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STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.10.16.10041.1 - ETC. 2017CPT.10.16.20041.4 - ETC. 2017CPT.10.16.20042.8 - ETC.	1	
F.A. PROJECT NO.			



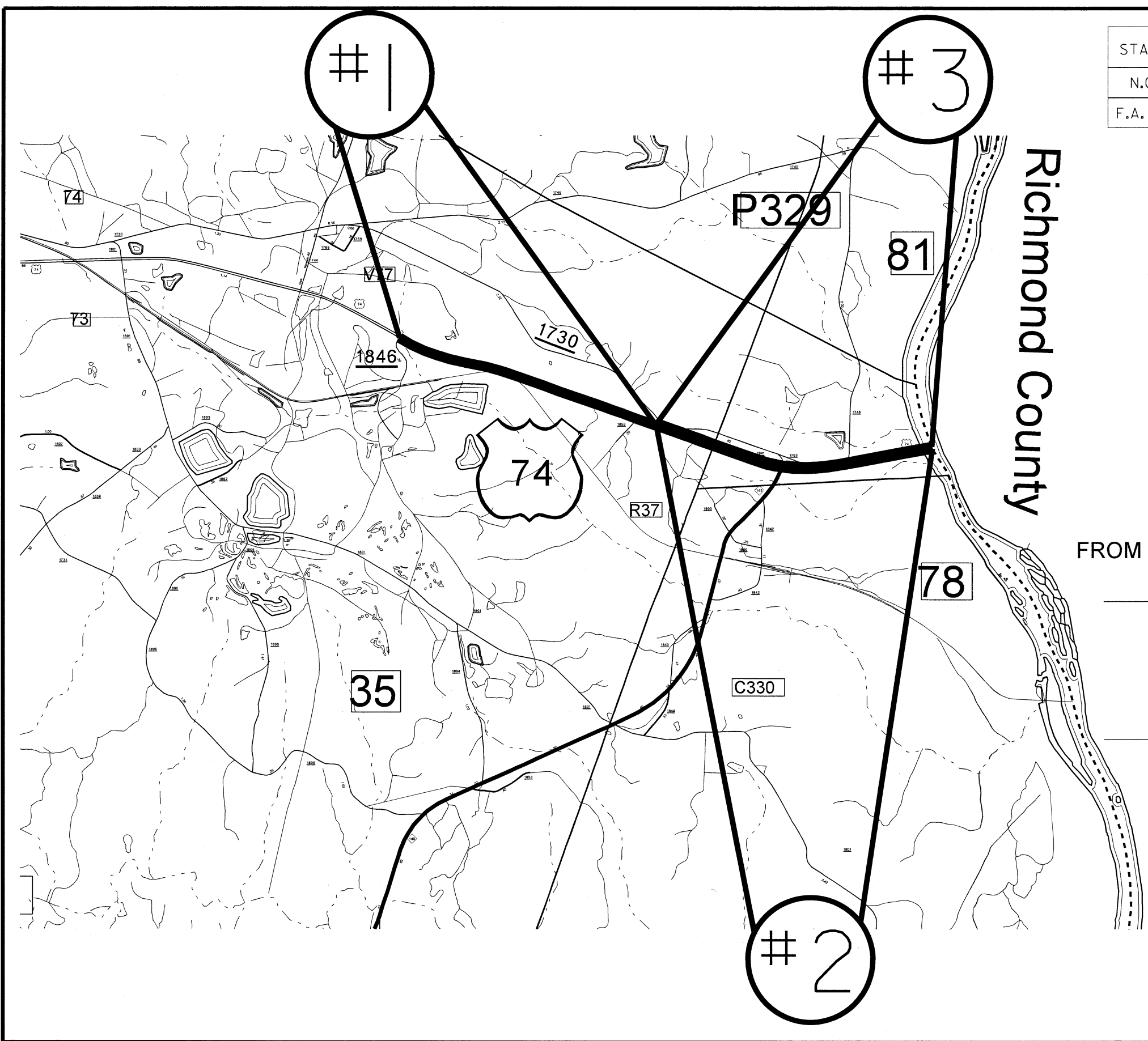
ENLARGED MUNICIPAL AND SUBURBAN AREAS
ANSON COUNTY
 NORTH CAROLINA
PREPARED BY THE
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #1 US 74 EAST
 1.65 MILES
 FROM PVMT JT EAST OF SR 1846 GRAVEL PLANT RD
 TO SR 1730 VINTAGE RD

MAP #2 US 74 EAST
 1.62 MILES
 FROM SR 1730 VINTAGE RD TO
 RICHMOND COUNTY LINE

MAP #3 US 74 WEST
 1.63 MILES
 FROM RICHMOND COUNTY LINE TO
 SR 1730 VINTAGE RD

Richmond County



STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.10.16.1004.1 - ETC. 2017CPT.10.16.2004.4 - ETC. 2017CPT.10.16.2004.8 - ETC.	2	
F.A. PROJECT NO.			

POLKTON



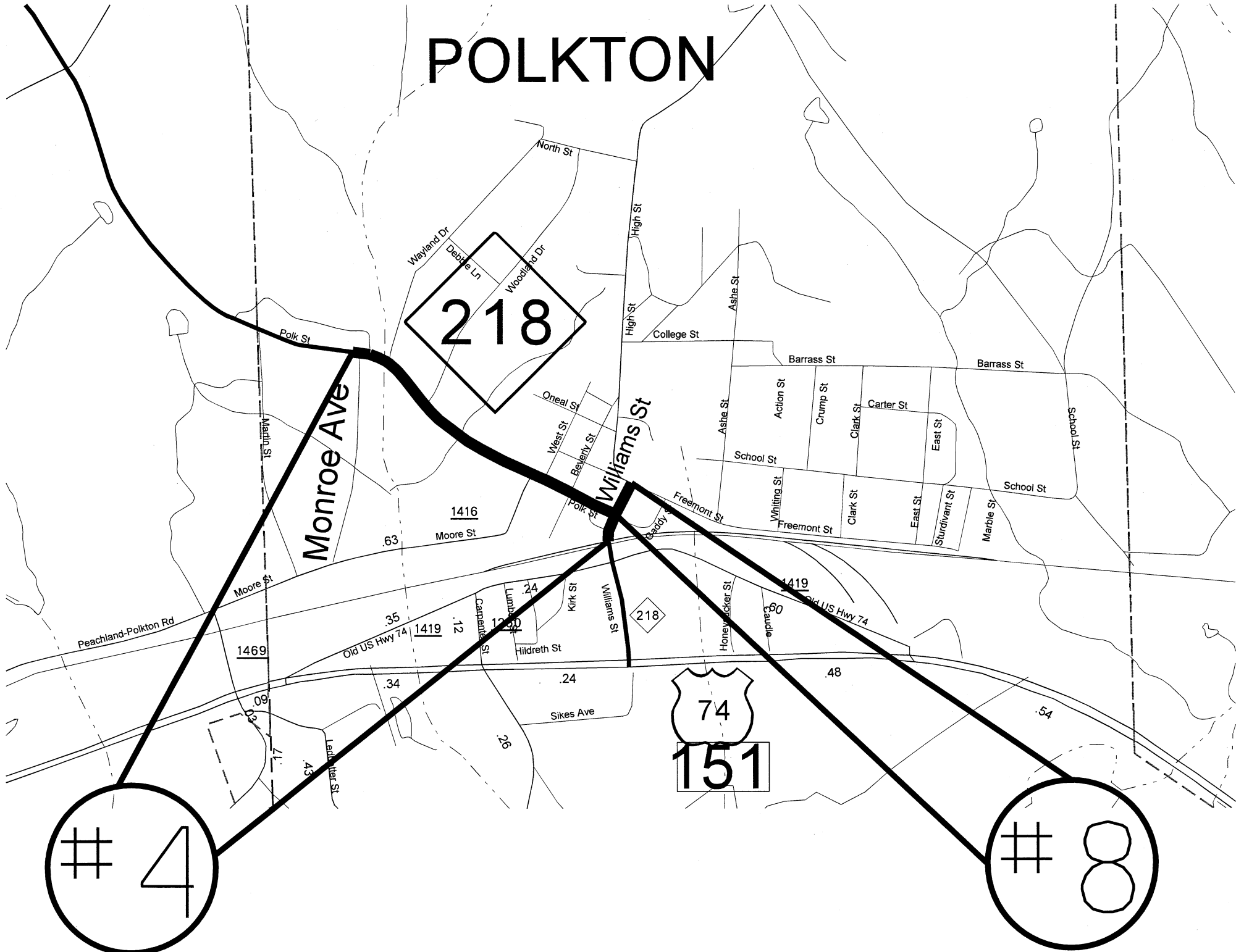
ENLARGED MUNICIPAL AND SUBURBAN AREAS
ANSON COUNTY
 NORTH CAROLINA
PREPARED BY THE
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #4 NC 218
 0.20 MILES

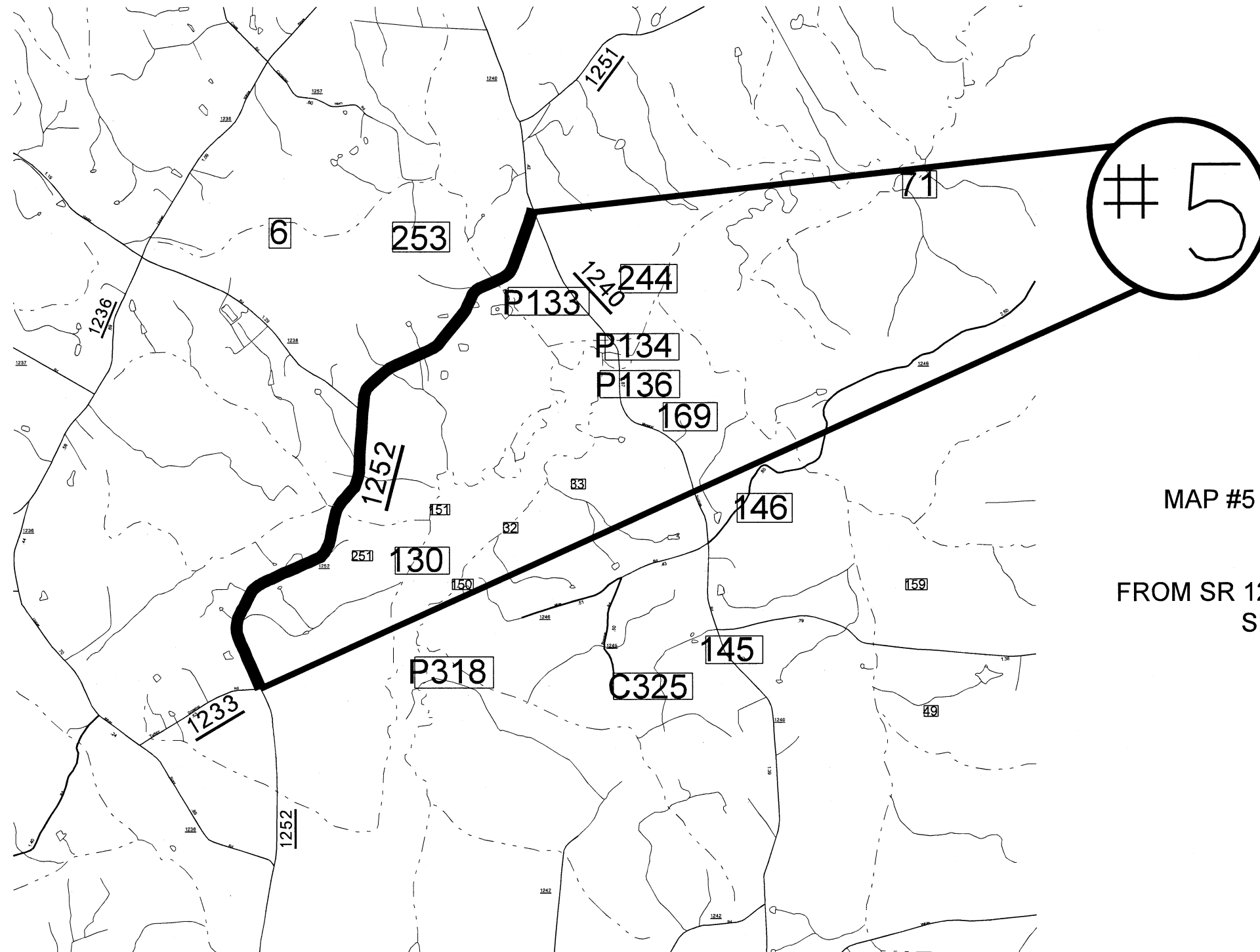
FROM PVMT JT AT SR 1416
 PEACHLAND-POLKTON ROAD
 TO RAILROAD TRACKS

MAP #8 SR 1418 WILLIAMS STREET
 0.04 MILES

FROM INTERSECTION WITH NC 218
 TO PAVEMENT JOINT
 AT FREEMONT STREET



STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.10.16.10041.1 - ETC. 2017CPT.10.16.20041.4 - ETC. 2017CPT.10.16.20042.8 - ETC.	3	
F.A. PROJECT NO.			



ENLARGED MUNICIPAL AND SUBURBAN AREAS
ANSON COUNTY
 NORTH CAROLINA
PREPARED BY THE
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #5 SR 1252 LOWER WHITE STORE RD
 2.9 MILES

FROM SR 1240 MINERAL SPRINGS CHURCH RD TO
 SR 1233 TURKEY GROWING RD

#6

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT10.16.1004.1 - ETC. 2017CPT10.16.2004.4 - ETC. 2017CPT10.16.2004.8 - ETC.	4	
F.A. PROJECT NO.			



