

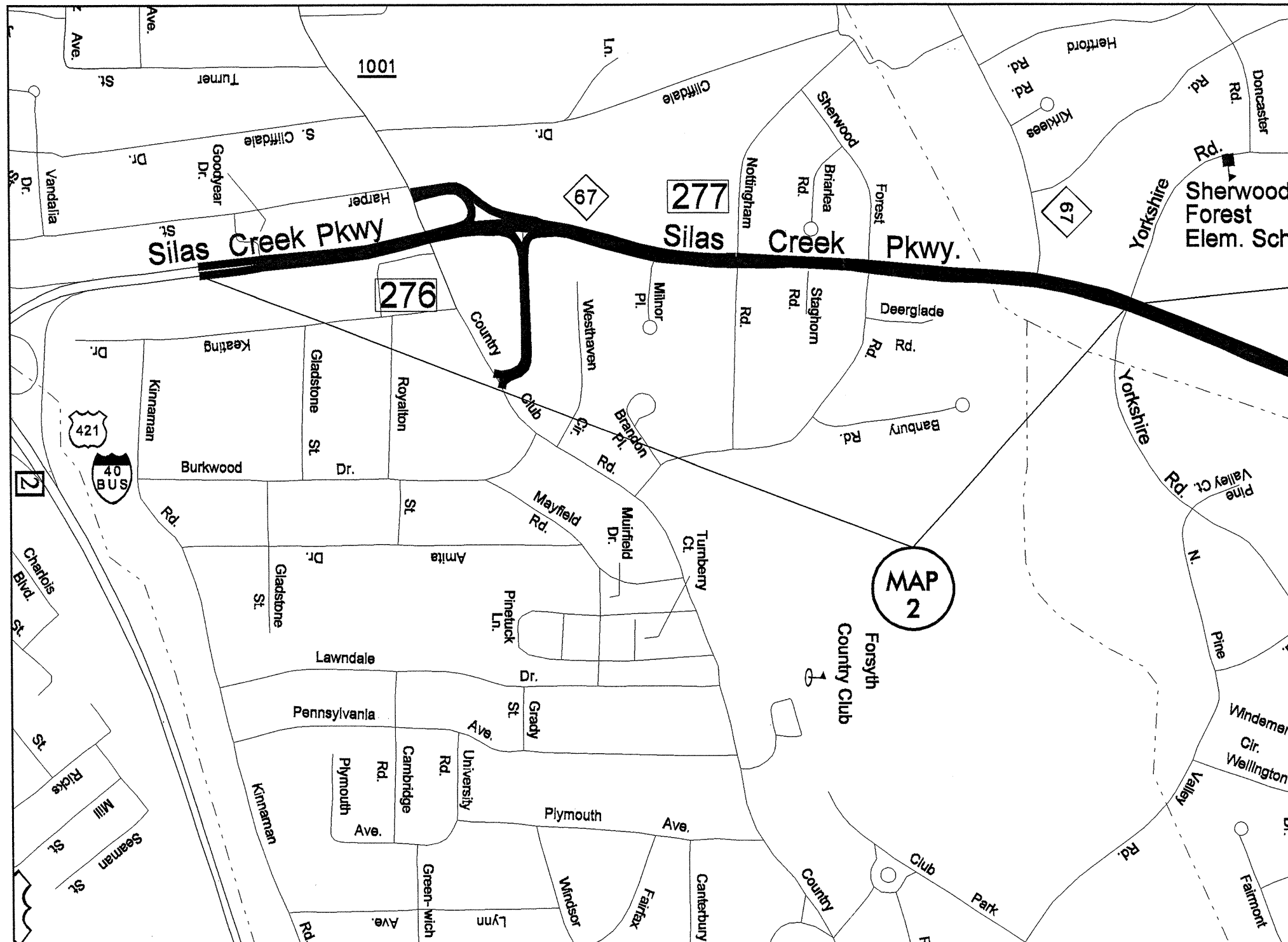
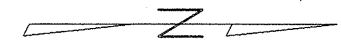
NOTES:

MAP 1
NC 66
1. MILL AT CURB 7 FOOT WIDTH.

MAP 11
OLD WINSTON ROAD
1. MILL ENTIRE ROAD.

MAP 1
MAP 11

FORSYTH COUNTY
NORTH CAROLINA



NOTE:

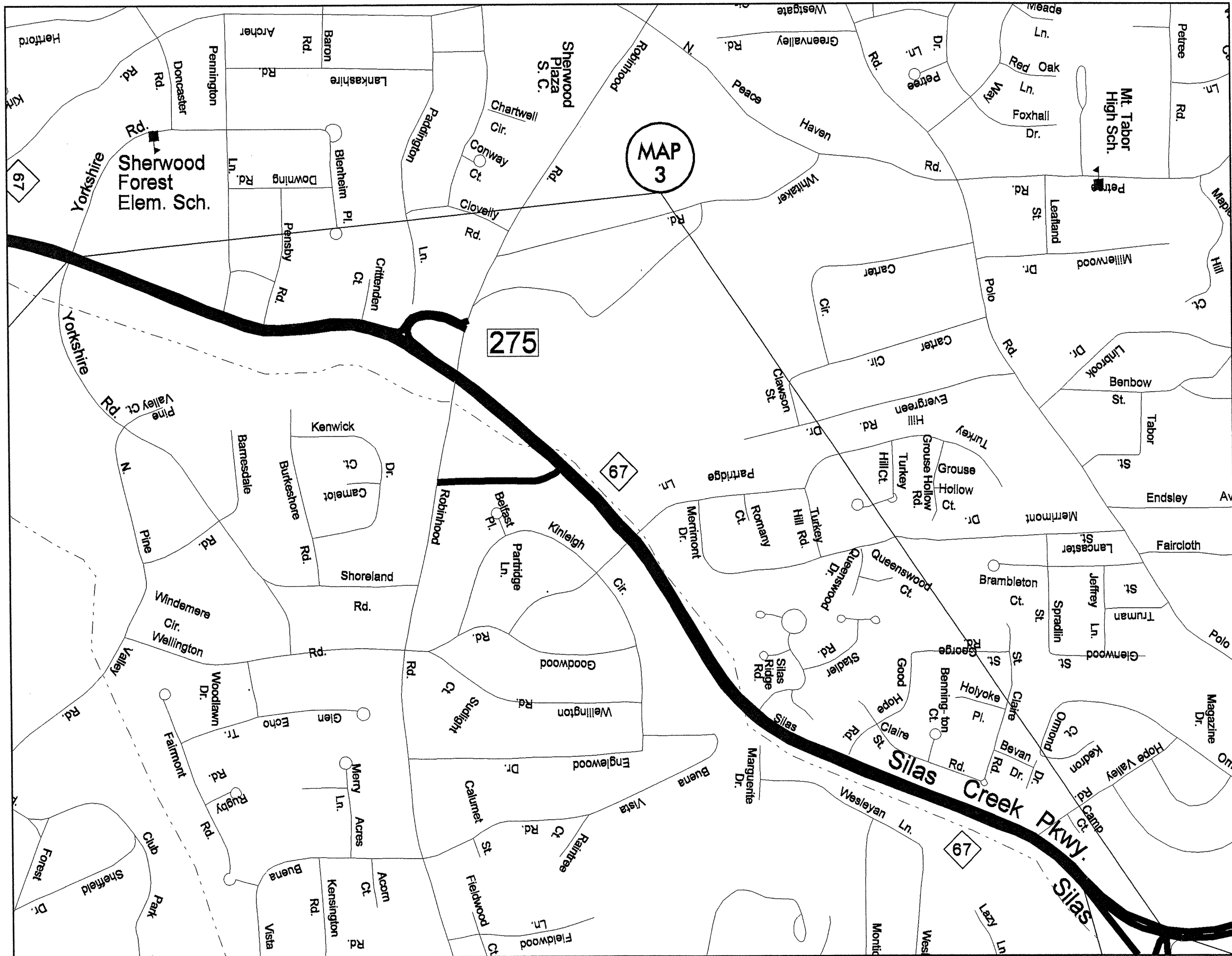
* ALL WORK ON ALL SILAS CREEK PARKWAY MAPS IS TO BE DONE AT NIGHT ONLY FOLLOW TIME RESTRICTIONS AS NOTED IN CONTRACT PROPOSAL.

MILL ROAD 3 1/2"
 END/BEGIN MAP AT CONCRETE JOINT NEAR NORTH BOUND RAMP FROM BUS 40/US421

INCLUDE RAMPS TO COUNTRY CLUB ROAD BOTH NORTH AND SOUTH BOUND MAPS.

INTERMEDIATE COURSE SHALL BE PUT BACK SAME NIGHT AS MILLING OPERATION.

MAP 2



NOTE:

* ALL WORK ON ALL SILAS CREEK PARKWAY MAPS IS TO BE DONE AT NIGHT ONLY FOLLOW TIME RESTRICTIONS AS NOTED IN CONTRACT PROPOSAL.

MILL ROAD 3 1/2"
END/BEGIN MAP AT INTERSECTION OF WAKE FOREST DRIVE

INCLUDE RAMPS TO ROBINHOOD ROAD BOTH NORTH AND SOUTH BOUND MAPS.

INTERMEDIATE COURSE SHALL BE PUT BACK SAME NIGHT AS MILLING OPERATION.

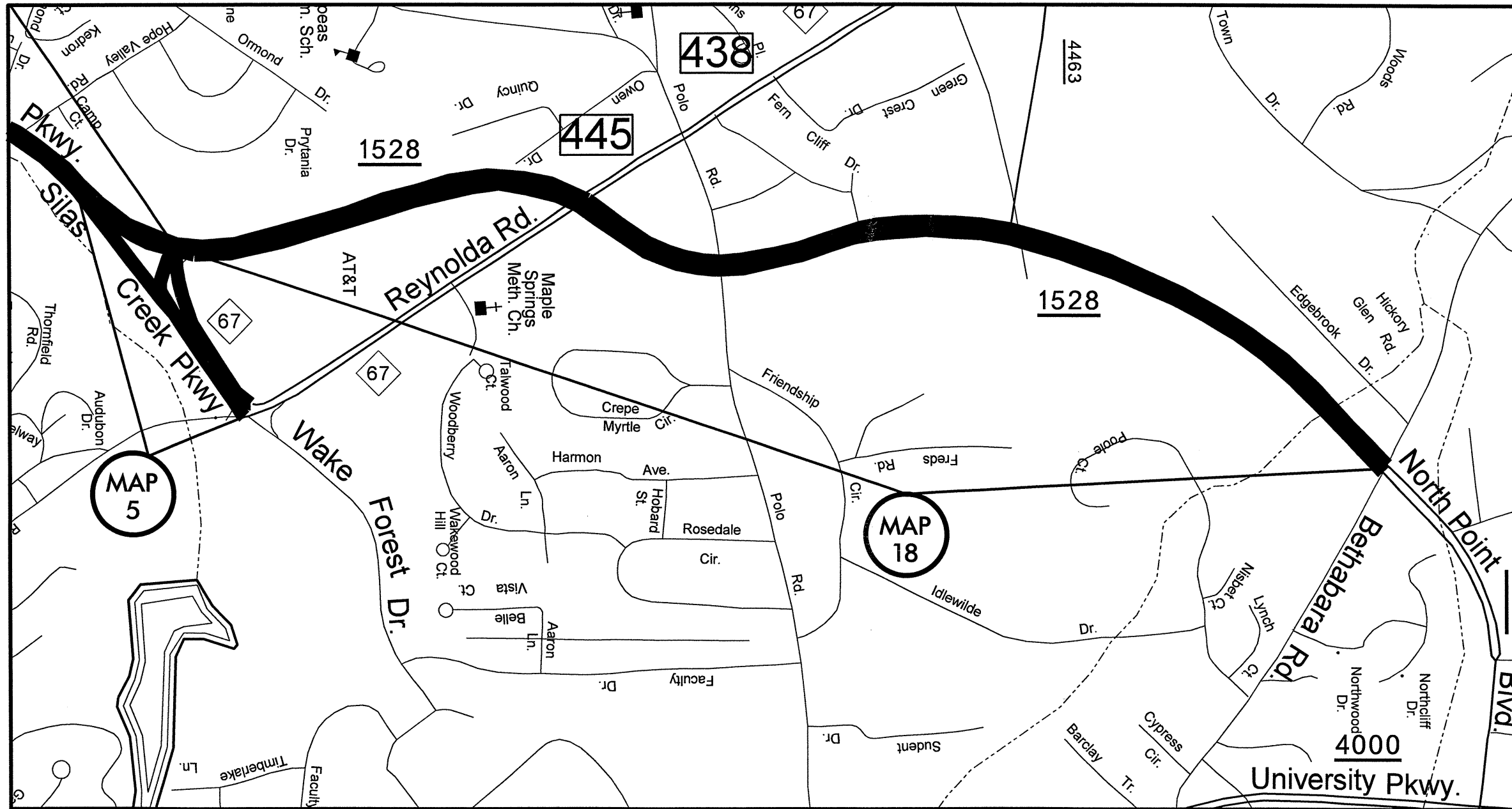
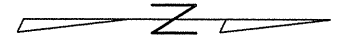
MAP 3

FORSYTH COUNTY
NORTH CAROLINA

NOTE:
* ALL WORK ON ALL SILAS CREEK PARKWAY/
NORTH POINT BLVD. MAPS IS TO BE DONE
AT NIGHT ONLY. FOLLOW TIME RESTRICTIONS
AS NOTED IN CONTRACT PROPOSAL.

MILL ROAD 3 1/2"
END/BEGIN MAP AT INTERSECTION OF WAKE
FOREST DRIVE INCLUDE ALL RAMPS.

INTERMEDIATE COURSE SHALL BE PUT BACK
SAME NIGHT AS MILLING OPERATION.



MAP 5
MAP 18

(MAP 4 DELETED)

FORSYTH COUNTY
NORTH CAROLINA

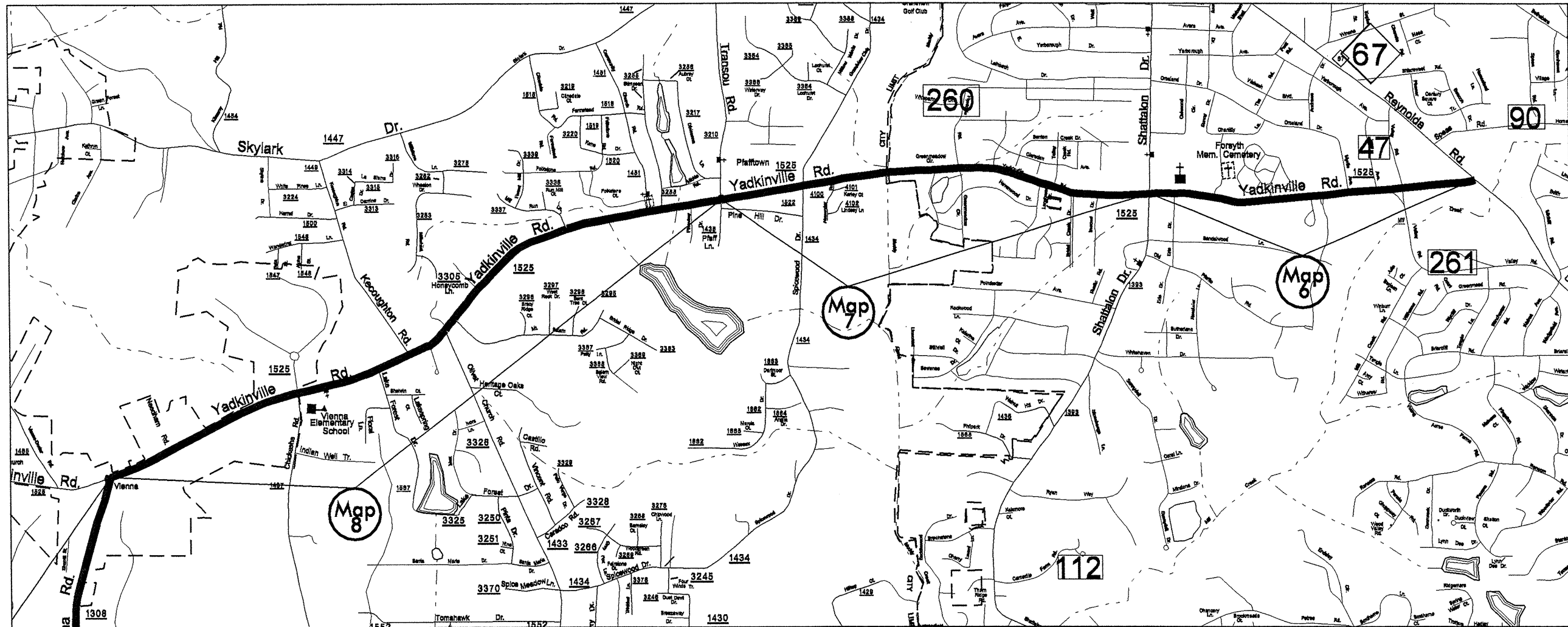
NOTES:

MAP 6, 7, & 8 SR 1525 YADKINVILLE RD.

1. MILL BRIDGE AND ALL CURB AND GUTTER
SECTIONS.

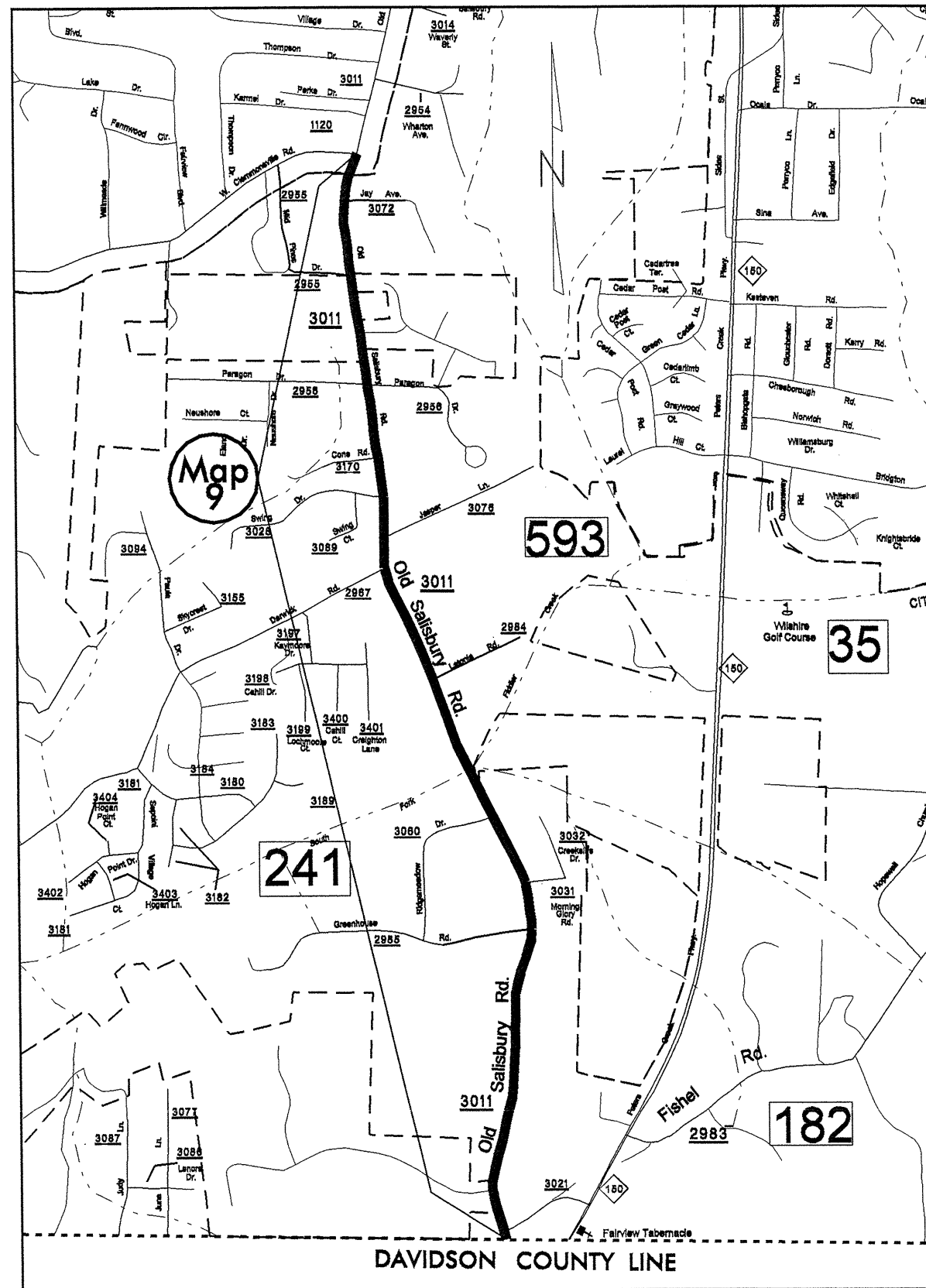
2. PAVE TO NC 67 EDGE OF PAVEMENT.

3. BST FIRST, and TEMPORARY PAINT
THEN WAIT ONE WEEK OR AS DIRECTED BY
ENGINEER, THEN SURFACE COURSE.



MAPS 6, 7, & 8

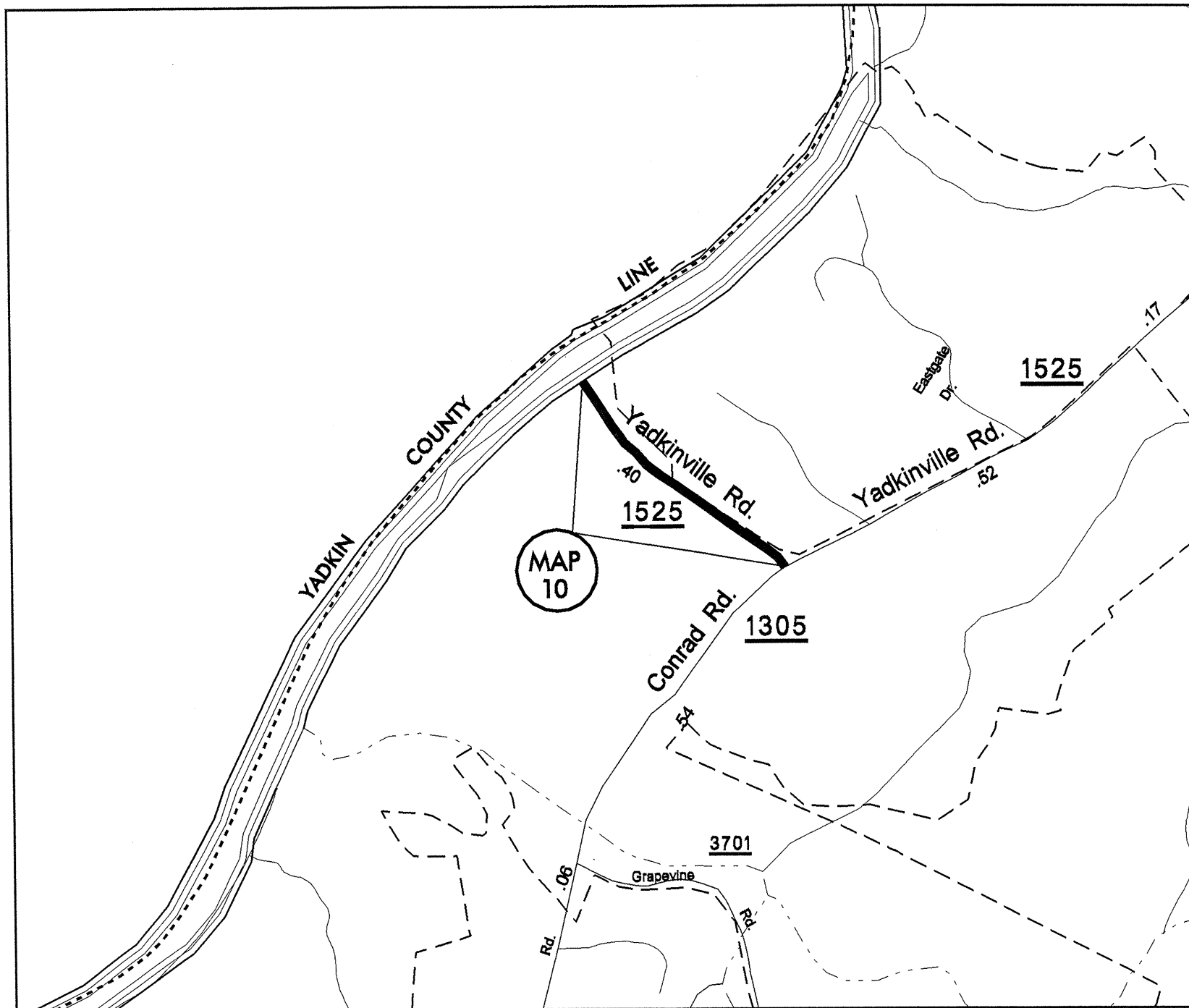
FORSYTH COUNTY
NORTH CAROLINA



NOTE:
1. PAVE AT TURN LANES

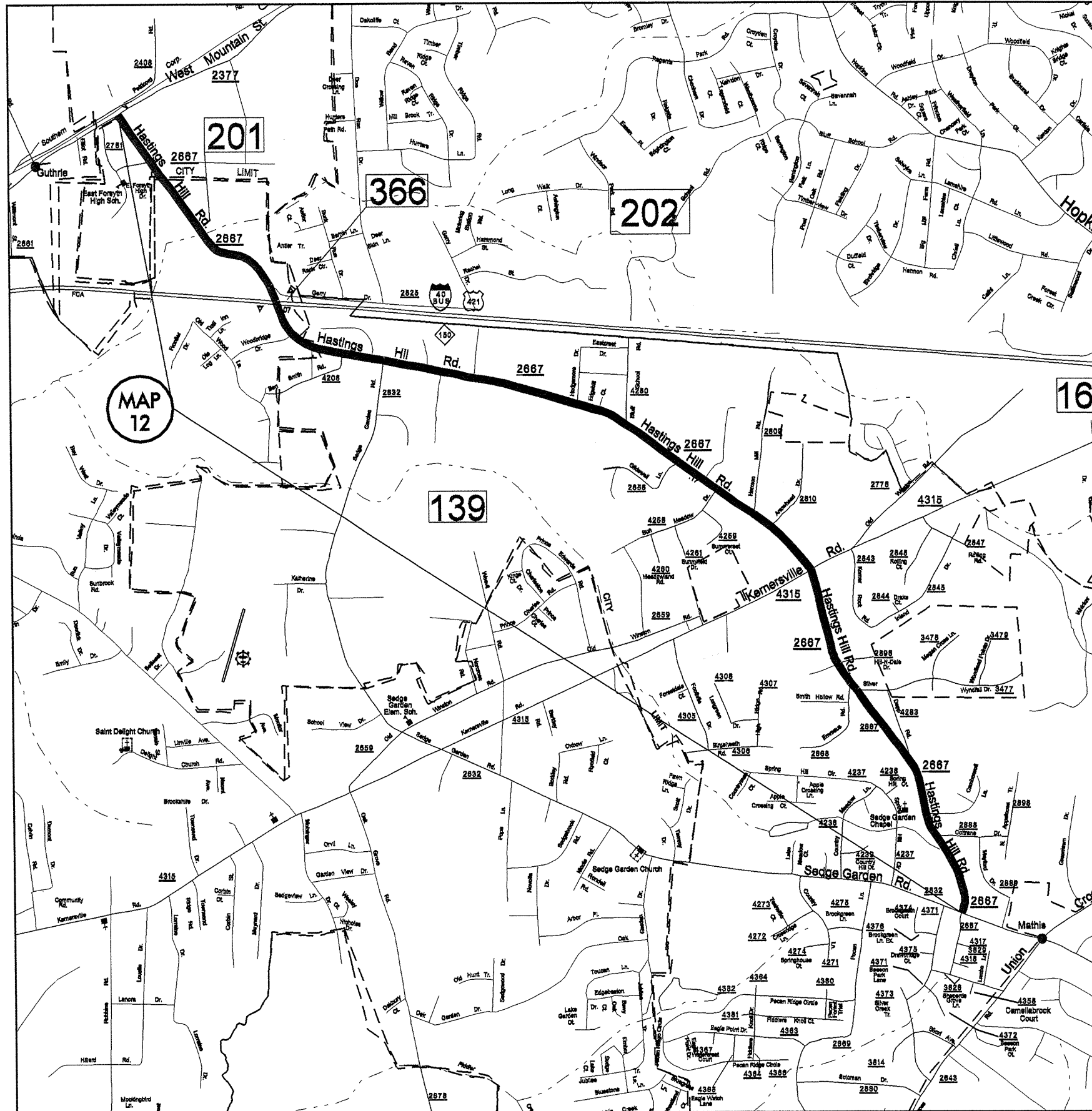
MAP 9

FORSYTH COUNTY
NORTH CAROLINA



MAP 10

FORSYTH COUNTY
NORTH CAROLINA



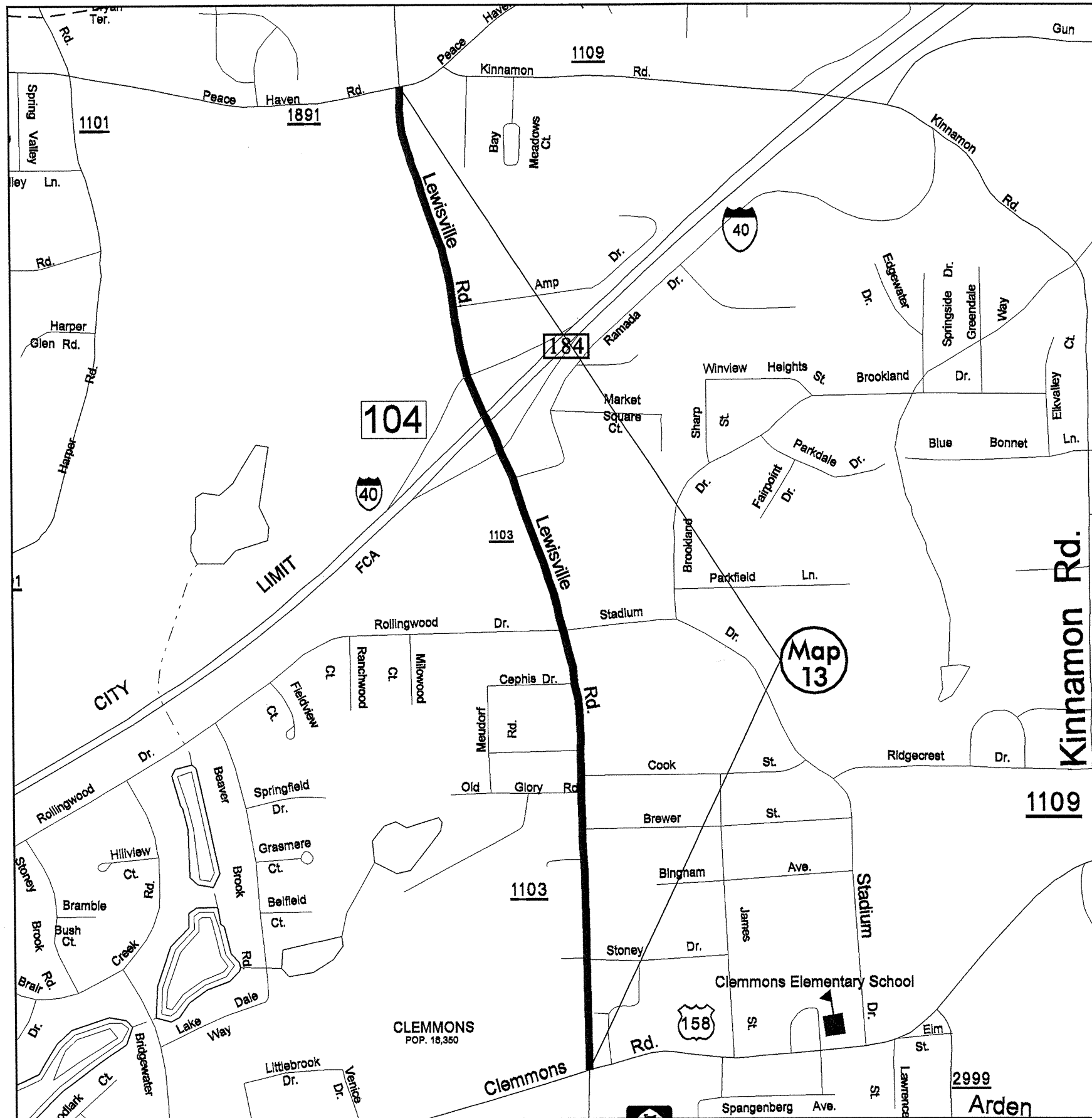
NOTES:

MAP 12
HASTINGS HILL RD.

1. MILL NORTH AND SOUTH SIDE AND TIE INTO KERNERSVILLE ROAD, DO NOT PAVE THROUGH INTERSECTION.
2. MILL 7 FOOT WIDTH AT CURB AT BRIDGE.

MAP 12

FORSYTH COUNTY
NORTH CAROLINA

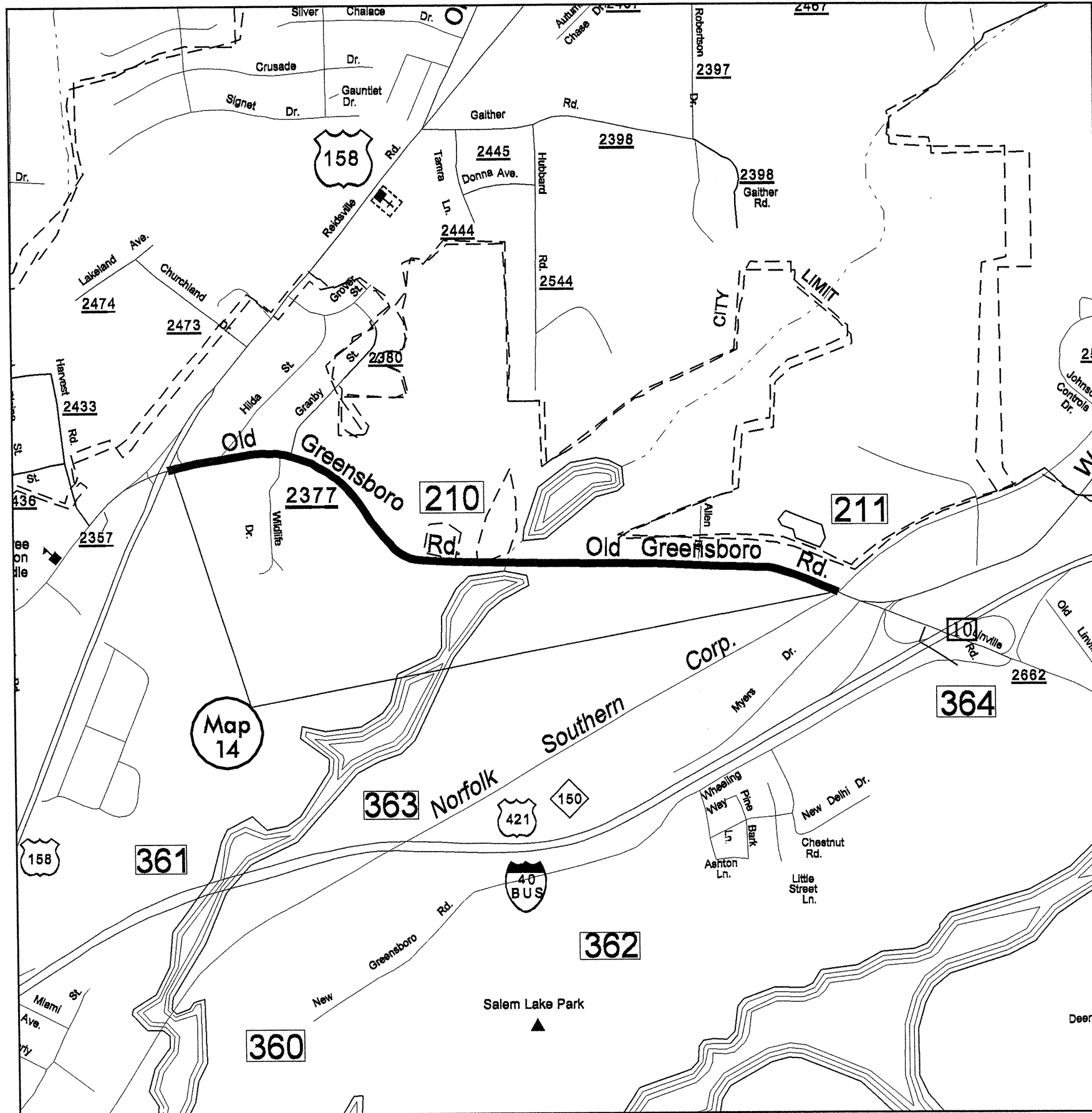


NOTE:

1. MILL 7' WIDTH AT CURB SECTIONS
2. PAVE ALL TURN LANES
3. PAVE THROUGH PEACE HAVEN INTERSECTION TO NOSE OF ISLAND.

MAP 13

FORSYTH COUNTY
 NORTH CAROLINA

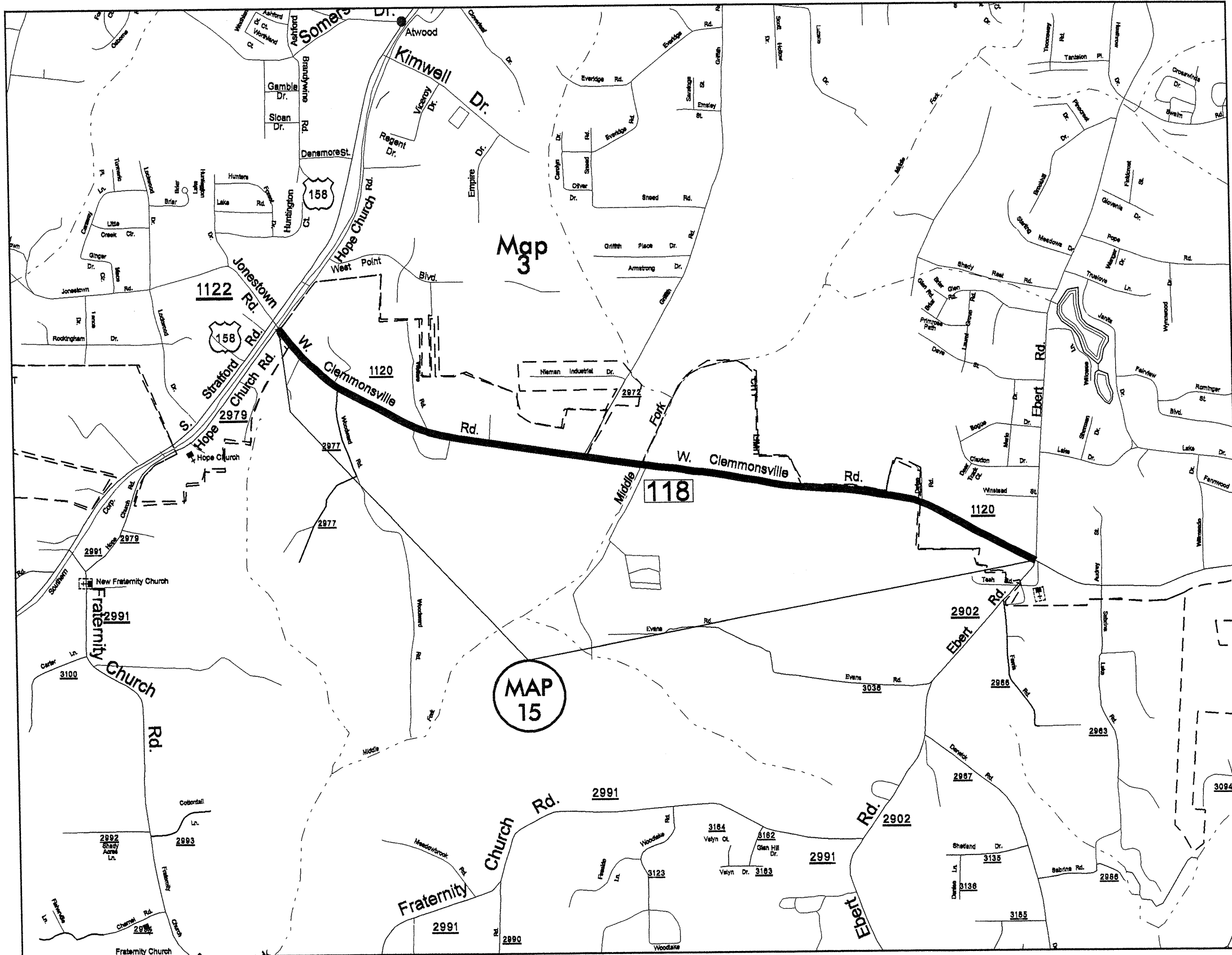


NOTE:

1. PAVE TURN LANE TO NORTH BOUND 158
2. BST FIRST, and TEMPORARY PAINT THEN WAIT ONE WEEK OR AS DIRECTED BY ENGINEER, THEN SURFACE COURSE.
3. CONTRACTOR TO WAIT SEVEN DAYS AFTER APPLYING ASPHALT SURFACE TREATMENT, MATCOAT, #78M STONE BEFORE PAVING SURFACE COURSE.

MAP 14

FORSYTH COUNTY
 NORTH CAROLINA

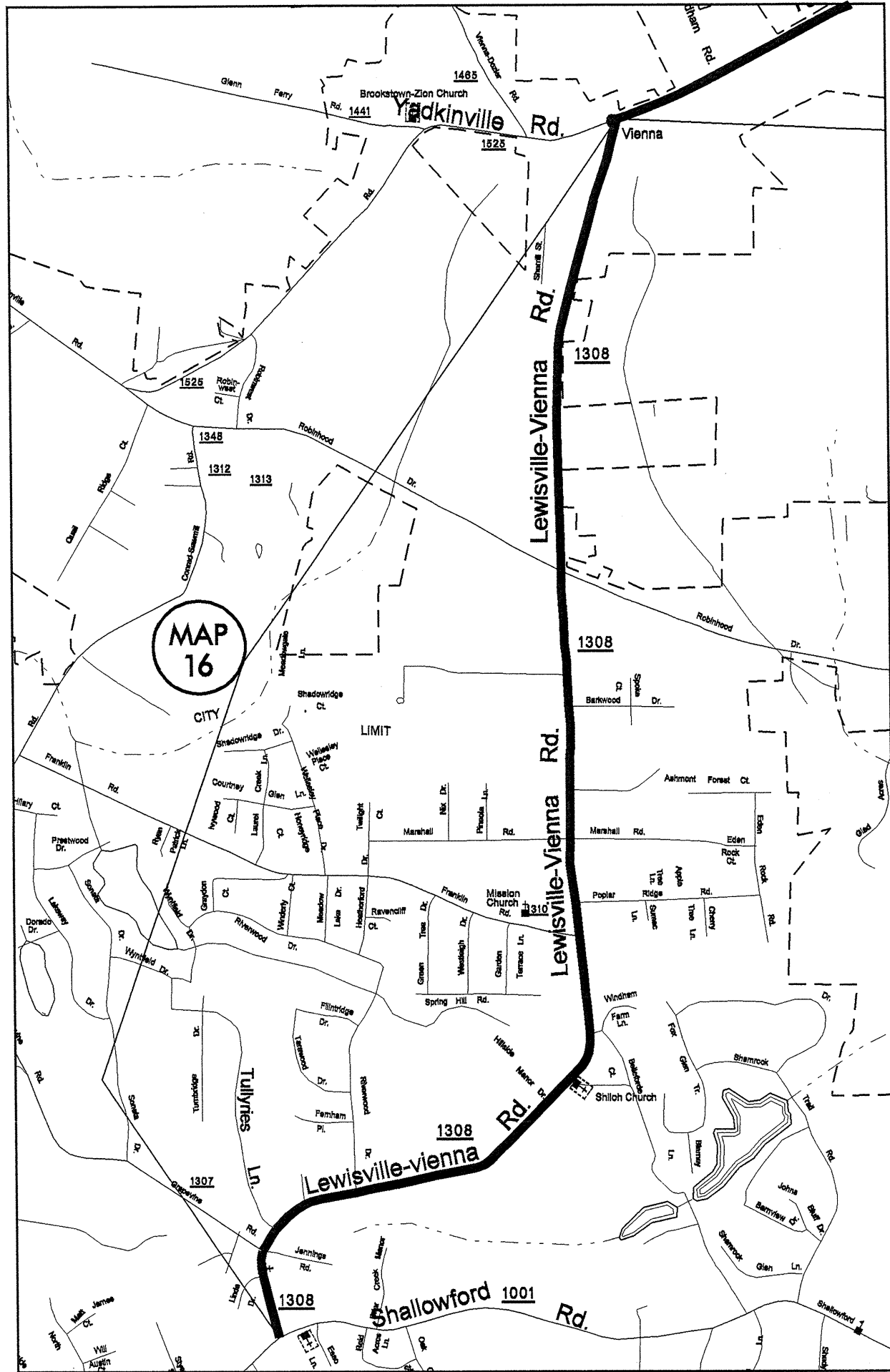


NOTE:

1. COVER WIDENING
2. PULL THERMO EDGE LINE IN 2 FEET OFF SHOULDER
3. COVER ALL TURN LANES

MAP 15

FORSYTH COUNTY
NORTH CAROLINA

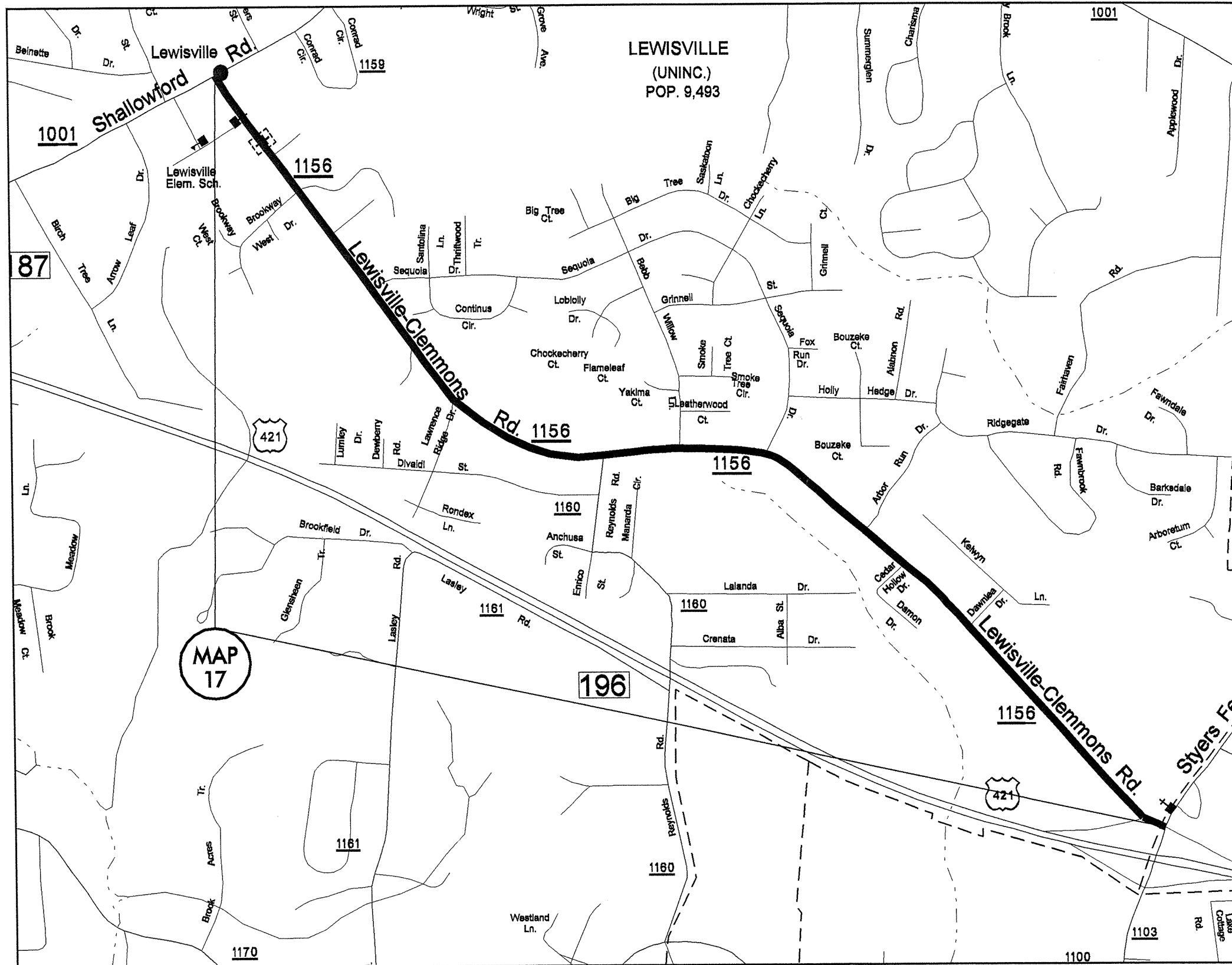


NOTE:

- 1. PAVE THROUGH INTERSECTION AT ROBINHOOD ROAD
- 2. PAVE TO PAVEMENT JOINT NEAR TULLYREIS LANE

MAP 16

FORSYTH COUNTY
NORTH CAROLINA

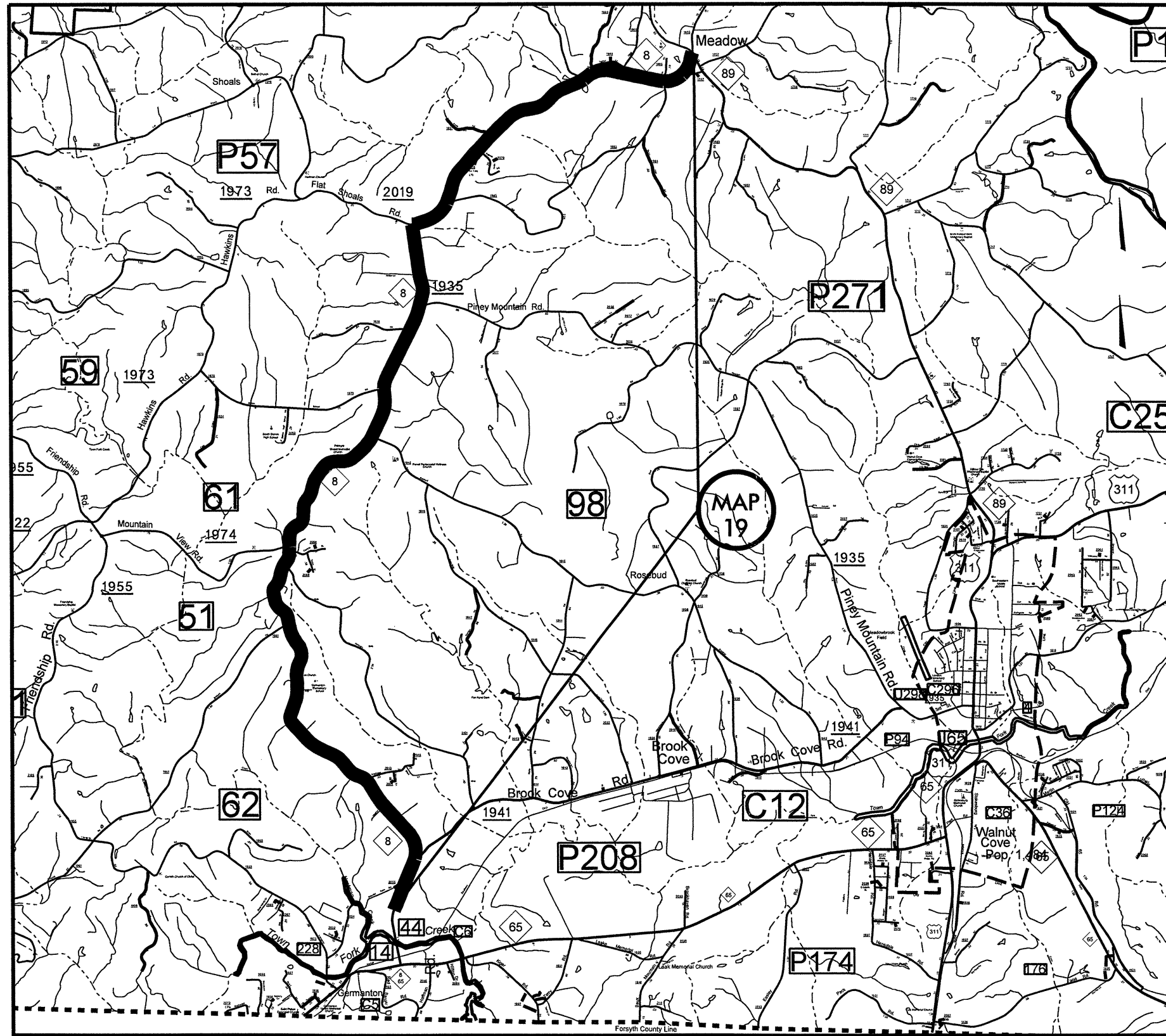


NOTE:

- 1. MILL ALL CURB 7' WIDTH, PAVE OVER ENTIRE ROAD INCLUDING TURN LANES AT JACK WARREN PARK

MAP 17

FORSYTH COUNTY
NORTH CAROLINA



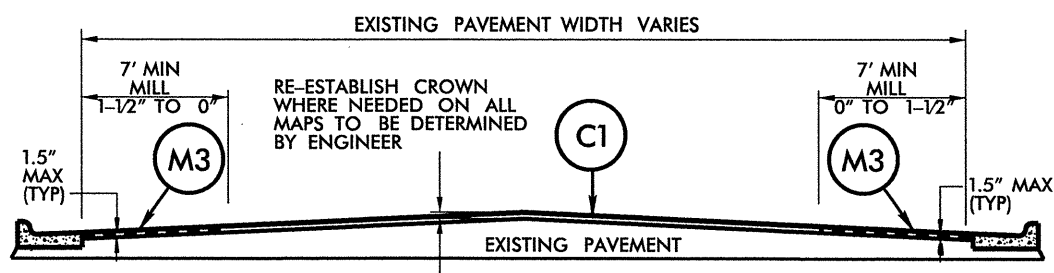
MAP
19

NOTE:

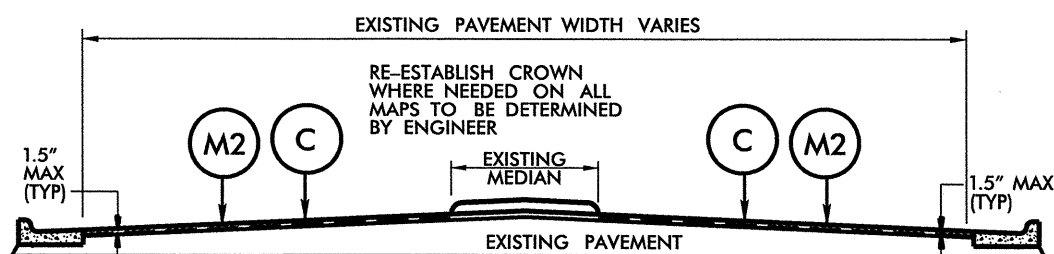
1. MAP BEGINS AT PAVEMENT JOINT NORTH OF BRIDGE

MAP 19

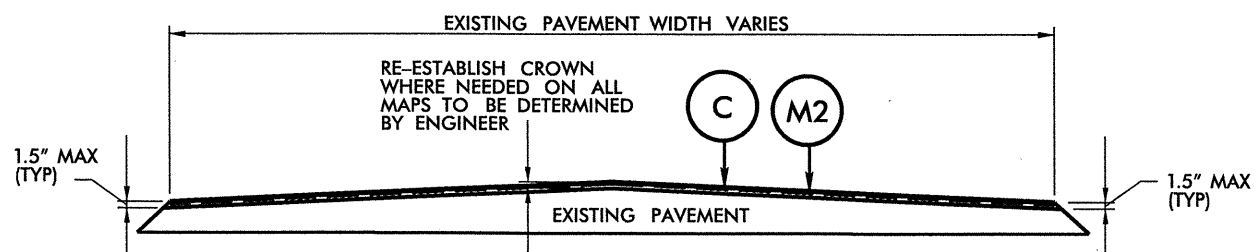
STOKES COUNTY
NORTH CAROLINA



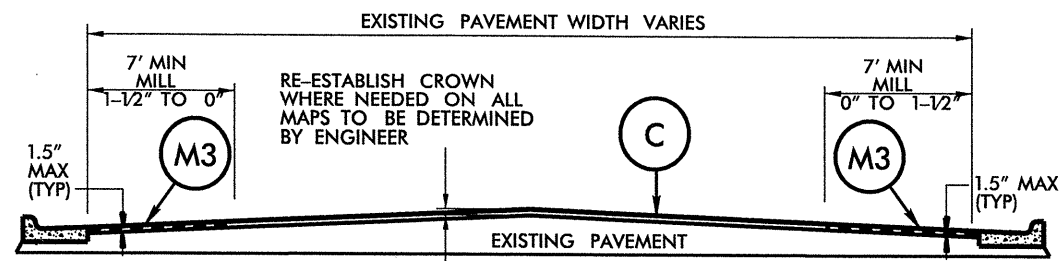
TYPICAL SECTION NO. 1
MAP NO 1 NC 66



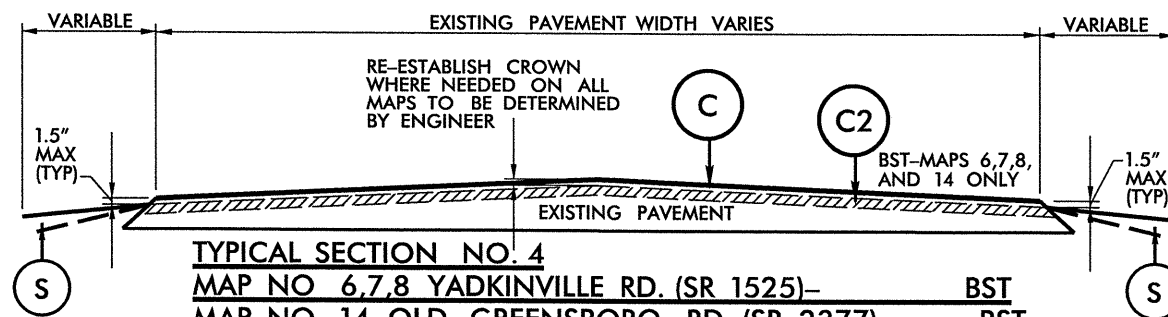
TYPICAL SECTION NO. 3
MAP NO 11 OLD WINSTON RD. (SR 2648)



TYPICAL SECTION NO. 5
MAP NO 11 OLD WINSTON RD. (SR 2648)



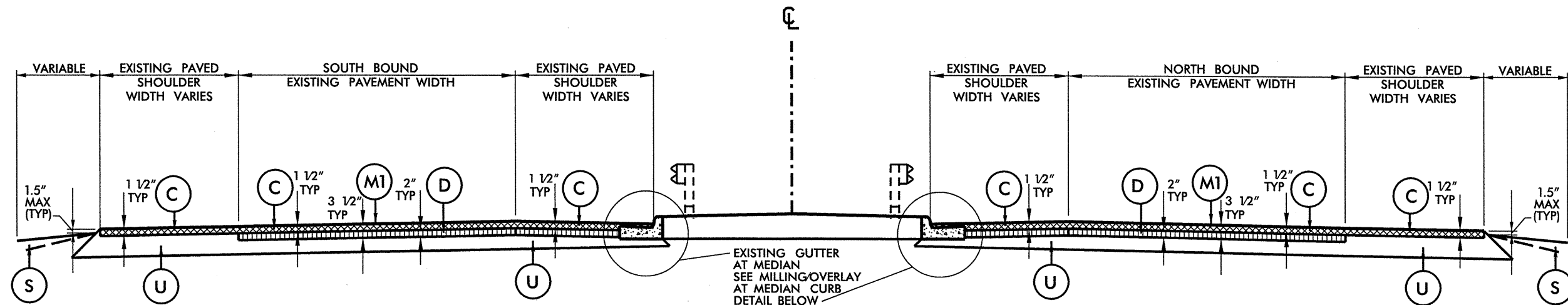
TYPICAL SECTION NO. 2
MAP NO 9 OLD SALISBURY RD. (SR 3011)
MAP NO 12 HASTINGS HILL RD. (SR 2667)
MAP NO 13 LEWISVILLE-CLEMMONS RD. (SR 1103)
MAP NO 15 WEST CLEMMONSVILLE RD. (SR 1120)
MAP NO 17 LEWISVILLE-CLEMMONS RD. (SR 1156)



TYPICAL SECTION NO. 4
MAP NO 6,7,8 YADKINVILLE RD. (SR 1525)- BST
MAP NO 14 OLD GREENSBORO RD. (SR 2377)- BST

MAP NO 9 OLD SALISBURY RD. (SR 3011)
MAP NO 10 OLD 421 RIVER PARK RD. (SR 1525)
MAP NO 12 HASTINGS HILL RD. (SR 2667)
MAP NO 14 OLD GREENSBORO RD. (SR 2377)
MAP NO 15 WEST CLEMMONSVILLE RD. (SR 1120)
MAP NO 16 LEWISVILLE-VIENNA RD. (SR 1308)
MAP NO 17 LEWISVILLE-CLEMMONS RD. (SR 1156)
MAP NO 19 NC 8

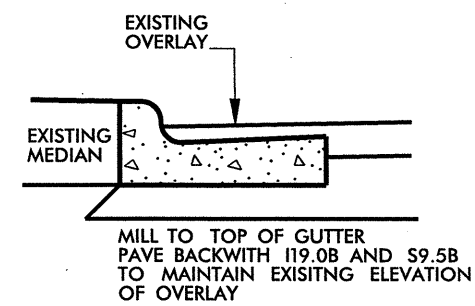
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C2	AST MAT COAT, 78M
D	PROP. APPROX. 2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 228 LBS. PER SQ. YD.
M	MILL ASPHALT PAVEMENT, 1 1/2" TO 3 1/2" DEPTH
M1	MILL ASPHALT PAVEMENT, 3 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M3	MILL ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH
M4	MILL ASPHALT PAVEMENT, 0" TO 2" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



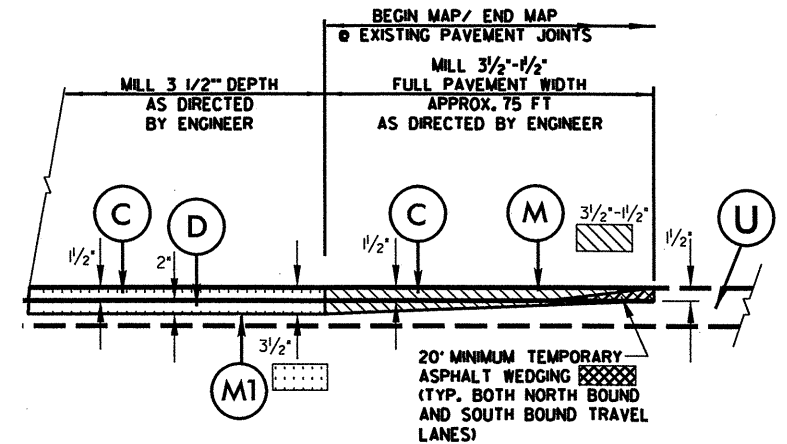
TYPICAL SECTION NO. 6
MAP NO 2 NC 67 SILAS CREEK PARKWAY
MAP NO 3 NC 67 SILAS CREEK PARKWAY
MAP NO 5 NC 67 SILAS CREEK PARKWAY

NOTE:
 SEE MILLING DETAILS
 CONTRACTOR TO TAPER SURFACE COURSE TO A THICKNESS OF 1 1/2" AT EDGE OF SHOULDERS (TYP)

**** NOTE:**
 CONTRACTORS ATTENTION IS DRAWN TO EXISTING GUTTER AT MEDIAN. EXISTING SURFACE OVERLAYS INTO EXISTING GUTTER AT MEDIANS AND IS AT VARYING DEPTHS. MILL TO THE TOP OF GUTTER. MILL 3 1/2" DEPTH IN EXISTING TRAVEL LANES. PAVE BACK WITH 2" I19.0B, AND OVERLAY ALL WITH 1 1/2" S9.5B AS INDICATED IN MILLING/OVERLAY AT MEDIAN CURB DETAIL TO MAINTAIN EXISTING SURFACE POINT.



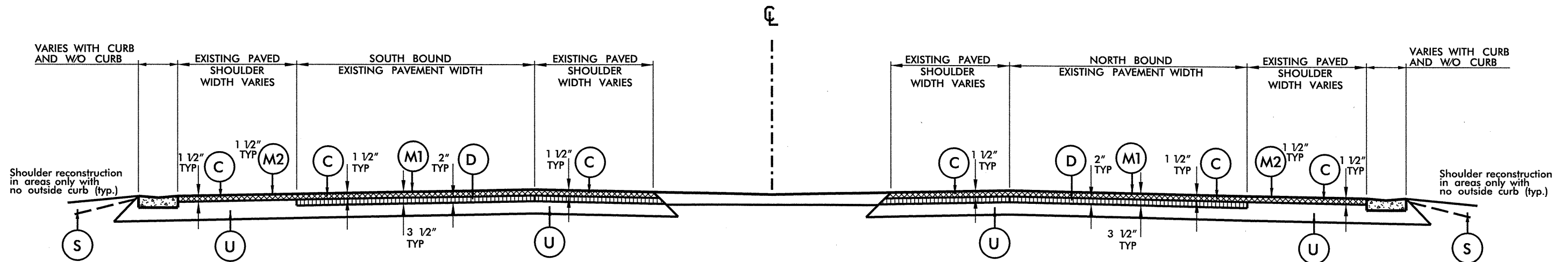
MILLING/OVERLAY AT MEDIAN CURB DETAIL



SILAS CREEK PARKWAY MILLING/TIE-IN DETAIL

- NOTE:
 MILLING SEQUENCE:
- STEP 1 MILL 1 1/2" TO 3 1/2" AT MAP ENDS A DISTANCE OF 75' OR AS DIRECTED BY ENGINEER.
 - STEP 2 MILL MAX 3 1/2" FULL PAVEMENT WIDTH OF TRAVEL LANES FROM BEGINNING OF MAP TO END OF MAP NORTH AND SOUTH BOUND LANES. PAVE BACK WITH 2" INTERMEDIATE COURSE, TYPE I19.0B AND 1 1/2" SURFACE COURSE, TYPE S9.5B
 - STEP 3 MILL 1 1/2" DEPTH AT SHOULDER WIDTHS WITH NO CURB
 - STEP 4 OVERLAY ENTIRE FULL WIDTH OF PAVEMENT WITH 1 1/2" SURFACE COURSE TYPE S9.5B ENTIRE LENGTH OF MAP SO AS TO STAGGER LONGITUDINAL JOINTS.

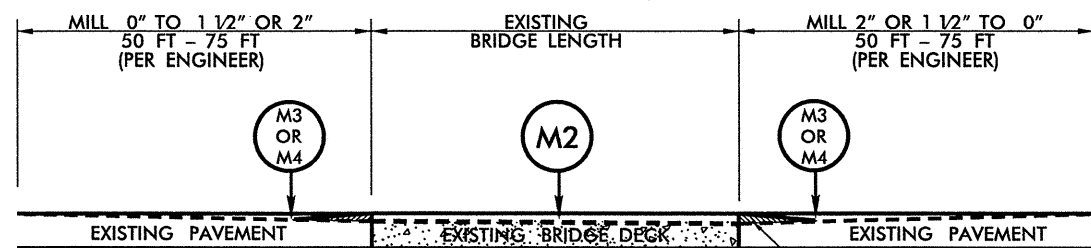
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C2	AST MAT COAT, 78M
D	PROP. APPROX. 2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 228 LBS. PER SQ. YD.
M	MILL ASPHALT PAVEMENT, 1 1/2" TO 3 1/2" DEPTH
M1	MILL ASPHALT PAVEMENT, 3 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M3	MILL ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH
M4	MILL ASPHALT PAVEMENT, 0" TO 2" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



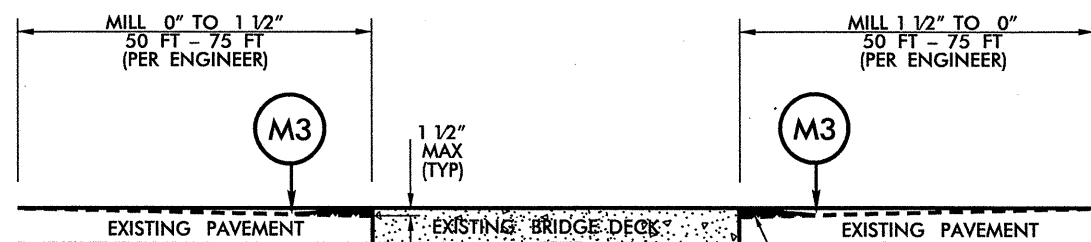
TYPICAL SECTION NO. 7
MAP NO 18 SILAS CREEK PARKWAY (SR 1528)

NOTE:
 SEE MILLING DETAILS
 CONTRACTOR TO TAPER SURFACE
 COURSE TO A THICKNESS OF
 1 1/2" AT EDGE OF SHOULDERS (TYP)

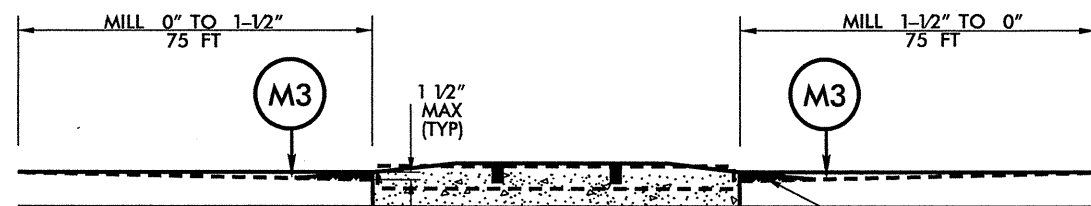
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C2	AST MAT COAT, 78M
D	PROP. APPROX. 2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 228 LBS. PER SQ. YD.
M	MILL ASPHALT PAVEMENT, 1 1/2" TO 3 1/2" DEPTH
M1	MILL ASPHALT PAVEMENT, 3 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M3	MILL ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH
M4	MILL ASPHALT PAVEMENT, 0" TO 2" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



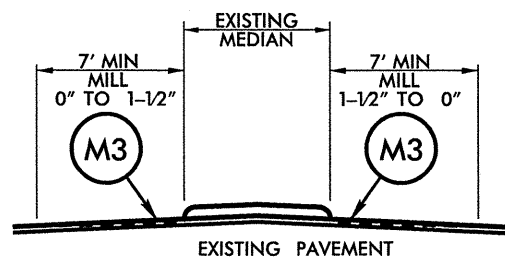
MILLING BRIDGE DECK AND APPROACHES
 (SEE BRIDGE DATA SHEET)



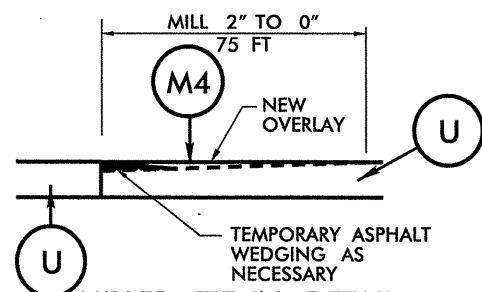
MILLING BRIDGE APPROACHES
 (SEE BRIDGE DATA SHEET)



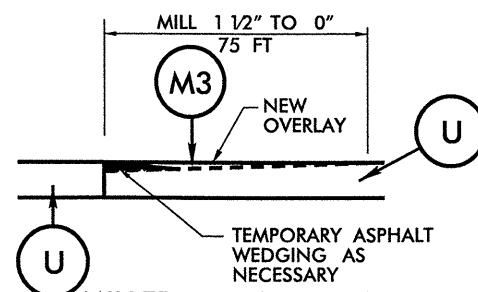
MILLING RAILROAD CROSSING APPROACHES
 (SEE BRIDGE DATA SHEET)



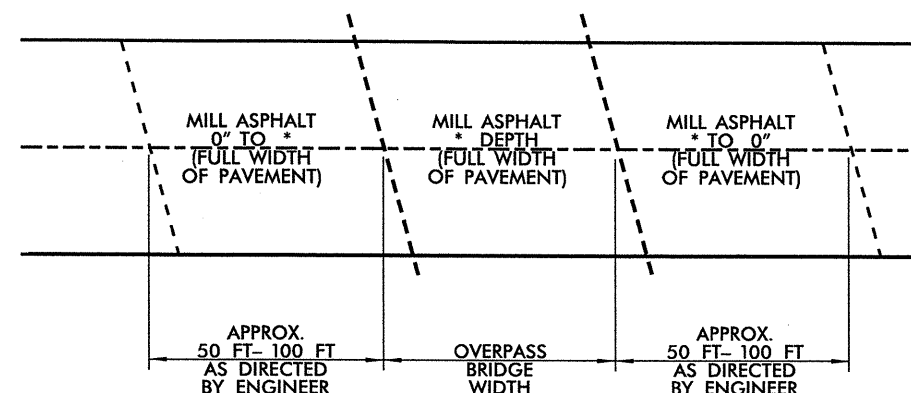
MILLING AT MEDIANS



**MILLED TIE-IN DETAIL
 MILLED PAVEMENT JOINT
 AT END OF MAPS
 YADKINVILLE RD. (SR 1525)
 OLD GREENSBORO RD. (SR 2377)**

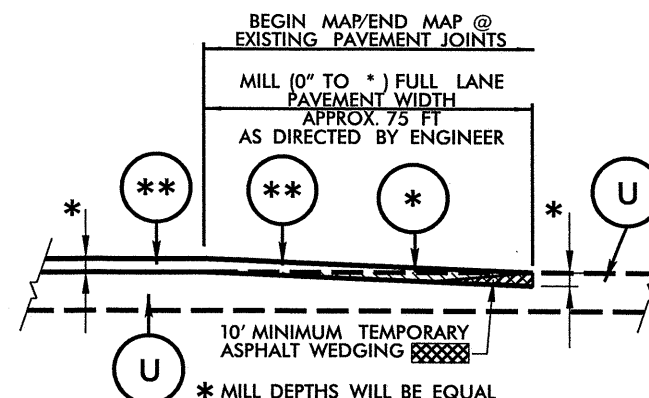


**MILLED TIE-IN DETAIL
 MILLED PAVEMENT JOINT
 AT END OF MAPS**



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

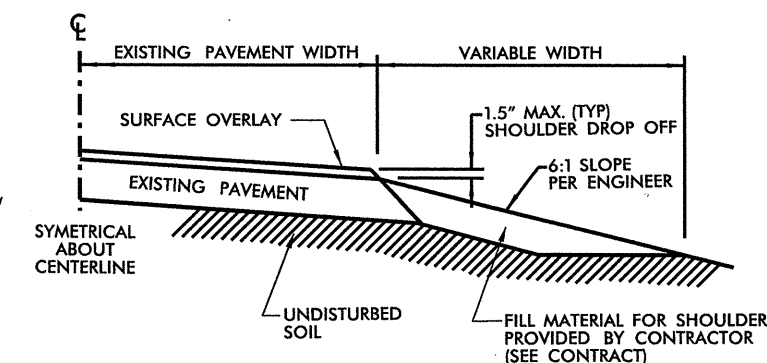
PLAN VIEW FOR MILLING ASPHALT PAVEMENT UNDER OVERPASS



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

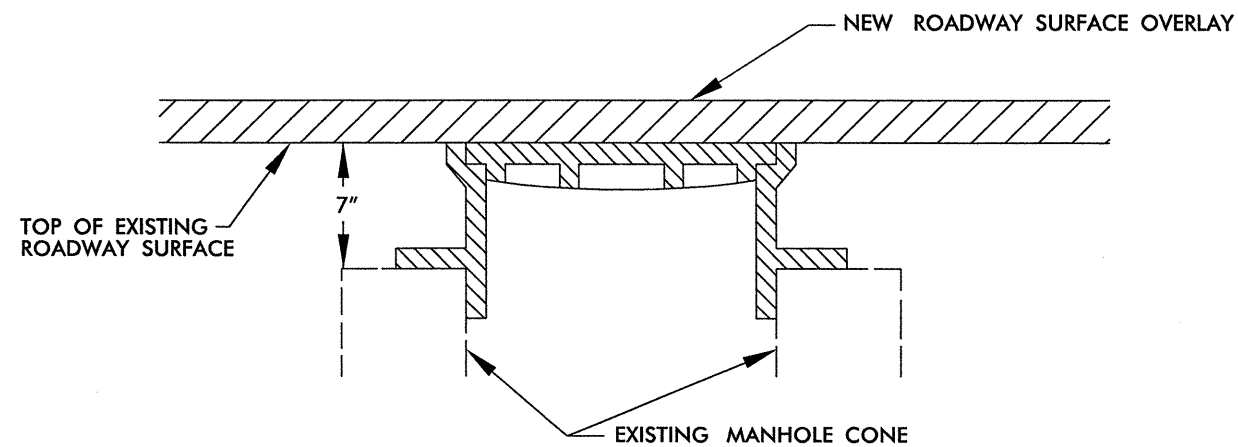
** SEE TYPICALS FOR MIX TYPE

TIE-IN MILLING DETAIL

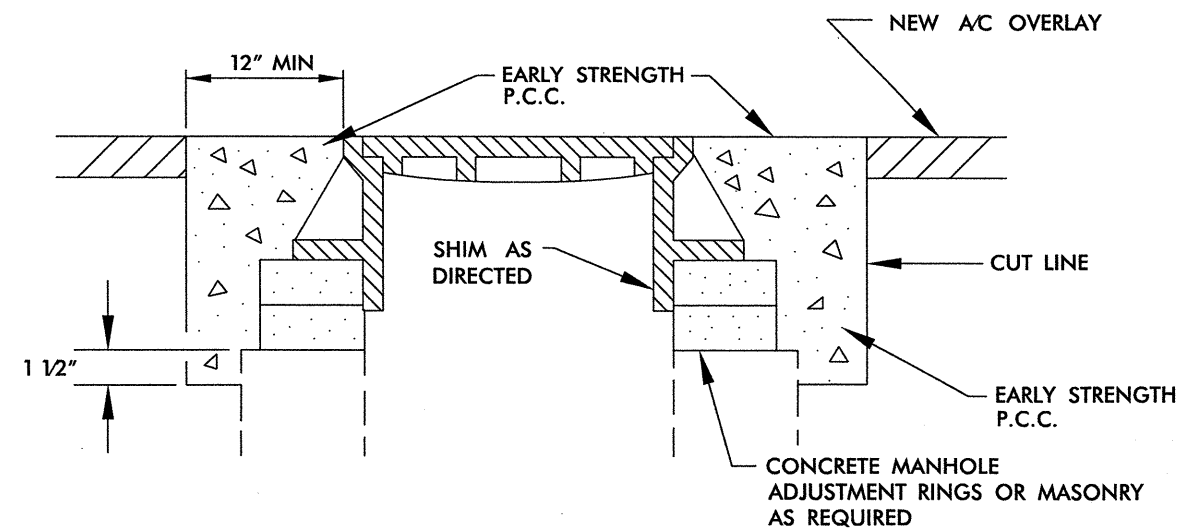


SHOULDER RECONSTRUCTION

PAVEMENT SCHEDULE	
C	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
C1	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
C2	AST MAT COAT, 78M
D	PROP. APPROX. 2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 228 LBS. PER SQ. YD.
M	MILL ASPHALT PAVEMENT, 1 1/2" TO 3 1/2" DEPTH
M1	MILL ASPHALT PAVEMENT, 3 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M3	MILL ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH
M4	MILL ASPHALT PAVEMENT, 0" TO 2" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



STEP 1



STEPS 2,3, & 4

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

MANHOLE ADJUSTMENT DETAIL

CONSTRUCTION NOTES:

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

Forsyth / Stokes 2011 Resurfacing Bridge List

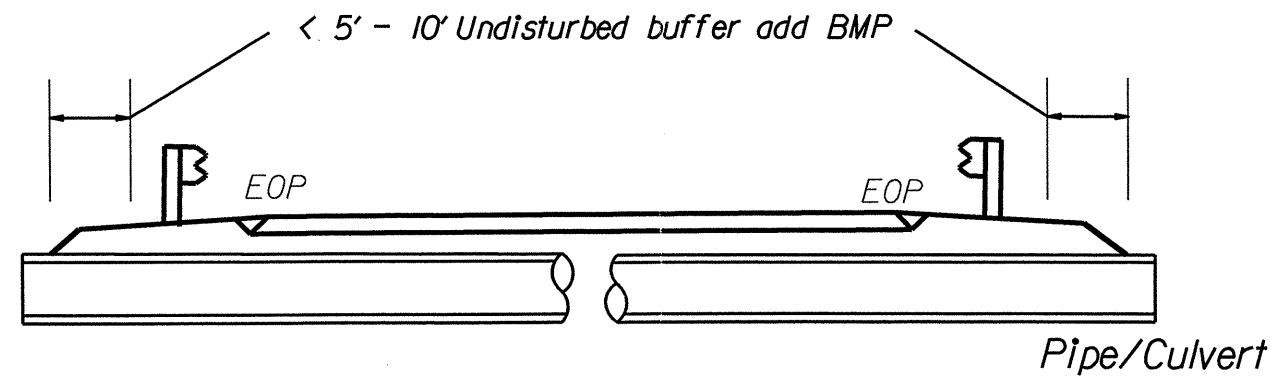
										PROJECT NO.		SHEET NO.	
										9CR.10341.8, 9CR.20341.8		20	
										9CR.10851.8			
Map No.	Route No.	Route Name	Bridge No.	Feature Intersected	Floor Construction	Clear Roadway Width (Ft)	Horizontal Clearance Under (Ft.)	Vertical Clearance Under	2nd Opening Clearance Under	Length (Ft)	Posting	Recommended Treatment, From Bridge Maintenance	
1	NC 66	NC 66	439	I-40	5 RC, 3.5 PPC	68	52	16 FT 09 IN (I-40 WBL)	16 FT 10 IN (I-40 EBL)	223	SV TTST	MILL APPROACHES; Do not pave across bridge	
1	NC 66	NC 66	46	I-40 BUS, US 421	8 3/4 RC SLAB	76	63.2	17 FT 08 IN (I-40B WBL)	18 FT 05 IN (I-40B EBL)	212	SV TTST	MILL APPROACHES; Do not pave across bridge	
2	NC 67	SILAS CREEK PARKWAY	276	COUNTRY CLUB ROAD SR 1001 (CARRIED)	7 1/4 RC SLAB	44	4.5	13 FT 07 IN (SBL)	15 FT 02 IN (NBL)	158	SV TTST	MILL APPROACHES AND UNDER BRIDGE, MAINTAIN CLEARANCE	
2	NC 67	SILAS CREEK PARKWAY	277	NOTTINGHAM ROAD (CARRIED)	7 1/2 RC SLAB	28	36.5	14 FT 09 IN (SBL)	15 FT 04 IN (NBL)	159	SV TTST	MILL APPROACHES AND UNDER BRIDGE, MAINTAIN CLEARANCE	
3	NC 67	SILAS CREEK PARKWAY	275	ROBINHOOD ROAD (CARRIED)	7 RC SLAB	44	4.8	15 FT 09 IN (SBL)	16 FT 04 IN (NBL)	182	SV 34 TTST 39	MILL APPROACHES AND UNDER BRIDGE, MAINTAIN CLEARANCE	
4	SR 1528	SILAS CREEK PARKWAY	445	NC 67 (CARRIED)	8 1/2 RC SLAB	68	57	16 FT 03 IN (SBL)	16 FT 09 IN (NBL)	208	SV TTST	MILL APPROACHES AND UNDER BRIDGE, MAINTAIN CLEARANCE	
4	SR 1528	SILAS CREEK PARKWAY D	438	POLO ROAD (CARRIED)	8.5 RC SLAB	36	64.5	16 FT 11 IN (NBL)	17 FT 01 IN (SBL)	194	SV TTST	MILL APPROACHES AND UNDER BRIDGE, MAINTAIN CLEARANCE	
7	SR 1525	YADKINVILLE ROAD	260	MUDDY CREEK	PPCCS, 4.25 AWS	41.6	NA	NA	NA	100	SV TTST	Mill across & repave	
8	SR 1525	YADKINVILLE ROAD	261	MILL CREEK	6.5 RC, 6.5 AWS	28	NA	NA	NA	90	SV 22 TTST 29	Mill across & repave; level east approach	
9	SR 3011	OLD SALISBURY ROAD	241	SOUTH FORK CREEK	8.5 RC, 4.5 AWS	25.8	NA	NA	NA	160	SV 14; TTST 18	Mill across & repave	
12	SR 2667	HASTINGS HILL ROAD	201	SALEM CREEK	PPC CHNL, 5.0 AWS	24.2	NA	NA	NA	61	SV 16 TTST 16	Mill across & repave	
12	SR 2667	HASTINGS HILL ROAD	366	I-40 BUS	6 1/2 RC SLAB	24	41	17 FT 00 IN (I-40B WBL)	17 FT 01 IN (I-40B EBL)	202	SV 31 TTST 34	Mill approaches; Do not pave across bridge; priority maintenance	
13	SR 1103	LEWISVILLE-CLEMMONS ROAD	104	I-40	8 1/4 RC SLAB	76	60	16 FT 06 IN (I-40 EBL)	16 FT 06 IN (I-40 WBL)	226	SV TTST	Mill approaches; Do not pave across bridge	
14	SR 2377	OLD GREENSBORO ROAD	210	SALEM CREEK	7 RC SLAB, 1.0 AWS	33	NA	NA	NA	41	SV TTST	Pave across	
14	SR 2377	OLD GREENSBORO ROAD	211	SOUTHERN RAILWAY	7 RC SLAB	24	NA	NA	NA	135	SV TTST	Mill approaches; Do not pave across bridge	
15	SR 1120	WEST CLEMMONSVILLE ROAD	118	MIDDLE FORK CREEK	PPCCS, 4.0 AWS	30	NA	NA	NA	130	SV TTST	Pave across	
22	NC 8	NC 8	14	TOWN FORK CREEK	9" RC SLAB	34	NA	NA	222	NA	NO ACTION	NO ACTION	
22	NC 8	NC 8	44	TOWN FORK CREEK OVERFLOW	PPCCS, 3.9" CWS	34.2	NA	NA	100	NA	NO ACTION	NO ACTION	

PROJECT REFERENCE NO.	SHEET NO.
9CRJ0341B, 9CRJ0851B, ETC	EC-1
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

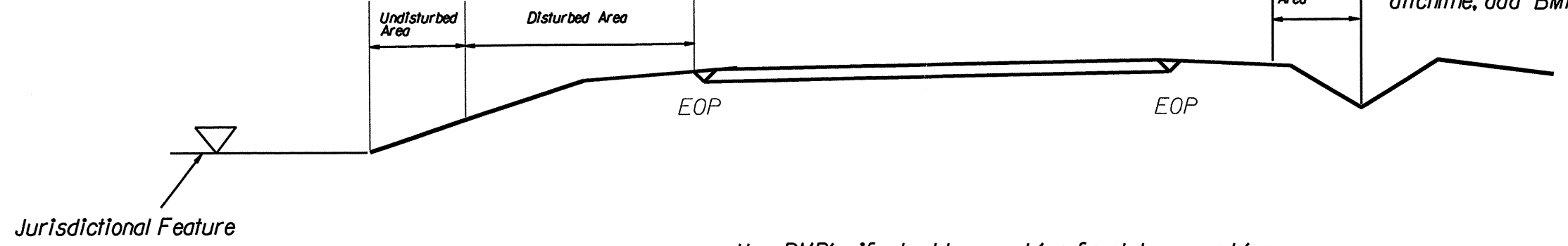
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

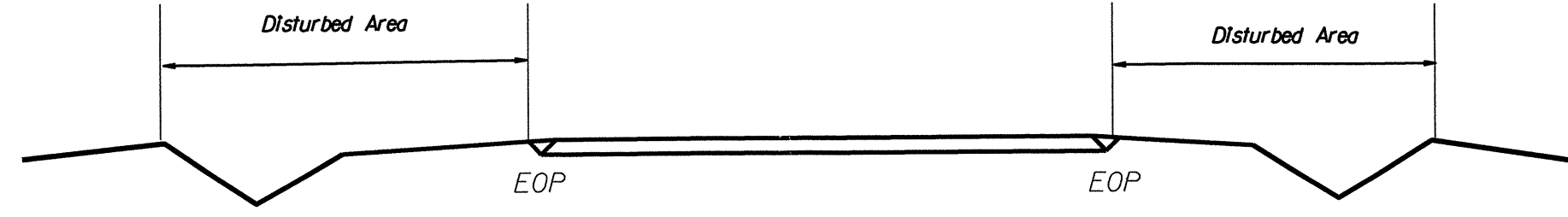


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

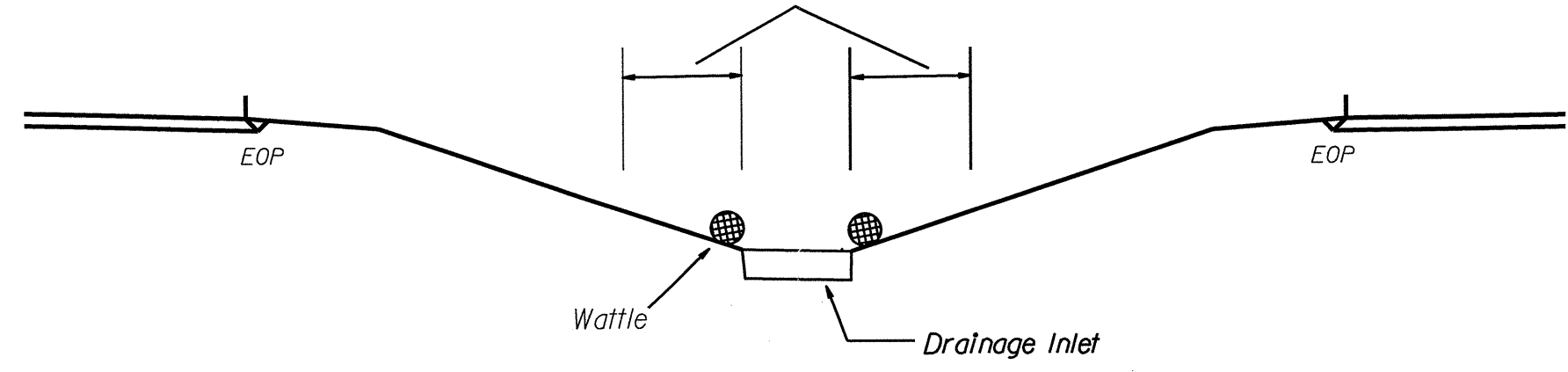
< 5' - 10' Undisturbed buffer from ditchline, add BMP



Use BMP's if shoulders and/or front slopes and/or ditchline and/or back slopes are disturbed



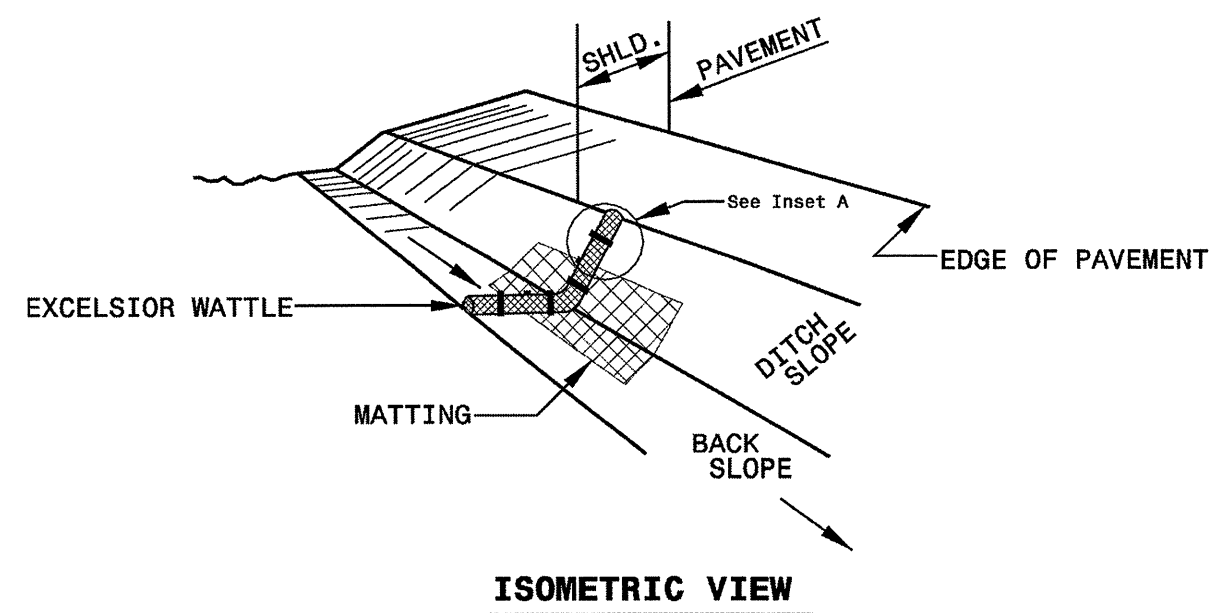
< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

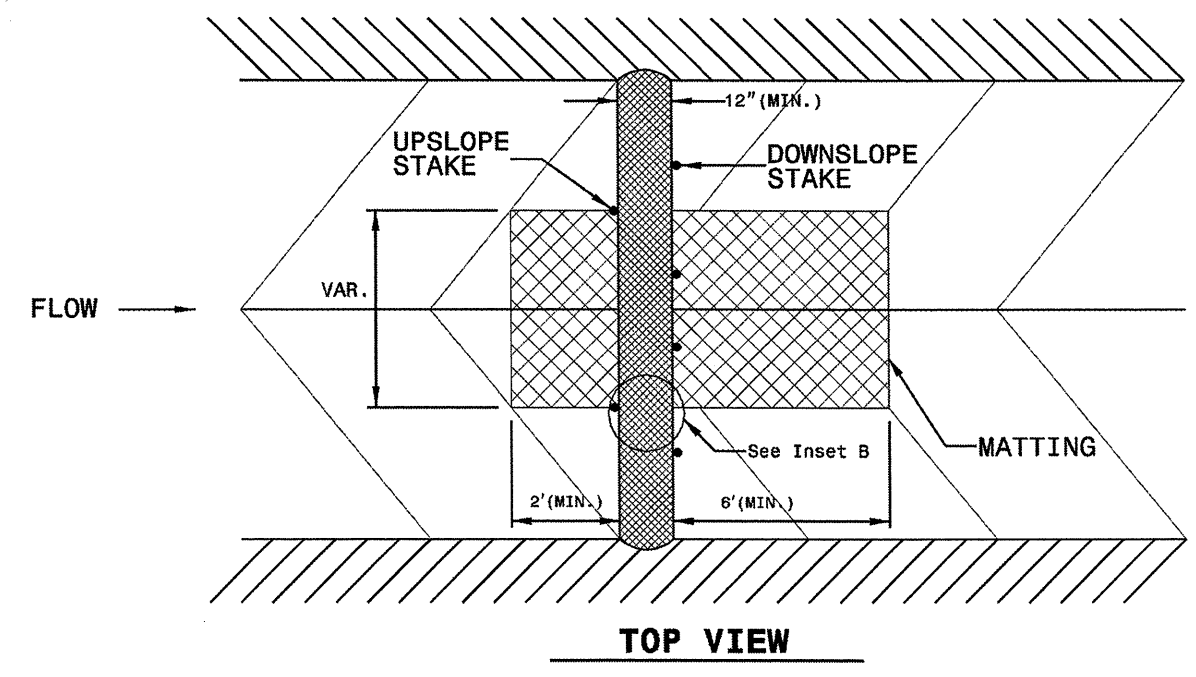
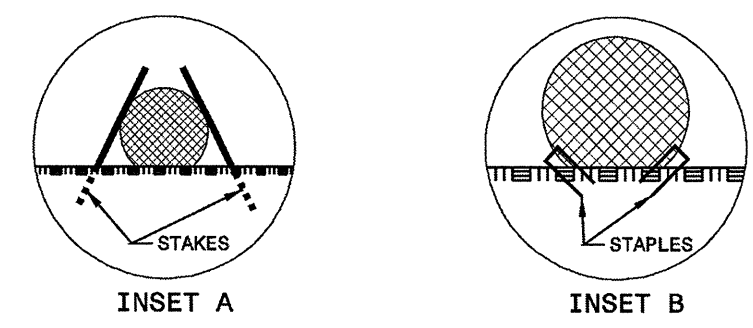
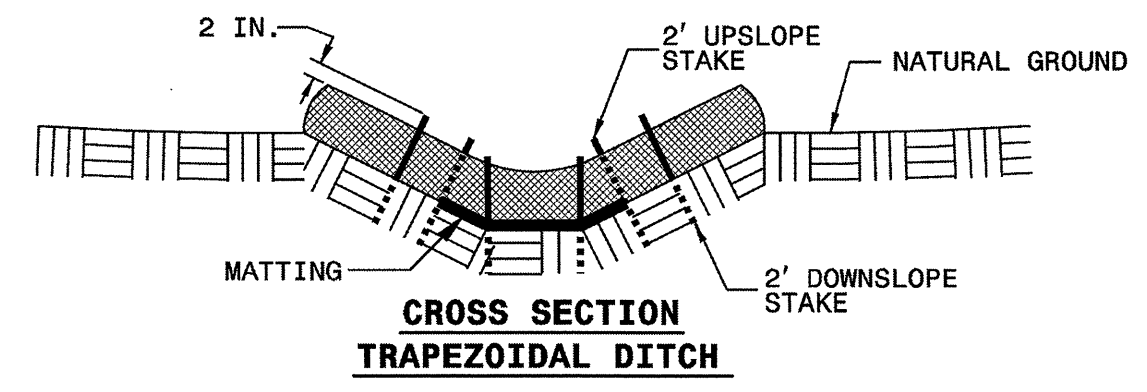
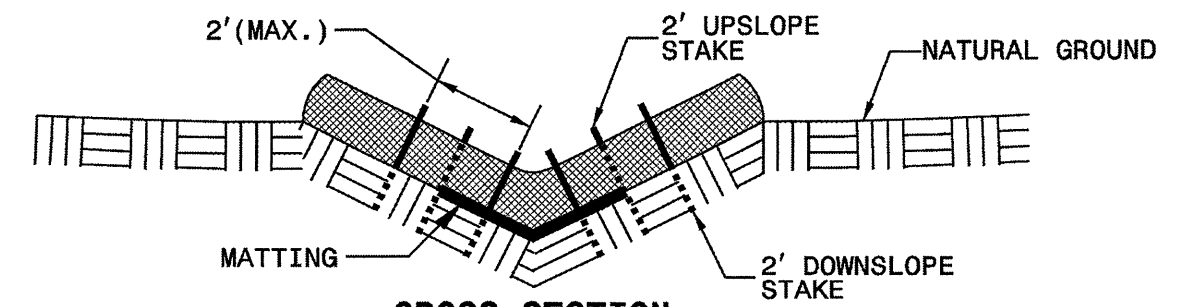
PROJECT REFERENCE NO.	SHEET NO.
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

WATTLE DETAIL

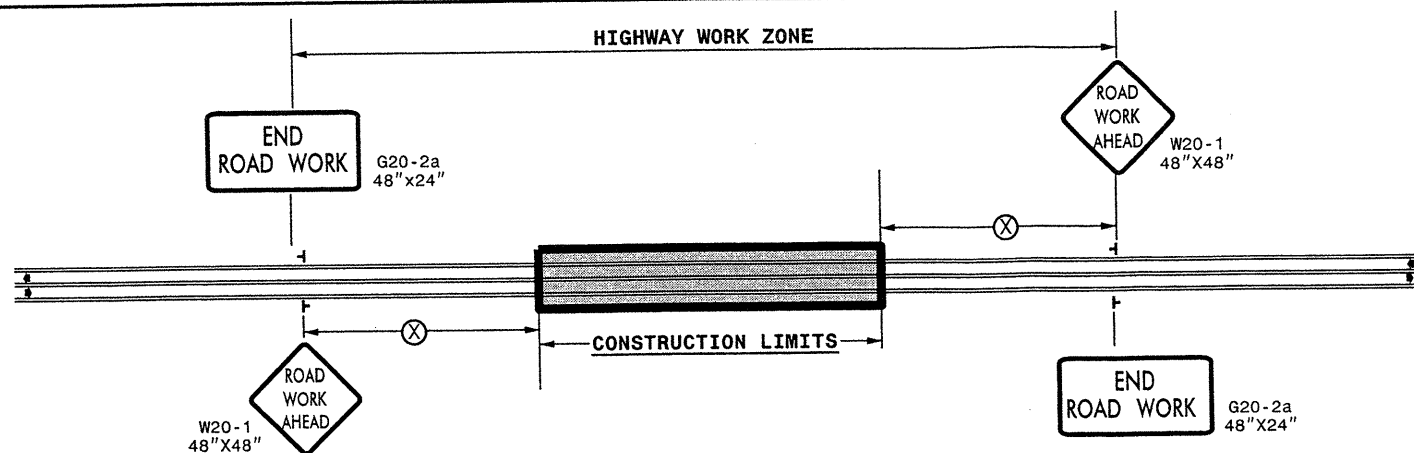


NOTES:

- 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.



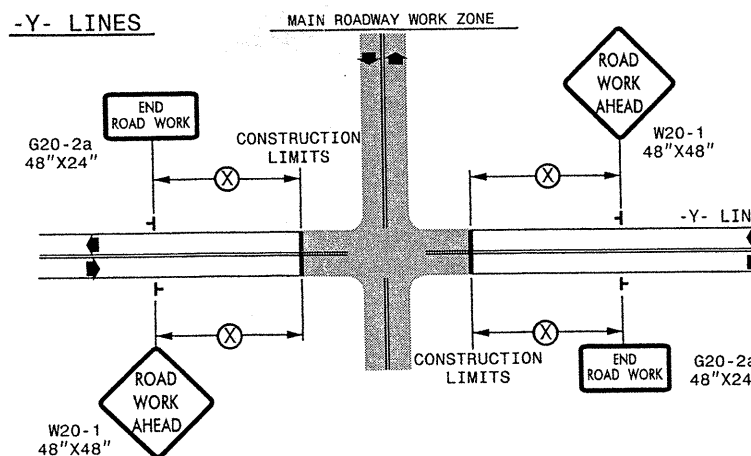
TWO-WAY UNDIVIDED ** (L-LINES)



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	500'
≥ 55	1000'

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)



GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

- ┆ STATIONARY SIGN
- ◀ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS	
SEAL 	SCALE: NONE	REVISIONS	
	DATE: _____	7-98	10/01
	DWG. BY: _____	10-98	03/04
	DESIGN BY: _____	01/01	11/04
REVIEWED BY: _____		CARD FILE	

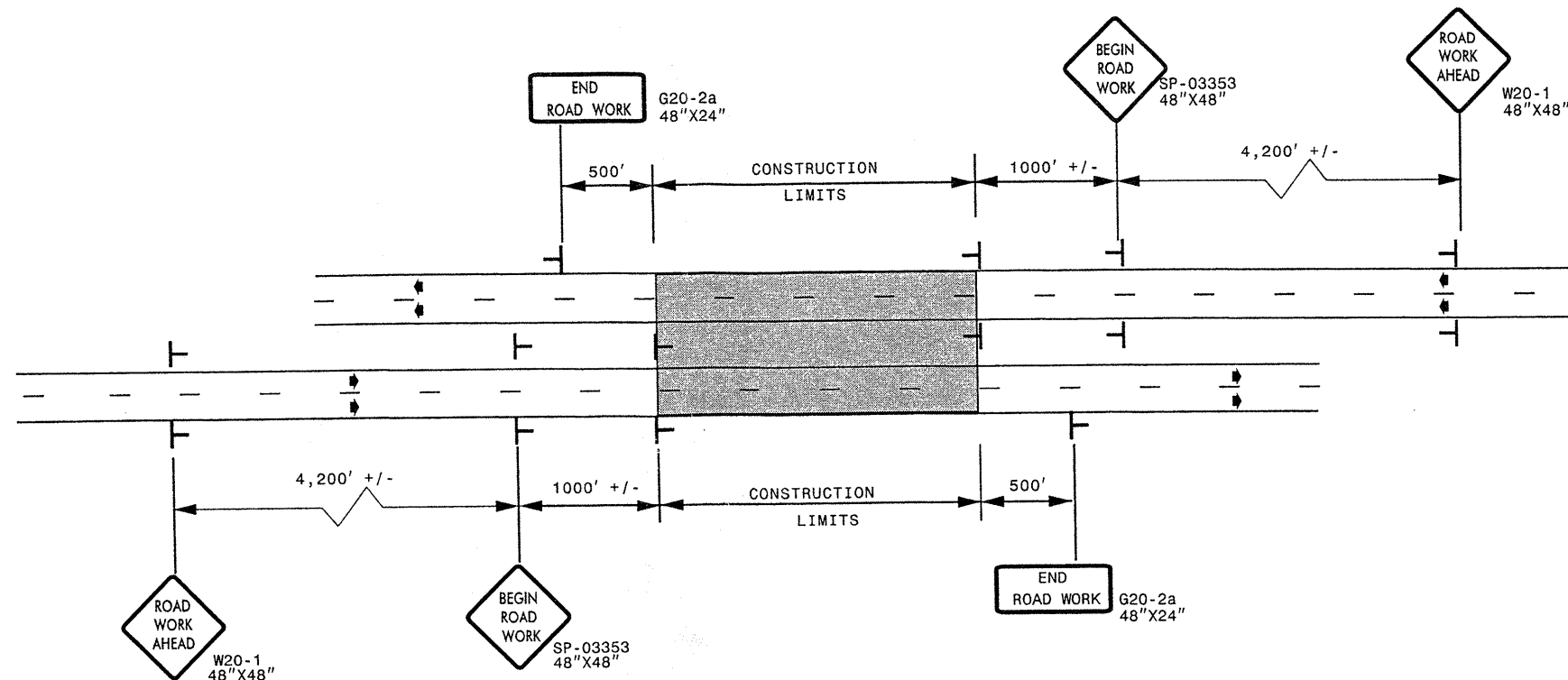
06-DEC-2010 15:44
 \\0655580101\GROUPS\WZTCC\M&S Division\Shore\Resurfacing\2011\Centrad\2011_Div09\C202681A-C_9CR.10851.8x3.2way_Undiv.&Urban_FR.wys_start
 bpschenbauer AT WZTCC244737

ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

WBS ELEMENTS: 9CR.10851.8,
9CR.10341.8 AND 9CR.20341.8

PROJ. REFERENCE NO. SEE TO THE LEFT	SHEET NO. TCP-2
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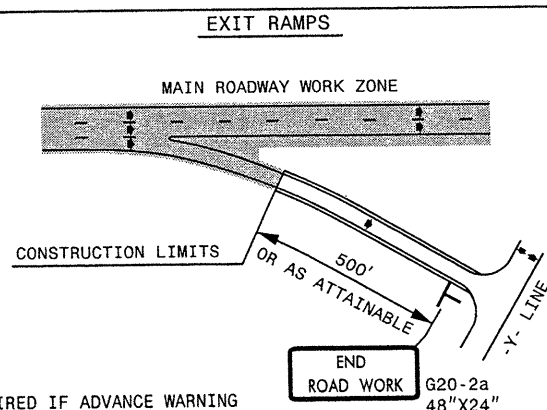
DETAIL A



LEGEND	
—	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW

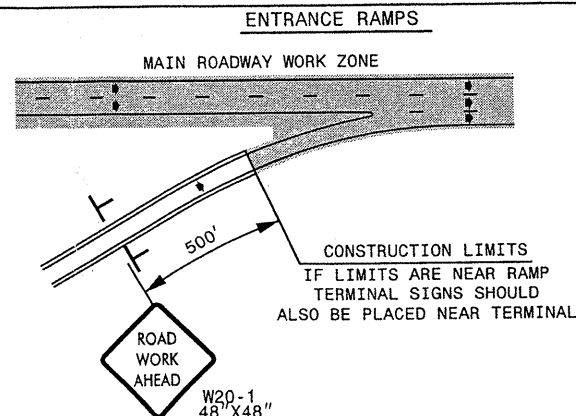
* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

DETAIL B

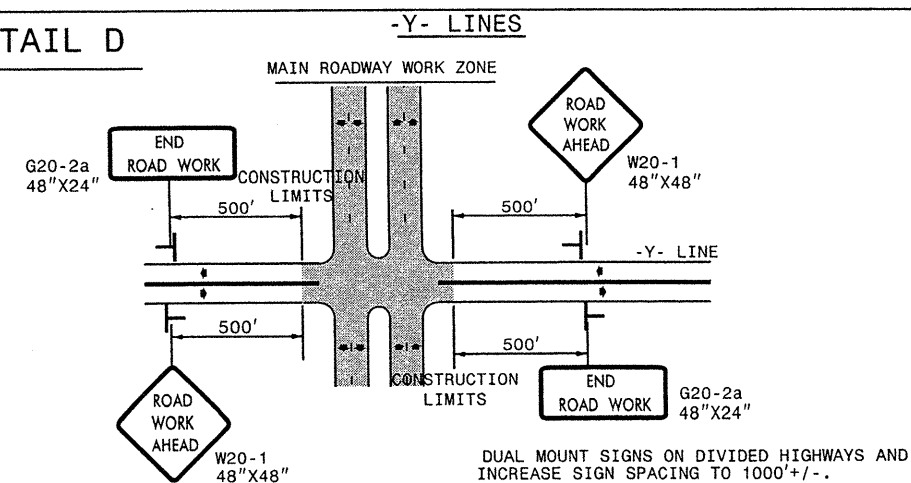


NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



DETAIL D



GENERAL NOTES

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- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.

APPROVED: _____	DATE: _____	ADVANCED WORK ZONE WARNING SIGNS FOR FREEWAYS (4 LANES OR GREATER)	
SEAL	SCALE: NONE	REVISIONS	
	DATE: 8/03	03/04	
	DWG. BY: JI		
	DESIGN BY: JI		
	REVIEWED BY: _____		

06-DEC-2010 15:45 \\001\ADP\SR001\01\GROUPS\WZ\TCC\W&S Division\Share\Resurfacing\2010\Resurfacing\2010\Central\2010_Div09\C202681A-C_9CR.10851.8x3.Forsyth-Stokes-SilosCreek.ms9_BPS\C202681A-C_9CR.10851.8x3.Freeways-4lanes-or-greater_sta