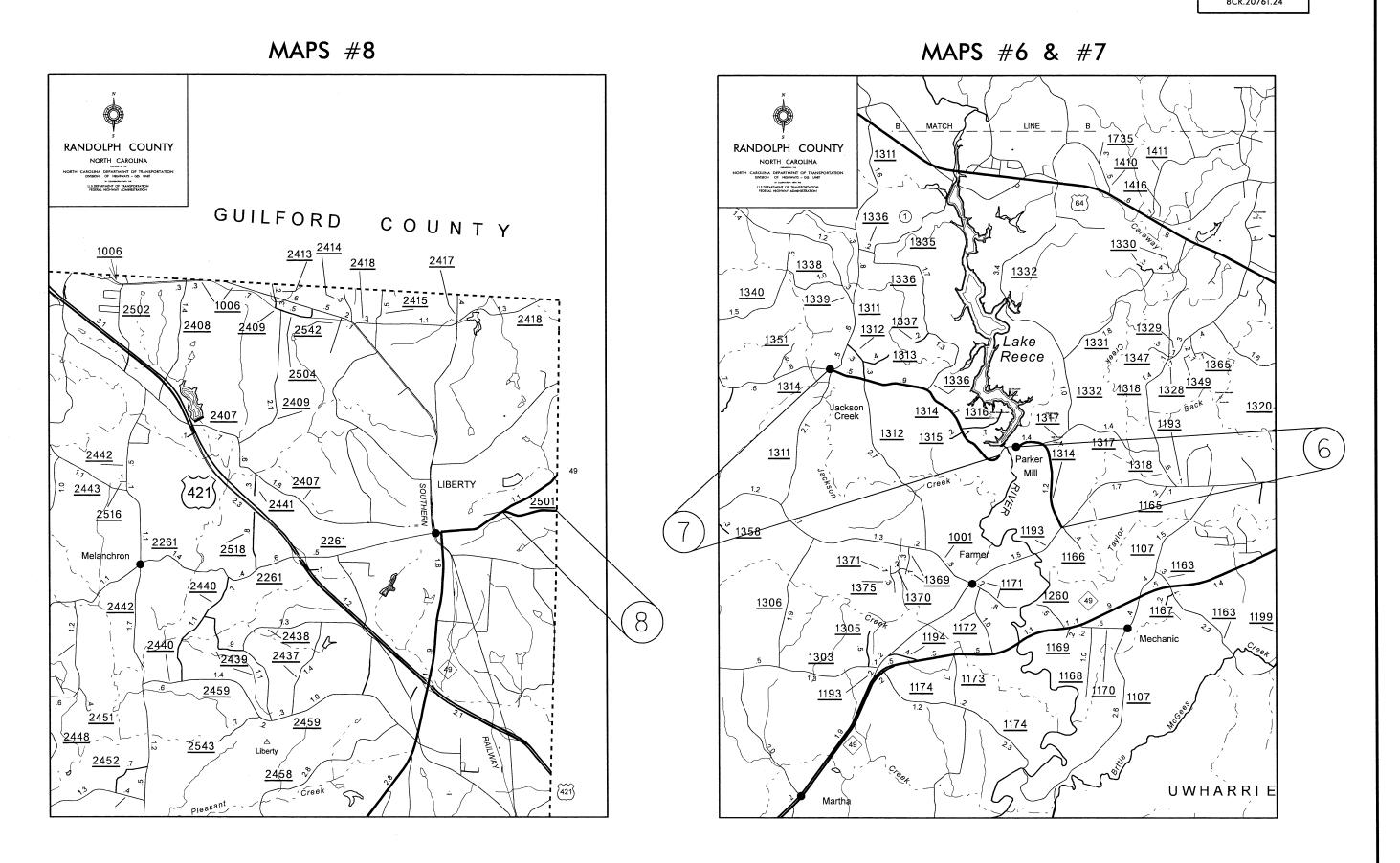
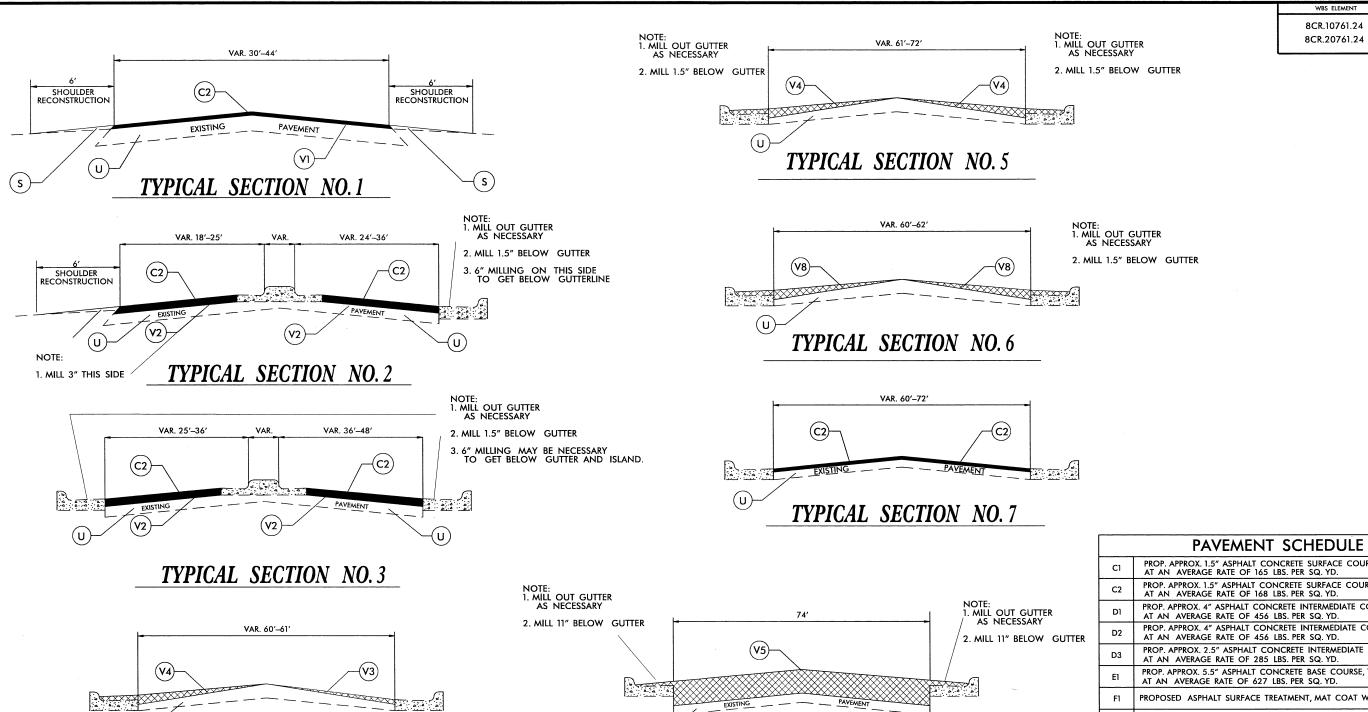


8CR.10761.24 8CR.20761.24





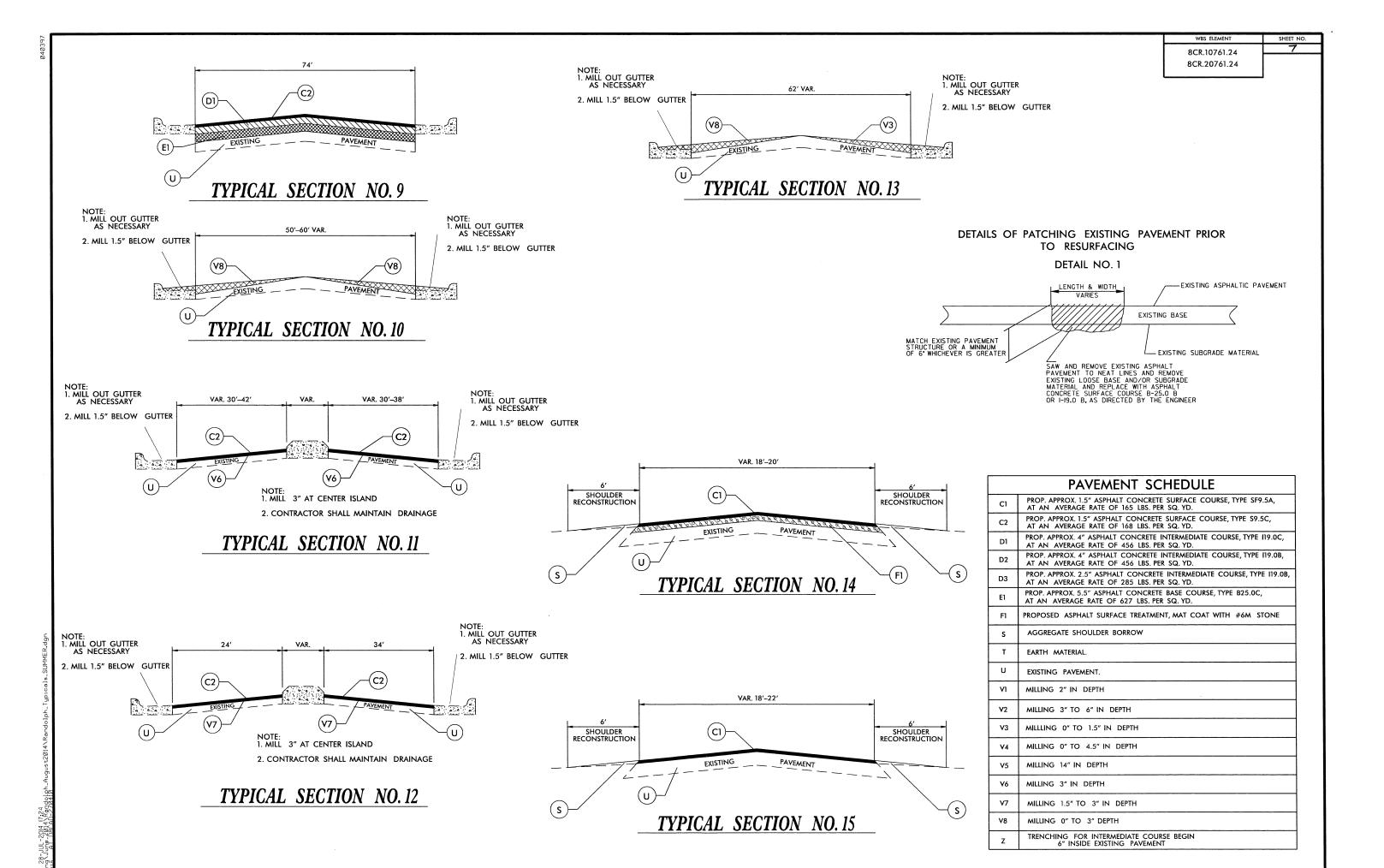
NOTE: 1. MILL OUT GUTTER AS NECESSARY

2. MILL 1.5" BELOW GUTTER

TYPICAL SECTION NO. 4

TYPICAL SECTION NO. 8

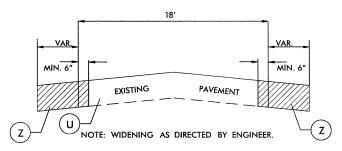
	PAVEMENT SCHEDULE
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
Dì	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D3	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
ΕΊ	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
F1	PROPOSED ASPHALT SURFACE TREATMENT, MAT COAT WITH #6M STONE
s	AGGREGATE SHOULDER BORROW
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V 1	MILLING 2" IN DEPTH
V2	MILLING 3" TO 6" IN DEPTH
V3	MILLLING 0" TO 1.5" IN DEPTH
V4	MILLING 0" TO 4.5" IN DEPTH
V5	MILLING 14" IN DEPTH
V6	MILLING 3" IN DEPTH
V7	MILLING 1.5" TO 3" IN DEPTH
V8	MILLING 0" TO 3" DEPTH
Z	TRENCHING FOR INTERMEDIATE COURSE BEGIN 6" INSIDE EXISTING PAVEMENT



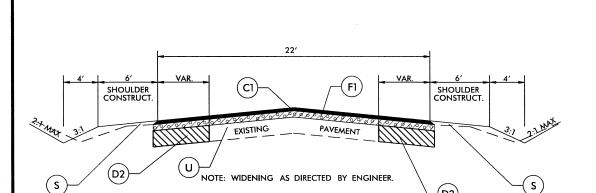
WBS ELEMENT SHEET NO.

