

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION 6

**PLANS**  
**August 30, 2017**

**CONTRACT ID: DF00181**

**WBS ELEMENT NO.: 2018CPT.06.02.20092.1**

**FEDERAL AID NO.: STATE FUNDED**

**COUNTY: BLADEN**

**TIP NO.: -----**

**LENGTH OF PROJECT: 40.332 MILES**

**ROUTE NO.: VARIOUS SECONDARY ROUTES**

**LOCATION: VARIOUS**

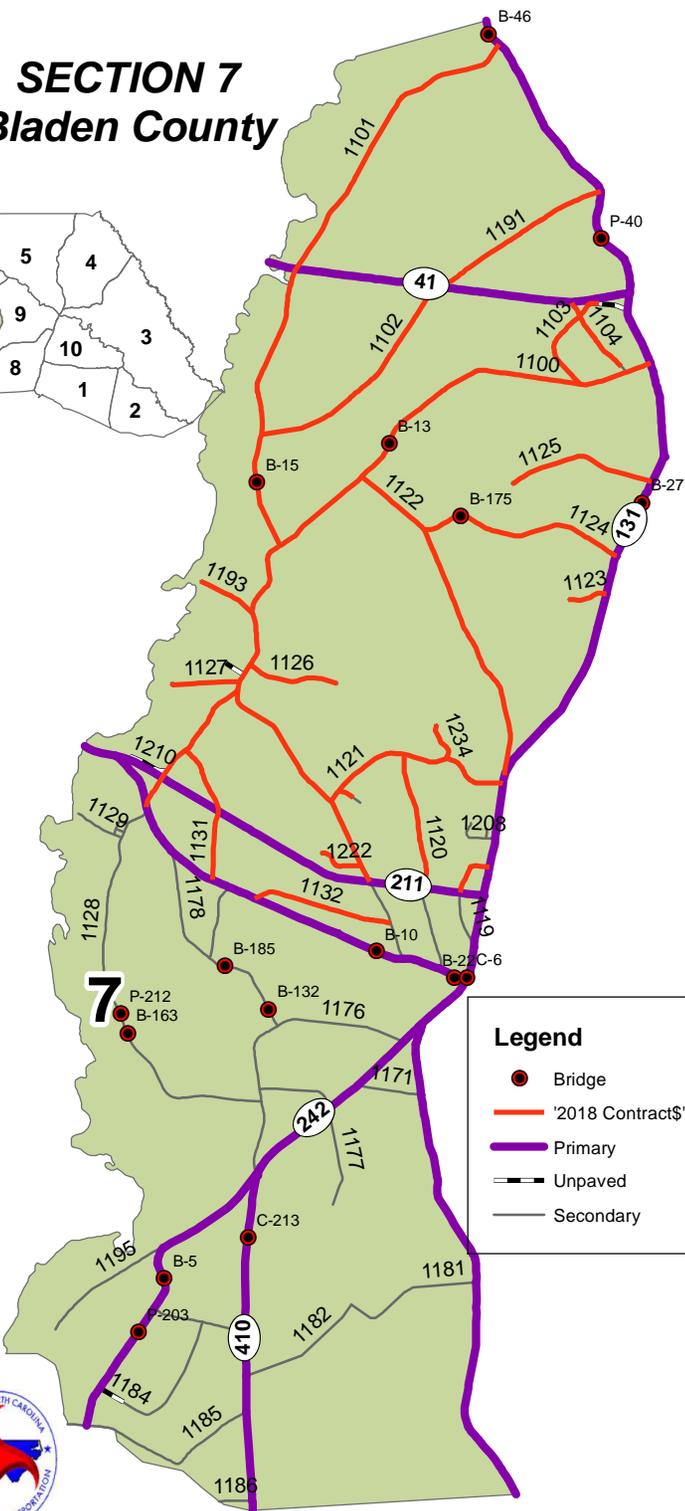
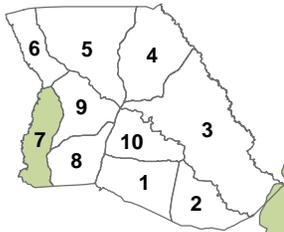
**TYPE OF WORK: ASPHALT SURFACE TREATMENT – DOUBLE SEALS**

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# SECTION 7 Bladen County



**Legend**

- Bridge
- '2018 Contract\$' Events
- Primary
- - - Unpaved
- Secondary



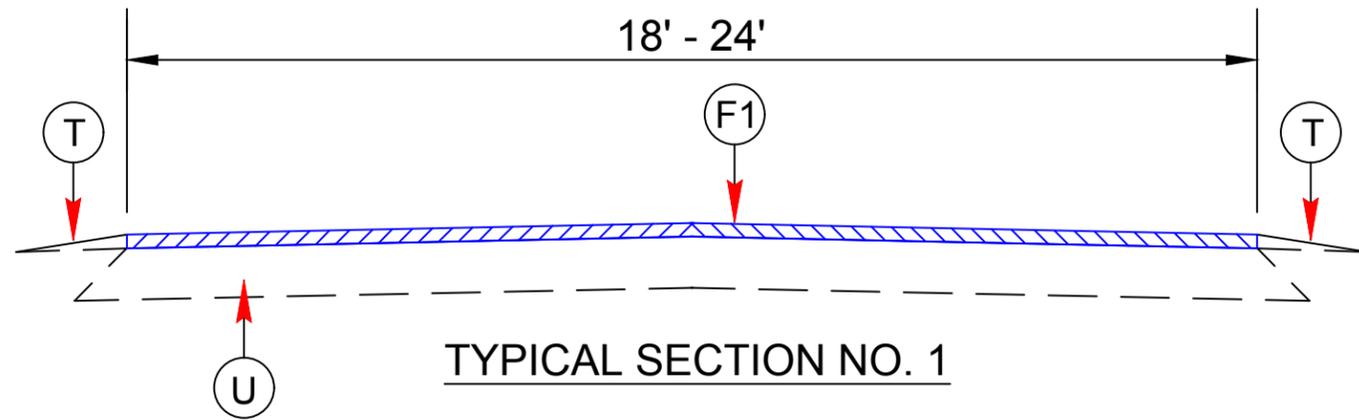
# Proposed 2018 BST Routes

Date: [8/22/2017](#)  
 Contract #: [DF00181](#)  
 WBS: [Double Seals - 2018CPT.06.02.20092.1](#)

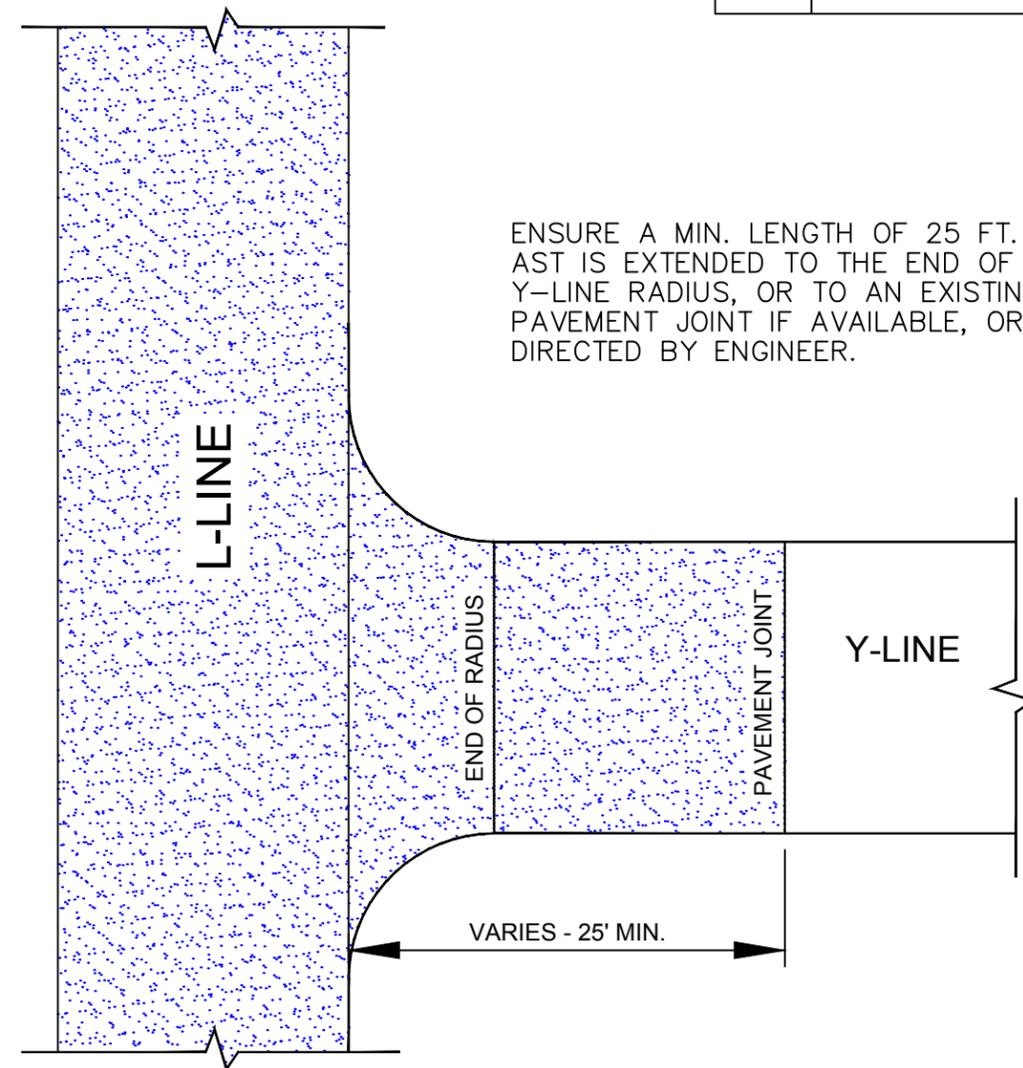
Division : 6  
 County: [Bladen](#)  
 Description: [AST - Double Seals](#)

Map	SR	From	Begin MP	To	End MP	CL Length (Mile)	Width (Ft.)	Quantity (SY)	Treatment	WZ Signs (SF)	Emulsion (GAL)
1	SR 1100	NC 131	2.73	NC 211	11.290	8.561	18	90,404	Double	959	54,694
2	SR 1101	NC 131	0.00	NC 41	3.210	3.210	18	33,898	Double	360	20,508
3	SR 1101	NC 41	3.21	SR 1100	6.140	2.930	18	30,941	Double	328	18,719
4	SR 1102	NC 41	0.00	SR 1101	2.420	2.420	20	28,395	Double	271	17,179
5	SR 1103	SR 1100	0.00	SR 1104	0.875	0.875	20	10,267	Double	98	6,212
6	SR 1104	BEG PVMT	0.30	SR 1100	1.220	0.925	20	10,853	Double	104	6,566
7	SR 1119	NC 131	0.00	NC 211	0.480	0.480	20	5,632	Double	54	3,407
8	SR 1120	NC 211	0.79	SR 1121	2.240	1.450	18	15,312	Double	162	9,264
9	SR 1121	NC 131	0.00	SR 1100	2.050	2.050	20	24,053	Double	230	14,552
10	SR 1122	NC 131	0.00	SR 1100	3.520	3.520	18	37,171	Double	394	22,488
11	SR 1123	NC 131	0.00	DEAD END	0.400	0.400	20	4,693	Double	45	2,839
12	SR 1124	NC131	0.00	SR 1122	2.130	2.130	20	24,992	Double	239	15,120
13	SR 1125	NC 131	0.00	DEAD END	1.530	1.530	20	17,952	Double	171	10,861
14	SR 1126	SR 1100	0.00	DEAD END	0.930	0.930	20	10,912	Double	104	6,602
15	SR 1127	SR 1100	0.00	DEAD END	0.699	0.699	20	8,202	Double	78	4,962
16	SR 1128	SR 1100	0.00	NC 211 Bus	1.540	1.540	18	16,262	Double	172	9,839
17	SR 1131	NC 211 BUS	0.00	NC 211	0.700	0.700	20	8,213	Double	78	4,969
18	SR 1131	NC 211	0.70	SR 1128	1.410	0.710	20	8,331	Double	80	5,040
19	SR 1132	NC 211 BUS	0.00	SR 1100	1.430	1.430	18	15,101	Double	160	9,136
20	SR 1191	NC 41	0.00	NC 131	1.870	1.870	22	24,135	Double	209	14,602
21	SR 1193	SR 1100	0.00	DEAD END	0.630	0.630	18	6,653	Double	71	4,025
22	SR 1219	SR 1121	0.00	END PVMT	0.160	0.160	20	1,877	Double	18	1,136
23	SR 1222	SR 1100	0.00	DEAD END	0.470	0.470	20	5,515	Double	53	3,337
24	SR 1232	SR 1103	0.00	NC 41	0.162	0.162	20	1,901	Double	18	1,150
25	SR 1234	SR 1121	0.00	DEAD END	0.400	0.400	20	4,693	Double	45	2,839
26	SR 1239	NC 131	0.00	DEAD END	0.150	0.150	24	2,112	Double	17	1,278
<b>TOTALS - DOUBLE SEALS:</b>						<b>40.332</b>		<b>448,470</b>		<b>4,518</b>	<b>271,324</b>

**Total Miles = 40.33**

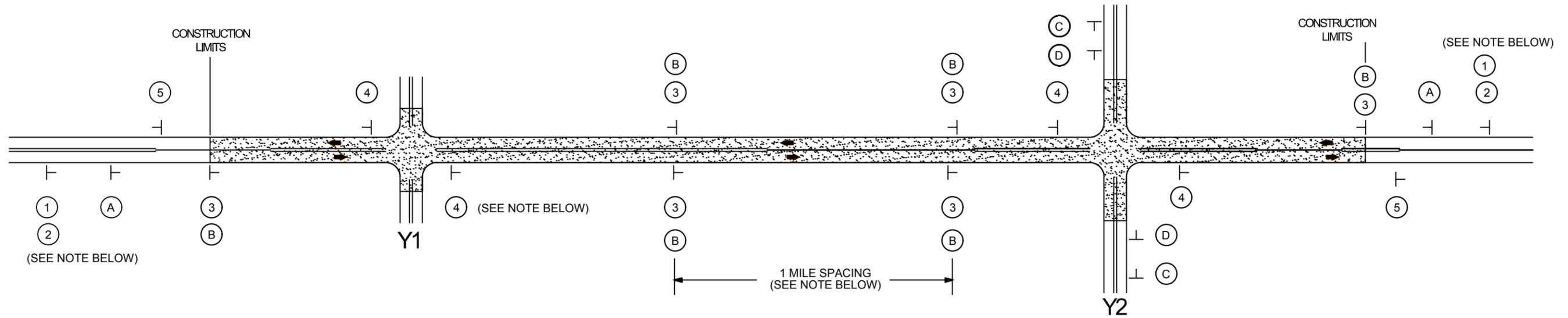


PAVEMENT SCHEDULE	
F1	DOUBLE SEAL PLACED ACCORDING TO THE SPECIAL PROVISIONS
T	EXISTING SHOULDER
U	EXISTING ASPHALT



**DETAIL 1**  
Y-LINE INTERSECTION TREATMENT

# SIGNING FOR ASPHALT SURFACE TREATMENT



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.</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>ALTERNATE THE FOLLOWING TWO SIGNS: STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</p> <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>
		<p>PLACE 500' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.</p>
	 	<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. SPEED LIMIT SIGN MAY BE PLACED ON SAME PART AS LOOSE GRAVEL SIGN, IF DESIRED. IF SO, ELIMINATE WORK ZONE SIGN (G20-5aP).</p>
		<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>
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>

ADVANCE WARNING PORTABLE SIGNS MAY BE USED IN LIEU OF STATIONARY SIGNS ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK EACH DAY. UNDER NO CIRCUMSTANCES SHALL PORTABLE SIGNS BE LEFT IN PLACE WHEN NO CONSTRUCTION ACTIVITY IS OCCURRING, OR WHEN CONTRACTOR IS NOT ON SITE.

PLACED 500' IN ADVANCE OF FLAGGER.

PLACED 250' IN ADVANCE OF FLAGGER.

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

- 1 SUBDIVISION ROADS
- 2 DEAD END ROADS

**LEGEND**

└ STATIONARY SIGN

➔ DIRECTION OF TRAFFIC FLOW

**NOTE:**  
IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE PROPER PLACEMENT AND LOCATION OF WORK ZONE SIGNING PER THE STANDARD DRAWING. NCDOT HAS THE RIGHT TO INSPECT THE PLANNED LOCATIONS AND REQUIRE ADJUSTMENT BY THE CONTRACTOR, AS NEEDED, OR AS DIRECTED BY THE ENGINEER.

ADVANCE WARNING SIGNS  
FOR  
ASPHALT SURFACE  
TREATMENTS

OR OTHER ENGINEER APPROVED METHOD