

10/03/13

CONTRACT NO.: DA00359 WBS ELEMENT: 2017CPT.01.28.10701.1, ETC.

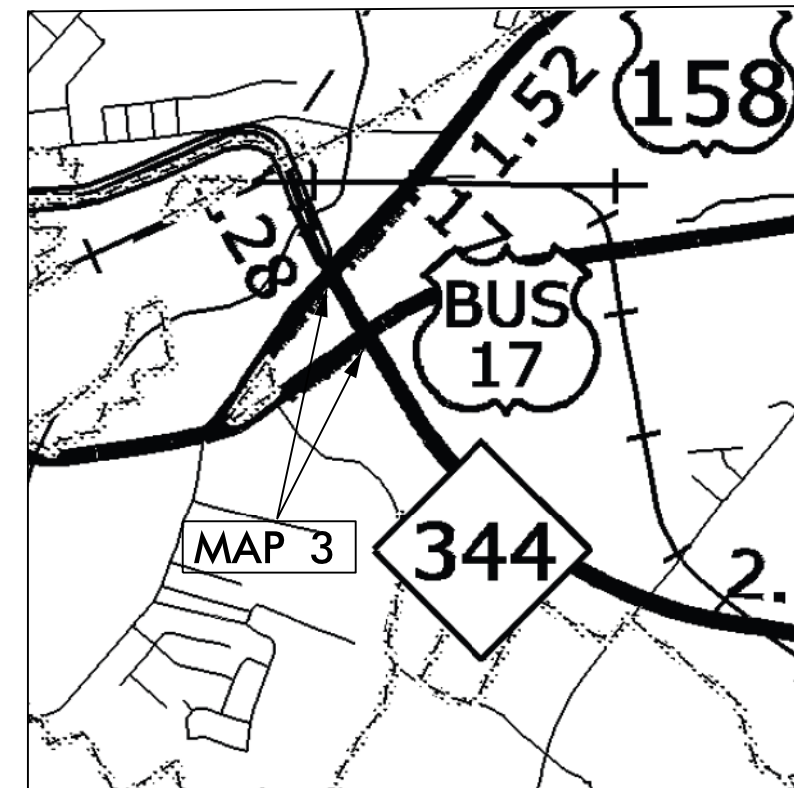
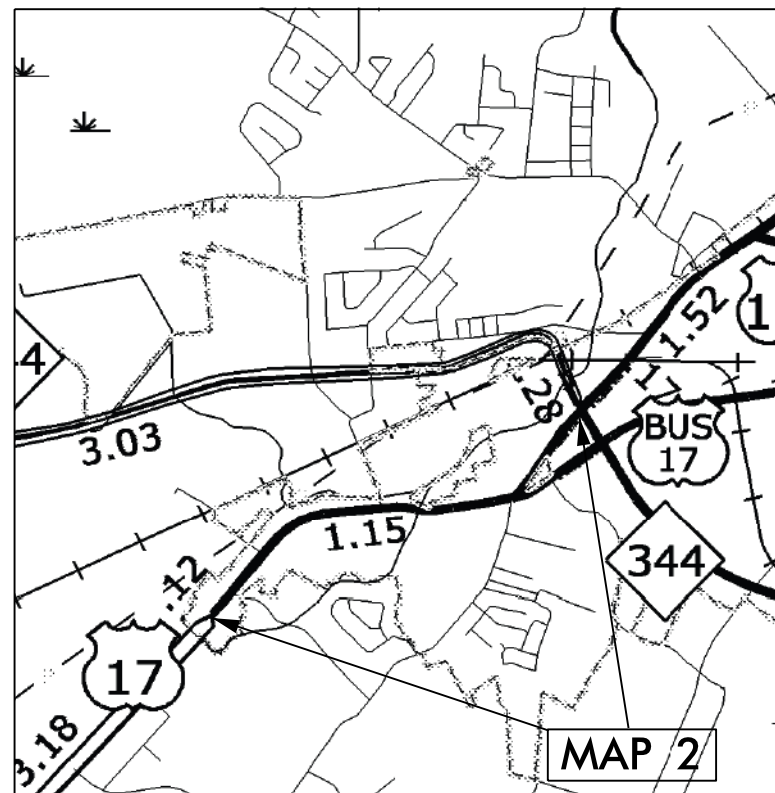
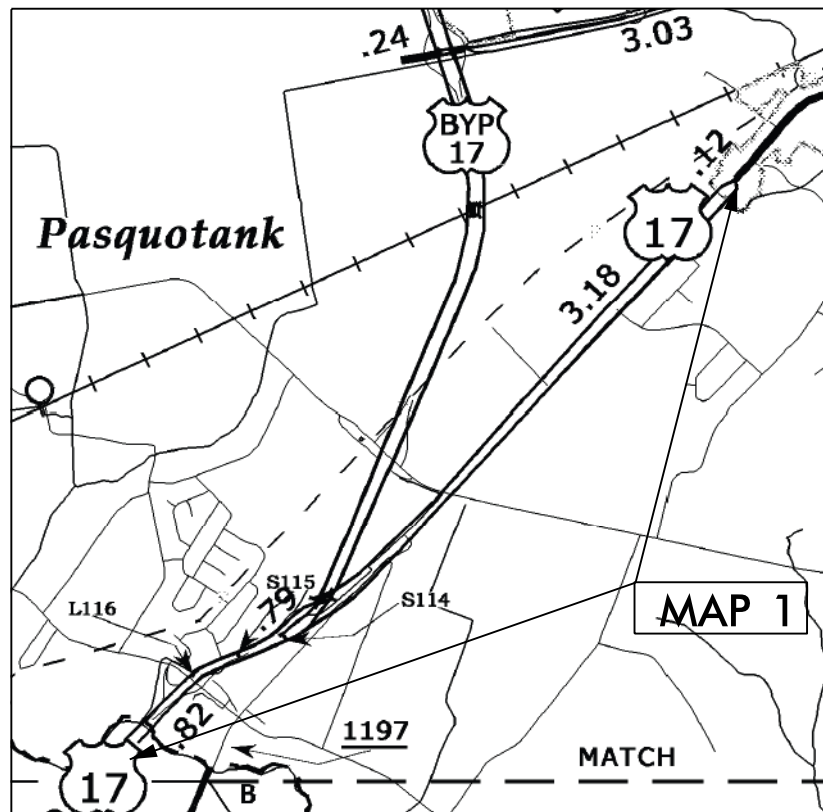
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PASQUOTANK COUNTY

LOCATION: MAP 1 US 17 BUSINESS SOUTH FROM COUNTY LINE TO START OF C & G
MAP 2 SOUTH US 17 BUSINESS C & G FROM END OF C & G TO NC 344
MAP 3 NC 344 FROM US 17 TO US 17 BUSINESS

TYPE OF WORK: RESURFACING, MILLING, PAVEMENT MARKINGS & SHOULDER RECONSTRUCTION

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.
N.C.	2017CPT.01.28.10701.1, ETC	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2017CPT.01.28.10701.1		MAP 1
2017CPT.01.28.10701.1		MAP 2
2017CPT.01.28.10701.1		MAP 3



NTS

PROJECT LENGTH

LENGTH OF ROADWAY PROJECT MAP 1 = 3.20 MI.
 LENGTH OF ROADWAY PROJECT MAP 2 = 2.22 MI.
 LENGTH OF ROADWAY PROJECT MAP 3 = 0.17 MI.

Prepared in the Office of:
DIVISION OF HIGHWAYS
 113 Airport Dr., Edenton NC, 27932

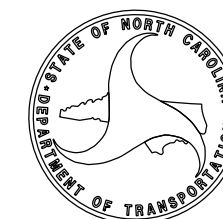
2012 STANDARD SPECIFICATIONS

LETTING DATE:

W.B. HOBBS, P.E.
 DIVISION PROJECT MANAGER

C.E. SLACHTA
 DIVISION PROPOSALS ENGINEER

DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA



DRAWN BY: BJT

10/03/13

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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

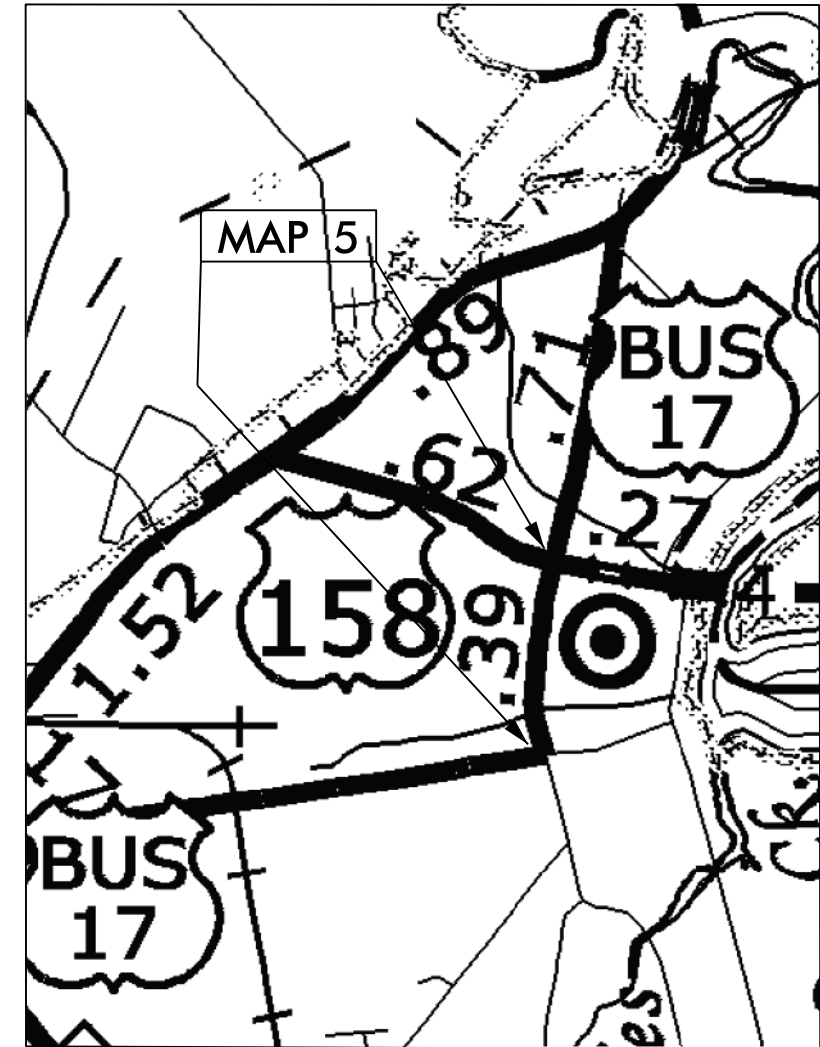
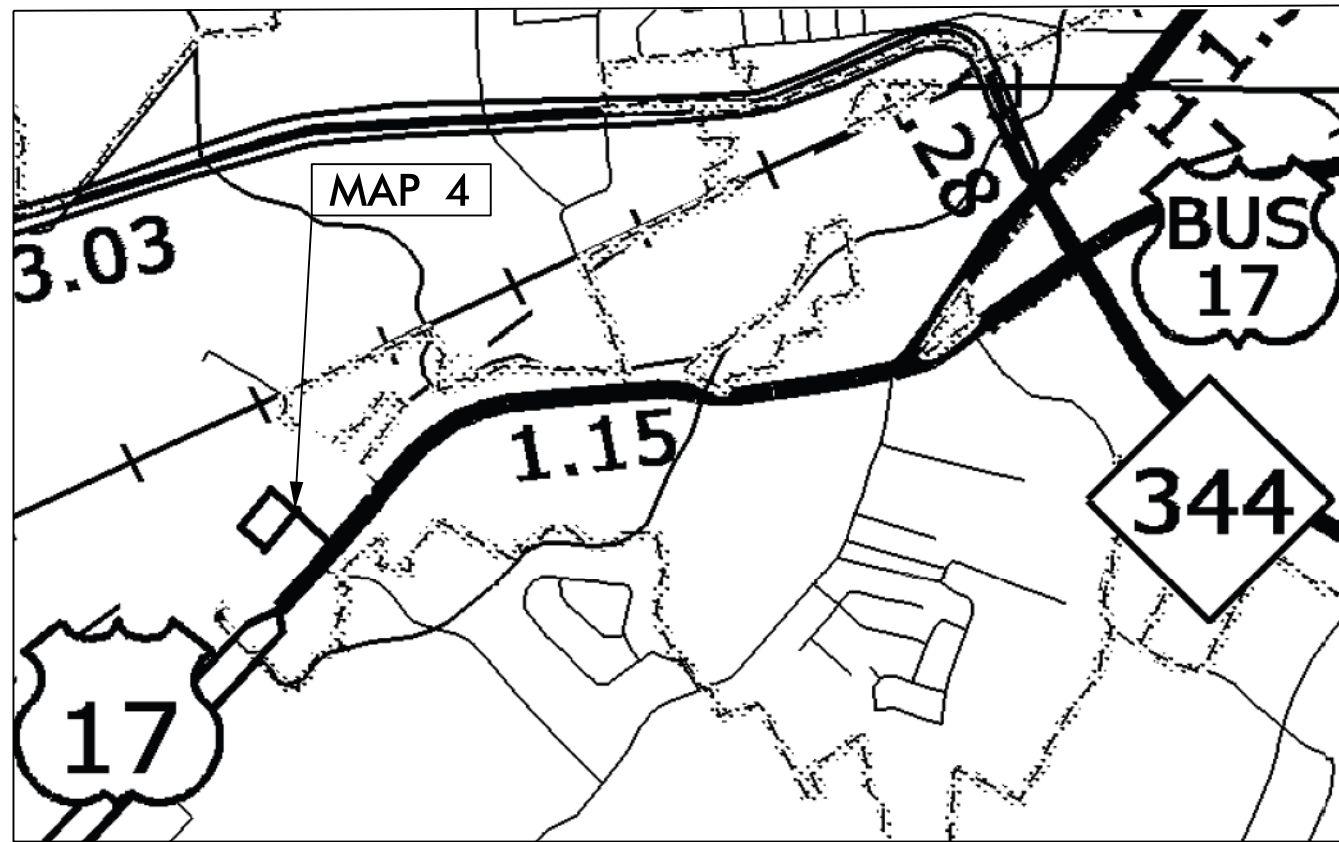
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.
N.C.	2017CPT.01.27.10701.1, ETC	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2017CPT.01.28.10701.1		MAP 4
2017CPT.01.28.10701.1		MAP 5