8CR.10761.24

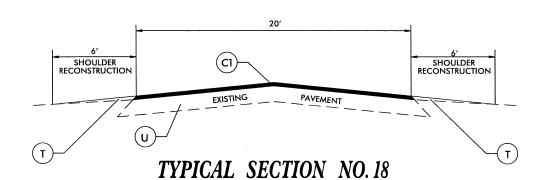
8CR.20761.24

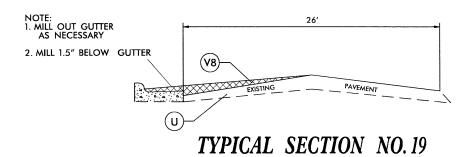


TYPICAL SECTION NO. 16

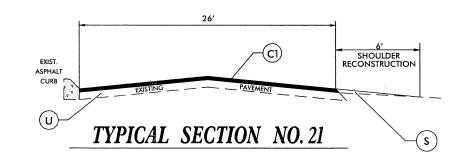


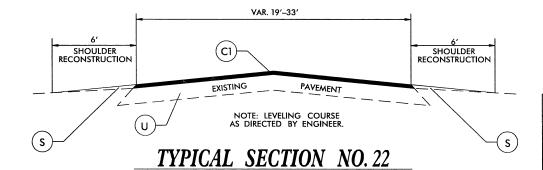
TYPICAL SECTION NO. 17

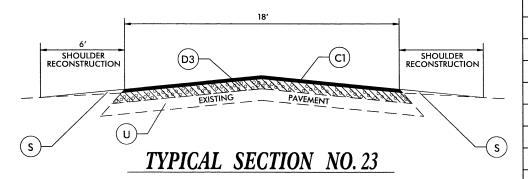




TYPICAL SECTION NO. 20



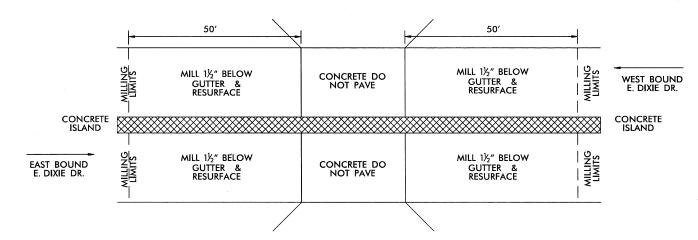




	PAVEMENT SCHEDULE
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE \$9.5C, AT AN AVERAGE RATE OF 168 LBS. PER \$Q. YD.
DI	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D3	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
F1	PROPOSED ASPHALT SURFACE TREATMENT, MAT COAT WITH #6M STONE
s	AGGREGATE SHOULDER BORROW
Т	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V 1	MILLING 2" IN DEPTH
V2	MILLING 3" TO 6" IN DEPTH
V3	MILLLING 0" TO 1.5" IN DEPTH
V4	MILLING 0" TO 4.5" IN DEPTH
V5	MILLING 14" IN DEPTH
V6	MILLING 3" IN DEPTH
V7	MILLING 1.5" TO 3" IN DEPTH
V8	MILLING 0" TO 3" DEPTH
Z	TRENCHING FOR INTERMEDIATE COURSE BEGIN 6" INSIDE EXISTING PAVEMENT

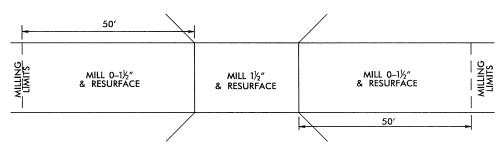
DRAWING FOR BRIDGE #173 USE FOR MAP #1

BETWEEN STA.# 71+71 - STA.# 74+62



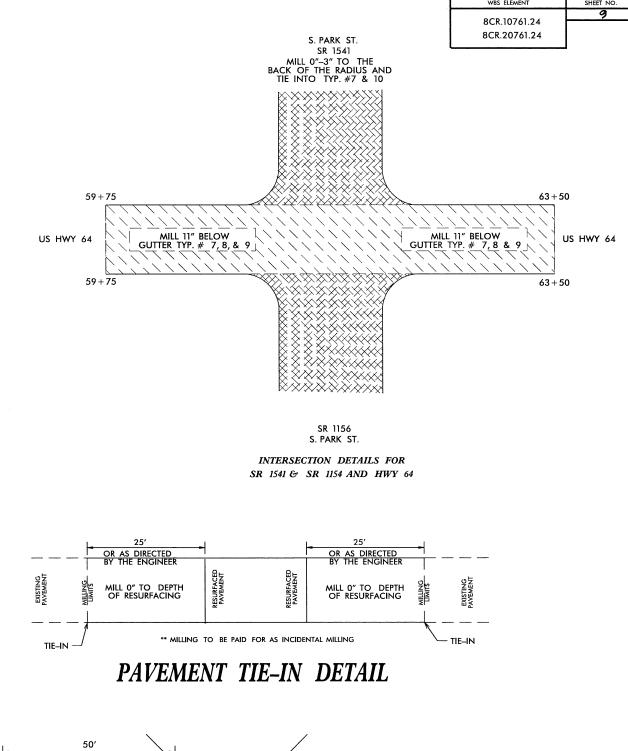
DRAWING FOR BRIDGE #168 USE FOR MAP #1

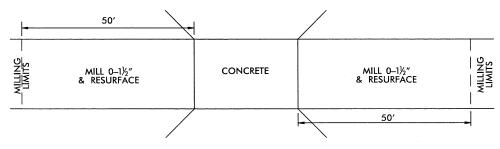
BETWEEN STA.# 29+79 - STA.# 32+54



DRAWING FOR BRIDGE #106 USE FOR MAP #20

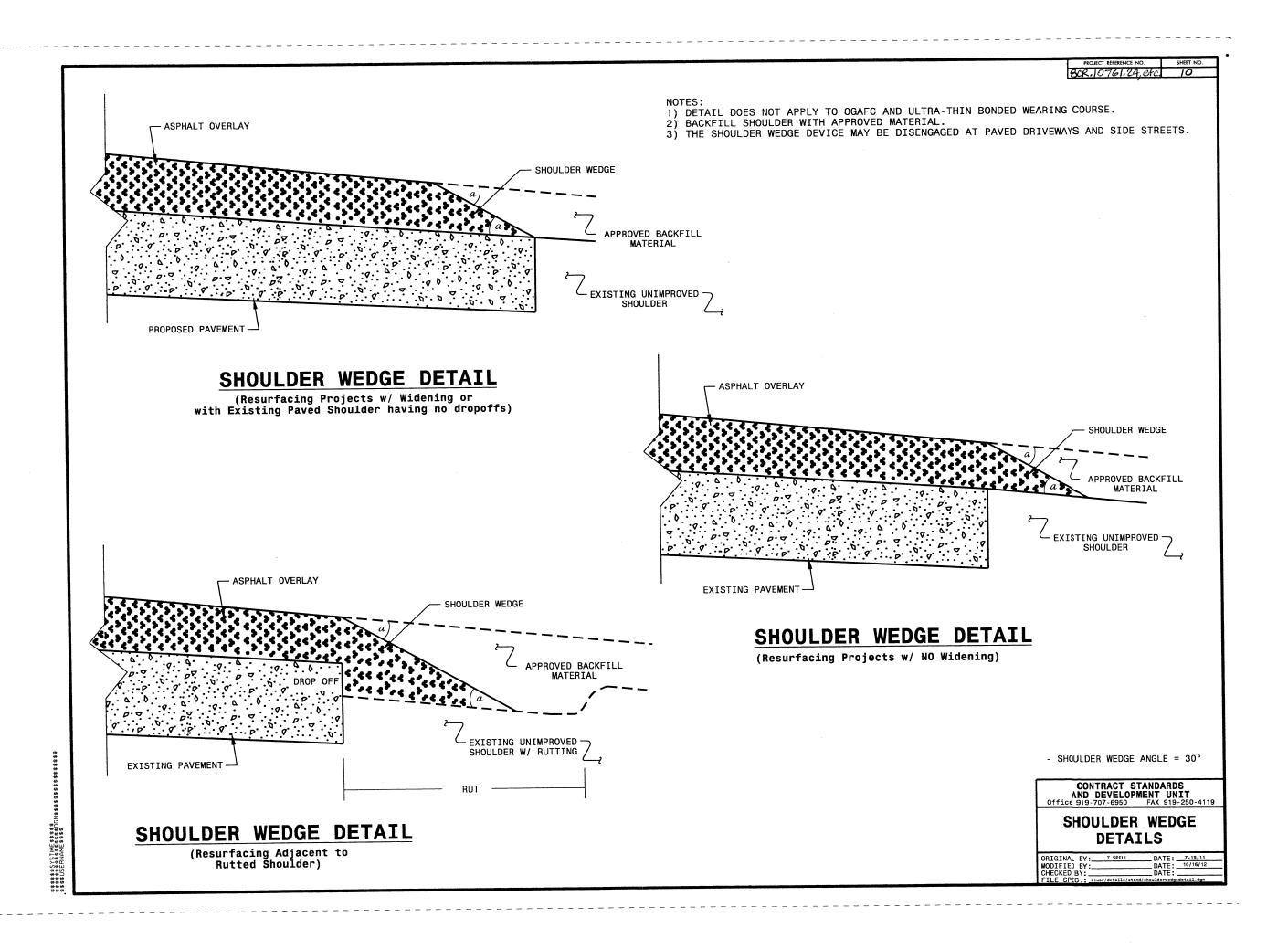
* MILLING SHALL BE PAID FOR UNDER INCIDENTAL MILLING





DRAWING FOR BRIDGE #78 USE FOR MAP #19

* MILLING SHALL BE PAID FOR UNDER INCIDENTAL MILLING



SUMMARY OF QUANTITIES

r							T		anaul nonna		FRIG. LINGUISTA	all allalunen					UANII				unrarra.	DASE METER	IA TER	CUREACE	CURFACE	DUALT DAT	TCUME	ACRUALT ADULET	ADULET	ADULET	ADULET	TELEBODARY	WATTLE	CEED 9 IN	DUCTIVE PORTAI
PROJECT COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES LAN	SURFAC	E ASPHALT		VIDTH BORRO	ION GRA	ERIC INCIDENTA	SE CON-	RECON-	MILLING	MILLING	MILLING	MILLING MILLING	MILLING	MILLING	MILLING N	IILLING CO	OURSE, MEDIAT	E MEDIATE	COURSE,	COURSE, BIN	DER FOR EX	ISTING	ASPHALT ADJUST SURFACE CATCH	DROP INLET	MANHOLES		TEMPORARY SILT FENCE		MULCHING L	LOOP LIGHTIN
						REQUIRE	G REQUIRED			AGGR	EGATE	STRUCTION	STRUCTION	'							"	119.0B		59.5C	SF9.5A PLA	NI MIX PAV		REATMENT, BASIN MATCOAT,			VALVE BUX		.	SA	WCUI
										BOR																		#6M STONE							
NO	NO			NO			+	MI	FT CY	TO	ON TONS	SMI	SMI	SY	SY	SY	SY SY	SY	SY	SY	SY	TONS TONS	TONS	TONS	TON	ONS T	ONS	SY EA	EA	EA	EA	LF	LF	AC	LF LS
			STA 10+00 PVT, JONT AT END OF ALBEMARLE RD RAMP (E OF NC 49 BRIDGE																														, 1	,	
8CR.10761.24 Randolph	h 1	US 64 (DIXIE DRIVE)	#171) TO STA 16+14 BEGIN C.L. ISLAND BEGIN CL ISLAND STA.16+14 TCBEGIN	1	3 MU	J NO	NO	0.116	30-44	23	.20	+	0.23	2,388				+					+	343		20		4	2	23	4		-		LS
	+"+	и .	DOUBLE SIDED C&G STA. 20+14	2	3 MD	NO NO	NO	0.076	42-61	15	.00	-	0.076	1		4,800		-	-				-	286		17							$\overline{}$		
		n	FROM BEGIN DBL SIDED C&G STA.20+40 TO END CL ISLAND STA. 40+37	3	2 MD	o No	NO	0.39	61-84							16,338					2,915			1,610		95							.		
			FROM END CL ISLAND STA. 40+37 TO													·																	1		
	-	В	200FT W OF SR 1156 S PARK ST STA. 59+75	\$ 4,5,7	6 ML	J NO	NO	0.374	61	_							8,955	4,210	-		1,030		-	2,082		123			ļ						960 *
			FROM 200' W OF SR 2615 S PARK ST STA. 59+75 TO 200' E OF SR 2615 STA. 63+50		5 MI	J NO	NO	0.077	74								3,345			411		1.050	763	480		111							.		2,154 *
	-	48	FROM 200' E OF SR 2615 S PARK ST STA. 63+50 TO BEGIN CL ISLAND STA. 69+90		6 ML		NO	0.112	60-77								4,868					5,555		450		27									
			BEGIN CENTER LINE ISLAND STA. 69+90 TO END CL ISLAND STA. 81+55		6 ME			0.222							9,620		4,000				eleted			1,112		66									
	1.		FROM END CL ISLAND STA, 81+55 TO	4, 5, 7	6 ML				60						9,020		37,085	765			1,670			5,354		316	10		1						4,164 *
	11		FROM BEGIN SHEETZ CL ISLAND STA. 134+29 FROM BEGIN SHEETZ CL ISLAND STA.	4, 3, 7	6 IVIC	U NO	NO	1.01	- 60								37,083	763			1,670			3,334		310	10		<u> </u>						,104
	-	n n	134+29 TO END SHEETZ CL ISLAND STA.137+82	12	4 ML	U NO	NO	0.07	58									ļ	2,650		455			472		28			1				<u> </u>	:	1,436 *
		и -	FROM END SHEETZ CL ISLAND STA. 137+82 TO PVT. JOINT 950' W OF NC 42 STA.						60											44.755	2,530			2,133		126							.		1,560 *
	11		158+44 FROM PVT. JT. 550FT N OF NC 42 STA.	6, 7	6 ML	U NO	NO	0.39	60											14,756	2,550			2,155		126									,,300
8CR.10761.24 Randolph	h 1	US 64 (DIXIE DRIVE)	173+27 TO A POINT 275FT N OF THE N- MOST NISSAN DRIVEWAY STA. 199+50	6, 7, 13	6 ML	U NO	NO	0.5	62				ļ			1.		1,450		17,350	555			2,291		135	10		ļ				\longrightarrow		324 *
TOTAL FO	OR PROJ N	IO. 8CR.10761.24						3.337		38	.20		0.31	2,388	9,620	21,138	3,345 50,908	6,425	2,650	32,517	9,155	1,050	763	16,613		L,064	20	4	4	23	4				10,598 LS
	ПТ					T		T		T								T	T										Ţ	1.					
		SR 1592 (EDEN TERRACE)	FROM SR 1004 (ARCHDALE RD) TOWIDTH CHANGE 250FT W & LAWRENCE DR		2 2W	/U NO	NO	0.934	20		5.80		1.87												1,001			11,000		2	1		\sqcup		
		MAP NO. 2				+		0.934			5.80	-	1.87						-		-							11,000		2	1				
		SR 1599 (MENDENHALL RD EXT. MAP NO. 3	FROM 1595 (SURETT DR) TONC 62	15	2 2W	/U NO	NO	0.601 0.601	18		0.20		1.20 1.20								200				580 580		200								
			PVT. JT. E OF SR 1619 & AFTER RR TRACKS																																
		SR 1621 (BETHEL DR) MAP NO. 4	TO SR 1627 (OLD THOMASVILLE RD)	15	2 2W	/U NO	NO	0.551 0.551	20		0.20		1.10								222 222				590 590		280 280		1	1	4				
8CR.20761.24 Randolpi	h 5	SR 1569 (LANE DR)	FROM SR 1570 (TOM HILL RD) TOSR 1004 (ARCHDALE RD)	14	2 2W	/U NO	NO	0.559	19		1.80		1.12								264				569		140	6,300					\sqcup		
		MAP NO. 5	FROM SR 1193 (OLD NC 49) TOPVT. JT. E.				-	0.559			1.80	-	1.12					-	†		264			<u> </u>				6,300		<u> </u>			\Box		
		SR 1314 (JACKSON CREEK RD) MAP NO. 6	OF BRIDGE #520	14, 16, 17	2 2W	/U NO	NO	1.602 1.602	18		0.40	2.60 2.60	0.60 0.60								250 250	1,000 1,000			1,942 1,942		240 240	17,000 17,000							
8CR.20761.24 Randolpl	h 7	SR 1314 (JACKSON CREEK RD)	FROM PVT. JT. W OF BRIDGE #520 TOSR 1311 (BESCHER CHAPEL RD)	15	2 2W	/U NO	NO	2.815	18		3.00		5.63	1				-		<u> </u>	250						370			ļ			igspace		
		MAP NO. 7						2.815			3.00		5.63								250				2,716 763		220						\Box		
8CR.20761.24 Randolp	TAL FOR	MAP NO. 8	FROM NC 49 TO ALAMANCE COUNTY LINE		2 2W	/U NO	NO	0.749 0.749	19		9.80		1.50 1.50								106 106						220			-					=
8CR.20761.24 Randolpi	h 9	SR 1571 (OLD GLENOLA RD)	SR 1009 (FORMERLY US 311) TOSR 1004 (ARCHDALE RD)	18	2 2W	/U NO	NO	1.507	20 226		65 65		3.01 3.01								611 611		_		1,755 1,755	118 118	140 140		ļ	-	3	20 20	75 75		250 250
8CR.20761.24 Randolp		MAP NO. 9	FROM SR 2118 (BROWN OAKS RD) TOSR 2119 (E. NAOMI ST)	1	2 2W	VU NO	. NO	1.507	226		7.20		2.07												1,110		140	12,200					1		
		SR 2117 (FOX ST) MAP NO. 10		14	2 2W	VU NO	NO	1.036	20		7.20		2.07													74				ļ					
8CR.20761.24 Randolp		SR 1446 (LEWALLEN RD)	PVT. JT. N Ø SR 1713 ALBEMARLE RD TO END ONE-SIDED CURB & GUTTER	19,20	2 2W	VU NO	NO	0.047	26		.70 . 70		0.05							331 331			_		294 294	20	60 60		-	ļ			<u> </u>		670 670
		MAP NO. 11 SR 1446 (LEWALLEN RD)	FROM END ONE-SIDED CURB & GUTTER TO BEGIN ONE-SIDED ASPHALT CURB	15	2 2W	VU NO	NO	0.122	22		1.40		0.24							331					144	10	60								0.0
		MAP NO. 12	TO DEGIT CHE SIDED ANTIACT COND	1		10 10		0.122			1.40		0.24			!										10	60			1					
BCD 20751 24 Bandala	13	SR 1446 (LEWALLEN RD)	FROM BEGIN ONE-SIDED ASPHALT CURB TO END ONE-SIDED ASPHALT CURB		2 2W	VU NO	NO	0.147	26	١,	1.70		0.15												234	16								i	
		MAP NO. 13	FROM END ONE-SIDED ASPHALT CURB TO			, ito		0.147			1.70		0.15							1						16				-					
		SR 1446 (LEWALLEN RD) MAP NO. 14	END ONE-SIDED CURB & GUTTER	20	2 2W	VU NO	NO	0.05	33		.00	_	0.05					-	-		92 92				232 232	16 16				-					
		SR 1446 (LEWALLEN RD)	FROM END ONE-SIDED CURB & GUTTER TO OLD FARMER RD	23	2 2W	vu no	NO	0.534	18		6.80		1.07								50	813			515		160		1	1	1				
		MAP NO. 153	FROM PVT. JT. 80FT E. Ø SR 1547 (FINCH		2 200	110	- 100	0.534	10		6.80		1.07								50	813				74			1	1	1				
8CR.20761.24 Randolp	nh 16	SR 1556 (WELBORN RD)	FARM RD) TOSR 3252 (HOPEWELL CHURCH RD)	22	2 2W	vu no	NO	1.815	19	36	3.00		3.63								950				2,312	155	150								126
		MAP NO. 16	o ronar no,					1.815			3.00		3.63					-	-		950				2,312										126
9CB 20761 24 Bandala	nh 17	SP 1524 (BECKEPDITE PD)	FROM PVT. JT. W. OF RR TRACKS NEAR U. 311 TO SR 1523(MARSH MOUNTAIN RD)	JS) 15	2 2W	vu no	NO	1.357	19	2	1.40		2.71								211				1,382	93	140								
		MAP NO. 17	FROM SR 1523 (MARSH MOUNTAIN RD)		2 20	NO NO	- 100	1.357			1.40		2.71		ļ						211				1,382		140								
		SR 1524 (BECKERDITE RD)	TO SR 3279(LOFLIN FARLOW RD)		2 2W	VU NO	NO	0.793			8.60 8.60		1.59						-		158 158			-	807 807		100	8,850 8,850		-			<u> </u>	 	
		MAP NO. 18 SR 1524 (BECKERDITE RD)	FROM SR 3279 (LOFLIN FARLOW RD) TO BRIDGE #78	15	2 24	vu no	NO	1.29			8.60		1.59 2.58							1	369				1,313	88	80	u _l usu		1					
8CR.20761.24 Randolp		SR 1524 (BECKERDITE RD) MAP NO. 19			2 2W	NO NO	NU	1.29 1.29			8.00		2.58								369			<u> </u>			80			1			=		
		SR 2103 (WHIT-HUNT RD)	FROM GUILFORD COUNTY LINE TOSR 2106 (RACINE RD)	15	2 20	wu no	NO	1.381	20		6.20		2.76		ļ	-			_	1	222				1,480		100			-			<u> </u>		
		MAP NO. 20	FROM PVT. JOINT S OF BRIDGE #531 TO END PVT.		2 24	4/11 21-		1.381	18		6.20		2.76							1	222				725	49	80	8,000							
8CK.20761.24 Randolp	TAL FOR	SR 1511 (HEATH DAIRY RD) MAP NO. 21		14	2 20	WU NO	NO	0.751 0.751	18		0.20		1.50 1.50		 	1					300 300							8,000 8,000			 		#==		
		SR 1511 (HEATH DAIRY RD)	FROM US 311 TO PVT. JT. N & BRIDGE #531	15	2 2V	wu no	NO		20		8.00		1.28				-	_	-		389			-	686		140						<u> </u>		
то	TAL FOR	MAP NO. 22	FROM SR 1921 (COLTRANE MILL RD) THRU	u	+	+		0.64		12	8.00		1.28		†				+		389		+	 	686	46	140		1		 				
		SR 1926 (DAVIS COUNTRY RD)	SR 1928 (CEDAR SQUARE RD) TCCUL-DE- SAC	14	2 2V	wu no	NO		18		72.60		9.73						-	1_1	550						240						<u> </u>		
				1	++	#		4.863			72.6		9.73						-	1	550				4760		240	62.200	1-	1	-	30		15	1 046
TOTAL FO		NO. 8CR.20761.24	<u> </u>					24.144		•		2.60			1	1	T 2017 1 ==		1		5,194	1,813		I	25,910				2			20		1.51	
	GRAND	TOTAL	L		_ل_ـــــــــــــــــــــــــــــــــــ			27.481	22	4,5	41.20 65	2.60	45.74	2,388	9,620	21,138	3,345 50,90	6,425	2,650	32,848	14,349	1,050 1,813	5 763	16,613	25,910	2,890	3,260	63,350 4	6	27	13	20	75	1.51	11,644 LS

