

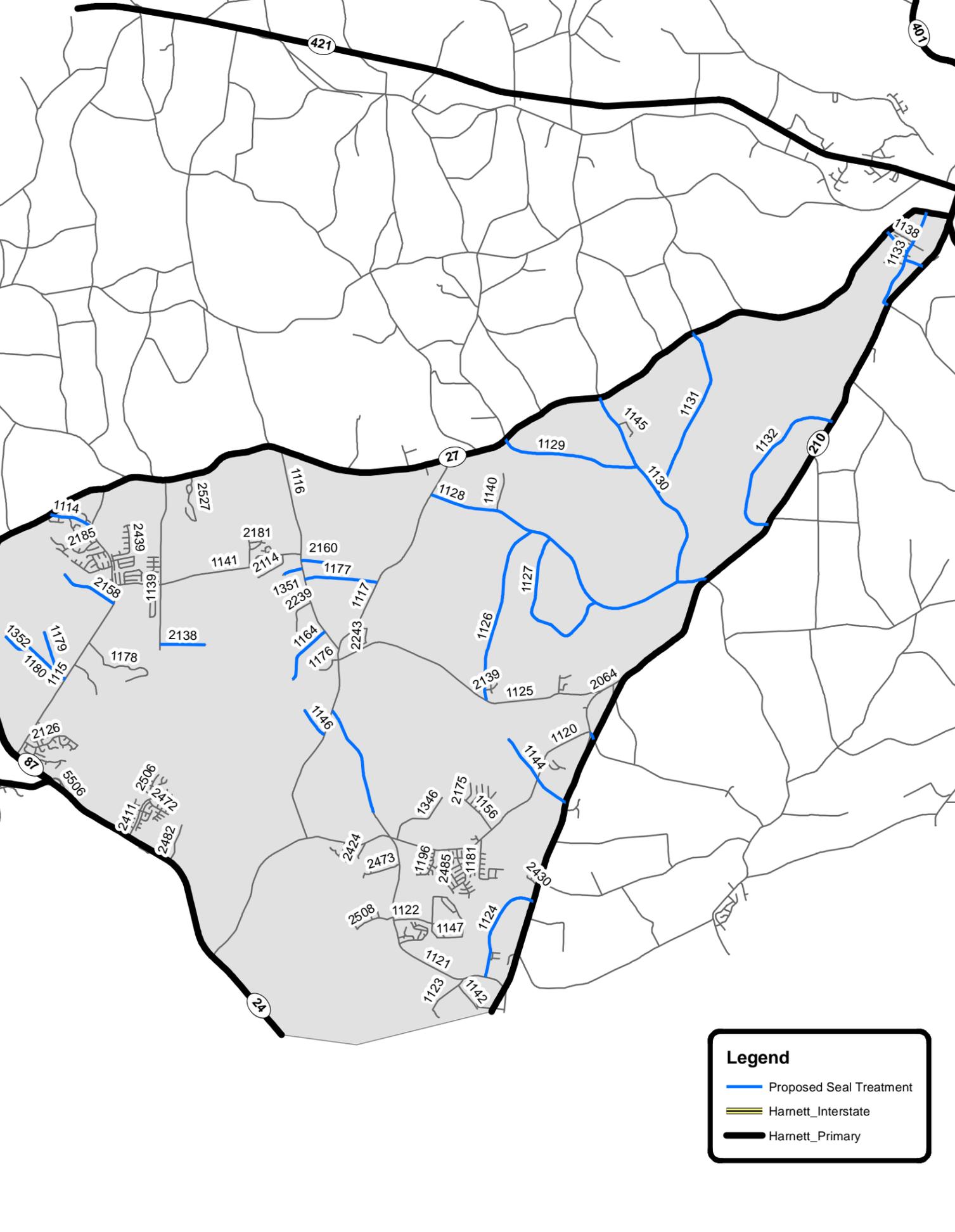
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS
SEPTEMBER 7, 2016

CONTRACT ID: DF00139
WBS ELEMENT NO.: 2017CPT.06.04.20432.1
FEDERAL AID NO.: STATE FUNDED
COUNTY: HARNETT
TIP NO.: -----
LENGTH OF PROJECT: 35.40 MILES
ROUTE NO.: VARIOUS SECONDARY ROUTES
TYPE OF WORK: ASPHALT SURFACE TREATMENT – DOUBLE SEALS

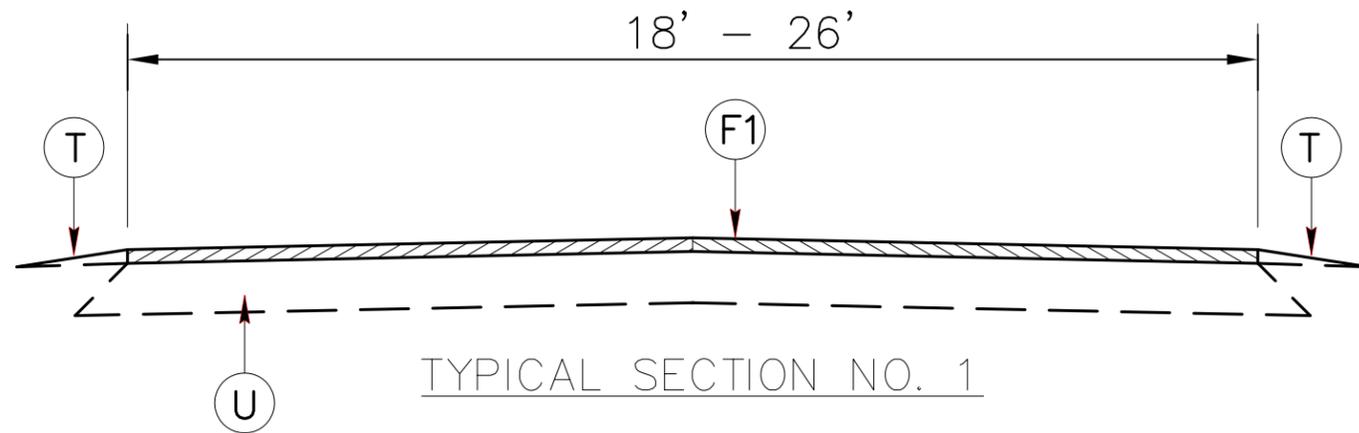
Harnett County BST Treatments Contract DF00139

Map	SR	From	Begin MP	To	End MP	CL Length (Mile)	Width (Ft.)	Quantity (SY)	Treatment	WZ Signs (SF)	Emulsion (GAL)
1	SR 1114	NC 27	0.000	SR 1115	0.672	0.672	20.0	7,885	Double	108	4,810
2	SR 1120	NC 210	7.620	SR 2064	7.730	0.110	20.0	1,291	Double	18	788
3	SR 1121	End Const	3.940	SR 1117	5.636	1.696	26.0	25,870	Double	271	15,781
4	SR 1124	SR 1121	0.000	NC 210	1.614	1.614	25.0	23,672	Double	258	14,440
5	SR 1126	SR 1128	0.000	SR 1125	2.755	2.755	20.0	32,325	Double	441	19,718
6	SR 1127	SR 1128	0.000	SR 1128	2.533	2.533	20.0	29,721	Double	405	18,130
7	SR 1128	NC 210	0.000	SR 1117	4.959	4.959	20.0	58,186	Double	793	35,493
8	SR 1129	NC 27	0.000	SR 1130	2.106	2.106	20.0	24,710	Double	337	15,073
9	SR 1130	SR 1128	0.000	NC 27	3.242	3.242	20.0	38,039	Double	519	23,204
10	SR 1131	NC 27	0.000	SR 1130	2.674	2.674	20.0	31,375	Double	428	19,139
11	SR 1132	NC 210	0.000	NC 210	2.649	2.649	20.0	31,082	Double	424	18,960
12	SR 1133	NC 210	0.000	NC 27	1.592	1.592	20.0	18,679	Double	255	11,394
13	SR 1135	SR 1133	0.000	NC 210	0.288	0.288	18.0	3,041	Double	46	1,855
14	SR 1137	SR 1133	0.000	NC 27	0.430	0.430	18.0	4,541	Double	69	2,770
15	SR 1144	NC 210	0.000	DEAD END	1.308	1.308	20.0	15,347	Double	209	9,362
16	SR 1146	SR 1117	0.000	DEAD END	0.490	0.490	22.0	6,324	Double	78	3,858
17	SR 1164	SR 1116	0.000	END MAINT	0.930	0.930	20.0	10,912	Double	149	6,656
18	SR 1177	SR 1116	0.000	SR 1117	1.108	1.108	20.0	13,001	Double	177	7,931
19	SR 1179	SR 1115	0.000	SR 1180	0.149	0.149	20.0	1,748	Double	24	1,066
20	SR 1179	SR 1180	0.149	END MAINT	0.826	0.677	18.0	7,149	Double	108	4,361
21	SR 1180	SR 1179	0.000	END PVMT	0.603	0.603	20.0	7,075	Double	96	4,316
22	SR 1351	SR 1116	0.000	DEAD END	0.300	0.300	18.0	3,168	Double	48	1,932
23	SR 1352	SR 1180	0.000	DEAD END	0.455	0.455	18.0	4,805	Double	73	2,931
24	SR 2138	SR 1139	0.000	CUL-DE-SAC	0.691	0.691	20.0	8,108	Double	111	4,946
25	SR 2158	SR 1115	0.000	PVMT CHG	0.900	0.900	18.0	9,504	Double	144	5,797
26	SR 2160	SR 1116	0.000	DEAD END	0.468	0.468	20.0	5,491	Double	75	3,350
TOTALS:						35.399		423,049		5,664	258,061

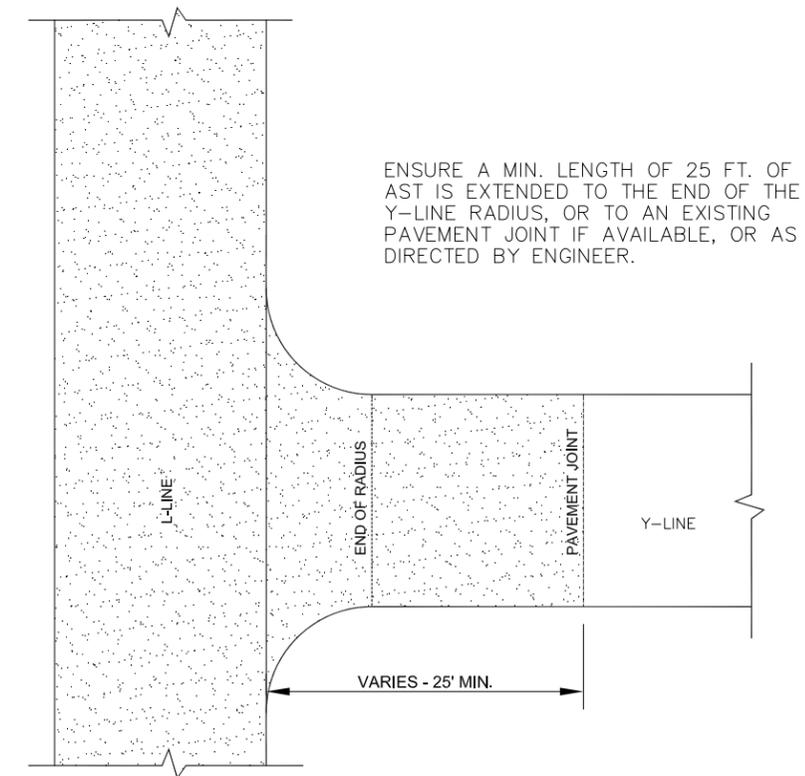


Legend

- Proposed Seal Treatment
- Harnett_Interstate
- Harnett_Primary

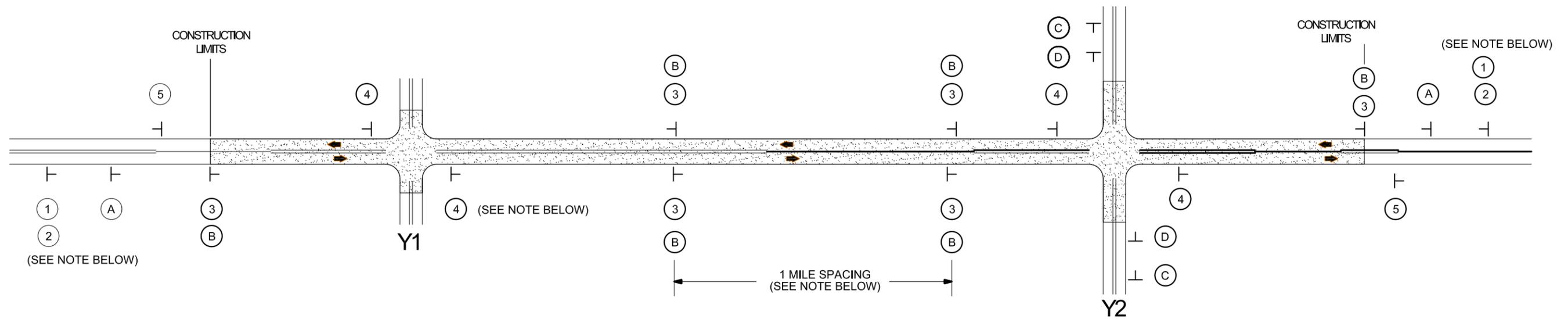


PAVEMENT SCHEDULE	
F1	DOUBLE SEAL PLACED ACCORDING TO THE SPECIAL PROVISIONS
T	EXISTING SHOULDER
U	EXISTING ASPHALT



DETAIL 1
Y-LINE INTERSECTION TREATMENT

SIGNING FOR ASPHALT SURFACE TREATMENT



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	① ②	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.</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>
	③	 	<p>ALTERNATE THE FOLLOWING TWO SIGNS: STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</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>
	A		<p>PLACE 500' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.</p>
	B	 	<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. SPEED LIMIT SIGN MAY BE PLACED ON SAME PART AS LOOSE GRAVEL SIGN, IF DESIRED. IF SO, ELIMINATE WORK ZONE SIGN (G20-5aP).</p>
	④		<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>
	⑤		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>

ADVANCE WARNING PORTABLE SIGNS MAY BE USED IN LIEU OF STATIONARY SIGNS ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK EACH DAY. UNDER NO CIRCUMSTANCES SHALL PORTABLE SIGNS BE LEFT IN PLACE WHEN NO CONSTRUCTION ACTIVITY IS OCCURRING, OR WHEN CONTRACTOR IS NOT ON SITE.

③

PLACED 500' IN ADVANCE OF FLAGGER.

④

PLACED 250' IN ADVANCE OF FLAGGER.

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

- 1 SUBDIVISION ROADS
- 2 DEAD END ROADS

LEGEND

└ STATIONARY SIGN

➔ DIRECTION OF TRAFFIC FLOW

NOTE:
IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE PROPER PLACEMENT AND LOCATION OF WORK ZONE SIGNING PER THE STANDARD DRAWING. NCDOT HAS THE RIGHT TO INSPECT THE PLANNED LOCATIONS AND REQUIRE ADJUSTMENT BY THE CONTRACTOR, AS NEEDED, OR AS DIRECTED BY THE ENGINEER.

ADVANCE WARNING SIGNS
FOR
ASPHALT SURFACE
TREATMENTS

OR OTHER ENGINEER APPROVED METHOD