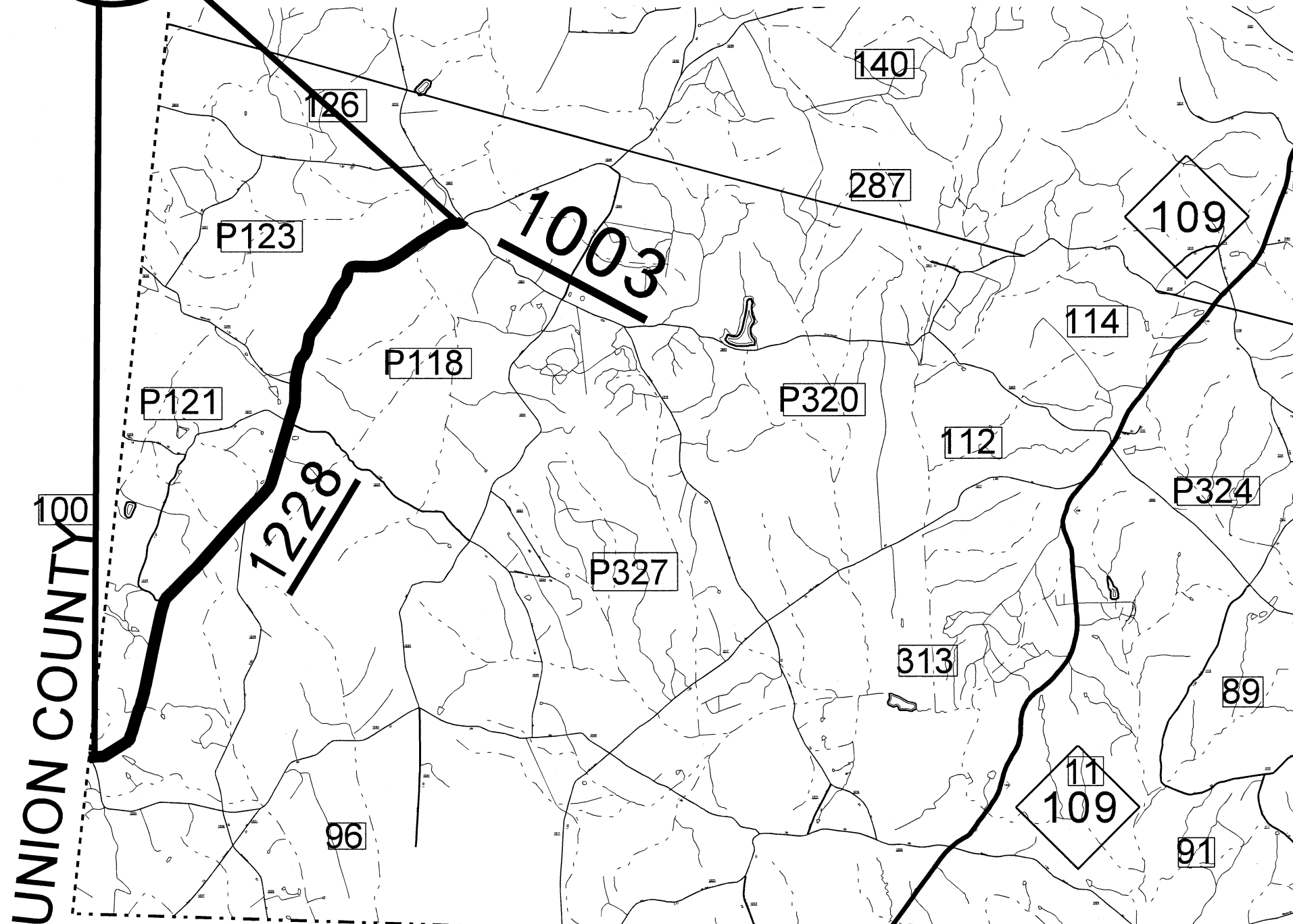
ENLARGED MUNICIPAL AND SUBURBAN AREAS

ANSON COUNTY

NORTH CAROLINA

PREPARED BY THE
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #6 SR 1228 WHITE STORE ROAD
5.6 MILES
FROM SR 1003 (UNION CHURCH ROAD)
TO UNION COUNTY LINE



STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.10.16.10041.1 - ETC. 2017CPT.10.16.20041.4 - ETC. 2017CPT.10.16.20042.8 - ETC.	5	
F.A. PROJECT NO.			



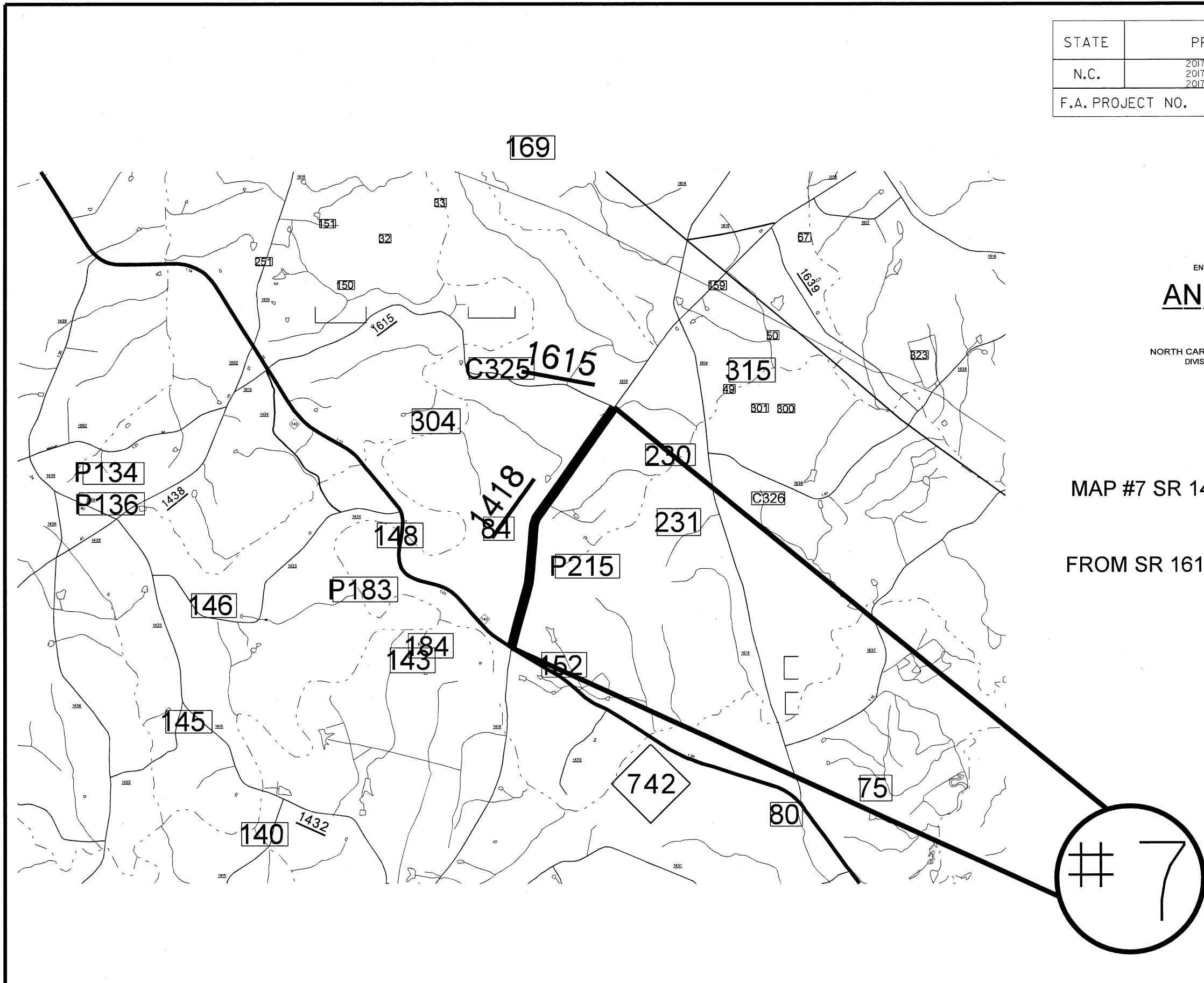
ENLARGED MUNICIPAL AND SUBURBAN AREAS

ANSON COUNTY

NORTH CAROLINA

PREPARED BY THE
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #7 SR 1418 ANSONVILLE-POLKTON RD
1.56 MILES
FROM SR 1615 HIGH ROCK CRUSHER RD TO
NC 742



7

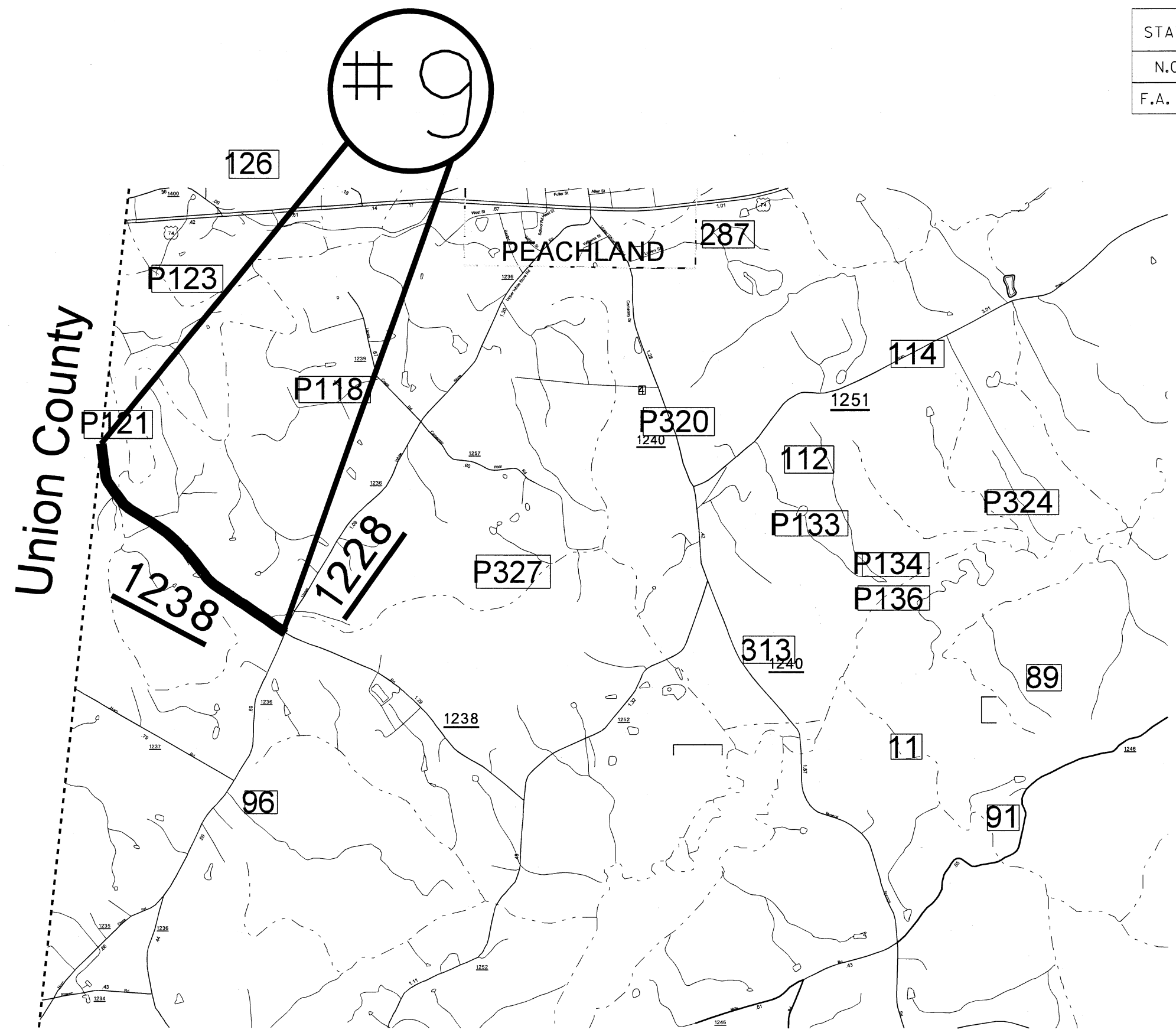
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N.C.	2017CPT.10.16.10041.1 - ETC. 2017CPT.10.16.20041.4 - ETC. 2017CPT.10.16.20042.8 - ETC.	6	
F.A. PROJECT NO.			



ENLARGED MUNICIPAL AND SUBURBAN AREAS
ANSON COUNTY
 NORTH CAROLINA
PREPARED BY THE
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #9 SR 1238 HASTY ROAD
1.2 MILES

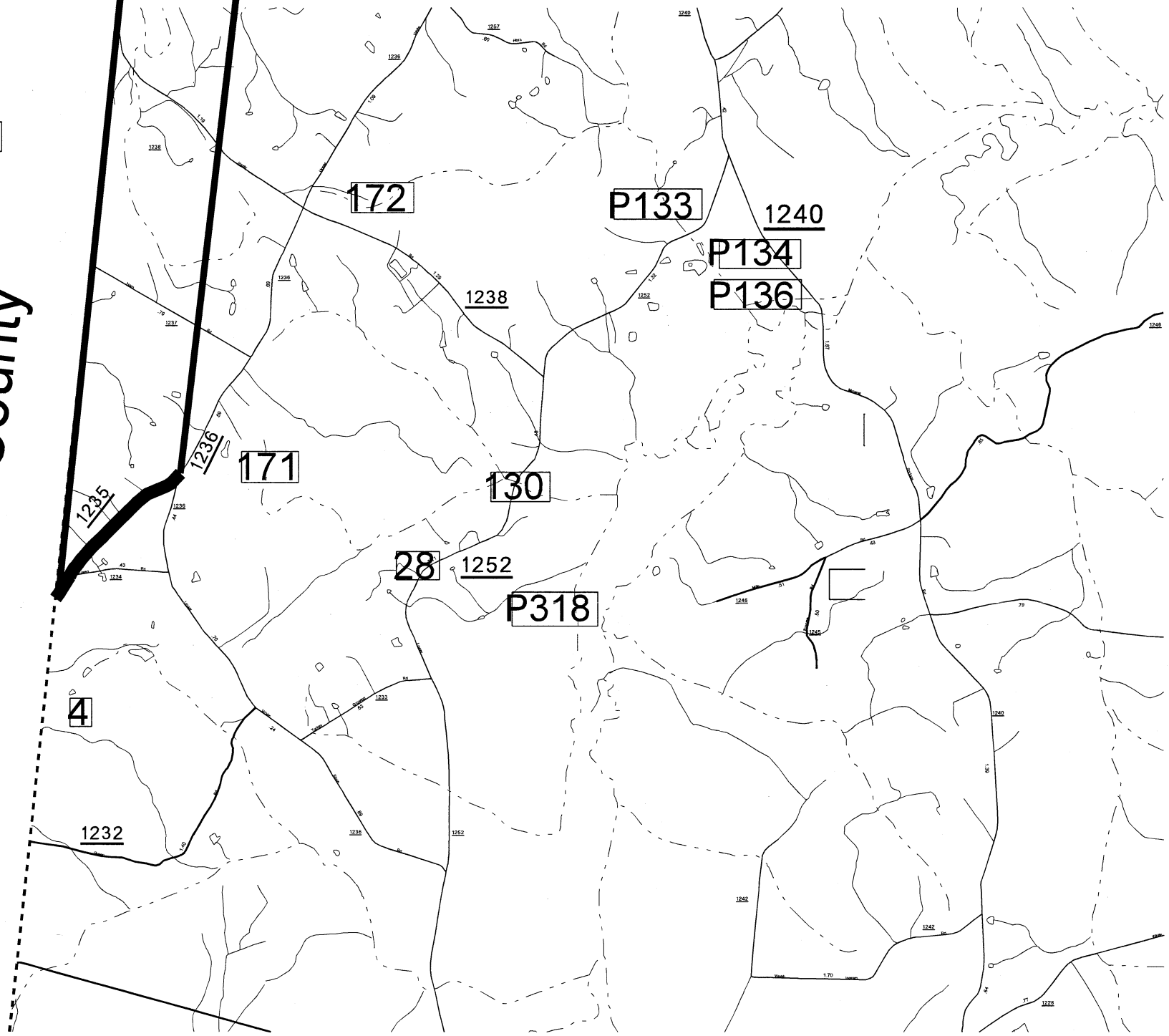
FROM SR 1236 UPPER WHITE STORE ROAD
TO UNION COUNTY LINE



173

Union County

#10



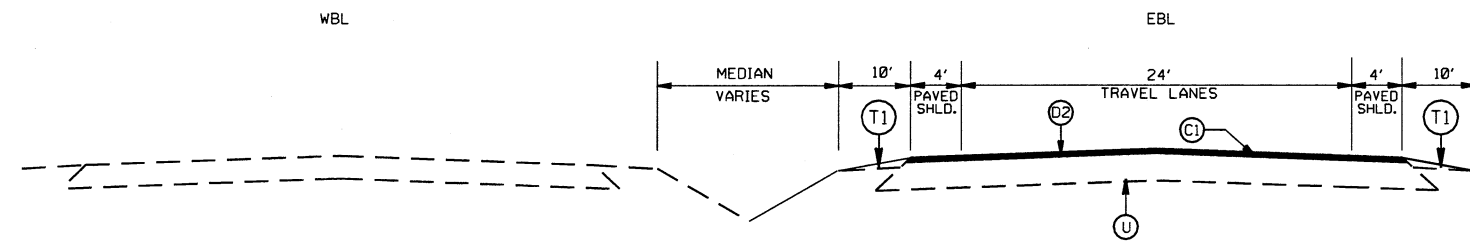
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F.A. PROJECT NO.			



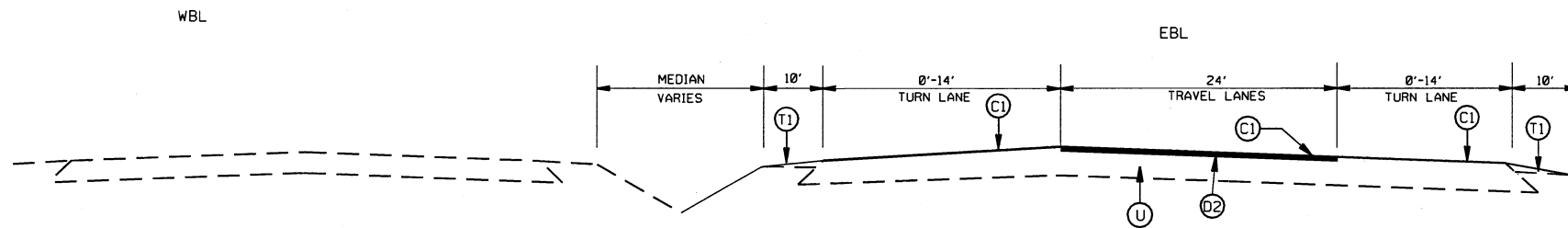
ENLARGED MUNICIPAL AND SUBURBAN AREAS
ANSON COUNTY
 NORTH CAROLINA
PREPARED BY THE
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #10 SR 1235 HORNE STORE ROAD
 0.723 MILES
 FROM SR 1236 UPPER WHITE STORE ROAD
 TO UNION COUNTY LINE

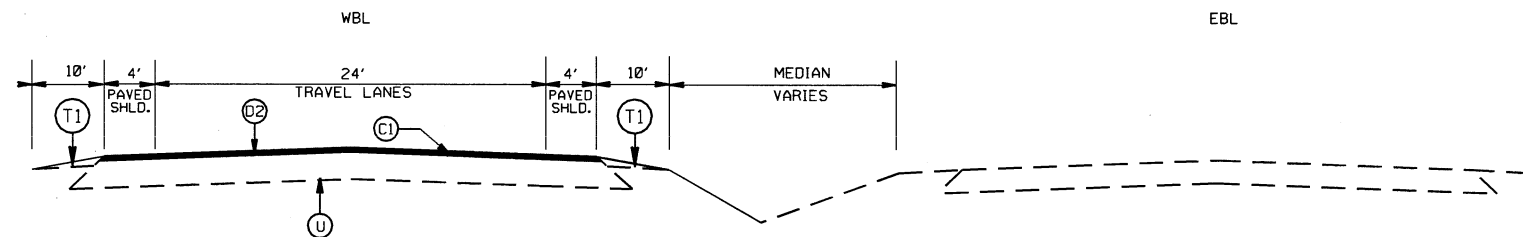
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.10.16.10041.1 - ETC. 2017CPT.10.16.20041.4 - ETC. 2017CPT.10.16.20042.8 - ETC.	8	
F.A. PROJECT NO.			



TYPICAL SECTION NO. 1
US 74 EB (MAP 1 & 2)



TYPICAL SECTION NO. 2
US 74 EB (MAP 1 & 2)
TURNLANES



TYPICAL SECTION NO. 3
US 74 WB (MAP 3)

PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(C2)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(C3)	PROP. APPROX. 1.0" ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
(C4)	PROP. ASPHALT SURFACE TREATMENT, TYPE 78M, DOUBLE SEAL.
(D1)	PROPOSED 2.5" ASPHALT CONC. INTERMEDIATE CORSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
(D2)	AST MAT COAT # 67
(T1)	SHOULDER RECONSTRUCTION
(V1)	MILLING OF EXISTING PAVEMENT, 2.0" IN DEPTH.
(V2)	MILLING OF EXISTING PAVEMENT, 3.5" IN DEPTH.
(V3)	PROFILE MILLING EXISTING ASPHALT, 0 - 2"
(U)	EXISTING PAVEMENT
(Z)	FULL DEPTH RECLAMATION

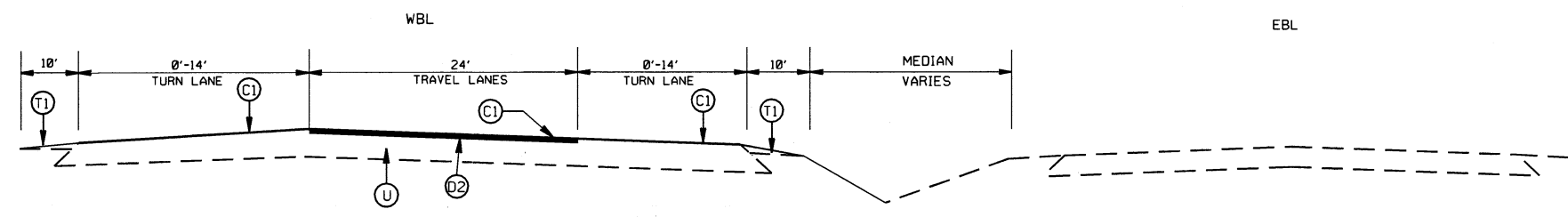
2017-2018
ANSON COUNTY RESURFACING

SCALE	-NA-
DATE	10/16
DWG. BY	AMO
DESIGN BY	AMO
APPROVED	CLA

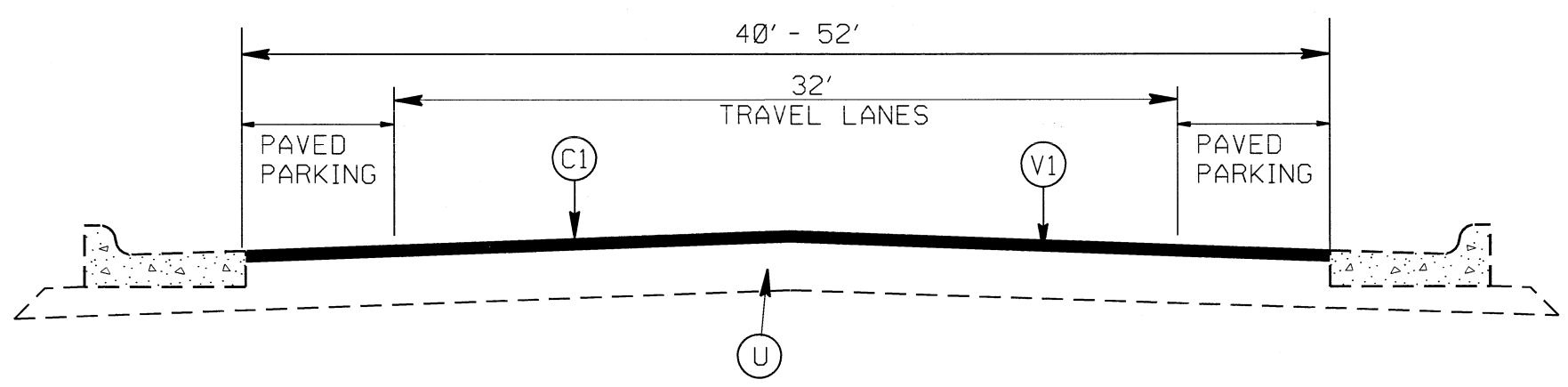


REVISIONS	

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.10.16.10041.1 - ETC. 2017CPT.10.16.20041.4 - ETC. 2017CPT.10.16.20042.8 - ETC.	9	
F.A. PROJECT NO.			



TYPICAL SECTION NO. 4
US 74 WB (MAP 3)
TURNLANES



TYPICAL SECTION NO. 5
NC 218 (MAP 4)
FROM PVMT JT TO INTERSECTION WITH SR 1418
* SEE NOTE 1

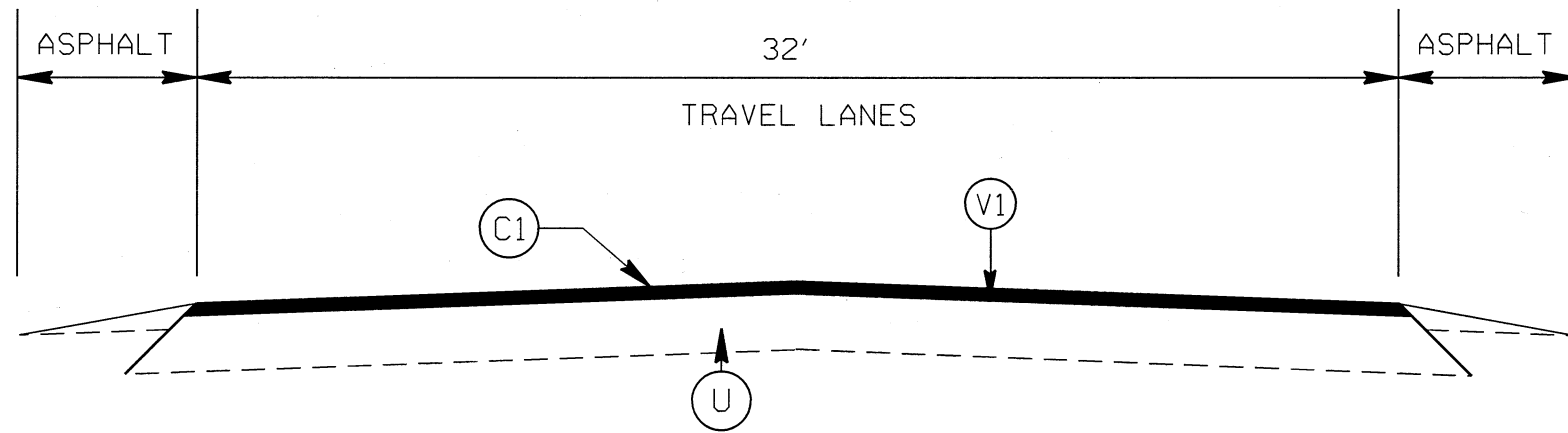
PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(C2)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
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(D2)	AST MAT COAT # 67
(T1)	SHOULDER RECONSTRUCTION
(V1)	MILLING OF EXISTING PAVEMENT, 2.0" IN DEPTH.
(V2)	MILLING OF EXISTING PAVEMENT, 3.5" IN DEPTH.
(V3)	PROFILE MILLING EXISTING ASPHALT, 0 - 2"
(U)	EXISTING PAVEMENT
(Z)	FULL DEPTH RECLAMATION

2017-2018
ANSON COUNTY RESURFACING

SCALE	-NA-		REVISIONS
DATE	10/16		
DWG. BY	AMO		
DESIGN BY	AMO		
APPROVED	CLA		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.10.16.10041.1 - ETC. 2017CPT.10.16.20041.4 - ETC. 2017CPT.10.16.20042.8 - ETC.	10	
F.A. PROJECT NO.			




TYPICAL SECTION NO. 6
 NC 218 (MAP 4)
 FROM INTERSECTION TO RAILROAD TRACKS
 SR 1418 WILLIAMS STREET (MAP 8)
 FROM PVMT JT TO NC 218 INTERSECTION
 *SEE NOTE 1

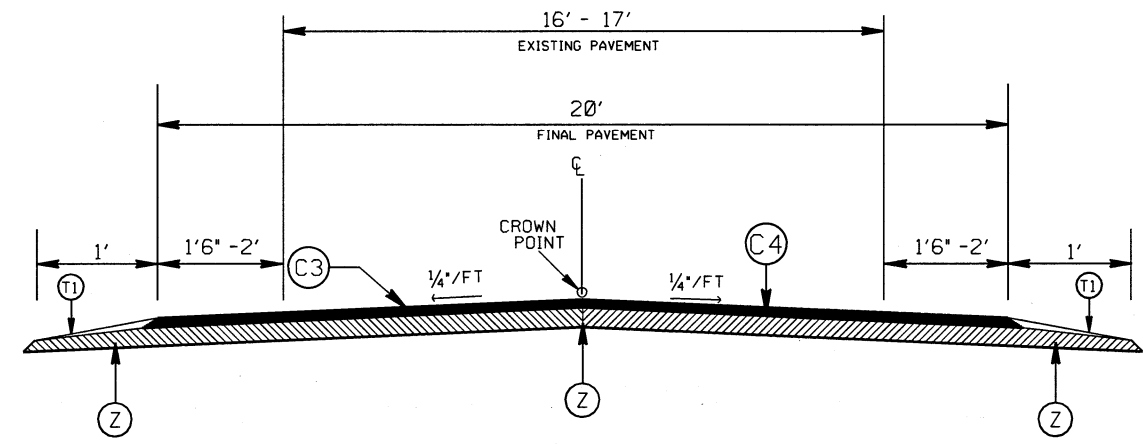
PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(C2)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(C3)	PROP. APPROX. 1.0" ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
(C4)	PROP. ASPHALT SURFACE TREATMENT, TYPE 78M, DOUBLE SEAL.
(D1)	PROPOSED 2.5" ASPHALT CONC. INTERMEDIATE CORSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
(D2)	AST MAT COAT * 67
(T1)	SHOULDER RECONSTRUCTION
(V1)	MILLING OF EXISTING PAVEMENT, 2.0" IN DEPTH.
(V2)	MILLING OF EXISTING PAVEMENT, 3.5" IN DEPTH.
(V3)	PROFILE MILLING EXISTING ASPHALT, 0 - 2"
(U)	EXISTING PAVEMENT
(Z)	FULL DEPTH RECLAMATION

2017-2018
ANSON COUNTY RESURFACING

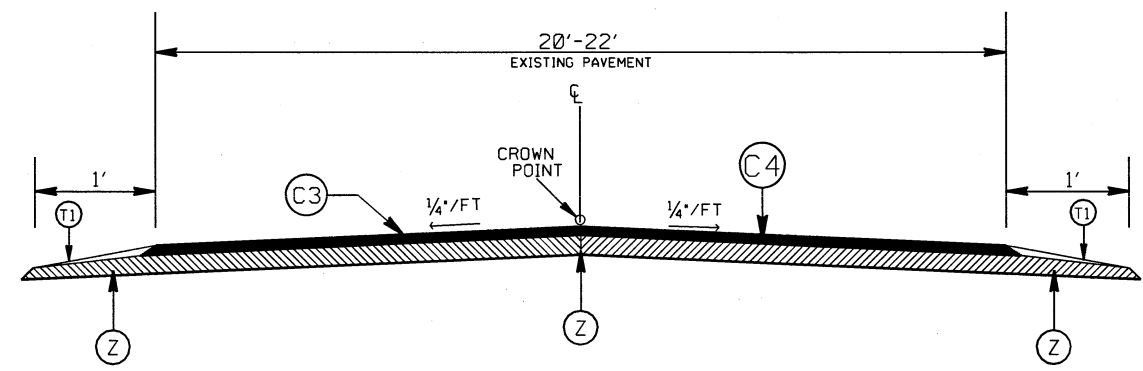
SCALE	-NA-		REVISIONS	
DATE	10/16			
DWG. BY	AMO			
DESIGN BY	AMO			
APPROVED	CLA			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.10.16.10041.1 - ETC. 2017CPT.10.16.20041.4 - ETC. 2017CPT.10.16.20042.8 - ETC.	11	
F.A. PROJECT NO.			



TYPICAL SECTION NO. 7

SR 1252 LOWER WHITE STORE ROAD (MAP 5)
 SR 1235 HORNE STORE ROAD (MAP 10)
 * SEE NOTES 2, 4 AND 5




TYPICAL SECTION NO. 8

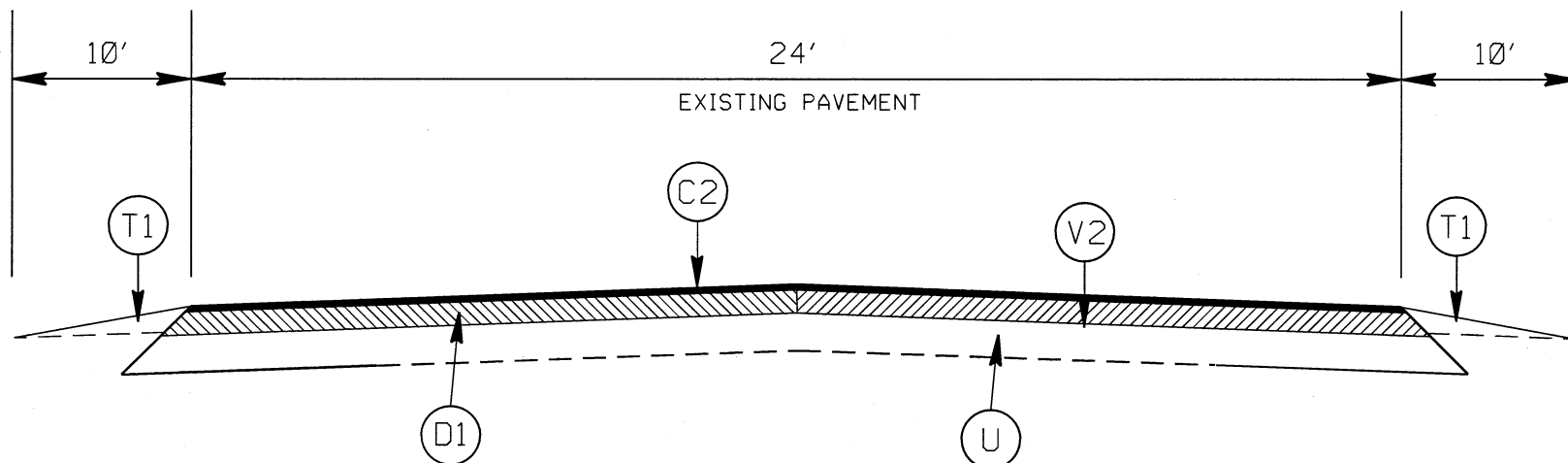
SR 1238 HASTY ROAD (MAP 9)
 *SEE NOTE 4

PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(C2)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(C3)	PROP. APPROX. 1.0" ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
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(T1)	SHOULDER RECONSTRUCTION
(V1)	MILLING OF EXISTING PAVEMENT, 2.0" IN DEPTH.
(V2)	MILLING OF EXISTING PAVEMENT, 3.5" IN DEPTH.
(V3)	PROFILE MILLING EXISTING ASPHALT, 0 - 2"
(U)	EXISTING PAVEMENT
(Z)	FULL DEPTH RECLAMATION

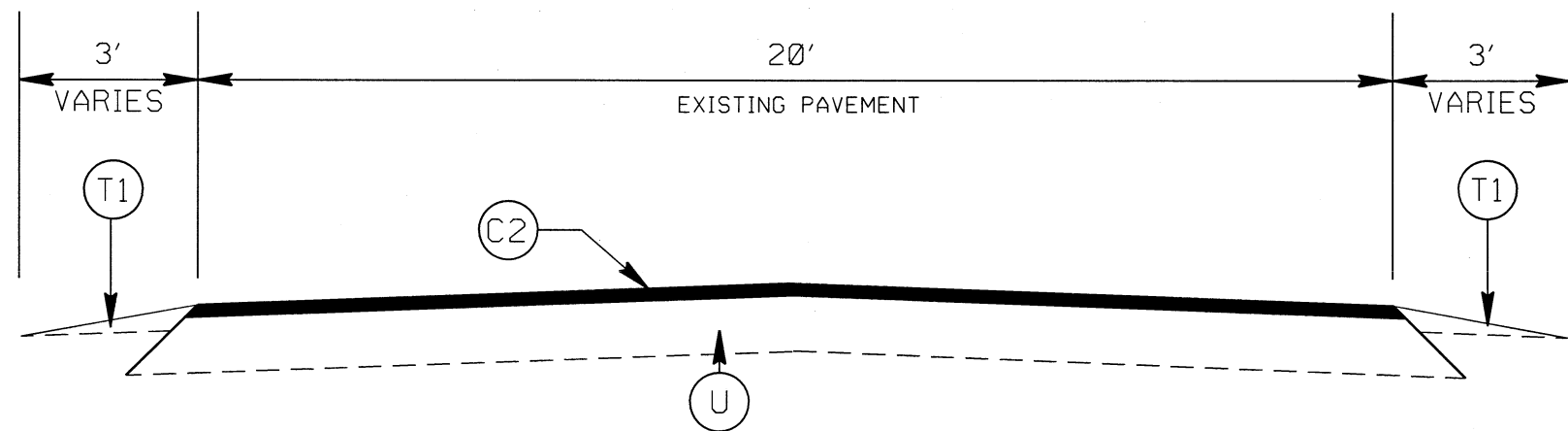
2017-2018
ANSON COUNTY RESURFACING

SCALE	-NA-		REVISIONS
DATE	10/16		
DWG. BY	AMO		
DESIGN BY	AMO		
APPROVED	CLA		



TYPICAL SECTION NO. 9

SR 1418 ANSONVILLE-POLKTON ROAD (MAP 7)



TYPICAL SECTION NO. 10

SR 1228 WHITE STORE ROAD (MAP 6)

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.J0.J6.J0041.1 - ETC. 2017CPT.J0.J6.20041.4 - ETC. 2017CPT.J0.J6.20042.8 - ETC.	12	
F.A. PROJECT NO.			

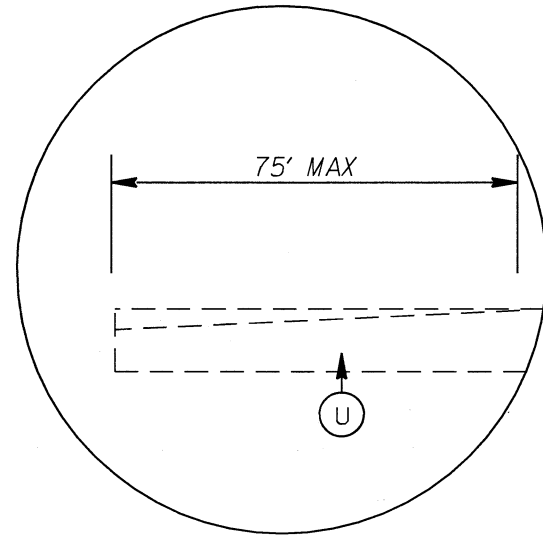
PAVEMENT SCHEDULE

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(V3)	PROFILE MILLING EXISTING ASPHALT, 0 - 2"
(U)	EXISTING PAVEMENT
(Z)	FULL DEPTH RECLAMATION

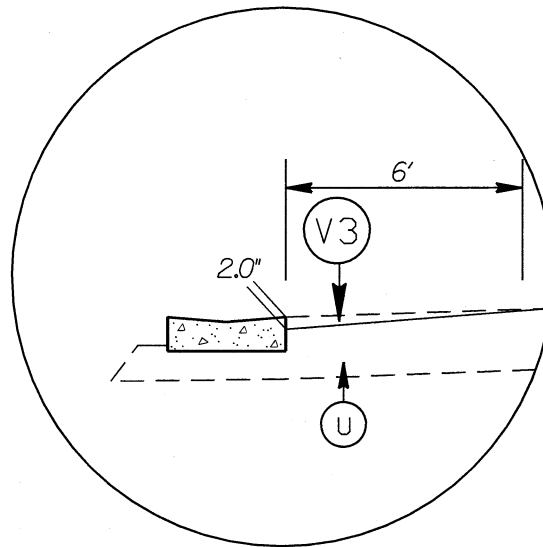
2017-2018
ANSON COUNTY RESURFACING

SCALE	-NA-		REVISIONS	
DATE	10/16			
DWG. BY	AMO			
DESIGN BY	AMO			
APPROVED	CLA			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.I0.I6.10041.I - ETC. 2017CPT.I0.I6.20041.4 - ETC. 2017CPT.I0.I6.20042.8 - ETC.	13	
F.A. PROJECT NO.			



DETAIL FOR INCIDENTAL MILLING (0" TO 2.0")

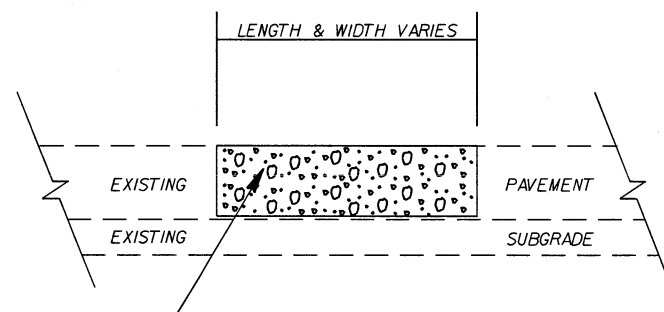


DETAIL FOR PROFILE MILLING (0" TO 2.0")

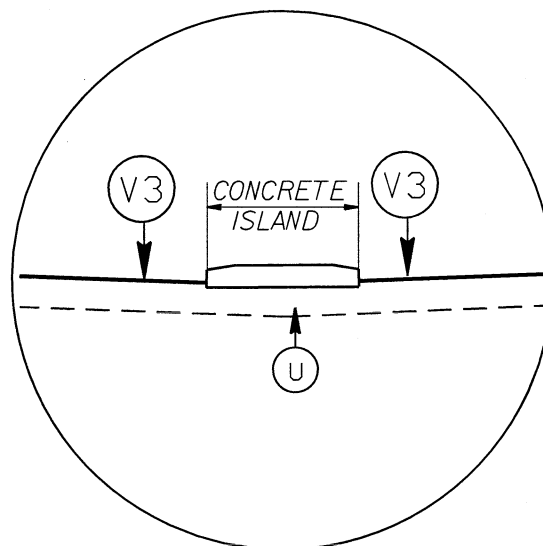
PAVEMENT SCHEDULE

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(V3)	PROFILE MILLING EXISTING ASPHALT, 0 - 2"
(U)	EXISTING PAVEMENT
(Z)	FULL DEPTH RECLAMATION

PATCHING DETAIL



RATE IS VARIABLE AND SHALL BE AS DIRECTED BY THE ENGINEER. ASPHALT TYPE 119.0C SHALL BE PLACED.



DETAIL FOR PROFILE MILLING (0" TO 2.0")

2017-2018
ANSON COUNTY RESURFACING

SCALE	-NA-		REVISIONS
DATE	10/16		
DWG. BY	AMO		
DESIGN BY	AMO		
APPROVED	CLA		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.J0.J6.J004J - ETC. 2017CPT.J0.J6.2004L4 - ETC. 2017CPT.J0.J6.20042.8 - ETC.	14	
F.A. PROJECT NO.			

NOTES:


1. MILL AND FILL ONLY 32' TRAVEL LANES.
2. ON MAP 5, MILL AND FILL BRIDGE WITH 1.0" OF SF9.5A.
3. SHOULDER RECONSTRUCTION WILL BE AS DIRECTED BY THE ENGINEER.
4. FULL DEPTH RECLAMATION AND AST SHALL BE COMPLETED ON MAPS 5, 9, AND 10 PRIOR TO THE ASPHALT OVERLAY.
5. WIDENING ON FULL DEPTH RECLAMATION MAPS TO BE DONE BY STATE FORCES.

EFF. 01-17-2012
REV. 02-29-2016

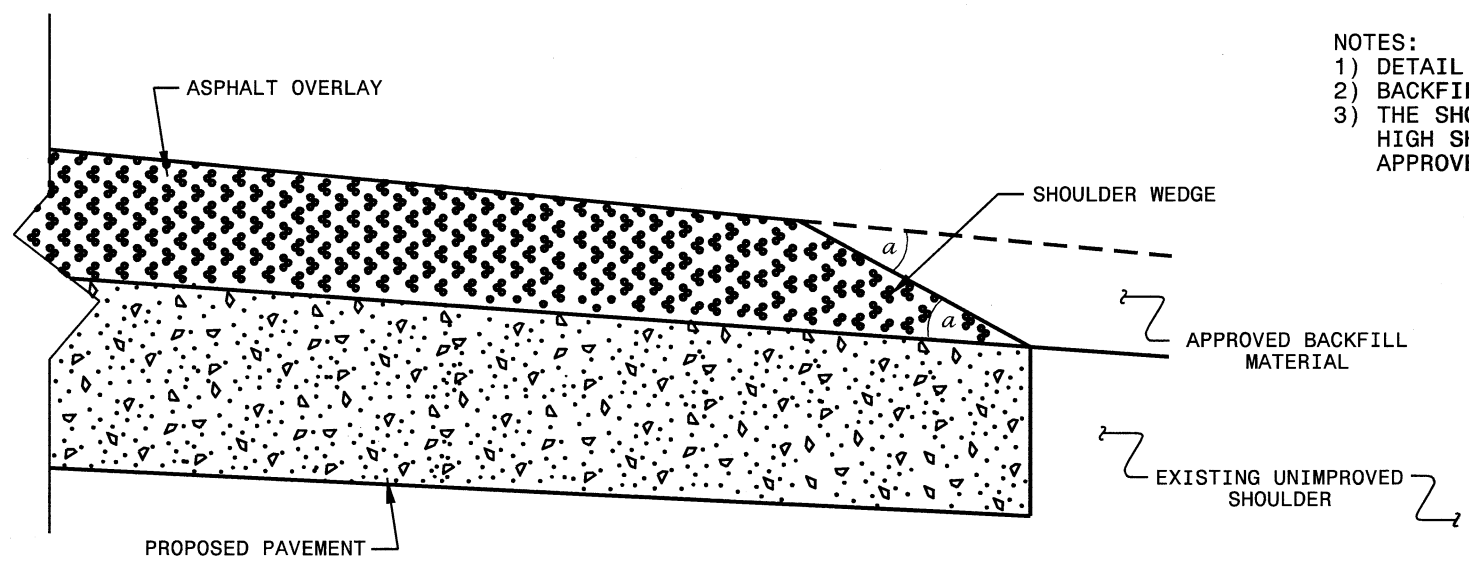
2012 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

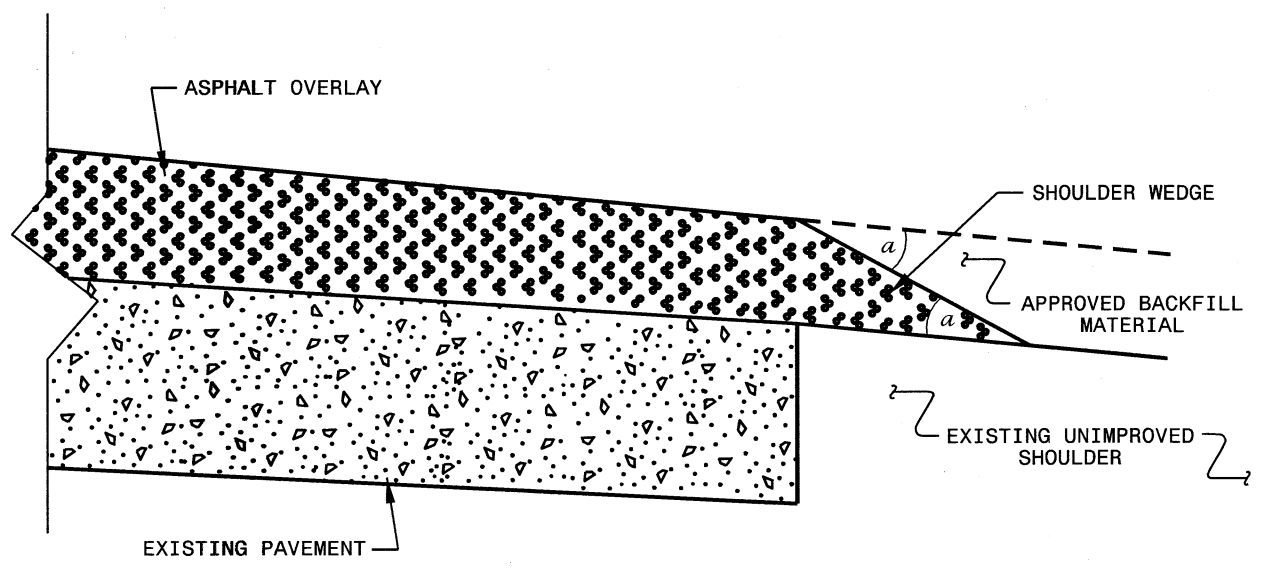
STD.NO.	TITLE
DIVISION 8 - INCIDENTALS	
848.05	Curb Ramp - Proposed Curb & Gutter
848.06	Curb Ramp - Existing Curb & Gutter

2017-2018 ANSON COUNTY RESURFACING		
SCALE	-NA-	
DATE	10/16	
DWG. BY	AMO	
DESIGN BY	AMO	
APPROVED	CLA	
		REVISIONS

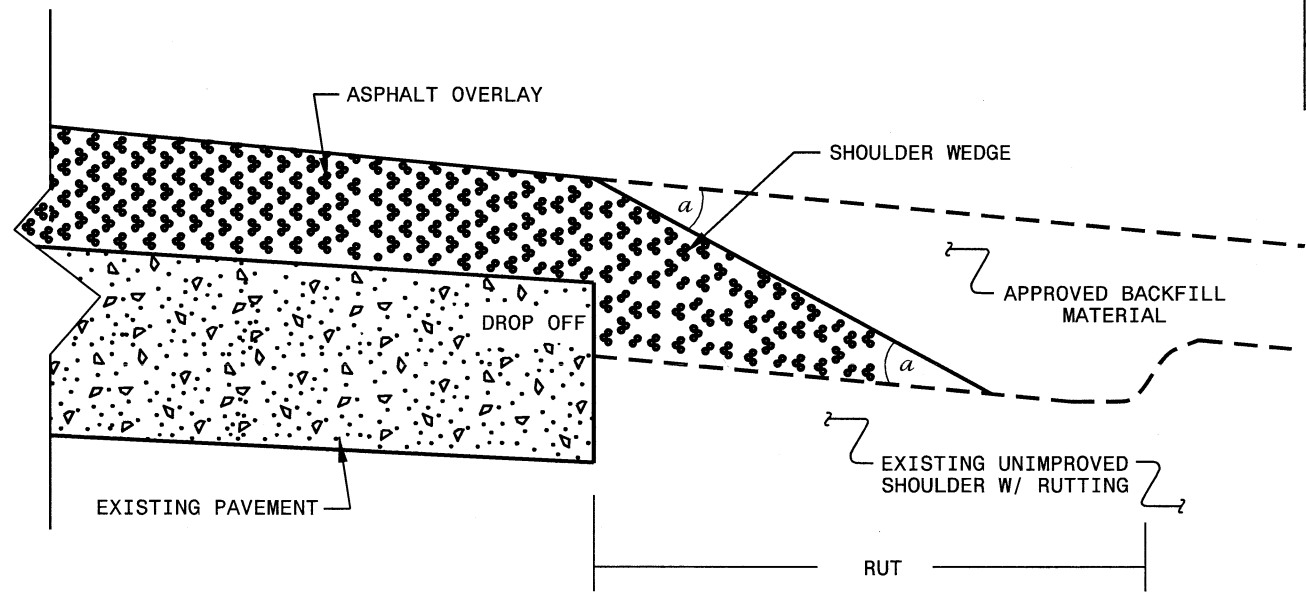
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFCC AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)

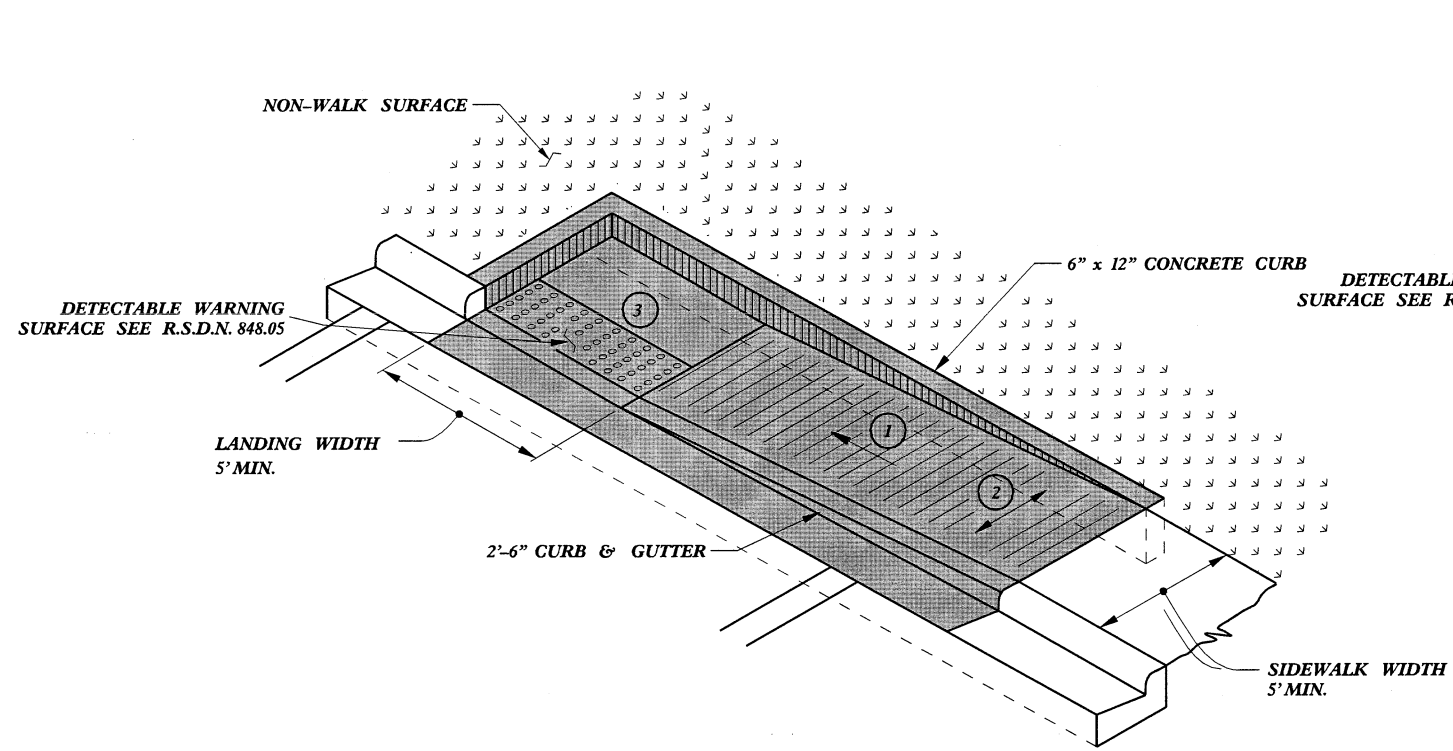


SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

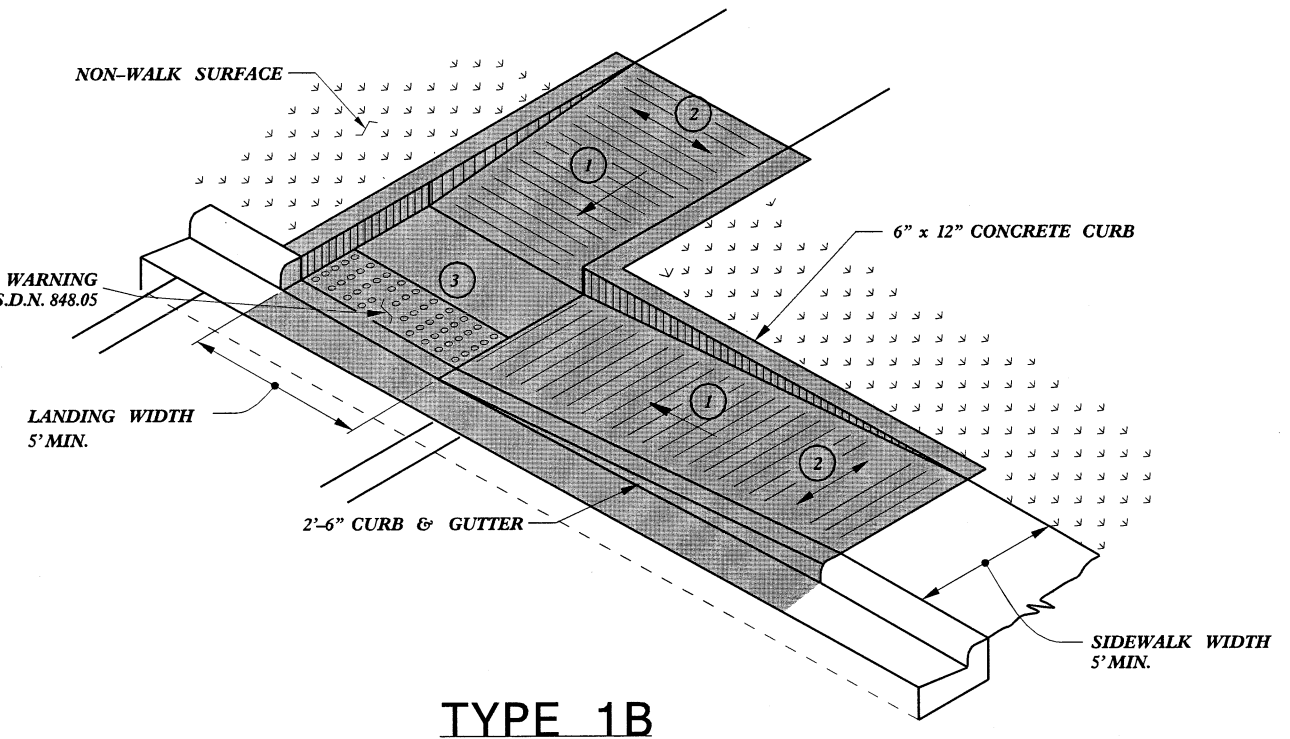
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY: T. SPELL	DATE: 7-19-11		
MODIFIED BY:	DATE: 2/2/16		
CHECKED BY:	DATE:		
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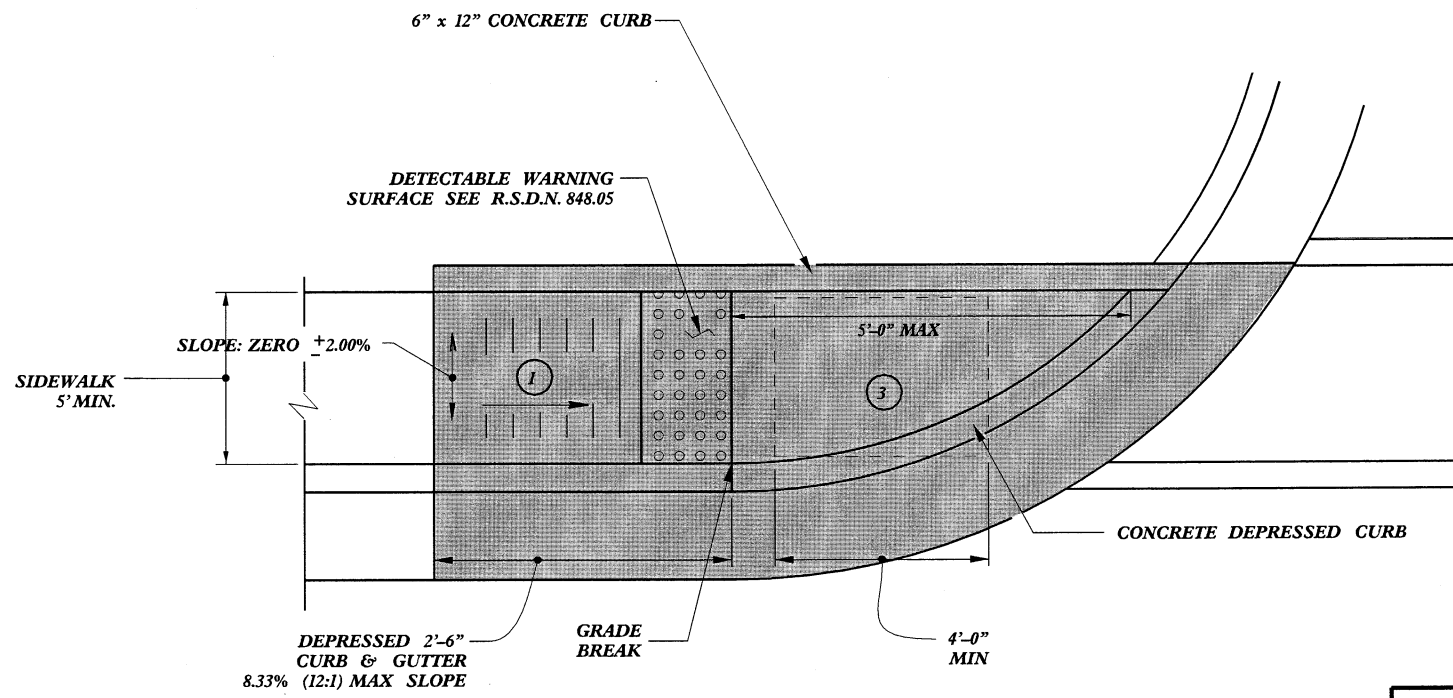
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 20161109 08:58 AM T.SPELL




TYPE 1A



TYPE 1B



TYPE 1

 PAY LIMITS FOR 1 CURB RAMP

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



DocuSign
Joel S Howerton
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 11/18/2015

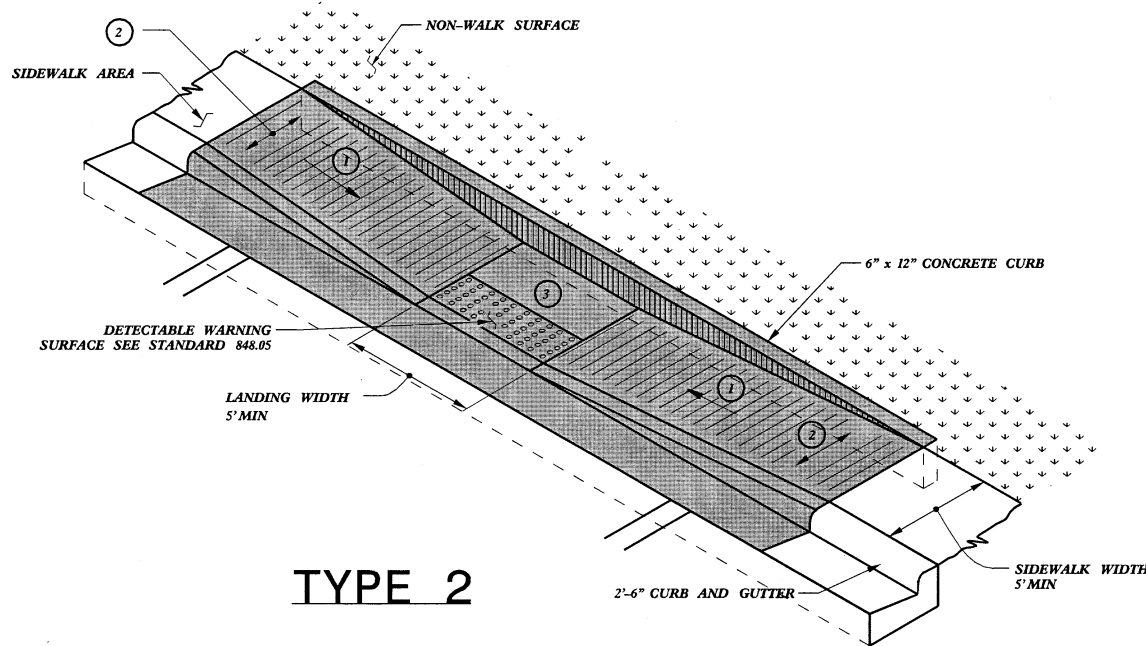
DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
CURB RAMPS	
Directional Ramps	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dwg	

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

5/14/09

 SYSTEMS

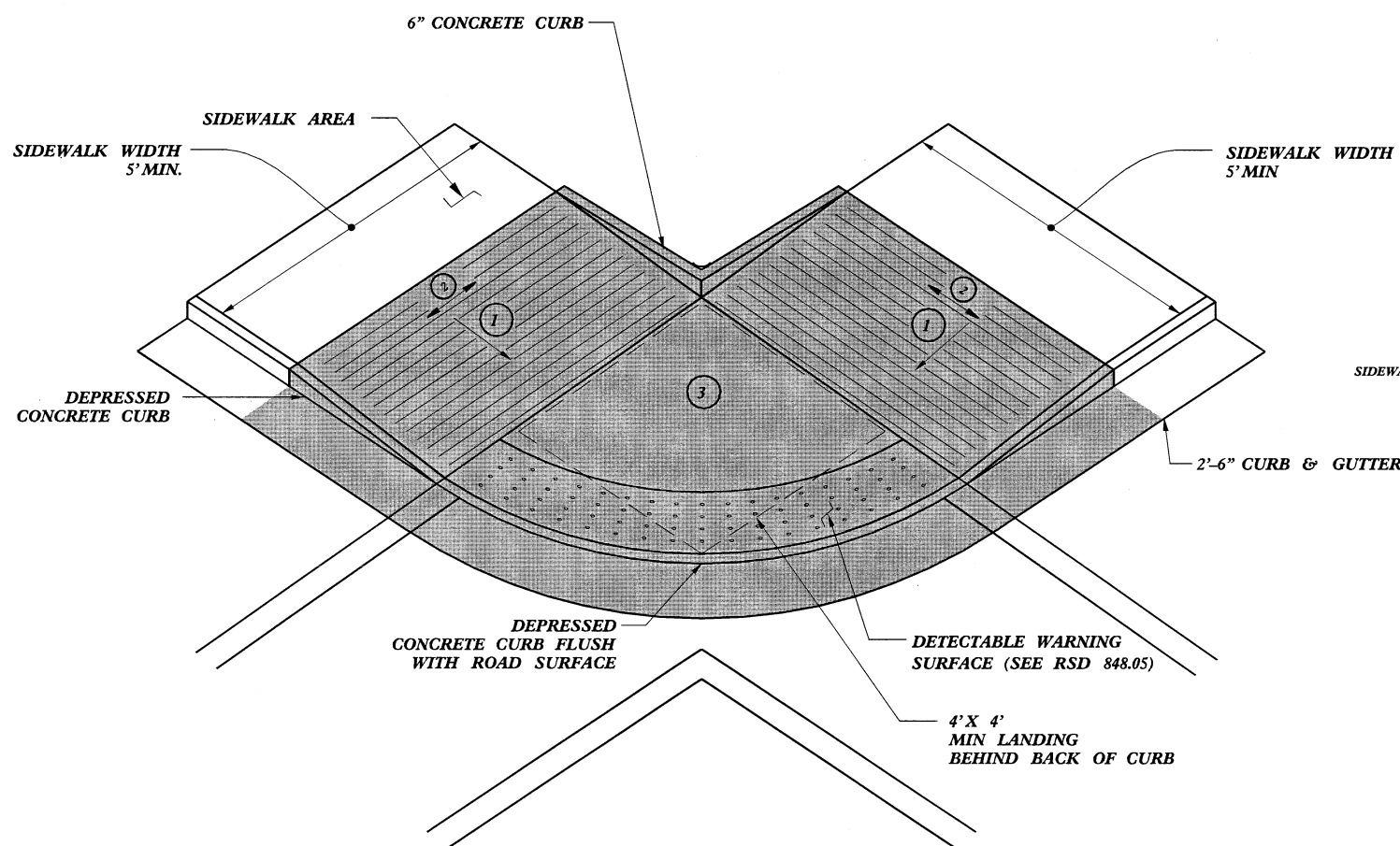


TYPE 2

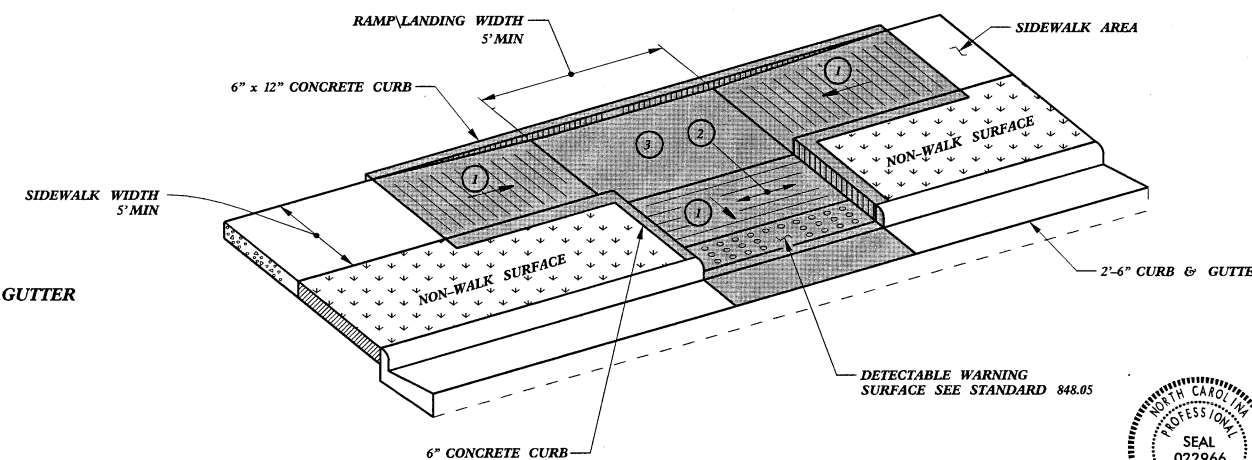


PAY LIMITS FOR 1 CURB RAMP

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



TYPE 2A



TYPE 3



11/18/2015

Joel S. Howerton

4498E2552144E
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

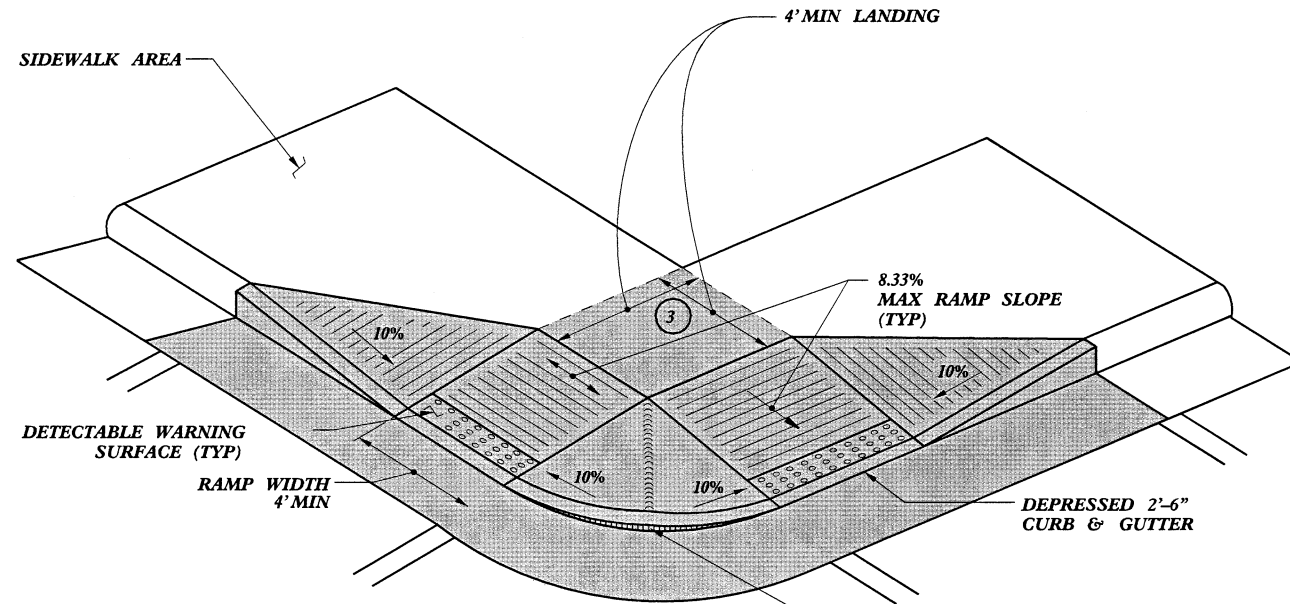
CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS
Parallel Ramps

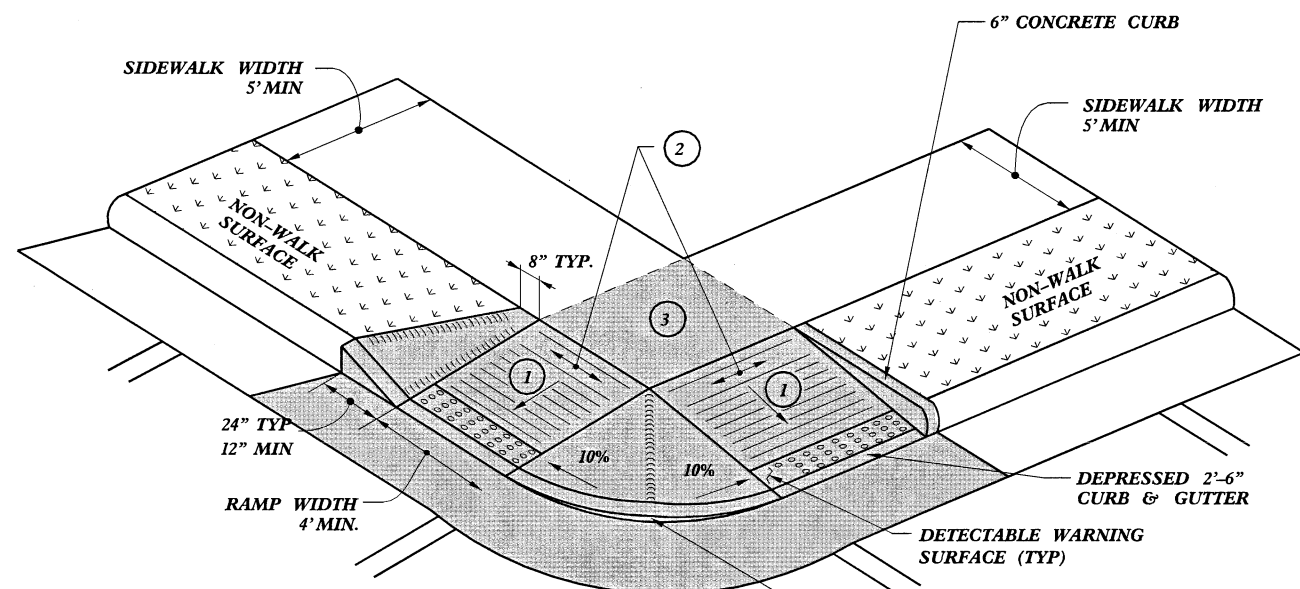
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MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dwg

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

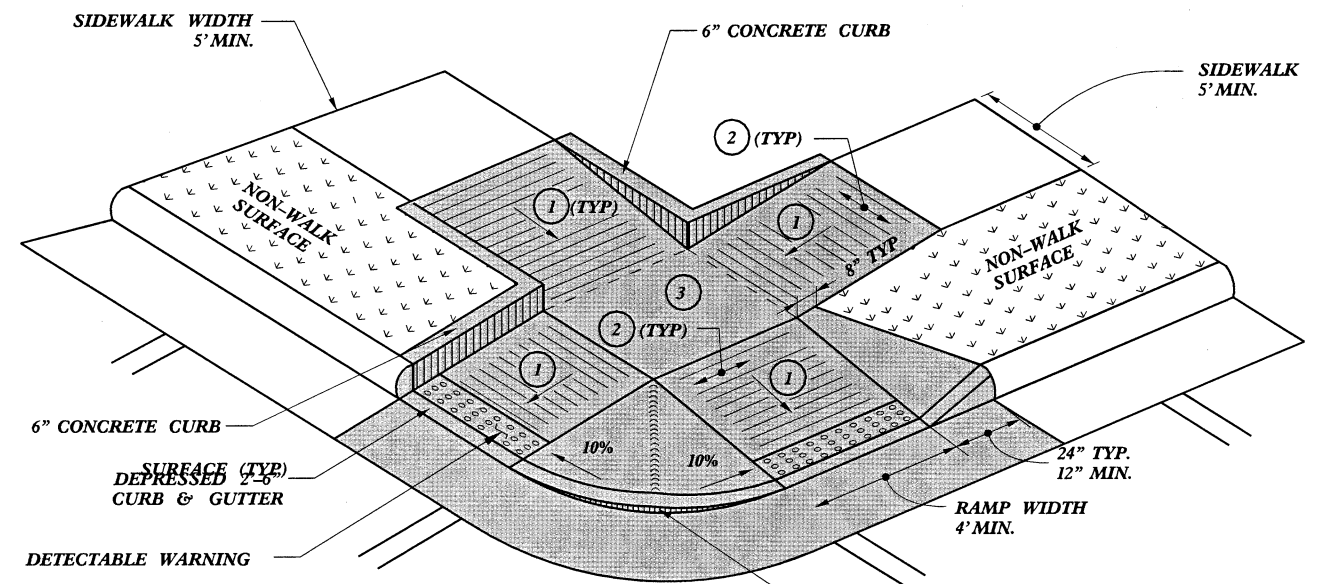
5/14/99
*****SYTIME*****
*****SUS*****



TYPE 4



TYPE 4A



TYPE 5

- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

PAY LIMITS FOR 2 CURB RAMPS

DocuSigned by:
Joel S Howerton
449E8E25522144F...



