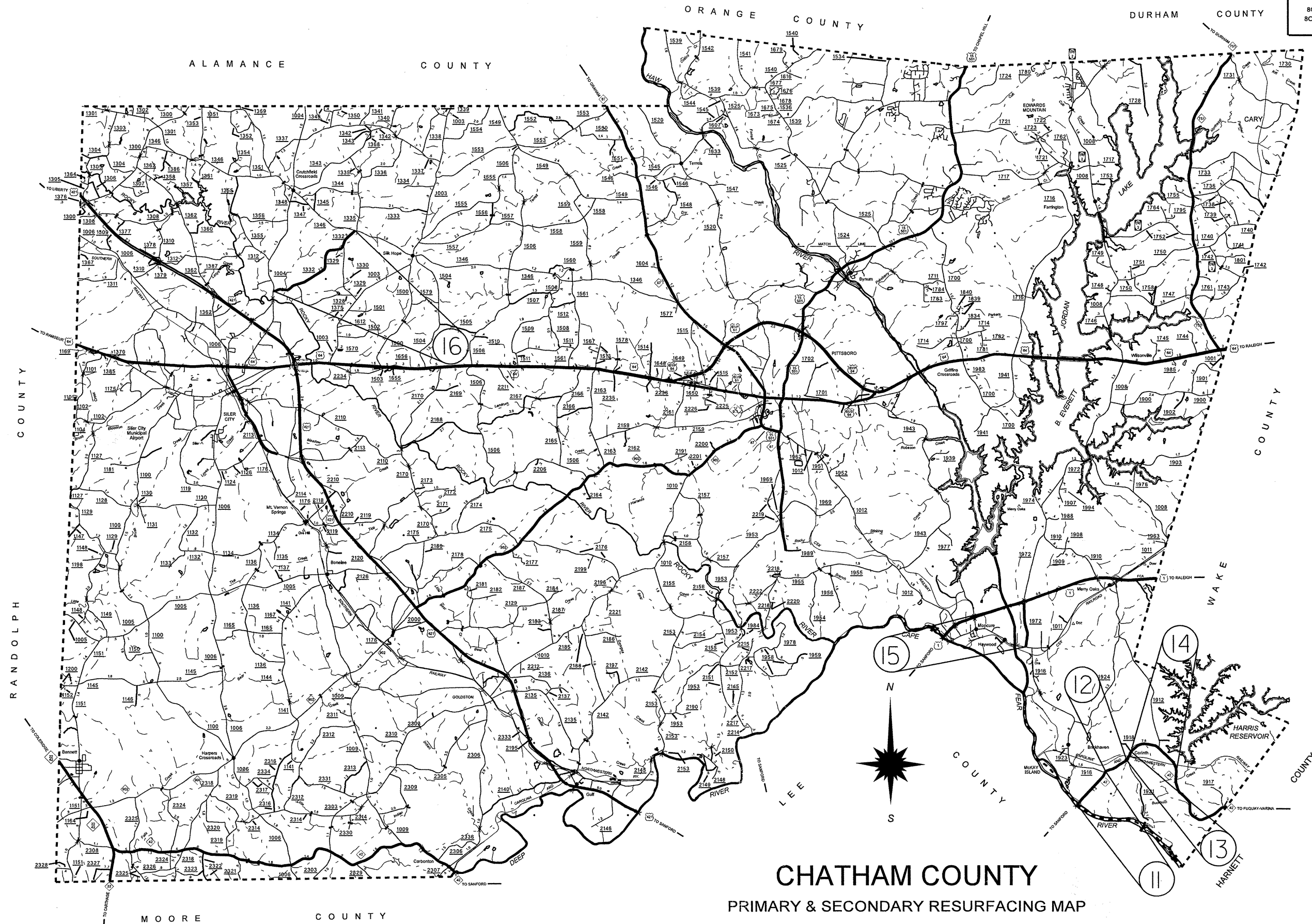
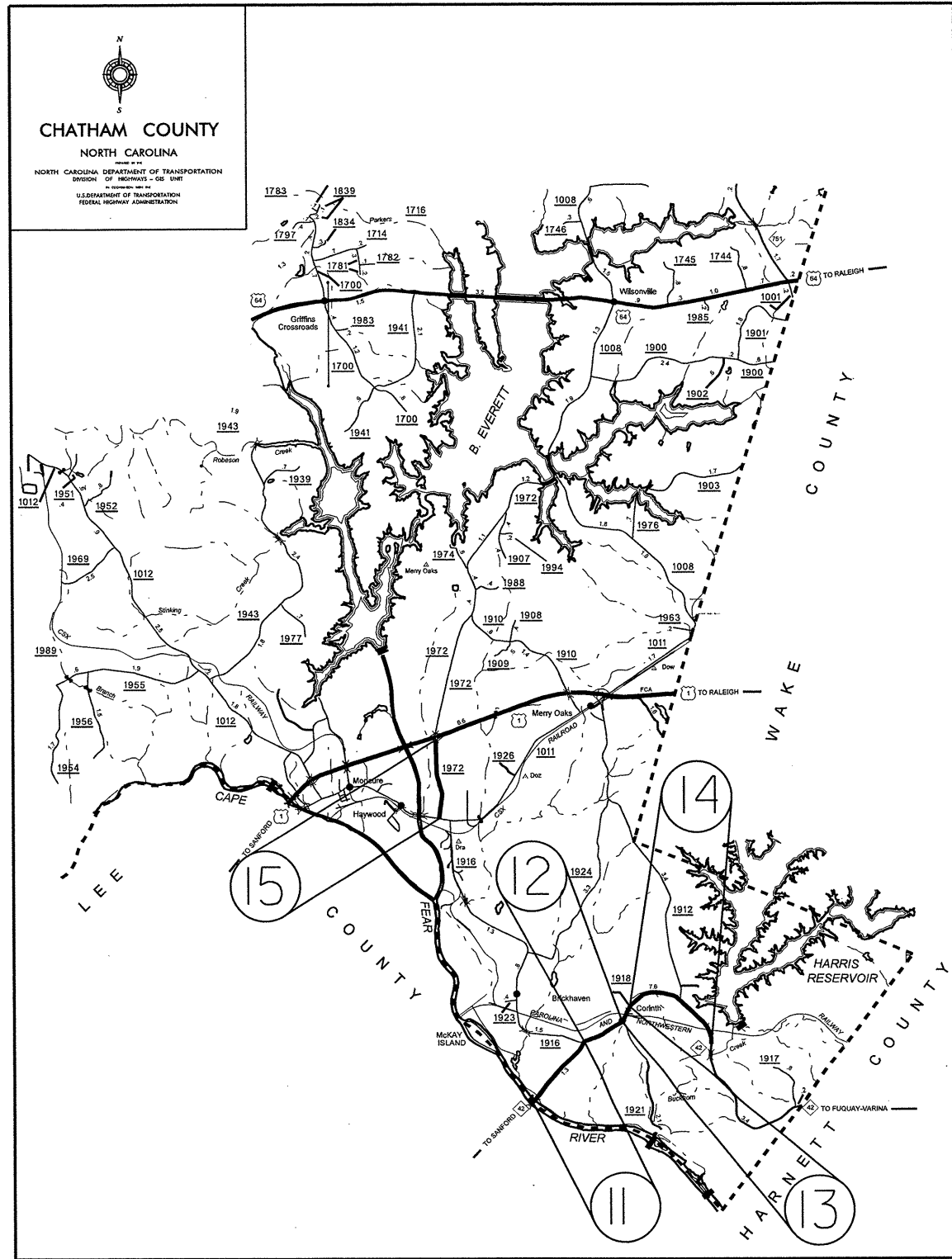


WBS ELEMENT	SHEET NO.
8CR.10191.21, 8CR.20191.21 8CR.10531.20, 8CR.20531.20	1

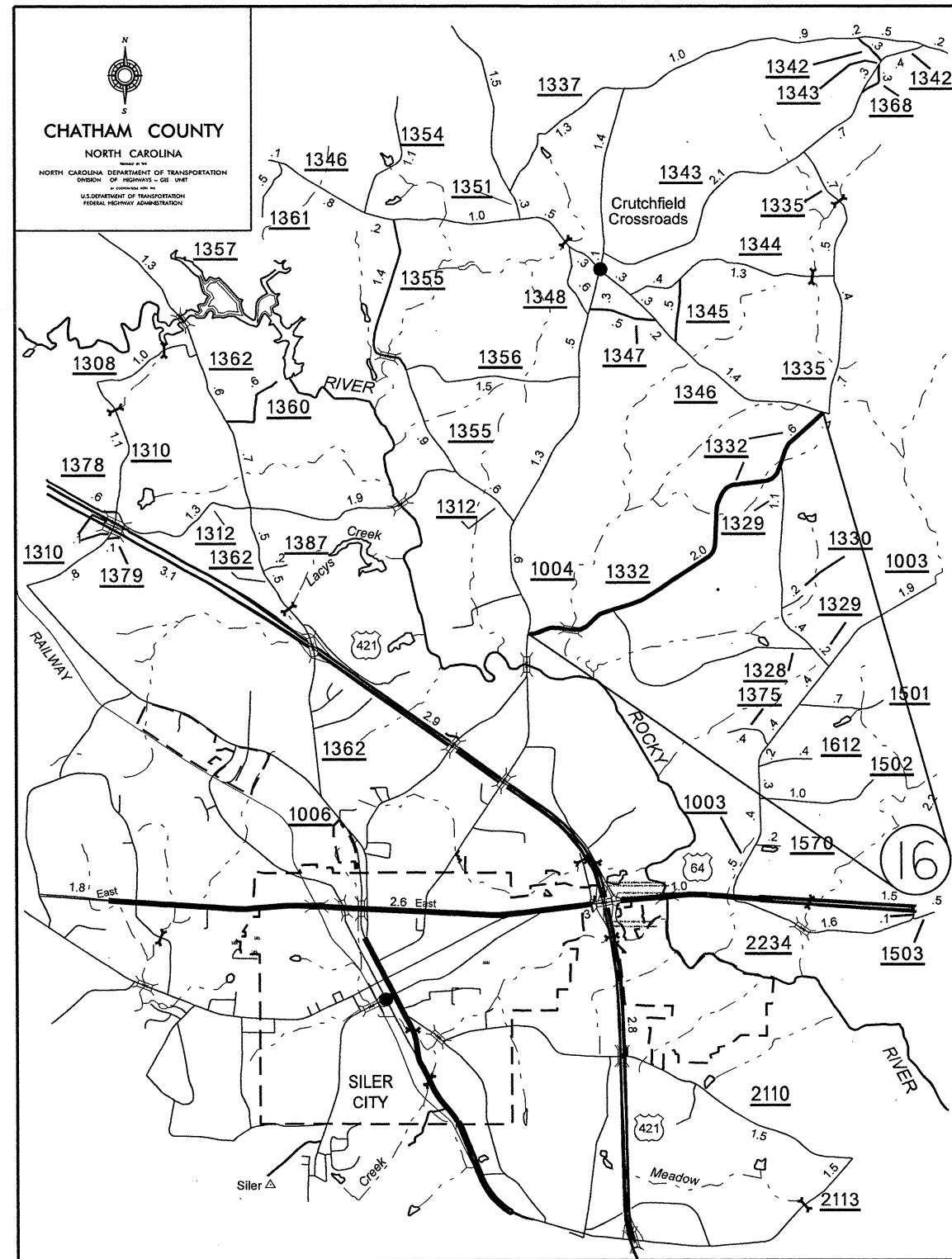


CHATHAM COUNTY
PRIMARY & SECONDARY RESURFACING MAP

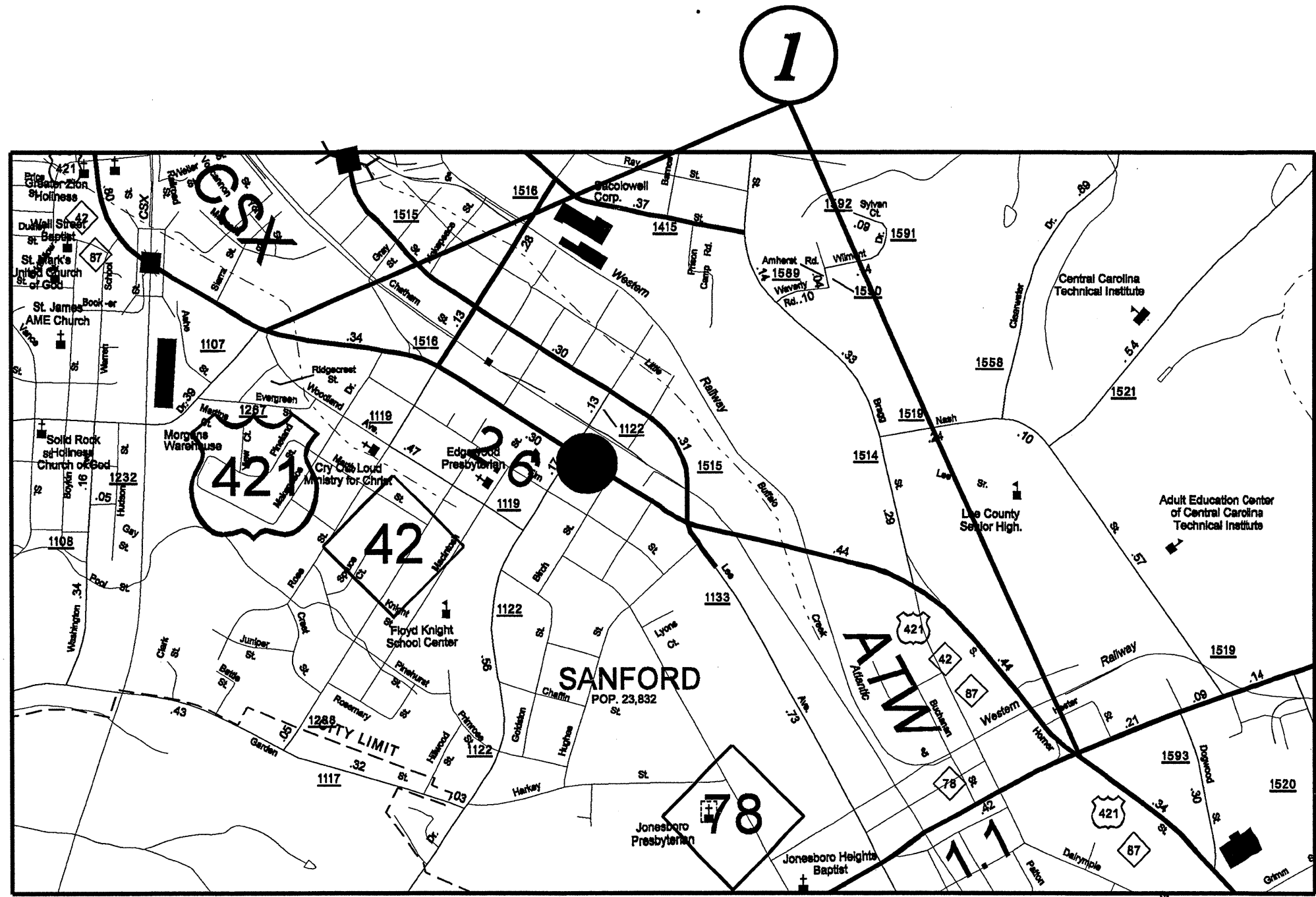
MAPS #11 - #14, & #15



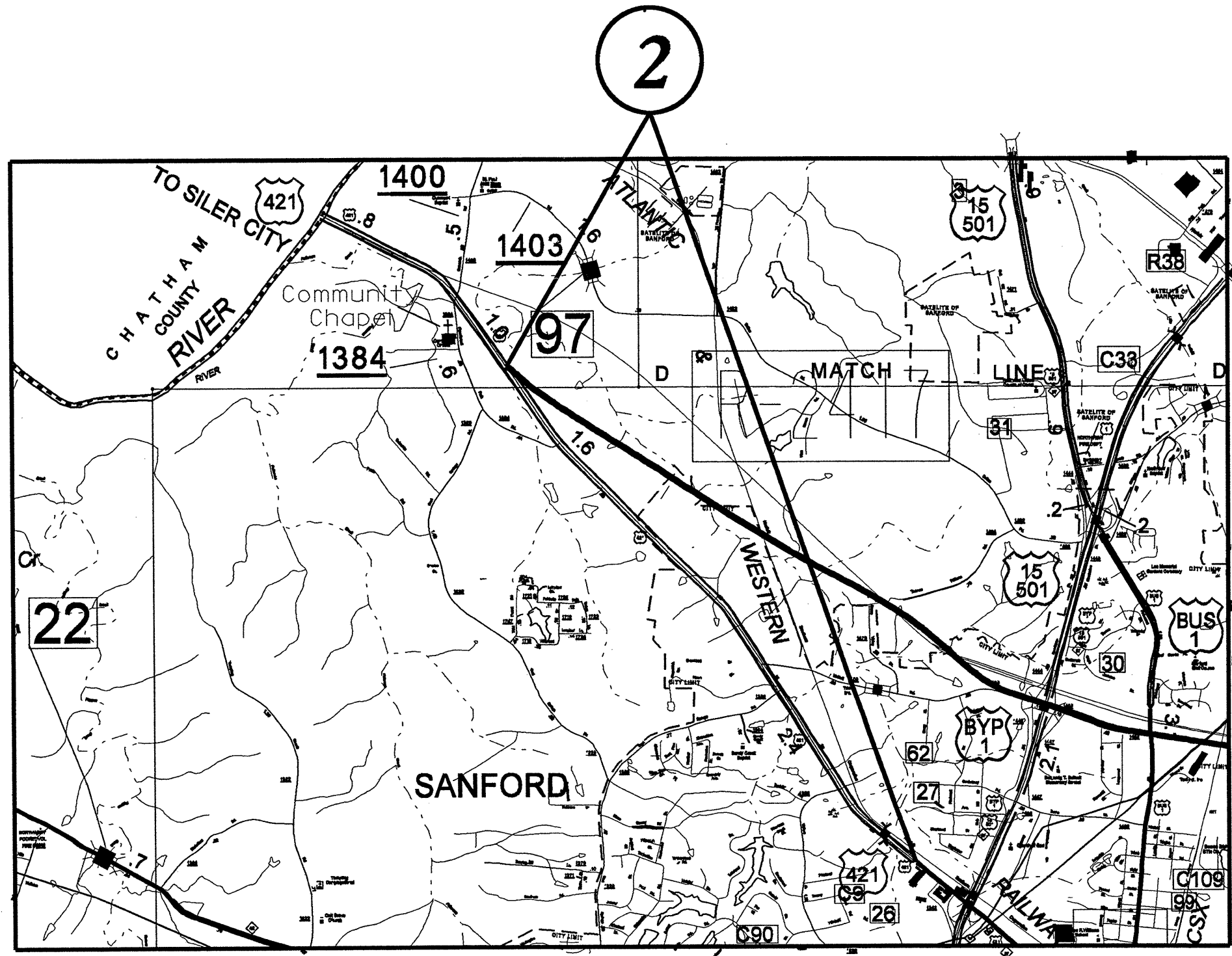
MAPS #16



5/28/99
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LEE COUNTY

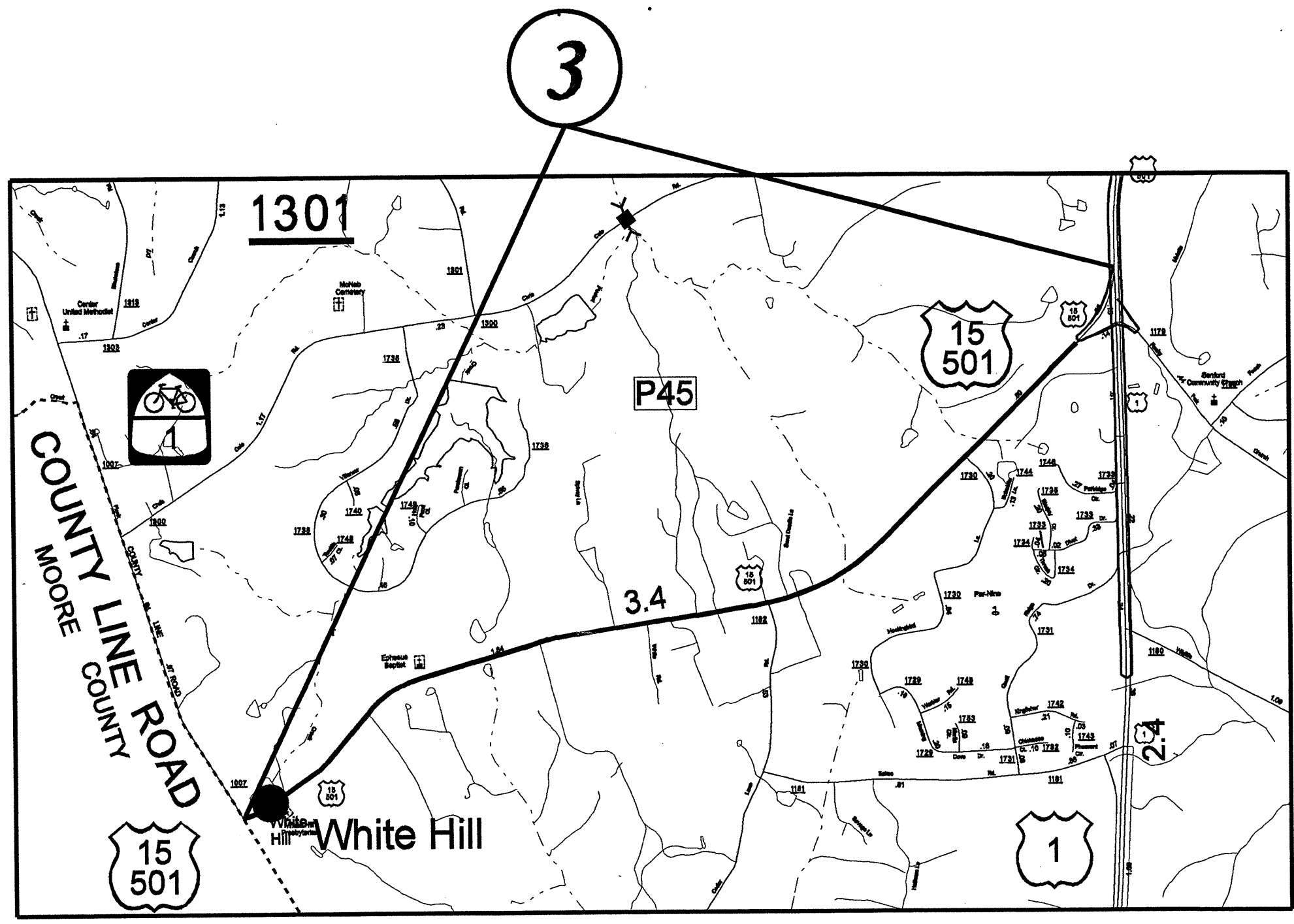


LEE COUNTY

5/28/99

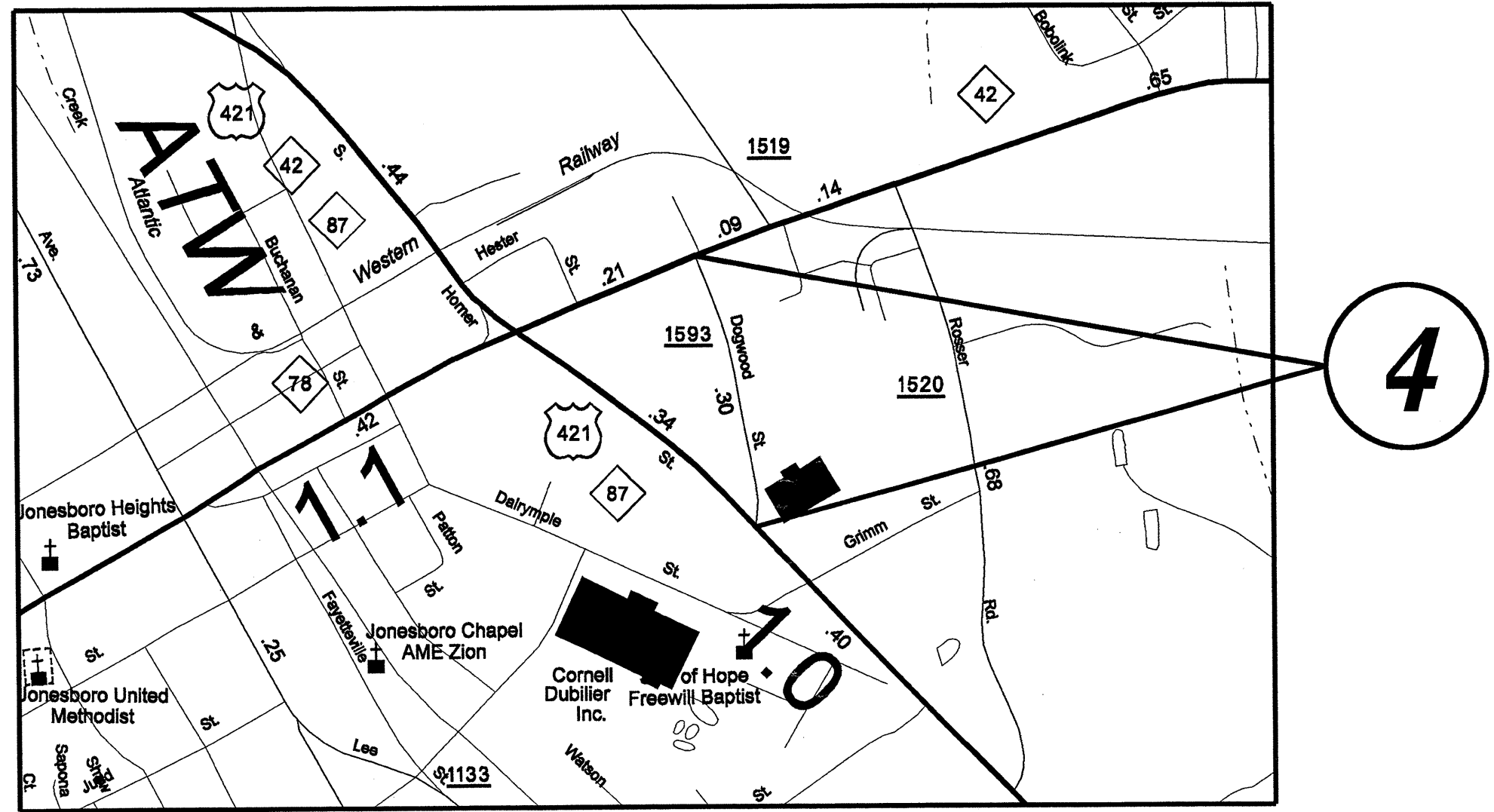
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5/28/19
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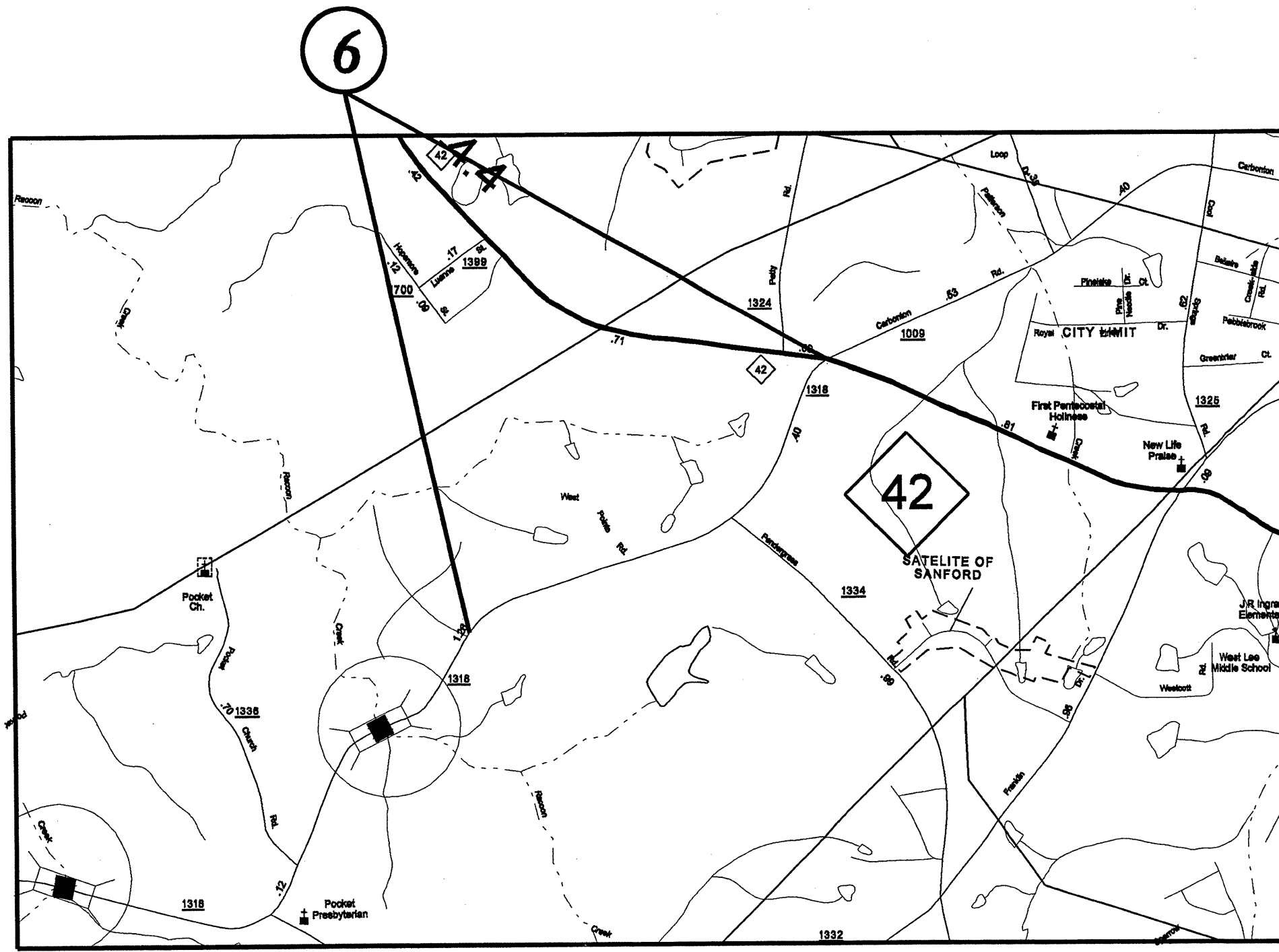
LEE COUNTY

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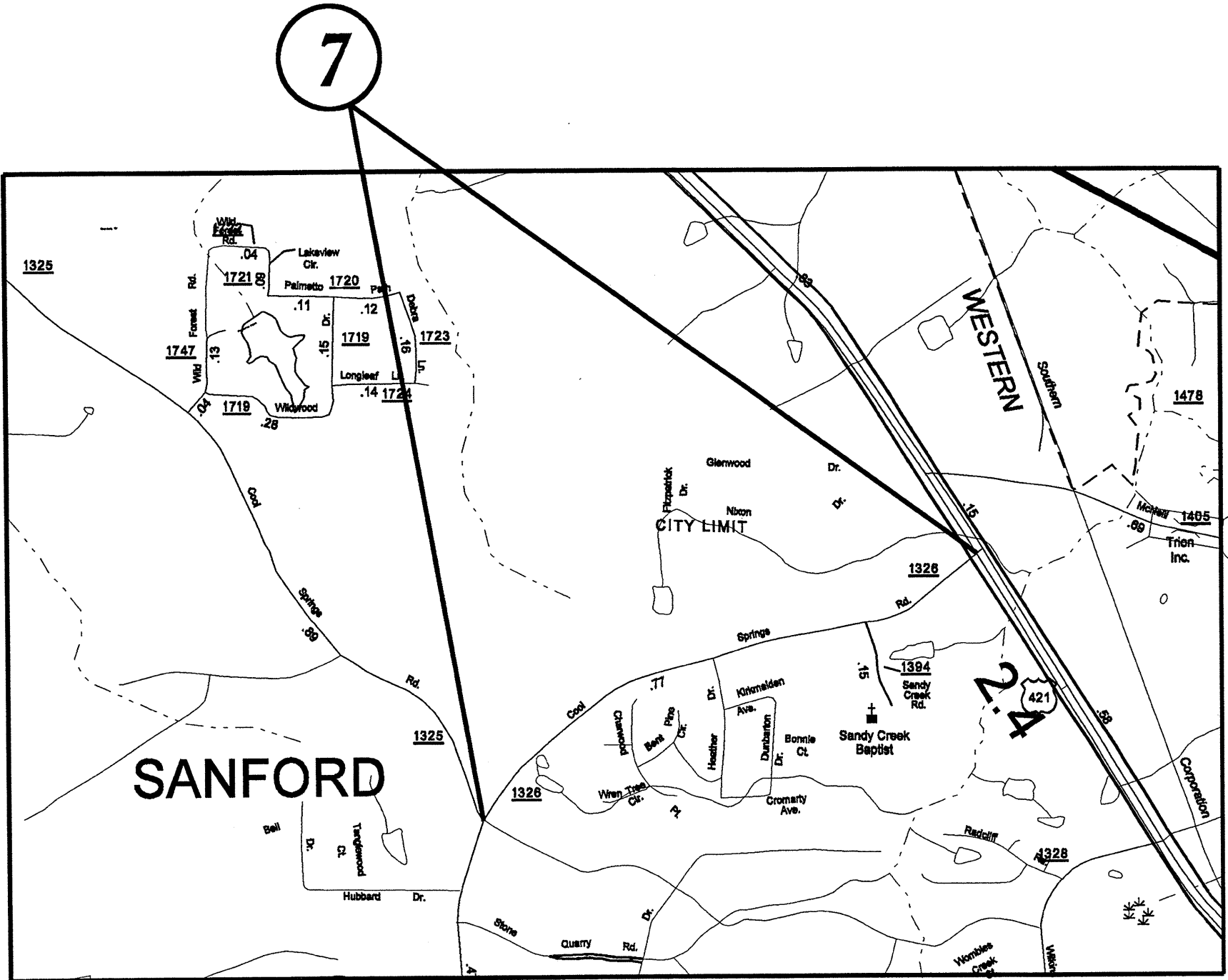
LEE COUNTY

5/28/99
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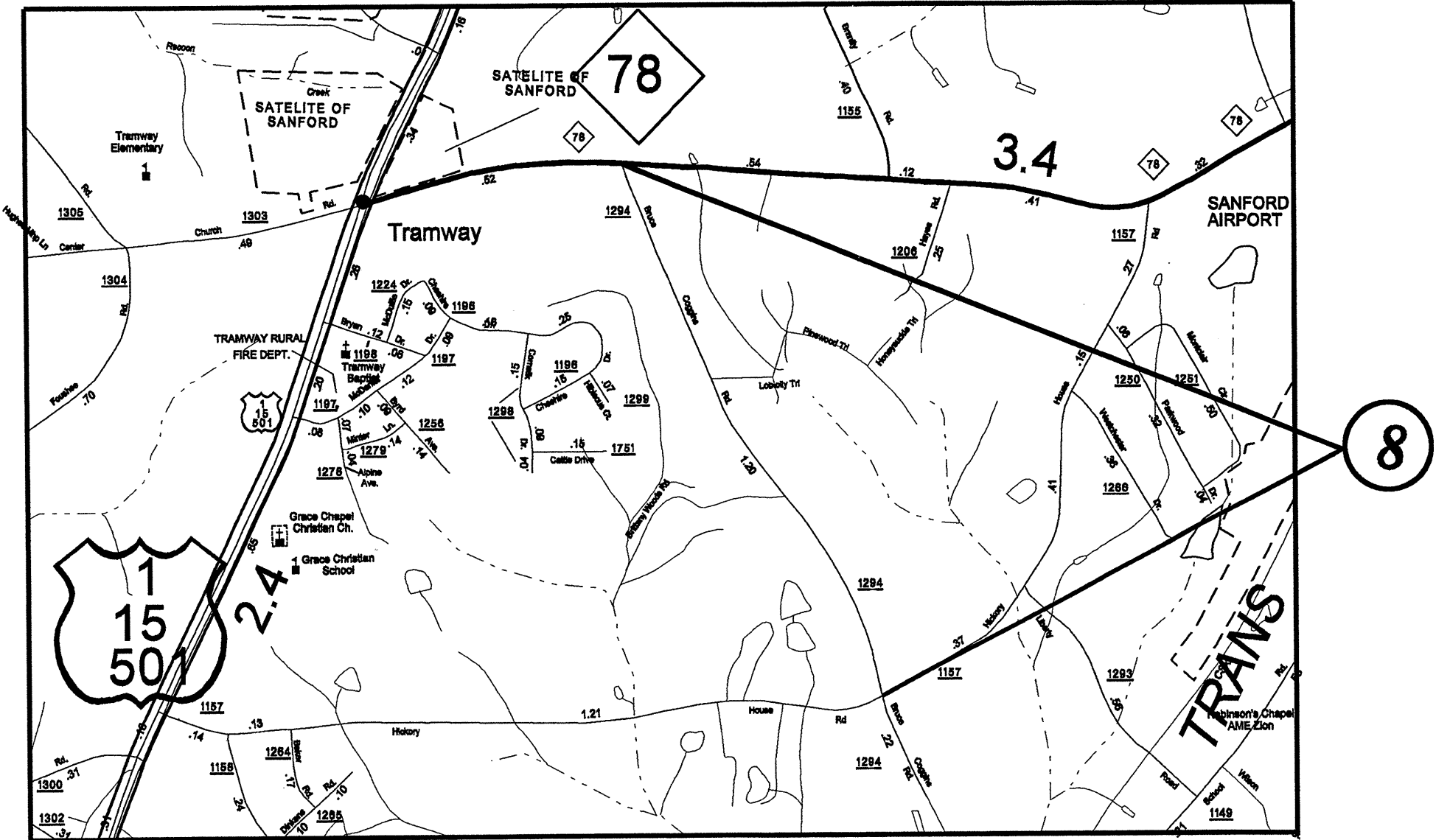
LEE COUNTY

5/28/99
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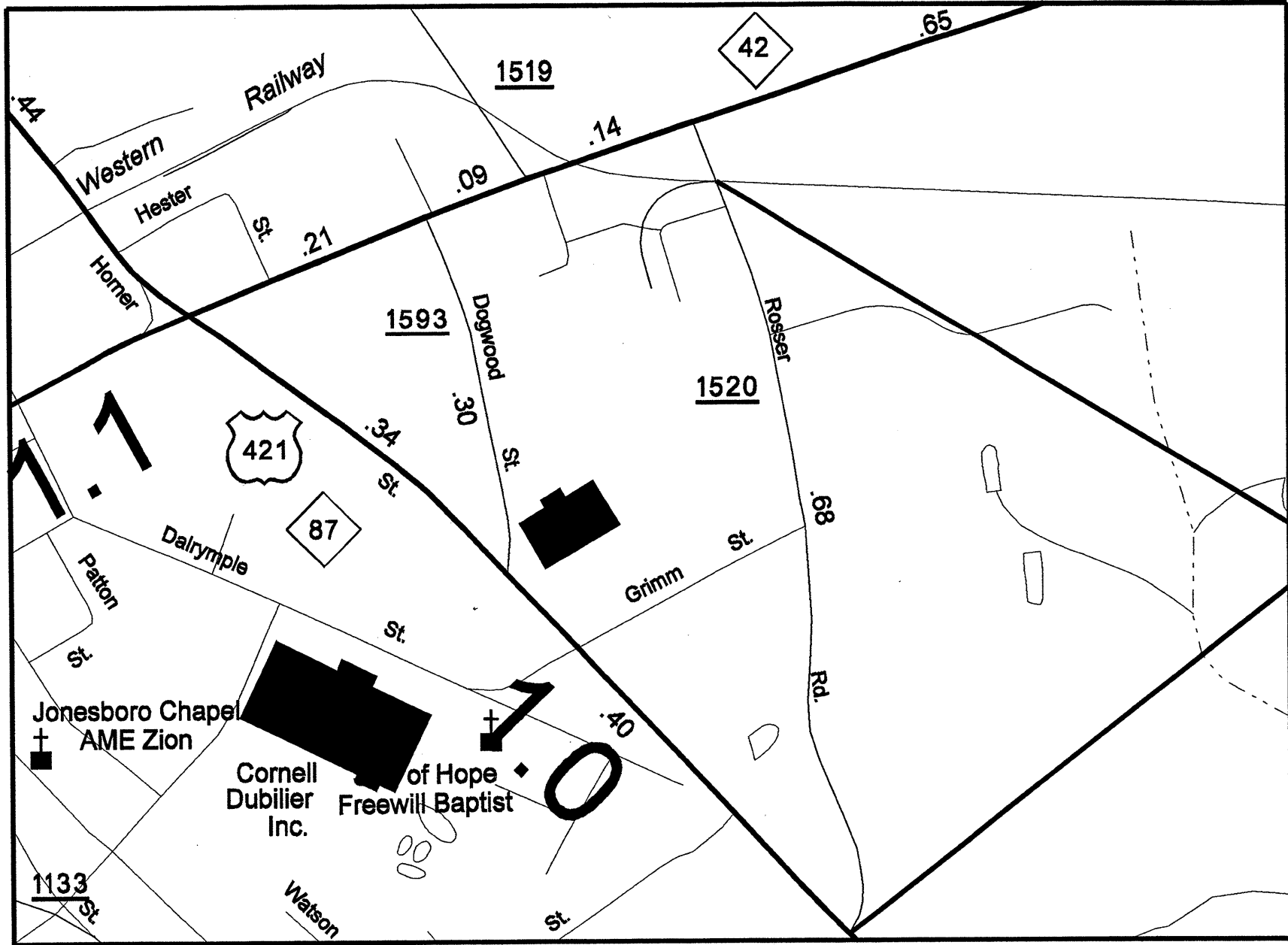


LEE COUNTY

5/28/99
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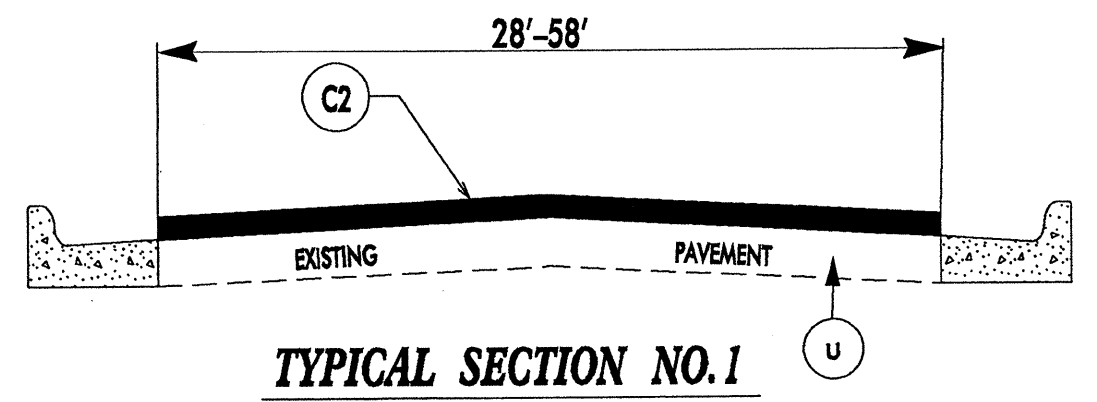


LEE COUNTY

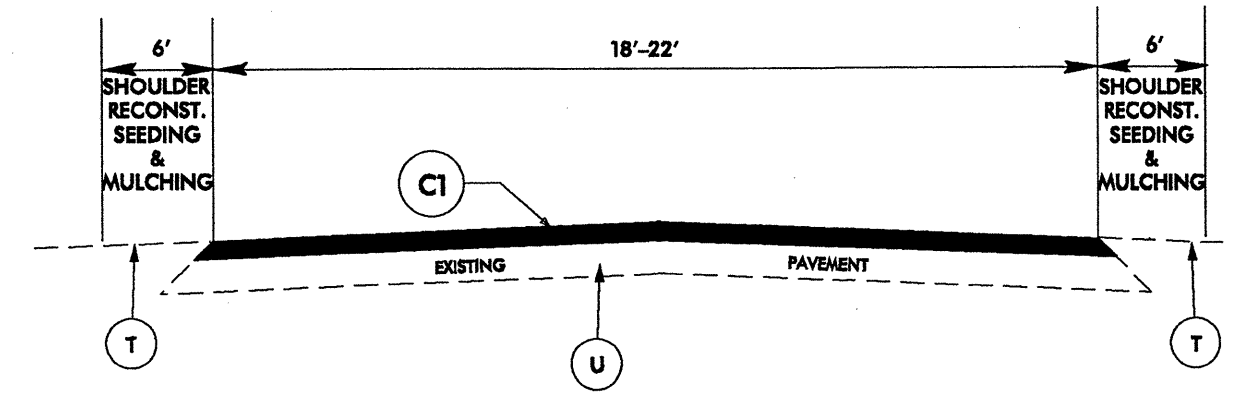


LEE COUNTY

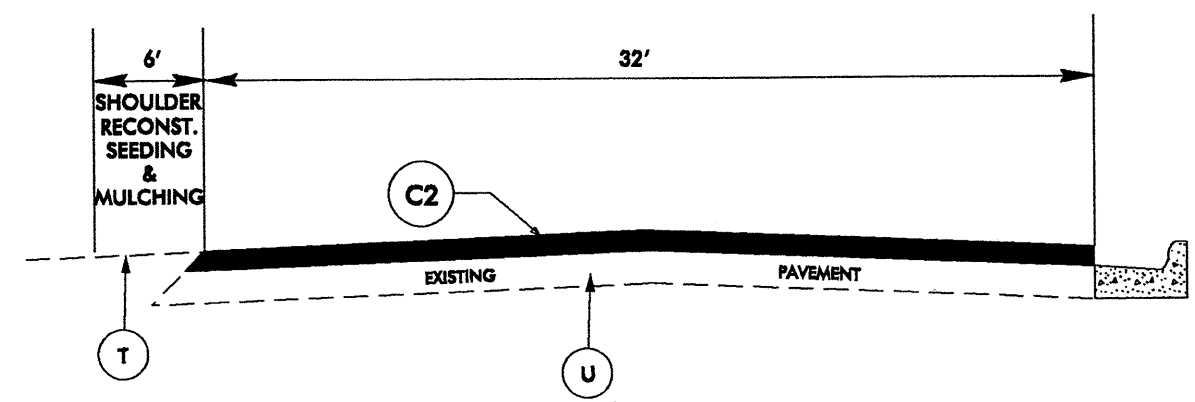
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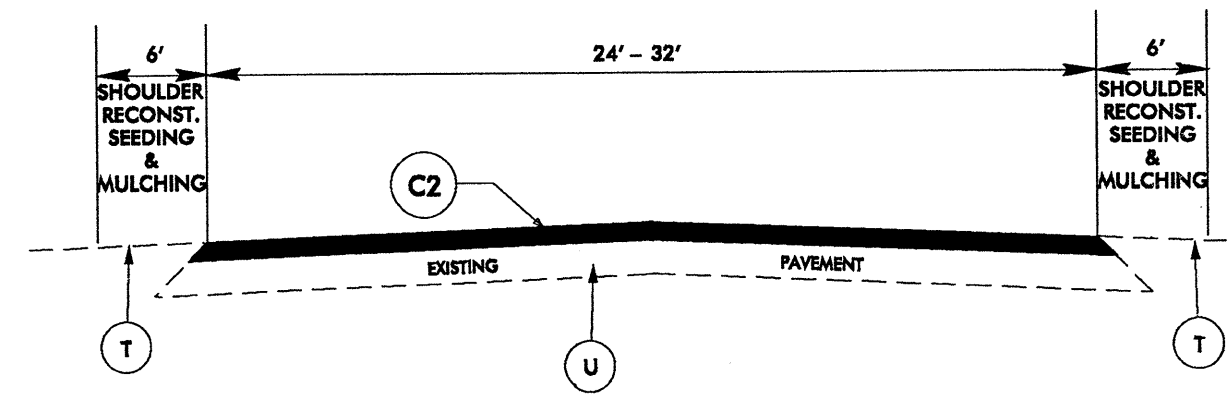
TYPICAL SECTION NO.1



TYPICAL SECTION NO.4



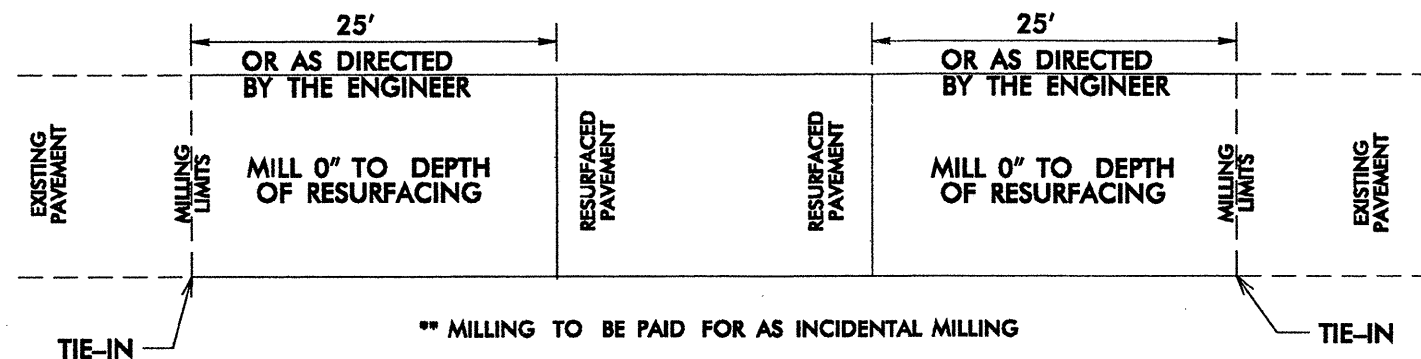
TYPICAL SECTION NO.2



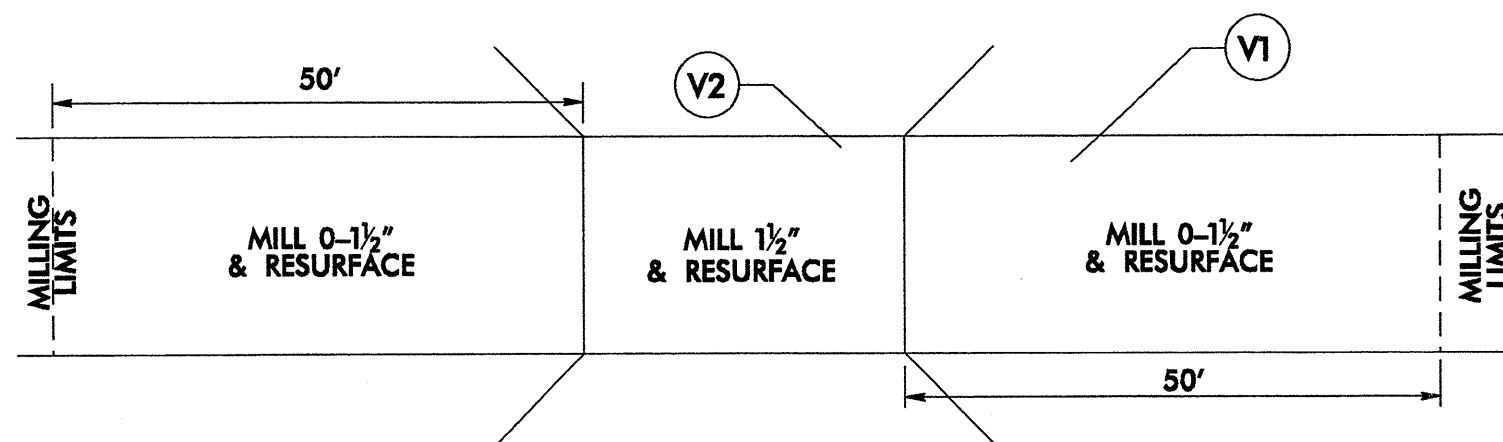
TYPICAL SECTION NO.3

NOTE: ON MAP #12 ONLY, CONTRACTOR SHALL PLACE LEVELING COURSE S9.5B AS DIRECTED BY THE ENGINEER.

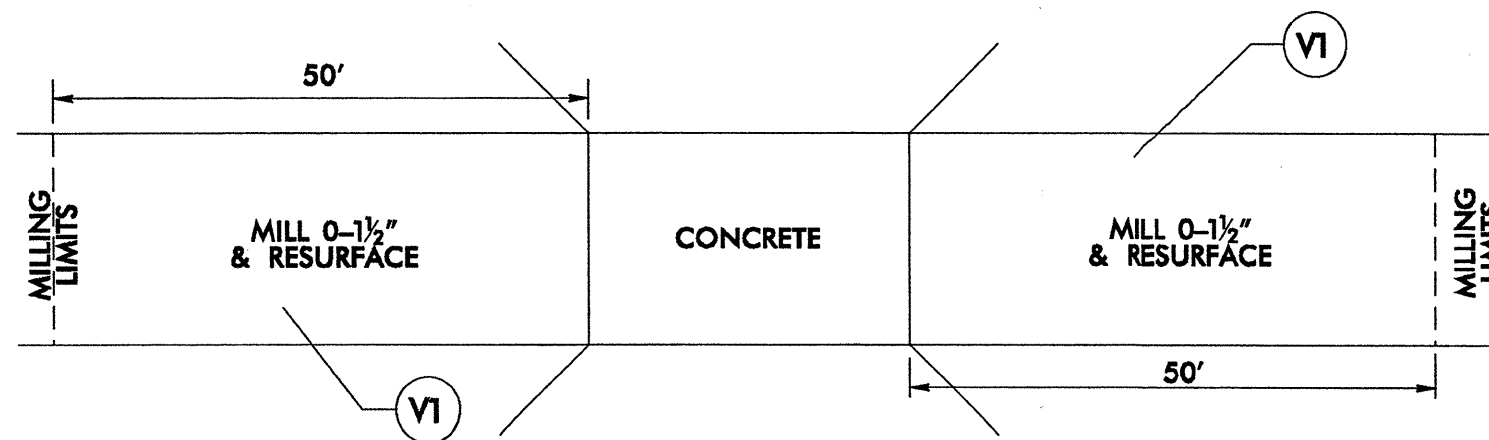
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	EARTH MATERIAL
U	EXISTING PAVEMENT



PAVEMENT TIE-IN DETAIL



BRIDGE DRAWING FOR NC 42
USE FOR MAP #13

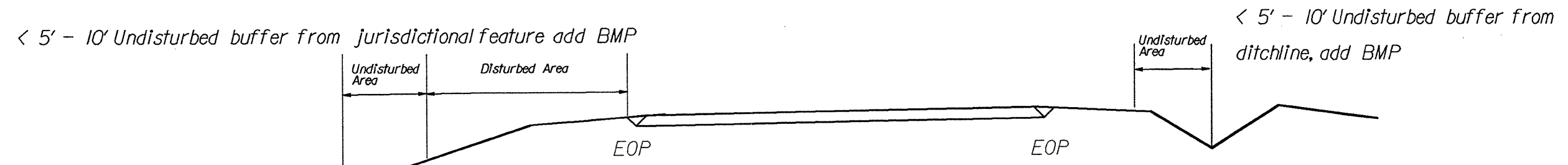
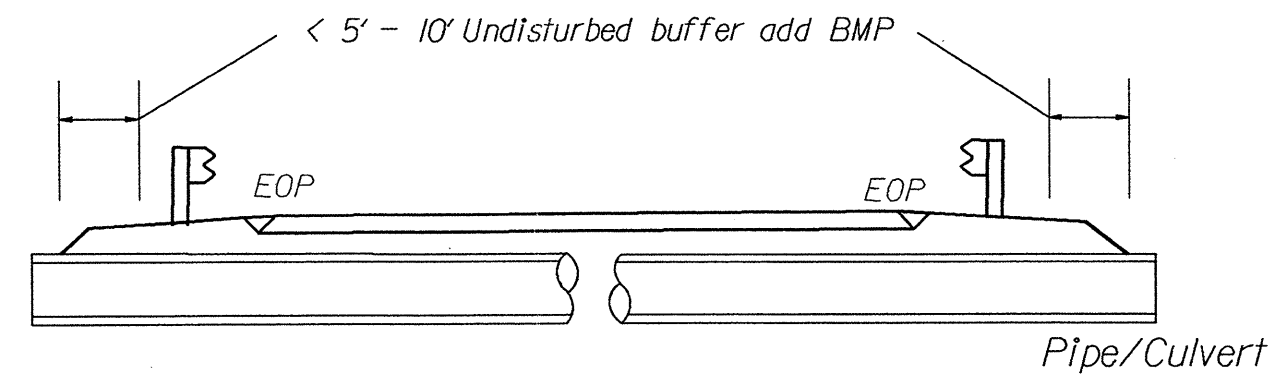


BRIDGE DRAWING FOR NC 42
USE FOR MAP #14

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

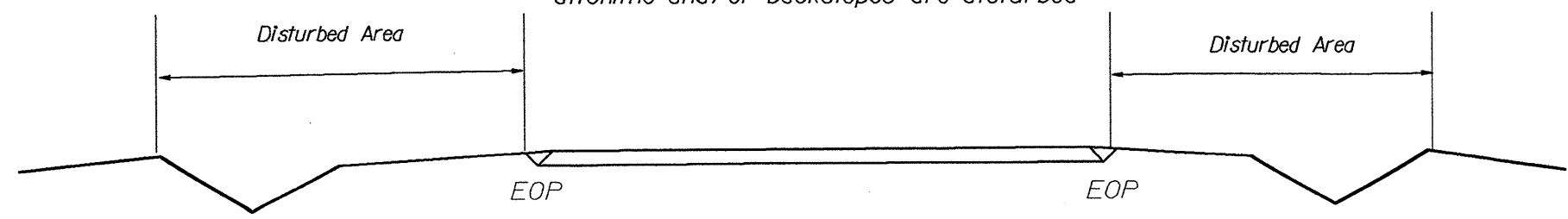
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

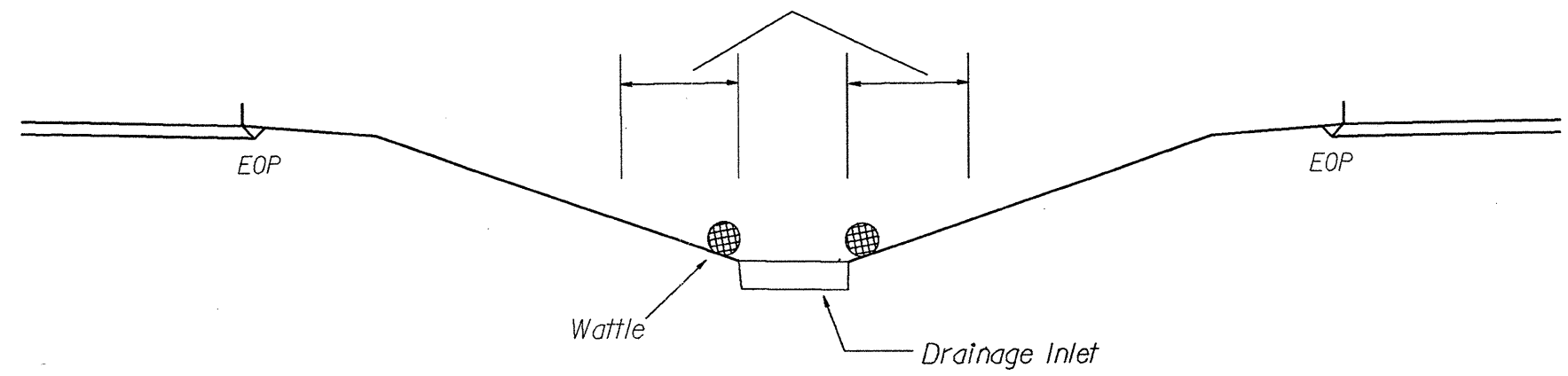


Jurisdictional Feature

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

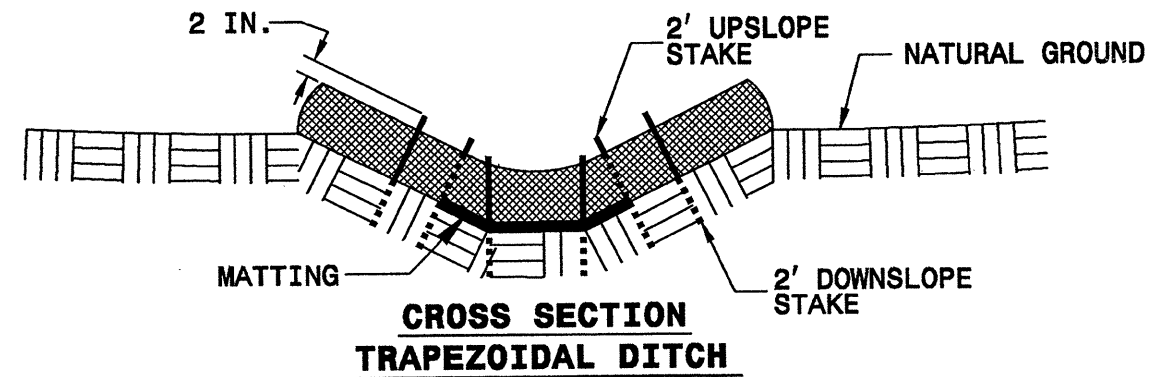
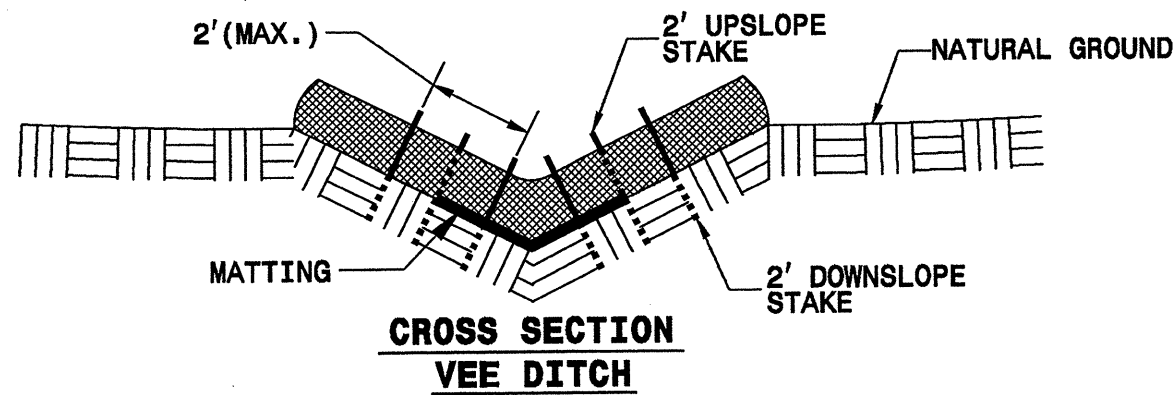
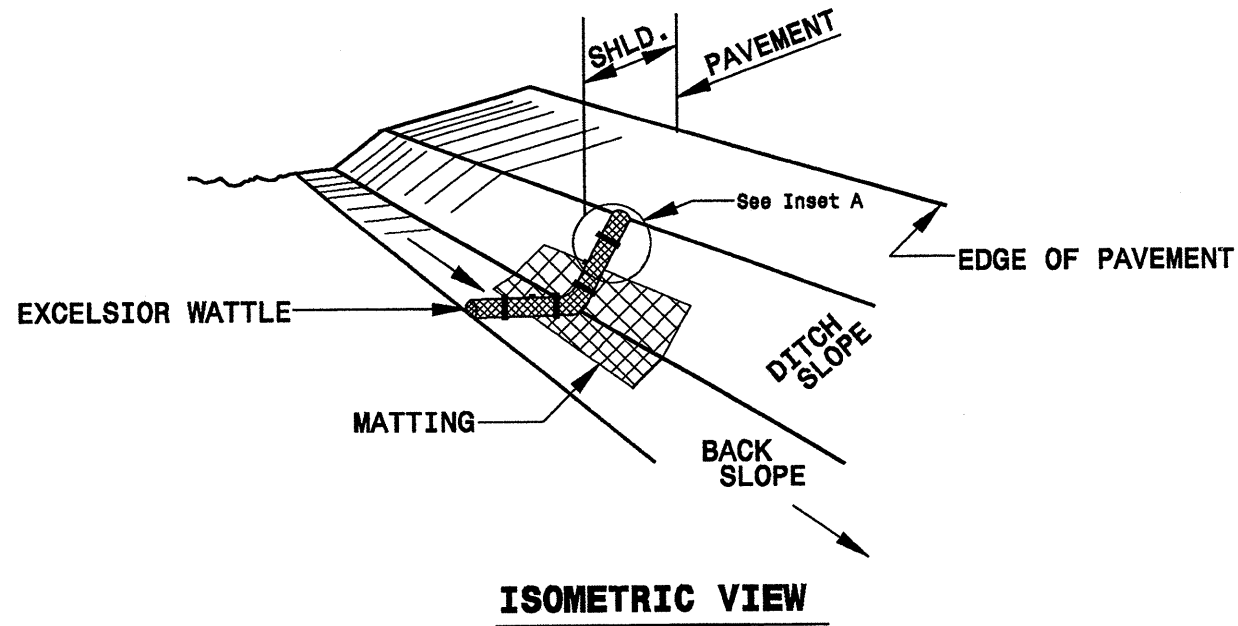


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

WATTLE DETAIL



NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

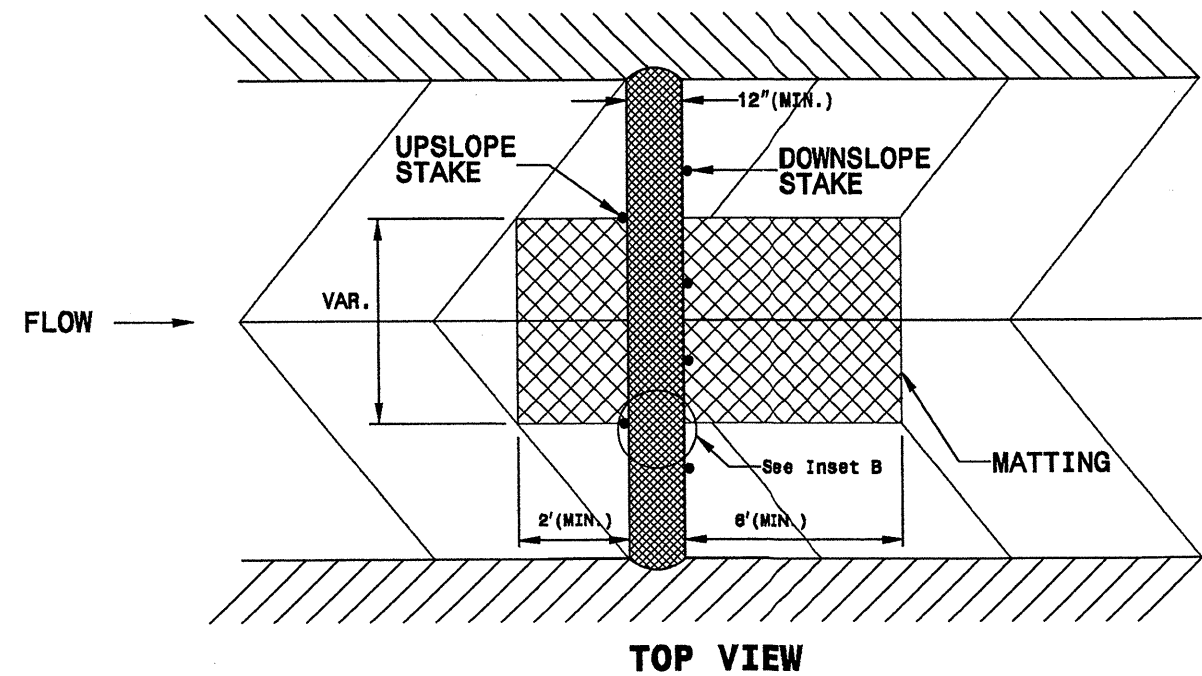
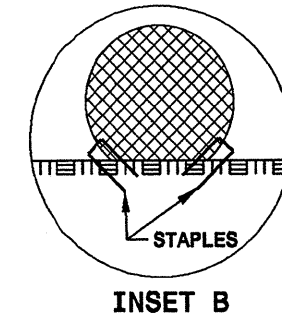
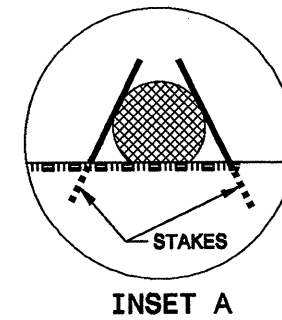
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

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

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

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



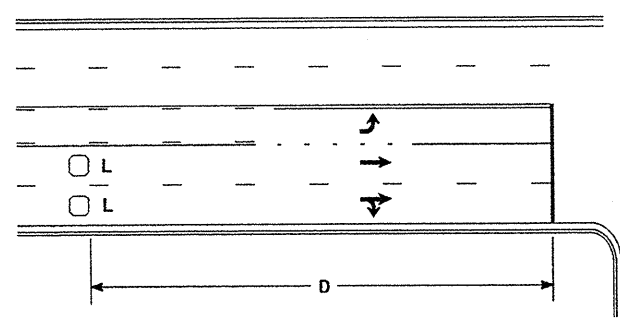
SUMMARY OF QUANTITIES

PROJECT NO. 8CR.10191.21, 8CR.20191.21 8CR.10531.20, ETC.	SHEET NO. 21	TOTAL NO.
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PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW EXCAVATION CY	AGGREGATE SHOULDER BORROW TON	INCIDENTAL STONE BASE TONS	SHOULDER CONSTRUCTION SMI	SHOULDER RECONSTRUCTION SMI	1.5" MILLING SY	12" MILLING SY	11" MILLING SY	0" TO 1.5" MILLING SY	0" TO 4" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	INTERMEDIATE COURSE, I19.0B TONS																					
																							NO	MI	FT	CY	TON	TONS	SMI	SMI	SY	SY	SY	SY	SY	SY	TONS	TONS					
8CR.10191.21	Chatham	11	NC 42	FROM BRIDGE #31 AT LEE CO. LINE TO SR 1916 (CORINTH RD.)	6	NO	NO	1.24	24		348				2.48	17,200	133				70	38	31																				
		12	NC 42	FROM SR 1916 (CORINTH RD.) TO SR 1921 (BUCKHORN RD)	3	NO	NO	0.717	24	108		40			1.43						200																						
		13	NC 42	FROM SR 1921 (BUCKHORN RD) TO SR 1918 (DICKENS RD)	5	NO	NO	0.279	24	42		50			0.56	200					270	200																					
		14	NC 42	FROM SR 1918 (DICKENS RD) TO 0.28 MI S. OF RR BRIDGE #44	7	NO	NO	1.9	24		532				3.80						270	135																					
TOTAL FOR PROJ NO. 8CR.10191.21																												4.136		150	880	90		8.27	17,400	133			540	405	38	31	
8CR.20191.21	Chatham	15	SR 1972 (PEA RIDGE RD)	FROM SR 1011 (OLD US 1) TO US 1	10	NO	NO	1.28	24		359				2.56					267	135	80	3,000																				
		16	SR 1332 (JESSIE BRIDGE RD)	FROM SR 1004 (SILER CITY SNOW CAMP RD) TO SR 1346 (SILK HOPE LIBERTY RD)	8,9	NO	NO	3.323	21		931		6.65								233	100	70	2,815																			
TOTAL FOR PROJ NO. 8CR.20191.21																												4.603			1,290		6.65	2.56		267	233		267	235	150	5,815	
8CR.10531.20	Lee	1	US 421	FROM CONST JT EAST OF NC 78 TO CONST JT EAST OF SR 1107 (FIELDS DR.)	1	NO	NO	1.71	28-58													3,000																					
		2	US 421 NBL	FROM BEGIN DIVIDED HIGHWAY TO CONST. LIMITS AT US 421 BYPASS	1,2	NO	NO	3.504	32	525					7.00							450																					
		3	US 15/501	FROM MOORE CO LINE TO US 1 (INCLUDE SLIP LANE FROM US 1)	3	NO	NO	3.475	32	510		260			6.95							215																					
TOTAL FOR PROJ NO. 8CR.10531.20																												8.689		1,035		260		13.95							3,665		
8CR.20531.20	Lee	4	SR 1593 (DOGWOOD ST)	FROM EOP AT US 421 TO EOP AT NC 42	4	NO	NO	0.284	20	20		15		0.60							225																						
		5	SR 1318 (STEEL BRIDGE ROAD)	FROM SR 1007 (PLANK RD) TO MOORE COUNTY LINE	4	NO	NO	2.5	20	360		150			5.00							225																					
		6	SR 1318 (STEEL BRIDGE ROAD)	FROM CONSTRUCTION JOINT TO NC 42	4	NO	NO	1.006	20	150		55			2.01							70																					
		7	SR 1326 (COOL SPRINGS ROAD)	FROM US 421 TO SR 1325	4	NO	NO	1.004	20	150		35			2.01							45																					
		8	SR 1294 (BRUCE COGGINS ROAD)	FROM NC 78 TO SR 1157 (HICKORY HOUSE RD)	4	NO	NO	1.184	18	175		245			2.40								90																				
		9	SR 1162 (SHERRIFF WATSON ROAD)	FROM SR 1144 (GREENWOOD RD) TO SR 1163 (HOLDER RD)	4	NO	NO	1.42	20	60		140			2.84								115																				
10	SR 1520 (ROSSER RD)	FROM US 421 TO R/R TRACKS	4	NO	NO	0.61	22	90		30			1.23								50																						
TOTAL FOR PROJ NO. 8CR.20531.20																												8.008		1,005		670		16.09							820		
GRAND TOTAL																												25.436		2,190	2,170	1,020	6.65	40.87	17,400	400	233		540	267	5,125	188	5,846

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH MI	WIDTH FT	SURFACE COURSE, S9.5B TONS	LEVELING COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ASPHALT SURFACE TREATMENT, MATCOAT, #6M STONE SY	ASPHALT SURFACE TREATMENT, TRIPLE SEAL SY	JOINT REPAIR TON	ADJUST MANHOL ES EA	ADJUST METER OR VALVE BOX EA EA	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC	INDUCTIVE LOOP SAWCUT LF	PORTABLE LIGHTING LS																				
																							NO	MI	FT	TONS	TONS	TON	TONS	TONS	SY	SY	TON	EA	EA	LF	LF	AC	LF	LS		
8CR.10191.21	Chatham	11	NC 42	FROM BRIDGE #31 AT LEE CO. LINE TO SR 1916 (CORINTH RD.)	6	1.24	24	1,718			106	170																														
		12	NC 42	FROM SR 1916 (CORINTH RD.) TO SR 1921 (BUCKHORN RD)	3	0.717	24	960	60		61								14	50	0.72		*																			
		13	NC 42	FROM SR 1921 (BUCKHORN RD) TO SR 1918 (DICKENS RD)	5	0.279	24	370			22	25	3,930						10		0.28																					
		14	NC 42	FROM SR 1918 (DICKENS RD) TO 0.28 MI S. OF RR BRIDGE #44	7	1.9	24	2,540	563		189	100	26,800																													
TOTAL FOR PROJ NO. 8CR.10191.21																										4.136		5,588	623		378	295	30,730					24	50	1.00		1
8CR.20191.21	Chatham	15	SR 1972 (PEA RIDGE RD)	FROM SR 1011 (OLD US 1) TO US 1	10	1.28	24	2,041			270																															
		16	SR 1332 (JESSIE BRIDGE RD)	FROM SR 1004 (SILER CITY SNOW CAMP RD) TO SR 1346 (SILK HOPE LIBERTY RD)	8,9	3.323	16	1,003			198			41,000																												
TOTAL FOR PROJ NO. 8CR.20191.21																										4.603		3,044			468		41,000									1
8CR.10531.20	Lee	1	US 421	FROM CONST JT EAST OF NC 78 TO CONST JT EAST OF SR 1107 (FIELDS DR.)	1	1.71	28-58	7,915			499	100				26	30					19,000																				
		2	US 421 NBL	FROM BEGIN DIVIDED HIGHWAY TO CONST. LIMITS AT US 421 BYPASS	1,2	3.504	32	6,415			404	600							510	1,280	5.10		*																			
		3	US 15/501	FROM MOORE CO LINE TO US 1 (INCLUDE SLIP LANE FROM US 1)	3	3.475	32	6,340			399	90				400			510	1,280	5.10																					
TOTAL FOR PROJ NO. 8CR.10531.20																										8.689		20,670			1,302	790			400	26	30	1,020	2,560	10.20	19,000	1
8CR.20531.20	Lee	4	SR 1593 (DOGWOOD ST)	FROM EOP AT US 421 TO EOP AT NC 42	4	0.284	20			291	19	55				7	4	28	10	0.45																						
		5	SR 1318 (STEEL BRIDGE ROAD)	FROM SR 1007 (PLANK RD) TO MOORE COUNTY LINE	4	2.5	20			2,830	190	215							250	40	3.65																					
		6	SR 1318 (STEEL BRIDGE ROAD)	FROM CONSTRUCTION JOINT TO NC 42	4	1.006	20			1,077	72	80							100	20	1.46																					
		7	SR 1326 (COOL SPRINGS ROAD)	FROM US 421 TO SR 1325	4	1.004	20			1,143	77	90							100	20	1.46																					
		8	SR 1294 (BRUCE COGGINS ROAD)	FROM NC 78 TO SR 1157 (HICKORY HOUSE RD)	4	1.184	18			1,091	73	25							120	20	1.75																					
		9	SR 1162 (SHERRIFF WATSON ROAD)	FROM SR 1144 (GREENWOOD RD) TO SR 1163 (HOLDER RD)	4	1.42	20			1,670	112	15							145	30	2.10																					
10	SR 1520 (ROSSER RD)	FROM US 421 TO R/R TRACKS	4	0.61	22			770	52	40							60	10	0.90																							
TOTAL FOR PROJ NO. 8CR.20531.20																										8.008				8,872	595	520			7	4	803	150	11.77			
GRAND TOTAL																										25.436		29,302	623	8,872	2,743	1,605	30,730	41,000	400	33	34	1,847	2,760	22.97	19,000	1

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

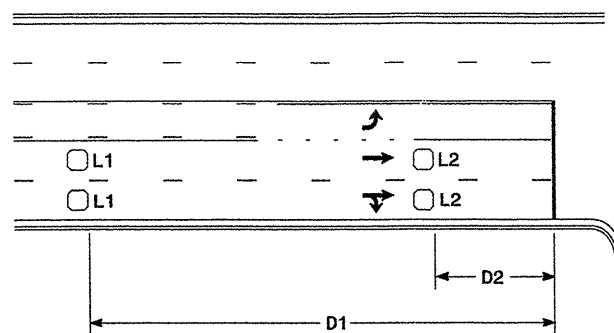


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

Volume Density Operation

OR

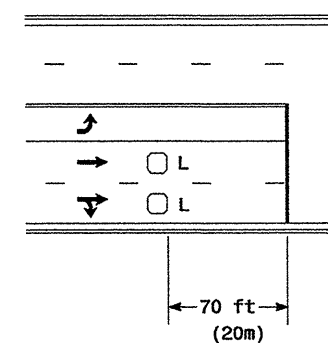


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

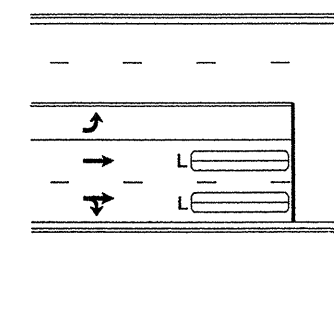
"Stretch" Operation

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



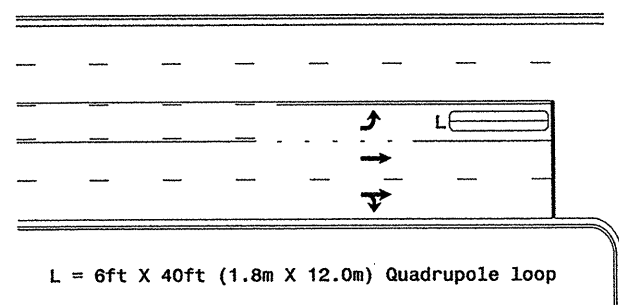
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

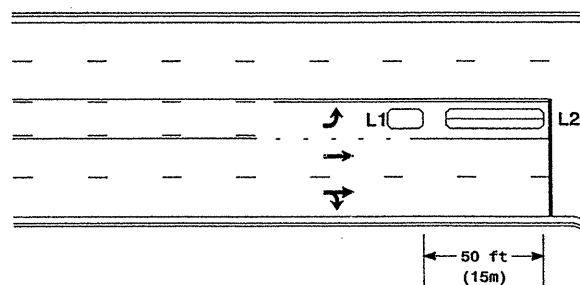
Left Turn Lane Detection



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

Presence Loop Detection

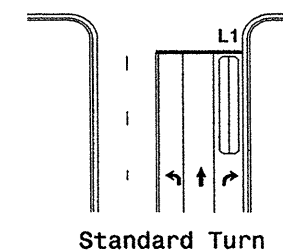
OR



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

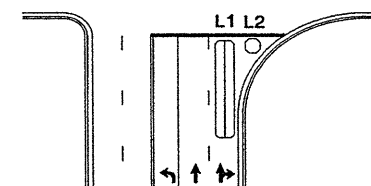
Queue Loop Detection

Right Turn Lane Detection

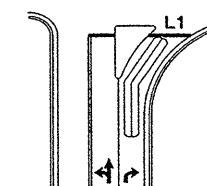


Standard Turn

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

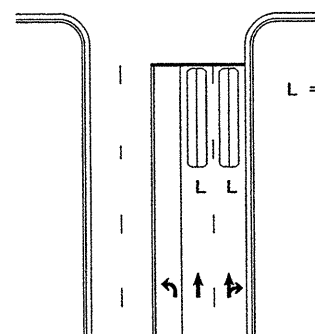


Wide Radius Turn



Channelized Turn

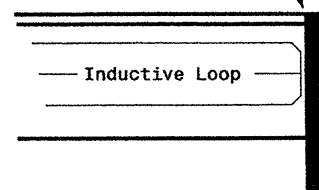
Side Street Detection



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

Presence Loop Placement at Stop Lines

Locate loop slightly
behind leading
edge of stop line



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

Recommended Number of Turns

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

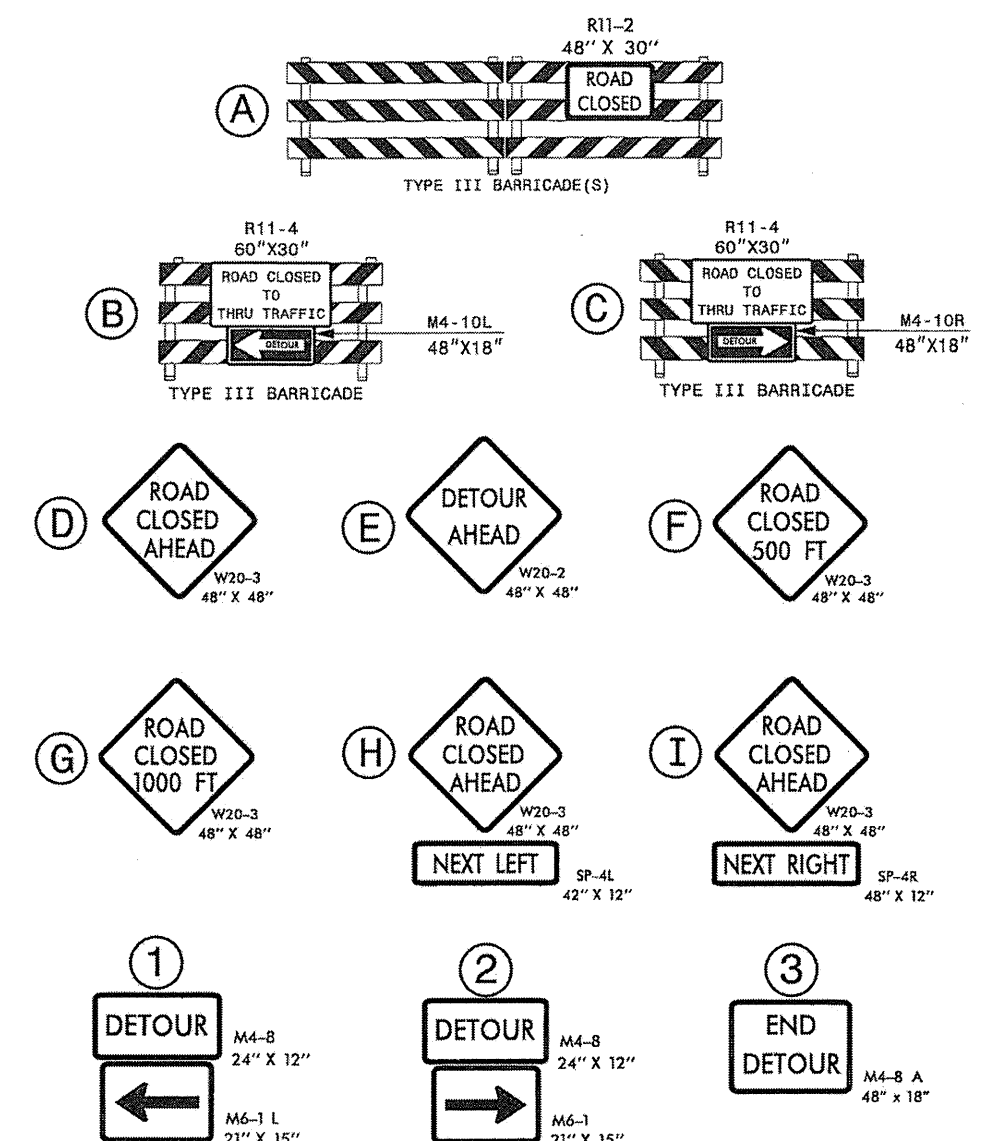
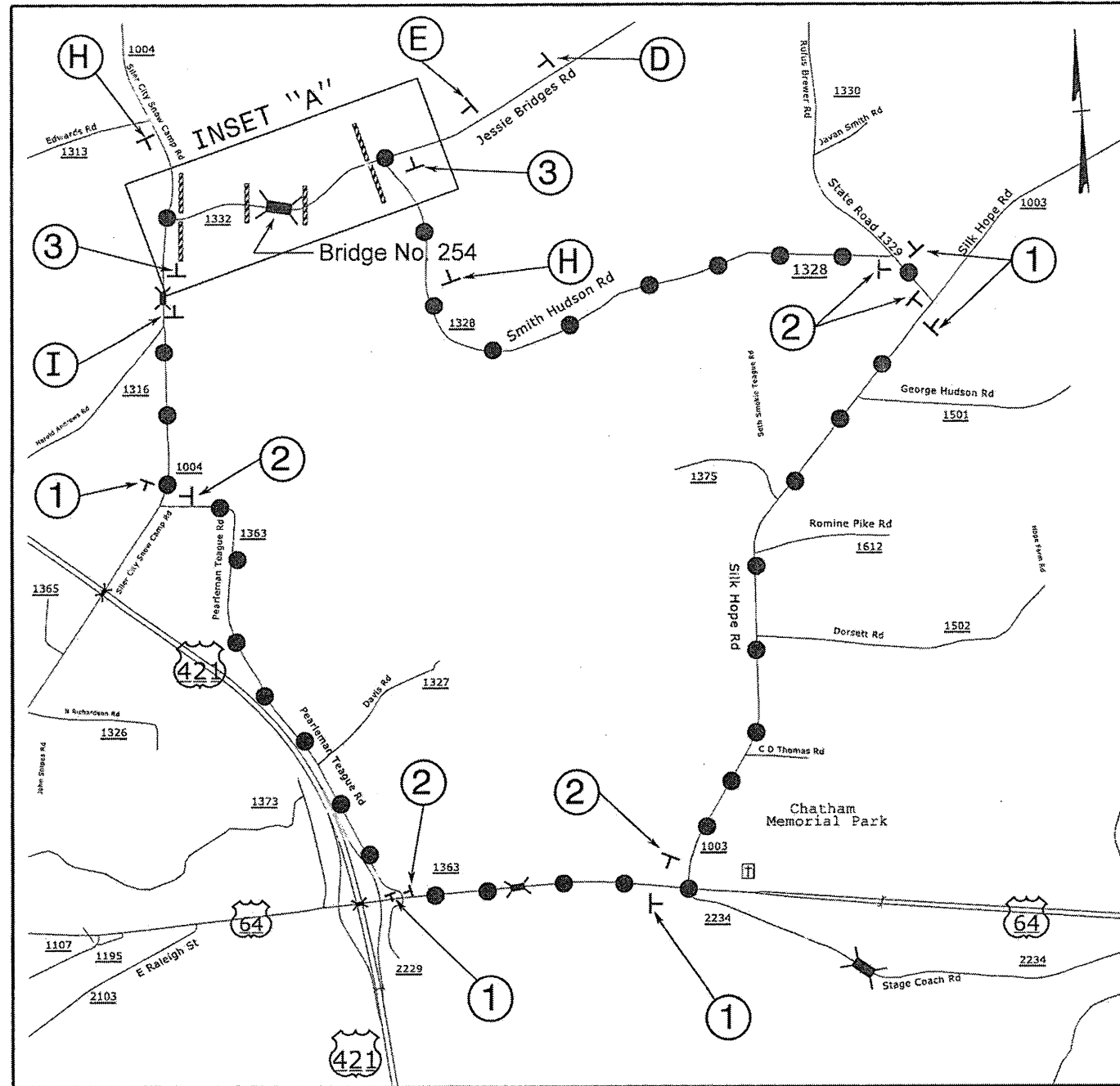
Length of Lead-in ft (m)	Number of Turns
< 250 (75)	3
250-375 (75-115)	4
375-525 (115-160)	5
> 525 (160)	6

Quadrupole loops: Use 2-4-2 turns

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

<p>Prepared in the Office of:</p>	<p>Typical Loop Locations</p>		<p>SEAL</p>
	<p>PLAN DATE: June 2006</p>	<p>REVIEWED BY:</p>	
<p>122 N. McDowell St., Raleigh, NC 27603</p>	<p>PREPARED BY: P. L. Alexander</p>	<p>REVIEWED BY:</p>	<p>SIGNATURE DATE</p>

VICINITY MAP: CHATHAM COUNTY



PHASING

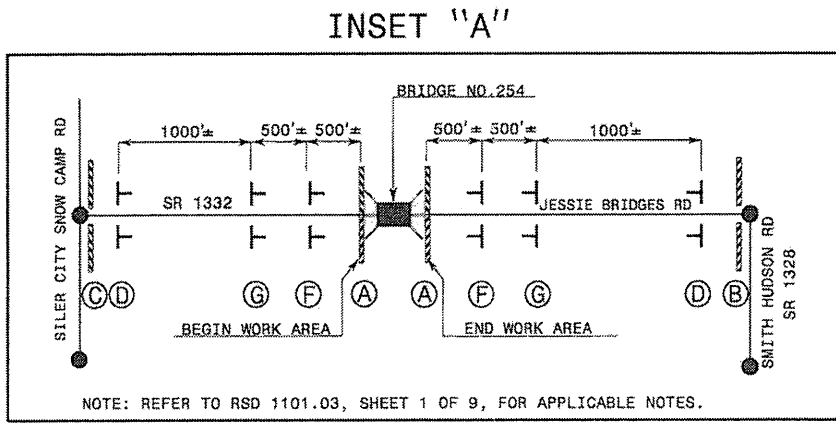
WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF STEPS 1 THRU 3 ON ONE WEEKEND FROM FRIDAY AT 8:00 P.M. TO MONDAY AT 7:00 A.M. SEE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 1:
USING RSD 1101.03, SHEET 1 OF 9, AND SHEET TMP-1, INSTALL ROAD CLOSURE AND DETOUR SIGNS, PLACE TYPE III BARRICADES TO CLOSE SR 1332 (JESSIE BRIDGES RD.) TO THROUGH TRAFFIC, AND DETOUR TRAFFIC OFFSITE.

STEP 2:
AWAY FROM TRAFFIC, COMPLETE THE FOLLOWING:
PERFORM 11" MILL AND REPLACE OPERATIONS FOR 50' EITHER SIDE OF BRIDGE NO. 254 ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER.

STEP 3:
REMOVE ALL WORK ZONE TRAFFIC CONTROL DEVICES AND DETOUR SIGNING. OPEN SR 1332 (JESSIE BRIDGES RD.) TO PROPOSED TRAFFIC PATTERN.

OFFSITE DETOUR:



NOTES:
1. ALL DETOUR SIGN LOCATIONS ARE APPROXIMATE. INSTALL AS DIRECTED BY ENGINEER.
2. INSTALL ROAD CLOSURE SIGNS ACCORDING TO RSD 1101.03, SHEET 1 OF 9. INSTALL BARRICADES "AS DIRECTED BY THE ENGINEER".

APPROVED: _____ DATE: _____

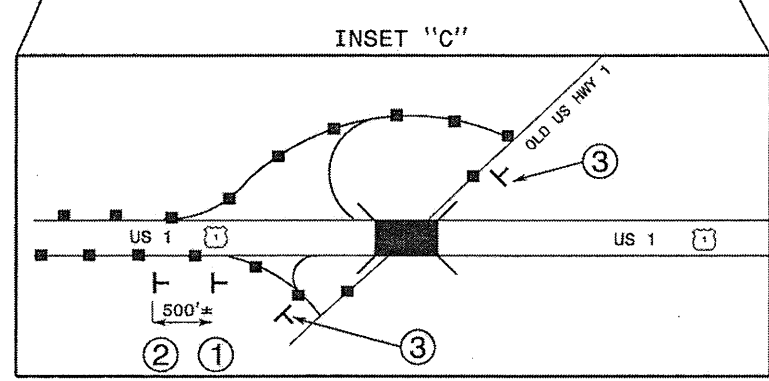
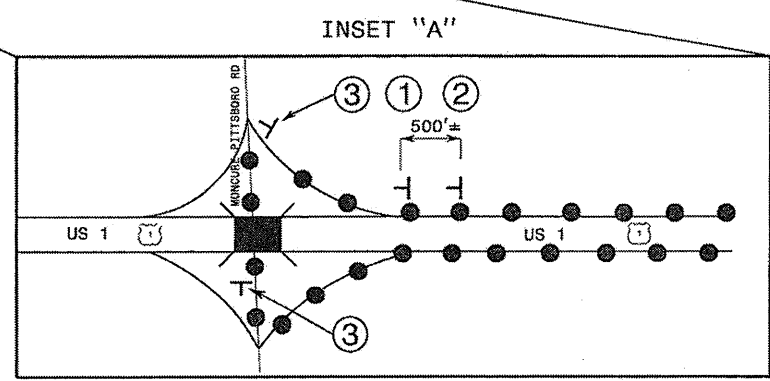
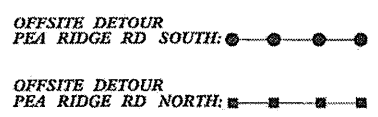
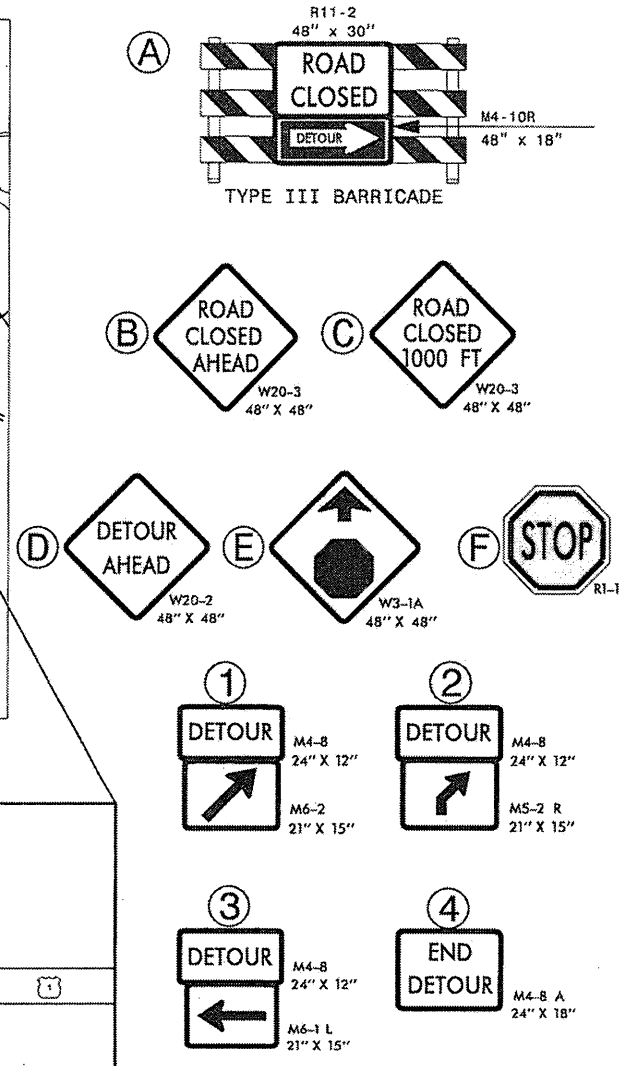
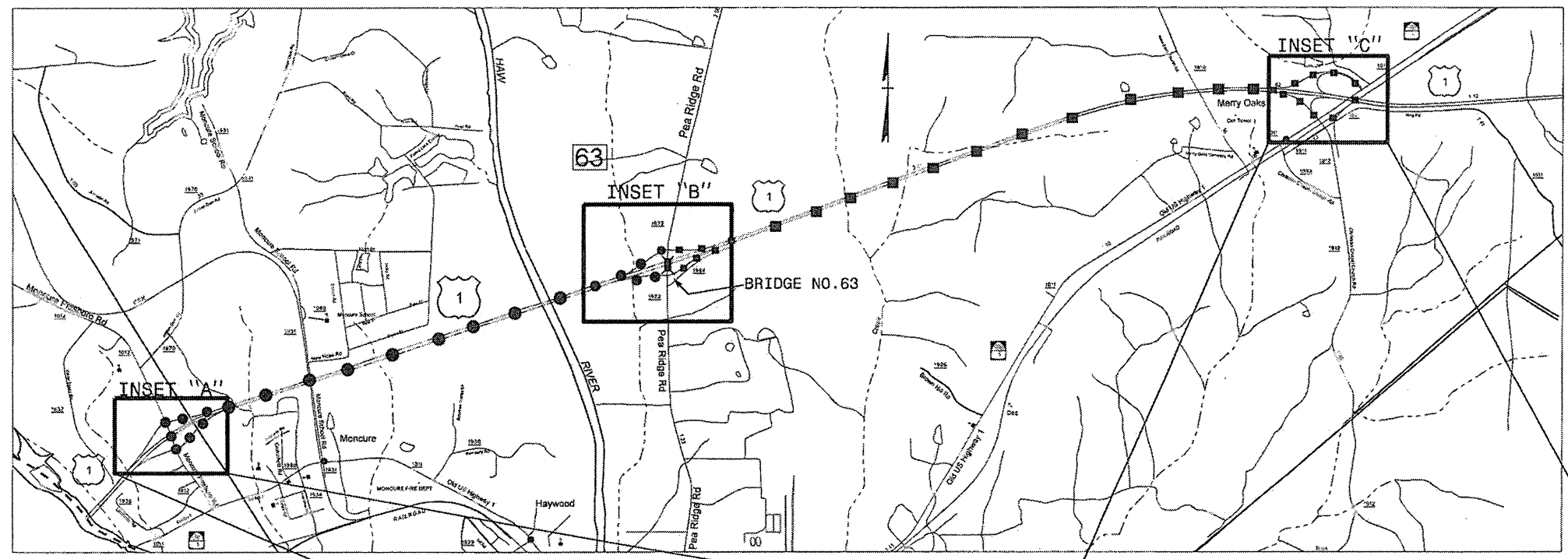
SEAL: [Professional Engineer Seal] 028380

DIVISION OF HIGHWAYS
NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

OFF-SITE DETOUR ROUTE AND BARRICADE PLACEMENT FOR ROAD CLOSURE OF SR 1332 IN CHATHAM COUNTY

7/11/2013 10:51:10 AM C:\Users\jtc\Documents\2013Resurfacing\2013Centrd\2013.Dwg\08\2013\20A-RW-8CR\1019121.8CR\1053120.Chatham-Lee-NC12.m16.CM\08 Resurfacing\Bridges *254.LC.TMP.dwg
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VICINITY MAP: CHATHAM COUNTY



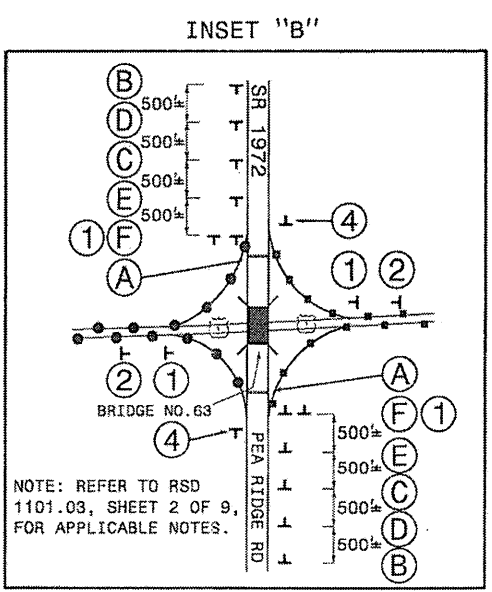
PHASING

WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF STEPS 1 THRU 3 ON ONE WEEKEND FROM FRIDAY AT 8:00 P.M. TO MONDAY AT 7:00 A.M. SEE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 1:
USING RSD 1101.03, SHEET 2 OF 9, AND SHEET TMP-3, INSTALL ROAD CLOSURE AND DETOUR SIGNS, PLACE TYPE III BARRICADES TO CLOSE SR 1972 (PEA RIDGE RD.) TO THROUGH TRAFFIC, AND DETOUR TRAFFIC OFFSITE.

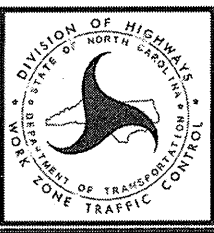
STEP 2:
AWAY FROM TRAFFIC, COMPLETE THE FOLLOWING:
PERFORM 12" MILL AND REPLACE OPERATIONS FOR 50' EITHER SIDE OF BRIDGE NO. 63 ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER.

STEP 3:
REMOVE ALL WORK ZONE TRAFFIC CONTROL DEVICES AND DETOUR SIGNING. OPEN SR 1972 (PEA RIDGE RD.) TO PROPOSED TRAFFIC PATTERN.



NOTES:
1. ALL DETOUR SIGN LOCATIONS ARE APPROXIMATE. INSTALL AS DIRECTED BY ENGINEER.
2. INSTALL ROAD CLOSURE SIGNS ACCORDING TO RSD 1101.03, SHEET 2 OF 9. INSTALL BARRICADES "AS DIRECTED BY THE ENGINEER".

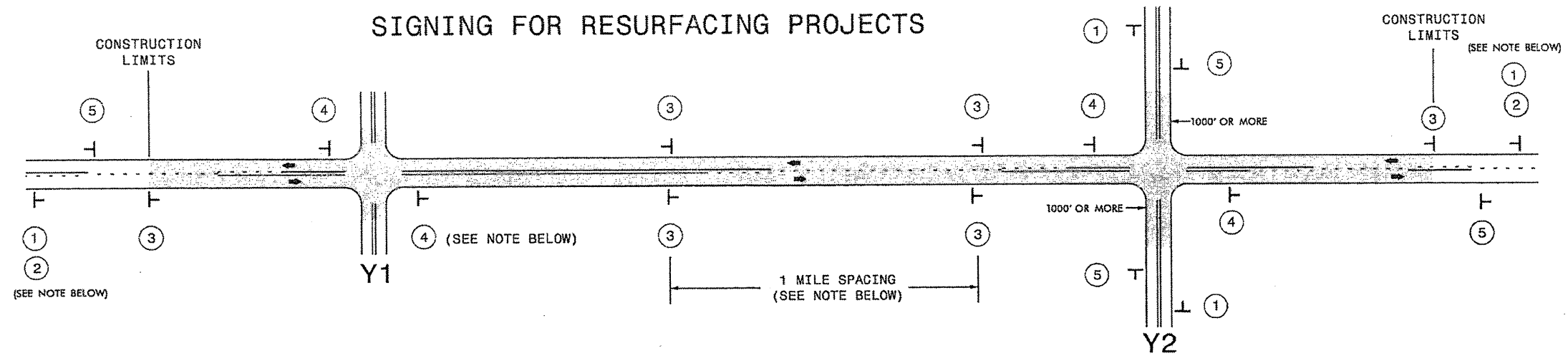
APPROVED: *[Signature]* DATE: 7/11/2013
SEAL: 028380
ENGINEER: JOSEPH S. TAYLOR



OFF-SITE DETOUR ROUTE AND BARRICADE PLACEMENT FOR ROAD CLOSURE OF SR 1972 IN CHATHAM COUNTY

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SIGNING FOR RESURFACING PROJECTS



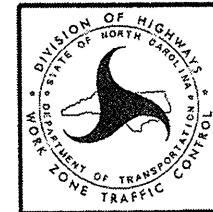
LEGEND	
T	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

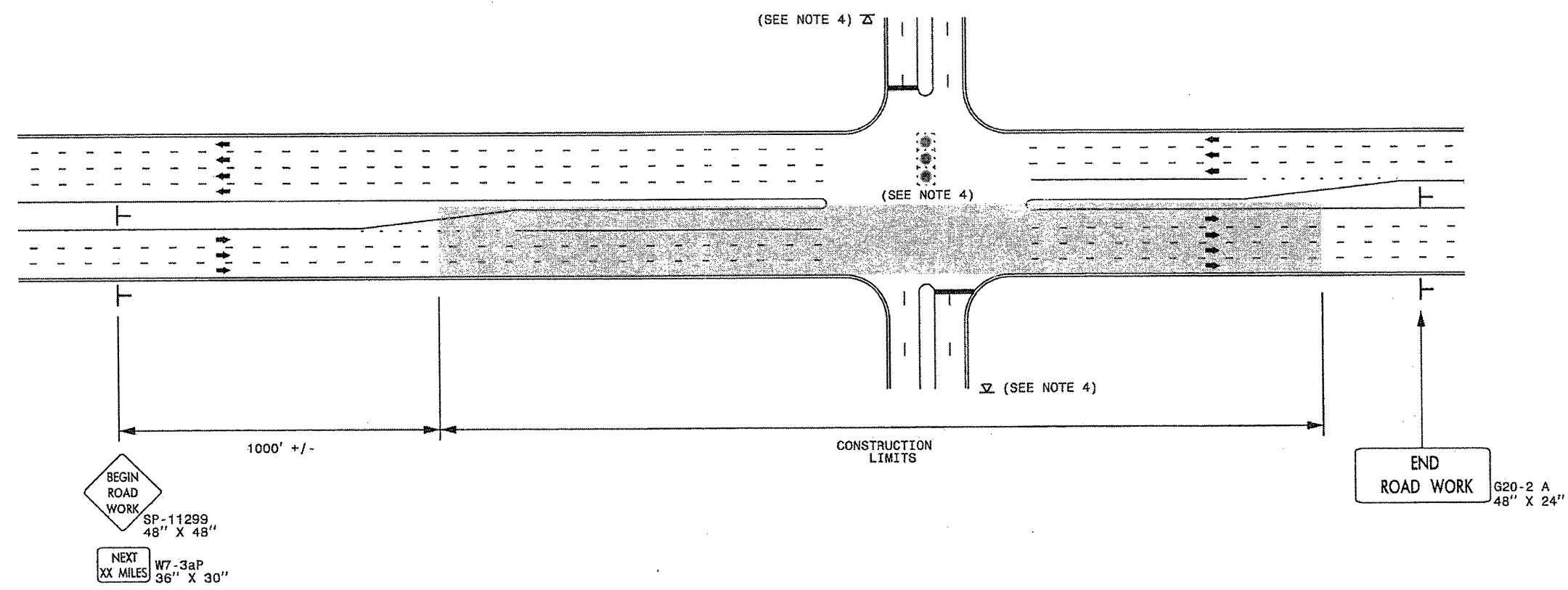
SIGNING NOTES AND PLACEMENT PER DIRECTION	1	2	3	4	5		
						<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED 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>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 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
2 LANE ROADWAYS

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) USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AND 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	
T	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW

	RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES
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6/26/2013
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