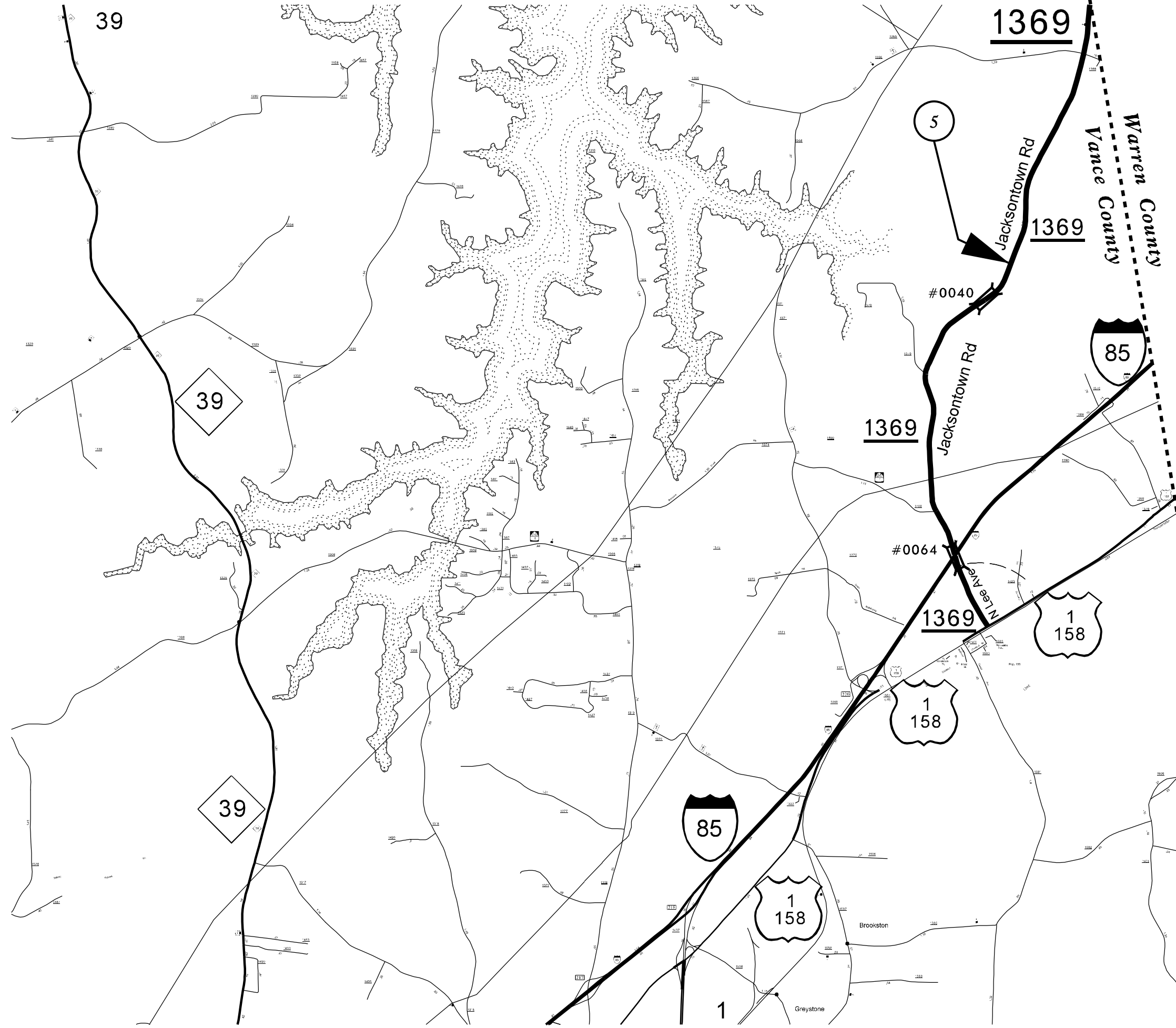


- 6. SR 1535 - S CLEARVIEW DR/SWAIN DR
- 7. SR 1536 - STEWART AVE
- 8. SR 1560 - GARLAND ST
- 9. SR 1561- SWAIN DR
- 10. SR 1566 - BRELAND DR
- 11. SR 1567 - MARILYN ST
- 12. SR 1568 - EVANS ST
- 13. SR 1572 - N CLEARVIEW DR
- 14. SR 1586 - BROOKHAVEN COURT
- 15. SR 1587 - BROOKHAVEN PLACE
- 16. SR 1612 - FOX POND RD

2023 Vance County Resurfacing

5/14/23

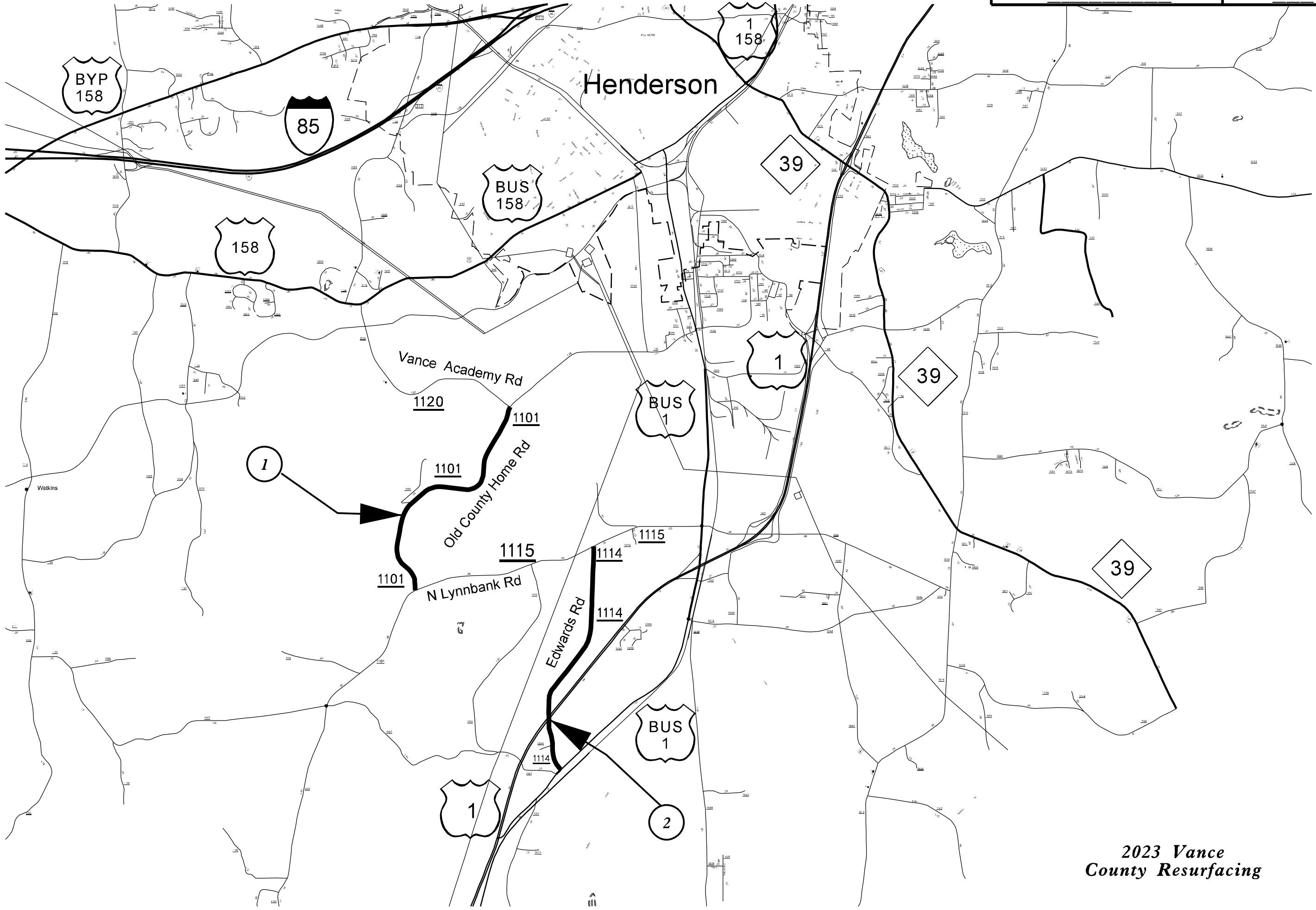


2023 Vance
County Resurfacing



5/14/23
 CUSTOMER SERVICE
 1-800-368-5878
 www.ncdot.gov

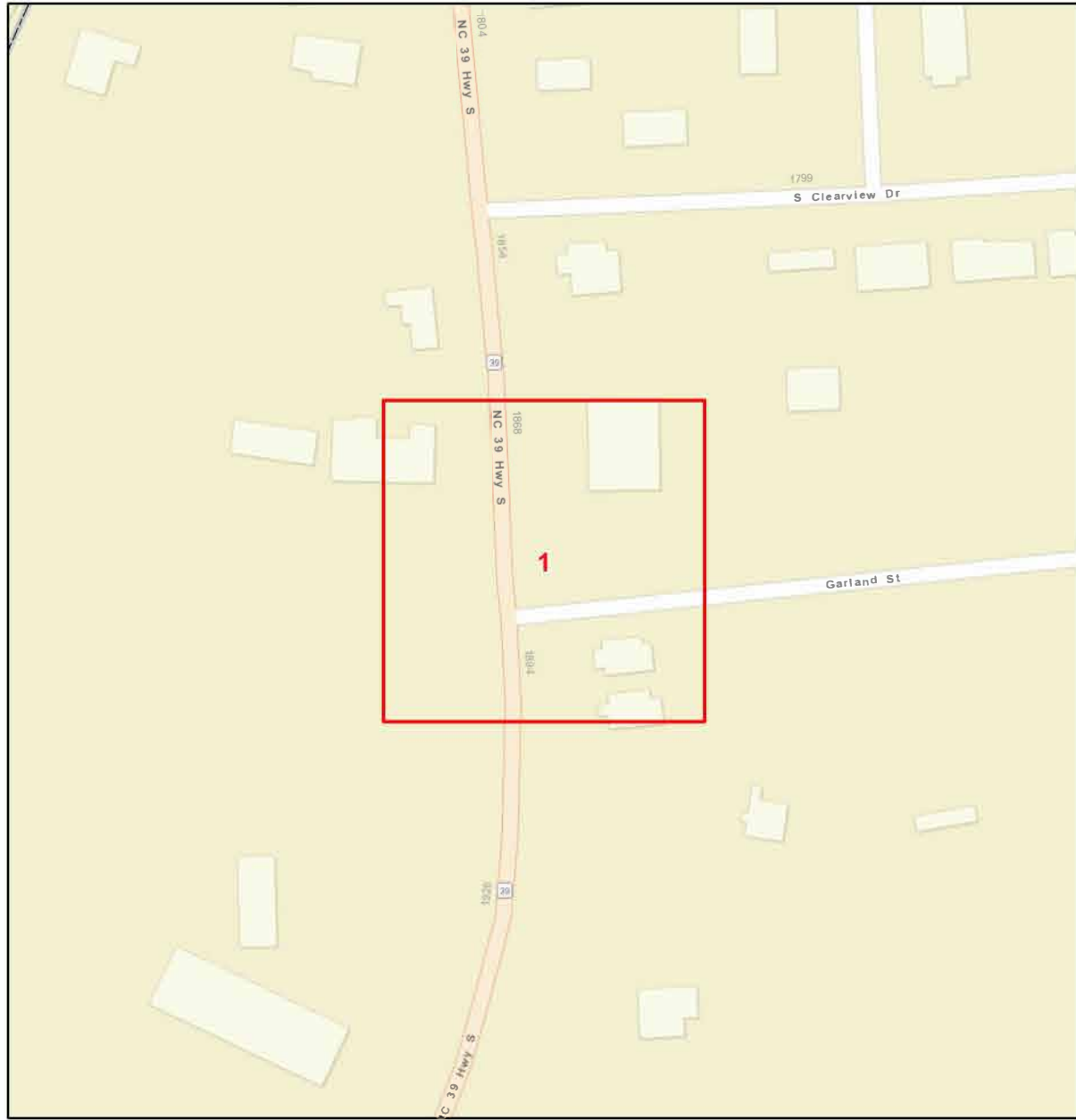
5/14/23











2023 Vance
County Resurfacing



CGN



Curb Ramps To Be Repaired		
	Retrofit	
	Remove and Replace	
	New Curb Ramp	
	Remove Ramp	
	Municipal Boundary	
	NCHPO Historic Boundary (NR and LHD)	
2023 Vance		
WBS: 2022CPT.05.10.20912.1		
Garland St		
from NC 39 to SR 1561		
	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 5	
<small>Source: NV5 Engineers and Consultants Inc., ESRI, NC OneMap, NCDOT, NCHPO</small>		

PAVEMENT SCHEDULE

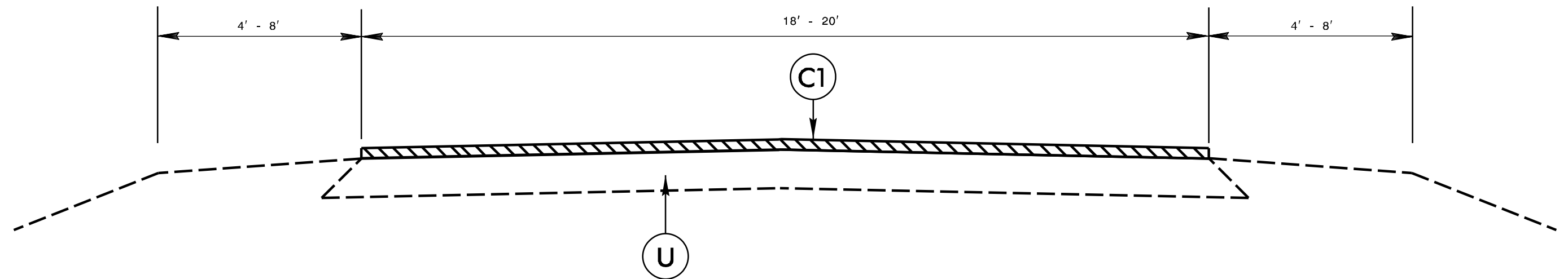
PROJECT REFERENCE NO.

SHEET NO.

2022CPT.05.10.20911.1 etc.

6

C1	1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.	U	EXISTING PAVEMENT
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	V1	0" - 1½" MILLING
C3	1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.		
		S	SHOULDER GRADING ASB REQUIRED (EXCEPT AT RESIDENTIAL AREAS)



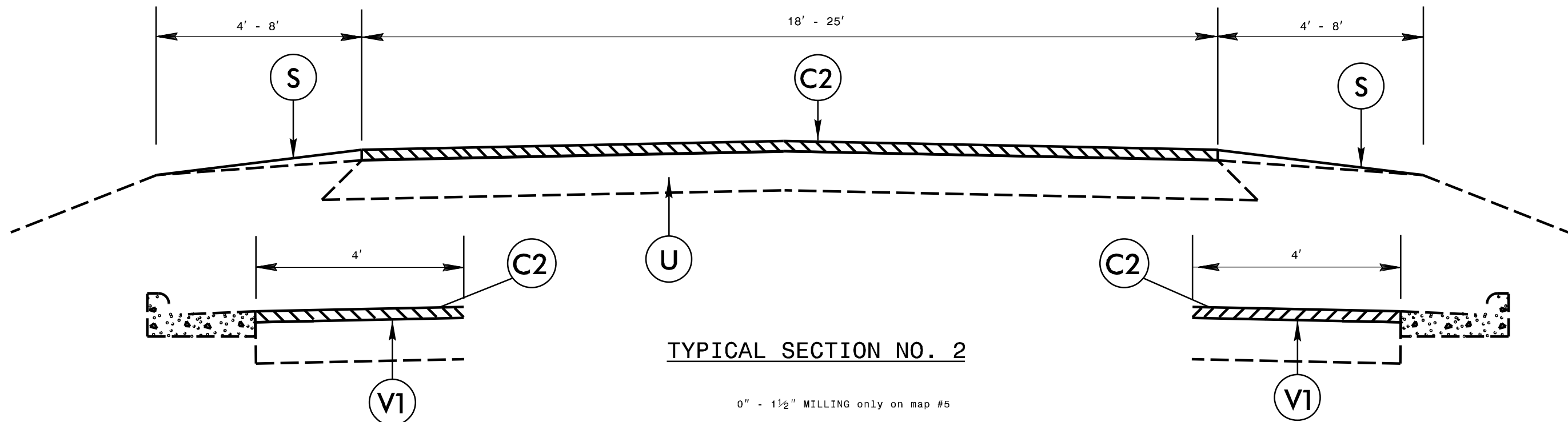
TYPICAL SECTION NO. 1

PAVEMENT SCHEDULE

		S	SHOULDER GRADING ASB REQUIRED (EXCEPT AT RESIDENTIAL AREAS)
C1	1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.	U	EXISTING PAVEMENT
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	V1	0" - 1½" MILLING
C3	1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.		

PROJECT REFERENCE NO.
2022CPT.05.10.20911.1 etc.

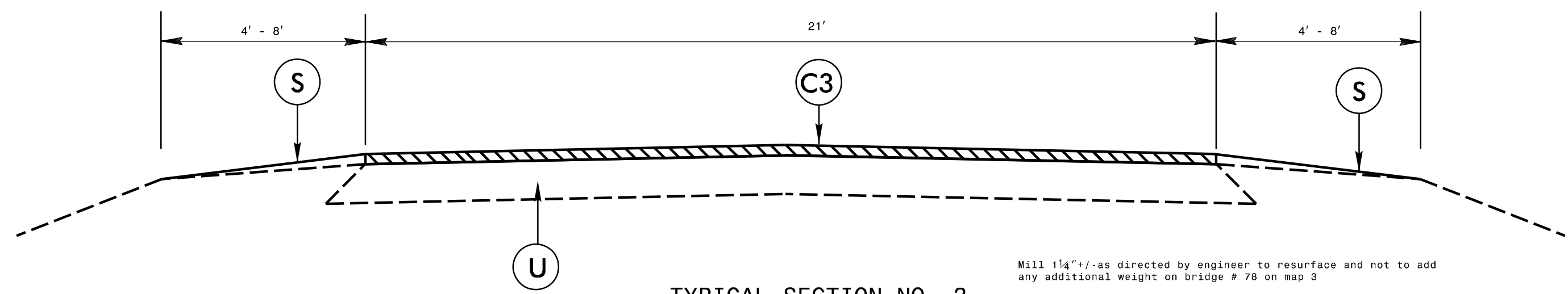
SHEET NO.
7



TYPICAL SECTION NO. 2

0" - 1½" MILLING only on map #5

Mill 1½" +/- as directed by engineer to resurface and not to add any additional weight on bridge #40 map 5 and bridge #85 map 4

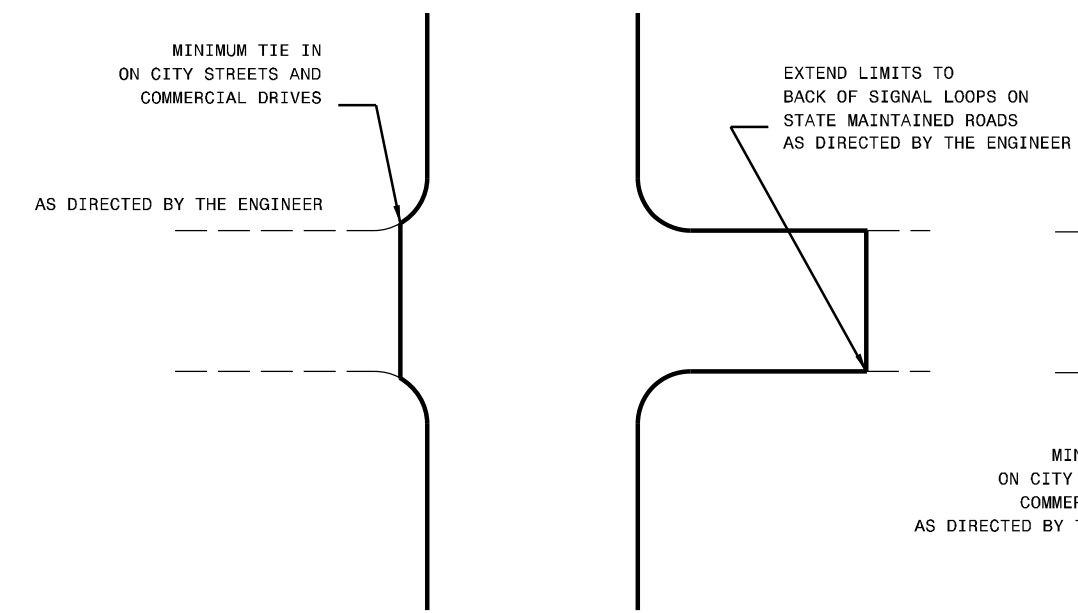
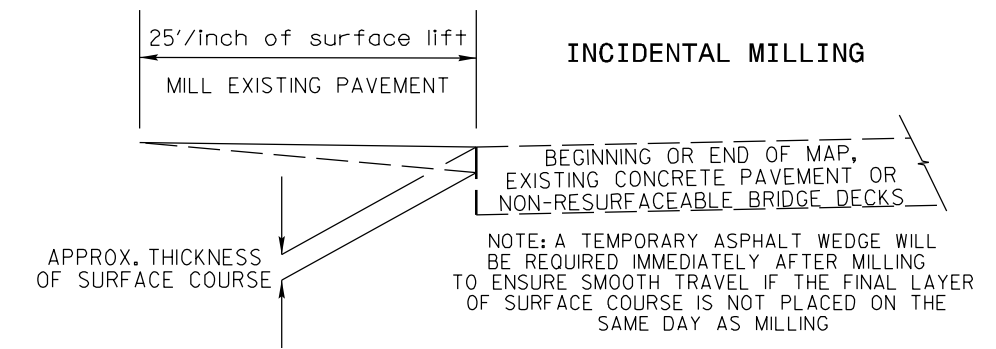
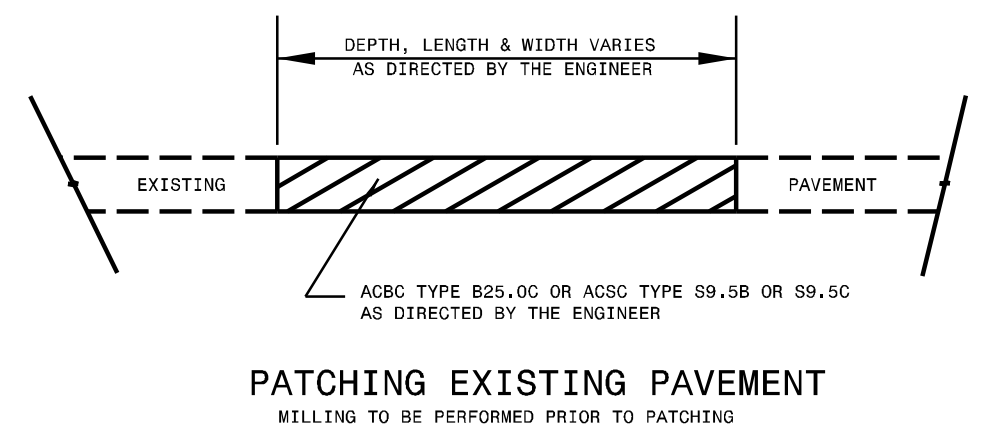


TYPICAL SECTION NO. 3

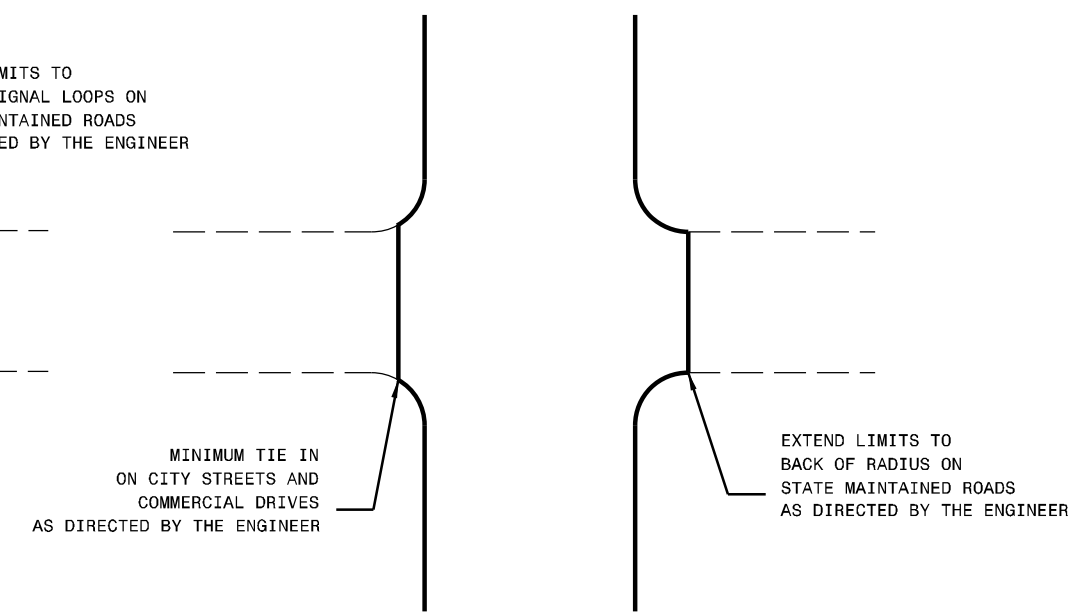
Mill 1¼" +/- as directed by engineer to resurface and not to add any additional weight on bridge # 78 on map 3

NOTES

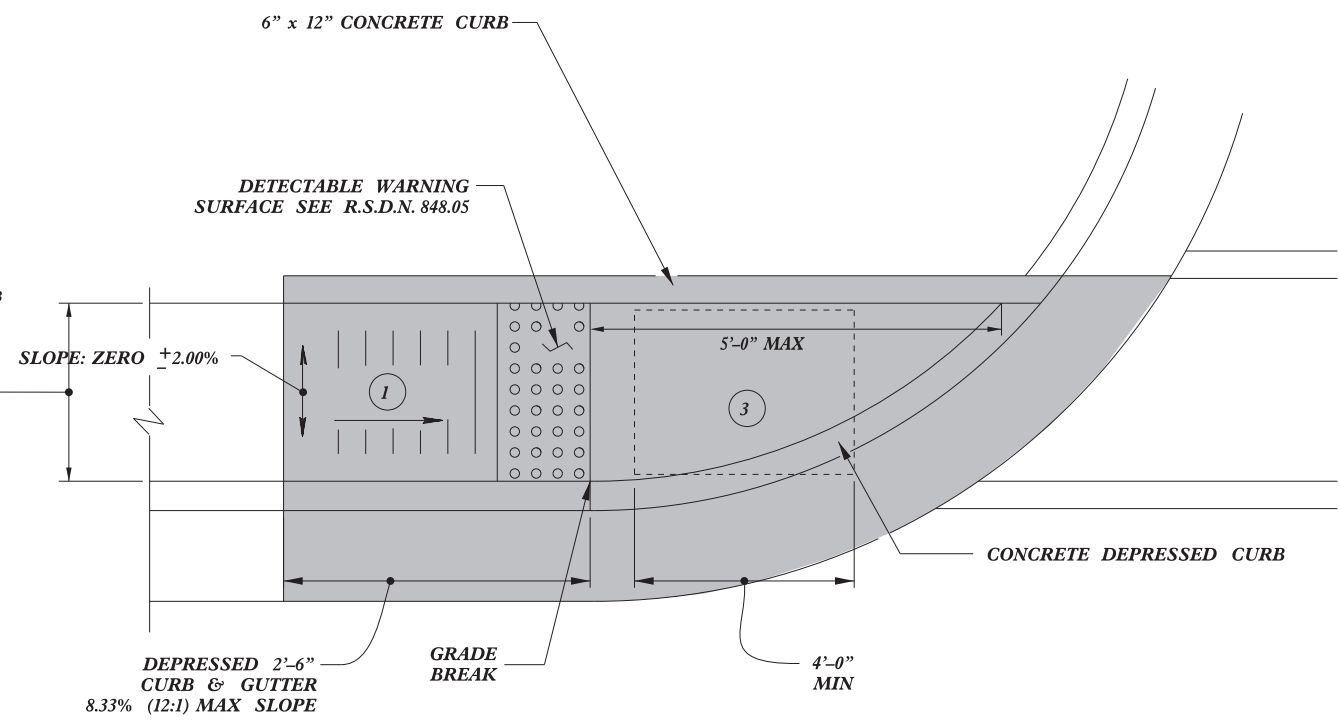
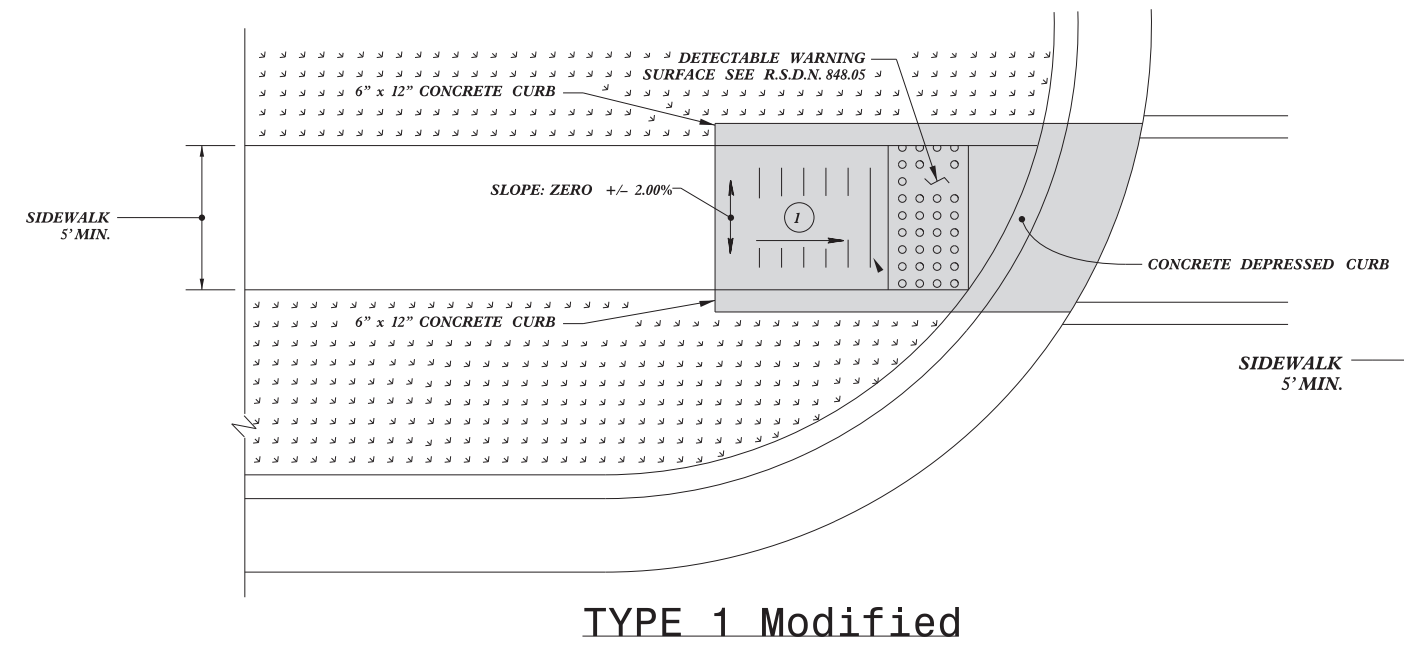
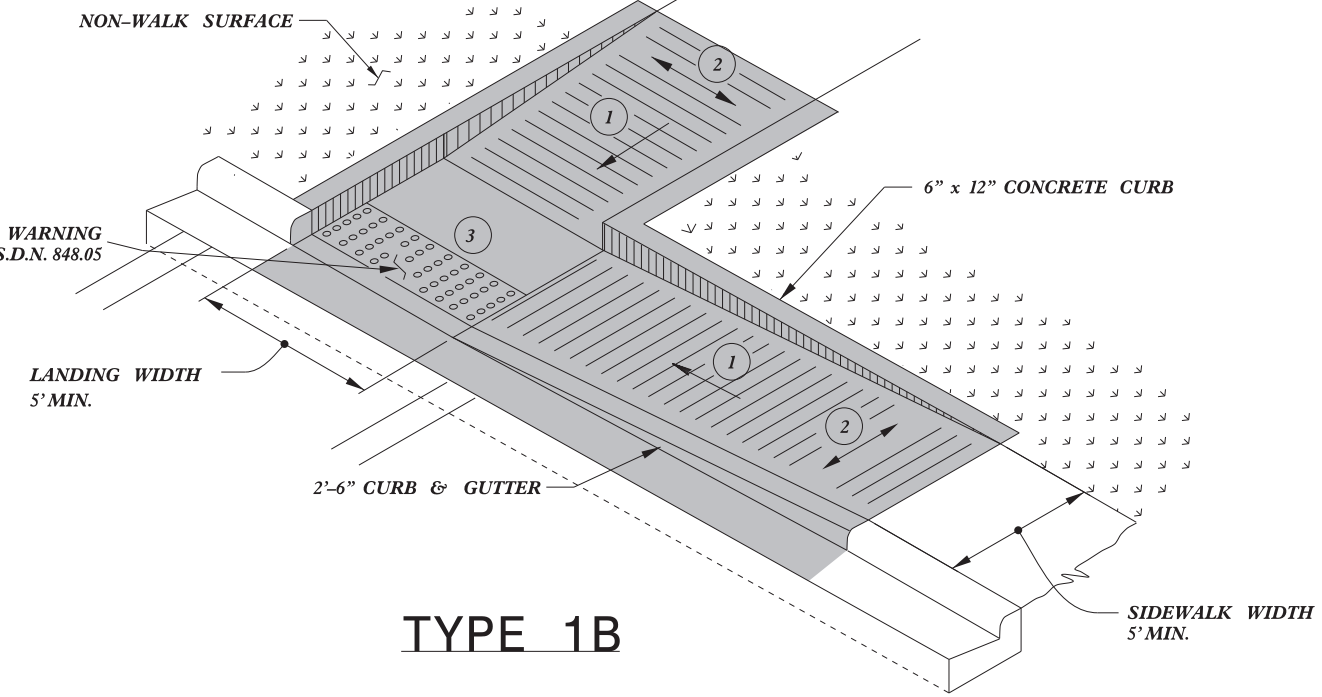
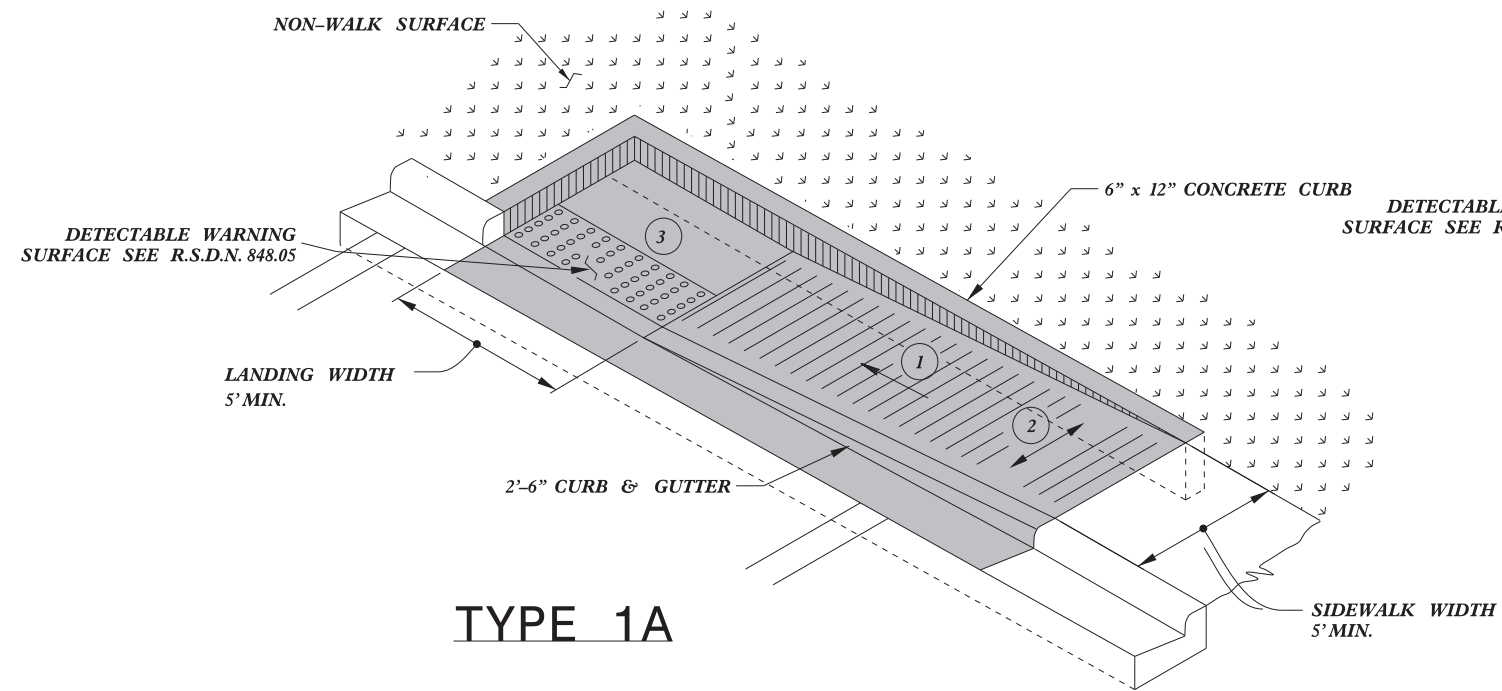
ALL UNPAVED S.R. ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADI, OR AS DIRECTED BY THE ENGINEER.
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
 BRIDGES TO BE RESURFACED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



DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES



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

PAY LIMITS FOR 1 CURB RAMP

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

1/8/2020
Signed by: *J.S. Howerton*



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

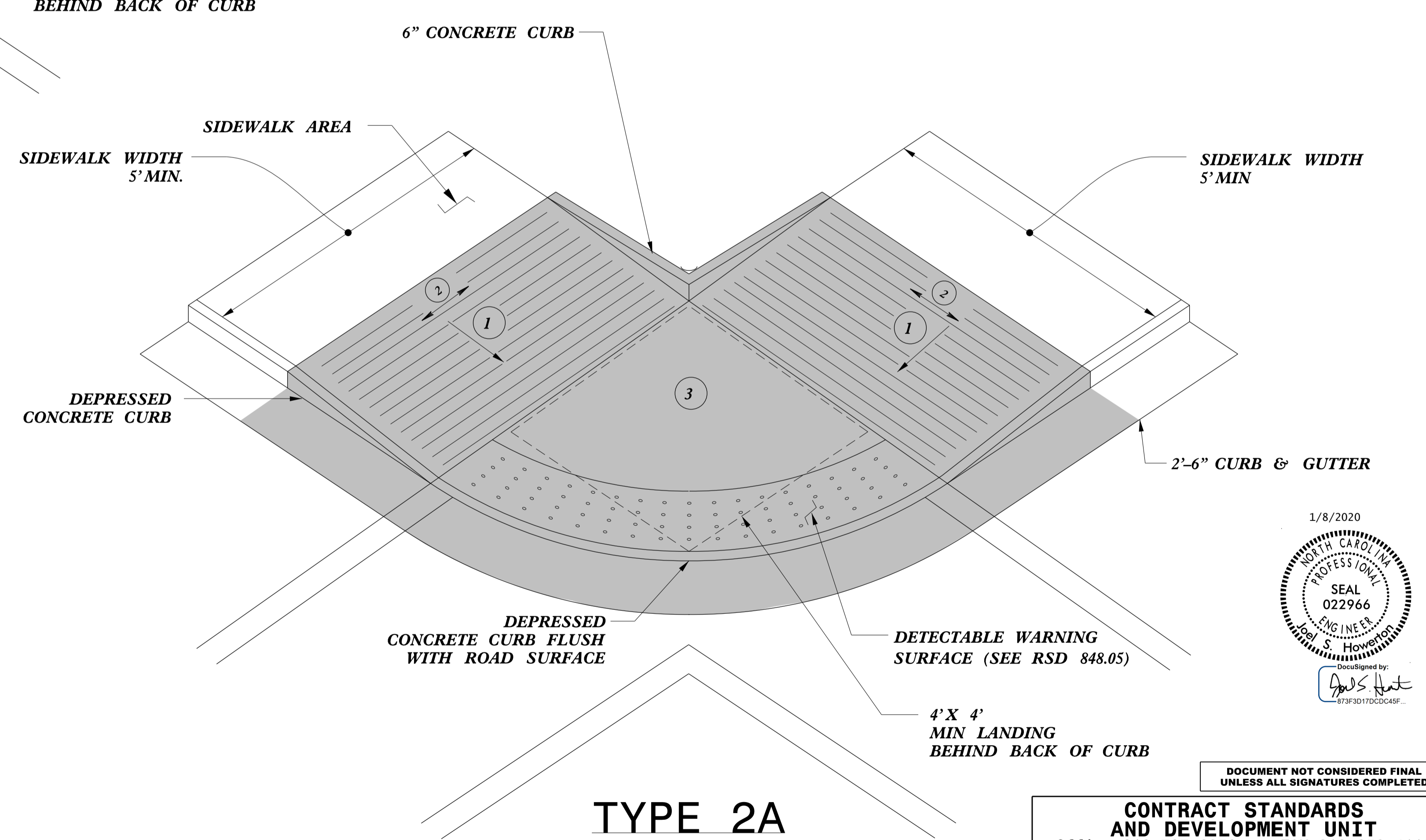
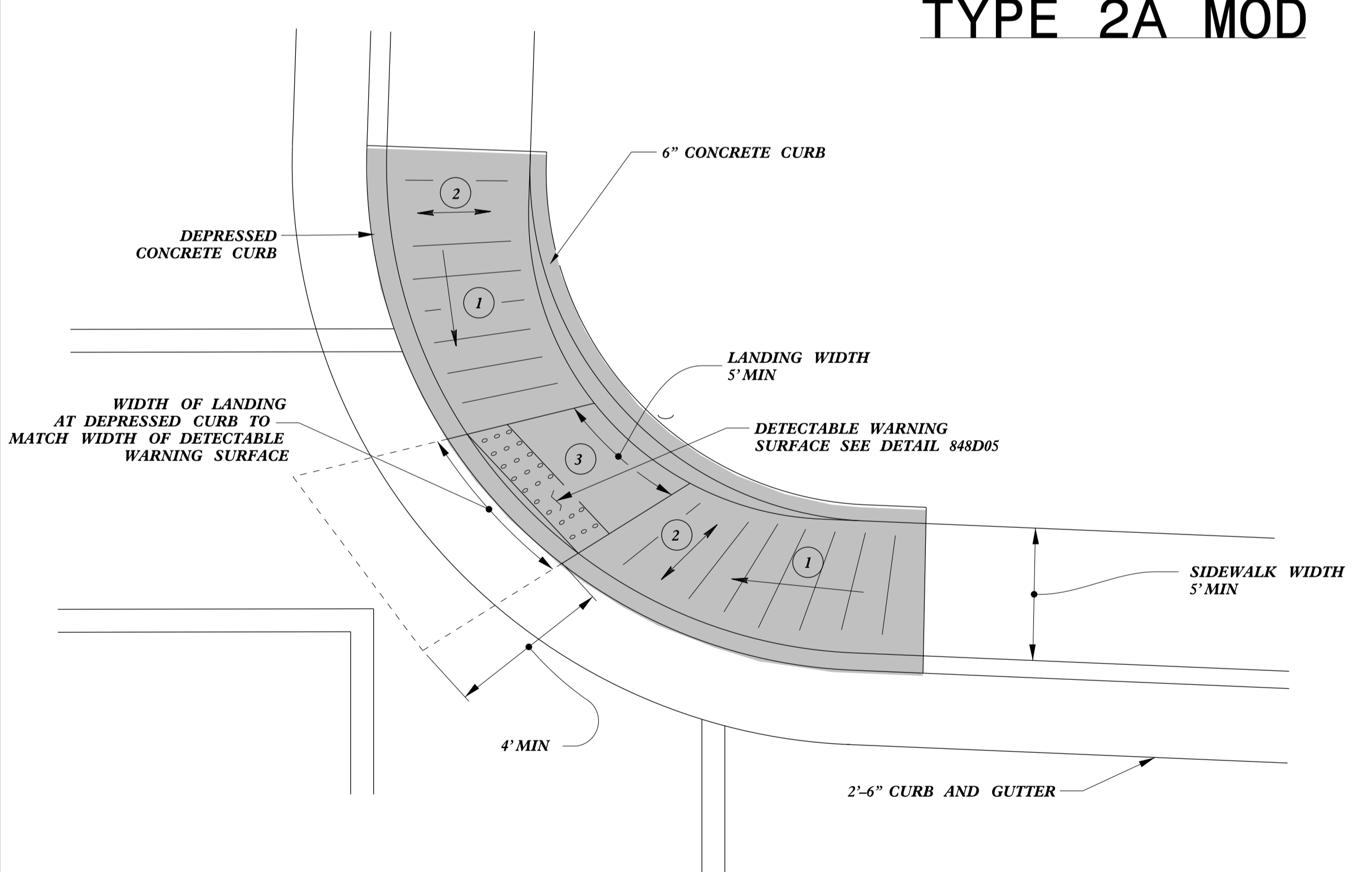
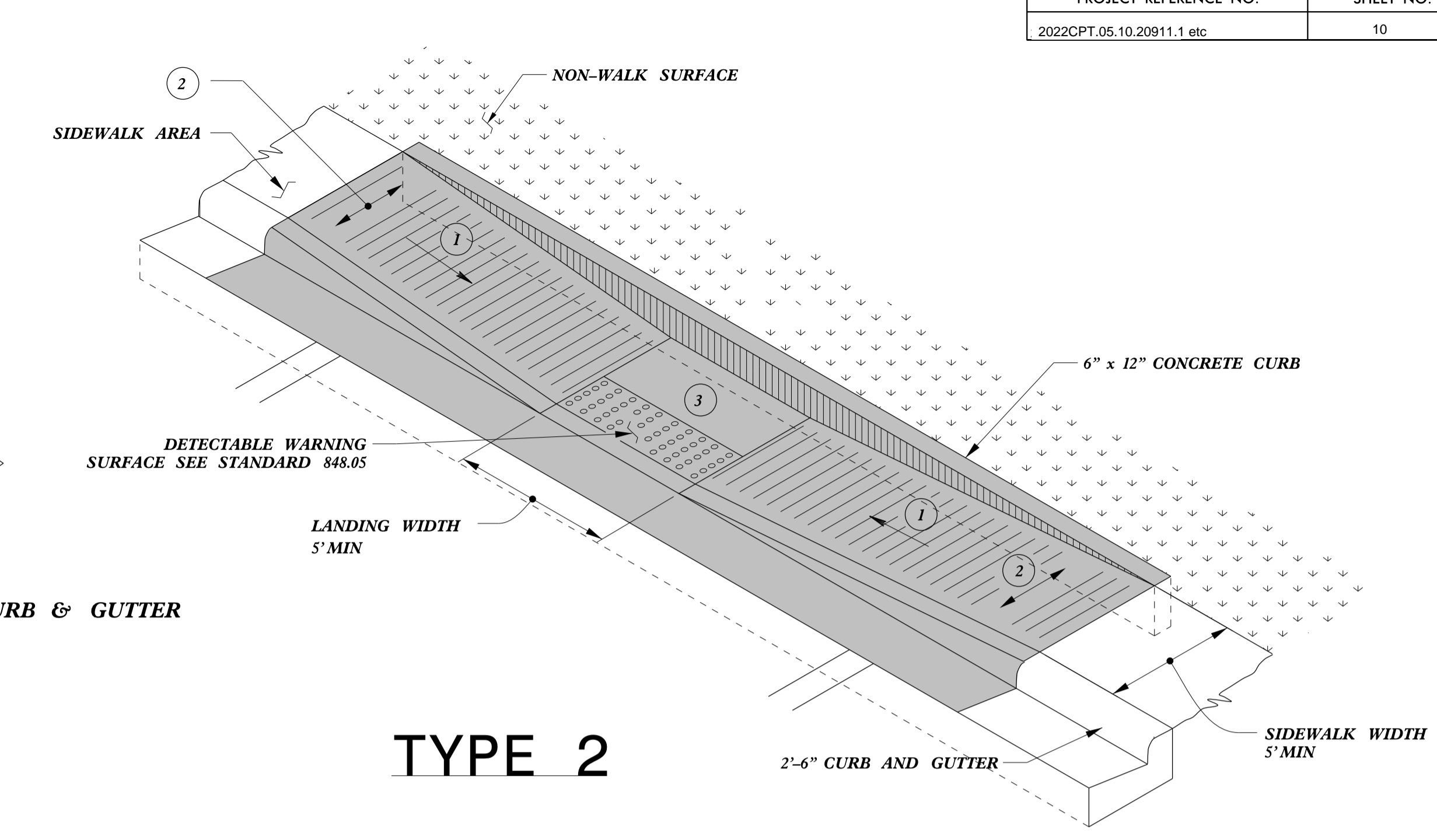
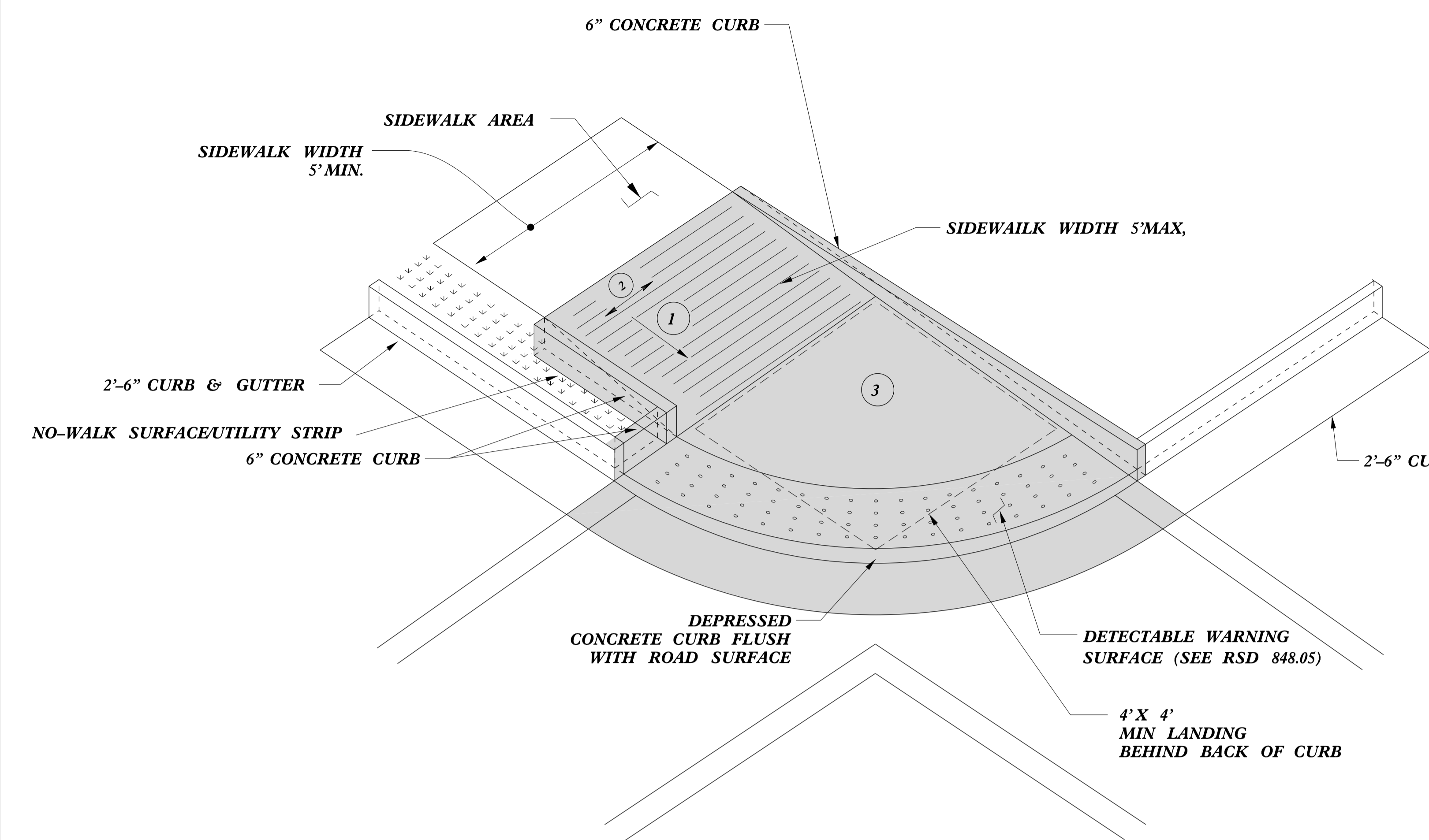
CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS
Directional Ramps

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

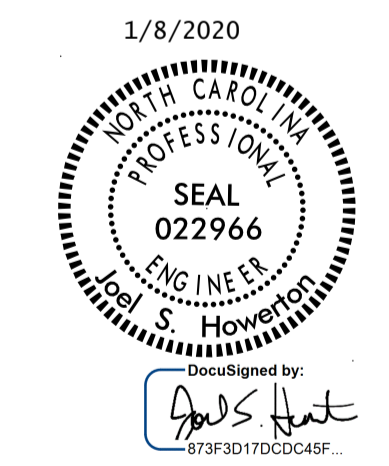
5/14/99
SYTIME
CON
SERNAME

5/14/99



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

PAY LIMITS FOR 1 CURB RAMP



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

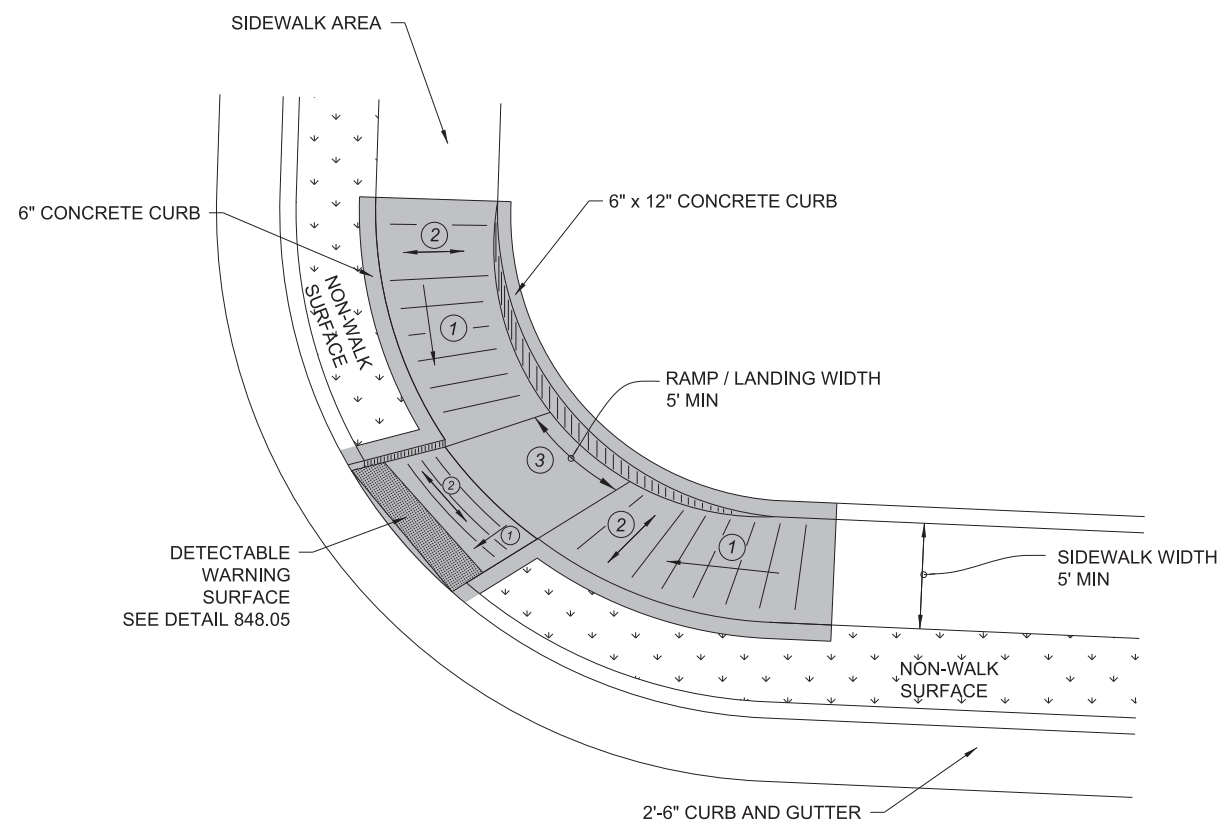
CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS

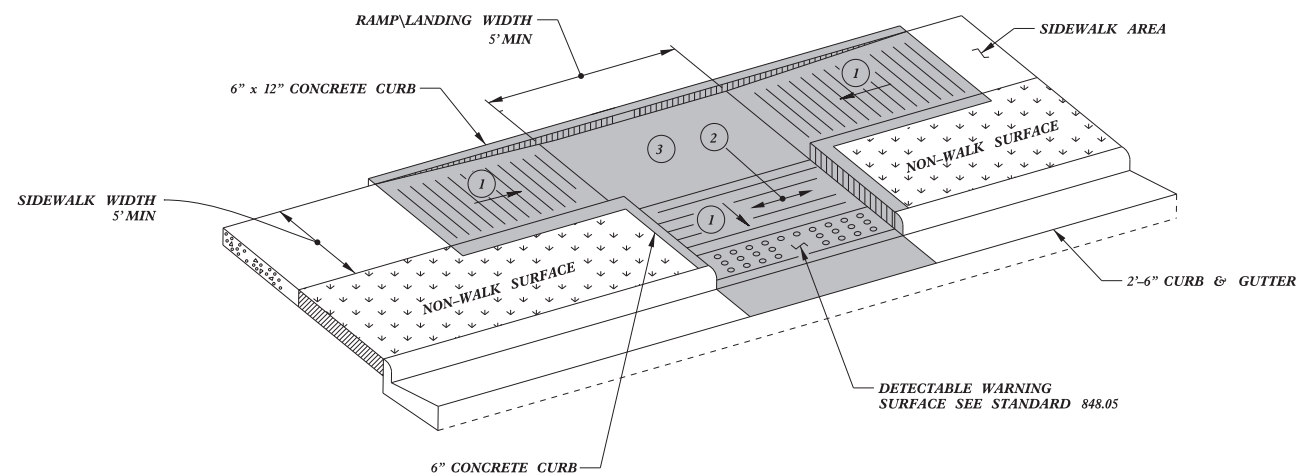
ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
 MODIFIED BY: DATE:
 CHECKED BY: DATE:
 FILE SPEC: stds\2012CurbRamp\CurbRampDetails.dgn

TIME: 1/14/2020 10:00:00 AM
 CURB RAMPS
 J.S. HOWERTON
 673F3D170C0C49F

PAY LIMITS FOR 1 CURB RAMP



**TYPE 3 MODIFIED
INSTALLATION IN A RADIUS**



TYPE 3

- 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.

1/8/2020



Designed by:

J.S. Howerton
873F3D17DCDC45F..

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

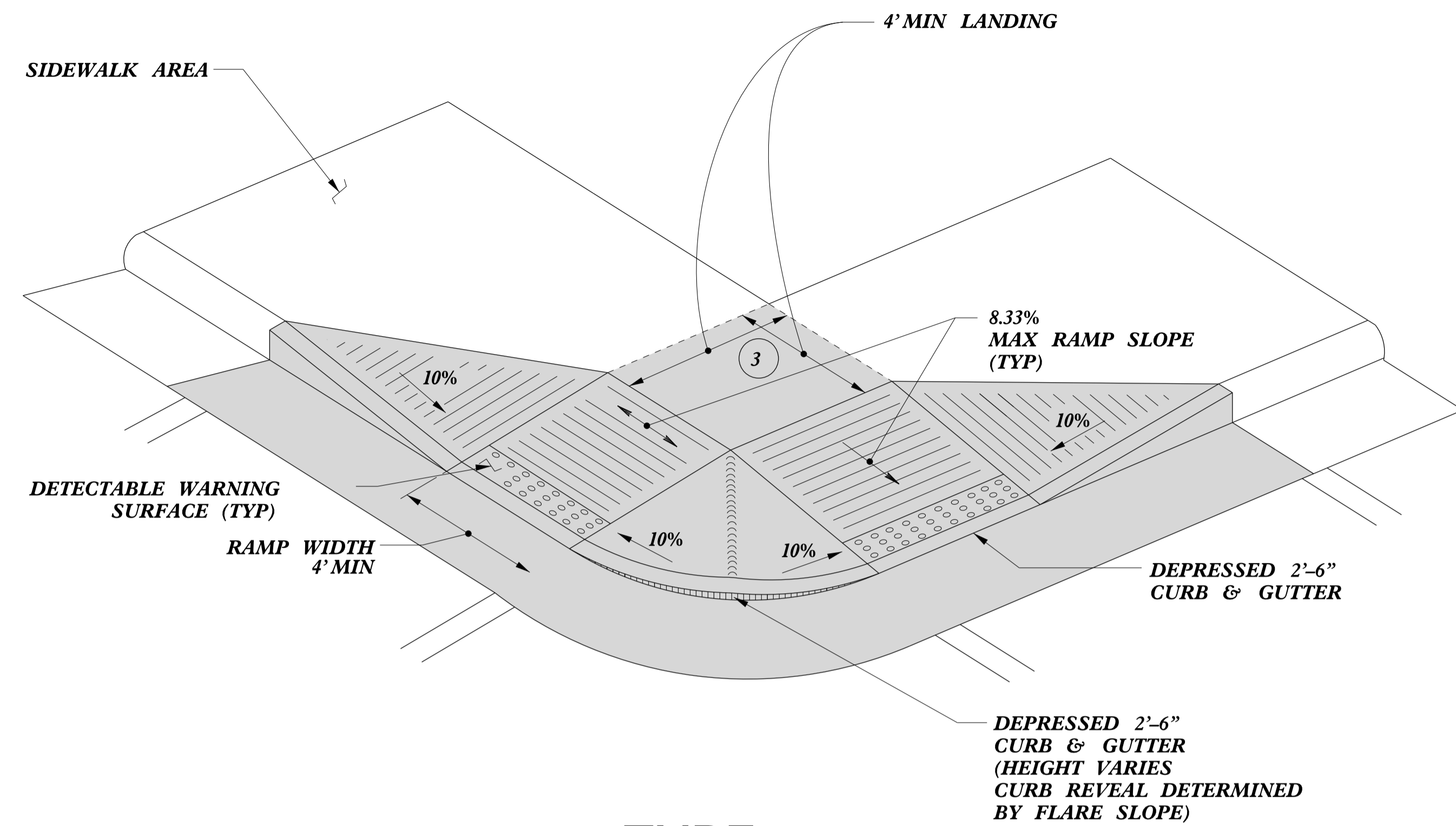
CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS

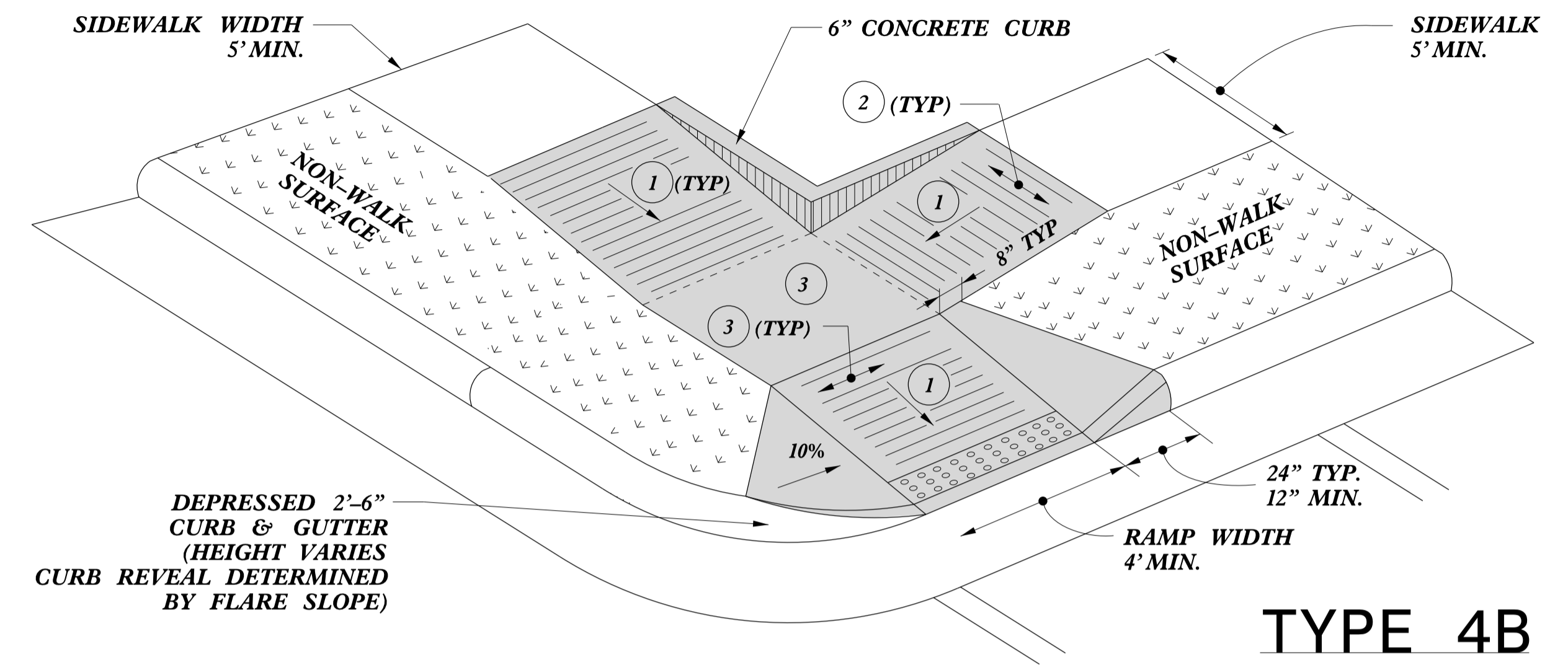
ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC: sids/2012CurbRamp/CurbRampDetails.dgn

5/14/99
SY-CURB RAMPS
TIME: 11:00 AM
DATE: 11/14/11
USER: J.S. HOWERTON
FILE: sids/2012CurbRamp/CurbRampDetails.dgn

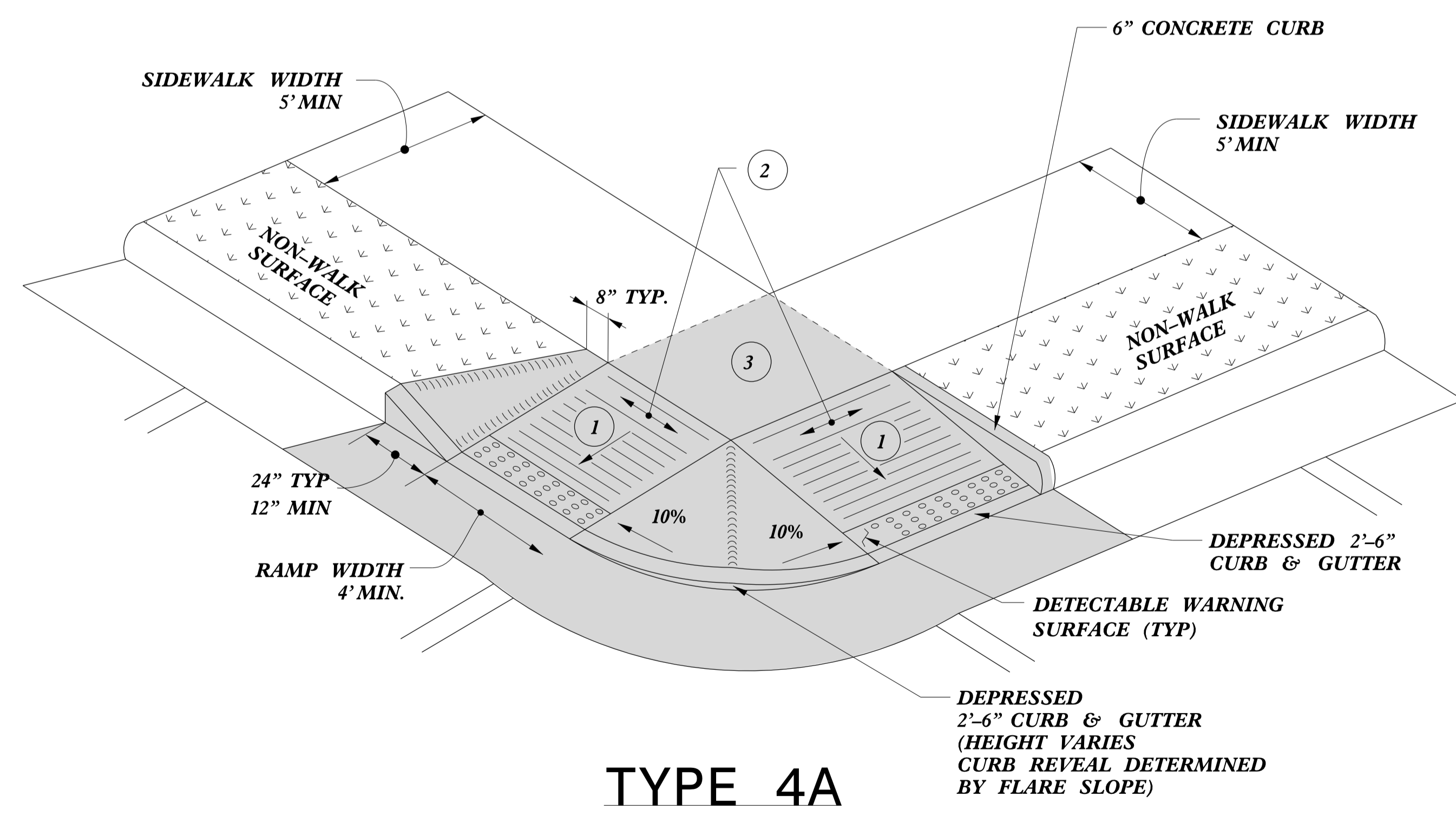
PAY LIMITS FOR 1 OR 2 CURB RAMPS
(CALCULATE BASED ON NUMBER OF SETS
OF TRUNCATED DOMES)



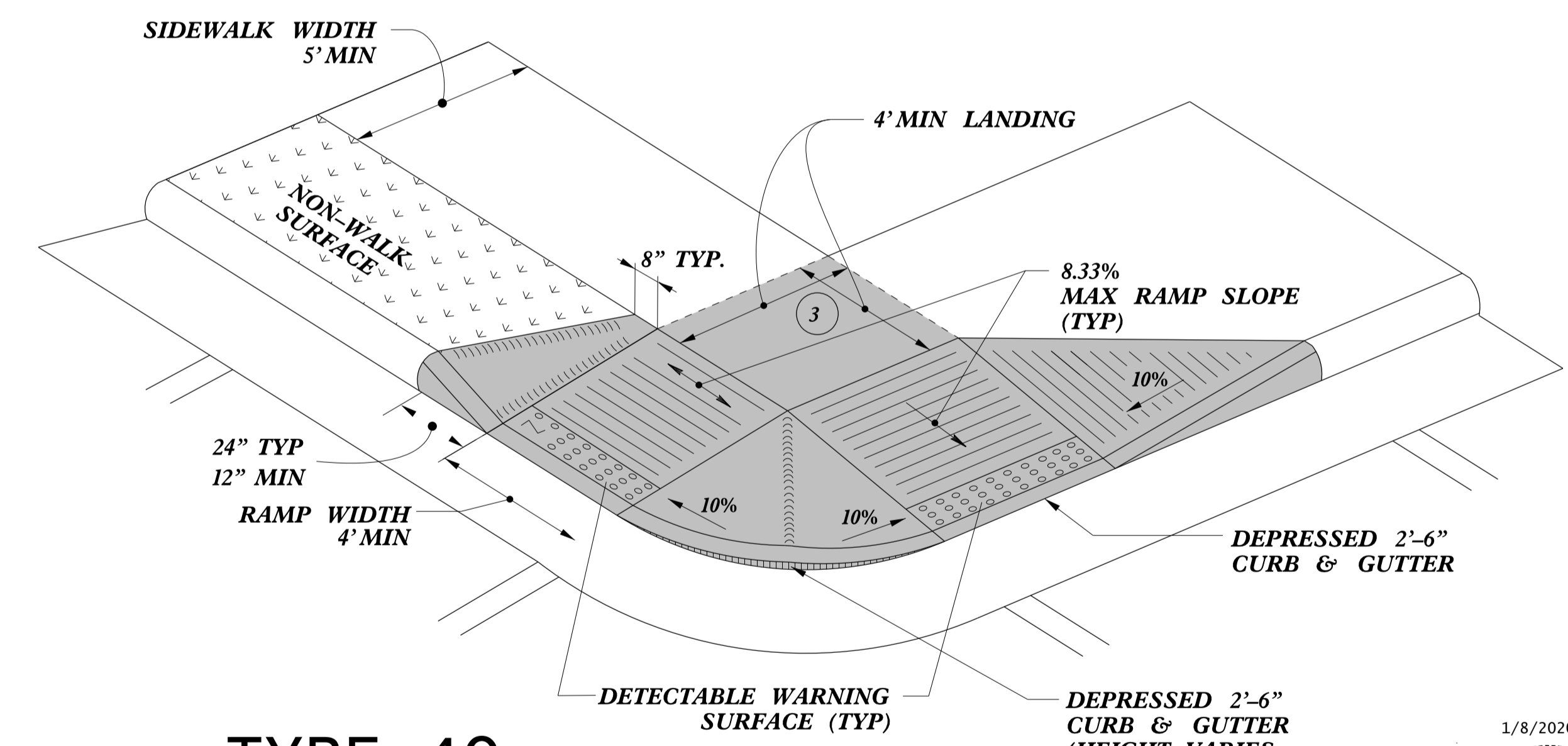
TYPE 4



TYPE 4B

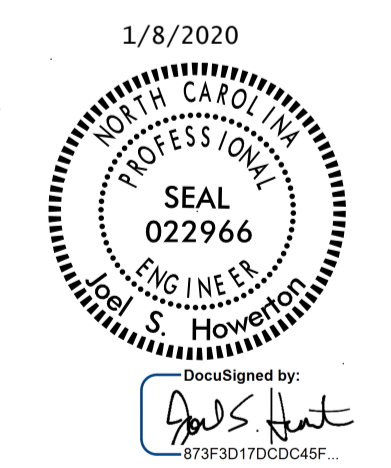


TYPE 4A



TYPE 4C

- 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.



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

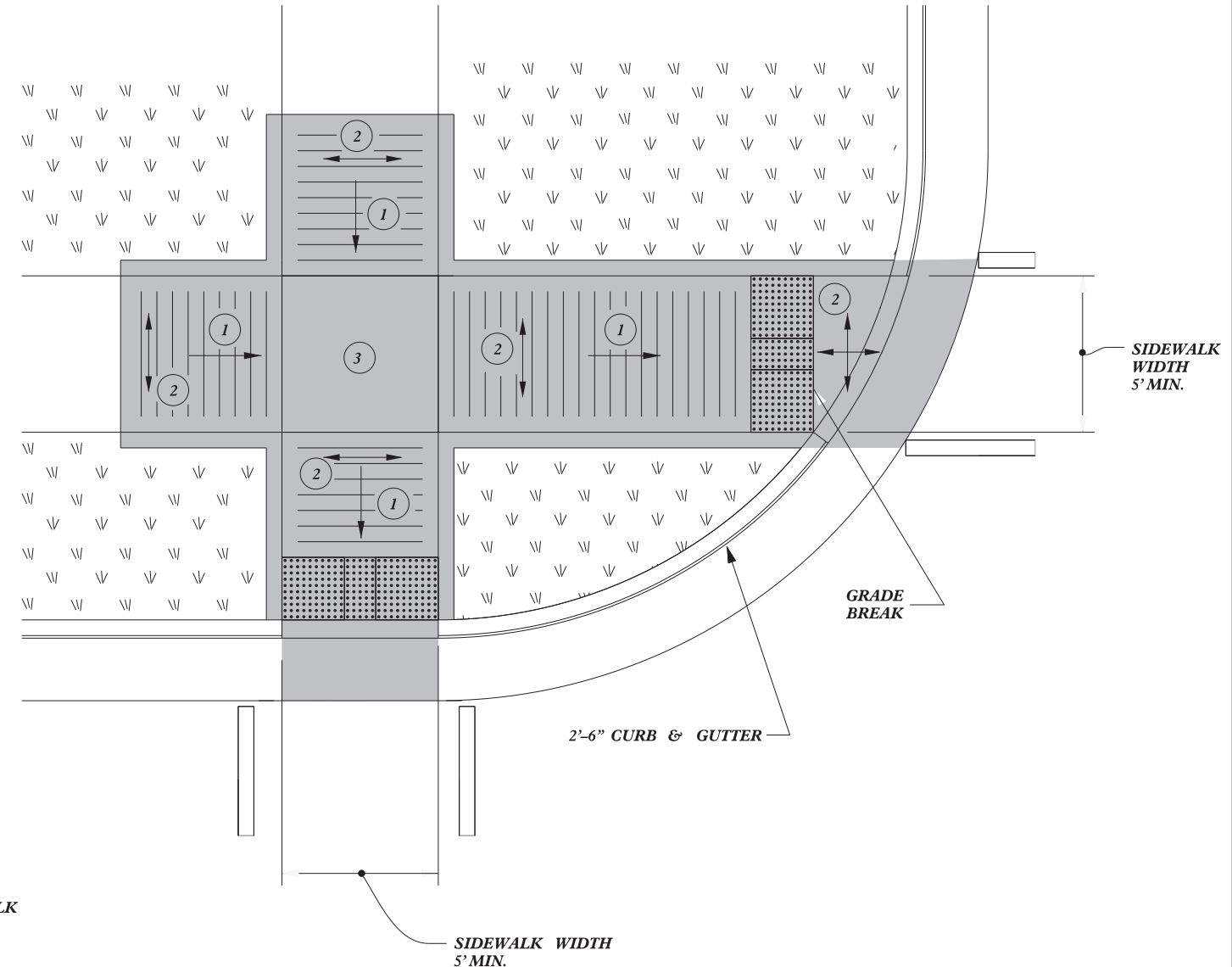
CURB RAMPS

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
 MODIFIED BY: DATE:
 CHECKED BY: DATE:
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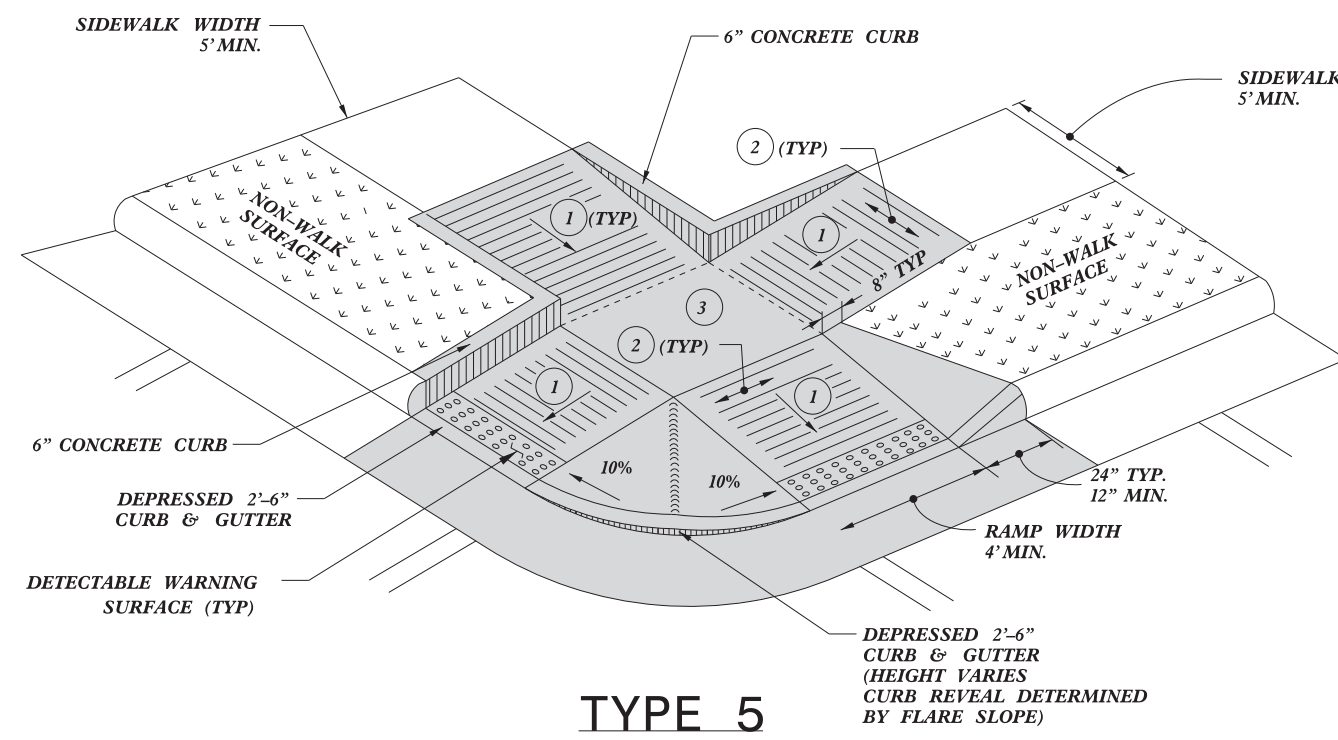
REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

5/14/99
 TIME
 CURB
 USER: J.S. HOWERTON
 DATE: 7/7/11
 FILE SPEC: stds\2012CurbRamp\CurbRampDetails.dgn

PAY LIMITS FOR 1 OR 2 CURB RAMPS
(CALCULATE BASED ON NUMBER OF SETS
OF TRUNCATED DOMES)



TYPE 5A



TYPE 5

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

1/8/2020



Signed by:
J.S. Howerton
873F3D17DCDC45F...

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

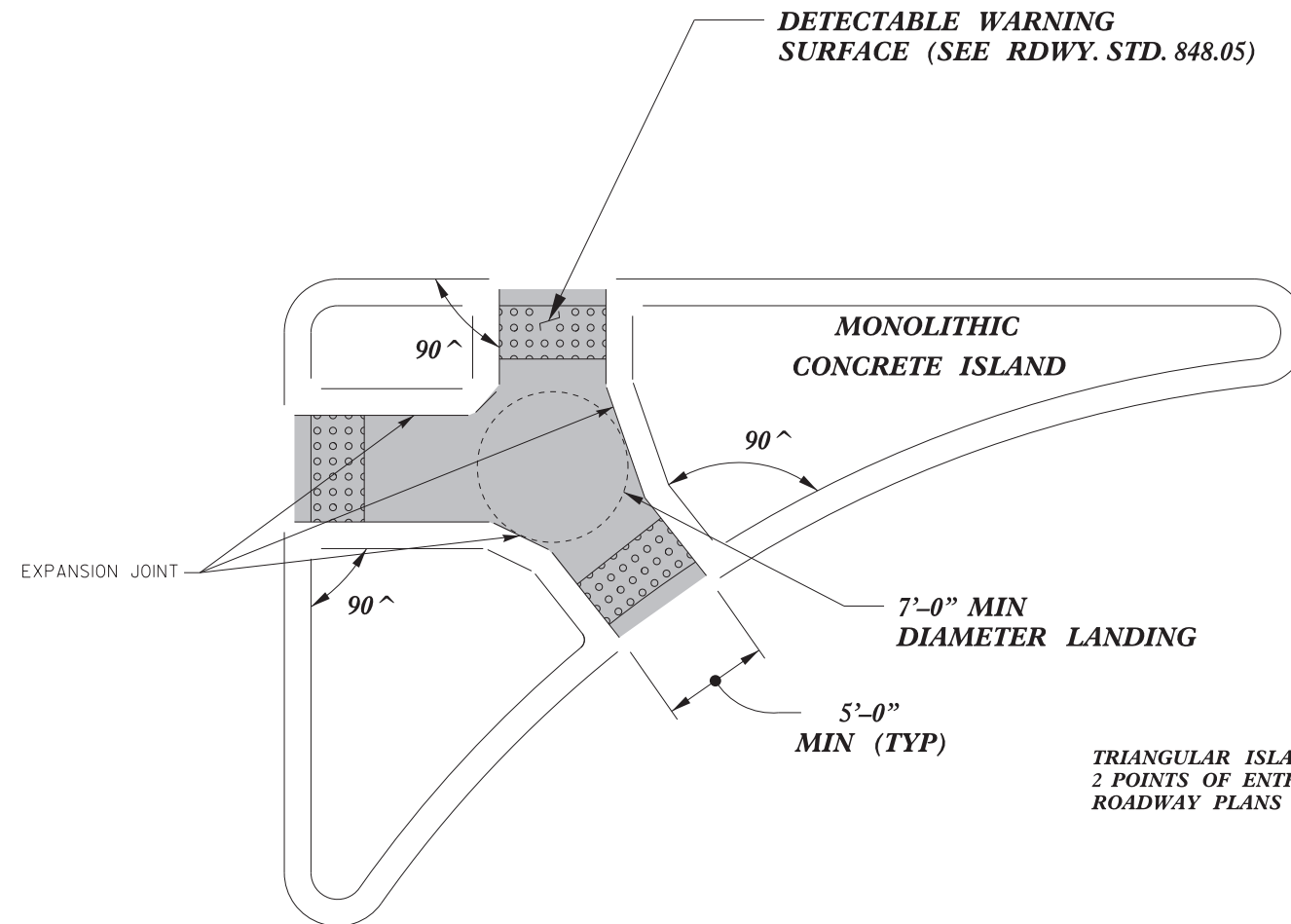
CURB RAMPS

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
 MODIFIED BY: DATE:
 CHECKED BY: DATE:
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REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

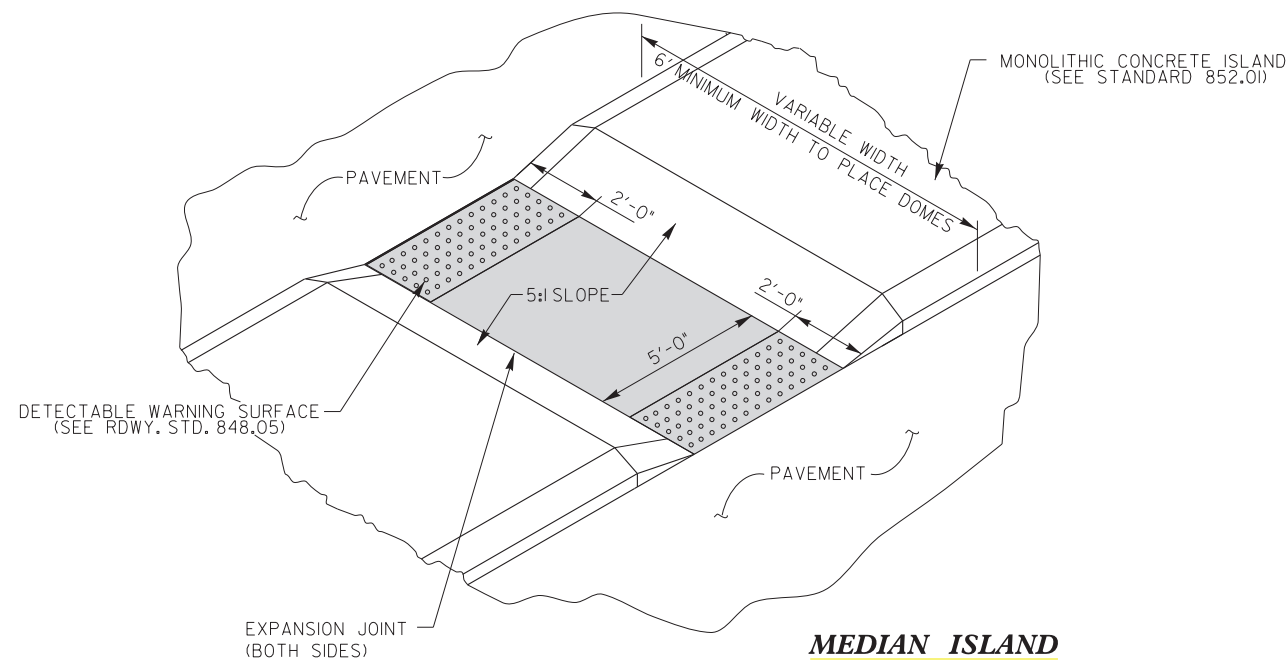
5/14/99
 \$\$\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$\$\$\$CON\$\$\$\$\$
 \$\$\$\$\$\$SERNAME\$\$\$\$\$

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

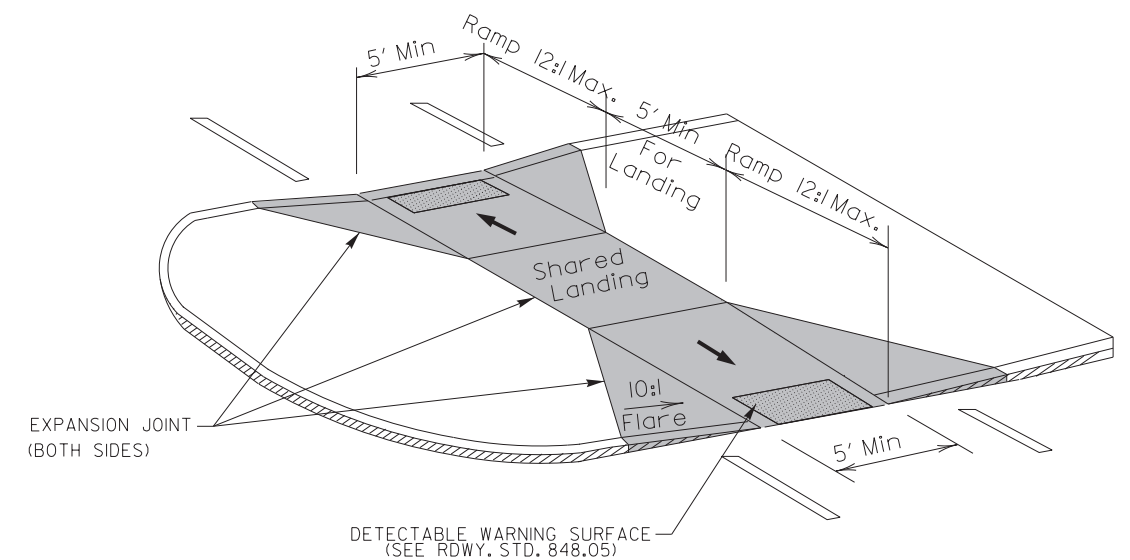


TRIANGULAR ISLANDS MAY BE CONSTRUCTED WITH ONLY
2 POINTS OF ENTRY AND EXIT AS SHOWN IN THE
ROADWAY PLANS OR AS DIRECTED BY THE ENGINEER.

**TRIANGULAR ISLAND
WITH CUT THROUGH
TYPE 6**



**MEDIAN ISLAND
WITH CUT THROUGH
TYPE 7**



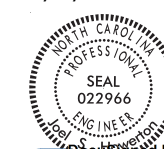
**MEDIAN ISLAND
CURB RAMPS
TYPE 8
1/8/2020**

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

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

CURB RAMPS
Median or Turn Lane Islands

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC. sids/2012CurbRamp/CurbRampDetails.dgn



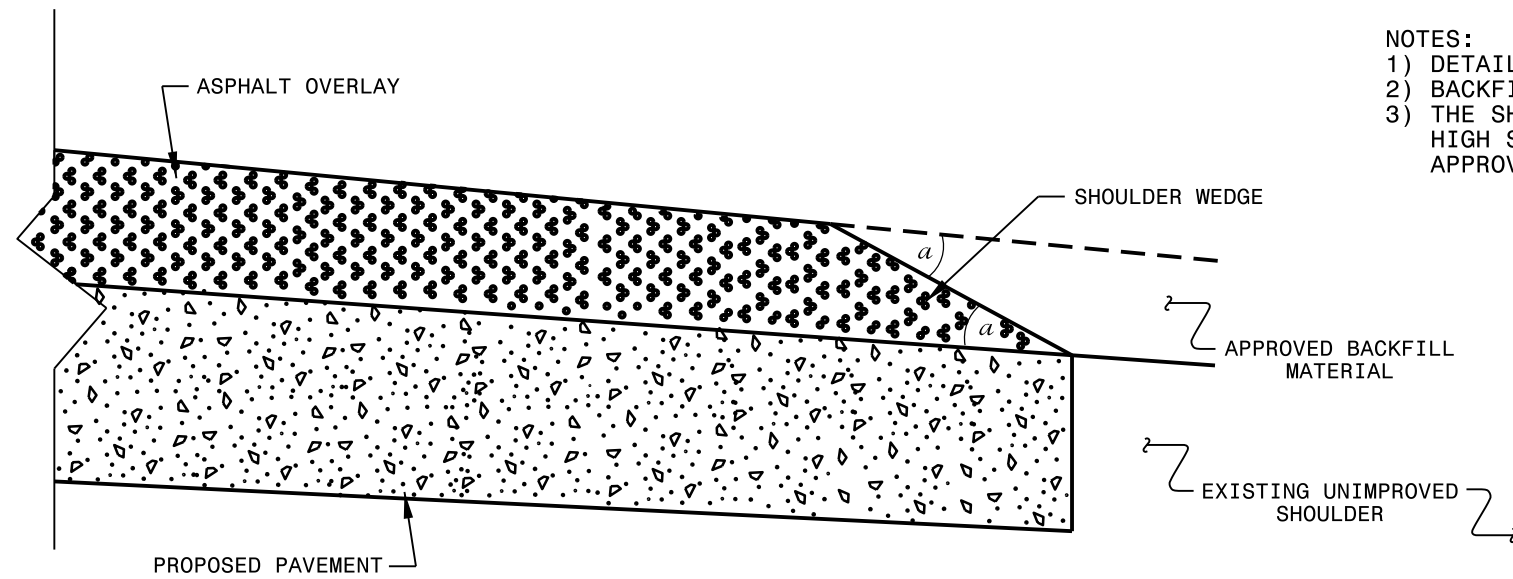
Prepared by:
J.S. Howerton
873F3D17DCDC45F...

5/14/99

\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$CON\$\$\$\$\$
\$\$\$\$\$SERNAME\$\$\$\$\$

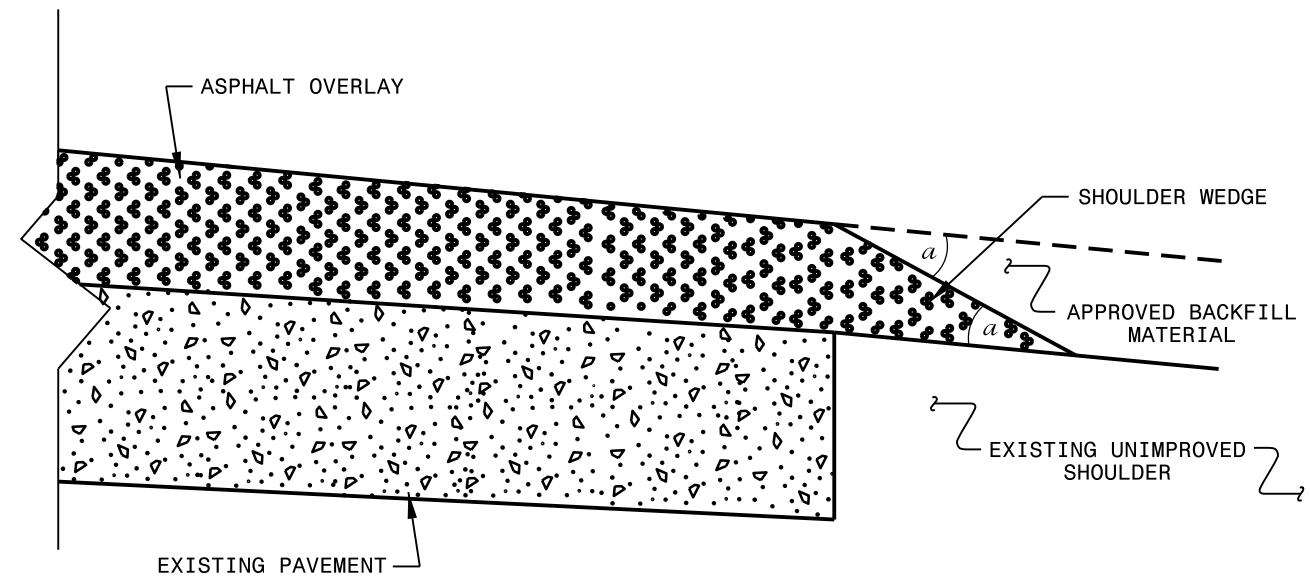
NOTES:

- 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.



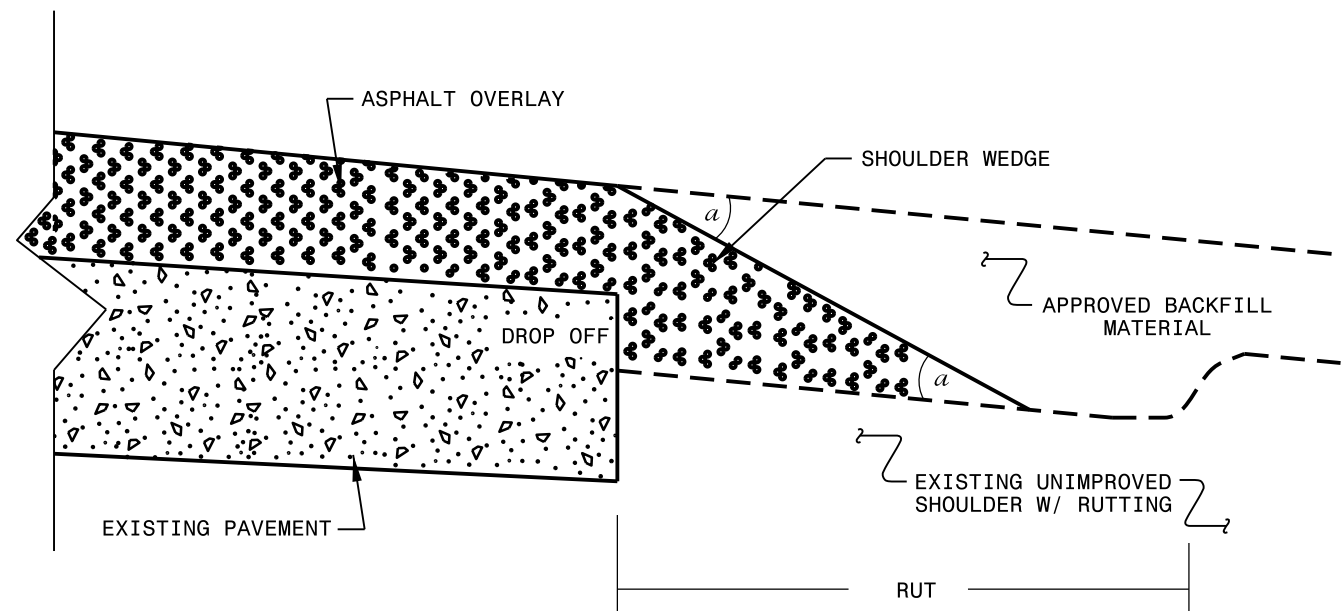
SHOULDER WEDGE DETAIL

(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°

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
SHOULDER WEDGE DETAILS	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn	

SUMMARY OF QUANTITIES - GARLAND ST FROM NC 39 TO SR 1561

Municipality:	Outside Municipality
Project Number:	2023 Vance
WBS Number:	2022CPT.05.10.20912.1
County:	Vance

Ramp ID	Inset Map Number	Route 1	Route 2	2600000000-N	Improvement Type
				Retrofit Existing Curb Ramps EA	
24446	1	SR-1560 (Garland St)	NC-39	1	RetrofitWarnings
Sub-Total for Garland St from NC 39 to SR 1561				1	

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.05.10.20911.1, etc.	17	

SUMMARY OF QUANTITIES



PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0106000000-E	0264000000-E	1220000000-E	1260000000-E	1297000000-E	1297000000-E	1308000000-E	1330000000-E	1519000000-E	1575000000-E	1704000000-E	2600000000-N	2830000000-N	6000000000-E	6071010000-E	6084000000-E	6117000000-N				
											BORROW	SHOULDER GRADING	INCIDENTAL STONE BASE	AGGREGATE SHOULDER BORROW	1.25" MILLING	1.5" MILLING	0" TO 1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	RETROFIT EXISTING CURB RAMP	ADJUST MANHOLES	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL				
								MI	FT	CY	SMI	TONS	TON	SY	SY	SY	SY	TONS	TON	TONS	EA	EA	LF	LF	AC	EA					
2022CPT.05.10.20911.1	Vance	1	SR 1101-OLD COUNTY HOME RD	SR 1115 - N LYNNBANK RD TO SR 1120 -VANCE ACADAMY RD	2	2	NO	NO	2.1	25	84	4.20	105	233				245	2,681	180	1,660			122	310	1.22	1				
		2	SR 1114 - EDWARDS RD	US 1 BUS/ RALEIGH RD TO SR 1115 - N LYNNBANK RD	2	2	NO	NO	1.98	18	119	4.00	99	146				310	1,824	122	925			172	440	1.72	1				
		3	SR 1342 - MORGAN RD	GRANVILLE CO TO NC 39	3	2	NO	NO	4.34	21	87	8.68	217	642	250				225	3,879	260	20			126	320	1.26	1			
		4	SR 1348 - TUNGSTEN MINE RD	NC 39 TO SR 1342 - MORGAN RD	2	2	NO	NO	5.79	18	116	12.00	290	857			1,156		675	5,333	357	135			169	430	1.69	1			
		5	SR 1369 - JACKSONTOWN RD/N LEE AVE	WARREN CO TO US 1	2	2	NO	NO	5	22	100	10.00	250	739			521	264	1,050	5,622	377	25			1	145	370	1.45	1		
TOTAL FOR PROJ NO. 2022CPT.05.10.20911.1								19.21			506	38.88	961	2,617	250	1,677	264	2,505	19,339	1,296	2,765		1	734	1,870	7.34	5				
2022CPT.05.10.20912.1	Vance	6	SR 1535- S CLEARVIEW DR/ SWAIN DR	NC 39 TO SR 1533 - VICKSBORO RD	1	2	NO	NO	0.4	20			20					120	272	18	5										
		7	SR 1536 - STEWART AVE	NC 39 TO N SHANK ST	1	2	NO	NO	0.114	20			6						60	78	5	100									
		8	SR 1560 - GARLAND ST	NC 39 TO SR 1561 - SWAIN DR	1	2	NO	NO	0.28	20			14						60	191	13		1								
		9	SR 1561 - SWAIN DR	SR 1535 - S CLEARVIEW DR TO SR 1560 - GARLAND ST	1	2	NO	NO	0.06	20			3						25	41	3										
		10	SR 1566 - BRELAND DR	SR 1518 - NEWTON DAIRY RD TO SR 1567 - MARILYN ST	1	2	NO	NO	0.14	18			7						55	86	6	70									
		11	SR 1567 - MARILYN ST	SR 1566 - BRELAND DR TO SR 1568 - EVANS ST	1	2	NO	NO	0.1	18			5							61	4	4									
		12	SR 1568 - EVANS ST	SR 1518 - NEWTON DAIRY RD TO SR 1567 - MARILYN ST	1	2	NO	NO	0.14	18			7						65	86	6	95									
		13	SR 1572 - N CLEARVIEW DR	SR 1535 - S CLEARVIEW DR TO SR 1535 - SWAIN DR	1	2	NO	NO	0.3	20			15							204	14	3									
		14	SR 1586 - BROOKHAVEN COURT	SR 1519 - CAREY CHAPEL RD TO END MAINTENANCE	1	2	NO	NO	0.21	20			10						60	143	10	4									
		15	SR 1587 - BROOKHAVEN PLACE	SR 1586 - BROOKHAVEN CT TO CUL-DE-SAC	1	2	NO	NO	0.1	20			5							68	5	2									
		16	SR 1612 - FOX POND RD	SR 1518 - NEWTON DAIRY RD TO DEAD END	1	2	NO	NO	0.31	18			16						80	190	13	70		1							
TOTAL FOR PROJ NO. 2022CPT.05.10.20912.1								2.154			108						525	1,420	97	353	1										
GRAND TOTAL									21.364		506	38.88	1,069	2,617	250	1,677	264	3,030	20,759	1,393	3,118	1	1	734	1,870	7.34	5				

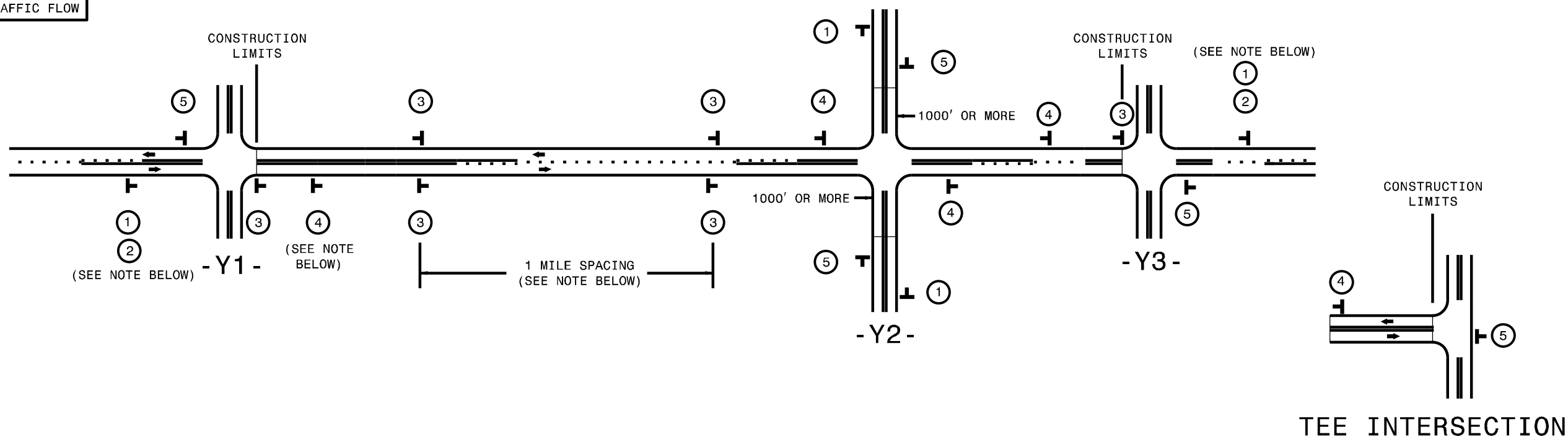
PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.05.10.20911.1, etc.	18	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	WIDTH	4413000000-E	4447000000-E	4457000000-N	4685000000-E		4720000000-E			4850000000-E	4890000000-E	4891000000-E					
							MI	FT	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	PEDESTRIAN CHANNELIZING DEVICES	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	THERMO MSG STOP 90 M	THERMO MSG AHEAD 90 M	THERMO MSG SCHOOL 90 M	4" LINE REMOVAL	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, 4", 50 MIL	GENERIC PAVEMENT MARKING ITEM 24" X 90 M WHITE THERMO					
									SF	LF	LS	LF	LF	EA	EA	EA	LF	LF	LF					
2022CPT.05.10.20911.1	Vance	1	SR 1101-OLD COUNTY HOME RD	SR 1115 - N LYNNBANK RD TO SR 1120 -VANCE ACADAMY RD	2	2	2.1	25	236				22,596	22,176	4	5								
		2	SR 1114 - EDWARDS RD	US 1 BUS/ RALEIGH RD TO SR 1115 -N LYNNBANK RD	2	2	1.98	18	126				21,305	20,908										
		3	SR 1342 - MORGAN RD	GRANVILLE CO TO NC 39	3	2	4.34	21	486			*	46,698	45,830			6	1,692	1,692	50				
		4	SR 1348 - TUNGSTEN MINE RD	NC 39 TO SR 1342 - MORGAN RD	2	2	5.79	18	649				62,300	61,142										
		5	SR 1369 - JACKSONTOWN RD/N LEE AVE	WARREN CO TO US 1	2	2	5	22	560				53,800	52,800				1,120	1,120					
TOTAL FOR PROJ NO. 2022CPT.05.10.20911.1							19.21		2,057		*	206,699	202,856	4	5	6	2,812	2,812	50					
												409,555	15											
2022CPT.05.10.20912.1	Vance	6	SR 1535- S CLEARVIEW DR/ SWAIN DR	NC 39 TO SR 1533 - VICKSBORO RD	1	2	0.4	20	45															
		7	SR 1536 - STEWART AVE	NC 39 TO N SHANK ST	1	2	0.114	20	13															
		8	SR 1560 - GARLAND ST	NC 39 TO SR 1561 - SWAIN DR	1	2	0.28	20	31	20														
		9	SR 1561- SWAIN DR	SR 1535 - S CLEARVIEW DR TO SR 1560 - GARLAND ST	1	2	0.06	20	6															
		10	SR 1566 - BRELAND DR	SR 1518 - NEWTON DAIRY RD TO SR 1567 - MARILYN ST	1	2	0.14	18	16															
		11	SR 1567 - MARILYN ST	SR 1566 - BRELAND DR TO SR 1568 - EVANS ST	1	2	0.1	18	11			*												
		12	SR 1568 - EVANS ST	SR 1518 - NEWTON DAIRY RD TO SR 1567 - MARILYN ST	1	2	0.14	18	16															
		13	SR 1572 - N CLEARVIEW DR	SR 1535 - S CLEARVIEW DR TO SR 1535 - SWAIN DR	1	2	0.3	20	33															
		14	SR 1586 - BROOKHAVEN COURT	SR 1519 - CAREY CHAPEL RD TO END MAINTENANCE	1	2	0.21	20	23															
		15	SR 1587 - BROOKHAVEN PLACE	SR 1586 - BROOKHAVEN CT TO CUL-DE-SAC	1	2	0.1	20	11															
		16	SR 1612 - FOX POND RD	SR 1518 - NEWTON DAIRY RD TO DEAD END	1	2	0.31	18	35															
TOTAL FOR PROJ NO. 2022CPT.05.10.20912.1							2.154		240	20	*													
GRAND TOTAL												21.364		2,297	20	1	206,699	202,856	4	5	6	2,812	2,812	50
																	409,555	15						







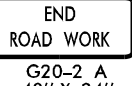
SIGNING FOR RESURFACING PROJECTS

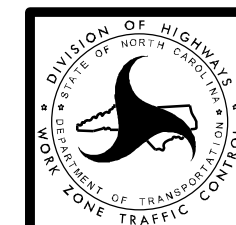
LEGEND
 STATIONARY SIGN
 DIRECTION OF TRAFFIC FLOW



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 CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING 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> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;">  <small>W20-7 A 48" X 48"</small> PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
		<p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
		<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</p> <p>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- 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>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	
	<p>THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.</p>		
<p>MAPS LESS THAN 2 MILES</p>	<p>FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.</p>		



ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

\$\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$DCON\$\$\$\$\$
 \$\$\$USERNAME\$\$\$\$\$

**DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA**

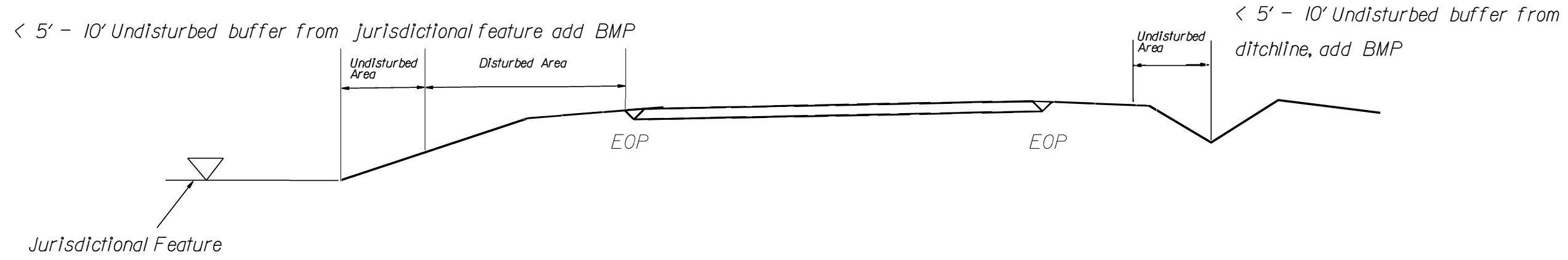
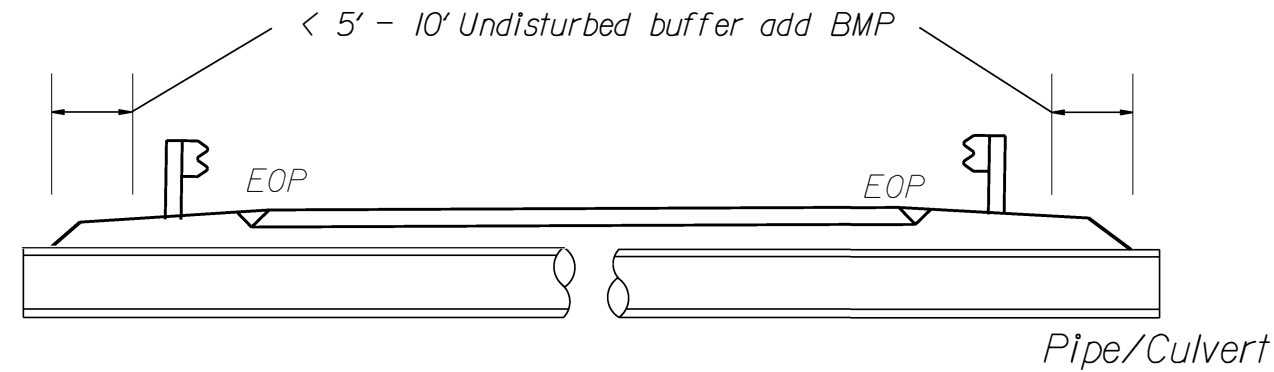
SOIL STABILIZATION TIMEFRAMES

<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.

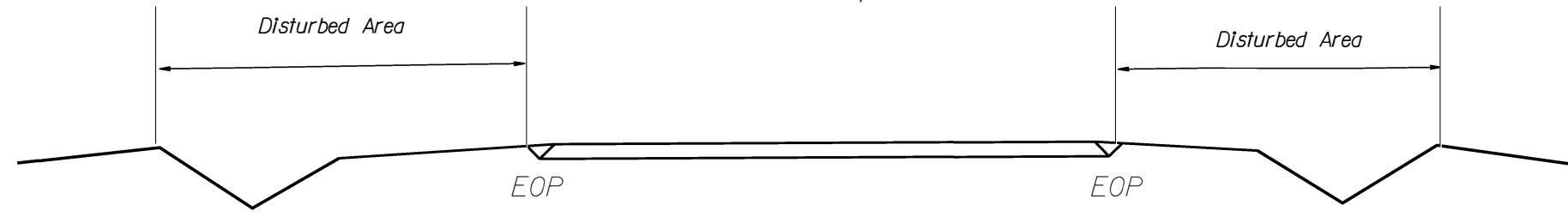
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

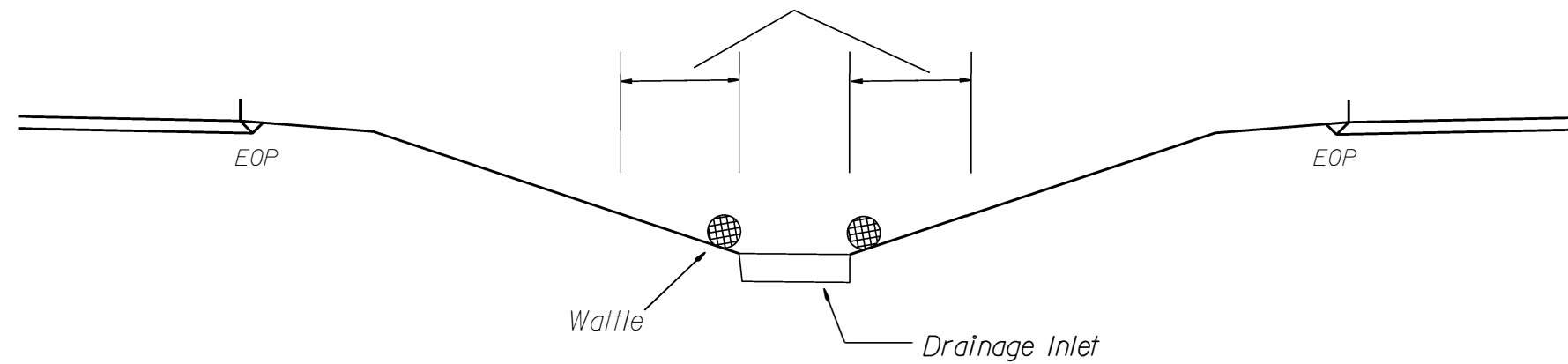
EROSION CONTROL DETAIL



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

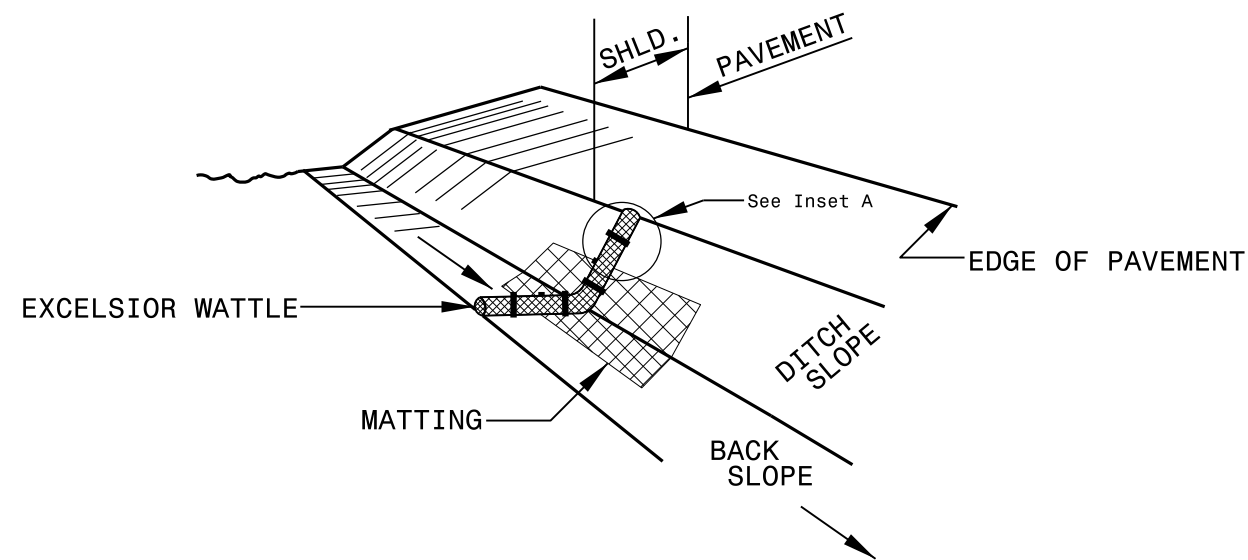


< 5' - 10' Undisturbed buffer from inlet, add wattle

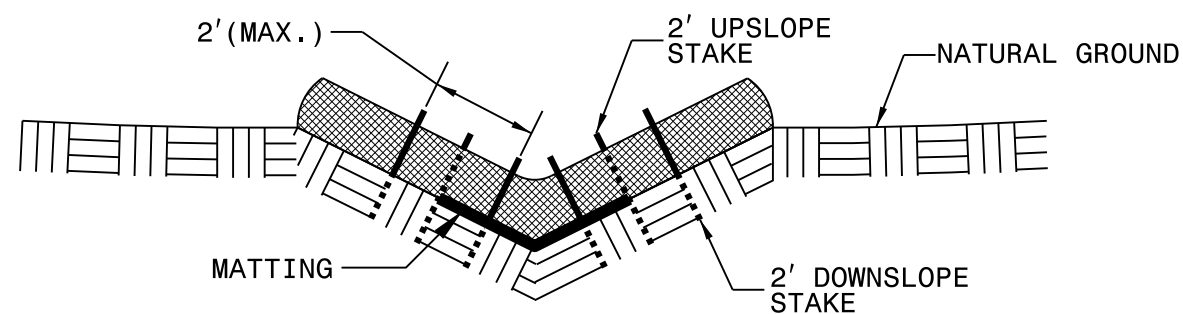


NOT TO SCALE

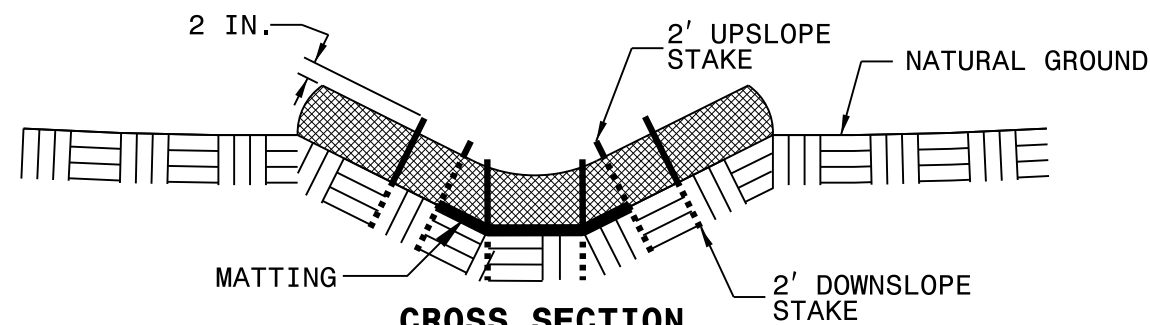
WATTLE DETAIL



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.

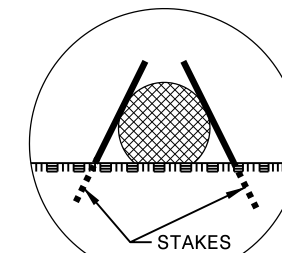
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

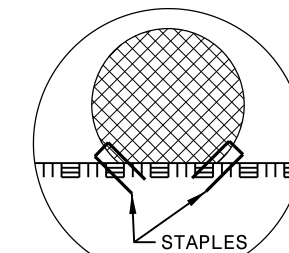
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

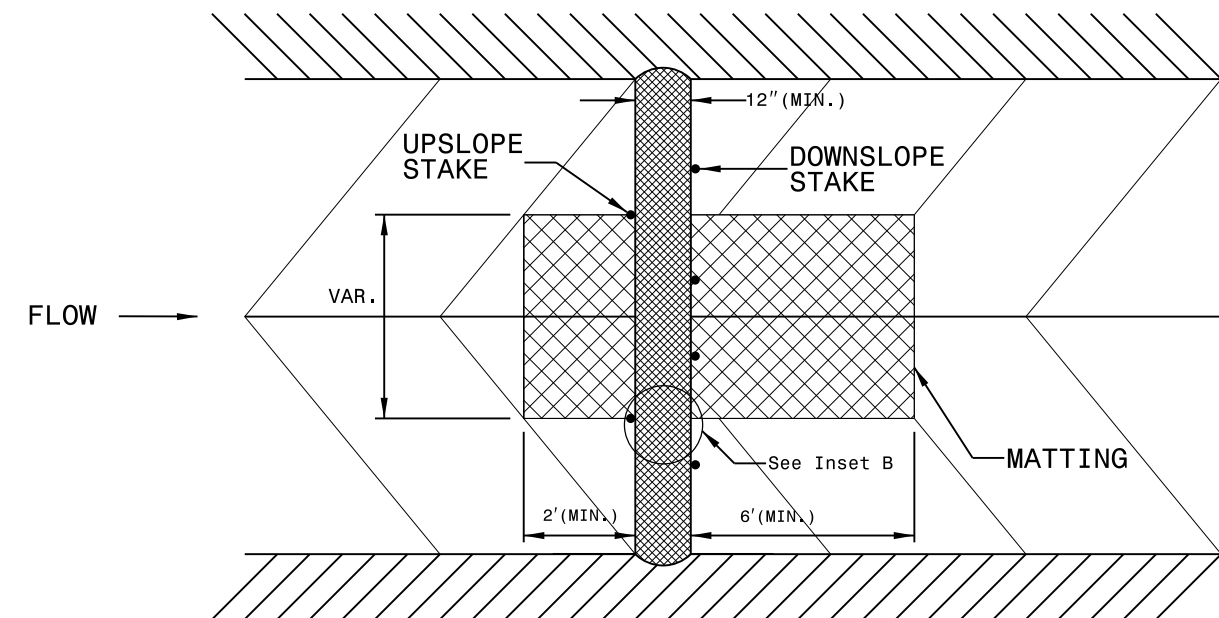
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW