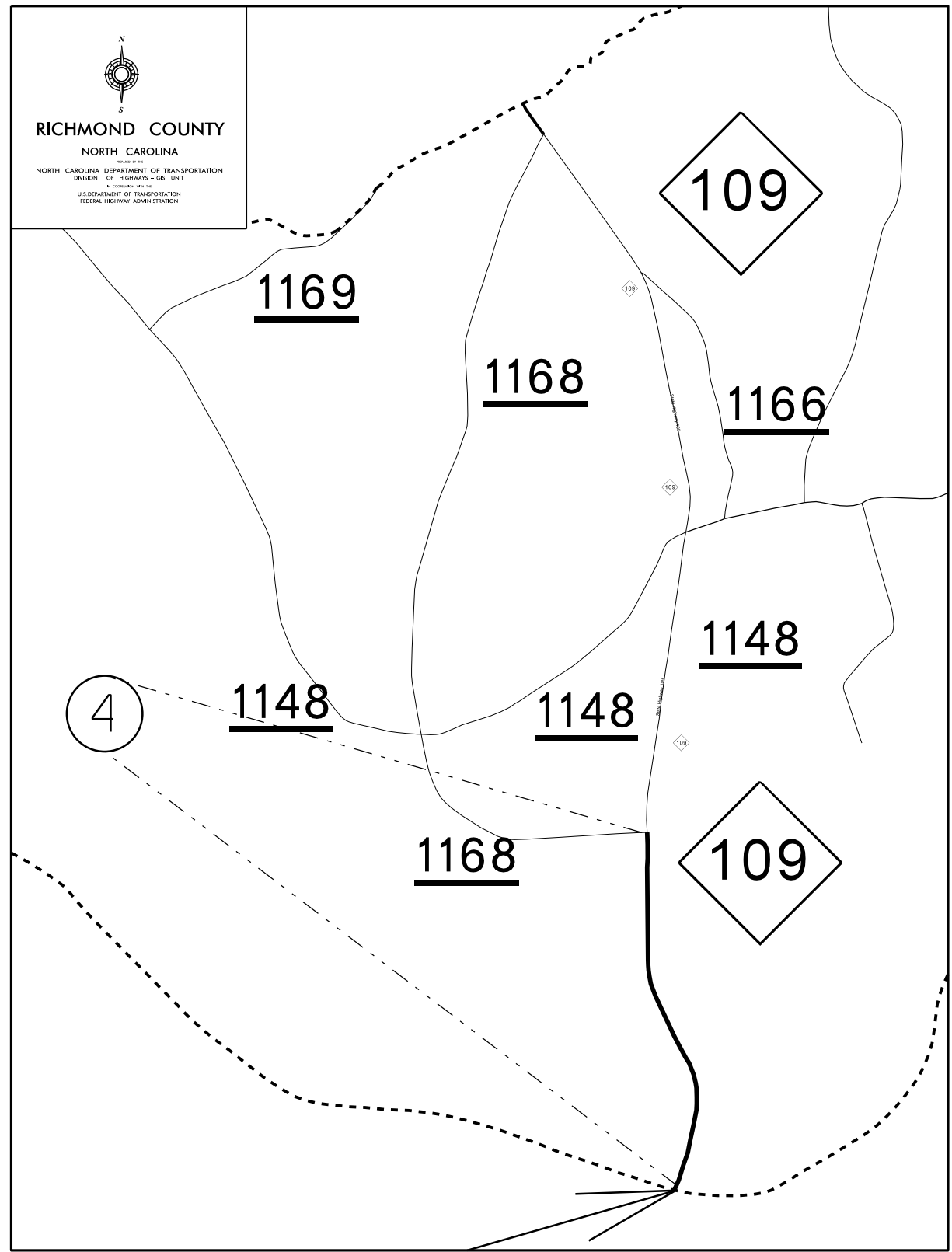
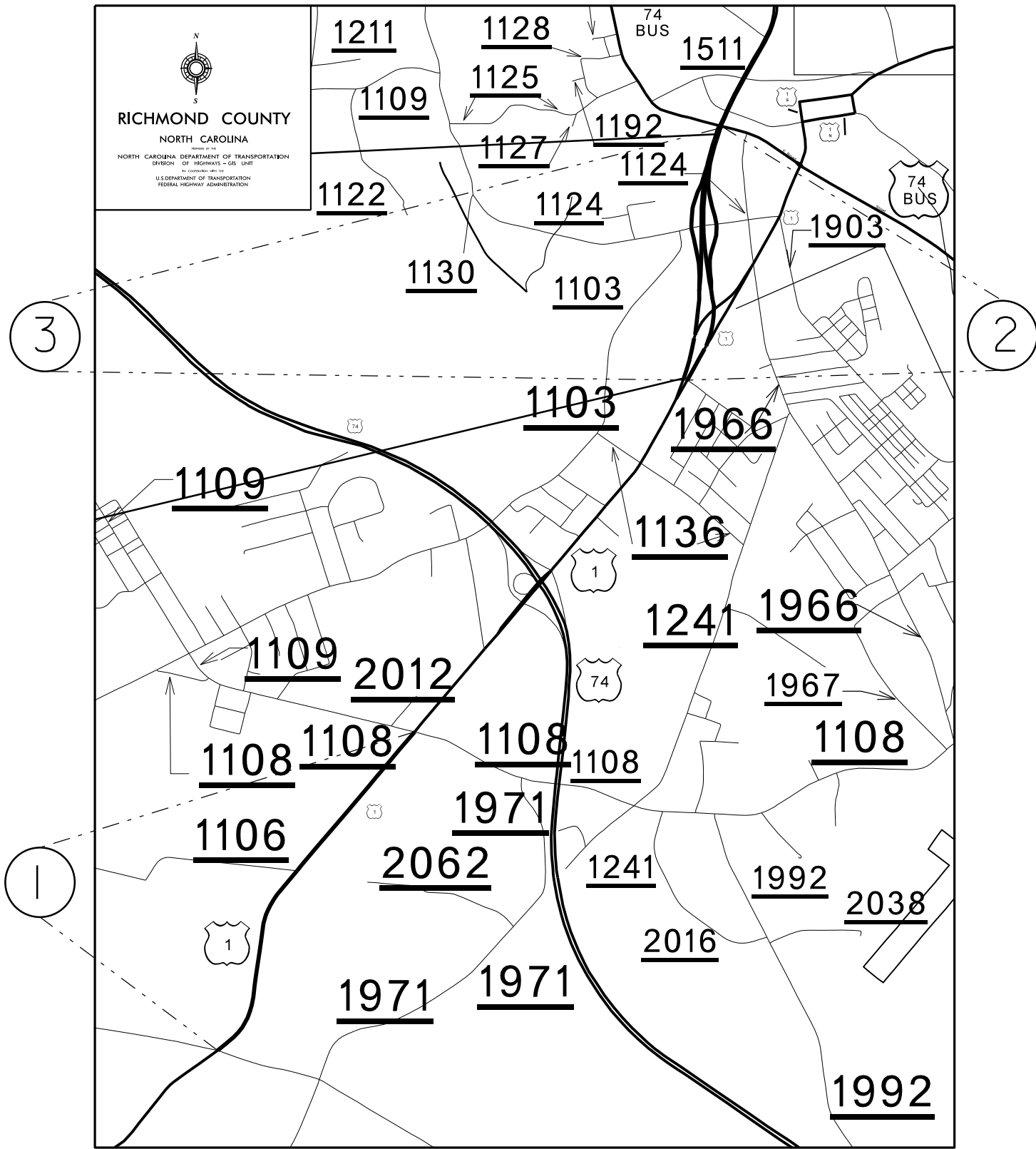
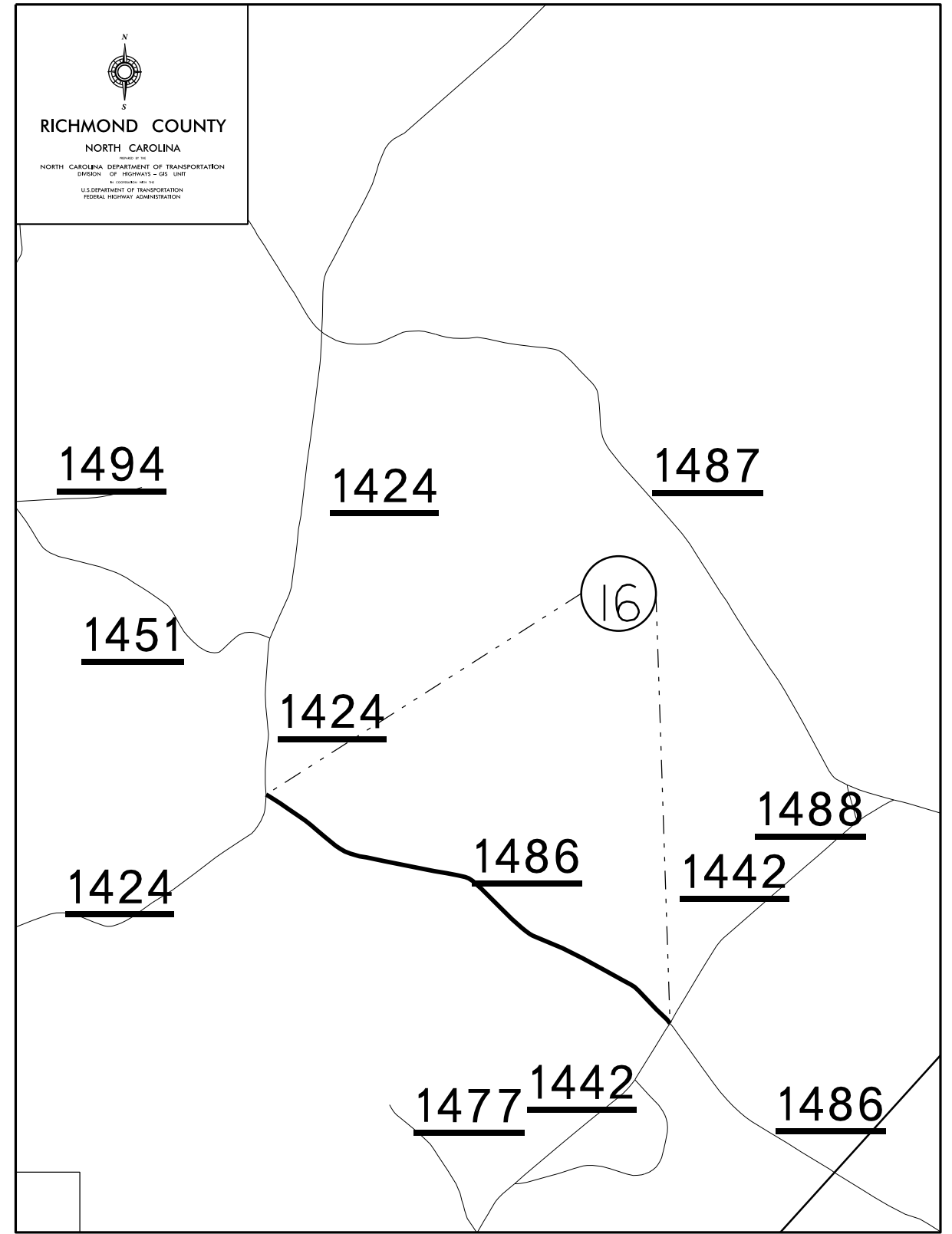
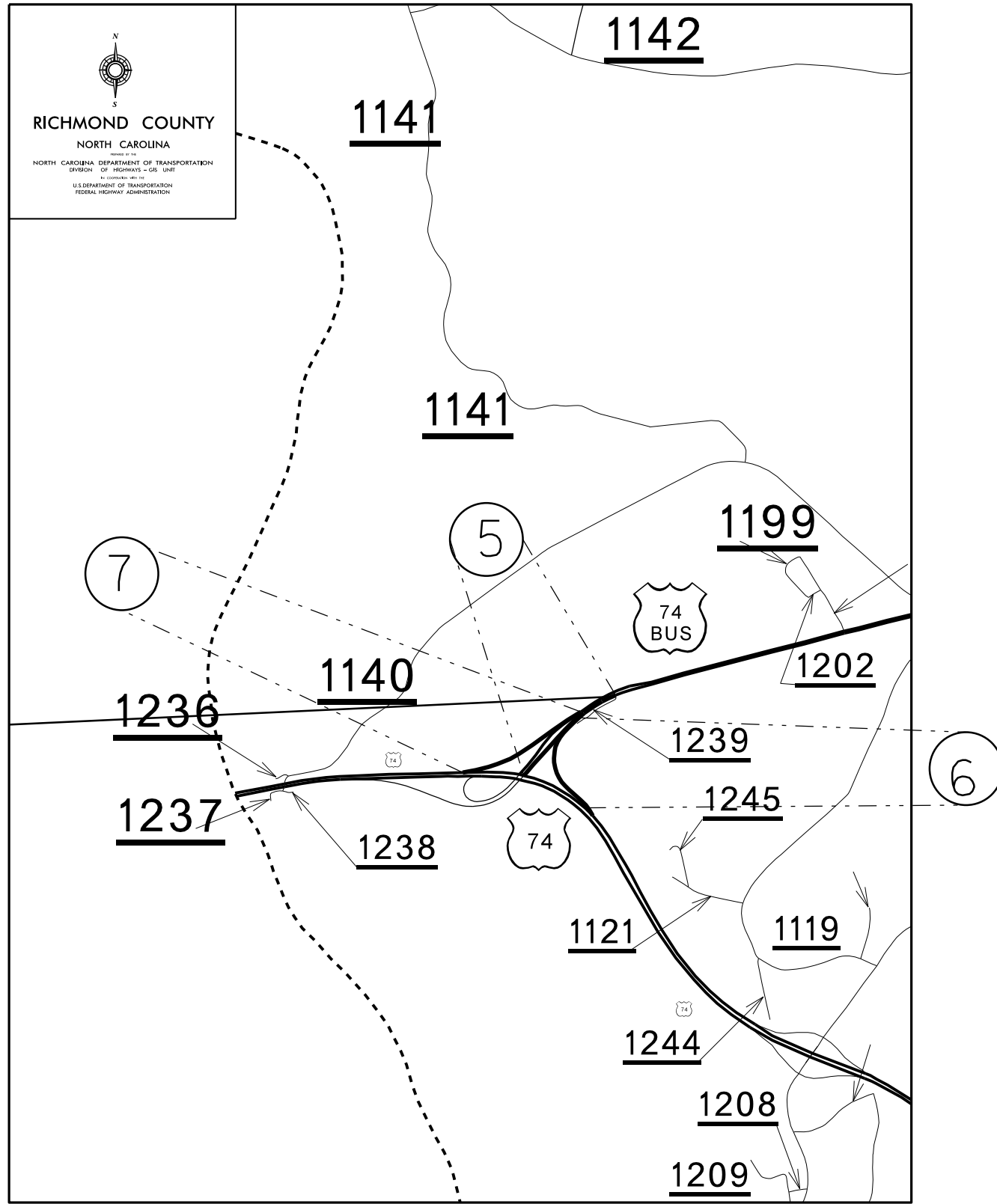
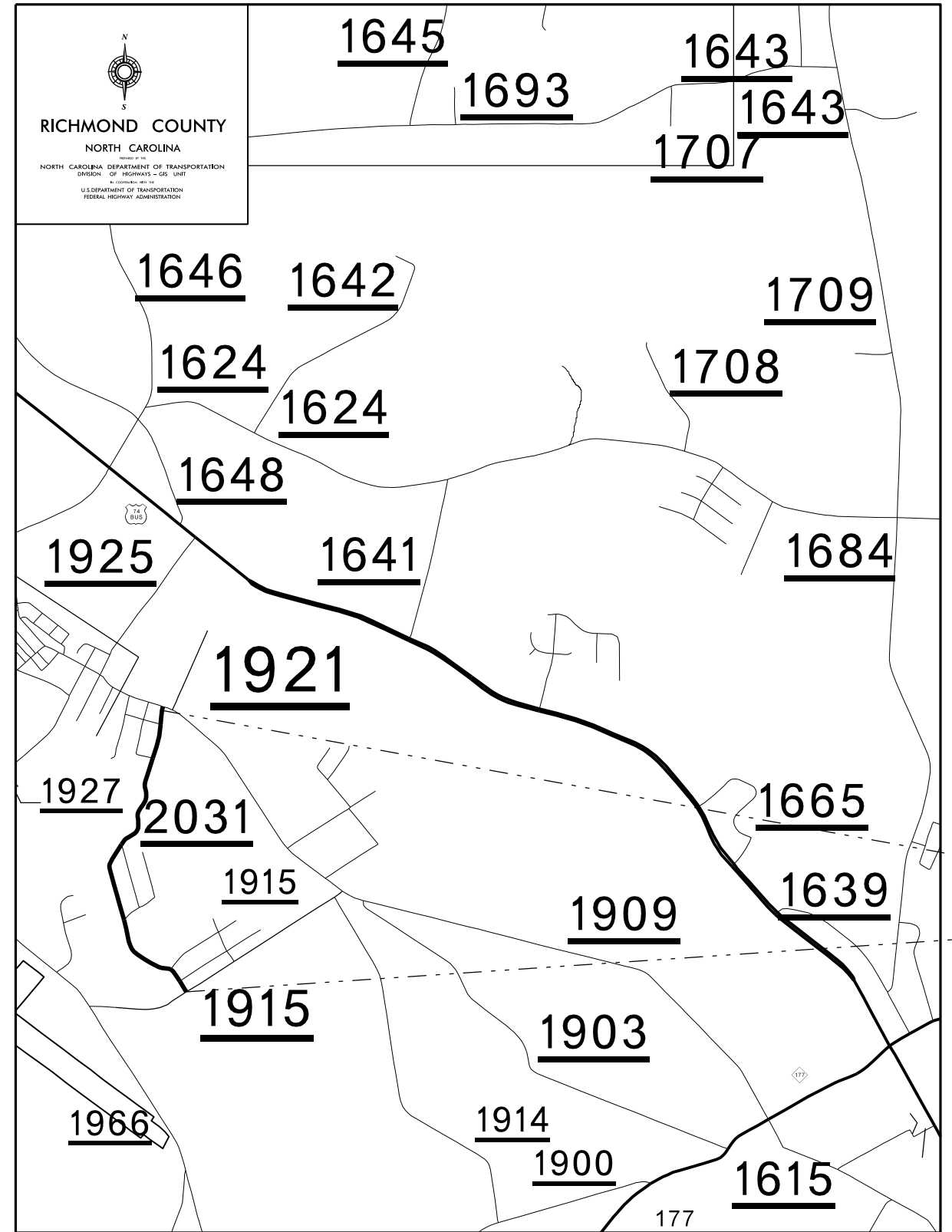
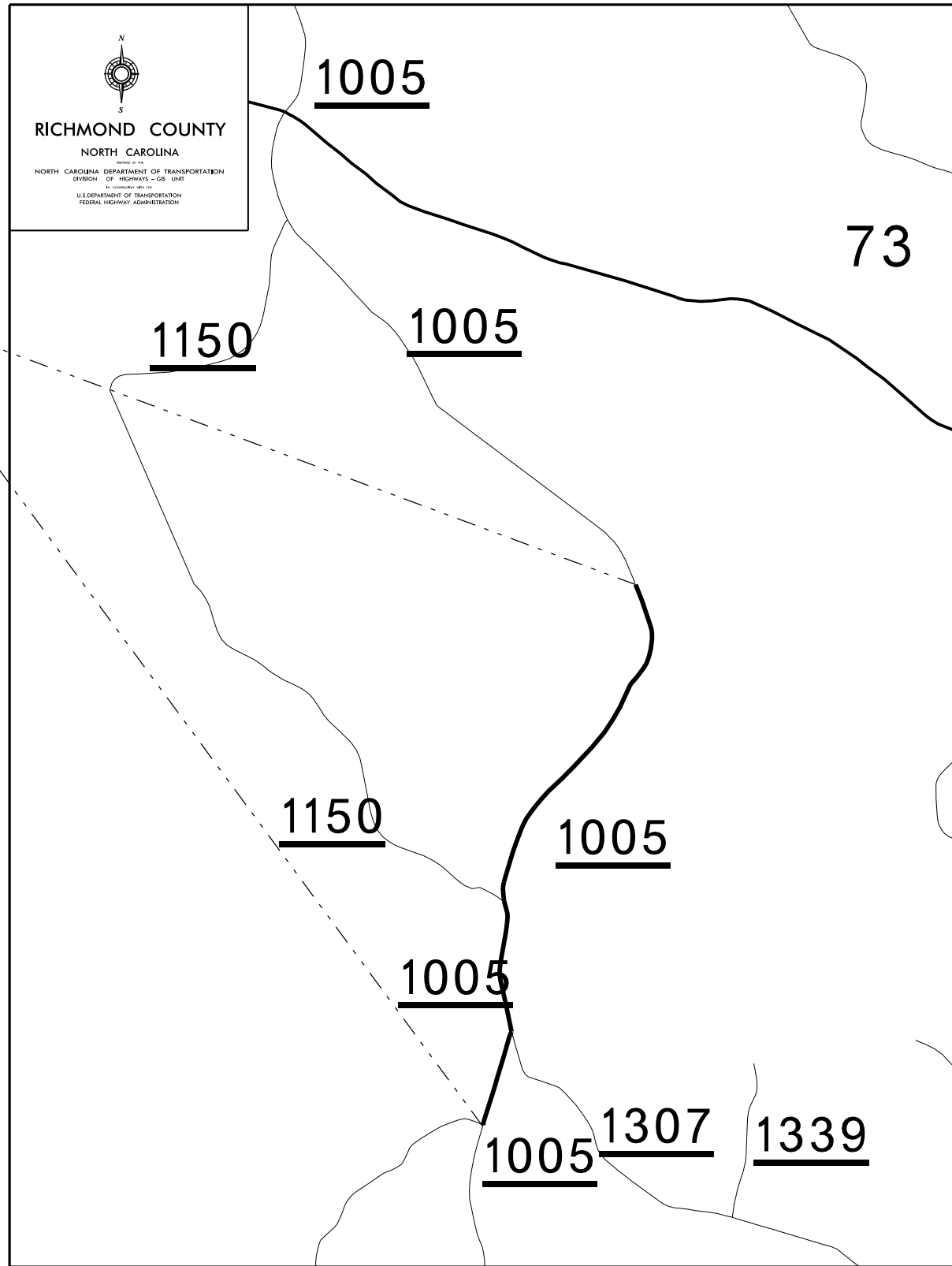


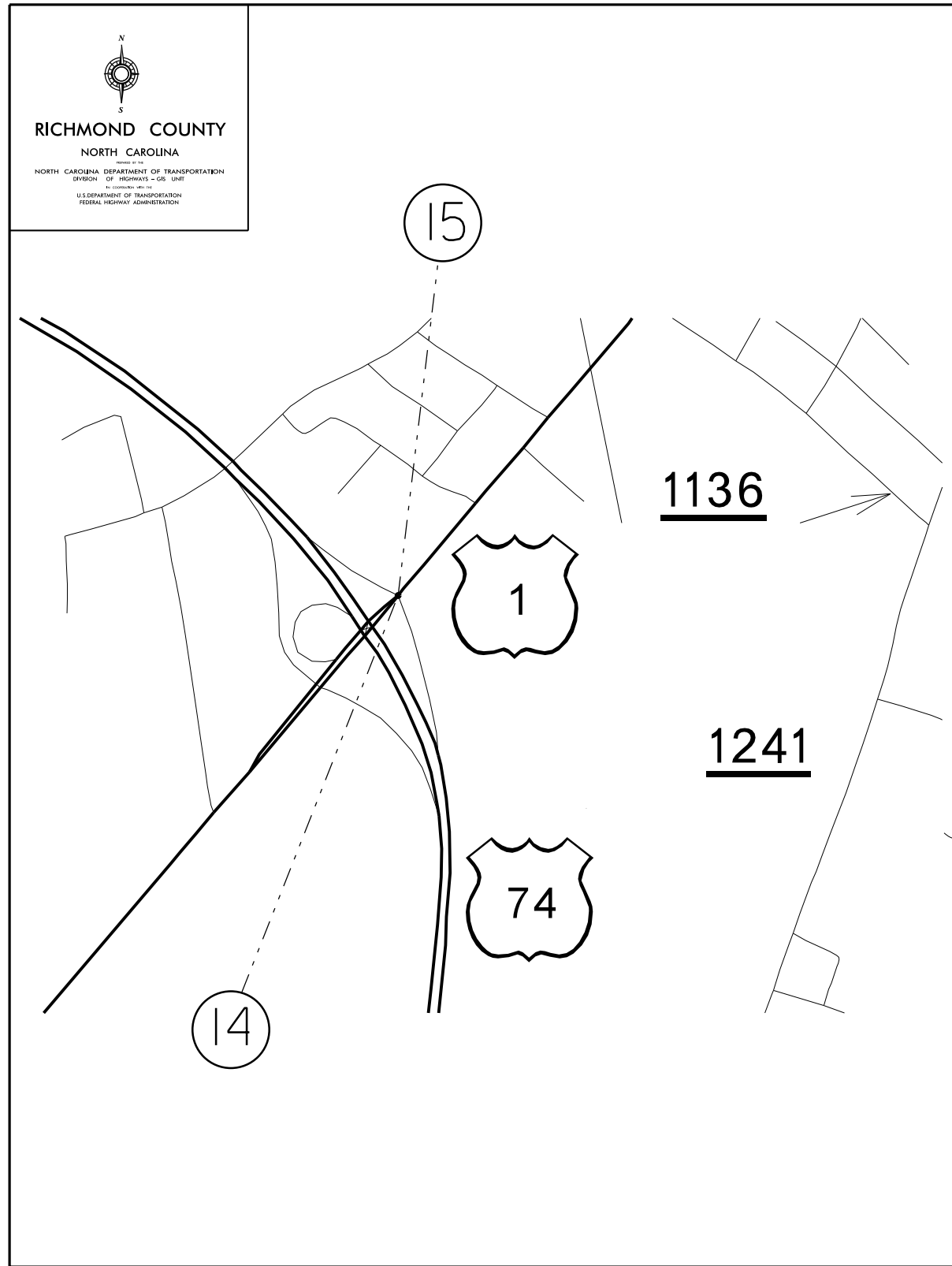
**RICHMOND COUNTY**

040397  
27 OCT 2020 16:01  
C:\Users\jg\OneDrive\Documents\Richmond 2020-rev1.dgn  
jg

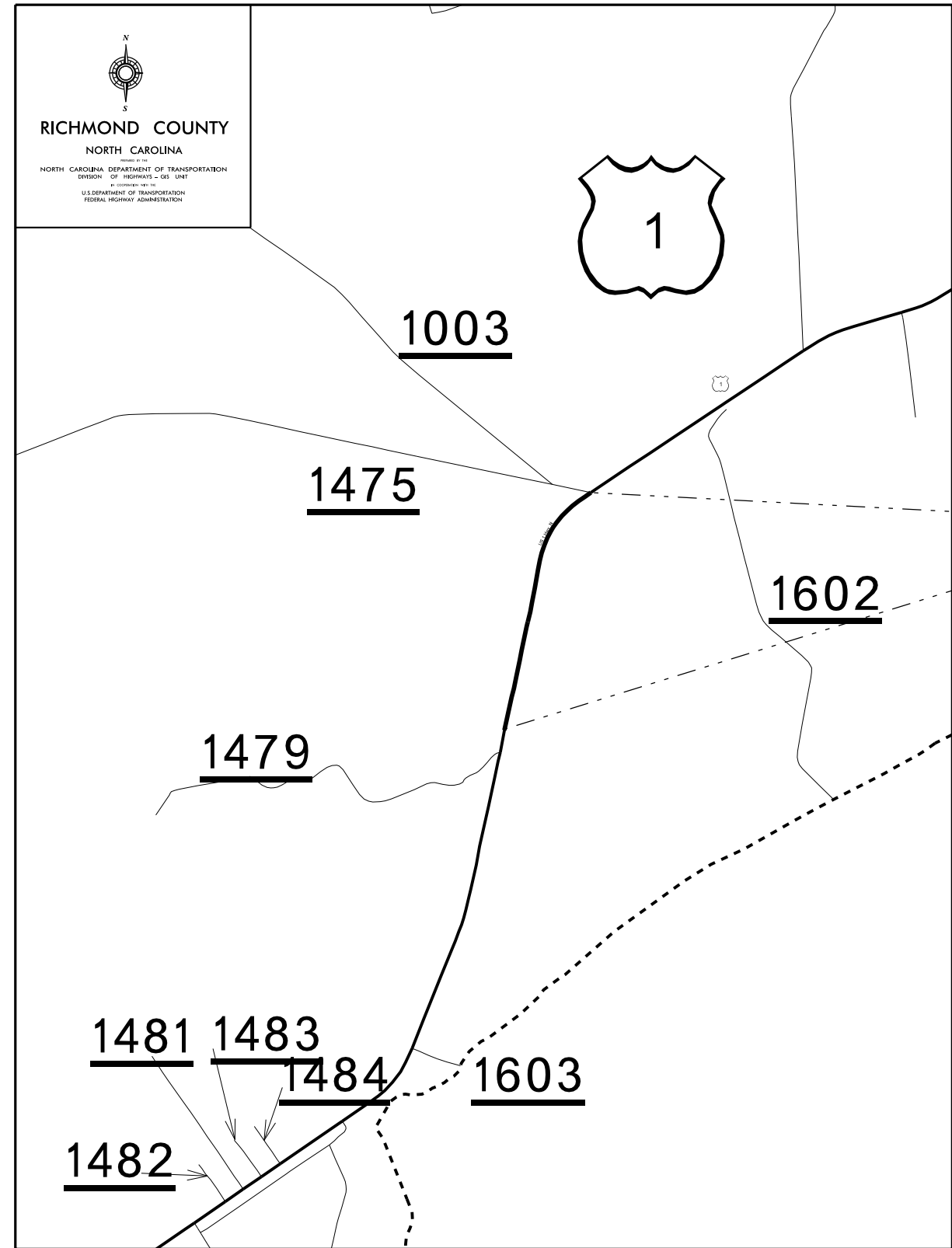
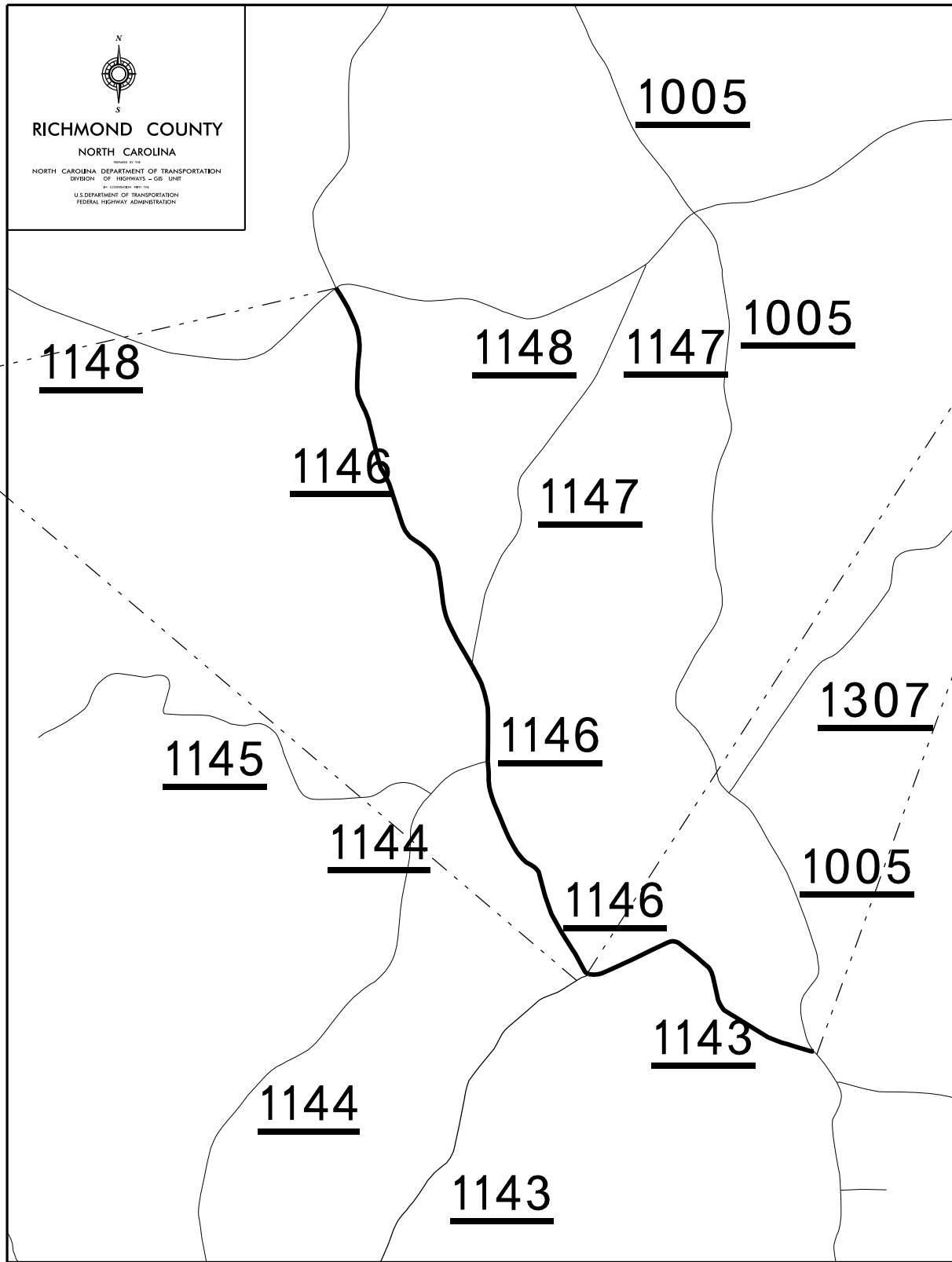


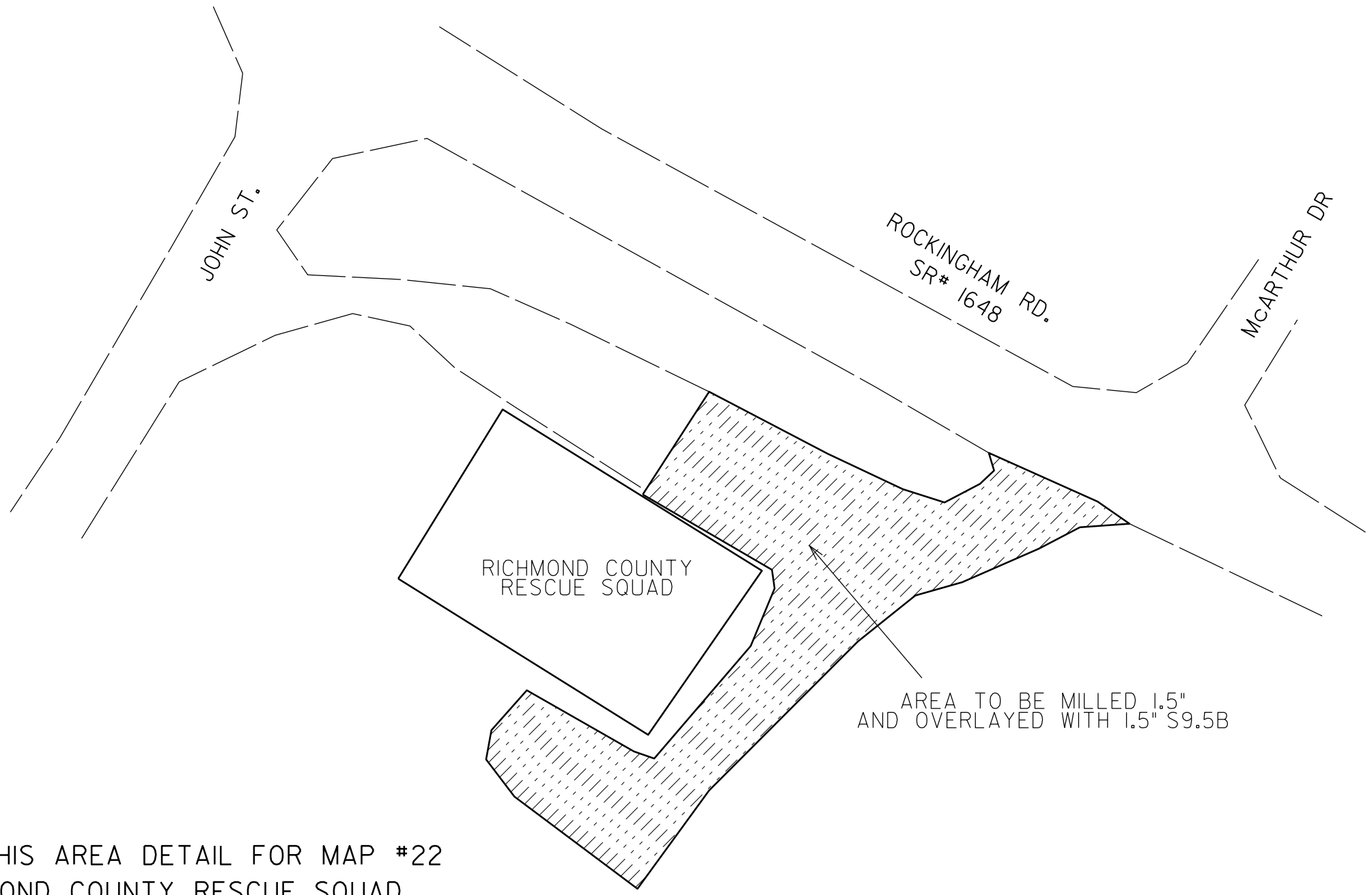






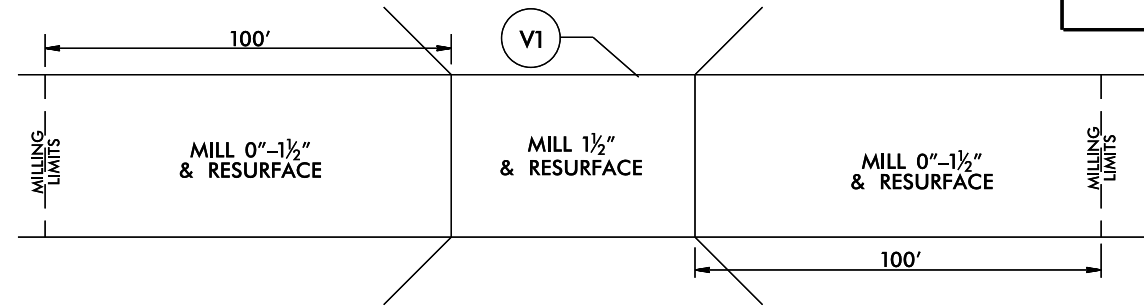
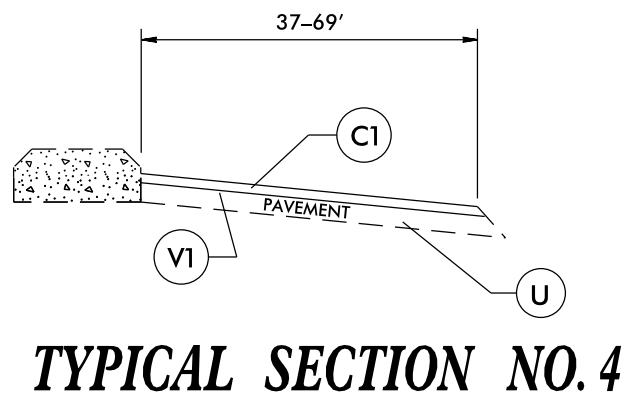
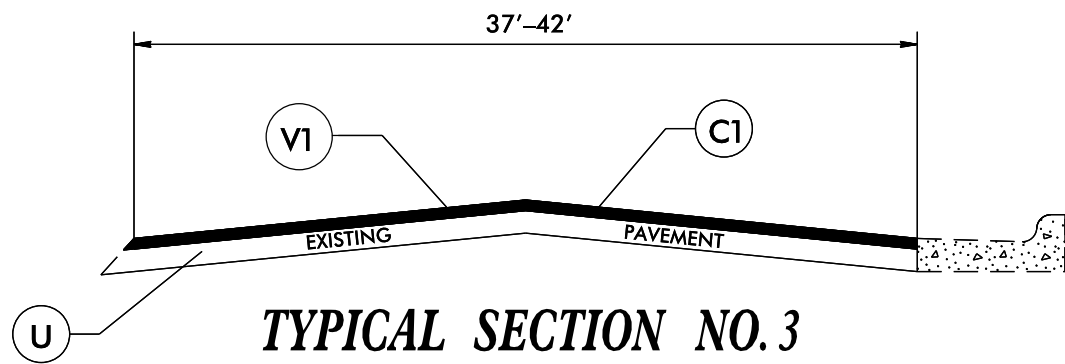
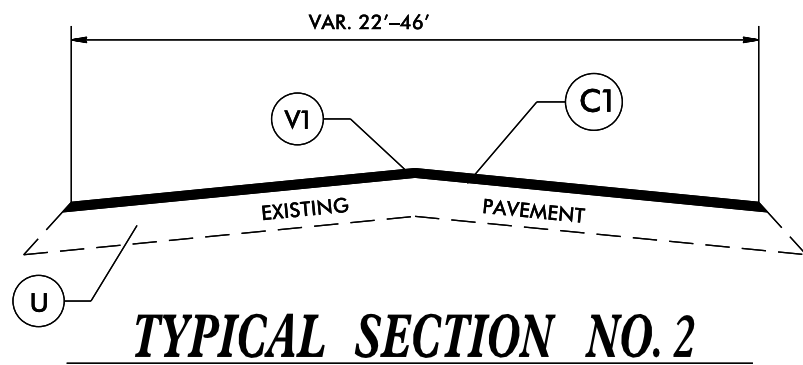
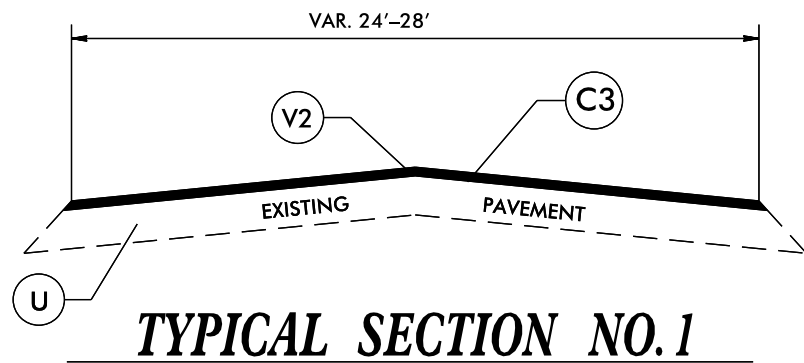






NOTE: THIS AREA DETAIL FOR MAP #22  
RICHMOND COUNTY RESCUE SQUAD



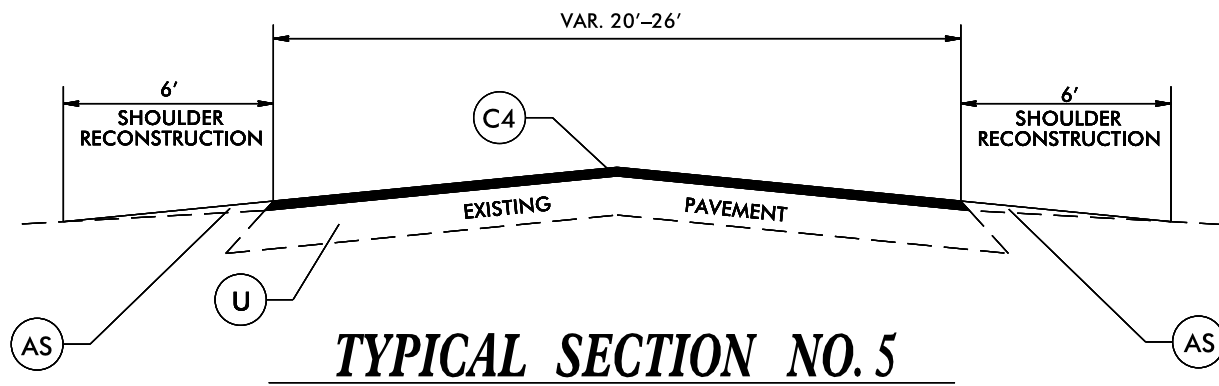


**BRIDGE DRAWING FOR  
MAP NO 17, SR 1005  
(BRIDGE NO 108)  
MAP NO 18, SR 1164  
(BRIDGE NO 97)**

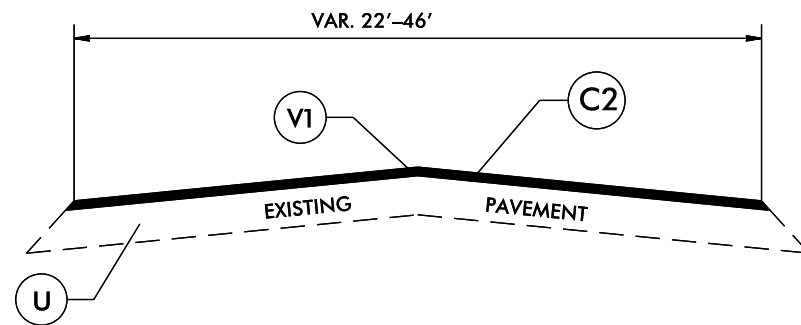
\* TIE IN MILLING TO THE BRIDGE SHALL BE PAID FOR UNDER INCIDENTAL MILLING AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.

**PAVEMENT SCHEDULE**

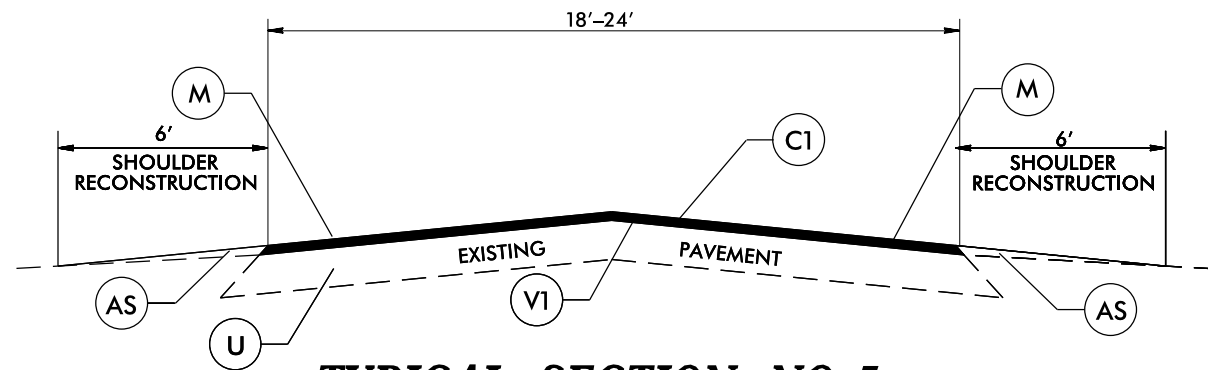
C1	PROP. APPROX. 1.5 " ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5 " ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	PROP. APPROX. 3.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. IN TWO (2) LAYERS
F3	PROP. APPROX. 5/8" OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
M	MILLED RUMBLE STRIPS
U	EXISTING PAVEMENT
V1	1.5" MILLING
V2	2.0" MILLING



**TYPICAL SECTION NO. 5**



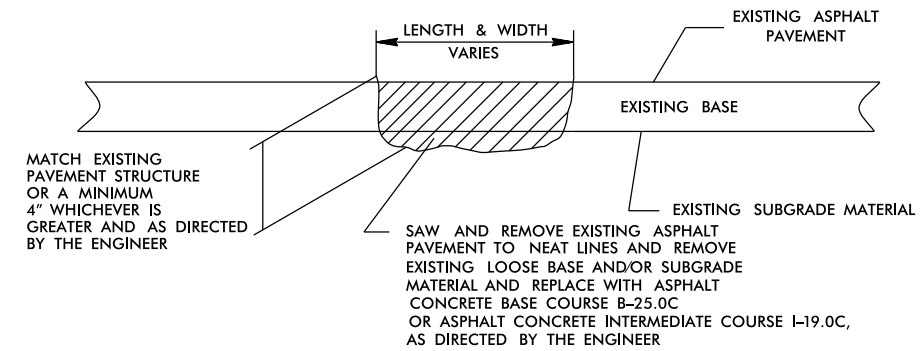
**TYPICAL SECTION NO. 6**



**TYPICAL SECTION NO. 7**

**DETAILS OF PATCHING EXISTING PAVEMENT**

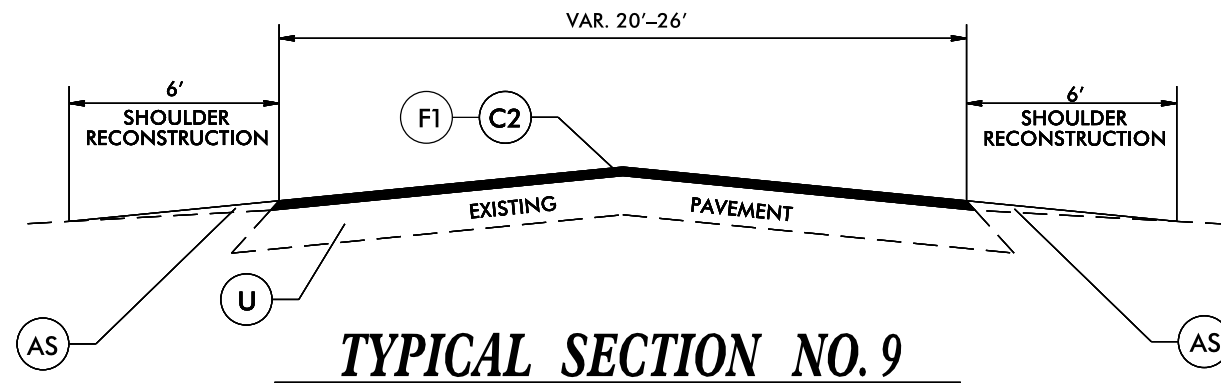
**DETAIL**



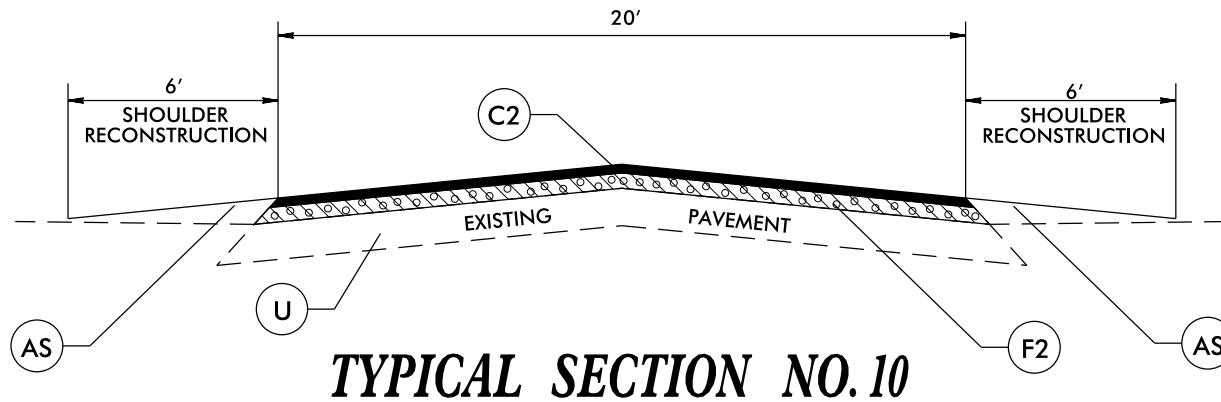
**TYPICAL SECTION NO. 8**

**PAVEMENT SCHEDULE**

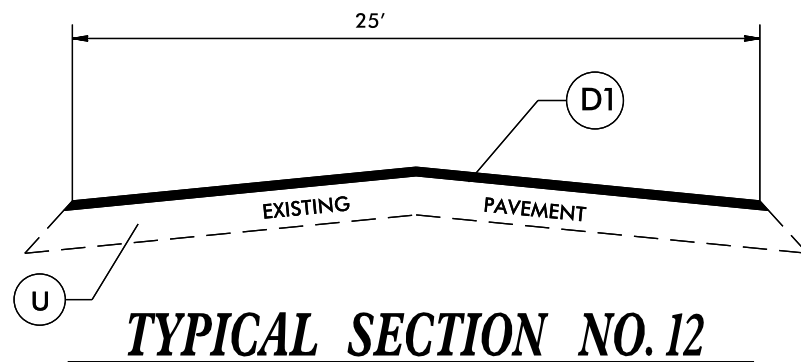
<b>C1</b>	PROP. APPROX. 1.5 " ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
<b>C2</b>	PROP. APPROX. 1.5 " ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
<b>C3</b>	PROP. APPROX. 3.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. IN TWO (2) LAYERS
<b>C4</b>	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. IN TWO (2) LAYERS
<b>AS</b>	AGGREGATE SHOULDER BORROW (ASB)
<b>U</b>	EXISTING PAVEMENT
<b>V1</b>	1.5" MILLING
<b>V2</b>	2.0" MILLING



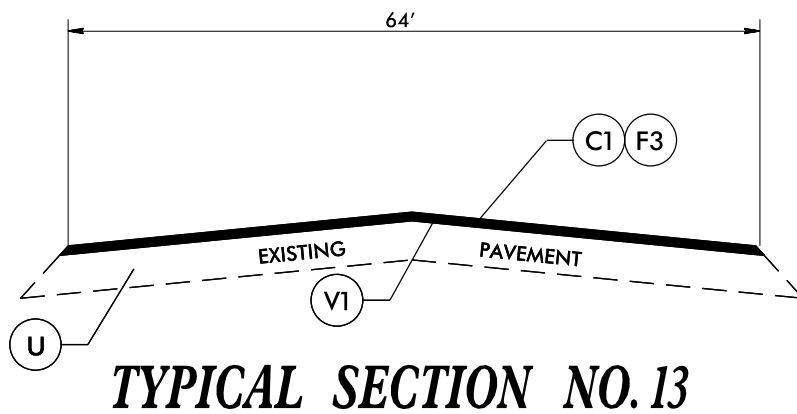
NOTE: SHOULDER RECONSTRUCTION AND STRIPING WILL BE PERFORMED BY STATE FORCES ON MAPS 16 & 17.



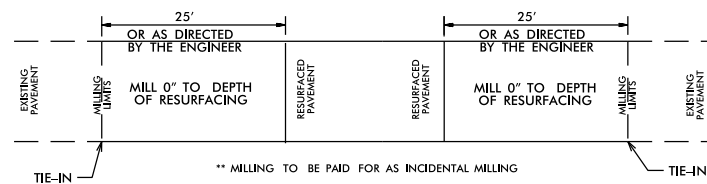
NOTE: SHOULDER RECONSTRUCTION AND STRIPING WILL BE PERFORMED BY STATE FORCES ON MAP 22.



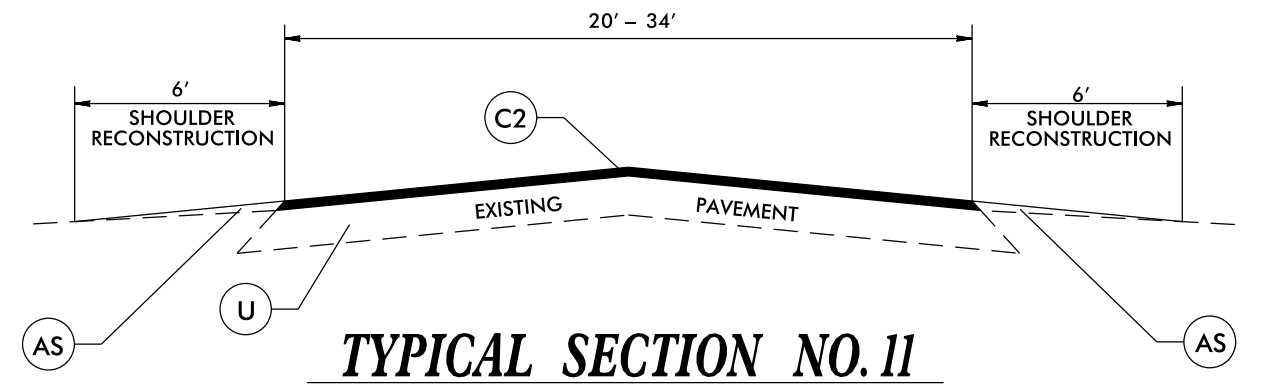
**TYPICAL SECTION NO. 12**



**TYPICAL SECTION NO. 13**



**PAVEMENT TIE-IN DETAIL**



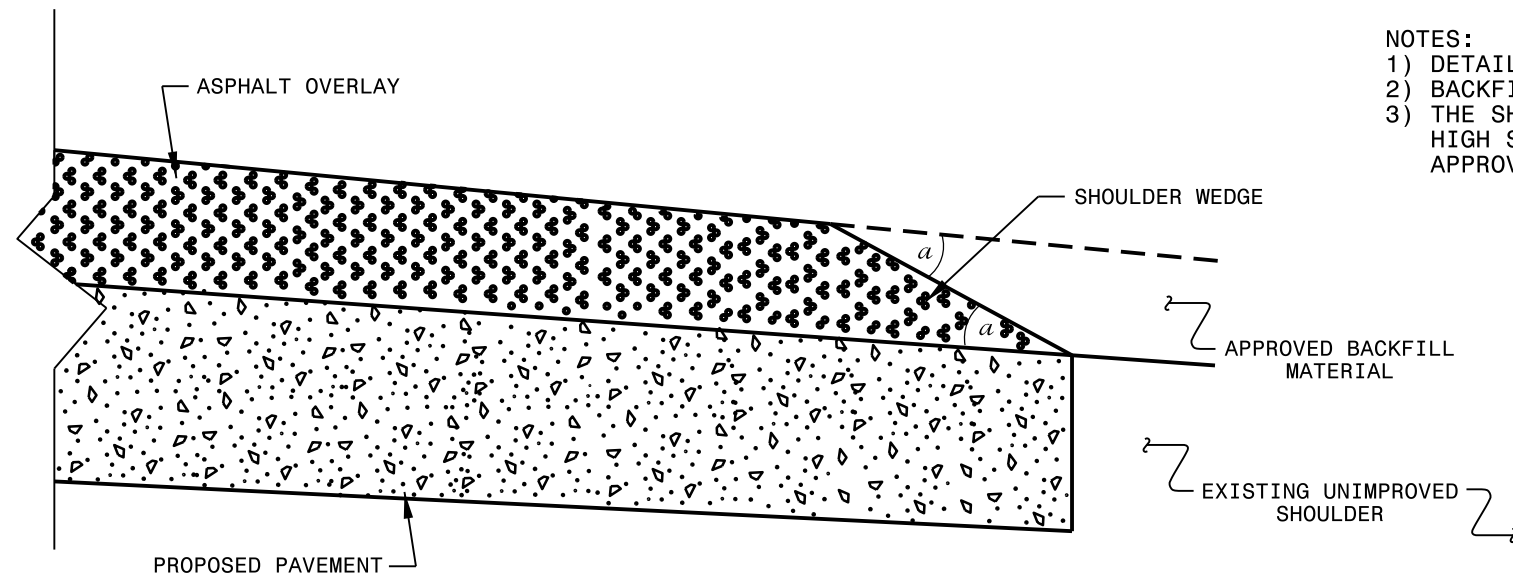
NOTE: SHOULDER RECONSTRUCTION AND STRIPING WILL BE PERFORMED BY STATE FORCES ON MAPS 18, 20, AND 21

### PAVEMENT SCHEDULE

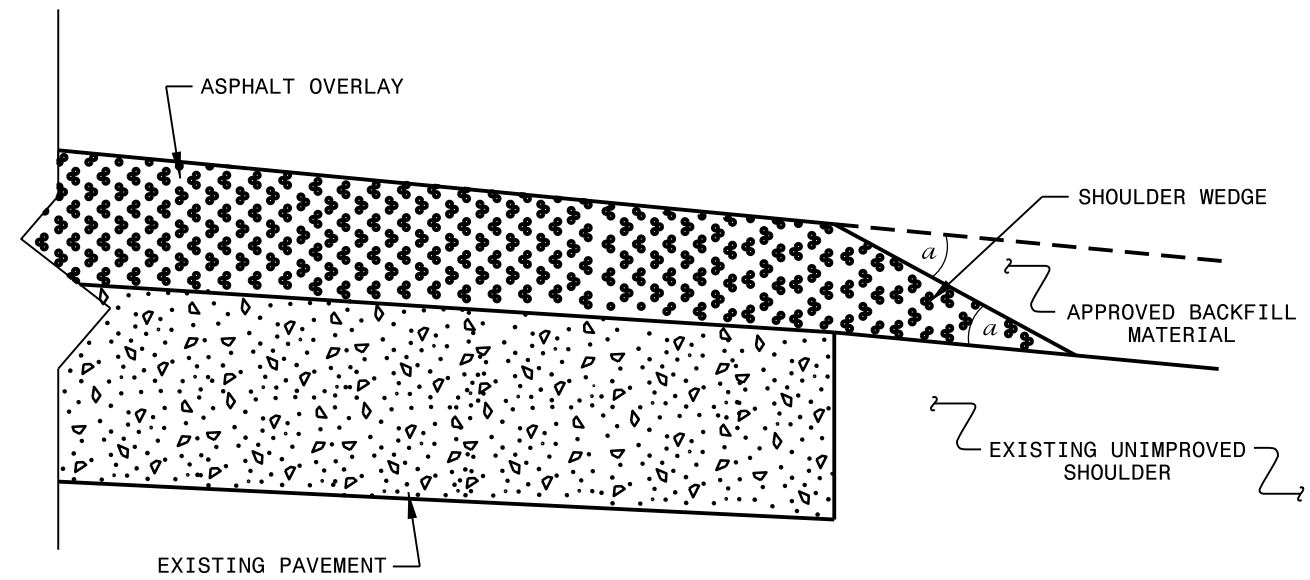
C1	PROP. APPROX. 1.5 " ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5 " ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. IN TWO (2) LAYERS
D1	PROP. APPROX. 2.5" ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT: SINGLE SEAL
F2	ASPHALT SURFACE TREATMENT, MAT COAT NO. 67 STONE,
F3	PROP. APPROX. 5/8" OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
AS	AGGREGATE SHOULDER BORROW (ASB)
U	EXISTING PAVEMENT
V1	1.5" MILLING
V2	2.0" MILLING

**NOTES:**

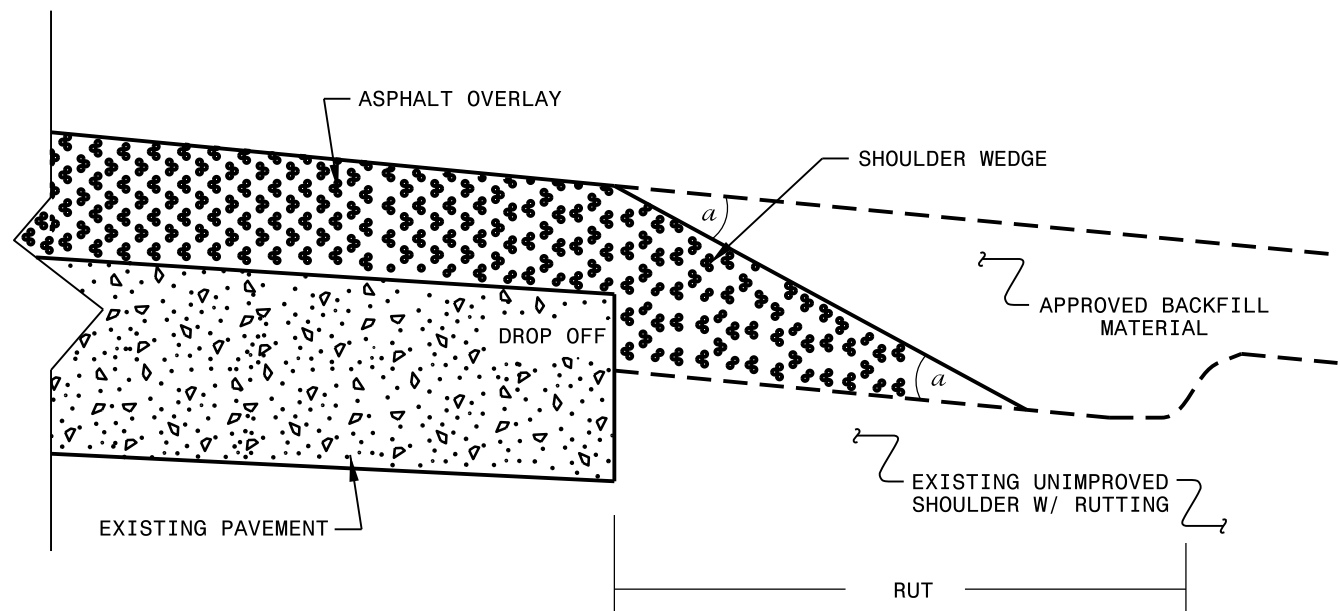
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



**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°

<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: 2/2/16	
CHECKED BY:	DATE:	
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn		



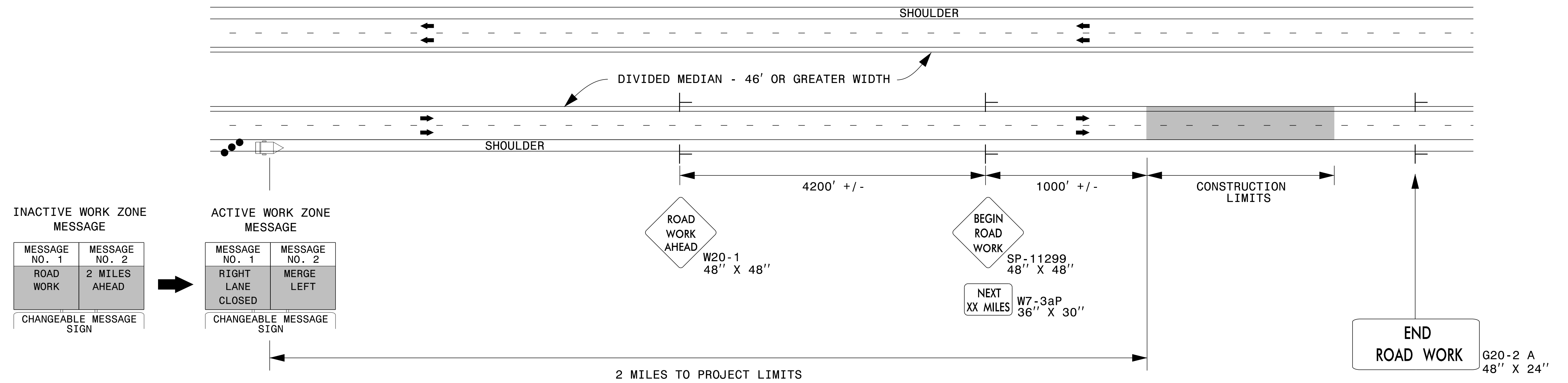
PROJECT NO.	SHEET NO.	TOTAL NO.
2019CPT.08.07.10771, etc	14	

## SUMMARY OF QUANTITIES

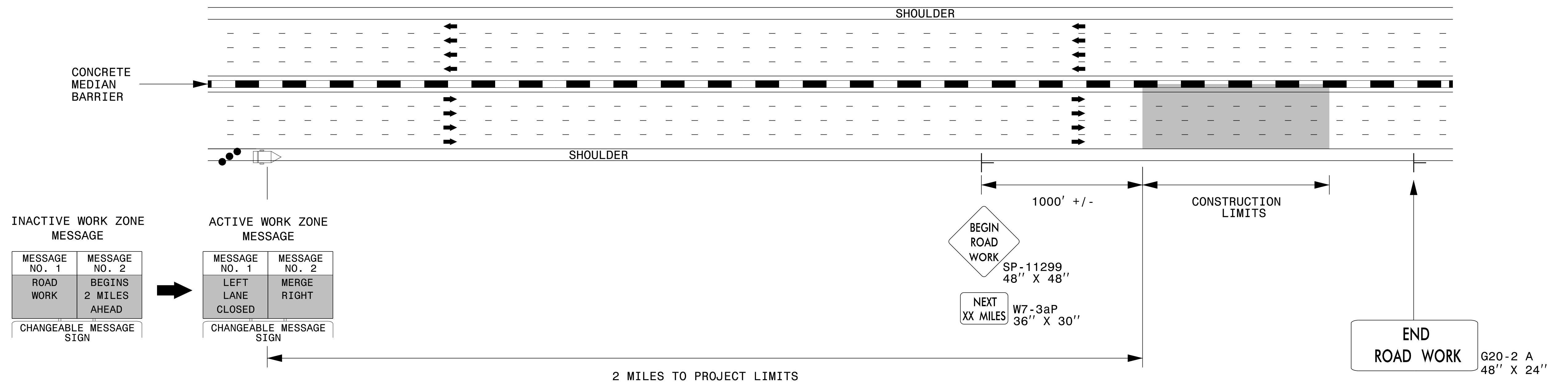
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANE S	LANE TYPE	FINAL SURF. TEST. REQUIRED	WARM MIX ASPHALT REQUIRED	LENGT	WIDT	SH. RECON	ASB	2"	1.5"	INC.	I19.0C	S9.5B	S9.5C	ASPH. BINDE R FOR PLANT MIX	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	OGAFC, TYPE FC-1 MOD.	PATCH- ING EXI. PAVEM ENT	AST, MATCO AT, #67 STONE	AST, SINGLE SEAL	EMUL- SION FOR AST	VACUUM TRUCK	MILLED RUMBLE STRIPS	ADJ. OF METER OR VALVE BOX		
										H	H	.		MILLING	MILLING	MILLIN G	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	SY
2019CPT.08.07.10771	Richmond	1	US HWY. 1 SOUTH	FROM SR 1105 (HAMER MILL RD.) TO SR 1108 (ROSALYN RD.)	1	2	2WU	NO	NO	1.5	26				24,164					4,465	268			396							
		2	US HWY. 220 NB	FROM C. G. AT SR 1974 (FOREST ST.) TO RXR BRIDGE	2, 3, 4	2	MD	NO	NO	1.02	28					30,755					2,845	171			223						1
		3	US HWY. 220 SB	FROM RXR BRIDGE TO CURB AND GUTTER	4	2	MD	NO	NO	1.04	28					37,594					3,475	209			223						
		4	NC HWY 109	FROM ANSON COUNTY LINE TO NORTH OF SR 1168 (JACK CURRIE RD.)	3	2	2WU	NO	NO	1.39	24	2.69	376				1,306		2,510		168				94						
		5	US HWY 74 BUS. EAST BOUND	FROM US 74 BY-PASS TO PVT. JNT.	4	2	MD	NO	NO	1.05	32					19,084					1,765										
		6	US HWY 74 BYPASS EXIT RAMP	FROM PVMT. JNT. ON US HWY. 74 BYPASS TO US HWY 74 BUS	4,5	2	MD	NO	NO	0.5	20					6,851					635										
		7	US HWY 74 BUS. EXIT RAMP	FROM PVMT. JNT. ON US HWY. 74 BYPASS TO US HWY 74 BUS	4,5	2	MD	NO	NO	0.6	20					7,377					685										
		8	US HWY 74 BYPASS (EXIT 316 WB ON RAMP)	RAMP FROM NC 177 SB TO C.J TOWARDS US 74 WBL	7	1	2WU	NO	NO	0.263	21.5	0.14	74			4,323					400	24			81					50	
		9	US HWY 74 BYPASS (EXIT 316 EB OFF RAMP)	EXIT RAMP FROM EB US 74 TO NC 177 SB	7	1	2WU	NO	NO	0.266	29.5	0.53	75			4,623					430	26			51					50	
		10	US HWY 74 BYPASS (EXIT 316 EB ON RAMP)	ON RAMP FROM NC 177 NB(RT TRN LN AND RAMP)	7	1	2WU	NO	NO	0.217	23.5	0.41	57			3,752					350	21			51					50	
		11	US HWY 74 BYPASS (EXIT 316 WB OFF RAMP)	EXIT RAMP FROM US 74 TO NC 177	7	1	2WU	NO	NO	0.26	29	0.52	73			4,613					430	26			66					50	
		12	US HWY 74 BYPASS (EXIT 319 OFF RAMP)	EXIT RAMP FROM US 74 WB TO NC38	7	1	2WU	NO	NO	0.182	30	0.36	51			2,882					270	16			51					50	
		13	US HWY 74 BYPASS (EXIT 319 ON RAMP)	ON RAMP FROM NC 38 TO C.J. AT US 74 WB	7	1	2WU	NO	NO	0.206	28	0.41	58			3,006					280	17			274					50	
		14	US 1 NBL INTERSECTION	PATCHING AT C.J. TOP OF RAMP FROM WBL US 74 BYPASS	8	1	2WU	NO	NO	0.019	16														66						
		15	US 1 SBL INTERSECTION	PATCHING AT INTERSECTION OF US 1 SBL FROM TRN LN OF	8	1	2WU	NO	NO	0.017	14														28						
<b>TOTAL FOR PROJ NO. 2019CPT.08.07.10771</b>										<b>8.53</b>		<b>5.06</b>	<b>764</b>	<b>24,164</b>	<b>124,860</b>	<b>1,306</b>		<b>5,595</b>	<b>12,945</b>	<b>1,153</b>		<b>1,604</b>					<b>300</b>	<b>1</b>			
2019CPT.08.07.20771	Richmond	16	SR 1486 (BEAVERDAM CHURCH RD.)	FROM SR 1424 (SANDHILLS GAME MANAGEMENT RD.) TO SR 1442 (LEDBETTER RD.)	9	2	2WU	NO	NO	1.76	20				392		2,055		138					22,242	7,785	1					
		17	SR 1005 (CARTLEDGE CREEK RD)	FROM BRIDGE AT BIG MOUNTAIN CREEK TO SR 1146 (HOLLY GROVE CHURCH RD.)	9	2	2WU	NO	NO	2.4	22					183	1,217	2,340		157				32,473	11,366	2					
		18	SR 1164 (DAVIS HAYWOOD RD.)	FROM SR 1148(GRASSY ISLAND RD.) TO NORTH OF SR 1162(ALVIN HARRIS RD.)	11,12	2	2WU	NO	NO	2.43	25					944	817	925	2,580		217										
		19	SR 2031 (LAKE VIEW TRAIL)	FROM SR 1915 (CHALK RD.) TO SR 1903 (MILL RD.)	10	2	2WU	NO	NO	1.25	20						854		1,595		107			17,224		6,890	1				
		20	SR 1146 (HOLLY GROVE CH RD)	FROM SR1148 (GRASSY ISLAND RD) TO SR 1143 (DOCKERY LAKE RD)	11	2	2WU	NO	NO	2.78	18								2,645		177										
		21	SR 1143 (HOLLY GROVE CH RD)	FROM 1146 (HOLLY GROVE CH RD) TO SR 1005 (CARTLEDGE CREEK RD)	11	2	2WU	NO	NO	1.02	20								1,080		72										
		22	RICHMOND COUNTY RESCUE SQUAD	DRIVEWAY AND BAY ENTRANCES	6	2	2WU	NO	NO	0.01	35					925			85		6										
<b>TOTAL FOR PROJ NO. 2019CPT.08.07.20771</b>										<b>11.65</b>					<b>2,052</b>	<b>3,280</b>	<b>925</b>	<b>12,380</b>		<b>874</b>			<b>17,224</b>	<b>54,715</b>	<b>26,041</b>	<b>4</b>					
48973	Richm	23	US 1	FROM SR 1475 (CADELL RD) TO CJ 3000 FT SOUTH OF INTERSECTION.	13	2	MU	NO	NO	0.56	64				24,685				2,220	133	68	1,115									
<b>TOTAL FOR PROJ NO. 48979.3.1 (SS-6008D)</b>										<b>0.56</b>					<b>24,685</b>				<b>2,220</b>	<b>133</b>	<b>68</b>	<b>1,115</b>									
<b>GRAND TOTAL</b>										<b>20.74</b>		<b>5.06</b>	<b>764</b>	<b>24,164</b>	<b>151,597</b>	<b>4,586</b>	<b>925</b>	<b>17,975</b>	<b>15,165</b>	<b>2,160</b>	<b>68</b>	<b>1,115</b>	<b>1,604</b>	<b>17,224</b>	<b>54,715</b>	<b>26,041</b>	<b>4</b>	<b>300</b>	<b>1</b>		



### DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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

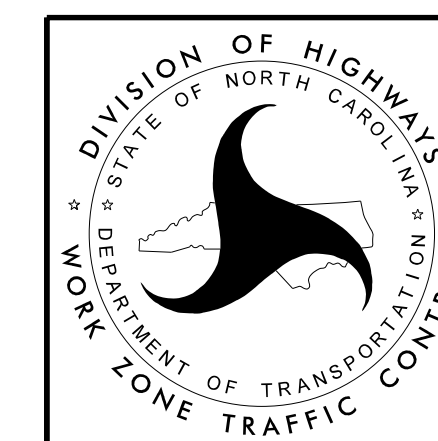


**NOTES:**

- 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

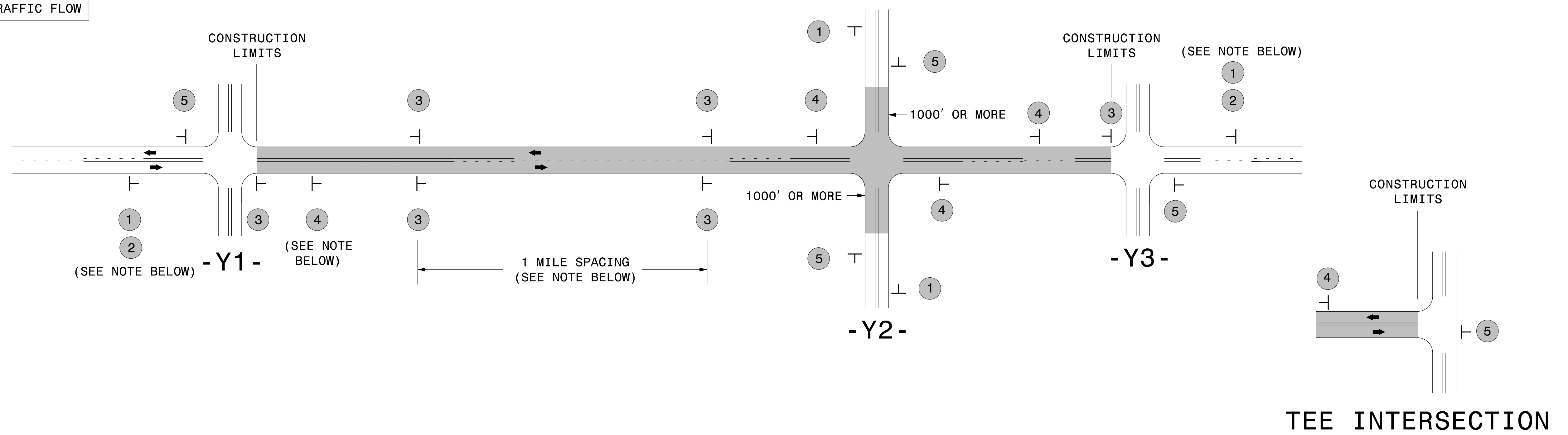


**RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH**



# SIGNING FOR RESURFACING PROJECTS

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



## MAINLINE (-L-) SIGNING

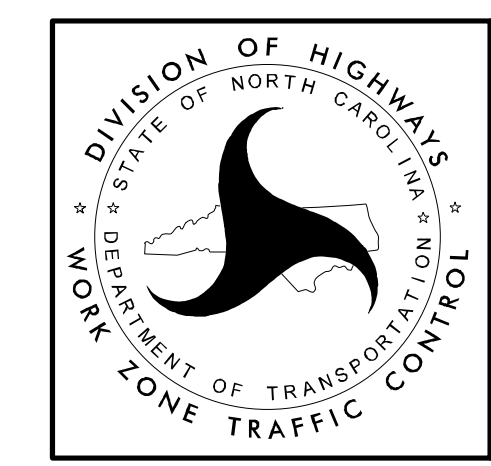
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>DEAD END ROADS</li> </ol> <p>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.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">             PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">             PLACED 250' IN ADVANCE OF FLAGGER.         </div> </div>
	2		#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		- 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		- 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		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

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.



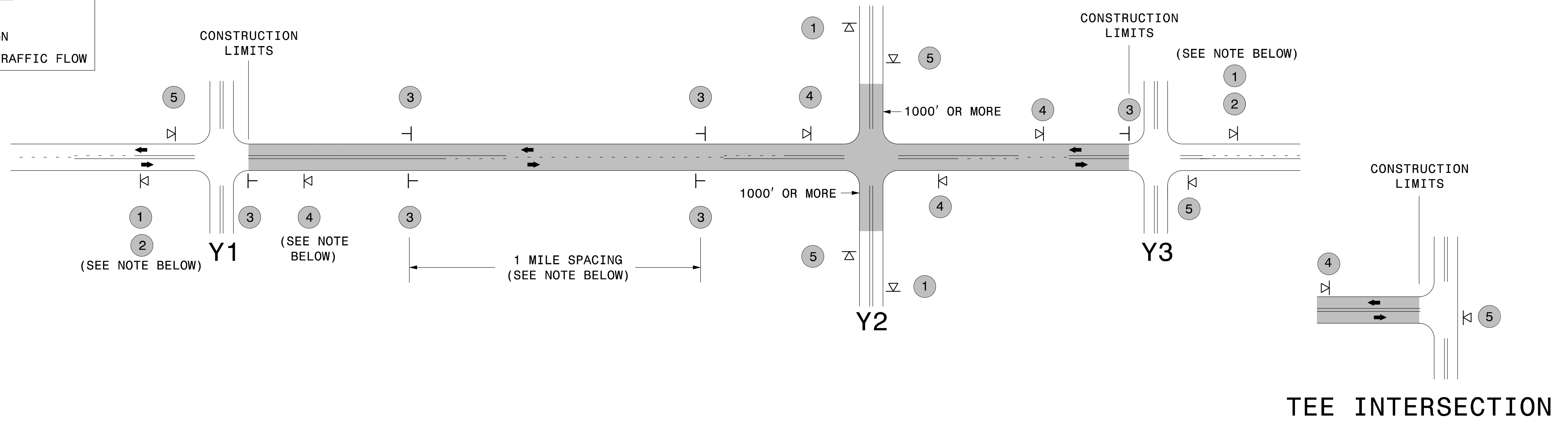
**ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING**

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# SIGNING FOR ASPHALT SURFACE TREATMENT

**LEGEND**

- ▷ PORTABLE SIGN
- └ STATIONARY SIGN
- ← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		<ul style="list-style-type: none"> <li>- PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</li> <li>- SIGN #2 ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO THE NEAREST WHOLE NUMBER. DO NOT USE FRACTIONAL OR DECIMAL NUMBERS.</li> </ul>	<p>STATIONARY SIGNING NOT REQUIRED FOR THE FOLLOWING -Y- LINE CONDITIONS:</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>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.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> </div> <div style="text-align: center;"> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p> </div> </div>
		<ul style="list-style-type: none"> <li>- ALTERNATE THE FOLLOWING TWO SIGNS:</li> <li>- STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</li> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.</li> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
		<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> </ul>	
		<ul style="list-style-type: none"> <li>- PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</li> </ul>	
	<p>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.</p>		

**MAPS LESS THAN 2 MILES**

FOR AST RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, USE A STATIONARY "LOOSE GRAVEL" SIGN AT THE BEGINNING CONSTRUCTION LIMIT FOLLOWED BY AN "UNMARKED PAVEMENT" SIGN MIDWAY THROUGH AND AN "END ROAD WORK" SIGN AT THE END CONSTRUCTION LIMIT.

**ADVANCE WARNING SIGNS FOR 2-LANE ROADWAY ASPHALT SURFACE TREATMENT**

5/12/2017 S:\TUXWZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln - AST.dgn User:kadai