11/18/2015

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

CURB RAMPS
Shared Landing

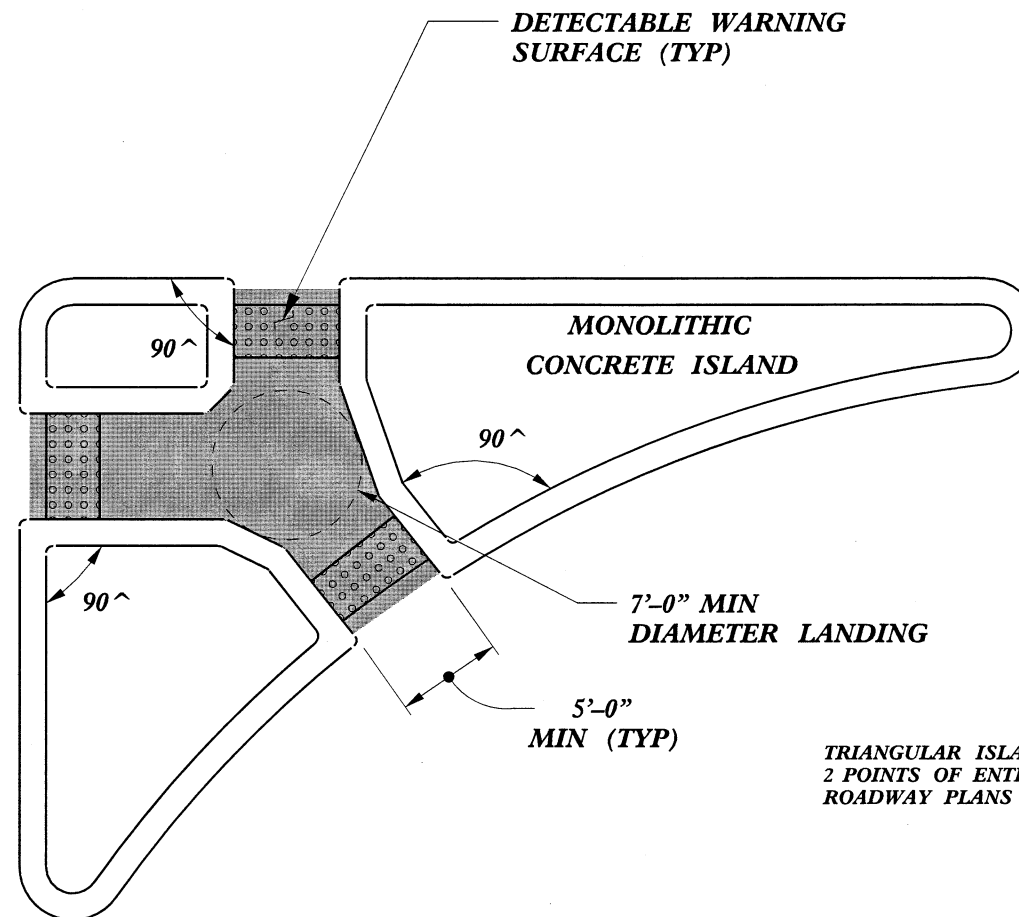
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MODIFIED BY: _____ DATE: _____
CHECKED BY: _____ DATE: _____
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REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

5/14/99
***** INVESTIGATION CONDUCTED *****

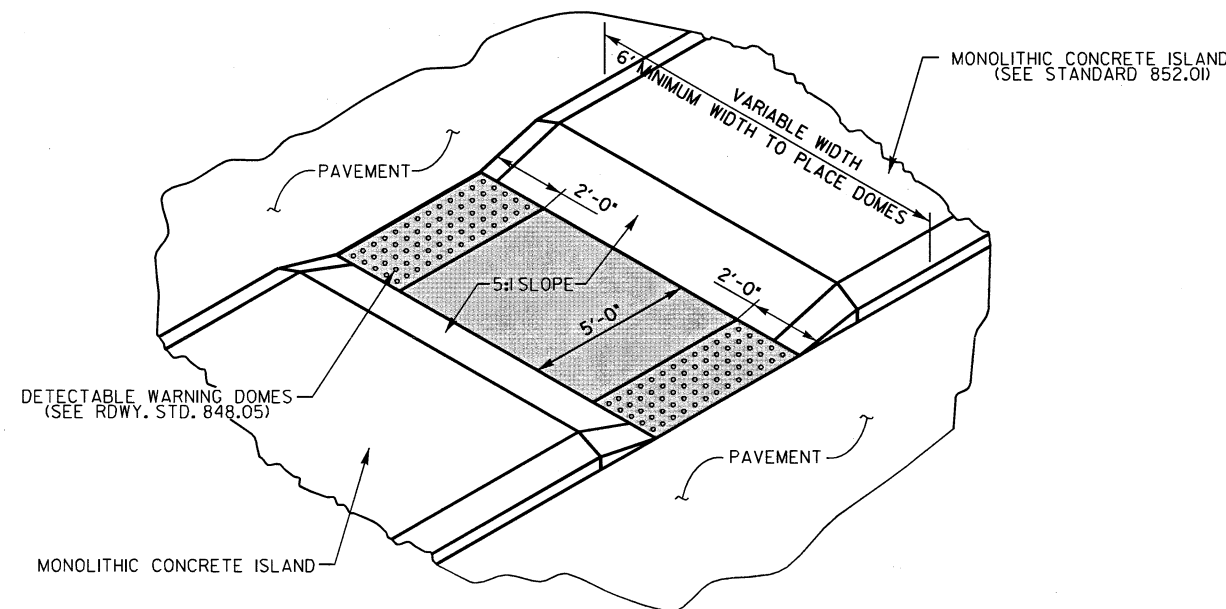


PAY LIMITS FOR 2 OR 3 CURB RAMPS
(CALCULATE BASED ON NUMBER OF
SETS OF TRUNCATED DOMES)

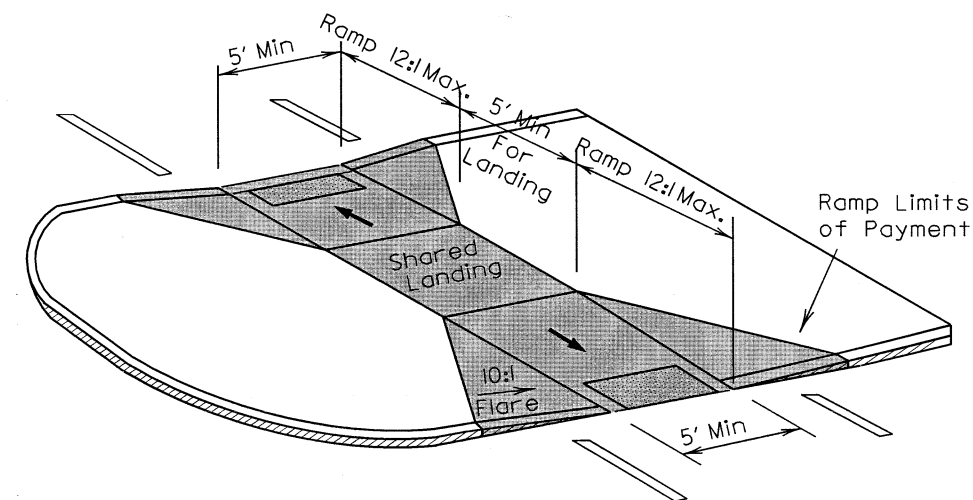


TRIANGULAR ISLANDS MAY BE CONSTRUCTED WITH ONLY
2 POINTS OF ENTRY AND EXIT AS SHOWN IN THE
ROADWAY PLANS OR AS DIRECTED BY THE ENGINEER.

**TRIANGULAR ISLAND
WITH CUT THROUGH**



**MEDIAN ISLAND
WITH CUT THROUGH**



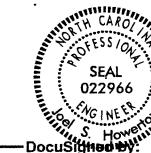
**MEDIAN ISLAND
CURB RAMPS**

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

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

CURB RAMPS
Median or Turn Lane Islands

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: _____ DATE: _____
CHECKED BY: _____ DATE: _____
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dwg



DocuSign
Joel S. Howerton

11/18/2015

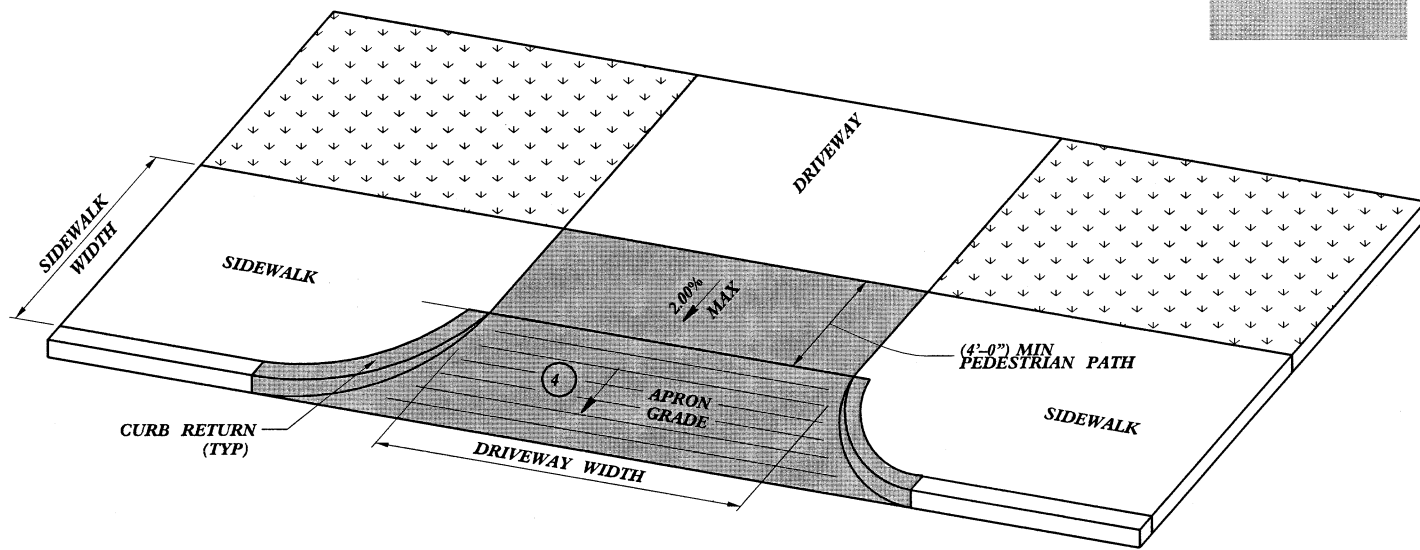
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9/14/99

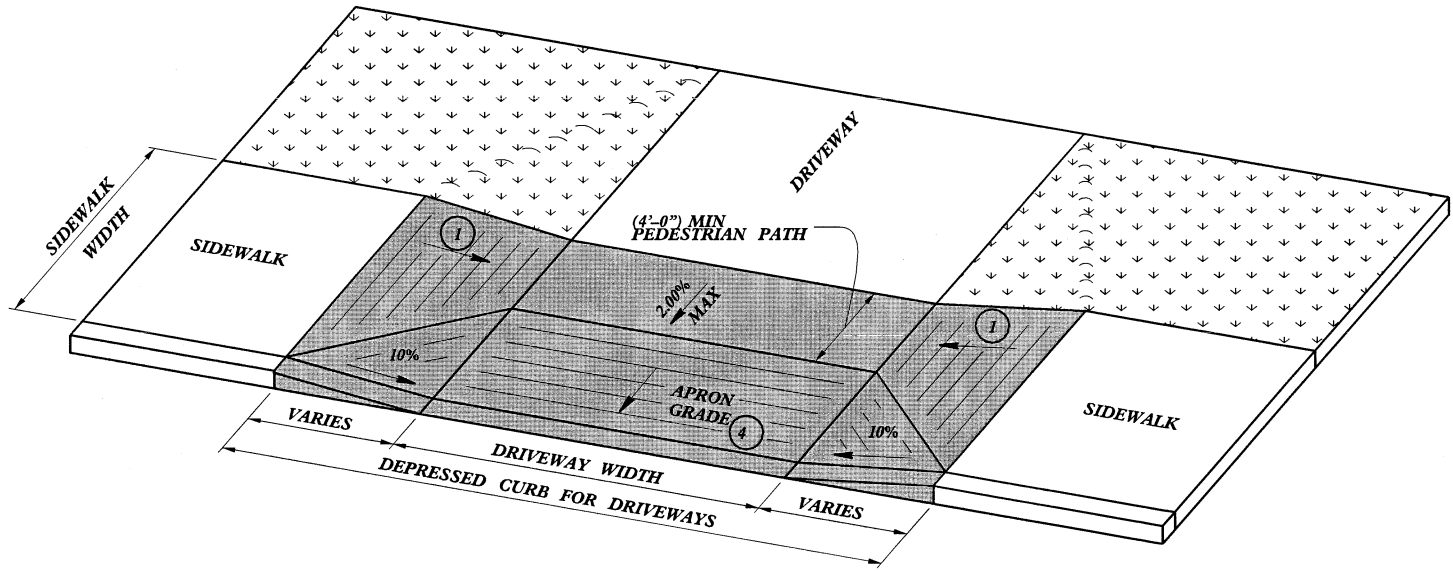
 SYSTEMS

- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ④ 8.00% MAX CHANGE IN GRADE BETWEEN ROAD SURFACE AND DRIVEWAY

 PAY LIMITS FOR 1 CURB RAMP



**DRIVEWAY APRON
OPTION 1**



**DRIVEWAY APRON
OPTION 2**

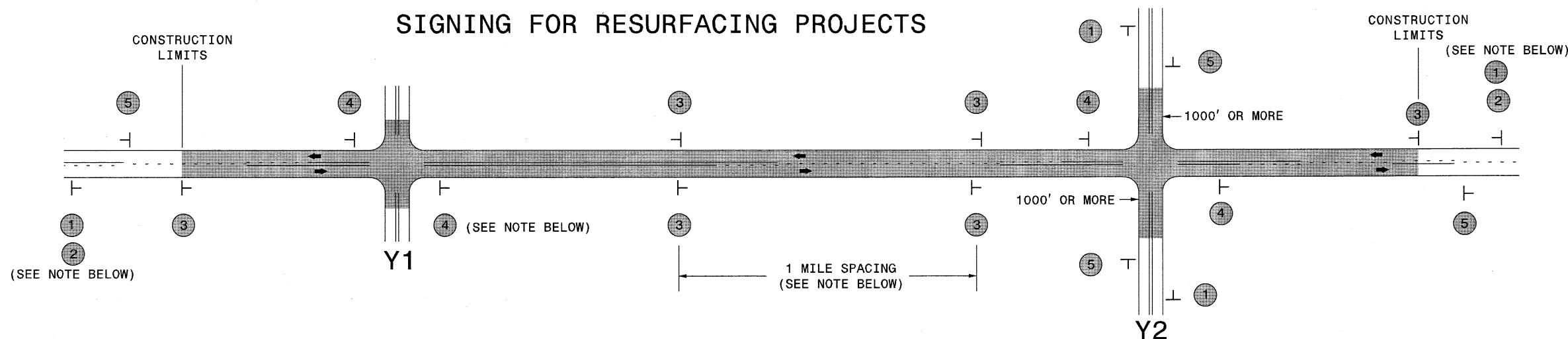
-SEE ROADWAY DETAIL DRAWING 848.05 FOR DETECTABLE WARNING SURFACE AND FOR RAMP NOTES.
-SEE ROADWAY STANDARD DRAWING 848.02 FOR CONCRETE DRIVEWAYS.

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

**CURB RAMPS
@ DRIVEWAY OPENINGS**

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: _____ DATE: _____
CHECKED BY: _____ DATE: _____
FILE_SPEC_std/2012CurbRamp/CurbRampDetails.dwg

SIGNING FOR RESURFACING PROJECTS

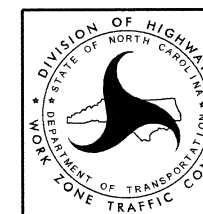


LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

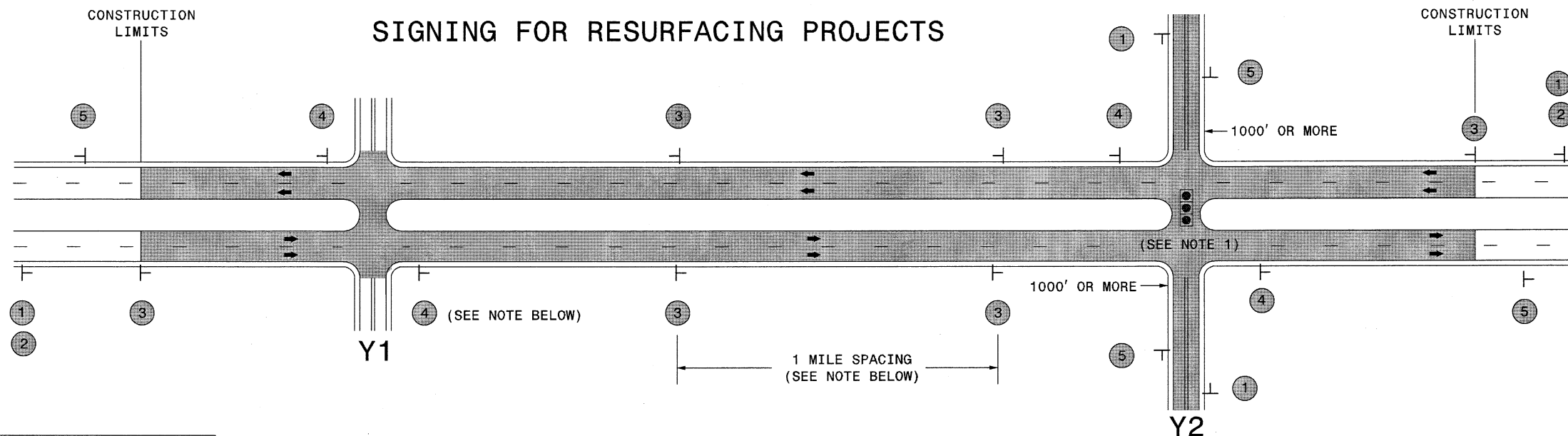
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p style="text-align: center;">NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p style="text-align: center; font-size: small;">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 style="text-align: center; font-size: small;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 <small>W7-3aP 24" X 18"</small>	#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	 <small>SP 13107 48" X 48"</small>	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	 <small>SP 13106 48" X 48"</small>	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	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	



**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**



LEGEND
 | STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<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>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <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>NOTES:</p> <ol style="list-style-type: none"> 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.
		<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>	

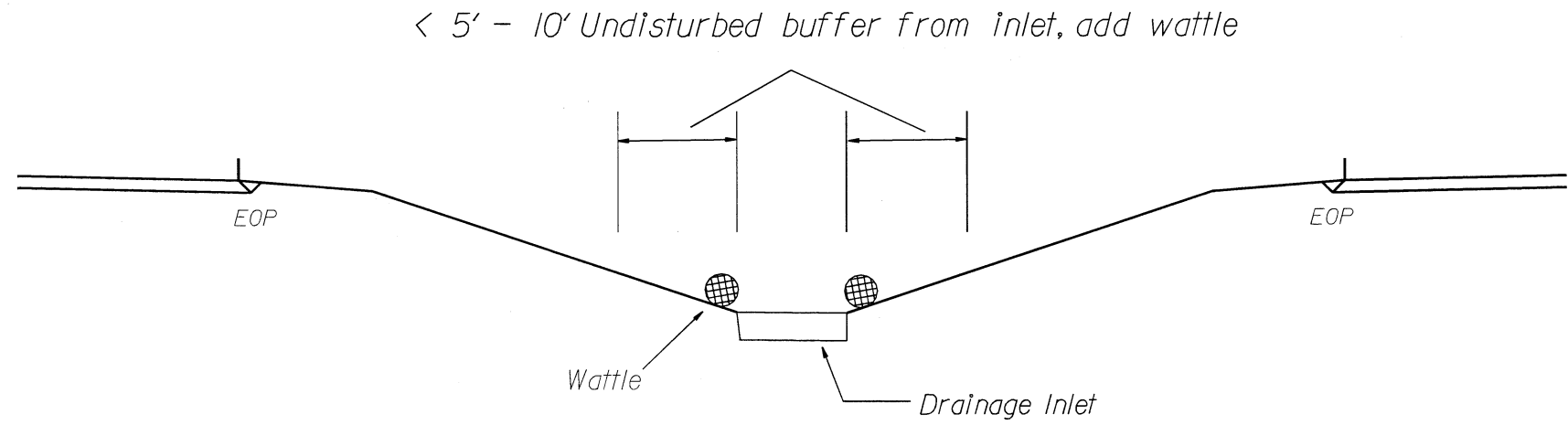
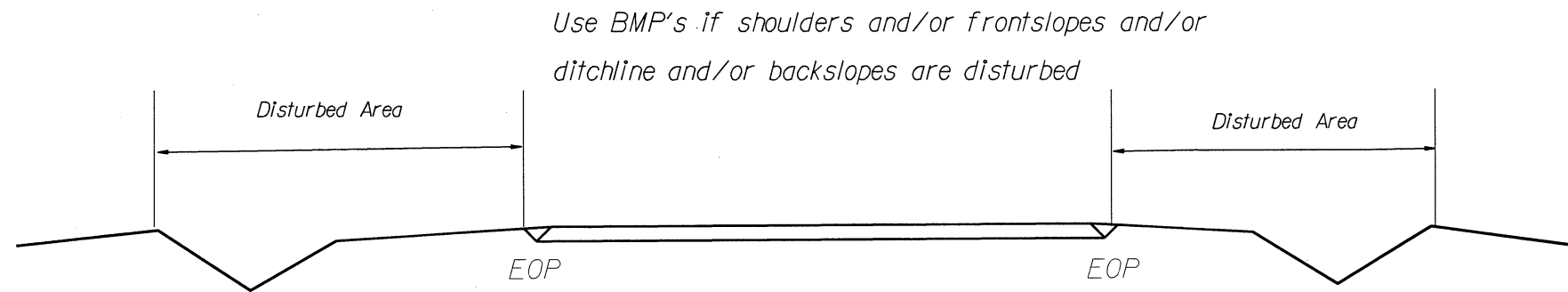
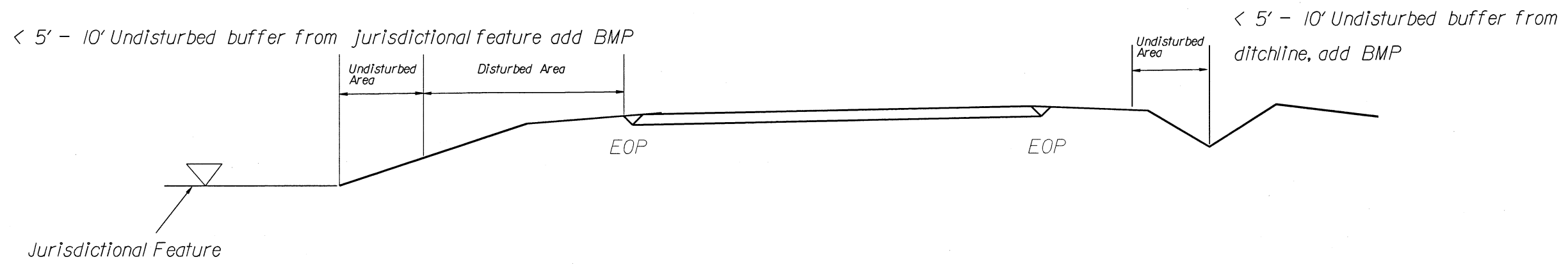
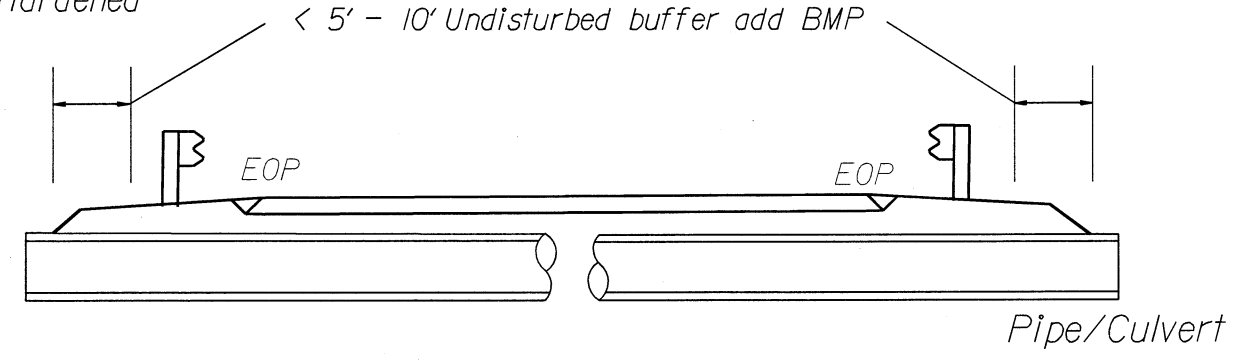
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**RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS**

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

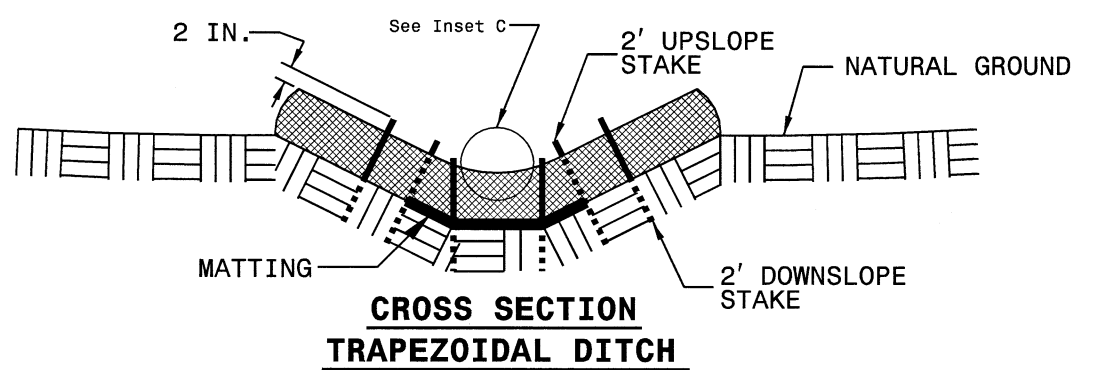
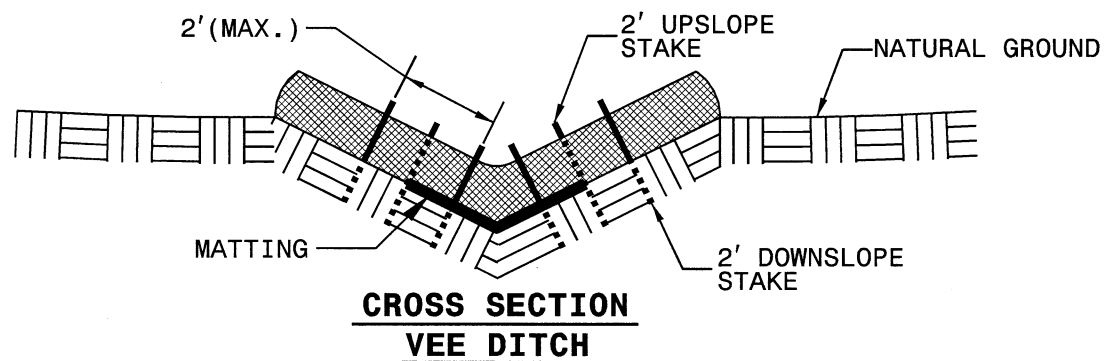
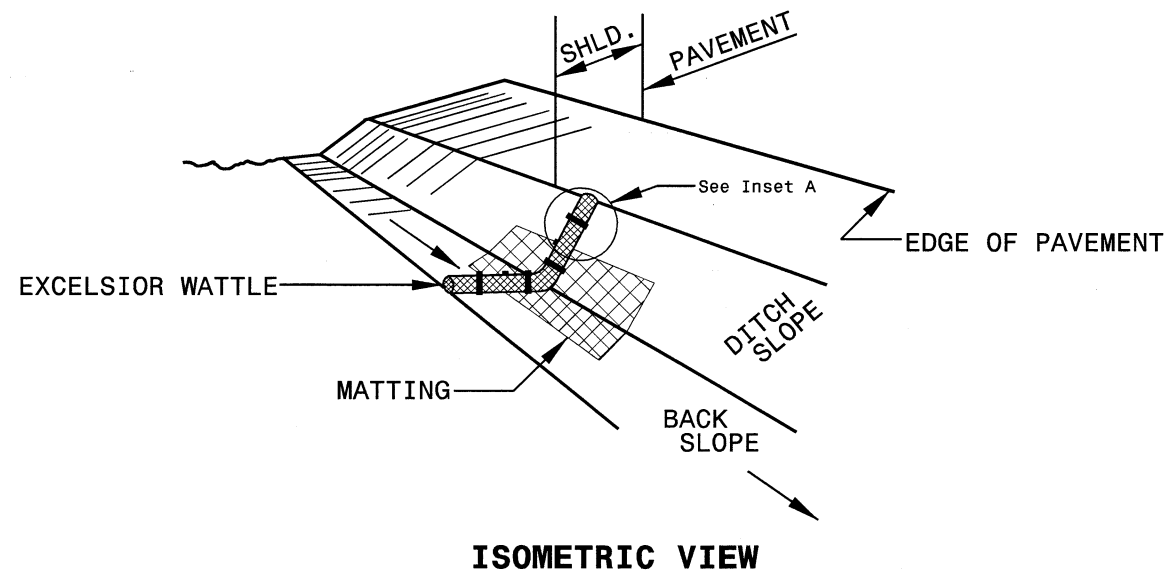
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

EROSION CONTROL DETAIL



NOT TO SCALE

WATTLE WITH POLYACRYLAMIDE (PAM) 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.
 - 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 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.

