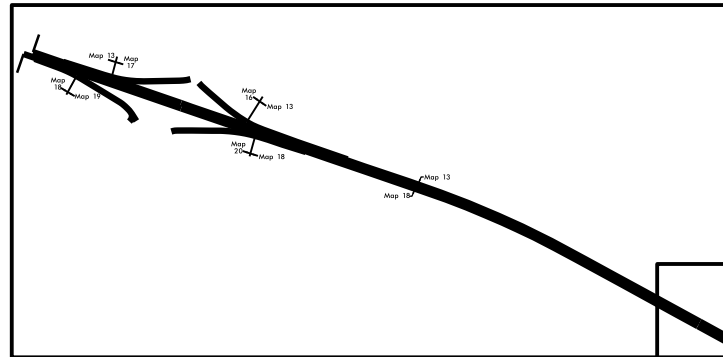




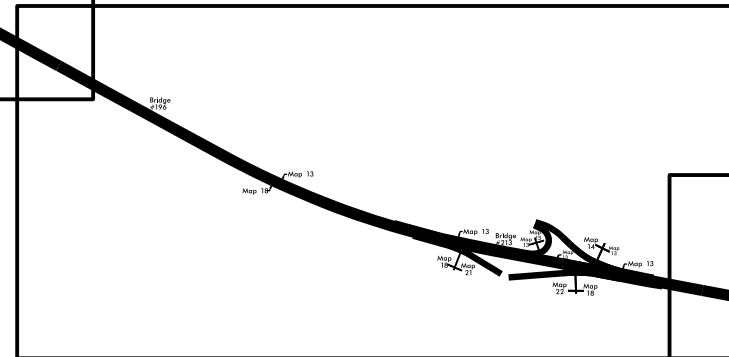
MAPS 1,2,3,4,6
US42/I40/BUS 140
WEST BOUND NORTH BOUND RAMPS

ALL WORK ON THESE MAPS TO BE
NIGHT TIME ONLY
7 P.M. TO 6 A.M., Monday-Sunday.

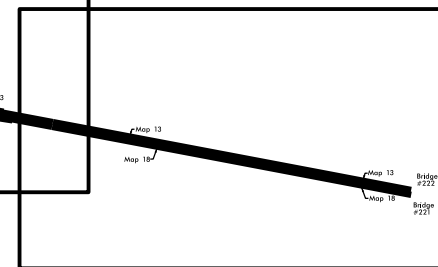
FORSYTH COUNTY
NORTH CAROLINA



Northbound- Sheet 7
Southbound- Sheet 7

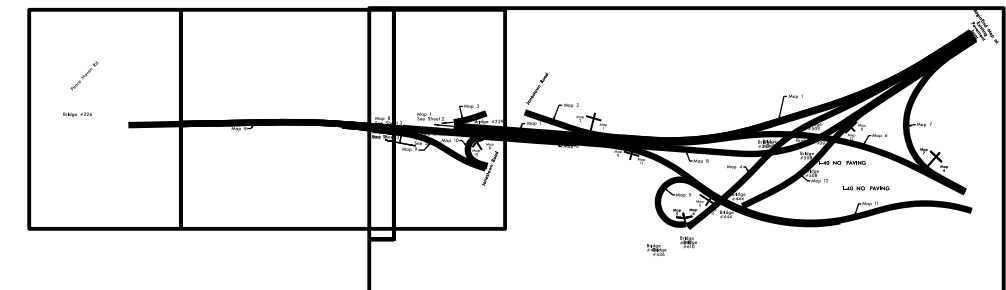


Northbound- Sheet 6
Southbound- Sheet 6



Northbound- Sheet 5
Southbound- Sheet 5

Northbound- Sheet 2
Southbound- Sheet 3



Northbound- Sheet 1
Westbound
Southbound- Sheet 4
Eastbound

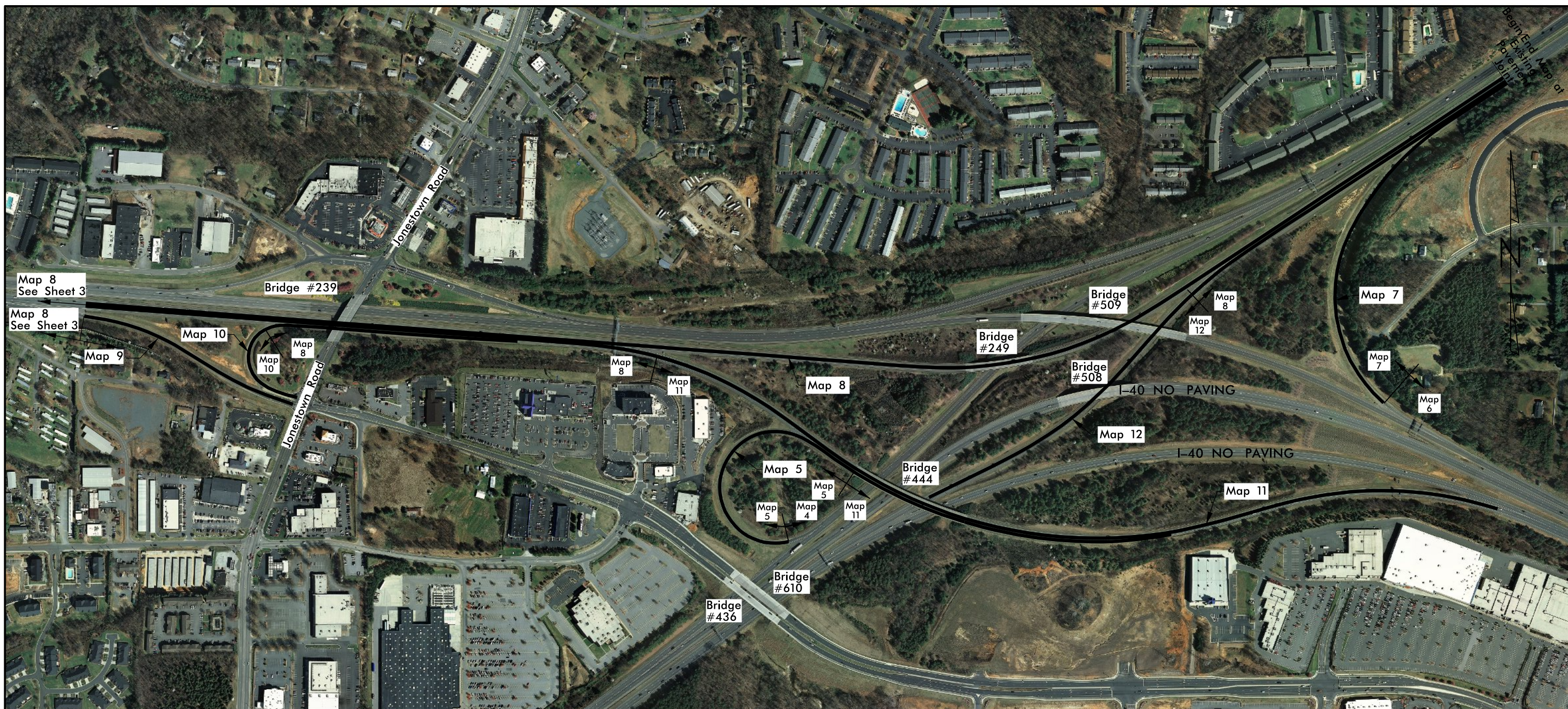


MAP 1
US 421
NORTH BOUND
ALL WORK ON THESE MAPS TO BE
NIGHT TIME ONLY
7 P.M. TO 6 A.M., Monday-Sunday.



MAP 8
US 421
SOUTH BOUND

ALL WORK ON THESE MAPS TO BE
NIGHT TIME ONLY
7 P.M. TO 6 A.M., Monday-Sunday.



MAP 5,7,8,9,10,11,12
 US42/I40/BUS I40
 EAST BOUND SOUTH BOUND RAMPS

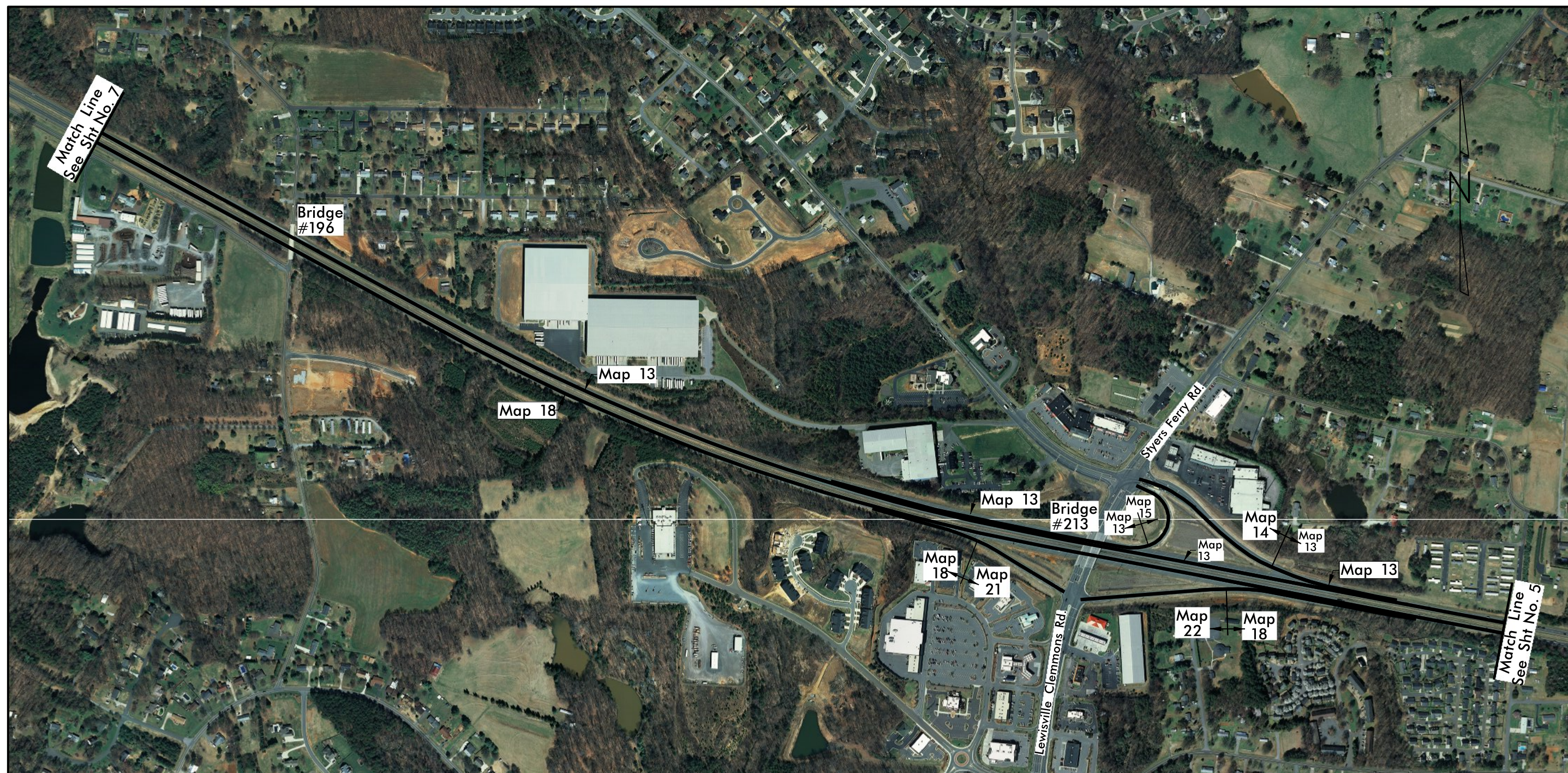
ALL WORK ON THESE MAPS TO BE
 NIGHT TIME ONLY
 7 P.M. TO 6 A.M., Monday-Sunday.

