

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS

Let Date: February 7, 2018

CONTRACT ID: DF00199

WBS ELEMENT NO.: 2019CPT.06.05.20262.1

FEDERAL AID NO.: STATE FUNDED

COUNTY: CUMBERLAND

TIP NO.: -----

LENGTH OF PROJECT: 42.409 MILES

ROUTE NO.: VARIOUS SECONDARY ROUTES

LOCATION: VARIOUS

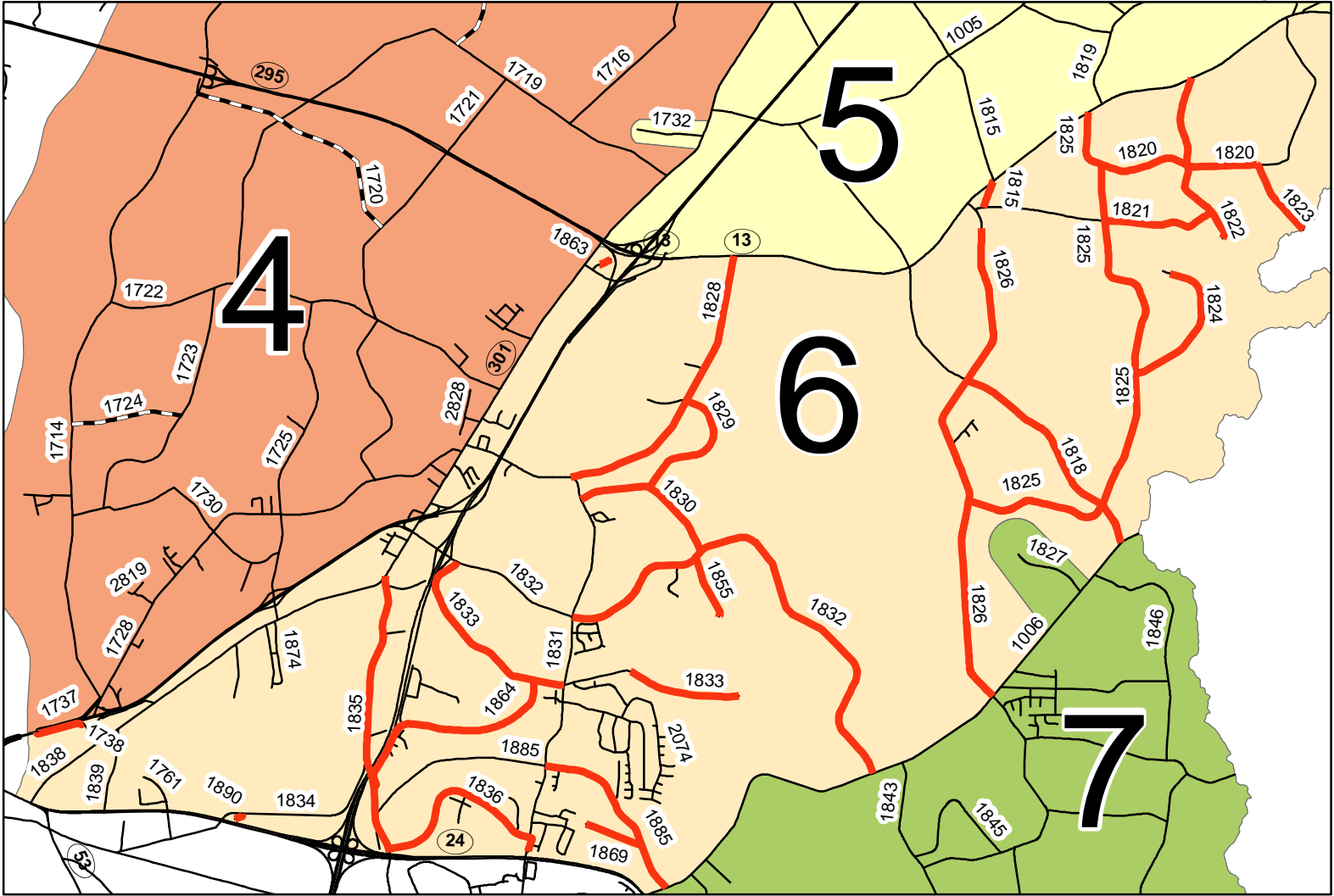
TYPE OF WORK: ASPHALT SURFACE TREATMENT – DOUBLE SEALS

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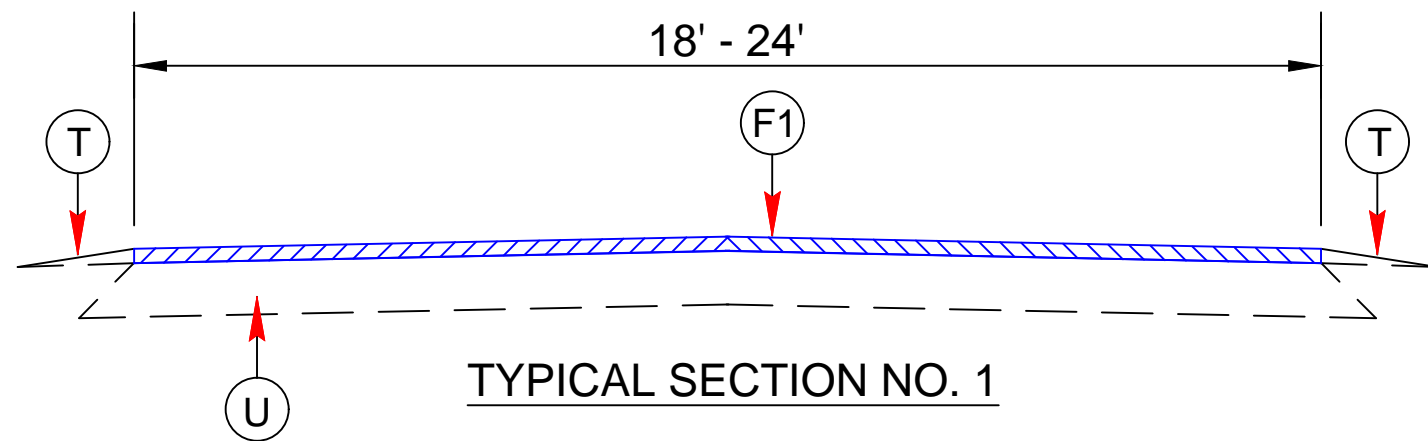
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2019 BST Contract Cumberland County

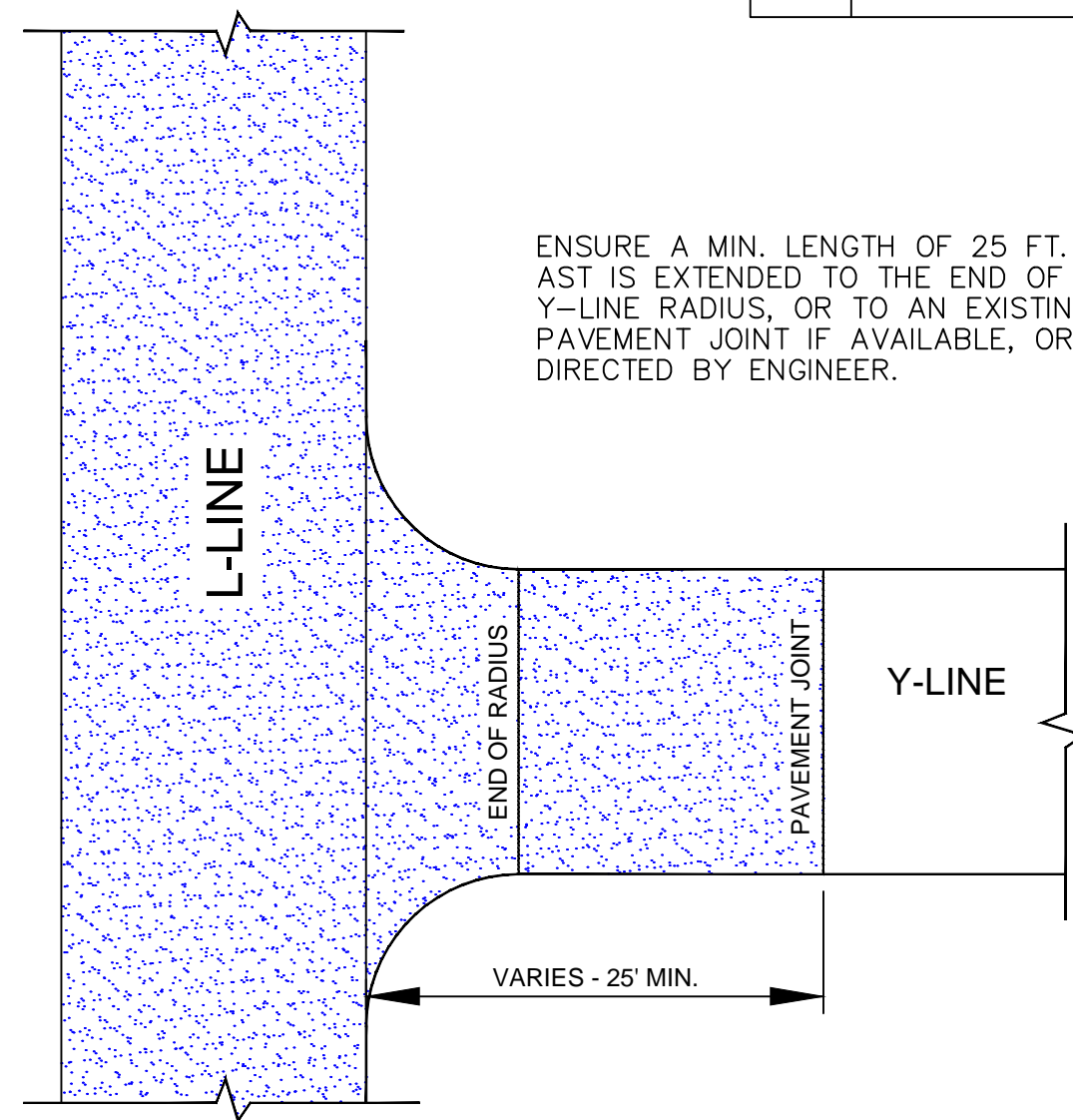


Date:	1/3/2018	Division :	6
Contract #:	DF00199	County:	Cumberland
WBS:	Double Seals - 2019CPT.06.05.20262.1	Description:	AST - Double Seals

Map	SR	From	Begin MP	To	End MP	CL Length (Mile)	Width (Ft.)	Quantity (SY)	Treatment	WZ Signs (SF)	Emulsion (GAL)
1	SR 1738	DEAD END	0.000	MIDDLE RD	0.457	0.457	18	4,826	Double	51	2,920
2	SR 1815	US 13	3.121	SR 1818	3.384	0.263	22	3,394	Double	29	2,053
3	SR 1818	SR 1006	0.000	SR 1826	2.177	2.177	18	22,989	Double	244	13,908
4	SR 1820	SR 1825	0.000	SR 1823	1.500	1.500	21	18,480	Double	168	11,180
5	SR 1821	SR 1825	1.225	US 13	3.667	2.442	20	28,653	Double	274	17,335
6	SR 1822	SR 1821	0.000	DEAD END	0.290	0.290	20	3,403	Double	32	2,059
7	SR 1823	SR 1820	0.000	SAMPSON CO	0.757	0.757	20	8,882	Double	85	5,374
8	SR 1824	SR 1825	0.000	END PVMT	1.433	1.433	20	16,814	Double	160	10,172
9	SR 1825	SR 1826	0.000	US 13	5.395	5.395	20	63,301	Double	604	38,297
10	SR 1826	PVMT JNT	0.280	SR 1006	4.935	4.655	22	60,081	Double	521	36,349
11	SR 1828	US 13	0.000	SR 1831	2.804	2.804	20	32,900	Double	314	19,905
12	SR 1829	SR 1828	0.000	SR 1830	1.280	1.280	20	15,019	Double	143	9,086
13	SR 1830	SR 1831	0.000	SR 1832	1.440	1.440	18	15,206	Double	161	9,200
14	SR 1832	SR 1831	1.726	SR 1006	6.416	4.690	20	55,029	Double	525	33,293
15	SR 1833	SR 1832	0.000	SR 1831	1.947	1.947	24	27,414	Double	218	16,585
16	SR 1833	0.5 MI. SR 1824	2.580	CUL DE SAC	3.647	1.067	20	12,519	Double	120	7,574
17	SR 1835	SR 1838	0.000	SR 1886	2.630	2.630	20	30,859	Double	295	18,670
18	SR 1836	SR 1835	0.000	DEAD END	1.900	1.900	20	22,293	Double	213	13,487
19	SR 1855	SR 1832	0.000	DEAD END	0.600	0.600	20	7,040	Double	67	4,259
20	SR 1863	SR 1933	0.080	DEAD END	0.200	0.120	24	1,690	Double	13	1,022
21	SR 1864	SR 1835	0.000	SR 1833	2.170	2.170	20	25,461	Double	243	15,404
22	SR 1869	SR 1885	0.000	DEAD END	0.560	0.560	20	6,571	Double	63	3,975
23	SR 1885	SR 1006	0.000	SR 1831	1.730	1.730	20	20,299	Double	194	12,281
24	SR 1890	SR 1834	0.000	DEAD END	0.102	0.102	18	1,077	Double	11	652
TOTALS - DOUBLE SEALS:						42.409		504,200		4,748	305,040

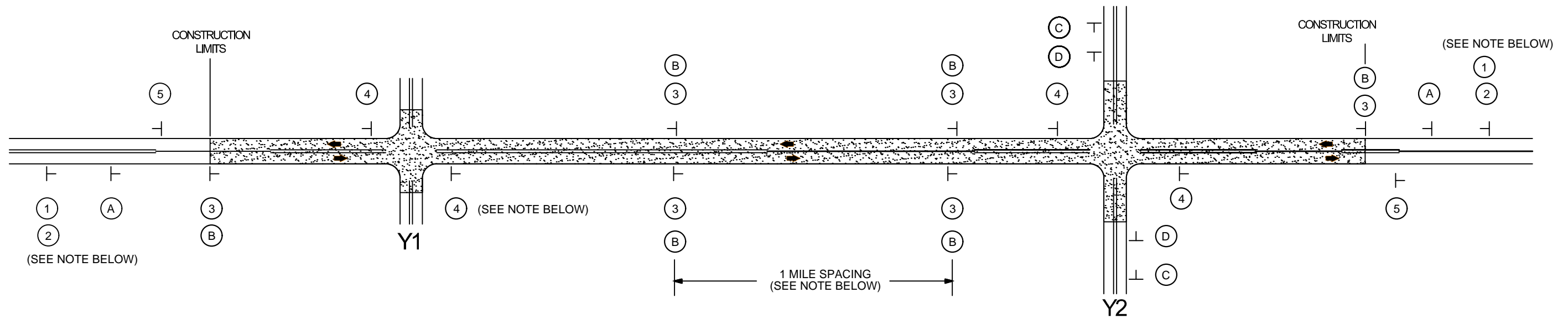


PAVEMENT SCHEDULE	
F1	DOUBLE SEAL PLACED ACCORDING TO THE SPECIAL PROVISIONS
T	EXISTING SHOULDER
U	EXISTING ASPHALT



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