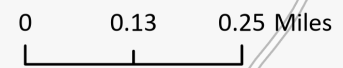
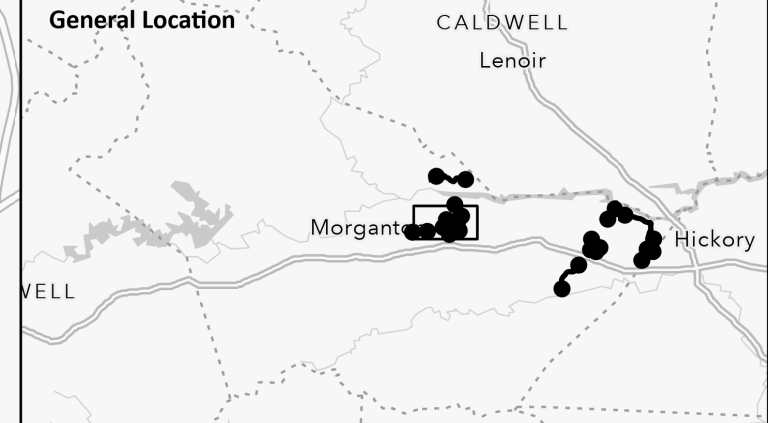
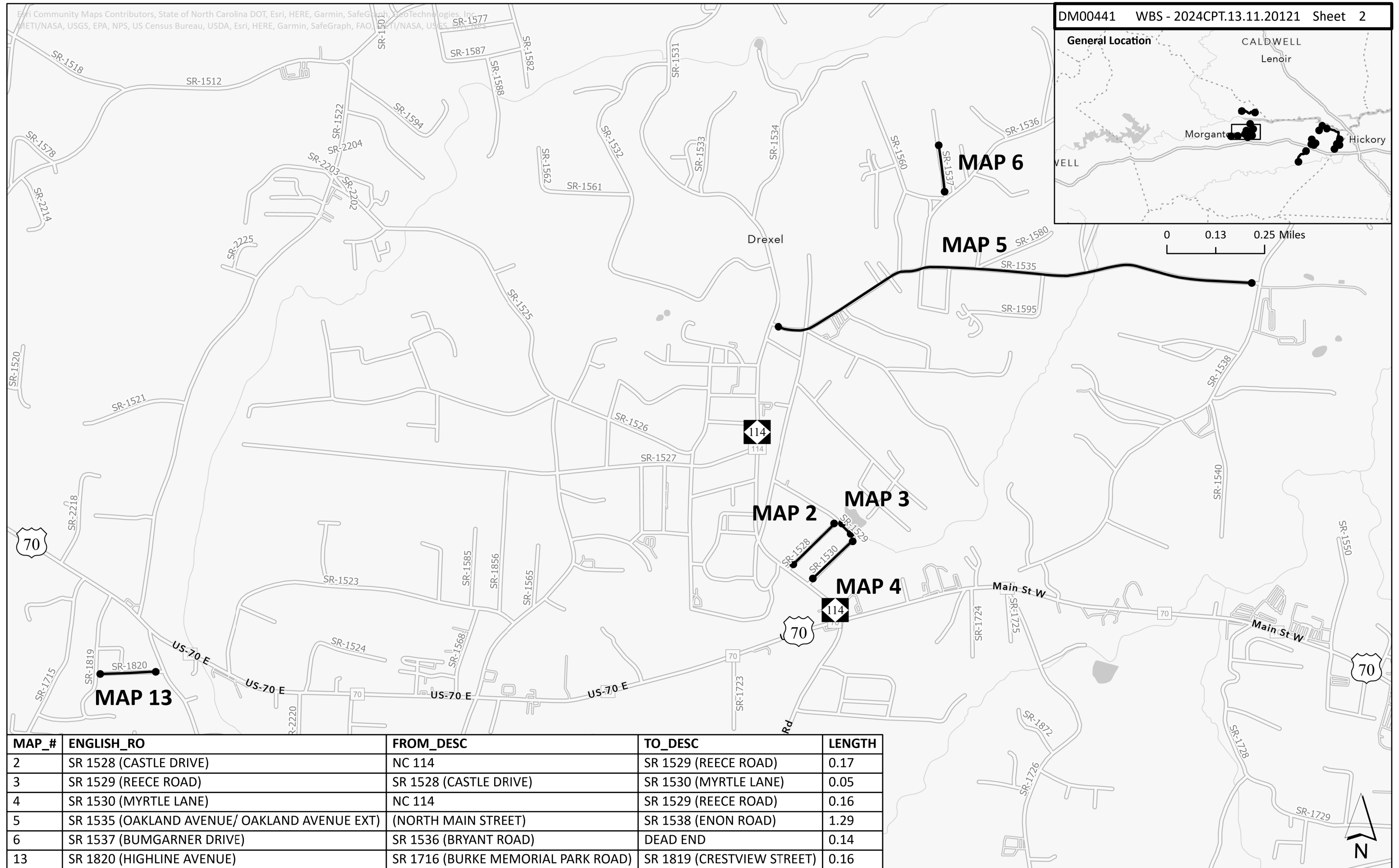
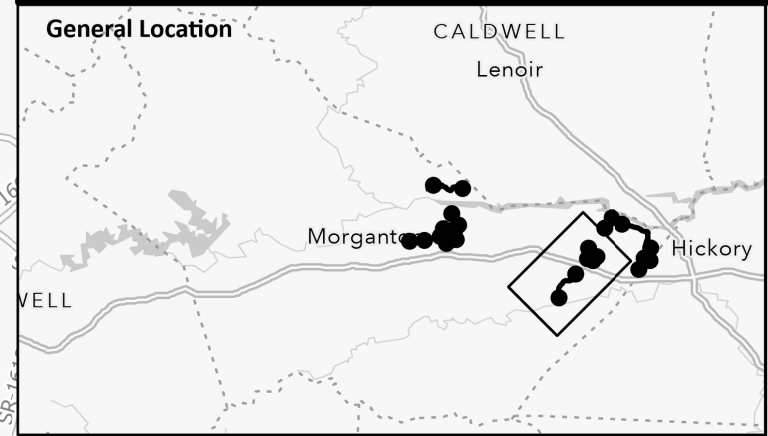


MAP_#	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
1	SR 1515 (SMOKEY CREEK ROAD)	COUNTY LINE	SR 1501 (ANTIOCH ROAD)	3.41

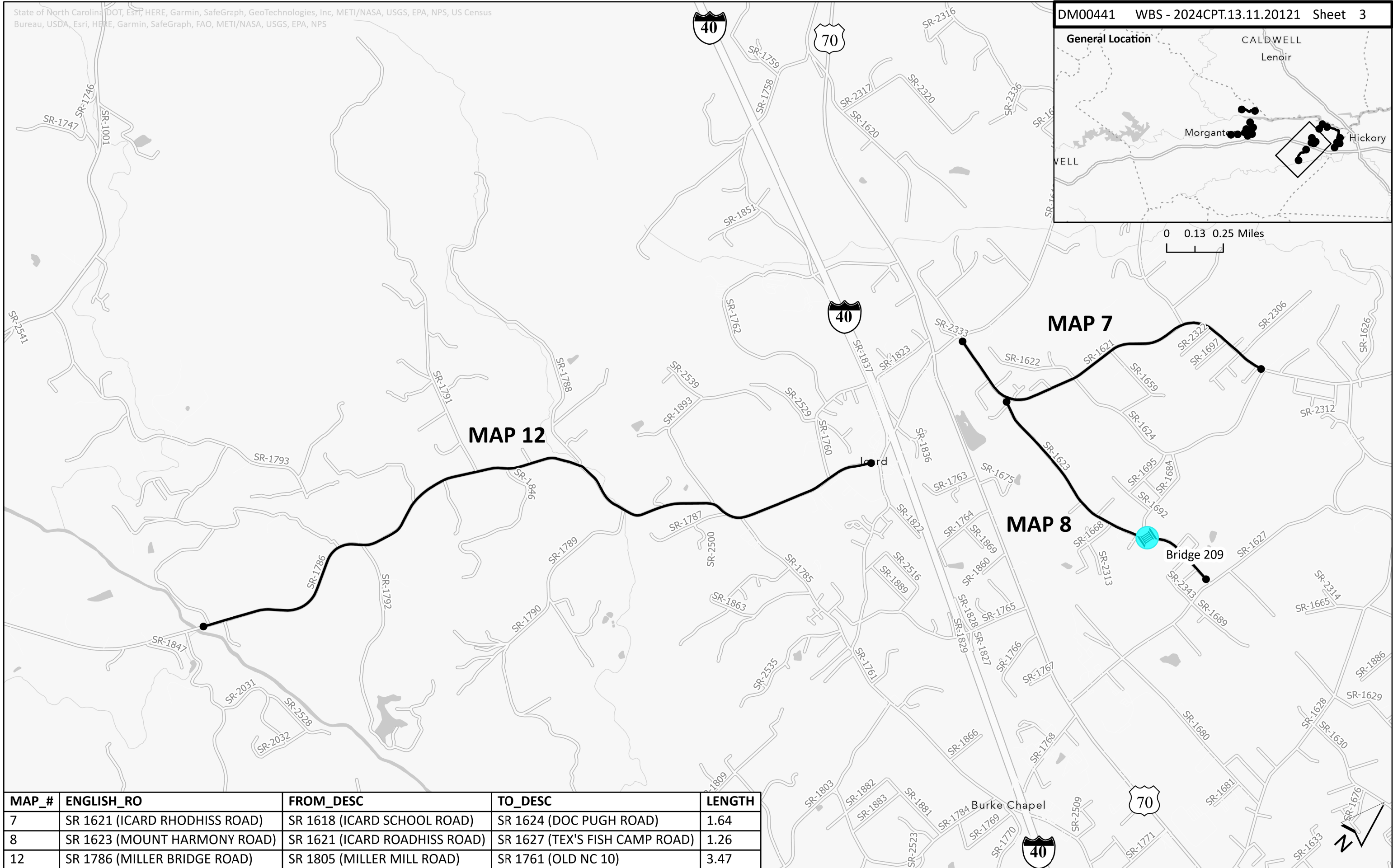




MAP_#	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
2	SR 1528 (CASTLE DRIVE)	NC 114	SR 1529 (REECE ROAD)	0.17
3	SR 1529 (REECE ROAD)	SR 1528 (CASTLE DRIVE)	SR 1530 (MYRTLE LANE)	0.05
4	SR 1530 (MYRTLE LANE)	NC 114	SR 1529 (REECE ROAD)	0.16
5	SR 1535 (OAKLAND AVENUE/ OAKLAND AVENUE EXT)	(NORTH MAIN STREET)	SR 1538 (ENON ROAD)	1.29
6	SR 1537 (BUMGARNER DRIVE)	SR 1536 (BRYANT ROAD)	DEAD END	0.14
13	SR 1820 (HIGHLINE AVENUE)	SR 1716 (BURKE MEMORIAL PARK ROAD)	SR 1819 (CRESTVIEW STREET)	0.16

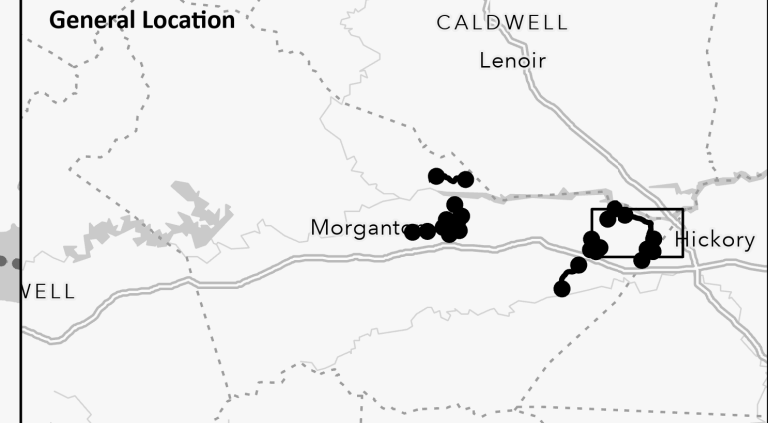
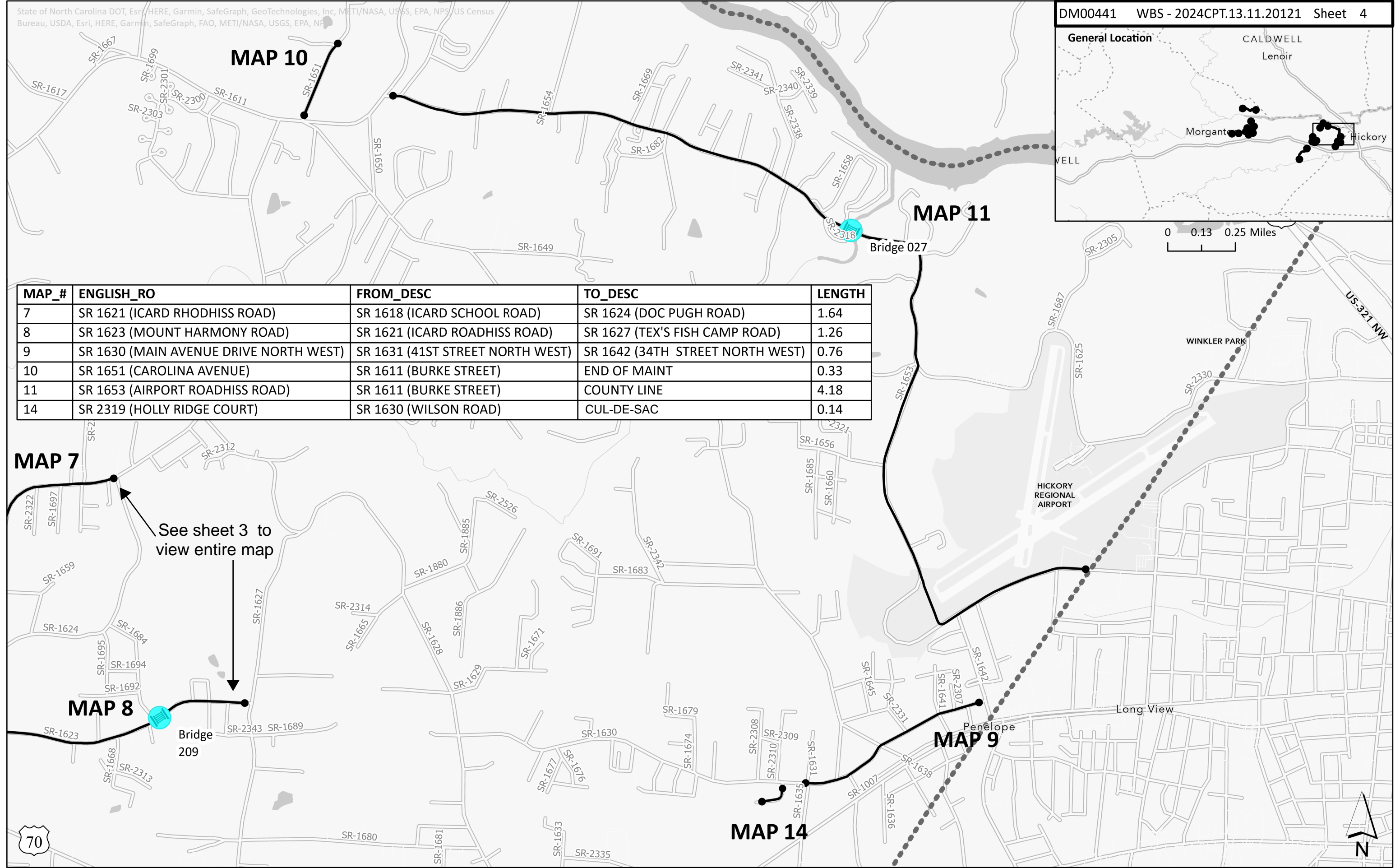


0 0.13 0.25 Miles



MAP_#	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
7	SR 1621 (ICARD RHODHISS ROAD)	SR 1618 (ICARD SCHOOL ROAD)	SR 1624 (DOC PUGH ROAD)	1.64
8	SR 1623 (MOUNT HARMONY ROAD)	SR 1621 (ICARD ROADHISS ROAD)	SR 1627 (TEX'S FISH CAMP ROAD)	1.26
12	SR 1786 (MILLER BRIDGE ROAD)	SR 1805 (MILLER MILL ROAD)	SR 1761 (OLD NC 10)	3.47





MAP_#	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
7	SR 1621 (ICARD RHODISS ROAD)	SR 1618 (ICARD SCHOOL ROAD)	SR 1624 (DOC PUGH ROAD)	1.64
8	SR 1623 (MOUNT HARMONY ROAD)	SR 1621 (ICARD ROADHISS ROAD)	SR 1627 (TEX'S FISH CAMP ROAD)	1.26
9	SR 1630 (MAIN AVENUE DRIVE NORTH WEST)	SR 1631 (41ST STREET NORTH WEST)	SR 1642 (34TH STREET NORTH WEST)	0.76
10	SR 1651 (CAROLINA AVENUE)	SR 1611 (BURKE STREET)	END OF MAINT	0.33
11	SR 1653 (AIRPORT ROADHISS ROAD)	SR 1611 (BURKE STREET)	COUNTY LINE	4.18
14	SR 2319 (HOLLY RIDGE COURT)	SR 1630 (WILSON ROAD)	CUL-DE-SAC	0.14

**MAP 7**

See sheet 3 to view entire map

**MAP 8**

Bridge 209

**MAP 11**

Bridge 027

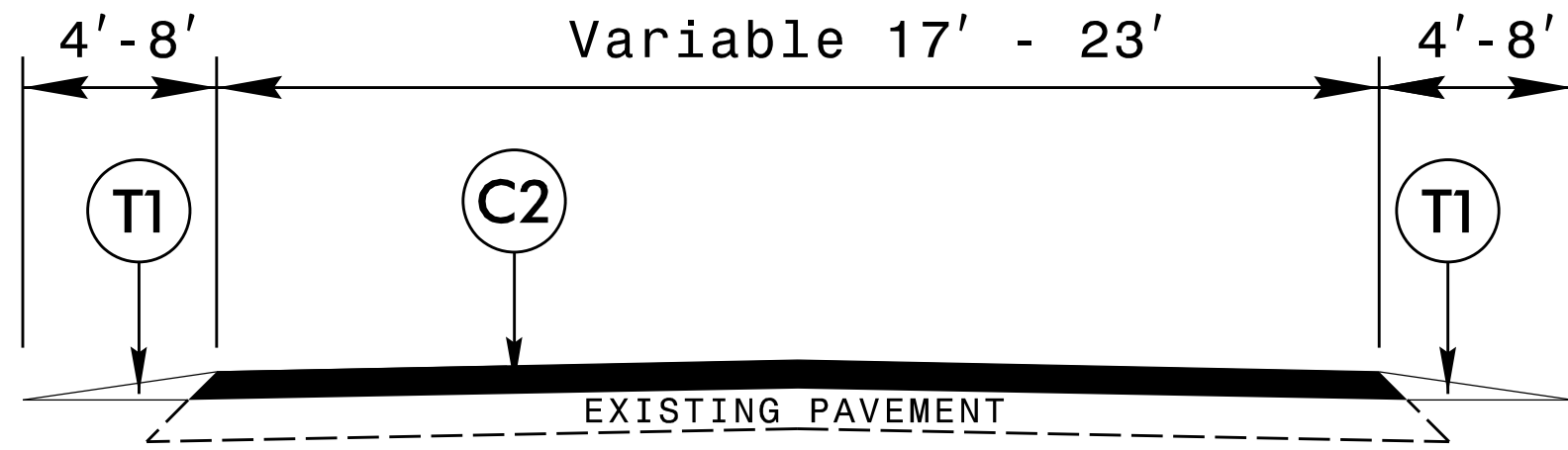
**MAP 9**

Penelope

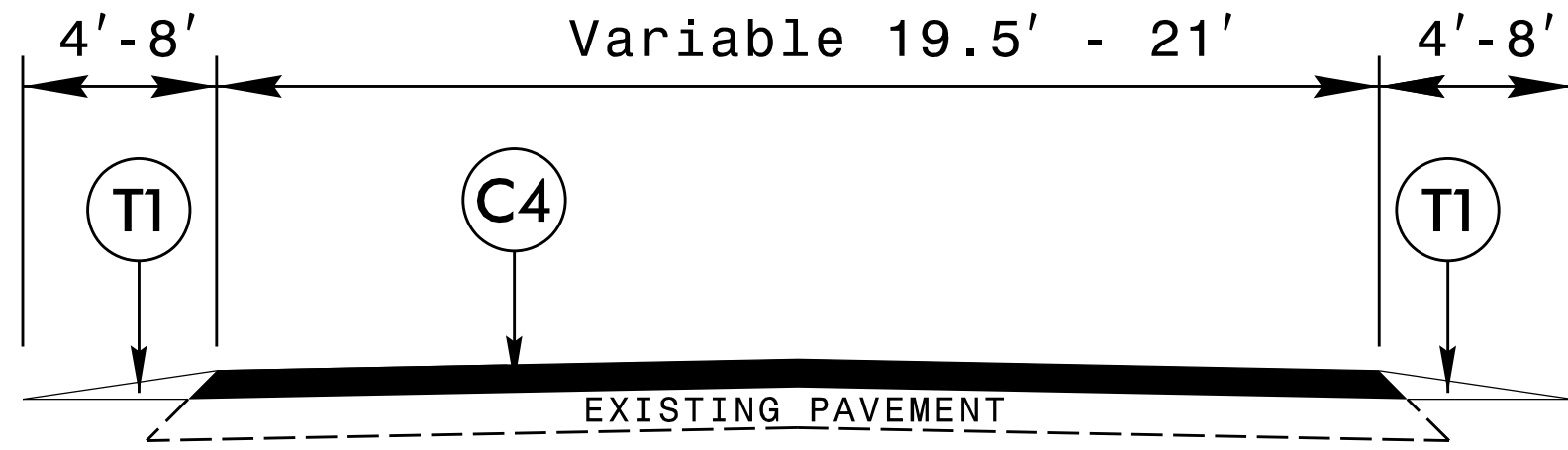
**MAP 14**







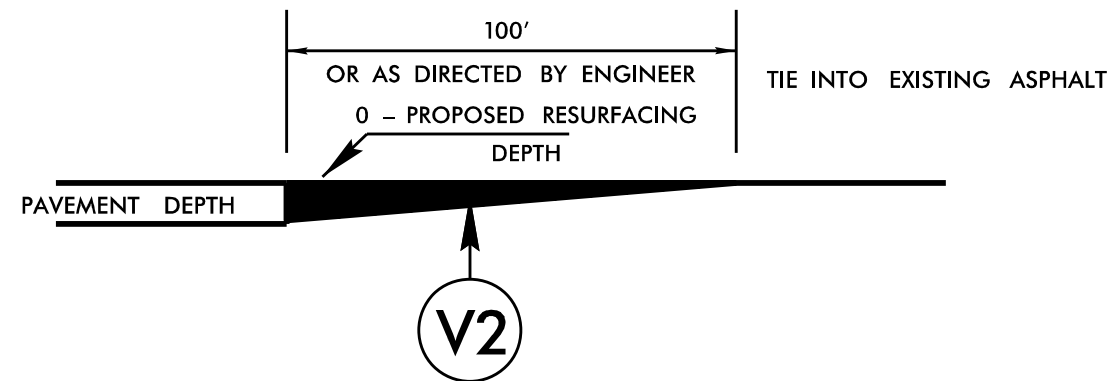
**TYPICAL SECTION #3**



**TYPICAL SECTION #4**

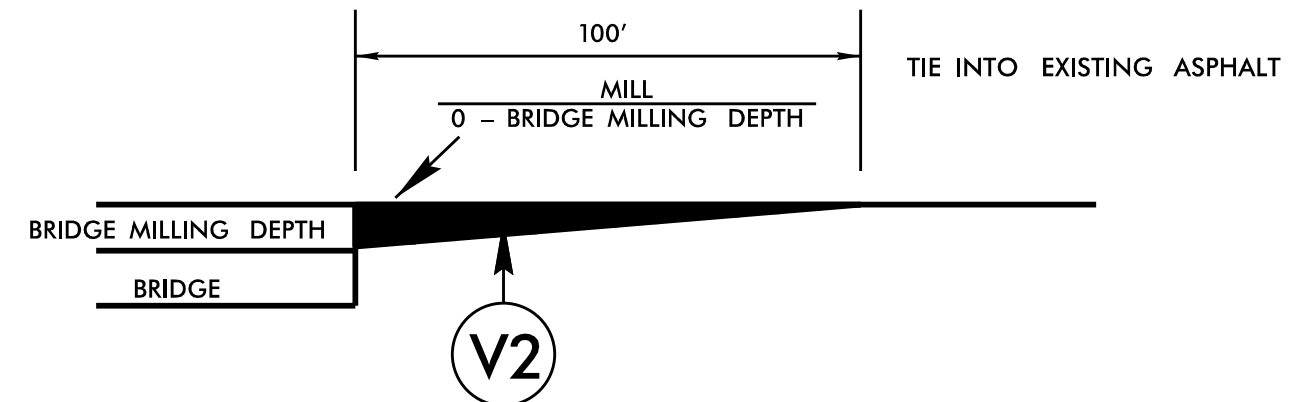
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.50 LBS. PER SQ. YARD
C3	PROP. APPROX. 2-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.50 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C4	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT, 0 TO 1-1/4" DEPTH
V2	INCIDENTAL MILLING

6/2/24  
 SECTION  
 13.11.20121



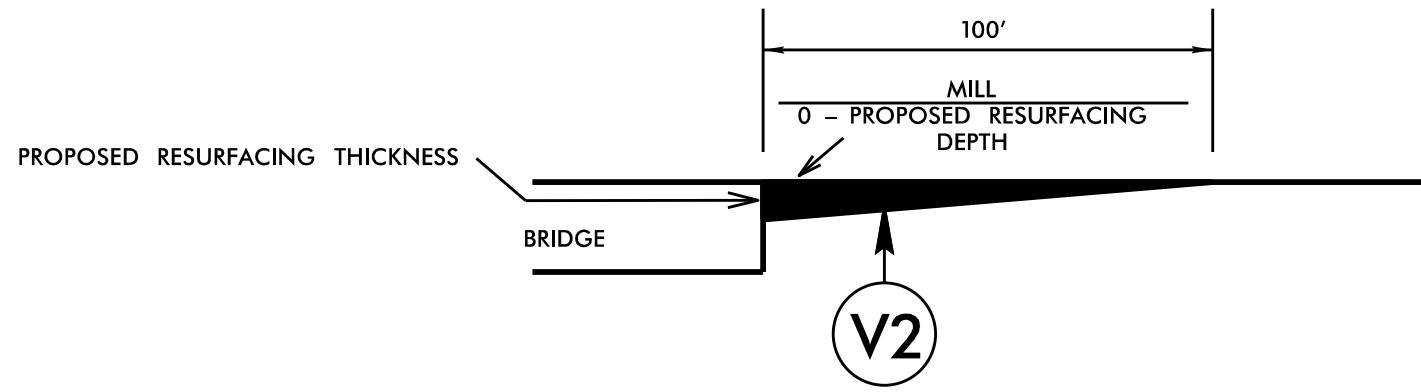
**DETAIL TO TIE INTO EXIST PAVEMENT**

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.



**MILLING DETAIL AT BRIDGE APPROACHES**

WHERE BRIDGES WILL BE MILLED THEN RESURFACED. THIS WILL BE PAID FOR AS INCIDENTAL MILLING. USE AT BRIDGE NUMBER: 031 MAP 3.



**MILLING DETAIL AT BRIDGE APPROACHES**

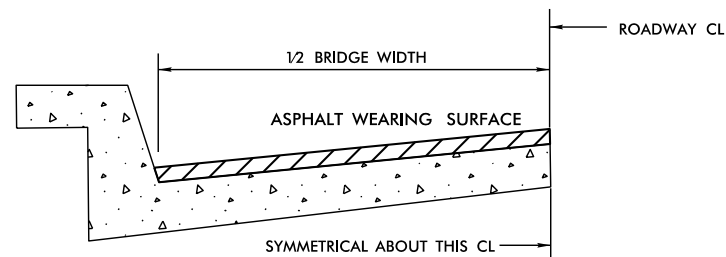
WHERE BRIDGES WILL NOT BE RESURFACED. THIS WILL BE PAID FOR AS INCIDENTAL MILLING. USE AT BRIDGE NUMBER: 004 MAP 2, 031 MAP 4, 209 MAP 10 AND 027 MAP 14.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.50 LBS. PER SQ. YARD
C3	PROP. APPROX. 2-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.50 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C4	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT, 0 TO 1-1/4" DEPTH
V2	INCIDENTAL MILLING

6/2/23







**BRIDGE HALF TYPICAL SECTION**

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", S9.5B 1", S9.5C,D 1.5" - 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4". ULTRA-THIN HOT MIX ASPHALT - TYPE B 5/8". ULTRA-THIN HOT MIX ASPHALT - TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1", S9.5B 1.5", S9.5C,D 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4", ULTRA-THIN HOT MIX ASPHALT - TYPE B 5/8", ULTRA-THIN HOT MIX ASPHALT - TYPE C 1/2".

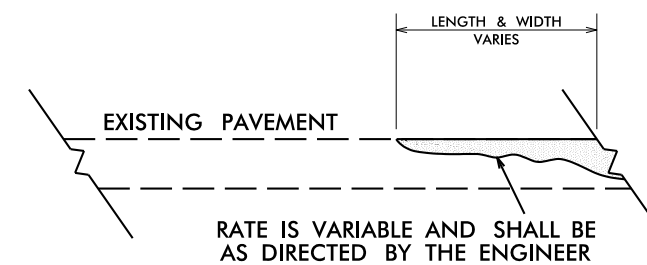
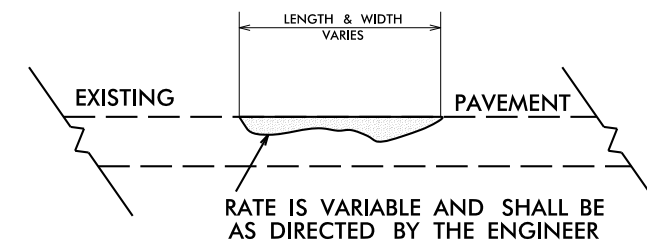
**NOTES**

ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT. ALL PAVED S. R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.

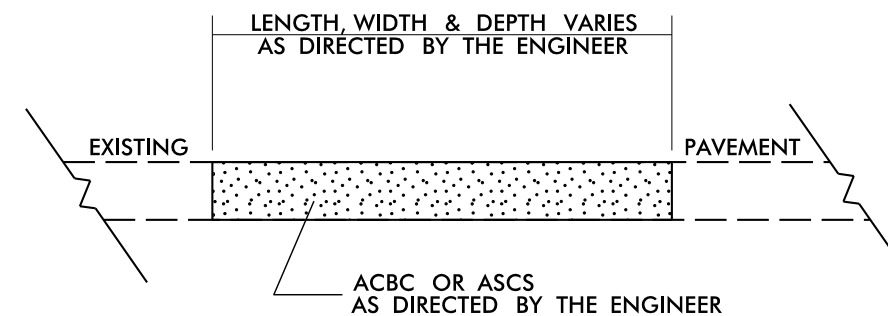
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.

BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



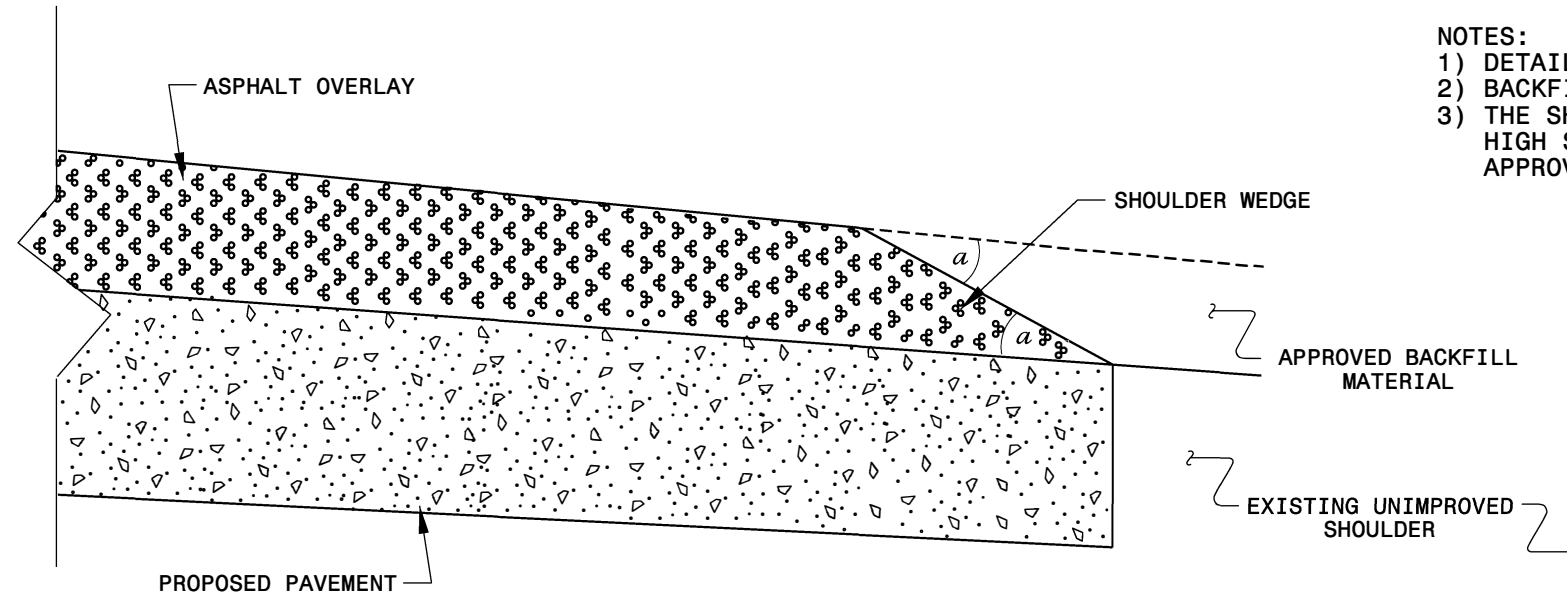
**DETAIL SHOWING METHOD OF WEDGING**



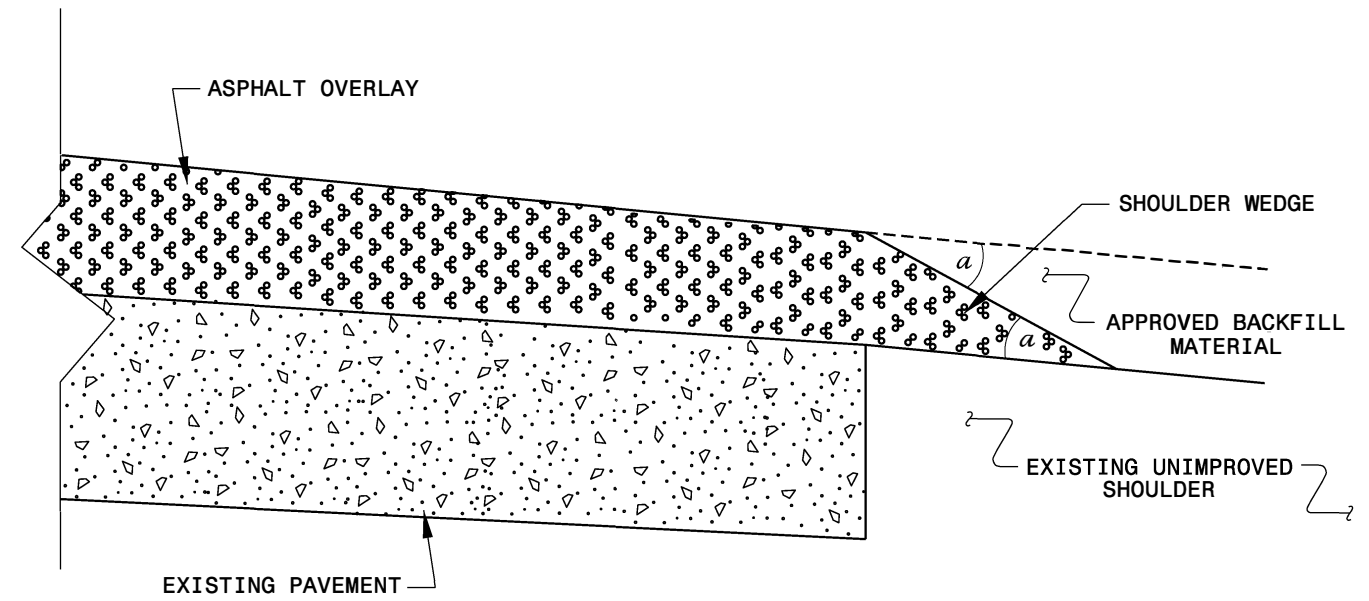
**PATCHING EXISTING PAVEMENT**

02-FEB-2023 11:00  
 C:\Users\Nextal\OneDrive\State of North Carolina\NCDOT - Division 13 - Resurfacing\2023 - Burke\03 - Let Preparation-CR\2023 Burke CR - DDC.pml.dgn  
 6/2/99

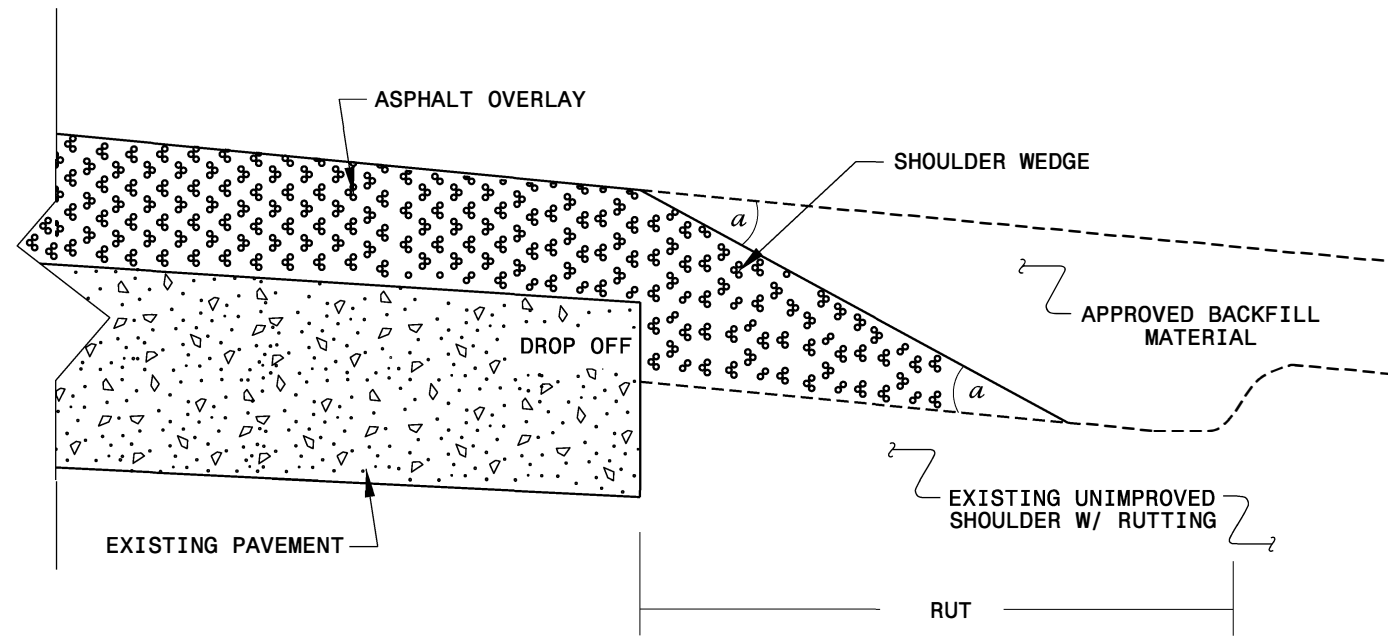
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAF C AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



**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°



<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950 FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T. SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn	

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

PROJECT NO.	SHEET NO.
2024CPT.13.11.20121	11

### SUMMARY OF QUANTITIES

PROJECT NO	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1308000000-E	1330000000-E	1519000000-E	1523000000-E	1526000000-E	1575000000-E	1704000000-E	2612500000-N	2738000000-E	2752000000-E	2830000000-N	2845000000-N	
									INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 0" TO 1-1/4" DEPTH	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT CONC SURFACE COURSE TYPE S9.5C	ASPHALT CONC SURFACE COURSE, TYPE S4.75A	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	REMOVE AND REPLACE CURB RAMPS	REMOVE AND REPLACE 4" CONCRETE SIDEWALK	REMOVE AND REPLACE 2'-6" CURB & GUTTER	ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES	
					MI	FT			TON	SMI	TON	SY	SY	TON	TON	TON	TON	TON	EA	SY	LF	EA	EA	
2024CPT.13.11.20121	1	SR 1515 (SMOKEY CREEK ROAD)	FROM COUNTY LINE TO SR 1501 (ANTIOCH ROAD)	3	3.41	19.50	0.00	3.41	26	6.82	887		1,657	3,010			203	160						
2024CPT.13.11.20121	2	SR 1528 (CASTLE DRIVE)	FROM NC 114 TO SR 1529 (REECE ROAD)	1	0.17	18.00	0.01	0.18	2	0.00	0		221			106	8	10				1	1	
2024CPT.13.11.20121	3	SR 1529 (REECE ROAD)	FROM SR 1528 (CASTLE DRIVE) TO SR 1530 (MYRTLE LANE)	1	0.05	18.00	0.00	0.05	6	0.00	0					33	3	6					1	
2024CPT.13.11.20121	4	SR 1530 (MYRTLE LANE)	FROM NC 114 TO SR 1529 (REECE ROAD)	1	0.16	18.00	0.01	0.17	2	0.00	0		221			101	8	9						
2024CPT.13.11.20121	5	SR 1535 (OAKLAND AVENUE, OAKLAND AVENUE EXT)	FROM (NORTH MAIN STREET) TO SR 1538 (ENON ROAD)	2,3	1.29	20.00	0.01	1.30	36	1.97	292	3,178	1,050	1,224			84	102	14	17	60	8	8	
2024CPT.13.11.20121	6	SR 1537 (BUMGARNER DRIVE)	FROM SR 1536 (BRYANT ROAD) TO DEAD END	3	0.14	17.00	0.01	0.15	1	0.30	39		412	105			7	11						
2024CPT.13.11.20121	7	SR 1621 (ICARD RHODISS ROAD)	FROM SR 1618 (ICARD SCHOOL ROAD) TO 1624 (DOC PUGH ROAD)	3	1.64	20.50	0.01	1.65	50	3.28	426		2,875	1,539			111	231					4	
2024CPT.13.11.20121	8	SR 1623 (MOUNT HARMONY ROAD)	FROM SR 1621 (ICARD ROADHISS ROAD) TO SR 1627 (TEX'S FISH CAMP ROAD)	1	1.26	18.50	0.01	1.27	40	0.00	0		941			844	71	250						
2024CPT.13.11.20121	9	SR 1630 (MAIN AVENUE DRIVE NORTH WEST)	FROM SR 1631 (41ST STREET NORTH WEST) TO SR 1642 (34TH STREET NORTH WEST)	3	0.76	19.00	1.32	2.08	20	1.25	198		1,622	685			47	52						
2024CPT.13.11.20121	10	SR 1651 (CAROLINA AVENUE)	FROM SR 1611 (BURKE STREET) TO END OF MAINT	1	0.33	18.00	0.01	0.34	5	0.00	0		402			212	15	8						
2024CPT.13.11.20121	11	SR 1653 (AIRPORT, RHODISS ROAD)	FROM SR 1611 (BURKE STREET) TO COUNTY LINE	3	4.18	20.25	0.02	4.20	56	8.40	1,092		2,518	3,863			275	500						
2024CPT.13.11.20121	12	SR 1786 (MILLER BRIDGE ROAD)	FROM SR 1805 (MILLER MILL ROAD) TO SR 1761 (OLD NC 10)	4	3.47	21.00	2.45	5.92	72	7.08	910		3,707			4,025	258	437						
2024CPT.13.11.20121	13	SR 1820 (HIGHLINE AVENUE)	FROM SR 1716 (BURKE MEMORIAL PARK ROAD) TO SR 1819 (CRESTVIEW STREET)	3	0.16	19.00	0.01	0.17	7	0.32	42		474	139			9	5					2	
2024CPT.13.11.20121	14	SR 2319 (HOLLY RIDGE COURT)	FROM SR 1630 (WILSON ROAD) TO CUL DE SAC	3	0.14	23.00	0.01	0.15	5	0.30	39		285	180			14	42						
<b>TOTAL FOR PROJ NO. 2024CPT.13.11.20121</b>						<b>17.16</b>				<b>328</b>	<b>29.72</b>	<b>3,925</b>	<b>3,178</b>	<b>16,385</b>	<b>10,745</b>	<b>4,025</b>	<b>1,296</b>	<b>1,113</b>	<b>1,823</b>	<b>14</b>	<b>17</b>	<b>60</b>	<b>9</b>	<b>16</b>
<b>GRAND TOTAL</b>						<b>17.16</b>				<b>328</b>	<b>29.72</b>	<b>3,925</b>	<b>3,178</b>	<b>16,385</b>	<b>10,745</b>	<b>4,025</b>	<b>1,296</b>	<b>1,113</b>	<b>1,823</b>	<b>14</b>	<b>17</b>	<b>60</b>	<b>9</b>	<b>16</b>

\*NOTE-ALL MAPS, LANES =2, LANE TYPE = 2WU, FINAL SURFACE TESTING REQUIRED = NO, WARM MIX ASPHALT REQUIRED = NO, County = Burke.

PROJECT NO.	SHEET NO.
2024CPT.13.11.20121	12

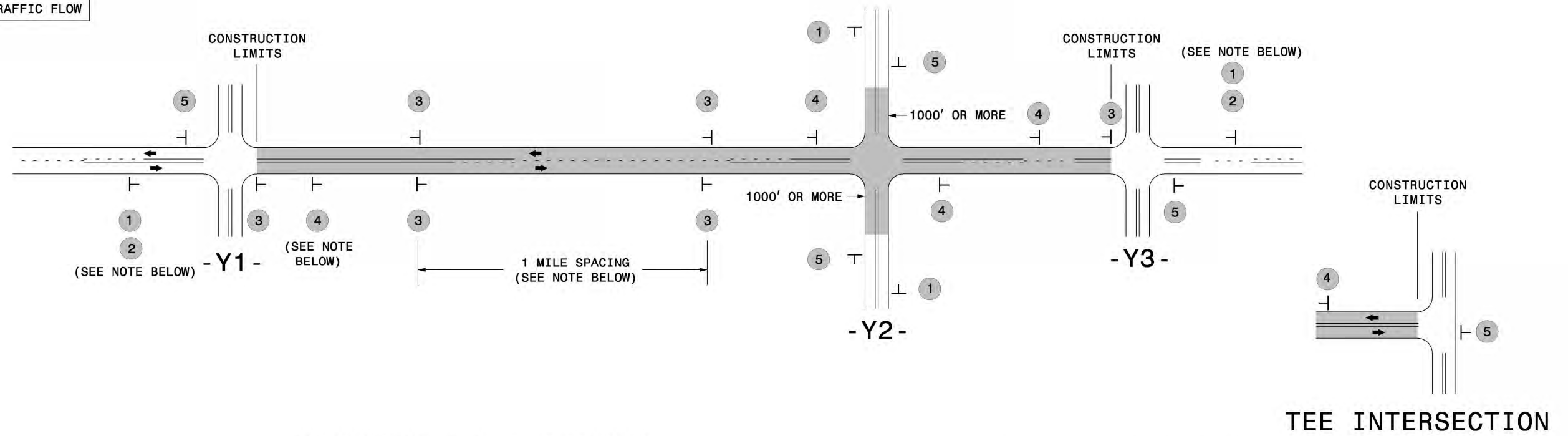
## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4447000000-E	4457000000-N	4709000000-E	4720000000-E	4725000000-E		4890000000-E		NON-CAST IRON SNOWPLOWABLE PAVMENT MARKERS (DOUBLE YELLOW)	
									WORK ZONE ADVANCE /GENERAL WARNING SIGNING	PEDESTRIAN CHANNELIZING DEVICES	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS) WHITE STOP BAR	THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MILS) SCHOOL	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RT ARROW	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR & LT ARROW	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 55 MILS) (WHITE)	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 55 MILS) (YELLOW)		SF
2024CPT.13.11.20121	1	SR 1515 (SMOKEY CREEK ROAD)	FROM COUNTY LINE TO SR 1501 (ANTIOCH ROAD)	3	3.41	19.50	0.00	3.41	382								36,010	36,010	
2024CPT.13.11.20121	2	SR 1528 (CASTLE DRIVE)	FROM NC 114 TO SR 1529 (REECE ROAD)	1	0.17	18.00	0.01	0.18	19										
2024CPT.13.11.20121	3	SR 1529 (REECE ROAD)	FROM SR 1528 (CASTLE DRIVE) TO SR 1530 (MYRTLE LANE)	1	0.05	18.00	0.00	0.05	6										
2024CPT.13.11.20121	4	SR 1530 (MYRTLE LANE)	FROM NC 114 TO SR 1529 (REECE ROAD)	1	0.16	18.00	0.01	0.17	18										
2024CPT.13.11.20121	5	SR 1535 (OAKLAND AVENUE, OAKLAND AVENUE EXT)	FROM (NORTH MAIN STREET) TO SR 1538 (ENON ROAD)	2,3	1.29	20.00	0.01	1.30	144	64							11,022	12,548	
2024CPT.13.11.20121	6	SR 1537 (BUMGARNER DRIVE)	FROM SR 1536 (BRYANT ROAD) TO DEAD END	3	0.14	17.00	0.01	0.15	16										
2024CPT.13.11.20121	7	SR 1621 (ICARD RHODISS ROAD)	FROM SR 1618 (ICARD SCHOOL ROAD) TO 1624 (DOC PUGH ROAD)	3	1.64	20.50	0.01	1.65	357		*	41	6				38,365	18,166	216
2024CPT.13.11.20121	8	SR 1623 (MOUNT HARMONY ROAD)	FROM SR 1621 (ICARD ROADHISS ROAD) TO SR 1627 (TEX'S FISH CAMP ROAD)	1	1.26	18.50	0.01	1.27	141								13,306	13,306	
2024CPT.13.11.20121	9	SR 1630 (MAIN AVENUE DRIVE NORTH WEST)	FROM SR 1631 (41ST STREET NORTH WEST) TO SR 1642 (34TH STREET NORTH WEST)	3	0.76	19.00	1.32	2.08	85								7,920	7,920	
2024CPT.13.11.20121	10	SR 1651 (CAROLINA AVENUE)	FROM SR 1611 (BURKE STREET) TO END OF MAINT	1	0.33	18.00	0.01	0.34	37								3,484	3,484	
2024CPT.13.11.20121	11	SR 1653 (AIRPORT, RHODISS ROAD)	FROM SR 1611 (BURKE STREET) TO COUNTY LINE	3	4.18	20.25	0.02	4.20	468								44,141	44,141	
2024CPT.13.11.20121	12	SR 1786 (MILLER BRIDGE ROAD)	FROM SR 1805 (MILLER MILL ROAD) TO SR 1761 (OLD NC 10)	4	3.47	21.00	2.45	5.92	389			40	12	1	1		36,868	35,776	
2024CPT.13.11.20121	13	SR 1820 (HIGHLINE AVENUE)	FROM SR 1716 (BURKE MEMORIAL PARK ROAD) TO SR 1819 (CRESTVIEW STREET)	3	0.16	19.00	0.01	0.17	18										
2024CPT.13.11.20121	14	SR 2319 (HOLLY RIDGE COURT)	FROM SR 1630 (WILSON ROAD) TO CUL DE SAC	3	0.14	23.00	0.01	0.15	16										
<b>TOTAL FOR PROJ NO. 2024CPT.13.11.20121</b>					<b>17.16</b>				<b>2,096</b>	<b>64</b>	<b>1</b>	<b>81</b>	<b>18</b>	<b>1</b>	<b>1</b>		<b>191,116</b>	<b>171,351</b>	<b>216</b>
<b>GRAND TOTAL</b>					<b>17.16</b>				<b>2,096</b>	<b>64</b>	<b>1</b>	<b>81</b>	<b>18</b>	<b>1</b>	<b>1</b>		<b>191,116</b>	<b>171,351</b>	<b>216</b>
														<b>2</b>			<b>362,467</b>		

\*NOTE-ALL MAPS, LANES =2, LANE TYPE = 2WU, FINAL SURFACE TESTING REQUIRED = NO, WARM MIX ASPHALT REQUIRED = NO, County = Burke.

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

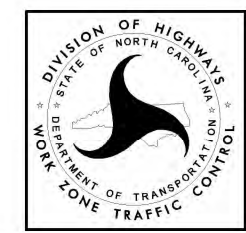
## -Y- LINE SIGNING

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"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>DEAD END ROADS</li> </ol> <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		<ul style="list-style-type: none"> <li>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	4		<ul style="list-style-type: none"> <li>THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</li> <li>DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>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.</li> <li>A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
	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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