

PROJECT NO.	SHEET NO.	TOTAL NO.
2021CPT.11.01.10861	1	2
2021CPT.11.01.20861		
2021CPT.11.01.20991		
2021CPT.11.01.20971		

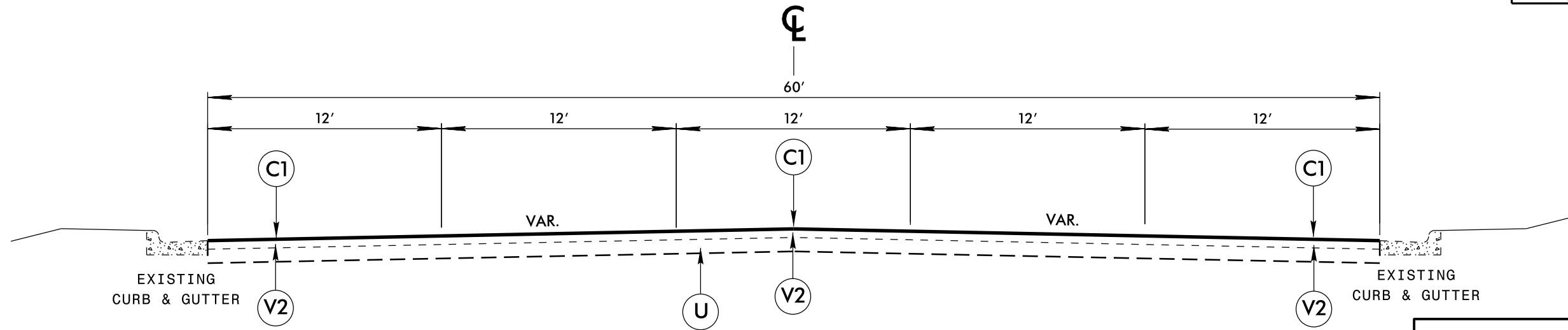
**SUMMARY OF QUANTITIES**

PROJECT NO.	COUNTY	MAP NO.	ROUTE	ROUTE NAME	FROM DESCRIPTION	TO DESCRIPTION	MILE POST FROM	MILE POST TO	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	010600000-E	122000000-E	124500000-E	129700000-E	130800000-E	130800000-E	133000000-E	151900000-E	152000000-E	157500000-E	170400000-E	281500000-N	283000000-N	284500000-N	608400000-E	728800000-E	730000000-E	732400000-N	744400000-E	745600000-E									
														BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1 1/2" MILLING	0" TO 1.5" MILLING	0" TO 3" MILLING	INCIDENTAL MILLING	SURFACE COURSE, \$9.58	LEVELING COURSE, \$9.58	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADI. OF DROP INLET	ADI. OF MANHOLES	ADI. OF METER OR VALVE BOX	SEED & MULCHING	PAVED TRENCHING (*****') LF	UNPAVED TRENCHING (*****') LF	JUNCTION BOX (STANDARD SIZE) EA	INDUCTIVE LOOP	LEAD-IN CABLE									
												MI	FT	CY	TONS	SMI	SY	SY	SY	TONS	TONS	TONS	TONS	EA	EA	EA	AC	LF	LF	EA	EA	EA	EA									
2021CPT.11.01.10861	Surry	1A	NC 89	NC 89	US 52 Bus	Bridge # 304 over Lovills Creek	11.75	12.33	2	4	MU	0.58	48				17,966			1,000	1,482		99		1	2	6		100	100	3	4,500	150									
2021CPT.11.01.10861	Surry	1B	NC 89	NC 89	Bridge # 304 over Lovills Creek	SR 2432	12.36	12.59	2	5	MU	0.23	60				8,906			500	735		49		1	2	4		50	50	1	1,800	50									
2021CPT.11.01.10861	Surry	1C	NC 89	NC 89	SR 2432	SR 1394	12.59	13.48	1	5	MU	0.89	60						34,461	1,500	2,843		190		1	2	4		50	50	6	2,500	150									
2021CPT.11.01.10861	Surry	2	NC 103	NC 103	NC 104	SR 1748	0.26	3.70	3	2	ZWU	3.44	24	688	69	6.88		1,050		1,500	4,395		294		1	2	2	2.50														
<b>TOTAL FOR PROJECT NO. 2021CPT.11.01.10861</b>														<b>688</b>	<b>69</b>	<b>6.88</b>	<b>26,872</b>	<b>1,050</b>	<b>34,461</b>	<b>4,500</b>	<b>9,455</b>	<b>0</b>	<b>634</b>	<b>440</b>	<b>4</b>	<b>8</b>	<b>16</b>	<b>2.50</b>	<b>200</b>	<b>200</b>	<b>10</b>	<b>8,800</b>	<b>350</b>									
2021CPT.11.01.20861	Surry	1D	SR 1670	East Independence Blvd	US 52 Bus	NC 104	0.00	0.27	2	4	MU	0.27	48				8,000			725		49																				
2021CPT.11.01.20861	Surry	3	SR 1149	W. Market Street	US 21 Bus	Bridge # 387 over Elkin Creek	0.00	0.33	2	4	MU	0.33	40		10		8,518			150	703		47			1	1		50	50	1	500	50									
2021CPT.11.01.20861	Surry	4	SR 1149	Elk Spur St	Bridge # 387 over Elkin Creek	Wilkes Co Line	0.33	1.40	5	2	ZWU	1.07	25		10		17,263			150	1,424		95			1	1															
2021CPT.11.01.20861	Surry	5	SR 1465	James Dunbar Rd	NC 89	EOM	0.00	0.30	3	2	ZWU	0.30	18						100	287	89	19																				
2021CPT.11.01.20861	Surry	6	SR 1638	Merita Street	US 52 S	SR 1637	0.00	0.37	3	2	ZWU	0.37	18						100	355		24																				
2021CPT.11.01.20861	Surry	7	SR 1701	Greenhill rd	N. Main Street/Wards Gap Rd	Beechtree Cir (NS)	0.70	0.88	3	2	ZWU	0.18	18						100	172		12																				
2021CPT.11.01.20861	Surry	8A	SR 1857	W. Main Street (Pilot Mountain)	NC 268	END Sidewalk Section	1.20	2.04	5	2	ZWU	0.84	40				21,683			150	1,789		120			15	5															
2021CPT.11.01.20861	Surry	8B	SR 1857	W. Main Street (Pilot Mountain)	END Sidewalk Section	SR 1855	2.04	2.20	4	2	ZWU	0.16	26				2,685			150	221		15			2	2															
2021CPT.11.01.20861	Surry	9	SR 2050	Academy Street	SR 2110	SR 1857	0.95	1.70	3	2	ZWU	0.75	20							980	799		54																			
2021CPT.11.01.20861	Surry	10	SR 2110	Golf Course Rd	SR 2050	SR 1857	0.00	0.92	3	2	ZWU	0.92	20							980	980		86																			
<b>TOTAL FOR PROJECT NO. 2021CPT.11.01.20861</b>														<b>0</b>	<b>90</b>	<b>0</b>	<b>58,149</b>	<b>0</b>	<b>0</b>	<b>900</b>	<b>7,455</b>	<b>391</b>	<b>520</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>9</b>	<b>0.00</b>	<b>50</b>	<b>50</b>	<b>1</b>	<b>500</b>	<b>50</b>									
2021CPT.11.01.20991	Yadkin	11	SR 1100	Windsor Rd	SR 1103	SR 1115	3.41	7.77	6	2	ZWU	4.36	20							4,643	1,432		311																			
2021CPT.11.01.20991	Yadkin	12A	SR 1141	Reavis Rd	SR 1150	Bridge # 220 over US 421	0.00	0.15	7	3	ZWD	0.15	40							319			21																			
2021CPT.11.01.20991	Yadkin	12B	SR 1141	Reavis Rd	Bridge # 220 over US 421	SR 1134	0.19	0.33	7	3	ZWD	0.14	40							298			20																			
2021CPT.11.01.20991	Yadkin	12C	SR 1141	Reavis Rd	SR 1134	SR 1314	0.33	1.10	6	2	ZWU	0.77	20							820			55																			
2021CPT.11.01.20991	Yadkin	13	SR 1310	W. Main Street (Jonesville)	US 21 Bus	US 21 Bus	0.00	0.61	8	2	ZWU	0.61	32							12,597			70				2	2														
<b>TOTAL FOR PROJECT NO. 2021CPT.11.01.20991</b>														<b>0</b>	<b>50</b>	<b>0</b>	<b>7,486</b>	<b>0</b>	<b>0</b>	<b>12,597</b>	<b>0</b>	<b>7,119</b>	<b>1,432</b>	<b>477</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0.00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>									
2021CPT.11.01.20971	Wilkes	14	SR 2300	Elk Spur St	NC 268 Bus	Surry Co Line	0.00	0.25	5	2	ZWU	0.25	25							333			22				2	2														
<b>TOTAL FOR PROJECT NO. 2021CPT.11.01.20971</b>														<b>0</b>	<b>10</b>	<b>0</b>	<b>4,033</b>	<b>0</b>	<b>0</b>	<b>4,033</b>	<b>0</b>	<b>0</b>	<b>333</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0.00</b>	<b>50</b>	<b>50</b>	<b>1</b>	<b>350</b>	<b>50</b>							
<b>GRAND TOTAL</b>												<b>16.61</b>	<b>688</b>	<b>219</b>	<b>6.88</b>	<b>96,540</b>	<b>1,050</b>	<b>47,058</b>	<b>5,400</b>	<b>24,362</b>	<b>1,823</b>	<b>1,653</b>	<b>440</b>	<b>4</b>	<b>32</b>	<b>29</b>	<b>2.50</b>	<b>300</b>	<b>300</b>	<b>12</b>	<b>9,650</b>	<b>450</b>										

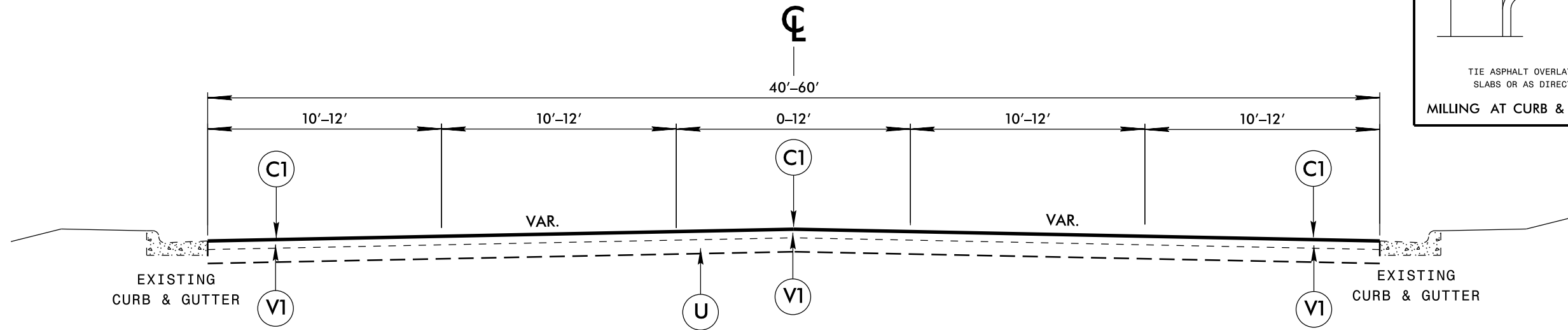
For 'Mile Post' information, visit [ncdot.maps.arcgis.com](http://ncdot.maps.arcgis.com), then select 'NCDOT Distance Hatches & Structures Map'



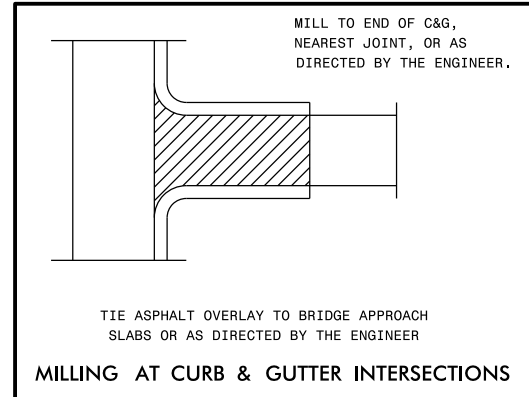
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**TYPICAL SECTION NO. 1**  
 MAP 1C - NC 89 FROM SR 2432 TO SR 1394

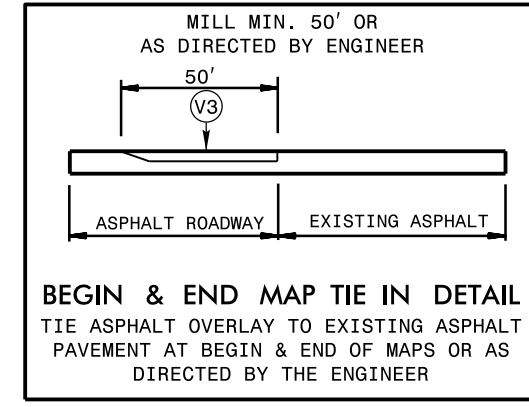
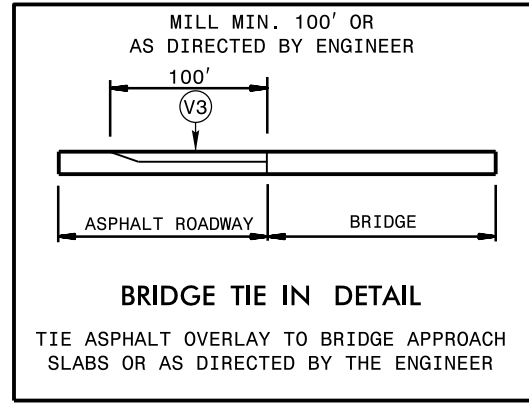


**TYPICAL SECTION NO. 2**  
 MAP 1A - NC 89 FROM US 52 BUS. TO BRIDGE#304  
 MAP 1B - NC 89 FROM BRIDGE#304 TO SR 2432  
 MAP 1D - SR 1670 FROM US 52 BUS. TO NC 104  
 MAP 3 - SR 1149 FROM US 21 BUS. TO BRIDGE#387



- INCIDENTAL MILLING IN LOCATIONS AS DIRECTED BY ENGINEER
- "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPALT PAVEMENT AT DEPTH OF 1½"
V2	MILLING OF EXISTING ASPALT PAVEMENT AT DEPTH OF 0"-3"
V3	INCIDENTAL MILLING



SURRY COUNTY PRIMARY AND SECONDARY ROADS 2021 ASPHALT RESURFACING		
REVISIONS	INT.	DATE

N.C. DEPARTMENT of TRANSPORTATION  
 DIVISION of HIGHWAYS  
 DIVISION ELEVEN

SCALE: N/A DATE: 12/18/2020

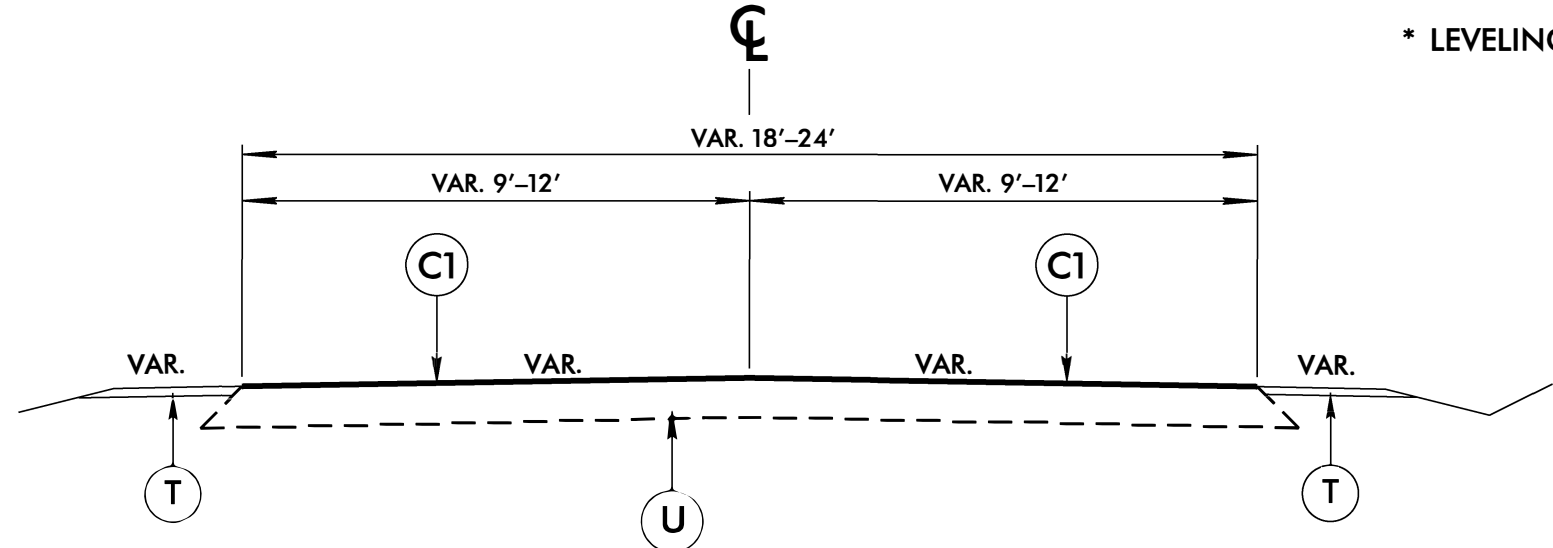
PREPARED BY: G.KIRBY

REVIEWED BY:

REVIEWED BY:

8/17/99

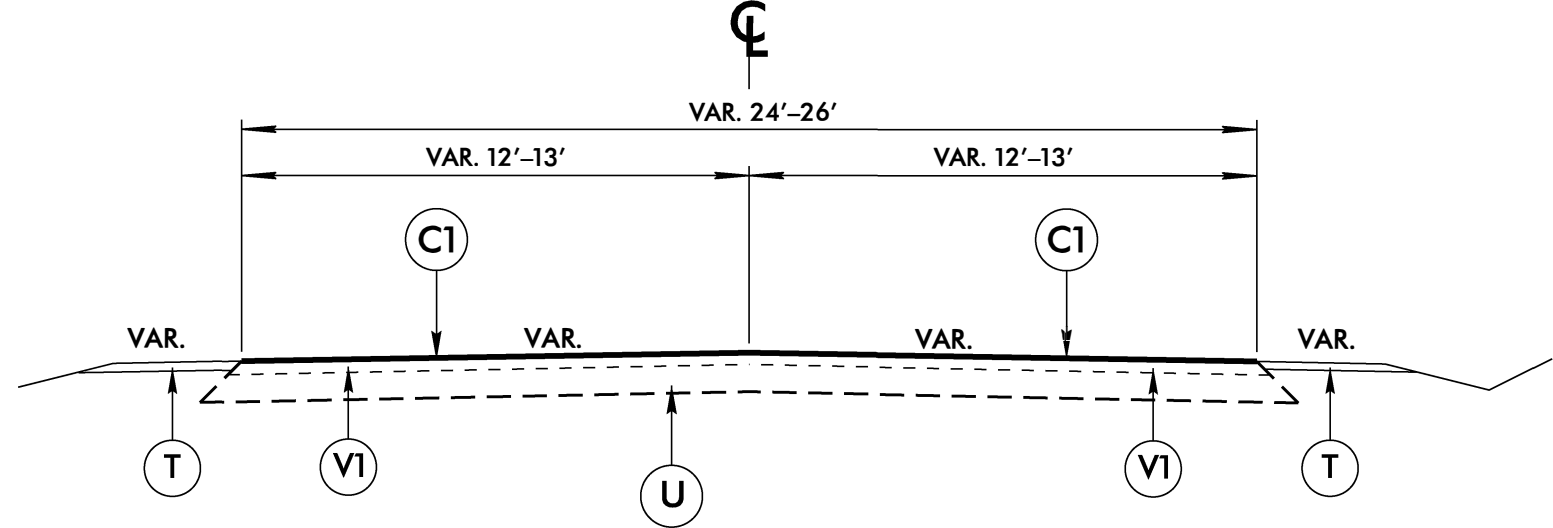
\* LEVELING AT LOCATIONS AS DIRECTED BY ENGINEER



\*NOTE : MAP 2 HAS UNKNOWN PAVEMENT STRUCTURE AT BRIDGE#32 MILLING WILL BE 0 TO 1 1/2".

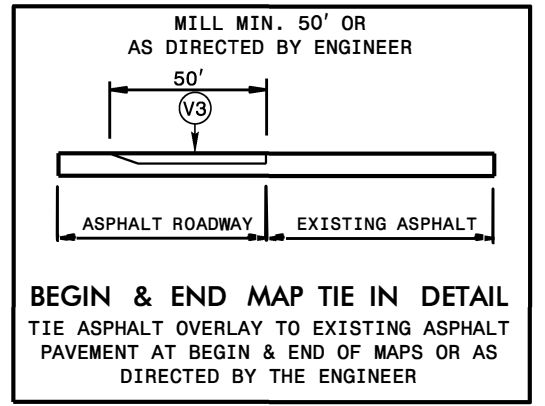
### TYPICAL SECTION NO. 3

- MAP 2 - NC 103 FROM NC 104 TO SR 1748 (SEE NOTE)
- MAP 5 - SR 1465 FROM NC 89 TO EOM
- MAP 6 - SR 1638 FROM US 52 S TO SR 1637
- MAP 7 - SR 1701 FROM N. MAIN ST. TO BEECHTREE CIR.
- MAP 9 - SR 2050 FROM SR 2110 TO SR 1857
- MAP 10 - SR 2110 FROM SR 2050 TO SR 1857



### TYPICAL SECTION NO. 4

MAP 8B - SR 1857 FROM END SIDEWALK TO SR 1855

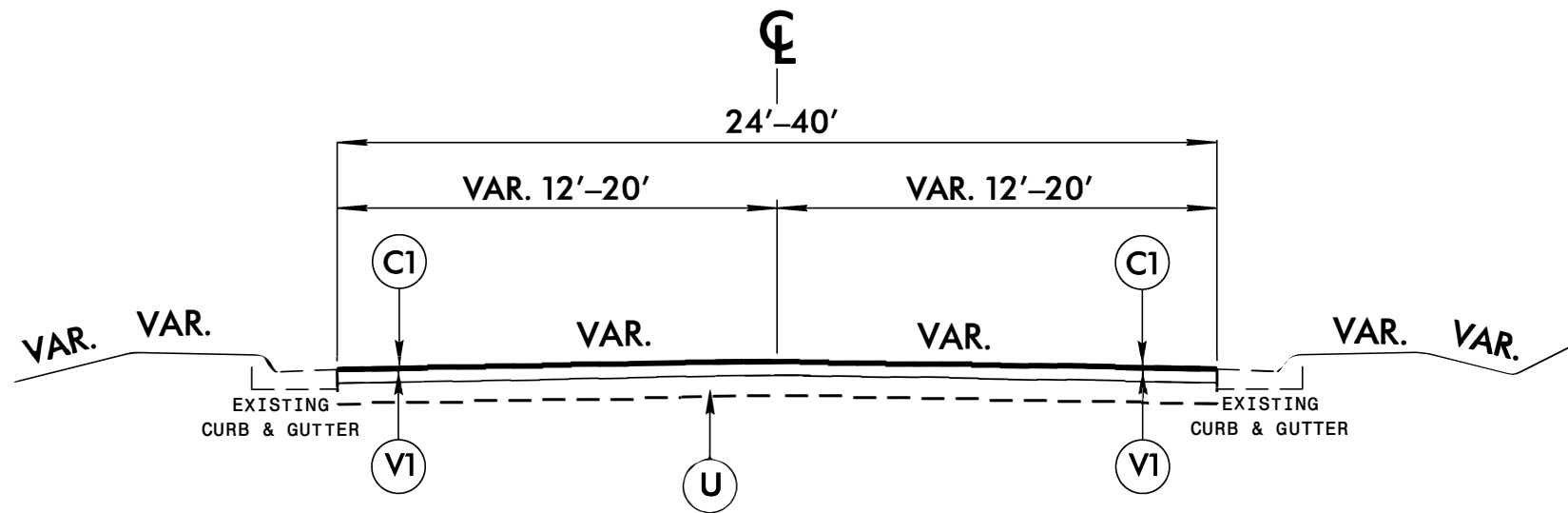


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPALT PAVEMENT AT DEPTH OF 1 1/2"
V3	INCIDENTAL MILLING

- INCIDENTAL MILLING IN LOCATIONS AS DIRECTED BY ENGINEER
- "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.

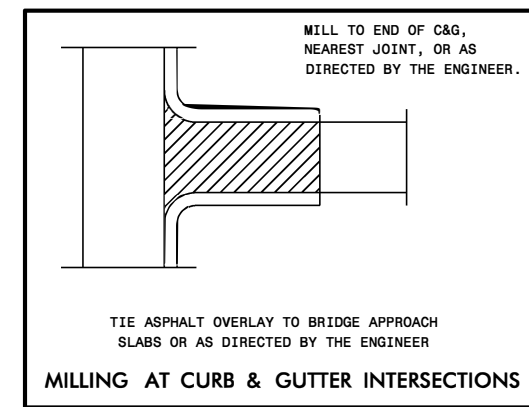
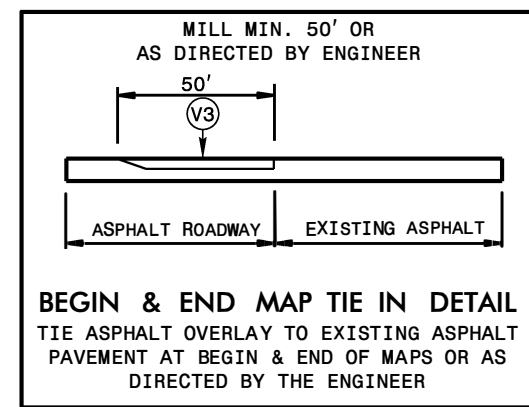
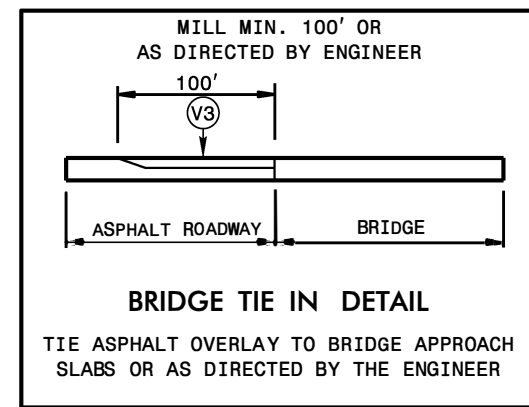
<b>SURRY COUNTY</b> PRIMARY AND SECONDARY ROADS 2021 ASPHALT RESURFACING		
REVISIONS _____ _____ _____	INT. DATE _____ _____ _____	
N.C. DEPARTMENT of TRANSPORTATION DIVISION of HIGHWAYS DIVISION ELEVEN		SCALE: N/A    DATE: 12/18/2020 PREPARED BY: G.KIRBY REVIEWED BY: REVIEWED BY:

8/17/99



### TYPICAL SECTION NO. 5

MAP 4 - SR 1149 FROM BRIDGE#387 TO WILKES CO. LINE  
 MAP 8A - SR 1857 FROM NC 268 TO END SIDEWALK  
 MAP 14 - SR 2300 (WILKES CO.) FROM NC 268 BUS. TO SURRY CO. LINE



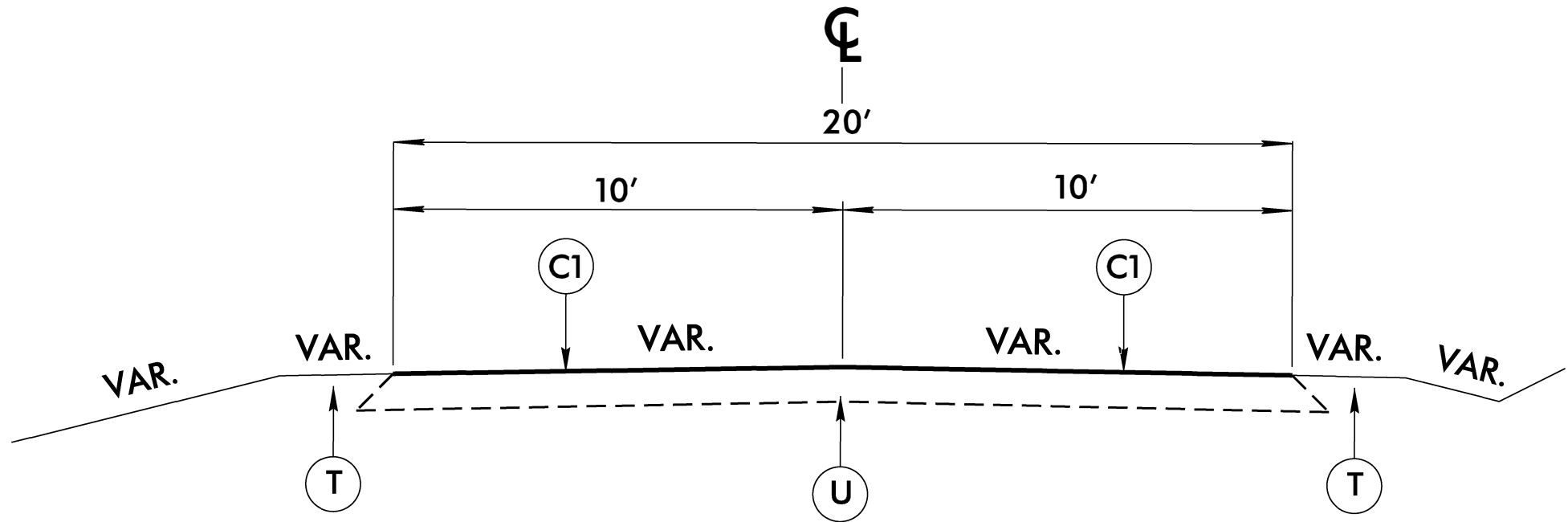
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPALT PAVEMENT AT DEPTH OF 1½"
V3	INCIDENTAL MILLING

- INCIDENTAL MILLING IN LOCATIONS AS DIRECTED BY ENGINEER
- "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.

<b>SURRY COUNTY</b> PRIMARY AND SECONDARY ROADS 2020 ASPHALT RESURFACING													
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N.C. DEPARTMENT of TRANSPORTATION DIVISION of HIGHWAYS DIVISION ELEVEN													

8/17/99

- \* "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.
- \* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER

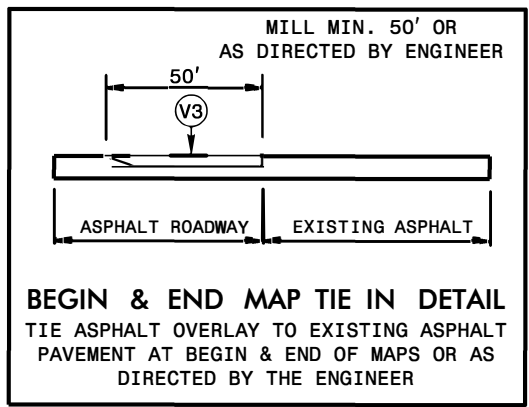


### TYPICAL SECTION NO. 6

MAP 11 - SR 1100 FROM SR 1103 TO SR 1115  
 MAP 12C- SR 1141 FROM SR 1134 TO SR 1314

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PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V3	INCIDENTAL MILLING (See Tie in Detail)



**YADKIN COUNTY  
 PRIMARY AND SECONDARY ROADS  
 ASPHALT RESURFACING**

REVISIONS	INIT.	DATE

N.C. DEPARTMENT of TRANSPORTATION  
 DIVISION of HIGHWAYS  
 DIVISION ELEVEN

SCALE: N/A DATE: 12/21/2020  
 PREPARED BY: G.KIRBY  
 REVIEWED BY:  
 REVIEWED BY:





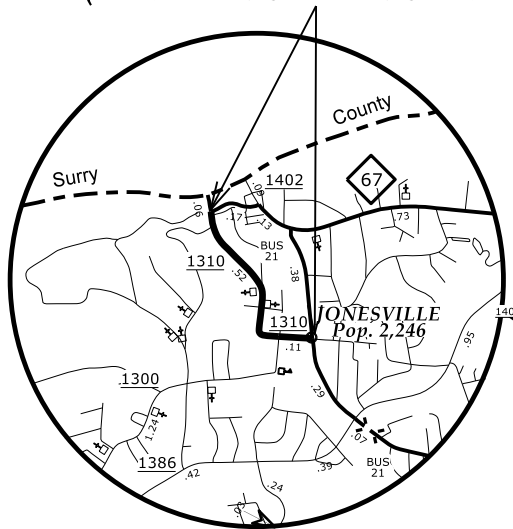




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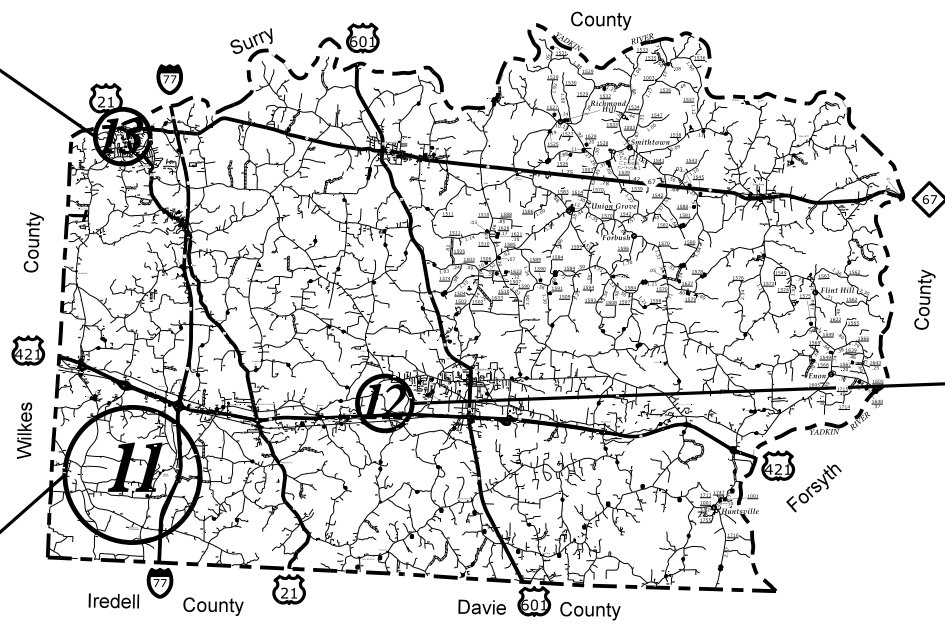
**MAP #13**

**\* SR 1310 W. MAIN STREET – (0.61mi.)  
(FROM US 21 BUS. TO US 21 BUS.)**



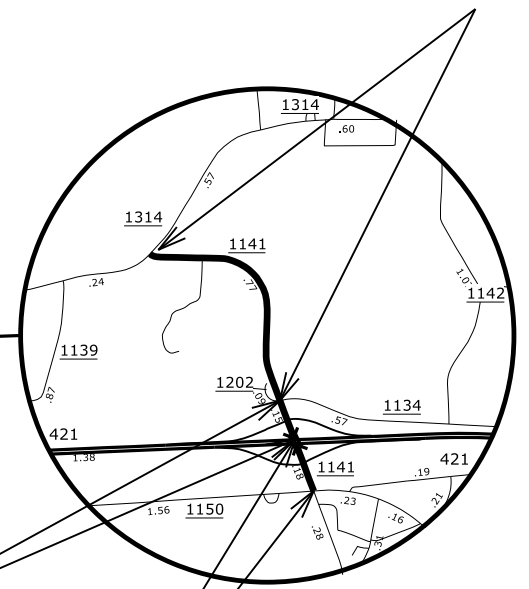
**YADKIN COUNTY**

**2021 RESURFACING  
MAP # 11, 12A, 12B, 12C AND # 13**



**MAP #12C**

**\* SR 1141 REAVIS RD. – (0.77mi.)  
(FROM SR 1134 TO SR 1314)**



**MAP #12B**

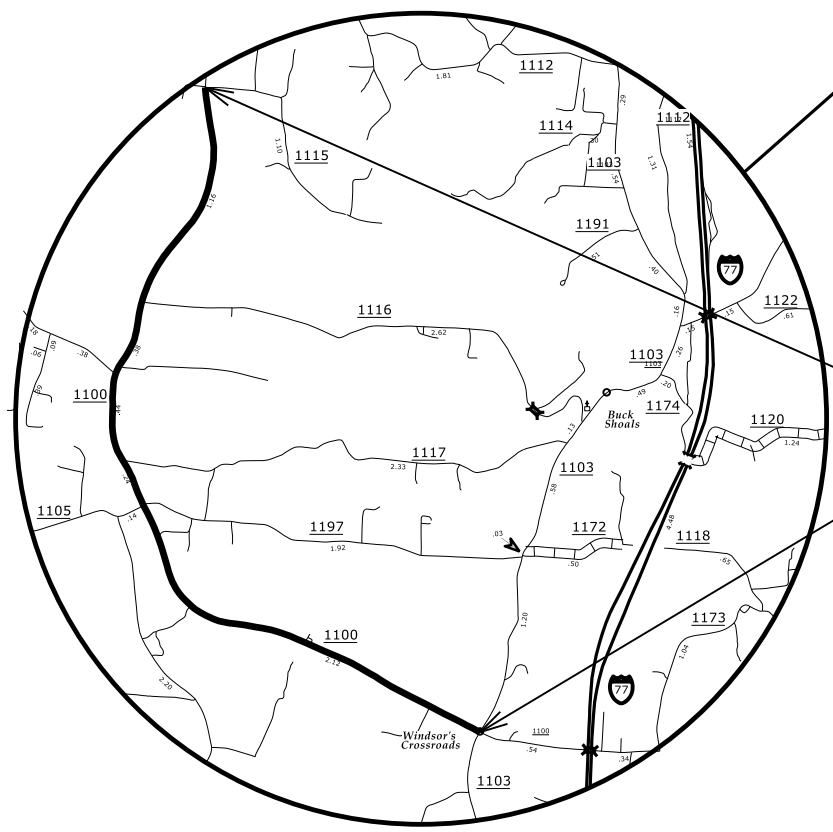
**\* SR 1141 REAVIS RD. – (0.14mi.)  
(FROM BRIDGE#220 TO SR 1134 )**

**MAP #12A**

**\* SR 1141 REAVIS RD. – (0.15mi.)  
(FROM SR 1150 TO BRIDGE#220)**

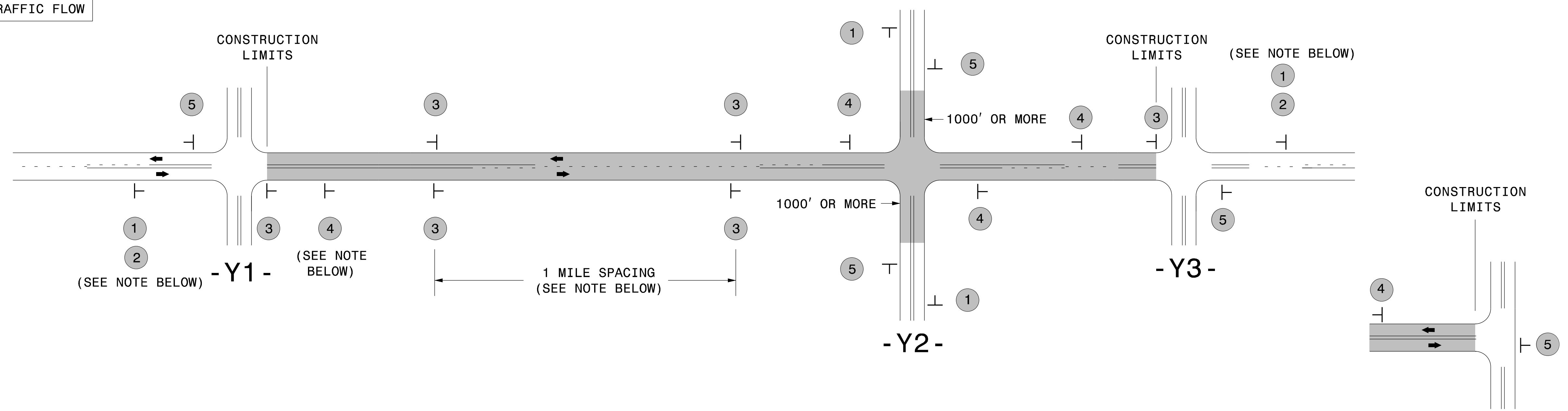
**MAP #11**

**\* SR 1100 WINDSOR RD. – (4.36mi.)  
(FROM SR 1103 TO SR 1115)**



# SIGNING FOR RESURFACING PROJECTS

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



## MAINLINE (-L-) SIGNING

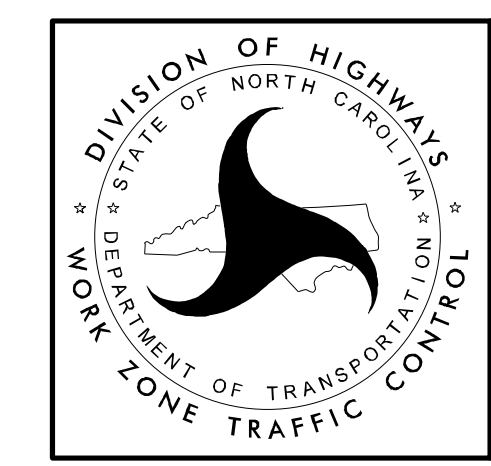
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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"> <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	 W7-3aP 24" X 18"	#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	 SP 13107 48" X 48"	<ul style="list-style-type: none"> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	4	 SP 13106 48" X 48"	<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</li> <li>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
	5	 G20-2 A 48" X 24"	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.

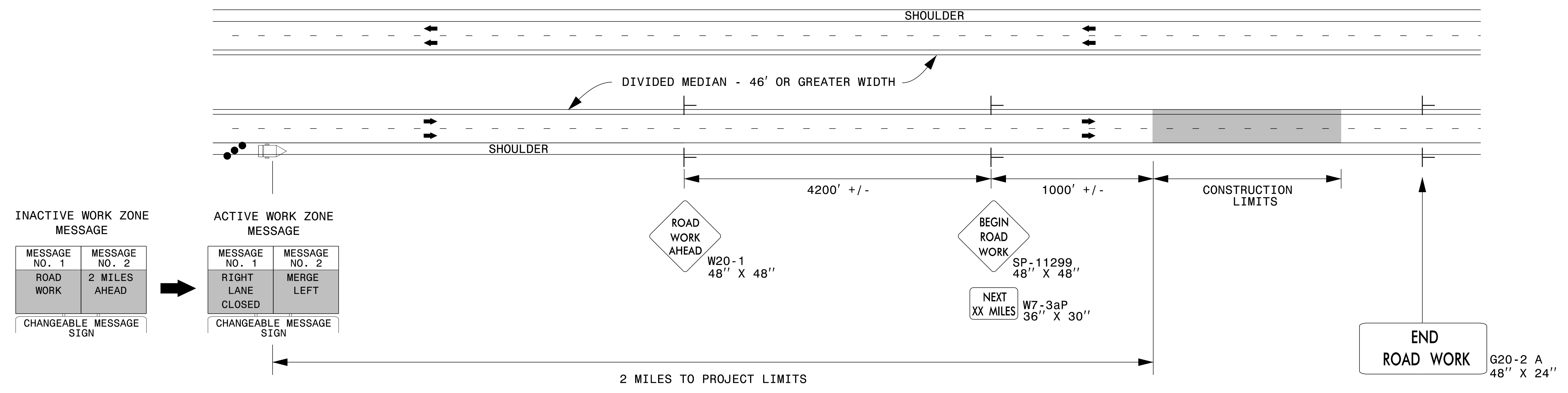
### MAPS LESS THAN 2 MILES

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.

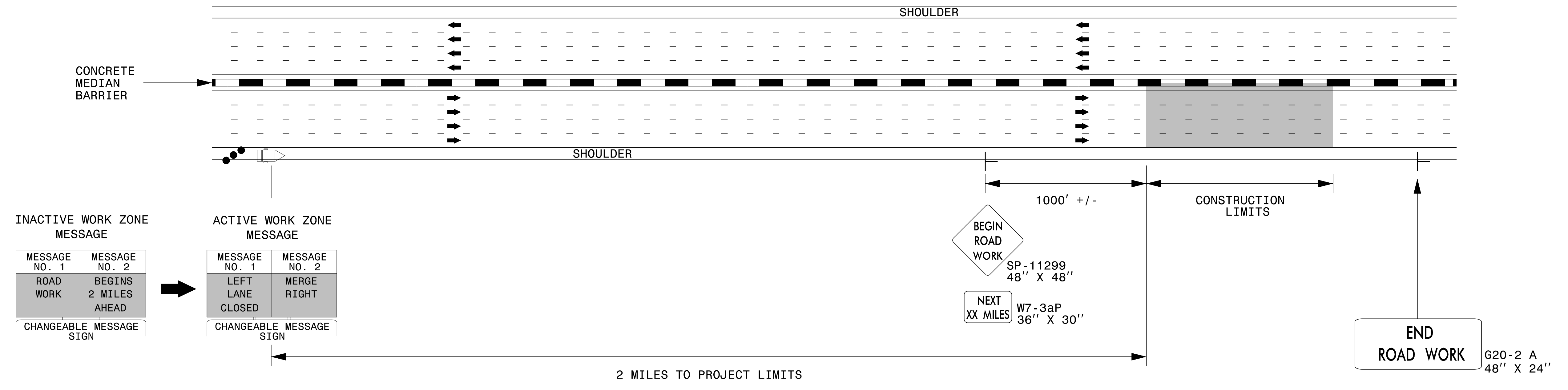


ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

## DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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

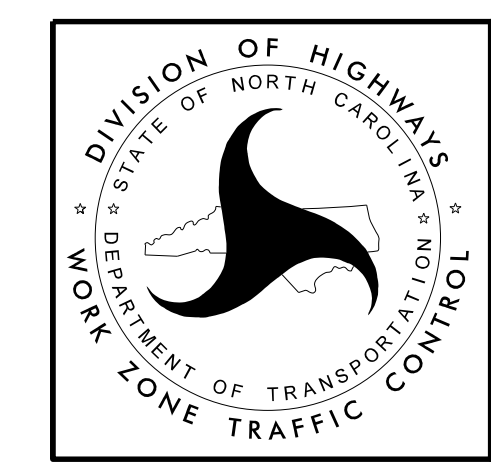


### NOTES:

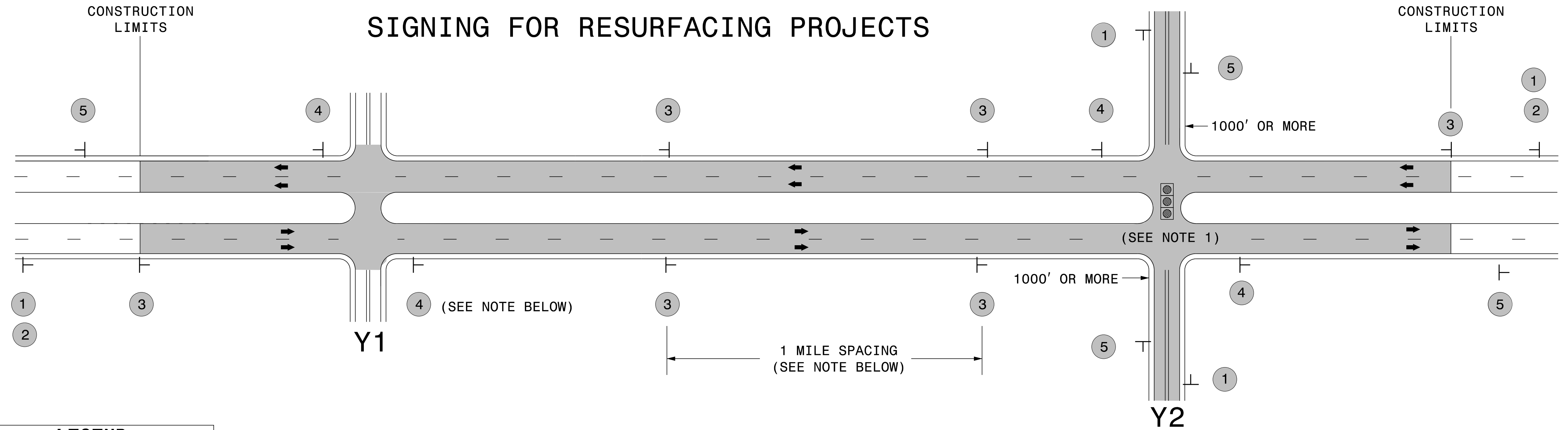
- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S 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**



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

**MAINLINE (-L-) SIGNING**

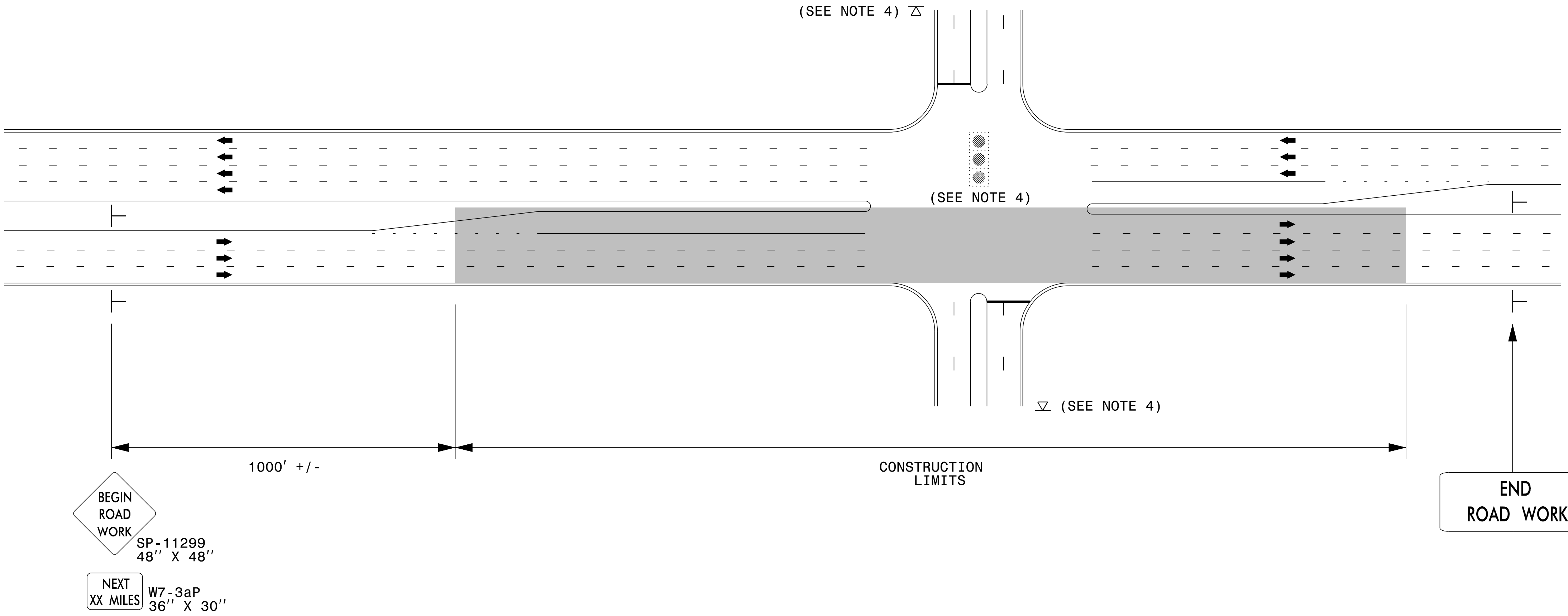
**-Y- LINE SIGNING**

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	 	<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; 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> <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>	

3/23/2015  
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 User:rmgarrrett

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

# URBAN / SUBURBAN WORKZONES



**NOTES:**

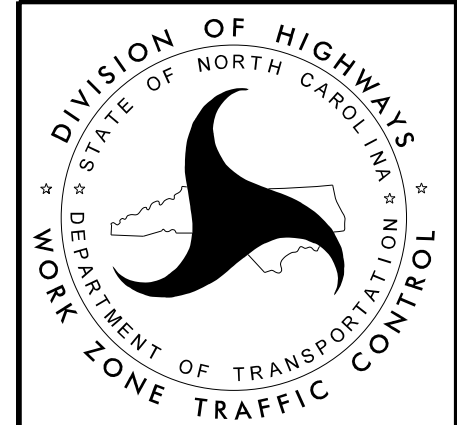
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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

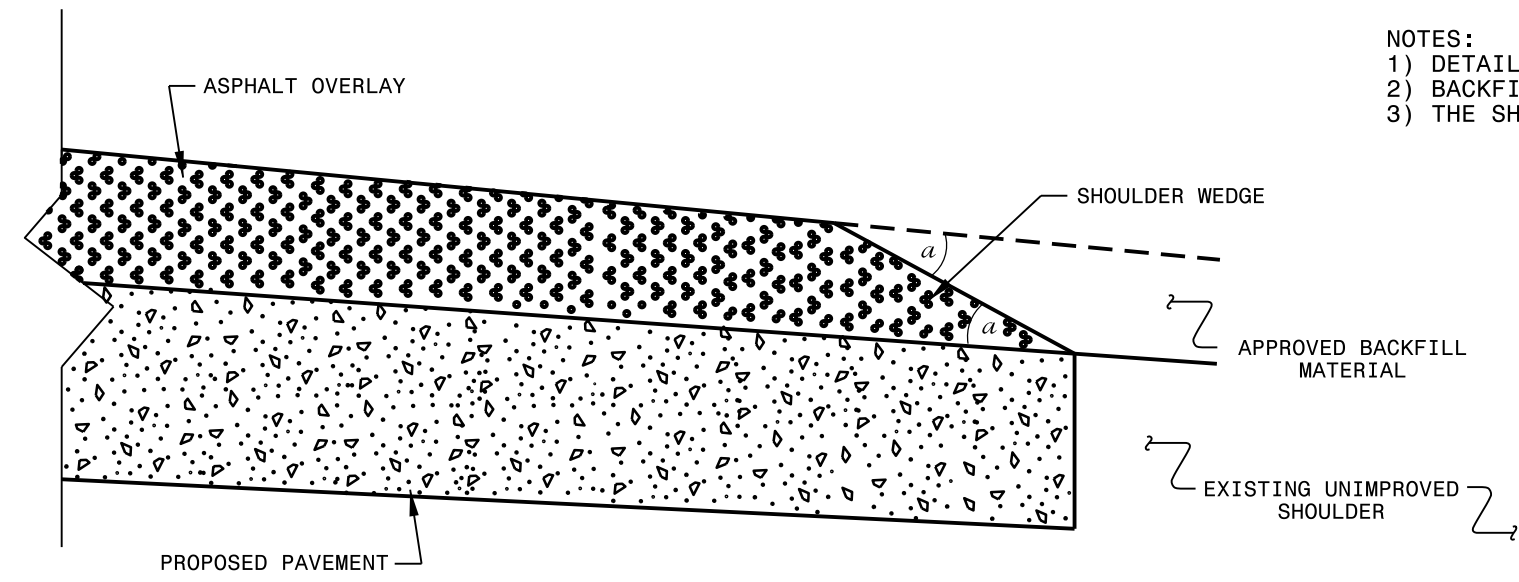
**END ROAD WORK**  
G20-2 A  
48" X 24"



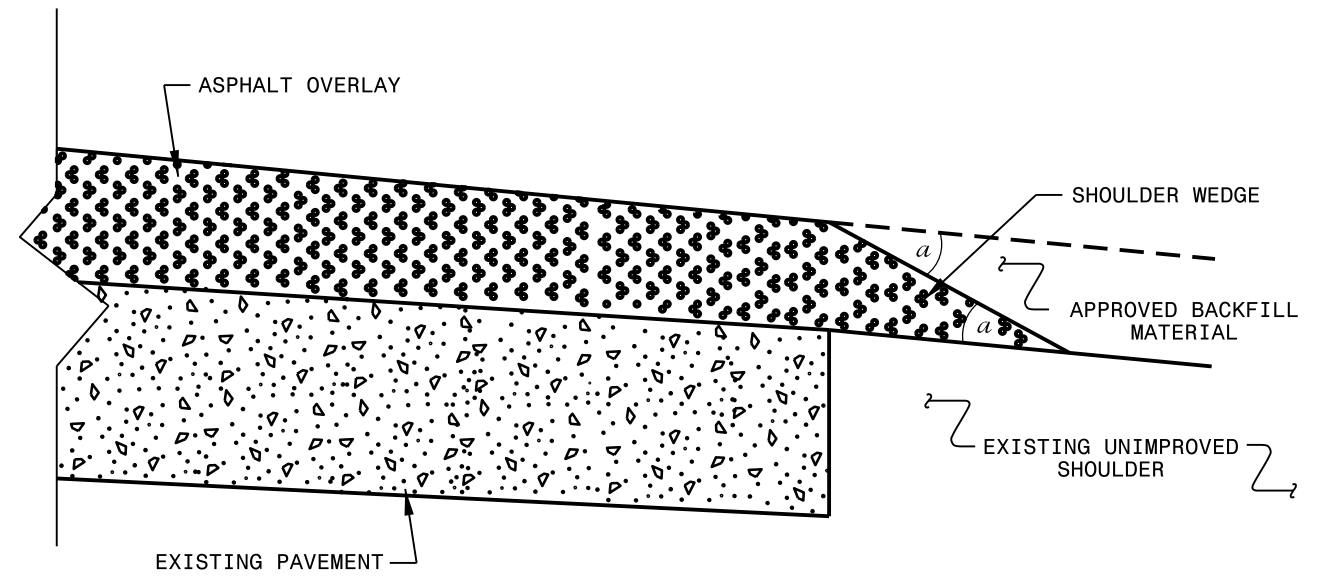
**RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES**

4/8/2015 C:\Users\rmgarrrett\Downloads\Resurfacing\_AdvWarn\_UrSu (2).dgn User:rmgarrrett

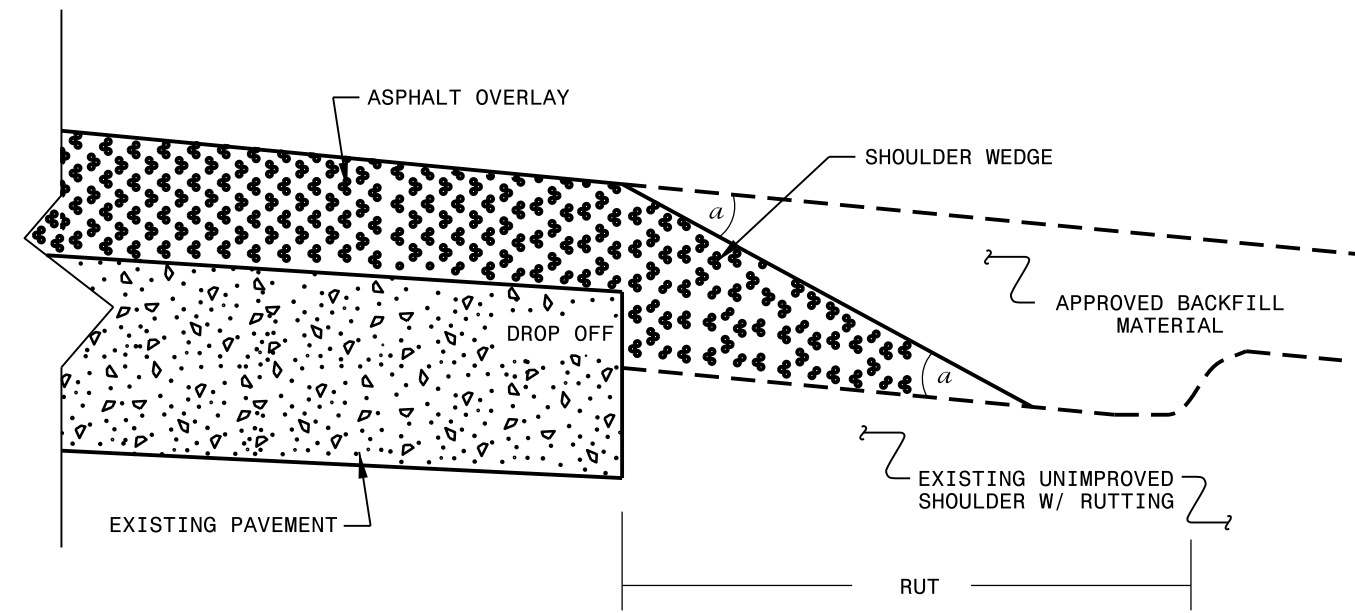
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn			

SYSTEMS DESIGN  
 USER NAME