PASQUOTANK COUNTY

LOCATION: MAP 4 DMV DRIVEWAY AND PARKING LOT

MAP 5 US 17 BUSINESS (ROAD STREET) FROM ELIZABETH ST TO EHRINGHAUS ST

TYPE OF WORK: RESURFACING, MILLING, PAVEMENT MARKINGS & SHOULDER RECONSTRUCTION



NTS

PROJECT LENGTH

LENGTH OF ROADWAY PROJECT MAP 4 = 0.038 MI.

LENGTH OF ROADWAY PROJECT MAP 5 = 0.416 MI.

Prepared in the Office of:
DIVISION OF HIGHWAYS

113 Airport Dr., Edenton NC, 27932

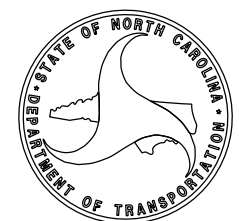
2012 STANDARD SPECIFICATIONS

LETTING DATE:

W.B. HOBBS, P.E.
DIVISION PROJECT MANAGER

C.E. SLACHTA
DIVISION PROPOSALS ENGINEER

**DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA**



DRAWN BY: BJT

C O N T R A C T P A V E M E N T S C H E D U L E

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
T	EARTH MATERIAL
V1	MILLING BITUMINOUS PAVEMENT 1½" DEPTH
V2	MILLING BITUMINOUS PAVEMENT 0" - 3" DEPTH

PAVEMENT SCHEDULE

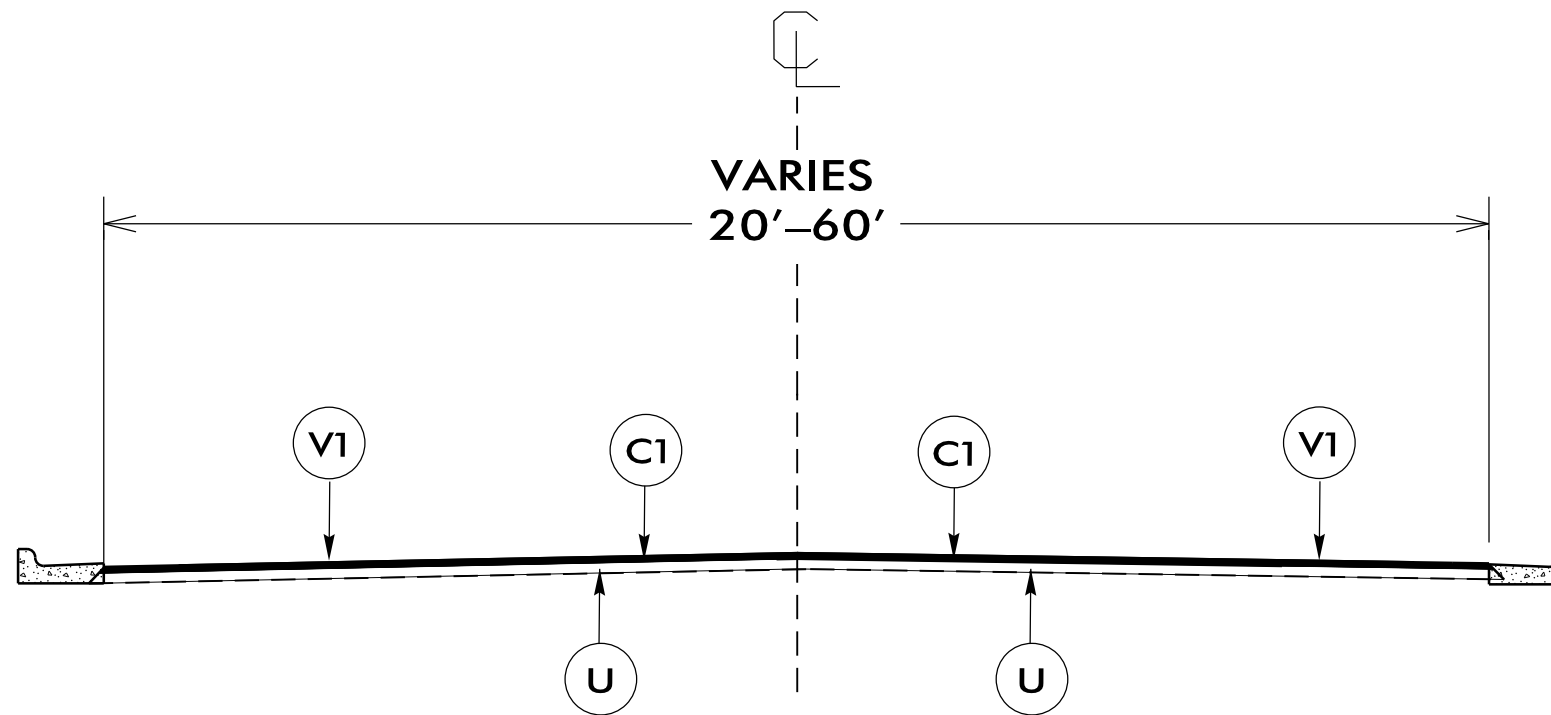
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
V1	MILLING BITUMINOUS PAVEMENT 1½" DEPTH

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.01.28.10701.1, ETC.	

NOTES:

*ALL PAVED 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



TYPICAL SECTION NO. 1

USE WITH MAP 2, 3 & 4

NTS

PAVEMENT SCHEDULE

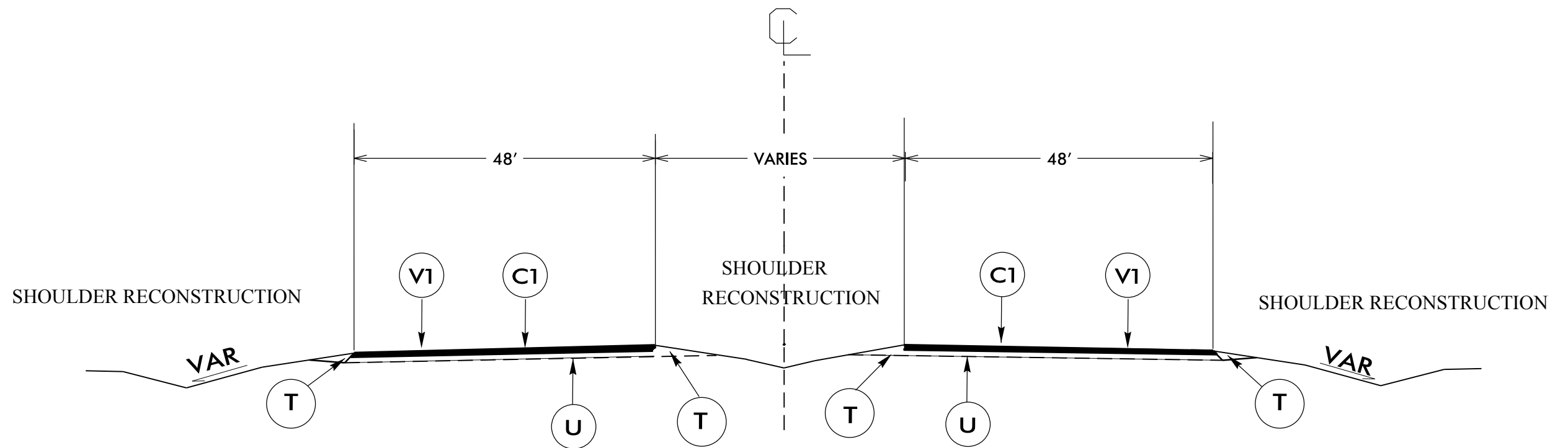
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
T	EARTH MATERIAL
V1	MILLING BITUMINOUS PAVEMENT 1½" DEPTH

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.01.28.10701.1, ETC	

NOTES:

*ALL PAVED 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



TYPICAL SECTION NO. 2

USE WITH MAP 1

NTS

PAVEMENT SCHEDULE

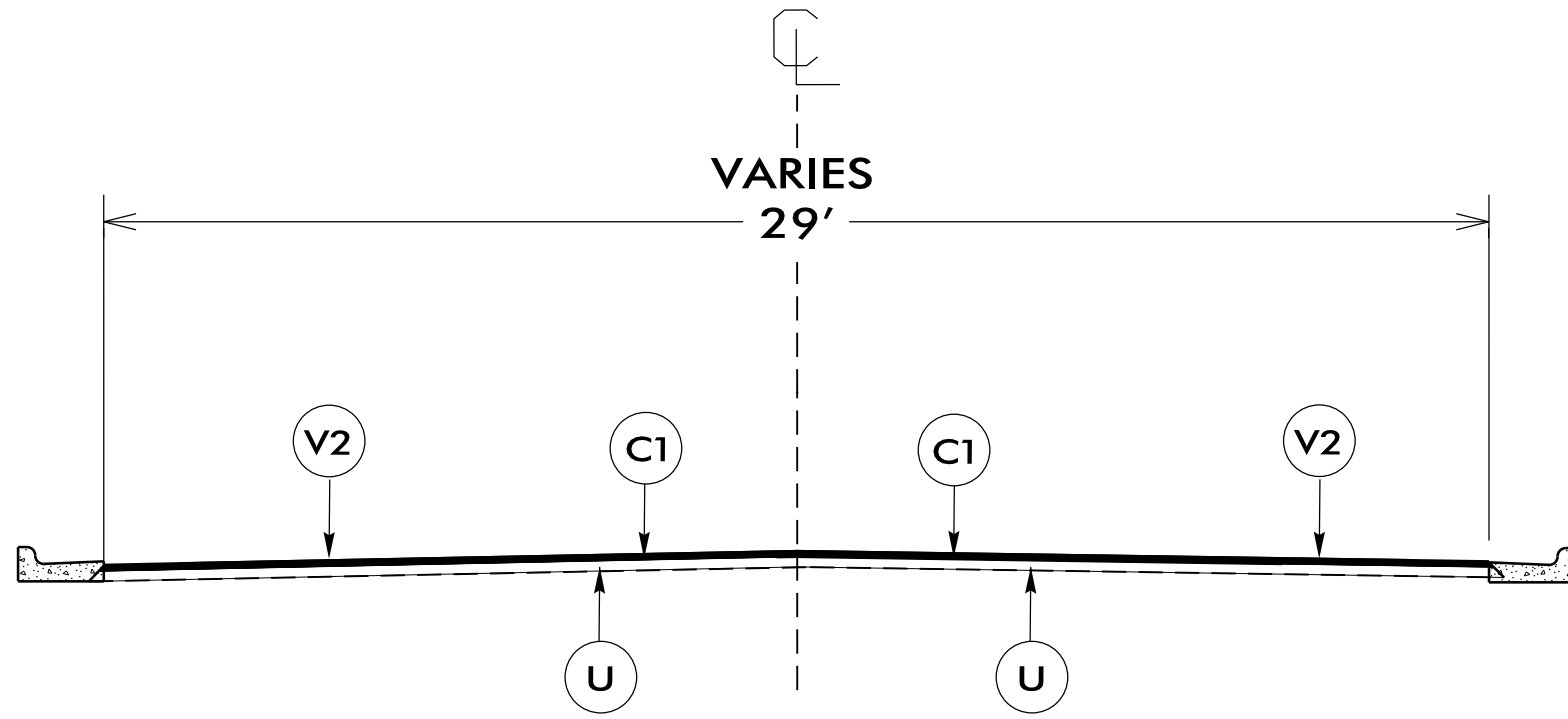
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
V2	MILLING BITUMINOUS PAVEMENT 0" - 3" DEPTH

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.01.28.10701.1, ETC.	

NOTES:

*ALL PAVED 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

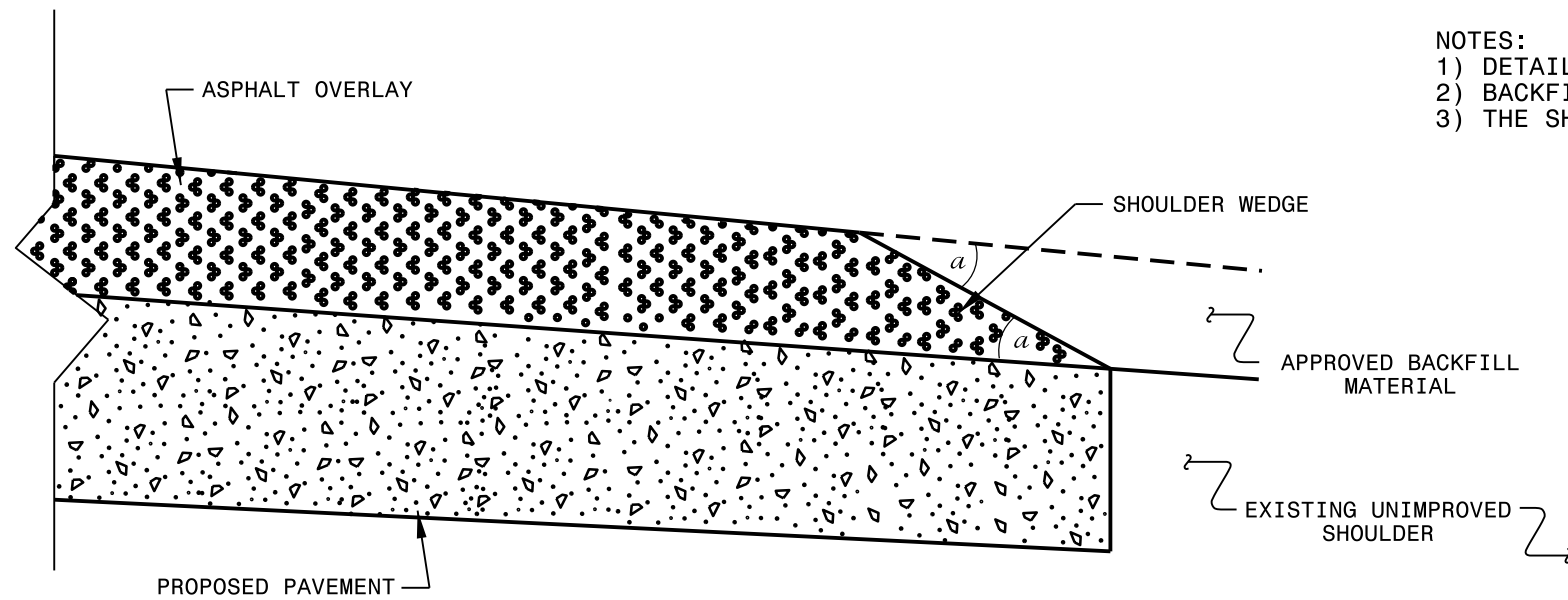


TYPICAL SECTION NO. 3

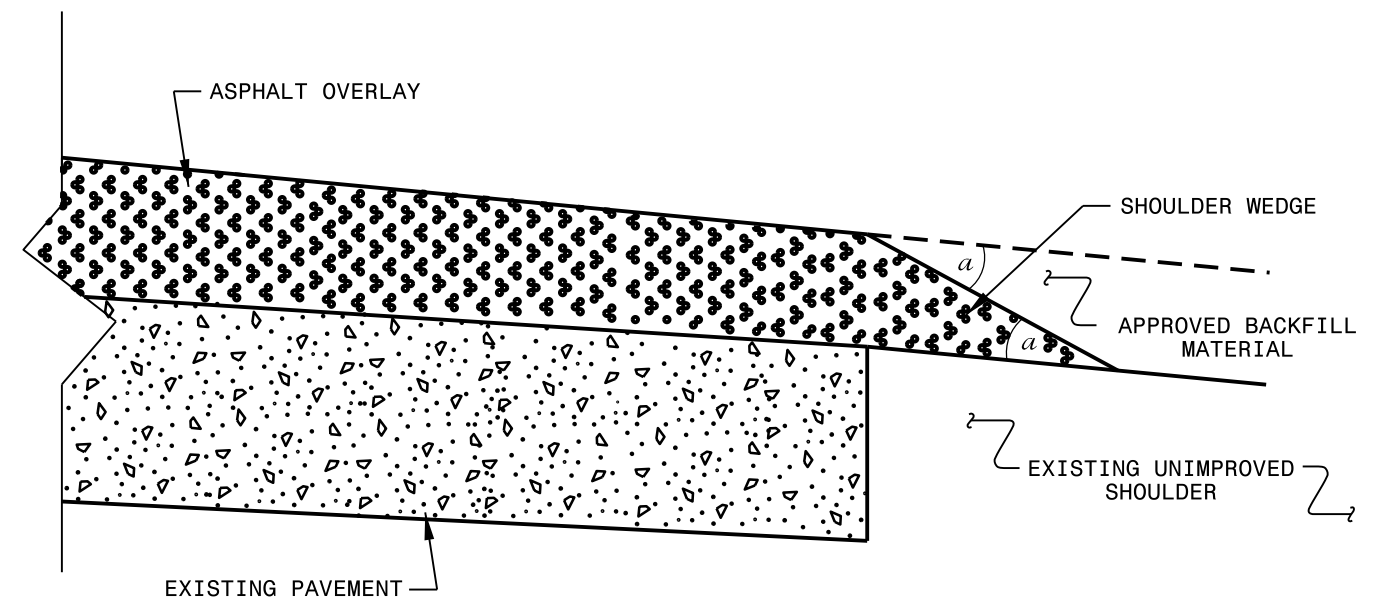
USE WITH MAP 5

NTS

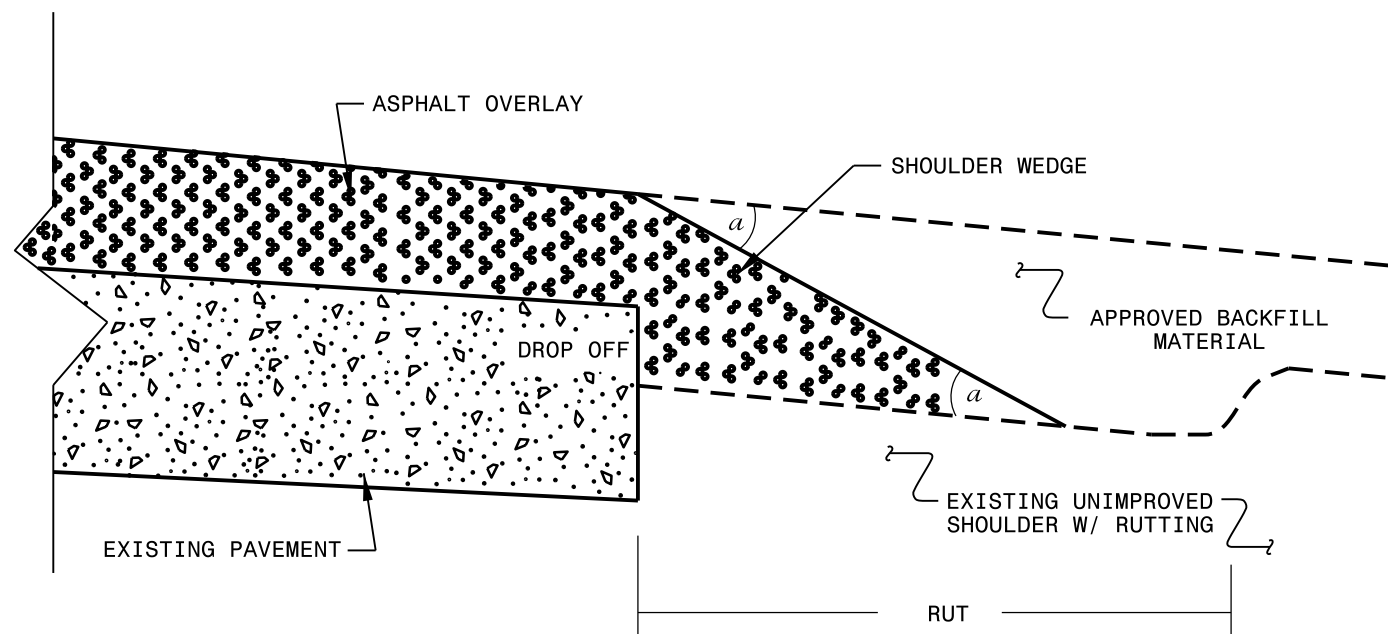
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

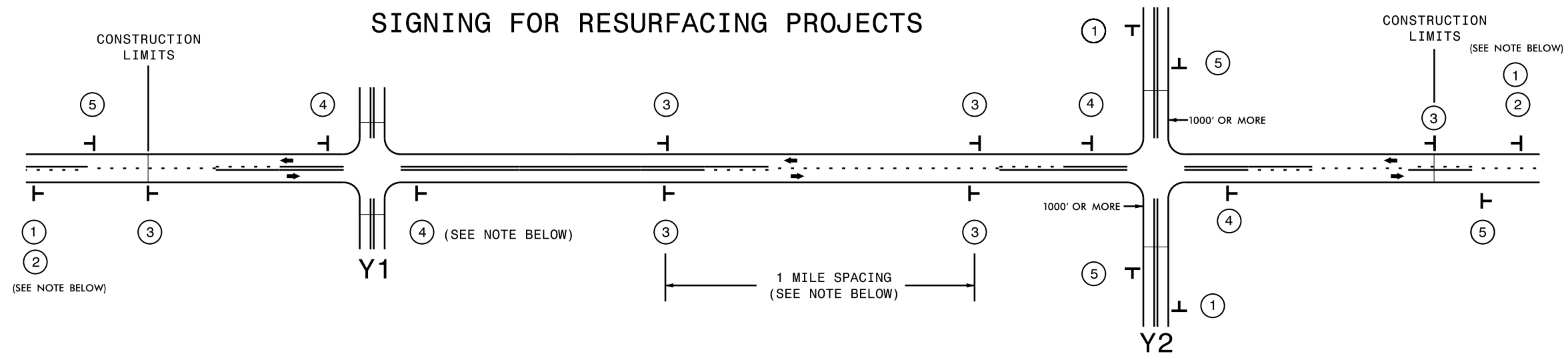
- SHOULDER WEDGE ANGLE = 30°

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

**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11
 MODIFIED BY: DATE: 10/16/12
 CHECKED BY: DATE:
 FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn

SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

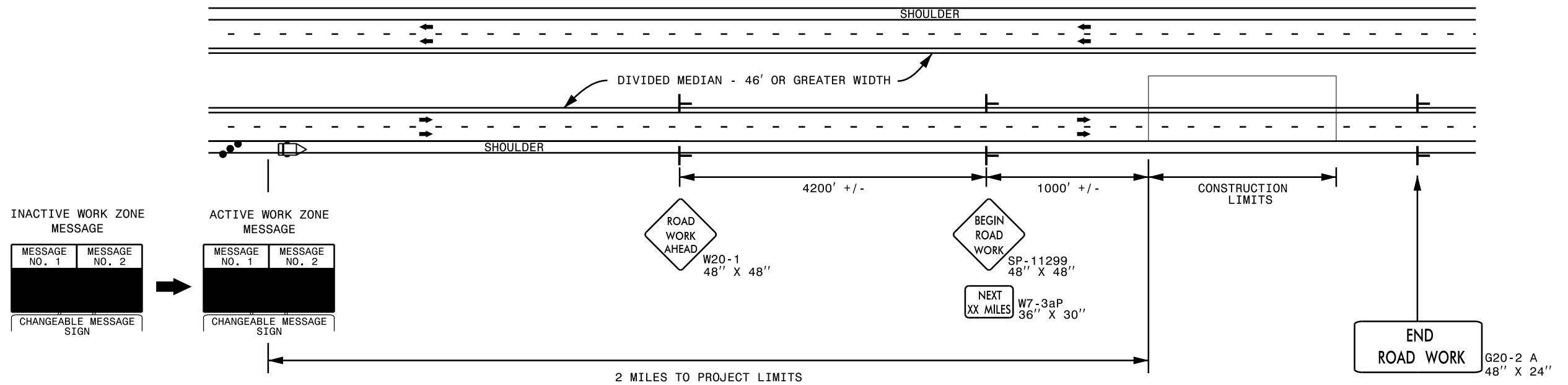
SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>① </p> <p>② </p> <p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>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> <p></p> <p></p> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	<p>③ </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>④ </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>⑤ </p> <p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

26-APR-2017 14:15
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D:\DWI-300030

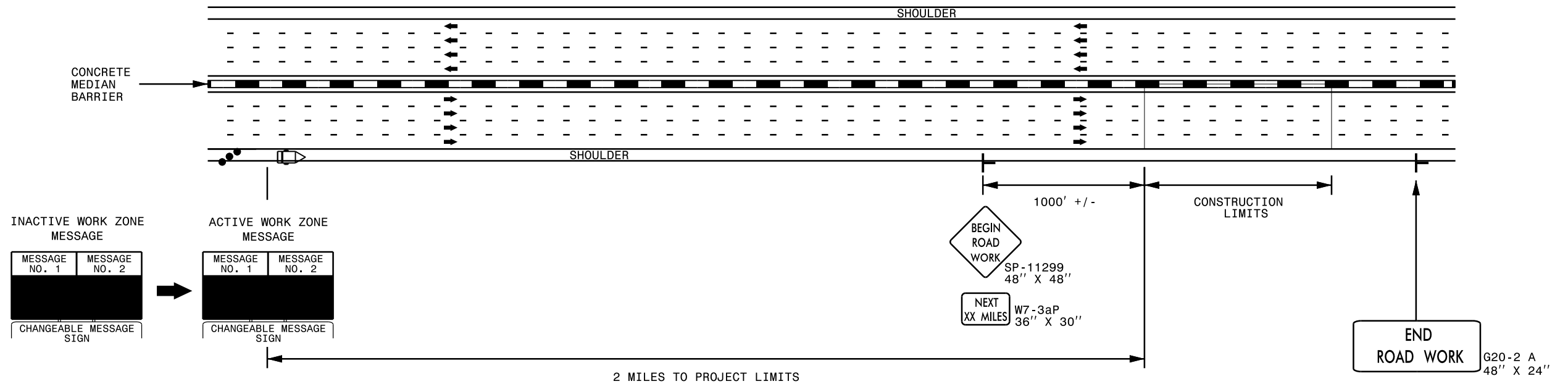


RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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

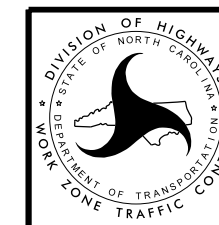


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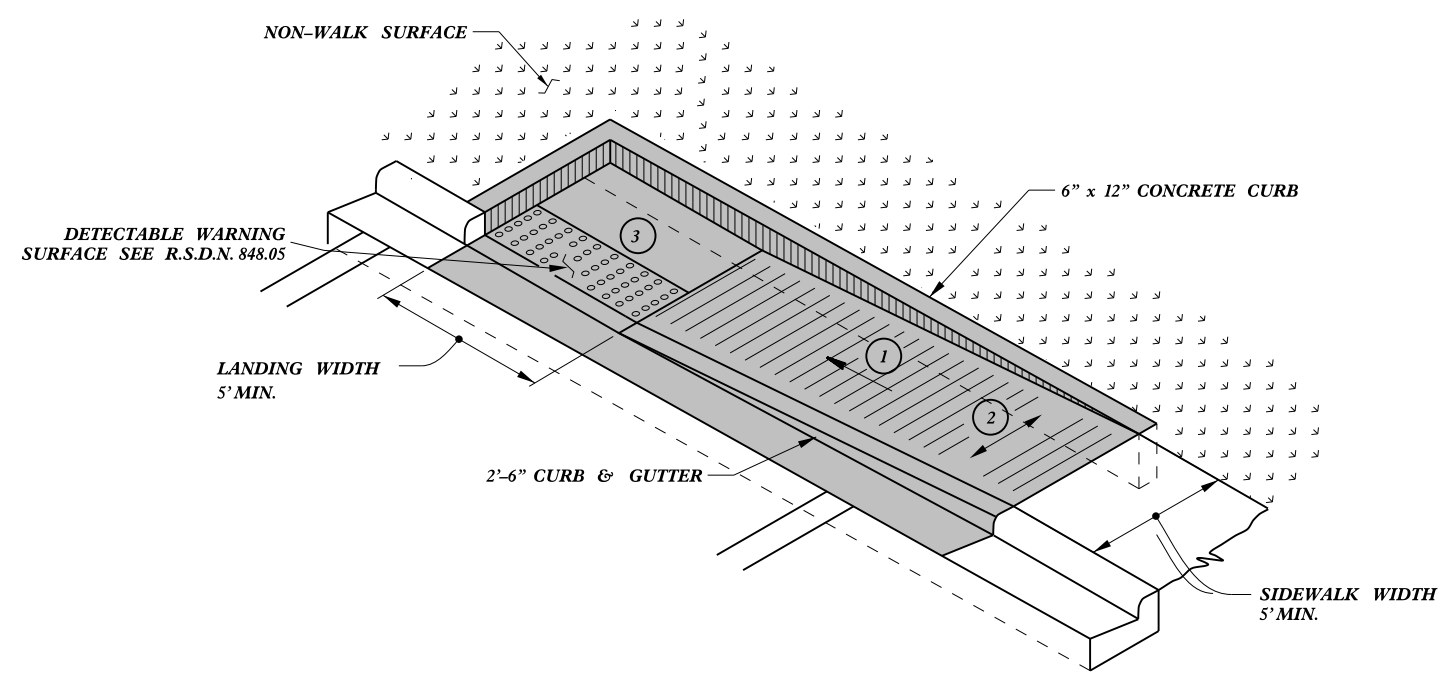
- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S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

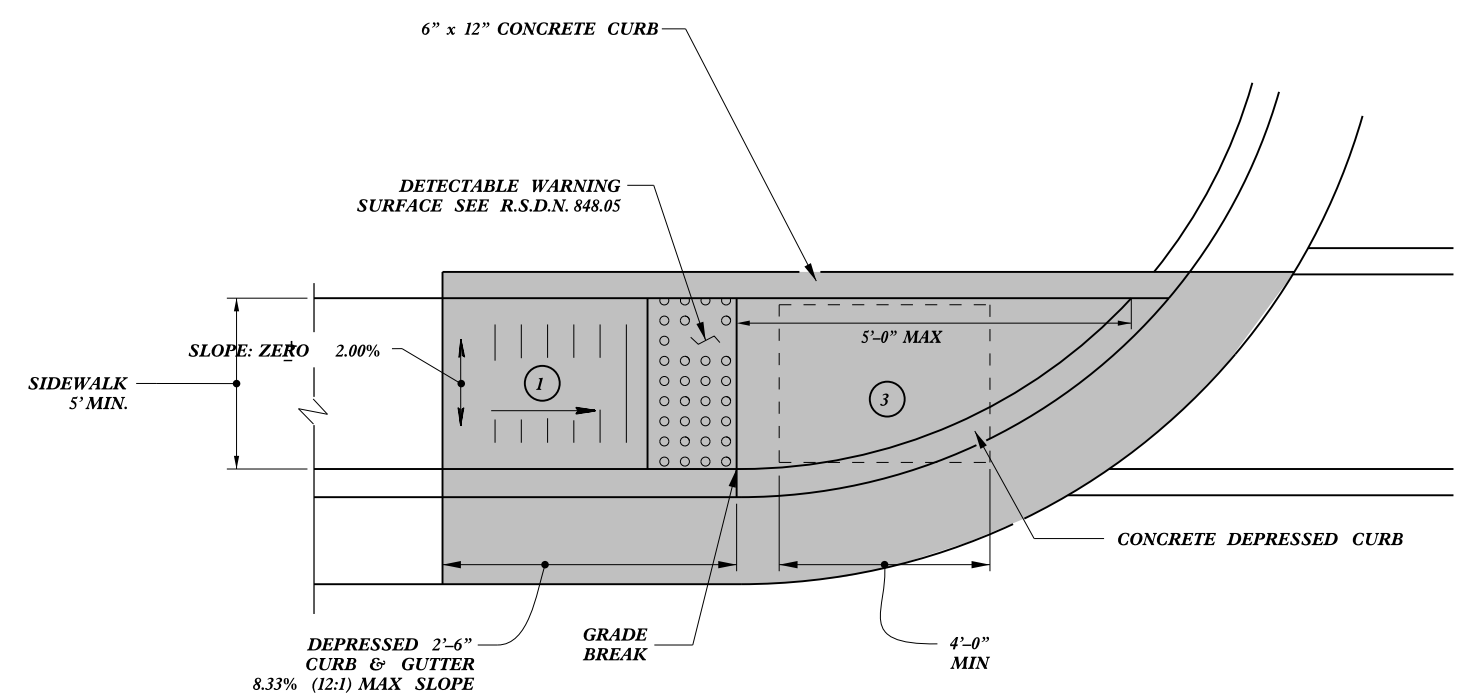
- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



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



TYPE 1A



TYPE 1

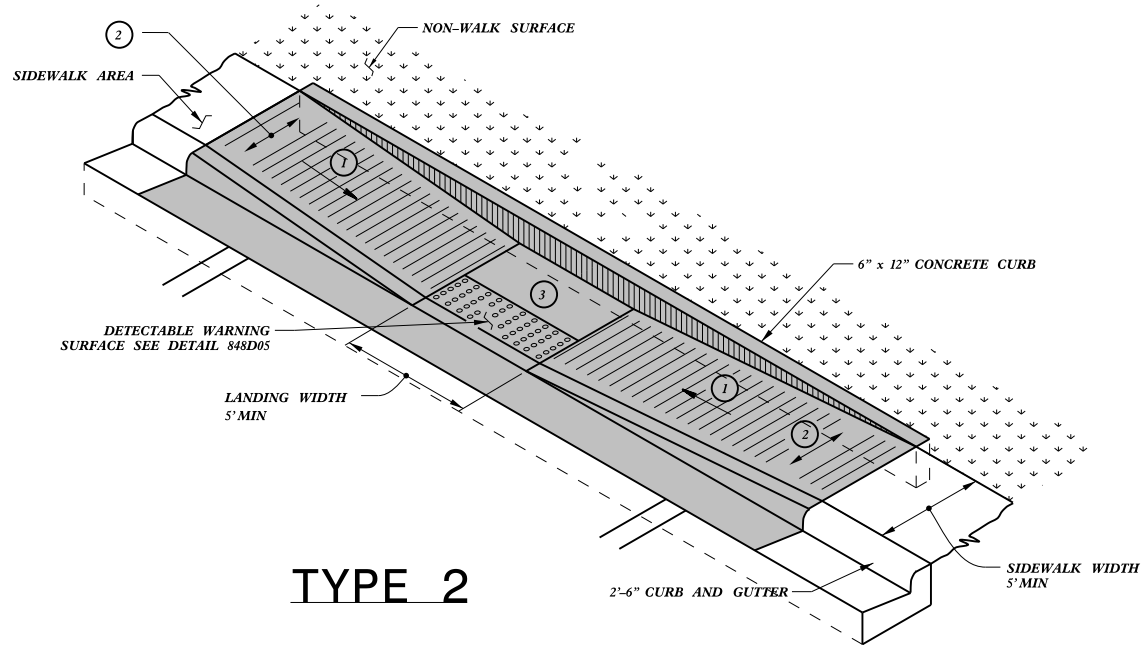
- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

PAY LIMITS FOR CURB RAMP

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: sstds/2012CurbRamp/CurbRampDetails.dwg	

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

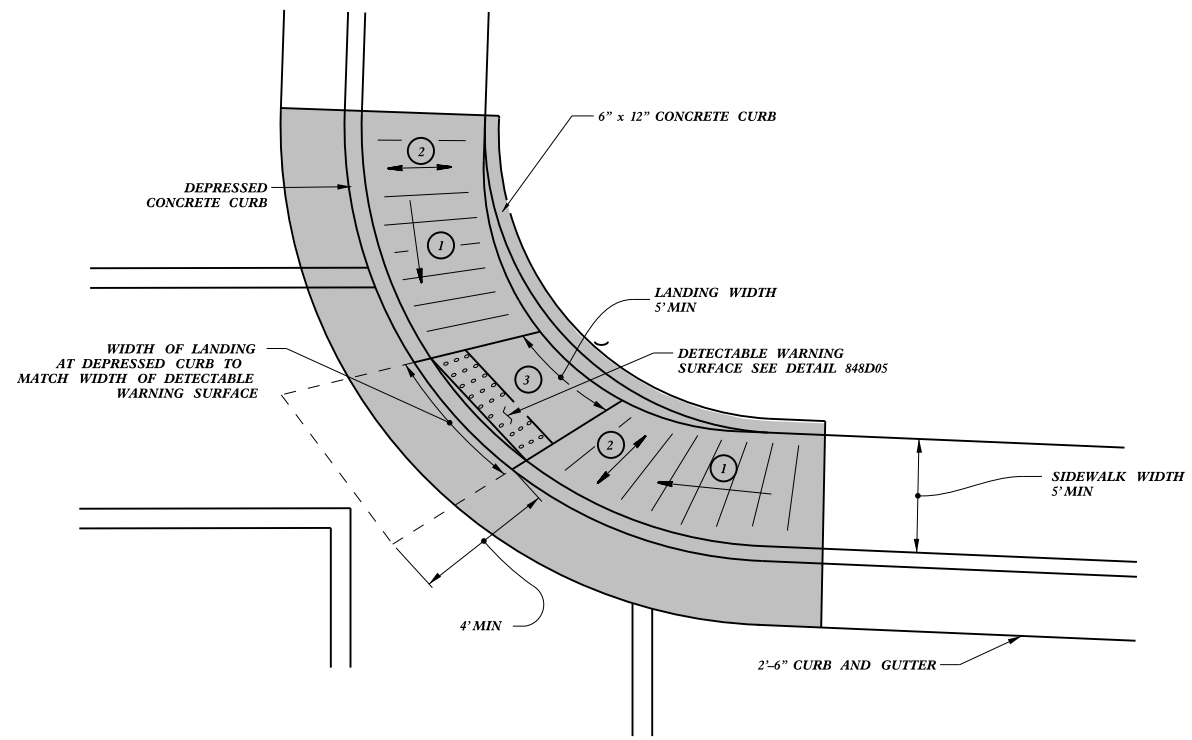
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 J.Howerton



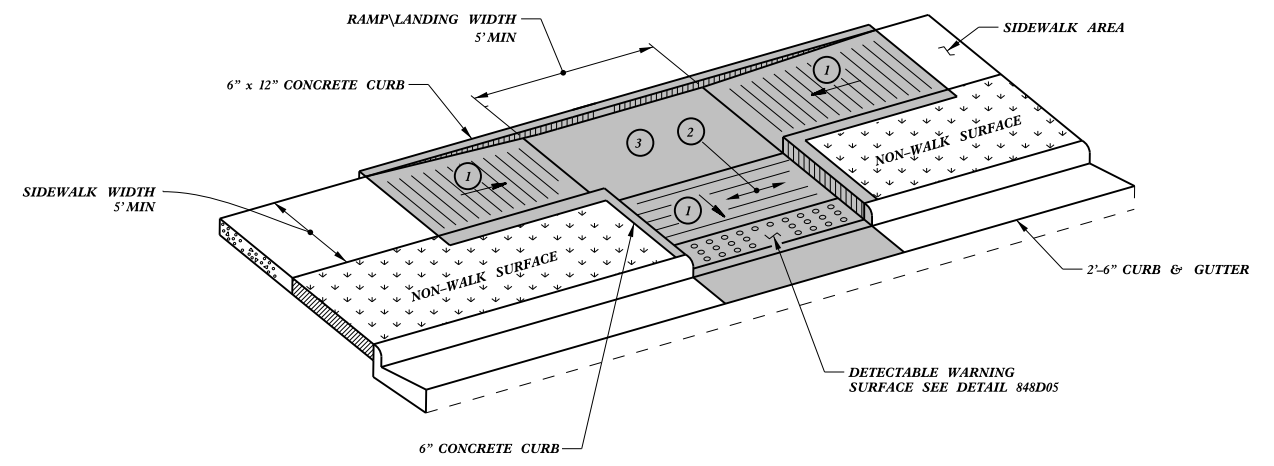
TYPE 2

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

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
CURB RAMPS	
Parallel Ramps	
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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