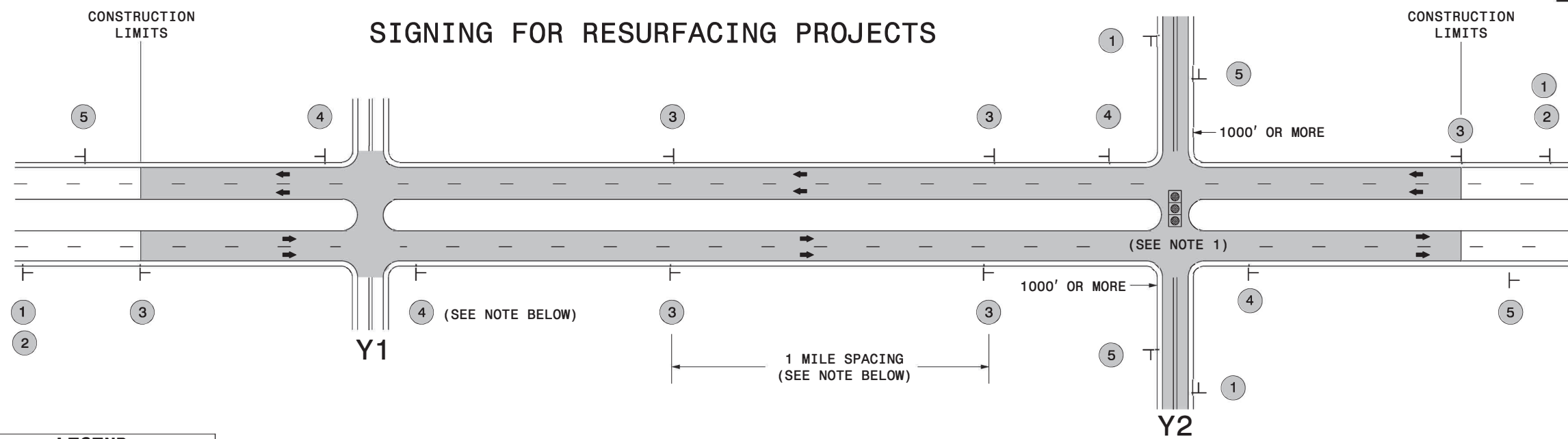
### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH		BEGIN MP	END MP	1245000000-E	1260000000-E	1523000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N
								SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW			SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX		
								MI	FT			SMI	TON	TONS	TONS	TONS	EA	EA
2026CPT.14.11.10381	Graham	1	NC-28	FROM MM 8.1 TO SR 1287		2	2WD	6.16	22	8.1	14.26	12.40	1,848	7,167	692	5,600		
<b>TOTAL FOR MAP NO. 1</b>								<b>6.16</b>				<b>12.40</b>	<b>1,848</b>	<b>7,167</b>	<b>692</b>	<b>5,600</b>		
2026CPT.14.11.10381	Graham	2	NC-28	FROM SR 1287 TO CL		2	2WD	6.44	22	14.26	20.7	13.00	1,932	6,822	419	350	6	2
<b>TOTAL FOR MAP NO. 2</b>								<b>6.44</b>				<b>13.00</b>	<b>1,932</b>	<b>6,822</b>	<b>419</b>	<b>350</b>	<b>6</b>	<b>2</b>
<b>TOTAL FOR PROJ NO. 2026CPT.14.11.10381</b>								<b>12.6</b>				<b>25.40</b>	<b>3,780</b>	<b>13,989</b>	<b>1,111</b>	<b>5,950</b>	<b>6</b>	<b>2</b>
<b>GRAND TOTAL</b>								<b>12.6</b>				<b>25.40</b>	<b>3,780</b>	<b>13,989</b>	<b>1,111</b>	<b>5,950</b>	<b>6</b>	<b>2</b>

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.14.11.10381	7	

## 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	4688000000-E		4709000000-E	4895000000-N
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS)(WHITE)	THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS)(YELLOW)	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS)(WHITE)	GENERIC PAVEMENT MARKING ITEM - INLAID RAISED PAVEMENT MARKERS
												MI	FT	SF	LS	LF	LF
2026CPT.14.11.10381	Graham	1	NC-28	FROM MM 8.1 TO SR 1287		2	2WD	6.16	22	8.1	14.26	695	0.62	65,472	65,472	100	900.00
<b>TOTAL FOR MAP NO. 1</b>								<b>6.16</b>				<b>695</b>	<b>0.62</b>	<b>65,472</b>	<b>65,472</b>	<b>100</b>	<b>900.00</b>
2026CPT.14.11.10381	Graham	2	NC-28	FROM SR 1287 TO CL		2	2WD	6.44	22	14.26	20.7	695	0.38	65,472	65,472	80	900.00
<b>TOTAL FOR MAP NO. 2</b>								<b>6.44</b>				<b>695</b>	<b>0.380</b>	<b>65,472</b>	<b>65,472</b>	<b>80</b>	<b>900.00</b>
<b>TOTAL FOR PROJ NO. 2026CPT.14.11.10381</b>								<b>12.6</b>				<b>1,390</b>	<b>1.000</b>	<b>130,944</b>	<b>130,944</b>	<b>180</b>	<b>1,800.00</b>
												<b>261,888</b>					
<b>GRAND TOTAL</b>								<b>12.6</b>				<b>1,390</b>	<b>1.000</b>	<b>130,944</b>	<b>130,944</b>	<b>180</b>	<b>1,800.00</b>
												<b>261,888</b>					



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

**MAINLINE (-L-) SIGNING**

**-Y- LINE SIGNING**

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	 	<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 RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<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; align-items: center;"> <div style="text-align: center;">   <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;">   <small>W20-7 A 48" X 48"</small> </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>
		<p>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.</p>	
		<p>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.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

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