

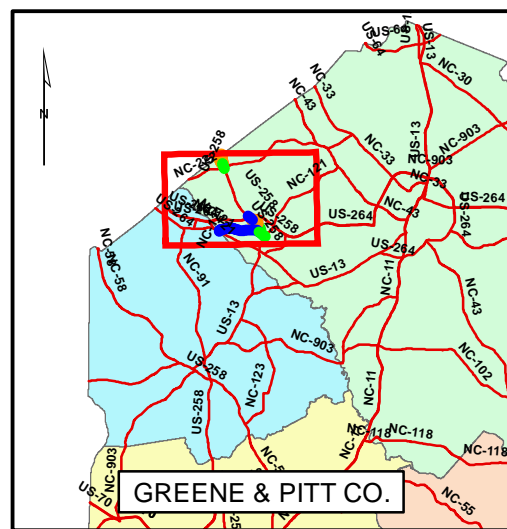
PROJECT REFERENCE NO.	SHEET NO.
DB00333	1

GREENE & PITT COUNTY

DB00333
WBS# 2017CPT.02.20.10741.4



NCDOT
 DIVISION 2

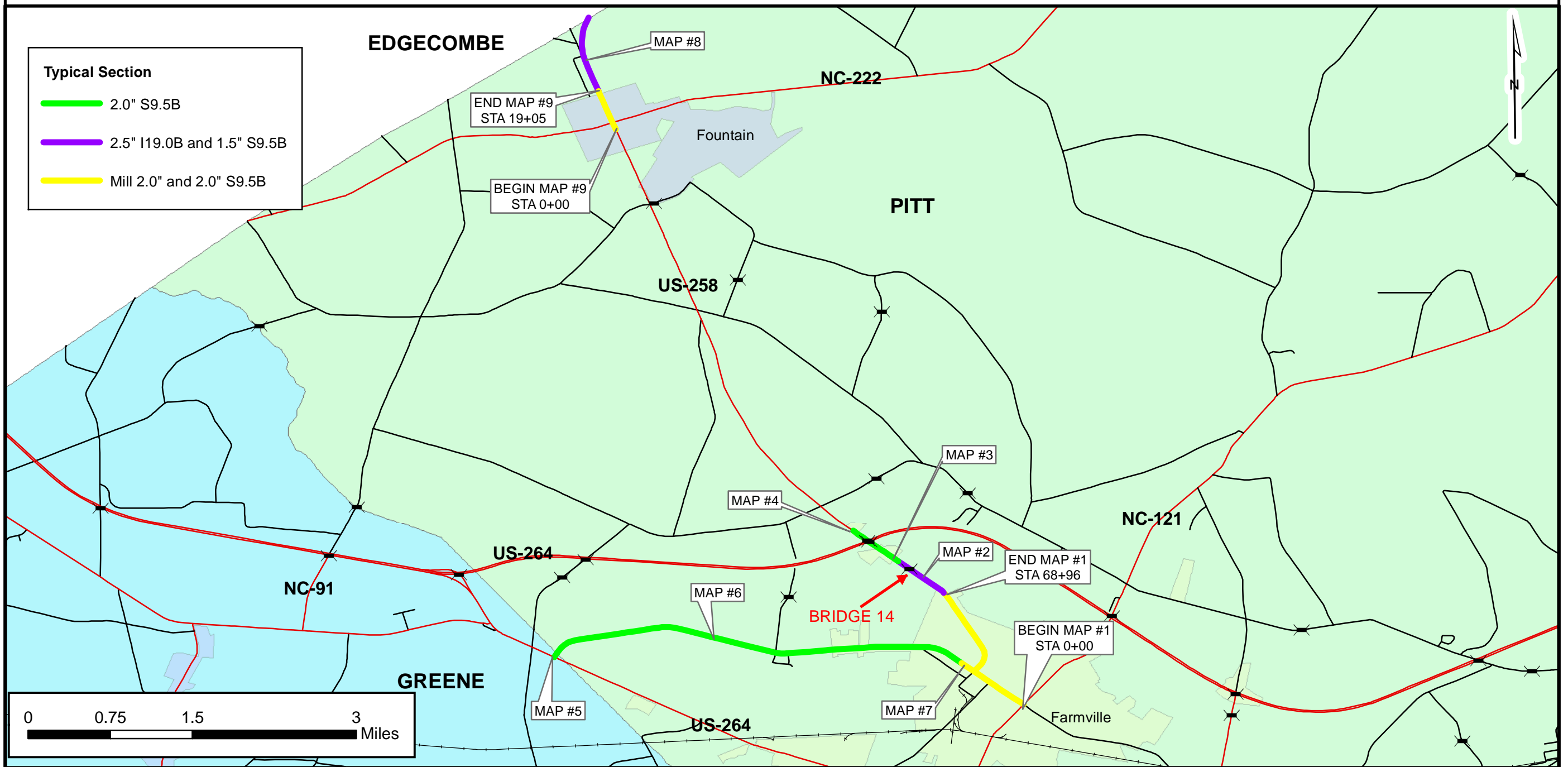


LOCATION:

- MAP 1 - US 258 BUS FROM NC 121 TO FARMVILLE C&G
- MAP 2 - US 258 BUS FROM FARMVILLE C&G TO PAVEMENT WIDENING
- MAP 3 - US 258 BUS FROM PAVEMENT WIDENING TO US 264
- MAP 4 - US 258 FROM US 258 TO NEW PAVEMENT
- MAP 5 - NC 121 FROM US 264 ALT TO PITT COUNTY

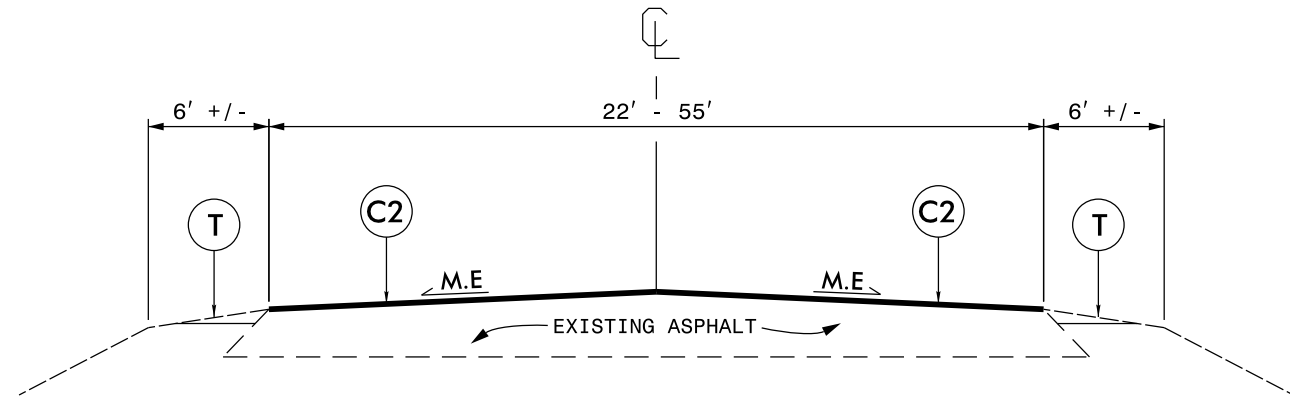
- MAP 6 - NC 121 FROM GREENE COUNTY TO FARMVILLE C&G
- MAP 7 - NC 121 FROM FARMVILLE C&G TO US 258 BUS
- MAP 8 - US 258 FROM EDGECOMBE COUNTY TO FOUNTAIN C&G
- MAP 9 - US 258 FROM FOUNTAIN C&G TO LANG STREET

TYPE OF WORK: MILLING, STRENGTHENING, RESURFACING & SHOULDER RECONSTRUCTION.



TYPICAL SECTION NO. 1

MAP 3 – US 258 BUS FROM THE PAVEMENT WIDENING TO US 264
 MAP 4 – US 258 FROM US 264 TO NEW PAVEMENT
 MAP 5 – NC 121 FROM US 264 ALT TO PITT COUNTY LINE
 MAP 6 – NC 121 FROM GREENE COUNTY LINE TO FARMVILLE C&G SECTION

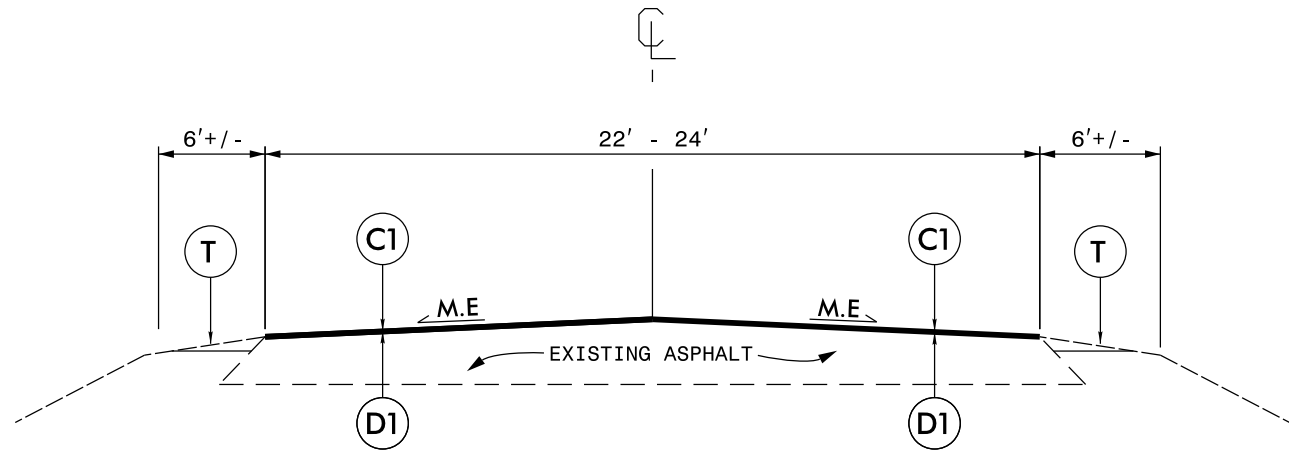


NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER. SEE DETAIL 1.

TYPICAL SECTION NO. 2

MAP 2 – US 258 BUS FROM FARMVILLE C&G TO PAVEMENT WIDENING
 MAP 8 – US 258 FROM FOUNTAIN C&G TO EDGEcombe COUNTY LINE



NOTES:

1. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER, SEE DETAIL 1.

PAVEMENT SCHEDULE

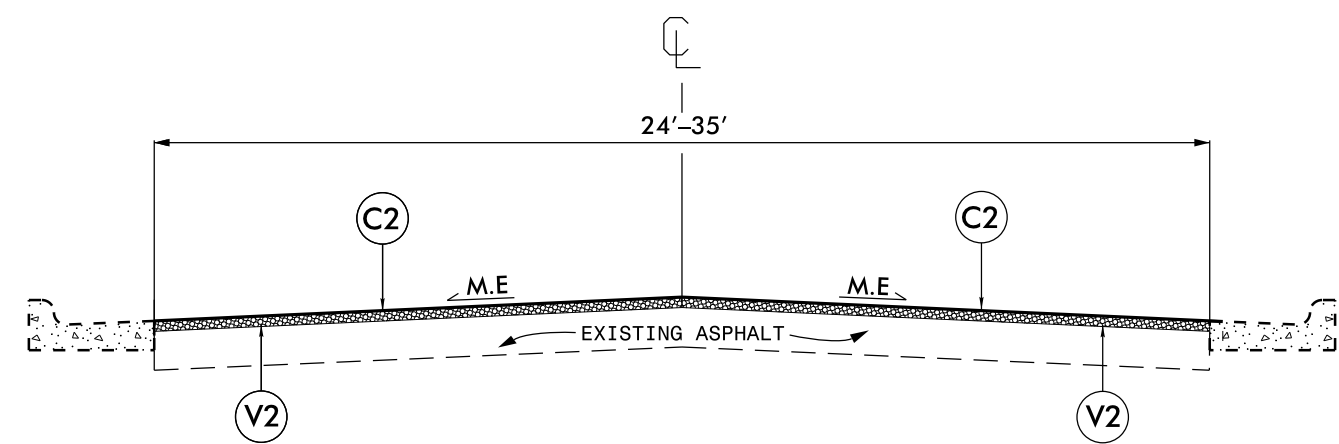
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S 9.5B, AT AN AVERAGE RATE OF 168.0 LBS. PER SQ. YD.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S 9.5B, AT AN AVERAGE RATE OF 224.0 LBS. PER SQ. YD.
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	2" DEPTH MILLING.
V3	0" - 2" DEPTH MILLING.

DRAWINGS NOT TO SCALE

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

TYPICAL SECTION NO. 3

MAP 1 - US 258 BUS FROM NC 121 TO END OF FARMVILLE C&G SECTION
 MAP 7 - NC 121 FROM END OF FARMVILLE C&G SECTION TO US 258 BUS
 MAP 9 - US 258 FROM LANG STREET TO END OF FOUNTAIN C&G SECTION

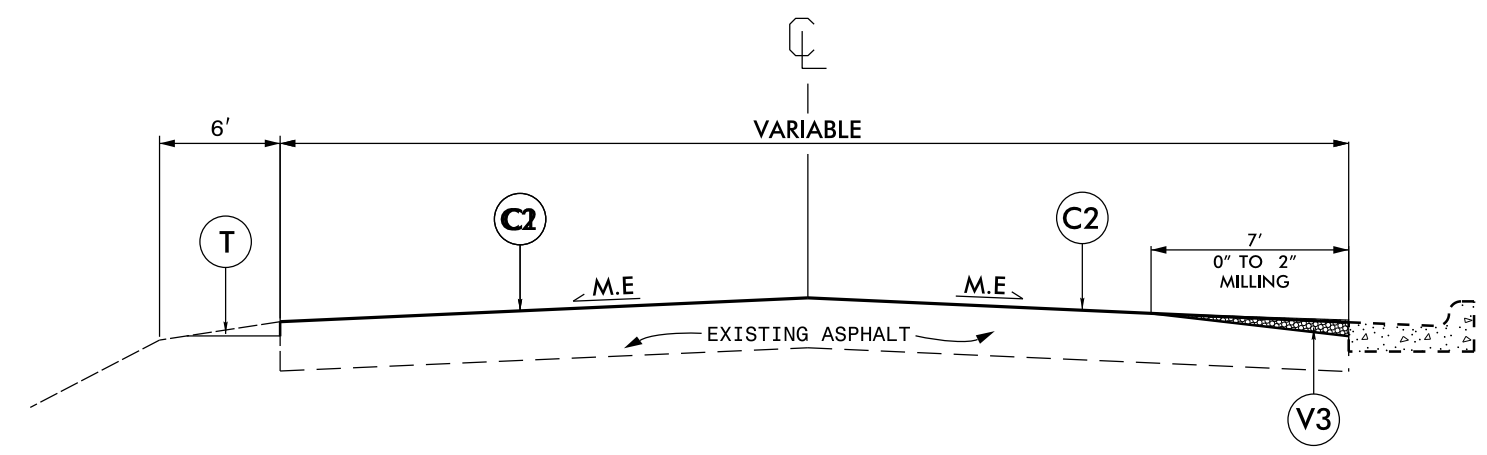


NOTE:

1. INCLUDED MILLING 2" FOR THE ENTIRE WIDTH OF THE ROADWAY, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE, Y-LINE AND BRIDGE APPROACHES OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 1 & 2.

TYPICAL SECTION (C&G/SHOULDER COMBINED)

MAP 3 - RIGHT TURN LANE SECTION INTO HESS GAS STATION
 MAP 9 - C&G SECTION FROM MILL STREET TO 4TH STREET



NOTE:

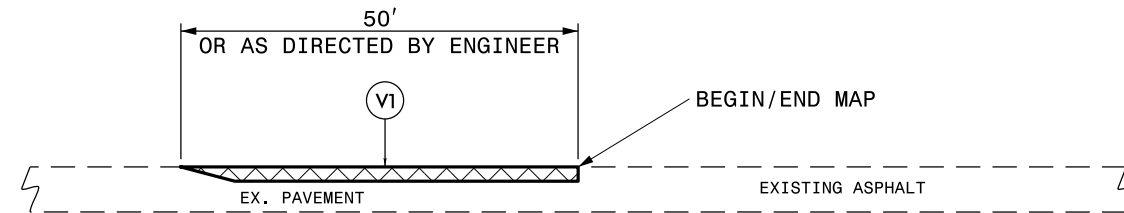
1. MILL 0" TO 2" FOR 7' WIDE SECTION, TO OBTAIN A MINIMUM OF 2" MILLED DEPTH AT THE LIP OF CURB AND GUTTER, AS DIRECTED BY THE ENGINEER.
3. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
4. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE, Y-LINE SECTIONS AND BRIDGE APPROACHES, AS DIRECTED BY THE ENGINEER. SEE DETAIL 1 & 2.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S 9.5B, AT AN AVERAGE RATE OF 168.0 LBS. PER SQ. YD.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S 9.5B, AT AN AVERAGE RATE OF 224.0 LBS. PER SQ. YD.
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	2" DEPTH MILLING.
V3	0" - 2" DEPTH MILLING.
DRAWINGS NOT TO SCALE	

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

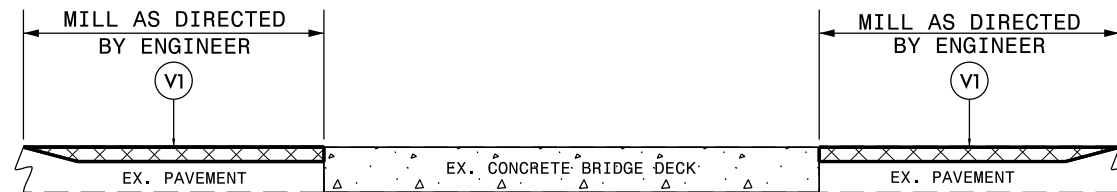
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

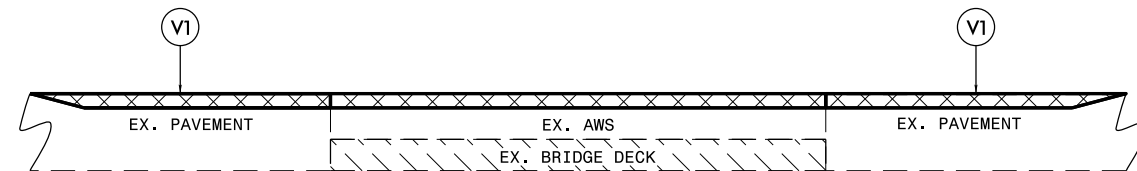
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

- MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.

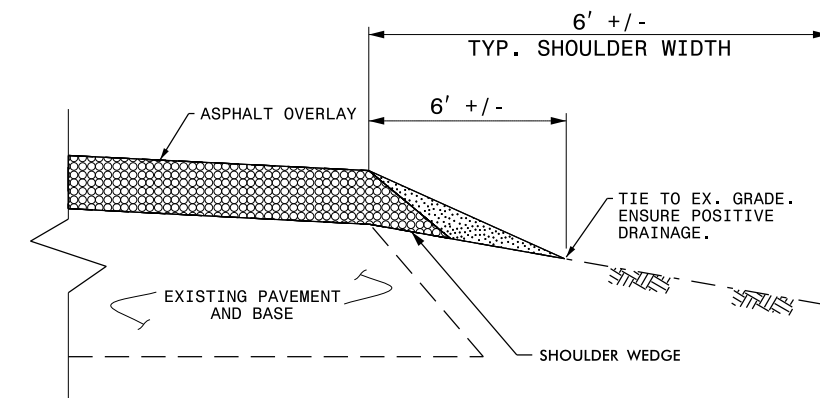


DETAIL 3
BRIDGE MILLING

NOTE:

- INCLUDES MILLING FOR THE ENTIRE WIDTH OF THE BRIDGE WEARING SURFACE, AS DIRECTED BY THE ENGINEER.
- PERFORM 1 1/2" MILLING ACROSS THE EXISTING BRIDGE WEARING SURFACE FOR PITT COUNTY BRIDGE NUMBER #14 ON MAP #2. DO NOT PLACE INTERMEDIATE COURSE ACROSS BRIDGE #14. TIE INTERMEDIATE TO EACH SIDE OF BRIDGE AS DIRECTED BY THE ENGINEER AND CAP WITH 2" OF S 9.5B.

SHOULDER RECONSTRUCTION TYPICAL

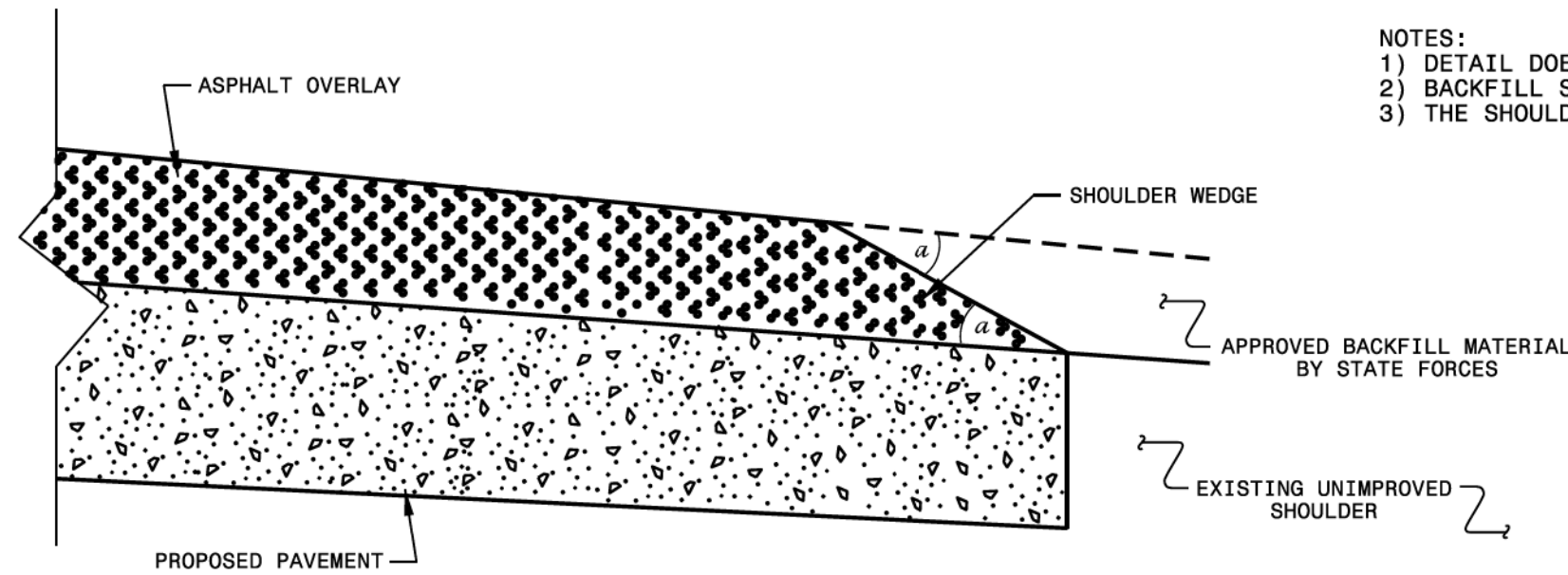


SHOULDER RECONSTRUCTION DETAIL

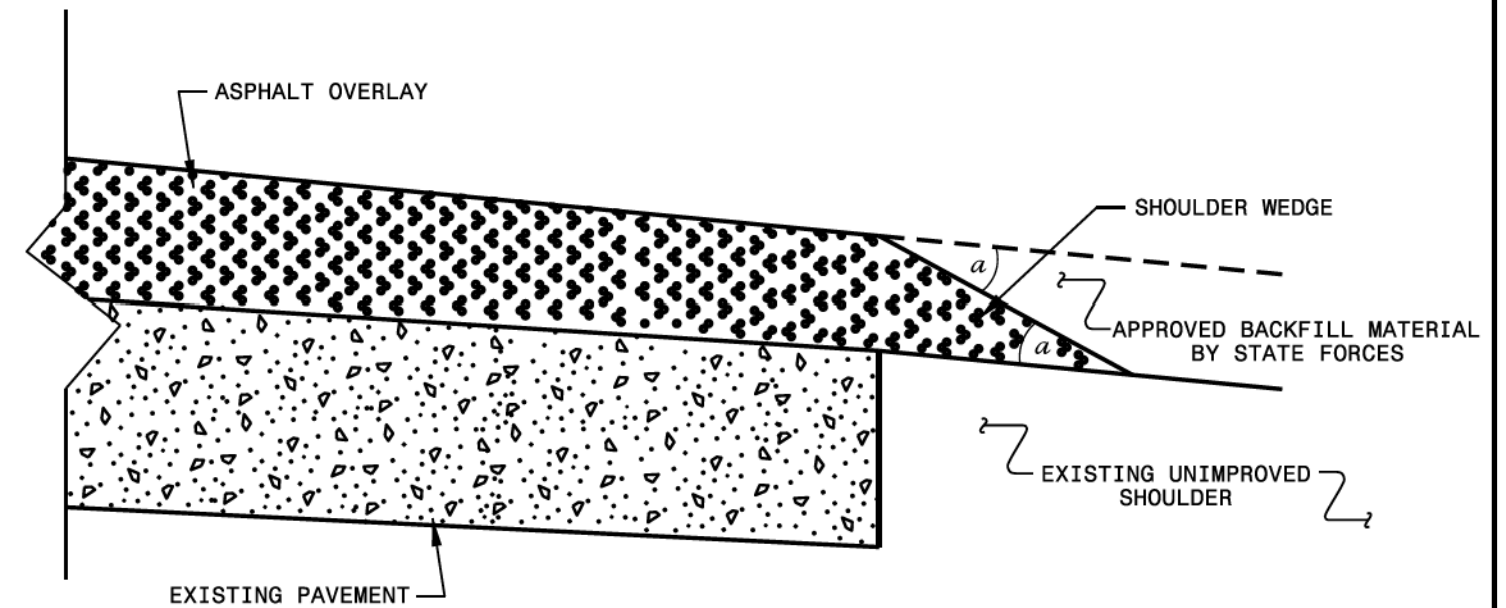
NOTE:

- SHOULDERS 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 THE ROADWAY.
- A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDERS POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
- REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

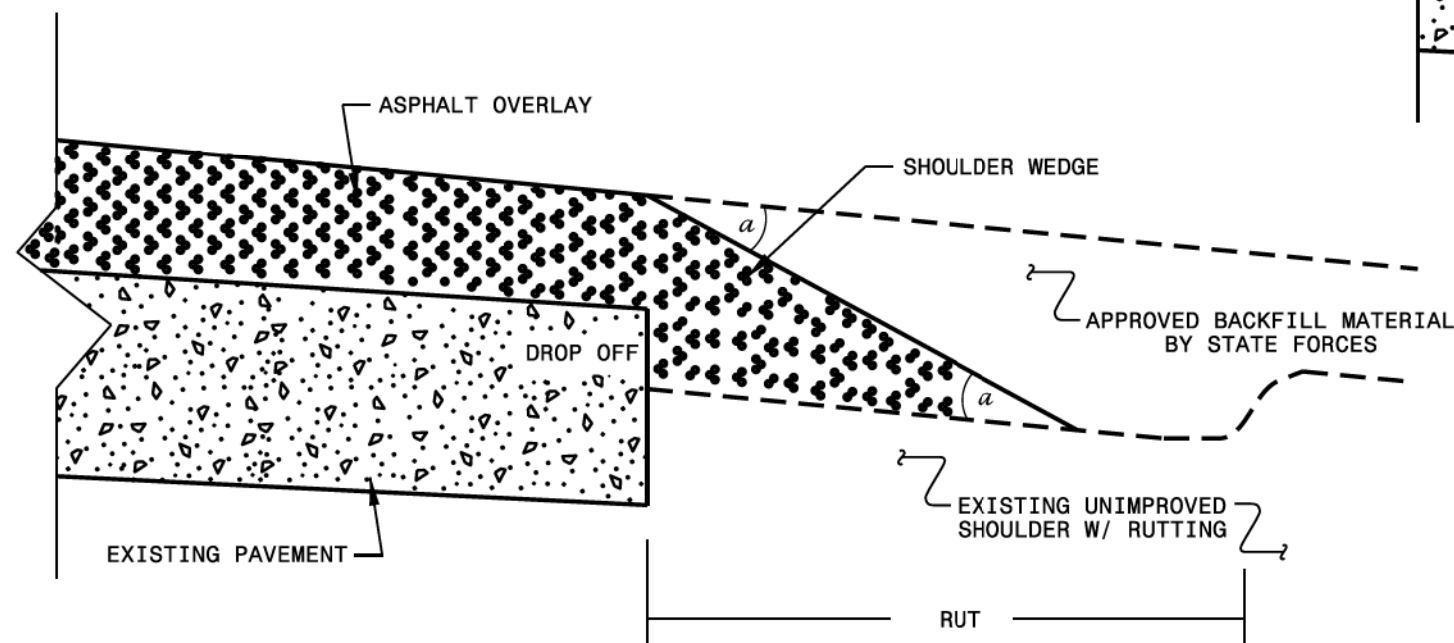
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

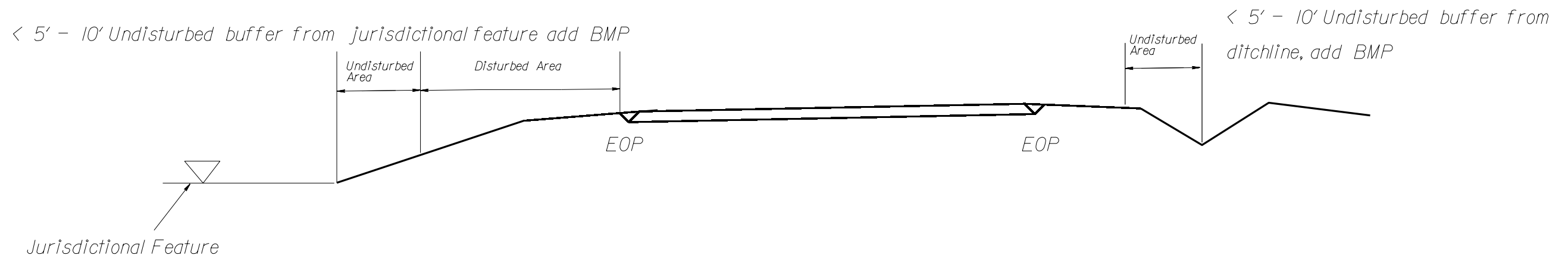
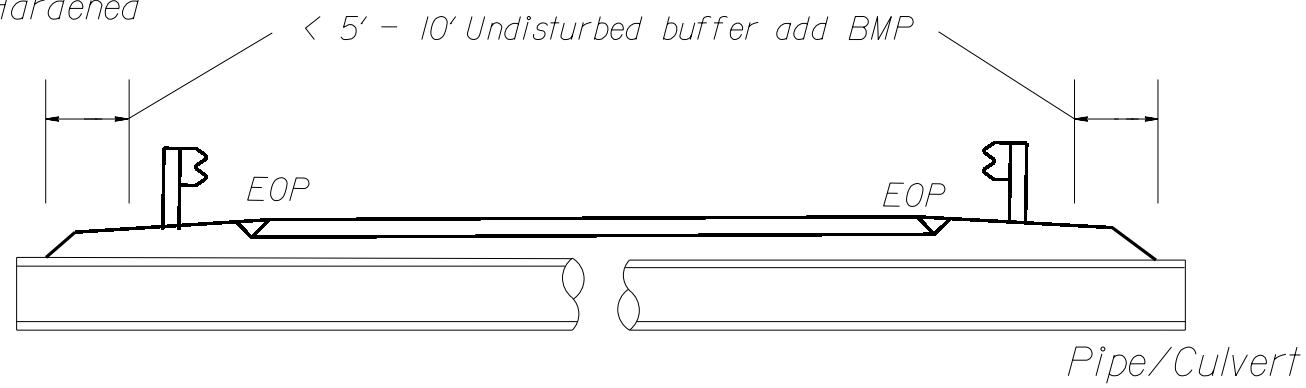
- SHOULDER WEDGE ANGLE = 30°

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\shou1dcrwedgedetail.dgn	

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

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

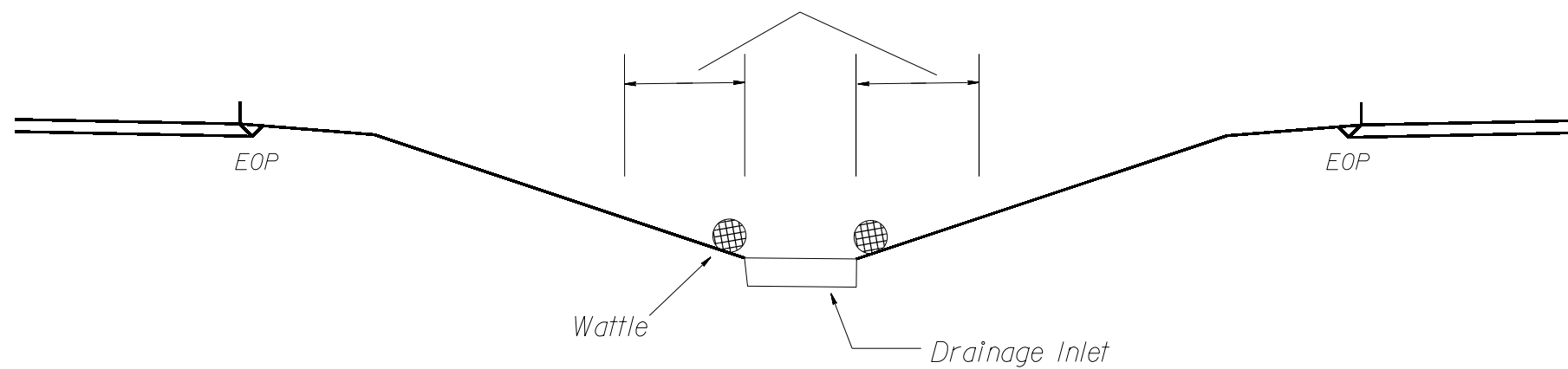
EROSION CONTROL DETAIL



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

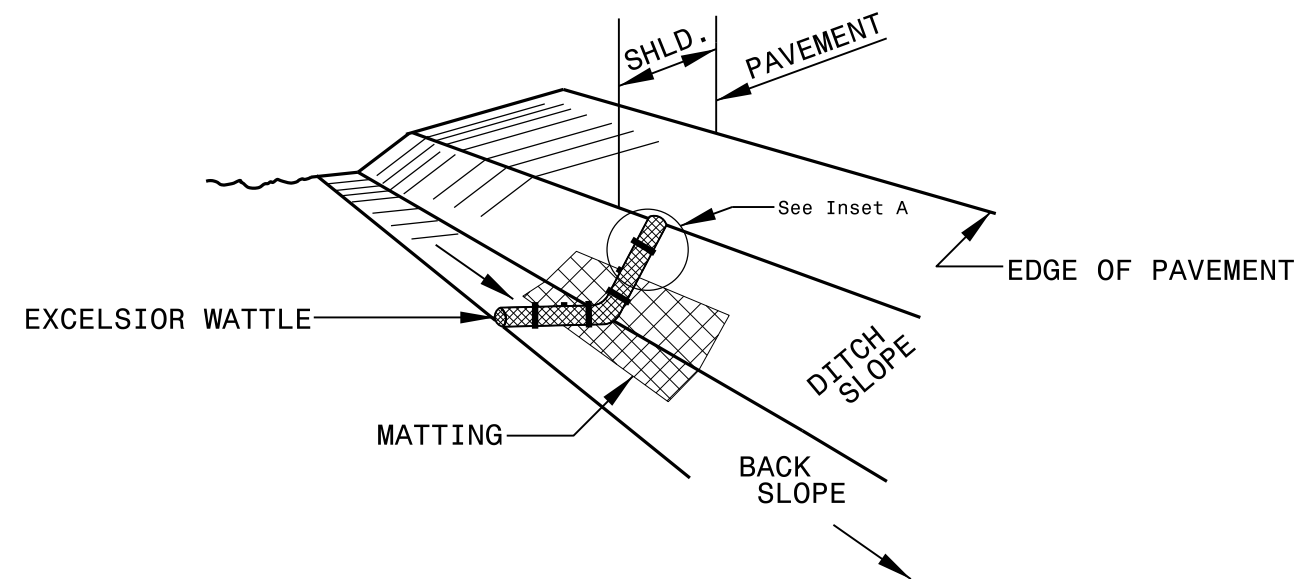


< 5' - 10' Undisturbed buffer from inlet, add wattle

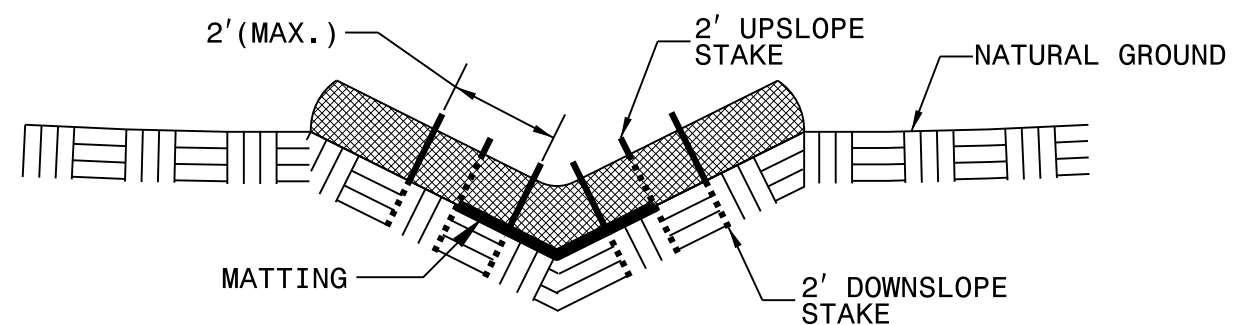


NOT TO SCALE

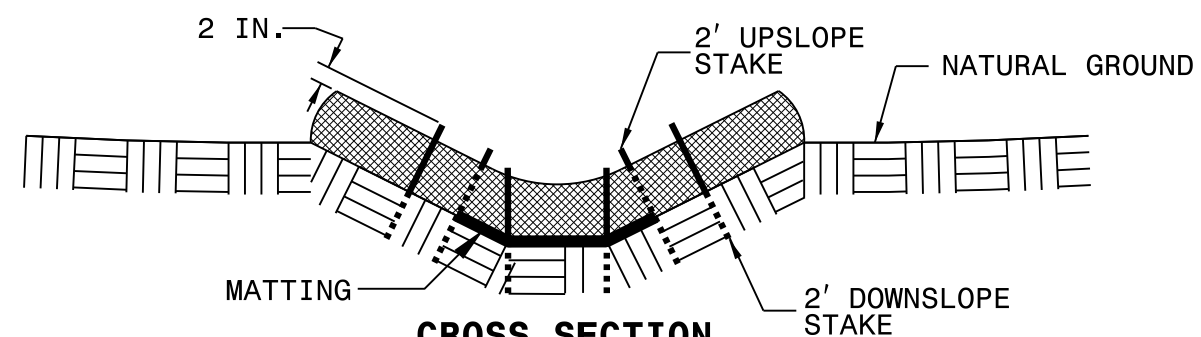
WATTLE DETAIL



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. NOMINAL CROSS SECTION.

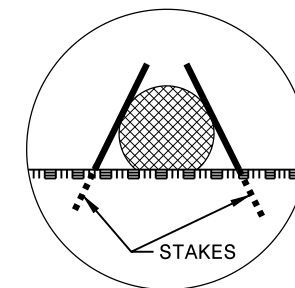
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

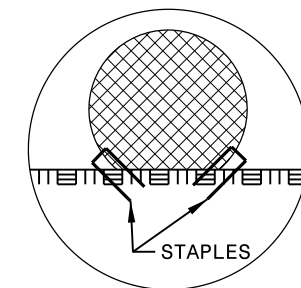
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

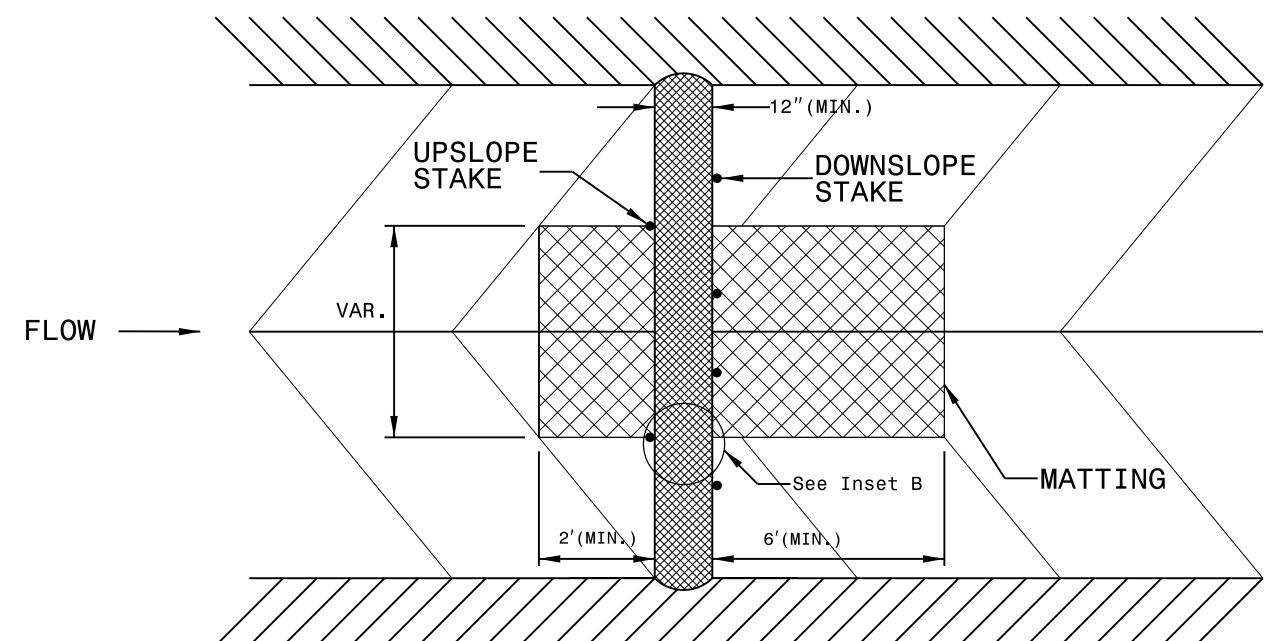
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW

NOT TO SCALE

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	HAULING NCDOT SUPPLIED SHOULDER MATERIAL EA	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	2" MILLING SY	0" TO 2" MILLING SY	INCIDENTAL MILLING SY	INTERMEDIATE COURSE, I19.08 TONS	SURFACE COURSE, S9.58 TONS	ASPHALT BINDER FOR PLANT MIX TONS	2'-6" CURB & GUTTER LF	CONCRETE VALLEY GUTTER LF	4" CONCRETE SIDEWALK SY	RETROFIT EXISTING CURB RAMP EA	WHEELCHAIR RAMPS EA	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC	RESPONSE FOR EROSION CONTROL EA							
2017CPT.02.20.10741.4	Pitt	1	US 258 BUS	FROM NC 121 TO END FARMVILLE C&G	3	2	2WU	NO	NO	1.3	30				31,000				3,500	210	215		60	1	15													
TOTAL FOR MAP NO. 1										1.3					31,000				3,500	210	215		60	1	15													
2017CPT.02.20.10741.4	Pitt	2	US 258 BUS	END FARMVILLE C&G TO PAVEMENT WIDENING	2	2	2WU	NO	NO	0.44	22	26	25	0.88			550	833	489	69								40	25	0.44								
TOTAL FOR MAP NO. 2										0.44		26	25	0.88			550	833	489	69							40	25	0.44									
2017CPT.02.20.10741.4	Pitt	3	US 258 BUS	PAVEMENT WIDENING TO US 264	1	2	2WU	NO	NO	0.23	55	6		0.46		500			875	53										0.23								
TOTAL FOR MAP NO. 3										0.23		6		0.46		500			875	53											0.23							
2017CPT.02.20.10741.4	Pitt	4	US 258	US 264 TO NEW PAVEMENT	1	2	2WU	NO	NO	0.14	22	4		0.28			300		350	21										0.14								
TOTAL FOR MAP NO. 4										0.14		4		0.28			300		350	21											0.14							
2017CPT.02.20.10741.4	Greene	5	NC 121	US 264 ALT TO PITT COUNTY	1	2	2WU	NO	NO	0.04	24	1		0.08			175		67	4										0.04								
TOTAL FOR MAP NO. 5										0.04		1		0.08			175		67	4												0.04						
2017CPT.02.20.10741.4	Pitt	6	NC 121	GREENE COUNTY TO BEGIN FARMVILLE C&G	1	2	2WU	NO	NO	3.15	24	79	15	6.30					5,252	315							1	40	25	3.15	1							
TOTAL FOR MAP NO. 6										3.15		79	15	6.30					5,252	315						1	40	25	3.15	1								
2017CPT.02.20.10741.4	Pitt	7	NC 121	BEGIN FARMVILLE C&G TO US 258 BUS	3	2	2WU	NO	NO	0.12	24				2,100				247	15						2	2											
TOTAL FOR MAP NO. 7										0.12					2,100				247	15				2	2													
2017CPT.02.20.10741.4	Pitt	8	US 258	FROM FOUNTAIN C&G TO EDGECOMBE COUNTY	2	2	2WU	NO	NO	0.7	24	28	25	1.40			300	1,800	1,032	148							1	40	25	0.70	1							
TOTAL FOR MAP NO. 8										0.7		28	25	1.40			300	1,800	1,032	148					1	40	25	0.70	1									
2017CPT.02.20.10741.4	Pitt	9	US 258	LANG STREET TO FOUNTAIN C&G	3	2	2WU	NO	NO	0.37	35				7,000	525			653	39		40				1												
TOTAL FOR MAP NO. 9										0.37					7,000	525			653	39	40			1														
TOTAL FOR PROJ NO. 2017CPT.02.20.10741.4										6.49		144	70	9.40	40,100	1,025	1,325	2,633	12,465	874	215	40	60	1	15	4	3	120	75	4.70	2							
GRAND TOTAL										6.49		144	70	9.40	40,100	1,025	1,325	2,633	12,465	874	215	40	60	1	15	4	3	120	75	4.70	2							

CURB & GUTTER - REMOVE AND REPLACE LOCATIONS

MAP	STATION	-LT-	-RT-
1	35+10		10 FT
1	35+20	20 FT	
1	53+28	30 FT	20 FT
1	60+95	15 FT	
1	61+19		20 FT
1	63+64	40 FT	40 FT
1	65+94	20 FT	
TOTAL		125 FT	90 FT

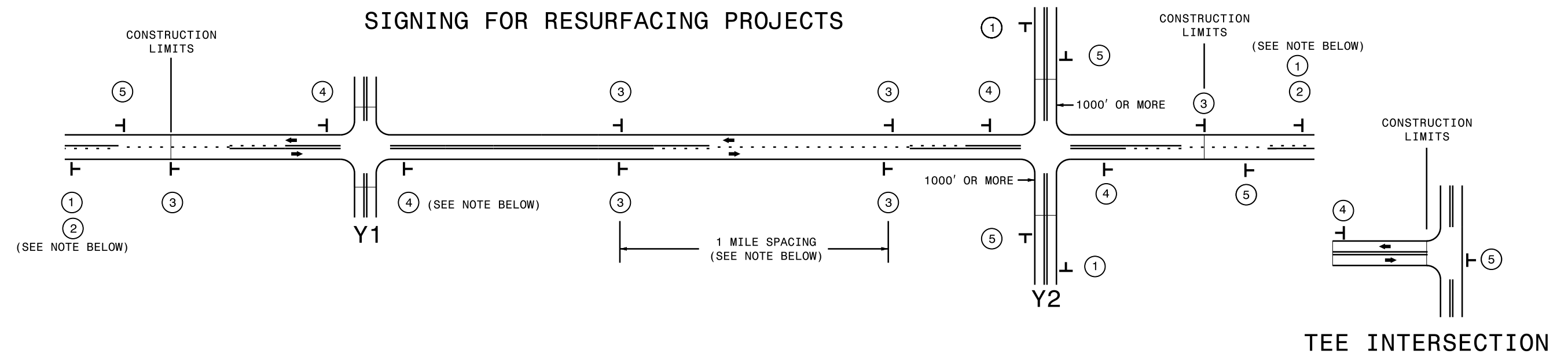
VALLEY GUTTER - REMOVE AND REPLACE LOCATIONS

MAP	STATION	
9	7+38	40 FT
TOTAL		40 FT

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E	4688000000-E	4690000000-E		4697000000-E		4710000000-E	4721000000-E	4725000000-E			4905000000-N	
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	6" X 90 M WHITE THERMO LF	6" X 120 M WHITE THERMO LF	6" X 120 M YELLOW THERMO LF	8" X 120 M YELLOW THERMO LF	8" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG ONLY 120 M EA	THERMO LT ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO RT ARROW 90 M EA	SNOW PLOWABLE MARKERS EA
2017CPT.02.20.10741.4	Pitt	1	US 258 BUS	FROM NC 121 TO END FARMVILLE C&G	3	2	2WU	1.3	30	150	0.230	300		3,432	8,580			125	4	2	2	3	172	
TOTAL FOR MAP NO. 1								1.3		150	0.230	300		3,432	8,580			125	4	2	2	3	172	
2017CPT.02.20.10741.4	Pitt	2	US 258 BUS	END FARMVILLE C&G TO PAVEMENT WIDENING	2	2	2WU	0.44	22	50	0.070		4,734	2,904									29	
TOTAL FOR MAP NO. 2								0.44		50	0.070		4,734	2,904									29	
2017CPT.02.20.10741.4	Pitt	3	US 258 BUS	PAVEMENT WIDENING TO US 264	1	2	2WU	0.23	55	25	0.040		2,475	600	1,518	100		120	12	8		4	7	30
TOTAL FOR MAP NO. 3								0.23		25	0.040		2,475	600	1,518	100		120	12	8		4	7	30
2017CPT.02.20.10741.4	Pitt	4	US 258	US 264 TO NEW PAVEMENT	1	2	2WU	0.14	22	25	0.020		1,506	924						3		2	2	11
TOTAL FOR MAP NO. 4								0.14		25	0.020		1,506	924						3		2	2	11
2017CPT.02.20.10741.4	Greene	5	NC 121	US 264 ALT TO PITT COUNTY	1	2	2WU	0.04	24	15	0.010											2	2	3
TOTAL FOR MAP NO. 5								0.04		15	0.010											2	2	3
2017CPT.02.20.10741.4	Pitt	6	NC 121	GREENE COUNTY TO BEGIN FARMVILLE C&G	1	2	2WU	3.15	24	350	0.430		33,894	20,790										416
TOTAL FOR MAP NO. 6								3.15		350	0.430		33,894	20,790										416
2017CPT.02.20.10741.4	Pitt	7	NC 121	BEGIN FARMVILLE C&G TO US 258 BUS	3	2	2WU	0.12	24	125	0.023			792				15						16
TOTAL FOR MAP NO. 7								0.12		125	0.023			792				15						16
2017CPT.02.20.10741.4	Pitt	8	US 258	FROM FOUNTAIN C&G TO EDGECOMBE COUNTY	2	2	2WU	0.7	24	85	0.110		7,532	4,620	250			50		2		2		46
TOTAL FOR MAP NO. 8								0.7		85	0.110		7,532	4,620	250			50		2		2		46
2017CPT.02.20.10741.4	Pitt	9	US 258	LANG STREET TO FOUNTAIN C&G	3	2	2WU	0.37	35	125	0.070	700		200	2,442	150	300	75		8	2			49
TOTAL FOR MAP NO. 9								0.37		125	0	700		200	2,442	150	300	75		8	2			49
TOTAL FOR PROJ NO. 2017CPT.02.20.10741.4								6.49		950	1	1,000	50,141	4,232	42,570	500	300	385	16	23	4	11	9	772
GRAND TOTAL								6.49		950	1	1,000	50,141	46,802	42,570	500	300	385	16	23	4	11	9	772

SIGNING FOR RESURFACING PROJECTS

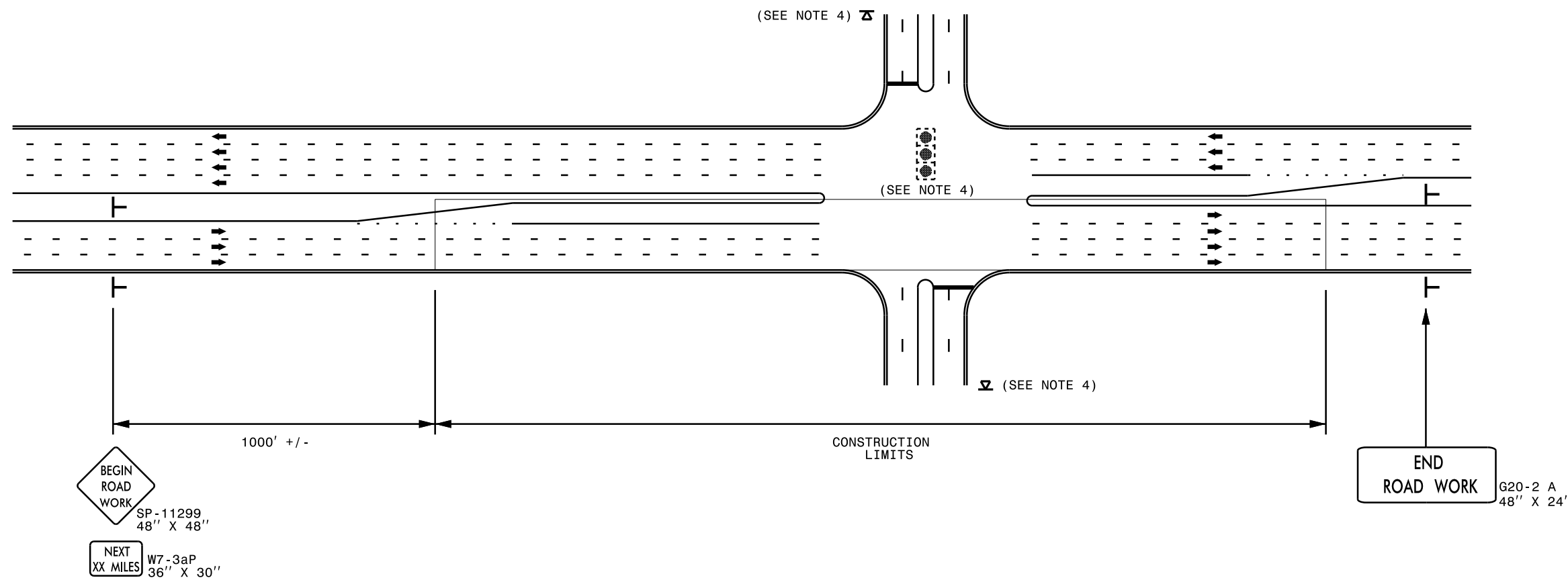


MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.		
	②	 <small>W7-3aP 24" X 18"</small>	#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	 <small>SP 13107 48" X 48"</small>	- 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	 <small>SP 13106 48" X 48"</small>	- 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	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	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.		
			 <small>W20-1 48" X 48"</small>		
			 <small>W20-7 A 48" X 48"</small>		
			PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.		

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**