

# LENOIR AND JONES COUNTIES

**DB00580**

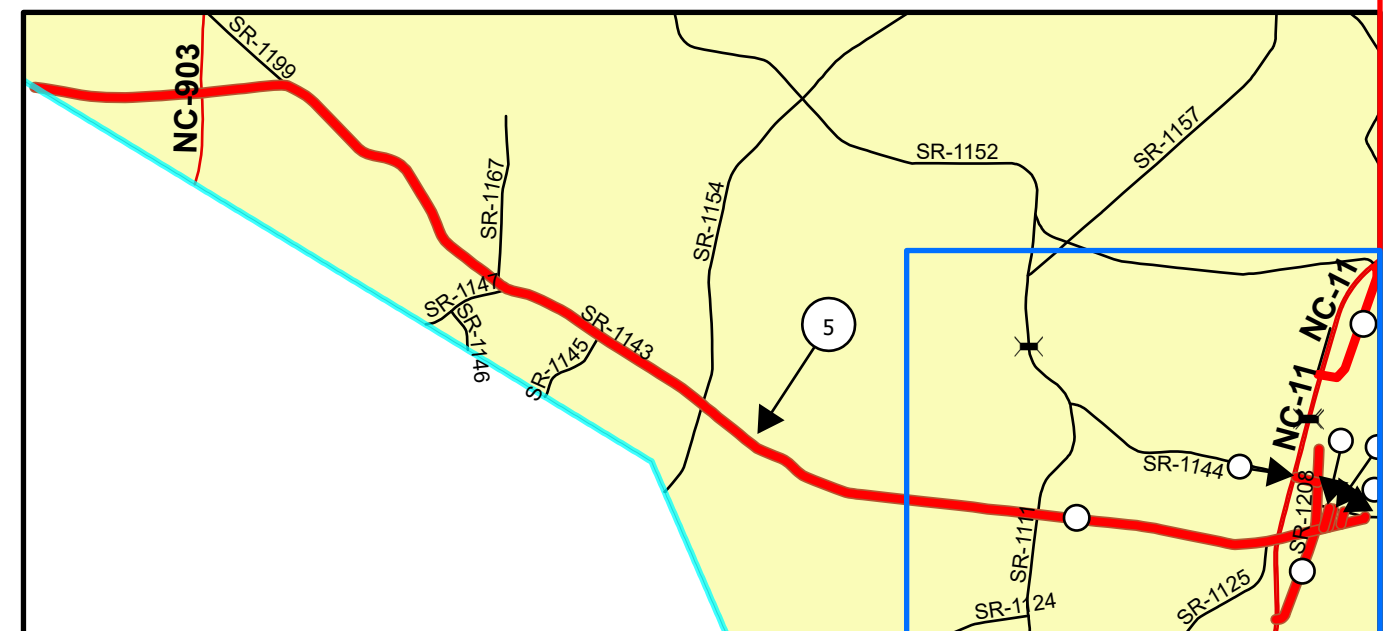
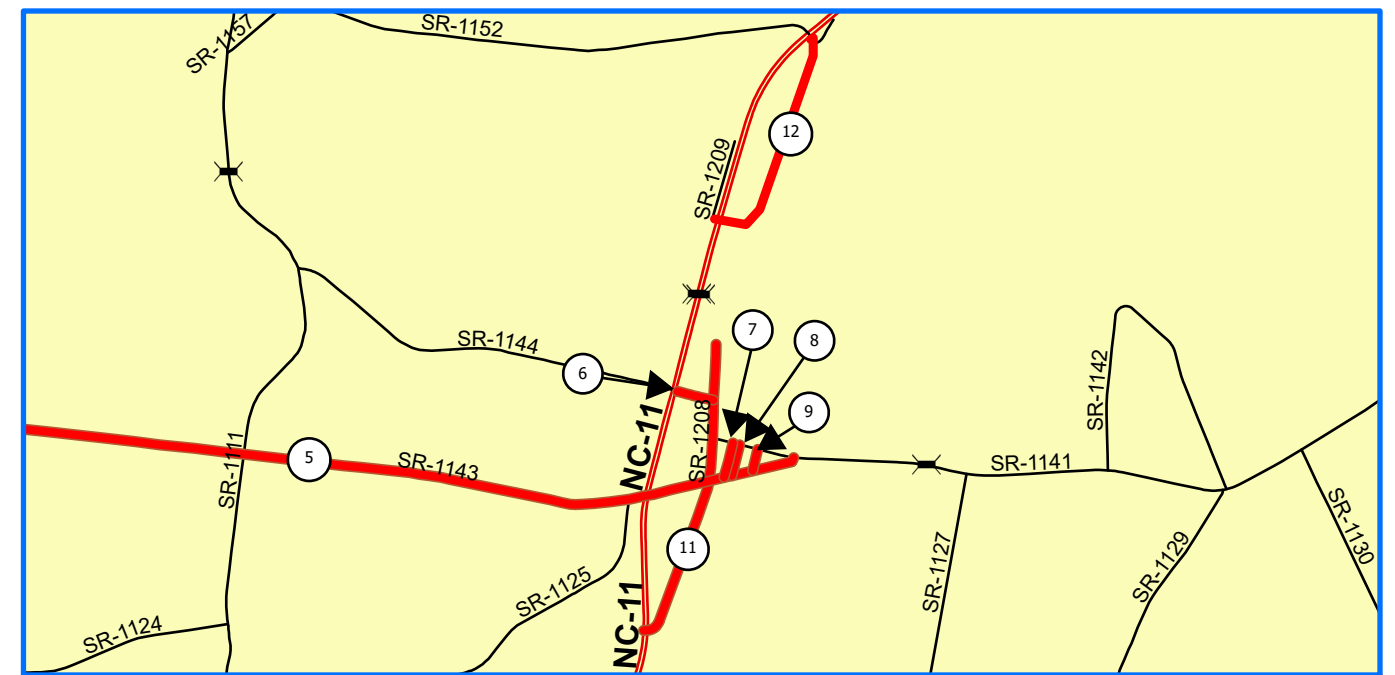
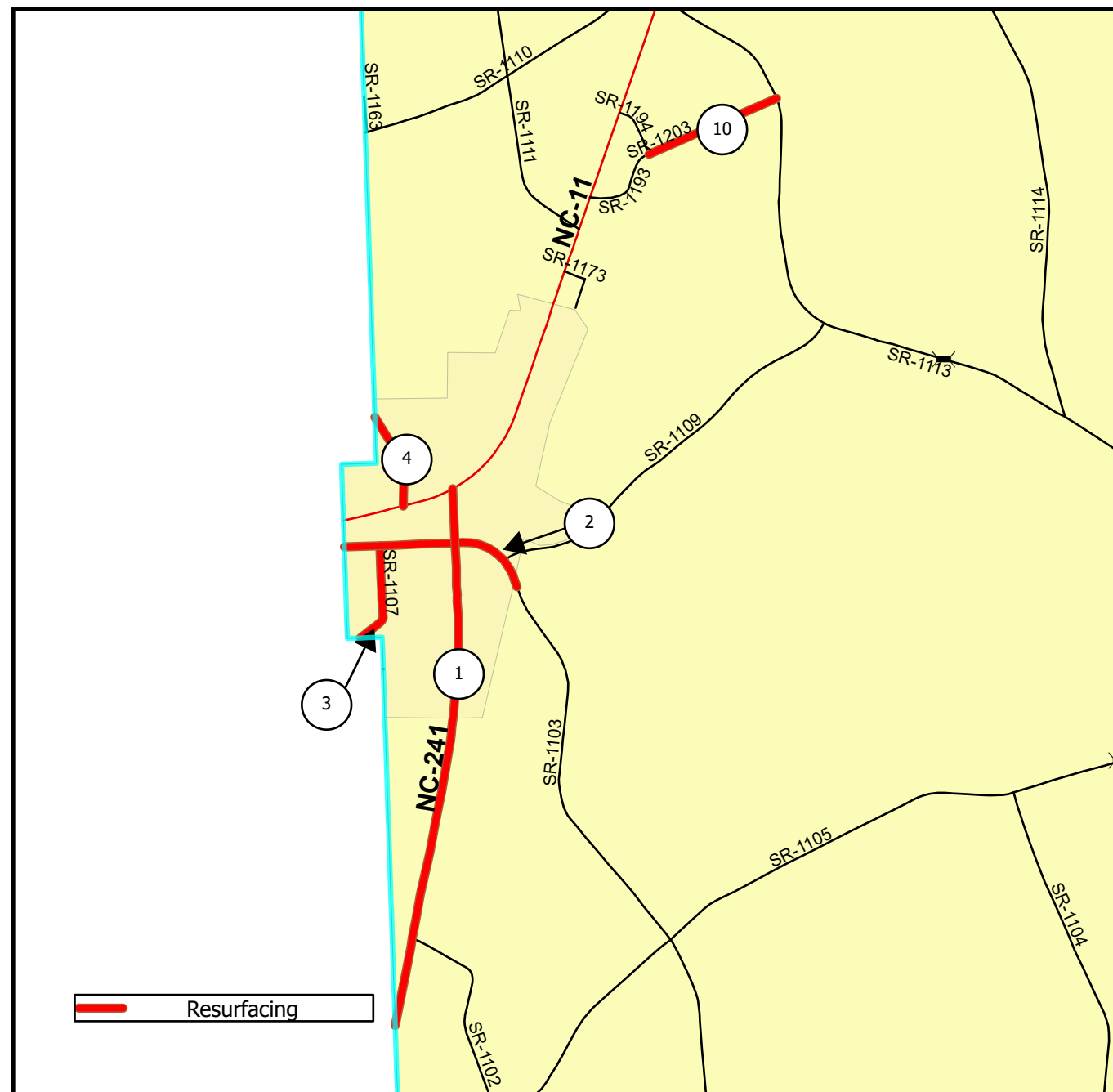
WBS# 2024CPT.02.12.10541  
 2024CPT.02.13.20541  
 2024CPT.02.14.20521

PROJECT REFERENCE NO.	SHEET NO.
DB00580	1



**NCDOT**  
 DIVISION 2

**TYPE OF WORK : MILLING, STRENGTHENING, RESURFACING, AND SHOULDER RECONSTRUCTION**

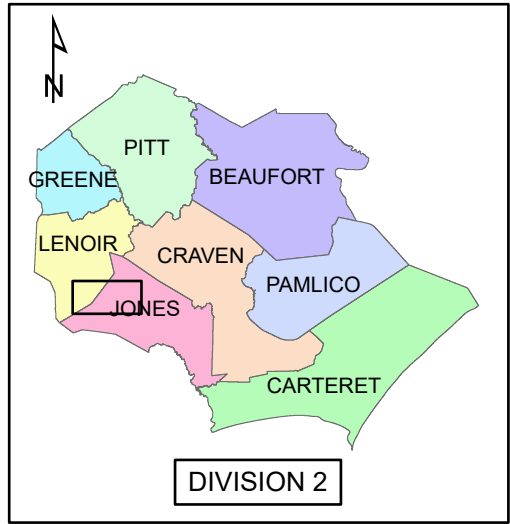


# LENOIR AND JONES COUNTIES

PROJECT REFERENCE NO.	SHEET NO.
DB00580	2

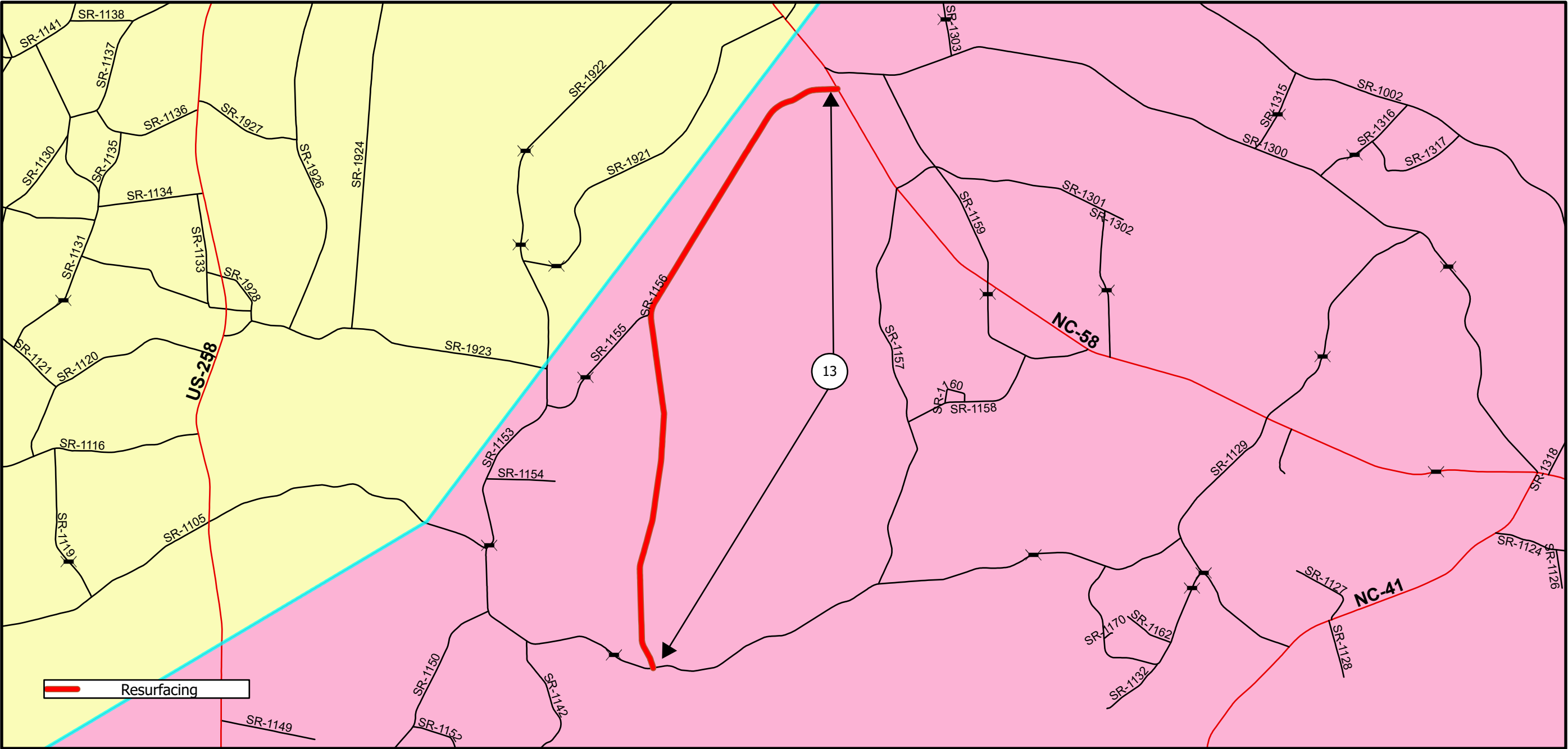
**DB00580**

**WBS# 2024CPT.02.12.10541  
2024CPT.02.13.20541  
2024CPT.02.14.20521**

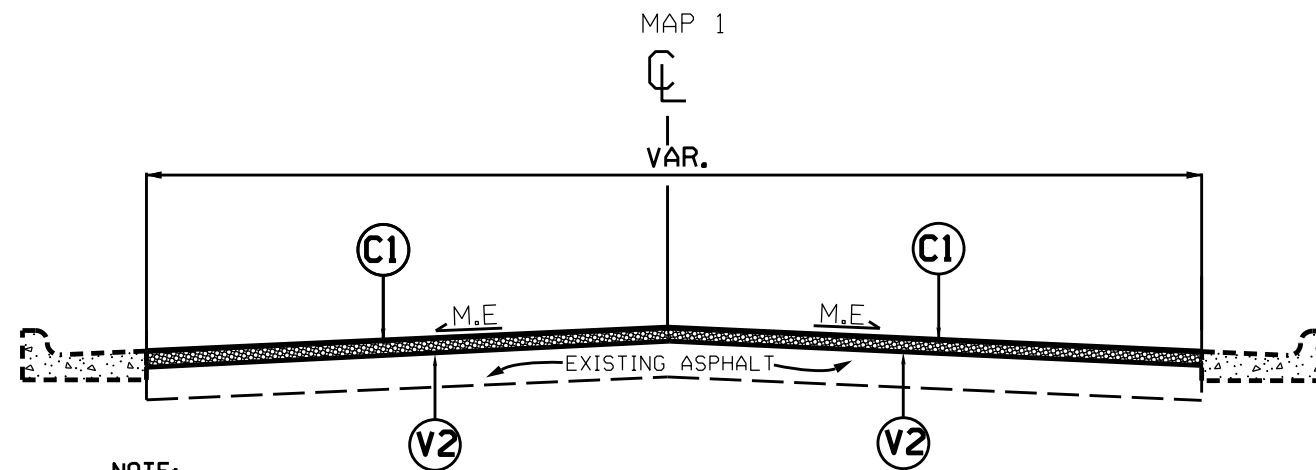


**NC DOT**  
DIVISION 2

**TYPE OF WORK : MILLING, STRENGTHENING RESURFACING, AND SHOULDER RECONSTRUCTION**



## TYPICAL SECTION NO. 1

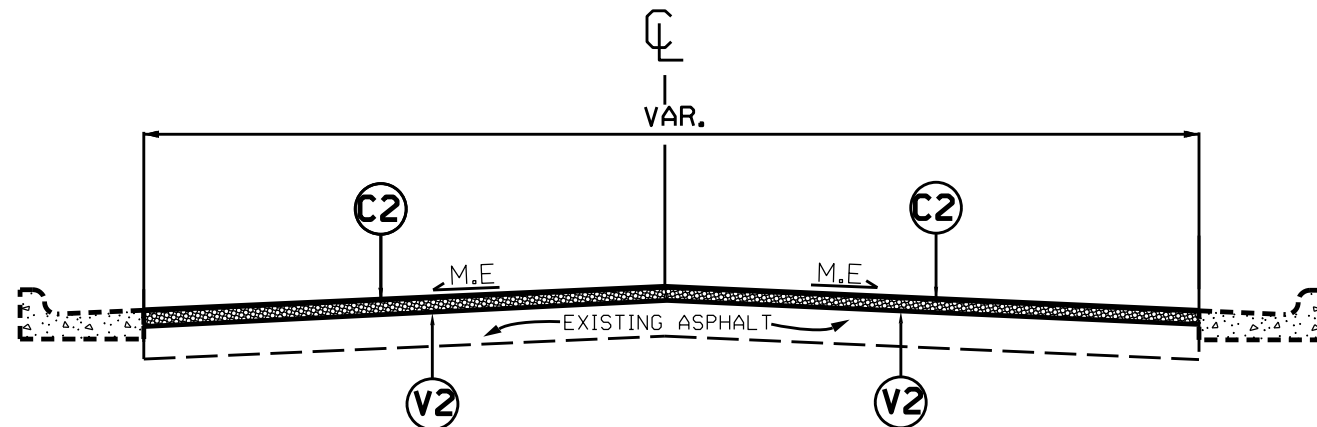


**NOTE:**

1. MILL ENTIRE WIDTH OF THE ROADWAY TO A DEPTH OF 1.5 INCHES.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. REFER TO SHEET 6 FOR VALLEY GUTTER AND 2'6" CURB AND GUTTER LOCATIONS.

## TYPICAL SECTION NO. 2

MAP 2, MAP 3 (3+90 TO 13+91), AND MAP 4 (0+00 TO 1+06)



**NOTE:**

1. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 1.5 INCHES,
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. REFER TO SHEET 6 FOR 2'6" CURB AND GUTTER LOCATIONS.

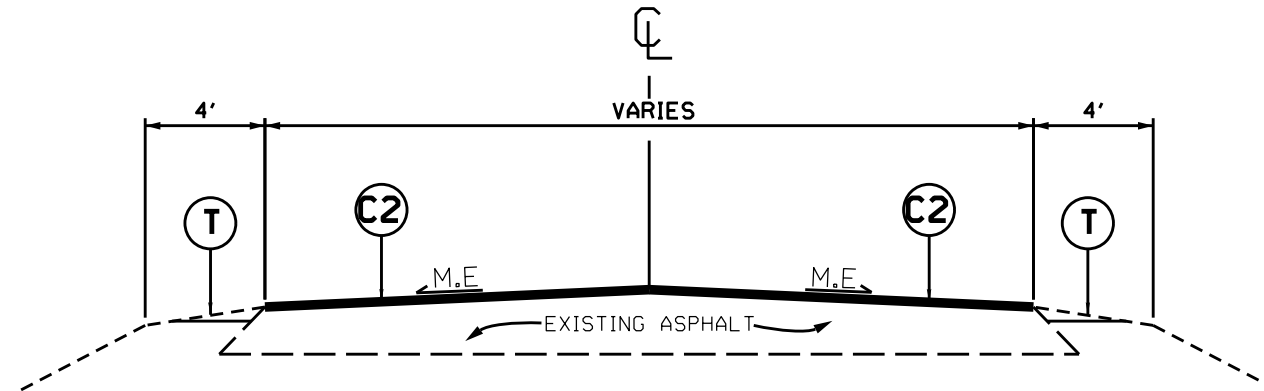
### PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.5" FOR THE ENTIRE WIDTH OF ROADWAY.
DRAWINGS NOT TO SCALE	

**NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.**

## TYPICAL SECTION NO. 3

MAP 3 (0+00 TO 3+90), MAP 4 (1+06 TO 12+73), MAP 5 (0+00 TO 411+24),  
MAPS 7,8,9, AND 13



**NOTE:**

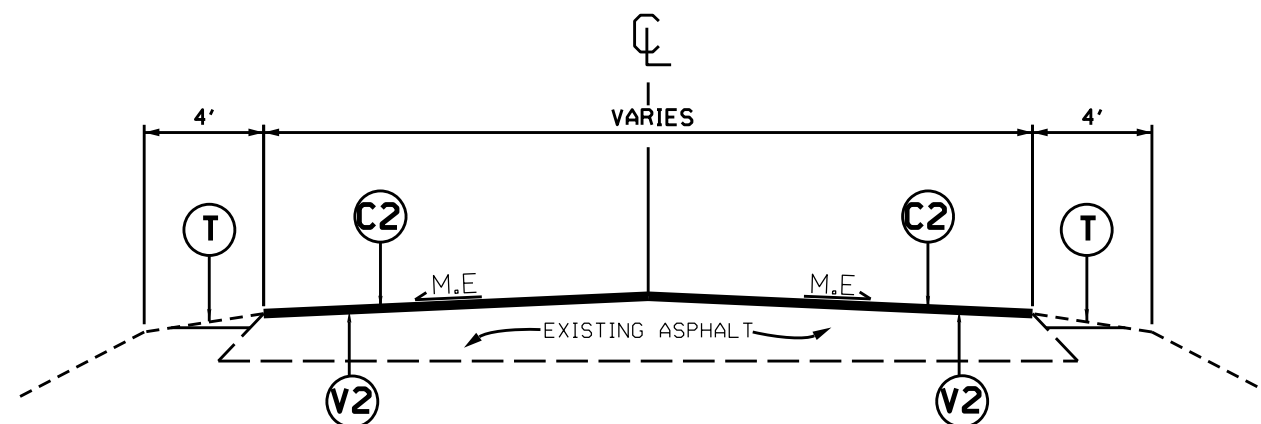
1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON THE PAGE 6. PLACE ASPHALT BASE COURSE B 25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.5" FOR THE ENTIRE WIDTH OF ROADWAY.
DRAWINGS NOT TO SCALE	

**NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.**

## TYPICAL SECTION NO. 4

MAP 5 (411+24 TO 425+30), 6, 11, AND 12

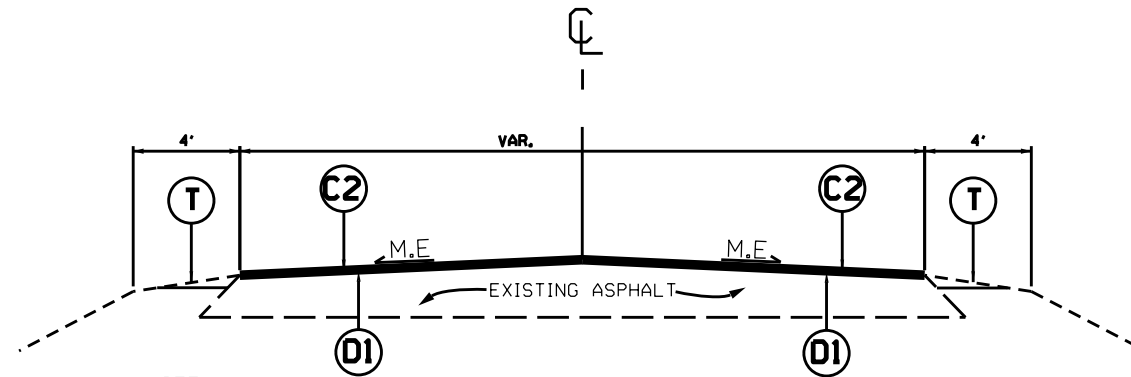


**NOTE:**

1. MILL ENTIRE WIDTH OF THE ROADWAY TO A DEPTH OF 1.5 INCHES.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

## TYPICAL SECTION NO. 5

MAP 10



**NOTE:**

1. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

### PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.5" FOR THE ENTIRE WIDTH OF ROADWAY.

DRAWINGS NOT TO SCALE

**NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.**

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00580	6	

## SUMMARY OF QUANTITIES

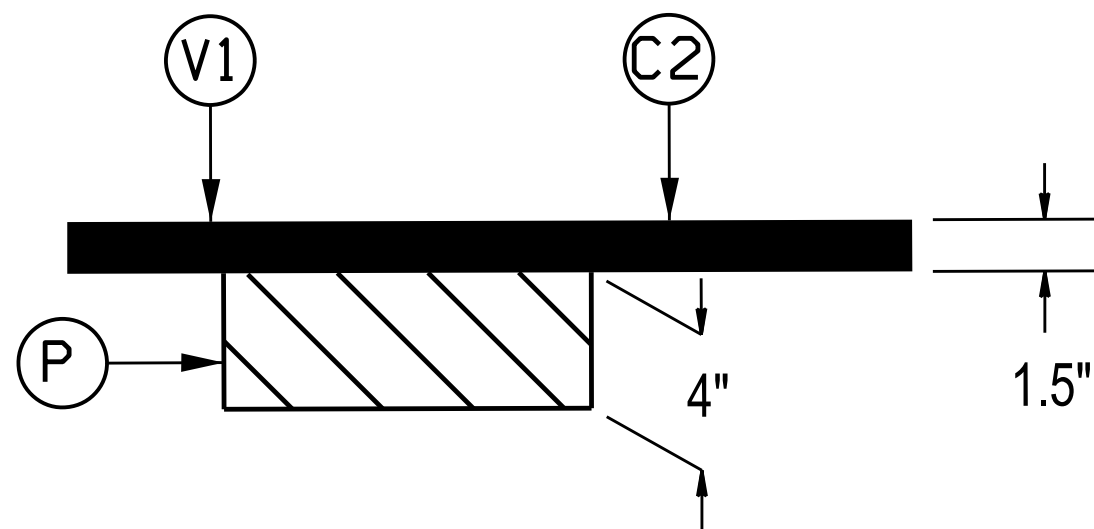
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	262000000-E	122000000-E	124500000-E	297000000	133000000-E	150300000-E	151900000-E	152300000-E	157500000-E	188000000-E	752000000	753000000-E	283000000-E	284500000-N	600000000-E	157100000	608400000-E	611700000-N	441300000-E	445700000-N	
												HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1 1/2" MILLING	INCIDENTAL MILLING	INTERMEDIATE COURSE, 119.0C	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	2 1/2" CURB & GUTTER REMOVE/REPLACE	CONCRETE VALLEY GUTTER - REMOVE/REPLACE	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	
MI	FT	EA	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	EA	EA	LF	LF	AC	EA	SF	LS	
2024CPT.02.12.10541	Lenoir	1	NC-241	FROM DUPLIN COUNTY TO NC 11	1	2	2WU	NO	NO	1.43	35	57	29	1.70	25,050	500					2,209	130				229	60	0.85	1	175	0.07	
TOTAL FOR MAP NO. 1										1.43	35	57	29	1.70	25,050	500					2,209	130				229	60	0.85	1	175	0.07	
TOTAL FOR PROJ NO. 2024CPT.02.12.10541										1.43	35	57	29	1.70	25,050	500					2,209	130				229	60	0.85	1	175	0.07	
2024CPT.02.13.20541	Lenoir	2	SR-1103 / POTTERS HILL RD., E&W BROADWAY ST	FROM BEGINNING C & G TO DUPLIN COUNTY	2	2	2WU	NO	NO	0.55	33		28		11,735	630		1,075			70									100	0.03	
TOTAL FOR MAP NO. 2										0.55	33		28		11,735	630		1,075			70									100	0.03	
2024CPT.02.13.20541	Lenoir	3	SR-1107 / S TURNER ST, W MACON ST	FROM DUPLIN COUNTY TO SR 1103 W BROADWAY ST	2,3	2	2WU	NO	NO	0.26	40	10	7	0.52	4,485			500			42	185	4			26	50	0.26		100	0.01	
TOTAL FOR MAP NO. 3										0.26	40	10	7	0.52	4,485			500			42	185	4			26	50	0.26		100	0.01	
2024CPT.02.13.20541	Lenoir	4	SR-1108 / BILL SUTTON RD, N PINE ST	FROM NC 11 TO DUPLIN COUNTY	2,3	2	2WU	NO	NO	0.24	22	10	12	0.48	370						20	175				38	20	0.24		100	0.01	
TOTAL FOR MAP NO. 4										0.24	22	10	12	0.48	370						20	175				38	20	0.24		100	0.01	
2024CPT.02.13.20541	Lenoir	5	SR-1143 / LIDDELL RD	FROM DUPLIN COUNTY TO SR 1141 JOHN GREEN SMITH RD	3,4	2	2WU	NO	NO	8.05	21	322	403	16.10	5,575	3,370		8,780			571				2	3	1,288	50	8.05	1	925	0.42
TOTAL FOR MAP NO. 5										8.05	21	322	403	16.10	5,575	3,370		8,780			571				2	3	1,288	50	8.05	1	925	0.42
2024CPT.02.13.20541	Lenoir	6	SR-1144 / S LENOIR DR	FROM NC 11 TO SR 1208 OLD HWY 11	4	2	2WU	NO	NO	0.1	21	4	4	0.20	1,355	75		120												100	0.01	
TOTAL FOR MAP NO. 6										0.1	21	4	4	0.20	1,355	75		120												100	0.01	
2024CPT.02.13.20541	Lenoir	7	SR-1182 / A R MUNN RD	FROM SR 1143 LIDDELL RD TO SR 1141 JOHN GREEN SMITH RD	3	2	2WU	NO	NO	0.1	20	4	5	0.20				105			8	30								100	0.01	
TOTAL FOR MAP NO. 7										0.1	20	4	5	0.20				105			8	30								100	0.01	
2024CPT.02.13.20541	Lenoir	8	SR-1183 / SECOND ST	FROM SR 1143 LIDDELL RD TO SR 1141 JOHN GREEN SMITH RD	3	2	2WU	NO	NO	0.07	19	3	4	0.14				90			7	10								100	0.01	
TOTAL FOR MAP NO. 8										0.07	19	3	4	0.14				90			7	10								100	0.01	
2024CPT.02.13.20541	Lenoir	9	SR-1184 / THIRD ST	FROM SR 1143 LIDDELL RD TO SR 1141 JOHN GREEN SMITH RD	3	2	2WU	NO	NO	0.06	19	2	3	0.12				60			5	30				12	20	0.06		100	0.01	
TOTAL FOR MAP NO. 9										0.06	19	2	3	0.12				60			5	30				12	20	0.06		100	0.01	
2024CPT.02.13.20541	Lenoir	10	SR-1203 / PINWOOD HOME DR	FROM SR 1194 ROSEWOOD DR TO SR 1113 ASH DAVIS RD	5	2	2WU	NO	NO	0.34	21	14	17	0.68			250	615	365		53					54	20	0.34		100	0.02	
TOTAL FOR MAP NO. 10										0.34	21	14	17	0.68			250	615	365		53					54	20	0.34		100	0.02	
2024CPT.02.13.20541	Lenoir	11	SR-1208 / OLD HWY 11	FROM NC 11 TO CUL-DE-SAC	4	2	2WU	NO	NO	1.02	23	41	51	2.04	18,075			1,560			101					102	40	1.02		125	0.05	
TOTAL FOR MAP NO. 11										1.02	23	41	51	2.04	18,075			1,560			101					102	40	1.02		125	0.05	
2024CPT.02.13.20541	Lenoir	12	SR-1206 / TYNDALL WILLIAMS DR	FROM NC 11 TO NC 11	4	2	2WU	NO	NO	0.71	23	28	28	1.42	10,020			868			56					114	50	1.00		125	0.01	
TOTAL FOR MAP NO. 12										0.71	23	28	28	1.42	10,020			868			56					114	50	1.00		125	0.01	
TOTAL FOR PROJ NO. 2024CPT.02.13.20541										11.5	438	562	21.90	51,615	4,425	615	13,808	939	430	190		4	3			1,634	250	11.24	1	1,975	0.59	
2024CPT.02.14.20521	Jones	13	SR-1156 / BURNEY TOWN RD	FROM SR 1730 PLEASANT HILL RD. TO US 58	3	2	2WU	NO	NO	6.78	19	271	339	13.56			500			7,680					1,356	300	6.78	1	775	0.34		
TOTAL FOR MAP NO. 13										6.78	19	271	339	13.56			500			7,680					1,356	300	6.78	1	775	0.34		
TOTAL FOR PROJ NO. 2024CPT.02.14.20521										6.78	19	271	339	13.56			500			7,680					1,356	300	6.78	1	775	0.34		
GRAND TOTAL										19.71		766	930	37.16	76,665	5,425	615	21,488	2,209	1,568	430	823	40	4	3	3,219	610	18.87	3	2,925	1	

4" Mill Patching	STA.	STA.	LOC.	WIDTH	MAP
	2+32	3+37	FULL WIDTH		3
	3+37	3+90	FULL WIDTH		3
	1+06	1+98	FULL WIDTH		4
	1+98	2+82	FULL WIDTH		4
	2+82	5+08	RT	11'	4
	3+40	5+08	LT	11'	4
	6+20	7+71	LT	11'	4
	0+00	0+20	FULL WIDTH		7
	0+82	1+72	RT	10'	7
	1+94	2+21	LT	10'	7
	0+00	0+20	FULL WIDTH		8
	0+20	2+00	FULL WIDTH		8
	2+00	4+85	FULL WIDTH		8
	0+45	1+10	LT	10'	9
	0+50	1+55	RT	6'	9
	1+65	2+10	LT	10'	9

2 1/2" Curb and Gutter	STA.	STA.	LOC.	LENGTH	MAP
	54+46	54+49	LT.	3'	1
	57+36	57+39	LT.	3'	1
	57+42	57+45	LT.	3'	1
	69+81	70+41	LT.	60'	1
	70+62	70+72	LT.	10'	1
	72+15	72+80	LT.	65'	1
	74+68	74+82	LT.	14'	1
	50+80	51+11	RT.	31'	1
	51+14	51+84	RT.	70'	1
	54+51	54+88	RT.	37'	1
	55+15	56+21	RT.	106'	1
	56+24	56+50	RT.	26'	1
	57+21	57+44	RT.	23'	1
	58+08	58+21	RT.	13'	1
	58+58	59+07	RT.	49'	1
	59+49	60+09	RT.	60'	1
	61+07	61+10	RT.	3'	1
	61+99	62+02	RT.	3'	1
	62+05	62+08	RT.	3'	1
	70+39	70+90	RT.	51'	1
	2+16	2+31	LT.	15'	2
	2+34	2+44	LT.	10'	2
	3+86	3+98	LT.	12'	2
	4+01	4+16	LT.	15'	2
	4+86	4+96	LT.	10'	2
	5+16	5+36	LT.	20'	2
	5+67	5+71	LT.	4'	2
	5+74	5+77	LT.	3'	2
	11+31	11+41	LT.	10'	2
	25+90	26+10	LT.	20'	2
	28+00	28+20	LT.	20'	2
	0+76	0+84	RT.	8'	2
	6+24	6+34	RT.	10'	2
	23+02	23+18	RT.	16'	2
	23+21	23+24	RT.	3'	2
	24+04	24+14	RT.	10'	2
	10+76	10+80	LT.	2'	3

Concrete Valley Gutter	STA.	STA.	LOC.	LENGTH	MAP
	72+32	72+72	RT.	40'	1

## 4" DEPTH MILL PATCHING DETAIL MAP 3,4,7,8,AND 9

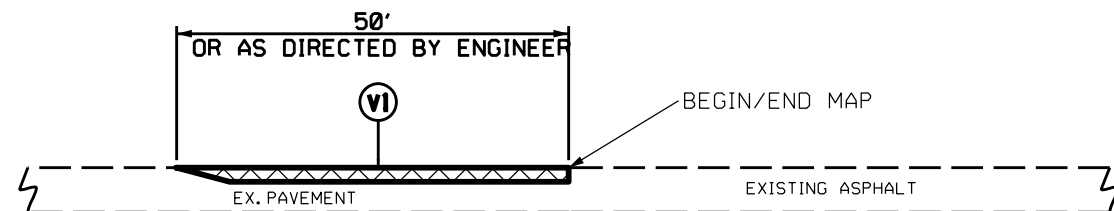


PAVEMENT SCHEDULE	
C2	PROP. APPROX 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AVERAGE RATE OF 168.0 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B 25.0C
DRAWINGS NOT TO SCALE	

**NOTE:**

1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 4" DEPTH MILL PATCHING.
2. THE CONTRACTOR SHALL PERFORM THE MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON SHEET 4, AND AS DIRECTED BY THE ENGINEER.

# MILLING TYPICALS



**DETAIL 1**  
BEGIN/END MAP TIE-IN

**NOTE:**

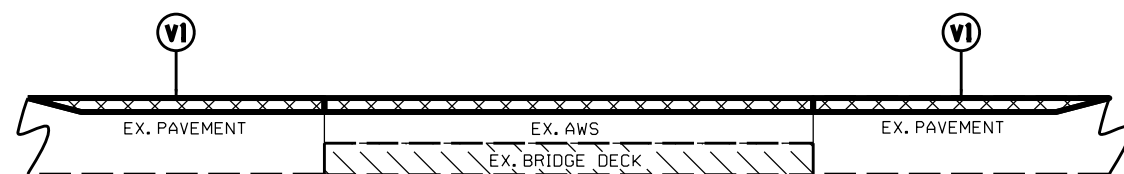
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 2**  
BRIDGE MILLING

**NOTE:**

- MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.

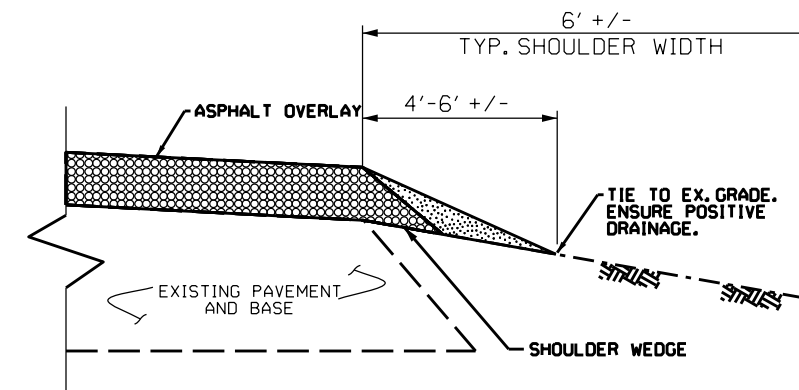


**DETAIL 3**  
BRIDGE MILLING

**NOTE:**

- INCLUDES MILLING FOR THE ENTIRE WIDTH OF THE BRIDGE WEARING SURFACE, AS DIRECTED BY THE ENGINEER.

# SHOULDER RECONSTRUCTION TYPICAL



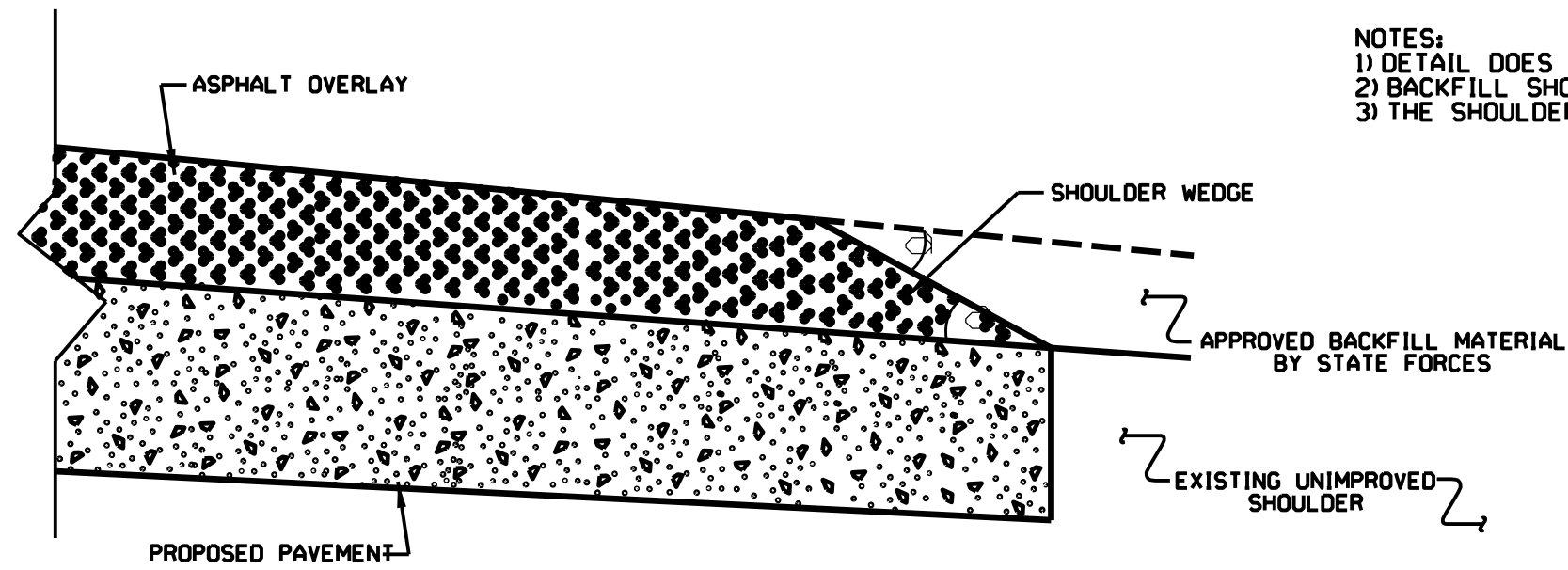
**SHOULDER RECONSTRUCTION DETAIL**

**NOTE:**

- SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
- A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
- REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

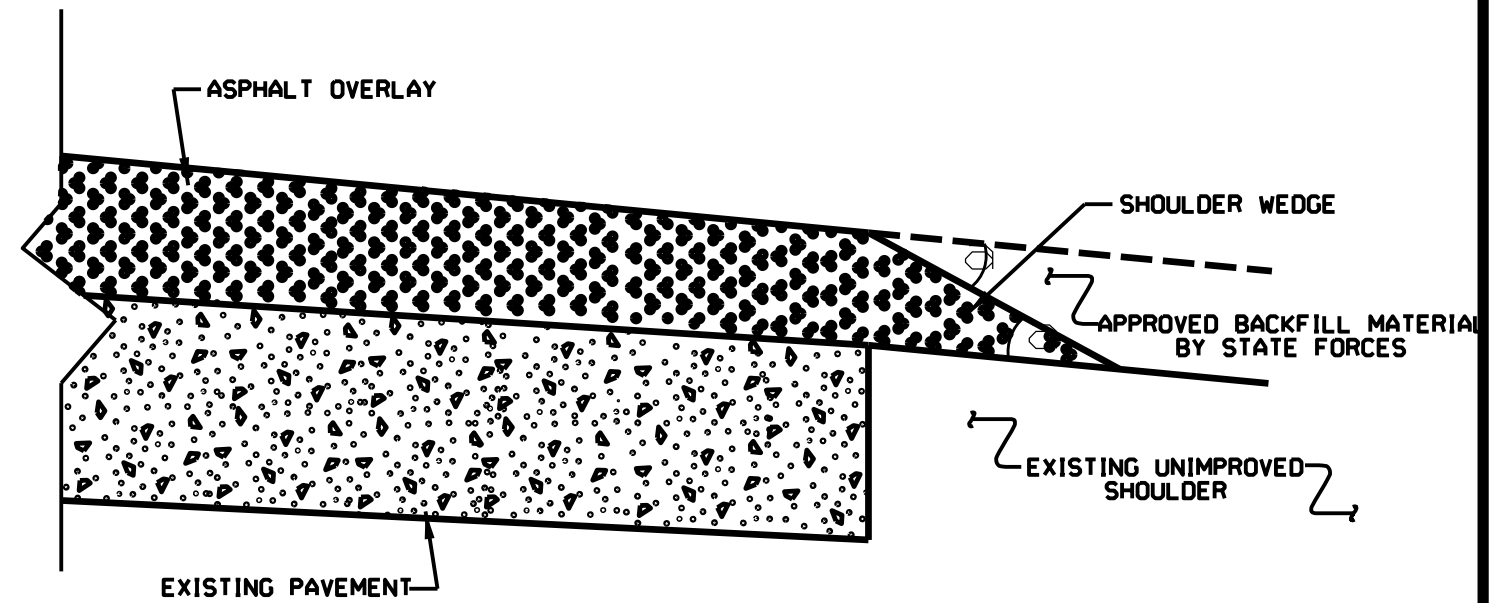


NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



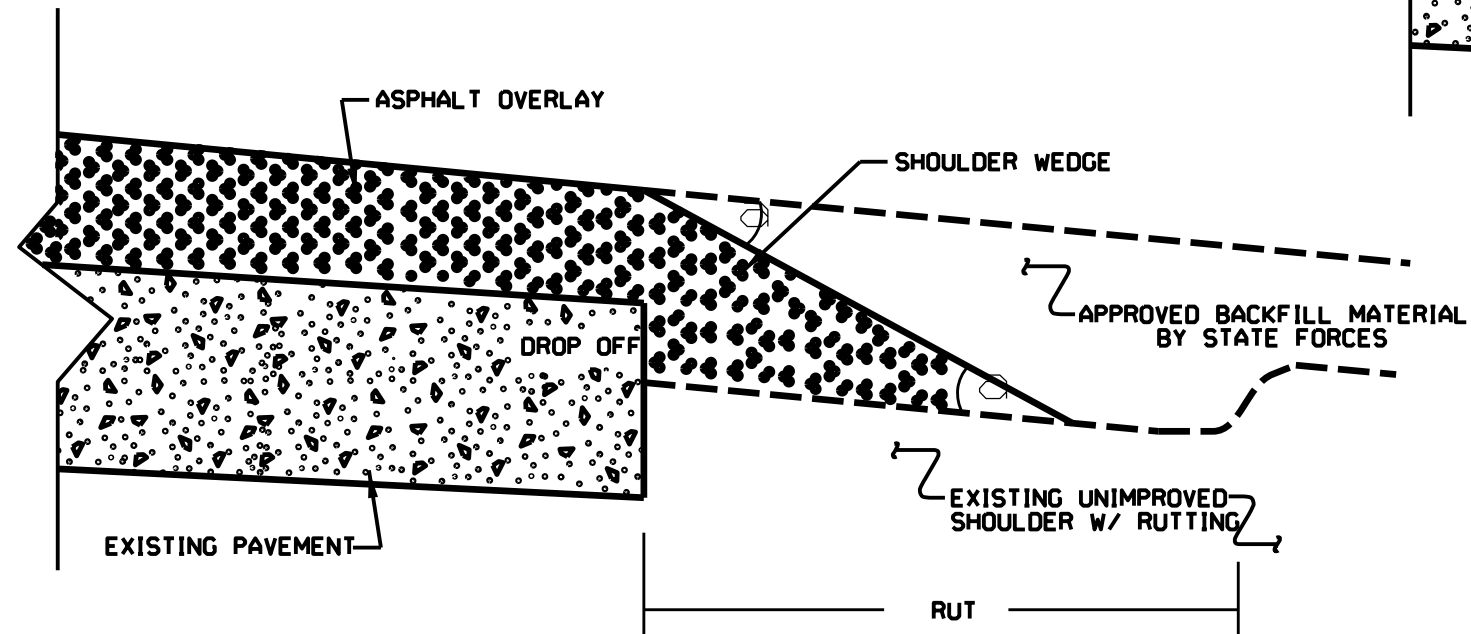
**SHOULDER WEDGE DETAIL**

(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)

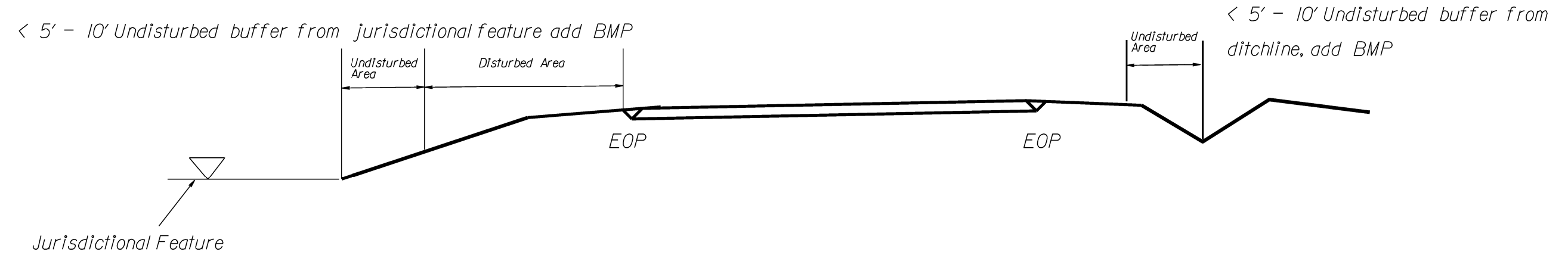
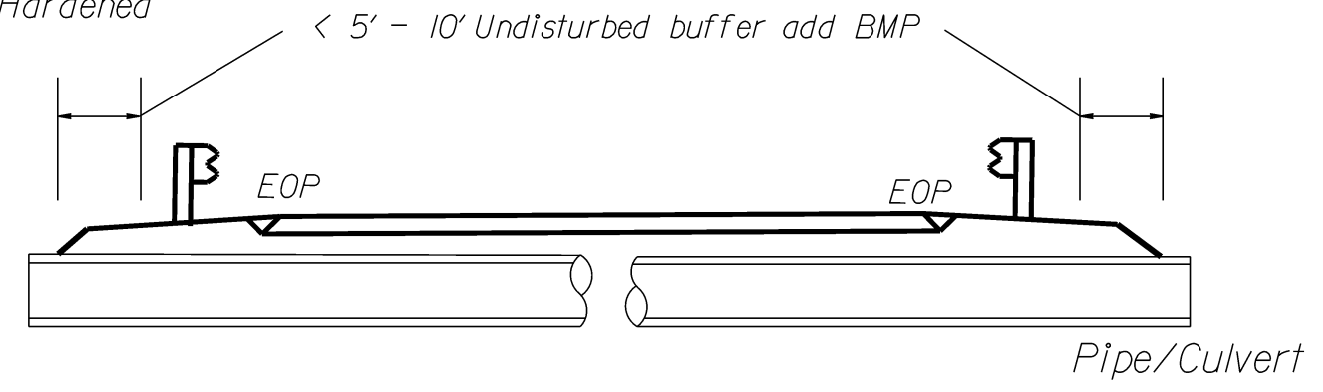
- SHOULDER WEDGE ANGLE = 30°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-787-6420	Fax 919-250-4119
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPILL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/16/12
CHECKED BY:	DATE:
FILE SPEC: 1	www.dps.state.nc.gov/standards/standards.html

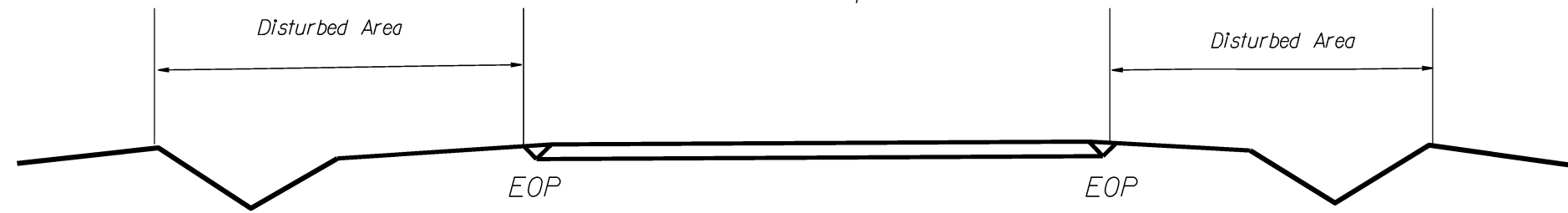
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

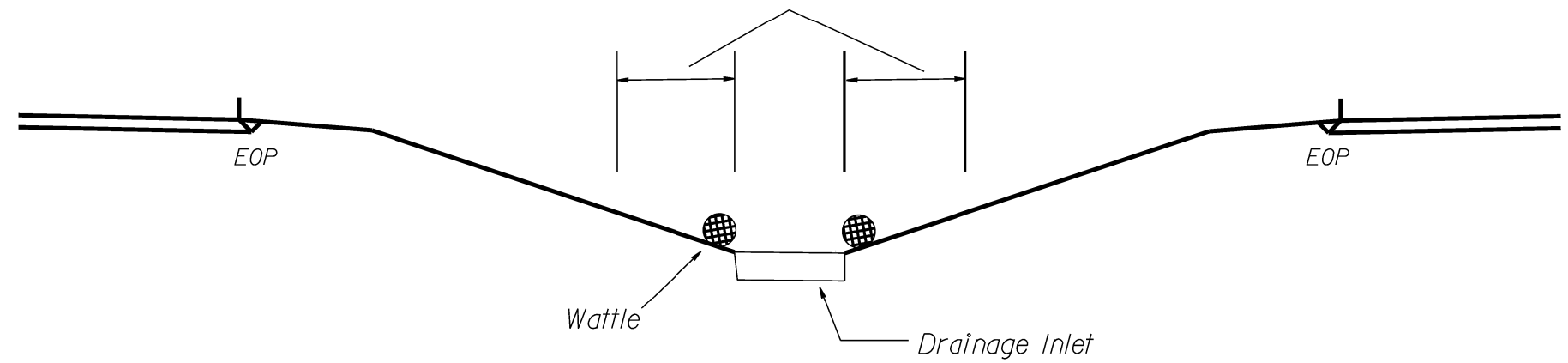
# EROSION CONTROL DETAIL



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



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

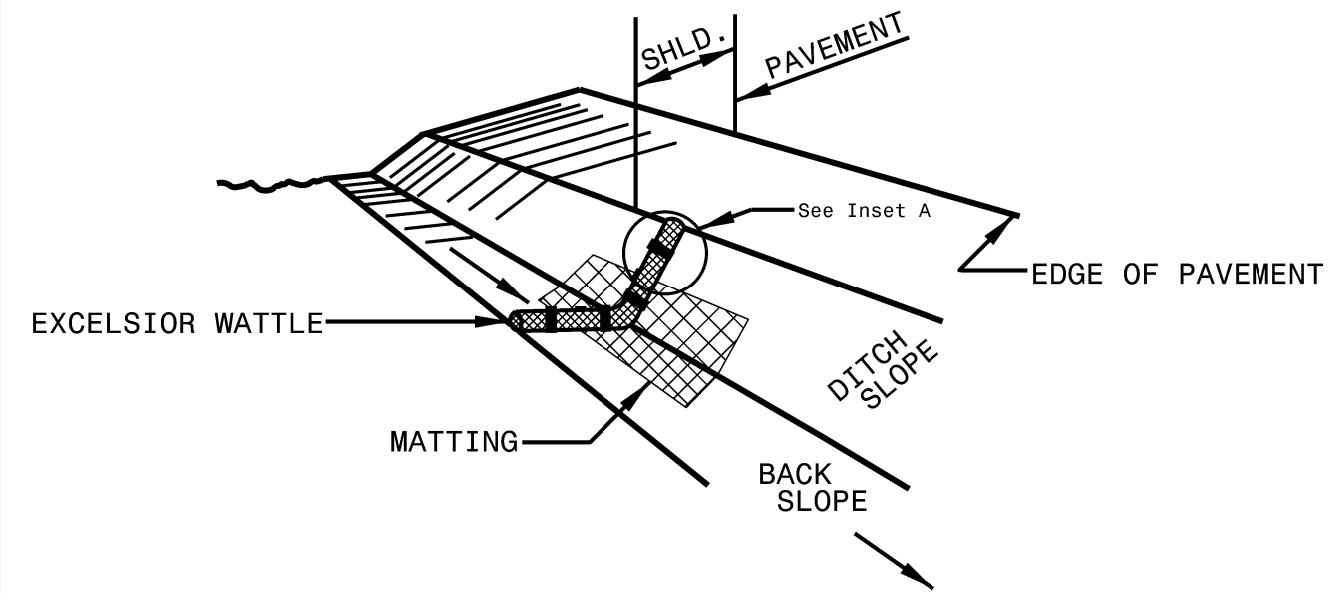


NOT TO SCALE

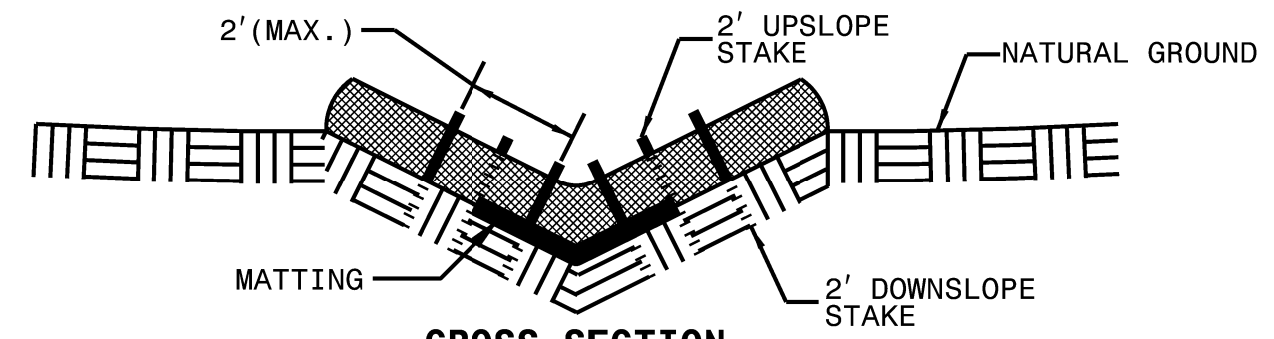
# WATTLE DETAIL

**NOTES:**

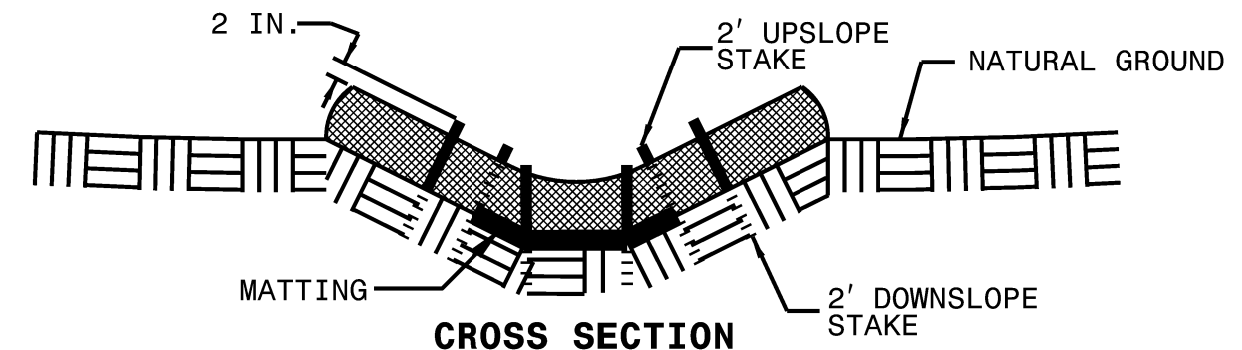
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
- USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
- ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
- INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES 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.



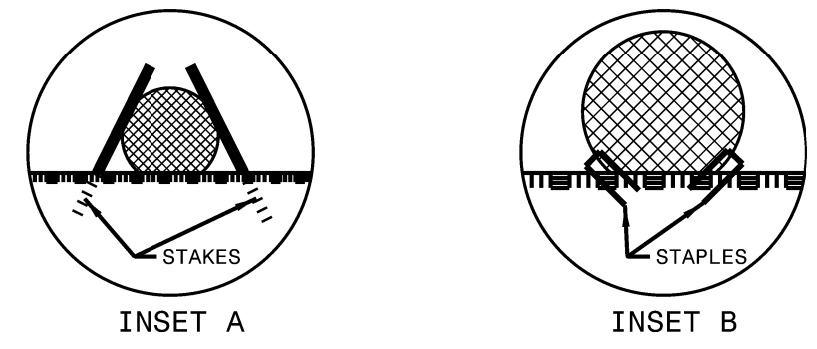
**ISOMETRIC VIEW**



**CROSS SECTION VEE DITCH**

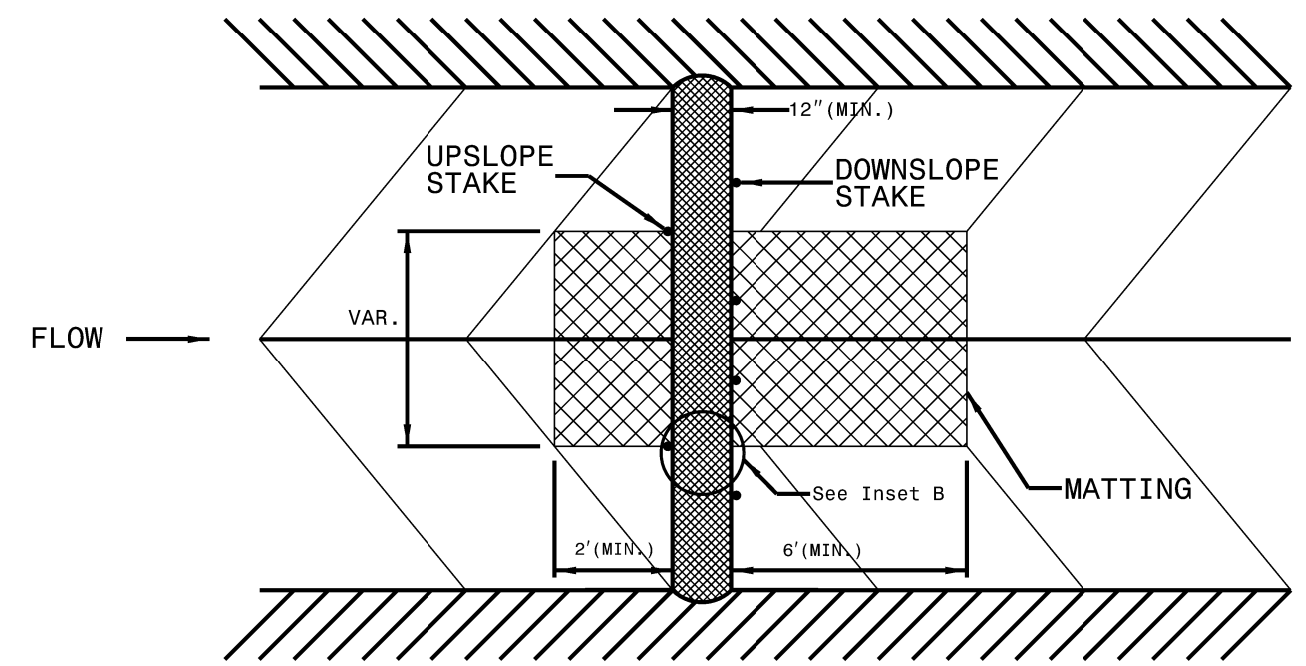


**CROSS SECTION TRAPEZOIDAL DITCH**



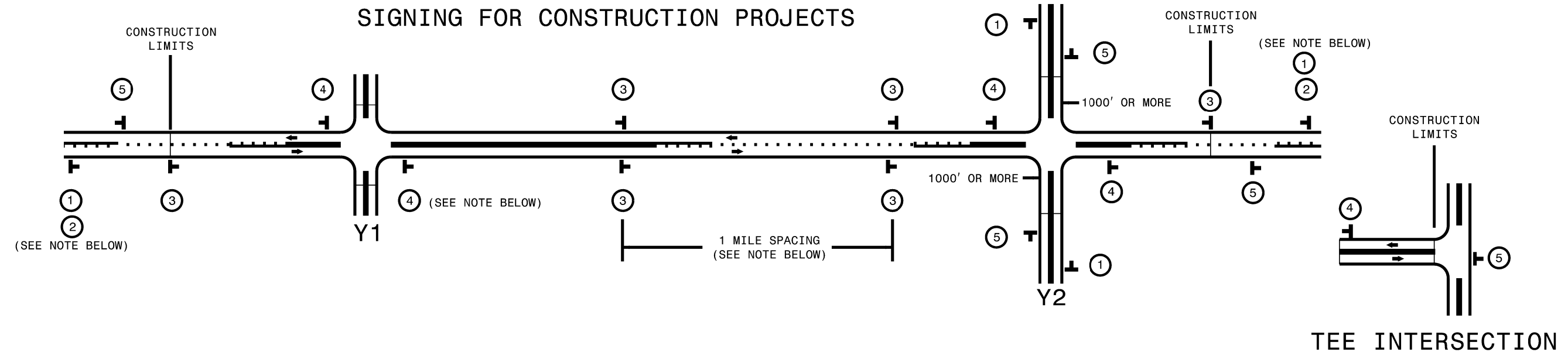
INSET A

INSET B



**TOP VIEW**

# SIGNING FOR CONSTRUCTION PROJECTS

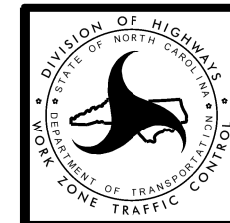


LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#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)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</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;">   <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;">   <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
		<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>	
		<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>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	



CONSTRUCTION PROJECTS  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS