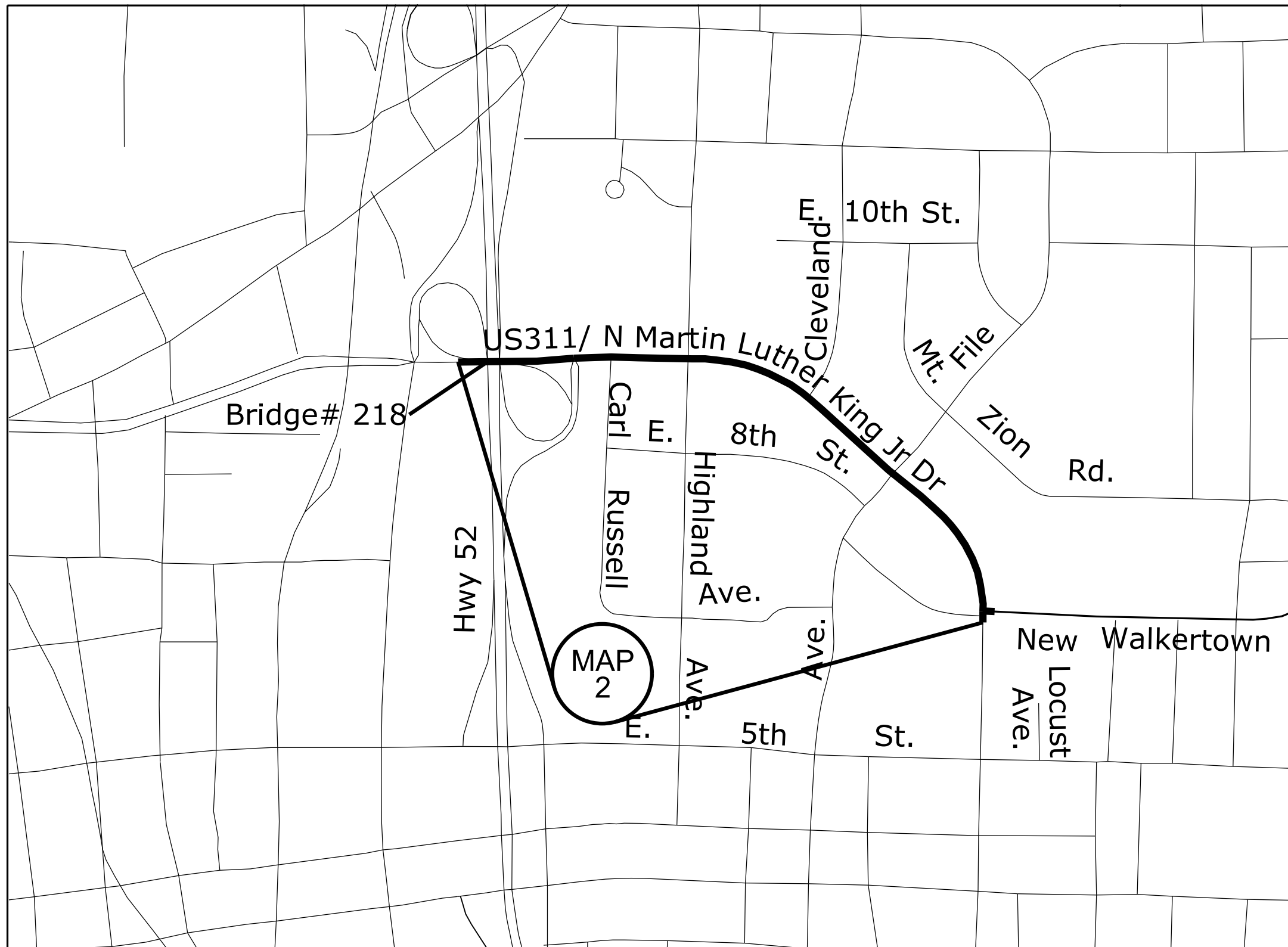
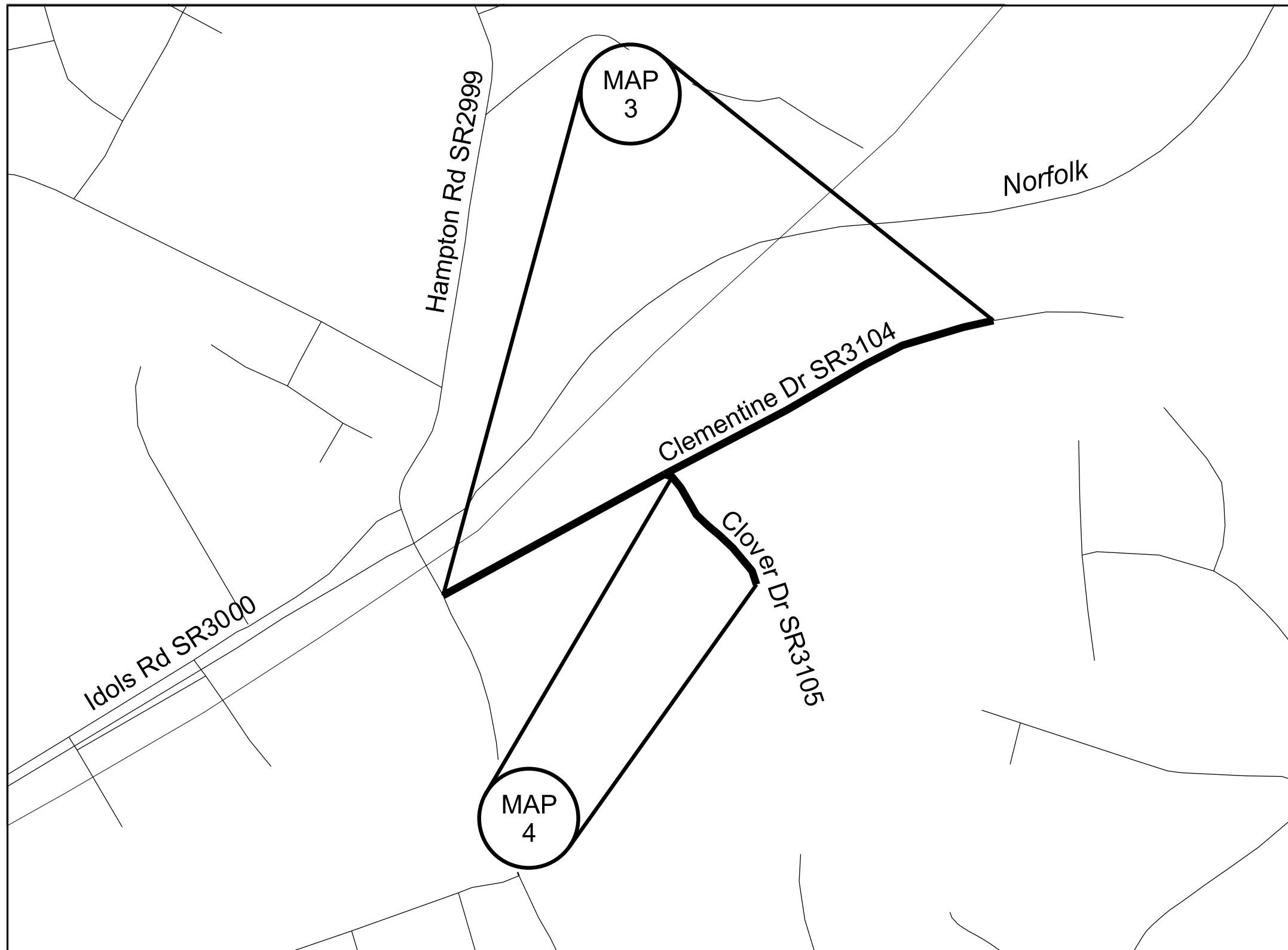


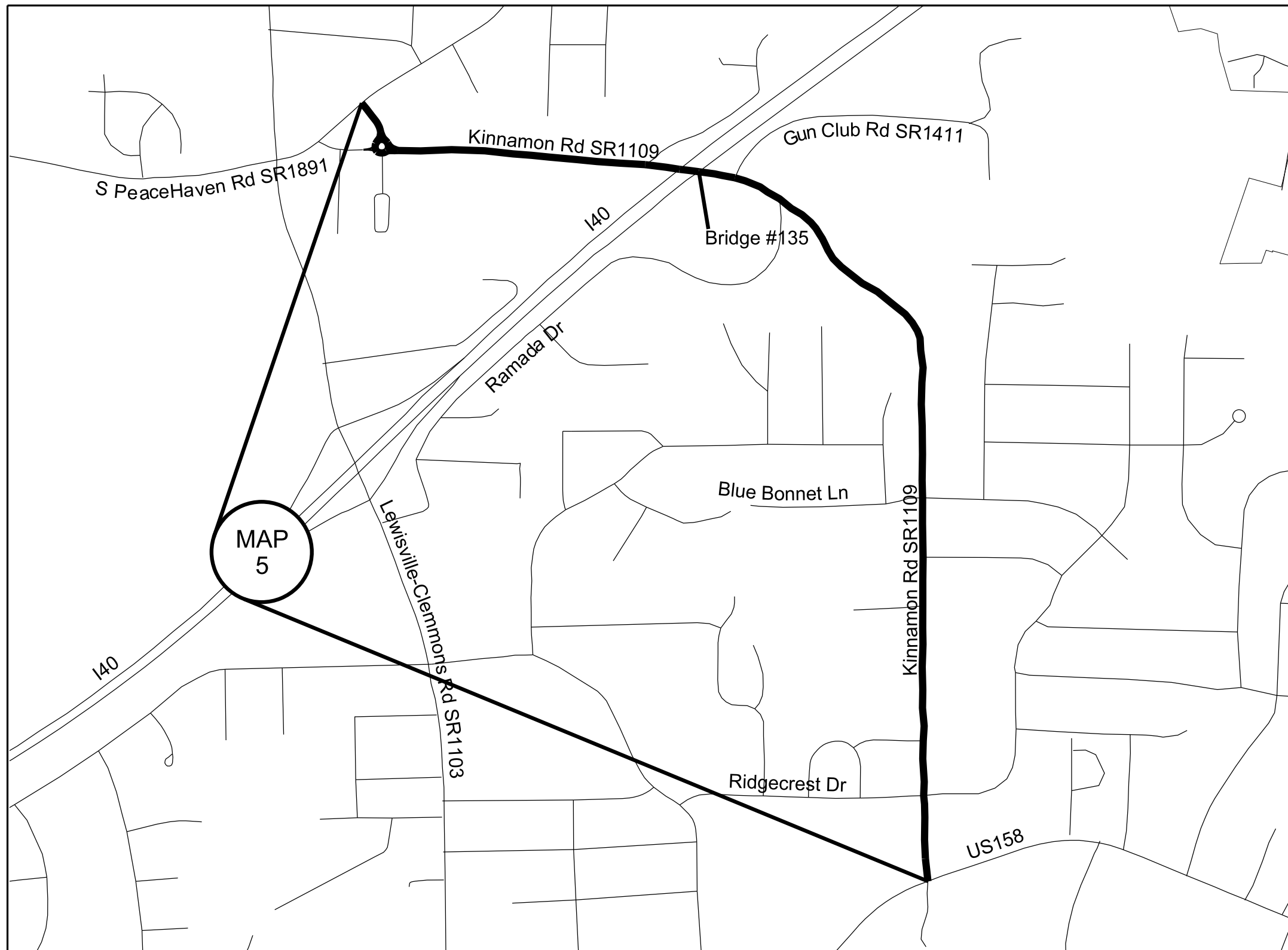
Map 1 US311 From Intersection  
at Harley Dr to Stokes County  
Line  
Mill 1 1/2" entire width including  
all SR intersections except SR  
1952, 1953, 1979, 1980, 1983  
Pave 1 1/2" S9.5C



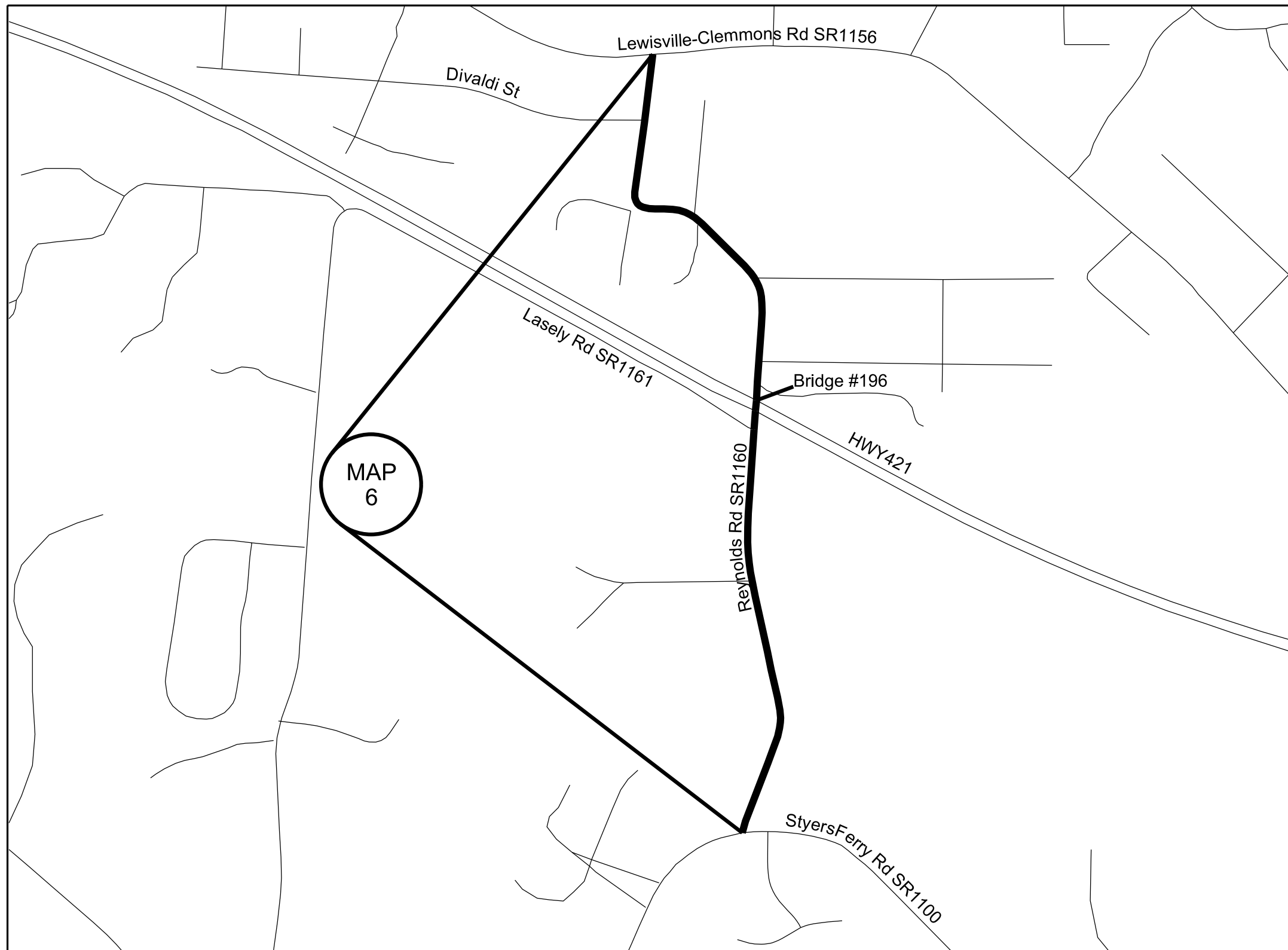
Map 2 US311/ N Martin Luther King Jr Dr From Pvt joint west of HWY52 to approx 200'past intersection of US311 Including approx 150' of US311/ New Walkertown Rd Mill 1 1/2" entire width including ramps to Hwy52 Pave 1 1/2" S9.5C



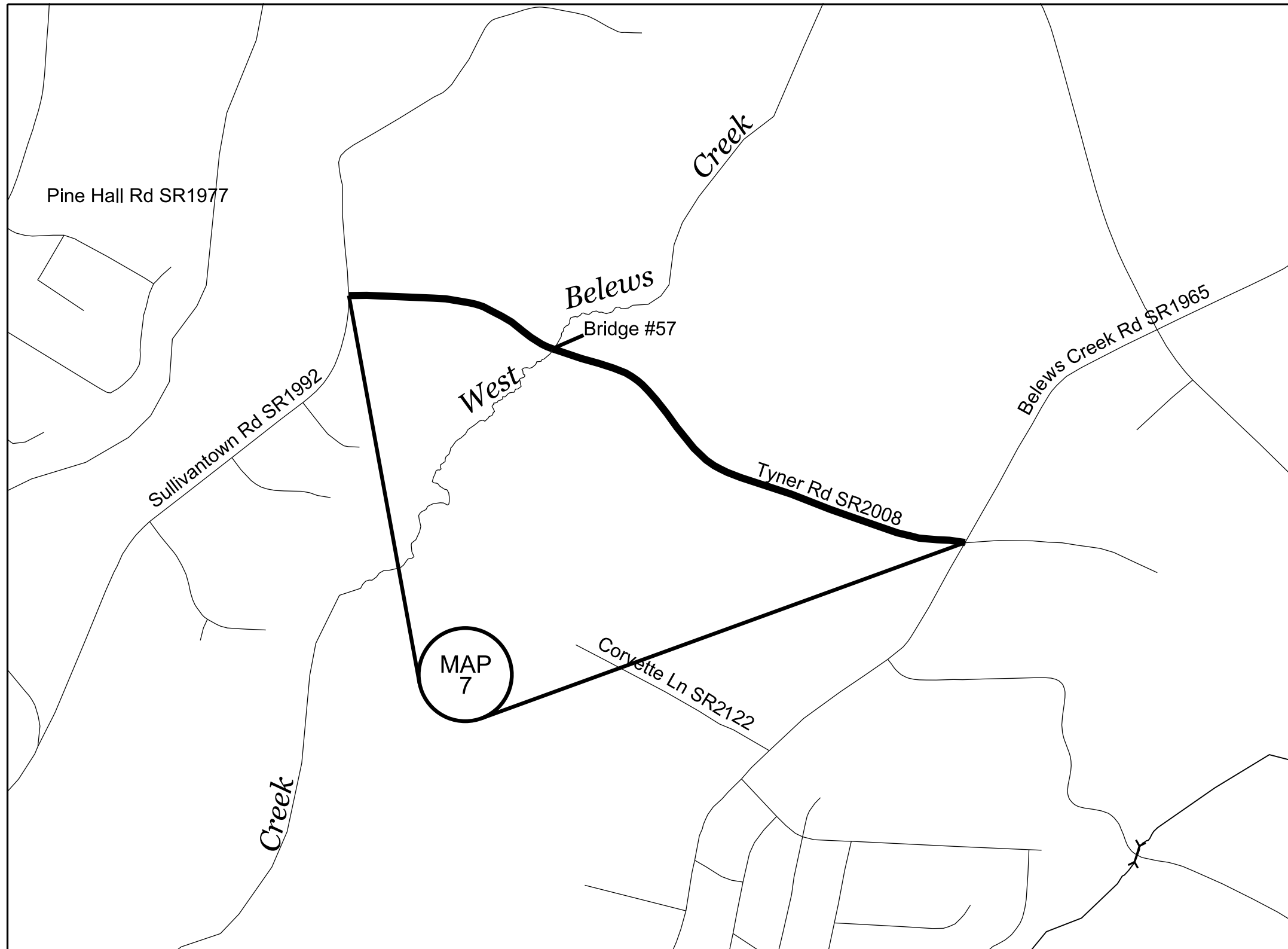
- Map 3 Clementine Rd SR3104  
From Hampton Rd SR2999 to end  
of state maintenance  
Mill 0-1 1/2" incidental mill  
beginning.  
Pave 1 1/2" S9.5B  
No pavement markings
- Map 4 Clover Dr SR3105 From  
Clementine Dr SR3104 to end of  
state maintenance  
Pave S9.5B  
No pavement markings



Map 5 Kinnamon Rd SR1109  
From US158 to S Peace Haven  
Rd SR1891  
Mill 1 1/2" entire width Including  
all SR intersections  
Pave 1 1/2" S9.5B

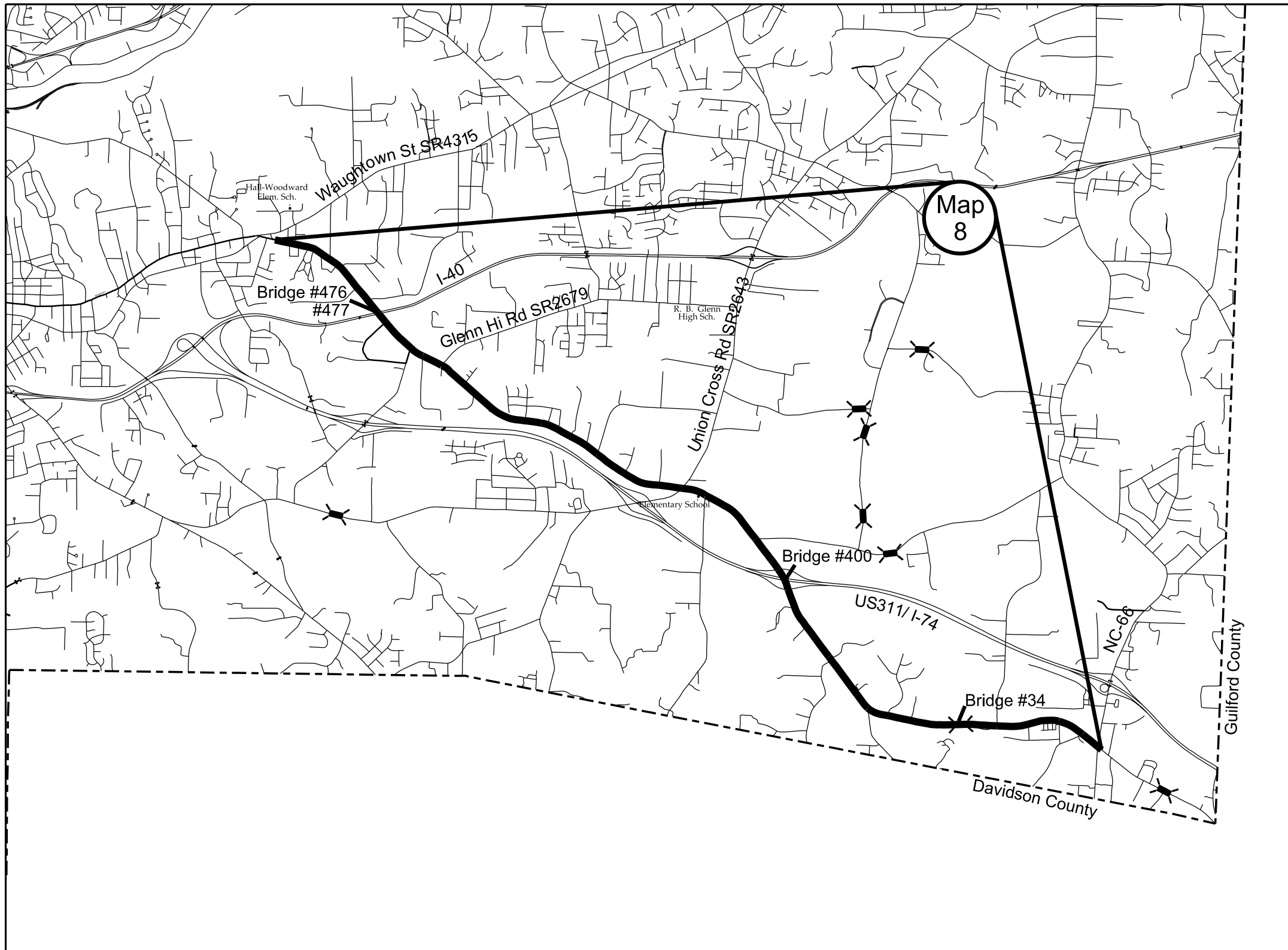


Map 6 Reynolds Rd SR1160 From  
StyersFerry Rd SR1100 to  
Lewisville-Clemmons Rd SR1156  
Mill 0-1 1/2" incidental milling  
beginning, end and at Bridge#196  
Pave 1 1/2" S9.5B

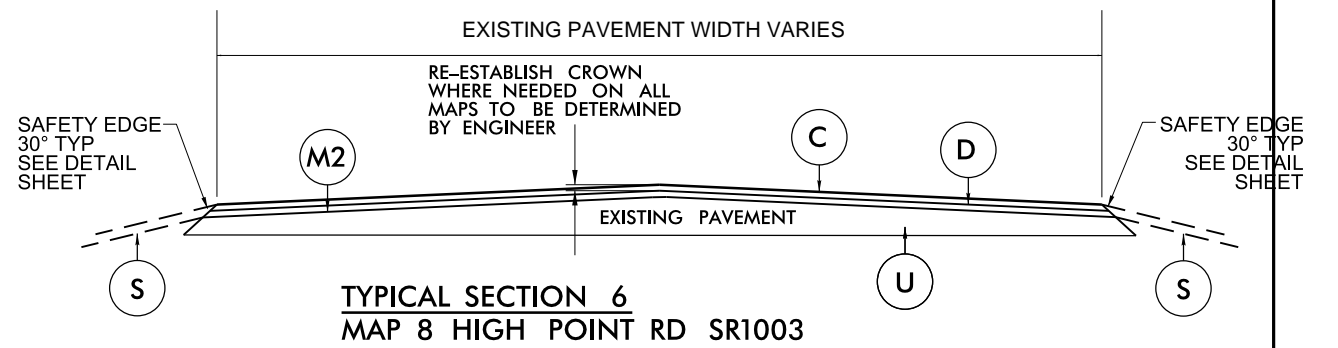
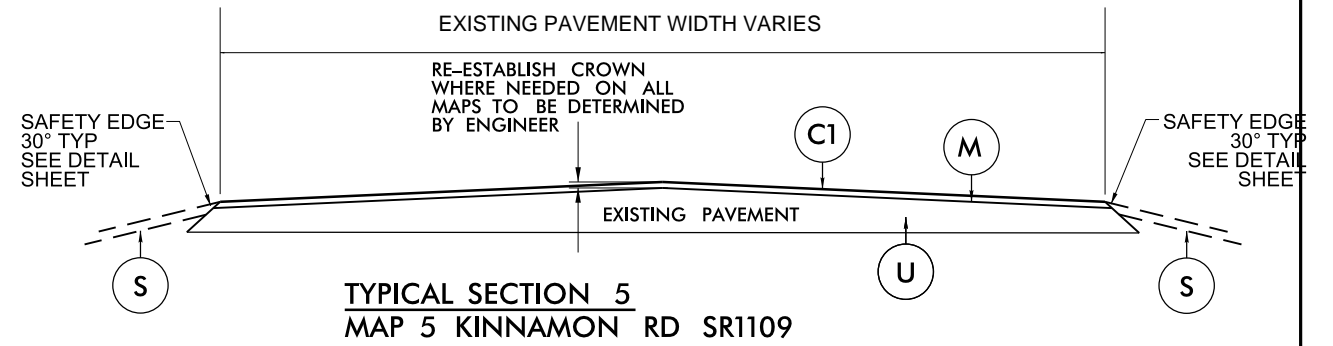
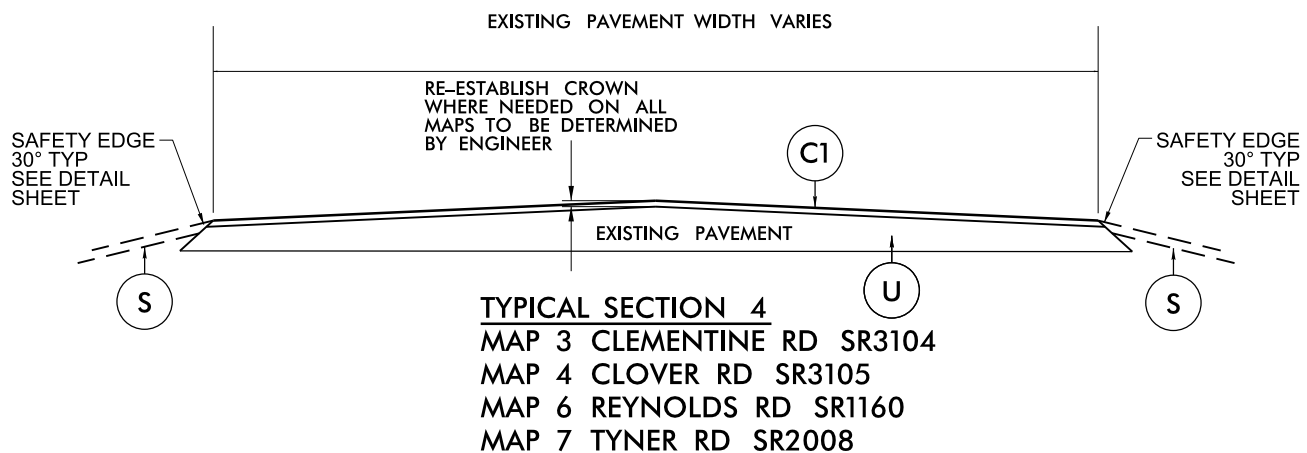
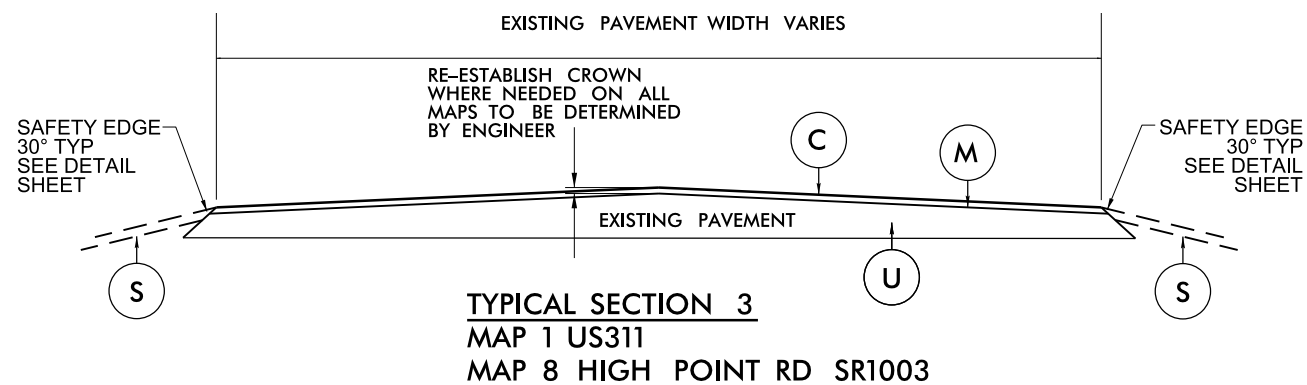
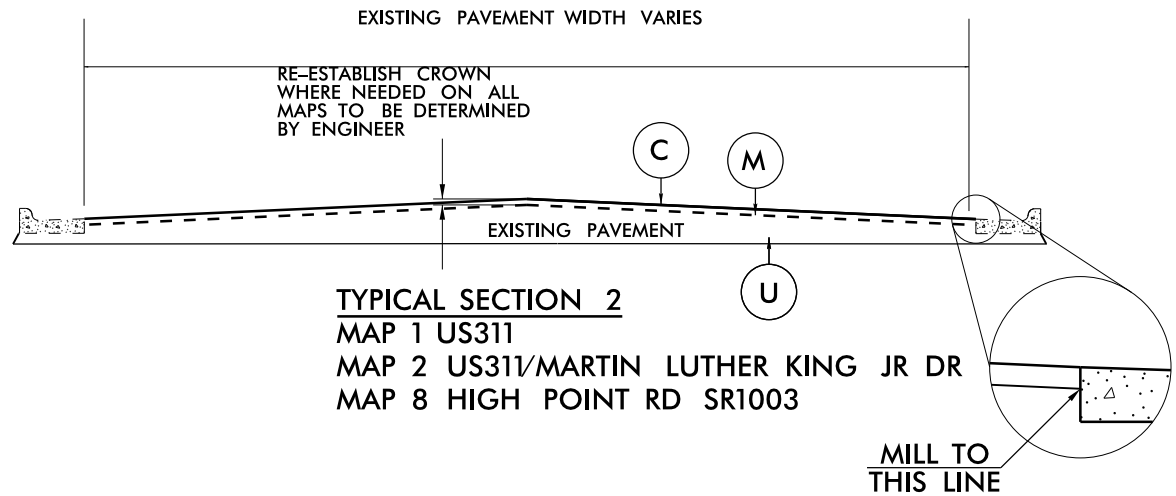
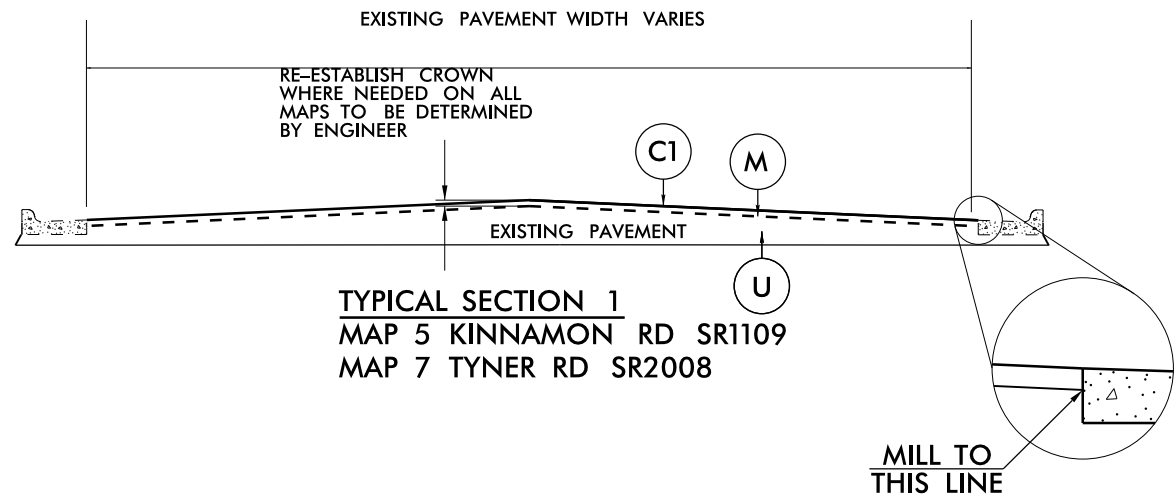


Map 7 Tyner Rd SR2008 From  
Belews Creek Rd SR1965 to  
Sullivantown Rd SR1992  
Mill 0-1 1/2" incidental mill at  
beginning, and end  
Mill 1 1/2" across Bridge #57  
as per detail  
Pave 1 1/2" S9.5B

PROJECT REFERENCE NO.	SHEET NO.
2021CPT.09.05.10341 2021CPT.09.06.20341	7

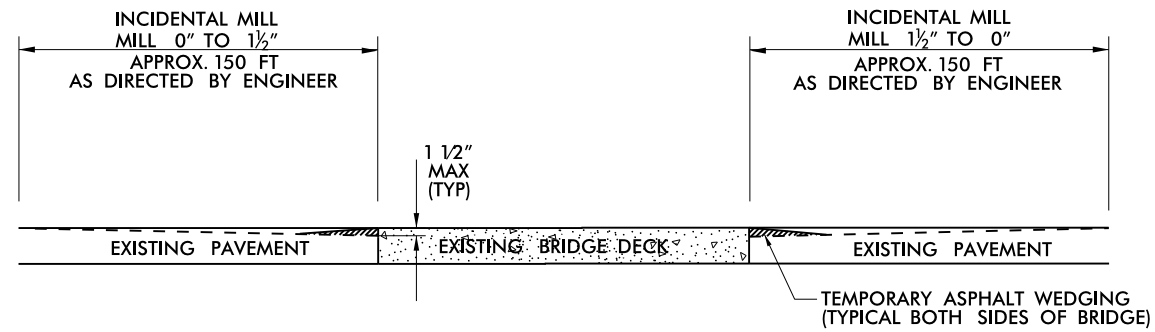


Map 8 High Point Rd SR1003  
 From Pvt Joint at Waughtown St SR4315 to pvt joint past US66 intersection  
 Mill 1 1/2" entire width including SR intersections (except for US66)  
 Mill 4" entire width from entrance of Loflin Concrete to end of radius at US311/I74 W  
 Pave 4" I19.0C  
 Pave 1 1/2" S9.5C

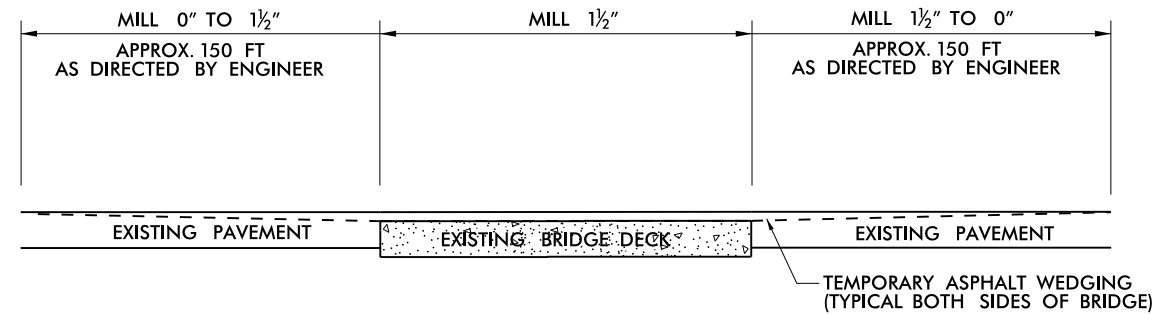


PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SY. YD.
M	MILL ASPHALT PAVEMENT, 1½" DEPTH ENTIRE WIDTH
M2	MILL ASPHALT PAVEMENT, 4" DEPTH ENTIRE WIDTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

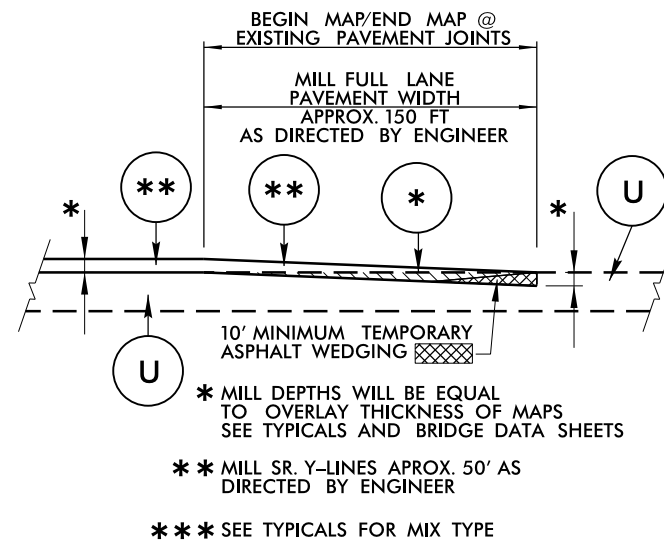




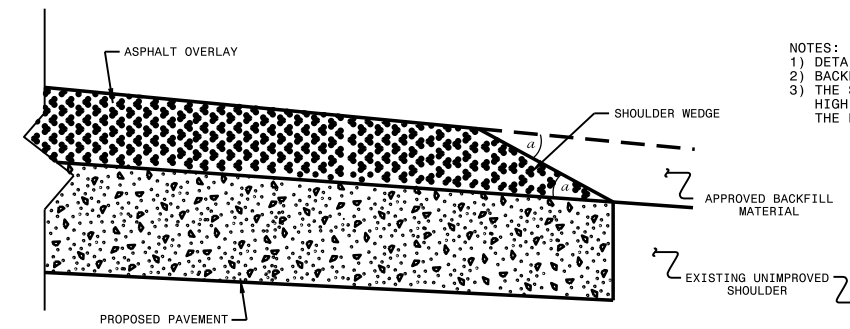
**INCIDENTAL MILLING  
BRIDGE APPROACHES**  
(SEE BRIDGE DATA SHEET)



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

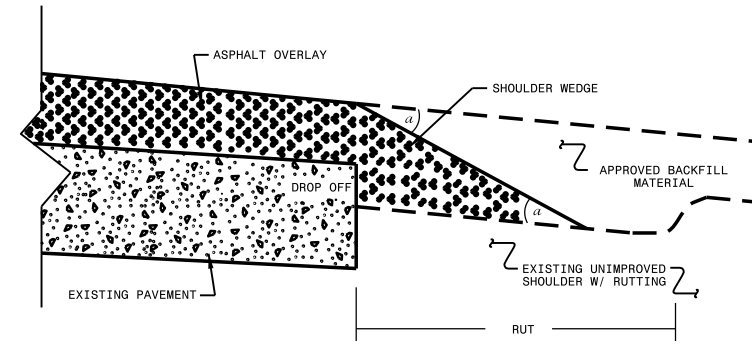


**INCIDENTAL TIE-IN MILLING DETAIL**

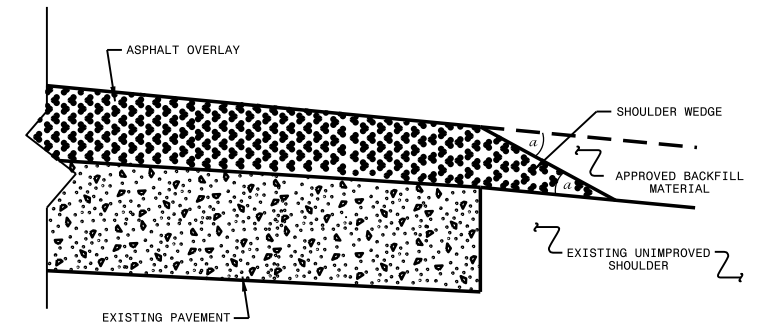


**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ Widening or  
with Existing Paved Shoulder having no dropoffs)

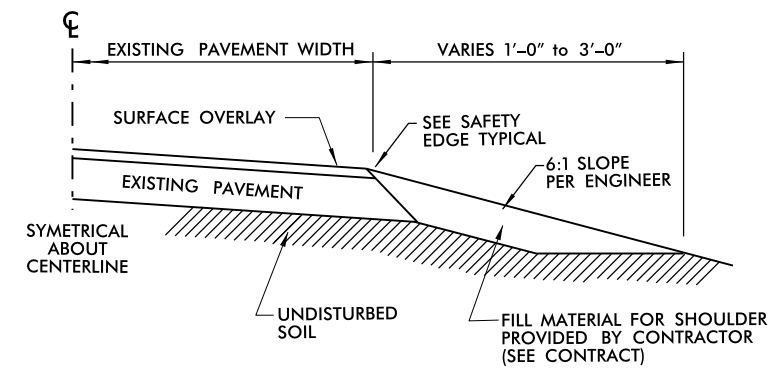
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.



**SHOULDER WEDGE DETAIL**  
(Resurfacing Adjacent to  
Rutted Shoulder)



**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ NO Widening)



**SHOULDER RECONSTRUCTION**

## 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.

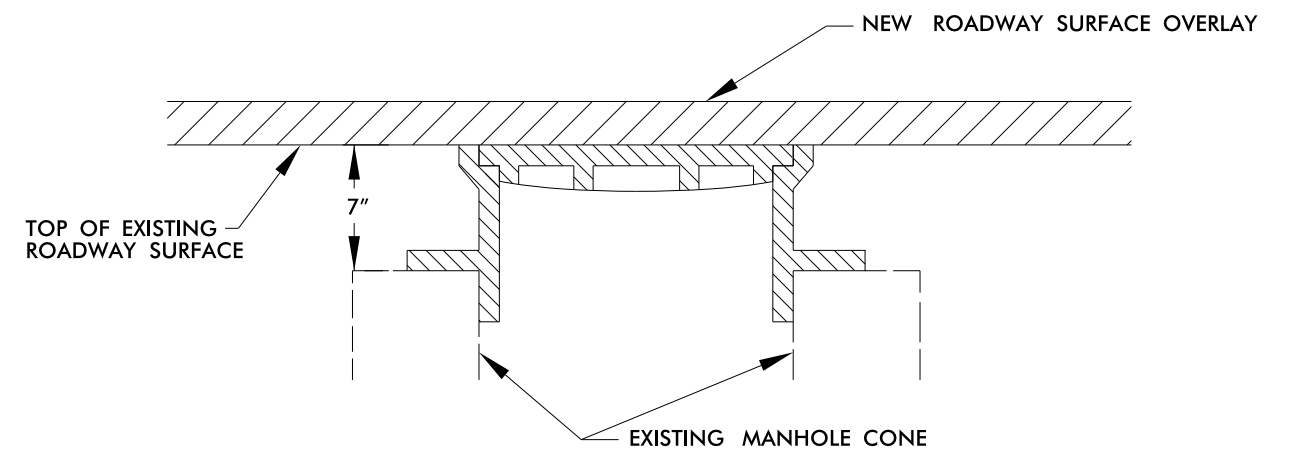
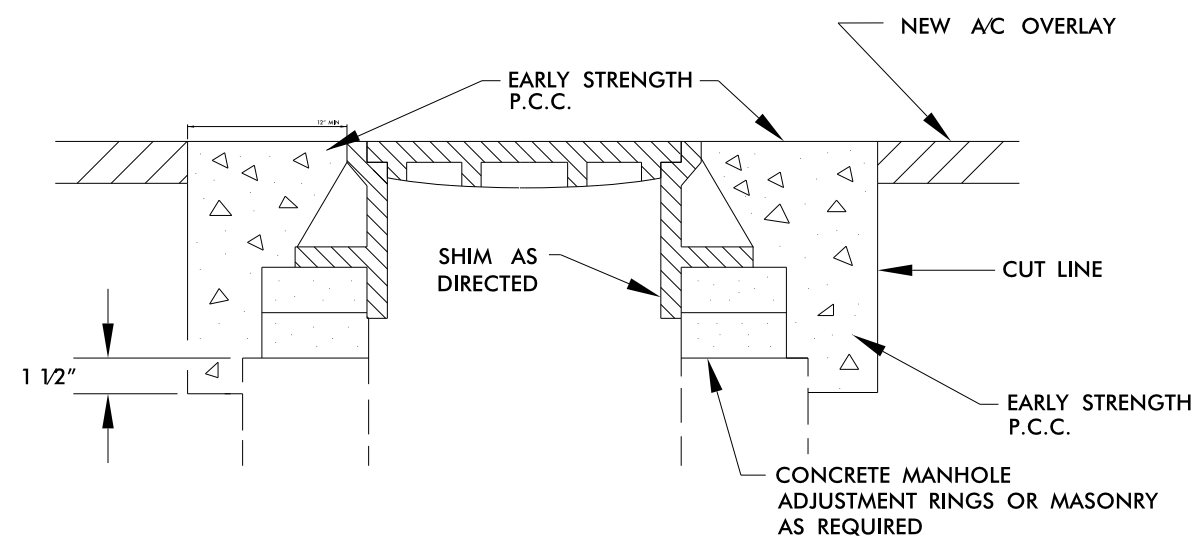
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).

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 AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT 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.

8. 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**



PROJECT NO.	SHEET NO.	TOTAL NO.
2021CPT.09.05.10341	12	
2021CPT.09.06.20341		

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0106000000-E	1220000000-E	1245000000-E	1297000000-E	1330000000-E	1503000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	6000000000-E	6071010000-E							
												BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH	MILLING ASPHALT PAVEMENT, 4" DEPTH	INCIDENTAL MILLING	INTERMEDIATE COURSE, 119.0C	SURFACE COURSE, \$9.5B	SURFACE COURSE, \$9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE						
											MI	FT	CY	TONS	SMI	SY	SY	SY	TONS	TONS	TONS	TONS	EA	EA	LF	LF						
2021CPT.09.05.10341	Forsyth	1	US311	FROM INTERSECTION AT HARLEY DR TO STOKES COUNTY LINE	2,3	2	2WU	NO	NO	6.868	22-31	824	276	12.71	94,224		593			8,665	520	10		6	2,747	275						
<b>TOTAL FOR MAP NO. 1</b>											<b>6.868</b>		<b>824</b>	<b>276</b>	<b>12.71</b>	<b>94,224</b>		<b>593</b>		<b>8,665</b>	<b>520</b>	<b>10</b>		<b>6</b>	<b>2,747</b>	<b>275</b>						
2021CPT.09.05.10341	Forsyth	2	US311/ MARTIN LUTHER KING JR DR	FROM PVT JOINT WEST OF HWY52 TO APPROXIMATELY 200' PAST INTERSECTION OF US311 INCLUDING APROX. 150' OF US311 /NEW WALKERTOWN RD	2	4,5	MZ	NO	NO	0.606	24-60				12,399				1,193	72	10	24	23									
<b>TOTAL FOR MAP NO. 2</b>											<b>0.606</b>					<b>12,399</b>				<b>1,193</b>	<b>72</b>	<b>10</b>	<b>24</b>	<b>23</b>								
<b>TOTAL FOR PROJ NO. 2021CPT.09.05.10341</b>											<b>7.474</b>		<b>824</b>	<b>276</b>	<b>12.71</b>	<b>106,623</b>		<b>1,068</b>		<b>9,858</b>	<b>592</b>	<b>20</b>	<b>24</b>	<b>29</b>	<b>2,747</b>	<b>275</b>						
2021CPT.09.06.20341	Forsyth	3	CLEMENTINE DR SR3104	FROM HAMPTON RD SR2999 TO END OF STATE MAINTENANCE	4	2	2WU	NO	NO	0.374	24-36	45	7	0.75		400		437		29				150	15							
<b>TOTAL FOR MAP NO. 3</b>											<b>0.374</b>		<b>45</b>	<b>7</b>	<b>0.75</b>		<b>400</b>		<b>437</b>		<b>29</b>			<b>150</b>	<b>15</b>							
2021CPT.09.06.20341	Forsyth	4	CLOVER DR SR3105	FROM CLEMENTINE DR SR3104 TO END OF STATE MAINTENANCE	4	2	2WU	NO	NO	0.114	24	14	2	0.23				133		9				46	5							
<b>TOTAL FOR MAP NO. 4</b>											<b>0.114</b>		<b>14</b>	<b>2</b>	<b>0.23</b>				<b>133</b>		<b>9</b>			<b>46</b>	<b>5</b>							
2021CPT.09.06.20341	Forsyth	5	KINNAMON RD SR1109	FROM US158 TO S PEACE HAVEN RD SR1891	1,5	2	2WU	NO	NO	1.71	25-42	205	10	3.42	30,945		166		2,937		197	10	6	8	684	68						
<b>TOTAL FOR MAP NO. 5</b>											<b>1.71</b>		<b>205</b>	<b>10</b>	<b>3.42</b>	<b>30,945</b>		<b>166</b>		<b>2,937</b>		<b>197</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>684</b>	<b>68</b>					
2021CPT.09.06.20341	Forsyth	6	REYNOLDS RD SR1160	FROM STYERSFERRY RD SR1100 TO LEWISVILLE-CLEMMONS RD SR1156	4	2	2WU	NO	NO	0.915	19-28	110	45	1.83		1,545		980		66	10		1	366	37							
<b>TOTAL FOR MAP NO. 6</b>											<b>0.915</b>		<b>110</b>	<b>45</b>	<b>1.83</b>		<b>1,545</b>		<b>980</b>		<b>66</b>	<b>10</b>		<b>1</b>	<b>366</b>	<b>37</b>						
2021CPT.09.06.20341	Forsyth	7	TYNER RD SR2008	FROM BELEWS CREEK RD SR1965 TO SULLIVAN RD SR1992	1,4	2	2WU	NO	NO	0.928	20-24	111	21	1.86	138		2,001		1,161		78	10			371	37						
<b>TOTAL FOR MAP NO. 7</b>											<b>0.928</b>		<b>111</b>	<b>21</b>	<b>1.86</b>	<b>138</b>		<b>2,001</b>		<b>1,161</b>		<b>78</b>	<b>10</b>			<b>371</b>	<b>37</b>					
2021CPT.09.06.20341	Forsyth	8	HIGH POINT RD SR1003	FROM PVT JOINT AT WAUGHTOWN RD SR4315 TO PVT JOINT PAST US66 INTERSECTION	2,3,6	2,5	2WU	NO	NO	8.061	22-56	967	550	16.12	134,432	12,444	3,594	3,148		11,649	850	10	4	12	3,224	322						
<b>TOTAL FOR MAP NO. 8</b>											<b>8.061</b>		<b>967</b>	<b>550</b>	<b>16.12</b>	<b>134,432</b>	<b>12,444</b>	<b>3,594</b>	<b>3,148</b>		<b>11,649</b>	<b>850</b>	<b>10</b>	<b>4</b>	<b>12</b>	<b>3,224</b>	<b>322</b>					
<b>TOTAL FOR PROJ NO. 2021CPT.09.06.20341</b>											<b>12.102</b>		<b>1,452</b>	<b>635</b>	<b>24.21</b>	<b>165,515</b>	<b>12,444</b>	<b>7,706</b>	<b>3,148</b>	<b>5,648</b>	<b>11,649</b>	<b>1,229</b>	<b>40</b>	<b>10</b>	<b>21</b>	<b>4,841</b>	<b>484</b>					
<b>GRAND TOTAL</b>																<b>19,576</b>		<b>2,276</b>	<b>911</b>	<b>36.92</b>	<b>272,138</b>	<b>12,444</b>	<b>8,774</b>	<b>3,148</b>	<b>5,648</b>	<b>21,507</b>	<b>1,821</b>	<b>60</b>	<b>34</b>	<b>50</b>	<b>7,588</b>	<b>759</b>

Note: All quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities recieved

PROJECT NO.	SHEET NO.	TOTAL NO.
2021CPT.09.05.10341	13	
2021CPT.09.06.20341		

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	4413000000-E		4457000000-N	4510000000-N	4685000000-E		4695000000-E		4720000000-E				4725000000-E									
								LENGTH	WIDTH	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	8" X 90 M YELLOW THERMO	8" X 90 M WHITE THERMO	THERMO MSG SCHOOL 90 M	THERMO MSG ONLY 90 M	THERMO MSG AHEAD 90 M	THERMO MSG STOP 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	12" YIELD LINE TRIANGLE 90M	THERMO MERGE ARROW 90 M	THERMO STR & LT ARROW 90 M		
								MI	FT	SF	LS	HR	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA					
2021CPT.09.05.10341	Forsyth	1	US311	FROM INTERSECTION AT HARLEY DR TO STOKES COUNTY LINE	2,3	2	2WU	6.868	22-31	770			74,064	75,000	90		6				2								
<b>TOTAL FOR MAP NO. 1</b>								<b>6.868</b>		<b>770</b>			<b>74,064</b>	<b>75,000</b>	<b>90</b>		<b>6</b>				<b>2</b>								
2021CPT.09.05.10341	Forsyth	2	US311/ MARTIN LUTHER KING JR DR	FROM PVT JOINT WEST OF HWY52 TO APPROXIMATELY 200' PAST INTERSECTION OF US311 INCLUDING APROX. 150' OF US311 /NEW WALKERTOWN RD	2	4,5	M2	0.606	24-60	136	*		40	2,761	200					16	1	15	18						
<b>TOTAL FOR MAP NO. 2</b>								<b>0.606</b>		<b>136</b>			<b>40</b>	<b>2,761</b>	<b>200</b>					<b>16</b>	<b>1</b>	<b>15</b>	<b>18</b>						
<b>TOTAL FOR PROJ NO. 2021CPT.09.05.10341</b>								<b>7.474</b>		<b>906</b>	*	<b>40</b>	<b>76,825</b>	<b>75,200</b>	<b>90</b>	<b>1,694</b>	<b>6</b>				<b>18</b>	<b>1</b>	<b>15</b>	<b>18</b>					
													<b>152,025</b>	<b>1,784</b>		<b>6</b>					<b>52</b>								
2021CPT.09.06.20341	Forsyth	3	CLEMENTINE DR SR3104	FROM HAMPTON RD SR2999 TO END OF STATE MAINTENANCE	4	2	2WU	0.374	24-36	15																			
<b>TOTAL FOR MAP NO. 3</b>								<b>0.374</b>		<b>15</b>																			
2021CPT.09.06.20341	Forsyth	4	CLOVER DR SR3105	FROM CLEMENTINE DR SR3104 TO END OF STATE MAINTENANCE	4	2	2WU	0.114	24	1																			
<b>TOTAL FOR MAP NO. 4</b>								<b>0.114</b>		<b>1</b>																			
2021CPT.09.06.20341	Forsyth	5	KINNAMON RD SR1109	FROM US158 TO S PEACE HAVEN RD SR1891	1,5	2	2WU	1.71	25-42	192			18,675	23,047	135	170			8		10	6	2	2	18				
<b>TOTAL FOR MAP NO. 5</b>								<b>1.71</b>		<b>192</b>				<b>18,675</b>	<b>23,047</b>	<b>135</b>	<b>170</b>			<b>8</b>		<b>10</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>18</b>			
2021CPT.09.06.20341	Forsyth	6	REYNOLDS RD SR1160	FROM STYERSFERRY RD SR1100 TO LEWISVILLE-CLEMMONS RD SR1156	4	2	2WU	0.915	19-28	103	*		9,845	9,845															
<b>TOTAL FOR MAP NO. 6</b>								<b>0.915</b>		<b>103</b>				<b>9,845</b>	<b>9,845</b>														
2021CPT.09.06.20341	Forsyth	7	TYNER RD SR2008	FROM BELEWS CREEK RD SR1965 TO SULLIVAN RD SR1992	1,4	2	2WU	0.928	20-24	104			9,985	9,985															
<b>TOTAL FOR MAP NO. 7</b>								<b>0.928</b>		<b>104</b>				<b>9,985</b>	<b>9,985</b>														
2021CPT.09.06.20341	Forsyth	8	HIGH POINT RD SR1003	FROM PVT JOINT AT WAUGHTOWN RD SR4315 TO PVT JOINT PAST US66 INTERSECTION	2,3,6	2,5	2WU	8.061	22-56	8,279			100,378	102,540	400	382	24			5	4	14	7	8	5	16	14	5	
<b>TOTAL FOR MAP NO. 8</b>								<b>8.061</b>		<b>8,279</b>				<b>100,378</b>	<b>102,540</b>	<b>400</b>	<b>382</b>	<b>24</b>			<b>5</b>	<b>4</b>	<b>14</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>16</b>	<b>14</b>	<b>5</b>
<b>TOTAL FOR PROJ NO. 2021CPT.09.06.20341</b>								<b>12.102</b>		<b>8,694</b>	*			<b>138,883</b>	<b>145,417</b>	<b>535</b>	<b>552</b>	<b>24</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>24</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>34</b>	<b>14</b>	<b>5</b>	
													<b>284,300</b>	<b>1,087</b>				<b>41</b>					<b>107</b>						
<b>GRAND TOTAL</b>								<b>19.576</b>		<b>9,600</b>	<b>1</b>	<b>40</b>	<b>215,708</b>	<b>220,617</b>	<b>625</b>	<b>2,246</b>	<b>30</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>42</b>	<b>14</b>	<b>25</b>	<b>25</b>	<b>34</b>	<b>14</b>	<b>5</b>		
													<b>436,325</b>	<b>2,871</b>			<b>47</b>				<b>159</b>								

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

PROJECT NO.	SHEET NO.	TOTAL NO.
2021CPT.09.05.10341	14	
2021CPT.09.06.20341		

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	481000000-E		482000000-E		483500000-E		484000000-N				484500000-N				489000000-E	490500000-N			
										4" WHITE PAINT	4" YELLOW PAINT	8" YELLOW PAINT	8" WHITE PAINT	24" WHITE PAINT	PAINT MSG ONLY	PAINT MSG AHEAD	PAINT MSG STOP	PAINT MSG SCHOOL	PAINT LT ARROW	PAINT RT ARROW	PAINT STR ARROW	PAINT STR & RT ARROW	PAINT STR & LT ARROW	PAINT MERGE ARROW	24" X 90 M WHITE THERMO	SNOW PLOWABLE MARKERS		
								MI	FT	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA			
2021CPT.09.05.10341	Forsyth	1	US311	FROM INTERSECTION AT HARLEY DR TO STOKES COUNTY LINE	2,3	2	2WU	6.868	22-31	74,064	75,000	90							2						50	549		
<b>TOTAL FOR MAP NO. 1</b>											<b>6.868</b>	<b>74,064</b>	<b>75,000</b>	<b>90</b>					<b>2</b>						<b>50</b>	<b>549</b>		
2021CPT.09.05.10341	Forsyth	2	US311/ MARTIN LUTHER KING JR DR	FROM PVT JOINT WEST OF HWY52 TO APPROXIMATELY 200' PAST INTERSECTION OF US311 INCLUDING APROX. 150' OF US311 /NEW WALKERTOWN RD	2	4,5	M2	0.606	24-60	2,761	200			1,694	398				16	1	15	18			398	80		
<b>TOTAL FOR MAP NO. 2</b>											<b>0.606</b>	<b>2,761</b>	<b>200</b>		<b>1,694</b>	<b>398</b>			<b>16</b>	<b>1</b>	<b>15</b>	<b>18</b>			<b>398</b>	<b>80</b>		
<b>TOTAL FOR PROJ NO. 2021CPT.09.05.10341</b>											<b>7.474</b>	<b>76,825</b>	<b>75,200</b>	<b>90</b>	<b>1,694</b>	<b>398</b>			<b>18</b>	<b>1</b>	<b>15</b>	<b>18</b>			<b>448</b>	<b>629</b>		
										<b>152,025</b>		<b>1,784</b>							<b>52</b>									
2021CPT.09.06.20341	Forsyth	3	CLEMENTINE DR SR3104	FROM HAMPTON RD SR2999 TO END OF STATE MAINTENANCE	4	2	2WU	0.374	24-36																			
<b>TOTAL FOR MAP NO. 3</b>											<b>0.374</b>																	
2021CPT.09.06.20341	Forsyth	4	CLOVER DR SR3105	FROM CLEMENTINE DR SR3104 TO END OF STATE MAINTENANCE	4	2	2WU	0.114	24																			
<b>TOTAL FOR MAP NO. 4</b>											<b>0.114</b>																	
2021CPT.09.06.20341	Forsyth	5	KINNAMON RD SR1109	FROM US158 TO S PEACE HAVEN RD SR1891	1,5	2	2WU	1.71	25-42	20,137	24,509	135	170	78	8				10	6	2	2			78			
<b>TOTAL FOR MAP NO. 5</b>											<b>1.71</b>	<b>20,137</b>	<b>24,509</b>	<b>135</b>	<b>170</b>	<b>78</b>	<b>8</b>			<b>10</b>	<b>6</b>	<b>2</b>	<b>2</b>			<b>78</b>		
2021CPT.09.06.20341	Forsyth	6	REYNOLDS RD SR1160	FROM STYERSFERRY RD SR1100 TO LEWISVILLE-CLEMMONS RD SR1156	4	2	2WU	0.915	19-28	600	600																	
<b>TOTAL FOR MAP NO. 6</b>											<b>0.915</b>	<b>600</b>	<b>600</b>															
2021CPT.09.06.20341	Forsyth	7	TYNER RD SR2008	FROM BELEWS CREEK RD SR1965 TO SULLIVAN RD SR1992	1,4	2	2WU	0.928	20-24																			
<b>TOTAL FOR MAP NO. 7</b>											<b>0.928</b>																	
2021CPT.09.06.20341	Forsyth	8	HIGH POINT RD SR1003	FROM PVT JOINT AT WAUGHTOWN RD SR4315 TO PVT JOINT PAST US66 INTERSECTION	2,3,6	2,5	2WU	8.061	22-56	102,356	103,918	400	382	326		5	4	24	14	7	8	5	8	14	126			
<b>TOTAL FOR MAP NO. 8</b>											<b>8.061</b>	<b>102,356</b>	<b>103,918</b>	<b>400</b>	<b>382</b>	<b>326</b>		<b>5</b>	<b>4</b>	<b>24</b>	<b>14</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>14</b>	<b>126</b>	
<b>TOTAL FOR PROJ NO. 2021CPT.09.06.20341</b>											<b>12.102</b>	<b>123,093</b>	<b>129,027</b>	<b>535</b>	<b>552</b>	<b>404</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>24</b>	<b>24</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>14</b>	<b>204</b>	
										<b>252,120</b>		<b>1,087</b>				<b>41</b>			<b>76</b>									
<b>GRAND TOTAL</b>											<b>19.576</b>	<b>199,918</b>	<b>204,227</b>	<b>625</b>	<b>2,246</b>	<b>802</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>24</b>	<b>42</b>	<b>14</b>	<b>25</b>	<b>25</b>	<b>8</b>	<b>14</b>	<b>652</b>	<b>629</b>
										<b>404,145</b>		<b>2,871</b>				<b>41</b>			<b>128</b>									

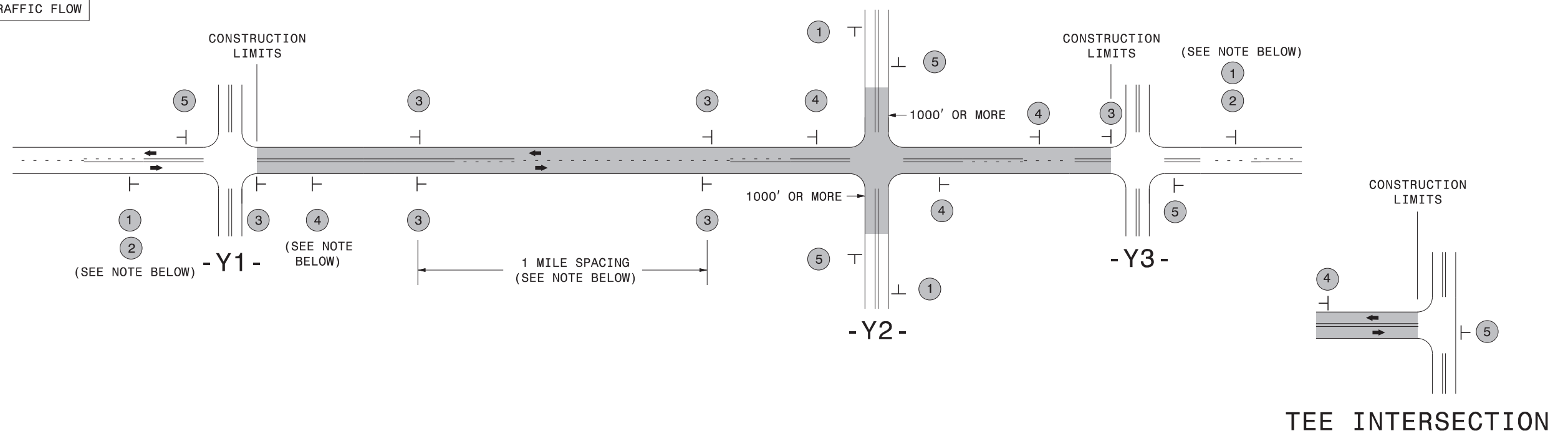
Note: All quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities recieved

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	
	2	 <small>W7-3aP 24" X 18"</small>	#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3	 <small>SP 13107 48" X 48"</small>	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4	 <small>SP 13106 48" X 48"</small>	- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

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

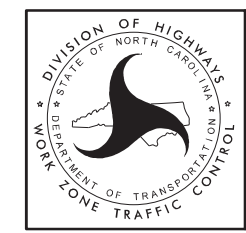
- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

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

 <small>W20-1 48" X 48"</small> PLACED 500' IN ADVANCE OF FLAGGER.	 <small>W20-7 A 48" X 48"</small> PLACED 250' IN ADVANCE OF FLAGGER.
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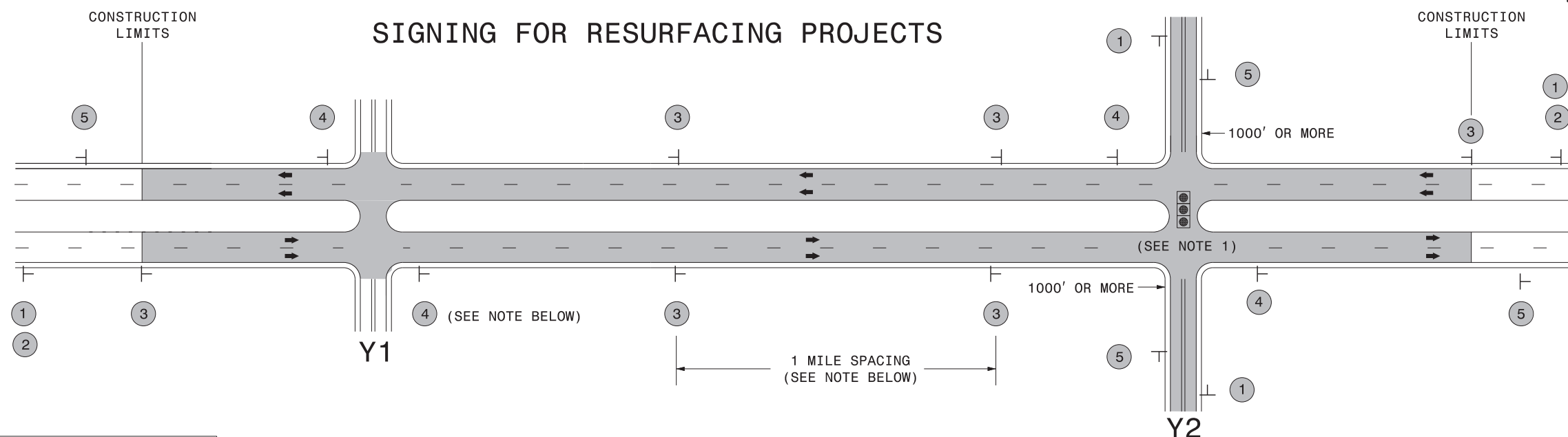
### MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



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

5/15/2017 S:\TMU\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln.dgn User:kedais



**LEGEND**  
 ┆ 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><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, 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><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol>
		<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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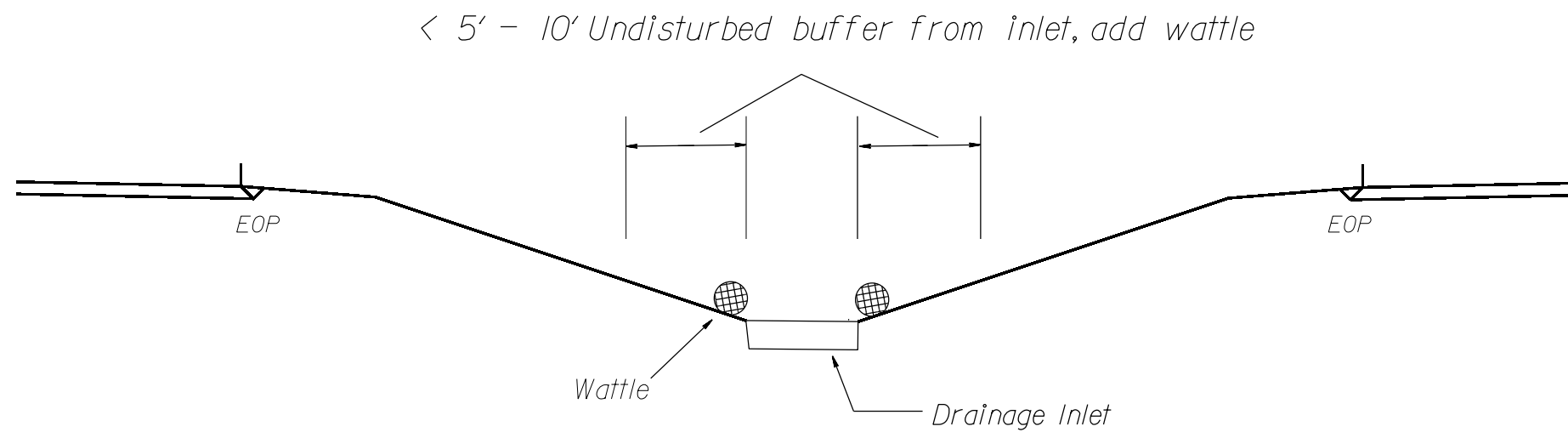
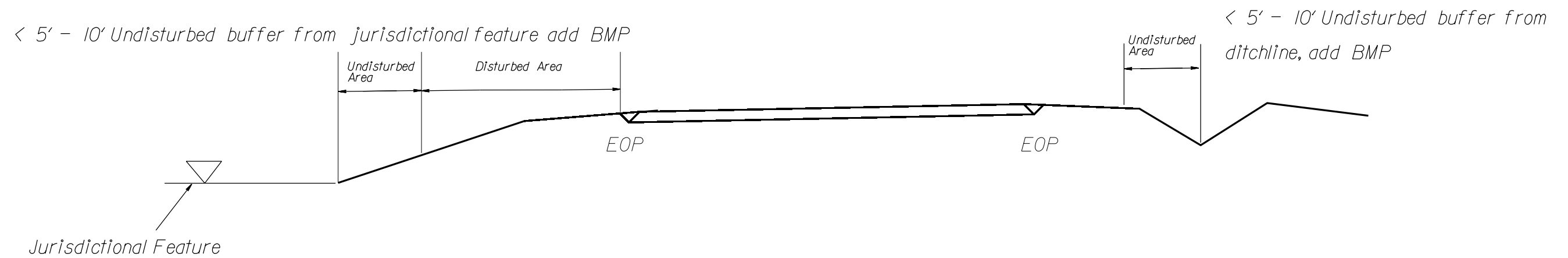
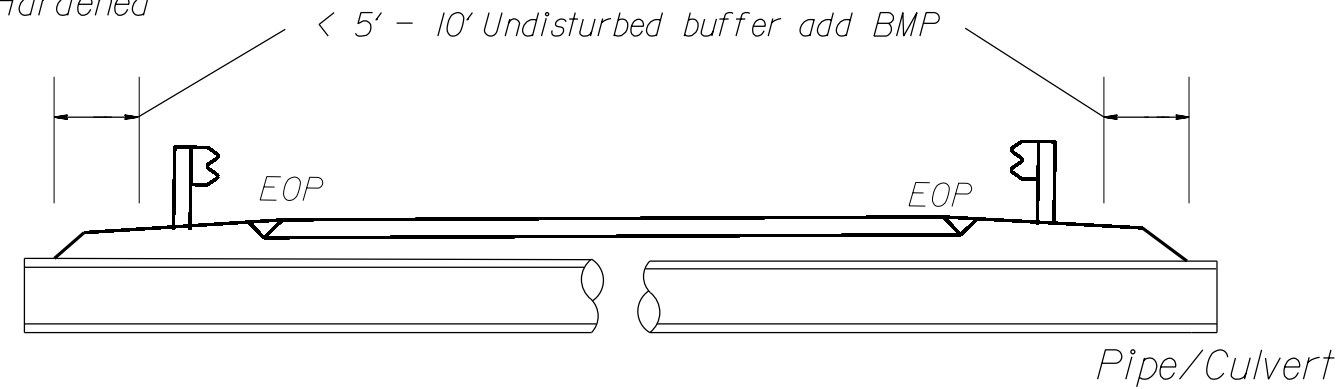
**RESURFACING  
ADVANCE WARNING SIGNS  
FOR RURAL AND SUBURBAN  
MULTI-LANE ROADWAYS  
W/ SHOULDER SECTIONS**



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

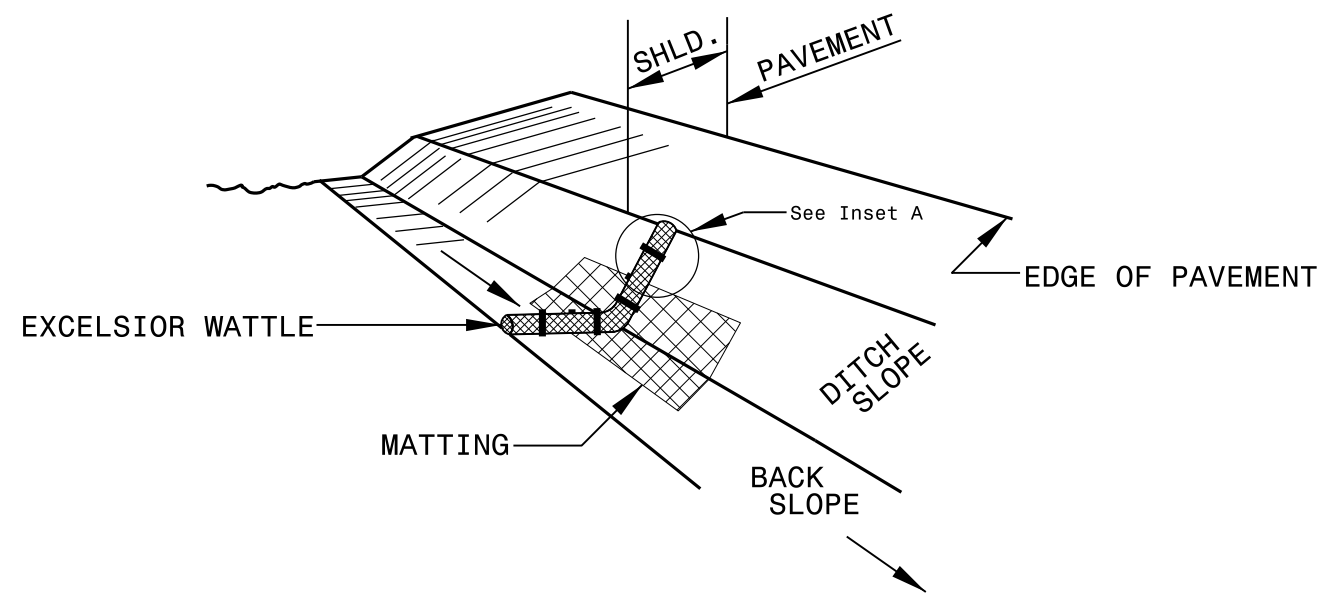
# EROSION CONTROL DETAIL

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

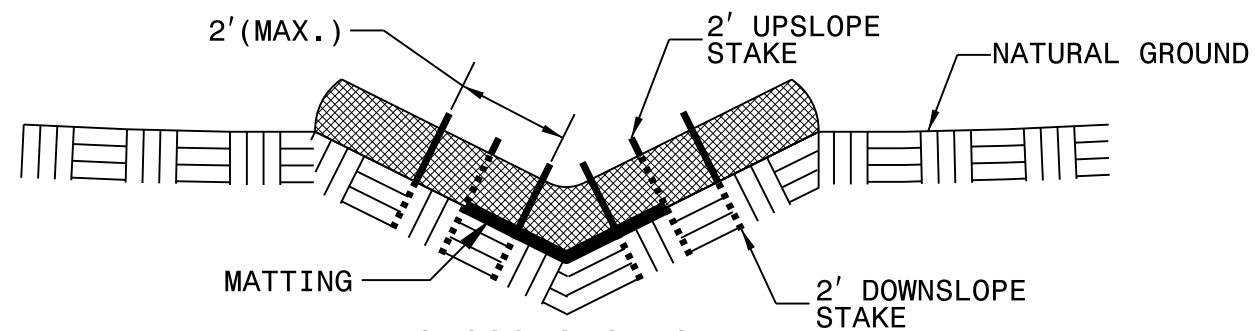


NOT TO SCALE

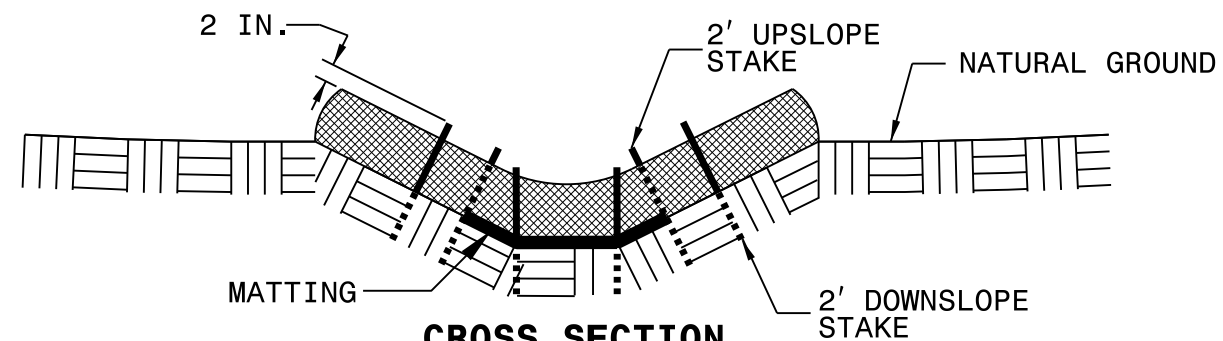
# WATTLE DETAIL



**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.

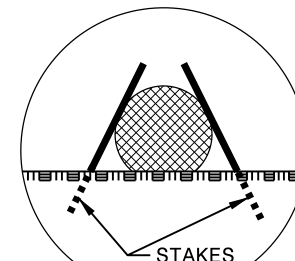
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

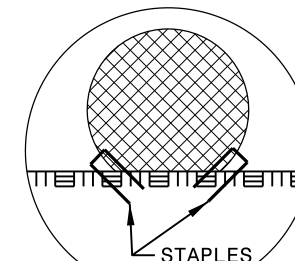
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

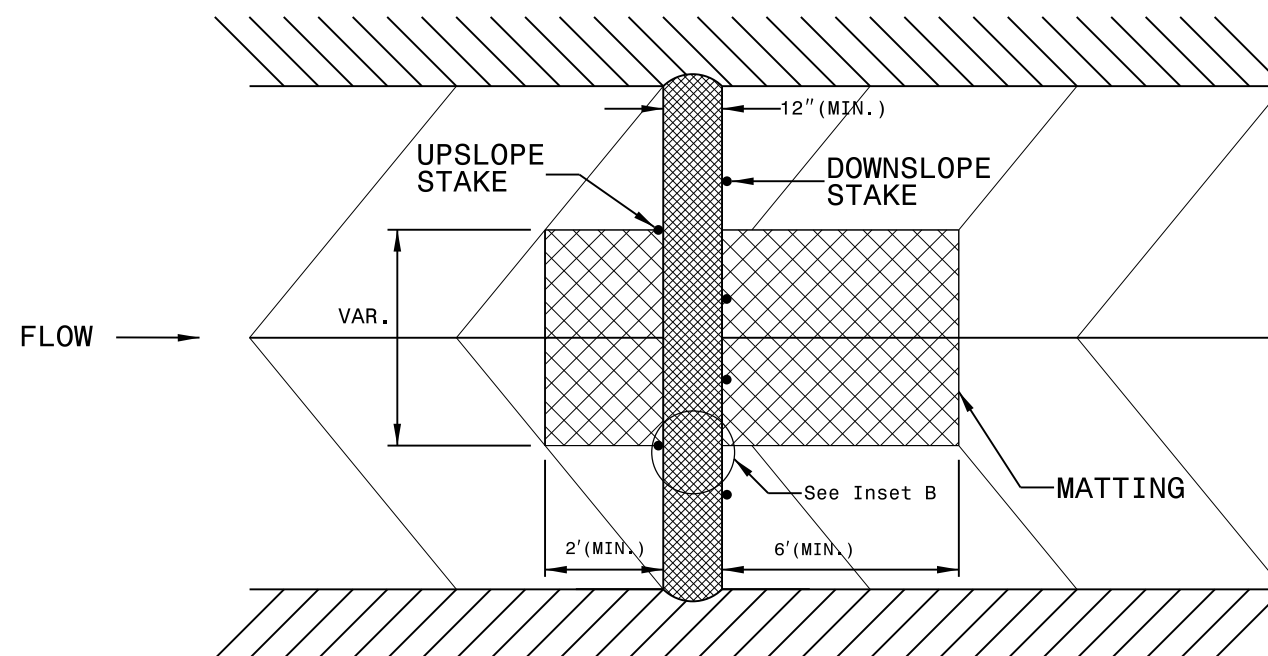
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



**INSET A**



**INSET B**



**TOP VIEW**