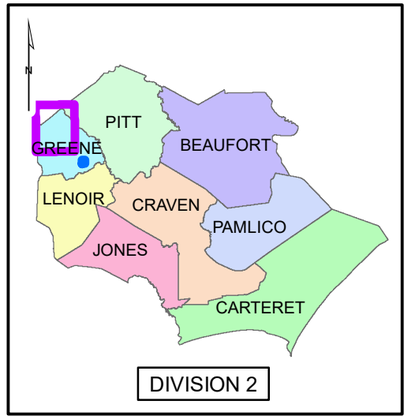


GREENE AND LENOIR COUNTIES

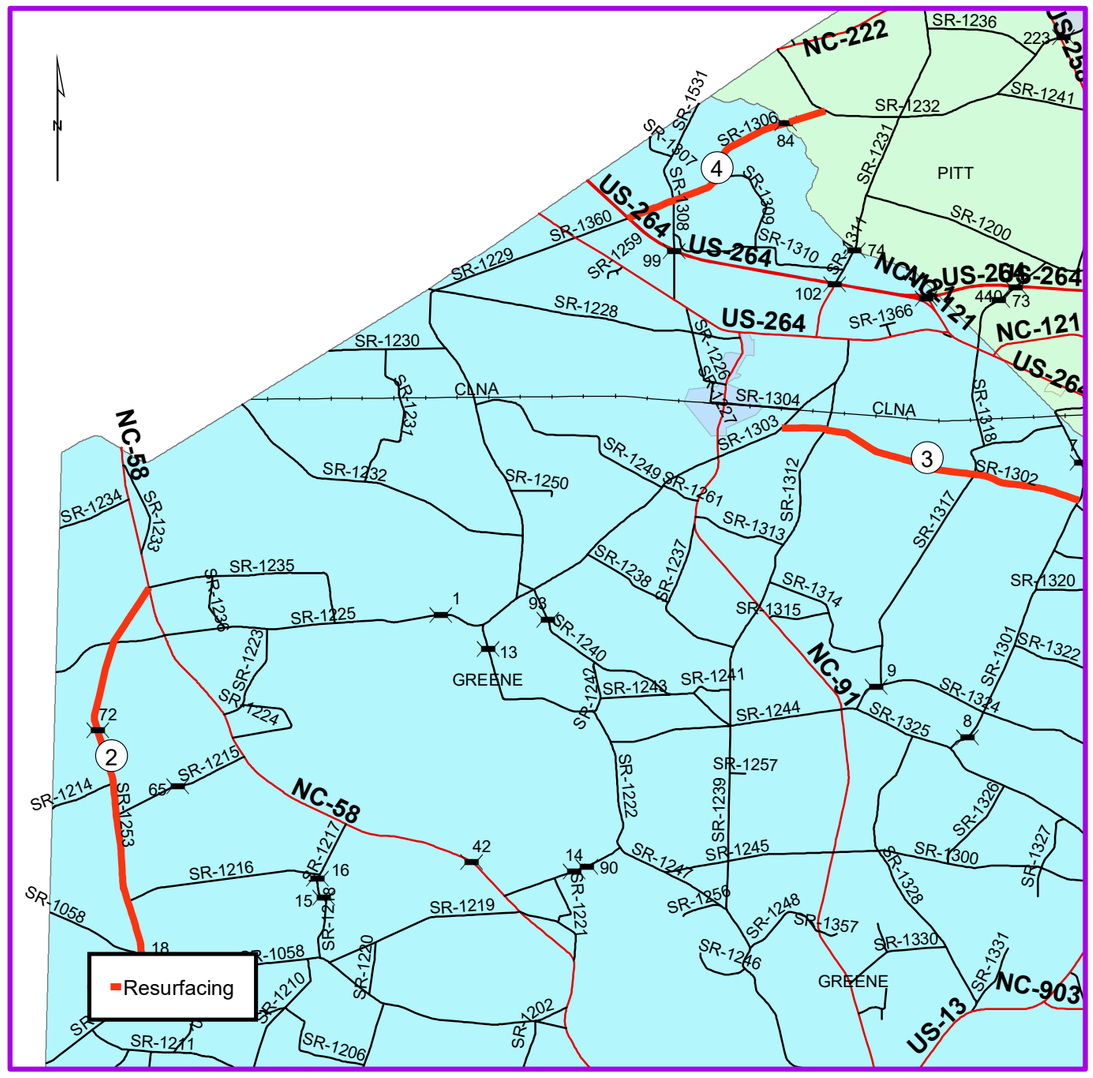
DB00548

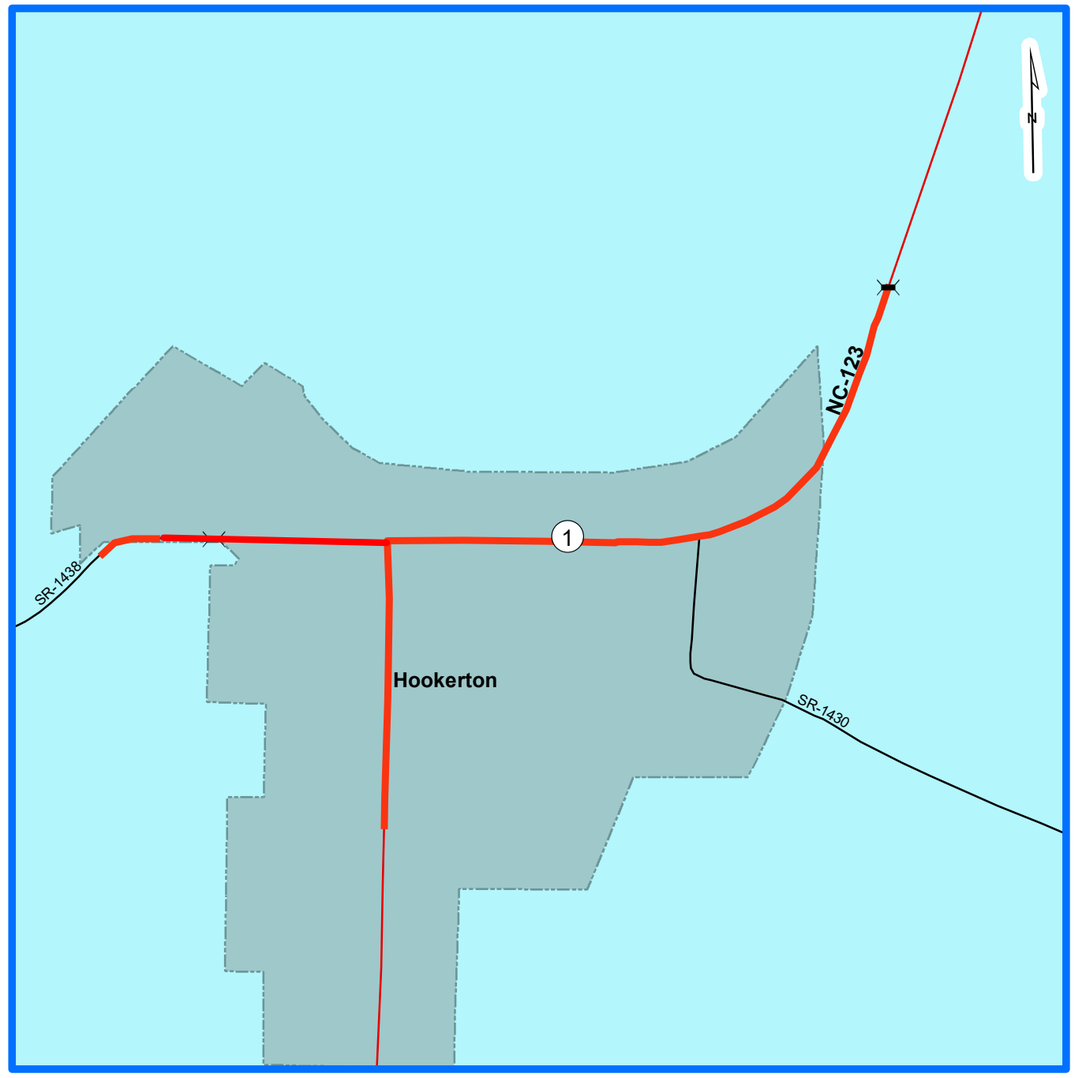
PROJECT REFERENCE NO.	SHEET NO.
DB00548	1

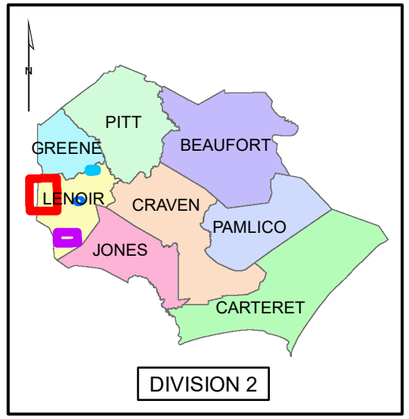
WBS# 2023CPT.02.21.10401
2023CPT.02.16.20401
2023CPT.02.17.20541

TYPE OF WORK: MILLING , WIDENING, RESURFACING, AND SHOULDER RECONSTRUCTION

NCDOT
DIVISION 2







GREENE AND LENOIR COUNTIES

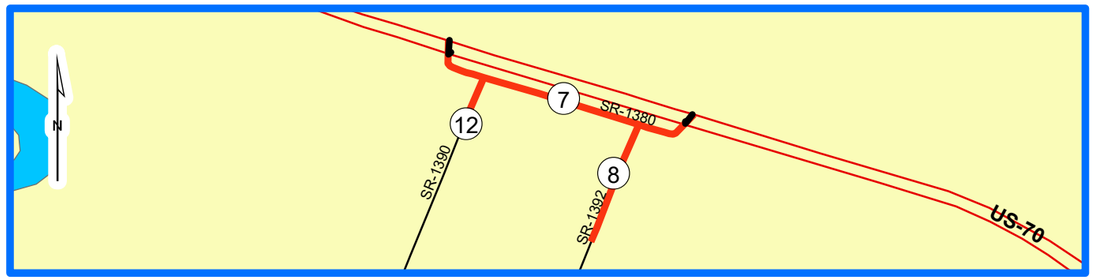
DB00548

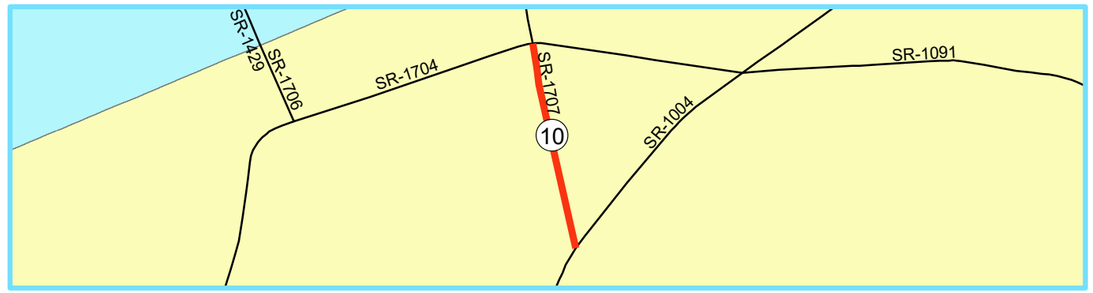
WBS# 2023CPT.02.21.10401
2023CPT.02.16.20401
2023CPT.02.17.20541

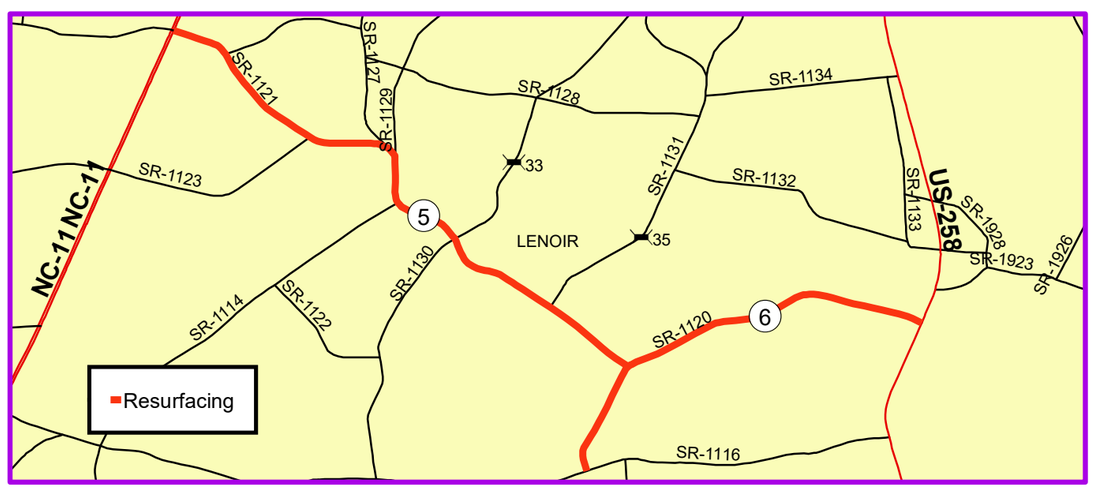
PROJECT REFERENCE NO.	SHEET NO.
DB00548	2

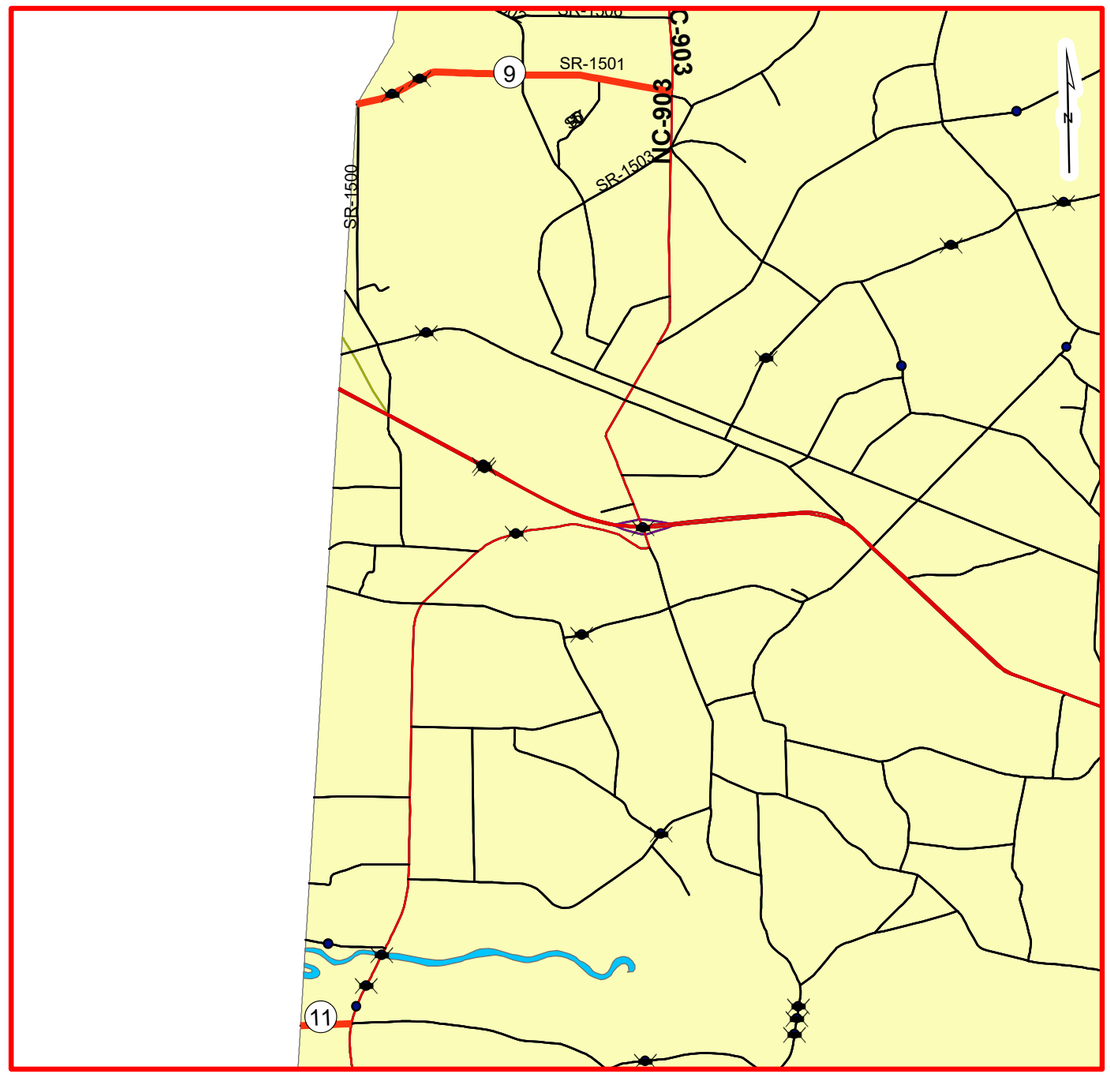
TYPE OF WORK: MILLING, WIDENING,RESURFACING, AND SHOULDER RECONSTRUCTION

NCDOT
DIVISION 2





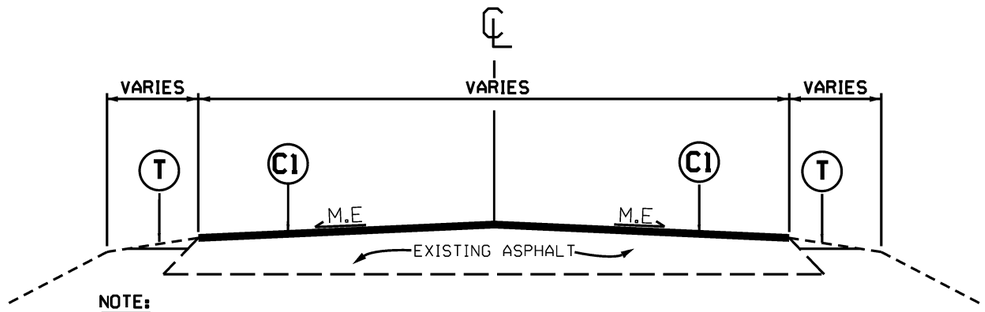




PROJECT REFERENCE NO.	SHEET NO.
DB00548	3

TYPICAL SECTION NO. 1

MAPS 3 THRU 10, AND 12

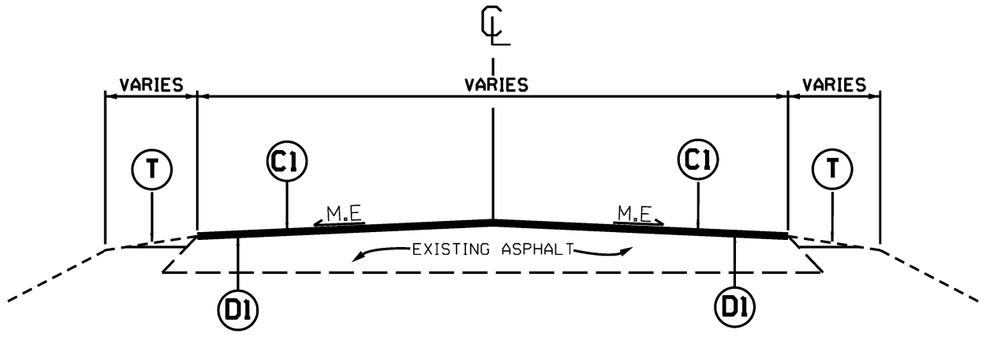


NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. FOR MILL PATCHING, REFER TO SUMMARY OF QUANTITES OR AS DIRECTED BY THE ENGINEER
4. FOR SHOULDER RECONSTRUCTION, REFER TO SUMMARY OF QUANTITES OR AS DIRECTED BY THE ENGINEER

TYPICAL SECTION NO. 2

MAP 2



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PERFORM SHOULDER RECONSTRUCTION WHEN ALL PAVING IS COMPLETED.

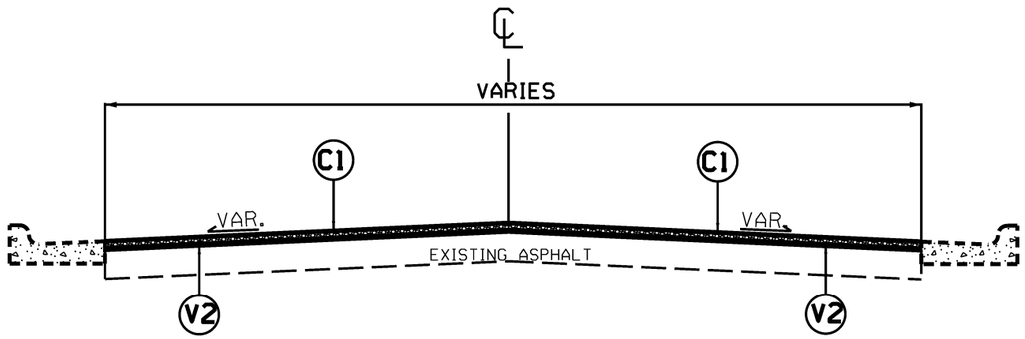
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1 1/2" FOR THE ENTIRE WIDTH OF ROADWAY.
DRAWINGS NOT TO SCALE	

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

PROJECT REFERENCE NO.	SHEET NO.
DB00548	4

TYPICAL SECTION NO. 3

MAP 1



NOTE:

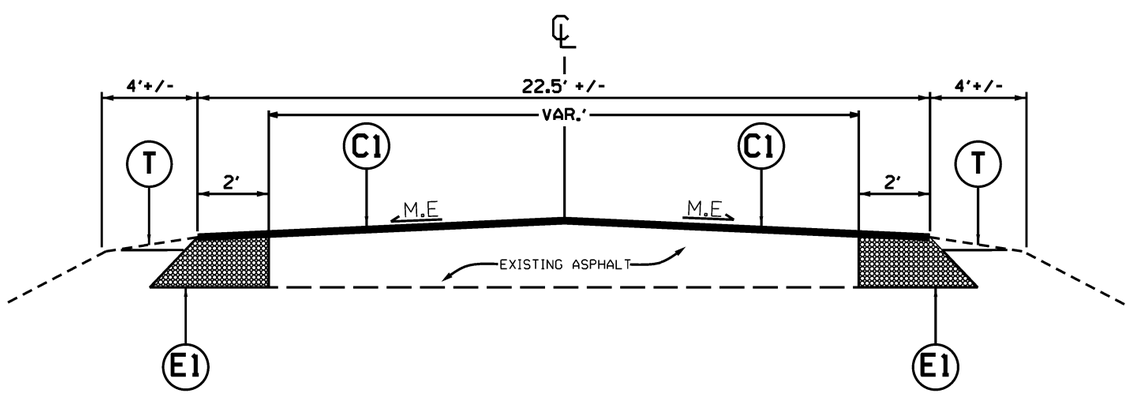
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO THE DEPTH OF 1 1/2" INCHES.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1 1/2" FOR THE ENTIRE WIDTH OF ROADWAY.
DRAWINGS NOT TO SCALE	

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

TYPICAL SECTION NO. 4

MAP 11



NOTE:

1. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
4. FOR MILL PATCHING LOCATIONS, REFER TO THE SUMMARY OF QUANTITIES OR AS DIRECTED BY THE ENGINEER.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00548	5.00	

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	0262000000-N HAULING NCDOT SUPPLIED SHOULDER MATERIAL	1220000000-E INCIDENTAL STONE BASE	1245000000-E SHOULDER RECONSTRUCTION	1297000000-E 1½" MILLING	1330000000-E INCIDENTAL MILLING	491000000- BASE COURSE, B25.0C	1503000000-E INTERMEDIATE COURSE, I19.0C	1519000000-E SURFACE COURSE, S9.5B	1575000000-E ASPHALT BINDER FOR PLANT MIX	1880000000-E 4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	752000000 2'6" CURB & GUTTER - REMOVE/ REPLACE	6000000000-E TEMPORARY SILT FENCE	6071010000-E WATTLE	6084000000-E SEED & MULCHING	6117000000-N RESPONSE FOR EROSION CONTROL	6413000000- WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	4457000000-N TEMPORARY TRAFFIC CONTROL
										MI	FT	EA	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS	TON	LF	LF	LF	AC	EA	SF	LS
2023CPT.02.21.10401	Greene	1	NC-123 / SR-1438 W MAIN ST.	FROM PAV'T JOINT AT SR 1439 FAITH HOPE RD. TO NC 123 AND FROM THE PAV'T JOINT AT GREENE ST. TO CONTENEA CREEK BRIDGE	3	2	2WU	NO	NO	1.12	36	3	10		24,881	1,550			2,250	151		10						125	0.04
TOTAL FOR MAP NO. 1										**1.12**		**3**	**10**		**24,881**	**1,550**			**2,250**	**151**		**10**					**125**	**0.04**
TOTAL FOR PROJ NO. 2023CPT.02.21.10401										**1.12**		**3**	**10**		**24,881**	**1,550**			**2,250**	**151**		**10**					**125**	**0.04**
2023CPT.02.16.20401	Greene	2	SR-1253 / POPE FARM RD	FROM SR 1058 BULLHEAD RD. TO NC 58	2	2	2WU	NO	NO	4.87	20.5	195	244	9.74		800		8,500	5,000	763	426		244		6.09		550	0.23
TOTAL FOR MAP NO. 2										**4.87**		**195**	**244**	**9.74**		**800**		**8,500**	**5,000**	**763**	**426**		**244**		**6.09**		**550**	**0.23**
2023CPT.02.16.20401	Greene	3	SR-1302 / KNOX SCHOOL RD	FROM SR 1301 FRIENDSHIP CHURCH RD. TO SR1303 FIELDSBORO RD.	1	2	2WU	NO	NO	3.29	18	132	165	6.58		150			3,100	233	525				3.29	1	375	0.15
TOTAL FOR MAP NO. 3										**3.29**		**132**	**165**	**6.58**		**150**			**3,100**	**233**	**525**				**3.29**	**1**	**375**	**0.15**
2023CPT.02.16.20401	Greene	4	SR-1306 / CRAFT RD AND SR-1233/ MOSELY RD	FROM DEADEND TO SR 1232 ALLEN GAY RD.	1	2	2WU	NO	NO	2.62	20.5	105	131	5.24		900			2,675	182	52		262	50	2.62		250	0.10
TOTAL FOR MAP NO. 4										**2.62**		**105**	**131**	**5.24**		**900**			**2,675**	**182**	**52**		**262**	**50**	**2.62**		**250**	**0.10**
TOTAL FOR PROJ NO. 2023CPT.02.16.20401										**10.78**		**432**	**540**	**21.56**		**1,850**		**8,500**	**10,775**	**1,178**	**1,003**		**506**	**50**	**12.00**	**1**	**1,175**	**0.48**
2023CPT.02.17.20541	Lenoir	5	SR-1121 / DAVIS MILL RD.	FROM NC11 TO SR 1120 NOBLES MILL RD.	1	2	2WU	NO	NO	3.62	20	145	181	7.24		600			4,200	297	327				3.62		425	0.17
TOTAL FOR MAP NO. 5										**3.62**		**145**	**181**	**7.24**		**600**			**4,200**	**297**	**327**				**3.62**		**425**	**0.17**
2023CPT.02.17.20541	Lenoir	6	SR-1120 / NOBLES MILL RD	FROM SR1116 JONESTOWN RD TO US 258 SOUTH	1	2	2WU	NO	NO	2.52	20	101	126	5.04		300			2,500	189	440				2.52	1	300	0.11
TOTAL FOR MAP NO. 6										**2.52**		**101**	**126**	**5.04**		**300**			**2,500**	**189**	**440**				**2.52**	**1**	**300**	**0.11**
2023CPT.02.17.20541	Lenoir	7	SR-1380 / TYNDALL PARK DR	FROM US 70 TO US 70	1	2	2WU	NO	NO	0.25	22	10	13	0.50		300			325	22					0.25		100	0.01
TOTAL FOR MAP NO. 7										**0.25**		**10**	**13**	**0.50**		**300**			**325**	**22**					**0.25**		**100**	**0.01**
2023CPT.02.17.20541	Lenoir	8	SR-1392 / DIANNE BLVD	FROM GATE TO SR 1380 TYNDALL PARK DR.	1	2	2WU	NO	NO	0.15	19	6	8	0.30		300			175	12					0.15		100	0.01
TOTAL FOR MAP NO. 8										**0.15**		**6**	**8**	**0.30**		**300**			**175**	**12**					**0.15**		**100**	**0.01**
2023CPT.02.17.20541	Lenoir	9	SR-1501 / OLD JASON RD	FROM WAYNE COUNTY LINE TO NC 903	1	2	2WU	NO	NO	2.38	20	95	119	4.76		500			2,650	193	307		238	50	2.38		275	0.11
TOTAL FOR MAP NO. 9										**2.38**		**95**	**119**	**4.76**		**500**			**2,650**	**193**	**307**		**238**	**50**	**2.38**		**275**	**0.11**
2023CPT.02.17.20541	Lenoir	10	SR-1707 / HERMAN C MOORE RD	FROM SR 1004 HUGO RD. TO SR 1091 GRIFTON HUGO RD.	1	2	2WU	NO	NO	0.47	20	19	24	0.94		500			800	76	454				0.47		125	0.04
TOTAL FOR MAP NO. 10										**0.47**		**19**	**24**	**0.94**		**500**			**800**	**76**	**454**				**0.47**		**125**	**0.04**
2023CPT.02.17.20541	Lenoir	11	SR-1300 / DAVIS HARDY RD	FROM WAYNE COUNTY LINE TO NC 903	4	2	2WU	NO	NO	0.37	22.5	15	15	0.74		250	307		440	58	215				0.37		125	0.02
TOTAL FOR MAP NO. 11										**0.37**		**15**	**15**	**0.74**		**250**	**307**		**440**	**58**	**215**				**0.37**		**125**	**0.02**
2023CPT.02.17.20541	Lenoir	12	SR-1390 / MCCORMICK BLVD	FROM TYNDALL PARK TO END OF MAINTENANCE	1	2	2WU	NO	NO	0.07	19	3	3	0.14		200			70	5					0.07		125	0.01
TOTAL FOR MAP NO. 12										**0.07**		**3**	**3**	**0.14**		**200**			**70**	**5**					**0.07**		**125**	**0.01**
TOTAL FOR PROJ NO. 2023CPT.02.17.20541										**9.83**		**394**	**489**	**19.66**		**2,950**	**307**		**11,160**	**852**	**1,743**		**238**	**50**	**9.83**	**1**	**1,575**	**0.48**
GRAND TOTAL										**21.73**		**829**	**1,039**	**41.22**	**24,881**	**6,350**	**307**	**8,500**	**24,185**	**2,181**	**2,746**	**10**	**744**	**100**	**21.83**	**2**	**2,875**	**1**

4" Mill Patching	MAP	STA.	STA.	WIDTH	
	2	86+37	87+69	7' LT	
	2	108+69	110+59	7' RT	
	2	114+00	116+55	7' RT	
	2	117+15	118+14	7' RT	
	2	119+53	120+60	7' LT	
	2	174+68	177+84	7' LT	
	2	180+59	181+54	7' LT	
	2	209+28	213+71	7' LT	
	2	225+55	230+30	7' LT	
	3	23+33	23+75	7' RT	
	3	44+82	45+48	7' RT	
	3	52+01	52+42	7' CNTR	
	3	53+60	54+63	9' RT	
	3	53+76	55+91	7' LT	
	3	61+98	62+85	7' LT	
	3	61+98	62+85	7' RT	
	3	64+60	65+41	9' LT	
	3	66+37	66+99	7' RT	
	3	72+42	73+39	7' LT	
	3	78+13	79+90	7' CNTR/LT	
	3	86+12	87+91	7' LT	
	3	92+36	93+08	7' LT	
	3	97+59	98+94	7' LT	
	3	118+15	119+38	7' RT	
	3	124+70	127+29	7' LT	
	3	126+56	127+29	7' RT	
	3	130+08	132+51	7' LT	
	3	130+08	132+51	7' RT	
	3	141+16	141+74	7' RT	
	3	0+00	0+41	INTERSECTION	SR 1317
	4	67+22	67+64	7' RT	
	4	96+48	98+31	7' RT	
	4	137+39	137+65	7' RT	
	5	16+27	17+52	10' RT	
	5	61+49	62+58	10' RT	
	5	70+87	72+75	7' RT	
	5	79+67	80+96	7' RT	
	5	89+67	90+56	10' LT	
	5	111+45	112+00	7' RT	
	5	112+95	113+36	7' RT	
	5	136+42	138+30	13' RT	
	5	171+60	172+38	7' RT	
	5	175+81	179+94	7' RT	

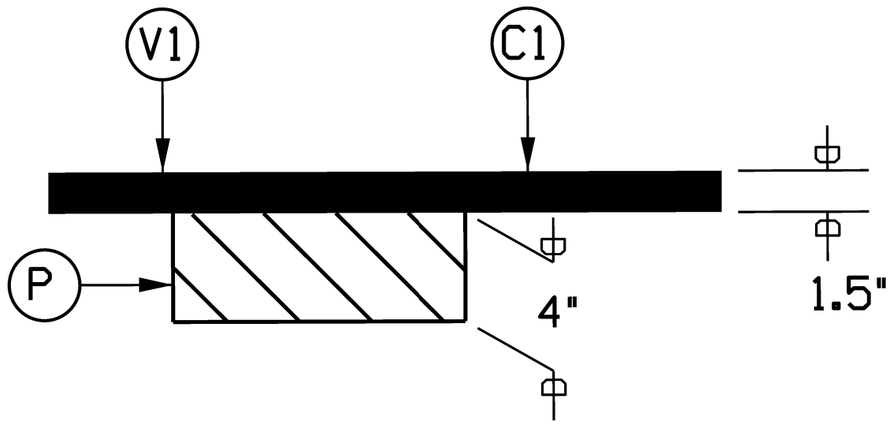
MAP	STA.	STA.	WIDTH	
6	33+12	33+30	9' LT	
6	53+79	54+70	7' LT	
6	54+70	55+72	20' LT/RT	
6	81+54	83+02	7' RT	
6	83+02	83+47	10' LT	
6	91+01	92+77	7' RT	
6	94+00	96+37	10' RT	
6	100+25	101+06	7' RT	
6	107+45	109+76	10' RT	
6	109+24	110+91	7' LT	
6	111+77	114+13	10' RT	
6	112+74	113+74	10' LT	
6	114+39	115+04	7' RT	
9	5+53	5+94	7'LT	
9	54+00	55+39	7' RT	
9	59+41	62+03	7' LT	
9	61+07	62+03	7' RT	
9	91+13	91+46	7' LT	
9	91+54	91+93	10' RT	
9	92+96	96+26	7' LT	
9	94+81	95+44	7' RT	
9	99+52	101+46	7' LT	
9	102+45	103+46	20' LT/RT	
9	113+69	113+92	7' LT	
10	0+67	4+18	7' LT	
10	5+58	7+64	7' RT	
10	6+19	11+40	7' LT	
10	8+91	9+33	7' RT	
10	10+62	12+11	7' RT	
10	15+84	18+12	7' LT	
10	30+08	38+82	7' LT	
10	39+36	39+76	7' RT	
10	0+41	0+68	7' INTERSECTION	SR 1704
11	2+14	4+57	18.5' LT/RT	
11	7+12	9+18	7' RT	
11	9+88	10+87	18.5' LT/RT	

CURB &GUTTER	STA.	STA.	LENGTH	MAP
	3+66	3+76	10' RT	1

PROJECT REFERENCE NO.	SHEET NO.
DB00548	6

4" DEPTH MILL PATCHING DETAIL

MAPS 2,3,4,5,6,9,10,11



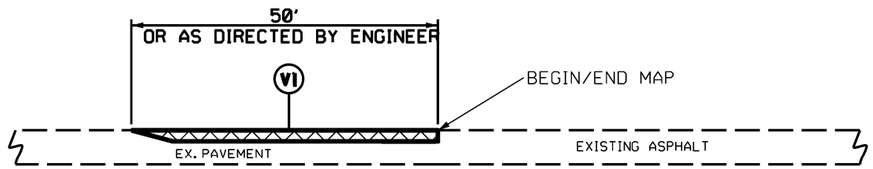
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. PER LAYER
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B 25.0C
DRAWINGS NOT TO SCALE	

NOTE:

1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 4" DEPTH MILL PATCHING.
2. THE CONTRACTOR SHALL PERFORM THE 4" DEPTH MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

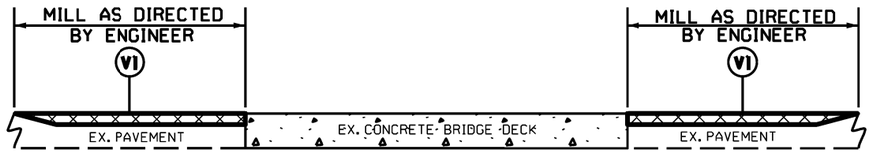
PROJECT REFERENCE NO.	SHEET NO.
DB00548	DIV 2-1

MILLING TYPICALS



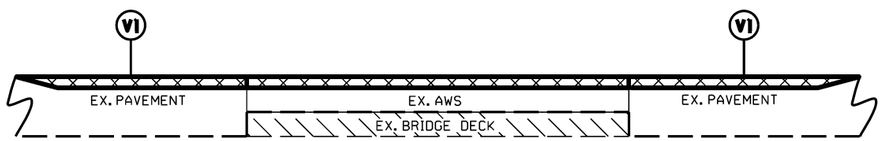
DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

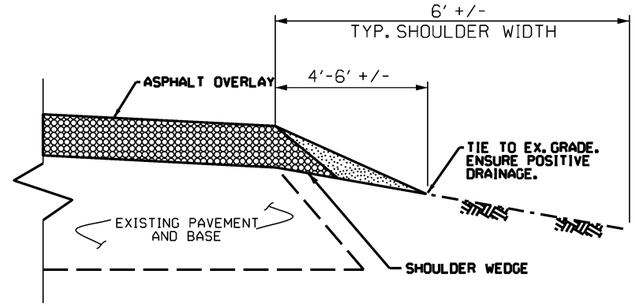
NOTE:
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 3
BRIDGE MILLING

NOTE:
1. INCLUDES MILLING FOR THE ENTIRE WIDTH OF THE BRIDGE WEARING SURFACE, AS DIRECTED BY THE ENGINEER.

SHOULDER RECONSTRUCTION TYPICAL

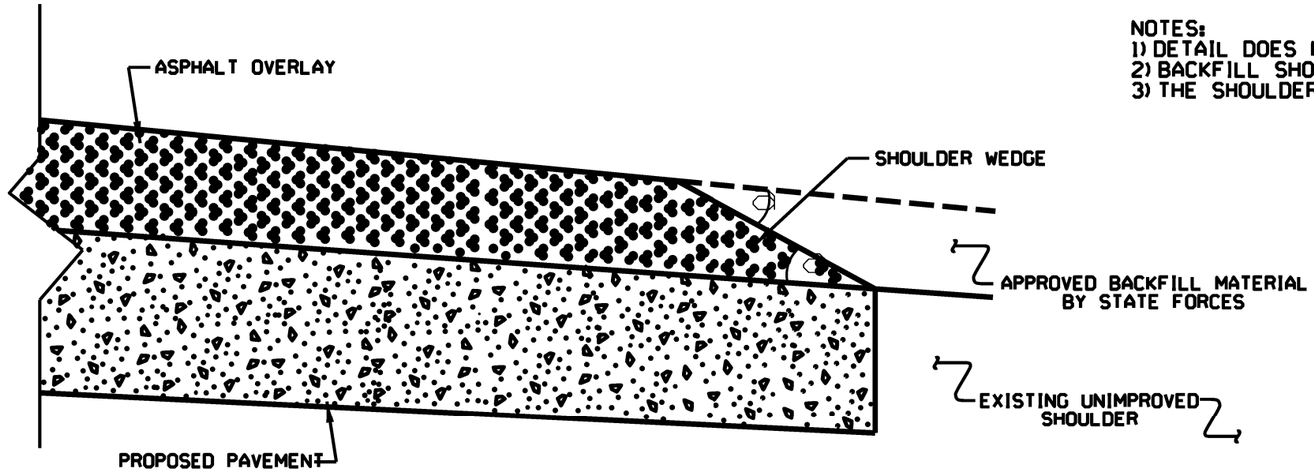


SHOULDER RECONSTRUCTION DETAIL

NOTE:
1. SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
2. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
3. REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

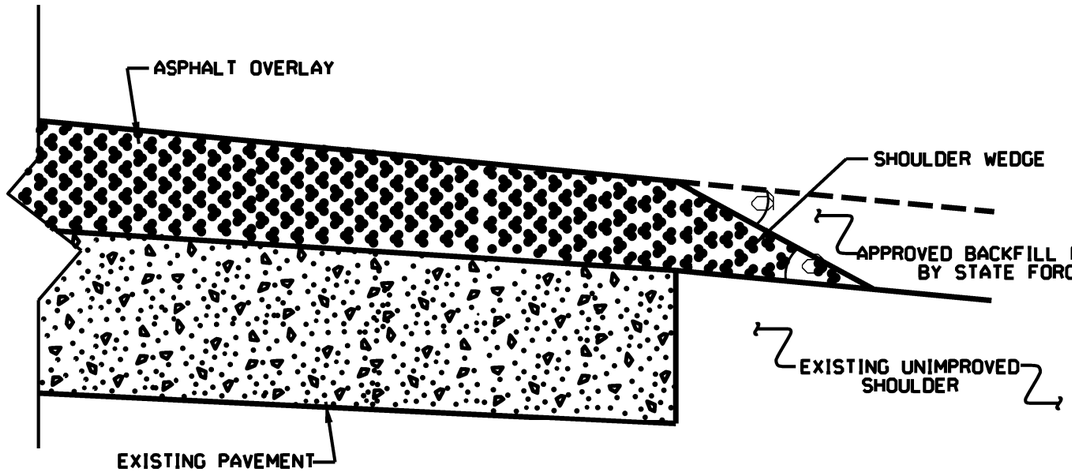
PROJECT REFERENCE NO.	SHEET NO.
DB00548	DIV2-2

NOTES:
1) DETAIL DOES NOT APPLY TO OGAFC 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.



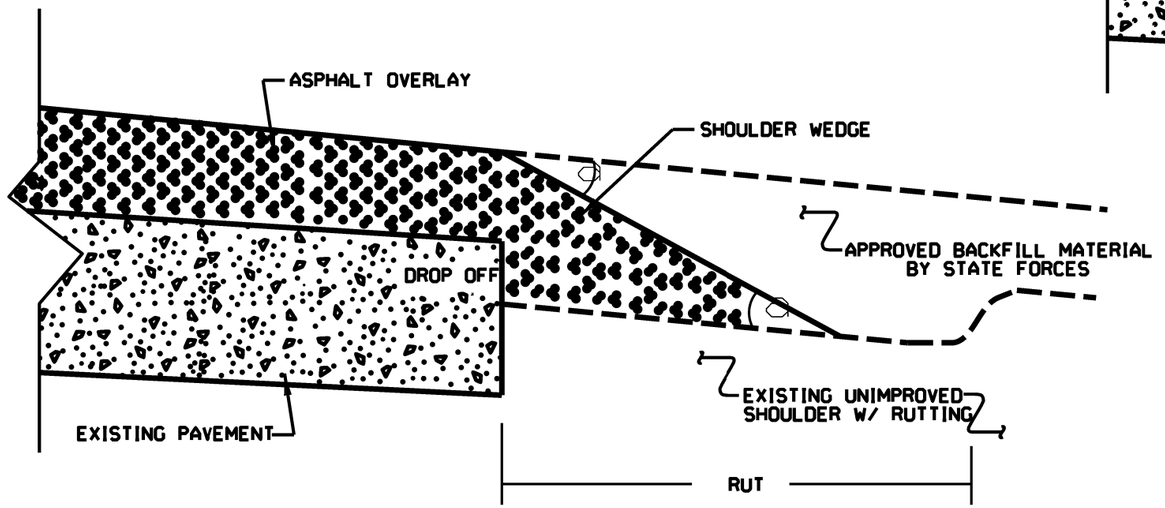
SHOULDER WEDGE DETAIL

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



SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL

(Resurfacing Adjacent to Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6450 Fax 919-250-4119

SHOULDER WEDGE DETAILS

ORIGINAL BY:	T.SPELL	DATE:	7-15-11
MODIFIED BY:		DATE:	10/15/12
CHECKED BY:		DATE:	
FILE SPEC:			

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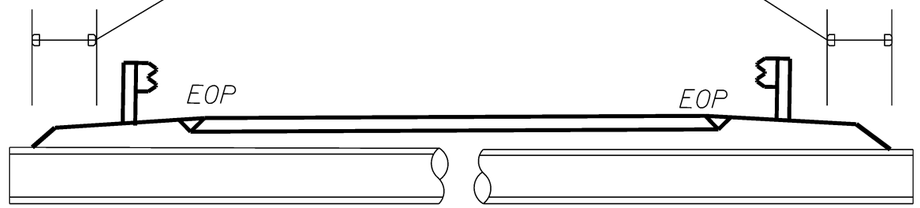
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

EROSION CONTROL DETAIL

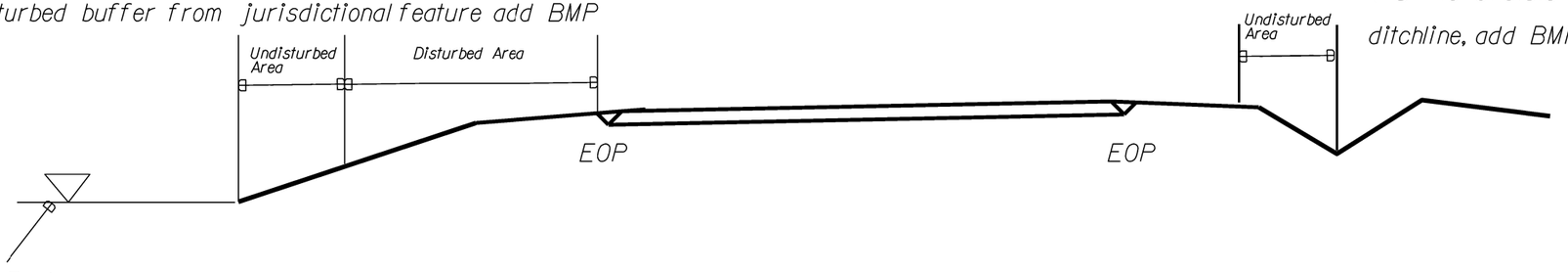
< 5' - 10' Undisturbed buffer add BMP



Pipe/Culvert

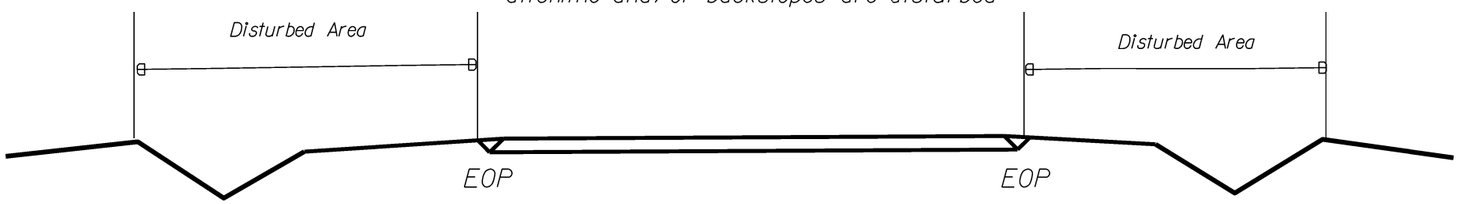
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

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

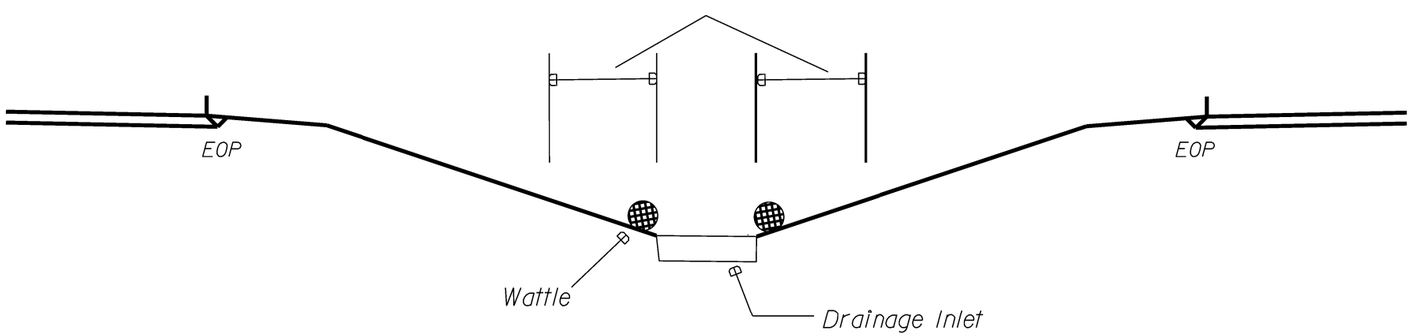


Jurisdictional Feature

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

PROJECT REFERENCE NO.	SHEET NO.
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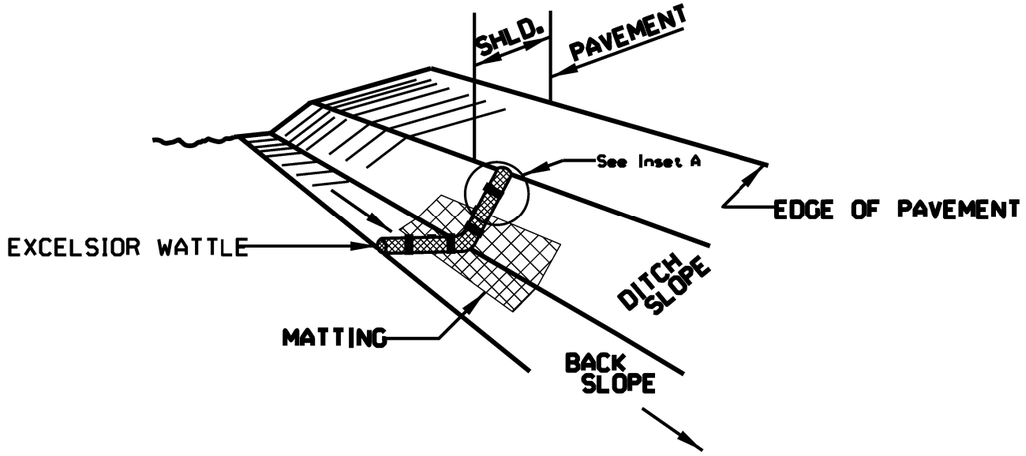
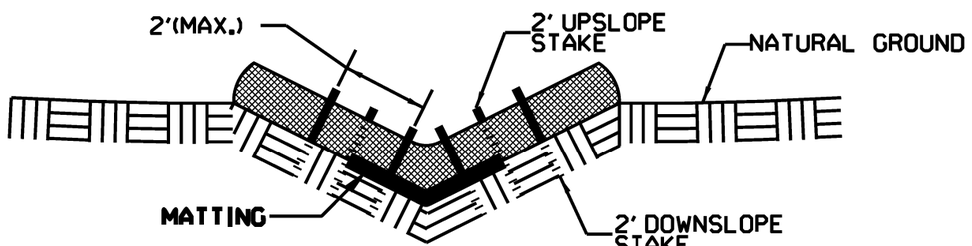
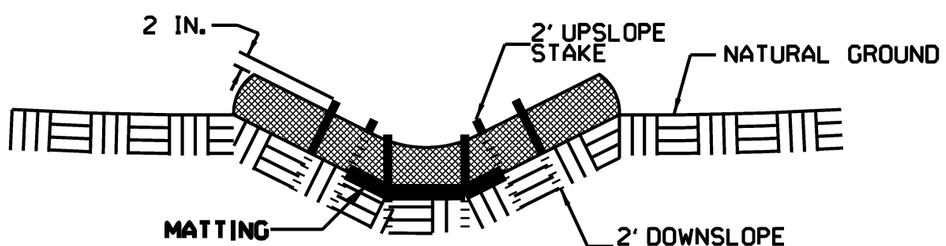
WATTLE DETAIL



ISOMETRIC VIEW



CROSS SECTION
VEE DITCH



CROSS SECTION
TRAPEZOIDAL DITCH

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.

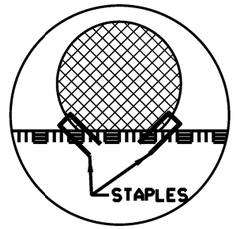
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

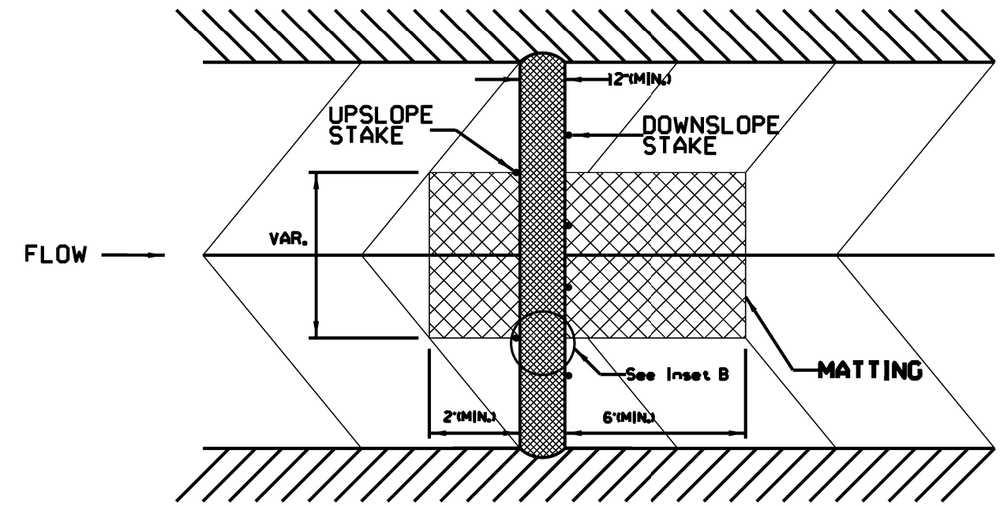
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

INSET A



INSET B

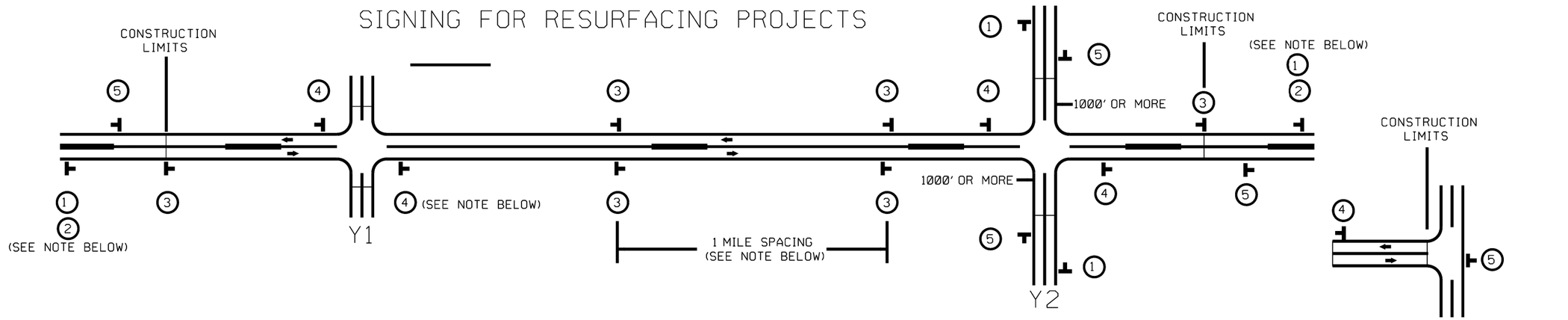


TOP VIEW

NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DB00548	TCP-1

SIGNING FOR RESURFACING PROJECTS



LEGEND
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1	ROAD WORK AHEAD W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE
2	NEXT XX MILES W7-3aP 24" X 18"	*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)
3	LOW/SOFT SHOULDER SP 13107 48" X 48"	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.
4	ROAD UNDER CONST SP 13106 48" X 48"	- 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	END ROAD WORK G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

-Y- LINE SIGNING

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, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.

ROAD WORK AHEAD W20-1 48" X 48"

W20-7 A 48" X 48"

PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

DIVISION OF HIGHWAYS • STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION • WORK ZONE TRAFFIC CONTROL

RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2 LANE ROADWAYS