

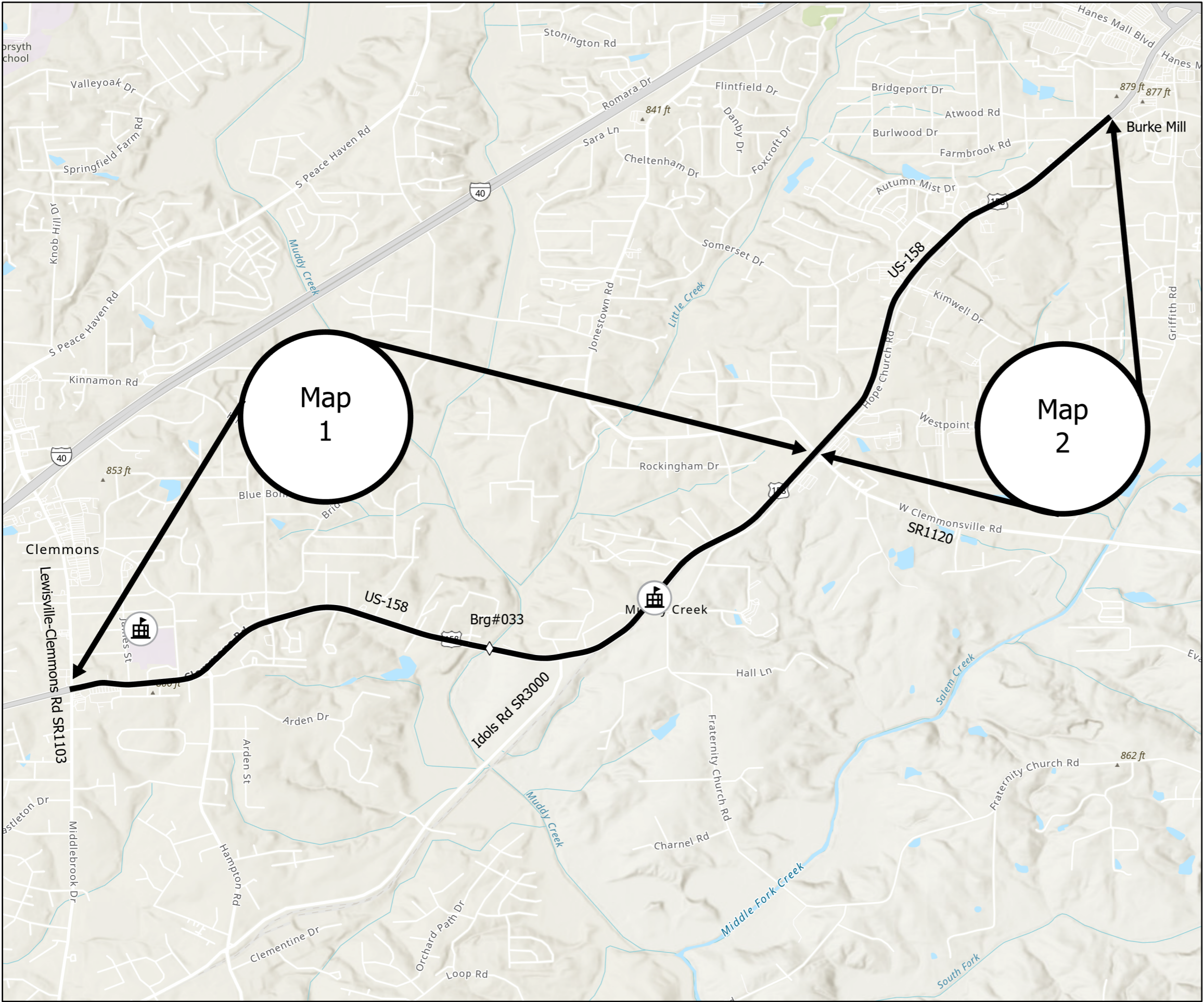
PROJECT REFERENCE NO.	SHEET NO.
2025CPT.09.05.10341	TITLE
2025CPT.09.06.20341	

- Map 1 US158
- Map 2 US158
- Map 3 SR1620 Tobacco Rd
- Map 4 SR1604 Spainhour Mill Rd
- Map 5 SR1611 Doral Dr
- Map 6 SR1686 Oak Summit Rd
- Map 7 SR1001 Country Club Rd

Legend

- forsyth2025
- NCDOTStructureLocations selection
- NonPublicSchools selection
- PublicSchool selection





PROJECT REFERENCE NO.	SHEET NO.
2025CPT.09.05.10341 2025CPT.09.06.20341	2

Map 1 US158
From Lewisville-Clemmons Rd SR1103
to Clemmonsville Rd SR1120
Mill 11/2" entire width
Pave 11/2" S9.5C

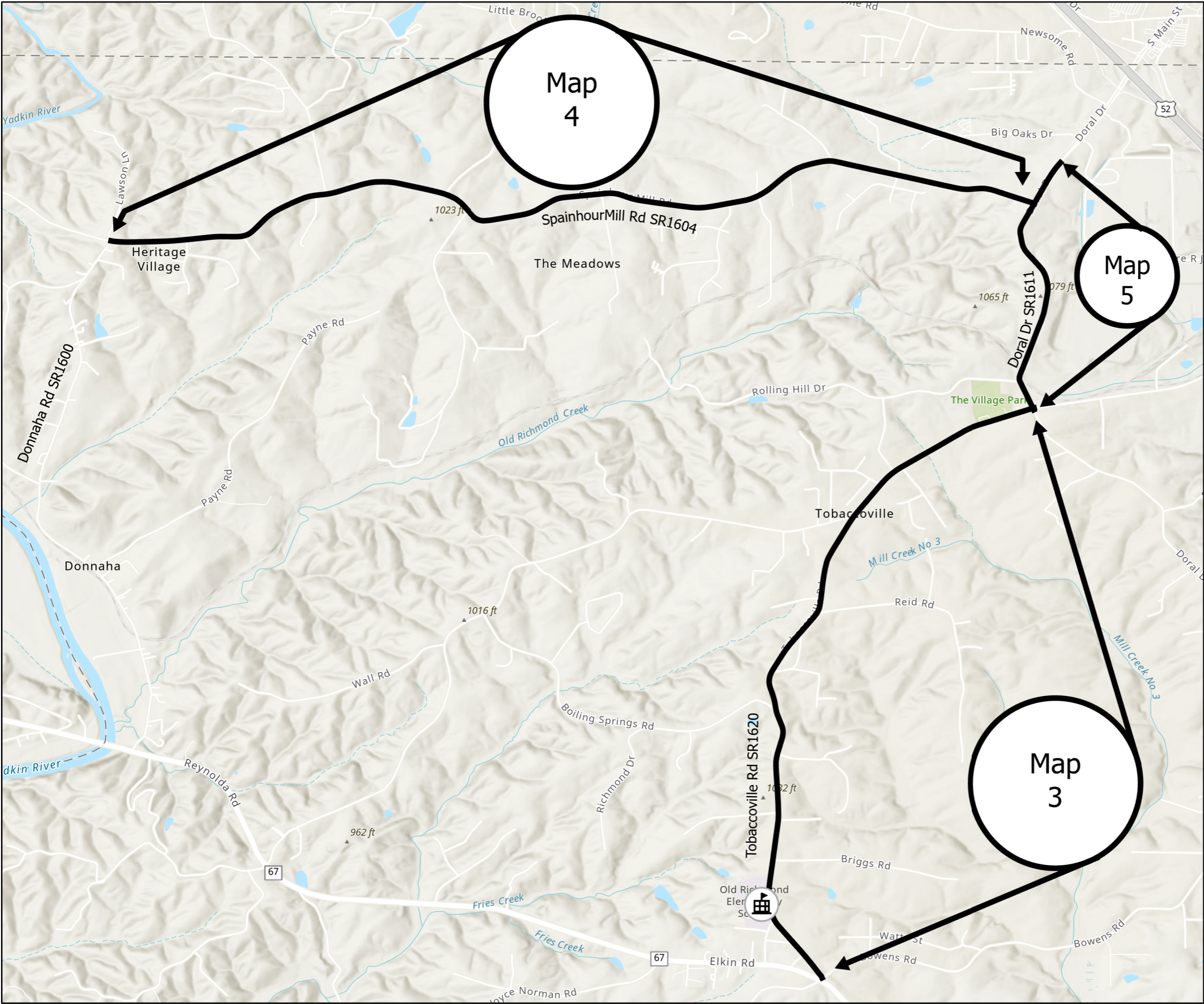
Map 2 US158
From Clemmonsville Rd SR1120 to
Pvmt joint at Burke Mill Rd
Mill 0-11/2" @ 7' in width along Curb
and Gutter
Incidental Mill 0-11/2" beginning, end
and at all SR intersections
Pave 11/2" S9.5C

Note: Do not pave at the tracks or have
equipment on the line at the RxR
crossing

Legend

- forsyth2025
- NCDOTStructureLocations selection
- NonPublicSchools selection
- PublicSchool selection





PROJECT REFERENCE NO.	SHEET NO.
2025CPT.09.05.10341 2025CPT.09.06.20341	3

Map 3 SR1620 Tobaccoville Rd
From NC67 to Doral Rd SR1611
Mill 0-11/2" incidental milling
beginning, end and at all SR
intersections
Pave 11/2" S9.5C

Map 4 SR1604 Spainhour Mill Rd
From Doral Rd SR1611 to pvt joint at
Donnaha Rd SR1600
Mill 11/2" entire width
Pave 11/2" S9.5B

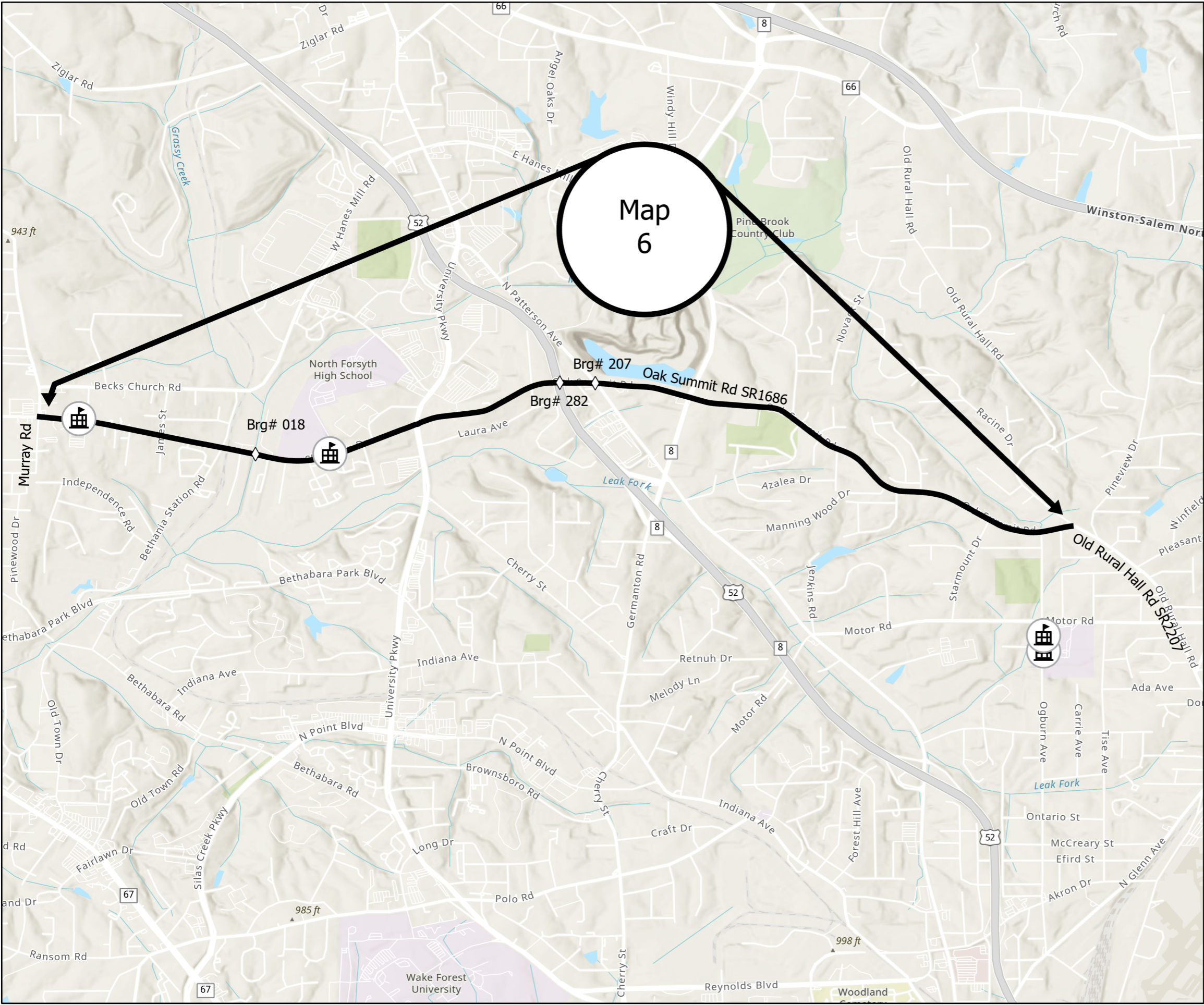
Map 5 SR1611 Doral Dr
From Tobaccoville Rd SR1620 to pvmt
joint at RJR (Big Oaks Dr)
Mill 0-11/2" incidental milling
beginning, end and at all SR
intersections
Mill 0-11/2" @ 7' in width Curb and
gutter profile section
Pave 11/2" S9.5C

Note: No work to take place with in RxR
ROW. Approximately 50' either side of
tracks

Legend

- forsyth2025
- NCDOTStructureLocations selection
- NonPublicSchools selection
- PublicSchool selection





PROJECT REFERENCE NO.	SHEET NO.
2025CPT.09.05.10341 2025CPT.09.06.20341	4

Map 6 SR1686 Oak Summit Rd
From pvt joint at Murray Rd to Old
Rural Hall Rd SR2207
Mill 11/2" entire width
Pave 11/2" S9.5C
Skip Appox, 1400' at Hwy 8 project
#HL-0059 Limits

Note: No work to take place with in RxR
ROW
Approximately 50' either side of tracks

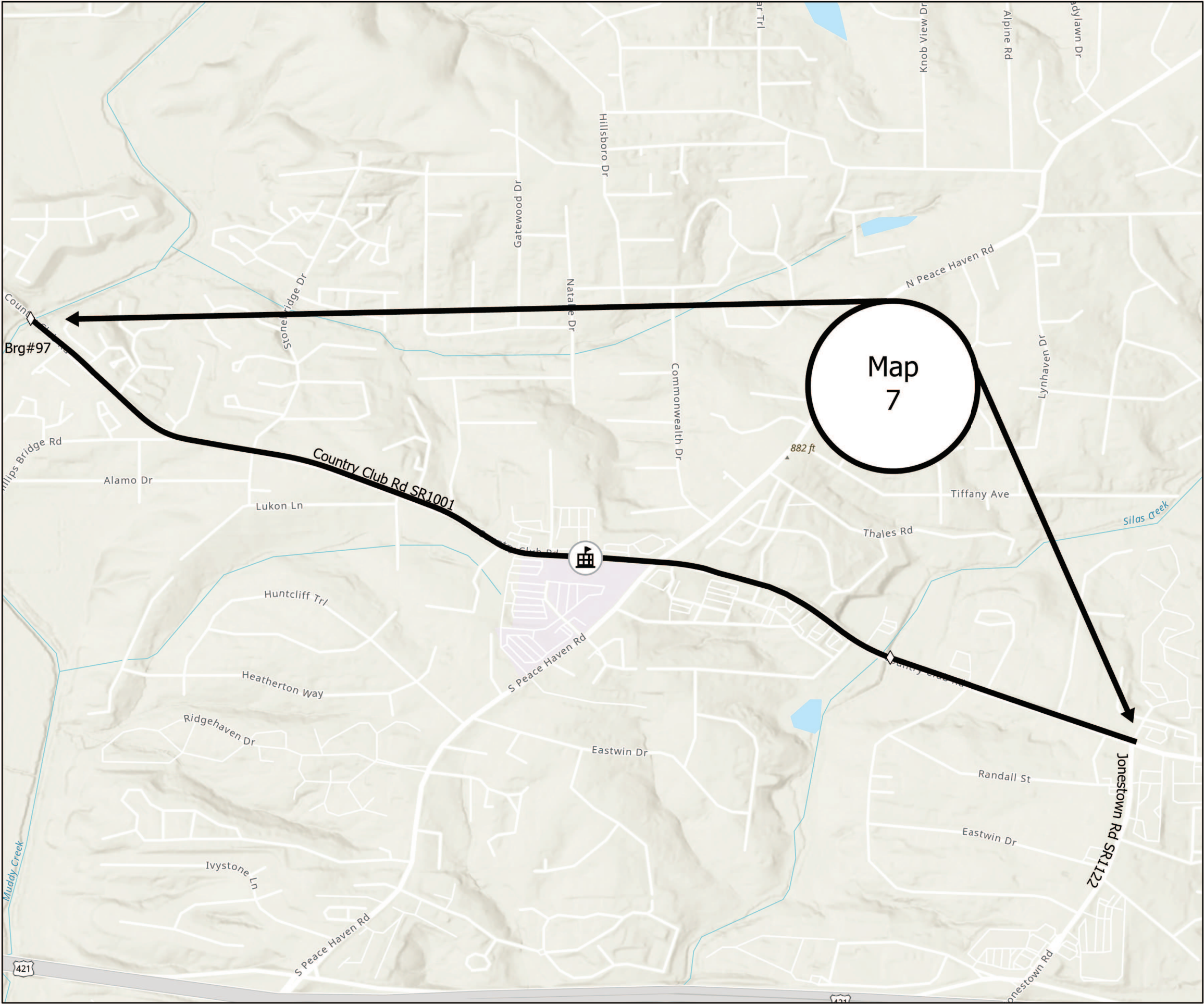
Legend

- forsyth2025
- NCDOTStructureLocations selection
- NonPublicSchools selection
- PublicSchool selection







PROJECT REFERENCE NO.	SHEET NO.
2025CPT.09.05.10341 2025CPT.09.06.20341	5

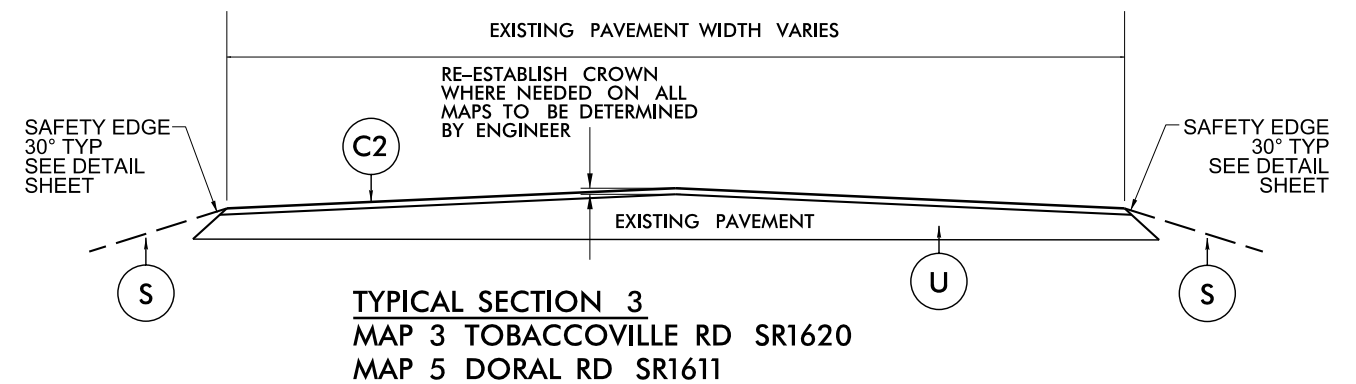
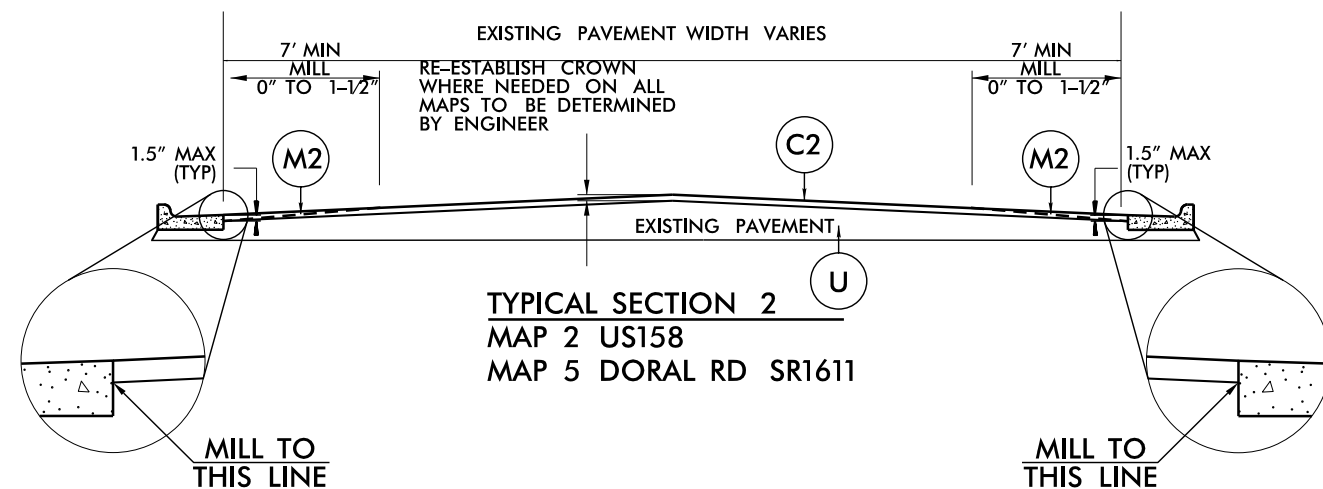
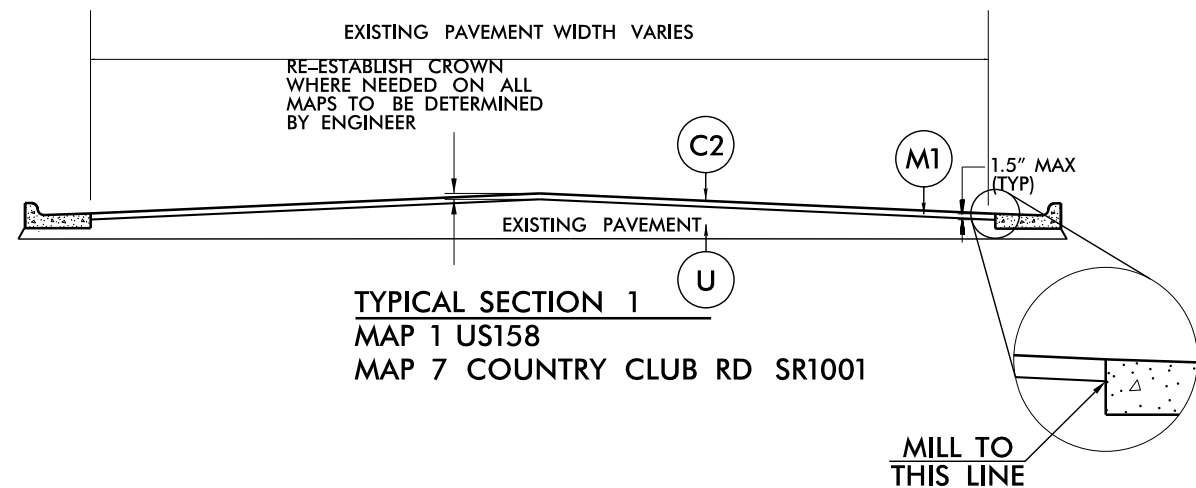
Map 7 SR1001 Country Club Rd
From pvt joint at Jonestown Rd SR1122
to Brg# 097 at Muddy Creek
Mill 11/2" entire width
Pave 11/2" S9.5C



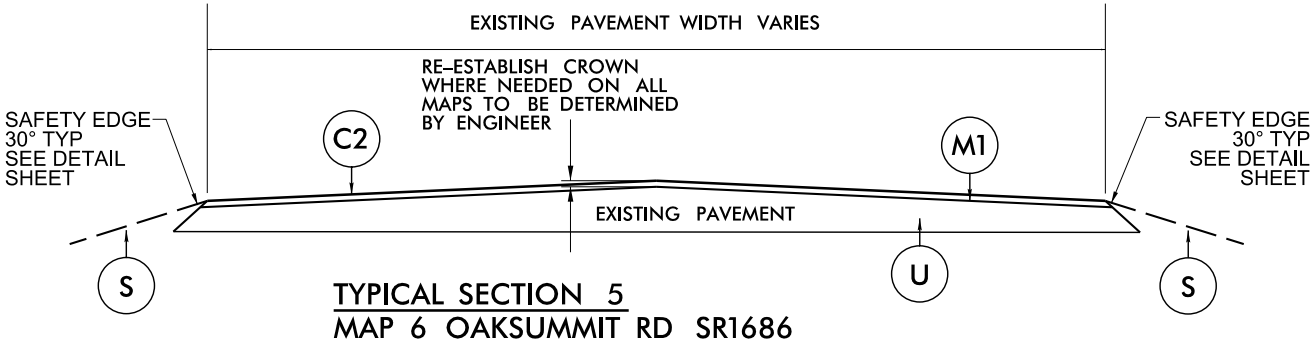
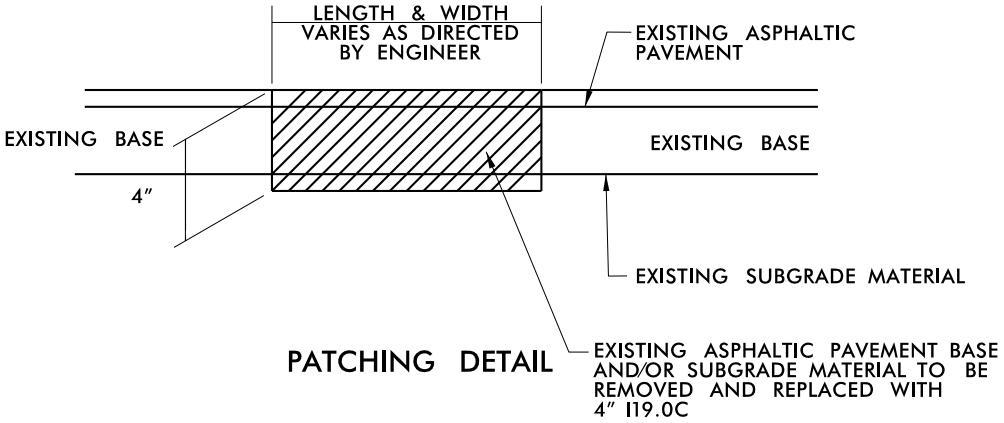
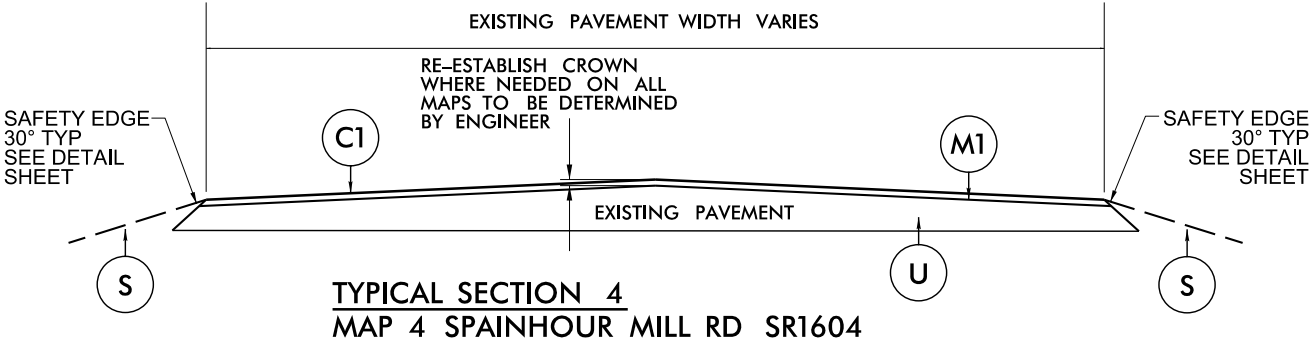
Legend

-  forsyth2025
-  NCDOTStructureLocations selection
-  NonPublicSchools selection
-  PublicSchool selection

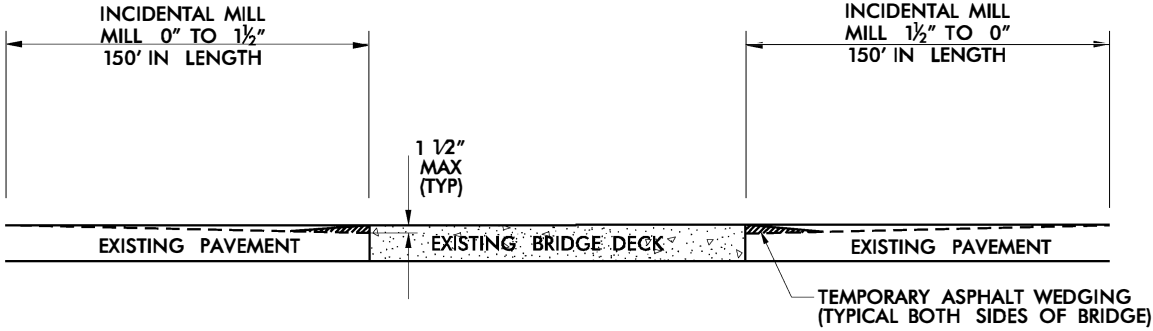




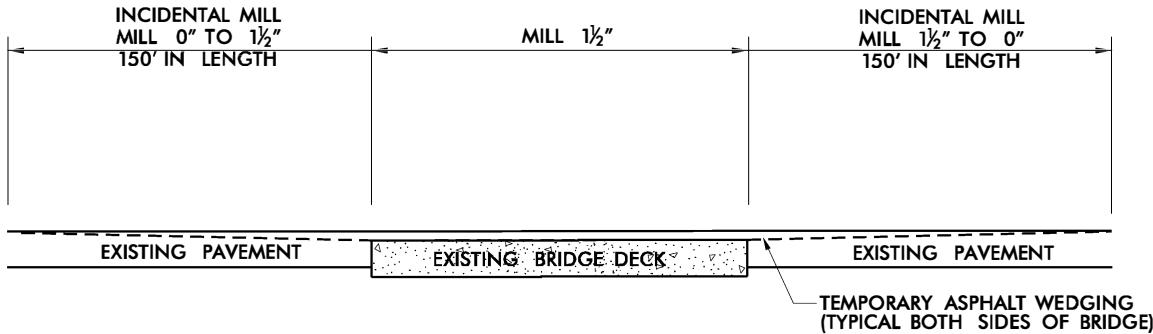
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
M1	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 0-1 1/2" DEPTH @ 7' WIDTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



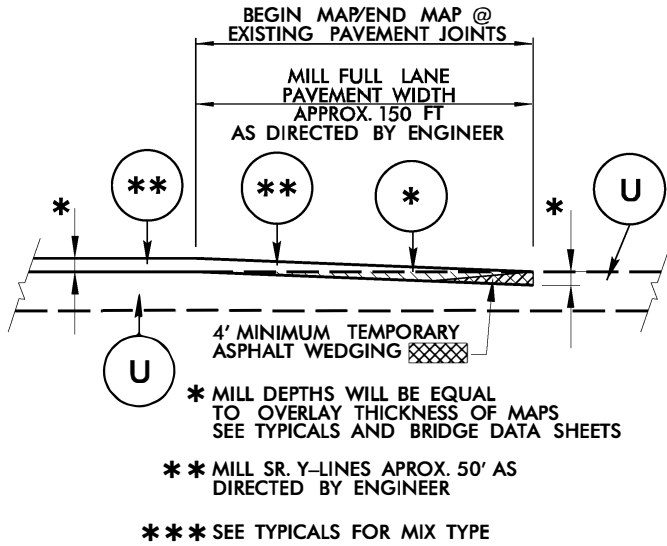
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
M1	MILL ASPHALT PAVEMENT, 1½" DEPTH
M2	MILL ASPHALT PAVEMENT, 0-1½" DEPTH @7' WIDTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



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

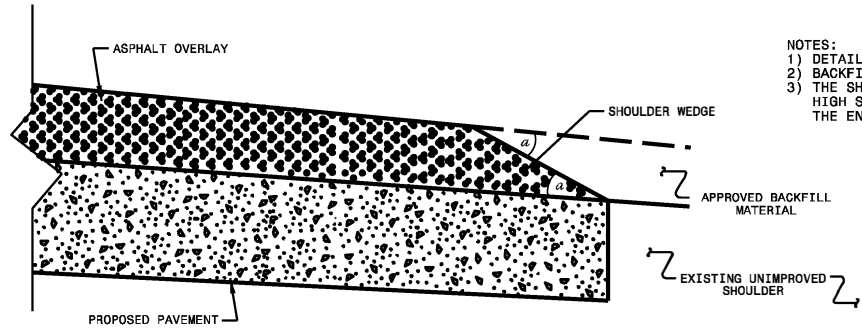


**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)

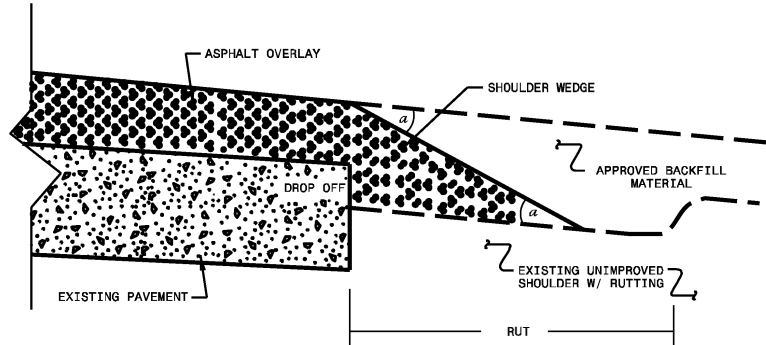


INCIDENTAL TIE-IN MILLING DETAIL

*** NOTE: MILL AND PAVE
UP TO R x R ROW***

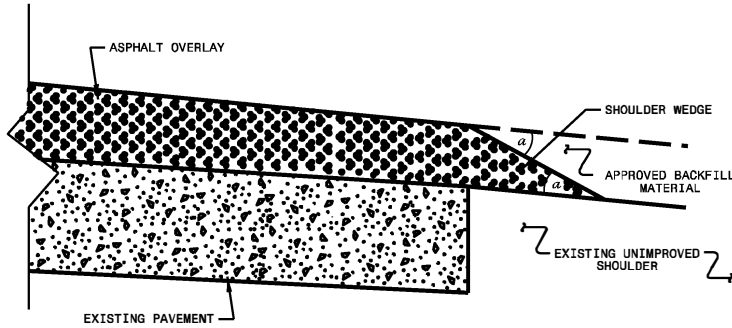


SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or
with Existing Paved Shoulder having no dropoffs)

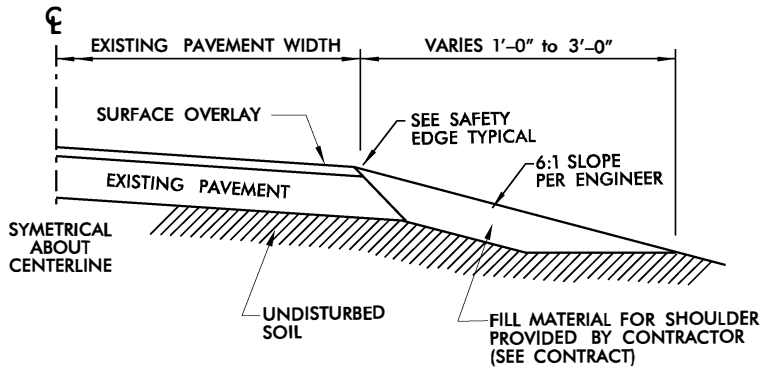


SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

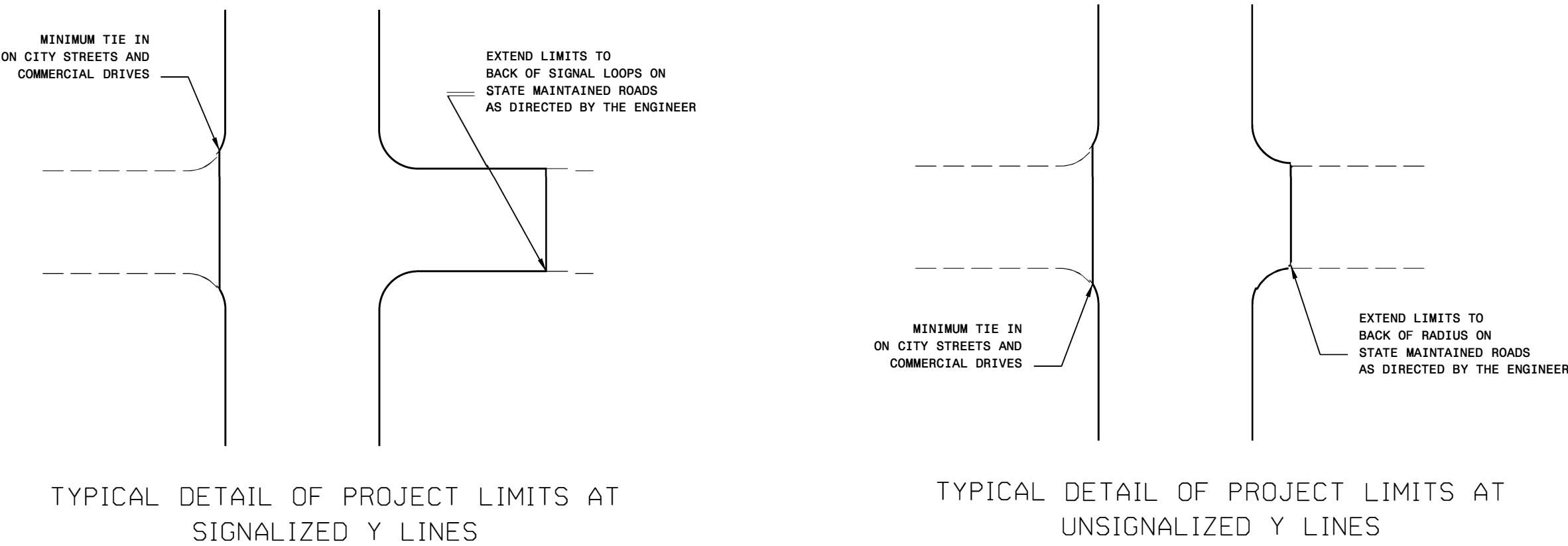
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



SHOULDER RECONSTRUCTION



ADDITIONAL INTERSECTIONS (NON-TYPICAL)		
Extend paving limits to back of radius or loop on the following intersections:		
MAP#	STREET NAME	COMMENTS
MAP#1	SR3798 Fraternity Church Rd	24x350
MAP#1	SR1119 Faw Rd	23x36
MAP#1	SR1119 Faw Rd	25x36
MAP#1	SR1117 Old Sides Mill	46x58
MAP#1	SR3000 Idols Rd	64x107
MAP#1	SR2999 Hampton	50x90
MAP#2	SR1120 W Clemmons ville Rd	51x55
MAP#3	SR3923 Turner	23x33
MAP#3	SR1621 Briggs	19x45
MAP#3	SR1822 Bellygrove	20x25
MAP#3	SR1616 Boiling Springs	22x66
MAP#3	SR1788 Kenliegh Forest	20x37
MAP#3	SR1622 Richmond Oak	21x30
MAP#3	SR1623 Ried Rd	22x60
MAP#3	SR4013 Fern Creek	20x40
MAP#3	SR1619 Ridge Rd	26x60

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

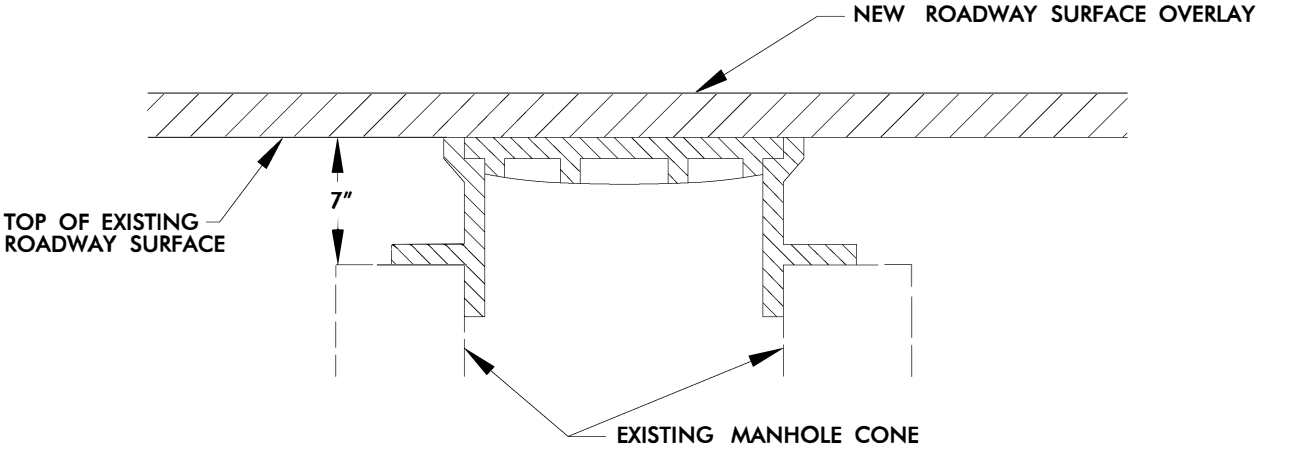
Extend paving limits to back of radius
or loop on the following intersections:

[illegible]

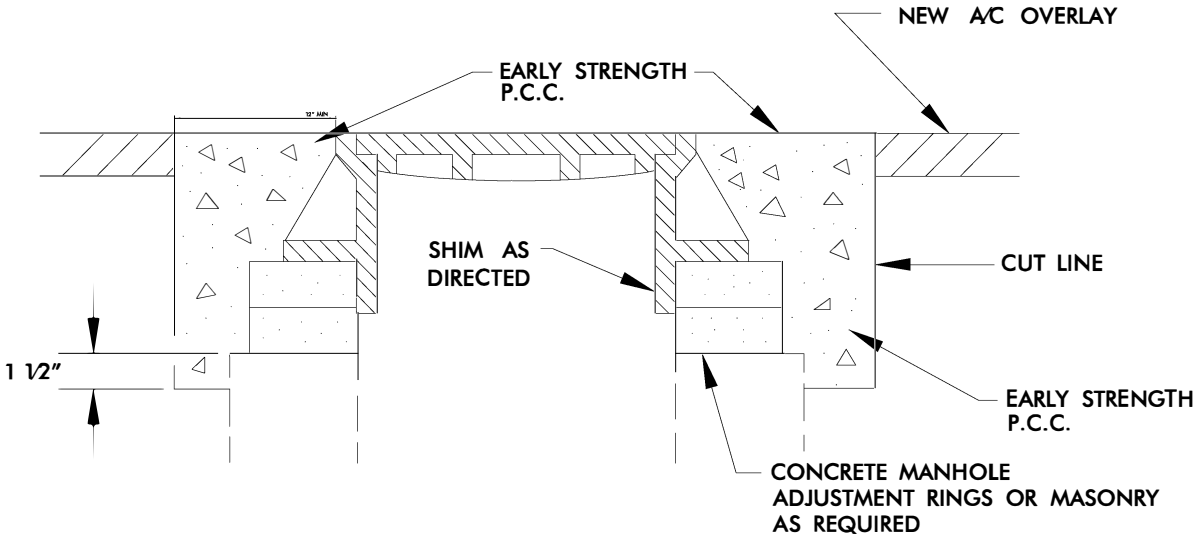
CONSTRUCTION NOTES:

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

BRIDGE DATA

									PROJECT NO.	SHEET NO.	
									2025CPT.09.05.10341 2025CPT.09.06.20341	12	
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	US158	US158	33	MUDDY CREEK	RC SLAB	68	NA	NA	231	NA	DO NOT PAVE DO NOT MILL
6	SR1686	OAK SUMMIT RD	18	MILL CREEK	AWS	52.5	NA	NA	98	NA	MILL 11/2", PAVE 11/2"
6	SR1686	OAK SUMMIT RD	207	PATTERSON AVE	RC SLAB	44.8	NA	NA	183	NA	DO NOT PAVE DO NOT MILL
6	SR1686	OAK SUMMIT RD	282	US52 SBL US52 NBL	RC SLAB	28	NA	NA	225	NA	DO NOT PAVE DO NOT MILL
7	SR1001	COUNTRY CLUB RD	97	MUDDY CREEK	RC SLAB	52	NA	NA	225	NA	DO NOT PAVE DO NOT MILL

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.09.05.10341	13	
2025CPT.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	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1308000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	2846000000-N
														INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1 1/2"DEPTH	MILLING ASPHALT PAVEMENT, 0"TO 1 1/2" DEPTH	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	ADJUSTMENT OF OVERSIZED MANHOLES
										MI	FT			TONS	SMI	TON	SY	SY	SY	TONS	TONS	TONS	TONS	EA	EA	EA
2025CPT.09.05.10341	Forsyth	1	US-158	FROM LEWISVILLE-CLEMMONS RD SR1103 TO CLEMMONSVILLE RD SR1120	1	3,5	MU	NO	NO	3.29	34-73	2.16	5.45				112,567		3,129		11,178	660	10	86	42	
TOTAL FOR MAP NO. 1										3.29							112,567		3,129		11,178	660	10	86	42	
2025CPT.09.05.10341	Forsyth	2	US-158	FROM CLEMMONSVILLE RD SR1120 TO PVMT JOINT AT BURKE MILL RD	2	5	MU	NO	NO	1.93	60.5-70	5.45	7.38				1,800	16,333	1,450		6,954	411	10	50	10	
TOTAL FOR MAP NO. 2										1.93							1,800	16,333	1,450		6,954	411	10	50	10	
TOTAL FOR PROJ NO. 2025CPT.09.05.10341										5.22							114,367	16,333	4,579		18,132	1,071	20	136	52	
2025CPT.09.06.20341	Forsyth	3	SR-1620 / TOBACCOVILLE RD	FROM NC67 TO DORAL DR SR1611	3	2	2WU	NO	NO	3.08	23-25	0.02	3.1	125	6.16	1,189			3,031		4,225	261	250		12	
TOTAL FOR MAP NO. 3										3.08				125	6.16	1,189			3,031		4,225	261	250		12	
2025CPT.09.06.20341	Forsyth	4	SR-1604 / SPAINHOUR MILL RD	FROM DORAL DR SR1611 TO PVT JOINT AT DONNAHA RD SR1600	4	2,3	2WU	NO	NO	3.64	23-33	1.25	4.89	165	7.28	1,405	50,448		1,986	4,812		315	50		4	
TOTAL FOR MAP NO. 4										3.64				165	7.28	1,405	50,448		1,986	4,812		315	50		4	
2025CPT.09.06.20341	Forsyth	5	SR-1611 / DORAL DR	FROM TOBACCOVILLE RD SR1620 TO PVMT JOINT AT RJR (BIG OAKS DR)	2,3	2,3		NO	NO	1.33	24.5-44	0.39	1.72	24	2.66	513		6,300	2,872		1,938	117	50	2	8	
TOTAL FOR MAP NO. 5										1.33				24	2.66	513		6,300	2,872		1,938	117	50	2	8	
2025CPT.09.06.20341	Forsyth	6	SR-1686 / OAK SUMMIT RD	FROM PVMT JOINT AT MURRAY RD TO OLD RURAL HALL RD SR2207	5	2,4		NO	NO	4.105	21-48	1.855	5.96	20	8.21	1,585	61,437		2,100		6,119	399	800	62	60	
TOTAL FOR MAP NO. 6										4.105				20	8.21	1,585	61,437		2,100		6,119	399	800	62	60	
2025CPT.09.06.20341	Forsyth	7	SR-1001 / COUNTRY CLUB RD	FROM PVT JOINT AT JONESTOWN RD SR1122 TO BRG#0097 AT MUDDY CREEK	1	2,5	MU	NO	NO	1.86	46.5-73	1.91	3.77		0.25	50	51,185		2,363		4,958	293	10	92	32	24
TOTAL FOR MAP NO. 7										1.86					0.25	50	51,185		2,363		4,958	293	10	92	32	24
TOTAL FOR PROJ NO. 2025CPT.09.06.20341										14.015				334	24.56	4,742	163,070	6,300	12,352	4,812	17,240	1,385	1,160	156	116	24
GRAND TOTAL										19.235				334	24.56	4,742	277,437	22,633	16,931	4,812	35,372	2,456	1,180	292	168	24

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.
2025CPT.09.05.10341	14	
2025CPT.09.06.20341		

THERMOPLASTIC AND PAINT QUANTITIES

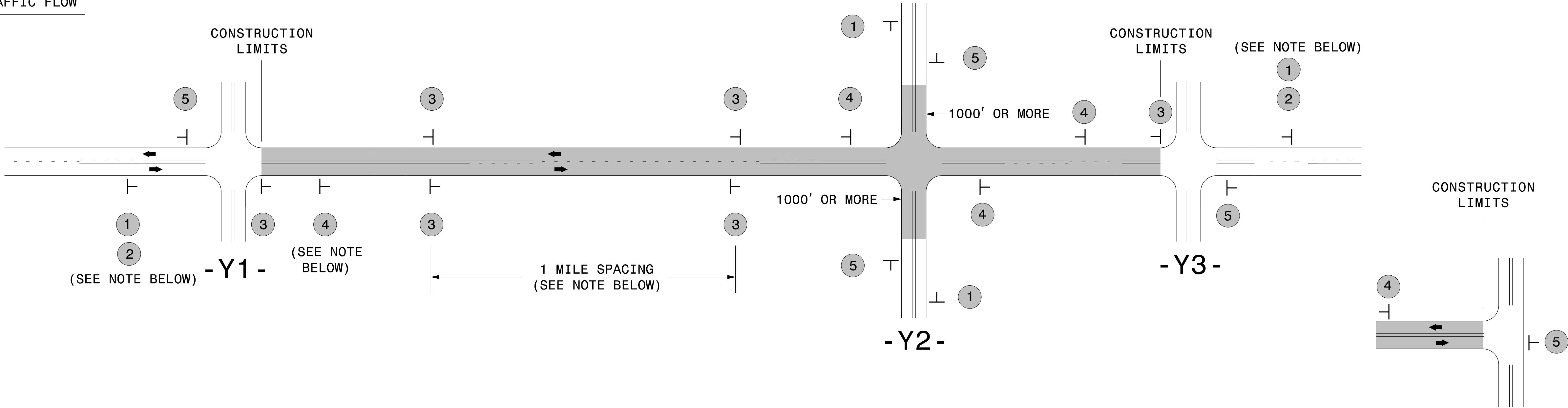
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4685000000-E	4688000000-E	4695000000-E	4700000000-E	4704000000-E	4709000000-E	4720000000-E					4725000000-E					4810000000-E					4820000000-E	4825000000-E	4830000000-E	4835000000-E	4840000000-N					4845000000-N					4895000000-N	
												WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	8" X 90 M YELLOW THERMO	THERMOPLASTIC PAVEMENT MARKING LINES YELLOW (12", 90 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (16", 90 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS)	THERMO RXR 90 M	THERMO MSG ONLY 90 M	NO TRUCKS (90 MILS)	THERMO MSG SCHOOL 90 M	THERMO MSG STOP 90 M	THERMO MSG AHEAD 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	8" YELLOW PAINT	12" YELLOW PAINT	16" WHITE PAINT	24" WHITE PAINT	PAINT MSG RXR	PAINT MSG ONLY	PAINT MSG SCHOOL	PAINT LT ARROW	PAINT RT ARROW	PAINT STR ARROW	PAINT STR & RT ARROW	POLYCARBONATE H-SHAPED MARKERS					
2025CPT.09.05.10341	Forsyth	1	US-158	FROM LEWISVILLE-CLEMMONS RD SR1103 TO CLEMMONSVILLE RD SR1120	1	3,5	MU	3.29	34-73	2.16	5.45	300				9,123	37,890	166	60	80	360	4	8	1					110	13	30	9	9,123	37,890	166	60	180	501	4	8		110	13	30	9	900				
TOTAL FOR MAP NO. 1								3.29				300		*		9,123	37,890	166	60	80	360	4	8	1				110	13	30	9	9,123	37,890	166	60	180	501	4	8		110	13	30	9	900					
2025CPT.09.05.10341	Forsyth	2	US-158	FROM CLEMMONSVILLE RD SR1120 TO PVMT JOINT AT BURKE MILL RD	2	5	MU	1.93	60.5-70	5.45	7.38	300				6,622	26,250			50	358	2					66	5	17	10													650							
TOTAL FOR MAP NO. 2								1.93				300				6,622	26,250			50	358	2					66	5	17	10												650								
TOTAL FOR PROJ NO. 2025CPT.09.05.10341								5.22				600	*			15,745	64,140	166	60	130	718	6	8	1				176	18	47	19	9,123	37,890	166	60	180	501	4	8		110	13	30	9	1,550					
														79,885								15								176	18	47	19	47,013								12				162				
2025CPT.09.06.20341	Forsyth	3	SR-1620 / TOBACCOVILLE RD	FROM NC67 TO DORAL DR SR1611	3	2	2WU	3.08	23-25	0.02	3.1	175	*			32,500	32,500			90				12																										
TOTAL FOR MAP NO. 3								3.08				175				32,500	32,500			90				12																										
2025CPT.09.06.20341	Forsyth	4	SR-1604 / SPAINHOUR MILL RD	FROM DORAL DR SR1611 TO PVT JOINT AT DONNAHA RD SR1600	4	2,3	2WU	3.64	23-33	1.25	4.89	165				38,614	38,464			25							1	1			38,614	38,464					25			1	1									
TOTAL FOR MAP NO. 4								3.64				165				38,614	38,464			25							1	1			38,614	38,464					25			1	1									
2025CPT.09.06.20341	Forsyth	5	SR-1611 / DORAL DR	FROM TOBACCOVILLE RD SR1620 TO PVMT JOINT AT RUR (BIG OAKS DR)	2,3	2,3		1.33	24.5-44	0.39	1.72	165				12,803	14,182		160	80	93	4				4	5	2	2																					
TOTAL FOR MAP NO. 5								1.33				165				12,803	14,182		160	80	93	4				4	5	2	2																					
2025CPT.09.06.20341	Forsyth	6	SR-1686 / OAK SUMMIT RD	FROM PVMT JOINT AT MURRAY RD TO OLD RURAL HALL RD SR2207	5	2,4		4.105	21-48	1.855	5.96	165		44,354	46,068			495		106	208	8	8			6		41	5	3	3	44,354	48,068	495		306	358	8	8	6	41	5	3	3						
TOTAL FOR MAP NO. 6								4.105				165		44,354	46,068			495		106	208	8	8			6		41	5	3	3	44,354	48,068	495		306	358	8	8	6	41	5	3	3						
2025CPT.09.06.20341	Forsyth	7	SR-1001 / COUNTRY CLUB RD	FROM PVT JOINT AT JONESTOWN RD SR1122 TO BRG#0097 AT MUDDY CREEK	1	2,5	MU	1.86	46.5-73	1.91	3.77	300				3,010	23,167			215				4				51	14	10		3,010	23,167	215			795		16	12	51	14	10							
TOTAL FOR MAP NO. 7								1.86				300				3,010	23,167			215				4				51	14	10		3,010	23,167	215			795		16	12	51	14	10							
TOTAL FOR PROJ NO. 2025CPT.09.06.20341								14.015				970	*	47,364	69,235	83,917	85,146	710	160	186	1,211	12	12		30	4	5	95	22	13	3	85,978	109,699	710		306	1,178	8	24	18	93	20	13	3						
														116,599				169,063				63				133				195,677								50				129								
GRAND TOTAL								19.235				1,570	1	47,364	69,235	99,662	149,286	876	220	316	1,929	18	20	1	30	4	5	271	40	60	22	95,101	147,589	876	60	486	1,679	12	32	18	203	33	43	12	1,550					
														116,599				248,948				78				393				242,690								62				291								

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW



TEE INTERSECTION

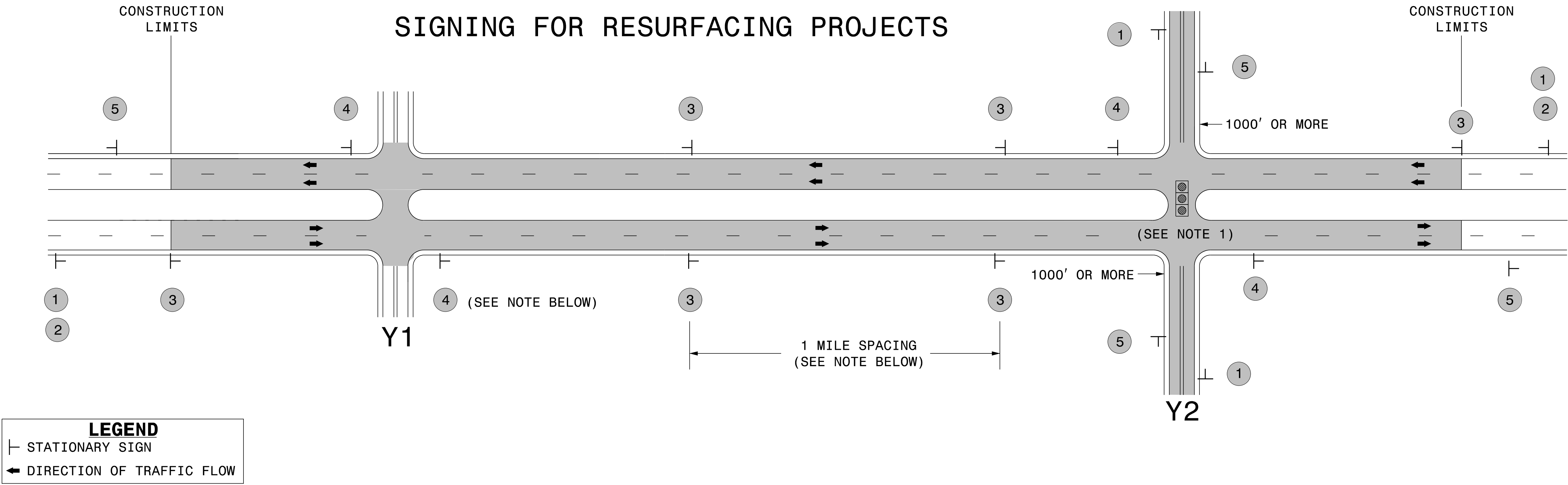
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div>2</div> <div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div>NEXT XX MILES</div><div>W7-3aP 24" X 18"</div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#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)</div>	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.
	<div>3</div> <div><div>LOW/SOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div> <div>- 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.</div>	
	<div>4</div> <div><div>ROAD UNDER CONST</div><div>SP 13106 48" X 48"</div></div> <div>- 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.</div>	
	<div>5</div> <div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div>	
	THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.	

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.
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<div><div>DIVISION OF HIGHWAYS</div><div>STATE OF NORTH CAROLINA</div><div>WORK ZONE TRAFFIC CONTROL</div></div>	ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING
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MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div>2</div> <div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div>NEXT XX MILES</div><div>W7-36P 24" X 18"</div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#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)</div>	<div>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</div> <div>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</div> <div>2) SUBDIVISION ROADS</div> <div>3) DEAD END ROADS</div> <div>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.</div> <div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div>W20-7 A 48" X 48"</div></div> <div>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</div> <div>NOTES:</div> <div>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.</div>
	<div>3</div> <div><div>LOW/SOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div> <div>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.</div>	
	<div>4</div> <div><div>ROAD UNDER CONST</div><div>SP 13106 48" X 48"</div></div> <div>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.</div>	
	<div>5</div> <div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</div>	