


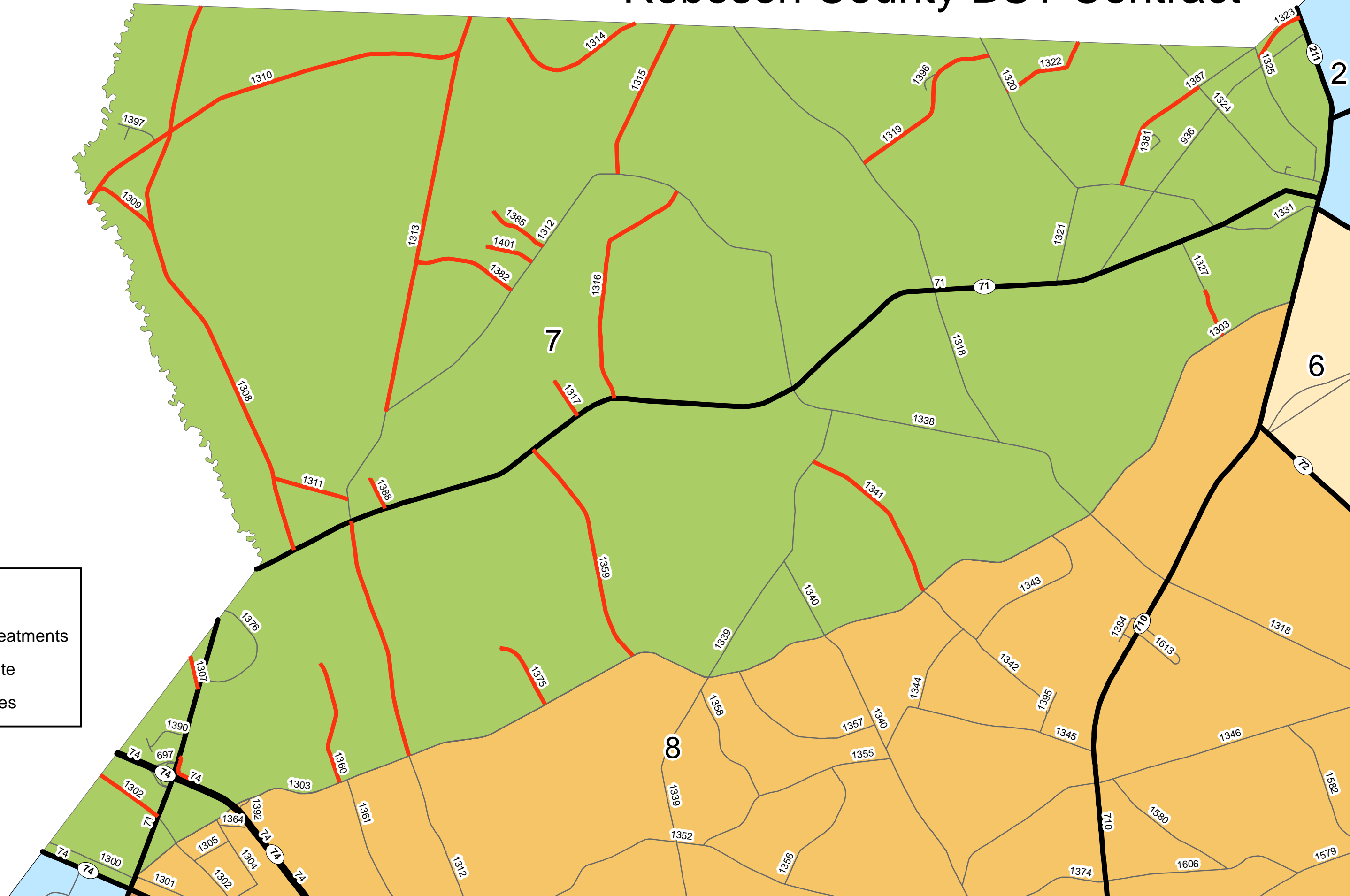


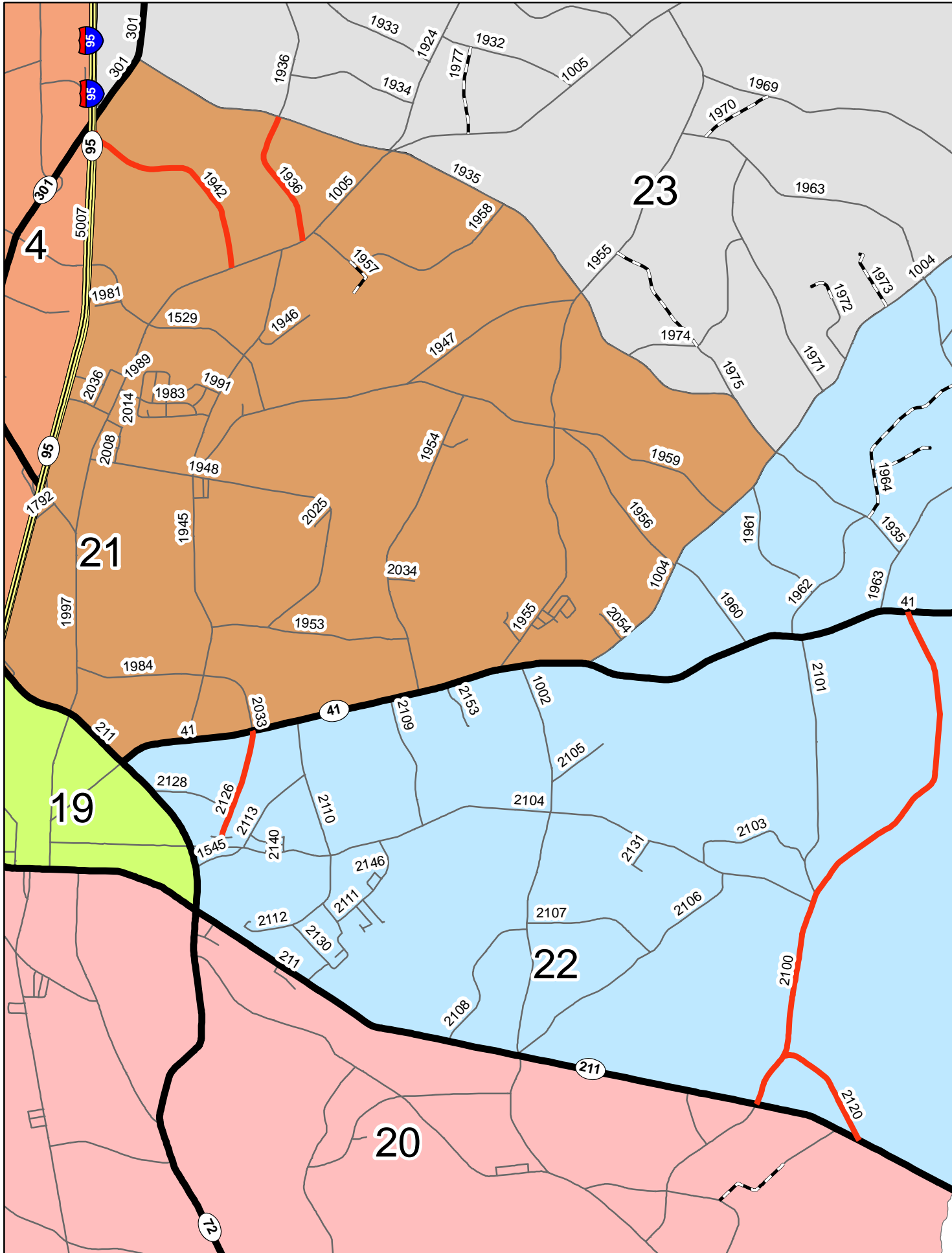
# Robeson County BST Contract

**Legend**

-  BST Treatments
-  Interstate
-  Primaries

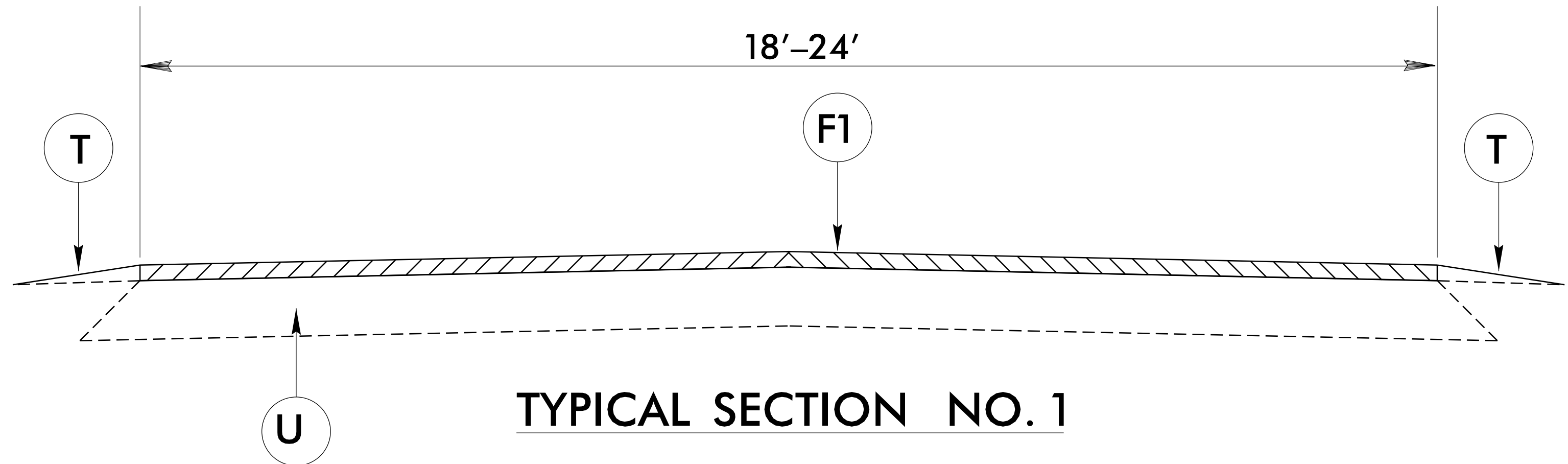


# Robeson County BST Contract

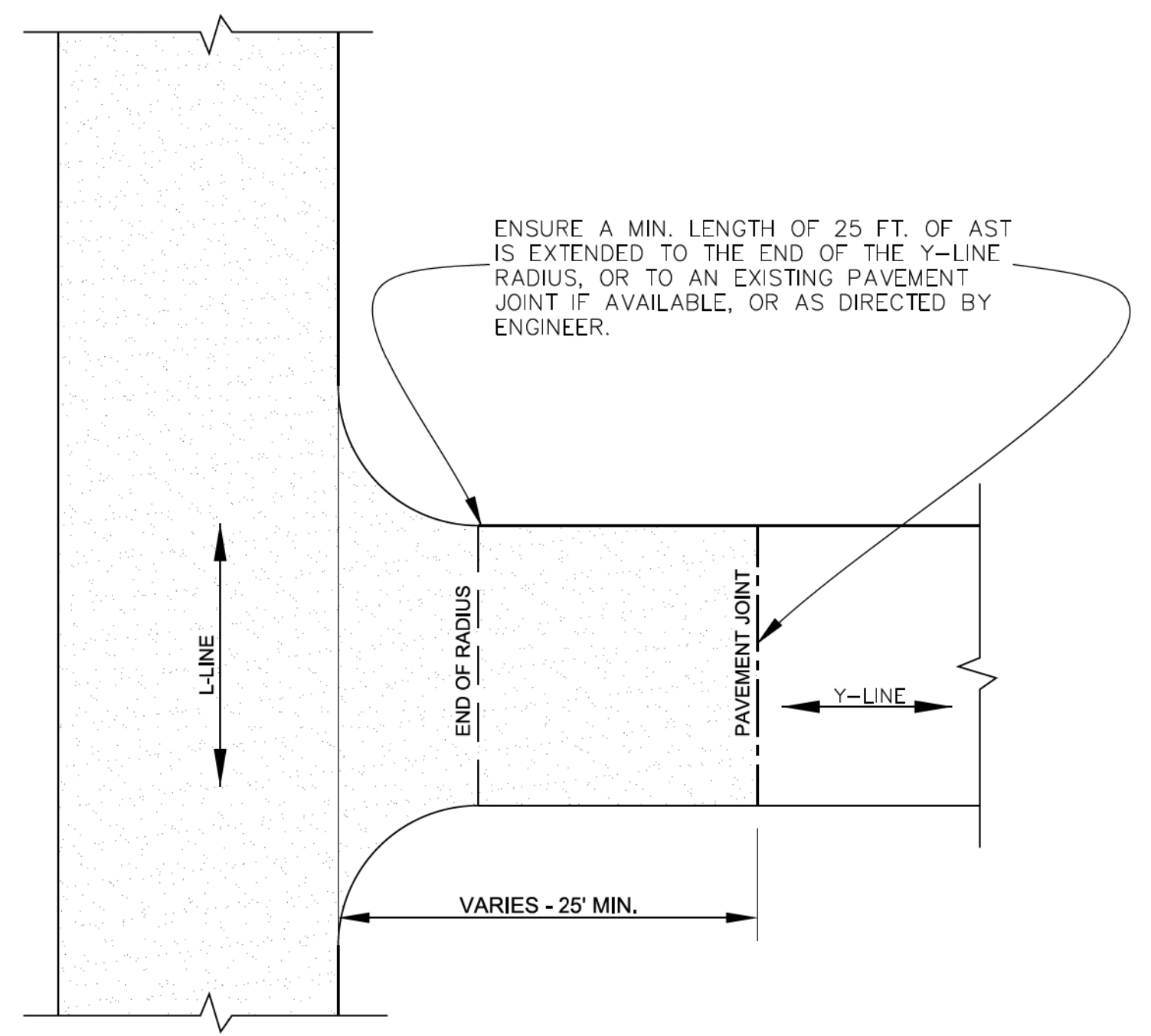


Map	SR	From	Begin MP	To	End MP	CL Length (Mile)	Width (Ft.)	Quantity (SY)	Treatment	WZ Signs (SF)	Emulsion (GAL)
1	40001302	SCOTLND CO	0.000	NC 71	0.570	0.57	22	7,357	Double	91	4488
2	40001307	NC 71	0.000	SCOTLND CO	0.270	0.27	22	3,485	Double	43	2126
3	40001308	HOKE CO	0.000	SR 1310	1.040	1.04	18	10,982	Double	166	6699
4	40001308	SR 1310	1.040	NC 71	4.680	3.64	22	46,980	Double	582	28658
5	40001309	SR 1310	0.000	SR 1308	0.570	0.57	22	7,357	Double	91	4488
6	40001310	SCOTLND CO	0.000	SR 1308	0.890	0.89	24	12,531	Double	142	7644
7	40001310	SR 1308	0.890	SR 1313	3.340	2.45	22	31,621	Double	392	19289
8	40001311	SR 1308	0.000	SR 1312	0.620	0.62	18	6,547	Double	99	3994
9	40001312	NC 71	6.230	SR 1303	8.170	1.94	22	25,039	Double	310	15274
10	40001313	HOKE CO	0.000	SR 1382	2.010	2.01	24	28,301	Double	322	17264
11	40001313	SR 1382	2.010	SR 1312	3.230	1.22	22	15,746	Double	195	9605
12	40001314	HOKE CO	0.000	HOKE CO	1.340	1.34	20	15,723	Double	214	9591
13	40001315	HOKE CO.	0.000	SR 1312	1.300	1.30	20	15,253	Double	208	9304
14	40001316	SR 1312	0.000	NC 71	1.970	1.97	20	23,115	Double	315	14100
15	40001317	NC 71	0.000	DEAD END	0.340	0.34	20	3,989	Double	54	2433
16	40001319	SR 1320	0.000	SR 1318	1.440	1.44	20	16,896	Double	230	10307
17	40001322	HOKE CO	0.000	SR 1320	0.750	0.75	20	8,800	Double	120	5368
18	40001323	NC 211	0.000	SR 1325	0.479	0.48	18	5,058	Double	77	3085
19	40001327	SR 1303	0.000	PVMT CHG	0.390	0.39	20	4,576	Double	62	2791
20	40001341	SR 1339	0.000	SR 1303	1.420	1.42	20	16,661	Double	227	10163
21	40001359	NC 71	0.000	SR 1303	1.890	1.89	20	22,176	Double	302	13527
22	40001360	SR 1303	0.000	DEAD END	1.000	1.00	18	10,560	Double	160	6442
23	40001375	SR 1303	0.000	DEAD END	0.610	0.61	20	7,157	Double	98	4366
24	40001382	SR 1312	0.000	SR 1313	0.840	0.84	20	9,856	Double	134	6012
25	40001385	SR 1312	0.000	DEAD END	0.500	0.50	18	5,280	Double	80	3221
26	40001387	SR 1320	0.000	SR 1324	1.050	1.05	20	12,320	Double	168	7515
27	40001388	NC 71	0.000	DEAD END	0.270	0.27	20	3,168	Double	43	1932
28	40001391	NC 71	0.000	DEAD END	0.248	0.25	20	2,910	Double	40	1775
29	40001401	SR 1312	0.000	END PVMT	0.400	0.40	20	4,693	Double	64	2863
30	40001936	SR 1935	3.560	SR 1005	4.860	1.30	20	15,253	Double	208	9304
31	40001942	SR 1005	0.000	RR	2.076	2.08	20	24,358	Double	332	14858
32	40002100	NC-41	0.000	NC-211	5.300	5.30	18	55,968	Double	848	34140
33	40002120	SR 2100	0.000	NC 211	1.140	1.14	20	13,376	Double	182	8159
34	40002126	SR 2104	0.000	NC 41	1.140	1.14	20	13,376	Double	182	8159
<b>TOTALS:</b>						<b>42.413</b>		<b>506,468</b>		<b>6,781</b>	<b>308,944</b>

PAVEMENT SCHEDULE	
F1	DOUBLE SEAL PLACED ACCORDING TO THE SPECIAL PROVISIONS
T	EXISTING SHOULDER
U	EXISTING ASPHALT

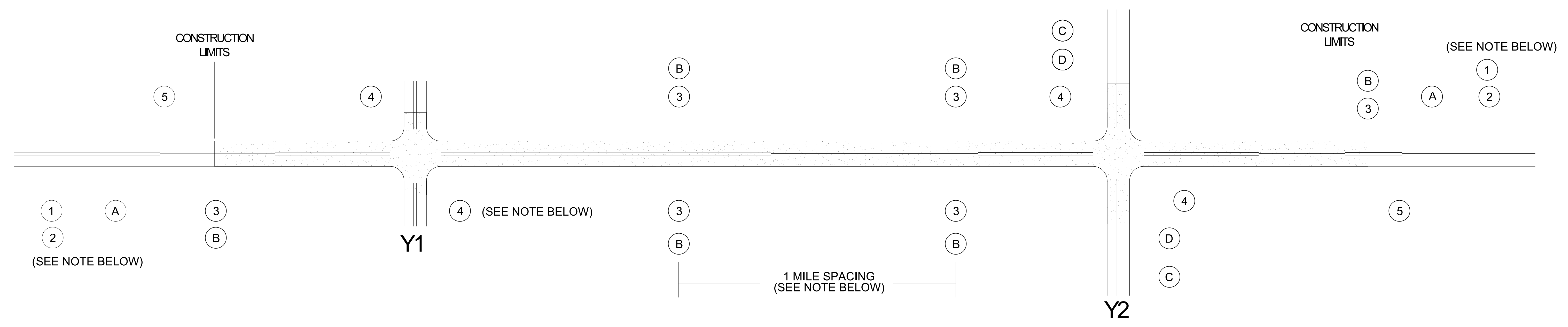


**TYPICAL SECTION NO. 1**



**DETAIL 1  
Y-LINE INTERSECTION TREATMENT**

# SIGNING FOR ASPHALT SURFACE TREATMENT



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	① ②	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.</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>
	③	 	<p>ALTERNATE THE FOLLOWING TWO SIGNS:</p> <p>STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</p> <p>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.</p>
	A		<p>PLACE 500' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.</p>
	B	 	<p>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. SPEED LIMIT SIGN MAY BE PLACED ON SAME PART AS LOOSE GRAVEL SIGN, IF DESIRED. IF SO, ELIMINATE WORK ZONE SIGN (G20-5aP).</p>
	④		<p>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.</p>
	⑤		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>

ADVANCE WARNING PORTABLE SIGNS MAY BE USED IN LIEU OF STATIONARY SIGNS ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK EACH DAY. UNDER NO CIRCUMSTANCES SHALL PORTABLE SIGNS BE LEFT IN PLACE WHEN NO CONSTRUCTION ACTIVITY IS OCCURRING, OR WHEN CONTRACTOR IS NOT ON SITE.

③

PLACED 500' IN ADVANCE OF FLAGGER.

④

PLACED 250' IN ADVANCE OF FLAGGER.

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- SUBDIVISION ROADS
- DEAD END ROADS

**LEGEND**

STATIONARY SIGN  
DIRECTION OF TRAFFIC FLOW

**NOTE:**  
IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE PROPER PLACEMENT AND LOCATION OF WORK ZONE SIGNING PER THE STANDARD DRAWING. NCDOT HAS THE RIGHT TO INSPECT THE PLANNED LOCATIONS AND REQUIRE ADJUSTMENT BY THE CONTRACTOR, AS NEEDED, OR AS DIRECTED BY THE ENGINEER.

ADVANCE WARNING SIGNS  
FOR  
ASPHALT SURFACE  
TREATMENTS

OR OTHER ENGINEER APPROVED METHOD