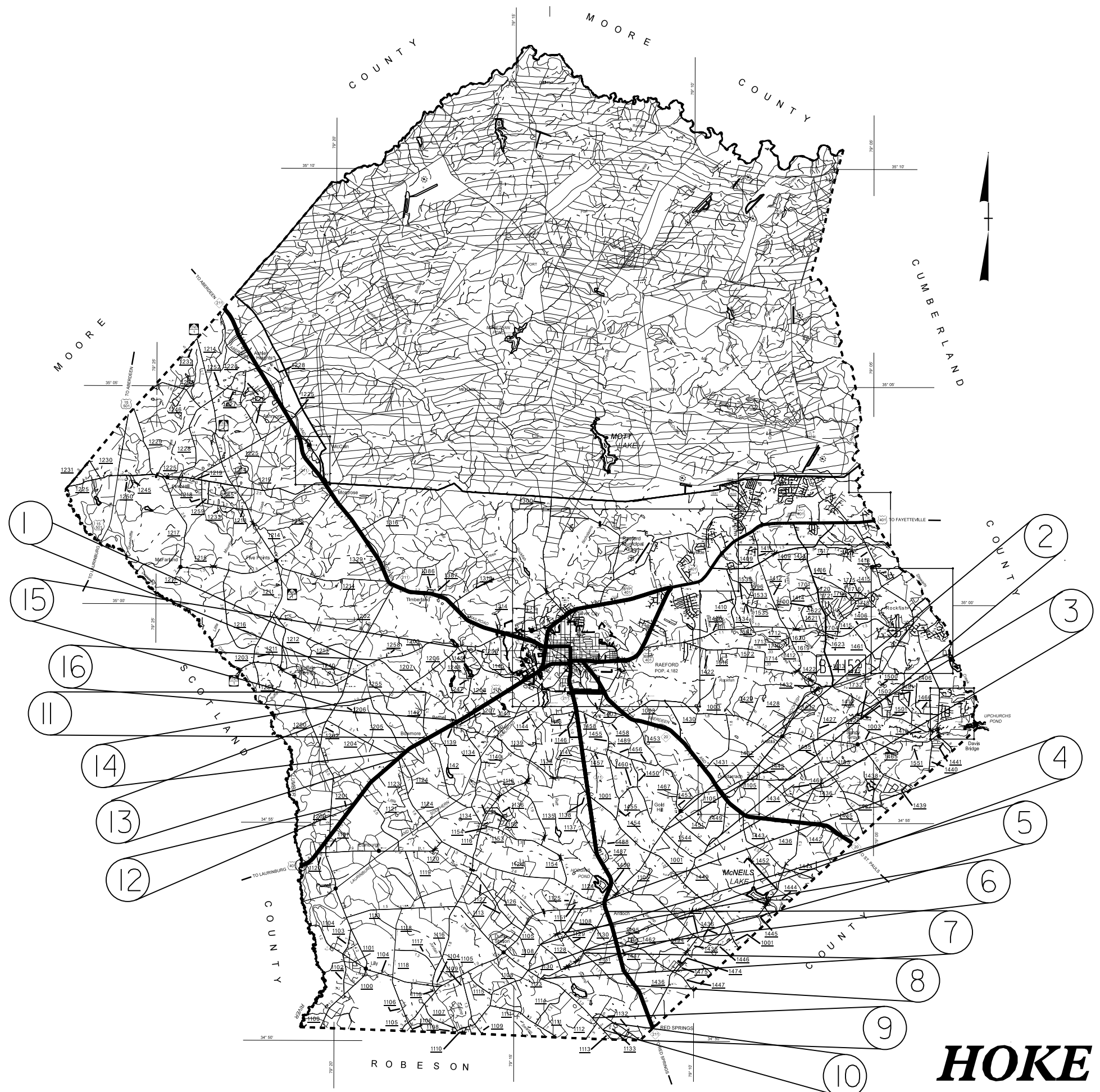


5/28/99

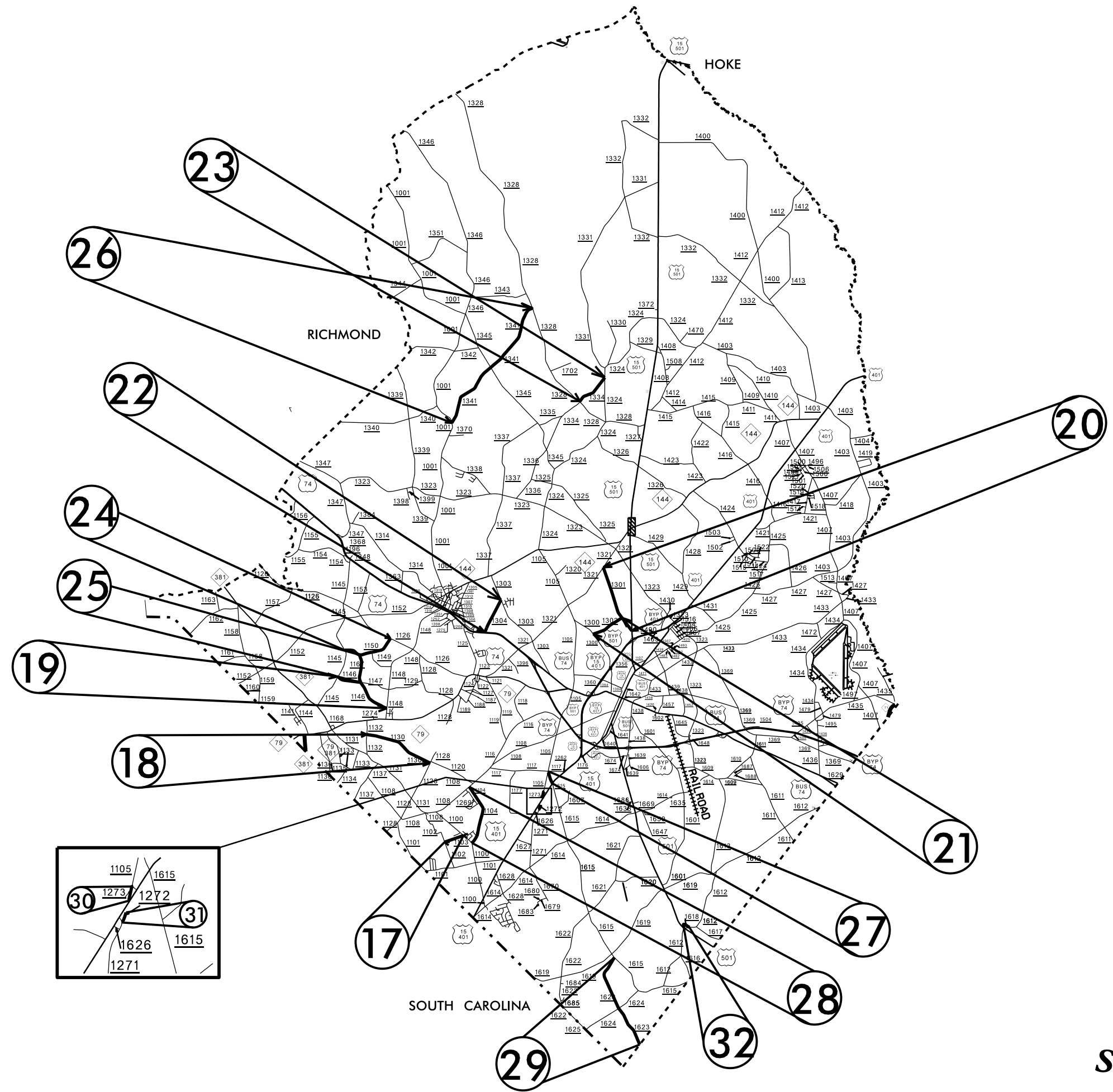
I2-MAR-2019 08:42  
C:\div8\_projects\Resur\Facing\SEALS\Mar-ch-2019\Hoke\_Scotland\_2020.dgn  
scotland\_21.dwg



# HOKE COUNTY

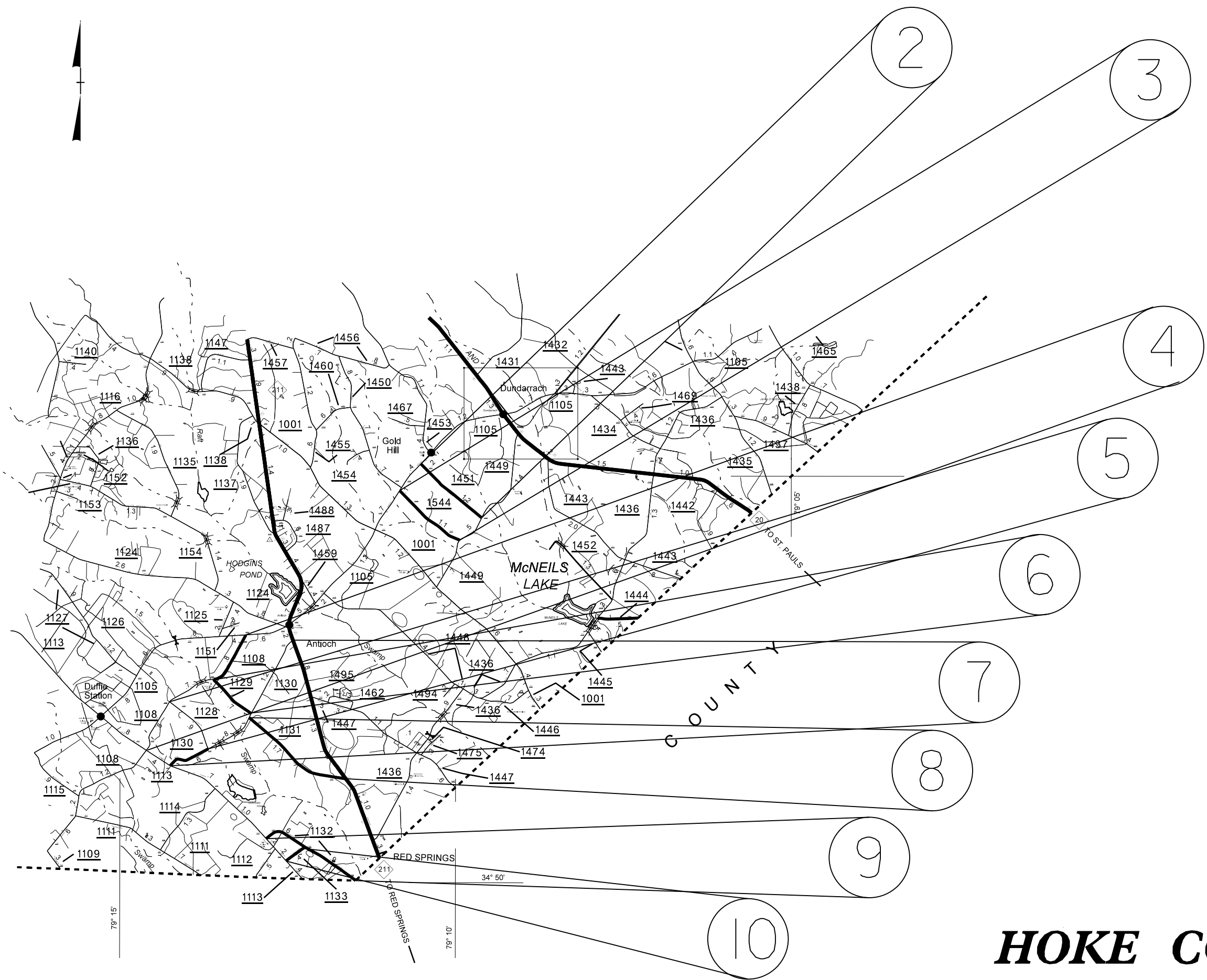
040397

05-FEB-2009 12:44  
sc19 At 01:18:32  
C:\sc19\Hoke\_Scotland\Hoke\_Scotland\_2020.dgn



**SCOTLAND COUNTY**

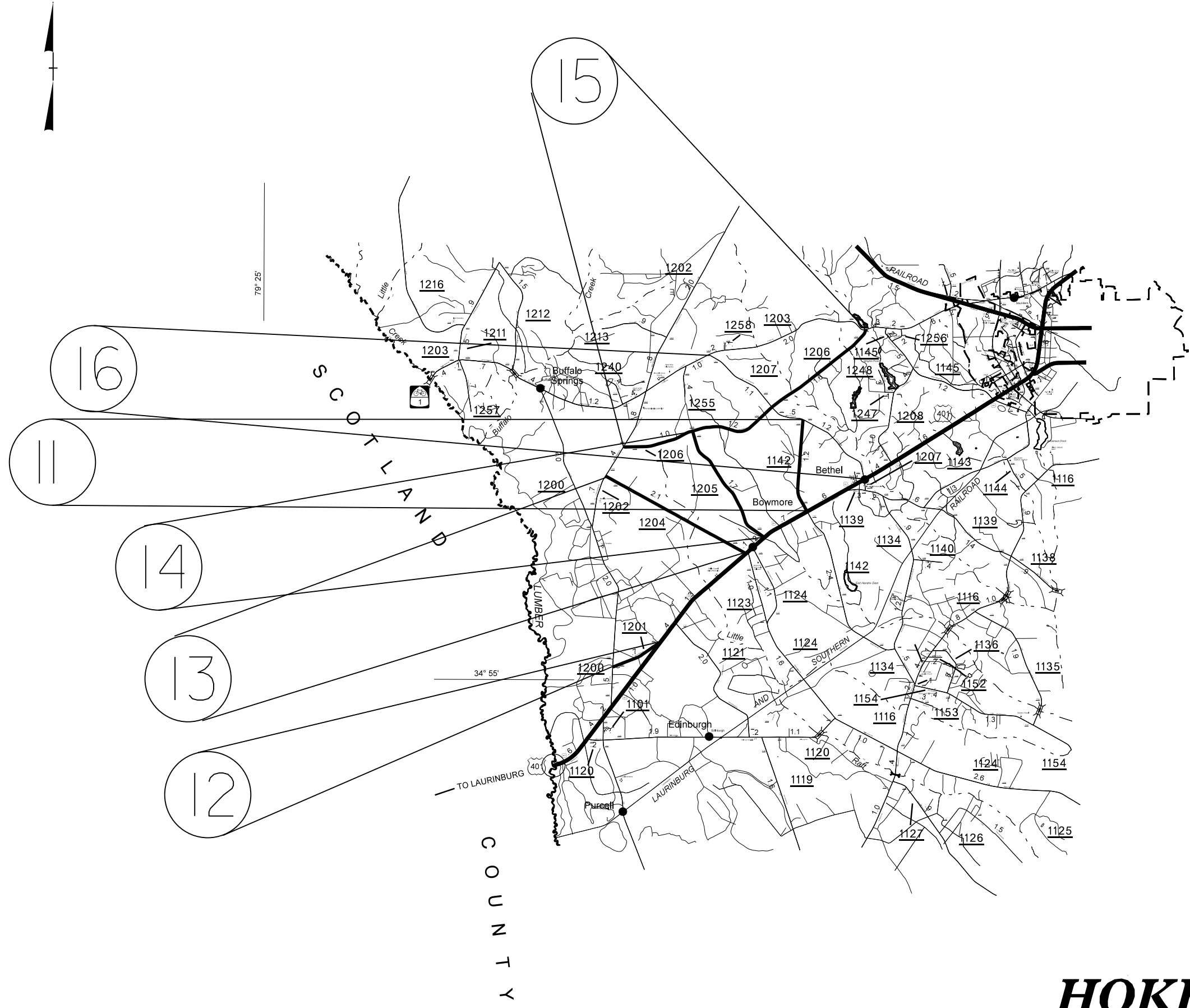
5/28/99



I2-MAR-2019 08:43  
 C:\div8\_projects\Resur\earing\SEALS\Mar-ch-2019\Hoke\_Scotland\Hoke\_Scotland\_2020.dgn  
 1114-1126

# HOKE COUNTY

5/28/99



09-FEB-2019 12:14  
 C:\div8\_projects\Resurfacing\SEALS\Mar-ch-2019\Hoke\_Scotland\Hoke\_Scotland\_2020.dgn  
 11/12/2011

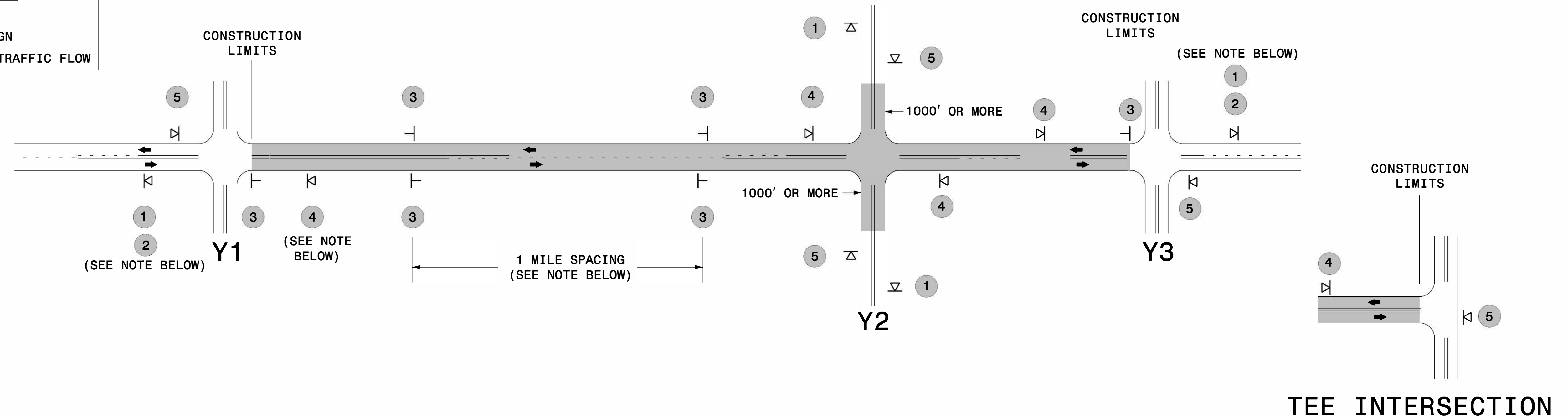
# HOKE COUNTY



# 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	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>STATIONARY SIGNING NOT REQUIRED 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		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.	
	3	 	<p>ALTERNATE THE FOLLOWING TWO SIGNS:</p> <ul style="list-style-type: none"> <li>STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</li> <li>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.</li> </ul> <p>AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
	4		<p>THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <ul style="list-style-type: none"> <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> </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 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.

**ADVANCE WARNING SIGNS FOR 2-LANE ROADWAY ASPHALT SURFACE TREATMENT**

5/12/2017 S:\TMD\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln - AST.dgn User:kddis