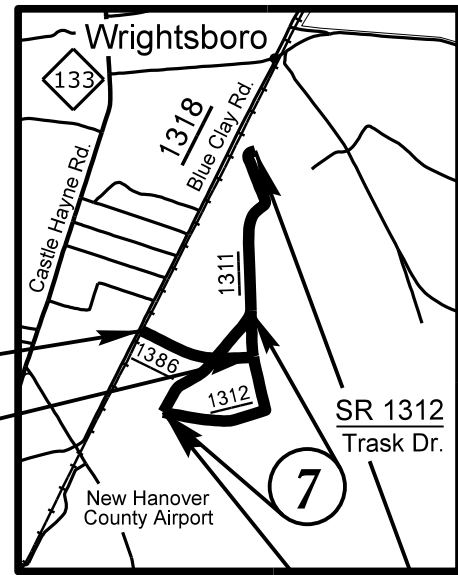
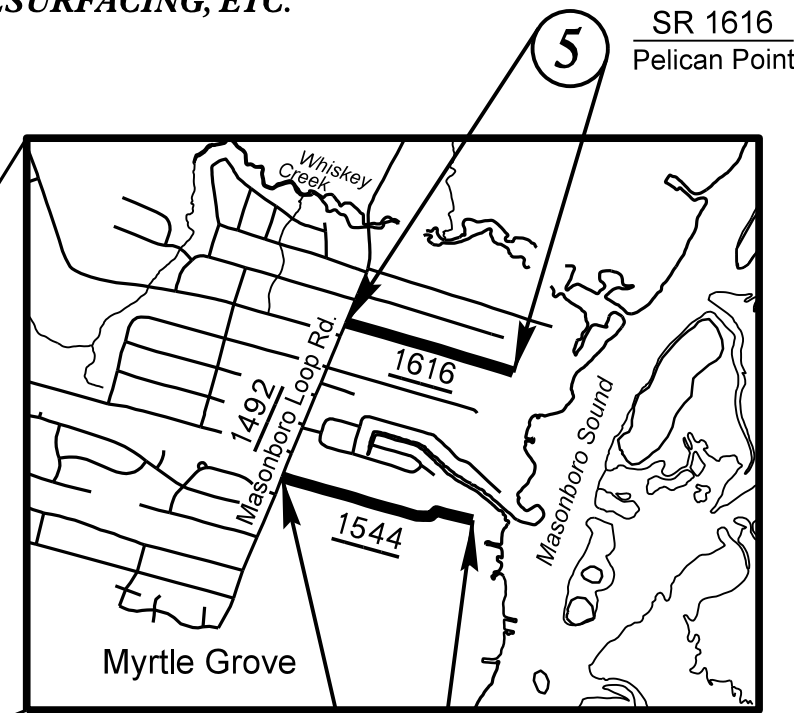
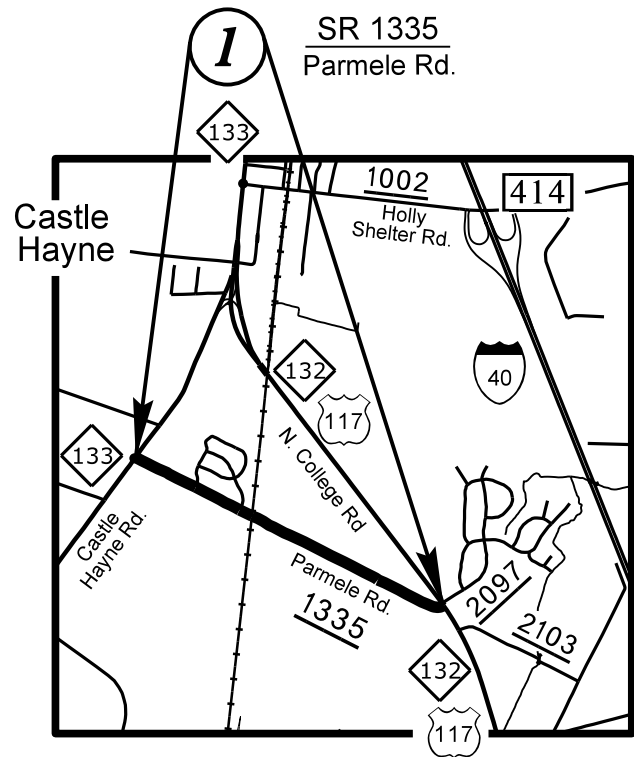
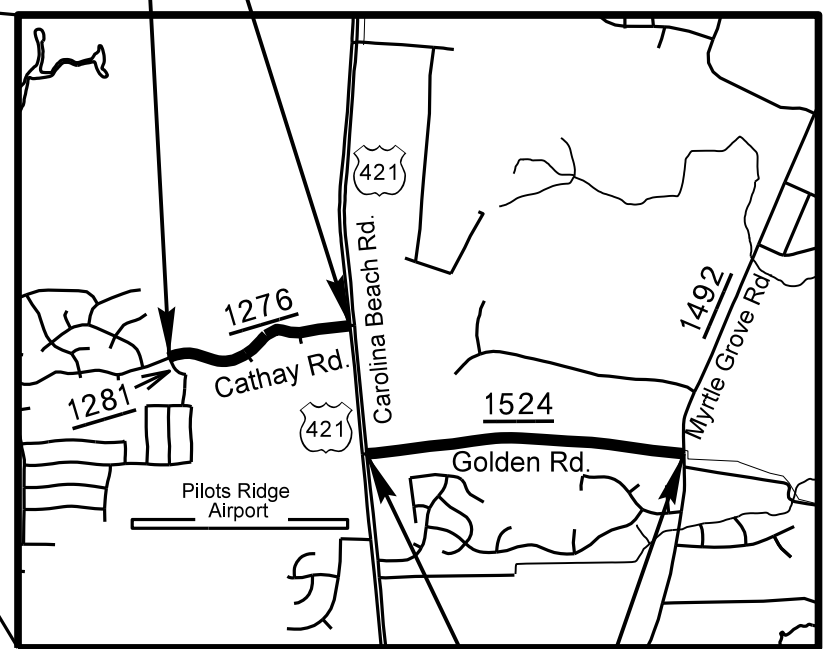


# NEW HANOVER COUNTY

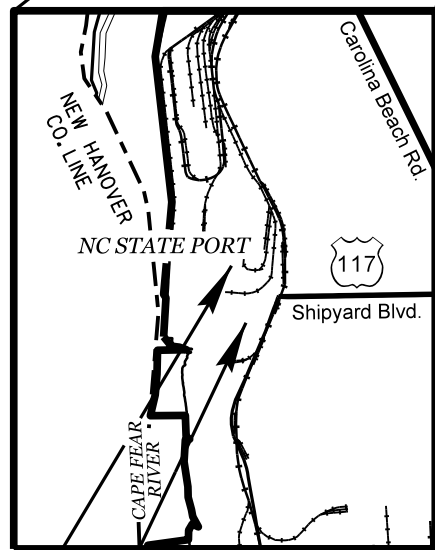
LOCATION: 8 SECTIONS OF SECONDARY ROADS & NC STATE PORT  
 TYPE OF WORK: MILL PATCHING, MAT COAT & RESURFACING, ETC.



SR 1276  
Cathay Rd.



SR 1386  
Hall Dr.



NEW HANOVER COUNTY

SR 1544  
Friendly Ln.

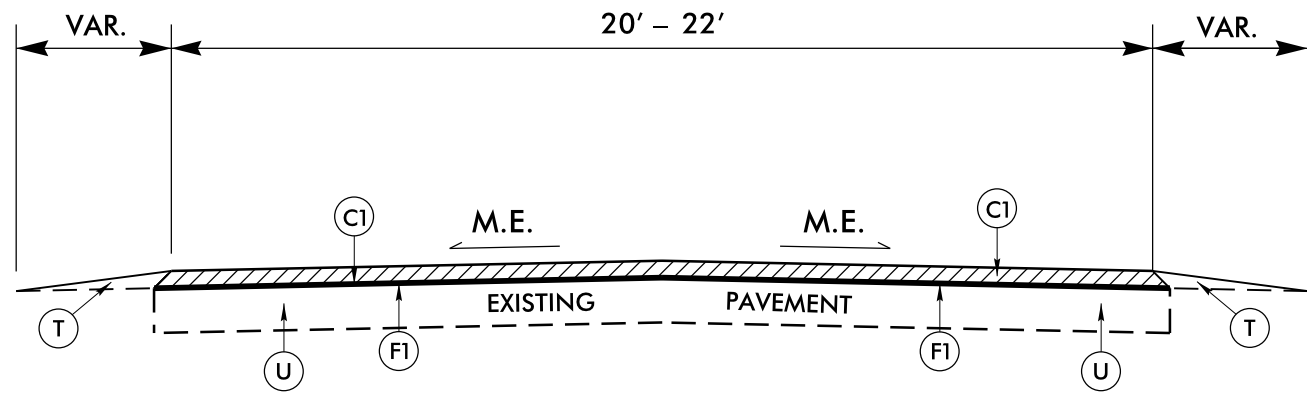
INDEX OF SHEETS	
SHEET NO.	SHEET
1	INDEX OF SHEETS & TITLE SHEET
2 - 13	PAVEMENT SCHEDULE, TYPICAL SECTIONS & DETAIL SHEETS
14 - 16	SUMMARY OF QUANTITIES
17	TRAFFIC CONTROL DETAIL

SR 1311  
Gardner Dr.

SR 1524  
Golden Rd.

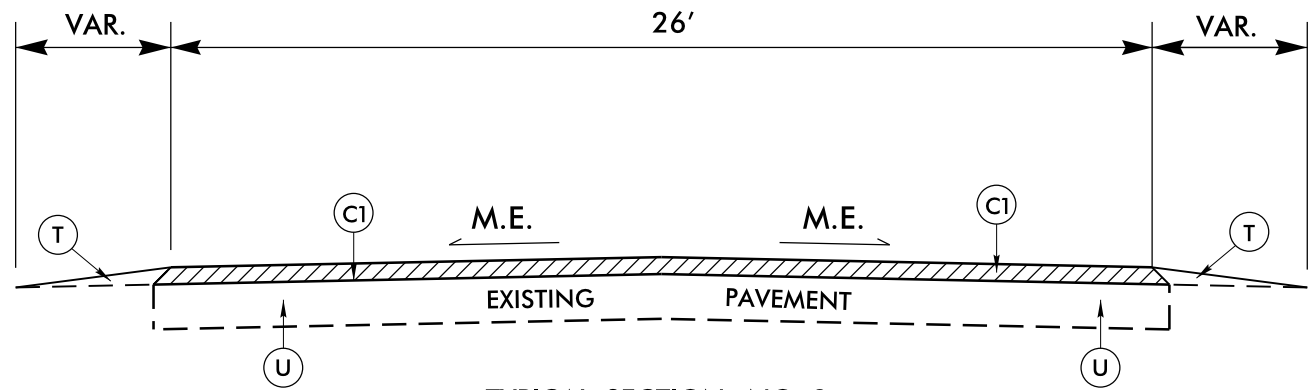
MAPS N.T.S.

REVISIONS  
 10-JUL-2016 08:10 Data\2016 Resurfacing\New Hanover County\2016CPT.03.07.20651.NH & NC State Port Resurf\2016CPT.03.07.20651, E.tc.Rdy.tsh.dgn  
 \$\$\$BLSERNAME\$\$\$



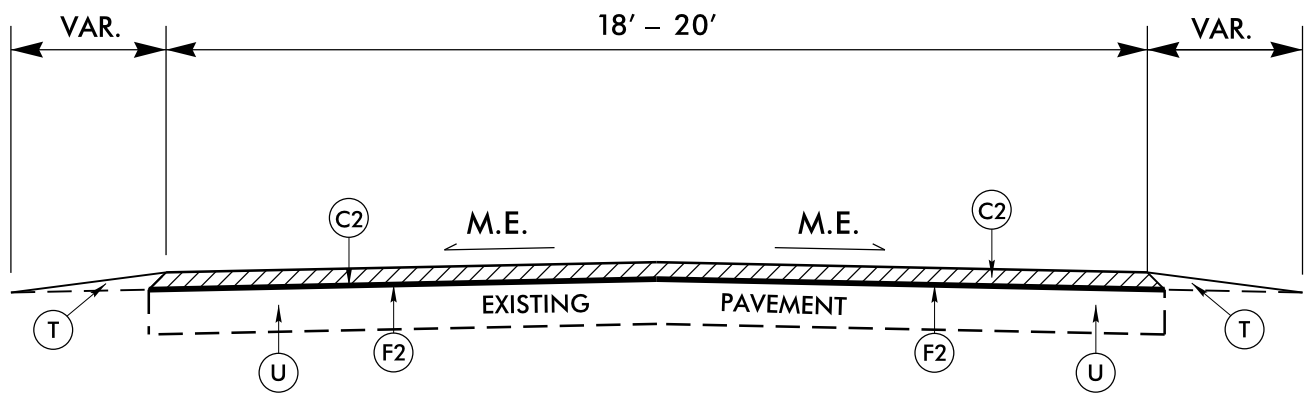
**TYPICAL SECTION NO. 1**

MAP NO. 1                      MAP NO. 3  
 SR 1335 (PARMELE RD.)    SR 1524 (GOLDEN RD.)  
 MP 0.00 – MP 1.23        MP 0.00 – MP 0.81



**TYPICAL SECTION NO. 2**

MAP NO. 2  
 SR 1276 (CATHAY RD.)  
 MP 0.00 – MP 0.49



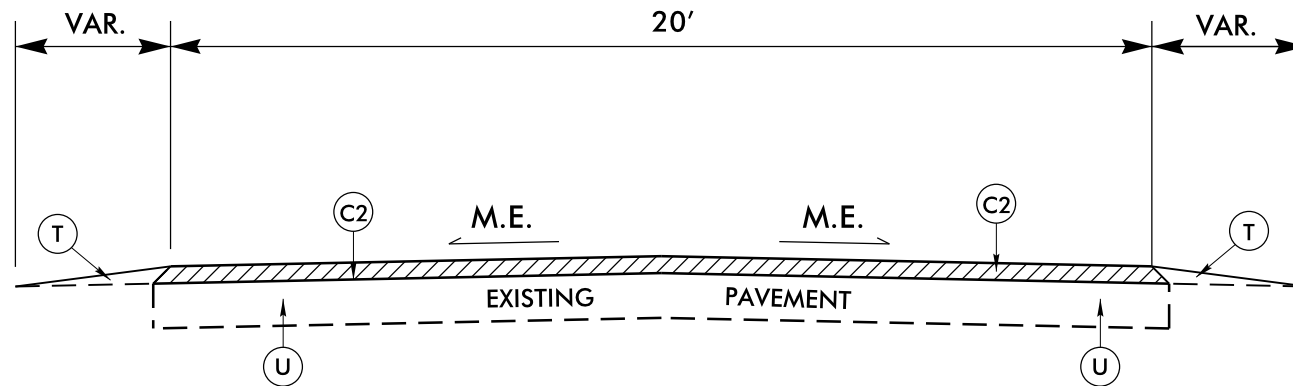
**TYPICAL SECTION NO. 3**

MAP NO. 4  
 SR 1544 (FRIENDLY LN.)  
 MP 0.00 – MP 0.52

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.
C2	PROP. APPROX. 1¼" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 138 LBS. PER SQ.YD.
F1	ASPHALT SERVICE TREATMENT - MAT COAT #67 STONE
F2	ASPHALT SERVICE TREATMENT - MAT COAT #78M STONE
R1	REMOVE & REPLACE CONCRETE MONOLITHIC ISLAND
R2	6" x 9" EXISTING ASPHALT CURB
T	EARTH MATERIAL (SHOULDER RECONSTRUCTION)
U	EXISTING PAVEMENT

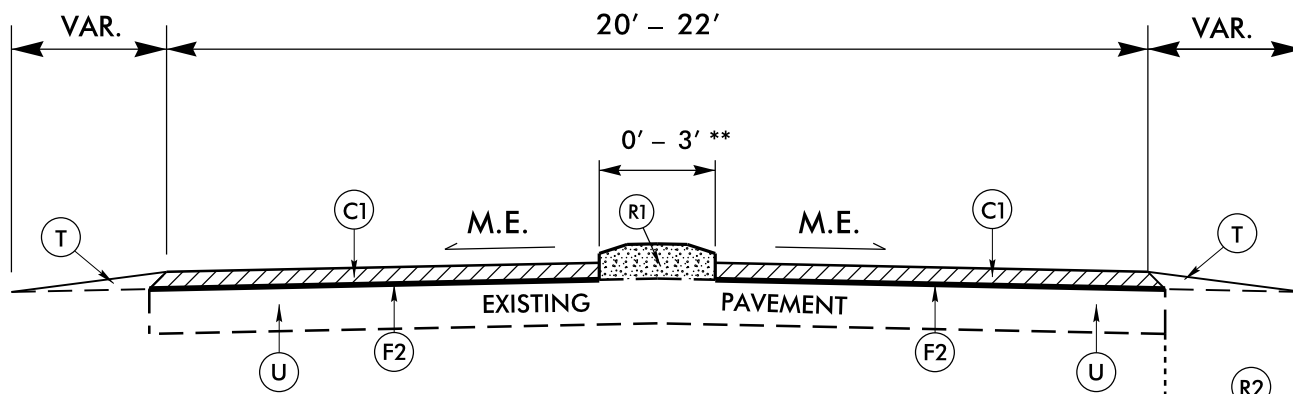
PAVEMENT EDGE SLOPES ARE 1:1, EXCEPT FINAL SURFACE COURSE. SEE SHOULDER WEDGE DETAIL.  
 SEE STD. DRAWING 1205.01, SHEET 2 OF 2, TABLE 1 FOR EDGE LINE OFFSETS.

REVISIONS  
 10-JUL-2016 09:25  
 C:\Resurfacing\New Highway\County\2016CPT.03.07.20651.NH & NC State Port Resurf\2016CPT.03.07.20651.Etc.Bdy.TYP.dgn  
 \$\$\$BLSRNGM\$\$\$



**TYPICAL SECTION NO. 4**

MAP NO. 5  
SR 1616 (PELICAN PT.)  
MP 0.00 – MP 0.45



**TYPICAL SECTION NO. 5**

MAP NO. 6  
SR 1386 (HALL DR.)  
MP 0.00 – MP 0.43

MAP NO. 7 \*\*  
SR 1312 (TRASK DR.)  
MP 0.00 – MP 0.74

MAP NO. 7 \*\*  
SR 1312 (TRASK DR.)  
MP 0.00 – MP 0.03

MAP NO. 8  
SR 1311 (GARDNER DR.)  
MP 0.00 – MP 1.11

PAVEMENT SCHEDULE	
C1	1 1/2" S9.5B
C2	1 1/4" SF9.5A
F2	AST MAT COAT #78M STONE
R1	CONC. MONOLITHIC IS.
R2	6" x 9" ASPHALT CURB
T	SH. RECONSTR.
U	EXISTING PAVEMENT

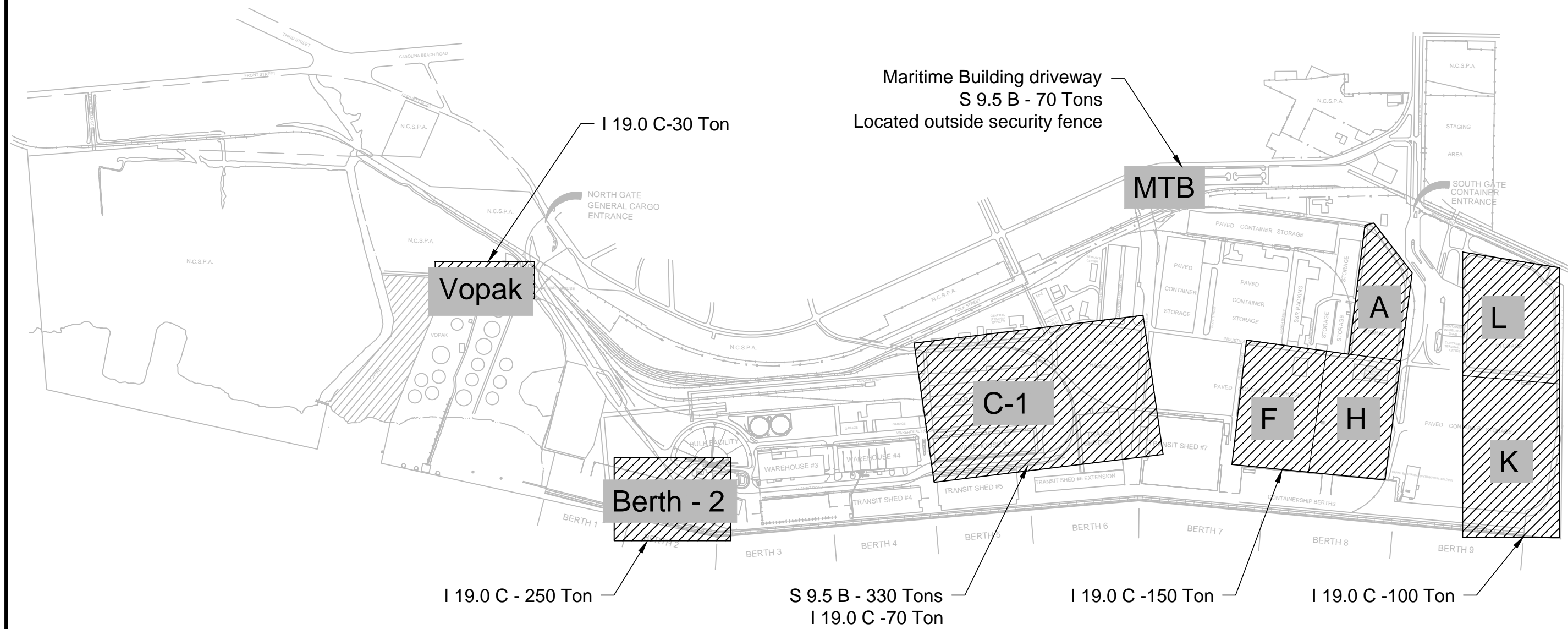
PAVEMENT EDGE SLOPES ARE 1:1, EXCEPT FINAL SURFACE COURSE.  
SEE SHOULDER WEDGE DETAIL.

SEE STD. DRAWING 1205.01, SHEET 2 OF 2, TABLE 1 FOR EDGE LINE  
OFFSETS.

REVISIONS

I:\JUL-2016\_09-27 Data\2016 Resurfacing\New Highway County\2016CPT.03.07.20651.NH & NC State Port Resurf\2016CPT.03.07.20651.Etc.Edge\_TYP.dgn  
 8/17/99  
 \$\$\$BLSRNGM\$\$\$

# PROPOSED DOT PAVING 2015



## NOTES;

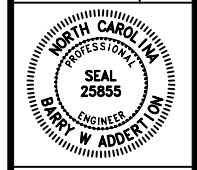
1. All areas are approximate locations and quantities are subject to change.
2. All repairs are 2" - 2 1/2" mill / fill.
3. Assume 400 Tons S9.5B and 600 Tons I19.0C  
- Total Tonnages ≈ 1000 tons.
4. Full road closures not allowed without coordination with (NCSPA Operations).



REV	DESCRIPTION	DATE	ISSUED BY	APP BY
A	ISSUED FOR REVIEW	7/7/2015	JRL	
	ISSUED BY			

NORTH CAROLINA STATE PORTS AUTHORITY  
DEPARTMENT OF ENGINEERING AND MAINTENANCE  
PO BOX 9002  
WILMINGTON, NC 28402  
MARK A. BLAKE, P.E. DIRECTOR

DESIGNED BY: NAME  
DRAWN BY: NAME  
CHECKED BY: NAME  
RDM  
PROJ. MAN. NAME



NORTH CAROLINA STATE PORTS AUTHORITY  
Asphalt Patching Locations  
Proposed DOT Paving - 2015  
Port of Wilmington

SHEET# 1  
SCALE: AS SHOWN  
PROJECT #?????, #????? (C)

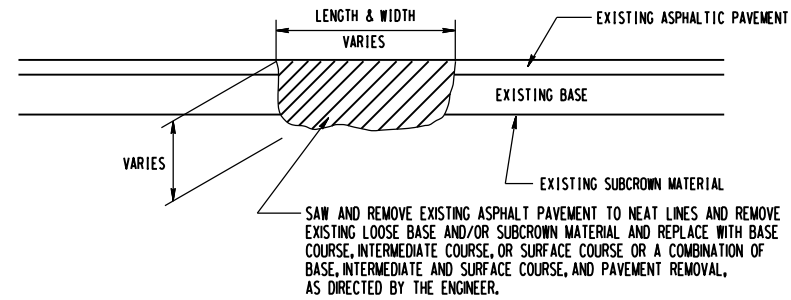
A-1

The North Carolina State Ports Authority does not and cannot guarantee the accuracy of this drawing(s). Use of the information and data contained within this drawing(s) is at your sole risk. If you rely on this information on this drawing you are responsible for ensuring by independent verification its accuracy, currency or completeness.

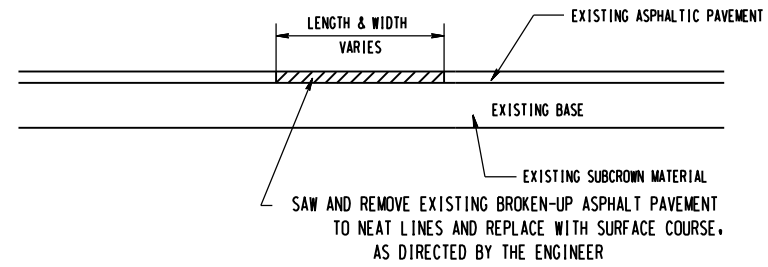
DETAILS OF REPAIRING EXISTING PAVEMENT PRIOR TO RESURFACING FOR FULL DEPTH AND MILLING



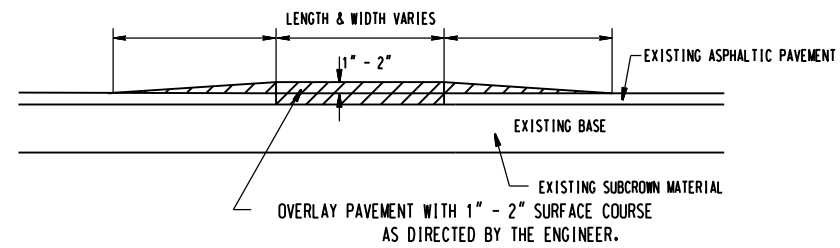
DETAIL NO. 1



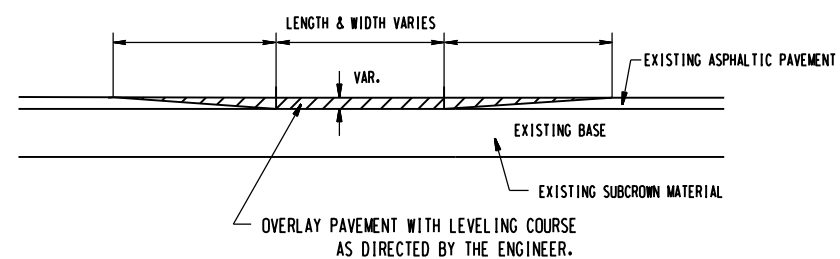
DETAIL NO. 2



DETAIL NO. 3



DETAIL NO. 4



DETAIL NO. 5

REVISIONS

20-APP-2015-1156  
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 \$\$\$SUNRISE\$\$\$

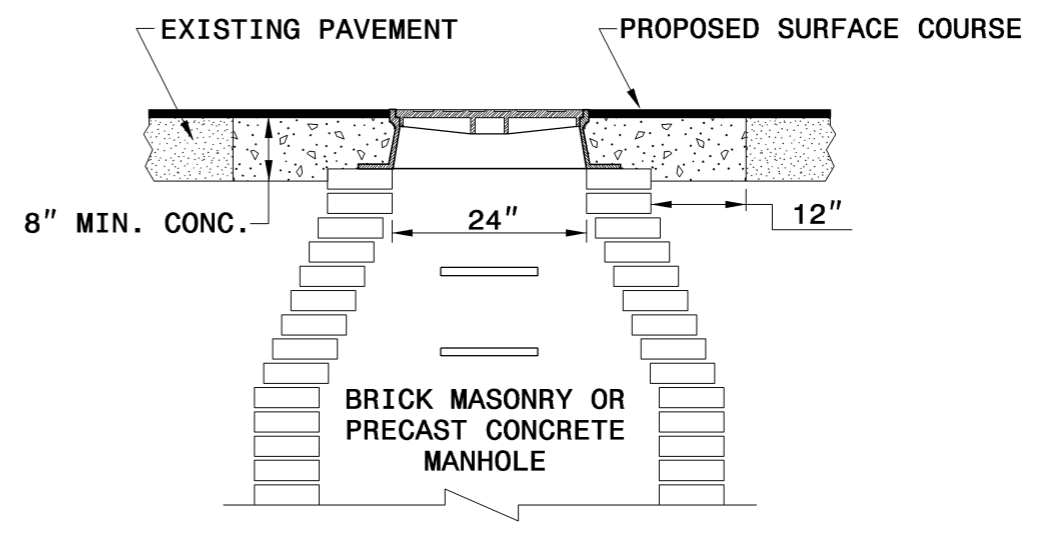
STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

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

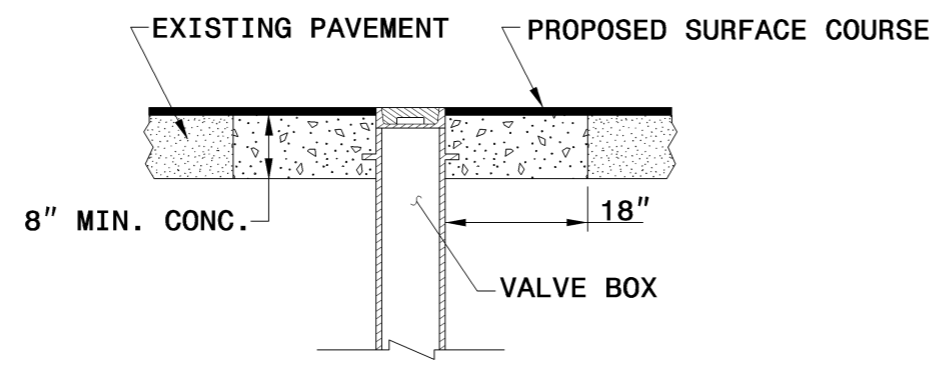
SHEET 1 OF 1  
**840D55**

**GENERAL NOTES:**

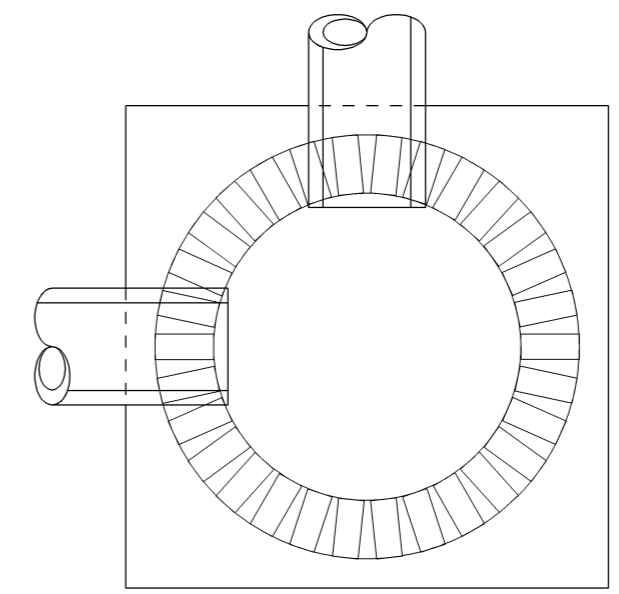
1. USE RAPID SET GROUT, MORTAR, OR CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.
2. REMOVE ALL FAULTY EXISTING BRICKWORK AND REPLACE WITH NEW BRICK MASONRY.
3. SHEER CUT EXCAVATION FOR THE ADJUSTMENT ON ALL SIDES.
4. FILL AREA BELOW 8" DEPTH WITH 78M OR NO. 57 CLEAN STONE.
5. MIX MORTAR TO NCDOT SPECIFICATIONS.
6. MORTAR JOINTS 1/2" +/- 1/8"



**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**

SHEET 1 OF 1  
**840D55**

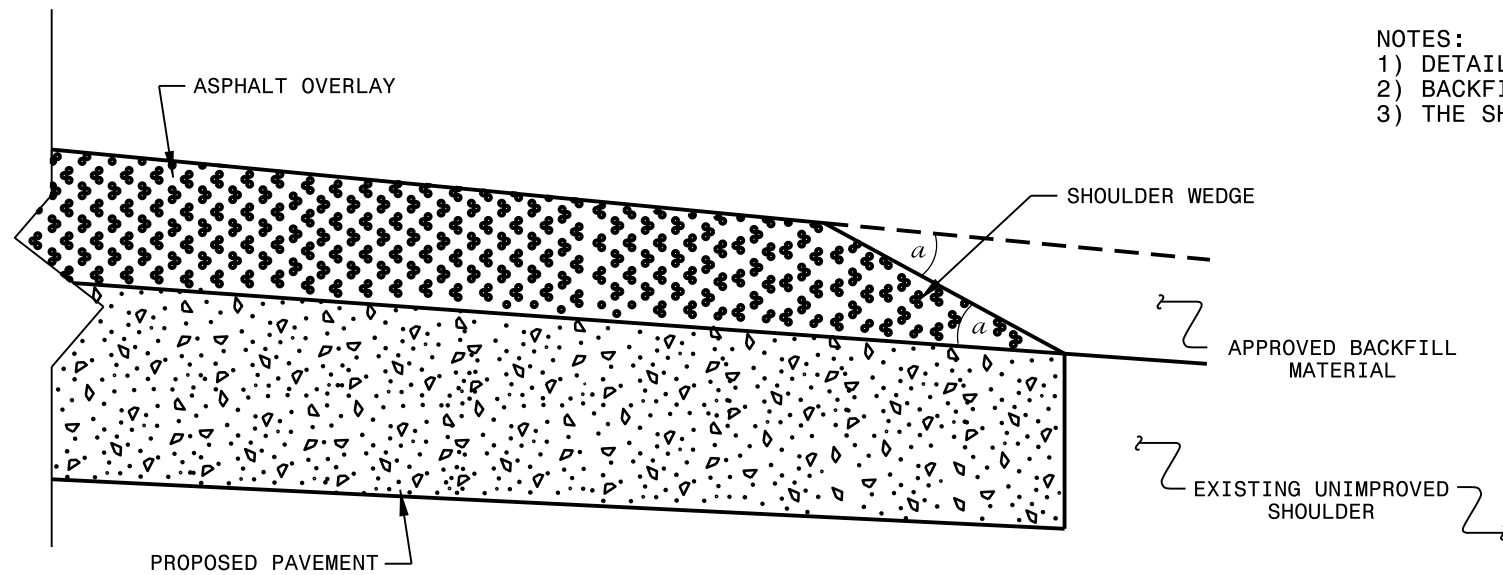
**PROJECT SERVICES UNIT  
STANDARDS AND SPECIAL DESIGN**  
Office 919-250-4128 FAX 919-250-4119

**SEE PLATE FOR TITLE**

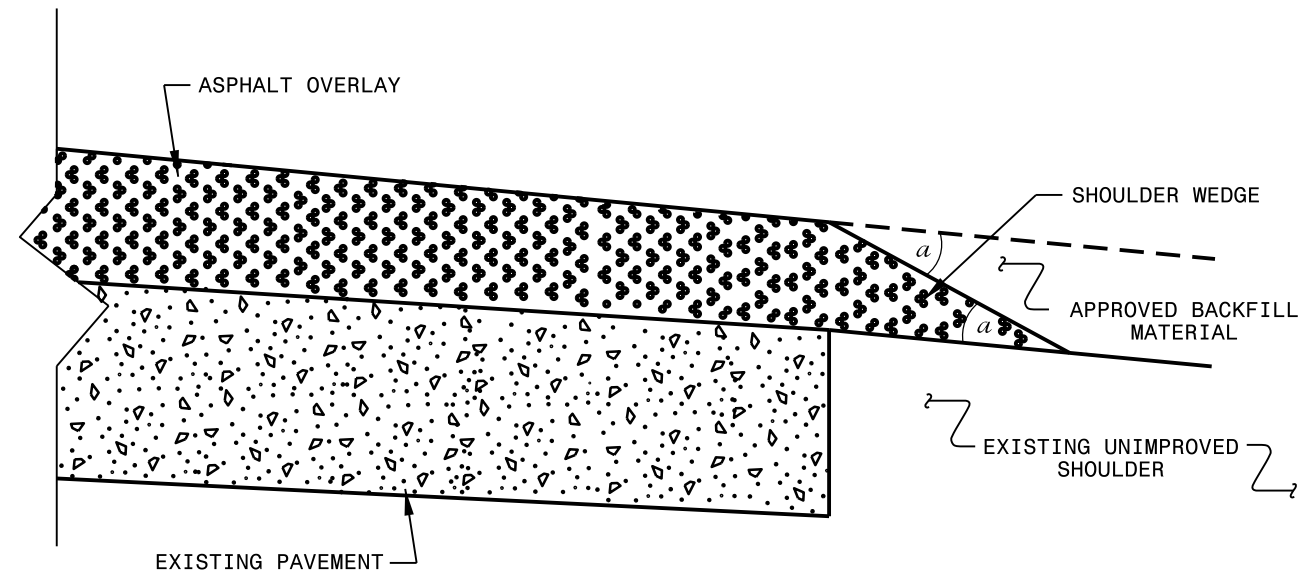
ORIGINAL BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
MODIFIED BY: E.E. WARD DATE: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
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07-DEC-2005 14:25 S:\Contracts\Contractors\Special Details\ericward\usr\details\stand\840d55.dgn ericward AT P5222293

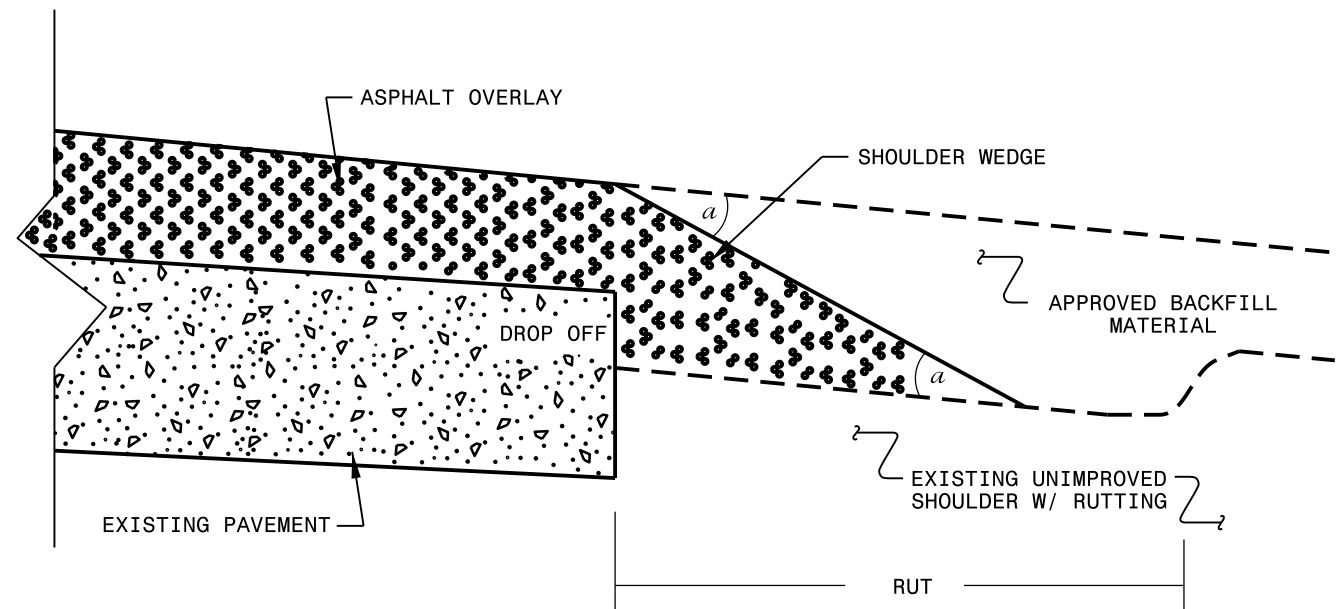
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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.: susr/details/stand/shoulderwedgedetail.dgn	

SYSTEMS DESIGN  
 USER NAME

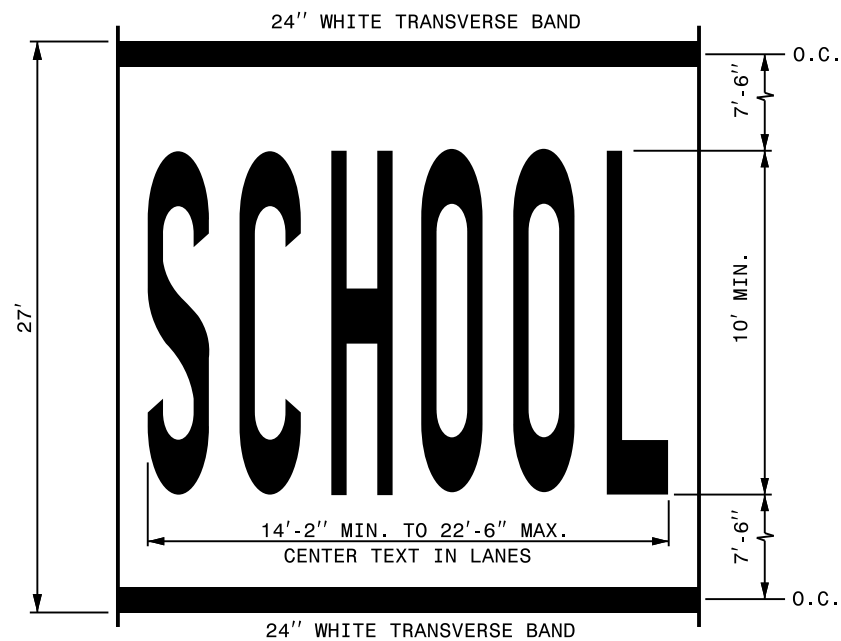
STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

1-12

ENGLISH DETAIL DRAWING FOR  
**PAVEMENT MARKINGS**  
SYMBOLS AND WORD MESSAGES

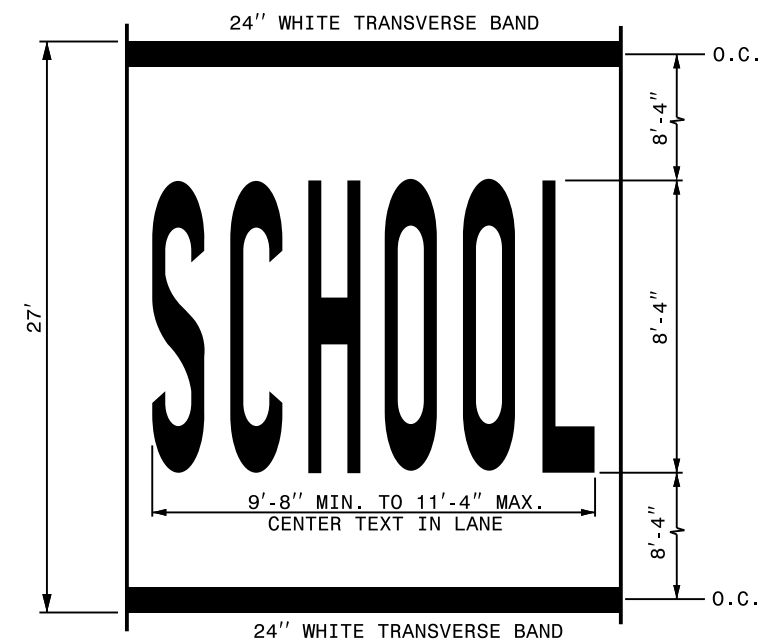
REVISED 9/14/11  
SHEET 3 OF 8  
**1205D08**

**MULTI-LANE WIDTH "SCHOOL"**

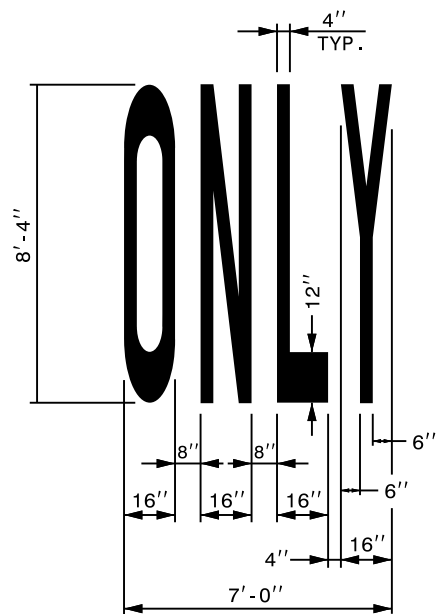


LETTER HEIGHT = 10' MIN.  
LETTER WIDTH = 20"  
SPACING = 10" MIN./30" MAX. (USE EQUAL SPACING BETWEEN LETTERS)  
NOTE: THE TWO-LANE PAVEMENT MARKING DIMENSIONS OF "SCHOOL" SHOWN IN PART 7 OF THE MUTCD MAY ALSO BE USED.

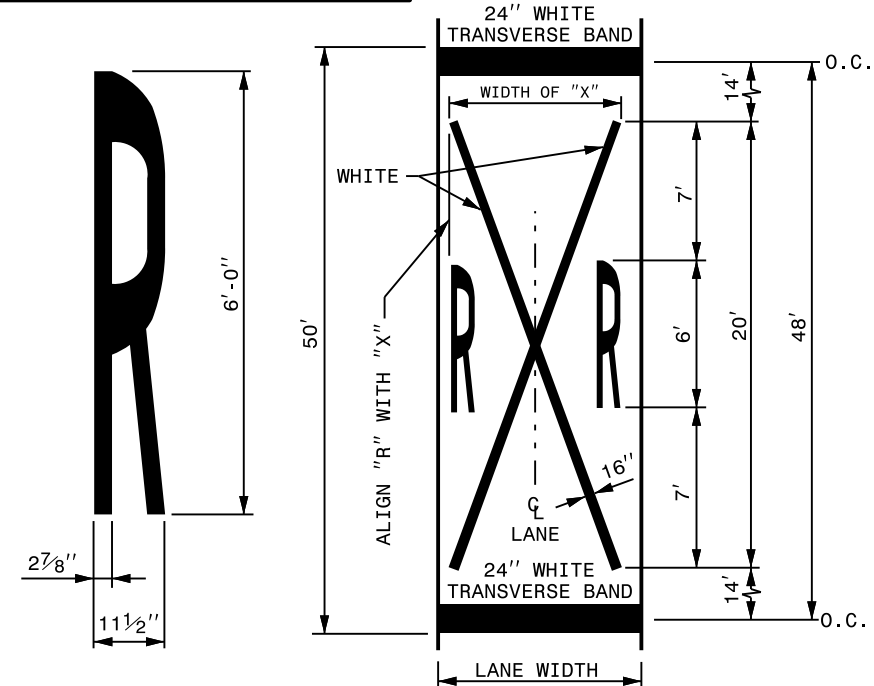
**SINGLE LANE WIDTH "SCHOOL"**



LETTER HEIGHT = 8'-4"  
LETTER WIDTH = 16"  
SPACING = 4" MIN./8" MAX. (USE EQUAL SPACING BETWEEN LETTERS)



**RAILROAD RXR SYMBOL**



LANE WIDTH (FEET)	WIDTH OF "X" (FEET)
8' ≤ W ≤ 9'	7'
9' < W ≤ 12'	8'
W > 12'	10'

- GENERAL NOTES:
- 1- THE SCHOOL PAVEMENT MARKING CONSISTS OF SIX (6) CHARACTERS. THE TWO (2) 24" TRANSVERSE BANDS WILL BE PAID FOR UNDER A SEPARATE PAY ITEM. REFER TO ROADWAY STANDARD DRAWING 1205.10 FOR ADDITIONAL PAVEMENT MARKING GUIDANCE.
  - 2- PAVEMENT MARKING ADVANCE OF A HIGHWAY-RAIL CROSSING SHALL CONSIST OF TWO (2) CHARACTERS AND TWO (2) 16" LINES (FORMING AN X) WHICH ARE PAID FOR UNDER TWO SEPARATE PAY ITEMS. THE TWO (2) 24" TRANSVERSE BANDS WILL BE PAID FOR UNDER A SEPARATE PAY ITEM. REFER TO ROADWAY STANDARD DRAWING 1205.11 FOR ADDITIONAL PAVEMENT MARKING GUIDANCE.

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

1-12

ENGLISH DETAIL DRAWING FOR  
**PAVEMENT MARKINGS**  
SYMBOLS AND WORD MESSAGES

REVISED 9/14/11  
SHEET 3 OF 8  
**1205D08**

**CONTRACT STANDARDS AND DEVELOPMENT UNIT**  
Office 919-707-6950 FAX 919-250-4119

**SEE TITLE BLOCK**

ORIGINAL BY: J. HOWERTON DATE: 10/5/11  
MODIFIED BY: DATE:  
CHECKED BY: DATE:  
FILE SPEC.: s:\oel\12 Stds to Special Details\560d01

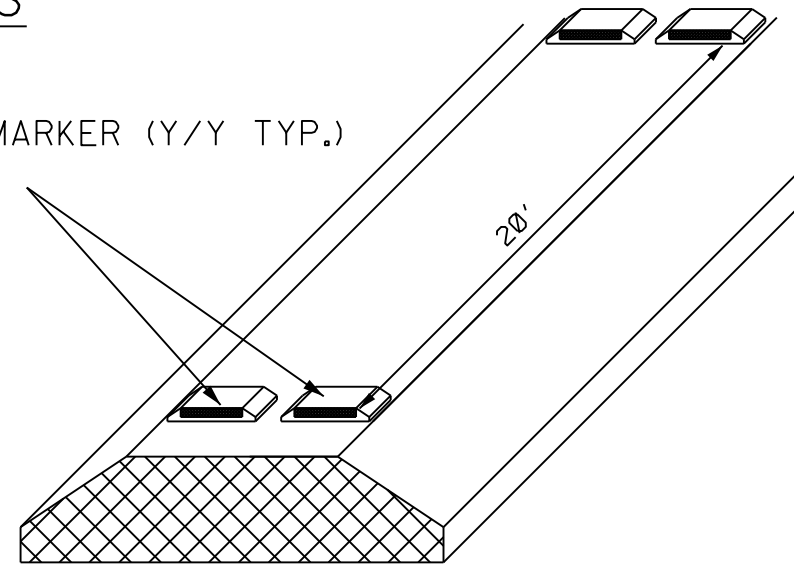
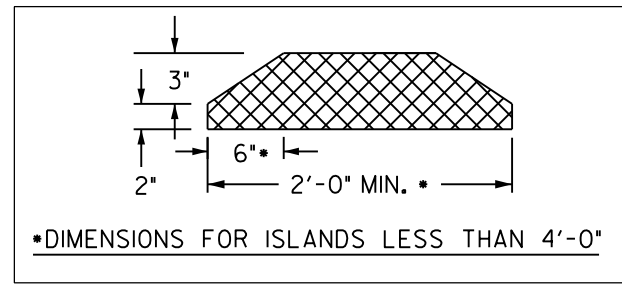
26-OCT-2011 4:41 PM C:\Users\jhowerton\Documents\Standard Drawings\Details in Lieu of Standards\Division 12\1205D0803 Revised 9-14-11.dgn



# PAVEMENT MARKER DETAIL

## PAVEMENT MARKER DETAIL FOR CONCRETE ISLANDS

RAISED PAVEMENT MARKER (Y/Y TYP.)  
(STD. DWG 1251.01)



MONOLITHIC CONCRETE ISLAND  
(SEE STANDARD DRAWINGS 852.01, 852.02, & 852.06 FOR DETAILS.)

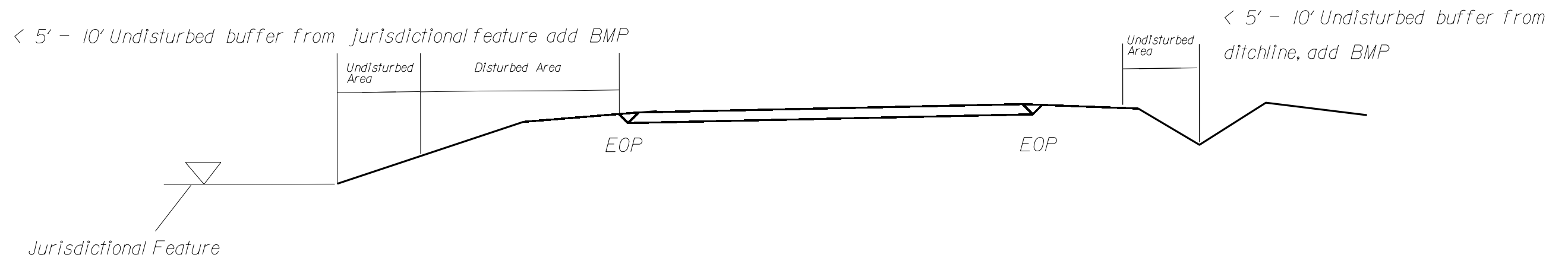
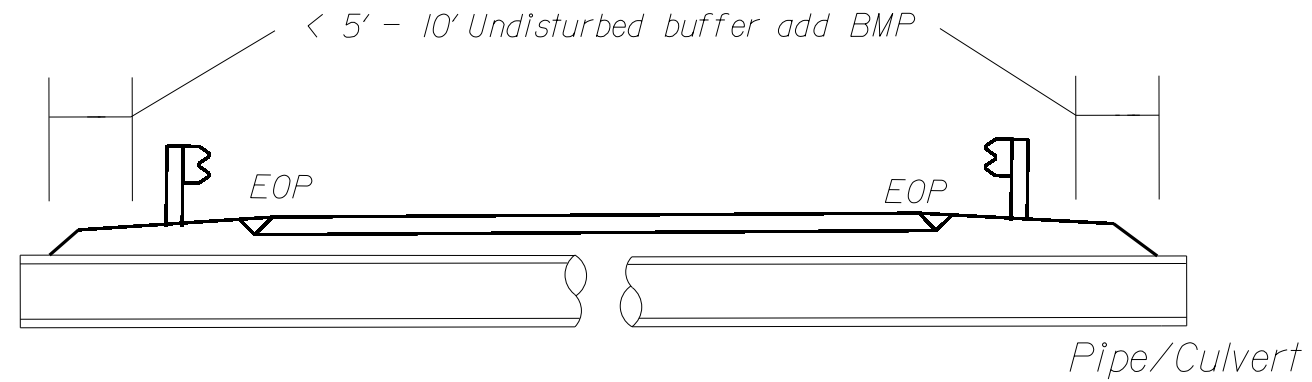
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 \$\$\$SUSPENSE\$\$\$

8/17/99

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

BMP Options: Wattle or Silt Fence

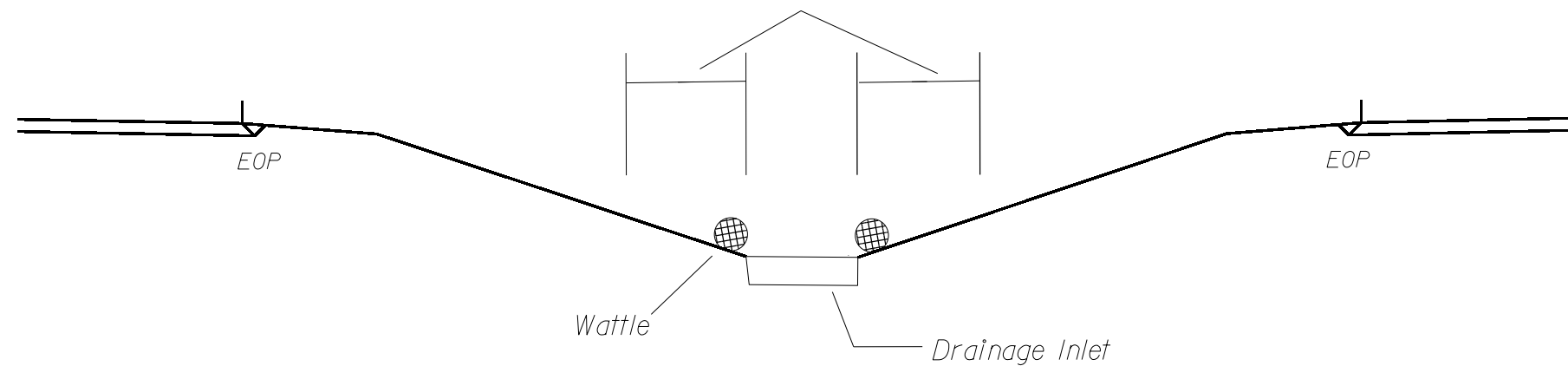
# EROSION CONTROL DETAIL



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

DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA

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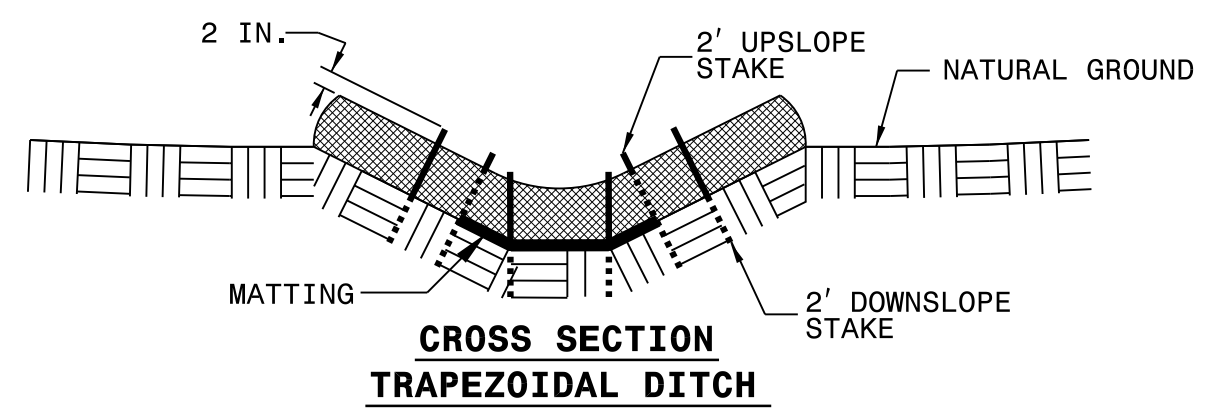
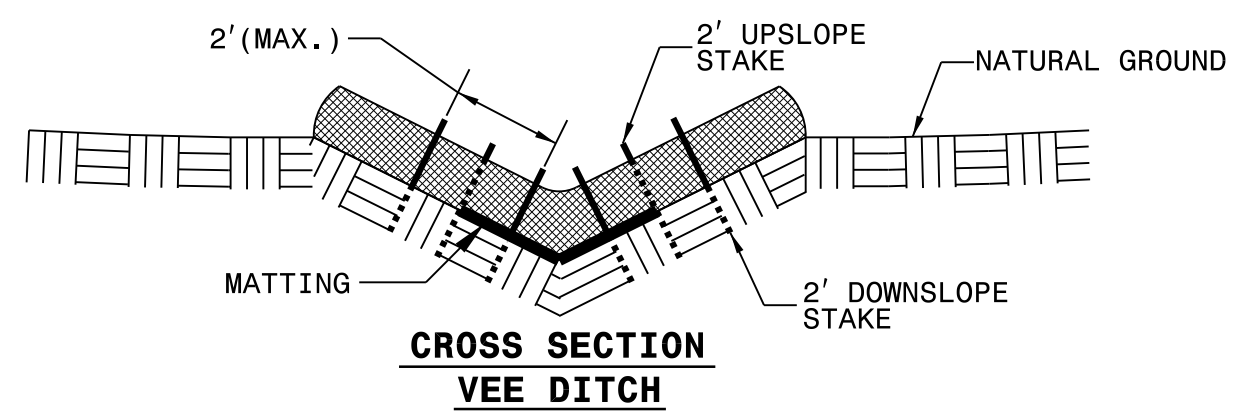
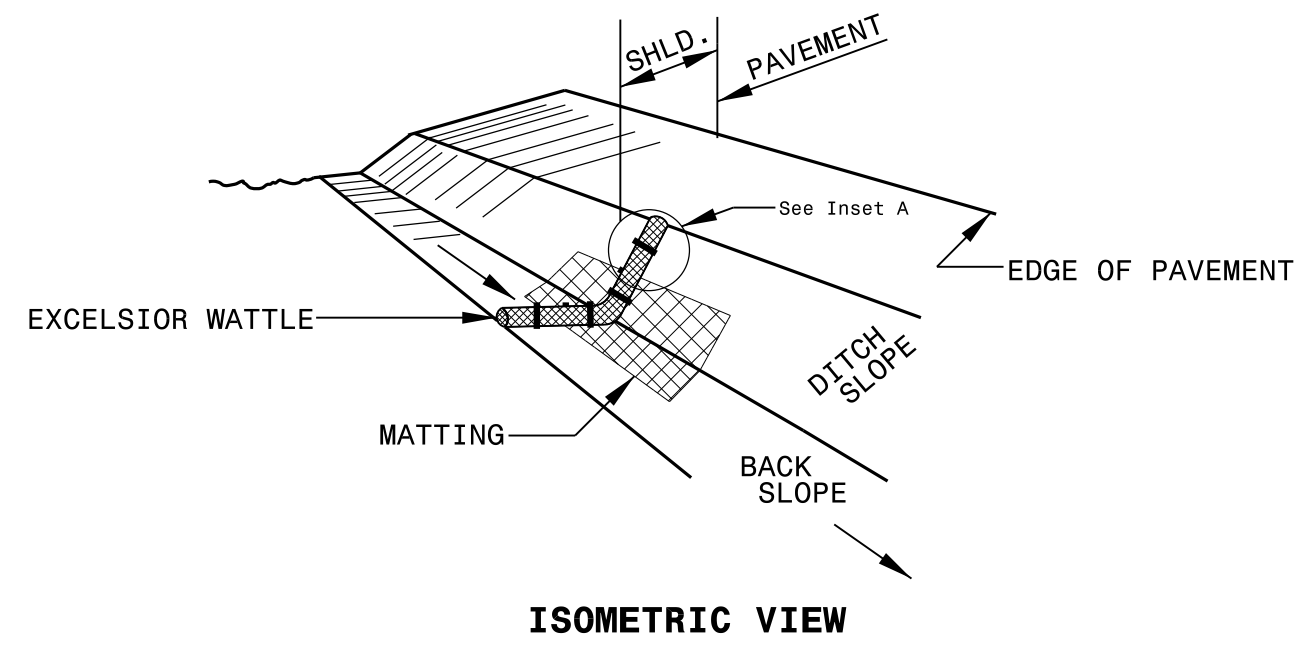


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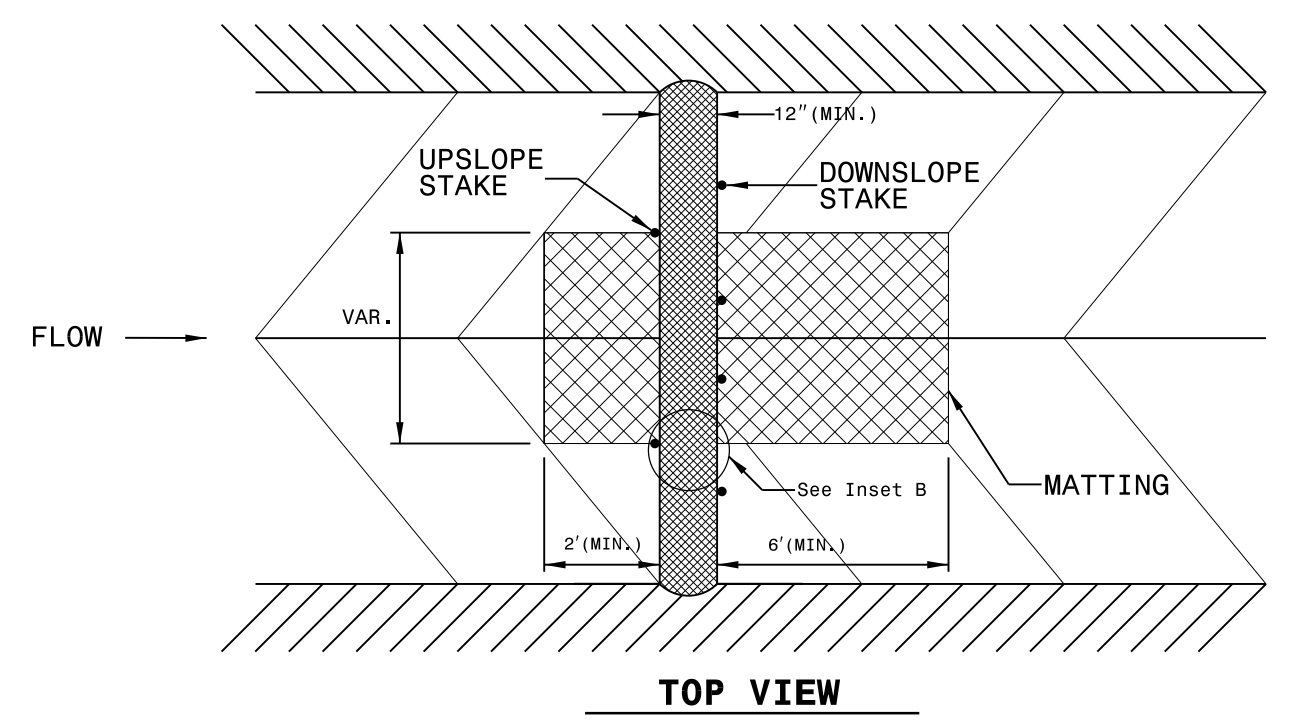
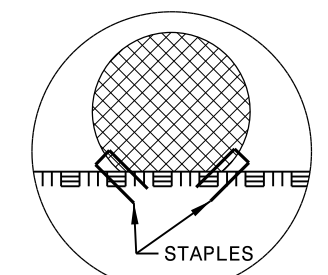
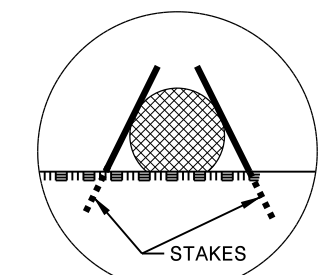
## ***SOIL STABILIZATION TIMEFRAMES***

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HOW) 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 HOW ZONES.

# WATTLE DETAIL

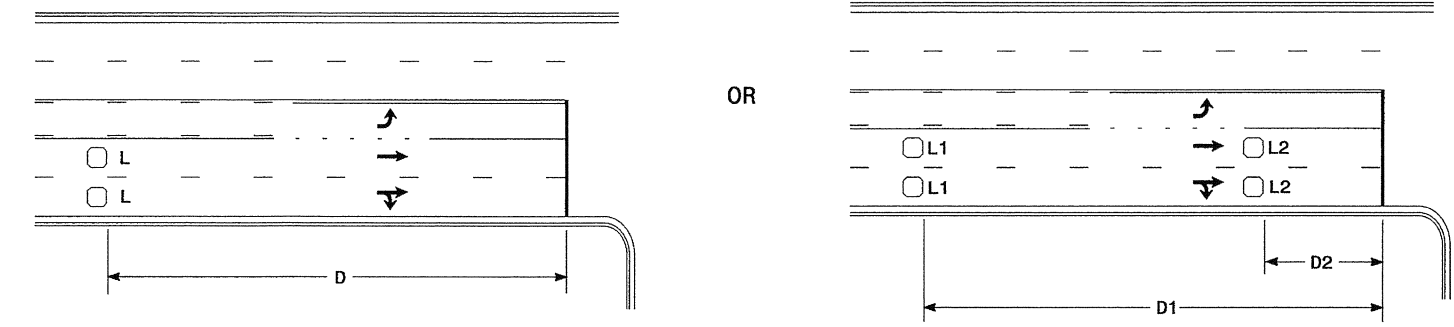


- NOTES:
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
  - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
  - ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
  - INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 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.



I:\FFB-2015\1141\01\Resurfacing\Plan Sheets\3CR.20711.173. EC RESURF. 2015.dgn  
 Date: 11/17/2015 11:41 AM  
 User: jrb

### High Speed Detection [≥40 mph (64 km/hr)]



Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

L = 6ft X 6ft (1.8m X 1.8m)  
Wired in series for TS1  
Controllers  
Wired separately for TS2,  
170, and 2070L Controllers

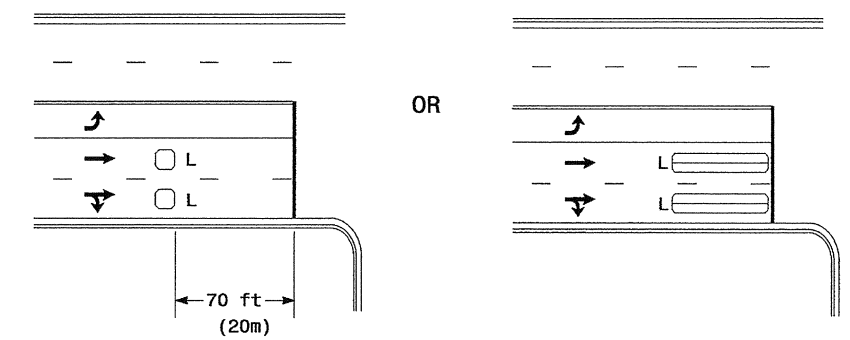
Volume Density Operation

Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

L1 = 6ft X 6ft  
(1.8m X 1.8m)  
Wired in series  
L2 = 6ft X 6ft  
(1.8m X 1.8m)  
Wired in series

"Stretch" Operation

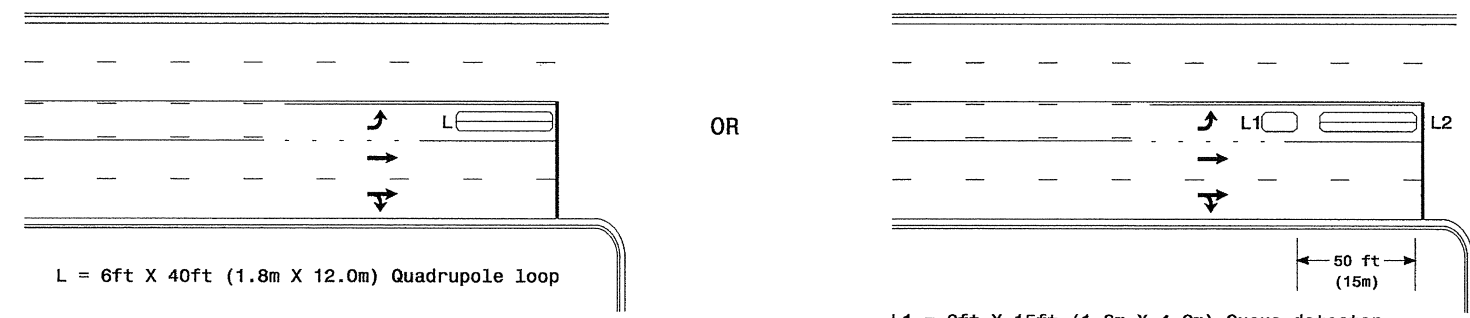
### Low Speed Detection [≤35 mph (56 km/hr)]



L = 6ft X 6ft (1.8m X 1.8m)  
Wired in series

L = 6ft X 40ft (1.8m X 12.0m)  
Quadrupole loop, wired separately

### Left Turn Lane Detection



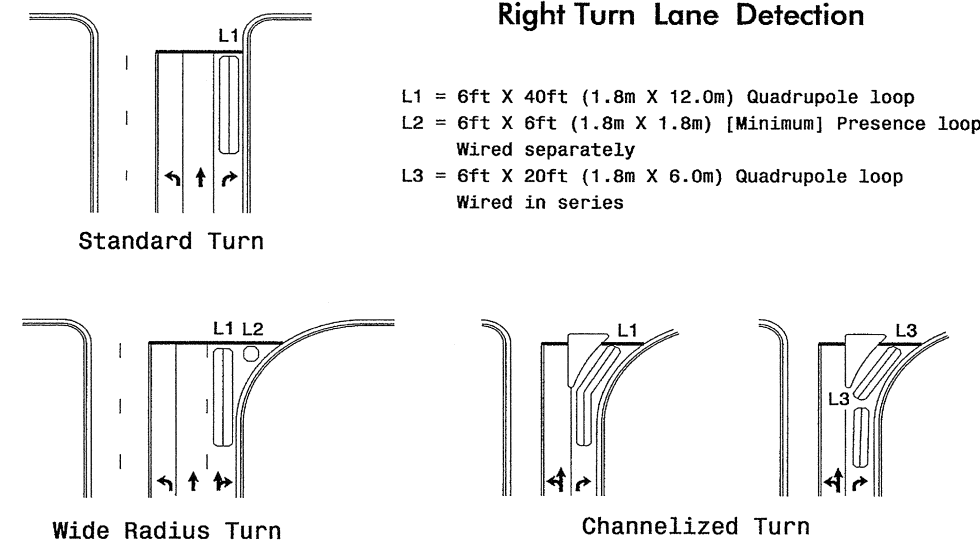
L = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

Presence Loop Detection

L1 = 6ft X 15ft (1.8m X 4.6m) Queue detector  
L2 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

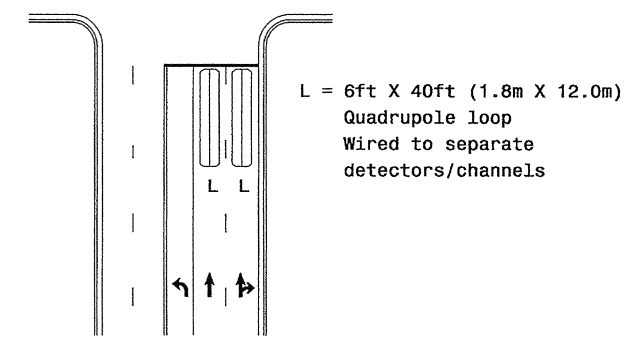
Queue Loop Detection

### Right Turn Lane Detection



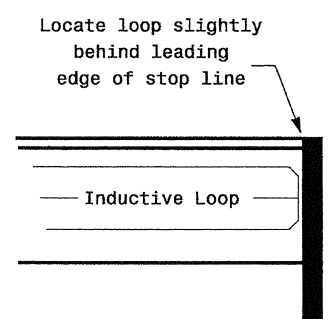
L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop  
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop  
Wired separately  
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop  
Wired in series

### Side Street Detection



L = 6ft X 40ft (1.8m X 12.0m)  
Quadrupole loop  
Wired to separate  
detectors/channels

### Presence Loop Placement at Stop Lines



Note:  
Loop may be located in advance  
of stop line when stop line is  
greater than 15' (4.5m) from edge  
of intersecting roadway; or, when  
loop detects a permissive or  
protected/permissive left turn.

### Recommended Number of Turns

Single 6' X 6' (1.8m X 1.8m)  
loop (wired separately):

Length of Lead-in ft (m)	Number of Turns
< 250 (75)	3
250-375 (75-115)	4
375-525 (115-160)	5
> 525 (160)	6

Quadrupole loops: Use 2-4-2 turns  
6' X 15' (1.8m X 4.6m) Loops:  
Lead-in < 150' (45 m), use 2 turns  
Lead-in > 150' (45 m), use 3 turns

Prepared in the Offices of:

122 N. McDowell St., Raleigh, NC 27603

#### Typical Loop Locations

PLAN DATE: June 2006	REVIEWED BY:
PREPARED BY: P. L. Alexander	REVIEWED BY:
REVISIONS	INIT. DATE
1. Revise pavement markings	ae 12/1/06

SCALE: N/A

SEAL

SIGNATURE: P. L. Alexander  
DATE: 6/6/06  
SIG. INVENTORY NO.

19-DEC-2006 14:29  
s:\its\sg\p\11b\_turn\_in\m\sc\loop\l01\006.dgn  
P. Alexander



PROJECT NO.	SHEET NO.
2016CPT.03.07.20651	15

## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	ADJ. OF MON EA	TEMP. SILT FENCE LF	STONE FOR EC CLASS B TON	SEDIMENT CONTROL STONE TON	TEMP. MULCHING ACR	MATTING FOR EROSION CONTROL SY	1/4" HARDWARE CLOTH LF	WATTLE LF	SEED & MULCHING AC	SEED FOR REPAIR SEEDING LB	FERTILIZER FOR REPAIR SEEDING TON	INDUCTIVE LOOP SAWCUT LF	LEAD-IN CABLE (14-2) LF	
2016CPT.03.07.20651	New Hanover	1	SR 1335 (PARMELE RD.)	FROM NC 133 TO US 117	1	2	2WU	NO		123	31	31	1.23		61	20	0.59	61	0.31			
<b>TOTAL FOR MAP NO. 1</b>										<b>123</b>	<b>31</b>	<b>31</b>	<b>1.23</b>		<b>61</b>	<b>20</b>	<b>0.59</b>	<b>61</b>	<b>0.31</b>			
2016CPT.03.07.20651	New Hanover	2	SR 1276 (CATHAY RD.)	FROM US 421 TO SR 1281 (VENTURA DR.)	2	2	2WD	NO	5	49	12	12	0.49	10	25	10	0.24	25	0.12			
<b>TOTAL FOR MAP NO. 2</b>									<b>5</b>	<b>49</b>	<b>12</b>	<b>12</b>	<b>0.49</b>	<b>10</b>	<b>25</b>	<b>10</b>	<b>0.24</b>	<b>25</b>	<b>0.12</b>			
2016CPT.03.07.20651	New Hanover	3	SR 1524 (GOLDEN RD.)	FROM US 421 TO SR 1492 (MYRTLE GROVE RD.)	1	2	2WU	NO		81	20	20	0.81	10	40	20	0.59	40	0.20	125	20	
<b>TOTAL FOR MAP NO. 3</b>										<b>81</b>	<b>20</b>	<b>20</b>	<b>0.81</b>	<b>10</b>	<b>40</b>	<b>20</b>	<b>0.59</b>	<b>40</b>	<b>0.20</b>	<b>125</b>	<b>20</b>	
2016CPT.03.07.20651	New Hanover	4	SR 1544 (FRIENDLY LN.)	FROM SR 1492 (MASONBORO LOOP RD.) TO END OF MAINTENANCE	3	2	2WU	NO		52	13	13	0.52	10	26	10	0.25	26	0.13			
<b>TOTAL FOR MAP NO. 4</b>										<b>52</b>	<b>13</b>	<b>13</b>	<b>0.52</b>	<b>10</b>	<b>26</b>	<b>10</b>	<b>0.25</b>	<b>26</b>	<b>0.13</b>			
2016CPT.03.07.20651	New Hanover	5	SR 1616 (PELICAN POINT)	FROM SR 1492 (MASONBORO LOOP RD.) TO END OF MAINTENANCE	4	2	2WU	NO		45	11	11	0.45	10	23		0.22	23	0.11			
<b>TOTAL FOR MAP NO. 5</b>										<b>45</b>	<b>11</b>	<b>11</b>	<b>0.45</b>	<b>10</b>	<b>23</b>		<b>0.22</b>	<b>23</b>	<b>0.11</b>			
2016CPT.03.07.20651	New Hanover	6	SR 1386 (HALL DR.)	FROM SR 1318 (BLUE CLAY RD.) TO SR 1312 (TRASK DR.)	5	2	2WU	NO		43	11	11	0.43	10	22	10	0.21	22	0.10			
<b>TOTAL FOR MAP NO. 6</b>										<b>43</b>	<b>11</b>	<b>11</b>	<b>0.43</b>	<b>10</b>	<b>22</b>	<b>10</b>	<b>0.21</b>	<b>22</b>	<b>0.10</b>			
2016CPT.03.07.20651	New Hanover	7	SR 1312 (TRASK DR.)	FROM SR 1311 (GARDNER DR.) TO SR 1311 (GARDNER DR.)	5	2	2WU	NO		74	19	19	0.74	10	37	20	0.54	37	0.19			
<b>TOTAL FOR MAP NO. 7</b>										<b>74</b>	<b>19</b>	<b>19</b>	<b>0.74</b>	<b>10</b>	<b>37</b>	<b>20</b>	<b>0.54</b>	<b>37</b>	<b>0.19</b>			
2016CPT.03.07.20651	New Hanover	8	SR 1311 (GARDNER DR.)	FROM SR 1312 (TRASK DR.) TO END OF MAINTENANCE	5	2	2WU	NO		120	30	30	1.20	10	60	20	0.87	60	0.30			
<b>TOTAL FOR MAP NO. 8</b>										<b>120</b>	<b>30</b>	<b>30</b>	<b>1.20</b>	<b>10</b>	<b>60</b>	<b>20</b>	<b>0.87</b>	<b>60</b>	<b>0.30</b>			
2016CPT.03.07.20651	New Hanover	9	NC STATE PORT	PATCHING EXISTING PAVEMENT ON NC STATE PORT PROPERTY	N/A	N/A		NO														
<b>TOTAL FOR MAP NO. 9</b>																						
<b>TOTAL FOR PROJ NO. 2016CPT.03.07.20651</b>									<b>5</b>	<b>587</b>	<b>147</b>	<b>147</b>	<b>5.87</b>	<b>70</b>	<b>294</b>	<b>110</b>	<b>3.50</b>	<b>294</b>	<b>1.45</b>	<b>125</b>	<b>20</b>	
<b>GRAND TOTAL</b>									<b>5</b>	<b>587</b>	<b>147</b>	<b>147</b>	<b>5.87</b>	<b>70</b>	<b>294</b>	<b>110</b>	<b>3.50</b>	<b>294</b>	<b>1.45</b>	<b>125</b>	<b>20</b>	

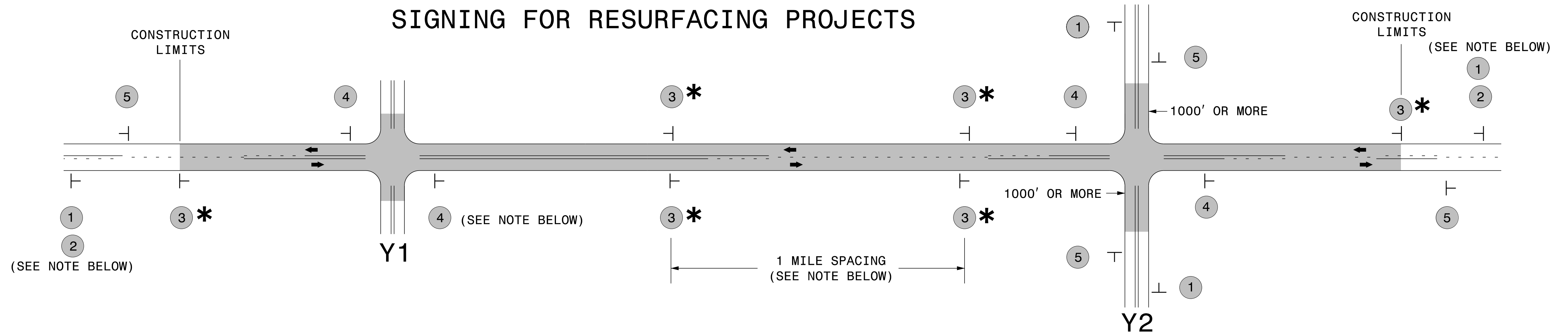
PROJECT NO.	SHEET NO.
2016CPT.03.07.20651	16

**THERMOPLASTIC AND PAINT QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	441300000-E	445700000-N	451000000-N	468500000-E	468600000-E	470500000-E	471000000-E	472100000-E	490000000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 120 M YELLOW THERMO	16" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO RXR 120 M	YELLOW & YELLOW MARKERS
										SF	LS	HR	LF	LF	LF	LF	EA	EA
2016CPT.03.07.20651	New Hanover	1	SR 1335 (PARMELE RD.)	FROM NC 133 TO US 117	1	2	2WU	1.23	22	144	0.21		13,181	8,085	100	75	4	82
<b>TOTAL FOR MAP NO. 1</b>										<b>144</b>	<b>0.21</b>		<b>13,181</b>	<b>8,085</b>	<b>100</b>	<b>75</b>	<b>4</b>	<b>82</b>
2016CPT.03.07.20651	New Hanover	2	SR 1276 (CATHAY RD.)	FROM US 421 TO SR 1281 (VENTURA DR.)	2	2	2WD	0.49	26	64	0.08		5,283	5,283				33
<b>TOTAL FOR MAP NO. 2</b>										<b>64</b>	<b>0.08</b>		<b>5,283</b>	<b>5,283</b>				<b>33</b>
2016CPT.03.07.20651	New Hanover	3	SR 1524 (GOLDEN RD.)	FROM US 421 TO SR 1492 (MYRTLE GROVE RD.)	1	2	2WU	0.81	20	96	0.14	8	8,716	5,346				54
<b>TOTAL FOR MAP NO. 3</b>										<b>96</b>	<b>0.14</b>	<b>8</b>	<b>8,716</b>	<b>5,346</b>				<b>54</b>
2016CPT.03.07.20651	New Hanover	4	SR 1544 (FRIENDLY LN.)	FROM SR 1492 (MASONBORO LOOP RD.) TO END OF MAINTENANCE	3	2	2WU	0.52	18	64	0.09							
<b>TOTAL FOR MAP NO. 4</b>										<b>64</b>	<b>0.09</b>							
2016CPT.03.07.20651	New Hanover	5	SR 1616 (PELICAN POINT)	FROM SR 1492 (MASONBORO LOOP RD.) TO END OF MAINTENANCE	4	2	2WU	0.45	20	64	0.08							
<b>TOTAL FOR MAP NO. 5</b>										<b>64</b>	<b>0.08</b>							
2016CPT.03.07.20651	New Hanover	6	SR 1386 (HALL DR.)	FROM SR 1318 (BLUE CLAY RD.) TO SR 1312 (TRASK DR.)	5	2	2WU	0.43	22	48	0.07		4,627	2,838	100	90	4	29
<b>TOTAL FOR MAP NO. 6</b>										<b>48</b>	<b>0.07</b>		<b>4,627</b>	<b>2,838</b>	<b>100</b>	<b>90</b>	<b>4</b>	<b>29</b>
2016CPT.03.07.20651	New Hanover	7	SR 1312 (TRASK DR.)	FROM SR 1311 (GARDNER DR.) TO SR 1311 (GARDNER DR.)	5	2	2WU	0.74	22	96	0.13		7,672	4,706				48
<b>TOTAL FOR MAP NO. 7</b>										<b>96</b>	<b>0.13</b>		<b>7,672</b>	<b>4,706</b>				<b>48</b>
2016CPT.03.07.20651	New Hanover	8	SR 1311 (GARDNER DR.)	FROM SR 1312 (TRASK DR.) TO END OF MAINTENANCE	5	2	2WU	1.2	22	144	0.20		12,912	7,920		40		79
<b>TOTAL FOR MAP NO. 8</b>										<b>144</b>	<b>0</b>		<b>12,912</b>	<b>7,920</b>		<b>40</b>		<b>79</b>
2016CPT.03.07.20651	New Hanover	9	NC STATE PORT	PATCHING EXISTING PAVEMENT ON NC STATE PORT PROPERTY	N/A	N/A		N/A	N/A									
<b>TOTAL FOR MAP NO. 9</b>										<b>N/A</b>								
<b>TOTAL FOR PROJ NO. 2016CPT.03.07.20651</b>										<b>720</b>	<b>1</b>	<b>8</b>	<b>52,391</b>	<b>34,178</b>	<b>200</b>	<b>205</b>	<b>8</b>	<b>325</b>
<b>GRAND TOTAL</b>										<b>720</b>	<b>1</b>	<b>8</b>	<b>52,391</b>	<b>34,178</b>	<b>200</b>	<b>205</b>	<b>8</b>	<b>325</b>



# SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

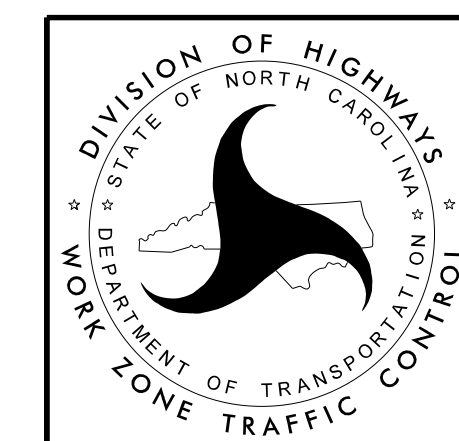
## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	2	3 *	4	5	
						<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, 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;">   <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>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p>		<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>#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>ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	
<p>2016CPT.03.05.10671 21</p>						

### \* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS