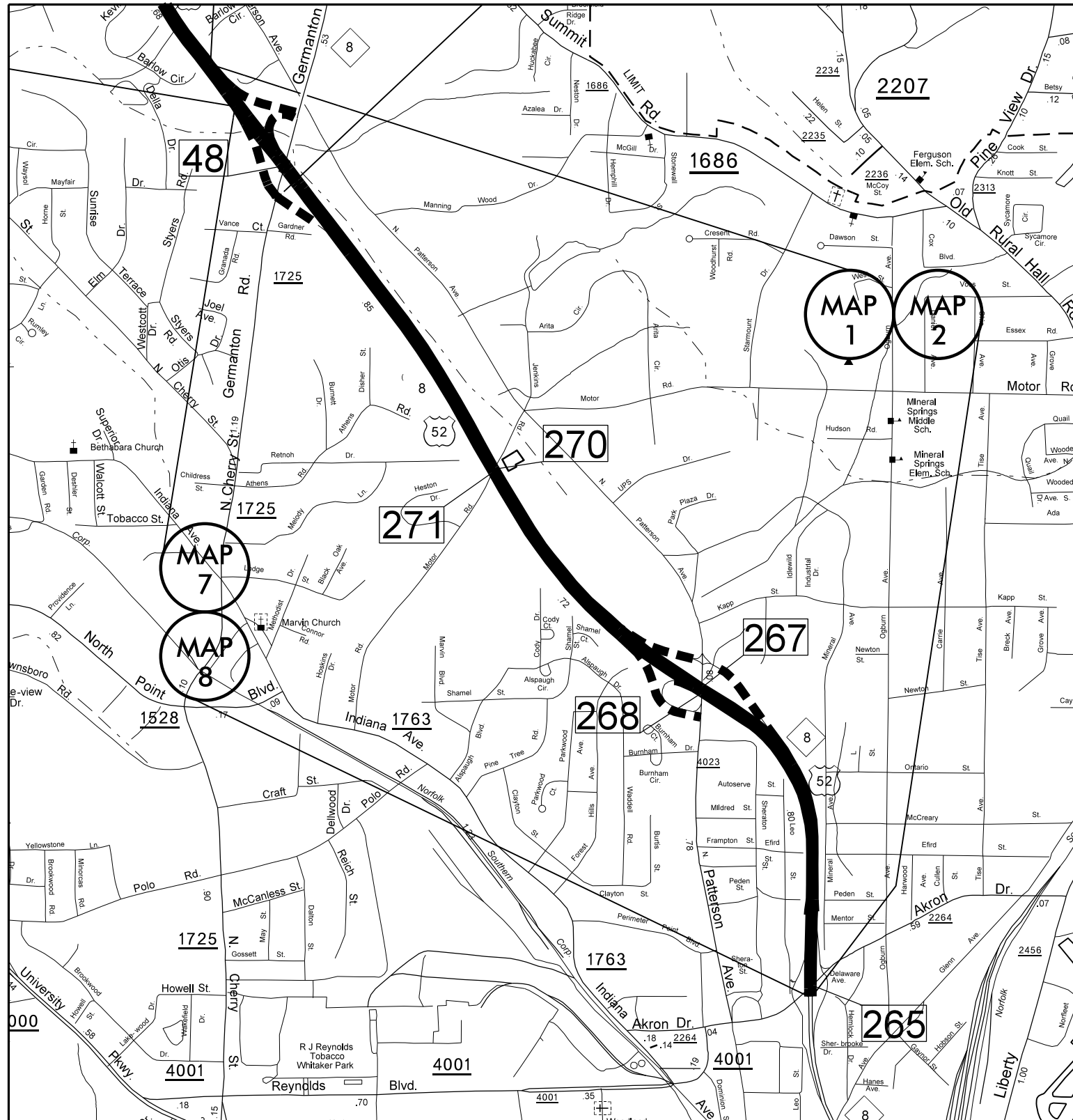


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PROJECT REFERENCE NO.	SHEET NO.
2017CPT.09.30.10341 2017CPT.09.31.20341	1



NOTE:
ON ALL CONCRETE RAMPS WITH SHOULDER REBUILD REMOVE AND REPLACE EDGE LINES BOTH SIDES OF RAMP.

ALL WORK ON THESE MAPS TO BE NIGHT TIME ONLY 8 P.M. TO 6 A.M., Monday-Sunday.

MAP 1
US 52/NC 8 North Bound
Fine Mill and Replace with Ultra-thin Bonded Wearing Course

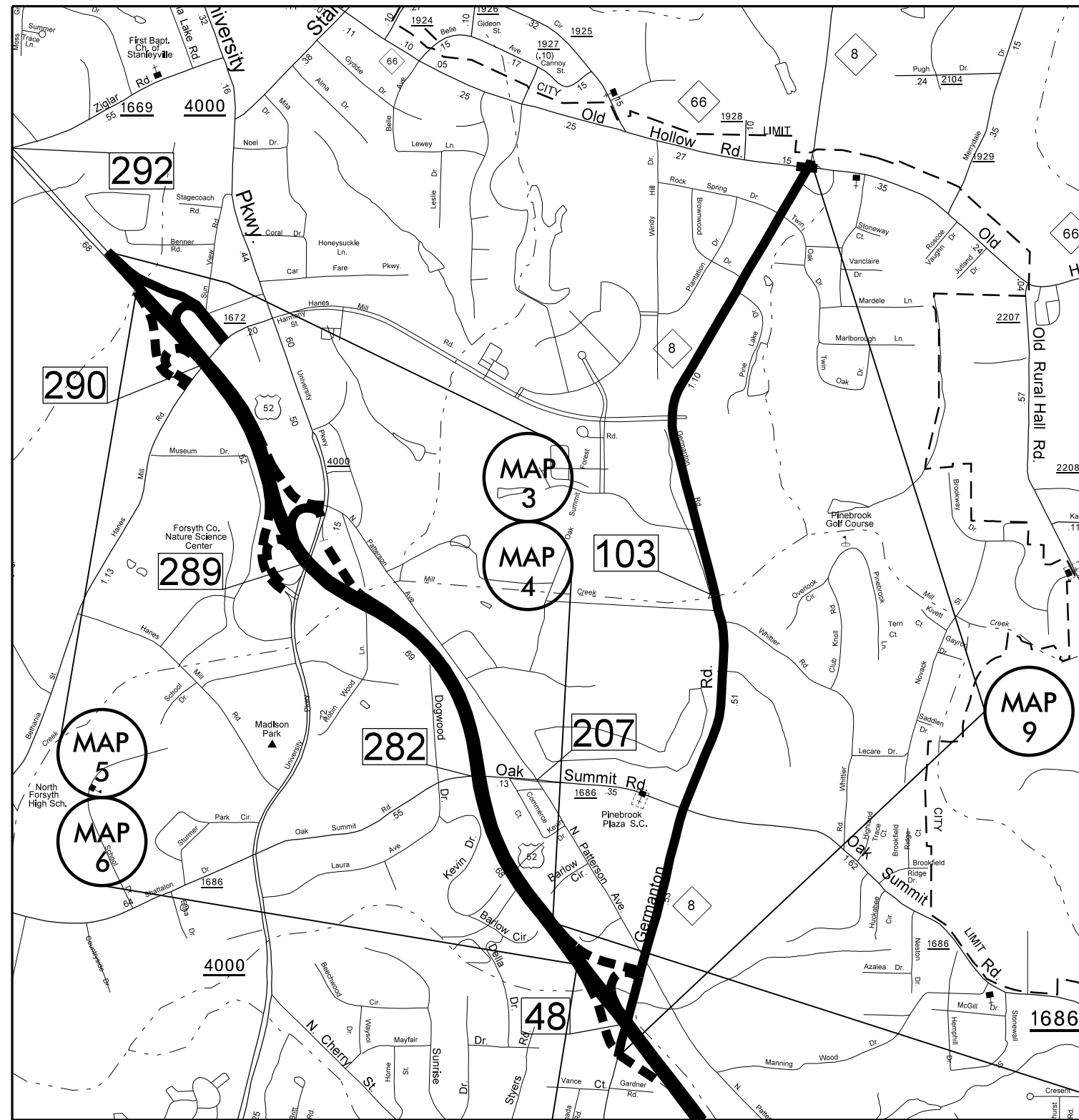
MAP 2 US 52 North Bound-Shoulder/Ramp
Shoulder Rebuild
Mill 6" depth rebuild with
4½" B25.0B,
1½" S9.5B

MAP 7
US 52/NC 8 South Bound
Fine Mill and Replace with Ultra-thin Bonded Wearing Course

MAP 8 US 52 South Bound-Shoulder/Ramp
Shoulder Rebuild
Mill 6" depth rebuild with
4½" B25.0B,
1½" S9.5B

FORSYTH COUNTY
NORTH CAROLINA

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2017CPT.09.30.10341 2017CPT.09.31.20341	2



NOTE:
ON ALL CONCRETE RAMPS WITH SHOULDER REBUILD REMOVE AND REPLACE EDGE LINES BOTH SIDES OF RAMP.

ALL WORK ON THESE MAPS TO BE NIGHT TIME ONLY 8 P.M. TO 6 A.M., Monday-Sunday.

MAP 3
US 52/NC 8 North Bound
Fine Mill and Replace with Ultra-thin Bonded Wearing Course

MAP 4 US 52 North Bound-Shoulder/Ramp
Shoulder Rebuild
Mill 6" depth rebuild with
4 1/2" B25.0B,
1 1/2" S9.5B
University Parkway Exit 115B,
Tie-In to new surface overlay at E.O.P.
Germanton Rd.(NC 8)
Pave Ramp with 1 1/2" S9.5C.
Hanes Mill Rd. Exit 116
Tie-In mill at E.O.P.
Hanes Mill Rd.
Pave on Ramp and Off Ramp with
1 1/2" S9.5C.

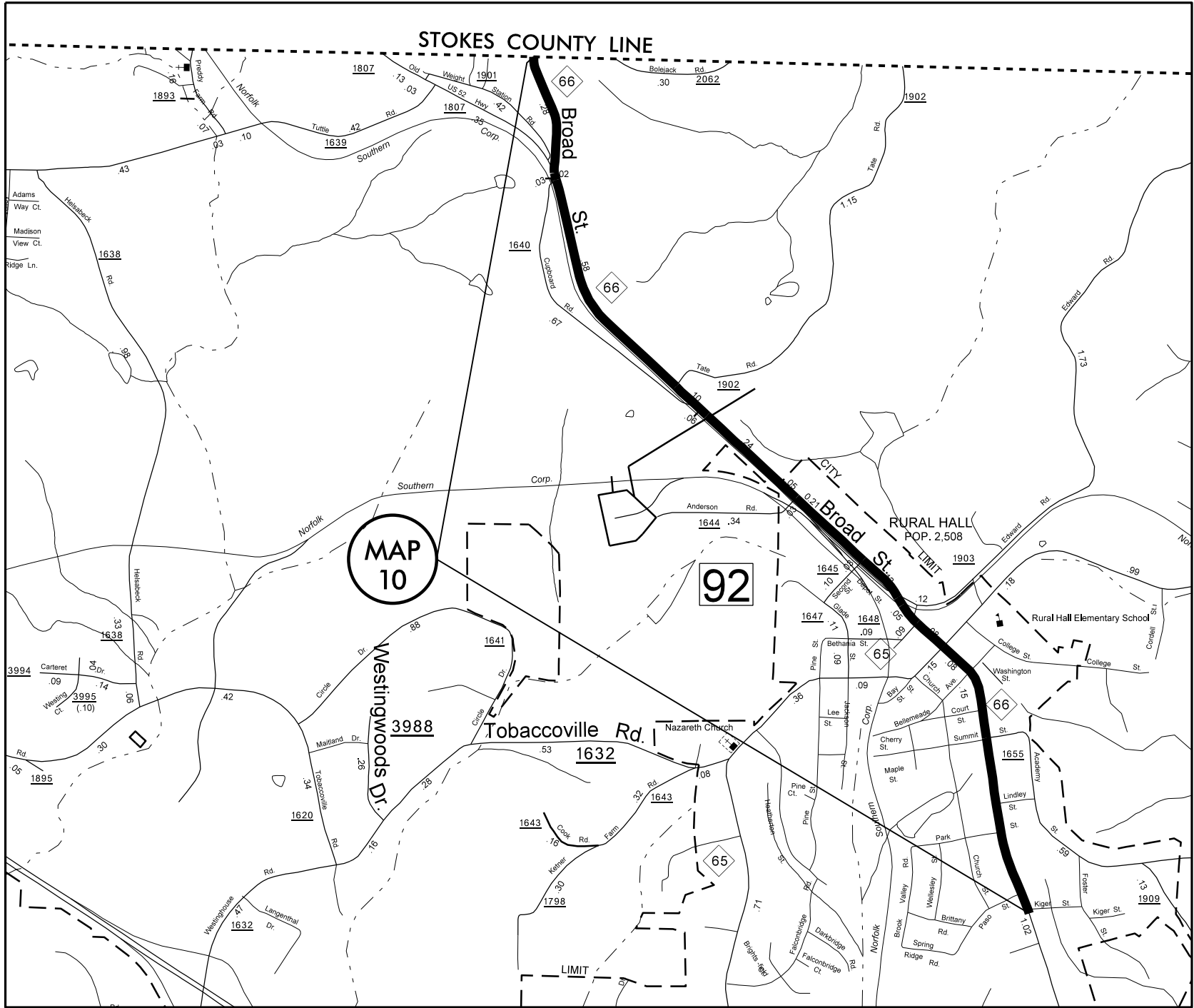
MAP 5
US 52 South Bound
Fine Mill and Replace with Ultra-thin Bonded Wearing Course

MAP 6 US 52 South Bound-Shoulder/Ramp
Shoulder Rebuild
Mill 6" depth rebuild with
4 1/2" B25.0B
1 1/2" S9.5B

MAP 9
NC 8 Germanton Rd.
Mill 1 1/2" DEPTH Intersection at NC 66
all 4 legs.
Curb Mill 0-1 1/2"
Pave back with 1 1/2" S9.5C.

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NORTH CAROLINA

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MAP 10
 NC 66 Broad St.
 Mill 2" depth from Pavement Jt.
 at Kiger St. (NS)
 to Pavement Jt. at Tate Rd. SR 1902

Mat and Seal from Tate Rd. to end of
 Map at Stokes County Line.

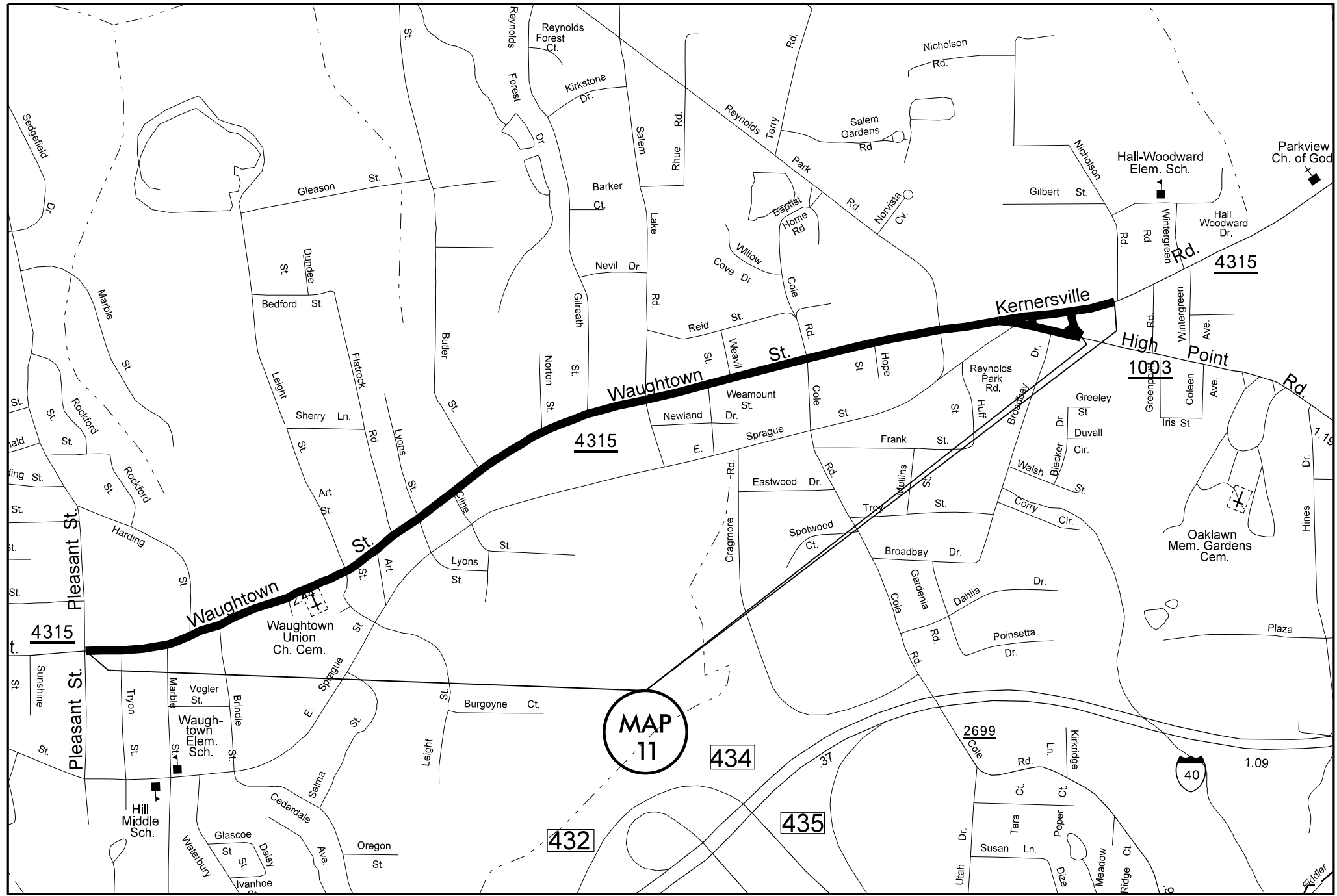
Tie In Mill at Stokes County Line.

Repave entire Map with 1½" S9.5B.

FORSYTH COUNTY
 NORTH CAROLINA

"NS" (non-system; not state maintained)

PROJECT REFERENCE NO.	SHEET NO.
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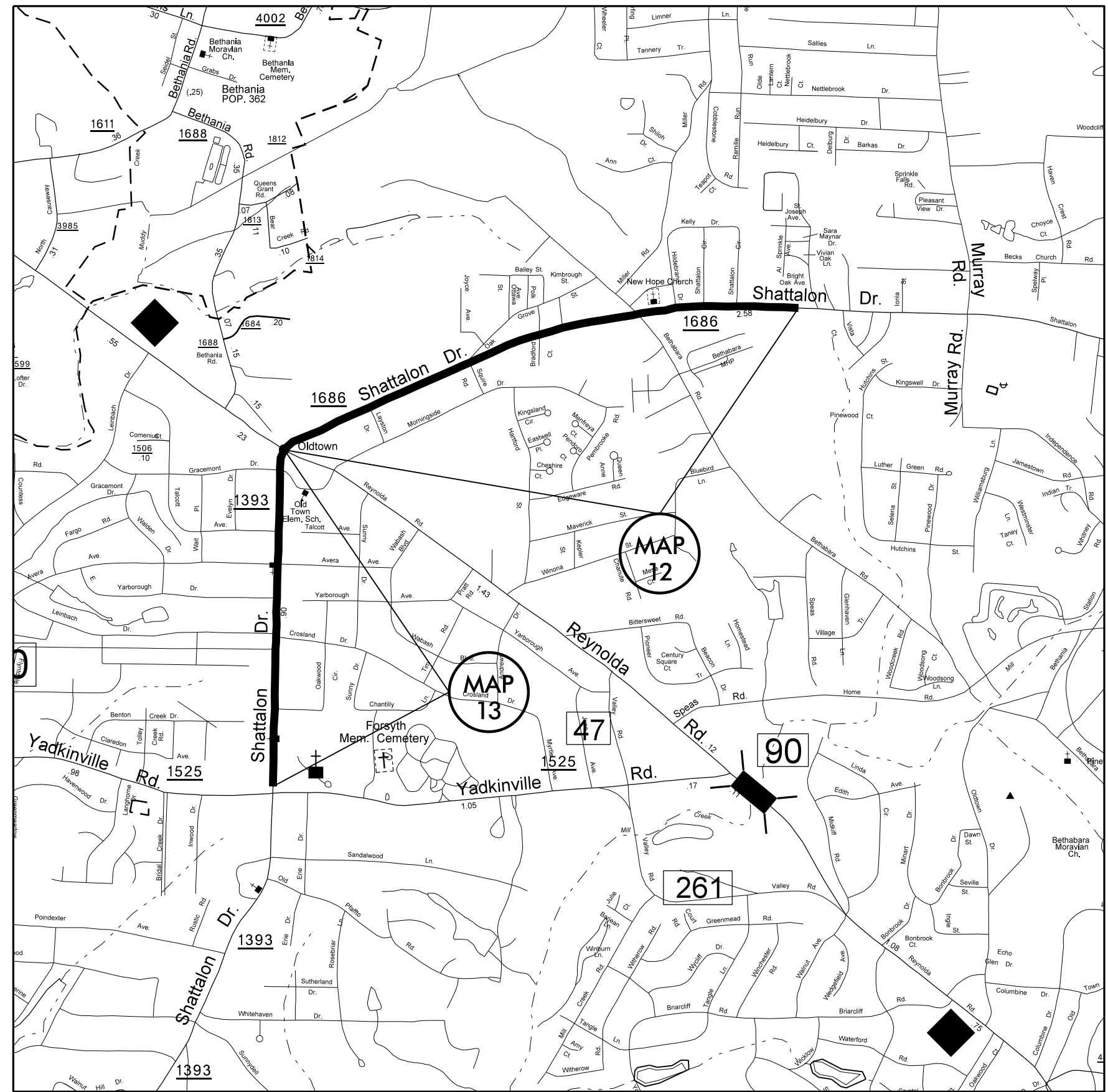


MAP 11
 Waughtown St. SR 4315
 Mill 1½" pave back with 1½" S9.5B
 Pave to create new pavement Jt. just west of Nicholson Rd.
 Pave to Pavement Jt. on High Point Rd.

MAP 11

FORSYTH COUNTY
 NORTH CAROLINA

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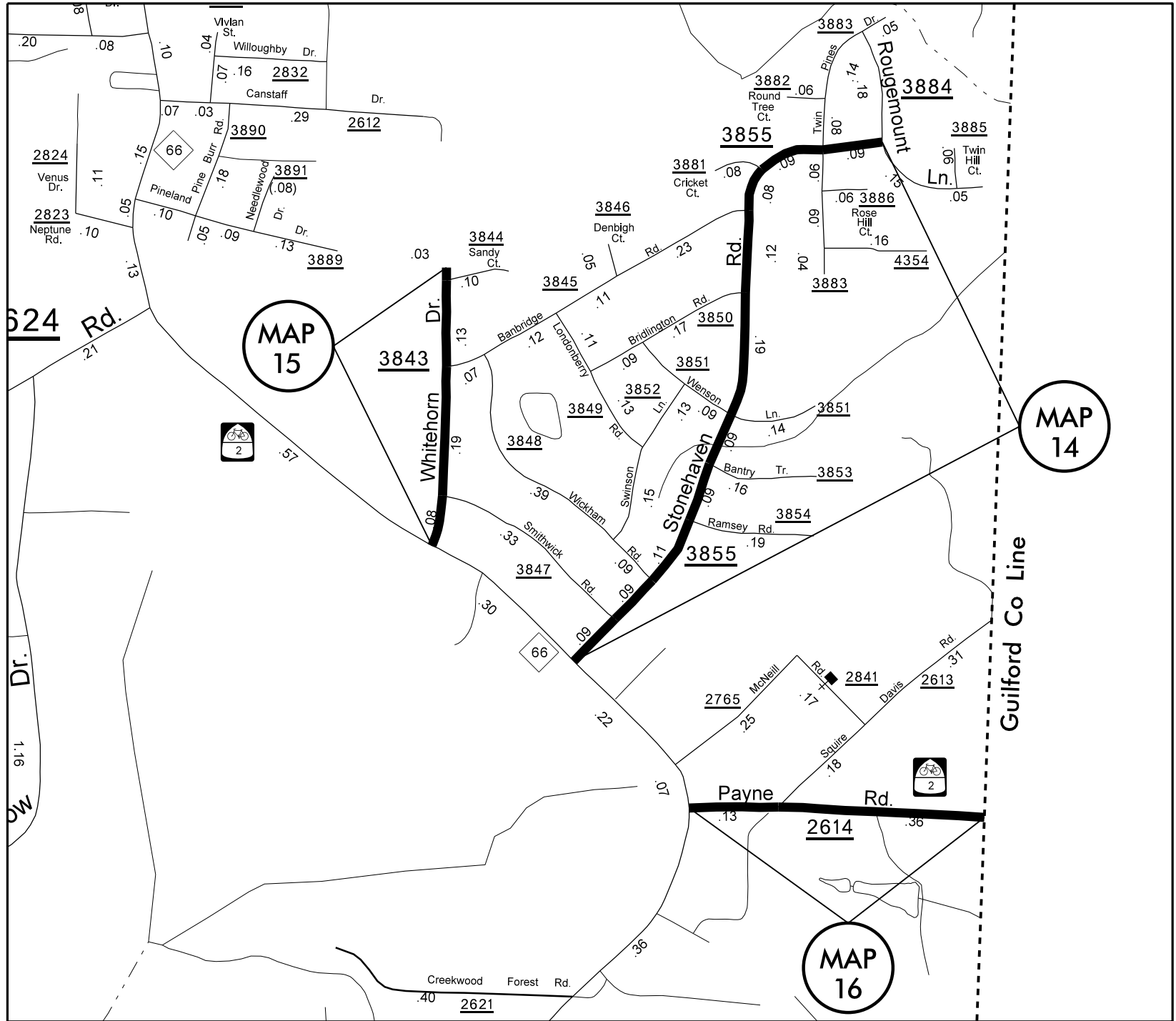
MAP 12
 Shattalon Rd. SR 1686
 Patching by NCDOT Forces.
 Mill 1½" depth.
 Pave back with 1½" S9.5B

DO NOT PAVE THROUGH INTERSECTION AT
 REYNOLDA RD./NC67

MAP 13
 Shattalon Rd. SR 1393
 Patching by NCDOT Forces.
 Mill 1½" depth.
 Pave back with 1½" S9.5B

FORSYTH COUNTY
 NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
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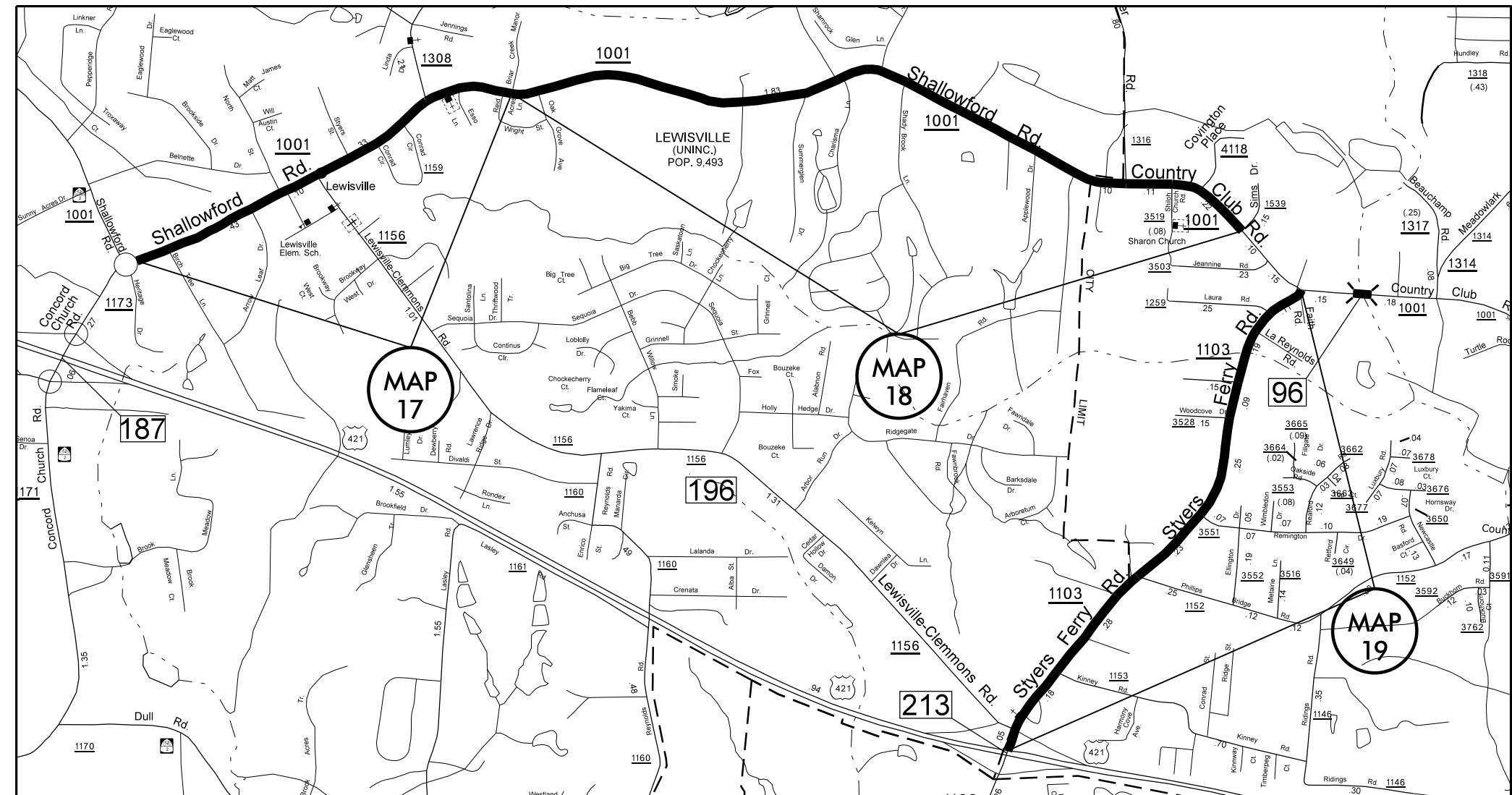
MAP 14
 Stonehaven Rd. SR 3855
 Pave with 1½" SF9.5A
 NO SHOULDER RECONSTRUCTION
 NO TEMPORARY SILT FENCE
 NO WATTLE.

MAP 15
 White Horn Dr. SR 3843
 Pave with 1½" SF9.5A
 NO SHOULDER RECONSTRUCTION
 NO TEMPORARY SILT FENCE
 NO WATTLE.

MAP 16
 Payne Rd. SR 2614
 Pave with 1½" S9.5B

FORSYTH COUNTY
 NORTH CAROLINA

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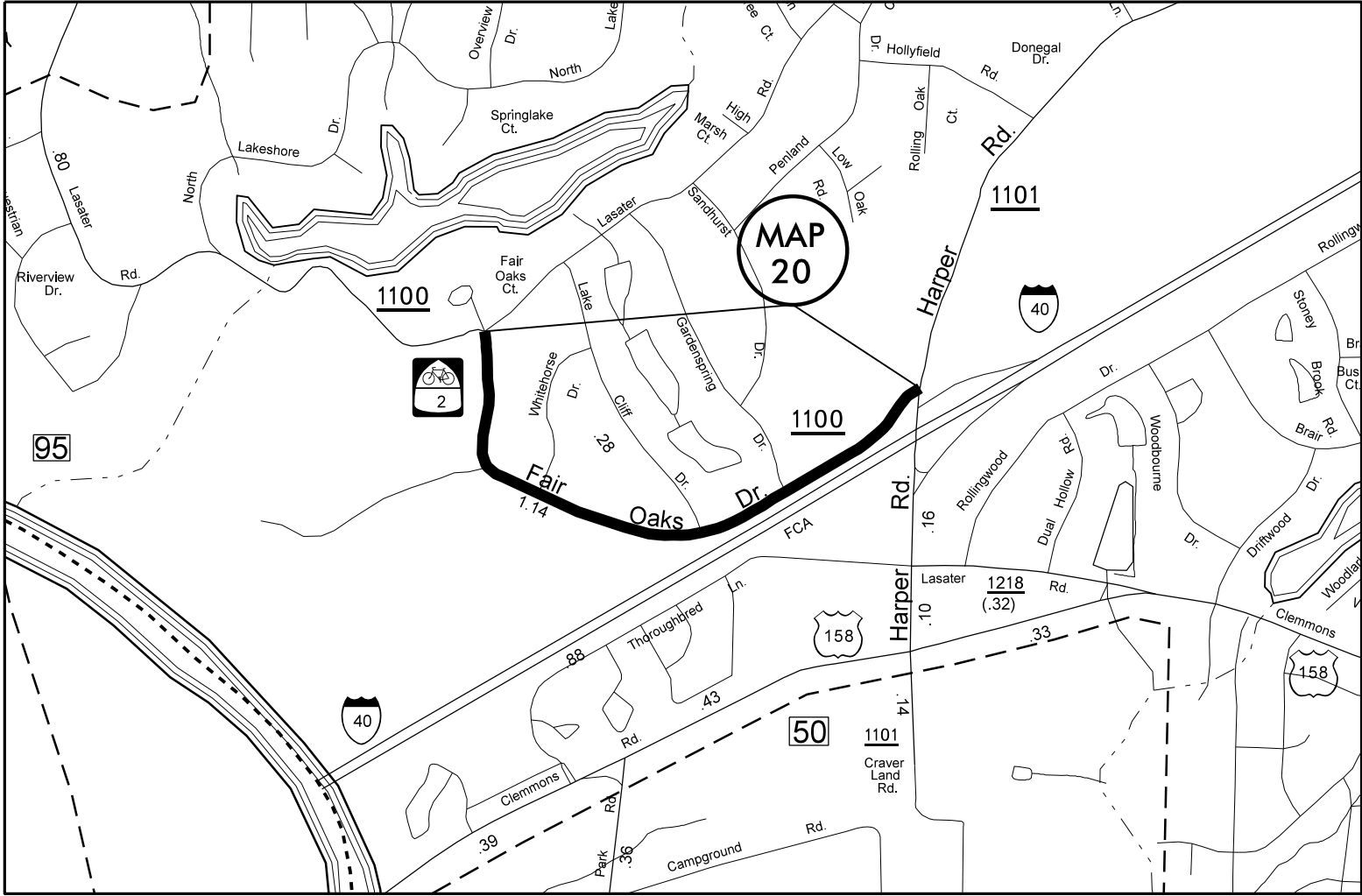
MAP 17
 Shallowford Rd. SR 1001
 Mill 1/2" Pave back with 1/2" S9.5B

MAP 18
 Shallowford Rd. SR 1001
 Mill Tie In and Curb Mill 0-1/2"
 Pave back with 1/2" S9.5B

Map 19
 Styers Ferry Rd. SR 1103
 Tie In Mill and Curb Mill 0-1/2"
 Pave with 1/2" S9.5B

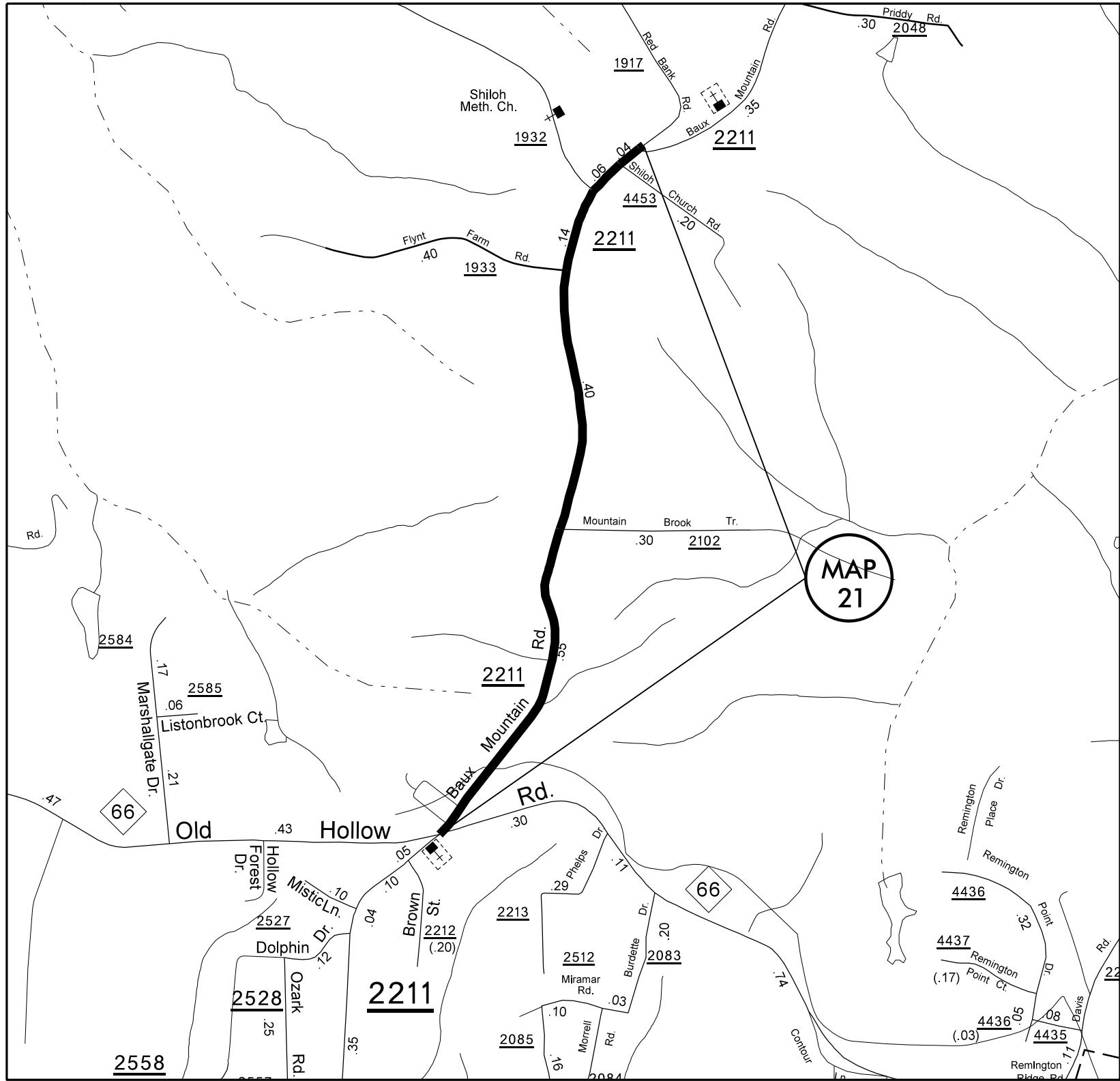
FORSYTH COUNTY
 NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.09.30.10341 2017CPT.09.31.20341	8



MAP 20
 Fair Oaks Dr. SR 1100
 Tie In Mill and Curb Mill 0-1½"
 Pave with 1½" S9.5B

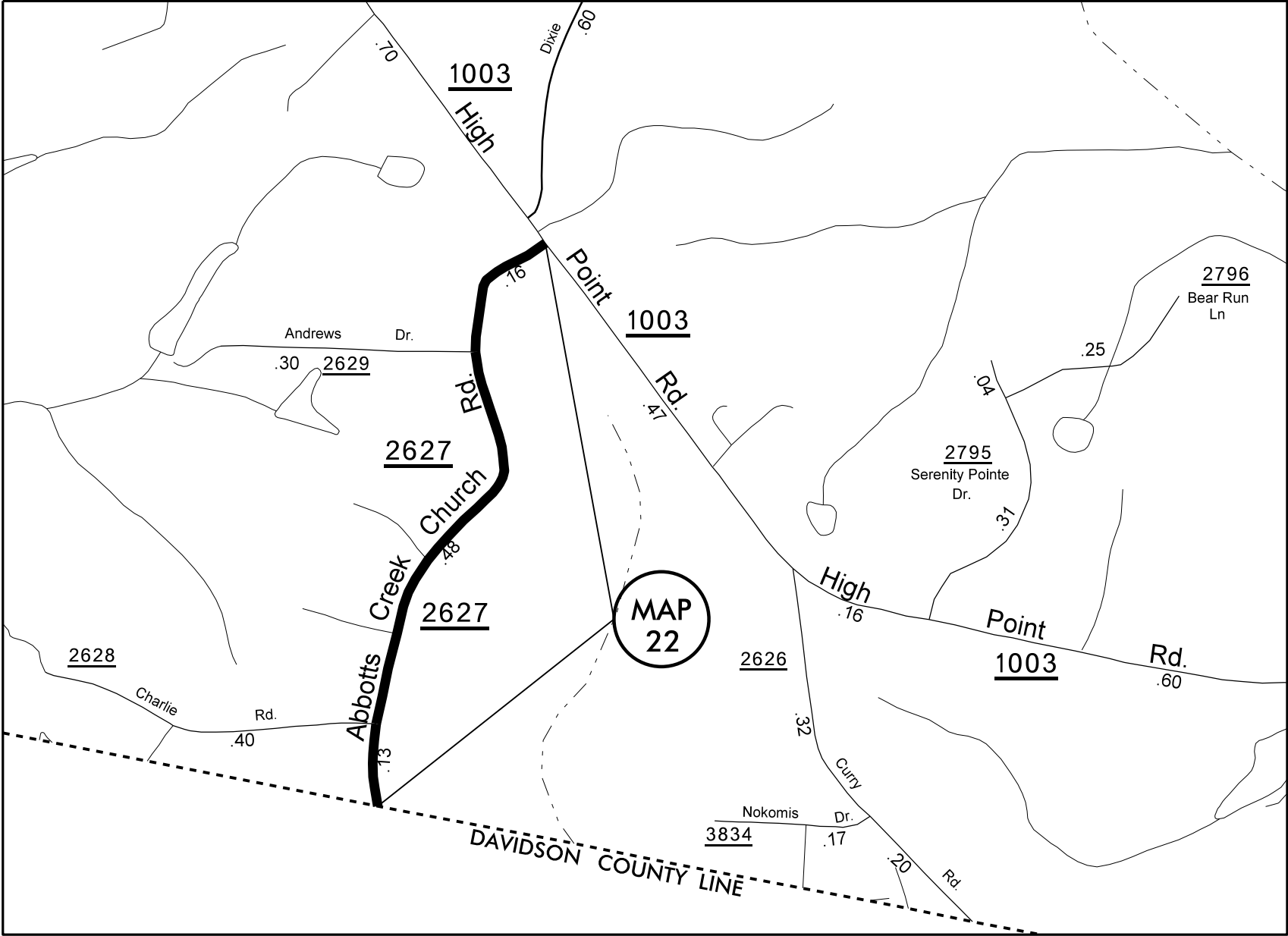
FORSYTH COUNTY
 NORTH CAROLINA



MAP 21
Baux Mountain Rd. SR 2211
Tie In Mill
Pave with 1½" S9.5B

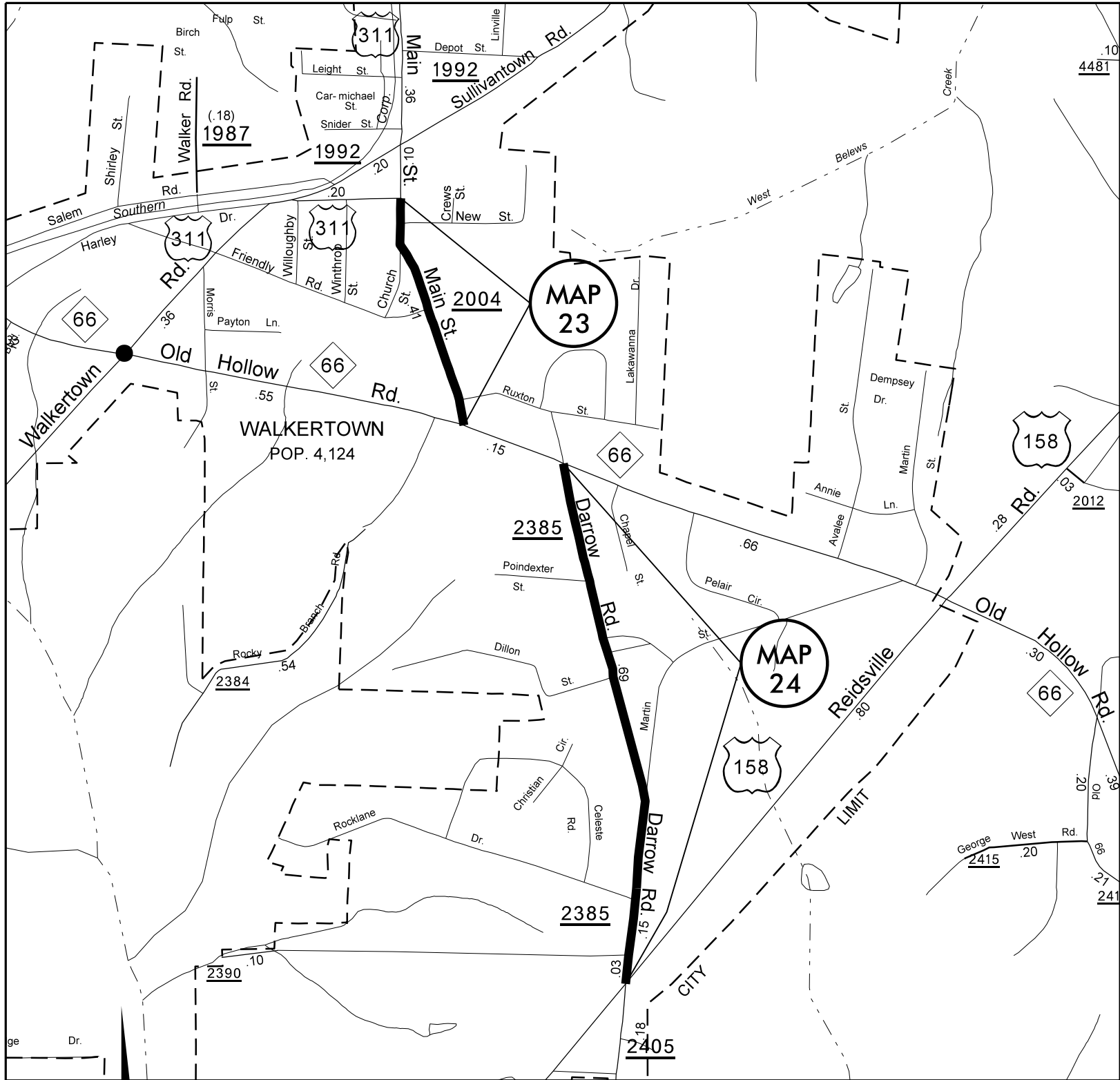
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MAP 22
Abbotts Creek Church Rd. SR 2627
Tie In Mill
Level and Pave with SF9.5A

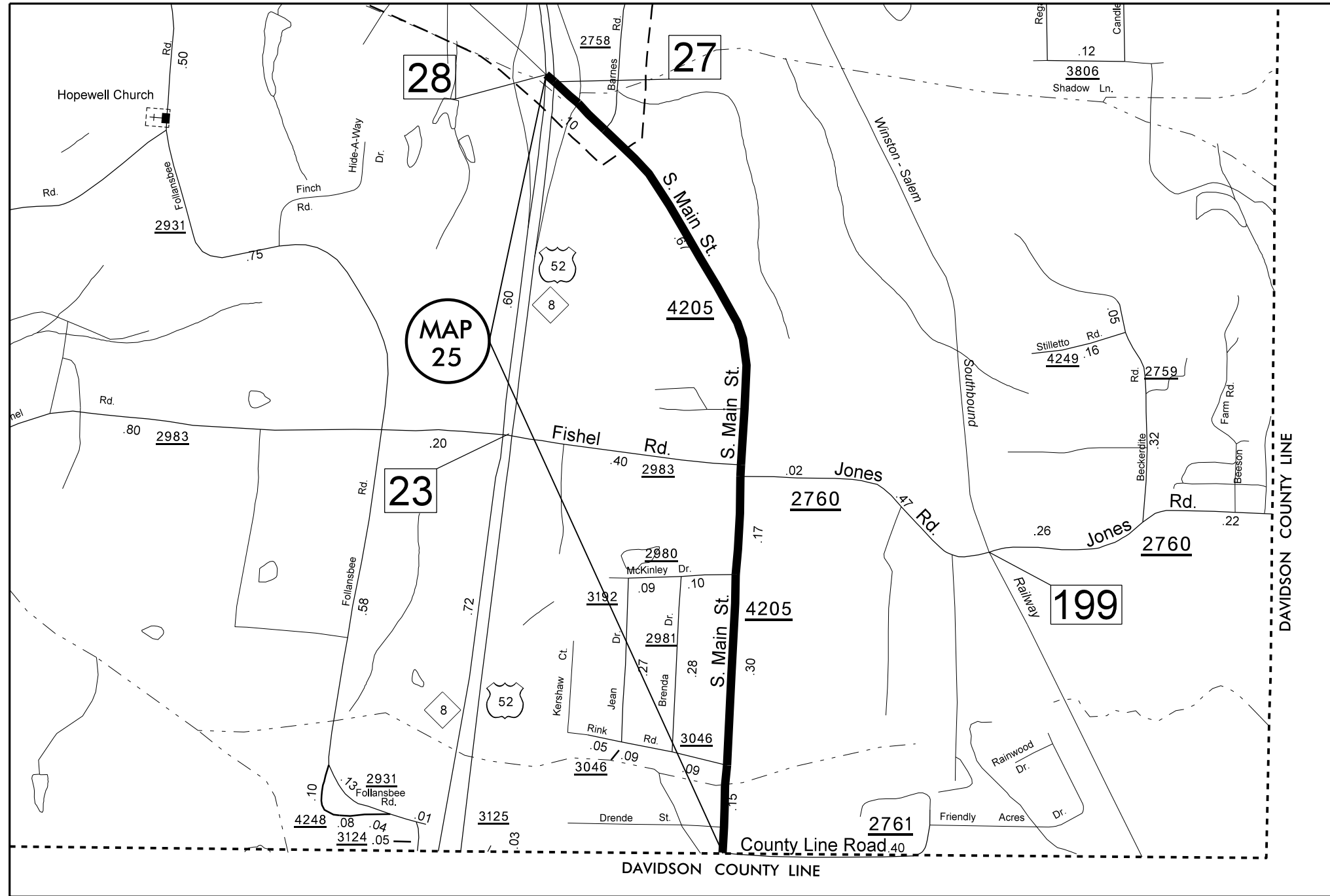
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.09.30.10341 2017CPT.09.31.20341	11



MAP 23
Main St. SR 2004
Mill 1½" depth
Pave back with 1½" S9.5B

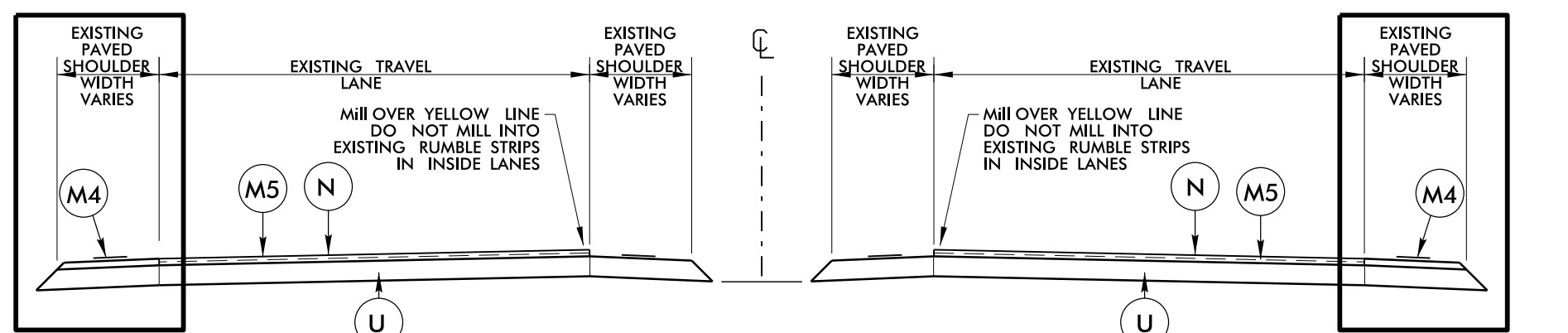
MAP 24
Darrow Rd. SR 2365
Mill 1½" depth
Pave back with 2" at crown and taper to
1½" S9.5B at edge of pavement.

FORSYTH COUNTY
NORTH CAROLINA



MAP 25
S. Main St. SR 4205

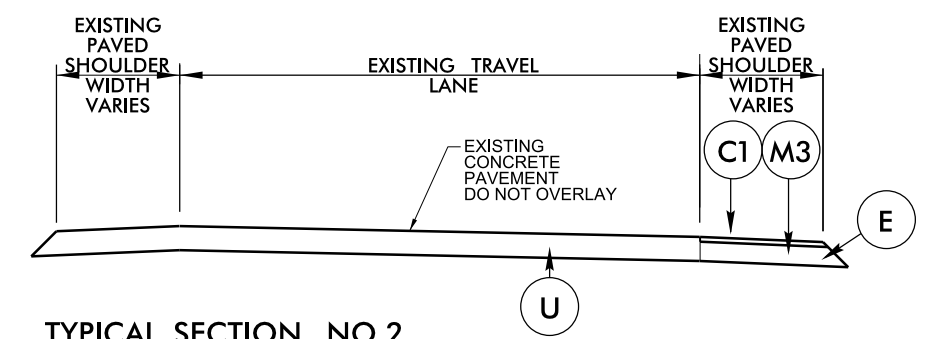
Mill 1½" depth from ramp to ramp.
Mat and Seal 2 lane section.
Pave entire map 1½" S9.5B.



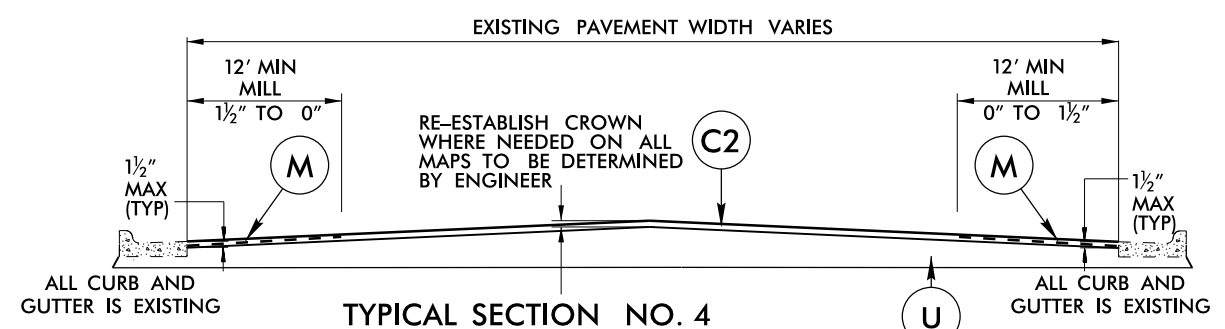
SEE TYPICAL SECTION NO.2 FOR SHOULDERS

TYPICAL SECTION NO.1
 MAP 1 US 52/NC 8 NORTH BOUND
 MAP 3 US 52 NORTH BOUND
 MAP 5 US 52 SOUTH BOUND
 MAP 7 US 52/NC 8 SOUTH BOUND

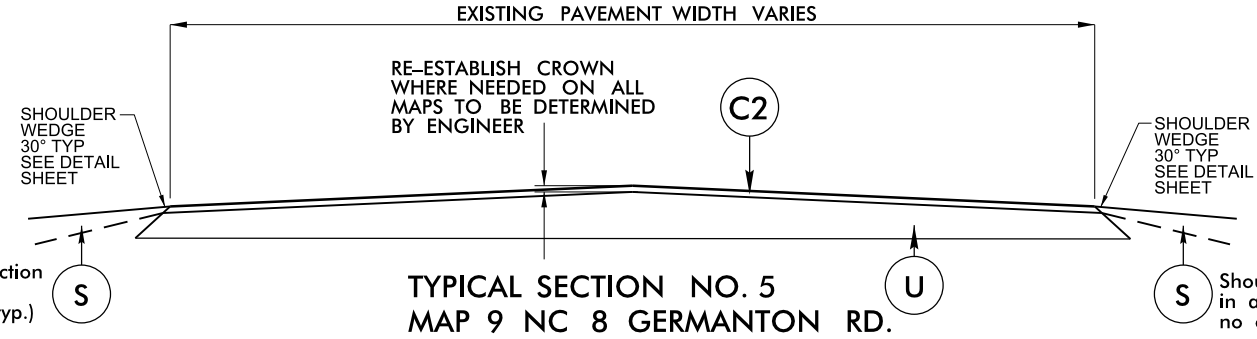
SEE TYPICAL SECTION NO.2 FOR SHOULDERS



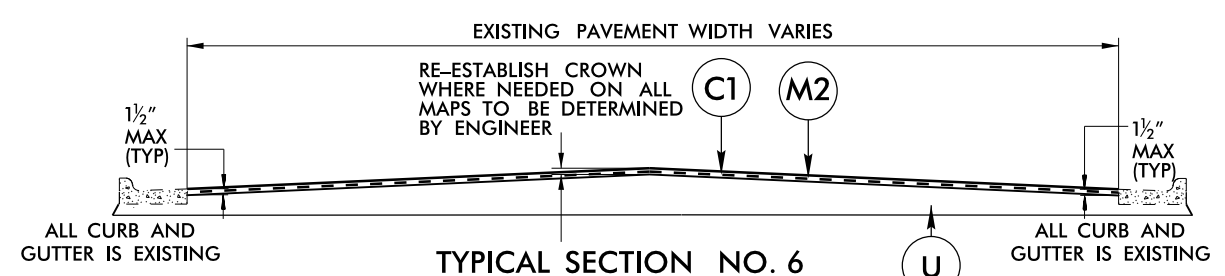
TYPICAL SECTION NO.2
 MAP 2 US 52/NC 8 NORTH BOUND-SHOULDER REBUILD
 MAP 4 US 52 NORTH BOUND-SHOULDER REBUILD
 MAP 6 US 52 SOUTH BOUND-SHOULDER REBUILD
 MAP 8 US 52/NC 8 SOUTH BOUND-SHOULDER REBUILD



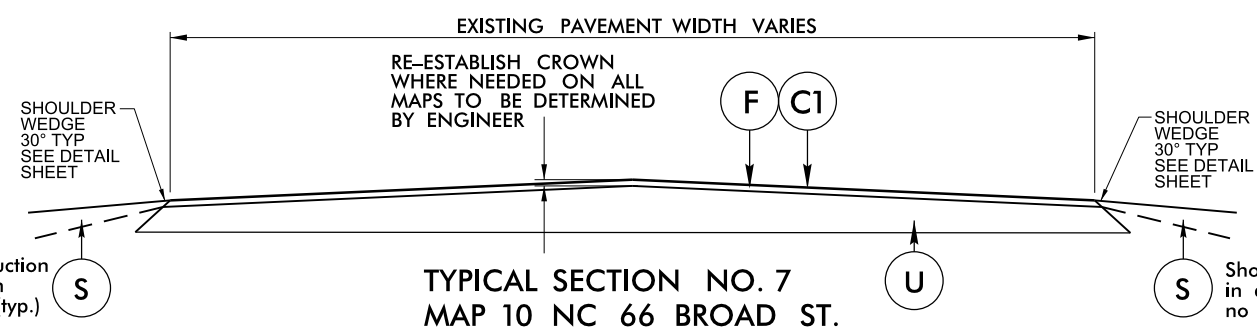
TYPICAL SECTION NO.4
 MAP 9 NC 8 GERMANTON RD.



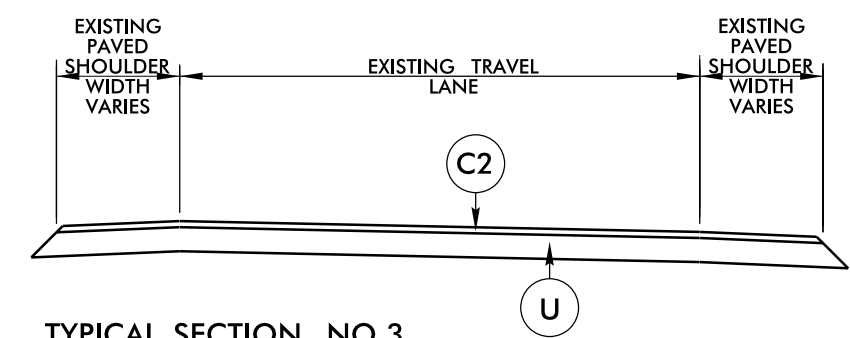
TYPICAL SECTION NO.5
 MAP 9 NC 8 GERMANTON RD.



TYPICAL SECTION NO.6
 MAP 10 NC 66 BROAD ST.

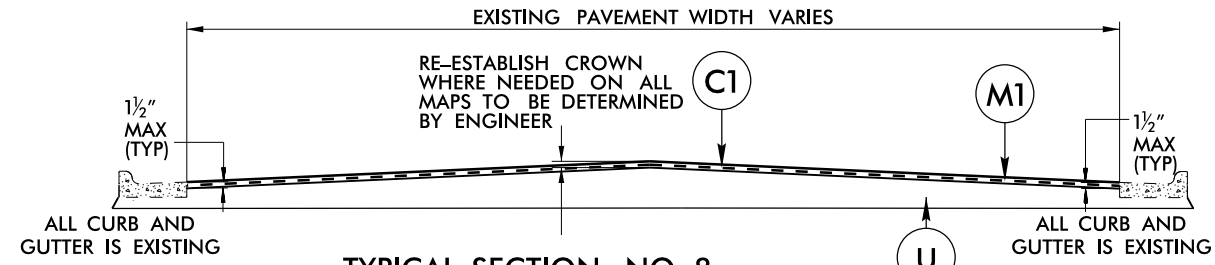


TYPICAL SECTION NO.7
 MAP 10 NC 66 BROAD ST.
 MAP 25 SR 4205 SOUTH MAIN ST.

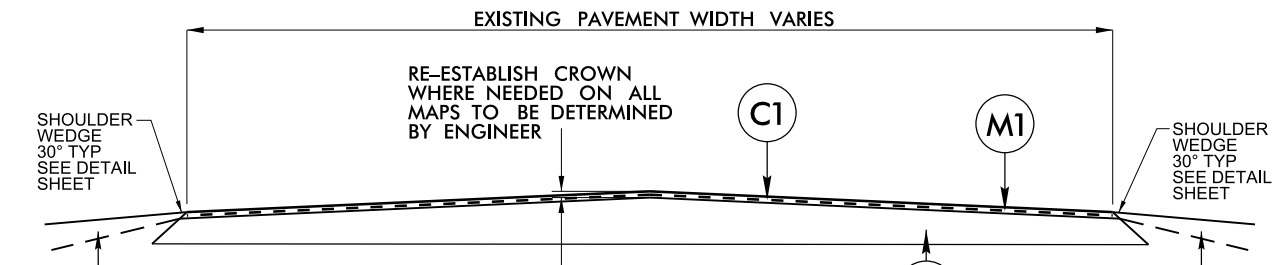


TYPICAL SECTION NO.3
 MAP 4 US 52 NORTH BOUND-RAMP PAVING
 UNIVERSITY EXIT 115B OFF RAMP
 HANES MILL RD. EXIT 116 OFF AND ON RAMP

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
E	PROP. APPROX. 4 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, TO BE APPLIED AT AN AVERAGE RATE OF 513 LBS PER SQ YD.
F	AST, MAT & SINGLE SEAL
M	MILL ASPHALT PAVEMENT, 0" TO 1 1/2"
M1	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 2" DEPTH
M3	MILL ASPHALT PAVEMENT, 6" DEPTH
M4	MILLED RUMBLE STRIP
M5	FINE MILLING
N	PROP. APPROX. 5/8" ULTRATHIN HOT MIX BONDED WEARING SURFACE COURSE, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

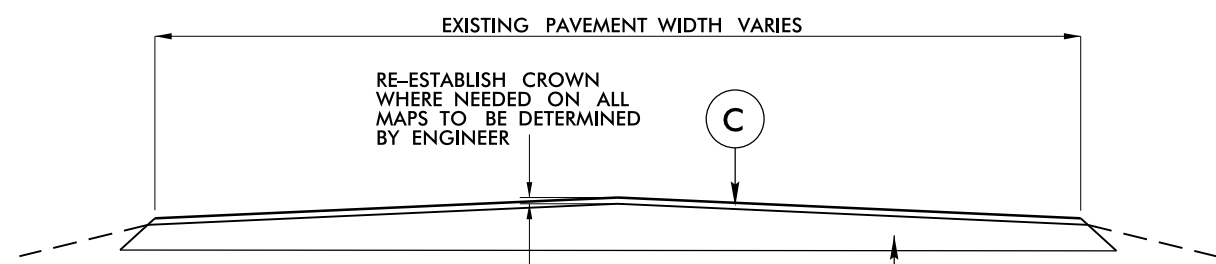


TYPICAL SECTION NO. 8
 MAP 11 SR 4315 WAUGHTOWN ST.
 MAP 12 SR 1686 SHATTALON ROAD
 MAP 13 SR 1393 SHATTALON ROAD
 MAP 17 SR 1001 SHALLOWFORD RD.
 MAP 23 SR 2004 MAIN ST.
 MAP 25 SR 4205 SOUTH MAIN ST.



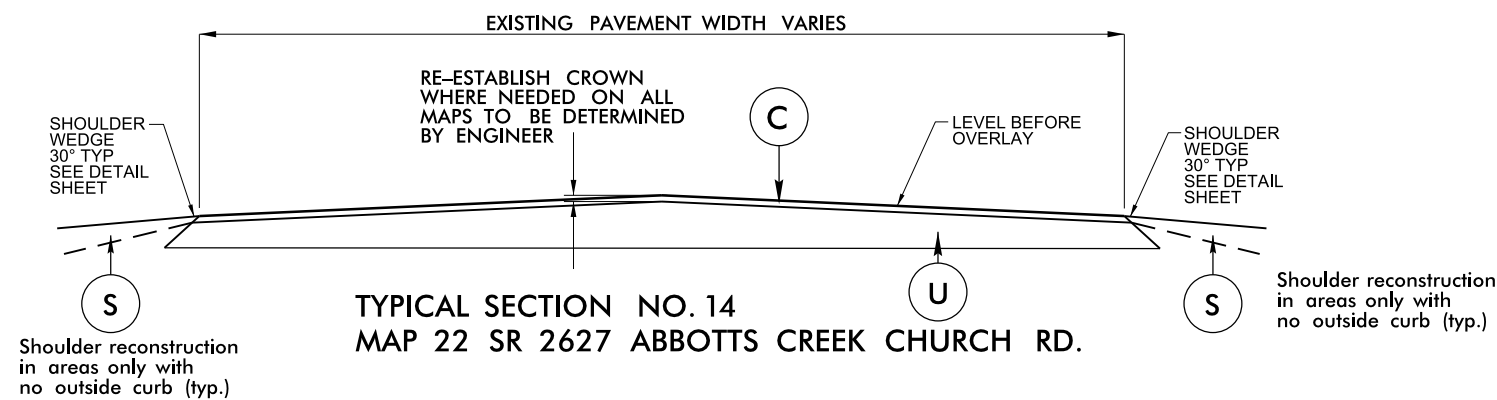
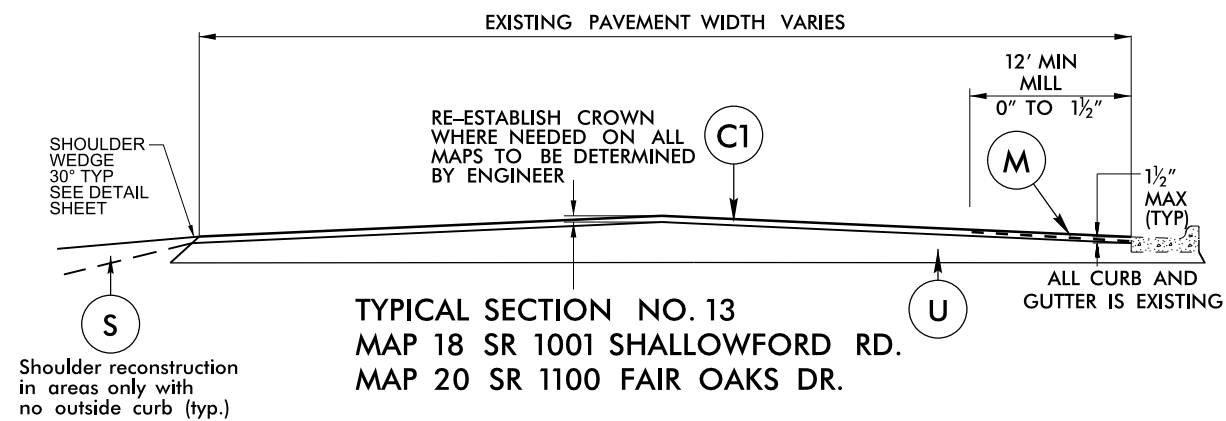
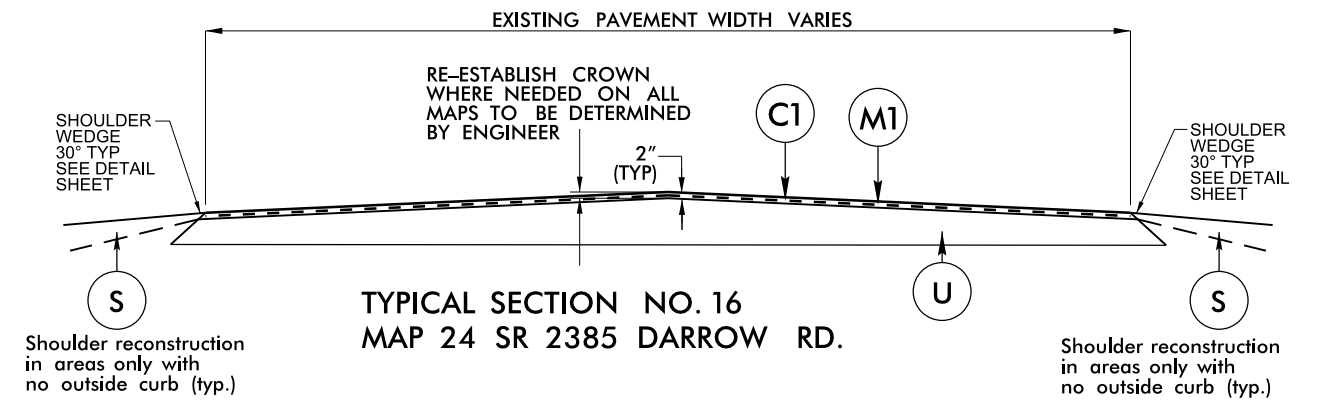
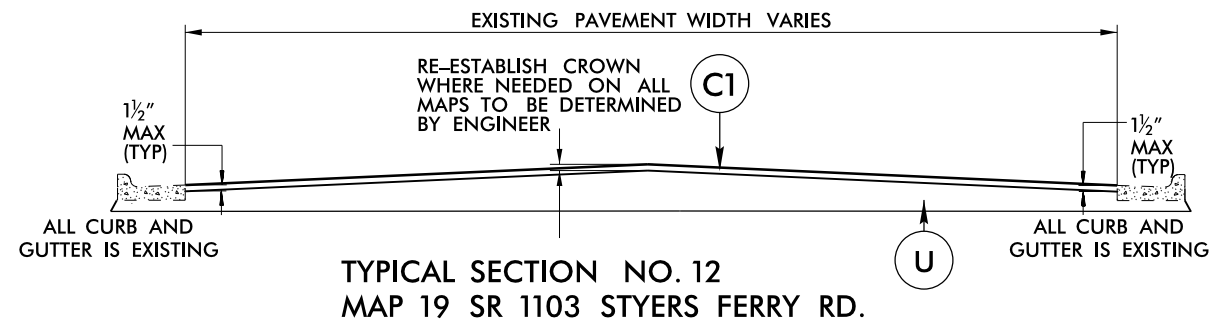
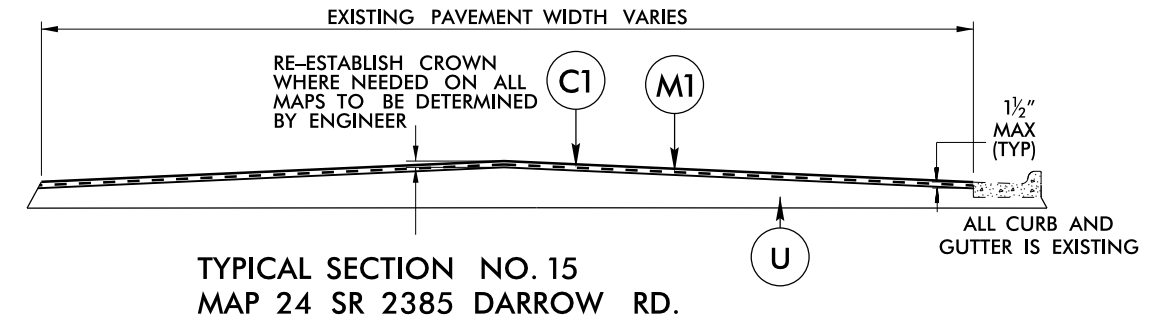
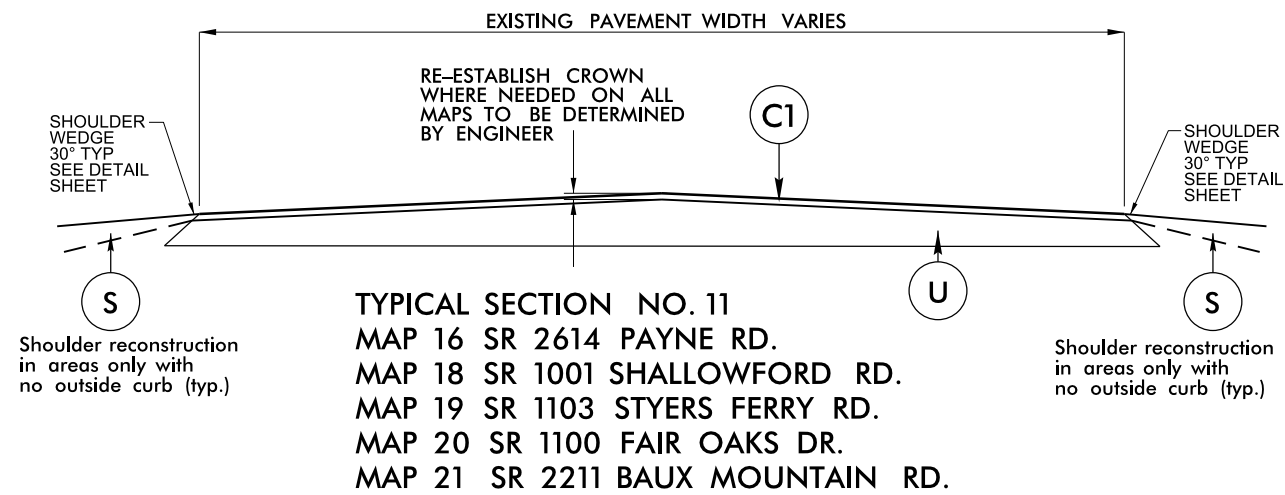
TYPICAL SECTION NO. 9
 MAP 12 SR 1686 SHATTALON ROAD
 MAP 13 SR 1393 SHATTALON ROAD

Shoulder reconstruction in areas only with no outside curb (typ.)

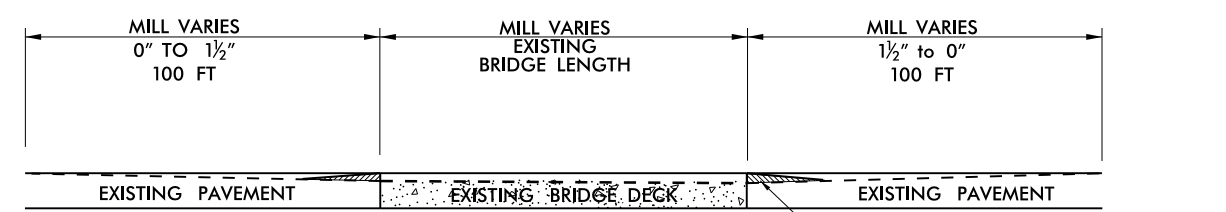


TYPICAL SECTION NO. 10
 MAP 14 SR 3855 STONEHAVEN RD.
 MAP 15 SR 3843 WHITE HORN DR.

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ. YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
E	PROP. APPROX. 4 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, TO BE APPLIED AT AN AVERAGE RATE OF 513 LBS PER SQ. YD.
F	AST, MAT & SINGLE SEAL
M	MILL ASPHALT PAVEMENT, 0" TO 1 1/2"
M1	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 2" DEPTH
M3	MILL ASPHALT PAVEMENT, 6" DEPTH
M4	MILLED RUMBLE STRIP
M5	FINE MILLING
N	PROP. APPROX. 5/8" ULTRATHIN HOT MIX BONDED WEARING SURFACE COURSE, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

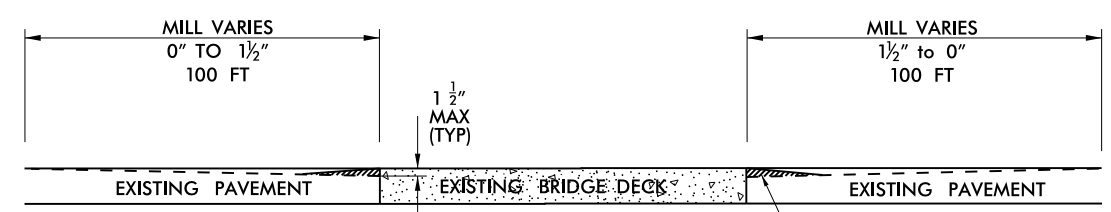


PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ. YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
E	PROP. APPROX. 4 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, TO BE APPLIED AT AN AVERAGE RATE OF 513 LBS PER SQ. YD.
F	AST, MAT & SINGLE SEAL
M	MILL ASPHALT PAVEMENT, 0" TO 1 1/2"
M1	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 2" DEPTH
M3	MILL ASPHALT PAVEMENT, 6" DEPTH
M4	MILLED RUMBLE STRIP
M5	FINE MILLING
N	PROP. APPROX. 5/8" ULTRATHIN HOT MIX BONDED WEARING SURFACE COURSE, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



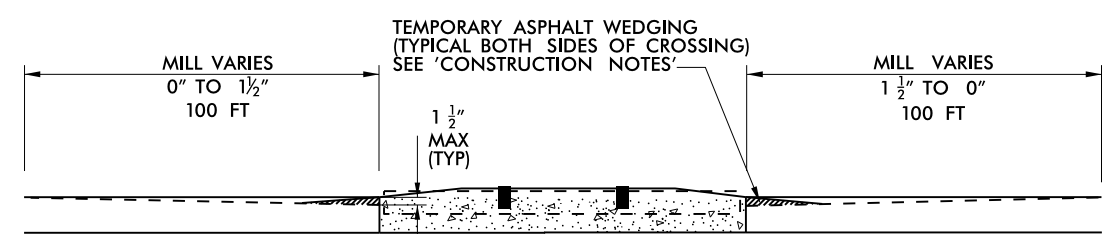
**MILLING
BRIDGE DECK
AND APPROACHES**
(SEE BRIDGE DATA SHEET)

TEMPORARY ASPHALT WEDGING
(TYPICAL BOTH SIDES OF BRIDGE)
IF APPROACHES ARE MILLED PRIOR
TO MILLING BRIDGE DECK



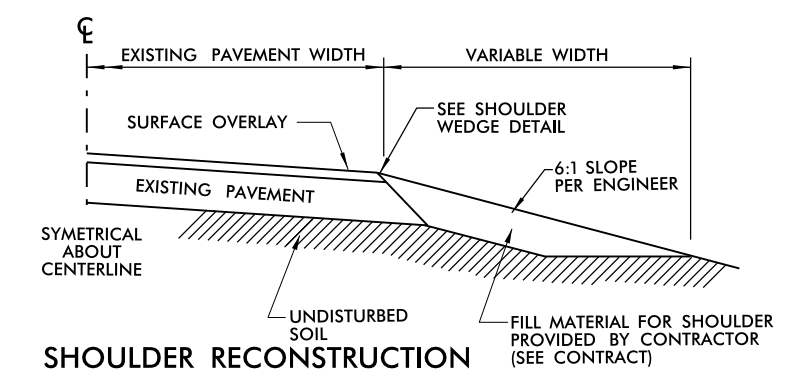
**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)

TEMPORARY ASPHALT WEDGING
(TYPICAL BOTH SIDES OF BRIDGE)

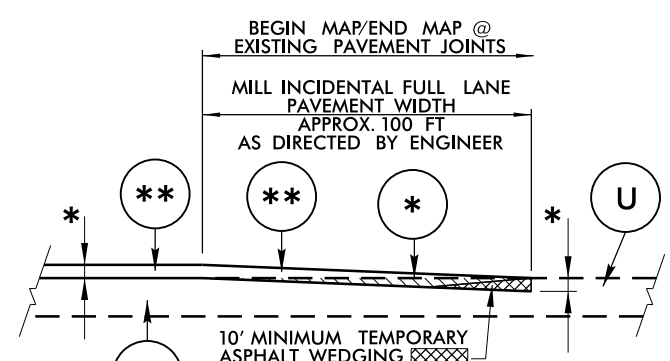


**INCIDENTAL MILLING RAILROAD CROSSING
APPROACHES**

TEMPORARY ASPHALT WEDGING
(TYPICAL BOTH SIDES OF CROSSING)
SEE 'CONSTRUCTION NOTES'



SHOULDER RECONSTRUCTION



* MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS AND BRIDGE DATA SHEETS
** SEE TYPICALS FOR MIX TYPE

INCIDENTAL MILLING AT TIE-IN DETAIL

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ. YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
E	PROP. APPROX. 4 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, TO BE APPLIED AT AN AVERAGE RATE OF 513 LBS PER SQ. YD.
F	AST, MAT & SINGLE SEAL
M	MILL ASPHALT PAVEMENT, 0" TO 1 1/2"
M1	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 2" DEPTH
M3	MILL ASPHALT PAVEMENT, 6" DEPTH
M4	MILLED RUMBLE STRIP
M5	FINE MILLING
N	PROP. APPROX. 5/8" ULTRATHIN HOT MIX BONDED WEARING SURFACE COURSE, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

CONSTRUCTION NOTES:

1. ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".

2. 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.

3. 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.

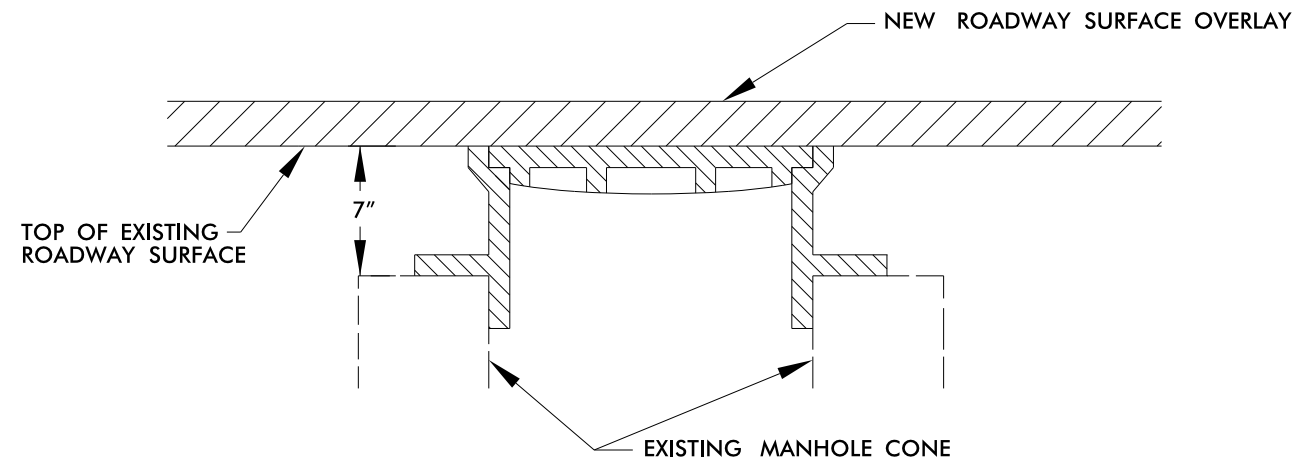
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).

5. 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.

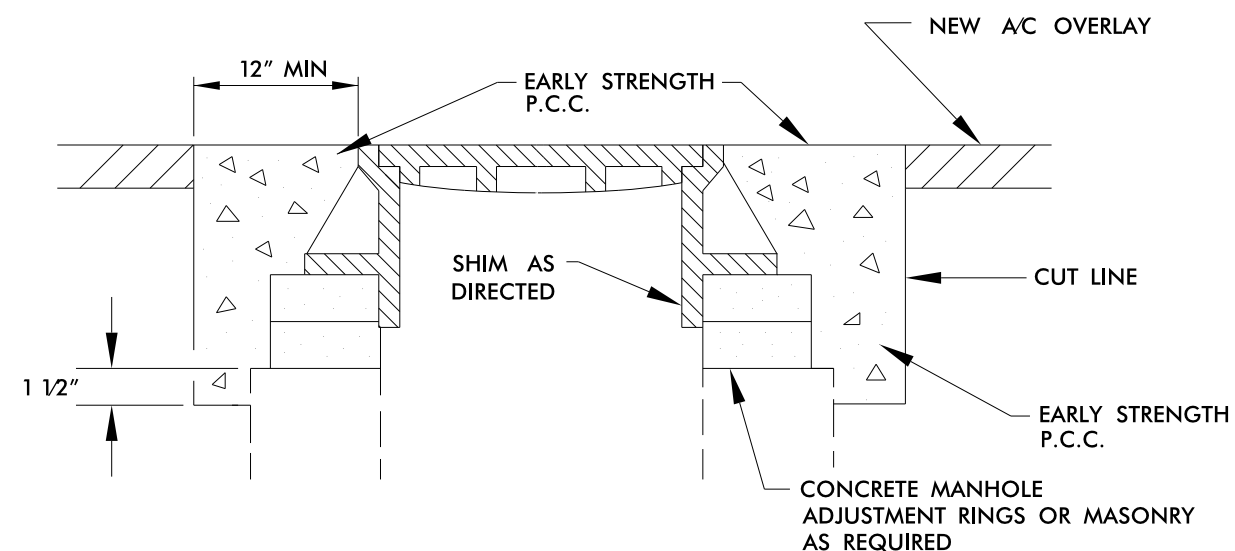
6. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.

7. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.

9. 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



STEP 1



STEPS 2,3, & 4

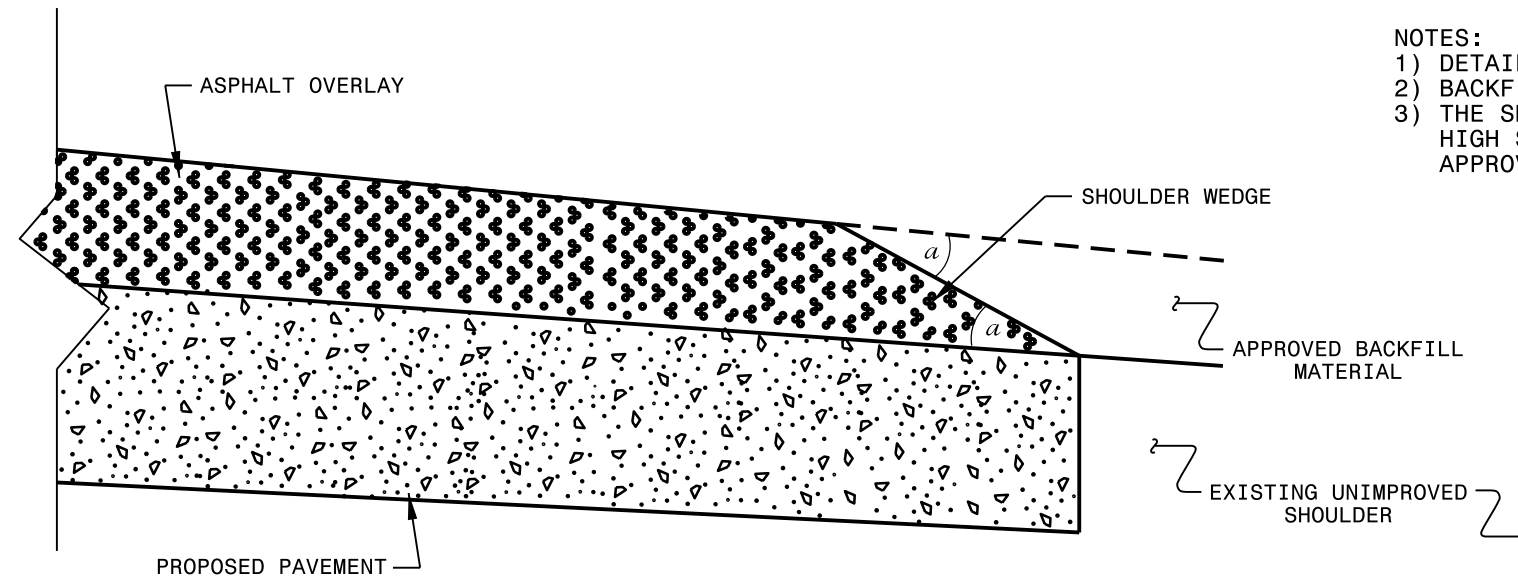
- STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE
- STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.
- STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.
- STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS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

MANHOLE ADJUSTMENT DETAIL

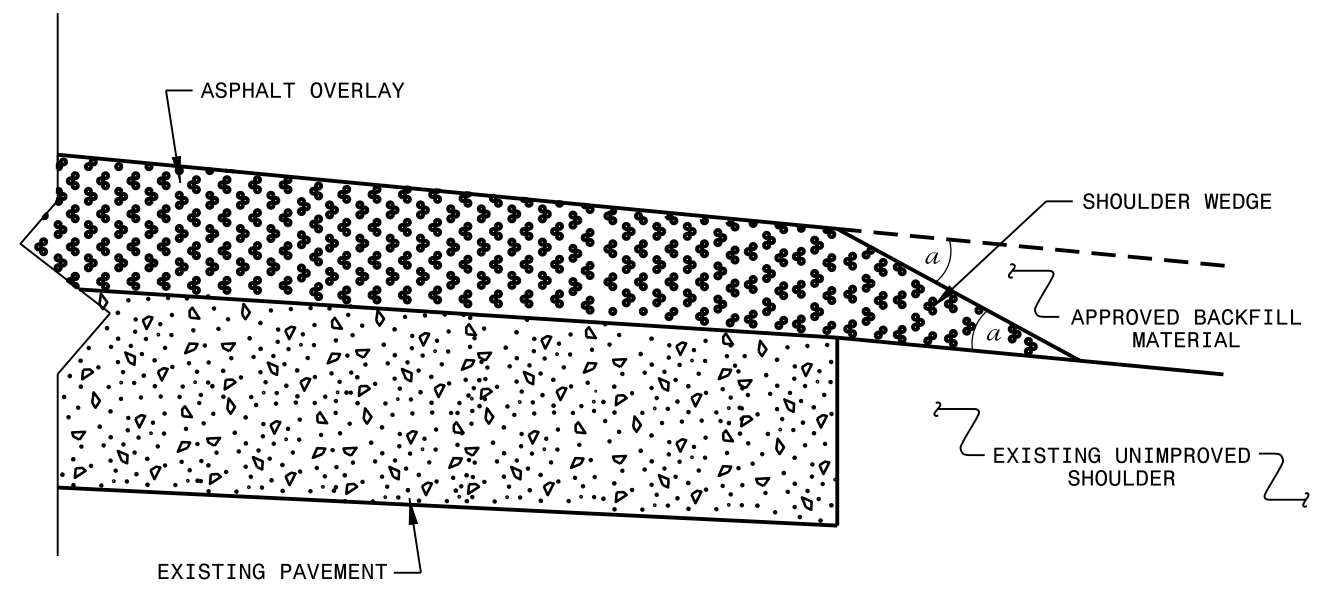
etc

NOTES:

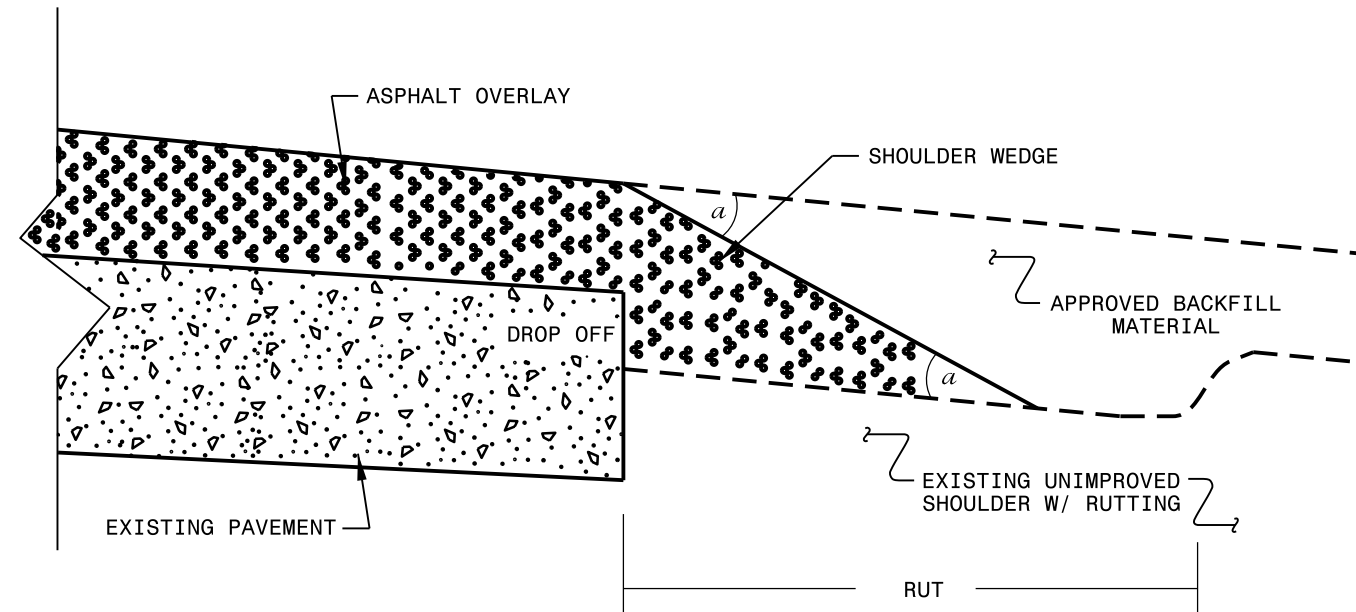
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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.: s:\usr\details\stand\shoulderwedge\detail.dgn	

31-JAN-2017 10:32
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 p:\porter AT USD-22592

2018_Resurfacing_FORSYTH

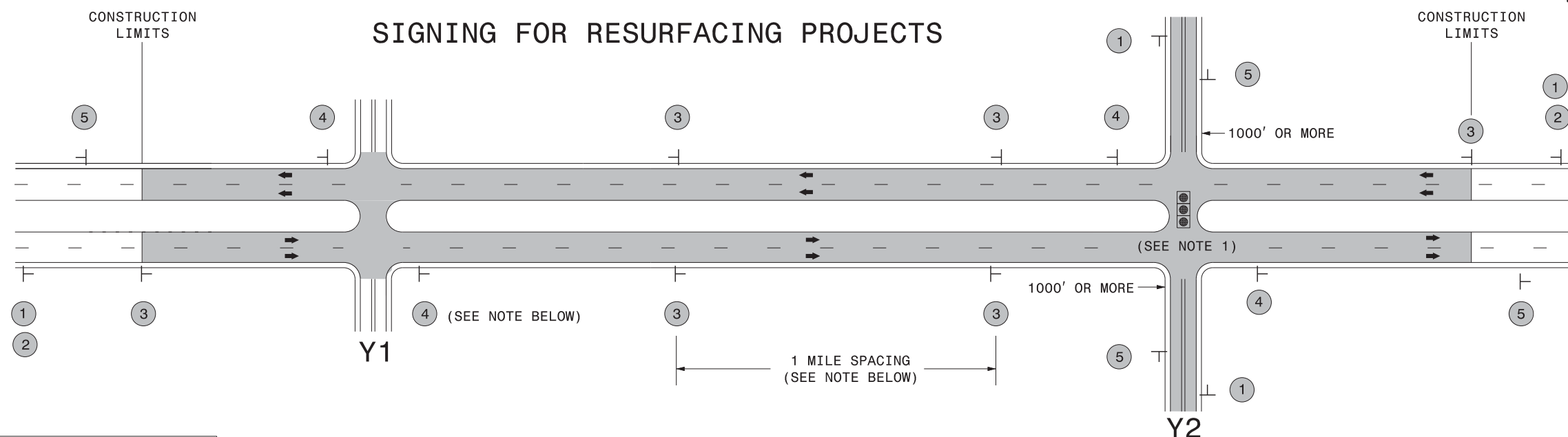
PROJECT NO.	SHEET NO.
2017CPT.09.30.10341 2017CPT.09.31.20341	19

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
1,7	SR 2264	AKRON DR.	265	US 52 NBL US 52 SBL	6.5 RC 3 AWS	56	NA	US 52 NBL 14FT 09 IN US 52 SBL 14FT 11 IN	224	NA	MAINTAIN CLEARANCE
1,2	US 52 NBL	US 52 NBL	267	PATTERSON AVE. SR 2579	8.5 RC 1 AWS	28	NA	NA	195	NA	MILL AND PAVE BACK
7,8	US 52 SBL	US 52 SBL	268	PATTERSON AVE. SR 2579	8.5 RC 1 AWS	40.2	NA	NA	195	NA	MILL AND PAVE BACK
1,2	US 52 NBL	US 52 NBL	270	MOTOR RD. SR 1733	8.5 RC SLAB 1 Inch AWS	28	NA	NA	200	NA	MILL AND PAVE BACK
7,8	US 52 SBL	US 52 SBL	271	MOTOR RD. SR 1733	8.5 RC SLAB 1 Inch AWS	28	NA	NA	200	NA	MILL AND PAVE BACK
1,2,7,8	NC 8	GERMANTON RD. NC 8	48	US 52 NBL US 52 SBL	7 3/4" RC SLAB 1.5 AWS	28	NA	US 52 NBL 14FT 08 IN US 52 SBL 16FT 02 IN	293	NA	MAINTAIN CLEARANCE
9	NC 8	GERMANTON RD. NC 8	48	US 52 NBL US 52 SBL	7 3/4" RC SLAB 1.5 AWS	28	NA	NA	293	NA	MILL AND PAVE BACK
3,4,5,6	SR 1686	OAK SUMMIT RD.	282	US 52 NBL US 52 SBL	7 1/4 RC SLAB	28	52	US 52 NBL 17FT 03 IN US 52 SBL 17FT 02 IN	224	NA	MAINTAIN CLEARANCE
3,4,5,6	SR 4000	UNIVERSITY PKWY.	289	US 52 NBL US 52 SBL	7 1/4 RC SLAB	68	50	16FT 10 IN NBL 15FT 09 IN SBL	263	NA	MAINTAIN CLEARANCE
3,4,5,6	SR 1672	HANES MILL RD.	290	US 52 NBL US 52 SBL	7 3/4 RC SLAB	28	50	US 52 NBL 15FT 10 IN US 52 SBL 15FT 07 IN	229	NA	MAINTAIN CLEARANCE
19	SR 1103	STYERS FERRY RD.	213	US 421	8 1/2" RC SLAB	90.8	NA	NA	213	NA	DO NOT MILL DO NOT PAVE
25	US 52 NBL	US 52 NBL	27	S. MAIN ST. SR 4205	8 3/8 RC SLAB	40	64	16FT 07 IN	289	NA	MAINTAIN CLEARANCE
25	US 52 SBL	US 52 SBL	28	S. MAIN ST. SR 4205	8 3/8 RC SLAB	40	64	15FT 04 IN	288	NA	MAINTAIN CLEARANCE

SUMMARY OF QUANTITIES

PROJECT COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRE D	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BORROW EXCAVATI ON	INCIDENTAL STONE BASE	SHOULDER RECONSTRU CTION	FINE MILLING, 5/8" DEPTH	MILLING ASPHALT PAVT, 6" DEPTH	MILLING ASPHALT PAVT, 1- 1/2" DEPTH	MILLING ASPHALT PAVT, 2" DEPTH	MILLING ASPHALT PAVT, 0" TO 1-1/2" DEPTH	INCIDENTAL MILLING	BASE COURSE, B25.0B	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	SURFACE COURSE, SF9.5A	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A (LEVELING COURSE)	ASPHALT BINDER FOR PLANT MIX	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	ASPHALT SURFACE TREAT- MENT, MAT & SINGLE SEAL	EMULSION FOR ASPHALT SURFACE TREAT- MENT	ULTRA- THIN BONDED WEARING COURSE	MILLED RUMBLE STRIPS (ASPHALT CONCRETE) std.665.01	ADJ. OF DROP INLET S	ADJ. OF MAN- HOLE S	ADJ. OF METER OR VALVE BOXES	PORTABLE LIGHTING	TEMP. SILT FENCE	WATTLE					
																																					NO	MI	FT	CY	TONS
2017CPT.09.30.10341 Forsyth	1	US 52/NC 8 NORTH BOUND	BEGIN NORTH BOUND AT EXISTING PAVEMENT JT. AT EXIT# 112 BRIDGE # 265 TO GERMANTON RD. /NC 8 GRASS GORE AT ON RAMP	1	2	MD	NO	NO	2.66	25				41,950												84.0					1,615	14,044									
	2	US 52/NC 8 NORTH BOUND-SHOULDER / RAMP SHOULDER REBUILD	BEGIN NORTHBOUND AT PAVEMENT JT. AT EXIT# 112 BRIDGE # 265 TO GERMANTON RD./NC 8 GRASS GORE AT ON RAMP	2	1	MD	NO	NO	2.29	varies 4'-10'	275	414	2.29		11,525						3,252	1,065																916	92		
	3	US 52 NORTH BOUND	BEGIN AT GRASS GORE AT ON RAMP FROM GERMANTON RD./NC 8 TO GRASS GORE AT ON RAMP FROM HANES MILL RD. SR 1672 (INCL. PAVING OFF RAMP AT UNIV. PKWY.)	1	2	MD	NO	NO	1.91	25		170			31,961											40	64			1,230	10,085										
	4	US 52 NORTH BOUND-SHOULDER / RAMP SHOULDER REBUILD	BEGIN AT GRASS GORE AT ON RAMP FROM GERMANTON RD./INC 8 TO GRASS GORE AT ON RAMP FROM HANES MILL RD. SR 1672	2,3	1	MD	NO	NO	1.999	varies 4'-10'	240	237	2.00		8,737						2,465	807	675				157											800	80		
	5	US 52 SOUTH BOUND	BEGIN SOUTH BOUND AT EXIT# 116 TO HANES MILL RD. (SR 1672) GRASS GORE TO GRASS GORE AT EXIT #114 TO GERMANTON RD./NC 8	1	2	MD	NO	NO	1.96	25					33,552													67		1,292	10,349										
	6	US 52 SOUTH BOUND-SHOULDER / RAMP SHOULDER REBUILD	BEGIN SOUTH BOUND AT EXIT# 116 TO HANES MILL RD. (SR 1672) GRASS GORE TO GRASS GORE AT EXIT #114 TO GERMANTON RD./NC 8	2	1	MD	NO	NO	1	varies 4'-10'	267	234	2.22		9,818						2,921	924					184											888	89		
	7	US 52/NC 8 SOUTH BOUND	BEGIN SOUTH BOUND AT EXIT# 114 TO GERMANTON RD. (NC 8) GRASS GORE TO PAVEMENT JT. NEAR BRIDGE # 265 AKRON DR. (SR 2264)	1	2	MD	NO	NO	2.52	25					40,223													81		1,549	13,306										
	8	US 52/NC 8 SOUTH BOUND-SHOULDER / RAMP SHOULDER REBUILD	BEGIN SOUTH BOUND AT EXIT# 114 TO GERMANTON RD. (NC 8) GRASS GORE TO PAVEMENT JT. NEAR BRIDGE # 265 AKRON DR. (SR 2264)	2	1	MD	NO	NO	1	varies 4'-10'	230	232	1.92		9,424						2,779	884					175												768	77	
	9	NC 8 GERMANTON RD.	FROM RADIUS PT. SOUTH OF US 52 SOUTHBOUND RAMP THROUGH INTERSECTION OF NC 66 TO PVMT. JT.	4,5	2	2WU	NO	NO	2.271	varies 24-50	72	1,132	2.87		3,585			5,653	1,611							237													238	24	
	10	NC 66 BROAD ST.	PAVEMENT JT. JUST SOUTH OF KIGER ST. TO STOKES CO. LINE	6,7	2	2WU	NO	NO	2.457	varies 24-50	105	120	2.54		33,391			1,083				4,778				287		16,939	8,470										508	51	
TOTAL FOR PROJ NO. 2017CPT.09.30.10341								20.067			1,189	2,539	13.84	147,686	39,504	3,585	33,391	5,653	2,694	11,417	8,458	4,699			1,287	296	16,939	8,470	5,686	47,784			25	24			4,118	413			
2017CPT.09.31.20341 Forsyth	11	SR 4315 WAUGHTOWN ST.	FROM PAVEMENT JT. AT PLEASANT ST. NS TO WEST OF NICHOLSON RD.	8	2	MU	NO	NO	1.843	32-48				38,745											249																
	12	SR 1686 SHATTALON RD.- 3LN TO NC 67	FROM NC 67-REYNOLDA RD. TO PAVEMENT JT AT TAPER TO 3 LANE	8,9	2	M2	NO	NO	1.374	24-46	165	200	2.75		21,092											117													550	55	
	13	SR 1393 SHATTALON RD.- NC 67 TO YAD.	FROM NC 67-REYNOLDA RD. TO PAVEMENT JT AT YADKINVILLE RD. (SR 1525)	8,9	2	2WU	NO	NO	0.881	22-43	106	69	1.76		12,494												70												352	35	
	14	SR 3855 STONEHAVEN RD.	NC 66 TO ROUGEMOUNT LN.(SR 3884)	10	2	2WU	NO	NO	1.025	19-21		30													1,177		79														
	15	SR 3843 WHITE HORN DR.	NC 66 TO END	10	2	2WU	NO	NO	0.429	19-20		10													577		39														
	16	SR 2614 PAYNE RD.	NC 66 TO GUILFORD COUNTY LINE	11	2	2WU	NO	NO	0.456	20-21	55	45	0.91					467									31												182	18	
	17	SR 1001 SHALLOWFORD RD.	FROM PAVEMENT JT. AT ROUND ABOUT NEAR HERITAGE DR. TO END OF CURB EAST OF LOWES FOODS DR.	8	2	2WU	NO	NO	1.043	36	26		0.22		22,548												125													9	88
	18	SR 1001 SHALLOWFORD RD.	FROM END OF CURB EAST OF LOWES FOODS DR. TO PAVEMENT JT. NEAR SIMS DRIVE	11,13	2	2WU	NO	NO	1.931	24-49	232		3.86				1,240	533									169													772	77
	19	SR 1103 STYERS FERRY RD.	FROM BRIDGE # 213 APPROACH AT US 421 TO E.O.P. AT SR 1001 COUNTRYCLUB RD.	11,12	2	2WU	NO	NO	1.37	21-63	137	78	2.28				3,200	1,633									134													456	46
	20	SR 1100 FAIR OAKS DR.	FROM HARPER RD. (SR 1101) TO LASATER RD. (SR 1100)	11,13	2	2WU	NO	NO	0.869	20-28	91	6	1.52				773	444									66													303	30
	21	SR 2211 BAUX MOUNTAIN RD.	FROM NC 66 TO RED BANK RD. (SR1917)	11	2	2WU	NO	NO	1.191	21-22	143	186	2.38						467								82													476	48
	22	SR 2627 ABBOTTS CREEK CHURCH RD.	PAVEMENT JT. AT HIGH PT RD. (SR 1003) TO DAVIDSON COUNTY LINE	14	2	2WU	NO	NO	0.74	18-20	89	117	1.48						400						714	250	63													296	30
	23	SR 2004 MAIN ST.	FROM PAVEMENT JT. AT NC 66 TO PAVEMENT JT. AT US 311	8	2	2WU	NO	NO	0.348	23	9		0.08			6,829											36													30	3
	24	SR 2385 DARROW RD.	FROM US 158 TO NC 66	15,16	2	2WU	NO	NO	0.813	23-38	33	63	1.08			13,823											90													109	11
	25	SR 4205 SOUTH MAIN ST.	FROM DAVIDSON CO. LINE TO PAVEMENT JT. AT S. MAIN ST. SB US 52 RAMP	7,8	2	2WU	NO	NO	1.507	24-28	161	138	2.67			5,933			267								180		16,285	8,143										532	53
TOTAL FOR PROJ NO. 2017CPT.09.31.20341								15.82			1,247	942	20.99		121,464		5,213	4,211			22,477		2,468	250	1,530		16,285	8,143					1	98	102			4,067	494		
GRAND TOTAL									35.887		2,436	3,481	34.83	147,686	39,504	125,049	33,391	10,866	6,905	11,417	30,935	4,699	2,468	250	2,817	296	33,224	16,613	5,686	47,784	1	123	126	1	8,185	907					

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



LEGEND
 T STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

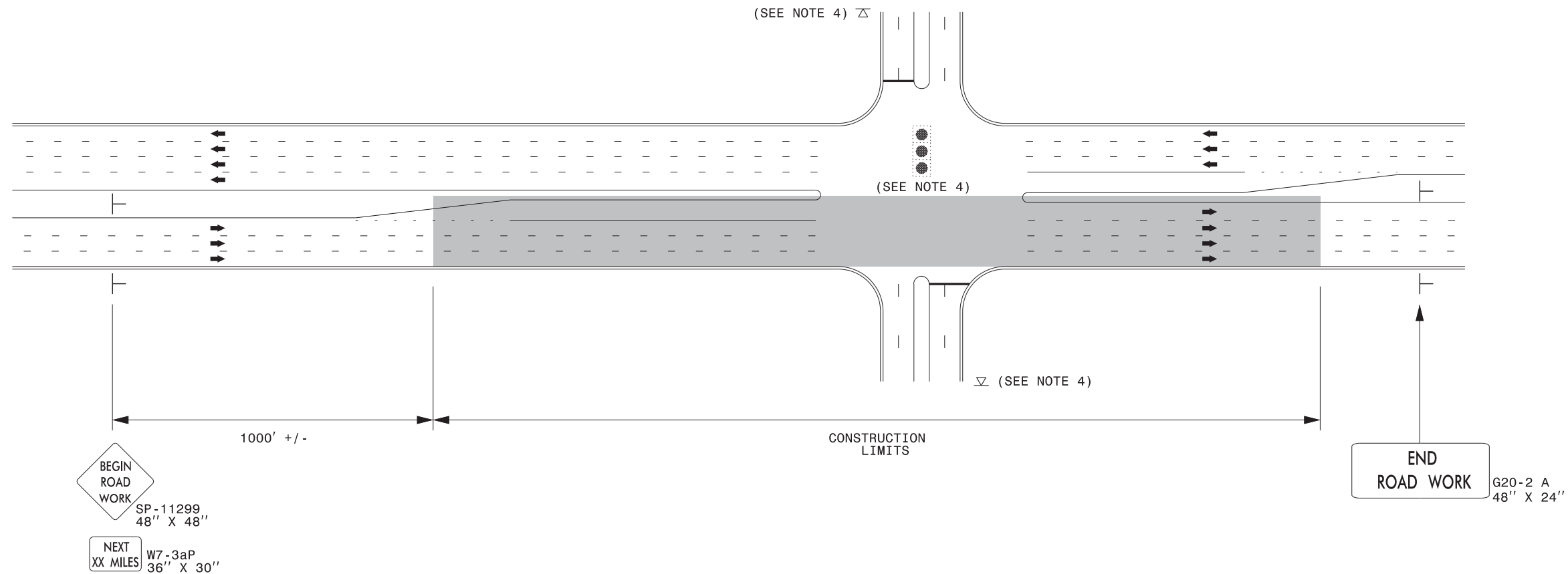
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p>W20-7 A 48" X 48"</p> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
		<p>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>	
		<p>THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

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

URBAN / SUBURBAN WORKZONES

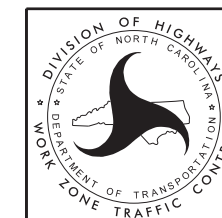


NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

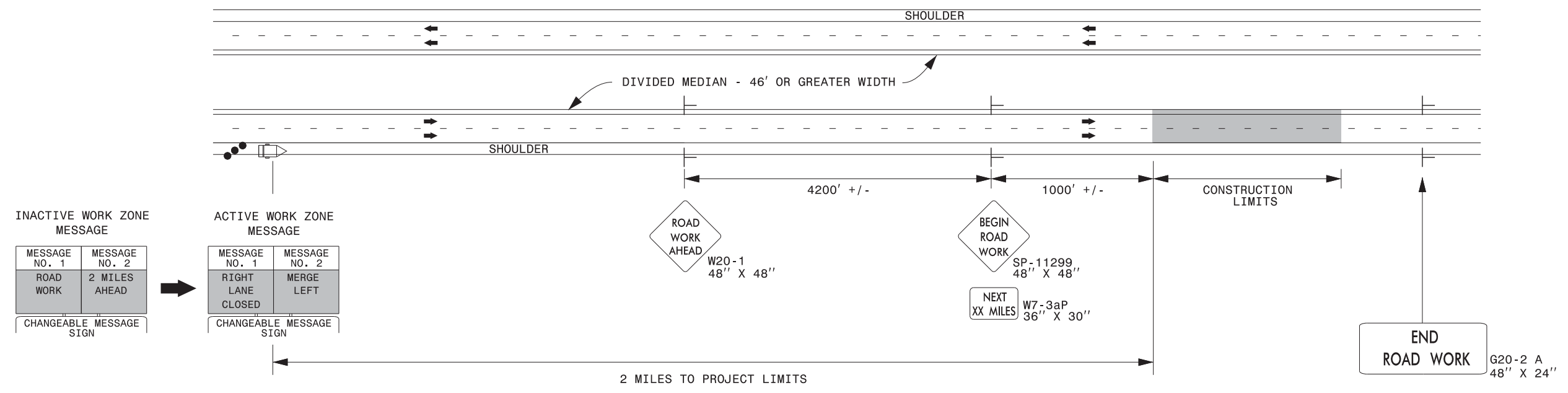
LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW

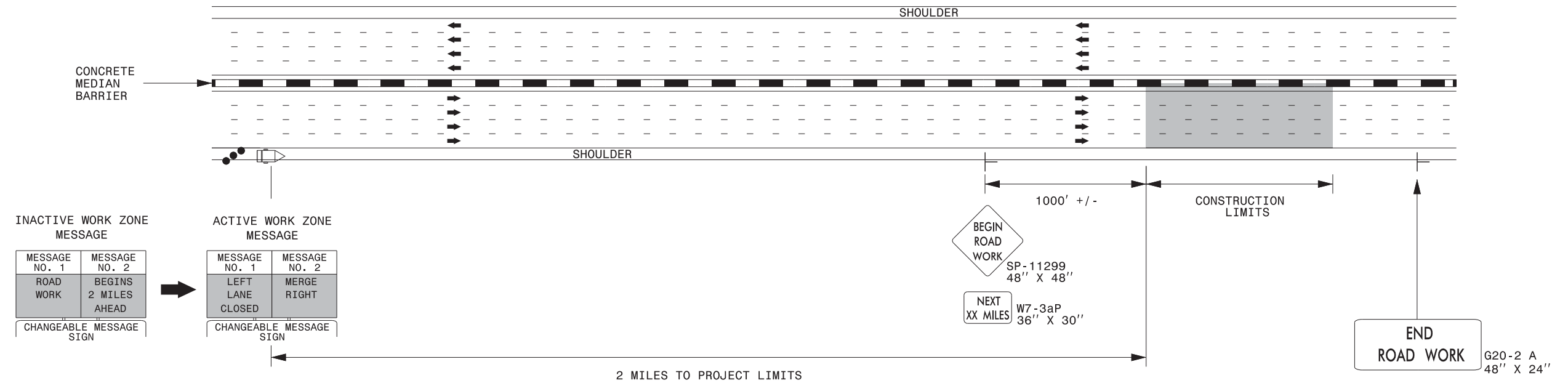


**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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

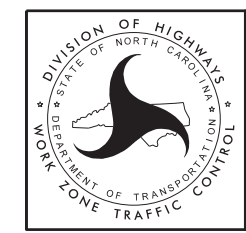


NOTES:

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

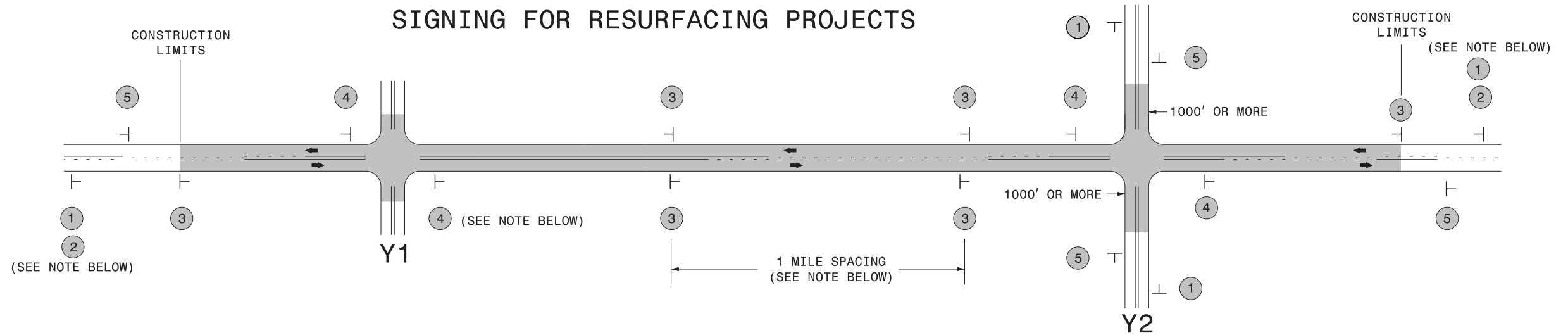
LEGEND

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



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

SIGNING FOR RESURFACING PROJECTS

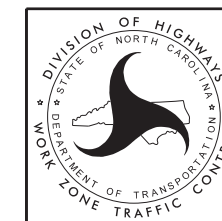


LEGEND	
—	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

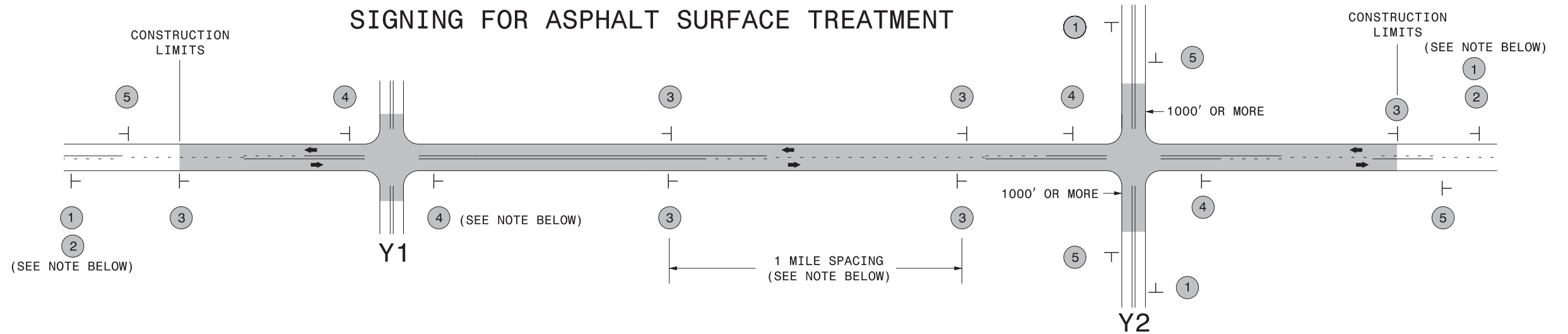
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p>W20-7 A 48" X 48"</p> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3	 SP 13107 48" X 48"	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	4	 SP 13106 48" X 48"	THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.	
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		



RESURFACING
 ADVANCE WARNING SIGNS
 FOR
 RURAL AND SUBURBAN
 2 LANE ROADWAYS

SIGNING FOR ASPHALT SURFACE TREATMENT



LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2	 W20-1 48" X 48" W7-3aP 24" X 18"	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>
3	 W8-7 48" X 48" SP 48" X 48"	<p>ALTERNATE THE FOLLOWING TWO SIGNS: STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</p> <p>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>
4	 SP 13106 48" X 48"	<p>THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p>
5	 G20-2 A 48" X 24"	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>

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.

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

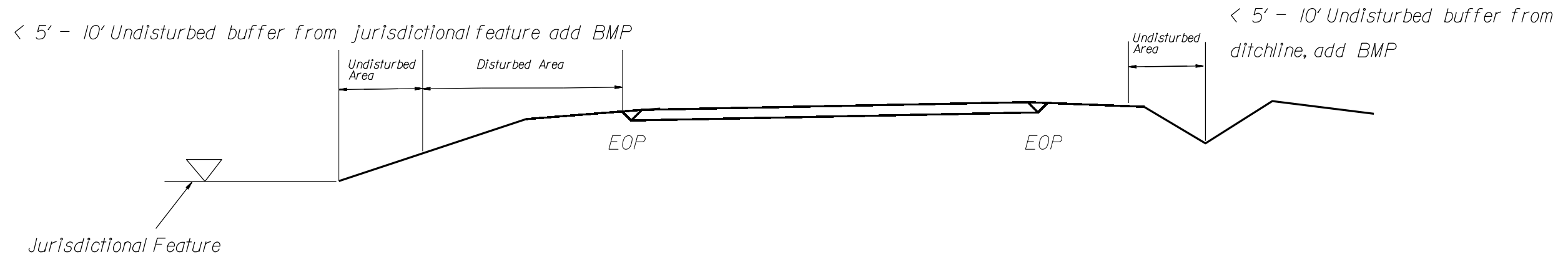
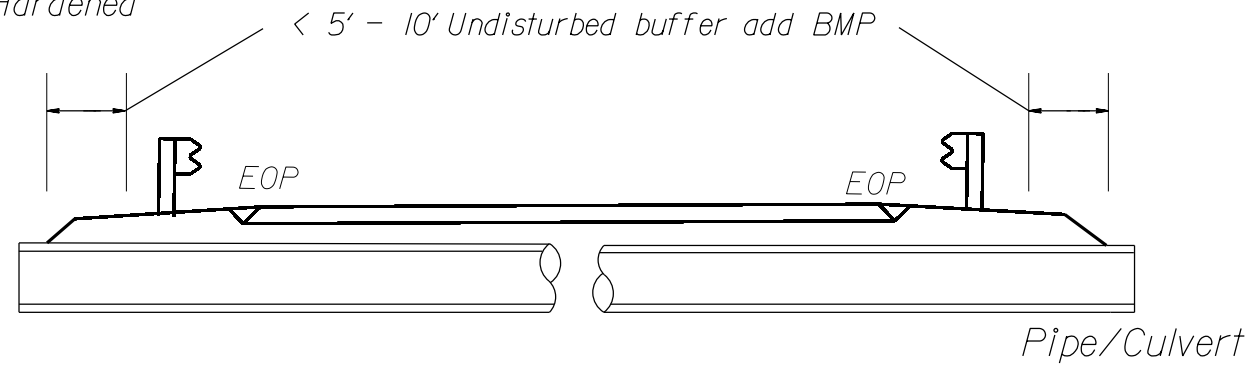
**ADVANCE WARNING SIGNS
FOR
ASPHALT SURFACE TREATMENTS
2 LANE ROADWAYS**

12/22/2014 S:\TMU\WZTC\Apps\WorkZoneGeneral\ExternalWebPage\DesRes\Resurfacing\Resurfacing_AdvWarn_2Ln - AST.dgn User:rmgarratt

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.

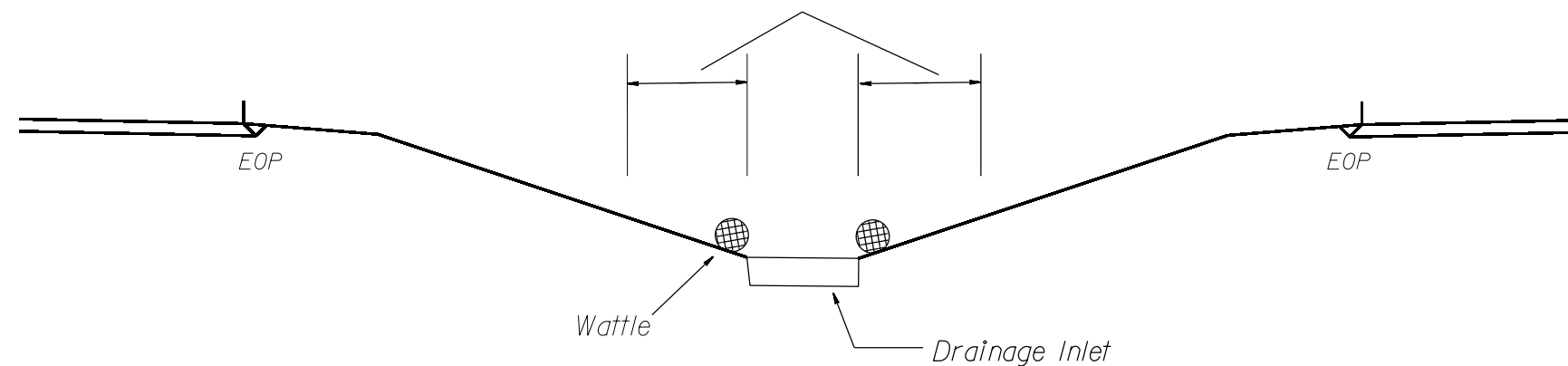
EROSION CONTROL DETAIL



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

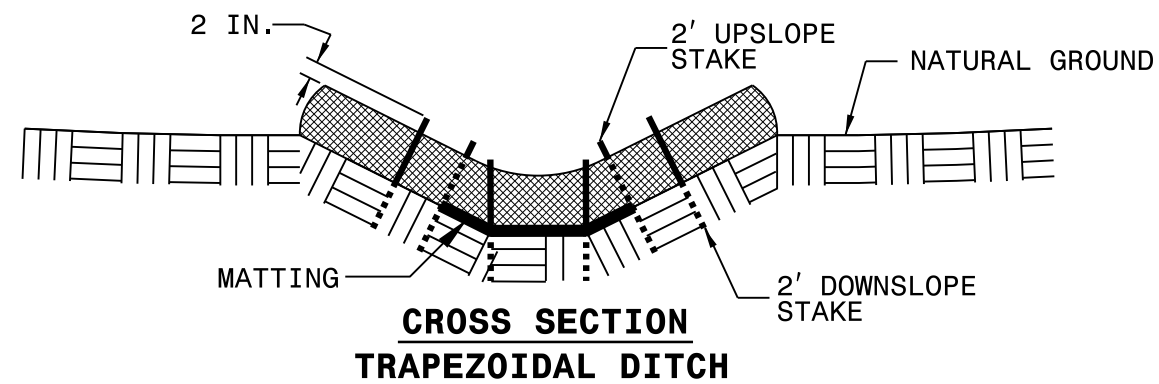
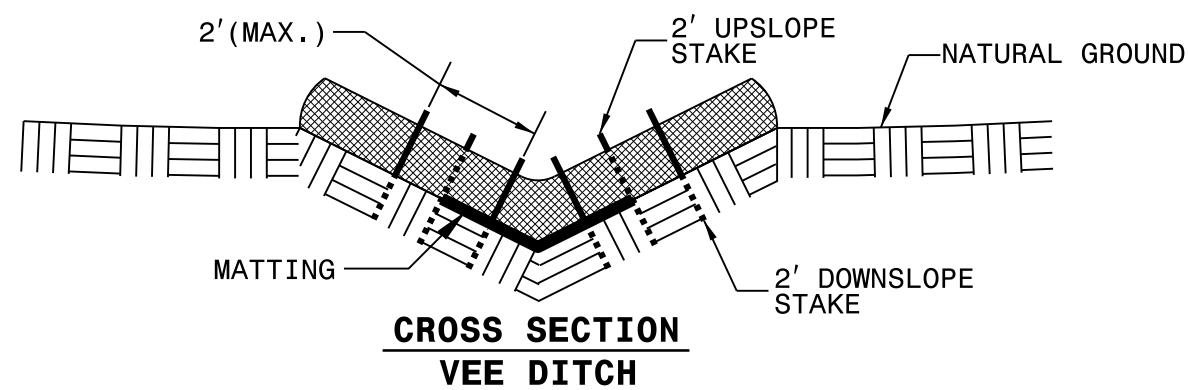
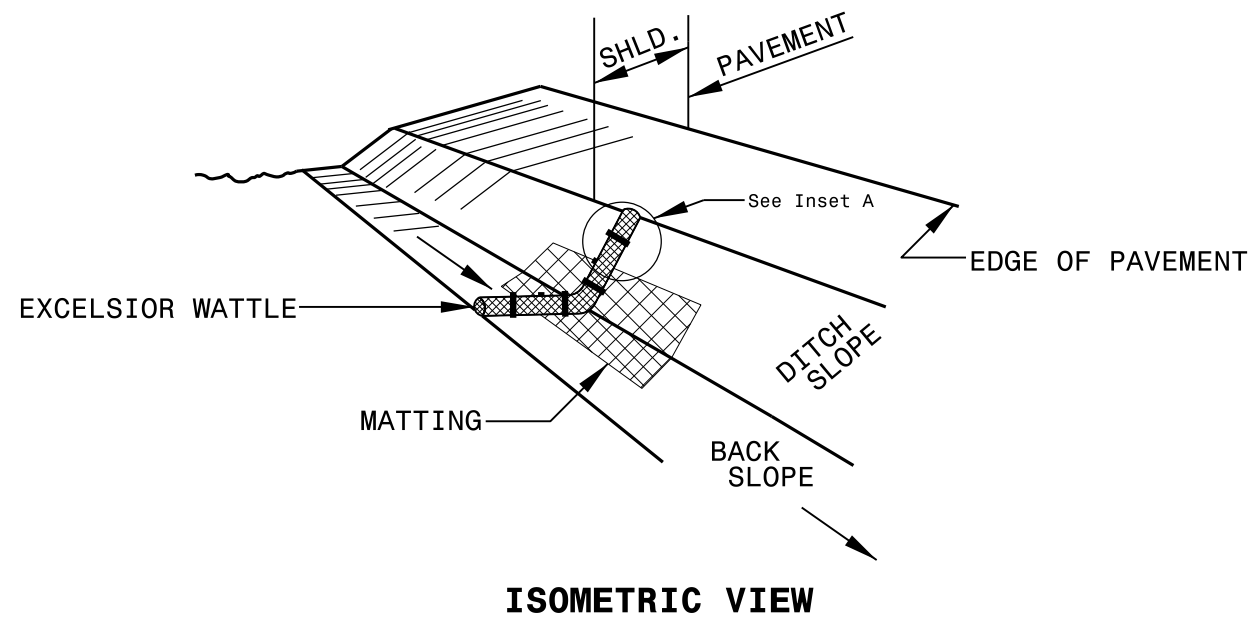


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

WATTLE DETAIL



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.

