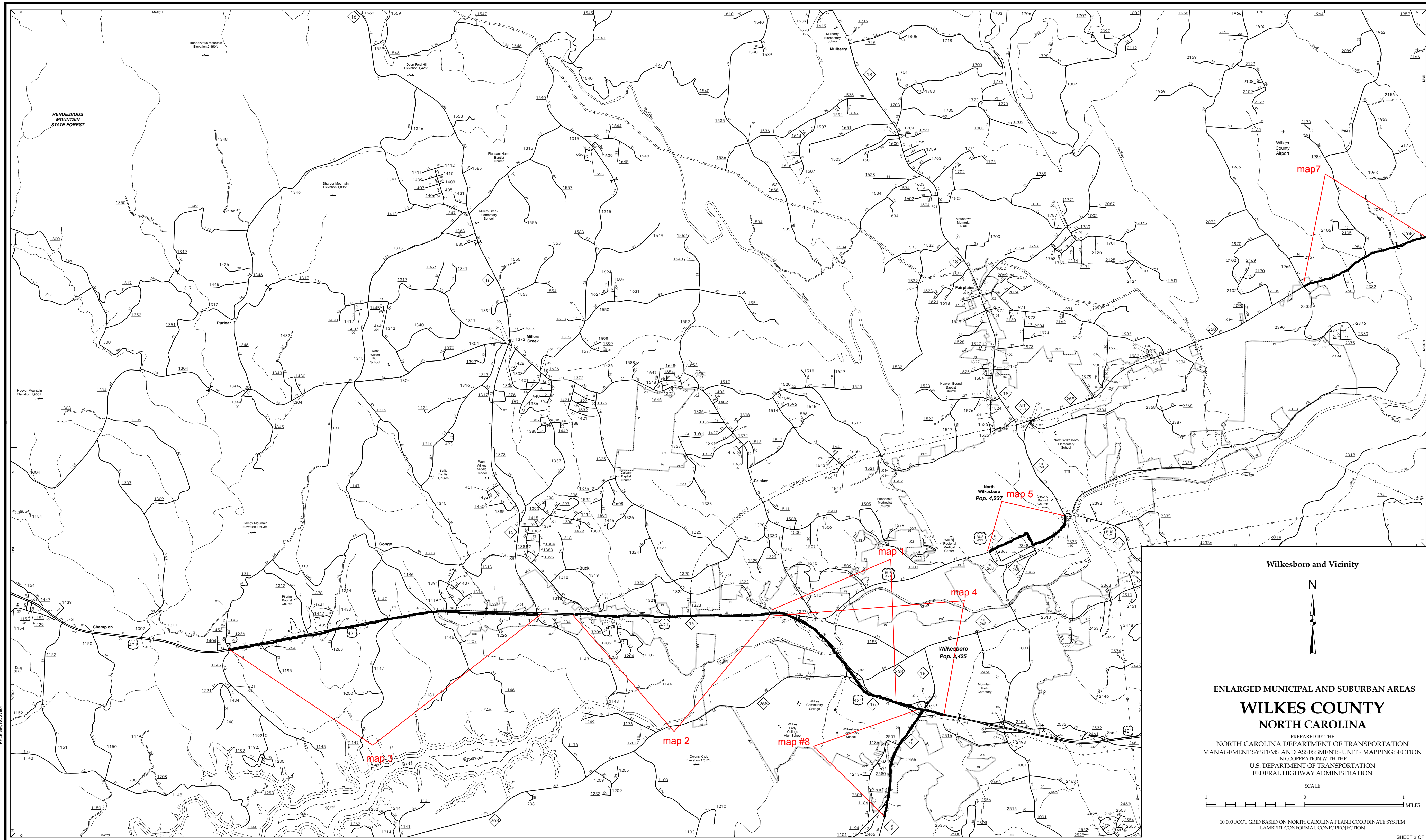


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4809 BERRY RD.
RALEIGH, NC 27609



Wilkesboro and Vicinity

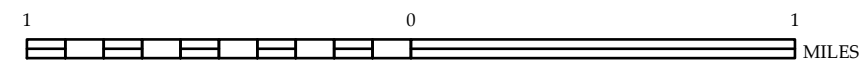


ENLARGED MUNICIPAL AND SUBURBAN AREAS

WILKES COUNTY NORTH CAROLINA

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MANAGEMENT SYSTEMS AND ASSESSMENTS UNIT - MAPPING SECTION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE



10,000 FOOT GRID BASED ON NORTH CAROLINA PLANE COORDINATE SYSTEM
LAMBERT CONFORMAL CONIC PROJECTION

SHEET 2 OF 6

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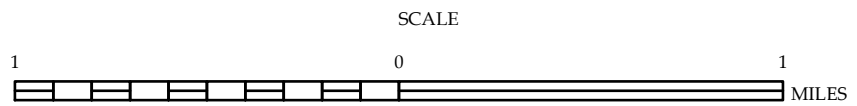


Boomer and Vicinity

ENLARGED MUNICIPAL AND SUBURBAN AREAS

WILKES COUNTY NORTH CAROLINA

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FEDERAL HIGHWAY ADMINISTRATION

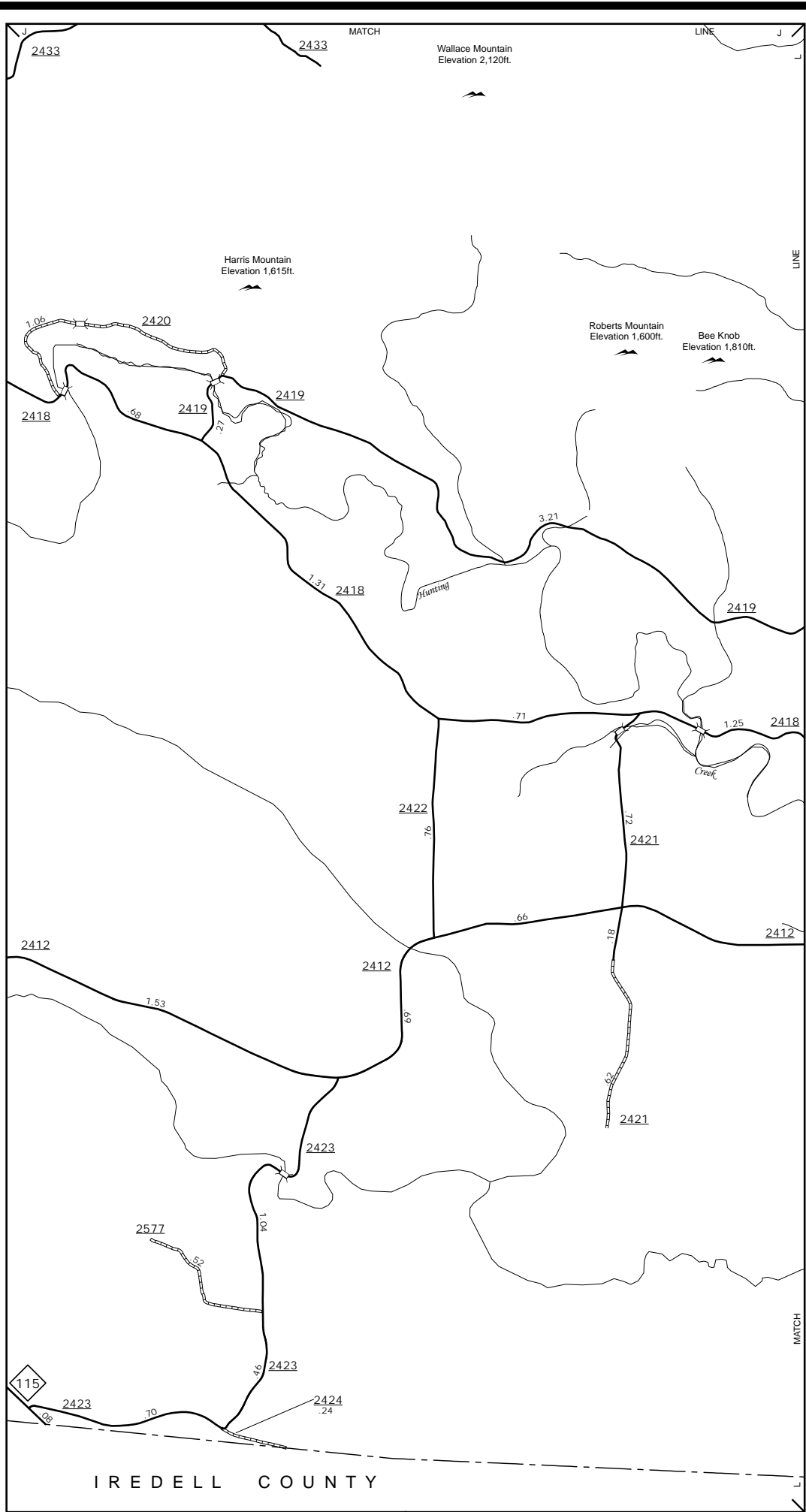
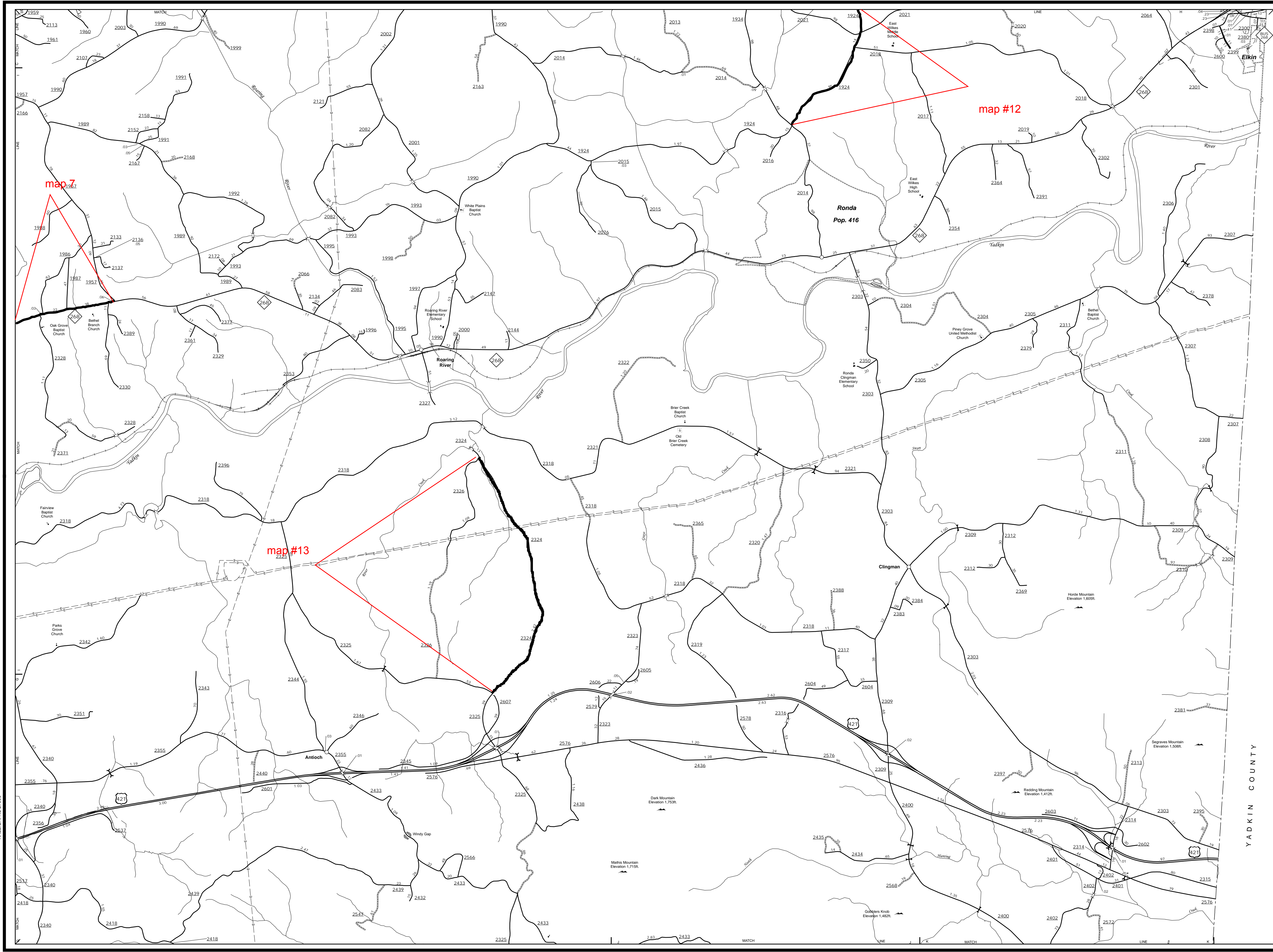


10,000 FOOT GRID BASED ON NORTH CAROLINA PLANE COORDINATE SYSTEM
LAMBERT CONFORMAL CONIC PROJECTION

SHEET 3 OF 6

The MS&T's goal is to provide the most accurate and current information possible. Map data is compiled from numerous sources including aerial photography, ground surveys, and other data. As a result, there may be minor discrepancies between the map and the actual terrain. The MS&T's goal is to provide the most accurate and current information possible. Map data is compiled from numerous sources including aerial photography, ground surveys, and other data. As a result, there may be minor discrepancies between the map and the actual terrain. The MS&T's goal is to provide the most accurate and current information possible. Map data is compiled from numerous sources including aerial photography, ground surveys, and other data. As a result, there may be minor discrepancies between the map and the actual terrain.

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Inset 1

Rhonda and Vicinity

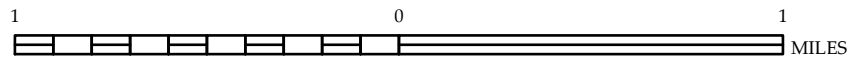


ENLARGED MUNICIPAL AND SUBURBAN AREAS

WILKES COUNTY NORTH CAROLINA

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE

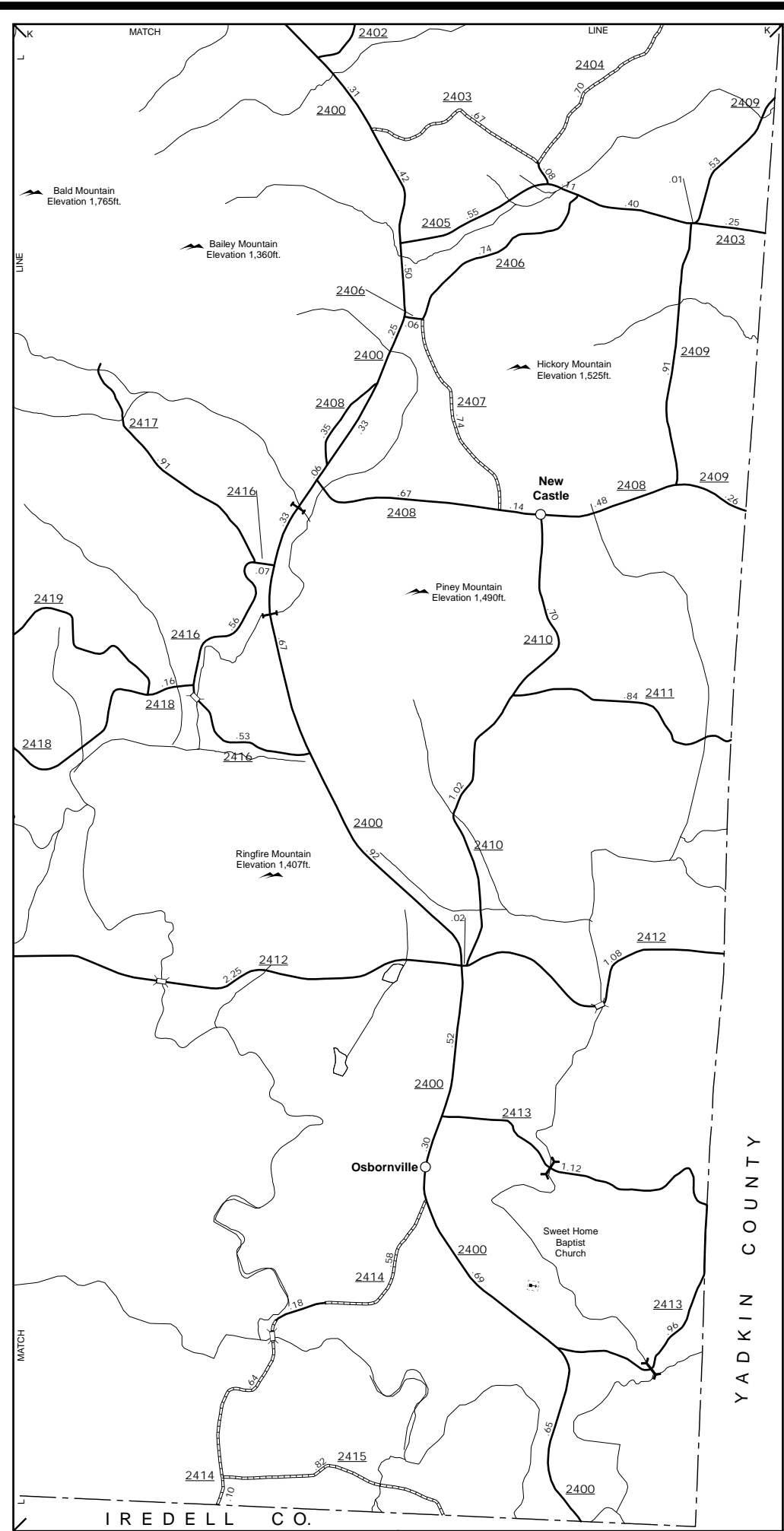
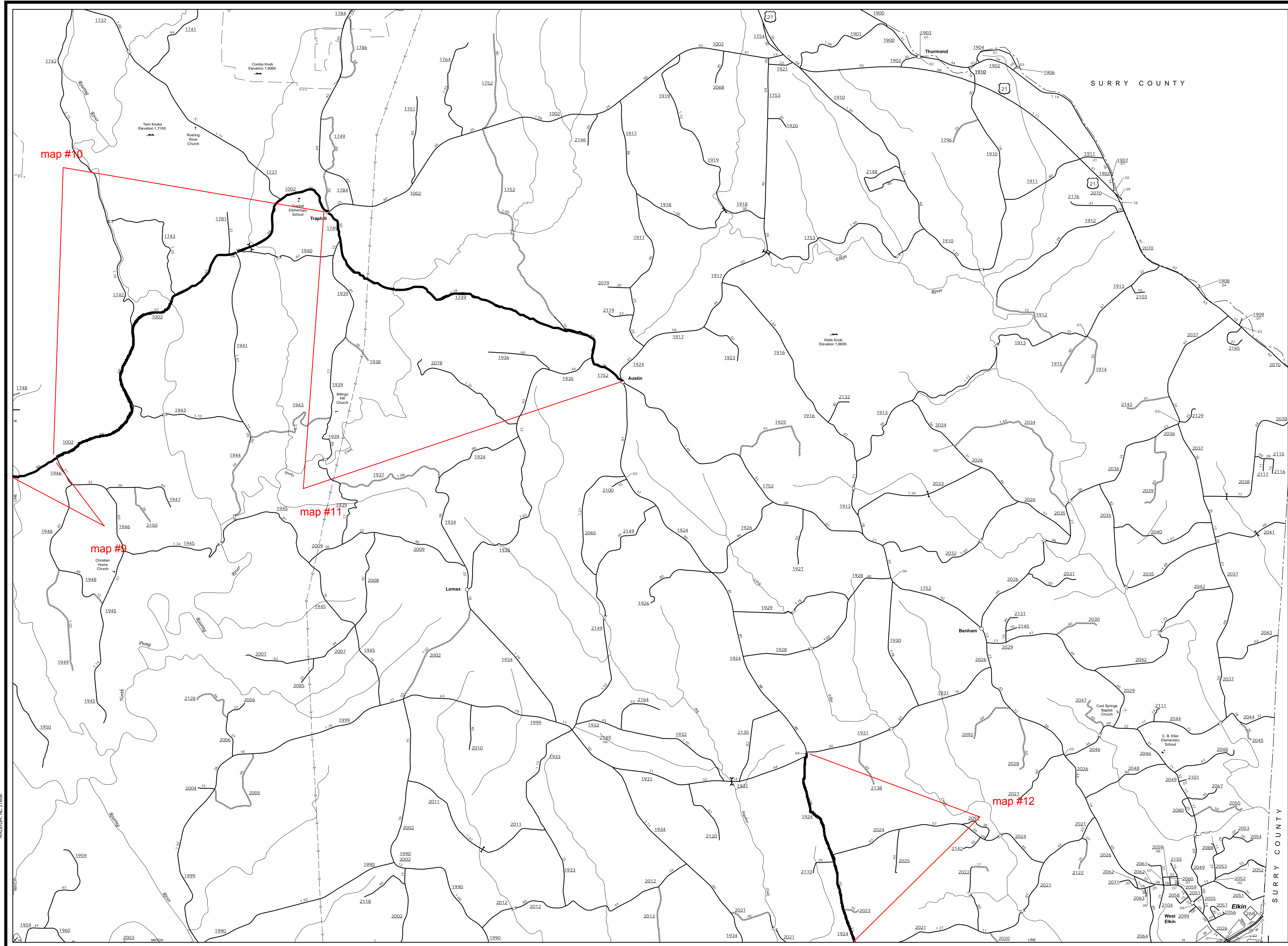


10,000 FOOT GRID BASED ON NORTH CAROLINA PLANE COORDINATE SYSTEM
LAMBERT CONFORMAL CONIC PROJECTION

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Raleigh, NC 27609



New Castle & Osbornville

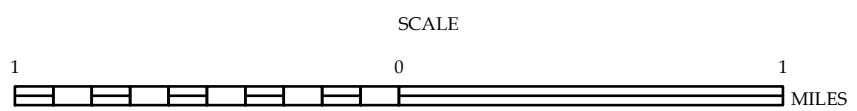
West Elkin and Vicinity



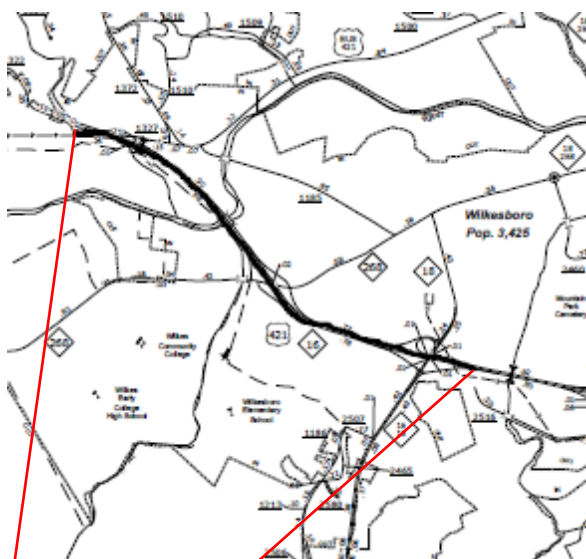
ENLARGED MUNICIPAL AND SUBURBAN AREAS

WILKES COUNTY NORTH CAROLINA

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FEDERAL HIGHWAY ADMINISTRATION



10,000 FOOT GRID BASED ON NORTH CAROLINA PLANE COORDINATE SYSTEM
LAMBERT CONFORMAL CONIC PROJECTION



Map #1

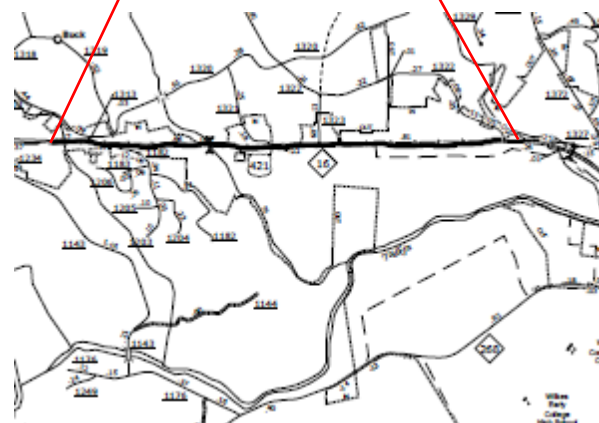
US 421N from 0.695 miles north
of NC 16/18 to US 421 Bus

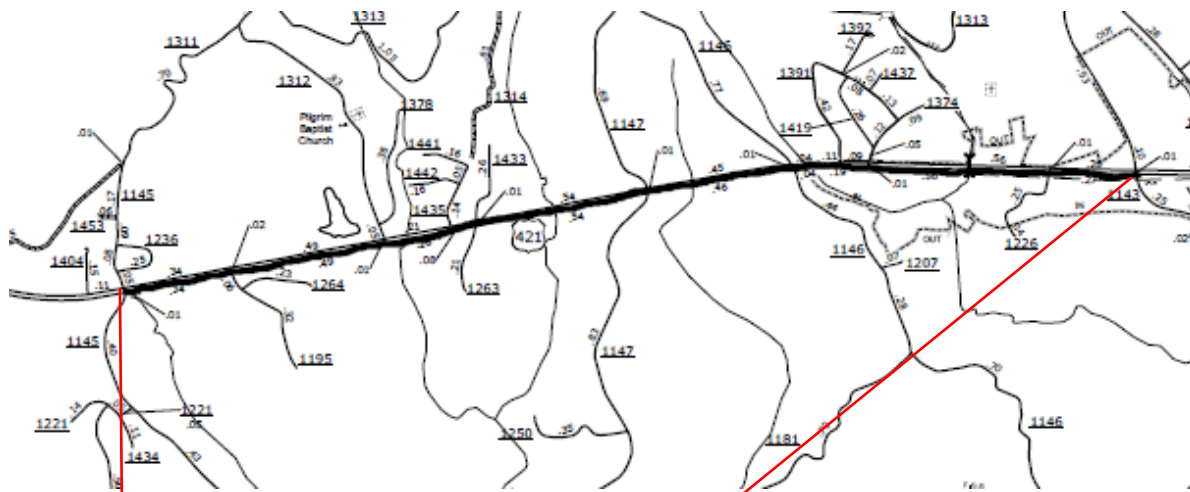
Map #4

US 421S from US 421 Bus to
0.695 miles north of NC 16/18

Map #2

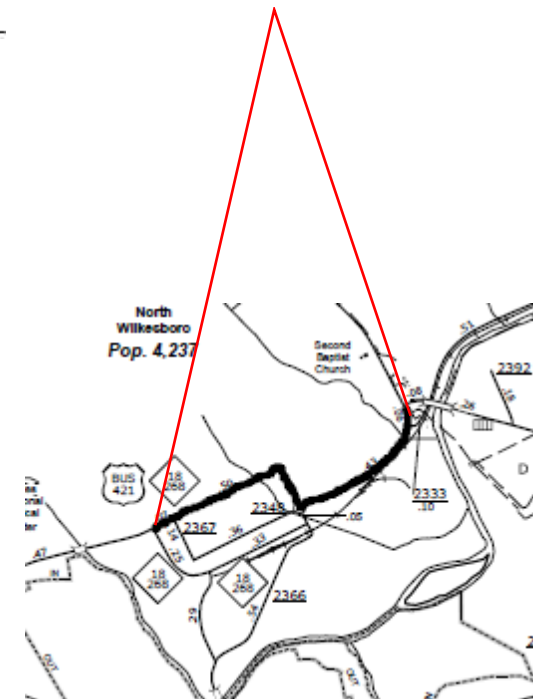
US 421 From US 421 Bus to
beginning of divided Hwy

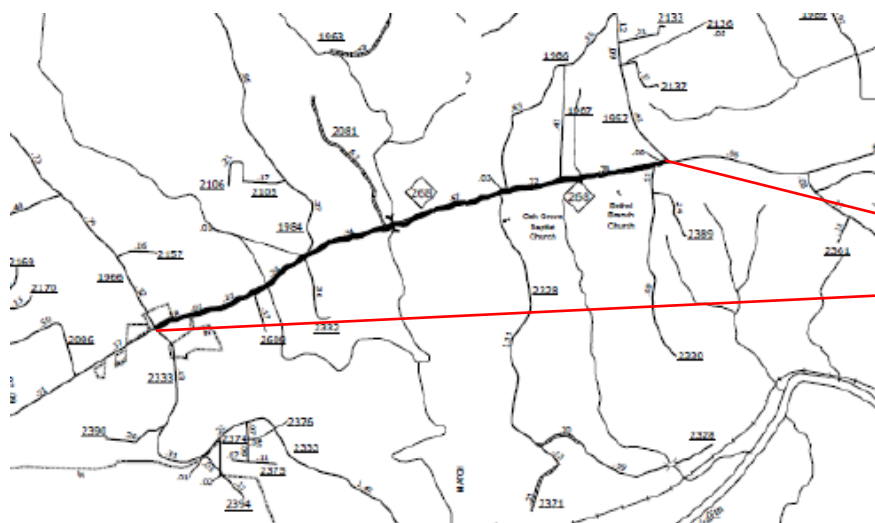




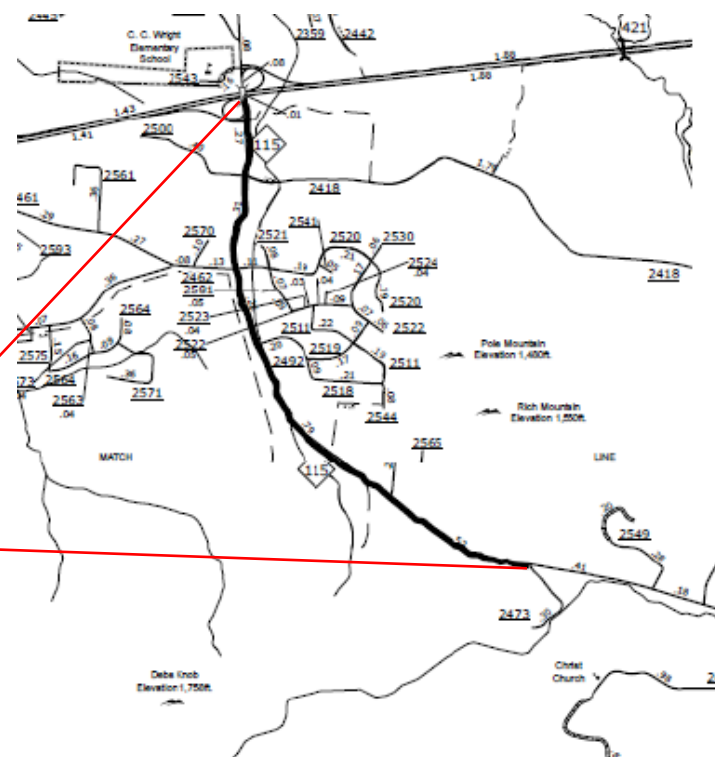
Map #5
US 421 Bus from NC 115/
US 421 Bus to NC 18/NC
268, CDB Loop

Map #3
US 421S from SR 1145 (Recreation
Road) to NC 16

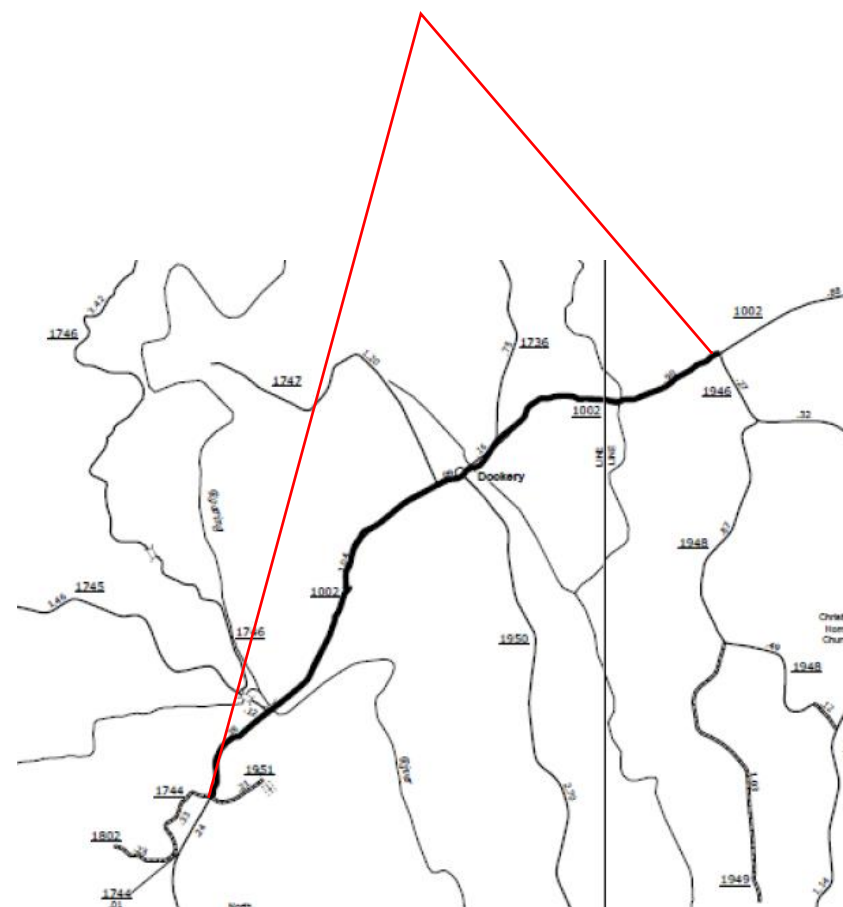
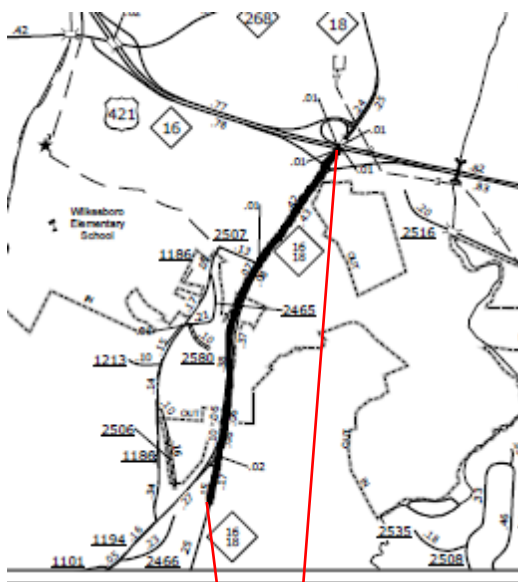


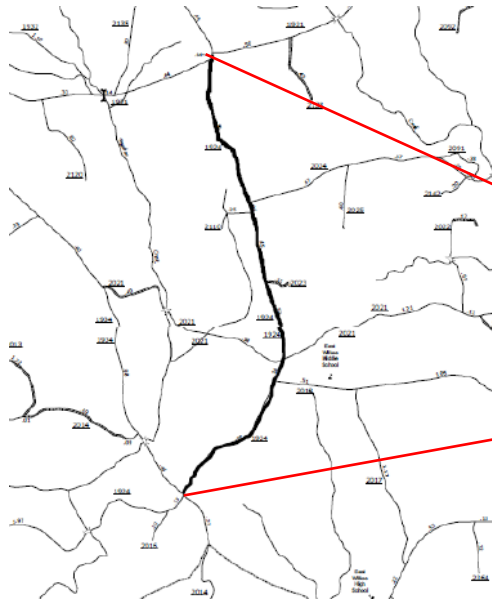


Map #7
NC 268 from SR 1966 (Airport Rd)
to SR 1957 (Rock Creek Rd)



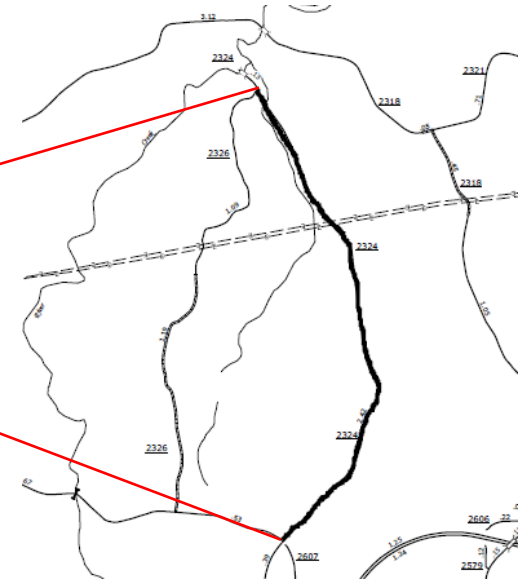
Map #6
NC 115 from SR 2473 (Quarry Rd)
to US 421



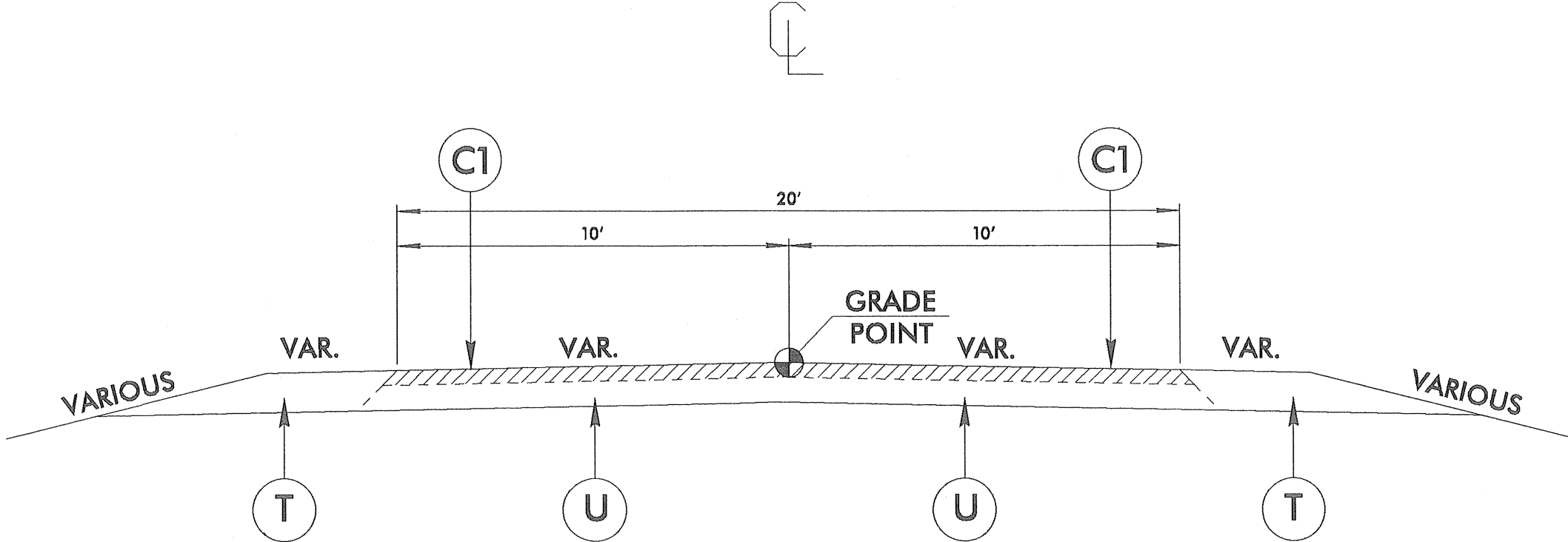


Map #12
SR 1924 (Austin Little Mtn Rd)
from SR 1931 (Greenhorn RD) to
SR 2014 (Hoots Rd)

Map #13
SR 2324 (Red, White and Blue Rd)
from SR 2326 (Ruth Linney Rd)
to SR 2325 (Ranse Staley Rd)



TYPICALS AND PAVEMENT SCHEDULES

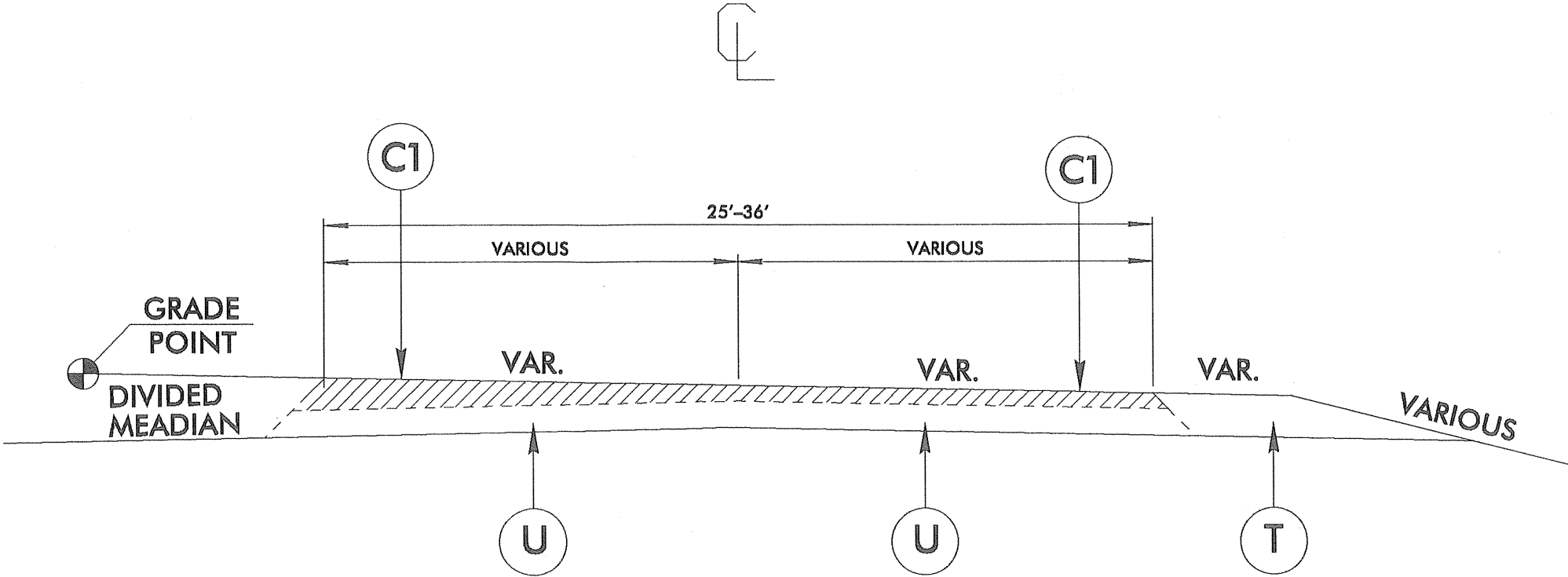


TYPICAL SECTION NO. 1

FOR MAPS # 11, 12 AND 13

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 166 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
T	PROPOSED SHOULDER MATERIAL

TYPICALS AND PAVEMENT SCHEDULES

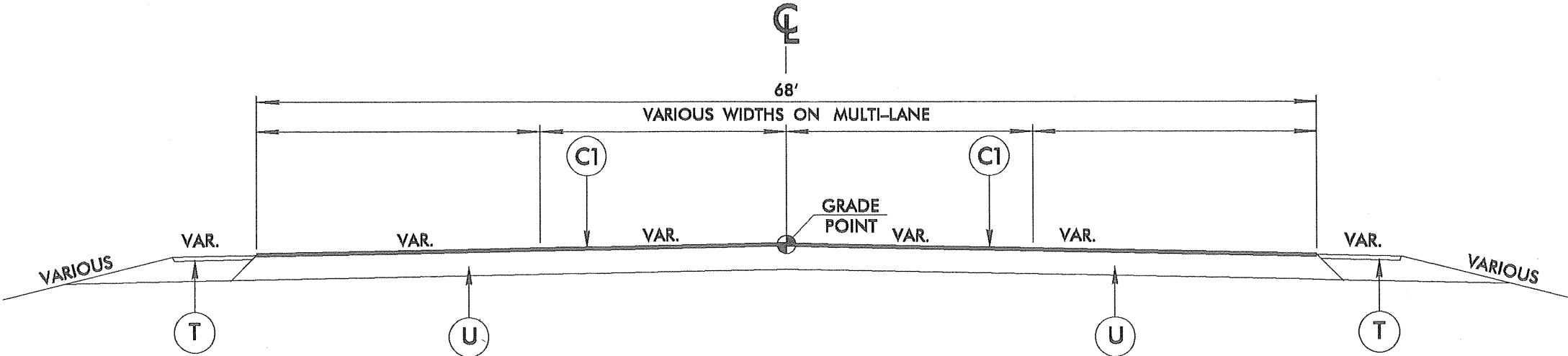


TYPICAL SECTION NO. 2

FOR MAPS # 1, 3 AND 4

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
T	PROPOSED SHOULDER MATERIAL

TYPICALS AND PAVEMENT SCHEDULES

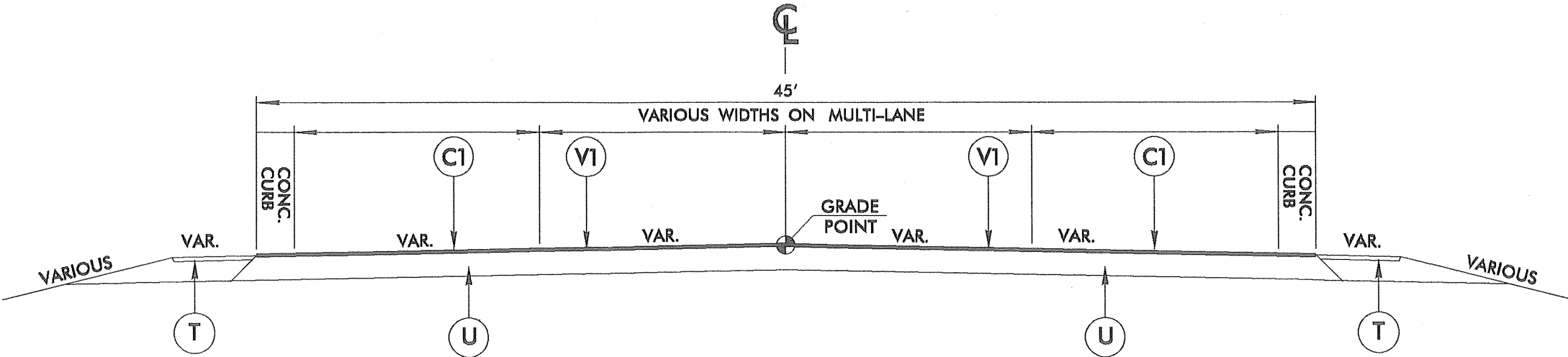


TYPICAL SECTION NO. 3

FOR MAP # 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C , AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	PROPOSED SHOULDER MATERIAL
U	EXISTING PAVEMENT

TYPICALS AND PAVEMENT SCHEDULES

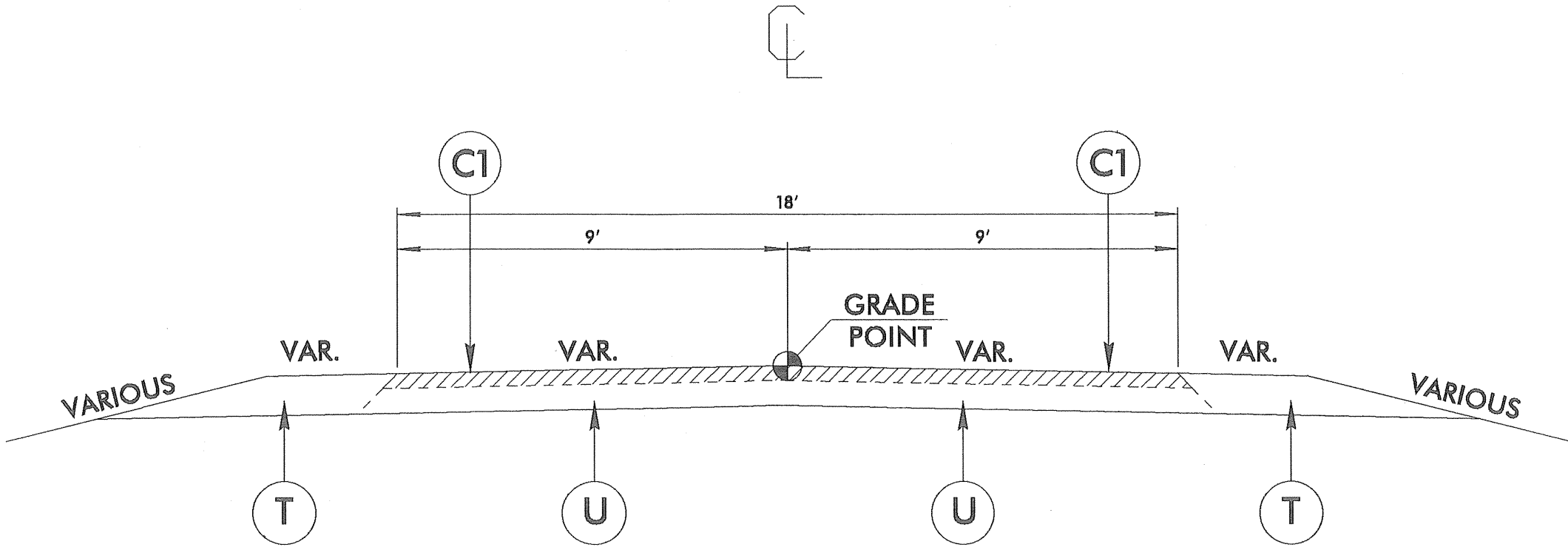


TYPICAL SECTION NO. 4

FOR MAP # 5

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C , AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	PROPOSED SHOULDER MATERIAL
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0" - 1.5"

TYPICALS AND PAVEMENT SCHEDULES

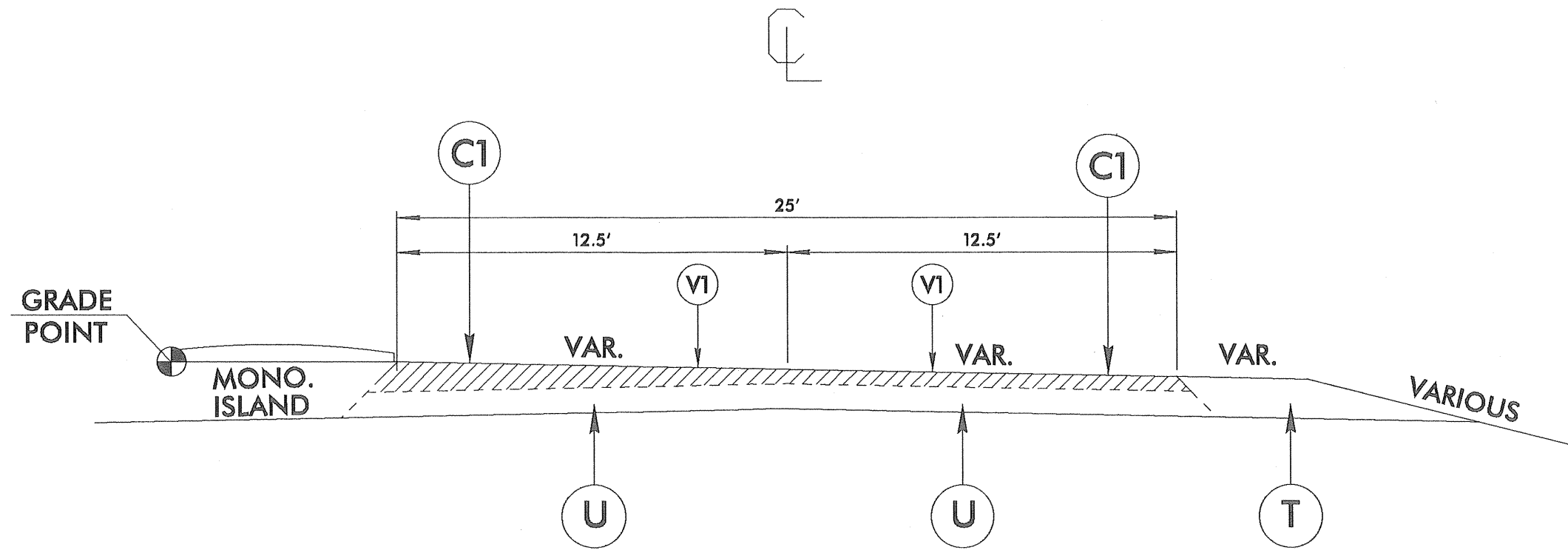


TYPICAL SECTION NO. 5

FOR MAP # 10

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 85 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
T	PROPOSED SHOULDER MATERIAL

TYPICALS AND PAVEMENT SCHEDULES

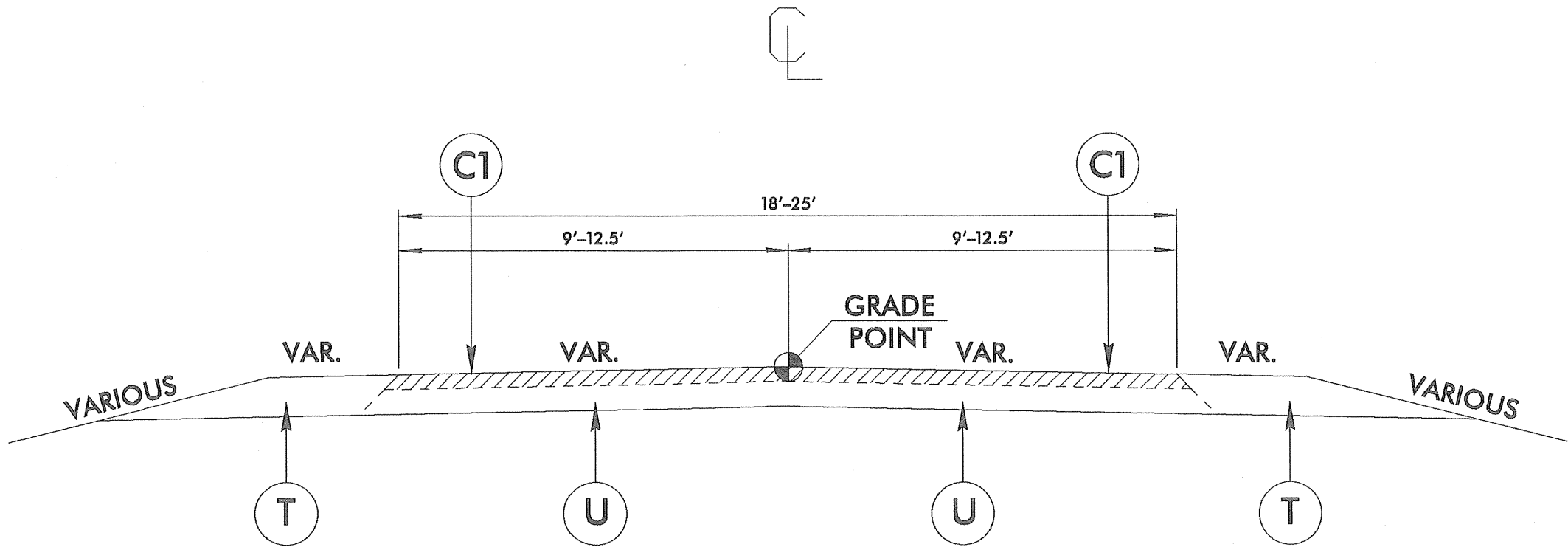


TYPICAL SECTION NO. 6

FOR MAP # 8

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
T	PROPOSED SHOULDER MATERIAL
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0" - 1.5"

TYPICALS AND PAVEMENT SCHEDULES



TYPICAL SECTION NO. 7

FOR MAPS # 6, 7 AND 9

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
T	PROPOSED SHOULDER MATERIAL

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.11.08.10971, 2018CPT.11.09.20971		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1½" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	SURFACE COURSE, SF9.5A TONS	SURFACE COURSE, S4.75A TONS	ASPHALT BINDER FOR PLANT MIX TONS	PORTABLE LIGHTING LS	ADJ. OF DROP INLET EA	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	SEED & MULCHING AC	INDUCTIVE LOOP LF
2018CPT.11.08.10971	Wilkes	1	US 421 N	FROM NC 18 + .38 MI TO SR 1322	1	2	MD	NO	NO	1.45	25	145	75	3.50		333		2,947			174	1				0.83	
2018CPT.11.08.10971	Wilkes	2	US 421 N	FROM SR 1322 TO BEG OF DIV HWY	2	5	MU	NO	NO	1.99	68	199	100	4.00				7,593			448	*	2	1	7	1.50	
2018CPT.11.08.10971	Wilkes	3	US 421 S	FROM SR 1145 TO NC 16	3	2	MD	NO	NO	3.41	36	341	125	6.85				7,679			453					2.50	
2018CPT.11.08.10971	Wilkes	4	US 421 S	FROM SR 1322 TO NC 18 - 0.38 MI	4	2	MD	NO	NO	1.45	28	145	75	3.50		480		2,728			161	*				1.30	
2018CPT.11.08.10971	Wilkes	5	US 421 BUS	FROM NC 18 TO NC 18	5	4	MU	NO	NO	1.1	45	110	75	2.20	32,015			2,704			160	*	15	18	6	0.80	
2018CPT.11.08.10971	Wilkes	6	NC 115	FROM SR 2473 TO US 421	6	2	2WU	NO	NO	2.16	24	216	100	4.35			2,854				171					1.60	
2018CPT.11.08.10971	Wilkes	7	NC 268	FROM SR 1966 TO SR 1957	7	2	2WU	NO	NO	2.27	25	227	100	4.65			3,019				181				2	1.70	
2018CPT.11.08.10971	Wilkes	8	NC 16 S	FROM US 421 TO END OF DIV HWY	8	2	MD	NO	NO	1.17	25	117	75	2.60	22,100		1,864				112		5			0.95	550.00
TOTAL FOR PROJ NO. 2018CPT.11.08.10971										15		1,500	725	31.65	54,115	813	7,737	23,651			1,860		22	19	15	11.18	550
2018CPT.11.09.20971	Wilkes	9	SR 1002	FROM SR 1744 TO SR 1946	9	2	2WU	NO	NO	2.81	18	281	100	5.70		120	2,605				156					2.10	
2018CPT.11.09.20971	Wilkes	10	SR 1002	FROM SR 1946 TO SR 1749	10	2	2WU	NO	NO	4.15	18	415	150	8.50		120				1,932	131					3.20	
2018CPT.11.09.20971	Wilkes	11	SR 1749	FROM SR 1002 TO SR 1752	11	2	2WU	NO	NO	2.69	20	269	100	5.50					2,695		181					2.00	
2018CPT.11.09.20971	Wilkes	12	SR 1924	FROM SR 1931 TO SR 2014	11	2	2WU	NO	NO	3.12	20	312	125	6.30					3,214		215					2.35	
2018CPT.11.09.20971	Wilkes	13	SR 2324	FROM SR 2326 TO SR 2325	11	2	2WU	NO	NO	1.95	20	195	100	4.00					1,949		131					1.50	
TOTAL FOR PROJ NO. 2018CPT.11.09.20971										14.72		1,472	575	30.00		240	2,605		7,858	1,932	814					11.15	
GRAND TOTAL										29.72		2,972	1,300	61.65	54,115	1,053	10,342	23,651	7,858	1,932	2,674	1	22	19	15	22.33	550

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.11.08.10971,		
2018CPT.11.09.20971		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E		4820000000-E		4835000000-E	4840000000-N		4845000000-N					4905000000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	8" YELLOW PAINT	8" WHITE PAINT	24" WHITE PAINT	PAINT MSG ONLY	PAINT MSG SCHOOL	PAINT RT ARROW	PAINT LT ARROW	PAINT STR ARROW	PAINT STR & RT ARROW	PAINT STR & LT ARROW	SNOW PLOWABLE MARKERS
										SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	
NO		NO			NO																			
2018CPT.11.08.10971	Wilkes	1	US 421 N	FROM NC 18 + .38 MI TO SR 1322	1	2	MD	1.45	25	256	1.00	29,840	18,660			135			4	10	12			
2018CPT.11.08.10971	Wilkes	2	US 421 N	FROM SR 1322 TO BEG OF DIV HWY	2	5	MU	1.99	68	580	*	56,000	51,500			705			26	55	20			
2018CPT.11.08.10971	Wilkes	3	US 421 S	FROM SR 1145 TO NC 16	3	2	MD	3.41	36	459	*	67,200	44,300			285			5	24	30	2		
2018CPT.11.08.10971	Wilkes	4	US 421 S	FROM SR 1322 TO NC 18 - 0.38 MI	4	2	MD	1.45	28	176	*	25,850	19,050	100		126			2	8	8			
2018CPT.11.08.10971	Wilkes	5	US 421 BUS	FROM NC 18 TO NC 18	5	4	MU	1.1	45	640	*	7,950	22,960	62		436	8		5	16	6	22	12	
2018CPT.11.08.10971	Wilkes	6	NC 115	FROM SR 2473 TO US 421	6	2	2WU	2.16	24	619	*	46,950	47,920			50	4	6		2			170	
2018CPT.11.08.10971	Wilkes	7	NC 268	FROM SR 1966 TO SR 1957	7	2	2WU	2.27	25	486	*	49,700	43,750	96		26				3				
2018CPT.11.08.10971	Wilkes	8	NC 16 S	FROM US 421 TO END OF DIV HWY	8	2	MD	1.17	25	192	*	22,550	14,400			104			5	8	4		105	
TOTAL FOR PROJ NO. 2018CPT.11.08.10971								15		3,408		306,040	262,540	258		1,867	12	6	47	126	80	24	12	275
												568,580		258			18		289					
2018CPT.11.09.20971	Wilkes	9	SR 1002	FROM SR 1744 TO SR 1946	9	2	2WU	2.81	18	334	*	60,600	57,700										186	
2018CPT.11.09.20971	Wilkes	10	SR 1002	FROM SR 1946 TO SR 1749	10	2	2WU	4.15	18	510	*	89,350	86,850			50		6					280	
2018CPT.11.09.20971	Wilkes	11	SR 1749	FROM SR 1002 TO SR 1752	11	2	2WU	2.69	20	254	*	57,000	50,100		54								180	
2018CPT.11.09.20971	Wilkes	12	SR 1924	FROM SR 1931 TO SR 2014	11	2	2WU	3.12	20	470	*	67,800	66,300										208	
2018CPT.11.09.20971	Wilkes	13	SR 2324	FROM SR 2326 TO SR 2325	11	2	2WU	1.95	20	144	*	41,200	37,950										130	
TOTAL FOR PROJ NO. 2018CPT.11.09.20971								14.72		1,712		315,950	298,900		54	50		6					984	
												614,850		54			6							
GRAND TOTAL								29.72		5,120	1	621,990	561,440	258	54	1,917	12	12	47	126	80	24	12	1,259
												1,183,430		312			24		289					



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

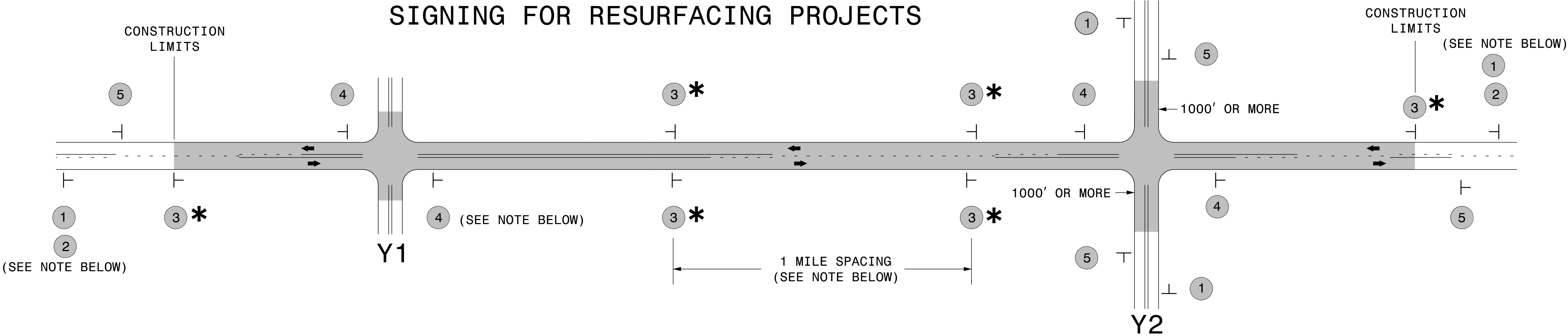


- SHOULDER WEDGE ANGLE = 30°

**CONTRACT STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

SHOULDER WEDGE DETAILS

ORIGINAL BY: T.SPELL DATE: 7-19-11
MODIFIED BY: DATE: 10/16/12
CHECKED BY: DATE:
FILE SPEC.: s:usr/details/stand/shoulderwedgedetail.dgn



LEGEND

—|—

STATIONARY SIGN

→

DIRECTION OF TRAFFIC FLOW

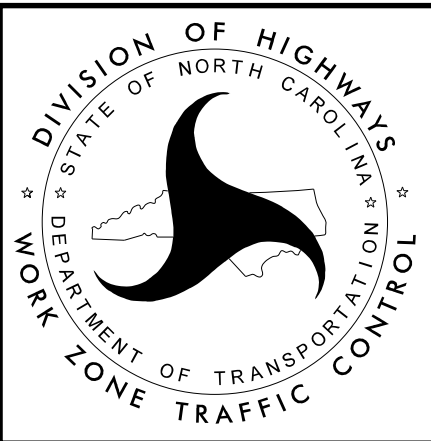
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div>2</div> <div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div>NEXT XX MILES</div><div>W7-3aP 24" X 18"</div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#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)</div>	<div>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</div> <div>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS</div> <div>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</div> <div><div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div></div><div><div>ROAD WORK AHEAD</div><div>W20-7 A 48" X 48"</div></div></div> <div>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</div>
	<div>3 *</div> <div><div>LOW/SOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div> <div>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET ½ MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</div>	
	<div>4</div> <div><div>ROAD UNDER CONST</div><div>SP 13106 48" X 48"</div></div> <div>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.</div>	
	<div>5</div> <div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</div>	

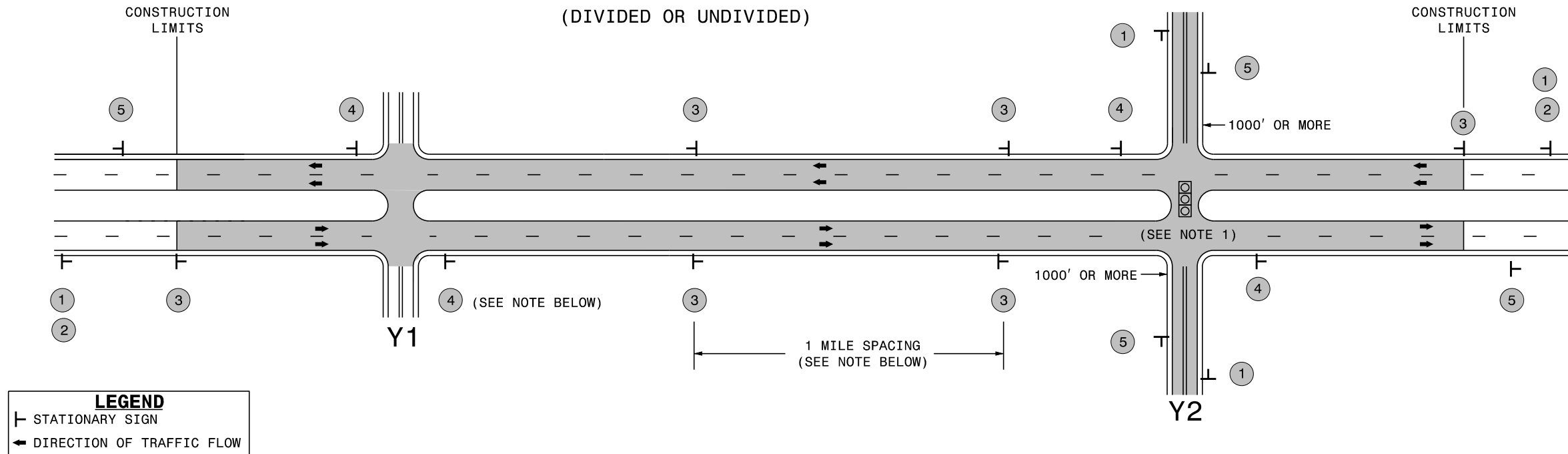
* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS:
STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

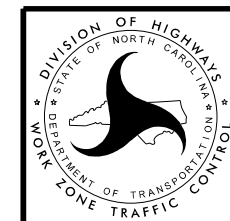
SIGNING FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS WITH SHOULDER SECTIONS (DIVIDED OR UNDIVIDED)



MAINLINE (-L-) SIGNING

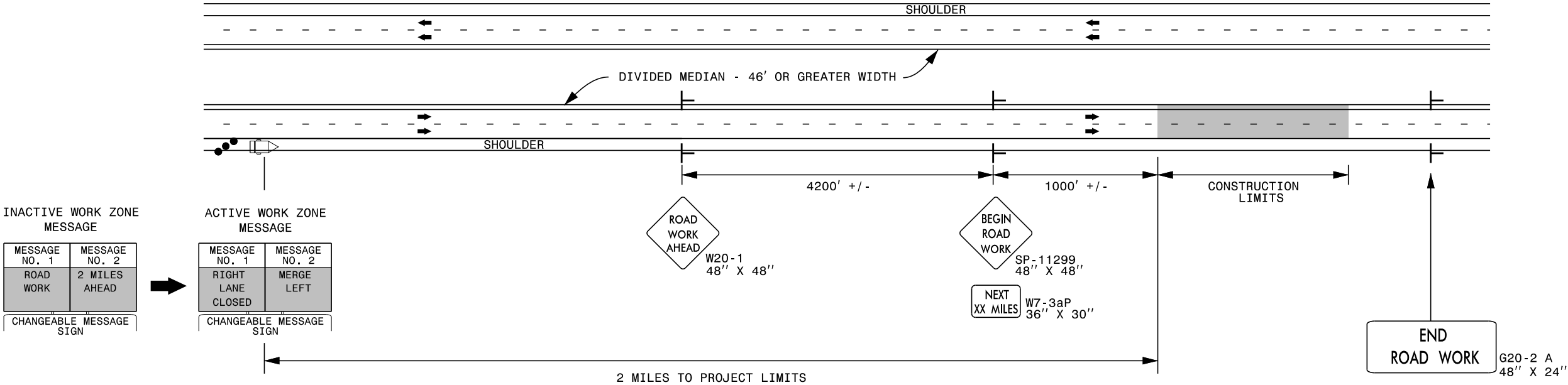
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div> <div> <div>1</div> <div> <p>ROAD WORK AHEAD W20-1 48" X 48"</p> </div> </div> <div> <div>2</div> <div> <p>NEXT XX MILES W7-3aP 24" X 18"</p> </div> </div> </div> <p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</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>	<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, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div> <div> <p>ROAD WORK AHEAD W20-1 48" X 48"</p> </div> <div> <p>W20-7 A 48" X 48"</p> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	<div> <div>3</div> <div> <p>LOW/SOFT SHOULDER SP 13107 48" X 48"</p> </div> </div> <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>	
	<div> <div>4</div> <div> <p>ROAD UNDER CONST SP 13106 48" X 48"</p> </div> </div> <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>	
	<div> <div>5</div> <div> <p>END ROAD WORK G20-2 A 48" X 24"</p> </div> </div> <p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	<p>NOTES:</p> <ol style="list-style-type: none"> 1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.

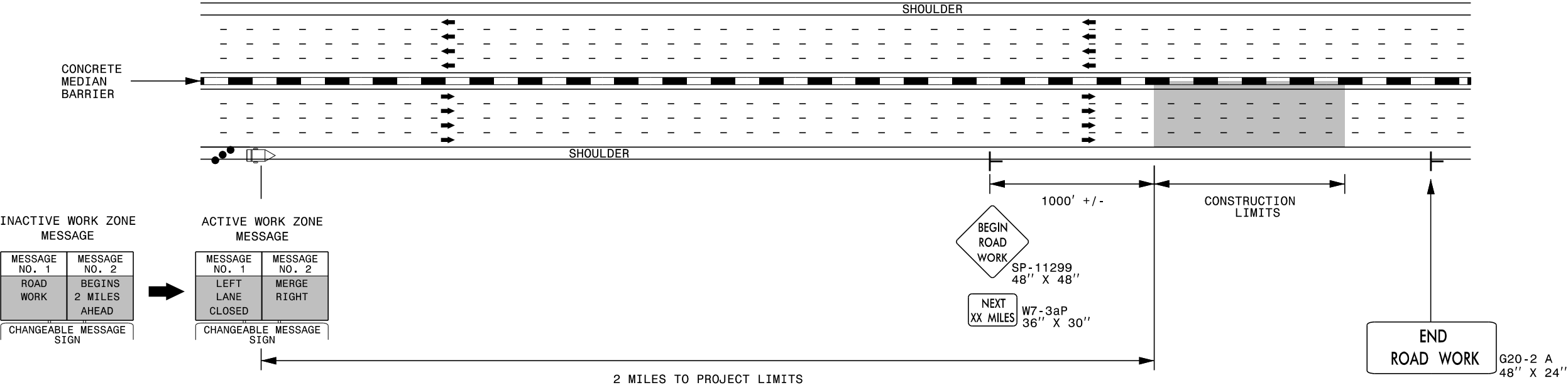


RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS
(DIVIDED OR UNDIVIDED)

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER



- NOTES:**
- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
 - 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
 - 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
 - 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
 - 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
 - 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

CHANGEABLE MESSAGE SIGN (CMS)

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC DRUM



RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH