

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION 6

**PLANS**  
**Let Date: March 16, 2022**

**CONTRACT ID: DF00306**

**TIP NO.: -----**

**FEDERAL AID NO.: STATE FUNDED**

**WBS ELEMENT NO.: 2022CPT.06.14.20782.1**

**ROUTE NO.: VARIOUS SR**

**LOCATION: VARIOUS**

**COUNTY: ROBESON**

**TYPE OF WORK: ASPHALT SURFACE TREATMENT – DOUBLE SEALS**

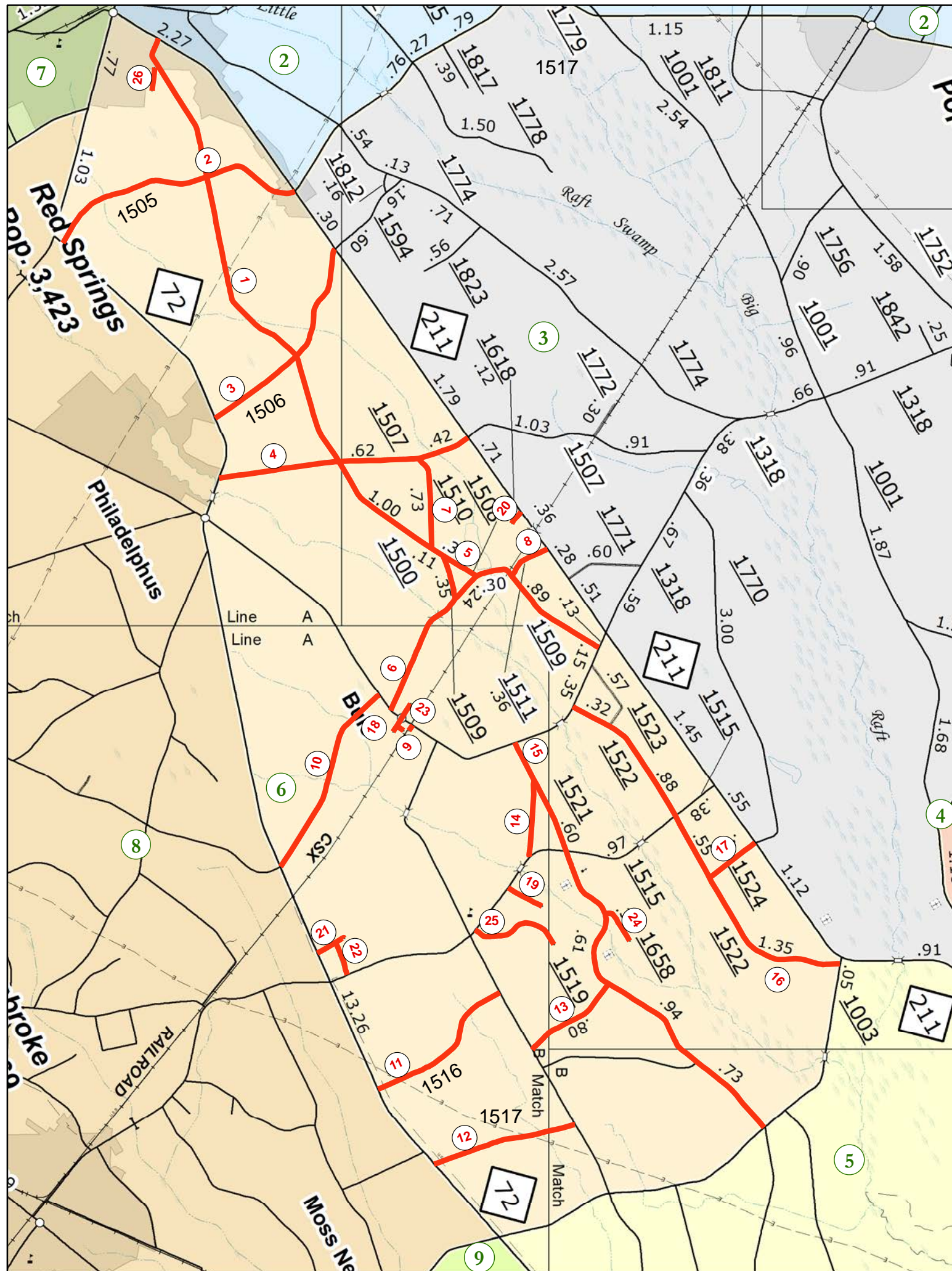
**LENGTH OF PROJECT: 30.052 MILES**

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Date: 2/16/2022  
 Contract #: DF00306  
 WBS: 2021CPT.06.10.20432.1

Division : 6  
 County: Robeson  
 Description: AST - Double Seals

Map	Route	From	Begin MP	To	End MP	CL Length (Mile)	Width (Ft.)	Yardage + 10% (SY)	Emulsion (GAL)	WZ Signs (SF)	Treatment
1	SR 1500	SR 1509	0.00	NC 211	5.19	5.190	18	60,287	33,158	347	Double
2	SR 1505	NC 211	4.79	NC 72	6.88	2.090	20	26,975	14,836	173	Double
3	SR 1506	NC 72	0.00	NC 211	1.70	1.700	18	19,747	10,861	112	Double
4	SR 1507	NC 72	0.00	NC 211	1.98	1.980	18	23,000	12,650	112	Double
5	SR1508	SR 1500	0.00	SR 1509	0.30	0.300	18	3,485	1,917	112	Double
6	SR 1509	SR 1318	0.00	SR 1318	2.45	2.452	20	31,647	17,406	193	Double
7	SR 1510	SR 1507	0.00	SR 1500	0.73	0.730	18	8,480	4,664	84	Double
8	SR 1511	NC 211	0.00	SR 1509	0.36	0.360	18	4,182	2,300	112	Double
9	SR 1512	SR 1318	0.00	END PVMT	0.05	0.050	20	645	355	112	Double
10	SR 1514	NC 72	0.00	SR 1318	1.58	1.580	20	20,393	11,216	112	Double
11	SR 1516	NC 72	0.00	SR 1513	1.27	1.270	22	18,031	9,917	112	Double
12	SR 1517	NC 72	0.00	SR 1513	1.14	1.140	20	14,714	8,093	112	Double
13	SR 1519	SR 1521	0.00	SR 1513	0.80	0.800	18	9,293	5,111	112	Double
14	SR 1520	SR 1515	0.00	SR 1521	0.60	0.600	22	8,518	4,685	112	Double
15	SR 1521	SR 1318	0.00	SR 1003	3.80	3.800	20	49,045	26,975	269	Double
16	SR1522	SR 1318	0.00	SR 1003	3.10	3.100	18	36,010	19,806	202	Double
17	SR 1524	NC 211	0.00	SR 1522	0.44	0.440	18	5,111	2,811	84	Double
18	SR 1601	DEAD END	0.00	DEAD END	0.25	0.250	20	3,227	1,775	84	Double
19	SR 1602	SR 1515	0.00	DEAD END	0.30	0.300	20	3,872	2,130	84	Double
20	SR 1618	NC 211	0.00	DEAD END	0.12	0.120	20	1,549	852	84	Double
21	SR 1621	NC 72	0.00	DEAD END	0.24	0.240	18	2,788	1,533	84	Double
22	SR 1622	SR 1515	0.00	SR 1621	0.27	0.270	22	3,833	2,108	84	Double
23	SR 1648	SR 1601	0.00	DEAD END	0.06	0.060	18	697	383	84	Double
24	SR 1658	SR 1521	0.00	DEAD END	0.31	0.310	18	3,601	1,981	84	Double
25	SR 1659	SR 1515	0.00	DEAD END	0.74	0.740	18	8,596	4,728	84	Double
26	SR 1660	8th STREET	0.00	DEAD END	0.18	0.180	18	2,091	1,150	84	Double
<b>TOTALS:</b>						<b>30.052</b>		<b>369,817</b>	<b>203,401</b>	<b>3,228</b>	

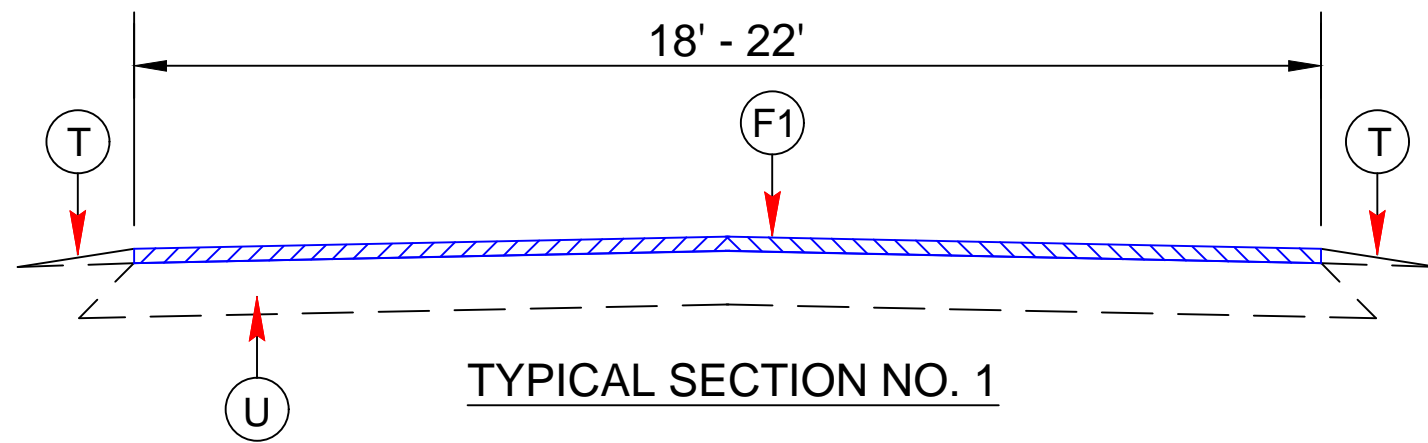
**Schedule of Quantities**

Date: 2/16/2022  
 Contract #: DF00306  
 WBS: 2022CPT.06.14.20782.1

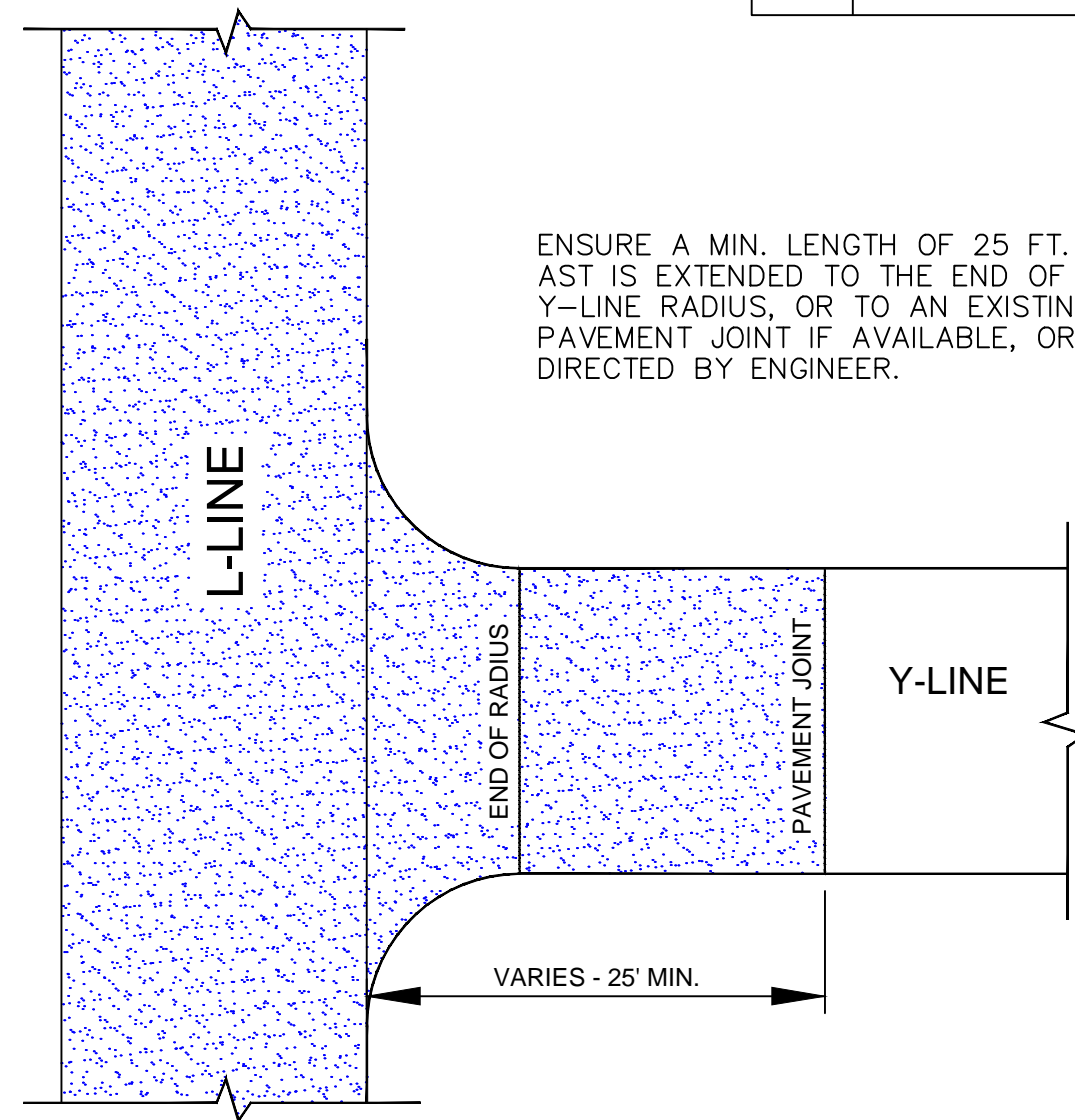
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2	SR 1505	NC 211	4.79	NC 72	6.88	2.090	20	26,975	Double	173	14,836
3	SR 1506	NC 72	0.00	NC 211	1.70	1.700	18	19,747	Double	112	10,861
4	SR 1507	NC 72	0.00	NC 211	1.98	1.980	18	23,000	Double	112	12,650
5	SR1508	SR 1500	0.00	SR 1509	0.30	0.300	18	3,485	Double	112	1,917
6	SR 1509	SR 1318	0.00	SR 1318	2.45	2.452	20	31,647	Double	193	17,406
7	SR 1510	SR 1507	0.00	SR 1500	0.73	0.730	18	8,480	Double	84	4,664
8	SR 1511	NC 211	0.00	SR 1509	0.36	0.360	18	4,182	Double	112	2,300
9	SR 1512	SR 1318	0.00	END PVMT	0.05	0.050	20	645	Double	112	355
10	SR 1514	NC 72	0.00	SR 1318	1.58	1.580	20	20,393	Double	112	11,216
11	SR 1516	NC 72	0.00	SR 1513	1.27	1.270	22	18,031	Double	112	9,917
12	SR 1517	NC 72	0.00	SR 1513	1.14	1.140	20	14,714	Double	112	8,093
13	SR 1519	SR 1521	0.00	SR 1513	0.80	0.800	18	9,293	Double	112	5,111
14	SR 1520	SR 1515	0.00	SR 1521	0.60	0.600	22	8,518	Double	112	4,685
15	SR 1521	SR 1318	0.00	SR 1003	3.80	3.800	20	49,045	Double	269	26,975
16	SR1522	SR 1318	0.00	SR 1003	3.10	3.100	18	36,010	Double	202	19,806
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20	SR 1618	NC 211	0.00	DEAD END	0.12	0.120	20	1,549	Double	84	852
21	SR 1621	NC 72	0.00	DEAD END	0.24	0.240	18	2,788	Double	84	1,533
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23	SR 1648	SR 1601	0.00	DEAD END	0.06	0.060	18	697	Double	84	383
24	SR 1658	SR 1521	0.00	DEAD END	0.31	0.310	18	3,601	Double	84	1,981
25	SR 1659	SR 1515	0.00	DEAD END	0.74	0.740	18	8,596	Double	84	4,728
26	SR 1660	8th STREET	0.00	DEAD END	0.18	0.180	18	2,091	Double	84	1,150
<b>TOTALS:</b>						<b>30.052</b>		<b>369,817</b>		<b>3,228</b>	<b>203,401</b>





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



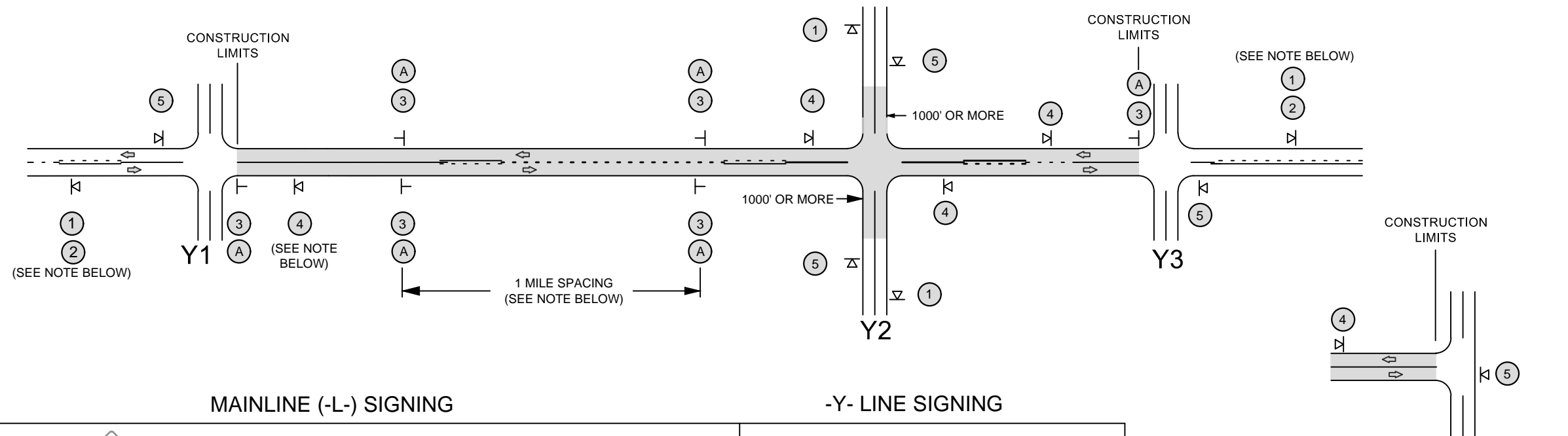
ENSURE A MIN. LENGTH OF 25 FT. OF AST IS EXTENDED TO THE END OF THE Y-LINE RADIUS, OR TO AN EXISTING PAVEMENT JOINT IF AVAILABLE, OR AS DIRECTED BY ENGINEER.

**DETAIL 1**  
**Y-LINE INTERSECTION TREATMENT**

# 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	<p>① ROAD WORK AHEAD W20-1 48" X 48"</p> <p>② NEXT XX MILES W7-3aP 24" X 18"</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>- 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.</p>
	<p>③ LOOSE GRAVEL W8-7 48" X 48"</p> <p>UNMARKED PAVEMENT SP 48" X 48"</p>	<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.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>
	<p>A SPEED LIMIT 35 W13-1P 18" X 18"</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. SPEED LIMIT SIGN MAY BE PLACED ON SAME POST AS LOOSE GRAVEL SIGN, IF DESIRED.</p>
	<p>④ ROAD UNDER CONST SP 13106 48" X 48"</p>	<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. 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>⑤ END ROAD WORK G20-2 A 48" X 24"</p>	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>

STATIONARY SIGNING NOT REQUIRED FOR THE FOLLOWING -Y- LINE CONDITIONS:

- LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- SUBDIVISION ROADS
- 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.

W20-1 48" X 48"

PLACED 500' IN ADVANCE OF FLAGGER.

W20-7 A 48" X 48"

PLACED 250' IN ADVANCE OF FLAGGER.

**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.

**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.

REVISED - 12-13-2018

NCDOT - DIVISION 6

ADVANCE WARNING SIGNS FOR 2-LANE ROADWAY ASPHALT SURFACE TREATMENT

