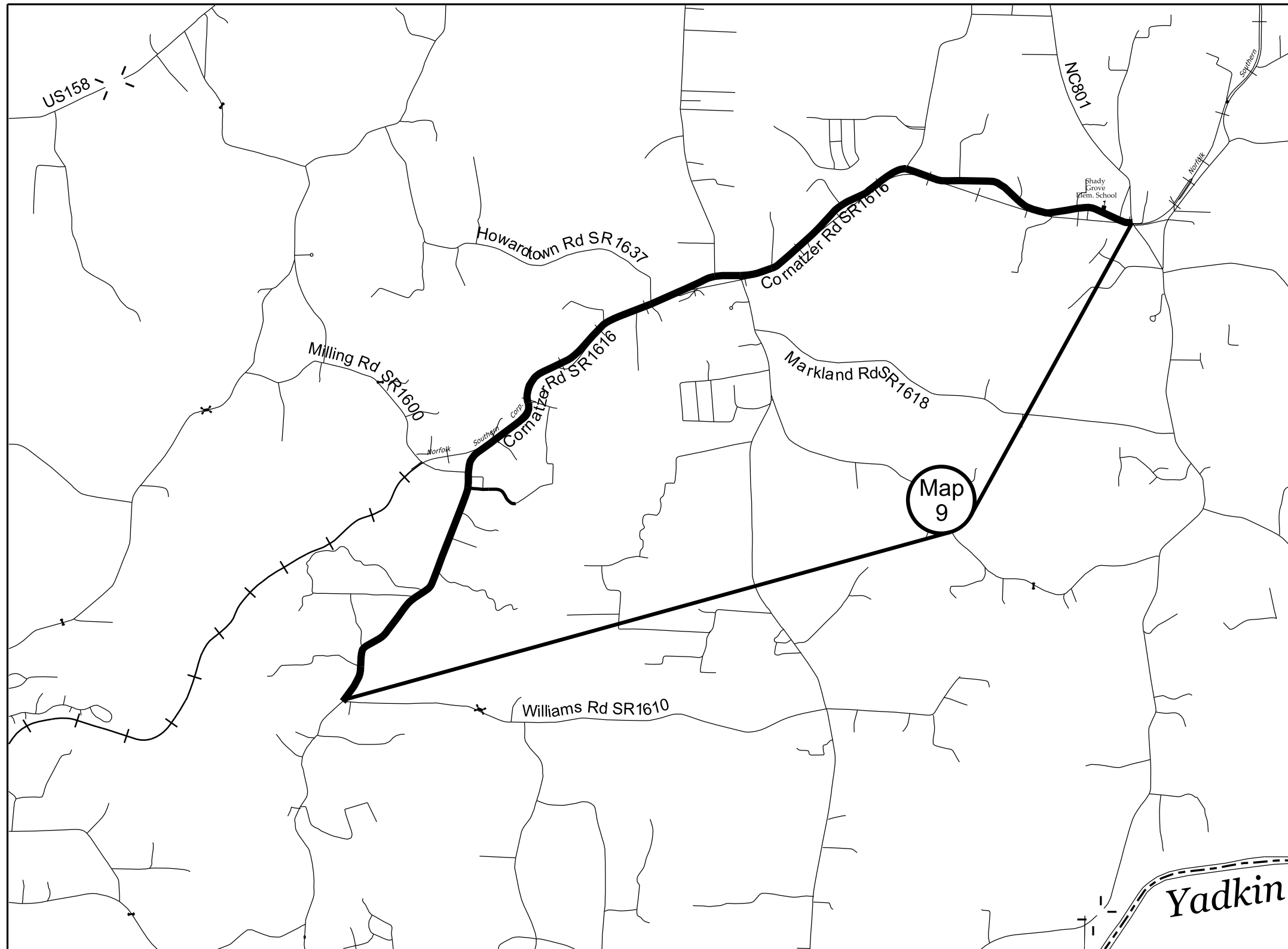
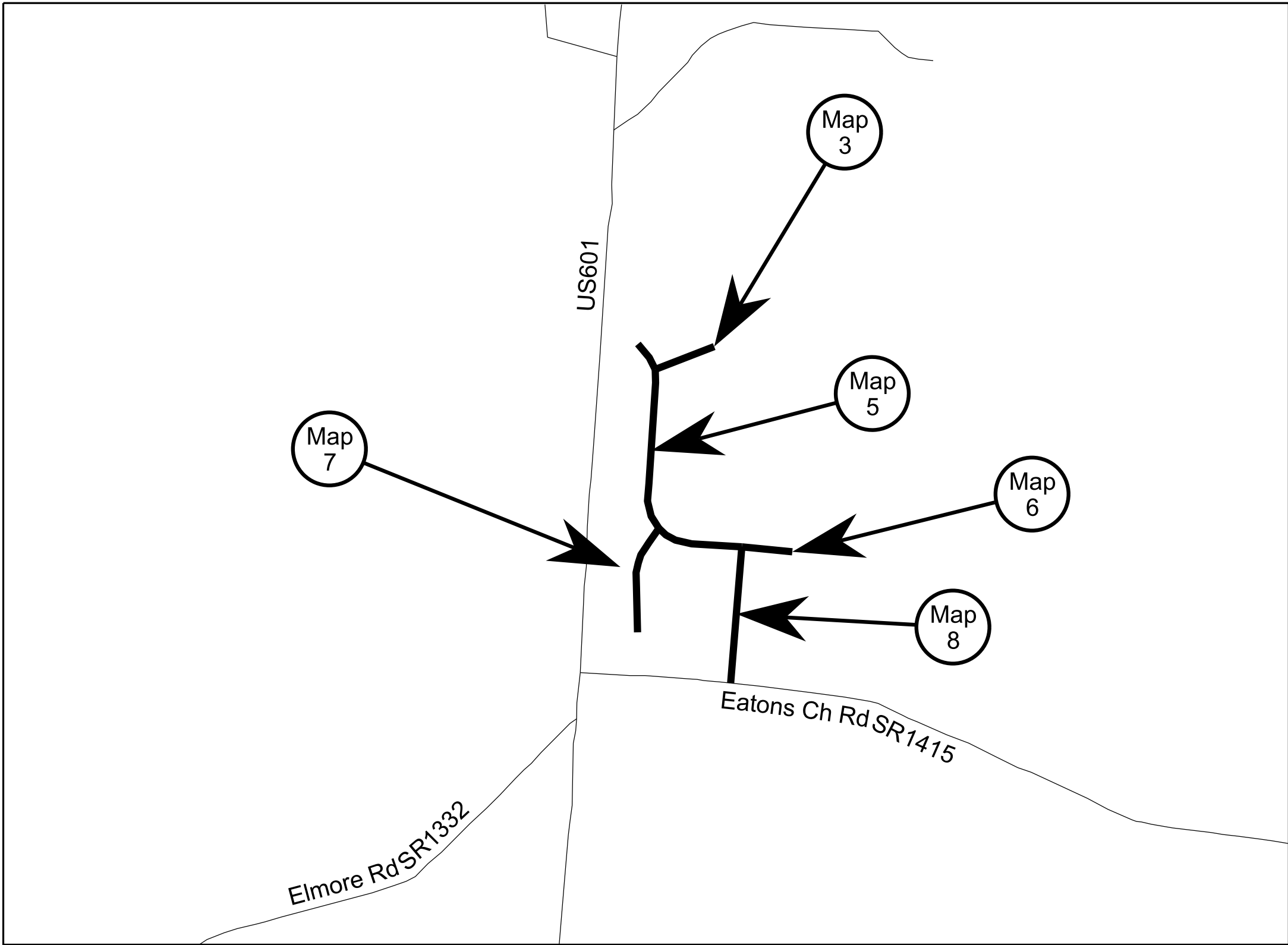


PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.03.10301 2022CPT.09.04.20301	5



Map 9 Cornatzer Rd SR1616 from  
Williams Rd SR1610 to NC801  
Mill 0-1 1/2" incidental milling end,  
beginning and at all SR intersections  
Pave 1 1/2" S9.5B

**DAVIE COUNTY**  
NORTH CAROLINA



Map 3 Pen Ct SR1522 from  
Greenfield Rd SR1520 to culdesac  
Pave 1" S4.75A

Map 5 Greenfield Rd SR1520 from  
Rod Ct SR1519 to culdesac  
Pave 1" S4.75A

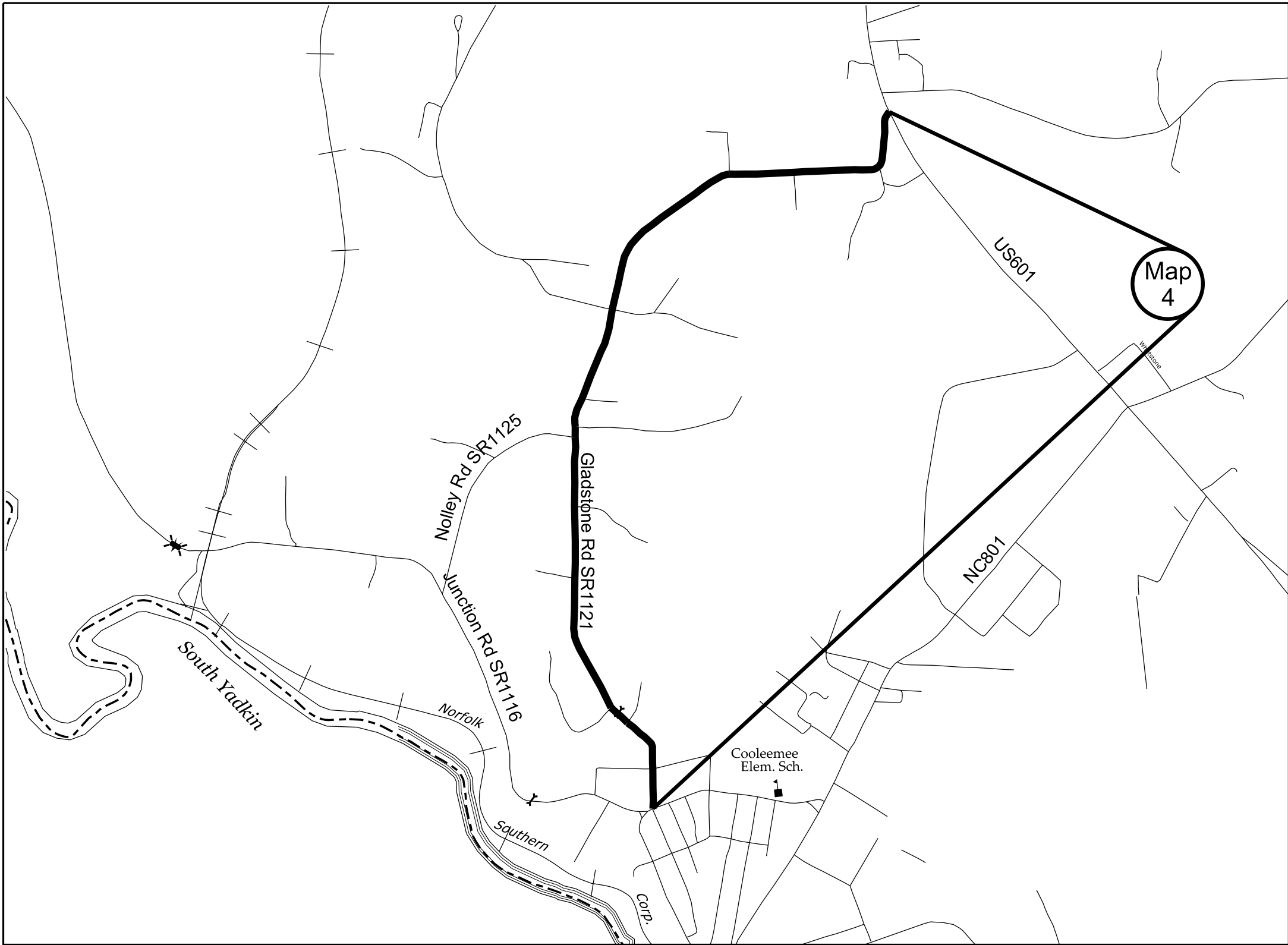


Map 6 Rod Ct SR1519 from  
Greenfield Rd SR1520 to t-turn  
Pave 1" S4.75A

Map 7 Landis Ct SR1521 from  
Greenfield Rd SR 1520 to culdesac  
Pave 1" S4.75A

Map 8 Highland Rd SR1518 from  
Eatons Ch Rd SR1415 to Greenfield  
Rd SR1520  
Pave 1" S4.75A

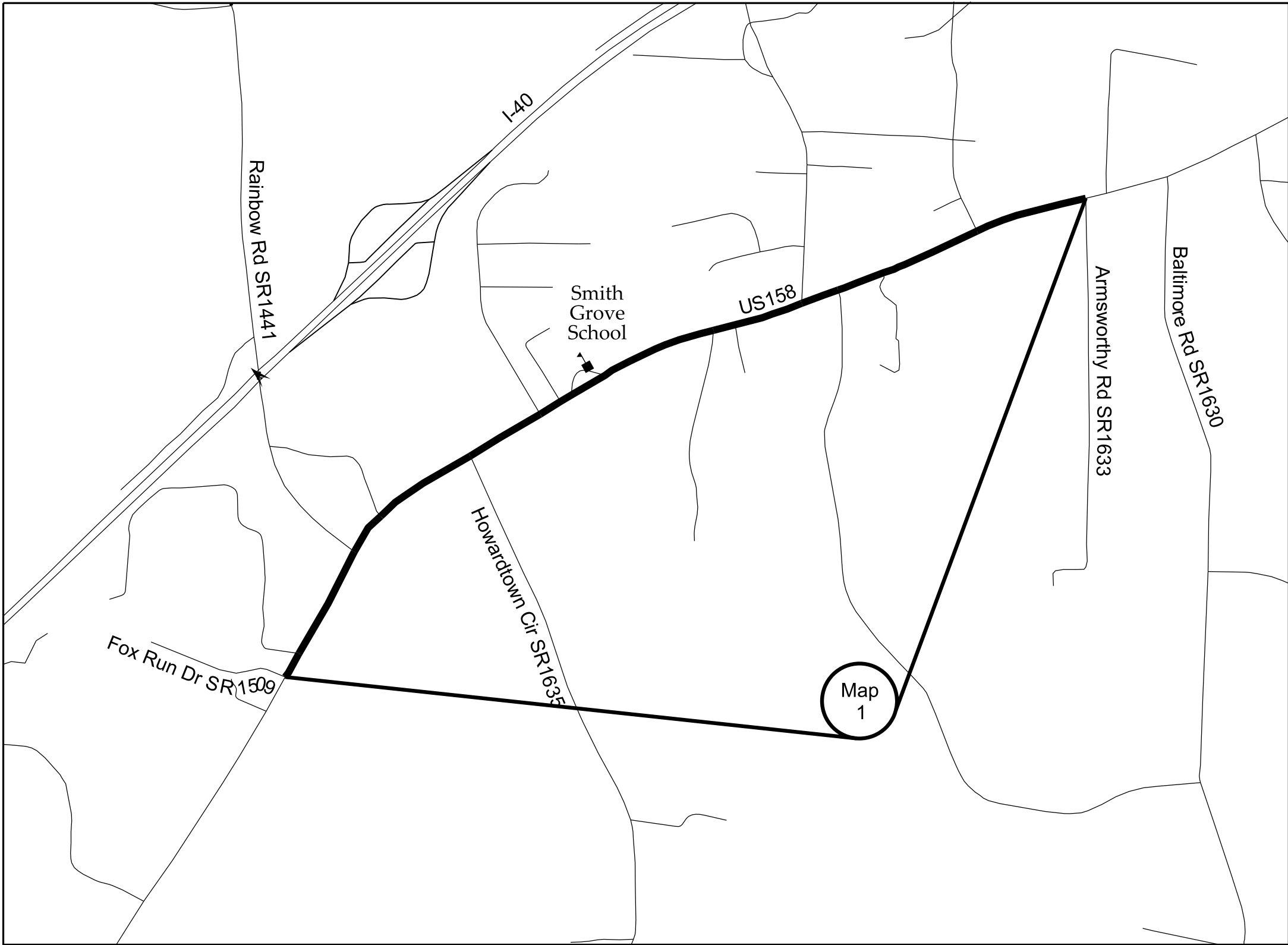
PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.03.10301 2022CPT.09.04.20301	3



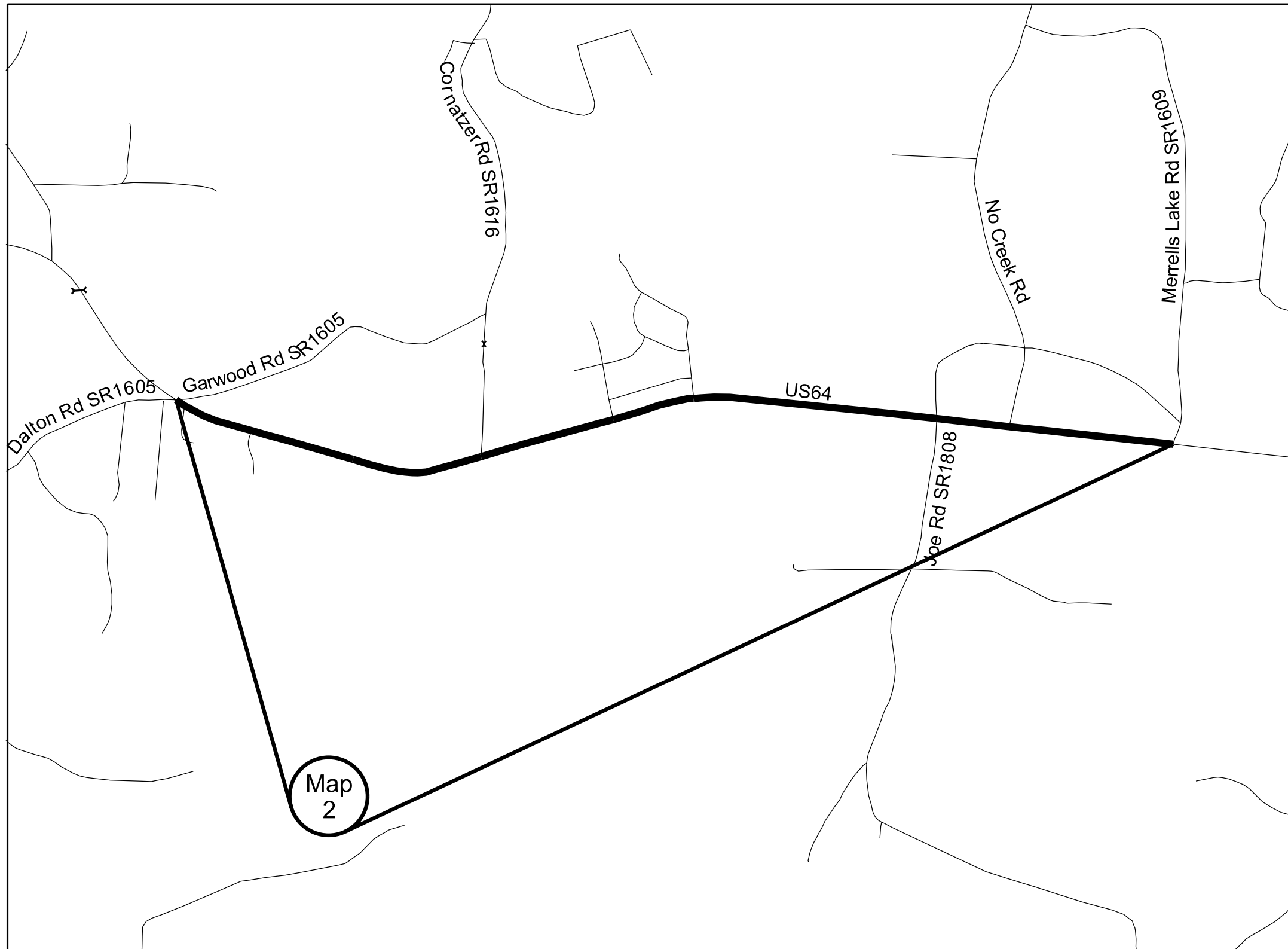
Map 4 Gladstone Rd SR1121 from  
US601 to Junction Rd SR1139  
Mill 0-1 1/2" incidental milling end,  
beginning and at all SR  
intersections  
Pave 1 1/2" S9.5B

**DAVIE COUNTY**  
NORTH CAROLINA

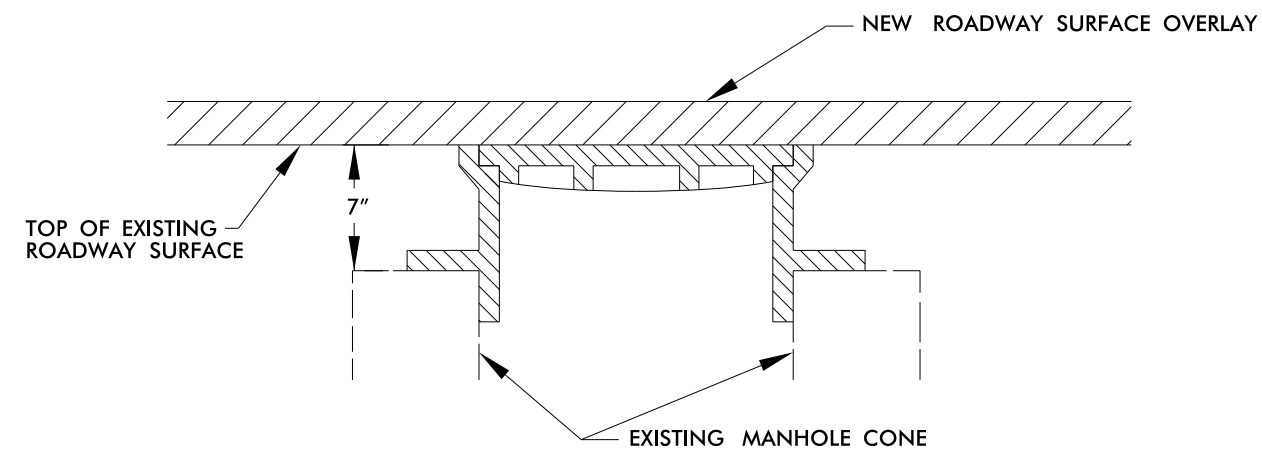
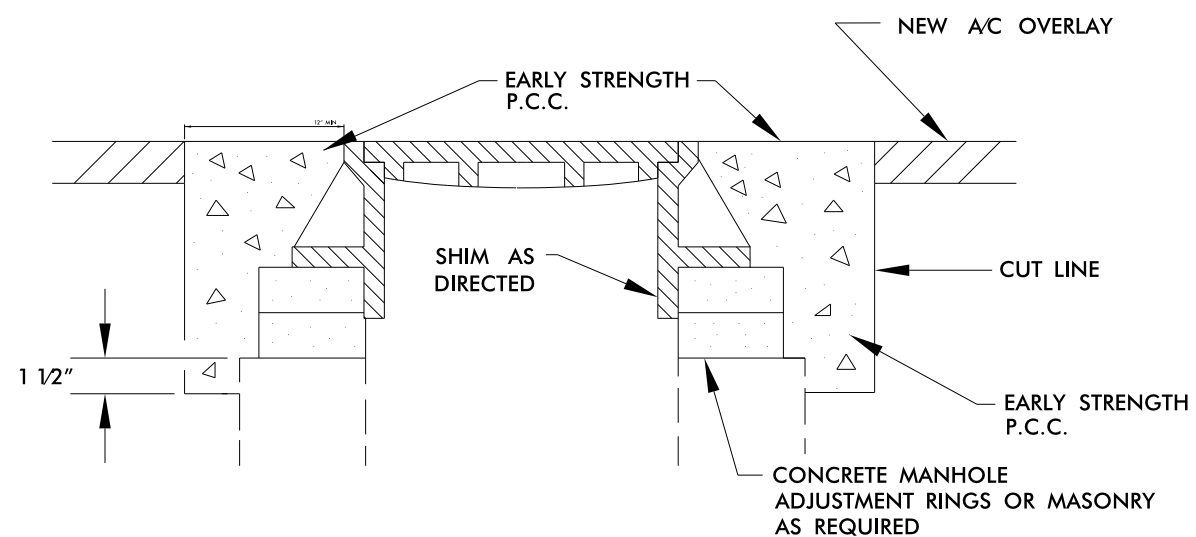
PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.03.10301 2022CPT.09.04.20301	1



Map 1 US158 from pvt joint at Fox Run Dr SR1509 to Armsworthy Rd SR1633  
 Mill 1 1/2" entire width  
 Mill 1 1/2" incidental milling at all SR intersections  
 Pave 1 1/2" S9.5C



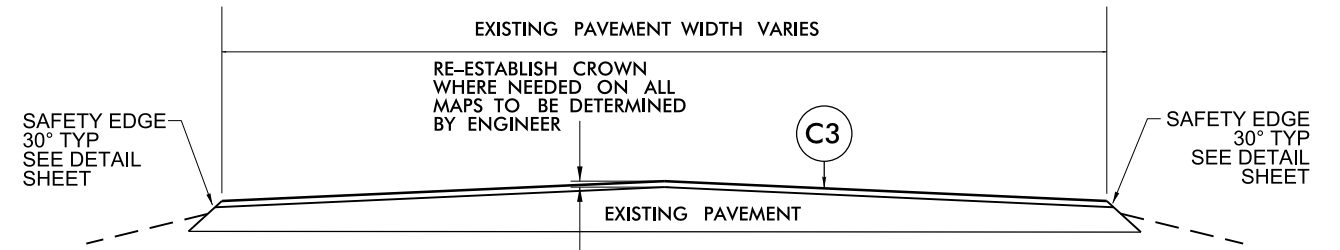
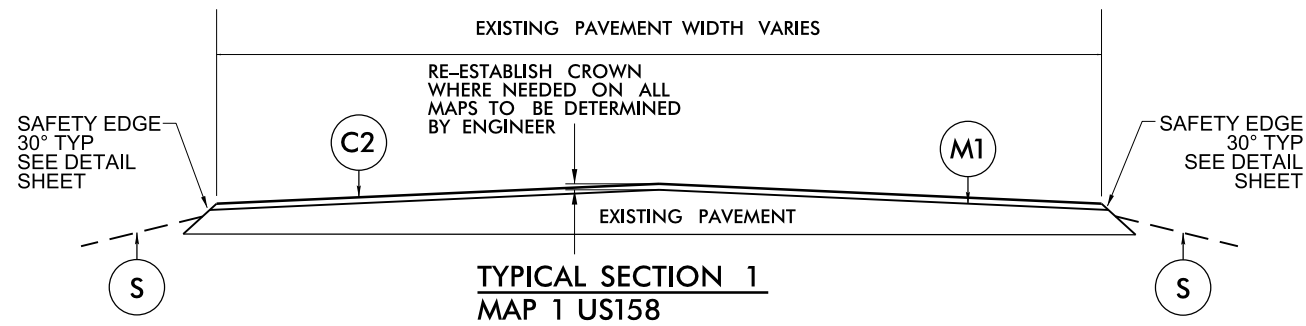
- Map 2 US64 from pvt joint at Dalton Rd SR1605 to Merrells Lake Rd SR1609
- Mill 1 1/2" entire width
- Mill 1 1/2" incidental mill at all SR intersections
- Pave 1 1/2" S9.5C
- Replace Milled rumble strip along edges and in center
- Thermo after rumble strips milled

**STEP 1****STEPS 2,3, & 4**

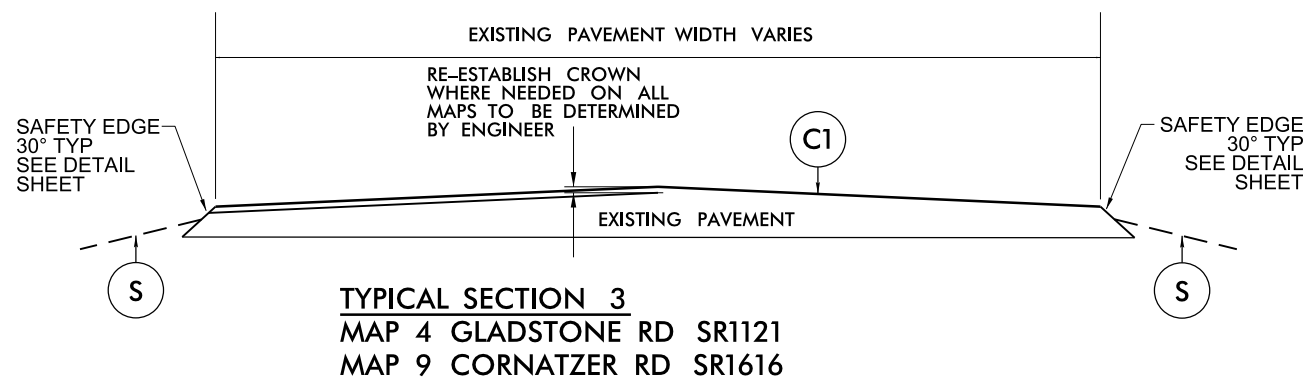
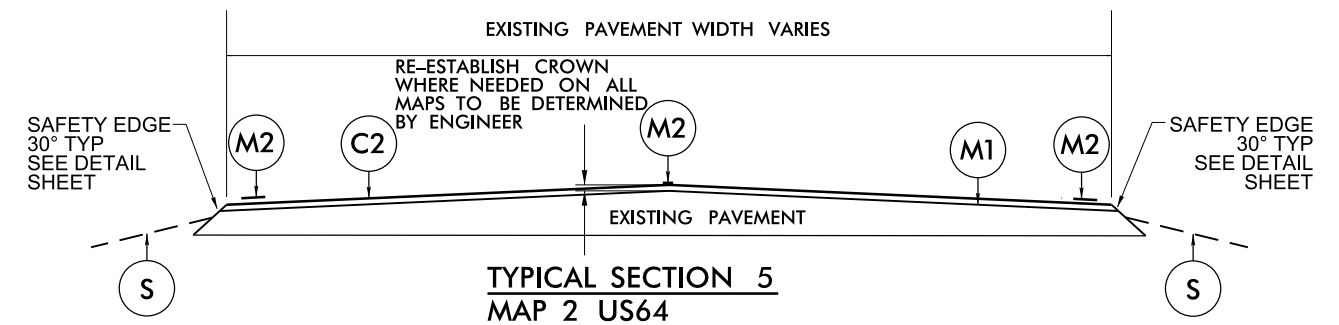
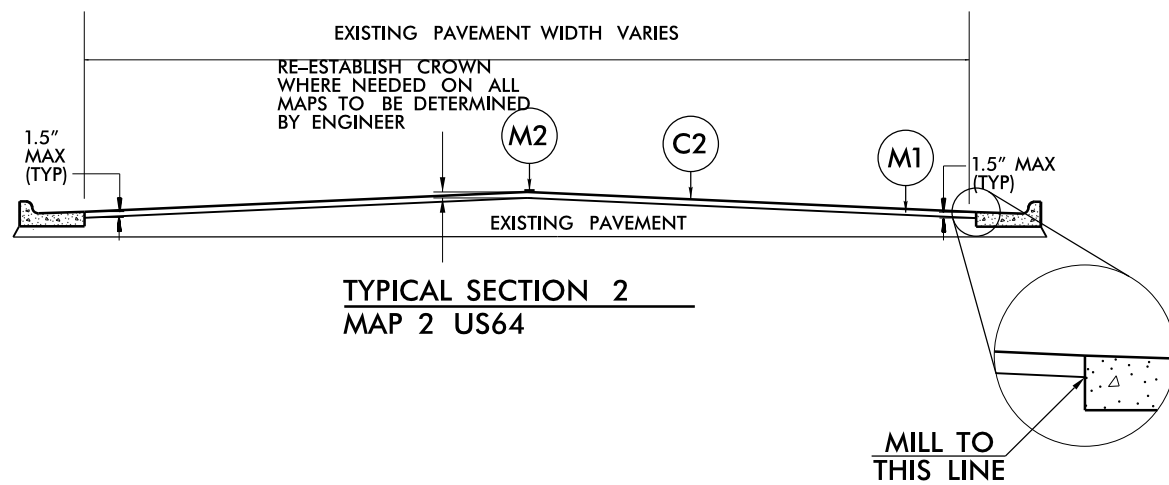
- STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE
- STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.
- STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.
- STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS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

**MANHOLE ADJUSTMENT DETAIL****CONSTRUCTION NOTES:**

- ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".
- 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.
- 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.
- 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).
- 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.
- PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.
- ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.
- 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



**TYPICAL SECTION 4**  
MAP 3 PEN COURT SR1522  
MAP 5 GREENFIELD RD SR1520  
MAP 6 ROD COURT SR1519  
MAP 7 LANDIS COURT SR1521  
MAP 8 HIGHLAND RD SR1518



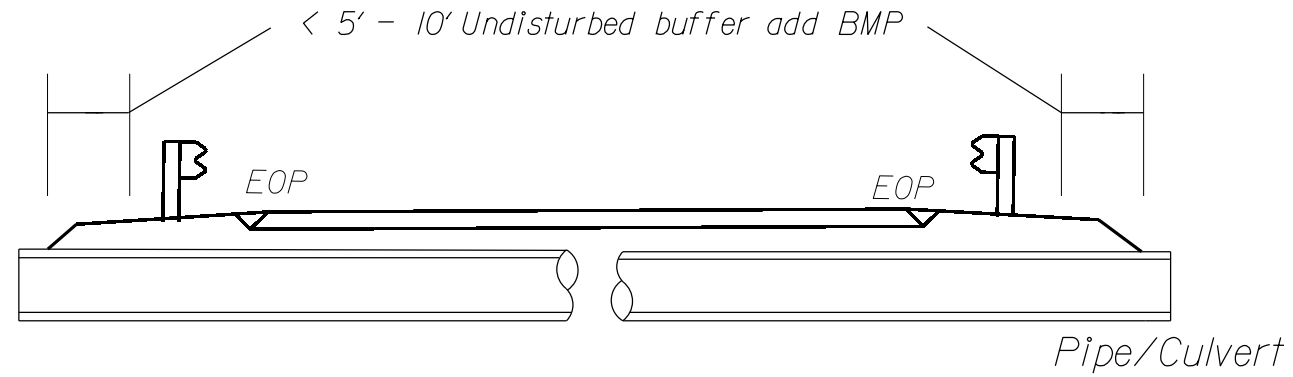
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
C3	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, TO BE APPLIED AT AN AVERAGE RATE OF 100 LBS PER SQ YD.
M1	MILL ASPHALT PAVEMENT, 1½" DEPTH
M2	MILL RUMBLE STRIPS
S	SHOULDER RECONSTRUCTION (SEE DETAIL)

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

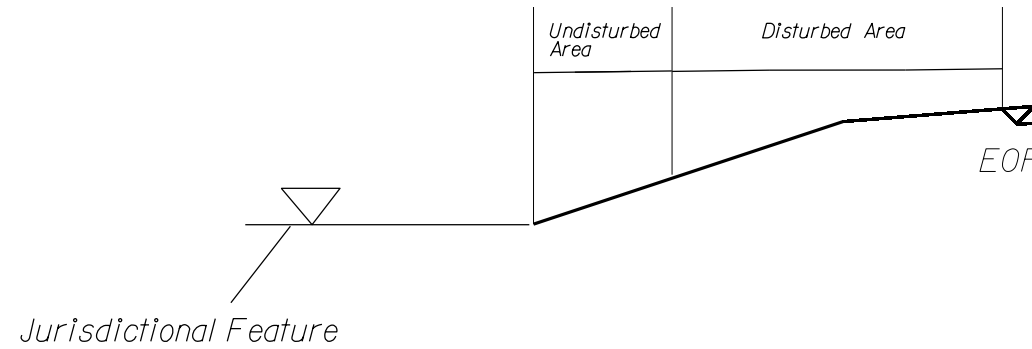
BMP Options: Wattle or Silt Fence

# EROSION CONTROL DETAIL

PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.03.10301 2022CPT.09.04.20301	9

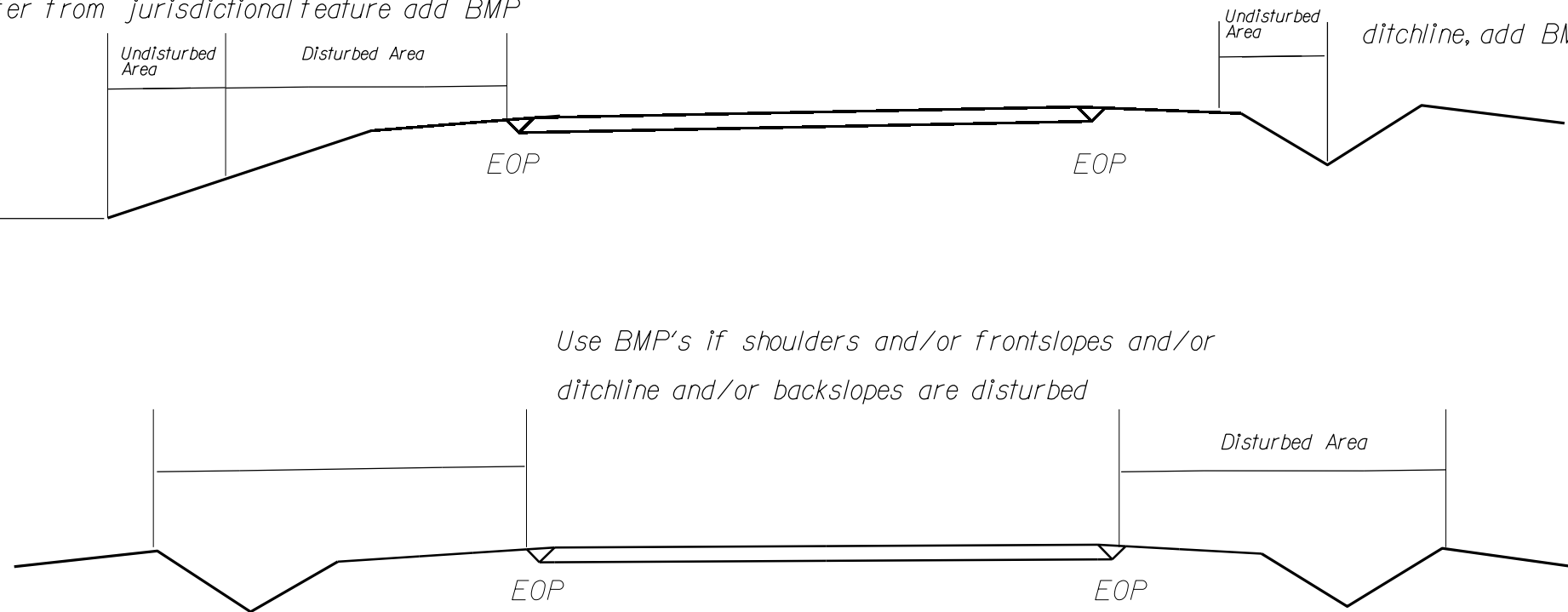


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

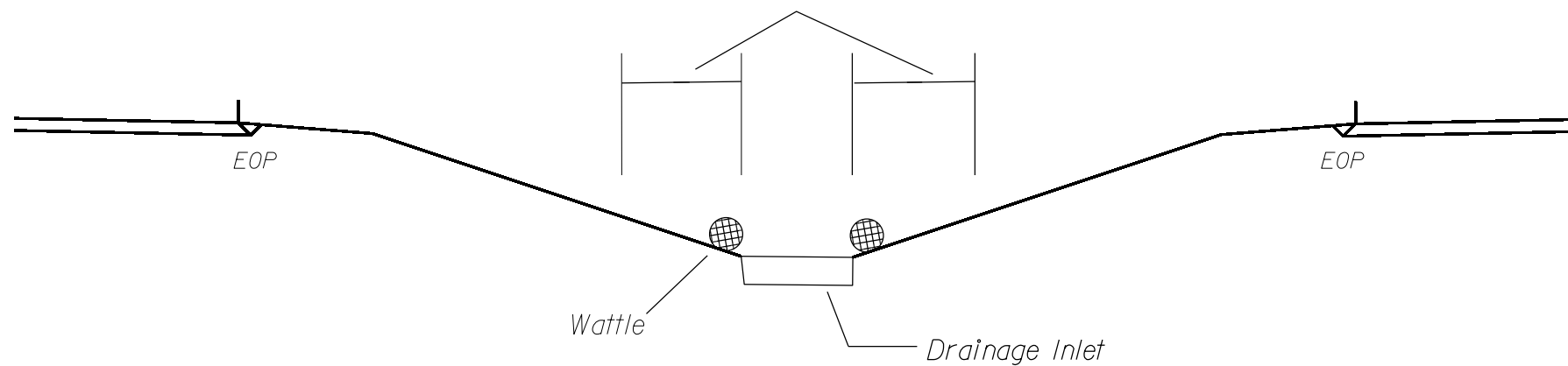


< 5' - 10' Undisturbed buffer from ditchline, add BMP

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

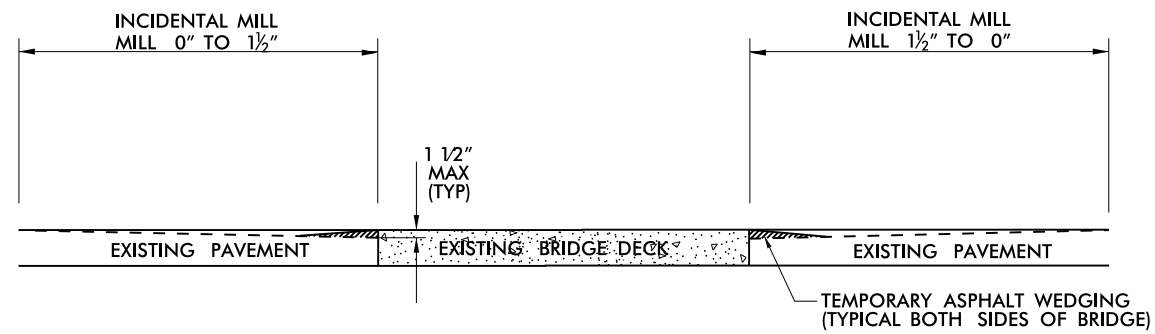


< 5' - 10' Undisturbed buffer from inlet, add wattle

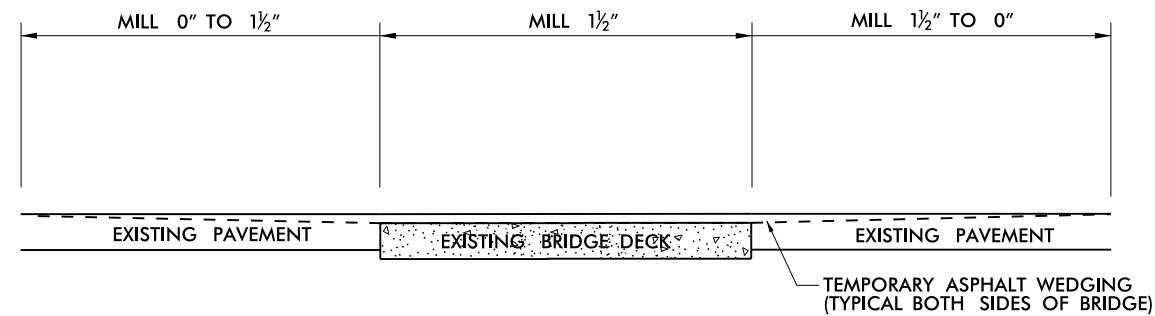


NOT TO SCALE

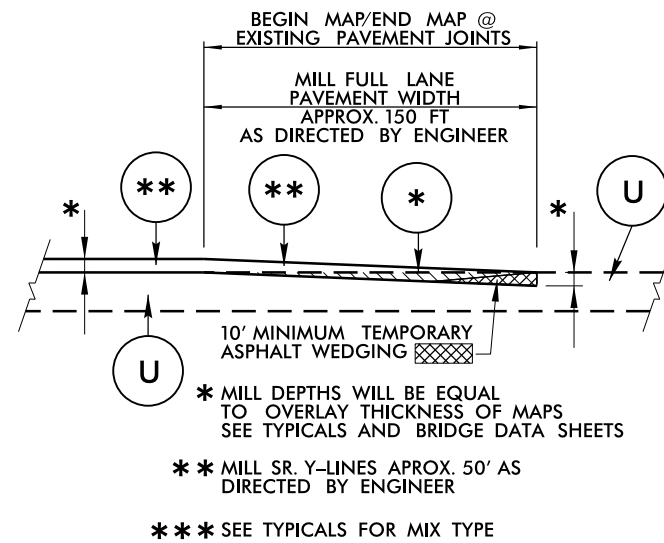




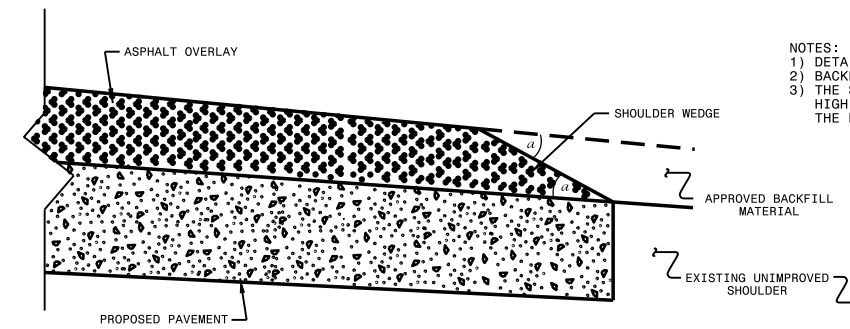
**INCIDENTAL MILLING  
BRIDGE APPROACHES**  
(SEE BRIDGE DATA SHEET)



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

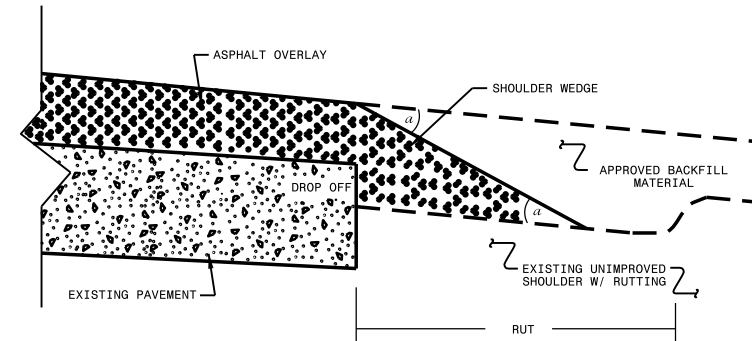


**INCIDENTAL TIE-IN MILLING DETAIL**

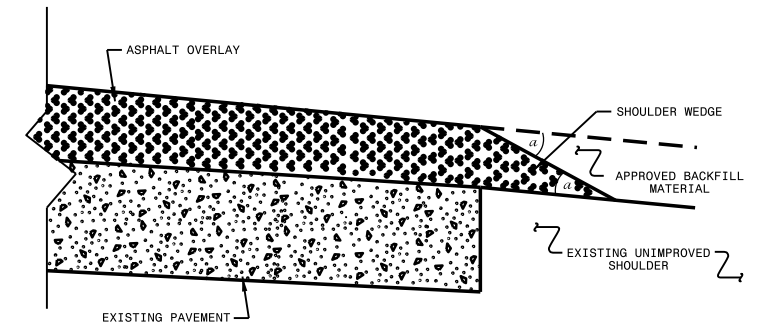


**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ Widening or  
with Existing Paved Shoulder having no dropoffs)

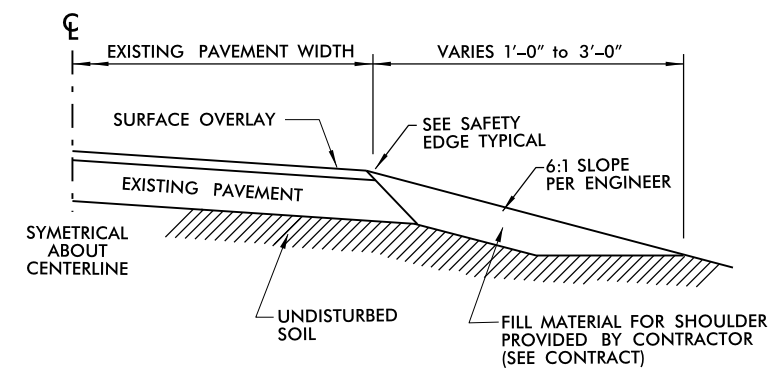
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.



**SHOULDER WEDGE DETAIL**  
(Resurfacing Adjacent to  
Rutted Shoulder)



**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ NO Widening)



**SHOULDER RECONSTRUCTION**

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.09.03.10301	10	
2022CPT.09.04.20301		

### 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	1297000000-E	1330000000-E	1519000000-E	1523000000-E	1526000000-E	1575000000-E	1704000000-E	1840000000-E	2845000000-N	6000000000-E	6071010000-E			
												BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVEMENT, 1 1/2"DEPTH	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	SURFACE COURSE, S4.75A	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	MILLED RUMBLE STRIPS (ASPHALT CEMENT CONCRETE)	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE			
												MI	FT	CY	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS	TONS	LF	EA	LF	LF	
2022CPT.09.03.10301	Davie	1	US158	FROM PVT JOINT AT FOX RUN DR SR1509 TO ARMSWORTHY RD SR1633	1	2	2WU	NO	NO	1.97	24.5	236	150	3.94	34,534	3,157		3,233		194	10		2	788	79			
<b>TOTAL FOR MAP NO. 1</b>											<b>1.97</b>		<b>236</b>	<b>150</b>	<b>3.94</b>	<b>34,534</b>	<b>3,157</b>		<b>3,233</b>		<b>194</b>	<b>10</b>		<b>2</b>	<b>788</b>	<b>79</b>		
2022CPT.09.03.10301	Davie	2	US64	FROM PVT JOINT AT DALTON RD SR1605 TO MERRELLS LAKE RD SR1609	2,5	2	2WU	NO	NO	2.499	28-49	300	80	5.00	50,301	2,491		4,707		282	10	39,580	3	1,000	100			
<b>TOTAL FOR MAP NO. 2</b>											<b>2.499</b>		<b>300</b>	<b>80</b>	<b>5.00</b>	<b>50,301</b>	<b>2,491</b>		<b>4,707</b>		<b>282</b>	<b>10</b>	<b>39,580</b>	<b>3</b>	<b>1,000</b>	<b>100</b>		
<b>TOTAL FOR PROJ NO. 2022CPT.09.03.10301</b>											<b>4.469</b>		<b>536</b>	<b>230</b>	<b>8.94</b>	<b>84,835</b>	<b>5,648</b>		<b>7,940</b>		<b>476</b>	<b>20</b>	<b>39,580</b>	<b>5</b>	<b>1,788</b>	<b>179</b>		
2022CPT.09.04.20301	Davie	3	SR1522 PEN COURT	FROM GREENFIELD RD SR1520 TO CULDESAC	4	2	2WU	NO	NO	0.045	20							85	6									
<b>TOTAL FOR MAP NO. 3</b>											<b>0.045</b>								<b>85</b>	<b>6</b>								
2022CPT.09.04.20301	Davie	4	SR1121 GLADSTONE RD	FROM US601 TO JUNCTION RD SR1139	3	2	2WU	NO	NO	2.705	24	325	300	5.41		3,240	3,736			250	10		1	1,082	108			
<b>TOTAL FOR MAP NO. 4</b>											<b>2.705</b>		<b>325</b>	<b>300</b>	<b>5.41</b>		<b>3,240</b>	<b>3,736</b>			<b>250</b>	<b>10</b>		<b>1</b>	<b>1,082</b>	<b>108</b>		
2022CPT.09.04.20301	Davie	5	SR1520 GREENFIELD RD	FROM ROD COURT SR1519 TO CULDESAC	4	2	2WU	NO	NO	0.28	21								330	23								
<b>TOTAL FOR MAP NO. 5</b>											<b>0.28</b>									<b>330</b>	<b>23</b>							
2022CPT.09.04.20301	Davie	6	SR1519 ROD COURT	FROM GREENFIELD RD SR1520 TO T-TURN AROUND	4	2	2WU	NO	NO	0.041	21								54	4								
<b>TOTAL FOR MAP NO. 6</b>											<b>0.041</b>									<b>54</b>	<b>4</b>							
2022CPT.09.04.20301	Davie	7	SR1521 LANDIS COURT	FROM GREENFIELD RD SR1520 TO CULDESAC	4	2	2WU	NO	NO	0.096	21								137	10								
<b>TOTAL FOR MAP NO. 7</b>											<b>0.096</b>									<b>137</b>	<b>10</b>							
2022CPT.09.04.20301	Davie	8	SR1518 HIGHLAND RD	FROM EATONS CHURCH RD SR1415 TO GREENFIELD RD SR1520	4	2	2WU	NO	NO	0.138	21								145	10								
<b>TOTAL FOR MAP NO. 8</b>											<b>0.138</b>									<b>145</b>	<b>10</b>							
2022CPT.09.04.20301	Davie	9	SR1616 CORNATZER RD	FROM WILLIAMS RD SR1610 TO NC801	3	2	2WU	NO	NO	6.08	24-25	730	310	12.16		3,881	8,099			543	10		6	2,432	243			
<b>TOTAL FOR MAP NO. 9</b>											<b>6.08</b>		<b>730</b>	<b>310</b>	<b>12.16</b>		<b>3,881</b>	<b>8,099</b>			<b>543</b>	<b>10</b>		<b>6</b>	<b>2,432</b>	<b>243</b>		
<b>TOTAL FOR PROJ NO. 2022CPT.09.04.20301</b>											<b>9.385</b>		<b>1,055</b>	<b>610</b>	<b>17.57</b>		<b>7,121</b>	<b>11,835</b>			<b>751</b>	<b>846</b>	<b>20</b>	<b>7</b>	<b>3,514</b>	<b>351</b>		
<b>GRAND TOTAL</b>											<b>13.854</b>		<b>1,591</b>	<b>840</b>	<b>26.51</b>		<b>84,835</b>	<b>12,769</b>			<b>7,940</b>	<b>751</b>	<b>1,322</b>	<b>40</b>	<b>39,580</b>	<b>12</b>	<b>5,302</b>	<b>530</b>

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

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.09.03.10301	11	
2022CPT.09.04.20301		

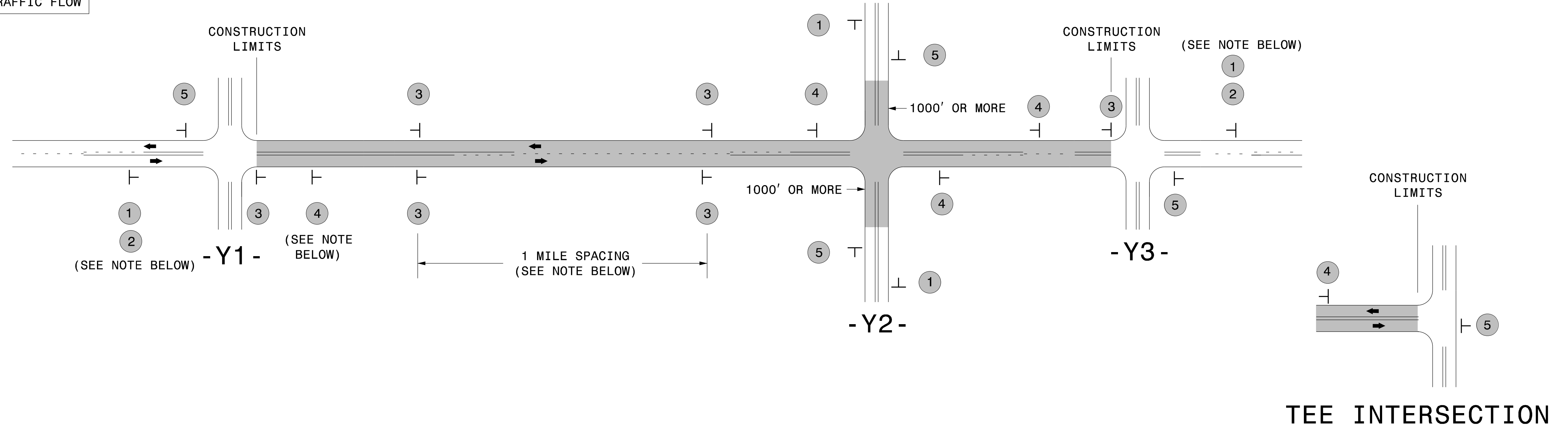
### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E		4688000000-E		4695000000-E		4720000000-E		4725000000-E		4810000000-E	4815000000-E	4905000000-N	
										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	8" X 90 M YELLOW THERMO	8" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO MSG SCHOOL 90 M	THERMO LT ARROW M	THERMO RT ARROW M	4" YELLOW PAINT	6" YELLOW PAINT	SNOW PLOWABLE MARKERS	
									MI	FT	SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	EA		
2022CPT.09.03.10301	Davie	1	US158	FROM PVT JOINT AT FOX RUN DR SR1509 TO ARMSWORTHY RD SR1633	1	2	2WU	1.97	24.5	220	1			21,200	25,000	344	60	14				25,000		170	
<b>TOTAL FOR MAP NO. 1</b>									<b>1.97</b>		<b>220</b>	<b>1</b>			<b>21,200</b>	<b>25,000</b>	<b>344</b>	<b>60</b>	<b>14</b>				<b>25,000</b>		<b>170</b>
2022CPT.09.03.10301	Davie	2	US64	FROM PVT JOINT AT DALTON RD SR1605 TO MERRELLS LAKE RD SR1609	2,5	2	2WU	2.499	28-49	280				27,171	32,987	806		34		8	2		32,987	230	
<b>TOTAL FOR MAP NO. 2</b>									<b>2.499</b>		<b>280</b>			<b>27,171</b>	<b>32,987</b>	<b>806</b>		<b>34</b>		<b>8</b>	<b>2</b>		<b>32,987</b>	<b>230</b>	
<b>TOTAL FOR PROJ NO. 2022CPT.09.03.10301</b>									<b>4.469</b>		<b>500</b>	<b>1</b>		<b>48,371</b>	<b>57,987</b>	<b>1,150</b>	<b>60</b>	<b>48</b>		<b>8</b>	<b>2</b>		<b>25,000</b>	<b>32,987</b>	<b>400</b>
										<b>106,358</b>		<b>1,210</b>		<b>48</b>		<b>10</b>									
2022CPT.09.04.20301	Davie	3	SR1522 PEN COURT	FROM GREENFIELD RD SR1520 TO CULDESAC	4	2	2WU	0.045	20																
<b>TOTAL FOR MAP NO. 3</b>									<b>0.045</b>																
2022CPT.09.04.20301	Davie	4	SR1121 GLADSTONE RD	FROM US601 TO JUNCTION RD SR1139	3	2	2WU	2.705	24	303			29,106	29,106											
<b>TOTAL FOR MAP NO. 4</b>									<b>2.705</b>		<b>303</b>		<b>29,106</b>	<b>29,106</b>											
2022CPT.09.04.20301	Davie	5	SR1520 GREENFIELD RD	FROM ROD COURT SR1519 TO CULDESAC	4	2	2WU	0.28	21																
<b>TOTAL FOR MAP NO. 5</b>									<b>0.28</b>																
2022CPT.09.04.20301	Davie	6	SR1519 ROD COURT	FROM GREENFIELD RD SR1520 TO T-TURN AROUND	4	2	2WU	0.041	21																
<b>TOTAL FOR MAP NO. 6</b>									<b>0.041</b>																
2022CPT.09.04.20301	Davie	7	SR1521 LANDIS COURT	FROM GREENFIELD RD SR1520 TO CULDESAC	4	2	2WU	0.096	21																
<b>TOTAL FOR MAP NO. 7</b>									<b>0.096</b>																
2022CPT.09.04.20301	Davie	8	SR1518 HIGHLAND RD	FROM EATONS CHURCH RD SR1415 TO GREENFIELD RD SR1520	4	2	2WU	0.138	21	68															
<b>TOTAL FOR MAP NO. 8</b>									<b>0.138</b>		<b>68</b>														
2022CPT.09.04.20301	Davie	9	SR1616 CORNATZER RD	FROM WILLIAMS RD SR1610 TO NC801	3	2	2WU	6.08	24-25	807			64,420	65,350			90		124	12					
<b>TOTAL FOR MAP NO. 9</b>									<b>6.08</b>		<b>807</b>		<b>64,420</b>	<b>65,350</b>			<b>90</b>		<b>124</b>	<b>12</b>					
<b>TOTAL FOR PROJ NO. 2022CPT.09.04.20301</b>									<b>9.385</b>		<b>1,178</b>		<b>93,526</b>	<b>94,456</b>			<b>90</b>		<b>124</b>	<b>12</b>					
										<b>187,982</b>		<b>90</b>		<b>136</b>											

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

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

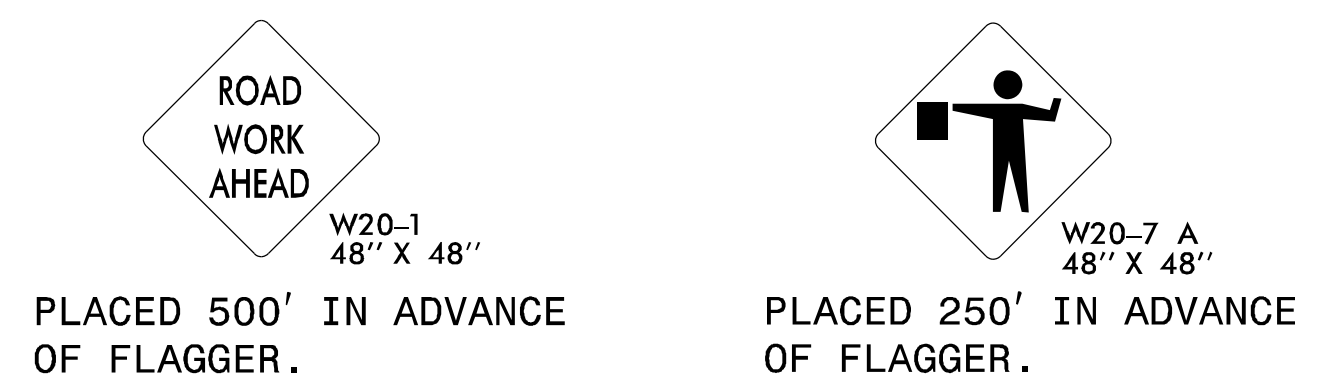
## -Y- LINE SIGNING

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	
	2	 <small>W7-3aP 24" X 18"</small>	#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	 <small>SP 13107 48" X 48"</small>	- 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	 <small>SP 13106 48" X 48"</small>	- 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	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

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

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

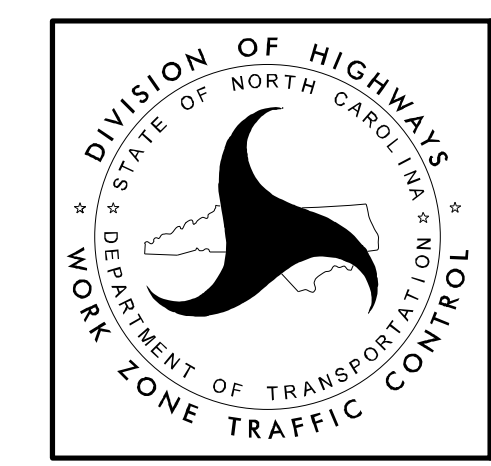
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



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**