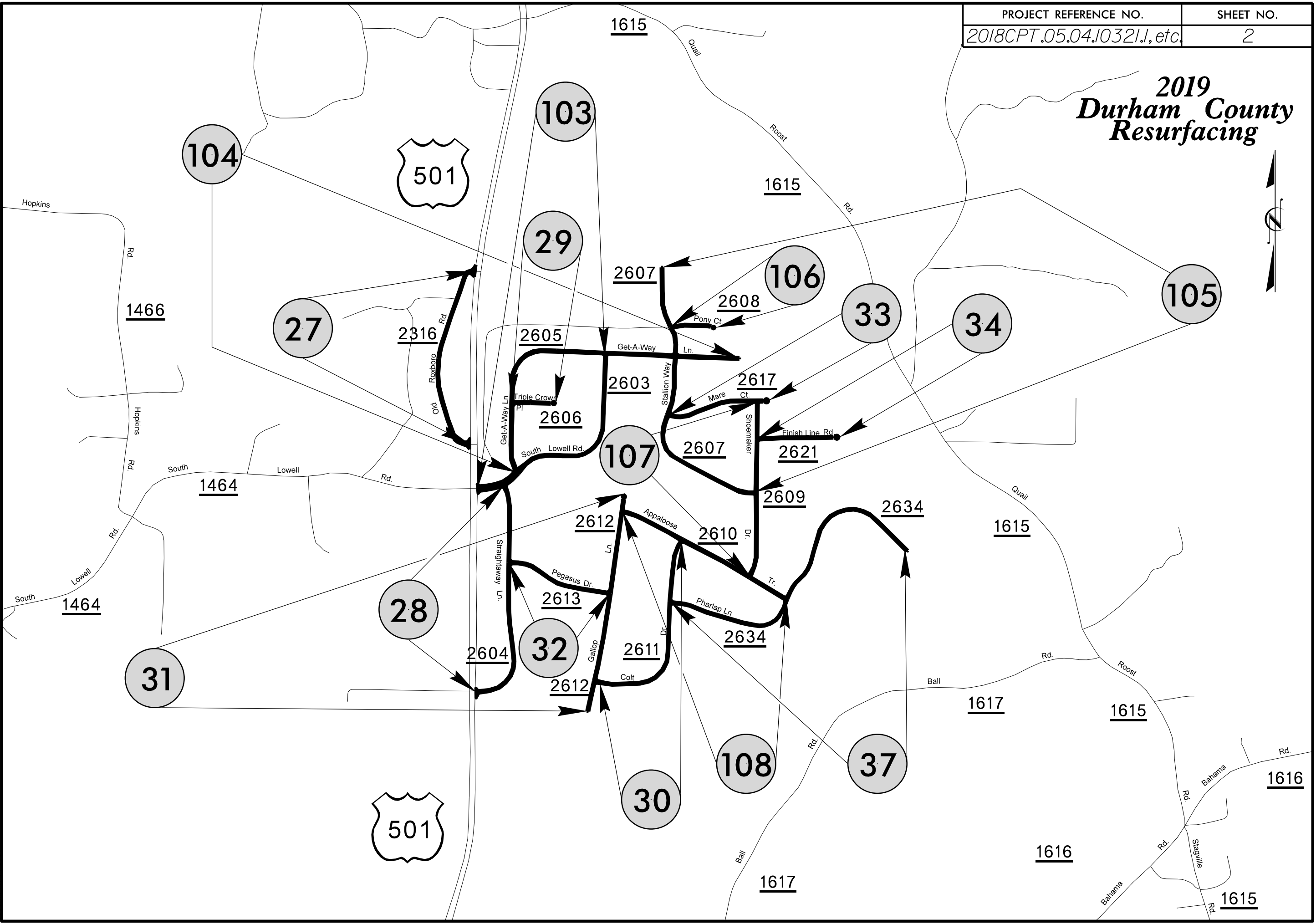


2019 Durham County Resurfacing



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2019 Durham County Resurfacing



PROJECT REFERENCE NO. 2018CPT.05.04.103211, etc.	SHEET NO. 5
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ORANGE COUNTY
DURHAM COUNTY

87

91

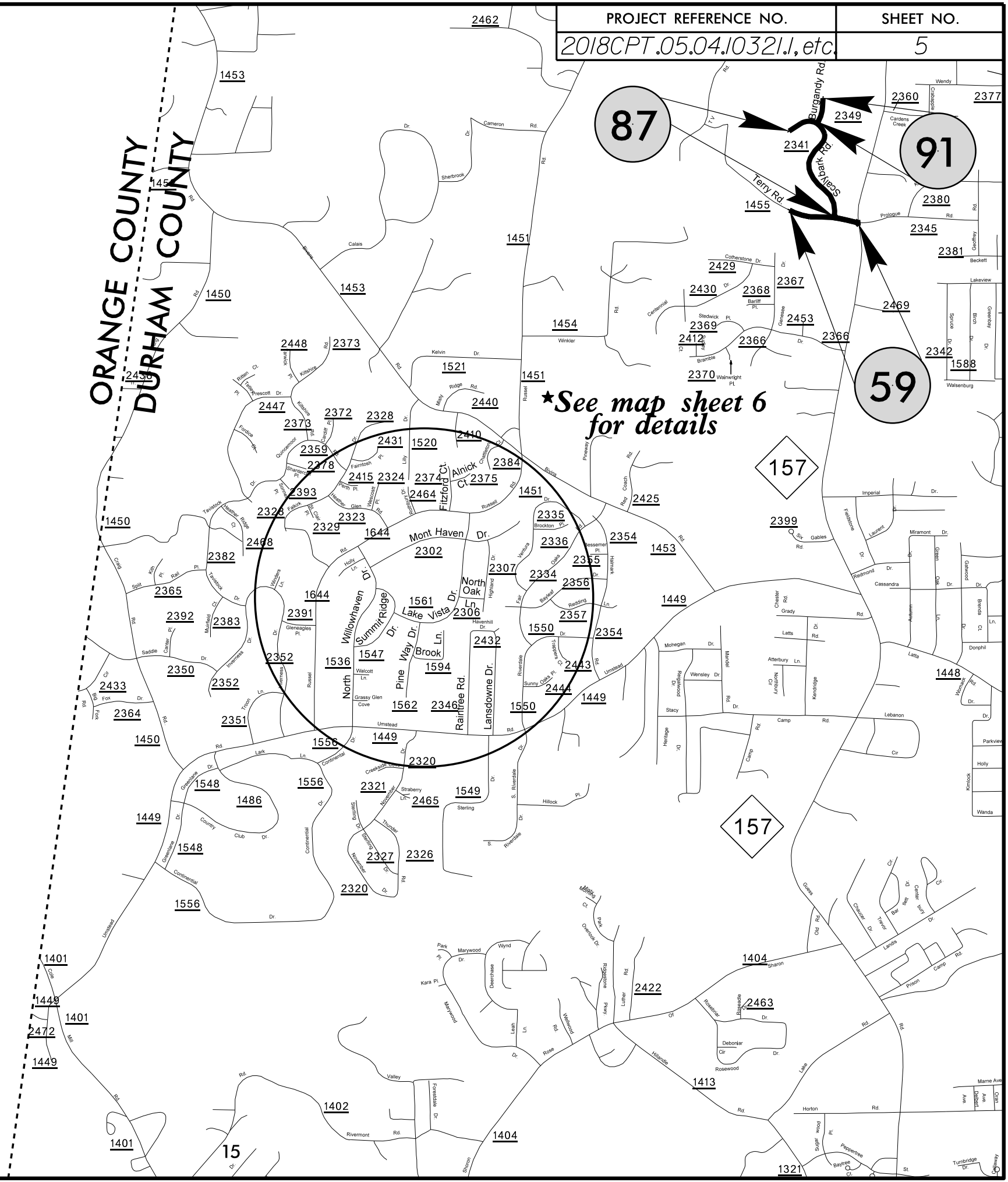
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**See map sheet 6
for details*

157

157

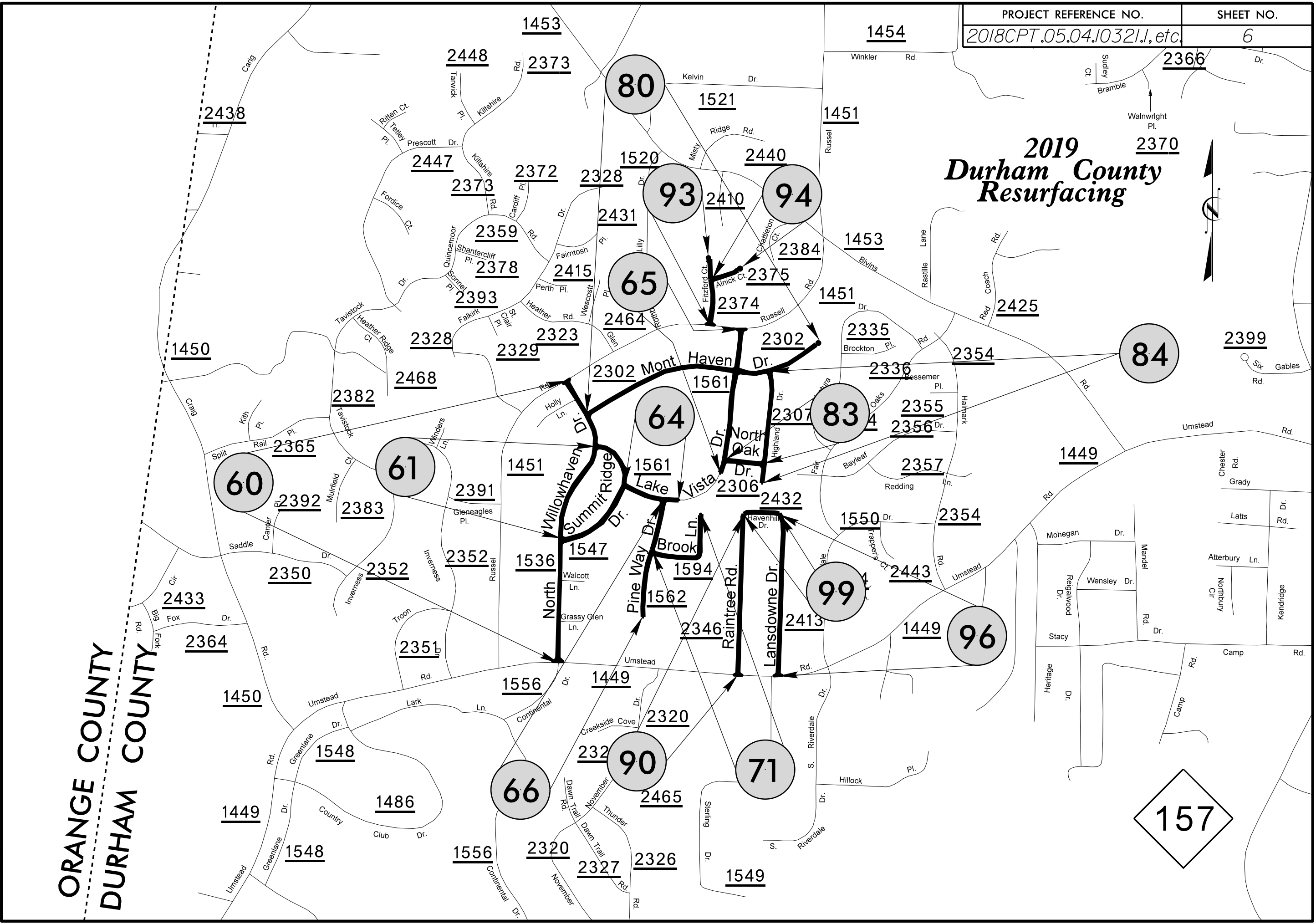
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2019 Durham County Resurfacing



ORANGE COUNTY
DURHAM COUNTY



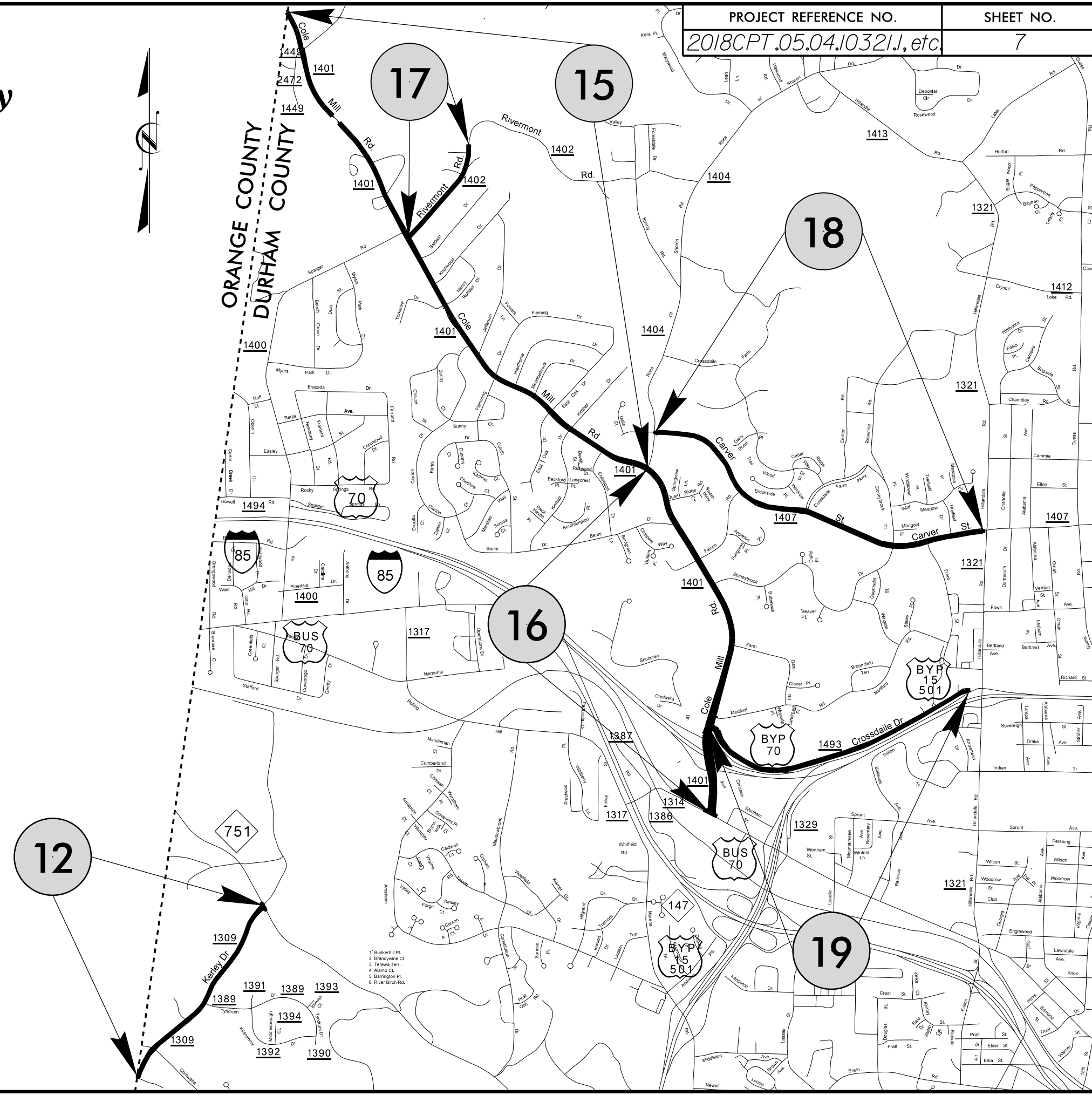
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 5/14/2017

2019 Durham County Resurfacing

PROJECT REFERENCE NO.	SHEET NO.
2018CPT.05.04.10321., etc.	7



ORANGE COUNTY
DURHAM COUNTY



1. Bunkerhill Pl.
2. Briandylaine Ct.
3. Terrace Terr.
4. Alamo Ct.
5. Barrington Pl.
6. River Birch Rd.

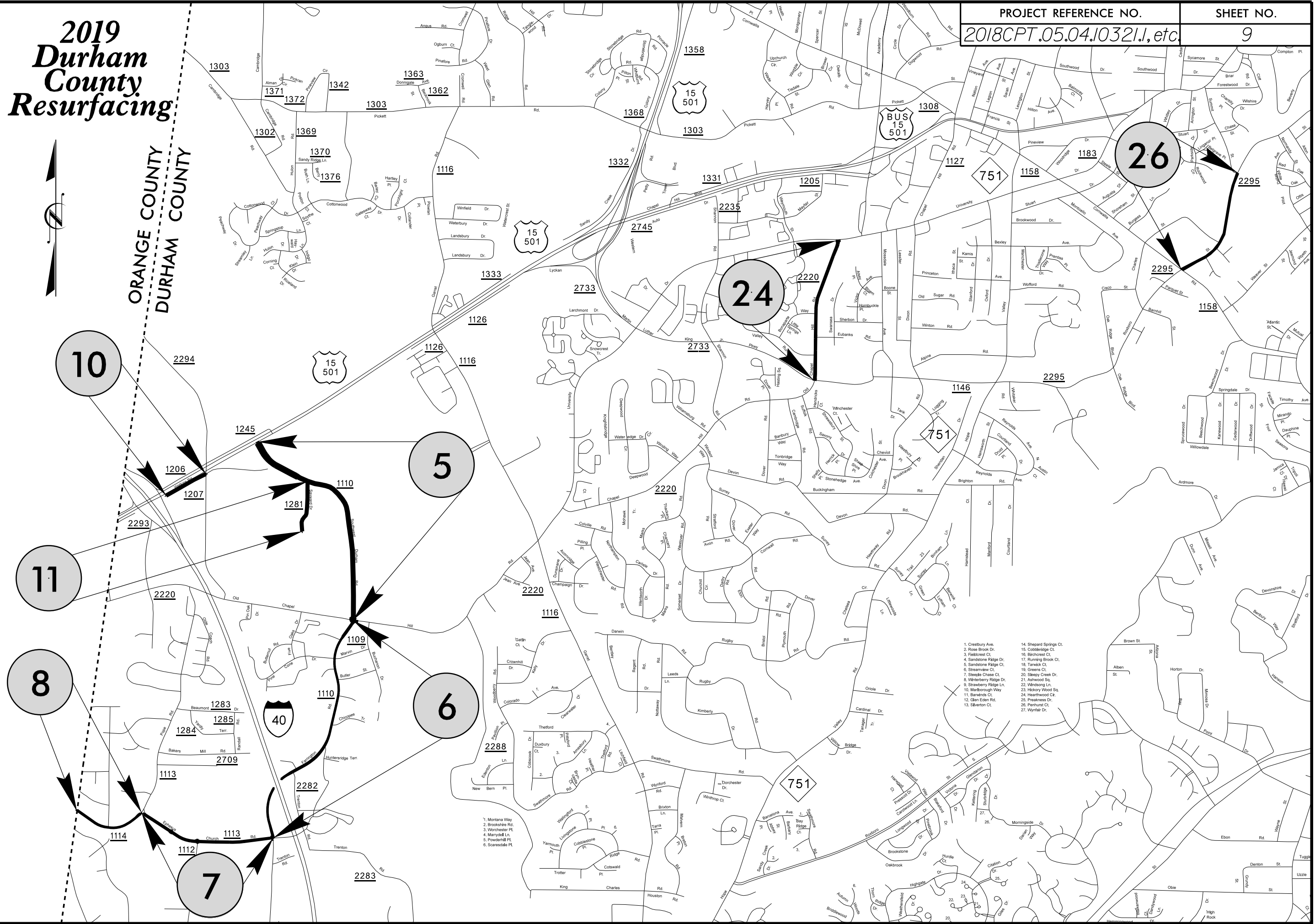
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2019 Durham County Resurfacing



ORANGE COUNTY
DURHAM COUNTY

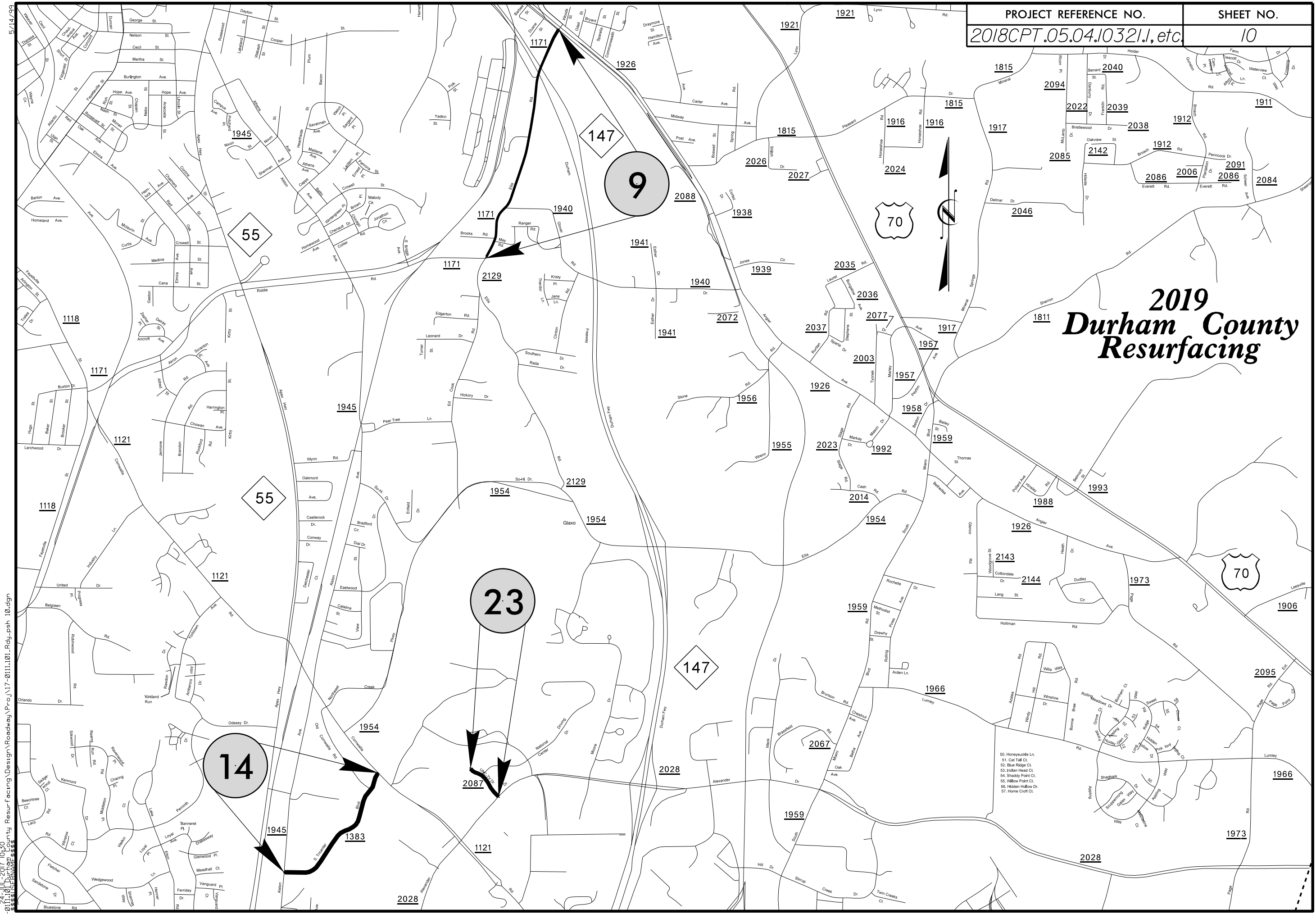
PROJECT REFERENCE NO. 2018CPT.05.04.103211, etc.	SHEET NO. 9
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- 1. Crestbury Ave.
- 2. Rose Brook Dr.
- 3. Fickens Ct.
- 4. Sandstone Ridge Dr.
- 5. Sandstone Ridge Ct.
- 6. Streamview Ct.
- 7. Sibley Chase Ct.
- 8. Winterberry Ridge Dr.
- 9. Strawberry Ridge Ln.
- 10. Marborough Way
- 11. Barwinds Ct.
- 12. Glen Eden Rd.
- 13. Silvertown Ct.
- 14. Shepard Springs Ct.
- 15. Cobblestone Ct.
- 16. Birchcrest Ct.
- 17. Running Brook Ct.
- 18. Tanwick Ct.
- 19. Greens Ct.
- 20. Sleepy Creek Dr.
- 21. Ashwood Sq.
- 22. Winstons Ln.
- 23. Hickory Wood Sq.
- 24. Heartwood Cr.
- 25. Preakness Dr.
- 26. Penhurst Ct.
- 27. Wyrfair Dr.

- 1. Montana Way
- 2. Brookshire Rd.
- 3. Worcester Pl.
- 4. Marydell Ln.
- 5. Powderhill Pl.
- 6. Scarecrows Pl.

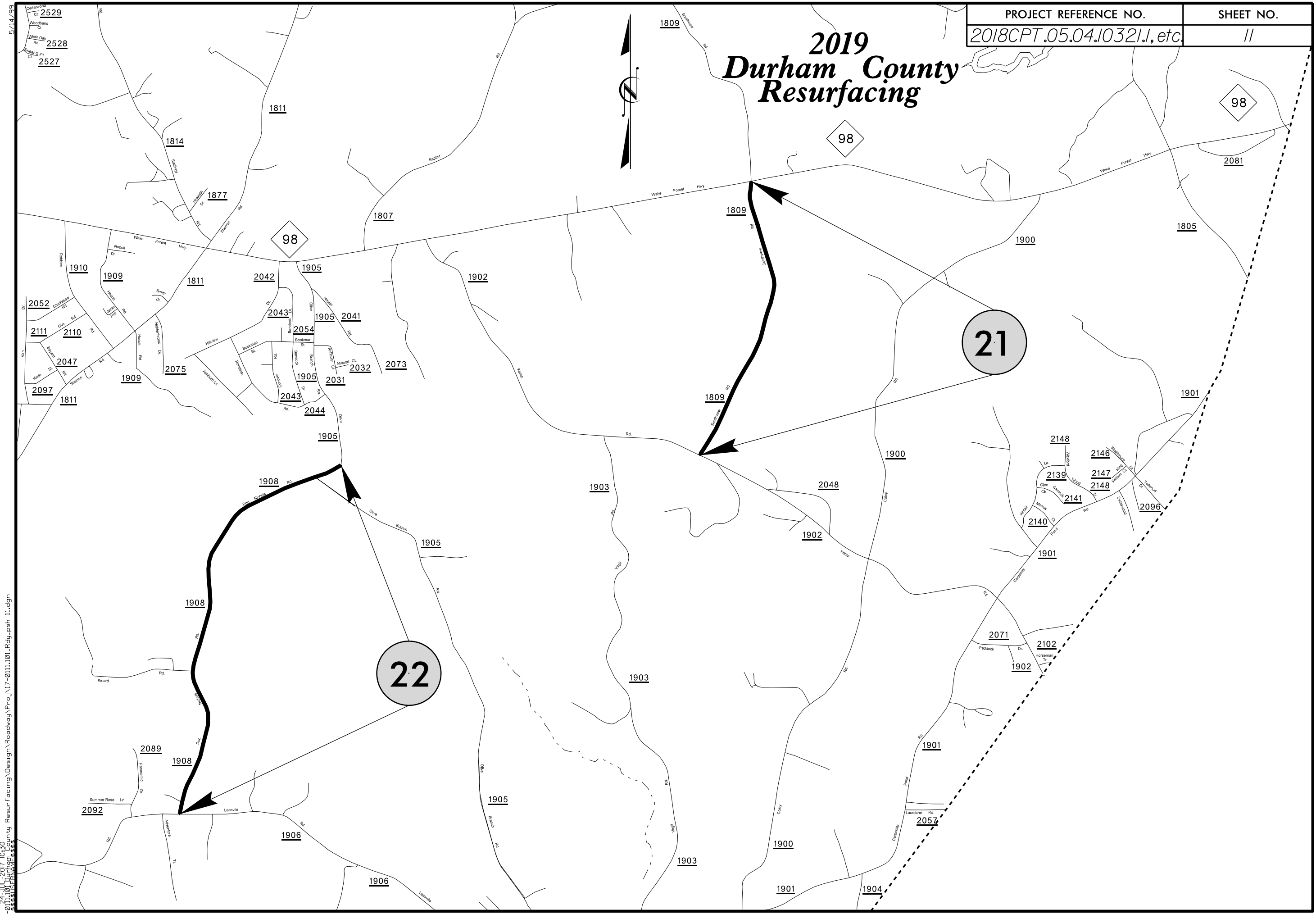
2019 Durham County Resurfacing



- 50. Honeysuckle Ln.
- 51. Cat Tail Ct.
- 52. Blue Ridge Ct.
- 53. Indian Head Ct.
- 54. Shady Point Ct.
- 55. Willow Point Ct.
- 56. Hidden Hollow Dr.
- 57. Home Croft Ct.

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 5/14/2019

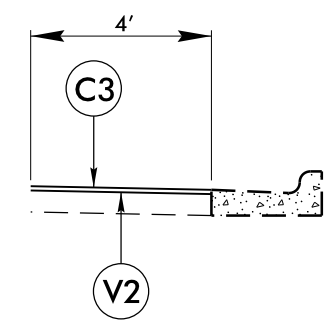
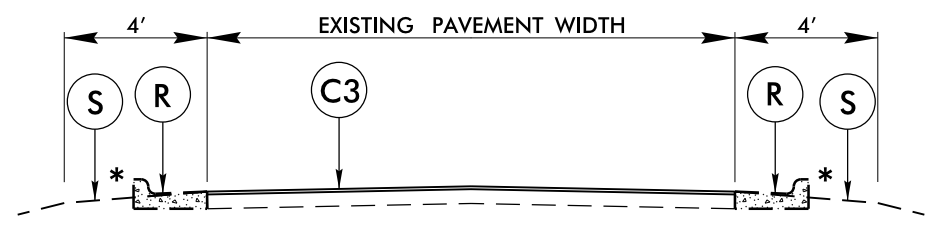
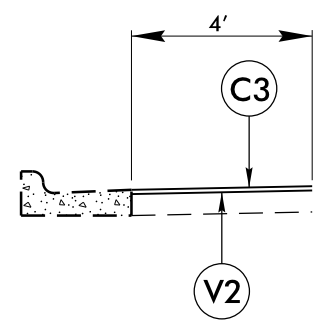
2019 Durham County Resurfacing



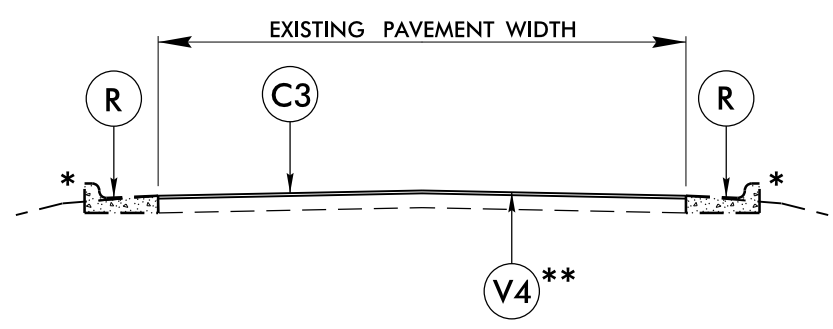
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5/14/09

PAVEMENT SCHEDULE	
C1	1" S4.75A
C2	1 1/4" SF9.5A
C3	1 1/2" S9.5B
C4	2" S9.5C
D1	2 1/2" I19.0B
M	RUMBLE STRIPS
R	EX C & G
S	SHLD GRADING
U	EXIST. PAVEMENT
V1	0-1 1/4" MILLING
V2	0-1 1/2" MILLING
V3	1 1/4" MILLING
V4	1 1/2" MILLING
V5	2" MILLING
V6	3" MILLING

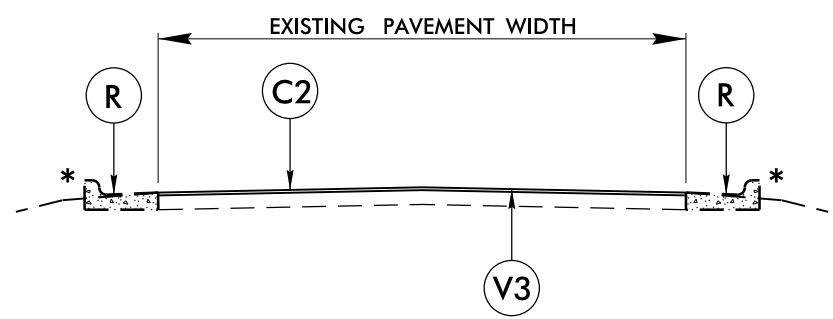


TYPICAL SECTION NO. 3
RESURFACE S9.5B
MAP NO. 3, 15, 17, 23



TYPICAL SECTION NO. 4
MILL AND RESURFACE S9.5B
MAP NO. 4-14, 16, 18-19, 25-26

** (V6) 3" MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER TO BRING FINISHED SURFACE FLUSH WITH EXISTING CURB & GUTTER.



TYPICAL SECTION NO. 5
MILL AND RESURFACE SF9.5A
MAP NO. 20, 39-58

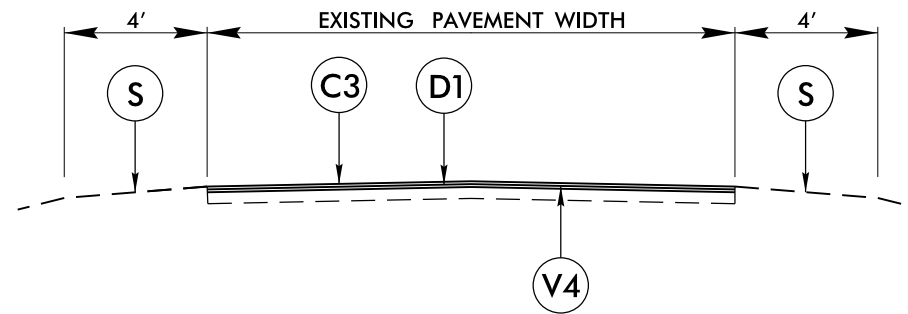
* VARIABLE OUTSIDE SHOULDER – PARTIAL C&G, PARTIAL EARTH SHOULDER

6/2/99
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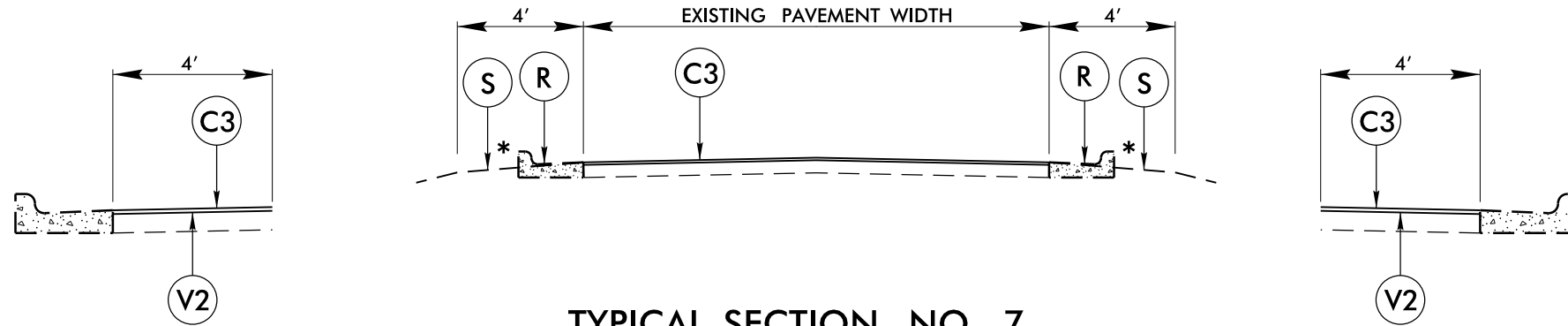
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PAVEMENT SCHEDULE	
C1	1" S4.75A
C2	1 1/4" SF9.5A
C3	1 1/2" S9.5B
C4	2" S9.5C
D1	2 1/2" I19.0B
M	RUMBLE STRIPS
R	EX C & G
S	SHLD GRADING
U	EXIST. PAVEMENT
V1	0-1 1/4" MILLING
V2	0-1 1/2" MILLING
V3	1 1/4" MILLING
V4	1 1/2" MILLING
V5	2" MILLING
V6	3" MILLING

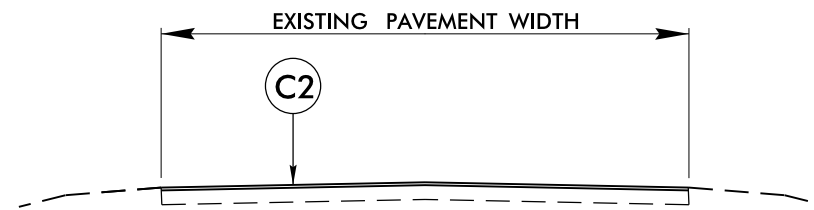
* VARIABLE OUTSIDE SHOULDER – PARTIAL C&G, PARTIAL EARTH SHOULDER



TYPICAL SECTION NO. 6
 MILL AND RESURFACE S9.5B
 MAP NO. 21



TYPICAL SECTION NO. 7
 FULL-DEPTH PATCHING & RESURFACE S9.5B
 MAP NO. 22, 24

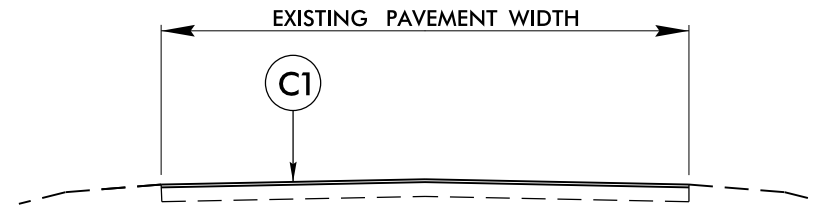


TYPICAL SECTION NO. 8
 FULL-DEPTH PATCHING & RESURFACE SF9.5A
 MAP NO. 27

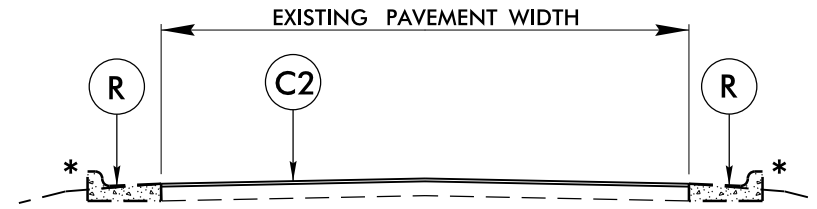
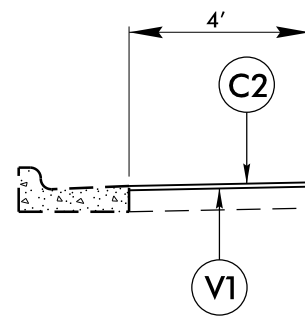
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 6/2/99

PAVEMENT SCHEDULE	
C1	1" S4.75A
C2	1 1/4" SF9.5A
C3	1 1/2" S9.5B
C4	2" S9.5C
D1	2 1/2" I19.0B
M	RUMBLE STRIPS
R	EX C & G
S	SHLD GRADING
U	EXIST. PAVEMENT
V1	0-1 1/4" MILLING
V2	0-1 1/2" MILLING
V3	1 1/4" MILLING
V4	1 1/2" MILLING
V5	2" MILLING
V6	3" MILLING

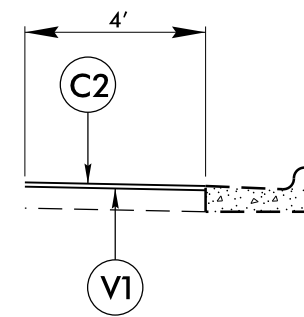
* VARIABLE OUTSIDE SHOULDER – PARTIAL C&G, PARTIAL EARTH SHOULDER



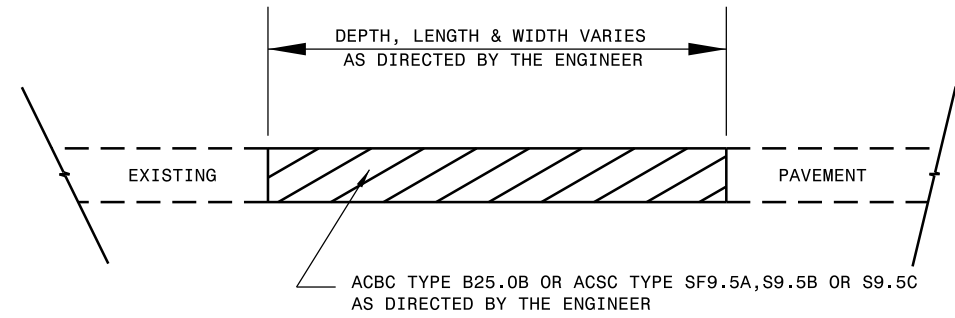
TYPICAL SECTION NO. 9
 RESURFACE S4.75A
 MAP NO. 28-37, 59-108



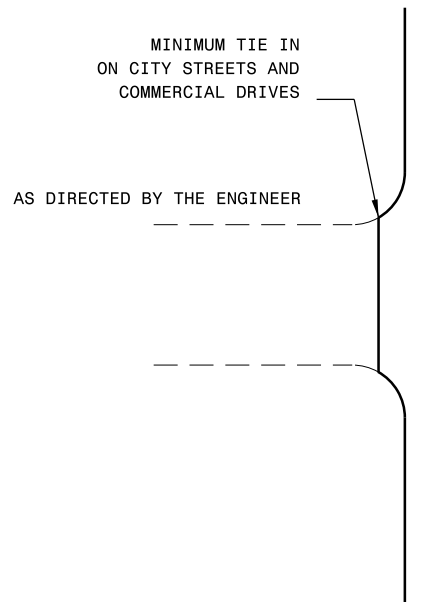
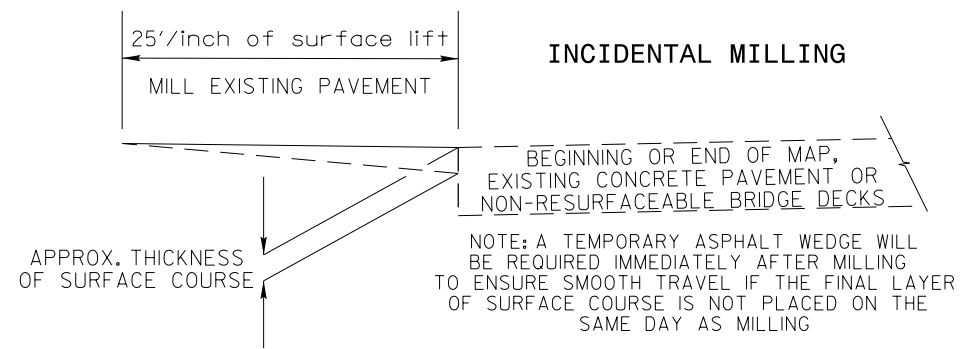
TYPICAL SECTION NO. 10
 RESURFACE SF9.5A
 MAP NO. 38



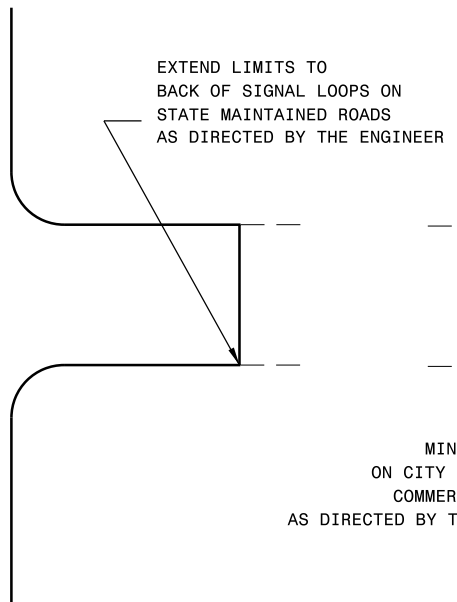
PAVEMENT SCHEDULE	
C1	1" S4.75A
C2	1 1/4" SF9.5A
C3	1 1/2" S9.5B
C4	2" S9.5C
D1	2 1/2" I19.0B
M	RUMBLE STRIPS
R	EX C & G
S	SHLD GRADING
U	EXIST. PAVEMENT
V1	0-1 1/4" MILLING
V2	0-1 1/2" MILLING
V3	1 1/4" MILLING
V4	1 1/2" MILLING
V5	2" MILLING
V6	3" MILLING



PATCHING EXISTING PAVEMENT
MILLING TO BE PERFORMED PRIOR TO PATCHING

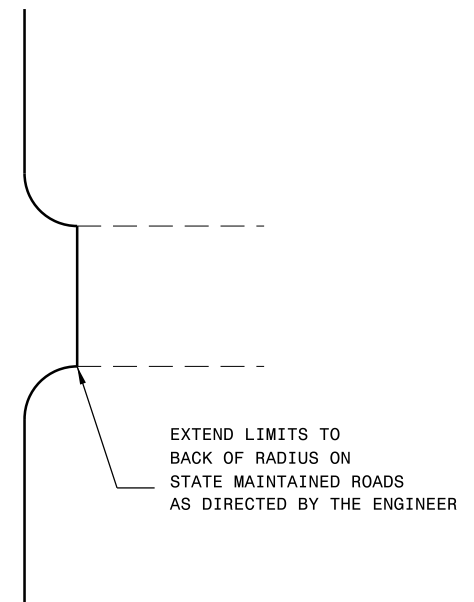


DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



MINIMUM TIE IN ON CITY STREETS AND COMMERCIAL DRIVES AS DIRECTED BY THE ENGINEER

DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

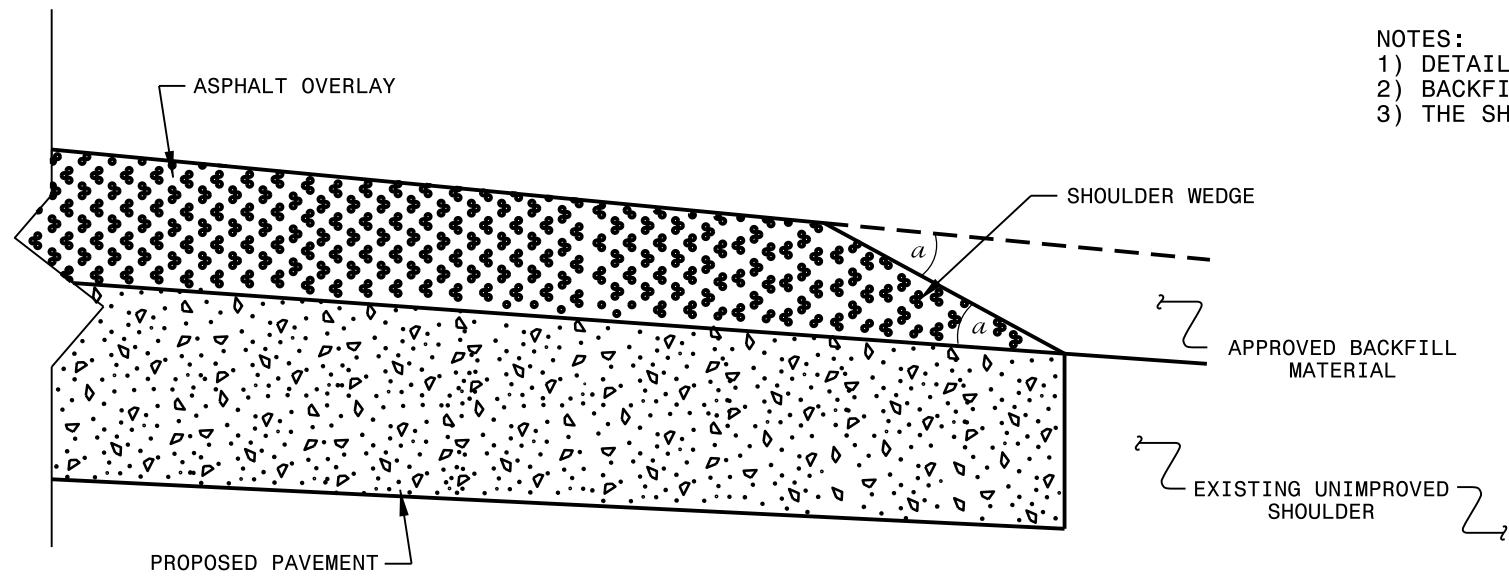


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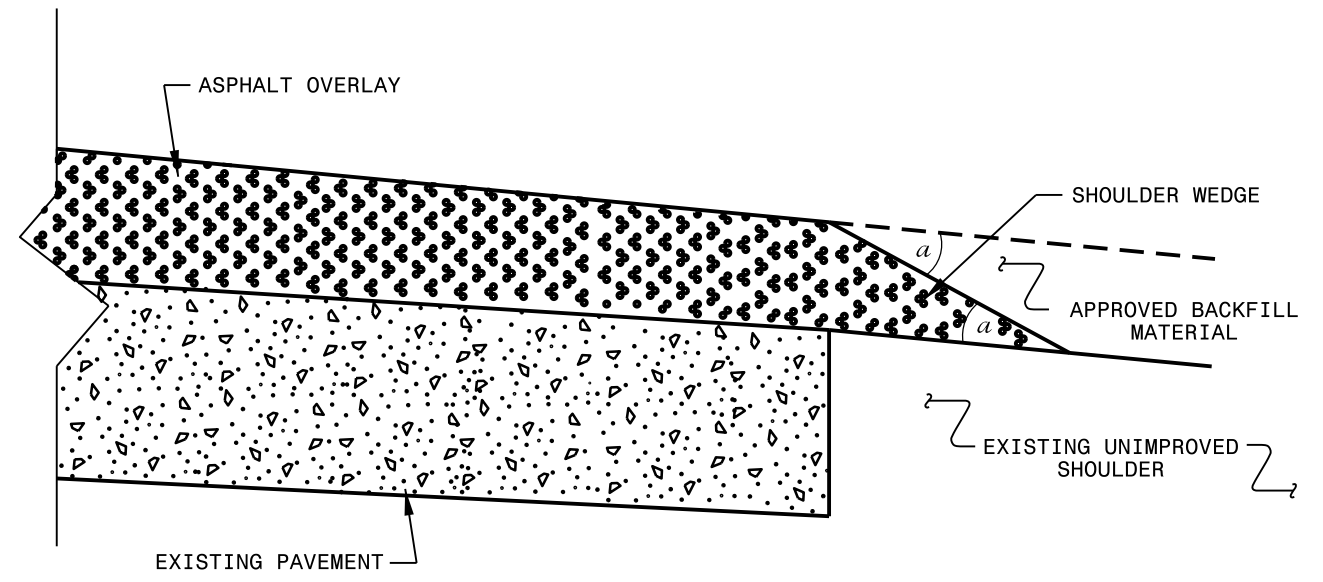
etc

NOTES:

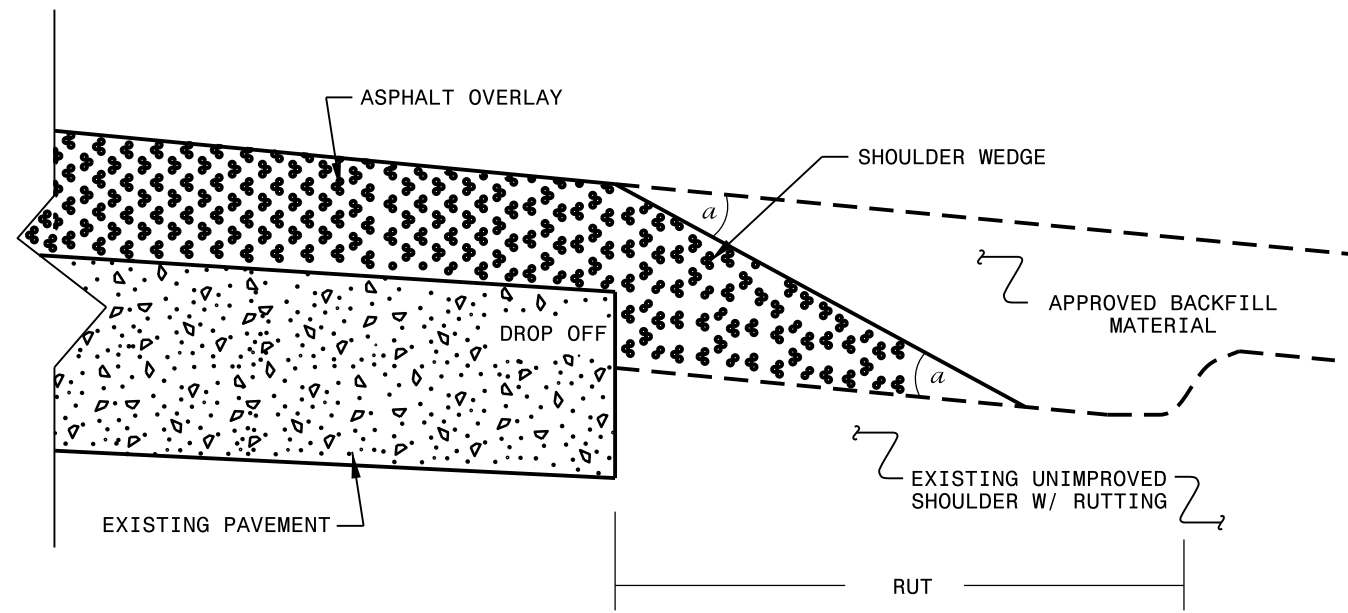
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

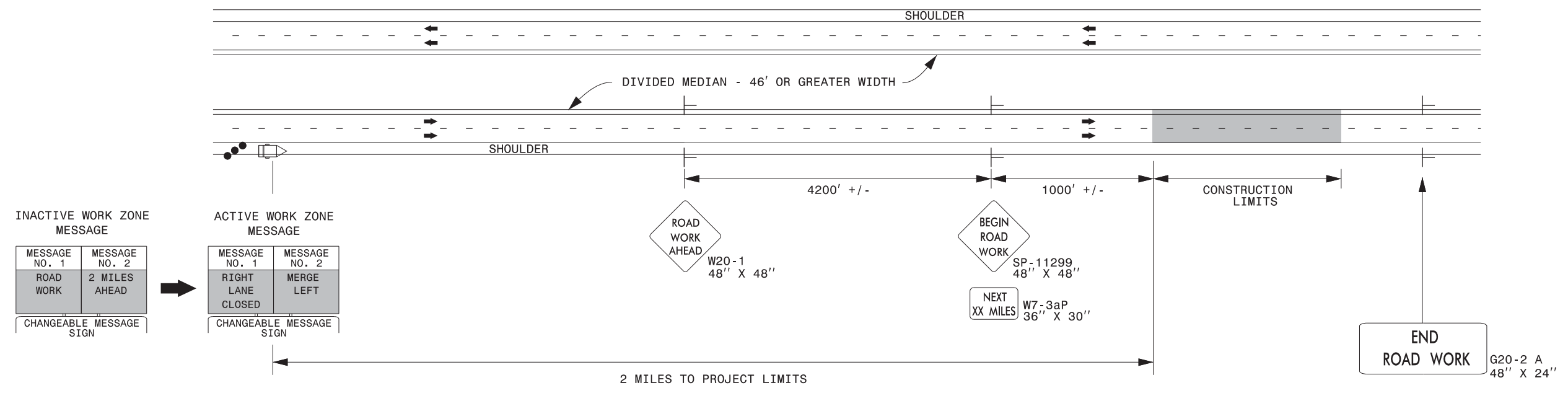
CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY: T.SPELL	DATE: 7-19-11		
MODIFIED BY:	DATE: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn			

SYSTEMS DESIGN USER NAME

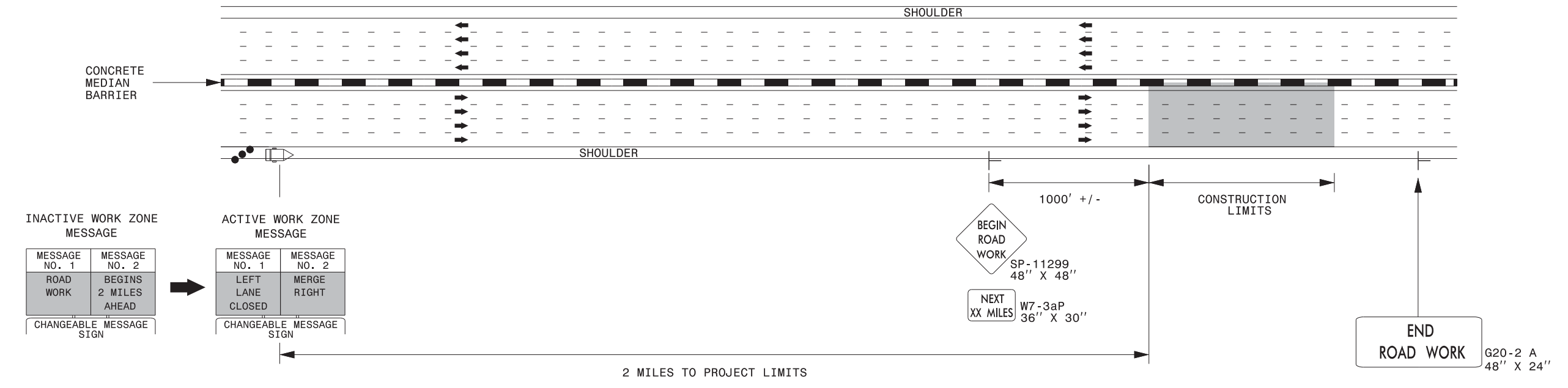
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	FINAL SURFACE ASPHALT TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW CY	AGGREGATE SHOULDER BORROW (ASB) TONS	SHOULDER GRADING SMI	INCIDENTAL STONE BASE TONS	3" MILLING SY	2" MILLING SY	1.5" MILLING SY	1.25" MILLING SY	0" TO 1.5" MILLING SY	0" TO 1.25" MILLING SY	INCIDENTAL MILLING SY	INTERMEDIATE COURSE, 119.08 TONS	SURFACE COURSE, \$9.5B TONS	SURFACE COURSE, \$9.5C TONS	SURFACE COURSE, \$9.5A TONS	SURFACE COURSE, \$4.75A TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	MILLED RUMBLE STRIPS (ASPHALT CEMENT CONC) std. 665.01 LF	REMOVE AND REPLACE 2'-6" CURB & GUTTER LF	ADJ. OF MAN-HOLES EA	ADJ. OF METER OR VALVE BOXES EA	PORTABLE LIGHTING LS	TEMP. SILT FENCE LF	WATTLE LF	SEED & MULC HING AC	INDUCTIVE LOOP SAWCUT LF		
			SR 1455 - TERRY RD	FROM NC 157 TO END OF PVMT	9	2	NO	NO	0.241	22				12												172	12	48											
			SR 1536 - NORTH WILLOWHAVEN DR	FROM SR 1449 - UMSTEAD RD TO SR 1451 - RUSSELL RD	9	2	NO	NO	0.62	20				31												403	27	103											
			SR 1547 - SUMMIT RIDGE DR	FROM/TO SR 1536 - N WILLOWHAVEN DR	9	2	NO	NO	0.309	25.5				15												201	14												
			SR 1553 - BYWOOD DRIVE	FROM US-501 TO END OF MAINTENANCE	9	2	NO	NO	0.487	22				24												316	22	115											
			SR 1554 - CHARLANA DR	FROM SR 1553 - BYWOOD DR TO E.O.M.	9	2	NO	NO	0.158	22				8												103	7	115											
			SR 1561 - LAKE VISTA DR	FROM SR 1547 - SUMMIT RIDGE DR TO END OF PVMT	9	2	NO	NO	0.124	22				6												81	5	2											
			SR 1561 - LAKE VISTA DR	FROM SR 1451 - RUSSELL RD TO END OF PVMT	9	2	NO	NO	0.32	23.5				16												208	14	20											
			SR 1562 - PINE WAY DRIVE	FROM SR 1561 - LAKE VISTA DR TO E.O.M.	9	2	NO	NO	0.262	23				13												170	12												
			SR 1563 - TRACY TRAIL	FROM US-501 TO CUL-DE-SAC	9	2	NO	NO	0.338	20.5				17												245	17	25											
			SR 1564 - PARKHAVEN PLACE	FROM SR 1563 - TRACY TRAIL TO CUL-DE-SAC	9	2	NO	NO	0.063	28				3												81	6	6											
			SR 1581 - ANDOVER ROAD	FROM SR 2305 - BOYLAN DR TO SR 1456 - MILTON RD	9	2	NO	NO	0.502	22				25												326	22	74											
			SR 1583 - RIDGEVIEW	FROM SR 1456 - MILTON TO E.O.M.	9	2	NO	NO	0.231	21				12												150	10	15											
			SR 1594 - BROOK LANE	FROM SR 1562 - PINE WAY DR TO CUL-DE-SAC	9	2	NO	NO	0.199	22.5				10												135	9	10											
			SR 1599 - WEST BYWOOD DR	FROM SR 1595 - DONLEE DR TO E.O.M.	9	2	NO	NO	0.222	20.5				11												144	10	26											
			SR 1783 - ALTDORF DRIVE	FROM SR 1616 - BAHAMA RD TO CUL-DE-SAC	9	2	NO	NO	0.388	22.5				19												263	18	30											
			SR 1784 - COUNTRY KNOLL	FROM SR 1616 - BAHAMA RD TO E.O.M.	9	2	NO	NO	0.816	20.5				41												530	36	194											
			SR 1785 - DOVE RIDGE	FROM SR 1784 - COUNTRY KNOLL TO CUL-DE-SAC	9	2	NO	NO	0.191	21				10												153	10	24											
			SR 1786 - CEDAR MILL PLACE	SR 1784 - COUNTRY KNOLL TO CUL-DE-SAC	9	2	NO	NO	0.101	21				5												106	7	27											
			SR 1793 - SORGHUM PLACE	SR 1784 - COUNTRY KNOLL RD TO CUL-DE-SAC	9	2	NO	NO	0.073	22.5				4												78	5	28											
			SR 1796 - ARCHERY RANGE RD	FROM SR 1616 - BAHAMA RD TO E.O.M.	9	2	NO	NO	0.098	20				5												64	4												
			SR 1797 - BAHAMA WOODS LANE	FROM SR 1796 - ARCHERY RANGE RD TO CUL-DE-SAC	9	2	NO	NO	0.25	20				13												186	13	2											
			SR 2302 - MOUNT HAVEN DR	FROM SR 1536 - NORTH WILLOWHAVEN DR TO CUL-DE-SAC	9	2	NO	NO	0.542	20				27												374	25	40											
			SR 2303 - BAIRD STREET	FROM SR 2394 - NORTHCLIFF DR TO SR 1581 - ANDOVER RD	9	2	NO	NO	0.25	21.5				13												162	11	30											
			SR 2305 - BOYLAN STREET	FROM SR 1553 - BYWOOD DR TO E.O.M.	9	2	NO	NO	0.187	22.5				9												121	8	14											
			SR 2306 - NORTH OAK LN	FROM SR 1561 - LAKE VISTA DR TO SR 2307 - NORTH HIGHLAND	9	2	NO	NO	0.09	24				5												58	4	26											
			SR 2307 - NORTH HIGHLAND DR	FROM SR 2302 - MONT HAVEN DR TO CUL-DE-SAC	9	2	NO	NO	0.246	17				12												160	11	50											
			SR 2338 - PONDVIEW LANE	FROM SR 1002 - MASON RD TO SR 1563 TRACY TRAIL	9	2	NO	NO	0.205	23				10												133	9	16											
			SR 2339 - LADD DRIVE	FROM SR 2338 - MASON DR TO E.O.M.	9	2	NO	NO	0.341	20				17												221	15	40											
			SR 2341 - SCALYBARK ROAD	FROM SR 1455 - TERRY RD TO E.O.M.	9	2	NO	NO	0.473	21				24												307	21	173											
			SR 2343 - LOCKWOOD DRIVE	FROM SR 1461 - JOHNSON MILL RD TO SR 2467 - ROYAL OAKS DR	9	2	NO	NO	0.266	24				13												173	12	42											
			SR 2344 - DANA COURT	FROM SR 2343 - LOCKWOOD LN TO E.O.M.	9	2	NO	NO	0.043	24.5				2												28	2	20											
			SR 2346 - RAINTREE RD	FROM SR 1449 - UMSTEAD RD TO SR 2432 - HAVENHILL DR	9	2	NO	NO	0.354	20.25				18												230	16	25											
			SR 2349 - BURGUNDY ROAD	FROM SR 2341 - SCALYBARK RD TO E.O.M.	9	2	NO	NO	0.09	22				5												58	4	52											
			SR 2353 - NITA LANE	FROM SR 1583 - RIDGEVIEW RD TO E.O.M.	9	2	NO	NO	0.128	21				6												75	5	87											
			SR 2374 - FITZFORD COURT	FROM SR 1451 - RUSSELL RD TO CUL-DE-SAC	9	2	NO	NO	0.145	24				7												112	8	12											
			SR 2375 - ALNICK COURT	FROM SR 2374 - FITZFORD CT TO CUL-DE-SAC	9	2	NO	NO	0.066	20				3												66	4	4											
			SR 2394 - NORTHCLIFF DR	FROM SR 2466 - NORTH POINTE DR TO SR 2303 - BAIRD ST	9	2	NO	NO	0.242	20				12												157	11	10											
			SR 2413 - LANDSDOWNE DRIVE	FROM SR 1449 - UMSTEAD RD TO CUL-DE-SAC	9	2	NO	NO	0.357	20.5				18												232	16	26											
			SR 2414 - WAXHAW ROAD	FROM SR 2339 - LADD DR TO E.O.M.	9	2	NO	NO	0.167	21.5				8												108	7	21											
			SR 2428 - EPPERSON DRIVE	FROM US-501 TO E.O.M.	9	2	NO	NO	0.407	22				20												264	18	54											
			SR 2432 - HAVENHILL DRIVE	FROM SR 2413 - LANDSDOWNE DR TO SR 2346 - RAINTREE RD	9	2	NO	NO	0.08	20				4												52	4	12											
			SR 2441 - BATES ROAD	FROM SR 2428 - EPPERSON DR. TO SR 2442 - CANSLER DR	9	2	NO	NO	0.087	20				4												57	4	8											
			SR 2442 - CANSLER DRIVE	FROM E.O.M. TO E.O.M.	9	2	NO	NO	0.149	20				7												97	7	8											
			SR 2467 - ROYAL OAKS DRIVE	FROM SR 1461 - JOHNSON MILL RD TO E.O.M.	9	2	NO	NO	0.183	21.5				9												119	8	54											
			SR 2603 - S. LOWELL ROAD	FROM US 501 TO SR 2605 - GETAWAY LN	9	2	NO	NO	0.497	27				25												435	30	56											
			SR 2605 - GETAWAY LANE	FROM SR 2603 - S. LOWELL RD TO E.O.M.	9	2	NO	NO	0.721	22.5				36												468	32	63											
			SR 2607 - STALLION WAY	FROM SR 2609 - SHOEMAKER DR TO CUL-DE-SAC	9	2	NO	NO	0.619	20				31												402	27												
			SR 2608 - PONY COURT	FROM SR 2607 - STALLION WAY TO CUL-DE-SAC	9	2	NO	NO	0.085	20.5				4												55	4												
			SR 2609 - SHOEMAKER DRIVE	FROM SR 2617 - MARE CT TO SR 2610 - APPALOOSA TR	9	2	NO	NO	0.387	20				19												251	17	10											
			SR 2610 - APPALOOSA TRAIL	FROM SR 2612 - GALLOP TRL TO SR 2634 - PHARLAP LN	9	2	NO	NO	0.404	22				20												262	18	17											
			TOTAL FOR PROJ NO. 2018CPT.05.04.20322.1						13.804					688												9,352	638	1,834						3					
			GRAND TOTAL						44.124		830	1,570	17.31	2,123	13,334	73,953	269,350	56,633	965	1,375	30,746	2,511	35,311	8,715	4,918	<													

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

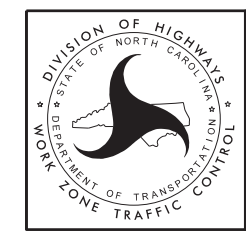


NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 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) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) 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 AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

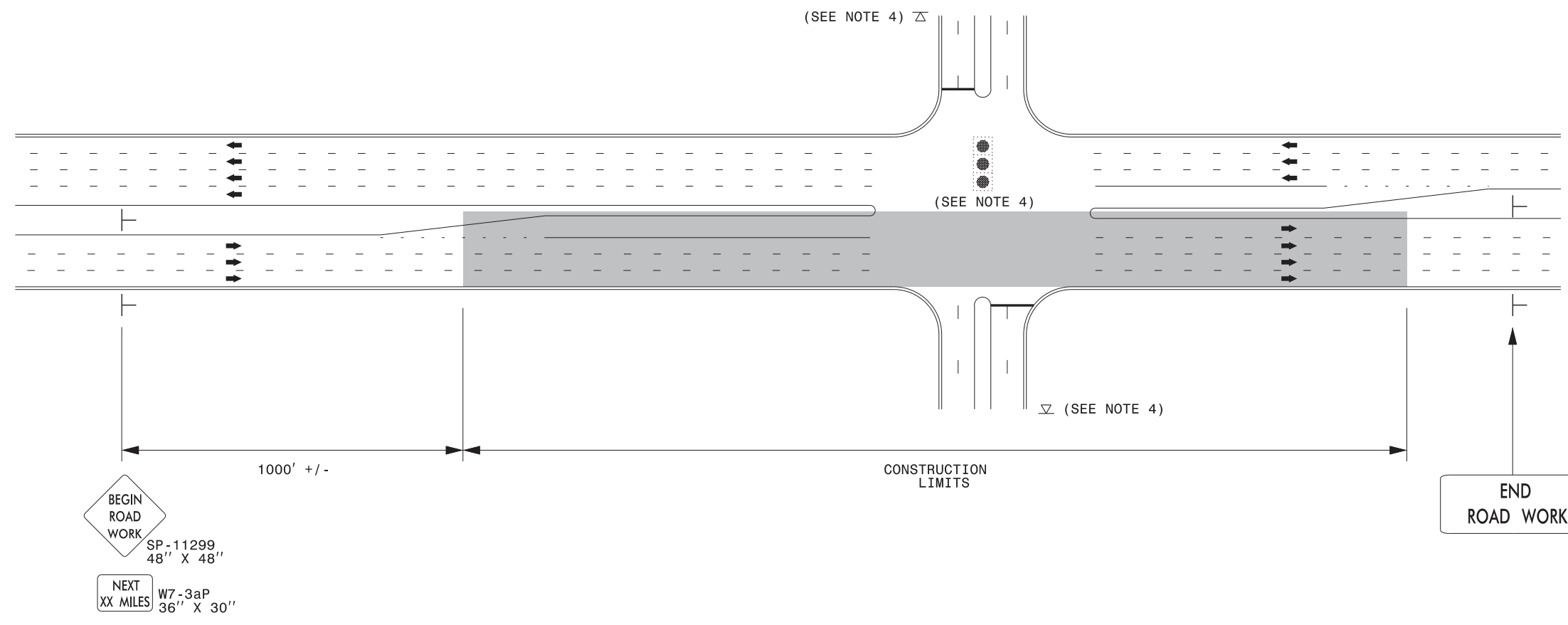
- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



**RESURFACING ADVANCE
 WARNING SIGNS FOR
 HIGH SPEED FACILITIES
 ≥ 60 MPH**

3/23/2015
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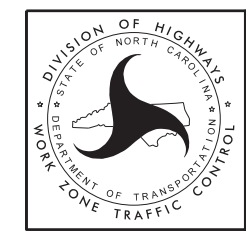
URBAN / SUBURBAN WORKZONES



NOTES:

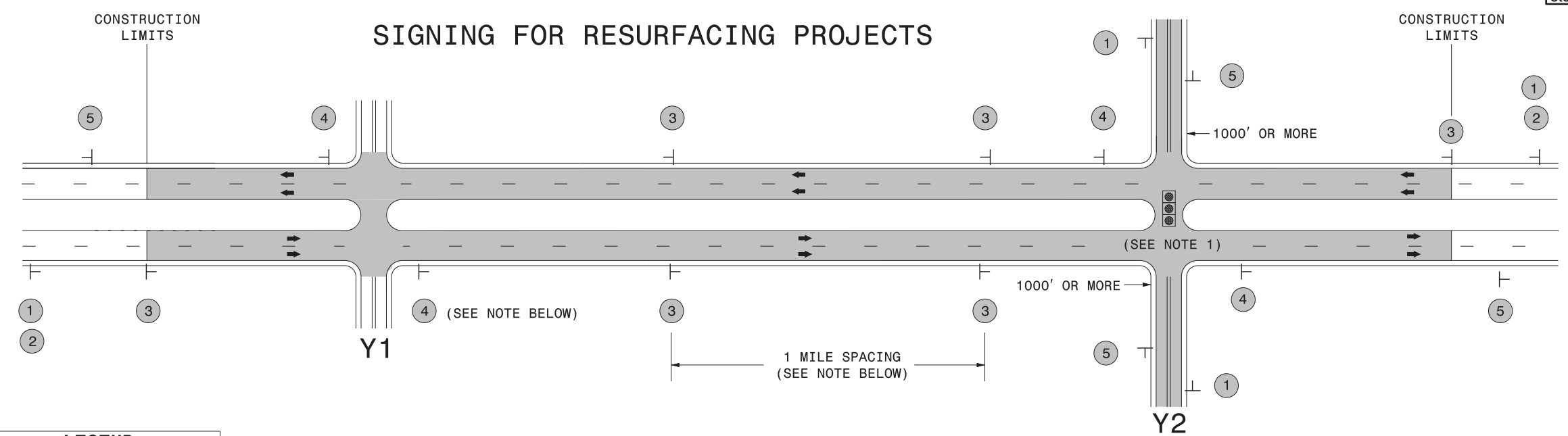
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. 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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LEGEND
 | STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

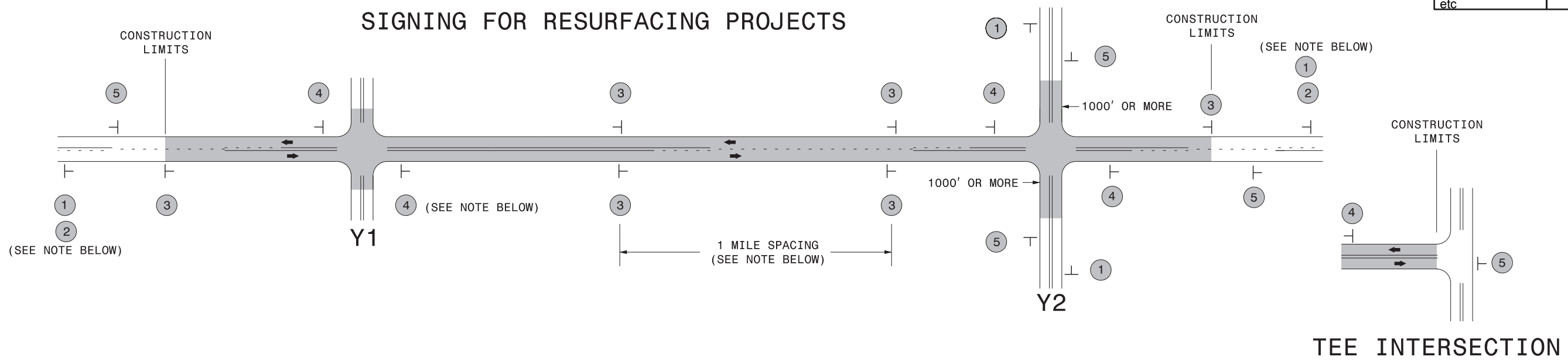
MAINLINE (-L-) SIGNING

-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>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;"> 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> <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.
	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
 MULTI-LANE ROADWAYS
 W/ SHOULDER SECTIONS**

SIGNING FOR RESURFACING PROJECTS



LEGEND	
— —	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

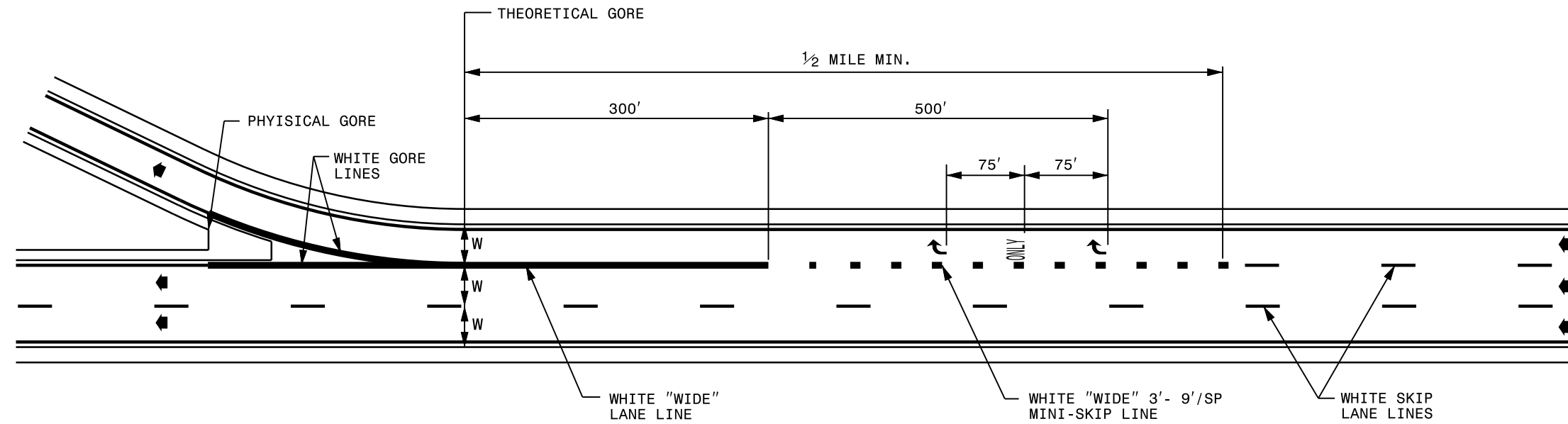
SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING		
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS 	
	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)	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.	
	3	 SP 13107 48" X 48"	<ul style="list-style-type: none"> - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER. 	 W20-1 48" X 48"	 W20-7 A 48" X 48"
	4	 SP 13106 48" X 48"	<ul style="list-style-type: none"> - 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE. 	PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.	
5	 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.			

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

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

1-12

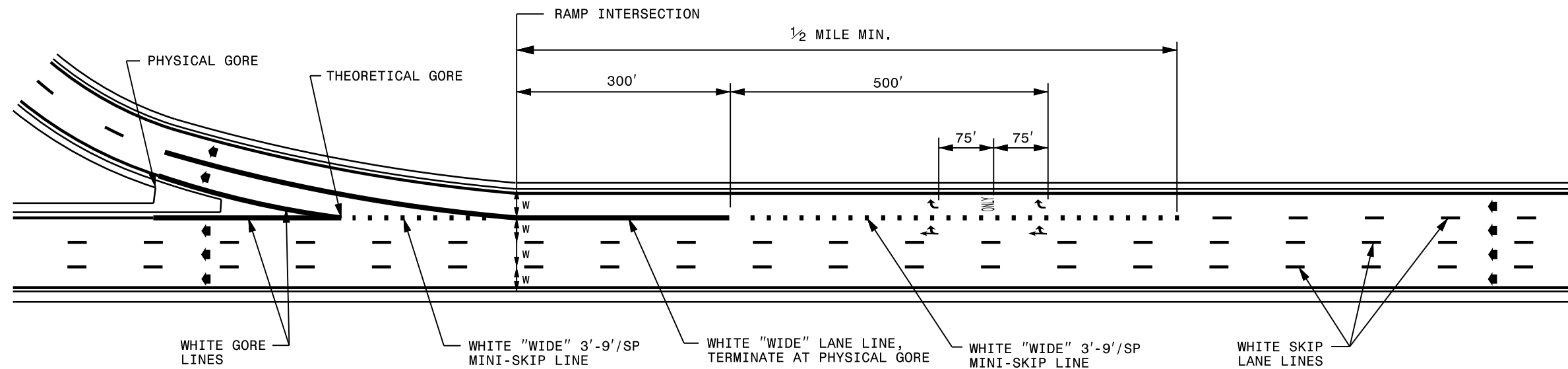
LANE DROP AT A SINGLE LANE EXIT RAMP



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

1-12

LANE DROP AT A MULTI-LANE EXIT RAMP



GENERAL NOTES:

- 1- USE THE GUIDANCE SHOWN ON THE FOLLOWING DETAILS IN CONJUNCTION WITH THE EXIT RAMP GUIDANCE SHOWN ON ROADWAY STANDARD DRAWING 1205.03.
- 2- LANE LINES INDICATED AS "WIDE" SHALL BE AT LEAST TWICE THE WIDTH OF THE NORMAL LINE.
- 3- GORE LINES SHALL BE TWICE THE WIDTH OF THE NORMAL LINE.

LEGEND

- W = WIDTH OF TRAVEL LANE
- DIRECTION OF TRAFFIC FLOW
- ONLY PAVEMENT MARKING SYMBOLS & CHARACTERS

ENGLISH STANDARD DRAWING FOR


PAVEMENT MARKINGS

LANE DROPS

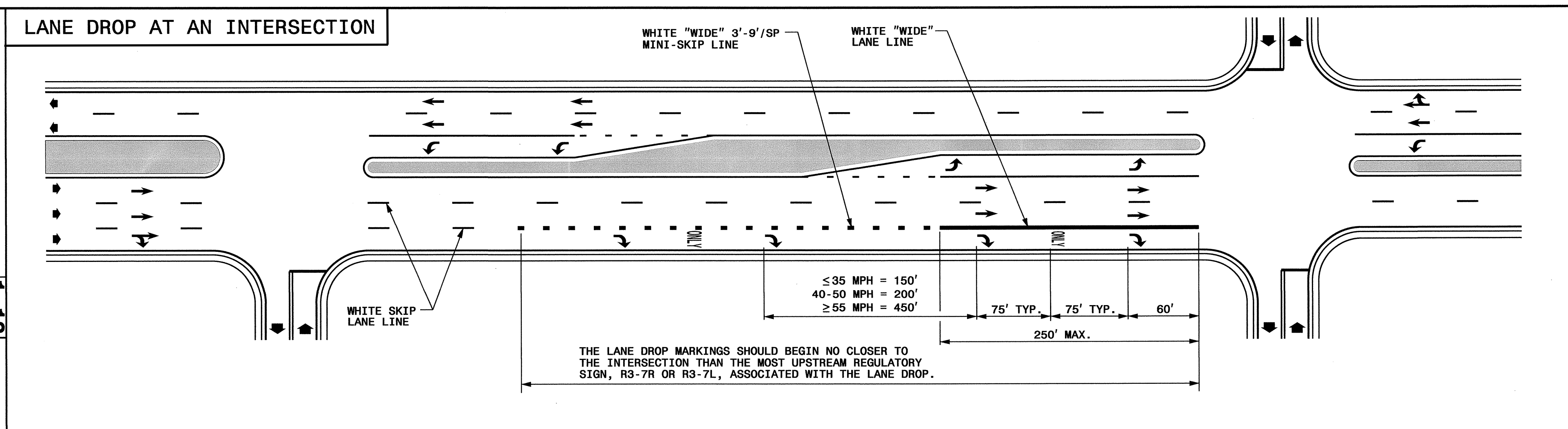
ENGLISH STANDARD DRAWING FOR

PAVEMENT MARKINGS

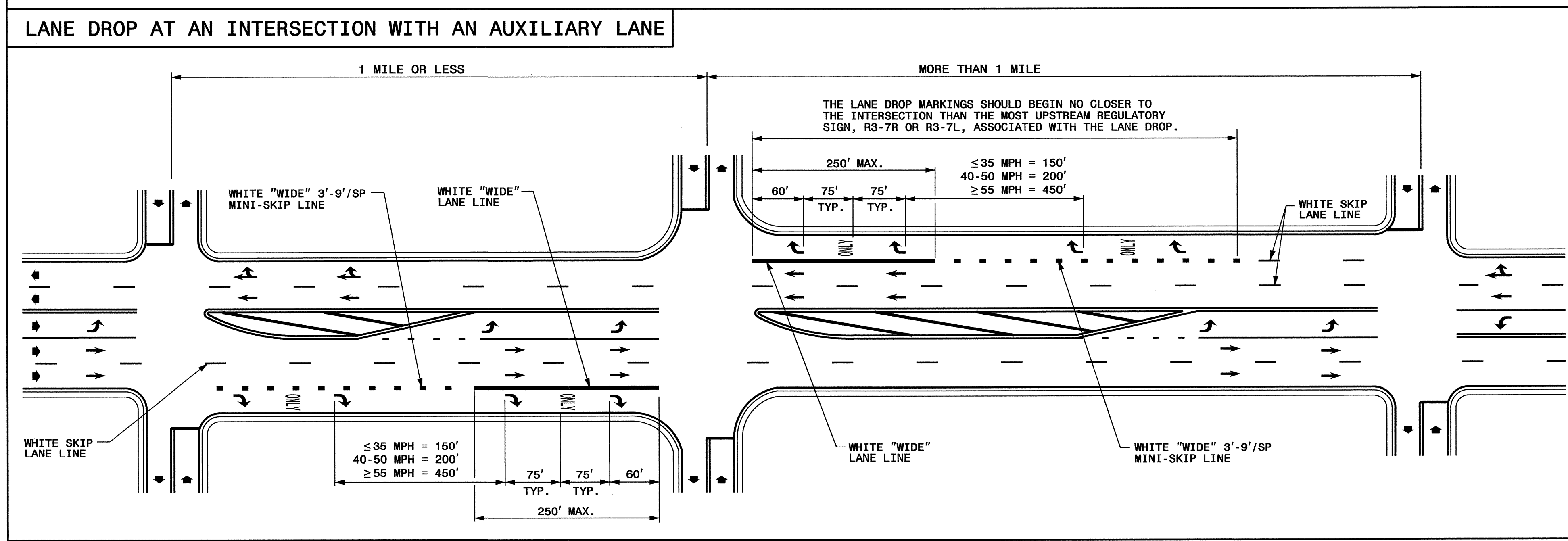
LANE DROPS

TIP NO. 2018CPT.05.04.10321.1 etc	SHEET NO. PMP-2
APPROVED: <i>RW</i>	
DATE: 3/6/12	
SEAL	
	

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



ENGLISH DETAIL DRAWING FOR
PAVEMENT MARKINGS
LANE DROPS



- GENERAL NOTES:**
- USE THE GUIDANCE SHOWN ON THE ABOVE DETAILS IN CONJUNCTION WITH INTERSECTION GUIDANCE SHOWN ON ROADWAY STANDARD DRAWING 1205.04.
 - LANE LINES INDICATED AS "WIDE" SHALL BE AT LEAST TWICE THE WIDTH OF THE NORMAL LINE.

LEGEND

W = WIDTH OF TRAVEL LANE	ONLY PAVEMENT MARKING SYMBOLS & CHARACTERS
◆ DIRECTION OF TRAFFIC FLOW	

SHEET 1 OF 3
1205D06

SHEET 1 OF 3
1205D06

**REVISED PAVEMENT MARKING
ROADWAY STANDARD DRAWING**

08-MAR-2012 11:09 C:\Users\Standard\Drawings\Standard Drawings\2012 Standard Drawings\Standard Drawings\1205D06\Revised 9-14-11\Sealed.dgn

**DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA**

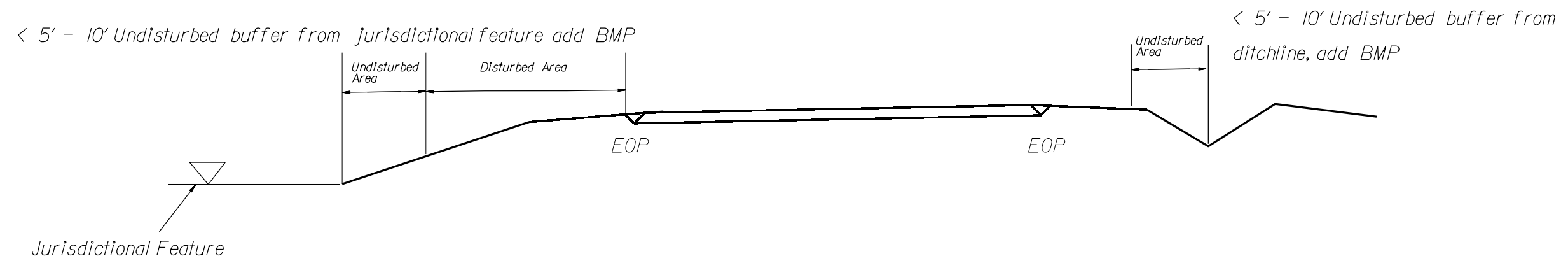
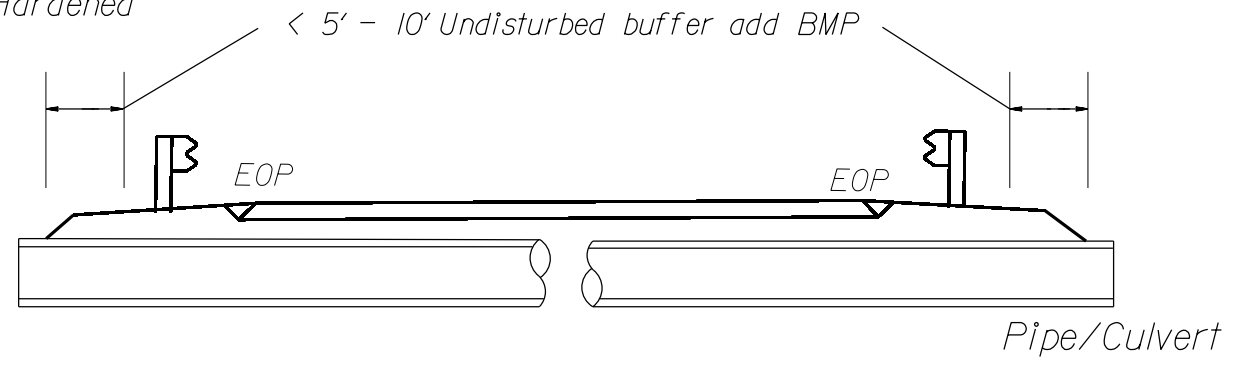
SOIL STABILIZATION TIMEFRAMES

<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.

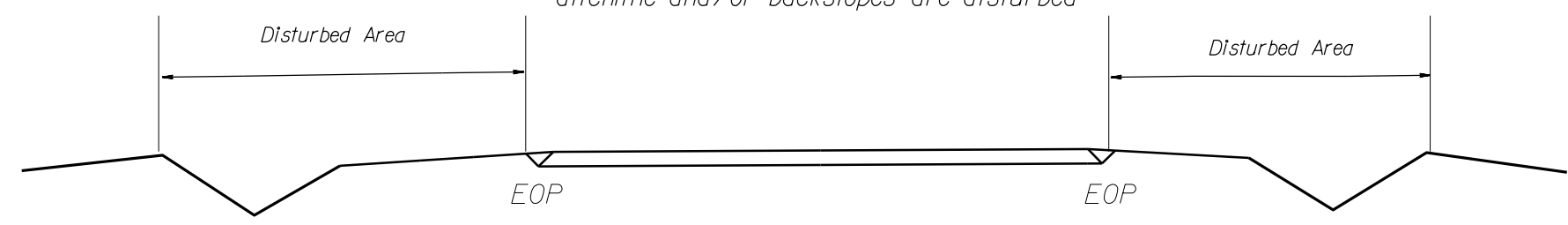
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

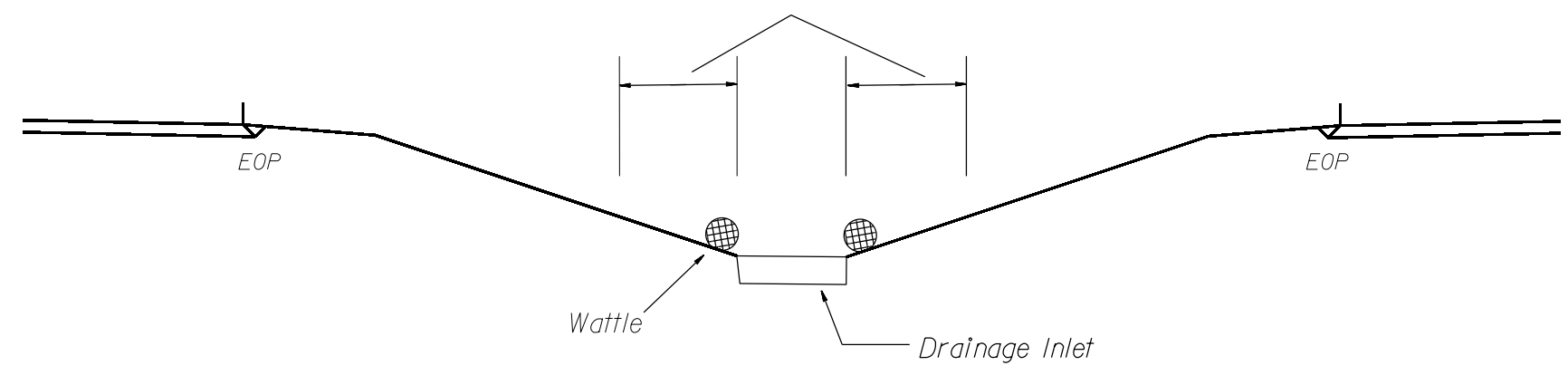
EROSION CONTROL DETAIL



Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed

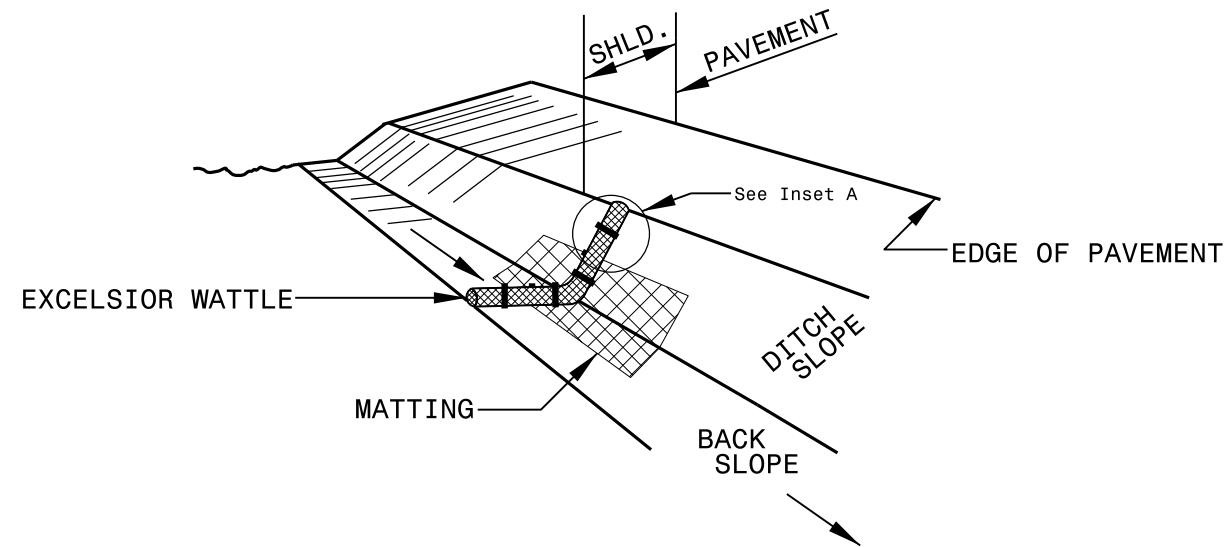


< 5' - 10' Undisturbed buffer from inlet, add wattle

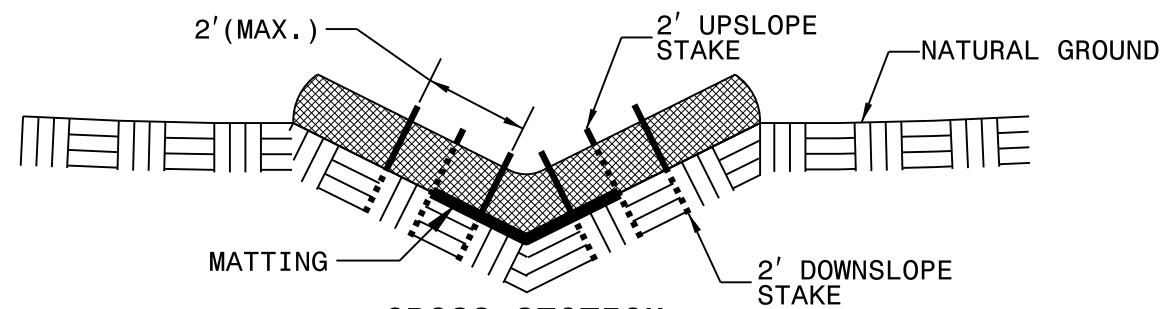


NOT TO SCALE

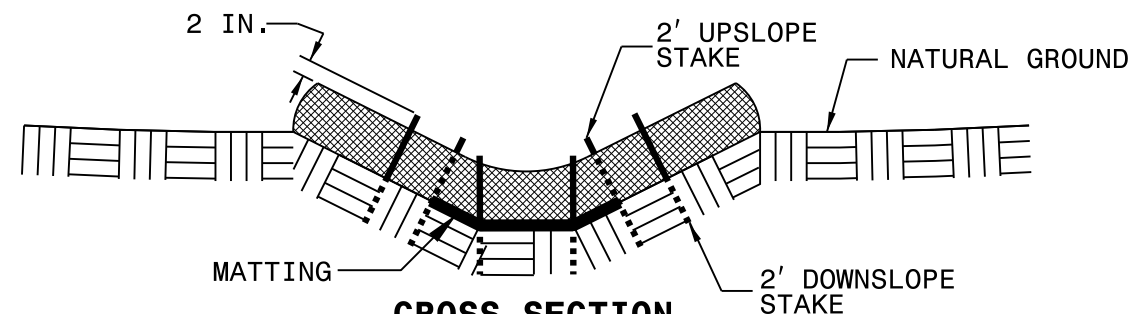
WATTLE DETAIL



ISOMETRIC VIEW



**CROSS SECTION
VEE DITCH**



**CROSS SECTION
TRAPEZOIDAL DITCH**

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

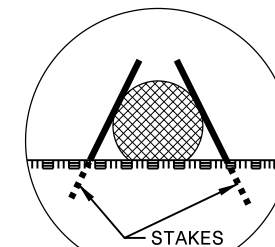
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

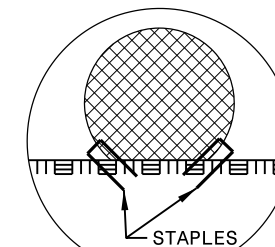
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

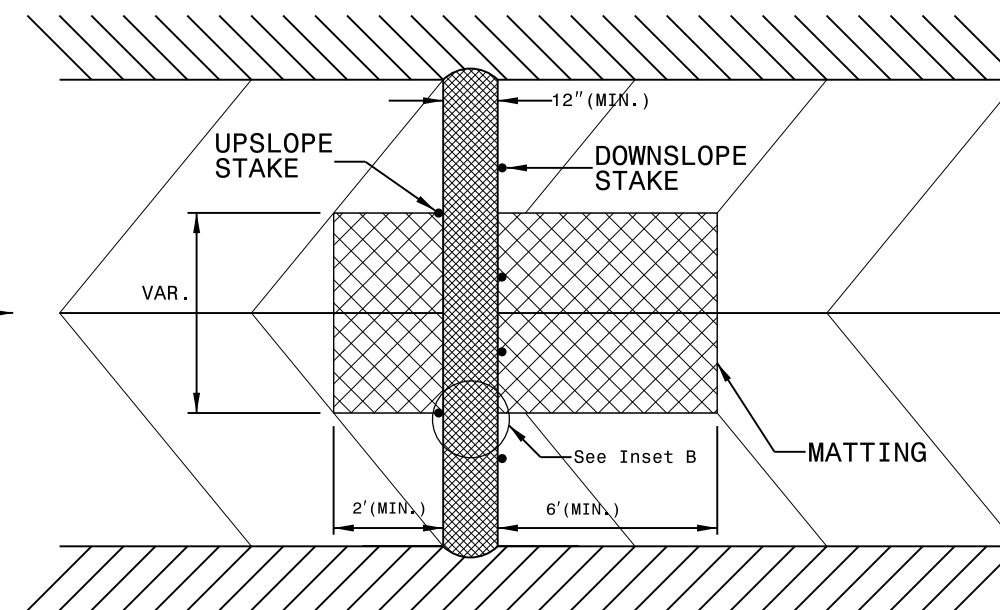
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW

