

WBS NO: 2024CPT.01.08.20481, ETC.

CONTRACT: DA00574

**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

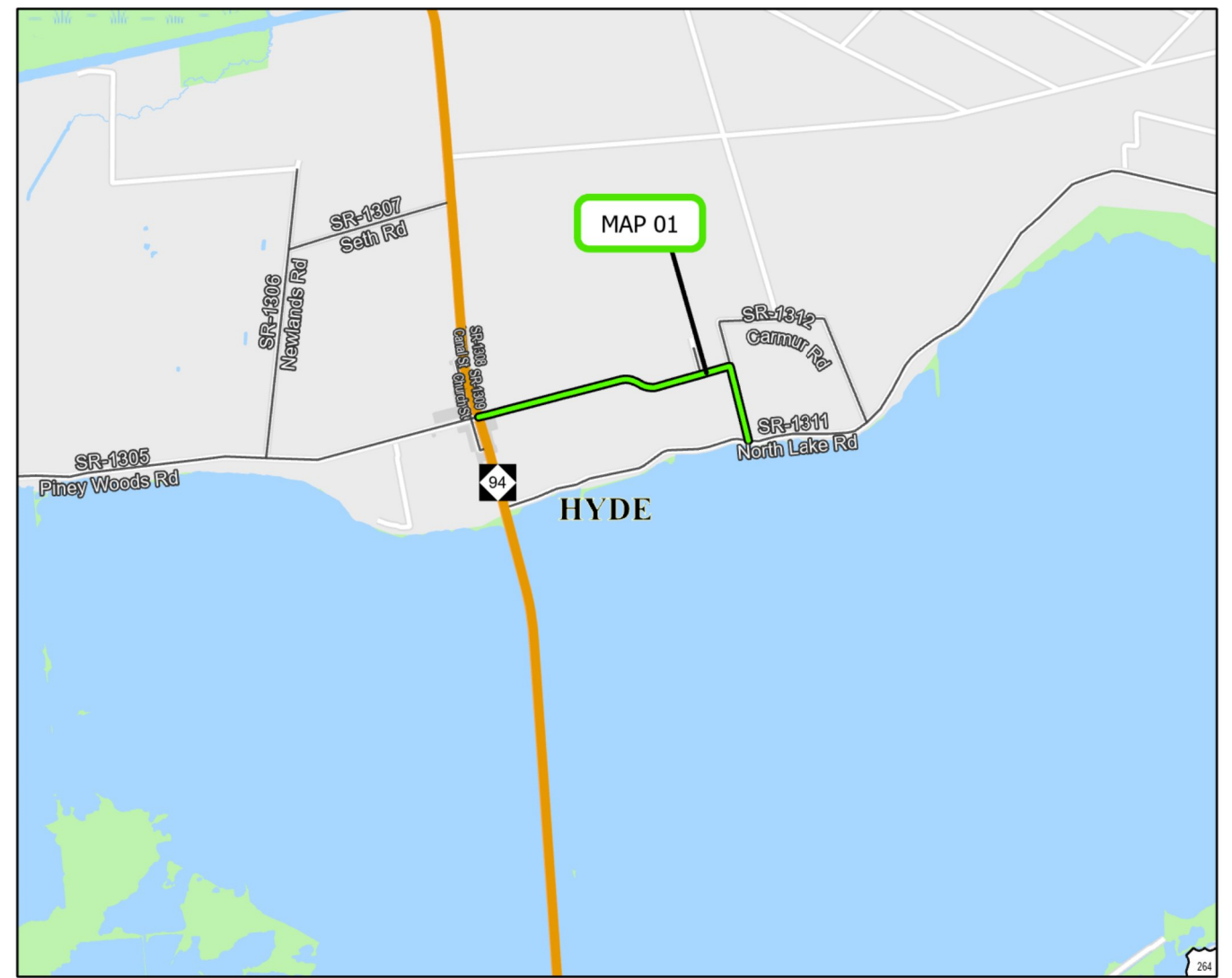
STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.08.20481, ETC.	1
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.08.20481		P.E., CONST.

HYDE

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



MAP	ROUTE	FROM	TO
01	SR 1305 (Piney Woods Rd.)	NC 94	SR 1311-N. Lake Rd.



PROJECT LENGTH

MAP	MILES
01	2.77

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

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

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

C. E. SLACHTA
DIVISION CONTRACT ENGINEER

D. H. STALLINGS
DIVISION DESIGN ENGINEER



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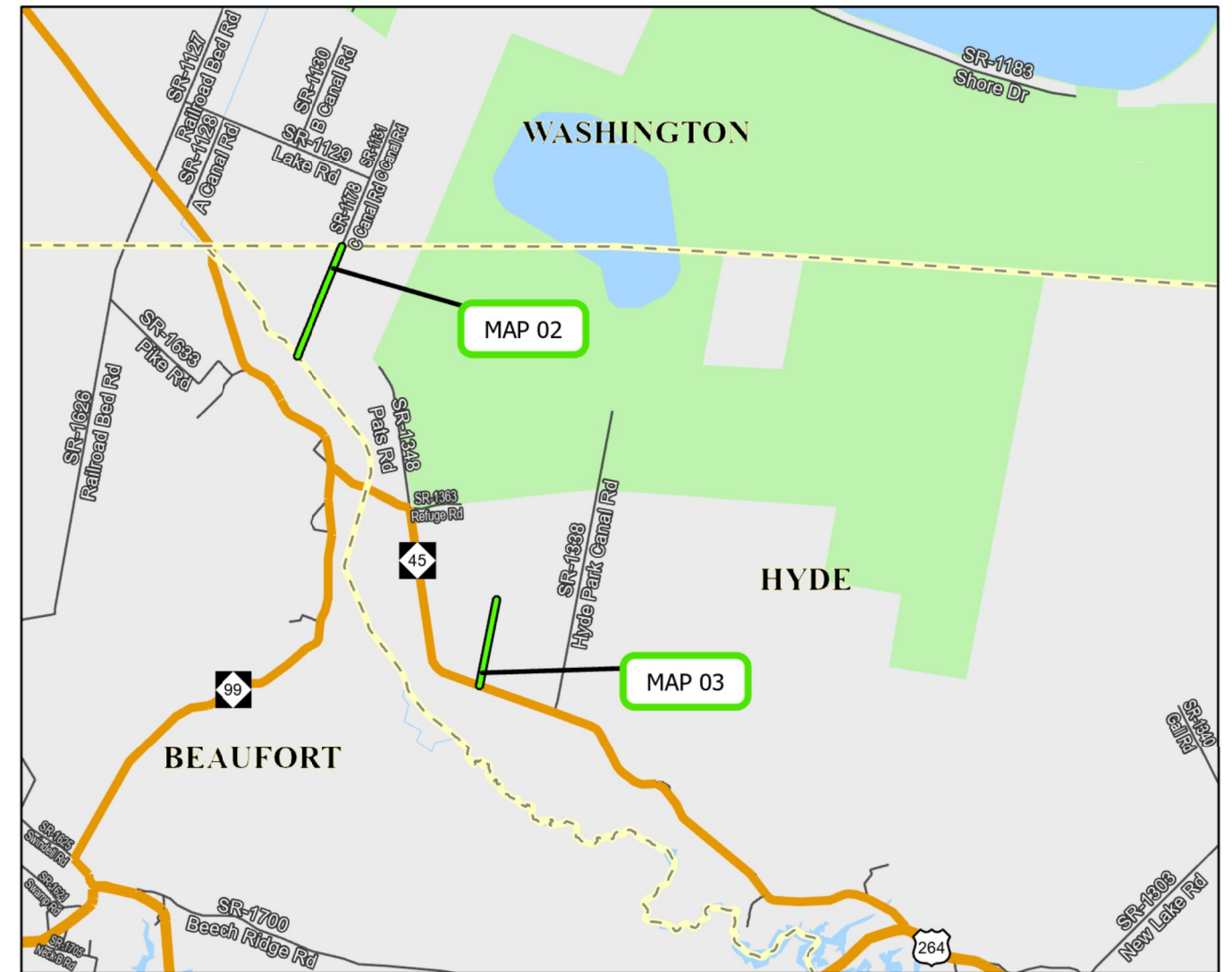
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DIVISION OF HIGHWAYS**

HYDE

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

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.08.20481, ETC.	2
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.08.20481		P.E., CONST.

MAP	ROUTE	FROM	TO
02	SR 1336 (C Canal Rd.)	Beaufort Co	Washington Co
03	SR 1339 (Mainstem Rd.)	Dead End	NC 45



PROJECT LENGTH

MAP	MILES
02	1.49
03	1.10

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HYDE

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

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.08.20481, ETC.	3
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.08.20481		P.E., CONST.

MAP	ROUTE	FROM	TO
04	SR1102 (Silver Ln)	SR1101-Goshen Back Rd	End Maint.



PROJECT LENGTH

MAP	MILES
04	0.11

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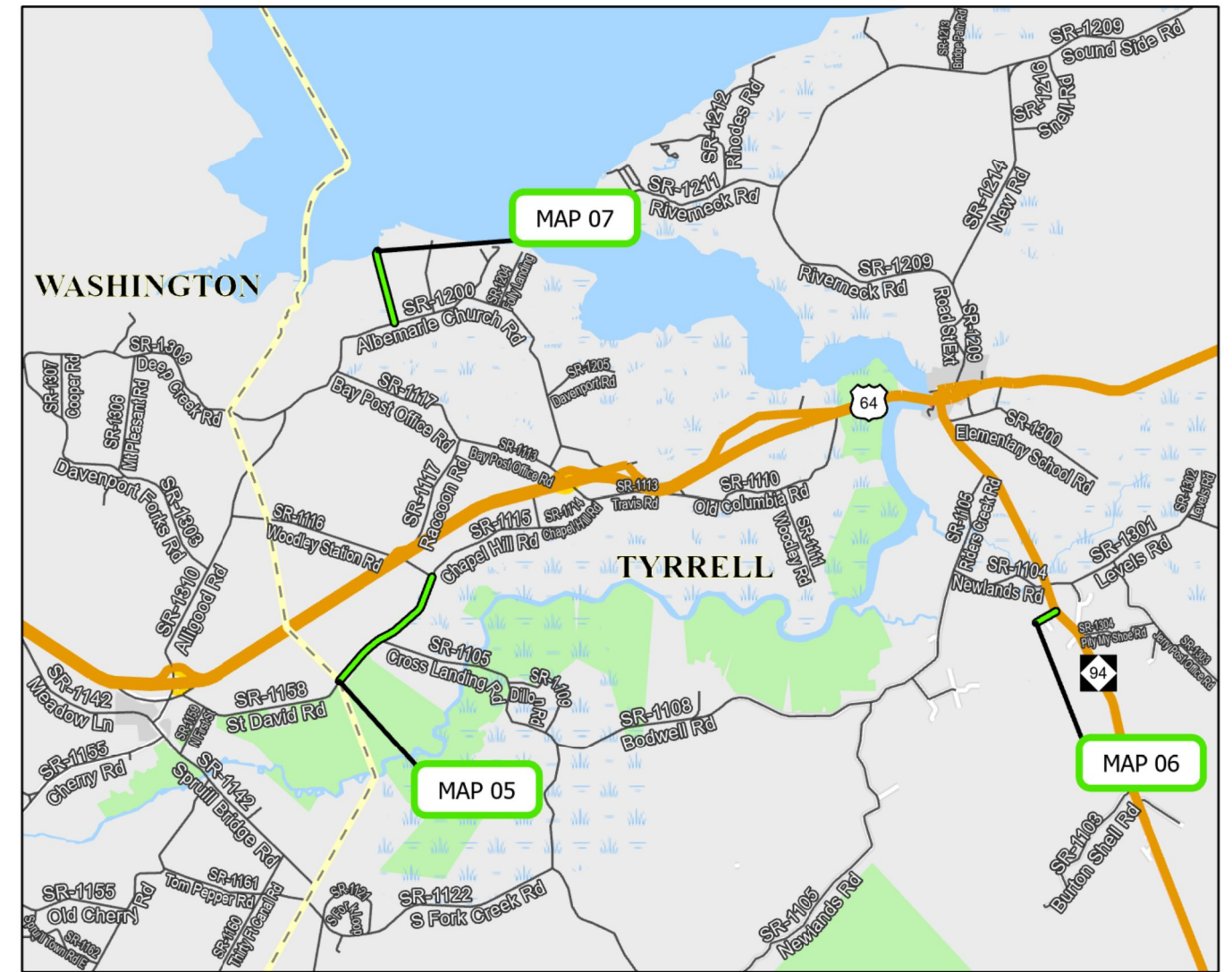
TYRRELL

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.08.20481, ETC.	4
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.08.20891		P.E., CONST.

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



MAP	ROUTE	FROM	TO
05	SR 1115 (Chappell Hill Rd.)	Washington Co	SR 1116-Woodley Station
06	SR 1131 (Smith Ln.)	NC 94	Dead End
07	SR 1202 (Bulls Bay Rd.)	Dead End	SR 1200-Albemarle Church Rd.



PROJECT LENGTH

MAP	MILES
05	1.44
06	0.23
07	0.75

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WBS NO: 2024CPT.01.08.20481, ETC.

CONTRACT: DA00574

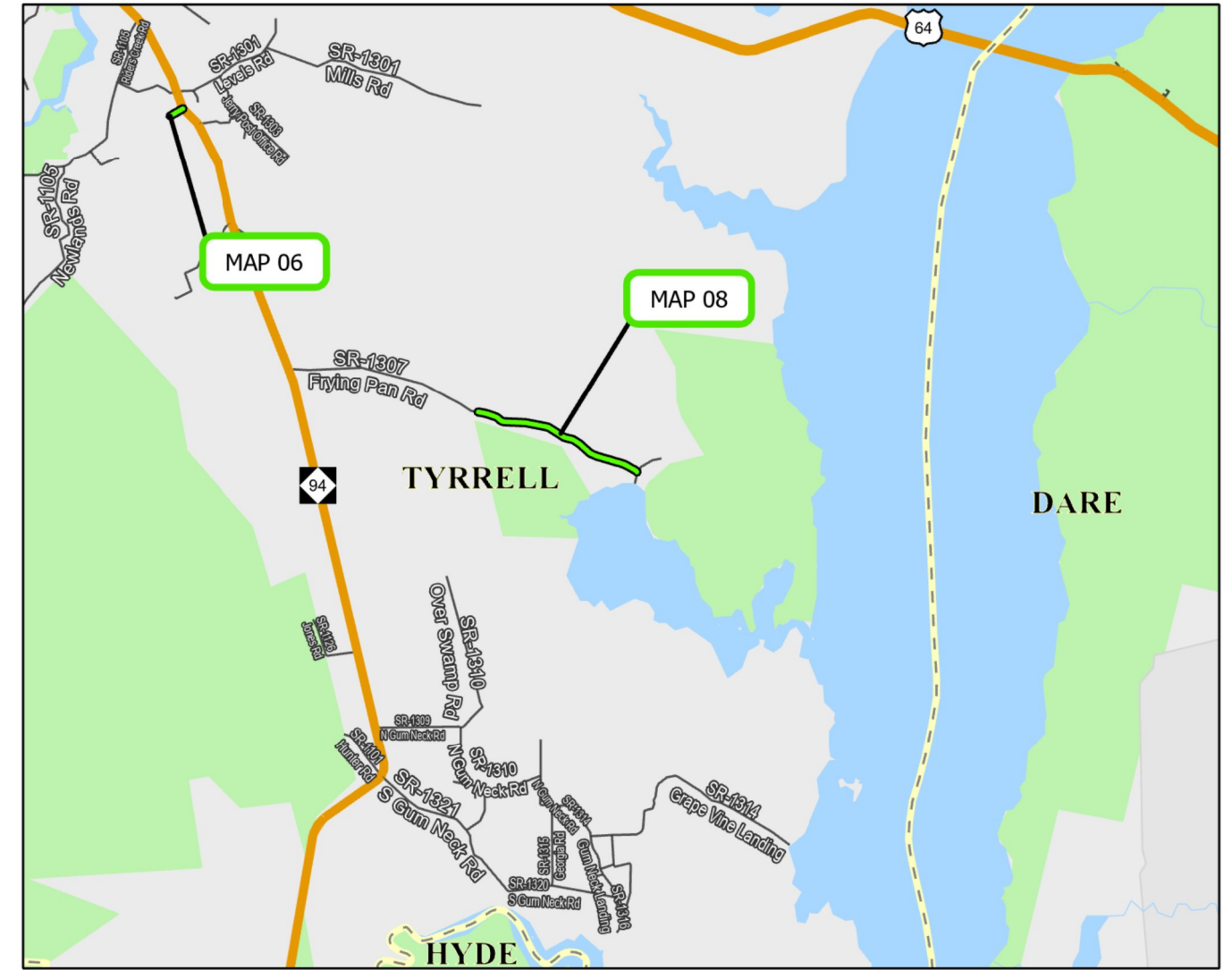
**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

TYRRELL

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.08.20481, ETC.	5
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.08.20891		P.E., CONST.

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

MAP	ROUTE	FROM	TO
08	SR 1307 (Frying Pan Rd.)	Pavement Change	SR 1308-Spencer Rd.



PROJECT LENGTH

MAP	MILES
06	0.23
08	2.73

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CONTRACT: DA00574

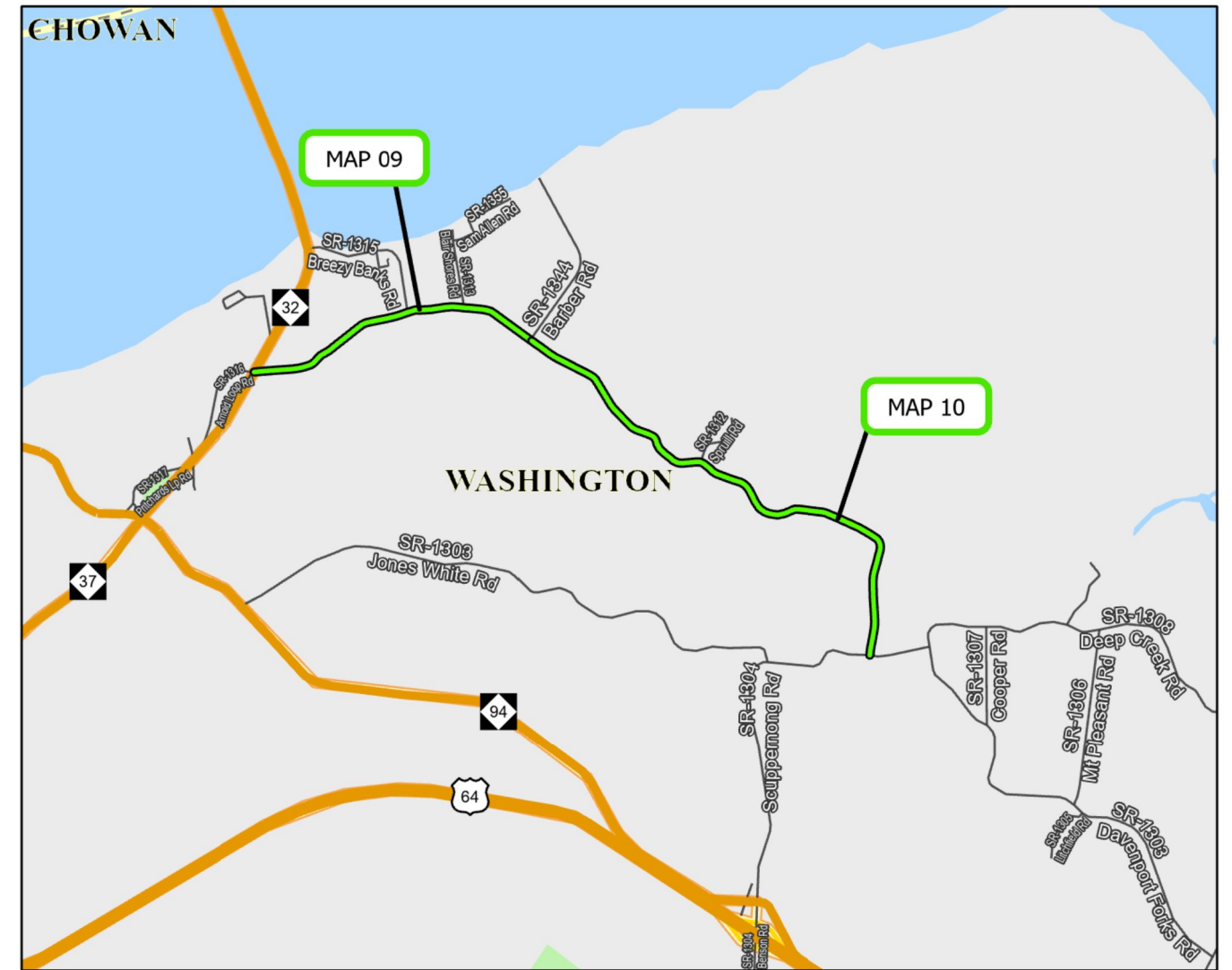
**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

WASHINGTON

STATE	STATE PROJECT REFERENCE NUMBER	SHEET NO.
NC	2024CPT.01.08.20481, ETC.	6
STATE PROJECT NUMBER		DESCRIPTION
2024CPT.01.08.20941		P.E., CONST.

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

MAP	ROUTE	FROM	TO
09	SR 1302 (Pea Ridge Rd.)	NC 32	SR 1344-Barber Rd
10	SR 1302 (Pea Ridge Rd.)	SR 1344-Barber Rd	SR 1303-Davenport Forks Rd



PROJECT LENGTH

MAP	MILES
09	1.98
10	3.54

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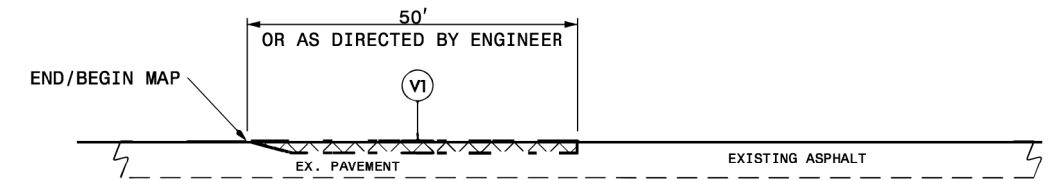
PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, MAT COAT #6 STONE
V1	INCIDENTAL MILLING ASPHALT PAVEMENT.
T	EARTH MATERIAL
U	EXISTING PAVEMENT

NOTES:

PROJECT REFERENCE NO.	SHEET NO.
2024CPT.01.08.20481, ETC.	7

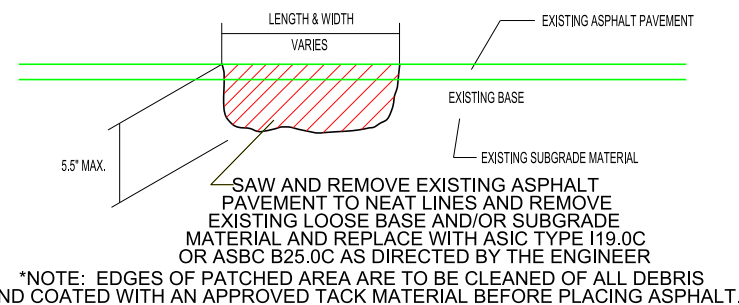
- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES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



DETAIL 1

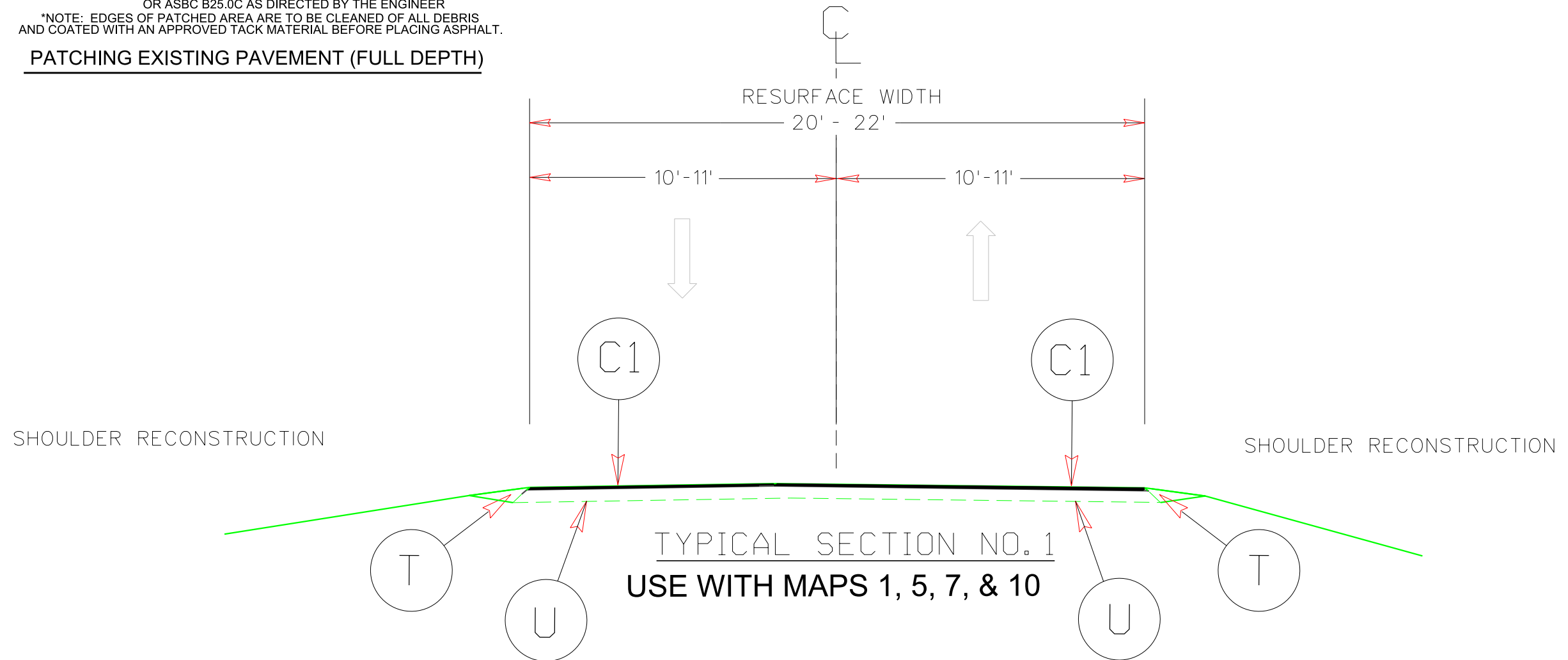
MAIN LINE MILLING

- 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.



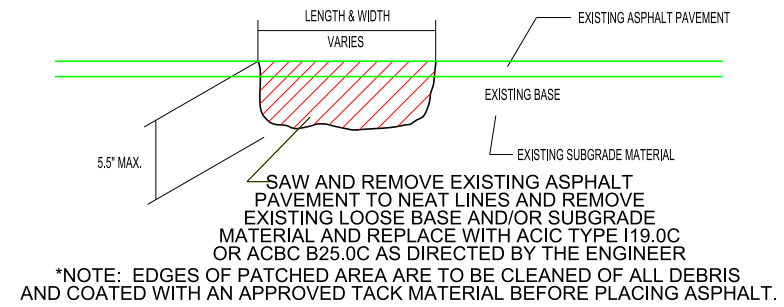
*NOTE: EDGES OF PATCHED AREA ARE TO BE CLEANED OF ALL DEBRIS AND COATED WITH AN APPROVED TACK MATERIAL BEFORE PLACING ASPHALT.

PATCHING EXISTING PAVEMENT (FULL DEPTH)

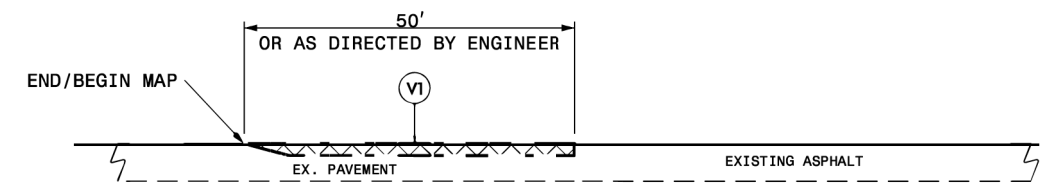


C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, MAT COAT #6 STONE
V1	INCIDENTAL MILLING ASPHALT PAVEMENT.
T	EARTH MATERIAL
U	EXISTING PAVEMENT

- * 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
- * ASPHALT SURFACE TREATMENT MAT #6 STONE CONSISTS OF EMULSIFIED ASPHALT, GRADE CRS-2L AT A RATE OF 0.38± GAL/SY AND ONE LAYER OF #6 STONE AT A RATE OF APPROX. 20-25± LBS/SY
- * FOR AST MAT COAT #6 STONE, CONTRACTOR MUST PROVIDE A SPREADER CAPABLE OF SPREADING UP TO 12' WIDE FOR IRREGULAR AREAS ALONG THESE MAPS.
- * CONTRACTOR SHALL PERFORM PATCHING EXISTING PAVEMENT, FULL DEPTH BEFORE APPLICATION OF AST MAT COAT #6 STONE



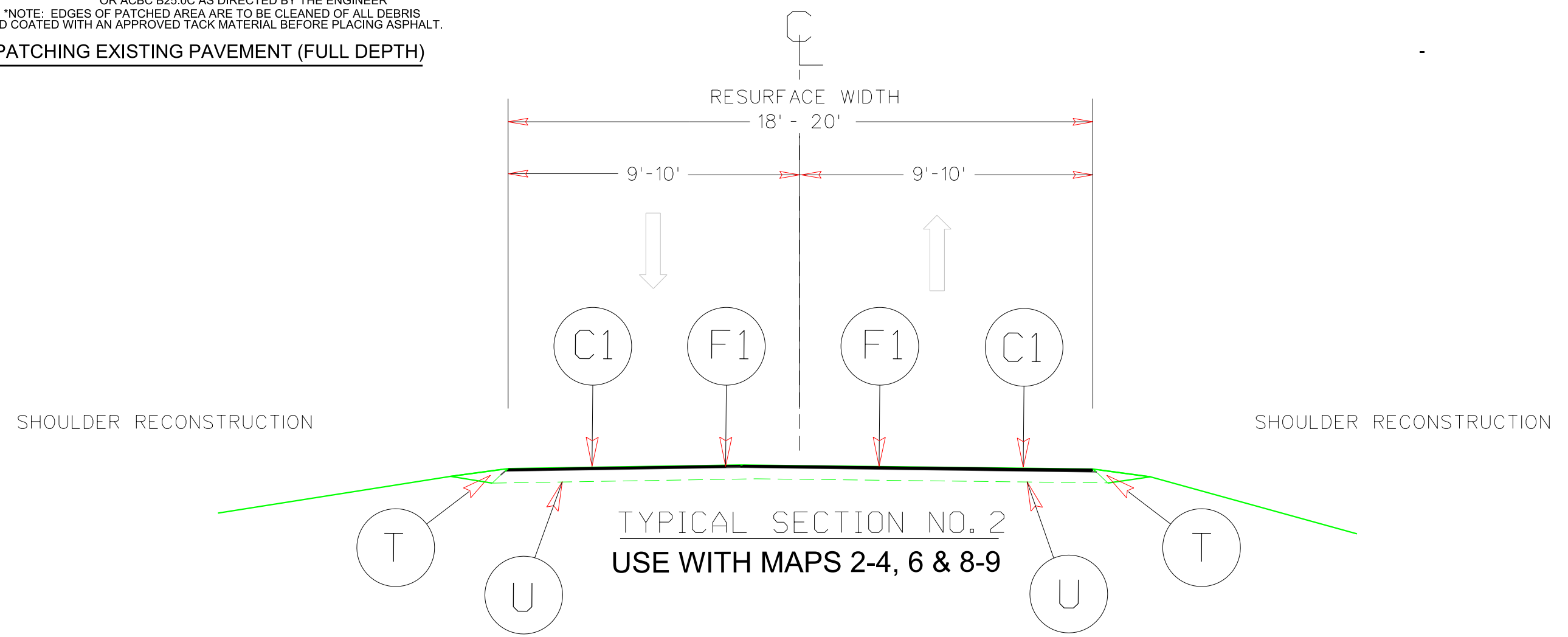
PATCHING EXISTING PAVEMENT (FULL DEPTH)



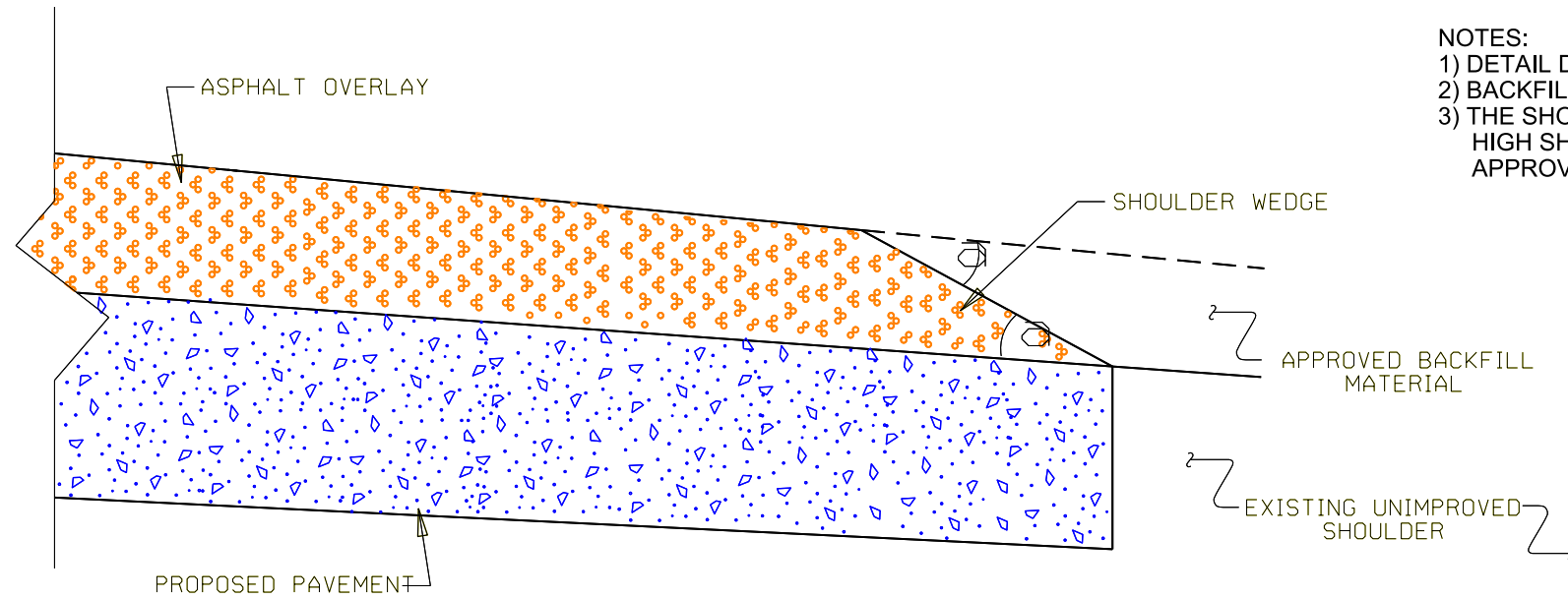
DETAIL 1

MAIN LINE MILLING

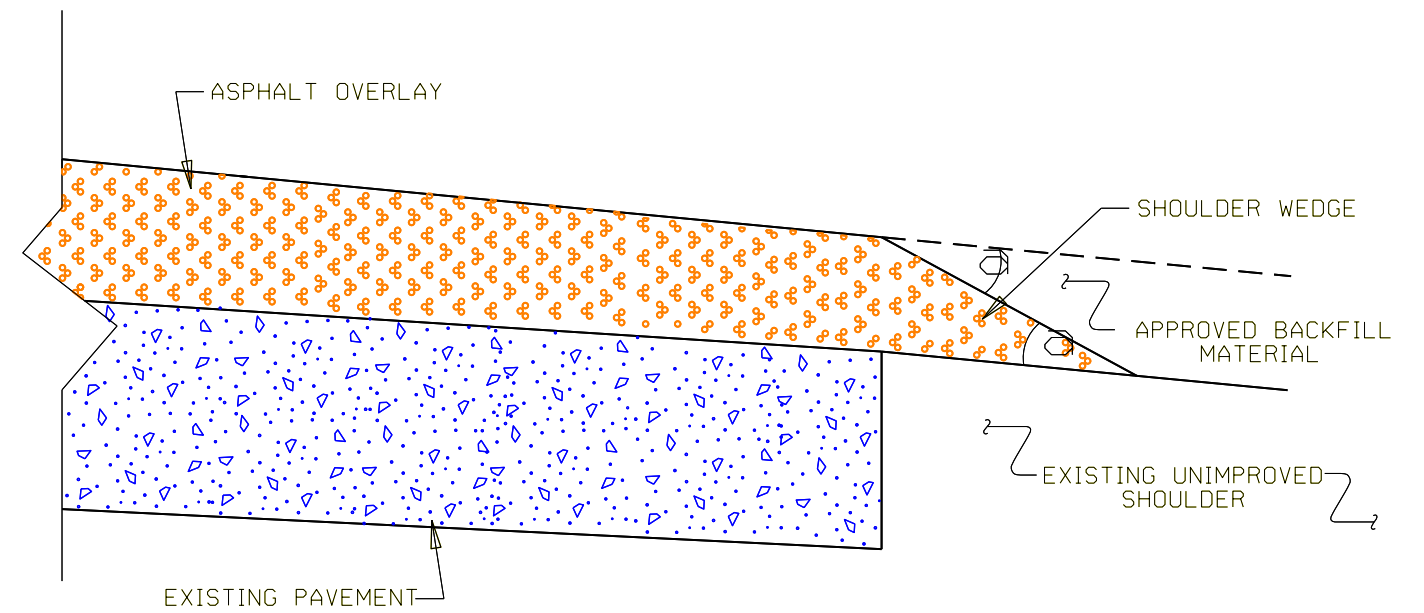
- NOTE:
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
 2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.



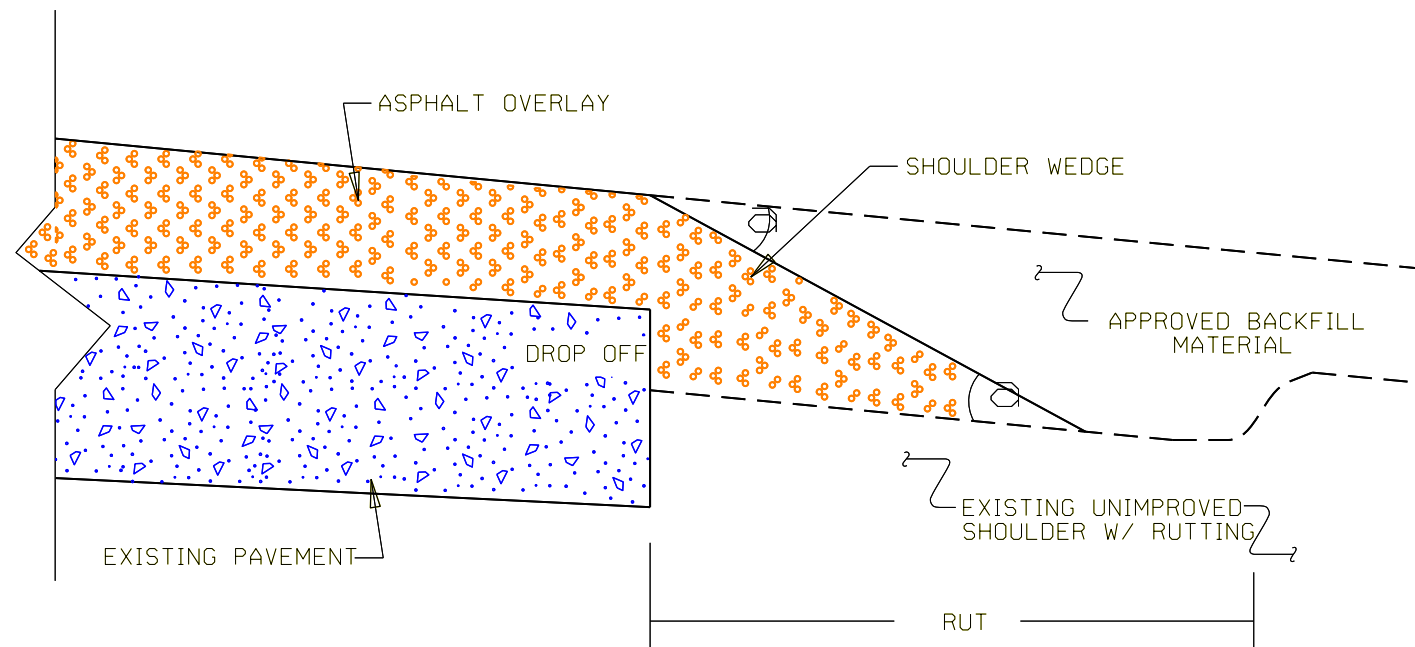
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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: 10/16/12
CHECKED BY:	DATE:
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn	

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.01.08.20481, ETC.	10	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	000100000-N	010600000-E	122000000-E	124500000-E	126000000-E	133000000-E	151900000-E	157500000-E	170500000-E	177500000-E	183800000-E	284500000-N	600000000-E	6071012000-E	608400000-E	611700000-N					
												MOBILIZATION	BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, \$9.58	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT (FULL DEPTH)	ASPHALT SURFACE TREATMENT MAT #6 STONE	EMULSION FOR ASPHALT SURFACE TREATMENT	ADJUSTMENT OF METER OR VALVE BOXES	TEMPORARY SILT FENCE	COIR FIBER WATTLE	SEEDING & MULCHING	RESPONSE FOR EROSION CONTROL					
											MI	FT	LS	CY	TONS	SMI	TONS	SY	TONS	TONS	TON	SY	GAL	EA	LF	LF	ACR	EA				
2024CPT.01.08.20481	Hyde	1	SR-1305 / PINEY WOODS RD	NC 94 TO SR 1311 NORTH LAKE RD	1	2	2WU	NO	NO	2.76	20	1	104	55	5.52	52	600	3,069	207	37				50	25	2.8	1					
2024CPT.01.08.20481	Hyde	2	SR-1336 / C CANAL RD	EOM TO WASHINGTON CO LINE	2	2	2WU	NO	NO	1.49	20	*	56	30	2.98	28	100	1,605	109	20			17,593	740	50	25	1.5					
2024CPT.01.08.20481	Hyde	3	SR-1339 / MAINSTEM RD	DEAD END TO NC 45	2	2	2WU	NO	NO	1.1	20	*	41	22	2.20	21	100	1,178	80	20			12,907	5,170	50	25	1.1					
2024CPT.01.08.20481	Hyde	4	SR-1102 / SILVER LN	DEAD END TO SR 1101 GOSHEN BACK RD	2	2	2WU	NO	NO	0.11	18	*	5	2	0.22	2	100	106	7	5			1,162	470	50	25	0.1					
TOTAL FOR PROJ NO. 2024CPT.01.08.20481																																
											5.46			*	206	109	11	103	900	5,958	403	82	31,662	6,380			200	100	5.5	1		
2024CPT.01.08.20891	Tyrrell	5	SR-1115 / CHAPEL HILL RD	WASH CO LINE TO SR 1116 WOODLEY STATION RD	1	2	2WU	NO	NO	1.5	20	*	56	30	3.00	28	400	1,729	117	20				50	25	1.5	1					
2024CPT.01.08.20891	Tyrrell	6	SR-1131 / SMITH LN	DEAD END TO NC 94	2	2	2WU	NO	NO	0.23	20	*	9	5	0.46	5	100	246	17	5			2,699	1,080	50	25	0.2					
2024CPT.01.08.20891	Tyrrell	7	SR-1202 / BULLS BAY RD	DEAD END TO SR 1200 ALBEMARLE CHURCH RD	1	2	2WU	NO	NO	0.75	22	*	29	15	1.50	14	100	896	61	10				50	25	0.8						
2024CPT.01.08.20891	Tyrrell	8	SR-1307 / FRYING PAN RD	PAVEMENT CHANGE AT 3.09 FROM NC 94 TO SR 1308 SPENCER RD	2	2	2WU	NO	NO	2.77	20	*	104	55	5.54	52	200	2,967	200	20			32,501	13,000	50	25	2.8					
TOTAL FOR PROJ NO. 2024CPT.01.08.20891																																
											5.25			*	198	105	10.50	99	800	5,838	395	55	35,200	14,080	1	200	100	5.3	1			
2024CPT.01.08.20941	Washington	9	SR-1302 / PEA RIDGE RD	NC 32 TO SR 1344 BARBER RD	2	2	2WU	NO	NO	1.98	20	*	74	40	3.96	37	500	2,211	149	10			23,432	9,380	50	25	2.0	1				
2024CPT.01.08.20941	Washington	10	SR-1302 / PEA RIDGE RD	SR 1344 BARBER RD TO SR 1303 DAVENPORT FORKS RD	1	2	2WU	NO	NO	3.54	20	*	133	71	7.08	66	200	3,866	259				50	25	3.5							
TOTAL FOR PROJ NO. 2024CPT.01.08.20941																																
											5.52			*	207	111	11.04	103	700	6,077	408	10	23,432	9,380			100	50	5.5	1		
GRAND TOTAL											16.23			1	611	325	32.46	305	2,400	17,873	1,206	147	90,294	29,840	1	500	250	16.3	3			

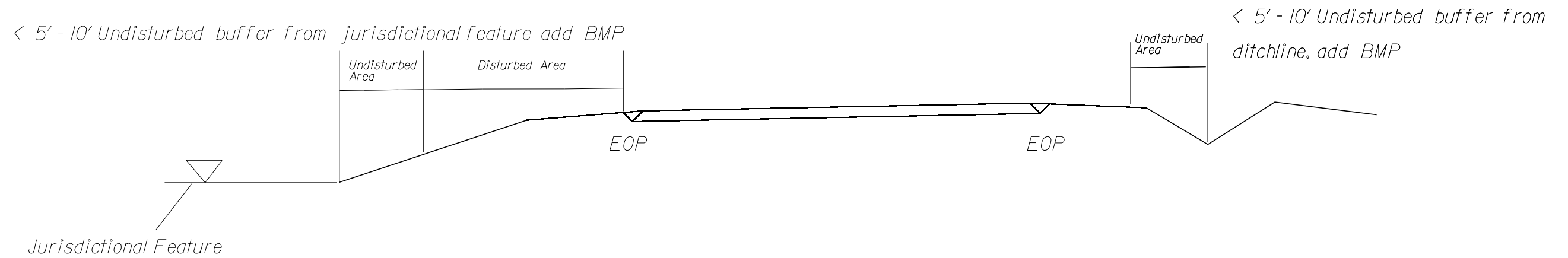
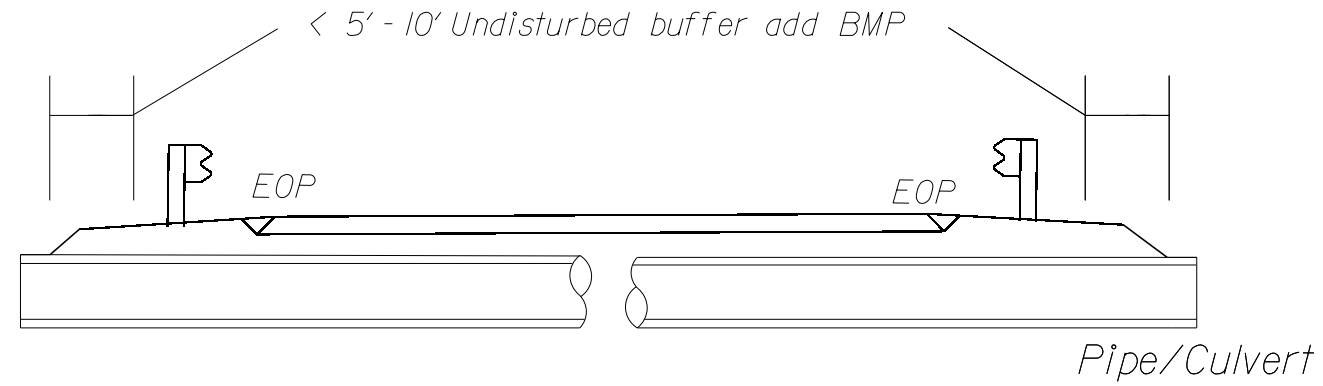
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	441300000-E	445700000-N	481000000-E		489000000-E		
												WORK ZONE ADVANCE / GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL (SP)	PAINT PAVEMENT MARKING LINES (4" WHITE)	PAINT PAVEMENT MARKING LINES (4" YELLOW)	GEN PAVEMENT MARKING ITEM, THERMO HOT SPRAY LINES (4" 55 MILS WHITE)	GEN PAVEMENT MARKING ITEM, THERMO HOT SPRAY LINES (4" 55 MILS YELLOW)	
											MI	FT	SF	LS	LF	LF	LF	LFT
2024CPT.01.08.20481	Hyde	1	SR-1305 / PINEY WOODS RD	NC 94 TO SR 1311 NORTH LAKE RD	1	2	2WU	NO	NO	2.76	20	368	1.00	29,698	18,216	29,698	18,216	
2024CPT.01.08.20481	Hyde	2	SR-1336 / C CANAL RD	EOM TO WASHINGTON CO LINE	2	2	2WU	NO	NO	1.49	20	172	*	16,032	9,834	16,032	9,834	
2024CPT.01.08.20481	Hyde	3	SR-1339 / MAINSTEM RD	DEAD END TO NC 45	2	2	2WU	NO	NO	1.10	20	120	*	11,836	7,260	11,836	7,260	
2024CPT.01.08.20481	Hyde	4	SR-1102 / SILVER LN	DEAD END TO SR 1101 GOSHEN BACK RD	2	2	2WU	NO	NO	0.11	18	48	*					
TOTAL FOR PROJ NO. 2024CPT.01.08.20481											5.46		708	*	57,566	35,310	57,566	35,310
															92,876	92,876		
2024CPT.01.08.20891	Tyrrell	5	SR-1115 / CHAPEL HILL RD	WASH CO LINE TO SR 1116 WOODLEY STATION RD	1	2	2WU	NO	NO	1.50	20	172	*	16,140	9,900	16,140	9,900	
2024CPT.01.08.20891	Tyrrell	6	SR-1131 / SMITH LN	DEAD END TO NC 94	2	2	2WU	NO	NO	0.23	20	48	*	2,475	1,518	2,475	1,518	
2024CPT.01.08.20891	Tyrrell	7	SR-1202 / BULLS BAY RD	DEAD END TO SR 1200 ALBEMARLE CHURCH RD	1	2	2WU	NO	NO	0.75	22	90	*	8,070	4,950	8,070	4,950	
2024CPT.01.08.20891	Tyrrell	8	SR-1307 / FRYING PAN RD	PAVEMENT CHANGE AT 3.09 FROM NC 94 TO SR 1308 SPENCER RD	2	2	2WU	NO	NO	2.77	20	248	*	29,805	18,282	29,805	18,282	
TOTAL FOR PROJ NO. 2024CPT.01.08.20891											5.25		558	*	56,490	34,650	56,490	34,650
															91,140	91,140		
2024CPT.01.08.20941	Washington	9	SR-1302 / PEA RIDGE RD	NC 32 TO SR 1344 BARBER RD	2	2	2WU	NO	NO	1.98	20	304	*	21,305	13,068	21,305	13,068	
2024CPT.01.08.20941	Washington	10	SR-1302 / PEA RIDGE RD	SR 1344 BARBER RD TO SR 1303 DAVENPORT FORKS RD	1	2	2WU	NO	NO	3.54	20	408	*	38,090	23,364	38,090	23,364	
TOTAL FOR PROJ NO. 2024CPT.01.08.20941											5.52		712	*	59,395	36,432	59,395	36,432
															95,827	95,827		
GRAND TOTAL											16.23		1,978	1	173,451	106,392	173,451	106,392
															279,843	279,843		

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

BMP Options: Wattle or Silt Fence

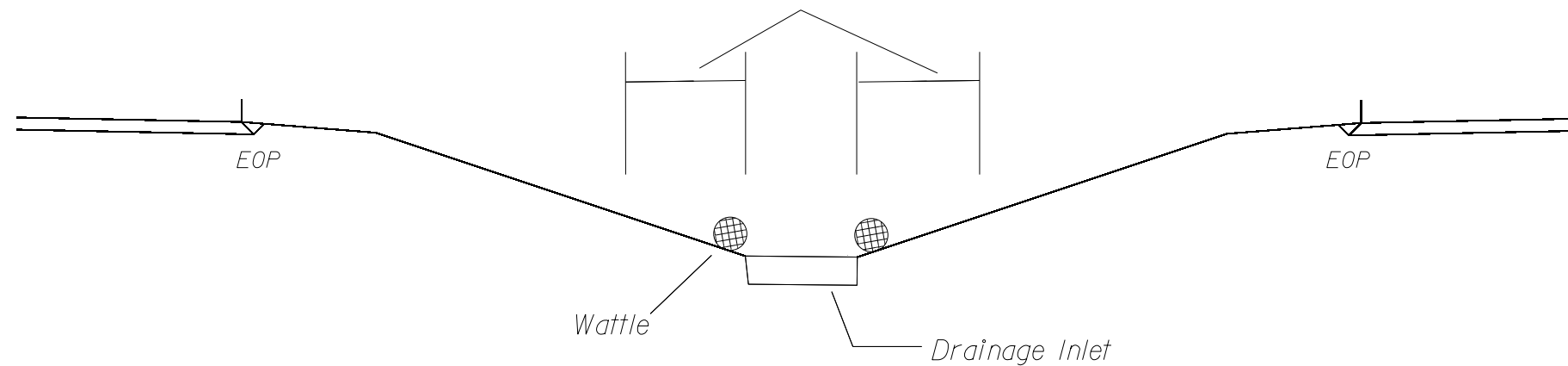
EROSION CONTROL DETAIL



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

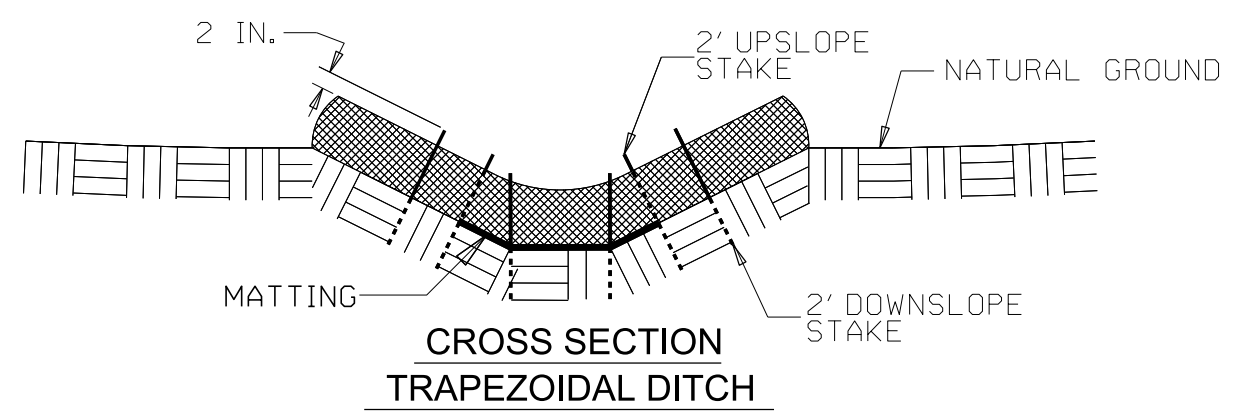
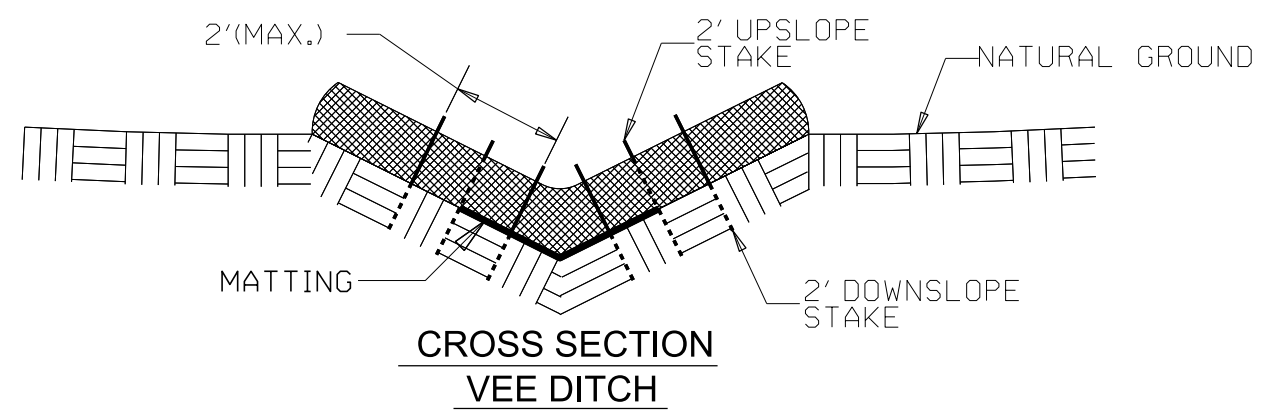
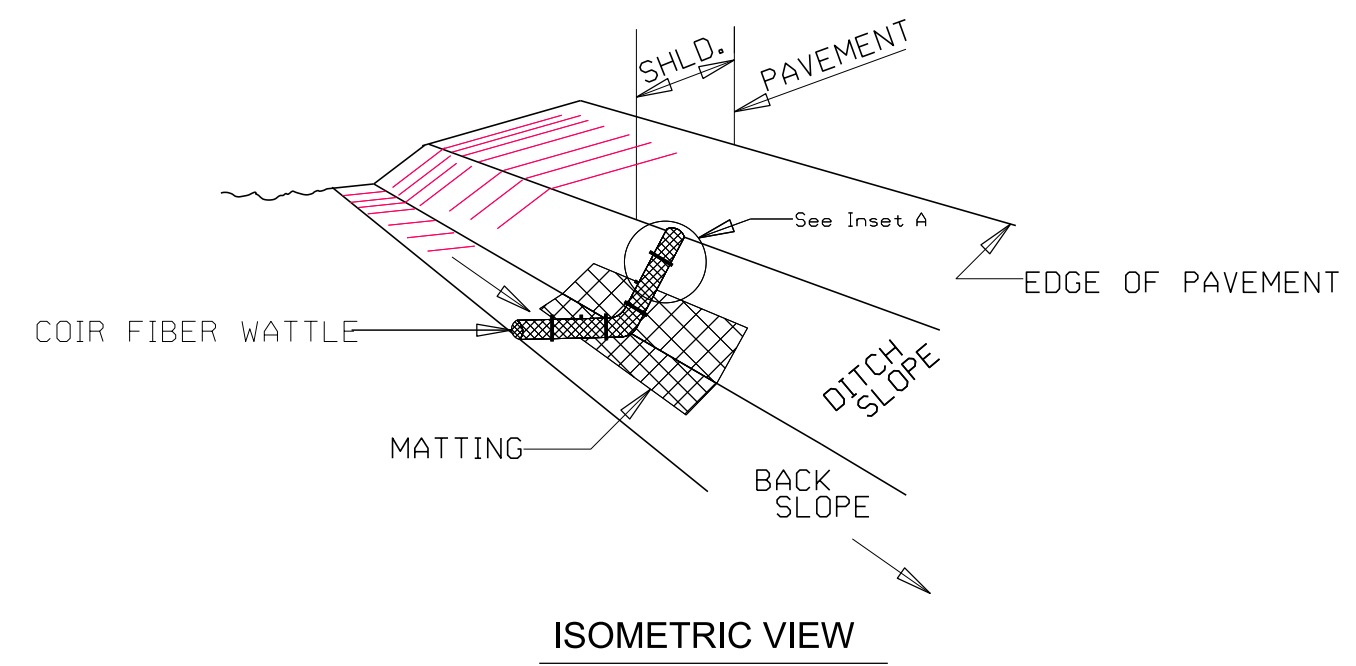


< 5' - 10' Undisturbed buffer from inlet, add wattle

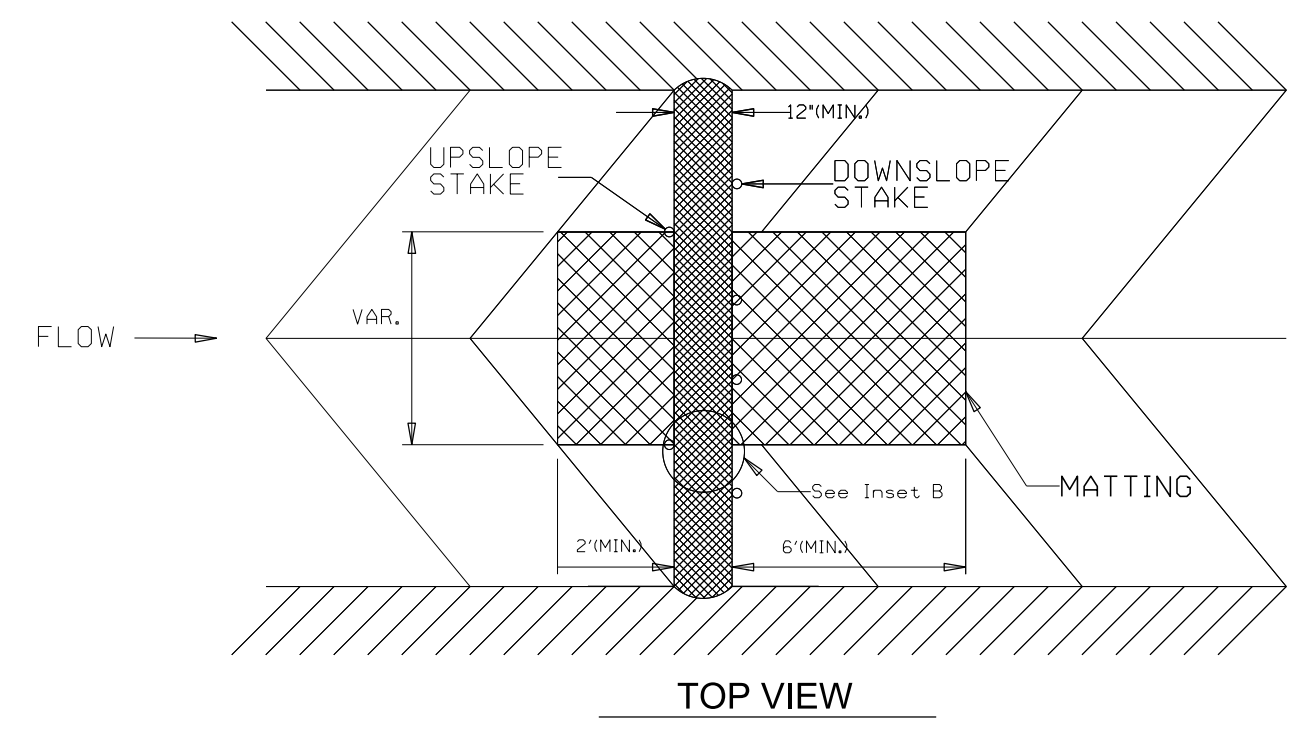
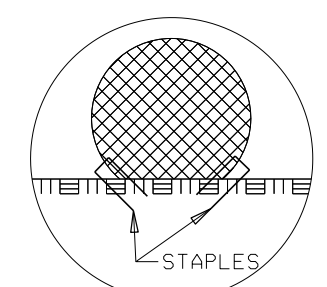
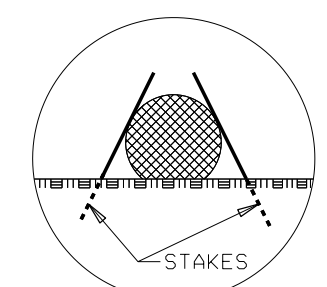


NOT TO SCALE

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

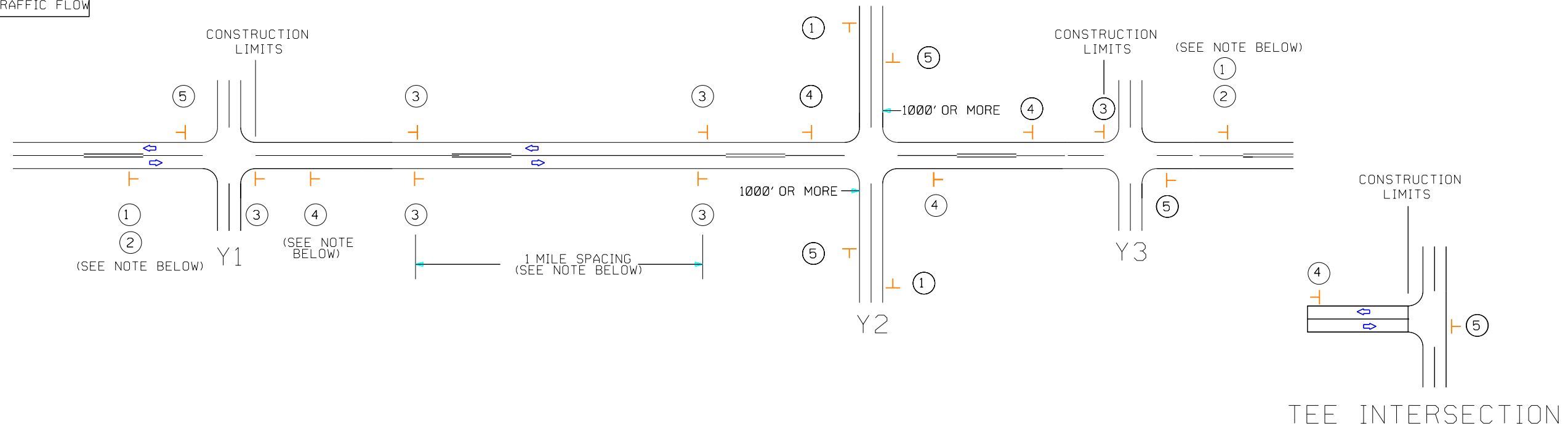
SITE DESCRIPTION	STABILIZATION TIME	TIMEFRAME EXCEPTIONS
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS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



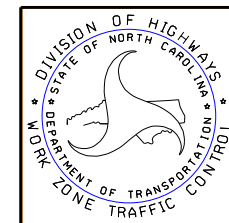
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>① </p> <p>② </p>	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div> </div> </div>
	<p>③ </p> <p></p>	<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 5/64 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
	<p>④ </p>	<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>	
	<p>⑤ </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 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 WARNING SIGNS.



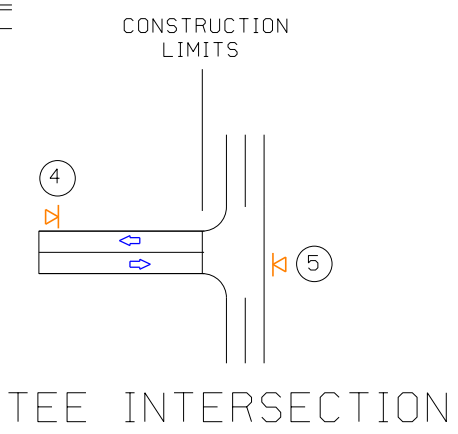
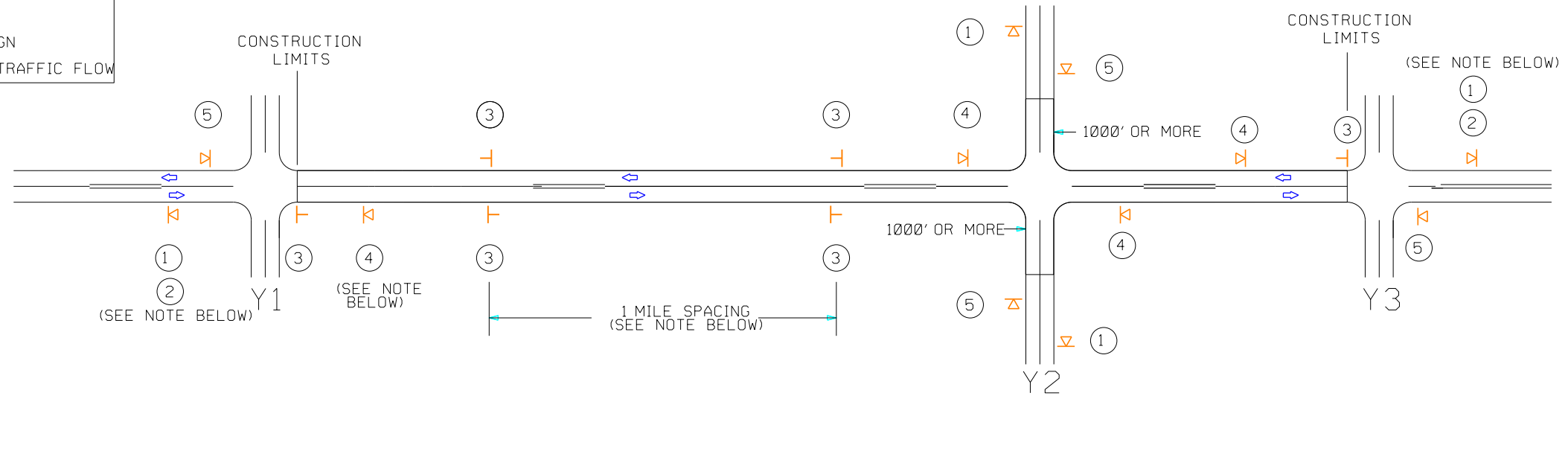
ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$DGN\$\$\$\$\$
\$\$\$\$\$USERNAME\$\$\$\$\$

SIGNING FOR ASPHALT SURFACE TREATMENT

LEGEND

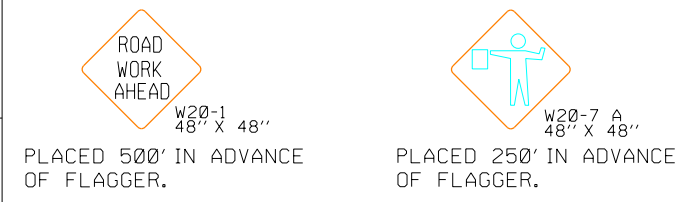
- PORTABLE SIGN
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

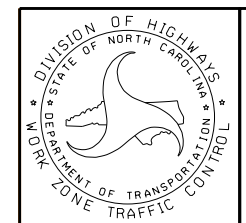
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①		- PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	STATIONARY SIGNING NOT REQUIRED FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS 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.
	②		- 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.	
	③	 	- ALTERNATE THE FOLLOWING TWO SIGNS: - STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT". - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 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.	
	⑤		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	



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

SYSTEMTIME: 20240801 10:00:00
DGN: 20240801 10:00:00
USERNAME: 20240801 10:00:00