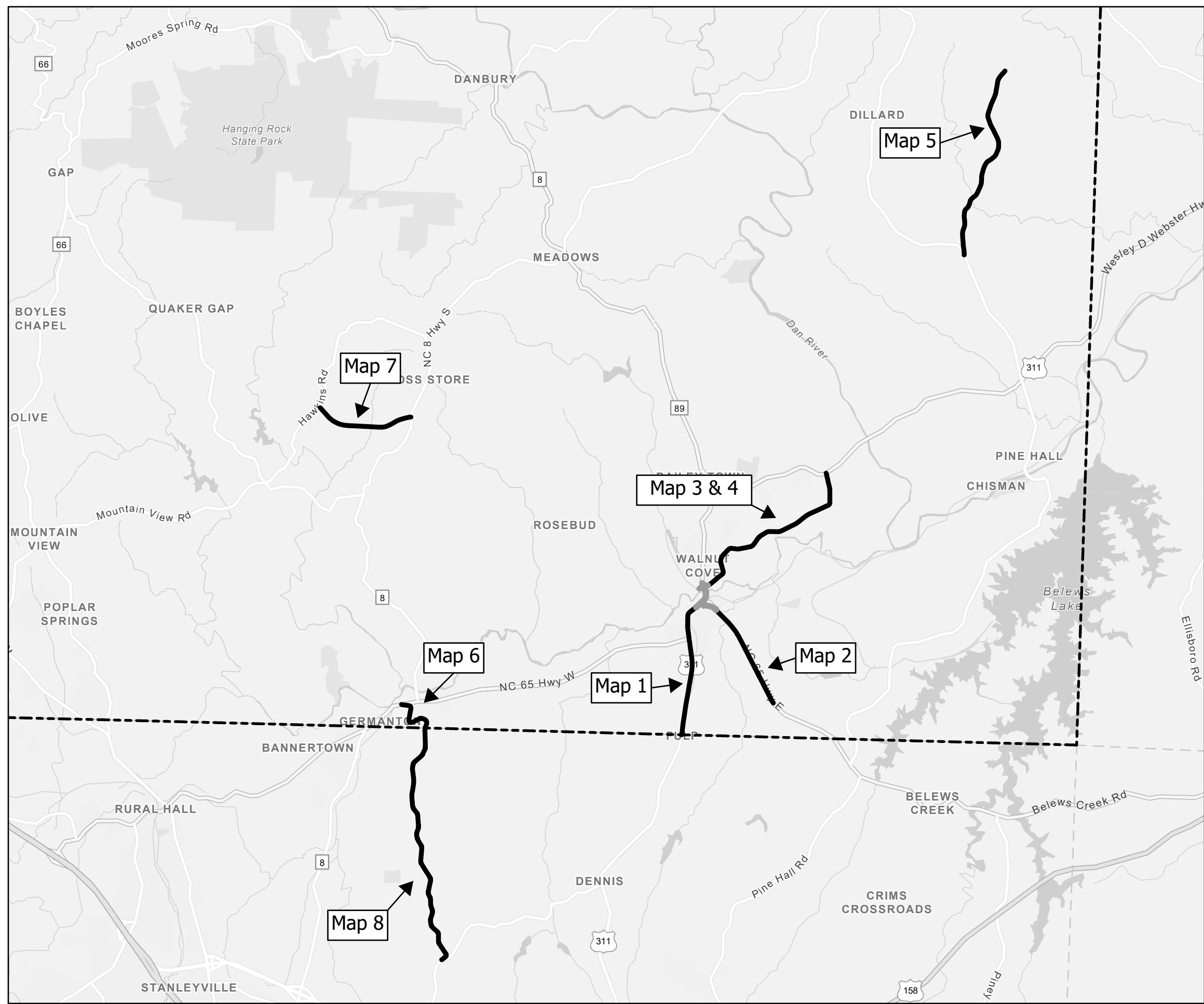


PROJECT REFERENCE NO.	SHEET NO.
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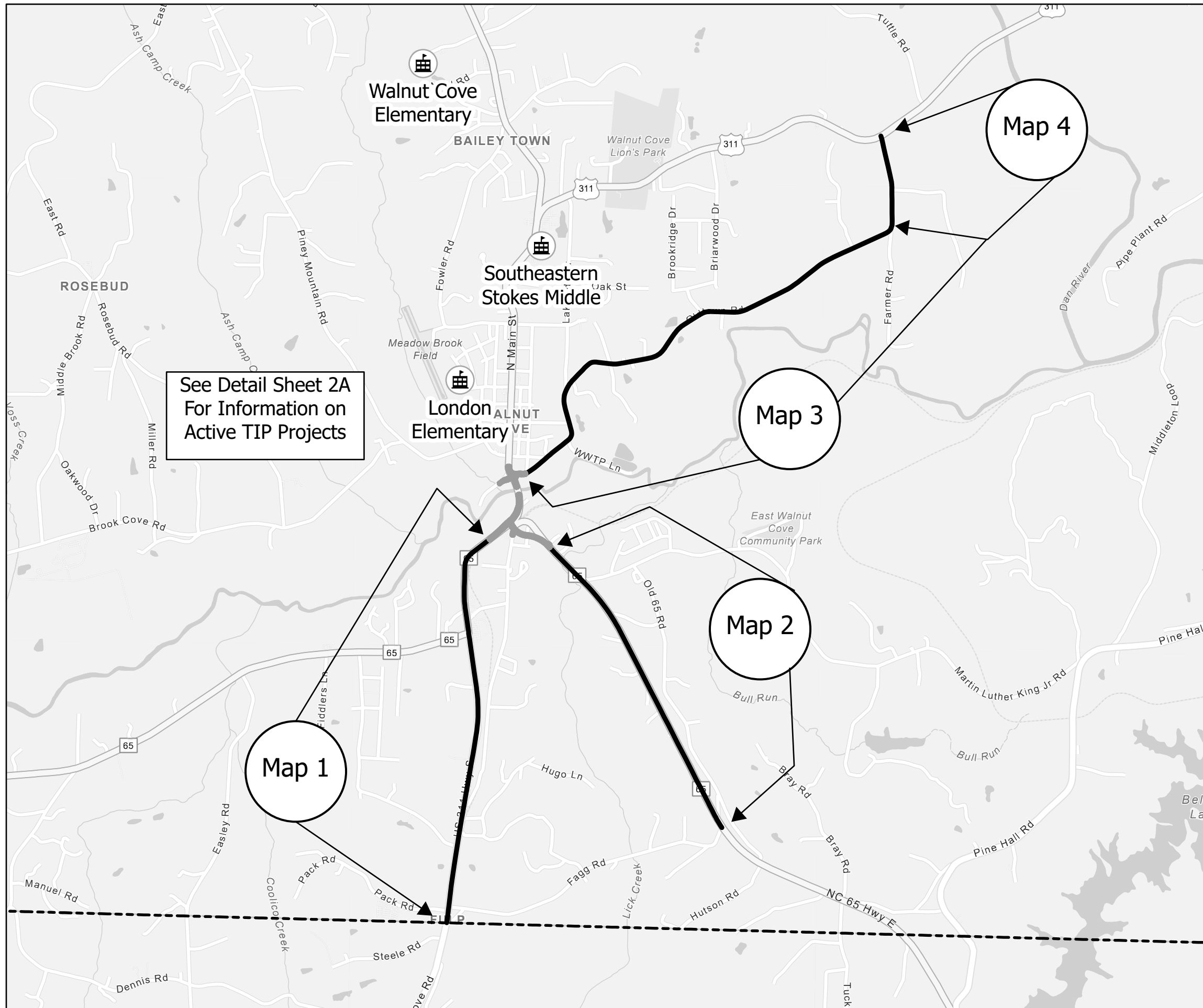
- Map 1 - US 311
Forsyth Co to Project R-5768
- Map 2 - NC 65
PVMT Joint at SR 1926 Fagg Rd to Project R-5768
- Map 3 - SR 1918 First St
From Project R-5828 to SR 1917 Farmer Rd
- Map 4 - SR 1917 Farmer Rd
From SR 1971 Farmer Rd to US 311
- Map 5 SR 1759 Bethesda Church Rd
From NC 772 to SR 1686 K-Ford Rd
- Map 6 SR 1953 Red Bank Rd
From NC 65 to Forsyth Co.
- Map 7 SR 1975 South Stokes School Rd
From NC 8 to SR 1973 Hawkins Rd
- Map 8 SR 1917 Red Bank Rd
Stokes Co to SR 2211 Baux Mtn Rd

- Legend**
- Contract Resurfacing Maps
 - Active NCDOT TIP Project
 - Stokes County Line



STOKES COUNTY
NORTH CAROLINA

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See Detail Sheet 2A
For Information on
Active TIP Projects

Map 1 US 311
From Forsyth Co to NC 65
Joining Project R-5768
Mill 0 - 1-1/2" Incidental Mill
Beginning, End & at all SR Intersections
Pave 1-1/2" S 9.5 C

Map 2 NC 65
PVMT Joint at SR 1926 Fagg Rd to
R-5768 project limit
Mill 0 - 1-1/2" Incidental Mill
Beginning, End & at all SR Intersections
Pave 1-1/2" S 9.5 C

Map 3 SR 1918 First St.
From Project Limits R-5828 to SR 1917
Farmer Rd
Mill 0 - 1-1/2" Incidental Mill
Beginning, End & at all SR Intersections
Pave 1-1/2" S 9.5 B

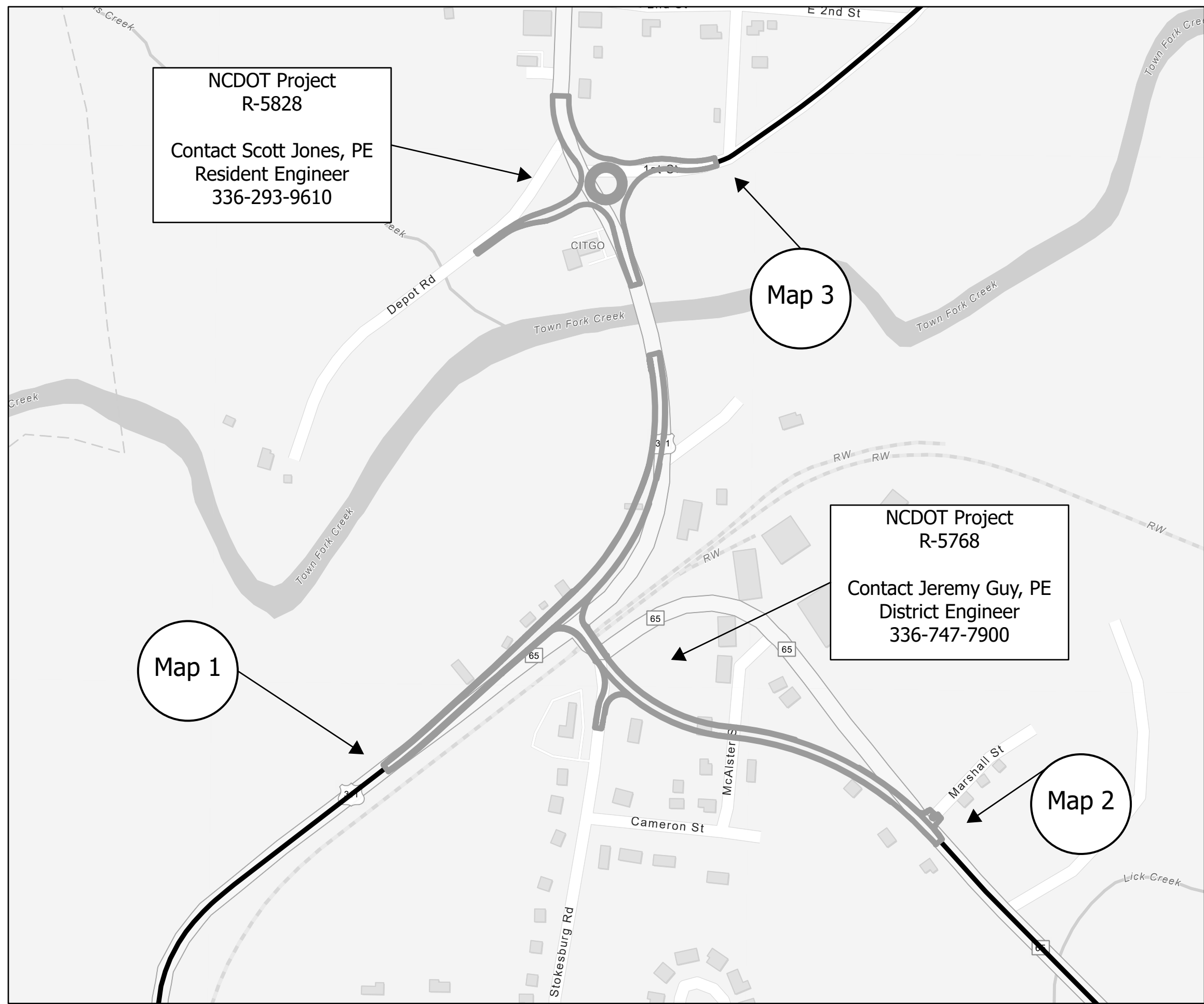
Map 4 SR 1917 Farmer Rd
From SR 1971 to US 311
Mill 1 1/2" Entire Width
Pave 1-1/2" S 9.5 B

Legend

- Contract Resurfacing Maps
- Active NCDOT TIP Project
- Stokes County Line
- Public Schools



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NCDOT Project
R-5828

Contact Scott Jones, PE
Resident Engineer
336-293-9610

NCDOT Project
R-5768

Contact Jeremy Guy, PE
District Engineer
336-747-7900

Map 1 US 311
From Forsyth Co to NC 65
Joining Project R-5768
Mill 0 - 1-1/2" Incidental Mill
Beginning, End & at all SR Intersections
Pave 1-1/2" S 9.5 C

Map 2 NC 65
PVMT Joint at SR 1926 Fagg Rd to
R-5768 project limit
Mill 0 - 1-1/2" Incidental Mill
Beginning, End & at all SR Intersections
Pave 1-1/2" S 9.5 C

Map 3 SR 1918 First St.
From Project Limits R-5825 to SR 1917
Farmer Rd
Mill 0 - 1-1/2" Incidental Mill
Beginning, End & at all SR Intersections
Pave 1-1/2" S 9.5 B

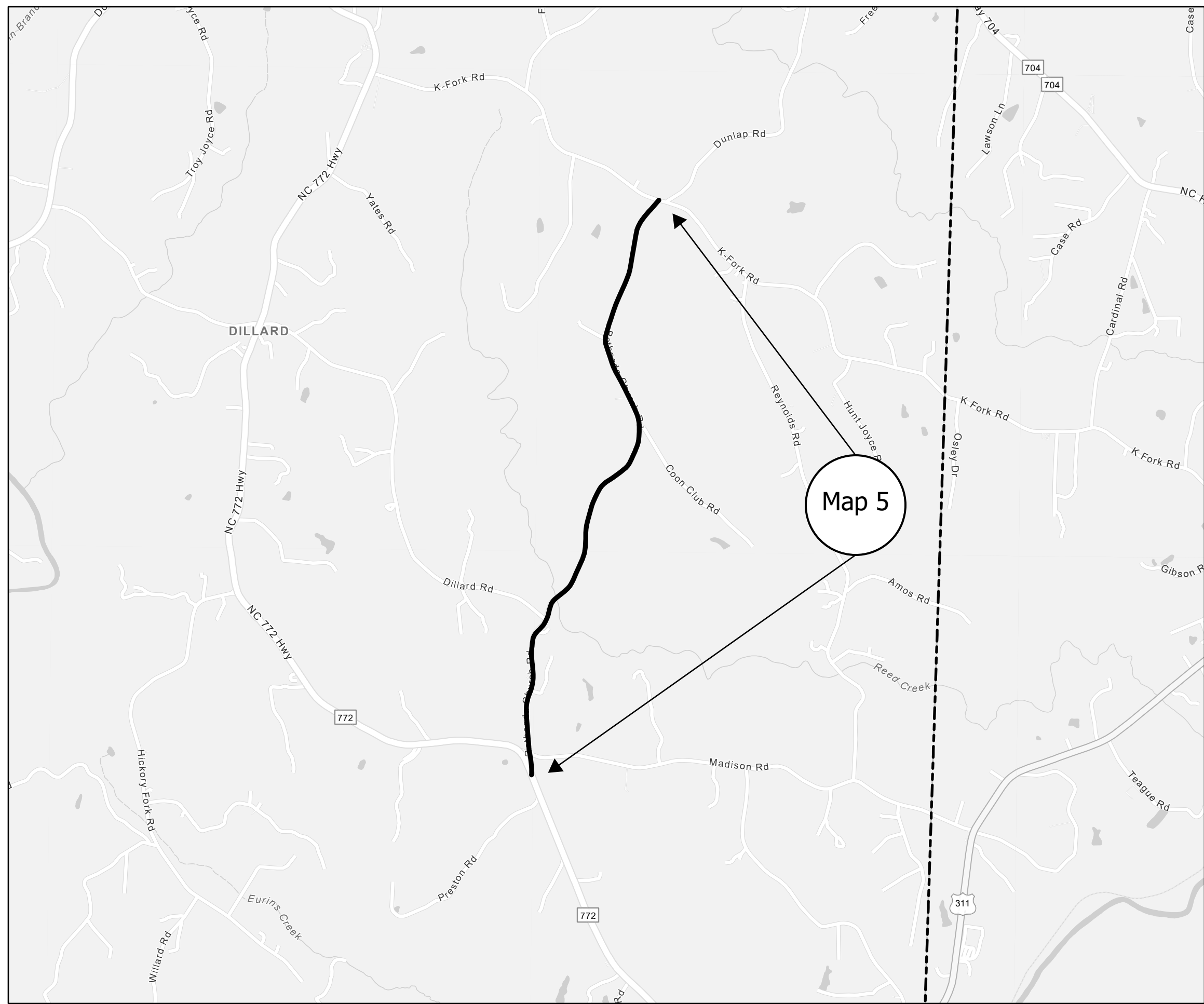
- Legend**
- Contract Resurfacing Maps
 - Active NCDOT TIP Project
 - Stokes County Line
 - Public Schools







STOKES COUNTY
NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
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Map 5 SR 1759 Bethesda Church Rd
 From NC 772 to SR 1686 K-Fork Rd
 Mill 1-1/2" Entire Width
 Pave 1-1/2" S 9.5 B



Legend

-  Contract Resurfacing Maps
-  Active NCDOT TIP Project
-  Stokes County Line
-  Public Schools



STOKES COUNTY
 NORTH CAROLINA





PROJECT REFERENCE NO.	SHEET NO.
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Map 6 SR 1953 Red Bank Rd
From NC 65 to Forsyth Co. Line
Mill 1-1/2" Entire Width
Pave 1-1/2" S 9.5 B

Map 8 SR 1953 Red Bank Rd
From NC 65 to Forsyth Co. Line
Mill 1-1/2" Entire Width
Pave 1-1/2" S 9.5 B



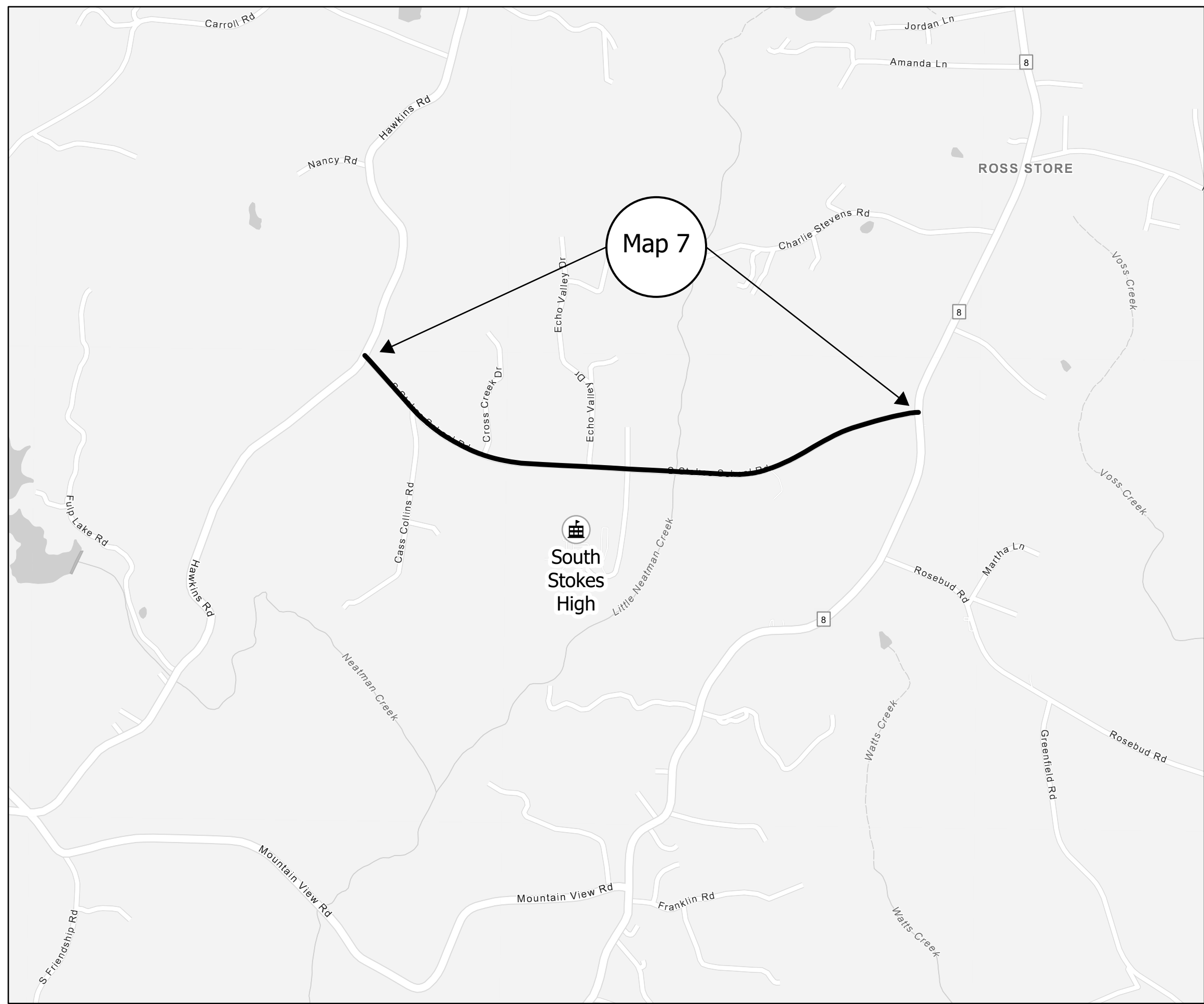
Legend

-  Contract Resurfacing Maps
-  Active NCDOT TIP Project
-  Stokes County Line
-  Public Schools







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2023CPT.09.09.10851 2023CPT.09.10.20851 2023CPT.09.26.20341	5

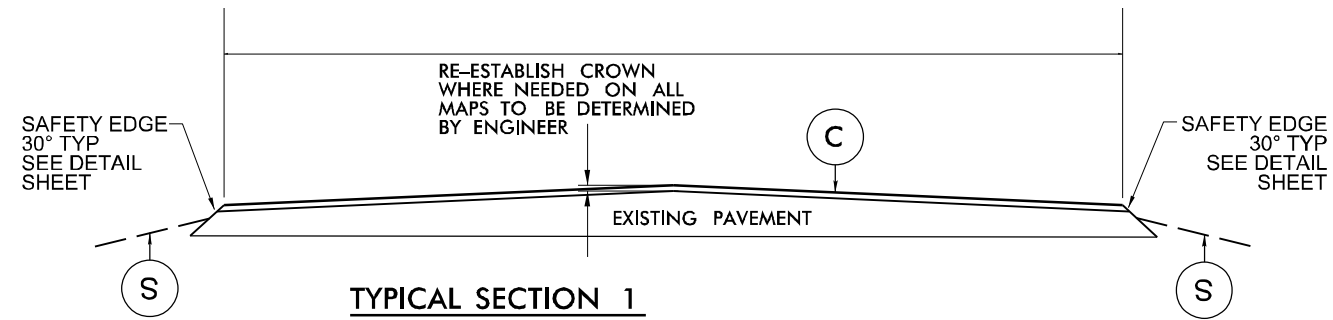
Map 7 SR 1975 South Stokes School Rd
 From NC 8 to SR 1973 Hawkins Rd
 Mill 1-1/2" Entire Width
 Pave 1-1/2" S 9.5 B



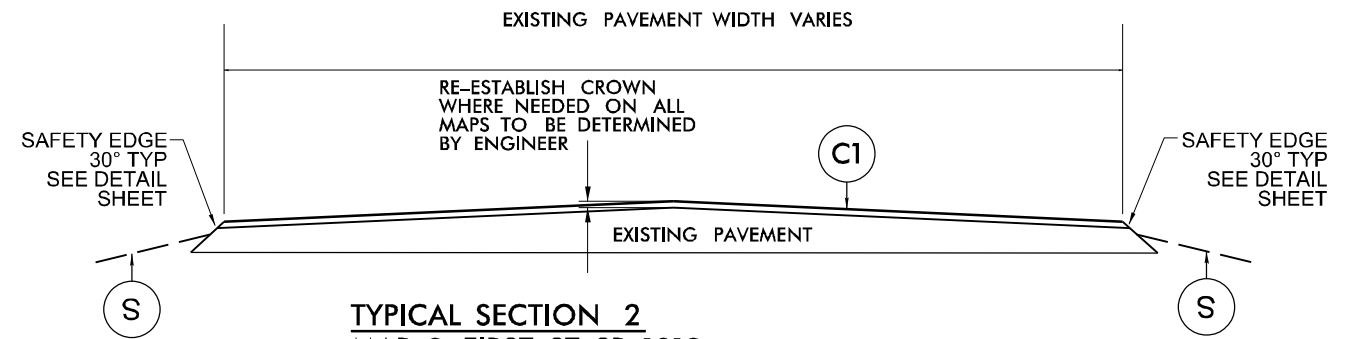
Legend

-  Contract Resurfacing Maps
-  Active NCDOT TIP Project
-  Stokes County Line
-  Public Schools

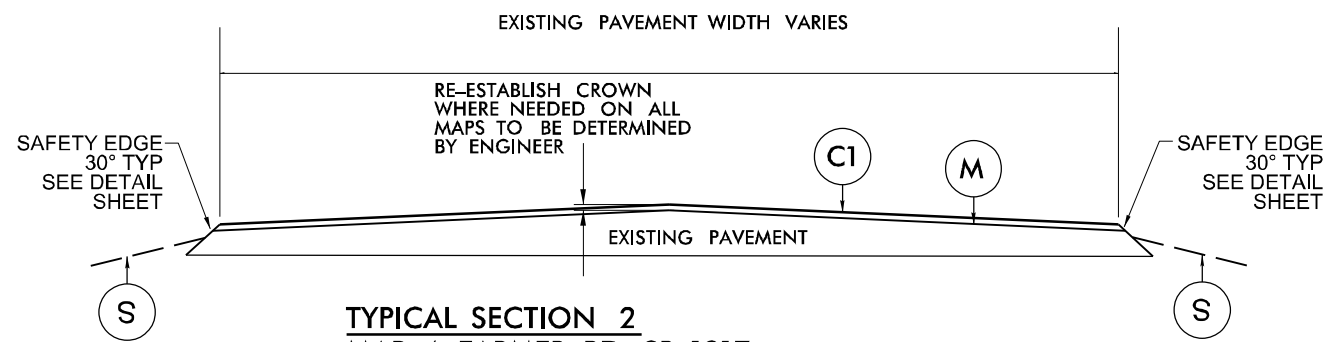




TYPICAL SECTION 1
MAP 1 US-311
MAP 2 NC-65

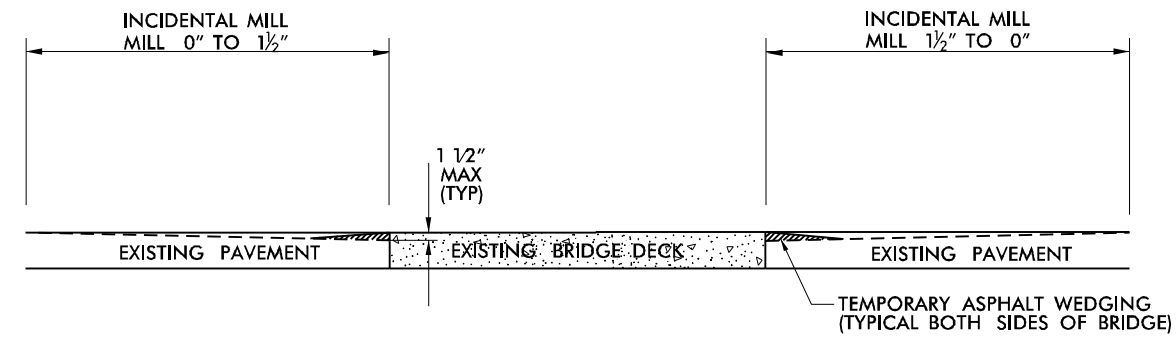


TYPICAL SECTION 2
MAP 3 FIRST ST SR-1918

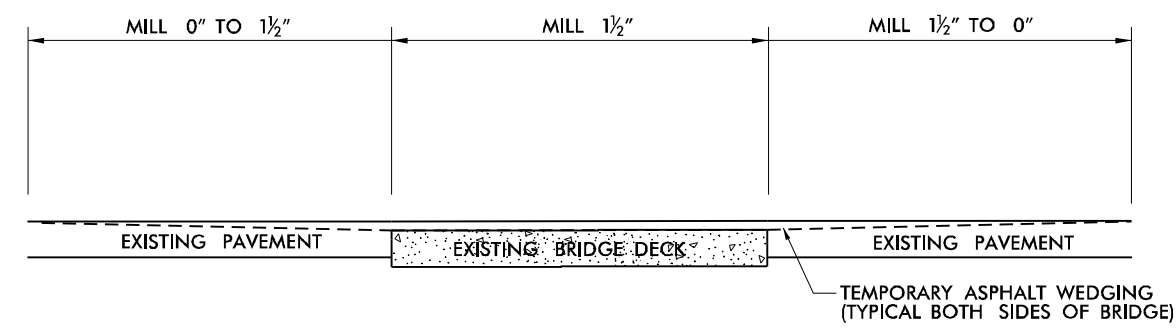


TYPICAL SECTION 2
MAP 4 FARMER RD SR-1917
MAP 5 BETHESDA CHURCH RD SR-1759
MAP 6 RED BANK RD SR-1953
MAP 7 SOUTH STOKES SCHOOL RD SR-1975
MAP 8 RED BANK RD SR-1917

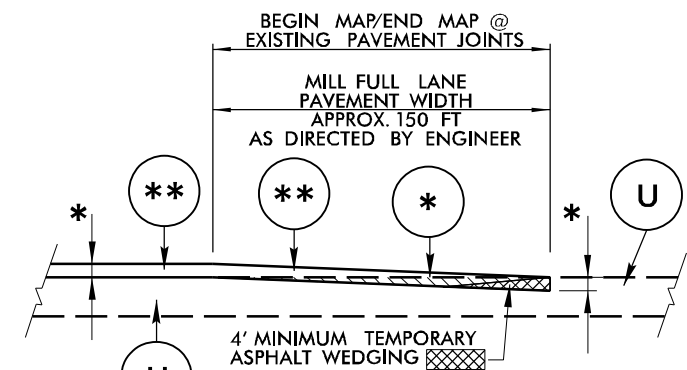
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
M	MILL ASPHALT PAVEMENT, 1½" DEPTH ENTIRE WIDTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)



**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)

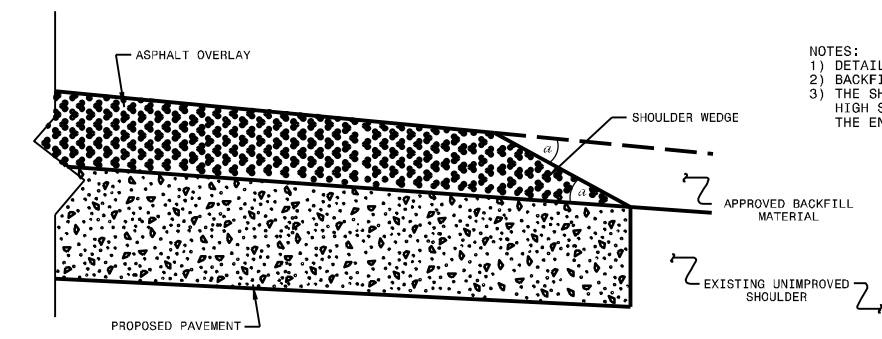


**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)



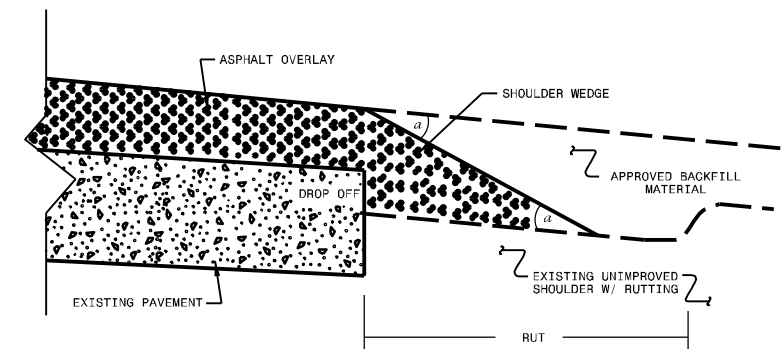
- * MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS AND BRIDGE DATA SHEETS
- ** MILL SR. Y-LINES APPROX. 50' AS DIRECTED BY ENGINEER
- *** SEE TYPICALS FOR MIX TYPE

INCIDENTAL TIE-IN MILLING DETAIL

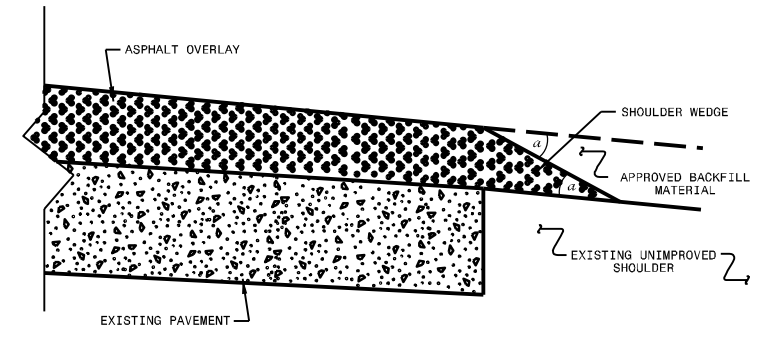


SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)

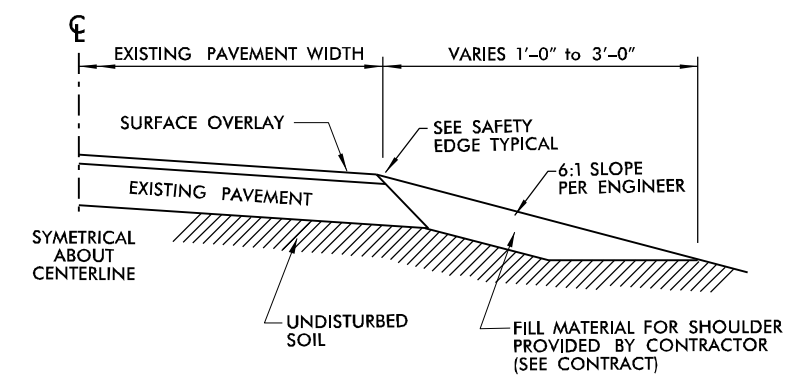
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFG AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.



SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)



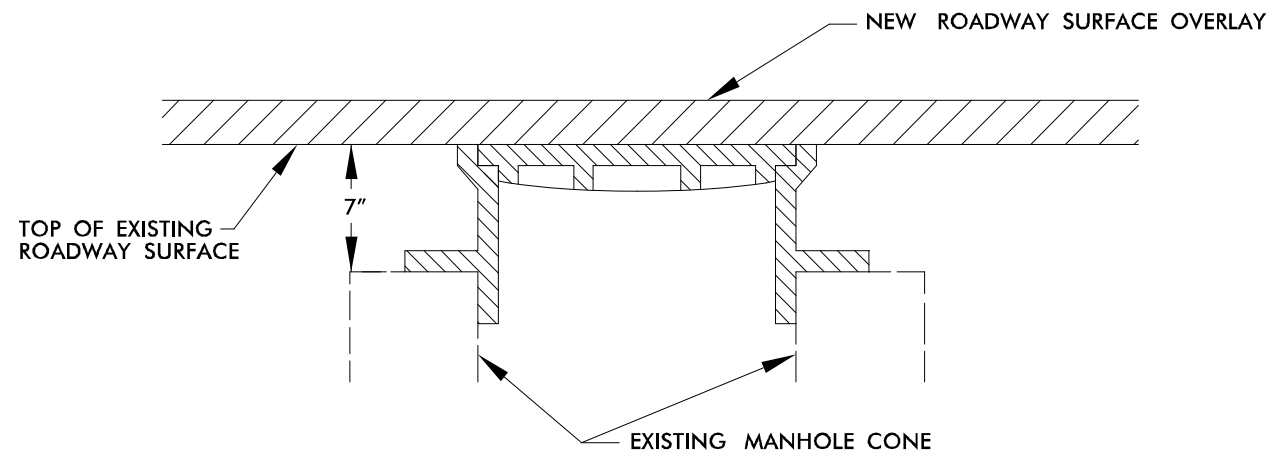
SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



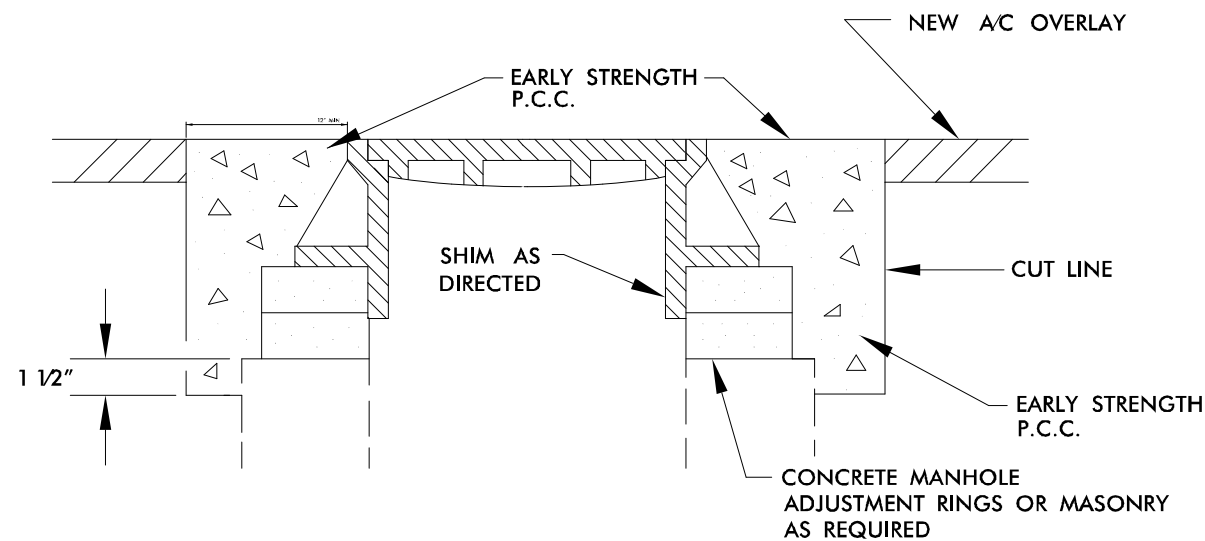
SHOULDER RECONSTRUCTION

CONSTRUCTION NOTES:

1. ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".
2. CONSTRUCTION SHALL PROGRESS IN PHASES, IN THE ORDER INDICATED BELOW:
 - PHASE 1 - MILLING AND PATCHING (WHEN REQUIRED)
 - PHASE 2 - SURFACE OVERLAY
 - PHASE 3 - SHOULDER DROP-OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)
 - PHASE 4 - UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVE/METER BOX RING/COVER, CATCH BASIN GRATE/COVER, DROP INLET GRATE/COVER, ETC.) WHEN REQUIRED.
3. BRIDGES THAT HAVE FLOOR DRAINS, SHALL HAVE ALL FLOOR DRAINS LEFT OPEN. EXTRA CARE SHALL BE EXERCISED IN MILLING (IF REQUIRED) AND IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE.
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).
5. FOR TWO-LANE ROADWAYS - IT SHALL BE UNDERSTOOD THAT TYPICALLY ON A ROADWAY MEASURING 20 FEET OR LESS IN WIDTH, THE CENTER OF THE WHITE EDGELINE SHALL BE LOCATED SIX INCHES FROM THE EDGE OF PAVEMENT ON EITHER SIDE OF THE ROADWAY; ON A ROADWAY MEASURING 22 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 10 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 24 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 11 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 26 FEET OR MORE IN WIDTH, TRAVEL LANES SHALL MEASURE 12 FEET AND THE WHITE EDGELINE SHALL BE LOCATED NO LESS THAN ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE. THIS SHALL BE STANDARD PRACTICE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
6. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.
7. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.
8. REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y-LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION



STEP 1



STEPS 2,3, & 4

- STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE
- STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.
- STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.
- STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS AS DIRECTED.

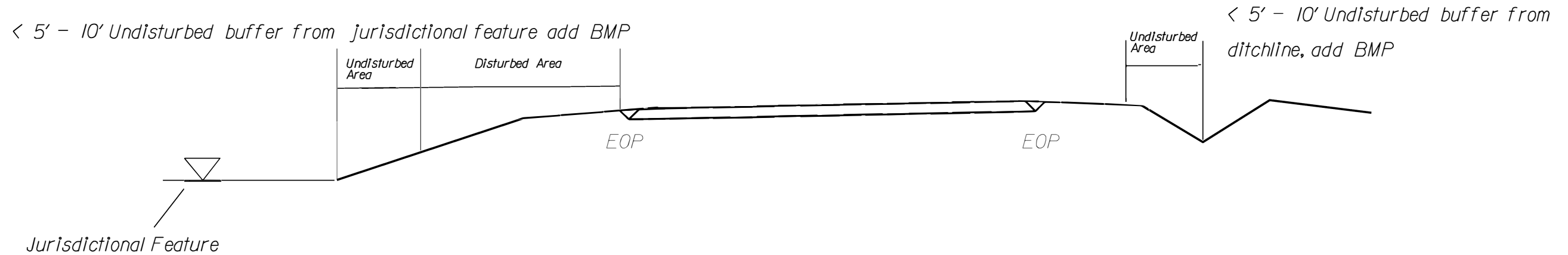
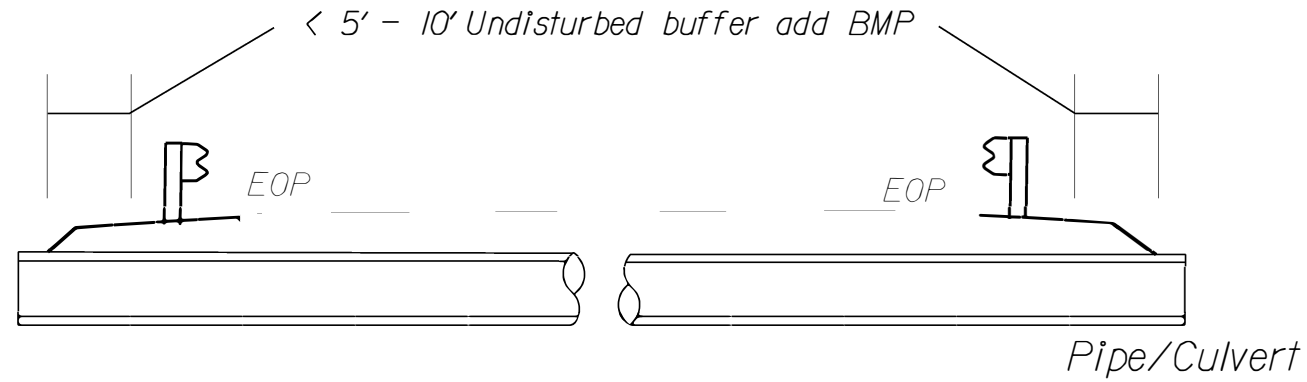
MANHOLE ADJUSTMENT DETAIL

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

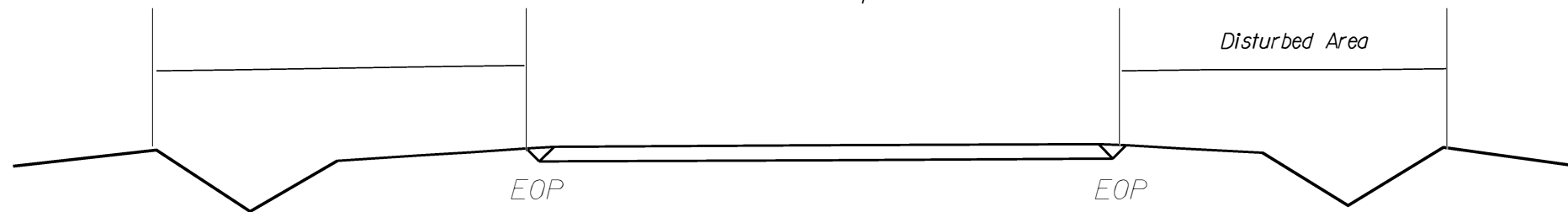
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

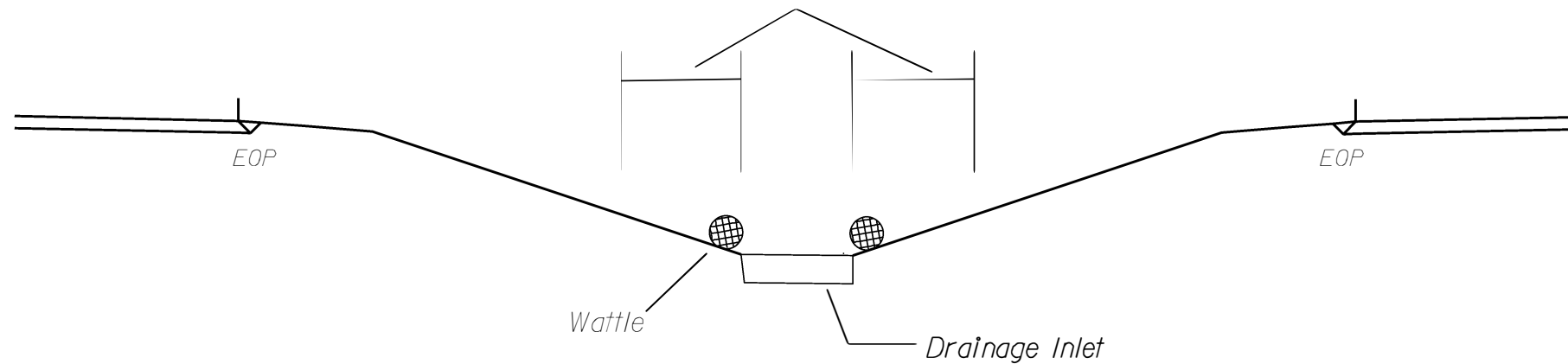
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Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed



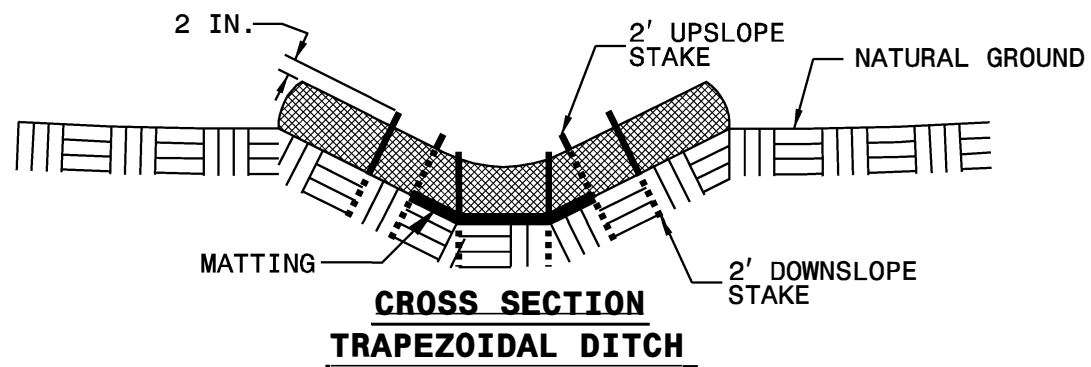
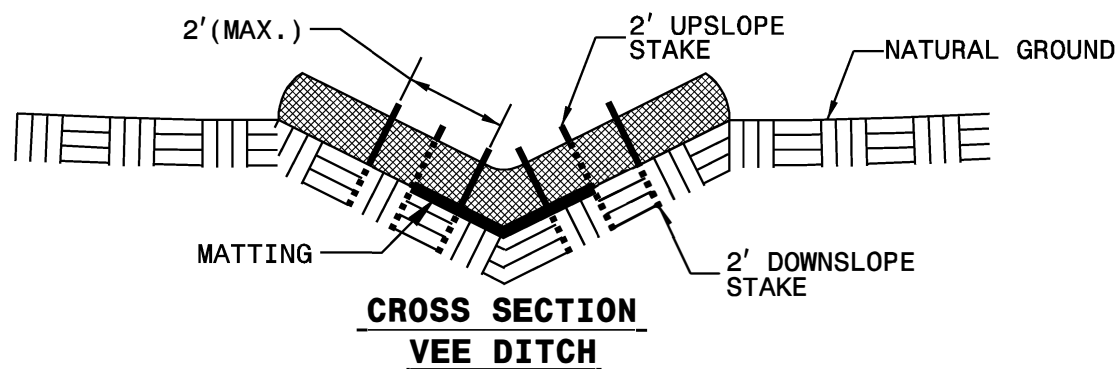
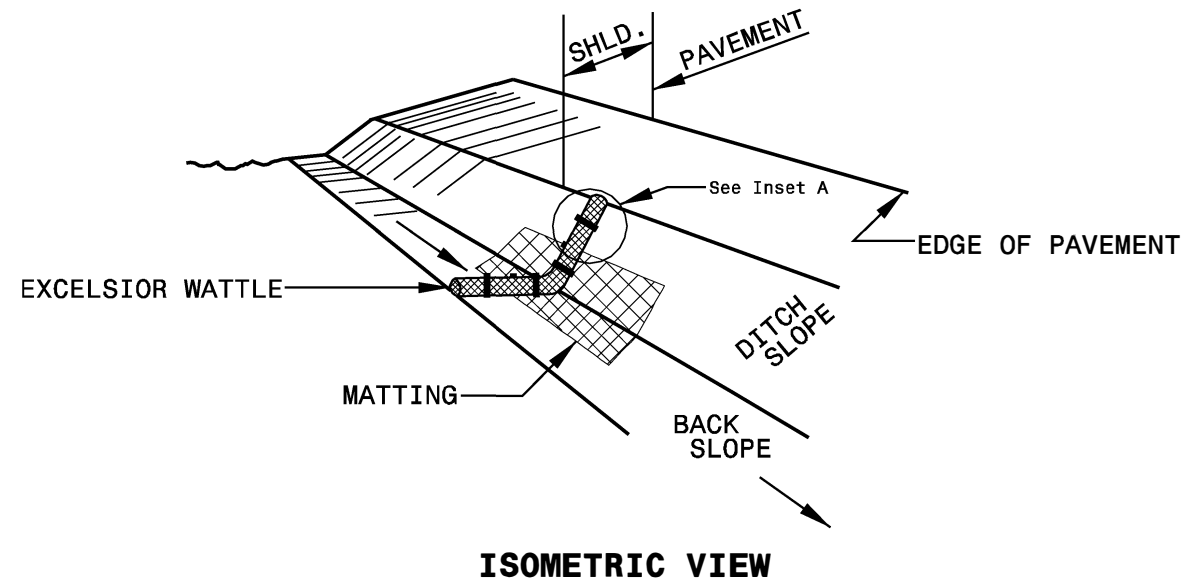
< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

2023CPT.09.09.10851	SHEET NO.
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2023CPT.09.26.20341	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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.

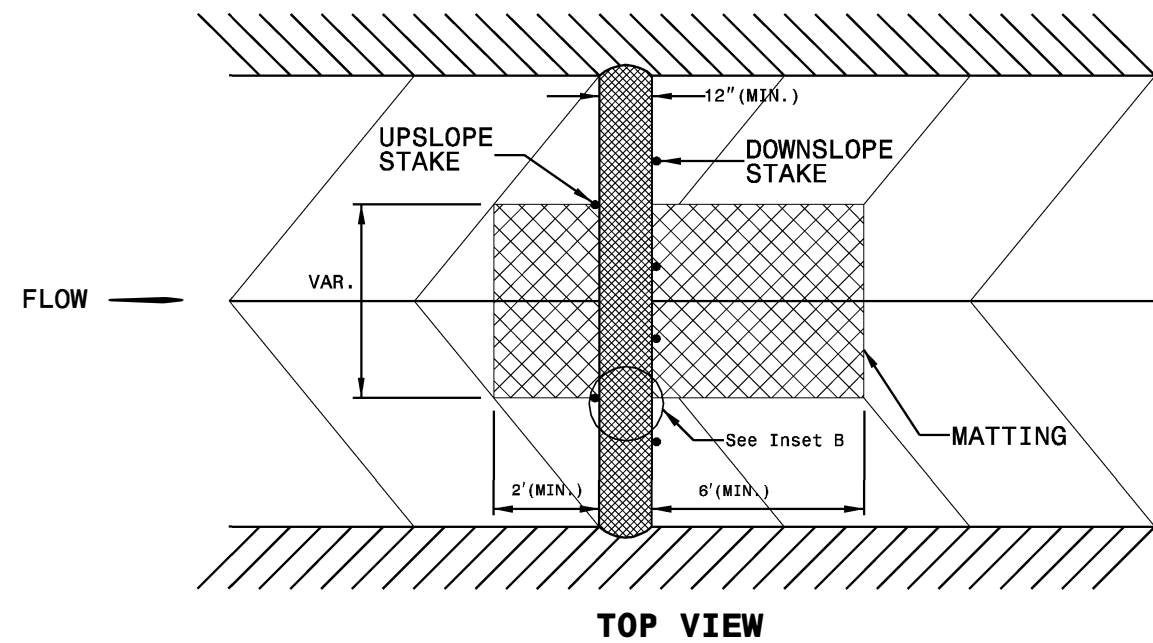
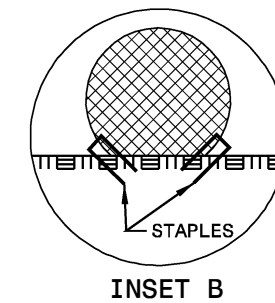
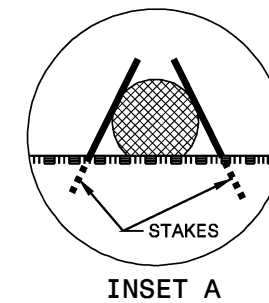
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.



PROJECT NO.	SHEET NO.	TOTAL NO.
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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	0106000000-E	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	6000000000-E	6071010000-E		
												BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	TEMPORARY SILT FENCE	WATTLE		
											MI	FT	CY	TONS	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	LF	LF	
2023CPT.09.09.10851	Stokes	1	US-311	FROM FORSYTH COUNTY LINE TO APPROX. 0.46M NORTH OF NC65 W (JOINING PROJECT R5768 IN WALNUT COVE)	1	2	2WU	NO	NO	2.08	23-35	250	110	4.16	803		2,442		3,032	182	10	832	83		
TOTAL FOR MAP NO. 1											2.08		250	110	4.16	803		2,442		3,032	182	10	832	83	
2023CPT.09.09.10851	Stokes	2	NC-65	FROM PVT JOINT AT FAGG RD SR1926 TO PROJECT R5768 LIMITS IN WALNUT COVE	1	2	2WD	NO	NO	1.76	25	211	105	3.52	679		1,574		2,434	147	10	704	70		
TOTAL FOR MAP NO. 2											1.76		211	105	3.52	679		1,574		2,434	147	10	704	70	
TOTAL FOR PROJ NO. 2023CPT.09.09.10851											3.84		461	215	7.68	1,482		4,016		5,466	329	20	1,536	153	
2023CPT.09.10.20851	Stokes	3	SR-1918 / FIRST ST	FROM PROJ LIMITS R5828 (WALNUT COVE) TO FARMER RD SR1917	3	2	2WD	NO	NO	2.54	25	305	96	5.08	980		1,356	3,455		232	10	1,016	102		
TOTAL FOR MAP NO. 3											2.54		305	96	5.08	980		1,356	3,455		232	10	1,016	102	
2023CPT.09.10.20851	Stokes	4	SR-1917 / FARMER RD	FROM FARMER RD SR1971 TO US311	2	2	2WD	NO	NO	0.5	25	60	10	1.00	193	7,333		651		44		200	20		
TOTAL FOR MAP NO. 4											0.5		60	10	1.00	193	7,333		651		44		200	20	
2023CPT.09.10.20851	Stokes	5	SR-1759 / BETHESDA CHURCH RD	FROM NC772 TO K-FORK RD SR1686	2	2	2WD	NO	NO	3.197	24	384	120	6.39	1,234	45,014	370	4,106		276	10	1,279	128		
TOTAL FOR MAP NO. 5											3.197		384	120	6.39	1,234	45,014	370	4,106		276	10	1,279	128	
2023CPT.09.10.20851	Stokes	6	SR-1953 / RED BANK RD	FROM FORSYTH COUNTY LINE TO NC65	2	2	2WU	NO	NO	0.765	22	92	40	1.53	295	9,874	236	901		61	10	306	31		
TOTAL FOR MAP NO. 6											0.765		92	40	1.53	295	9,874	236	901		61	10	306	31	
2023CPT.09.10.20851	Stokes	7	SR-1975 / SOUTH STOKES SCHOOL RD	FROM NC8 TO HAWKINS RD SR1973	2	2	2WU	NO	NO	1.575	24.5	189	45	3.15	608	23,012	615	2,118		142	10	630	63		
TOTAL FOR MAP NO. 7											1.575		189	45	3.15	608	23,012	615	2,118		142	10	630	63	
TOTAL FOR PROJ NO. 2023CPT.09.10.20851											8.577		1,030	311	17.15	3,310	85,233	2,577	11,231		755	40	3,431	344	
2023CPT.09.26.20341	Forsyth	8	SR-1917 / RED BANK RD	FROM STOKES COUNTY LINE TO BAUX MOUNTAIN RD SR2211	2	2	2WU	NO	NO	3.95	22	474	110	7.90	1,525	51,219	5,381	4,802		322	10	1,580	158		
TOTAL FOR MAP NO. 8											3.95		474	110	7.90	1,525	51,219	5,381	4,802		322	10	1,580	158	
TOTAL FOR PROJ NO. 2023CPT.09.26.20341											3.95		474	110	7.90	1,525	51,219	5,381	4,802		322	10	1,580	158	
GRAND TOTAL											16.367		1,965	636	32.73	6,317	136,452	11,974	16,033		5,466	1,406	70	6,547	655

Note: All quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received

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THERMOPLASTIC AND PAINT QUANTITIES

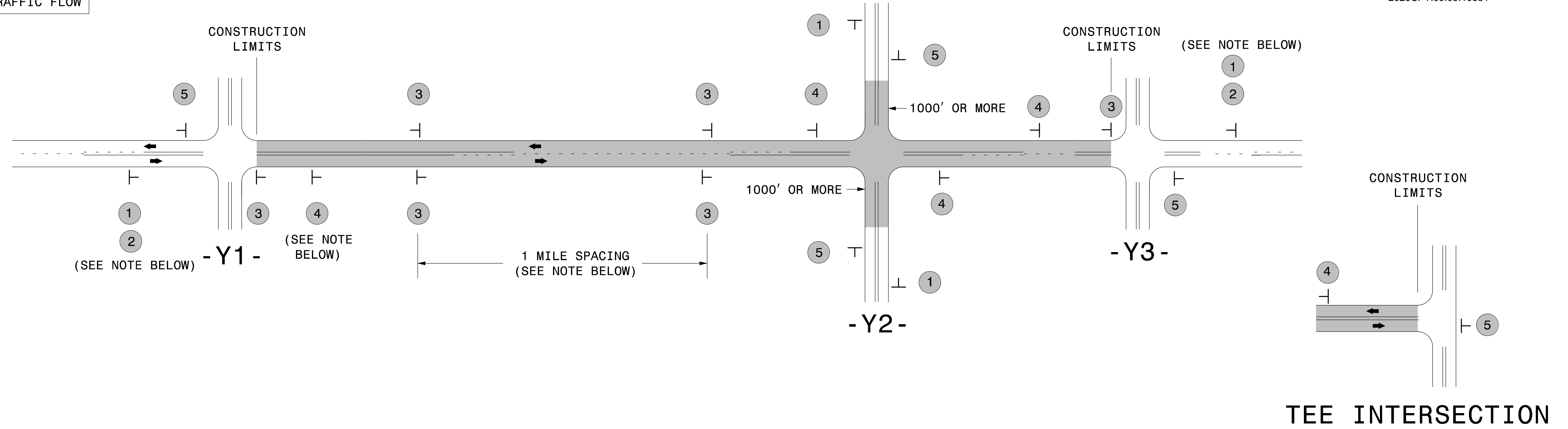
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E		4688000000-E		4709000000-E	4720000000-E		4810000000-E	4895000000-N	
								MI	FT	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS)	THERMO RXR 90 M	THERMO MSG SCHOOL 90 M	4" YELLOW PAINT	NON CAST SNOWPLOWABLE MARKER	
									SF	LS	LF	LF	LF	LF	LF	EA	EA	LF	EA		
2023CPT.09.09.10851	Stokes	1	US-311	FROM FORSYTH COUNTY LINE TO APPROX. 0.46M NORTH OF NC65 W (JOINING PROJECT R5768 IN WALNUTCOVE)	1	2	2WU	2.08	23-35	233	1			22,381	22,381	104	2			140	
TOTAL FOR MAP NO. 1								2.08		233	1			22,381	22,381	104	2			140	
2023CPT.09.09.10851	Stokes	2	NC-65	FROM PVT JOINT AT FAGG RD SR1926 TO PROJECT R5768 LIMITS IN WALNUT COVE	1	2	2WD	1.76	25	195				18,938	18,938					116	
TOTAL FOR MAP NO. 2								1.76		195				18,938	18,938					116	
TOTAL FOR PROJ NO. 2023CPT.09.09.10851								3.84		428	1.000			41,319	41,319	104	2				256
										82,638				2							
2023CPT.09.10.20851	Stokes	3	SR-1918 / FIRST ST	FROM PROJ LIMITS R5828 (WALNUT COVE) TO FARMER RD SR1917	3	2	2WD	2.54	25	285			27,330	27,330							
TOTAL FOR MAP NO. 3								2.54		285			27,330	27,330							
2023CPT.09.10.20851	Stokes	4	SR-1917 / FARMER RD	FROM FARMER RD SR1971 TO US311	2	2	2WD	0.5	25	56			5,380	5,380						5,380	
TOTAL FOR MAP NO. 4								0.5		56			5,380	5,380						5,380	
2023CPT.09.10.20851	Stokes	5	SR-1759 / BETHESDA CHURCH RD	FROM NC772 TO K-FORK RD SR1686	2	2	2WD	3.197	24	352				34,400	34,400					34,400	
TOTAL FOR MAP NO. 5								3.197		352			34,400	34,400						34,400	
2023CPT.09.10.20851	Stokes	6	SR-1953 / RED BANK RD	FROM FORSYTH COUNTY LINE TO NC65	2	2	2WU	0.765	22	84				8,231	8,231					8,231	
TOTAL FOR MAP NO. 6								0.765		84			8,231	8,231						8,231	
2023CPT.09.10.20851	Stokes	7	SR-1975 / SOUTH STOKES SCHOOL RD	FROM NC8 TO HAWKINS RD SR1973	2	2	2WU	1.575	24.5	175			16,947	16,947			96	12	16,947		
TOTAL FOR MAP NO. 7								1.575		175			16,947	16,947			96	12	16,947		
TOTAL FOR PROJ NO. 2023CPT.09.10.20851								8.577		952			49,657	49,657	42,631	42,631	96		12	64,958	
										99,314		85,262		12							
2023CPT.09.26.20341	Forsyth	8	SR-1917 / RED BANK RD	FROM STOKES COUNTY LINE TO BAUX MOUNTAIN RD SR2211	2	2	2WU	3.95	22	446				42,502	42,502					42,502	
TOTAL FOR MAP NO. 8								3.95		446			42,502	42,502						42,502	
TOTAL FOR PROJ NO. 2023CPT.09.26.20341								3.95		446			42,502	42,502						42,502	
										85,004											
GRAND TOTAL								16.367		1,826	1.000		49,657	49,657	126,452	126,452	200	2	12	107,460	256
										99,314		252,904		14							

Note: All quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities recieved

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

2023CPT.09.09.10851



MAINLINE (-L-) SIGNING

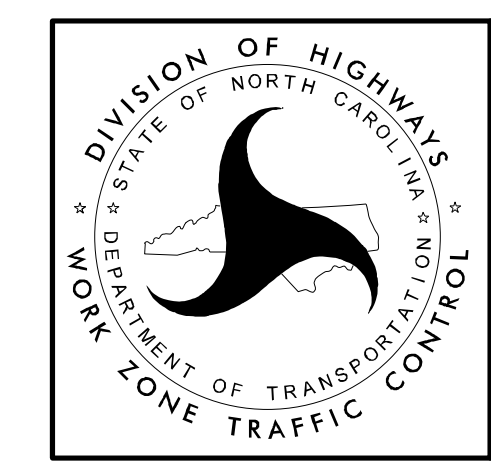
-Y- LINE SIGNING

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>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <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		#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		- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4		- 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	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