

**CONTRACT: DA00312 WBS PROJECT: 2017CPT.01.13.10891.1, ETC.**



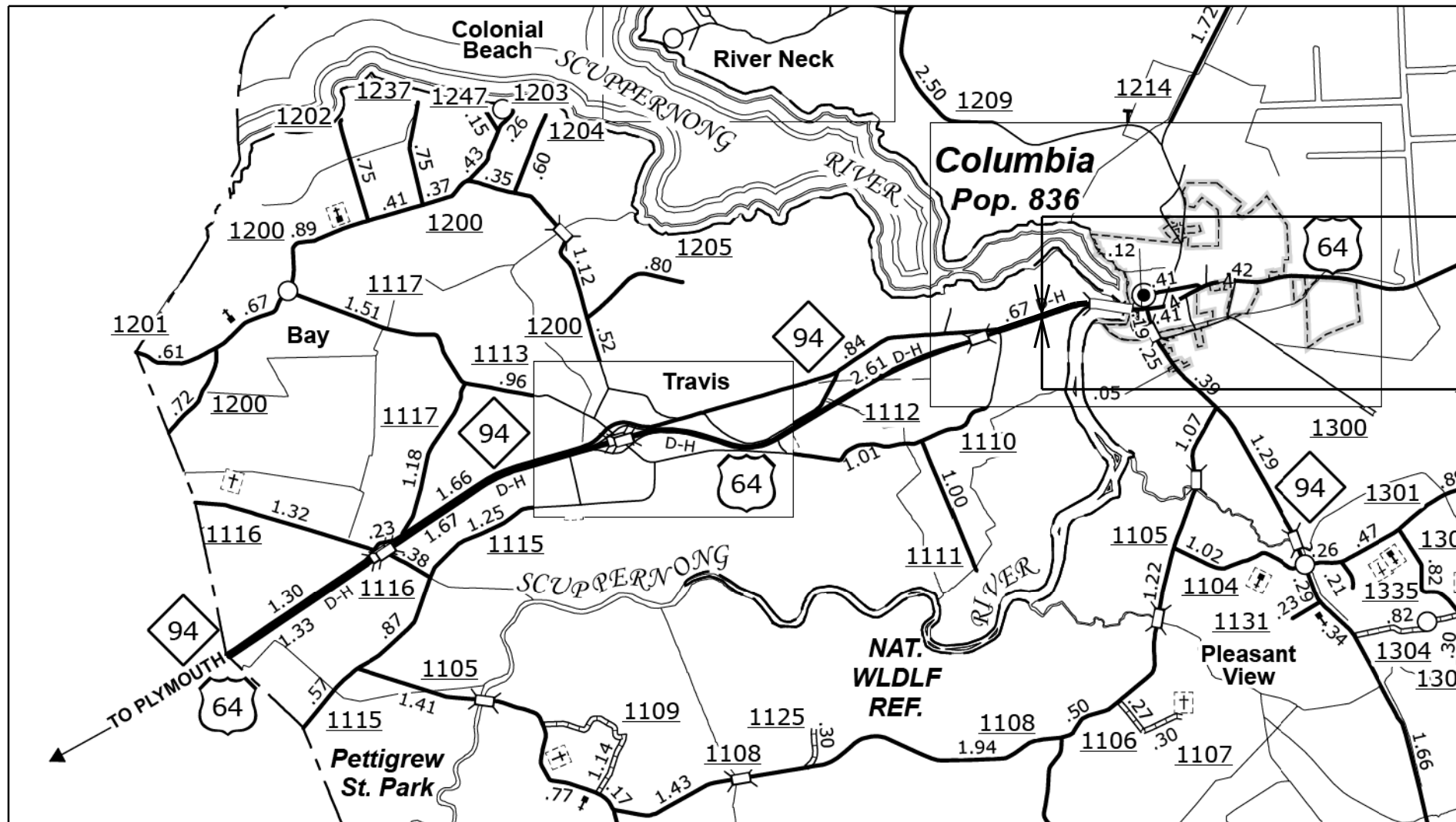
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**TYRRELL COUNTY**

LOCATION: MAP 1 US 64 EB FROM NC 94 TO SCUPPERNONG RIVER BRIDGE  
MAP 2 US 64 WB FROM SCUPPERNONG RIVER BRIDGE TO NC 94

TYPE OF WORK: MILLING AND RESURFACING

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.01.13.10891.1, ETC.	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
2017CPT.01.13.10891.1		MAP 1	
2017CPT.01.13.10891.1		MAP 2	



MAP 2

MAP 1

**NOT TO SCALE**

PROJECT LENGTH

LENGTH OF ROADWAY PROJECT MAP 1 = 0.74 MI.  
LENGTH OF ROADWAY PROJECT MAP 2 = 0.74 MI.

Prepared in the Office of:  
**DIVISION OF HIGHWAYS**

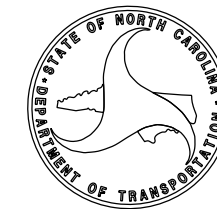
113 Airport Dr., Edenton NC, 27932

2012 STANDARD SPECIFICATIONS

LETTING DATE:

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

**C.E. SLACHTA**  
DIVISION PROPOSALS ENGINEER



STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2017CPT.01.13.10891.1, ETC.	2	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
2017CPT.01.13.10941.1		MAP 3	
2017CPT.01.13.10941.1		MAP 4	
2017CPT.01.13.10941.1		MAP 5	

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

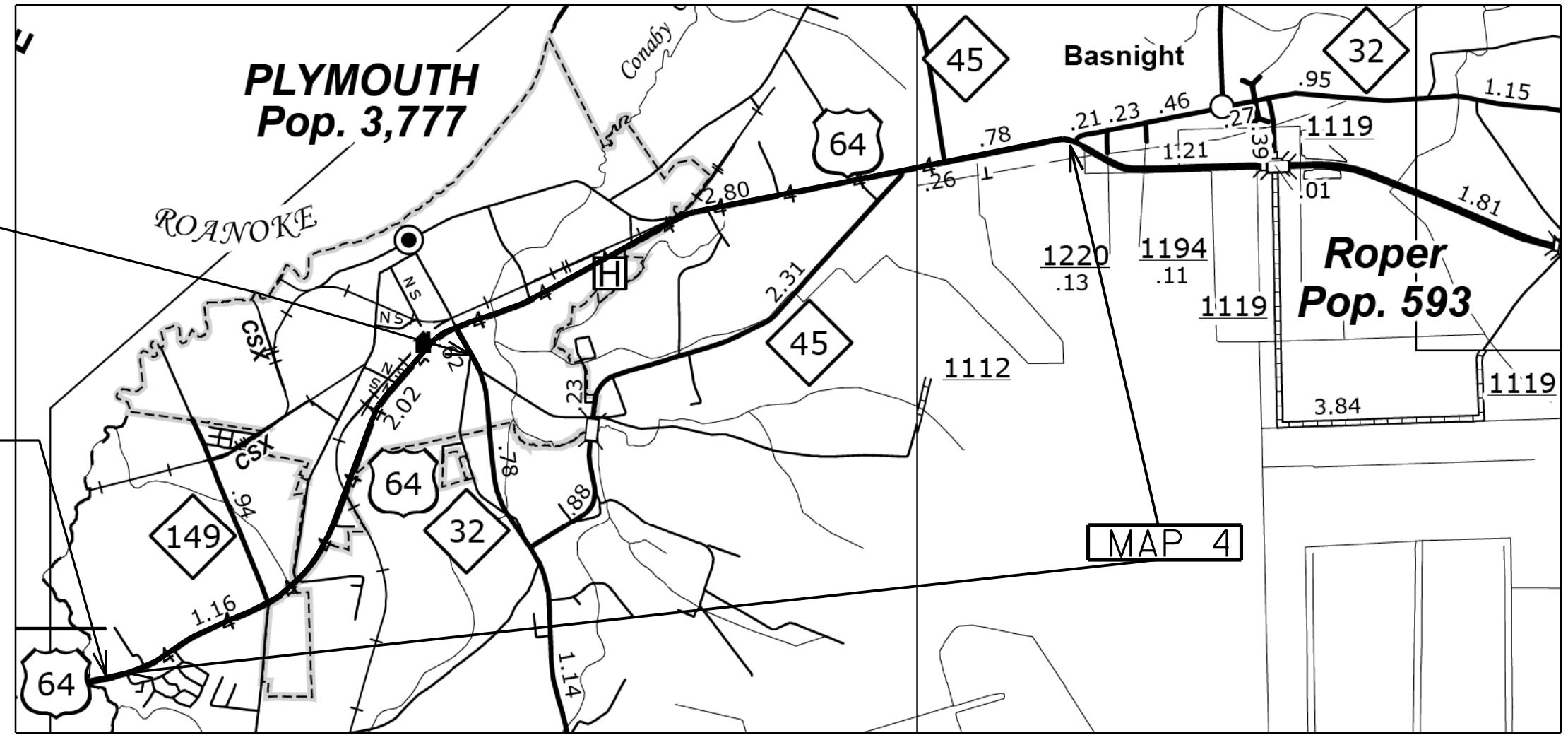
**WASHINGTON COUNTY**

LOCATION: MAP 3 US 64 FROM MARTIN COUNTY LINE TO SR 1189  
 MAP 4 US 64 FROM SR 1189 TO NC 32 EAST OF PLYMOUH  
 MAP 5 NC 32 FROM US 64 TO SR 1114 (ROPER ROAD)

TYPE OF WORK: MILLING AND RESURFACING



CONTRACT: DA00312 WBS PROJECT: 2017CPT.01.13.10891.1, ETC.



MAP 5

MAP 3

MAP 4

**NOT TO SCALE**

PROJECT LENGTH

LENGTH OF ROADWAY PROJECT MAP 3 = 0.24 MI.  
 LENGTH OF ROADWAY PROJECT MAP 4 = 6.92 MI.  
 LENGTH OF ROADWAY PROJECT MAP 5 = 0.32 MI.

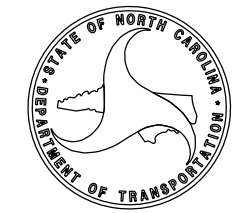
Prepared in the Office of:  
**DIVISION OF HIGHWAYS**  
 113 Airport Dr., Edenton NC, 27932

2012 STANDARD SPECIFICATIONS

LETTING DATE:

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

**C.E. SLACHTA**  
 DIVISION PROPOSALS ENGINEER



20-SEP-2016 13:00 C:\Division Maintenance\2017-18 Primary Resurfacing\Tyrrell & Washington\Plan Sheets\DA00312\_psh.dgn dinstallings AT DICAD293575

