

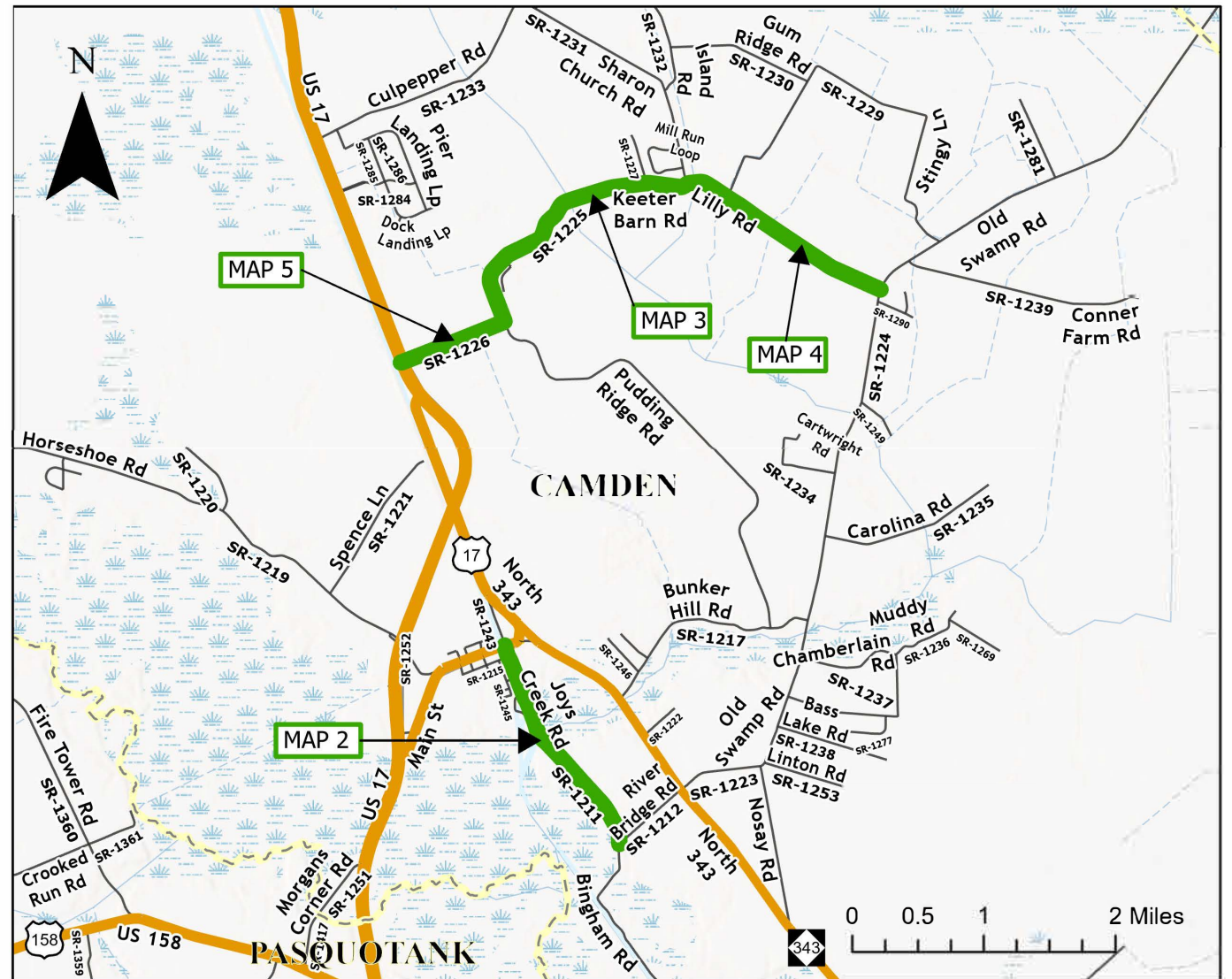
**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

CAMDEN

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.05.10151, ETC.	2
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.05.20151		P.E., CONST.

TYPE OF WORK: MILLING, RESURFACING, GUARDRAIL, SHOULDER RECONSTRUCTION, & PAVEMENT MARKINGS

MAP	ROUTE	FROM	TO
02	SR 1211 (Joys Creek Rd.)	US 17 Business	SR 1212 (River Bridge Rd.)
03	SR 1225 (Keeter Barn Rd.)	SR 1226 (Keeter Barn Rd.)	SR 1231 (Sharon Church Rd.)
04	SR 1225 (Lilly Rd.)	SR 1231 (Sharon Church Rd.)	SR 1224 (Old Swamp Rd.)
05	SR 1226 (Keeter Barn Rd.)	SR 1225 (Keeter Barn Rd.)	US 17



PROJECT LENGTH

MAP	LENGTH
02	1.43
03	1.73
04	1.37
05	0.69

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

B. N. BRASWELL, PE
DIV. PROJ. DEVELOPMENT ENGINEER

C. E. SLACHTA
DIVISION CONTRACT ENGINEER

J. S. ABEL, JR.
DIVISION PROJECT TEAM LEAD

D. H. STALLINGS
DIVISION DESIGN ENGINEER



WBS NO: 2024CPT.01.05.10151, ETC.

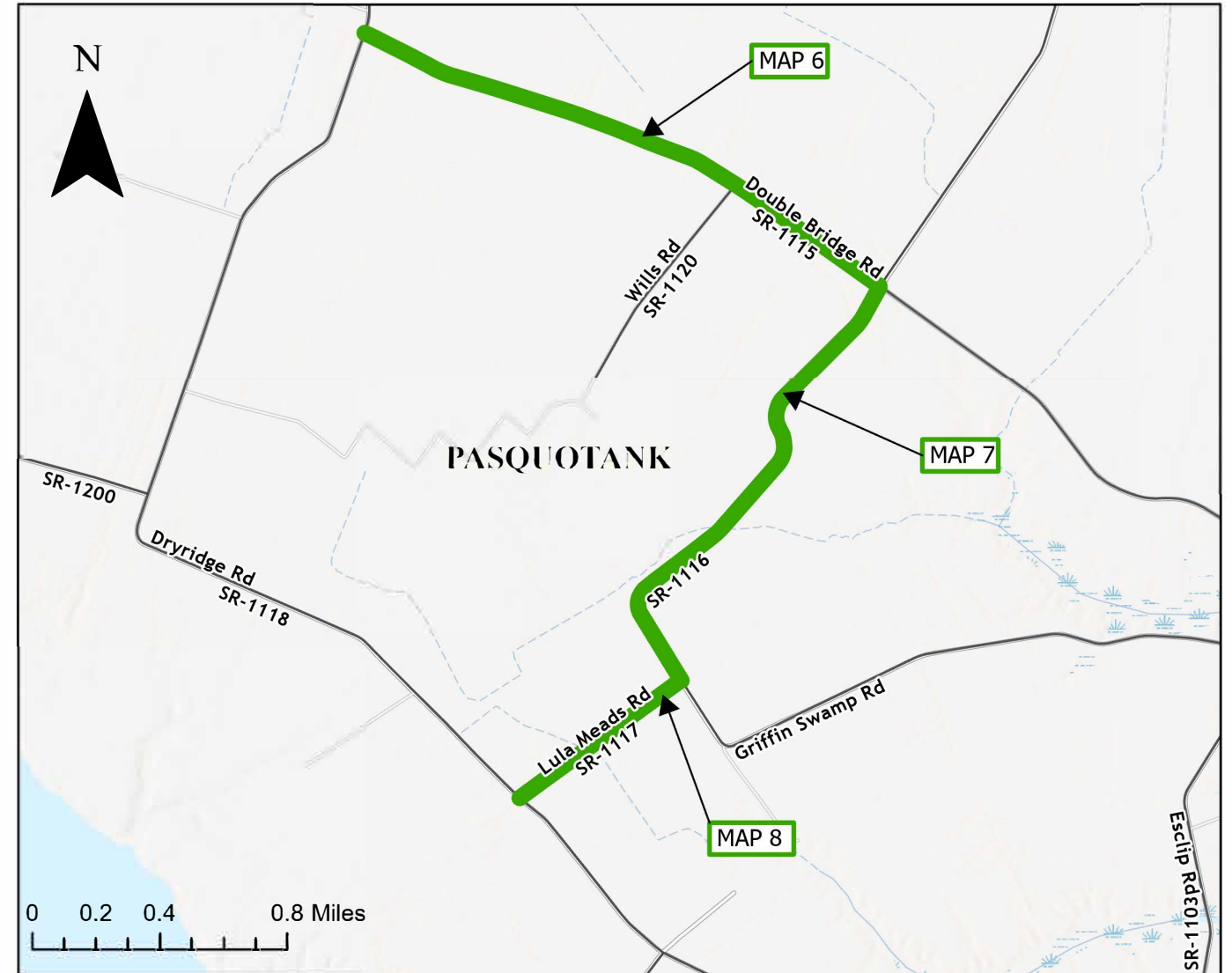
CONTRACT: DA00584

STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS
PASQUOTANK

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.05.10151, ETC.	3
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.05.20701		P.E., CONST.

TYPE OF WORK: MILLING, RESURFACING, SHOULDER RECONSTRUCTION, & PAVEMENT MARKINGS

MAP	ROUTE	FROM	TO
06	SR 1115 (Double Bridge Rd.)	SR 1118 (Dryridge Rd.)	SR 1116 (Griffin Swamp Rd.)
07	SR 1116 (Griffin Swamp Rd.)	SR 1117 (Lula Meads Rd.)	SR 1115 (Double Bridge Rd.)
08	SR 1117 (Lula Meads Rd.)	SR 1118 (Dryridge Rd.)	SR 1116 (Griffin Swamp Rd.)



PROJECT LENGTH

MAP	LENGTH
06	1.46
07	1.28
08	0.50

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

B. N. BRASWELL, PE
 DIV. PROJ. DEVELOPMENT ENGINEER

C. E. SLACHTA
 DIVISION CONTRACT ENGINEER

J. S. ABEL, JR.
 DIVISION PROJECT TEAM LEAD

D. H. STALLINGS
 DIVISION DESIGN ENGINEER



**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
PASQUOTANK**

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.05.10151, ETC.	4
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.05.20701		P.E. . CONST.
2024CPT.01.05.20702		P.E. . CONST.

TYPE OF WORK: MILLING, RESURFACING, THIN LIFT RESURFACING, SHOULDER RECONSTRUCTION, & PAVEMENT MARKINGS

MAP	ROUTE	FROM	TO
10	SR 1343 (Lovers Ln.)	SR 1332 (Creek Rd.)	US 17
12	SR 1347 (South St.)	US 17	Dead End
13	SR 1370 (East St.)	SR 1348 (Ferry Rd.)	SR 1347 (South St.)
14	SR 1386 (North St.)	US 17	SR 1370 (East St.)
15	SR 1402 (Hawthorne Dr.)	SR 1338 (Berea Church Rd.)	SR 1338 (Berea Church Rd.)
16	SR 1503 (Kevin Dr.)	SR 1351 (Possum Quarter Rd.)	Dead End
17	SR 1504 (Clancey Ct.)	SR 1503 (Kevin Dr.)	Dead End



PROJECT LENGTH

MAP	LENGTH	MAP	LENGTH
10	0.66	15	0.35
12	0.26	16	0.26
13	0.20	17	0.12
14	0.13		

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

B. N. BRASWELL, PE
DIV. PROJ. DEVELOPMENT ENGINEER

C. E. SLACHTA
DIVISION CONTRACT ENGINEER

J. S. ABEL, JR.
DIVISION PROJECT TEAM LEAD

D. H. STALLINGS
DIVISION DESIGN ENGINEER

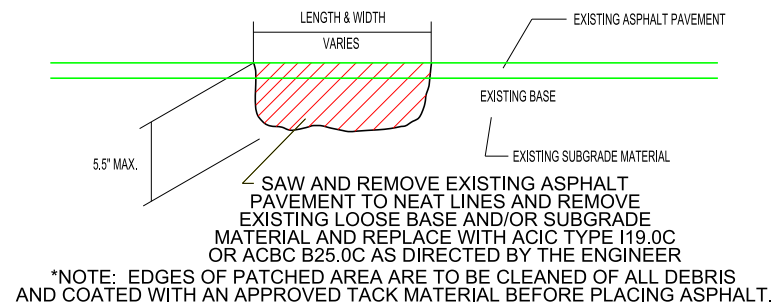


PAVEMENT SCHEDULE

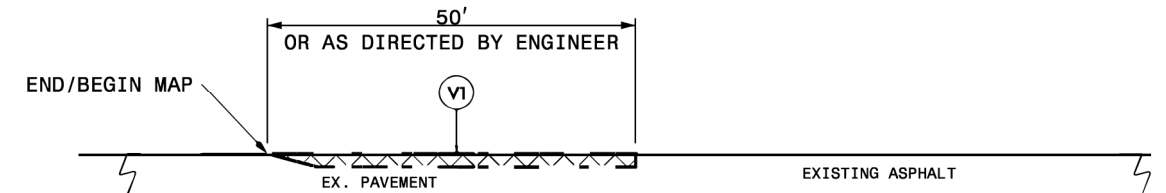
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT

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.
- * 1.5" OF S9.5B TO BE APPLIED THE FULL WIDTH OF THE ROADWAY
- * CONTRACTOR SHALL PERFORM PATCHING EXISTING PAVEMENT, FULL DEPTH BEFORE APPLICATION OF 1.5" OF S9.5B



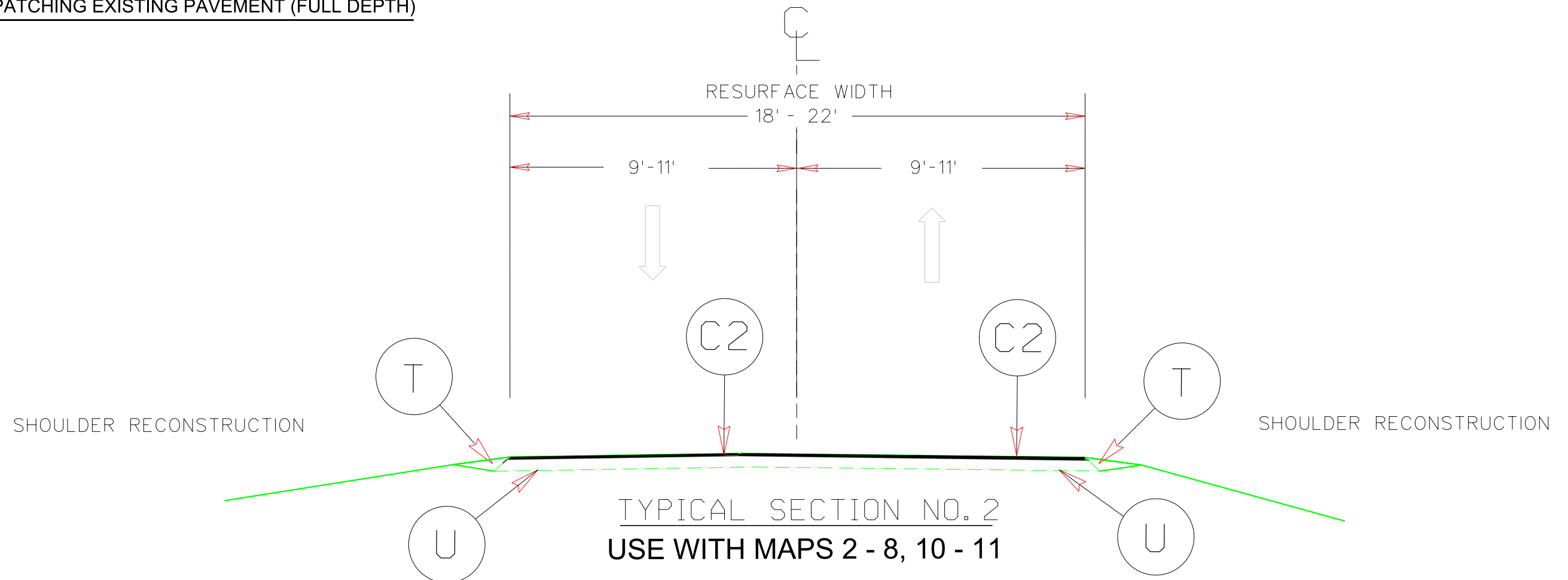
PATCHING EXISTING PAVEMENT (FULL DEPTH)



DETAIL 1

MAIN LINE MILLING

- 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.



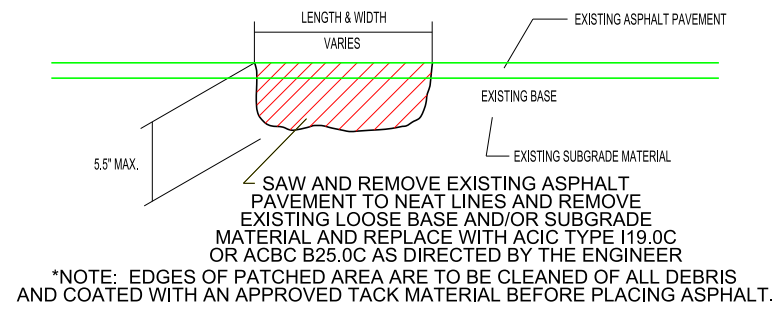
PAVEMENT SCHEDULE

C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
V3	MILLING ASPHALT PAVEMENT, 1.5" DEPTH
U	EXISTING PAVEMENT

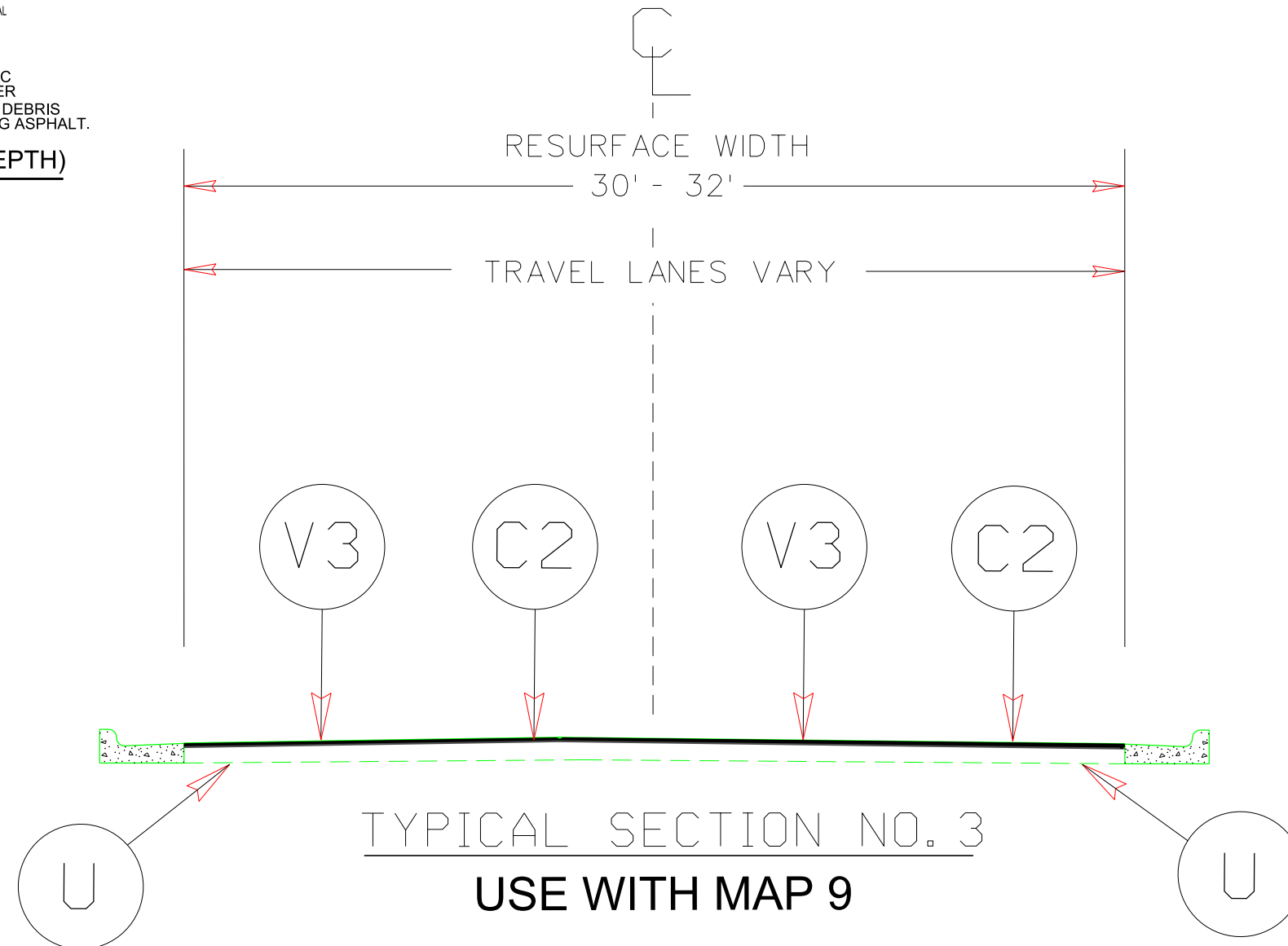
PROJECT REFERENCE NO.	SHEET NO.
2024CPT.01.05.10151, ETC.	7

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.
- * 1.5" OF S9.5B TO BE APPLIED THE FULL WIDTH OF THE ROADWAY
- * CONTRACTOR SHALL PERFORM PATCHING EXISTING PAVEMENT, FULL DEPTH BEFORE APPLICATION OF 1.5" OF S9.5B



PATCHING EXISTING PAVEMENT (FULL DEPTH)



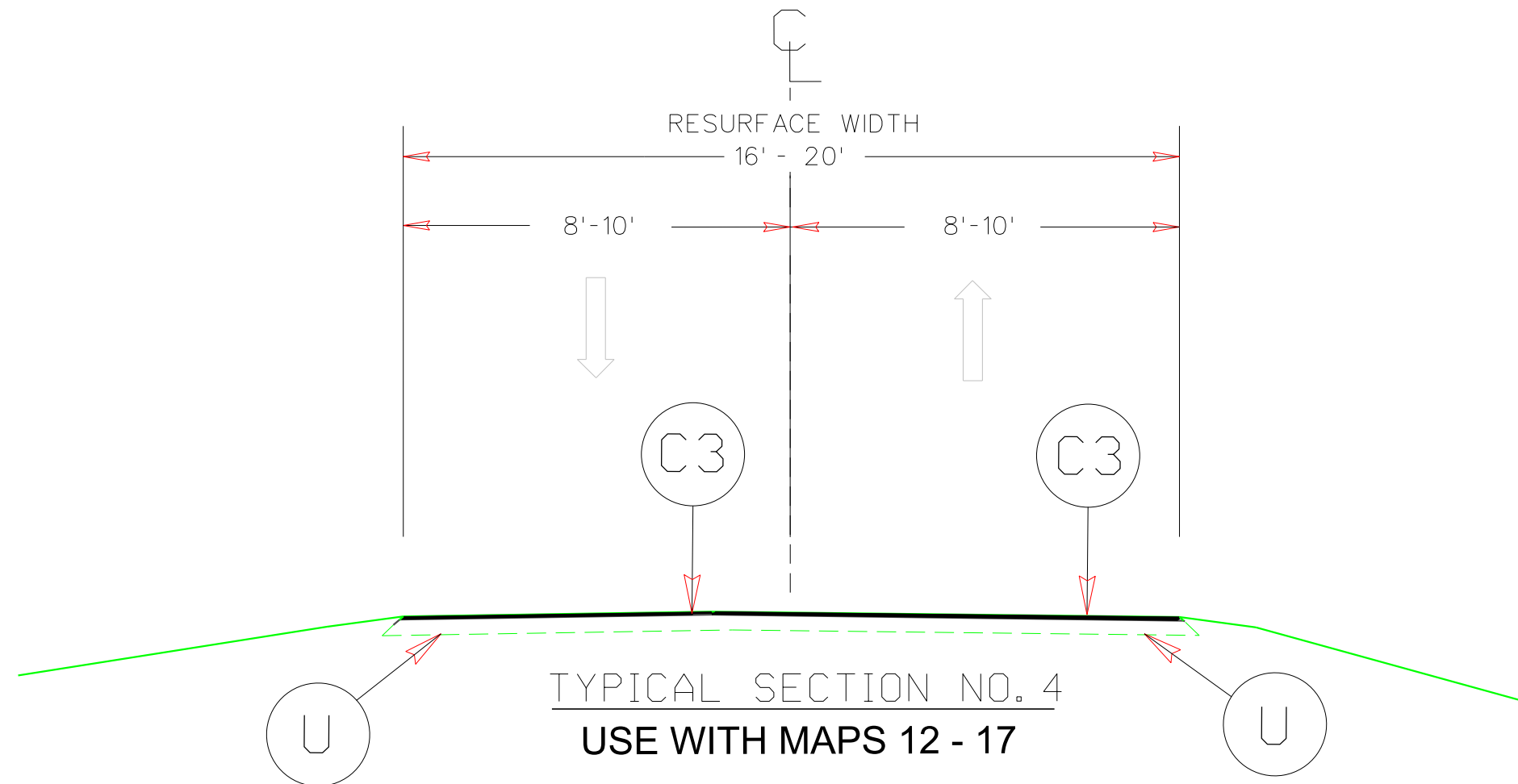
PAVEMENT SCHEDULE

C3	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 138 LBS. PER SQ. YD.
U	EXISTING PAVEMENT

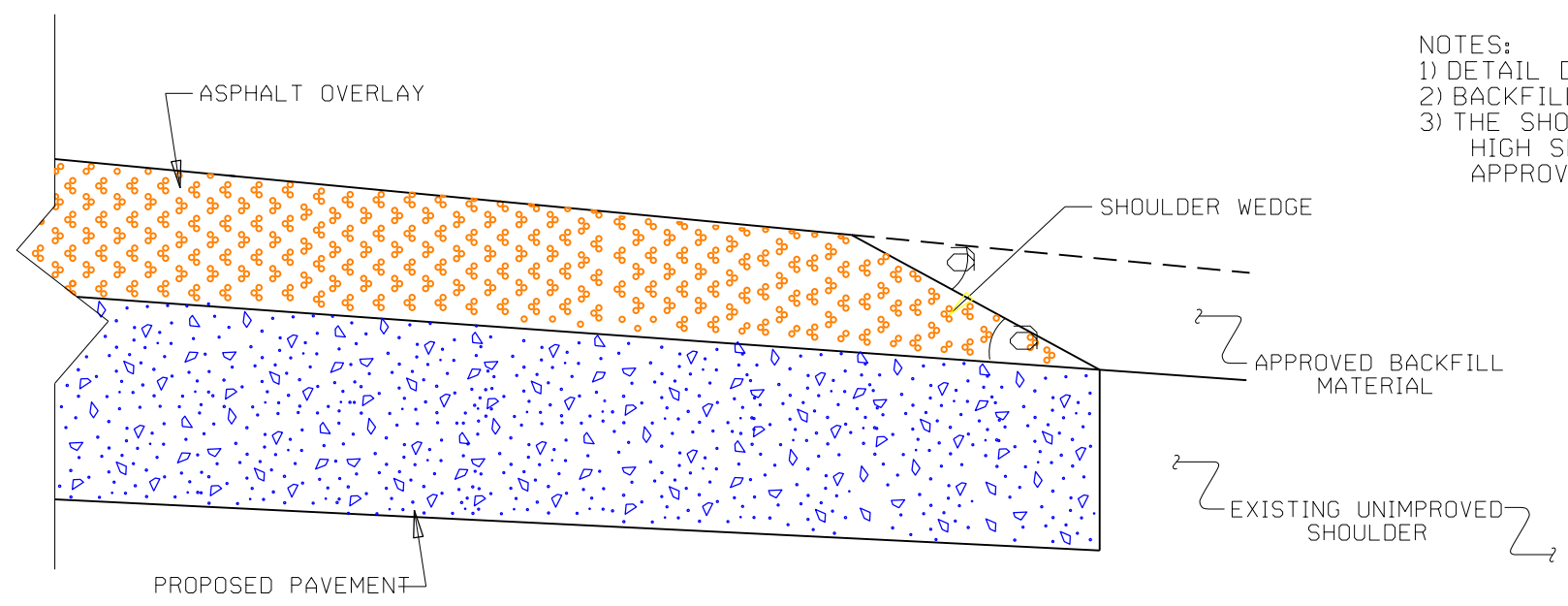
PROJECT REFERENCE NO.	SHEET NO.
2024CPT.01.05.10151, ETC.	8

NOTES:

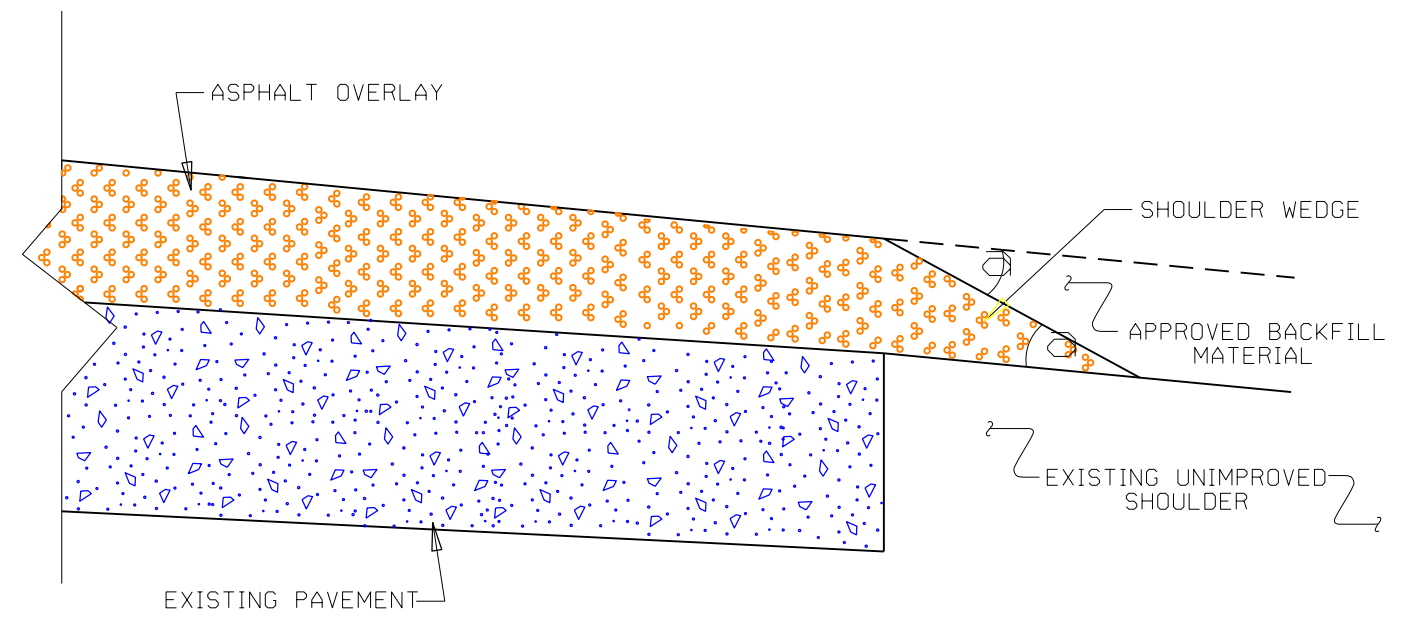
- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * 1.25" OF S9.5B TO BE APPLIED THE FULL WIDTH OF THE ROADWAY



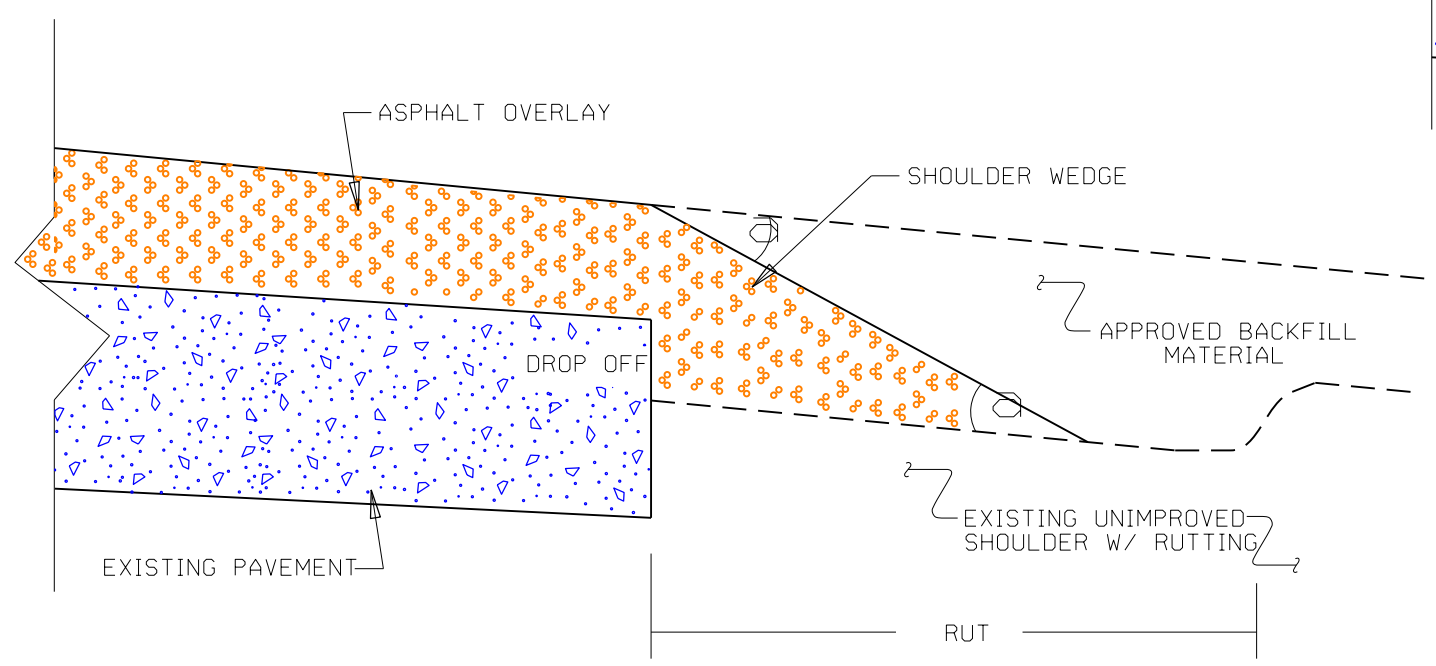
NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFS AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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)

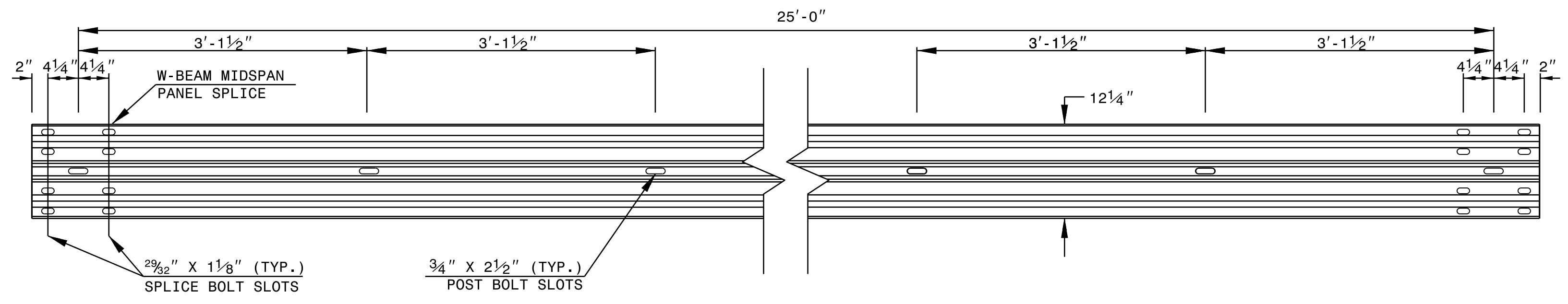
- SHOULDER WEDGE ANGLE = 30°

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.: stusr/details/stand/shoulderwedgedetail.dgn	

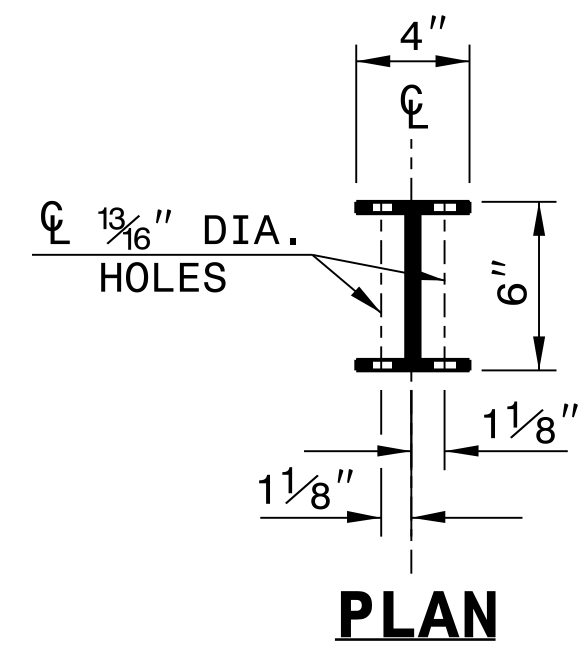
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

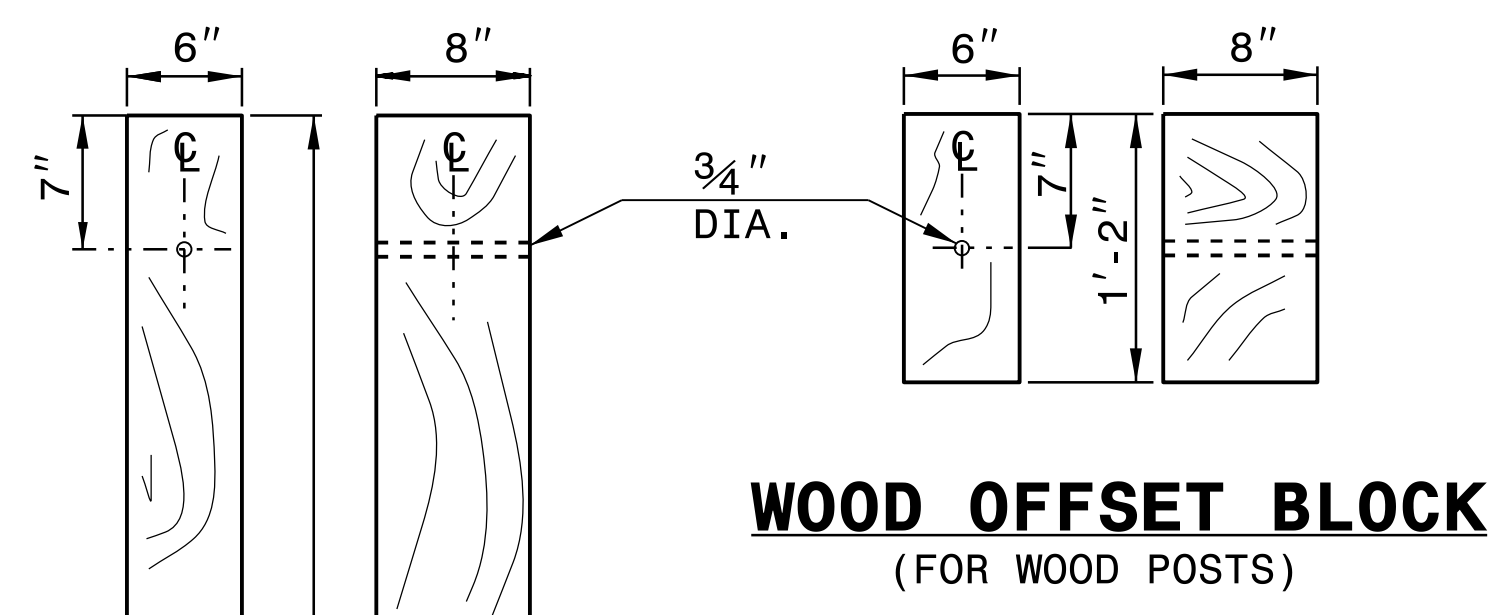
SHEET 6 OF 8
862D02



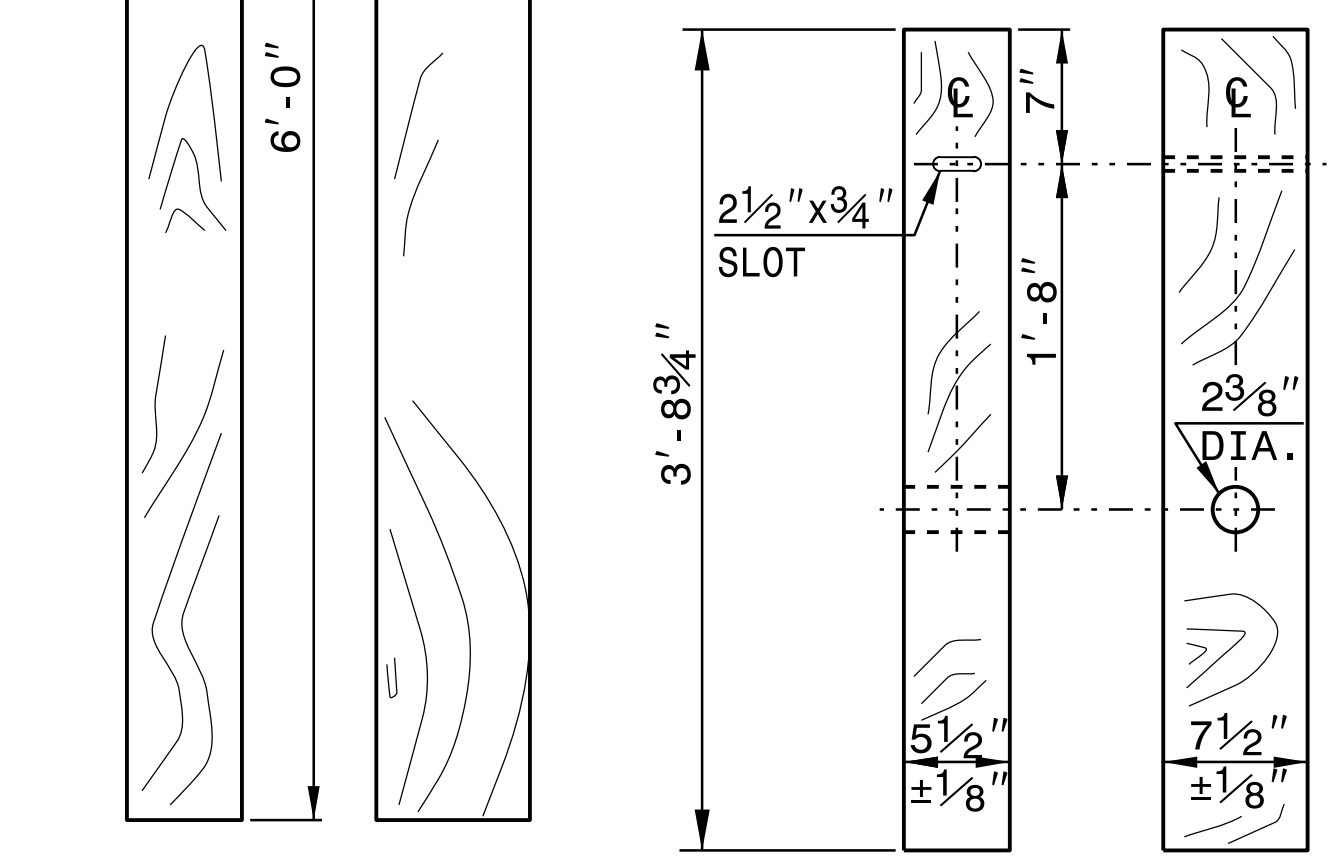
STANDARD W-BEAM GUARDRAIL



PLAN

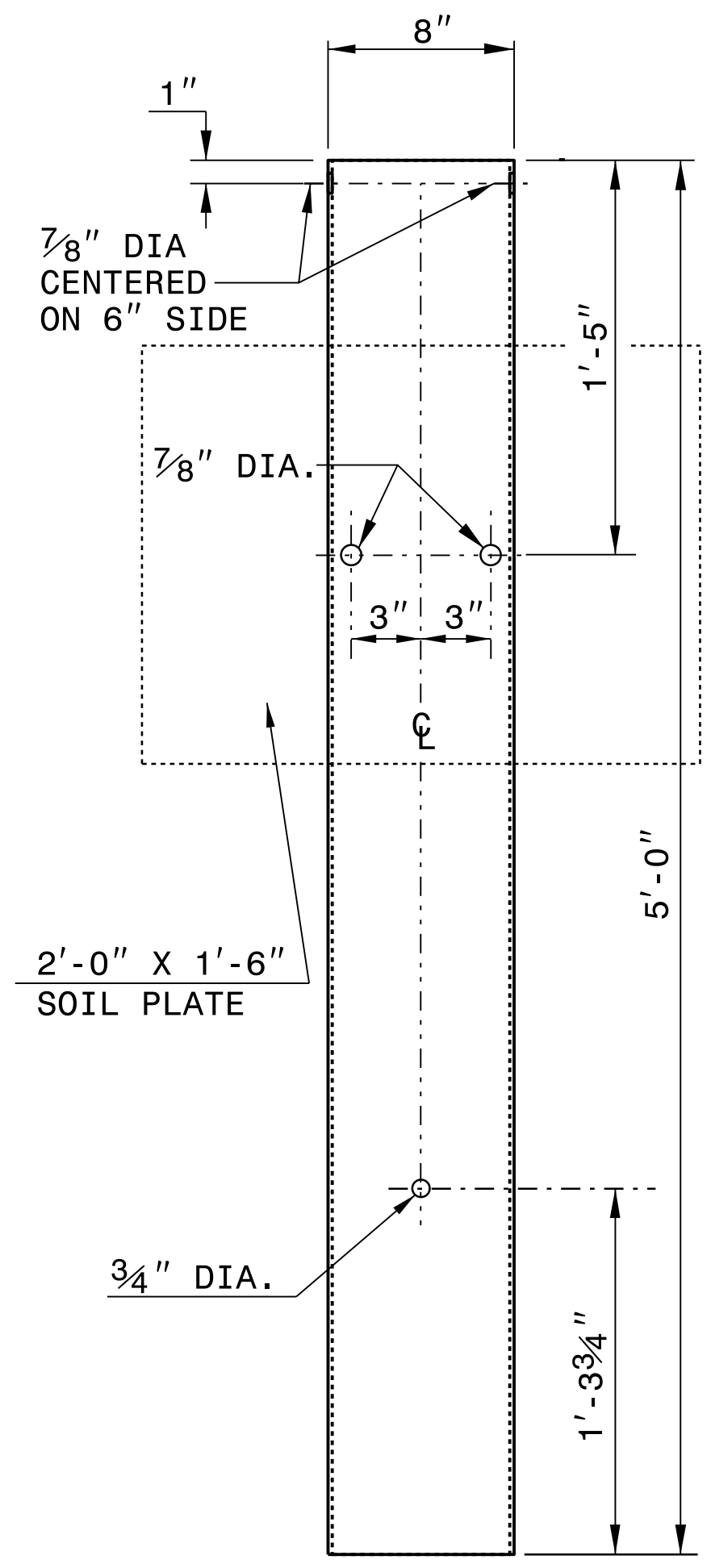


**WOOD OFFSET BLOCK
(FOR WOOD POSTS)**

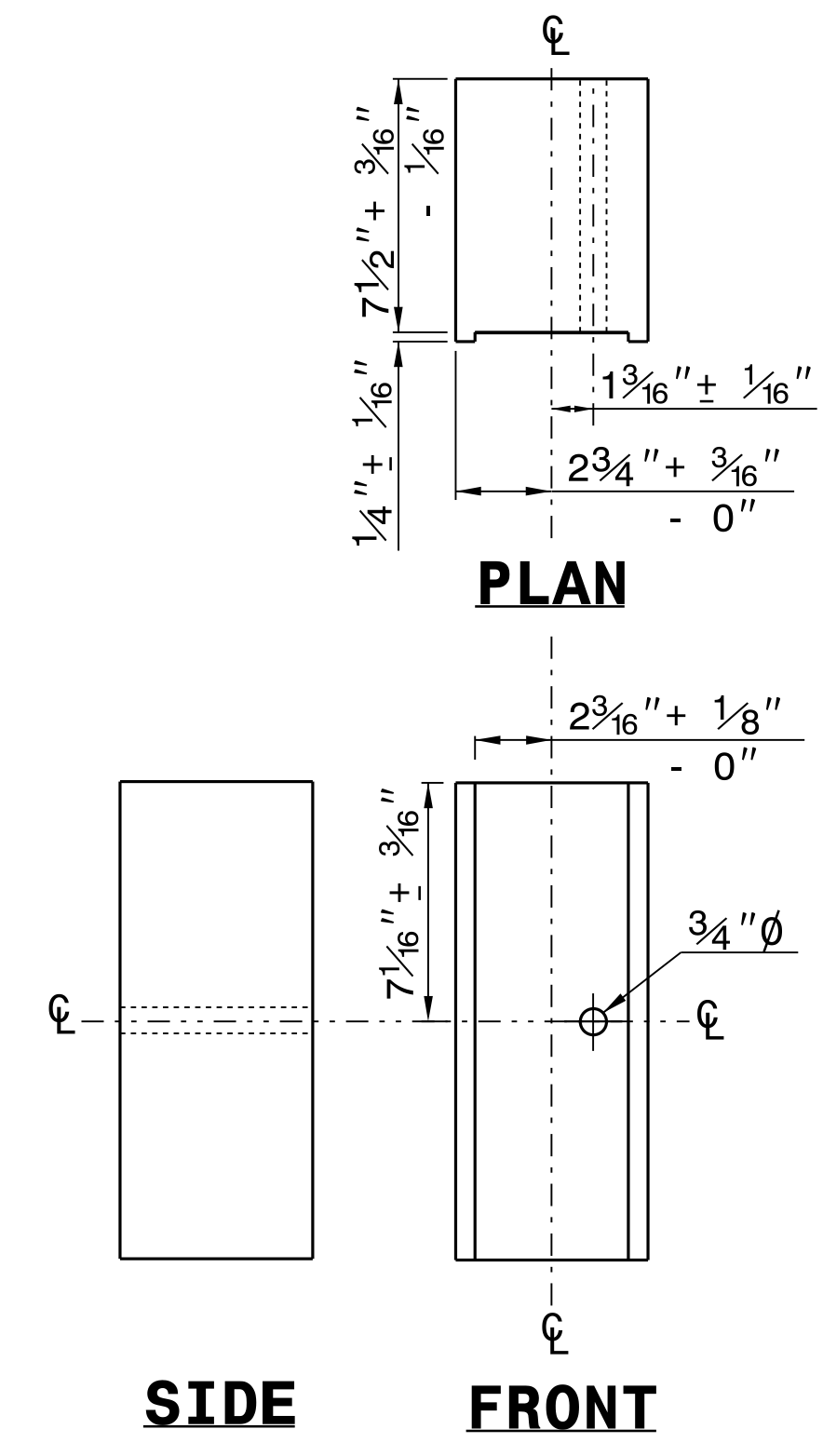


**STANDARD
LINE POST**

**SHORT WOOD
BREAKAWAY POST**



**STEEL TUBE
TS 6"x8"x0.1875"**

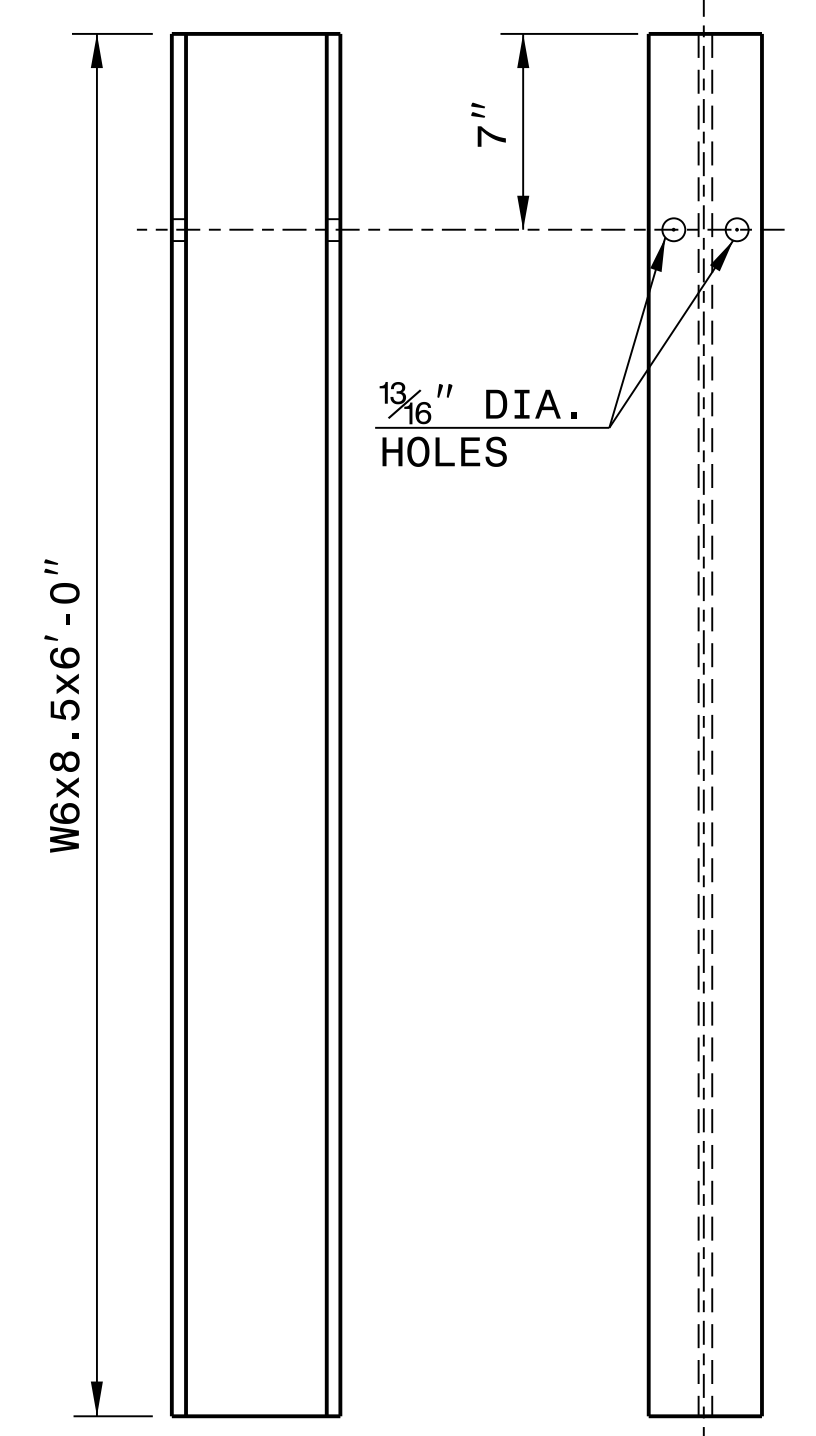


PLAN

SIDE

FRONT

**ROUTED
OFFSET BLOCK**



SIDE

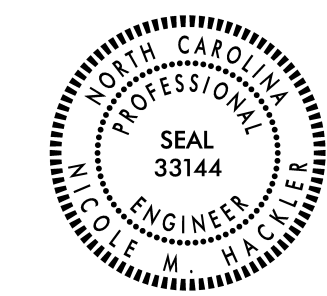
FRONT

"W6" STEEL POST

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET 6 OF 8
862D02



**CONTRACTS STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

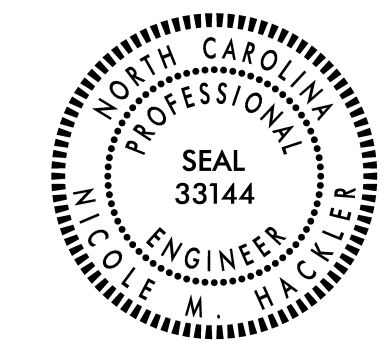
SEE TITLE BLOCK

ORIGINAL BY: J. HOWERTON DATE: 3-7-2018
MODIFIED BY: DATE: _____
CHECKED BY: DATE: _____
FILE SPEC.: _____

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 Jhowerton AT: CSU-212595

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.	ROADWAY DETAIL DRAWING FOR STRUCTURE ANCHOR UNITS GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO RAIL ON BRIDGE	SHEET 1 OF 7 862D03
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> </div> <div style="width: 50%;"> <p>NOTE:</p> <ul style="list-style-type: none"> **POST NOT REQUIRED FOR SKEW ANGLES GREATER THAN 150° OR LESS THAN 30° UNLESS OTHERWISE DIRECTED BY THE ENGINEER. *THE DISTANCE FROM END OF BRIDGE RAIL TO CENTER LINE OF THE FIRST POST SHOULD BE 11½" IF CONCRETE BACKWALL IS NOT PRESENT. -SHOULDER BERM GUTTER MUST BE INSTALLED TO THE LIMITS 8" X 4" LIP CURB IS SHOWN IF ANCHOR UNIT IS NOT ADJACENT TO AN APPROACH SLAB. -MEASURE GUARDRAIL HEIGHT FROM THE TOP OF ADJACENT SURFACE (SHOULDER, BERM, OR GUTTER). -LAP JOINTS IN THE DIRECTION OF TRAFFIC FLOW. -SEE SHEET 3 FOR POST SECTIONS 1 THRU 9. </div> </div>		
GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO RAIL ON BRIDGE		

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.	ROADWAY DETAIL DRAWING FOR STRUCTURE ANCHOR UNITS GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO RAIL ON BRIDGE - SUB REGIONAL TIER	SHEET 2 OF 7 862D03
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> </div> <div style="width: 50%;"> <p>NOTE:</p> <ul style="list-style-type: none"> **POST NOT REQUIRED FOR SKEW ANGLES GREATER THAN 150° OR LESS THAN 30° UNLESS OTHERWISE DIRECTED BY THE ENGINEER. *THE DISTANCE FROM END OF BRIDGE RAIL TO CENTER LINE OF THE FIRST POST SHOULD BE 11½" IF CONCRETE BACKWALL IS NOT PRESENT. -SHOULDER BERM GUTTER MUST BE INSTALLED TO THE LIMITS 8" X 4" LIP CURB IS SHOWN IF ANCHOR UNIT IS NOT ADJACENT TO AN APPROACH SLAB. -MEASURE GUARDRAIL HEIGHT FROM THE TOP OF ADJACENT SURFACE (SHOULDER, BERM, OR GUTTER). -LAP JOINTS IN THE DIRECTION OF TRAFFIC FLOW. -SEE SHEET 3 FOR POST SECTIONS 1 THRU 9. </div> </div>		
GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO RAIL ON BRIDGE - SUB REGIONAL TIER		



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

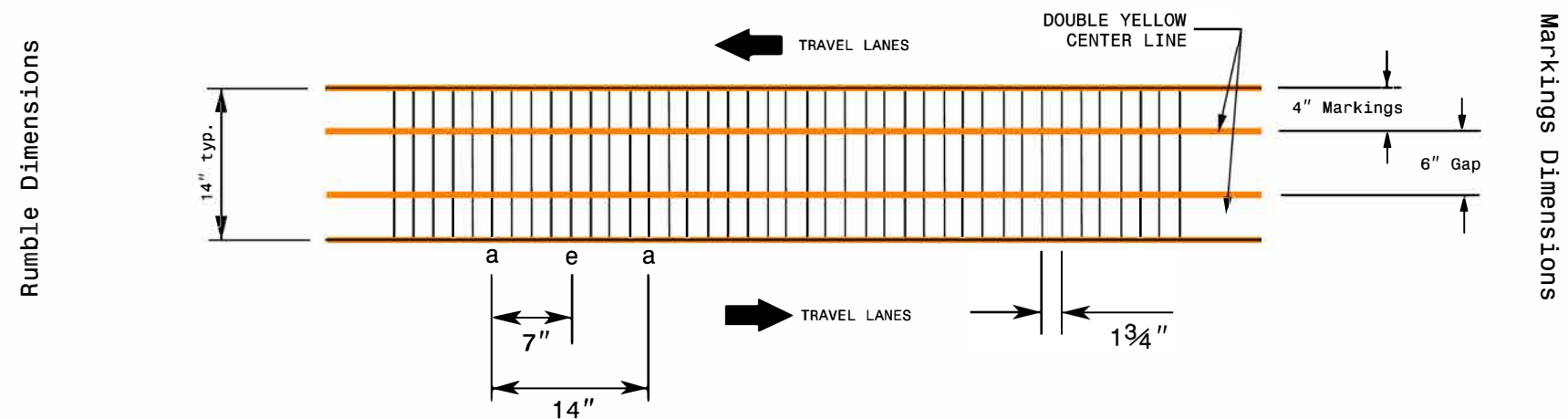
**CONTRACT STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

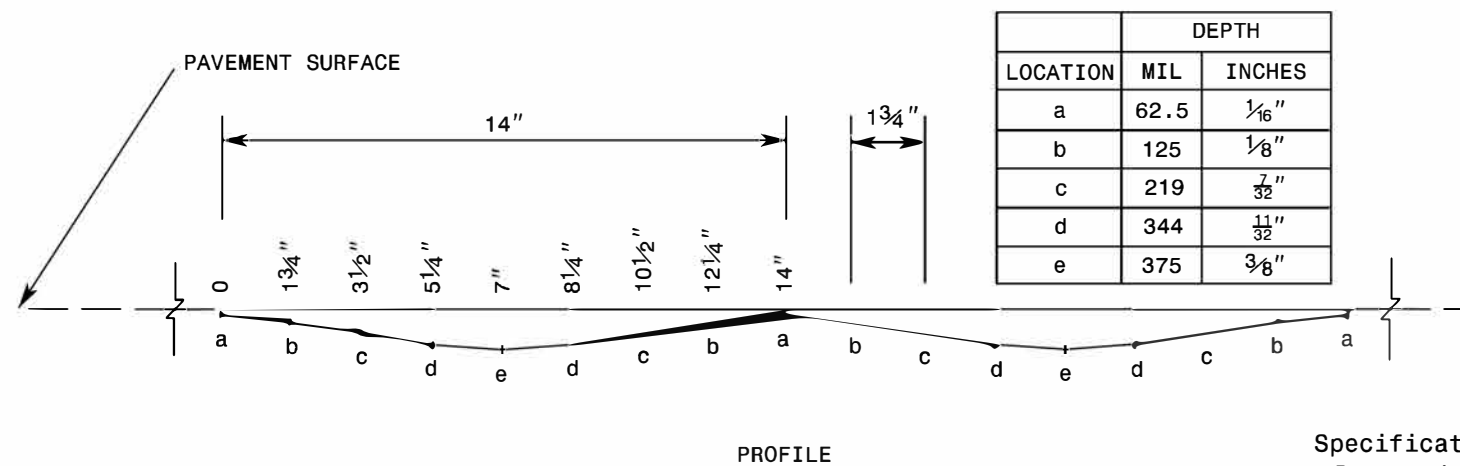
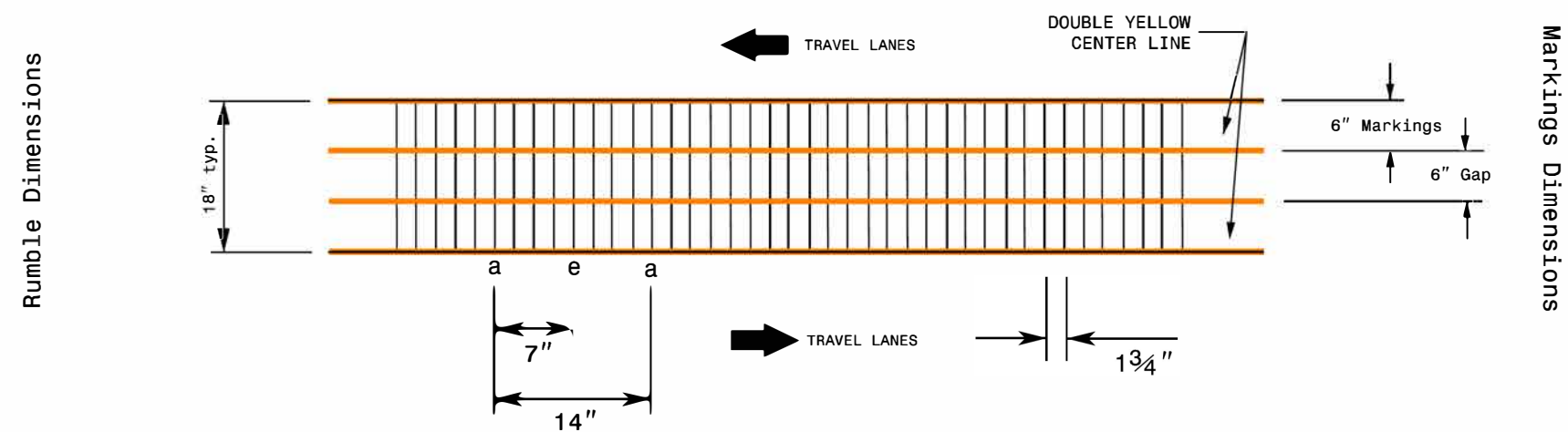
ORIGINAL BY: J. HOWERTON	DATE: 06-22-12
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.:	

Sinusoidal Centerline Rumble Stripe

If 4" Markings will be used:

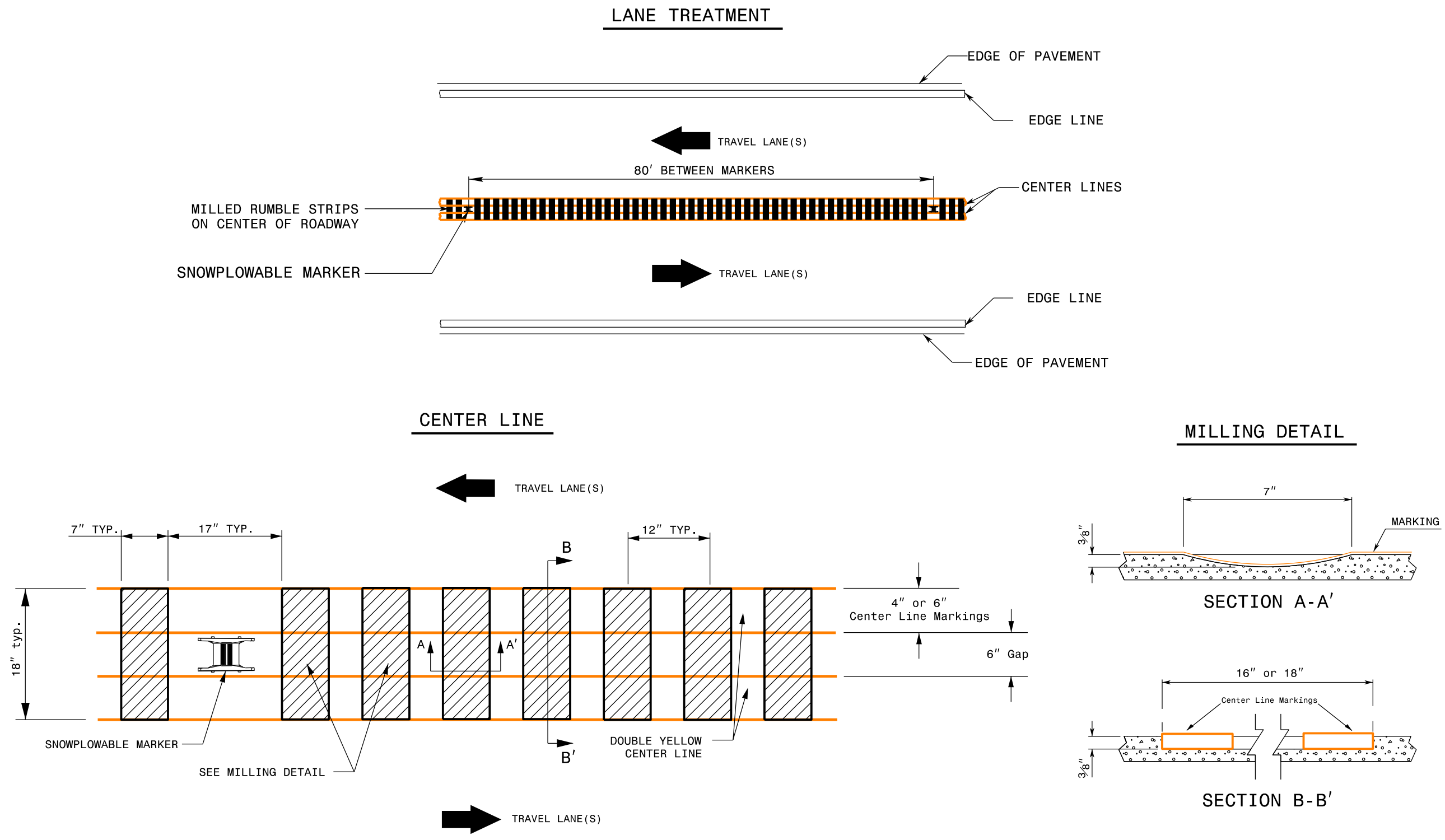


If 6" Markings will be used:



Specifications in table taken from MNDOT Research Project Final Report 2016-23:
Sinusoidal Rumble Strip Design Optimization Study
 BY: Terhaar et. al, June 2016

See Table 2 within Rumble Strip Policy for Design Guidance



REFERENCE DRAWING ID: Trad.CL with Snowplowable Markers

NOTES:

- 1) USING A VACUUM, REMOVE ALL DEBRIS FROM THE MILLINGS JUST PRIOR TO PLACING ANY PAVEMENT MARKINGS.
- 2) ENSURE GLASS BEADS ARE SPREAD UNIFORMLY OVER THE ENTIRE SURFACE OF THE PAVEMENT MARKING MATERIAL.
- 3) INSTALL SNOWPLOWABLE MARKERS AT APPROXIMATELY 80' INCREMENTS. DO NOT MILL RUMBLE STRIPS IN SECTION WHERE SNOWPLOWABLE MARKERS ARE INSTALLED.

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.01.05.10151, ETC.	15	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BEGIN MP	END MP	MATERIAL TRANSFER VEHICLE REQUIRED	010600000-E	122000000-E	124500000-E	126000000-E	129700000-E	130800000-E	133000000-E	151900000-E	152300000-E	152400000-E	157500000-E	170500000-E	188100000-E							
															BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT (1 1/2")	MILLING ASPHALT PAVEMENT, 0" TO 3"	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, S9.5B	ASPHALT CONC SURFACE COURSE, S9.5C	ASPHALT CONC LEVELING COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT (FULL DEPTH)	GENERIC PAVING ITEM (SINUSOIDAL MILLED RUMBLE STRIP 18")							
															MI	FT																		
															CY	TONS	SMI	TON	SY	SY	SY	TONS	TONS	TONS	TONS	TON	LF							
2024CPT.01.05.10151	Camden	1	US-158 (CAUSEWAY)	FROM BRIDGE # 19 (MP 0.099) TO BRIDGE # 49 (MP 2.314)	1	5	MU	NO	NO	2.22	65	0.099	2.314	YES	33	50	2.22	25		84,465	800		7,893	713	508	10	23,390.00							
TOTAL FOR PROJ NO. 2024CPT.01.05.10151															2.22			33	50	2.22	25		84,465	800		7,893	713	508	10	23,390.00				
2024CPT.01.05.20151	Camden	2	SR-1211 / JOYS CREEK RD	FROM US 17 (MP 0.0) TO SR 1212 (RIVER BRIDGE ROAD) (MP 1.431)	2	2	ZWU	NO	NO	1.43	18	0	1.431	NO	30	42	2.86				500	1,425			93	6								
2024CPT.01.05.20151	Camden	3	SR-1225 / KEETER BARN RD	FROM SR 1226 (KEETER BARN ROAD) (MP 3.01) TO SR 1231 (SHARON CHURCH ROAD) (MP 4.74)	2	2	ZWU	NO	NO	1.73	20	3.01	4.74	NO	52	87	3.46					1,969			128	8								
2024CPT.01.05.20151	Camden	4	SR-1225 / LILLY RD	FROM SR 1231 (SHARON CHURCH ROAD) (MP 4.74) TO SR 1224 (OLD SWAMP ROAD) (MP 6.11)	2	2	ZWU	NO	NO	1.37	20	4.74	6.11	NO	41	20	2.74					1,483			97	6								
2024CPT.01.05.20151	Camden	5	SR-1226 / KEETER BARN RD	FROM US 17 (MP 0.0) TO SR 1225 (KEETER BARN ROAD) (MP 0.689)	2	2	ZWU	NO	NO	0.69	20	0	0.689	NO	21		1.38					738			48	3								
TOTAL FOR PROJ NO. 2024CPT.01.05.20151															5.22			144	149	10.44						500	5,615			366	23			
2024CPT.01.05.20701	Pasquotank	6	SR-1115 / DOUBLE BRIDGE RD	FROM SR 1118 (DRYRIDGE ROAD) (MP 0.0) TO SR 1116 (GRIFFIN SWAMP ROAD) (MP 1.46)	2	2	ZWU	NO	NO	1.46	20	0	1.46	NO	44	70	2.92					1,595			104	6								
2024CPT.01.05.20701	Pasquotank	7	SR-1116 / GRIFFIN SWAMP RD	FROM SR 1117 (LULA MEADS ROAD) (MP 1.65) TO SR 1115 (DOUBLE BRIDGE ROAD) (MP 2.932)	2	2	ZWU	NO	NO	1.28	20	1.65	2.932	NO	38	40	2.56					1,397			91	11								
2024CPT.01.05.20701	Pasquotank	8	SR-1117 / LULA MEADS RD	FROM SR 1118 (DRYRIDGE ROAD) (MP 0.0) TO SR 1116 (GRIFFIN SWAMP ROAD) (MP 0.504)	2	2	ZWU	NO	NO	0.50	20	0	0.504	NO	15	5	1.01					540			35	2								
2024CPT.01.05.20701	Pasquotank	9	SR-1329 / N POINDEXTER ST	FROM SR 1164 (SOUTH WATER STREET) NEW JOINT (MP 0.064) TO END OF PAVEMENT (MP 0.593)	3	3	MU	NO	NO	0.53	30	0.064	0.593	NO	16				9,310			913			59	2								
2024CPT.01.05.20701	Pasquotank	10	SR-1343 / LOVERS LN	FROM US 17 (MP 0.0) TO SR 1332 (CREEK ROAD) (MP 0.657)	2	2	ZWU	NO	NO	0.66	20	0	0.657	NO	20	60	1.31				500	749			49	3								
2024CPT.01.05.20701	Pasquotank	11	SR-1411 / WARD ST	FROM SR 1329 (NORTH POINDEXTER STREET) (MP 0.0) TO US 17 BUS. (NORTH ROAD STREET) (MP 0.503)	2	2	ZWU	NO	NO	0.50	22	0	0.503	NO	15	12	1.01					639			42	2								
TOTAL FOR PROJ NO. 2024CPT.01.05.20701															4.94			148	187	8.81				9,310			500	5,833			380	26		
2024CPT.01.05.20702	Pasquotank	12	SR-1347 / SOUTH ST	FROM US 17 (MP 0.0) TO DEAD END (MP 0.256)	4	2	ZWU	NO	NO	0.26	20	0	0.256	NO								245				16								
2024CPT.01.05.20702	Pasquotank	13	SR-1370 / EAST ST	FROM SR 1348 (FERRY ROAD) (MP 0.0) TO SR 1347 (SOUTH STREET) (MP 0.197)	4	2	ZWU	NO	NO	0.20	16	0	0.197	NO								147				10								
2024CPT.01.05.20702	Pasquotank	14	SR-1386 / NORTH ST	FROM US 17 (MP 0.0) TO SR 1370 (EAST STREET) (MP 0.134)	4	2	ZWU	NO	NO	0.13	18	0	0.134	NO								115				7								
2024CPT.01.05.20702	Pasquotank	15	SR-1402 / HAWTHORNE DR	FROM SR 1338 (BEREA CHURCH ROAD) (MP 0.0) TO SR 1338 (BEREA CHURCH ROAD) (MP 0.35)	4	2	ZWU	NO	NO	0.35	18	0	0.35	NO								281				18								
2024CPT.01.05.20702	Pasquotank	16	SR-1503 / KEVIN DR	FROM SR 1351 (POSSUM QUARTER ROAD) (MP 0.0) TO CUL-DE-SAC (MP 0.262)	4	2	ZWU	NO	NO	0.26	20	0	0.262	NO								281				18								
2024CPT.01.05.20702	Pasquotank	17	SR-1504 / CLANCEY CT	FROM SR 1503 (KEVIN DRIVE) (MP 0.0) TO CUL-DE-SAC (MP 0.12)	4	2	ZWU	NO	NO	0.12	20	0	0.12	NO								152				10								
TOTAL FOR PROJ NO. 2024CPT.01.05.20702															1.32														1,221			79		
GRAND TOTAL															13.70			325	386	21.47				9,310			84,465	1,800	12,669	7,893	713	1,333	59	23,390

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BEGIN MP	END MP	MATERIAL TRANSFER VEHICLE REQUIRED	283000000-N	284500000-N	321000000-N	321500000-N	328700000-N	328800000-N	331900000-N	334500000-E	336000000-E	600000000-E	6071012000-E	608400000-E	611700000-N						
															ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER OR VALVE BOXES	GUARDRAIL END UNITS, TYPE CAT-1	GUARDRAIL ANCHOR UNITS, TYPE III	GUARDRAIL END UNITS, TYPE TL-3	GUARDRAIL END UNITS, TYPE TL-2	GUARDRAIL ANCHOR UNITS, TYPE B-83	REMOVE & RESET EXISTING GUARDRAIL	REMOVE EXISTING GUARDRAIL	TEMPORARY SILT FENCE	COIR FIBER WATTLE	SEEDING & MULCHING	RESPONSE FOR EROSION CONTROL						
															EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA						
2024CPT.01.05.10151	Camden	1	US-158 (CAUSEWAY)	FROM BRIDGE # 19 (MP 0.099) TO BRIDGE # 49 (MP 2.314)	1	5	MU	NO	NO	2.22	65	0.099	2.314	YES			1	1	2			603.00	125.00	1,000	500	2.2	1						
TOTAL FOR PROJ NO. 2024CPT.01.05.10151															2.22		1	1	2			603.00	125.00	1,000	500	2.2	1						
2024CPT.01.05.20151	Camden	2	SR-1211 / JOYS CREEK RD	FROM US 17 (MP 0.0) TO SR 1212 (RIVER BRIDGE ROAD) (MP 1.431)	2	2	ZWU	NO	NO	1.43	18	0	1.431	NO						4	2	62.00	200.00	100	40	1.4	1						
2024CPT.01.05.20151	Camden	3	SR-1225 / KEETER BARN RD	FROM SR 1226 (KEETER BARN ROAD) (MP 3.01) TO SR 1231 (SHARON CHURCH ROAD) (MP 4.74)	2	2	ZWU	NO	NO	1.73	20	3.01	4.74	NO									50	25	1.7								
2024CPT.01.05.20151	Camden	4	SR-1225 / LILLY RD	FROM SR 1231 (SHARON CHURCH ROAD) (MP 4.74) TO SR 1224 (OLD SWAMP ROAD) (MP 6.11)	2	2	ZWU	NO	NO	1.37	20	4.74	6.11	NO									50	25	1.4								
2024CPT.01.05.20151	Camden	5	SR-1226 / KEETER BARN RD	FROM US 17 (MP 0.0) TO SR 1225 (KEETER BARN ROAD) (MP 0.689)	2	2	ZWU	NO	NO	0.69	20	0	0.689	NO									25	15	0.7	1							
TOTAL FOR PROJ NO. 2024CPT.01.05.20151															5.22											4	2	62.00	200.00	225	105	5.2	1
2024CPT.01.05.20701	Pasquotank	6	SR-1115 / DOUBLE BRIDGE RD	FROM SR 1118 (DRYRIDGE ROAD) (MP 0.0) TO SR 1116 (GRIFFIN SWAMP ROAD) (MP 1.46)	2	2	ZWU	NO	NO	1.46	20	0	1.46	NO									50	25	1.5	1							
2024CPT.01.05.20701	Pasquotank	7	SR-1116 / GRIFFIN SWAMP RD	FROM SR 1117 (LULA MEADS ROAD) (MP 1.65) TO SR 1115 (DOUBLE BRIDGE ROAD) (MP 2.932)	2	2	ZWU	NO	NO	1.28	20	1.65	2.932	NO									50	25	1.3								
2024CPT.01.05.20701	Pasquotank	8	SR-1117 / LULA MEADS RD	FROM SR 1118 (DRYRIDGE ROAD) (MP 0.0) TO SR 1116 (GRIFFIN SWAMP ROAD) (MP 0.504)	2	2	ZWU	NO	NO	0.50	20	0	0.504	NO									20	10	0.5								
2024CPT.01.05.20701	Pasquotank	9	SR-1329 / N POINDEXTER ST	FROM SR 1164 (SOUTH WATER STREET) NEW JOINT (MP 0.064) TO END OF PAVEMENT (MP 0.593)	3	3	MU	NO	NO	0.53	30	0.064	0.593	NO	12	10																	
2024CPT.01.05.20701	Pasquotank	10	SR-1343 / LOVERS LN	FROM US 17 (MP 0.0) TO SR 1332 (CREEK ROAD) (MP 0.657)	2	2	ZWU	NO	NO	0.66	20	0	0.657	NO		2							50	25	0.7								
2024CPT.01.05.20701	Pasquotank	11	SR-1411 / WARD ST	FROM SR 1329 (NORTH POINDEXTER STREET) (MP 0.0) TO US 17 BUS. (NORTH ROAD STREET) (MP 0.503)	2	2	ZWU	NO	NO	0.50	22	0	0.503	NO		5							25	15	0.5	1							
TOTAL FOR PROJ NO. 2024CPT.01.05.20701															4.94		12	17										195	100	4.5	1		
2024CPT.01.05.20702	Pasquotank	12	SR-1347 / SOUTH ST	FROM US 17 (MP 0.0) TO DEAD END (MP 0.256)	4	2	ZWU	NO	NO	0.26	20	0	0.256	NO																			
2024CPT.01.05.20702	Pasquotank	13	SR-1370 / EAST ST	FROM SR 1348 (FERRY ROAD) (MP 0.0) TO SR 1347 (SOUTH STREET) (MP 0.197)	4	2	ZWU	NO	NO	0.20	16	0	0.197	NO																			
2024CPT.01.05.20702	Pasquotank	14	SR-1386 / NORTH ST	FROM US 17 (MP 0.0) TO SR 1370 (EAST STREET) (MP 0.134)	4	2	ZWU	NO	NO	0.13	18	0	0.134	NO																			
2024CPT.01.05.20702	Pasquotank	15	SR-1402 / HAWTHORNE DR	FROM SR 1338 (BEREA CHURCH ROAD) (MP 0.0) TO SR 1338 (BEREA CHURCH ROAD) (MP 0.35)	4	2	ZWU	NO	NO	0.35	18	0	0.35	NO																			
2024CPT.01.05.20702	Pasquotank	16	SR-1503 / KEVIN DR	FROM SR 1351 (POSSUM QUARTER ROAD) (MP 0.0) TO CUL-DE-SAC (MP 0.262)	4	2	ZWU	NO	NO	0.26	20	0	0.262	NO		2																	
2024CPT.01.05.20702	Pasquotank	17	SR-1504 / CLANCEY CT	FROM SR 1503 (KEVIN DRIVE) (MP 0.0) TO CUL-DE-SAC (MP 0.12)	4																												

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.01.05.10151, ETC.	16	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	441300000-E	445700000-N	470000000-E	470900000-E	472500000-E	481000000-E		482500000-E				
												WORK ZONE ADVANCE / GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (12", 90 MILS)	THERMO PAVEMENT MARKING LINES (24" 90 MILS)	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS), LT ARROW	PAINT PAVEMENT MARKING LINES (4") WHITE	PAINT PAVEMENT MARKING LINES (4") YELLOW	PAINT PAVEMENT MARKING LINES (12")				
												MI	FT	SF	LS	LF	LF	EA	LF	LF	LF		
2024CPT.01.05.10151	Camden	1	US-158 (CAUSEWAY)	FROM BRIDGE # 19 (MP 0.099) TO BRIDGE # 49 (MP 2.314)	1	5	MU	2.22	65	0.099	2.314	248			1,993		34	29,238	26,505	1,993			
TOTAL FOR PROJ NO. 2024CPT.01.05.10151												2.22		248	*	1,993		34	29,238	26,505	1,993		
																			55,743				
2024CPT.01.05.20151	Camden	2	SR-1211 / JOYS CREEK RD	FROM US 17 (MP 0.0) TO SR 1212 (RIVER BRIDGE ROAD) (MP 1.431)	2	2	2WU	1.43	18	0	1.431	128						15,111	9,445				
2024CPT.01.05.20151	Camden	3	SR-1225 / KEETER BARN RD	FROM SR 1226 (KEETER BARN ROAD) (MP 3.01) TO SR 1231 (SHARON CHURCH ROAD) (MP 4.74)	2	2	2WU	1.73	20	3.01	4.74	180						18,825	11,568				
2024CPT.01.05.20151	Camden	4	SR-1225 / LILLY RD	FROM SR 1231 (SHARON CHURCH ROAD) (MP 4.74) TO SR 1224 (OLD SWAMP ROAD) (MP 6.11)	2	2		1.37	20	4.74	6.11	150						14,467	9,042				
2024CPT.01.05.20151	Camden	5	SR-1226 / KEETER BARN RD	FROM US 17 (MP 0.0) TO SR 1225 (KEETER BARN ROAD) (MP 0.689)	2	2	2WU	0.69	20	0	0.689	80						7,276	4,547				
TOTAL FOR PROJ NO. 2024CPT.01.05.20151												5.22		538	*				55,679	34,602			
																			90,281				
2024CPT.01.05.20701	Pasquotank	6	SR-1115 / DOUBLE BRIDGE RD	FROM SR 1118 (DRYRIDGE ROAD) (MP 0.0) TO SR 1116 (GRIFFIN SWAMP ROAD) (MP 1.46)	2	2	2WU	1.46	20	0	1.46	164						15,620	9,687				
2024CPT.01.05.20701	Pasquotank	7	SR-1116 / GRIFFIN SWAMP RD	FROM SR 1117 (LULA MEADS ROAD) (MP 1.65) TO SR 1115 (DOUBLE BRIDGE ROAD) (MP 2.932)	2	2	2WU	1.28	20	1.65	2.932	144						13,708	8,501				
2024CPT.01.05.20701	Pasquotank	8	SR-1117 / LULA MEADS RD	FROM SR 1118 (DRYRIDGE ROAD) (MP 0.0) TO SR 1116 (GRIFFIN SWAMP ROAD) (MP 0.504)	2	2	2WU	0.50	20	0	0.504	56						5,322	3,326				
2024CPT.01.05.20701	Pasquotank	9	SR-1329 / N POINDEXTER ST	FROM SR 1164 (SOUTH WATER STREET) NEW JOINT (MP 0.064) TO END OF PAVEMENT (MP 0.593)	3	3	MU	0.53	30	0.064	0.593	56			347			5,586	3,891				
2024CPT.01.05.20701	Pasquotank	10	SR-1343 / LOVERS LN	FROM US 17 (MP 0.0) TO SR 1332 (CREEK ROAD) (MP 0.657)	2	2	2WU	0.66	20	0	0.657	64			18			6,970	4,356				
2024CPT.01.05.20701	Pasquotank	11	SR-1411 / WARD ST	FROM SR 1329 (NORTH POINDEXTER STREET) (MP 0.0) TO US 17 BUS. (NORTH ROAD STREET) (MP 0.503)	2	2	2WU	0.50	22	0	0.503	56						5,312	3,320				
TOTAL FOR PROJ NO. 2024CPT.01.05.20701												4.94		540	*			365		52,518	33,081		
																			85,599				
2024CPT.01.05.20702	Pasquotank	12	SR-1347 / SOUTH ST	FROM US 17 (MP 0.0) TO DEAD END (MP 0.256)	4	2	2WU	0.26	20	0	0.256	48						2,703	1,690				
2024CPT.01.05.20702	Pasquotank	13	SR-1370 / EAST ST	FROM SR 1348 (FERRY ROAD) (MP 0.0) TO SR 1347 (SOUTH STREET) (MP 0.197)	4	2	2WU	0.20	16	0	0.197	48											
2024CPT.01.05.20702	Pasquotank	14	SR-1386 / NORTH ST	FROM US 17 (MP 0.0) TO SR 1370 (EAST STREET) (MP 0.134)	4	2	2WU	0.13	18	0	0.134	48											
2024CPT.01.05.20702	Pasquotank	15	SR-1402 / HAWTHORNE DR	FROM SR 1338 (BEREA CHURCH ROAD) (MP 0.0) TO SR 1338 (BEREA CHURCH ROAD) (MP 0.35)	4	2	2WU	0.35	18	0	0.35	48											
2024CPT.01.05.20702	Pasquotank	16	SR-1503 / KEVIN DR	FROM SR 1351 (POSSUM QUARTER ROAD) (MP 0.0) TO CUL-DE-SAC (MP 0.262)	4	2	2WU	0.26	20	0	0.262	48											
2024CPT.01.05.20702	Pasquotank	17	SR-1504 / CLANCEY CT	FROM SR 1503 (KEVIN DRIVE) (MP 0.0) TO CUL-DE-SAC (MP 0.12)	4	2	2WU	0.12	20	0	0.12	48											
TOTAL FOR PROJ NO. 2024CPT.01.05.20702												1.32		288	*					2,703	1,690		
																			4,393				
GRAND TOTAL												13.70		1,614	1	1,993		365		34	140,138	95,878	1,993
																			236,016				

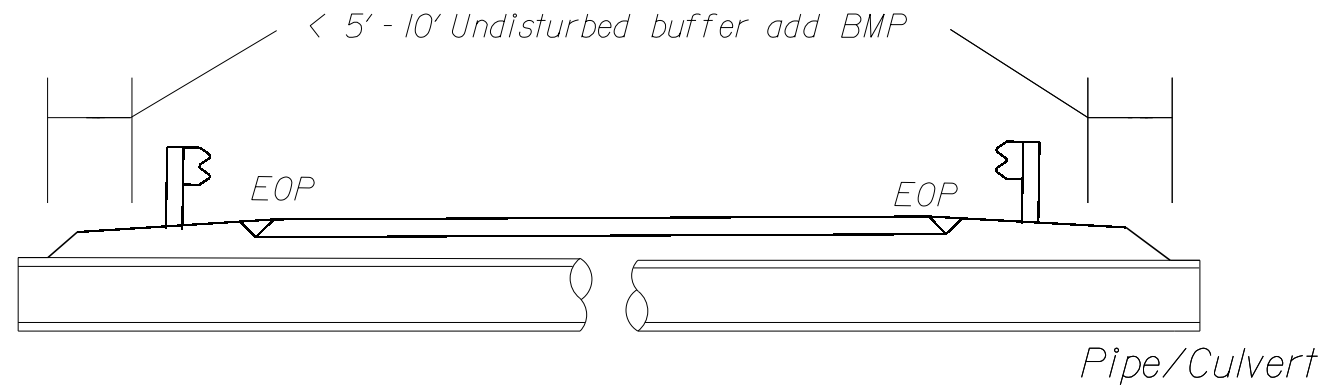
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	483500000-E	484500000-N	489000000-E				490510000-N		
												PAINT PAVEMENT MARKING LINES (24")	PAINT PAVEMENT MARKING SYMBOL (LT ARROW)	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, (6", 55 MILS) WHITE	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, (6", 55 MILS) YELLOW	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, (4", 55 MILS) WHITE	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, (4", 55 MILS) YELLOW	NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKERS		
												LF	EA	LF	LF	LF	EA			
2024CPT.01.05.10151	Camden	1	US-158 (CAUSEWAY)	FROM BRIDGE # 19 (MP 0.099) TO BRIDGE # 49 (MP 2.314)	1	5	MU	2.22	65	0.099	2.314			34	29,238	26,505			297	
TOTAL FOR PROJ NO. 2024CPT.01.05.10151												2.22		34	29,238	26,505	297			
																	55,743			
2024CPT.01.05.20151	Camden	2	SR-1211 / JOYS CREEK RD	FROM US 17 (MP 0.0) TO SR 1212 (RIVER BRIDGE ROAD) (MP 1.431)	2	2	2WU	1.43	18	0	1.431							15,111	9,445	
2024CPT.01.05.20151	Camden	3	SR-1225 / KEETER BARN RD	FROM SR 1226 (KEETER BARN ROAD) (MP 3.01) TO SR 1231 (SHARON CHURCH ROAD) (MP 4.74)	2	2	2WU	1.73	20	3.01	4.74							18,825	11,568	
2024CPT.01.05.20151	Camden	4	SR-1225 / LILLY RD	FROM SR 1231 (SHARON CHURCH ROAD) (MP 4.74) TO SR 1224 (OLD SWAMP ROAD) (MP 6.11)	2	2		1.37	20	4.74	6.11							14,467	9,042	
2024CPT.01.05.20151	Camden	5	SR-1226 / KEETER BARN RD	FROM US 17 (MP 0.0) TO SR 1225 (KEETER BARN ROAD) (MP 0.689)	2	2	2WU	0.69	20	0	0.689							7,276	4,547	
TOTAL FOR PROJ NO. 2024CPT.01.05.20151												5.22					55,679	34,602		
																	90,281			
2024CPT.01.05.20701	Pasquotank	6	SR-1115 / DOUBLE BRIDGE RD	FROM SR 1118 (DRYRIDGE ROAD) (MP 0.0) TO SR 1116 (GRIFFIN SWAMP ROAD) (MP 1.46)	2	2	2WU	1.46	20	0	1.46							15,620	9,687	
2024CPT.01.05.20701	Pasquotank	7	SR-1116 / GRIFFIN SWAMP RD	FROM SR 1117 (LULA MEADS ROAD) (MP 1.65) TO SR 1115 (DOUBLE BRIDGE ROAD) (MP 2.932)	2	2	2WU	1.28	20	1.65	2.932							13,708	8,501	
2024CPT.01.05.20701	Pasquotank	8	SR-1117 / LULA MEADS RD	FROM SR 1118 (DRYRIDGE ROAD) (MP 0.0) TO SR 1116 (GRIFFIN SWAMP ROAD) (MP 0.504)	2	2	2WU	0.50	20	0	0.504							5,322	3,326	
2024CPT.01.05.20701	Pasquotank	9	SR-1329 / N POINDEXTER ST	FROM SR 1164 (SOUTH WATER STREET) NEW JOINT (MP 0.064) TO END OF PAVEMENT (MP 0.593)	3	3	MU	0.53	30	0.064	0.593			347				5,586	3,891	
2024CPT.01.05.20701	Pasquotank	10	SR-1343 / LOVERS LN	FROM US 17 (MP 0.0) TO SR 1332 (CREEK ROAD) (MP 0.657)	2	2	2WU	0.66	20	0	0.657			18				6,970	4,356	
2024CPT.01.05.20701	Pasquotank	11	SR-1411 / WARD ST	FROM SR 1329 (NORTH POINDEXTER STREET) (MP 0.0) TO US 17 BUS. (NORTH ROAD STREET) (MP 0.503)	2	2	2WU	0.50	22	0	0.503							5,312	3,320	
TOTAL FOR PROJ NO. 2024CPT.01.05.20701												4.94		365			52,518	33,081		
																	85,599			
2024CPT.01.05.20702	Pasquotank	12	SR-1347 / SOUTH ST	FROM US 17 (MP 0.0) TO DEAD END (MP 0.256)	4	2	2WU	0.26	20	0	0.256									
2024CPT.01.05.20702	Pasquotank	13	SR-1370 / EAST ST	FROM SR 1348 (FERRY ROAD) (MP 0.0) TO SR 1347 (SOUTH STREET) (MP 0.197)	4	2	2WU	0.20	16	0	0.197									
2024CPT.01.05.20702	Pasquotank	14	SR-1386 / NORTH ST	FROM US 17 (MP 0.0) TO SR 1370 (EAST STREET) (MP 0.134)	4	2	2WU	0.13	18	0	0.134									
2024CPT.01.05.20702	Pasquotank	15	SR-1402 / HAWTHORNE DR	FROM SR 1338 (BEREA CHURCH ROAD) (MP 0.0) TO SR 1338 (BEREA CHURCH ROAD) (MP 0.35)	4	2	2WU	0.35	18	0	0.35									
2024CPT.01.05.20702	Pasquotank	16	SR-1503 / KEVIN DR	FROM SR 1351 (POSSUM QUARTER ROAD) (MP 0.0) TO CUL-DE-SAC (MP 0.262)	4	2	2WU	0.26	20	0	0.262									
2024CPT.01.05.20702	Pasquotank	17	SR-1504 / CLANCEY CT	FROM SR 1503 (KEVIN DRIVE) (MP 0.0) TO CUL-DE-SAC (MP 0.12)	4	2	2WU	0.12	20	0	0.12									
TOTAL FOR PROJ NO. 2024CPT.01.05.20702												1.32							2,703	1,690
																	4,393			
GRAND TOTAL												13.70		365	34	29,238	26,505	108,197	67,683	297
																	55,743	175,880		

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

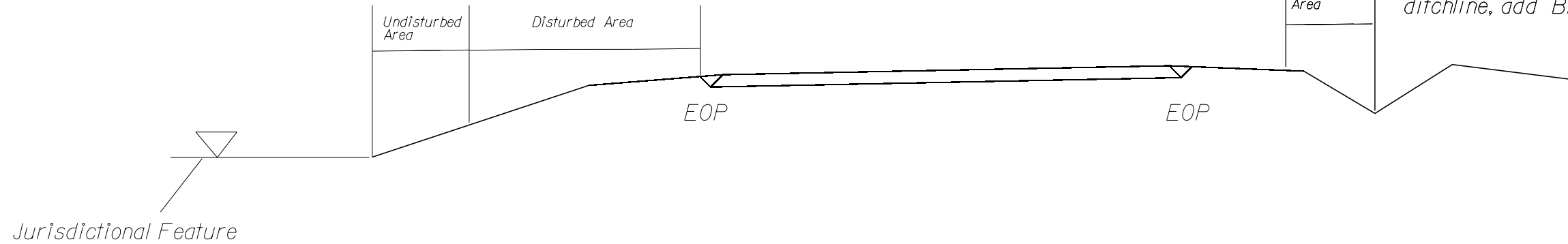
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

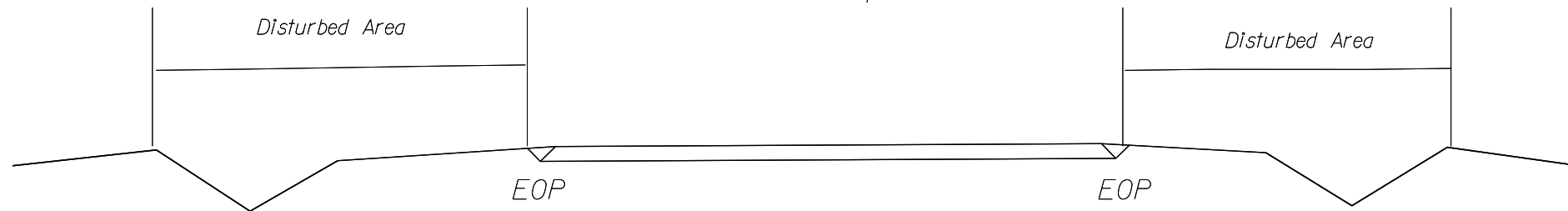


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

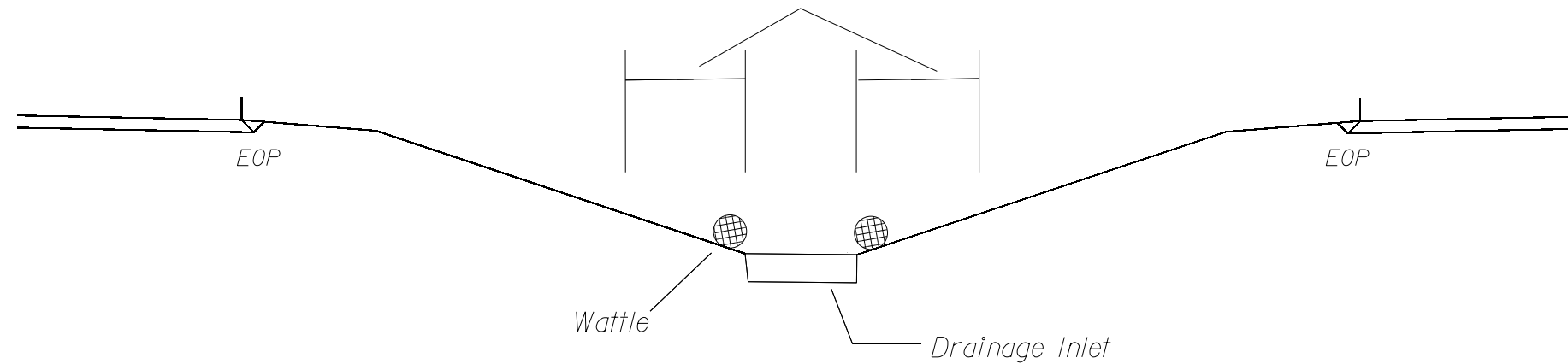
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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



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

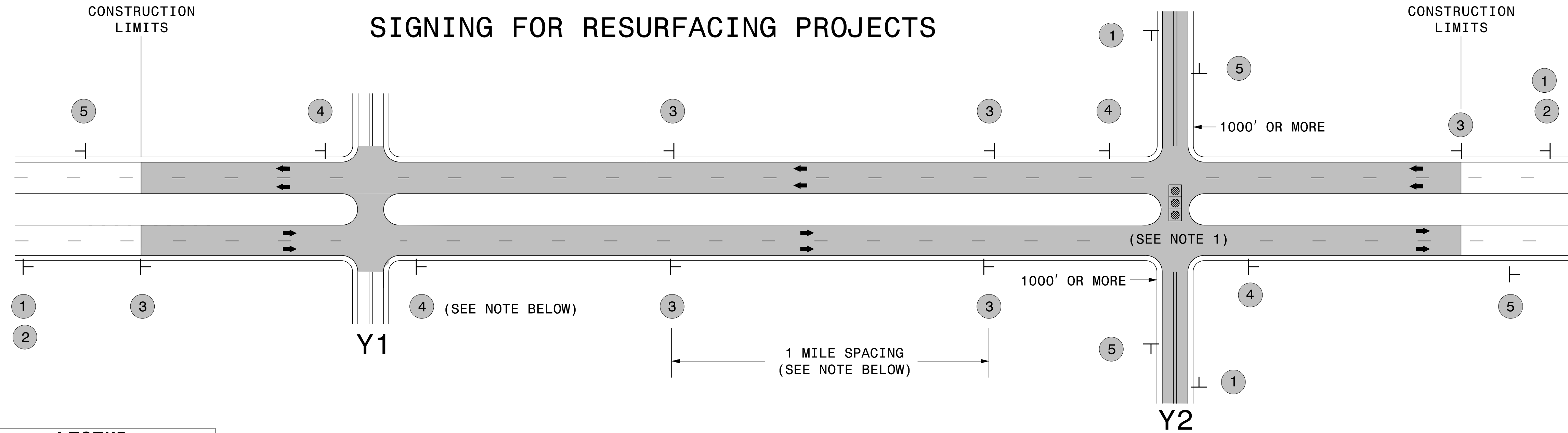


NOT TO SCALE

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.



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

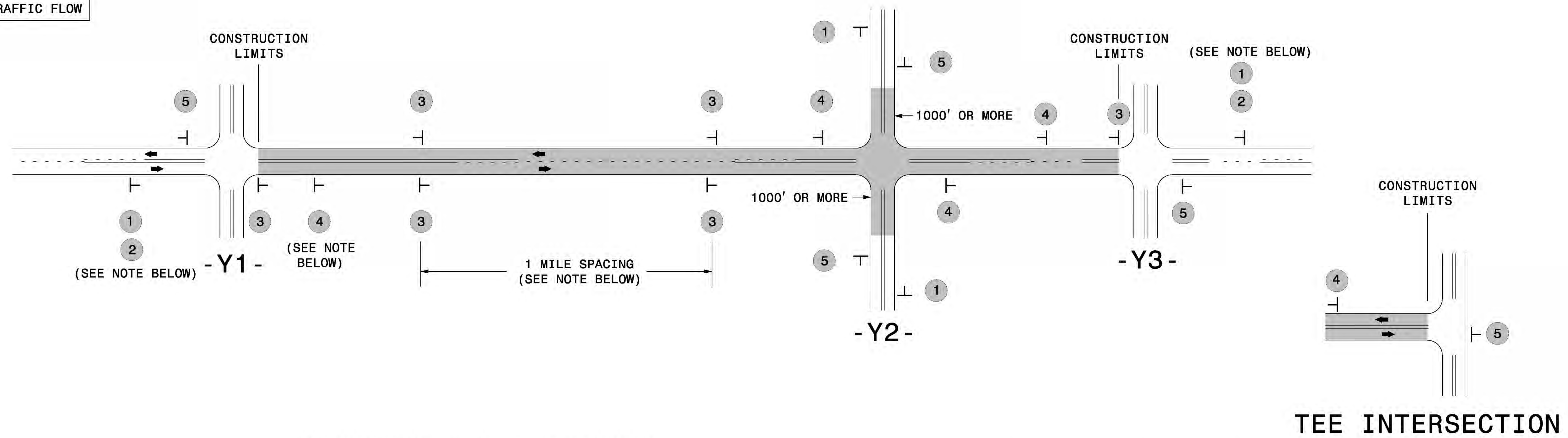
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	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, ADVANCE WARNING PORTABLE 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;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 W7-3aP 24" X 18"	#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	 SP 13107 48" X 48"	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.	
4	 SP 13106 48" X 48"	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.		
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	<p>NOTES:</p> <ol style="list-style-type: none"> 1) 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. 	

**RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS**

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

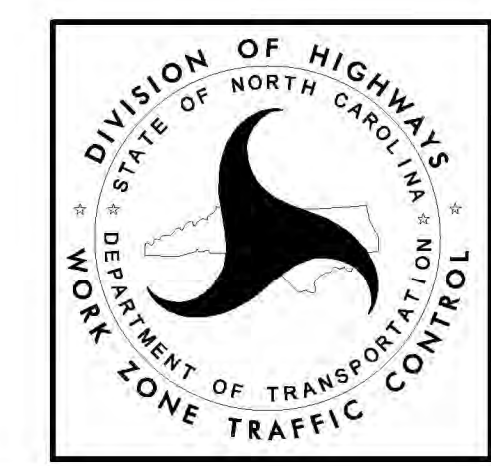
-Y- LINE SIGNING

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;"> <div style="text-align: center;"> W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	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		- 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		- 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		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

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.

MAPS LESS THAN 2 MILES

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.



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

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