THERMOPLASTIC AND PAINT QUANTITIES

															AINI						.,	·		,							
nnover	COLINERY		ROUTE	DESCRIPTION	TVD			CTI MIDTI					4415000000-I			4430000000-N	BARRICADES		N 4457000000-N TEMPORARY	4480000000-N	LAW ENFORCE-		4685000000-E 4" X 90 M		00000-E 4" X 120 M		00000-E 8" X 90 M	469700	0000-E 4 8" X 120 M	705000000-E	4710000000-E 24" X 120 M
PROJECT	COUNTY	MAP	KOUIE	DESCRIPTION	TYP		TYPE	GTH WIDTH	WORK ZONE SIGNS	WORK ZONE SIGNS	WORK ZONE SIGNS	WORK ZONE ADVANCE/	ARROW	PORTABLE CHANGEABLE		DRUIVIS	(TYPE III)	FLAGGER	TRAFFIC	IIVIA	MENT	RAISED	WHITE	WHITE	YELLOW		WHITE	WHITE	YELLOW	WHITE	WHITE
						1 1			(STATIONARY)		{BARRICADE	GENERAL	BOARD		N MESSAGE SIGN				CONTROL			PAVEMENT	THERMO	THERMO	THERMO	THERMO	THERMO	THERMO	THERMO	THERMO	THERMO
											MOUNTED)	WARNING			(SHORT TERM							MARKERS				1]	1		
NO		NO			NO	1 1	- 1		er.	SF	SF	SIGNING SF	EA	EA	DAY	EA	I.F	HR	ıs	EA	HR	EA	LF	LF	15	15	LF	15	IE	16	15
NO		NU		STA 10+00 PVT. JOINT AT END OF ALBEMARLE RD RAMP (E OF NO	NO	\vdash			3F	Jr Jr	35	J Jr	EA	- CA	DAT	- EA	LF.	FIK		LA .	TIK.	LA	Lr	L.	Lr	L L		Lr	Lr		Lr
8CR.10761.24	Randolph	1 (US 64 (DIXIE DRIVE)	49 BRIDGE #171) TO STA 16+14 BEGIN C.L. ISLAND	1	3	MU 0.:	16 35	839	896	280		3	4	8	300	144	40		2	280	750	1,270	35	2,120	50		160			
				BEGIN CL ISLAND STA.16+14 TO BEGIN DOUBLE SIDED C&G STA.													١.														
		"		20+14	2	3	MD 0.0	76 56	*	*	*	ļ	•	<u> </u>	+*	*	 	*		*		-	800	1,650	800	-					
				FROM BEGIN DBL SIDED C&G STA.20+40 TO END CL ISLAND STA. 40+37	3	2	MD 0.	39 50				1								*			4,196	1,530				1,397			
				FROM END CL ISLAND STA. 40+37 TO 200FT W OF SR 1156 S PARI	-																										***************************************
		и	и	ST STA. 59+75	4, 5, 7	6	MU 0.3	74 60	*	*	*		*	*	•	*	*	*		*	*	*		1,400	5,000	ļ					105
				FROM 200' W OF SR 2615 S PARK ST STA. 59+75 TO 200' E OF SR		6	MU 0.0	77 74	1 .	١.	١.										١.		200	590	600					1	500
 				2615 STA. 63+50 FROM 200' E OF SR 2615 S PARK ST STA. 63+50 TO BEGIN CL	7, 8, 9, 10	1 6	MU U.	74	 	-	<u> </u>		· · · · · · · · · · · · · · · · · · ·	 	+		<u> </u>				+	-	200	390	600						300
				ISLAND STA. 69+90	5,7	6	MU 0.	12 74		*	*		*	*		*	*			•		*		620	2,110						
				BEGIN CENTER LINE ISLAND STA. 69+90 TO END CL ISLAND STA.																									1		
		"		81+55	11	6	MD 0.2	22 74	*	*	*	<u> </u>	*	*	•		 	 	+	•	+	*	200	805	2,340	ļ	920				
1 1				FROM END CL ISLAND STA. 81+55 TO BEGIN SHEETZ CL ISLAND STA. 134+29	4, 5, 7	6	MU 1.	01 58											1					4,900	15,600	140			1		450
				FROM BEGIN SHEETZ CL ISLAND STA. 134+29 TO END SHEETZ CL	7,5,7	T 1	1110	30				<u> </u>		·										,,,,,,,,,							
			H	ISLAND STA.137+82	12	4	MU 0.	07 64	*	*	•		*	*	*	•		*		*	•	٠		1,093	810		ļ		10		50
		_	н	FROM END SHEETZ CL ISLAND STA. 137+82 TO PVT. JOINT 950' W		-					١.		١.		1 .	1 .		١.			١.			2.100	4.010				1		177
				OF NC 42 STA. 158+44 FROM PVT. JT. 550FT N OF NC 42 STA. 173+27 TO A POINT 275FT	6,7	6	MU 0.	39 64	 	 	-			+	+			 	+	<u> </u>	 	 		2,100	4,010	†	\vdash				132
8CR.10761.24	Randolph	1 1	US 64 (DIXIE DRIVE)	N OF THE N-MOST NISSAN DRIVEWAY STA. 199+50	6, 7, 13	6	ми с	.5 64										*		<u> </u> *				2,257	6,310	55	L				120
	TOTAL FO	R PROJ NO. 8CR	R.10761.24		ļ	├ ─-	3.	37	839	896	280		3	4	8	300	144	40	1	2	280	750	6,666		39,700			1,557			1,357
				I	L				1	1	L	1	L			L	Ь	J		L	1	L	L	56	,680	1,	165	1,5	0/	1	
				FROM SR 1004 (ARCHDALE RD) TO WIDTH CHANGE 250FT W OF		T T			1		T	1	1		T		1		1					T			T				
8CR.20761.24	Randolph	2 SR	1592 (EDEN TERRACE)	LAWRENCE DR	14	2	2WU 0.	34 20				105							LS												
		TAL FOR MAP N					0.					105							:							ļ					
8CR.20761.24			99 (MENDENHALL RD EXT.)	FROM 1595 (SURETT DR) TO NC 62	15	2	2WU 0.				-	67 67				 			+-:-							-					100
-		TAL FOR MAP N	10.3	PVT. JT. E OF SR 1619 & AFTER RR TRACKS TO SR 1627 (OLD	 	+-+	- 0.	501				- 07		-	+	 	<u> </u>				 										100
8CR.20761.24	Randolph	4 s	SR 1621 (BETHEL DR)	THOMASVILLE RD)	15	2	2WU 0.	51 20				62	1						•												
		TAL FOR MAP N					0.					62							•												
8CR.20761.24			SR 1569 (LANE DR)	FROM SR 1570 (TOM HILL RD) TO SR 1004 (ARCHDALE RD)	14	2	2WU 0.		-		-	63	ļ		-			-	+ :		 		!			ļ					
8CR 20761 24		TAL FOR MAP N	314 (JACKSON CREEK RD)	FROM SR 1193 (OLD NC 49) TO PVT. JT. E. OF BRIDGE #520	14 16 17	7 2		502 18	1		 	63 179	 			 	<u> </u>	-	+		 			 			 				
8CK.20781.24		TAL FOR MAP N		TROW SR 1133 (OLD NC 43) 10 FV1.31. E. OF BRIDGE #320	14, 10, 1	1		502				179	 		<u> </u>	1	†		+							<u> </u>	 				
				FROM PVT. JT. W OF BRIDGE #520 TO SR 1311(BESCHER CHAPEI																											
8CR.20761.24			314 (JACKSON CREEK RD)	RD)	15	2		315 18		ļ	ļ	315						ļ	+ +								ļ				
8CD 20761 24		TAL FOR MAP N		FROM NC 49 TO ALAMANCE COUNTY LINE	15	+ ,	2WU 0.	749 19	 	 	ļ	315 84					ļ	+	+ *		ļ	 		 	ļ	 	-				
8CR.20761.24		TAL FOR MAP N	501 (TOWN COUNTRY RD)	FROM NC 49 TO ALAMANCE COUNTY LINE	15	1 2		749 19	1		-	84					<u> </u>	†				<u> </u>		-		<u> </u>					
8CR.20761.24			1571 (OLD GLENOLA RD)	SR 1009 (FORMERLY US 311) TO SR 1004 (ARCHDALE RD)	20	2	2WU 1.					169							*		40									100	130
	TC	TAL FOR MAP N	VO. 9					507				169							*		40					L				100	130
8CR.20761.24			SR 2117 (FOX ST)	FROM SR 2118 (BROWN OAKS RD) TO SR 2119 (E. NAOMI ST)	14	2			-	-	-	116	ļ				ļ	ļ	+ +					ļ	ļ	-	-				
<u> </u>	10	TAL FOR MAP NO	10. 10	PVT. JT. N OF SR 1713 ALBEMARLE RD TO END ONE-SIDED CURB	b.	+ +	- 1-	036	-	<u> </u>	-	116		-		 	+	<u> </u>	+		+	 			-	 	-				
8CR.20761.24	Randolph	11 SR	R 1446 (LEWALLEN RD)	GUTTER	19,20	2	2WU 0.	047 26				5			-						40			ļ						I	
		TAL FOR MAP N					0.	047				5							*		40										
				FROM END ONE-SIDED CURB & GUTTER TO BEGIN ONE-SIDED		1.1						1										-					1			1	
8CR.20761.24		12 SR	R 1446 (LEWALLEN RD)	ASPHALT CURB	15	2		122 22 122		ļ		14	-					<u> </u>	+ :		-		ļ		ļ	 	 				
	10	AL FOR MAP IN	10.12	FROM BEGIN ONE-SIDED ASPHALT CURB TO END ONE-SIDED		+		122	<u> </u>			14			-			 				!	 		†	†	†				
8CR.20761.24	Randolph	13 SR	R 1446 (LEWALLEN RD)	ASPHALT CURB	21	2	2WU 0.	147 26				16							*			L					L				
		TAL FOR MAP N					0.	147			ļ	16						1	*					<u> </u>		1					
0CD 307C4 5	Daniel	14	R 1446 (LEWALLEN RD)	END ONE-SIDED ASPHALT CURB TO END ONE-SIDED CURB & GUTTER	20	2	2WU 0	05 37				_				1				1									-		
8CR.20761.24		TAL FOR MAP N		GOTTER	20	+-		.05 33		 	†	6	t	 	1	 	 	1	*			t		 	1	 	—				
8CR.20761.24	Randolph	15 SR	R 1446 (LEWALLEN RD)	FROM END ONE-SIDED CURB & GUTTER TO OLD FARMER RD	23	2	2WU 0.	534 18				60		1					*												
	TO	AL FOR MAP NO	0. 153			+	0.	534			ļ	60				ļ	ļ	1	+ *		-	ļ	-		-	1	 				
8CR.20761.24	Randol-1	16	R 1556 (WELBORN RD)	FROM PVT. JT. 80FT E. OF SR 1547 (FINCH FARM RD) TO SR 3252 (HOPEWELL CHURCH RD)	2 22	,	2WU 1.	815 19				203									40										100
ocn.20/61.24		TAL FOR MAP N		(HOTEWELL CHOKEN KD)	1 22	+ -		815	-			203	l			†	1	1	•	<u> </u>	40		1		<u> </u>	<u> </u>	L^{-}				100
				FROM PVT. JT. W. OF RR TRACKS NEAR US 311 TO SR 1523		\top										T .															
8CR.20761.24	Randolph	17 SR	1524 (BECKERDITE RD)	(MARSH MOUNTAIN RD)	15	2		357 19	-		1	152				ļ	ļ		<u> </u>		40					1	1	ļ		50	35
	то	TAL FOR MAP N	10. 17	FROM CR 1522 (MARREL MOLINITAIN RR) TO CR 2275 (1971)		+	1	357		+	 	152	ļ		-	 	 	 	*		40	 	 	 	 	+	 			50	35
8CR 20761 24	Randolph	18 50	1524 (BECKERDITE RD)	FROM SR 1523 (MARSH MOUNTAIN RD) TO SR 3279 (LOFLIN FARLOW RD)	14	,	2WU 0	793 19				89																			i
OCN.20/01.24		TAL FOR MAP N		TARLOW RD J	1	+		793 19	<u> </u>	1		89									1	1		L		T					
8CR.20761.24	Randolph	19 SR	1524 (BECKERDITE RD)	FROM SR 3279 (LOFLIN FARLOW RD) TO BRIDGE #78	15	2	2WU 1	.29 19				144							*				ļ								
		TAL FOR MAP N		FROM CHILESOP COLUMN	4	4		.29	 	_	 	144	ļ			_	_	-	*			 			1	+	+	ļ			
8CR.20761.24		TAL FOR MAP N	2103 (WHIT-HUNT RD)	FROM GUILFORD COUNTY LINE TO SR 2106 (RACINE RD)	15	1 2		381 20 381	 	+	+	155 155	 	+		 	+	 	+ :	 	+	 	 	 	1	 	1	 			<u> </u>
8CR.20761.24			1511 (HEATH DAIRY RD)	FROM PVT. JOINT S OF BRIDGE #531 TO END PVT.	14	2	2WU 0		1	+	+	84	 		+	1	1	†	*	†	1	†			1						i
	TC	TAL FOR MAP N	NO. 21				0	751				84																			-
8CR.20761.24	Randolph	22 SR :	1511 (HEATH DAIRY RD)	FROM US 311 TO PVT. JT. N OF BRIDGE #531	15	2	2WU (1		72				1			*		-	1	ļ	ļ	ļ	ļ				100	90
	TC	TAL FOR MAP N	NO. 22	FROM CR 1021 (COLTRANE MUL PRI TURU CR 1000 (CCC)				.64	+	 	+	72	-		+	-	+	-	+ *		-	+	 	 	 	+	 	 		100	90
8CR 20761 24	Randolph	23 SR 16	926 (DAVIS COUNTRY RD)	FROM SR 1921 (COLTRANE MILL RD) THRU SR 1928 (CEDAR SQUARE RD) TO CUL-DE-SAC	14	2	2WU 4	863 18				543					1			1						1					í
5511.20/01.24		TAL FOR MAP N		The notice of the second	1	T,		863				543																			
	TOTAL F	OR PROJ NO. 8C	CR.20761.24			4	24	.144	-	-		2,160	 			1		-	LS	ļ	160		-		1		1		L	250	455
				<u> </u>						1		1	1			1		1		·	.1		.1	1		Ь		l			
		CDAND TOTAL		T	T	T	27	.481	839	896	280	2,160	3	4	8	300	144	40	1	2	440	750	6,666	16,980	39,700	245	920	1,557	10	250	1,812
		GRAND TOTAL	L														I								6,680		,165		667		

THERMOPLASTIC AND PAINT QUANTITIES

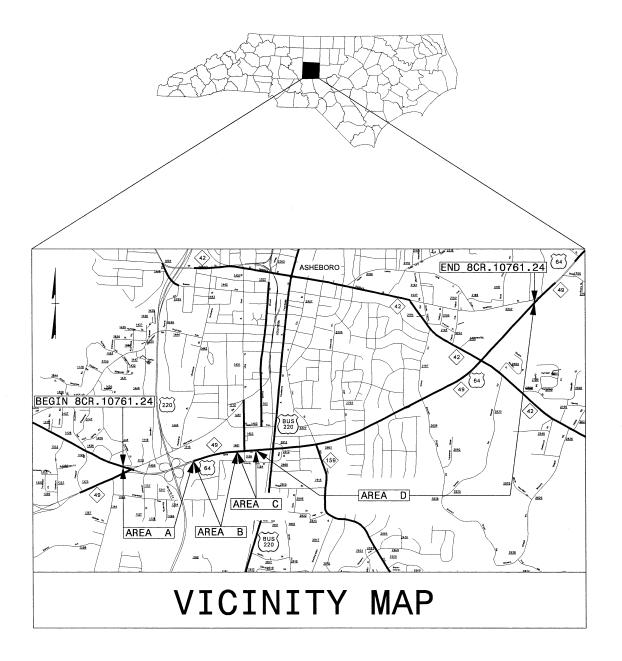
						I H	EK	IVI U	PLA	121			PA		QU	ANI			4000	00000 5	4035000000 -	4040000000	т	***	20000 *1		40000000000	400700	20000 **
PROJECT	COUNTY	Y MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	1	WIDTH	THERMO MSG ONLY	MSG SCHOOL		STR ARROW	THERMO LT ARROW	RT ARROW	THERMO STR & RT ARROW	48100 4" WHITE PAINT	4" YELLOW PAINT	8"	8" YELLOW	24" WHITE PAINT	4840000000-N PAINT MSG ONLY	PAINT STR ARROW	PAINT LT	PAINT RT ARROW	PAINT STR & RT	YELLOW & YELLOW MARKERS	SNOW PLOWABLE MARKERS	MARKERS
NO		NO			NO					120 M EA	120 M EA	EA	90 M EA	90 M EA	90 M EA	90 M EA	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	Y & Y MARKERS EA	C & R MARKERS EA
8CR.10761.24	Randolp	ph 1	US 64 (DIXIE DRIVE)	STA 10+00 PVT. JOINT AT END OF ALBEMARLE RD RAMP (E OF NO 49 BRIDGE #171) TO STA 16+14 BEGIN C.L. ISLAND BEGIN CL ISLAND STA.16+14 TO BEGIN DOUBLE SIDED C&G STA.	1	3	MU	0.116	35								97,230	84,300	4,460		2,320							13	
			"	20+14 FROM BEGIN DBL SIDED C&G STA.20+40 TO END CL ISLAND STA.	2	3	MD										•												1
		"	п	40+37 FROM END CL ISLAND STA. 40+37 TO 200FT W OF SR 1156 S PARK ST STA. 59+75	4, 5, 7	6	MD		50 60				11	10	3				*		*		33	30	12			49	26 142
		ır	н	FROM 200' W OF SR 2615 S PARK ST STA. 59+75 TO 200' E OF SR 2615 STA. 63+50	7, 8, 9, 10	6	ми						6	4	2	2			*				18	12	6	6		9	31
			н	FROM 200' E OF SR 2615 S PARK ST STA. 63+50 TO BEGIN CL ISLAND STA. 69+90 BEGIN CENTER LINE ISLAND STA. 69+90 TO END CL ISLAND STA.	5,7	6	ми	0.112	74				2	2	1				•				10	10	5			14	14
		+ "	. п	81+55 FROM END CL ISLAND STA. 81+55 TO BEGIN SHEETZ CL ISLAND	11	6	MD						25		2	17	· ·			420	*	12	70		3	F1		60	45
			п	STA. 134+29 FROM BEGIN SHEETZ CL ISLAND STA. 134+29 TO END SHEETZ CL ISLAND STA. 137+82	4, 5, 7	4	MU		58 64	4			26 4	3	1	17			*	30	*	12	78 12	69	27 3	51		290 22	315 52
		н	"	FROM END SHEETZ CL ISLAND STA. 137+82 TO PVT. JOINT 950' W OF NC 42 STA. 158+44	6, 7	6	ми	0.39	64	4			16	8	12		*		*		*	12	48	24	36			102	190
8CR.10761.24	Randolp	ph 1	US 64 (DIXIE DRIVE)	FROM PVT. JT. 550FT N OF NC 42 STA. 173+27 TO A POINT 275FT N OF THE N-MOST NISSAN DRIVEWAY STA. 199+50	6, 7, 13	6	ми	0.5	64				9	16	6	1	*	*	*	165	*		27	48	18	3		120	200
	TOTAL	FOR PRO	U NO. 8CR.10761.24					3.337		8	8		78	66	36 200	20		84,300 1,530		615 ,075	2,320	24	238		110	60		679 1,0	1,016 695
8CR.20761.24			SR 1592 (EDEN TERRACE)	FROM SR 1004 (ARCHDALE RD) TO WIDTH CHANGE 250FT W OF LAWRENCE DR	14	2	2WU										20,100												
8CR.20761.24	Randolp	ph 3	DR MAP NO. 2 SR 1599 (MENDENHALL RD EXT.) DR MAP NO. 3	FROM 1595 (SURETT DR) TO NC 62	15	2	2WU	0.934 0.601 0.601			12 12						12,934	20,100 12,934 12,934									40 40		
8CR.20761.24	Randolp	ph 4	SR 1621 (BETHEL DR)	PVT. JT. E OF SR 1619 & AFTER RR TRACKS TO SR 1627 (OLD THOMASVILLE RD)	15	2	2WU		20								11,858	11,858											
8CR.20761.24	Randolp	ph 5	OR MAP NO. 4 SR 1569 (LANE DR) OR MAP NO. 5	FROM SR 1570 (TOM HILL RD) TO SR 1004 (ARCHDALE RD)	14	2	2WU	0.551 0.559 0.559									12,030 12,030												
8CR.20761.24			SR 1314 (JACKSON CREEK RD) DR MAP NO. 6	FROM SR 1193 (OLD NC 49) TO PVT. JT. E. OF BRIDGE #520	14, 16, 17	7 2	2WU	1.602 1.602																					
8CR.20761.24	1	TOTAL FO	PR MAP NO. 7	FROM PVT. JT. W OF BRIDGE #520 TO SR 1311(BESCHER CHAPEL RD)	15	2		2.815									60,579 60,579	60,579											
	1	TOTAL FO	SR 2501 (TOWN COUNTRY RD) DR MAP NO. 8 SR 1571 (OLD GLENOLA RD)	FROM NC 49 TO ALAMANCE COUNTY LINE SR 1009 (FORMERLY US 311) TO SR 1004 (ARCHDALE RD)	20	2		0.749 0.749 J 1.507				4					16,118 16,118 32,431	16,118									99		
8CR.20761.24	Randolp	ph 10	OR MAP NO. 9 SR 2117 (FOX ST)	FROM SR 2118 (BROWN OAKS RD) TO SR 2119 (E. NAOMI ST)	14			1.507 J 1.036	20			4					32,431 22,295	32,431 22,295									99		
8CR.20761.24		T	R MAP NO. 10 SR 1446 (LEWALLEN RD)	PVT. JT. N OF SR 1713 ALBEMARLE RD TO END ONE-SIDED CURB (GUTTER	19,20	2	2WU	0.047									22,295 554	1,011									3		
	Т	TOTAL FO	R MAP NO. 11	FROM END ONE-SIDED CURB & GUTTER TO BEGIN ONE-SIDED	45	-	714	0.047									2.625	1,011 2,625									3		
8CR.20761.24			SR 1446 (LEWALLEN RD) R MAP NO. 12	ASPHALT CURB FROM BEGIN ONE-SIDED ASPHALT CURB TO END ONE-SIDED	15	2	ZWU	0.122 0.122									2,625										8		
8CR.20761.24			SR 1446 (LEWALLEN RD) R MAP NO. 13	ASPHALT CURB END ONE-SIDED ASPHALT CURB TO END ONE-SIDED CURB &	21	2	2WL	J 0.147 0.147									1,670 1,670	2,025 2,025		100							10 10		-
8CR.20761.24	T	TOTAL FO	SR 1446 (LEWALLEN RD) R MAP NO. 14	GUTTER	20	2	2WL	0.05	33								568 568	2,116 2,116											
8CR.20761.24			SR 1446 (LEWALLEN RD) R MAP NO. 153	FROM END ONE-SIDED CURB & GUTTER TO OLD FARMER RD FROM PVT. JT. 80FT E. OF SR 1547 (FINCH FARM RD) TO SR 3252		2	2WL	0.534 0.534		<u> </u>								11,492 11,492											
8CR.20761.24			SR 1556 (WELBORN RD) R MAP NO. 16	(HOPEWELL CHURCH RD)	22	2	2WL	1.815 1.815			24 24						39,059 39,059												
8CR.20761.24			SR 1524 (BECKERDITE RD)	FROM PVT. JT. W. OF RR TRACKS NEAR US 311 TO SR 1523 (MARSH MOUNTAIN RD)	15	2	2WL	1.357 1.357				2 2					29,203 29,203		-				-	-			90 90		-
8CR.20761.24	Randol	lph 18	SR 1524 (BECKERDITE RD)	FROM SR 1523 (MARSH MOUNTAIN RD) TO SR 3279 (LOFLIN FARLOW RD)	14	2	2WL	U 0.793	19								17,065	17,065									52		
8CR.20761.24	Randol	lph 19	SR 1524 (BECKERDITE RD) OR MAP NO. 19	FROM SR 3279 (LOFLIN FARLOW RD) TO BRIDGE #78	15	2	2WL	0.793 U 1.29 1.29	19		<u> </u>						17,065 27,761 27,761	27,761									52 85 85		
	Randol	lph 20 TOTAL FO	SR 2103 (WHIT-HUNT RD) OR MAP NO. 20 SR 1511 (HEATH DAIRY RD)	FROM GUILFORD COUNTY LINE TO SR 2106 (RACINE RD) FROM PVT. JOINT'S OF BRIDGE #531 TO END PVT.	15			U 1.381 1.381 U 0.751	20								29,719 29,719 16,162	29,719 29,719									50		
	Randol	TOTAL FO	OR MAP NO. 21 SR 1511 (HEATH DAIRY RD)	FROM PVT. JOINT S OF BRIDGE #531 TO END PVT. FROM US 311 TO PVT. JT. N OF BRIDGE #531	14			0.751 U 0.64	20			4					16,162 13,773	16,162 13,773									50 42		
8CR.20761.2		TOTAL FO	DR MAP NO. 22	FROM SR 1921 (COLTRANE MILL RD) THRU SR 1928 (CEDAR SQUARE RD) TO CUL-DE-SAC	14	2		0.64				4						13,773									42 217		
6CR.ZU/61.24			DR MAP NO. 23	SQUARE RUJ IU CUL-DE-SAC	14		ZWI	4.863									104,652	104,652									217		
	TOTAL	L FOR PRO	DJ NO. 8CR.20761.24					24.144	1		36 46	10						485,008 67,656		100 136							696		
		GRA	ND TOTAL			-		27.481	1	8	36 54	10	78	66	36 200	20		569,308 49,186		715 5,211	2,320	24	238	196	110 604	60	696		1,016 ,695

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

RANDOLPH

COUNTY





N.C.D.O.T. WORK ZONE TRAFFIC CONTROL 1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561 750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY) PHONE: (919) 773-2800 FAX: (919) 771-2745

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER

DAVID BISSETTE, P.E. TRAFFIC CONTROL PROJECT ENGINEER

_ TRAFFIC CONTROL PROJECT DESIGN ENGINEER

DURWOOD KENNEDY, P.E. TRAFFIC CONTROL DESIGN ENGINEER



INDEX OF SHEETS

SHEET NO.	TITLE
TMP - 1	TITLE SHEET, VICINITY MAP AND INDEX OF SHEET
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS AND LEGEND
TMP-2	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES AND GENERAL NOTES)
TMP-3	PHASING
TMP-4	OFF-SITE DETOURS FOR US-64 EASTBOUND DIRECTIONAL ROAD CLOSURE
TMP-4A	INSET A
TMP-5	OFF-SITE DETOURS FOR US-64 WESTBOUND DIRECTIONAL ROAD CLOSURE
TMP-6	OFF-SITE DETOURS FOR US-64 ROAD CLOSURE AT SR-1156/1451 (S. PARK STREET)
TMP-7	OFF-SITE DETOUR FOR US-64 RAMP CLOSURE AT US-220 BUSINESS

APPROVED: Ourid Gissette

DATE: 8/13/2014 Gissette SEAL

TMP-1

N

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" -PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.01 1101.02 1101.03 1101.04 1101.05	WORK ZONE ADVANCE WARNING SIGNS TEMPORARY LANE CLOSURES TEMPORARY ROAD CLOSURES TEMPORARY SHOULDER CLOSURES WORK ZONE VEHICLE ACCESSES WARNING SIGNS FOR BLASTING ZONES
1101.11 1110.01 1110.02 1115.01 1130.01	TRAFFIC CONTROL DESIGN TABLES STATIONARY WORK ZONE SIGNS PORTABLE WORK ZONE SIGNS FLASHING ARROW BOARDS DRUM
1135.01 1145.01 1150.01 1160.01 1165.01	CONES BARRICADES FLAGGING DEVICES TEMPORARY CRASH CUSHION WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION POSITIVE PROTECTION
1170.01 1180.01 1205.01 1205.02 1205.03 1205.04	SKINNY-DRUM PAVEMENT MARKINGS - LINE TYPES AND OFFSETS PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMPS PAVEMENT MARKINGS - INTERSECTIONS
1205.04 1205.05 1205.06 1205.07 1205.08 1205.09	PAVEMENT MARKINGS - INTERSECTIONS PAVEMENT MARKINGS - TURN LANES PAVEMENT MARKINGS - LANE DROPS PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES PAVEMENT MARKINGS - PAINTED ISLANDS
1205.09 1205.10 1205.11 1205.12 1205.13 1250.01	PAVEMENT MARKINGS - PAINTED ISLANDS PAVEMENT MARKINGS - SCHOOL AREAS PAVEMENT MARKINGS - RAILROAD CROSSINGS PAVEMENT MARKINGS - BRIDGES PAVEMENT MARKINGS - LANE REDUCTIONS RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01 1261.01 1261.02 1262.01 1264.01 1264.02	RAISED PAVEMENT MARKERS - INSTALLATION STACTING RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING GUARDRAIL END DELINEATION OBJECT MARKERS - TYPES OBJECT MARKERS - INSTALLATION

LEGEND

TRAFFIC CONTROL DEVICES **GENERAL** BARRICADE (TYPE III) DIRECTION OF TRAFFIC FLOW DIRECTION OF PEDESTRIAN TRAFFIC FLOW ----- EXIST. PVMT. DRUM SKINNY DRUM TUBULAR MARKER NORTH ARROW TEMPORARY CRASH CUSHION FLASHING ARROW BOARD PROPOSED PVMT. FLAGGER TEMP. SHORING (LOCATION PURPOSES ONLY) LAW ENFORCEMENT WORK AREA TRUCK MOUNTED ATTENUATOR (TMA) CHANGEABLE MESSAGE SIGN REMOVAL TEMPORARY SIGNING PORTABLE SIGN USER DEFINED (IF NEEDED) - STATIONARY SIGN STATIONARY OR PORTABLE SIGN USER DEFINED (IF NEEDED) PAVEMENT MARKERS SIGNALS CRYSTAL/CRYSTAL PROPOSED E TEMPORARY CRYSTAL/RED EXISTING ◆ YELLOW/YELLOW PAVEMENT MARKINGS PAVEMENT MARKING SYMBOLS ----EXISTING LINES PAVEMENT MARKING SYMBOLS

----TEMPORARY LINES





ROADWAY STANDARD DRAWINGS & LEGEND THE OBJECTIVE OF THIS PROJECT IS MILLING AND RESURFACING OF THE EXISTING PAVEMENT ALONG US-64. US-64 RUNS EAST/WEST IN RANDOLPH COUNTY, FROM SR-1448 (DUNDEE STREET) TO SR-2237 (E. SALISBURY STREET).

THE EXISTING ROADWAY IS A MULTI-LANE DIVIDED/UNDIVIDED THOROUGHFARE WITH EITHER A CONCRETE MEDIAN OR CENTER TURNING LANE, RESPECTIVELY, THROUGHOUT THIS AREA.

THE PROPOSED PAVEMENT REHABILITATION ON US-64 WILL BE CONSTRUCTED USING A COMBINATION OF LANE CLOSURES, RAMP CLOSURES, ROAD CLOSURES AND FOLLOWING THE REQUIREMENTS OF PROJECT GENERAL NOTES AND PHASING.

LOCAL NOTES

- SHOULD THE NEED TO WINTERIZE THE PAVEMENT MARKINGS OCCUR, PLACE ONE (1) APPLICATION OF PAINT WITH STANDARD GLASS BEADS TO ACHIEVE AN OPTIMUM RETROREFLECTIVITY AS REQUIRED BY SECTION 1205, OR AS DIRECTED BY THE FNGTNEFR
- FINISH ALL PATCHING BEFORE PLACING THE SURFACE COURSES IN THE ORDER AS AGREED UPON WITH THE ENGINEER AT THE FIRST PRE-CONSTRUCTION MEETING.
- WORK IN A CONTINUOUS MANNER WHEN ROAD CLOSURES ARE IN PLACE. RESTORE SAFE CONDITIONS, REMOVE ALL CLOSURES, AND RESTORE TRAFFIC TO ORIGINAL PATTERNS AT THE END OF EACH WORK PERIOD.

GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT EXCEPT WHEN OTHERWISE NOTED IN THE PLAN OR DIRECTED BY THE ENGINEER.

TIME RESTRICTIONS

A) DO NOT CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:

ROAD NAME

DAY AND TIME RESTRICTIONS

ANY ROADS & ANY RAMPS

MONDAY THRU SUNDAY FROM 6:00 A.M. TO 8:00 P.M.

B) DO NOT CLOSE OR NARROW TRAVEL LANES DURING HOLIDAYS AND SPECIAL EVENTS AS FOLLOWS:

ROAD NAME

ANY ROADS & ANY RAMPS

HOLIDAY

- 1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31st TO 8:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 8:00 P.M. THE FOLLOWING TUESDAY.
- 3. FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 8:00 P.M. MONDAY.
- 4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 8:00 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 8:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 8:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.

GENERAL NOTES CONT.

PROJ. REFERENCE NO. SHEET NO. 8CR.10761.24 TMP-2

- 6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 8:00 P.M. TUESDAY.
- 7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY AND 8:00 P.M. MONDAY.
- 8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 8:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- 9. FROM ONE (1) HOUR BEFORE TO ONE (1) HOUR AFTER ANY SPECIAL EVENTS OR SPORTING EVENTS HELD AT SOUTH ASHEBORO MIDDLE SCHOOL OR ASHEBORO HIGH SCHOOL.
- C) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME

DAY AND TIME RESTRICTIONS

ANY ROADS & ANY RAMPS

MONDAY THRU SUNDAY FROM 6:00 A.M. TO 8:00 P.M.

LANE AND SHOULDER CLOSURE REQUIREMENTS

- PERFORMED BEHIND THE LANE CLOSURE OR WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
- E) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
- F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER
 ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN
 TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY
 STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY
 BARRIER OR GUARDRAIL.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

- G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACTLITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- H) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.
- I) DO NOT INSTALL MORE THAN ONE LANE CLOSURE OR ROAD CLOSURE IN ANY ONE DIRECTION ON US-64.

PAVEMENT EDGE DROP OFF REQUIREMENTS

J) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS AN EDGE OF PAVEMENT DROP-OFF AS FOLLOWS:

BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.

C) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500 FEET IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

L) NOTIFY THE ENGINEER TWENTY ONE (21) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

- M) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- N) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRANSPORTATION MANAGEMENT PLANS.

PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE(S) AS SHOWN IN THE TRANSPORTATION MANAGEMENT PLANS.

COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.

COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.

P) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

PAVEMENT MARKINGS AND MARKERS

Q) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

ROAD NAME

MARKING

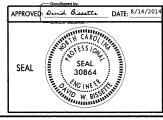
MARKER

ANY ROADS & RAMPS

PAINT

TEMPORARY RAISED

-) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS, AS DIRECTED BY THE ENGINEER
- S) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- T) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.





TRANSPORTATION OPERATONS PLAN

PROJ. REFERENCE NO. SHEET NO. 8CR.10761.24 TMP-3

PHASING

VICINITY MAP ON SHEET TMP-1:

STEP #1: USING RSD 1101.01, INSTALL REQUIRED ADVANCED WORK ZONE WARNING SIGNS.

FOR STEP #2, OPERATIONS MAY BE CONDUCTED/REPEATED IN ANY AREA, IN ANY ORDER, BUT MAY NOT BE CONDUCTED SIMULTANEOUSLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. HOWEVER, OPERATIONS ALONG THE CENTER TURN LANES LOCATED IN AREAS B AND D MAY NOT BE PERFORMED UNTIL A LEFT LANE CLOSURE IS INSTALLED IN EACH DIRECTION TO ALLOW TRUCKS TO SAFELY ENTER/EXIT THE WORK AREA.

AREA A

CONSTRUCT AREA A USING NIGHTLY ROAD CLOSURES

NOTE: THIS PROJECT HAS BEEN DIVIDED INTO THE FOLLOWING AREAS, AS SHOWN ON THE

AREA A. FROM STA.10+00+/- TO STA.40+37+/AREA B. FROM STA.40+37+/- TO STA.59+75+/AREA C. FROM STA.59+75+/- TO STA.63+50+/AREA D. FROM STA.63+50+/- TO STA.158+44+/- &
FROM STA.173+27+/- TO STA.199+50+/-

STEP #2: USING ROADWAY STANDARD DRAWING 1101.03, SHEETS 1 AND 2 OF 9 AND SHEETS TMP-4 OR TMP-5 INSTALL TRAFFIC CONTROL DEVICES AND CLOSE THE EASTBOUND OR WESTBOUND LANES OF US 64 TO TRAFFIC FROM STATION 10+00+/- TO STATION 40+37+/- AND DETOUR THE TRAFFIC OFF-SITE.

PERFORM THE PROPOSED WORK WITHING THE DIRECTIONAL ROAD CLOSURE.

PLACE TEMPORARY PAVEMENT MARKINGS AND REOPEN ALL LANES TO TRAFFIC AT THE END OF EACH WORK PERIOD.

NOTE: US-64 EASTBOUND AND US-64 WESTBOUND SHALL NOT BE CLOSED SIMULTANEOUSLY.

AREA B

CONSTRUCT AREA B USING NIGHTLY LANE CLOSURES WHILE MAINTAINING TWO-WAY TRAFFIC ON US 64

STEP #2: USING ROADWAY STANDARD DRAWING 1101.02, SHEETS 2, 3, AND 7 THRU 10 OF 15, INSTALL LANE CLOSURES ON US 64 AND PERFORM THE PROPOSED WORK WITHIN THE LANE CLOSURES.

PLACE TEMPORARY PAVEMENT MARKINGS AND REOPEN ALL LANES TO TRAFFIC AT THE END OF EACH WORK PERIOD.

AREA C

CONSTRUCT AREA C USING NIGHTLY LANE AND ROAD CLOSURES WHILE MAINTAINING TWO-WAY TRAFFIC ON US 64

STEP #2: USING ROADWAY STANDARD DRAWING 1101.03, SHEETS 1 AND 2 OF 9, AND SHEETS TMP-6 AND TMP-7 INSTALL TRAFFIC CONTROL DEVICES AND CLOSE S PARK STREET (SR-1156/SR-1451) AT THE INTERSECTION OF US 64 AND CLOSE THE BUSINESS US 220 LOOP TO US 64 WESTBOUND TO TRAFFIC AND DETOUR THE TRAFFIC OFF-SITE.

USING ROADWAY STANDARD DRAWING 1101.02, SHEETS 2, 3, AND 7 THRU 10 OF 15, INSTALL LANE CLOSURES ON US 64 AND PERFORM THE PROPOSED WORK WITHIN THE LANE CLOSURES.

PLACE TEMPORARY PAVEMENT MARKINGS AND REOPEN ALL LANES AND ROADS TO TRAFFIC AT THE END OF EACH WORK PERIOD.

AREA D

CONSTRUCT AREA B USING NIGHTLY LANE CLOSURES WHILE MAINTAINING TWO-WAY TRAFFIC ON US 64

STEP #2: USING ROADWAY STANDARD DRAWING 1101.02, SHEETS 2, 3, AND 7 THRU 10 OF 15, INSTALL LANE CLOSURES ON US 64 AND PERFORM THE PROPOSED WORK WITHIN THE LANE CLOSURES.

PLACE TEMPORARY PAVEMENT MARKINGS AND REOPEN ALL LANES TO TRAFFIC AT THE END OF EACH WORK PERIOD.

STEP #3: USING ROADWAY STANDARD DRAWING 1101.02, SHEETS 2, 3, AND 7 THRU 10 OF 15, PLACE THE FINAL PAVEMENT MARKINGS AND MARKERS AND REOPEN ALL LANES TO TRAFFIC.

STEP #4: REMOVE ALL REMAINING TRAFFIC CONTROL DEVICES.

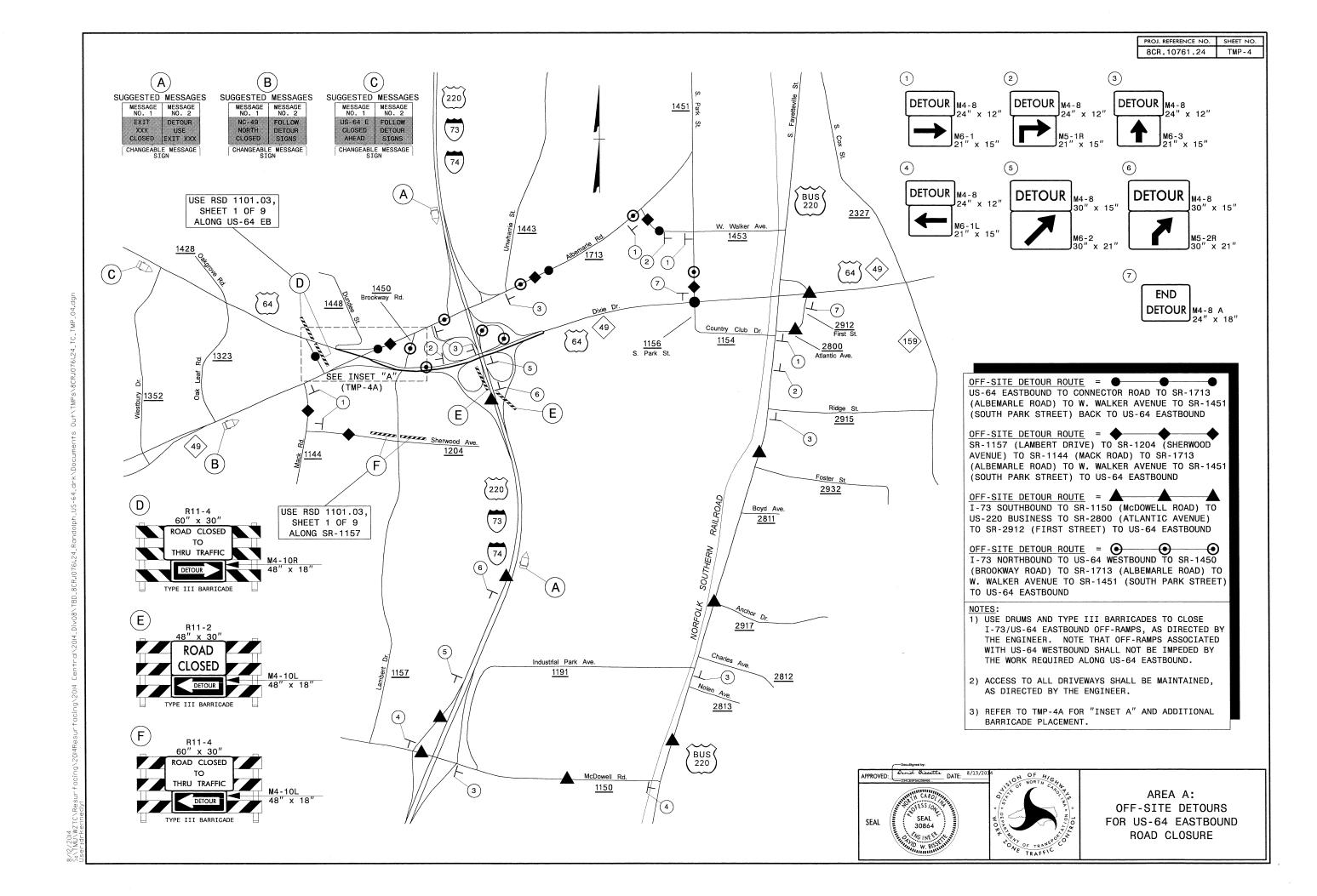
NOTES

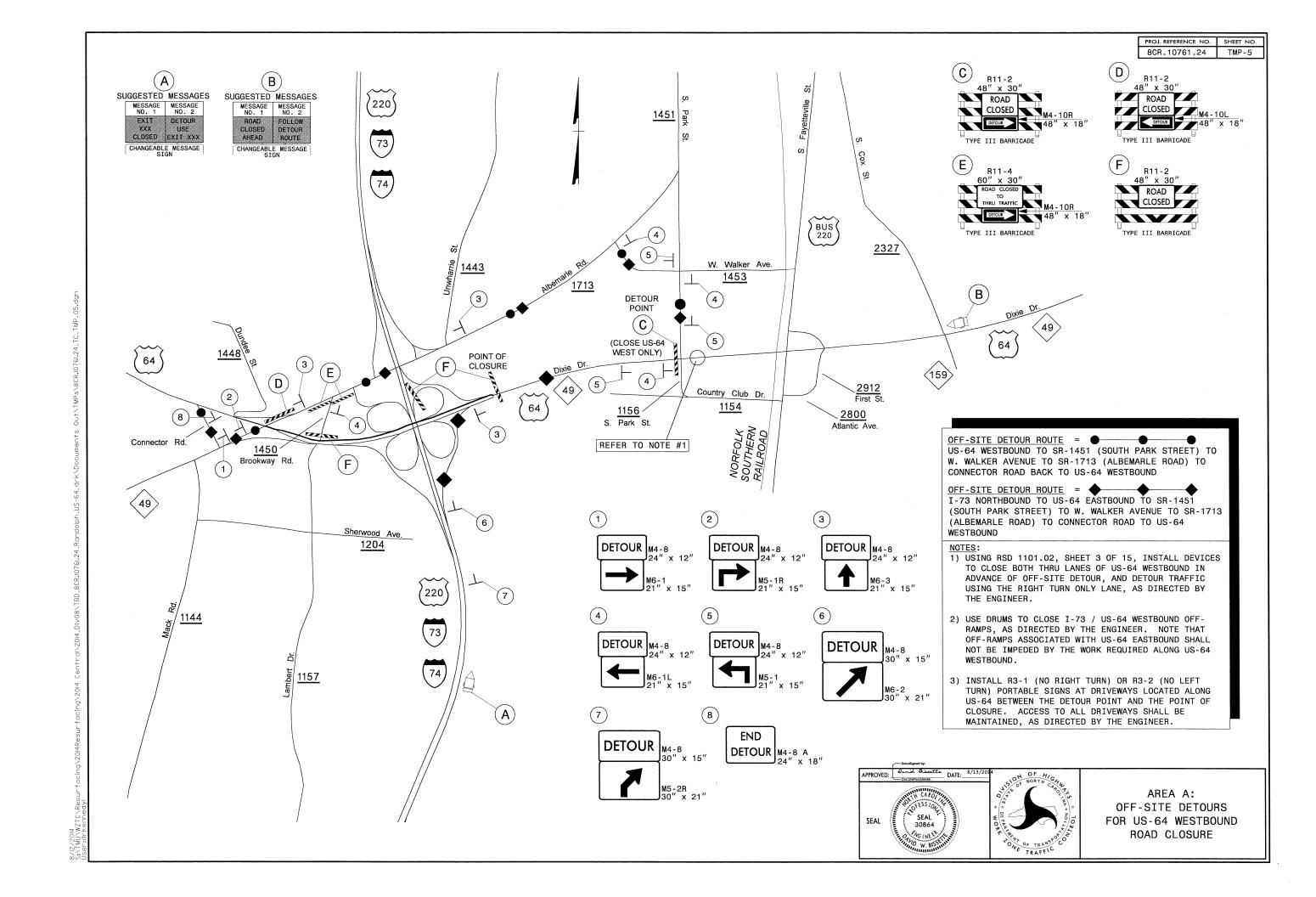
- FOR EACH WORK PERIOD, INSTALL PORTABLE CHANGEABLE MESSAGE SIGNS (CMS) AT ALL REQUIRED LOCATIONS
 BEFORE NARROWING/CLOSING A TRAVEL LANE AND /OR RAMP (REFER TO RSD 1101.02, RSD 1101.03 & RSD 1101.04
 AND SHEETS TMP-4 THRU TMP-6).
- WORK IN A CONTINUOUS MANNER WHILE LANE, ROAD AND/OR RAMP CLOSURES ARE IN PLACE.
- WORK WILL BE RESTRICTED TO ONE DIRECTION AT A TIME.
- WORK IN A MANNER THAT NO MORE THAN A 3" DROP-OFF IS ALLOWED BETWEEN AN OPEN TRAVEL LANE AND THE ADJACENT LANE BEING CONSTRUCTED.
- MILL AND PAVE BACK BY THE END OF EACH WORK PERIOD SUCH THAT DROP-OFFS BETWEEN TRAVEL LANES ARE $1\frac{1}{2}$ " OR LESS WHEN RE-OPENED TO TRAFFIC, OR AS DIRECTED BY THE ENGINEER.
- ALL PAVING OPERATIONS SHALL HAVE TEMPORARY PAVEMENT MARKINGS PLACED PRIOR TO RE-OPENING TO TRAFFIC. SHOULD MILLING AND/OR RESURFACING OPERATIONS INTERFERE WITH ACCESS TO OR FROM US-64, CLOSE THE
- AFFECTED (-Y- LINE) SIDE STREET AND/OR LOOP/RAMP AND DETOUR TRAFFIC OFF-SITE TO A ROUTE AGREED UPON WITH THE ENGINEER. THE CONTRACTOR SHALL COMPLETE THE REQUIRED WORK OF PROVIDING, INSTALLING, MAINTAINING AND REMOVING THE TRAFFIC CONTROL DEVICES FOR (-Y- LINE) SIDE STREET AND/OR LOOP/RAMP CLOSURES AND DETOUR ROUTES AND RESTORING TRAFFIC TO THE EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD. THE TRAFFIC CONTROL DEVICES ASSOCIATED WITH THESE ROAD CLOSURES AND/OR OFF-SITE DETOURS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE.
- LOOPS SHALL BE REPLACED WITHIN SEVEN (7) CALENDAR DAYS AFTER THEY HAVE BEEN CUT. REFER TO APPROVED SIGNAL PLAN LOCATED IN THE CABINET, OR AS PROVIDED BY NCDOT DIV. 8 TRAFFIC SERVICES (3 WORKING DAY TURNAROUND FOR REQUESTED PLANS).

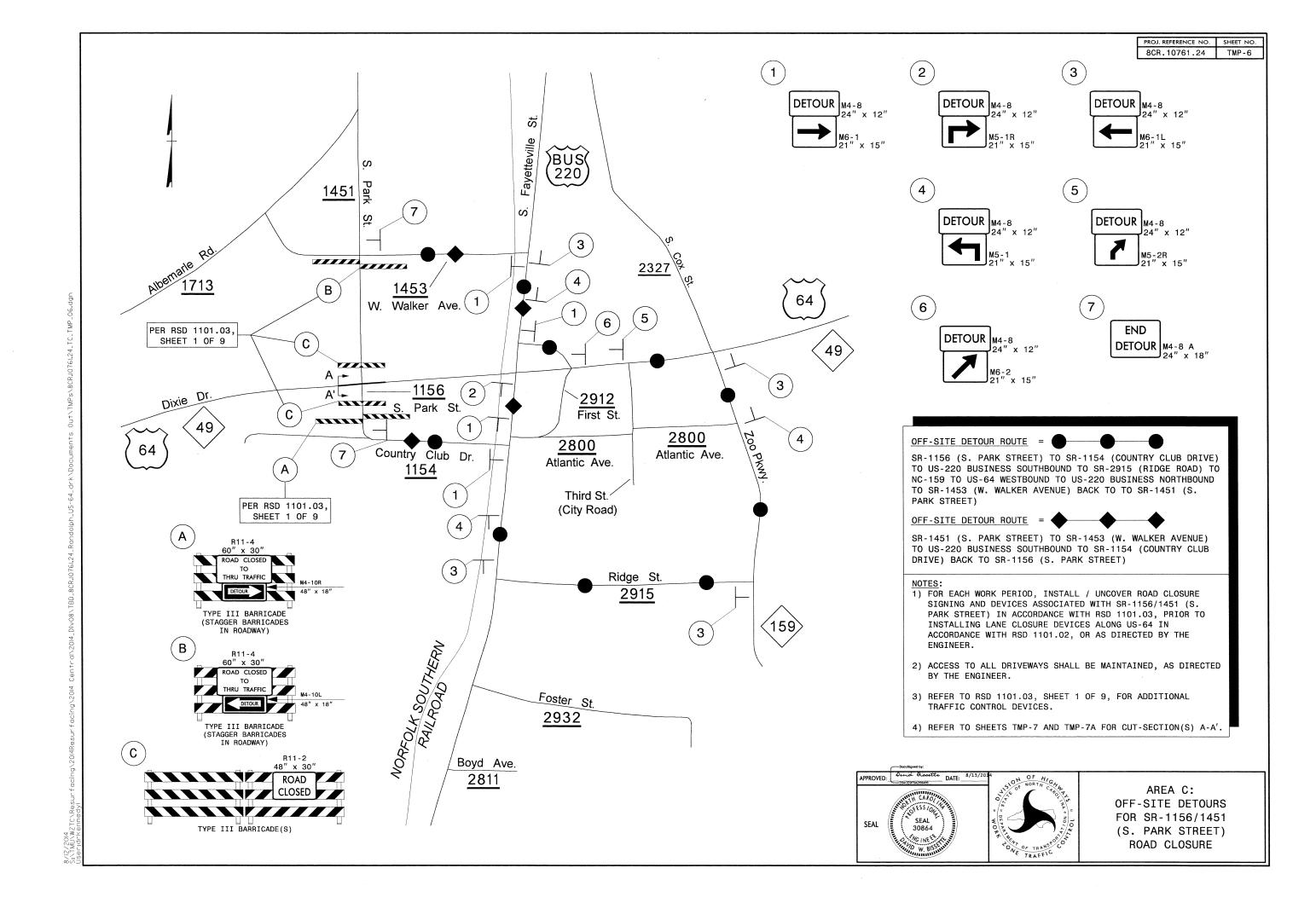


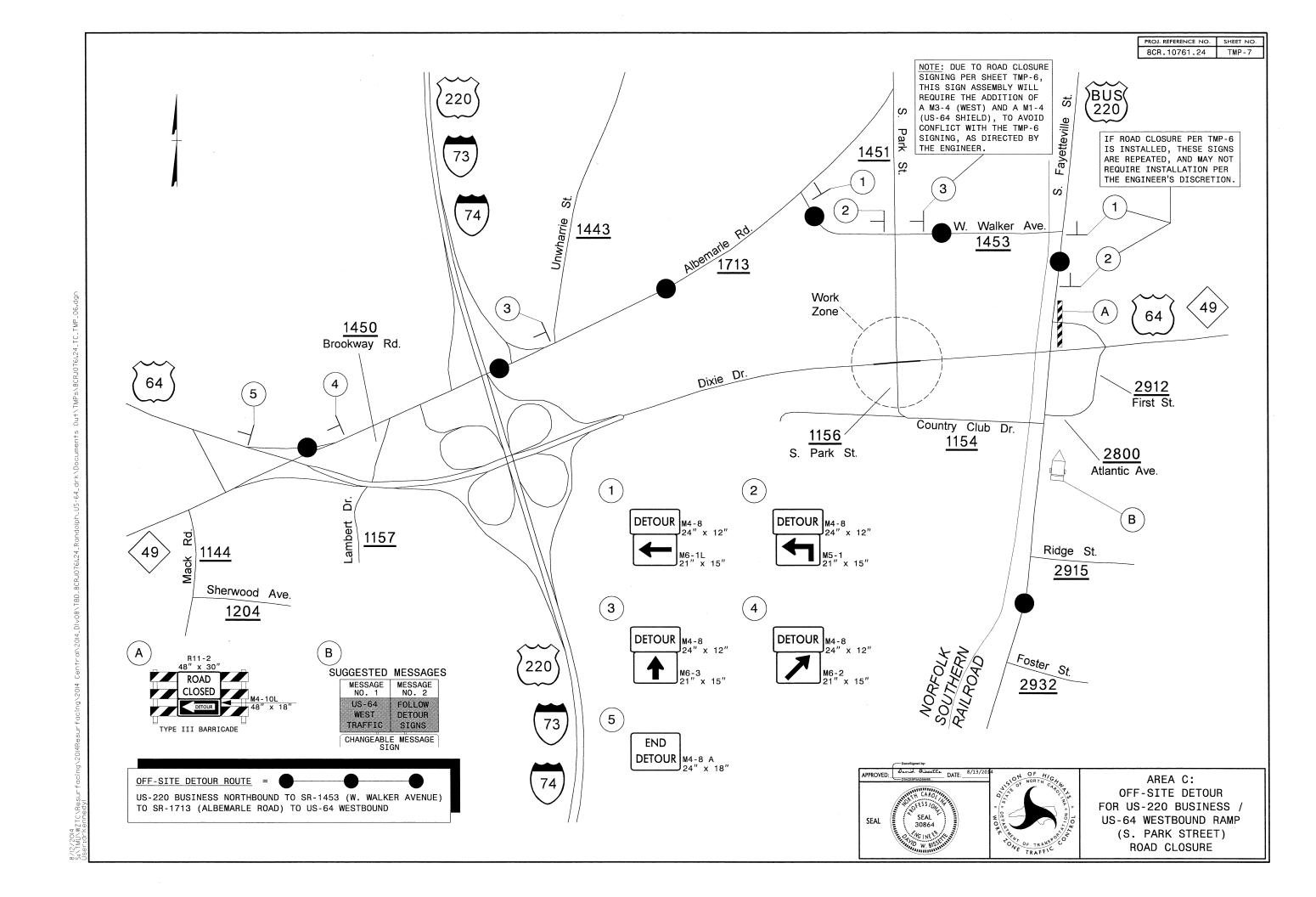
PHASING

2/2014 This with some tendings polibers we for include 2014 Control 2014 Divors.



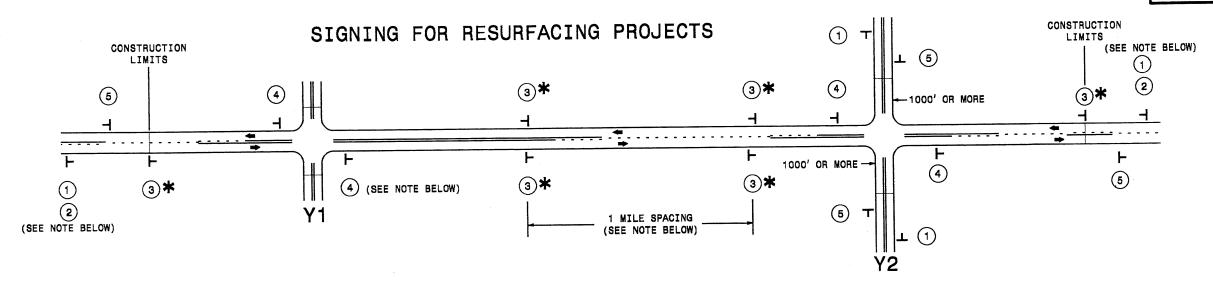






ROJ. REFERENCE NO. SHEET NO.

8CR.10761.24, etc TMP-8



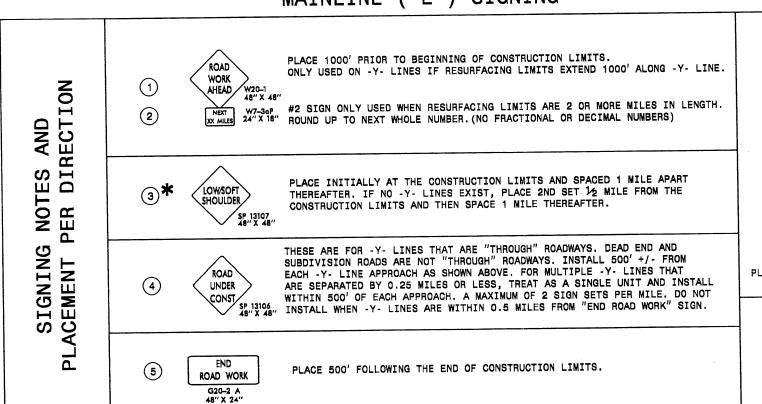
LEGEND

→ STATIONARY SIGN

→ DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING



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

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

WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.





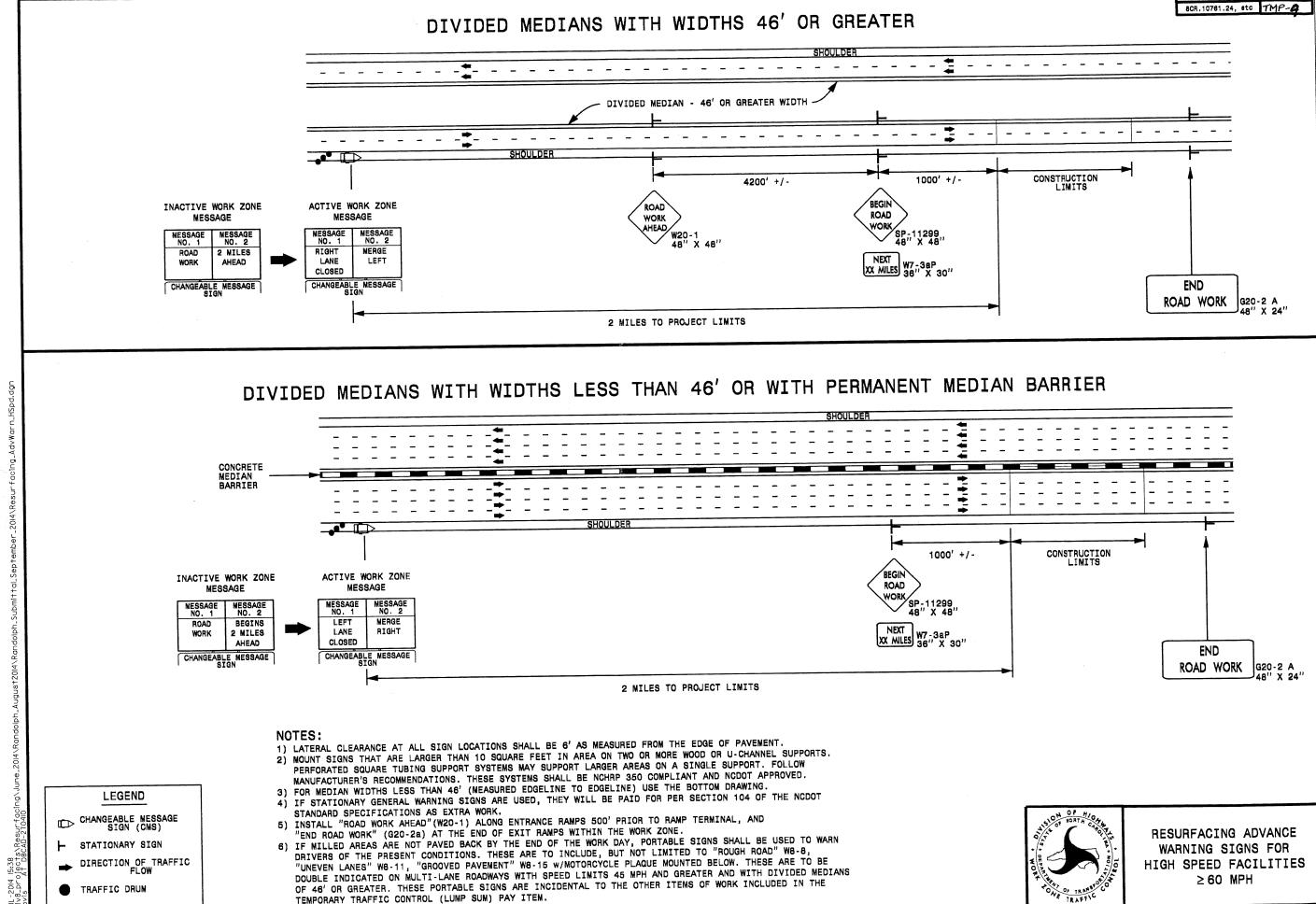
PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER

* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).

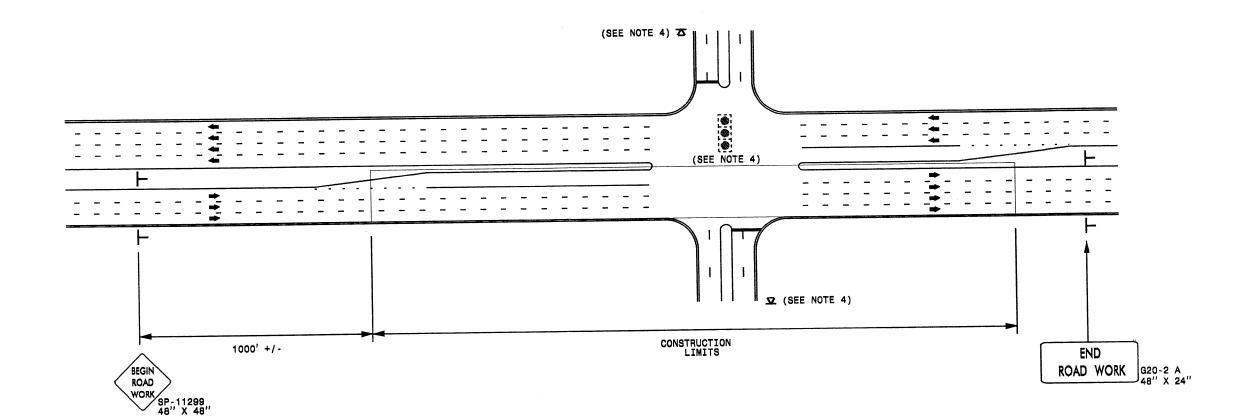


RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2 LANE ROADWAYS



PROJ. REFERENCE NO. SHEET NO.

URBAN / SUBURBAN WORKZONES

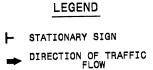


NOTES:

NEXT

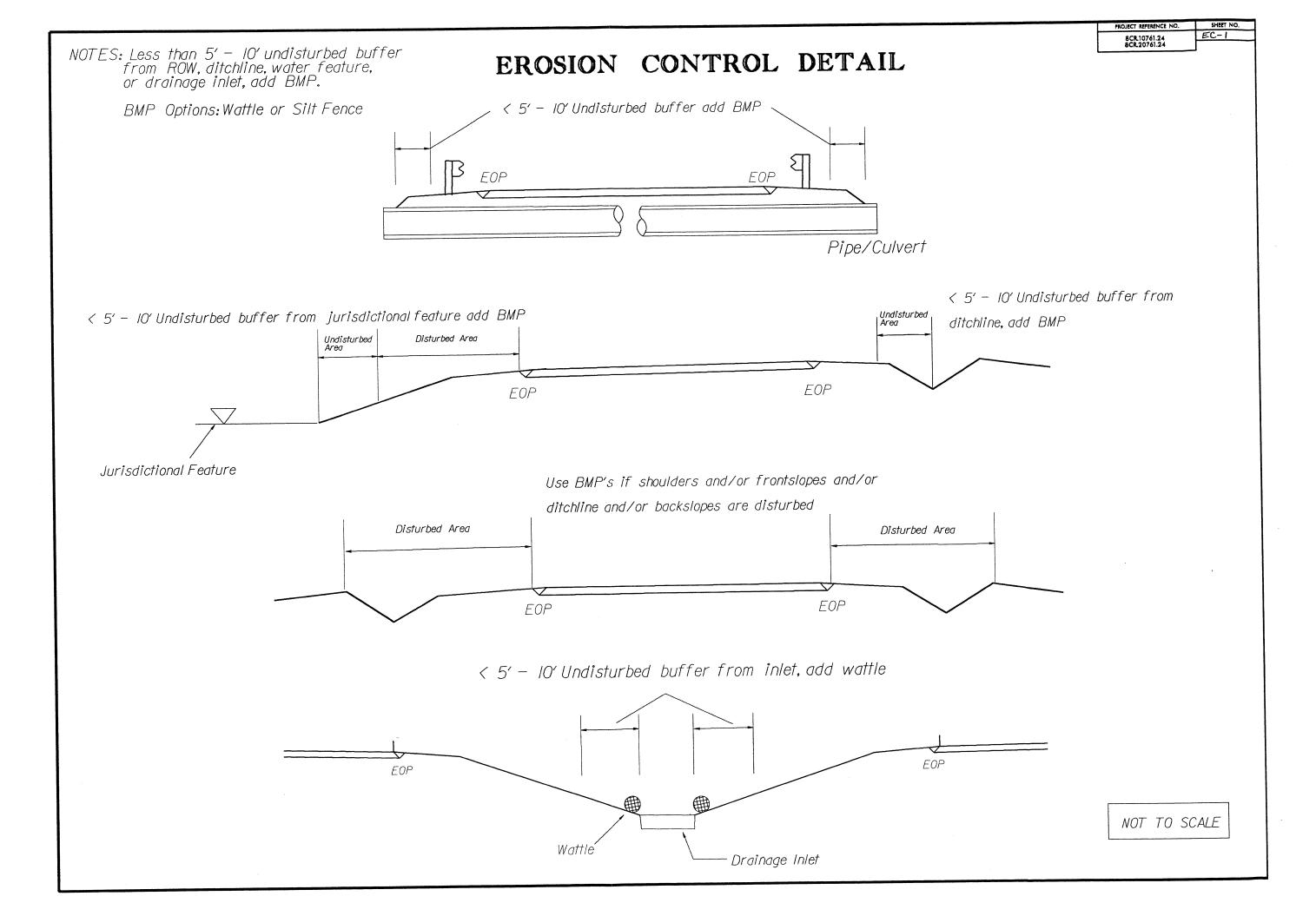
NEXT XX MILES 36" X 30"

- 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
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AND 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.





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

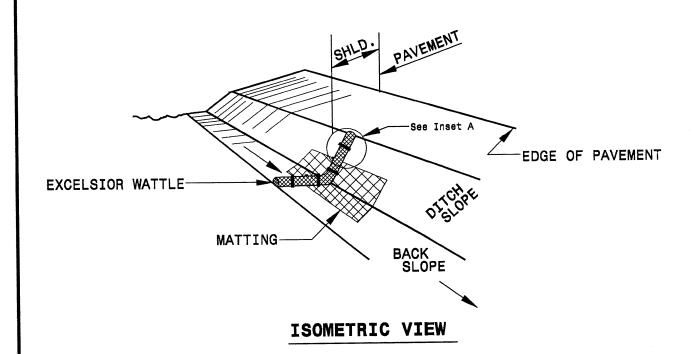


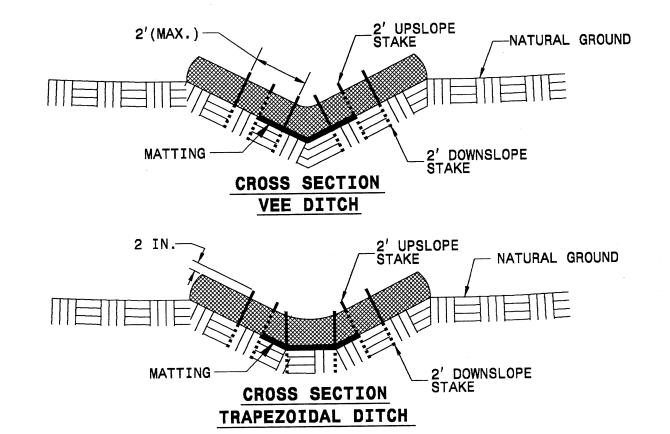
PROJECT REFERENCE NO. SHEET NO.

8CR.10761.24

8CR.20761.24

WATTLE DETAIL





NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

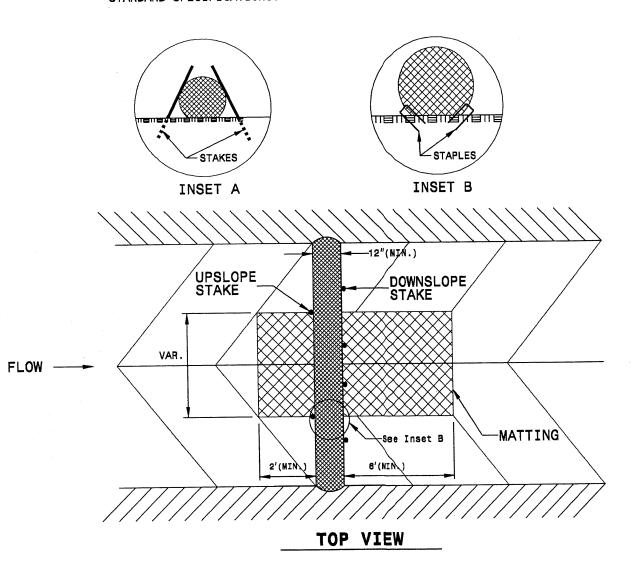
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

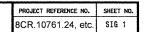
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

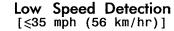
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

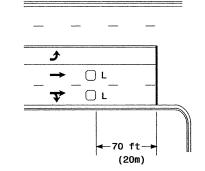
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

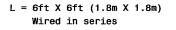


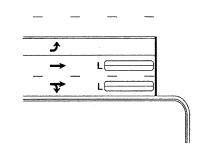




OR







 $L = 6ft \times 40ft (1.8m \times 12.0m)$ Quadrupole loop, wired separately

Right Turn Lane Detection

L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop

High Speed Detection [>40 mph (64 km/hr)]

OR

Speed Limit

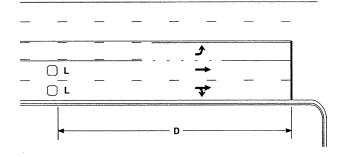
mph (km/hr)

50 (80)

(64)

(72)

40



Spee	d Limit	D								
mph	(km/hr)	ft	(m)							
40	(64)	250	(75)							
45	(72)	300	(90)							
50	(80)	355	(110)							
55	(88)	420	(130)							

 $L = 6ft \times 6ft (1.8m \times 1.8m)$ Wired in series for TS1 Controllers Wired separately for TS2,

170, and 2070L Controllers

420 (130) 110 (35) "Stretch" Operation

355 (110) 100 (30)

ft (m)

(27)

80 (25)

90

D1

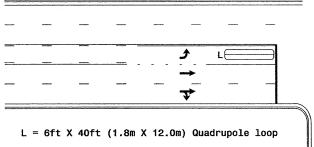
ft (m)

250 (75)

300 (90)

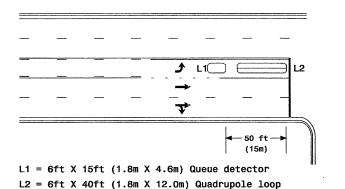
Left Turn Lane Detection

OR



Volume Density Operation

Presence Loop Detection



→ □L2

→ □ L2

◄--- D2 ·

L1 = 6ft X 6ft

L2 = 6ft X 6ft

(1.8m X 1.8m)

(1.8m X 1.8m)

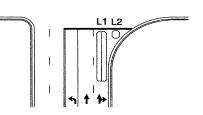
Wired in series

Wired in series

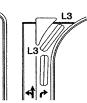
Queue Loop Detection

Standard Turn

L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop Wired in series



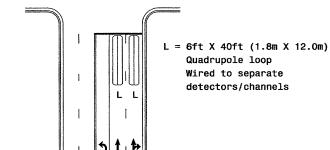
Wide Radius Turn



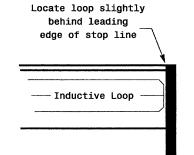
Channelized Turn

Wired separately

Side Street Detection



Presence Loop Placement at Stop Lines



Note: Loop may be located in advance of stop line when stop line is greater than 15' (4.5m) from edge of intersecting roadway; or, when loop detects a permissive or protected/permissive left turn.

Single 6' X 6' (1.8m X 1.8m)

loop (wired separately):

Toob (MI) Ca Sci	paracory,
Length of Lead-in ft (m)	Number of Turns
< 250 (75)	3
250-375 (75-115)	4
375-525 (115-160)	5
> 525 (160)	6

Recommended Number of Turns

Quadrupole loops: Use 2-4-2 turns

6' X 15' (1.8m X 4.6m) Loops: Lead-in < 150' (45 m), use 2 turns Lead-in > 150' (45 m), use 3 turns



Typical Loop Locations

PLAN DATE: JUINE 2006 REVIEWED BY: PREPARED BY: P L Alexander REVIEWED BY: ▼Revise pavement marKings

N/A