

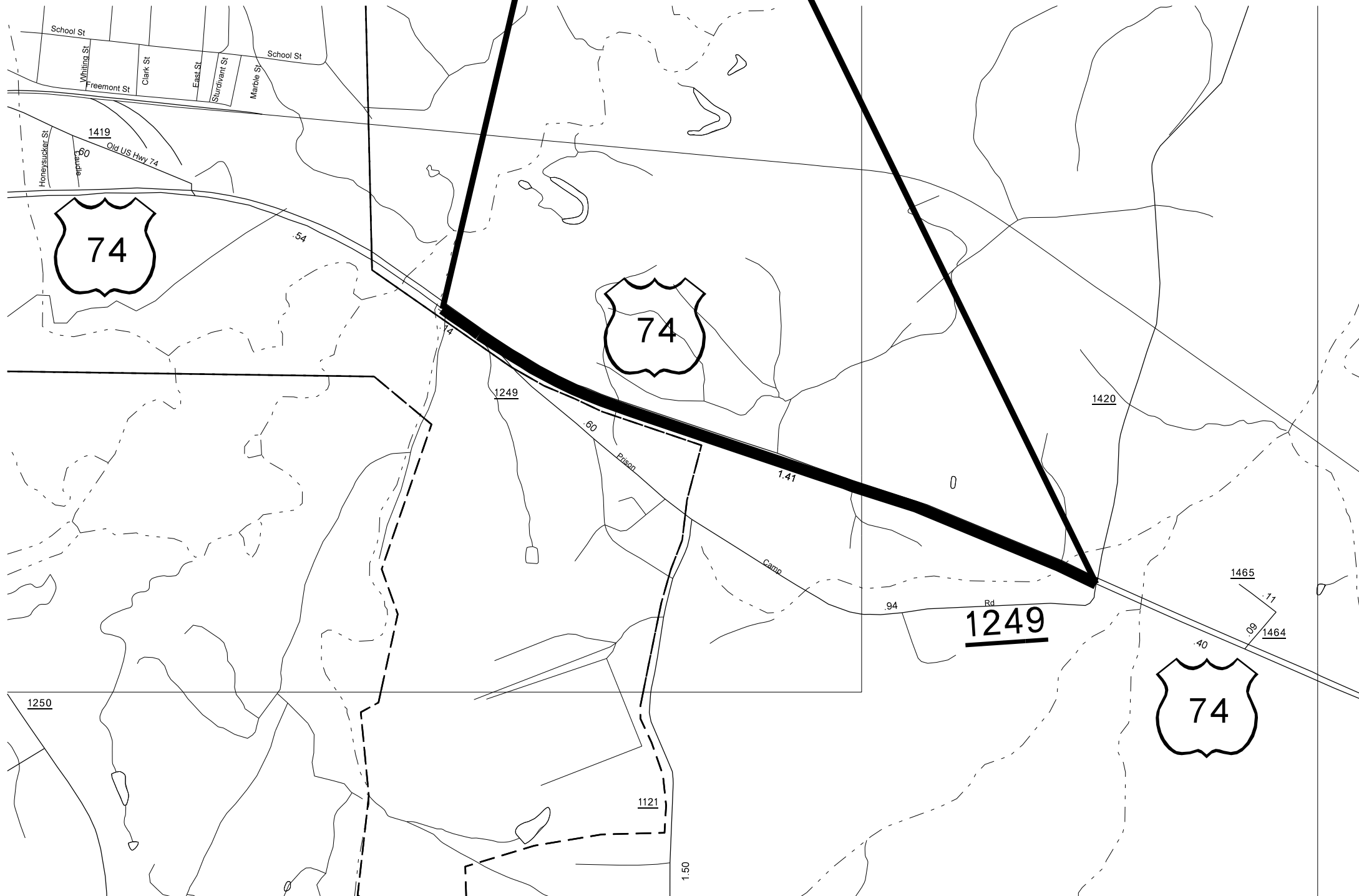
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2021CPT.10.05.10041 2021CPT.10.05.20041 2021CPT.10.05.20042		18
F.A. PROJECT NO.			

|

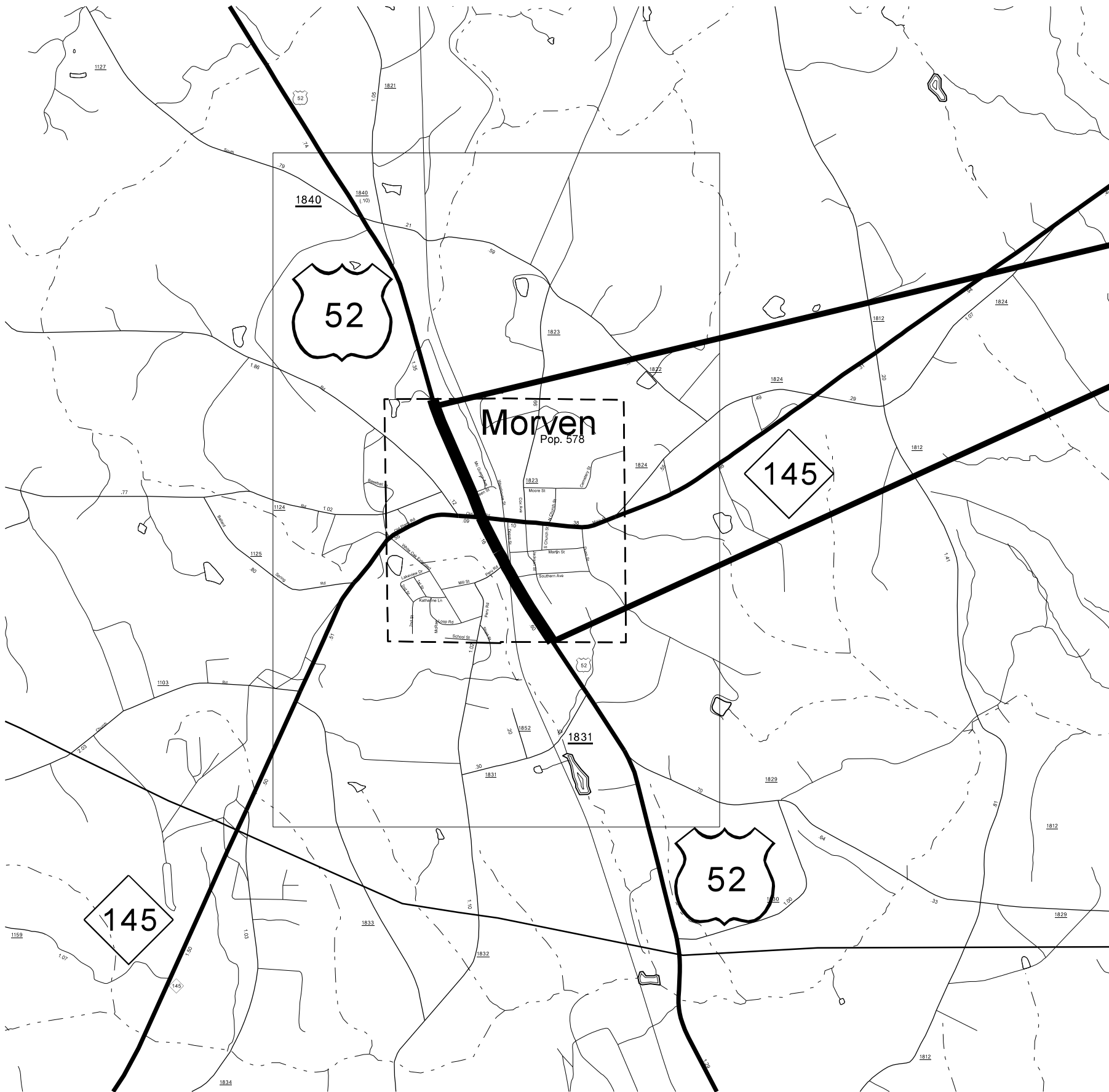


ENLARGED MUNICIPAL AND SUBURBAN AREAS
ANSON COUNTY
 NORTH CAROLINA
PREPARED BY THE
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

Map #1 US 74 EAST
1.5 MILES
FROM BRIDGE OVER BROWN CREEK
TO SR 1249 OLD PRISON CAMP
ROAD



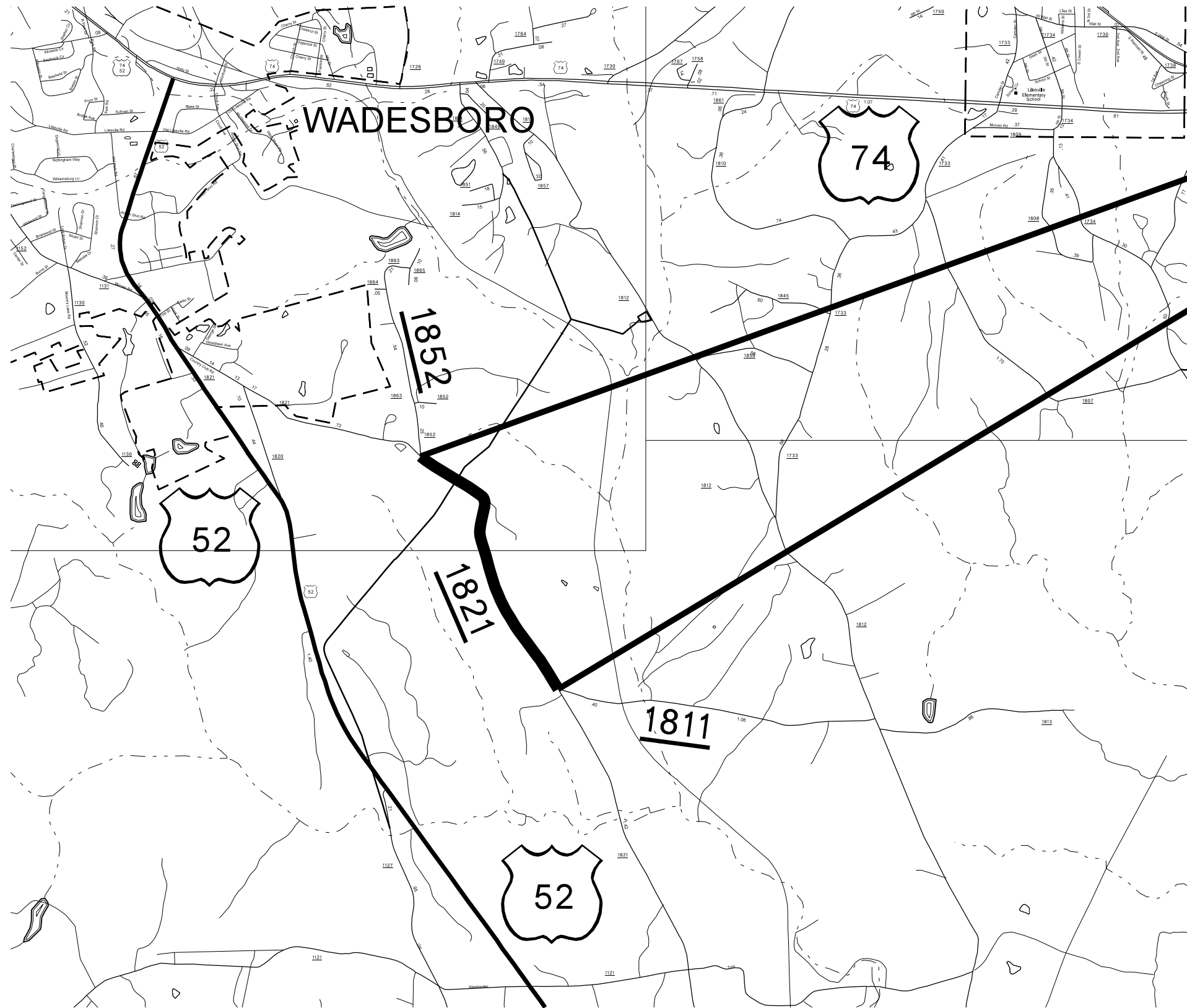
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
	2021CPT.10.05.10041 2021CPT.10.05.20041 2021CPT.10.05.20042	2	
F.A. PROJECT NO.			



ENLARGED MUNICIPAL AND SUBURBAN AREAS
ANSON COUNTY
 NORTH CAROLINA
PREPARED BY THE
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP # 2 US 52
1.1 MILES
FROM MORVEN SOUTHERN CITY LIMITS
TO NORTHERN CITY LIMITS

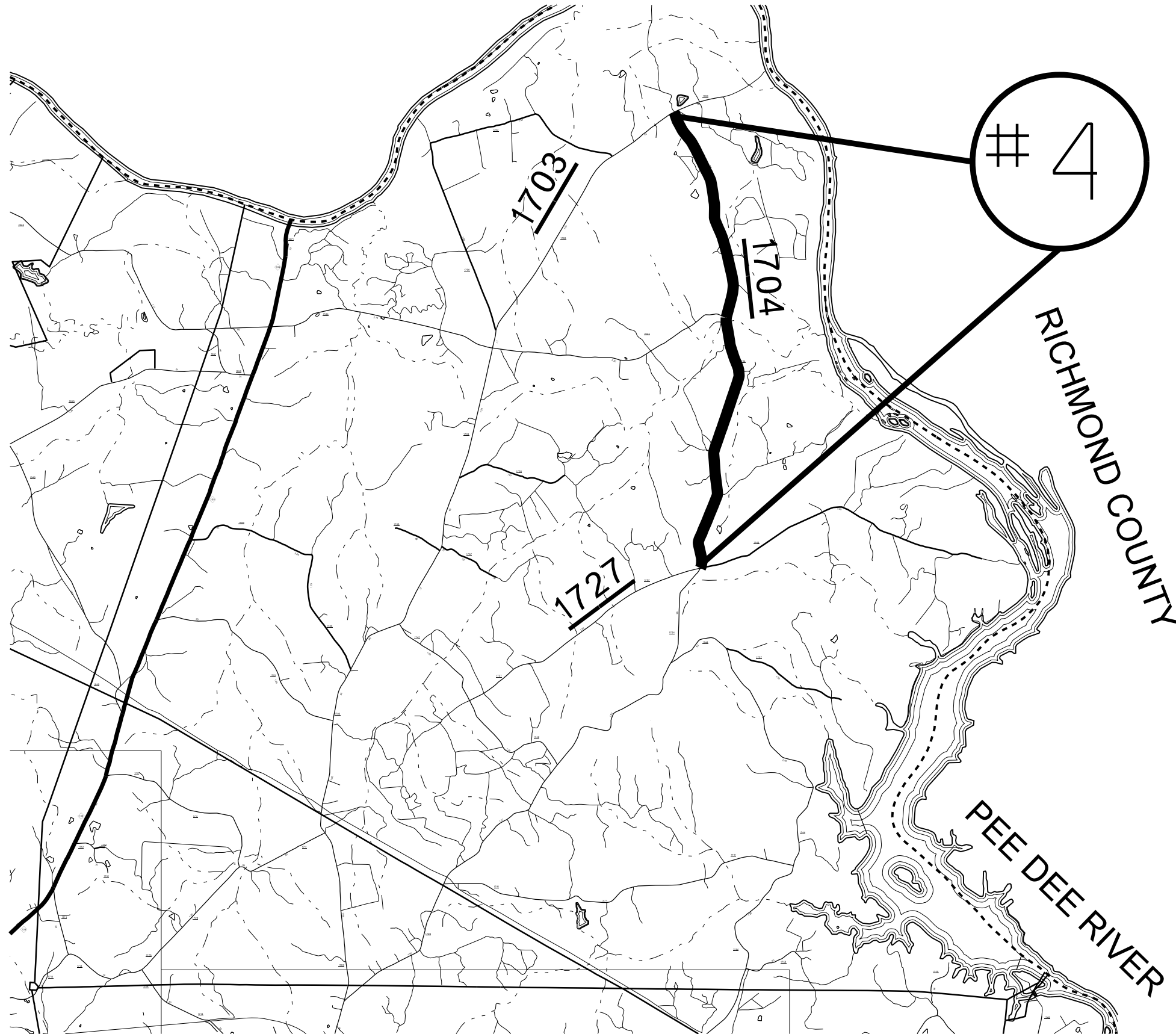
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2021CPT.I0.05.I0041 2021CPT.I0.05.20041 2021CPT.I0.05.20042	3	
F.A. PROJECT NO.			



ENLARGED MUNICIPAL AND SUBURBAN AREAS
ANSON COUNTY
 NORTH CAROLINA
PREPARED BY THE
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

Map #3 SR 1821 COUNTRY CLUB ROAD
1.34 MILES
FROM SR 1852 GOLDMINE ROAD
TO SR 1811 GATEWOOD ROAD

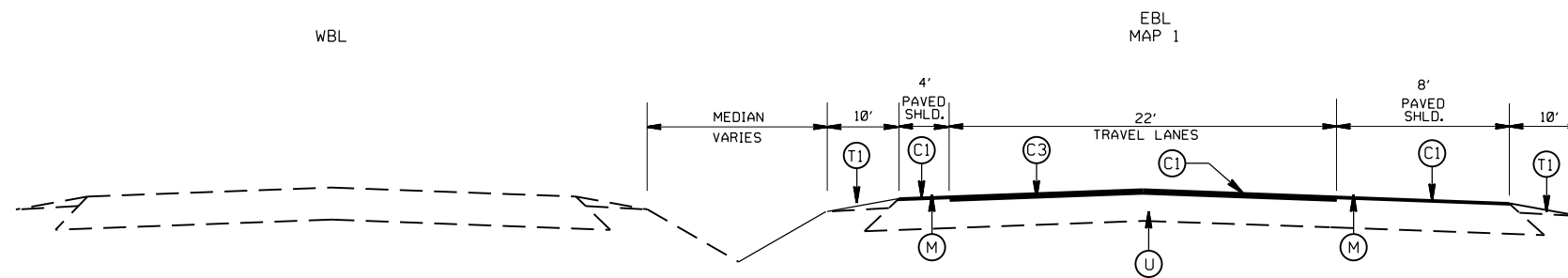
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2021CPT.10.05.10041 2021CPT.10.05.20041 2021CPT.10.05.20042	4	
F.A. PROJECT NO.			



ENLARGED MUNICIPAL AND SUBURBAN AREAS
ANSON COUNTY
 NORTH CAROLINA
PREPARED BY THE
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #4 SR 1704 INGRAM MOUNTAIN ROAD
 4.49 MILES
 FROM SR 1727 DAISY ROAD
 TO SR 1703 STANBACK FERRY ROAD

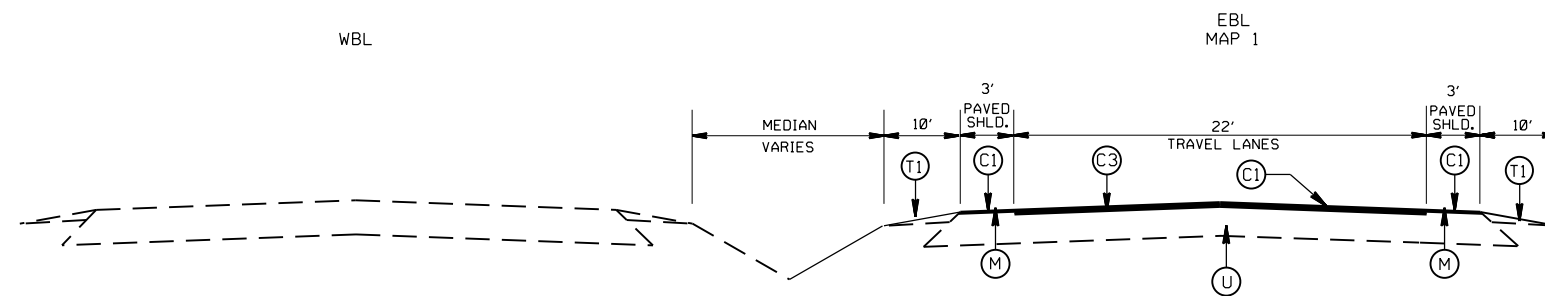
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2021CPT.10.05.10041 2021CPT.10.05.20041 2021CPT.10.05.20042	5	
F.A. PROJECT NO.			



TYPICAL SECTION NO. 1
US 74 EB (MAP 1)
STA: 10+00 TO STA: 22+80

PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(C2)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(C3)	AST MAT COAT # 67
(C4)	PROP. ASPHALT SURFACE TREATMENT, TRIPLE SEAL, (SEE S. P. FOR AGGREGATE TYPE.)
(E1)	PROPOSED 5.0" ASPHALT CONC. BASE CORSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
(M)	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)
(T1)	SHOULDER RECONSTRUCTION
(U)	EXISTING PAVEMENT
(V1)	MILLING OF EXISTING PAVEMENT, 1.5" DEPTH.
(V2)	PROFILE MILLING OF EXISTING PAVEMENT, 0 - 2.0" DEPTH.
(V3)	MILLING 6" OF EXISTING ASPHALT PAVEMENT, 5" DEPTH. (SEE S.P. TRENCHING FOR BASE COURSE BY MILLING.)
(Z)	FULL DEPTH RECLAMATION

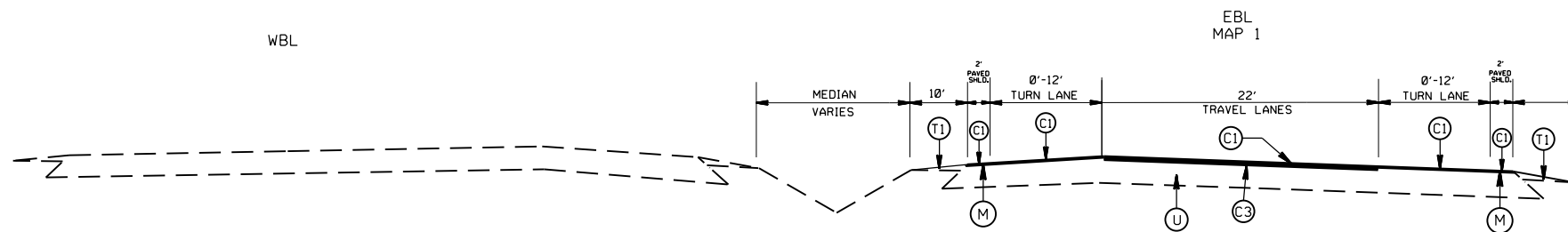


TYPICAL SECTION NO. 2
US 74 EB (MAP 1)
STA: 22+80 TO END OF MAP

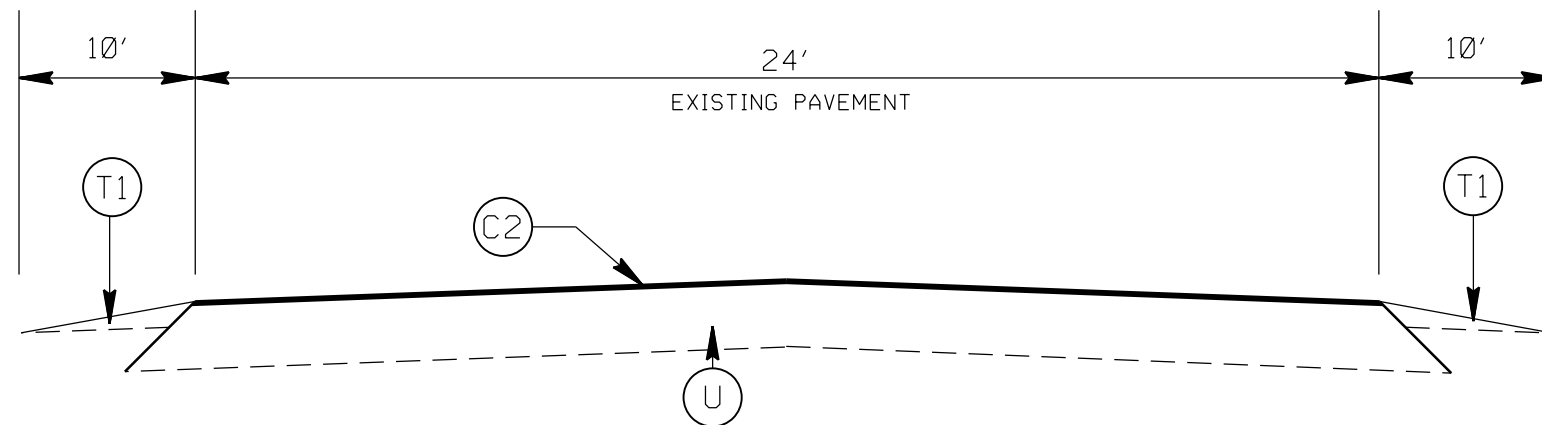
2020-2021
ANSON COUNTY RESURFACING

SCALE	-NA-		REVISIONS
DATE	08/19		
DWG. BY	AMO		
DESIGN BY	AMO		
APPROVED	CLA		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2021CPT.10.05.10041 2021CPT.10.05.20041 2021CPT.10.05.20042	6	
F.A. PROJECT NO.			



TYPICAL SECTION NO. 3
US 74 EB (MAP 1)
TURN LANES



TYPICAL SECTION NO. 4
US 52 SOUTH (MAP 2)
APPROX. STA: 10+00 TO 16+50

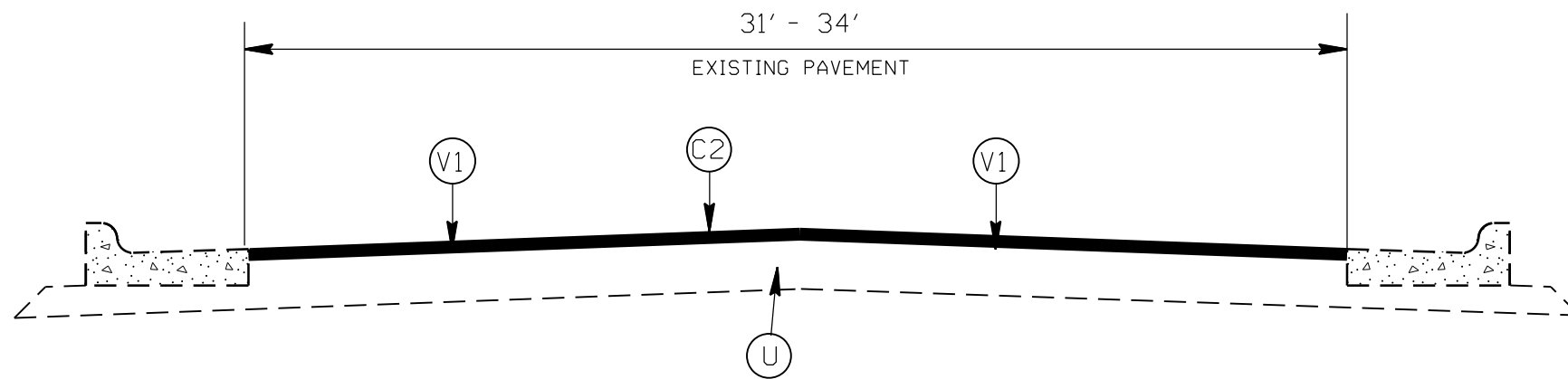
PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(C2)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
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(C4)	PROP. ASPHALT SURFACE TREATMENT, TRIPLE SEAL, (SEE S. P. FOR AGGREGATE TYPE.)
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(T1)	SHOULDER RECONSTRUCTION
(U)	EXISTING PAVEMENT
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(V2)	PROFILE MILLING OF EXISTING PAVEMENT, 0 - 2.0" DEPTH.
(V3)	MILLING 6" OF EXISTING ASPHALT PAVEMENT, 5" DEPTH. (SEE S.P. TRENCHING FOR BASE COURSE BY MILLING.)
(Z)	FULL DEPTH RECLAMATION

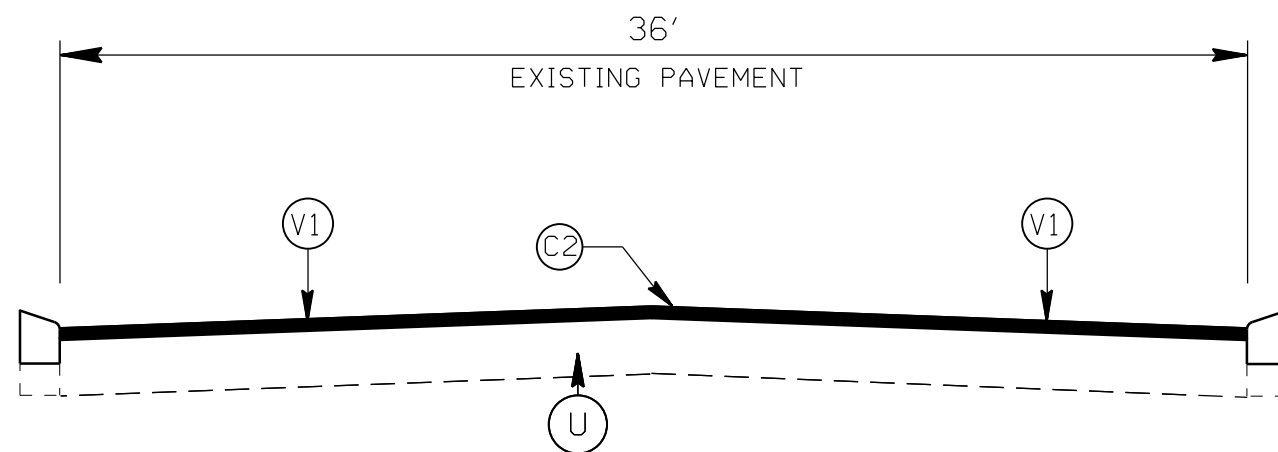
2020-2021
ANSON COUNTY RESURFACING

SCALE	-NA-		REVISIONS
DATE	08/19		
DWG. BY	AMO		
DESIGN BY	AMO		
APPROVED	CLA		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2021CPT.10.05.10041 2021CPT.10.05.20041 2021CPT.10.05.20042	7	
F.A. PROJECT NO.			



TYPICAL SECTION NO. 5
US 52 SOUTH (MAP 2)
APPROX. STA: 16+50 TO 34+55



TYPICAL SECTION NO. 6
US 52 SOUTH (MAP 2)
APPROX. STA. 34+55 TO 68+75

PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(C2)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(C3)	AST MAT COAT # 67
(C4)	PROP. ASPHALT SURFACE TREATMENT, TRIPLE SEAL, (SEE S. P. FOR AGGREGATE TYPE.)
(E1)	PROPOSED 5.0" ASPHALT CONC. BASE CORSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
(M)	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)
(T1)	SHOULDER RECONSTRUCTION
(U)	EXISTING PAVEMENT
(V1)	MILLING OF EXISTING PAVEMENT, 1.5" DEPTH.
(V2)	PROFILE MILLING OF EXISTING PAVEMENT, 0 - 2.0" DEPTH.
(V3)	MILLING 6" OF EXISTING ASPHALT PAVEMENT, 5" DEPTH. (SEE S.P. TRENCHING FOR BASE COURSE BY MILLING.)
(Z)	FULL DEPTH RECLAMATION

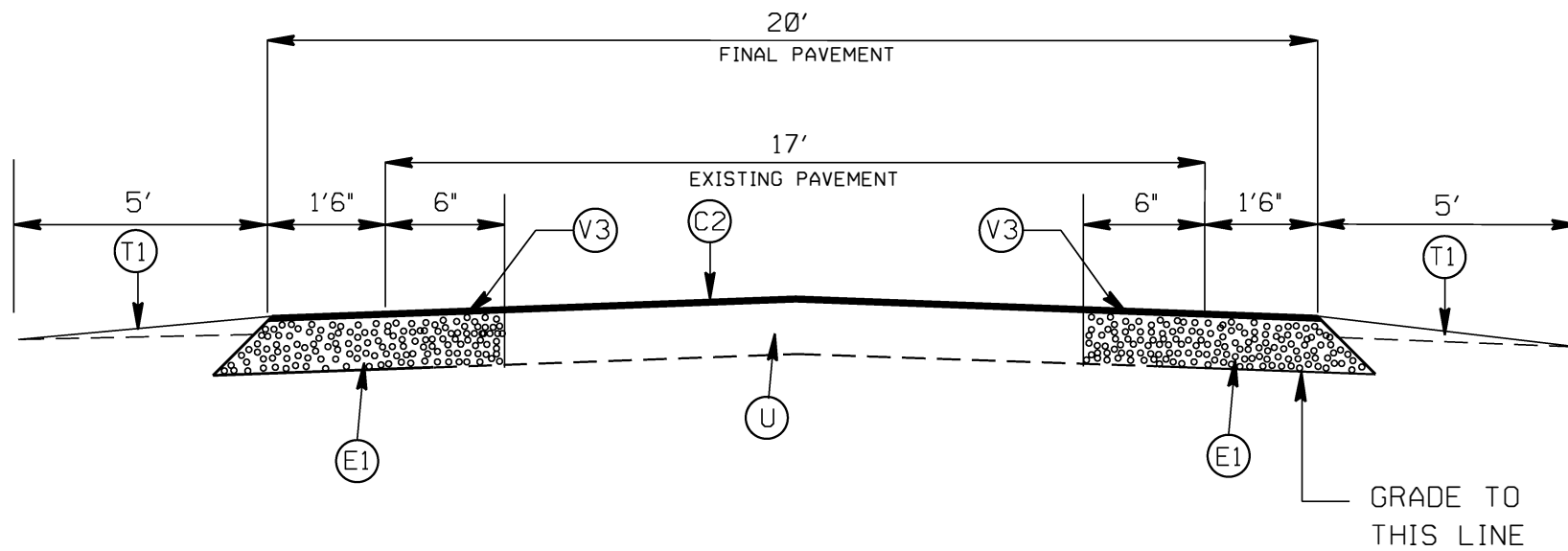
2020-2021
ANSON COUNTY RESURFACING

SCALE -NA-
DATE 08/19
DWG. BY AMO
DESIGN BY AMO
APPROVED CLA



REVISIONS

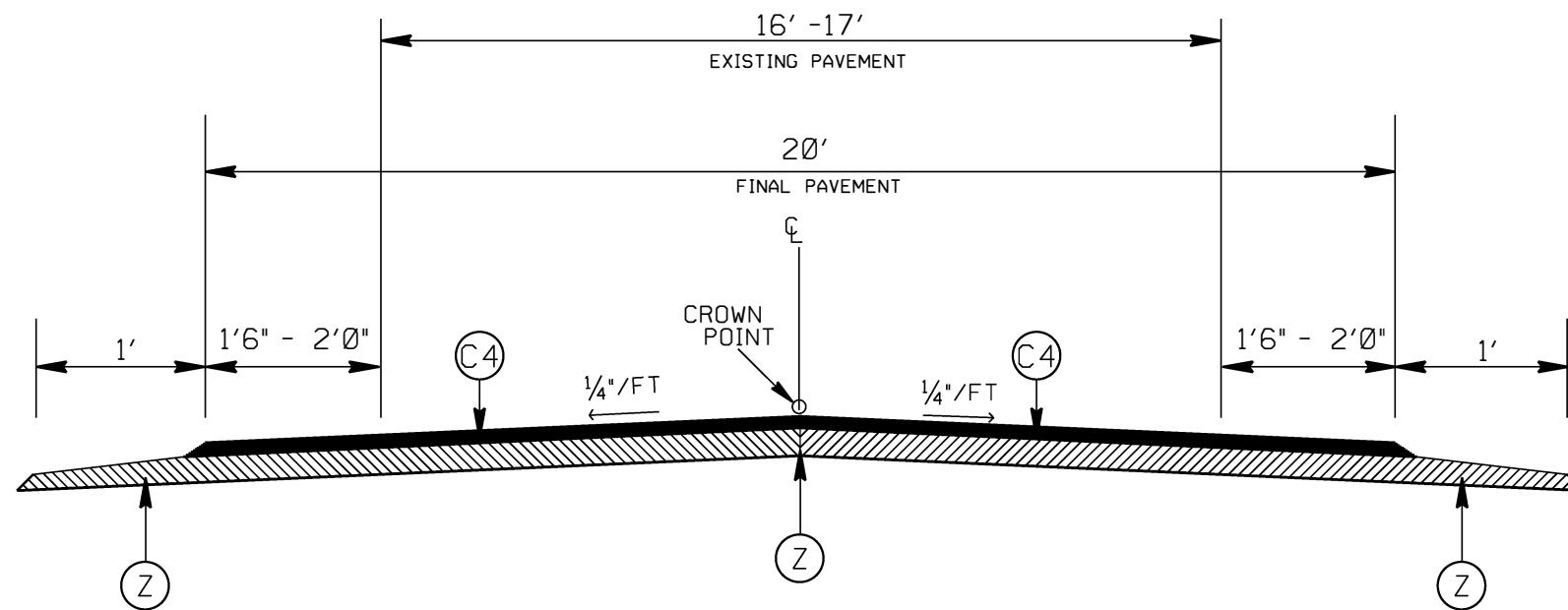
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2021CPT.10.05.10041 2021CPT.10.05.20041 2021CPT.10.05.20042	8	
F.A. PROJECT NO.			



TYPICAL SECTION NO. 7
SR 1821 COUNTRY CLUB ROAD (MAP 3)

PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(C2)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(C3)	AST MAT COAT # 67
(C4)	PROP. ASPHALT SURFACE TREATMENT, TRIPLE SEAL, (SEE S. P. FOR AGGREGATE TYPE.)
(E1)	PROPOSED 5.0" ASPHALT CONC. BASE CORSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
(M)	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)
(T1)	SHOULDER RECONSTRUCTION
(U)	EXISTING PAVEMENT
(V1)	MILLING OF EXISTING PAVEMENT, 1.5" DEPTH.
(V2)	PROFILE MILLING OF EXISTING PAVEMENT, 0 - 2.0" DEPTH.
(V3)	MILLING 6" OF EXISTING ASPHALT PAVEMENT, 5" DEPTH. (SEE S.P. TRENCHING FOR BASE COURSE BY MILLING.)
(Z)	FULL DEPTH RECLAMATION

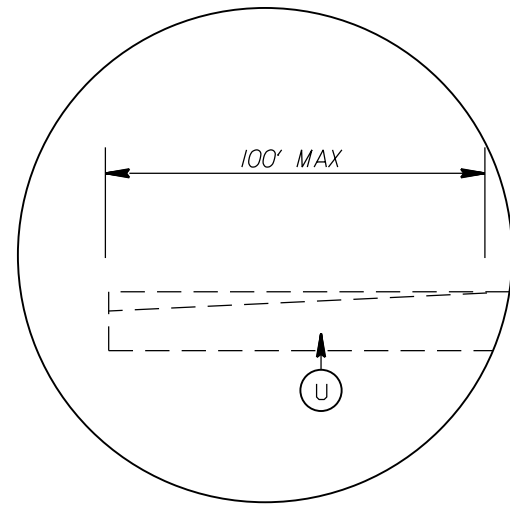


TYPICAL SECTION NO. 8
SR 1704 INGRAM MOUNTAIN ROAD (MAP 4)

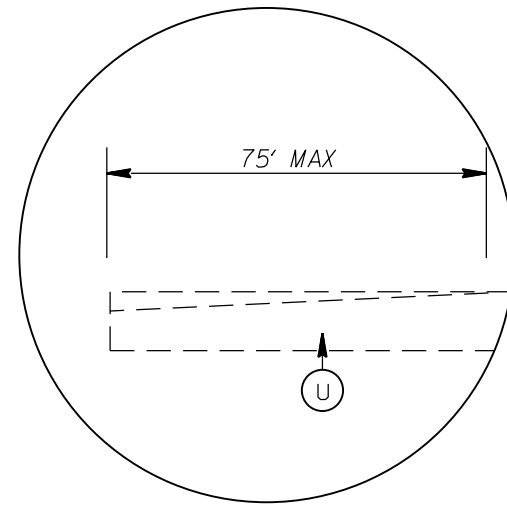
2020-2021
ANSON COUNTY RESURFACING

SCALE	-NA-		REVISIONS
DATE	08/19		
DWG. BY	AMQ		
DESIGN BY	AMQ		
APPROVED	CLA		

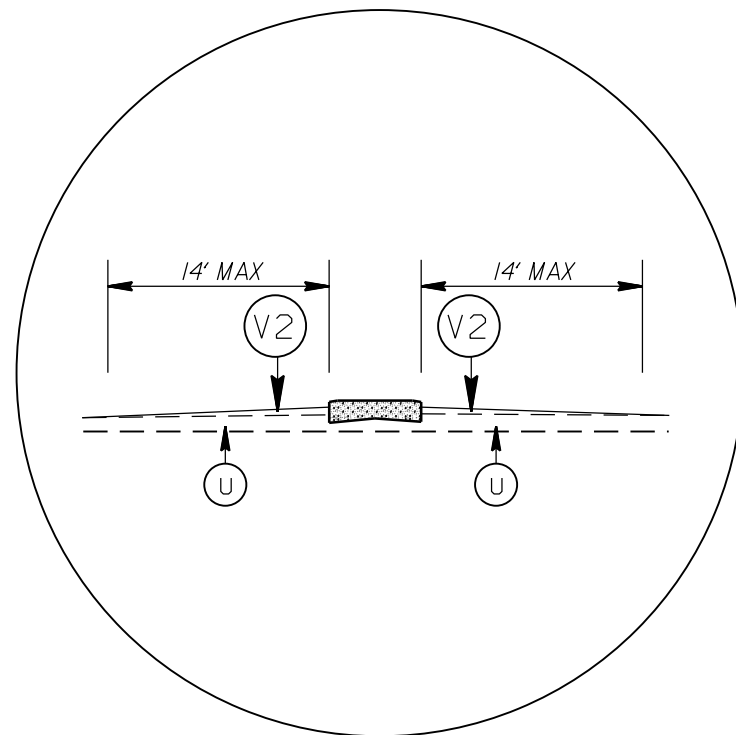
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2021CPT.10.05.10041 2021CPT.10.05.20041 2021CPT.10.05.20042	9	
F.A. PROJECT NO.			



DETAIL FOR INCIDENTAL MILLING (0" TO 2.0")

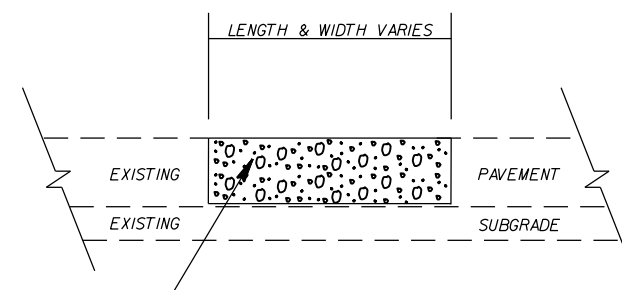


DETAIL FOR INCIDENTAL MILLING (0" TO 1.5")



DETAIL FOR PROFILE MILLING
AROUND CONCRETE ISLANDS
MAP 1

PATCHING DETAIL



RATE IS VARIABLE AND SHALL BE AS DIRECTED BY THE ENGINEER.
ASPHALT TYPE 119.0C SHALL BE PLACED.

PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(C2)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(C3)	AST MAT COAT # 67
(C4)	PROP. ASPHALT SURFACE TREATMENT, TRIPLE SEAL, (SEE S.P. FOR AGGREGATE TYPE.)
(E1)	PROPOSED 5.0" ASPHALT CONC. BASE CORSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
(M)	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)
(T1)	SHOULDER RECONSTRUCTION
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(V3)	MILLING 6" OF EXISTING ASPHALT PAVEMENT, 5" DEPTH. (SEE S.P. TRENCHING FOR BASE COURSE BY MILLING.)
(Z)	FULL DEPTH RECLAMATION

2020-2021
ANSON COUNTY RESURFACING

SCALE	-NA-		REVISIONS
DATE	08/19		
DWG. BY	AMO		
DESIGN BY	AMO		
APPROVED	CLA		

PROJECT NO.	SHEET NO.	TOTAL NO.
2021CPT.10.05.10041, Etc.	10	

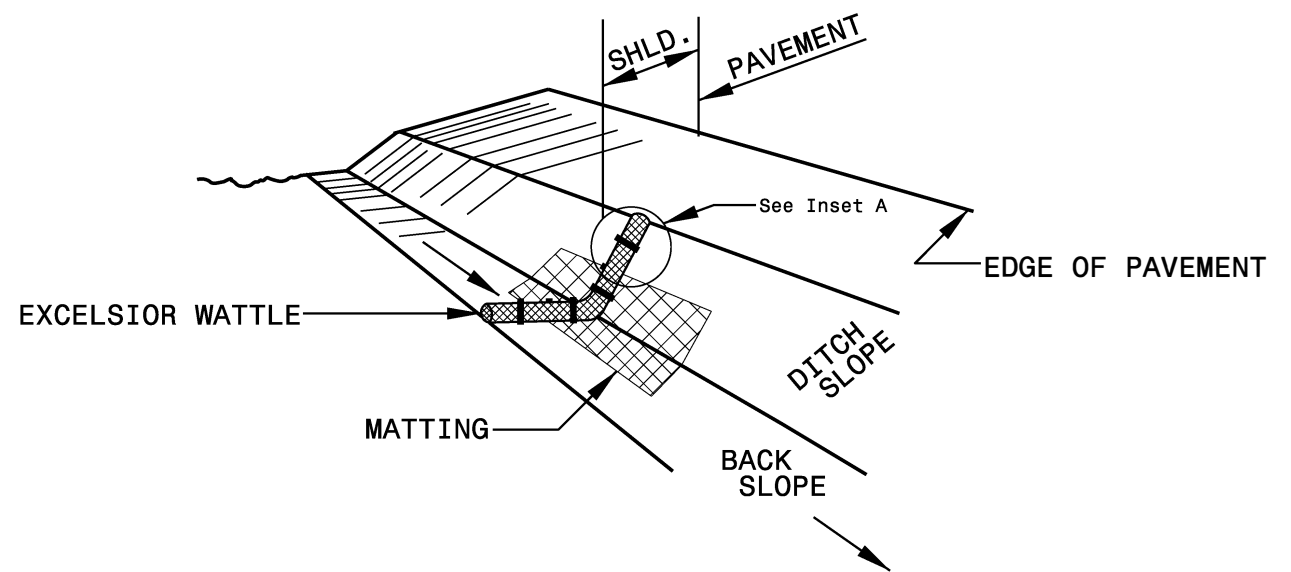
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0106000000-E	0241000000-E	1187000000-E	1220000000-E	1245000000-E	1297000000-E	1308000000-E	1330000000-E	1491000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	1775000000-E	1836000000-E	1838000000-E	1840000000-E	2612000000-E	2800000000-N	2830000000-N	2845000000-N													
												BORROW	GENERIC GRADING ITEM SOIL CEMENT BASE (FULL DEPTH RECLAMATION)	PORTLAND CEMENT FOR SOIL CEMENT BASE	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1 1/2" MILLING	0" TO 2" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5C	LEVELING COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, MATCOAT, #67 STONE	ASPHALT SURFACE TREATMENT, TRIPLE SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)	6" DRIVEWAYS	ADJ. OF CATCH BASIN	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX													
												MI	FT	CY	SY	TON	TONS	SMI	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	SY	SY	GAL	LF	SY	EA	EA	EA											
2021CPT.10.05.10041	Anson	1	US 74 EAST 20000074	FROM BRIDGE OVER BROWN CREEK TO SR 1249 OLD PRISON CAMP ROAD MILEPOST 6.75 TO 8.25	1,2,3	2	2WD	NO	NO	1.5	28-34		615		65	3.00		225	645		3,615	525	249	500	24,640		8,625	15,840																	
TOTAL FOR MAP NO. 1												1.5		615		65	3.00		225	645		3,615	525	249	500	24,640		8,625	15,840																
2021CPT.10.05.10041	Anson	2	US 52 SOUTH 20000052	FROM PVMT JT @ MORVEN SOUTHERN CITY LIMITS TO MORVEN NORTHERN CITY LIMITS MILEPOST 3.8 TO 4.9	4,5,6	2	2WU	NO	NO	1.1	24-36		40		40	0.25	20,766		200		2,110		127	400							6	1	1												
TOTAL FOR MAP NO. 2												1.1		40		40	0.25	20,766		200		2,110		127	400													6	1	1					
TOTAL FOR PROJ NO. 2021CPT.10.05.10041												2.6		655		105	3.25	20,766		225	845		5,725	525	376	900	24,640		8,625	15,840								6	1	1					
2021CPT.10.05.20041	Anson	3	SR 1821 COUNTRY CLUB ROAD 40001821	FROM SR 1852 GOLDMINE ROAD TO SR 1811 GATEWOOD ROAD MILEPOST 3.15 TO 4.49	7	2	2WU	NO	NO	1.34	20		205		175	2.70			333	990	1,500	730	179	500										175											
TOTAL FOR MAP NO. 3												1.34		205		175	2.70			333	990	1,500	730	179	500													175							
TOTAL FOR PROJ NO. 2021CPT.10.05.20041												1.34		205		175	2.70			333	990	1,500	730	179	500														175						
2021CPT.10.05.20042	Anson	4	SR 1704 INGRAM MOUNTAIN RD 40001704	FROM SR 1727 DAISY ROAD TO SR 1703 STANBACK FERRY ROAD MILEPOST 5.62 TO 10.11	8	2	2WU	NO	NO	4.49	20			57,975.00	2,029.00												52,704	40,060																	
TOTAL FOR MAP NO. 4												4.49																										52,704	40,060						
TOTAL FOR PROJ NO. 2021CPT.10.05.20042												4.49																													52,704	40,060			
GRAND TOTAL												8.43		860		57,975.00	2,029.00	280	5.95	20,766	225	1,178	990	7,225	1,255	555	1,400	24,640	52,704	48,685	15,840	175	6	1	1										

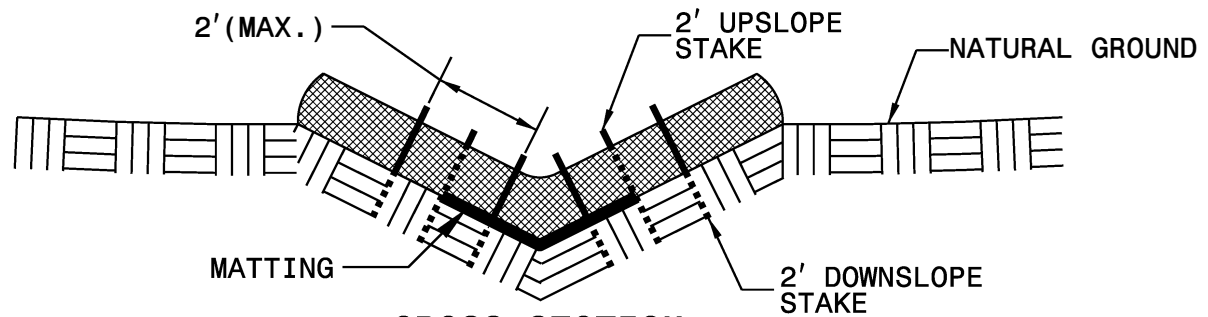
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4510000000-E	4695000000-E	4725000000-E			4810000000-E		4890000000-E			4905000000-N	6000000000-E	6009000000-E	6012000000-E	6071010000-E	6071020000-E													
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	8" X 90 M WHITE THERMO	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & LT ARROW 90 M	4" YELLOW PAINT	4" WHITE PAINT	THERMOPLASTIC PAVEMENT MARKING 4" 90 MIL WHITE (HRM)	THERMOPLASTIC PAVEMENT MARKING 4" 90 MIL YELLOW (HRM)	THERMOPLASTIC PAVEMENT MARKING 24" 90 MIL WHITE	SNOW PLOWABLE MARKERS	TEMPORARY SILT FENCE	STONE FOR EROSION CONTROL, CLASS B	SEDIMENT CONTROL STONE	WATTLE	POLYACRYLAMIDE (PAM)													
										MI	FT	SF	LS	HR	LF	EA	EA	EA	LF	LF	LF	EA	LF	TN	TN	LF	LB													
2021CPT.10.05.10041	Anson	1	US 74 EAST 20000074	FROM BRIDGE OVER BROWN CREEK TO SR 1249 OLD PRISON CAMP ROAD MILEPOST 6.75 TO 8.25	1,2,3	2	2WD	1.5	28-34				180	10	1						11,285	7,920	50	152	225	30	15	225	1											
TOTAL FOR MAP NO. 1										1.5		168.0	0.18	180	10	1						11,285	7,920	50	152	225	30	15	225	1										
2021CPT.10.05.10041	Anson	2	US 52 SOUTH 20000052	FROM PVMT JT @ MORVEN SOUTHERN CITY LIMITS TO MORVEN NORTHERN CITY LIMITS MILEPOST 3.8 TO 4.9	4,5,6	2	2WU	1.1	24-36				175	3	3	10,450	235			1,535	11,115	195	80	18	2	1	18													
TOTAL FOR MAP NO. 2										1.1		0.13	16	175	3	3	10,450	235		1,535	11,115	195	80	18	2	1	18													
TOTAL FOR PROJ NO. 2021CPT.10.05.10041										2.6		168.0	0.31	16	175	3	3	10,450	235		1,535	11,115	195	80	18	2	1	18												
2021CPT.10.05.20041	Anson	3	SR 1821 COUNTRY CLUB ROAD 40001821	FROM SR 1852 GOLDMINE ROAD TO SR 1811 GATEWOOD ROAD MILEPOST 3.15 TO 4.49	7	2	2WU	1.34	20				0.16																											
TOTAL FOR MAP NO. 3										1.34		0.16																												
TOTAL FOR PROJ NO. 2021CPT.10.05.20041										1.34		0.16																												
2021CPT.10.05.20042	Anson	4	SR 1704 INGRAM MOUNTAIN RD 40001704	FROM SR 1727 DAISY ROAD TO SR 1703 STANBACK FERRY ROAD MILEPOST 5.62 TO 10.11	8	2	2WU	4.49	20				502.0	0.53																										
TOTAL FOR MAP NO. 4										4.49		502	0.53																											
TOTAL FOR PROJ NO. 2021CPT.10.05.20042										4.49		502	0.53																											
GRAND TOTAL										8.43		670	1	16	355	10	4	3	133,658	28,575		12,820	19,035	245	232	1,993	207	104	1,993	5										

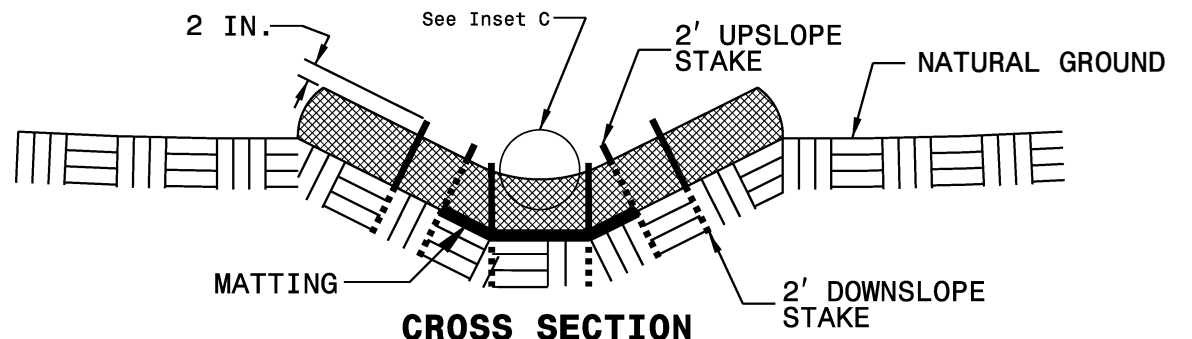
WATTLE WITH POLYACRYLAMIDE DETAIL



ISOMETRIC VIEW

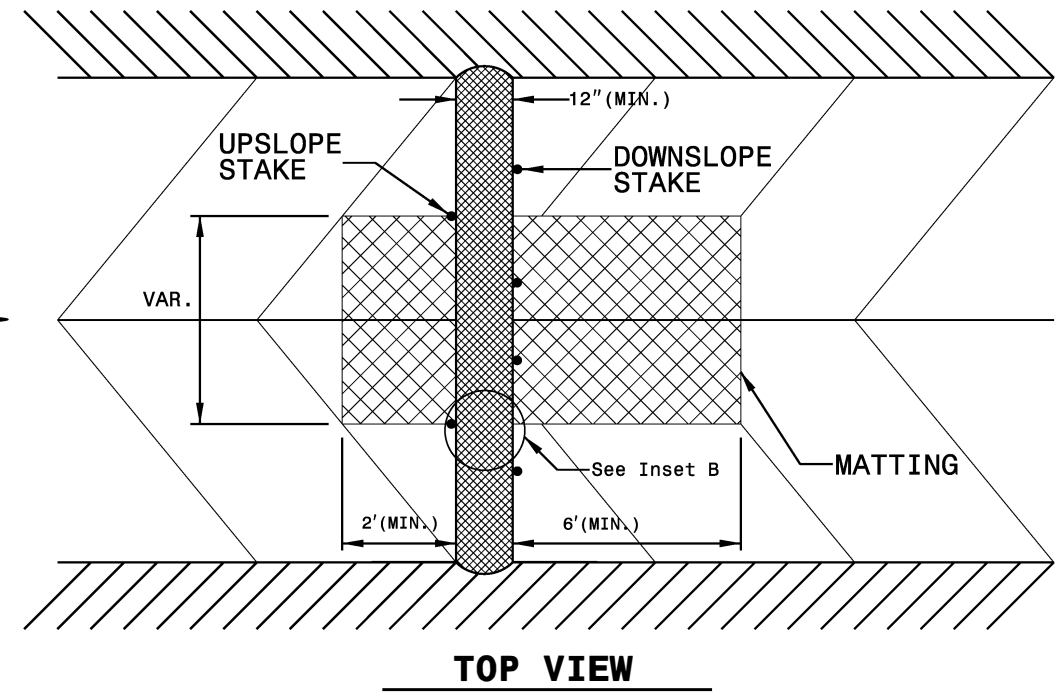
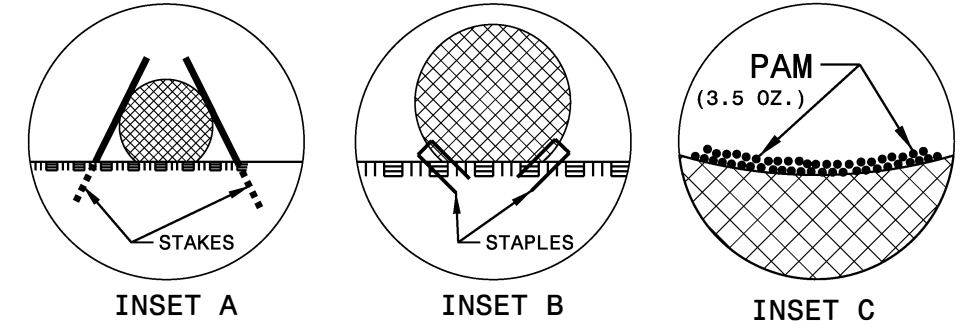


**CROSS SECTION
VEE DITCH**



**CROSS SECTION
TRAPEZOIDAL DITCH**

- NOTES:
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
 - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. CROSS SECTION.
 - 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.
 - PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.
 - INITIALLY APPLY 3.5 OUNCES OF ANIONIC OR NEUTRALLY CHARGED POLYACRYLAMIDE (PAM) OVER WATTLE WHERE WATER WILL FLOW AND AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.

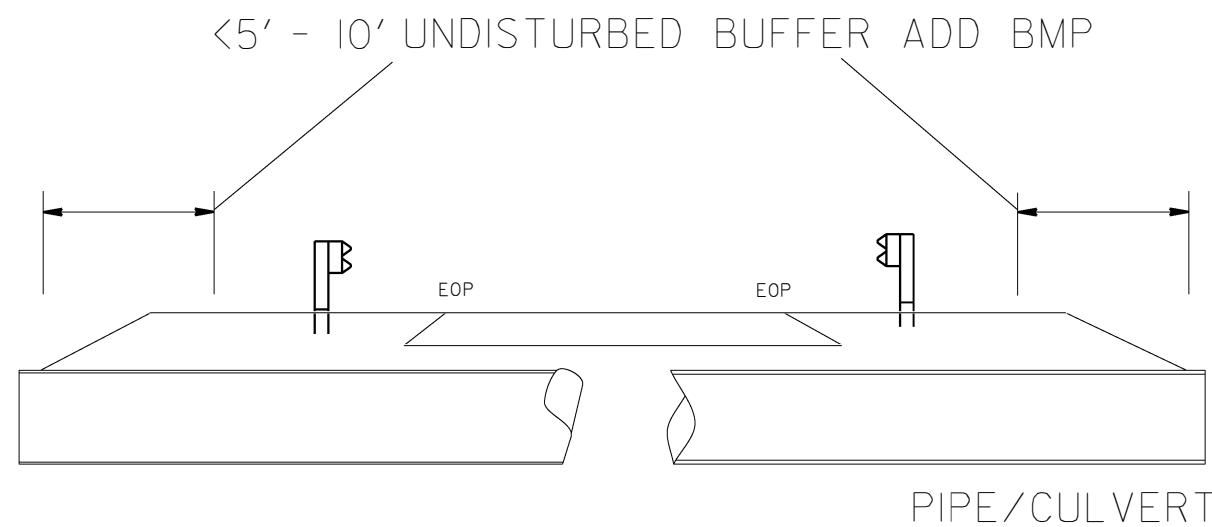


TOP VIEW

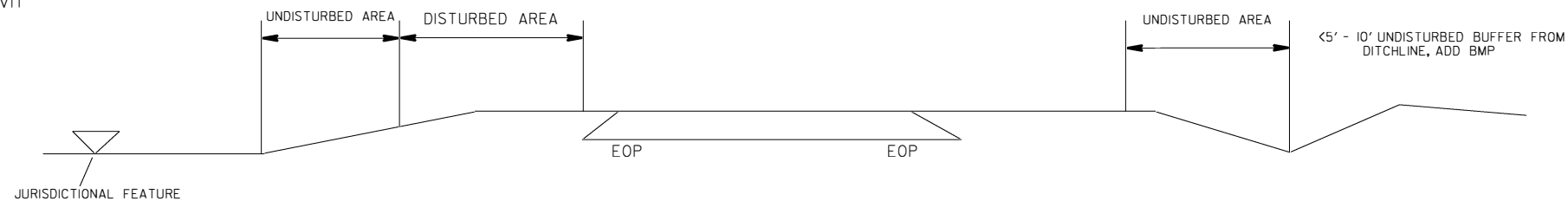
NOTES: LESS THAN 5' - 10' UNDISTURBED BUFFER FROM ROW, DITCHLINE, WATER FEATURE, OR DRAINAGE INLET, ADD BMP.

BMP OPTIONS: WATTLE OR SILT FENCE

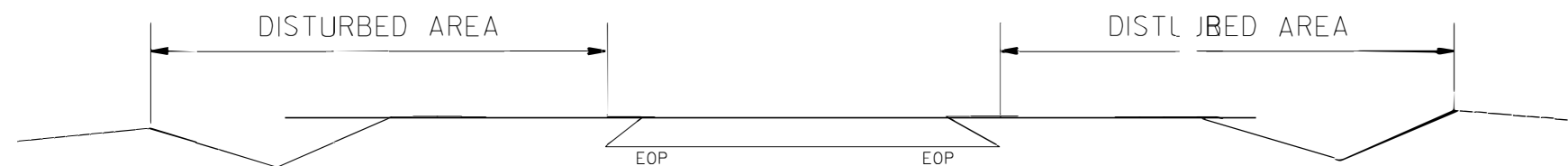
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2021CPT.10.05.10041 2021CPT.10.05.20041 2021CPT.10.05.20042	12	
F.A. PROJECT NO.			



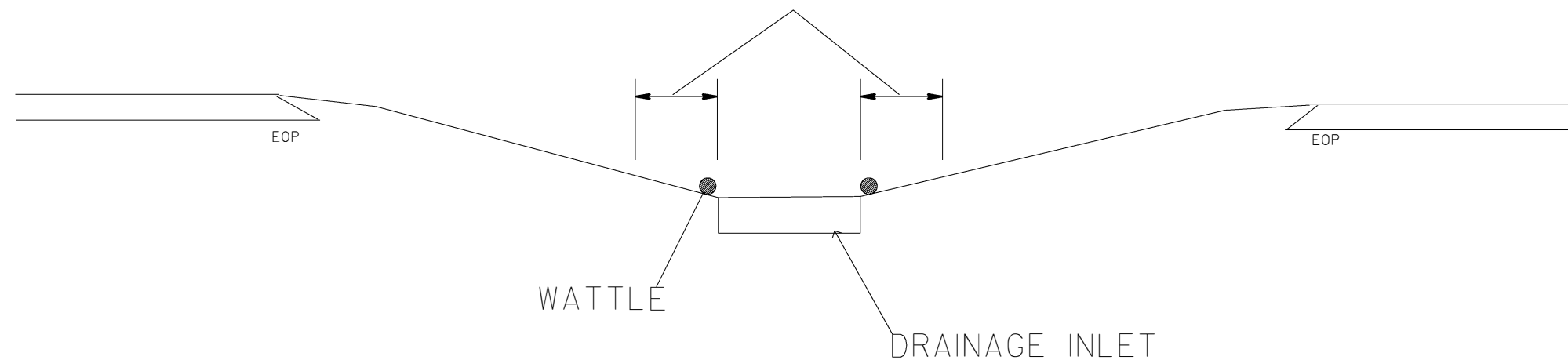
<5' - 10' UNDISTURBED BUFFER FROM JURISDICTIONAL FEATURE ADD BMP



USE BMP'S IF SHOULDERS AND/OR FRONTSLOPES AND/OR DITCHLINE AND/OR BACKSLOPES ARE DISTURBED



<5' - 10' UNDISTURBED BUFFER FROM INLET, ADD WATTLE



EROSION CONTROL DETAIL




SCALE	-NA-
DATE	08/18
DWG. BY	AMO
DESIGN BY	AMO
APPROVED	CLA

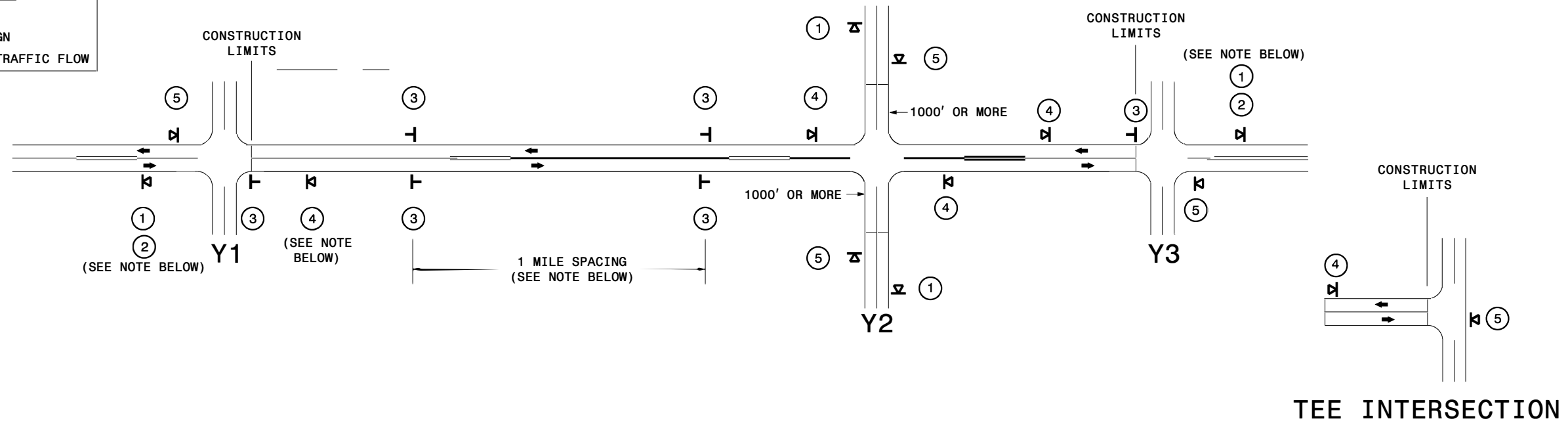


REVISIONS	

SIGNING FOR ASPHALT SURFACE TREATMENT








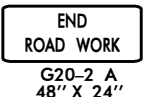
LEGEND

-  PORTABLE SIGN
-  STATIONARY SIGN
-  DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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>STATIONARY SIGNING NOT REQUIRED FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, 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 style="text-align: center;">  W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;">  W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	②	 NEXT XX MILES W7-3aP 24" X 18"	- 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.	
	③	 W8-7 48" X 48"	- ALTERNATE THE FOLLOWING TWO SIGNS: - STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT". - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.	
	④	 UNMARKED PAVEMENT SP 48" X 48"	- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	⑤	 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 OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.		

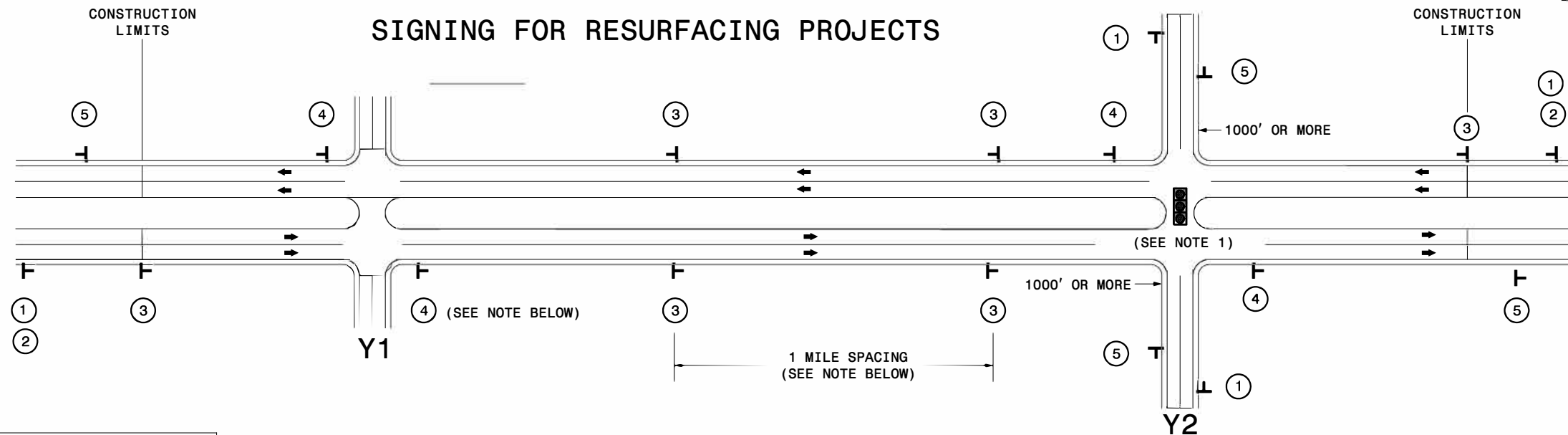
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

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



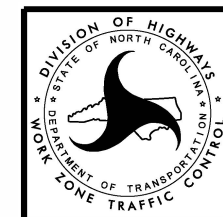
LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>① W20-1 48" X 48"</p> <p>② 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>#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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div> <p>NOTES:</p> <ol style="list-style-type: none"> 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.
	<p>③ SP 13107 48" X 48"</p> <p>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>	
	<p>④ 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. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p>	
	<p>⑤ G20-2 A 48" X 24"</p> <p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

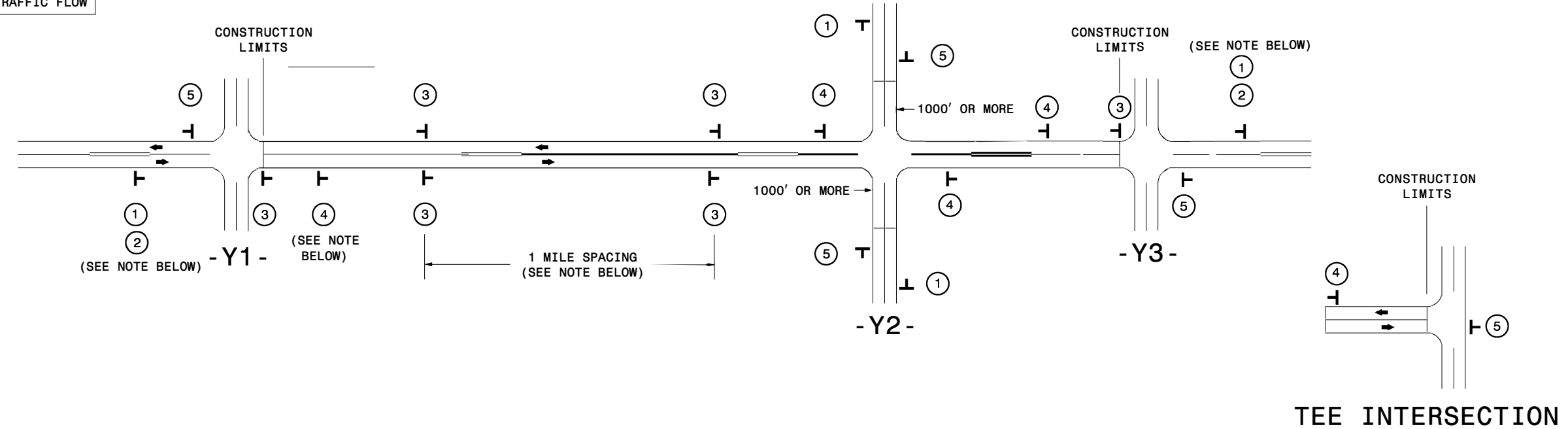
06-SEP-2019 13:35 C:\User\gou\Documents\MacOuten\Documents\CONTRACTS\Resurfacing\Resurfacing_Raleigh Let Contract\2020-2021\Anson\Resurfacing Typicals\Anson 2020-2021.dgn AT DIVIC-301887



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







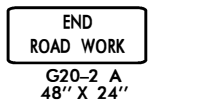
SIGNING FOR RESURFACING PROJECTS

LEGEND
 STATIONARY SIGN
 DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, 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 style="text-align: center;">  W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;">  W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	②	 W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN CONSTRUCTION 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"> - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER. 	
	④	 SP 13106 48" X 48"	<ul style="list-style-type: none"> - 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE. 	
	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.	

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.

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.



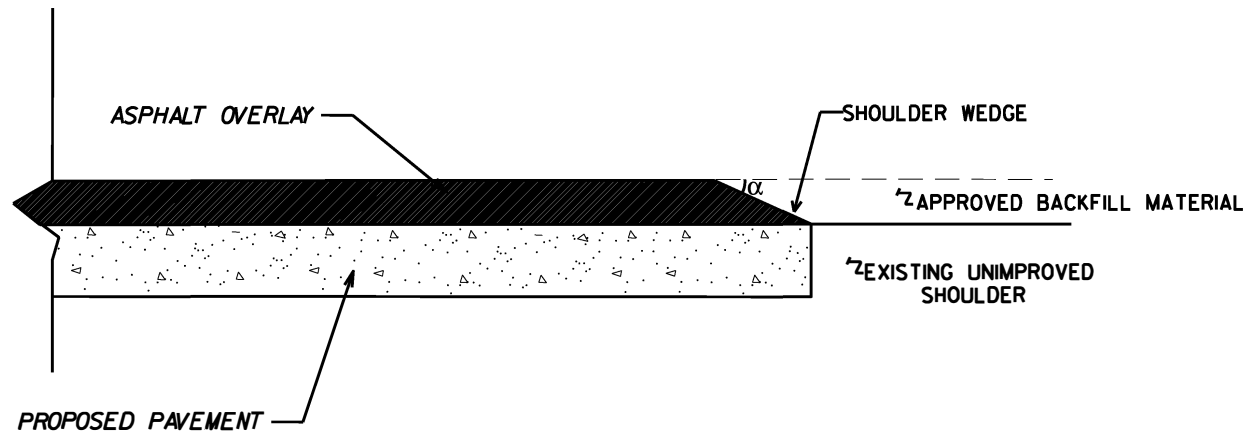
ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

06-SEP-2019 13:38 C:\Users\mccouten\Documents\CONTRACTS\Resurfacing_Raleigh Let Contract\2020-2021\Anson\Resurfacing_Typicals\Anson 2020-2021.dgn AT: DMV-501887

NOTES:

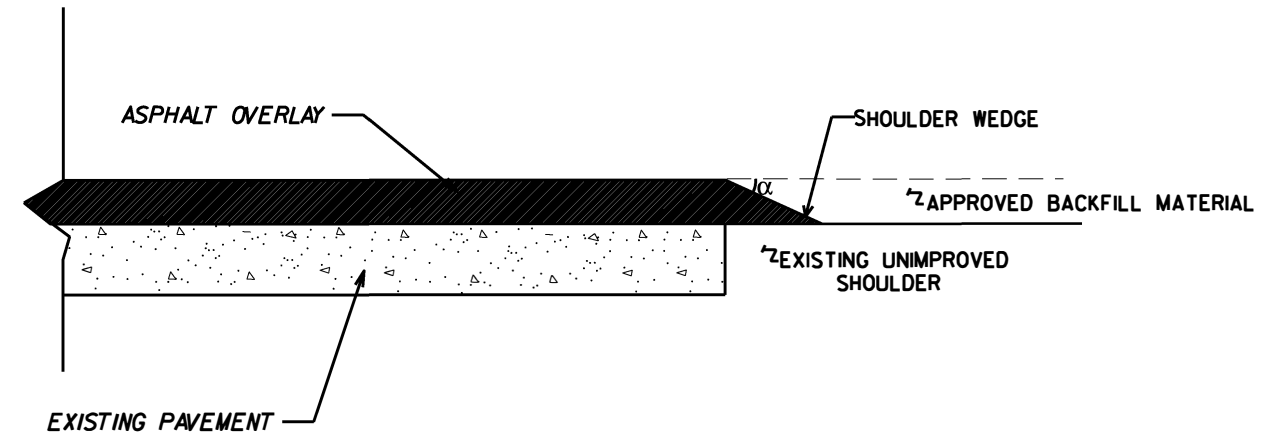
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2021CPT.10.05.10041 2021CPT.10.05.20041 2021CPT.10.05.20042	16	
F.A. PROJECT NO.			



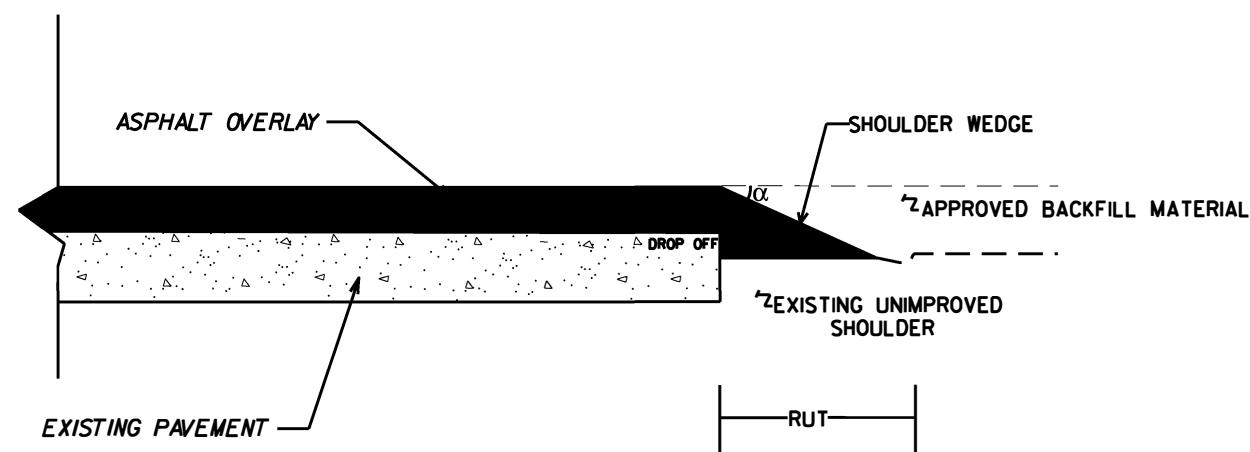
SHOULDER WEDGE DETAIL

(RESURFACING PROJECTS W/ WIDENING OR WITH EXISTING PAVED SHOULDER HAVING NO DROPOFFS)




SHOULDER WEDGE DETAIL

(RESURFACING PROJECTS W/ NO WIDENING)



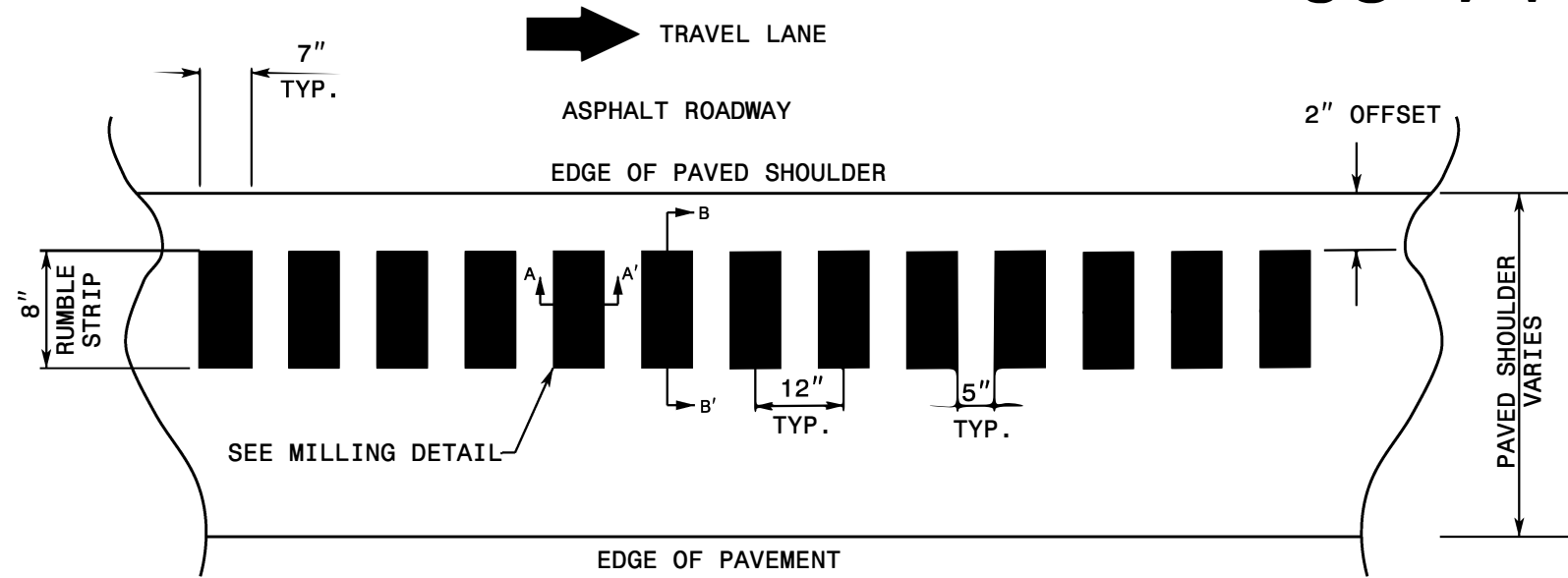
SHOULDER WEDGE DETAIL
(RESURFACING ADJACENT TO RUTTED SHOULDER)

$\alpha = 30$ DEGREES

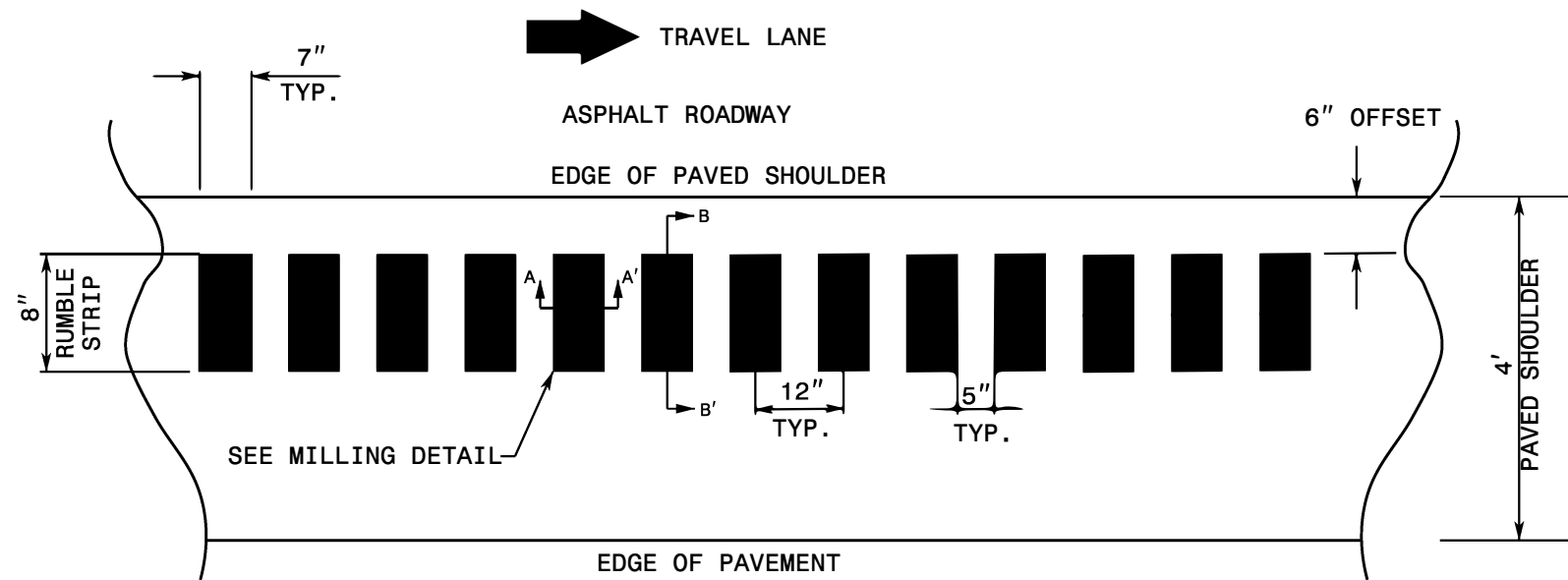
SHOULDER WEDGE DETAILS			
SCALE	-NA-		REVISIONS
DATE	08/18		
DWG. BY	AMO		
DESIGN BY	AMO		
APPROVED	CLA		

US 74

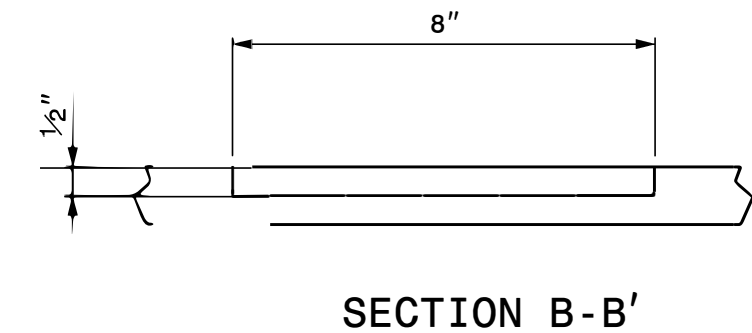
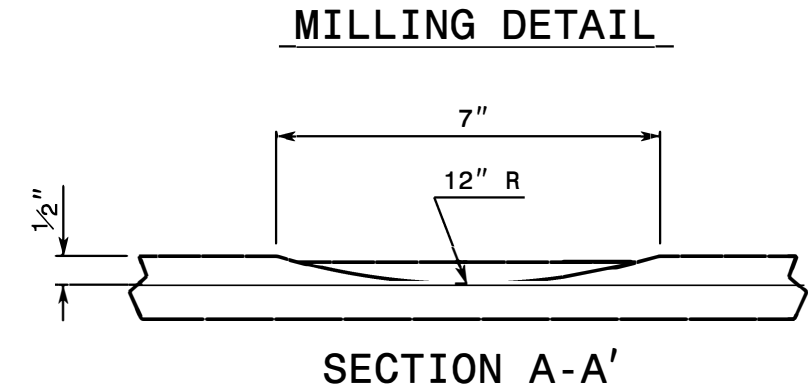
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2021CPT.10.05.10041	17	
F.A. PROJECT NO.			



PAVED SHOULDERS DETAIL A



PAVED SHOULDERS DETAIL B



NOTE:

- 1) USING A VACUUM, REMOVE ALL DEBRIS FROM THE MILLINGS JUST PRIOR TO PLACING ANY PAVEMENT MARKINGS.
- 2) ENSURE GLASS BEADS ARE SPREAD UNIFORMLY OVER THE ENTIRE SURFACE OF THE PAVEMENT MARKING MATERIAL.
- 3) SEE NCDOT STD 665.01 SHEET 2 OF 2 FOR TREATMENT AT INTERSECTIONS.

MILLED RUMBLE STRIP DETAIL

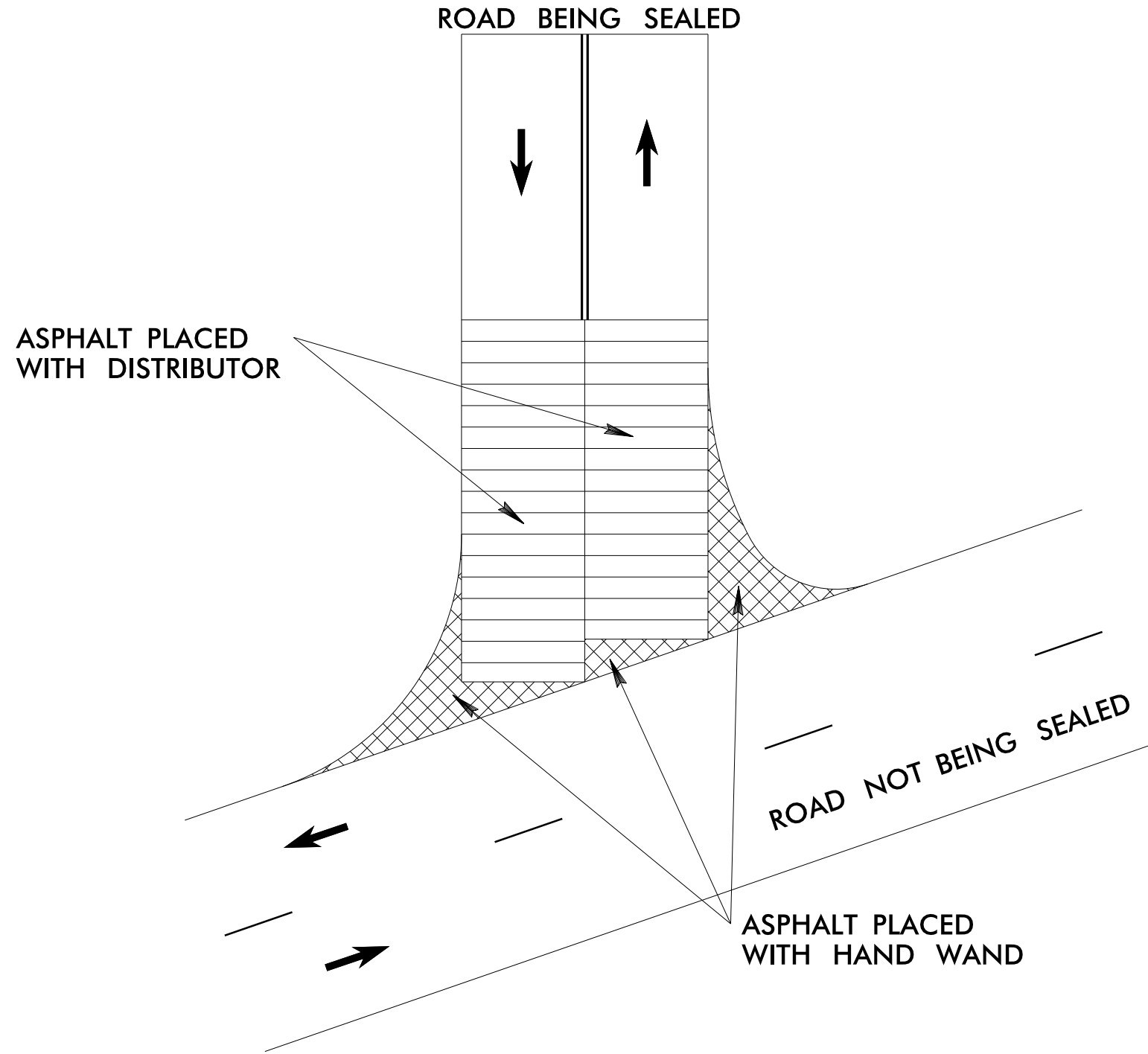
SCALE	N/A
DATE	MAR 2018
DWG. BY	TBL
DESIGN BY	TWB
APPROVED	TWB



REVISIONS	

INTERSECTION EMULSION PLACEMENT TWO LANE TWO WAY ROADWAY

PROJECT NO.	SHEET NO.
202ICPT.10.05.10041	18
F.A. PROJECT NO.	



LEGEND

- DIRECTION OF TRAFFIC FLOW
- SKIP LINES
- DOUBLE YELLOW LINES

INTERSECTION EMULSION PLACEMENT

SCALE	N/A
DATE	9-2019
DWG. BY	TBL
DESIGN BY	TBL
APPROVED	TWB



REVISIONS	