STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS – REVISED – 1-29-19

Letting Date: February 6, 2019

CONTRACT ID: **DF00248**

TIP NO.: **------**

FEDERAL AID NO.: **STATE FUNDED**

WBS ELEMENT NO.: **2020CPT.06.12.10431.1 & 2020CPT.06.12.20431.1**

ROUTE NO.: **NC 55, NC 217 & VARIOUS SR ROUTES**

LOCATION: **VARIOUS**

COUNTY: **HARNETT**

LENGTH OF PROJECT: **26.84 MILES**

TYPE OF WORK: **RESURFACING, WIDENING, MILLING & PVT. MKGS.**

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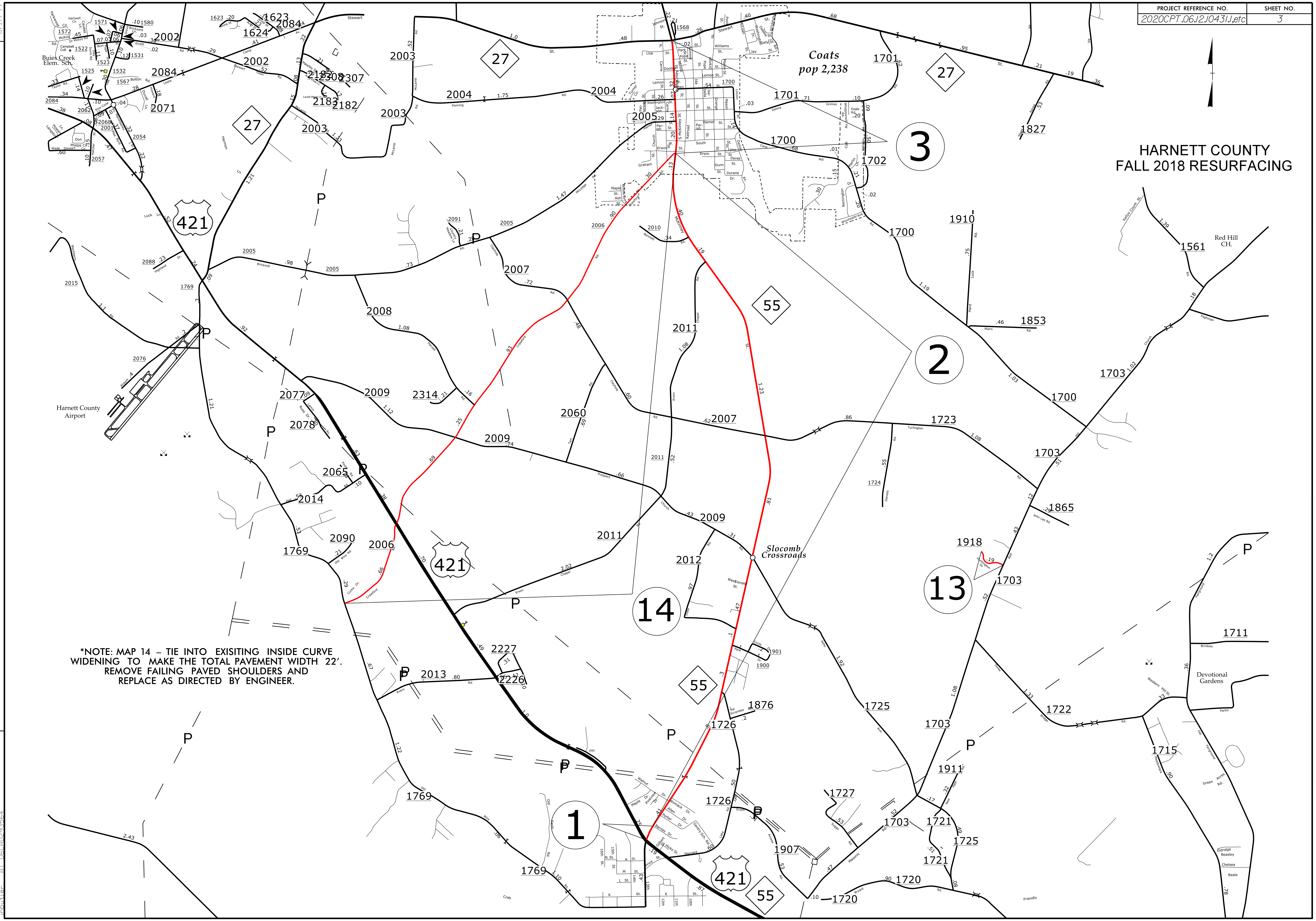
PROJECT REFERENCE NO.
2020CPT.06.12.10431.1,etc
SHEET NO.
3
HARNETT COUNTY
FALL 2018 RESURFACING
Coats
pop 2,238
Buies Creek
Elem. Sch.
Harnett County
Airport
Slocomb
Crossroads
Red Hill
CH.
Devotional
Gardens
*NOTE: MAP 14 – TIE INTO EXISITING INSIDE CURVE
WIDENING TO MAKE THE TOTAL PAVEMENT WIDTH 22'.
REMOVE FAILING PAVED SHOULDERS AND
REPLACE AS DIRECTED BY ENGINEER.
1
2
3
13
14
27
55
421

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REVISIONS

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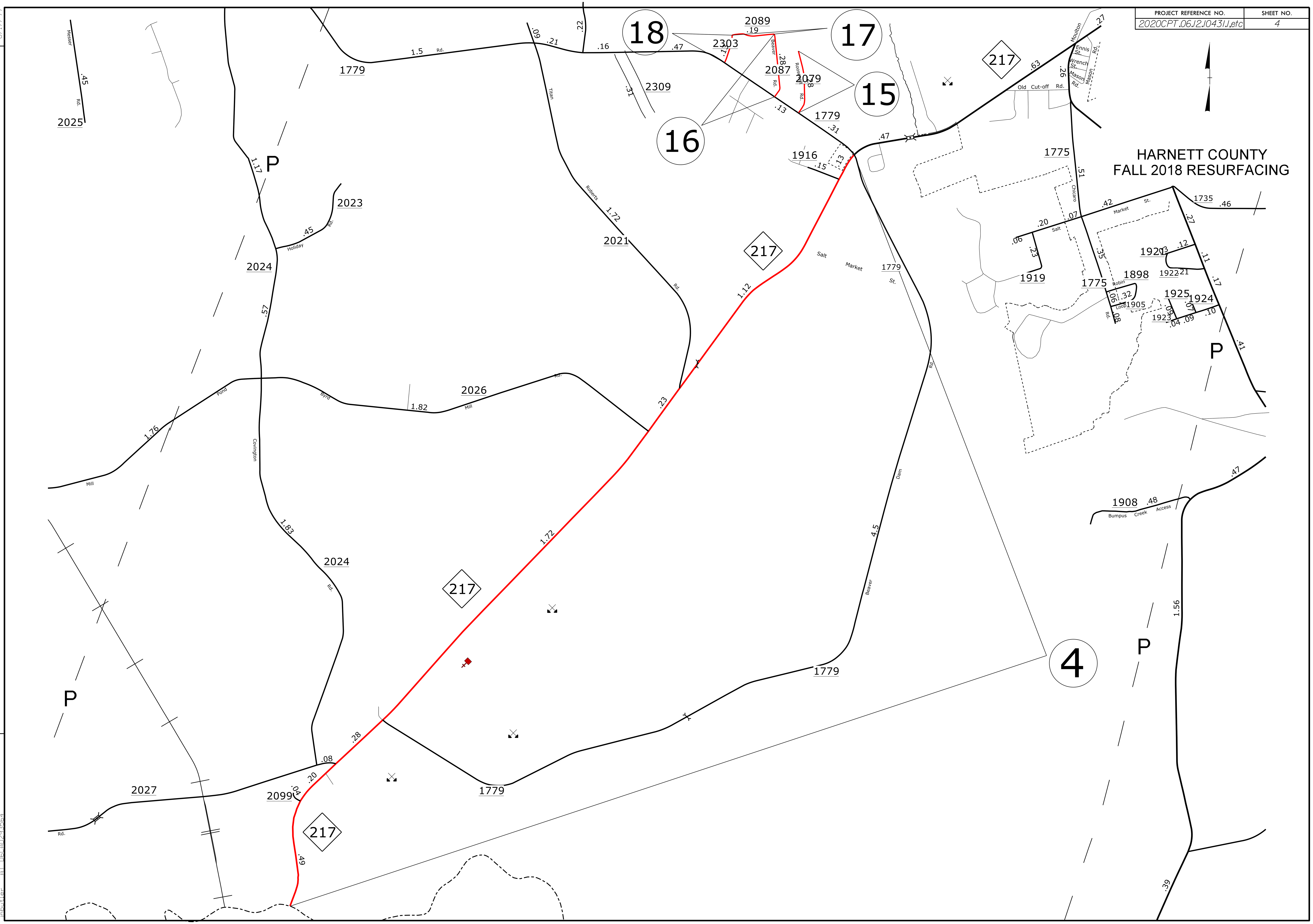
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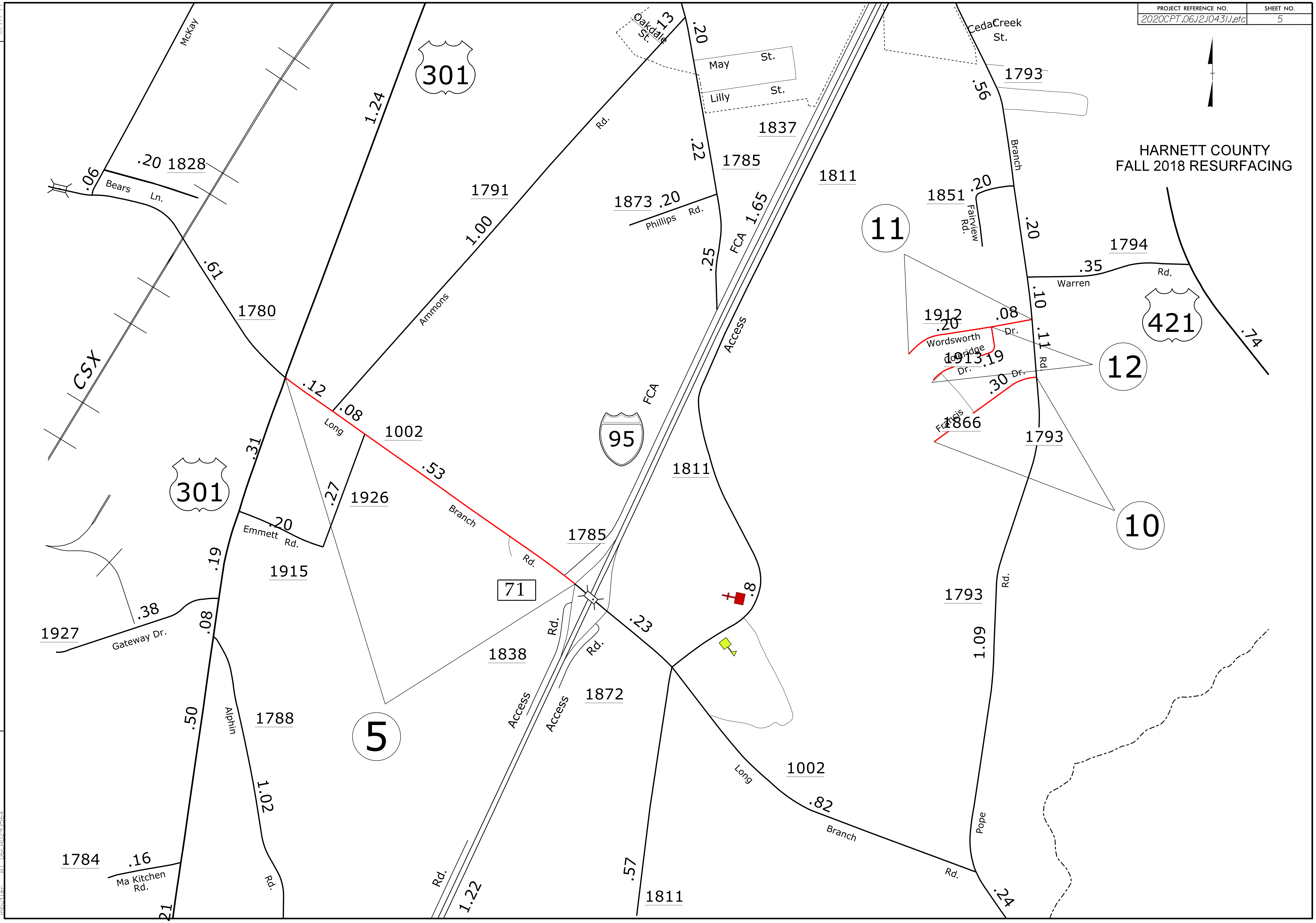
2020CPT.06.12.10431.1,etc
SHEET NO.
4
HARNETT COUNTY
FALL 2018 RESURFACING
217
1779
2024
2021
2026
2023
2025
2027
2099
2309
2303
2089
2087
2079
1916
1775
1919
1898
1920
1922
1925
1924
1905
1923
1735
1908
18
17
16
15
4
P
Covington
Roberts Rd.
Salt Market St.
Beaver Dam Rd.
Holiday Rd.
Pond
Byrd
Mill Rd.
Titan
Old Cut-off Rd.
Chicago
Market St.
Robin Loop Rd.
Bumpus Creek Access
Moulton Rd.
Ennis St.
Wrench St.
Mason Rd.

REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
2020CPT.06.12.10431.1,etc	5

HARNETT COUNTY FALL 2018 RESURFACING



McKay
Bears Ln.
.06
.20 1828
.61
1780
CSX
1.24
301
301
1791
1.00
Ammons
Rd.
Oakdale St.
.13
.20
May St.
Lilly St.
1837
.22
1785
1873 .20
Phillips Rd.
.25
1.65
FCA
1811
Access
Cedar Creek St.
1793
.56
Branch
1851 .20
Fairview Rd.
.20
11
1794
.35
Warren Rd.
421
.74
.10
1912 .20
.08
Wordsworth Dr.
.11
1913 .19
Coleridge Dr.
.30 Dr.
12
Rd
Francis
1866
1793
10
.12
.08
Long
1002
.53
Branch
Rd.
.27
1926
.31
.20
Emmett Rd.
1915
.19
95
FCA
1811
1785
71
.38
1927
Gateway Dr.
.08
.23
Rd.
Rd.
1838
1872
Access
Access
1793
Rd.
1.09
.8
.50
Alphin
1788
5
1.02
Rd.
1002
Long
.82
Branch
Rd.
Pope
Rd.
.24
1784
.16
Ma Kitchen Rd.
.21
Rd.
1.22
.57
1811

REVISIONS

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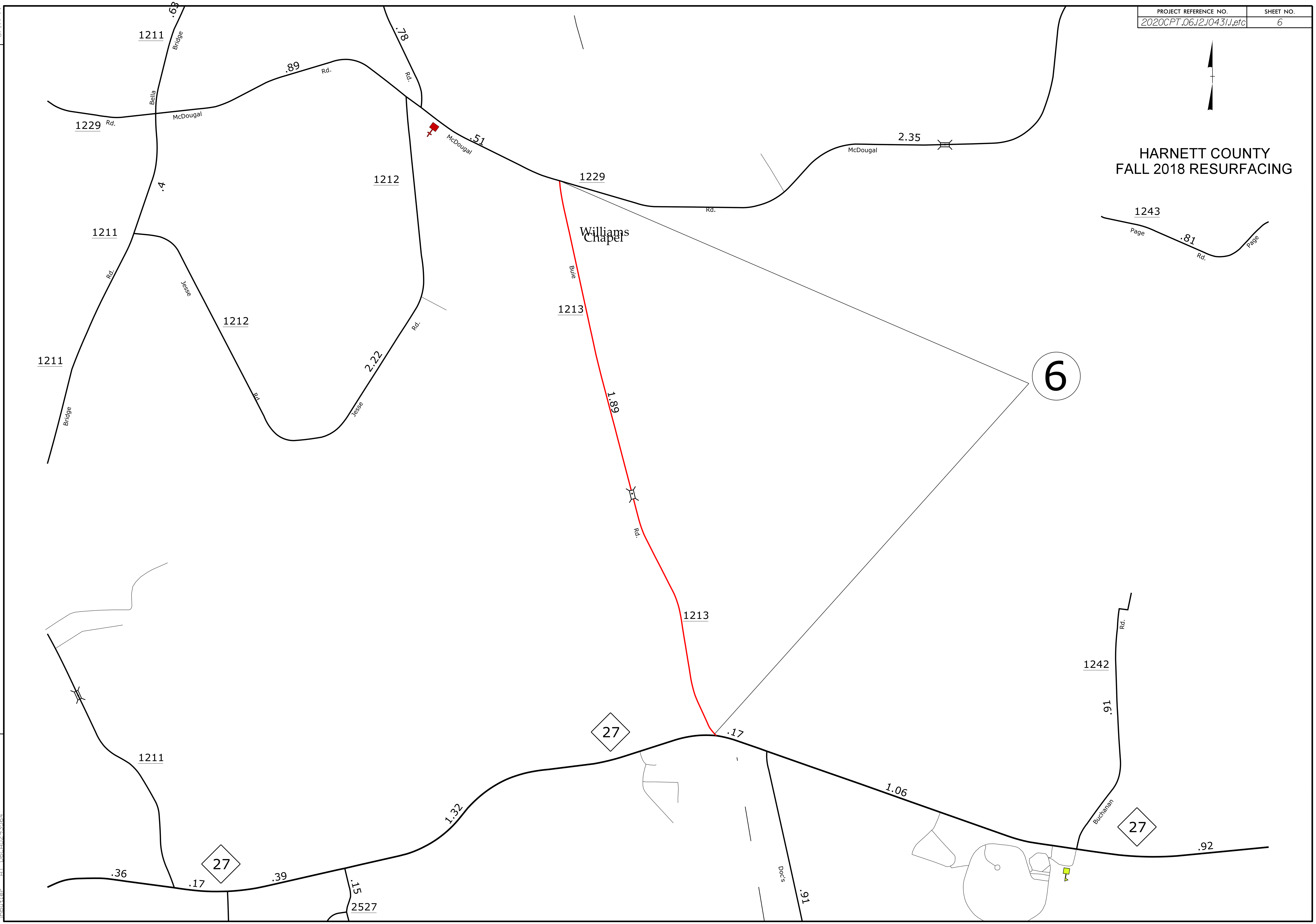
HARNETT COUNTY
FALL 2018 RESURFACING



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PROJECT REFERENCE NO.	SHEET NO.
2020CPT.06.12.10431.1,etc	7

HARNETT COUNTY
FALL 2018 RESURFACING

SP 8148
SP 8151
SP 8147
SP 8149
SP 8152
.21 Dea
1314
Moccasin
1262
Branch
1.05
Rd.
1.73 Rock
Raven
1263
8
1266
2.00
Rd.
Hicks
Cool
1265
Springs
1.80
Rd.
1265
Cummings
1.35
Rd.
1263
1314
1257
1.17
River
1257
Moccasin
2.05
Branch
1369
.60
.01
W.
1264
.70
Brown
.23
Rd.
.04
.10
Bayliss
Newton
.60
Rd.
1261
1257
.31
South
.80
1260
Rd.
1259
Joe
.75
Collins
Rd.
.68
1258
Joe
Collins
Rd.
Cedar Rock Ch.
1257
1274
.90
Rd.
1314
Raven
Rock
1.10
Goal
.63
Spring
1265
1274
.60
Dean
1.23
7
421
.09
Rd.
.07
Water Center Rd.
.18
1265
1316
.76
1258
.73
Thomas
1275
.10
Old
1291
US
1.30
421
Rd.
.29
.10
Mamers
1.90
421
1258
B.
.22
Neill
1.14
Luart
.02
1291
.54
1291
1314
Rd.
.42
1291
.98
.66
1383
.25
.09
.45
1291
.52
1236
1.15
Nordan
1237
Rd.
1238
1248
Rd.
.40
.28
.17
.79
Old
US
1251
Unkard
.12
.14
1382
.10
1384

REVISIONS

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PROJECT REFERENCE NO.	SHEET NO.
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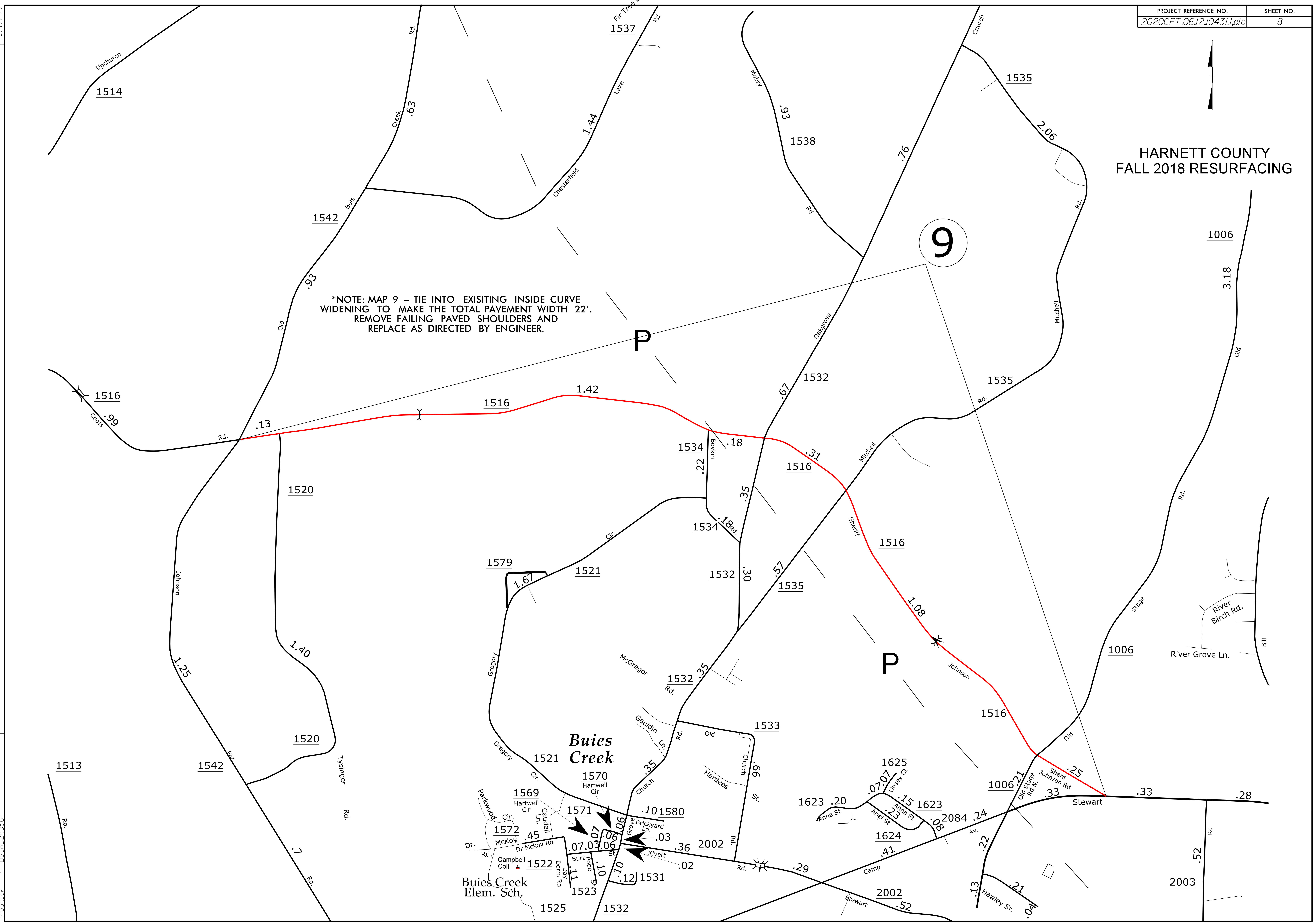
HARNETT COUNTY
FALL 2018 RESURFACING

*NOTE: MAP 9 – TIE INTO EXISITING INSIDE CURVE WIDENING TO MAKE THE TOTAL PAVEMENT WIDTH 22'. REMOVE FAILING PAVED SHOULDERS AND REPLACE AS DIRECTED BY ENGINEER.



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PROJECT REFERENCE NO.	SHEET NO.
2020CPT.06.12.10431.1,etc	9

HARNETT COUNTY
FALL 2018 RESURFACING

Smith Grove

19
21
20
82
301
301

1.87
Hamilton
Old
Rd.
.26
1777
Dorman
1.48
Rd.
1777
.25
1790
1.49
McKay
RAILROAD
1.24
.06
.20
1828
Bears
Ln.
1778
1.25
Road
1778
1780
1.04
Arrowhead
Rd.
.20
1780
Rd.
1.04
1781
.61
1780
CSX
1.00
1791
Ammons
.12
.08
Long
1002
.31
.53
Branch
.27
1926
.20
Emmett
Rd.
.19
1915
.38

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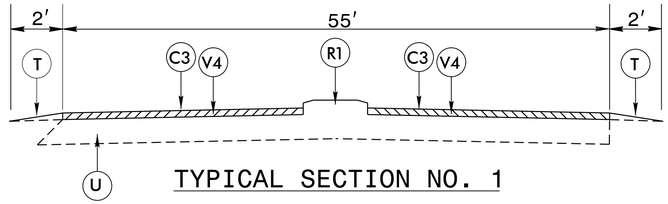
PROJECT REFERENCE NO.	SHEET NO.
2020CPT.06.12.10431.etc	10

PAVEMENT SCHEDULE

C1	1″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	1½″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	1½″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	5½″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
R1	EXISTING CONCRETE ISLAND
T	AGGREGATE SHOULDER BORROW
U	EXISTING ASPHALT
V1	0′-1″ MILLING (10′ CURB MILLING)
V2	0″-1½″ MILLING (10′ CURB MILLING)
V3	1″ MILLING (FULL WIDTH)
V4	1½″ MILLING (FULL WIDTH)



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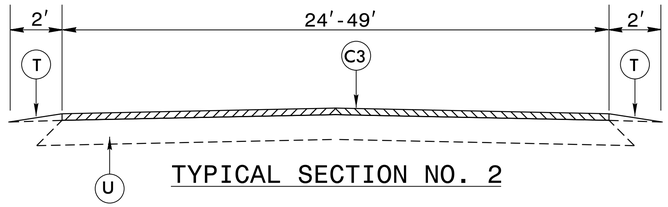

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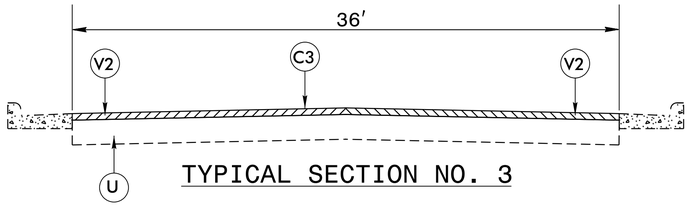

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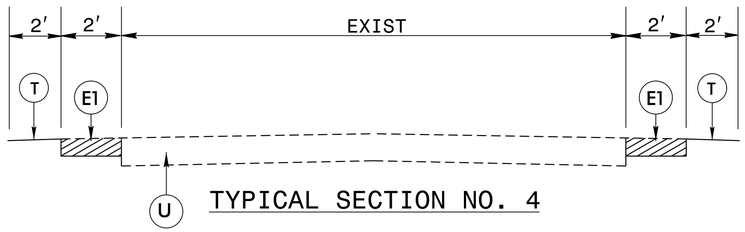

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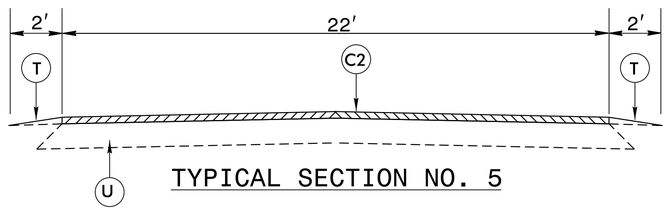


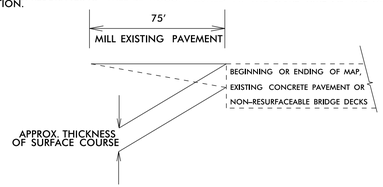
TYPICAL SECTION NO. 5

NOTES TO CONTRACTOR

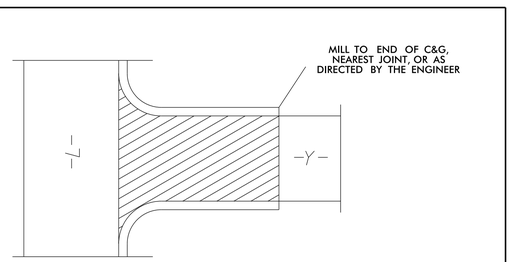
FOR SURFACE MIXES OVER 1″ IN THICKNESS, MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.

LOCATIONS SHALL INCLUDE TIES INTO EXISTING CONCRETE PAVEMENT, AT BRIDGE APPROACHES WHERE THE BRIDGE WILL NOT BE RESURFACED, AND AT THE BEGINNING AND ENDING POINT OF EACH RESURFACING MAP.

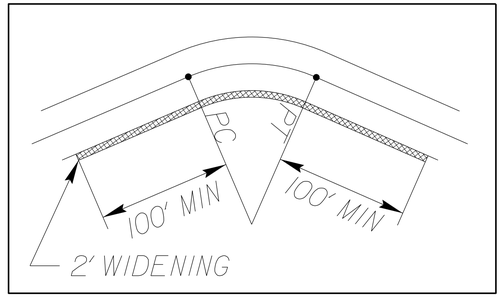
PERFORM THE WORK IN ACCORDANCE WITH SECTION 607 OF THE JANUARY 2012 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. RESURFACING WILL BE ACCOMPLISHED AT THE SAME TIME AS THE MILLING OPERATION.



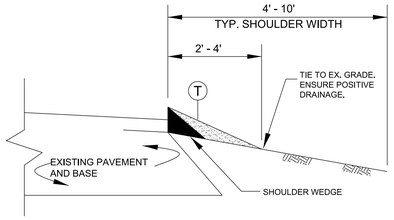
MILLING AT PAVEMENT TIE–INS DETAIL



MILLING AT CURB AND GUTTER INTERSECTIONS



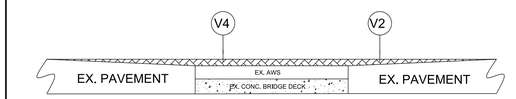
INSIDE CURVE WIDENING
MAPS 6, 8, 19 & 21



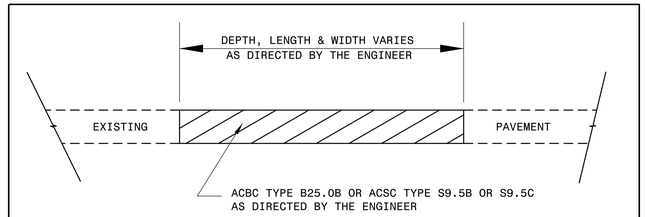
SHOULDER RECONSTRUCTION

NOTES:

1. SHOULDER SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM ROADWAY.
2. AGGREGATE SHOULDER BORROW (ASB) MATERIAL SHALL BE PLACED USING A WIDENING MACHINE OR SIMILAR DEVICE.
3. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
4. REQUIRED BORROW MATERIAL MAY BE OBTAINED BY THE CONTRACTOR FROM WIDENING OPERATIONS WITHIN THE PROJECT LIMITS, FROM NCDOT APPROVED BORROW PITS OR FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.



BRIDGE MILLING



PATCHING EXISTING PAVEMENT
PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION

PROJECT REFERENCE NO.	SHEET NO.
2020CPT.06.J2.J0431.J,etc	11

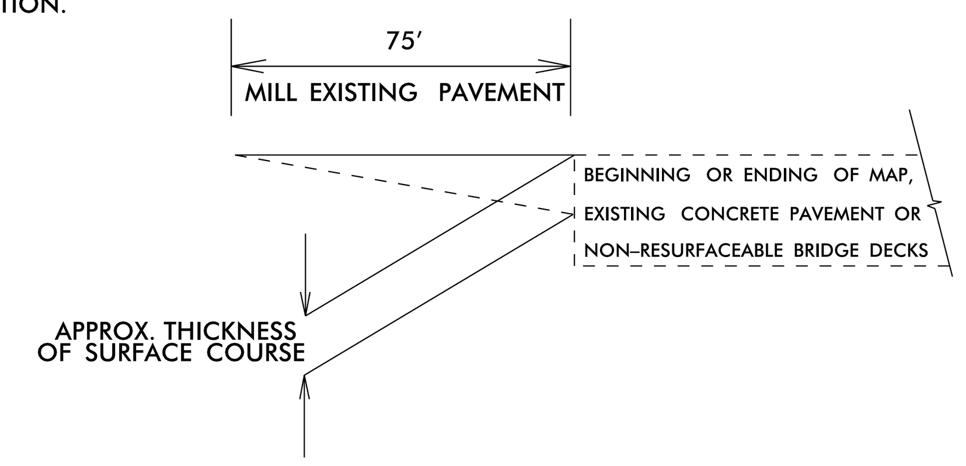
PAVEMENT SCHEDULE	
C1	1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	5½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
R1	EXISTING CONCRETE ISLAND
T	AGGREGATE SHOULDER BORROW
U	EXISTING ASPHALT
V1	0'-1" MILLING (10' CURB MILLING)
V2	0"-1½" MILLING (10' CURB MILLING)
V3	1" MILLING (FULL WIDTH)
V4	1½" MILLING (FULL WIDTH)

NOTES TO CONTRACTOR

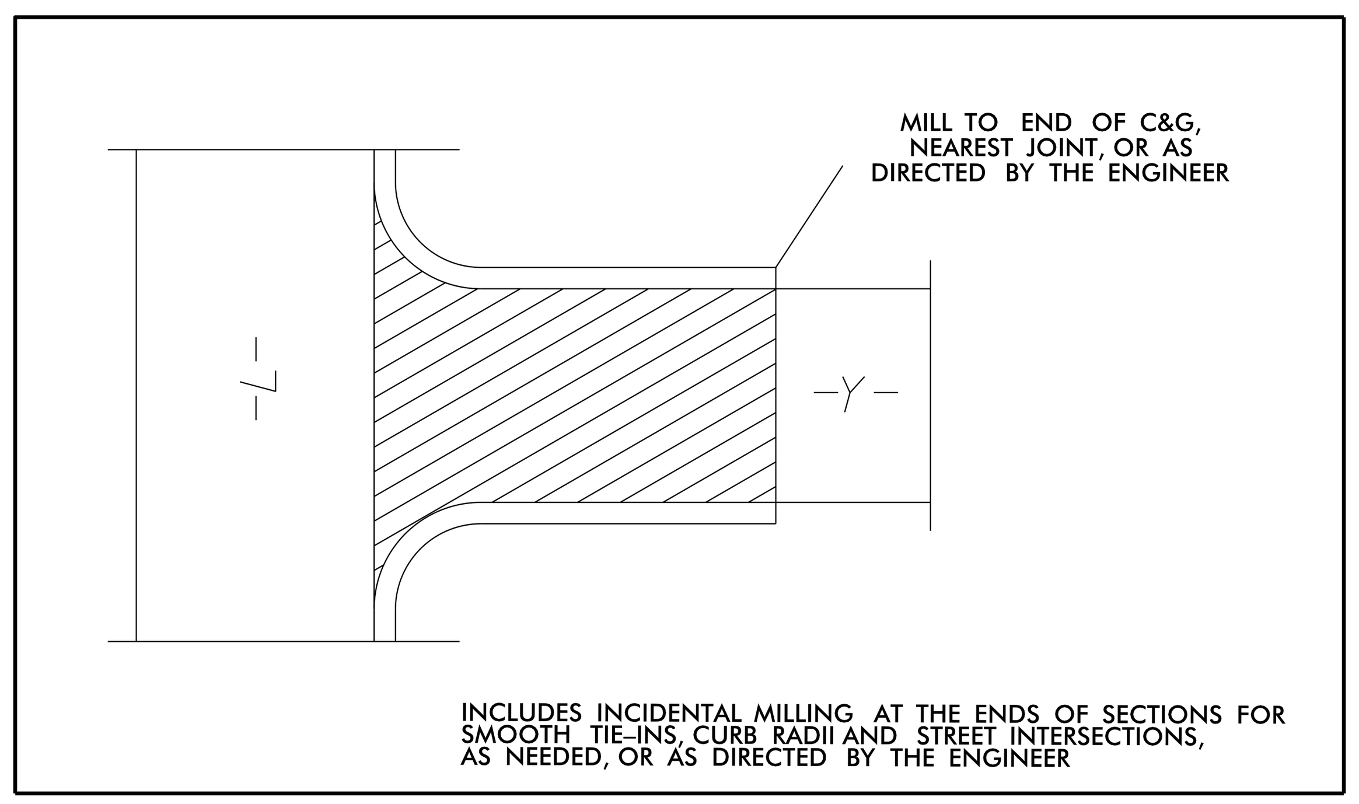
FOR SURFACE MIXES OVER 1" IN THICKNESS, MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.

LOCATIONS SHALL INCLUDE TIES INTO EXISTING CONCRETE PAVEMENT, AT BRIDGE APPROACHES WHERE THE BRIDGE WILL NOT BE RESURFACED, AND AT THE BEGINNING AND ENDING POINT OF EACH RESURFACING MAP.

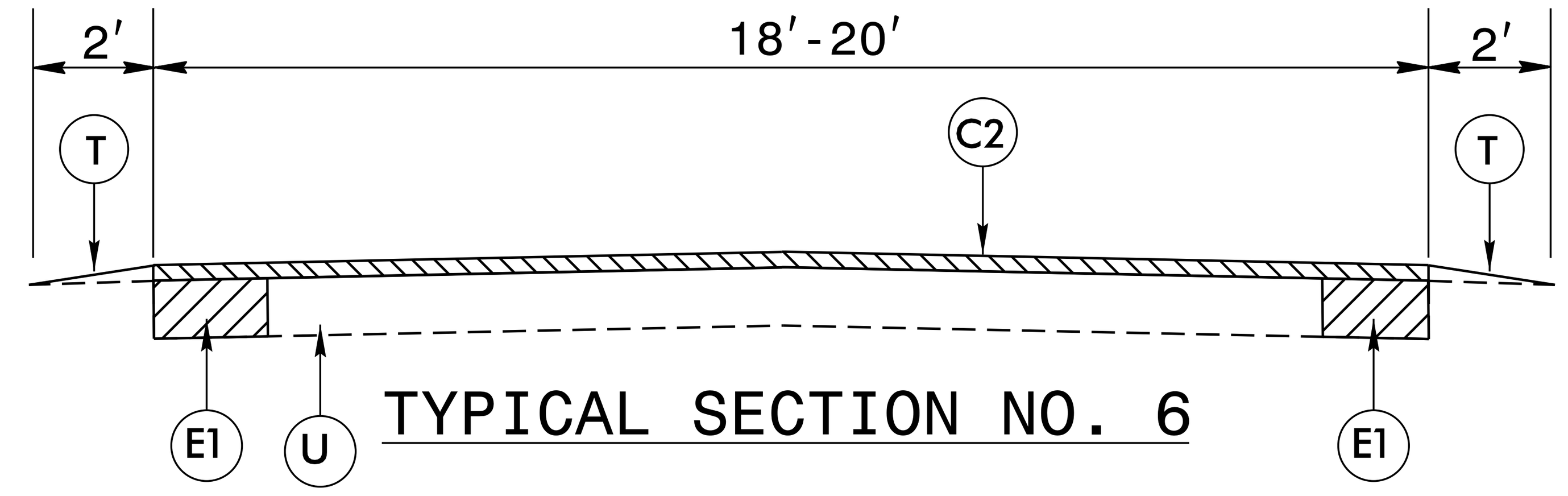
PERFORM THE WORK IN ACCORDANCE WITH SECTION 607 OF THE JANUARY 2012 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. RESURFACING WILL BE ACCOMPLISHED AT THE SAME TIME AS THE MILLING OPERATION.



MILLING AT PAVEMENT TIE–INS DETAIL



MILLING AT CURB AND GUTTER INTERSECTIONS



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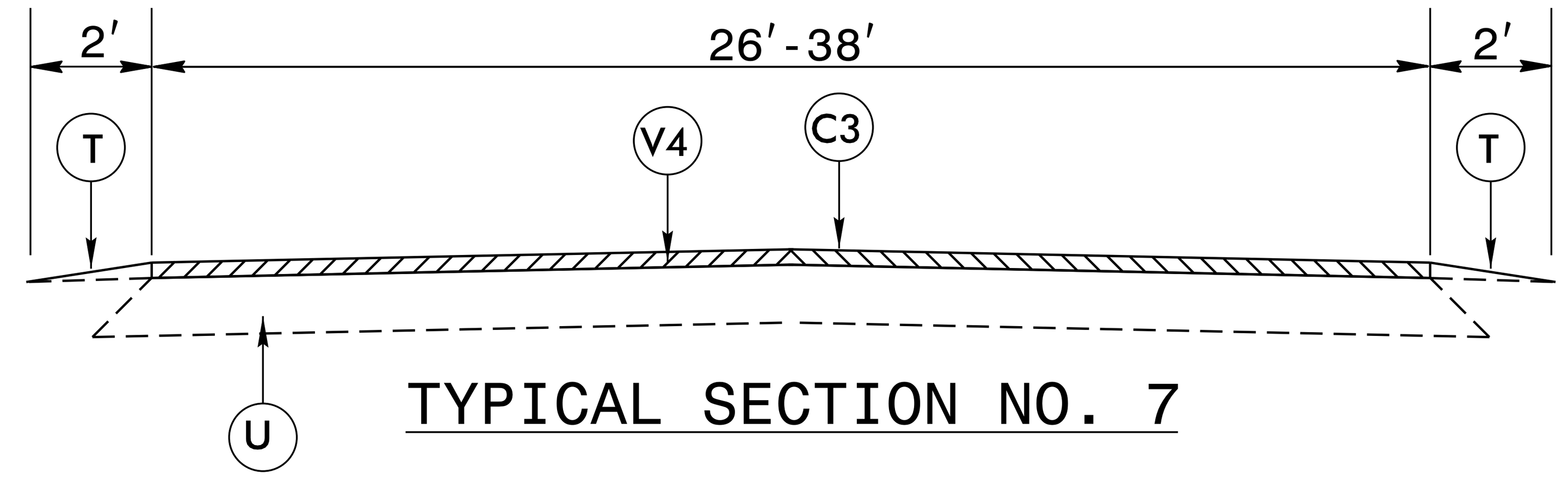

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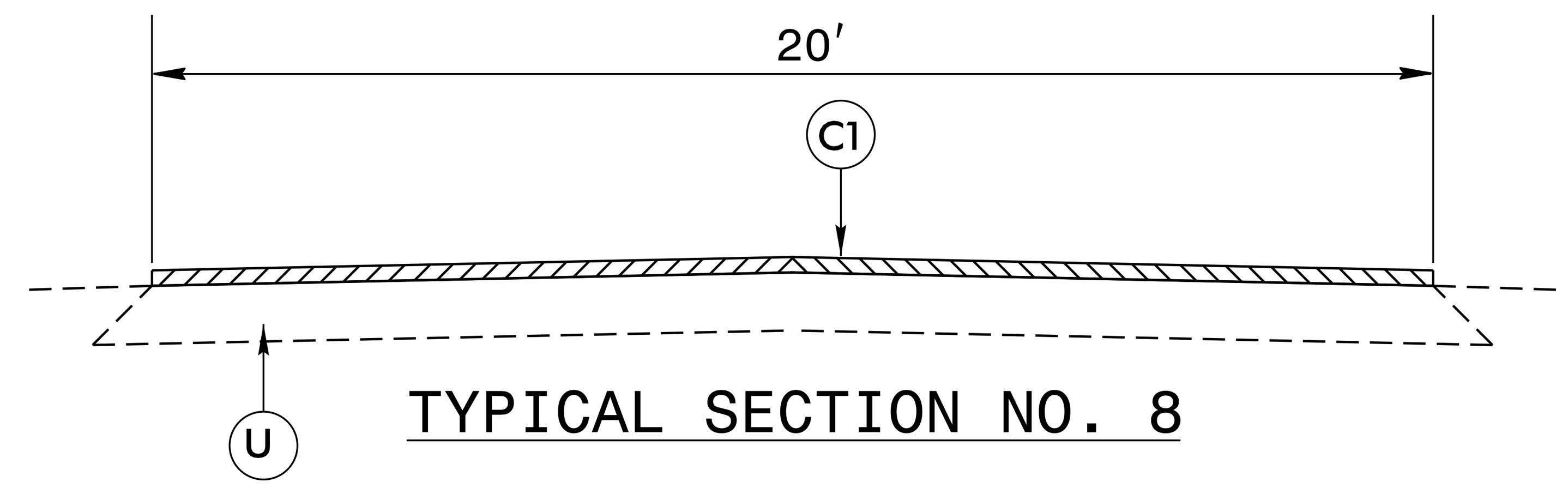

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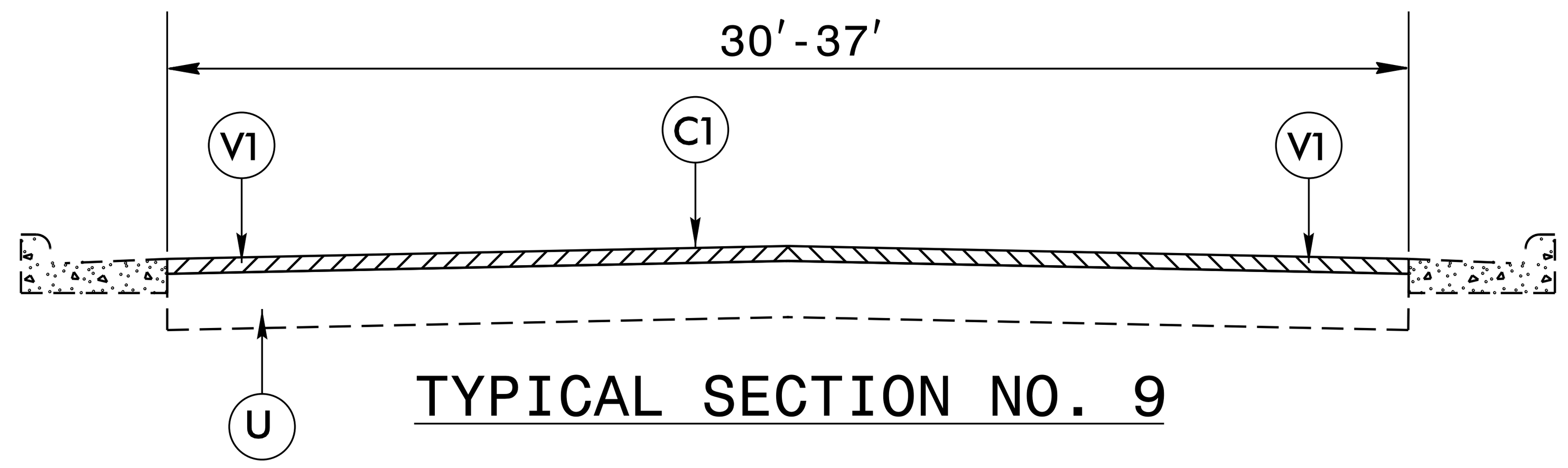

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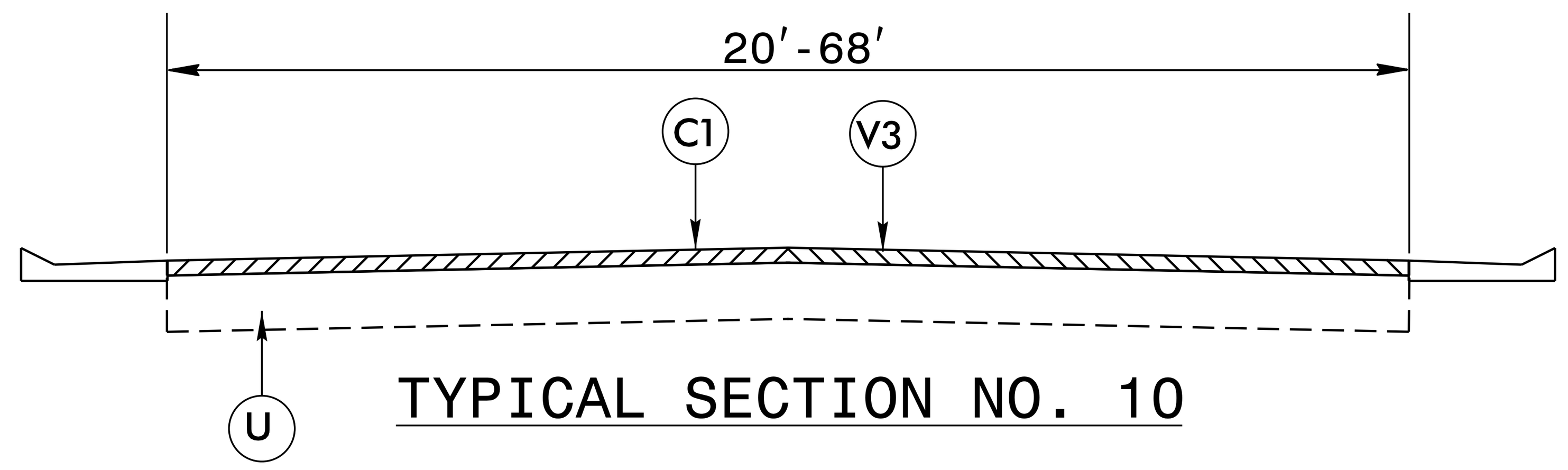

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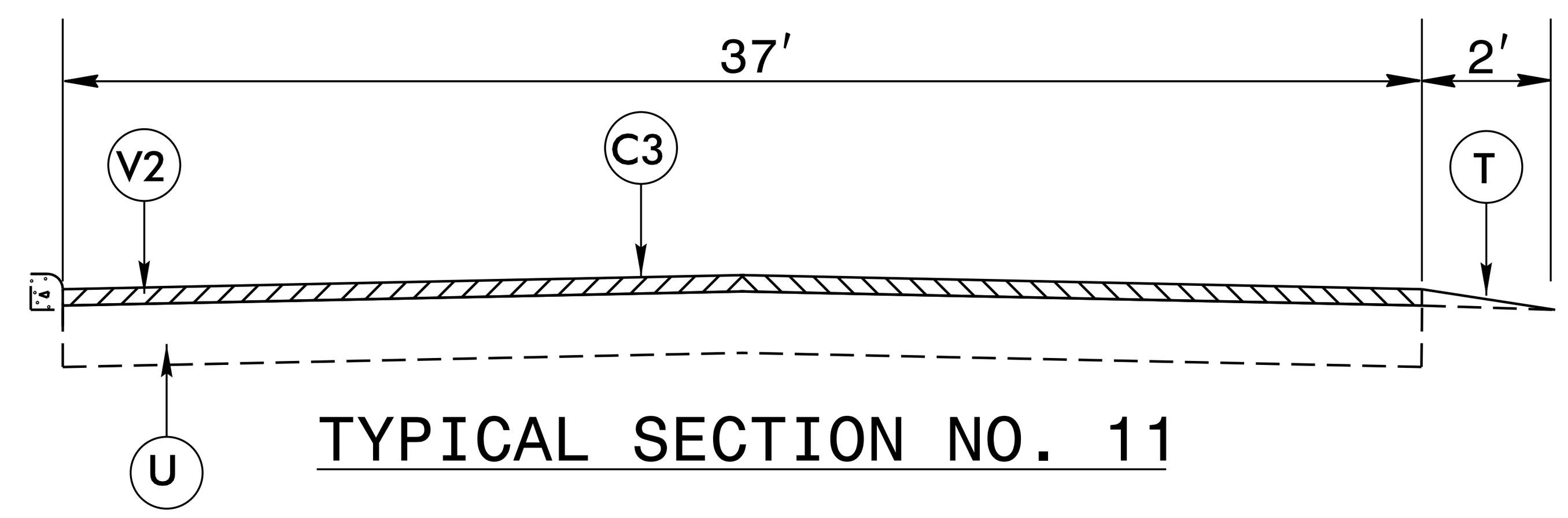

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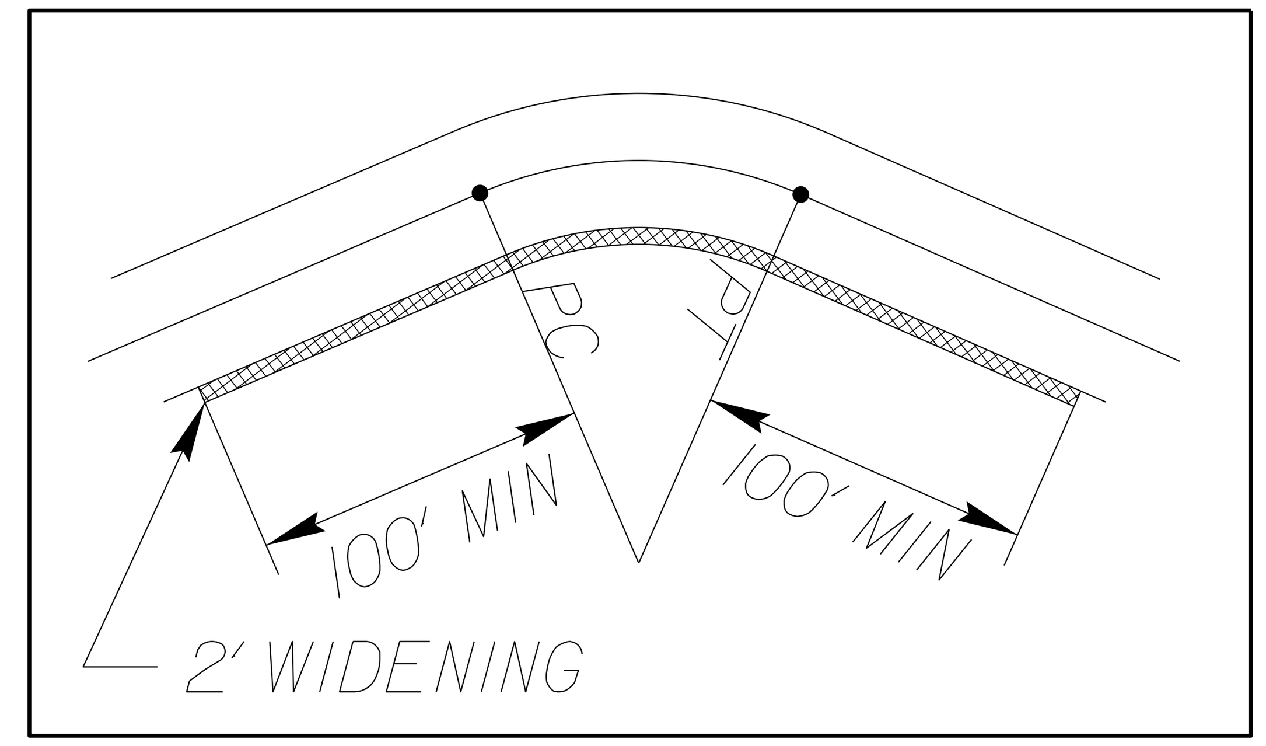
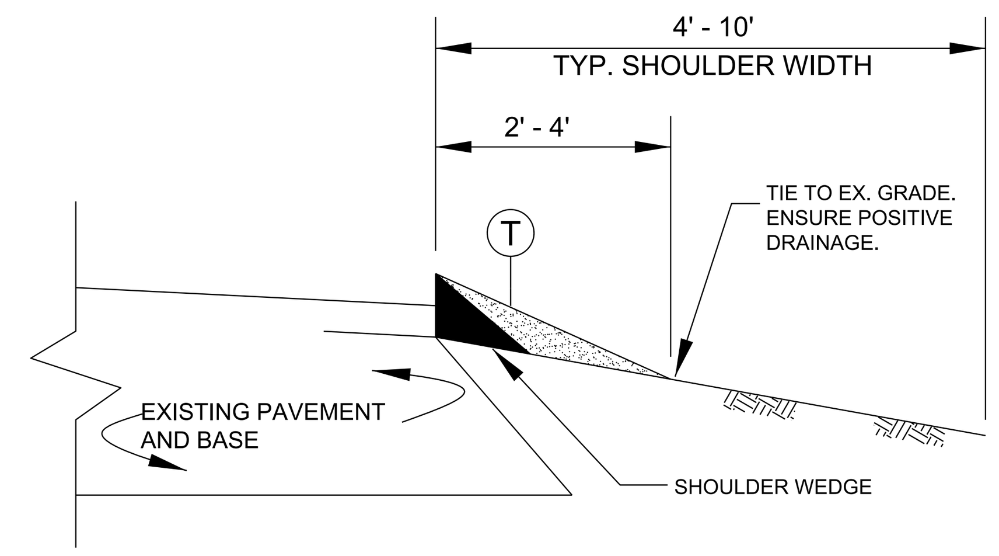


INSIDE CURVE WIDENING
MAPS 6, 8, 19 & 21



SHOULDER RECONSTRUCTION

NOTES:

1. SHOULDER SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM ROADWAY.
2. AGGREGATE SHOULDER BORROW (ASB) MATERIAL SHALL BE PLACED USING A WIDENING MACHINE OR SIMILAR DEVICE.
3. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
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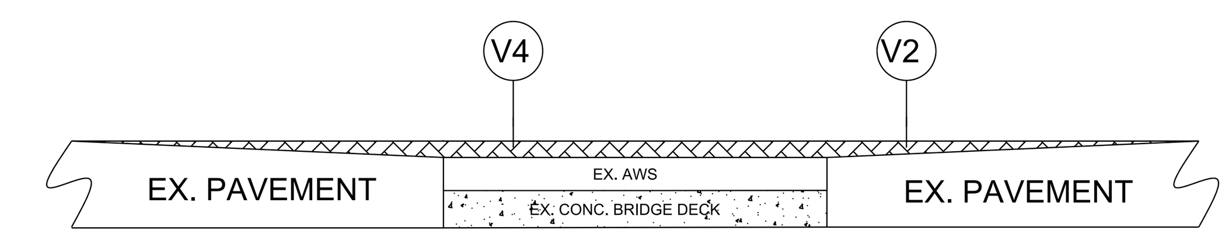
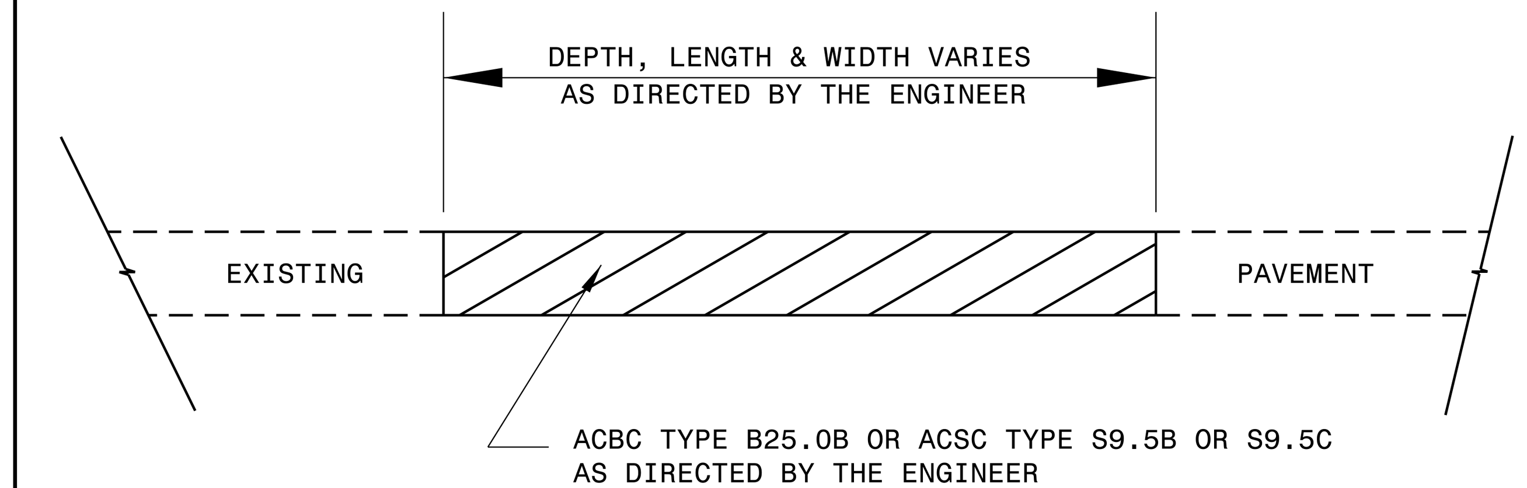
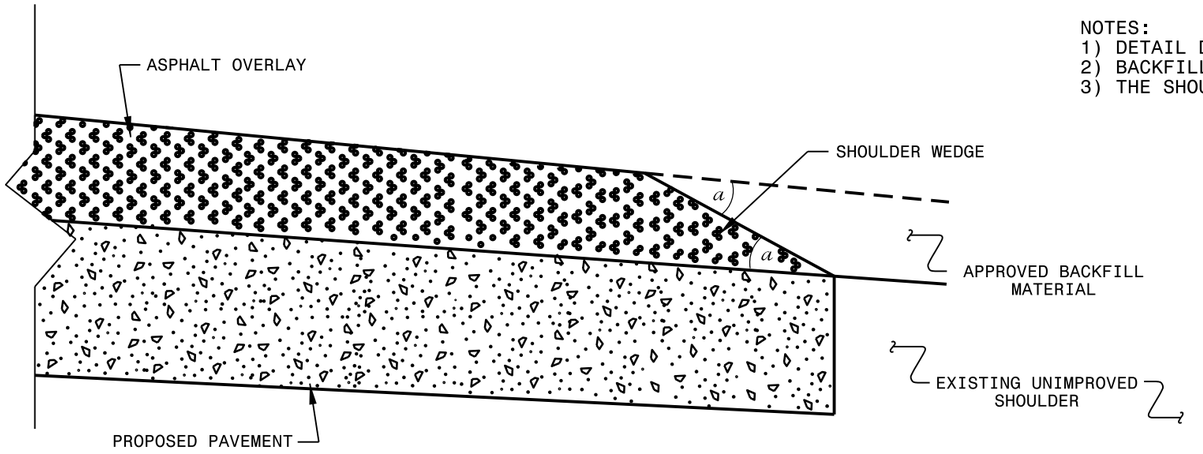


BRIDGE MILLING



PATCHING EXISTING PAVEMENT
PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION

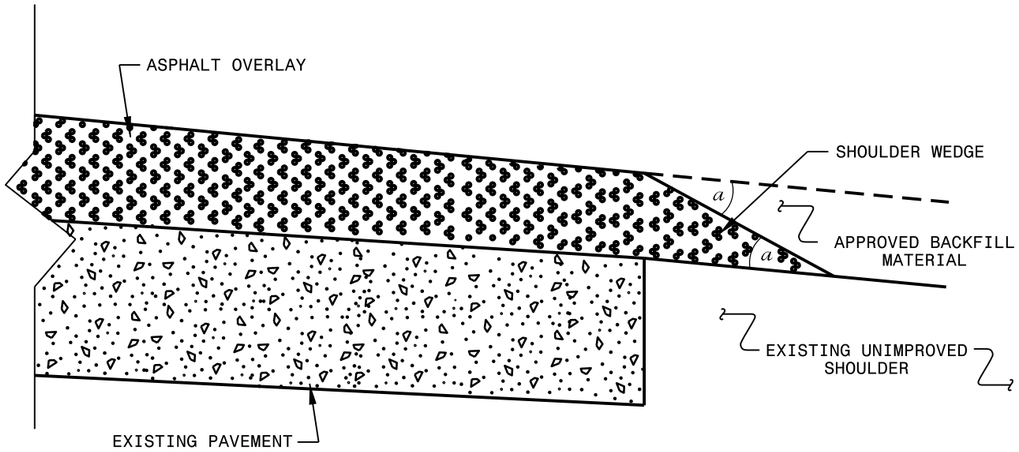
PROJECT REFERENCE NO.	SHEET NO.
2020CPT.06.12.10431.1, etc	12



NOTES:
1) DETAIL DOES NOT APPLY TO OGAFC 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.

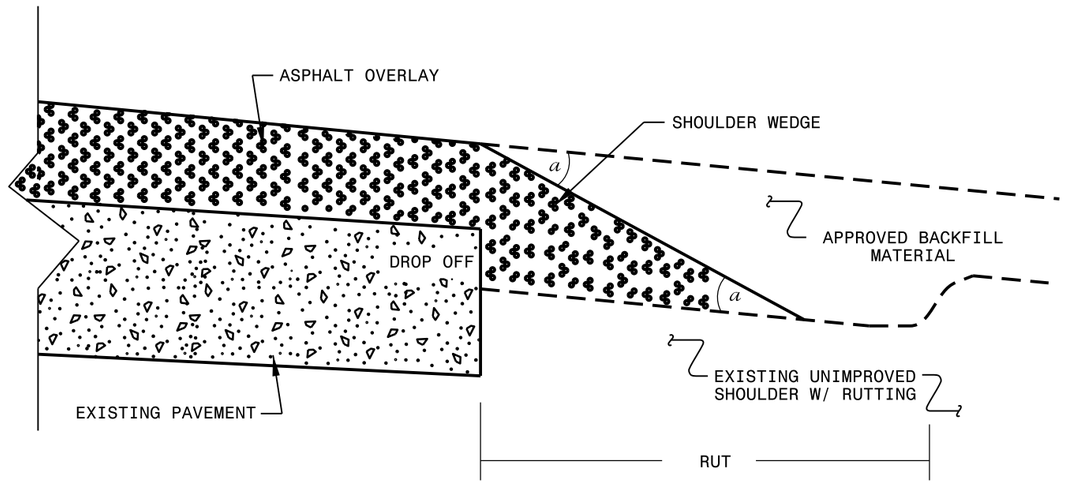
SHOULDER WEDGE DETAIL

(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

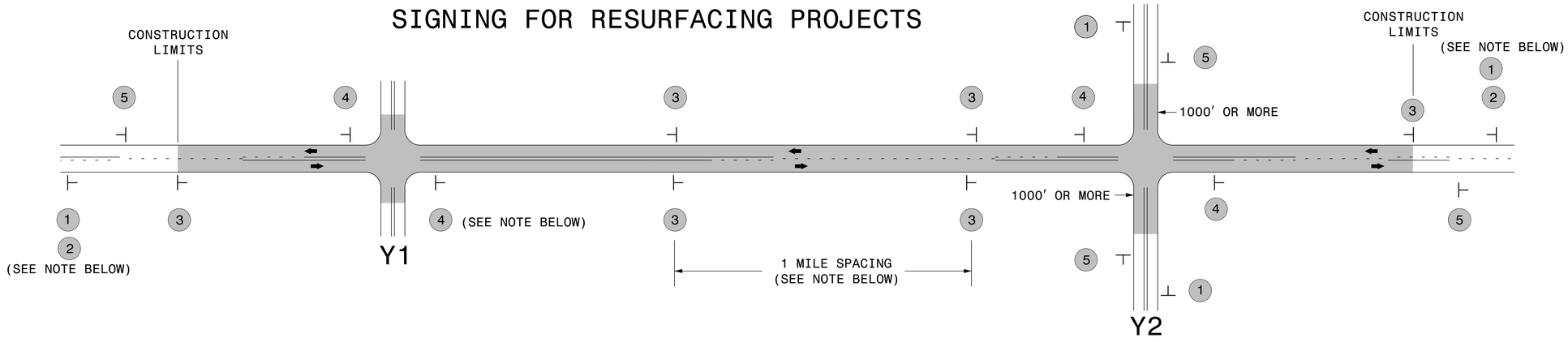
SHOULDER WEDGE DETAILS

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

$$$$$$SYSTIME$$$$$
$$$$$$USERNAME$$$$$

PROJ. REFERENCE NO.	SHEET NO.
2020CPT.06.12.10431.1, etc	13

SIGNING FOR RESURFACING PROJECTS



LEGEND
- ⊢ STATIONARY SIGN
- ⬅ DIRECTION OF TRAFFIC FLOW

SIGNING NOTES AND PLACEMENT PER DIRECTION

MAINLINE (-L-) SIGNING

1 — ROAD WORK AHEAD, W20-1, 48″ X 48″

PLACE 1000′ PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.
ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000′ ALONG -Y- LINE.

2 — NEXT XX MILES, W7-3aP, 24″ X 18″

#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 — LOW/SOFT SHOULDER, SP 13107, 48″ X 48″

PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET ½ MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.

4 — ROAD UNDER CONST, SP 13106, 48″ X 48″

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 — END ROAD WORK, G20-2 A, 48″ X 24″

PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS.

-Y- LINE SIGNING

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

1) LESS THAN 1000′ OF RESURFACING ALONG -Y- LINE
2) SUBDIVISION ROADS
3) DEAD END ROADS

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.

ROAD WORK AHEAD, W20-1, 48″ X 48″ — PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A, 48″ X 48″ — PLACED 250′ IN ADVANCE OF FLAGGER.

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2 LANE ROADWAYS

3/19/2015
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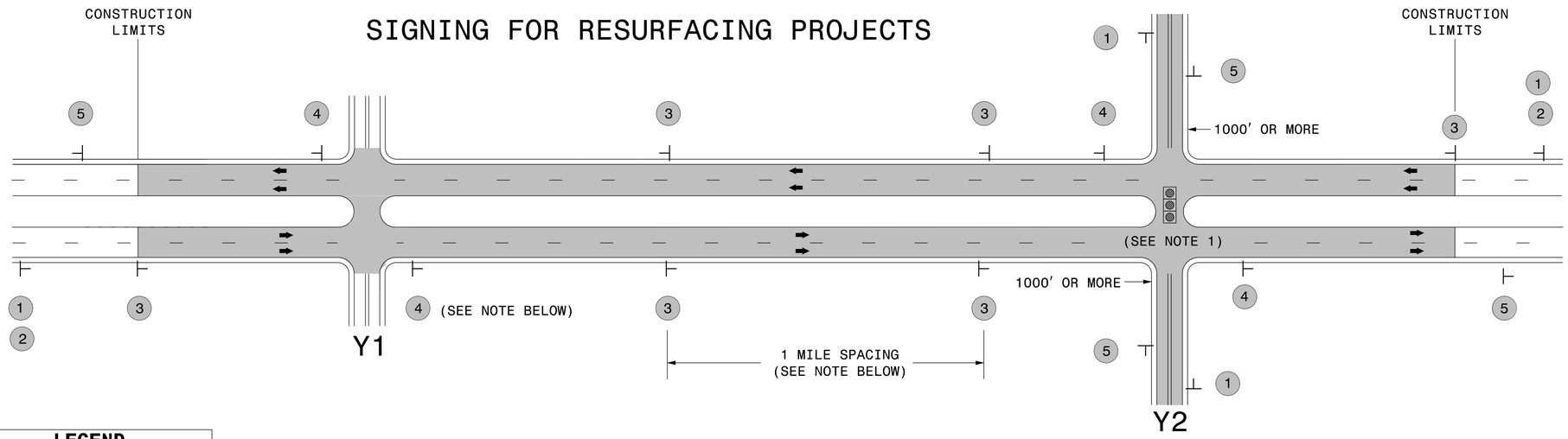
User:rmgarrett

PROJ. REFERENCE NO.	SHEET NO.
2020CPT.06.12.10431.1, etc	14

SIGNING FOR RESURFACING PROJECTS



LEGEND
- ⊢ STATIONARY SIGN
- ⬅ DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1 — ROAD WORK AHEAD (W20-1, 48″ X 48″)

PLACE 1000′ PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000′ ALONG -Y- LINE.

2 — NEXT XX MILES (W7-3aP, 24″ X 18″)

#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 — LOW/SOFT SHOULDER (SP 13107, 48″ X 48″)

PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET ½ MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.

4 — ROAD UNDER CONST (SP 13106, 48″ X 48″)

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 — END ROAD WORK (G20-2 A, 48″ X 24″)

PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS.

-Y- LINE SIGNING

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

1) LESS THAN 1000′ OF RESURFACING ALONG -Y- LINE
2) SUBDIVISION ROADS
3) DEAD END ROADS

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.

ROAD WORK AHEAD (W20-1, 48″ X 48″) — PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A (48″ X 48″) — PLACED 250′ IN ADVANCE OF FLAGGER.

NOTES:

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.

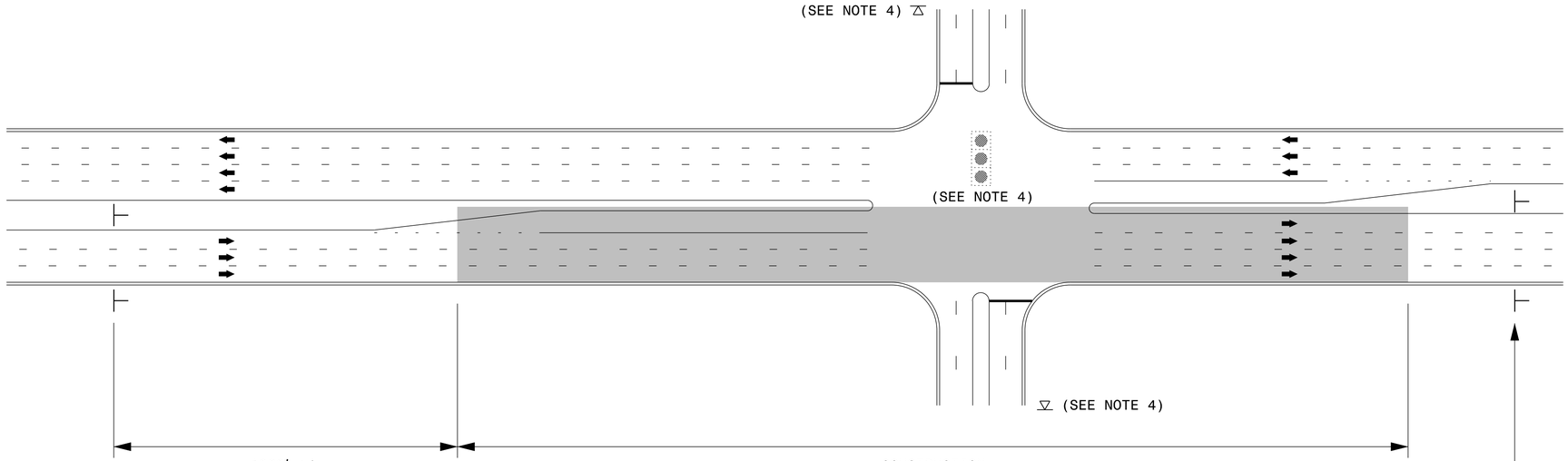
DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

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

3/23/2015
C:\Users\rmgarrett\Downloads\Resurfacing_AdvWarn_UrSu_Shldr.dgn
User:rmgarrett

PROJ. REFERENCE NO.	SHEET NO.
2020CPT.06.12.10431.1, etc	15

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

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES

4/8/2015
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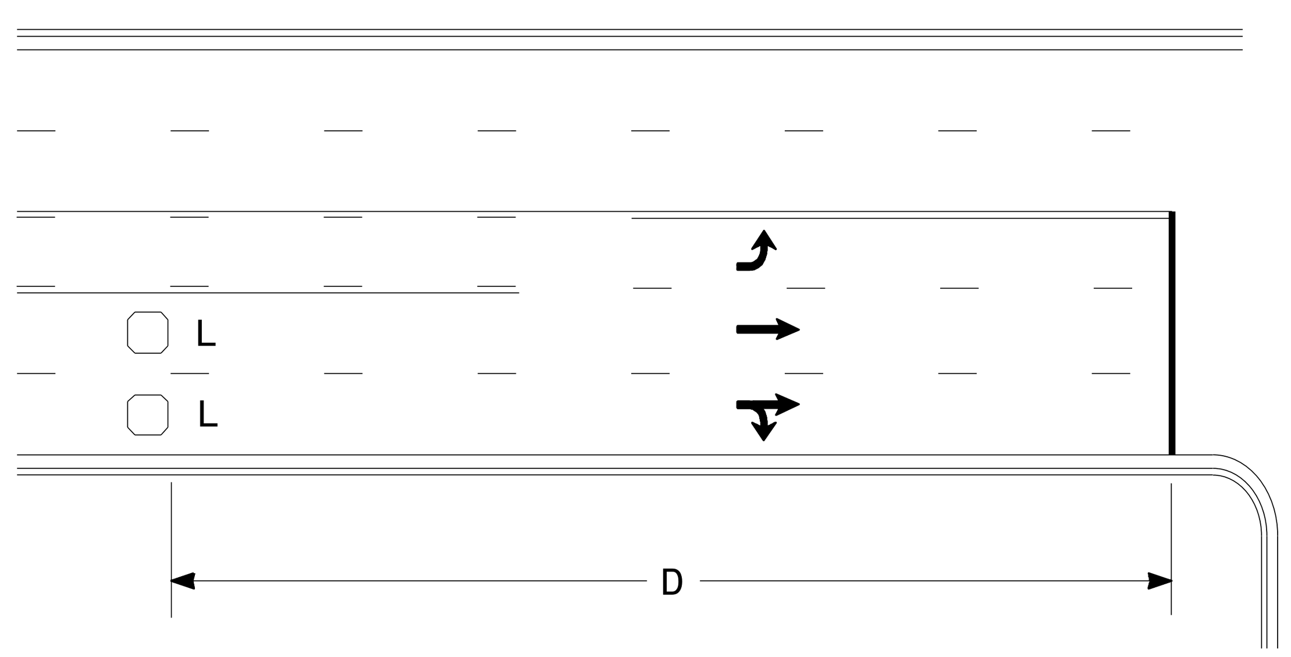
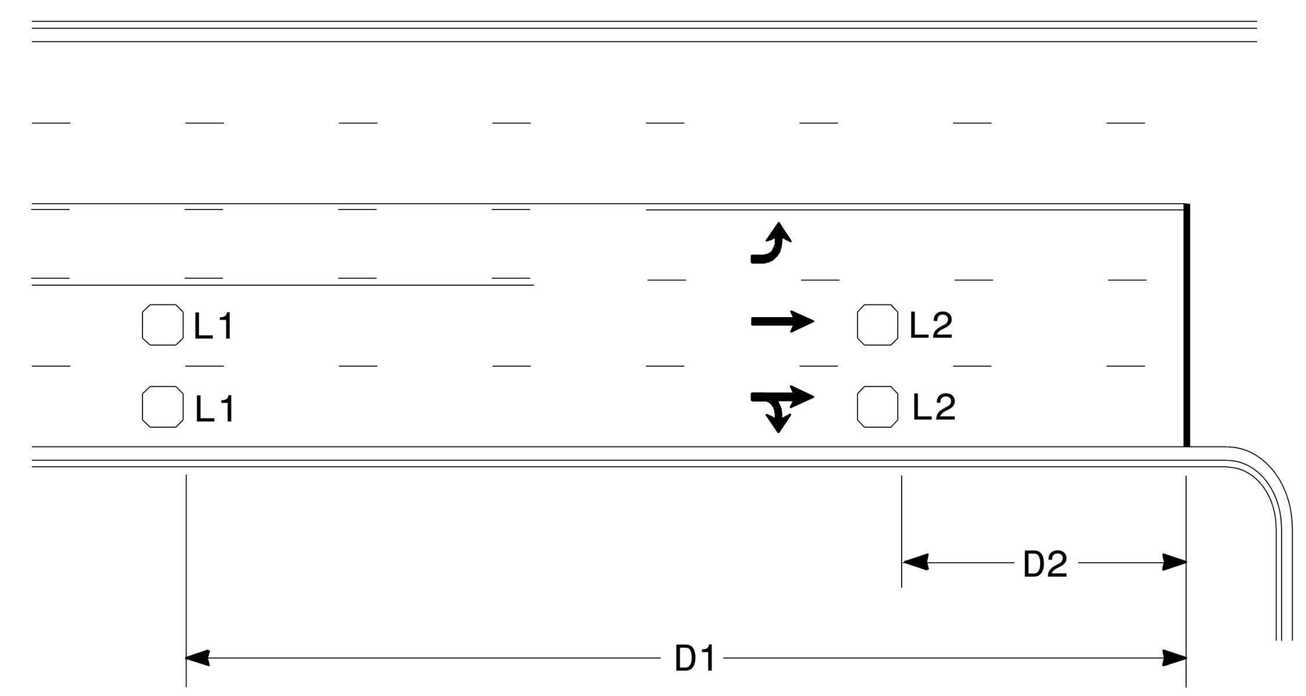
User:rmgarrett

PROJECT REFERENCE NO.	SHEET NO.
2020CPT.06.12.10431.1, etc	16

High Speed Detection
(≥40 mph)



OR



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

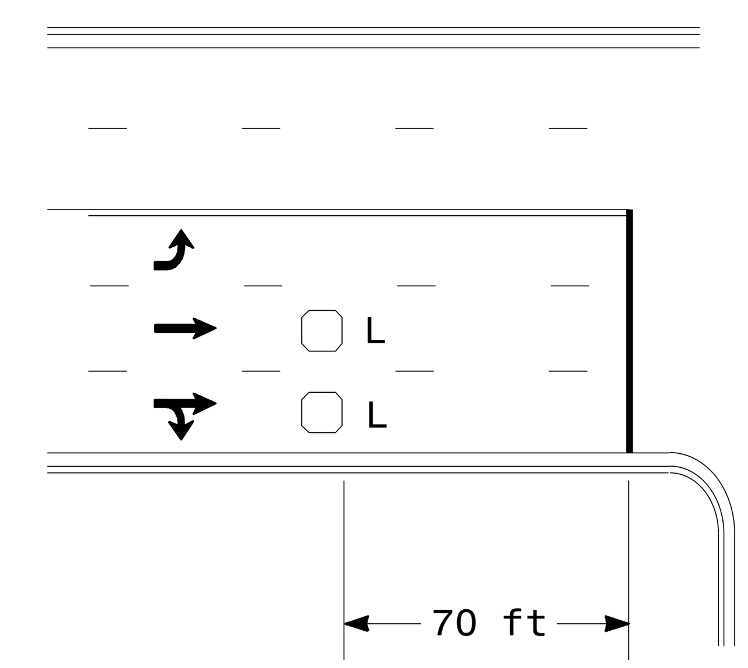
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

"Stretch" Operation

Low Speed Detection
(≤35 mph)



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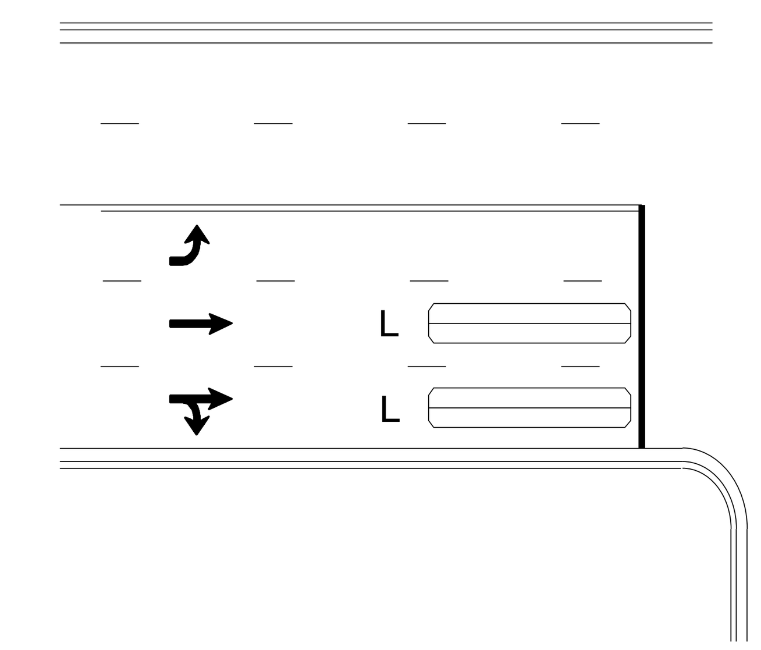
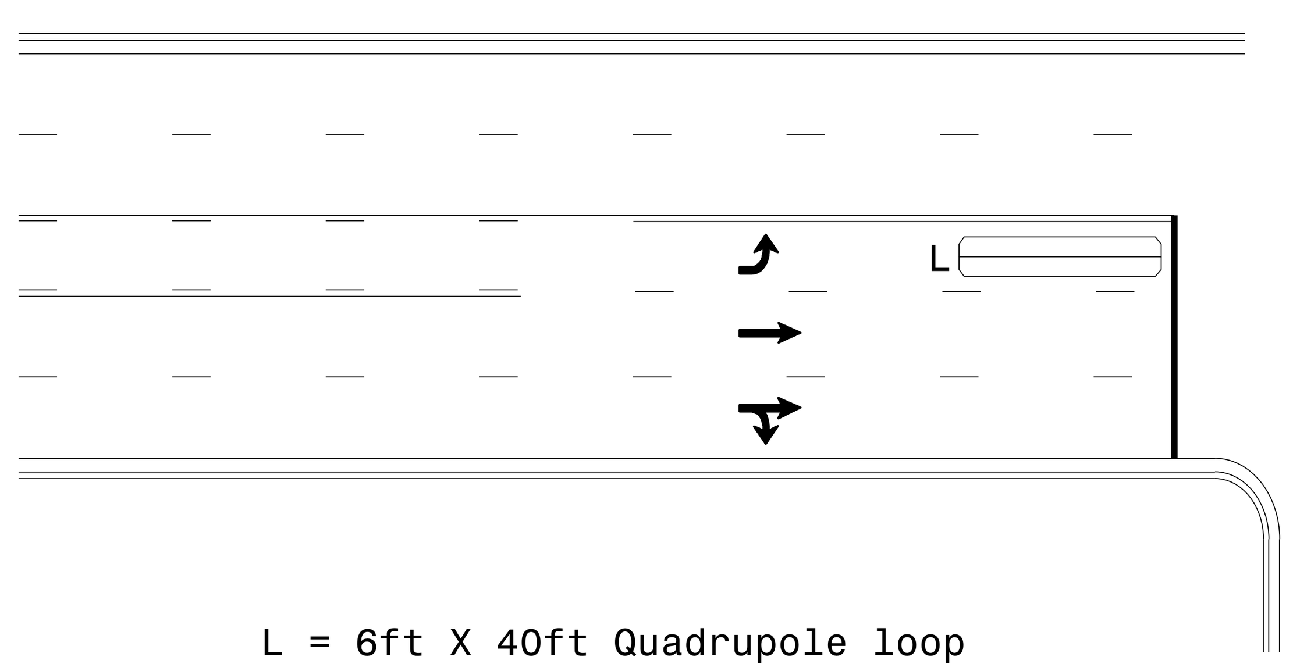


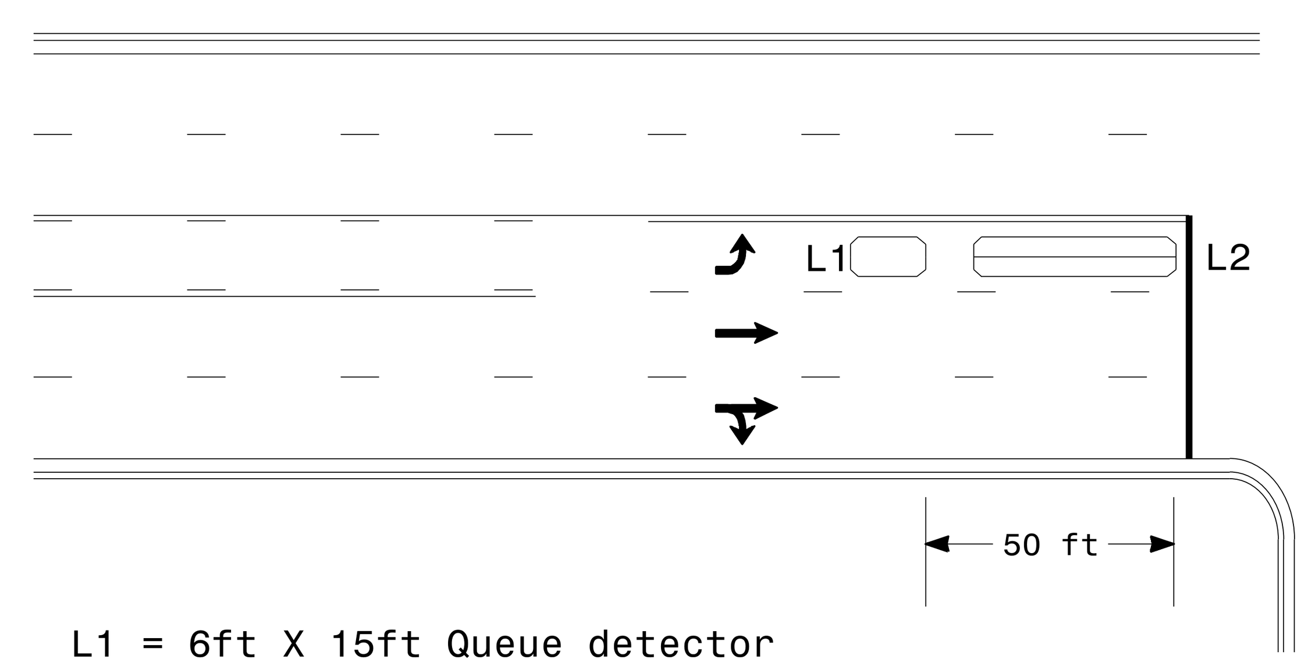
L = 6ft X 6ft
Wired in series

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

Left Turn Lane Detection



OR



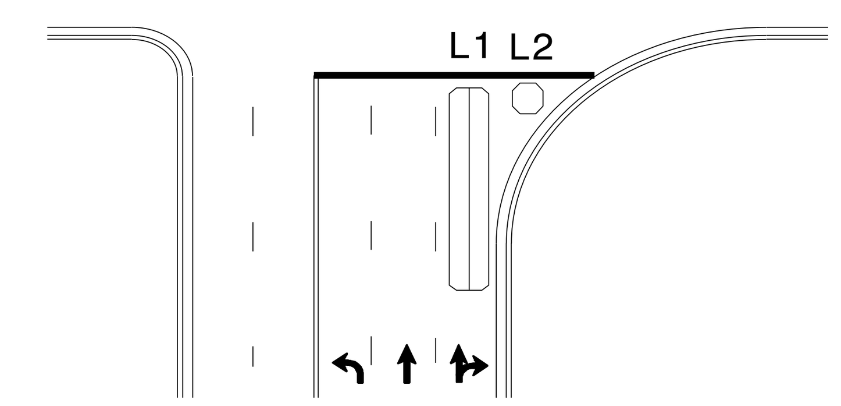
L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

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

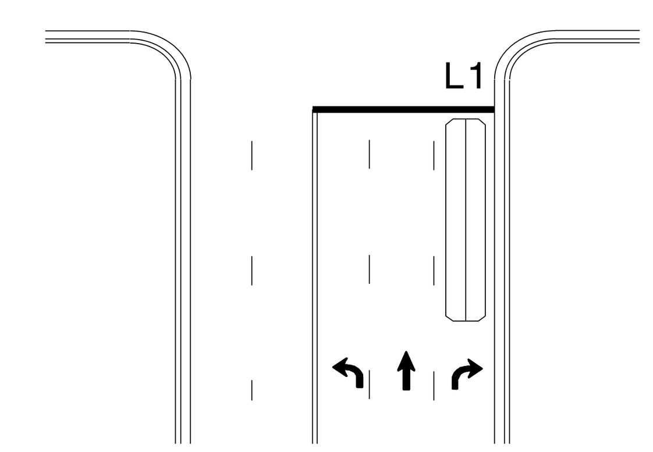
Queue Loop Detection

Right Turn Lane Detection

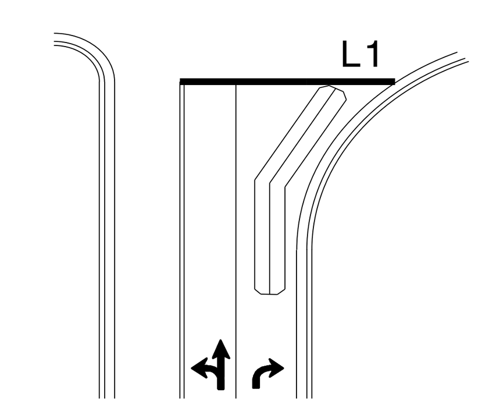


Shared Lane/
Wide Radius Turn

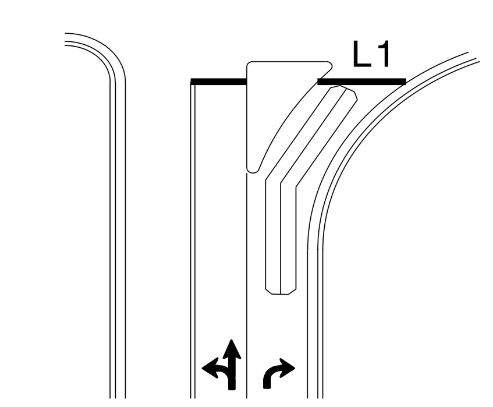
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

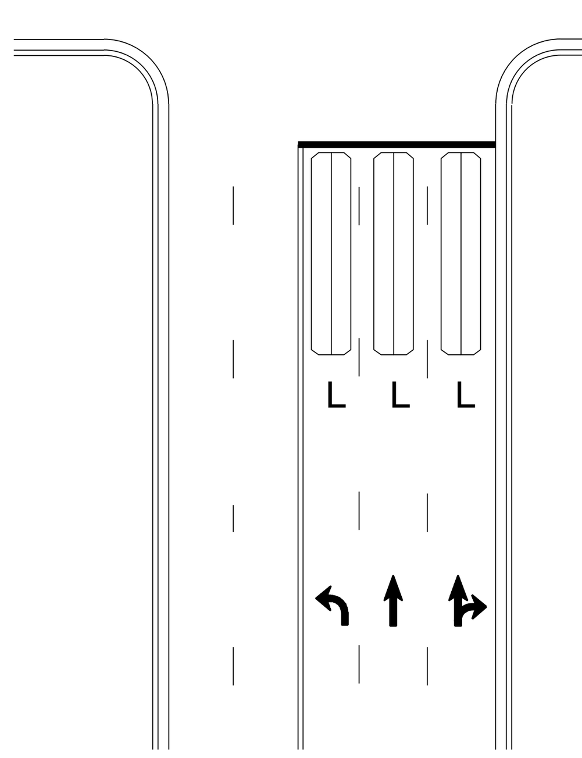


Wide Radius Turn



Channelized Turn

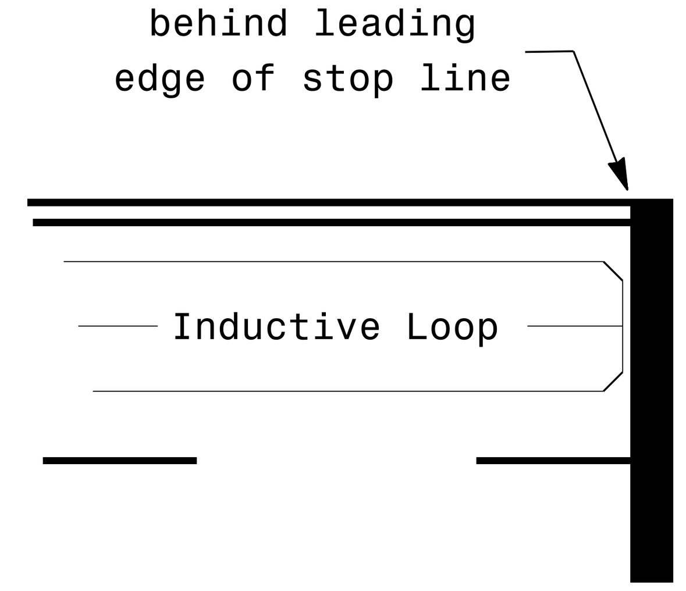
Side Street Detection



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

Prepared in the Offices of:
Transportation Mobility and Safety Division
State of North Carolina Department of Transportation
Signal Design Section
750 N.Greenfield Pkwy.Garner.NC 27529

Typical Signal Loop Locations

PLAN DATE:	January 2015	REVIEWED BY:	JPG
PREPARED BY:	PLA	REVIEWED BY:	

SCALE
N/A

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 23489 ENGINEER PAMELA L. ALEXANDER
DocuSigned by: P L Alexander
B4756E00CE4E46D...
1/30/2015
DATE
SIG. INVENTORY NO.

30-JAN-2015 12:39
S:*ITS&SU*ITS Signals*Signal Design Section*Eastern Region*looptypical2015.dgn
palexander

GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS

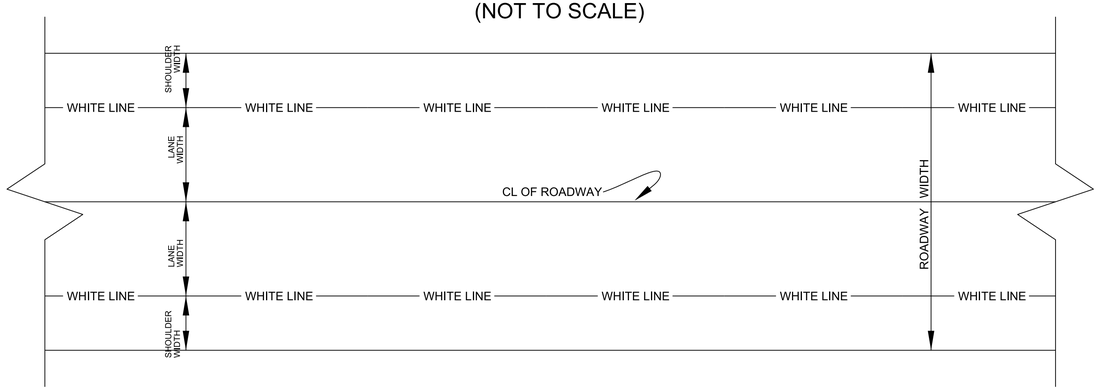
Contractor shall place the new pavement markings in accordance with this table and detail unless otherwise directed by the Engineer.

TWO LANE - TWO WAY ROADWAY - 55 MPH		
ROADWAY WIDTH	LANE WIDTH	SHOULDER WIDTH
18'	9' *	0'
20'	10' *	0'
22'	10'	1'
24'	10'	2'
26'	11'	2'
28'	12'	2'
32'	12'	4'
* May vary due to pavement width		

TWO LANE - TWO WAY ROADWAY 50 MPH OR LESS		
ROADWAY WIDTH	LANE WIDTH	SHOULDER WIDTH
18'	9' *	0'
20'	10' *	0'
22'	10'	1'
24'	10'	2'
26'	11'	2'
28'	11'	3'
32'	11'	5'
* May vary due to pavement width		

SCHEMATIC OF ROADWAY

(NOT TO SCALE)



PROJECT NO.	SHEET NO.	TOTAL NO.
PT.06.12.10431.1, 2020CPT.06.12.2	18	

SUMMARY OF QUANTITIES

													1245000000-E	1260000000-E	1297000000-E		1308000000-E		1330000000-E	1491000000-E	1519000000-E	1520000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	7444000000-E
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1½" MILLING	1" MILLING	0" TO 1.5" MILLING	0" TO 1" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	SURFACE COURSE, S9.5C	LEVELING COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	INDUCTIVE LOOP SAWCUT
										MI	FT	SMI	TON	SY	SY	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	TONS	EA	EA	LF
2020CPT.06.12.10431.1	Harnett	1	NC 55	FROM US HWY 421 MP 7.30 TO END MEDIAN ISLAND MP 7.40	1	2	2WD	NO	NO	0.1	50	0.20	32	3,004				44				265	4	16	3			350.00
TOTAL FOR MAP NO. 1										**0.1**		**0.20**	**32**	**3,004**				**44**				**265**	**4**	**16**	**3**			**350.00**
2020CPT.06.12.10431.1	Harnett	2	NC 55	FROM END MEDIAN ISLAND MP 7.40 TO BEGIN CURB & GUTTER MP 12.07	2	2	2WU	NO	NO	4.67	24	9.30	1,510					400				6,051	83	368	140	2	2	
TOTAL FOR MAP NO. 2										**4.67**		**9.30**	**1,510**					**400**				**6,051**	**83**	**368**	**140**	**2**	**2**	
2020CPT.06.12.10431.1	Harnett	3	NC 55	FROM BEGIN CURB & GUTTER (SR 2006) MP 12.07 TO NC 27 MP 12.82	3	3	2WU	NO	NO	0.75	36					8,800		267				1,406	20	85	23	23	10	1,150.00
TOTAL FOR MAP NO. 3										**0.75**						**8,800**		**267**				**1,406**	**20**	**85**	**23**	**23**	**10**	**1,150.00**
2020CPT.06.12.10431.1	Harnett	4	NC 217	FROM CUMBERLAND COUNTY LINE MP 0.00 TO SR 1779 MP 4.21	2	2	2WU	NO	NO	4.21	28	8.40	1,362					1,178				5,969	87	364	126		1	225.00
TOTAL FOR MAP NO. 4										**4.21**		**8.40**	**1,362**					**1,178**				**5,969**	**87**	**364**	**126**		**1**	**225.00**
TOTAL FOR PROJ NO. 2020CPT.06.12.10431.1										**9.73**		**17.90**	**2,904**	**3,004**		**8,800**		**1,889**				**13,691**	**194**	**833**	**292**	**25**	**13**	**1,725.00**
														3,004		**8,800**												
2020CPT.06.12.20431.1	Harnett	5	SR 1002	FROM I-5877 PROJECT LIMITS MP 1.58 TO US 301 MP 2.11	7	2	2WU	NO	NO	0.53	26	1.10	171	10,525				133				918	10	56	16	1		350.00
TOTAL FOR MAP NO. 5										**0.53**		**1.10**	**171**	**10,525**				**133**				**918**	**10**	**56**	**16**	**1**		**350.00**
2020CPT.06.12.20431.1	Harnett	6	SR 1213	FROM NC 27 MP 0.00 TO SR 1229 MP 1.89	4	2	2WU	NO	NO	1.82	18	3.60	589						1,473					66				
TOTAL FOR MAP NO. 6										**1.82**		**3.60**	**589**						**1,473**					**66**				
2020CPT.06.12.20431.1	Harnett	7	SR 1314	FROM SR 1291 MP 0.00 TO US 421 MP 0.43	6	2	2WU	NO	NO	0.43	18	0.90	139					89	316	566	7			52	13			
TOTAL FOR MAP NO. 7										**0.43**		**0.90**	**139**					**89**	**316**	**566**	**7**			**52**	**13**			
2020CPT.06.12.20431.1	Harnett	8	SR 1314	FROM US 421 MP 0.43 TO END MAINTANCE MP 3.55	5	2	2WU	NO	NO	3.12	22	6.20	1,009					178	229	3,432	50			243	94		2	
TOTAL FOR MAP NO. 8										**3.12**		**6.20**	**1,009**					**178**	**229**	**3,432**	**50**			**243**	**94**		**2**	
2020CPT.06.12.20431.1	Harnett	9	SR 1516	FROM NC 27 MP 0.00 TO SR 1542 MP 3.40	4	2	2WU	NO	NO	3.41	18	6.80	1,103						2,509					113				
TOTAL FOR MAP NO. 9										**3.41**		**6.80**	**1,103**						**2,509**					**113**				
2020CPT.06.12.20431.1	Harnett	10	SR 1866	FROM SR 1793 MP 0.00 TO DEAD END MP 0.27	8	2	2WU	NO	NO	0.27	20							44		182	3			12	8		1	
TOTAL FOR MAP NO. 10										**0.27**								**44**		**182**	**3**			**12**	**8**		**1**	
2020CPT.06.12.20431.1	Harnett	11	SR 1912	FROM SR 1793 MP 0.00 TO DEAD END MP 0.29	9	2	2WU	NO	NO	0.29	30						3,403	44		325	4			21	9		1	
TOTAL FOR MAP NO. 11										**0.29**							**3,403**	**44**		**325**	**4**			**21**	**9**		**1**	
2020CPT.06.12.20431.1	Harnett	12	SR 1913	FROM SR 1912 MP 0.00 TO DEAD END MP 0.20	9	2	2WU	NO	NO	0.2	30						2,347			228	3			15	6		1	
TOTAL FOR MAP NO. 12										**0.2**							**2,347**			**228**	**3**			**15**	**6**		**1**	
2020CPT.06.12.20431.1	Harnett	13	SR 1918	FROM SR 1703 MP 0.00 TO CUL-DE-SAC MP 0.20	10	2	2WU	NO	NO	0.2	20				2,581			44		153	2			10	10		1	
TOTAL FOR MAP NO. 13										**0.2**					**2,581**			**44**		**153**	**2**			**10**	**10**		**1**	
2020CPT.06.12.20431.1	Harnett	14	SR 2006	FROM NC 55 MP 0.00 TO SR 1769 MP 3.74	6	2	2WU	NO	NO	3.67	18	7.30	1,187					400	2,362	4,730	59			427	110	1		
TOTAL FOR MAP NO. 14										**3.67**		**7.30**	**1,187**					**400**	**2,362**	**4,730**	**59**			**427**	**110**	**1**		
2020CPT.06.12.20431.1	Harnett	15	SR 2079	FROM SR 1779 MP 0.00 TO DEAD END MP 0.28	8	2	2WU	NO	NO	0.28	20							44		189	3			13	8		1	
TOTAL FOR MAP NO. 15										**0.28**								**44**		**189**	**3**			**13**	**8**		**1**	
2020CPT.06.12.20431.1	Harnett	16	SR 2087	FROM SR 1779 MP 0.00 TO SR 2089 MP 0.28	8	2	2WU	NO	NO	0.28	18							44		171	2			11	8		1	
TOTAL FOR MAP NO. 16										**0.28**								**44**		**171**	**2**			**11**	**8**		**1**	
2020CPT.06.12.20431.1	Harnett	17	SR 2089	FROM SR 2087 MP 0.00 TO SR 2303 MP 0.19	8	2	2WU	NO	NO	0.19	18									110	2			7	6		5	
TOTAL FOR MAP NO. 17										**0.19**										**110**	**2**			**7**	**6**		**5**	
2020CPT.06.12.20431.1	Harnett	18	SR 2303	FROM SR 2089 MP 0.00 TO SR 1779 MP 0.13	8	2	2WU	NO	NO	0.13	18							44		84	1			6	4		3	
TOTAL FOR MAP NO. 18										**0.13**								**44**		**84**	**1**			**6**	**4**		**3**	
2020CPT.06.12.20431.1	Harnett	19	SR 1777	FROM SR 1780 MP 0.00 TO NC 82 MP 1.46	7	2	2WU	NO	NO	1.46	23	2.90	472	19,700				89	54			1,694	25	106	44			
TOTAL FOR MAP NO. 19										**1.46**		**2.90**	**472**	**19,700**				**89**	**54**			**1,694**	**25**	**106**	**44**			
2020CPT.06.12.20431.1	Harnett	20	SR 1780	FROM US 301 MP 0.00 TO RR TRACK PAVEMENT JT MP 0.35	2, 11	2	2WU	NO	NO	0.35	37	0.70	103			411		44				692	10	42	8	1		350.00
TOTAL FOR MAP NO. 20										**0.35**		**0.70**	**103**			**411**		**44**				**692**	**10**	**42**	**8**	**1**		**350.00**
2020CPT.06.12.20431.1	Harnett	21	SR 1780	FROM RR TRACK PAVEMENT JT MP 0.40 TO SR 1777 MP 0.88	2	2	2WU	NO	NO	0.48	24	1.10	167	1,056				1,215	35			732	8	46	14			
TOTAL FOR MAP NO. 21										**0.48**		**1.10**	**167**	**1,056**				**1,215**	**35**			**732**	**8**	**46**	**14**			
TOTAL FOR PROJ NO. 2020CPT.06.12.20431.1										**17.11**		**30.60**	**4,940**	**31,281**	**2,581**	**411**	**5,750**	**2,412**	**6,978**	**10,170**	**136**	**4,036**	**53**	**1,246**	**358**	**3**	**16**	**700.00**
														33,862		**6,161**												
GRAND TOTAL										**26.84**		**48.50**	**7,844**	**34,285**	**2,581**	**9,211**	**5,750**	**4,301**	**6,978**	**10,170**	**136**	**17,727**	**247**	**2,079**	**650**	**28**	**29**	**2,425.00**
														36,866		**14,961**												

PROJECT NO.	SHEET NO.	TOTAL NO.
.06.12.10431.1, 2020CPT.06.12	19	

THERMOPLASTIC AND PAINT QUANTITIES

											4413000000-E	4457000000-N	4510000000-N	4685000000-E		4686000000-E		4695000000-E	4697000000-E	4700000000-E		4705000000-E	4710000000-E	4721000000-E		4725000000-E				4810000000-E		4900000000-N	
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	4" X 120 M WHITE THERMO	4" X 120 M YELLOW THERMO	8" X 90 M WHITE THERMO	8" X 120 M WHITE THERMO	12" X 90 M WHITE THERMO	12" X 90 M YELLOW THERMO	16" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO MSG SCHOOL 120 M	THERMO RXR 120 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS
								MI	FT	SF	LS	HR	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	LF	LF	EA	EA
2020CPT.06.12.10431.1	Harnett	1	NC 55	FROM US HWY 421 MP 7.30 TO END MEDIAN ISLAND MP 7.40	1	2	2WD	0.1	50	11	1.00	40	1,056	800	1,000		380					37			3	3	1	1			60	
TOTAL FOR MAP NO. 1								**0.1**		**11**	**1**	**40**	**1,056**	**800**	**1,000**		**380**					**37**			**3**	**3**	**1**	**1**			**60**	
2020CPT.06.12.10431.1	Harnett	2	NC 55	FROM END MEDIAN ISLAND MP 7.40 TO BEGIN CURB & GUTTER MP 12.07	2	2	2WU	4.67	24	523			49,315		780	46,796			1,210			100	12		5	2					35	387
TOTAL FOR MAP NO. 2								**4.67**		**523**			**49,315**		**780**	**46,796**			**1,210**			**100**	**12**		**5**	**2**					**35**	**387**
2020CPT.06.12.10431.1	Harnett	3	NC 55	FROM BEGIN CURB & GUTTER (SR 2006) MP 12.07 TO NC 27 MP 12.82	3	3	2WU	0.75	36	84					390	12,672		195				75			7	24		6			21	110
TOTAL FOR MAP NO. 3								**0.75**		**84**					**390**	**12,672**		**195**				**75**			**7**	**24**		**6**			**21**	**110**
2020CPT.06.12.10431.1	Harnett	4	NC 217	FROM CUMBERLAND COUNTY LINE MP 0.00 TO SR 1779 MP 4.21	2	2	2WU	4.21	28	472			44,457		200	37,787				420		60			2			2			9	285
TOTAL FOR MAP NO. 4								**4.21**		**472**			**44,457**		**200**	**37,787**				**420**		**60**			**2**			**2**			**9**	**285**
TOTAL FOR PROJ NO. 2020CPT.06.12.10431.1								**9.73**		**1,090**	**1**	**40**	**94,828**	**800**	**2,370**	**97,255**	**380**	**195**	**1,210**	**420**		**272**	**12**		**17**	**29**	**1**	**9**			**125**	**782**
													95,628		**99,625**				**1,630**				**12**		**56**						**907**	
2020CPT.06.12.20431.1	Harnett	5	SR 1002	FROM I-5877 PROJECT LIMITS MP 1.58 TO US 301 MP 2.11	7	2	2WU	0.53	26	59			7,708		860	8,451				560		50			4	3		2			33	90
TOTAL FOR MAP NO. 5								**0.53**		**59**			**7,708**		**860**	**8,451**				**560**		**50**			**4**	**3**		**2**			**33**	**90**
2020CPT.06.12.20431.1	Harnett	6	SR 1213	FROM NC 27 MP 0.00 TO SR 1229 MP 1.89	4	2	2WU	1.82	18	204																			19,219	16,335		
TOTAL FOR MAP NO. 6								**1.82**		**204**																			**19,219**	**16,335**		
2020CPT.06.12.20431.1	Harnett	7	SR 1314	FROM SR 1291 MP 0.00 TO US 421 MP 0.43	6	2	2WU	0.43	18	48																			4,540	3,859		
TOTAL FOR MAP NO. 7								**0.43**		**48**																			**4,540**	**3,859**		
2020CPT.06.12.20431.1	Harnett	8	SR 1314	FROM US 421 MP 0.43 TO END MAINTANCE MP 3.55	5	2	2WU	3.12	22	349																			32,947	28,004		
TOTAL FOR MAP NO. 8								**3.12**		**349**																			**32,947**	**28,004**		
2020CPT.06.12.20431.1	Harnett	9	SR 1516	FROM NC 27 MP 0.00 TO SR 1542 MP 3.40	4	2	2WU	3.41	18	382																			36,009	30,606		
TOTAL FOR MAP NO. 9								**3.41**		**382**																			**36,009**	**30,606**		
2020CPT.06.12.20431.1	Harnett	10	SR 1866	FROM SR 1793 MP 0.00 TO DEAD END MP 0.27	8	2	2WU	0.27	20	30																						
TOTAL FOR MAP NO. 10								**0.27**		**30**																						
2020CPT.06.12.20431.1	Harnett	11	SR 1912	FROM SR 1793 MP 0.00 TO DEAD END MP 0.29	9	2	2WU	0.29	30	32																						
TOTAL FOR MAP NO. 11								**0.29**		**32**																						
2020CPT.06.12.20431.1	Harnett	12	SR 1913	FROM SR 1912 MP 0.00 TO DEAD END MP 0.20	9	2	2WU	0.2	30	22																						
TOTAL FOR MAP NO. 12								**0.2**		**22**																						
2020CPT.06.12.20431.1	Harnett	13	SR 1918	FROM SR 1703 MP 0.00 TO CUL-DE-SAC MP 0.20	10	2	2WU	0.2	20	22																						
TOTAL FOR MAP NO. 13								**0.2**		**22**																						
2020CPT.06.12.20431.1	Harnett	14	SR 2006	FROM NC 55 MP 0.00 TO SR 1769 MP 3.74	6	2	2WU	3.67	18	411																			38,754	33,134		
TOTAL FOR MAP NO. 14								**3.67**		**411**																			**38,754**	**33,134**		
2020CPT.06.12.20431.1	Harnett	15	SR 2079	FROM SR 1779 MP 0.00 TO DEAD END MP 0.28	8	2	2WU	0.28	20	31																						
TOTAL FOR MAP NO. 15								**0.28**		**31**																						
2020CPT.06.12.20431.1	Harnett	16	SR 2087	FROM SR 1779 MP 0.00 TO SR 2089 MP 0.28	8	2	2WU	0.28	18	31																						
TOTAL FOR MAP NO. 16								**0.28**		**31**																						
2020CPT.06.12.20431.1	Harnett	17	SR 2089	FROM SR 2087 MP 0.00 TO SR 2303 MP 0.19	8	2	2WU	0.19	18	21																						
TOTAL FOR MAP NO. 17								**0.19**		**21**																						
2020CPT.06.12.20431.1	Harnett	18	SR 2303	FROM SR 2089 MP 0.00 TO SR 1779 MP 0.13	8	2	2WU	0.13	18	15																						
TOTAL FOR MAP NO. 18								**0.13**		**15**																						
2020CPT.06.12.20431.1	Harnett	19	SR 1777	FROM SR 1780 MP 0.00 TO NC 82 MP 1.46	7	2	2WU	1.46	23	164																			15,418	13,106		
TOTAL FOR MAP NO. 19								**1.46**		**164**																			**15,418**	**13,106**		
2020CPT.06.12.20431.1	Harnett	20	SR 1780	FROM US 301 MP 0.00 TO RR TRACK PAVEMENT JT MP 0.35	2, 11	2	2WU	0.35	37	47			3,696		555	3,810				230	95	165		2	7	3		2			33	20
TOTAL FOR MAP NO. 20								**0.35**		**47**			**3,696**		**555**	**3,810**				**230**	**95**	**165**		**2**	**7**	**3**		**2**			**33**	**20**
2020CPT.06.12.20431.1	Harnett	21	SR 1780	FROM RR TRACK PAVEMENT JT MP 0.40 TO SR 1777 MP 0.88	2	2	2WU	0.48	24	54			5,597			5,958					95	65		2								50
TOTAL FOR MAP NO. 21								**0.48**		**54**			**5,597**			**5,958**					**95**	**65**		**2**								**50**
TOTAL FOR PROJ NO. 2020CPT.06.12.20431.1								**17.11**		**1,922**			**17,001**		**1,415**	**18,219**				**790**	**190**	**280**		**4**	**11**	**6**		**4**			**146,887**	**125,044**	**66**	**160**
													17,001		**19,634**				**790**				**4**		**21**						**271,931**		**226**	
GRAND TOTAL								**26.84**		**3,012**	**1**	**40**	**111,829**	**800**	**3,785**	**115,474**	**380**	**195**	**1,210**	**1,210**	**190**	**552**	**12**	**4**	**28**	**35**	**1**	**13**	**146,887**	**125,044**	**191**	**942**
													112,629		**119,259**				**2,420**				**16**		**77**						**271,931**		**1,133**	