FORSYTH COUNTY
 NORTH CAROLINA



MAPS 13
US421
WEST BOUND/NORTH BOUND RAMPS
MAPS 18
US421
EAST BOUND/SOUTH BOUND RAMPS
ALL WORK ON THESE MAPS TO BE
NIGHT TIME ONLY
7 P.M. TO 6 A.M., Monday-Sunday.

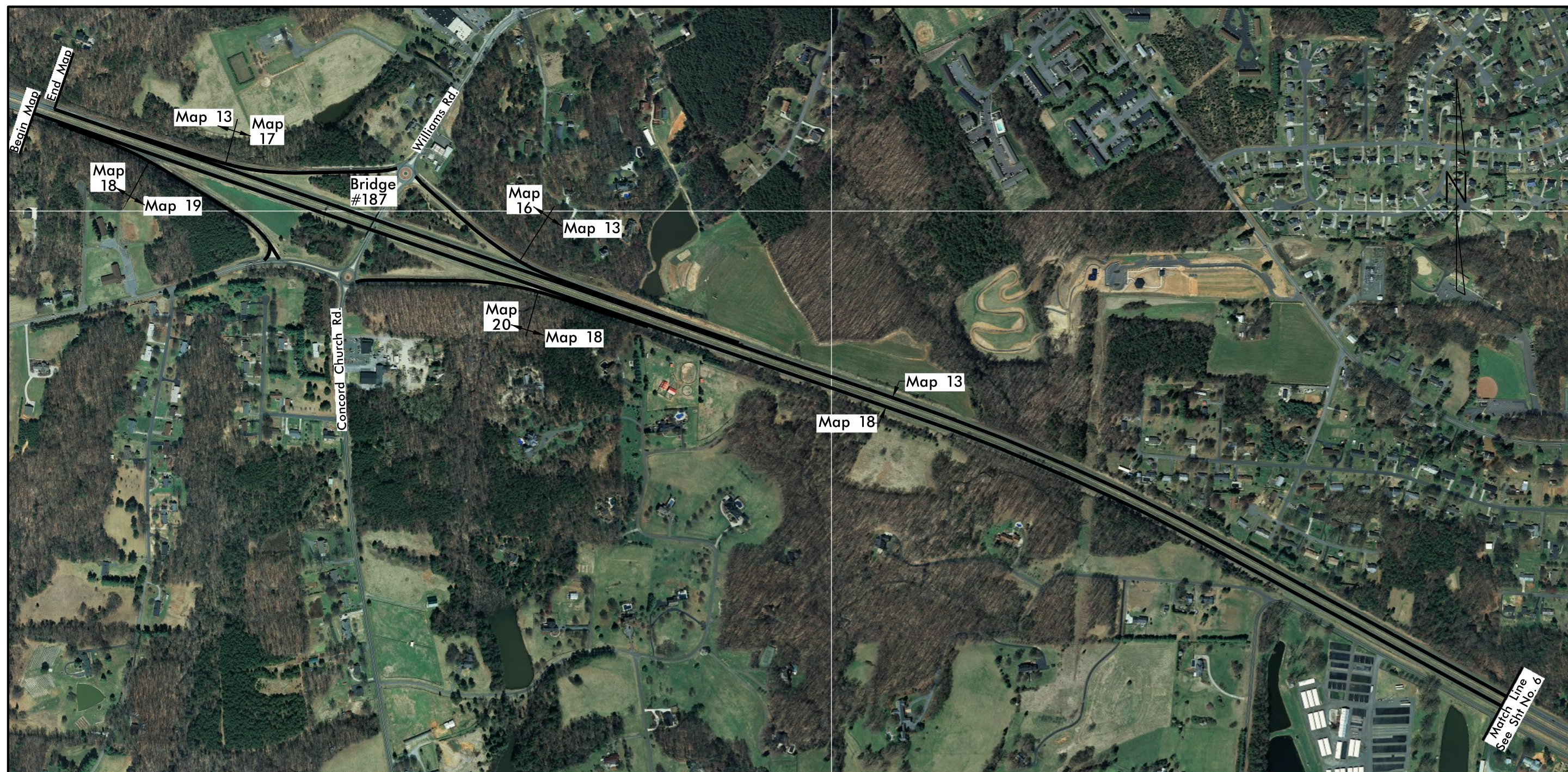
FORSYTH COUNTY
NORTH CAROLINA



MAPS 13,14,15
 US421
 WEST BOUND/NORTH BOUND RAMPS
 MAPS 18,21,22
 US421
 EAST BOUND/SOUTH BOUND RAMPS

ALL WORK ON THESE MAPS TO BE
 NIGHT TIME ONLY
 7 P.M. TO 6 A.M., Monday-Sunday.

FORSYTH COUNTY
 NORTH CAROLINA

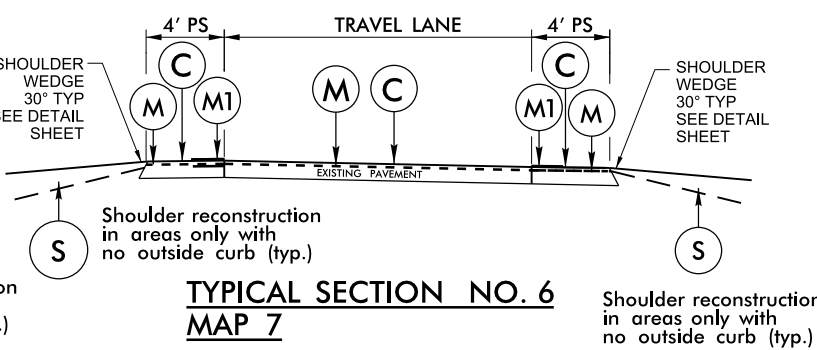
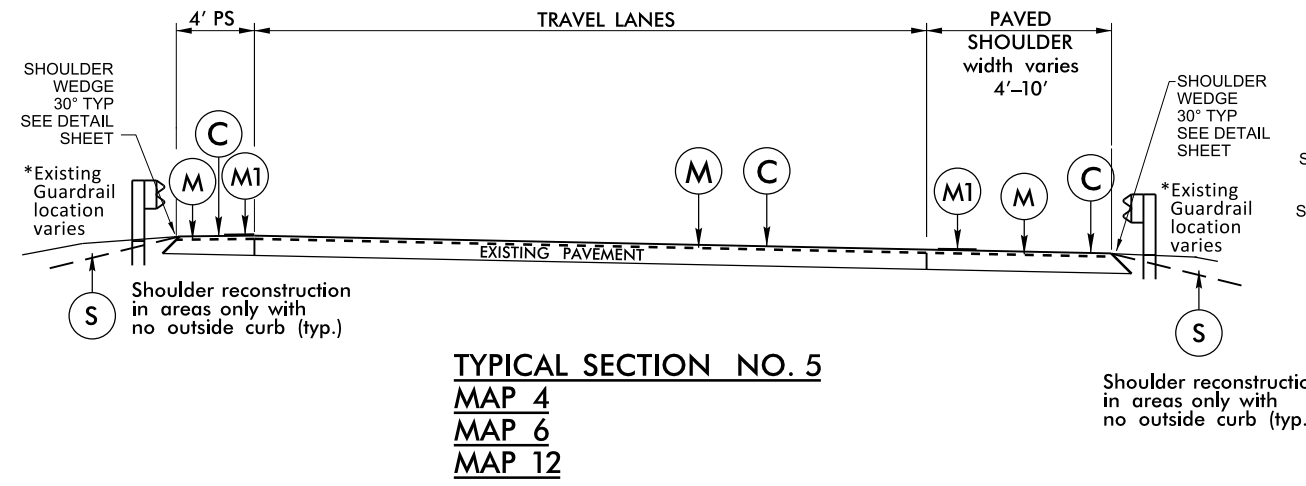
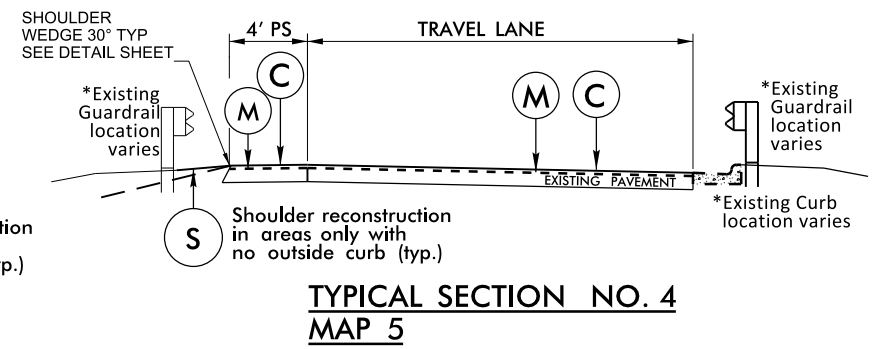
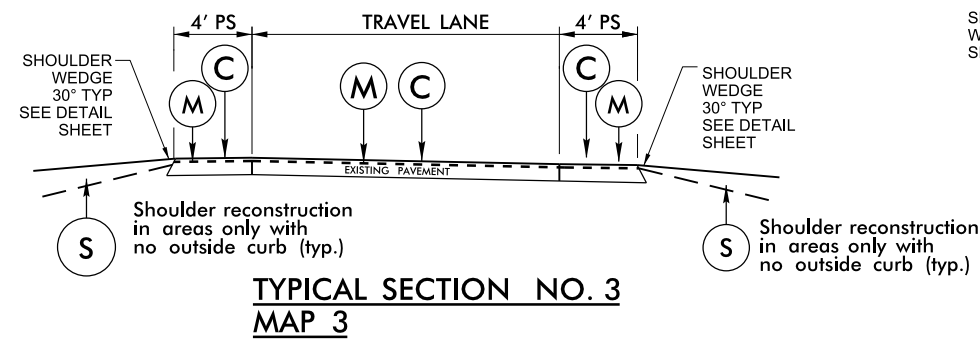
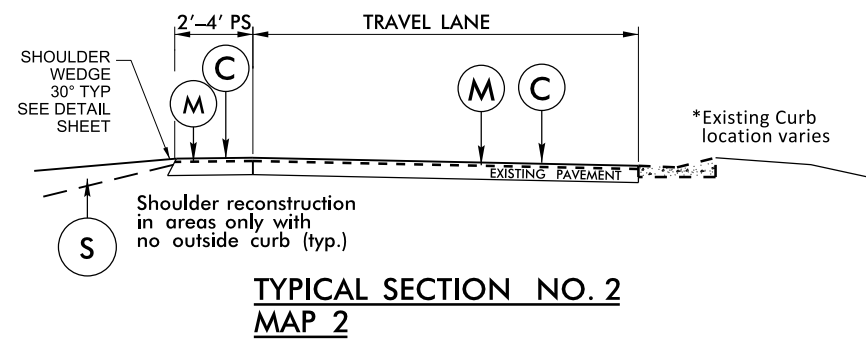
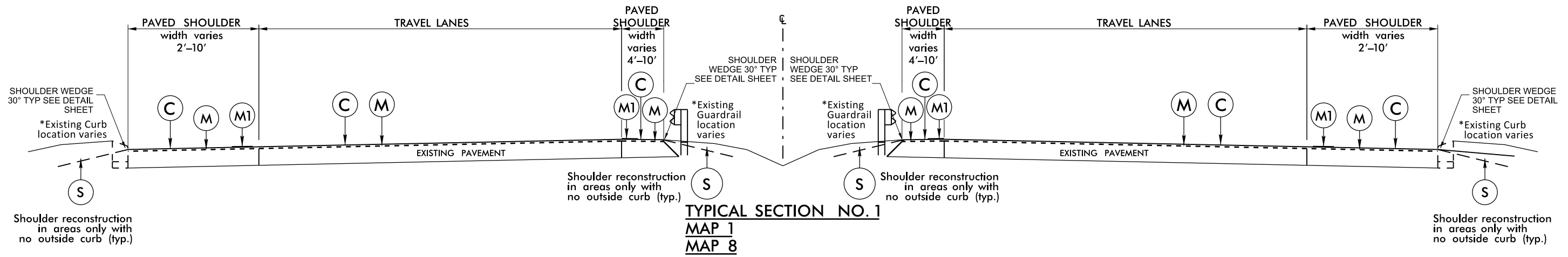


MAPS 13,16,17
US421
WEST BOUND/NORTH BOUND RAMPS

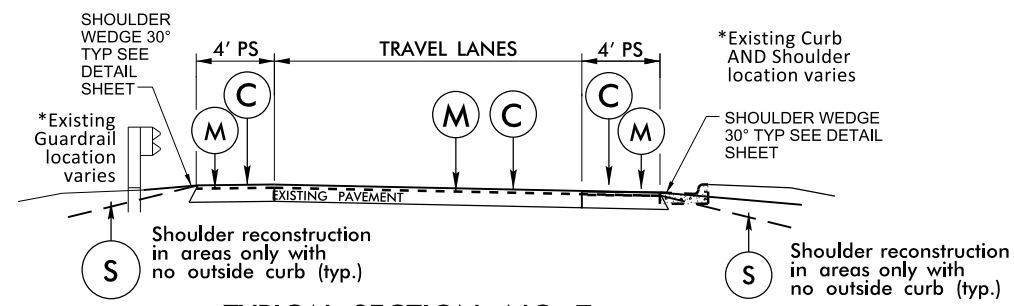
MAPS 18,19,20
US421
EAST BOUND/SOUTH BOUND RAMPS

ALL WORK ON THESE MAPS TO BE
NIGHT TIME ONLY
7 P.M. TO 6 A.M., Monday-Sunday.

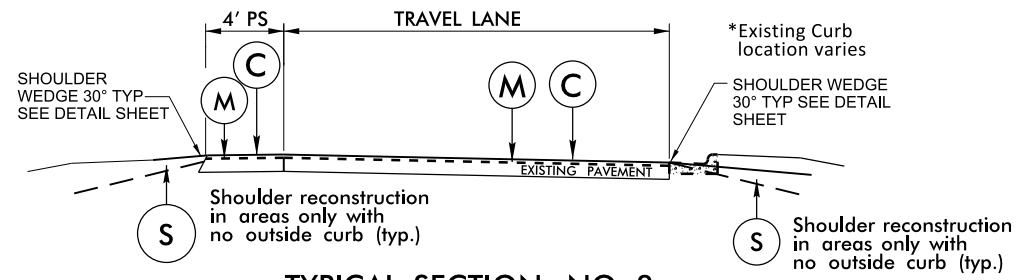
FORSYTH COUNTY
NORTH CAROLINA



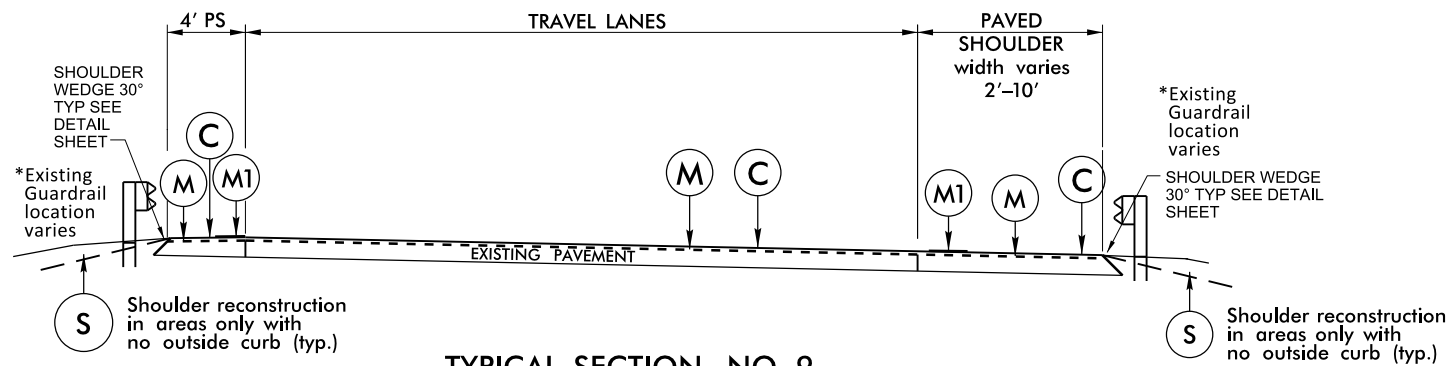
PAVEMENT SCHEDULE	
C	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, APPLIED AT AN AVERAGE RATE OF 224 LBS PER SQ. YD.
M	MILLING ASPHALT PAVEMENT, 2" DEPTH
M1	MILLED RUMBLE STRIP
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



TYPICAL SECTION NO. 7
MAP 9

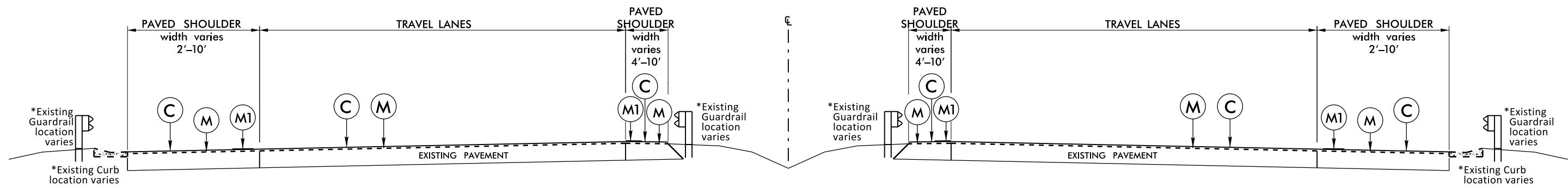


TYPICAL SECTION NO. 8
MAP 10

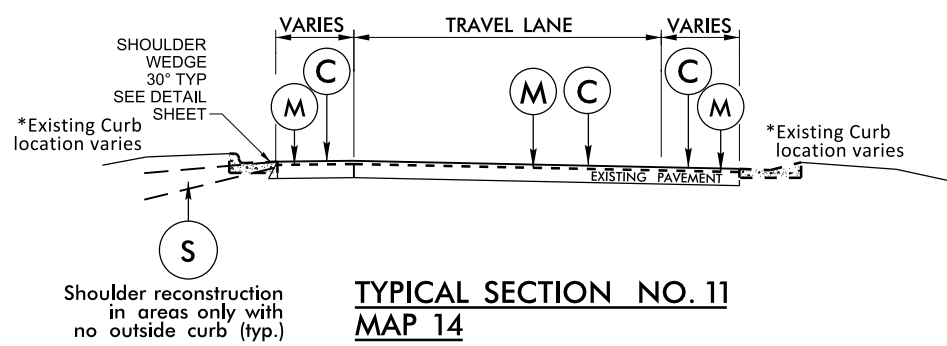


TYPICAL SECTION NO. 9
MAP 11

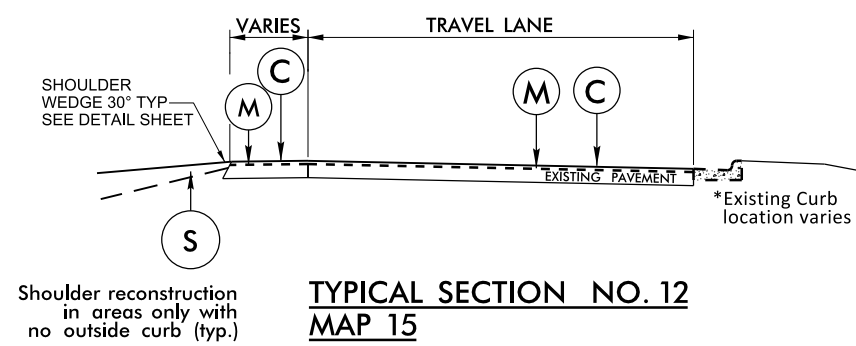
PAVEMENT SCHEDULE	
C	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, APPLIED AT AN AVERAGE RATE OF 224 LBS PER SQ. YD.
M	MILLING ASPHALT PAVEMENT, 2" DEPTH
M1	MILLED RUMBLE STRIP
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



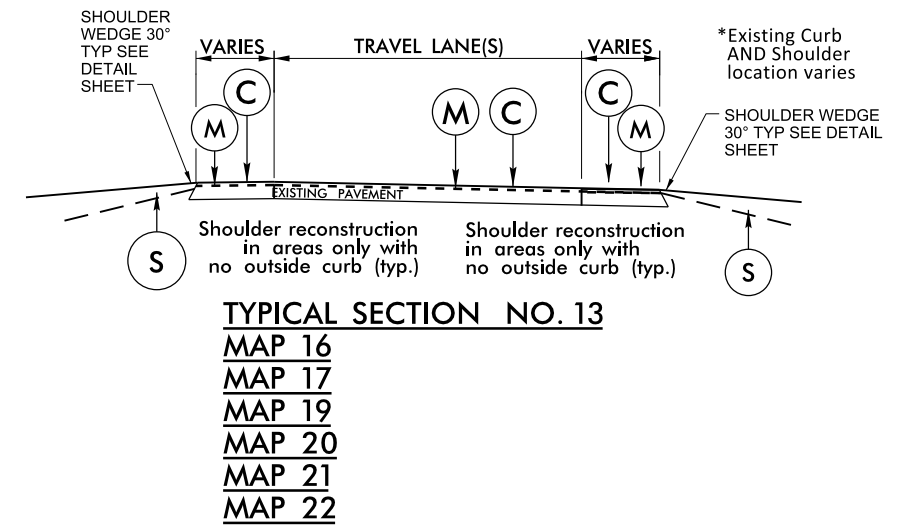
TYPICAL SECTION NO. 10
 MAP 13
 MAP 18



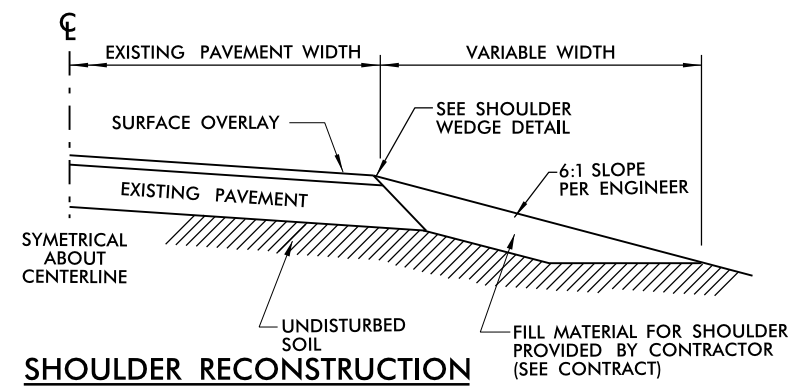
TYPICAL SECTION NO. 11
 MAP 14



TYPICAL SECTION NO. 12
 MAP 15

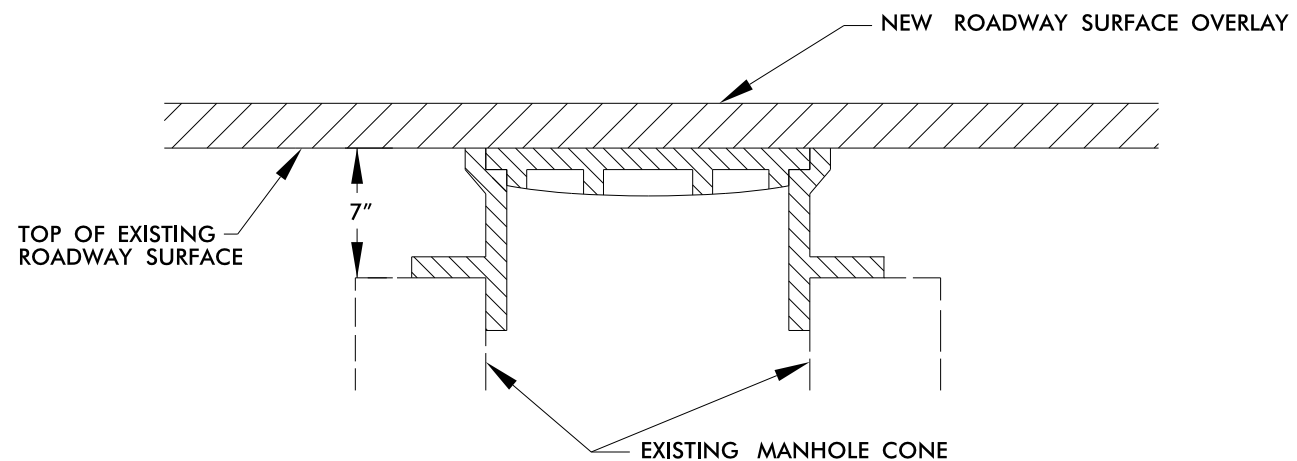
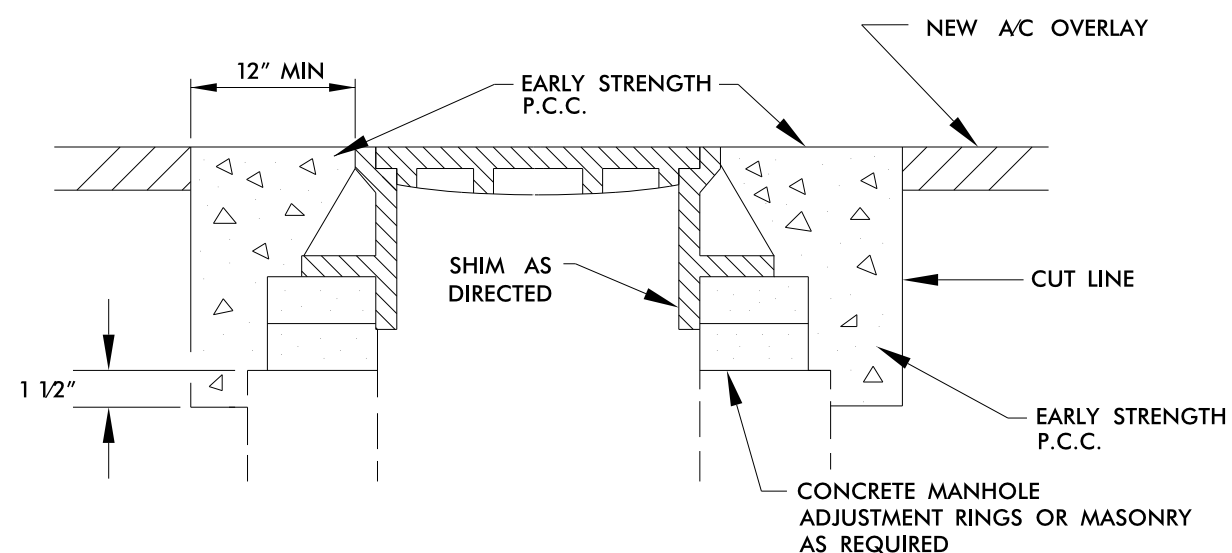


TYPICAL SECTION NO. 13
 MAP 16
 MAP 17
 MAP 19
 MAP 20
 MAP 21
 MAP 22



SHOULDER RECONSTRUCTION

PAVEMENT SCHEDULE	
C	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, APPLIED AT AN AVERAGE RATE OF 224 LBS PER SQ. YD.
M	MILLING ASPHALT PAVEMENT, 2" DEPTH
M1	MILLED RUMBLE STRIP
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

**STEP 1****STEPS 2,3, & 4**

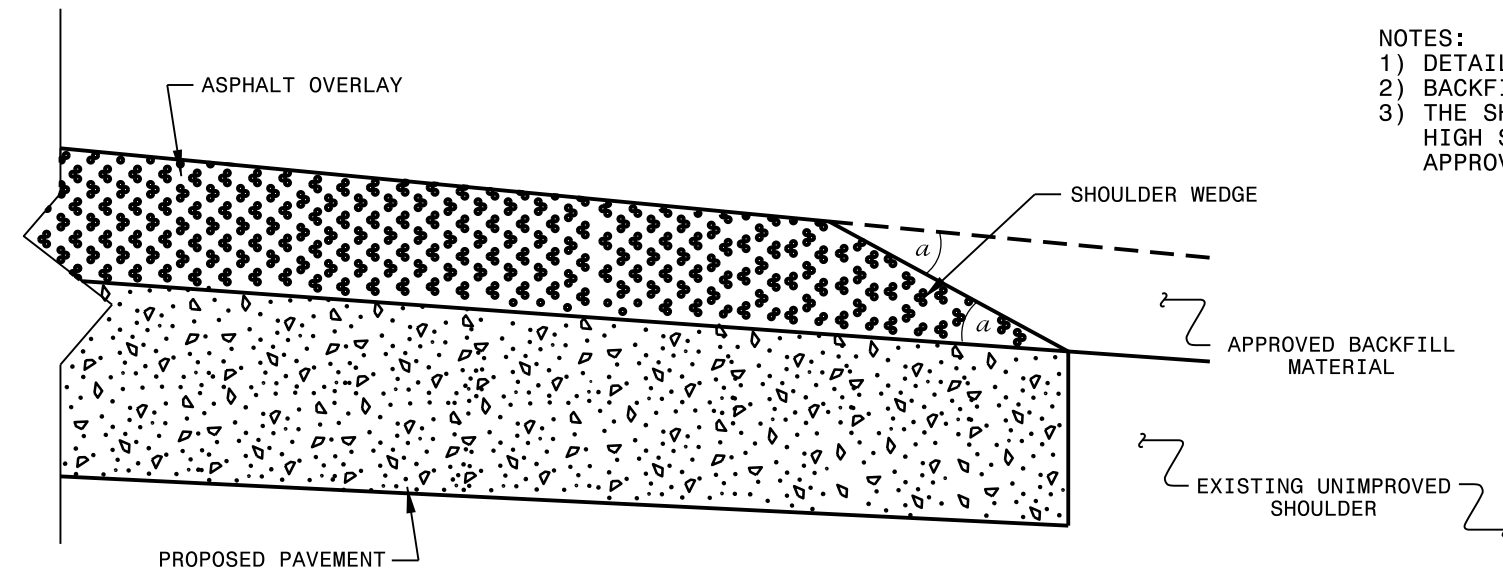
- STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE
- STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.
- STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.
- STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS AS DIRECTED.

MANHOLE ADJUSTMENT DETAIL**CONSTRUCTION NOTES:**

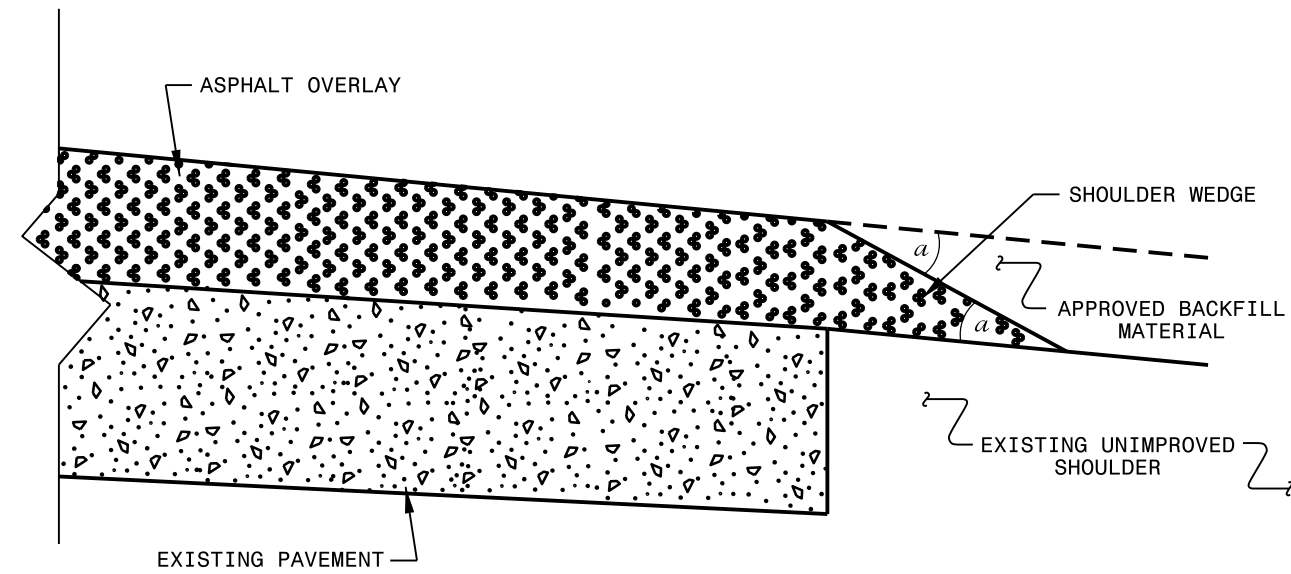
- ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".
- CONSTRUCTION SHALL PROGRESS IN PHASES, IN THE ORDER INDICATED BELOW:
 - PHASE 1 - MILLING AND PATCHING (WHEN REQUIRED)
 - PHASE 2 - SURFACE OVERLAY
 - PHASE 3 - SHOULDER DROP-OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)
 - PHASE 4 - UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVE/METER BOX RING/COVER, CATCH BASIN GRATE/COVER, DROP INLET GRATE/COVER, ETC.) WHEN REQUIRED.
- BRIDGES THAT HAVE FLOOR DRAINS, SHALL HAVE ALL FLOOR DRAINS LEFT OPEN. EXTRA CARE SHALL BE EXERCISED IN MILLING (IF REQUIRED) AND IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE.
- TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).
- FOR TWO-LANE ROADWAYS - IT SHALL BE UNDERSTOOD THAT TYPICALLY ON A ROADWAY MEASURING 20 FEET OR LESS IN WIDTH, THE CENTER OF THE WHITE EDGELINE SHALL BE LOCATED SIX INCHES FROM THE EDGE OF PAVEMENT ON EITHER SIDE OF THE ROADWAY; ON A ROADWAY MEASURING 22 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 10 FEET FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 24 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 11 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 26 FEET OR MORE IN WIDTH, TRAVEL LANES SHALL MEASURE 12 FEET AND THE WHITE EDGELINE SHALL BE LOCATED NO LESS THAN ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE. THIS SHALL BE STANDARD PRACTICE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.
- ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.
- REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y-LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION

NOTES:

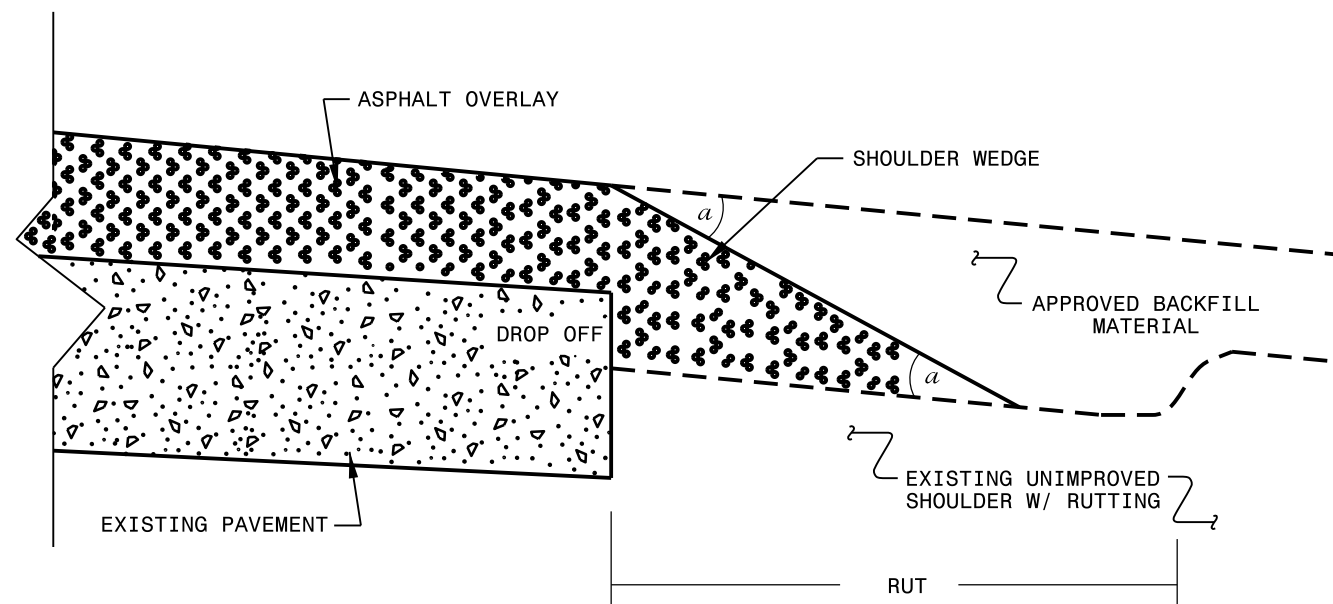
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ Widening or
 with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	2/2/16
CHECKED BY:		DATE:	
FILE SPEC.:	szusr/details/stand/shoulderwedgedetail.dgn		

24-MAR-2016 11:45
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 \$\$\$USERNAME\$\$\$

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.09.21.10341.1	13	

SUMMARY OF QUANTITIES

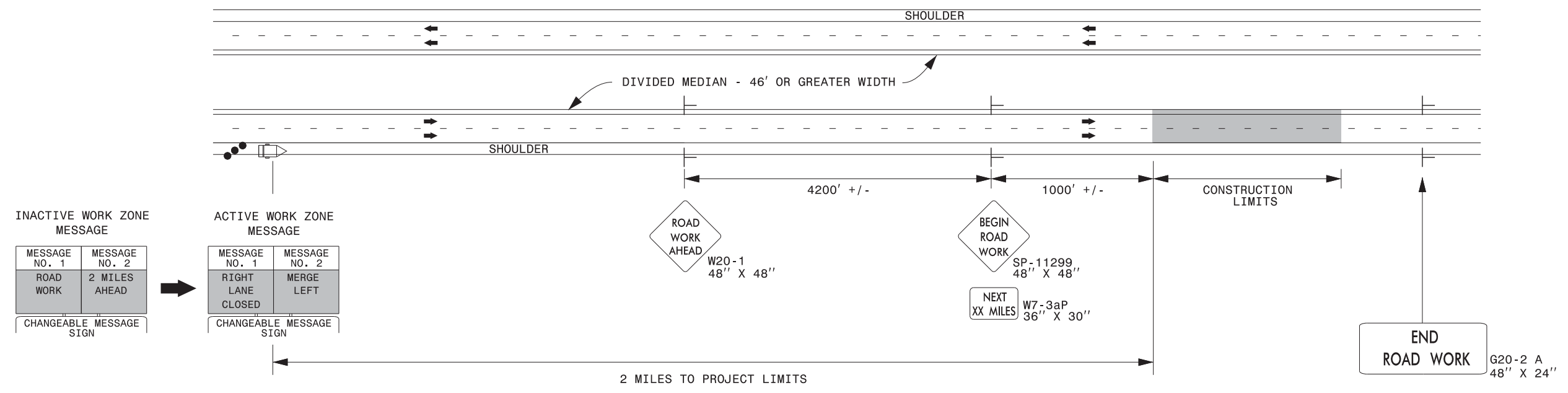
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVEMENT, 2" DEPTH	SURFACE COURSE, 59.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	MILLED RUMBLE STRIPS Std. 665.01	ADJ. OF MANHOLES	PORTABLE LIGHTING	TEMP SILT FENCE	WATTLE	
																								NO
		1	NORTH BOUND US421	FROM PVMT JT. EAST OF EXIT 1 I-40 WEST BOUND RAMP TO GRASS GORE AT ON RAMP FROM JONESTOWN RD. (INCLUDES RT. EXIT LANE TO JONESTOWN RD. EXIT RAMP)	1	2	MD	NO	NO	1.297	varies 12-26	84		0.70	17,107	2,609	154	100	7,085	1	1	281	28	
		1	NORTH BOUND US421	FROM GRASS GORE AT ON RAMP FROM JONESTOWN RD. TO GRASS GORE AT EXIT 240 PEACE HAVEN RD.	1	2	MD	NO	NO	0.813	varies 36-50	49		0.41	27,226	3,361	198		8,585			162	16	
		TOTAL FOR MAP NO. 1								2.11		133		1.11	44,333	5,970	352	100	15,670	1	1	443	44	
		2	NORTH BOUND US421_JONESTOWN RD. EXIT RAMP	FROM GRASS GORE TO E.O.P. JONESTOWN RD.	2	3	MU	NO	NO	0.14	varies 23-38	18		0.15	2,779	344	20					62	6	
		TOTAL FOR MAP NO. 2								0.14		18		0.15	2,779	344	20					62	6	
		3	NORTH BOUND US421_JONESTOWN RD. ON RAMP	FROM E.O.P. JONESTOWN RD. TO GRASS GORE	3	1	MU	NO	NO	0.081	varies 24-26	20	54	0.17	1,141	141	8					67	7	
		TOTAL FOR MAP NO. 3								0.081		20	54	0.17	1,141	141	8					67	7	
		4	NORTH BOUND US421_I-40 WESTBOUND RAMP	FROM PVMT. JT. EAST OF EXIT 1 I-40 WB/ NB US421RAMP TO GRASS GORE AT EB I-40 RAMP (INCL. LEFT LANE FROM PVMT. JT TO GRASS GORE AT RAMP TO WB I-40)	5	2	MD	NO	NO	0.56	varies 24-38	100		0.83	13,067	1,864	110		5,914			332	33	
		TOTAL FOR MAP NO. 4								0.56		100		0.83	13,067	1,864	110		5,914			332	33	
		5	NORTH BOUND US421_I-40 EASTBOUND RAMP	FROM PAVEMENT JT. AT GRASS GORE AT EXIT TO EAST BOUND I-40 RAMP TO BRIDGE # 444	4	2	MD	NO	NO	0.274	20	32		0.27	3,858	399	24					108	11	
		TOTAL FOR MAP NO. 5								0.274		32		0.27	3,858	399	24					108	11	
		6	WEST BOUND I-40 NORTH BOUND US421 RAMP	FROM EXISTING PVMT JT AT GRASS GORE AT EXIT 188 TO GORE AT ON RAMP FROM JONESTOWN RD	5	2	MU	NO	NO	1.086	varies 34-36	54		0.45	23,826	2,948	174		4,512			180	18	
		TOTAL FOR MAP NO. 6								1.086		54		0.45	23,826	2,948	174		4,512			180	18	
		7	WEST BOUND I-40 SOUTH BOUND US421 RAMP	FROM GRASS GORE TO PVMT. JT EAST OF GRASS GORE AT SB US 421	6	2	MU	NO	NO	0.269	varies 24-26	65		0.54	3,788	663	39		2,841			216	22	
		TOTAL FOR MAP NO. 7								0.269		65		0.54	3,788	663	39		2,841			216	22	
		8	SOUTH BOUND US421	FROM GRASS GORE AT ON RAMP FROM PEACE HAVEN RD. TO GRASS GORE AT EXIT 239 RAMP TO JONESTOWN RD.	1	2	MU	NO	NO	0.668	varies 56-60	46		0.38	20,917	2,810	166		7,054			152	15	
		8	SOUTH BOUND US421	FROM GRASS GORE AT EXIT 239 TO PVMT. JT EAST OF GRASS GORE AT ON RAMP FROM WEST BOUND I-40 SOUTH BOUND US421 ON RAMP	1	2	MU	NO	NO	1.365	varies 28-38	144		1.20	39,386	5,121	302		13,291			480	48	
		TOTAL FOR MAP NO. 8								2.033		190		1.58	60,303	7,931	468		20,345			632	63	
		9	SOUTH BOUND US421 JONESTOWN RD. EXIT RAMP	FROM GRASS GORE TO EDGE OF PAVEMENT AT JONESTOWN RD.	7	1	MU	NO	NO	0.221	varies 24-36	53	75	0.44	3,538	439	26					176	18	
		TOTAL FOR MAP NO. 9								0.221		53	75	0.44	3,538	439	26					176	18	
		10	SOUTH BOUND US421 JONESTOWN RD. ON RAMP	FROM EDGE OF PAVEMENT AT JONESTOWN RD. TO GRASS GORE	8	2	MU	NO	NO	0.1	20	12		0.10	1,173	146	9					40	4	
		TOTAL FOR MAP NO. 10								0.1		12		0.10	1,173	146	9					40	4	
		11	SOUTH BOUND US421_I-40 EASTBOUND RAMP	BEGIN MAP AT BRIDGE #444 TO END OF CONC. GORE AT I-40 EASTBOUND MERGE	9	2	MU	NO	NO	0.824	varies 38-44	113		0.94	17,350	2,147	127		7,466			376	38	
		TOTAL FOR MAP NO. 11								0.824		113		0.94	17,350	2,147	127		7,466			376	38	
		12	EAST BOUND I-40 SOUTH BOUND US421 RAMP	FROM GRASS GORE AT I-40 EAST BOUND RAMP TO GRASS GORE AT MERGE FROM SOUTH BOUND US 421	5	2	MU	NO	NO	0.333	38	80		0.67	7,424	919	54		3,516			266	27	
		TOTAL FOR MAP NO. 12								0.333		80		0.67	7,424	919	54		3,516			266	27	
		13	NORTH BOUND US421	FROM BRIDGE NO. 222 (SHT. NO.5) TO PAVEMENT JT. WEST OF WILLIAMS RD. NORTHBOUND ON RAMP (SHT. NO.7)	10	2	MD	NO	NO	4.219	varies 29-80	506		7.20	95,240	11,784	695		44,553			2,880	288	
		TOTAL FOR MAP NO. 13								4.219		506		7.20	95,240	11,784	695		44,553			2,880	288	
		14	NORTH BOUND US 421 LEWISVILLE CLEMMONS RD EXIT RAMP	FROM GRASS GORE @ EXIT #242 TO E.O.P @ LEWISVILLE CLEMMONS RD. SR 1103	11	2	MD	NO	NO	0.176	varies 27-66	11		0.18	5,358	662	39					72	7	
		TOTAL FOR MAP NO. 14								0.176		11		0.18	5,358	662	39					72	7	
		15	NORTH BOUND US 421 LEWISVILLE CLEMMONS RD ON RAMP	FROM E.O.P @ LEWISVILLE CLEMMONS RD. SR 1103 TO GRASS GORE	12	2	MD	NO	NO	0.096	23	6		0.10	1,295	161	9					40	4	
		TOTAL FOR MAP NO. 15								0.096		6		0.10	1,295	161	9					40	4	
		16	NORTH BOUND US 421 WILLIAMS RD EXIT RAMP	FROM GRASS GORE @ EXIT #244 TO E.O.P @ WILLIAMS RD	13	2	MD	NO	NO	0.152	20	18	96	0.30	1,784	222	13					120	12	
		TOTAL FOR MAP NO. 16								0.152		18	96	0.30	1,784	222	13					120	12	
		17	NORTH BOUND US 421 WILLIAMS RD ON RAMP	FROM E.O.P @ WILLIAMS RD. TO GRASS GORE	13	1	MU	NO	NO	0.189	20	23	132	0.38	2,218	275	16					152	15	
		TOTAL FOR MAP NO. 17								0.189		23	132	0.38	2,218	275	16					152	15	
		18	SOUTH BOUND US421	FROM PAVEMENT JT. WEST OF WILLIAMS RD. EXIT #244 RAMP GRASS GORE (SHT. NO.7) TO BRIDGE NO.221 (SHT. NO.5)	10	2	MU	NO	NO	4.25	varies 29-80	510		7.55	93,045	11,637	687		44,880			302	30	
		TOTAL FOR MAP NO. 18								4.25		510		7.55	93,045	11,637	687		44,880			302	30	
		19	SOUTH BOUND US421 WILLIAMS RD. EXIT RAMP	FROM GRASS GORE @ EXIT #244 TO E.O.P. AT WILLIAMS RD. SR 1173	13	1	MU	NO	NO	0.182	varies 20-22	22	100	0.36	2,343	291	17					144	14	
		TOTAL FOR MAP NO. 19								0.182		22	100	0.36	2,343	291	17					144	14	
		20	SOUTH BOUND US421 WILLIAMS RD. ON RAMP	FROM E.O.P AT WILLIAMS RD. SR 1173 TO GRASS GORE	13	2	MD	NO	NO	0.197	varies 21-41	24	100	0.39	3,216	399	24					156	16	
		TOTAL FOR MAP NO. 20								0.197		24	100	0.39	3,216	399	24					156	16	
		21	SOUTH BOUND US421 LEWISVILLE CLEMMONS RD. EXIT RAMP	FROM GRASS GORE @ EXIT 242 TO L/C RD. E.O.P.	13	2	MD	NO	NO	0.111	varies 17-25	13		0.22	2,045	253	15					88	9	
		TOTAL FOR MAP NO. 21								0.111		13		0.22	2,045	253	15					88	9	
		22	SOUTH BOUND US421 LEWISVILLE CLEMMONS RD. ON RAMP	FROM E.O.P. AT LEWISVILLE CLEMMONS RD TO GRASS GORE	13	2	MD	NO	NO	0.158	varies 15-30	19	84	0.32	2,474	307	18					128	13	
		TOTAL FOR MAP NO. 22								0.158		19	84	0.32	2,474	307	18					128	13	
		TOTAL FOR PROJ NO. 2017CPT.09.21.10341.1									17.761		2,022	641	24.25	391,598	49,902	2,944	100	149,697	1	1	6,980	699
		GRAND TOTAL									17.761		2,022	641	24.25	391,598	49,902	2,944	100	149,697	1	1	6,980	699

NOTE: All Quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received.

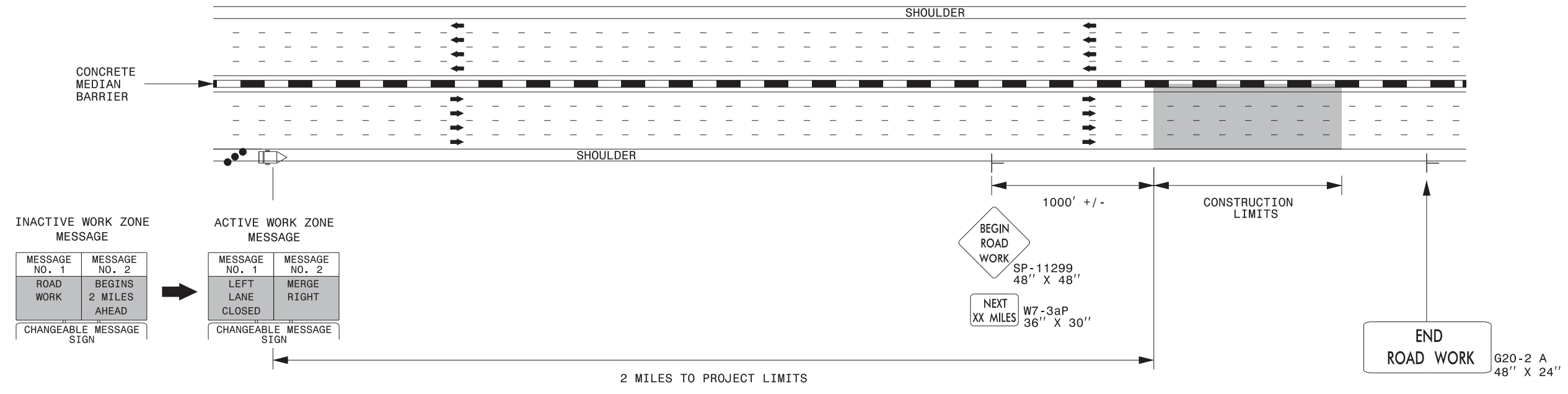
FORSYTH Resurfacing

									PROJECT NO.	SHEET NO.	
									2017CPT.09.21.10341.1	15	
Map No.	Route No.	Route Name	Bridge No.	Feature Intersected	Floor Construction	Clear Roadway Width (Ft)	Horizontal Clearance Under (Ft.)	Vertical Clearance Under	Length (Ft)	Posting	Recommended Treatment, From Bridge Maintenance
1,8	1891	PEACE HAVEN RD.	226	US421	NA	NA	71	15FT 11 IN WBL 14FT 05 IN EBL	231	NA	INFORMATION ONLY
1,6,8	SR 1122	JONESTOWN RD.	239	US421	NA	NA	71	17FT 00 IN WBL 16FT 10 IN EBL	256	NA	MILL UNDER MAINTAIN CLEARANCE
4	I-40	I-40	436	SR3153 Hanes Mall Blvd.	NA	NA	74	17FT 00 IN I-40 WBL 16FT 05 IN I-40 EBL	293	NA	INFORMATION ONLY
12	I-40	I-40	610	SR3153 Hanes Mall Blvd.	NA	NA	74	17FT 02 IN I-40 WBL 16FT 06 IN I-40 EBL	293	NA	INFORMATION ONLY
12	I-40	I-40	610	SR3153 Hanes Mall Blvd.	NA	NA	74	17FT 02 IN I-40 WBL 16FT 06 IN I-40 EBL	293	NA	INFORMATION ONLY
4,8	US421 EBL	US421 EB	249	I-40 BUS WBL	8 3/4 RC SLAB	40	47	17FT 02 IN EBL	318	NA	Do Not Pave on Bridge MILL UNDER MAINTAIN CLEARANCE
4,6,8,12	I-40 WBL RAMP	I-40 WBL RAMP	509	I-40 BUS & US421 EBL	8 3/4 RC SLAB	40	NA	17FT 3 IN 20FT 8 IN I-40 BUS EBL 27FT 3 IN I-40 BUS WBL	823	NA	Do Not Pave on Bridge MILL UNDER MAINTAIN CLEARANCE
4,5,11,12	US421 EBL RAMP	US421 EBL RAMP	444	I-40 & I-40 BUS	8 3/4 RC SLAB	48	53	18FT 8 IN 19FT 10 IN 40BUS EB 20FT 3 IN 40 BPY EB 24FT 11 IN 40BUS-WB	592	NA	Do Not Pave on Bridge MILL UNDER MAINTAIN CLEARANCE
12	I-40 WBL	I-40 WBL	508	I-40 BUS EBL	9 1/4 RC SLAB	56	NA	17FT 01 IN	394	NA	MILL UNDER MAINTAIN CLEARANCE
13	US421 NBL	US421 NBL	222	Muddy Creek	8 3/4" RC SLAB	77	NA	NA	213	NA	Do Not Pave on Bridge
13,15,18	SR1103	Lewisville-Clemmons Rd.	213	US421	8 1/2" RC SLAB	90.8	73.5	17FT 02 IN US421 EBL 17FT 09 IN US421 WBL	213	NA	MILL UNDER MAINTAIN CLEARANCE
13,18	SR1160	Reynolds Rd.	196	US421	6 3/4 RC SLAB	28	36.3	15FT 03 IN US421 EBL 15FT 08 IN US421 WBL	241	NA	MILL UNDER MAINTAIN CLEARANCE
13,18	SR1171	Concord Ch Rd .	187	US421	6 3/4 RC SLAB	28	36.3	15FT 03 IN US421 EBL 15FT 08 IN US421 WBL	211	NA	MILL UNDER MAINTAIN CLEARANCE
18	US421 SBL	US421 SBL	221	Muddy Creek	8 3/4" RC SLAB	77	NA	NA	213	NA	Do Not Pave on Bridge

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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

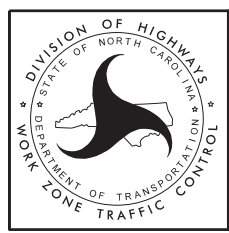


NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



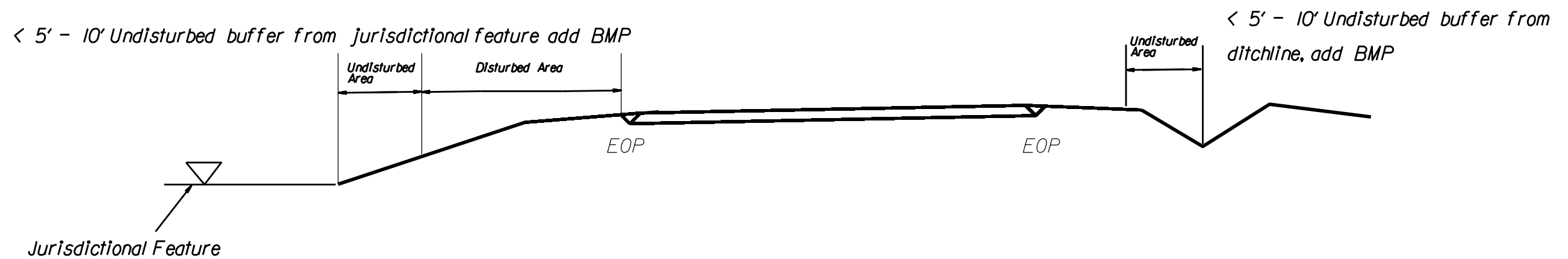
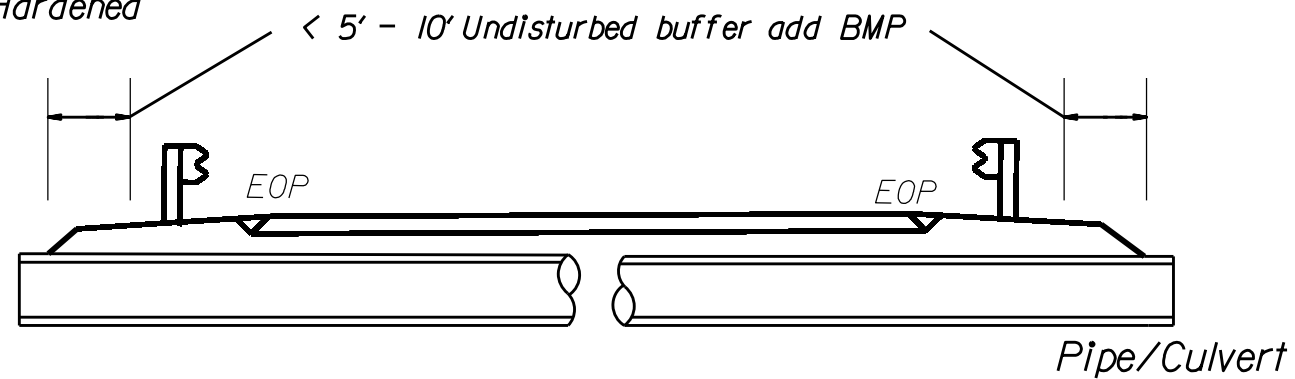
RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH

3/23/2015 C:\Users\rmgarrrett\Downloads\Resurfacing_AdvWarn_HSpd.dgn User:rmgarrrett

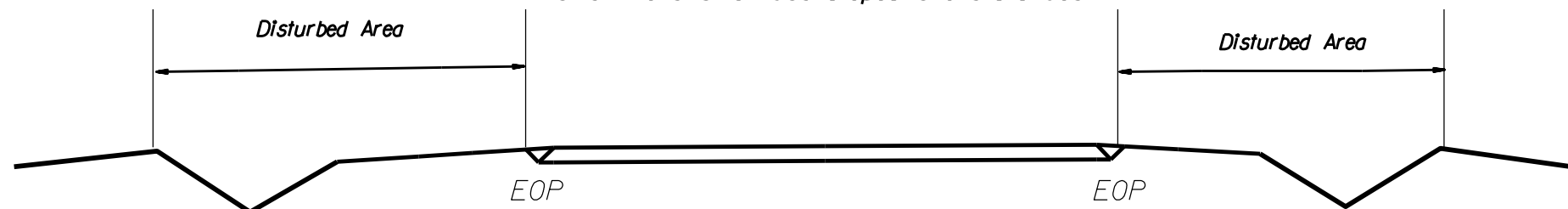
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

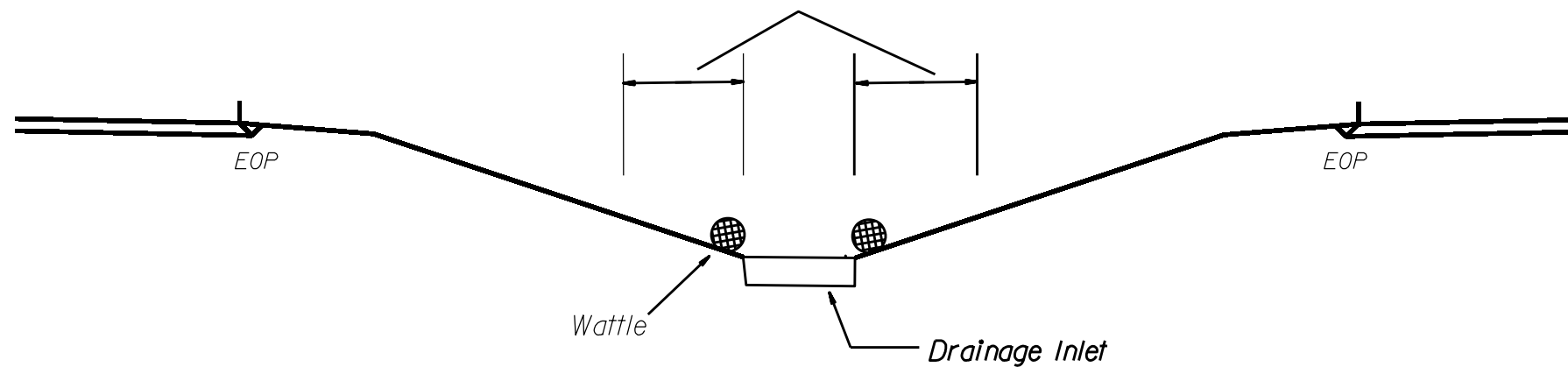
EROSION CONTROL DETAIL



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

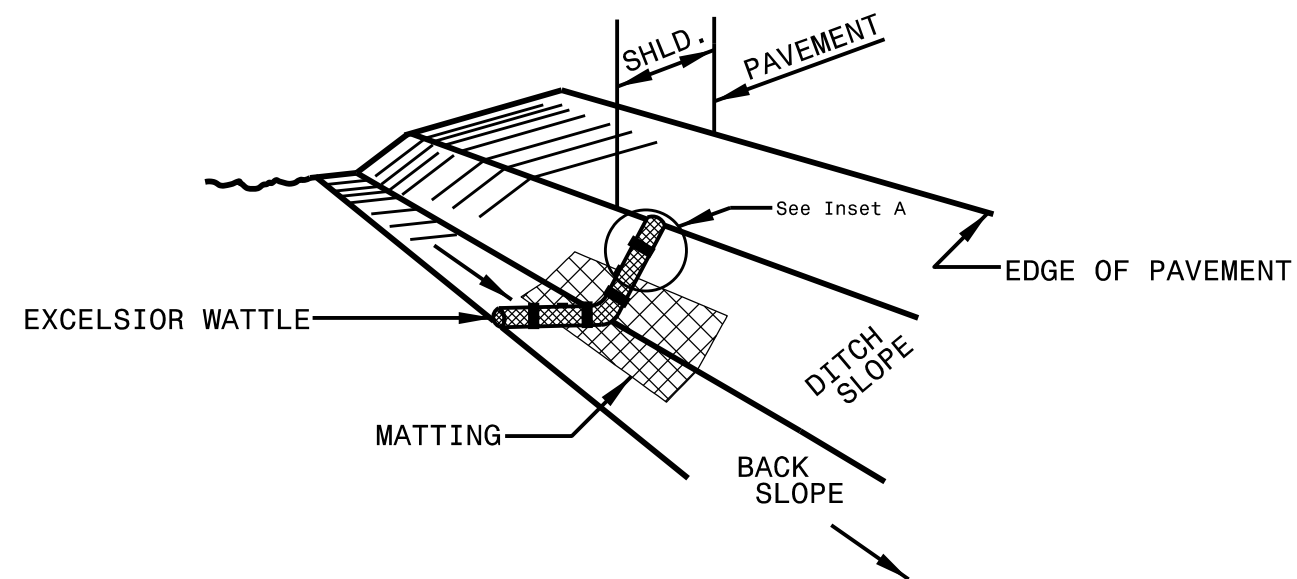


< 5' - 10' Undisturbed buffer from inlet, add wattle

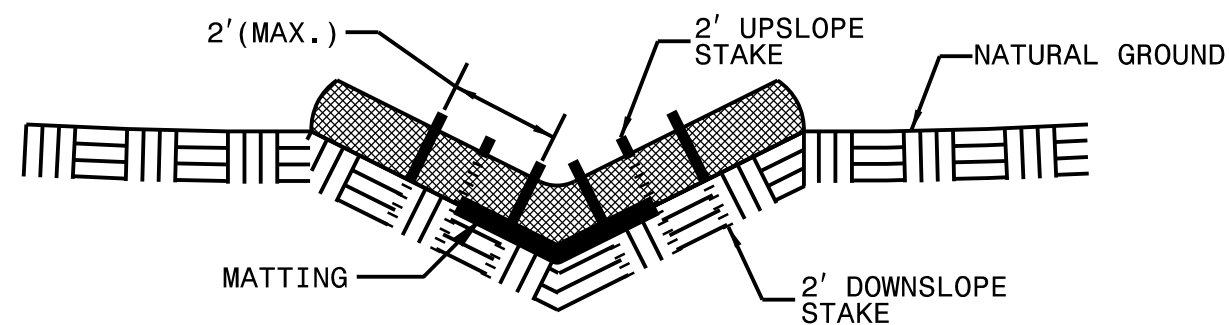


NOT TO SCALE

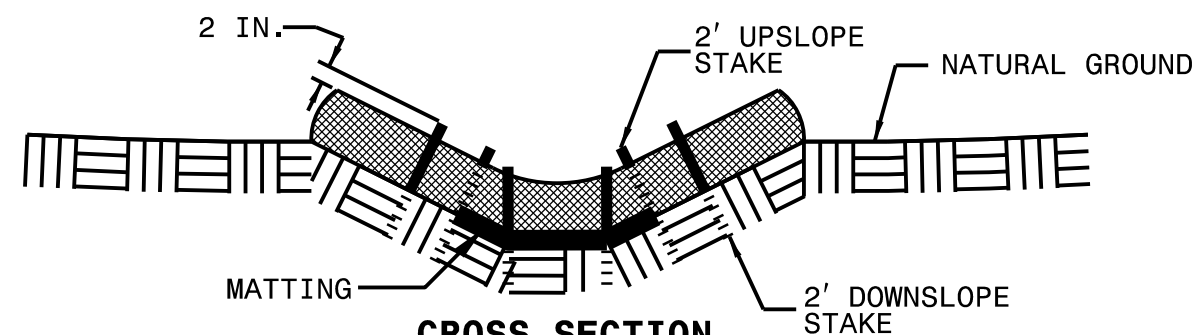
WATTLE DETAIL



ISOMETRIC VIEW



**CROSS SECTION
VEE DITCH**



**CROSS SECTION
TRAPEZOIDAL DITCH**

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

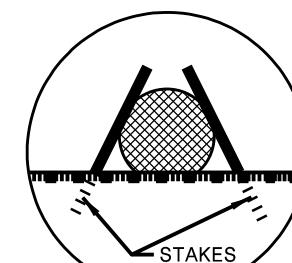
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

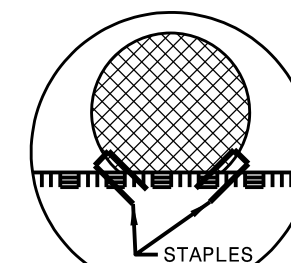
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

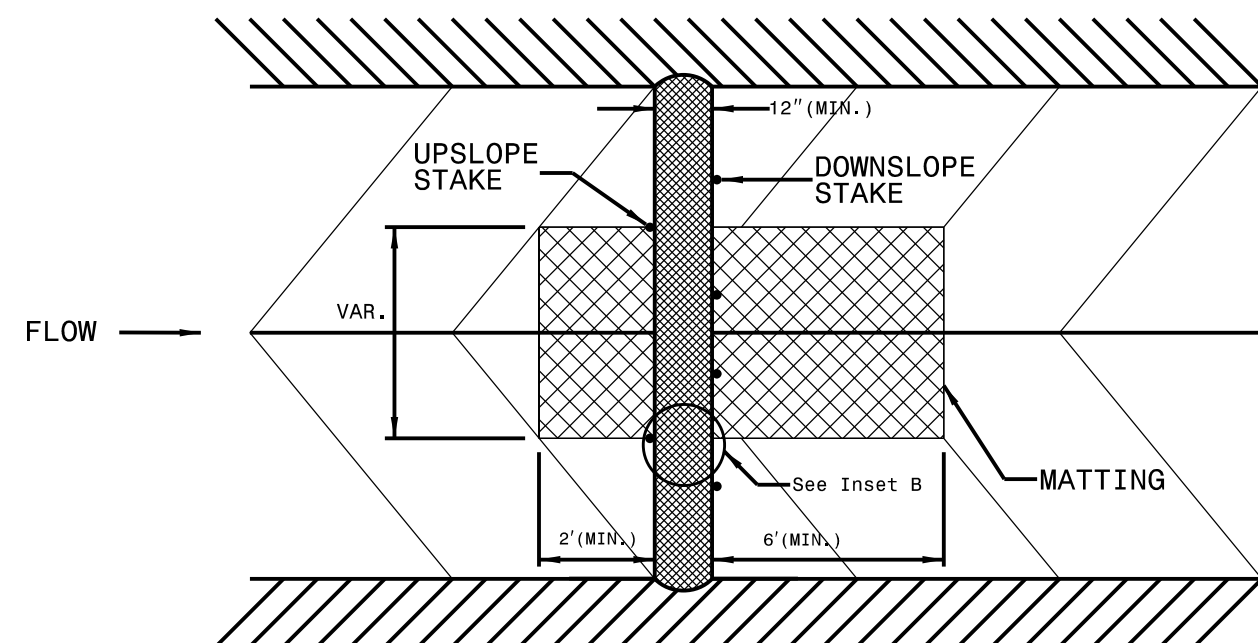
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW