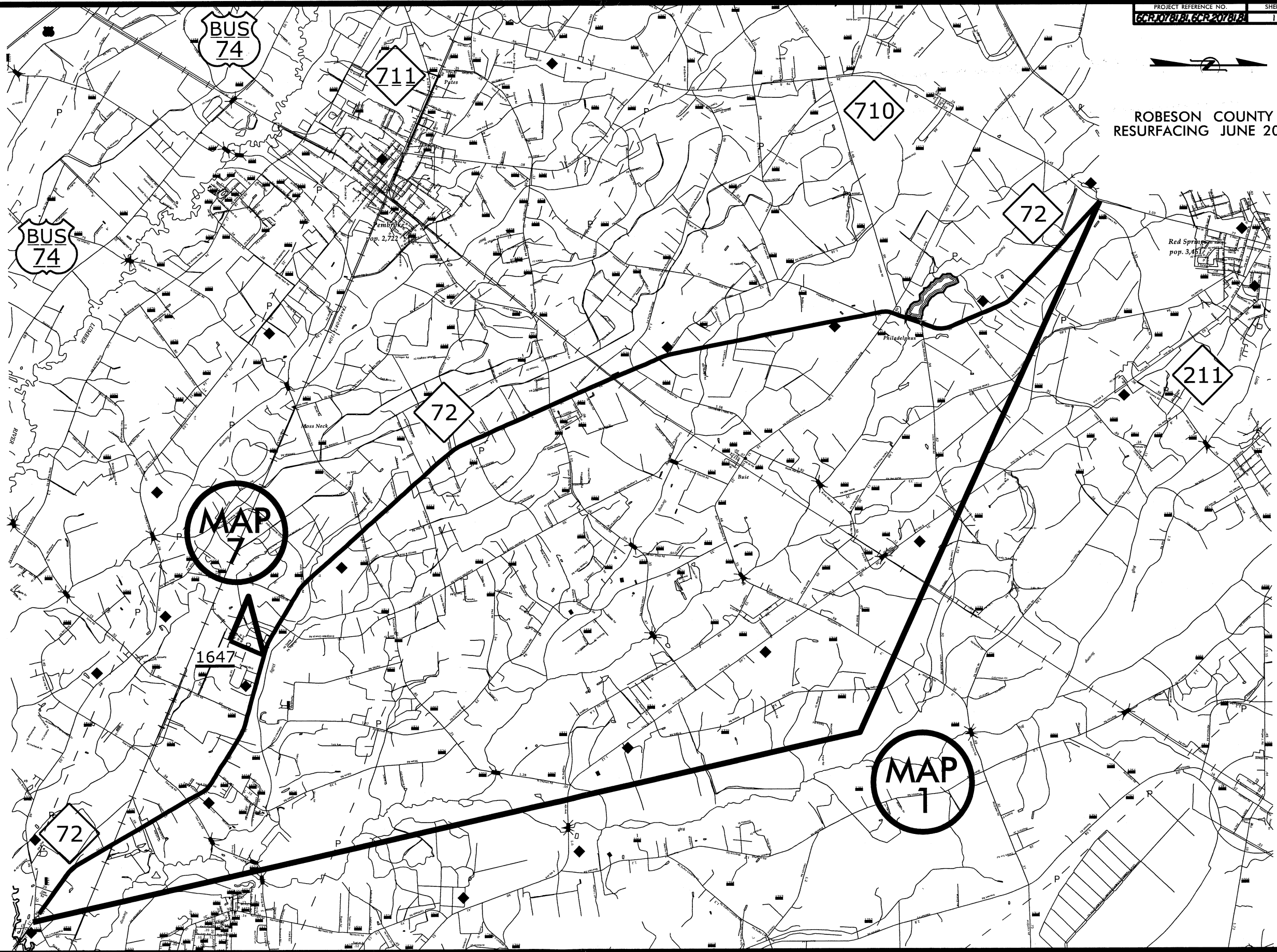


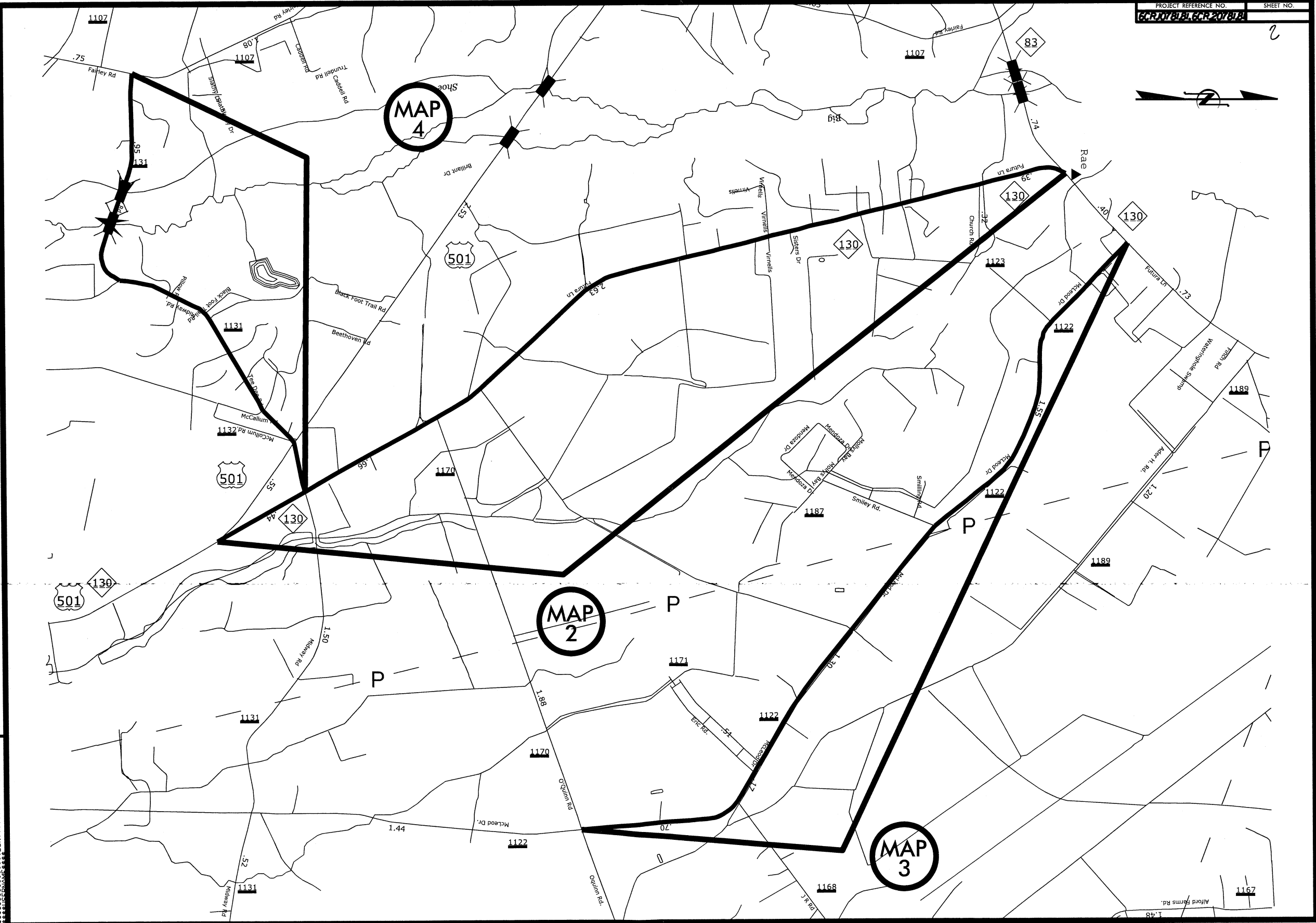
ROBESON COUNTY  
RESURFACING JUNE 2014



REVISIONS

SYSTEMS TIME

8/17/99



8/17/99

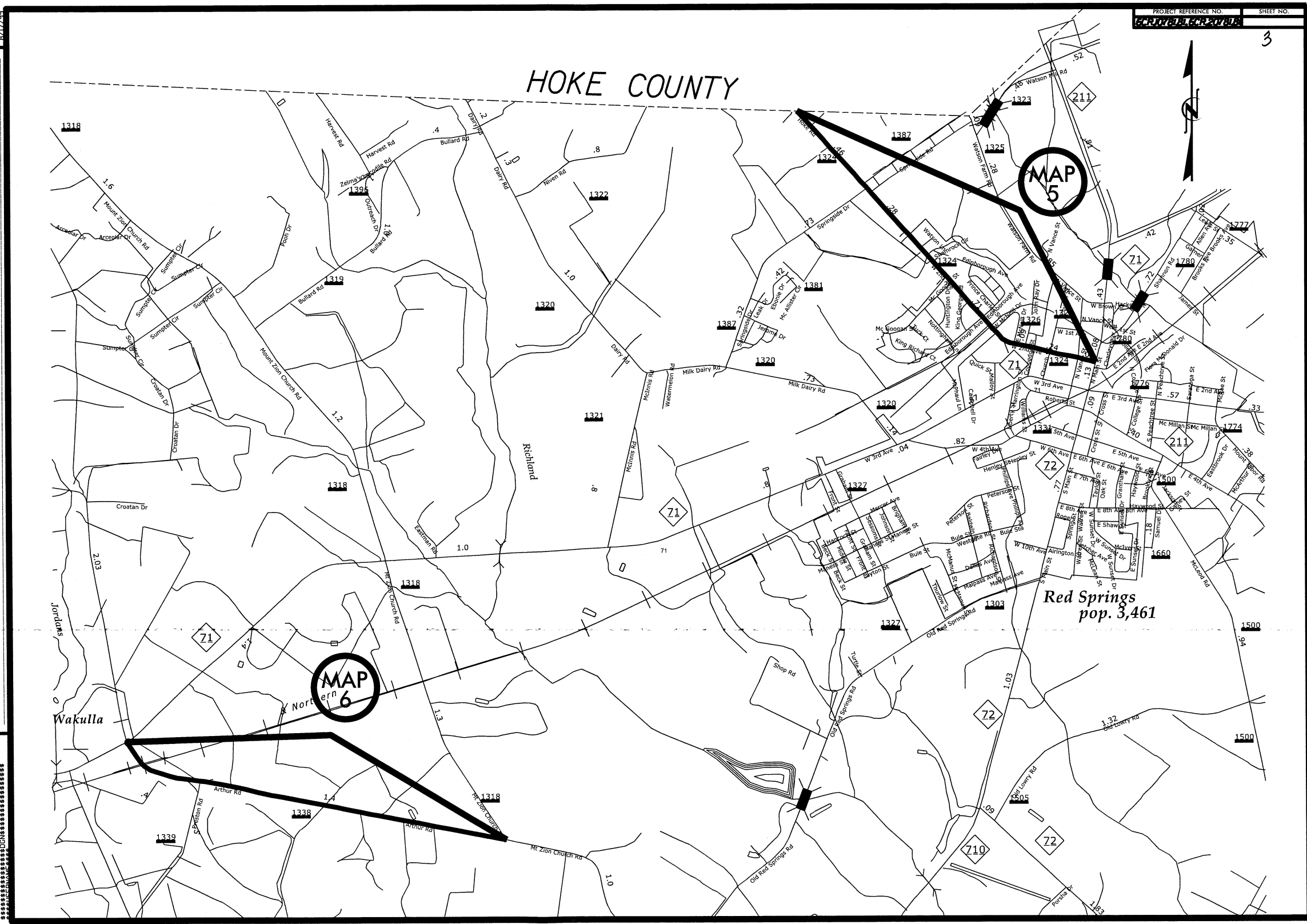
REVISIONS	

\*\*\*\*\*SYSTEMS\*\*\*\*\*

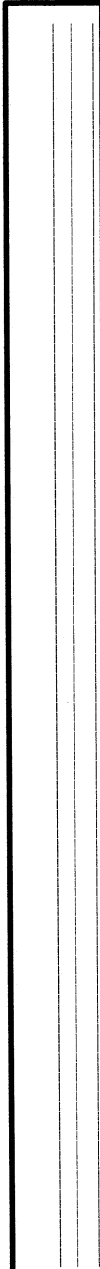
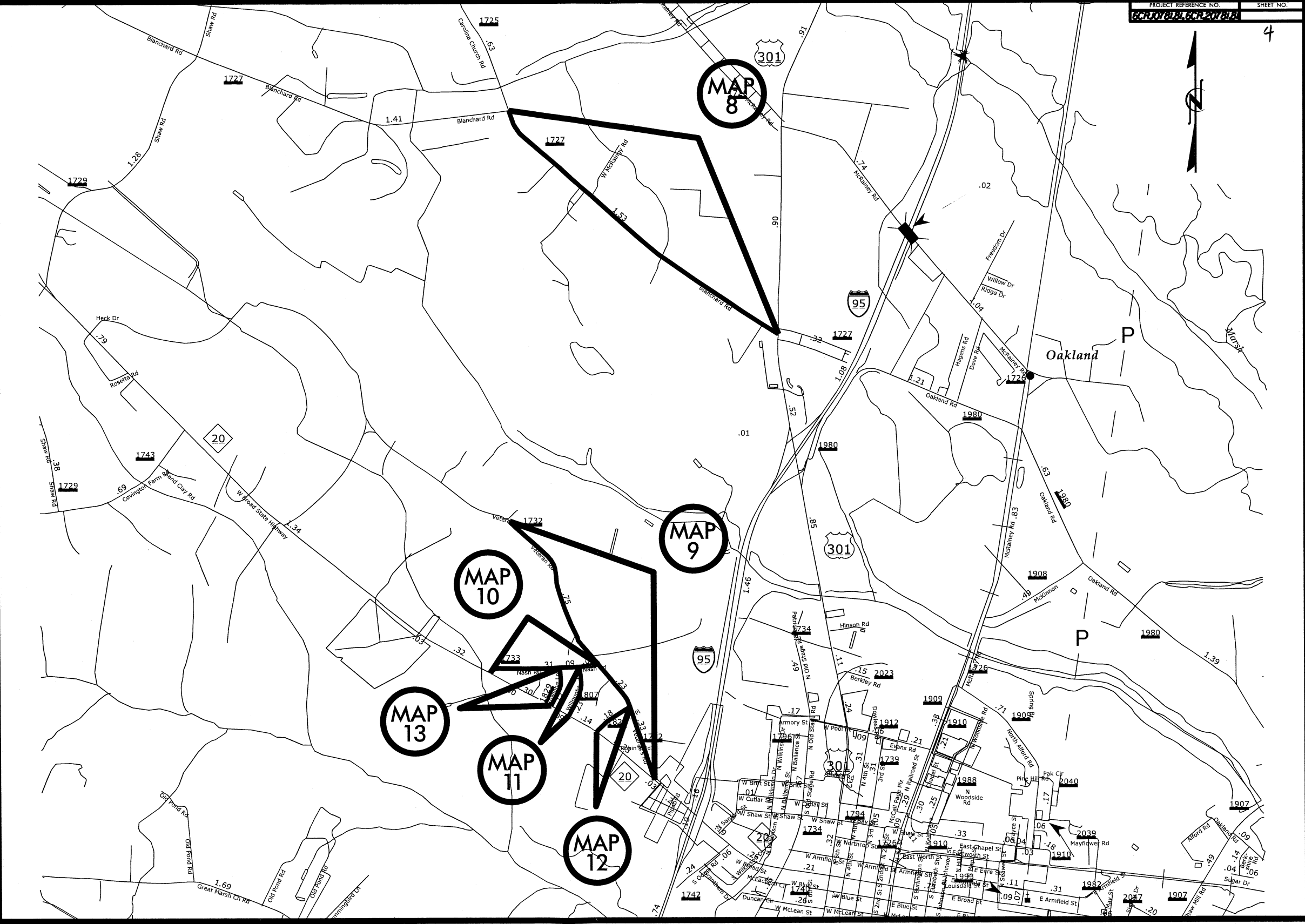
# HOKE COUNTY

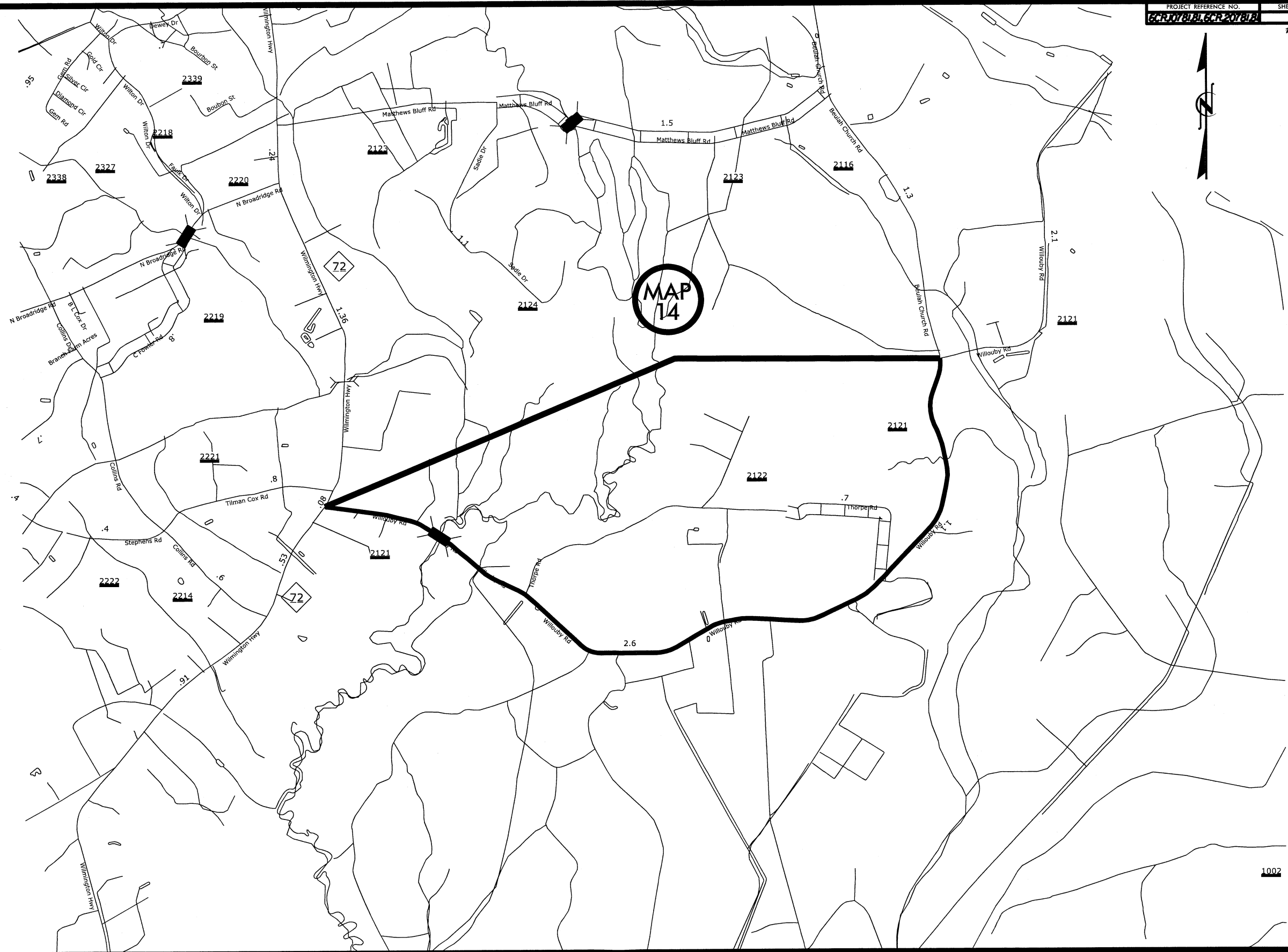
REVISIONS


\*\*\*\*\*SYSTEMS DESIGN\*\*\*\*\*



R.17/99

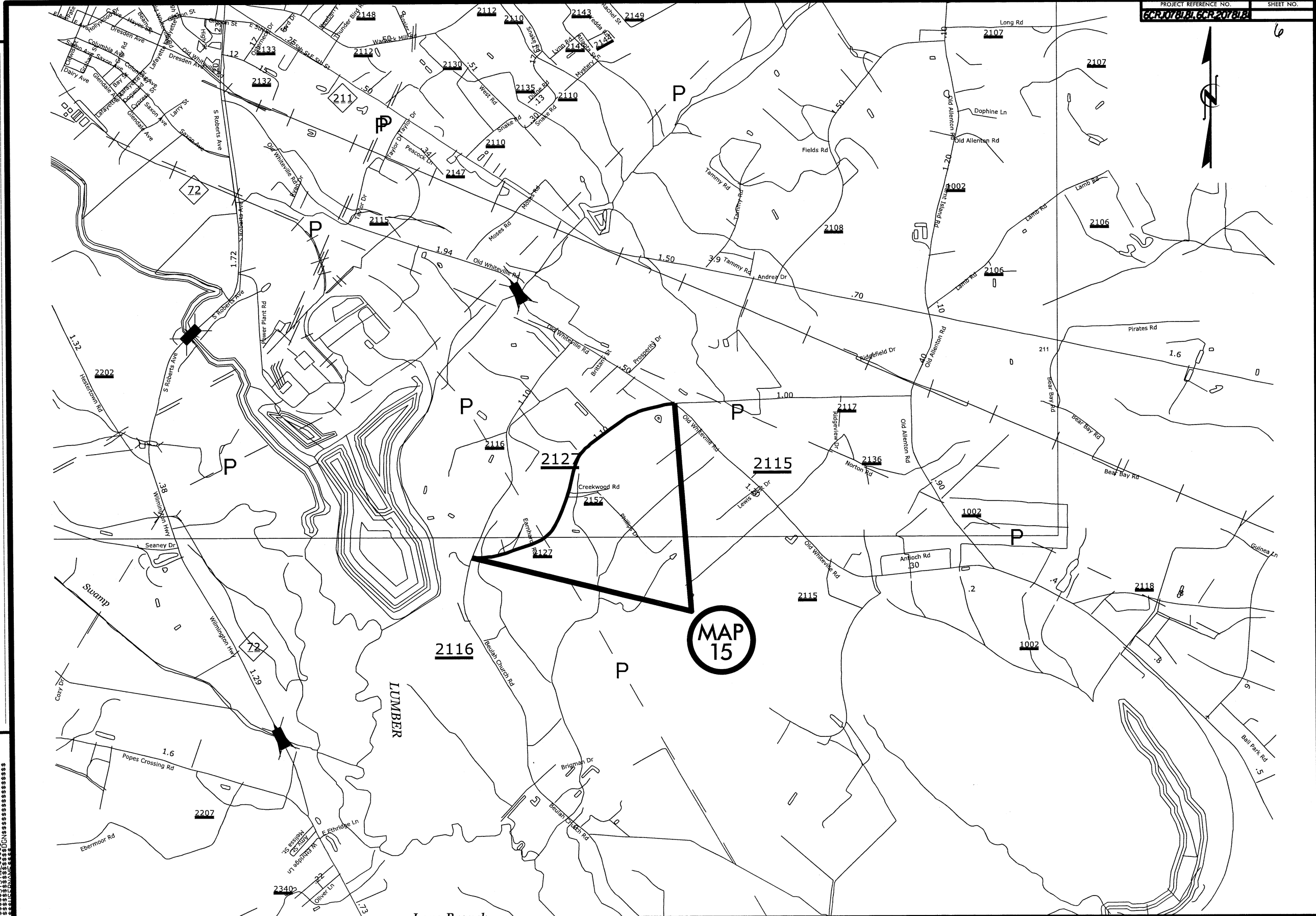




NO.	DESCRIPTION

REVISIONS

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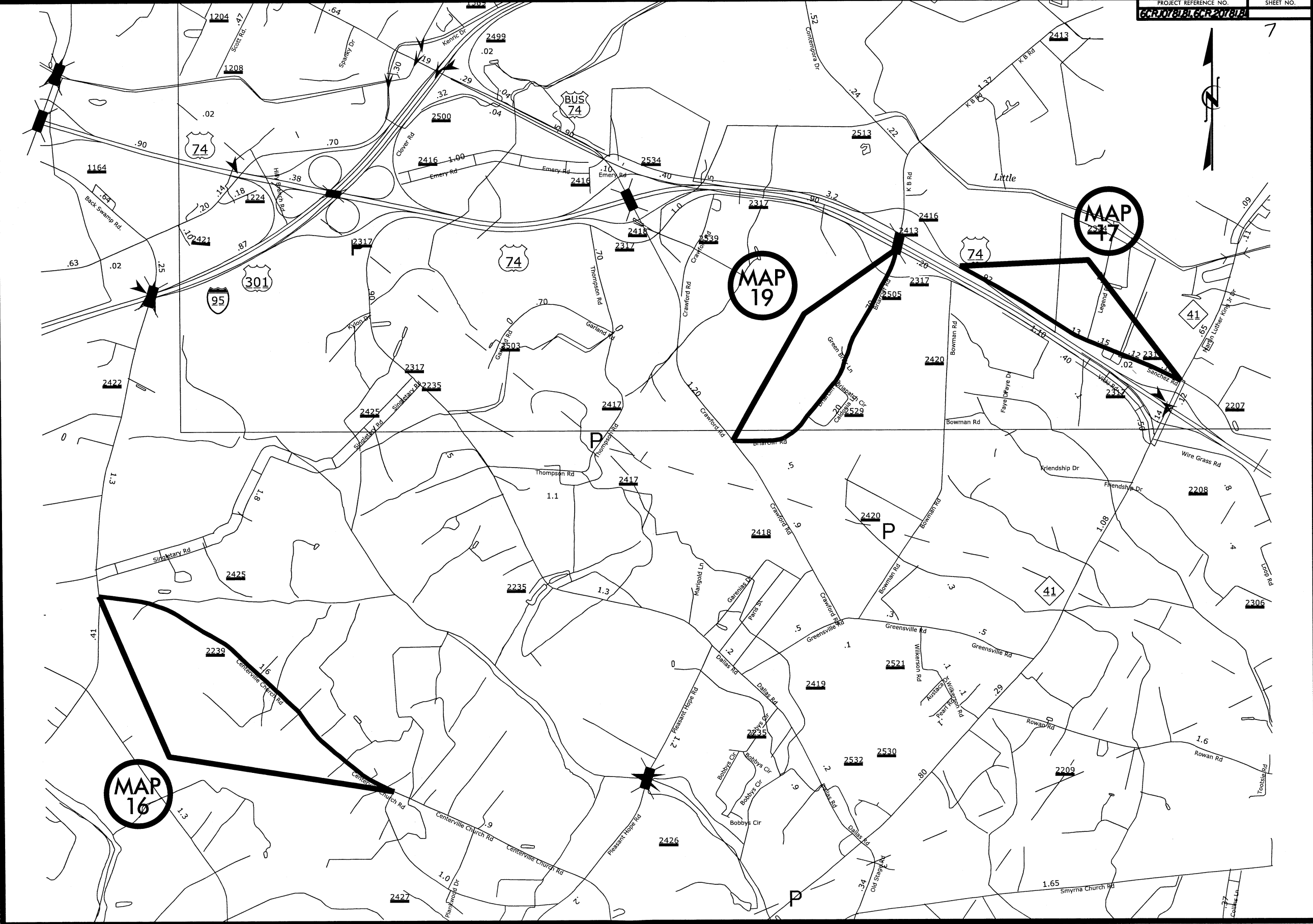
MAP 15

LUMBER

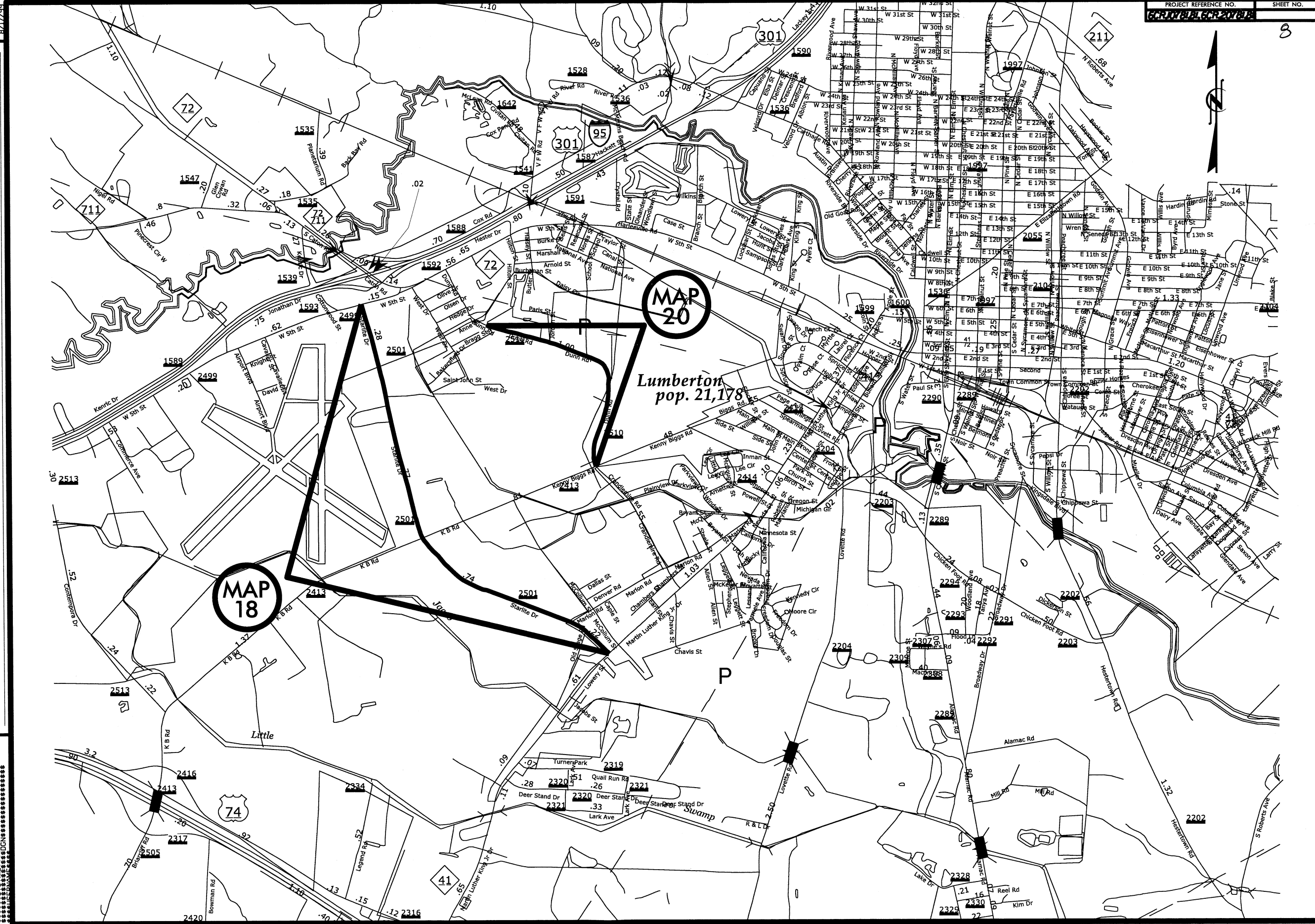
SYSTEMS TIME  
DATE  
BY  
DRAWN  
CHECKED  
DATE  
BY  
DRAWN  
CHECKED

NO.	DESCRIPTION	DATE

REVISIONS



\*\*\*\*\*  
SYSTEMS  
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**MAP 20**

Lumberton  
pop. 21,178

**MAP 18**

REVISIONS

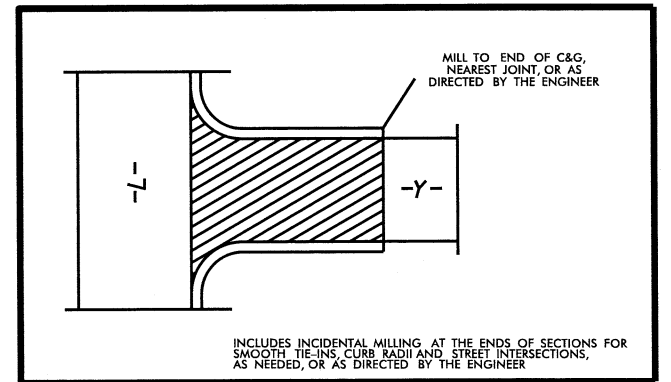
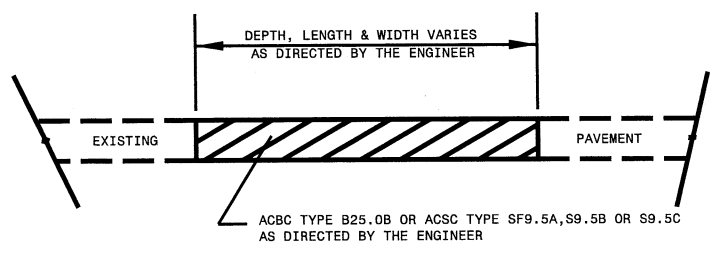
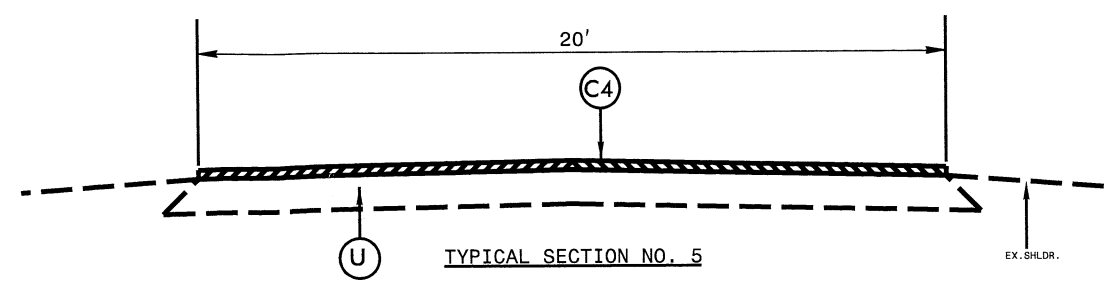
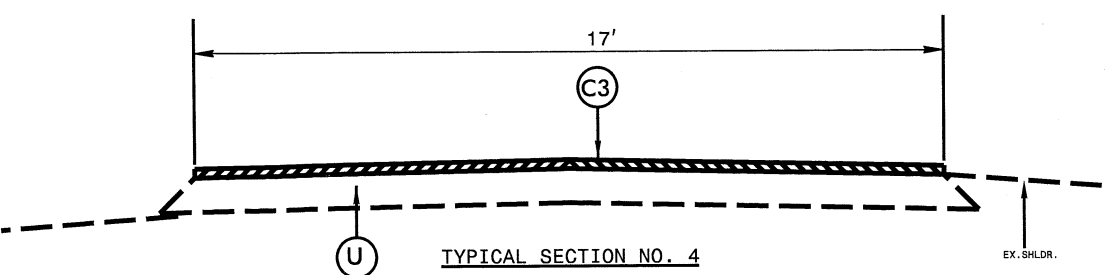
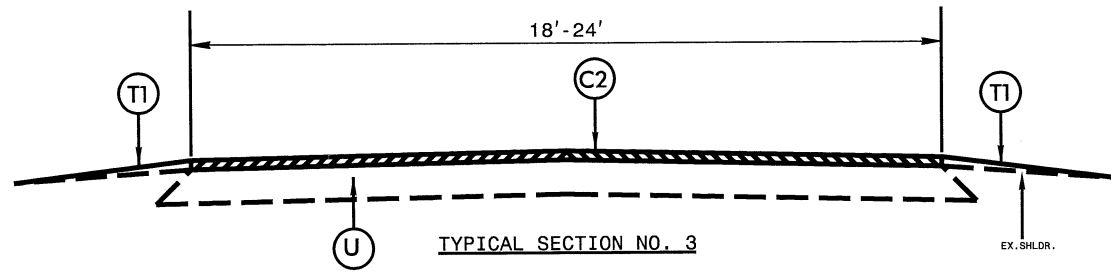
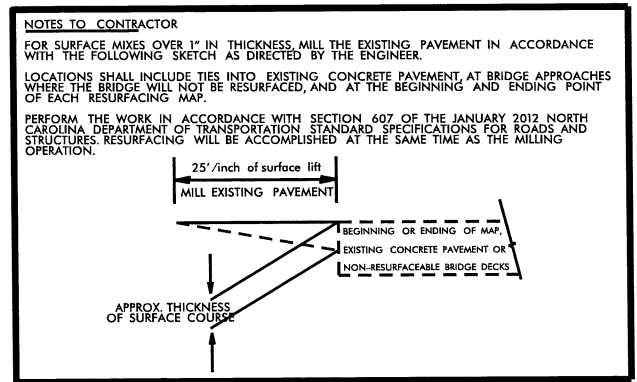
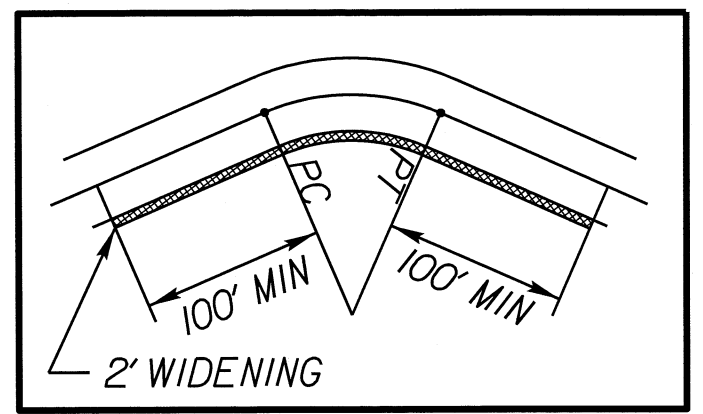
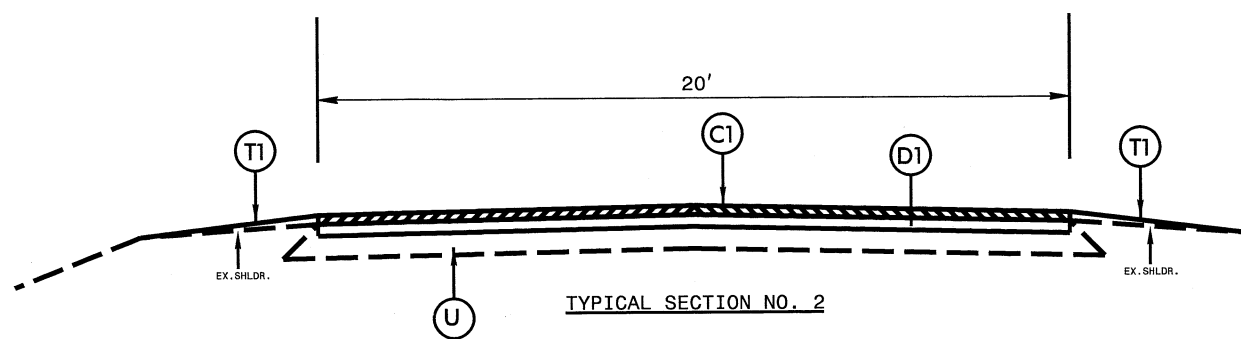
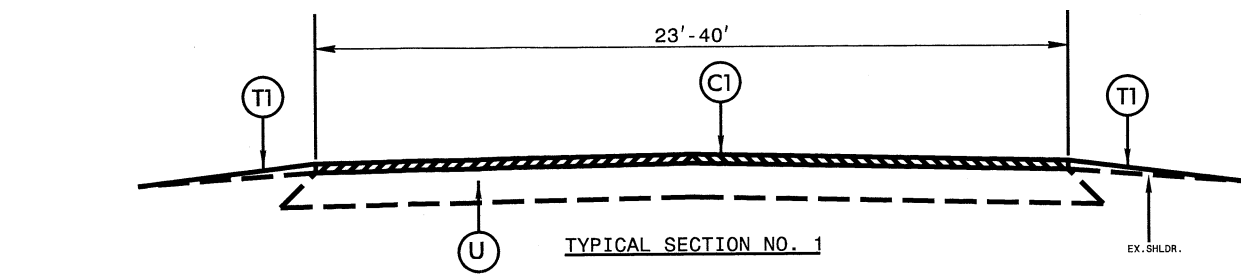
BAT7/29

DATE TIME DRAWN BY





PAVEMENT SCHEDULE	
C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YD.
C4	¾" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 75 LBS. PER SQ. YD.
D1	2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 228 LBS. PER SQ. YD.
E1	5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
T1	SHOULDER RECONSTRUCTION WITH ASB
T2	SHOULDER RECONSTRUCTION WITH SEEDING AND MULCHING
U	EXISTING PAVEMENT
V1	0" - 1½" MILLING NEW ASPHALT TO BE PAVED BACK FLUSH
V2	1½" MILLING (INCLUDING GUTTER)



MILLING AT CURB AND GUTTER INTERSECTIONS

6/2/99  
SYSTEMS  
CONSTRUCTION

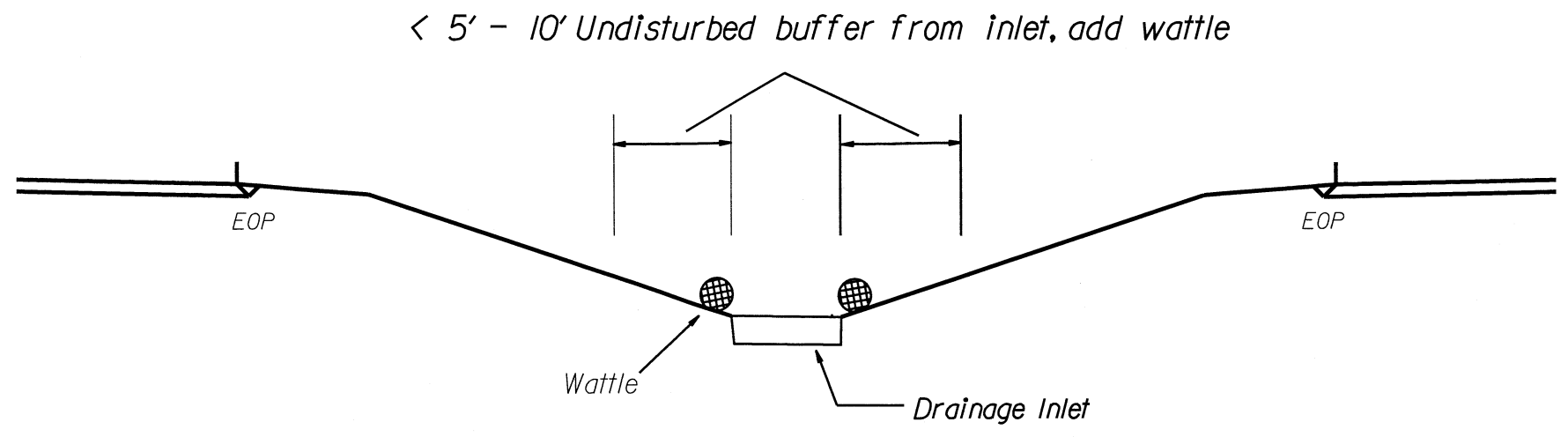
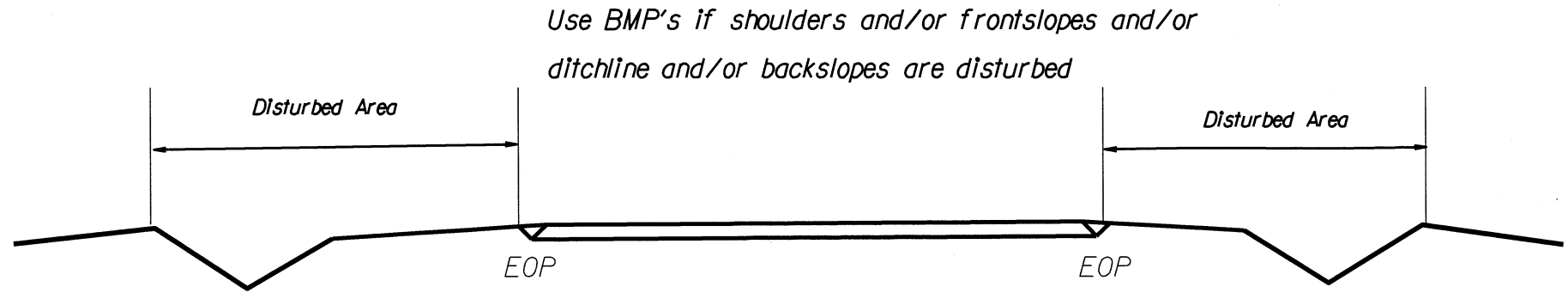
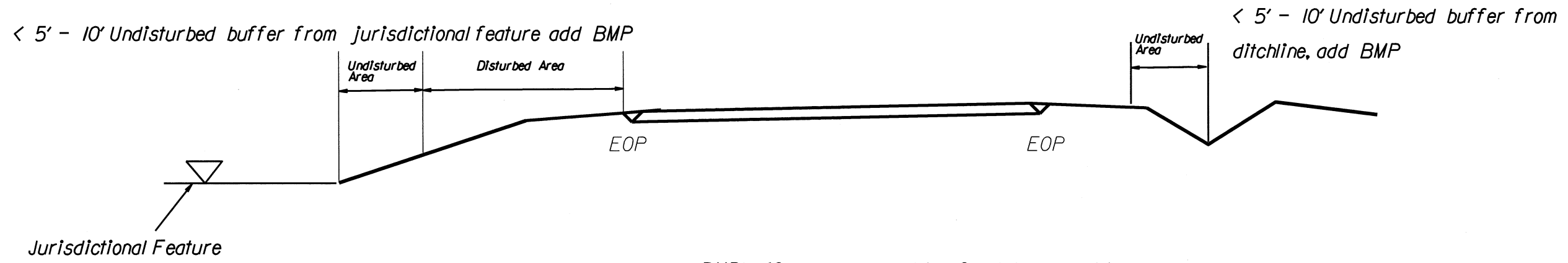
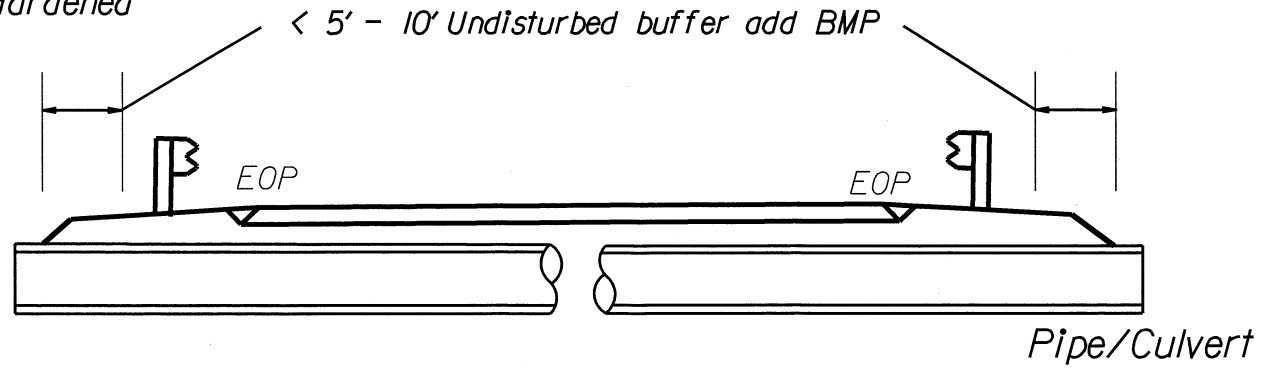




NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

# EROSION CONTROL DETAIL

BMP Options: Wattle, Silt Fence or Hardened Aggregate.



NOT TO SCALE

PROJECT REFERENCE NO. 6CRJ081B1.dwg	SHEET NO. 13

# WATTLE WITH POLYACRYLAMIDE DETAIL

**NOTES:**

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. CROSS SECTION.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

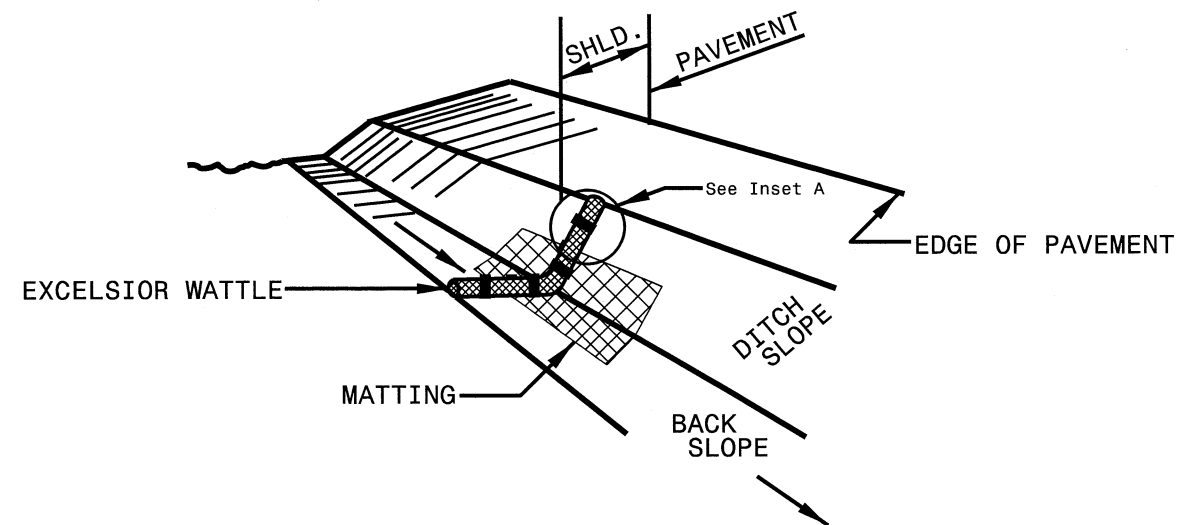
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

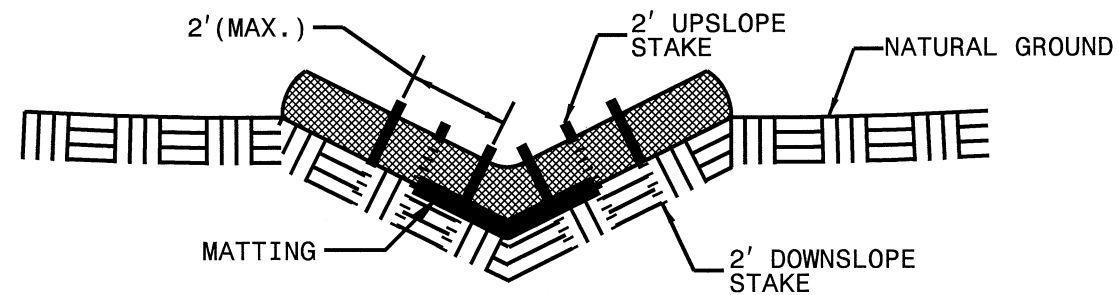
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.

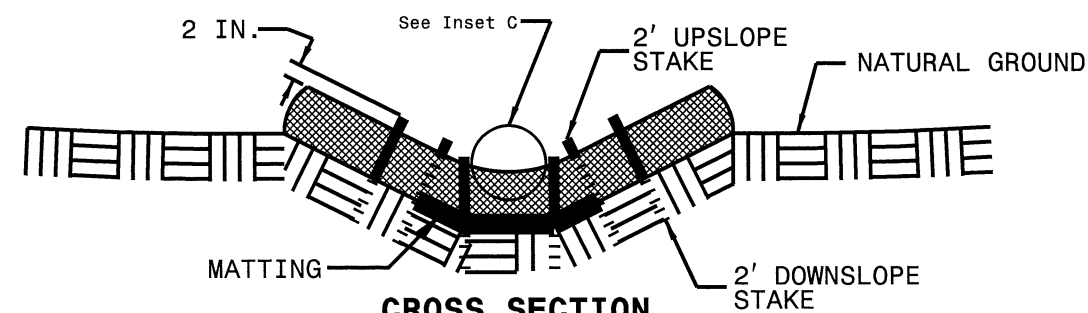
INITIALLY APPLY 3.5 OUNCES OF ANIONIC OR NEUTRALLY CHARGED POLYACRYLAMIDE (PAM) OVER WATTLE WHERE WATER WILL FLOW AND AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.



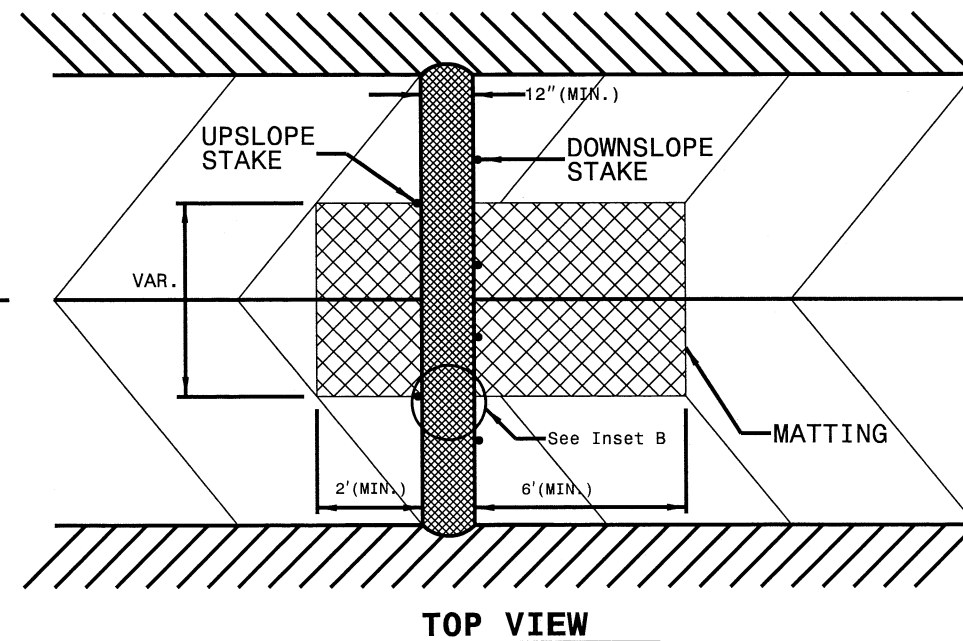
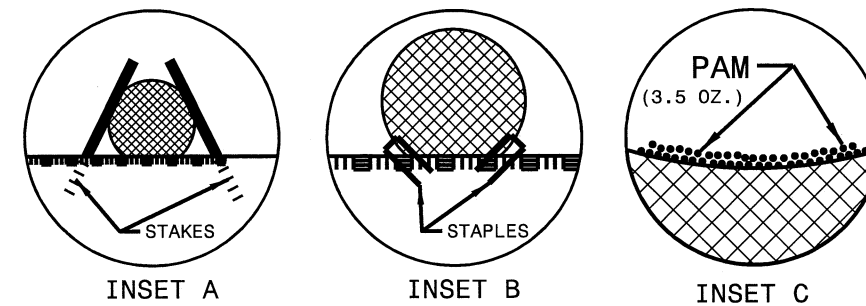
**ISOMETRIC VIEW**



**CROSS SECTION  
VEE DITCH**



**CROSS SECTION  
TRAPEZOIDAL DITCH**



**TOP VIEW**

PROJECT NO.	SHEET NO.	TOTAL NO.
GCR.10781.81, 6CR.20781.81	14	

## SUMMARY OF QUANTITIES

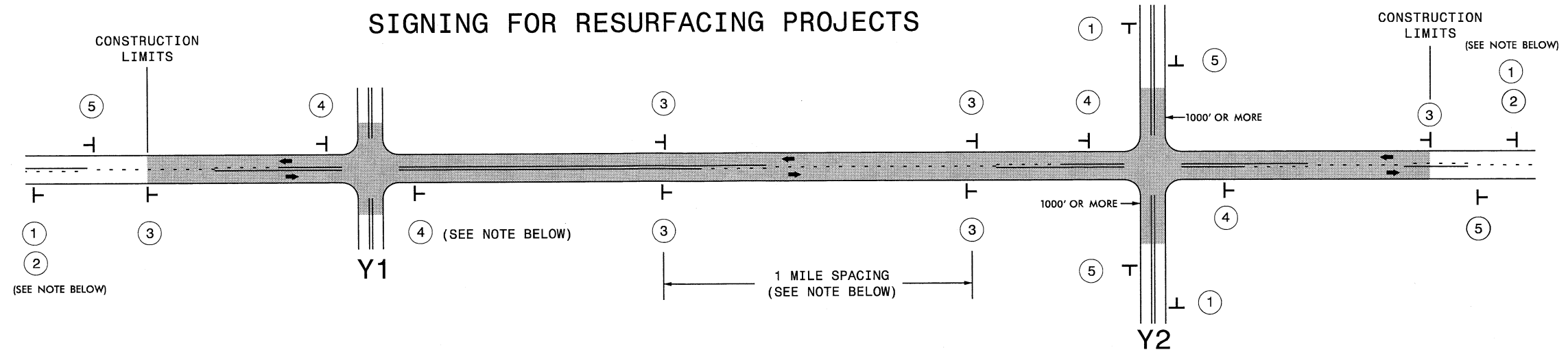
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	AGGREGATE SHOULD BORROW	BORROW	SHOULDER RECONSTRUCTION	1 1/2" MILLING	0" TO 1-1/2" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0B	INTERMEDIATE COURSE, I19.0B	SURFACE COURSE, S9.5B	SURFACE COURSE, SF9.5A	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A (LEVELING COURSE)	SURFACE COURSE, S4.75A	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	MATTING FOR EROSION CONTROL	WATTLE	POLYACRYLAMIDE (PAM)	SEED & MULCHING			
NO		NO			NO					MI	FT	TON	CY	SMI	SY	SY	SY	TONS	TONS	TONS	TONS	TON	TONS	TONS	TONS	EA	EA	LF	SY	LF	LB	AC			
6CR.10781.81	Robeson	1	NC 72	FROM NC 711 MP 16.73 TO NC 710 MP 31.22	1	2	2WU	NO	NO	14.8	28	3,700		29.60			1,000			21,603				1,296	100	1	7								
TOTAL FOR MAP NO. 1										14.8		3,700		29.60			1,000			21,603				1,296	100	1	7								
6CR.10781.81	Robeson	2	NC 130	FROM US 501 MP 30.10 TO NC 83 MP 34.10	1	2		NO	NO	4	23	1,000		8.00			85			4,597				276											
TOTAL FOR MAP NO. 2										4		1,000		8.00			85			4,597				276											
TOTAL FOR PROJ NO. 6CR.10781.81										18.8		4,700		37.60			1,085			26,200				1,572	100	1	7								
6CR.20781.81	Robeson	3	SR 1122	FROM NC 130 MP 0.0 TO SR 1170 MP 3.70	6	2		NO	NO	3.7	18	925		7.40				268			3,273	58		235											
TOTAL FOR MAP NO. 3										3.7		925		7.40				268			3,273	58		235											
6CR.20781.81	Robeson	4	SR 1131	FROM SR 1107 MP 0.0 TO NC 130 MP 2.26	6	2		NO	NO	2.26	18	566		4.52			1,000	201			2,113			150											
TOTAL FOR MAP NO. 4										2.26		566		4.52			1,000	201			2,113			150											
6CR.20781.81	Robeson	5	SR 1324	FROM HOKE CO. MP 0.0 TO NC 211 MP 1.77	3	2		NO	NO	0.8	22	200		1.60							877			59											
		"	"	FROM HOKE CO. MP 0.0 TO NC 211 MP 1.77	8	2		NO	NO	0.8	32					7,509					1,363			91		8	5								
		"	"	FROM HOKE CO. MP 0.0 TO NC 211 MP 1.77	9	2		NO	NO	0.3	27				4,752	7,509					466			31		5	1								
TOTAL FOR MAP NO. 5										1.9		200		1.60	4,752	7,509					2,706			181		13	6								
6CR.20781.81	Robeson	6	SR 1338	FROM NC 71 MP 0.0 TO SR 1318 MP 1.75	3	2		NO	NO	1.7	22	425		3.40								1,810			121										
TOTAL FOR MAP NO. 6										1.7		425		3.40								1,810			121										
6CR.20781.81	Robeson	7	SR 1647	FROM NC 72 MP 0.0 TO DEAD END MP 0.4	2	2		NO	NO	0.35	20	175		0.70					468	345				43											
TOTAL FOR MAP NO. 7										0.35		175		0.70					468	345				43											
6CR.20781.81	Robeson	8	SR 1727	FROM SR 1725 MP 3.06 TO US 301 MP 4.59	6	2		NO	NO	1.53	20	383		3.06				167				1,506			108										
TOTAL FOR MAP NO. 8										1.53		383		3.06				167				1,506			108										
6CR.20781.81	Robeson	9	SR 1732	FROM NC 20 MP 0.0 TO DEAD END MP 1.3	4	2		NO	NO	1.3	17												713	48											
TOTAL FOR MAP NO. 9										1.3														713	48										
6CR.20781.81	Robeson	10	SR 1733	FROM NC 20 MP 0.0 TO SR 1732 MP 0.49	5	2		NO	NO	0.4	20												195	13											
TOTAL FOR MAP NO. 10										0.4														195	13										
6CR.20781.81	Robeson	11	SR 1807	FROM NC 20 MP 0.0 TO SR 1733 MP 0.23	5	2		NO	NO	0.23	20												112	8											
TOTAL FOR MAP NO. 11										0.23														112	8										
6CR.20781.81	Robeson	12	SR 1824	FROM NC 20 MP 0.0 TO SR 1732 MP 0.18	5	2		NO	NO	0.18	20												88	6											
TOTAL FOR MAP NO. 12										0.18														88	6										
6CR.20781.81	Robeson	13	SR 1829	FROM NC 20 MP 0.0 TO SR 1733 MP 0.17	5	2		NO	NO	0.17	20												83	6											
TOTAL FOR MAP NO. 13										0.17														83	6										
6CR.20781.81	Robeson	14	SR 2121	FROM SR 2116 MP 2.09 TO NC 72 MP 5.75	7	2		NO	NO	3.66	22		535	7.32			1,300	245				3,897			272				300	146	264	11	9		
TOTAL FOR MAP NO. 14										3.66			535	7.32			1,300	245					3,897			272			300	146	264	11	9		
6CR.20781.81	Robeson	15	SR 2127	FROM SR 2116 MP 0.0 TO SR 2115 MP 1.21	6	2		NO	NO	1.21	20	303		2.42				40				1,184			81										
TOTAL FOR MAP NO. 15										1.21		303		2.42				40					1,184			81									
6CR.20781.81	Robeson	16	SR 2239	FROM SR 2427 MP 3.68 TO SR 2422 MP 5.24	3	2		NO	NO	1.56	18	390		3.12								1,359			91										
TOTAL FOR MAP NO. 16										1.56		390		3.12									1,359			91									
6CR.20781.81	Robeson	17	SR 2316	FROM SR 2413 MP 0.0 TO NC 41 MP 1.43	3	2		NO	NO	1.43	24	358		2.86								1,686			113										
TOTAL FOR MAP NO. 17										1.43		358		2.86									1,686			113									
6CR.20781.81	Robeson	18	SR 2501	FROM SR 2499 MP 0.0 TO NC 41 MP 2.01	10	2		NO	NO	2.01	25-38	503		4.02			118	84				2,739			168										
TOTAL FOR MAP NO. 18										2.01		503		4.02			118	84					2,739			168									
6CR.20781.81	Robeson	19	SR 2505	FROM US 74 MP 0.0 TO SR 2418 MP 1.21	6	2		NO	NO	1.2	22	300		2.40					50				1,278			88									
TOTAL FOR MAP NO. 19										1.2		300		2.40					50					1,278			88								
6CR.20781.81	Robeson	20	SR 2510	FROM CITY OF LUMBERTON MP 0.0 TO SR 2413 MP 1.0	6	2		NO	NO	1	22-30	188		2.00			250	84					1,235			86									
TOTAL FOR MAP NO. 20										1		188		2.00			250	84						1,235			86								
TOTAL FOR PROJ NO. 6CR.20781.81										25.79		4,716	535	44.82	4,752	7,509	2,668	1,139	468	3,084	22,047	58		1,191	3,390	100	14	15	300	146	264	11	9		
GRAND TOTAL										44.59		9,416	535	82.42	4,752	7,509	3,753	1,139	468	29,284	22,047	58	1,191	3,390	100	14	15	300	146	264	11	9			

PROJECT NO.	SHEET NO.	TOTAL NO.
6CR.10781.81, 6CR.20781.81	15	

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4457000000-N	4413000000-E	4685000000-E	4686000000-E				4695000000-E	4697000000-E	4700000000-E	4705000000-E	4710000000-E	4721000000-E		4725000000-E			4810000000-E		4900000000-N	
										TEMPORARY TRAFFIC CONTROL	WORK ZONE ADV/ GEN. WARN. SIGNING SF	4" X 90 M WHITE THERMO	4" X 120 M WHITE THERMO	4" X 120 M YELLOW THERMO	8" X 90 M WHITE THERMO	8" X 120 M WHITE THERMO	12" X 90 M YELLOW THERMO	16" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO RXR 120 M	THERMO MSG SCHOOL 120 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & LT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS		
NO		NO			NO					LS	SF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	
6CR.10781.81	Robeson	1	NC 72	FROM NC 711 MP 16.73 TO NC 710 MP 31.22	1	2	2WU	14.8	28	1	2,106	154,000	2,000	140,700	150	300	1,605	200	260	8		45	4					125	1,018	
<b>TOTAL FOR MAP NO. 1</b>								14.8		1	2,106	154,000	2,000	140,700	150	300	1,605	200	260	8		45	4				125	1,018		
6CR.10781.81	Robeson	2	NC 130	FROM US 501 MP 30.10 TO NC 83 MP 34.10	1	2		4	23			42,600		36,210															275	
<b>TOTAL FOR MAP NO. 2</b>								4				42,600		36,210															275	
<b>TOTAL FOR PROJ NO. 6CR.10781.81</b>								18.8		1	2,106	196,600	2,000	176,910	150	300	1,605	200	260	8		45	4				125	1,293		
										178,910				8		49			874,140		667									
6CR.20781.81	Robeson	3	SR 1122	FROM NC 130 MP 0.0 TO SR 1170 MP 3.70	6	2		3.7	18	*	2,890																	84,000	71,400	250
<b>TOTAL FOR MAP NO. 3</b>								3.7			2,890																	84,000	71,400	250
6CR.20781.81	Robeson	4	SR 1131	FROM SR 1107 MP 0.0 TO NC 130 MP 2.26	6	2		2.26	18																			24,000	40,800	
<b>TOTAL FOR MAP NO. 4</b>								2.26																				24,000	40,800	
6CR.20781.81	Robeson	5	SR 1324	FROM HOKE CO. MP 0.0 TO NC 211 MP 1.77	3	2		0.8	22						900				180		12							16,000	17,800	
		"	"	FROM HOKE CO. MP 0.0 TO NC 211 MP 1.77	8	2		0.8	32																					
		"	"	FROM HOKE CO. MP 0.0 TO NC 211 MP 1.77	9	2		0.3	27																					
<b>TOTAL FOR MAP NO. 5</b>								1.9							900				180		12							16,000	17,800	
6CR.20781.81	Robeson	6	SR 1338	FROM NC 71 MP 0.0 TO SR 1318 MP 1.75	3	2		1.7	22																			37,000	31,500	
<b>TOTAL FOR MAP NO. 6</b>								1.7																				37,000	31,500	
6CR.20781.81	Robeson	7	SR 1647	FROM NC 72 MP 0.0 TO DEAD END MP 0.4	2	2		0.35	20																					
<b>TOTAL FOR MAP NO. 7</b>								0.35																						
6CR.20781.81	Robeson	8	SR 1727	FROM SR 1725 MP 3.06 TO US 301 MP 4.59	6	2		1.53	20																			34,000	28,900	110
<b>TOTAL FOR MAP NO. 8</b>								1.53																				34,000	28,900	110
6CR.20781.81	Robeson	9	SR 1732	FROM NC 20 MP 0.0 TO DEAD END MP 1.3	4	2		1.3	17																			28,000	23,800	
<b>TOTAL FOR MAP NO. 9</b>								1.3																				28,000	23,800	
6CR.20781.81	Robeson	10	SR 1733	FROM NC 20 MP 0.0 TO SR 1732 MP 0.49	5	2		0.4	20																			10,000	10,000	
<b>TOTAL FOR MAP NO. 10</b>								0.4																				10,000	10,000	
6CR.20781.81	Robeson	11	SR 1807	FROM NC 20 MP 0.0 TO SR 1733 MP 0.23	5	2		0.23	20																					
<b>TOTAL FOR MAP NO. 11</b>								0.23																						
6CR.20781.81	Robeson	12	SR 1824	FROM NC 20 MP 0.0 TO SR 1732 MP 0.18	5	2		0.18	20																			4,800	4,800	
<b>TOTAL FOR MAP NO. 12</b>								0.18																				4,800	4,800	
6CR.20781.81	Robeson	13	SR 1829	FROM NC 20 MP 0.0 TO SR 1733 MP 0.17	5	2		0.17	20																					
<b>TOTAL FOR MAP NO. 13</b>								0.17																						
6CR.20781.81	Robeson	14	SR 2121	FROM SR 2116 MP 2.09 TO NC 72 MP 5.75	7	2		3.66	22																			80,000	72,000	250
<b>TOTAL FOR MAP NO. 14</b>								3.66																				80,000	72,000	250
6CR.20781.81	Robeson	15	SR 2127	FROM SR 2116 MP 0.0 TO SR 2115 MP 1.21	6	2		1.21	20																			26,000	26,000	
<b>TOTAL FOR MAP NO. 15</b>								1.21																				26,000	26,000	
6CR.20781.81	Robeson	16	SR 2239	FROM SR 2427 MP 3.68 TO SR 2422 MP 5.24	3	2		1.56	18																			34,000	28,900	
<b>TOTAL FOR MAP NO. 16</b>								1.56																				34,000	28,900	
6CR.20781.81	Robeson	17	SR 2316	FROM SR 2413 MP 0.0 TO NC 41 MP 1.43	3	2		1.43	24										50				2		2			30,700	25,840	10
<b>TOTAL FOR MAP NO. 17</b>								1.43											50				2		2			30,700	25,840	10
6CR.20781.81	Robeson	18	SR 2501	FROM SR 2499 MP 0.0 TO NC 41 MP 2.01	10	2		2.01	25-38			22,000	450	21,100					840			7		3				20	27	
<b>TOTAL FOR MAP NO. 18</b>								2.01				22,000	450	21,100					840			7		3				20	27	
6CR.20781.81	Robeson	19	SR 2505	FROM US 74 MP 0.0 TO SR 2418 MP 1.21	6	2		1.2	22																			22,000	18,700	
<b>TOTAL FOR MAP NO. 19</b>								1.2																				22,000	18,700	
6CR.20781.81	Robeson	20	SR 2510	FROM CITY OF LUMBERTON MP 0.0 TO SR 2413 MP 1.0	6	2		1	22-30										100	80	4							21,600	21,600	
<b>TOTAL FOR MAP NO. 20</b>								1											100	80	4							21,600	21,600	
<b>TOTAL FOR PROJ NO. 6CR.20781.81</b>								25.79				2,890	22,000	450	21,100		900	840	100	340	4	12	7	5	2		874,140	422,040	30	637
										21,550				16		14			874,140		667									
<b>GRAND TOTAL</b>								44.59		1	4,996	218,600	2,450	198,010	150	1,200	2,445	300	600	12	12	52	9	2	452,100	422,040	155	1,930		
										200,460				24		63			874,140		2,085									

# SIGNING FOR RESURFACING PROJECTS

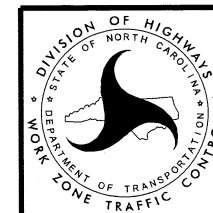


LEGEND	
⊥	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	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"> <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;">             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	 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.		

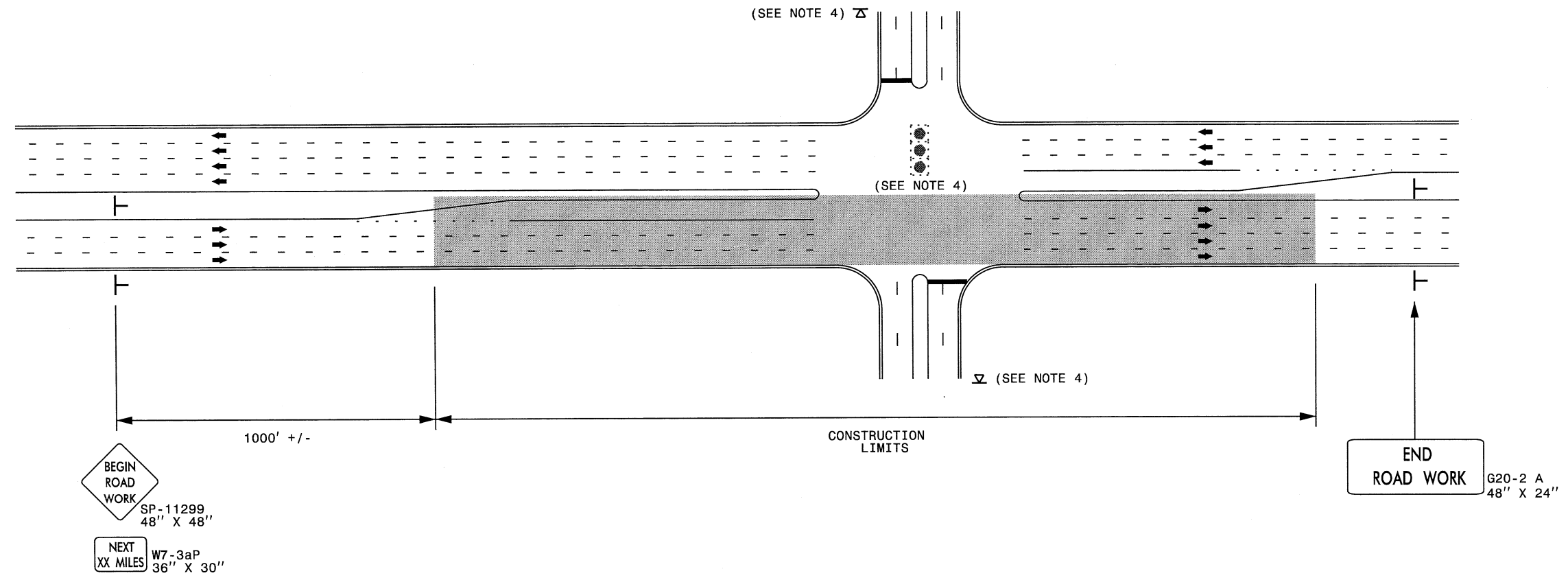


RESURFACING  
 ADVANCE WARNING SIGNS  
 FOR  
 RURAL AND SUBURBAN  
 2 LANE ROADWAYS

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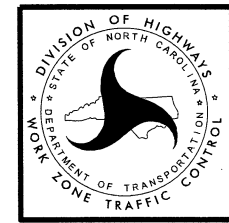
## URBAN / SUBURBAN WORKZONES



**NOTES:**

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 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) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) 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.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) 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 WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND	
└	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES**

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