

WBS NO: 2024CPT.01.04.20211, ETC.

CONTRACT: DA00575

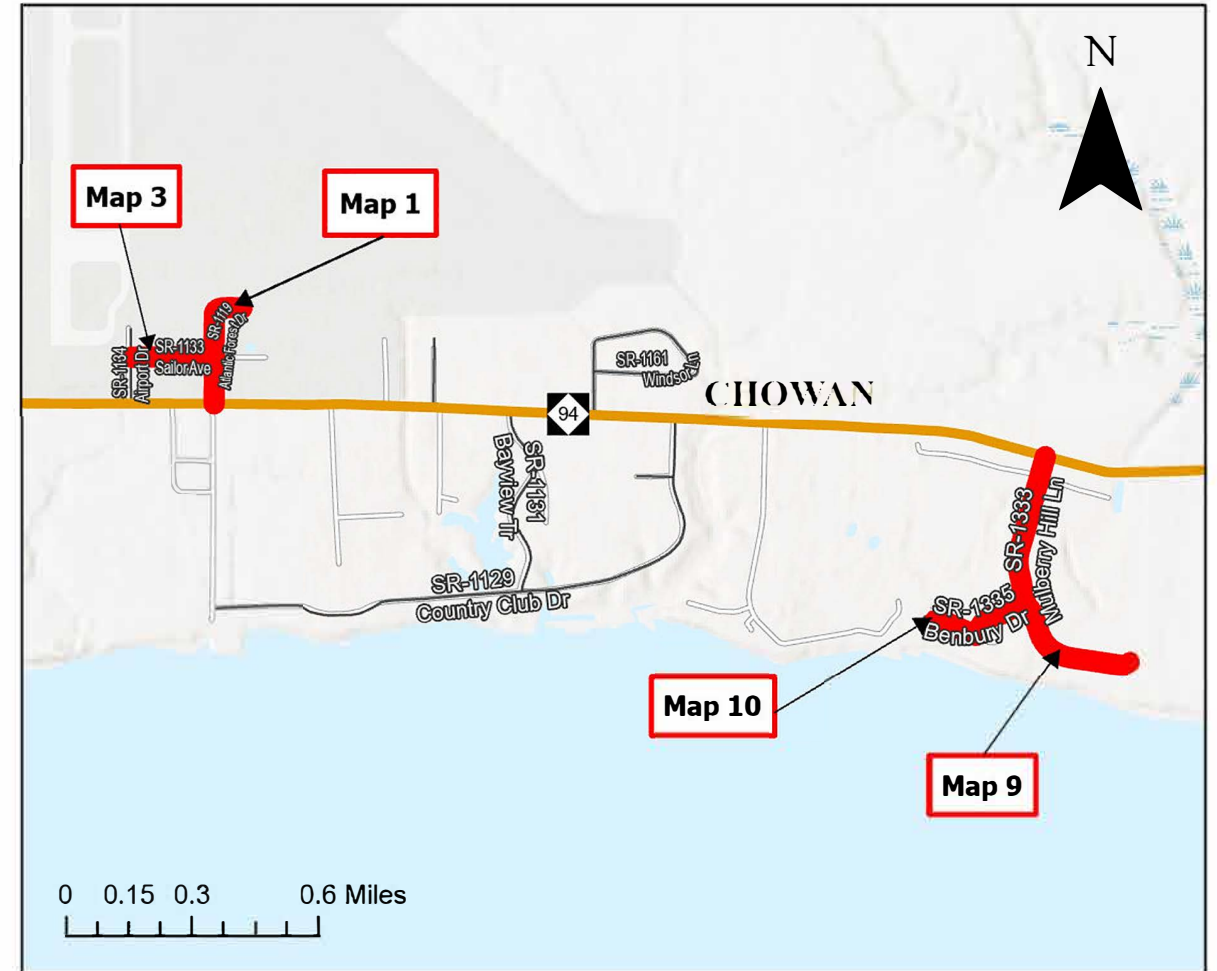
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CHOWAN

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.04.20211, ETC.	1
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.04.20211		P.E., CONST.
		P.E., CONST.
		P.E., CONST.
		P.E., CONST.

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

MAP	ROUTE	FROM	TO
01	SR 1119 (Atlantic Forrest Dr.)	Dead End	NC 94
03	SR 1133 (Sailor Ave.)	SR 1119 (Atlantic Forrest Ave.)	SR 1134 (Airport Dr.)
09	SR 1333 (Mulberry Hill Lane)	CDS	NC 94
10	SR 1335 (Benbury Dr.)	SR 1333 (Mulberry Hill Lane)	End



PROJECT LENGTH

MAP	MILES
01	0.23
03	0.16
09	0.55
10	0.22

Prepared in the Office of:
DIVISION OF HIGHWAYS
113 AIRPORT DR., EDENTON, NC 27932

B. N. BRASWELL, PE
DIV. PROJ. DEVELOPMENT ENGINEER

C. E. SLACHTA
DIVISION CONTRACT ENGINEER

J. S. ABEL, JR.
DIVISION PROJECT TEAM LEAD

D. H. STALLINGS
DIVISION DESIGN ENGINEER



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CONTRACT: DA00575

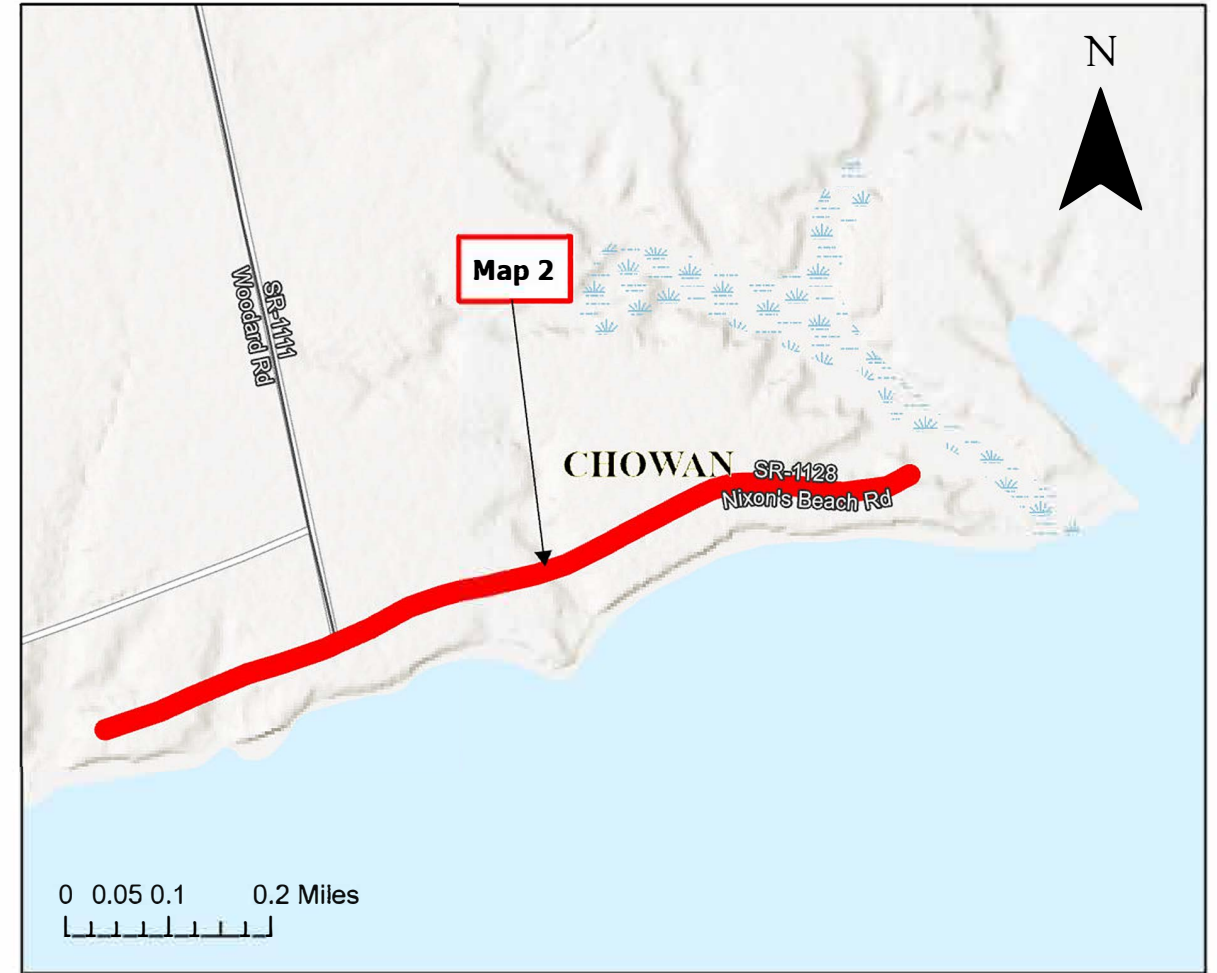
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CHOWAN

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.04.20211, ETC.	2
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.04.20211		P.E., CONST.
		P.E., CONST.
		P.E., CONST.
		P.E., CONST.

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

MAP	ROUTE	FROM	TO
02	SR 1128 (Nixon's Beach Rd.)	Dead End	Dead End



PROJECT LENGTH

MAP	MILES
02	0.66

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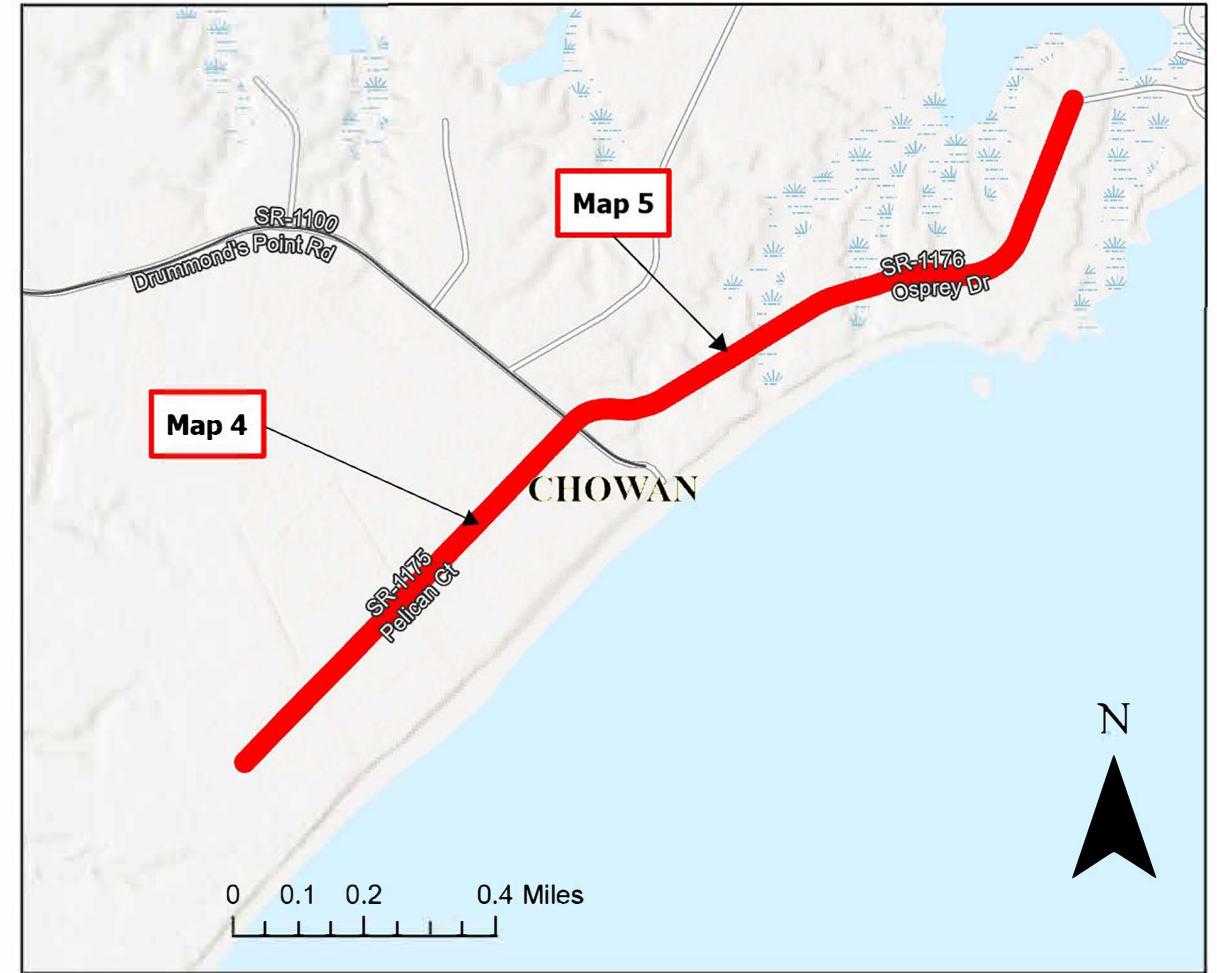
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CHOWAN

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.04.20211, ETC.	3
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.04.20211		P.E., CONST.
		P.E., CONST.
		P.E., CONST.
		P.E., CONST.

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

MAP	ROUTE	FROM	TO
04	SR 1175 (Pelican Ct.)	SR 1100 (Drummond's Point Rd.)	CDS
05	SR 1176 (Osprey Dr.)	SR 1100 (Drummond's Point Rd.)	End Maint



PROJECT LENGTH

MAP	MILES
04	0.58
05	0.80

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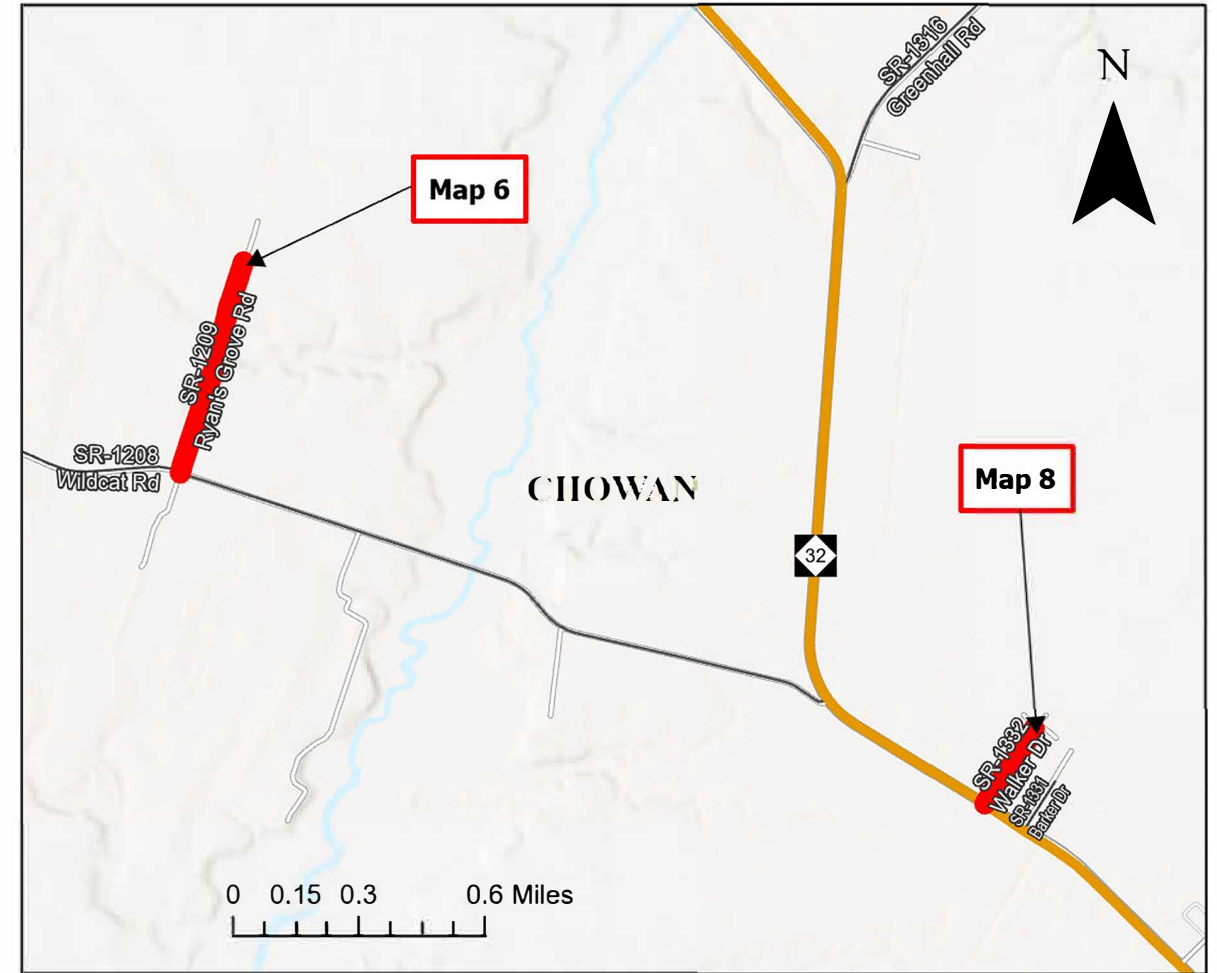
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CHOWAN

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.04.20211, ETC.	4
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.04.20211		P.E., CONST.
		P.E., CONST.
		P.E., CONST.
		P.E., CONST.

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

MAP	ROUTE	FROM	TO
06	SR 1209 (Ryans Grove Rd.)	End Maint	SR 1208 (Wildcat Rd.)
08	SR 1332 (Walker Dr.)	Dead End	NC 32



PROJECT LENGTH

MAP	MILES
06	0.45
08	0.17

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CONTRACT: DA00575

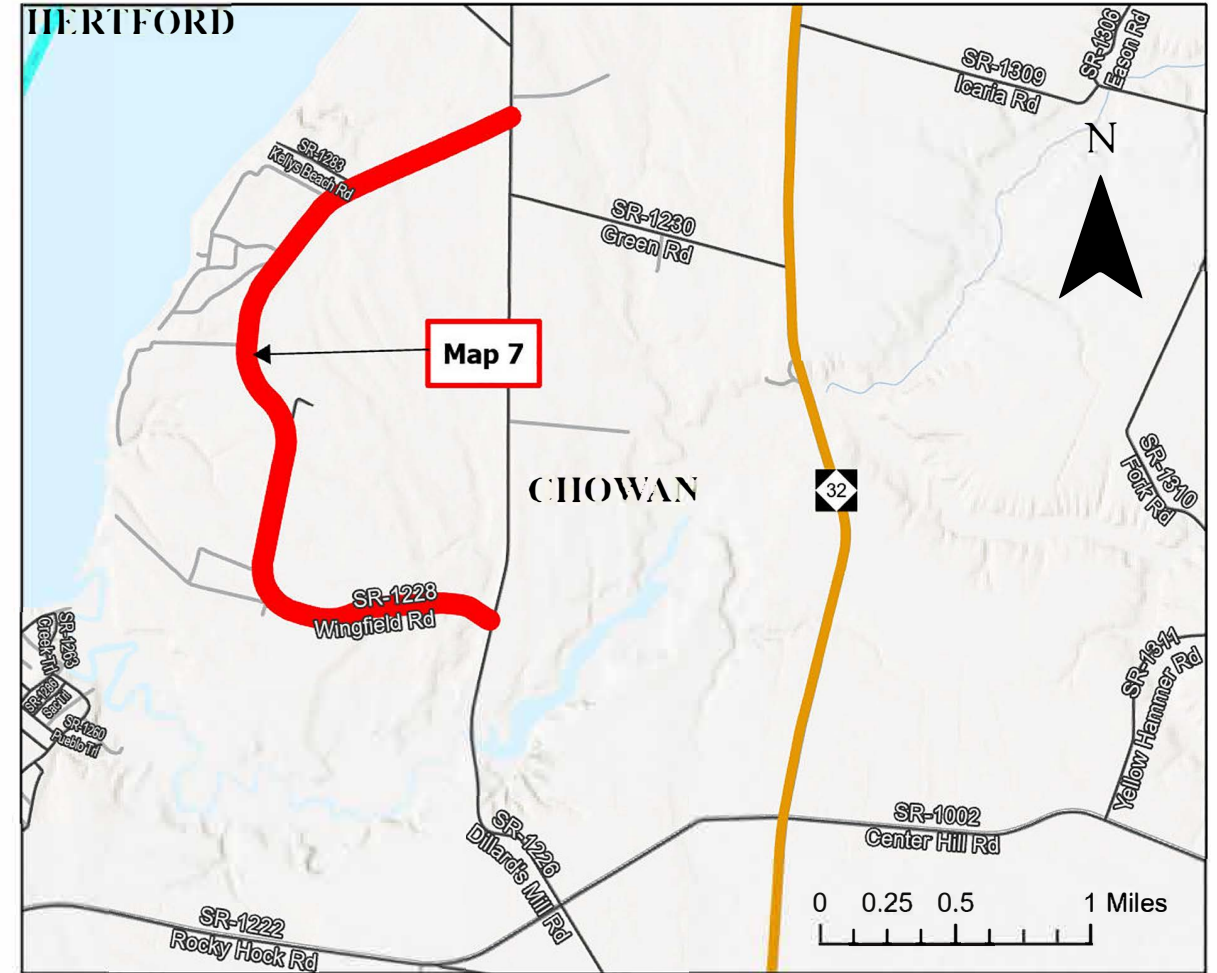
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CHOWAN

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.04.20211, ETC.	5
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.04.20211		P.E., CONST.
		P.E., CONST.
		P.E., CONST.
		P.E., CONST.

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

MAP	ROUTE	FROM	TO
07	SR 1228 (Wingfield Rd.)	SR 1226 (Dillard's Mill Rd.)	SR 1226 (Dillard's Mill Rd.)



PROJECT LENGTH

MAP	MILES
07	2.6

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CONTRACT: DA00575

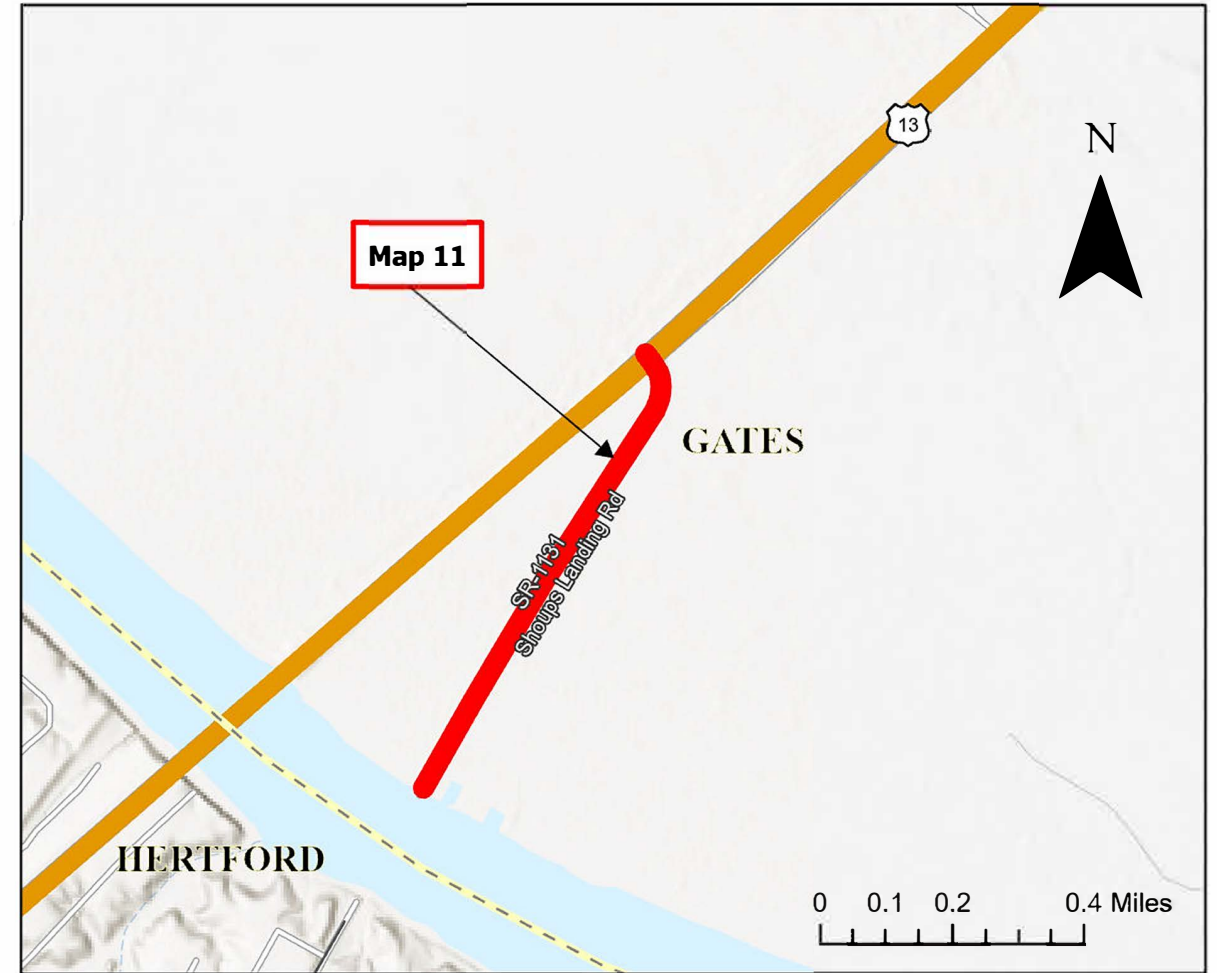
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

GATES

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.04.20211, ETC.	6
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.04.203711		P.E., CONST.
		P.E., CONST.
		P.E., CONST.
		P.E., CONST.

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

MAP	ROUTE	FROM	TO
11	SR 1131 (Shoups Landing Rd.)	Dead End	US 13



PROJECT LENGTH

MAP	MILES
11	0.56

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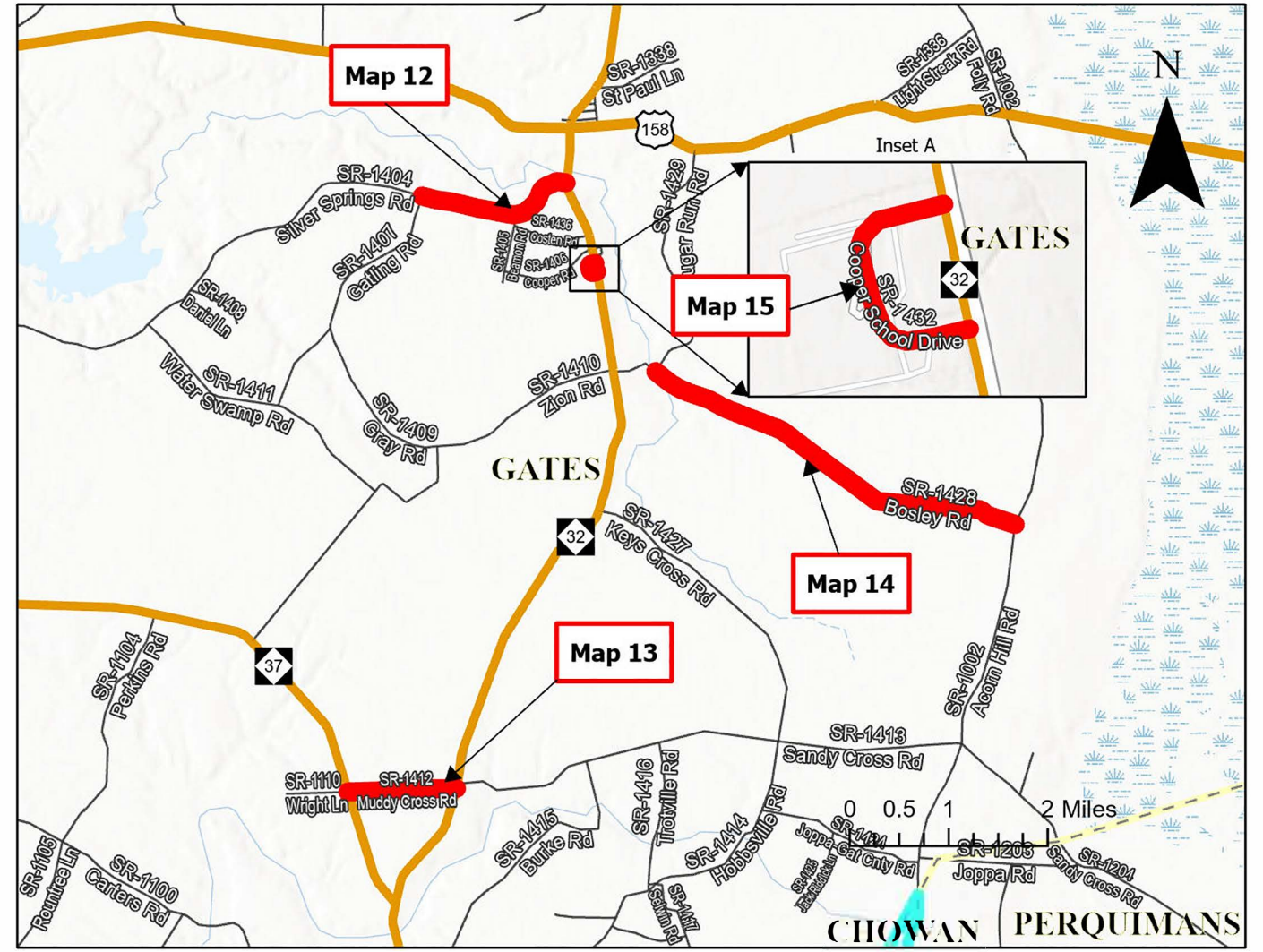


STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS
GATES

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.04.20211, ETC.	7
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.04.203711		P.E., CONST.
		P.E., CONST.
		P.E., CONST.
		P.E., CONST.

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

MAP	ROUTE	FROM	TO
12	SR 1404 (Silver Springs Rd.)	SR 1407 (Gatling Rd.)	NC 32
13	SR 1412 (Muddy Cross Rd.)	NC 37	NC 32
14	SR 1428 (Bosley Rd.)	SR 1429 (Sugar Run Rd)	SR 1002 (Acorn Hill Rd.)
15	SR 1432 (Cooper School Rd.)	NC 32	NC 32



PROJECT LENGTH

MAP	MILES
12	1.30
13	0.89
14	3.26
15	0.15

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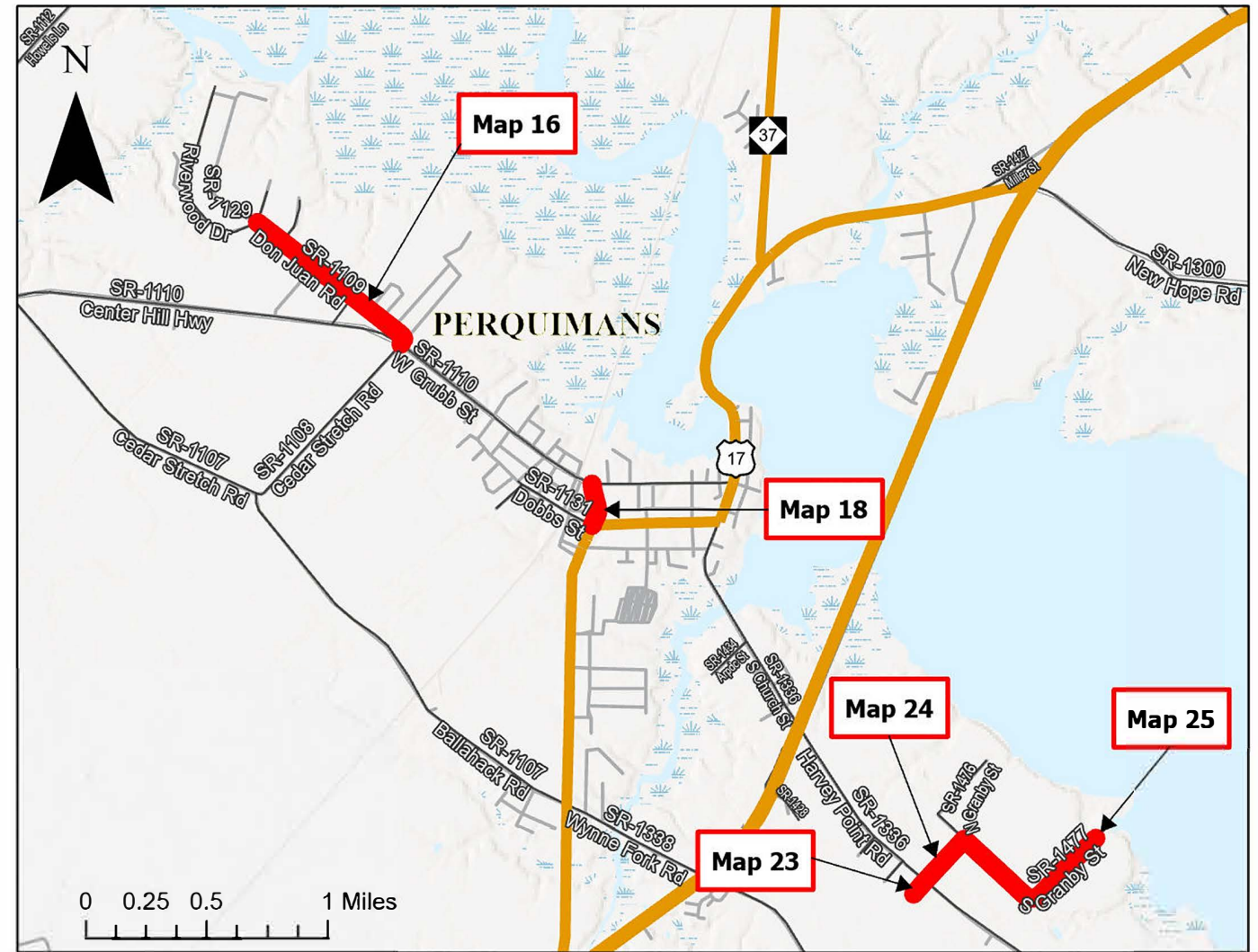
**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

PERQUIMANS

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.04.20211, ETC.	8
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.04.20721		P.E., CONST.
		P.E., CONST.
		P.E., CONST.
		P.E., CONST.

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

MAP	ROUTE	FROM	TO
16	SR 1109 (Don Juan Rd.)	End Maint	SR 1110 (W Grubb St.)
18	SR 1125 (Edenton Road St.)	SR 1110	US 17
23	SR 1473 (S. Commerce Dr.)	End Maint	SR 1336 (Harvey Point Rd.)
24	SR 1475 (N. Commerce Dr.)	SR 1336	SR 1476 (N. Granby St.)
25	SR 1477 (S. Granby St.)	End Maint	SR 1476 (N. Granby St.)



PROJECT LENGTH

MAP	MILES
16	0.75
18	0.14
23	0.07

MAP	MILES
24	0.19
25	0.64

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CONTRACT: DA00575

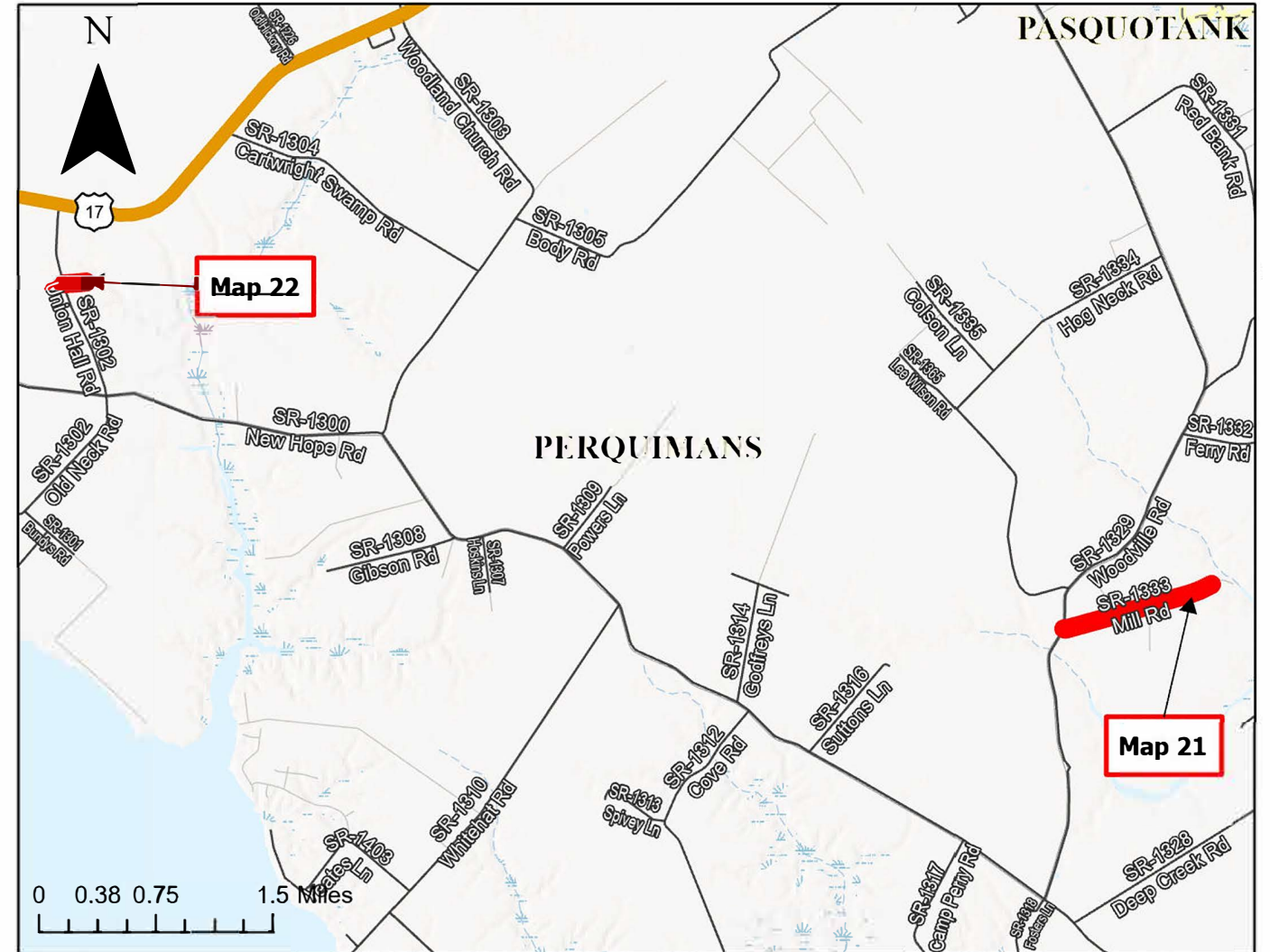
**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

PERQUIMANS

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.04.20211, ETC.	10
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.04.20721		P.E., CONST.
		P.E., CONST.
		P.E., CONST.
		P.E., CONST.

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

MAP	ROUTE	FROM	TO
21	SR 1333 (Mill Rd.)	Dead End	SR 1329 (Woodville Rd.)
22	SR 1411 (Camelot Rd.)	End Maint	SR 1302 (Union Hall Rd.)



PROJECT LENGTH

MAP	MILES
21	0.93
22	0.10

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DIVISION CONTRACT ENGINEER

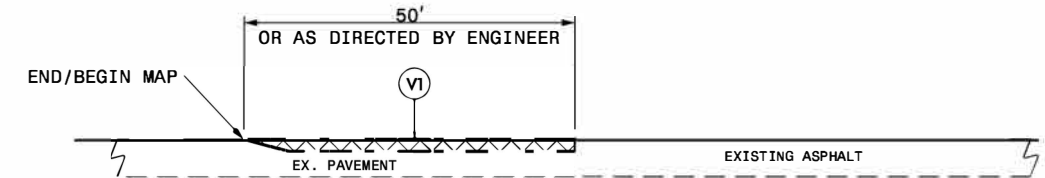
J. S. ABEL, JR.
DIVISION PROJECT TEAM LEAD

D. H. STALLINGS
DIVISION DESIGN ENGINEER



C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING ASPHALT PAVEMENT.
T	EARTH MATERIAL
U	EXISTING PAVEMENT

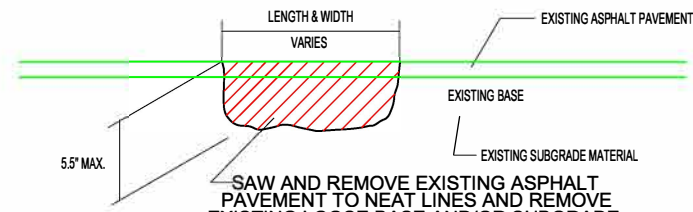
- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * 1.5" OF S9.5B TO BE APPLIED THE FULL WIDTH OF THE ROADWAY



DETAIL 1

MAIN LINE MILLING

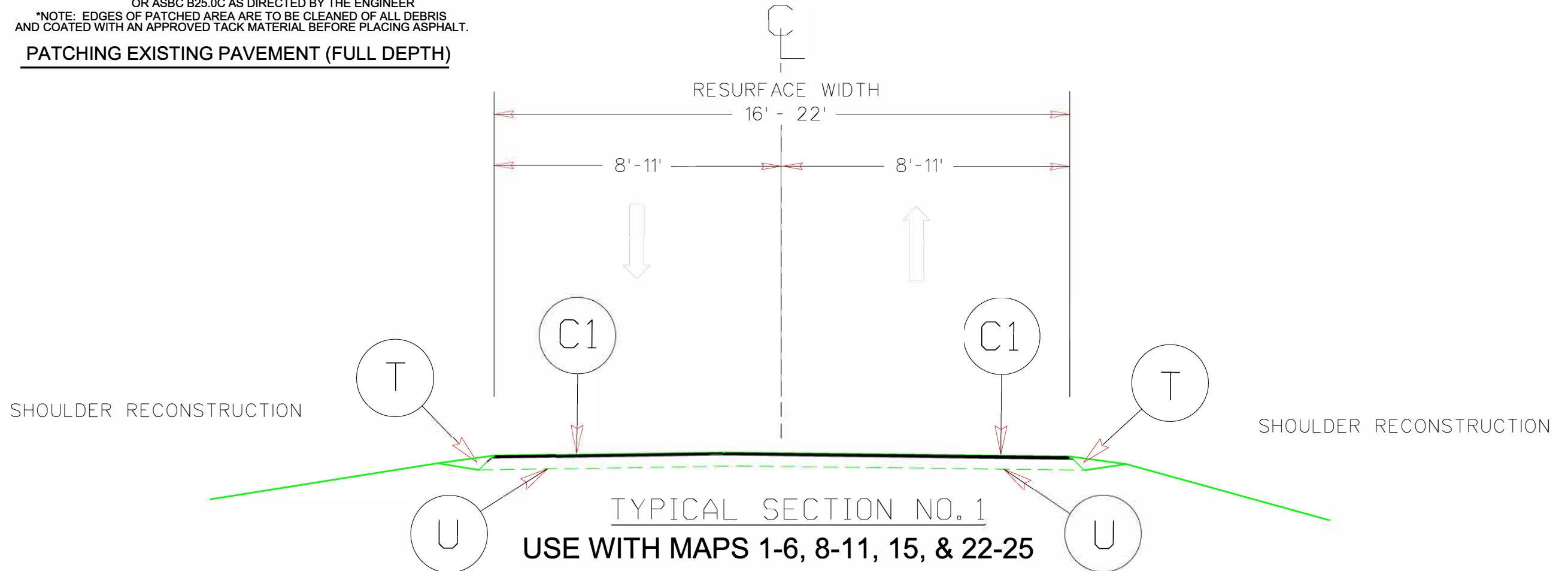
- NOTE:
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
 2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.



SAW AND REMOVE EXISTING ASPHALT PAVEMENT TO NEAT LINES AND REMOVE EXISTING LOOSE BASE AND/OR SUBGRADE MATERIAL AND REPLACE WITH ASIC TYPE I19.0C OR ASBC B25.0C AS DIRECTED BY THE ENGINEER

*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.

PATCHING EXISTING PAVEMENT (FULL DEPTH)



PAVEMENT SCHEDULE

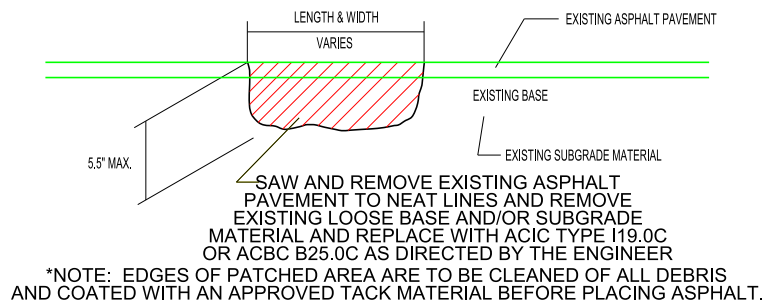
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, MAT COAT #6 STONE
V1	INCIDENTAL MILLING ASPHALT PAVEMENT.
T	EARTH MATERIAL
U	EXISTING PAVEMENT

NOTES:

PROJECT REFERENCE NO.	SHEET NO.
2024CPT.01.04.20211, ETC.	12

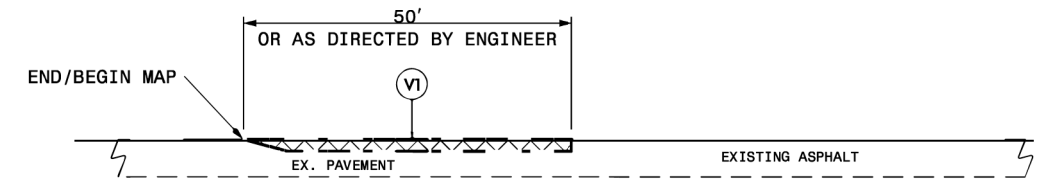
REVISED 9/6/23

- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * 1.5" OF S9.5B TO BE APPLIED THE FULL WIDTH OF THE ROADWAY
- * ASPHALT SURFACE TREATMENT (MAT COAT) CONSISTS OF ONE LAYER OF EMULSIFIED ASPHALT GRADE CRS-2L AT A RATE OF 0.38± GAL/SY AND ONE LAYER OF #6 STONE AT A RATE OF 20-25± LBS/SY. CONSTRUCT THE MAT COAT IN ACCORDANCE WITH SUBARTICLE 660-8(D) OF THE *MCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES*. AFTER THE MAT COAT HAS BEEN SATISFACTORILY APPLIED AND ROLLED, THE APPLICATION OF THE PLANT MIX OVERLAY SHALL BE COMPLETED WITHIN THE SAME DAY.
- * FOR AST MAT COAT #6 STONE, CONTRACTOR MUST PROVIDE A SPREADER CAPABLE OF SPREADING UP TO 12' WIDE FOR IRREGULAR AREAS ALONG THESE MAPS.
- * CONTRACTOR SHALL PERFORM PATCHING EXISTING PAVEMENT, FULL DEPTH BEFORE APPLICATION OF AST MAT COAT #6 STONE



*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.

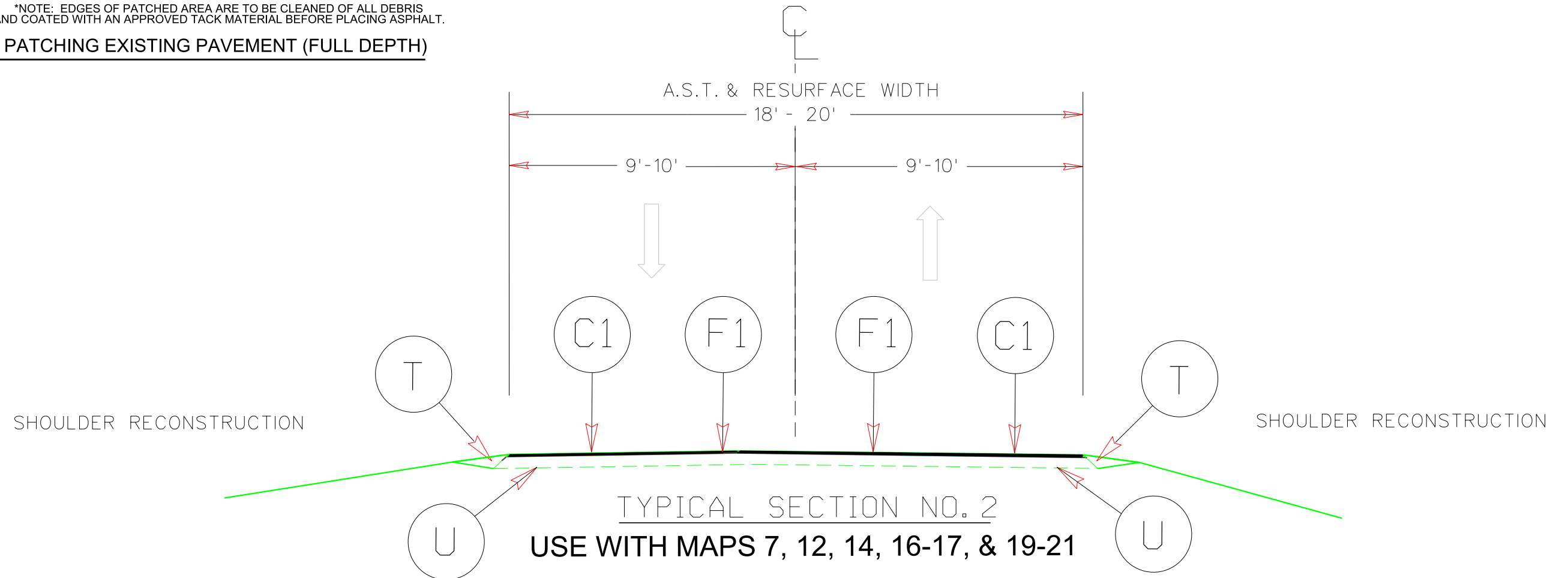
PATCHING EXISTING PAVEMENT (FULL DEPTH)



DETAIL 1

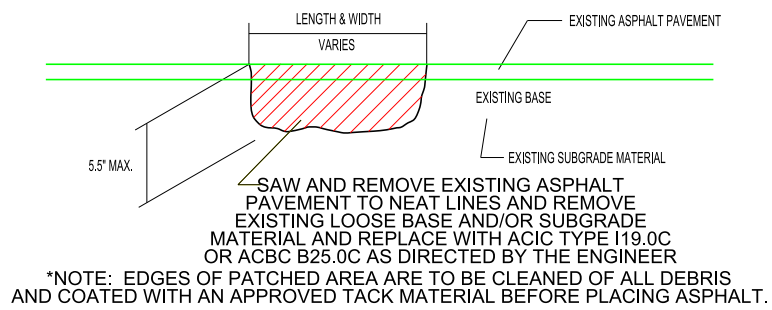
MAIN LINE MILLING

- NOTE:
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
 2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.

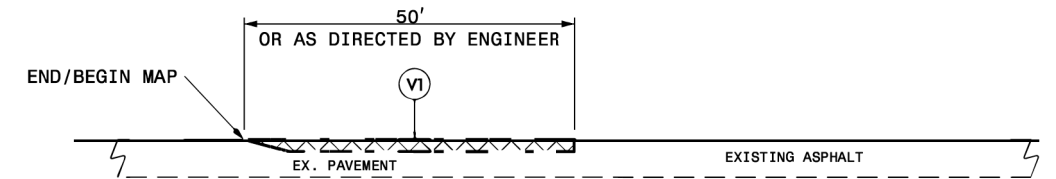


C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING ASPHALT PAVEMENT.
V2	MILLING ASPHALT PAVEMENT, 1.5" DEPTH.
T	EARTH MATERIAL
U	EXISTING PAVEMENT

- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * 1.5" OF S9.5B TO BE APPLIED THE FULL WIDTH OF THE ROADWAY



PATCHING EXISTING PAVEMENT (FULL DEPTH)

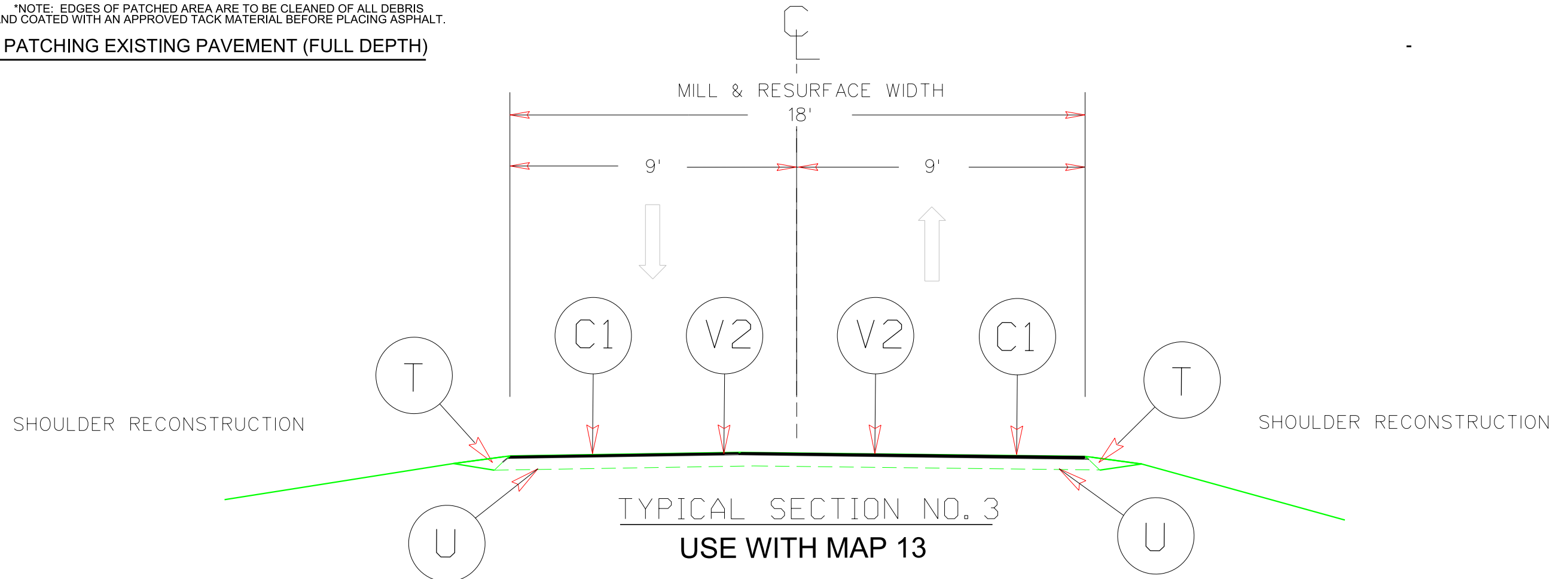


DETAIL 1

- NOTE:
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
 2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.

*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.

PATCHING EXISTING PAVEMENT (FULL DEPTH)



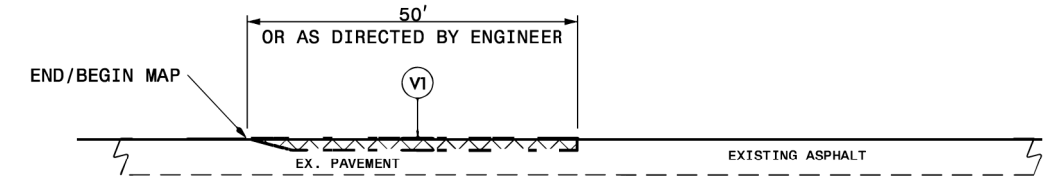
PAVEMENT SCHEDULE

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V1	INCIDENTAL MILLING ASPHALT PAVEMENT.
V2	MILLING ASPHALT PAVEMENT, 1.5" DEPTH.
T	EARTH MATERIAL
U	EXISTING PAVEMENT

NOTES:

PROJECT REFERENCE NO.	SHEET NO.
2024CPT.01.04.20211, ETC.	14

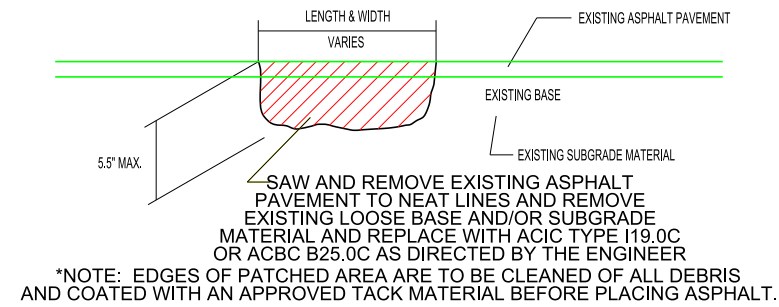
- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * 1.5" OF S9.5B TO BE APPLIED THE FULL WIDTH OF THE ROADWAY



DETAIL 1

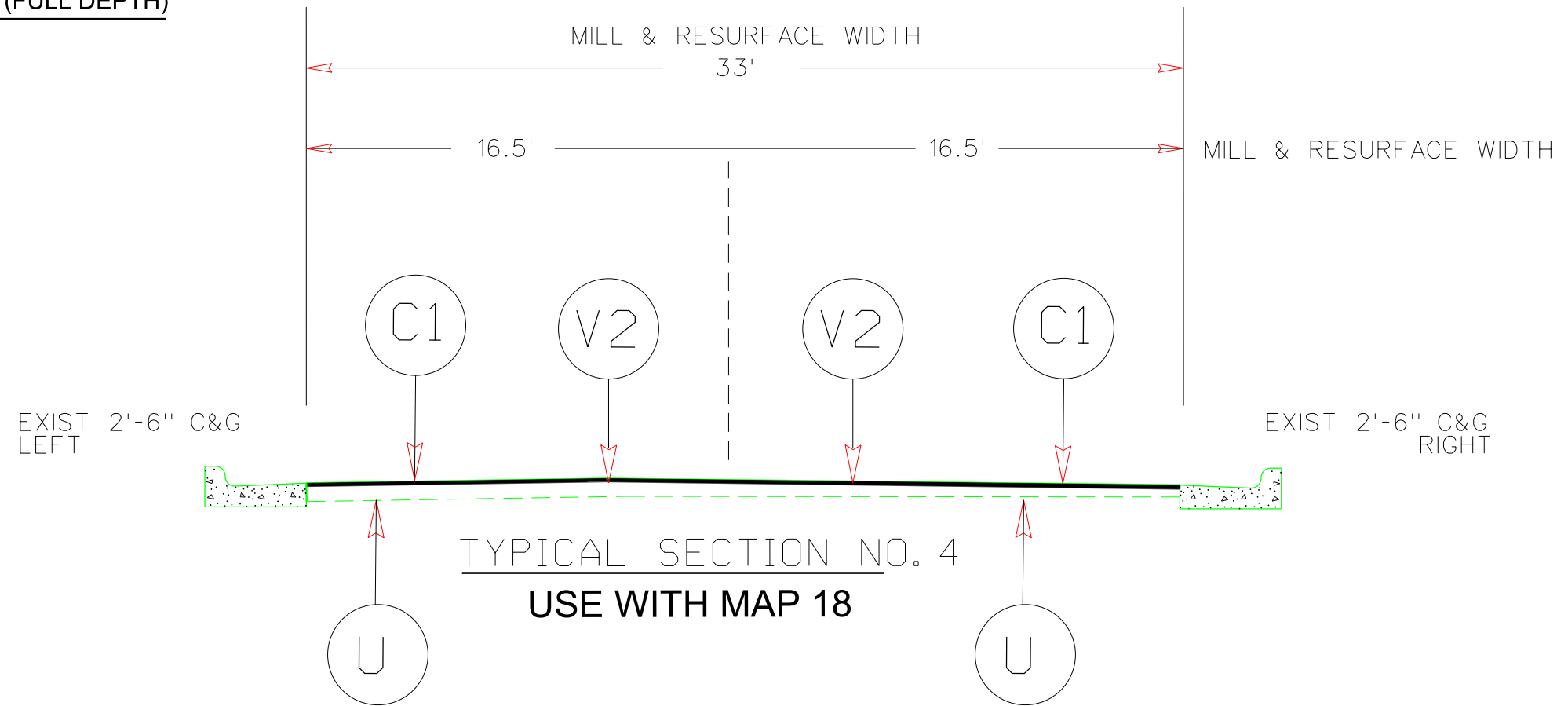
MAIN LINE MILLING

- NOTE:
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
 2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.

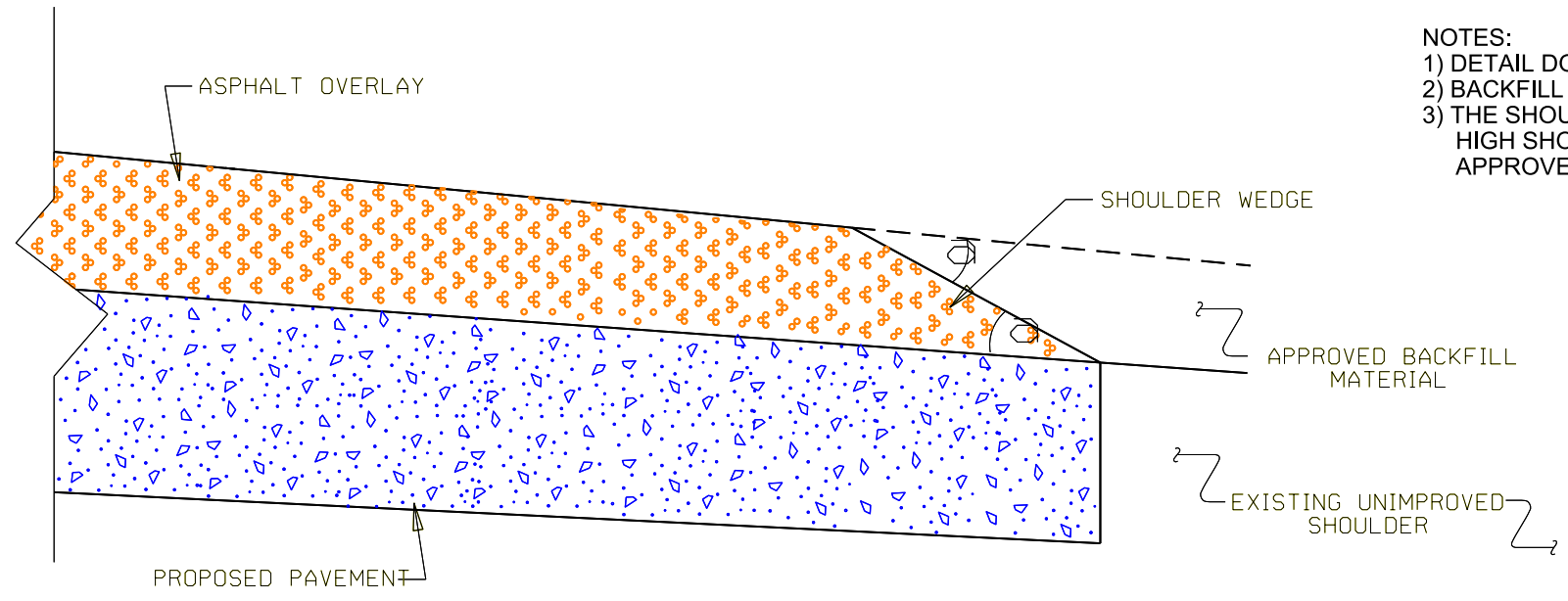


*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.

PATCHING EXISTING PAVEMENT (FULL DEPTH)

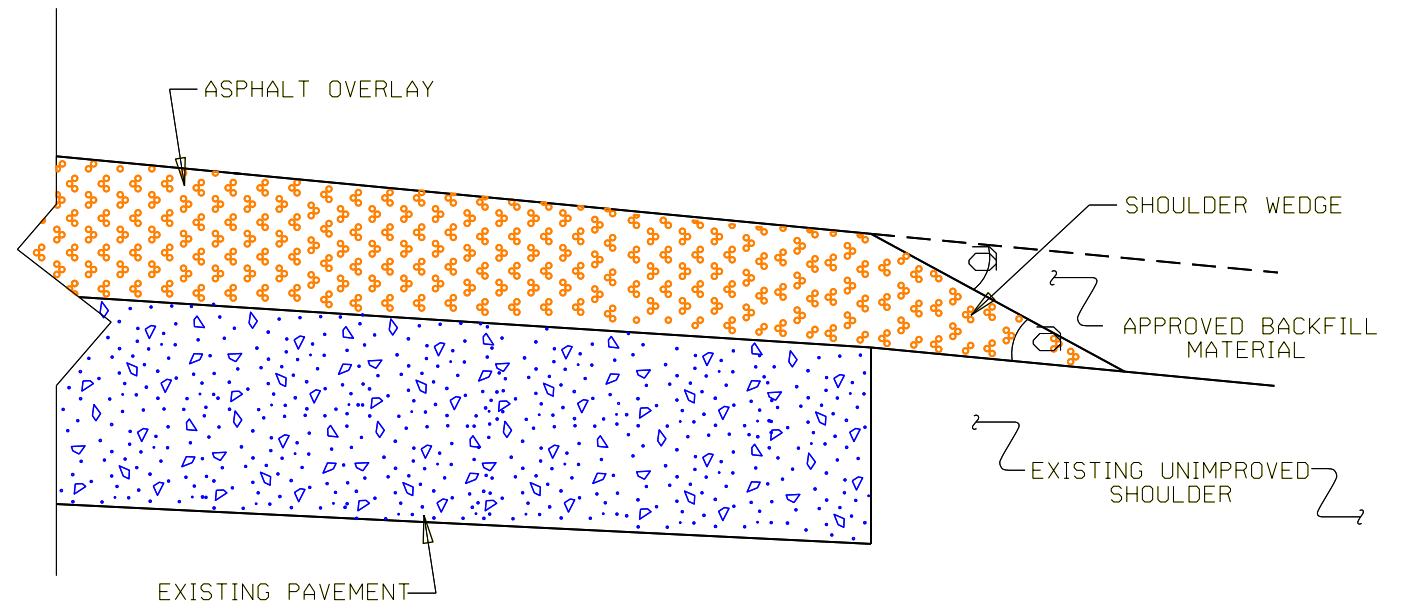


- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



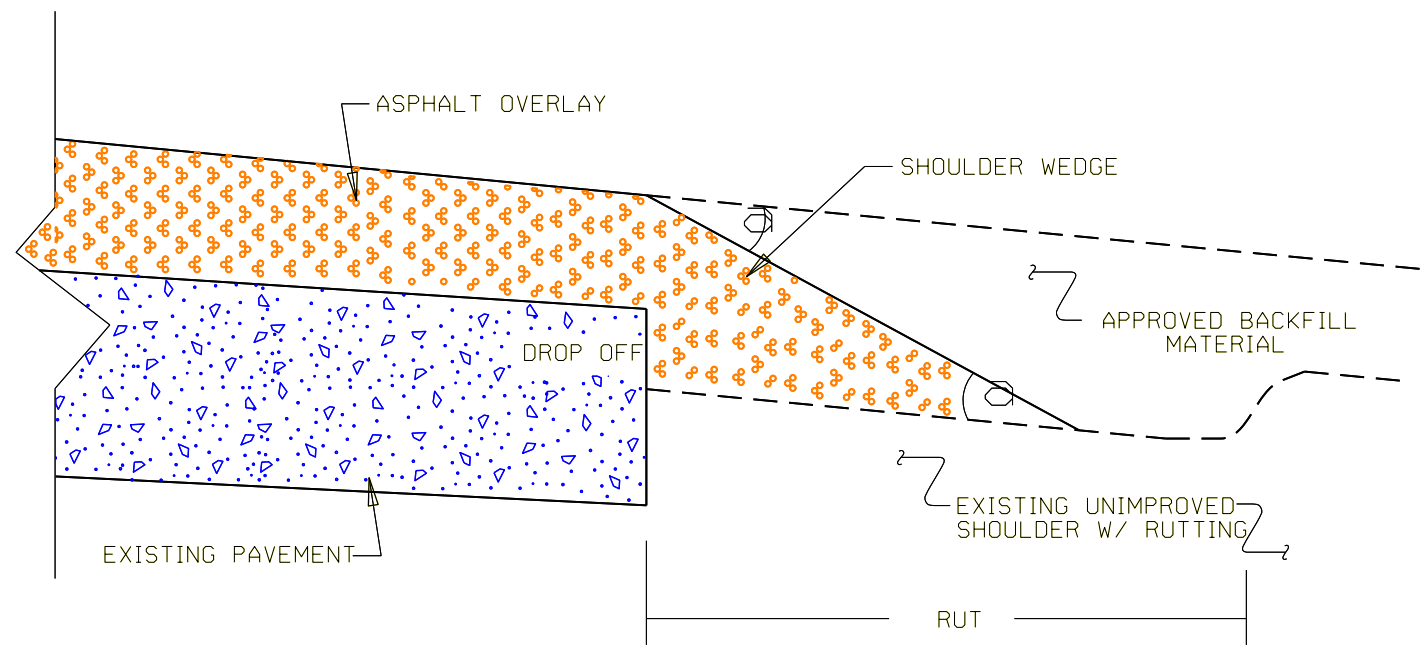
SHOULDER WEDGE DETAIL

(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)

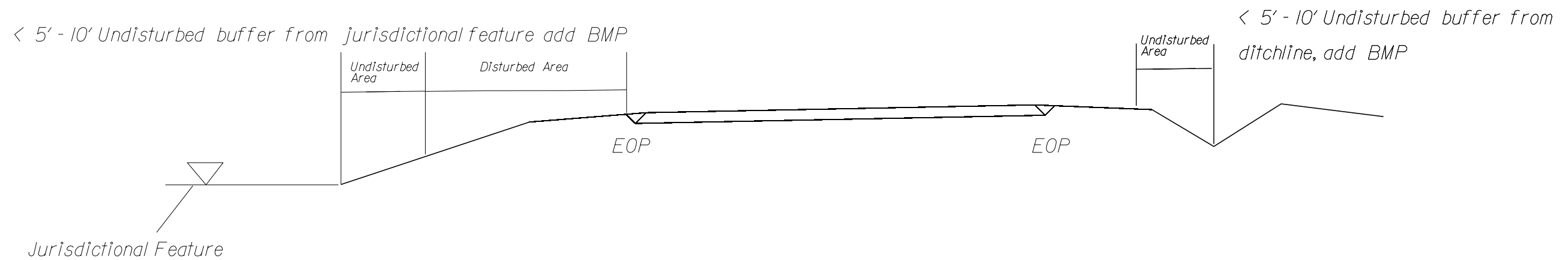
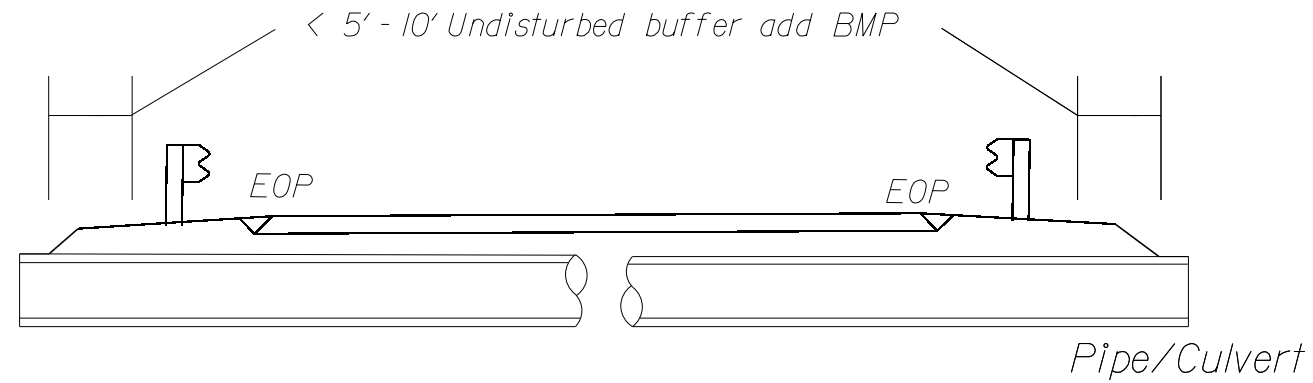
- SHOULDER WEDGE ANGLE = 30°

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:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	ssur/details/stand/shoulderwedgedetail.dgn		

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

BMP Options: Wattle or Silt Fence

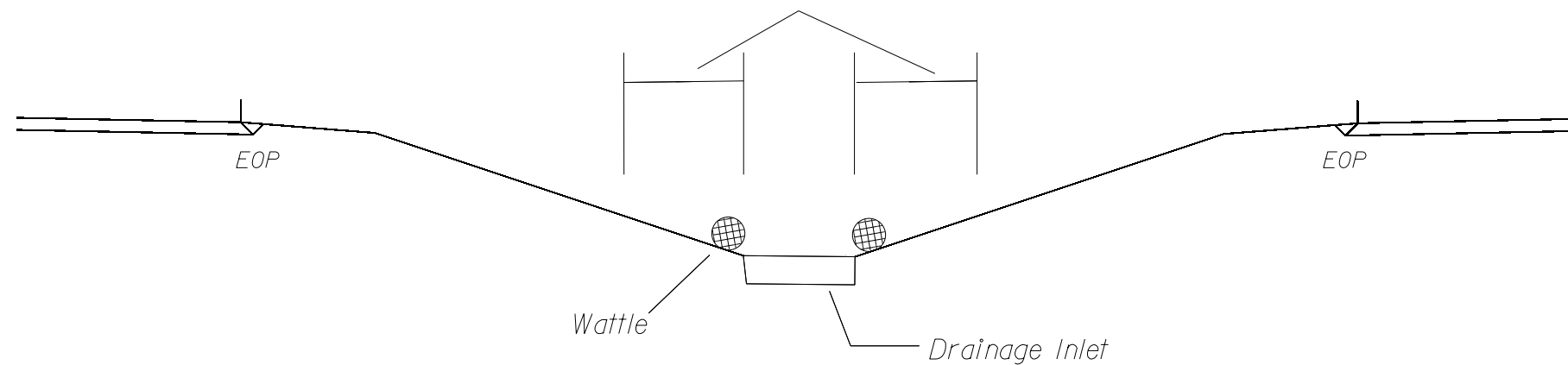
EROSION CONTROL DETAIL



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

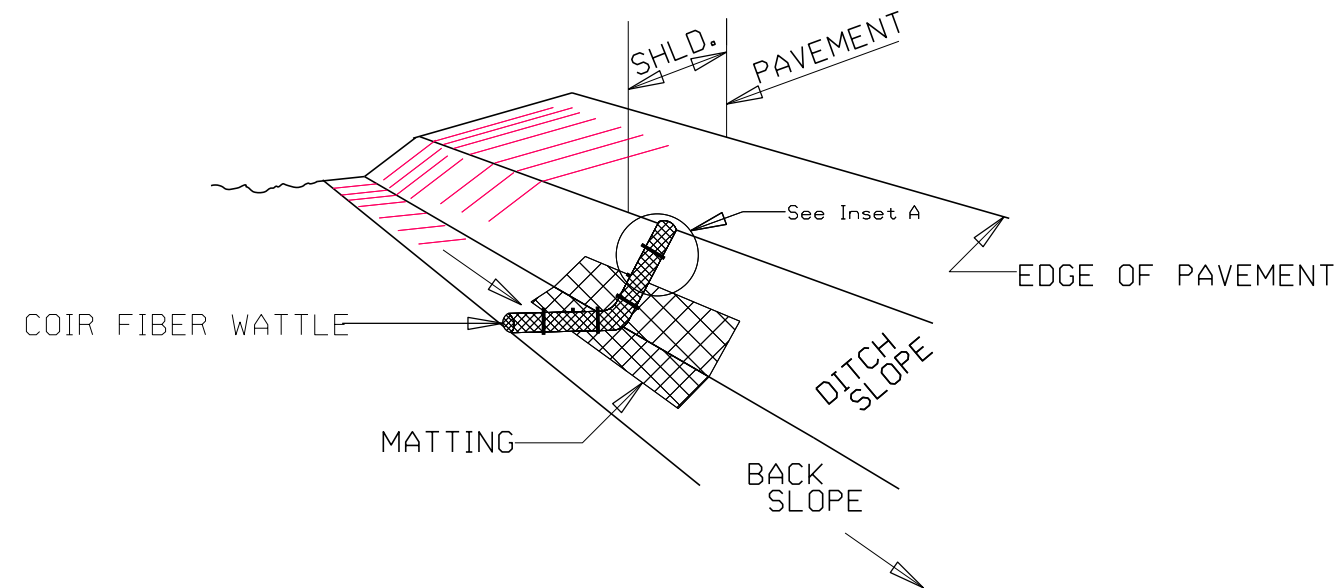


< 5' - 10' Undisturbed buffer from inlet, add wattle

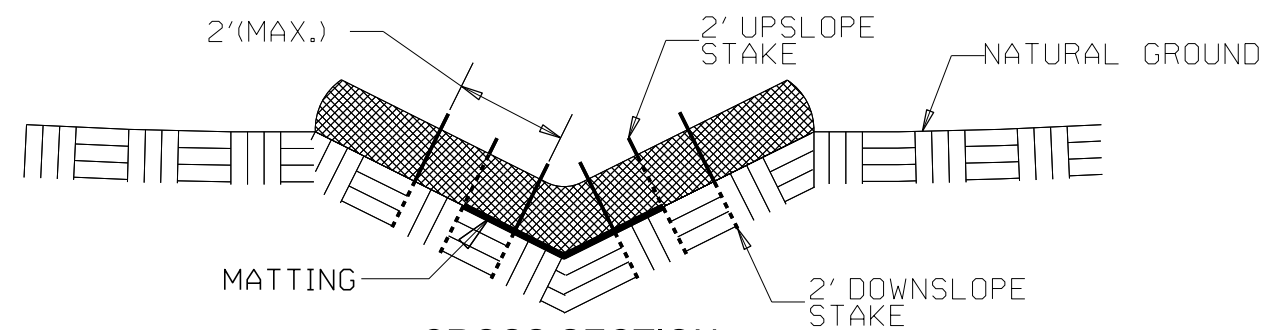


NOT TO SCALE

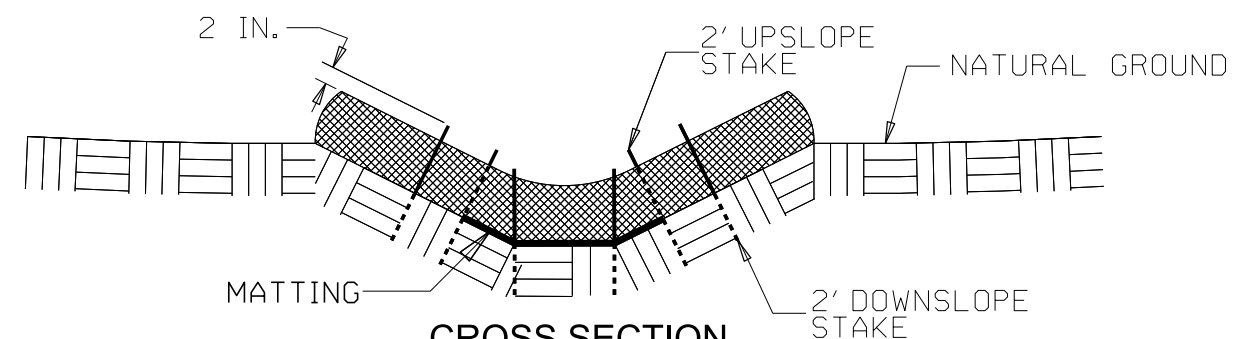
COIR FIBER WATTLE DETAIL



ISOMETRIC VIEW



**CROSS SECTION
VEE DITCH**



**CROSS SECTION
TRAPEZOIDAL DITCH**

NOTES:

USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE.

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

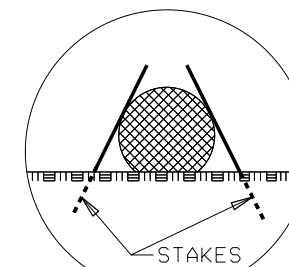
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

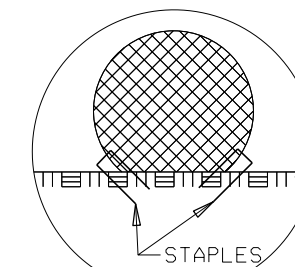
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

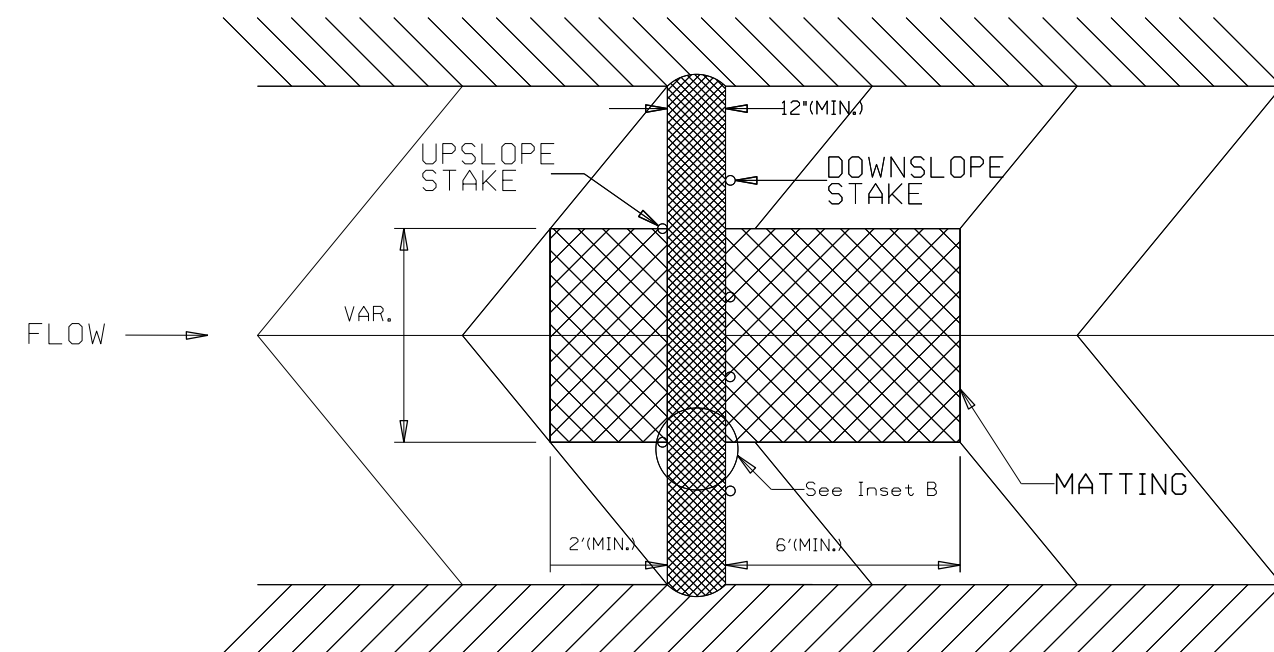
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION TIMEFRAMES

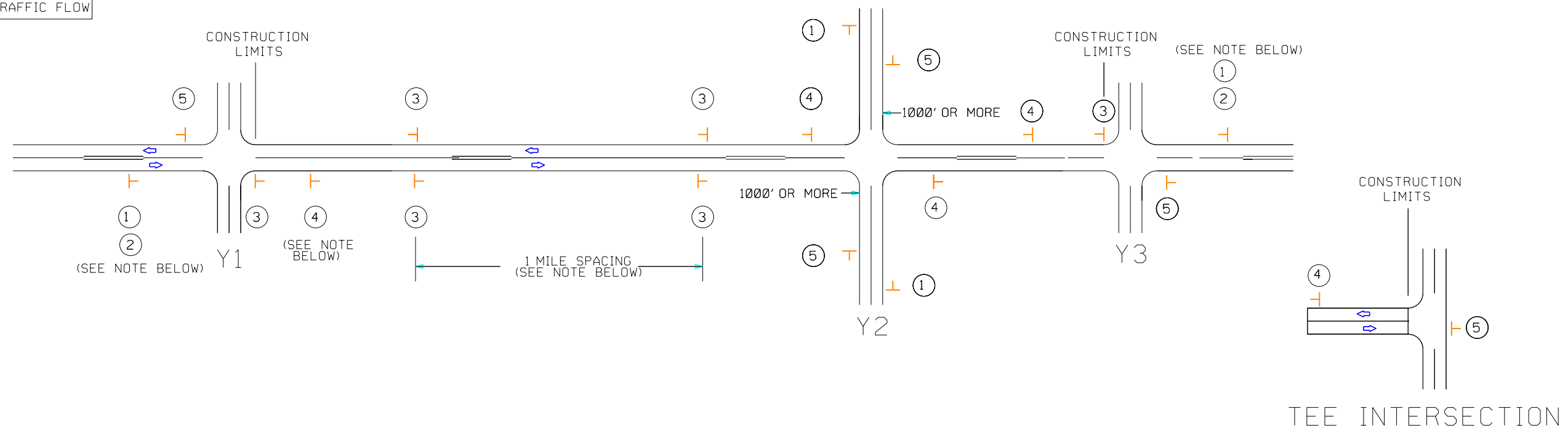
SITE DESCRIPTION	STABILIZATION TIME	TIMEFRAME EXCEPTIONS
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	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 HQW ZONES.

SIGNING FOR RESURFACING PROJECTS

LEGEND

┆ STATIONARY SIGN

⇨ DIRECTION OF TRAFFIC FLOW



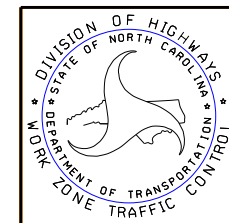
MAINLINE (-L-) SIGNING

-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 CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div> </div> </div>
	<p>③ </p> <p></p>	<p>- ALTERNATE THE FOLLOWING TWO SIGNS:</p> <p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 5/64 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
	<p>④ </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>⑤ </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>		

MAPS LESS THAN 2 MILES

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.



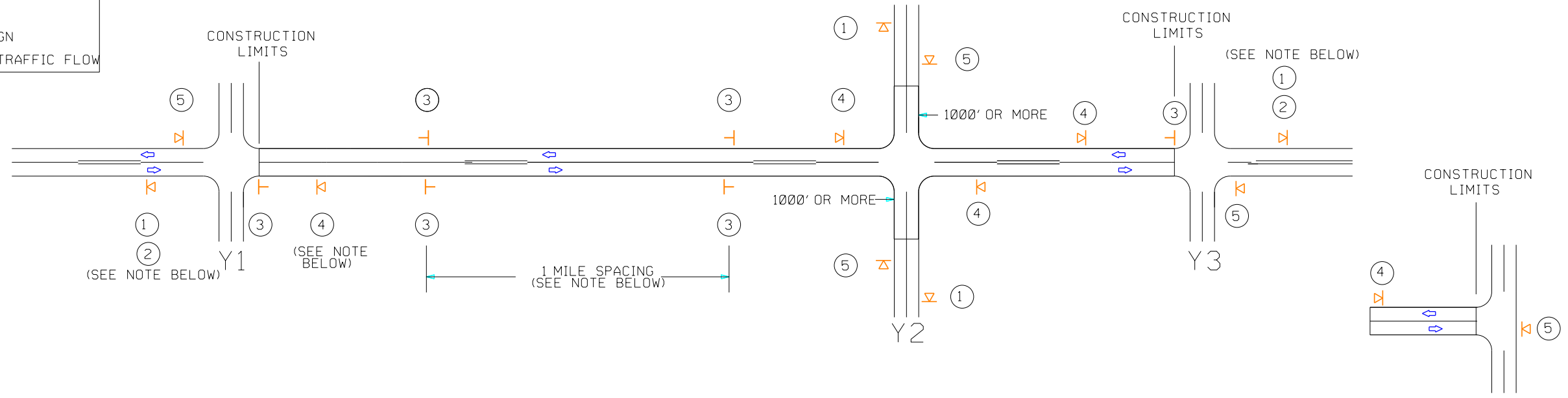
ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

\$\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$CDON\$\$\$\$\$
 \$\$\$USERNAME\$\$\$\$\$

SIGNING FOR ASPHALT SURFACE TREATMENT

LEGEND

- PORTABLE SIGN
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW



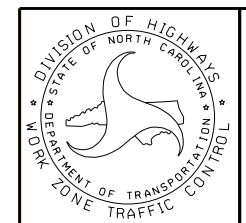
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>① ROAD WORK AHEAD W20-1 48" X 48"</p> <p>② NEXT XX MILES W7-3aP 24" X 18"</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>- SIGN #2 ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO THE NEAREST WHOLE NUMBER. DO NOT USE FRACTIONAL OR DECIMAL NUMBERS.</p>	<p>STATIONARY SIGNING NOT REQUIRED FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <p>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS</p>
	<p>③ LOOSE GRAVEL W8-7 48" X 48"</p> <p> UNMARKED PAVEMENT SP 48" X 48"</p>	<p>- ALTERNATE THE FOLLOWING TWO SIGNS:</p> <p>- STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</p> <p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	<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>
	<p>④ ROAD UNDER CONST SP 13106 48" X 48"</p>	<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. 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> ROAD WORK AHEAD W20-1 48" X 48"</p> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> <p> W20-7 A 48" X 48"</p> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p>
	<p>⑤ END ROAD WORK G20-2 A 48" X 24"</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>		

MAPS LESS THAN 2 MILES

FOR AST RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, USE A STATIONARY "LOOSE GRAVEL" SIGN AT THE BEGINNING CONSTRUCTION LIMIT FOLLOWED BY AN "UNMARKED PAVEMENT" SIGN MIDWAY THROUGH AND AN "END ROAD WORK" SIGN AT THE END CONSTRUCTION LIMIT.



ADVANCE WARNING SIGNS FOR 2-LANE ROADWAY ASPHALT SURFACE TREATMENT

SYSTEMTIME: 11/15/2023 10:00:00 AM
DGN: 2024CPT.01.04.20211
USER: JSM