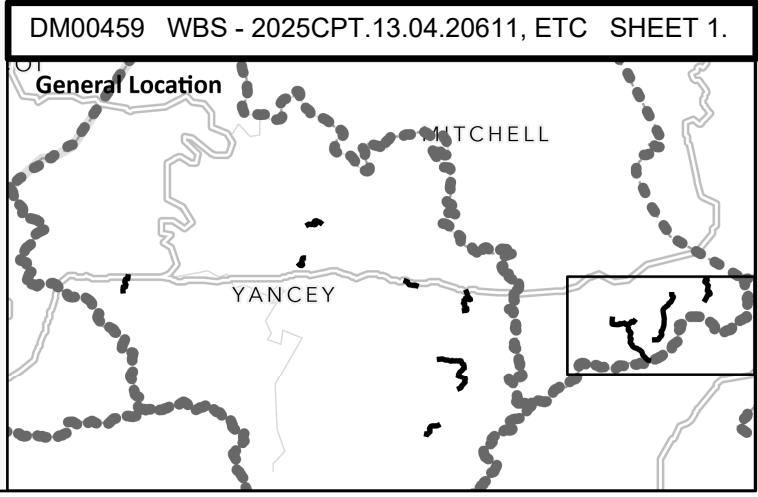
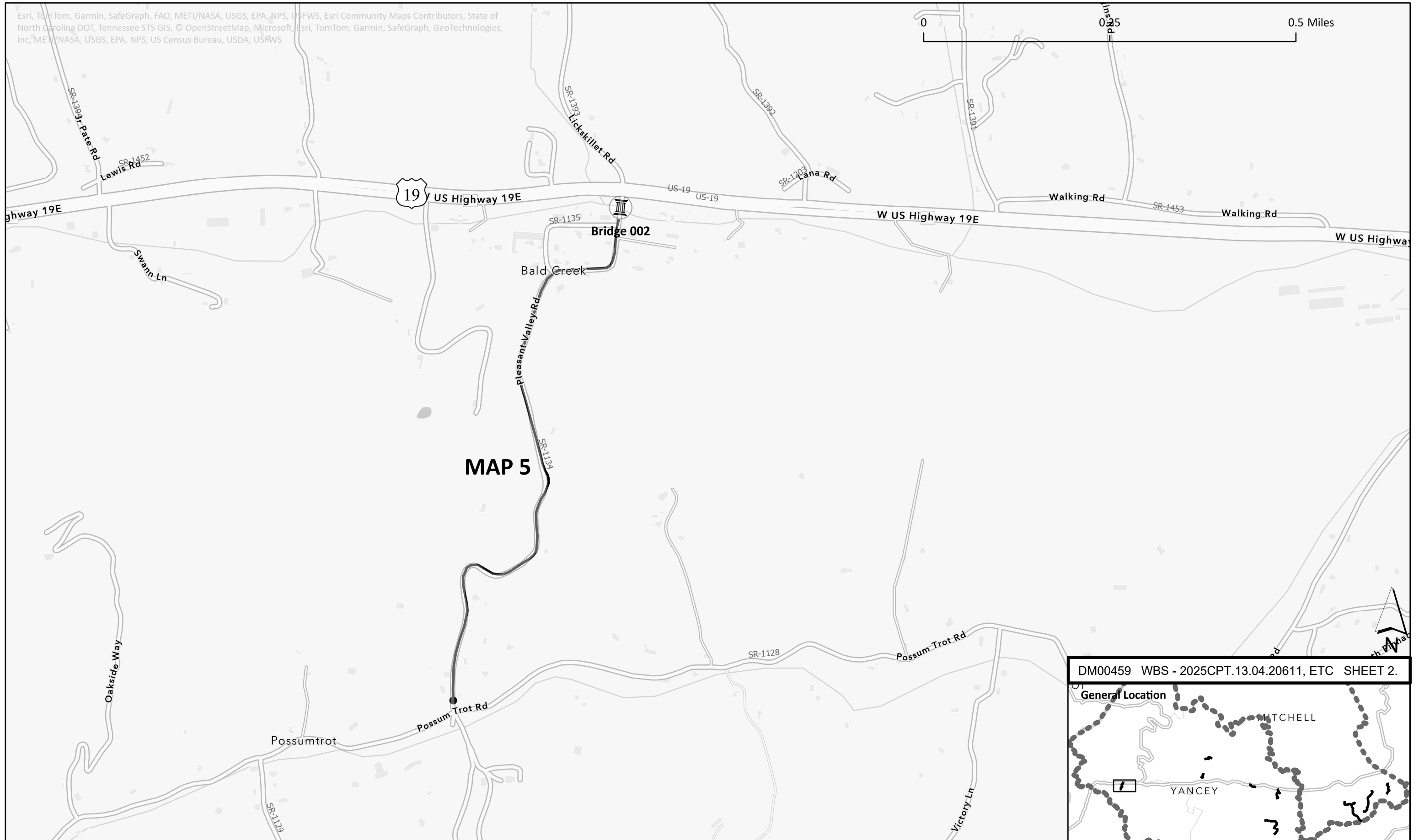


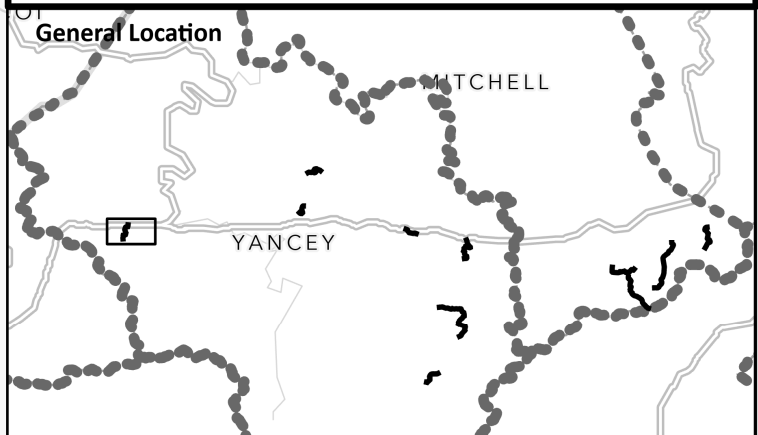
MAP_NUMBER	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
1	SR 1111 (DULA ROAD)	NC 226	SR 1106 (DALE ROAD)	1.93
2	SR 1114 (HALLTOWN ROAD)	SR 1121 (ALTAPASS ROAD)	-0.01 OLD NC 226	2.6
3	SR 1129 (HENREDON ROAD)	SR 1128 (HUMPBACK MOUNTAIN ROAD)	END OF MAINTENANCE	1.24
4	SR 1229 (ROCK HOUSE CREEK ROAD)	SR 1106 (DALE ROAD)	DEAD END	1.28



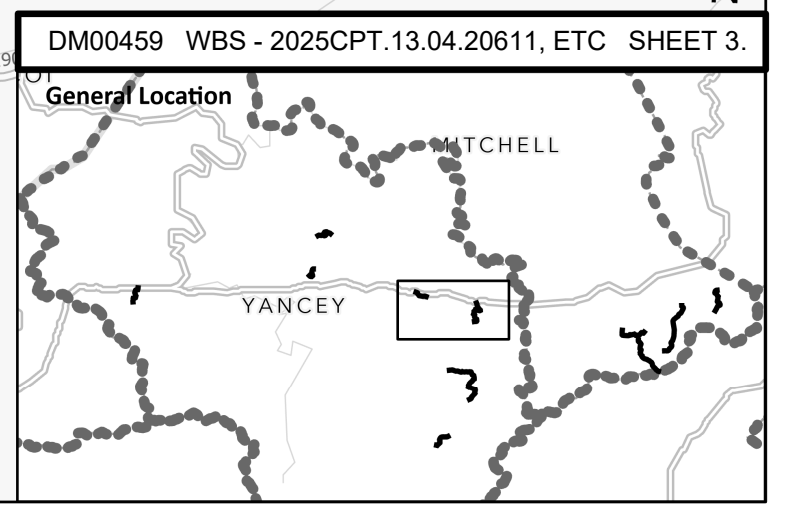
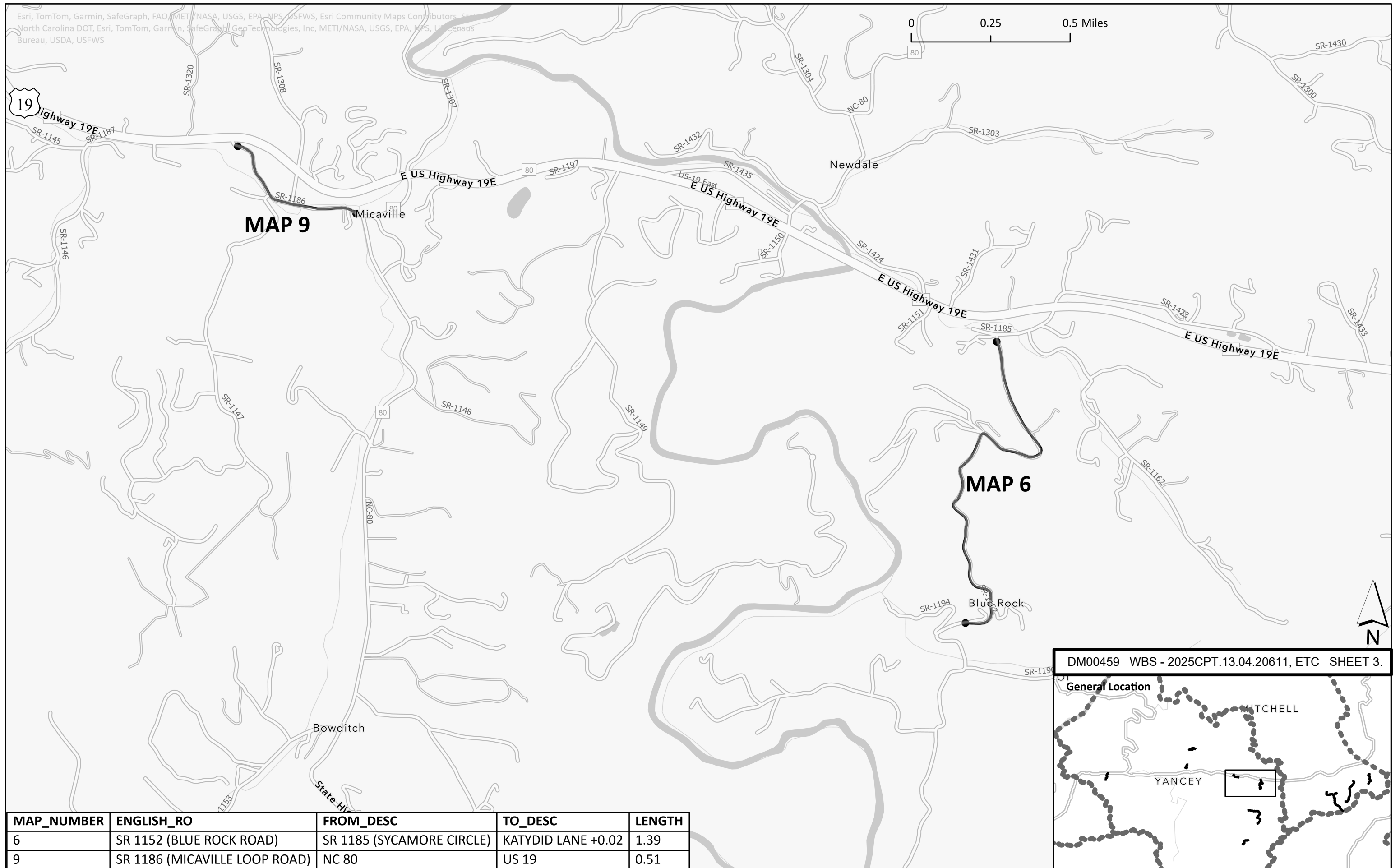


**MAP 5**

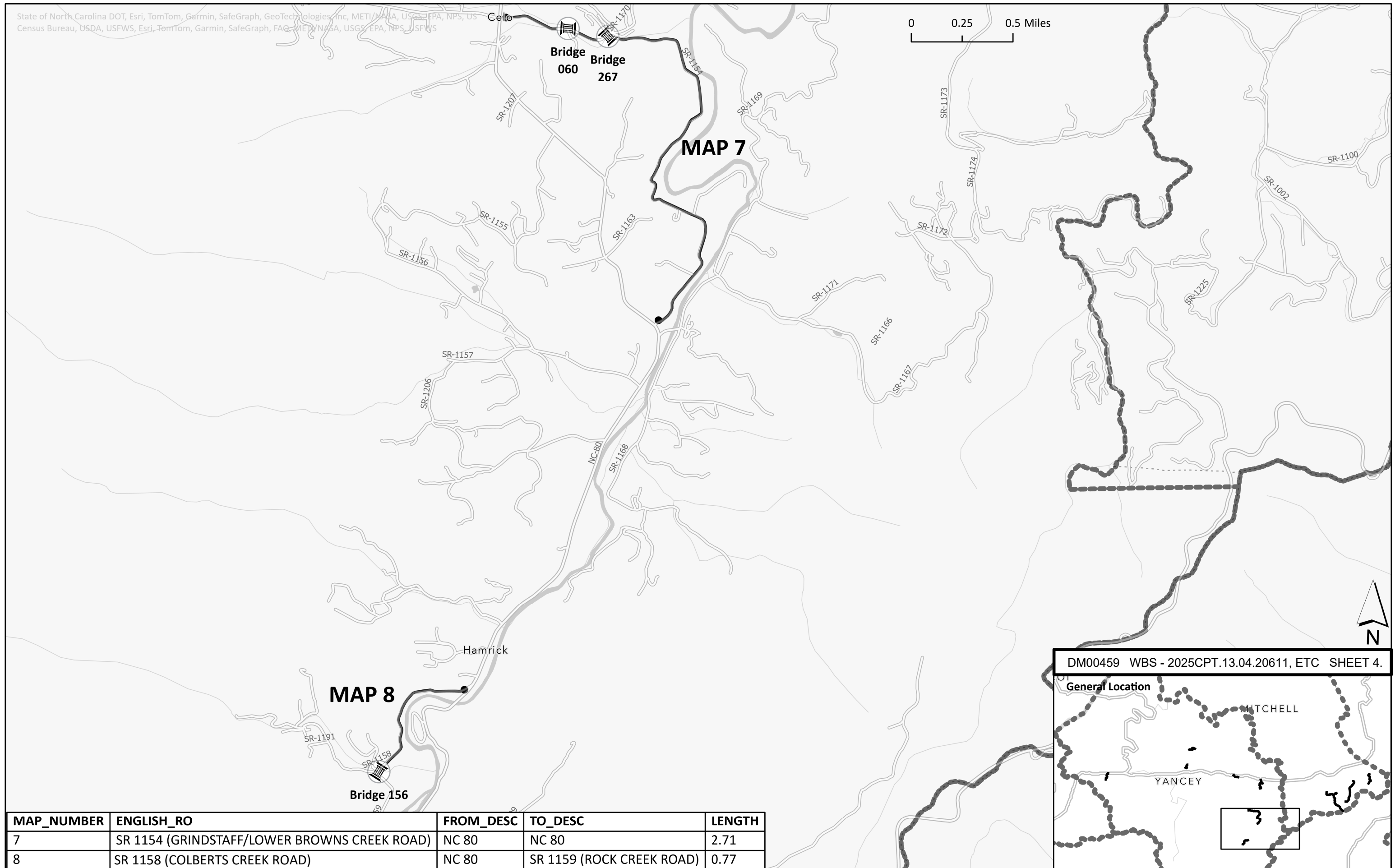
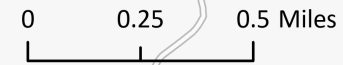
DM00459 WBS - 2025CPT.13.04.20611, ETC SHEET 2.



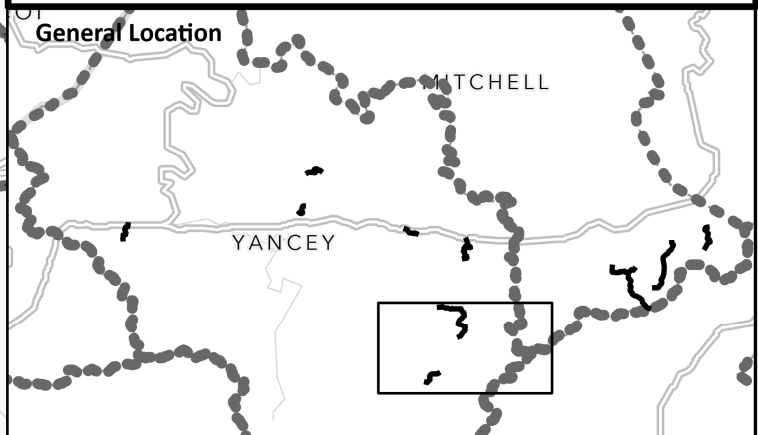
MAP_NUMBER	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
5	SR 1134 (PLEASANT VALLEY ROAD)	US-19	SR 1128 (POSSUM TROT ROAD)	0.87



MAP_NUMBER	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
6	SR 1152 (BLUE ROCK ROAD)	SR 1185 (SYCAMORE CIRCLE)	KATYDID LANE +0.02	1.39
9	SR 1186 (MICAVILLE LOOP ROAD)	NC 80	US 19	0.51



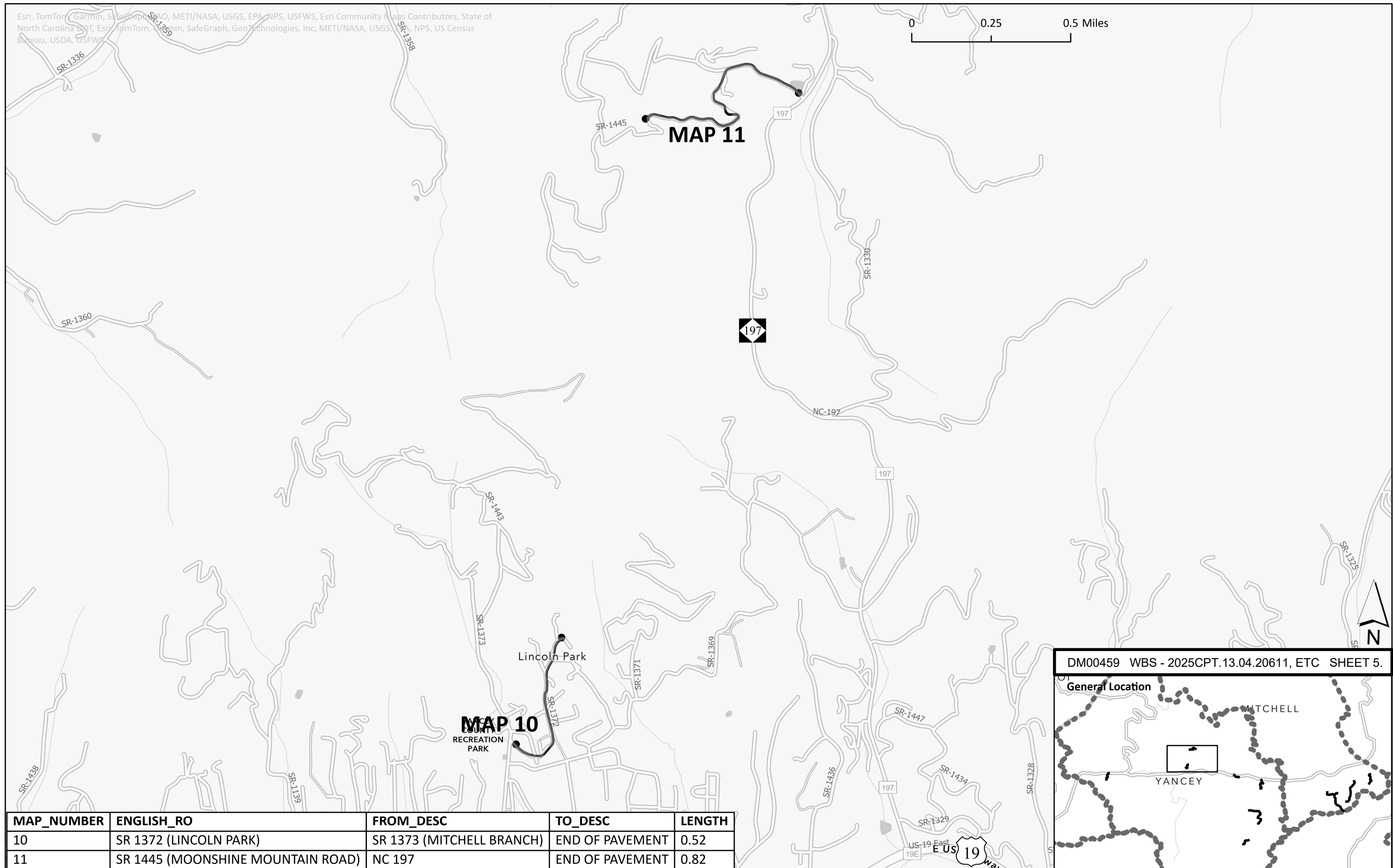
DM00459 WBS - 2025CPT.13.04.20611, ETC SHEET 4.



