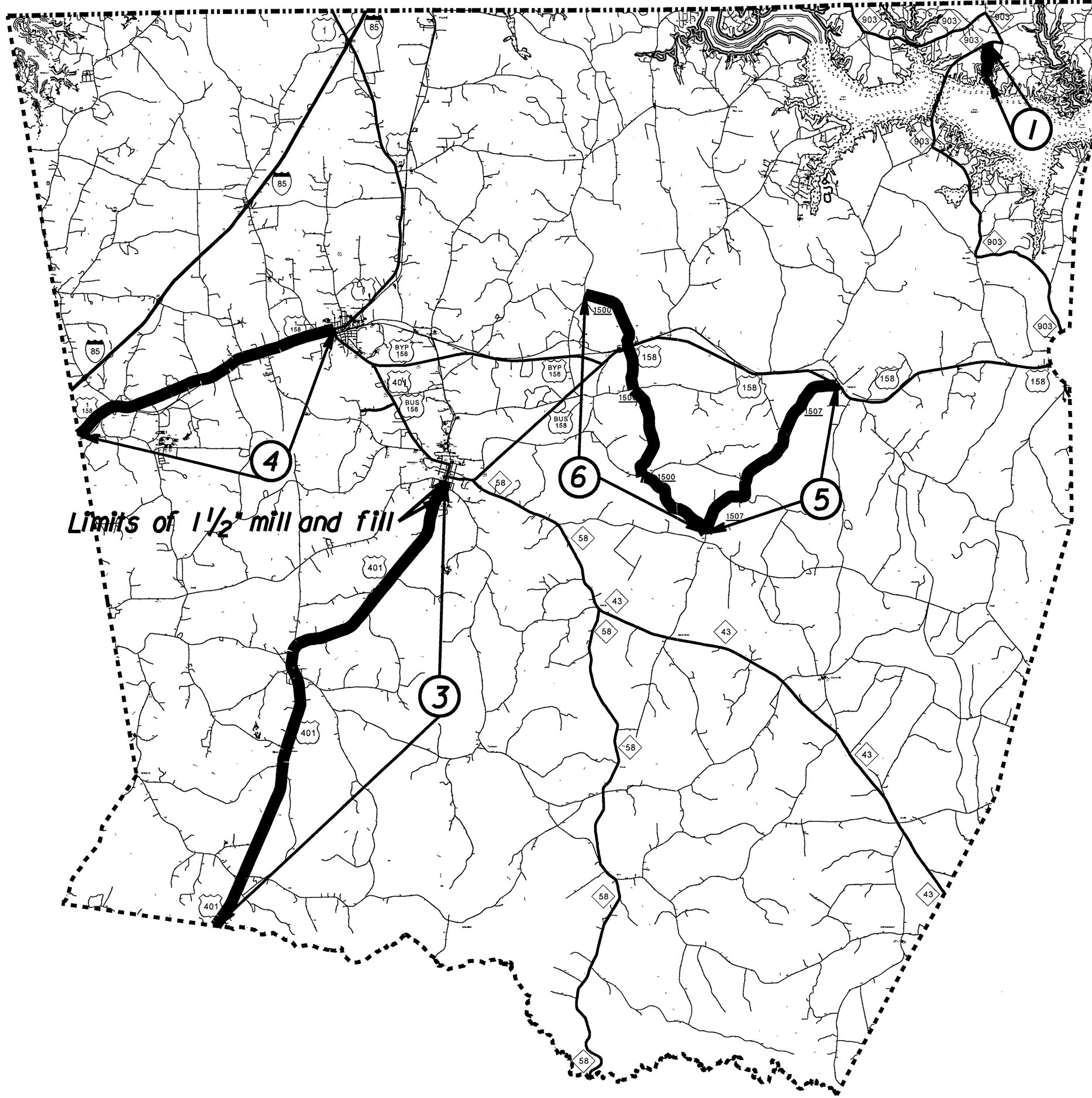
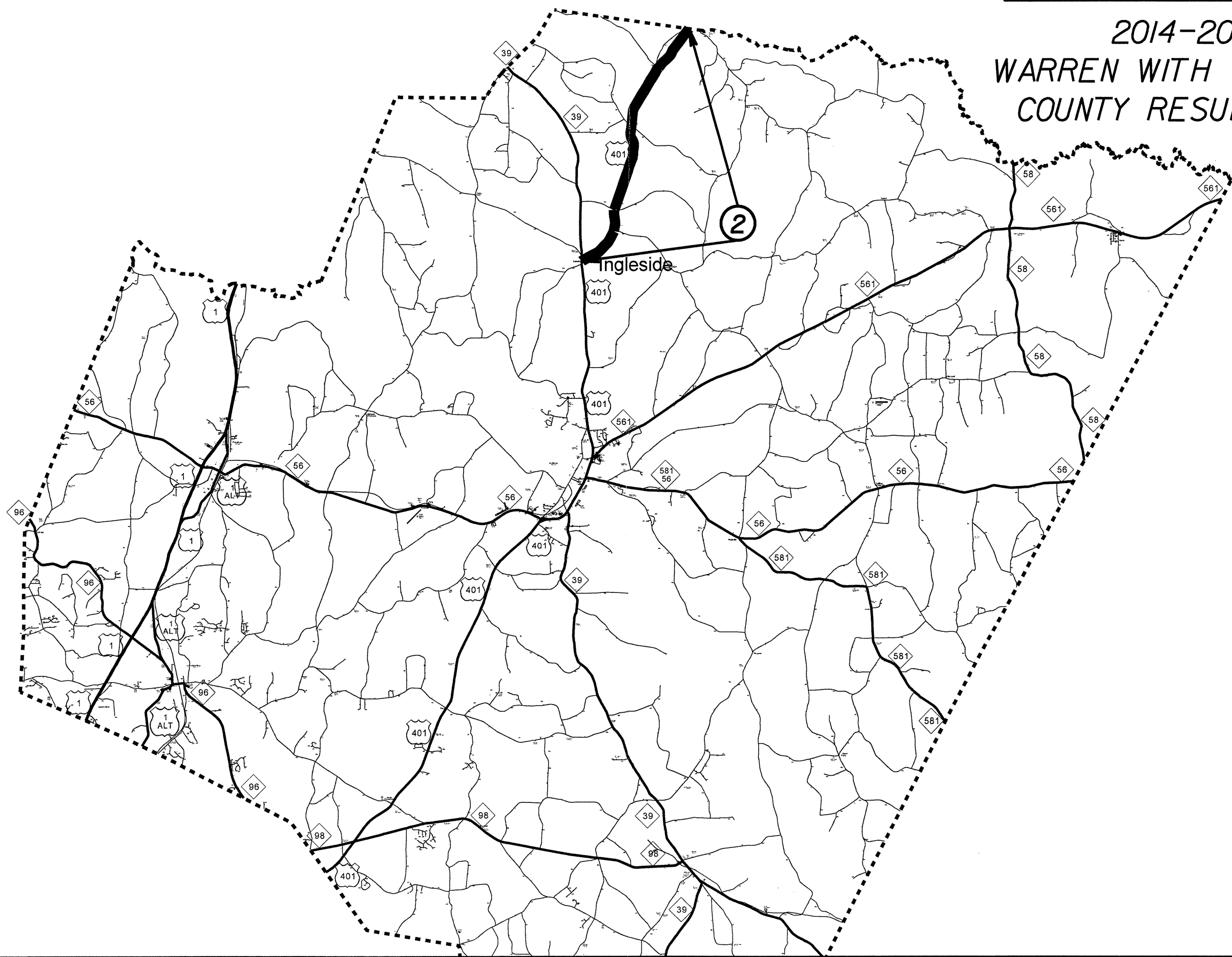


2014-2015  
WARREN WITH FRANKLIN  
COUNTY RESURFACING

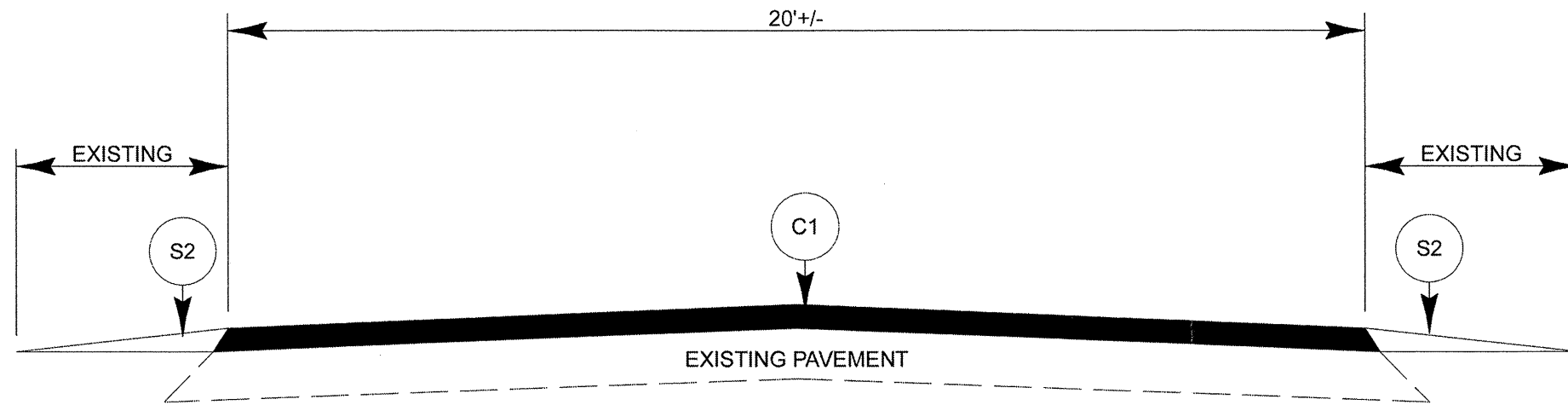


Limits of 1 1/2" mill and fill

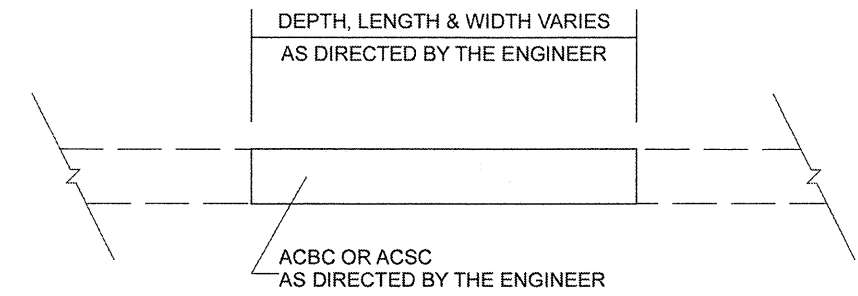
# 2014-2015 WARREN WITH FRANKLIN COUNTY RESURFACING



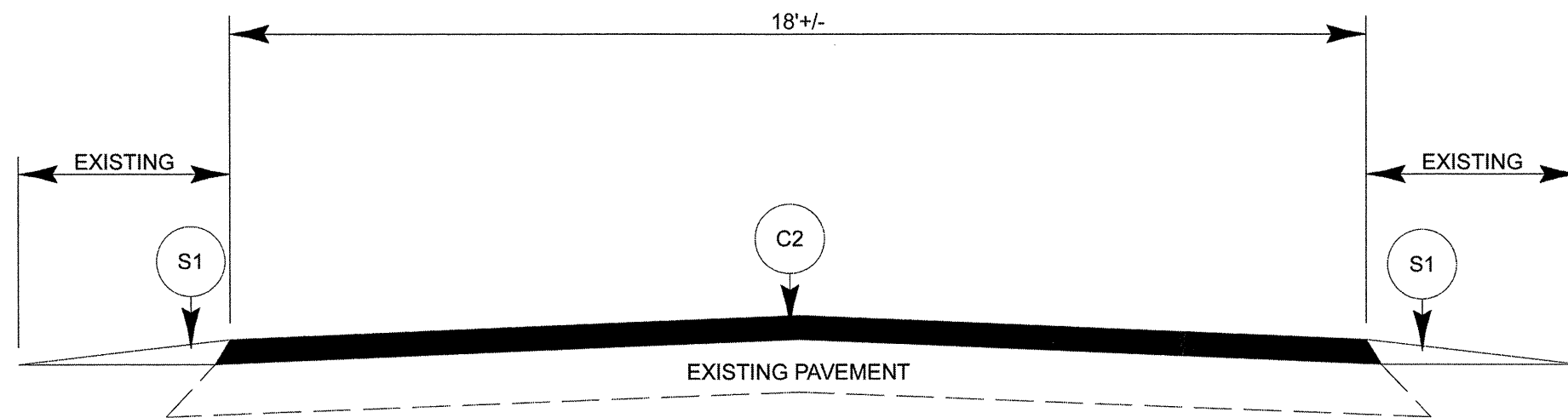
PROJECT NO. 5C.093067, 5CR.10351.14, 5CR.10931.14, ETC.	SHEET NO. <b>3</b>	TOTAL SHEETS
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TYPICAL SECTION NO. 1



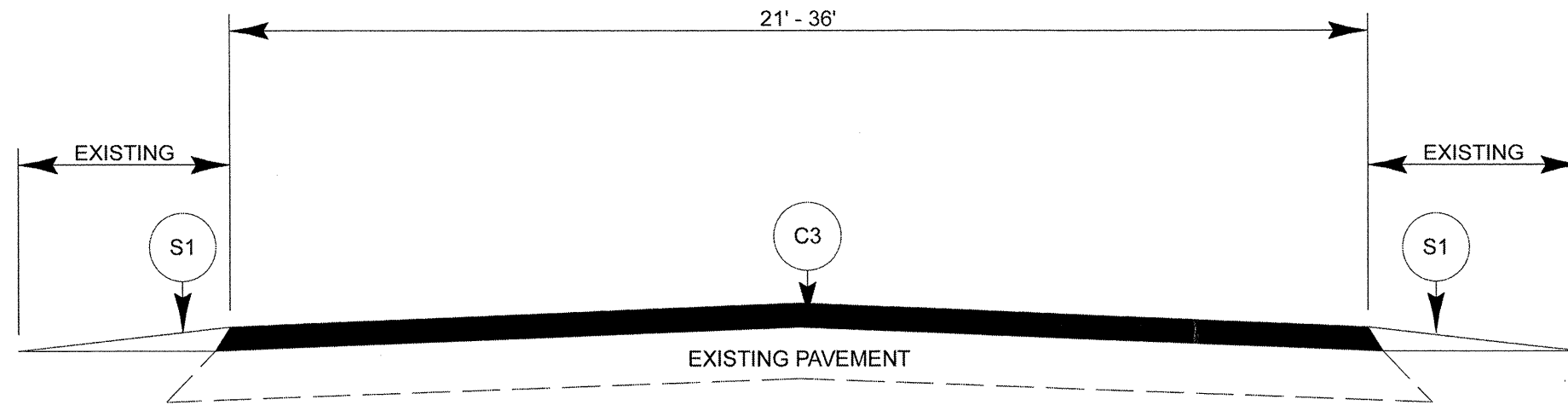
PATCHING EXISTING PAVEMENT



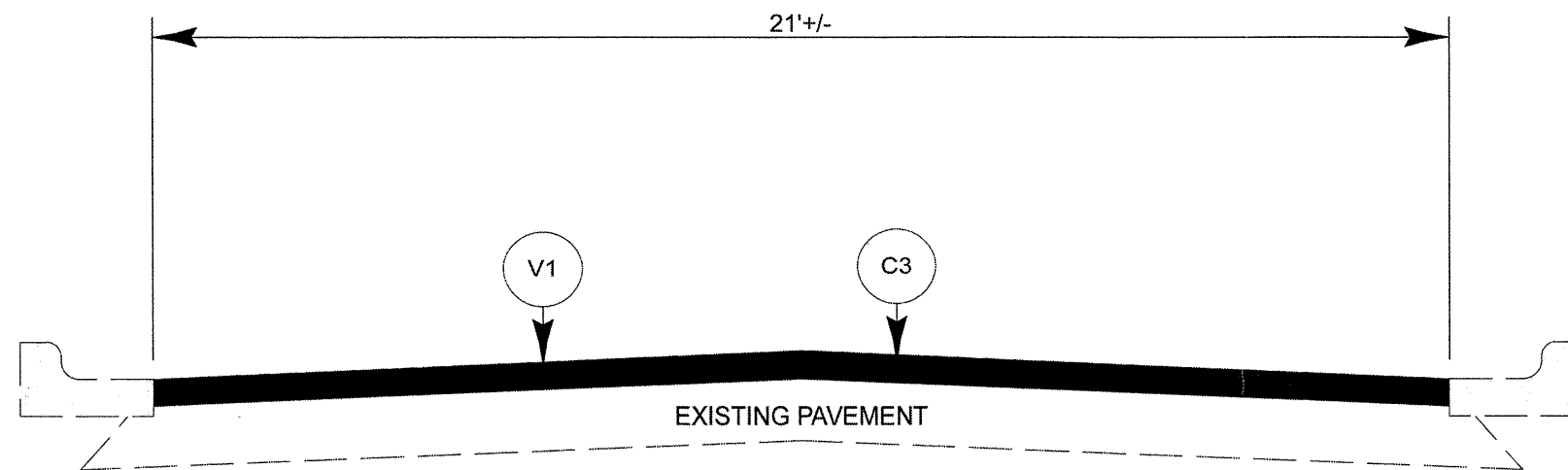
TYPICAL SECTION NO. 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.0" OF ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A AT AN AVERAGE RATE OF 110 LBS. PER SQ YD
C2	PROP. APPROX. 2.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A AT A RATE OF 137.5 LBS PER SQ YD IN EACH OF TWO LIFTS
C3	PROP. APPROX. 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS PER SQ YD
S1	SHOULDER RECONSTRUCTION BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER
S2	SHOULDER RECONSTRUCTION BY STATE FORCES
V1	PROP. MILLING 1 1/2" DEPTH

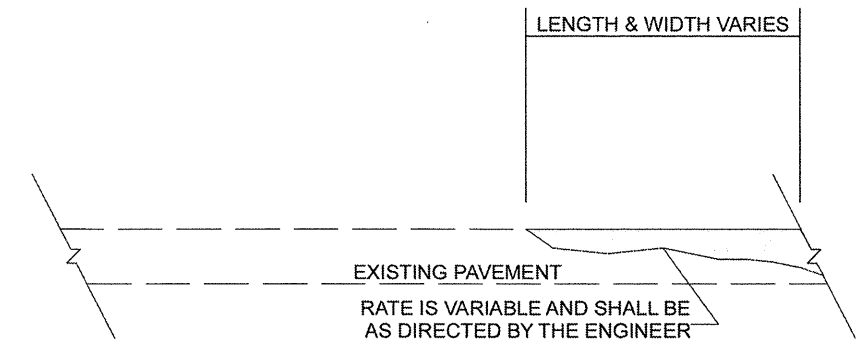
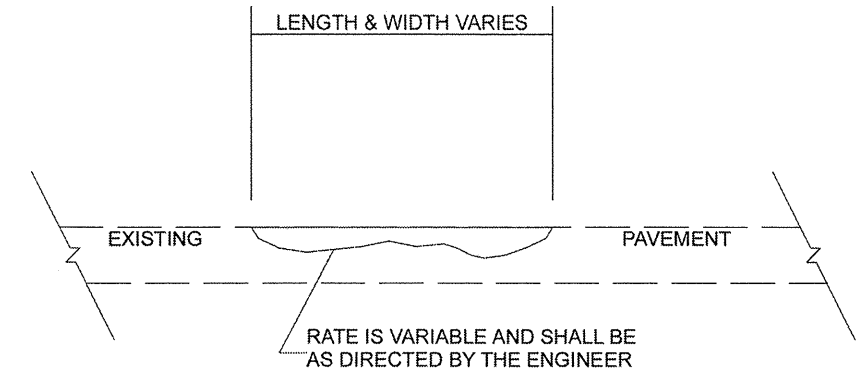
PROJECT NO. 5C.093067, 5CR.10351.14, 5CR.10931.14, ETC.	SHEET NO. <b>4</b>	TOTAL SHEETS
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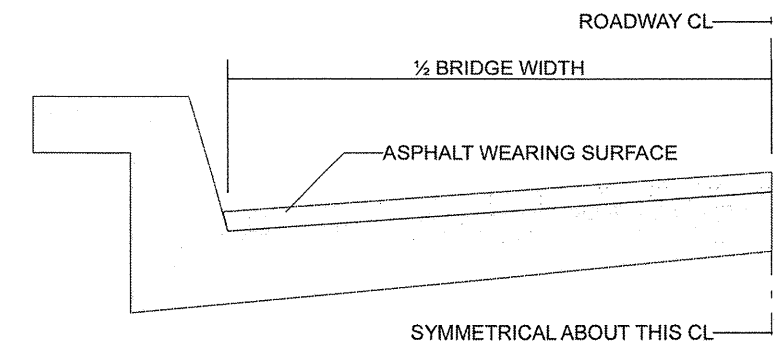
TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4



ASPHALT CONCRETE SURFACE COURSE  
(LEVELING COURSE)



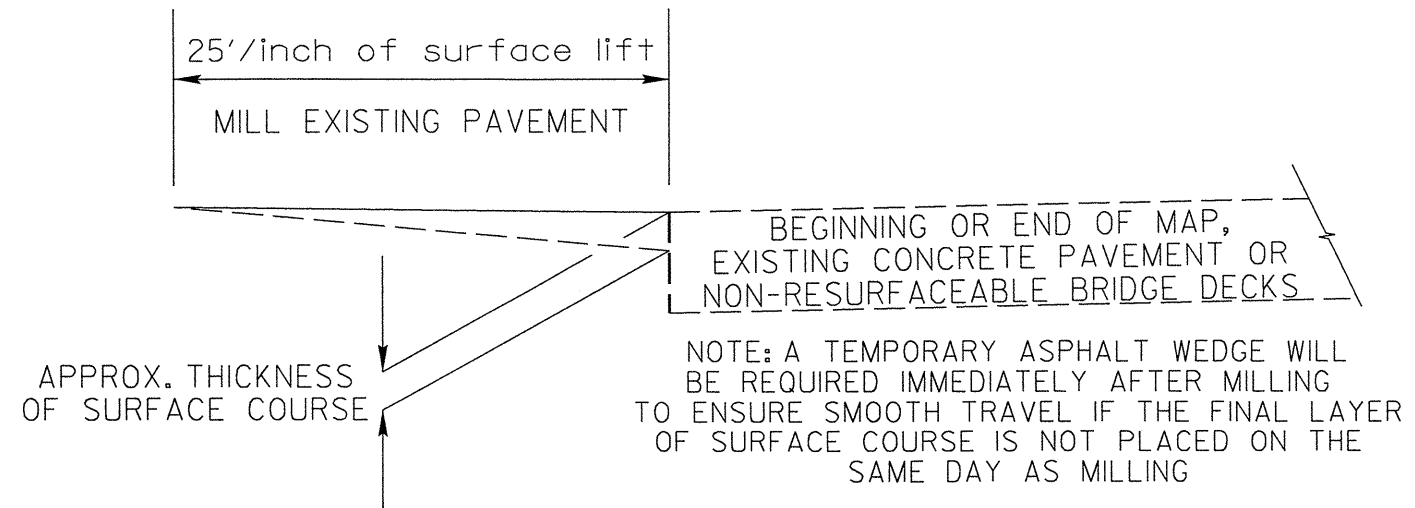
BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

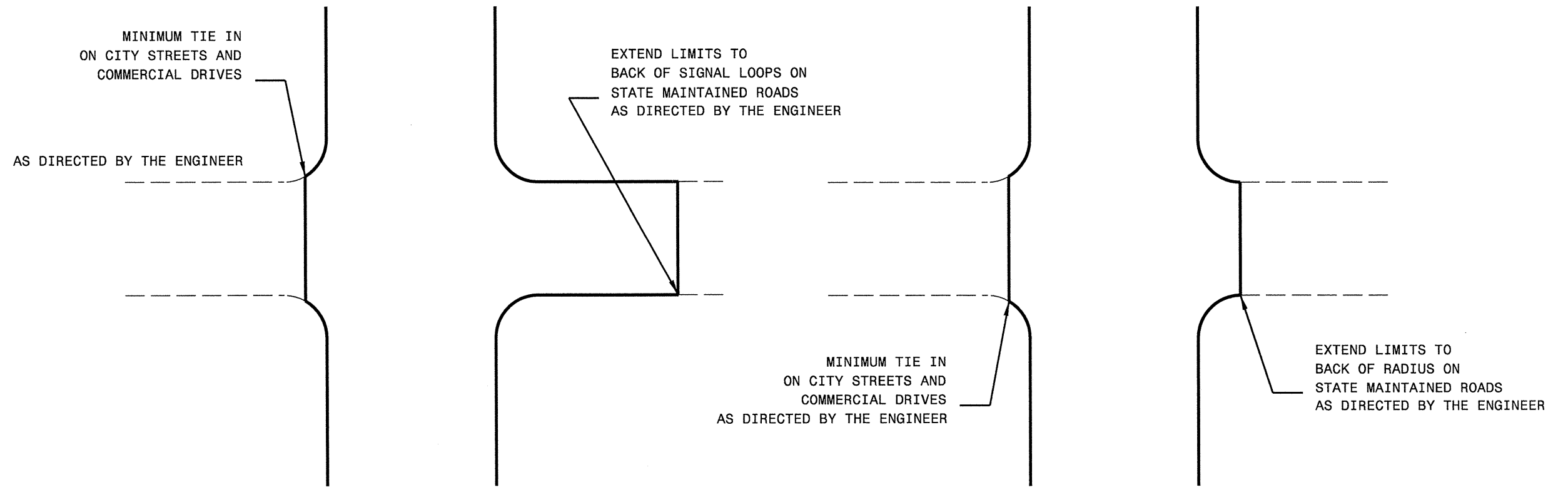
THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SF9.5A 1.5", S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2".

**NOTES**

ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.  
ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.  
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.  
SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.  
BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



DETAIL OF INCIDENTAL MILLING



DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

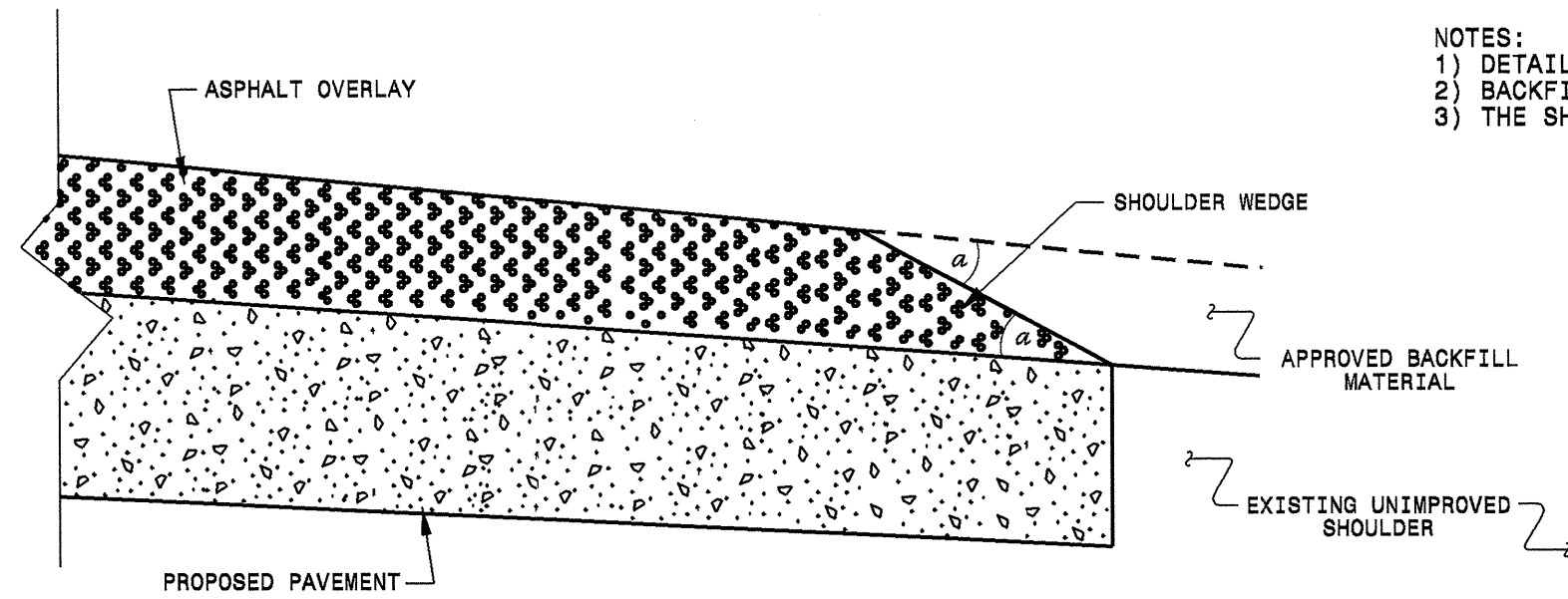
DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

**DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA**

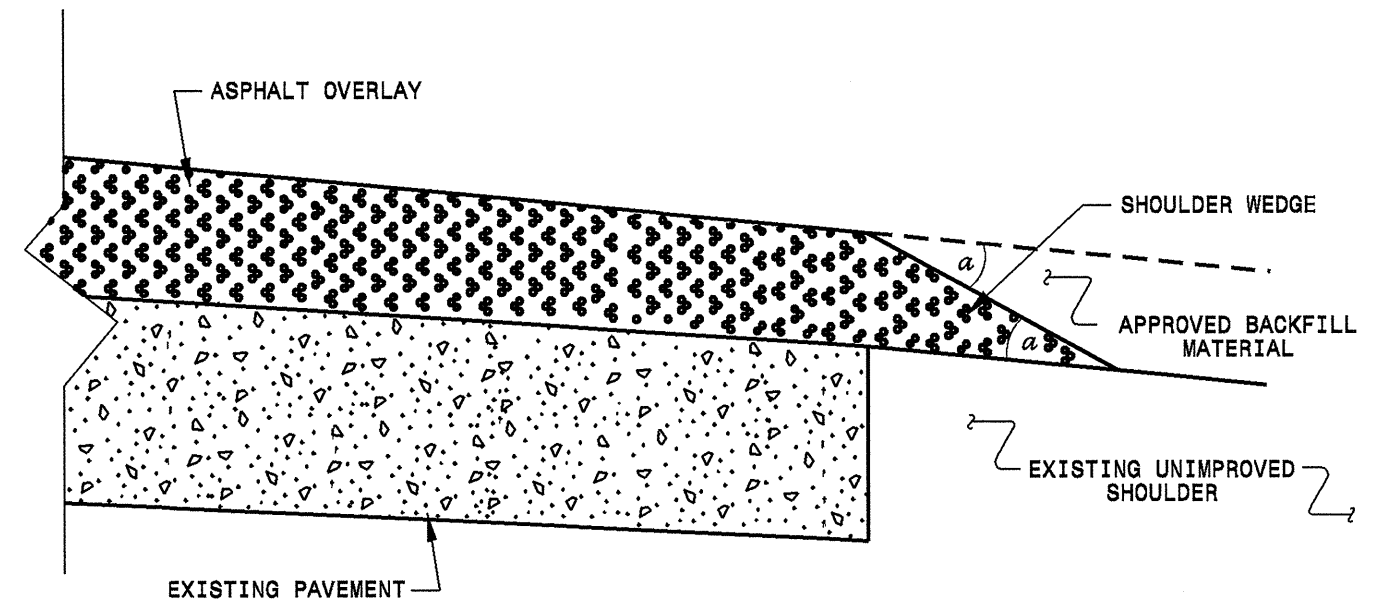
***SOIL STABILIZATION TIMEFRAMES***

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HOW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HOW ZONES.

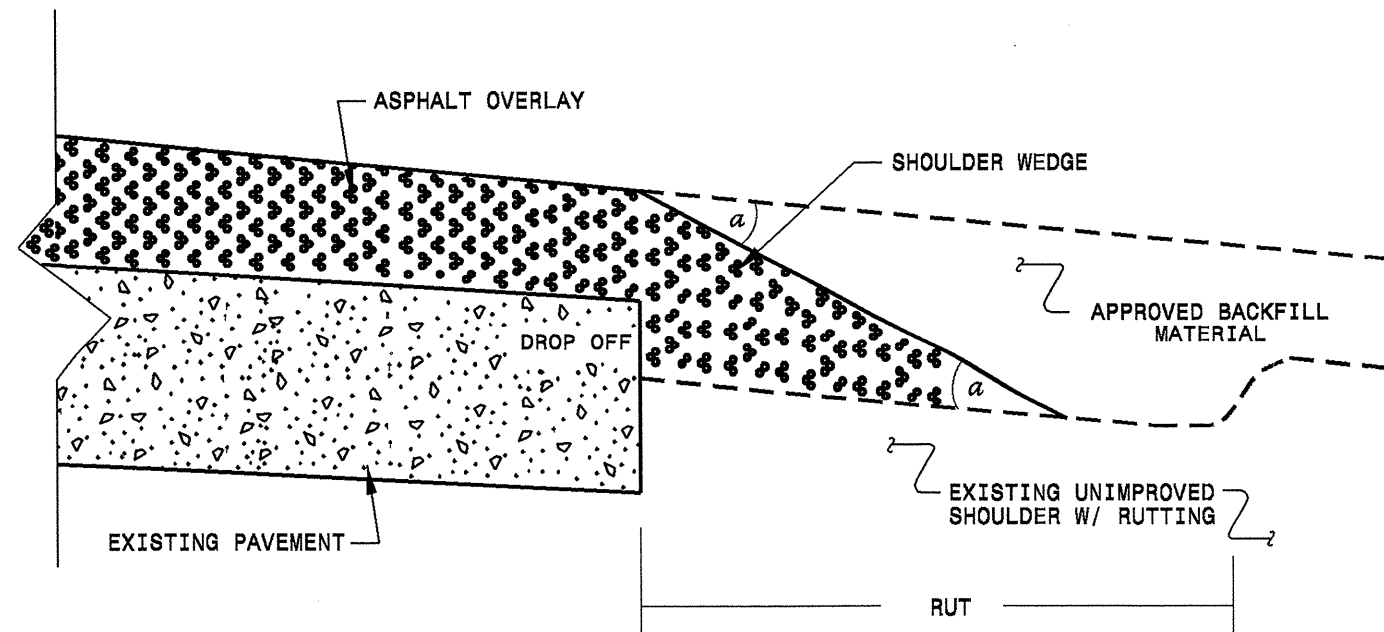
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

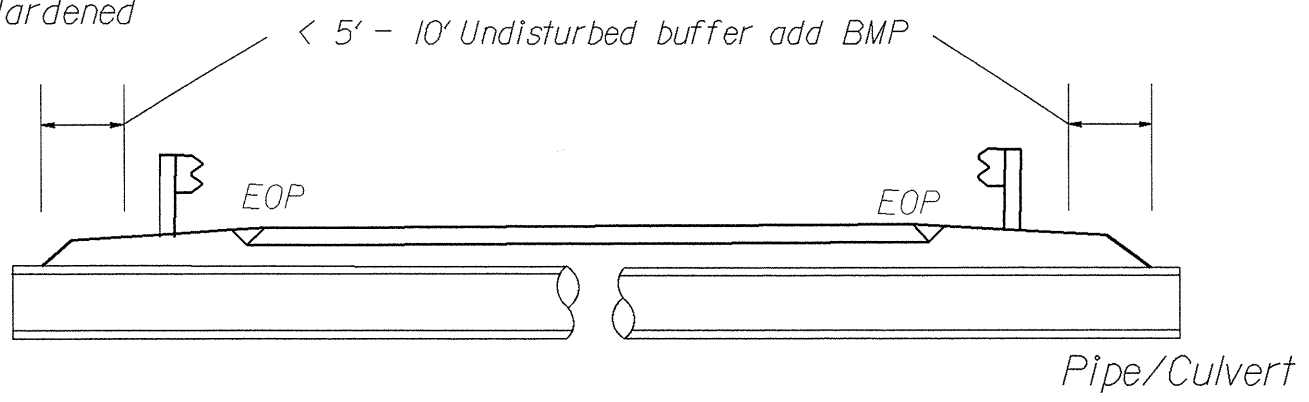
2-FEB-2014 10:42  
 S:\Contracts\Resurfacing Projects\Revised Shoulder Wedge Detail.dgn  
 \$\$\$USERNAME\$\$\$

<b>CONTRACT STANDARDS          AND DEVELOPMENT UNIT</b> Office 919-707-6950 FAX 919-250-4119			
<b>SHOULDER WEDGE          DETAILS</b>			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/18/12
CHECKED BY:		DATE:	
FILE SPEC.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

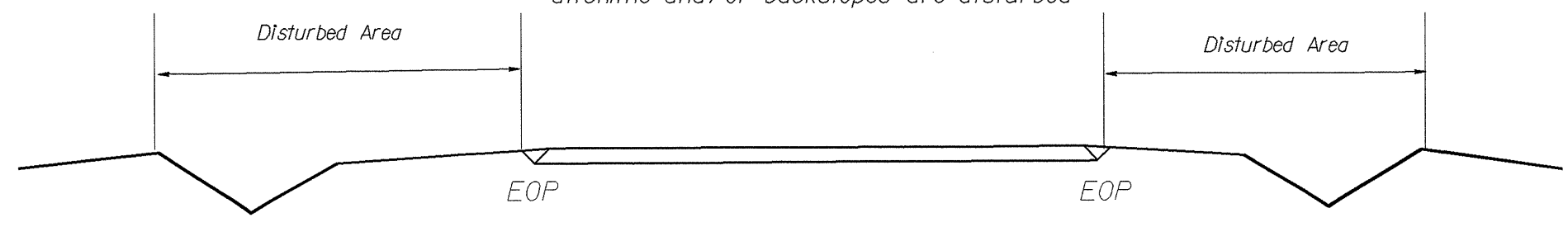
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

# EROSION CONTROL DETAIL

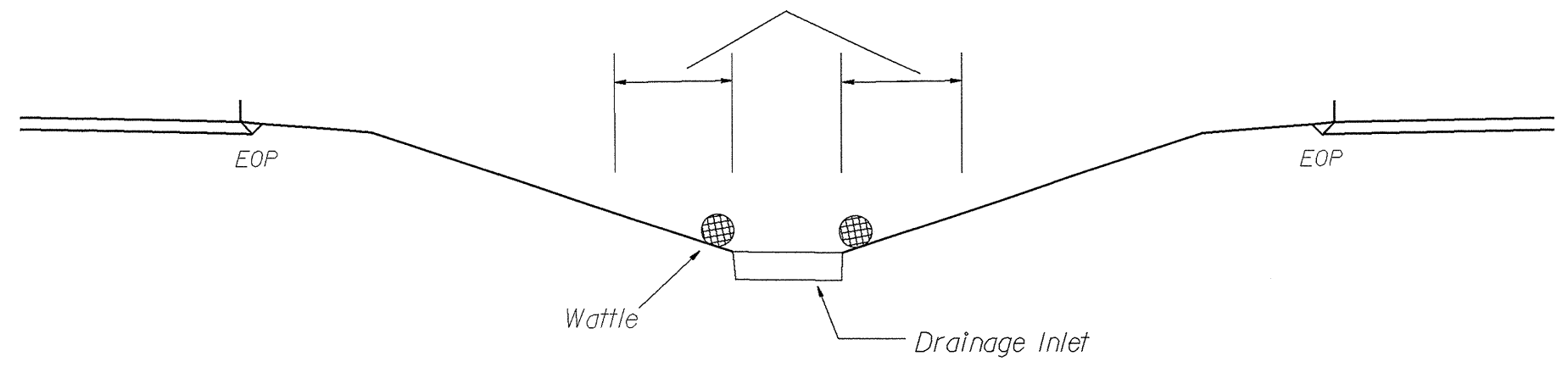
BMP Options: Wattle, Silt Fence or Hardened Aggregate.



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



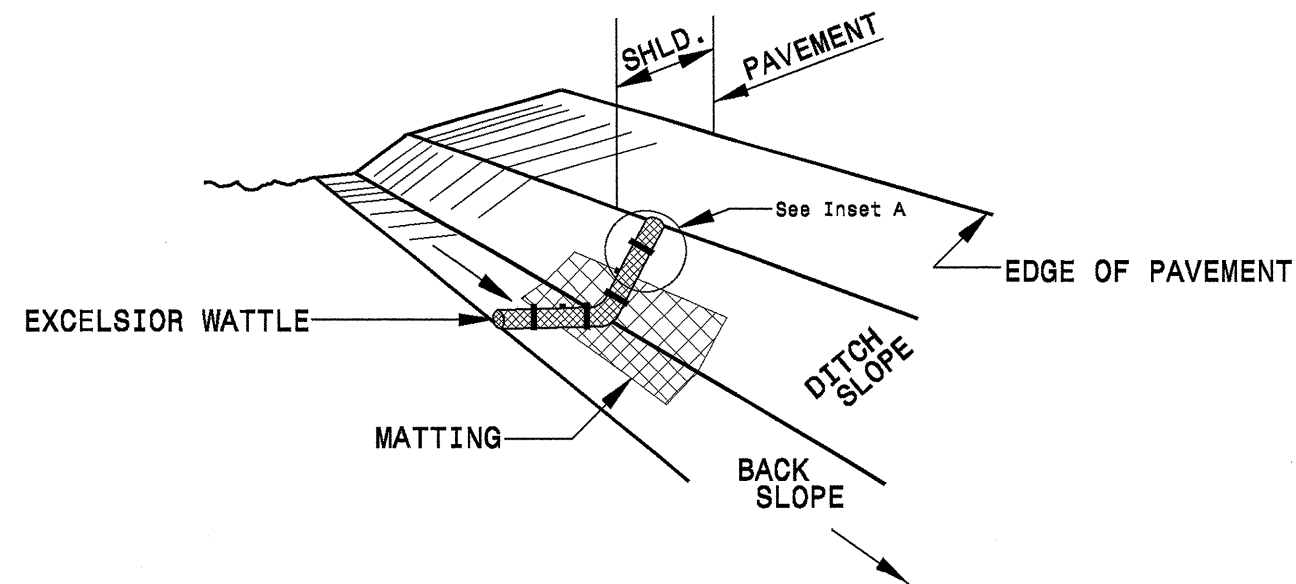
< 5' - 10' Undisturbed buffer from inlet, add wattle



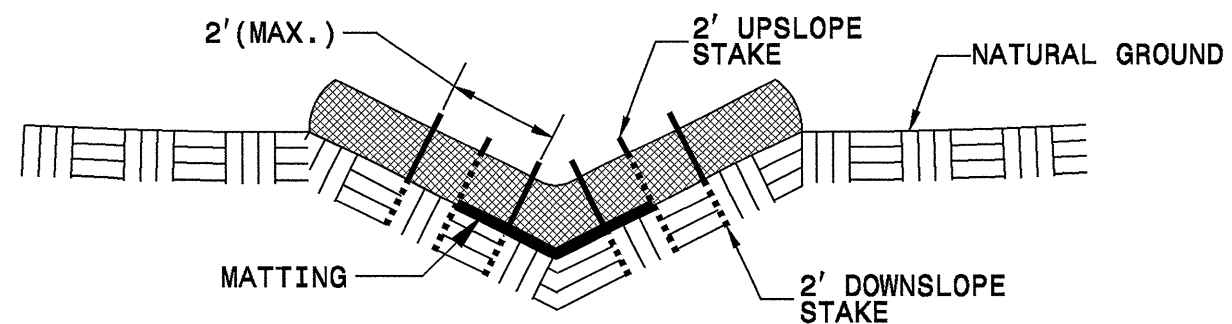
NOT TO SCALE



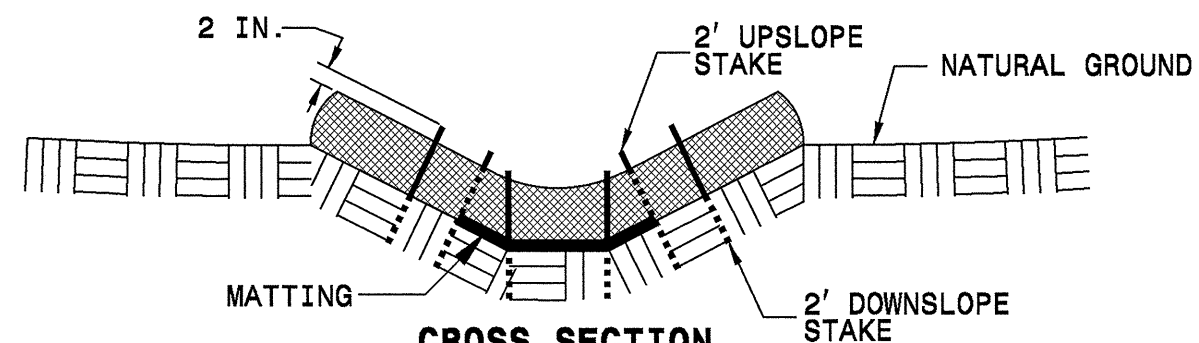
# WATTLE DETAIL



**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.

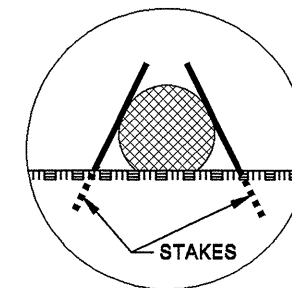
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

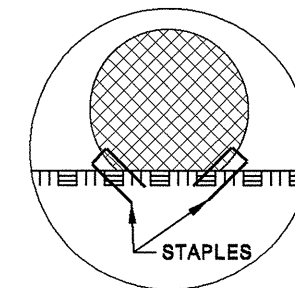
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

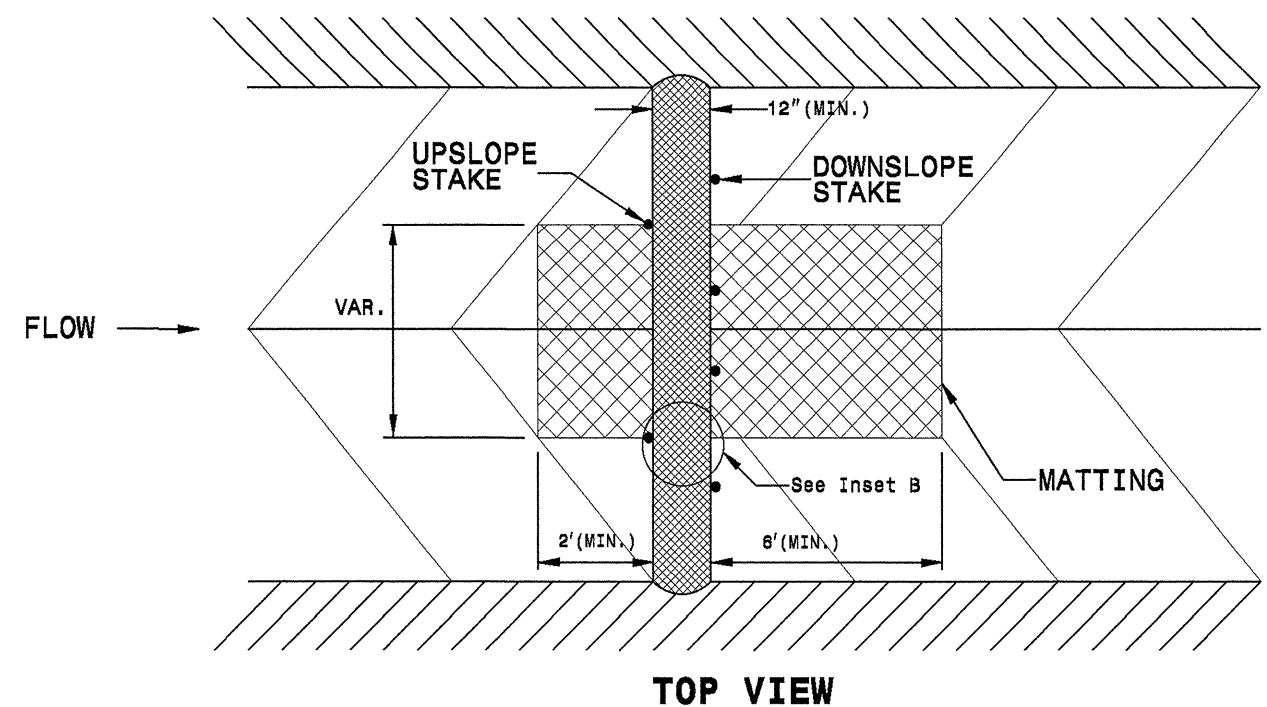
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



**INSET A**



**INSET B**



PROJECT NO.	SHEET NO.	TOTAL NO.
5C.093067, 5CR.10351.14	10	10
5CR.10931.14, ETC.		

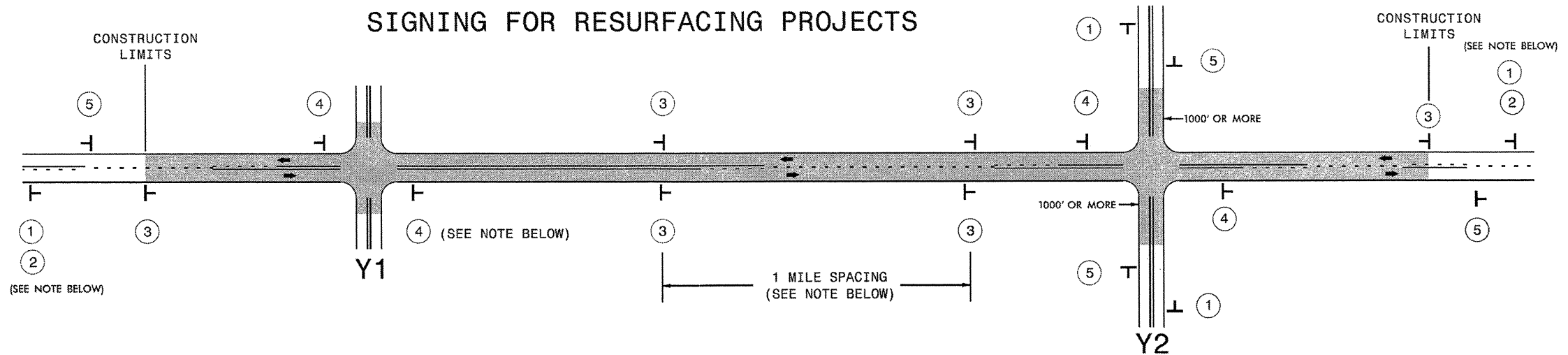
**SUMMARY OF QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1 1/2" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TON	LEVELING COURSE, TYPE SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TONS	ADJUST MANHOLES EA	ADJUST METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC
5C.093067	Warren	1	SR 1409 (LYNWOOD ROAD)	FROM NC 903 TO CUL-DE-SAC	2	2	NO	NO	1.15	18	281	28	2.30		333		1,723	200	127	75			100		1.00
TOTAL FOR MAP NO. 1									1.15		281	28	2.30		333		1,723	200	127	75			100		1.00
TOTAL FOR PROJ NO. 5C.093067									1.15		281	28	2.30		333		1,723	200	127	75			100		1.00
5CR.10351.14	Franklin	2	US 401	NC 39 (INGLESIDE) TO WARREN CO. LINE	3	2	NO	YES	6.7	24	982	168	13.40		600	8,364			502	200			800		8.11
TOTAL FOR MAP NO. 2									6.7		982	168	13.40		600	8,364			502	200			800		8.11
TOTAL FOR PROJ NO. 5CR.10351.14									6.7		982	168	13.40		600	8,364			502	200			800		8.11
5CR.10931.14	Warren	3	US 401	FROM FRANKLIN CL TO SR 1001 (WARRENTON ROAD)	3, 4	2	NO	YES	11.6	21	1,687	278	22.20	7,040	2,500	12,680			761	50	9	18	400	200	8.40
TOTAL FOR MAP NO. 3									11.6		1,687	278	22.20	7,040	2,500	12,680			761	50	9	18	400	200	8.40
5CR.10931.14	Warren	4	US 1/158	FROM VANCE COUNTY LINE TO NORLINA	3	2	NO	YES	6.3	24	924	151	12.60		2,000	7,864			472	40	1				
TOTAL FOR MAP NO. 4									6.3		924	151	12.60		2,000	7,864			472	40	1				
TOTAL FOR PROJ NO. 5CR.10931.14									17.9		2,611	429	34.80	7,040	4,500	20,544			1,233	90	10	18	400	200	8.40
5CR.20931.14	Warren	5	SR 1507(EMBRO-VAUGHN ROAD)	FROM SR 1500(MACON-EMBRO RD) TO US-158	1	2	NO	NO	4.8	20		115			315		3,204		215	200					
TOTAL FOR MAP NO. 5									4.8			115			315		3,204		215	200					
5CR.20931.14	Warren	6	SR 1500(MACON-EMBRO ROAD)	FROM SR 1507(EMBRO-VAUGHN RD) TO SR 1309(OAKVILLE RD)	1	2	NO	YES	6.78	20		163			575		4,525		303	400					
TOTAL FOR MAP NO. 6									6.78			163			575		4,525		303	400					
TOTAL FOR PROJ NO. 5CR.20931.14									11.58			278			890		7,729		518	600					
GRAND TOTAL									37.33		3,874	903	50.50	7,040	6,323	28,908	9,452	200	2,380	965	10	18	1,300	200	17.51

**THERMOPLASTIC AND PAINT QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LENGTH	WIDTH	WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	8" X 90 M YELLOW THERMO LF	24" X 120 M WHITE THERMO LF	THERMO STR & RT ARROW 90 M EA	THERMO LT ARROW 90 M EA	SNOW PLOWABLE MARKERS EA			
5C.093067	Warren	1	SR 1409 (LYNWOOD ROAD)	FROM NC 903 TO CUL-DE-SAC	2	2	1.15	18	128	0.03	12,374	7,590									
TOTAL FOR MAP NO. 1							1.15		128	0.03	12,374	7,590									
TOTAL FOR PROJ NO. 5C.093067							1.15		128	0.03	12,374	7,590									
												7,590									
5CR.10351.14	Franklin	2	US 401	NC 39 (INGLESIDE) TO WARREN CO. LINE	3	2	6.7	24	1,696	0.18	72,092	44,220			30			442			
TOTAL FOR MAP NO. 2							6.7		1,696	0.18	72,092	44,220			30			442			
TOTAL FOR PROJ NO. 5CR.10351.14							6.7		1,696	0.18	72,092	44,220			30			442			
												44,220									
5CR.10931.14	Warren	3	US 401	FROM FRANKLIN CL TO SR 1001 (WARRENTON ROAD)	3, 4	2	11.6	21	1,296	0.31	124,816	76,560	100					766			
TOTAL FOR MAP NO. 3							11.6		1,296	0.31	124,816	76,560	100					766			
5CR.10931.14	Warren	4	US 1/158	FROM VANCE COUNTY LINE TO NORLINA	3	2	6.3	24	704	0.17	67,788	41,580	200	180	15	2	2	426			
TOTAL FOR MAP NO. 4							6.3		704	0.17	67,788	41,580	200	180	15	2	2	426			
TOTAL FOR PROJ NO. 5CR.10931.14							17.9		2,000	0.48	192,604	118,140	300	180	15	2	2	1,192			
												118,440		4							
5CR.20931.14	Warren	5	SR 1507(EMBRO-VAUGHN ROAD)	FROM SR 1500(MACON-EMBRO RD) TO US-158	1	2	4.8	20	544	0.13	51,648	31,680									
TOTAL FOR MAP NO. 5							4.8		544	0.13	51,648	31,680									
5CR.20931.14	Warren	6	SR 1500(MACON-EMBRO ROAD)	FROM SR 1507(EMBRO-VAUGHN RD) TO SR 1309(OAKVILLE RD)	1	2	6.78	20	752	0.18	72,953	44,748	150								
TOTAL FOR MAP NO. 6							6.78		752	0	72,953	44,748	150								
TOTAL FOR PROJ NO. 5CR.20931.14							11.58		1,296	0	124,601	76,428	150								
												76,578									
GRAND TOTAL							37.33		5,120	1	401,671	246,378	450	180	45	2	2	1,634			
												246,828		4							

## SIGNING FOR RESURFACING PROJECTS



LEGEND	
T	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 RESURFACING 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 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.	
	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.	
⑤	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

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

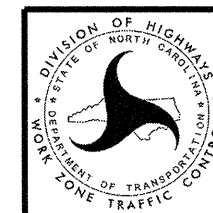
- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

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.



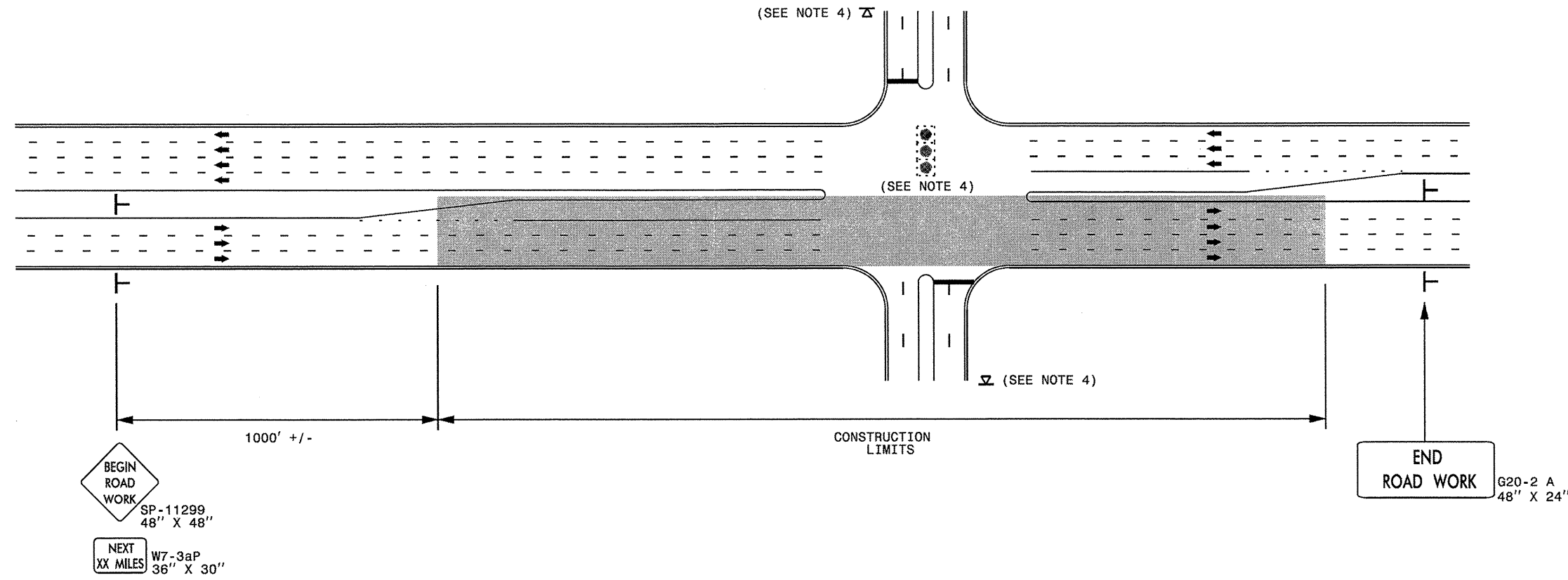
PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

8/8/2013 8:11:00 AM S:\TJW\WZTC\Resurfacing\2013\Resurfacing\2013\Documents\New\_Procedures-05\_09\_2013\_Resurfacing\_AdvWarn\_2Ln.dgn User:mdarrbtt



**RESURFACING  
 ADVANCE WARNING SIGNS  
 FOR  
 RURAL AND SUBURBAN  
 2 LANE ROADWAYS**

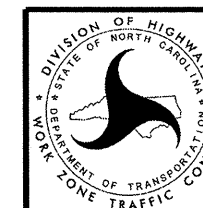
## URBAN / SUBURBAN WORKZONES



### NOTES:

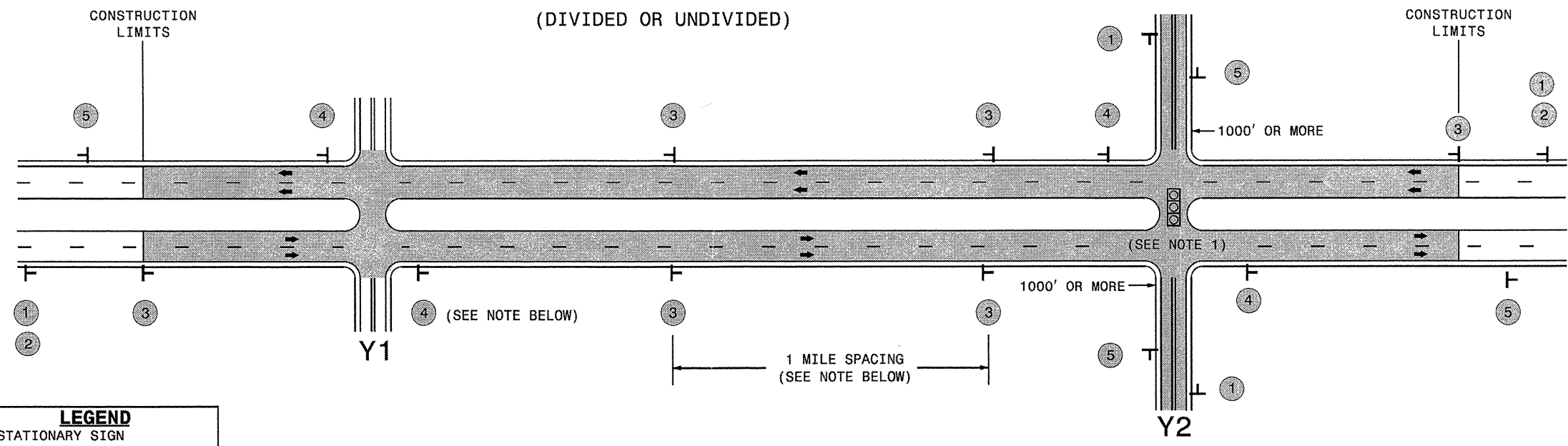
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) 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.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) 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 WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND	
T	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES**

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



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

### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	1	 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.	<p style="text-align: center;"><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <p style="text-align: center;">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 style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">   W20-1  48" X 48" </div> <div style="text-align: center;">   W20-7 A  48" X 48" </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol>
	2	 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	 SP 13107 48" X 48"	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.	
	4	 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.	
	5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

2/24/2014  
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DIVISION OF HIGHWAYS  
 STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 WORK ZONE TRAFFIC CONTROL

**RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS W/ SHOULDER SECTIONS**