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LIMIT OF  
MAP 1a

501

501

501

LIMIT OF  
PROJECT  
U-5516

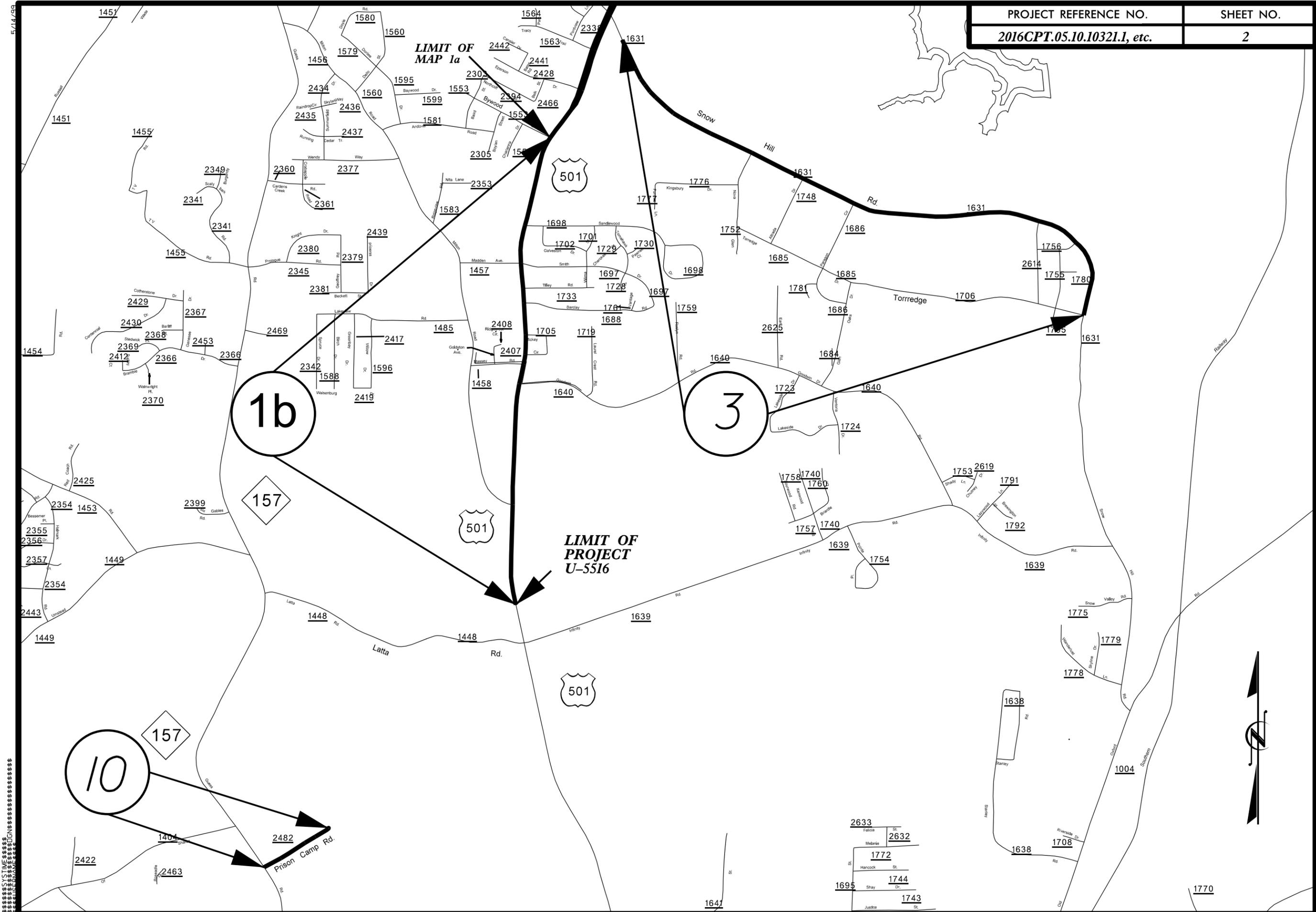
1b

3

10

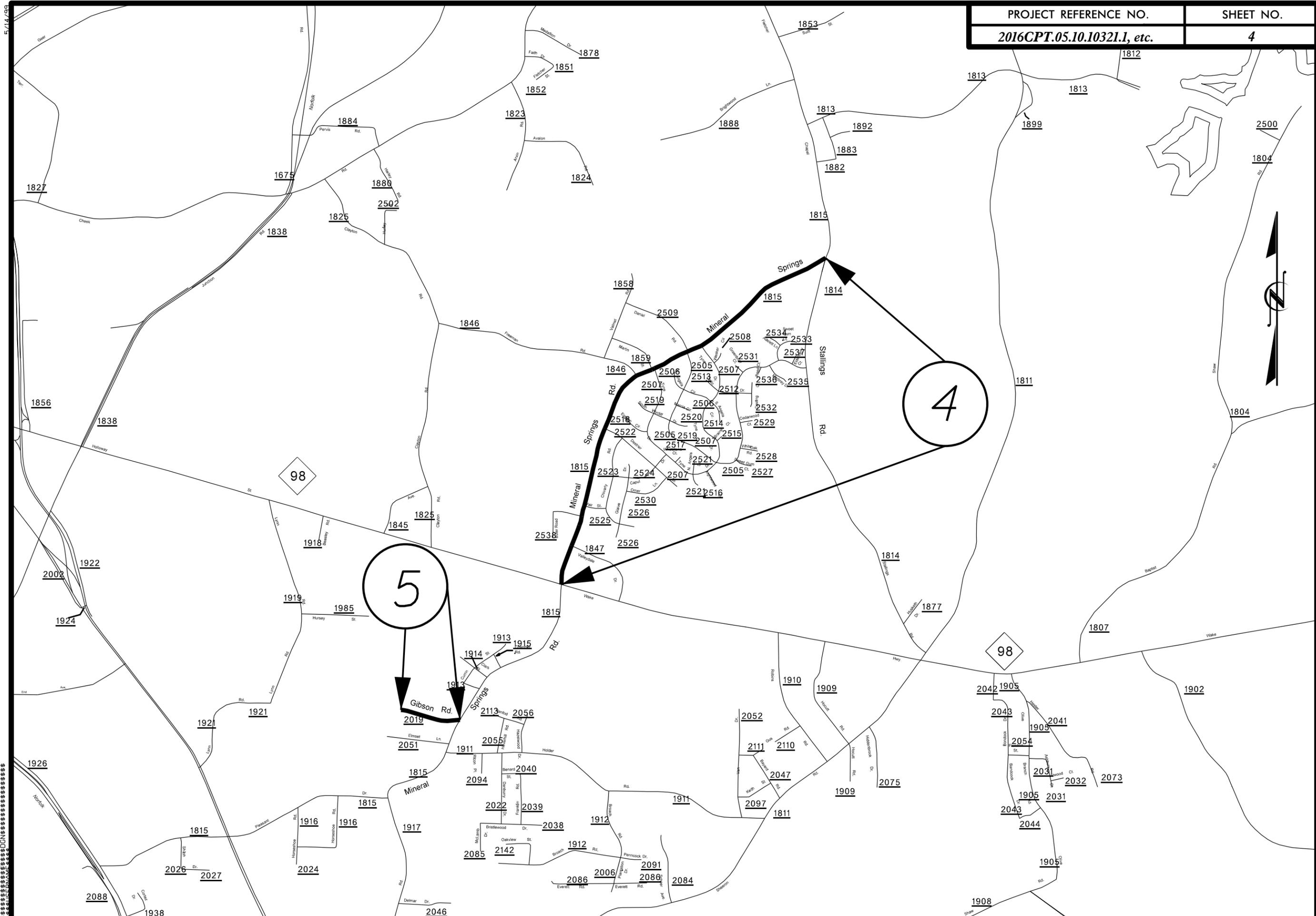
157

157

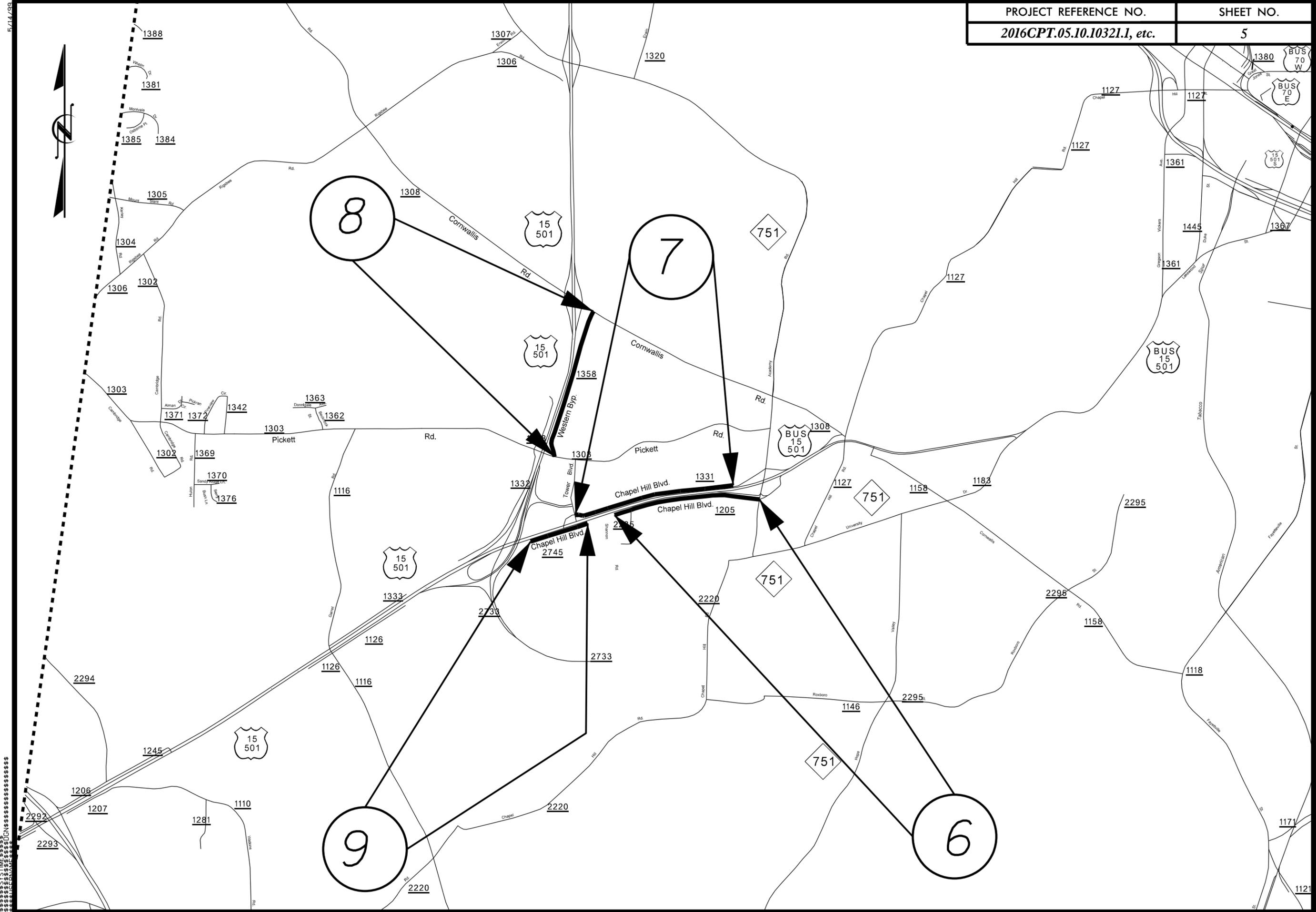


5/14/99  
CUSTOMER'S USE ONLY  
DO NOT SCALE  
THIS DRAWING  
FOR CONSTRUCTION





5/14/09  
 CUSTOMER'S USE ONLY  
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 2016 CPT.05.10.10321.1, etc.



5/14/99

SYTIME



5/14/99

# PAVEMENT SCHEDULE

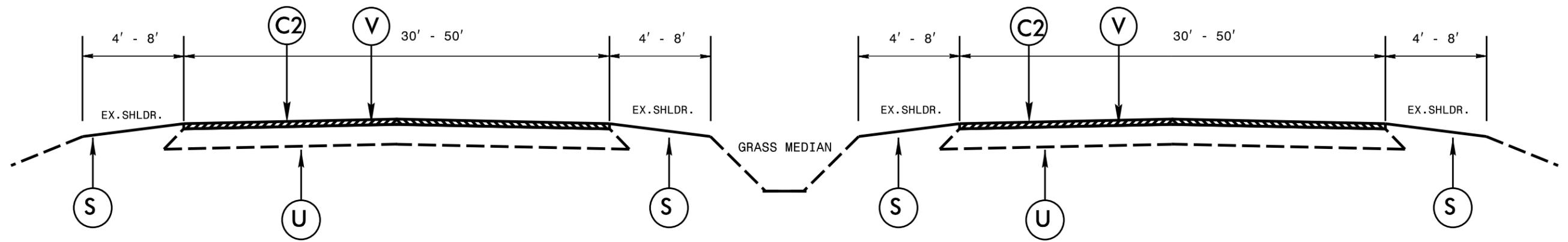
PROJECT REFERENCE NO.

SHEET NO.

2016CPT.05.10.10321.1, etc.

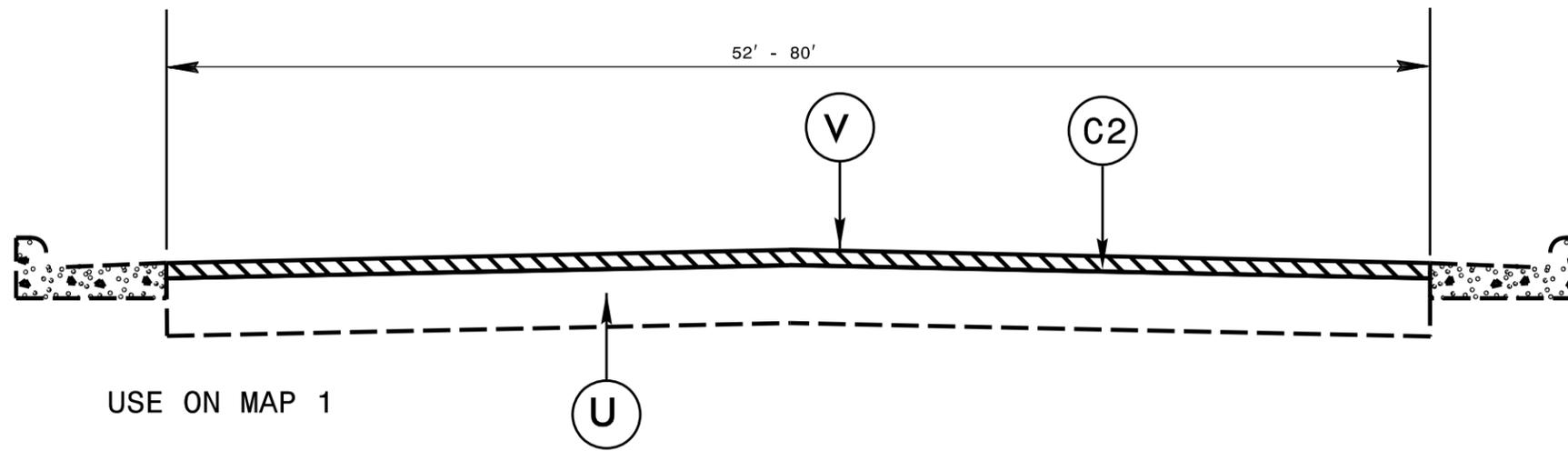
7

C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
S	PROP. SHOULDER RECONSTRUCTION IN AREAS ONLY AS DIRECTED BY THE ENGINEER
V	1½" MILLING



USE ON MAP 1

TYPICAL SECTION NO. 2

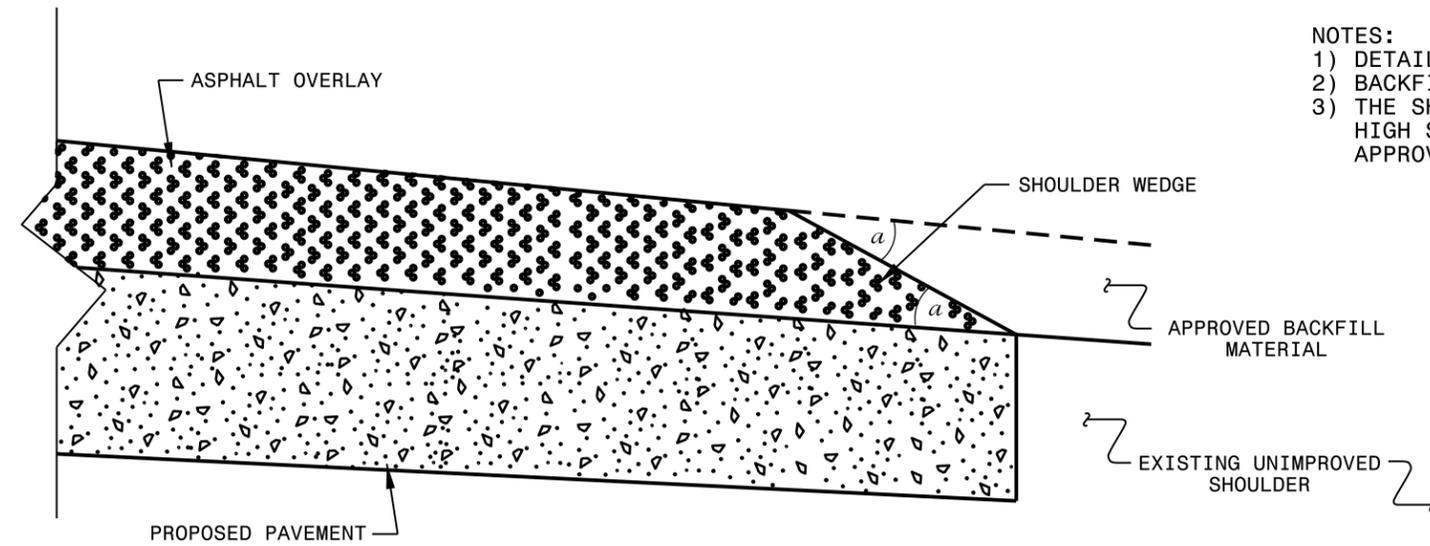


USE ON MAP 1

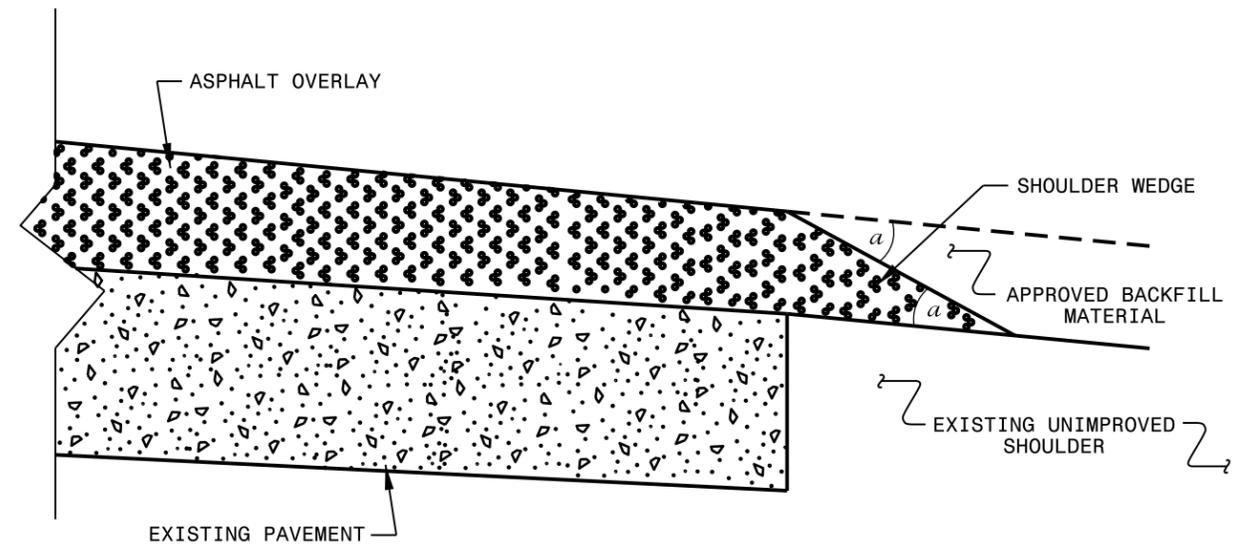
TYPICAL SECTION NO. 3

5/14/99

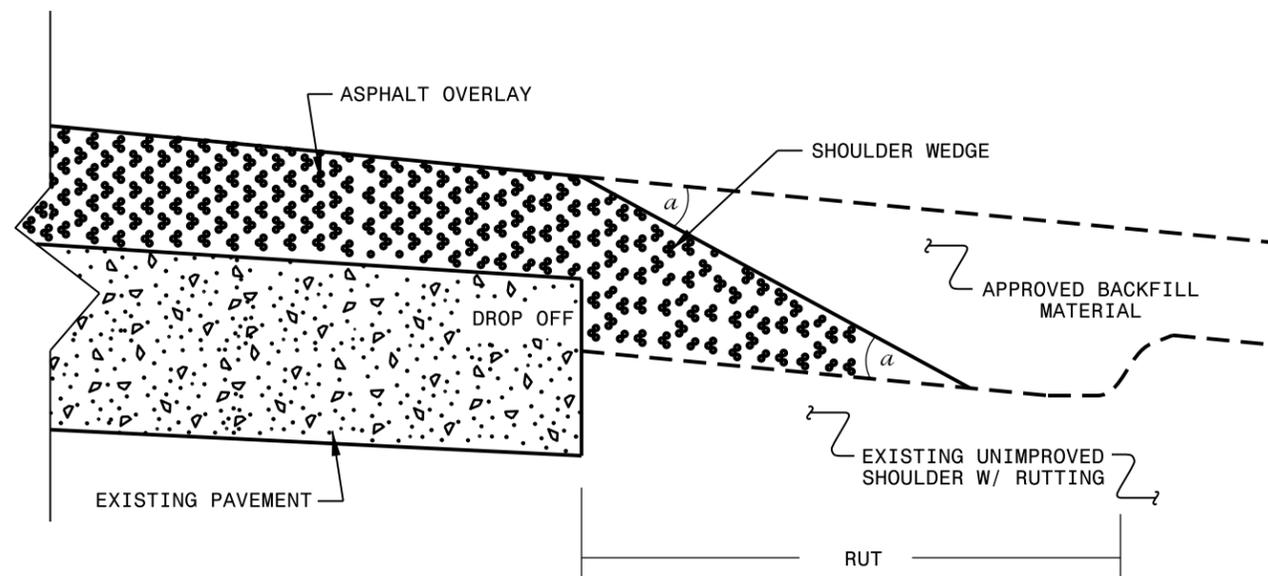
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ NO Widening)

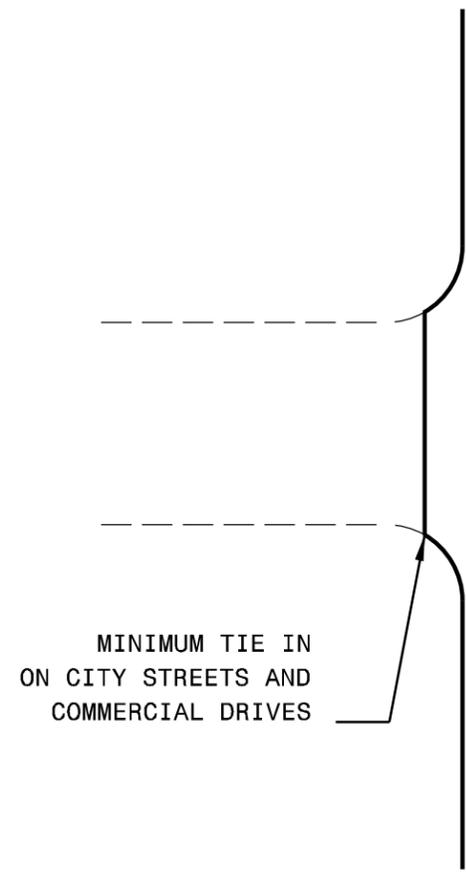


**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to  
 Rutted Shoulder)

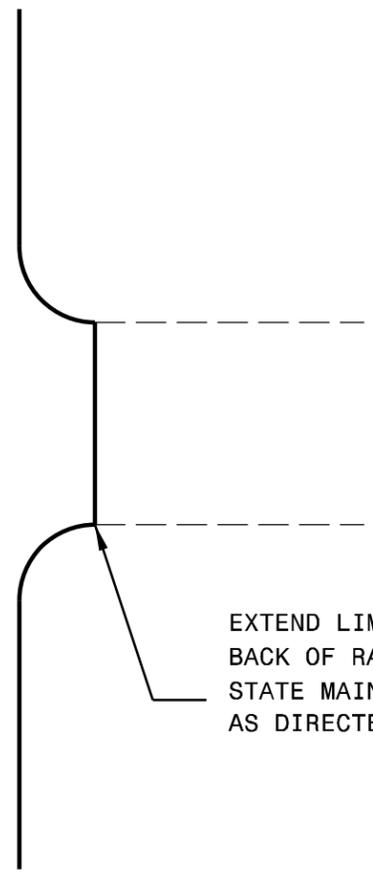
- SHOULDER WEDGE ANGLE = 30°

<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:		
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn			

24-MAR-2016 11:45  
 S:\Contracts\Resurfacing Projects\Shoulder Wedge Details\Revised Shoulder Wedge Detail.dgn  
 \*\*\*\*\*USERNAME\*\*\*\*\*

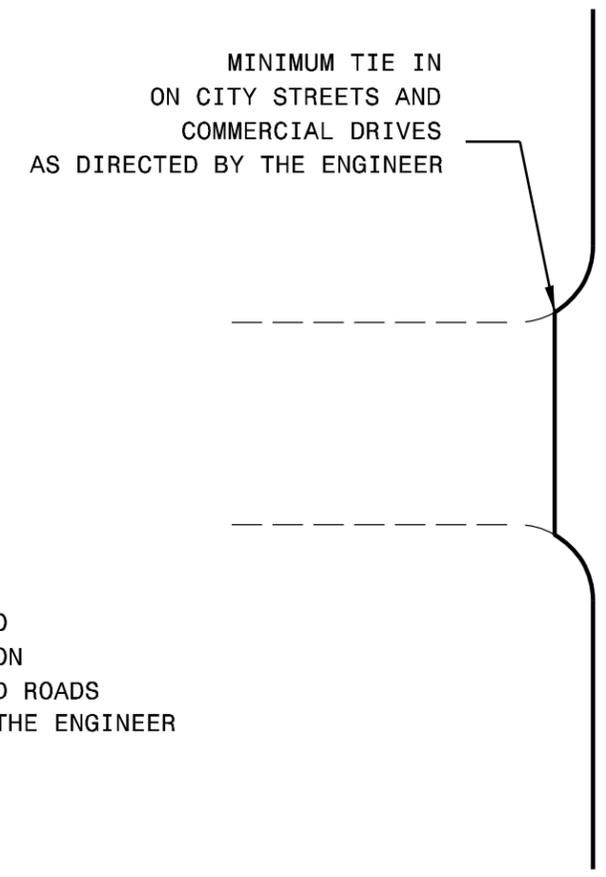


MINIMUM TIE IN  
ON CITY STREETS AND  
COMMERCIAL DRIVES

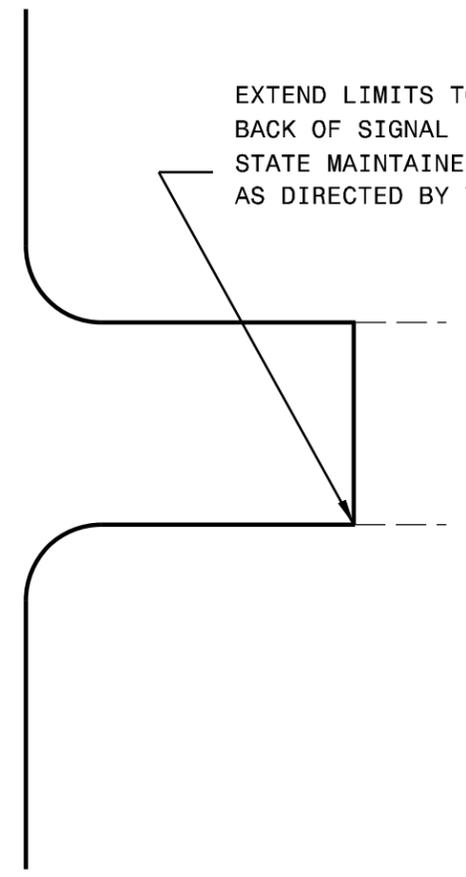


EXTEND LIMITS TO  
BACK OF RADIUS ON  
STATE MAINTAINED ROADS  
AS DIRECTED BY THE ENGINEER

DETAIL OF PROJECT LIMITS AT  
UNSIGNALIZED Y LINES



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



EXTEND LIMITS TO  
BACK OF SIGNAL LOOPS ON  
STATE MAINTAINED ROADS  
AS DIRECTED BY THE ENGINEER

DETAIL OF PROJECT LIMITS AT  
SIGNALIZED Y LINES

**DIVISION OF HIGHWAYS  
 STATE OF NORTH CAROLINA**

***SOIL STABILIZATION TIMEFRAMES***

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
<b>PERIMETER DIKES, SWALES, DITCHES AND SLOPES</b>	<b>7 DAYS</b>	<b>NONE</b>
<b>HIGH QUALITY WATER (HOW) ZONES</b>	<b>7 DAYS</b>	<b>NONE</b>
<b>SLOPES STEEPER THAN 3:1</b>	<b>7 DAYS</b>	<b>IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.</b>
<b>SLOPES 3:1 OR FLATTER</b>	<b>14 DAYS</b>	<b>7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.</b>
<b>ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1</b>	<b>14 DAYS</b>	<b>NONE, EXCEPT FOR PERIMETERS AND HOW ZONES.</b>

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.05.10.10321.1, 2016CPT.05.10.20321.1	11	

### SUMMARY OF QUANTITIES

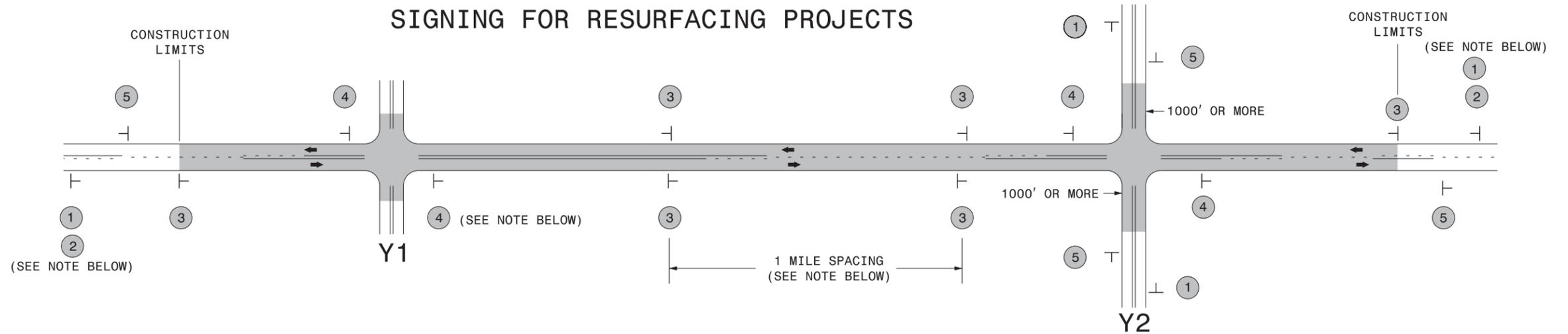
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW CY	SHOULDER RECONSTRUCTION SMI	1½" MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TONS	ADJUST MANHOLES EA	TEMP SILT FENCE LF	WATTLES LF	SEED & MULCHING AC	INDUCTIVE LOOP LF
2016CPT.05.10.10321.1	Durham	1a	US 501	SR 1553 - BYWOOD DR TO PERSON CO. LINE	2,3	4	NO	NO	9.64	60-80	964	9.64	367,206		32,450	1,915	1,000	3	699	1,750	6.99	3,500
		1b	US 501	LIMIT OF U-5516 (890' NORTH OF SR 1448 - LATTA RD) TO SR 1553 - BYWOOD DR	3	5	NO	NO	2.069	52-80			69,587		6,151	363	220	3				2,100
<b>TOTAL FOR PROJ NO. 2016CPT.05.10.10321.1</b>									<b>11.709</b>		<b>964</b>	<b>9.64</b>	<b>436,793</b>		<b>38,601</b>	<b>2,278</b>	<b>1,220</b>	<b>6</b>	<b>699</b>	<b>1,750</b>	<b>6.99</b>	<b>5,600</b>
2016CPT.05.10.20321.1	Durham	2	SR 1109 - FARRINGTON MILL RD	SR 1110 - BARBEE CHAPEL RD TO CHATHAM CO.	1	2	NO	NO	2.101	24	52	0.53	31,269	2,623		157	200		38	100	0.38	
		3	SR 1631 - SNOW HILL RD	SR 1706 - TORREDGE DR TO JOINT 600' EAST OF US 501	1	2	NO	NO	2.72	26-38	68	0.68	46,802	4,146		249	270		49	130	0.49	520
		4	SR 1815 - MINERAL SPRINGS RD	SR 1814 - STALLINGS RD TO NC 98 - WAKE HWY	1	2	NO	NO	1.96	24-44	49	0.49	32,897	2,914		175	190	2	36	90	0.36	650
		5	SR 2019 - GIBSON RD	SR 1815 - S MINERAL SPRINGS RD TO DURHAM CITY LIMIT	1	2	NO	NO	0.26	21			3,203	284		17	26					
		6	SR 1205 - CHAPEL HILL BLVD (SRV RD)	NC 751 TO END	1	2	NO	NO	0.65	24-36			9,746	864		52	65	1				408
		7	SR 1331 - CHAPEL HILL BLVD (SRV RD)	TOWER BLVD TO END	1	2	NO	NO	0.71	24-28			10,792	956		57	75	1				
		8	SR 1358 - WESTERN BYP (SRV RD)	SR 1308 - CORNWALLIS RD TO SR 1303 - PICKETT RD	1	2	NO	NO	0.67	22-23			8,867	786		47	67					340
		9	SR 2745 - CHAPEL HILL BLVD (SRV RD)	BEGIN MAINT. TO END	1	2	NO	NO	0.26	26			3,966	351		21	35					220
		10	SR 2482 - PRISON CAMP RD	NC 157 - GUESS RD TO EOM	1	2	NO	NO	0.331	25-37			5,021	445		27	30					
<b>TOTAL FOR PROJ NO. 2016CPT.05.10.20321.1</b>									<b>9.662</b>		<b>169</b>	<b>1.70</b>	<b>152,563</b>	<b>13,369</b>		<b>802</b>	<b>958</b>	<b>4</b>	<b>123</b>	<b>320</b>	<b>1.23</b>	<b>2,138</b>
<b>GRAND TOTAL</b>									<b>21.371</b>		<b>1,133</b>	<b>11.34</b>	<b>589,356</b>	<b>13,369</b>	<b>38,601</b>	<b>3,080</b>	<b>2,178</b>	<b>10</b>	<b>822</b>	<b>2,070</b>	<b>8.22</b>	<b>7,738</b>

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.05.10.10321.1, 2016CPT.05.10.20321.1	12	

**THERMOPLASTIC AND PAINT QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LENGTH	WIDTH	4413000000-E	4457000000-N	4510000000-N	4685000000-E		4686000000-E		4695000000-E	4710000000-E	4721000000-E	4725000000-E					4810000000-E		4820000000-E	4835000000-E	4840000000-N	4845000000-N					4900000000-N		4905000000-N					
									WORK ZONE ADVANCE/ GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	LAW ENFORCEMENT HR	4" X 90 M WHITE THERMO LF	4" X 90 M YELLOW THERMO LF	4" X 120 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	8" X 90 M YELLOW THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG SCHOOL 120 M EA	THERMO LT ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	THERMO STR & LT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	8" YELLOW PAINT LF	24" WHITE PAINT LF	PAINT MSG SCHOOL EA	PAINT LT ARROW EA	PAINT RT ARROW EA	PAINT STR ARROW EA	PAINT STR & RT ARROW EA	PAINT STR & LT ARROW EA	CRYSTAL & RED MARKERS EA	YELLOW & YELLOW MARKERS EA	SNOW PLOWABLE MARKERS EA					
2016CPT.05.10.10321.1	Durham	1a	US 501	SR 1553 - BYWOOD DR TO PERSON CO. LINE	2,3	4	9.64	60-80	1,080	0.57	12	103,726	89,705	15,905	36,100	220	650		75	12	26	7	1	139,826	105,610	220	650		75	12	26	7	1	75		1,760					
		1b	US 501	LIMIT OF U-5516 (890' NORTH OF SR 1448 - LATTA RD) TO SR 1553 - BYWOOD DR	3	5	2.069	52-80	246	0.13	12	22,262	3,100	21,966	6,908	140	525	72	64	1	18	6		30,688	25,066	140	525	72	64	1	18	6				530					
<b>TOTAL FOR PROJ NO. 2016CPT.05.10.10321.1</b>												<b>11,709</b>		<b>1,326</b>	<b>0.70</b>	<b>24</b>	<b>125,988</b>	<b>92,805</b>	<b>37,871</b>	<b>43,008</b>	<b>360</b>	<b>1,175</b>	<b>72</b>	<b>139</b>	<b>13</b>	<b>44</b>	<b>13</b>	<b>1</b>	<b>170,514</b>	<b>130,676</b>	<b>360</b>	<b>1,175</b>	<b>72</b>	<b>139</b>	<b>13</b>	<b>44</b>	<b>13</b>	<b>1</b>	<b>75</b>		<b>2,290</b>
													<b>218,793</b>		<b>80,879</b>																										
2016CPT.05.10.20321.1	Durham	2	SR 1109 - FARRINGTON MILL RD	SR 1110 - BARBEE CHAPEL RD TO CHATHAM CO.	1	2	2.101	24	236	0.06		22,607		17,000	120		44							22,607	17,000		92											139			
		3	SR 1631 - SNOW HILL RD	SR 1706 - TORREDGE DR TO JOINT 600' EAST OF US 501	1	2	2.72	26-38	305	0.09		24,085		32,662	1,700	800	324	36	23	2	2			25,785	32,662	800	24	36	23	2	2				12	180					
		4	SR 1815 - MINERAL SPRINGS RD	SR 1814 - STALLINGS RD TO NC 98 - WAKE HWY	1	2	1.96	24-44	220	0.06		16,990		23,150	1,130	300	30					2			18,120	23,150	300	30		10				2		36	190				
		5	SR 2019 - GIBSON RD	SR 1815 - S MINERAL SPRINGS RD TO DURHAM CITY LIMIT	1	2	0.26	21	30	0.01		2,798		1,716			10								2,798	1,716		10													
		6	SR 1205 - CHAPEL HILL BLVD (SRV RD)	NC 751 TO END	1	2	0.65	24-36	73	0.02		6,994		6,302	225		24			2	2				7,219	6,302		24		2	2										
		7	SR 1331 - CHAPEL HILL BLVD (SRV RD)	TOWER BLVD TO END	1	2	0.71	24-28	80	0.02		6,500		7,206	35		16								6,535	7,206		16										44			
		8	SR 1358 - WESTERN BYP (SRV RD)	SR 1308 - CORNWALLIS RD TO SR 1303 - PICKETT RD	1	2	0.67	22-23	76	0.02		7,209		6,760			18								7,209	6,760		18													
		9	SR 2745 - CHAPEL HILL BLVD (SRV RD)	BEGIN MAINT. TO END	1	2	0.26	26	41	0.01				2,720			22									2,720			22												
		10	SR 2482 - PRISON CAMP RD	NC 157 - GUESS RD TO EOM	1	2	0.331	25-37	38	0.01		3,300		3,376	70		26			1	1				3,370	3,376		26		1	1				3	22					
		<b>TOTAL FOR PROJ NO. 2016CPT.05.10.20321.1</b>												<b>9,662</b>		<b>1,099</b>	<b>0.30</b>		<b>90,483</b>		<b>104,172</b>					<b>45</b>		<b>194,535</b>									<b>45</b>			<b>51</b>	<b>575</b>
<b>GRAND TOTAL</b>												<b>21,371</b>		<b>2,425</b>	<b>1</b>	<b>24</b>	<b>216,471</b>	<b>92,805</b>	<b>138,763</b>	<b>46,288</b>	<b>1,460</b>	<b>1,689</b>	<b>108</b>	<b>175</b>	<b>18</b>	<b>46</b>	<b>15</b>	<b>1</b>	<b>264,157</b>	<b>231,568</b>	<b>1,460</b>	<b>1,437</b>	<b>108</b>	<b>175</b>	<b>18</b>	<b>46</b>	<b>15</b>	<b>1</b>	<b>126</b>	<b>575</b>	<b>2,290</b>
																<b>309,276</b>		<b>185,051</b>							<b>255</b>		<b>495,725</b>							<b>255</b>			<b>701</b>				

# SIGNING FOR RESURFACING PROJECTS



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

## MAINLINE (-L-) SIGNING

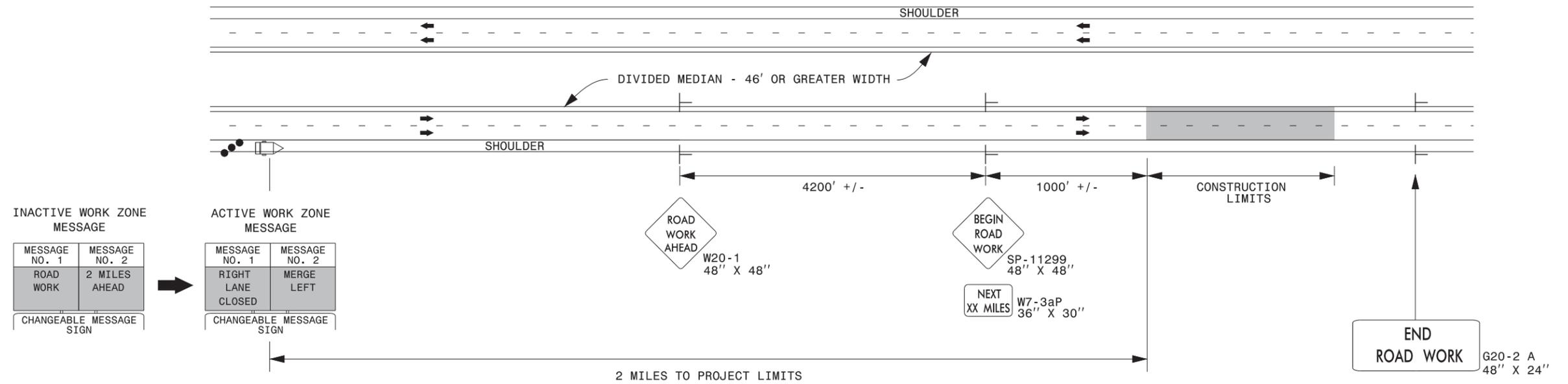
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;">                   W20-1                  48" X 48"             </div> <div style="display: flex; justify-content: space-around;">                   W20-7 A                  48" X 48"             </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</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>	

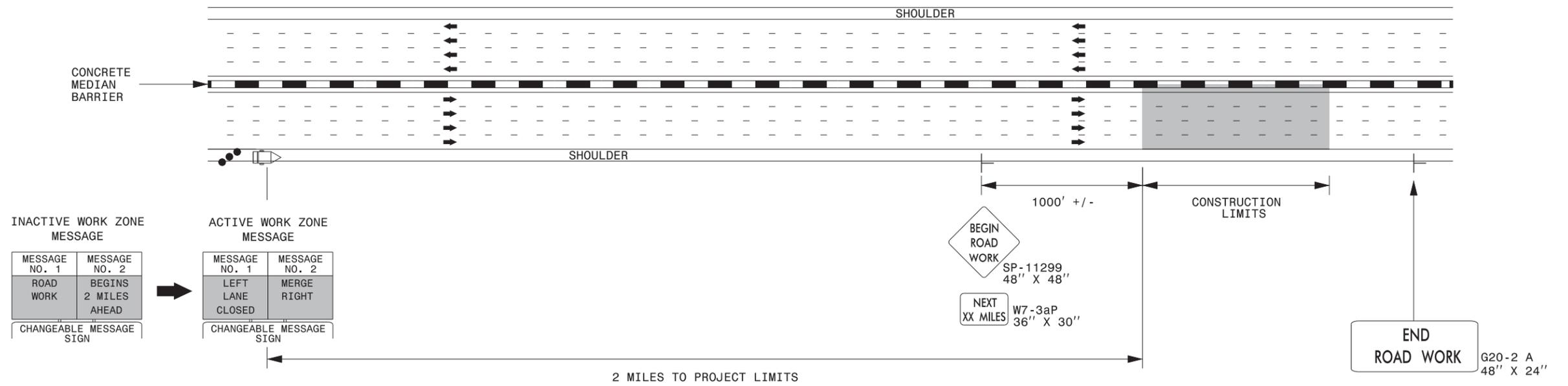
3/19/2015 C:\Users\rmgarrett\Downloads\Resurfacing\_AdvWarn\_2Ln (2).dgn User:rmgarrett

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

### DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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



**NOTES:**

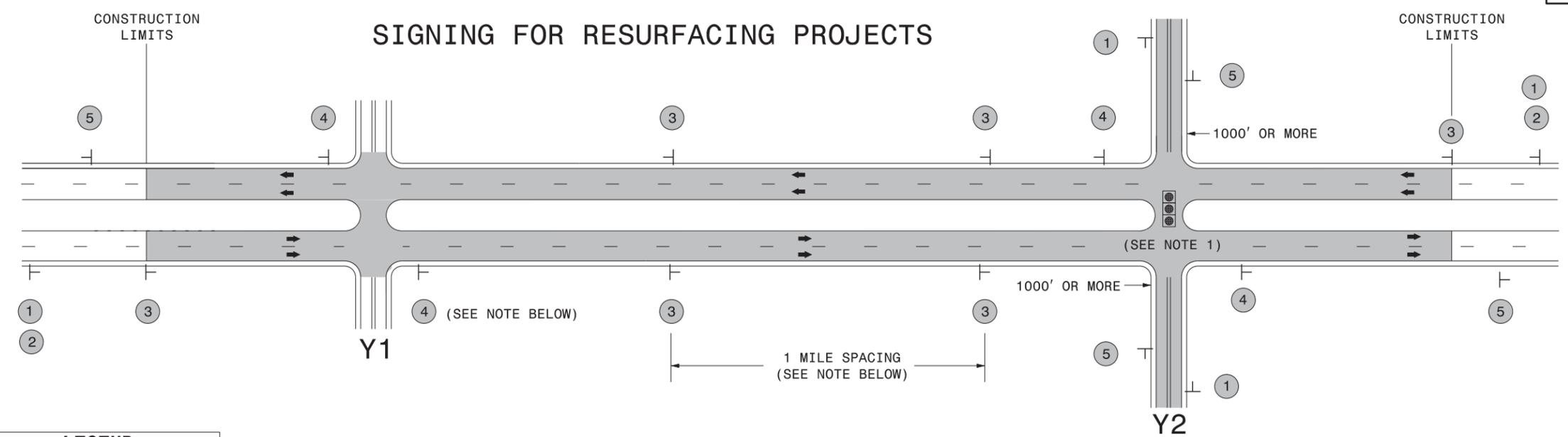
- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S 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**



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

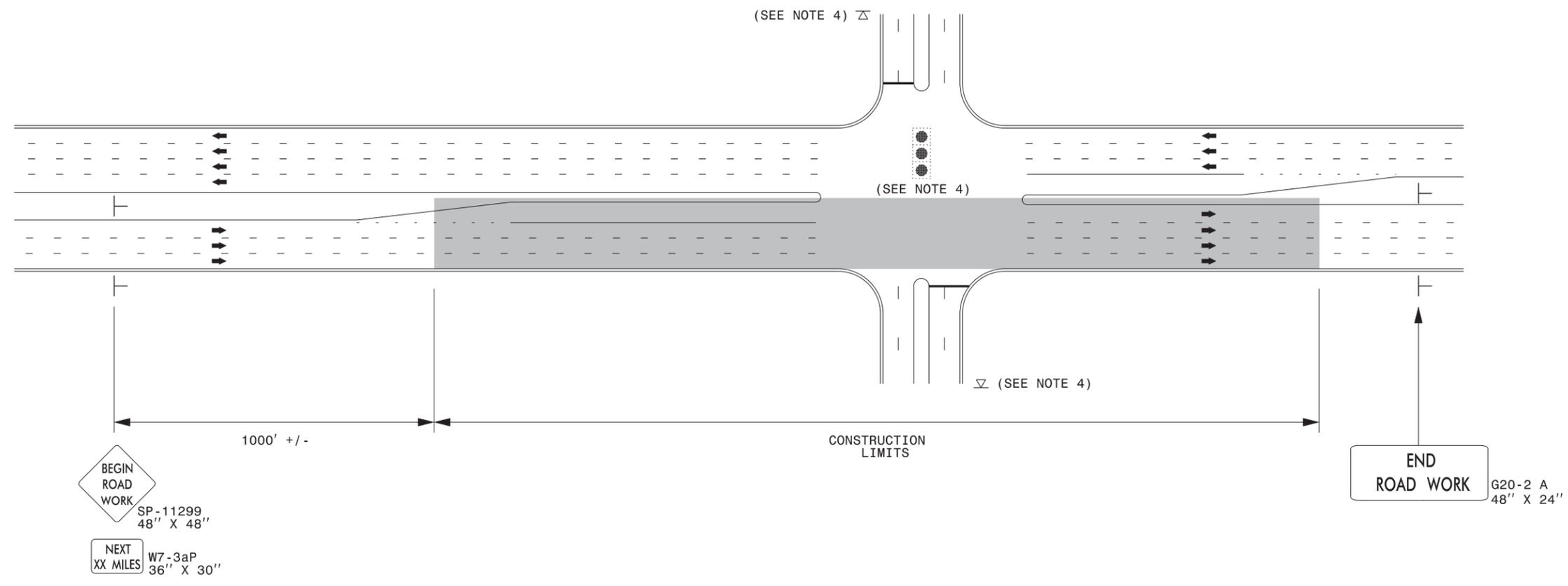
**MAINLINE (-L-) SIGNING**

**-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.	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <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>
	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		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		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		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	<p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol>	

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

## 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

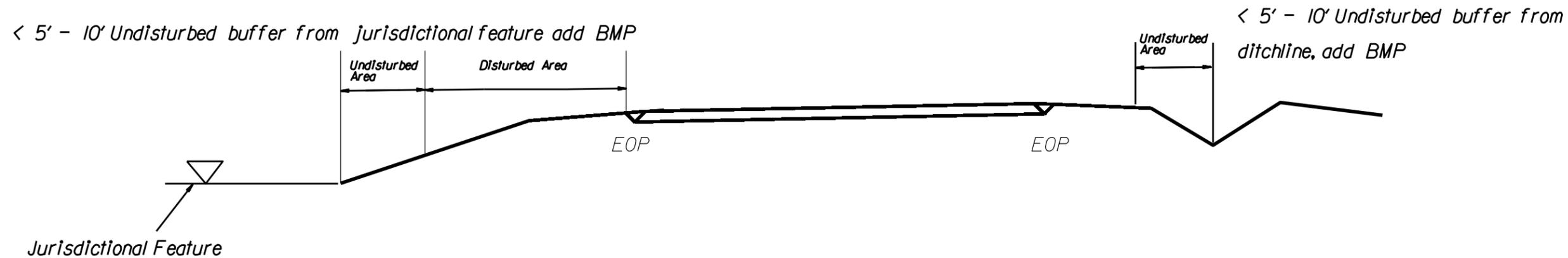
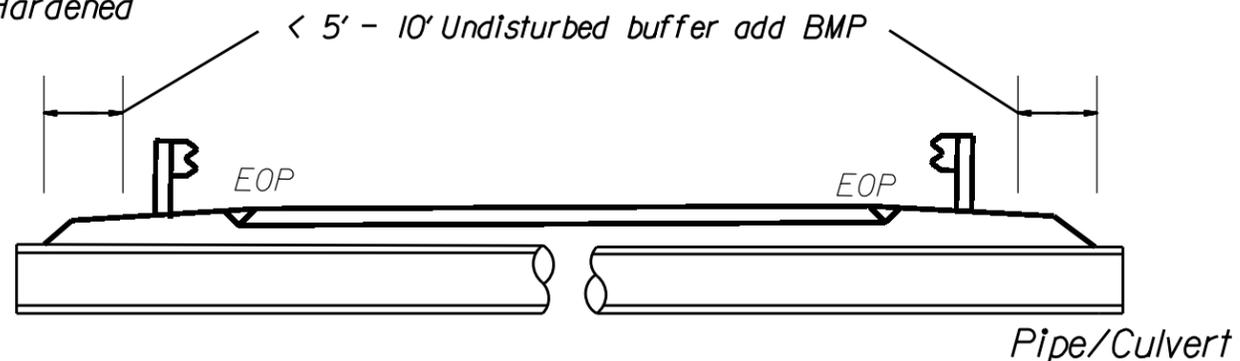
	<p><b>RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES</b></p>
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4/8/2015  
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 User:rmgarrrett

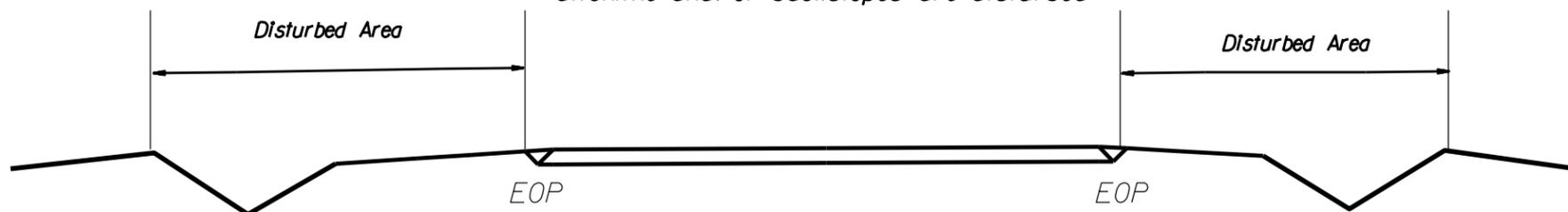
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

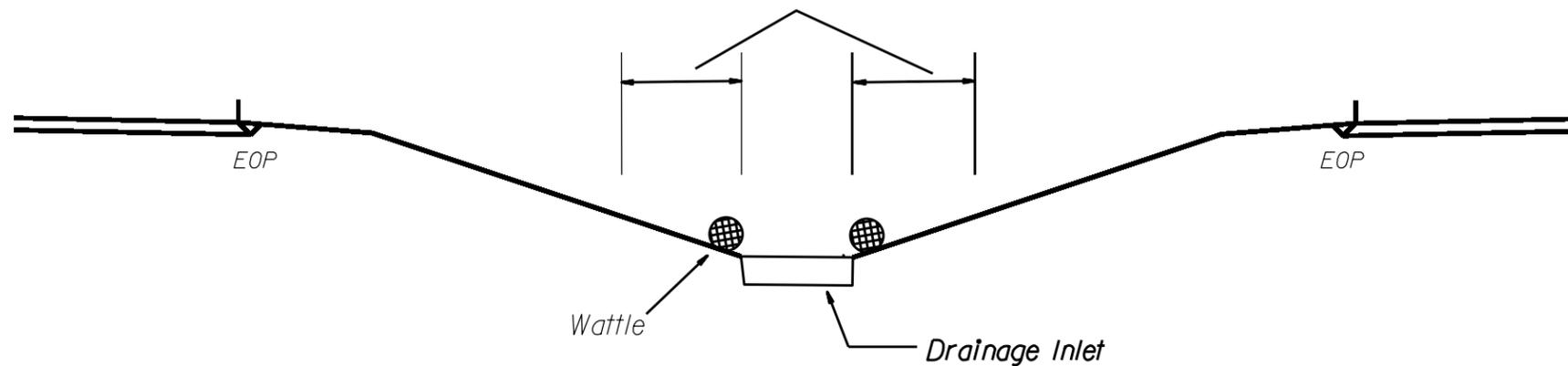
# EROSION CONTROL DETAIL



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

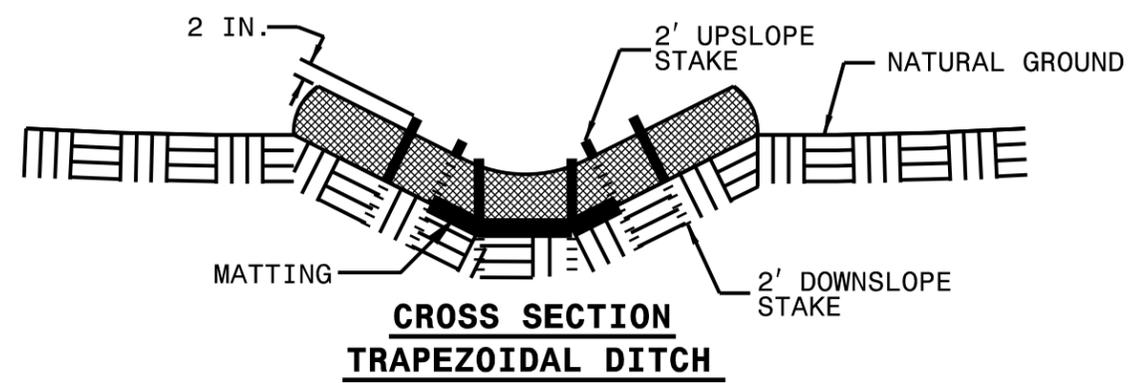
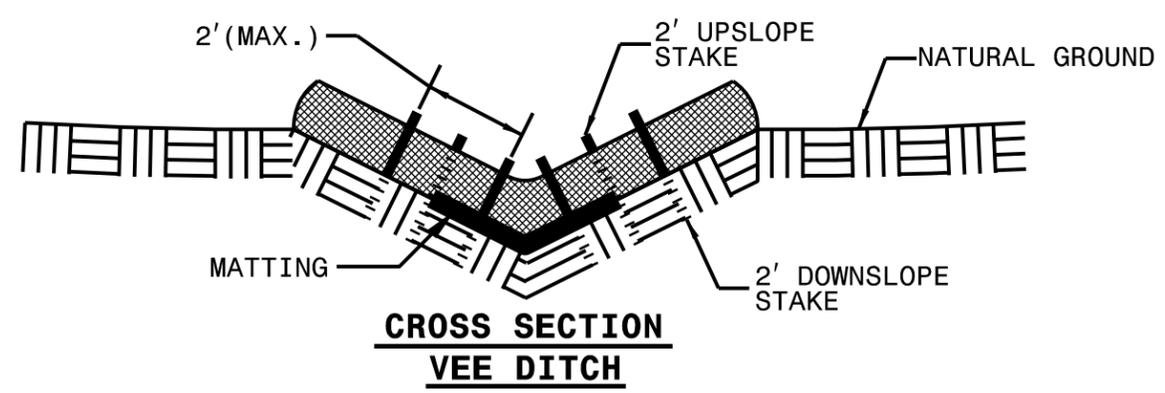
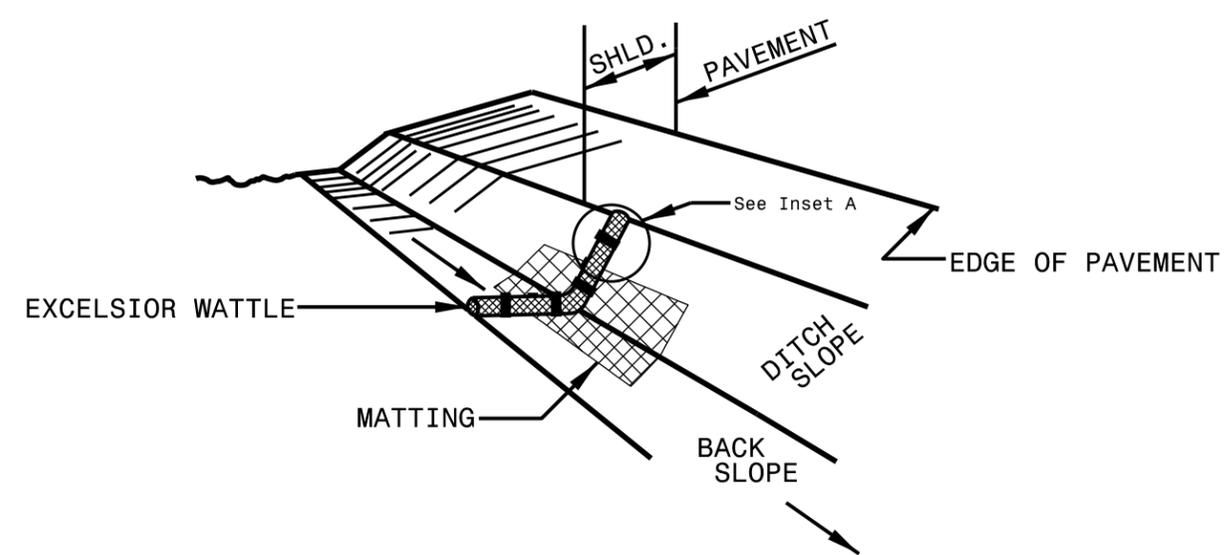


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

# WATTLE DETAIL



- 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.

