

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS
October 18, 2017

CONTRACT ID: DF00189

WBS ELEMENT NO.: 2018CPT.06.06.20782.1

FEDERAL AID NO.: STATE FUNDED

COUNTY: ROBESON

TIP NO.: -----

LENGTH OF PROJECT: 78.006 MILES

ROUTE NO.: VARIOUS SECONDARY ROUTES

LOCATION: VARIOUS

TYPE OF WORK: ASPHALT SURFACE TREATMENT – DOUBLE SEALS

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Robeson County BST 2019

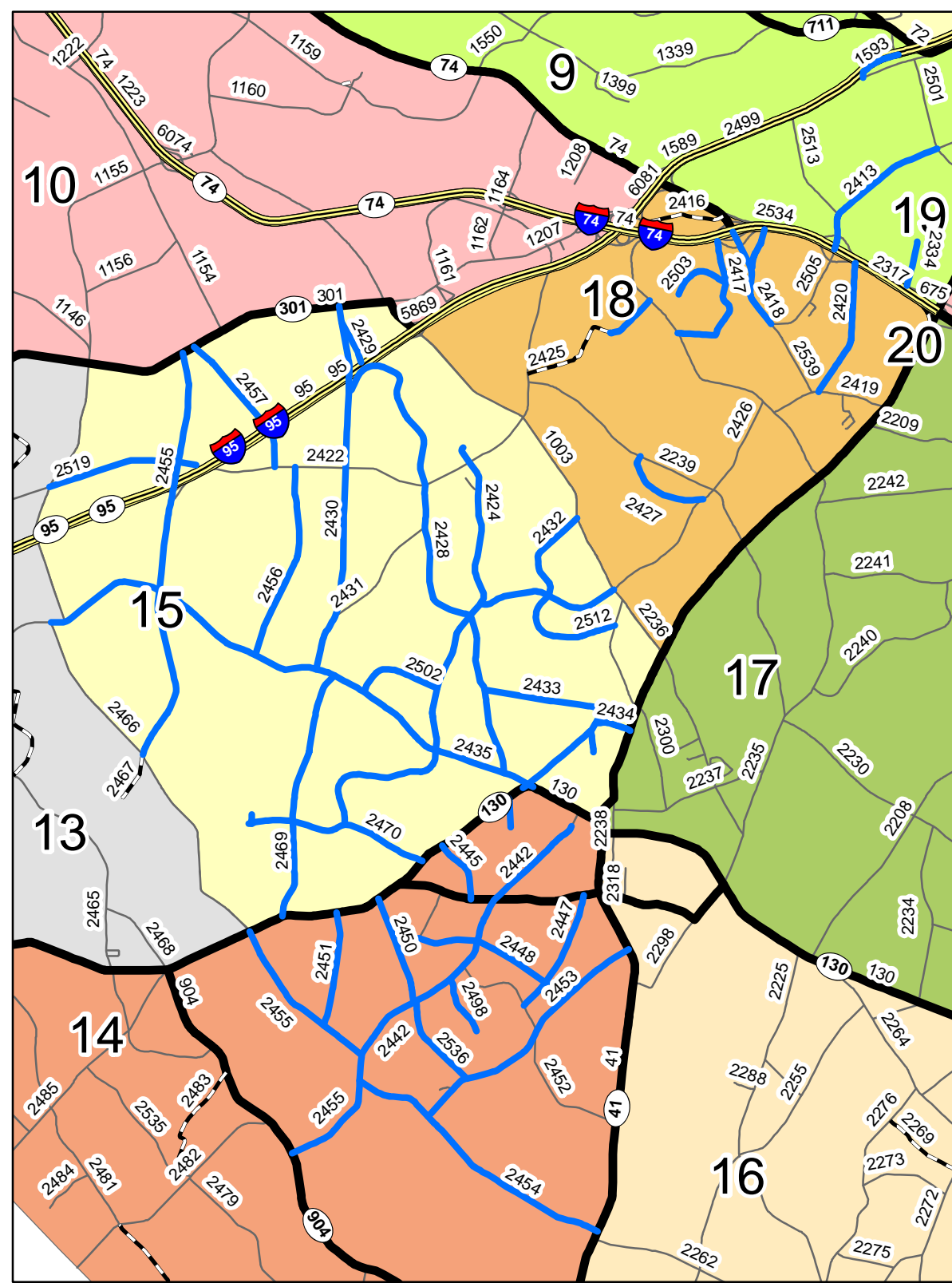
Date: 10/2/2017
 Contract #: DF00189
 WBS: Double Seals - 2018CPT.06.06.20782.1

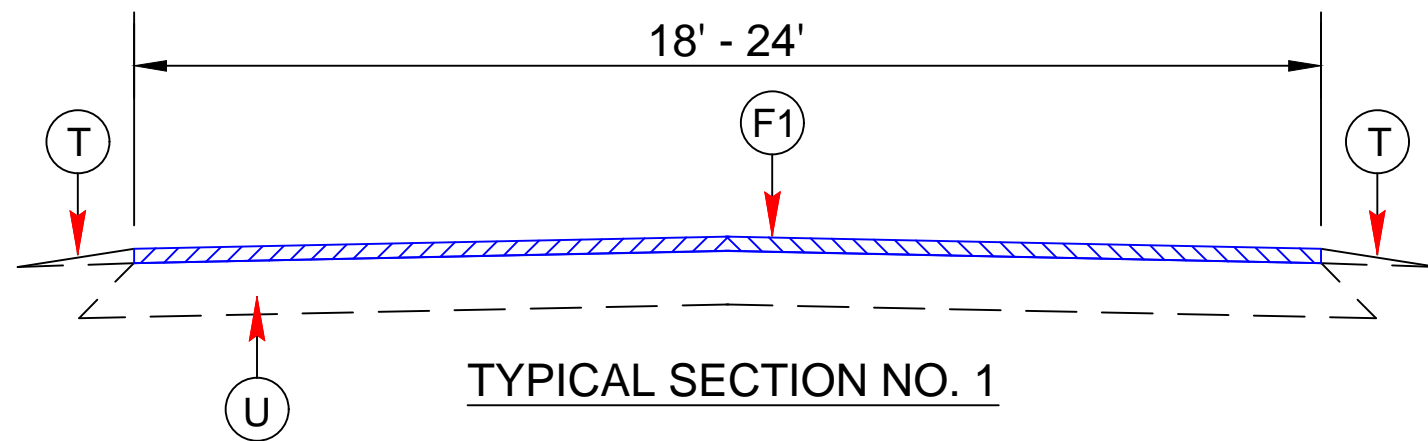
Division : 6
 County: Robeson
 Description: AST - Double Seals

Map	SR	From	Begin MP	To	End MP	CL Length (Mile)	Width (Ft.)	Quantity (SY)	Treatment	WZ Signs (SF)	Emulsion (GAL)
1	SR 1593	SR 2499	0.000	DEAD END	0.520	0.520	18	5,491	Double	58	3,322
2	SR 2334	SR 2316	0.000	DEAD END	0.512	0.512	18	5,407	Double	57	3,271
3	SR 2413	I-74	0.000	SR 2501	1.759	1.759	18	18,575	Double	197	11,238
4	SR 2417	SR 2317	0.000	SR 2235	1.820	1.820	18	19,219	Double	204	11,627
5	SR 2418	DEAD END	0.000	SR 2317	0.455	0.455	18	4,805	Double	51	2,907
6	SR 2420	SR 2317	0.000	SR 2419	1.564	1.564	18	16,516	Double	175	9,992
7	SR 2424	SR 2426	0.000	DEAD MAINT	1.870	1.870	18	19,747	Double	209	11,947
8	SR 2425	SR 2235	0.000	END PVMT	0.600	0.600	18	6,336	Double	67	3,833
9	SR 2426	SR 1003	2.793	SR 2470	8.013	5.220	18	55,123	Double	585	33,349
10	SR 2427	SR 2426	0.000	SR 2239	1.030	1.030	18	10,877	Double	115	6,581
11	SR 2428	SR 2430	0.000	SR 2435	5.705	5.705	18	60,245	Double	639	36,448
12	SR 2429	SR 2430	0.000	DEAD END	0.500	0.500	18	5,280	Double	56	3,194
13	SR 2430	SR 2435	0.000	US 301	4.174	4.174	18	44,077	Double	467	26,667
14	SR 2432	SR 1003	0.000	SR 2426	1.120	1.120	18	11,827	Double	125	7,155
15	SR 2433	SR 2428	0.000	NC 130 BUS	2.616	2.616	18	27,625	Double	293	16,713
16	SR 2434	SR 2433	0.000	NC 41	0.410	0.410	18	4,330	Double	46	2,620
17	SR 2435	NC 130 BUS	0.000	SR 2466	6.291	6.291	18	66,433	Double	705	40,192
18	SR 2436	SR 2433	0.000	END MAINT	0.240	0.240	18	2,434	Double	27	1,533
19	SR 2442	SR 2455	0.000	BEG C&G	3.610	3.610	20	42,357	Double	404	25,626
20	SR 2444	NC 130 BUS	0.000	DEAD END	0.330	0.330	20	3,872	Double	37	2,343
21	SR 2445	NC 130 BUS	0.000	NC 130	0.730	0.730	20	8,565	Double	82	5,182
22	SR 2447	NC 130	0.000	SR 2452	1.450	1.450	20	17,013	Double	162	10,293
23	SR 2448	SR 2449	0.000	SR 2453	1.870	1.870	20	21,941	Double	209	13,274
24	SR 2450	NC 130	0.000	SR 2442	1.250	1.250	20	14,667	Double	140	8,874
25	SR 2451	NC 130	0.000	SR 2455	1.300	1.300	20	15,253	Double	146	9,228
26	SR 2453	NC 41	0.000	SR 2454	3.030	3.030	18	31,997	Double	339	19,358
27	SR 2454	NC 41	0.000	SR 2455	3.270	3.270	20	38,368	Double	366	23,213
28	SR 2455	SR 2466	5.891	US 301	10.589	4.698	20	55,123	Double	526	33,349
29	SR 2455	NC 904	0.000	NC 130	3.421	3.421	20	40,140	Double	383	24,285
30	SR 2456	SR 2422	0.000	SR 2435	2.230	2.230	20	26,165	Double	250	15,830
31	SR 2457	US 301	0.000	SR 2422	1.702	1.702	20	19,970	Double	191	12,082
32	SR 2469	NC 130	0.000	SR 2435	2.850	2.850	20	33,440	Double	319	20,231
33	SR 2470	NC 130 BUS	0.000	Dead End	2.080	2.080	18	21,965	Double	233	13,289
34	SR 2498	SR 2442	0.000	DEAD END	0.680	0.680	18	7,181	Double	76	4,345
35	SR 2502	SR 2426	0.000	SR 2435	1.000	1.000	20	11,733	Double	112	7,098
36	SR 2503	SR 2417	0.000	DEAD END	0.694	0.694	18	7,329	Double	78	4,434
37	SR 2512	SR 2426	0.000	SR 1003	1.330	1.330	18	14,045	Double	149	8,497
38	SR 2519	SR 1155	3.628	Dead End	5.338	1.710	20	20,064	Double	192	12,139
39	SR 2536	SR 2442	0.000	SR 2453	1.100	1.100	22	14,197	Double	123	8,589
40	SR 2537	SR 2470	0.000	DEAD END	0.100	0.100	20	1,173	Double	11	710
41	SR 2539	I-74	0.000	SR 205	1.165	1.165	18	12,302	Double	130	7,443
TOTALS - DOUBLE SEALS:						78.006		863,307		8,734	522,301

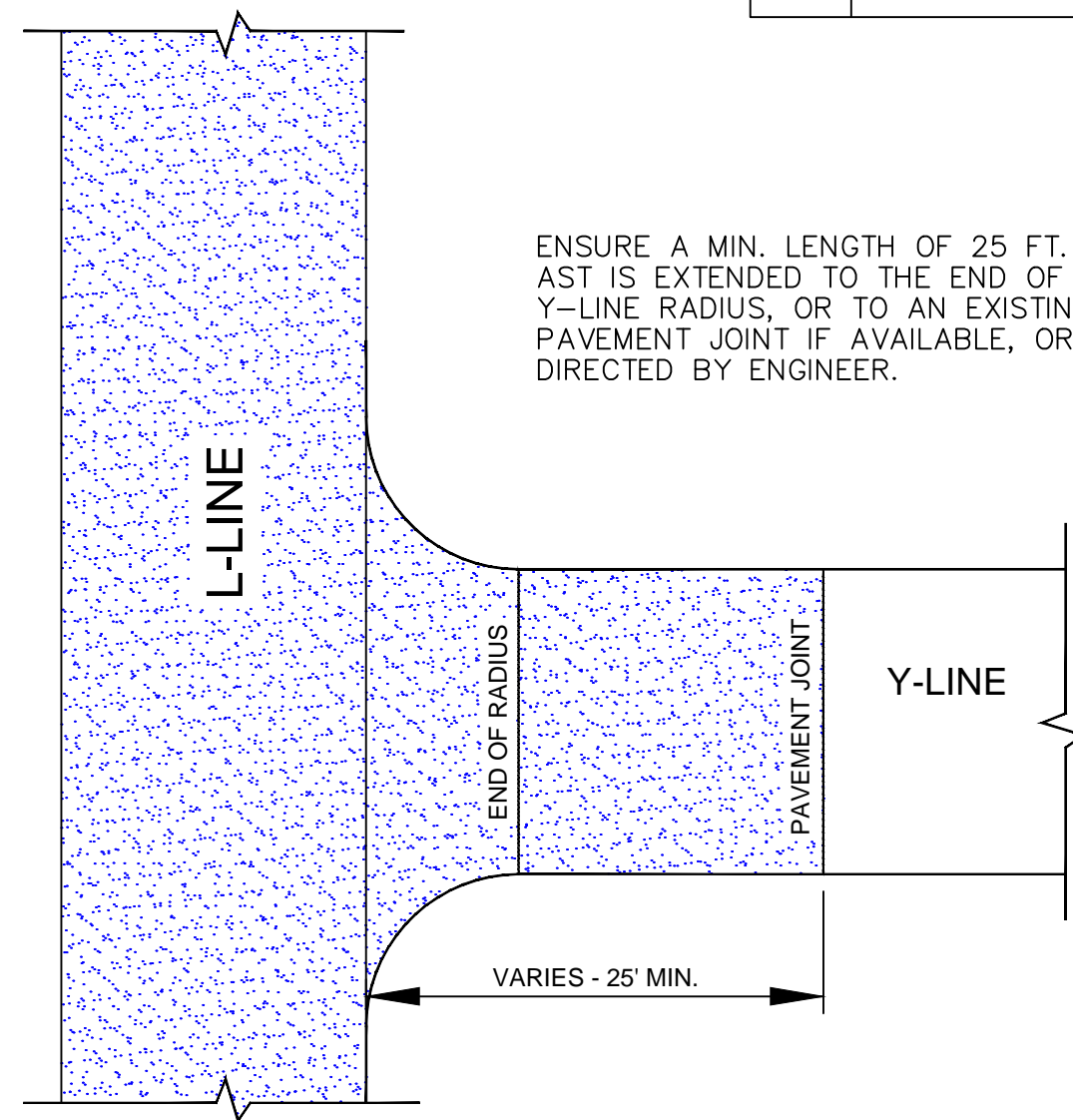
Legend

- 2019 BST Robeson
- Interstate
- Primaries
- Robeson_Unpaved



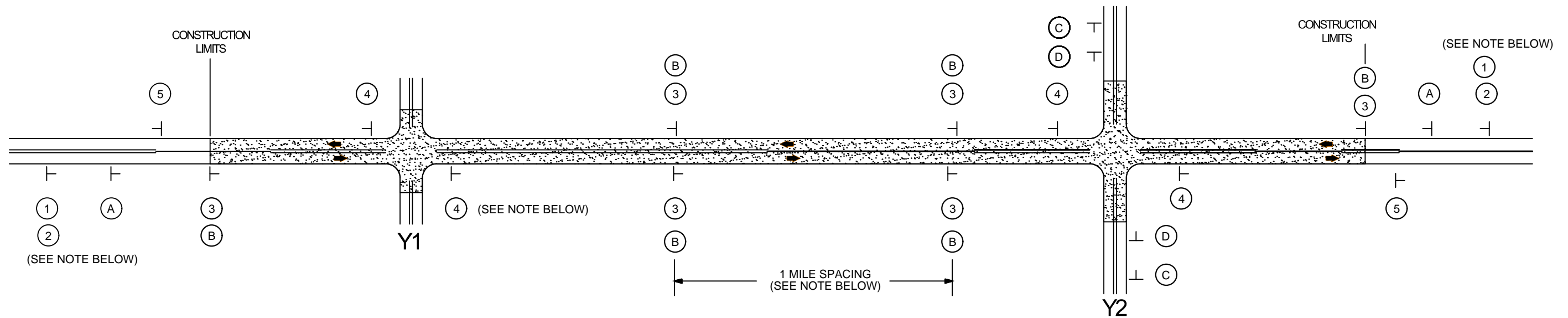


PAVEMENT SCHEDULE	
F1	DOUBLE SEAL PLACED ACCORDING TO THE SPECIAL PROVISIONS
T	EXISTING SHOULDER
U	EXISTING ASPHALT



DETAIL 1
Y-LINE INTERSECTION TREATMENT

SIGNING FOR ASPHALT SURFACE TREATMENT



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<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>
	 	<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>
		<p>PLACE 500' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.</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. SPEED LIMIT SIGN MAY BE PLACED ON SAME PART AS LOOSE GRAVEL SIGN, IF DESIRED. IF SO, ELIMINATE WORK ZONE SIGN (G20-5aP).</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>

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.

PLACED 500' IN ADVANCE OF FLAGGER.

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