

**Map 1**  
 NC 150 Peters Creek Parkway North Bound  
 Mill 1½" depth Pave back 1½" S9.5C  
 ALL WORK ON THIS MAP TO BE  
 NIGHT TIME ONLY 7 P.M. TO 6 A.M., Monday-Sunday.

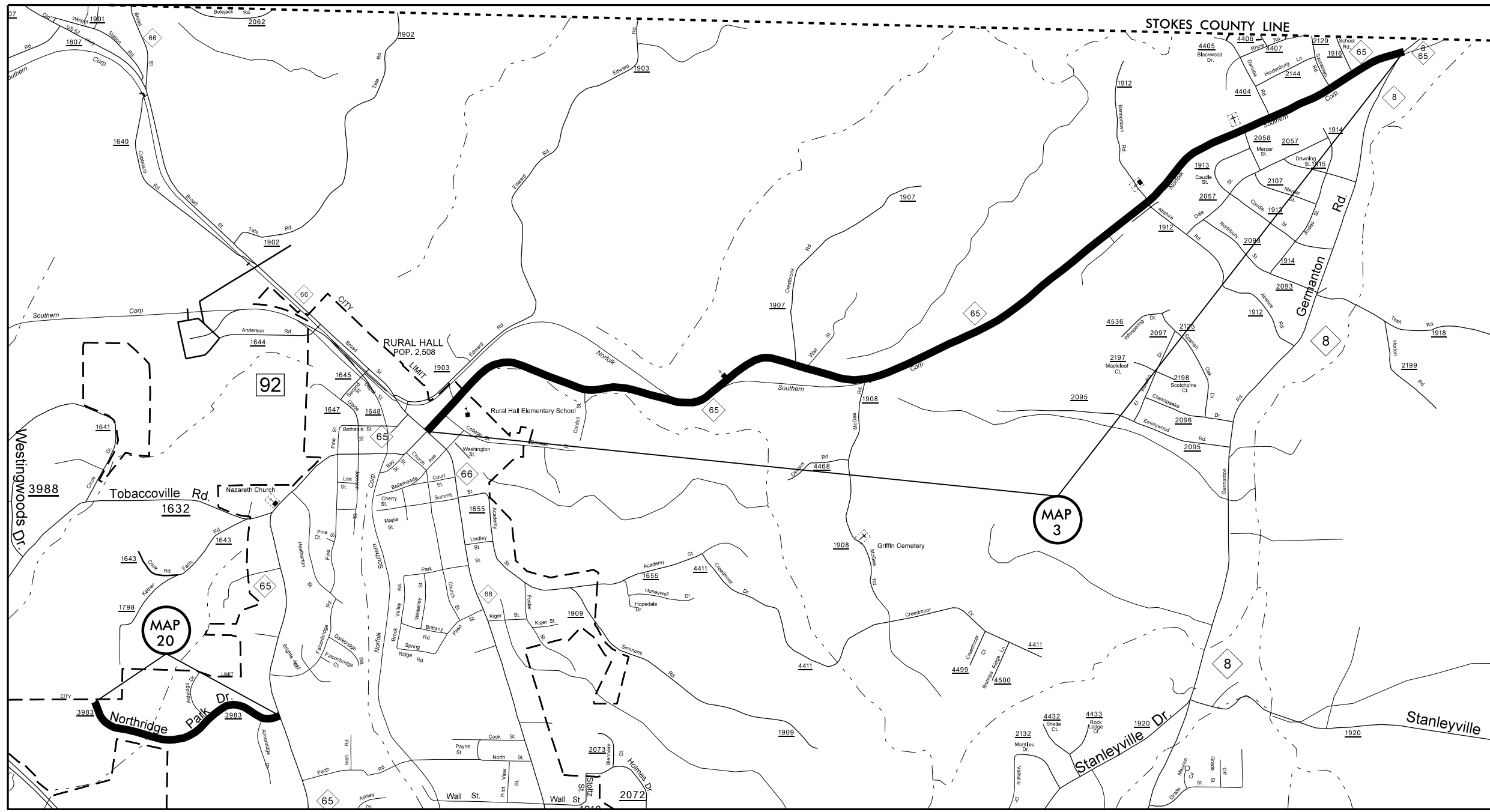
**Map 2**  
 NC 150 Peters Creek Parkway South Bound  
 Mill 1½" depth Pave back 1½" S9.5C  
 ALL WORK ON THIS MAP TO BE  
 NIGHT TIME ONLY 7 P.M. TO 6 A.M., Monday-Sunday.

**Map 21**  
 Davidson County  
 NC 150 Peters Creek Parkway North/South Bound  
 Mill 1½" depth Pave back 1½" S9.5C  
 ALL WORK ON THIS MAP TO BE  
 DAYTIME ONLY

**Map 22**  
 Davidson County  
 WILLIAMS MEADOW LANE (SR 3275)  
 NO Milling  
 NO Shoulder Reconstruction  
 NO Thermoplastic Markings  
 Pave 1½" S9.5B

**Map 23**  
 Davidson County  
 KYLE SMITH (SR 3276)  
 NO Milling  
 NO Shoulder Reconstruction  
 NO Thermoplastic Markings  
 Pave 1½" S9.5B

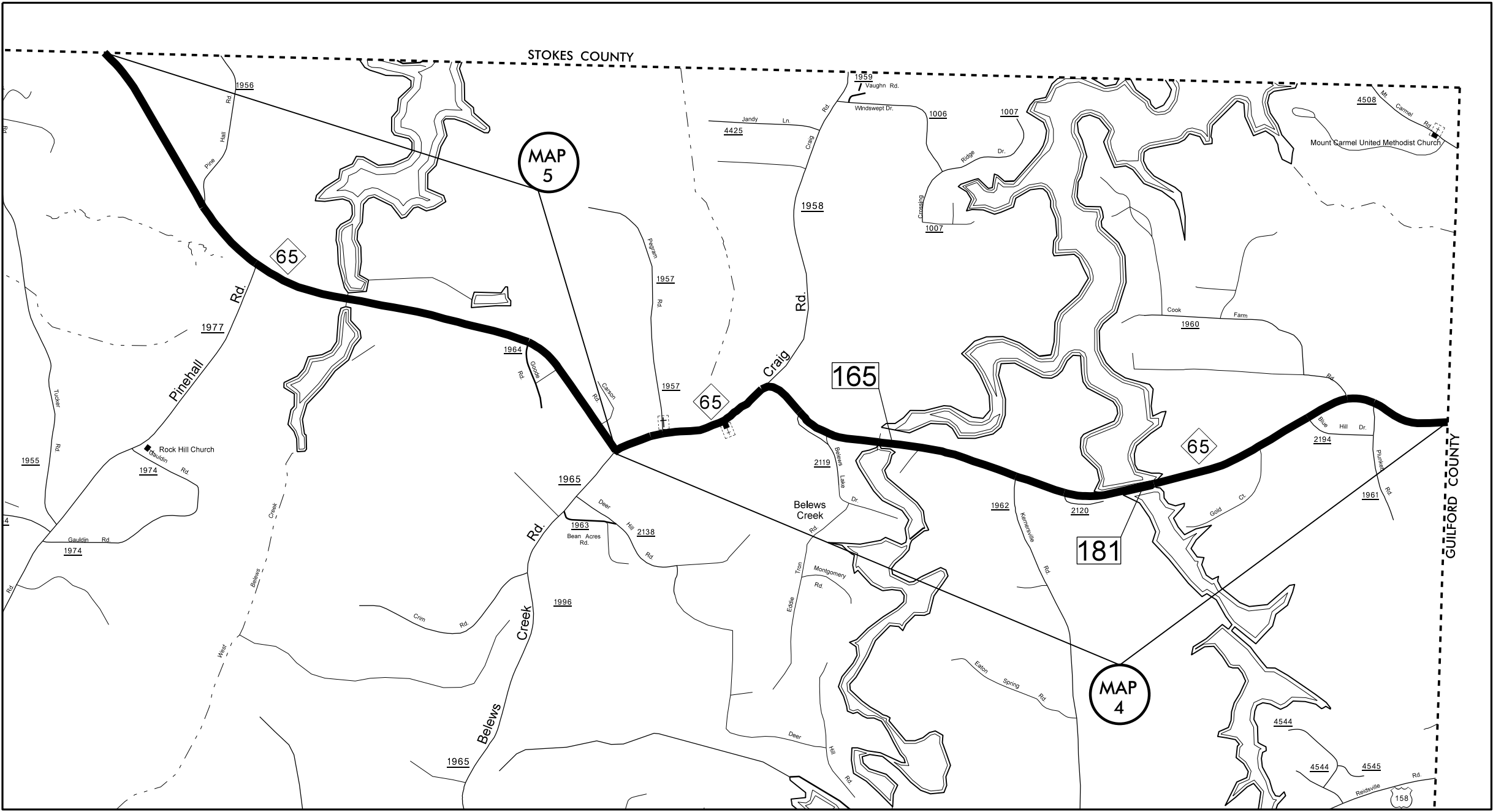
**FORSYTH COUNTY**  
**DAVIDSON COUNTY**  
 NORTH CAROLINA



Map 20  
 Northridge Park Dr. SR 3983  
 Mill 2" depth  
 Pave back 2" S9.5C

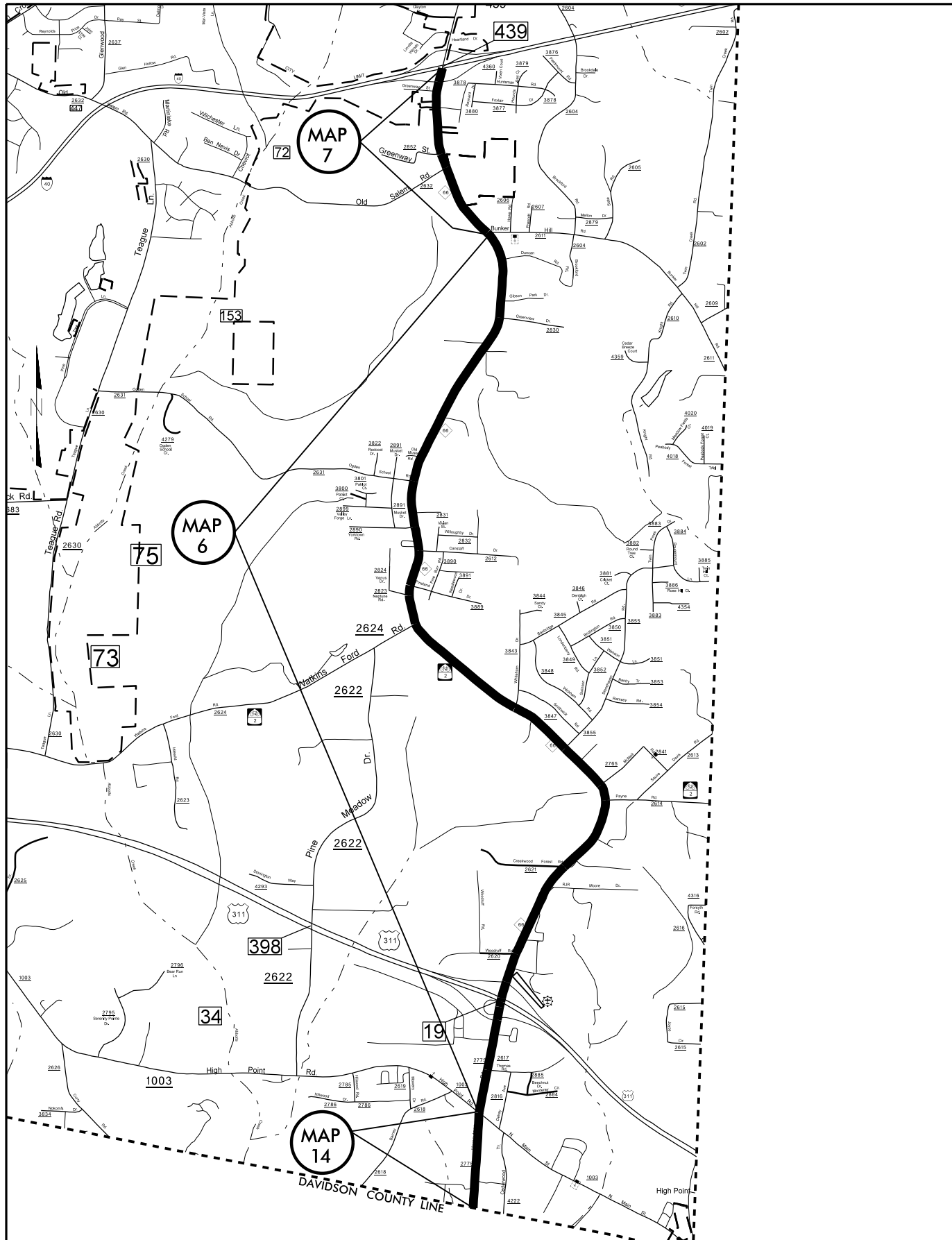
Map 3  
 NC 65  
 Mill 1½" depth  
 Pave back 1½" S9.5C  
 NO LANE CLOSURES  
 7 A.M. TO 9 A.M.  
 4 P.M. TO 6 P.M.  
 WORK TO BE COMPLETED ONLY  
 BETWEEN JUNE 18- AUGUST 20, 2018

**FORSYTH COUNTY**  
 NORTH CAROLINA



Map 4  
 NC 65  
 Mill 1½" depth  
 Pave Back 1½" S9.5C  
 NO WORK BETWEEN 7 A.M.–9A.M  
  
 Map 5  
 NC 65  
 Mill 1½" depth  
 Pave Back 1½" S9.5C  
 NO WORK BETWEEN 7 A.M.–9A.M

**FORSYTH COUNTY**  
NORTH CAROLINA

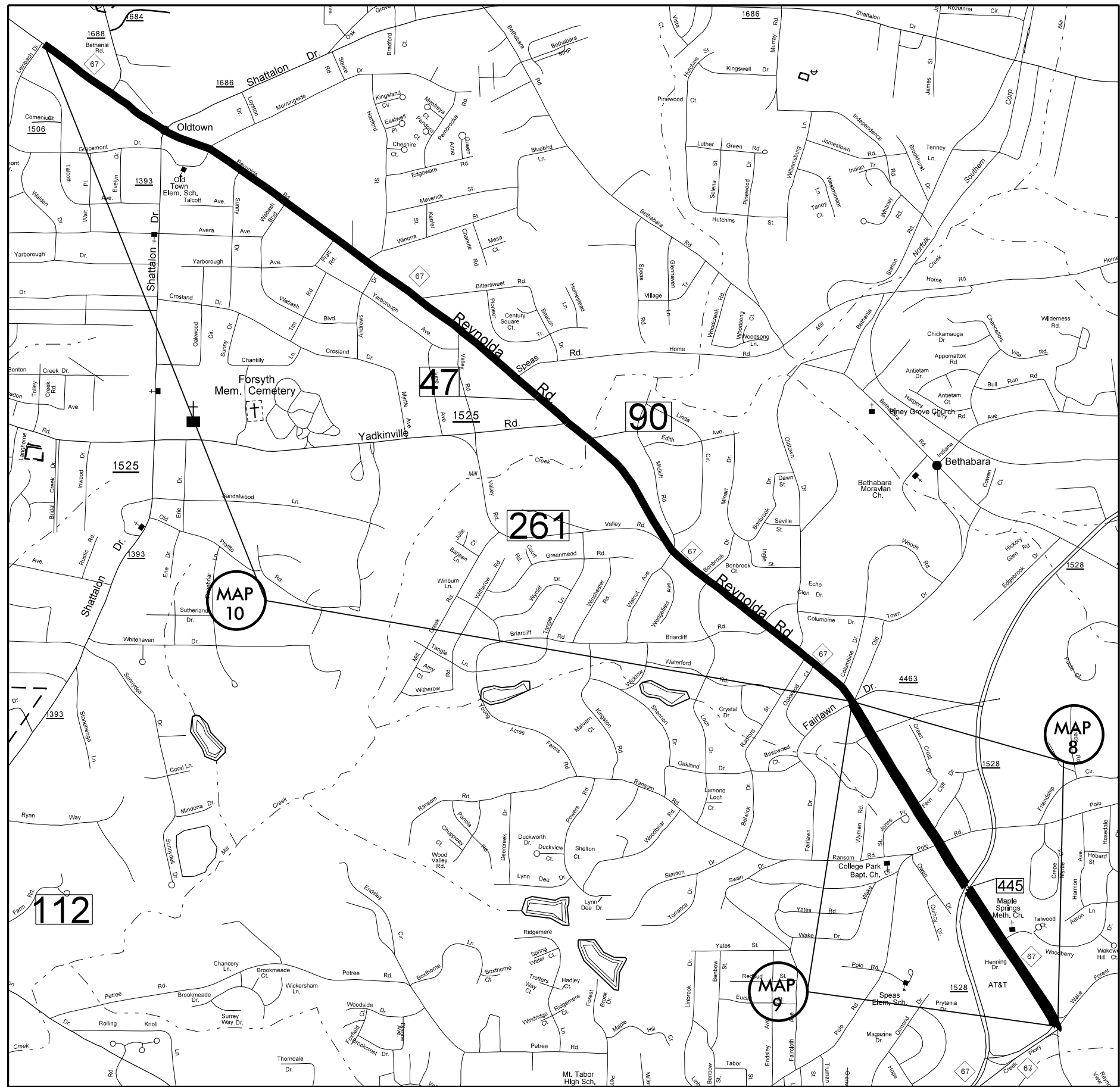


Map 6  
 NC 66  
 Mill 1½" depth  
 Pave Back 1½" S9.5C  
 NO WORK BETWEEN 7 A.M.–9A.M

Map 7  
 NC 66  
 Mill 1½" depth  
 Pave Back 1½" S9.5C  
 ALL WORK ON MAP TO BE  
 NIGHT TIME ONLY  
 7 P.M. TO 6 A.M., Monday–Sunday.

Map 14  
 Hornytown Rd. (SR 2775)  
 Mill 1½" depth  
 Pave Back 1½" S9.5C  
 NO WORK BETWEEN 7 A.M.–9A.M

**FORSYTH COUNTY**  
 NORTH CAROLINA

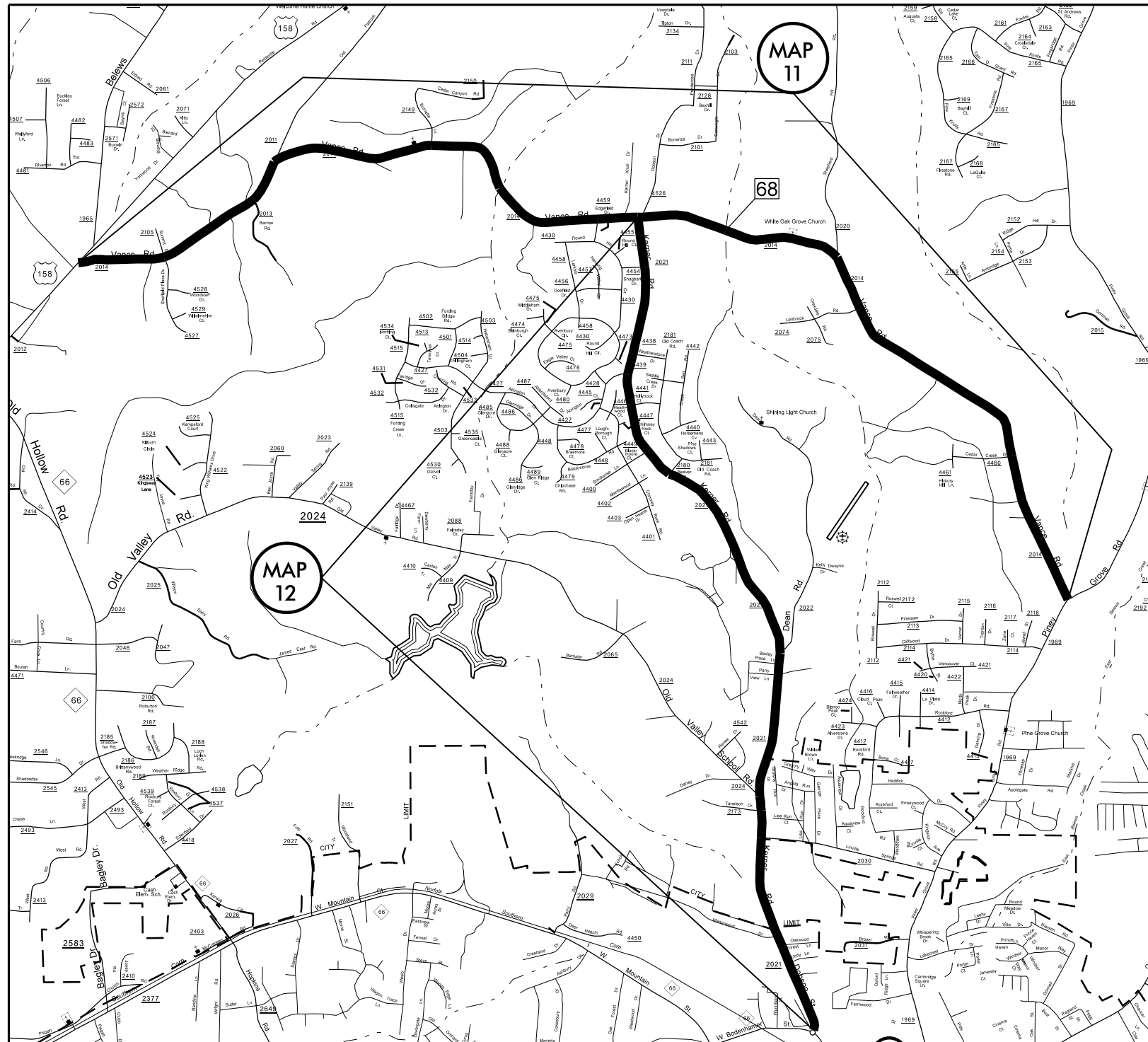


Map 8  
 NC 67 Northbound  
 Mill 1½" depth  
 Pave Back 1½" S9.5C  
 ALL WORK ON MAP TO BE  
 NIGHT TIME ONLY  
 7 P.M. TO 6 A.M., Monday-Sunday.

Map 9  
 NC 67 Southbound  
 Mill 1½" depth  
 Pave Back 1½" S9.5C  
 ALL WORK ON MAP TO BE  
 NIGHT TIME ONLY  
 7 P.M. TO 6 A.M., Monday-Sunday.

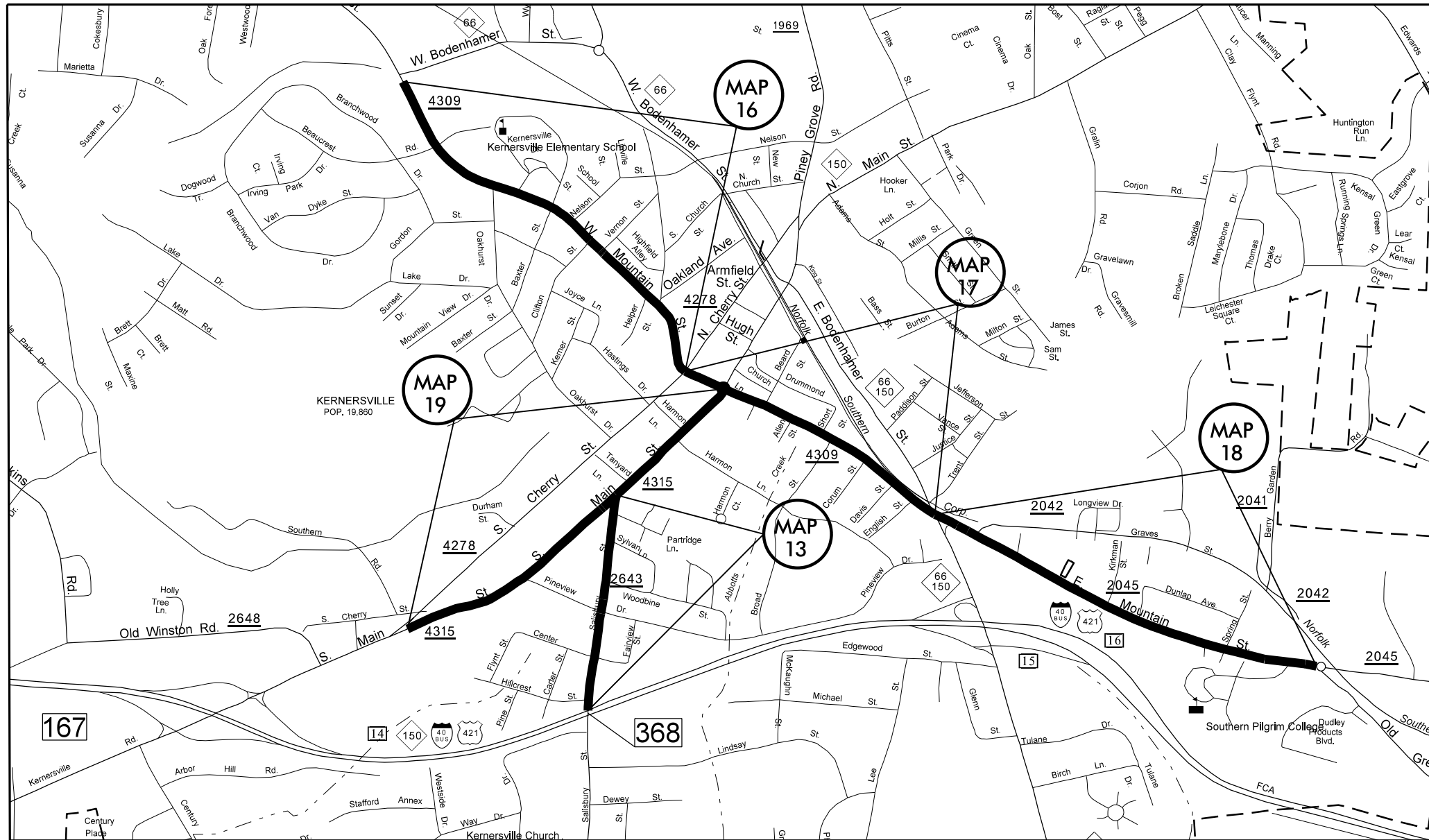
Map 10  
 NC 67  
 Mill 1½" depth  
 Pave Back 1½" S9.5C  
 ALL WORK ON MAP TO BE  
 NIGHT TIME ONLY  
 7 P.M. TO 6 A.M., Monday-Sunday.

**FORSYTH COUNTY**  
 NORTH CAROLINA



Map 11  
 Vance Rd. (SR 2014)  
 Pave 1½" S9.5C

Map 12  
 Dobson St./Kerner Rd. (SR 2021)  
 Pave 1½" S9.5C  
 DO NOT PAVE THROUGH INTERSECTION  
 AT OLD VALLEY SCHOOL RD. BUTT MILL  
 AND TIE INTO PAVEMENT JOINTS AT EACH END.



Map 13  
 Salisbury St.  
 Mill 1½" depth  
 Pave Back 1½" S9.5C  
 NO Lane Closures 7a.m. to 9a.m.

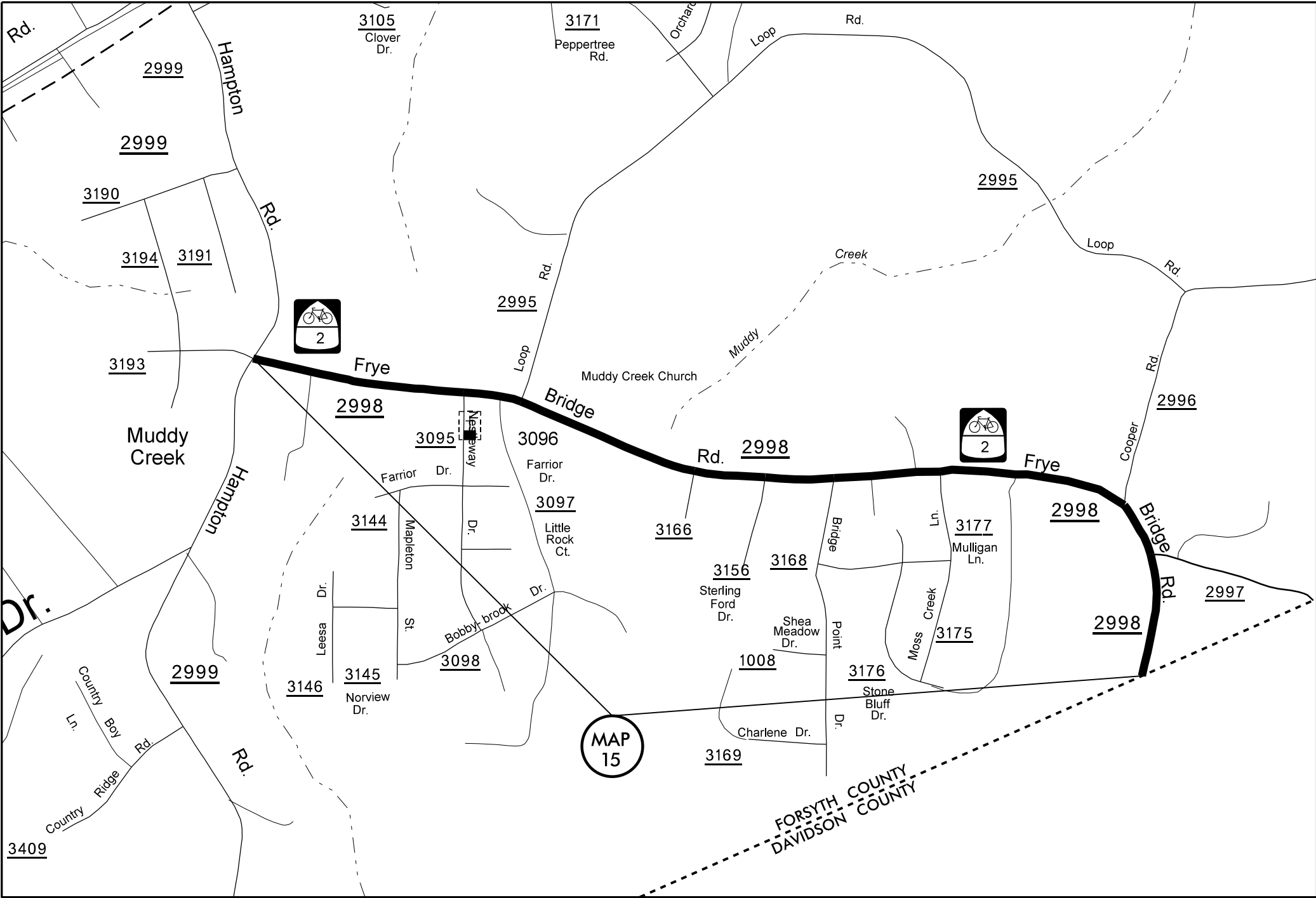
Map 16  
 W. Mountain St. (SR 4309)  
 Mill to expose Gutter  
 then Curb Mill 0-1½", 12' width  
 Pave Back 1½" S9.5C  
 ALL WORK ON THIS MAP TO BE  
 NIGHT TIME ONLY 7 P.M. TO 6 A.M.,  
 Monday-Sunday.

Map 17  
 W. Mountain St. (SR 4309)  
 E. Mountain St. (SR 4309)  
 Mill 1½" depth  
 Pave Back 1½" S9.5C  
 ALL WORK ON THIS MAP TO BE  
 NIGHT TIME ONLY 7 P.M. TO 6 A.M.,  
 Monday-Sunday.

Map 18  
 E. Mountain St. (SR 2045)  
 Curb Mill 0-1½", 12' width  
 Pave Back 1½" S9.5C  
 ALL WORK ON THIS MAP TO BE  
 NIGHT TIME ONLY 7 P.M. TO 6 A.M.,  
 Monday-Sunday.

Map 19  
 Main St. (SR 4315)  
 Mill 1½" depth  
 Pave Back 1½" S9.5C  
 NO Lane Closures 7a.m. to 9a.m.

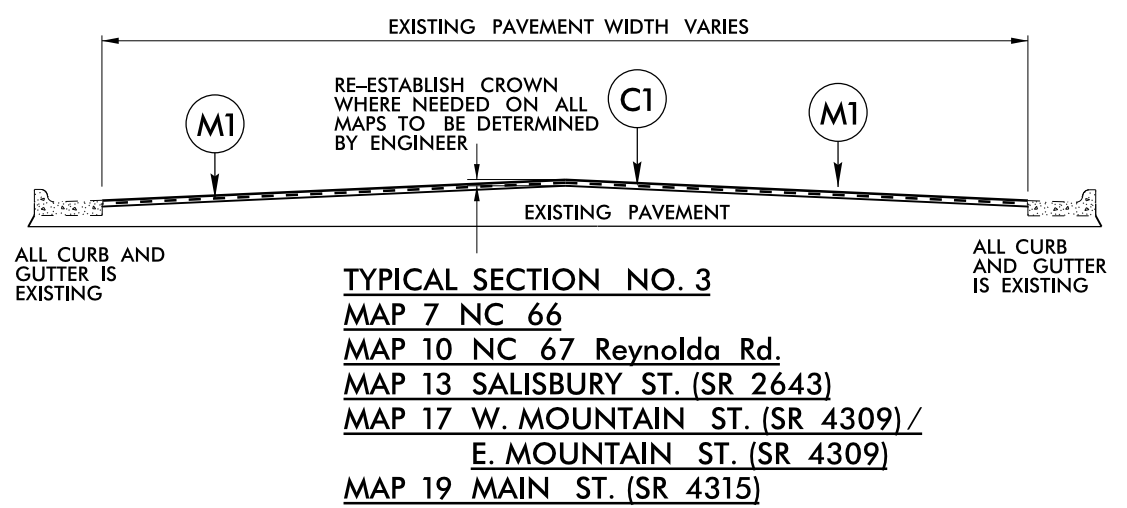
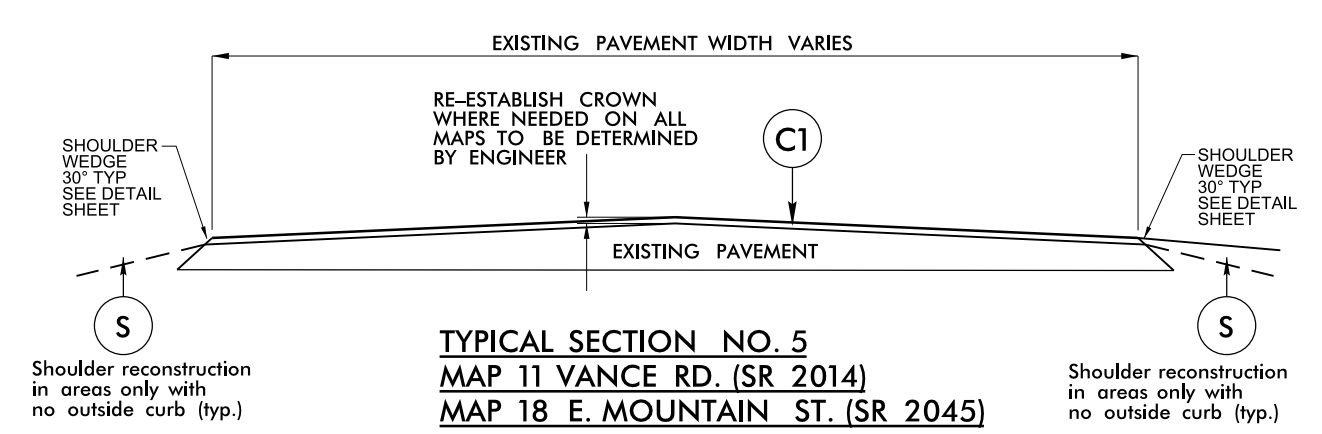
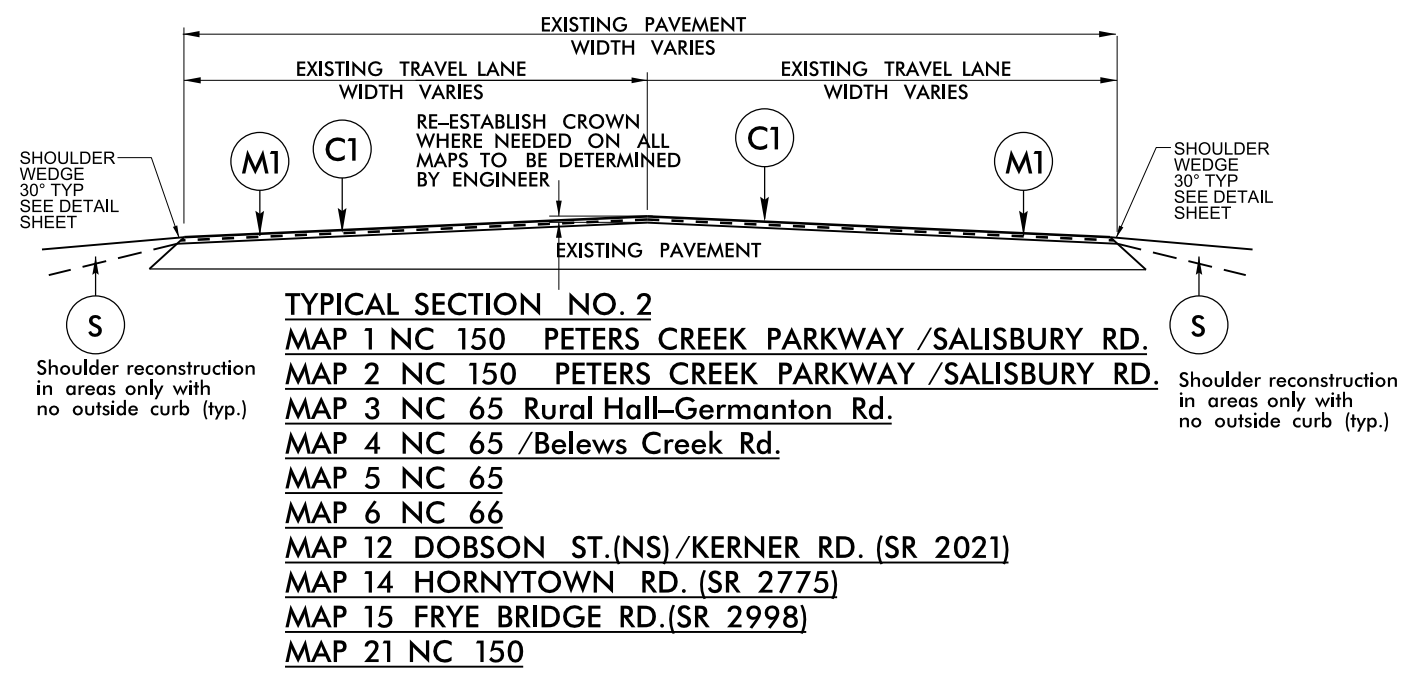
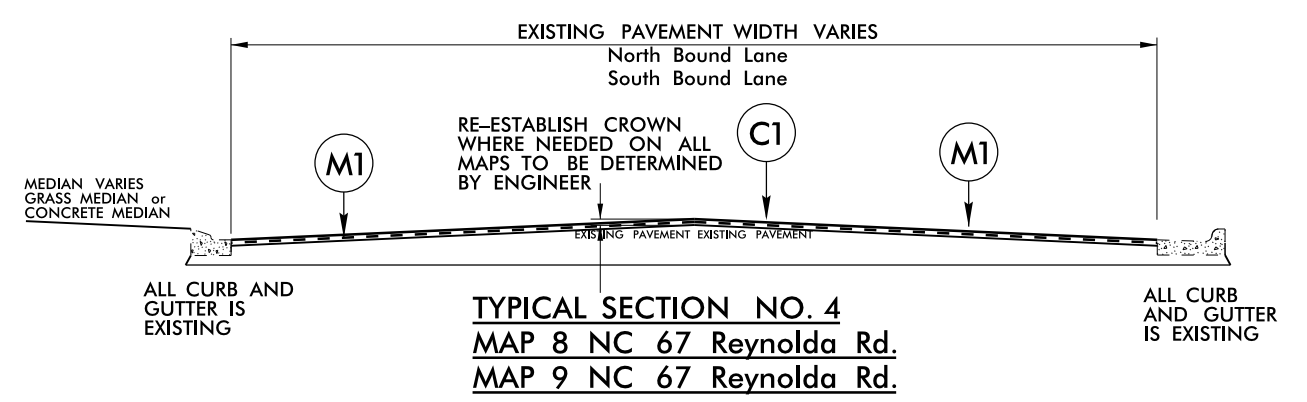
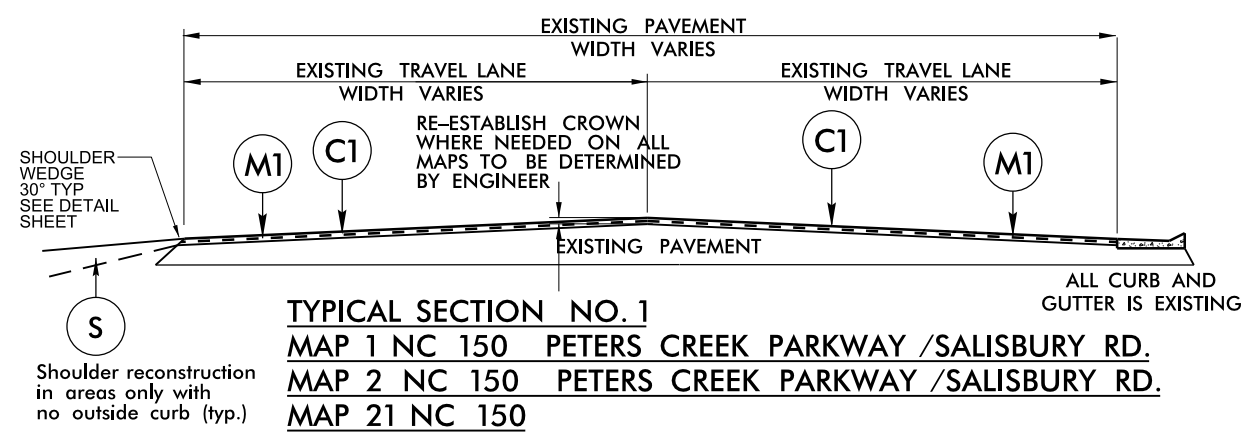
**FORSYTH COUNTY**  
 NORTH CAROLINA



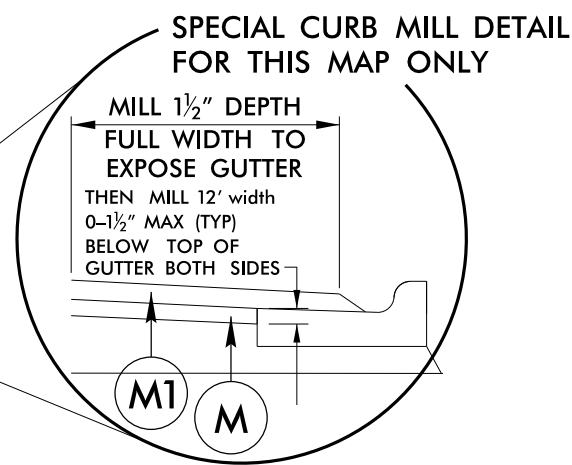
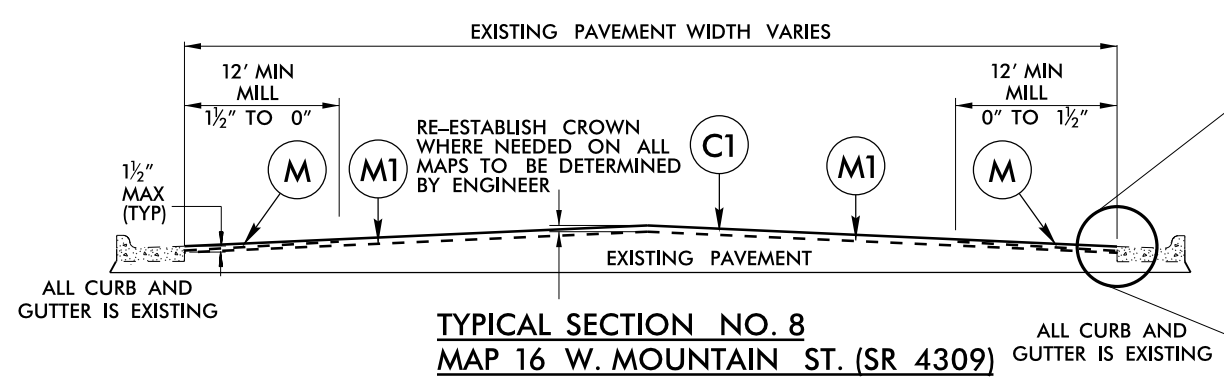
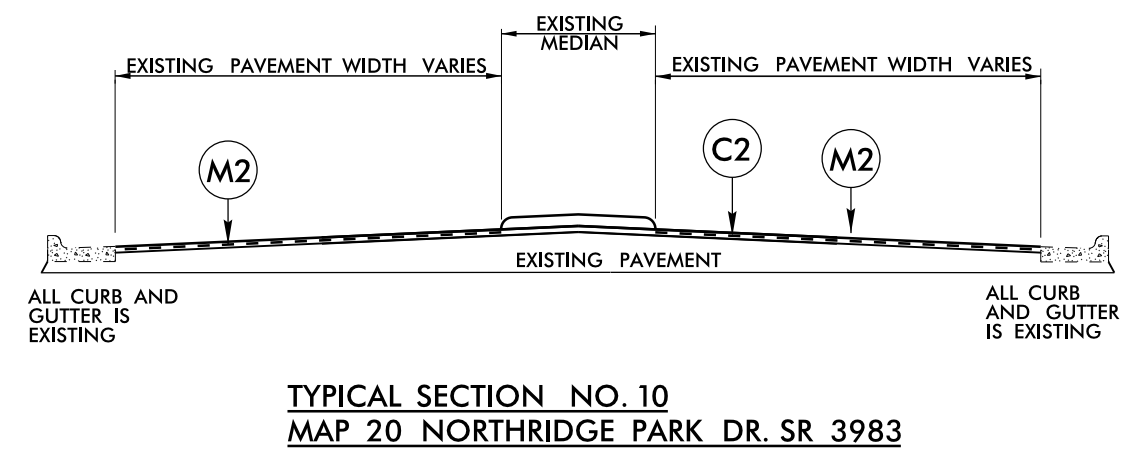
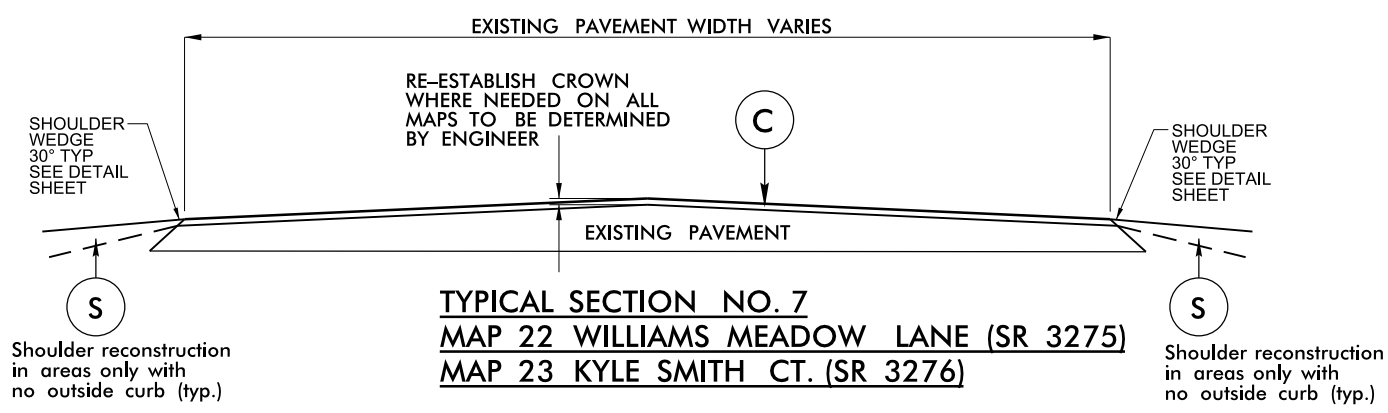
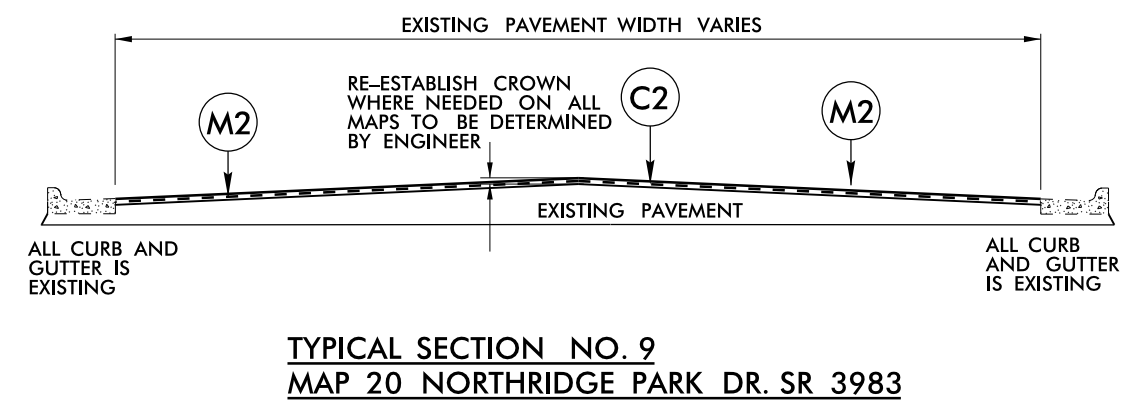
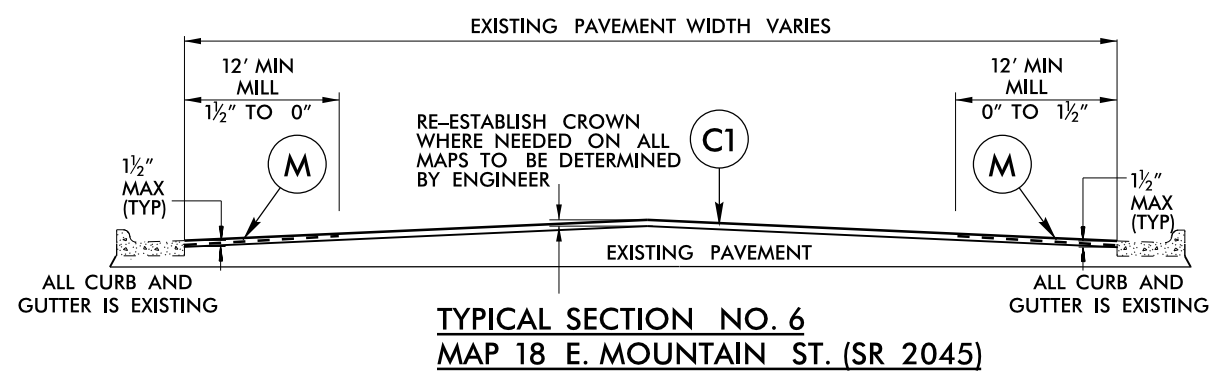
Map 15  
Frye Bridge Rd. (SR 2998)  
Mill 1½" depth  
Pave Back 1½" S9.5C

**FORSYTH COUNTY**  
NORTH CAROLINA

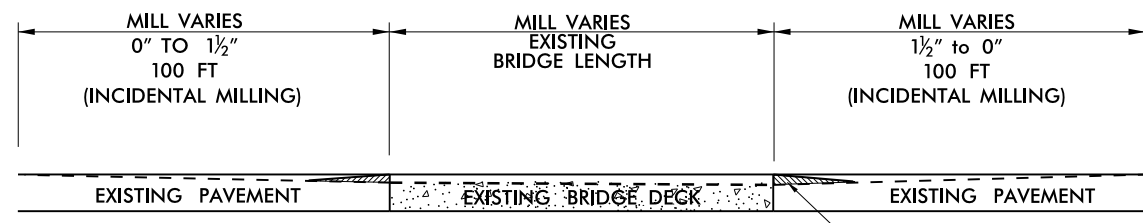




PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 224 LBS PER SQ. YD.
M	MILL ASPHALT PAVEMENT, 0" TO 1½"
M1	MILL ASPHALT PAVEMENT, 1½" DEPTH
M2	MILL ASPHALT PAVEMENT, 2" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

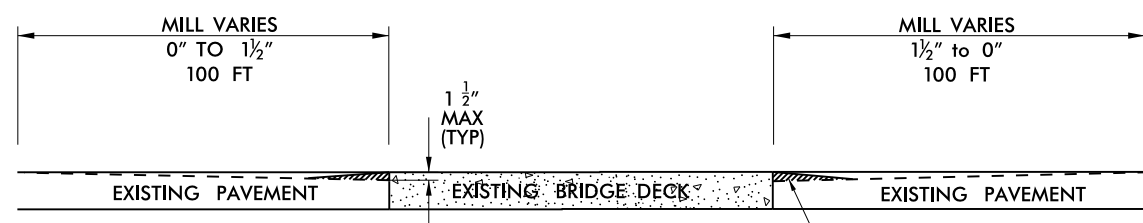


PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 224 LBS PER SQ YD.
M	MILL ASPHALT PAVEMENT, 0" TO 1 1/2"
M1	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 2" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



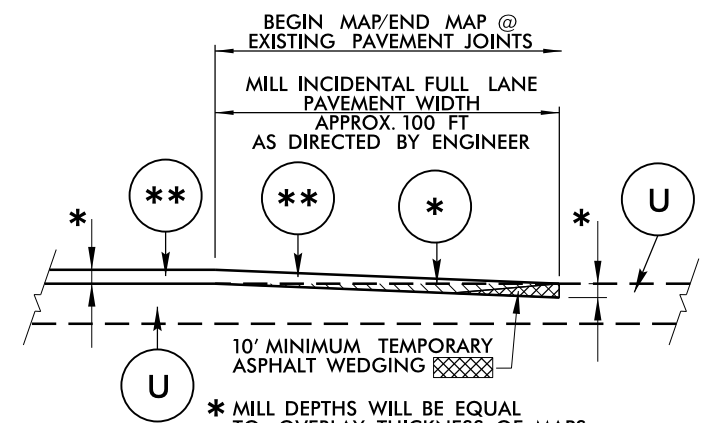
**MILLING  
BRIDGE DECK  
AND APPROACHES**  
(SEE BRIDGE DATA SHEET)

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



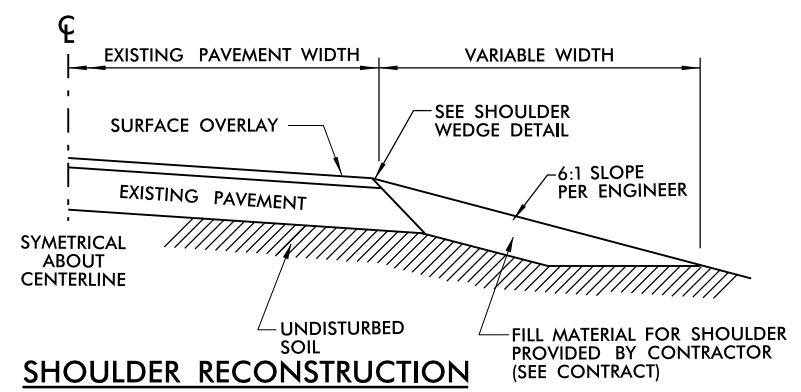
**INCIDENTAL MILLING  
BRIDGE APPROACHES**  
(SEE BRIDGE DATA SHEET)

TEMPORARY ASPHALT WEDGING  
(TYPICAL BOTH SIDES OF BRIDGE)



**INCIDENTAL MILLING AT TIE-IN DETAIL**

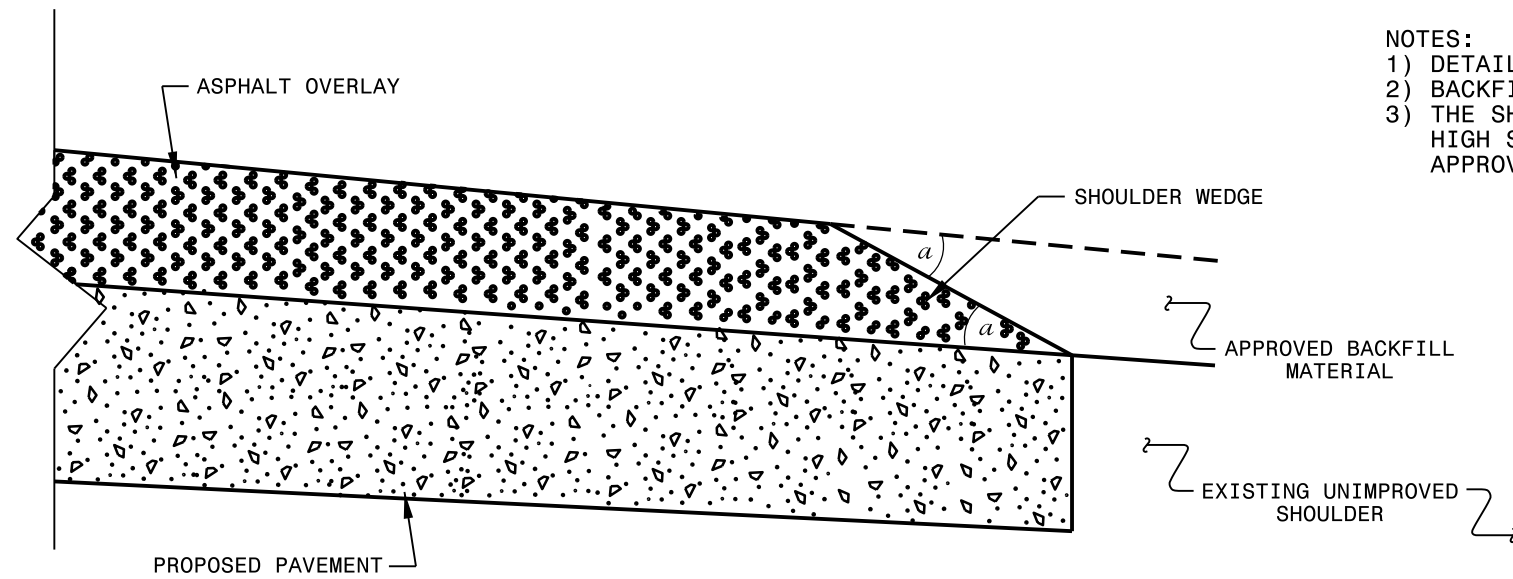
\* MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS AND BRIDGE DATA SHEETS  
\*\* SEE TYPICALS FOR MIX TYPE



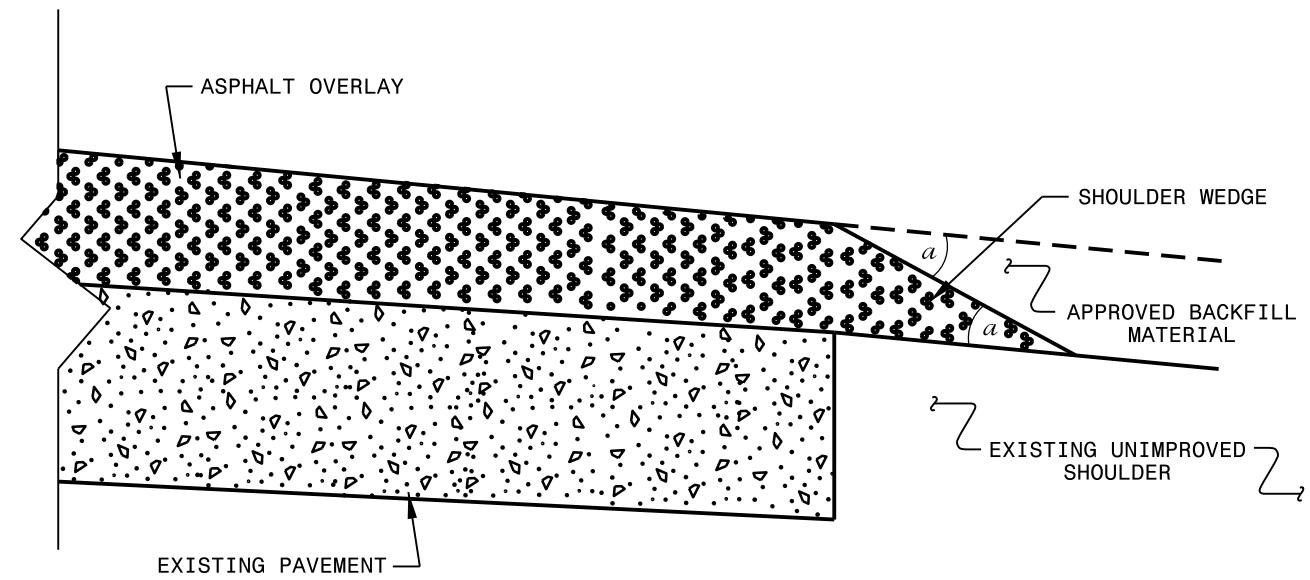
**SHOULDER RECONSTRUCTION**

**NOTES:**

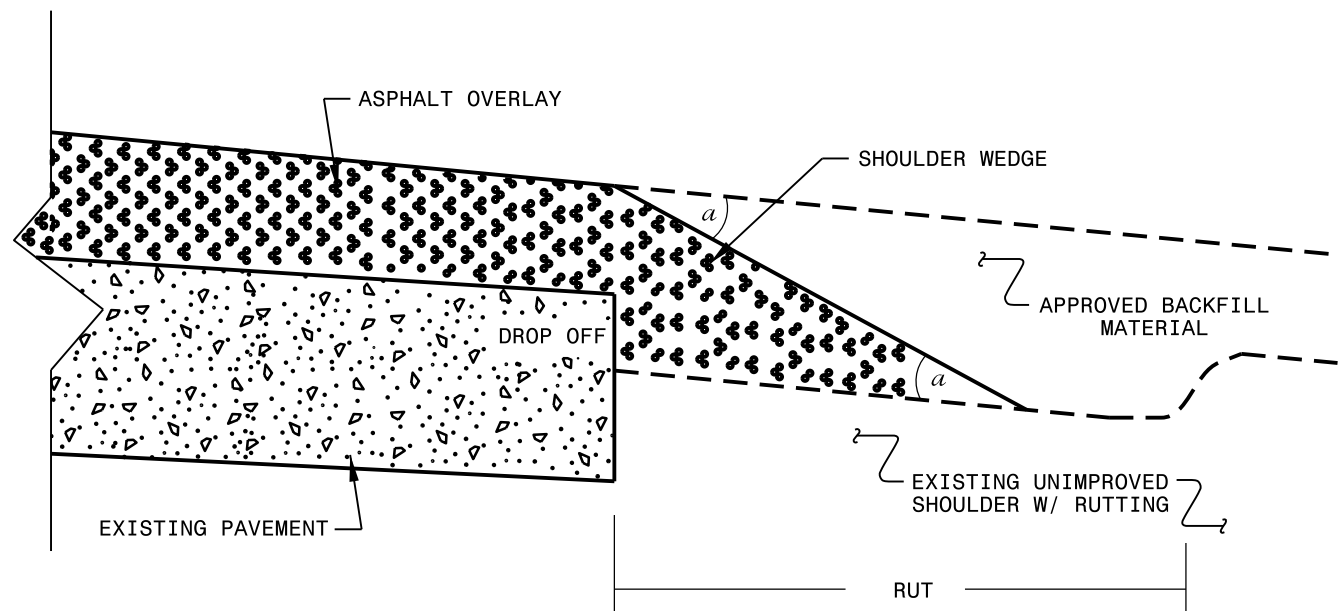
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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



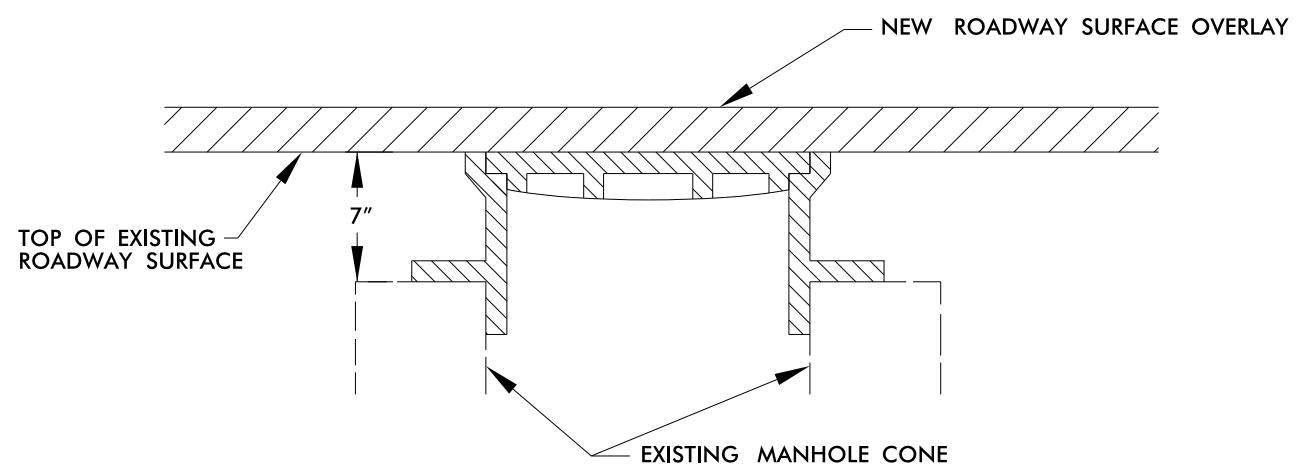
**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ NO Widening)



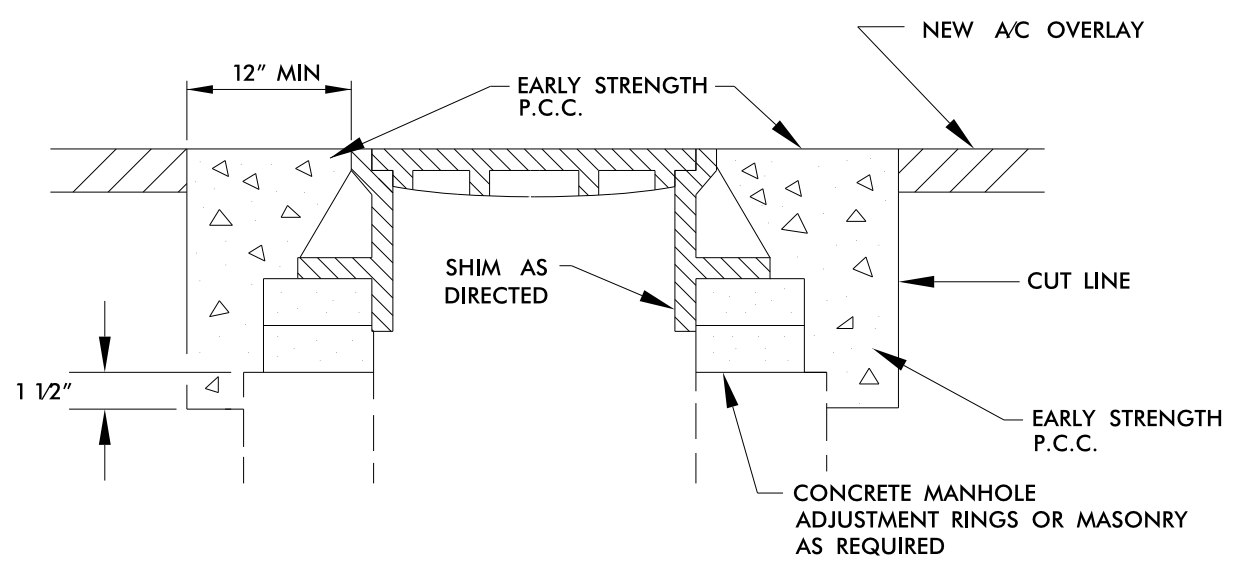
**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to  
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>		
Office 919-707-6950 FAX 919-250-4119		
<b>SHOULDER WEDGE DETAILS</b>		
ORIGINAL BY: T.SPELL	DATE: 7-19-11	
MODIFIED BY:	DATE: 2/2/16	
CHECKED BY:	DATE:	
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn		



**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 FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 24 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 11 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 26 FEET OR MORE IN WIDTH, TRAVEL LANES SHALL MEASURE 12 FEET AND THE WHITE EDGELINE SHALL BE LOCATED NO LESS THAN ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE. THIS SHALL BE STANDARD PRACTICE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
6. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.
7. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.
9. REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y-LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION

## 2018\_Resurfacing\_FORSYTH

								PROJECT NO.		SHEET NO.	
								2018CPT.09.05.10341, etc		<b>14</b>	
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	NC 150	NC 150 NBL	35	SOUTH FORK FIDDLER CREEK	7 3/4 RC SLAB	28	NA	NA	135	NA	DO NOT MILL DO NOT PAVE
2	NC 150	NC 150 SBL	593	SOUTH FORK FIDDLER CREEK	8 1/2 RC SLAB	37.2	NA	NA	253	NA	DO NOT MILL DO NOT PAVE
4	NC 65	NC 65/ BELEWS CREEK RD.	165	BELEWS CREEK	7 RC SLAB	36	NA	NA	196	NA	DO NOT MILL DO NOT PAVE
4	NC 65	NC 65/ BELEWS CREEK RD.	181	EAST BELEWS CREEK	7 RC SLAB	36	NA	NA	128	NA	DO NOT MILL DO NOT PAVE
7	NC66	NC 66	439	I40	5 RC, 3.5 PPC	NA	NA	NA	223	NA	DO NOT MILL DO NOT PAVE END OF MAP
6,14	NC66	NC 66	19	US 311	8 1/2 RC SLAB	68.2	NA	NA	246	NA	DO NOT MILL DO NOT PAVE
8,9	NC 67	NC 67	445	SR 1528 NORTH POINT BLVD.	8 1/2 RC SLAB	68	NA	NA	208	NA	DO NOT MILL DO NOT PAVE
10	NC 67	NC 67	90	MILL CREEK	8.25 RC SLAB	76	NA	NA	135	NA	DO NOT MILL DO NOT PAVE
10	NC 67	NC 67	47	MILL CREEK	8.5 RC SLAB	64	NA	NA	76	NA	DO NOT MILL DO NOT PAVE
11	SR 2014	VANCE RD.	68	BRANCH OF BELEWS CREEK	PPC CORED SLAB, 6" AWS	30.417	NA	NA	62	NA	Mill 1 1/2" PAVE BACK 1 1/2"
13	SR 2643	SALISBURY ST.	368	I-40 BUS	SLAB, 6" AWS	36.5	NA	NA	203	NA	MAP END DO NOT MILL DO NOT PAVE

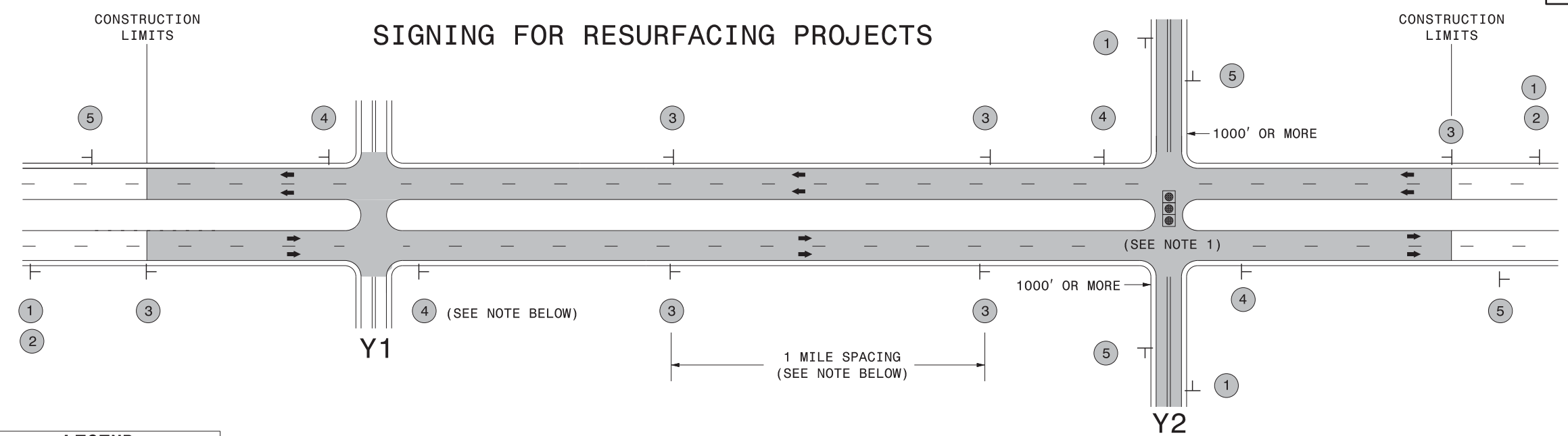
## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAV. 1-1/2" DEPTH	MILLING ASPHALT PAV. 2" DEPTH	MILLING ASPHALT PAV. 0" TO 1-1/2" DEPTH	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAV.	ADJ. OF DROPP INLETS	ADJ. OF MAN-HOLE S	ADJ. OF METER OR VALVE BOXES	TEMP. SILT FENCE	WATTLE	
										MI	FT	CY	TONS	SMI	SY	SY	SY	SY	TONS	TONS	TONS	TONS	EA	EA	EA	LF	LF	
2018CPT .09.05 .10341	Forsyth	1	NC 150 PETERS CREEK PARKWAY/SALISBURY RD.-NORTH BOUND LANE	FROM PVMT JT AT DAVIDSON COUNTY LINE TO PVMT JT SOUTH OF CLEMMONSVILLE ROAD OVER PASS	1,2	2	MD	NO	NO	2.868	VARIES 28-50	316	54	5.26	57,504					5,333	315	20		1	5	1,053	105	
		2	NC 150 PETERS CREEK PARKWAY/SALISBURY RD.-SOUTH BOUND LANE	FROM PVMT JT SOUTH OF CLEMMONSVILLE ROAD OVER PASS TO PVMT JT AT DAVIDSON COUNTY LINE	1,2	3	MD	NO	NO	2.86	VARIES 28-58	299	3	4.99	59,979					5,561	328	20			2	998	100	
		3	NC 65/RURAL HALL GERMANTON RD.	FROM NC 66 TO PVMT. JT AT NC 8	2	2	2WU	NO	NO	3.56	VARIES	427	270	7.12	48,212					4,286	253	20	1	2		1,424	142	
		4	NC 65/BELEWS CREEK RD.	FROM GUILFORD CO. LINE TO PVMT. JT AT BELEWS CREEK RD. (SR 1965)	2	2	2WU	NO	NO	2.589	24	311	231	5.18	38,714					3,595	212	20				1,035	104	
		5	NC 65	FROM E.O.P. AT BELEWS CREEK RD. (SR 1965) TO STOKES CO. LINE	2	2	2WU	NO	NO	1.921	25	231	249	3.84	28,911					2,684	158	20			3	768	77	
		6	NC 66	FROM PVMT JT. SOUTH OF BUNKER HILL RD./SANDY RIDGE RD. SR 2611 TO EDGE OF PAVEMENT AT HIGH POINT RD. (SR 1003)	2	2	2WU	NO	NO	4.436	VARIES 25-72	532	429	8.87	78,798					7,311	431	20		2	14	1,774	177	
		7	NC 66	FROM PVMT. JT SOUTH OF BUNKER HILL/SANDY RIDGE RD. SR 2611 TO BRIDGE #439	3	2	MU	NO	NO	0.79	VARIES 48-72									29,617	2,742	162			7	7		
		8	NC 67 REYNOLDA RD.-NORTH BOUND	FROM WAKE FOREST RD. TO NOSE AT SOUTH SIDE OF FAIRLAWN DR.	4	2	MD	NO	NO	1.103	VARIES 22-44									17,473	1,622	96	20		21	9		
		9	NC 67 REYNOLDA RD.-SOUTH BOUND	FROM NOSE AT SOUTH SIDE OF FAIRLAWN DR. TO WAKE FOREST RD. PVMT. JT AT SOUTH SIDE OF INTERSECTION	4	2	MD	NO	NO	1.105	VARIES 22-48									18,001	1,671	99	20		4	1		
		10	NC 67	FROM NOSE AT SOUTH SIDE OF FAIRLAWN DR. TO TAPER NEAR LEINBACH DR.	3	2	MU	NO	NO	3.033	60									111,757	10,347	610		1	57	30	7,052	705
<b>TOTAL FOR PROJ NO. 2018CPT.09.05.10341</b>										<b>24.265</b>		<b>2,116</b>	<b>1,236</b>	<b>35.26</b>	<b>488,966</b>					<b>45,152</b>	<b>2,664</b>	<b>160</b>	<b>2</b>	<b>94</b>	<b>71</b>	<b>7,052</b>	<b>705</b>	
2018CPT .09.06 .20341	Forsyth	11	VANCE ROAD (SR 2014)	FROM PVMT JT NEAREST TO US 158 TO PINEY GROVE RD. SR 1969	5	2	2WU	NO	NO	4.918	22	590	438	9.84	207			978		6,070	358	20			5	1,967	197	
		12	DOBSON ST. / KERNER RD. (SR 2021)	FROM END OF CURB PVMT. JT. NEAR ROUND ABOUT TO EDGE OF PAVEMENT AT VANCE RD. (SR 2014)	2	2	2WU	NO	NO	3.136	22	376	174	6.27	43,645					4,054	239	20		2	8	1,254	125	
		13	SALISBURY ST.(SR 2643)	FROM BRIDGE NO. 368 TO MAIN ST. (SR 4315)	3	2	2WU	NO	NO	0.387	24									510	30	20		10	6			
		14	HORNYTOWN RD. (SR 2775)	HIGH POINT RD. (SR 1003) EDGE OF PVMT. TO DAVIDSON CO. LINE	2	2	2WU	NO	NO	0.365	23	44	75	0.73	5,237					486	29	20				146	15	
		15	FRYE BRIDGE RD. (SR 2998)	FROM HAMPTON RD. (SR 2999) TO FIRST PVMT JT SOUTH OF COOPER RD. (SR 2996)	2	2	2WU	NO	NO	1.402	23	168	51	2.80	20,726					1,757	104	288			2	561	56	
		16	W. MOUNTAIN ST. (SR 4309)	FROM NC66/BODENHAMER ST. THROUGH INTERSECTION TO STOP BAR EAST OF CHERRY ST. (SR 4278)	8	2	2WU	NO	NO	0.842	30					14,810		11,848		1,394	82	20		16	6			
		17	W. MOUNTAIN ST. (SR 4309) / E. MOUNTAIN ST. (SR 4309)	FROM STOP BAR AT CHERRY ST. (SR 4278) TO PVMT. JT AT NC 66	3	2	MU	NO	NO	0.53	30					9,618				892	53	20		10	5			
		18	E. MOUNTAIN ST. (SR 2045)	NC 66 E.O.P. TO ROUND ABOUT	5, 6	2	2WU	NO	NO	0.771	30	28	30	0.47					7,269	889	1,420	84	20		3	1	95	9
		19	MAIN ST. (SR 4315)	W. MOUNTAIN ST. (SR 4309) CROSSWALK TO CHERRY ST (SR 4278) PROJECT LIMITS	3	2	2WU	NO	NO	0.792	25					13,393				1,243	73	40		21	5			
		20	NORTH RIDGE PARK DR. SR 3983	FROM NC 65 TO END OF MAINTENANCE	9, 10	2	2WU	NO	NO	0.687	13									12,938	2,409	142						
<b>TOTAL FOR PROJ NO. 2018CPT.09.06.20341</b>										<b>13.83</b>		<b>1,206</b>	<b>768</b>	<b>20.11</b>	<b>113,128</b>	<b>12,938</b>	<b>19,117</b>	<b>1,867</b>		<b>20,235</b>	<b>1,194</b>	<b>468</b>		<b>62</b>	<b>38</b>	<b>4,023</b>	<b>402</b>	
2018CPT .09.01 .10291.1	Davidson	21	NC 150 (INCLUDES BOTH DIRECTIONS EACH SIDE OF MEDIAN)	FORSYTH CO. LINE TO PVMT. JT NORTH OF LEONARD BERRIER RD. (SR 1533) (SR1586)	1, 2	2	2WU	NO	NO	0.886	24	106		1.87	26,554					2,460	145	20			3	354	35	
<b>TOTAL FOR PROJ NO. 2018CPT.09.01.10291.1</b>										<b>0.886</b>		<b>106</b>		<b>1.87</b>	<b>26,554</b>					<b>2,460</b>	<b>145</b>	<b>20</b>			<b>3</b>	<b>354</b>	<b>35</b>	
2018CPT .09.02 .20291.3	Davidson	22	WILLIAMS MEADOW LANE (SR 3275)	FROM HICKORY TREE RD. (SR 1508) TO BALDWIN PLACE	7	2	2WU	NO	NO	0.388	19								402		24							
		23	KYLE SMITH (SR 3276)	FROM WILLIAMS MEADOW LN. (SR 3275) TO END	7	2	2WU	NO	NO	0.089	19								135		8							
<b>TOTAL FOR PROJ NO. 2018CPT.09.02.20291.3</b>										<b>0.477</b>									<b>537</b>		<b>32</b>							
<b>GRAND TOTAL</b>										<b>39.458</b>		<b>3,428</b>	<b>2,004</b>	<b>57.24</b>	<b>628,648</b>	<b>12,938</b>	<b>19,117</b>	<b>1,867</b>		<b>537</b>	<b>67,847</b>	<b>4,035</b>	<b>648</b>	<b>2</b>	<b>156</b>	<b>112</b>	<b>11,429</b>	<b>1,142</b>

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







**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW

**MAINLINE (-L-) SIGNING**

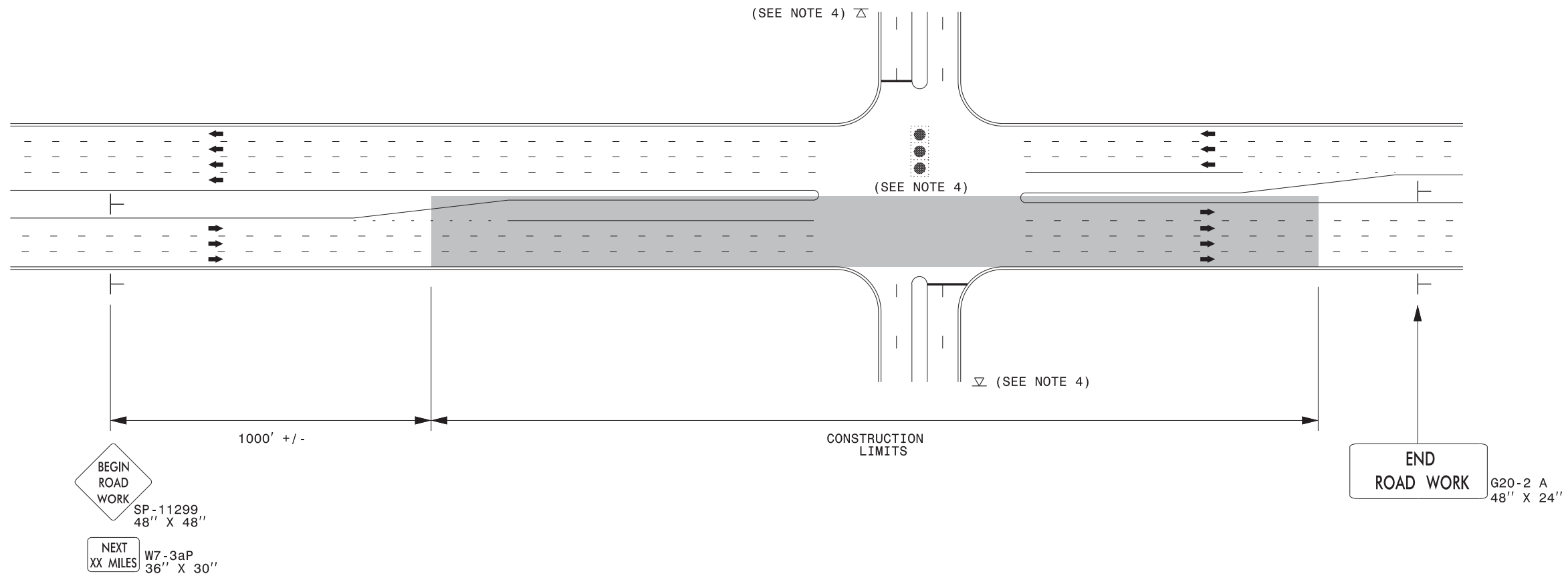
**-Y- LINE SIGNING**

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><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;"> <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><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**

## 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.

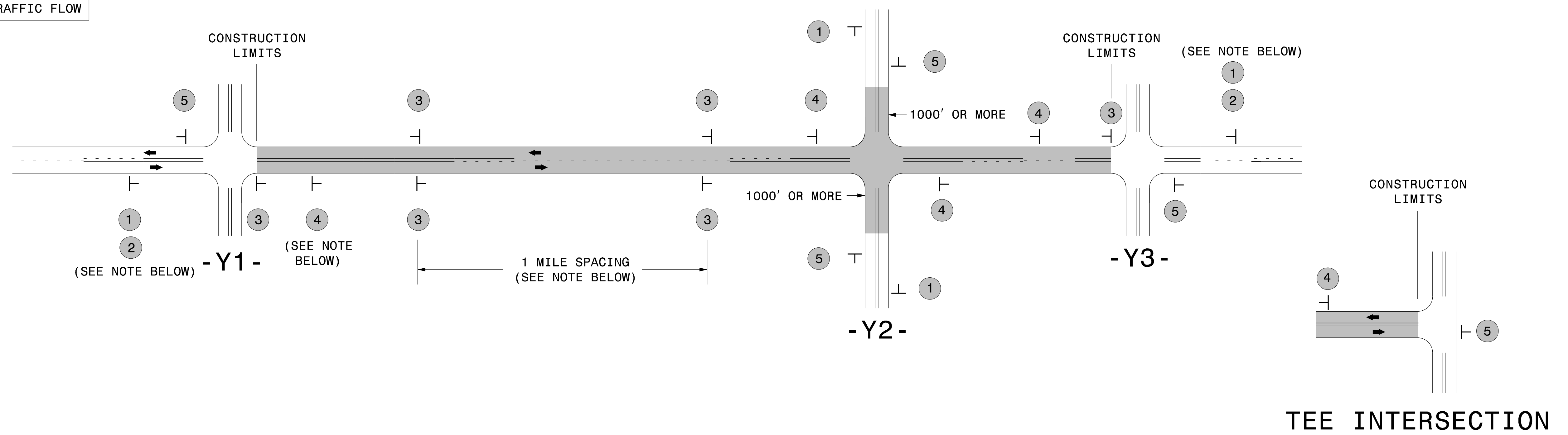
LEGEND	
├	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW

	<p><b>RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES</b></p>
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# SIGNING FOR RESURFACING PROJECTS

**LEGEND**  
 ┃ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

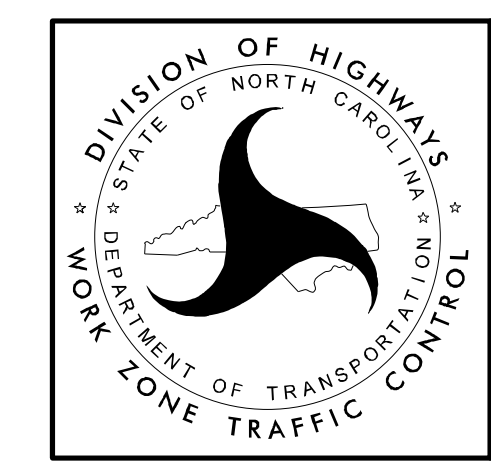
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		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"> <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, PORTABLE ADVANCE WARNING 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;">                   W20-1 48" X 48"                  PLACED 500' IN ADVANCE OF FLAGGER.             </div> <div style="text-align: center;">                   W20-7 A 48" X 48"                  PLACED 250' IN ADVANCE OF FLAGGER.             </div> </div>
	2		#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		- 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		- 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		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

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.



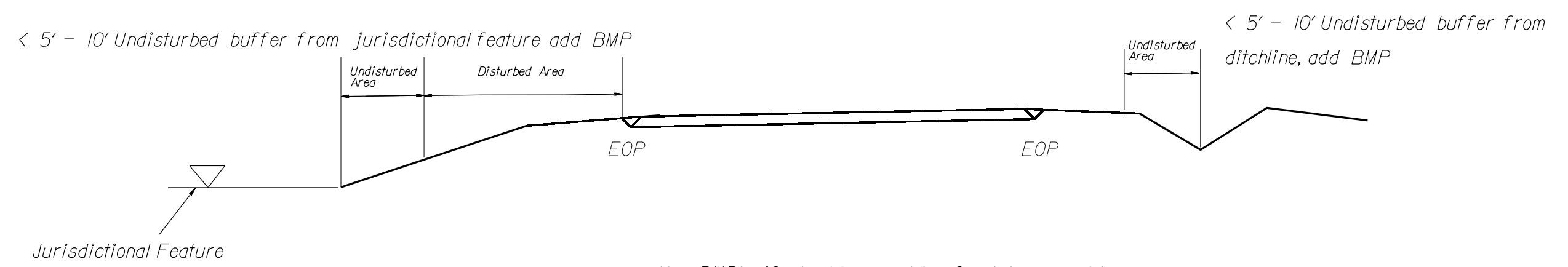
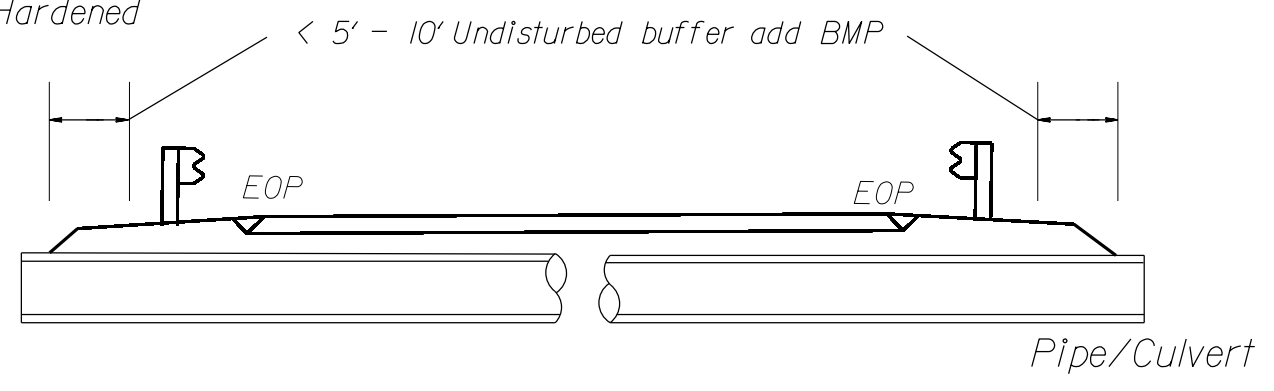
**ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING**

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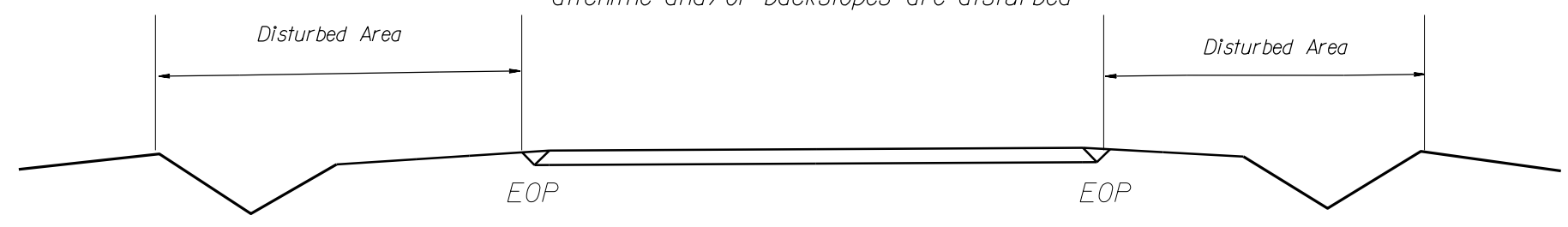
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

# EROSION CONTROL DETAIL

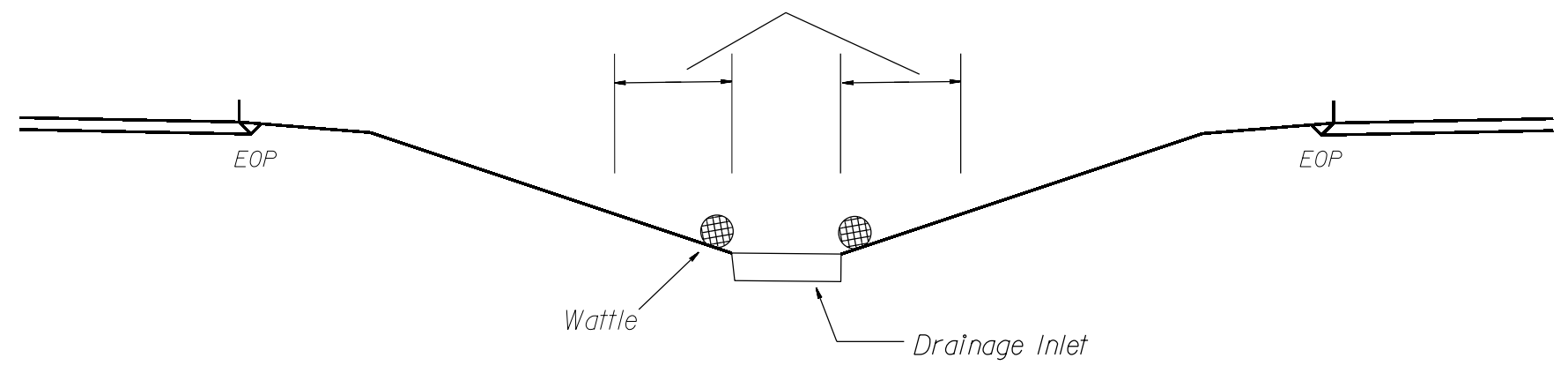
BMP Options: Wattle, Silt Fence or Hardened Aggregate.



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

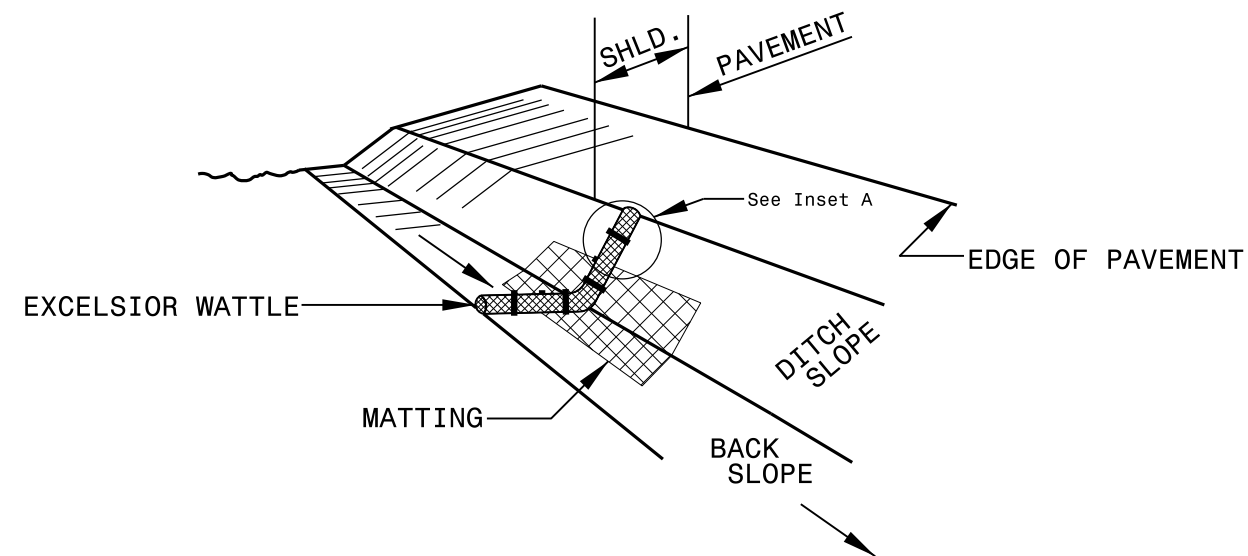


< 5' - 10' Undisturbed buffer from inlet, add wattle

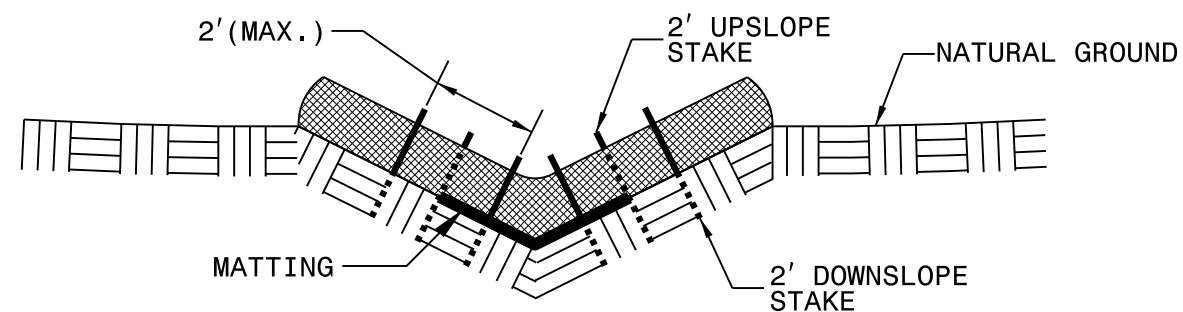


NOT TO SCALE

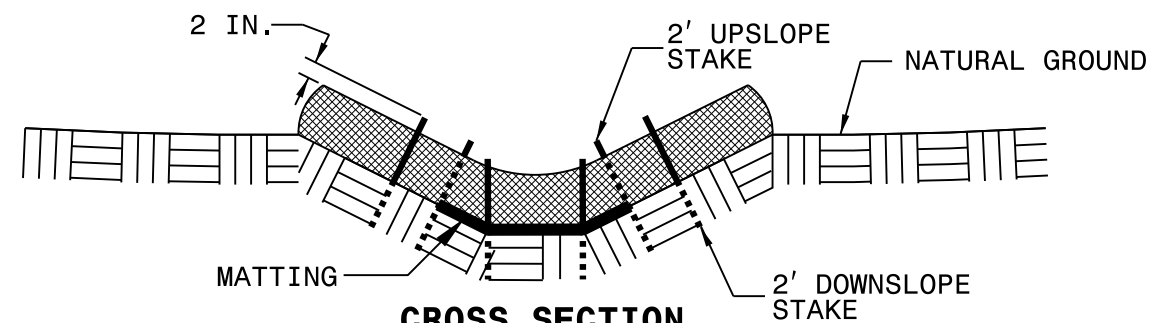
# WATTLE DETAIL



**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.

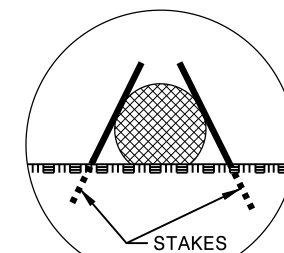
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

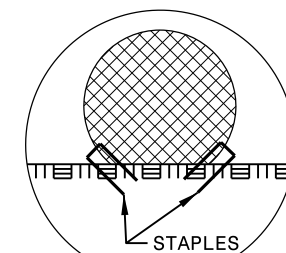
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

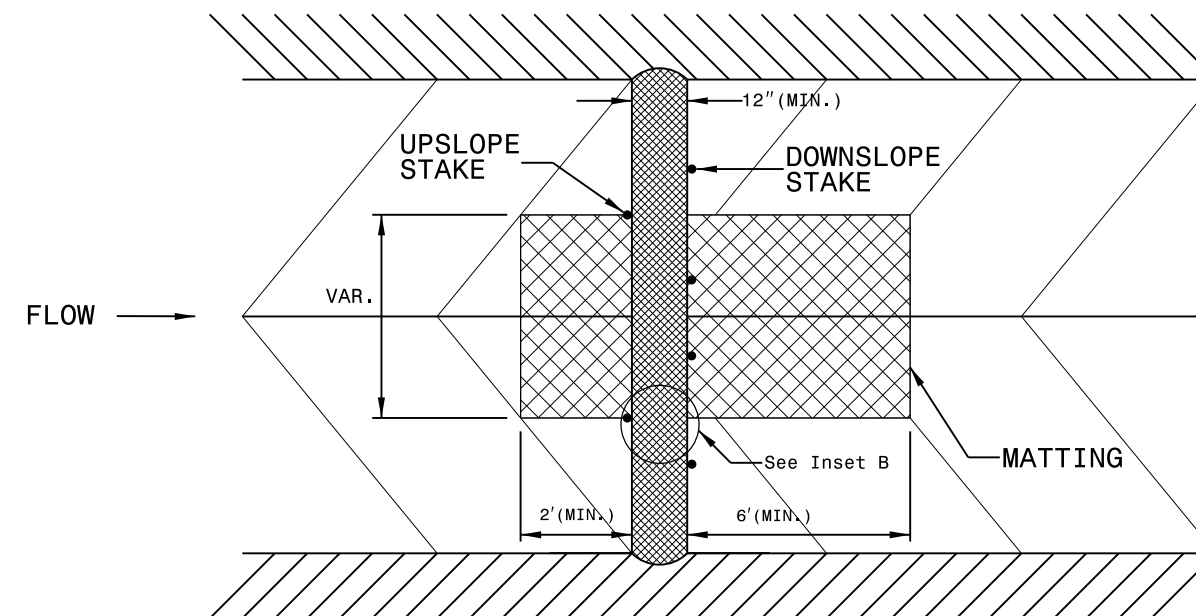
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



**INSET A**



**INSET B**



**TOP VIEW**