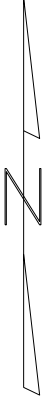
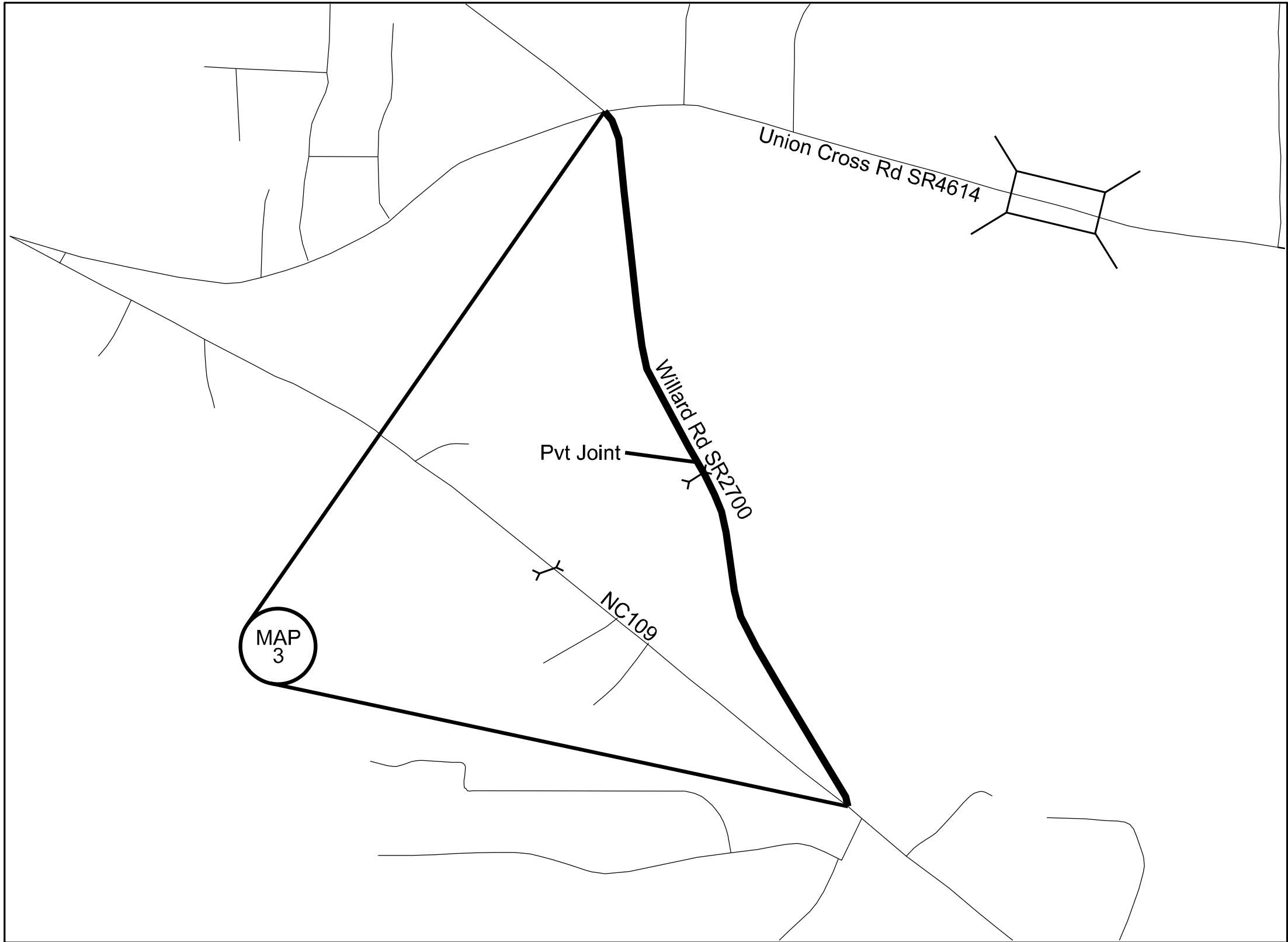


Map 1 NC150 from Pvt joint at County Line Rd SR2037 to Guilford County line
 Mill 1 1/2" entire width
 Mill 1 1/2" incidental all SR intersections
 Pave 1 1/2" S9.5C

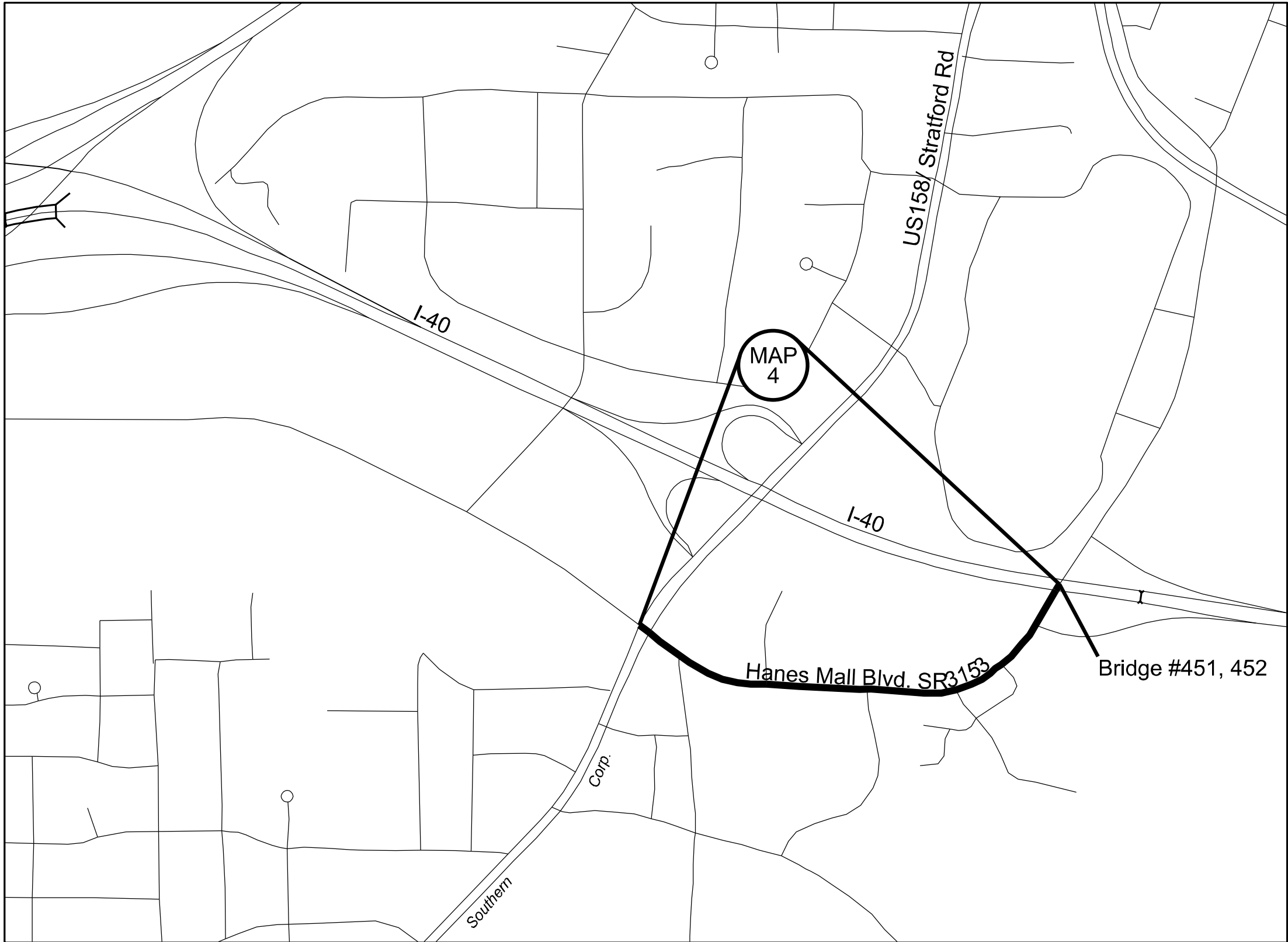
Map 2 Main St/ Old NC150 from Piney Grove Rd SR1969 to pvt joint at Smith Edwards Rd SR4589
 Mill 1 1/2" entire width
 Pave 1 1/2" S9.5C

PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.05.10341 2022CPT.09.06.20341	2



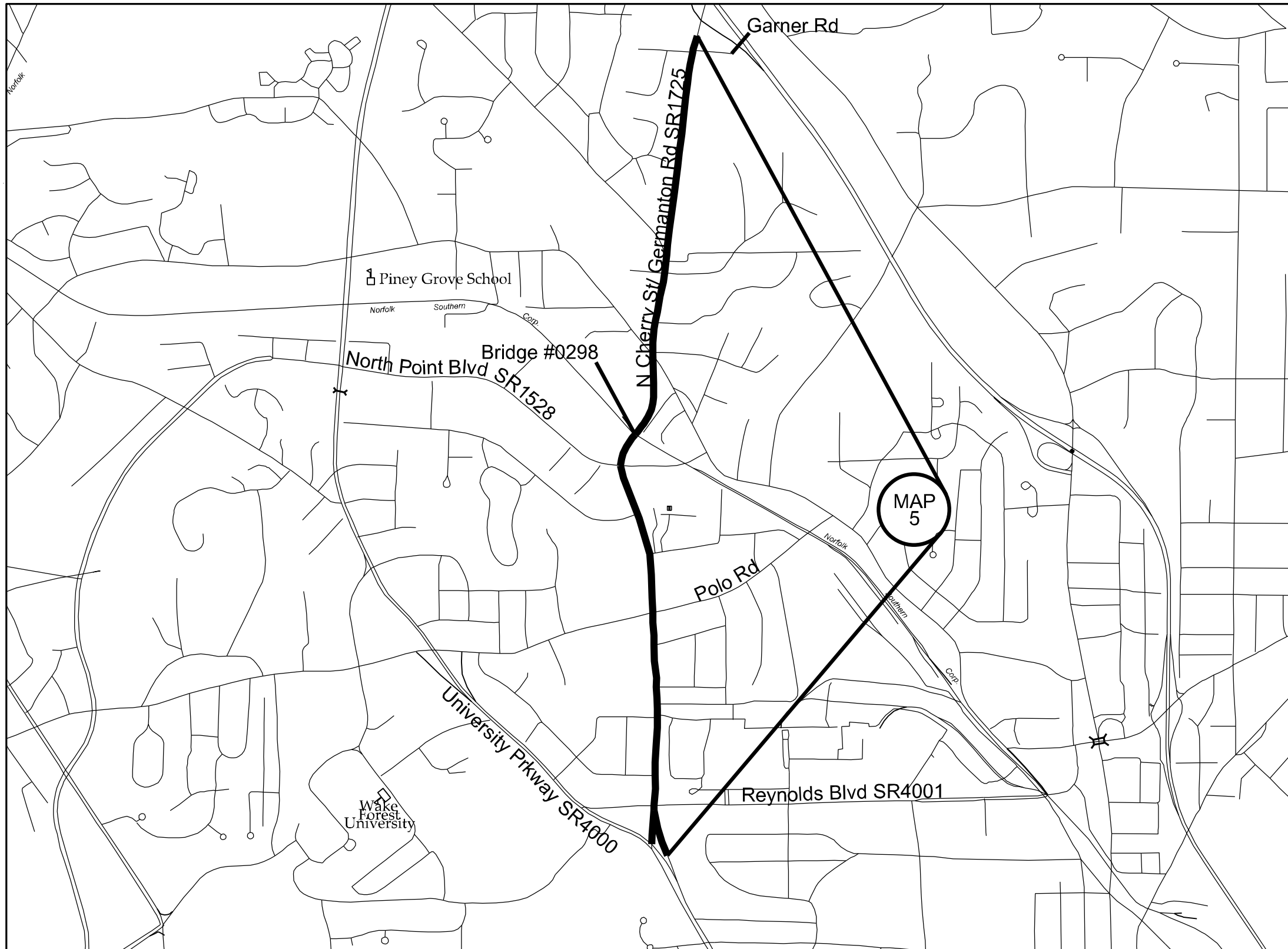
Map 3 Willard Rd SR2700 from NC109
to Union Cross Rd SR4614
Mill 1 1/2" from NC109 to Pvt Joint
entire width
Mill 0-1 1/2" incidental mill at pvt joint
and at Union Cross Rd SR2643
Pave 1 1/2" S9.5B

PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.05.10341 2022CPT.09.06.20341	3

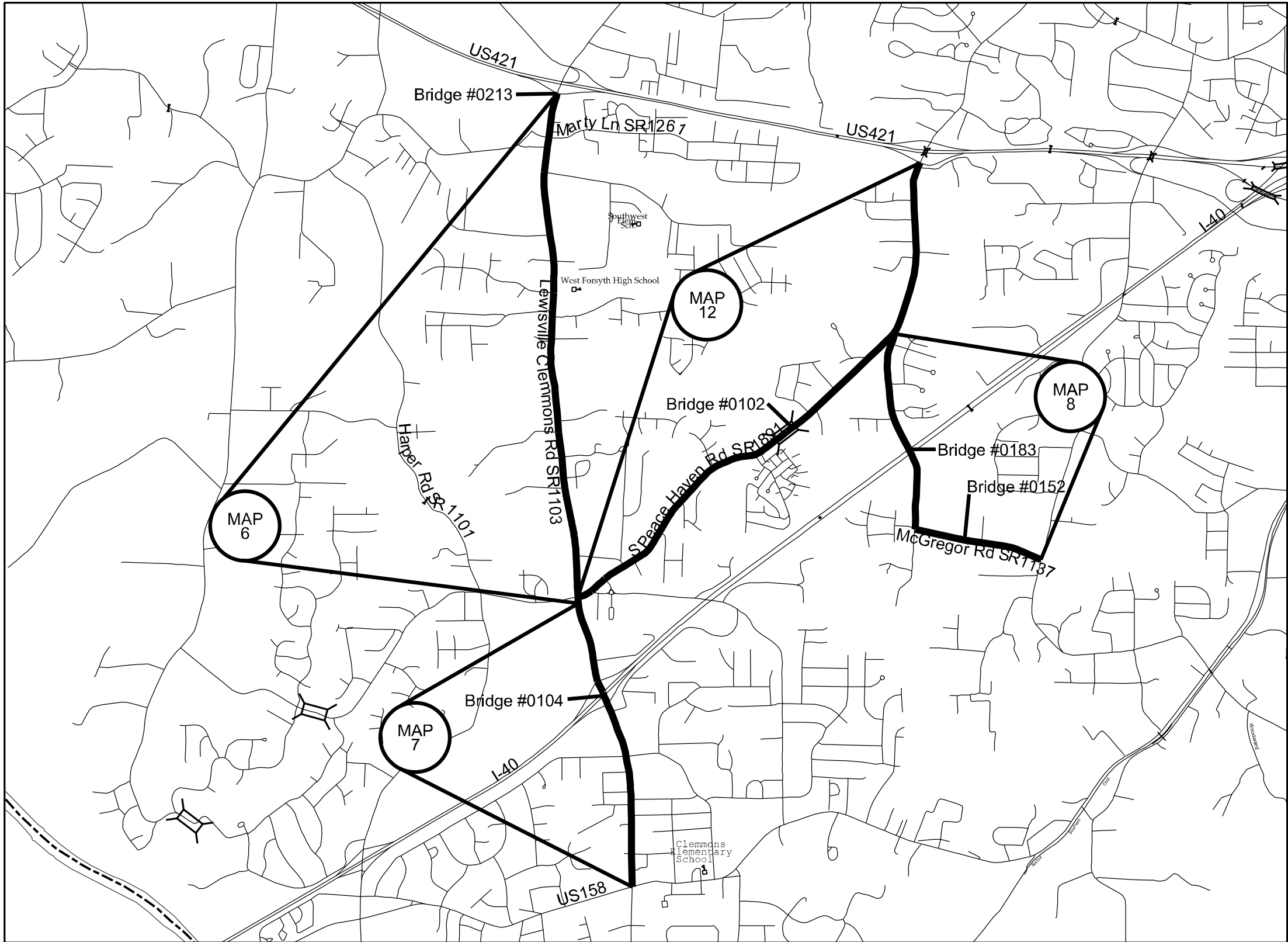


Map 4 Hanes Mall Blvd SR3153 from
between I-40 bridges #451, 452 to US158/
Stratford Rd
Mill 1 1/2" entire width
Mill 4" depth for patching
Pave 4" I19.0C Patching
Pave 1 1/2" S9.5C

FORSYTH COUNTY
NORTH CAROLINA



Map 5 N Cherry St/ Germanton Rd SR1725
From Pvt Joint at Garner Rd to University
Prkwy SR4000
Mill 1 1/2" entire width
Pave 1 1/2" S9.5C



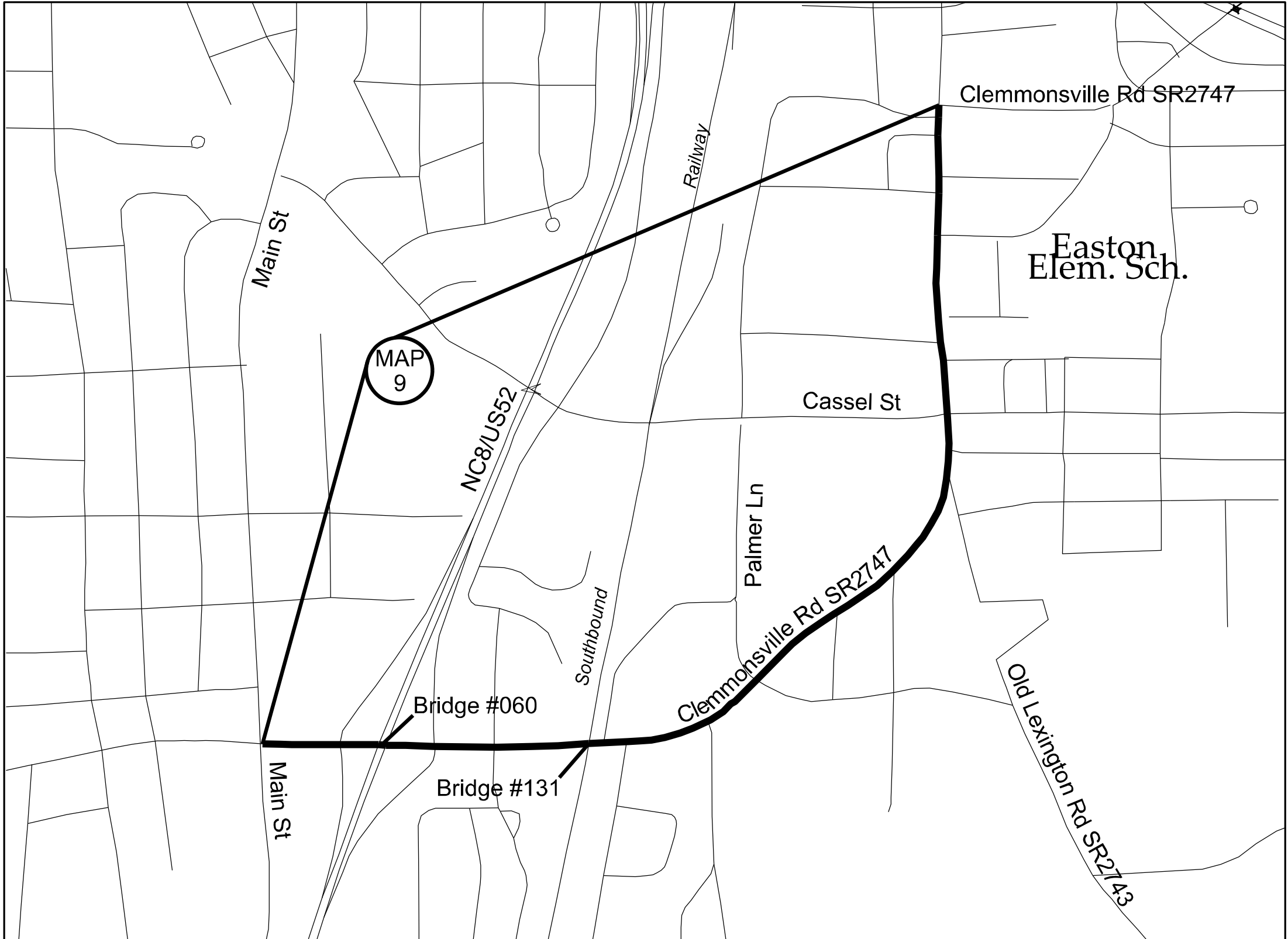
Map 6 Lewisville Clemmons Rd SR1103 From Bridge #0213 at US421 to S Peace Haven SR1891
 Mill 1 1/2" entire width
 Mill 1 1/2" incidental mill at all SR intersections
 Pave 1 1/2" S9.5C

Map 7 Lewisville Clemmons Rd SR1103 from S Peace Haven Rd SR1891 to US158
 Mill 1 1/2" entire width
 Pave 1 1/2" S9.5C

Map 8 McGregor Rd SR1137 from S Peace Haven Rd SR1891 to Jonestown Rd
 Mill 0-1 1/2" incidental milling beginning, end, and at bridge #0152
 Pave 1 1/2" S9.5B

