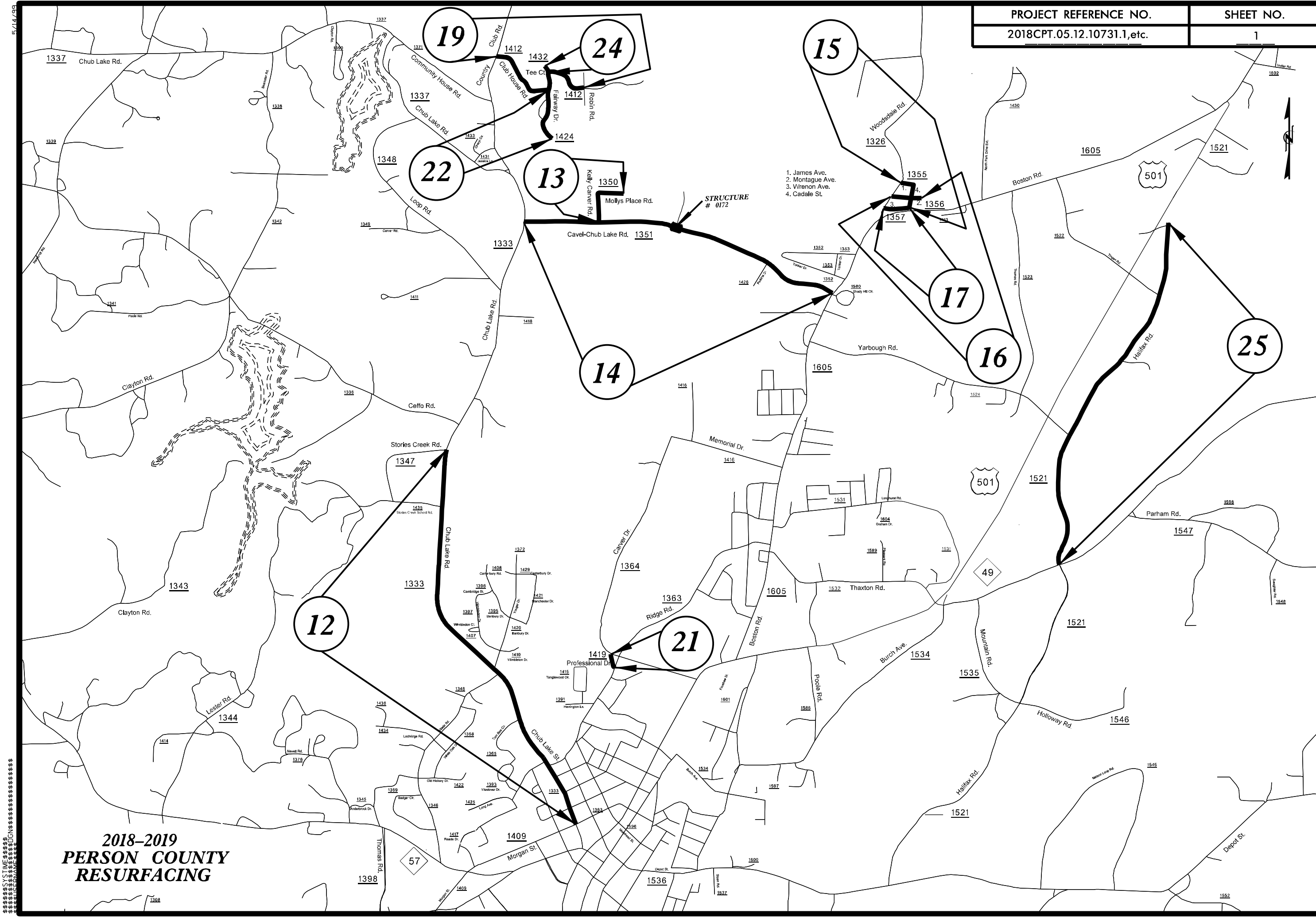


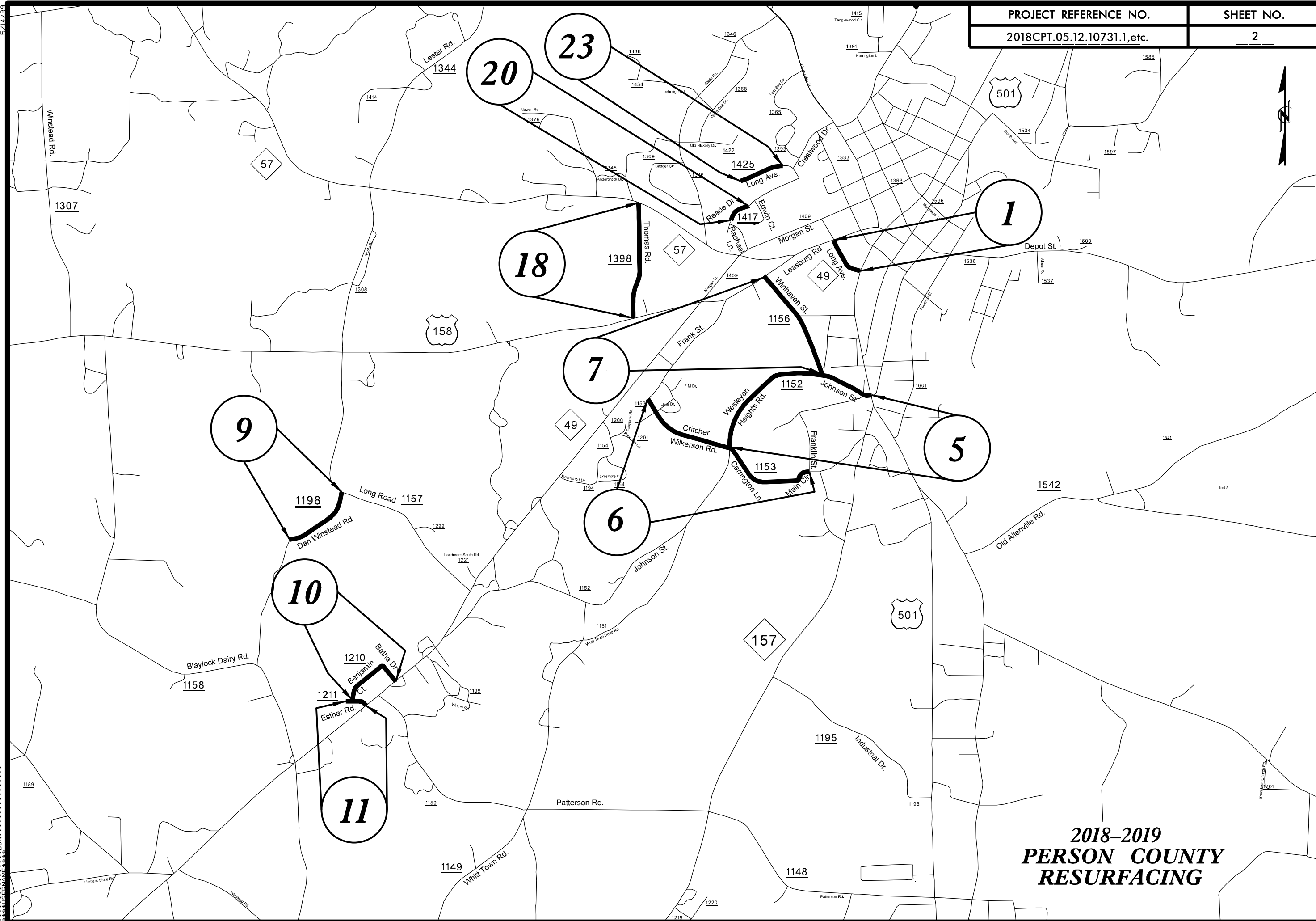
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2018-2019  
**PERSON COUNTY  
RESURFACING**

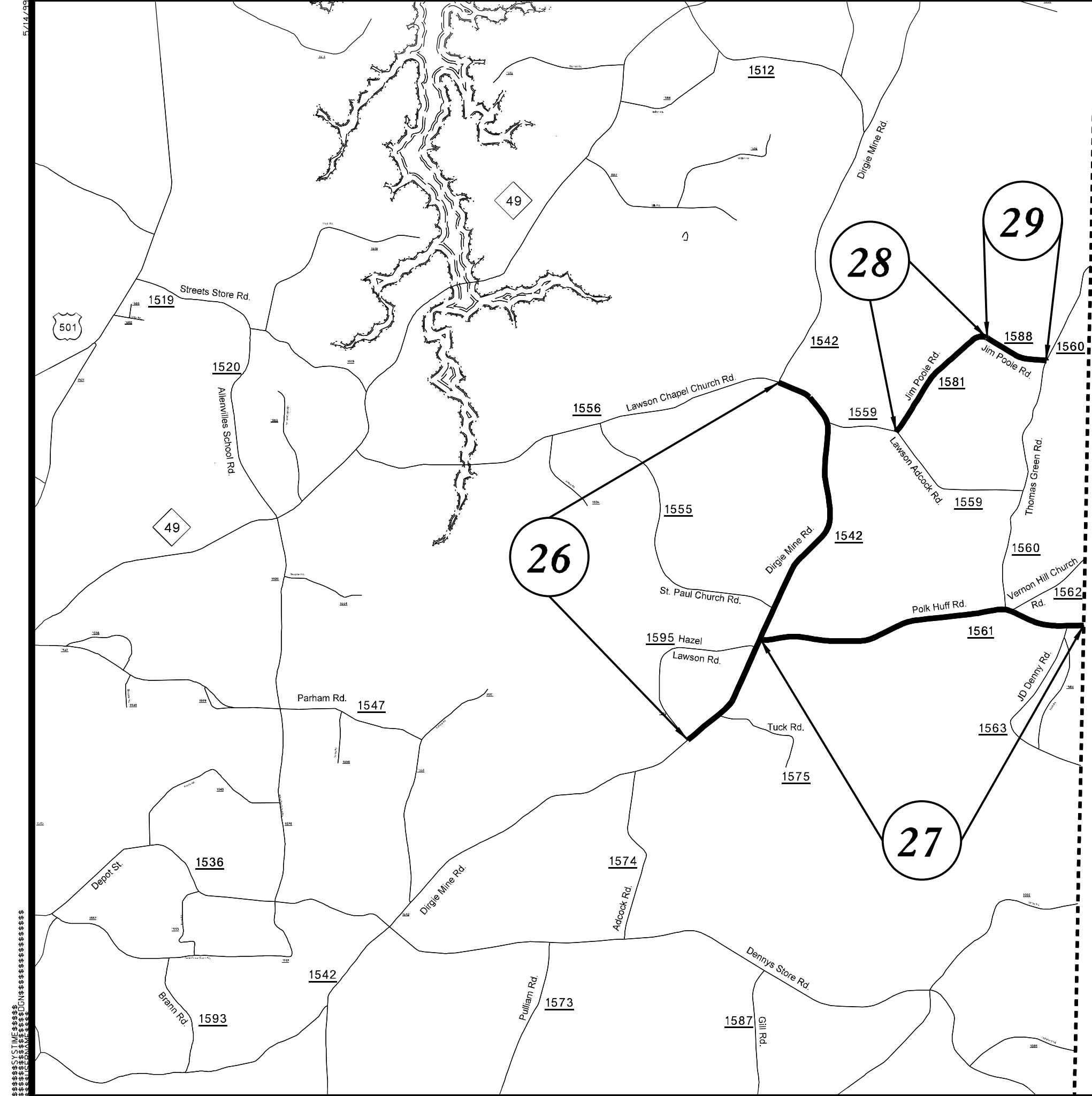




2018-2019  
**PERSON COUNTY**  
**RESURFACING**

5/14/19  
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 11/14/18 10:18 AM

GRANVILLE COUNTY LINE



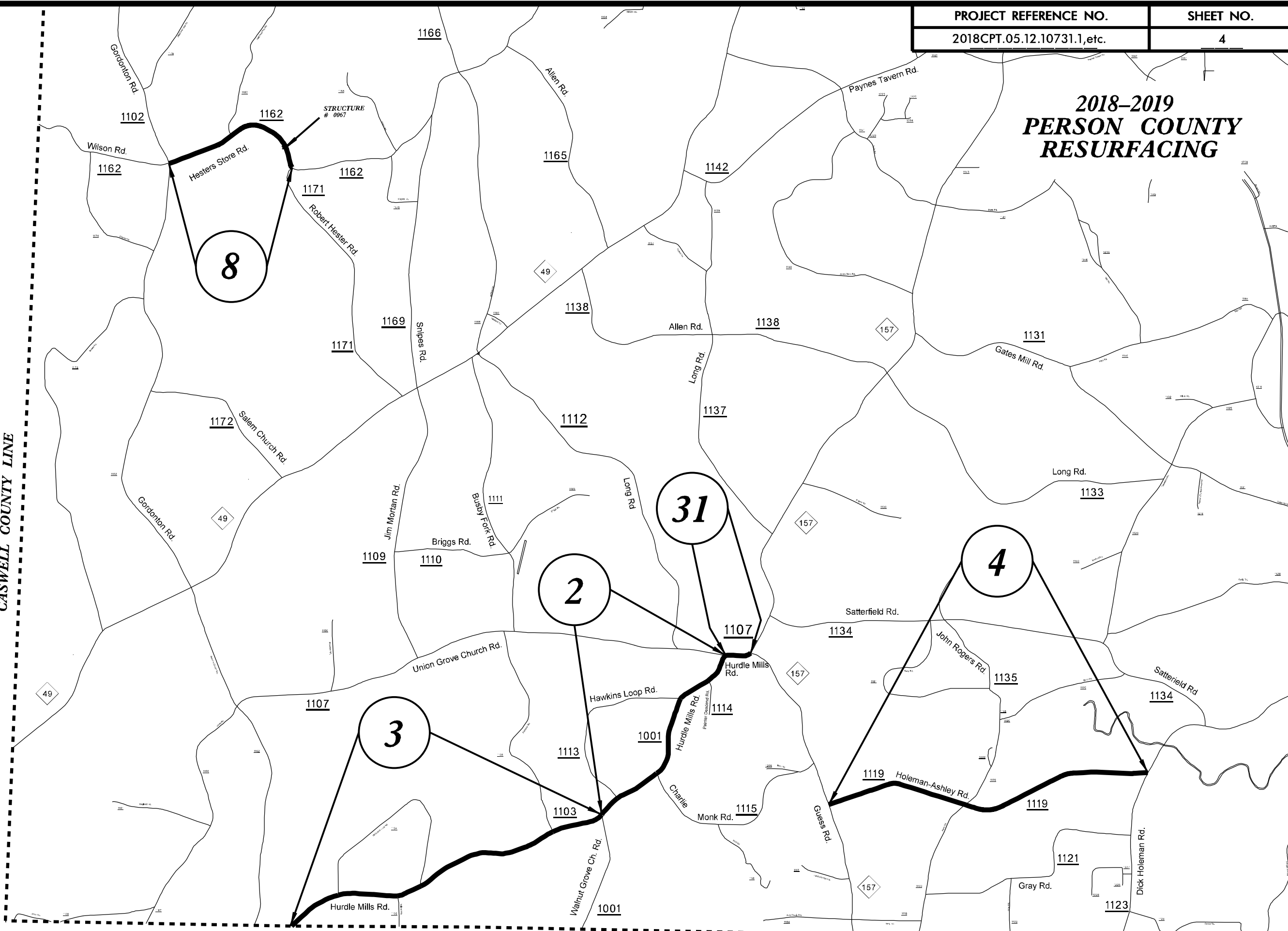
2018-2019  
**PERSON COUNTY  
RESURFACING**

# 2018-2019 PERSON COUNTY RESURFACING



CASWELL COUNTY LINE

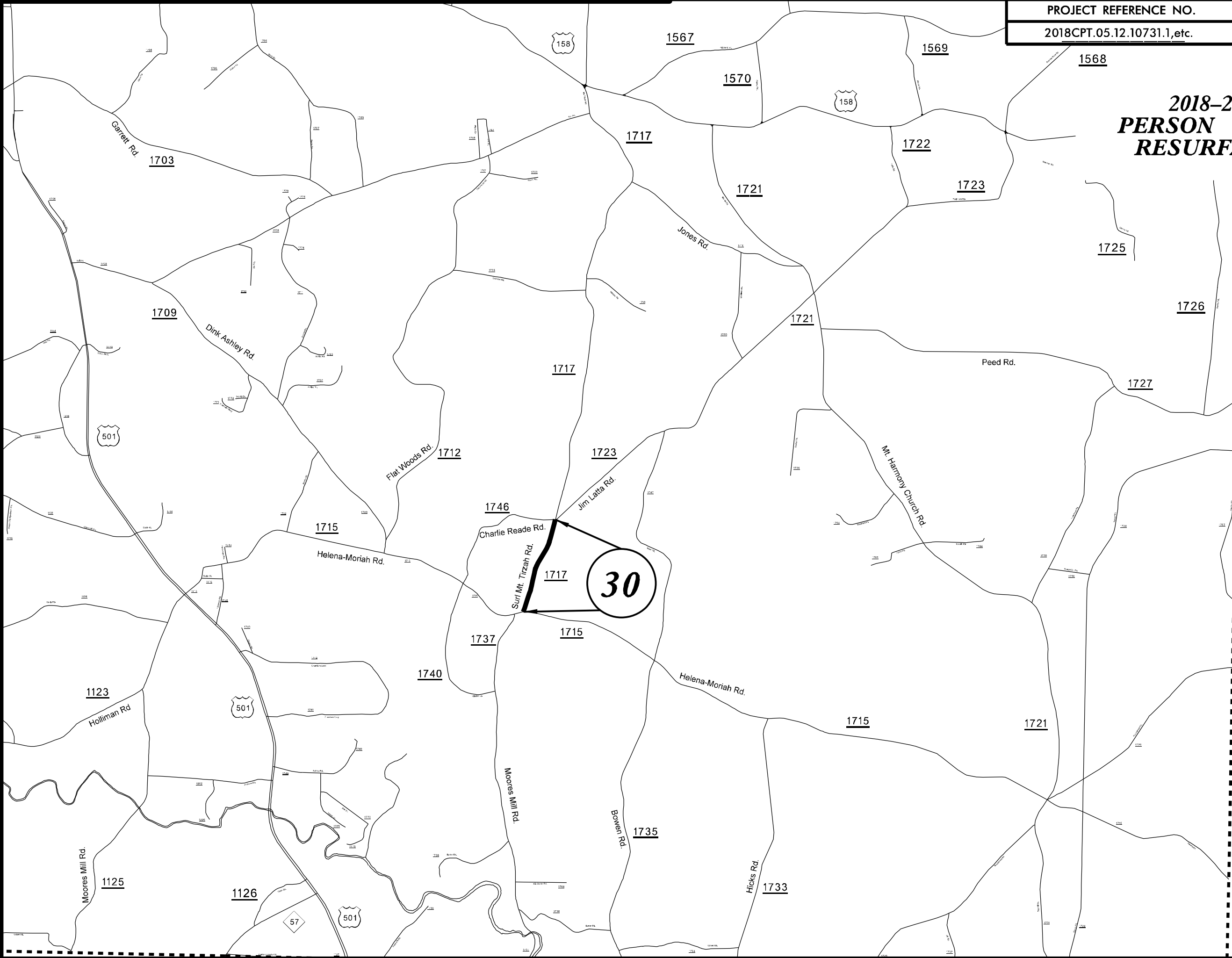
ORANGE COUNTY LINE



5/14/2018  
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\$\$\$\$\$

# 2018-2019 PERSON COUNTY RESURFACING

GRANVILLE COUNTY LINE



5/14/99  
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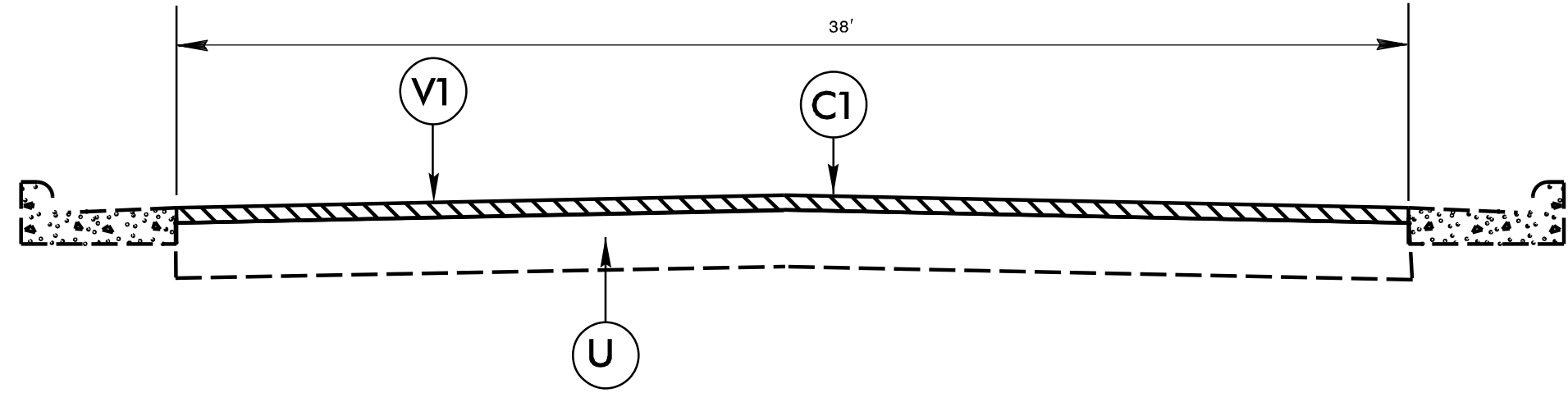


PAVEMENT SCHEDULE

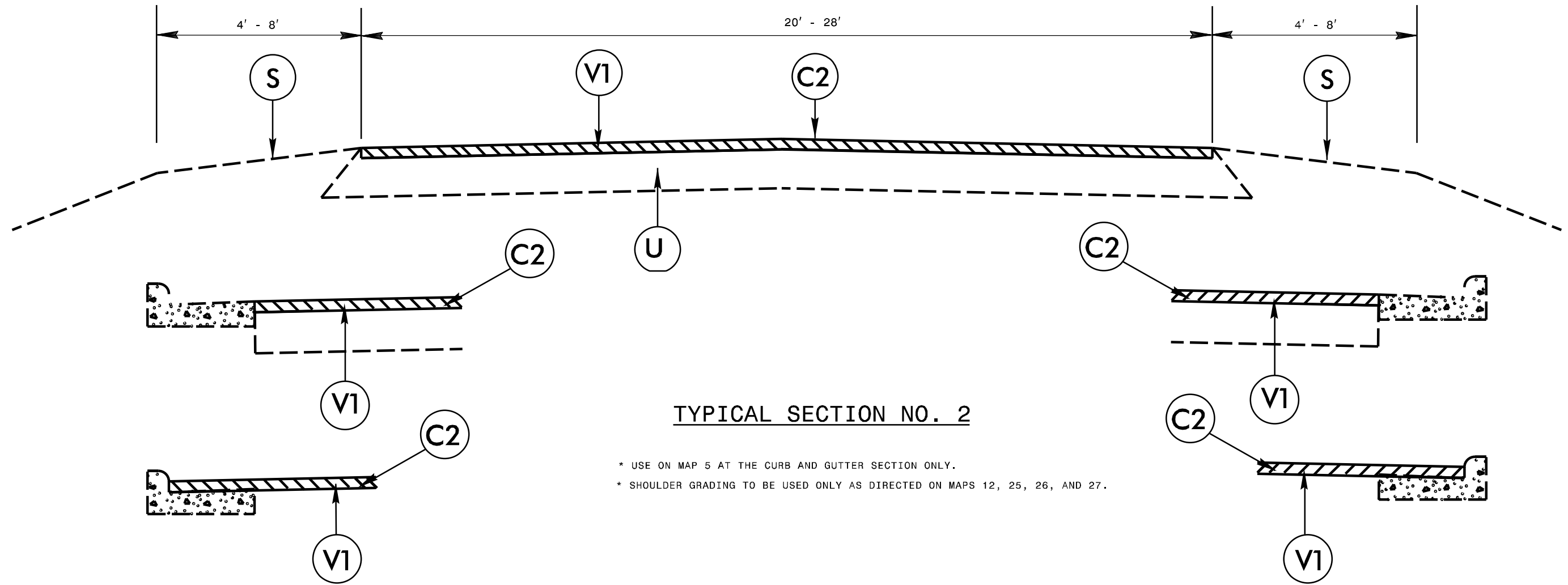
PROJECT REFERENCE NO.  
2018CPT.05.12.10731J, etc.

SHEET NO.  
6

C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	S	SHOULDER GRADING ASB REQUIRED (EXCEPT AT RESIDENTIAL AREAS)
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	U	EXISTING PAVEMENT
C3	1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.	V1	1½" MILLING



TYPICAL SECTION NO. 1



TYPICAL SECTION NO. 2

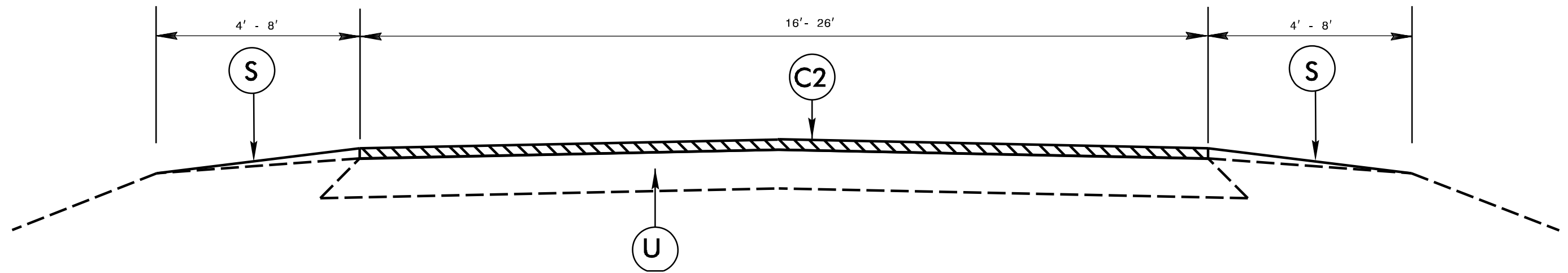
\* USE ON MAP 5 AT THE CURB AND GUTTER SECTION ONLY.  
\* SHOULDER GRADING TO BE USED ONLY AS DIRECTED ON MAPS 12, 25, 26, AND 27.

PAVEMENT SCHEDULE

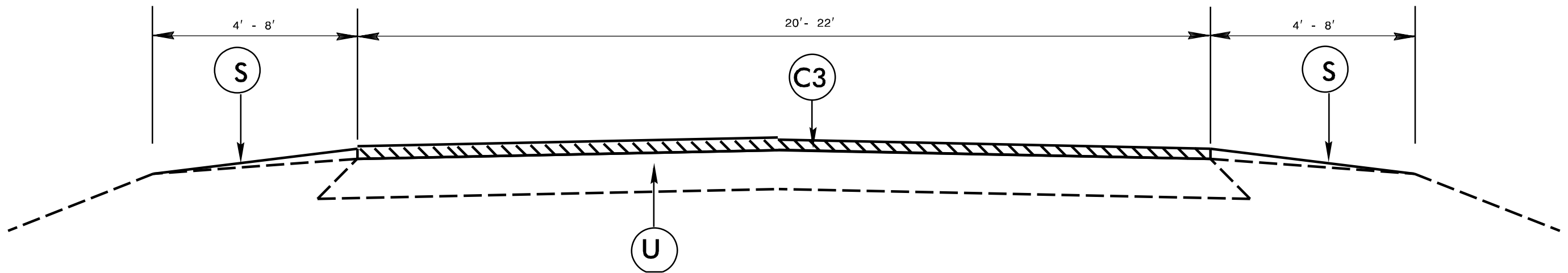
PROJECT REFERENCE NO.  
2018CPT.05J2J0731J, etc.

SHEET NO.  
7

C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	S	SHOULDER GRADING ASB REQUIRED (EXCEPT AT RESIDENTIAL AREAS)
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	U	EXISTING PAVEMENT
C3	1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.	V1	1½" MILLING



TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4

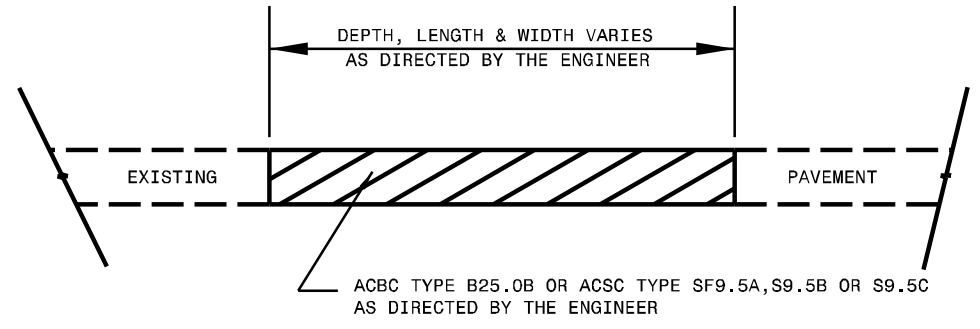
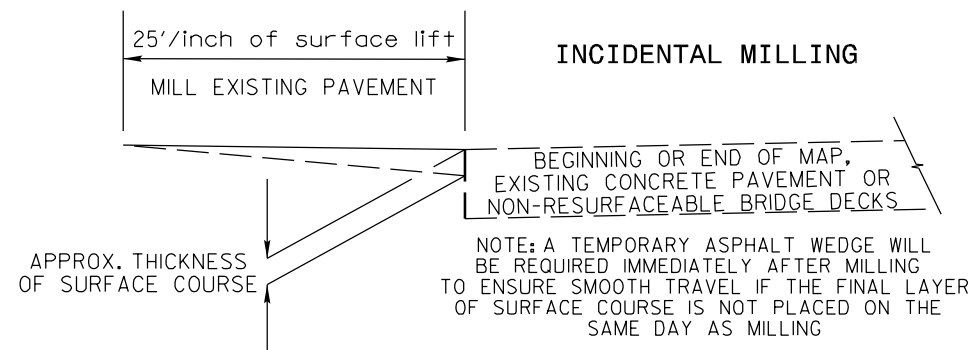
\* USE ON MAP 5 AT SHOULDER SECTIONS ONLY.



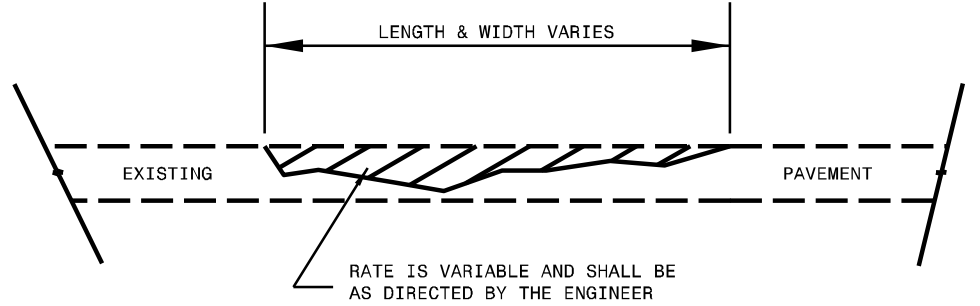
**PAVEMENT SCHEDULE**

<b>PROJECT REFERENCE NO.</b>	<b>SHEET NO.</b>
2018CPT.05.J2.J07.31J, etc.	8

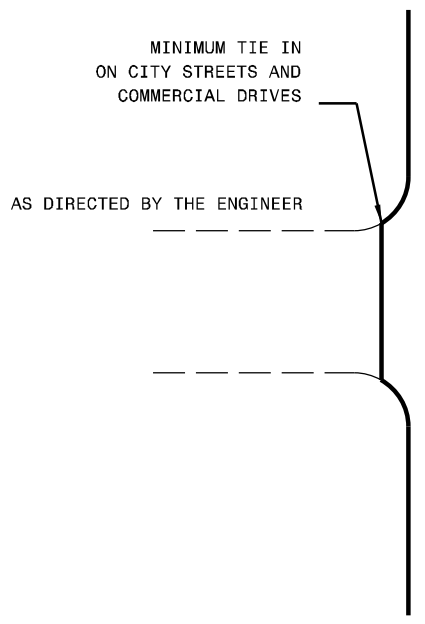
<b>C1</b>	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	<b>S</b>	SHOULDER GRADING ASB REQUIRED (EXCEPT AT RESIDENTIAL AREAS)
<b>C2</b>	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	<b>U</b>	EXISTING PAVEMENT
<b>C3</b>	1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.	<b>V1</b>	1½" MILLING



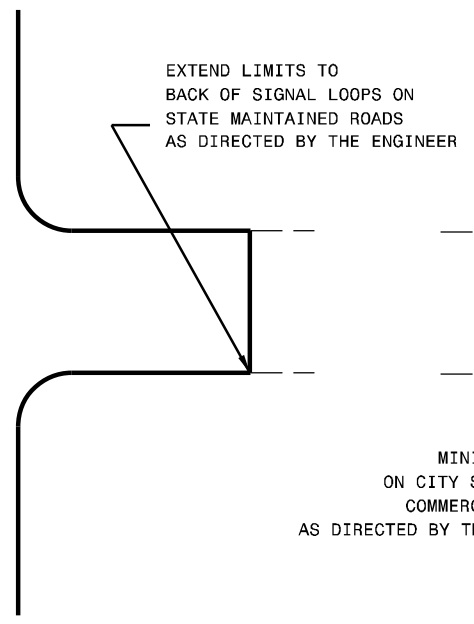
**PATCHING EXISTING PAVEMENT**  
MILLING TO BE PERFORMED PRIOR TO PATCHING



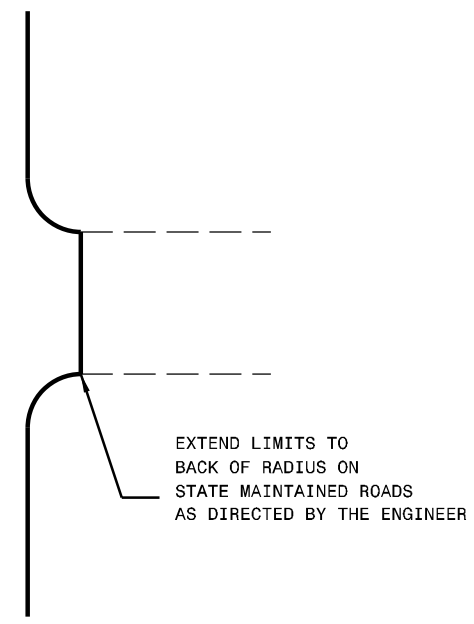
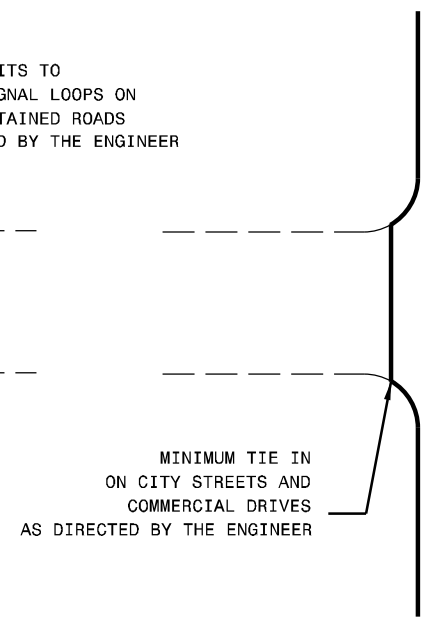
**ASPHALT CONCRETE SURFACE COURSE (LEVELING COURSE)**



**DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES**



**DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES**







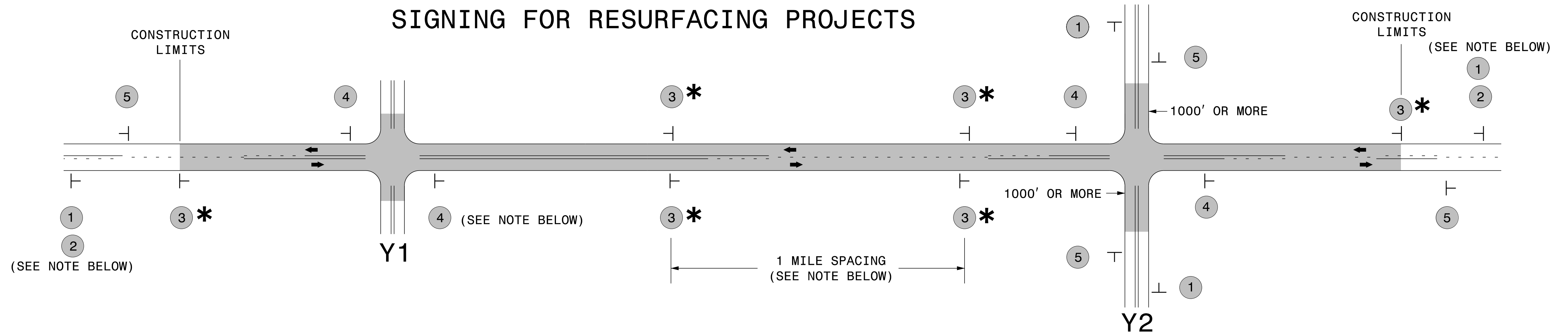


PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.05.12.10731.1, etc.	10	

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E	4686000000-E		4700000000-E	4710000000-E	4721000000-E			4725000000-E		4810000000-E		4835000000-E	4845000000-N						
									WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 120 M YELLOW THERMO	4" X 120 M WHITE THERMO	12" X 90 M YELLOW THERMO	24" X 120 M WHITE THERMO	THERMO MSG SCHOOL 120 M	THERMO MSG STOP 120 M	THERMO MSG AHEAD 120 M	THERMO LT ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO RT ARROW 90 M	4" YELLOW PAINT	4" WHITE PAINT	24" WHITE PAINT	PAINT LT ARROW	PAINT STR & RT ARROW	PAINT RT ARROW			
									MI	FT	SF	LS	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA					
2018CPT.05.12.20731.1	Person	26	SR 1542 - DIRGIE MINE RD	SR 1595 - HAZEL LAWSON RD TO SR 1556 - LAWSON CHAPEL CH RD	2	2	3.10	20	309	0.09	33,356	32,736	170																	
<b>TOTAL FOR MAP NO. 26</b>									<b>3.10</b>		<b>309</b>	<b>0.09</b>	<b>33,356</b>	<b>32,736</b>	<b>170</b>															
2018CPT.05.12.20731.1	Person	27	SR 1561 - POLK HUFF RD	GRANVILLE CO TO SR 1542 - DIRGIE MINE RD	2	2	2.40	20	269	0.08	25,824	19,008	90																	
<b>TOTAL FOR MAP NO. 27</b>									<b>2.40</b>		<b>269</b>	<b>0.08</b>	<b>25,824</b>	<b>19,008</b>	<b>90</b>															
2018CPT.05.12.20731.1	Person	28	SR 1581 - JIM POOLE RD	SR 1559 - LAWSON ADCOCK RD TO SR 1588 - JIM POOLE RD	3	2	0.98	20	110	0.06	10,545	10,348																		
<b>TOTAL FOR MAP NO. 28</b>									<b>0.98</b>		<b>110</b>	<b>0.06</b>	<b>10,545</b>	<b>10,348</b>																
2018CPT.05.12.20731.1	Person	29	SR 1588 - JIM POOLE RD	SR 1581 - JIM POOLE RD TO SR 1560 THOMAS GREEN RD	3	2	0.47	20	53	0.03	5,057	4,964																		
<b>TOTAL FOR MAP NO. 29</b>									<b>0.47</b>		<b>53</b>	<b>0.03</b>	<b>5,057</b>	<b>4,964</b>																
2018CPT.05.12.20731.1	Person	30	SR 1717 -SURL- MT TIRZAH RD	SR 1715 - HELENA-MORIAH RD TO SR 1723 - JIM LATTA RD	3	2	0.82	22	91	0.01	8,823	8,660			33		4	5												
<b>TOTAL FOR MAP NO. 30</b>									<b>0.82</b>		<b>91</b>	<b>0.01</b>	<b>8,823</b>	<b>8,660</b>			<b>33</b>		<b>4</b>	<b>5</b>										
2018CPT.05.12.20731.1	Person	31	SR 1107- HURDLE MILLS RD	SR 1001- HURDLE MILLS RD TO NC 157	3	2	0.21	21	23	0.01	2,260	2,218																		
<b>TOTAL FOR MAP NO. 31</b>									<b>0.21</b>		<b>23</b>	<b>0.01</b>	<b>2,260</b>	<b>2,218</b>																
<b>TOTAL FOR PROJ NO. 2018CPT.05.12.20731.1</b>									<b>27.84</b>		<b>3,007</b>	<b>0.98</b>	<b>265,311</b>	<b>259,794</b>	<b>1,426</b>	<b>160</b>	<b>448</b>	<b>30</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>		<b>45</b>	<b>32</b>	<b>1</b>	<b>1</b>	<b>2</b>	
<b>GRAND TOTAL</b>									<b>28.03</b>		<b>3,028</b>	<b>1.00</b>	<b>265,311</b>	<b>262,049</b>	<b>1,566</b>	<b>160</b>	<b>548</b>	<b>30</b>	<b>8</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>2,255</b>	<b>185</b>	<b>132</b>	<b>9</b>	<b>3</b>	<b>2</b>	
													<b>263,615</b>				<b>48</b>		<b>18</b>		<b>2,440</b>				<b>14</b>					

# SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

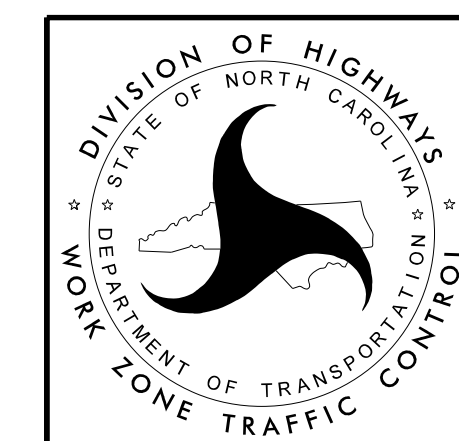
## MAINLINE (-L-) SIGNING

## -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;"> <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 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>	

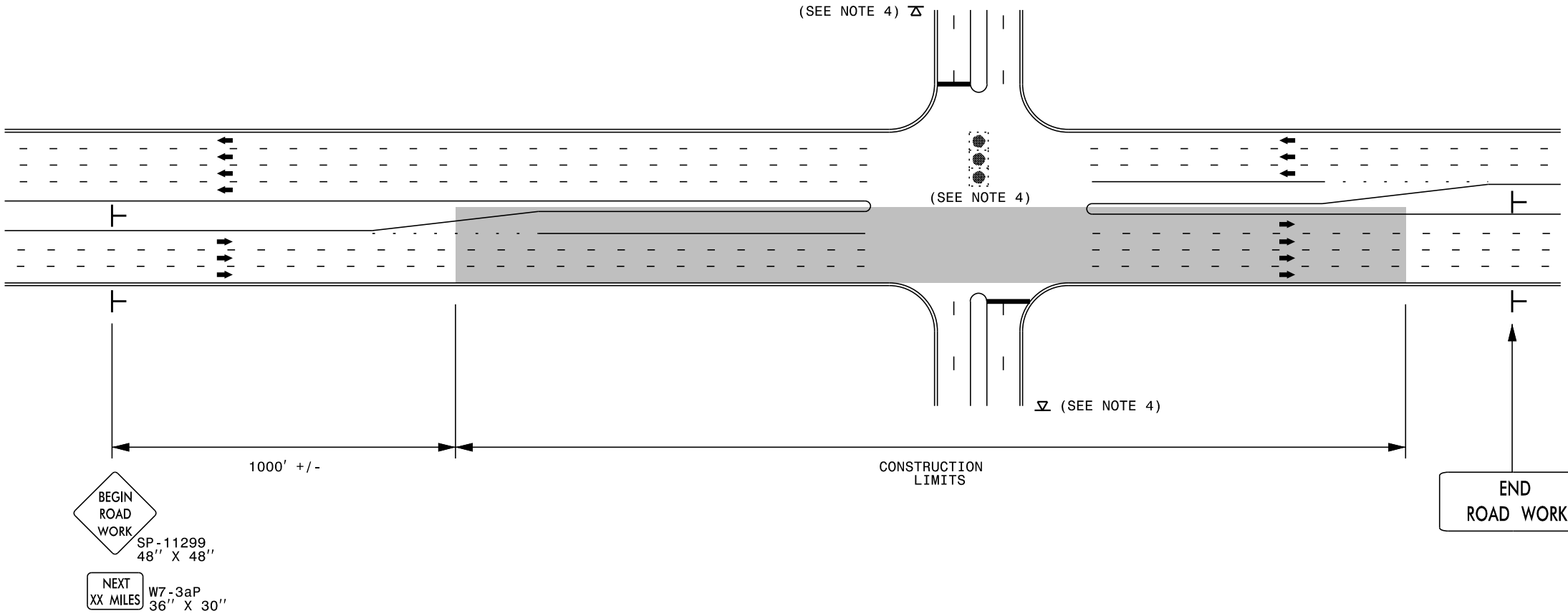
### \* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



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) 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.

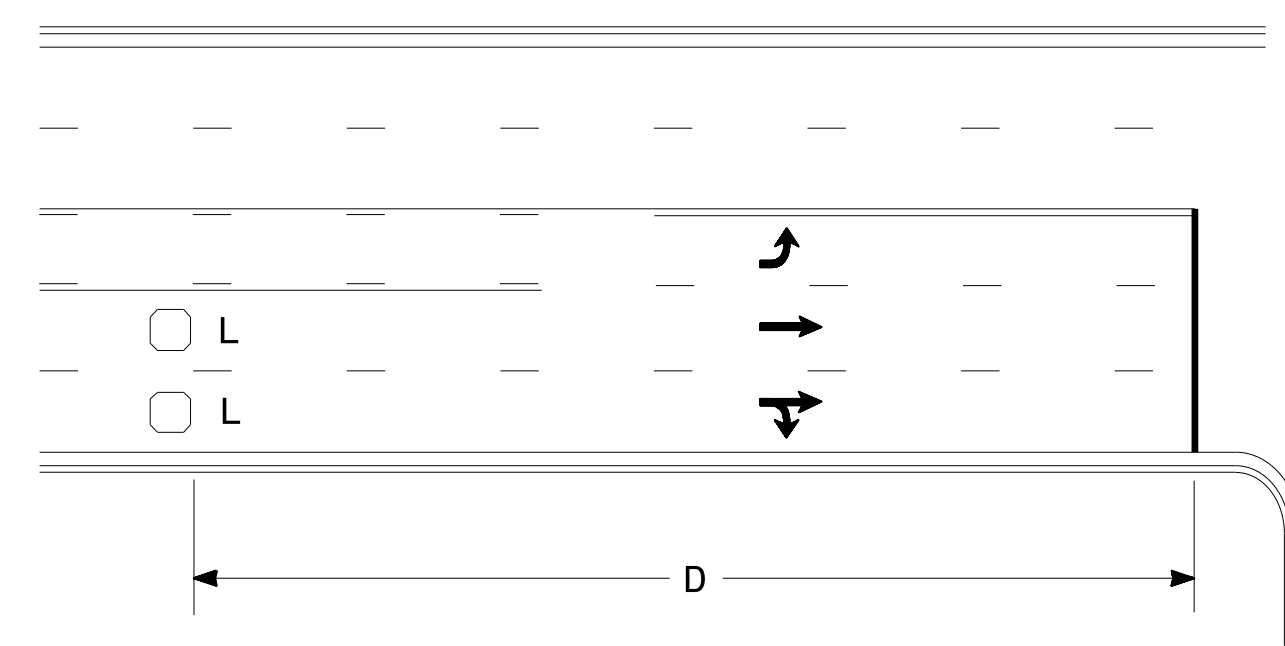
LEGEND	
├	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES**

2/24/2014 S:\TMD\WZTC\Resurfacing\2013Documents\New\_Procedures\_05\_09\_2013\Resurfacing\_AdvWarn\_UrSub.dgn

### High Speed Detection (≥40 mph)

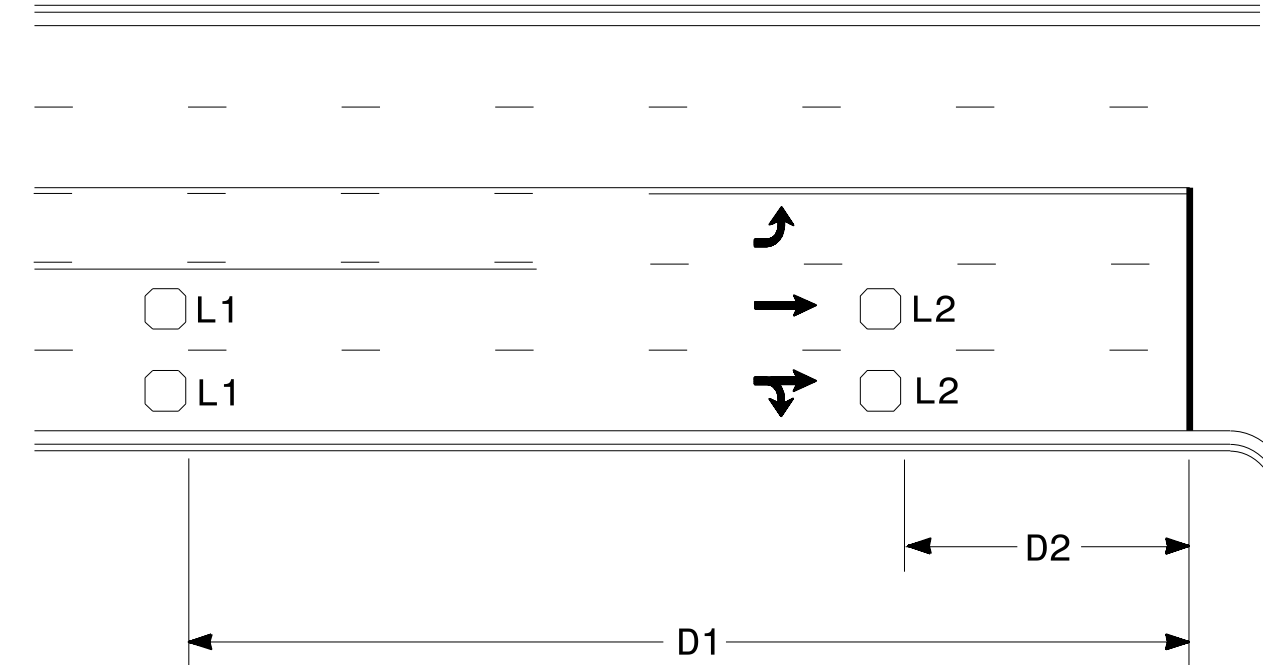


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

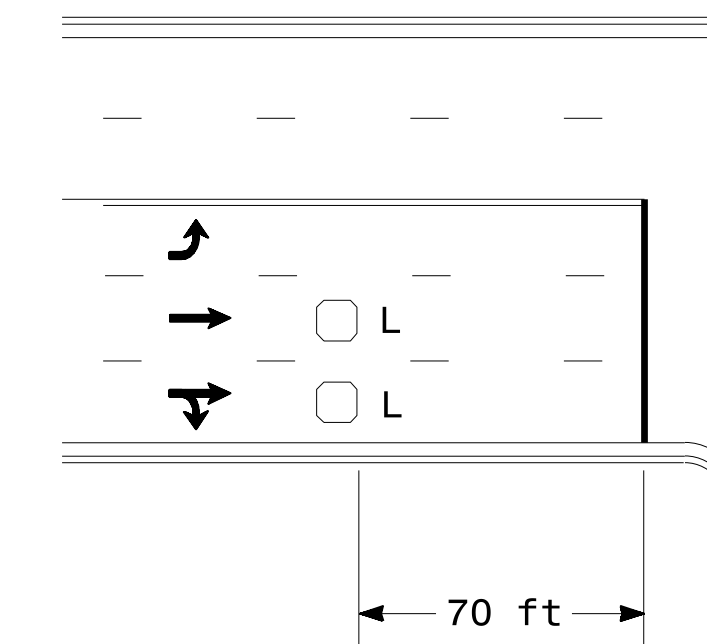


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft  
Wired in series  
L2 = 6ft X 6ft  
Wired in series

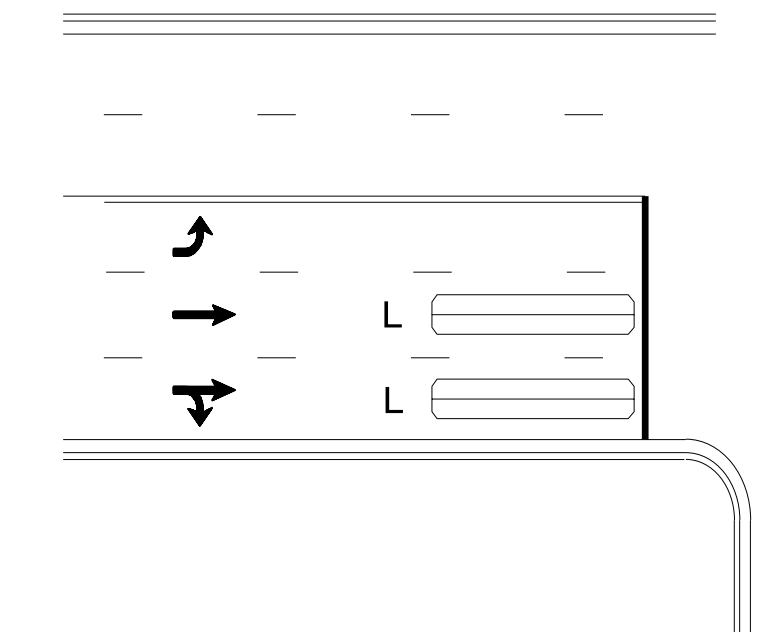
"Stretch" Operation

### Low Speed Detection (≤35 mph)



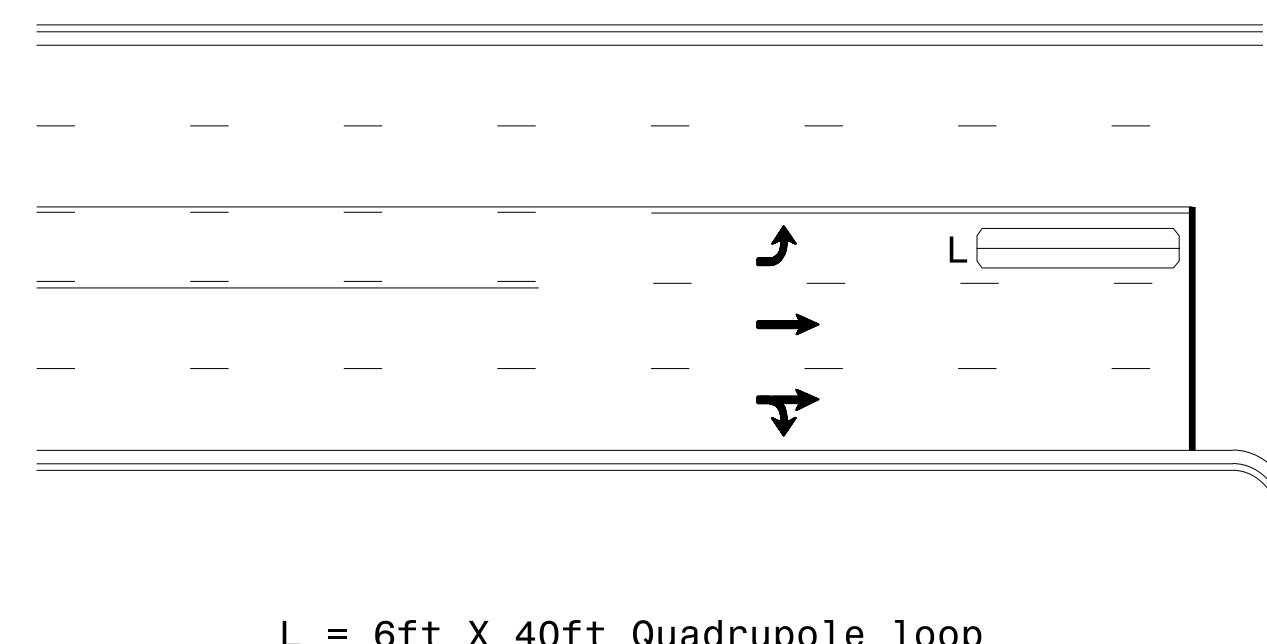
L = 6ft X 6ft  
Wired in series

OR



L = 6ft X 40ft  
Quadrupole loop, wired separately

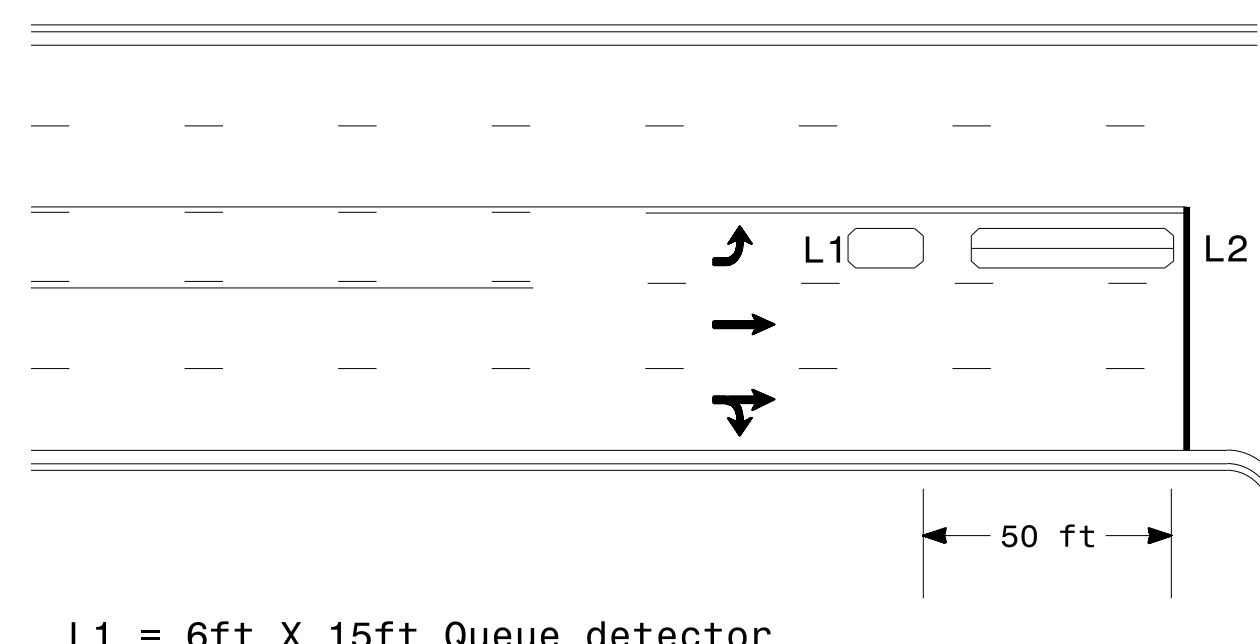
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

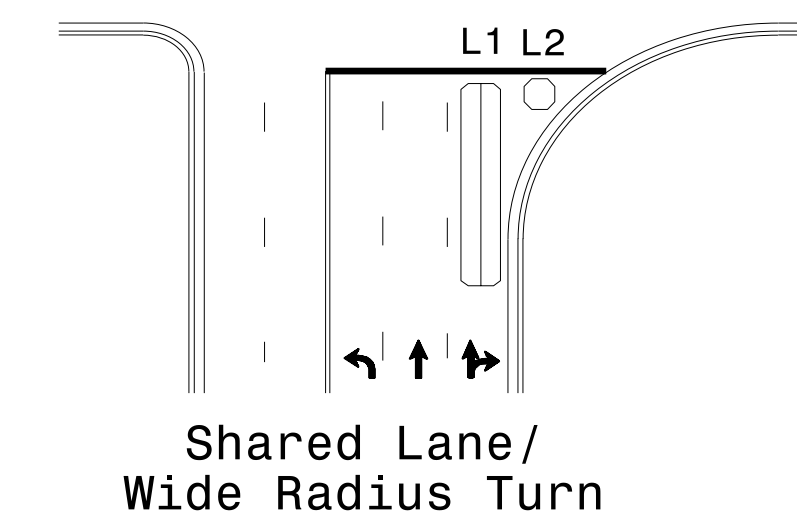
OR



L1 = 6ft X 15ft Queue detector  
L2 = 6ft X 40ft Quadrupole loop

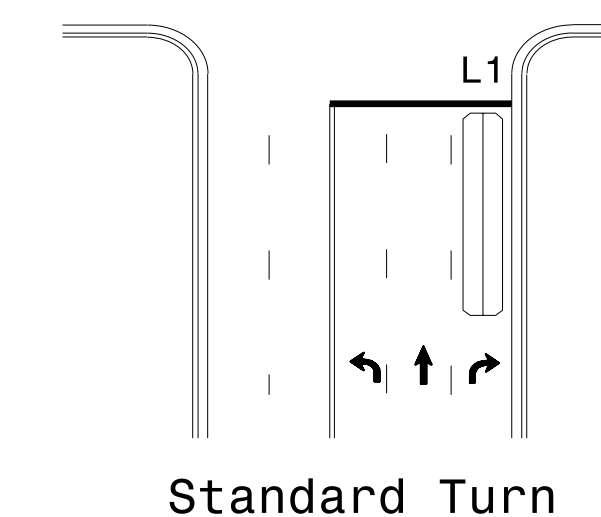
Queue Loop Detection

### Right Turn Lane Detection

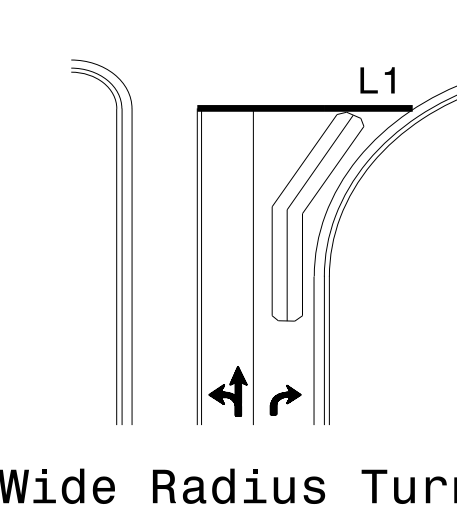


Shared Lane/  
Wide Radius Turn

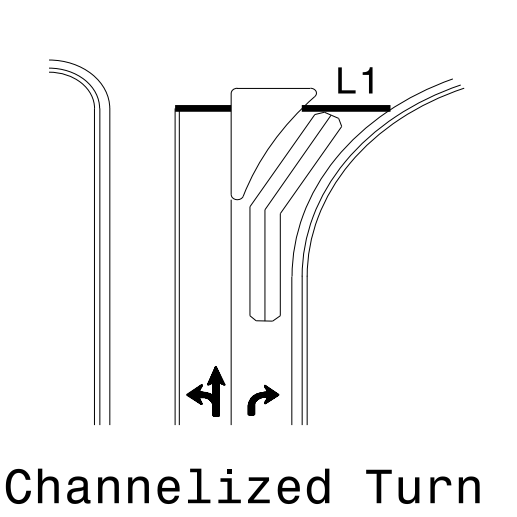
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

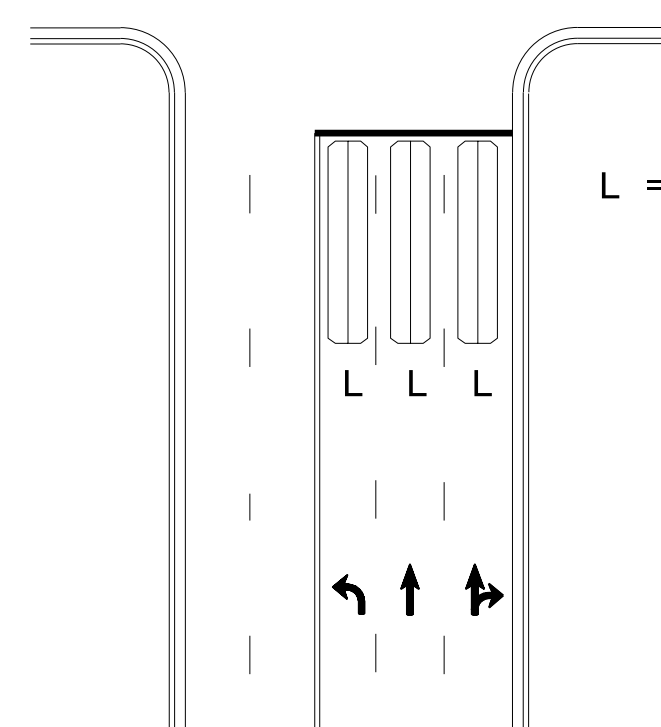


Wide Radius Turn



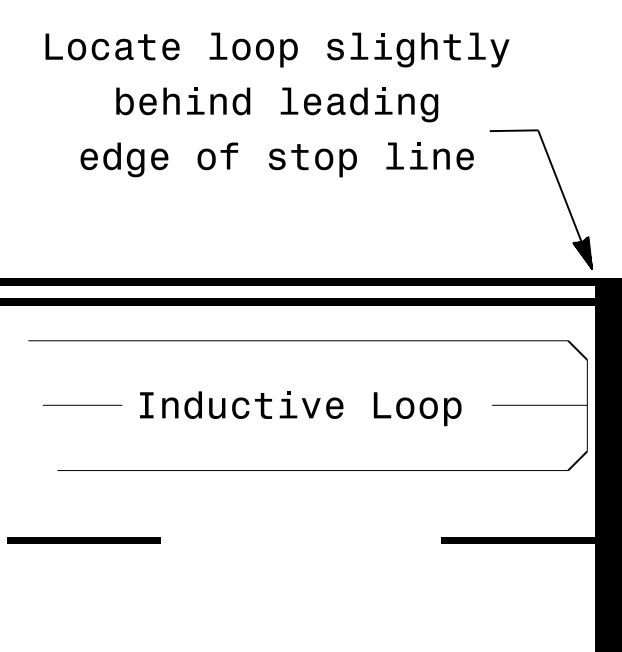
Channelized Turn

### Side Street Detection



L = 6ft X 40ft  
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 under any of the  
following conditions:  
1) stop line is greater than 15'  
from edge of intersecting  
roadway  
2) loop detects a permissive or  
protected/permissive left turn  
3) for an exclusive right turn  
lane

### Recommended Number of Turns

Single 6' X 6' loop  
(when wired separately):

Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

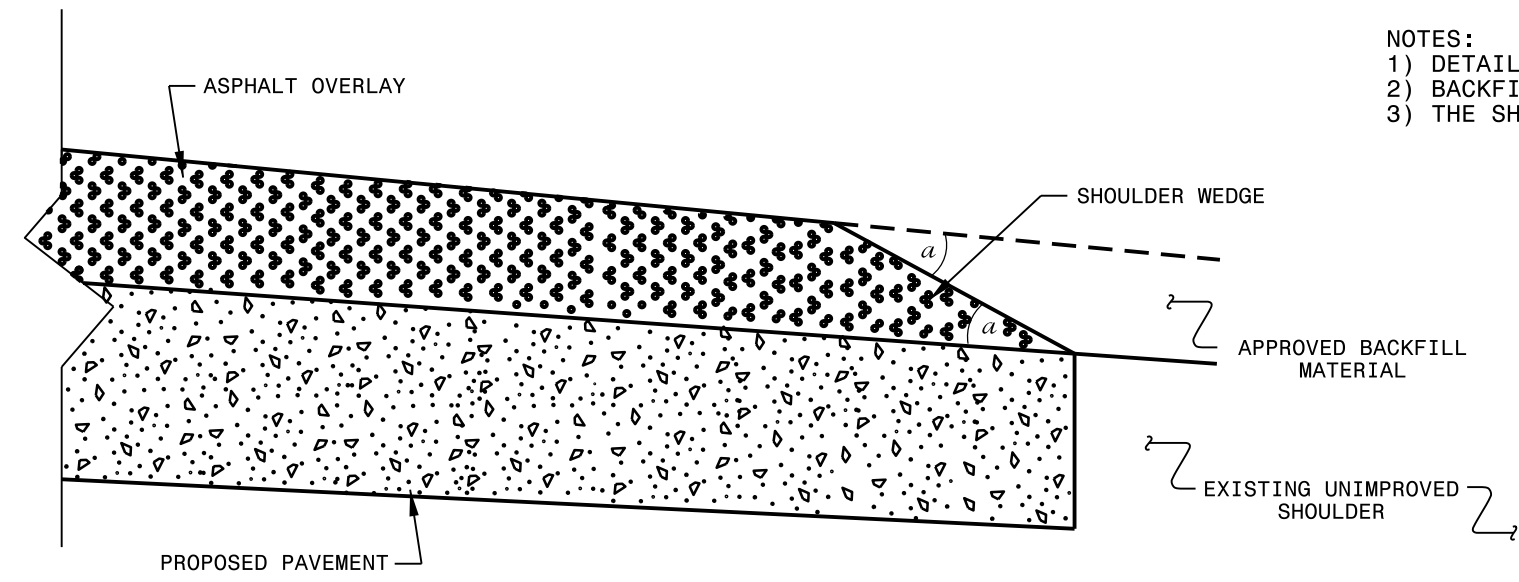
Quadrupole loops: Use 2-4-2 turns

6' X 15' Loops:  
Lead-in < 150', use 2 turns  
Lead-in > 150', use 3 turns

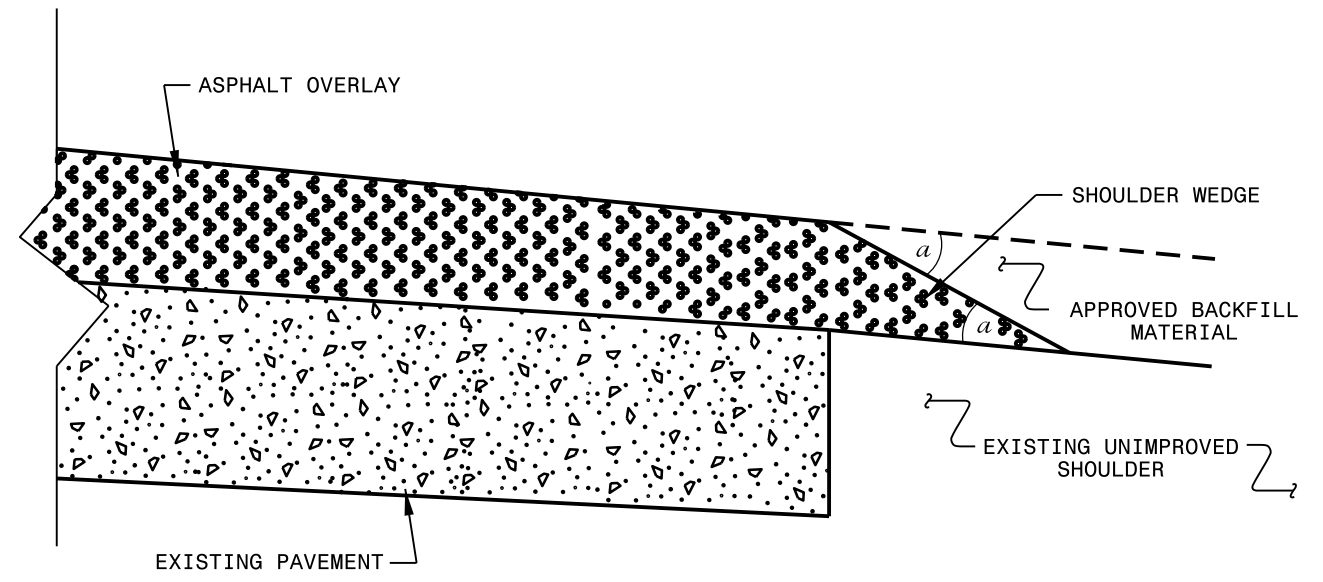
<p>Prepared In the Offices of: TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC. SIGNAL DESIGN SECTION 750 N. Greenfield Pkwy, Garner, NC 27529</p>	<p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER PAMELA L. ALEXANDER 23489</p>	
	<p>Typical Signal Loop Locations</p>	
<p>PLAN DATE: January 2015 PREPARED BY: PLA</p>	<p>REVIEWED BY: JPG REVIEWED BY:</p>	<p>SCALE: N/A</p>
<p>REVISIONS</p>	<p>INIT. DATE</p>	<p>DocuSigned by: P. Alexander 1/30/2015 10:44:44 AM SIC. INVENTORY NO.</p>



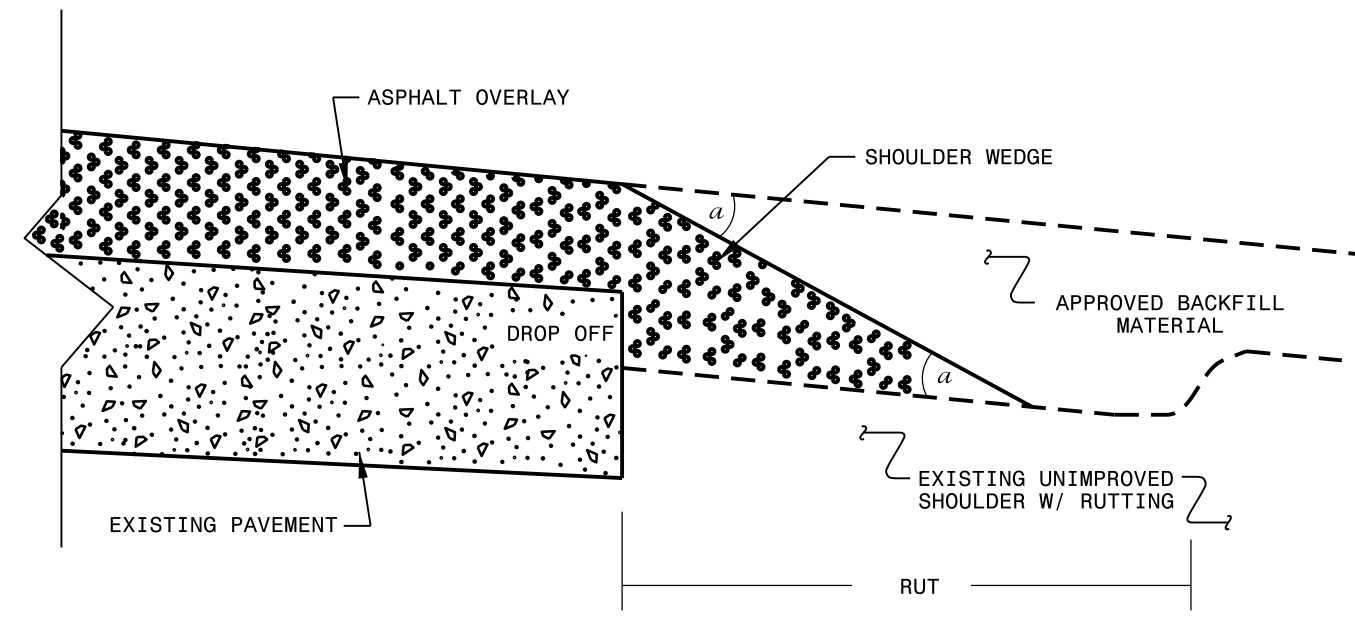
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

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

SYSTEM: 11/11/11  
 USER: T.SPELL  
 FILE: susr/details/stand/shoulderwedgedetail.dgn

**DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA**

***SOIL STABILIZATION TIMEFRAMES***

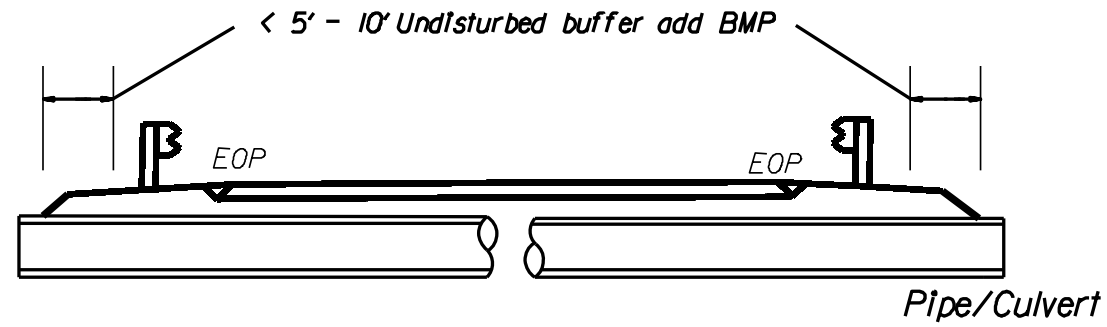
<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
<b>PERIMETER DIKES, SWALES, DITCHES AND SLOPES</b>	<b>7 DAYS</b>	<b>NONE</b>
<b>HIGH QUALITY WATER (HOW) ZONES</b>	<b>7 DAYS</b>	<b>NONE</b>
<b>SLOPES STEEPER THAN 3:1</b>	<b>7 DAYS</b>	<b>IF SLOPES ARE 10' OR LESS IN LENGTH 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>

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

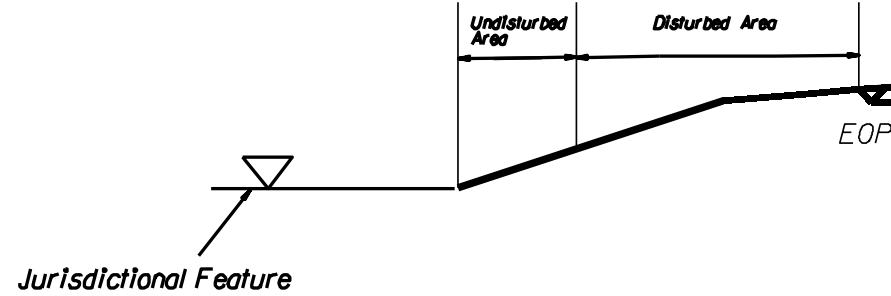
BMP Options: Wattle, Silt Fence, or Hardened Aggregate.

# EROSION CONTROL DETAIL

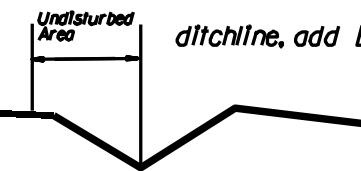
PROJECT REFERENCE NO. <b>1-1111</b>	SHEET NO. <b>10-11/01/11</b>
BMP SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



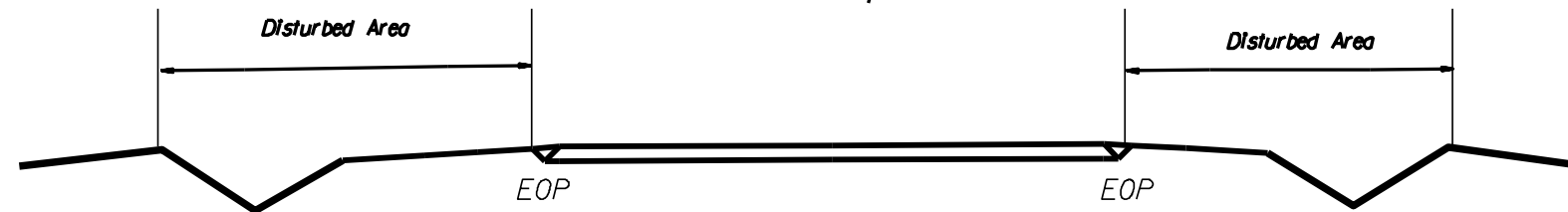
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP



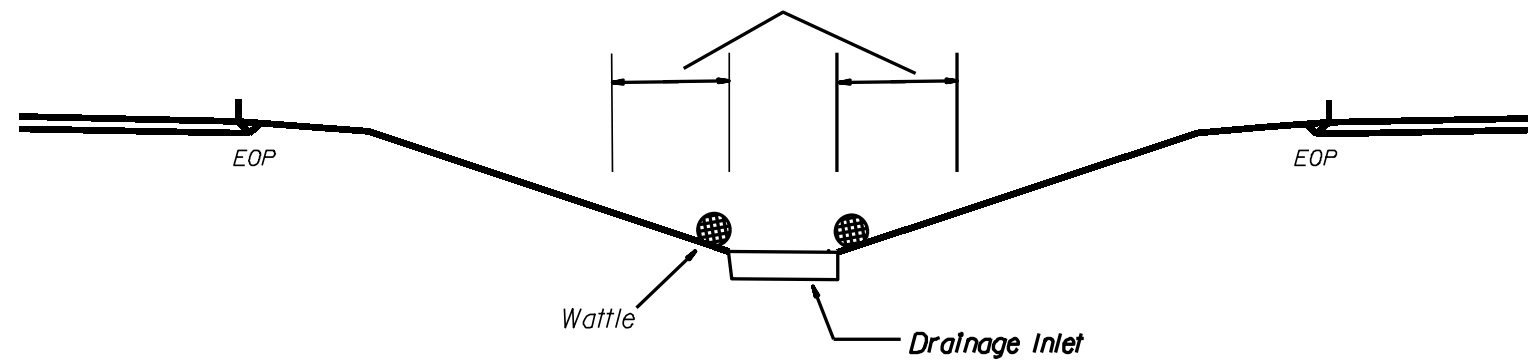
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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

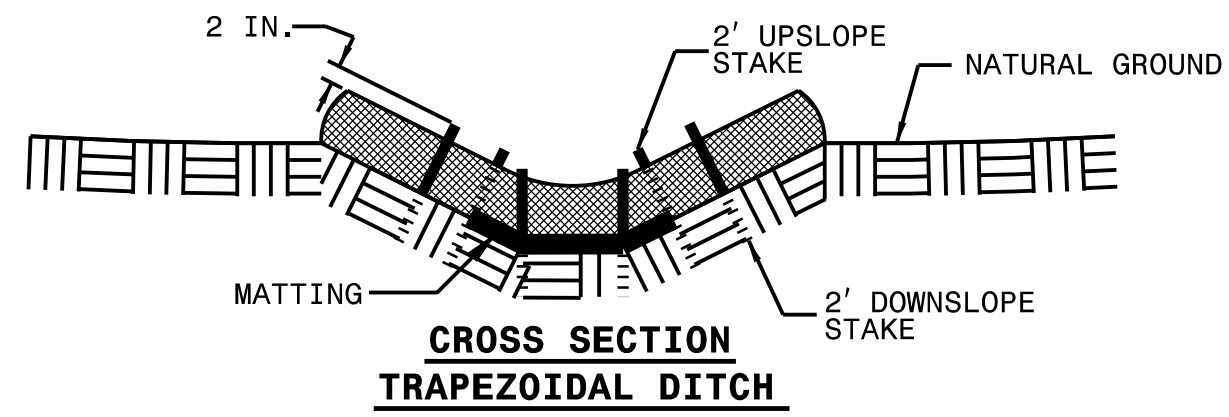
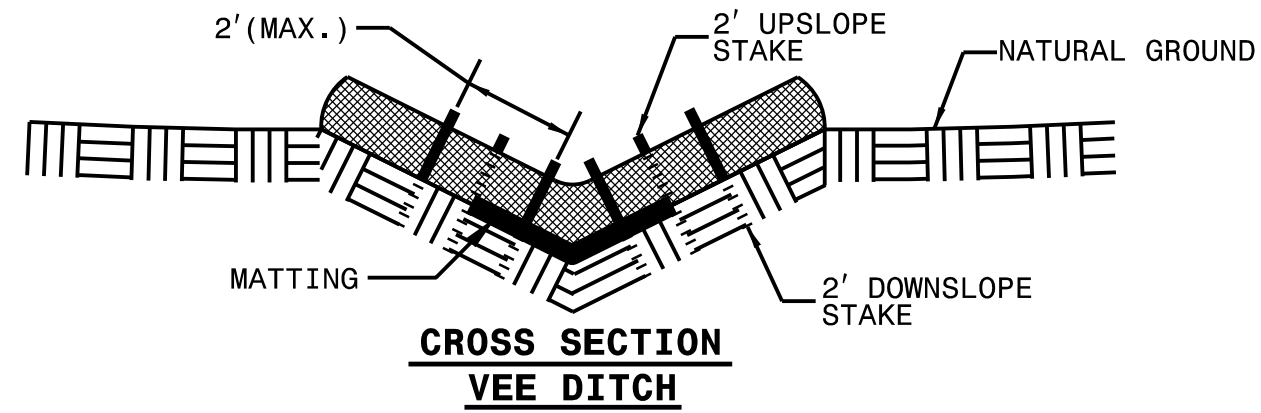
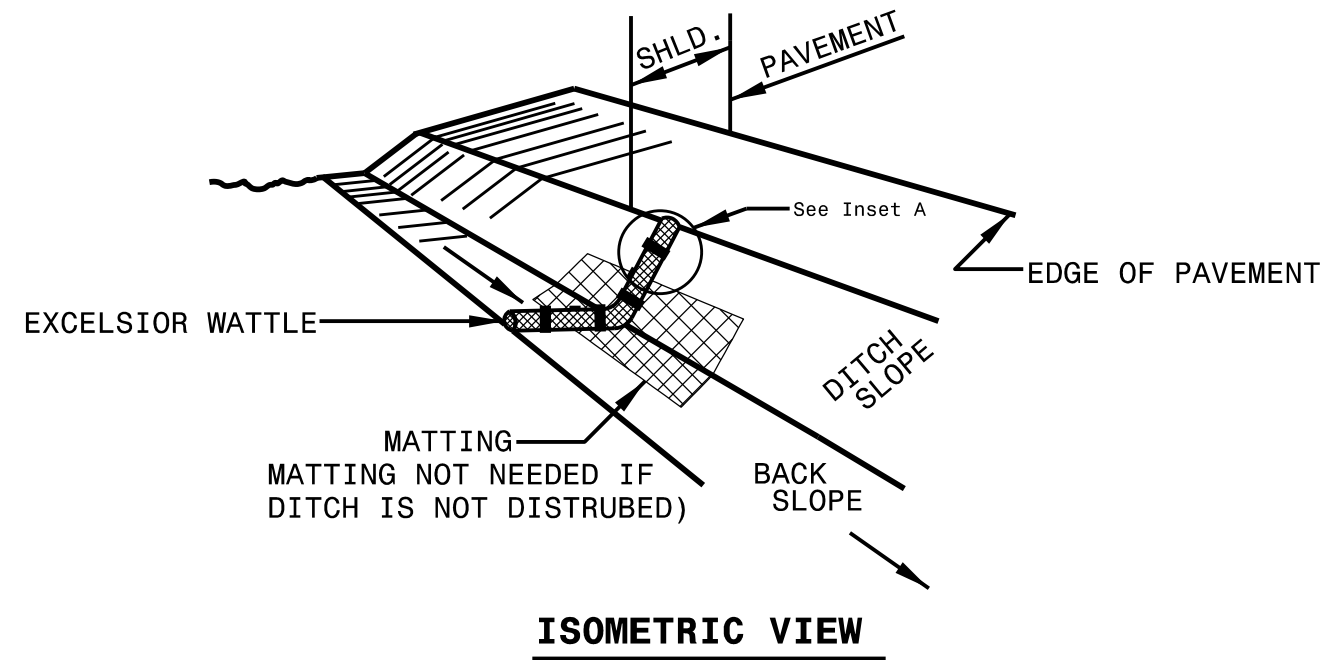


< 5' - 10' Undisturbed buffer from Inlet, add wattle



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.

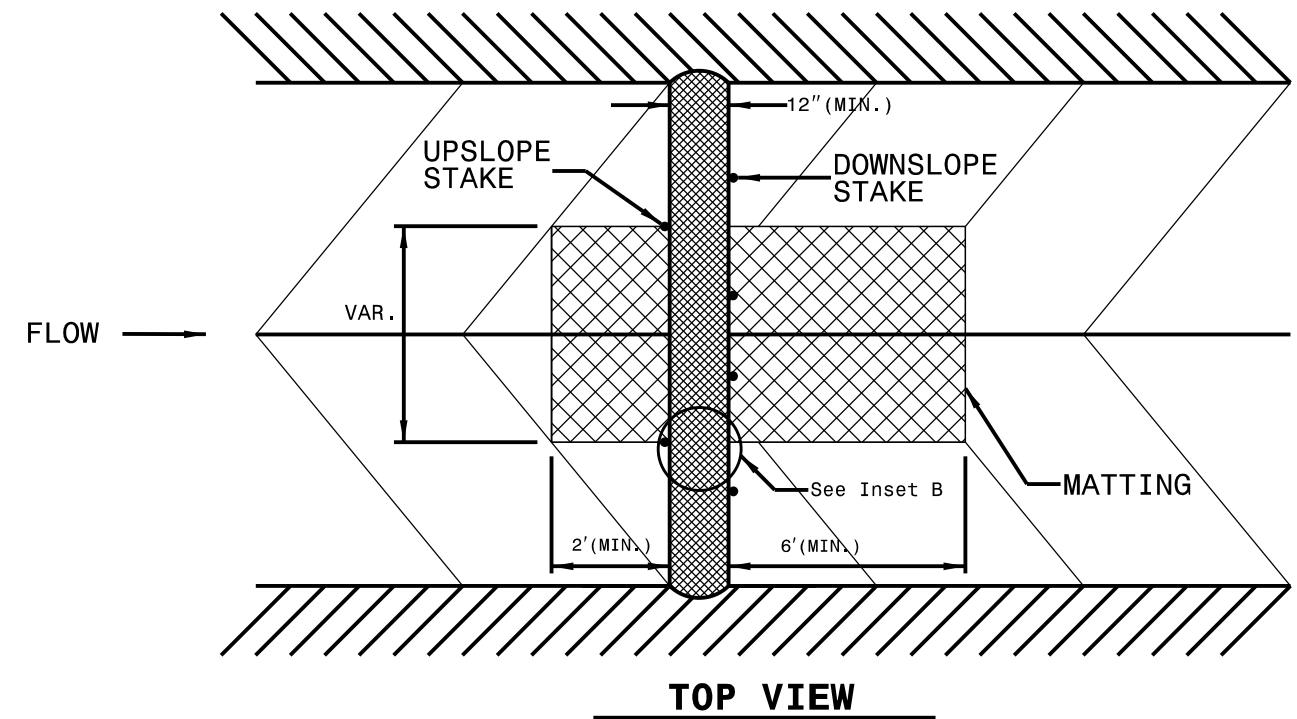
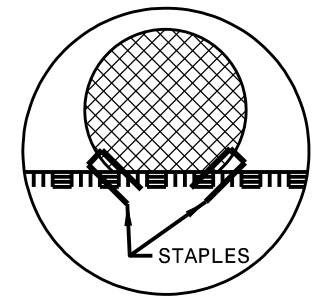
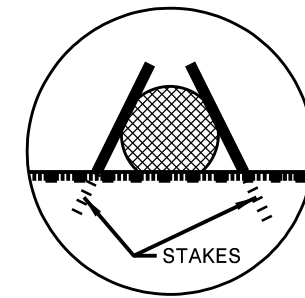
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

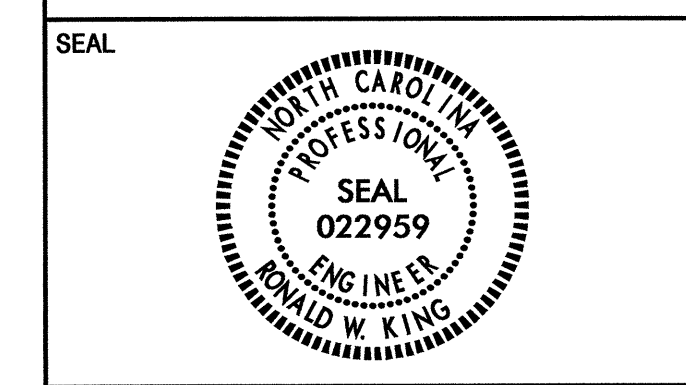
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

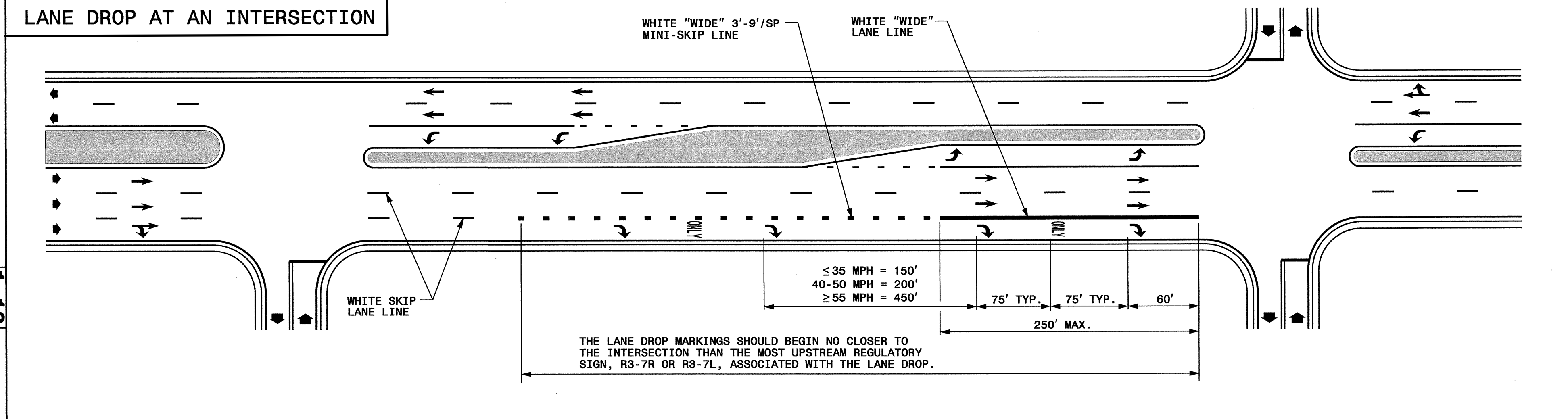
IF DITCH WILL BE DISTURBED, INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



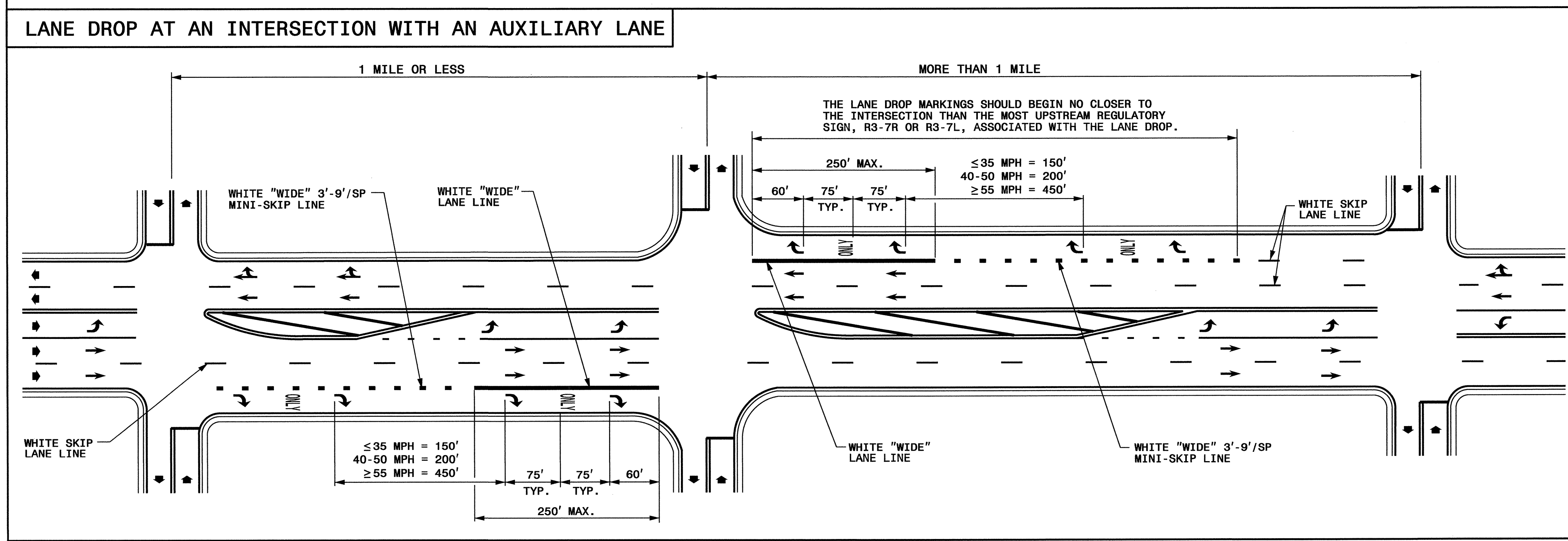
APPROVED: *RW*  
DATE: 3/6/12



STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.



ENGLISH DETAIL DRAWING FOR  
PAVEMENT MARKINGS  
LANE DROPS



**GENERAL NOTES:**

- USE THE GUIDANCE SHOWN ON THE ABOVE DETAILS IN CONJUNCTION WITH INTERSECTION GUIDANCE SHOWN ON ROADWAY STANDARD DRAWING 1205.04.
- LANE LINES INDICATED AS "WIDE" SHALL BE AT LEAST TWICE THE WIDTH OF THE NORMAL LINE.

LEGEND	
W	= WIDTH OF TRAVEL LANE
↔	DIRECTION OF TRAFFIC FLOW
ONLY	PAVEMENT MARKING SYMBOLS & CHARACTERS

SHEET 1 OF 3  
**1205D06**

SHEET 1 OF 3  
**1205D06**

ENGLISH DETAIL DRAWING FOR  
PAVEMENT MARKINGS  
LANE DROPS

STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

**REVISED PAVEMENT MARKING  
ROADWAY STANDARD DRAWING**

08-MAR-2012 11:09 C:\Users\Standard\My Documents\Standard Drawings\Standard Drawings\2012 Standard Drawings\Group\MP\2012 Standard Drawings\1205D06\Revised 9-14-11\Sealed.dgn