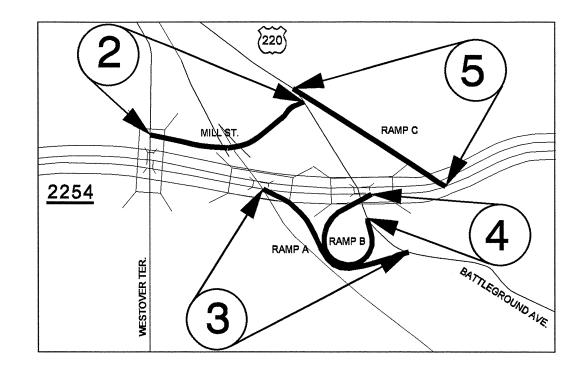
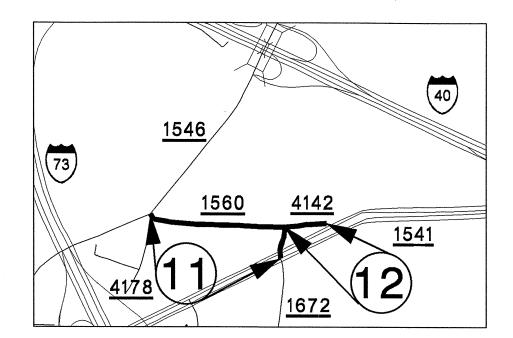
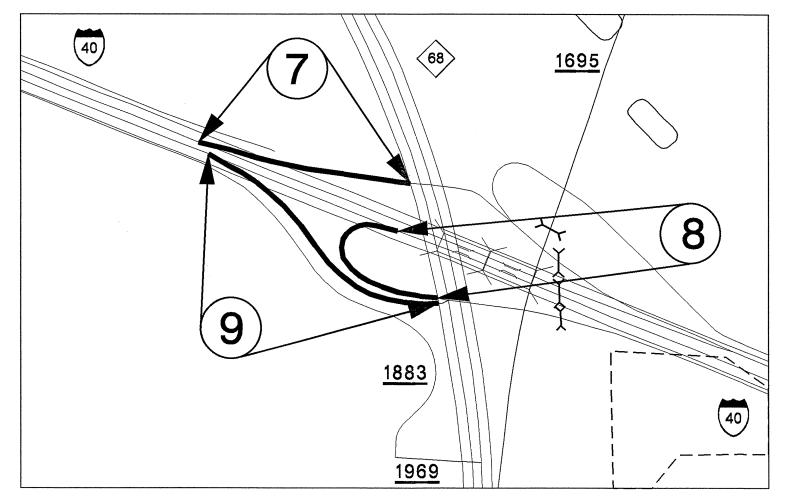


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.30, ETC.	2	15
F.A. PRO	)J. NO.		

7CR.10411.30 7CR.20411.30

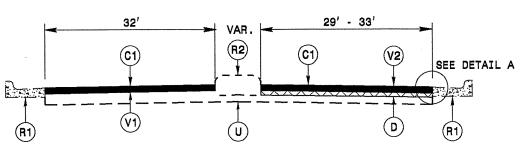






# 2011 GUILFORD COUNTY





# **(V2)**

### 7CR.10411.30 7CR.20411.30

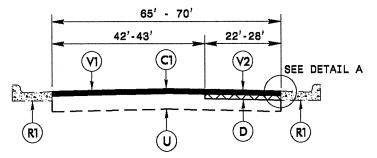
3

SHEET TOTAL NO. SHEETS

15

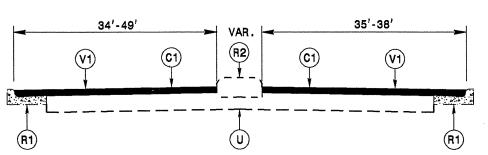
### TYPICAL SECTION NO. 1

TO BE USED ON MAP 1 STA. 0+00 TO STA. 1+60



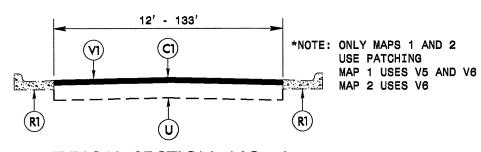
### **DETAIL A**

4½" MILLING WITH 3" OF INTERMEDIATE COURSE TYPE I19.0B AND OVERLAY 1½" SURFACE COURSE, TYPE SF9.5A



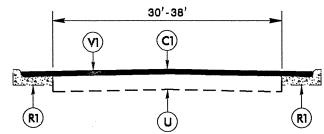
### TYPICAL SECTION NO. 2

TO BE USED ON MAP 1 STA. 1+60 TO STA. 27+50



### TYPICAL SECTION NO. 5

TO BE USED ON MAP 1 STA. 88+80 TO STA 93+65



### TYPICAL SECTION NO. 3

TO BE USED ON MAPS 1, 2, 3, 4, 5, AND 13

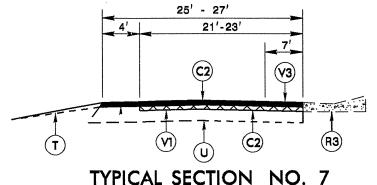
MAP 1: STA. 27+50 TO STA, 48+40 STA. 48+90 TO STA. 51+70 STA. 52+95 TO STA. 56+15 STA. 62+00 TO STA. 86+35 STA. 88+00 TO STA. 88+80

MAP 13: STA. 0+00 TO STA. 0+50 STA. 37+85 TO STA. 40+40

22'-53'

### TYPICAL SECTION NO. 6

TO BE USED ON MAP 1 STA. 93+65 TO STA. 98+35



22'-45'

STA. 48+40 TO STA. 48+90 STA. 51+70 TO STA. 52+95 STA. 56+15 TO STA. 62+00 STA. 86+35 TO STA. 88+00

TO BE USED ON MAP 6

STA. 0+00 TO STA. 2+75 \*\*TYPICAL SECTION CONSTRUCTION SEQUENCE

- 1. 0 11/2" PROFILE MILLING
- 2. MILL 11/2" AND FILL 11/2" OF SURFACE COURSE, TYPE \$9.5B
- 3. OVERLAY WITH 11/2" OF

SURFACE COURSE, TYPE S9.5B

# \*\*NOTE: EACH MAP MUST BE PATCHED AS DIRECTED BY THE ENGINEER BEFORE PROCEDING WITH RESURFACING\*\*

PROJECT NO. 7CR.10411.30, ETC.

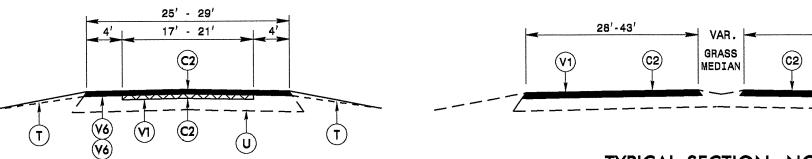
STATE

	PAVEMENT	S	CHEDULE	
C1	PROP. APPROX. 1½" SURFACE COURSE, TYP RATE OF 165 LBS. PE	E SF9	.5A, AT AN AVERAGE	
C2	PROP. APPROX. 1½" SURFACE COURSE, TYP RATE OF 168 LBS. PE	E S9.	5B, AT AN AVERAGE	
СЗ	PROP. APPROX. 11/4" SURFACE COURSE, TYP RATE OF 137.5 LBS.	E SFS	.5A, AT AN AVERAGE	
C4	PROP. APPROX. 1½" LEVELING COURSE, TY RATE OF 168 LBS. PE DIRECTED BY THE ENG	PE S9	.5B, AT AN AVERAGE YD. TO BE USED AS	
D	PROP. APPROX 3" ASPH COURSE TYPE I19.0B, OF 342LBS. PER SQ. Y	AT A	ONCRETE INTERMEDIATE N AVERAGE RATE	
E	PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 798 LBS. PER SQ. YD. IN EACH OF TWO LAYERS			
F	AST MAT COAT, 78M			
R1	EXISTING CONCRETE C	URB &	GUTTER	
R2	EXISTING CONCRETE I	SLAND		
R3	EXISTING CONCRETE E	XPRES	SWAY GUTTER	
Т	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER			
U	EXISTING PAVEMENT.			
V1	1½" MILLING	V2	4½" MILLING	
V3	0 - 1½" MILLING	V4	0 - 114" MILLING	
V5	7" MILLING FOR PATCHING (SEE PATCHING DETAIL #1)	٧6	3" MILLING FOR PATCHING (SEE PATCHING DETAIL #2)	

### TYPICAL SECTION NO. 4

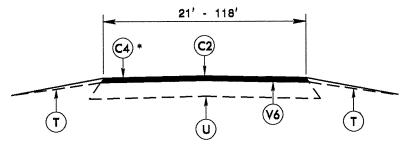
VAR.

TO BE USED ON MAP 1



### TYPICAL SECTION NO. 8

TO BE USED ON MAPS 6 STA. 2+75 TO STA. 10+35

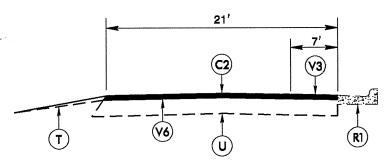


### TYPICAL SECTION NO. 9

TO BE USED ON MAPS 7, 8, AND 9

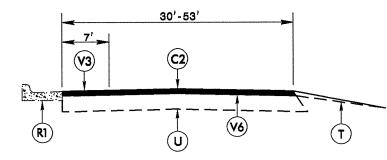
MAP 8: STA. 0+00 TO STA. 5+40 MAP 9: STA. 0+00 TO STA. 4+10

\*NOTE: C4 TO BE USED ON MAP 7 AS DIRECTED BY THE ENGINEER.



### TYPICAL SECTION NO. 10

TO BE USED ON MAP 8 STA. 5+40 TO STA. 7+50



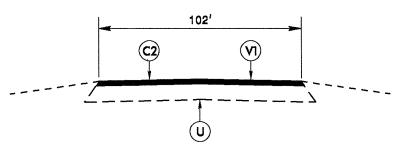
### TYPICAL SECTION NO. 11

TO BE USED ON MAP 9 STA. 4+10 TO STA. 9+85

# 28'-84' (U)

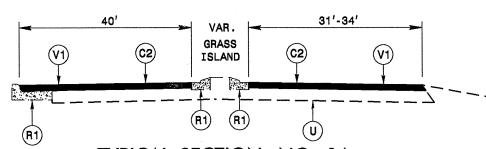
### TYPICAL SECTION NO. 12

TO BE USED ON MAP 10 STA. 0+00 TO STA. 0+55 STA. 4+91 TO STA. 15+80



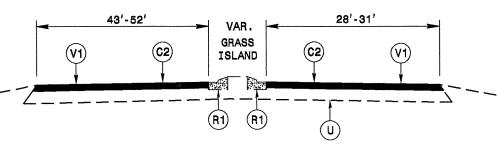
# TYPICAL SECTION NO. 13

TO BE USED ON MAP 10 STA. 0+55 TO STA. 1+30



### TYPICAL SECTION NO. 14

TO BE USED ON MAP 10 STA. 1+30 TO STA. 2+06



### TYPICAL SECTION NO. 15

TO BE USED ON MAP 10 STA, 2+06 TO STA, 4+91

STATE	PROJECT NO.		TOTAL SHEETS
N.C.	7CR.10411.30, ETC	4	15

7CR.10411.30 7CR.20411.30

\*\*NOTE: EACH MAP MUST BE PATCHED AS DIRECTED BY THE ENGINEER BEFORE PROCEDING WITH RESURFACING\*\*

### PAVEMENT SCHEDULE

- PROP. APPROX. 11/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
- PROP. APPROX. 11/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
- PROP. APPROX. 11/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS, PER SQ. YD.
- PROP. APPROX. 11/2" ASPHALT CONCRETE LEVELING COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. TO BE USED AS DIRECTED BY THE ENGINEER.
- PROP. APPROX 3" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 342LBS, PER SQ. YD.
- PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 798 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
- AST MAT COAT, 78M
- EXISTING CONCRETE CURB & GUTTER
- **R2** EXISTING CONCRETE ISLAND
- EXISTING CONCRETE EXPRESSWAY GUTTER
- INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER
  - EXISTING PAVEMENT.

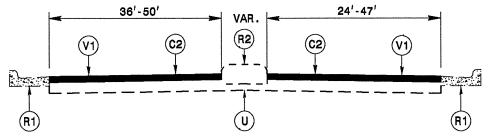
V1	1½" MILLING	V2	4½" MILLING
V3	0 - 1½" MILLING	V4	0 - 11/4" MILLING

3" MILLING FOR 7" MILLING FOR **V**5 V6 PATCHING PATCHING (SEE PATCHING DETAIL #2) (SEE PATCHING DETAIL #1)

### TYPICAL SECTION NO. 16

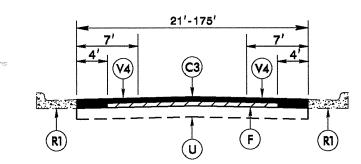
TO BE USED ON MAP 10

STA. 15+80 TO STA. 17+25 STA. 19+95 TO STA. 46+55 STA. 53+30 TO STA. 54+50 STA. 57+10 TO STA. 57+70



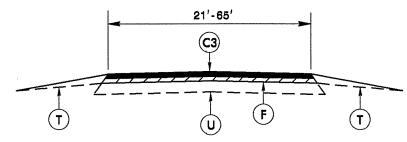
### TYPICAL SECTION NO. 17

TO BE USED ON MAP 10 STA. 17+25 TO STA. 19+95 STA. 46+55 TO STA. 53+30 STA. 54+50 TO STA. 57+10



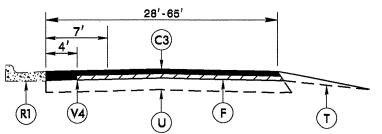
### TYPICAL SECTION NO. 18

TO BE USED ON MAPS 11 AND 12 MAP 11: STA. 0+00 TO STA. 0+60 STA. 20+65 TO STA. 24+90 MAP 12: STA. 0+00 TO STA. 5+40



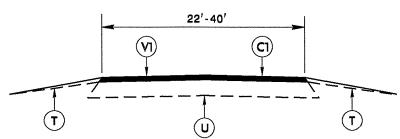
### TYPICAL SECTION NO. 19

TO BE USED ON MAPS 11 AND 12 MAP 11: STA. 0+60 TO STA. 13+75 MAP 12: STA. 5+90 TO STA. 6+20



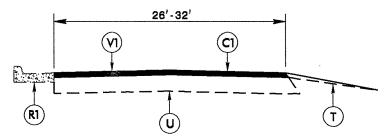
### TYPICAL SECTION NO. 20

TO BE USED ON MAPS 11 AND 12 MAP 11: STA. 13+75 TO STA. 20+65 MAP 12: STA. 5+40 TO STA. 5+90



### TYPICAL SECTION NO. 21

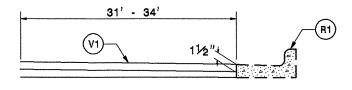
TO BE USED ON MAP 13 STA. 0+50 TO STA. 36+50



### TYPICAL SECTION NO. 22

TO BE USED ON MAP 13 STA. 36+50 TO STA. 37+85

### MILLING DETAIL 1



MILL EXISTING ASPHALT PAVEMENT 11/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER

NOTE: TO BE USED IN CONJUCTION WITH TS. NO. 14 ON MAP 10 STA. 1+30 TO STA. 2+06 RT

STATE	PROJECT NO.		TOTAL SHEETS
N.C.	7CR.10411.30, ETC.	5	15

7CR.10411.30 7CR.20411.30

\*\*NOTE: EACH MAP MUST BE PATCHED AS DIRECTED BY THE ENGINEER BEFORE PROCEDING WITH RESURFACING\*\*

P	4٧	'EN	IENT	SCHI	EDULE
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	PROP. AF	PPROX. 11/2"	ASPHALT C	ONCRETE AT AN AVERAGE
C1	SURFACE	COURSE, TY	PE SF9.5A,	AT AN AVERAGE
	RATE OF	165 LBS. P	ER SQ. YD.	

### PROP. APPROX. 11/2" ASPHALT CONCRETE C2 SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.

### PROP. APPROX. 11/4" ASPHALT CONCRETE C3 | SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.

### PROP. APPROX. 11/2" ASPHALT CONCRETE LEVELING COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. TO BE USED AS DIRECTED BY THE ENGINEER.

	PROP. APPROX 3" ASPHAL	T CONCRETE INTERMEDIATE AN AVERAGE RATE
D	COURSE TYPE I19.0B, AT	AN AVERAGE RATE
	OF 342LBS. PER SQ. YD.	

F	AST	MAT	COAT,	78M	
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R1 EXISTING CONCR	ETE CURB	&	GUTTER
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R2	EXISTING	CONCRETE	ISLAND
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### EXISTING CONCRETE EXPRESSWAY GUTTER

### INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER

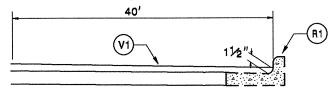
### EXISTING PAVEMENT.

V1	1½" MILLING	V2	4½" MILLING
٧3	0 - 1½" MILLING	V4	0 - 114" MILLING
V5	7" MILLING FOR PATCHING (SEE PATCHING DETAIL #1)	٧6	3" MILLING FOR PATCHING (SEE PATCHING DETAIL #2)

MILL EXISTING ASPHALT PAVEMENT 11/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER

NOTE: TO BE USED IN CONJUCTION WITH TS. NO. 7 ON MAP 6 STA. 0+00 TO STA. 2+75 RT

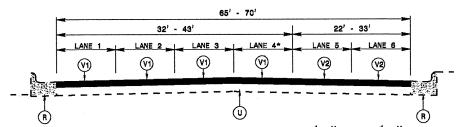
### MILLING DETAIL 3



MILL EXISTING ASPHALT PAVEMENT 11/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER

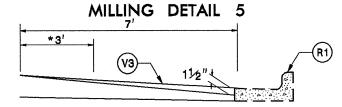
NOTE: TO BE USED IN CONJUCTION WITH TS. NO. 14 ON MAP 10 STA. 1+30 TO STA. 2+06 LT

### MILLING DETAIL 4



MILL EXIST. ASPHALT PAVEMENT 11/2" OR 41/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER.

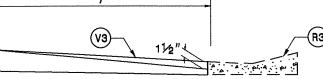
NOTE: TO BE USED IN CONJUCTION WITH: TS. NO. 1 ON MAP 1 STA. 0+00 TO STA. 1+60 TS. NO. 2 ON MAP 1 STA. 1+60 TO STA. 27+50 \*NOTE: LANE 4 FROM STA. 0+00 TO STA. 1+60 IS A CONCRETE MEDIAN.



PROFILE MILLING 0 - 11/2"

\*IF 78M IS INVOLVED OVERLAP 3'. PROFILE MILL EXISTING ASPHALT PAVEMENT 11/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER.

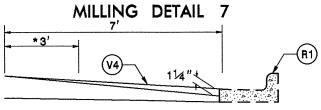
NOTE: TO BE USED IN CONJUCTION WITH: TS. NO. 10 ON MAP 8 STA. 5+40 TO STA. 7+50 RT TS. NO. 11 ON MAP 9 STA. 4+10 TO STA. 9+85 LT MILLING DETAIL 6



PROFILE MILLING 0 - 11/2"

PROFILE MILL EXISTING ASPHALT PAVEMENT 11/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER.

NOTE: TO BE USED IN CONJUCTION WITH: TS. NO. 7 ON MAP 6 STA. 0+00 TO STA. 2+75 RT



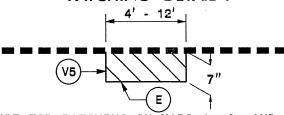
PROFILE MILLING 0 - 11/4"

\*IF 78M IS INVOLVED OVERLAP 3'.

PROFILE MILL EXISTING ASPHALT PAVEMENT 11/4" AT LOCATIONS AS DIRECTED BY THE ENGINEER.

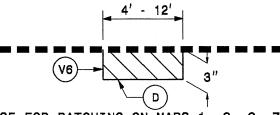
TS. NO. 18 ON MAP 11 STA. 0+00 TO STA. 0+60 LT/RT TS. NO. 20 ON MAP 11 STA. 13+75 TO STA. 20+65 LT TS. NO. 18 ON MAP 11 STA. 20+65 TO STA. 24+90 LT/RT TS. NO. 18 ON MAP 12 STA. 0+00 TO STA. 5+40 LT/RT TS. NO. 20 ON MAP 12 STA. 5+40 TO STA. 5+90 LT

### PATCHING DETAIL 1



USE FOR PATCHING ON MAPS 1, 6, AND 11. MILL EXISTING ASPHALT PAVEMENT 7" IN DEPTH AND FILL WITH BASE COURSE, TYPE B25.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

### PATCHING DETAIL 2



USE FOR PATCHING ON MAPS 1, 2, 6, 7, 8, 9, AND 11. MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH AND FILL WITH INTERMEDIATE COURSE, TYPE I19.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.30, ETC.	6	15

7CR.10411.30 7CR.20411.30

\*\*NOTE: EACH MAP MUST BE PATCHED AS DIRECTED BY THE ENGINEER BEFORE PROCEDING WITH RESURFACING\*\*

### PAVEMENT SCHEDULE

C1	SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.

	PROP. AF	PROX. 11/4	" ASPHALT C	ONCRETE
СЗ	SURFACE	COURSE, T	YPE SF9.5A,	ONCRETE AT AN AVERAGE D.
	RATE OF	137.5 LBS	. PER SQ. Y	D.

	PROP. APP	10X. 11/2	" ASPHAL	I CONCE	<b>(E</b>   E	
_	LEVELING (	COURSE,	TYPE S9.	5B, AT	AN AVER	AGE
C4	LEVELING (	S8 LBS.	PER SQ.	YD. TO	BE USED	AS
	DIRECTED E					

	PROP. APPROX 3" ASPH COURSE TYPE I19.0B, OF 342LBS. PER SQ. Y	ALT CONCRETE	INTERMEDIATE
D	COURSE TYPE I19.0B,	AT AN AVERA	GE RATE
	OF 342LBS. PER SQ. Y	D.	

	PROP.	. AP	PROX.	7"	ASP	HALI	CON	VCRE	TE B	ASE	
Ε	COURS	ΒE,	TYPE	<b>B25</b>	.OB,	ΑT	AN A	AVERA	AGE	RATE	OF
	PROP. COURS 798 L	BS.	PER	SQ.	YD.	IN	EACH	1 OF	TWO	LAY	ERS

F	AST	MAT	COAT,	78M	

₹1	EXISTING	CONCRETE	CURB	&	GUTTER
----	----------	----------	------	---	--------

SEE PATCHING DETAIL #1)

### EXISTING CONCRETE EXPRESSWAY GUTTER

T	INCIDE	NTAL	. STONE	BASE	IN	LOW	SHOULD	)E
ı	AREAS,	AS	DIRECTE	D BY	THE	ENG	SINEER	

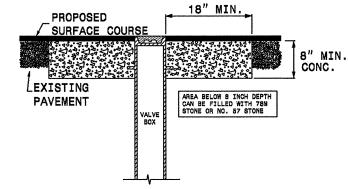
### EXISTING PAVEMENT.

V1	1½" MILLING	V2	4½" MILLING
VЗ	0 - 1½" MILLING	V4	0 - 114" MILLING
V5	7" MILLING FOR PATCHING	٧6	3" MILLING FOR PATCHING

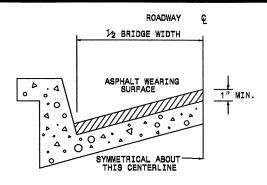
(SEE PATCHING DETAIL #2)

- 1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
- 2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
- 3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
- 4. USE RAPID SET GROUT, MORTAR OR CONCRETE AS NOTED IN PROJECT SPECIAL PROVISIONS. CLASS B CONCRETE MAY BE USED WHEN THE ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.

### STANDARD CONCRETE ENCASEMENT FOR VALVE CASTINGS IN PAVEMENT



USE RAPID SET GROUT, MORTAR, OR CONCRETE CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.

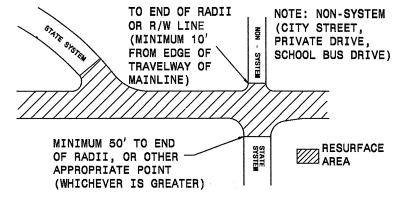


### BRIDGE HALF TYPICAL SECTION

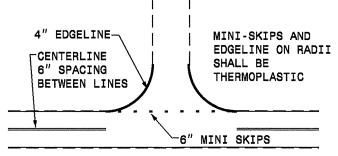
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN. THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 1 SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2 UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

ALL UNPAVED S.R. ROUTES TO BE SURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT. ALL PAVED S.R. ROUTES TO BE RESURFACED TO END OF RADII, OR AS DIRECTED BY THE ENGINEER. EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES. BRIDGES TO BE RESURFACED AT LOCATIONS AND DEPTH AS DIRECTED BY THE ENGINEER.

### PAVING DETAIL MAIN LINE IS BEING RESURFACED



### STRIPING DETAIL 2 TO BE USED AT ALL NON-SIGNALIZED INTERSECTIONS (NOT TO SCALE)



NOTE: MINI SKIPS SHALL BE PLACED ON A 10' CYCLE, CONTAINING AN 8' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

SHEET | TOTAL STATE PROJECT NO. NO. SHEETS 7CR.10411.30, ETC. 15 N.C. 7

7CR.10411.30 7CR.20411.30 75<sup>t</sup> MILL EXISTING PAVEMENT BEGINNING OR END OF MAP, EXISTING CONCRETE PAYEMENT OR NON-RESURFAC -ABLE BRIDGE DECKS APPROX. THICKNESS OF SURFACE COURSE 114" ON MAPS 11, AND 12 11/2" ON MAPS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, AND 13

### PAVEMENT SCHEDULE

- PROP. APPROX. 11/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
- PROP. APPROX. 11/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
- PROP. APPROX. 11/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
- PROP. APPROX. 11/2" ASPHALT CONCRETE LEVELING COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. TO BE USED AS DIRECTED BY THE ENGINEER.
- PROP. APPROX 3" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 342LBS. PER SQ. YD.
- PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 798 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
- AST MAT COAT, 78M
- **R1** EXISTING CONCRETE CURB & GUTTER
- EXISTING CONCRETE ISLAND
- EXISTING CONCRETE EXPRESSWAY GUTTER
- INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER
  - EXISTING PAVEMENT.

VI	11⁄2" MILLING	V2	4½" MILLING
٧3	0 - 1½" MILLING	٧4	0 - 114" MILLING
			- //

3" MILLING FOR 7" MILLING FOR **V**5 ۷6 PATCHING PATCHING (SEE PATCHING DETAIL #1) (SEE PATCHING DETAIL #2) **ENGLISH** 

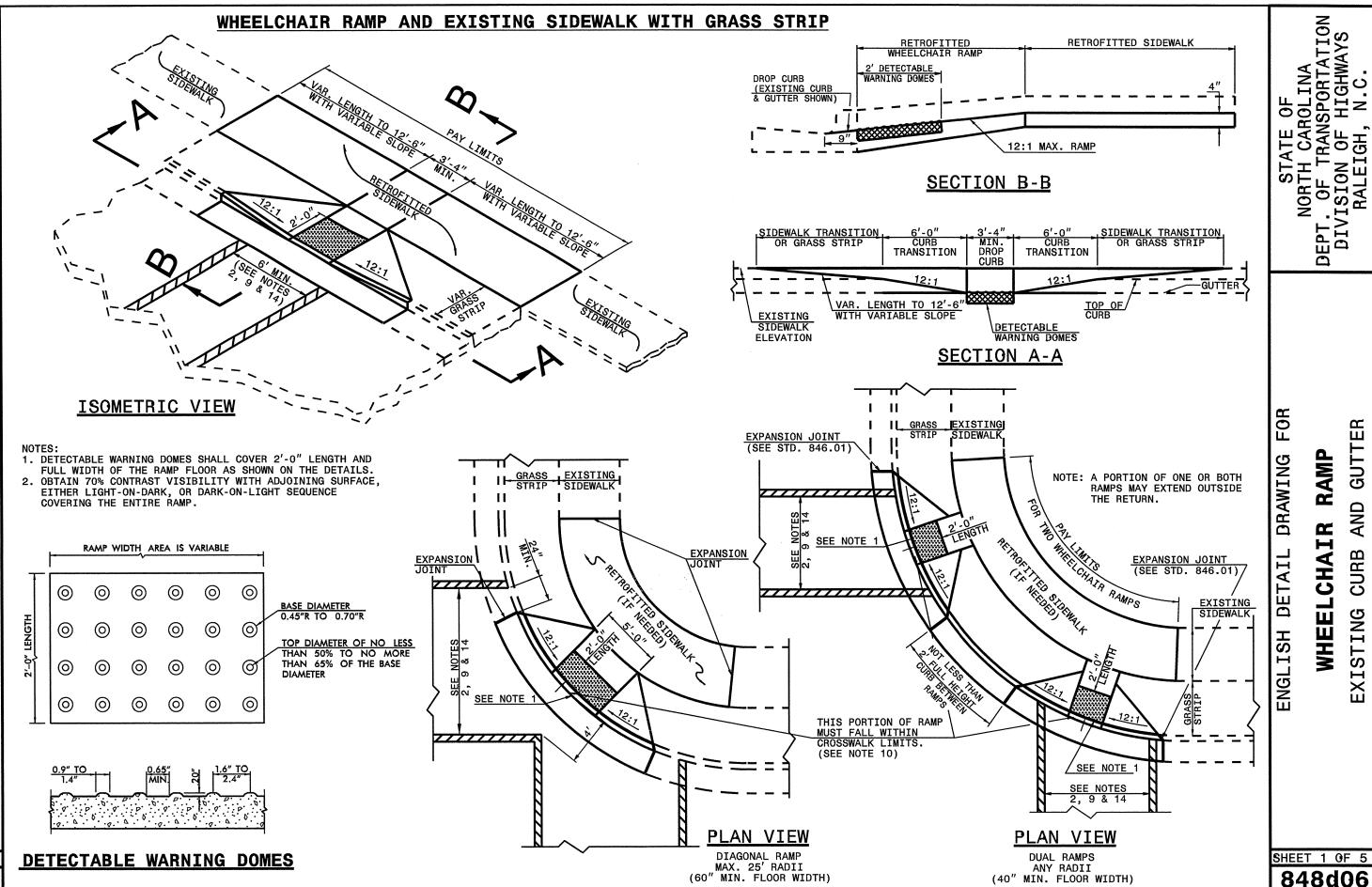
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NORTH CAROLINA F. OF TRANSPORTATION VISION OF HIGHWAYS RALEIGH, N.C. 0

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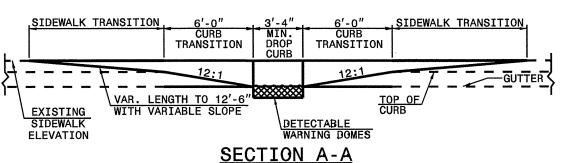
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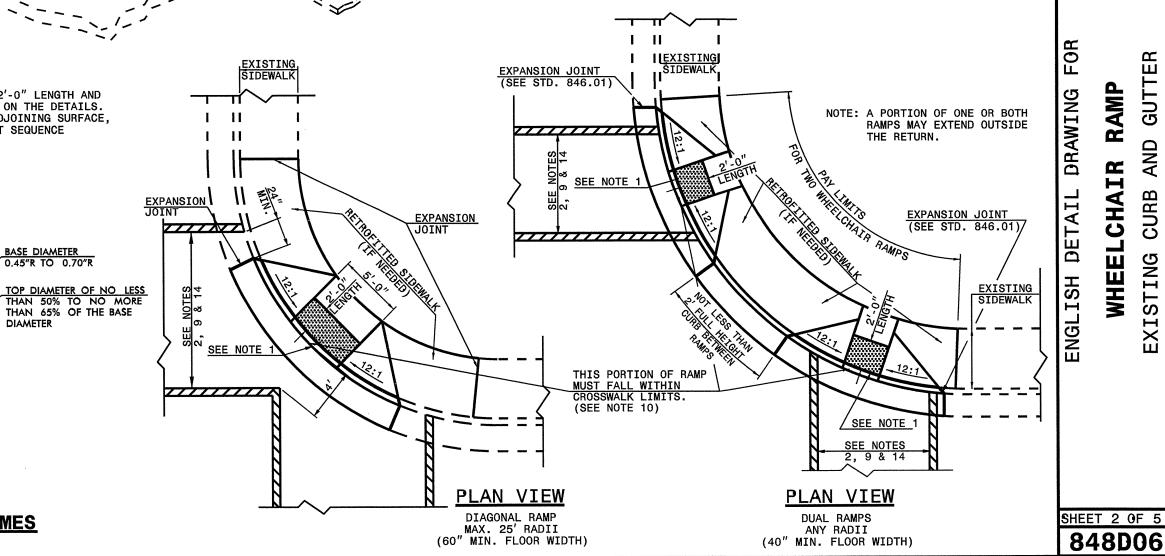
GUTTER AND CURB

RAMP WHEELCHAIR EXISTING

WHEELCHAIR RAMP AND EXISTING SIDEWALK ADJACENT TO CURB 2' DETECTABLE WARNING DOMES DROP CURB (EXISTING CURB & GUTTER SHOWN) 12:1 MAX. RAMP

### SECTION B-B





STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

WHEE **LCHAI** 刀 RAMP

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EXISTING

**CURB** 

AND

GUTTER

ISOMETRIC VIEW

DETECTABLE WARNING DOMES SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.

0

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BASE DIAMETER 0.45"R TO 0.70"R

DIAMETER

2. OBTAIN 70% CONTRAST VISIBILITY WITH ADJOINING SURFACE,

EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE

RAMP WIDTH AREA IS VARIABLE

0

0

0

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**DETECTABLE WARNING DOMES** 

COVERING THE ENTIRE RAMP.

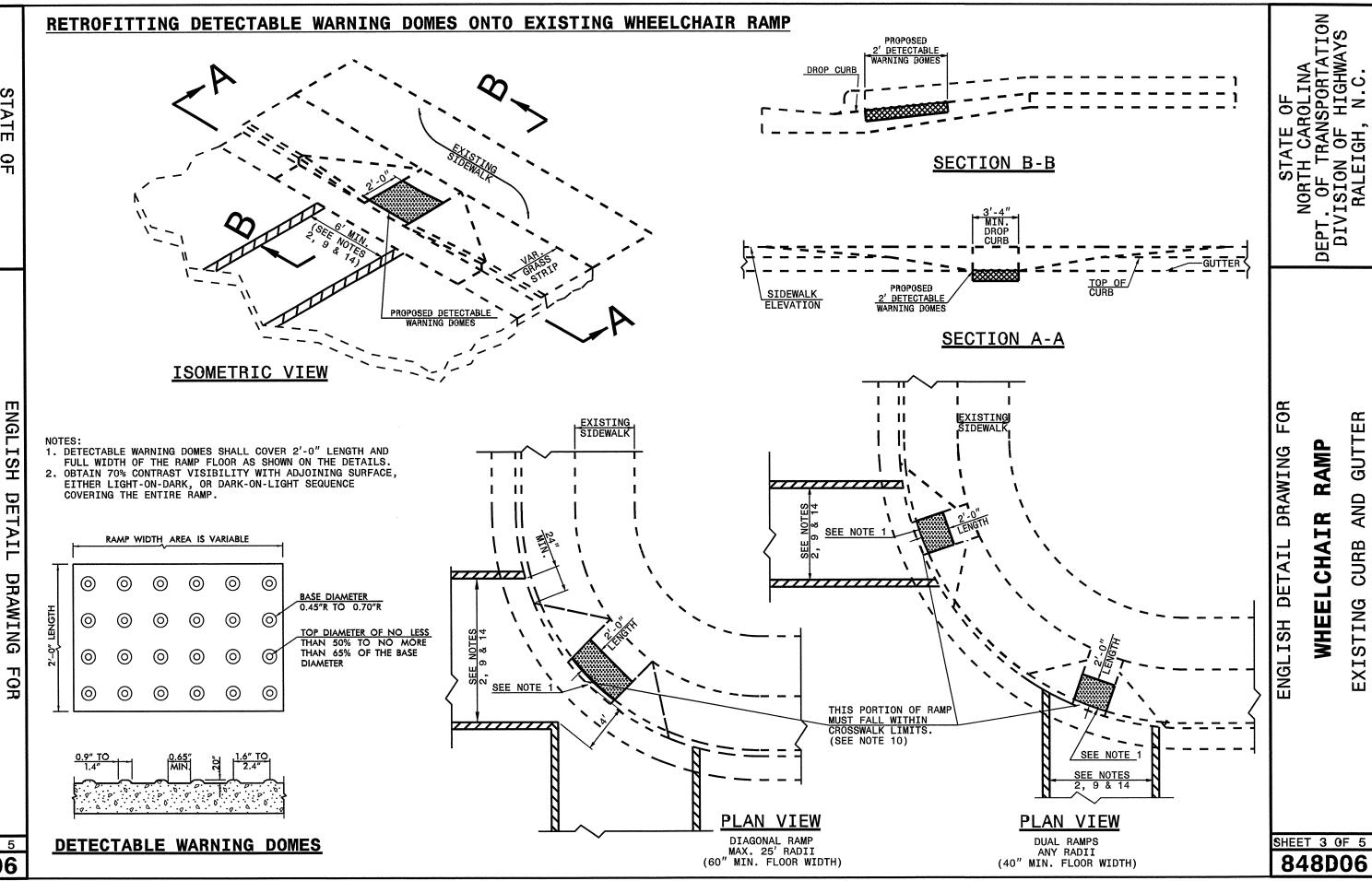
848D06

SHEET 2 OF 5

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

SHEET 3 0F 5 848D06



FOR

DRAWING

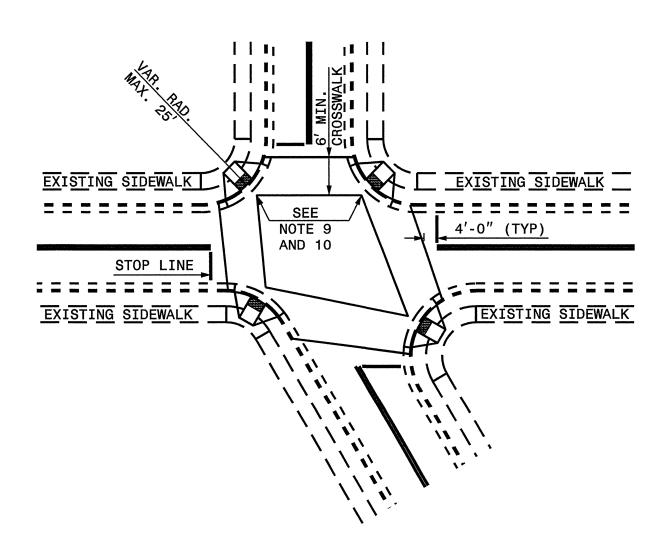
**ENGLISH DETAIL** 

SHEET 4 OF 5 848D06

### WHEELCHAIR RAMP AND EXISTING SIDEWALK

EXISTING SIDEWALK EXISTING SIDEWALK NOTE 9 STOP LINE NOTE 3 EXISTING SIDEWALK EXISTING SIDEWALK

DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR RAMPS. PEDESTRIAN CROSSWALKS AND STOP LINES FOR TEE INTERSECTIONS



DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR RAMPS. PEDESTRIAN CROSSWALKS AND STOP LINES

ALLOWABLE LOCATIONS

DIAGONAL RAMP RADII...MAX. 25'

### **RESURFACING PROJECTS**

PROPOSED WHEELCHAIR RAMP FOR RESURFACING PROJECTS EXISTING SIDEWALK

SHEET 4 OF 5

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

848D06

**ENGLISH DETAIL** 

DRAWING

FOR

WHEELCHAIR

RAMP

EXISTING

**CURB** 

AND

**GUTTER** 

П

### WHEELCHAIR RAMP AND EXISTING SIDEWALK

### NOTES:

- CONSTRUCT THE WALKING SURFACE WITH SLIP RESISTANCE AND A 70% CONTRASTING COLOR TO THE SIDEWALK.
- CROSSWALK WIDTHS AND CONFIGURATION VARY, BUT MUST CONFORM TO TRAFFIC DESIGN STANDARDS.
- NORTH CAROLINA GENERAL STATUTE 136-44.14 REQUIRES THAT ALL STREET CURBS BEING CONSTRUCTED OR RECONSTRUCTED FOR MAINTENANCE PROCEDURES, TRAFFIC OPERATIONS, REPAIRS, CORRECTION OF UTILITIES OR ALTERED FOR ANY REASON AFTER SEPTEMBER 1, 1973 SHALL PROVIDE WHEELCHAIR RAMPS FOR THE PHYSICALLY DISABLED AT ALL INTERSECTIONS WHERE BOTH CURB AND GUTTER AND SIDEWALKS ARE PROVIDED AND AT OTHER POINTS OF PEDESTRIAN FLOW.

IN ADDITION, SECTION 228 OF THE 1973 FEDERAL AID HIGHWAY SAFETY ACT REQUIRES PROVISION OF CURB RAMPS ON ANY CURB CONSTRUCTION AFTER JULY 1,1976 WHETHER A SIDEWALK IS PROPOSED INITIALLY OR IS PLANNED FOR A FUTURE DATE.

THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990 EXTENDS TO INDIVIDUALS WITH DISABILITIES, COMPREHENSIVE CIVIL RIGHTS PROTECTIONS SIMILIAR TO THOSE PROVIDED TO PERSONS ON THE BASIS OF RACE, SEX, NATIONAL ORIGIN AND RELIGION UNDER THE CIVIL RIGHTS ACT OF 1964. THESE CURB RAMPS HAVE BEEN DESIGNED TO COMPLY WITH THE CURRENT ADA STANDARDS.

- PROVIDE WHEELCHAIR RAMPS AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. LOCATE WHEELCHAIR RAMPS AS DIRECTED BY THE ENGINEER WHERE EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. AFFECT PLACEMENT. WHERE TWO RAMPS ARE INSTALLED PLACE NOT LESS THAN 2 FEET OF FULL HEIGHT CURB BETWEEN THE RAMPS. PLACE DUAL RAMPS AS NEAR PERPENDICULAR TO THE TRAVEL LANE BEING CROSSED AS POSSIBLE.
- 5. DO NOT EXCEED 0.08 (12:1) SLOPE ON THE WHEELCHAIR RAMP IN RELATIONSHIP TO THE GRADE OF THE STREET.
- CONSTRUCT WHEELCHAIR RAMPS 40" (3'-4") OR GREATER FOR DUAL RAMPS AND 60" (5'-0") OR GREATER FOR DIAGONAL RAMPS.
- 7. USE CLASS "B" CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NON-SKID TYPE SURFACE.
- 8. PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE WHEELCHAIR RAMP JOINS THE CURB AND AS SHOWN ON STD. DWG. 848.01.
- 9. PLACE THE INSIDE PEDESTRIAN CROSSWALK LINES NO CLOSER IN THE INTERSECTION BY BISECTING THE INTERSECTION RADII, WITH ALLOWANCE OF A 4' CLEAR ZONE IN THE VEHICULAR TRAVELWAY WHEN ONE RAMP IS INSTALLED. (SEE NOTE 14)
- 10. COORDINATE THE CURB CUT AND THE PEDESTRIAN CROSSWALK LINES SO THE FLOOR OF THE WHEELCHAIR RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES. PLACE DIAGONAL RAMPS WITH FLARED SIDES SO 24" OF FULL HEIGHT CURB FALLS WITHIN THE CROSSWALK MARKINGS ON EACH SIDE OF THE FLARES.
- 11. CONSTRUCT THE PEDESTRIAN CROSSWALK A MINIMUM OF 6 FEET. A CROSSWALK WIDTH OF 10 FEET OR GREATER IS DESIRABLE.
- USE STOP LINES, NORMALLY PERPENDICULAR TO THE LANE LINES, WHERE IT IS IMPORTANT TO INDICATE THE POINT BEHIND WHICH VEHICLES ARE RÉQUIRED TO STOP IN COMPLIANCE WITH A TRAFFIC SIGNAL, STOP SIGN OR OTHER LEGAL REQUIREMENT. AN UNUSUAL APPROACH SKEW MAY REQUIRE THE PLACEMENT OF THE STOP LINE TO BE PARALLEL TO THE INTERSECTING ROADWAY.
- 13. TERMINATE PARKING A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.
- 14. PLACE ALL PAVEMENT MARKINGS IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION AND THE NORTH CAROLINA SUPPLEMENT TO THE MUTCD.

SHEET 5 OF 5

848D06

SHEET 5 OF 5

848D06

RAMP **DRAWING** WHEELCHAI DETAIL ENGLISH

GUTTER

AND

CURB

EXISTING

STATE OF
NORTH CAROLINA
F. OF TRANSPORTATION
VISION OF HIGHWAYS
RALEIGH, N.C.

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PROJECT NO.	SHEET NO.	TOTAL NO.	
7CR.10411.30,	12	万	
7CR.20411.30	12		

# SUMMARY OF QUANTITIES

					NO	TESTING REQUIRED	MI	FT		ASPHALT PAVEMENT, 4½" DEPTH		ASPHALT PAVEMENT, 0-1½" DEPTH	ASPHALT PAVEMENT, 0 - 1 1/4" DEPTH SY	INCIDENTAL MILLING	MEDIATE COURSE, I19.0B TONS	COURSE, S9.5B	COURSE, S9.5B TONS	COURSE, SF9.5A	PLANT MIX	COAT 78M	PAVING ITEM (3" PATCHING OF EXISTING PAVEMENT)	PAVING ITEM (7" PATCHING OF EXISTING PAVEMENT)	FITTING EXISTING WHEEL- CHAIR RAMPS		METER OR VALVE BOX		BOX (STANDARD SIZE)	LOOP SAW CUT	LEAD-IN CABLE (14- 2)
NO	L   -	NO			1	NO	0.03	61-65	IONS	5Y 546	563	SY	51	51	94	1005	TONS	TONS 140	13	51	50	TON 14	1 EA	3 3	EA	1.00	2 2	269	
					2	NO	0.066	65-70		1,007	1,626				174			218	22				1	2					
					2		0.424 0.396	65 65		6,467	9,701 16,054				1,117			1,776 1,488	168 97				7 9	20	13		<u>4</u> 2	519 519	1,125 1,535
	1				4	NO	0.009	62			327							27	2	<u> </u>				<del> </del>	<b>'</b>			313	1,,555
				1	3	NO	0.016	65			610							50	3				2		1		1	249	3,500
		1		I L	3 4	NO NO	0.037 0.006	65-75 72-75			1,520 130							126 22	8	ļ									<del></del>
				1	4		0.008	72-74			174							28	2	<b></b>					<b>†</b>				
					4	NO	0.01	73			217							35	2										
				1	3 4	NO NO	0.061 0.065	49-75 49-53			1,109 1,411							183 230	12 15	<del> </del>				ļ					<b></b>
				FROM NON-SYSTEM (CONE BLVD)			0.045	62-79			950							155	10					<b></b>					
		1	US 220 (BATTLEGROUND AVE)	TO SR 2254 (WENDOVER AVE)			0.137	65			2,652							472	31				2	5	3				
			,	<b> </b>	3	NO NO	0.017 0.048	60-65 60			319 845							112	7 9	ļ			3	2	1 1	<b> </b>	3	432	1,800
				<u> </u>	3	NO	0.009	54-60			153							25	2					2	1				
				1	3	NO	0.061	52-54			966							157	10	ļ				2	1			470	0.040
					3	NO NO	0.115 0.029	52 52-65			1,754 510							290 83	19				2	4	1		44	479	3,240
				l	3	NO	0.045	65-68			898							146	10										
				i L	4	NO	0.031	61-81	ļ		655							107	7					2					
				1	5	NO NO	0.015 0.027	85-89 79-84			387 649							107	7				2	1 1	-		6	1,034	2,240
					5	NO	0.019	72-79			1,069							90	6					,					
					5		0.046	72			1,943							161	10					4	1				
				BRIDGE # 292 (OVERHEAD)	6		0.047 0.042	38 30-38			1,048 818			<b></b>		<b>†</b>		87 69	5	<u> </u>					1				+
			TOTAL FOR MA	AP NO. 1			1.861			8,020	49,058				1,385			6,587	493		50	14	29	55	32	1.00	22	3,501	16,140
		2	ON RAMP (MILL ST)	ON RAMP FROM US 220 (BATTLEGROUND AVE) TO NON-	3		0.023	26-133 26			1,080 2,974							89 247	16	ļ	6			2	<del>                                     </del>				+
		-	, ,	SYSTEM (WESTOVER TER)	3	NO	0.005	26-80			156							13	1 1	<b>†</b>									
7CR.10411.30	Guilford		TOTAL FOR MA	AP NO. 2			0.223				4,210							349	23	ļ	6	0		2	2				
		3	OFF RAMP A	OFF RAMP FROM SR 2254 EB (WENDOVER AVE) TO US 220 (BATTLEGROUND AVE)	3	NO	0.136	12-25			1.516							126	8										
			TOTAL FOR MA		Ť		0.136				1,516							126	8		0	0							
			ON RAMP B		3	NO	0.102	18-21			1,197				ļ			99	6	<del> </del>				ļ					
	-	4	ON RAMP B	(BATTLEGROUND AVE) TO SR 2254 EB (WENDOVER AVE)	3	NO	0.011	12-18			97							8	1 1										
	E		TOTAL FOR MA				0.113	12 10			1,294							107	7		0	0							
				OFF RAMP FROM SR 2254 WB																					_			1	
	1	5	OFF RAMP C	(WENDOVER AVE) TO US 220 (BATTLEGROUND AVE)	3	NO NO	0.022	30 36			387 2,450	~						32 186	12	<del> </del>				6	- 2	<b></b>			+
	F		TOTAL FOR MA			1,0	0.138	- 30			2,837							218	14		0	0		6	2				
			01.0440	ON RAMP FROM US 220 SB TO	7	NO	0.052	25-27	29		671	214				124		ļ	7	ļ	31	48		ļ					4
	1	۰	ON RAMP	85 BUS SB	8	NO NO	0.021 0.123	25-29 25	<b> </b>		234 1,227			<b></b>		48 256	<b>-</b>	<b> </b>	15	<del> </del>	<del> </del>			<b>}</b>	+			<u></u>	+
			TOTAL FOR MA	AP NO. 6			0.196		29		2,132	214				428			25		31	48							
i	[			ON RAMP FROM NC 68 TO I-40	9	NO	0.007	74-118	18							33	60	ļ	6	ļ	21	12		ļ	ļ				
	-	7	ON RAMP	WB	9	NO NO	0.014 0.024	36-74 36								38 43		<del> </del>	1 3	<del> </del>	<del> </del>			<del> </del>	+	<del> </del>			+
	L				9		0.079	28-36						267		125			8										
	_		TOTAL FOR MA				0.124		18					267		239	60	<del> </del>	19	<del> </del>	21	12		<b> </b>	<b>1</b>	<del> </del>			
1		8	ON RAMP	ON RAMP FROM NC 68 TO I-40 EB-	10	NO NO	0.102	21 21	<del> </del>			164		175	<del>                                     </del>	106 42		1	2	<del> </del>	33			<del>                                     </del>					+
			TOTAL FOR MA	AP NO. 8			0.142					164		175		148			8		33	0							
					9	NO NO	0.021 0.045	24-29 29	20					225		28 65		<b> </b>	2	-	7			<b> </b>	-	<b> </b>		<del> </del>	+
			OFF B445	OFF RAMP FROM I-40 EB TO NC			0.045	29-30	<del> </del>			***************************************	<b> </b>	<b></b>		16	<del> </del>	<del> </del>	+ 1	1	<del> </del>			<del> </del>				<b> </b>	<del> </del>
		9	OFF RAMP	68	11	NO	0.029	30-32				119				44			3										
	1				11		0.056 0.024	32-53 53				230 99		<b></b>		119 63	<b></b>	<del> </del>	7 4	<del> </del>	<del> </del>			<del> </del>	-	<del> </del>		<b> </b>	+
			TOTAL FOR MA	AP NO. 9	- 1 1	140	0.186	- 33	20			448		225		335			21		7	0							
			TOTAL FOR PROJ NO. 7CR.10411.	.30			3.119		67	8,020	61,047	826	<u> </u>	667	1,385	1,150	60	7,387	618		148	74	29	63	36	1.00	22	3,501	16,140

PROJECT NO.	SHEET NO.	TOTAL NO.
7CR.10411.30,	11	15
7CR.20411.30	14	12

# SUMMARY OF QUANTITIES

PROJECT	COUNTY MAP	ROUTE	DESCRIPTION	TYP	SURFACE TESTING	LENGTH	WIDTH	INCIDENTAL STONE	PAVEMENT,		ASPHALT PAVEMENT,	ASPHALT PAVEMENT,			SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	SURFACE COURSE, SF9.5A	PG 64-22 PLANT MIX		PAVING ITEM (3" PATCHING	GENERIC PAVING ITEM (7" PATCHING	G EXISTING				BOX (STANDARD		LEAD-IN CABLE (14- 2)
					REQUIRED			BASE	4½" DEPTH	1½" DEPTH	0-1½" DEPTH	0 - 1 1/4" DEPTH		COURSE,						OF EXISTING PAVEMENT)	OF EXISTING PAVEMENT	WHEELCHAIR		]		SIZE)	1	
NO	NO			NO		MI	FT	TONS	SY	SY	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	SY	TON	TON	EA	EA	EA	LS	EA	LF	LF
				12	NO	0.01	82			323			******		27			2	ļ	70	50					4	4,985	1,500
				13	NO	0.014	102	-		838				-	70	ļ		4	ļ		<b></b>	<u> </u>	ļ				<del> </del>	
1				15	NO NO	0.014 0.014	71-74 83			600 682		ļ		-	50 57	ļ		3	<b>-</b>		<b> </b>							+
				15	NO	0.04	71-83	<b> </b>		1.807				·	152			9	<u> </u>		<del> </del>	<b></b>	<del> </del>	<del> </del>				+
				12	NO	0.034	71	1		1,416				1	119			7	<b> </b>		l		<del>                                     </del>					
				12	NO	0.057	56-71			2,140					180			11				1					1	
				12	NO	0.045	56			1,478					124			7									1	
				12	NO	0.04	56-68			1,455				ļ	122			7	<b>↓</b>									
				12	NO NO	0.019	68 68-98	<b> </b>		758 536		ļ		<del> </del>	64			4	<b> </b>			ļ	ļ				<del></del>	<b></b>
			FROM SR 1980 (OLD PLANK RD)	1.0-		0.011	98	<del> </del>		1,552				<del>- </del>	45 211			13	<b>-</b>	<b></b>		<del> </del>	<del> </del>	ļ				+
1	10	SR 1993 (MAIN ST)	TO SR 1896 (HARTLEY DR)	17		0.051	72	<del> </del>		2,154		<del> </del>		+	181	<b>-</b>		11	<del> </del>		<del> </del>	<del> </del>						+
1			(	16		0.073	76			3,255		<del>                                     </del>			274			16	<b> </b>		<del> </del>	<b>†</b>	2					+
ł		•		16	NO	0.062	65-76			2,583					217			13					<del>                                     </del>	1				
				16	NO	0.252	65	1		9,610					809			49					4	2				
				16	NO	0.02	65-84			880		<u> </u>			74			4					1	4				
				16	NO	0.069	84-89	<b> </b>		3,522					296			18	<b> </b>					3				
				16	NO	0.028	89	<del> </del>		1,462		<del> </del>		ļ	123	ļ		7	ļ		<b></b>	<b></b>	11	ļ				
				16	NO NO	0.128 0.023	83 88	<b></b>		6,233 1,187		<b> </b>		<del>-</del>	524 100	<del> </del>	ļ	31	<b> </b>		ļ	-	5	4			<del> </del>	
				17		0.023	83	<del> </del>		2,143		<del> </del>		<del> </del>	180			11	<del> </del>		<del> </del>	<del> </del>	2	2				<del> </del>
				17		0.006	73-83	<del> </del>	<b> </b>	275		<del> </del>		<del> </del>	23	<del> </del>	<del> </del>	1 1	<b></b>		<del> </del>	<del> </del>						+
700 00444 00	Cuiteral			16		0.011	88			568		1		1	48	<del>                                     </del>	l	3	<del> </del>		<u> </u>			1				-
7CR.20411.30	Guillora	TOTAL FOR M	IAP NO. 10			1.092				47,457					4,070			243		70	50		15	16		4	4,985	1,500
				18		0.011	21-122	36				90					32	2	465	297	43							
			FR01100 1510 (0111 5000	19		0.238	21	ļ						<u> </u>			203	13	2,932									
	11	CD 1560 (CADD DD)	FROM SR 1546 (GUILFORD COLLEGE RD) TO SR 1541	19		0.011	21-28	ļ				500		-			11	1	161			ļ	<u> </u>	<b></b>				
	''	SR 1560 (SAPP RD)	(WENDOVER AVE)	18		0.131	28 28-38	ļ				538 148					148 24	10	2,152 349		ļ		11	ļ			<del> </del>	
			(WENDOVER AVE)	18		0.039	35	<b></b>			<del> </del>	320		<del> </del>			55	4	801				<del> </del>				<del> </del>	+
				18		0.024	35-175	<del> </del>	1			197		<del> </del>		<del> </del>	102	7	1,478	<del> </del>	<del> </del>	<del> </del>	<b></b>			2	621	-
		TOTAL FOR M	IAP NO. 11	+ "+		0.472	00 170	36				1,293					575	39	8,338	297	43	<b></b>	1			2	621	
			FROM SR 1560 (SAPP RD) TO	18	NO	0.102	37					838				1	173	11	2,214				1	1				
	12	SR 4142 (SAPP CT)	EOM	18 20	NO	0.009	37-65					37					19	1	269				1	1				
ļ				19	NO	0.006	65				ļ						16	1	229								ļ	
1	l ———	TOTAL FOR M	IAP NO. 12	1.	NO	0.117	40.00	440		0.40		875			ļ		208	13	2,712	0	0	ļ	2	2			<del></del>	
1				21	NO NO	0.009	40-90 40	116		343 821	<b></b>	<del> </del>			ļ	<b> </b>	28 68	<del></del>	<del> </del>	23	53	<b>_</b>	ļ			1	404	
				21		0.035	25-40	+		1,355		<del> </del>		+	ļ	<del> </del>	112	7	<del> </del>		ļ	<del></del>	<del> </del>	<del> </del>			<del> </del>	+
				21	NO	0.16	25	+	<del> </del>	2,347		<del> </del>		<del> </del>		<del> </del>	195	13	+		-	+	<del> </del>	<del> </del>			<del></del>	+
1	40		FROM NON-SYSTEM (MERRIT DR TO JOINT AT BEND AT I-40 NEAR	2) 21	NO	0.02	22-25	1		282	l	<del> </del>					23	2			<b>†</b>	<del>                                     </del>						
	13	SR 1612 (FAIRFAX RD)	FIRE HYDRANT	21	NO	0.298	22			3,846							319	21	1									
		SK 1012 (FAIRFAX RD)	FINE HIDRANI	. 21		0.098	22-28			1,437							119	8										
				22		0.013	26-28	ļ		206		ļ					17	1		1								
1				22		0.012	28-32	<b>_</b>	ļ	211	<b></b>	<b> </b>		<b></b>		ļ	17	1 1		<b></b>	<b> </b>	<b></b>	ļ	<b> </b>			<b></b>	-
		TOTAL FOR M	IAP NO 13	3	NO	0.048	32	110	ļ	901		<del> </del>		+	<b> </b>	<del> </del>	75	5	<del> </del>	ļ	F2	-	ļ	<b> </b>			104	+
	L	TOTAL FOR PROJ NO. 7CR.2041		+-+		0.763 2.444		116 152	<del> </del>	11,749 59,206		2,168			4,070	<del> </del>	973 1,756	64 359	11,050	390	53 146	<del> </del>	18	18		7	6,010	1,500
<b> </b>		10 IAC   OK FROM NO. 10R.2041	11.00			1 4.777	L	1 132	L	33,200	I	2,100			4,010	1	1,730	333	1 11,000	1 330	140		1 10	10	l		0,010	1 1,500
		GRAND TOTAL				5.563		219	8,020	120,253	826	2,168	667	1,385	5,220	60	9,143	977	11,050	538	220	29	81	54	1	29	9,511	17,640

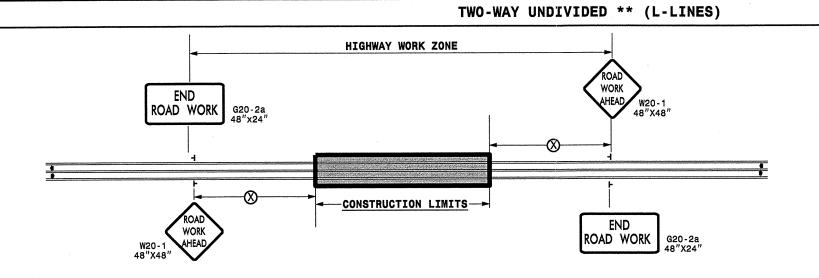
PROJECT NO. SHEET NO. TOTAL NO. 7CR.10411.30, 7CR.20411.30 / 5 / 15

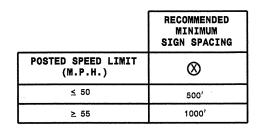
### THERMOPLASTIC AND PAINT QUANTITIES

				T	4589000000-N	46850	00000 E	46960	nnnn E			4697000000-E							4725000		<u></u>		481000000	0.E 14	183000000 E	4835000000-E	4940000000 8	al .		484500000	O. NI		490000	0000 N	4905000000-N
PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	GENERIC	4" X 90 M	4" X 90 M		4" X 120 M	6" X 120 M	8" X 90 M	8" X 120 M	16" X 120 M	24" X 120 M	THERMO	THERMO			THERMO T	HERMO TI	HERMO THE	RMO 4" V	VHITE 4"	YELLOW	8" WHITE	24" WHITE	PAINT MSG	PAINT	PAINT	PAINT	PAINT	PAINT		YELLOW &	SNOWPLOW
					TRAFFIC CONTROL ITEM - [LUMP SUM TRAFFIC CONTROL]			WHITE THERMO	YELLOW THERMO	WHITE THERMO	WHITE THERMO	WHITE THERMO	WHITE THERMO	WHITE THERMO	MSG ONLY 120 M	MSG RxR 120 M	LT ARROW 90 M	STR ARROW 90 M	ARROW A	ARROW A		TR RT PA	AINT I	PAINT	PAINT	PAINT	ONLY	ARROW	STR ARROW	RT ARROW	STR & RT ARROW	MERGE LEFT ARROW	RED MARKERS	YELLOW MARKERS	ABLE PAVEMENT MARKERS
NO		NO			LS	LF	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA I	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA
		1 US 22	(BATTLEGROUND AVE)	FROM NON-SYSTEM (CONE BLVD) TO SR 2254 (WENDOVER AVE)	1	1,490		8,652				2,234		692	28 28		59	4	3	2	2 2			15,989	2,234 2,234	692	28	59 <b>59</b>	4	3	2	2			127 127
		2 (	ON RAMP (MILL ST)	ON RAMP FROM US 220 (BATTLEGROUND AVE) TO NON-		1,490		0,032	15,989			2,234		692	20		33	-	3				,142	15,565	2,234	632		33		3	2				121
			TOTAL FOR M.						2,350 2,350		<u> </u>		100 100	76 76		4												<u> </u>		<u> </u>					
		3	OFF RAMP A	OFF RAMP FROM SR 2254 EB (WENDOVER AVE) TO US 220 (BATTLEGROUND AVE)			ļ		ļ																		·			-					
		4	ON RAMP B	ON RAMP FROM US 220 (BATTLEGROUND AVE) TO SR 2254 EB (WENDOVER AVE)																															
7CR.10411.30	Guilford	5	TOTAL FOR M.	OFF RAMP FROM SR 2254 WB (WENDOVER AVE) TO US 220 (BATTLEGROUND AVE)					1,490																										
		6	TOTAL FOR M ON RAMP	ON RAMP FROM US 220 SB TO I-					1,490																										
			TOTAL FOR M			1,315 1,315	1,315 1,315	<u> </u>															,315 ,315	1,315 1,315				<b>_</b>							
		7	ON RAMP TOTAL FOR M	ON RAMP FROM NC 68 TO I-40 WB		565 565	565 565	114 114	<u> </u>		220 220				-						3							<b>-</b>	-	<del> </del>					
		8	ON RAMP	ON RAMP FROM NC 68 TO I-40 EB		750	750																												
		9	OFF RAMP	OFF RAMP FROM I-40 EB TO NC 68		750	750																												
			TOTAL FOR M		1	4.120	2.630	8,766	19.829		220	2,234	100	768	28	4	59	4	3	2	5	11	.457	17.304	2,234	692	28	59	4	3	2	2			127
		TOTAL	FOR PROJ NO. 7CR.10411	1.30		6,	,750	28	8,595						3	32			7;	3			28,761				77			70					127
		10	SR 1993 (MAIN ST) TOTAL FOR MA	FROM SR 1980 (OLD PLANK RD) TO SR 1896 (HARTLEY DR)		3,160	5,340	6,253 6,253	6,616			244 244		590	16 16		38	31 31	18 18	8				9,776	244 244	590 <b>590</b>	16 16	38	31 31	18	8 8		144	144	
		11 :	SR 1560 (SAPP RD)	FROM SR 1546 (GUILFORD COLLEGE RD) TO SR 1541 (WENDOVER AVE)		9,100	3,340	0,230	0,010					30			4	9,	10					10,424		314		"							
7CR.20411.30	Guilford	12	TOTAL FOR MA	AP NO. 11 FROM SR 1560 (SAPP RD) TO EOM													4					6,	,674	2,200		314									
			TOTAL FOR MA	1			<b> </b>	<b> </b>	ļ		<u> </u>			-	1									2,200				-							
		13 SR 161	2 (FAIRFAX RD) (MILLING)	TO JOINT AT BEND AT I-40 NEAR FIRE HYDRANT			225			38							4						,530	17,036											
		TOTAL	TOTAL FOR MA L FOR PROJ NO. 7CR.20411				225 5,565 ,725	6,253	6,616 2,869	38		244		590	16	16	4 46	31		8		2 11	1,530 9,797 69,233	39,436	244	904	16	38	31	18	8		144	144	
			GRAND TOTAL		11		8,195 5,475	15,019	26,445 1.464	38	220	2,478	100	1,358	44	4	105	35	21 17		5	2 41	1,254 97,994	56,740	2,478	1,596	44	97	35	21 165	10	2	144		127

WBS ELEMENTS: 7CR.10411.30
AND 7CR.20411.30

PROJ. REFERENCE NO. SHEET NO. SEE TO THE LEFT TCP-1





# STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION

HIGHWAYS

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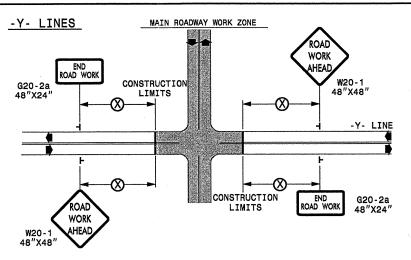
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Z

RALEIGH

# DETAIL DRAWING FOR TWO-WAY UNDIVIDED WORK ZONE WARNING SIGNS

### ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)



### **GENERAL NOTES**

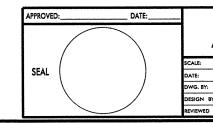
- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- \*\* TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

### LEGEND

- STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1



DETAIL	DRAV	VING	FOR	TWO-V	VAY	
UNDIVID	ED A	ND UP	RBAN	FREE	WAYS	
ADVANCED	WORK	ZONE	WAF	INING	SIGN	S

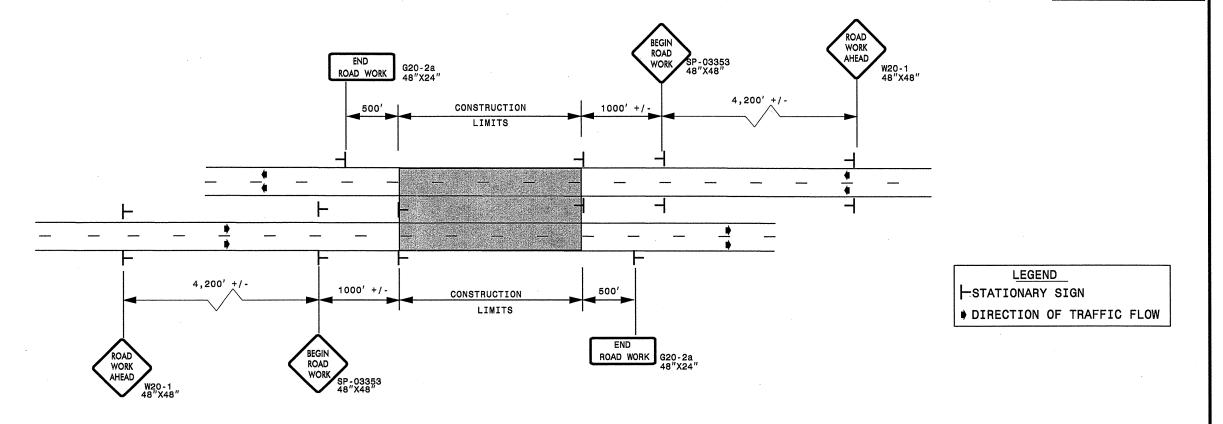
NONE	, o HOINE
BY:	
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	REVIS	SIONS
7	-98	10/01
1	0-98	03/04
0	1/01	11/04
CADD		

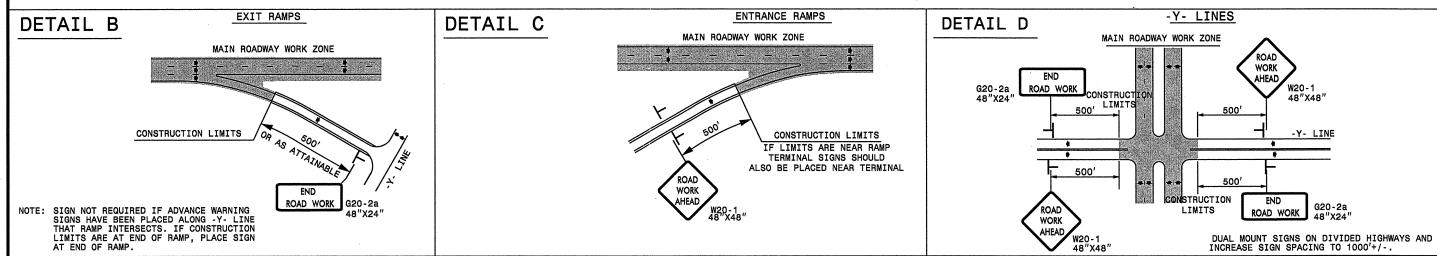
ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER) WBS ELEMENTS: 7CR.10411.30

PROJ. REFERENCE NO. SHEET NO. SEE TO THE LEFT TCP-2

DETAIL A



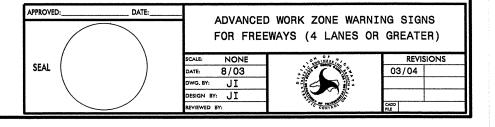
\* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

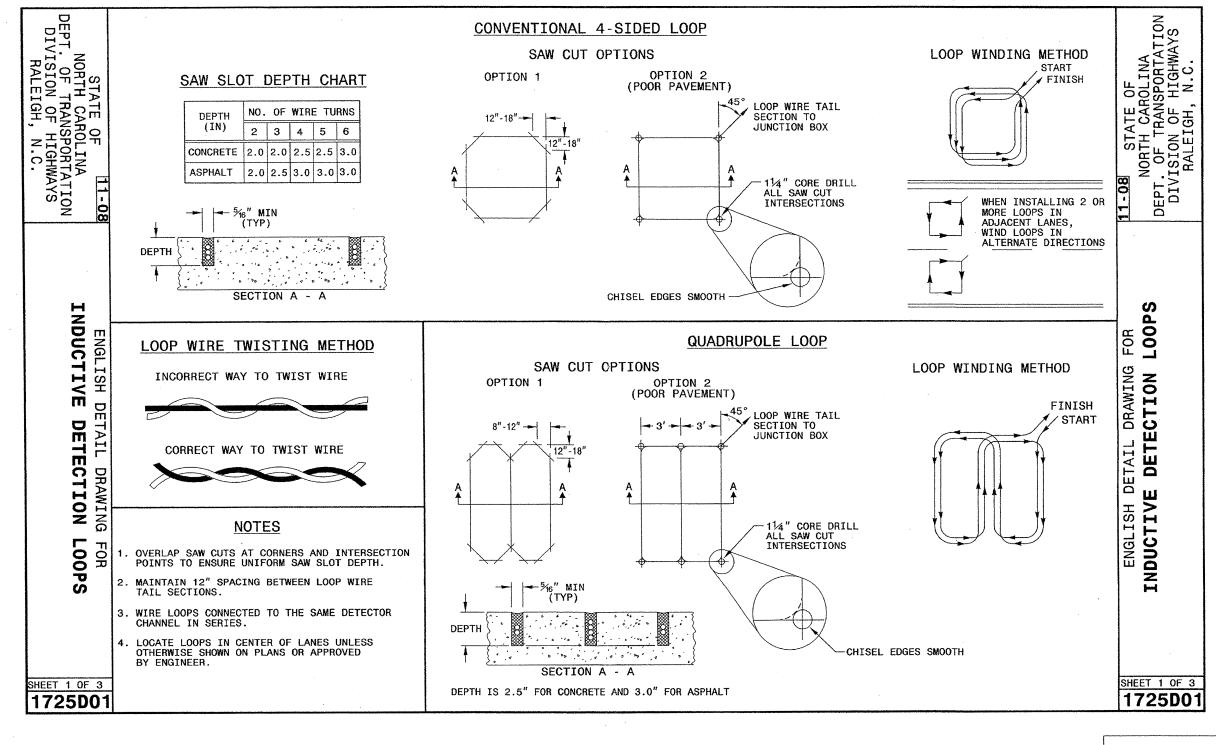


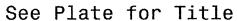
### GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
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- DO NOT BACK BRACE SIGN SUPPORTS.

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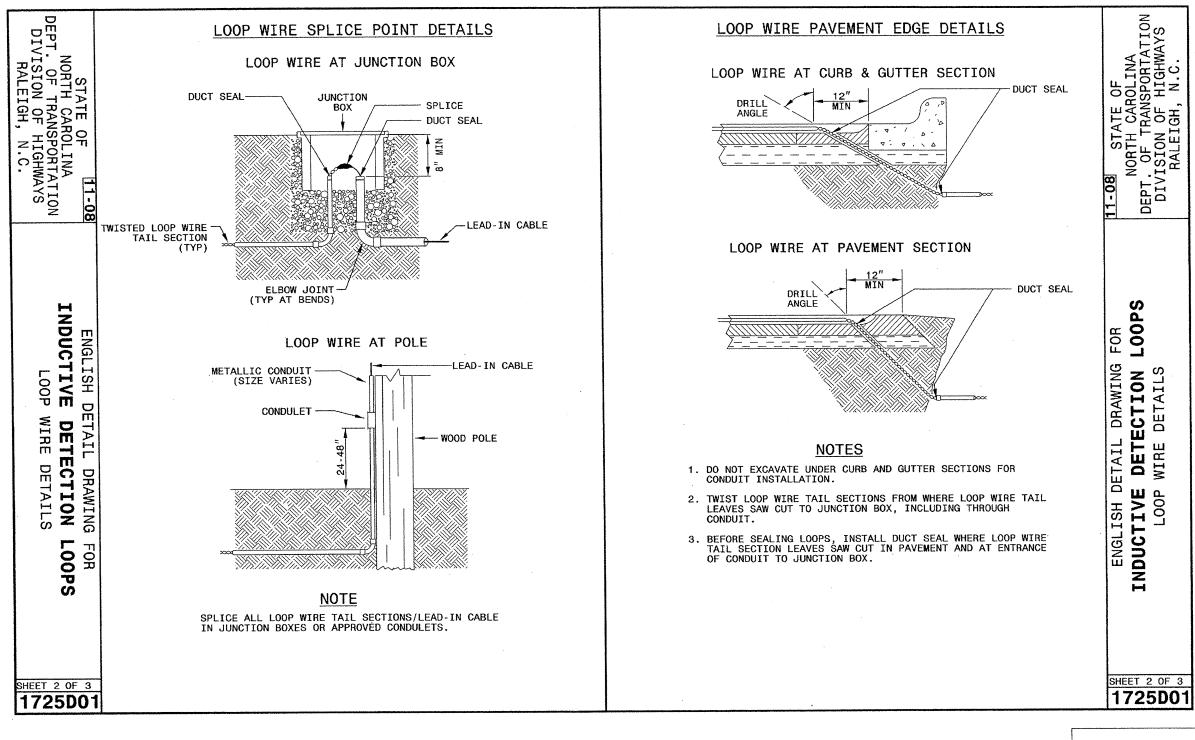


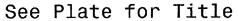






d: #work files #0-standord plate sheets #17250101\_







SEAL 16286

MINISTRATION 1/24/08

SIGNATURE DATE

SEAL