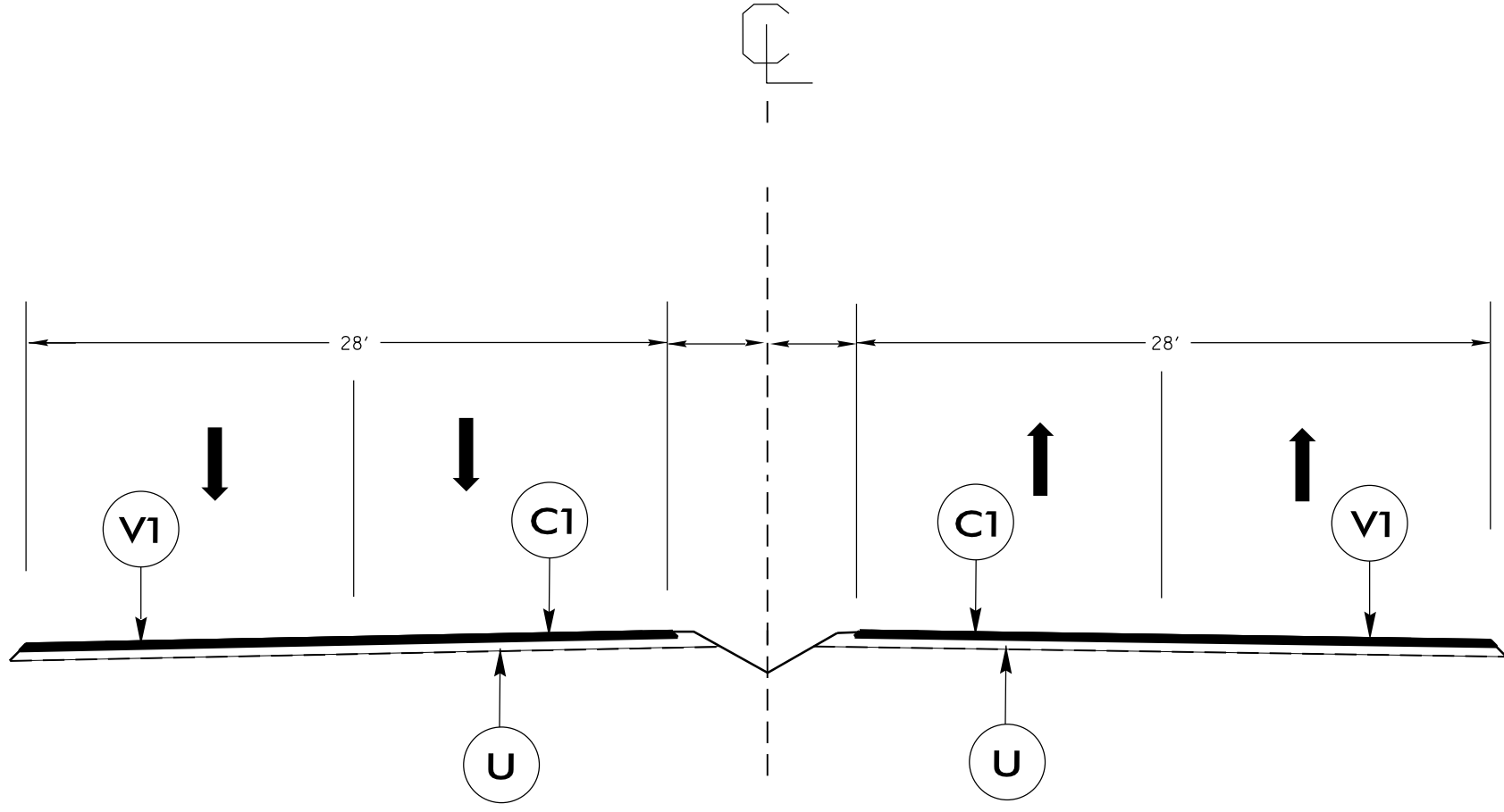
PAVEMENT SCHEDULE

C1	PROP. APPROX. 3.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LIFTS.
V1	MILLING BITUMINOUS PAVEMENT. 3.0" IN DEPTH.
U	EXISTING PAVEMENT.

NOTES:

\*ALL PAVED S.R. ROADS OR RAMPS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER

\*EDGES, PAVEMENT WIDENING, INTERSECTIONS, AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES



**TYPICAL SECTION NO. 1**

USE WITH MAPS 1 - 2

NTS

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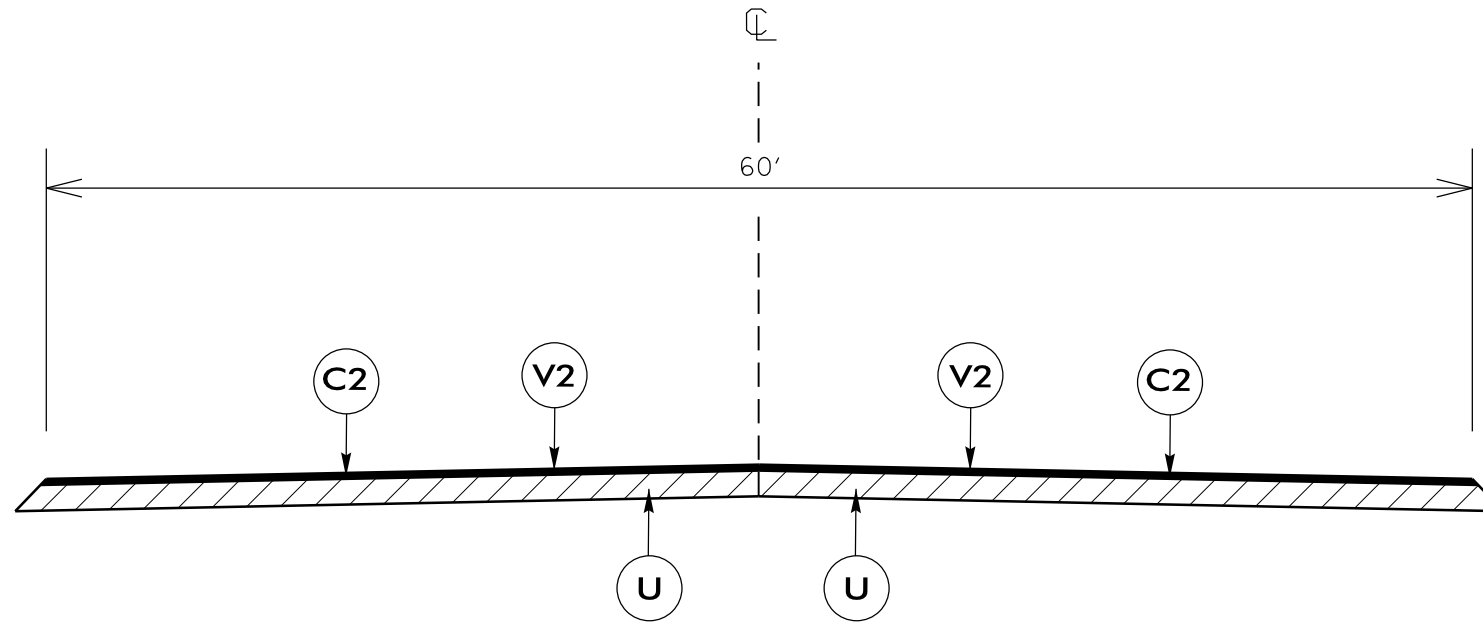
PAVEMENT SCHEDULE

C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
V2	MILLING BITUMINOUS PAVEMENT. 1.5" DEPTH.
U	EXISTING PAVEMENT.

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.01.13.10891.1, ETC.	4

RESURFACING NOTES:

\*ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII., OR AS DIRECTED BY THE ENGINEER.



TYPICAL SECTION NO. 2

USE WITH MAP 3

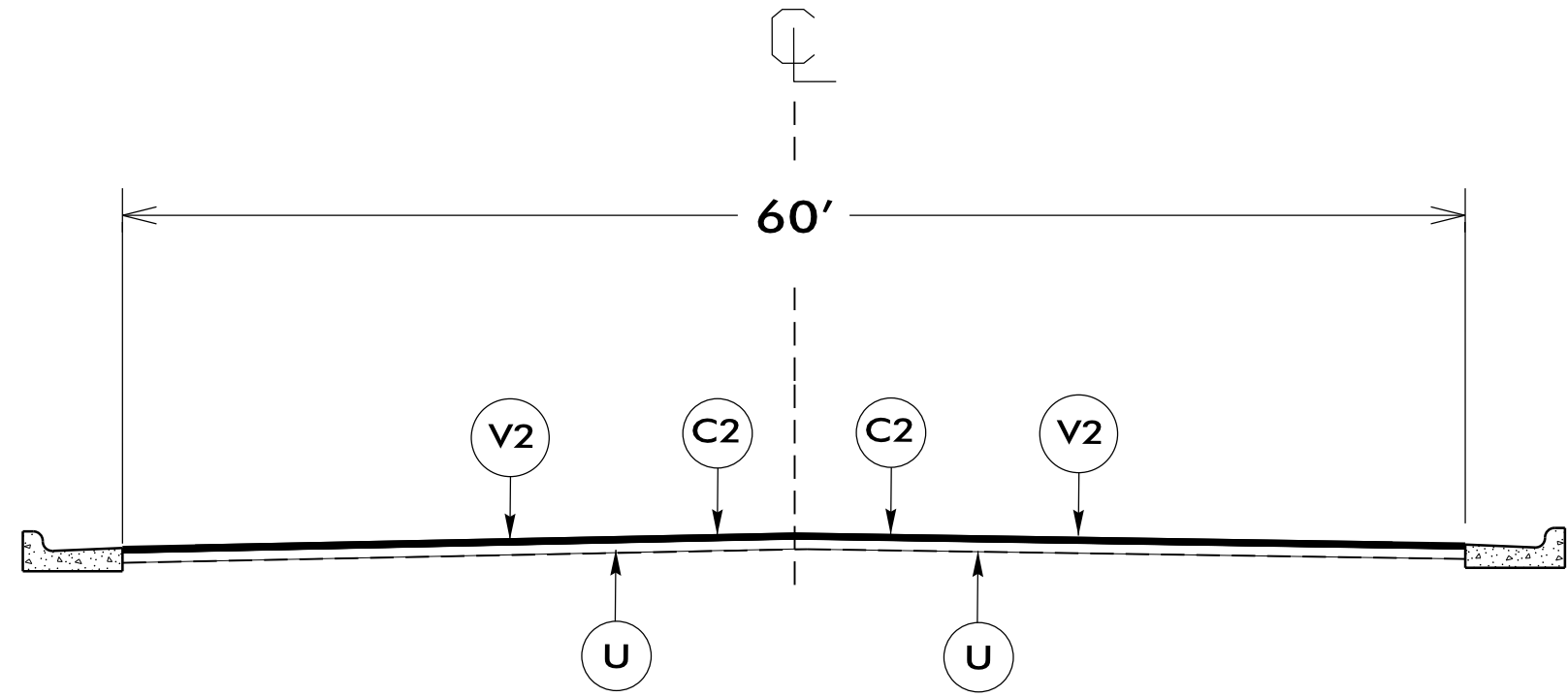
NTS

PAVEMENT SCHEDULE

C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
V2	MILLING BITUMINOUS PAVEMENT. 1.5" IN DEPTH.
U	EXISTING PAVEMENT.

NOTES:

- \*ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII., OR AS DIRECTED BY THE ENGINEER
- \*EDGES, PAVEMENT WIDENING, INTERSECTIONS, AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES
- \*CONTRACTOR SHALL MILL 1.5" BELOW EXISTING EDGE OF CONC. CURB & GUTTER.



**TYPICAL SECTION NO. 3**

USE WITH MAP 4

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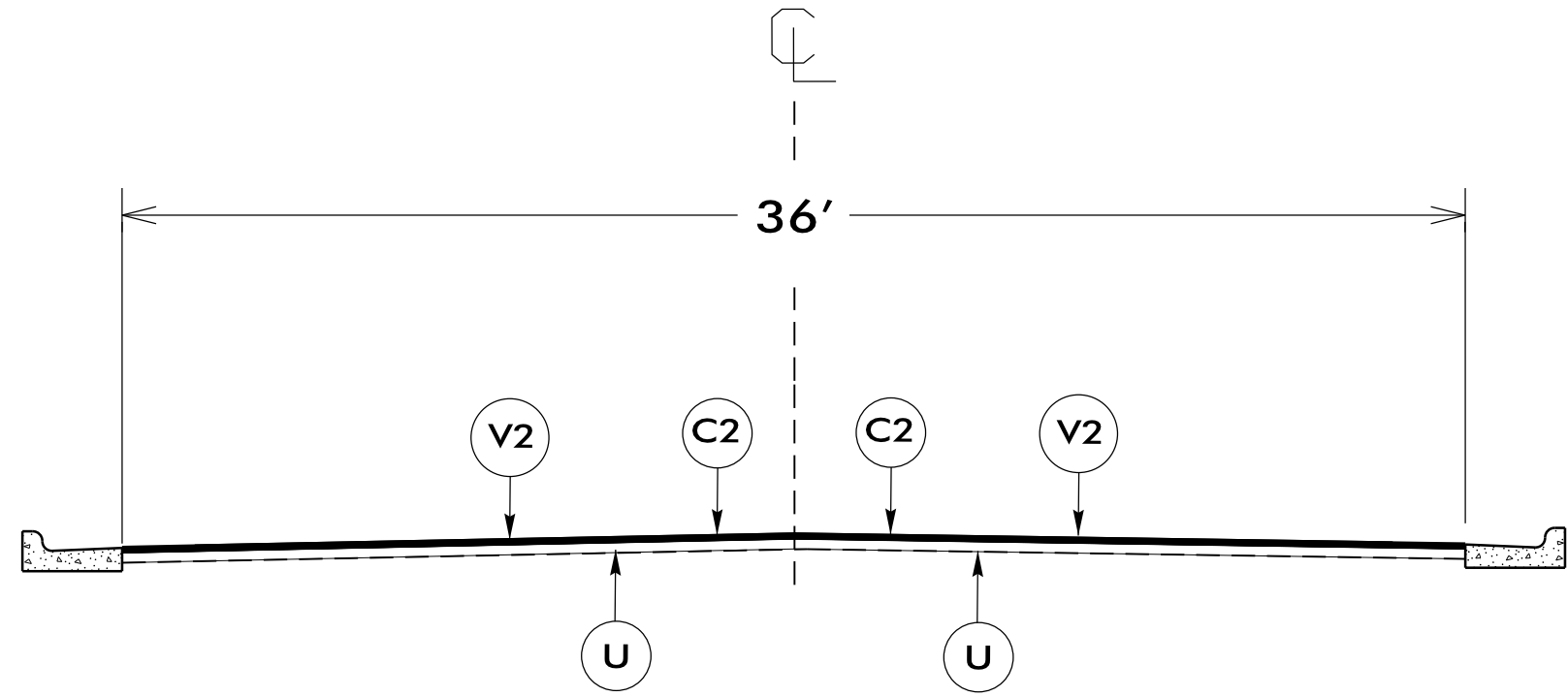
NTS

PAVEMENT SCHEDULE

C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
V2	MILLING BITUMINOUS PAVEMENT. 1.5" IN DEPTH.
U	EXISTING PAVEMENT.

NOTES:

- \*ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII., OR AS DIRECTED BY THE ENGINEER
- \*EDGES, PAVEMENT WIDENING, INTERSECTIONS, AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES
- \*CONTRACTOR SHALL MILL 1.5" BELOW EXISTING EDGE OF CONC. CURB & GUTTER.



**TYPICAL SECTION NO. 4**

USE WITH MAP 5

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NTS

PROJECT NO	SHEET NO.
2017CPT.01.13.10891.1, ETC.	7

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	MOBILIZATION LS	MILL ASP PVTMT (3") SY	MILLN ASP PVTMT (1½") SY	INCIDENTAL MILLING SY	ASP CONC SURF CRS S9.5B TONS	ASP CONC SURF CRS S9.5C TONS	ASP FOR PLANT MIX TONS	PATCHING EXIST PAVEMENT TON	ADJ MHS EA	ADJ METR OR VAL BOX EA	WORK ZONE ADVANCE / GENERAL WARNING SIGNING SF	TEMP TRAF CNTRL (SP) LS	INDUCTIVE LOOP SAWCUT LF	LEAD-IN CABLE (14-2) LF
2017CPT.01.13.10891.1	Tyrrell	1	US 64 EBL	FROM SCUPPERNONG RIVER TO NC 94	1	2	MD	NO	NO	0.739	28	*	14,000		100		2,500	148				63	*		
2017CPT.01.13.10891.1	Tyrrell	2	US 64 WBL	FROM SCUPPERNONG RIVER TO NC 94	1	2	MD	NO	NO	0.739	28	*	14,000		100		2,500	148				63	*		
<b>TOTAL FOR PROJ NO. 2017CPT.01.13.10891.1</b>										<b>1.478</b>		<b>*</b>	<b>28,000</b>		<b>200</b>		<b>5,000</b>	<b>296</b>				<b>126</b>	<b>*</b>		
2017CPT.01.13.10941.1	Washington	3	US 64	FROM MARTIN CL TO SR 1189	3	4	MD	NO	NO	0.237	60	*		8,333			800	47	10			27	*		
2017CPT.01.13.10941.1	Washington	4	US 64 C&G SECTION	SR 1189 TO NC 32	4	5	MU	NO	NO	6.922	60	*		245,267			23,200	1,369	50	10	4	126	*		
2017CPT.01.13.10941.1	Washington	5	NC 32	FROM US 64 TO SR 1114	2	2	M2	NO	NO	0.322	36	*				750		45	15	8	3	36	*	5,000	1,000
<b>TOTAL FOR PROJ NO. 2017CPT.01.13.10941.1</b>										<b>7.481</b>		<b>*</b>	<b>261,200</b>		<b>750</b>	<b>24,000</b>	<b>1,461</b>	<b>75</b>	<b>18</b>	<b>7</b>	<b>189</b>	<b>*</b>	<b>5,000</b>	<b>1,000</b>	
<b>GRAND TOTAL</b>										<b>8.959</b>		<b>1</b>	<b>28,000</b>	<b>261,200</b>	<b>200</b>	<b>750</b>	<b>29,000</b>	<b>1,757</b>	<b>75</b>	<b>18</b>	<b>7</b>	<b>315</b>	<b>1</b>	<b>5,000</b>	<b>1,000</b>

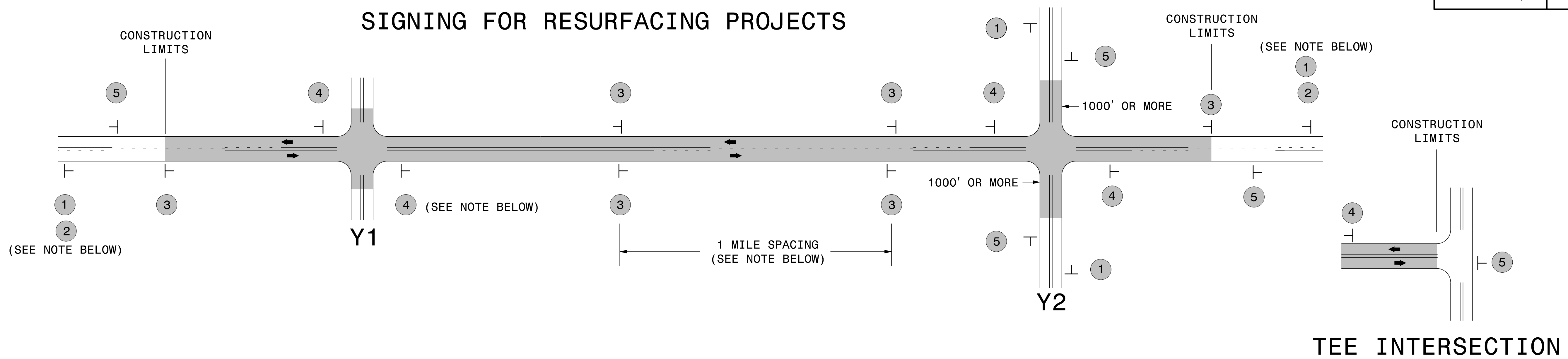
### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	THERMO PVT MKG LINES 4"90MLS (WHITE) LF	THERMO PVT MKG LINES 4"120 (YELLOW) LF	6" X 90 M YELLOW THERMO LF	THERMO PVT MKG LINES,6"90 MILS (WHITE) LF	THERMO PVT MKG LINES 6"120 MILS (WHITE) LF	THERMO PVT MKG LINES,8"90 MILS (YELLOW) LF	THERMO LINES 16" 120MILS LF	24"WIDE THERMO 120 MILS LF	THERMO PVT MKG CHAR 120 (SCHOOL) EA	THERMO PVT MKG CHAR 120 (RXR) EA	THERM PVT SYM 90MIL (LT ARROW) EA	THERM PVT SYM 90MIL (STR ARROW) EA	THERM PVT SYM 90MIL (STR & RT ARROW) EA	THERM PVT SYM 90MIL (RT ARROW) EA	THERM PVT SYM 90MIL (STR & LT ARROW) EA		
2017CPT.01.13.10891.1	Tyrrell	1	US 64 EBL	FROM NC 94 TO SCUPPERNONG RIVER	1	2	MD	0.739	28			4,000	4,000	1,000						3	3	3				
2017CPT.01.13.10891.1	Tyrrell	2	US 64 WBL	FROM SCUPPERNONG RIVER TO NC 94	1	2	MD	0.739	28			4,000	4,000	1,000						3	6	2				
<b>TOTAL FOR PROJ NO. 2017CPT.01.13.10891.1</b>												<b>1.478</b>		<b>8,000</b>	<b>8,000</b>	<b>2,000</b>				<b>6</b>	<b>9</b>	<b>3</b>	<b>2</b>			
<b>TOTAL FOR PROJ NO. 2017CPT.01.13.10891.1</b>														<b>16,000</b>								<b>20</b>				
2017CPT.01.13.10941.1	Washington	3	US 64	FROM MARTIN CL TO SR 1189	3	4	MD	0.237	60	5,630						500										
2017CPT.01.13.10941.1	Washington	4	US 64 C&G SECTION	SR 1189 TO NC 32	4	5	MU	6.922	60	18,274	91,370				160	1,050	12	8	250	43	12	15	2			
2017CPT.01.13.10941.1	Washington	5	NC 32	FROM US 64 TO SR 1114	2	2	M2	0.322	36		2,125									10	2	2				
<b>TOTAL FOR PROJ NO. 2017CPT.01.13.10941.1</b>										<b>7.481</b>		<b>23,904</b>	<b>93,495</b>		<b>500</b>	<b>160</b>	<b>1,050</b>	<b>12</b>	<b>8</b>	<b>260</b>	<b>45</b>	<b>12</b>	<b>17</b>	<b>2</b>		
<b>GRAND TOTAL</b>										<b>8.959</b>		<b>23,904</b>	<b>93,495</b>	<b>8,000</b>	<b>8,000</b>	<b>2,000</b>	<b>500</b>	<b>160</b>	<b>1,050</b>	<b>12</b>	<b>8</b>	<b>266</b>	<b>54</b>	<b>15</b>	<b>19</b>	<b>2</b>
<b>GRAND TOTAL</b>														<b>16,000</b>						<b>20</b>		<b>356</b>				

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	PAINT PVT MKG 4" (WHITE) LF	PAINT PVT MKG 4" (YELLOW) LF	PAINT PVT MKG 8" (YELLOW) LF	PAINT PVT MKG LINES, 16" LF	PAINT PVT MKG LINES, 24" LF	PAINT PVT MKG CHAR (MSG RXR) EA	PAINT PVT MKG CHAR (MSG SCHOOL) EA	PAINT PVT MKG SYM (LT ARROW) EA	PAINT PVT MKG SYM (STR ARROW) EA	PAINT PVT MKG SYM (STR & RT ARROW) EA	PAINT PVT MKG SYM (RT ARROW) EA	PAINT PVT MKG SYM (STR & LT ARROW) EA	PERM RAISE PVT MKRS (CRYSTAL & RED) EA	PERM RAISE PVT MKRS (YELLOW) EA		
2017CPT.01.13.10891.1	Tyrrell	1	US 64 EBL	FROM NC 94 TO SCUPPERNONG RIVER	1	2	MD	0.739	28	5,000	4,000						3	3	3			100			
2017CPT.01.13.10891.1	Tyrrell	2	US 64 WBL	FROM SCUPPERNONG RIVER TO NC 94	1	2	MD	0.739	28	5,000	4,000						3	6		2		100			
<b>TOTAL FOR PROJ NO. 2017CPT.01.13.10891.1</b>										<b>1.478</b>		<b>10,000</b>	<b>8,000</b>				<b>6</b>	<b>9</b>	<b>3</b>	<b>2</b>		<b>200</b>			
<b>TOTAL FOR PROJ NO. 2017CPT.01.13.10891.1</b>													<b>18,000</b>						<b>20</b>		<b>200</b>				
2017CPT.01.13.10941.1	Washington	3	US 64	FROM MARTIN CL TO SR 1189	3	4	MD	0.237	60	5,630			500								15	34			
2017CPT.01.13.10941.1	Washington	4	US 64 C&G SECTION	SR 1189 TO NC 32	4	5	MU	6.922	60	18,275	91,370		160	1,050	8	12	250	43	12	2	2	990	915		
2017CPT.01.13.10941.1	Washington	5	NC 32	FROM US 64 TO SR 1114	2	2	M2	0.322	36		2,125						10	2				20	50		
<b>TOTAL FOR PROJ NO. 2017CPT.01.13.10941.1</b>										<b>7.481</b>		<b>23,905</b>	<b>93,495</b>	<b>500</b>	<b>160</b>	<b>1,050</b>	<b>8</b>	<b>12</b>	<b>260</b>	<b>45</b>	<b>15</b>	<b>17</b>	<b>2</b>	<b>1,044</b>	<b>965</b>
<b>GRAND TOTAL</b>										<b>8.959</b>		<b>33,905</b>	<b>101,495</b>	<b>500</b>	<b>160</b>	<b>1,050</b>	<b>8</b>	<b>12</b>	<b>266</b>	<b>54</b>	<b>15</b>	<b>19</b>	<b>2</b>	<b>1,244</b>	<b>965</b>
<b>GRAND TOTAL</b>													<b>135,400</b>				<b>20</b>		<b>356</b>		<b>2,209</b>				

# SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

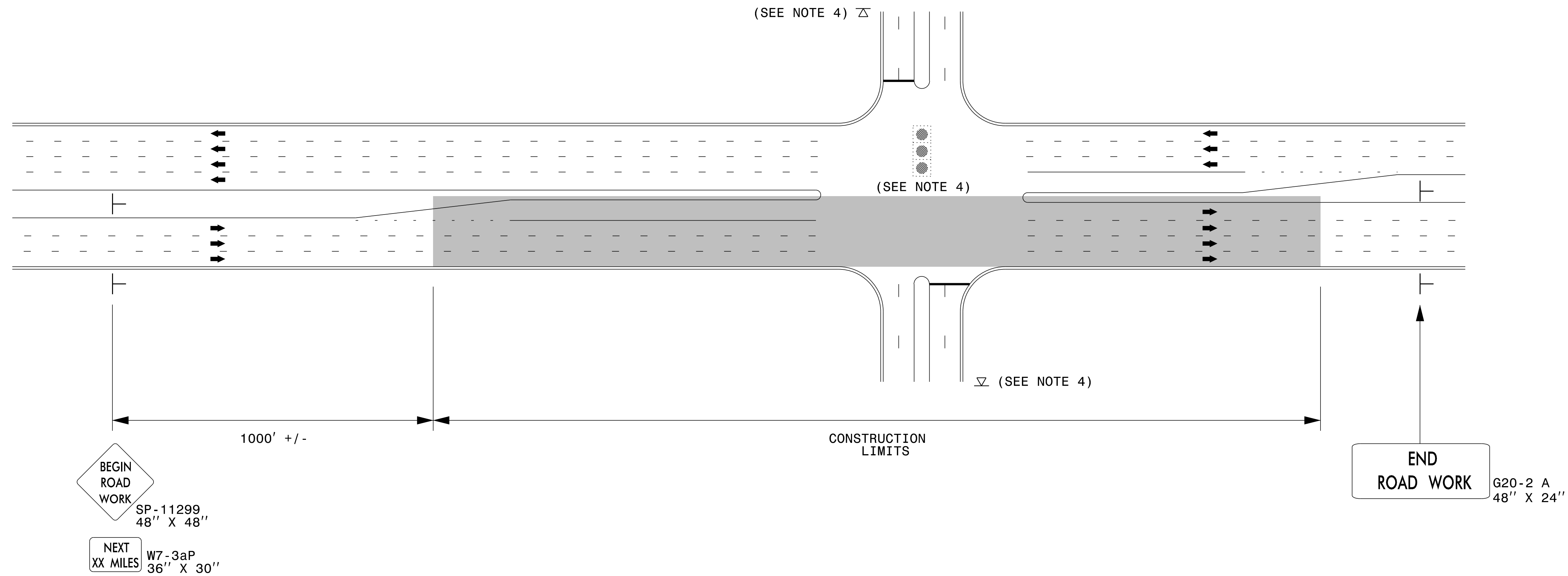
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 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.	<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;">             W20-1            48" X 48"         </div> <div style="text-align: center;">             W20-7 A            48" X 48"         </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 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	 SP 13107 48" X 48"	<ul style="list-style-type: none"> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	4	 SP 13106 48" X 48"	<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</li> <li>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.		

**RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS**



## URBAN / SUBURBAN WORKZONES

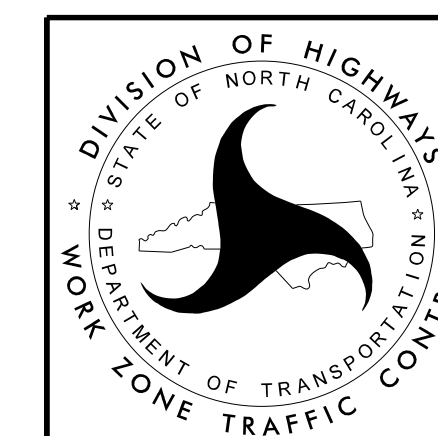


### NOTES:

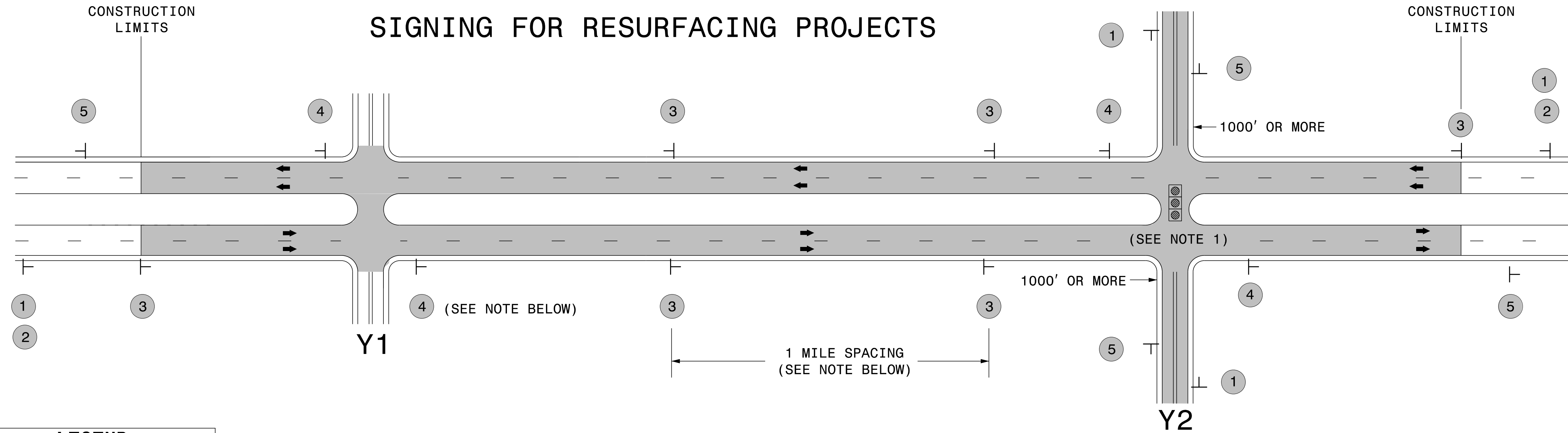
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. 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**



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

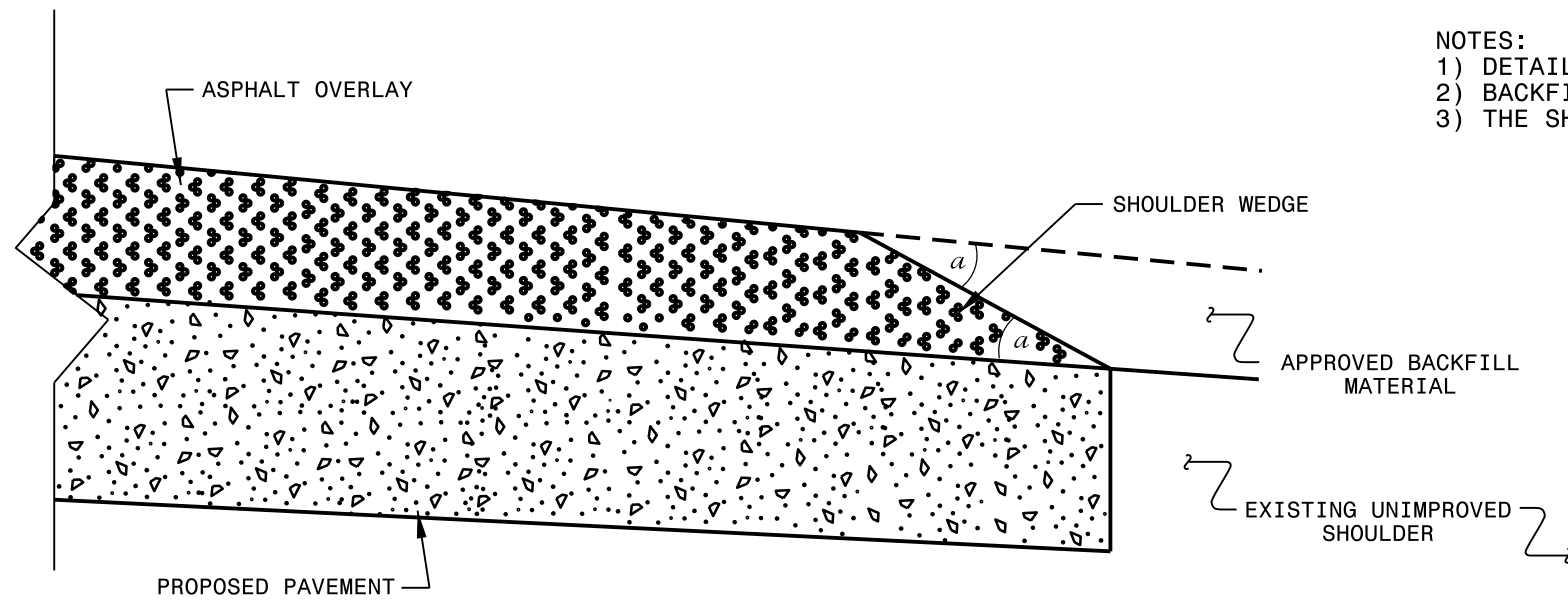
### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

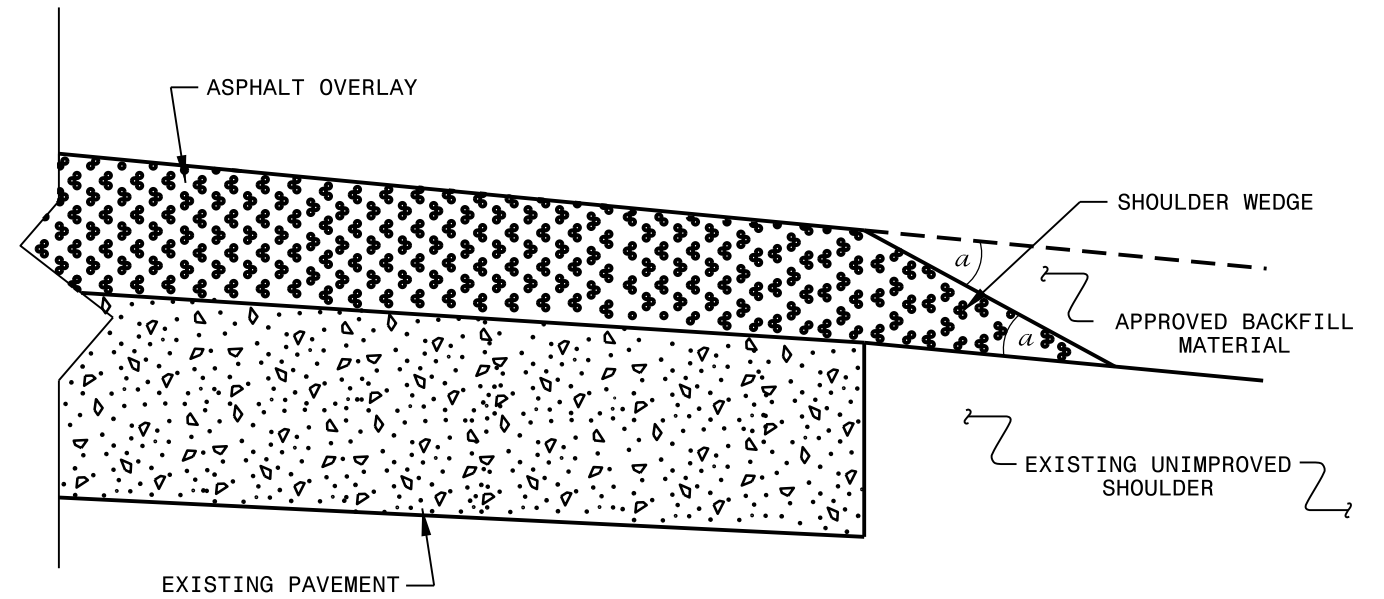
SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></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><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol>
		<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>	

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

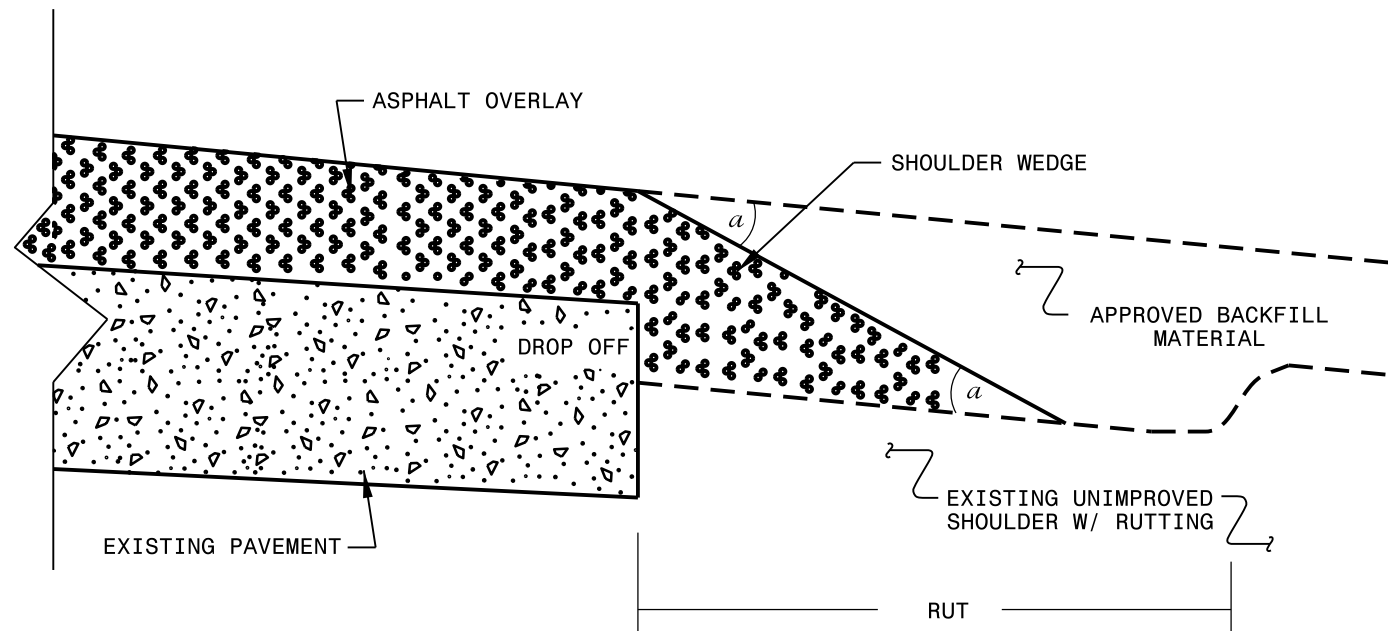
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ NO Widening)



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to  
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

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

**SHOULDER WEDGE  
 DETAILS**

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

C:\Users\jibcommer\Documents\CURRENT PROJECTS\RESURFACING\FY17-18\DA00312\TYRRELL\_WASH\Revised Shoulder Wedge Detail.dgn  
 jibcommer  
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