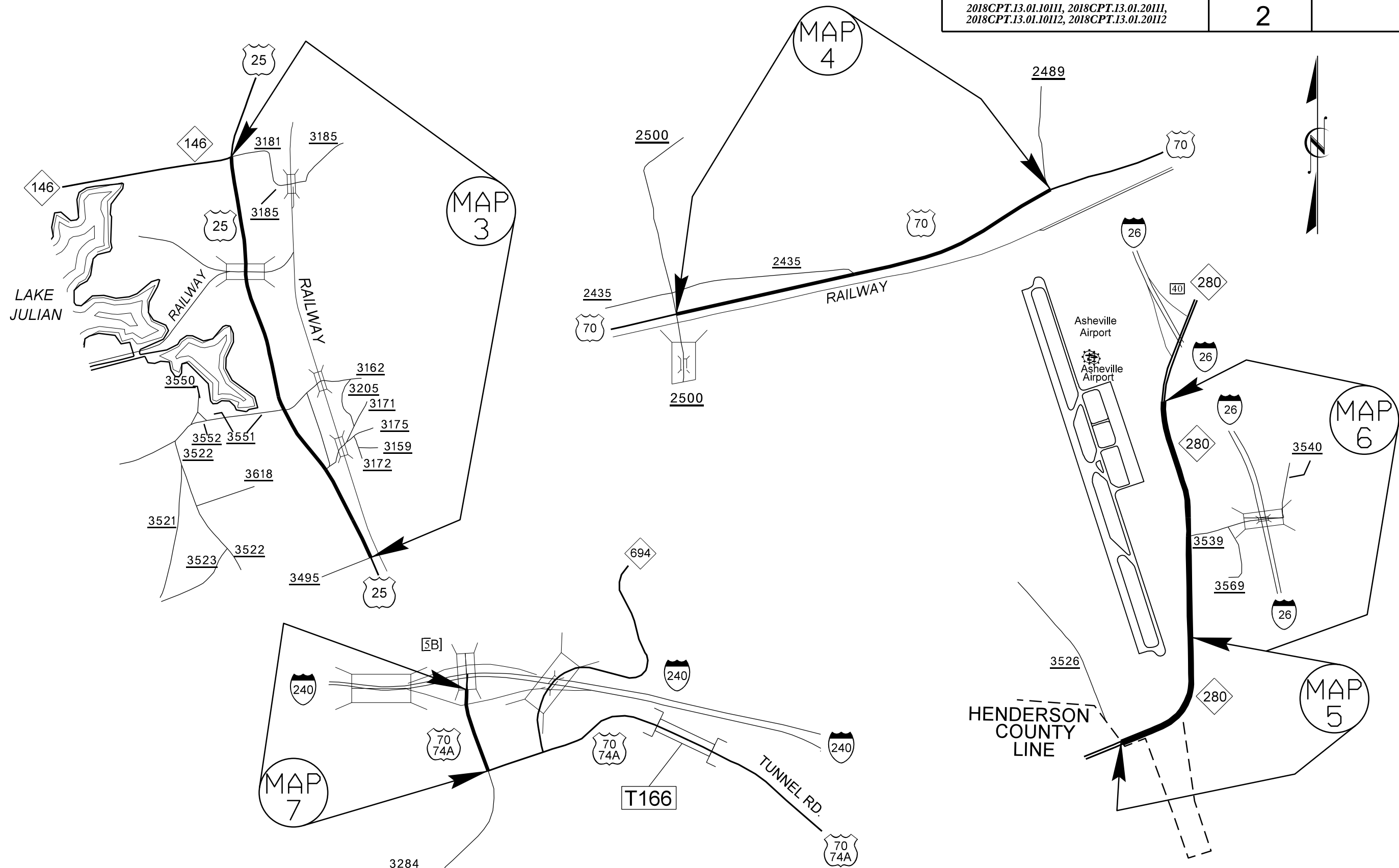




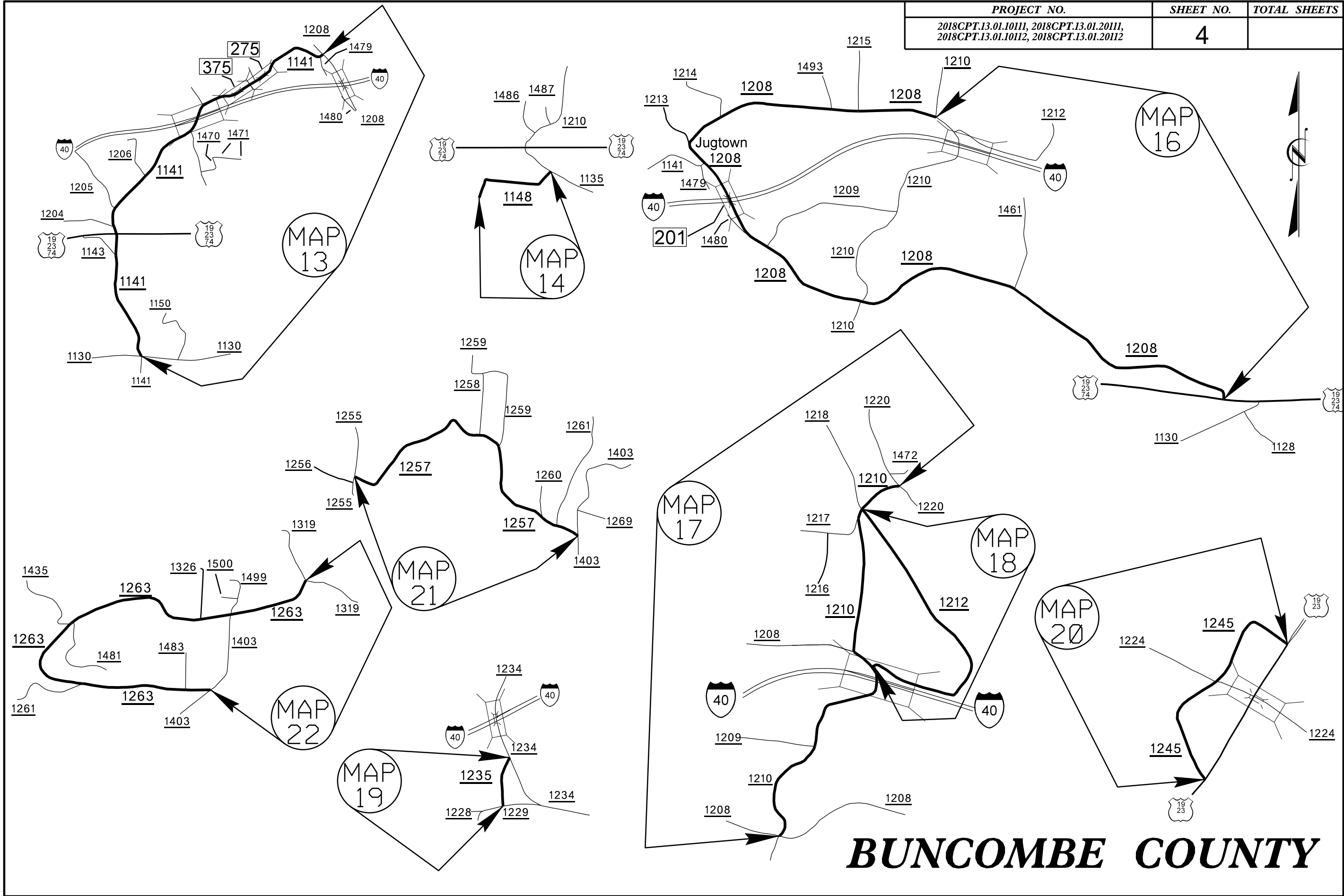
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	2	



**BUNCOMBE COUNTY**

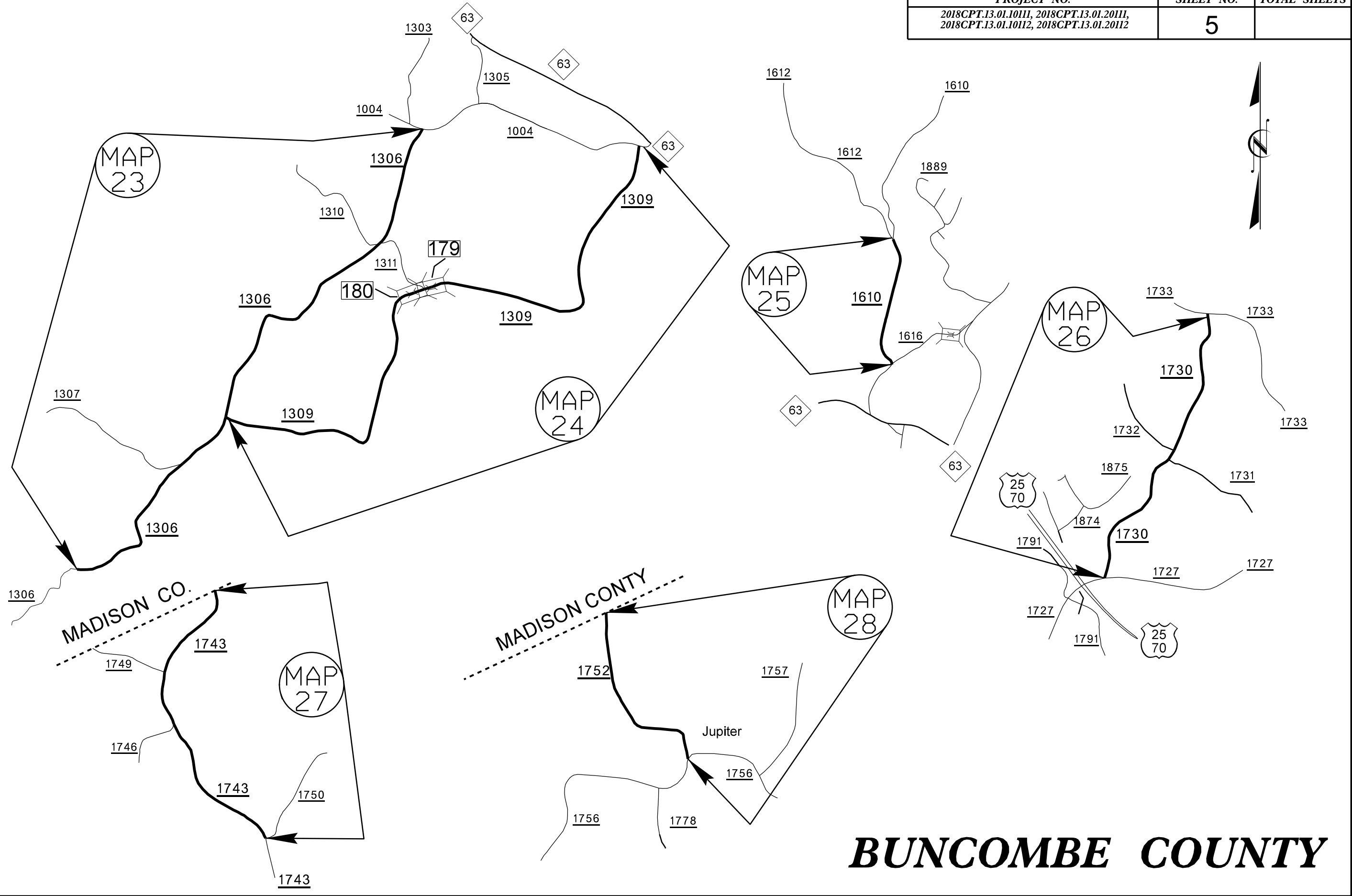


PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	4	



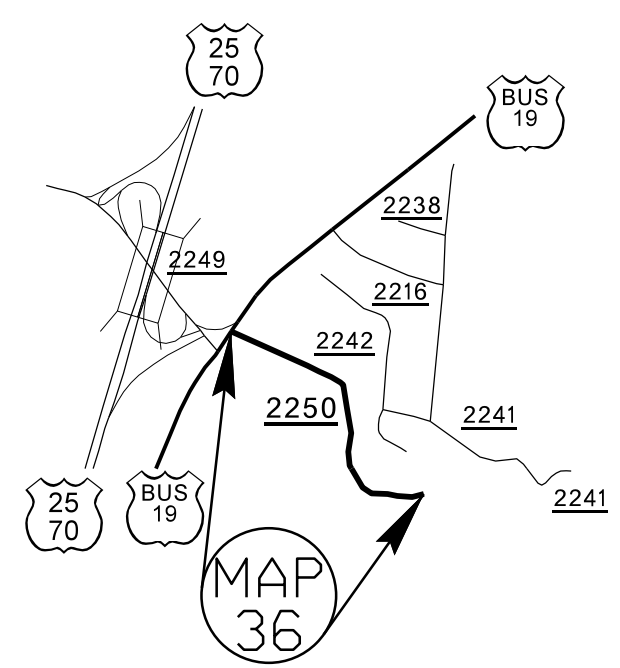
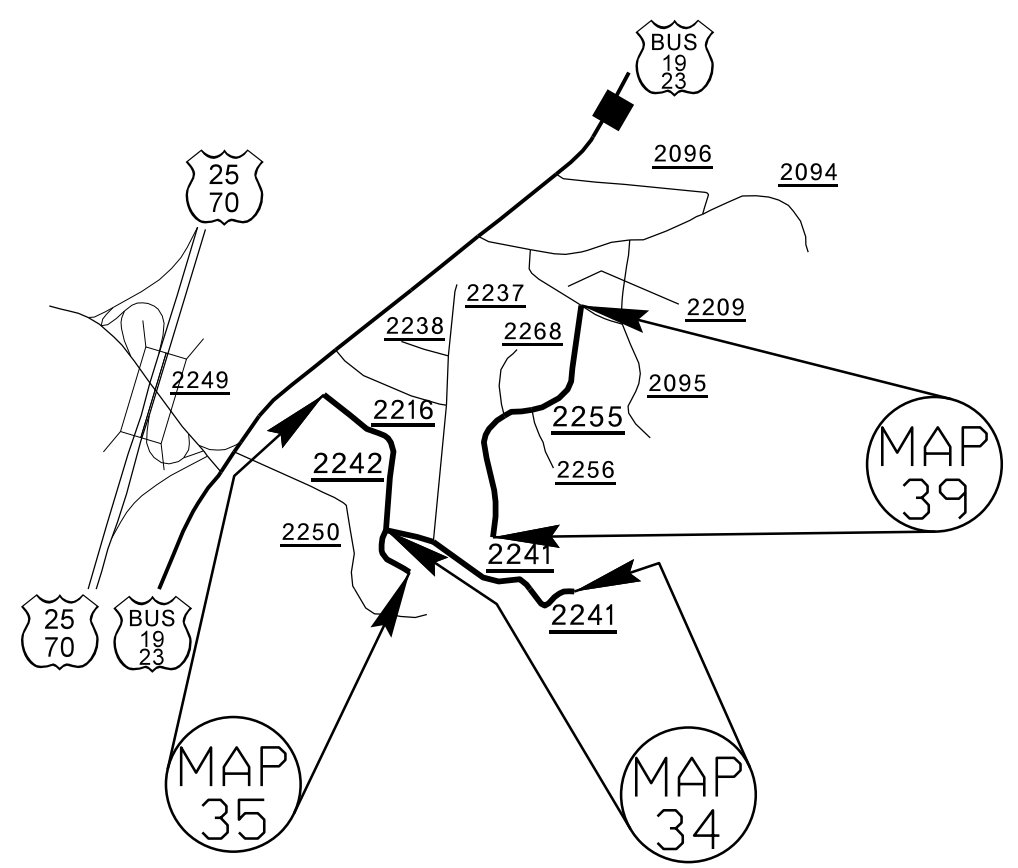
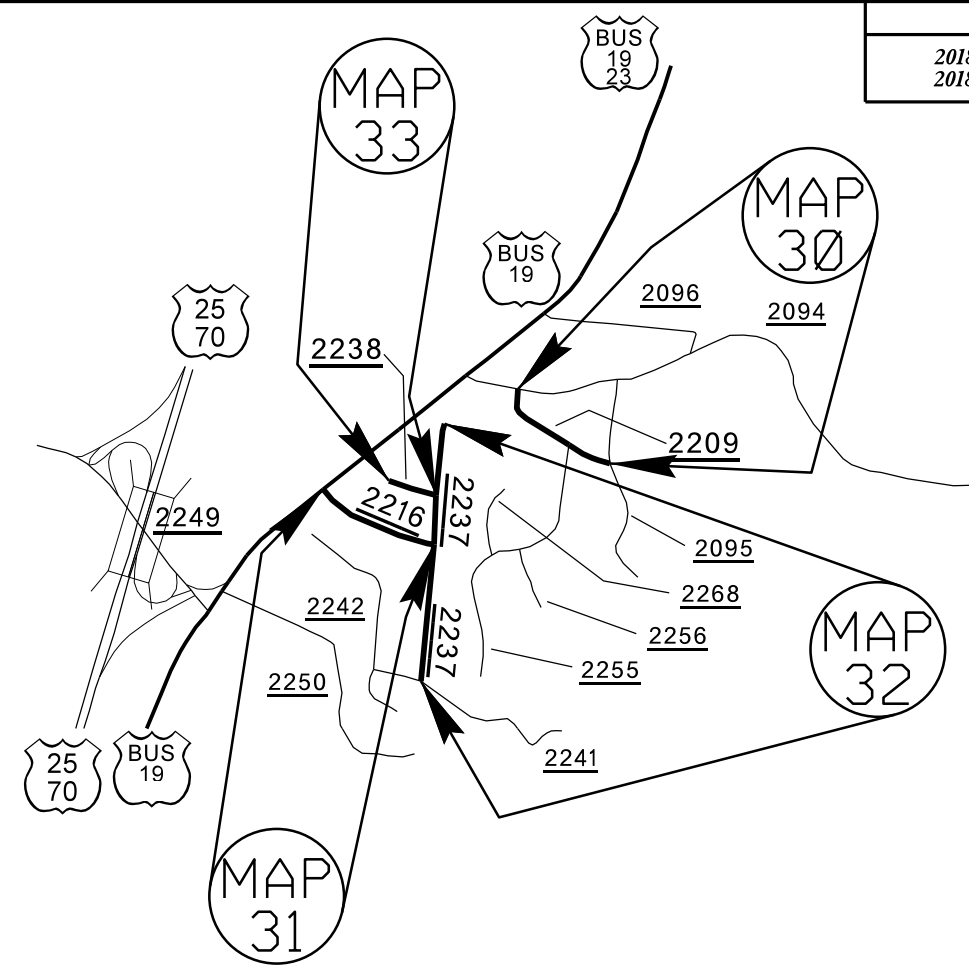
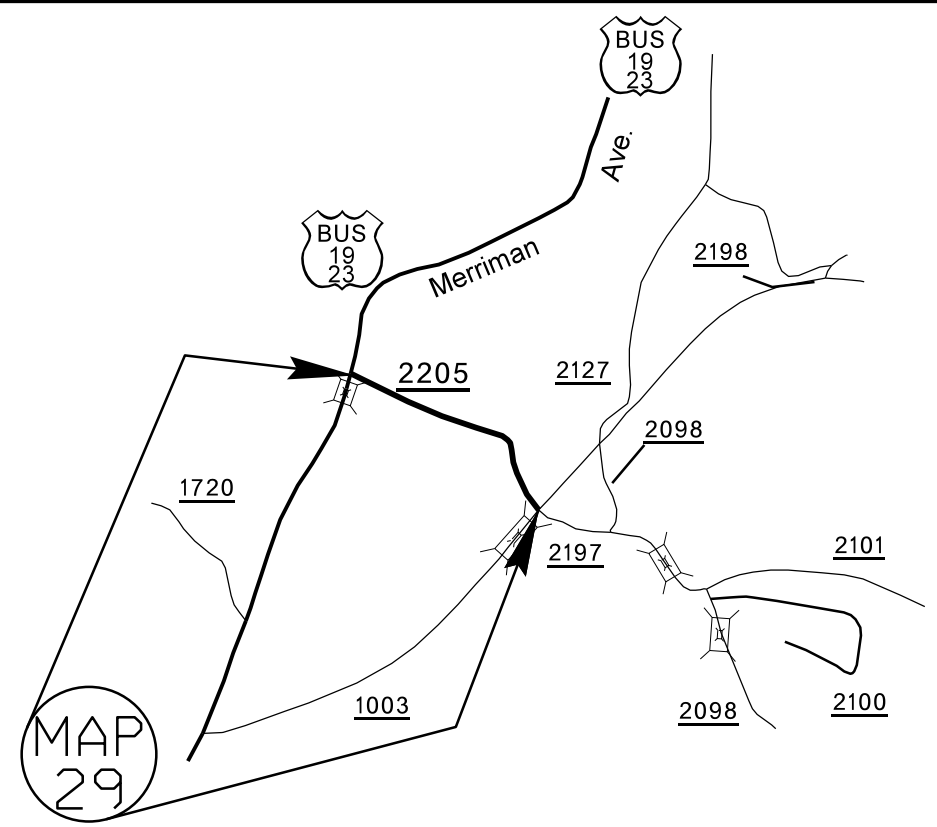
**BUNCOMBE COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	5	



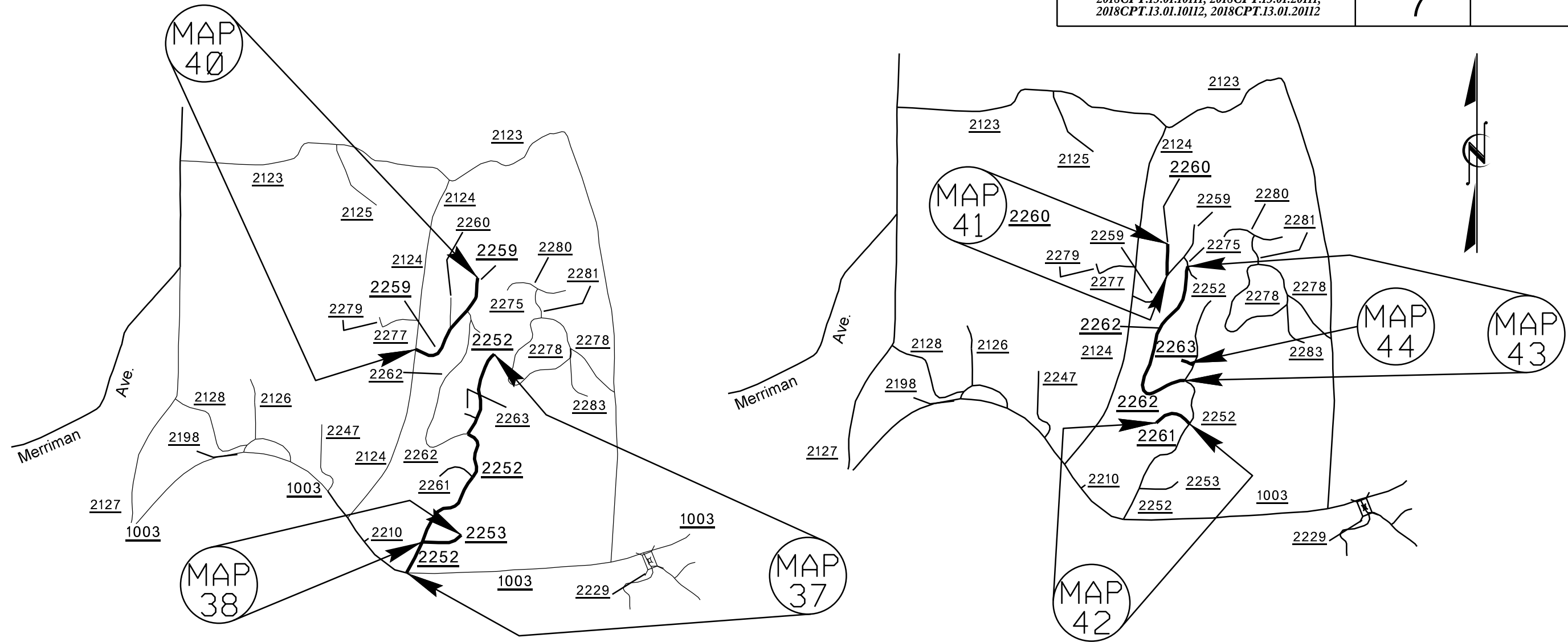
**BUNCOMBE COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	6	



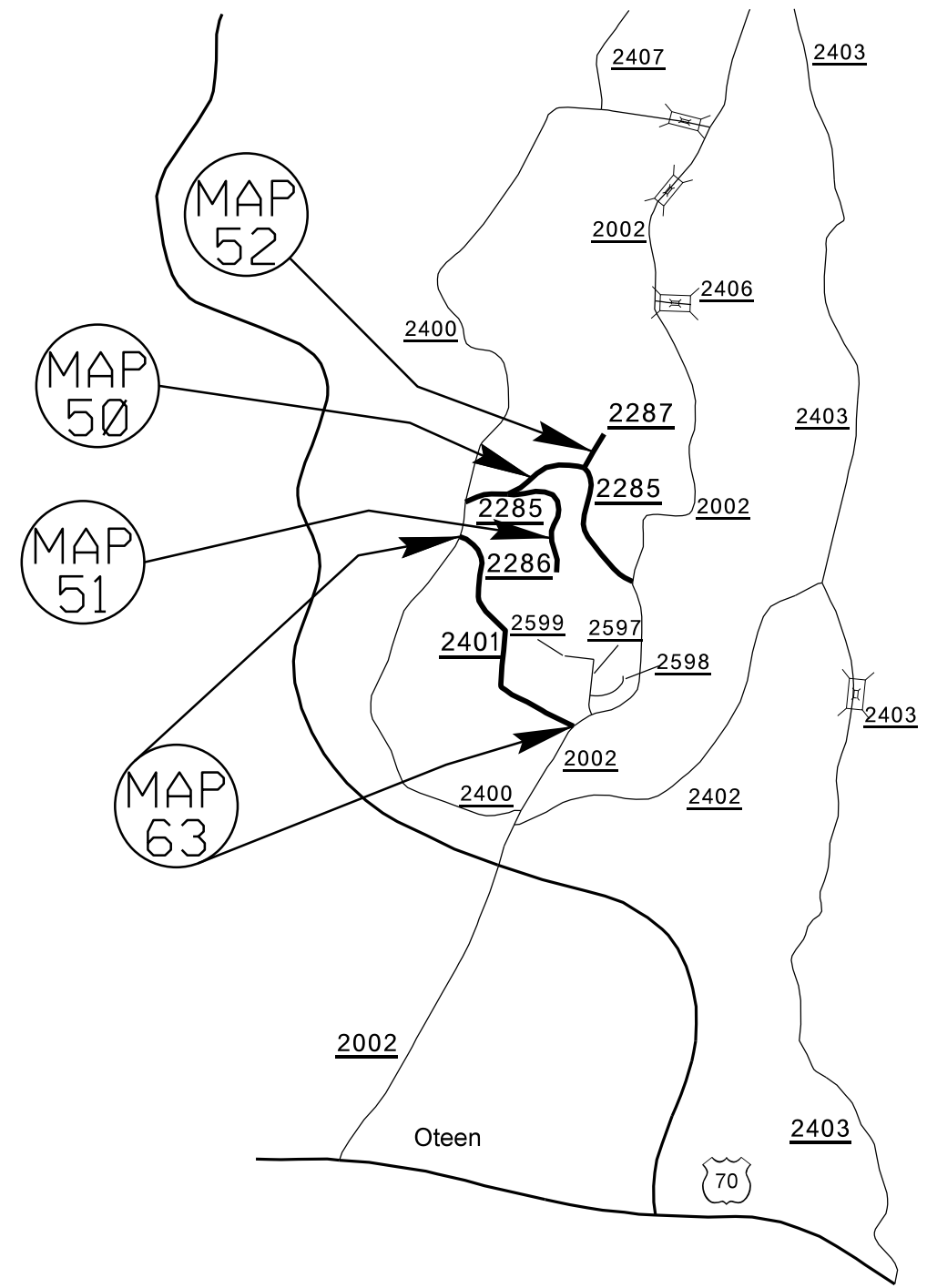
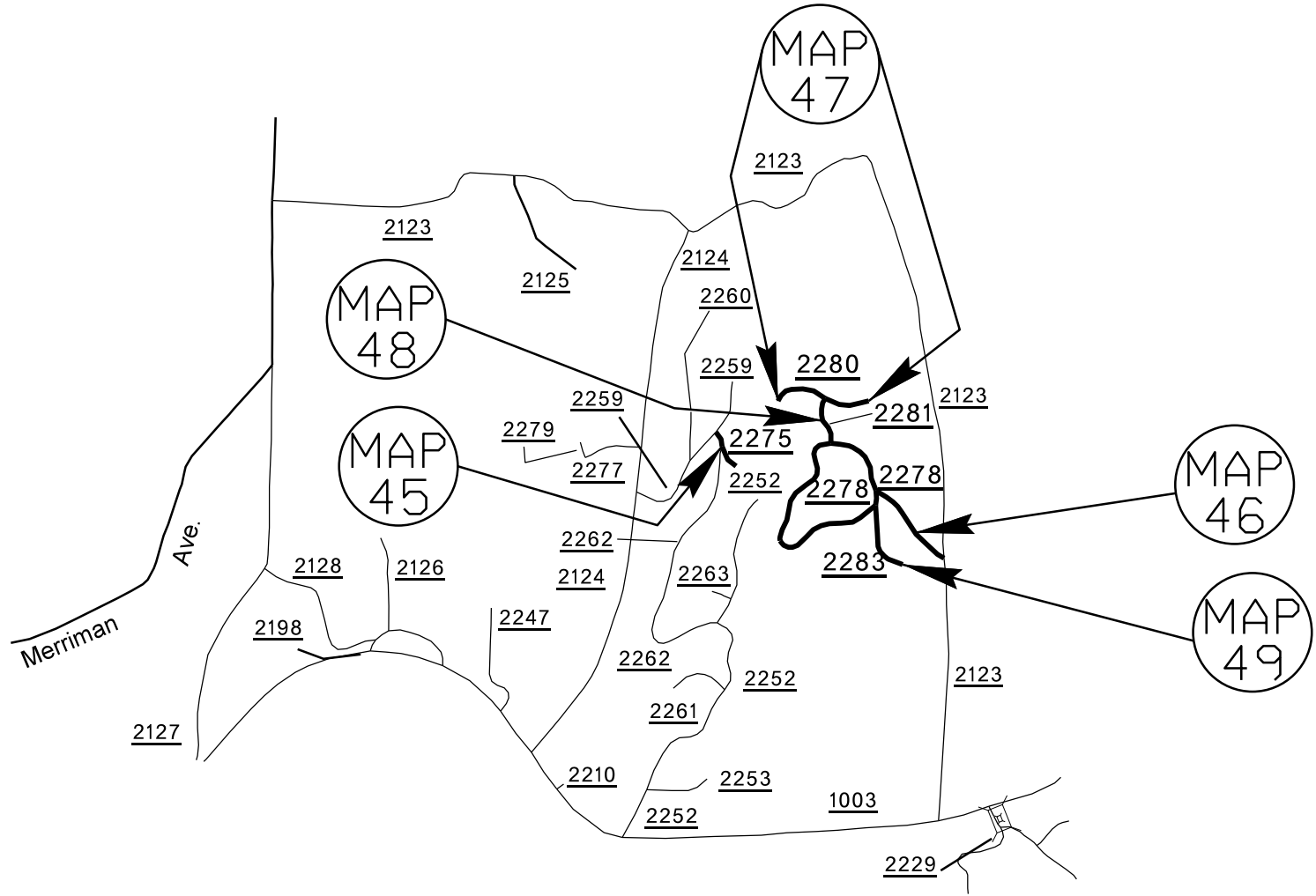
**BUNCOMBE COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	7	



**BUNCOMBE COUNTY**

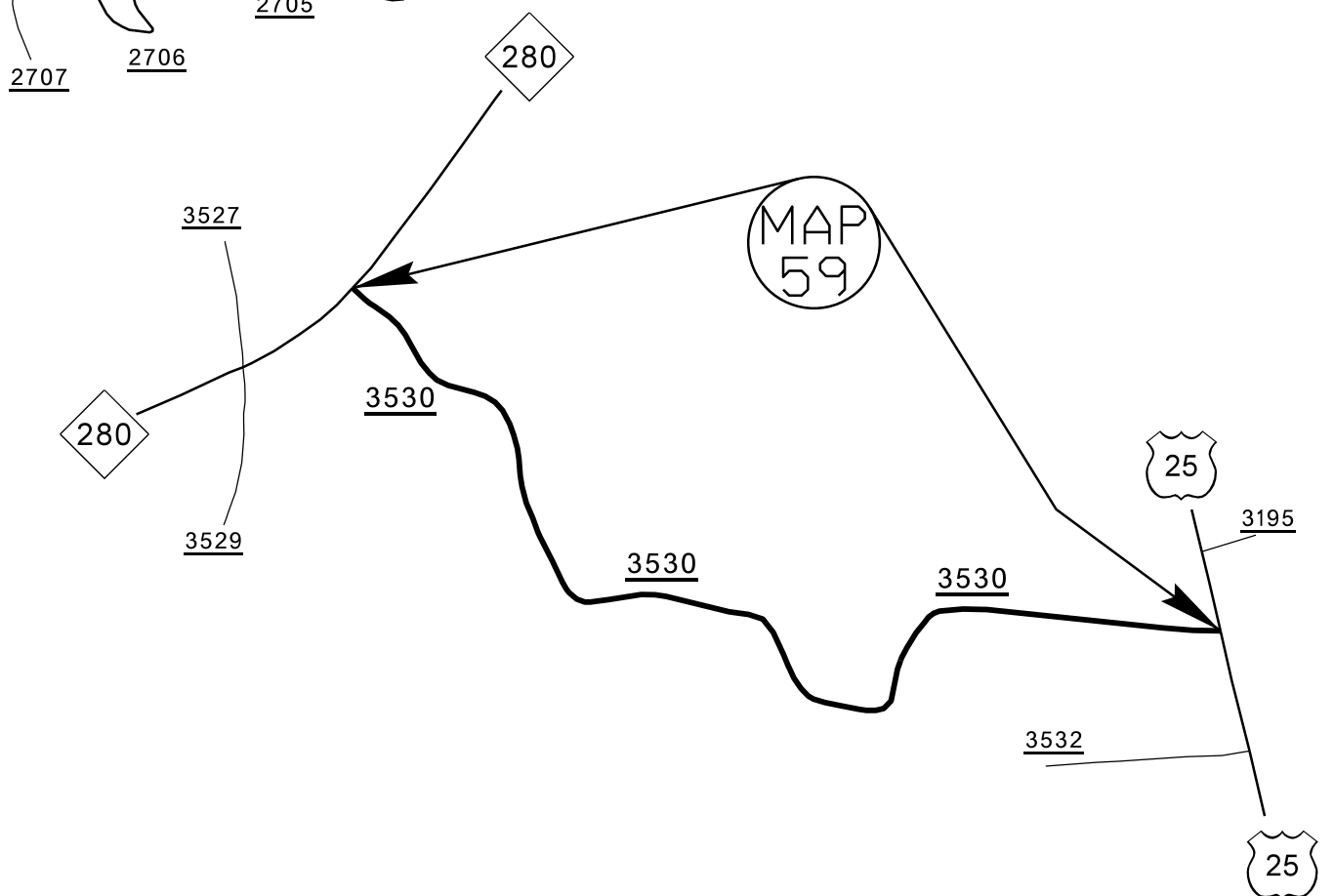
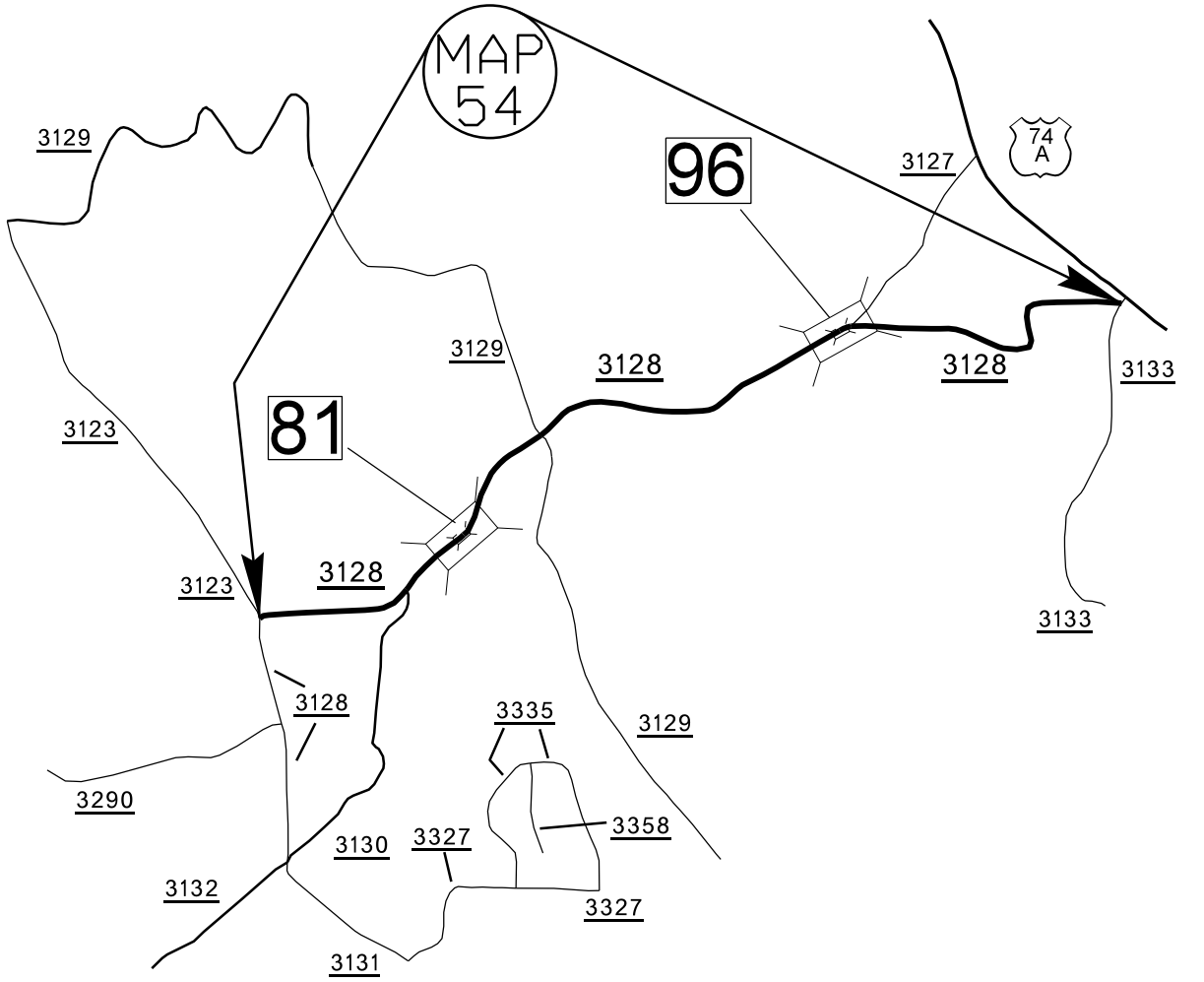
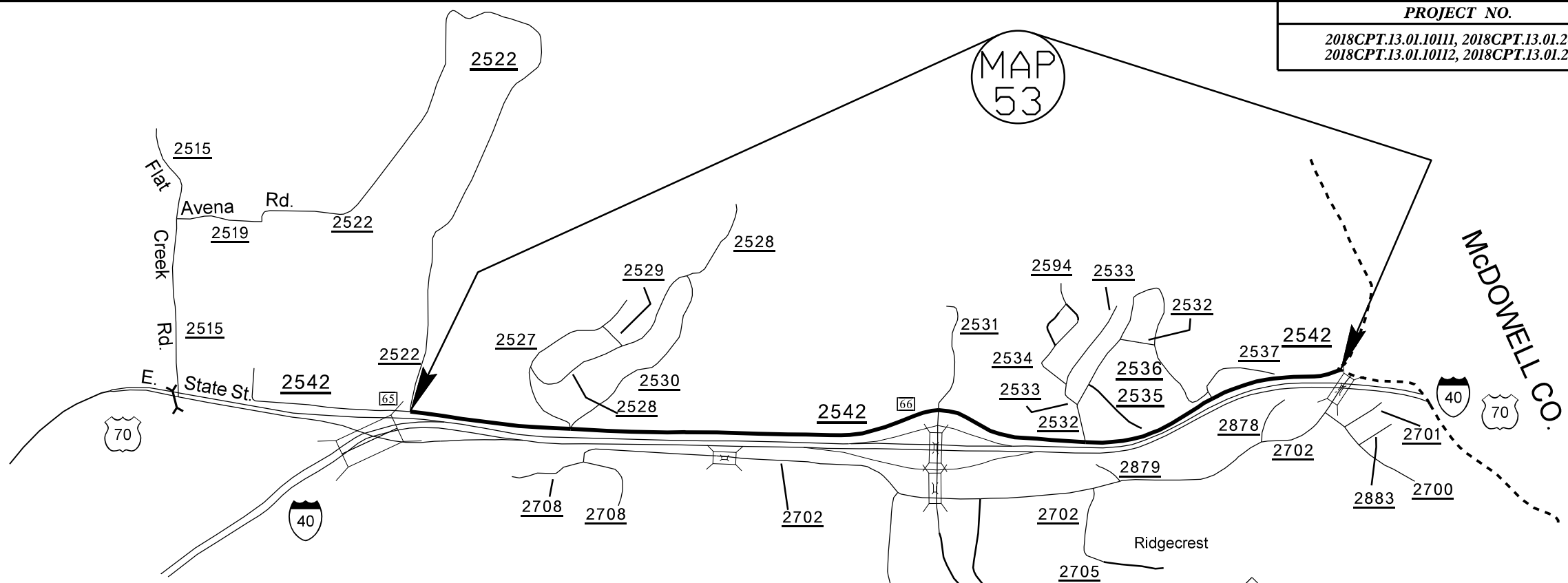
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	8	



**BUNCOMBE COUNTY**



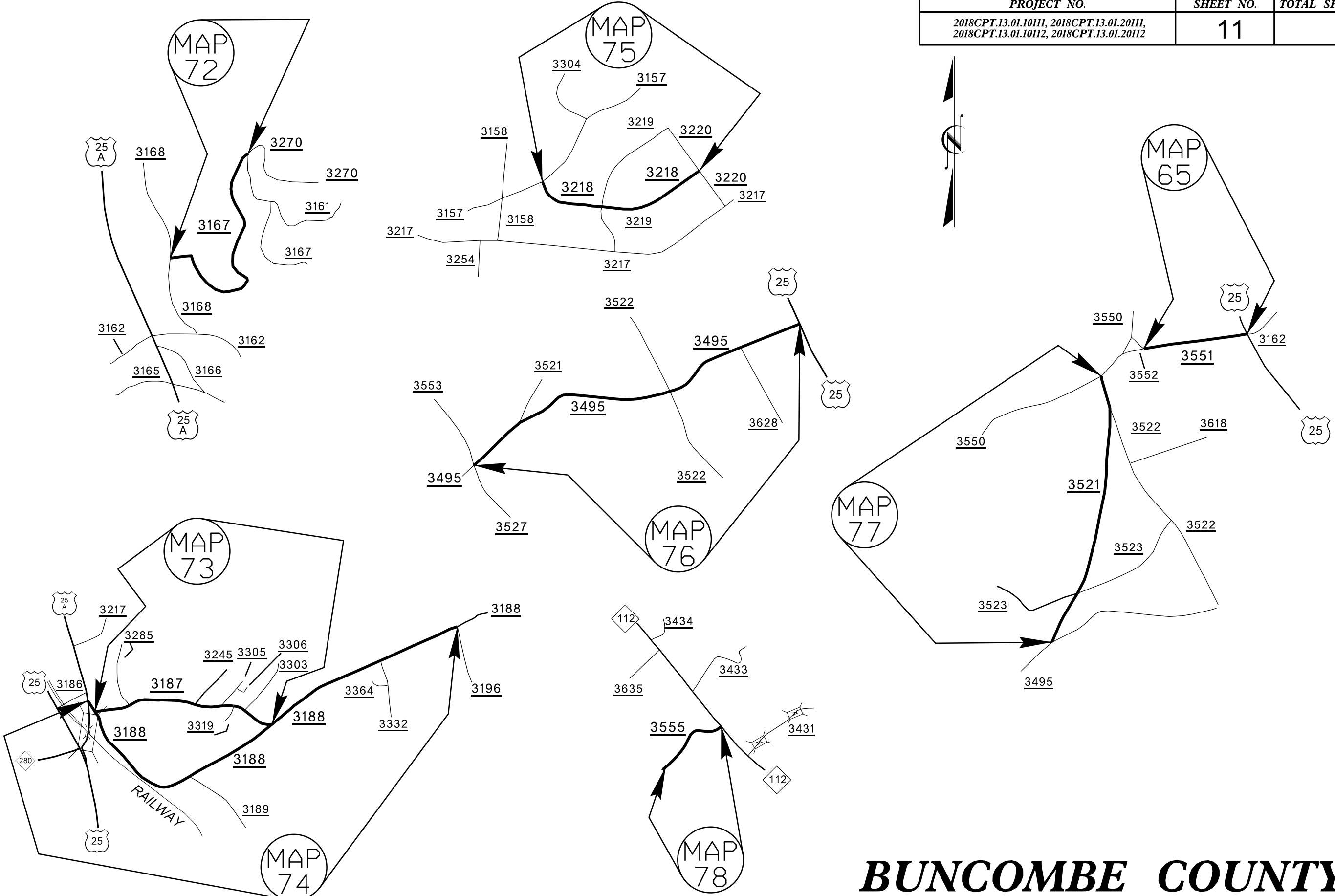
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	9	



**BUNCOMBE COUNTY**

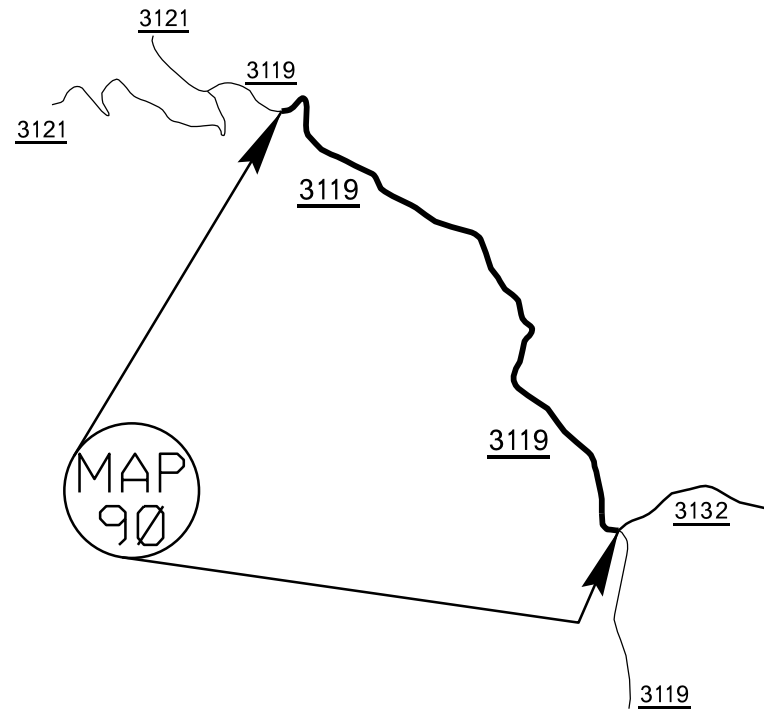
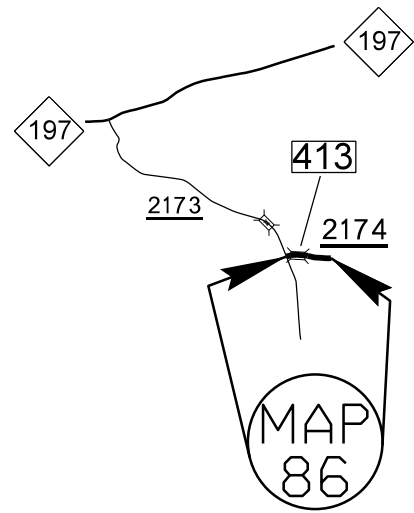
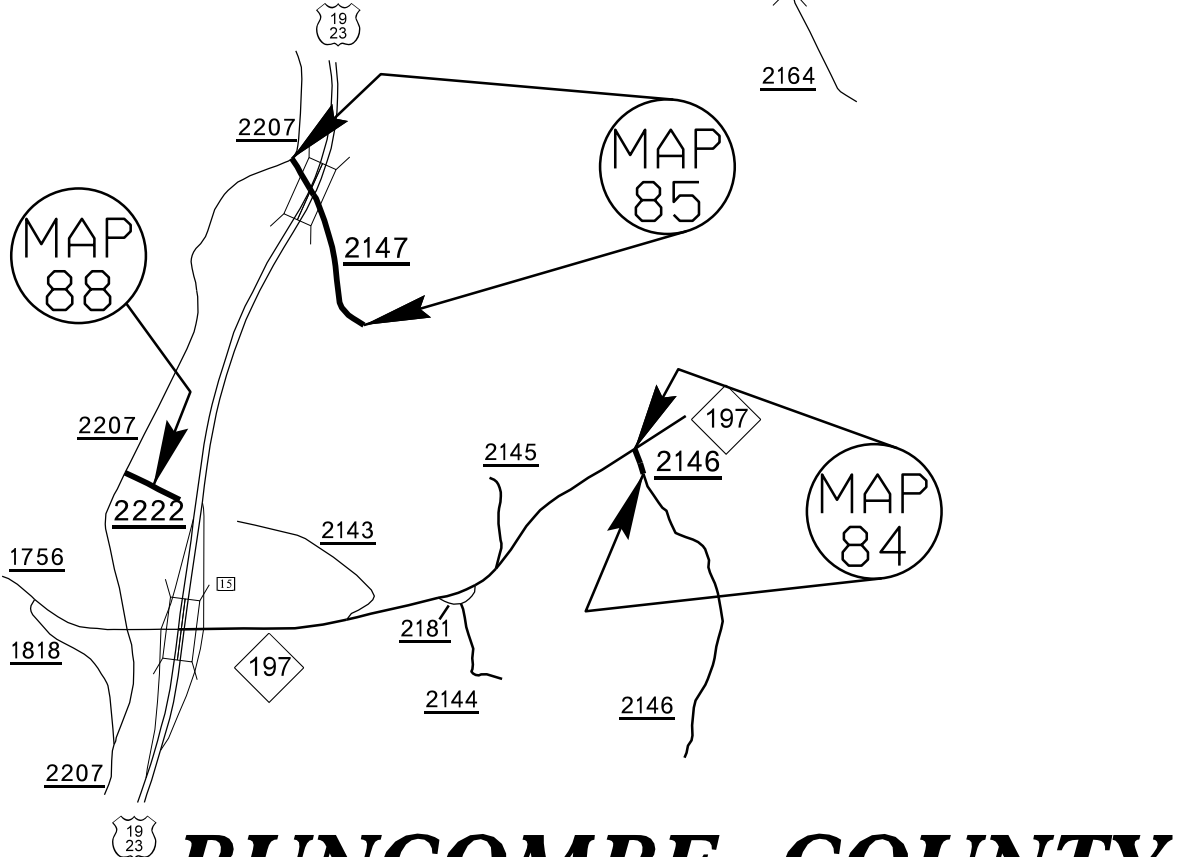
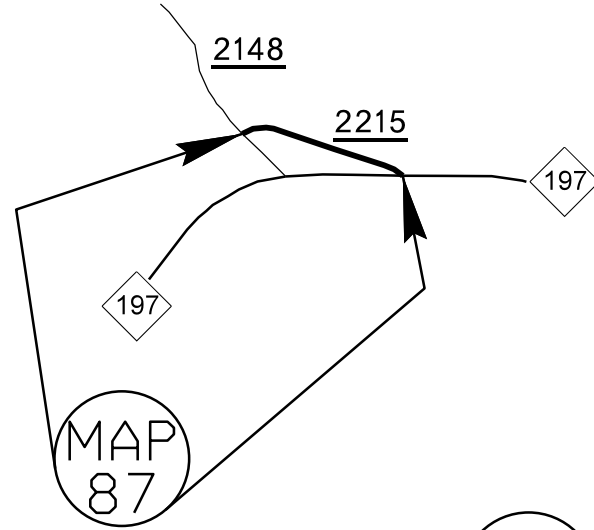
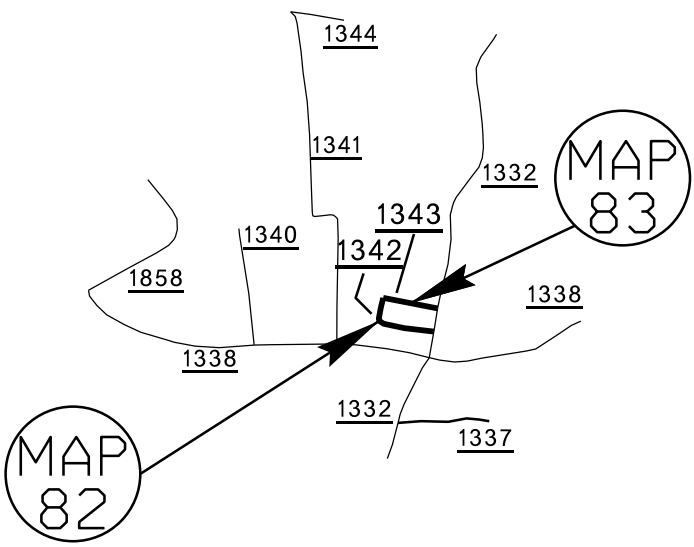
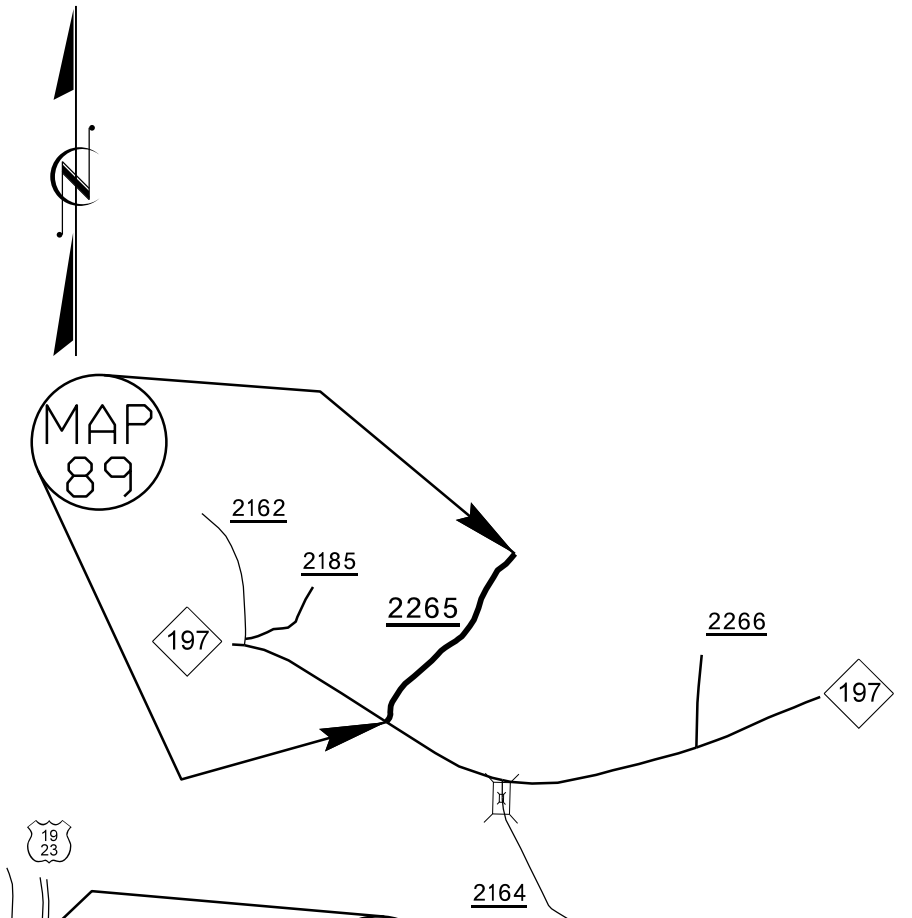
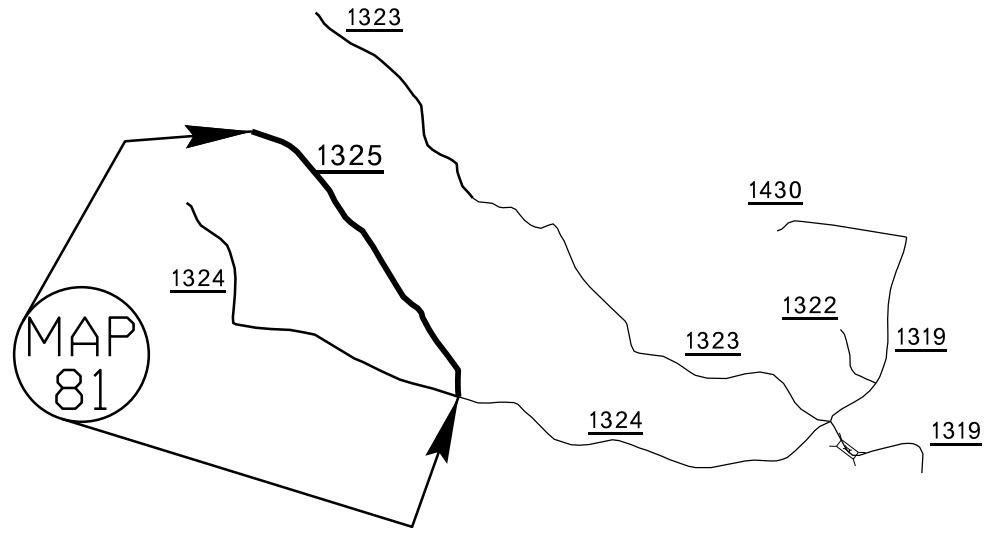
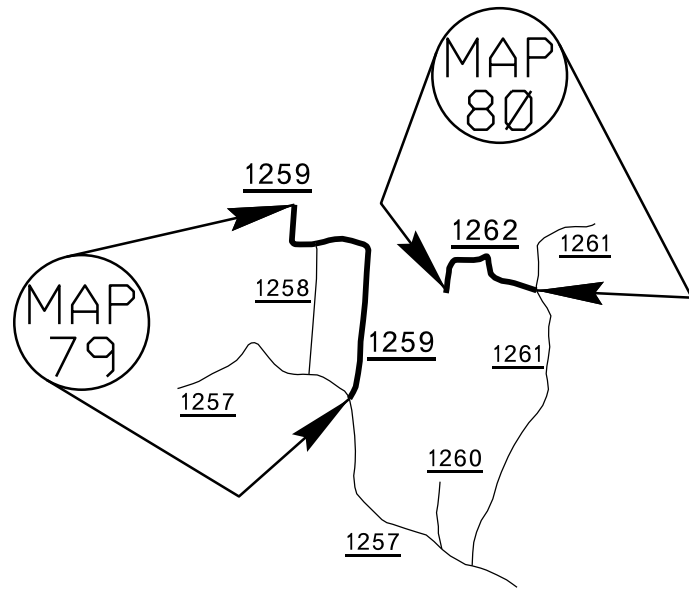


PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	11	



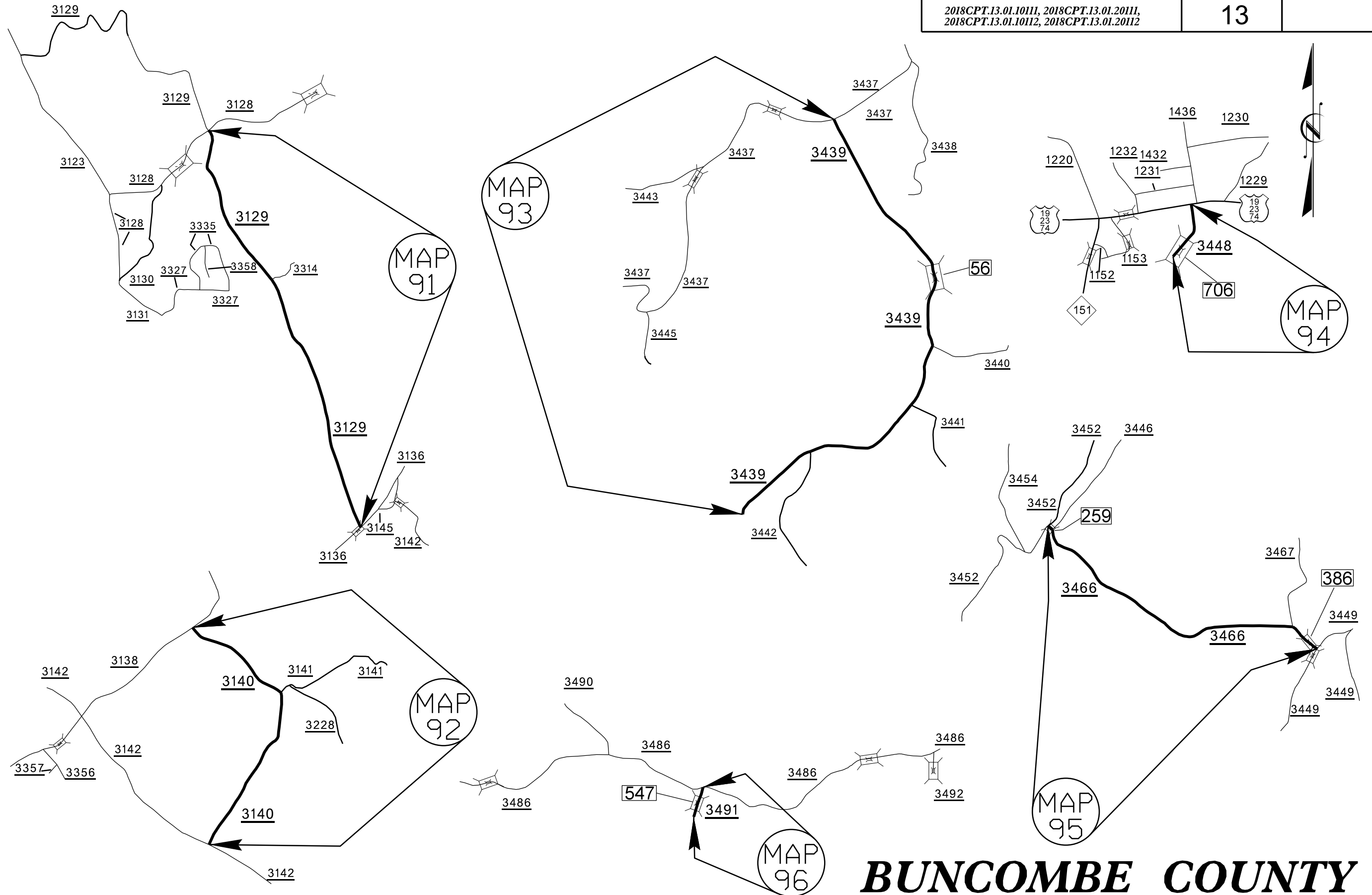
**BUNCOMBE COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	12	



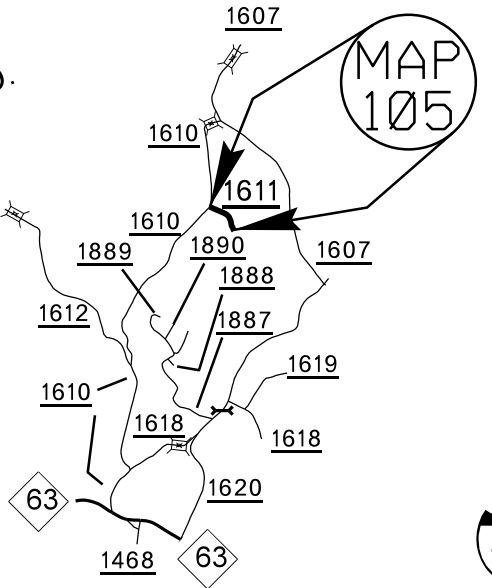
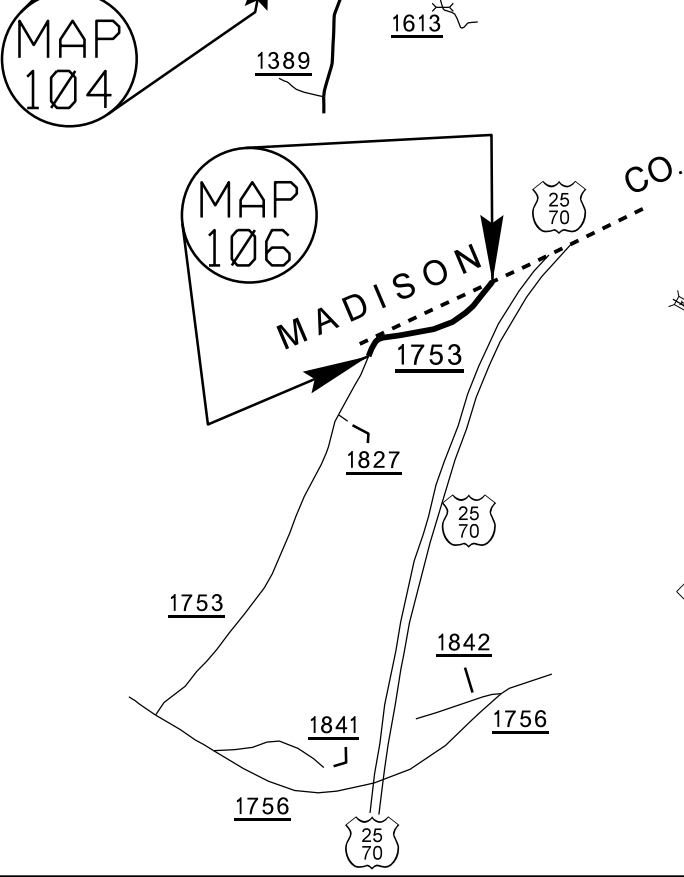
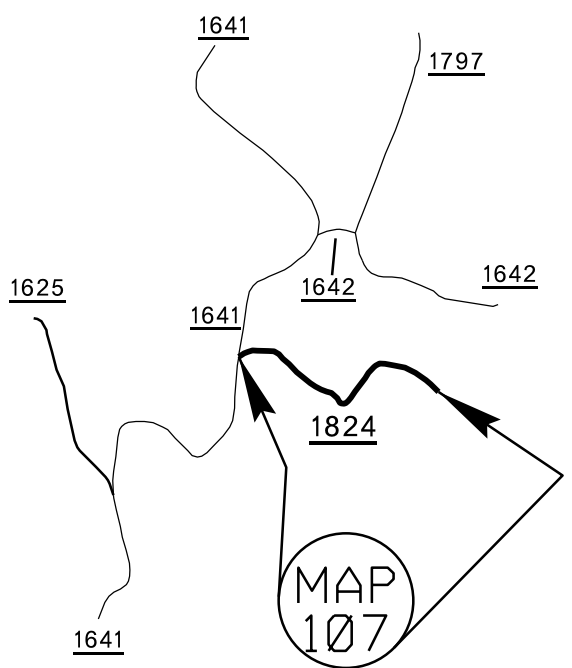
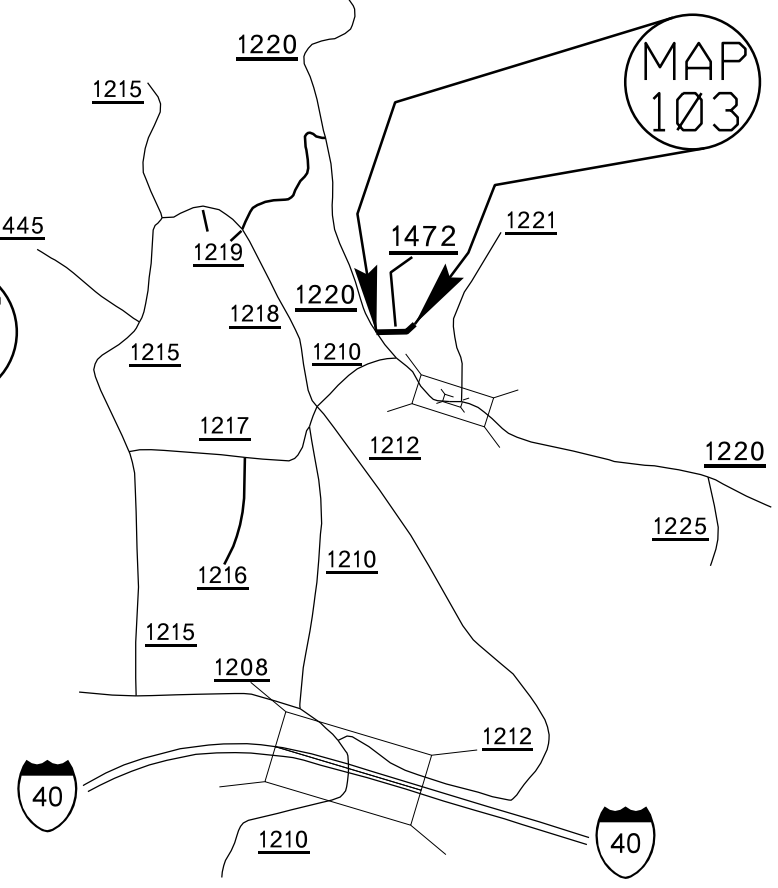
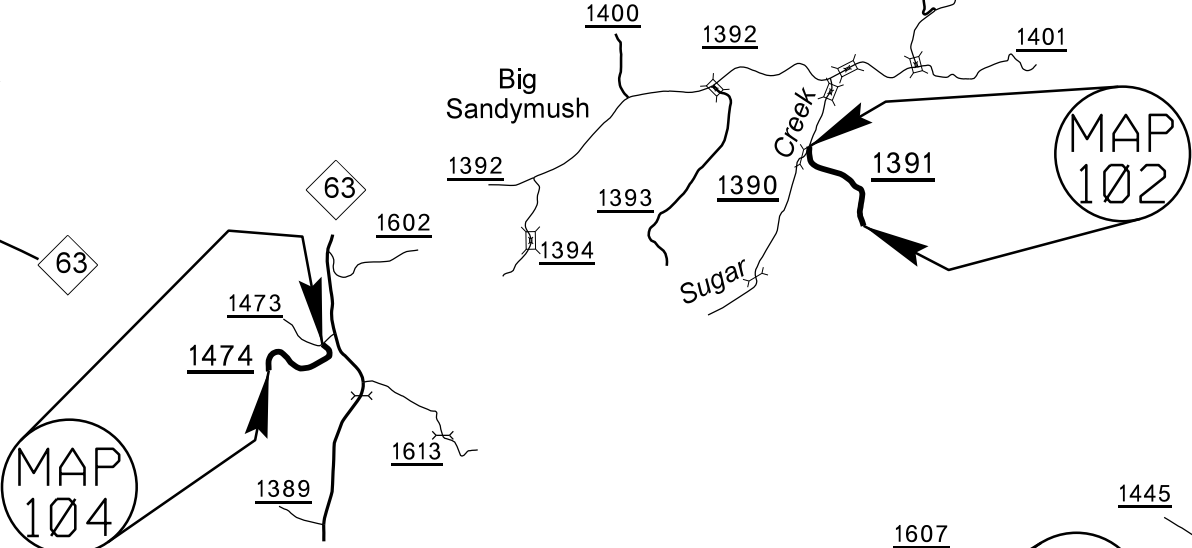
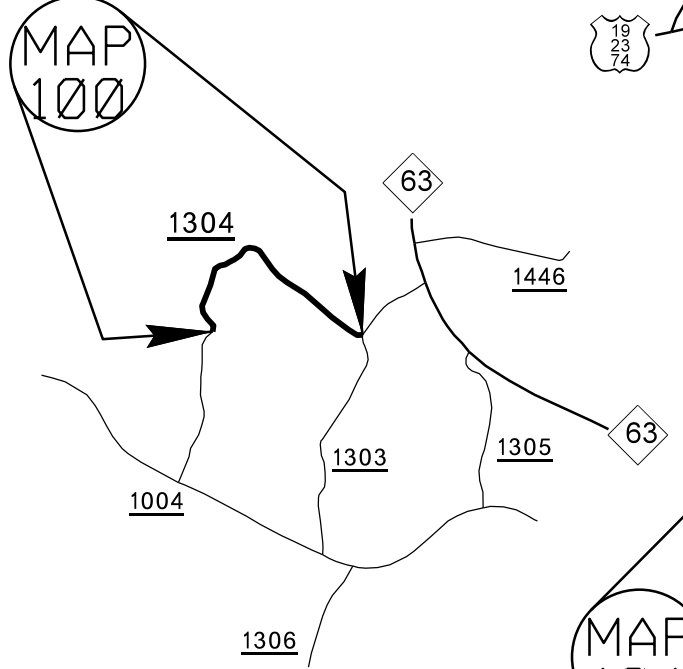
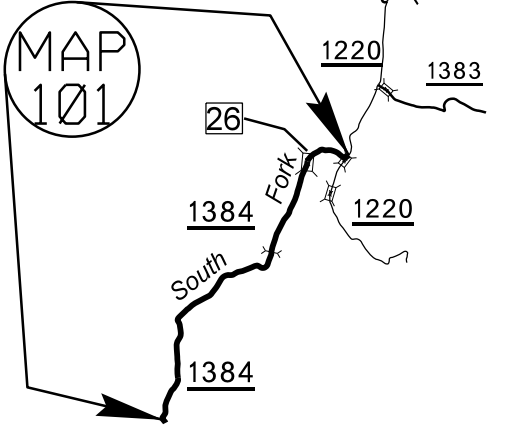
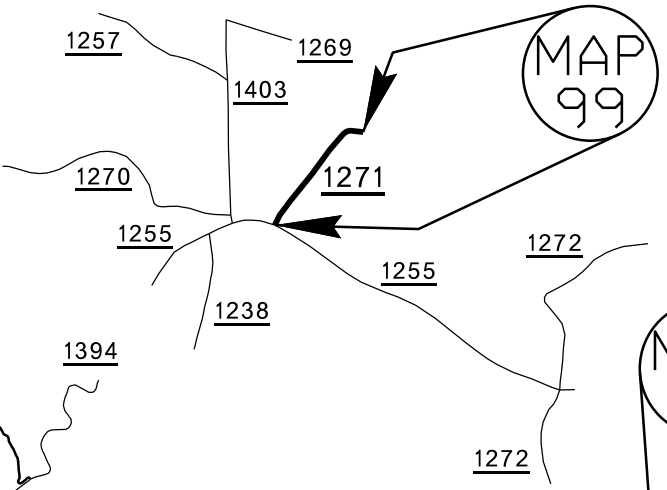
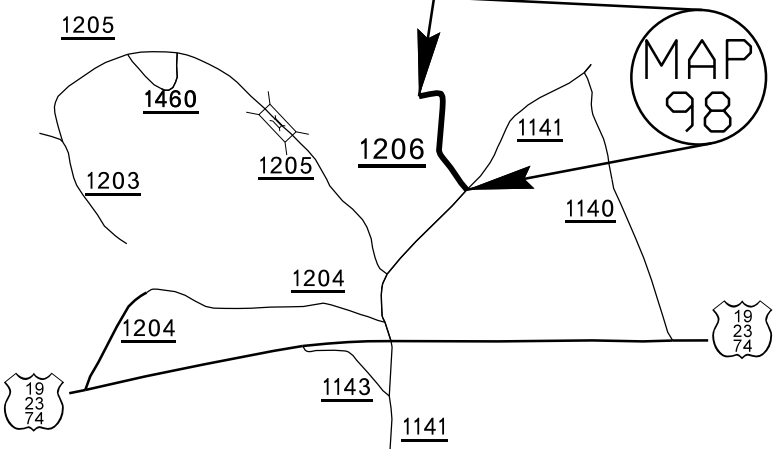
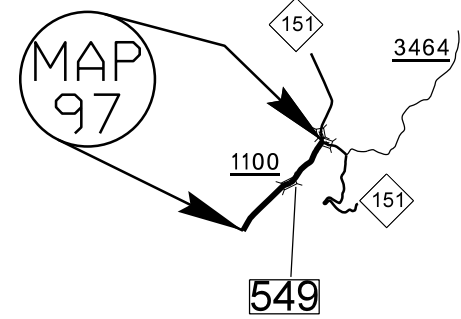
**BUNCOMBE COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.1011, 2018CPT.13.01.2011, 2018CPT.13.01.1012, 2018CPT.13.01.2012	13	



**BUNCOMBE COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	14	



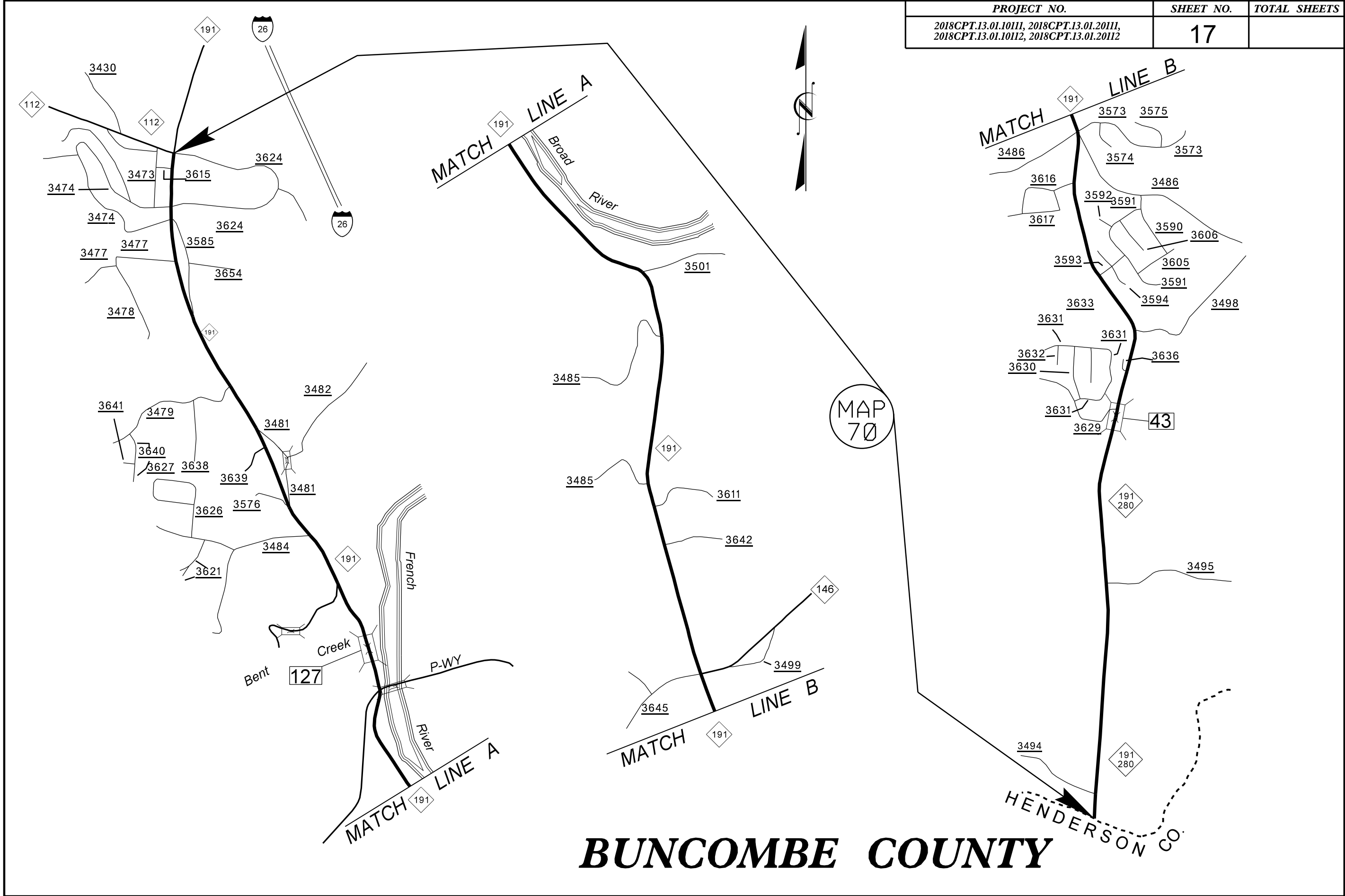
**BUNCOMBE COUNTY**







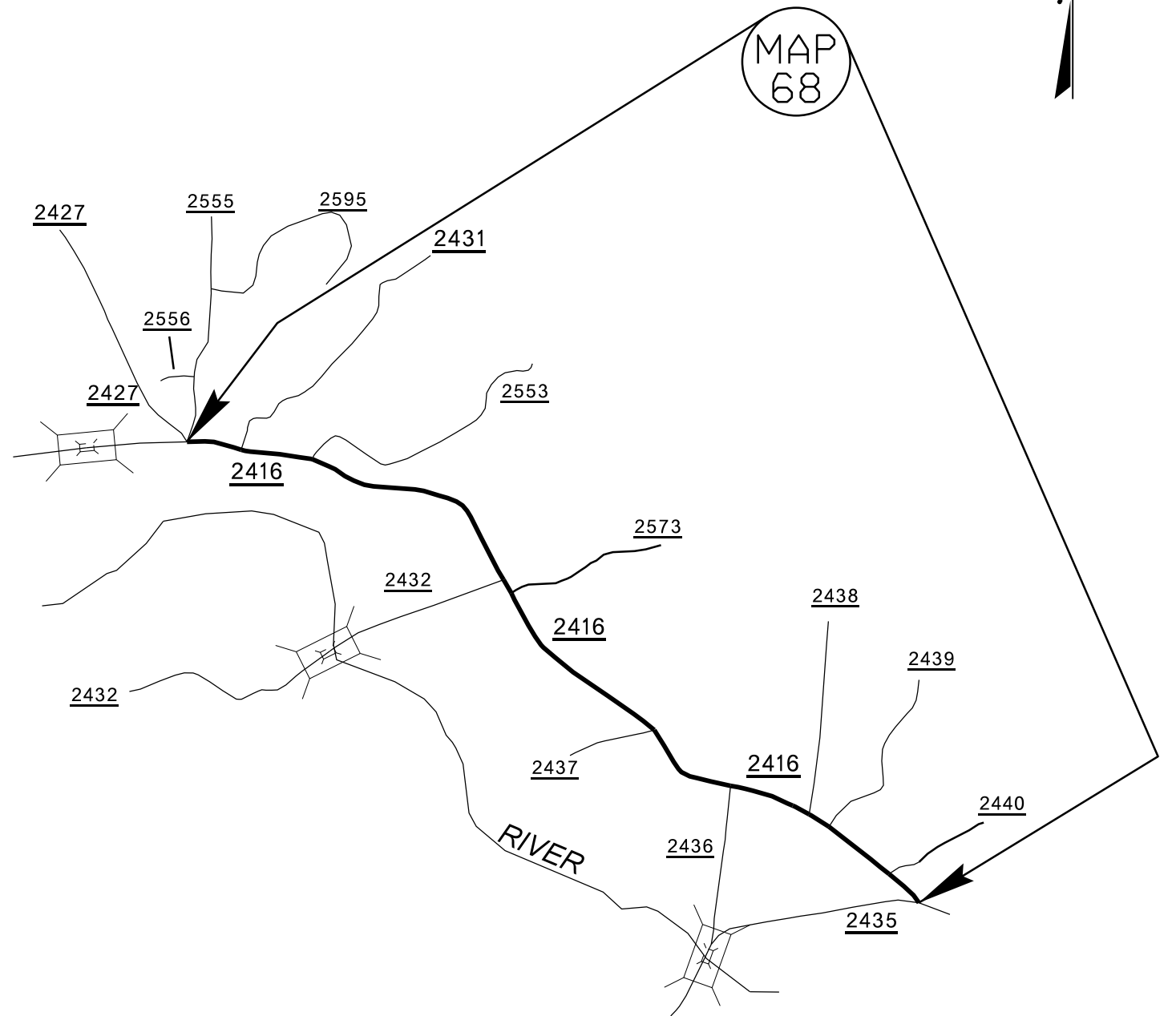
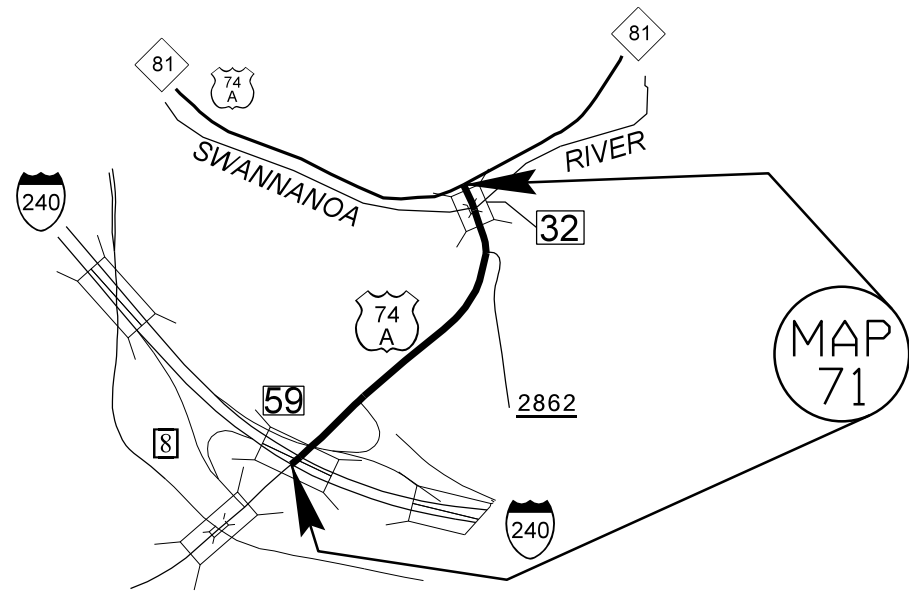
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	17	



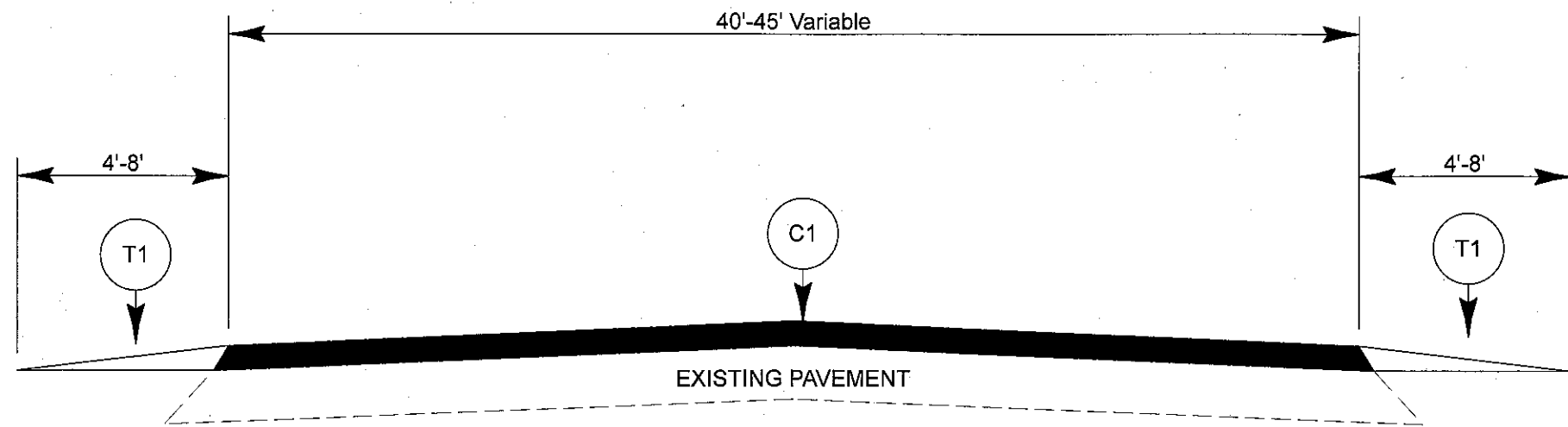
**BUNCOMBE COUNTY**

HENDERSON CO.

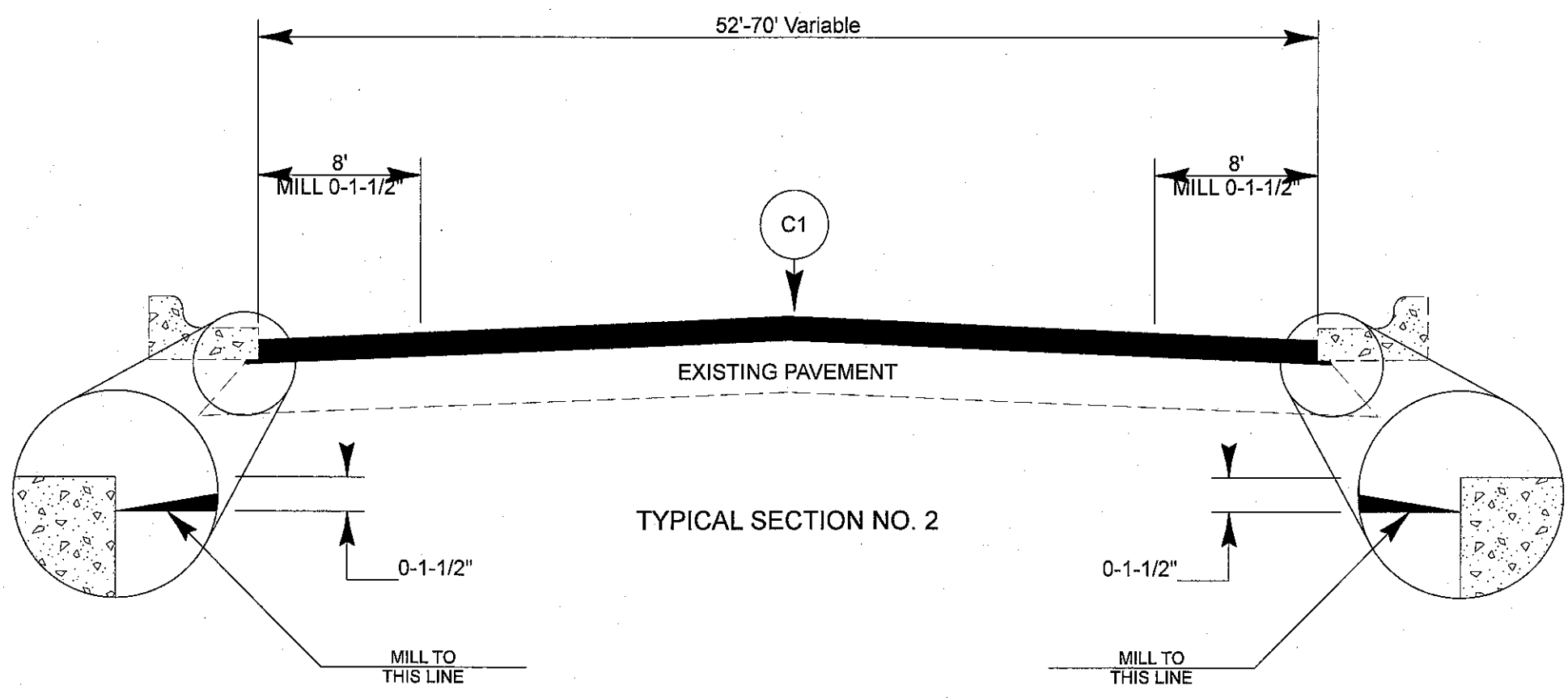
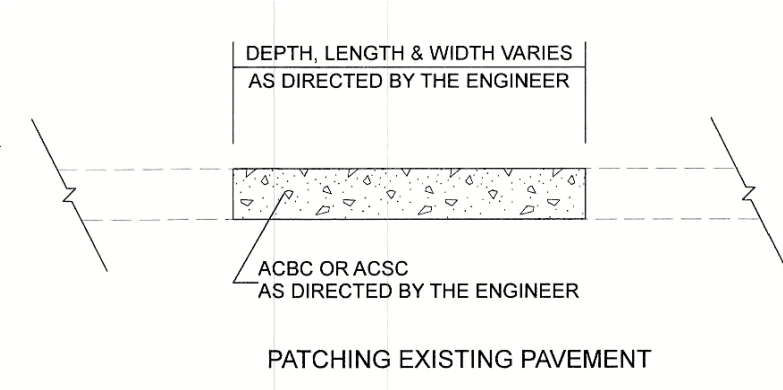
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	18	



**BUNCOMBE COUNTY**



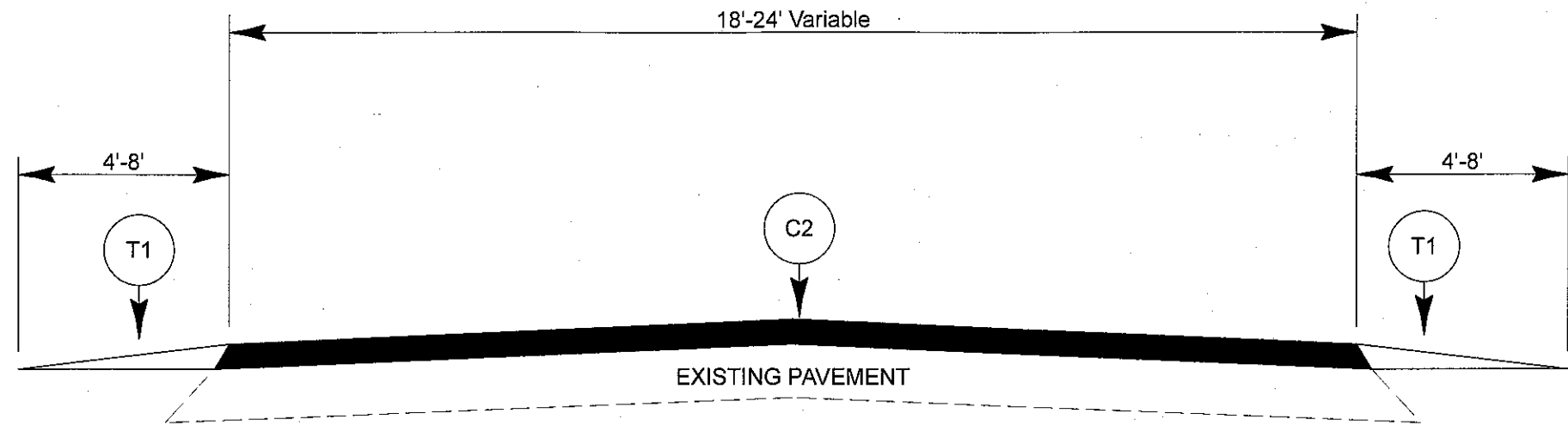
TYPICAL SECTION NO. 1



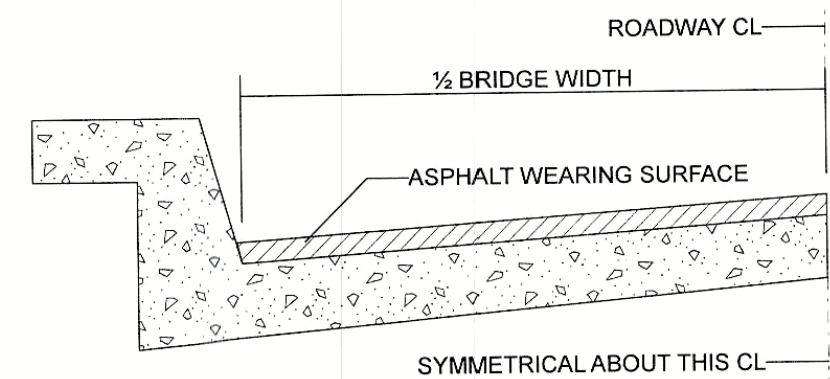
TYPICAL SECTION NO. 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD
C3	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YARD
F1	ASPHALT SURFACE TREATMENT, DOUBLE SEAL
F2	ASPHALT SURFACE TREATMENT, FOG SEAL
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT, 0 TO 1-1/2" DEPTH
V2	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH TO BE USED ON BRIDGE DECKS ONLY. SEE BRIDGE MILLING DETAIL SHEET FOR SPECIFICS
V3	INCIDENTAL MILLING
V4	MILLING ASPHALT PAVEMENT, 0 TO 1" DEPTH
Y1	LATEX MODIFIED MICRO-SURFACING, TYPE III
Y2	SEALING EXISTING PAVEMENT CRACKS

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT13.01.10111, 2018CPT.13.01.10112, 2018CPT.13.01.20111, ETC.	20	



TYPICAL SECTION NO. 3



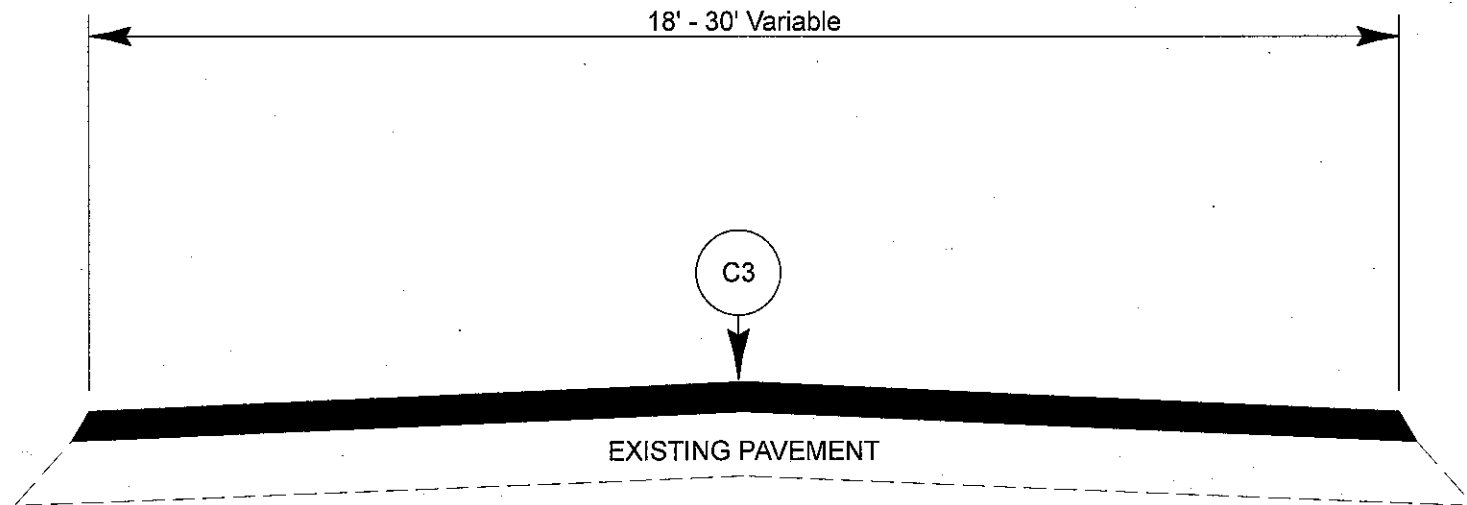
BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SF9.5A 1.5", S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2".

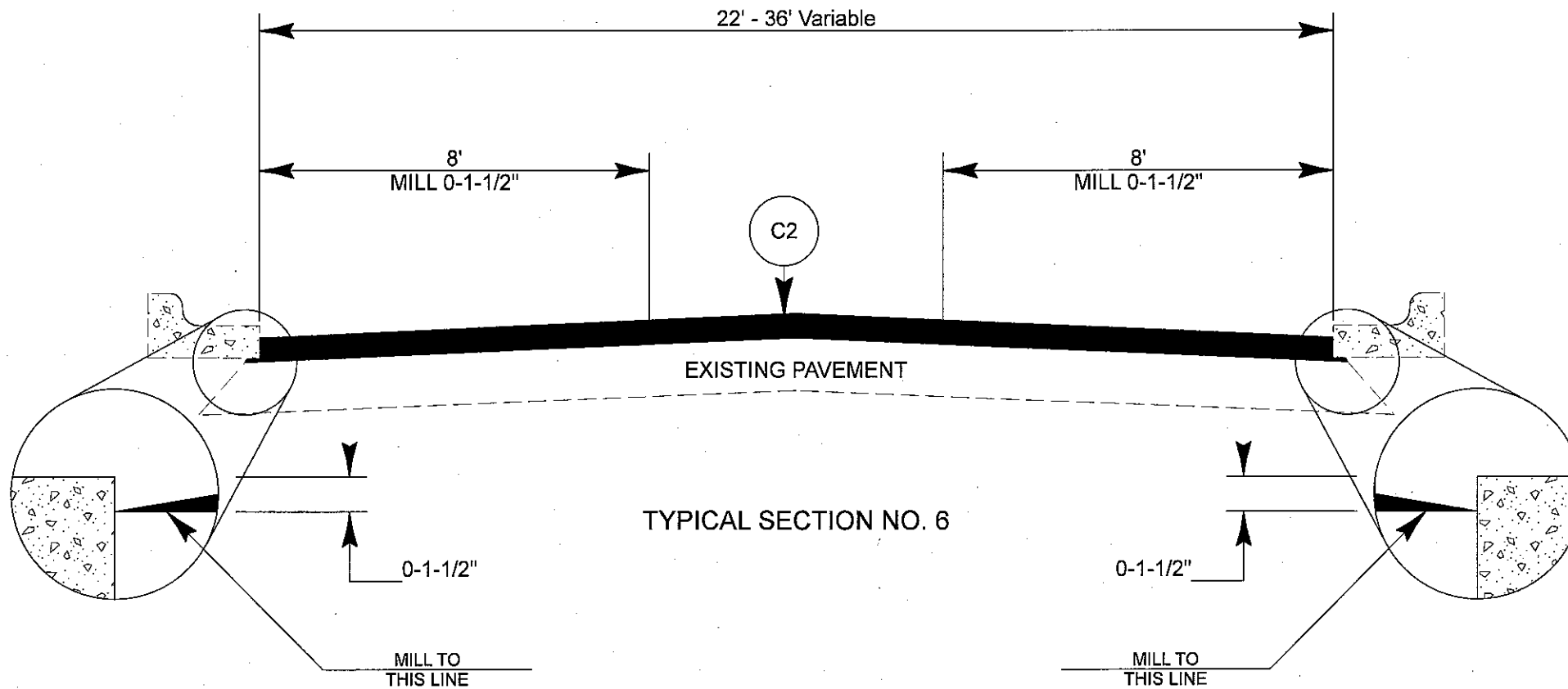
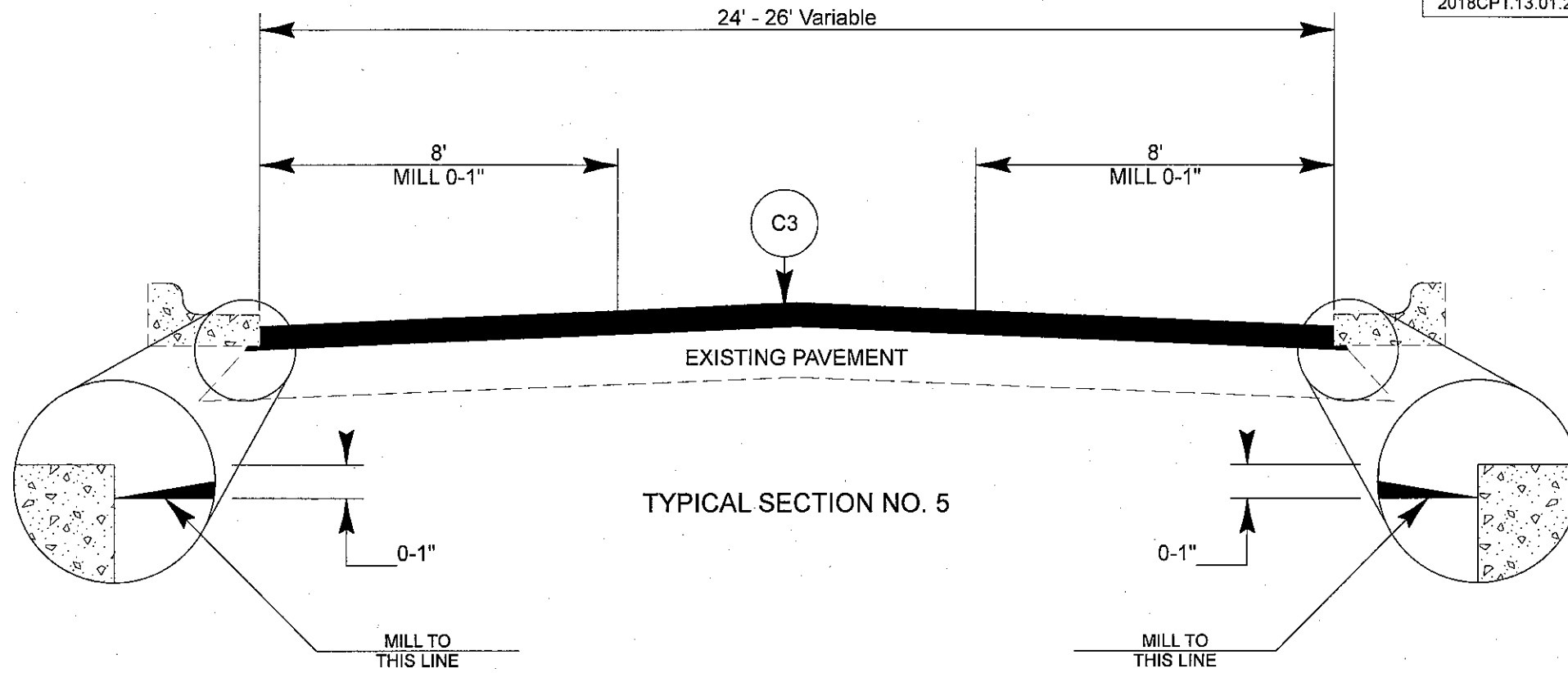
**NOTES**

ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.  
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.  
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.  
 SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.  
 BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

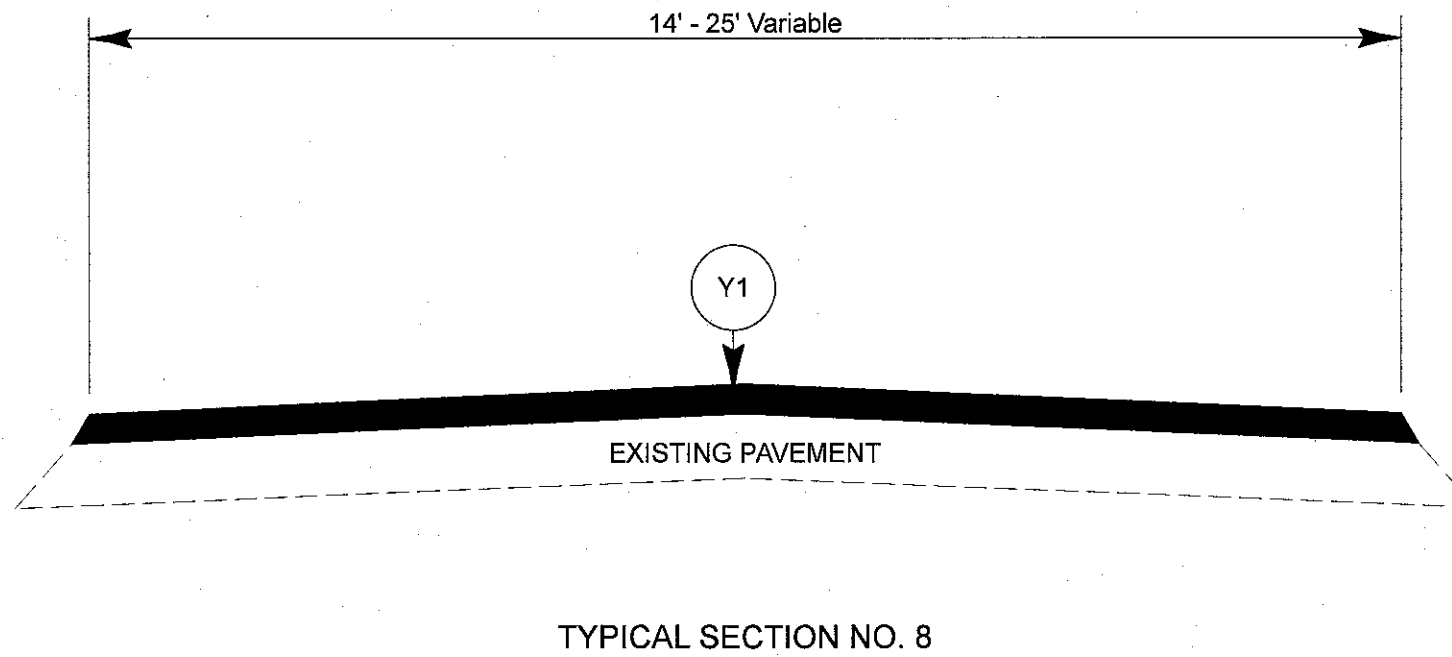
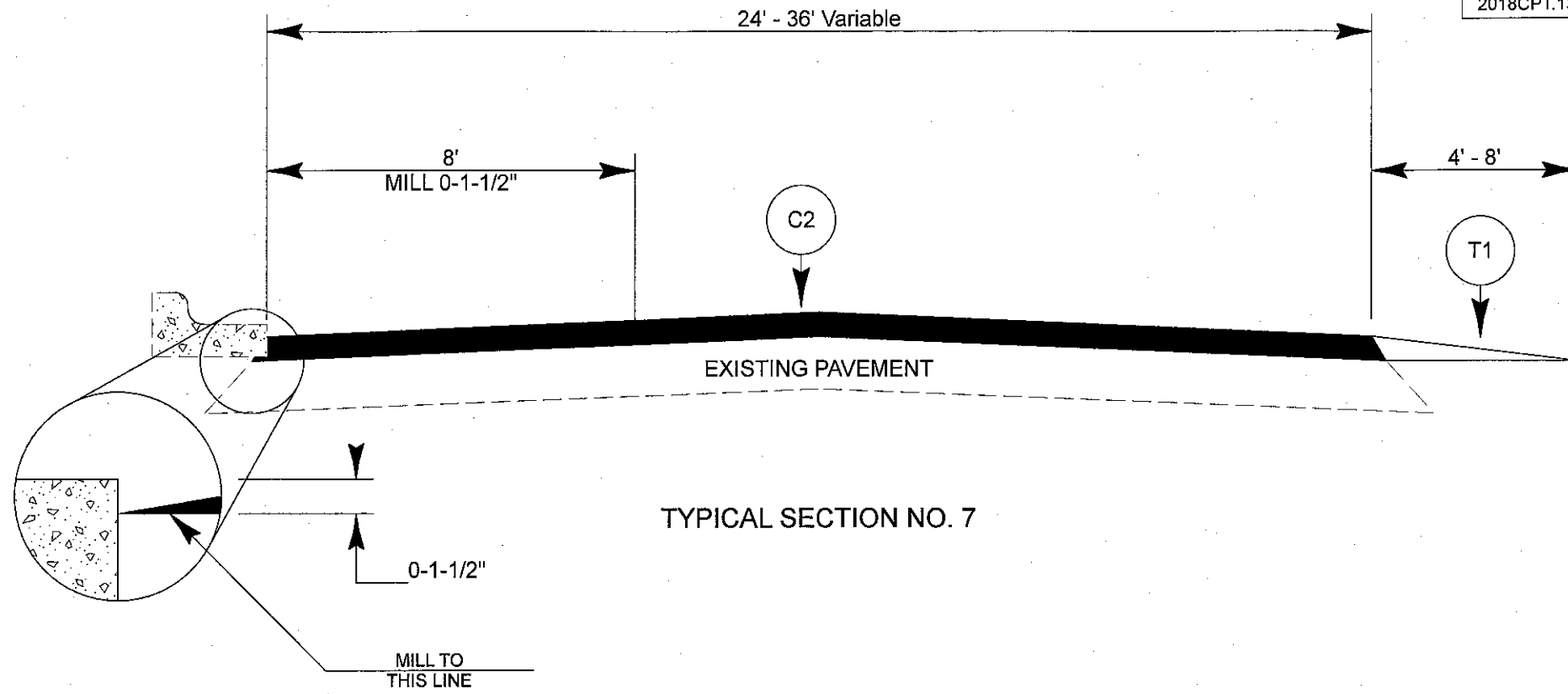


TYPICAL SECTION NO. 4

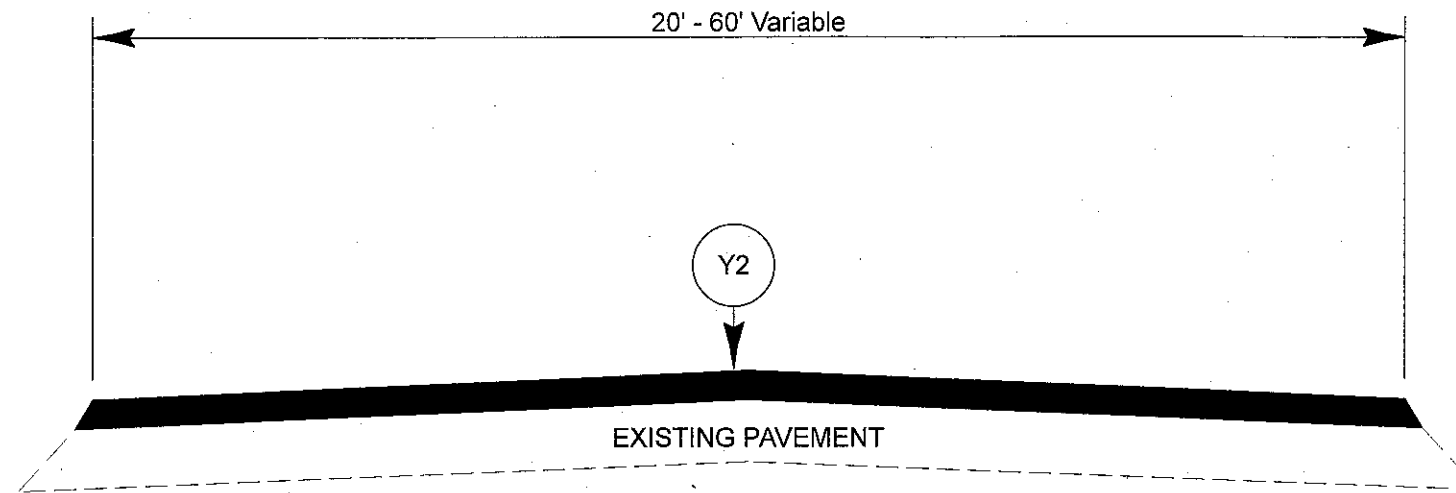
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT13.01.10111, 2018CPT.13.01.10112, 2018CPT.13.01.20111, ETC.	21	



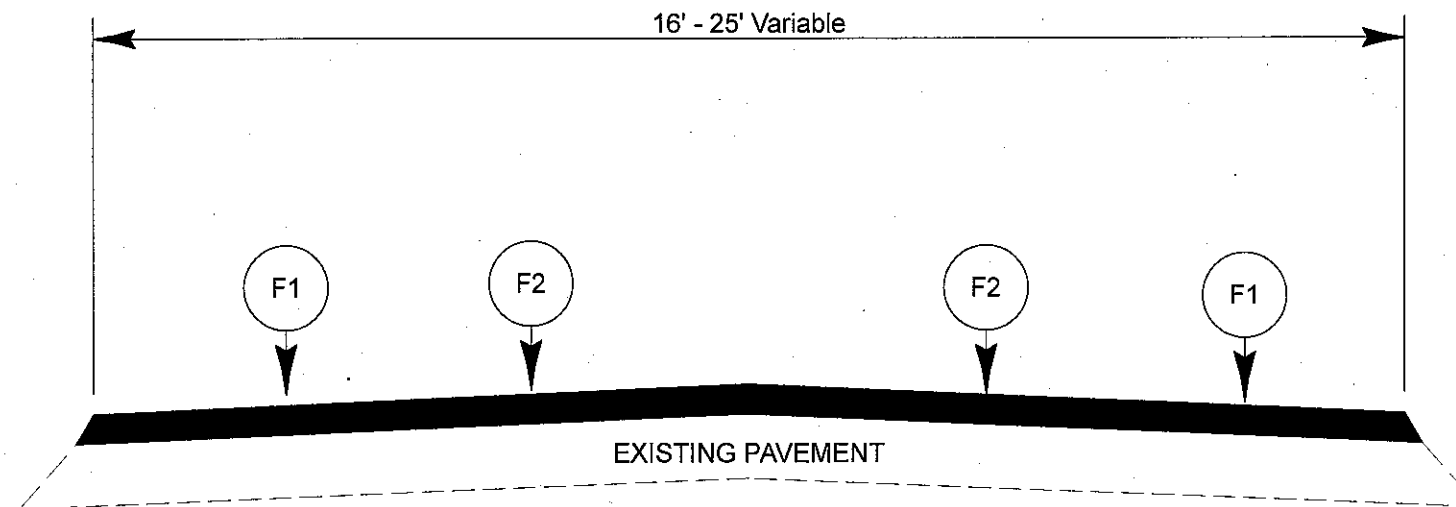
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.10112, 2018CPT.13.01.20111, ETC.	22	



PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT13.01.10111, 2018CPT.13.01.10112, 2018CPT.13.01.20111, ETC.	<b>23</b>	

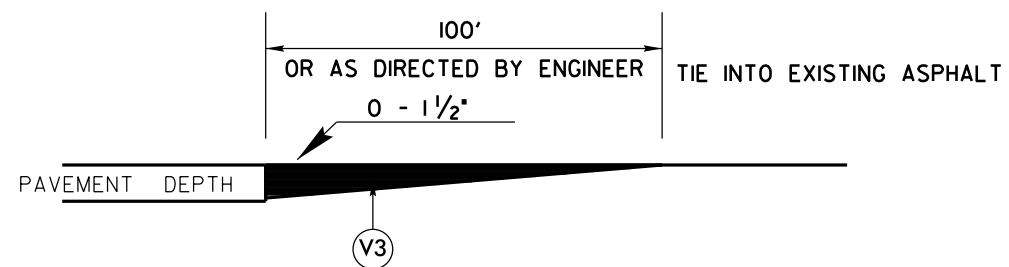


TYPICAL SECTION NO. 9



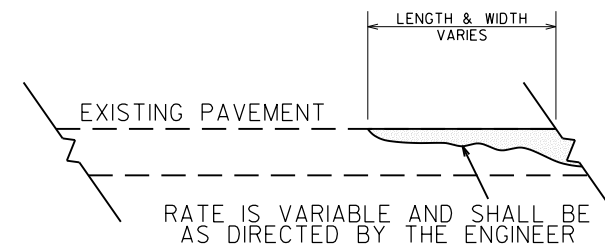
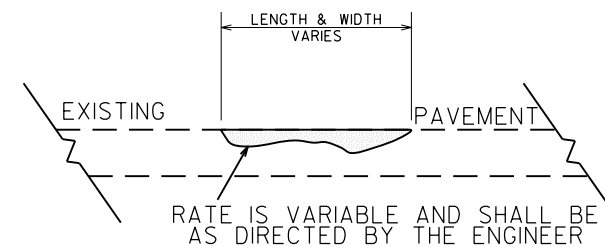
TYPICAL SECTION NO. 10

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	24	



**DETAIL TO TIE INTO EXIST PAVEMENT**

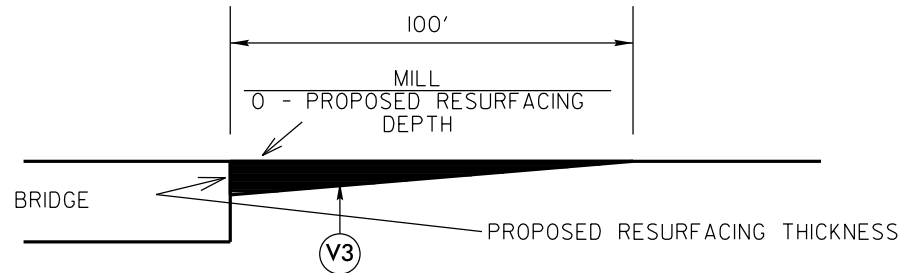
**THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE S9.5B. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.**



**DETAIL SHOWING METHOD OF WEDGING**

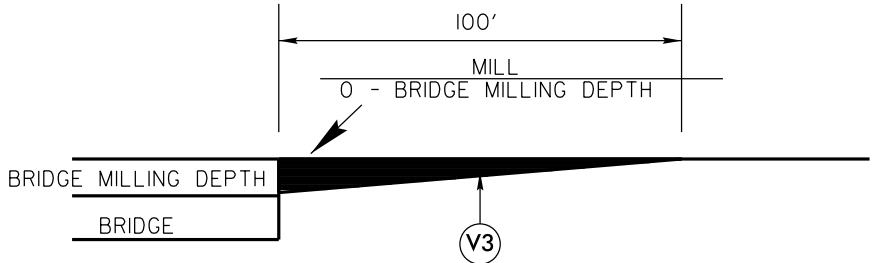


PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	25	



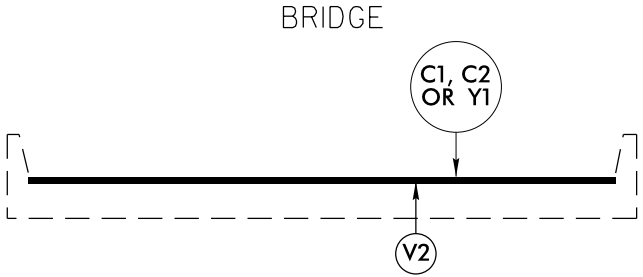
**MILLING DETAIL AT BRIDGE APPROACHES**

**WHERE BRIDGES WILL NOT BE RESURFACED.  
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.  
USE AT BRIDGE NUMBER: 201 MAP 16.**



**MILLING DETAIL AT BRIDGE APPROACHES**

**WHERE BRIDGES WILL BE MILLED THEN RESURFACED.  
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.  
USE AT BRIDGE NUMBERS: 418 MAP 9, 419 MAP 10,  
270 AND 271 MAP 11, 375 MAP 13, 241 AND 265 MAP 15,  
81 MAP 54, AND 58 MAP 55.**



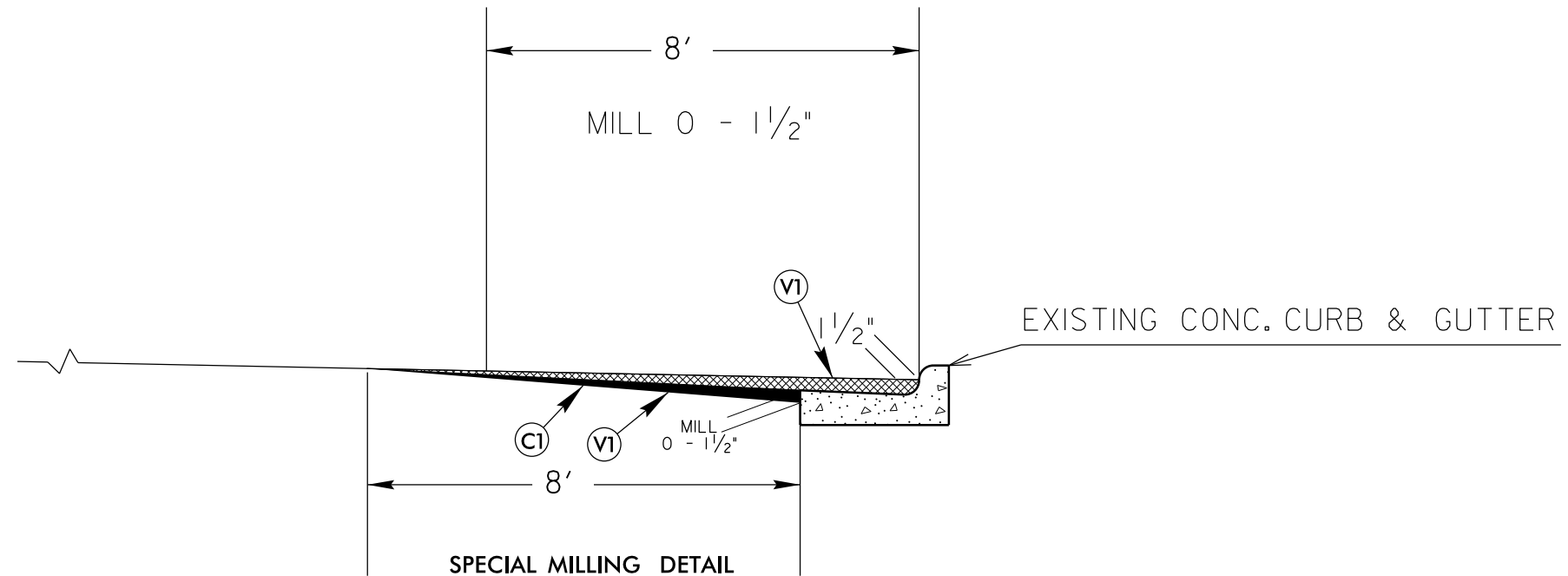
**BRIDGE DETAIL**

**BRIDGE NUMBER 418 MAP 9, 419 MAP 10,  
270 AND 271 MAP 11, 375 MAP 13, 241 AND 265  
MAP 15, 81 MAP 54, AND 58 MAP 55, 332 MAP 110.  
MILL 1-1/2" OFF EXISTING PAVEMENT  
SEE MAPS FOR BRIDGE LOCATION**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.01.10111, 2018CPT.13.01.20111, 2018CPT.13.01.10112, 2018CPT.13.01.20112	26	

## MILLING DETAIL

IN LOCATION WHERE  
EXIST CURB IS OVERLAYED  
WITH ASPHALT

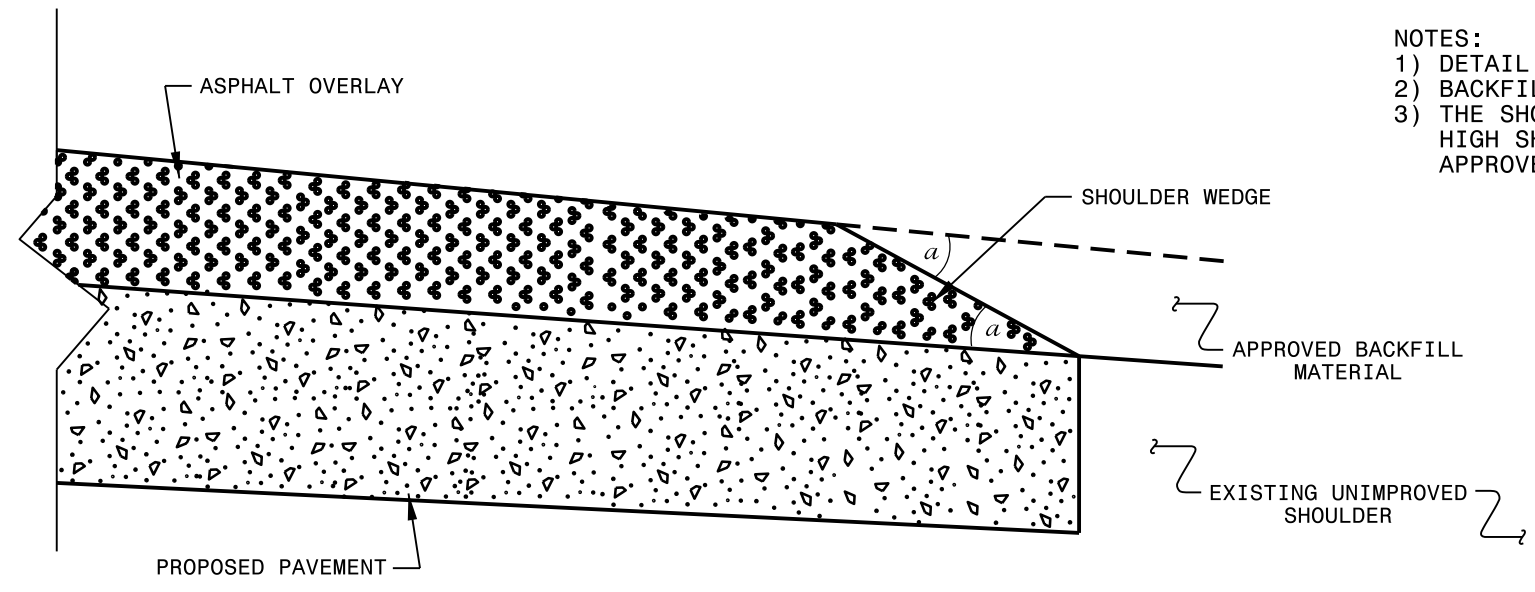


SPECIAL MILLING DETAIL  
TO BE USED ON  
MAP # 2  
FROM NC 151 TO NC 112  
M.P. 4.56 TO M.P. 6.085

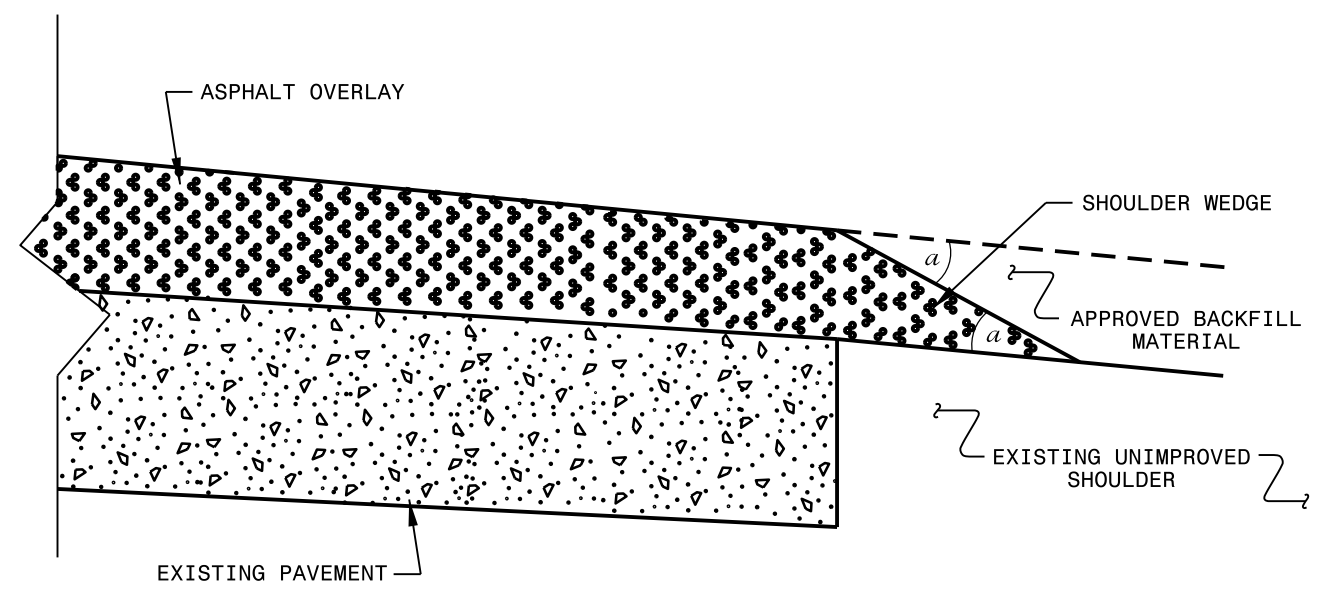
### NOTE:

Multiple passes with the Milling Machine will be required to remove the existing Asphalt from the gutter and to remove the existing Asphalt in front of the Gutter as shown. The top of the resurfacing layer should match the gutter grade.

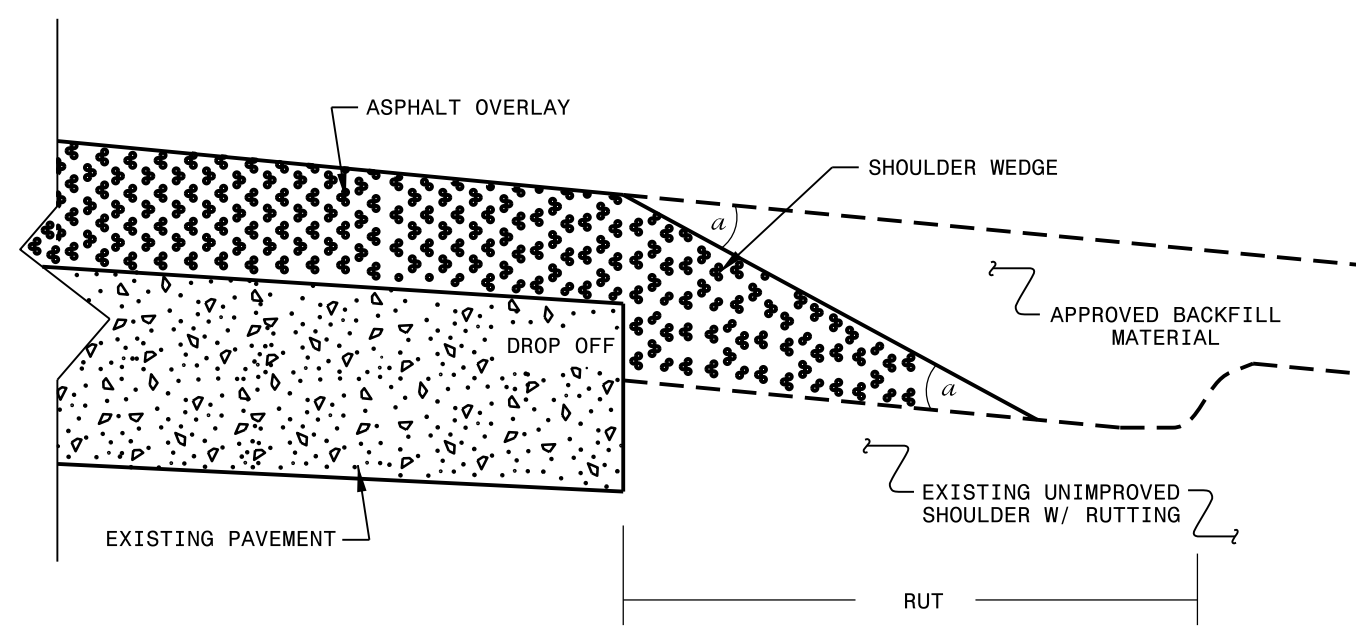
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



**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)

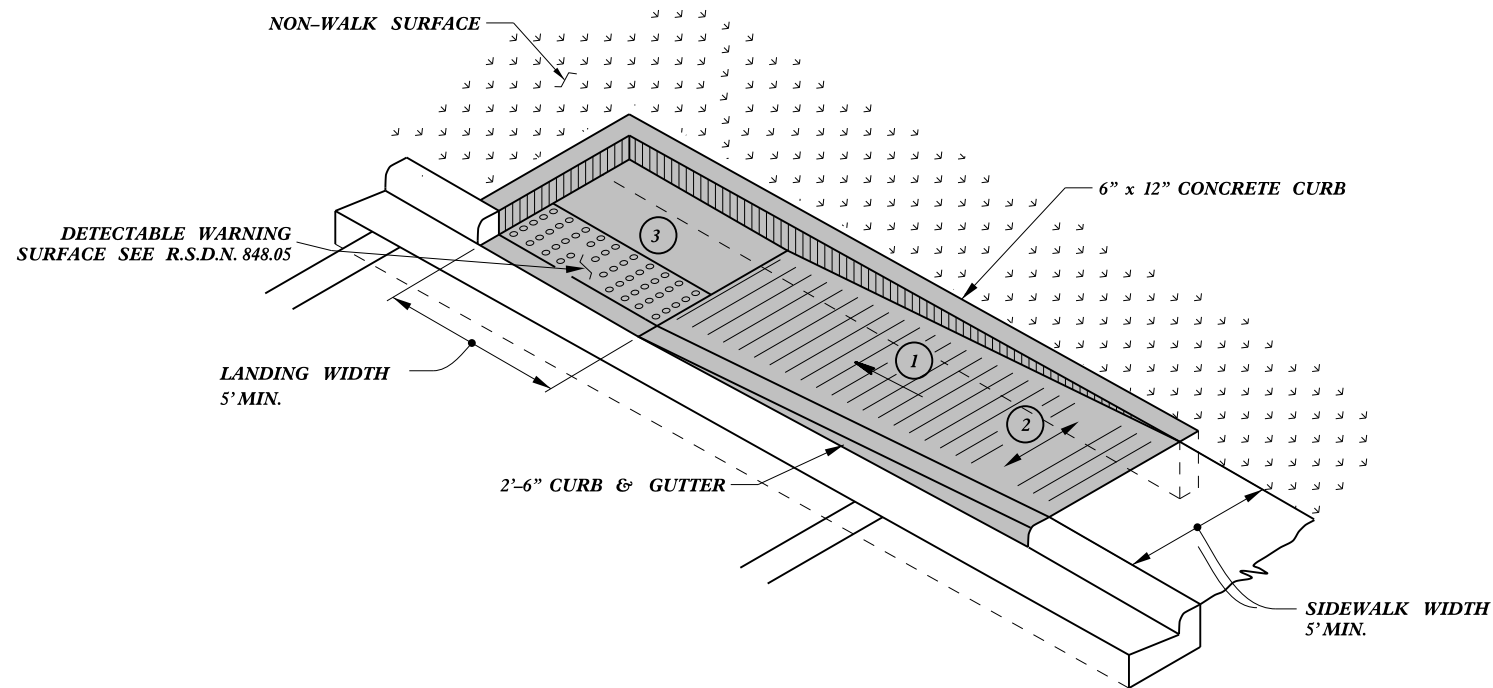
- SHOULDER WEDGE ANGLE = 30°

<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: 2/2/16
CHECKED BY:	DATE:
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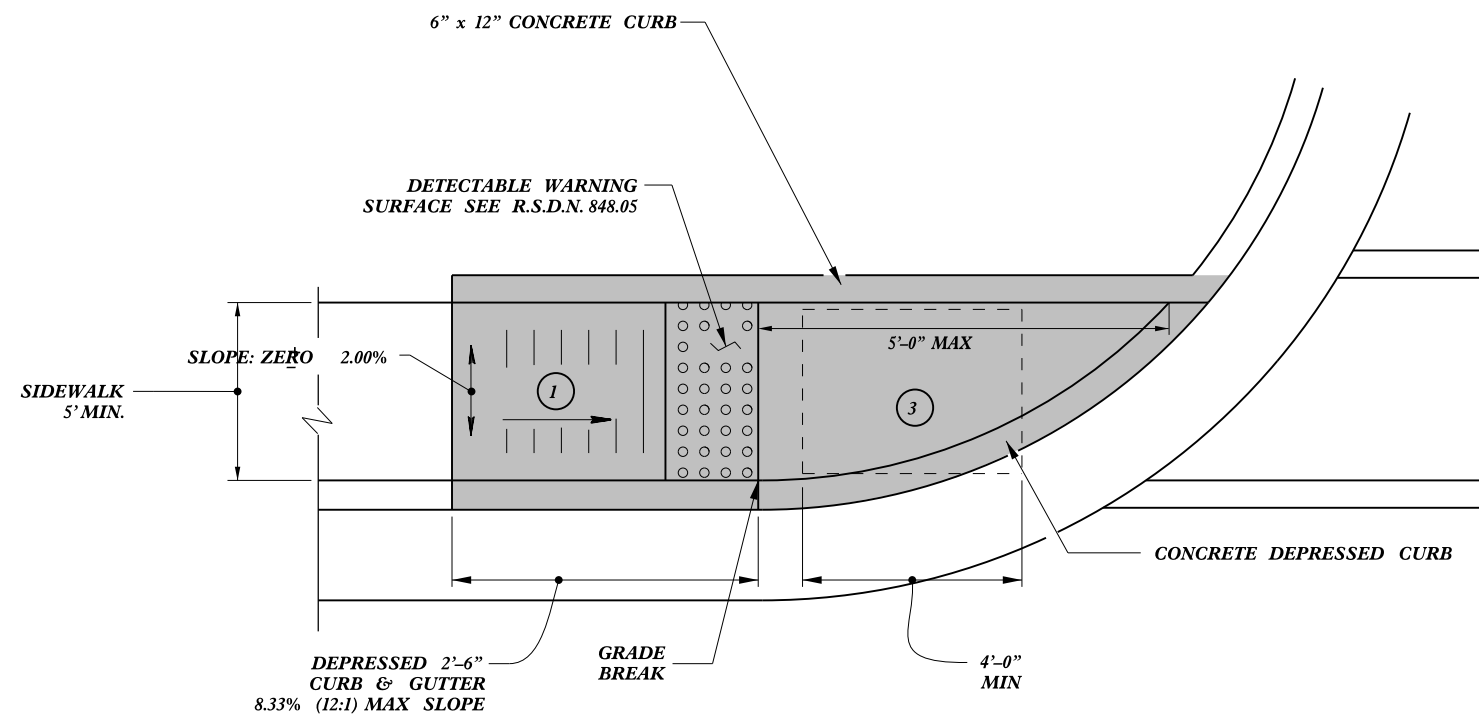
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etc

 PAY LIMITS FOR CURB RAMP



**TYPE 1A**



**TYPE 1**

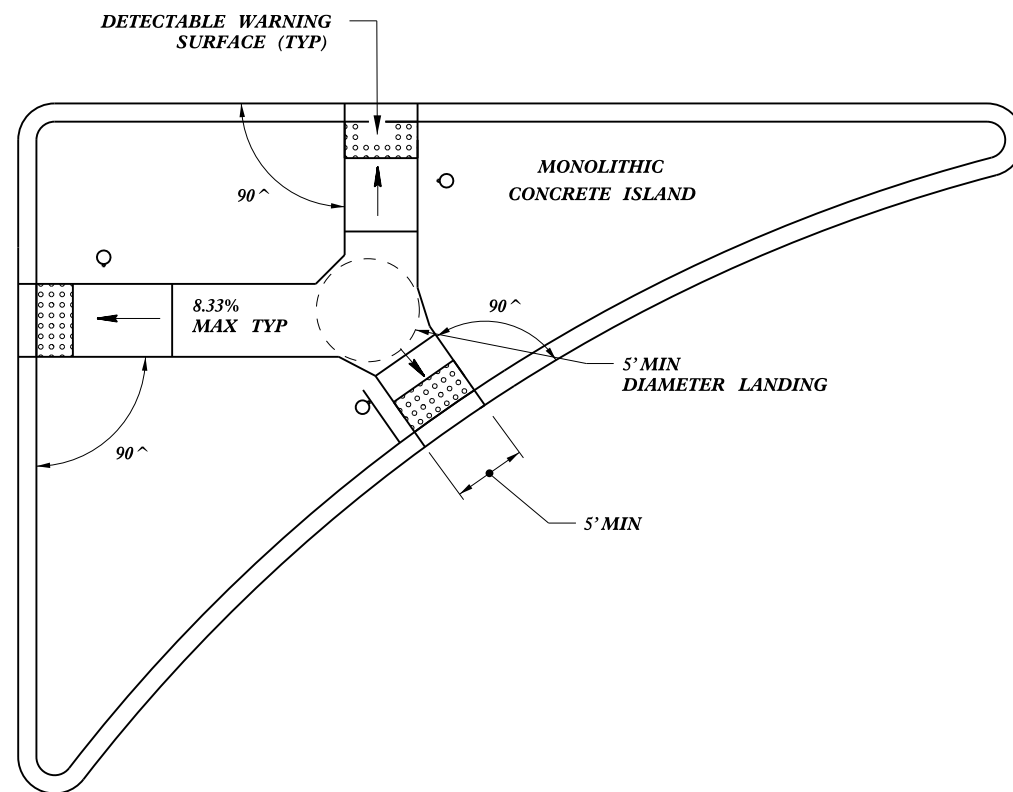
- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

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

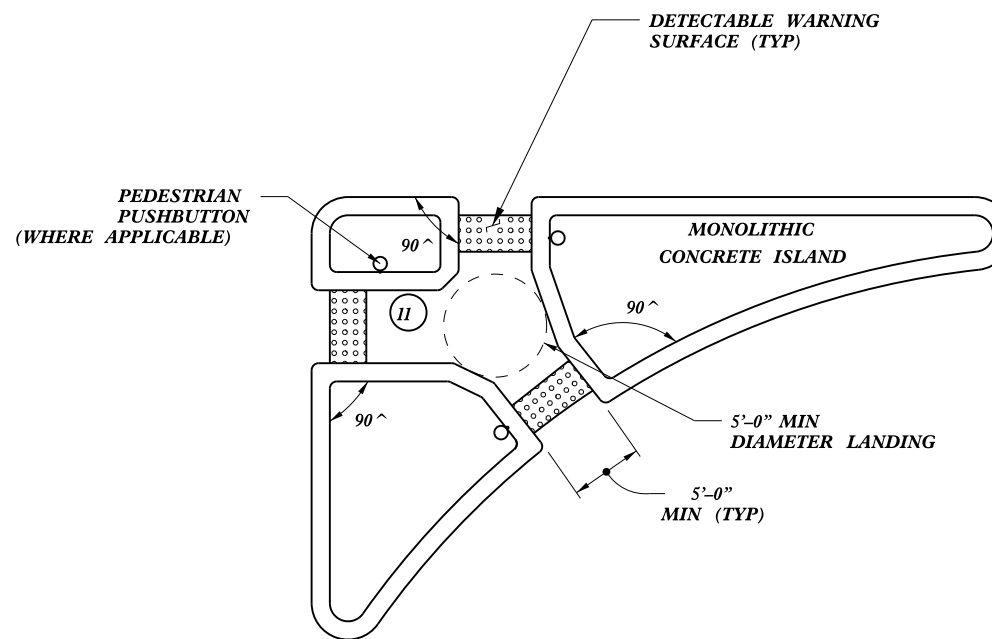
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>CURB RAMPS</b>	
Directional Ramps	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY: _____	DATE: _____
CHECKED BY: _____	DATE: _____
FILE SPEC. :stds/2012CurbRamp/CurbRampDetails.dgn	

14-SEP-2011 08:03 S:\Contracts\2012\Standard Drawings\2012 Curb Ramp Special Details\Curb Ramp Details.dgn jhowerton AT CS0237501

etc



**LARGE ISLAND  
CURB RAMPS**



**SMALL ISLAND  
WITH CUT THROUGH**

-SEE ROADWAY DETAIL DRAWING 848D05 FOR DETECTABLE WARNING SURFACE AND FOR RAMP NOTES.

-SEE ROADWAY STANDARD DRAWING 852.01 FOR CONCRETE ISLAND DIMENSIONS.

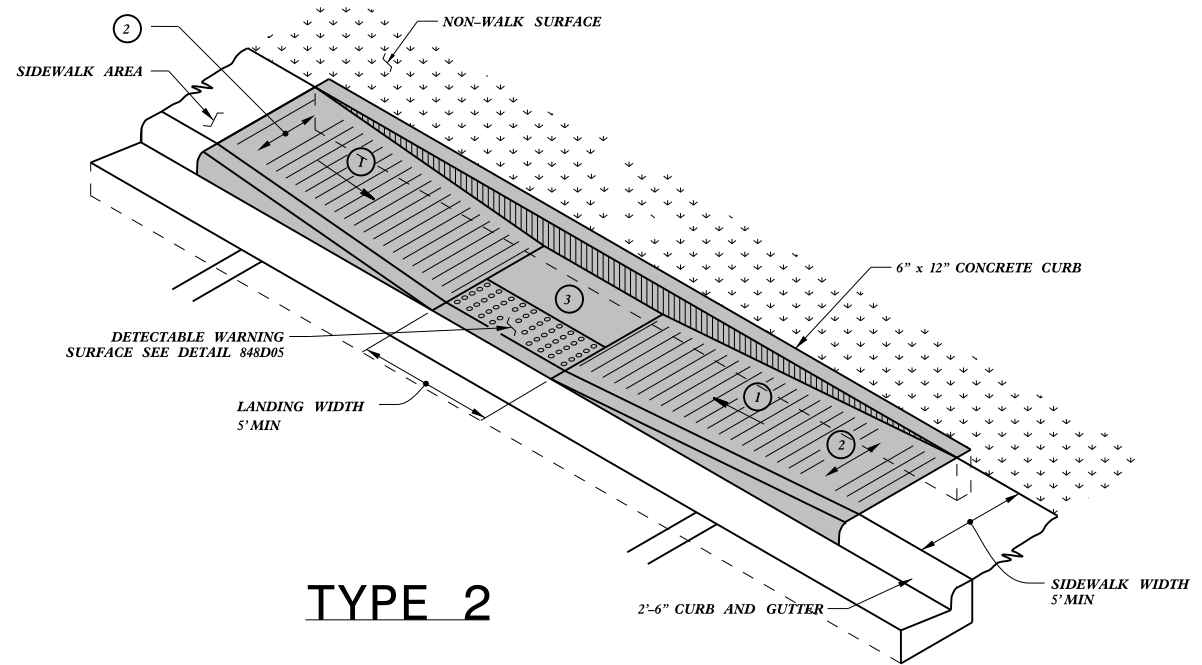
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 \$\$\$USERNAME\$\$\$

**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: \_\_\_\_\_  
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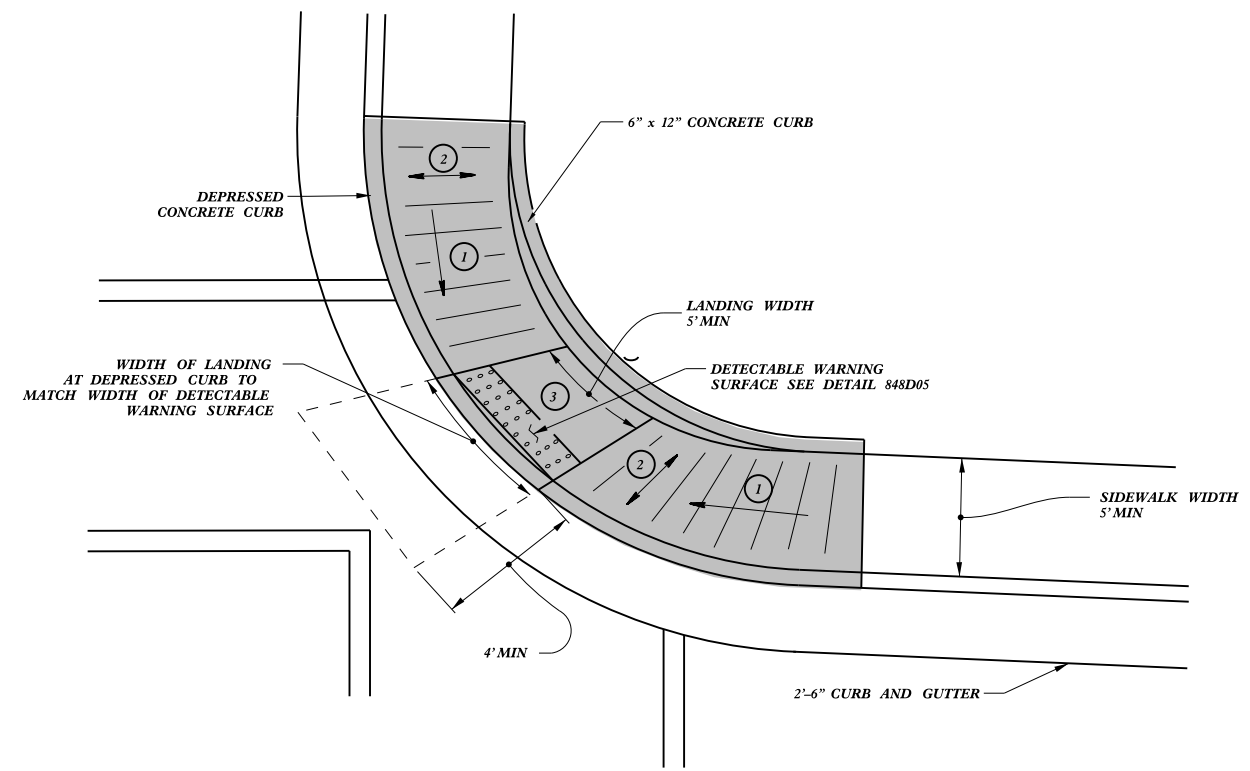
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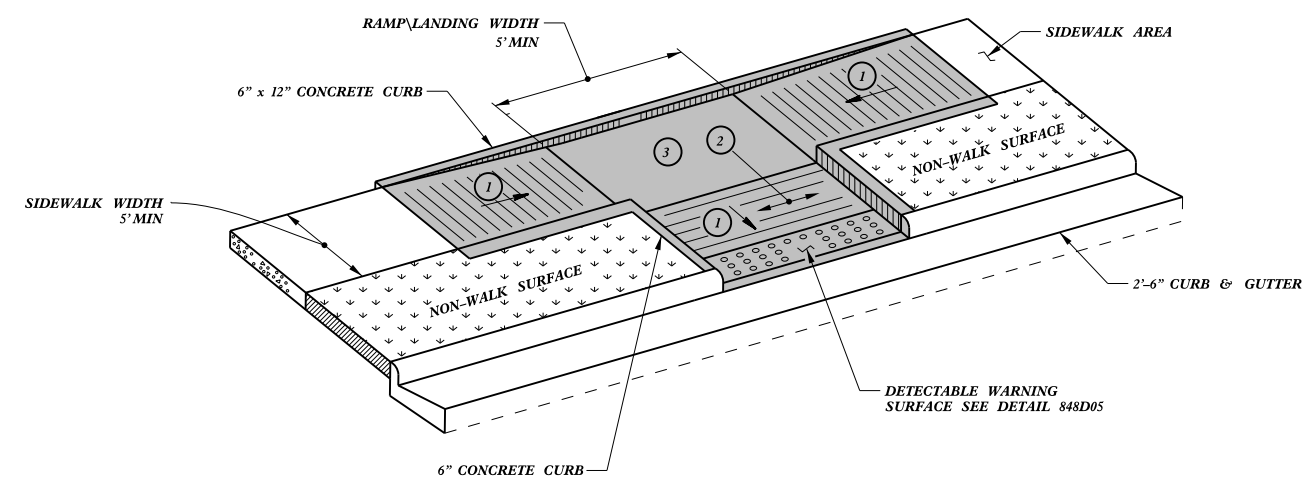
**TYPE 2**

PAY LIMITS FOR 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**

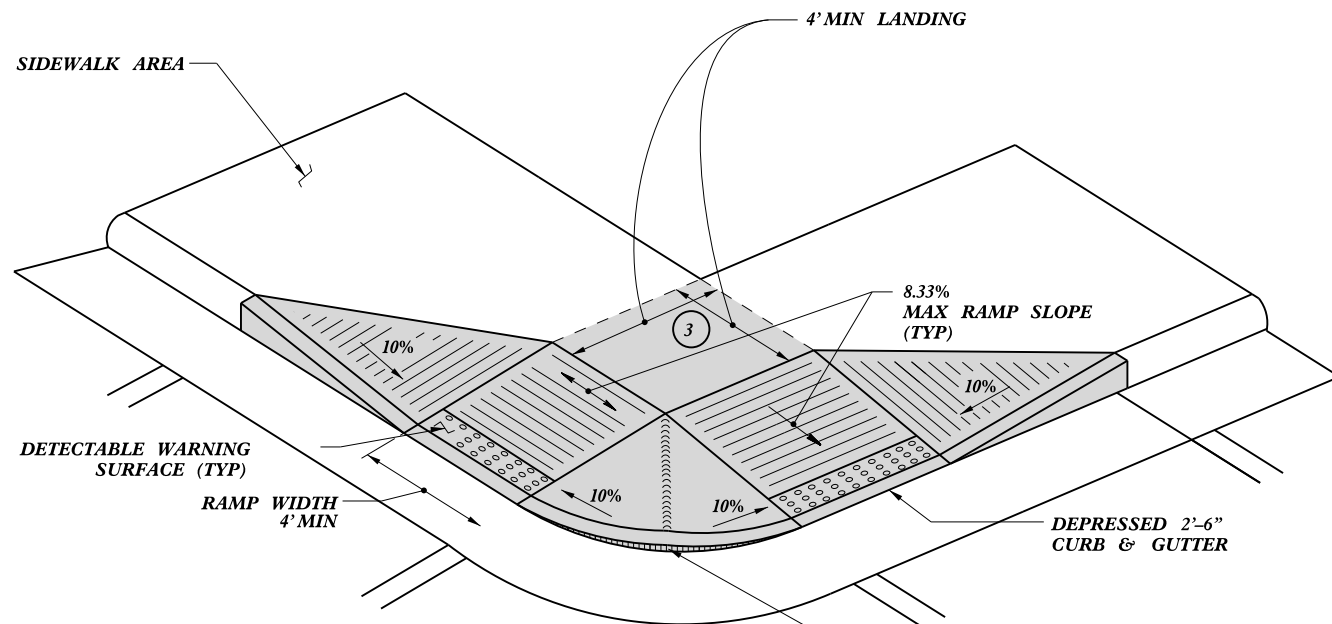
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 J.Howerton AT CS0237501

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

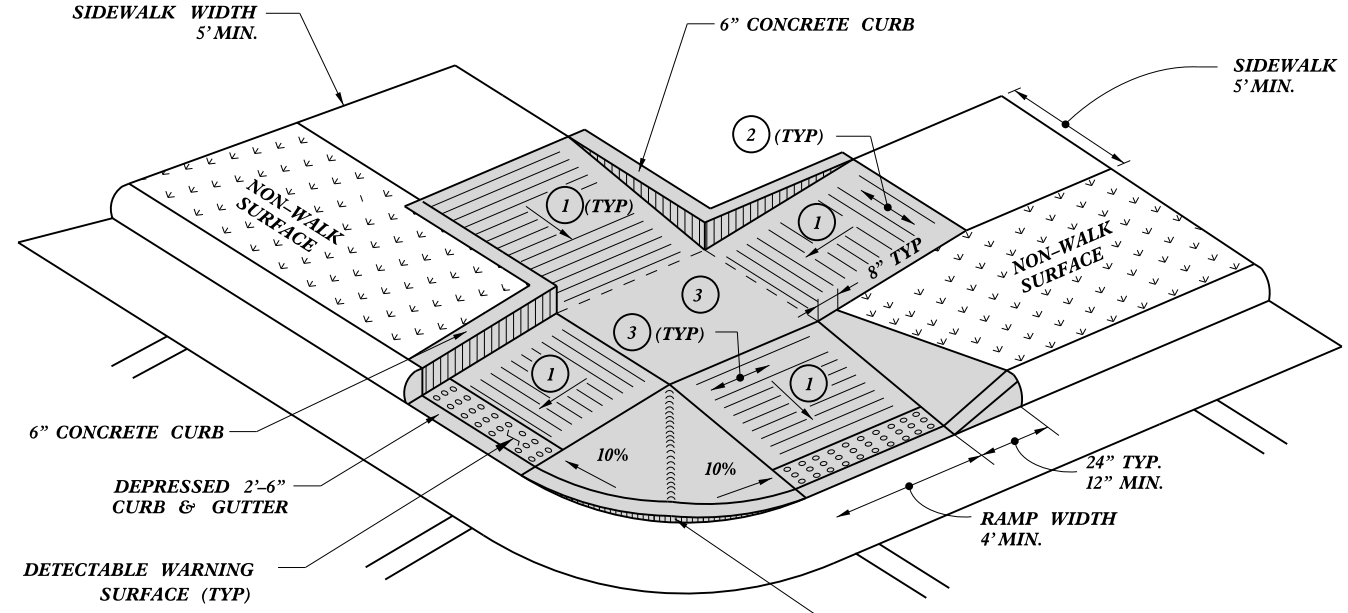
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950 FAX 919-250-4119	
<b>CURB RAMPS</b>	
Parallel Ramps	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY: _____	DATE: _____
CHECKED BY: _____	DATE: _____
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etc

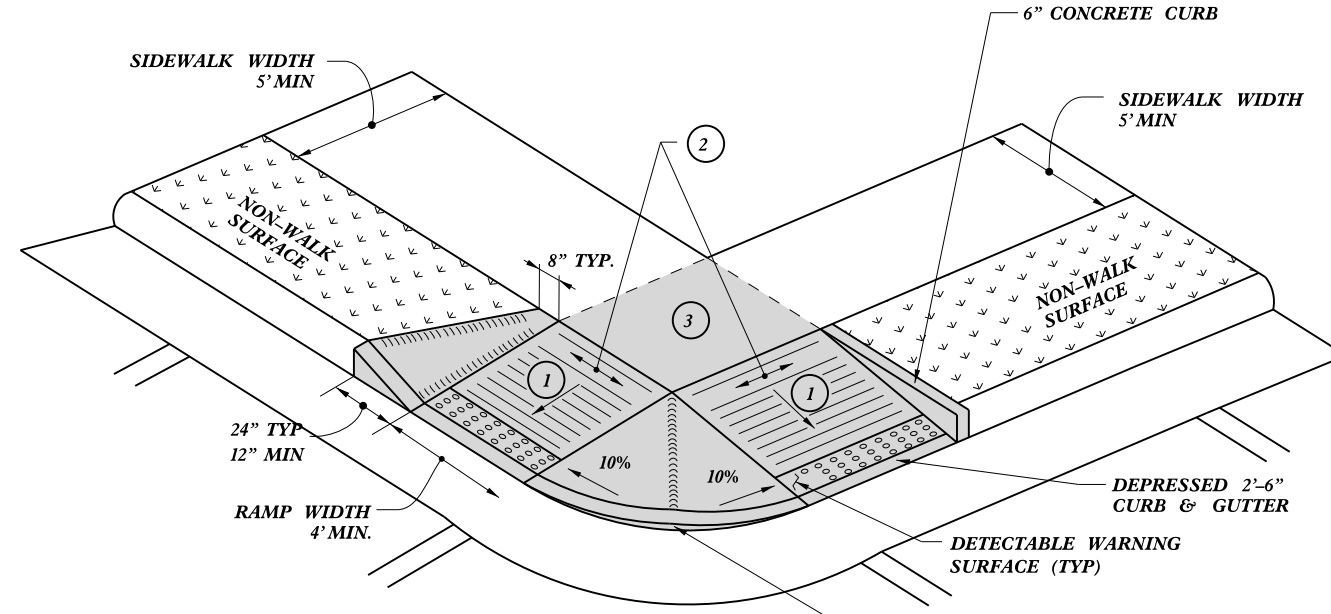
 PAY LIMITS FOR CURB RAMP



**TYPE 4**



**TYPE 5**



**TYPE 4A**

- 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.

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>CURB RAMPS</b>	
Shared Landing	
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

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5/14/99

SUMMARY OF QUANTITIES

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	EXISTING PAVEMENT CRACKS LB	INCIDENTAL STONE BASE TON	SHOULDER RECONSTRUCTION SMI	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 1-1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 1" SY	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE S9.5A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ASPHALT SURFACE TREATMENT, DOUBLE SEAL SY	ASPHALT SURFACE TREATMENT, FOG SEAL SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	VACUUM TRUCK WK	LATEX MODIFIED MICRO-SURFACING, TYPE III SY	CONCRETE CURB RAMP EA	ADJ. OF CATCH BASINS EA	ADJ. OF DROP INLETS EA	ADJ. OF MAN-HOLES EA	ADJ. OF METER BOXES OR VALVE BOXES EA	PORTABLE LIGHTING LS	INDUCTIVE LOOP SAWCUT LF				
2018CPT.13.01.10111	Buncombe	1	US 19 / US 23 / US 74	FROM SR 1132 TO SR 1129 (MP 3.52 - MP 4.56)	1	3	MU	NO	NO	1.04	45		52	2.08				1,225	2,544		153	100																
		2	US 19 / US 23 / US 74A	FROM SR 1129 TO US 19 (MP 4.56 - MP 10.16)	2	5	MU	NO	NO	5.6	65					300	66,880		2,911	20,668		1,240	500													16,050		
		3	US 25	FROM SR 3495 TO NC 146 (MP 1.51 - MP 2.92)	2	5	MU	NO	NO	1.41	60									16,565	1,334	4,596	276	600												2,250		
		4	US 70	FROM SR 2500 TO SR 2489 (MP 27.715 - MP 28.59)	2	5	MU	NO	NO	0.88	52									10,325	1,160	2,487	149	100												900		
		5	NC 280	FROM COUNTY LINE TO BEGIN C&G (MP 0.00 - MP 0.35)	1	4	MD	NO	NO	0.33	62				30	0.66					88	1,111	67	50												300		
		6	NC 280	FROM BEGIN C&G TO A POINT 1.20 MILES NORTH OF THE COUNTY LINE (MP 0.35 - MP 1.20)	2	5	MU	NO	NO	0.87	64										12,076		181	400												1,800		
		7	US 70 / US 74A	I-240 TO COLLEGE STREET (MP 14.76 - MP 14.97)	2	6	MU	NO	NO	0.21	66										2,464	627	38	180												2,400		
TOTAL FOR PROJ NO. 2018CPT.13.01.10111										10.34			82	2.74	300	108,171		9,182	35,057		2,104	1,930													23,700			
2018CPT.13.01.10112	Buncombe	8	SR 1003	FROM BRIDGE # 379 TO NC 197 ( MP 10.18 - MP 12.18)	3	2	2WU	NO	NO	2	20		100	4.00	56				867	2,143	144	400																
		9	SR 1103	FROM NC 151 TO SR 1103 (MP 0.00 - MP 1.64)	3	2	2WU	NO	NO	1.64	18.5			82	3.28					400	1,626	109	75															
		10	SR 1108	FROM SR 1103 TO EOM (MP 0.00 - MP 0.94)	3	2	2WU	NO	NO	0.94	18			47	1.88	110				378	907	61	100															
		11	SR 1113	FROM NC 151 TO EOP (MP 0.00 - MP 2.09)	3	2	2WU	NO	NO	2.09	18			105	4.18	90				1,022	2,017	135	175															
		12	SR 1128	FROM SR 1130 TO SR 1156 (MP 0.00 - MP 0.71)	3	2	2WU	NO	NO	0.71	20			36	1.42					890	761	51																
		13	SR 1141	FROM SR 1208 TO SR 1130 (MP 0.00 - MP 1.86)	3	2	2WU	NO	NO	1.86	18			93	3.72	45				956	1,795	120	450															
		14	SR 1148	FROM SR 1135 TP DEAD END (MP 0.00 - MP 0.25)	4	2	2WU	NO	NO	0.25	20										222	178	12	10														
		15	SR 1156	FROM NC 151 TO SR 1155 ( MP 0.00 - MP 0.58)	3	2	2WU	NO	NO	0.58	20			29	1.16	220				1,289	621	42	20														300	
		16	SR 1208	FROM SR 1210 TO US 19 / US 23 (MP 0.00 - MP 3.20)	3	2	2WU	NO	NO	3.2	18			160	6.40					645	3,088	207	425															
		17	SR 1210	FROM SR 1220 TO SR 1208 (MP 0.00 - MP 1.55)	3	2	2WU	NO	NO	1.55	20			78	3.10					445	1,661	111	300															
		18	SR 1212	FROM SR 1210 TO SR 1210 (MP 0.00 - MP 1.10)	3	2	2WU	NO	NO	1.1	18			55	2.20					400	1,061	71	50															
		19	SR 1235	FROM SR 1234 TO SR 1229 (MP 0.00 - MP 0.17)	4	2	2WU	NO	NO	0.17	18			9	0.34					400	109	7	25															
		20	SR 1245	FROM US 19 / US 23 TO US 19 / US 23 (MP 0.00 - MP 0.54)	3,6,7	2	2WU	NO	NO	0.54	20			11	0.42				4,480	800	935	63	125															450
		21	SR 1257	FROM SR 1255 TO SR 1403 (MP 0.00 - MP 1.10)	3	2	2WU	NO	NO	1.1	18			55	2.20						1,061	71	60															
		22	SR 1263	FROM SR 1319 TO SR 1403 (MP 0.00 - MP 1.71)	3	2	2WU	NO	NO	1.71	20			86	3.42					445	1,832	123	100															
		23	SR 1306	FROM SR 1004 TO END OF PAVEMENT (MP 0.00 - MP 2.11)	3	2	2WU	NO	NO	2.11	18			4	4.22					400	2,036	136	375															
		24	SR 1309	FROM SR 1004 TO SR 1306 (MP 0.00 - MP 2.28)	3	2	2WU	NO	NO	2.28	18			114	4.56					400	2,200	147	300															
		25	SR 1610	FROM SR 1612 TO SR 1616 (MP 1.55 - MP 2.14)	3	2	2WU	NO	NO	0.59	20			30	1.18					445	632	42	75															
		26	SR 1730	FROM SR 1727 TO SR 1733 (MP 0.00 - MP 1.04)	3	2	2WU	NO	NO	1.04	19			52	2.08					422	1,059	71	225															
		27	SR 1743	FROM SR 1750 TO COUNTY LINE (MP 1.07 - MP 2.14)	3	2	2WU	NO	NO	1.07	18			54	2.14					400	1,033	69	200															
		28	SR 1752	FROM SR 1756 TO COUNTY LINE (MP 0.00 - MP 0.51)	3	2	2WU	NO	NO	0.51	19			26	1.02					400	519	35	150															
		29	SR 2205	FROM US 19 BUS TO SR 1003 (MP 0.00 - MP 0.35)	3	2	2WU	NO	NO	0.35	18			18	0.70					400	338	23	200															
		30	SR 2209	FROM SR 2094 TO SR 2095 (MP 0.00 - MP 0.17)	4	2	2WU	NO	NO	0.17	18									400	109	7																
		31	SR 2216	FROM US 19 BUSINESS TO SR 2237 (MP 0.00 - MP 0.19)	5	2	2WU	NO	NO	0.19	26								1,783	290	231	15	15															
		32	SR 2237	FROM SR 2241 TO DEAD END (MP 0.00 - MP 0.36)	5	2	2WU	NO	NO	0.36	26									3,380	333	22	15															
		33	SR 2238	FROM SR 2237 TO END OF MAINTENANCE (MP 0.00 - MP 0.08)	5	2	2WU	NO	NO	0.08	26									755	74	5	10															
		34	SR 2241	FROM SR 2242 TO CUL-DE-SAC (MP 0.00 - MP 0.31)	5	2	2WU	NO	NO	0.31	24									2,910	265	18	75															
		35	SR 2242	FROM END OF MAINTENANCE TO DEAD END (MP 0.00 - MP 0.32)	5	2	2WU	NO	NO	0.32	26									3,003	296	20	30															
		36	SR 2250	FROM US 19 BUSINESS TO END OF MAINTENANCE (MP 0.00 - MP 0.42)	3	2	2WU	NO	NO	0.42	24				21	0.84					539	36	50															
		37	SR 2252	FROM SR 1003 TO CUL-DE-SAC (MP 0.00 - MP 0.64)	4	2	2WU	NO	NO	0.64	19										433	29	50															
		38	SR 2253	FROM SR 2252 TO CUL-DE-SAC (MP 0.00 - MP 0.10)	4	2	2WU	NO	NO	0.1	20										71	5	5															
		39	SR 2255	FROM SR 2009 TO CUL-DE-SAC (MP 0.00 - MP 0.41)	4	2	2WU	NO	NO	0.41	21										307	21	100															
		40	SR 2259	FROM SR 2124 TO END OF MAINTENANCE (MP 0.00 - MP 0.25)	4	2	2WU	NO	NO	0.25	21										187	13	10															
		41	SR 2260	FROM SR 2259 TO END OF MAINTENANCE (MP 0.00 - MP 0.07)	4	2	2WU	NO	NO	0.07	20										50	3	5															
		42	SR 2261	FROM SR 2252 TO CUL-DE-SAC (MP 0.00 - MP 0.10)	4	2	2WU	NO	NO	0.1	20										71	5	5															
		43	SR 2262	FRP, SR 2252 TP SR 2275 (MP 0.00 - MP 0.44)	4	2	2WU	NO	NO	0.44	19																											

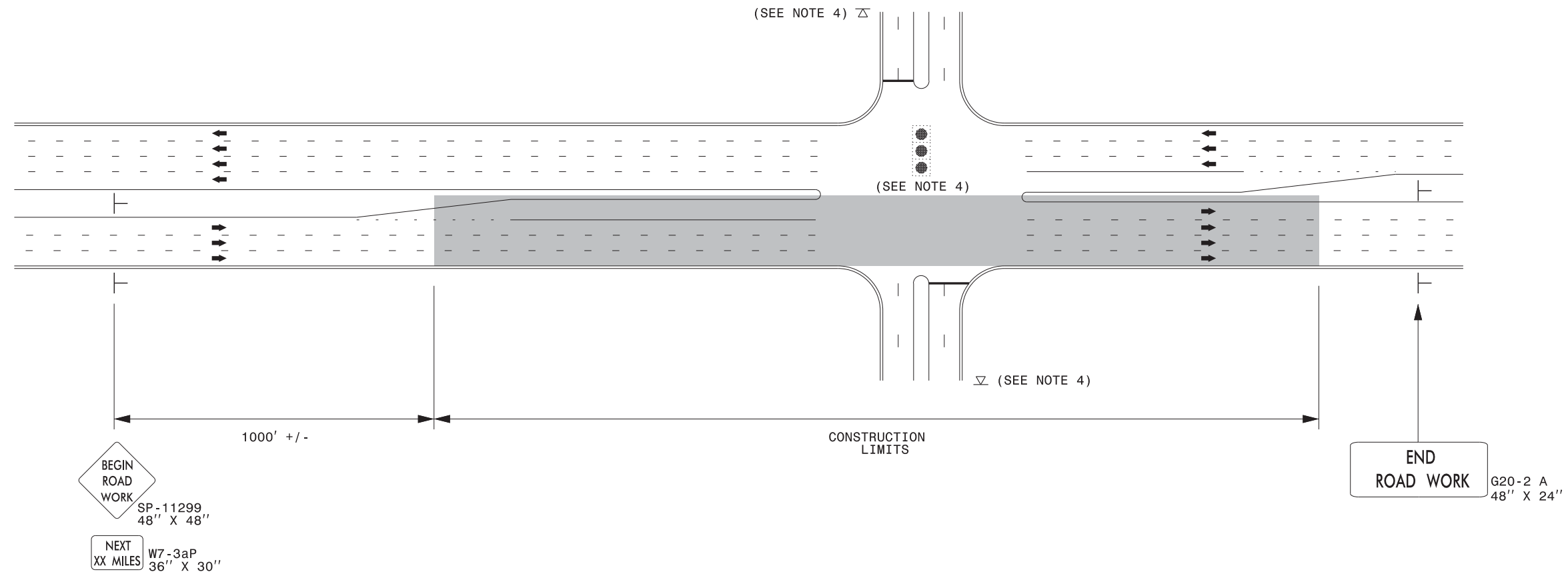








## URBAN / SUBURBAN WORKZONES

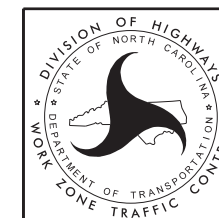


### NOTES:

- 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.

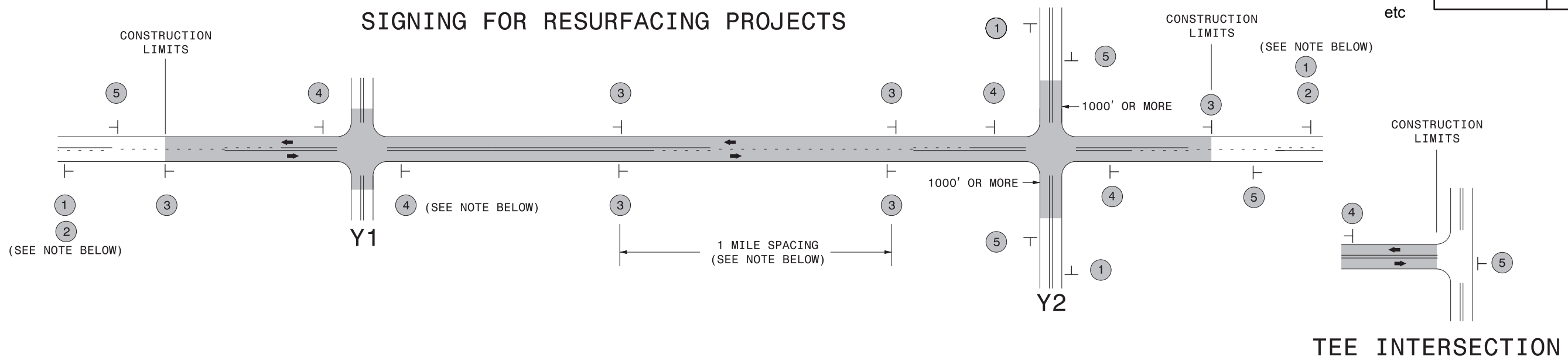
### LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



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

# SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

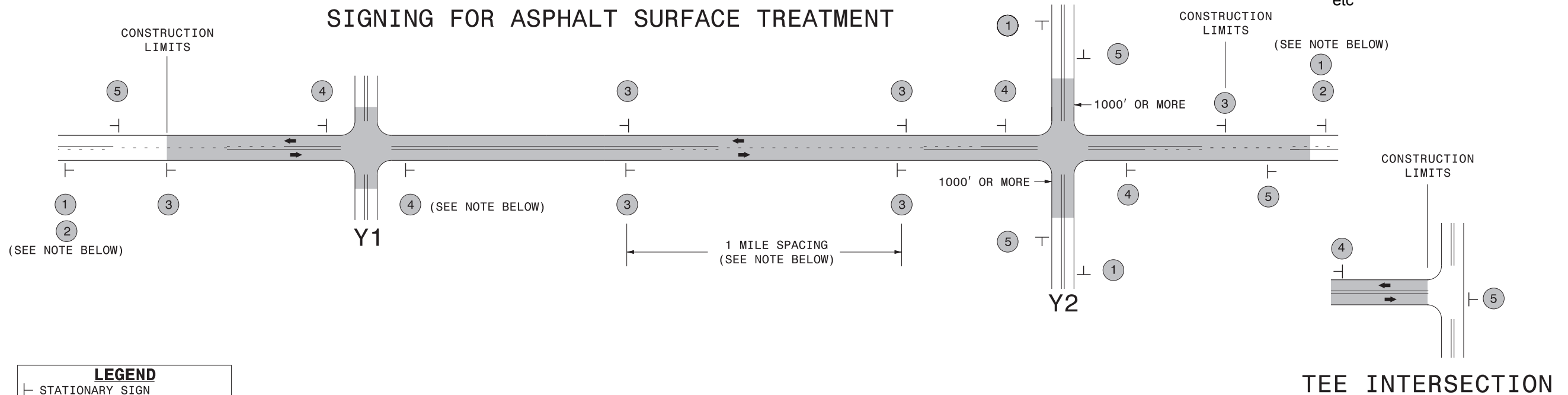
## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	2	3	4	5	
			<p>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>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	<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>	<p></p> <p></p> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>

	<p>RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2 LANE ROADWAYS</p>
--	---

etc



**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW

**MAINLINE (-L-) SIGNING**

**-Y- LINE SIGNING**

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.
	2		#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	 	- ALTERNATE THE FOLLOWING TWO SIGNS: - STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT". - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.
	4		- 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.
	5		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

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.

W20-1  
48" X 48"

W20-7 A  
48" X 48"

PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

**ADVANCE WARNING SIGNS  
FOR  
ASPHALT SURFACE TREATMENTS  
2 LANE ROADWAYS**

