

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

GATES COUNTY

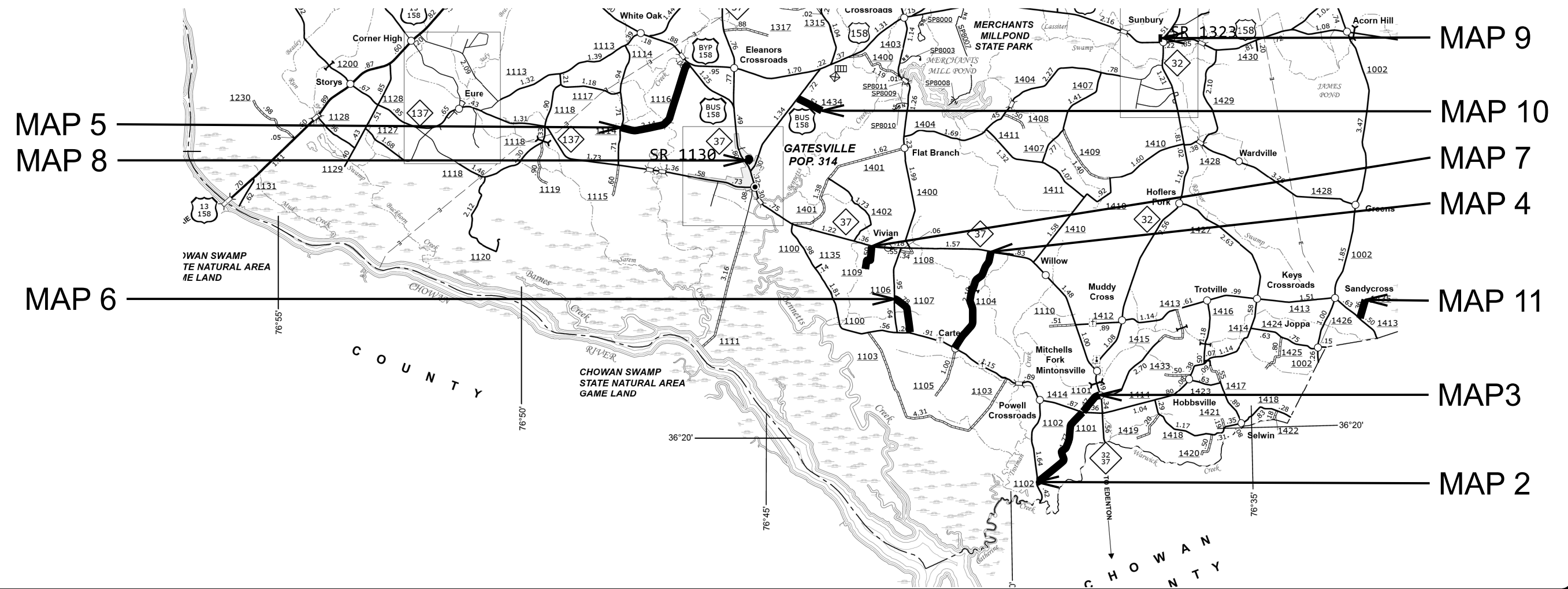
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.
N.C.	2023CPT.01.06.10721.1, ETC	3
STATE PROJ. NO.	P.A. PROJ. NO.	DESCRIPTION
2023CPT.01.06.20371.1		PE CONST.
2023CPT.01.06.20372.1		PE CONST.

LOCATION:

- MAP 2 - SR 1101 (PUNCH BOWL RD) FROM SR 1102 TO SR 1100
- MAP 3 - SR 1101 (PUNCH BOWL RD) FROM SR 1100 TO NC 32
- MAP 4 - SR 1104 (PERKINS RD) FROM SR 1100 TO NC 37
- MAP 5 - SR 1116 (HARRELLS CHURCH RD) FROM SR 1114 TO US 158
- MAP 6 - SR 1107 (CARTERS LOOP RD) FROM SR 1100 TO SR 1106

- MAP 7 - SR 1109 (COUCH LN) FROM END OF PAVEMENT TO NC 37
- MAP 8 - SR 1130 (SCHOOL DR) FROM NC 37 TO NC 37
- MAP 9 - SR 1323 (WEST BANK ST) FROM END OF MAINTENANCE TO NC 32
- MAP 10 - SR 1434 (HALL LANE) FROM DEAD END TO US 158
- MAP 11 - SR 1435 (FRED STALLINGS LN) FROM SR 1413 TO END OF PAVEMENT

TYPE OF WORK: AST (MAT COAT), GUARDRAIL, RESURFACING AND SHOULDER RECONSTRUCTION



WBS NO.: 2023CPT.01.0.10721.1, ETC
CONTRACT: DA00539

GRAPHIC SCALES

NTS

MAP LENGTH

- | | |
|--------------------|---------------------|
| MAP 2 = 1.80 MILES | MAP 7 = 0.55 MILES |
| MAP 3 = 0.47 MILES | MAP 8 = 0.21 MILES |
| MAP 4 = 2.10 MILES | MAP 9 = 0.07 MILES |
| MAP 5 = 2.14 MILES | MAP 10 = 0.53 MILES |
| MAP 6 = 0.78 MILES | MAP 11 = 0.29 MILES |

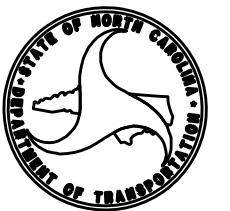
Prepared in the Office of:
DIVISION OF HIGHWAYS
113 AIRPORT DR., EDENTON NC, 27932

2018 STANDARD SPECIFICATIONS

W. B. HOBBS, PE
DIVISION PROJECT DEVELOPMENT ENGINEER

CHRIS SLACHTA
DIVISION CONTRACT ENGINEER

S. P. FENWICK, PLS
DIVISION DESIGN ENGINEER



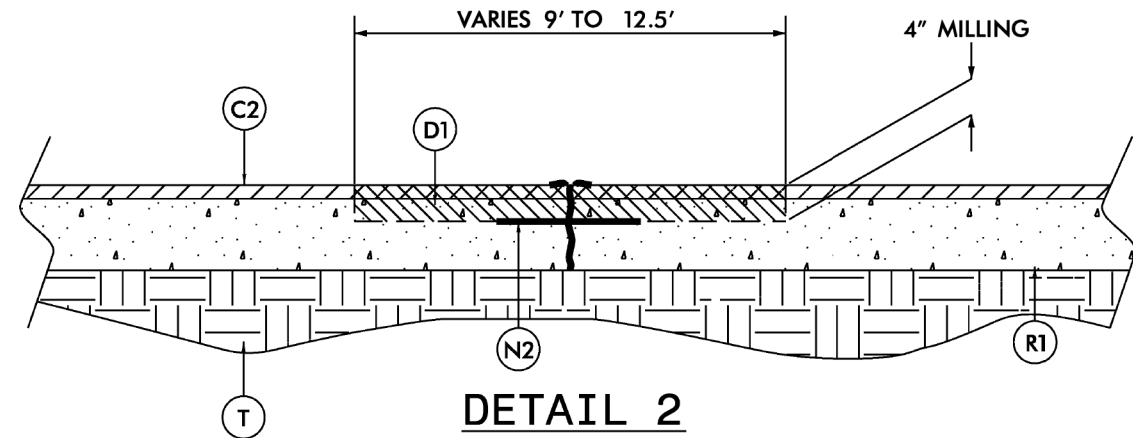
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PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 ⁵ / ₆₄ " ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 4.0" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE
N2	PROPOSED SELF-ADHESIVE PAVEMENT INTERLAYER.
R1	EXISTING CONCRETE ROADBED.
T	EARTH MATERIAL
U	EXISTING PAVEMENT.
V1	MILLING DEPTH 1 ⁶ / ₆₄ " to 0".

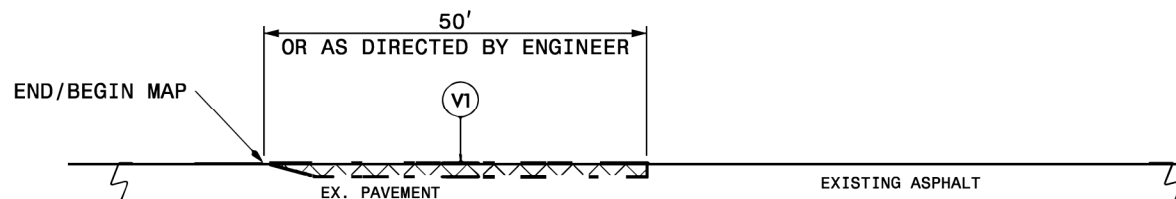
NOTES:

- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * ASPHALT SURFACE TREATMENT (MAT COAT) CONSISTS OF: ONE LAYER OF EMULSIFIED ASPHALT GRADE CRS-2L AT A RATE OF 0.38± GAL/SY AND ONE LAYER OF #67 STONE AT A RATE OF 20-25± LBS/SY.
- * CONSTRUCT THE MAT COAT IN ACCORDANCE WITH SUBARTICLE 660-8(D) OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. AFTER THE MAT COAT HAS BEEN SATISFACTORILY APPLIED AND ROLLED, THE APPLICATION OF THE PLANT MIX OVERLAY SHALL BE COMPLETED WITHIN THE SAME DAY.
- * ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE SHALL ONLY BE APPLIED TO THE MAINLINE AND NOT TO THE RADIUS OF ANY SIDE ROAD OR DRIVEWAY.
- * THE CONTRACTOR MUST PROVIDE A SPREADER THAT IS AT LEAST 12' WIDE FOR IRREGULAR AREAS ALONG THE MAPS.



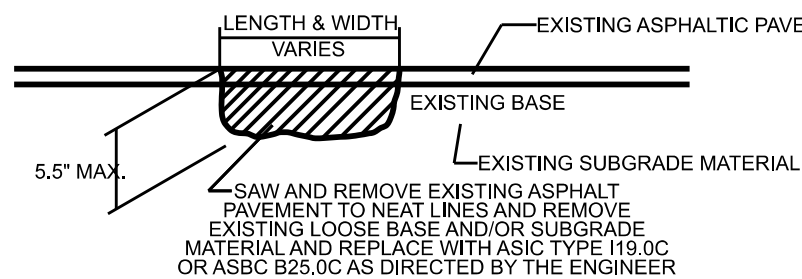
NOTE:

1. SAW CUT 4.5' TO 6.25' ON BOTH SIDES OF CRACK.
2. REMOVE EXISTING PAVEMENT STRUCTURE TO A DEPTH OF 4 INCHES.
3. SCHEDULE OPERATIONS SO ALL AREAS WHERE PAVEMENT HAS BEEN REMOVED WILL BE REPAIRED AND ALL LANES OF TRAFFIC RESTORED ON THE SAME DAY OF THE PAVEMENT REMOVAL. THE CONTRACTOR WILL BE RESTRICTED TO REPAIRING ONE SIDE OF THE EXISTING PAVEMENT AT A TIME UNLESS OTHERWISE PERMITTED BY THE ENGINEER.

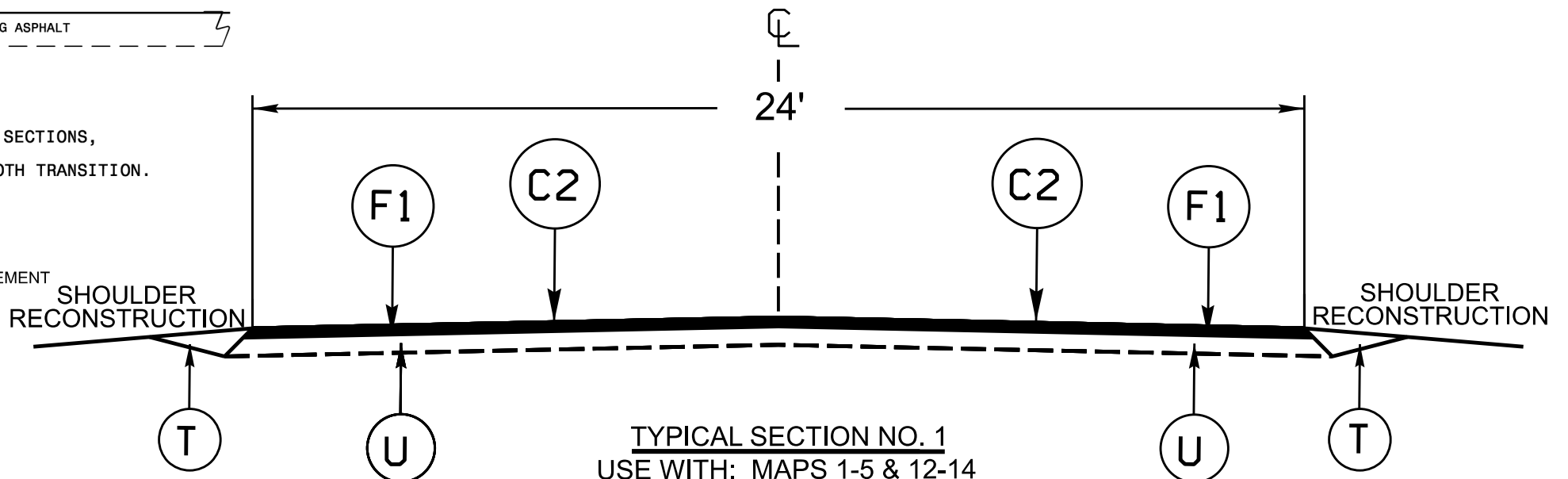


NOTE:

1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.



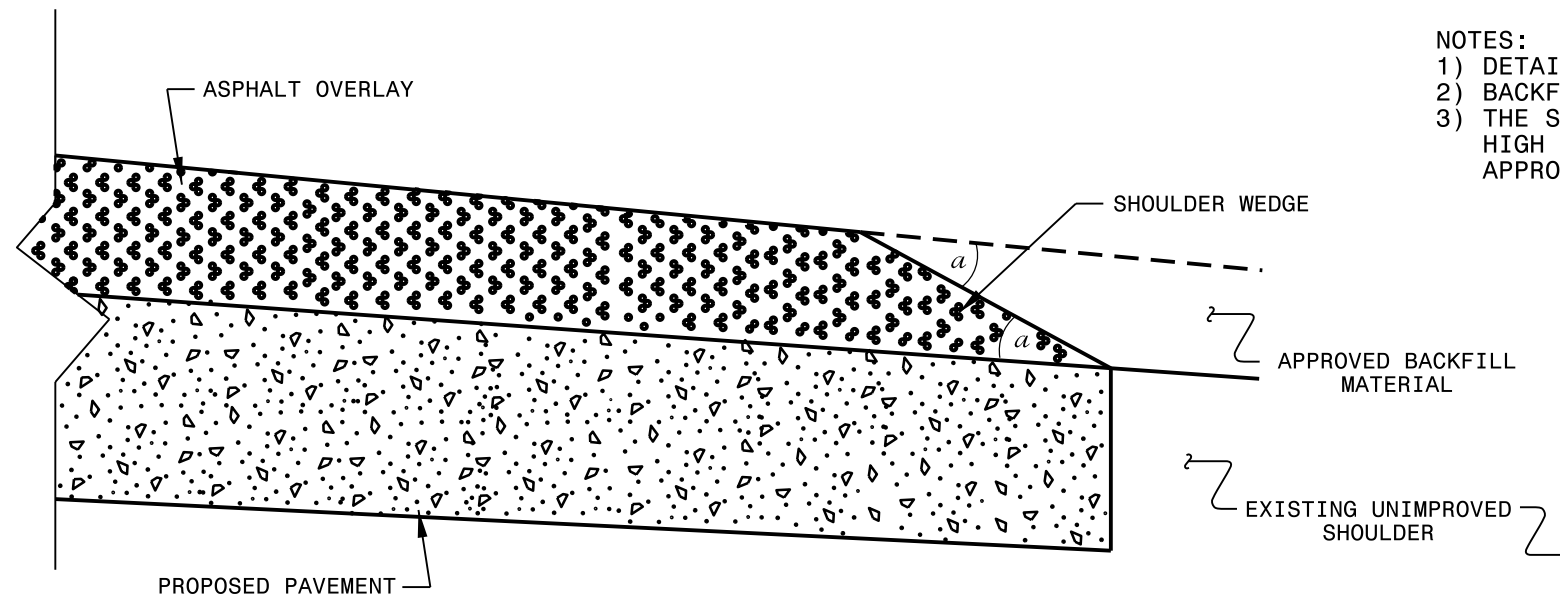
*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.



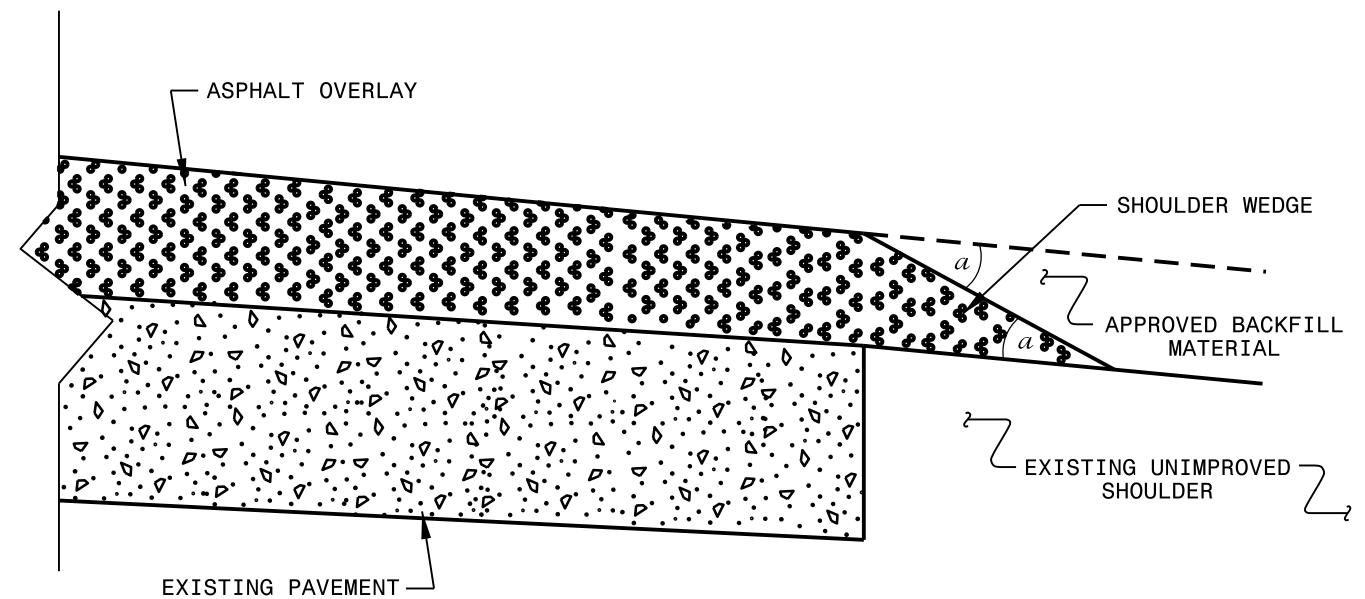
CONSTRUCTION

NOTES:

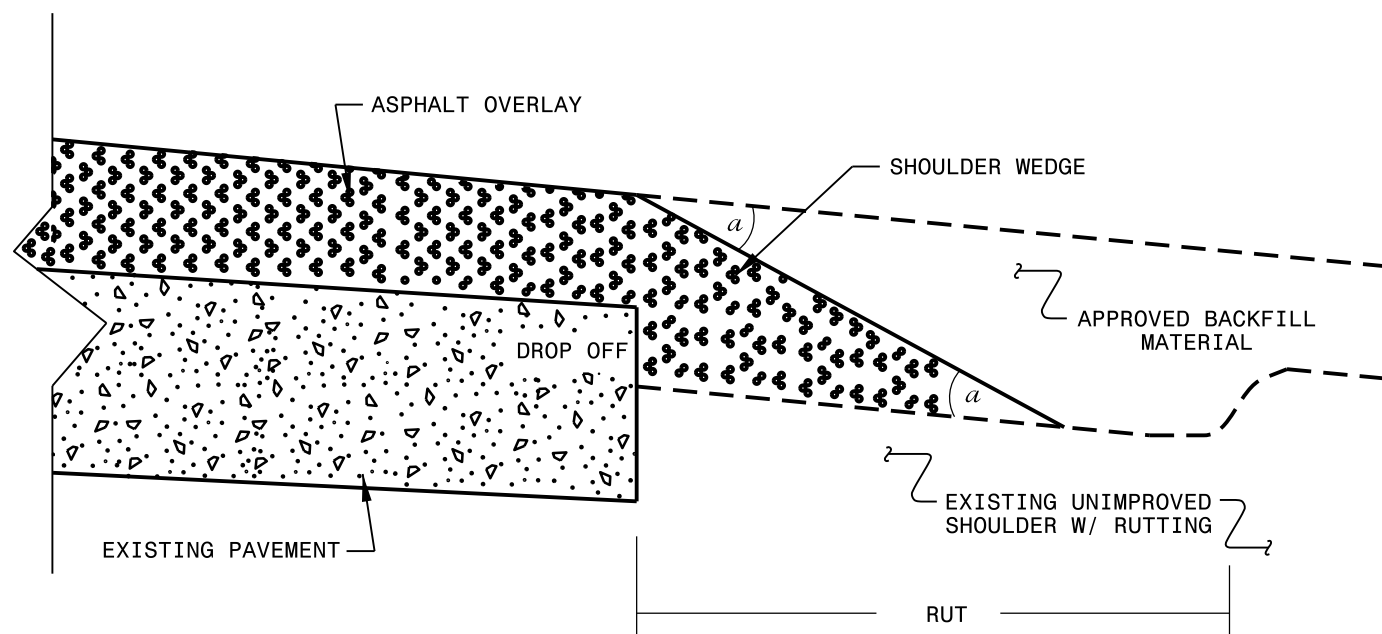
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\detatl1s\stand\shoulderwedgedetatl1.dgn	

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

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SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	MATERIALS TRANSFER VEHICLE REQUIRED	LENGTH	WIDTH	0000100000-N	0106000000-E	1220000000-E	1245000000-E	1330000000-E	1519000000-E	1526000000-E	1575000000-E	1705000000-E	1775500000-E	1838000000-E	1880000000-E	1881000000-E	2845000000-N	3030000000-E	3287000000-N	3360000000-E	6000000000-E	6071012000-E	6084000000-E	6117000000-N													
													MOBILIZATION	BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, S9.5B	ASPHALT CONC SURFACE COURSE, S4.75A	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT (FULL DEPTH)	ASPHALT SURFACE TREATMENT MAT COAT #67 STONE	EMULSION FOR ASPHALT SURFACE TREATMENT	GENERIC PAVING ITEM JOINT REPAIR	GENERIC PAVING ITEM, SELF ADHESIVE PAVEMENT INTERLAYER	ADJUSTMENT OF METER BOXES OR VALVE BOXES	STEEL BEAM GUARDRAIL	GUARDRAIL END UNITS, TYPE TL-3 (SP)	REMOVE EXISTING GUARDRAIL	TEMPORARY SILT FENCE	COIR FIBER WATTLE	SEEDING & MULCHING	RESPONSE FOR EROSION CONTROL													
													LS	CY	TONS	SMI	SY	TONS	TONS	TONS	TON	SY	GAL	TON	LF	EA	LF	EA	LF	LF	LF	ACR	EA													
2023CPT.01.06.10721.1	Perquimans	1	US17 BUSINESS \ CREEK DR	NEW PAVEMENT JOINT TO US17	1	2	2WU	NO	NO	YES	0.76	24	1	228	15	1.52	700	1,027	69	20	10,701	4,280	60	300	1	500	2	600	50	25	0.76	1														
TOTAL FOR PROJ NO. 2023CPT.01.06.10721.1													228	15	1.52	700	1,027	69	20	10,701	4,280	60	300	1	500	2	600	50	25	0.76	1															
2023CPT.01.06.20371.1	Gates	2	SR 1101 PUNCH BOWL RD	SR 1102 CATHERINE CREEK RD TO SR 1100 CARTERS RD	1	2	2WU	NO	NO	NO	1.8	18	*	540	36	3.60	200	1,736	116	10	19,008	7,610							50	25	1.80	1														
2023CPT.01.06.20371.1	Gates	3	SR 1101 PUNCH BOWL RD	SR 1100 CARTERS RD TO NC32	1	2	2WU	NO	NO	NO	0.47	18	*	141	9	0.94		453	30	5	4,963	1,990									0.47															
2023CPT.01.06.20371.1	Gates	4	SR 1104 PERKINS RD	SR 1100 CARTERS RD TO NC 37	1	2	2WU	NO	NO	NO	2.1	18	*	630	42	4.20		2,026	136	20	22,176	8,870							75	50	2.10	1														
2023CPT.01.06.20371.1	Gates	5	SR 1116 HARRELLS CHURCH RD	SR 1114 TURNERS RD TO US 158	1	2	2WU	NO	NO	NO	2.14	20	*	642	43	4.28	400	2,292	154	20	25,109	10,050							75	30	2.10	1														
TOTAL FOR PROJ NO. 2023CPT.01.06.20371.1													6.51	1,953	130	13.02	600	6,507	436	55	71,256	28,520																			200	105	6.47	3		
2023CPT.01.06.20372.1	Gates	6	SR 1107 CARTERS LOOP RD	SR 1100 CARTERS RD TO SR 1106 HORACE CARTER RD	2	2	2WU	NO	NO	NO	0.78	20	*						572	40																										
2023CPT.01.06.20372.1	Gates	7	SR 1109 COUCH LANE	EOP TO NC 37	2	2	2WU	NO	NO	NO	0.55	18	*						367	26																										
2023CPT.01.06.20372.1	Gates	8	SR 1130 SCHOOL DR	NC 37 TO NC 37	2	2	2WU	NO	NO	NO	0.21	20	*						159	11																										
2023CPT.01.06.20372.1	Gates	9	SR 1323 WEST BANK ST	EOM TO NC 32	2	2	2WU	NO	NO	NO	0.07	20	*						53	4																										
2023CPT.01.06.20372.1	Gates	10	SR 1434 HALL LANE	DEAD END TO US 158	2	2	2WU	NO	NO	NO	0.53	18	*						367	26																										
2023CPT.01.06.20372.1	Gates	11	SR 1435 FRED STALLINGS LANE	SR 1413 SANDY CROSS RD TO EOP	2	2	2WU	NO	NO	NO	0.29	18	*						192	13																										
TOTAL FOR PROJ NO. 2023CPT.01.06.20372.1													2.43								1,710	120																								
2023CPT.01.06.20721.1	Perquimans	12	SR 1221 LAKE RD	SR 1228 SWING GATE RD TO SR 1224 CHAPANOKE RD	1	2	2WU	NO	NO	NO	3.45	22	*	1,035	69	6.90	300	4,088	274	468	44,528	17,820									100	50	3.50	1												
2023CPT.01.06.20721.1	Perquimans	13	SR 1224 CHAPANOKE RD	SR 1225 WEIGH STATION RD TO SR 1223 FIVE BRIDGE RD	1	2	2WU	NO	NO	NO	2.32	18	*	696	46	4.64	700	2,427	163	60	24,499	9,800									50	25	2.30	1												
2023CPT.01.06.20721.1	Perquimans	14	SR 1237 FOREMAN BUNDY RD	SR 1224 CHAPANOKE ROPASQUOTANK CO LINE	1	2	2WU	NO	NO	NO	0.46	21	*	138	9	0.92	300	533	36	10	5,667	2,270									50	25	0.46													
2023CPT.01.06.20721.1	Perquimans	15	SR 1358 LEE DR	SR 1359 CHAPPELL RD TO SR 1466 HOPE DR	3	2	2WU	NO	NO	NO	0.06	16	*	18	1	0.12	100	57	4															0.06												
2023CPT.01.06.20721.1	Perquimans	16	SR 1359 CHAPPELL RD	SR 1360 LONGBEACH RD TO SR 1321 MUDDY CREEK RD	3	2	2WU	NO	NO	NO	0.14	19	*	42	3	0.28	100	149	3												20	10	0.14													
2023CPT.01.06.20721.1	Perquimans	17	SR 1360 LONGBEACH RD	EOP TO SR 1359 CHAPPELL RD	3	2	2WU	NO	NO	NO	0.31	17	*	93	6	0.62	200	308	21											20	10	0.31	1													
TOTAL FOR PROJ NO. 2023CPT.01.06.20721.1													6.74	2,022	134	13.48	1,700	7,562	508	538	74,694	29,890																					240	120	6.77	2
2023CPT.01.06.20722.1	Perquimans	18	SR 1127 LONG LANE	DEAD END TO US 17	2	2	2WU	NO	NO	NO	0.26	18	*							172	12																									
2023CPT.01.06.20722.1	Perquimans	19	SR 1130 SUNSHINE LANE	SR 1110 WEST GRUBB ST TO SR 1109 DON JUAN RD	2	2	2WU	NO	NO	NO	0.2	20	*							146	10																									
2023CPT.01.06.20722.1	Perquimans	20	SR 1421 WEBB ST	DEAD END TO SR 1300 NEW HOPE RD	2	2	2WU	NO	NO	NO	0.54	16	*							323	23																									
2023CPT.01.06.20722.1	Perquimans	21	SR 1426 SOUNDSIDE DR	SR 1300 NEW HOPE RD TO DEAD END	2	2	2WU	NO	NO	NO	0.42	18	*							278	19																									
2023CPT.01.06.20722.1	Perquimans	22	SR 1474 BEECHWOOD ST	DEAD END TO SR 1367 OLD US 17 RD	2	2	2WU	NO	NO	NO	0.16	20	*							123	9																									
2023CPT.01.06.20722.1	Perquimans	23	SR 1480 SUNFLOWER LANE	CDS TO SR 1474 BEECHWOOD ST	2	2	2WU	NO	NO	NO	0.13	18	*							109	8																									
TOTAL FOR PROJ NO. 2023CPT.01.06.20722.1													1.71								1,151	81																								
GRAND TOTAL												18.15	1	4,203	279	28.02	3,000	15,096	2,861	1,214	613	156,651	62,690	60	300	1	500	2	600	490	250	14	6													

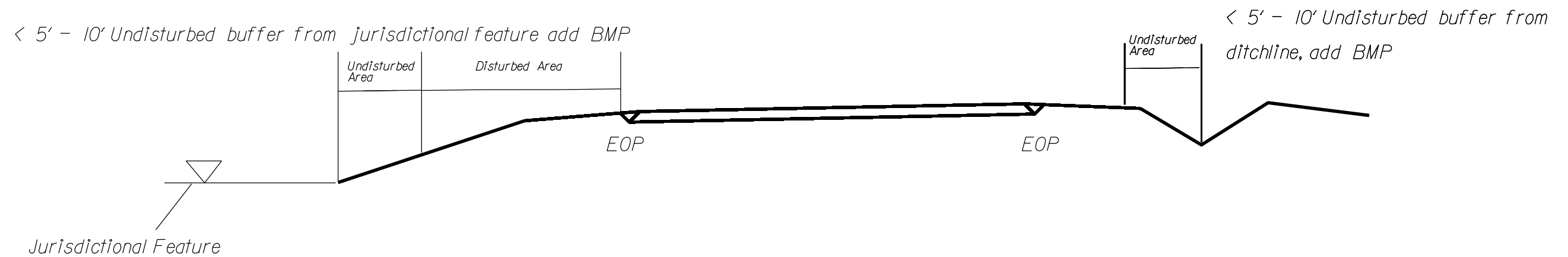
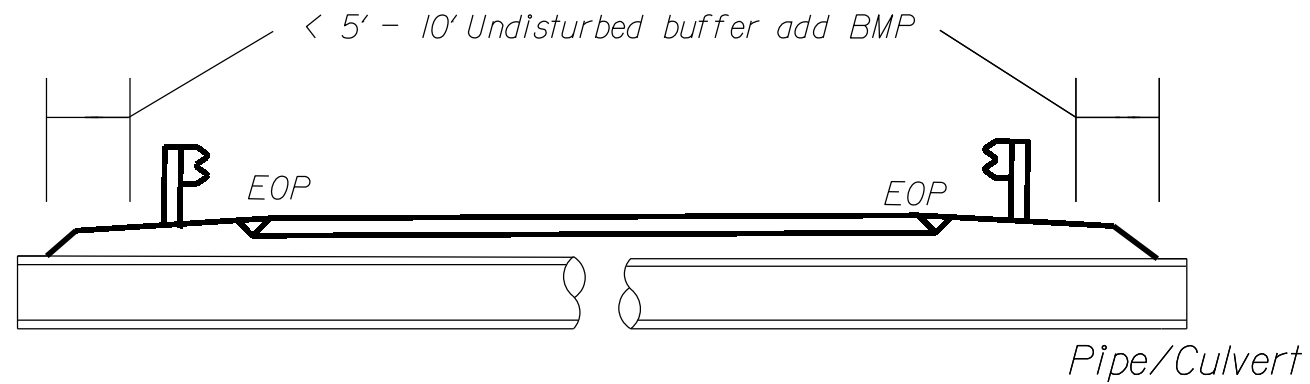
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	MATERIALS TRANSFER VEHICLE REQUIRED	LENGTH	WIDTH	4413000000-E	4457000000-N	4688000000-E		4704000000-E	4709000000-E	4720000000-E	4725000000-E			4810000000-E		4830000000-E	4835000000-E	4840000000-N	4845000000-N			4890000000-E		4905100000-E												
													WORK ZONE ADV/GEN WARNING SIGNING	TEMPORARY TRAFFIC CONTROL (SP)	THERMO PAVEMENT MARKING LINES (6", 90 MILS) WHITE	THERMO PAVEMENT MARKING LINES (6", 90 MILS) YELLOW	THERMO PAVEMENT MARKING LINES (16", 90 MILS) (SP)	THERMO PAVEMENT MARKING LINES (24", 90 MILS) (SP)	THERMO PAVEMENT MARKING CHARACTER (90 MILS), RXX	THERMO PAVEMENT MARKING SYMBOL (90 MILS), LT ARROW	THERMO PAVEMENT MARKING SYMBOL (90 MILS), STR ARROW	THERMO PAVEMENT MARKING SYMBOL (90 MILS), RT ARROW	PAINT PAVEMENT MARKING LINES (4") WHITE	PAINT PAVEMENT MARKING LINES (4") YELLOW	PAINT PAVEMENT MARKING LINES (16")	PAINT PAVEMENT MARKING LINES (24")	PAINT PAVEMENT MARKING CHARACTER (MSG RXX)	PAINT PAVEMENT MARKING SYMBOL (LT ARROW)	PAINT PAVEMENT MARKING SYMBOL (STR ARROW)	PAINT PAVEMENT MARKING SYMBOL (RT ARROW)	GENERIC PAVEMENT MARKING ITEM, THERMO HOT SPRAY LINES (4" 55 MILS) WHITE	GENERIC PAVEMENT MARKING ITEM, THERMO HOT SPRAY LINES (4" 55 MILS) YELLOW	NON-CAST IRON PAVEMENT MARKERS (SP)												
													SF	LS	LF	LF	LF	LF	EA	EA	EA	EA	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA											
2023CPT.01.06.10721.1	Perquimans	1	US17 BUSINESS \ CREEK DR	NEW PAVEMENT JOINT TO US17	1	2	2WU	NO	NO	YES	0.76	24	128	1	8,178	5,016	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA												
TOTAL FOR PROJ NO. 2023CPT.01.06.10721.1													128	1	8,178.00	5,016					1	1	1	8,178	5,016																				
2023CPT.01.06.20371.1	Gates	2	SR 1101 PUNCH BOWL RD	SR 1102 CATHERINE CREEK RD TO SR 1100 CARTERS RD	1	2	2WU	NO	NO	NO	1.8	18	208	*																															
2023CPT.01.06.20371.1	Gates	3	SR 1101 PUNCH BOWL RD	SR 1100 CARTERS RD TO NC32	1	2	2WU	NO	NO	NO	0.47	18	64	*																															
2023CPT.01.06.20371.1	Gates	4	SR 1104 PERKINS RD	SR 1100 CARTERS RD TO NC 37	1	2	2WU	NO	NO	NO	2.1	18	240	*																															
2023CPT.01.06.20371.1	Gates	5	SR 1116 HARRELLS CHURCH RD	SR 1114 TURNERS RD TO US 158	1	2	2WU	NO	NO	NO	2.14	20	240	*																															
TOTAL FOR PROJ NO. 2023CPT.01.06.20371.1													6.51																																
2023CPT.01.06.20372.1	Gates	6	SR 1107 CARTERS LOOP RD	SR 1100 CARTERS RD TO SR 1106 HORACE CARTER RD	2	2	2WU	NO	NO	NO	0.78	20		*																															
2023CPT.01.06.20372.1	Gates	7																																											

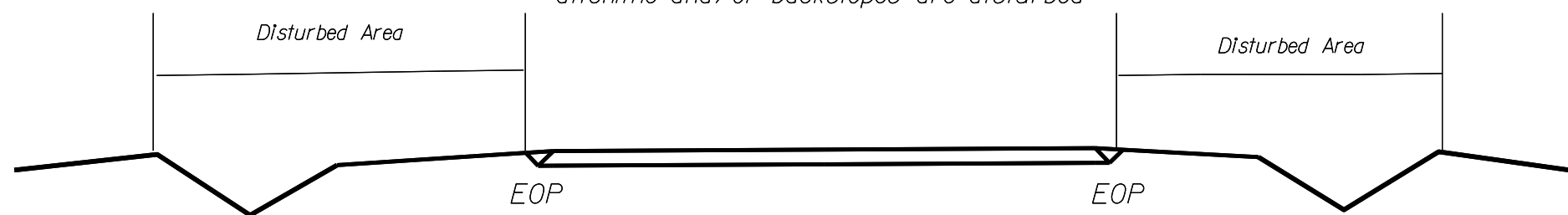
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

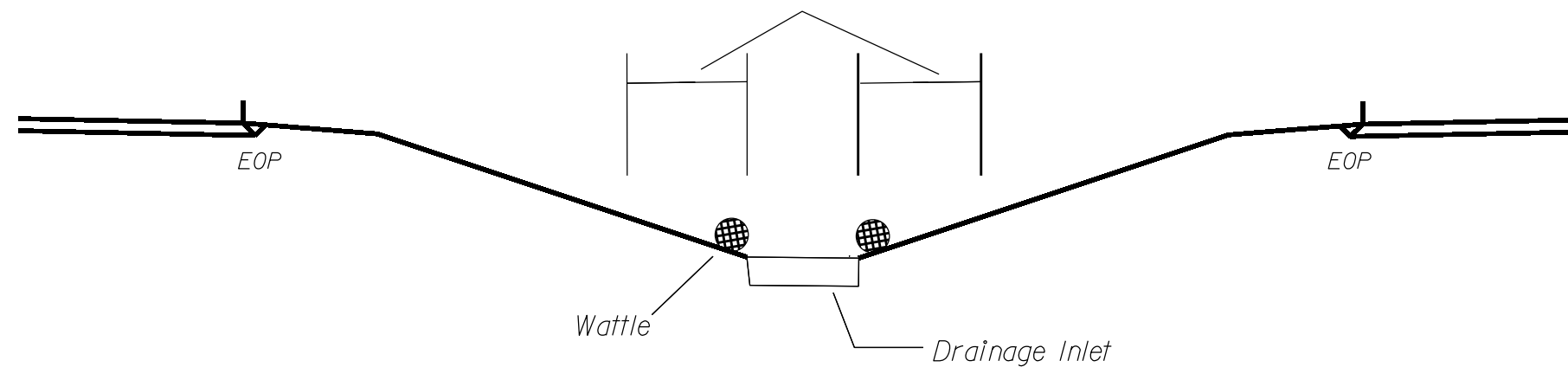
EROSION CONTROL DETAIL



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

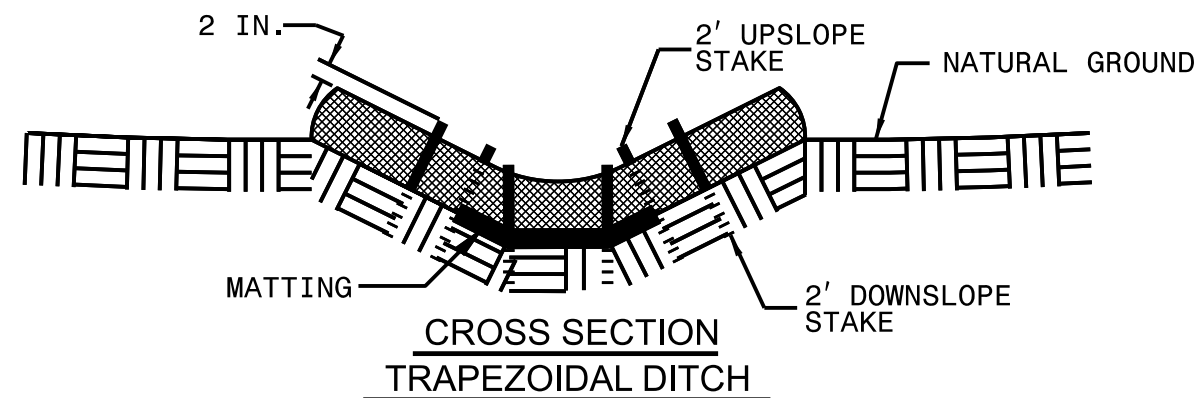
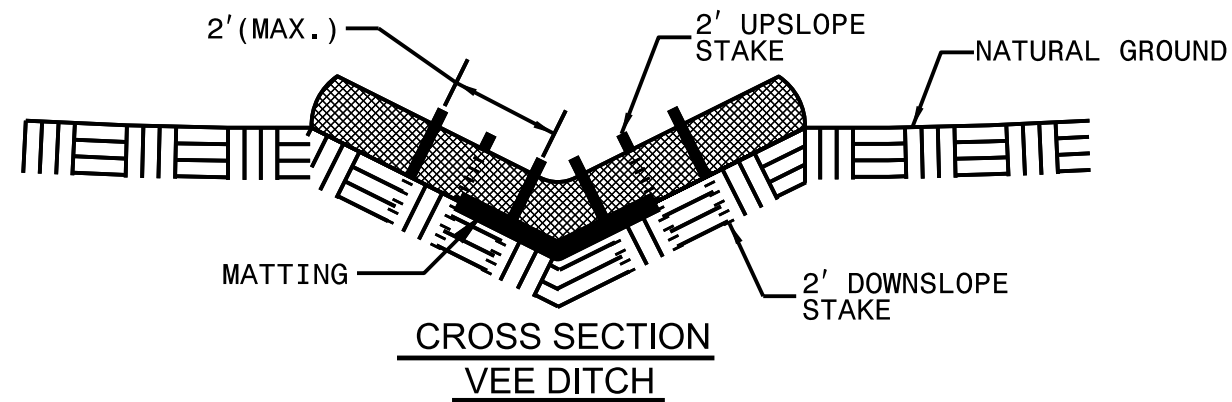
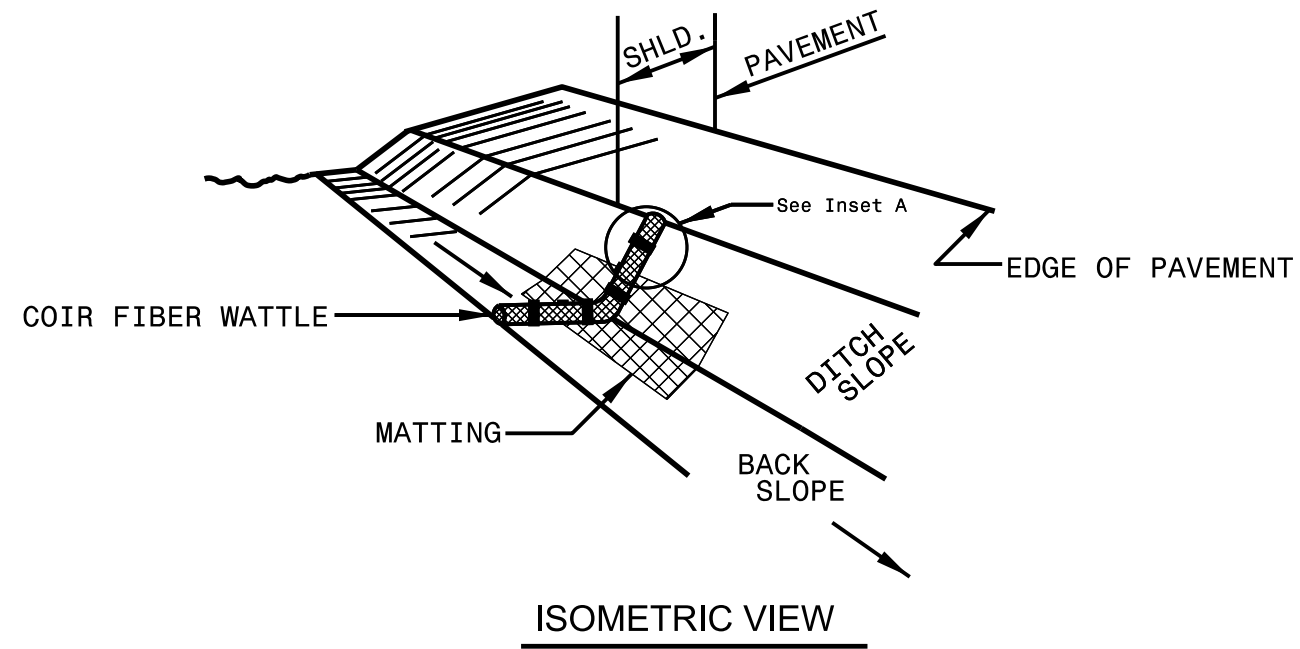


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

COIR FIBER WATTLE DETAIL



NOTES:

USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

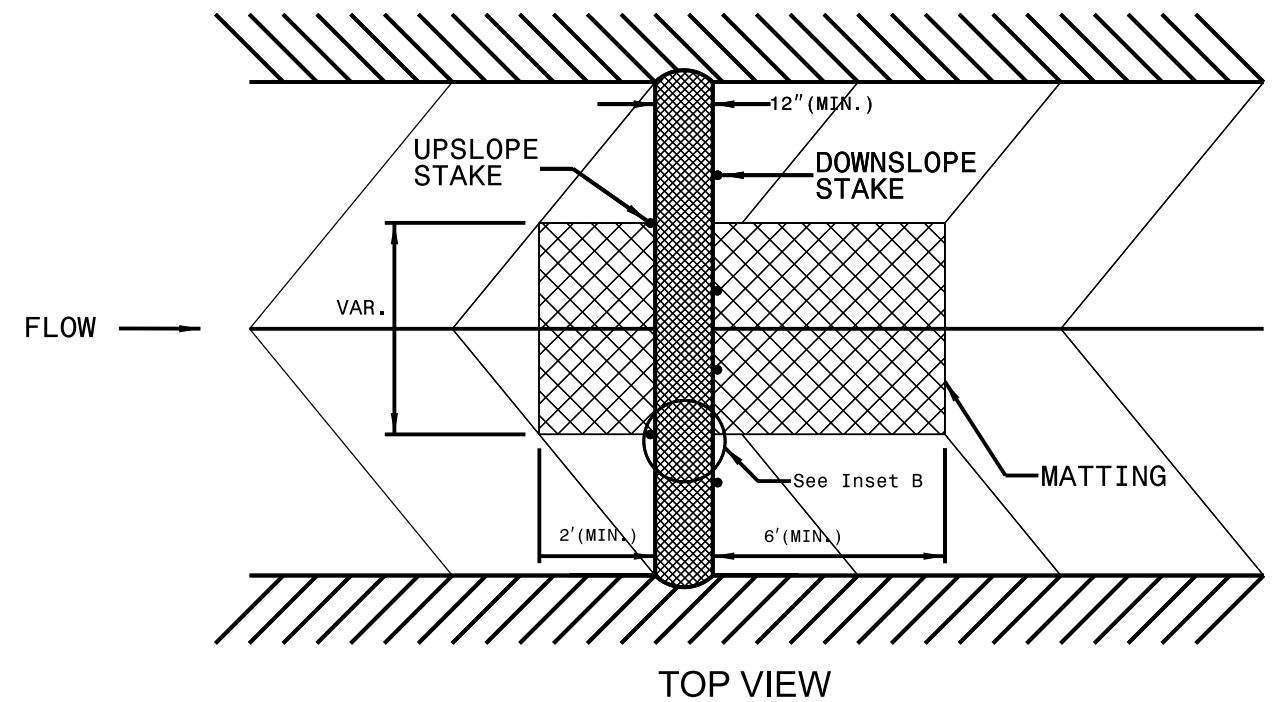
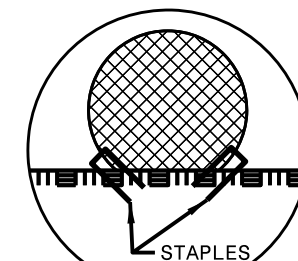
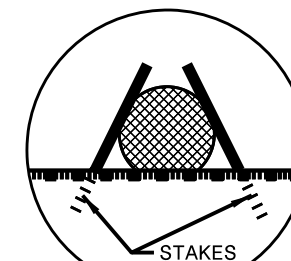
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.



**DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA**

SOIL STABILIZATION TIMEFRAMES

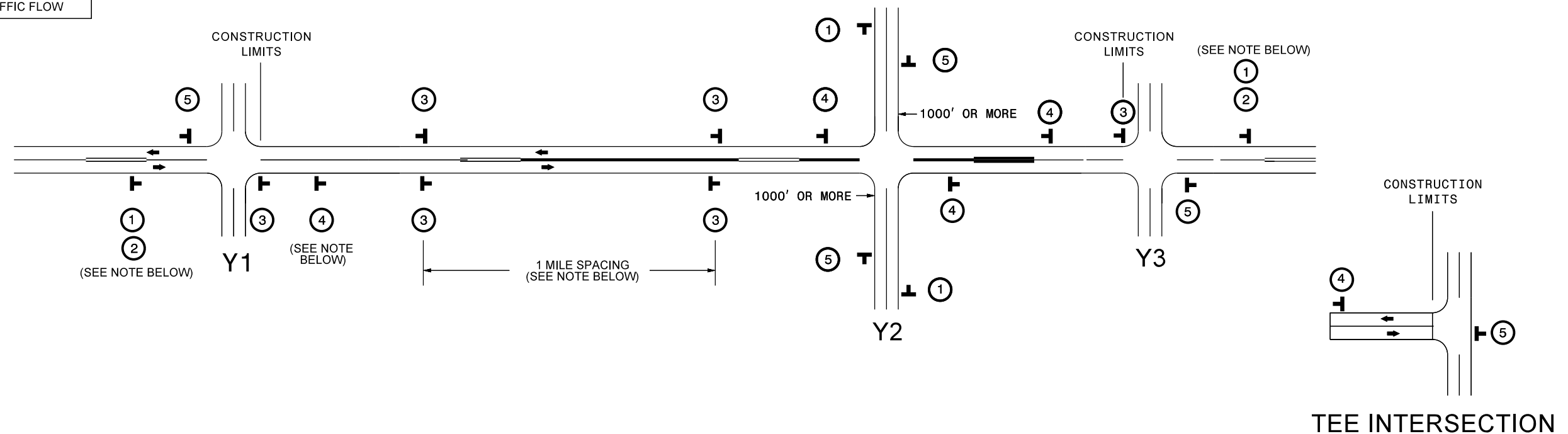
SITE DESCRIPTION	STABILIZATION TIME	TIMEFRAME EXCEPTIONS
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.

SIGNING FOR RESURFACING PROJECTS

LEGEND

▬ STATIONARY SIGN

↔ DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①		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; align-items: center;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p>
	②		#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	 	<p>- ALTERNATE THE FOLLOWING TWO SIGNS:</p> <p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
	④		<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</p> <p>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- 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>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</p>	
	⑤		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	
<p>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.</p>				
<p>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.</p>				

MAPS LESS THAN 2 MILES






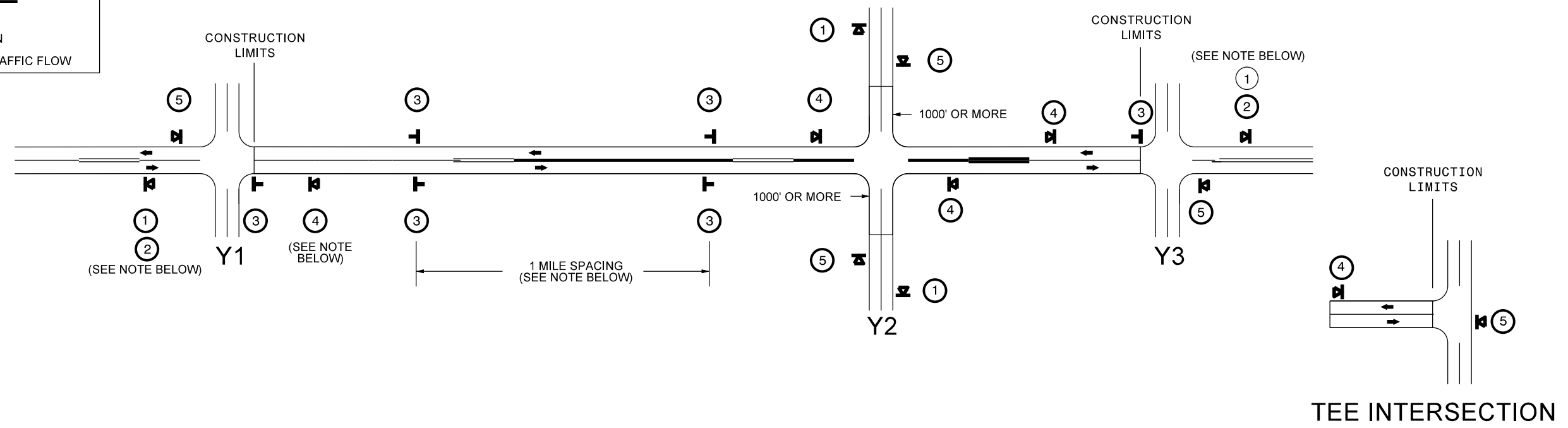
ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

\$\$\$\$\$ SYSTEM\$\$\$\$\$
\$\$\$\$\$ DRAWING\$\$\$\$\$
\$\$\$\$\$ FROM\$\$\$\$\$

SIGNING FOR ASPHALT SURFACE TREATMENT

LEGEND

-  PORTABLE SIGN
-  STATIONARY SIGN
-  DIRECTION OF TRAFFIC FLOW



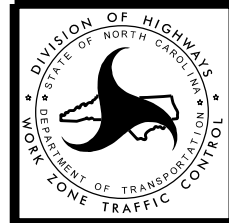
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>- PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>- 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.</p>	<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;"> <small>W20-1 48" X 48"</small> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	 	<p>- ALTERNATE THE FOLLOWING TWO SIGNS:</p> <p>- STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</p> <p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
		<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- 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 OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	
	<p>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.</p>		

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

SYSTEMS TIME\$\$\$\$\$
 FROM THE \$\$\$\$\$\$
 FROM THE \$\$\$\$\$\$
 FROM THE \$\$\$\$\$\$