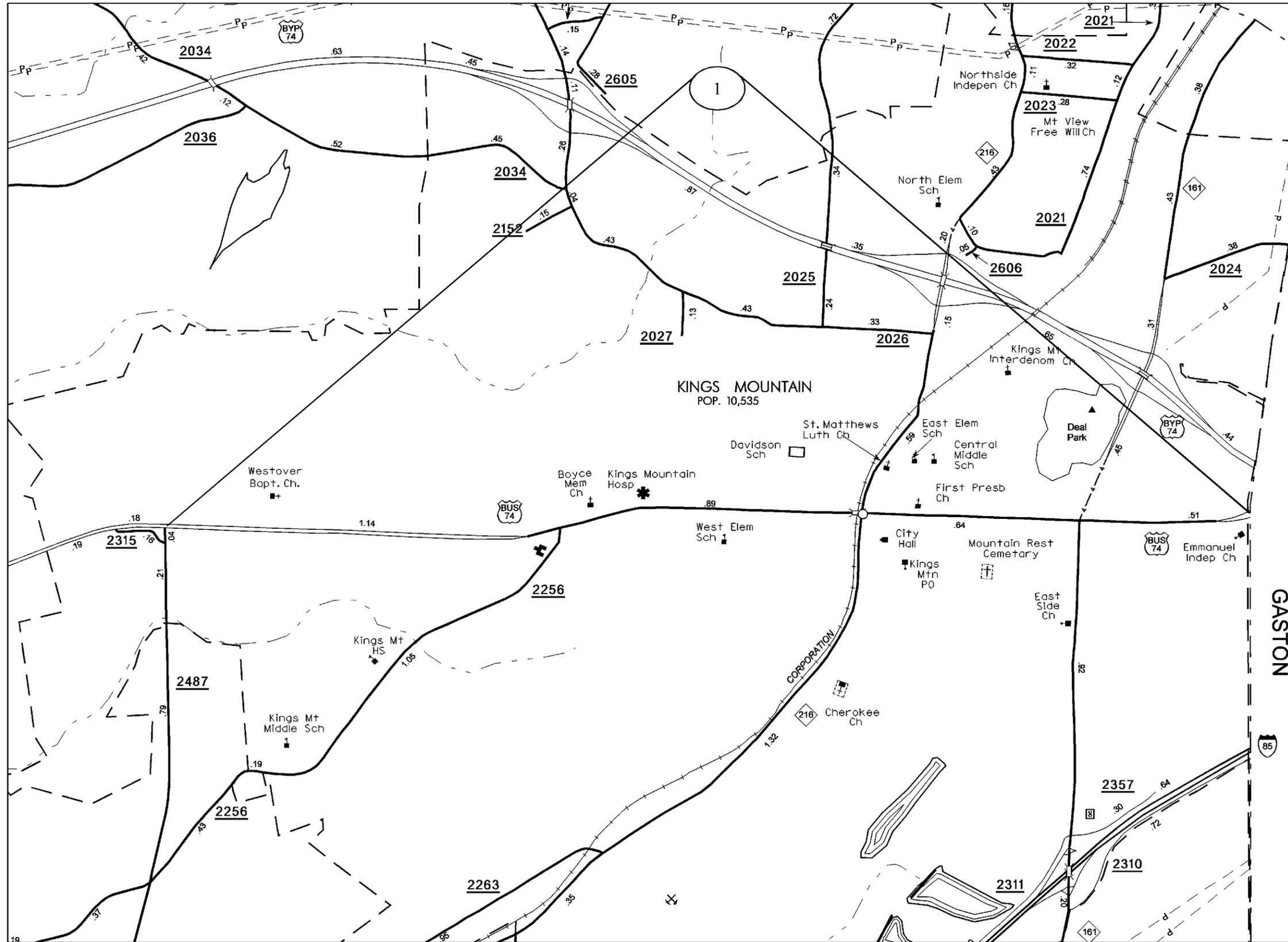
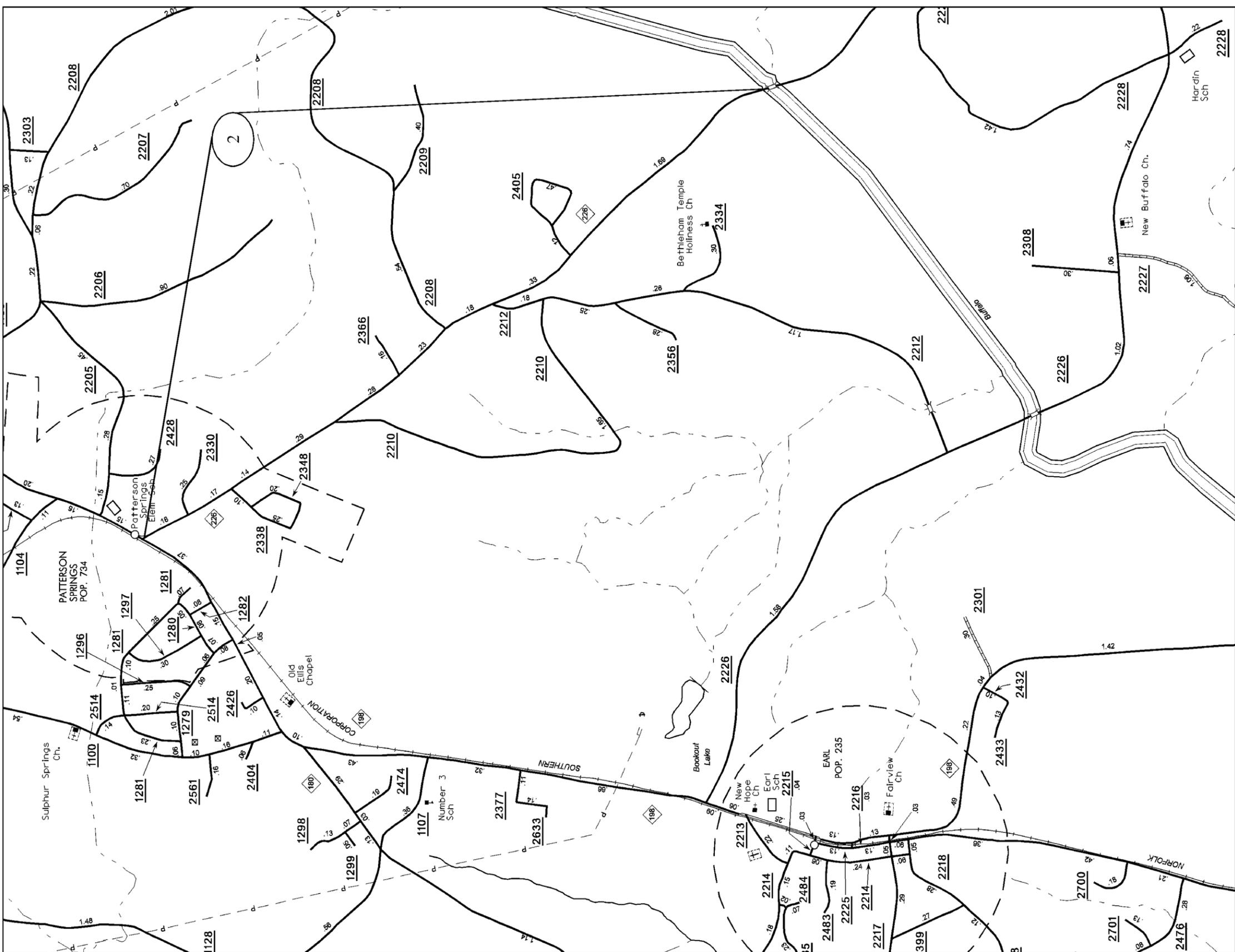


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and sealed by the individuals whose names and license
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with their signature on that page.**

**This file or an individual page
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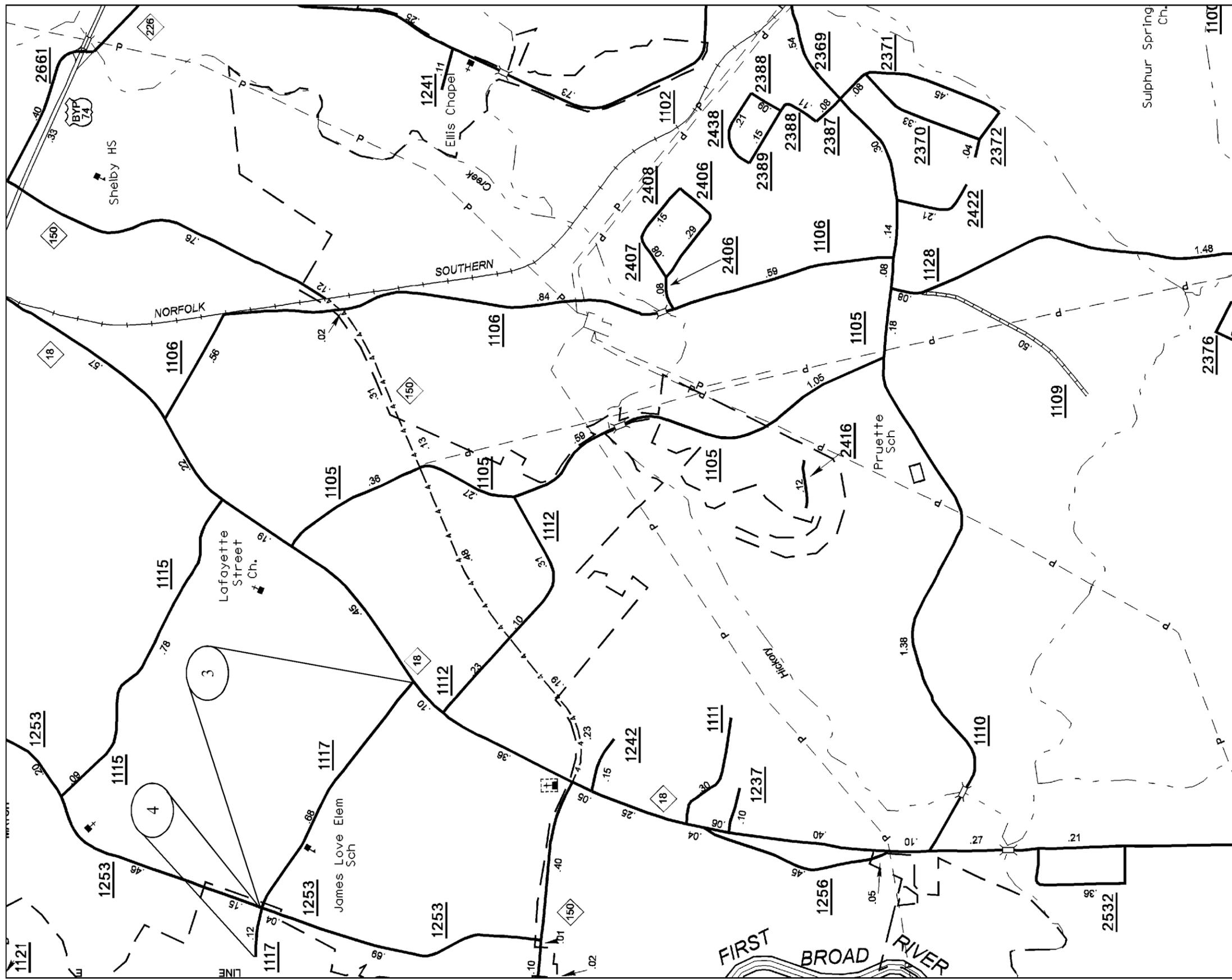




CLEVELAND COUNTY
 WBS 12CR.10231.14

Sheet

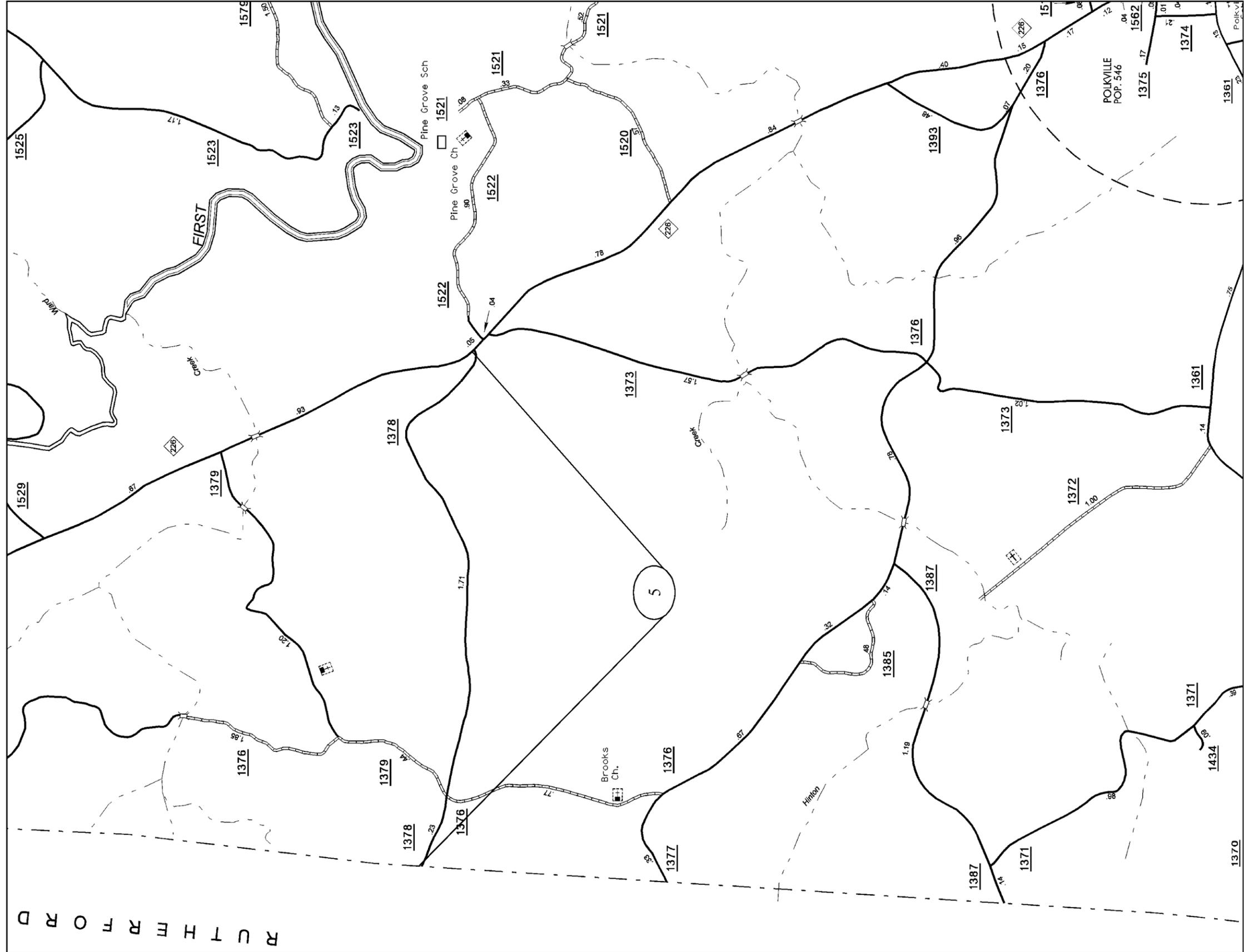
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CLEVELAND COUNTY
WBS 12CR.20231.21

Sheet

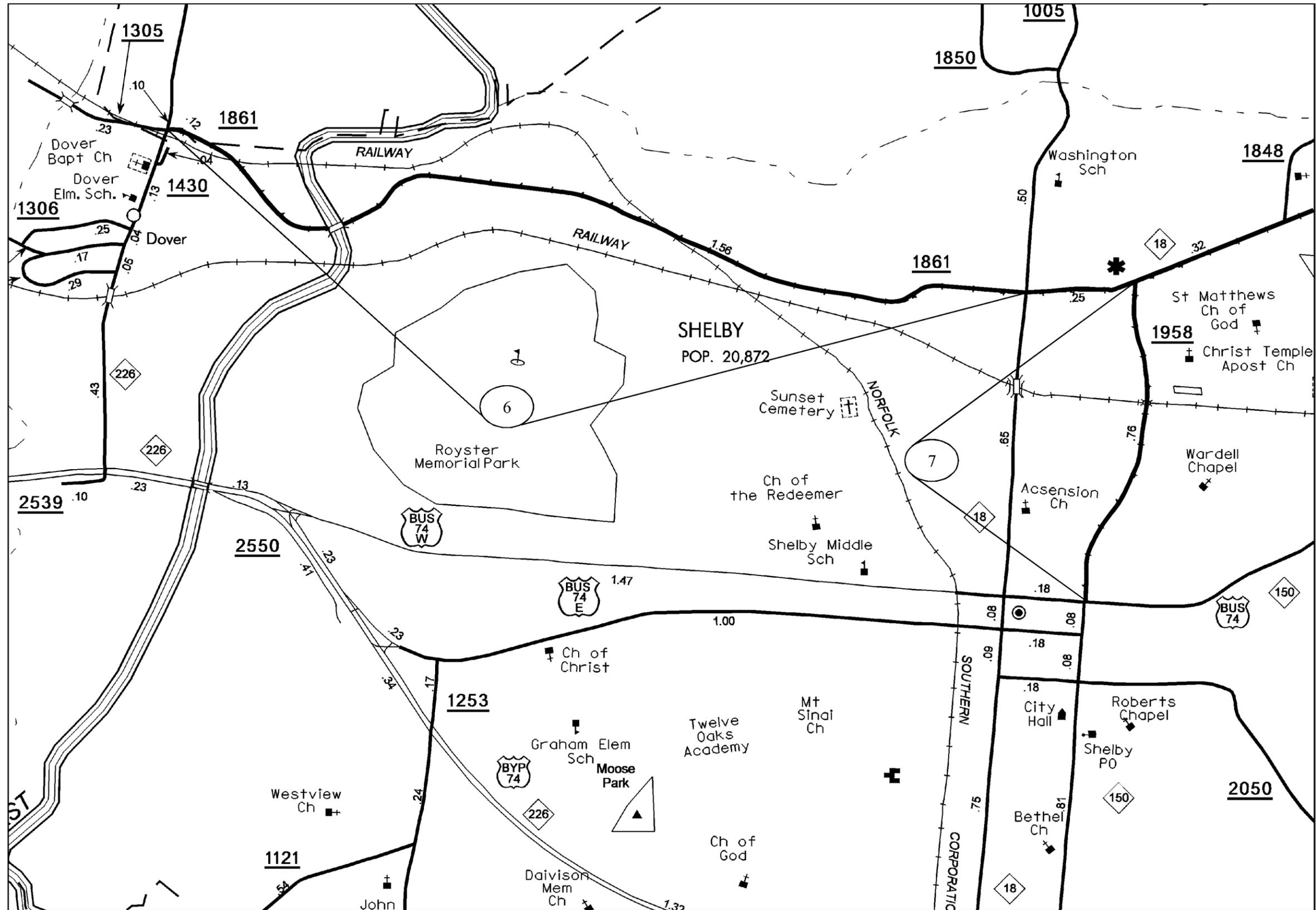
3



R U T H E R F O R D



CLEVELAND COUNTY
 WBS 12CR.20231.21
 Sheet



PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
CLEVELAND CO. 2015-2016	6	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
12CR.10231.14		
12CR.10231.21		

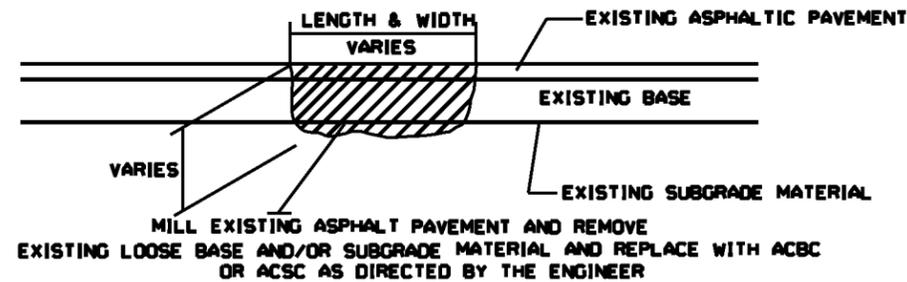
PAVEMENT SCHEDULE	
Y	SHOULDER RECONSTRUCTION
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
V1	MILL ASPHALT PAVEMENT APPROX. 1½" AS DIRECTED BY THE ENGINEER.
V2	MILL ASPHALT PAVEMENT APPROX. 3" AS DIRECTED BY THE ENGINEER.
V3	MILL ASPHALT PAVEMENT APPROX. 4½" AS DIRECTED BY THE ENGINEER.

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

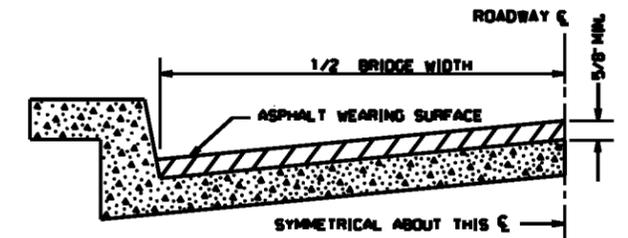
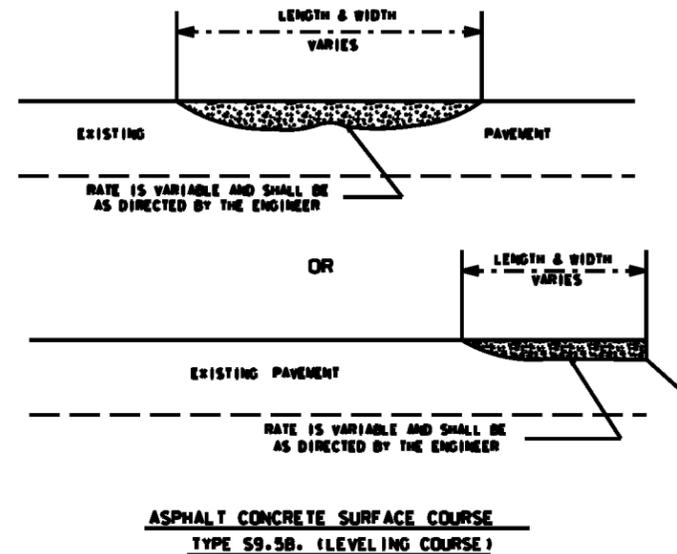
MILL BRIDGE APPROACHES 100' TO PROVIDE A SMOOTH TRANSITION AS DIRECTED.

MILL INTO GUTTER LINE WHERE SHOWN AND AS DIRECTED.

MAINTAIN PROPER CROWN FOR DRAINAGE OF THE ROAD SURFACE.



PATCHING EXISTING PAVEMENT



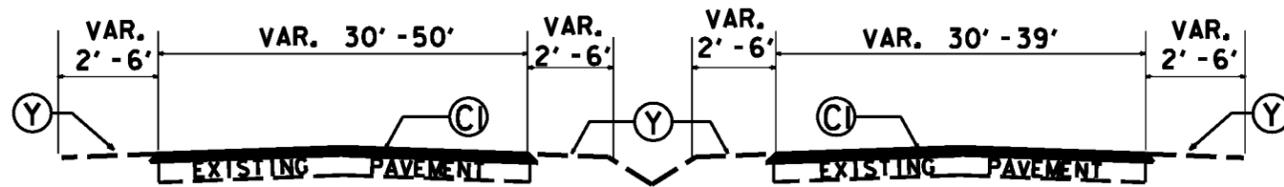
BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 5/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

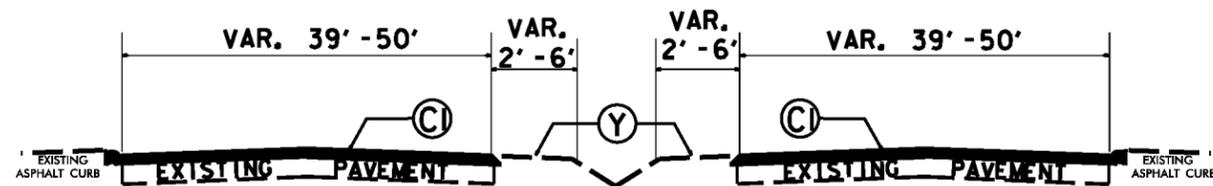
NOTES

ALL UNPAVED S.R. ROADS TO BE SURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE ROAD, OR AS DIRECTED BY THE ENGINEER.
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE NOTED.
BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



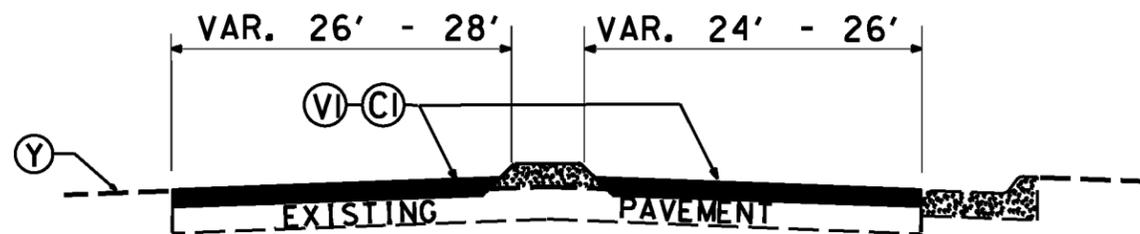
TYPICAL SECTION NO. 1

(MAP 1)



TYPICAL SECTION NO. 2

(MAP 1)



TYPICAL SECTION NO. 3

(MAP 1)

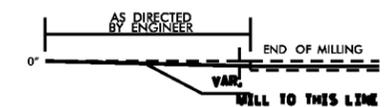
INCIDENTAL MILLING DETAILS



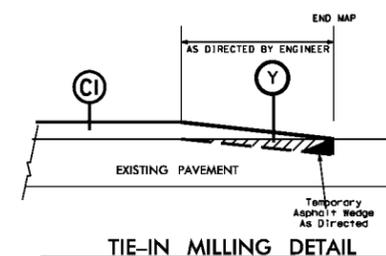
BRIDGE PROFILE



RAILROAD PROFILE



END OF MILLING PROFILE



PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
CLEVELAND CO. 2015-2016	7	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
12CR.10231.14		
12CR.10231.21		

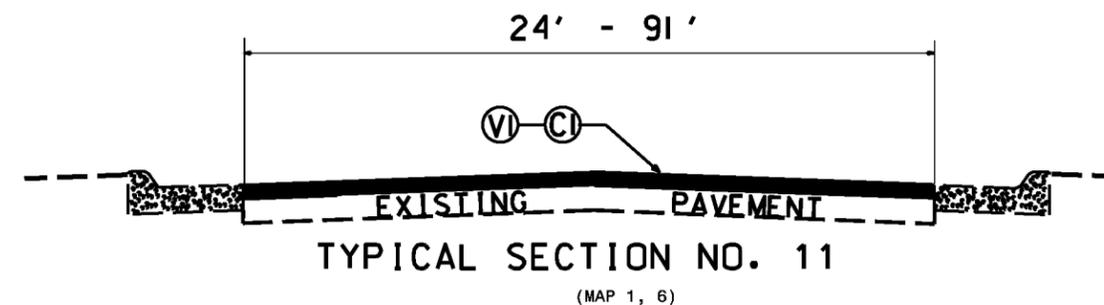
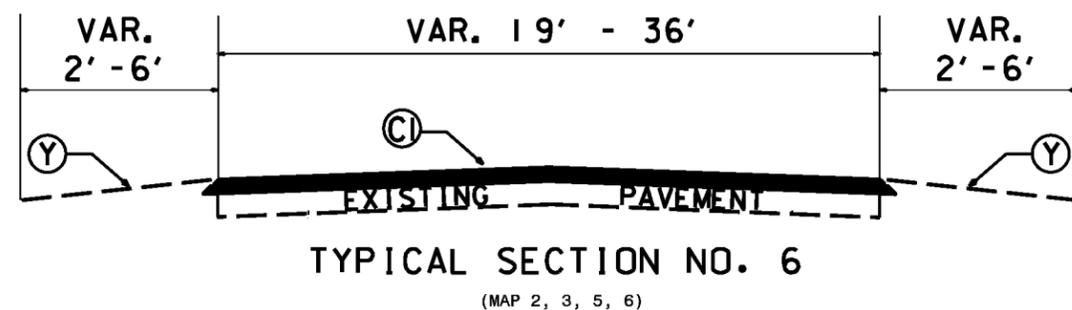
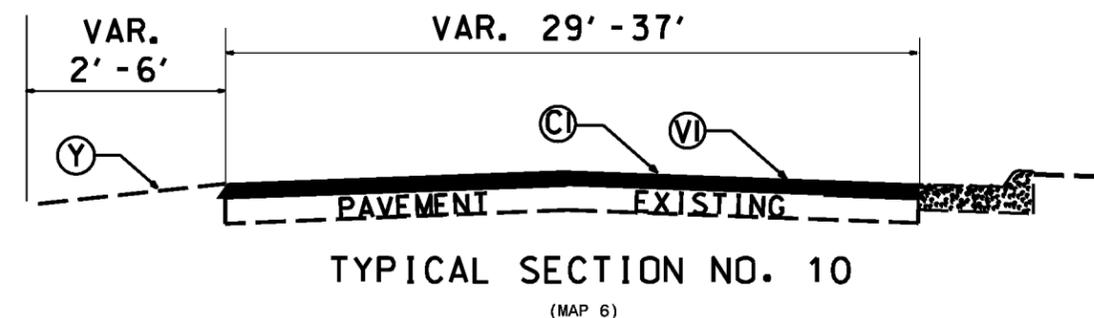
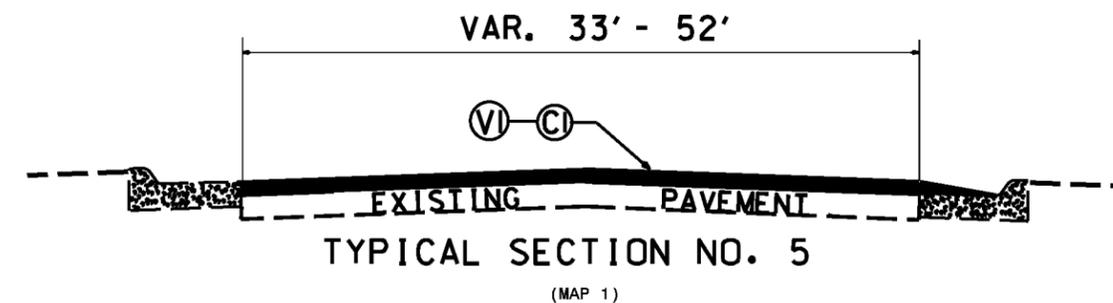
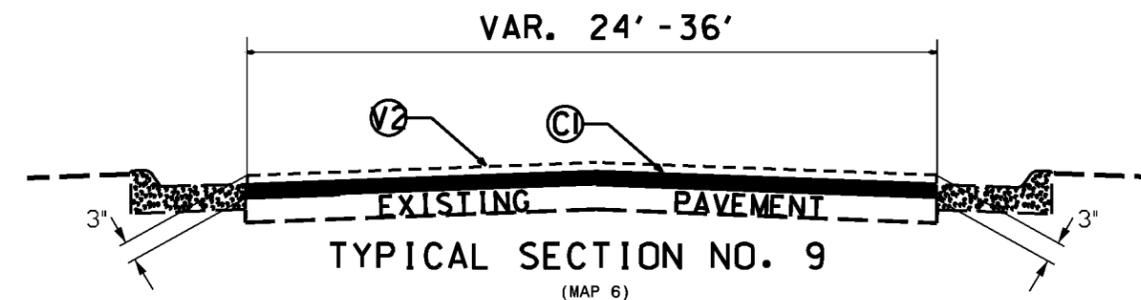
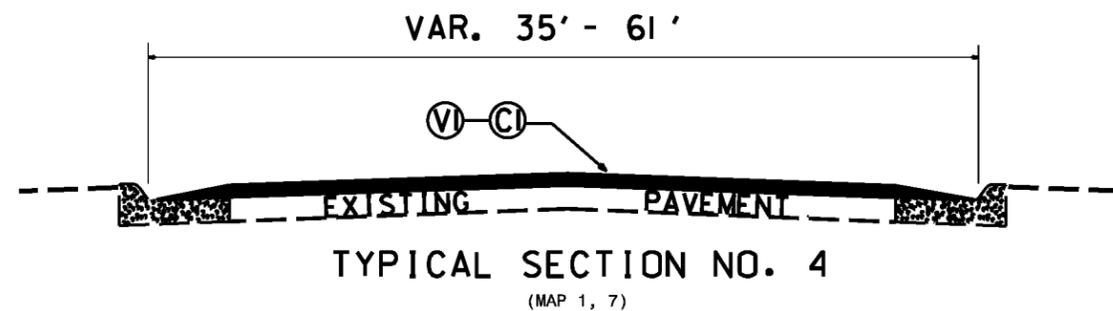
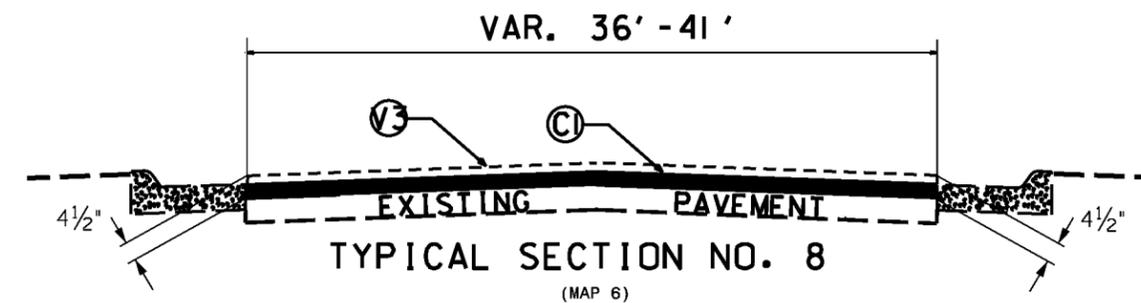
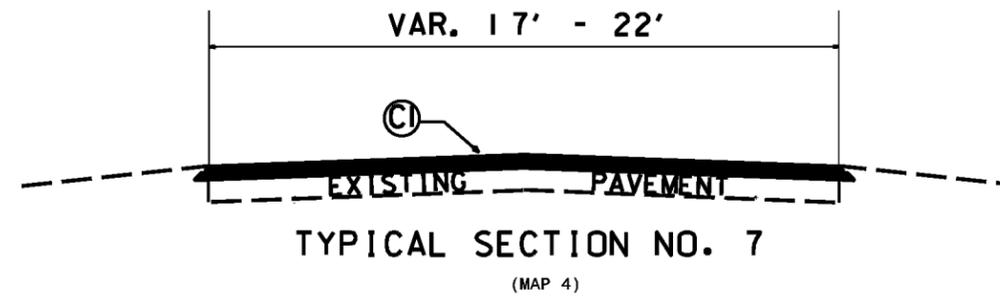
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NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

MILL BRIDGE APPROACHES 100' TO PROVIDE A SMOOTH TRANSITION AS DIRECTED.

MILL INTO GUTTER LINE WHERE SHOWN AND AS DIRECTED.

MAINTAIN PROPER CROWN FOR DRAINAGE OF THE ROAD SURFACE.



PROJECT NO.	SHEET NO.	TOTAL NO.
12CR.10231.14, 12CR.20231.21	8	

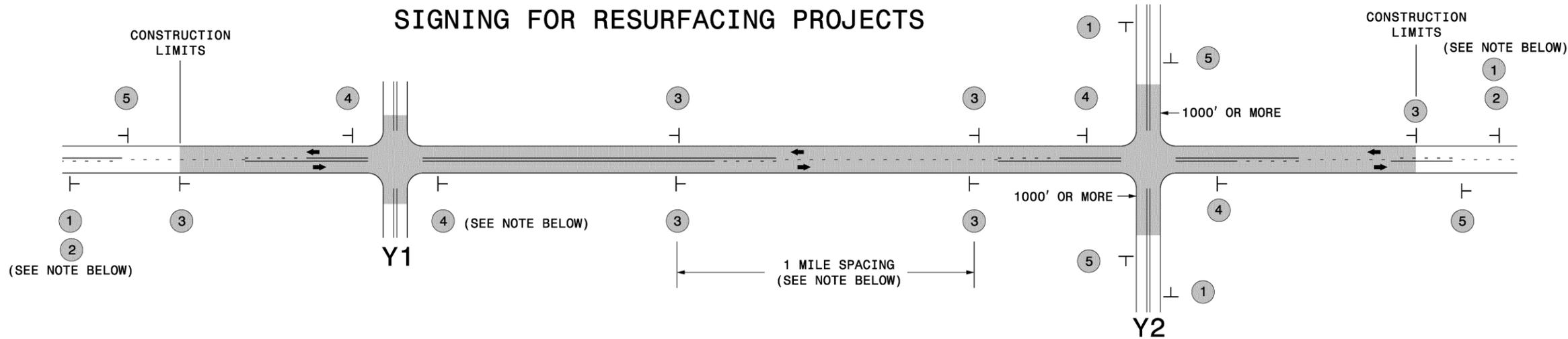
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	AGGREGATE SHOULDER BORROW TON	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1 1/2" MILLING SY	4.5" MILLING SY	3" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	LEVELING COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	RETROFIT EXISTING CURB RAMP EA	ADJ. OF DROP INLETS EA	ADJ. OF MAN-HOLES EA	ADJ. OF METER OR VALVE BOXES EA	PORTABLE LIGHTING LS			
12CR.10231.14	Cleveland	1	US-74 BUS (SHELBY RD/KING ST)	SR-2487 TO GASTON CL	1 2 3 4 5 11	4 6 2 3 3 3	NO	NO	0.24 0.78 0.11 1.91 0.11 0.10	VAR. 60-78 VAR. 78-99 VAR. 50-62 VAR. 31-37 VAR. 33-52 VAR. 33-91	188	30	2.63	50,120				400	8,913	340	557	1,515	25	3	42	12	*		
TOTAL FOR MAP NO. 1									3.25																				
12CR.10231.14	Cleveland	2	NC-226 (CLEVELAND AVE)	NC-180 TO BUFFALO CREEK BRIDGE	6	2	NO	NO	2.71	VAR. 21-36	949	150	5.42				300	3,162	158	200	915								
TOTAL FOR PROJ NO. 12CR.10231.14									5.96		1,137	180	8.05	50,120			700	12,075	498	757	2,430	25	3	42	12	1			
12CR.20231.21	Cleveland	3	SR-1117 (JAMES LOVE SCH RD)	NC-18 TO SR-1253	6	2	NO	NO	0.68	22	238	10	1.36				100	816	40	52	114								
12CR.20231.21	Cleveland	4	SR-1117 (LINTON BARNETT)	SR1253 TO DE	7	2	NO	NO	0.13	VAR. 17-19		15						133	11	9	23								
12CR.20231.21	Cleveland	5	SR-1378 (LONDON RD)	NC-226 TO RUTHERFORD CL	6	2	NO	NO	1.82	VAR. 19-20	637	50	3.64					1,966	236	133	335								
12CR.20231.21	Cleveland	6	SR-1861 (W GROVER ST)	NC-226 TO SR-1005	8 9 10 11 6	4 2 2 2 2	NO	NO	0.30 0.98 0.14 0.09 0.49	VAR. 36-41 VAR. 24-36 VAR. 29-37 VAR. 24-52 35	196		1.12	5,014	7,216	14,086	645	3,102	217	200	715		1	10	19				
TOTAL FOR MAP NO. 6									2.00																				
12CR.20231.21	Cleveland	7	SR-1958 (N DEKALB ST)	NC-18 TO NC-150/BUS-74	4	4	NO	NO	0.72	VAR. 53-61				25,460				2,152	130	138	366			12	8	*			
TOTAL FOR PROJ NO. 12CR.20231.21									5.35		1,071	75	6.12	30,474	7,216	14,086	745	8,169	634	532	1,553		1	22	27	1			
GRAND TOTAL									11.31		2,208	255	14.17	80,594	7,216	14,086	1,445	20,244	1,132	1,289	3,983	25	4	64	39	1			

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LENGTH	WIDTH	4413000000	4457000000	4510000000-N	4695000000-E		46970000	47100000	4721000000-E		4725000000-E				4810000000-E		4820000000-E		483500	4845000000-N			4847000000-E		49050000	4847110000-E								
									WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	LAW ENFORCEMENT HR	8" X 90 M WHITE THERMO LF	8" X 90 M YELLOW THERMO LF	8" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG SCHOOL 120 M EA	THERMO MSG ONLY 120 M EA	THERMO RT ARROW 90 M EA	THERMO LT ARROW 90 M EA	THERMO MERGE ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	THERMO STR & LT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	8" WHITE PAINT LF	8" YELLOW PAINT LF	24" WHITE PAINT LF	PAINT LT ARROW EA	PAINT STR & RT ARROW EA	PAINT RT ARROW EA	4" WHITE POLYUREA (HIGHLY REFLECTIVE ELEMENTS) LF	4" YELLOW POLYUREA (HIGHLY REFLECTIVE ELEMENTS) LF	SNOW-PLOWABLE MARKERS EA	8" WHITE POLYUREA (HIGHLY REFLECTIVE ELEMENTS) LF							
12CR.10231.14	Cleveland	1	US-74 BUS (SHELBY RD/KING ST)	SR-2487 TO GASTON CL	1 2 3 4 5 11	4 6 2 3 3 3	0.24 0.78 0.11 1.91 0.11 0.10	VAR. 60-78 VAR. 60-82 VAR. 50-62 VAR. 31-37 VAR. 33-52 VAR. 33-91	516		30	185	65	250	390																										
TOTAL FOR MAP NO. 1									3.25																																
12CR.10231.14	Cleveland	2	NC-226 (CLEVELAND AVE)	NC-180 TO BUFFALO CREEK BRIDGE	6	2	2.71	VAR. 21-36	196		5				30																										
TOTAL FOR PROJ NO. 12CR.10231.14									5.96		712			35	185	65	250	420			22	99	6	25																	
TOTAL FOR PROJ NO. 12CR.10231.14									5.96		712			250							152																				
12CR.20231.21	Cleveland	3	SR-1117 (JAMES LOVE SCH RD)	NC-18 TO SR-1253	6	2	0.68	22	132	*					72	100	12																								
12CR.20231.21	Cleveland	4	SR-1117 (LINTON BARNETT)	SR1253 TO DE	7	2	0.13	VAR. 17-19	84																																
12CR.20231.21	Cleveland	5	SR-1378 (LONDON RD)	NC-226 TO RUTHERFORD CL	6	2	1.82	VAR. 19-20	116																																
12CR.20231.21	Cleveland	6	SR-1861 (W GROVER ST)	NC-226 TO SR-1005	8 9 10 11 6	4 2 2 2 2	0.30 0.98 0.14 0.09 0.49	VAR. 36-41 VAR. 24-36 VAR. 29-37 VAR. 24-52 35	148		6	80	90	90	40			8	1	13	1	2																			
TOTAL FOR MAP NO. 6									2.00																																
12CR.20231.21	Cleveland	7	SR-1958 (N DEKALB ST)	NC-18 TO NC-150/BUS-74	4	4	0.72	VAR. 53-61	228		20		60	420	230			4		10		8	2																		
TOTAL FOR PROJ NO. 12CR.20231.21									5.35		708			26	80	150	582	370	12	12	1	23	1	10	2																
TOTAL FOR PROJ NO. 12CR.20231.21									5.35		708			230								24																			
GRAND TOTAL									11.31		1,420		1	61	265	215	832	790	12	12	23	122	7	35	2													450			
GRAND TOTAL									11.31		1,420		1	61	265	215	832	790	12	12	23	122	7	35	2														450		
GRAND TOTAL									11.31		1,420		1	61	265	215	832	790	12	12	23	122	7	35	2														450		
GRAND TOTAL									11.31		1,420		1	61	265	215	832	790	12	12	23	122	7	35	2														450		
GRAND TOTAL									11.31		1,420		1	61	265	215	832	790	12	12	23	122	7	35	2														450		
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GRAND TOTAL									11.31		1,420		1	61	265	215	832	790	12	12	23	122	7	35	2														450		
GRAND TOTAL									11.31		1,420		1	61	265	215	832	790	12	12	23	122	7	35	2														450		
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GRAND TOTAL									11.31		1,420		1	61	265	215	832	790	12	12	23	122	7	35	2															450	
GRAND TOTAL									11.31		1,420		1	61	265	215	832	790	12	12	23	122	7	35	2																450
GRAND TOTAL									11.31		1,420		1	61	265	215	832	790	12	12	23	122	7	35	2																450
GRAND TOTAL									11.31</																																

SIGNING FOR RESURFACING PROJECTS



LEGEND

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

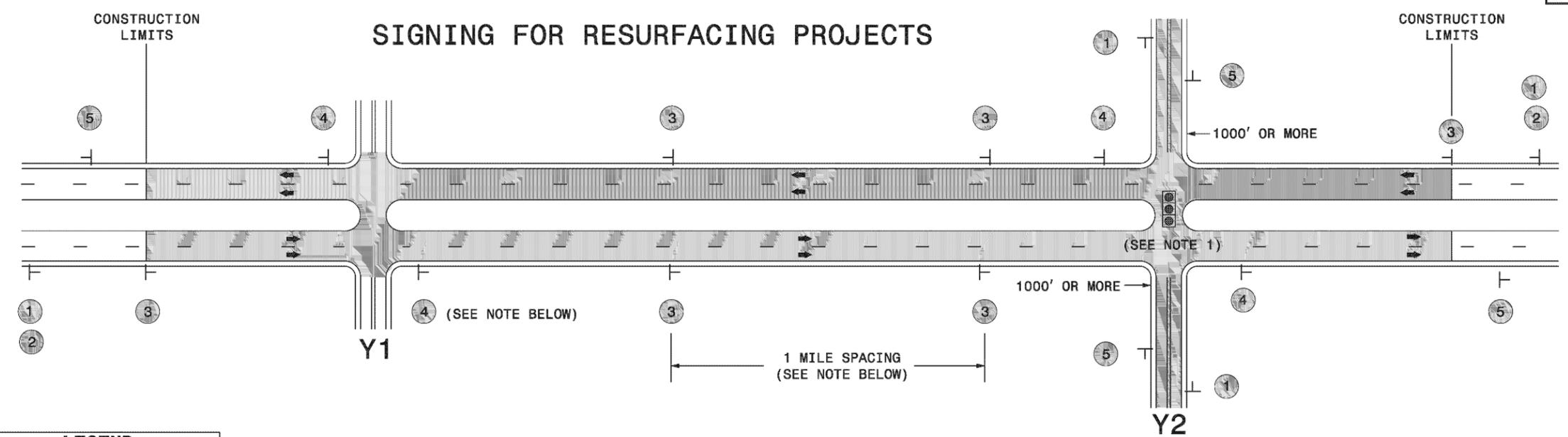
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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.	<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;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 <small>W7-3aP 24" X 18"</small>	#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	 <small>SP 13107 48" X 48"</small>	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	 <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.	
	5	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

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**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**



LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

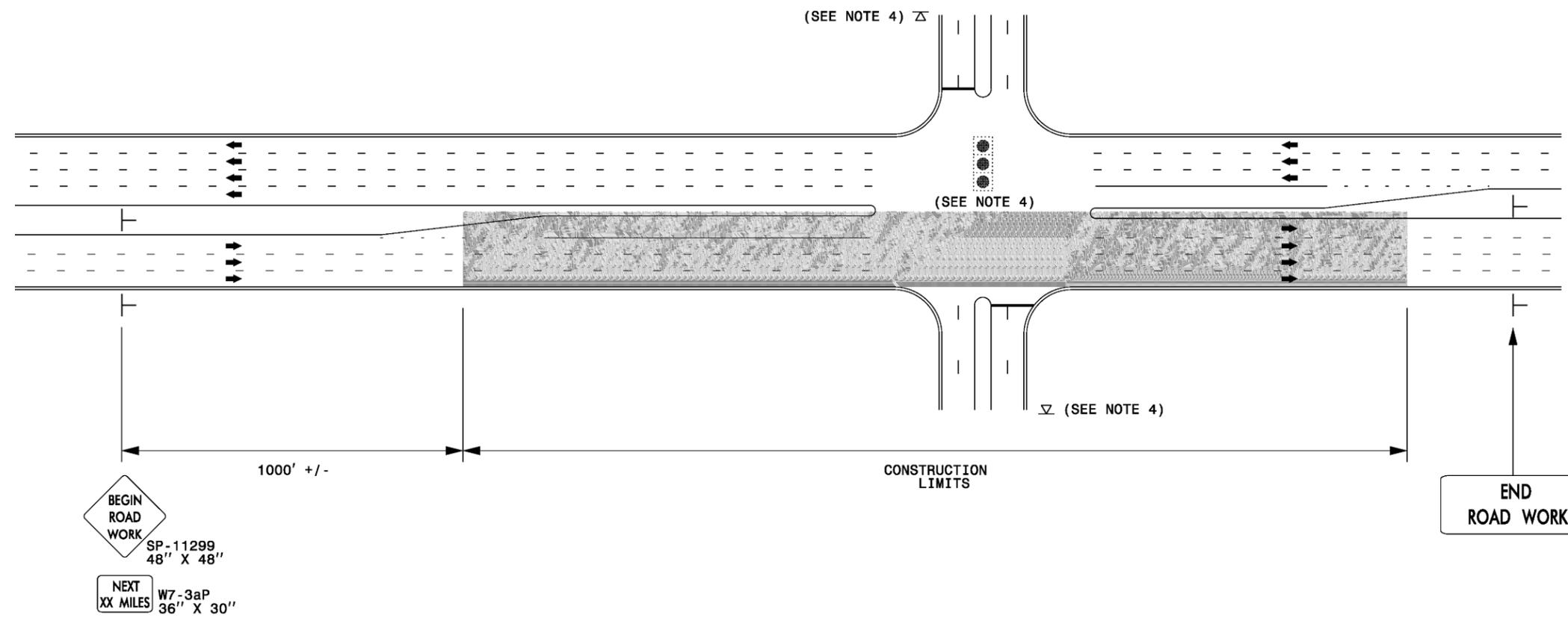
-Y- LINE SIGNING

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>#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>	<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;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </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

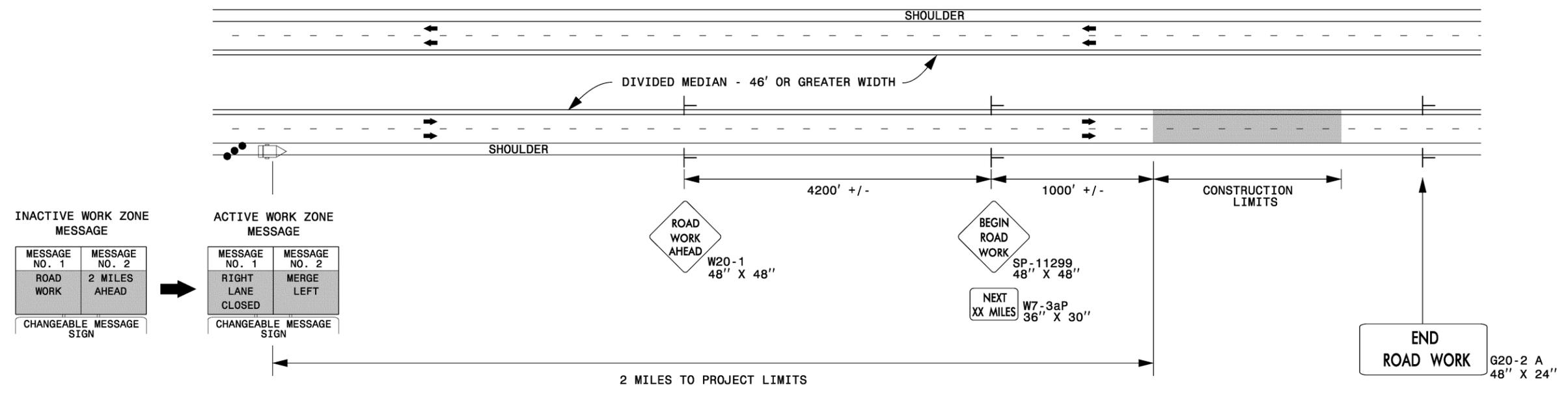
➔ DIRECTION OF TRAFFIC FLOW



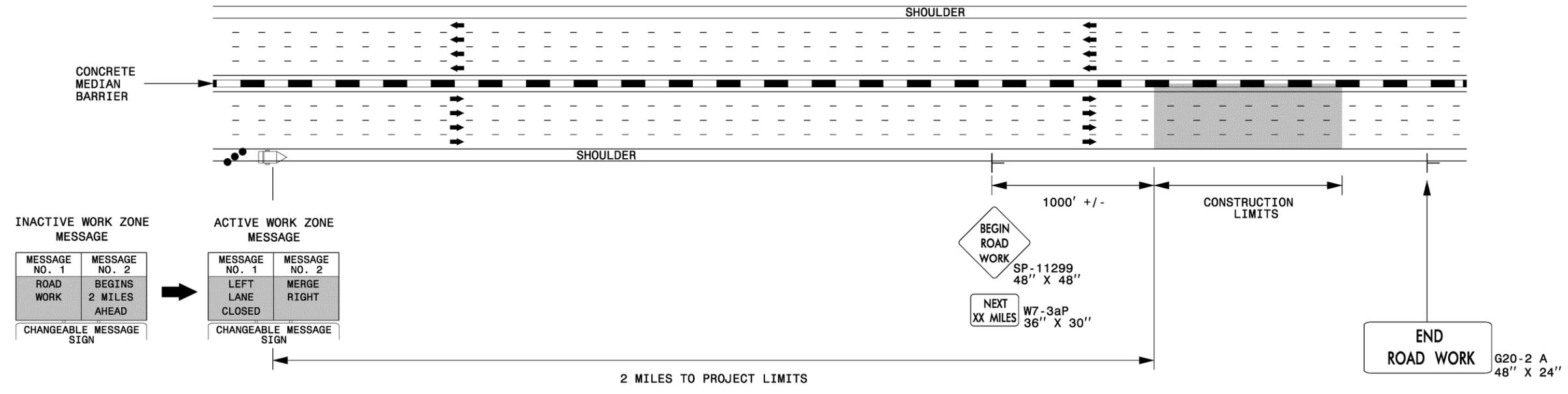
**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

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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**

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