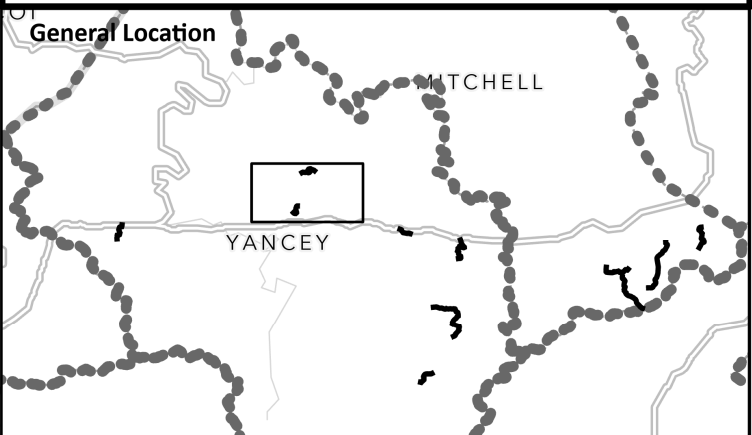
MAP_NUMBER	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
7	SR 1154 (GRINDSTAFF/LOWER BROWNS CREEK ROAD)	NC 80	NC 80	2.71
8	SR 1158 (COLBERTS CREEK ROAD)	NC 80	SR 1159 (ROCK CREEK ROAD)	0.77

Esri, TomTom, Garmin, SafeGraph, NOAA, METI/NASA, USGS, EPA, NPS, USFWS, Esri Community Maps Contributors, State of North Carolina DOT, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

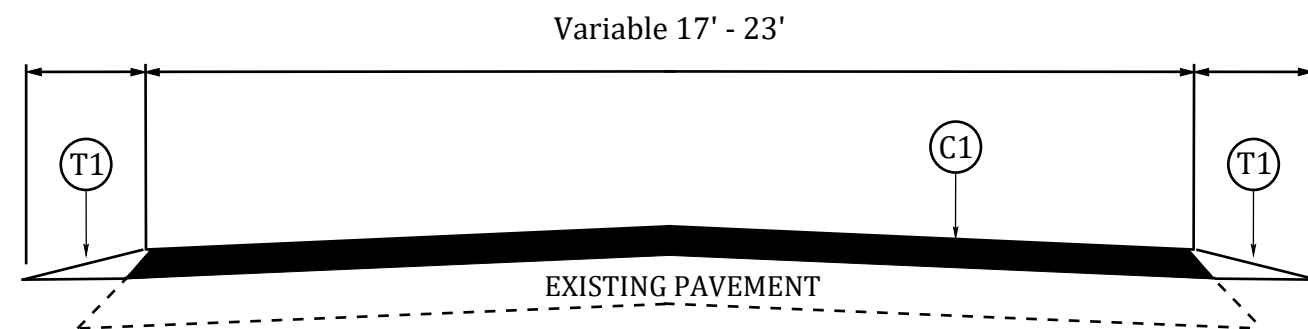
0 0.25 0.5 Miles



DM00459 WBS - 2025CPT.13.04.20611, ETC SHEET 5.

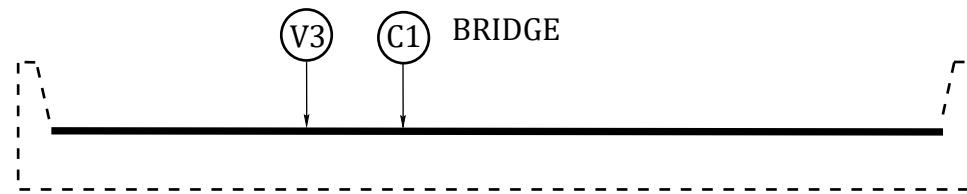


MAP_NUMBER	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
10	SR 1372 (LINCOLN PARK)	SR 1373 (MITCHELL BRANCH)	END OF PAVEMENT	0.52
11	SR 1445 (MOONSHINE MOUNTAIN ROAD)	NC 197	END OF PAVEMENT	0.82



TYPICAL SECTION #1

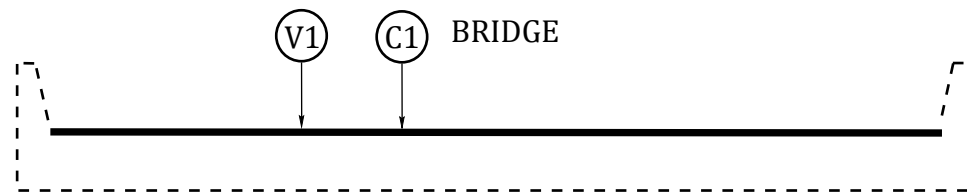
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT 1-1/2" DEPTH
V2	INCIDENTAL MILLING
V3	COORDINATE WITH BRIDGE MAINTENANCE TO REMOVE EXISTING ASPHALT 15 DAYS BEFORE RESURFACING BEGINS.



\* COORDINATE WITH BRIDGE MAINTENANCE TO REMOVE EXISTING ASPHALT 15 DAYS BEFORE RESURFACING BEGINS.

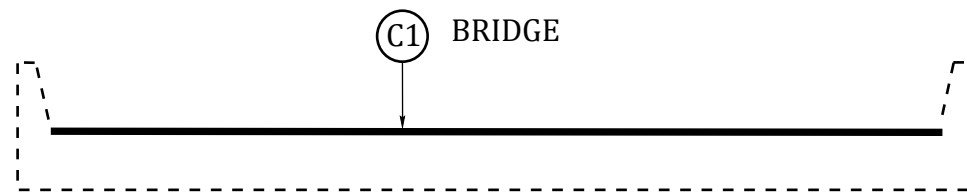
**BRIDGE DETAIL**

MINIMUM LIFT THICKNESS FOR S9.5C MIX IS 1.5".  
 MAXIMUM LIFT THICKNESS FOR S9.5C IS 2.0", ANY LIFT THICKNESS OVER THE MAXIMUM LIFT THICKNESS SHALL BE PLACED IN MULTIPLE LAYERS. BRIDGE NUMBER 060 MAP 7, 267 MAP 7, AND 156 MAP 8. SEE MAP FOR BRIDGE LOCATION.



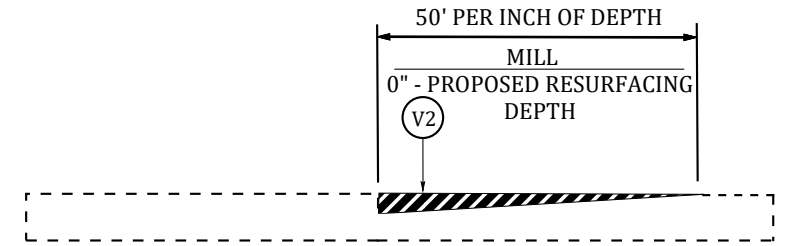
**BRIDGE DETAIL**

BRIDGE NUMBER 002 MAP 5.  
 SEE MAP FOR BRIDGE LOCATION.



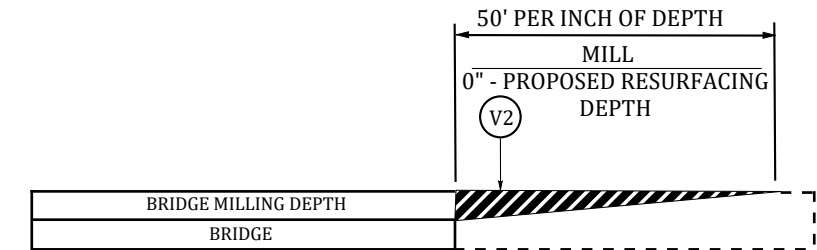
**BRIDGE DETAIL**

BRIDGE NUMBER 095 MAP 1.  
 SEE MAP FOR BRIDGE LOCATION.



**MILLING DETAIL TO TIE INTO EXIST PAVEMENT**

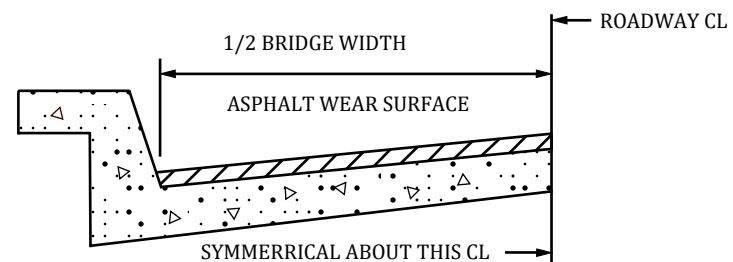
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE 9.5B OR S9.5C. THIS WILL BE PAID 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: 002 MAP 5, 60 MAP 7 267 MAP 7, AND 156 MAP 8.

PAVEMENT SCHEDULE	
C1	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 1-1/2" DEPTH
V2	INCIDENTAL MILLING
V3	COORDINATE WITH BRIDGE MAINTENANCE TO REMOVE EXISTING ASPHALT 15 DAYS BEFORE RESURFACING BEGINS.



### 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.

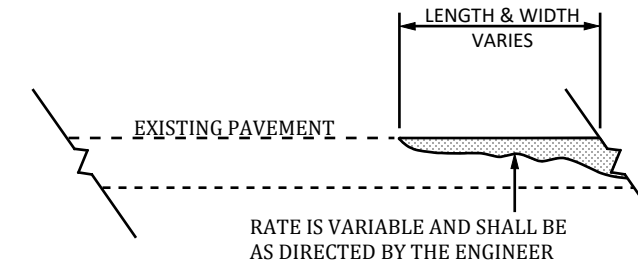
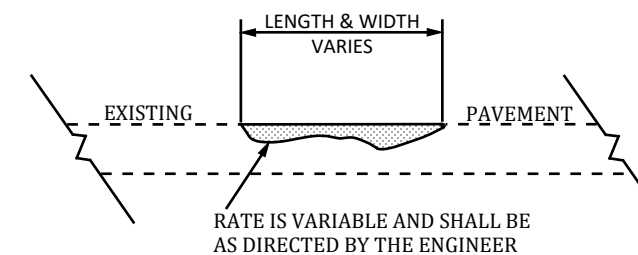
THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", S9.5B 1", S9.5C,D 1.5" - 2". ULTRA-THIN HOT MIX ASPHALT "

### NOTES

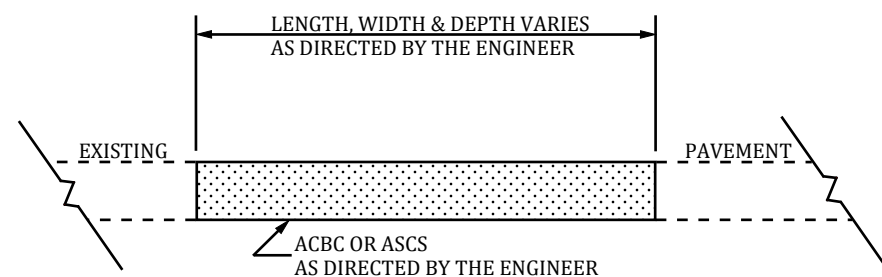
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

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

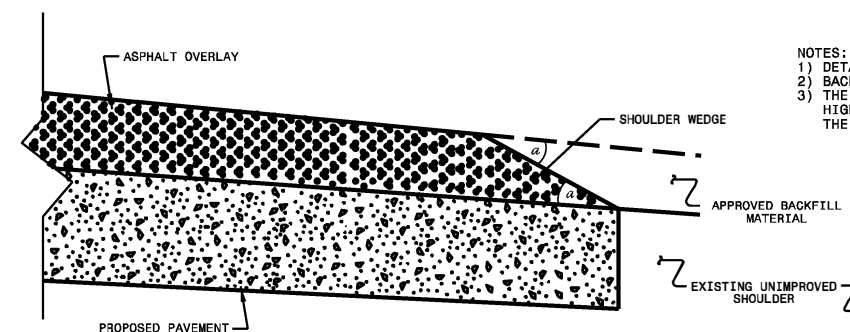
BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



### DETAIL SHOWING METHOD OF WEDGING

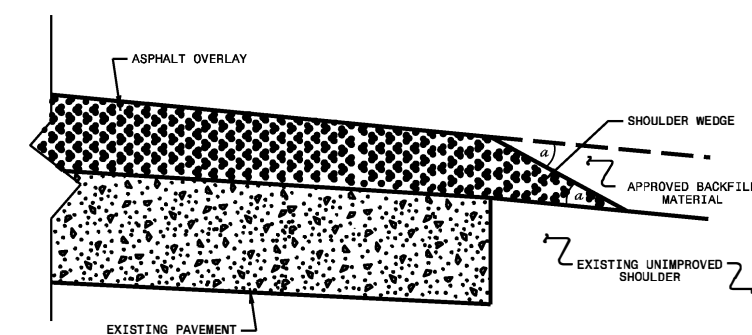


### PATCHING EXISTING PAVEMENT

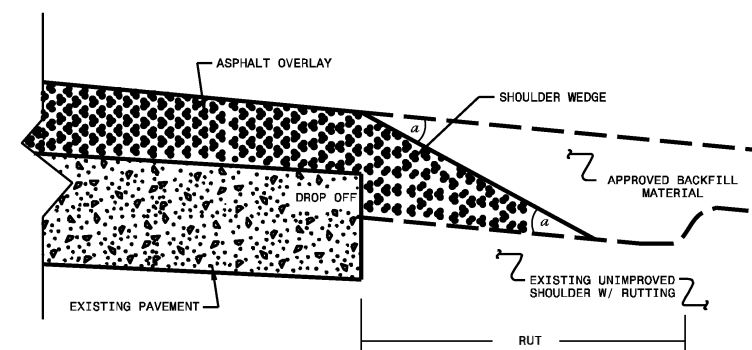


### SHOULDER WEDGE DETAIL (Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)

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



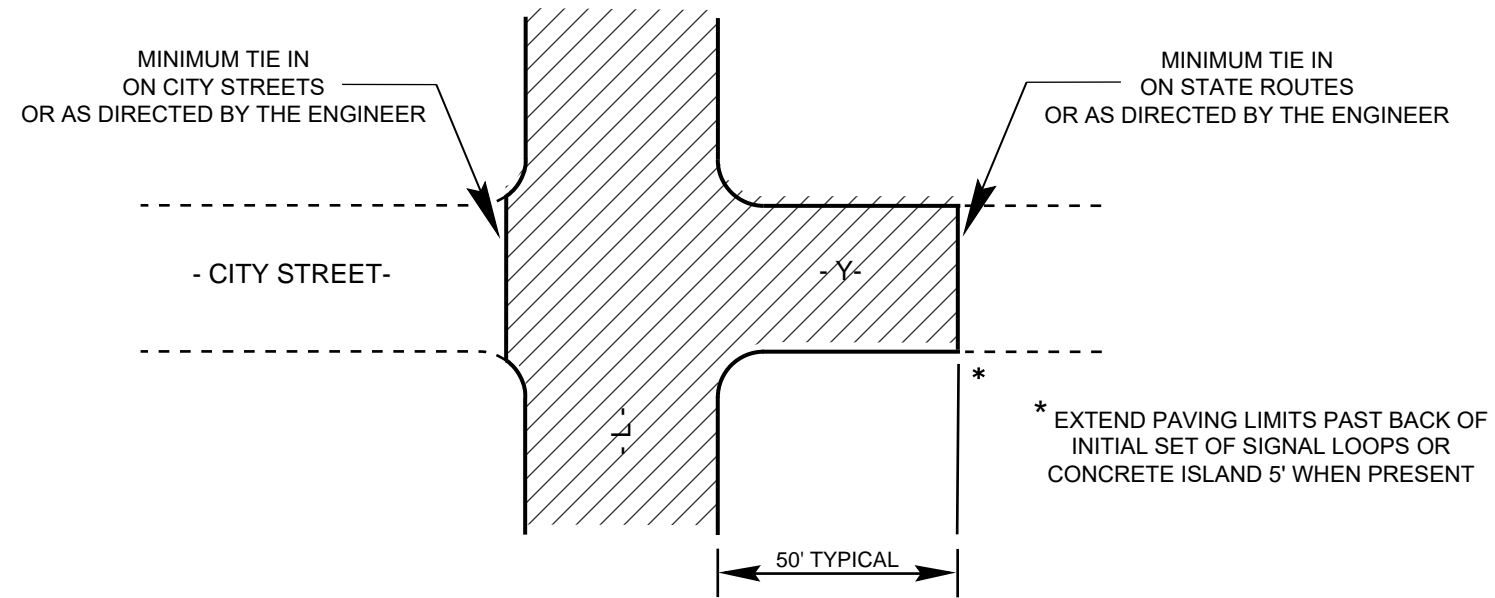
### SHOULDER WEDGE DETAIL (Resurfacing Projects w/ NO Widening)



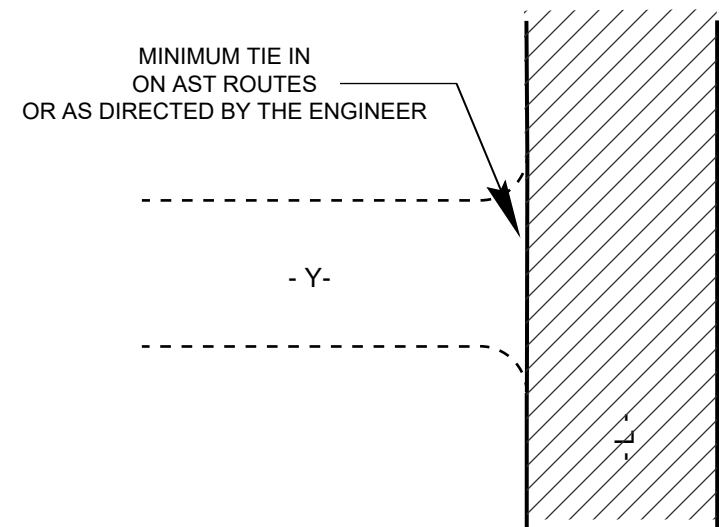
### SHOULDER WEDGE DETAIL (Resurfacing Adjacent to Rutted Shoulder)



DETAIL 1



DETAIL 2



TYPICAL DETAILS OF PAVING LIMITS AT -Y- LINES



PROJECT NO.	SHEET NO.
2025CPT.13.04.20611, ETC	11

## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1330000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E
						MI	FT			INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	LEVELING COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT
						TON	SMI	TON	SY	TON	TONS	TON	TON				
2025CPT.13.04.20611	Mitchell	1	SR 1111 (DULA ROAD)	FROM NC 226 TO SR 1106 (DALE ROAD)	1	1.93	20.00	0.01	1.94	50	3.86	502	560	2,066		125	60
2025CPT.13.04.20611	Mitchell	2	SR 1114 (HALLTOWN ROAD)	FROM SR 1121 (ALTAPASS ROAD) TO -0.01 OLD NC 226	1	2.60	21.00	0.01	2.61	50	5.20	676	1,774	2,963	60	195	350
2025CPT.13.04.20611	Mitchell	3	SR 1129 (HENREDON ROAD)	FROM SR 1128 (HUMPBACK MOUNTAIN ROAD) TO END OF MAINTENANCE	1	1.24	19.50	0.02	1.26	50	2.48	323	333	1,291		91	300
2025CPT.13.04.20611	Mitchell	4	SR 1229 (ROCK HOUSE CREEK ROAD)	FROM SR 1106 (DALE ROAD) TO DEAD END	1	1.29	18.50	0.01	1.29	54	2.58	336	166	1,275		79	70
<b>TOTAL FOR PROJ NO. 2025CPT.13.04.20611.1</b>						<b>7.06</b>				<b>204</b>	<b>14.12</b>	<b>1,837</b>	<b>2,833</b>	<b>7,595</b>	<b>60</b>	<b>490</b>	<b>780</b>
2025CPT.13.04.21001	Yancey	5	SR 1134 (PLEASANT VALLEY ROAD)	US-19 TO SR 1128 (POSSUM TROT ROAD)	1	0.87	17.00	0.01	0.88	30	1.74	227	410	803	20	51	60
2025CPT.13.04.21001	Yancey	6	SR 1152 (BLUE ROCK ROAD)	FROM SR 1185 (SYCAMORE CIRCLE) TO KATYDID LANE +0.02	1	1.39	19.00	0.01	1.40	60	2.78	260	400	1,395	25	87	65
2025CPT.13.04.21001	Yancey	7	SR 1154 (GRINDSTAFF RD/LOWER BROWNS CREEK)	FROM NC 80 TO NC 80	1	2.71	19.00	0.01	2.72	50	5.42	705	640	2,720	20	170	175
2025CPT.13.04.21001	Yancey	8	SR 1158 (COLBERTS CREEK)	FROM NC 80 TO SR 1159 (ROCK CREEK ROAD)	1	0.77	18.50	0.03	0.80	10	1.54	200	678	760	40	51	85
2025CPT.13.04.21001	Yancey	9	SR 1186 (MICAVILLE LOOP)	FROM NC 80 TO US 19	1	0.51	23.00	0.01	0.52	10	1.02	133	1,050	645		39	25
2025CPT.13.04.21001	Yancey	10	SR 1372 (LINCOLN PARK ROAD)	FROM SR 1373 (MITCHELL BRANCH) TO END OF PAVEMENT	1	0.52	18.00	0.01	0.53	24	1.04	136	168	495		30	15
2025CPT.13.04.21001	Yancey	11	SR 1445 (MOONSHINE MOUNTAIN ROAD)	FROM NC 197 TO END OF PAVEMENT	1	0.82	18.00	0.01	0.83	20	1.66	216	225	780	40	52	85
<b>TOTAL FOR PROJ NO. 2025CPT.13.04.21001.1</b>						<b>7.59</b>				<b>204</b>	<b>15.20</b>	<b>1,877</b>	<b>3,571</b>	<b>7,598</b>	<b>145</b>	<b>480</b>	<b>510</b>
<b>GRAND TOTAL</b>						<b>14.65</b>				<b>408</b>	<b>29.32</b>	<b>3,714</b>	<b>6,404</b>	<b>15,193</b>	<b>205</b>	<b>970</b>	<b>1,290</b>

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

PROJECT NO.	SHEET NO.
2025CPT.13.04.20611, ETC	12

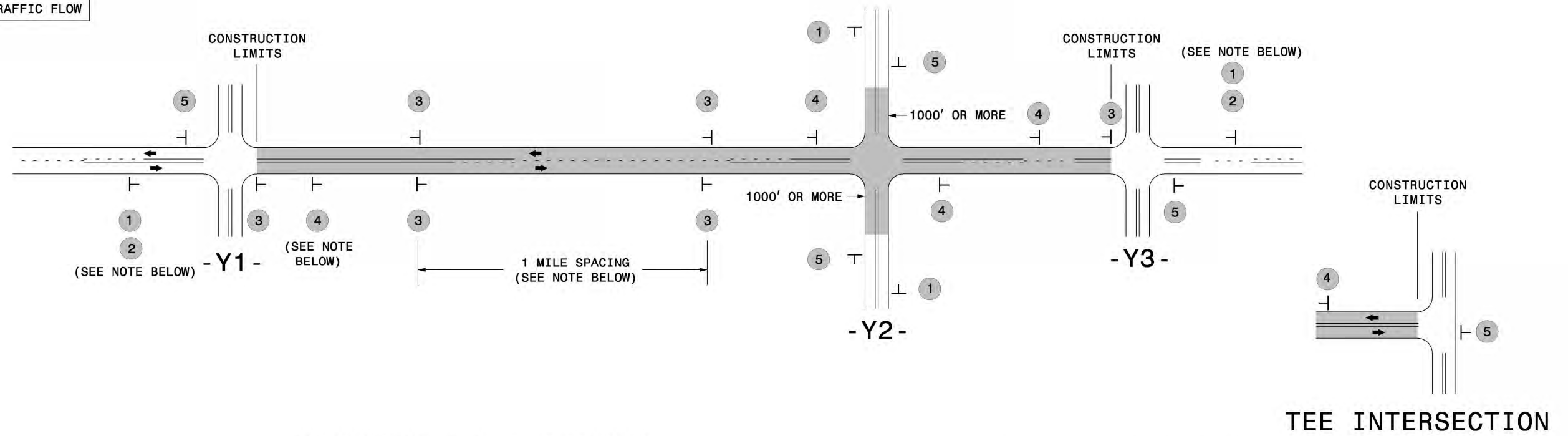
## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4704000000-E	4709000000-E	4720000000-E	4725000000-E		4890000000-E		4905100000-N		
								MI	FT			WORK ZONE ADVANCE /GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (16", 90 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS) WHITE STOP BAR	THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MIL) RXR	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RT ARROW	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT ARROW	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 (DOUBLE YELLOW)		
												SF	LS	LF	LF	EA	EA	EA	LF	LF	EA		
2025CPT.13.04.20611	Mitchell	1	SR 1111 (DULA ROAD)	FROM NC 226 TO SR 1106 (DALE ROAD)	1	2	2WU	1.93	20.00	0.01	1.94	216							20,380	20,380			
2025CPT.13.04.20611	Mitchell	2	SR 1114 (HALLTOWN ROAD)	FROM SR 1121 (ALTAPASS ROAD) TO -0.01 OLD NC 226	1	2	2WU	2.60	21.00	0.01	2.61	292		88	80	4			27,456	27,456			
2025CPT.13.04.20611	Mitchell	3	SR 1129 (HENREDON ROAD)	FROM SR 1128 (HUMPBACK MOUNTAIN ROAD) TO END OF MAINTENANCE	1	2	2WU	1.24	19.50	0.02	1.26	139							13,094	13,094			
2025CPT.13.04.20611	Mitchell	4	SR 1229 (ROCK HOUSE CREEK ROAD)	FROM SR 1106 (DALE ROAD) TO DEAD END		2		1.29	18.50	0.01	1.29	145							13,622	13,622			
<b>TOTAL FOR PROJ NO. 2025CPT.13.04.20611.1</b>								<b>7.06</b>				<b>792</b>		<b>88</b>	<b>80</b>	<b>4</b>			<b>74,552</b>	<b>74,552</b>			
																						<b>149,104</b>	
2025CPT.13.04.21001	Yancey	5	SR 1134 (PLEASANT VALLEY ROAD)	US-19 TO SR 1128 (POSSUM TROT ROAD)	1	2	2WU	0.87	17.00	0.01	0.88	96											
2025CPT.13.04.21001	Yancey	6	SR 1152 (BLUE ROCK ROAD)	FROM SR 1185 (SYCAMORE CIRCLE) TO KATYDID LANE +0.02	1	2	2WU	1.39	19.00	0.01	1.40	155							14,678	14,678			
2025CPT.13.04.21001	Yancey	7	SR 1154 (GRINDSTAFF RD/LOWER BROWNS CREEK)	FROM NC 80 TO NC 80	1	2	2WU	2.71	19.00	0.01	2.72	3							28,618	28,618			
2025CPT.13.04.21001	Yancey	8	SR 1158 (COLBERTS CREEK)	FROM NC 80 TO SR 1159 (ROCK CREEK ROAD)	1	2	2WU	0.77	18.50	0.03	0.80	87							8,132	8,132			
2025CPT.13.04.21001	Yancey	9	SR 1186 (MICAVILLE LOOP)	FROM NC 80 TO US 19	1	2	2WU	0.51	23.00	0.01	0.52	58					3	3	5,386	5,386	16		
2025CPT.13.04.21001	Yancey	10	SR 1372 (LINCOLN PARK ROAD)	FROM SR 1373 (MITCHELL BRANCH) TO END OF PAVEMENT	1	2	2WU	0.52	18.00	0.01	0.53	59											
2025CPT.13.04.21001	Yancey	11	SR 1445 (MOONSHINE MOUNTAIN ROAD)	FROM NC 197 TO END OF PAVEMENT	1	2	2WU	0.82	18.00	0.01	0.83	92											
<b>TOTAL FOR PROJ NO. 2025CPT.13.04.21001.1</b>								<b>7.59</b>				<b>550</b>						<b>3</b>	<b>3</b>	<b>56,814</b>	<b>56,814</b>	<b>16</b>	
																	<b>6</b>			<b>113,628</b>			
<b>GRAND TOTAL</b>								<b>14.65</b>				<b>1,342</b>	<b>1</b>	<b>88</b>	<b>80</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>131,366</b>	<b>131,366</b>	<b>16</b>		
																	<b>6</b>			<b>262,732</b>			

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

# SIGNING FOR RESURFACING PROJECTS

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



## MAINLINE (-L-) SIGNING

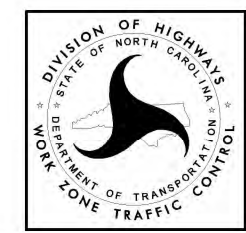
## -Y- LINE SIGNING

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) 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;">             PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">             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. 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**

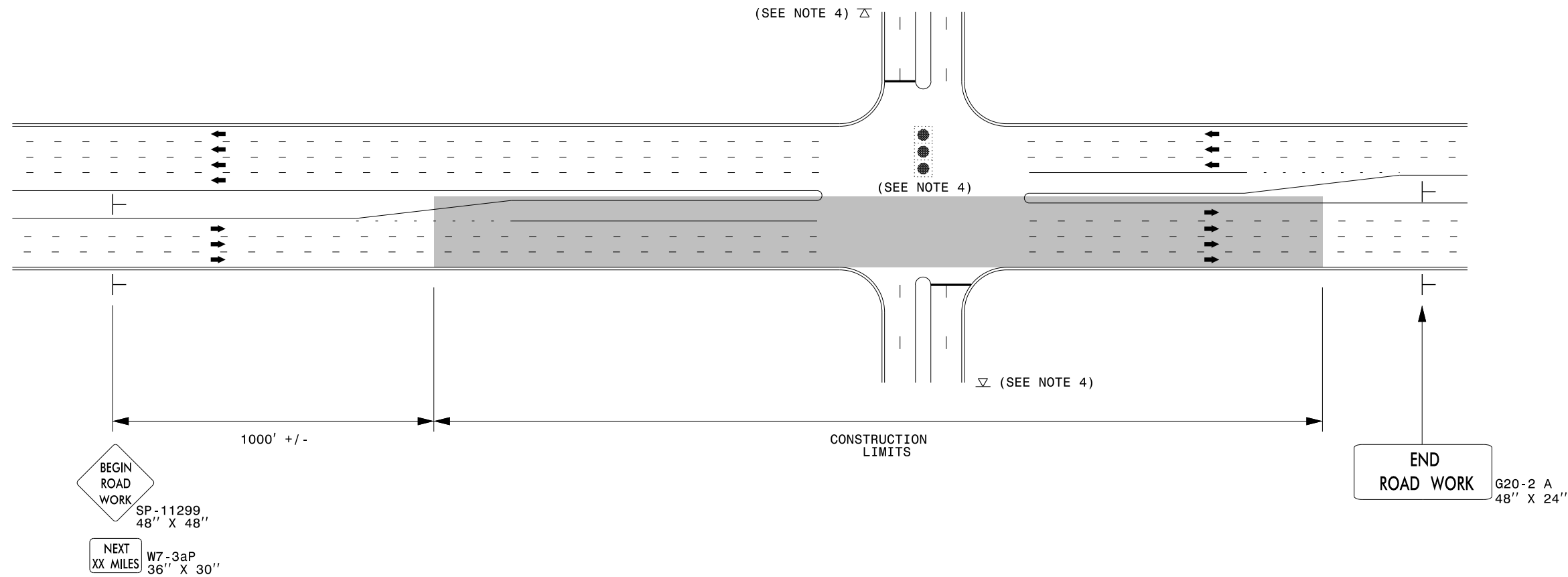
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



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

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## URBAN / SUBURBAN WORKZONES



### NOTES:

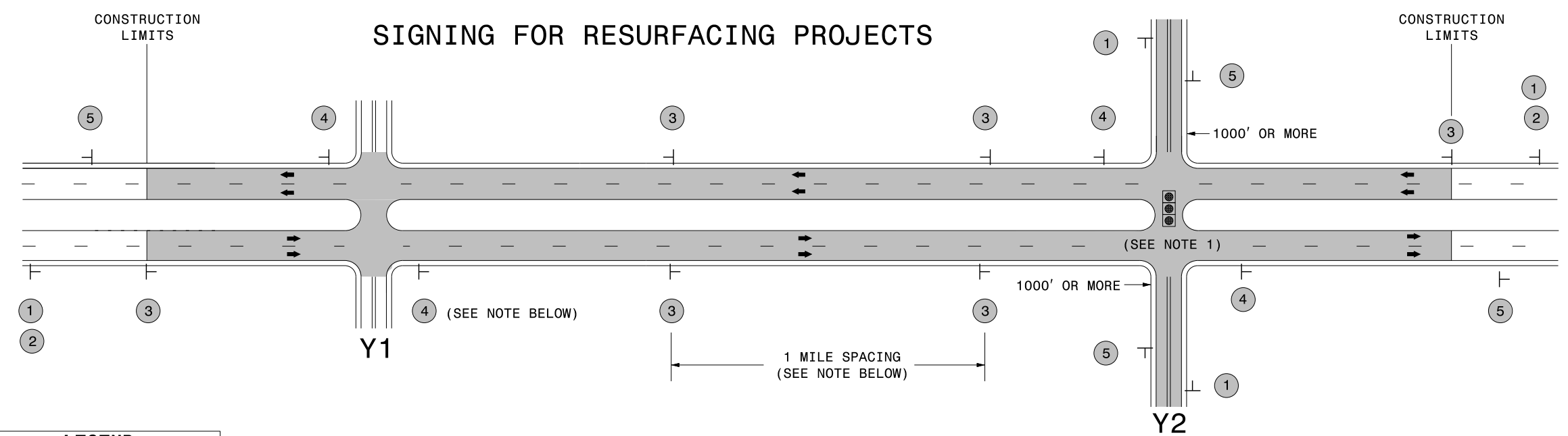
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) 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.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

### LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES**



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

**MAINLINE (-L-) SIGNING**

**-Y- LINE SIGNING**

SIGNING NOTES AND PLACEMENT PER DIRECTION	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><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <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> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol>
	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.	

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

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