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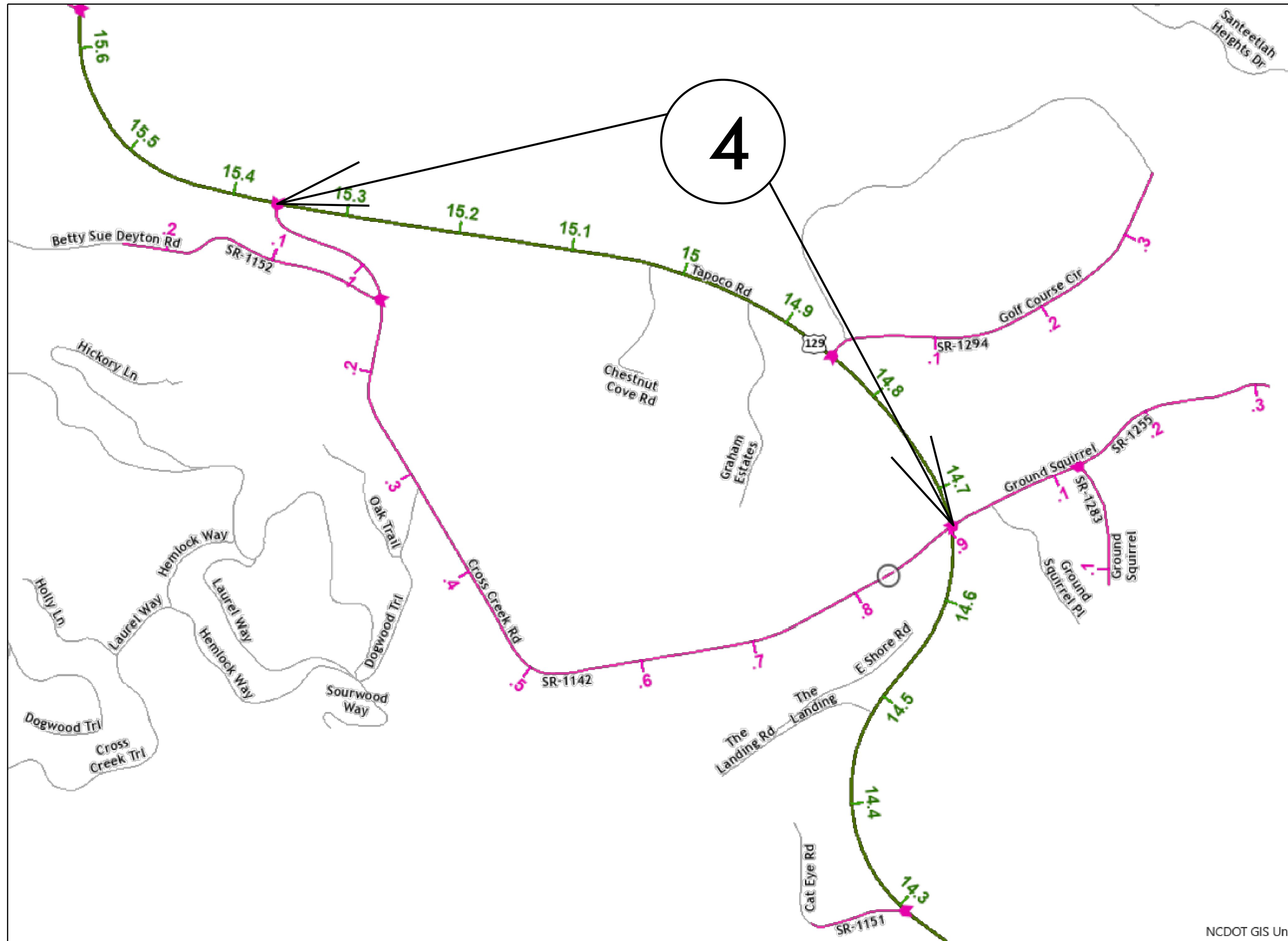
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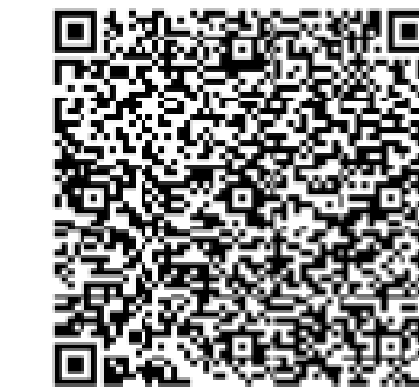


STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2024CPT.14.04.20381	3	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	

# GRAHAM COUNTY



## MAP 4



BEG



END

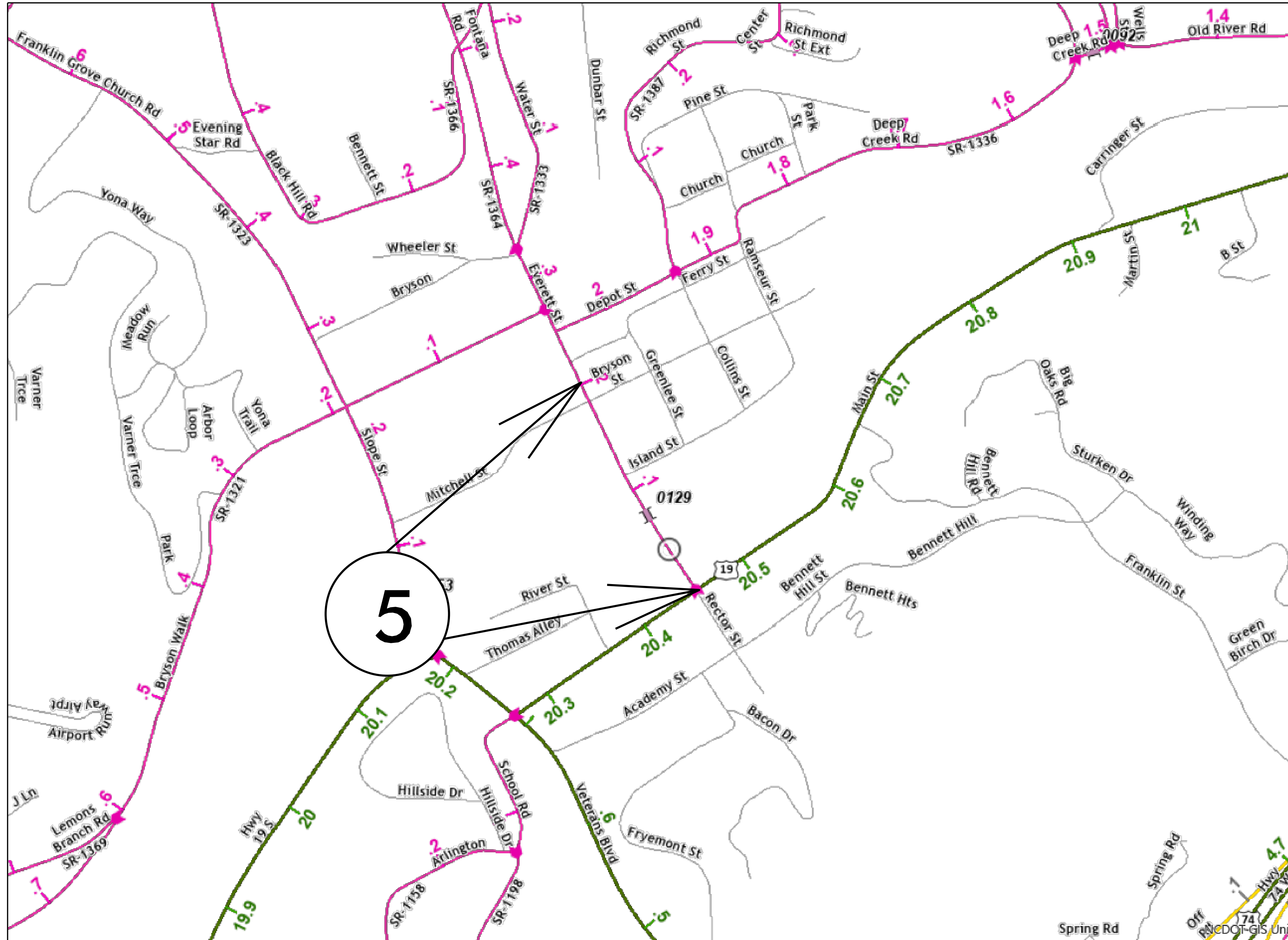
NCDOT GIS Unit

CONTRACT: DN01039

09/08/09

# SWAIN COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2024CPT.14.04.20871	4	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	



## MAP 5



BEG

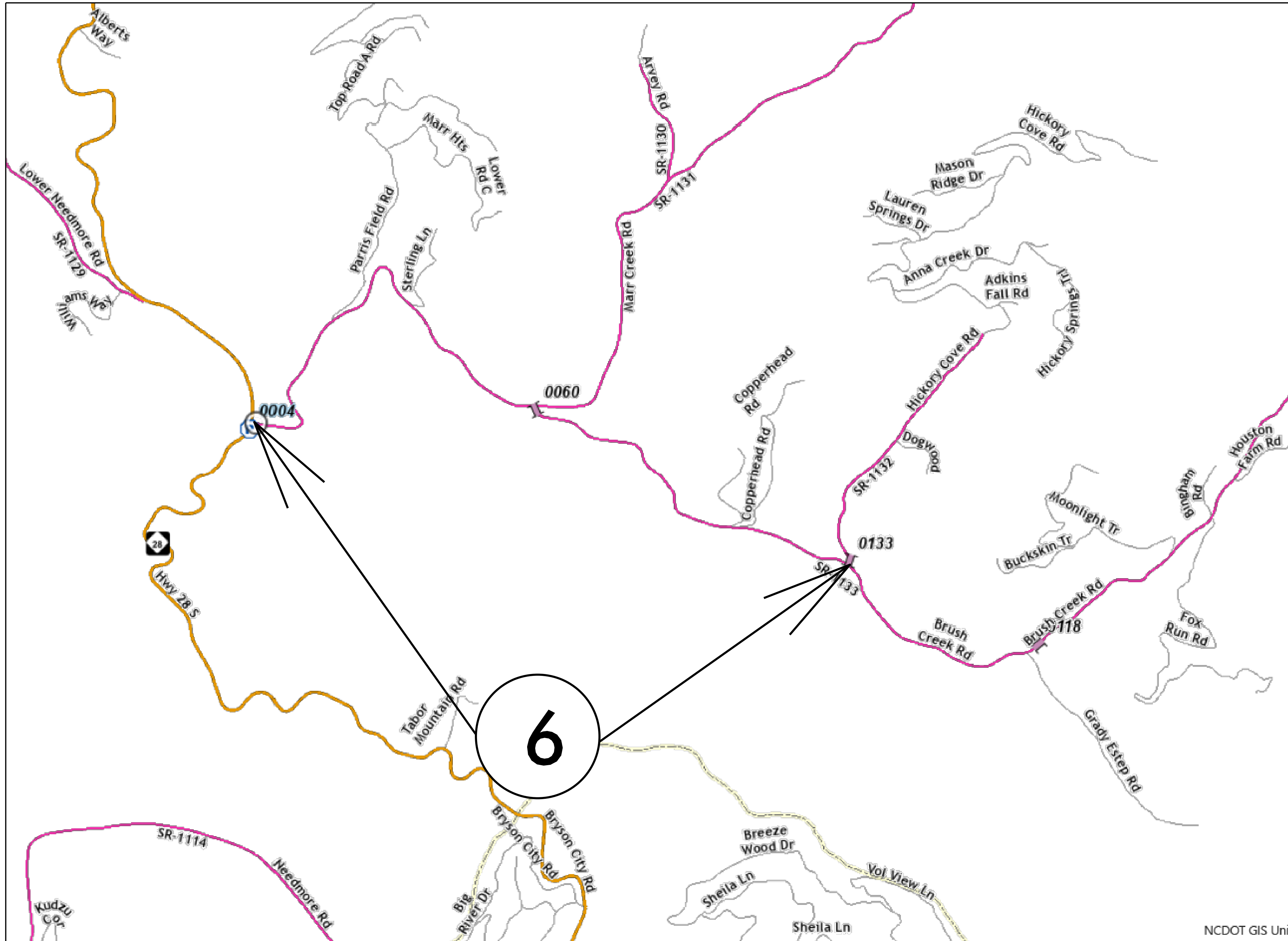


END

CONTRACT: DN01039

# SWAIN COUNTY

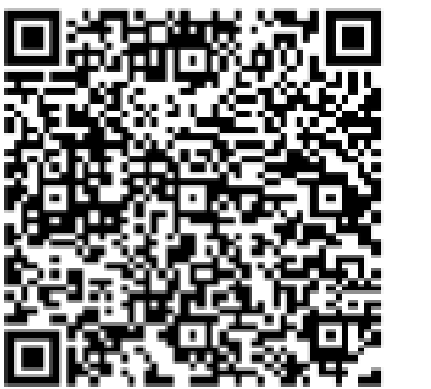
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2024CPT.14.04.20871	5	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	



## MAP 6



BEG



END

CONTRACT: DN01039

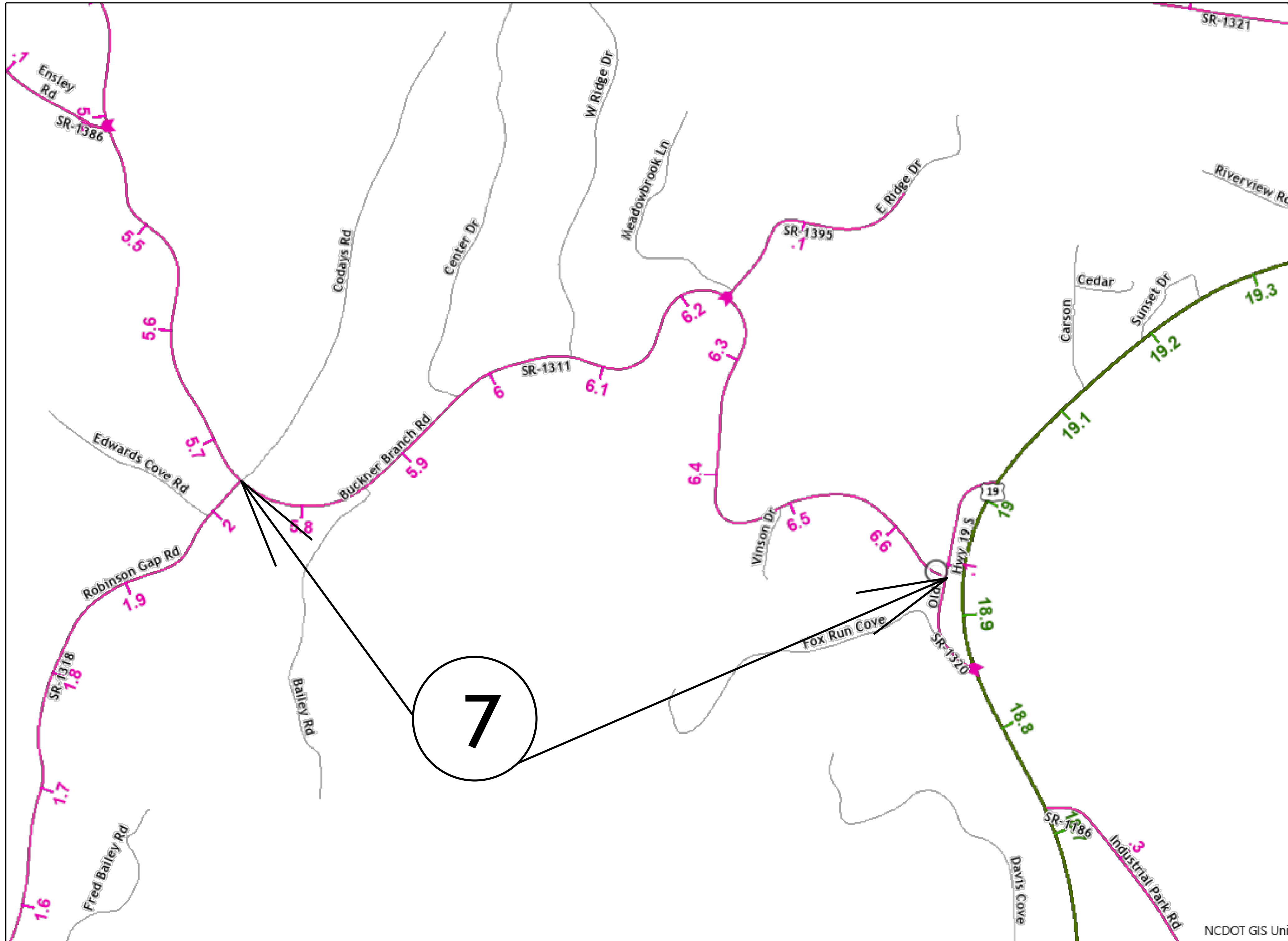
6

NCDOT GIS Unit

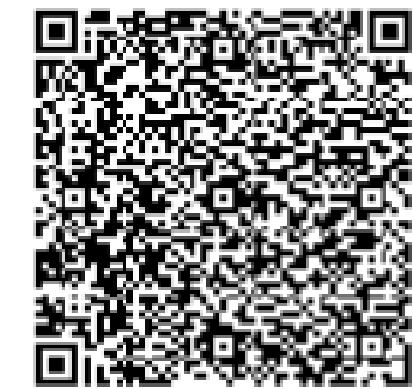
09/08/09

# SWAIN COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2024CPT.14.04.20871	6	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	



## MAP 7



BEG

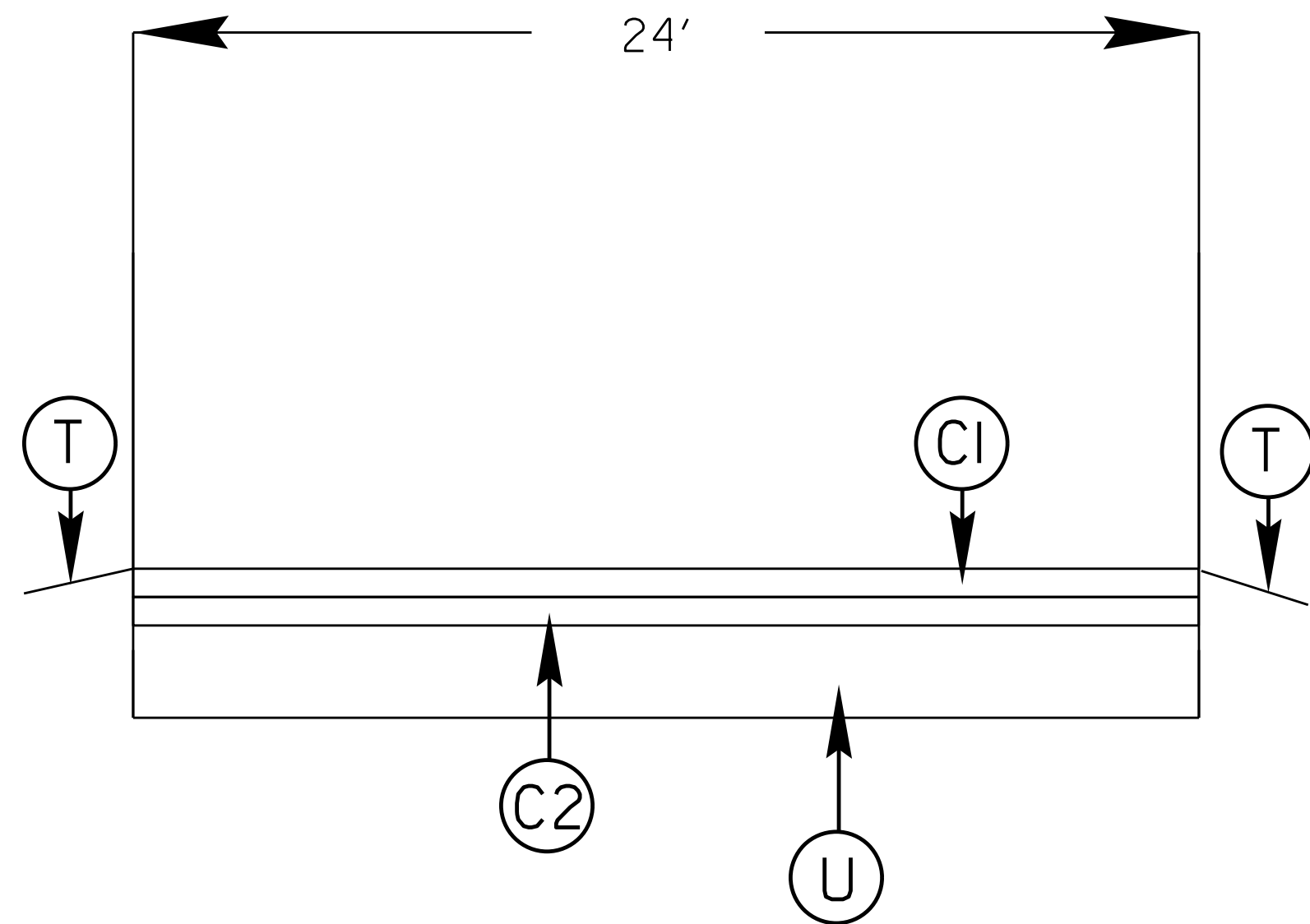


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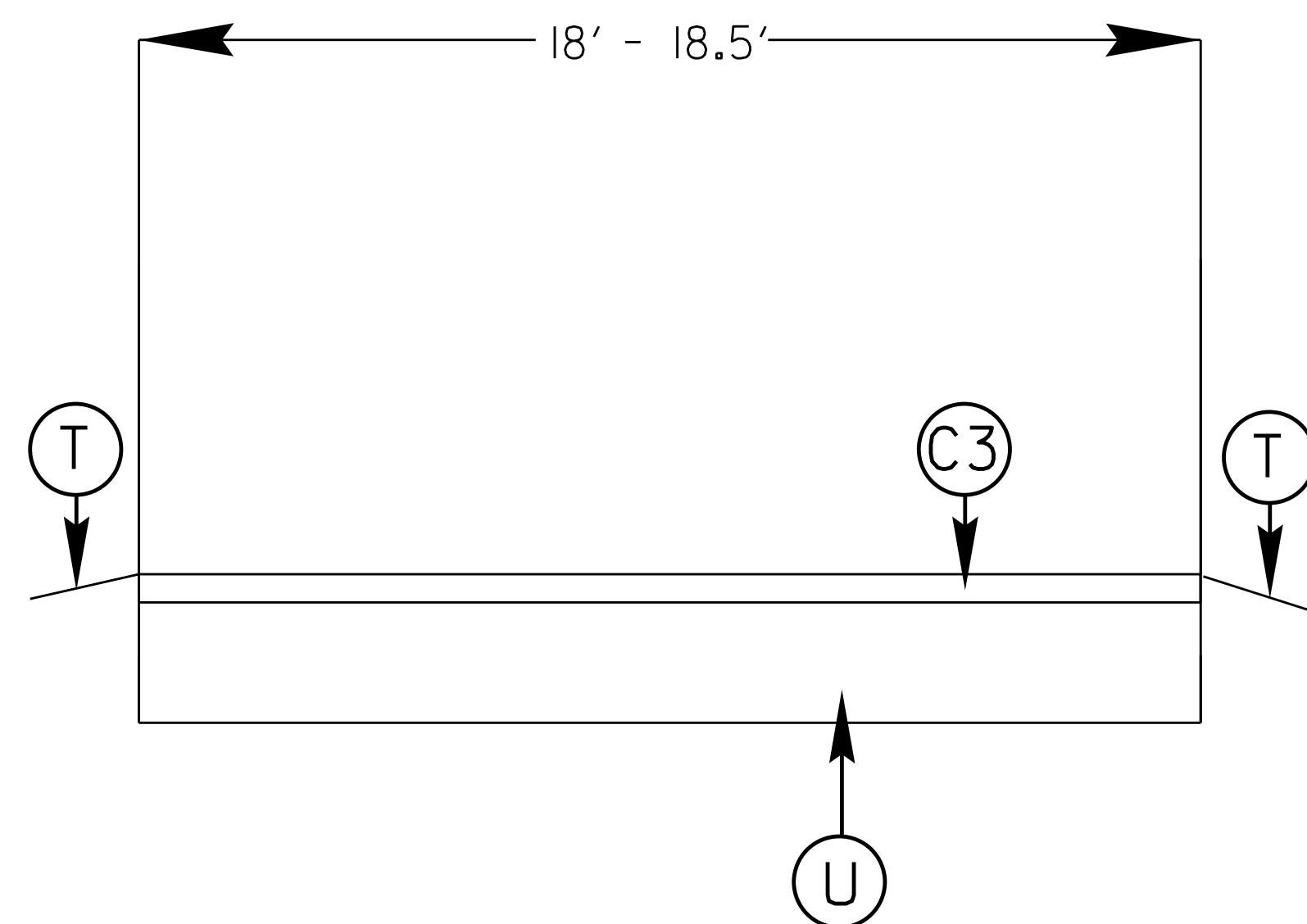
CONTRACT: DN01039

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2024CPT.14.04.10381	7	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
2024CPT.14.04.20381			
2024CPT.14.04.20871			

TYPICAL 1



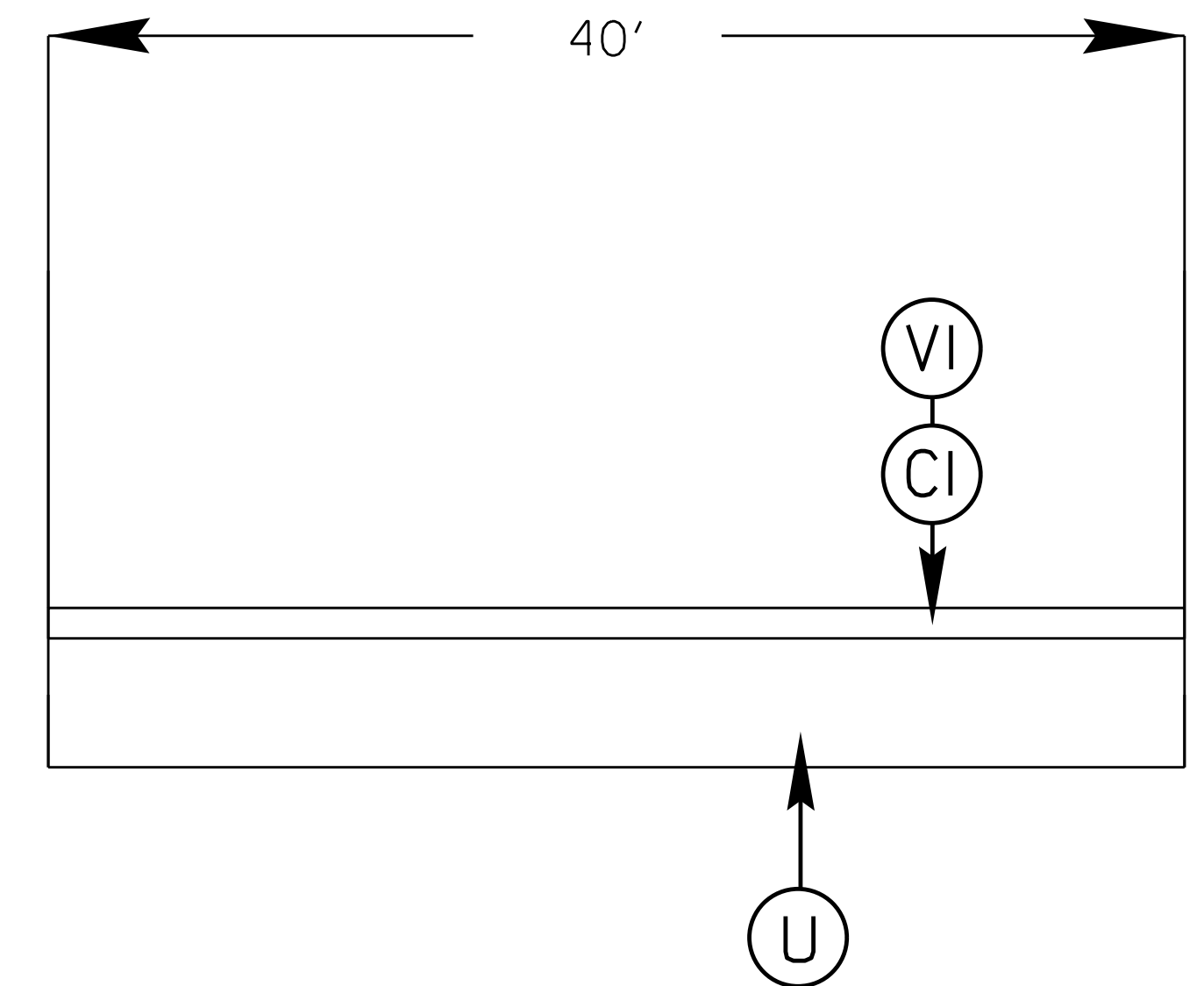
TYPICAL 2



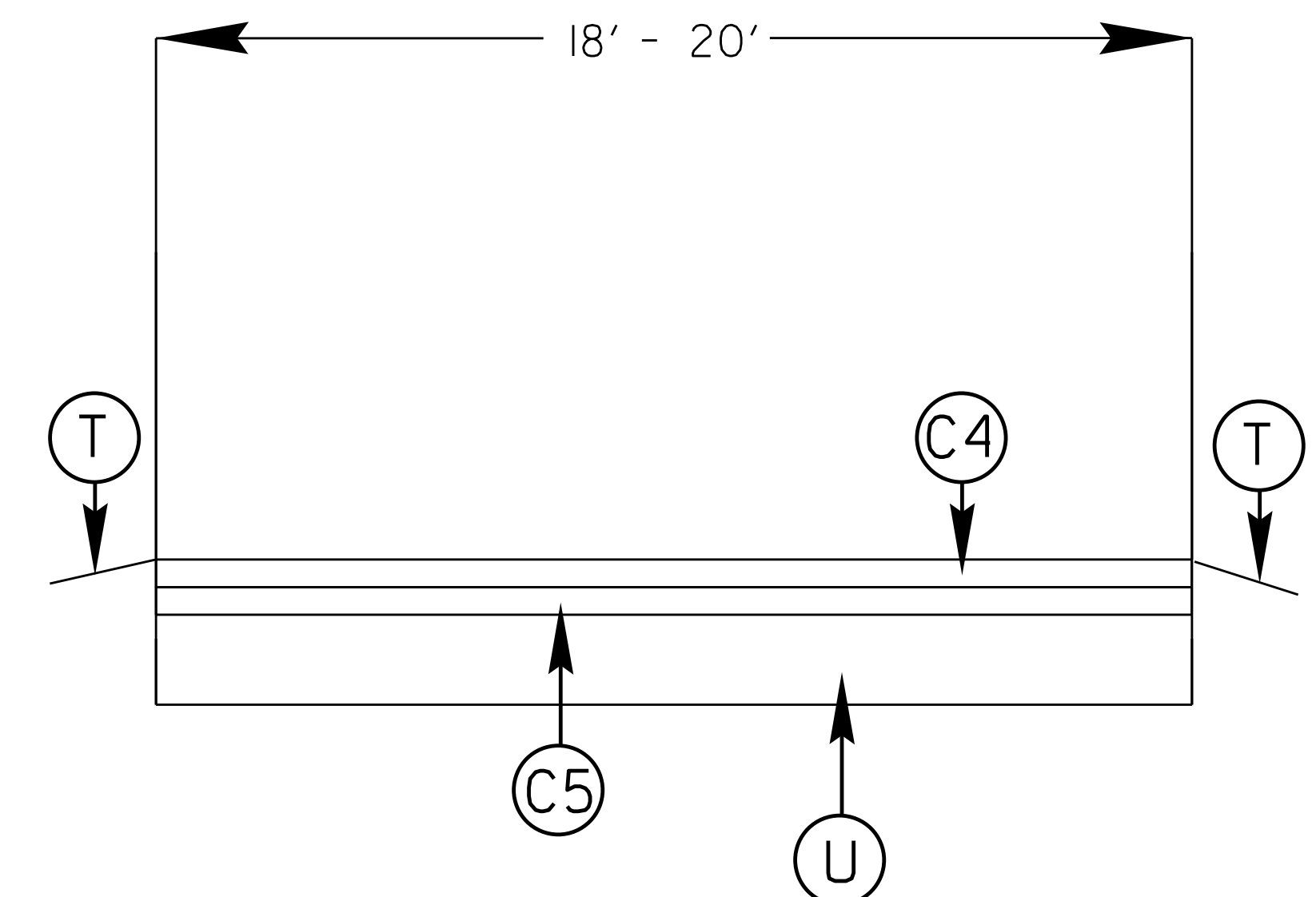
SURFACING SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, (LEVELING) TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C3	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, (LEVELING) TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C4	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C5	PROP. APPROX. 3/4" ASPHALT CONCRETE SURFACE COURSE, (LEVELING) TYPE S9.5B, AT AN AVERAGE RATE OF 83 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLED ASPHALT PAVEMENT 1.5" IN DEPTH IN DISTRESSED AREAS AS DIRECTED BY THE ENGINEER

TYPICAL 3



TYPICAL 4



CONTRACT: DN01039

09/08/09



PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.14.04.10381, 2024CPT.14.04.20381 2024CPT.14.04.20871,	8	

### 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	1245000000-E	1297000000-E	1503000000-E	1519000000-E	1520000000-E	1523000000-E	1575000000-E	1704000000-E	1840000000-E	2613000000-N	6000000000-E	6029000000-E	6117500000-N	7444000000-E	7456000000-E						
														SHOULDER RECONSTRUCTION	1½" MILLING	INTERMEDIATE COURSE, 119.0C	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	MILLED RUMBLE STRIPS (ASPHALT CEMENT CONCRETE)	REMOVE AND REPLACE CURB RAMPS	TEMPORARY SILT FENCE	SAFETY FENCE	CONCRETE WASHOUT STRUCTURE	INDUCTIVE LOOP	LEAD-IN CABLE						
														MI	FT																			
														SMI	SY	TONS	TONS	TONS	TONS	TONS	TONS	TONS	LF	EA	LF	LF	EA	LF	LF					
2024CPT.14.04.10381	Graham	1	US-129	FROM CHEROKE CL TO SR 1200	1	2	2WU	NO	NO	2.1	24	0	2.1	3.00				1,500	2,825	289	525	17,741												
<b>TOTAL FOR MAP NO. 1</b>										2.1				3.00				1,500	2,825	289	525	17,741												
<b>TOTAL FOR PROJ NO. 2024CPT.14.04.10381</b>										2.1		0	2.1	3.00				1,500	2,825	289	525	17,741												
2024CPT.14.04.20381	Graham	2	SR-1254 / E BUFFALO RD	FROM SR 1144 TO EOM	2	2	2WU	NO	NO	1.41	18.5	0	1.41	2.90				1,309		99	290													
<b>TOTAL FOR MAP NO. 2</b>										1.41				2.90				1,309		99	290													
2024CPT.14.04.20381	Graham	3	SR-1144 / E BUFFALO CIR	FROM US 129 TO US 129	2	2	2WU	NO	NO	2.23	18.5	0	2.23	4.46		455		2,032		179	530													
<b>TOTAL FOR MAP NO. 3</b>										2.23				4.46		455		2,032		179	530													
2024CPT.14.04.20381	Graham	4	SR-1142 / CROSS CREEK RD	FROM US 129 TO US 129	2	2	2WU	NO	NO	0.88	18	0	0.88	1.76				774		50														
<b>TOTAL FOR MAP NO. 4</b>										0.88				1.76				774		50														
<b>TOTAL FOR PROJ NO. 2024CPT.14.04.20381</b>										4.52		0	4.52	9.12		455		4,115		328	820													
2024CPT.14.04.20871	Swain	5	SR-1364 / EVERETT ST	FROM US 19 (MAIN ST) TO 0.02 MILES N. OF BRYSON ST	3	2	2WU	NO	NO	0.21	40	0.01	0.22		3,830				330	19			11	25	25	1	839	70						
<b>TOTAL FOR MAP NO. 5</b>										0.21					3,830				330	19		11	25	25	1	839	70							
2024CPT.14.04.20871	Swain	6	SR-1133 / BRUSH CREEK RD	FROM NC 28 TO SR 1132	4	2	2WU	NO	NO	1.73	18	0	1.73	3.50			1,324	1,055		157	40													
<b>TOTAL FOR MAP NO. 6</b>										1.73				3.50			1,324	1,055		157	40													
2024CPT.14.04.20871	Swain	7	SR-1311 / BUCKNER BRANCH RD	FROM SR 1318 TO SR 1320	4	2	2WU	NO	NO	0.92	20	5.74	6.66	1.85			782	623		108	342													
<b>TOTAL FOR MAP NO. 7</b>										0.92				1.85			782	623		108	342													
<b>TOTAL FOR PROJ NO. 2024CPT.14.04.20871</b>										2.86		5.75	8.61	5.35	3,830		2,106	1,678	330	284	382	11	25	25	1	839	70							
<b>GRAND TOTAL</b>										9.48		5.75	15.23	17.47	3,830	455	2,106	7,293	3,155	901	1,727	17,741	11	25	25	1	839	70						



TOTAL NO.

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	TEMPORARY CURB RAMPS
								MI	FT			
2024CPT.14.04.10381	Graham	1	US-129	FROM CHEROKE CL TO SR 1200	1	2	2WU	2.1	24	0	2.1	
<b>TOTAL FOR MAP NO. 1</b>								<b>2.1</b>		<b>0</b>	<b>2.1</b>	
<b>TOTAL FOR PROJ NO. 2024CPT.14.04.10381</b>												
2024CPT.14.04.20381	Graham	2	SR-1254 / E BUFFALO RD	FROM SR 1144 TO EOM	2	2	2WU	1.41	18.5	0	1.41	
<b>TOTAL FOR MAP NO. 2</b>								<b>1.41</b>				
2024CPT.14.04.20381	Graham	3	SR-1144 / E BUFFALO CIR	FROM US 129 TO US 129	2	2	2WU	2.23	18.5	0	2.23	
<b>TOTAL FOR MAP NO. 3</b>								<b>2.23</b>				
2024CPT.14.04.20381	Graham	4	SR-1142 / CROSS CREEK RD	FROM US 129 TO US 129	2	2	2WU	0.88	18	0	0.88	
<b>TOTAL FOR MAP NO. 4</b>								<b>0.88</b>				
<b>TOTAL FOR PROJ NO. 2024CPT.14.04.20381</b>								<b>4.52</b>		<b>0</b>	<b>4.52</b>	
2024CPT.14.04.20871	Swain	5	SR-1364 / EVERETT ST	FROM US 19 (MAIN ST) TO 0.02 MILES OF N. OF BRYSON ST	3	2	2WU	0.21	40	0.01	0.22	11.00
<b>TOTAL FOR MAP NO. 5</b>								<b>0.21</b>				<b>11</b>
2024CPT.14.04.20871	Swain	6	SR-1133 / BRUSH CREEK RD	FROM NC 28 TO SR 1132	4	2	2WU	1.73	18	0	1.73	
<b>TOTAL FOR MAP NO. 6</b>								<b>1.73</b>				
2024CPT.14.04.20871	Swain	7	SR-1311 / BUCKNER BRANCH RD	FROM SR 1318 TO SR 1320	4	2	2WU	0.92	20	5.74	6.66	
<b>TOTAL FOR MAP NO. 7</b>								<b>0.92</b>				
<b>TOTAL FOR PROJ NO. 2024CPT.14.04.20871</b>								<b>2.86</b>		<b>5.75</b>	<b>8.61</b>	<b>11</b>
<b>GRAND TOTAL</b>								<b>9.48</b>		<b>5.75</b>	<b>15.23</b>	<b>11</b>

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2024CPT.14.04.10381	10	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
2024CPT.14.04.20381			
2024CPT.14.04.20871			

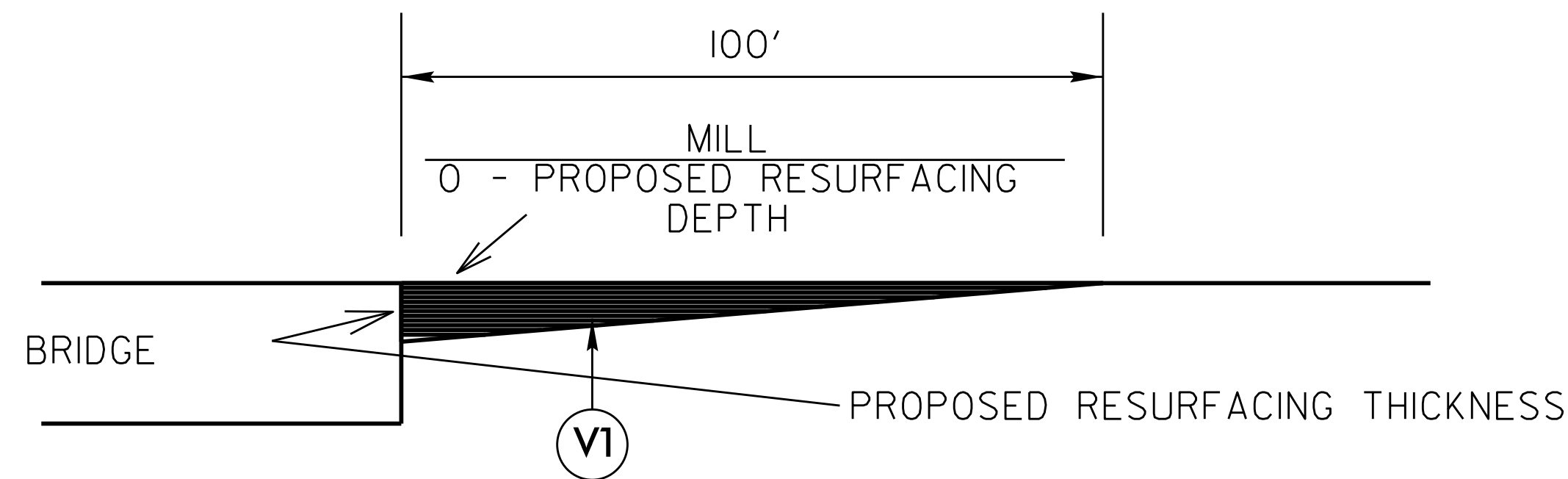
Bridge Milling Table							
Map #	Route No.	Road Name	County	Structure No.	Posted SV (Tons)	Posted TTST (Tons)	Pave Across Bridge
5	SR 1364	Everett St	Swain	860129	99	99	No
6	SR 1133	Brush Creek Rd	Swain	860060	41	99	*Yes

\* 1.25 Surface Course Only

CONTRACT: DN01039

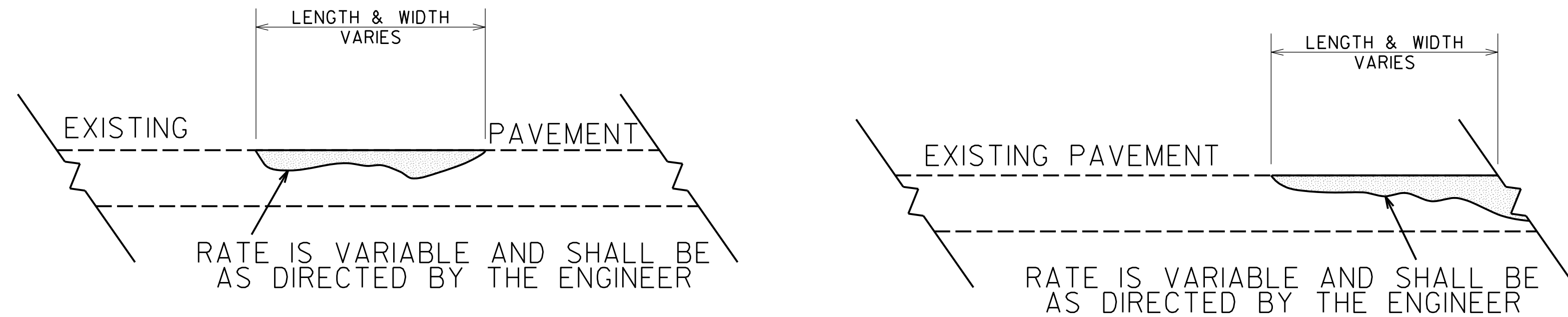
09/08/09

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2024CPT.14.04.10381	111	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
2024CPT.14.04.20381			
2024CPT.14.04.20871			



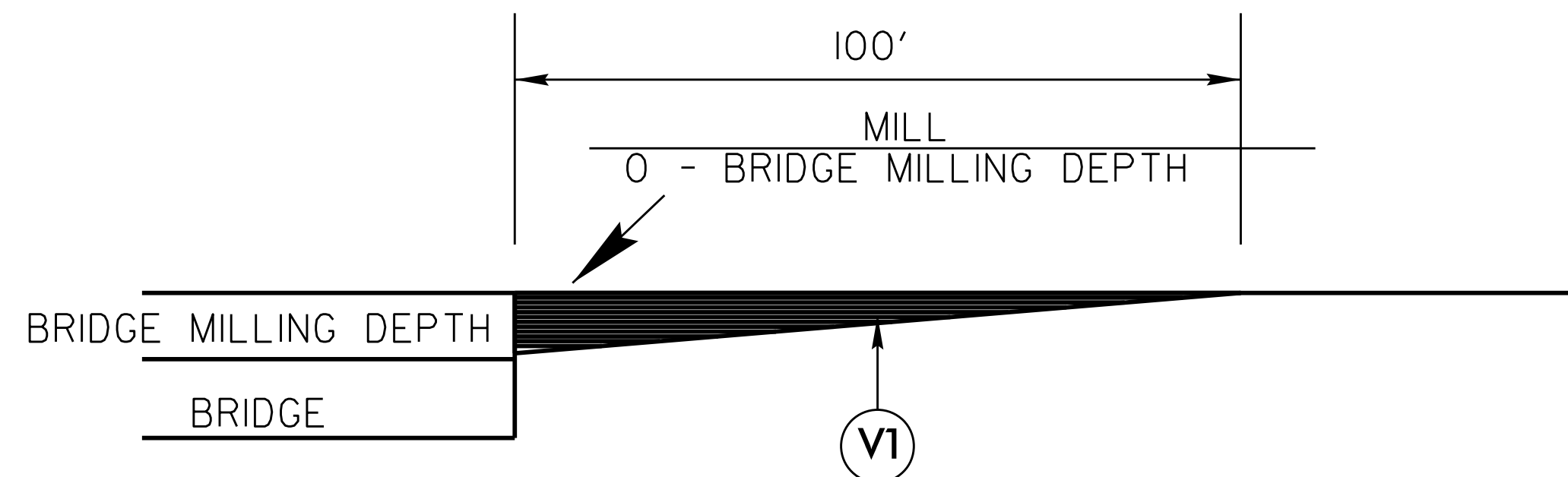
**MILLING DETAIL AT BRIDGE APPROACHES**

**WHERE BRIDGES WILL NOT BE RESURFACED. THIS WILL BE PAID FOR AS 0"- 1 1/2" MILLING.**



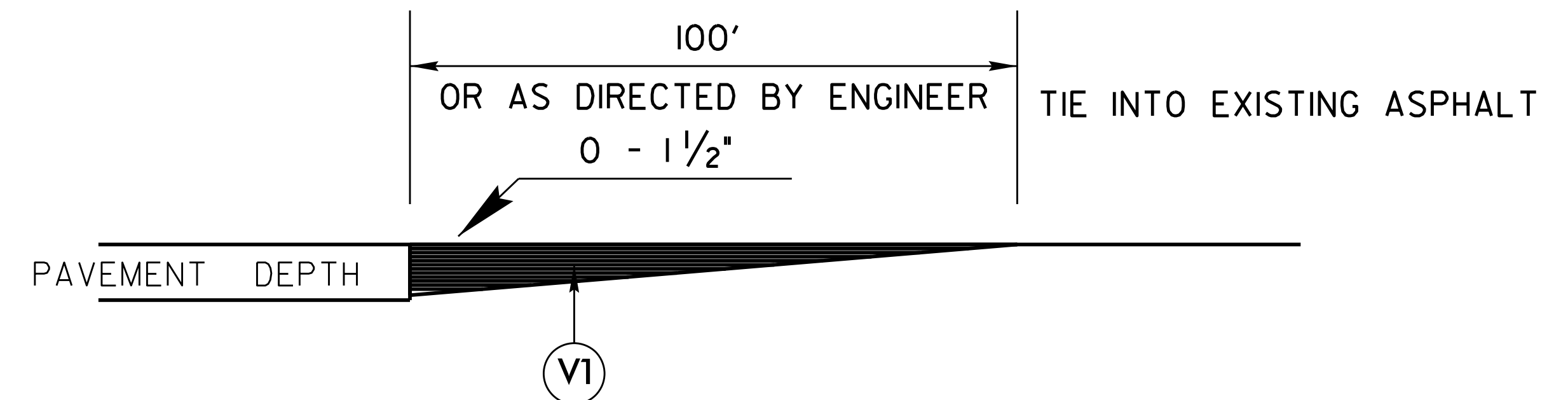
**DETAIL SHOWING METHOD OF WEDGING**

**\*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 0"- 1 1/2" MILLING.**



**DETAIL TO TIE INTO EXIST PAVEMENT**

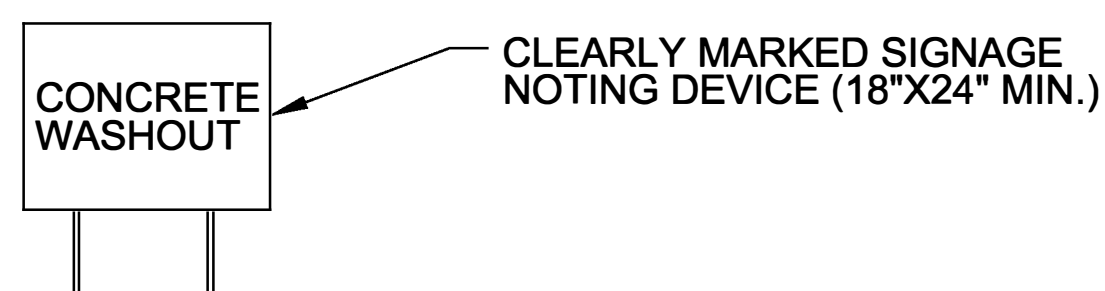
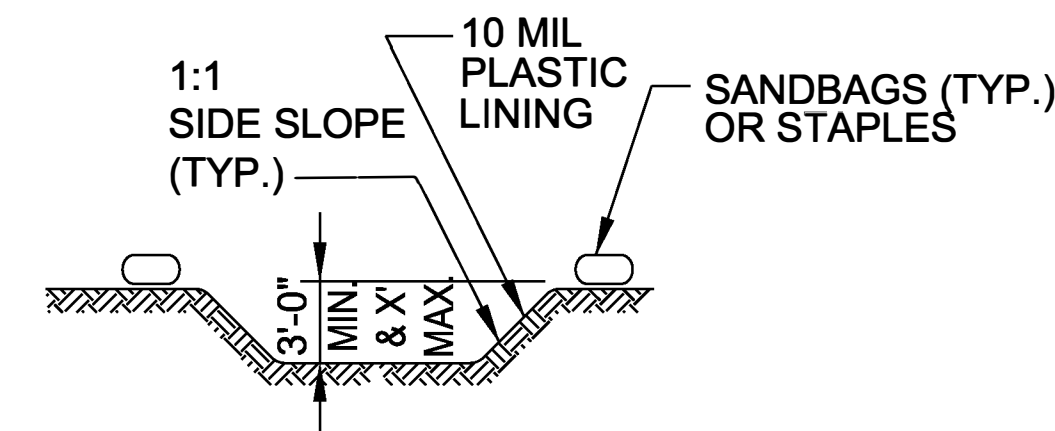
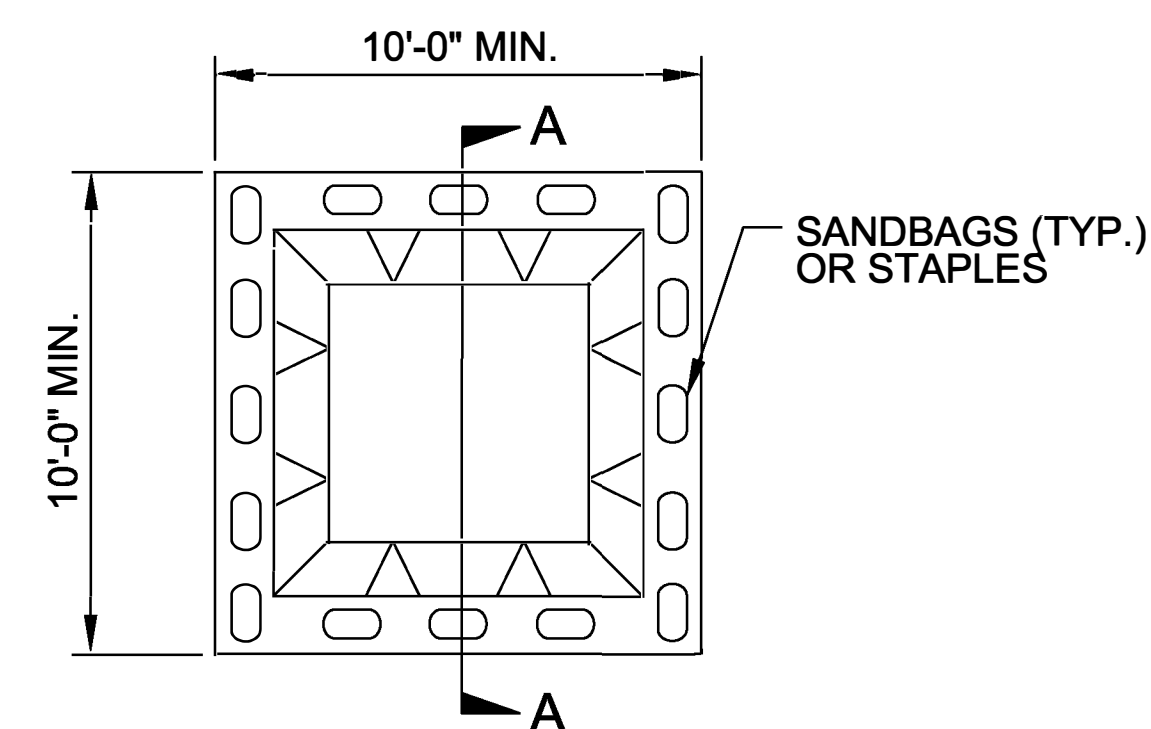
**THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP. THIS WILL BE PAID FOR AS 0-1 1/2" MILLING.**

CONTRACT: DN01039

09/08/09

PROJECT REFERENCE NO.	SHEET NO.
2024CPT.14.04.10381	12
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

## ONSITE CONCRETE WASHOUT STRUCTURE WITH LINER



### SECTION A-A

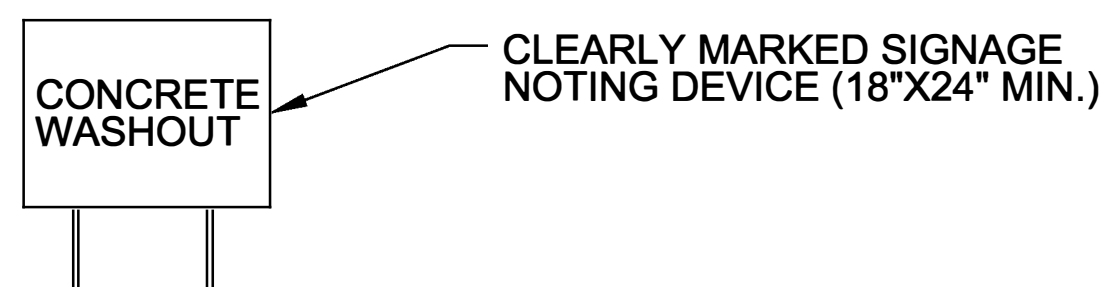
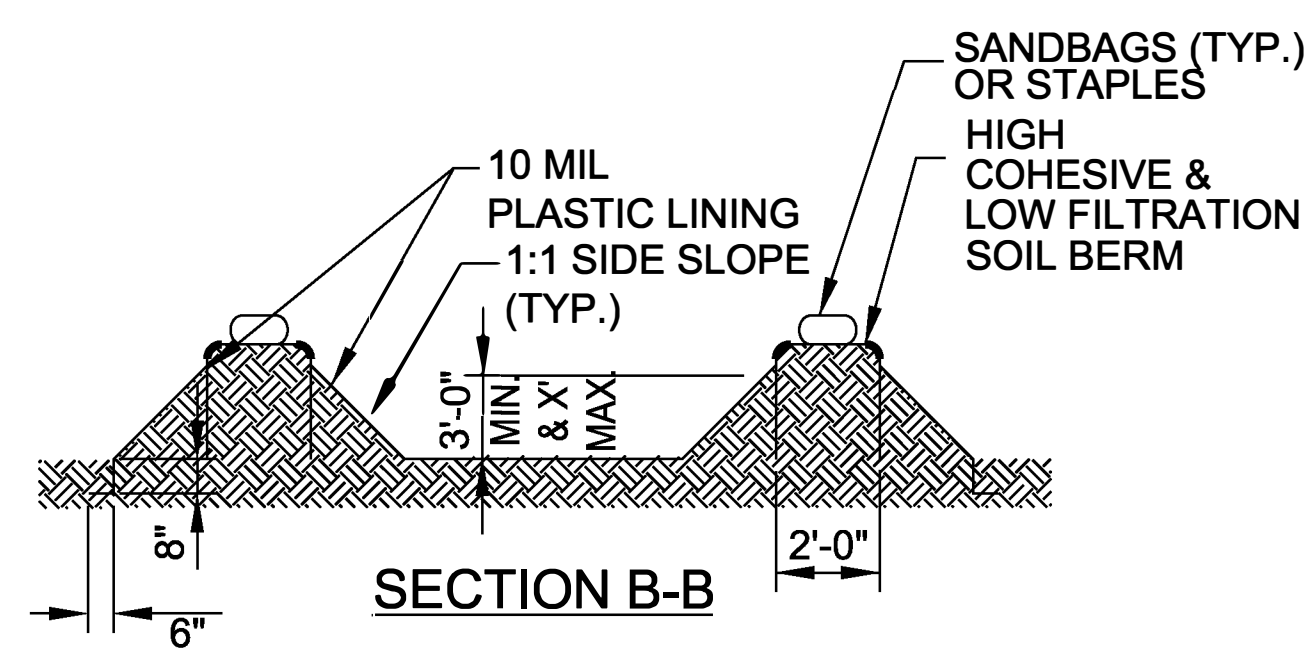
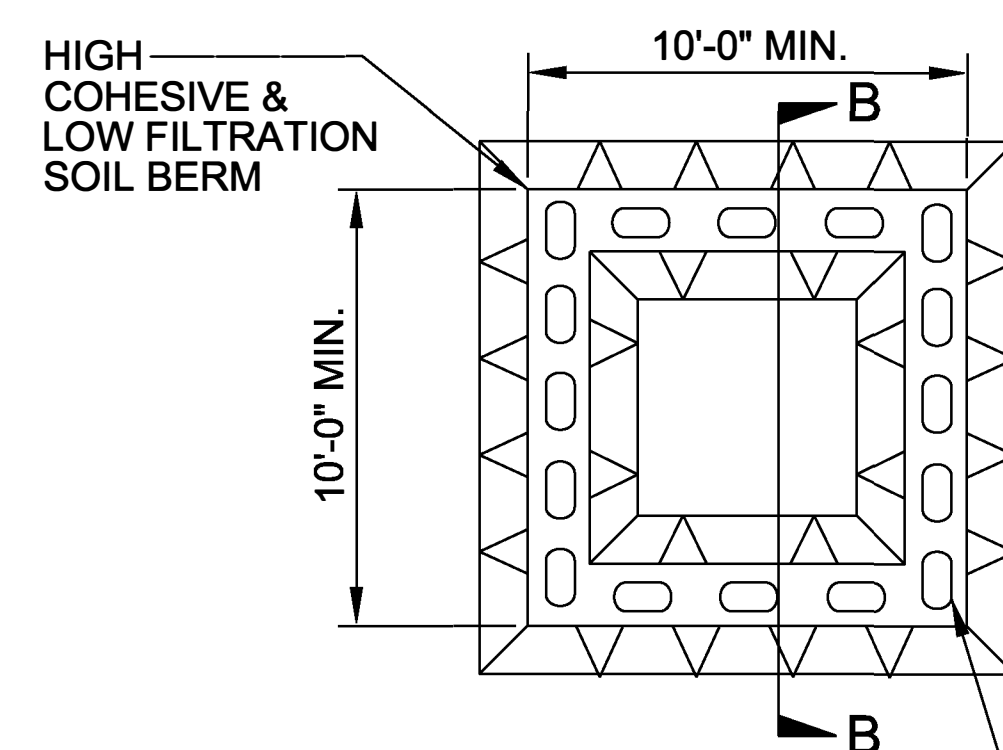
**NOTES:**

1. ACTUAL LOCATION DETERMINED IN FIELD
2. THE CONCRETE WASHOUT STRUCTURES SHALL BE MAINTAINED WHEN THE LIQUID AND/OR SOLID REACHES 75% OF THE STRUCTURES CAPACITY.
3. CONCRETE WASHOUT STRUCTURE NEEDS TO BE CLEARLY MARKED WITH SIGNAGE NOTING DEVICE.

PLAN

## BELOW GRADE WASHOUT STRUCTURE

NOT TO SCALE



**NOTES:**

1. ACTUAL LOCATION DETERMINED IN FIELD
2. THE CONCRETE WASHOUT STRUCTURES SHALL BE MAINTAINED WHEN THE LIQUID AND/OR SOLID REACHES 75% OF THE STRUCTURES CAPACITY TO PROVIDE ADEQUATE HOLDING CAPACITY WITH A MINIMUM 12 INCHES OF FREEBOARD.
3. CONCRETE WASHOUT STRUCTURE NEEDS TO BE CLEARLY MARKED WITH SIGNAGE NOTING DEVICE.

PLAN

## ABOVE GRADE WASHOUT STRUCTURE

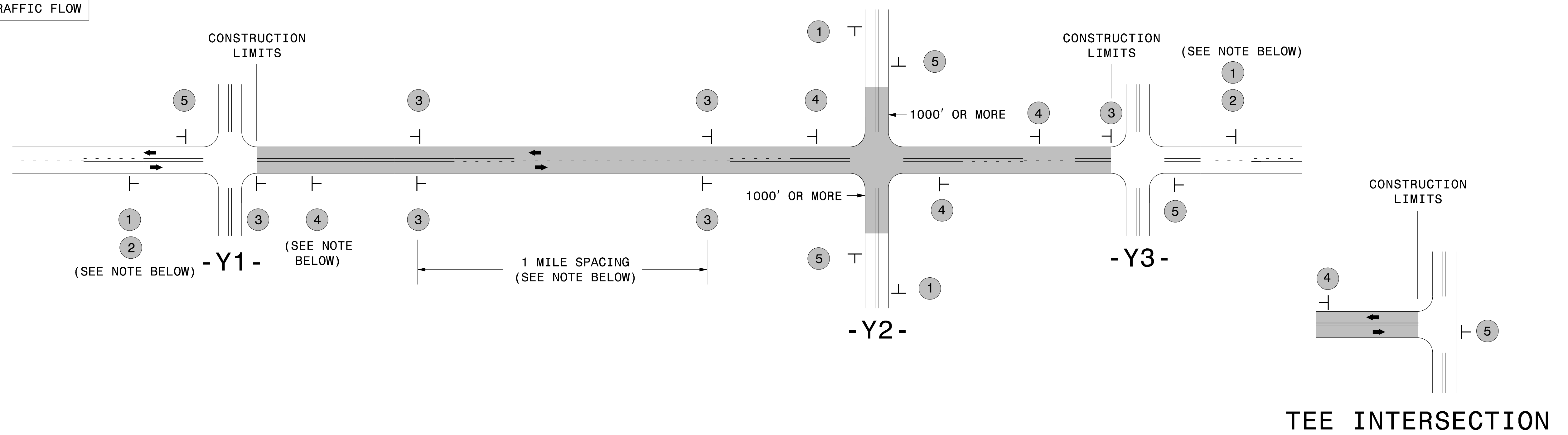
NOT TO SCALE

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

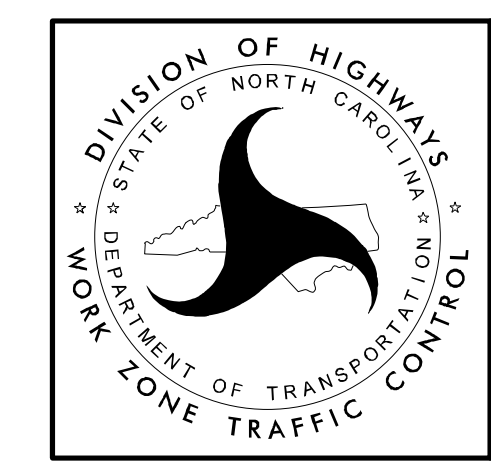
## -Y- LINE SIGNING

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><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, 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.      PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 NEXT XX MILES 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	 LOW/SOFT SHOULDER 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	 ROAD UNDER CONST 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	 END ROAD WORK 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**