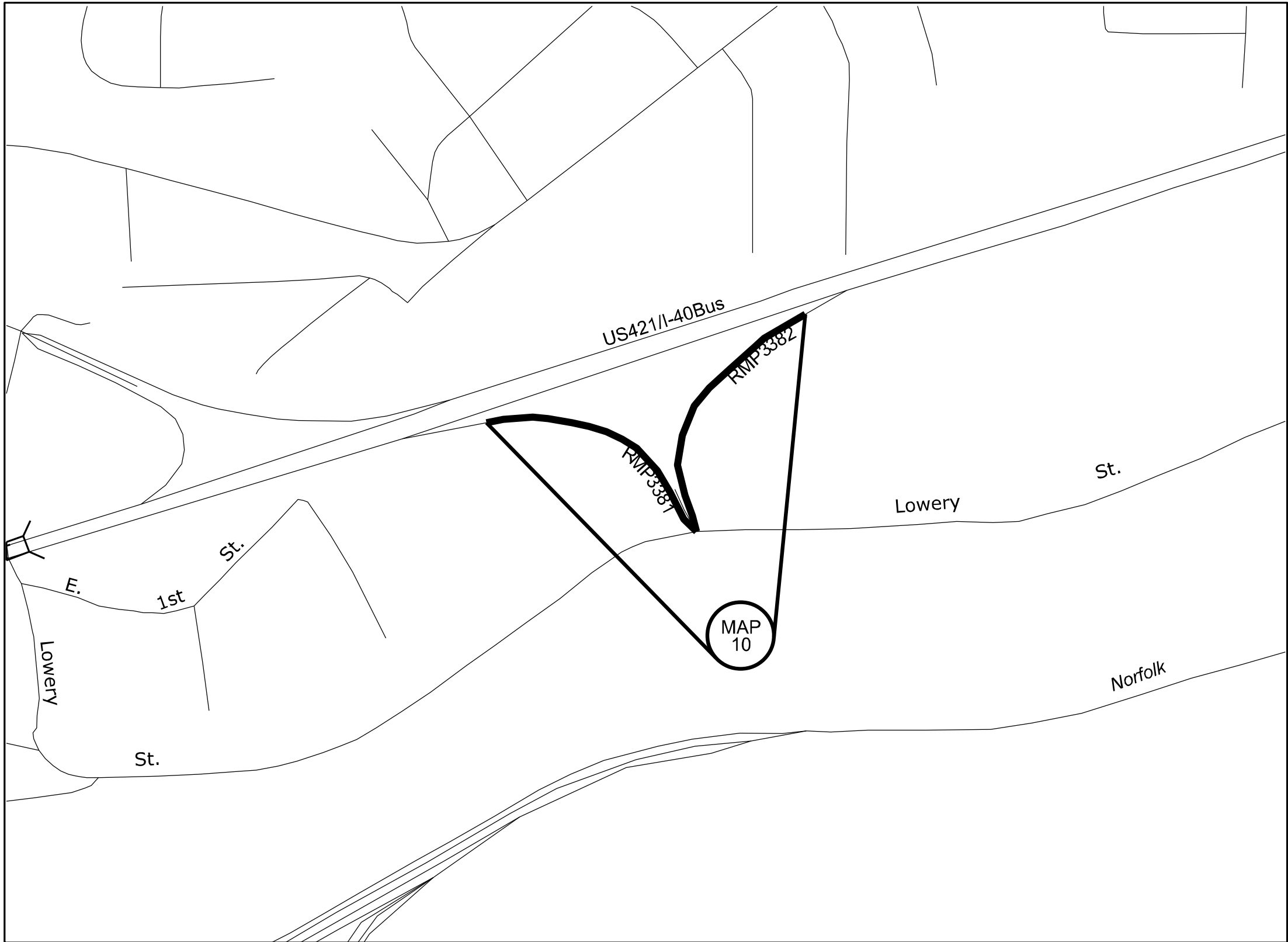
Map 12 S Peace Haven Rd SR1891 from Lewisville Clemmons Rd SR1103 to Pvt joint at US421
 Mill 1 1/2" depth entire width
 Mill 1 1/2" incidental mill at all SR intersections
 Pave 1 1/2" S9.5C





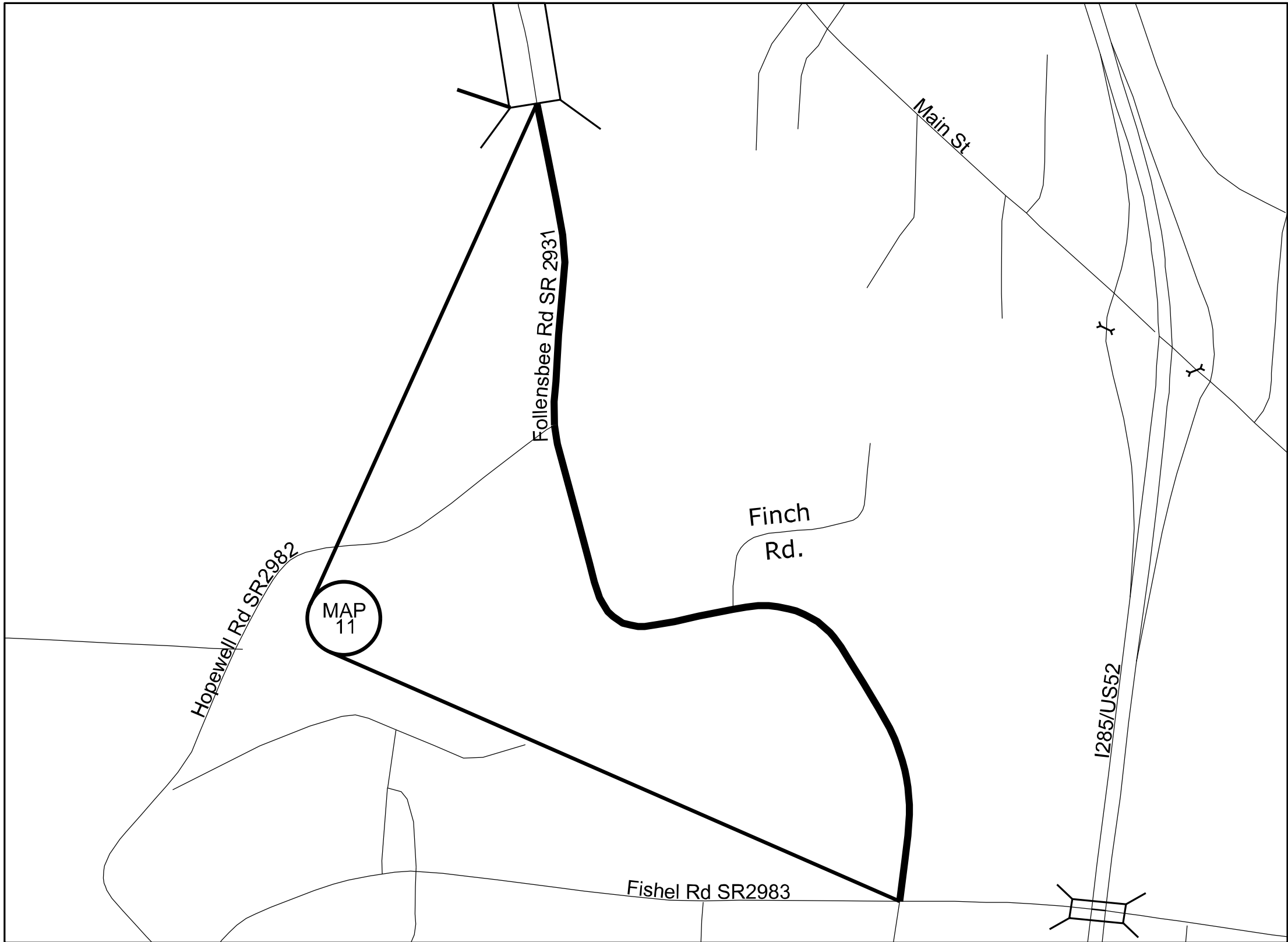
Map 9 Clemmons Rd SR2747
from Main St to Clemmons Rd
SR2747
Mill 1 1/2" depth entire width (edge
flush with curb)
Mill 1 1/2" to 0" depth 18' in width
Pave 1 1/2" S9.5C

PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.05.10341 2022CPT.09.06.20341	7



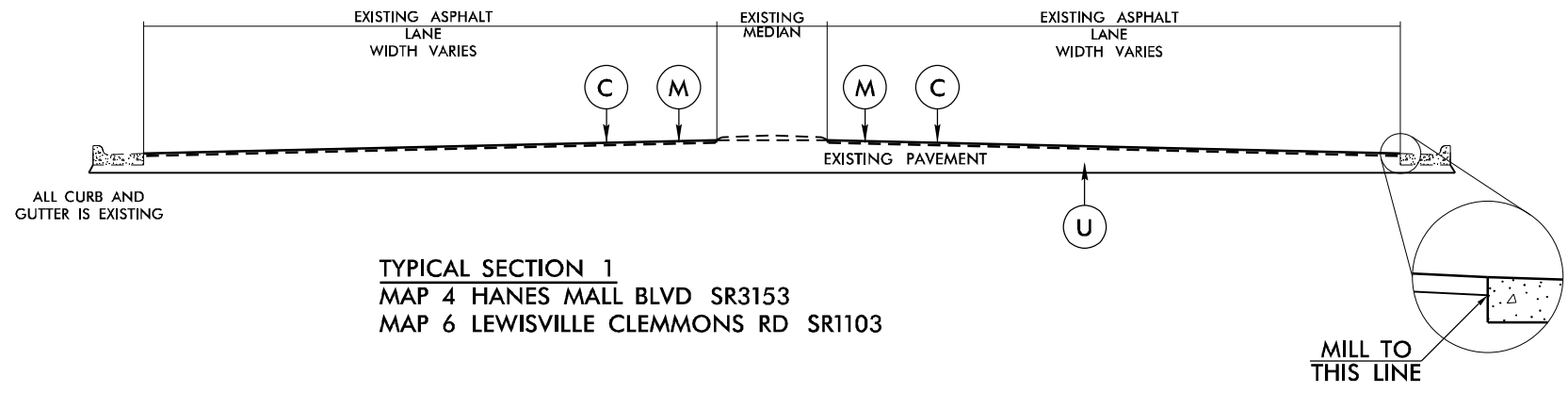
Map 10 SB421 Lowery St Ramp #3381, 3382 from Pvt joint at SB421/Bus I-40 to Lowery St
 Mill 6" depth entire width
 Pave 4" I19.0C
 Pave 2" S9.5C

PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.05.10341 2022CPT.09.06.20341	8

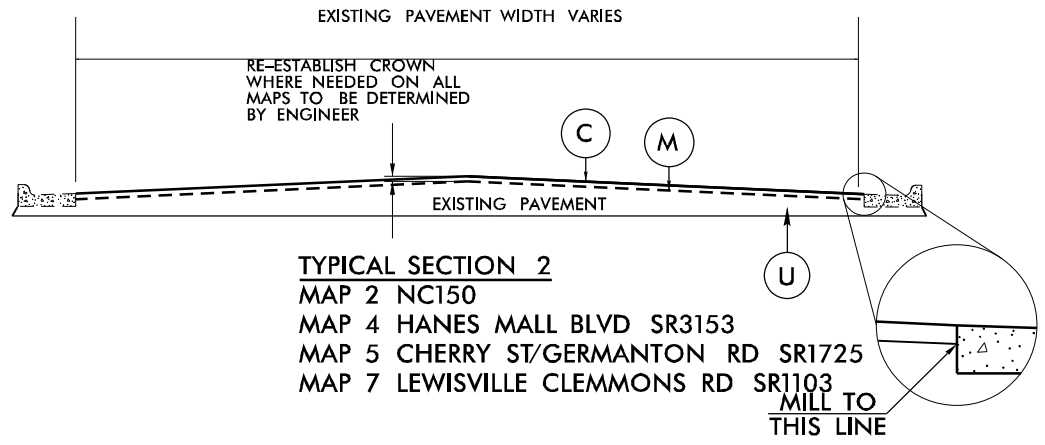


Map 11 Follensbee Rd SR2931 from
bridge #0130 to Fishel Rd SR2983
Mill 0-11/2" incidental mill begining,
end and at all SR intersections
Pave 11/2" S9.5B

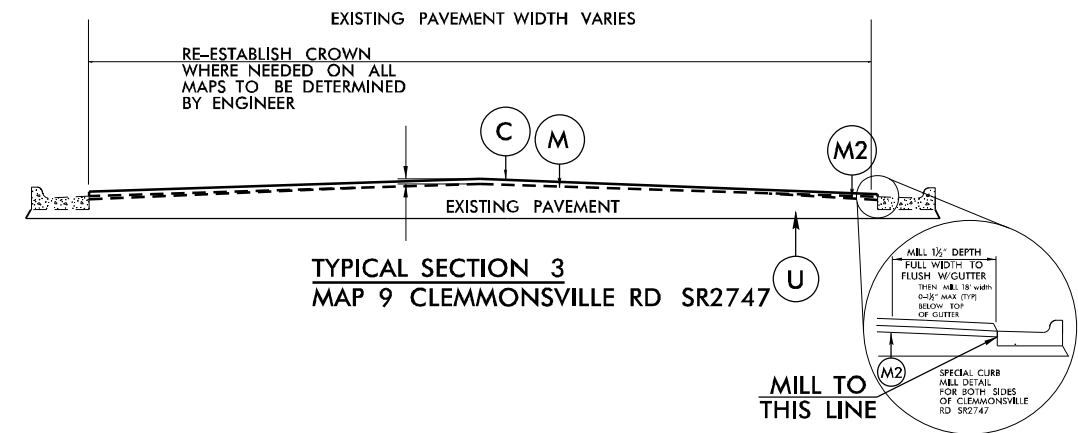
PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.05.10341 2022CPT.09.06.20341	9



TYPICAL SECTION 1
 MAP 4 HANES MALL BLVD SR3153
 MAP 6 LEWISVILLE CLEMMONS RD SR1103



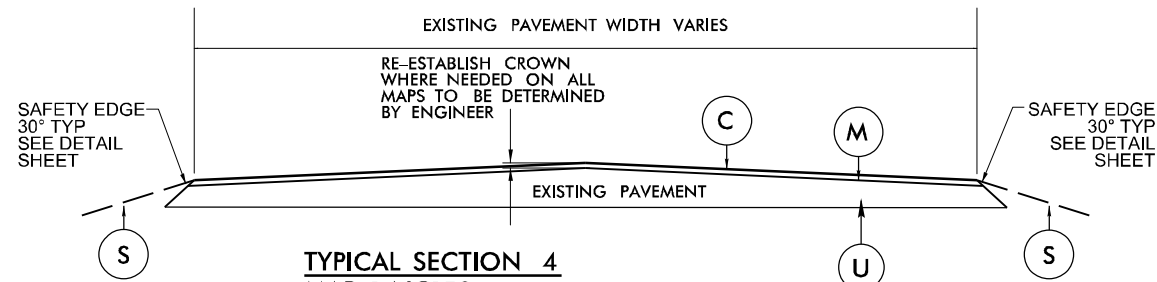
TYPICAL SECTION 2
 MAP 2 NC150
 MAP 4 HANES MALL BLVD SR3153
 MAP 5 CHERRY ST/GERMANTON RD SR1725
 MAP 7 LEWISVILLE CLEMMONS RD SR1103



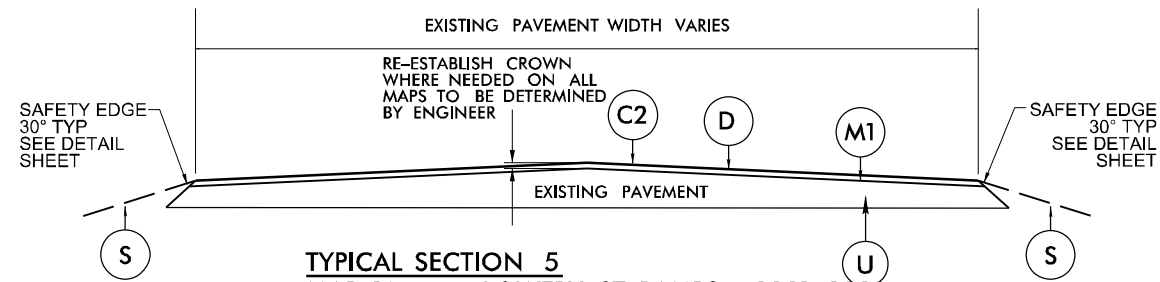
TYPICAL SECTION 3
 MAP 9 CLEMMONSVILLE RD SR2747

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ. YD.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 224 LBS PER SQ. YD.
D	PROP. APPROX. 4" ASPHALT CONCRETE SURFACE COURSE, TYPE I19.0C, TO BE APPLIED AT AN AVERAGE RATE OF 456 LBS PER SQ. YD.
M	MILL ASPHALT PAVEMENT, 1½" DEPTH ENTIRE WIDTH
M1	MILL ASPHALT PAVEMENT, 6" DEPTH ENTIRE WIDTH
M2	MILL ASPHALT PAVEMENT, 1½" TO 0" DEPTH @ 18' WIDTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

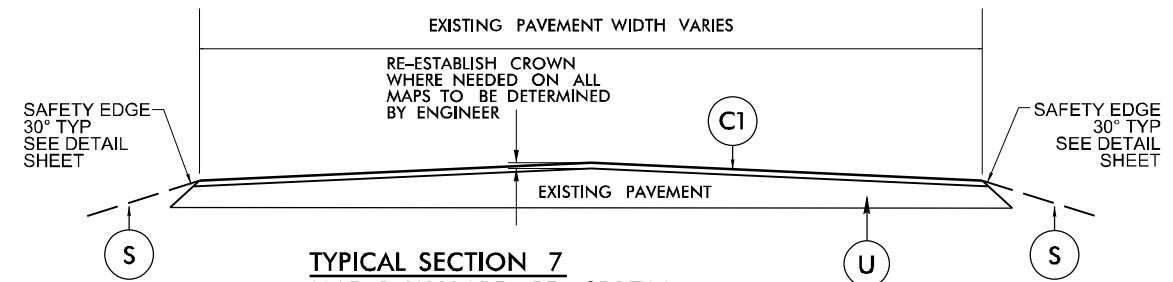
PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.05.10341 2022CPT.09.06.20341	10



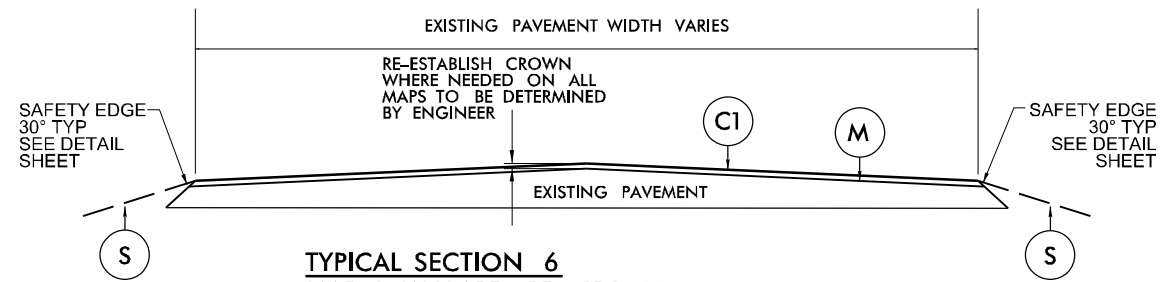
TYPICAL SECTION 4
 MAP 1 NC150
 MAP 5 CHERRY ST/GERMANTON RD SR1725
 MAP 12 S PEACE HAVEN RD SR1891



TYPICAL SECTION 5
 MAP 10 LOWERY ST RAMPS #3381, 3382



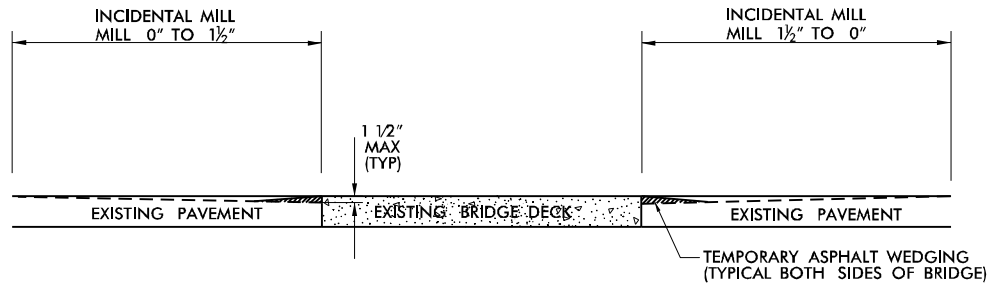
TYPICAL SECTION 7
 MAP 3 WILLARD RD SR2700
 MAP 8 MCGREGOR RD SR1137
 MAP 11 FOLLENSBEE RD SR2931



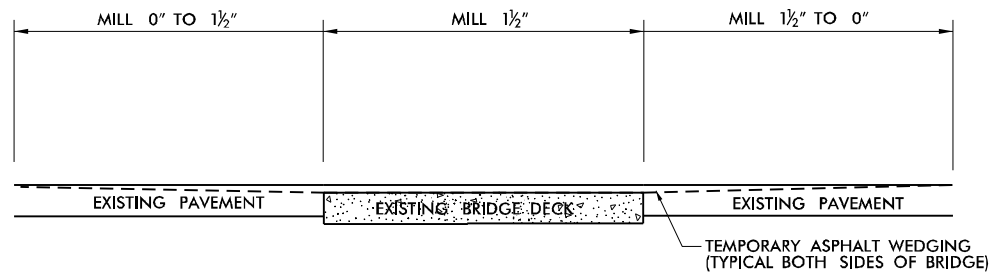
TYPICAL SECTION 6
 MAP 3 WILLARD RD SR2700

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 224 LBS PER SQ YD.
D	PROP. APPROX. 4" ASPHALT CONCRETE SURFACE COURSE, TYPE I19.0C, TO BE APPLIED AT AN AVERAGE RATE OF 456 LBS PER SQ YD.
M	MILL ASPHALT PAVEMENT, 1½" DEPTH ENTIRE WIDTH
M1	MILL ASPHALT PAVEMENT, 6" DEPTH ENTIRE WIDTH
M2	MILL ASPHALT PAVEMENT, 1½" TO 0 DEPTH @ 18' WIDTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

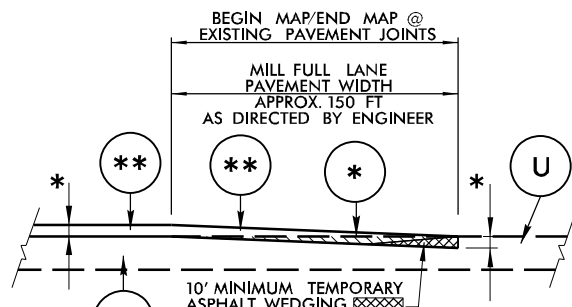
PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.05.10341 2022CPT.09.06.20341	11



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

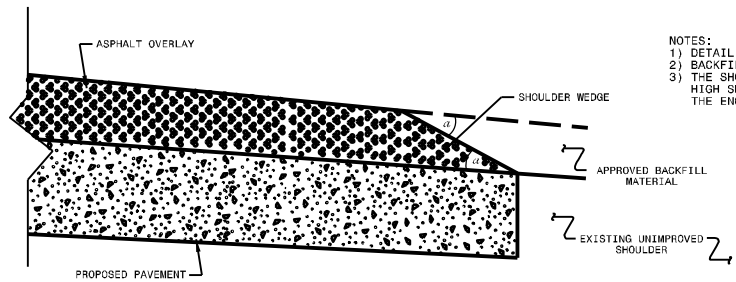


**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)

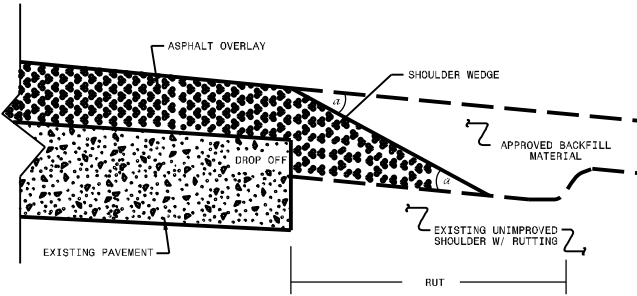


- * MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS AND BRIDGE DATA SHEETS
- ** MILL SR. Y-LINES APPROX. 50' AS DIRECTED BY ENGINEER
- *** SEE TYPICALS FOR MIX TYPE

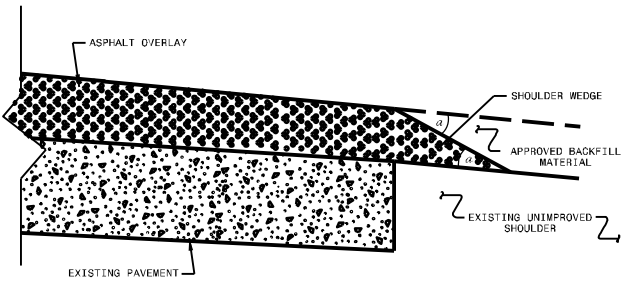
INCIDENTAL TIE-IN MILLING DETAIL



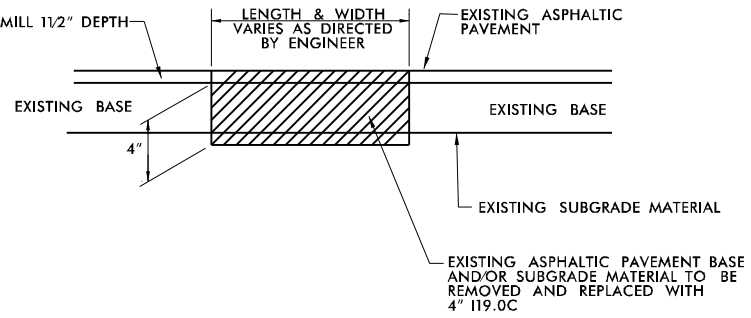
SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)



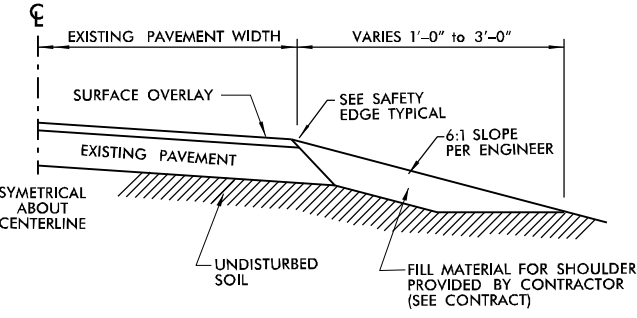
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



FULL DEPTH PATCHING
MAP#4 HANES MALL BLVD
SR3153



SHOULDER RECONSTRUCTION

- NOTES:
1) DETAIL DOES NOT APPLY TO OGAFD 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.

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.

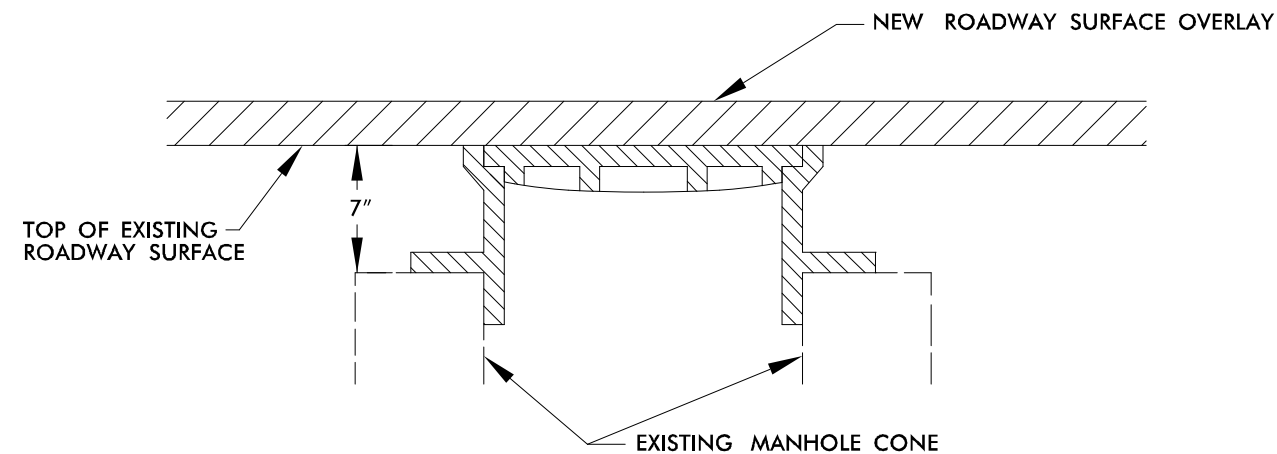
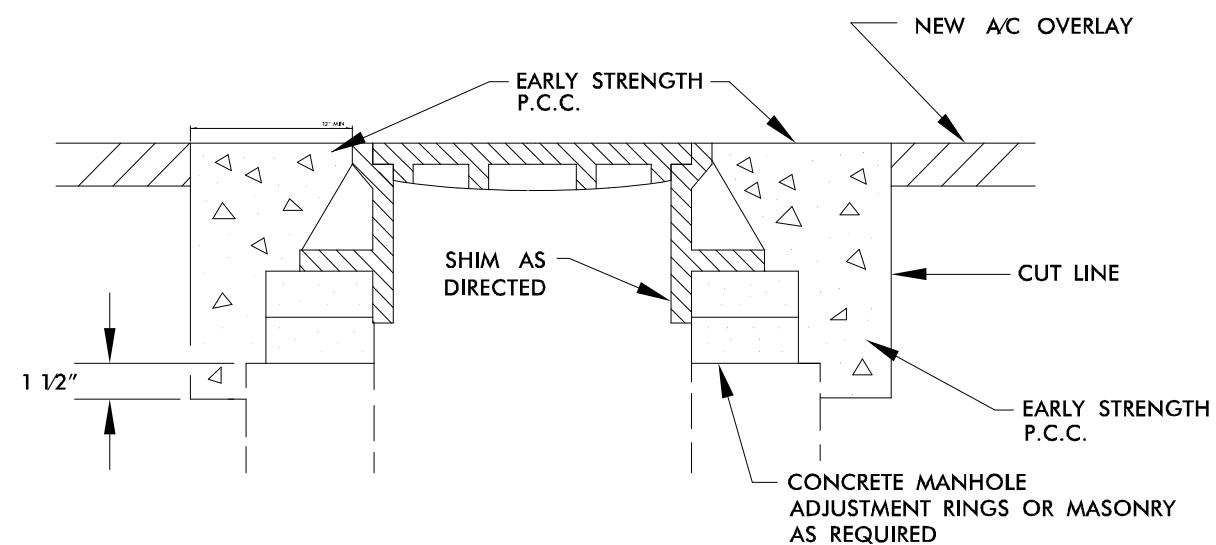
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).

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.

8. REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y-LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION

**STEP 1****STEPS 2,3, & 4**

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

MANHOLE ADJUSTMENT DETAIL

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.09.05.10341	13	
2022CPT.09.06.20341		

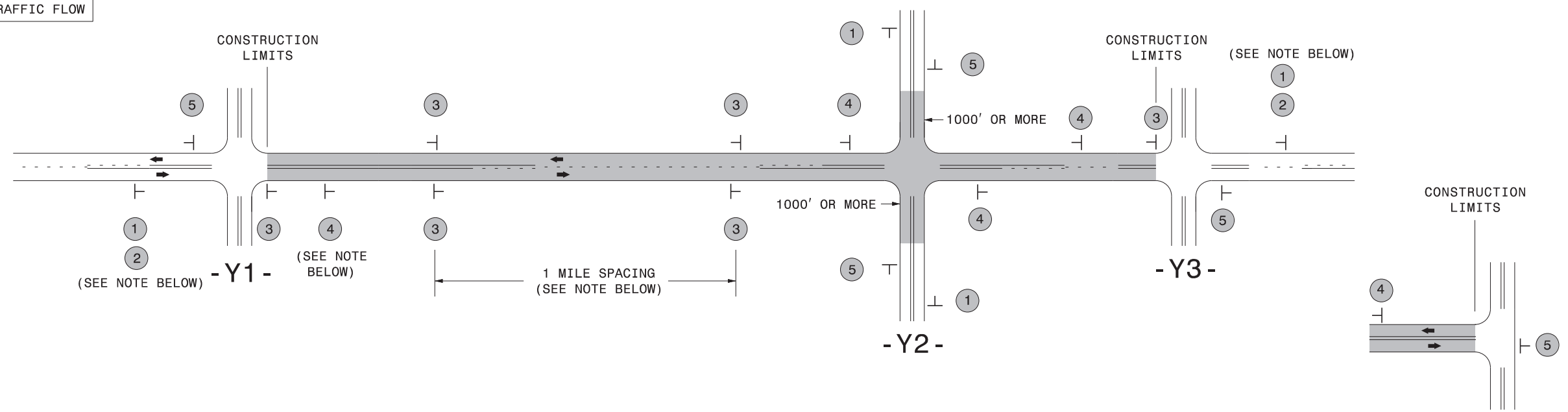
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0106000000-E	1220000000-E	1245000000-E	1297000000-E				1308000000-E	1330000000-E	1503000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	5255000000-N	6000000000-E	6071010000-E														
												BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVE, 1 1/2" DEPTH	MILLING ASPHALT PAVEMENT, 4" DEPTH	MILLING ASPHALT PAVEMENT, 6" DEPTH	MILLING ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH	INCIDENTAL MILLING	INTERMEDIATE COURSE, I19.0C	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	PORTABLE LIGHTING	TEMPORARY SILT FENCE	WATTLE															
										MI	FT	CY	TONS	SMI	SY	SY	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	EA	EA	LS	LF	LF															
2022CPT.09.05.10341	Forsyth	1	NC150	FROM NEW PVVT JOINT AT COUNTY LINE RD SR2037 TO GUILFORD COUNTY LINE	4	2,4	2WD	NO	NO	1.237	24-50	148	36	2.47	24,548				1,517			2,546	153	10	1	2		495	49															
TOTAL FOR MAP NO. 1																																												
TOTAL FOR PROJ NO. 2022CPT.09.05.10341																																												
2022CPT.09.06.20341	Forsyth	2	MAIN ST/OLD NC150	FROM PINEY GROVE RD SR1969 TO PVT JOINT AT SMITH EDWARDS RD SR4589	2,4	2,5	M2	NO	NO	0.947	36-62	114	36	1.89	26,266							2,418	145	10	26	12		379	38															
TOTAL FOR MAP NO. 2																																												
2022CPT.09.06.20341	Forsyth	3	WILLARD RD SR2700	FROM NC109 TO UNION CROSS RD SR4614	6,7	2,3	2WU	NO	NO	0.9	22-36	108	10	1.80	8,973				543		1,383		93	10				360	36															
TOTAL FOR MAP NO. 3																																												
2022CPT.09.06.20341	Forsyth	4	HANES MALL BLVD SR3153	FROM BETWEEN I40 BRIDGES# 451& 452 TO US158/STRATFORD RD	1,2	5,6	M2	NO	NO	0.634	62-78				24,753	6,889			757	1,673		2,339	221		15	20		*																
TOTAL FOR MAP NO. 4																																												
2022CPT.09.06.20341	Forsyth	5	N CHERRY ST/ GERMANTON RD SR1725	FROM PVT JOINT AT GARNER RD TO UNIVERSITY PRKWY SR4000	2,4	2,5	MU	NO	NO	2.291	27-48	275	20	4.58	54,918							5,090	305	10	60	30		916	92															
TOTAL FOR MAP NO. 5																																												
2022CPT.09.06.20341	Forsyth	6	LEWISVILLE CLEMMONS RD SR1103	FROM BRIDGE #0213 AT US421 TO S PEACE HAVEN RD SR1891	1	4,5	MD	NO	NO	2.462	48-60				80,933				4,164			7,923	475	10	20	76																		
TOTAL FOR MAP NO. 6																																												
2022CPT.09.06.20341	Forsyth	7	LEWISVILLE CLEMMONS RD SR1103	FROM S PEACE HAVEN RD SR1891 TO US158	2	5,6	MU	NO	NO	1.385	60-72				55,813							5,165	310	10	28	39		*																
TOTAL FOR MAP NO. 7																																												
2022CPT.09.06.20341	Forsyth	8	MCGREGOR RD SR1137	FROM S PEACE HAVEN RD SR1891 TO JONESTOWN RD	7	2	2WU	NO	NO	1.584	21-32	190	45	3.17					1,017		1,830		123	10		2		634	63															
TOTAL FOR MAP NO. 8																																												
2022CPT.09.06.20341	Forsyth	9	CLEMMONSVILLE RD SR2747	FROM MAIN ST TO CLEMMONSVILLE RD SR2747	3	2,4	MU	NO	NO	1.42	61-74				55,000				15,000			5,454	327	10	42	35																		
TOTAL FOR MAP NO. 9																																												
2022CPT.09.06.20341	Forsyth	10	SB421 LOWERY ST RAMP #3381, 3382	PVT JOINT AT SB421 TO LOWERY ST	5	1	2WU	NO	NO	0.265	21-26	32	40	0.53					4,453		1,101		538	85				106	11															
TOTAL FOR MAP NO. 10																																												
2022CPT.09.06.20341	Forsyth	11	FOLLENSBEE RD SR2931	FROM BRIDGE #0130 TO FISHEL RD SR2983	7	2	2WU	NO	NO	1.15	24	138	45	2.30					1,030		1,514		101					460	46															
TOTAL FOR MAP NO. 11																																												
2022CPT.09.06.20341	Forsyth	12	S PEACE HAVEN RD SR1891	FROM LEWISVILLE CLEMMONS RD SR1103 TO PVT JOINT AT US421	4	2,4	2WU	NO	NO	2.681	24-53	322	75	5.36	47,015				1,010			4,561	274		7	20		1,072	107															
TOTAL FOR MAP NO. 12																																												
TOTAL FOR PROJ NO. 2022CPT.09.06.20341																																												
GRAND TOTAL																																												
											16.956			1,327	307	22.10	378,219	6,889	4,453	15,000	10,038	2,774	4,727	36,034	2,612	80	199	236	1	4,422	442													

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

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

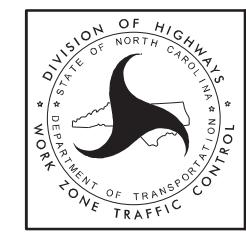
-Y- LINE SIGNING

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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <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;"> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> 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		<ul style="list-style-type: none"> 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		<ul style="list-style-type: none"> 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

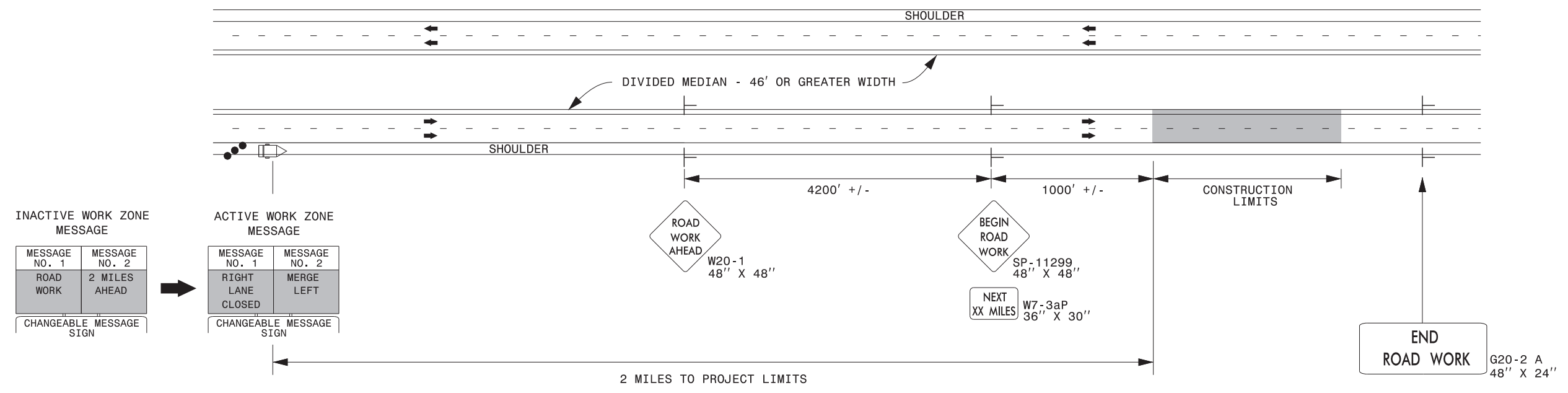
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



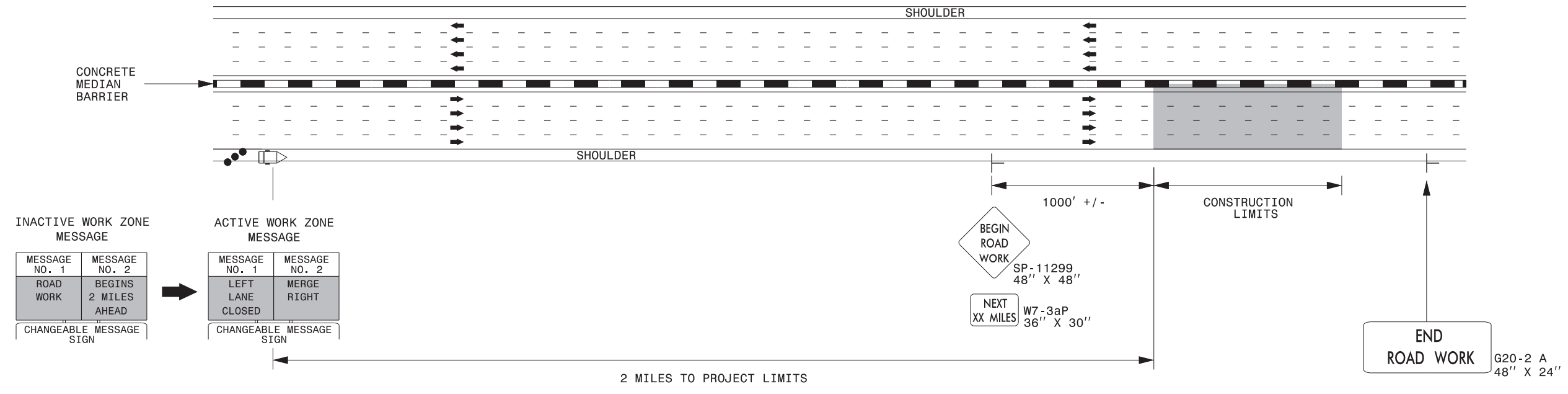
ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

5/15/2017 S:\TMU\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:kedais

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER







DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

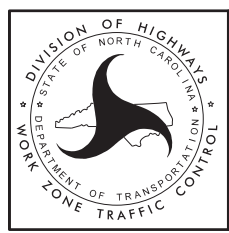


NOTES:

- 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

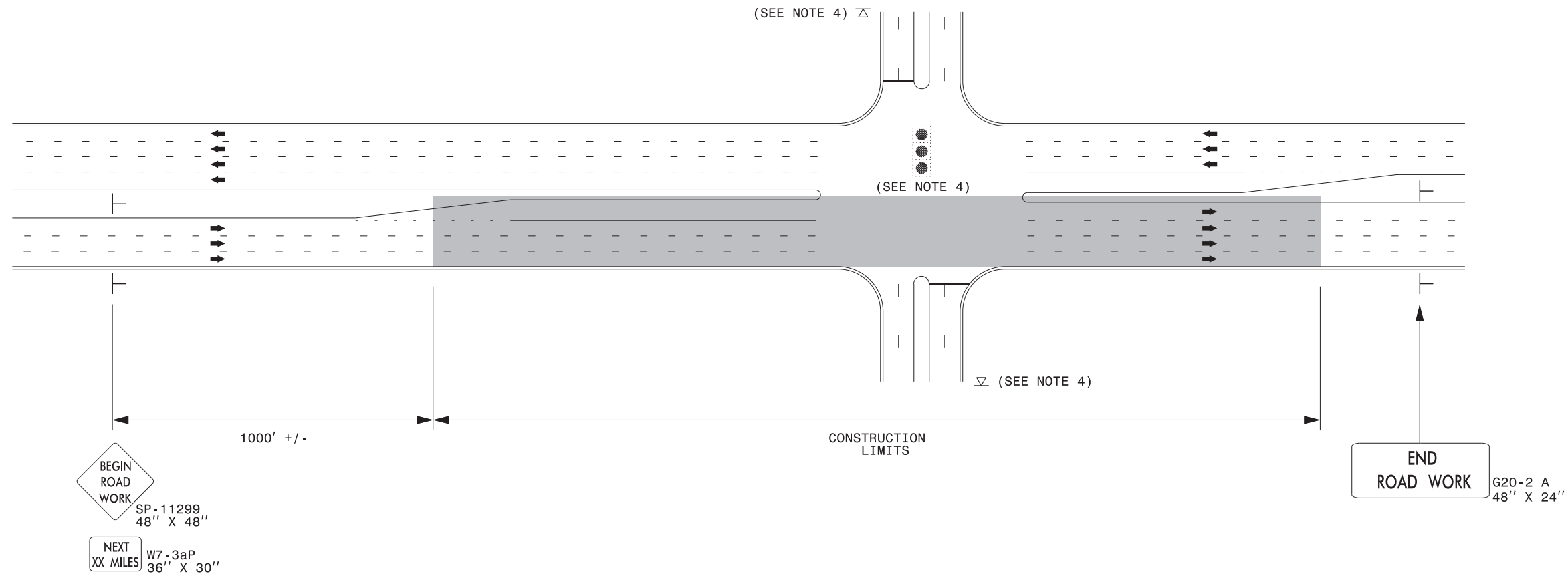
-  CHANGEABLE MESSAGE SIGN (CMS)
-  STATIONARY SIGN
-  DIRECTION OF TRAFFIC FLOW
-  TRAFFIC DRUM



RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH

3/23/2015 C:\Users\rmgarrrett\Downloads\Resurfacing_AdvWarn_HSpd.dgn User:rmgarrrett

URBAN / SUBURBAN WORKZONES

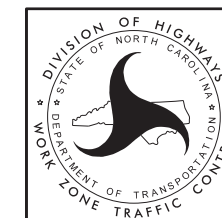


NOTES:

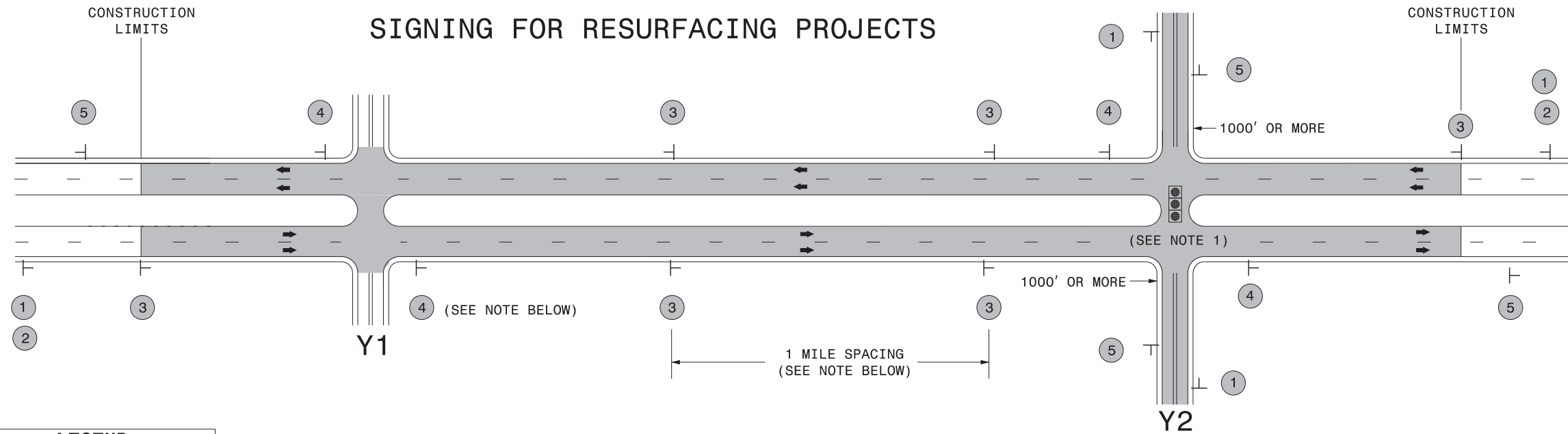
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. 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**



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	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;"> <div style="text-align: center;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 W7-3aP 24" X 18"	#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	 SP 13107 48" X 48"	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	 SP 13106 48" X 48"	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	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

NOTES:

- 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.

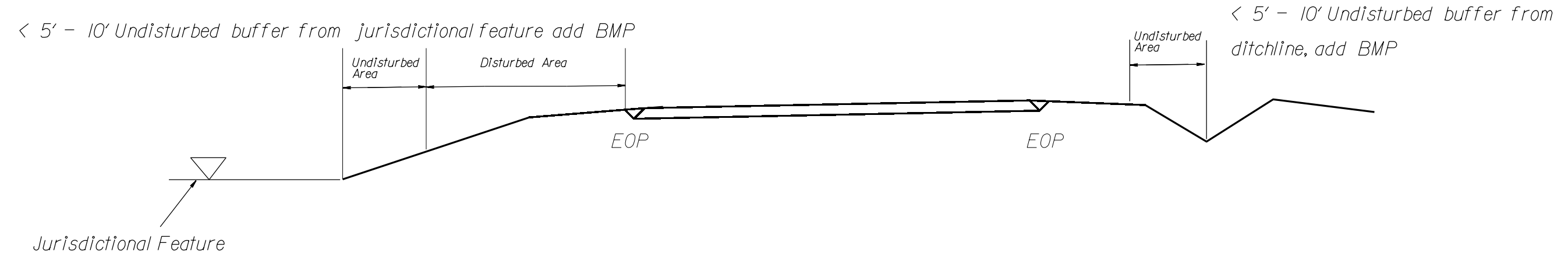
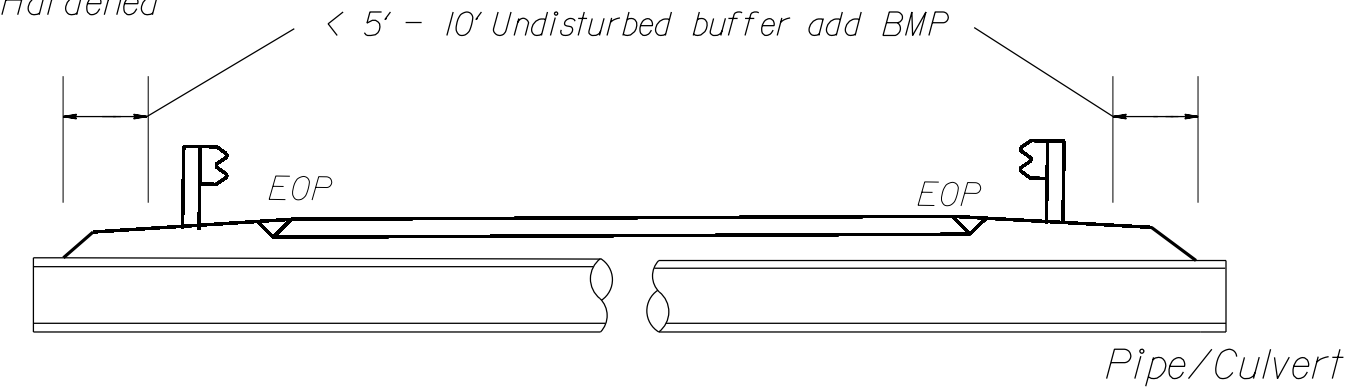


RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS

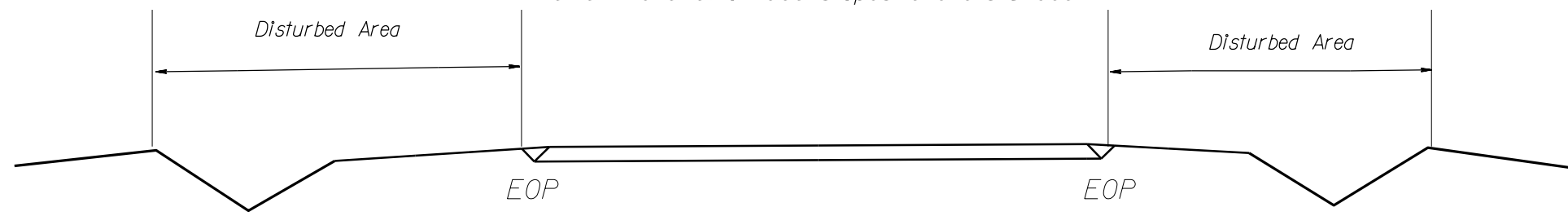
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

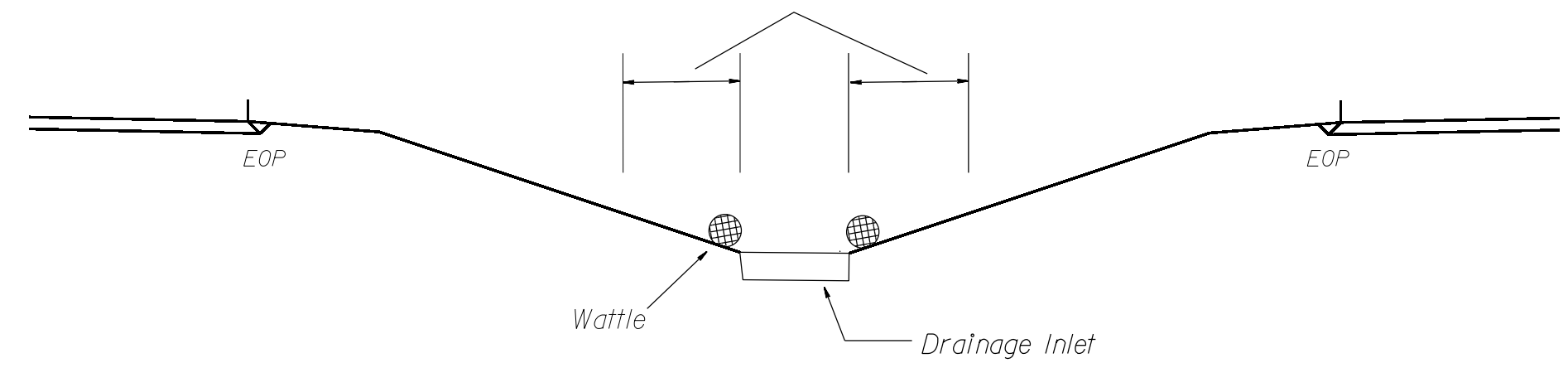
EROSION CONTROL DETAIL



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

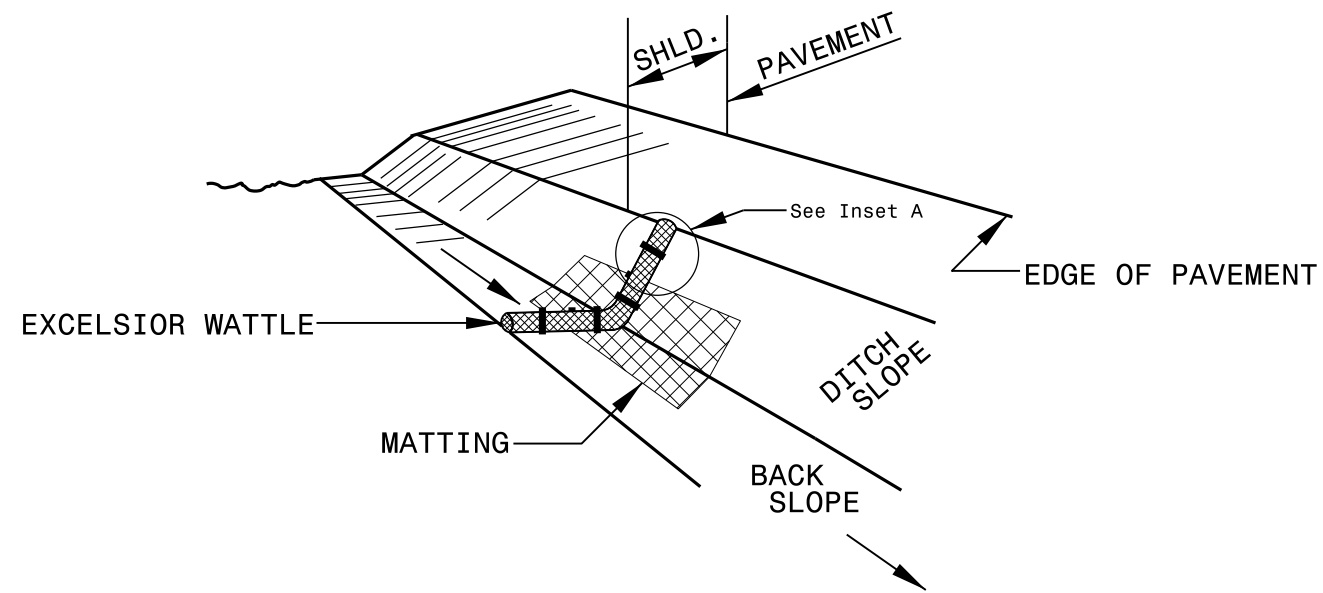


< 5' - 10' Undisturbed buffer from inlet, add wattle

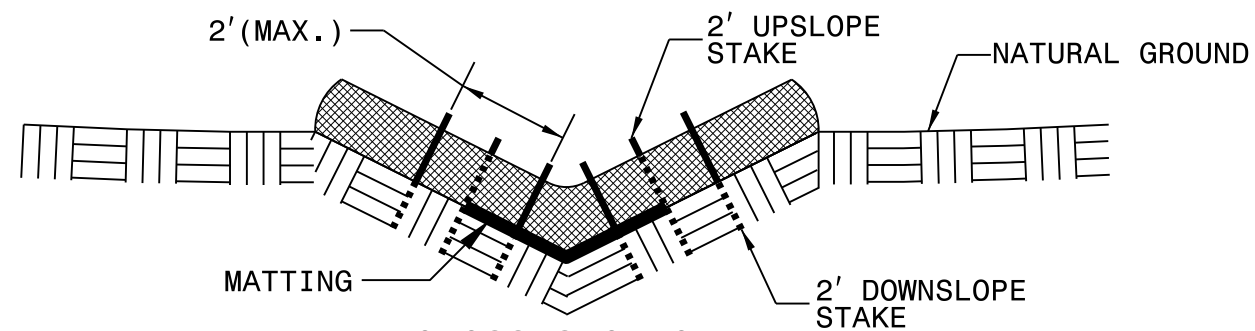


NOT TO SCALE

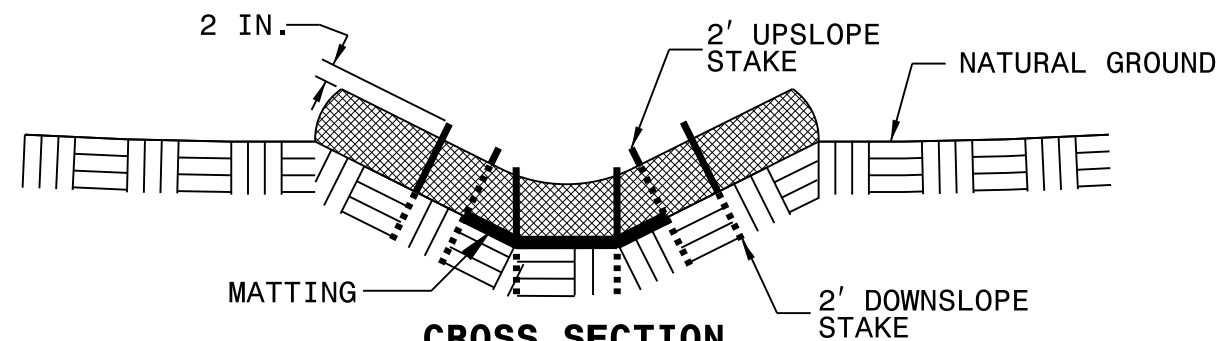
WATTLE DETAIL



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.

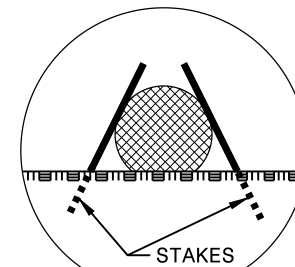
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

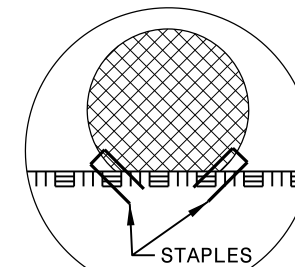
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

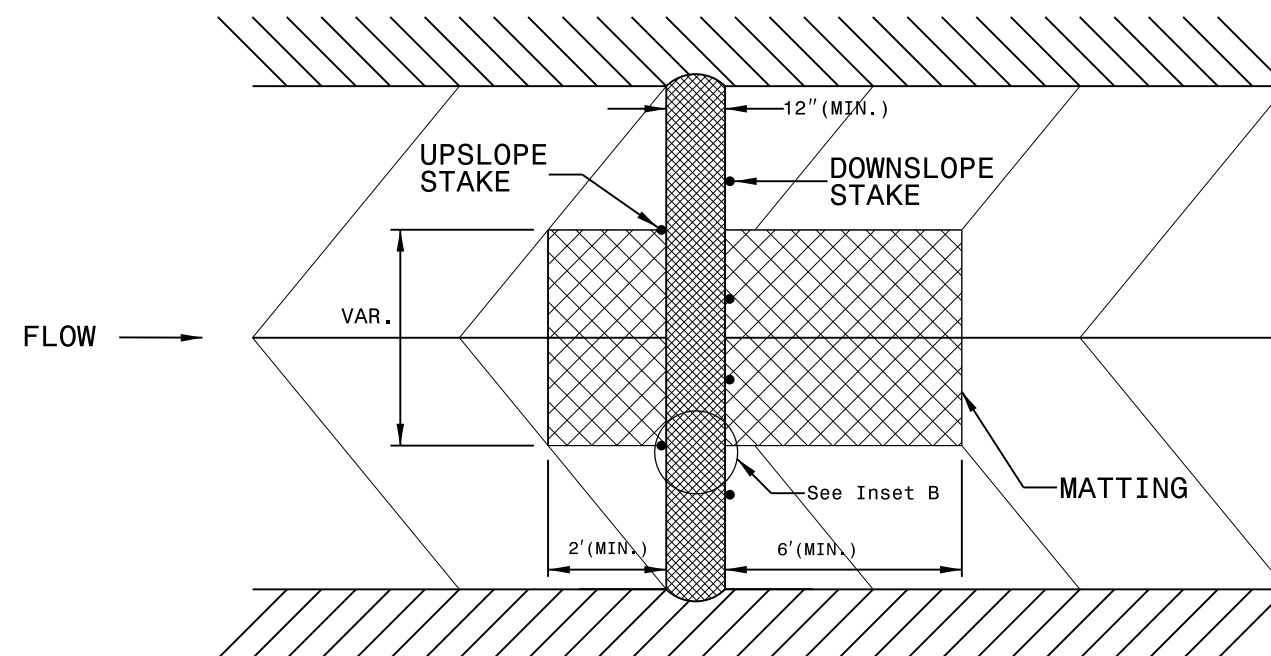
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW