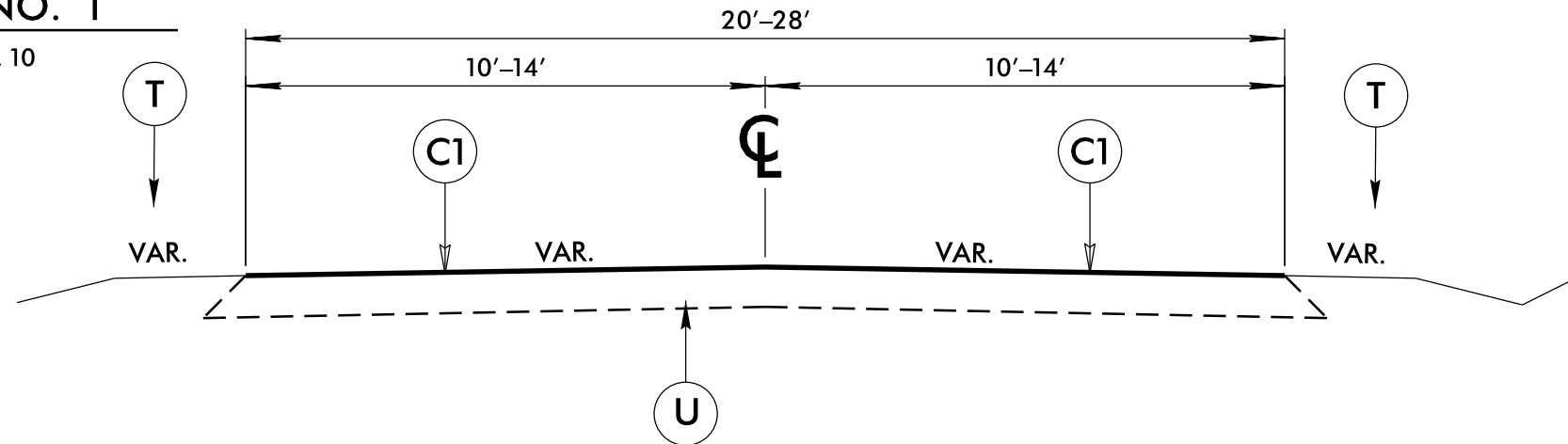


TYPICAL SECTION NO. 1

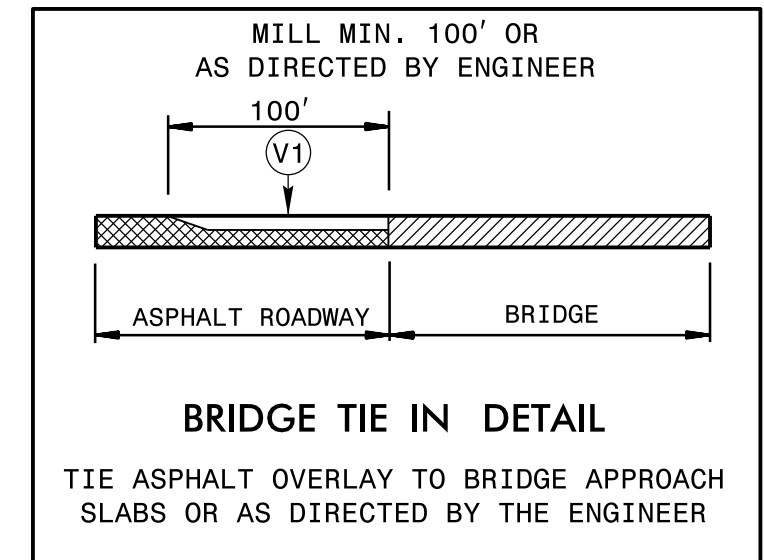
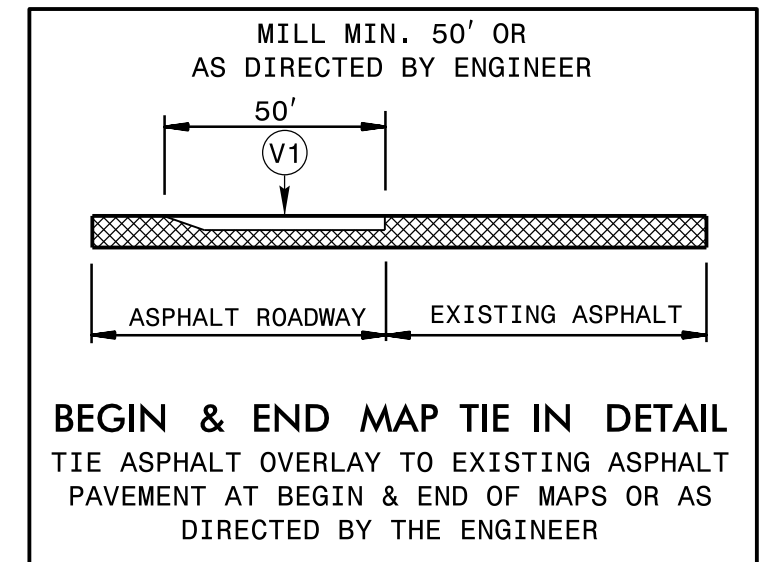
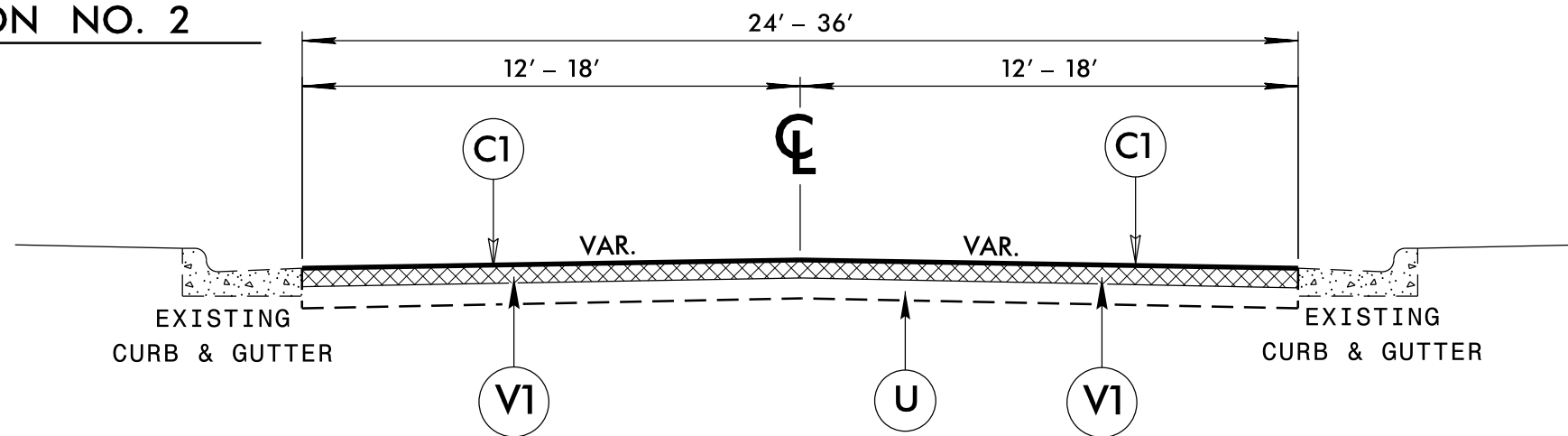
REFER TO MAPS: 1, 2, 3, 4, 5, 6, 10



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	MILL AT DEPTH OF 1-1/2"

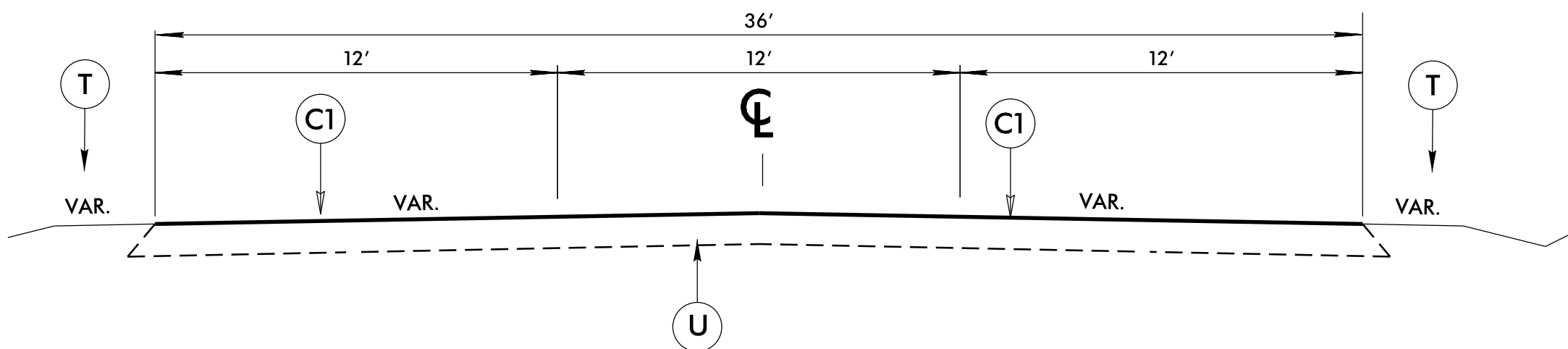
TYPICAL SECTION NO. 2

REFER TO MAP: 7, 8



TYPICAL SECTION NO. 3

REFER TO MAP: 9



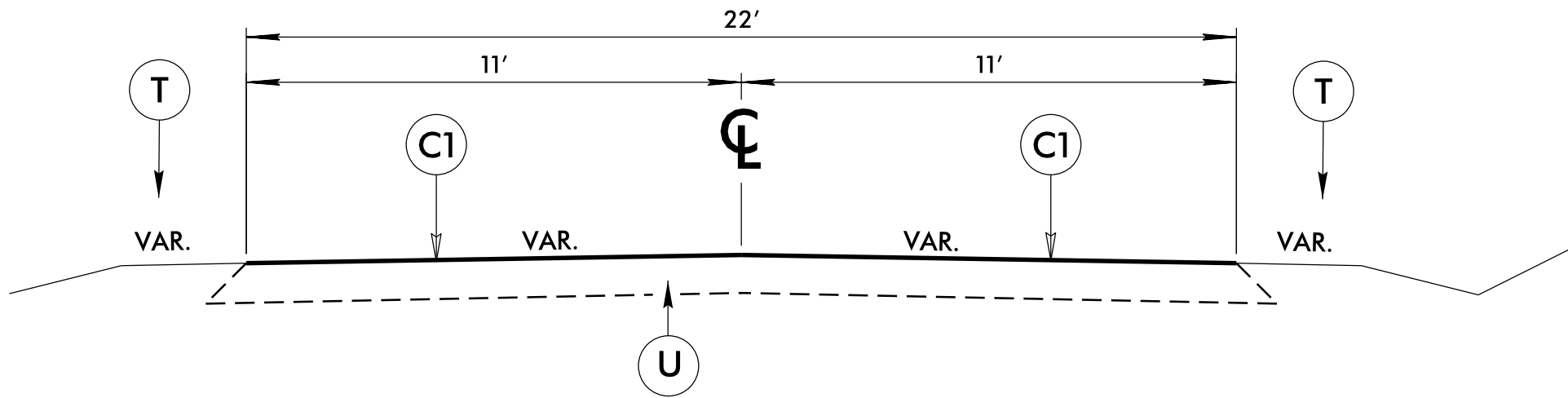
SURRY COUNTY		
2019 PRIMARY ROADS ASPHALT RESURFACING		
DIVISION II, DISTRICT I		
REVISIONS	INIT.	DATE
N.C. DEPARTMENT of TRANSPORTATION		SCALE: N/A DATE: 02/2018
DIVISION of HIGHWAYS		PREPARED BY: S.B. DARNELL
DIVISION ELEVEN		REVIEWED BY: J.D. WOOD

TYPICAL SECTION NO. 4

REFER TO MAP: 11

2019 RESURFACING

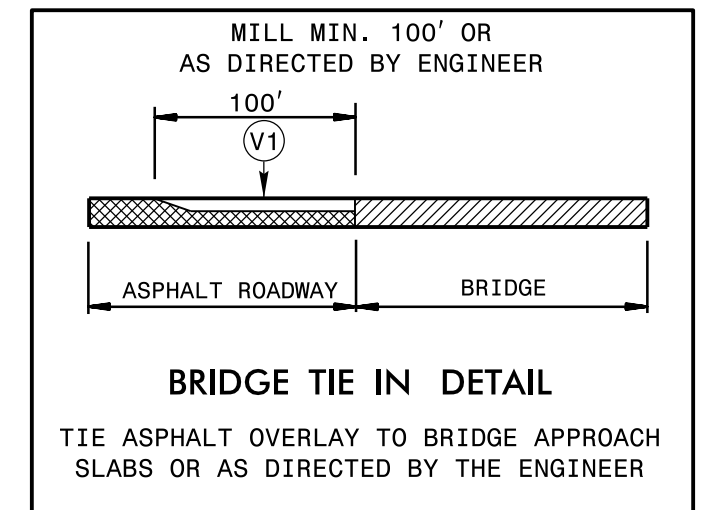
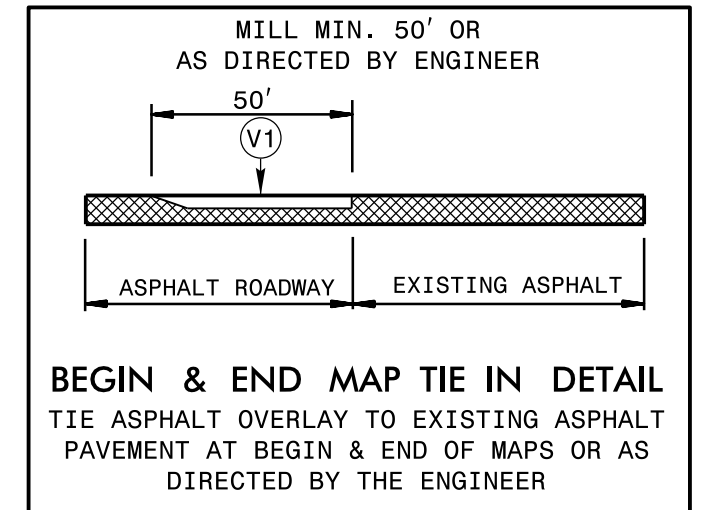
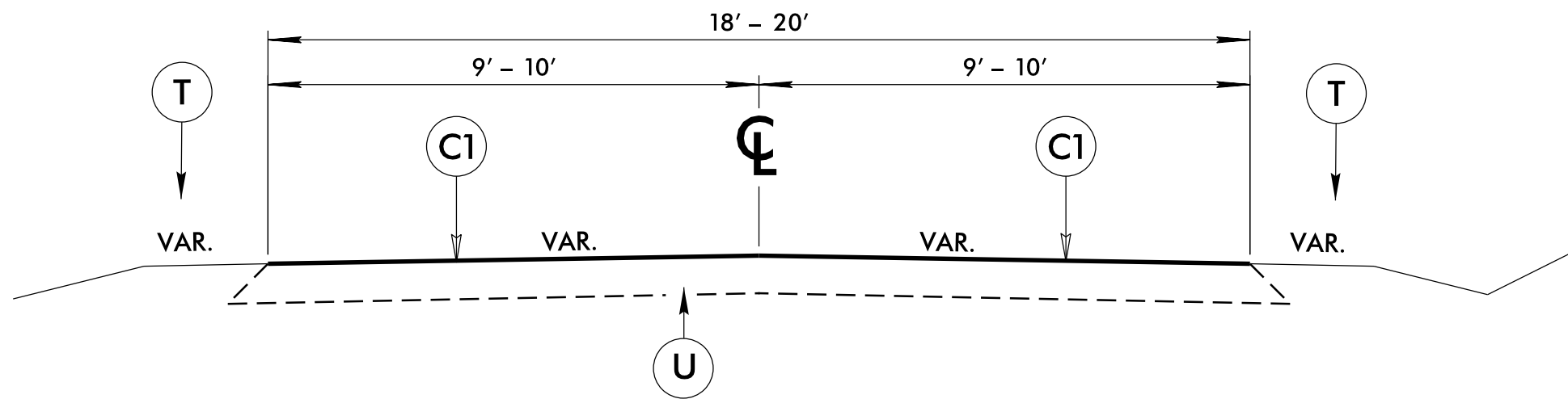
SHEET NO. 2



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.
C2	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A AT AN AVERAGE RATE OF 100 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILL AT DEPTH OF 1-1/2"

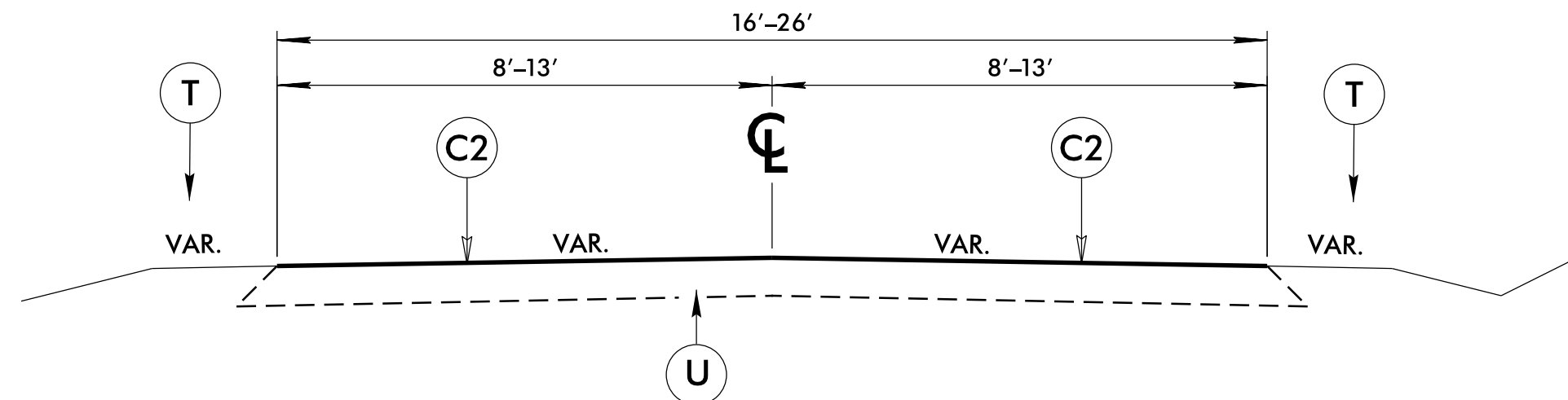
TYPICAL SECTION NO. 5

REFER TO MAPS: 12, 13, 20, 27, 30, 32



TYPICAL SECTION NO. 6

REFER TO MAPS: 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 28, 29, 31, 33, 34, 35, 36, 37, 38, 39



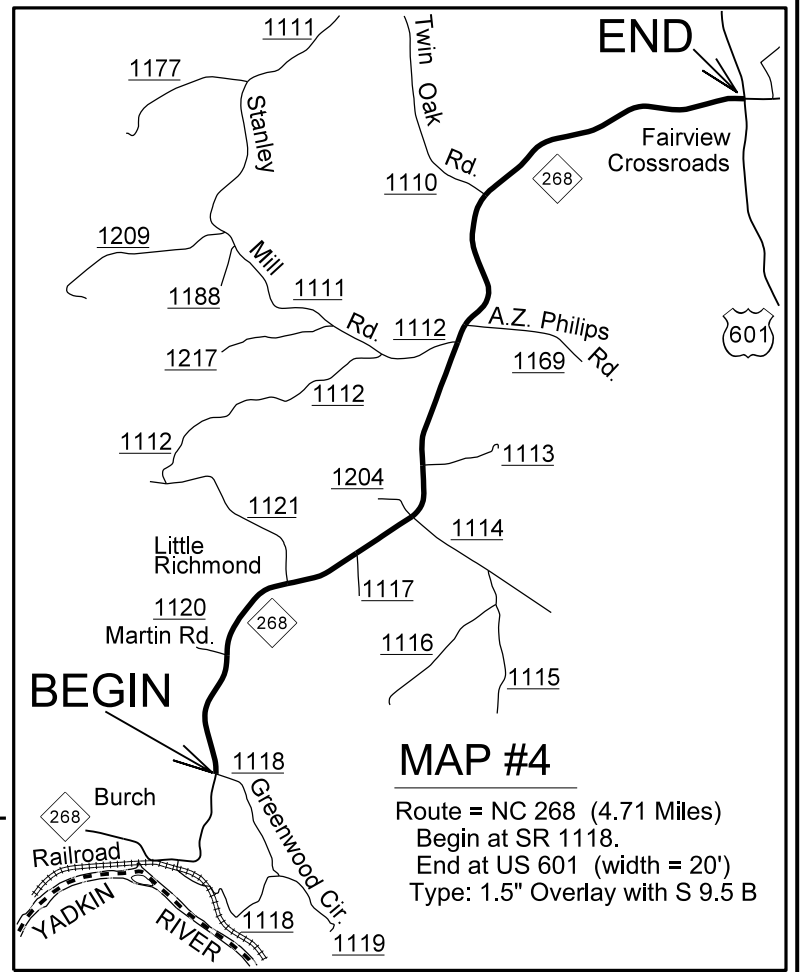
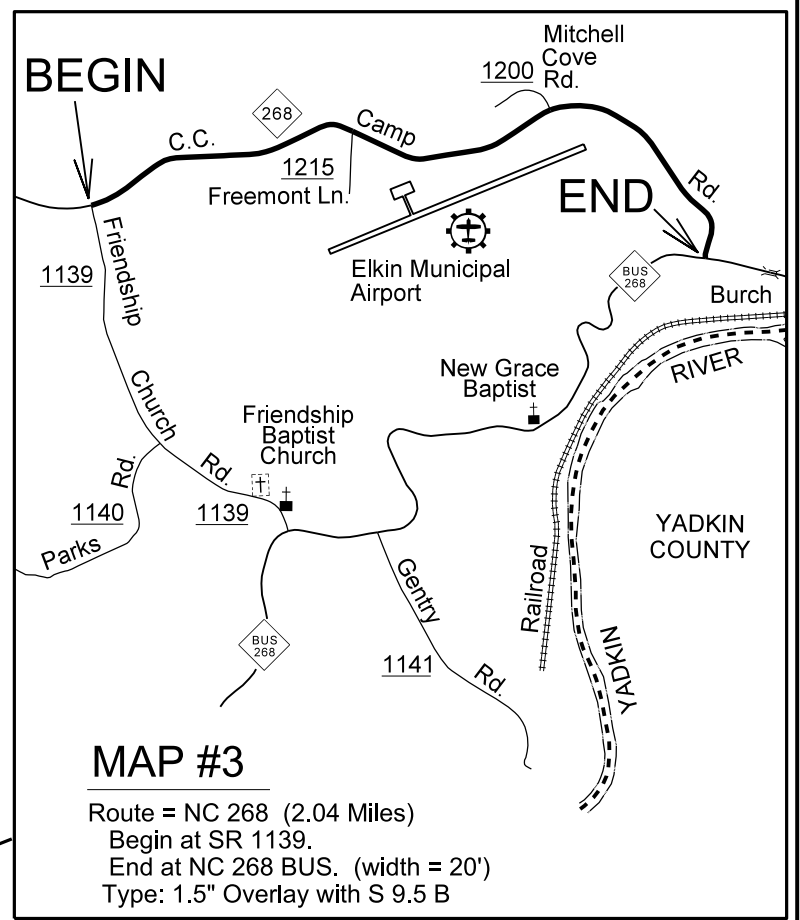
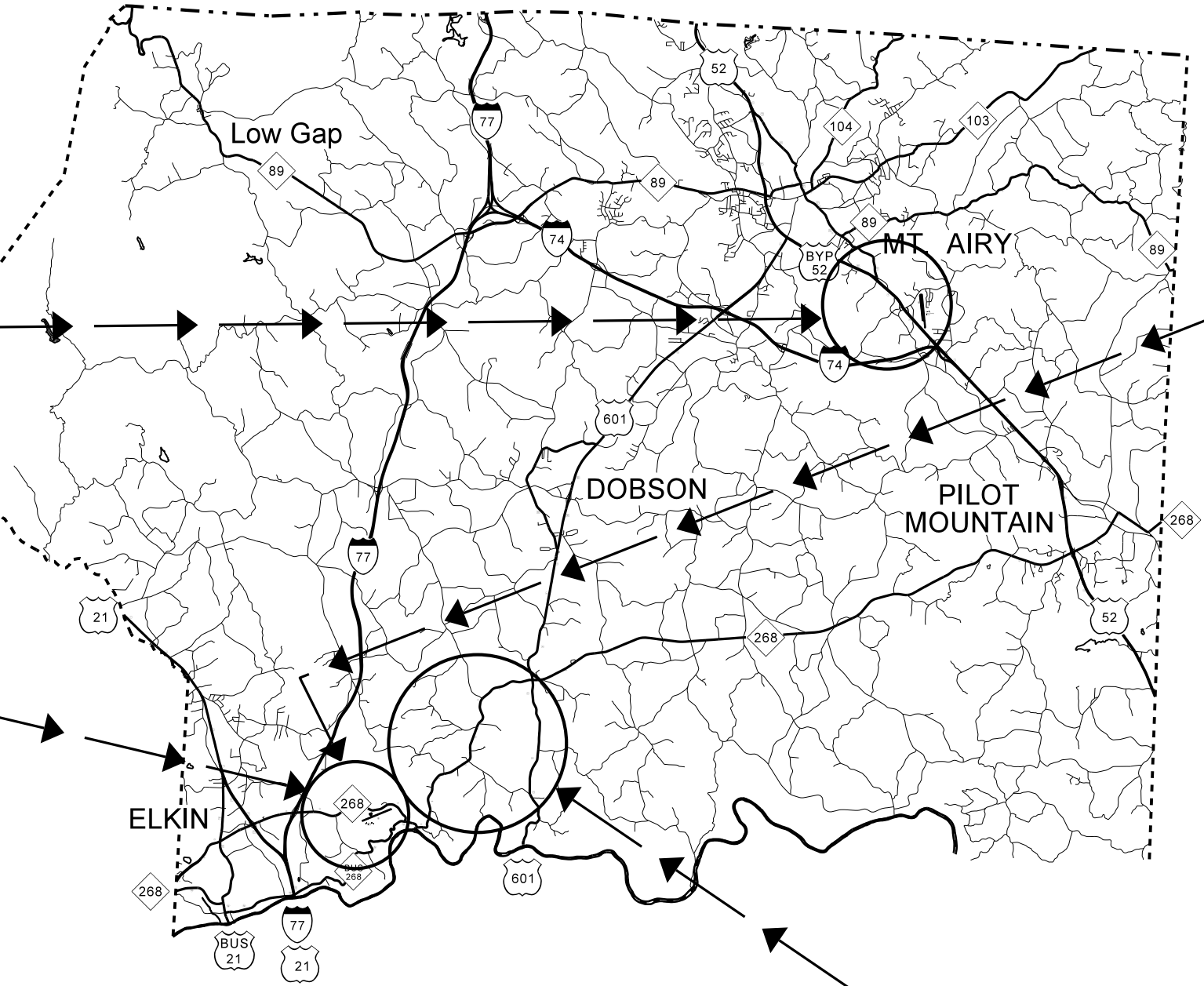
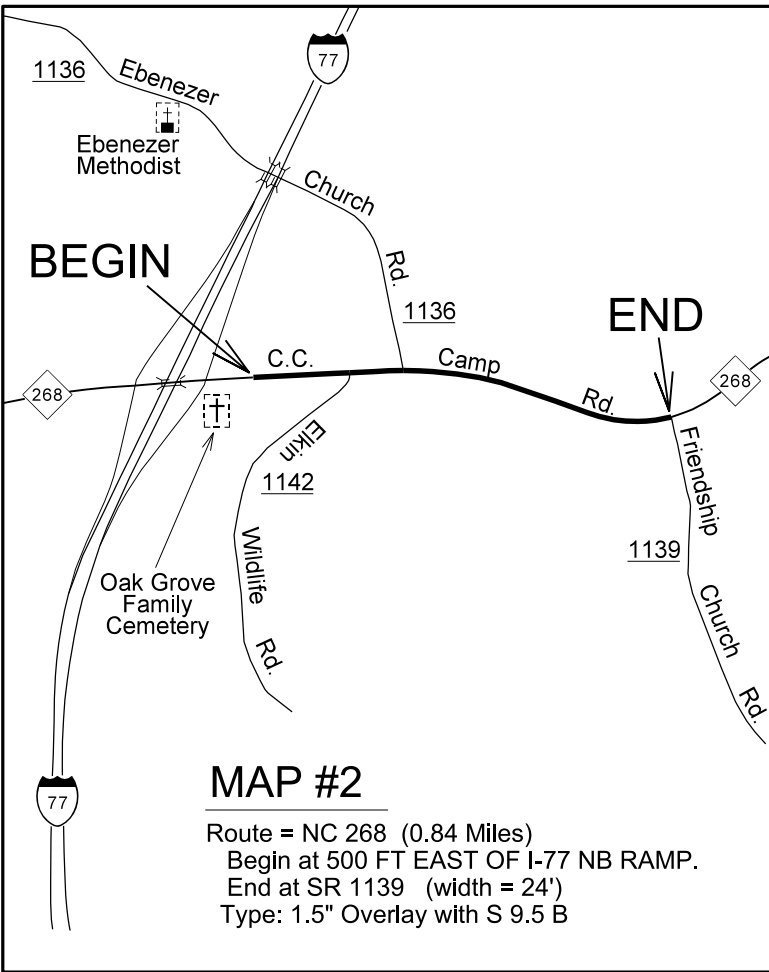
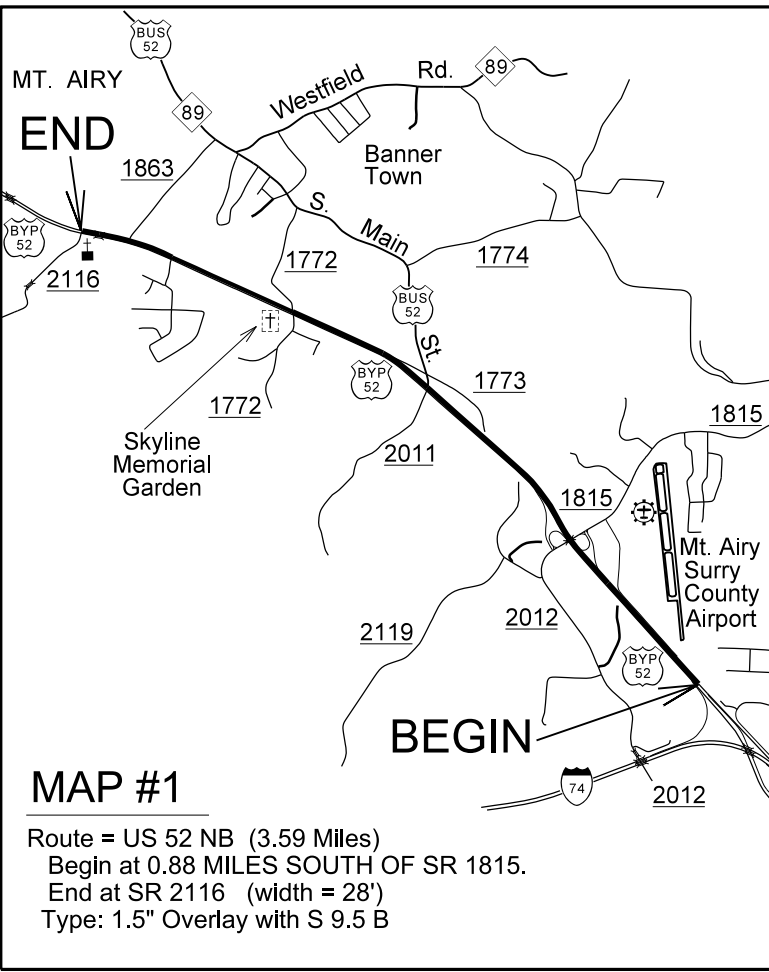
SURRY COUNTY 2019 PRIMARY ROADS ASPHALT RESURFACING DIVISION II, DISTRICT I		
REVISIONS _____ _____ _____	INIT. DATE _____ _____	
N.C. DEPARTMENT of TRANSPORTATION DIVISION of HIGHWAYS DIVISION ELEVEN		SCALE: N/A DATE: 02/2018 PREPARED BY: S.B. DARNELL REVIEWED BY: J.D. WOOD

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SURRY COUNTY

2019

TYPE OF WORK: ASPHALT RESURFACING
PRIMARY ROUTES

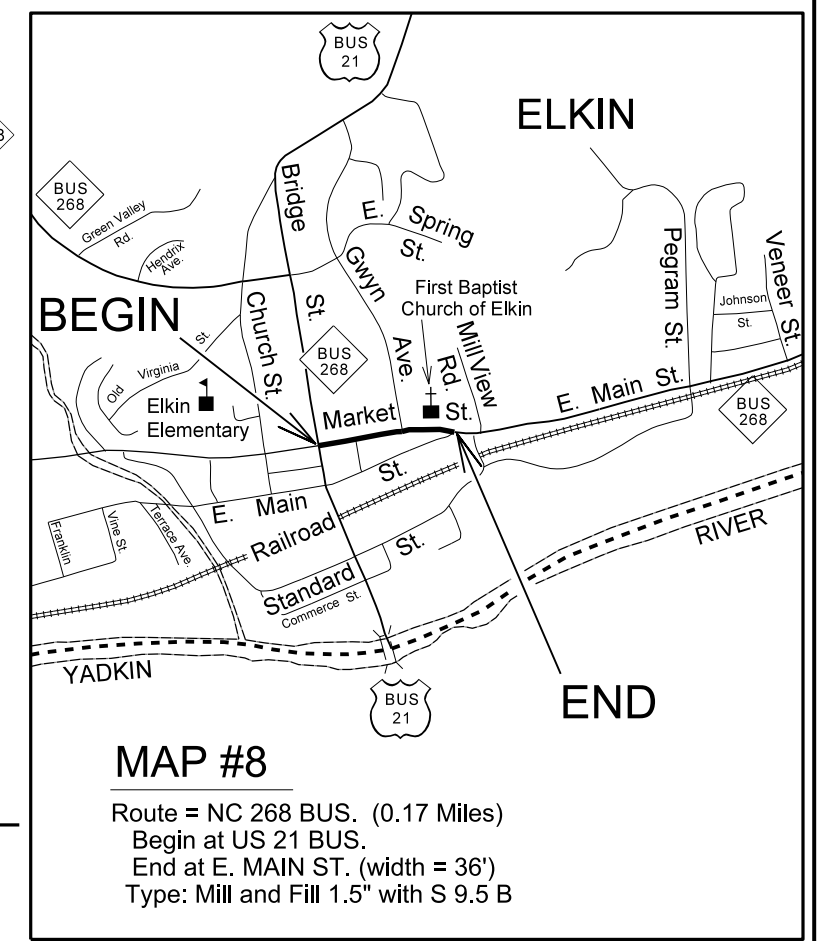
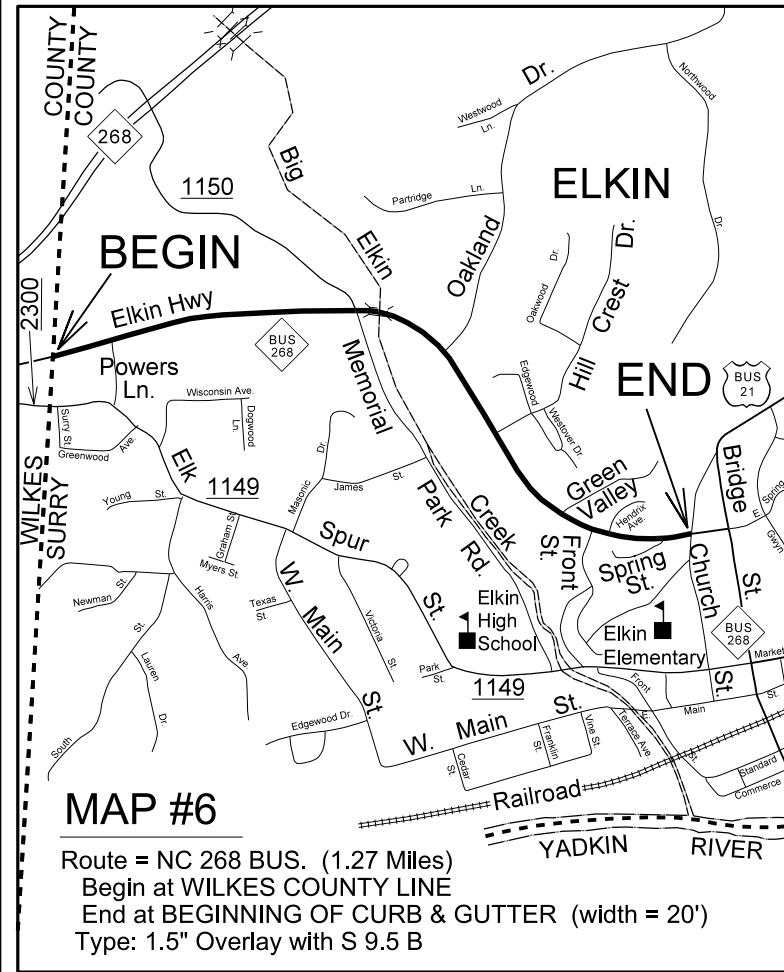
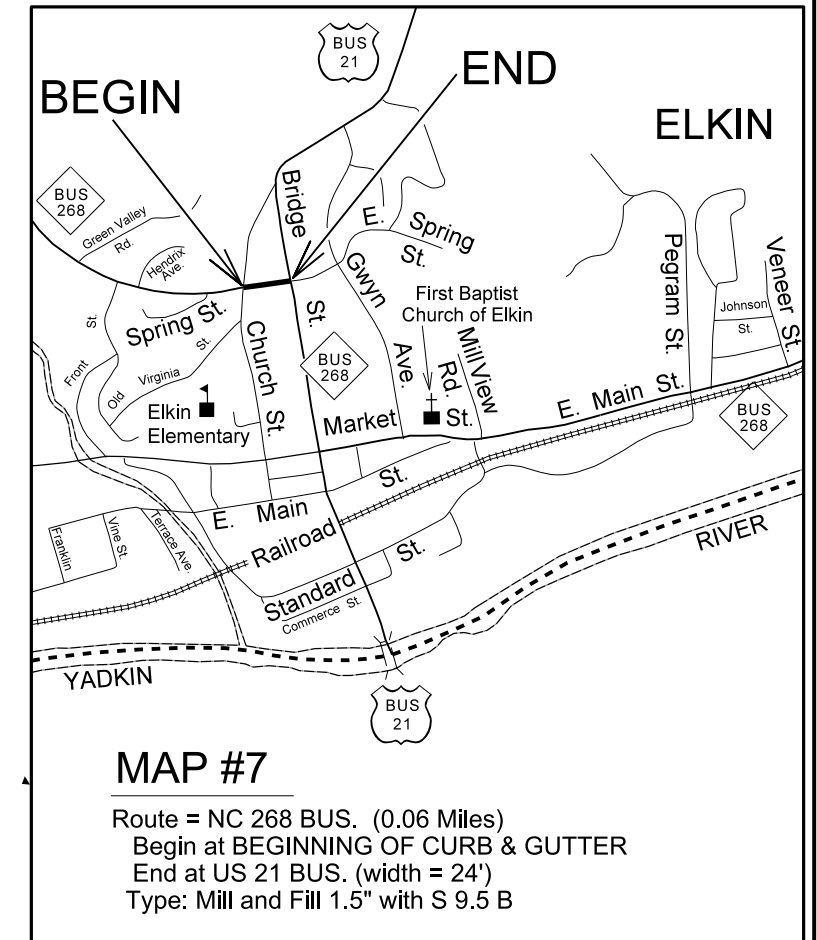
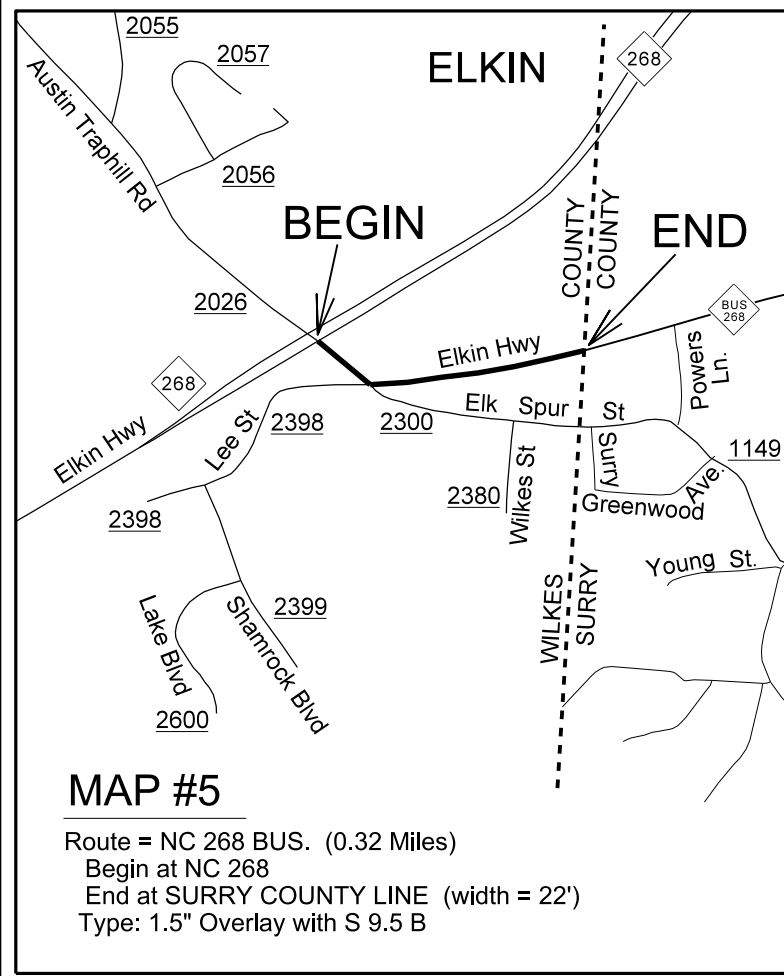
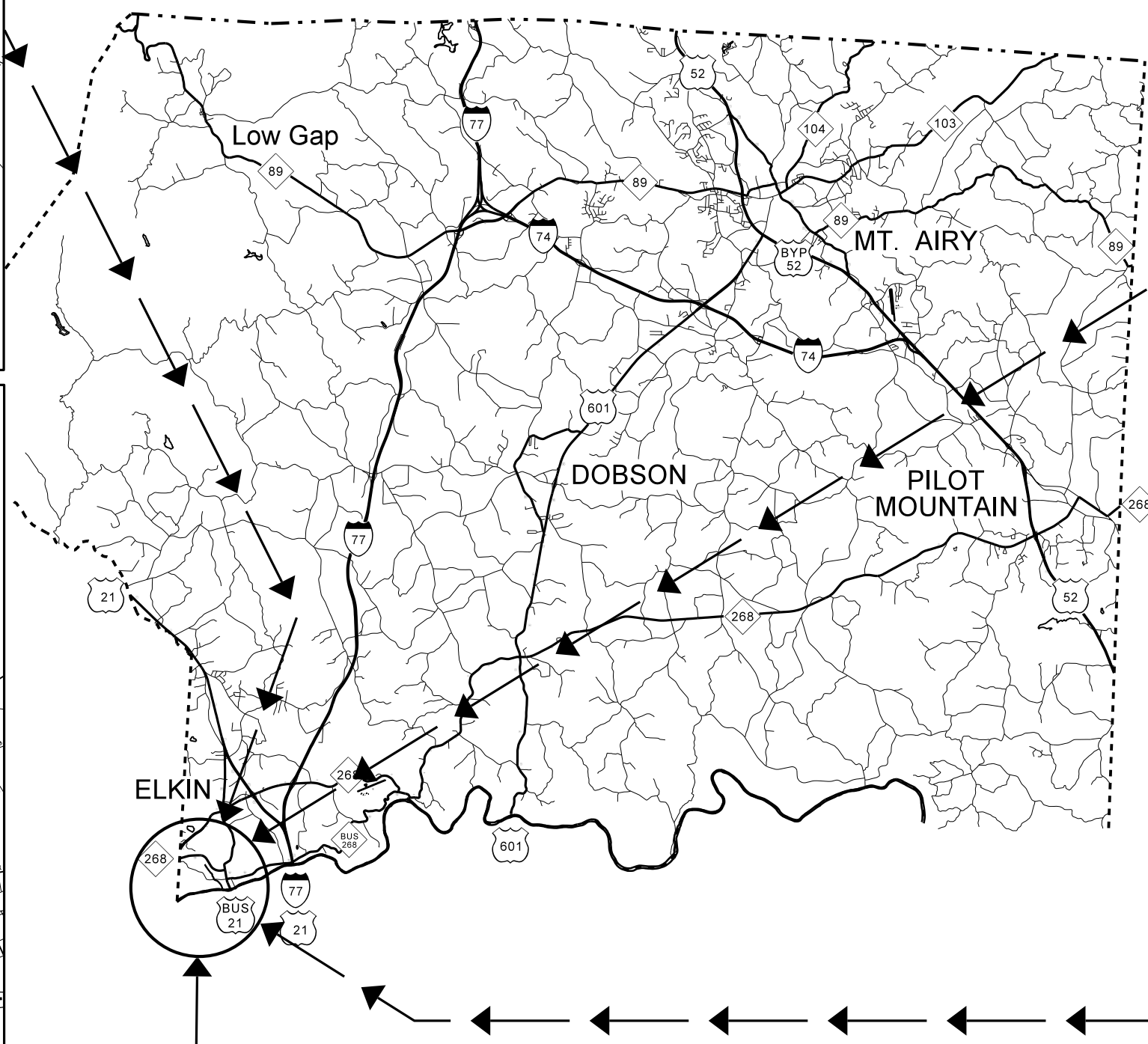


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SURRY COUNTY

2019

TYPE OF WORK: ASPHALT RESURFACING
PRIMARY ROUTES

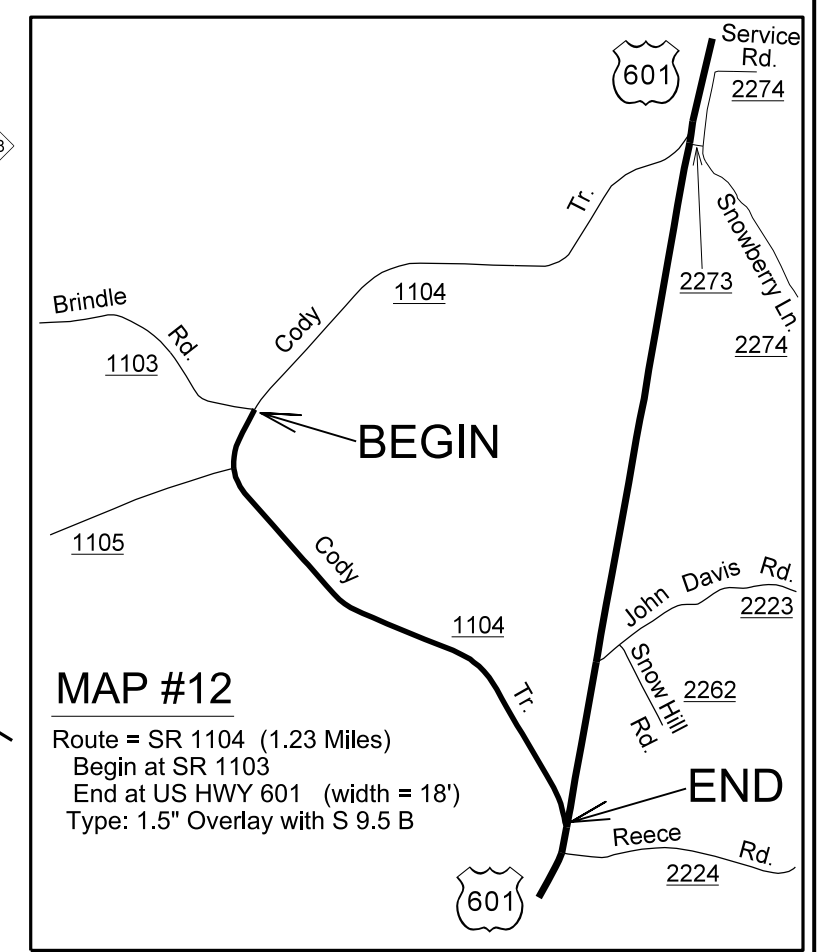
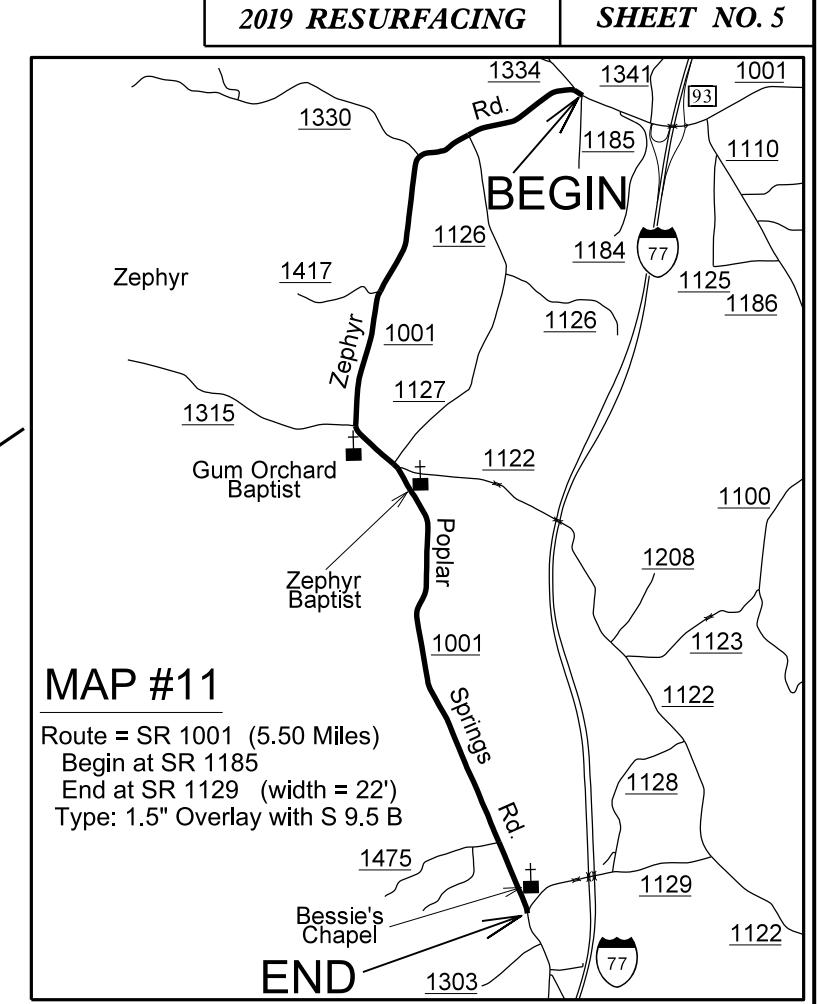
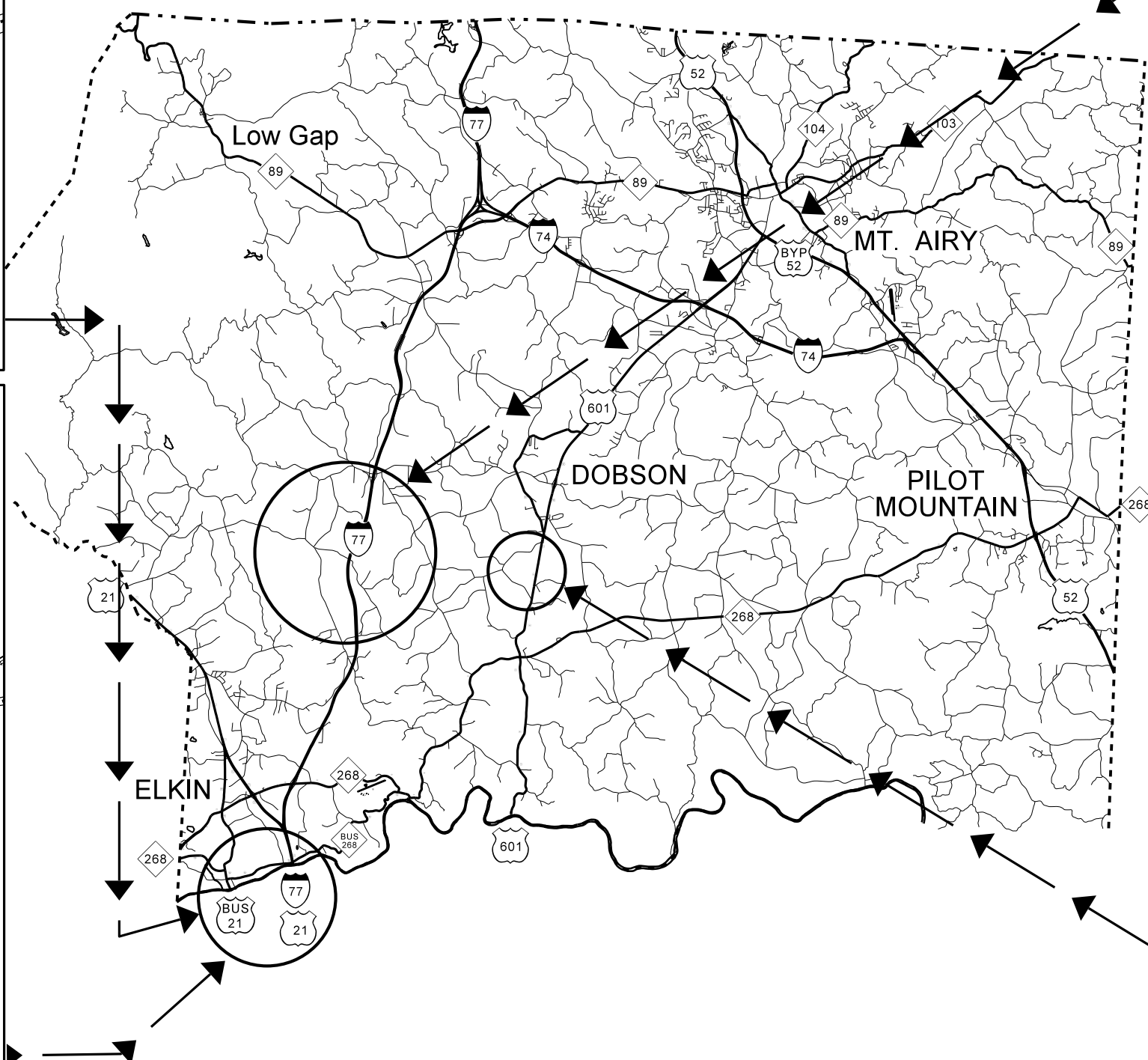
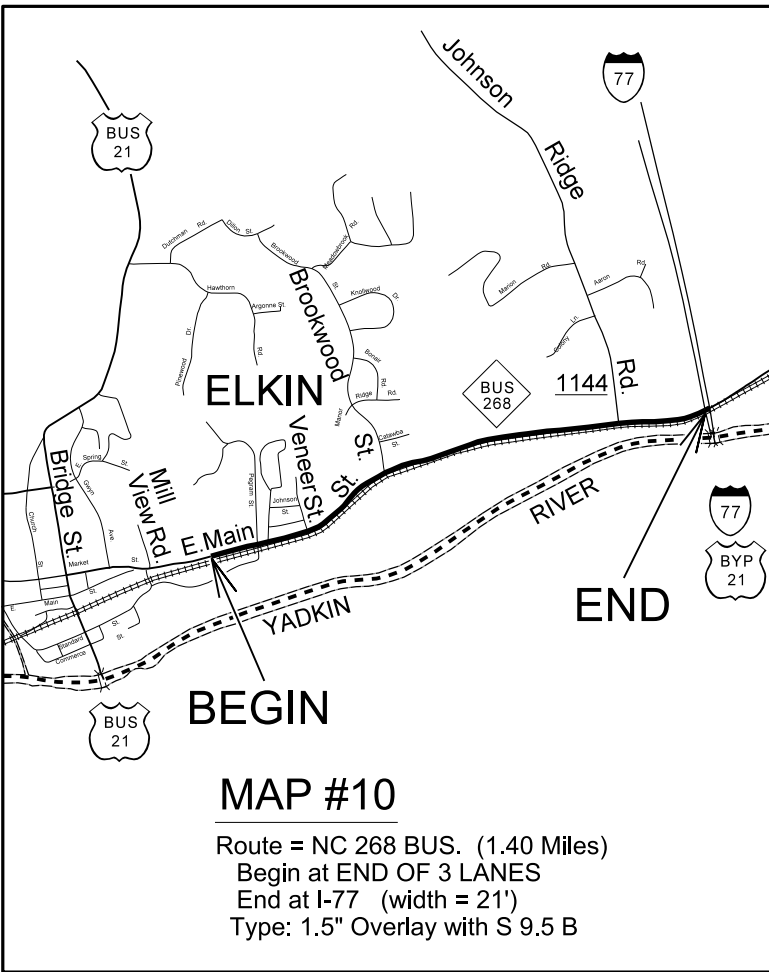
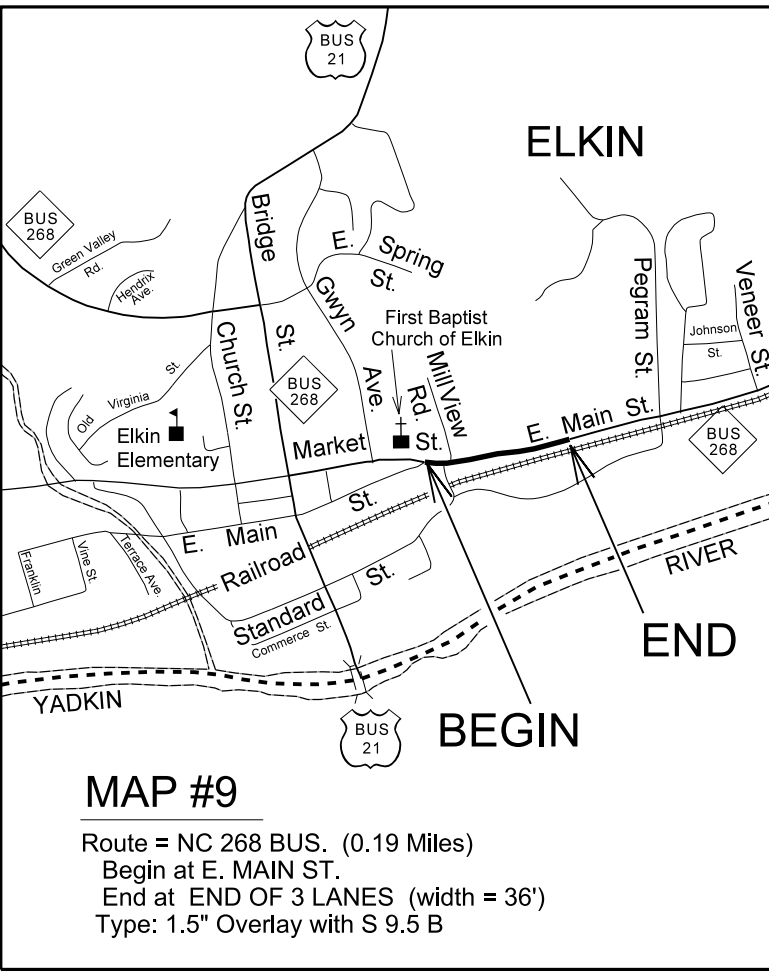


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SURRY COUNTY

2019

TYPE OF WORK: ASPHALT RESURFACING
PRIMARY & SECONDARY ROUTES

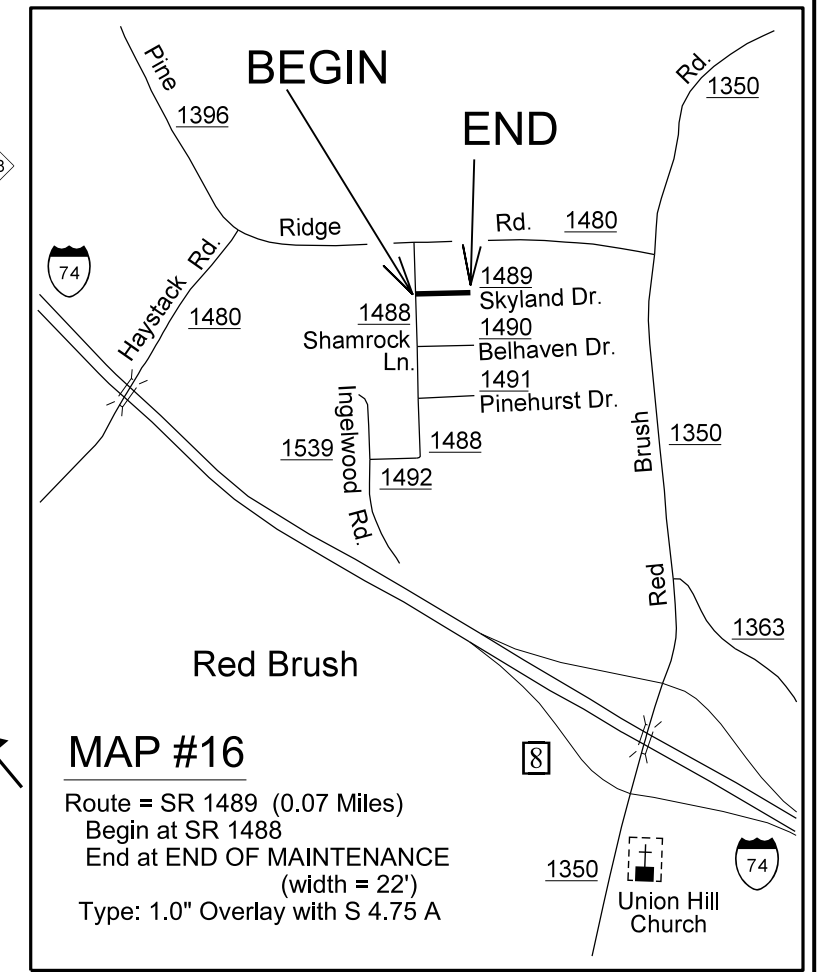
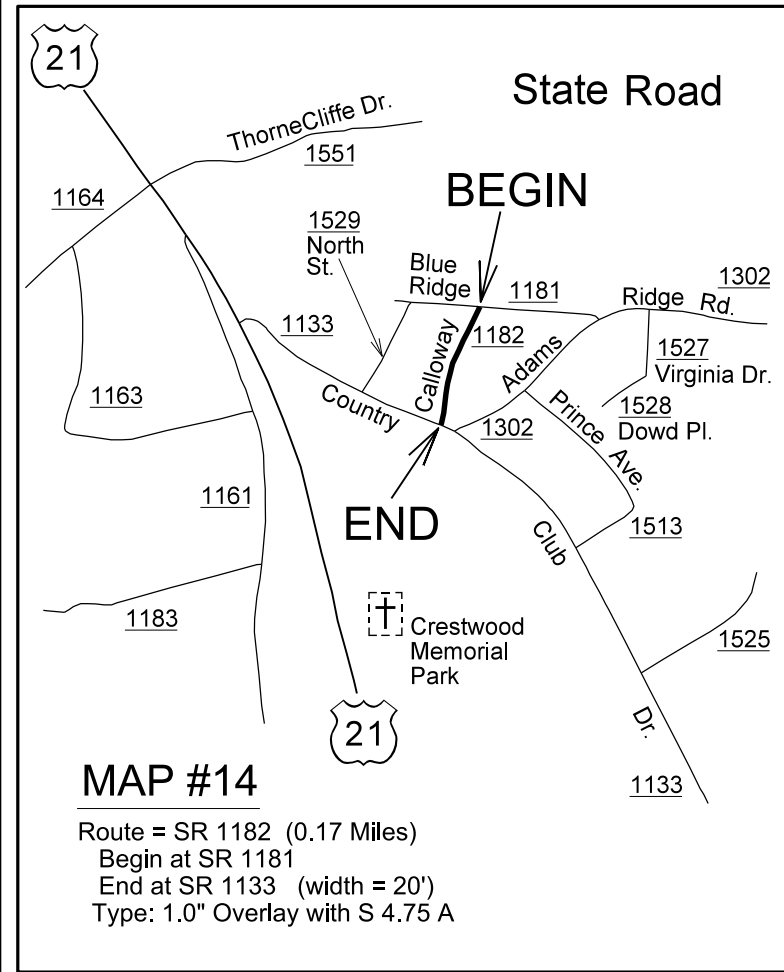
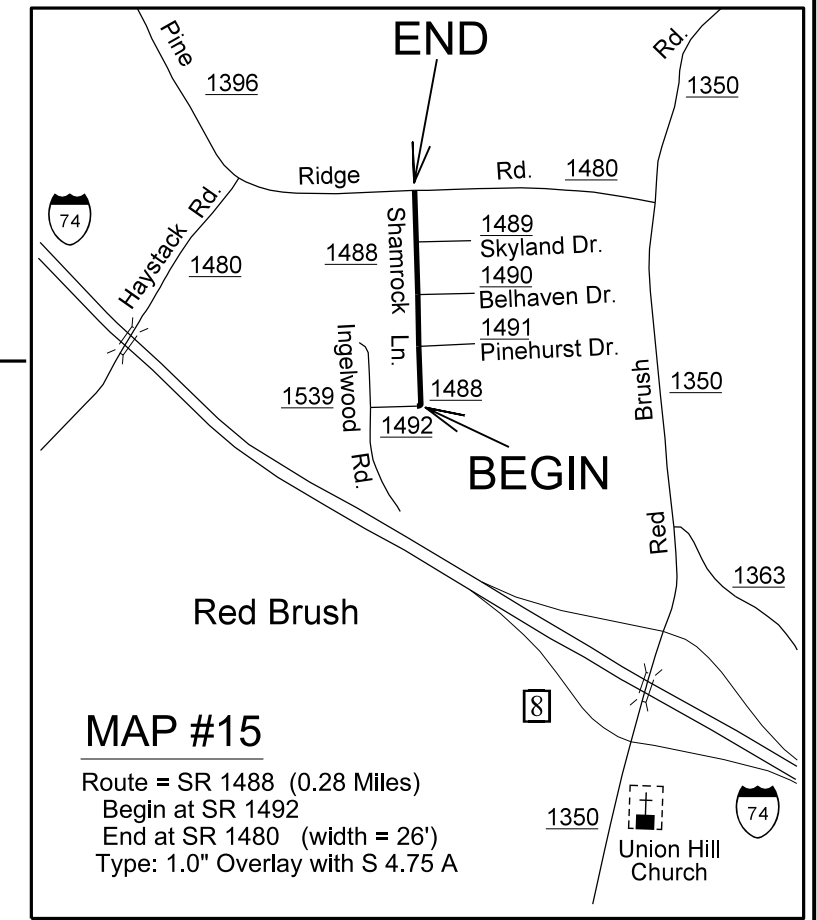
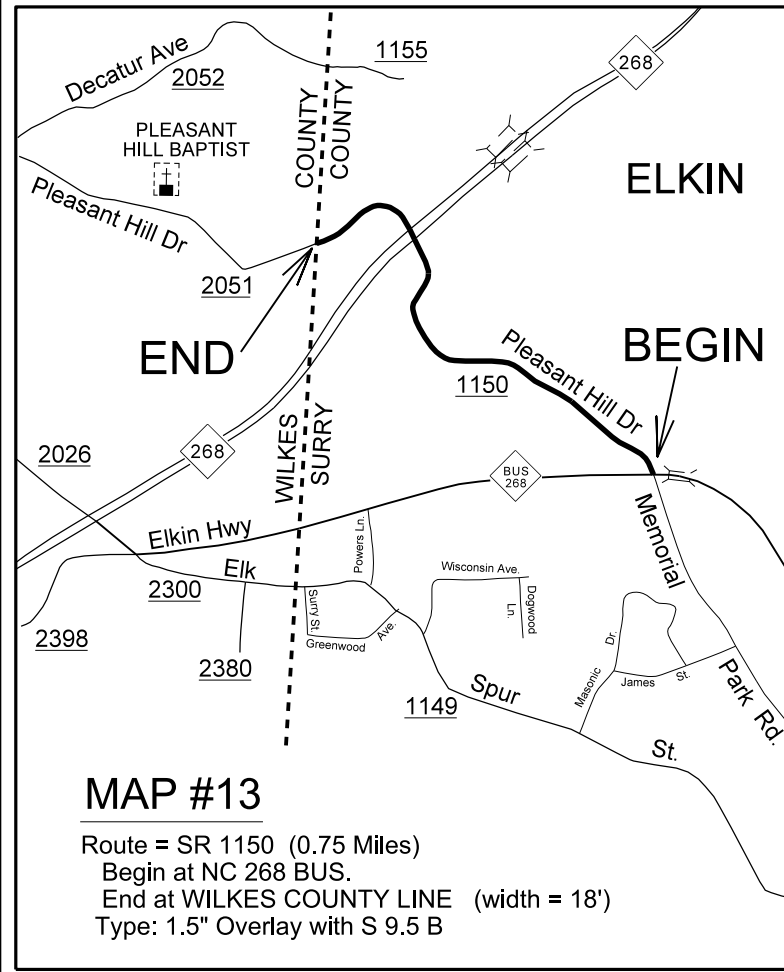
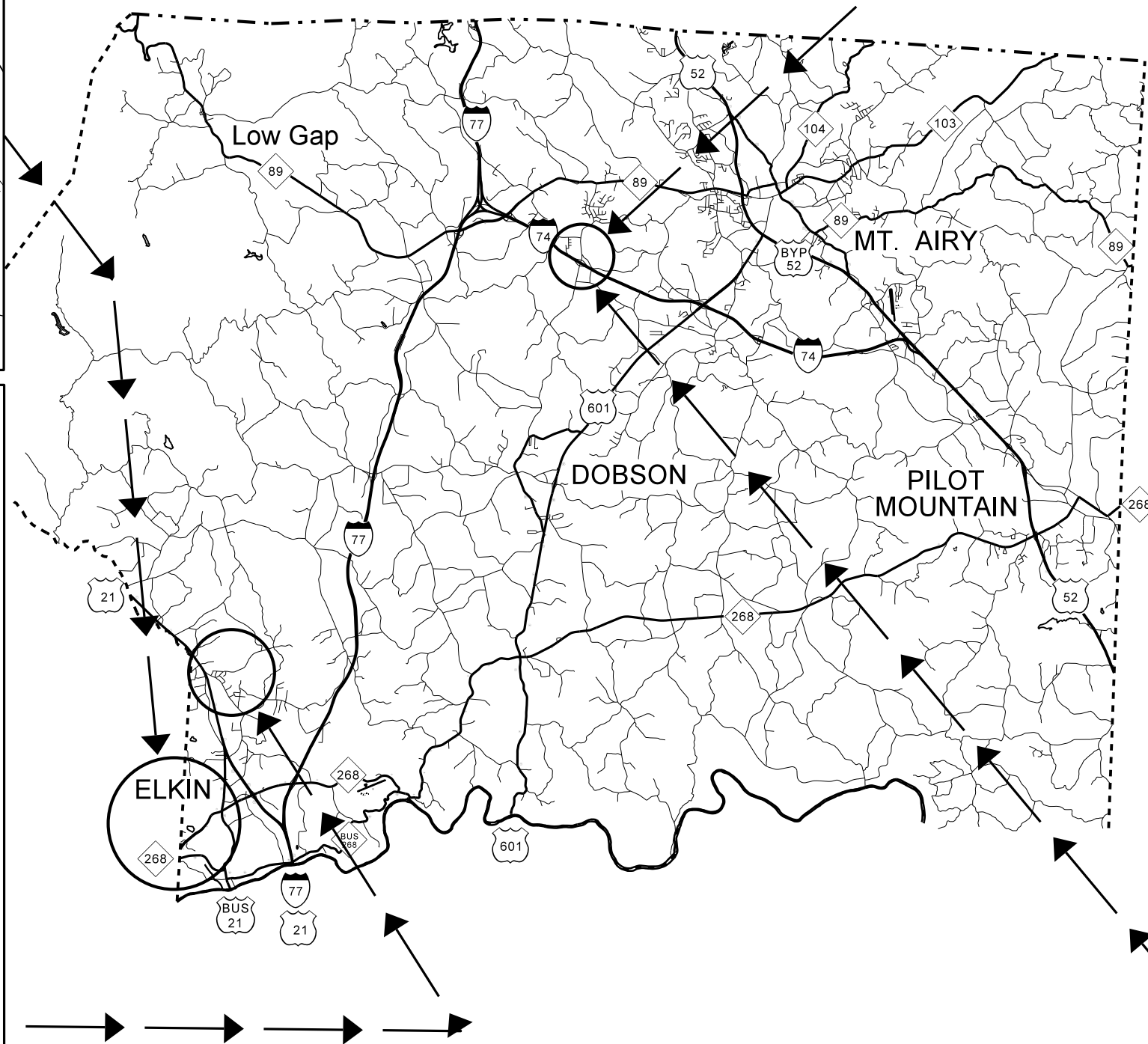


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SURRY COUNTY

2019

TYPE OF WORK: ASPHALT RESURFACING
SECONDARY ROUTES

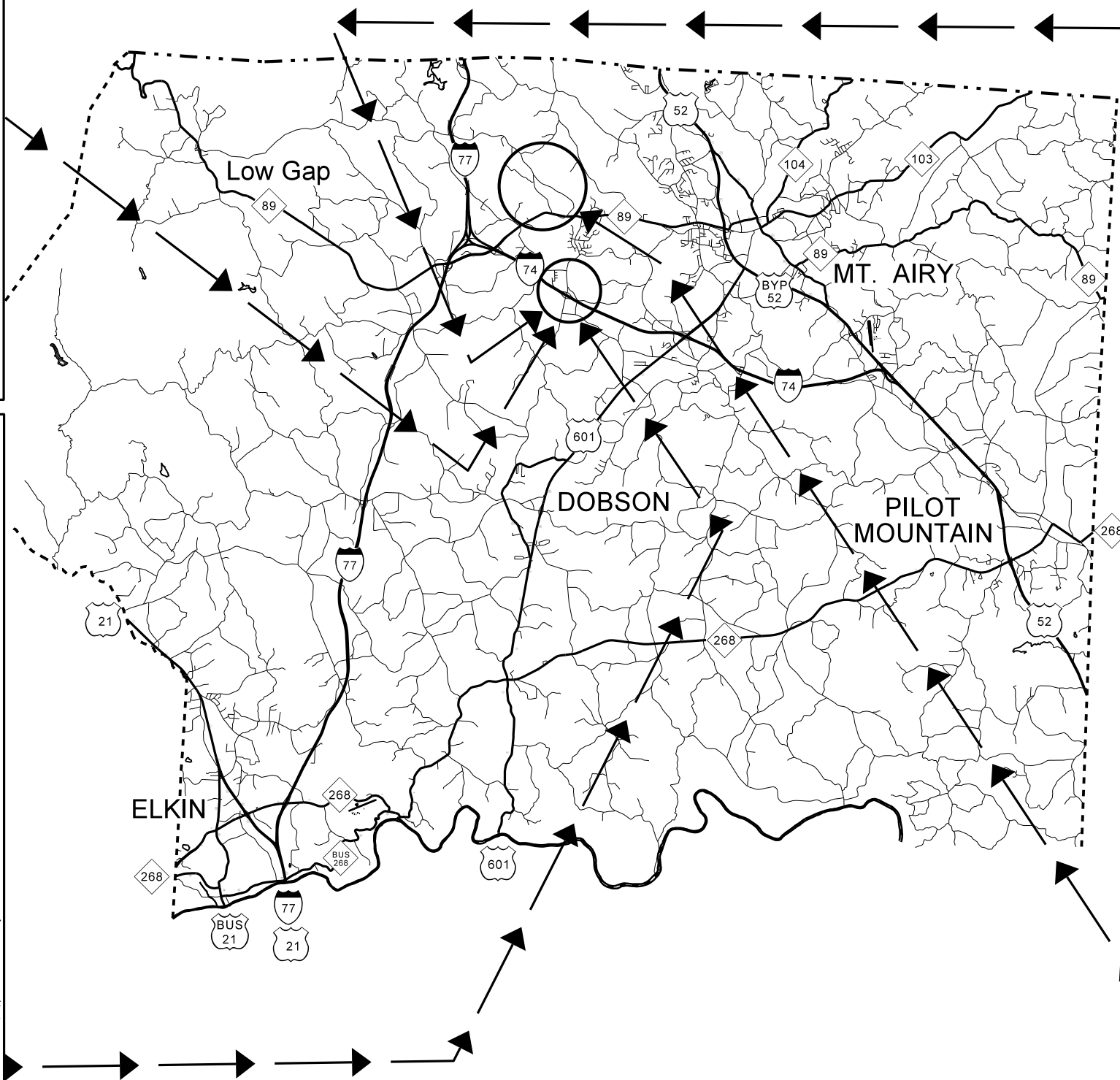
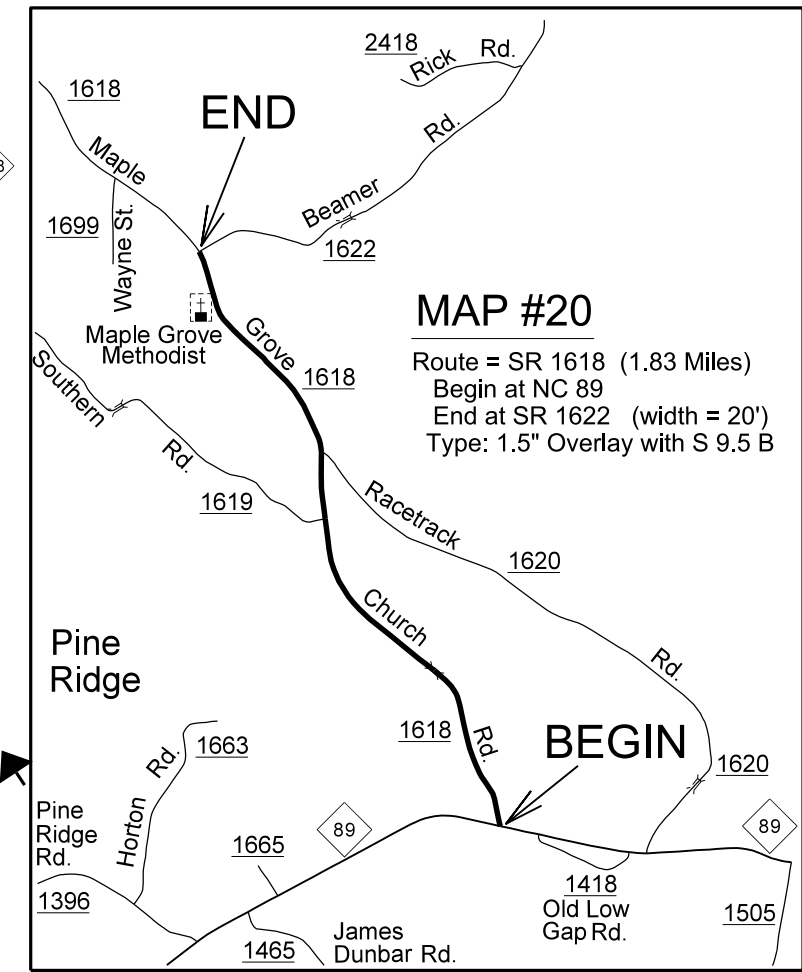
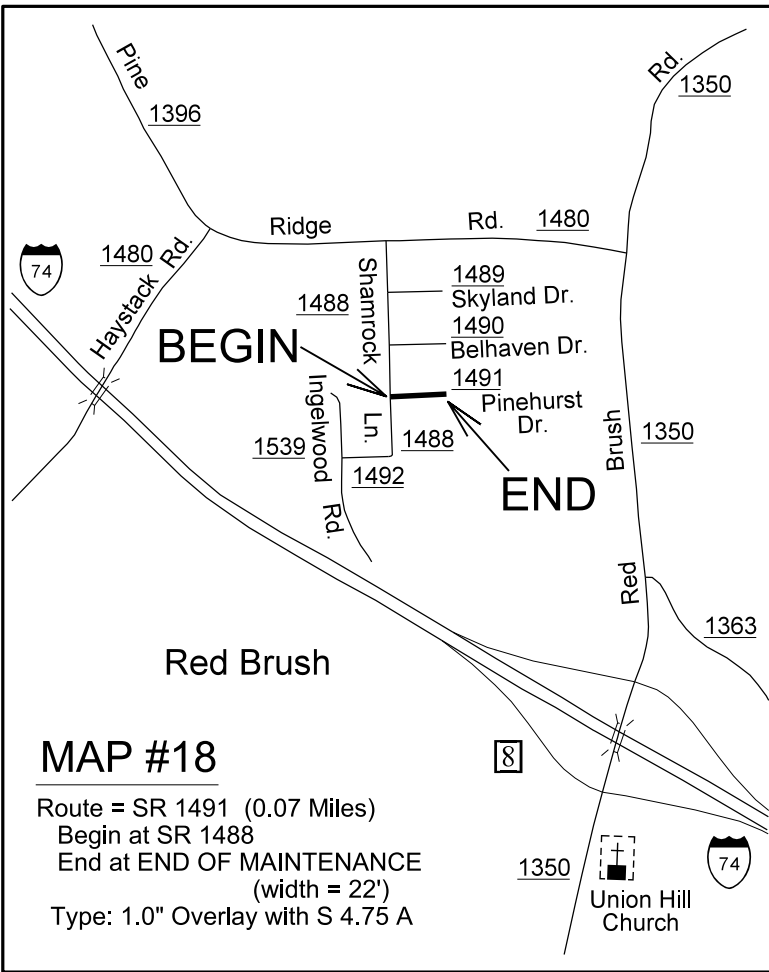
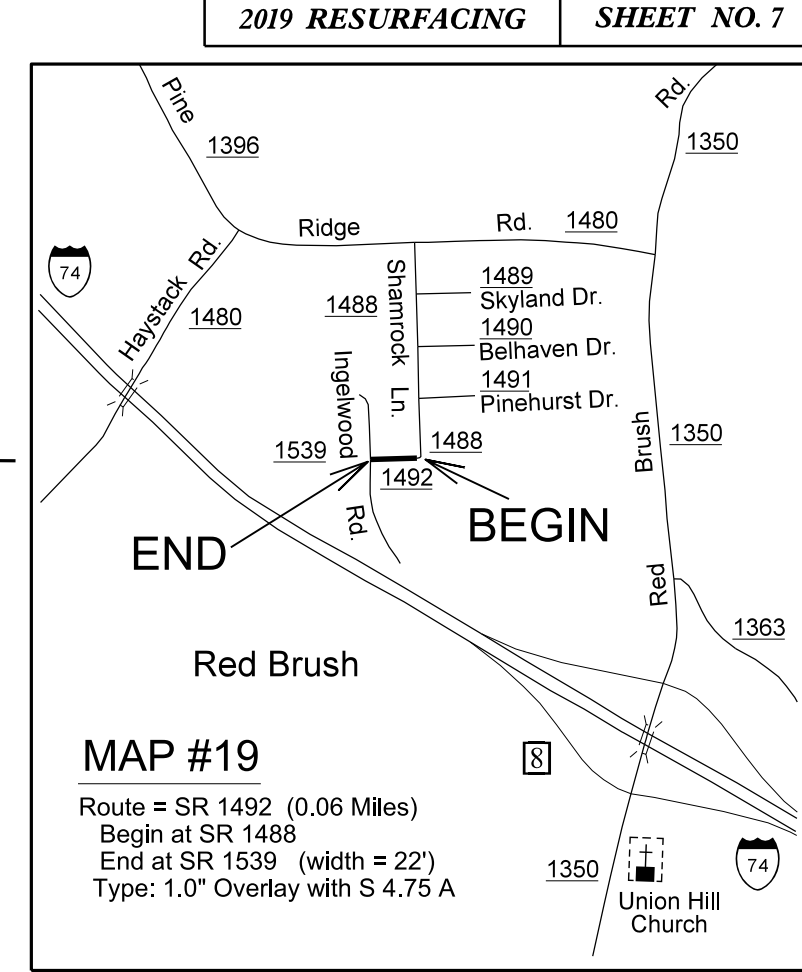
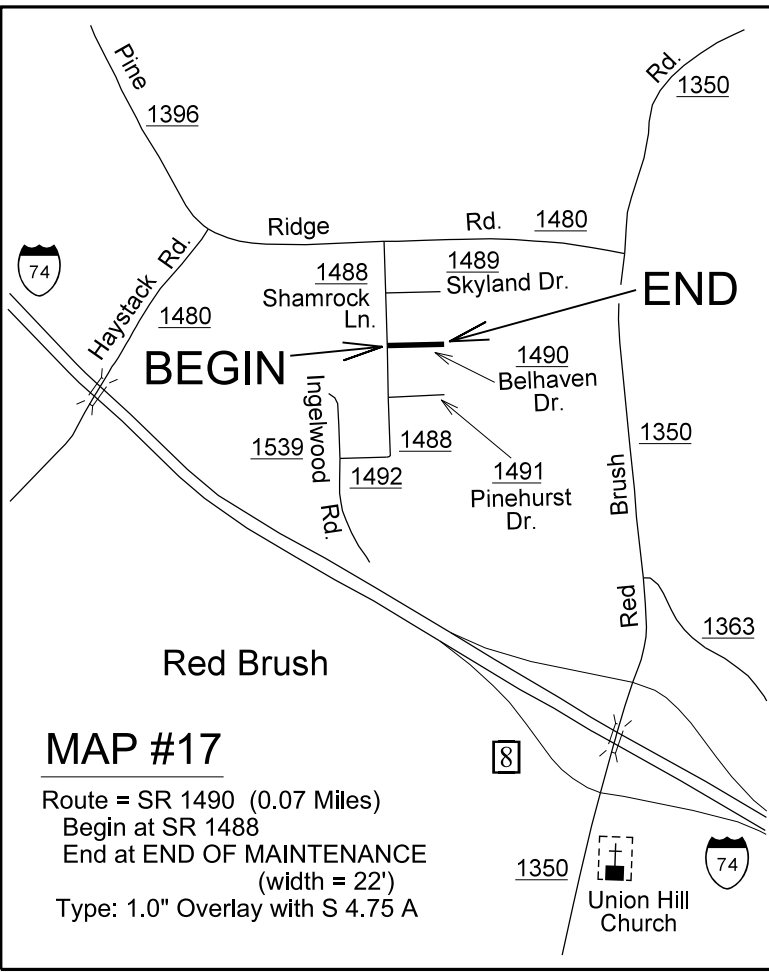


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SURRY COUNTY

2019

TYPE OF WORK: ASPHALT RESURFACING
SECONDARY ROUTES

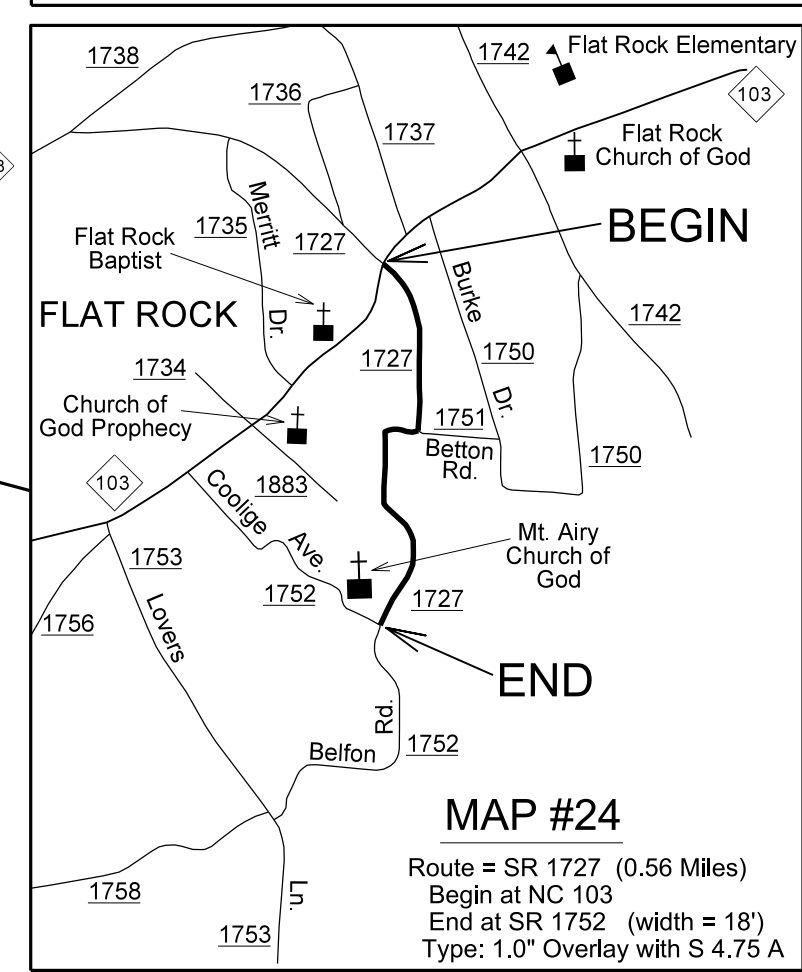
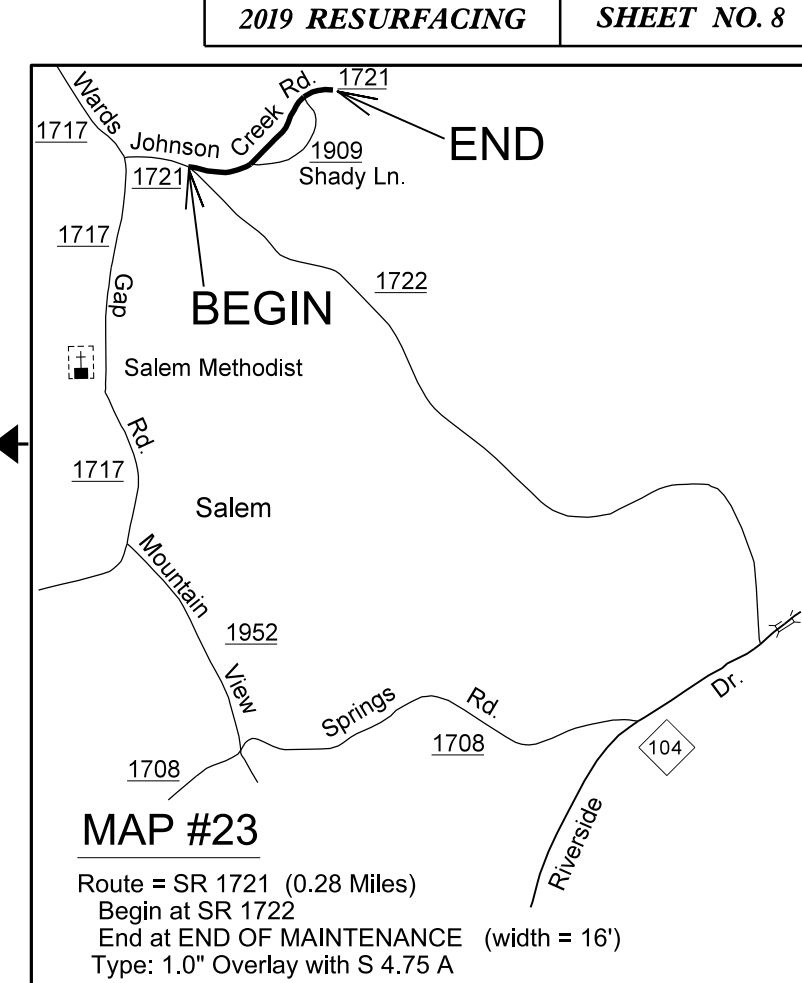
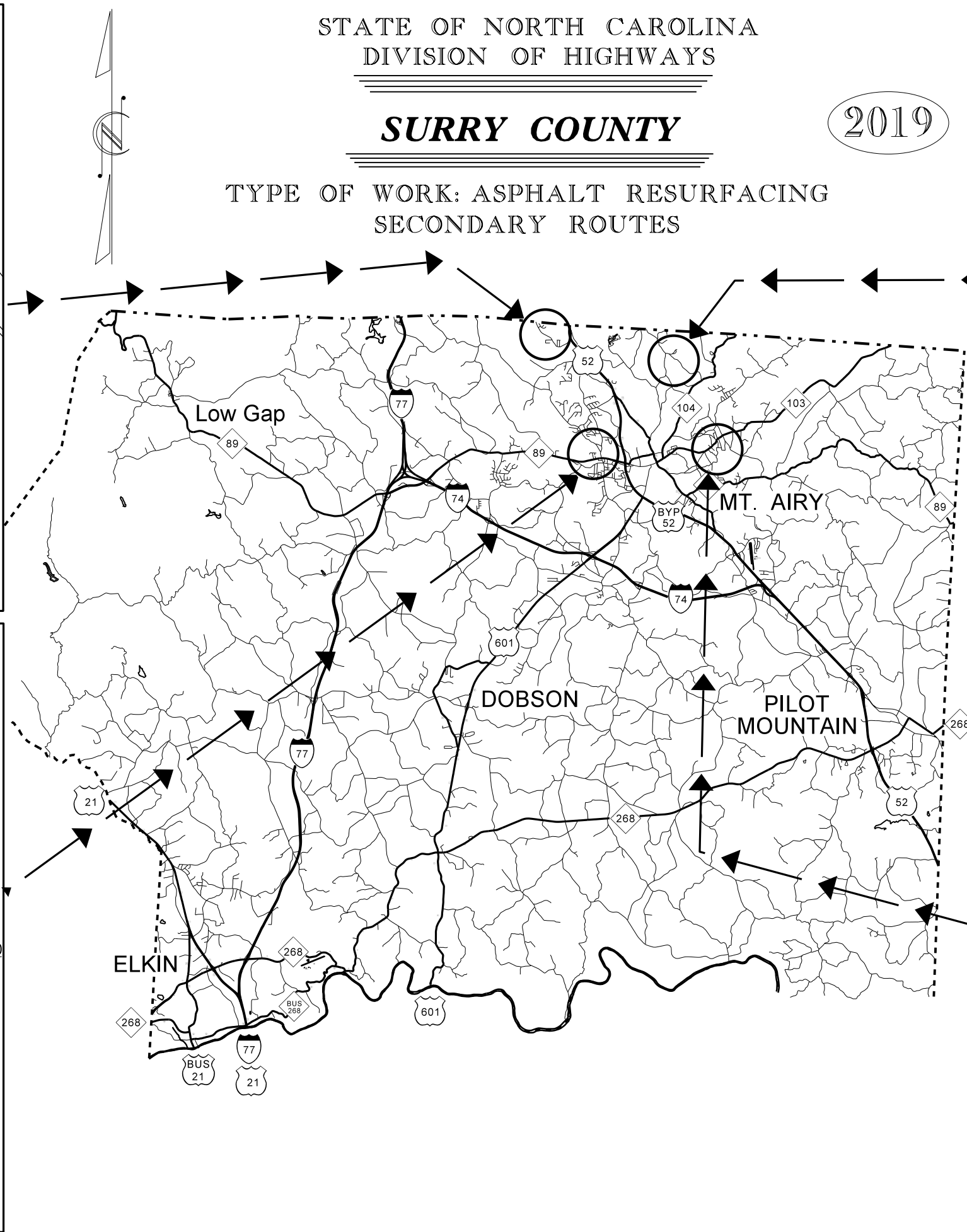
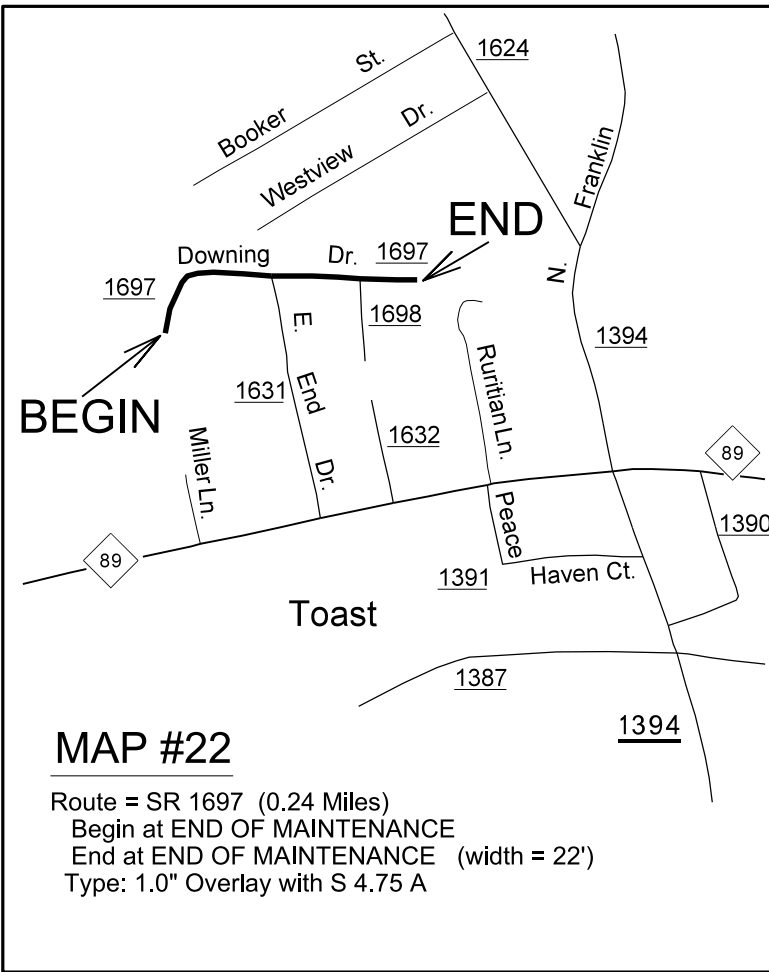
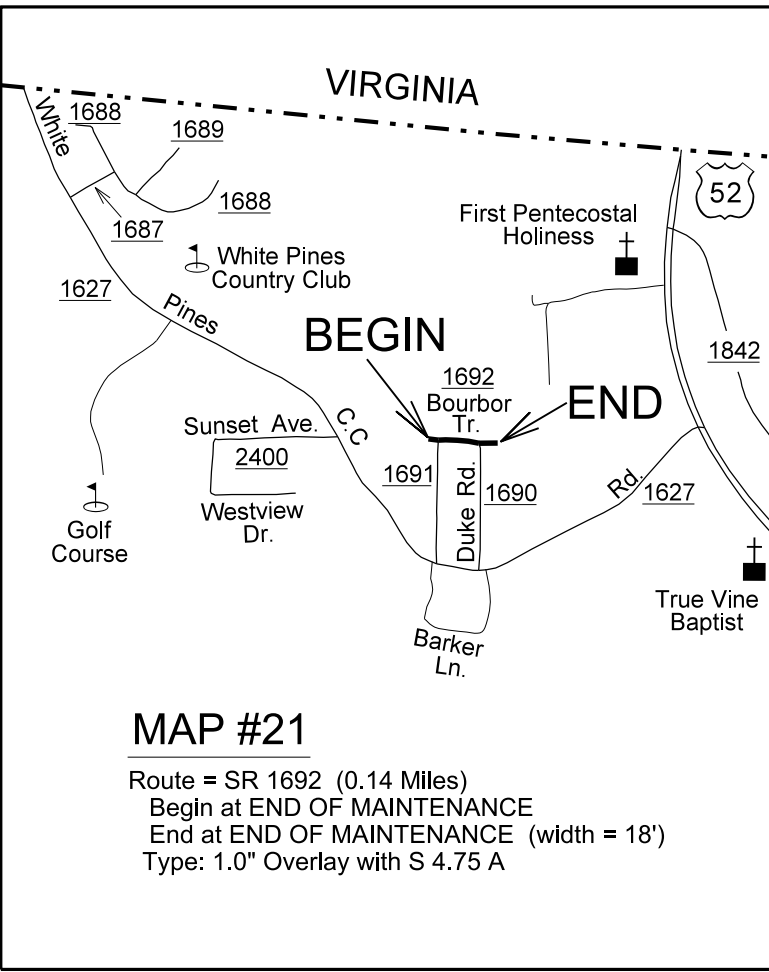


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SURRY COUNTY

2019

TYPE OF WORK: ASPHALT RESURFACING
SECONDARY ROUTES

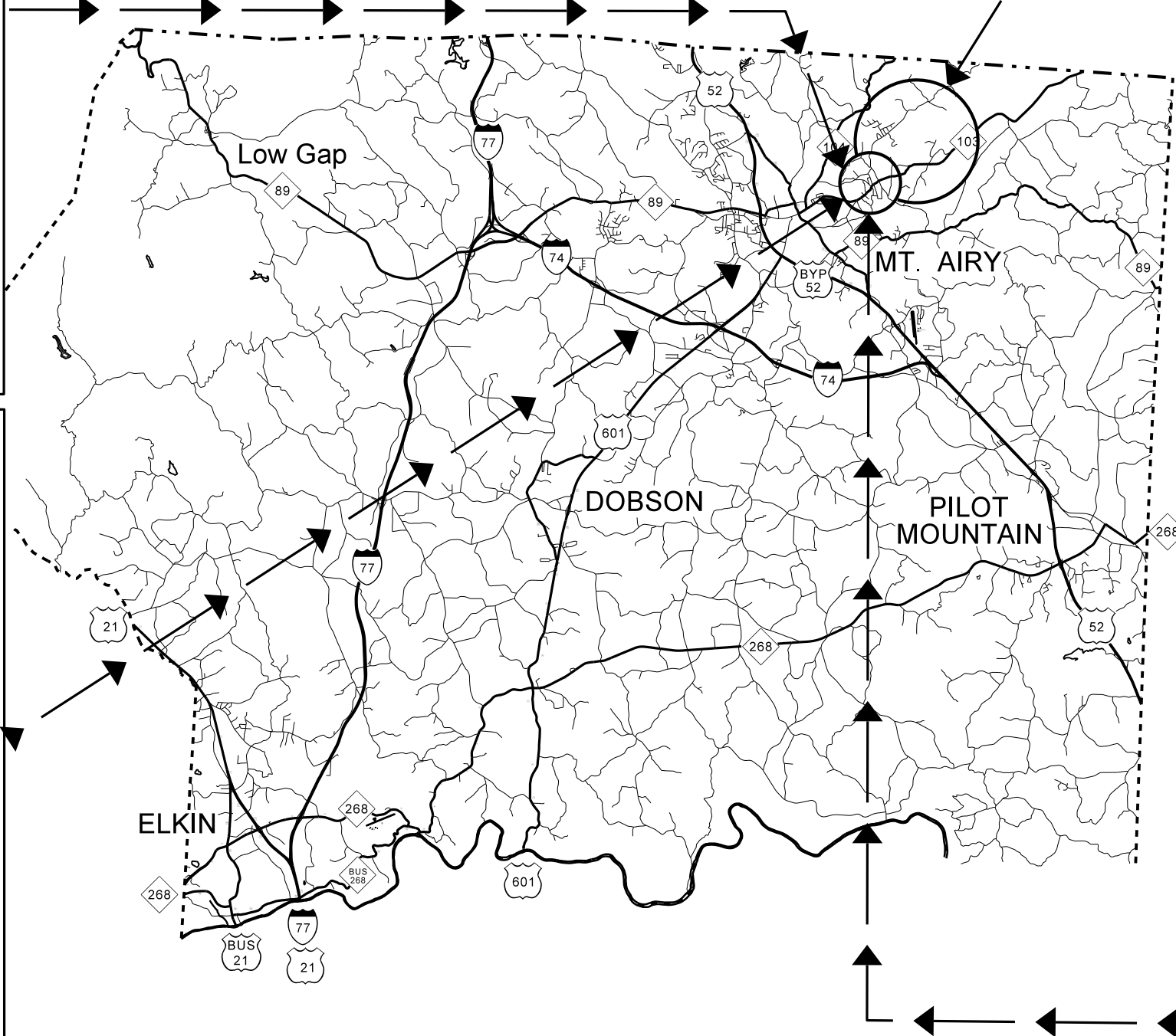
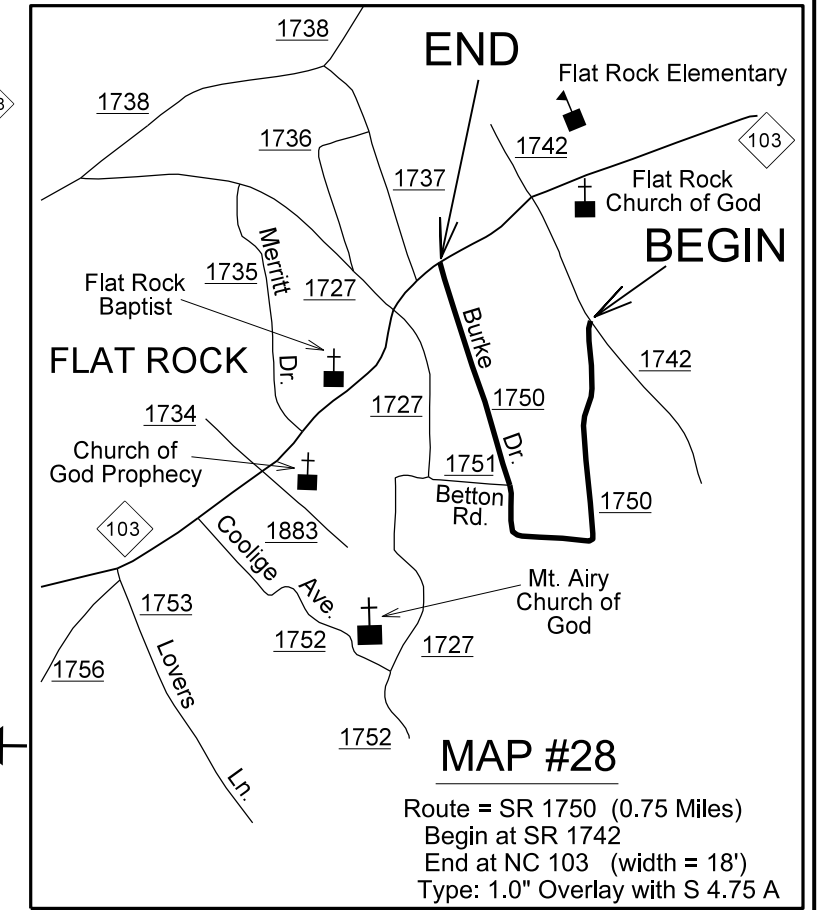
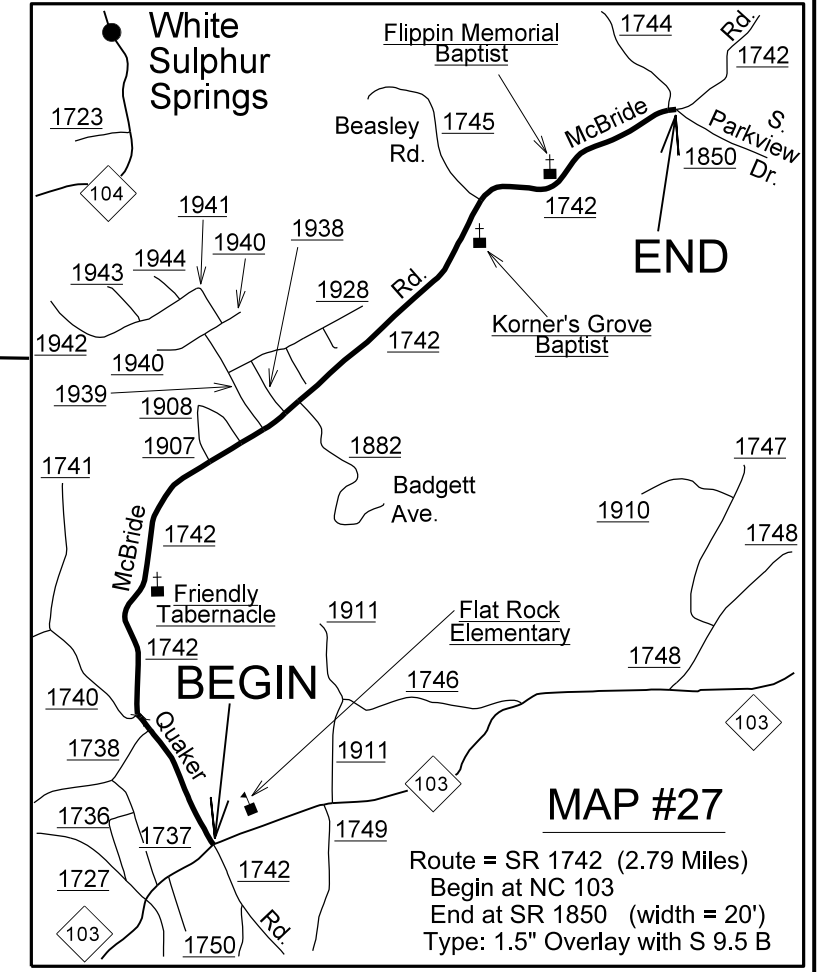
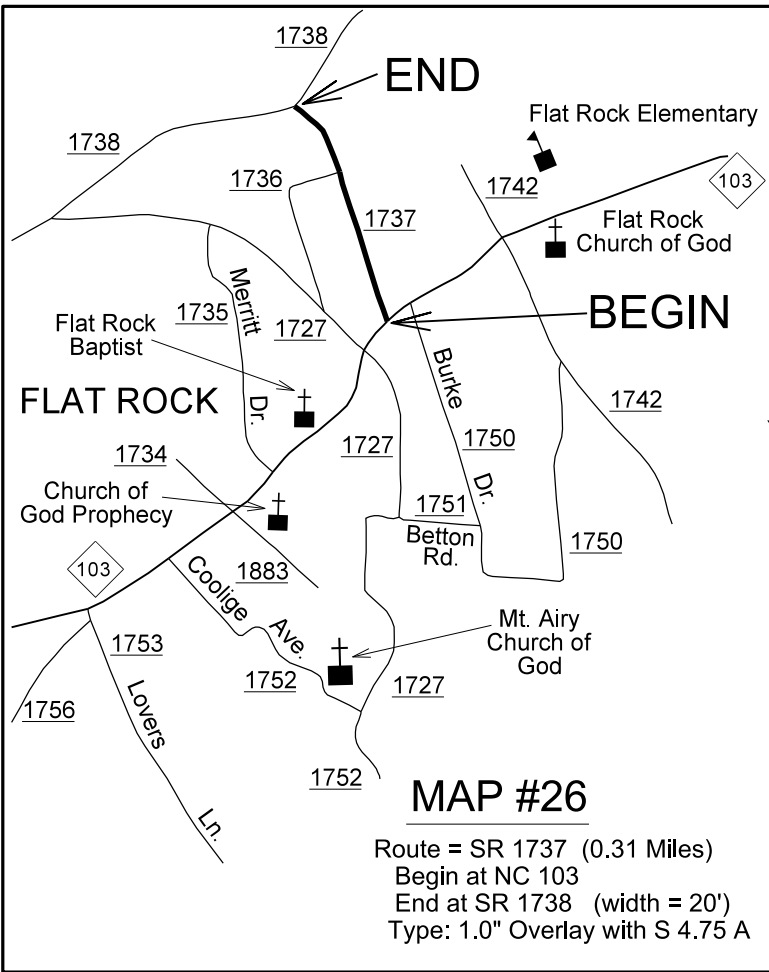
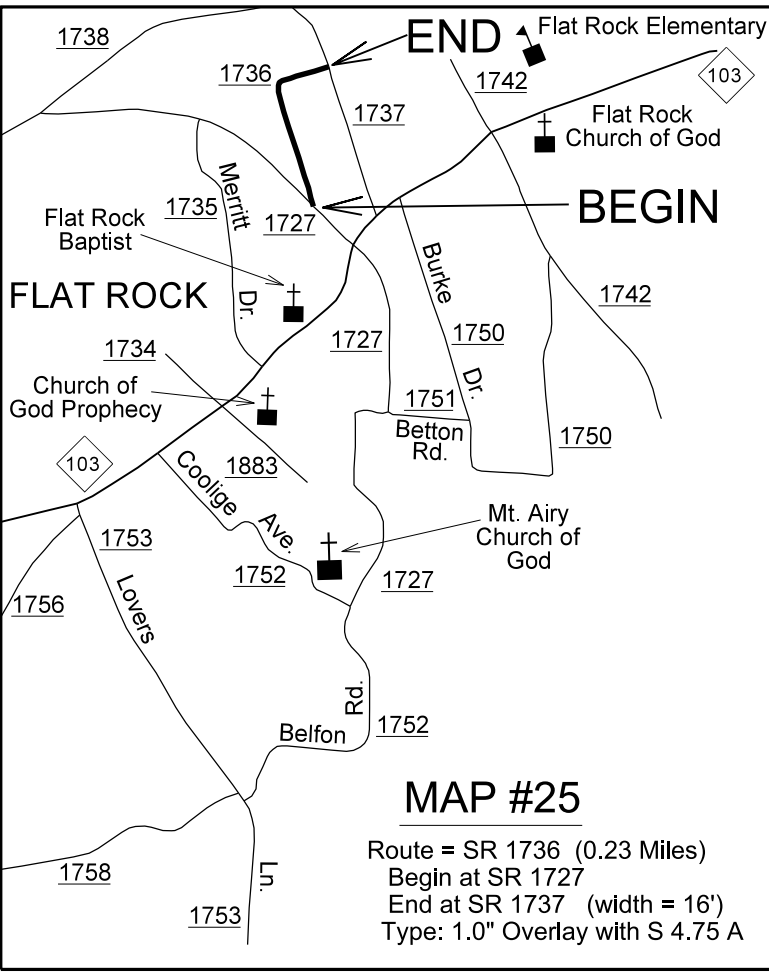


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SURRY COUNTY

2019

TYPE OF WORK: ASPHALT RESURFACING
SECONDARY ROUTES

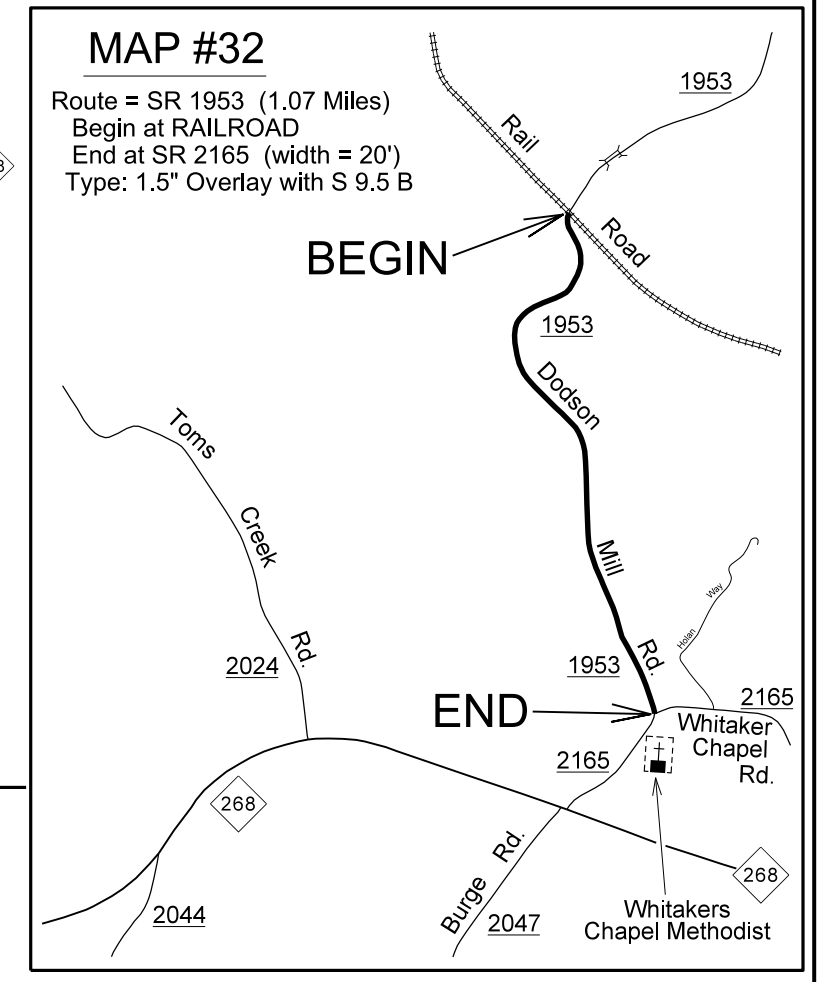
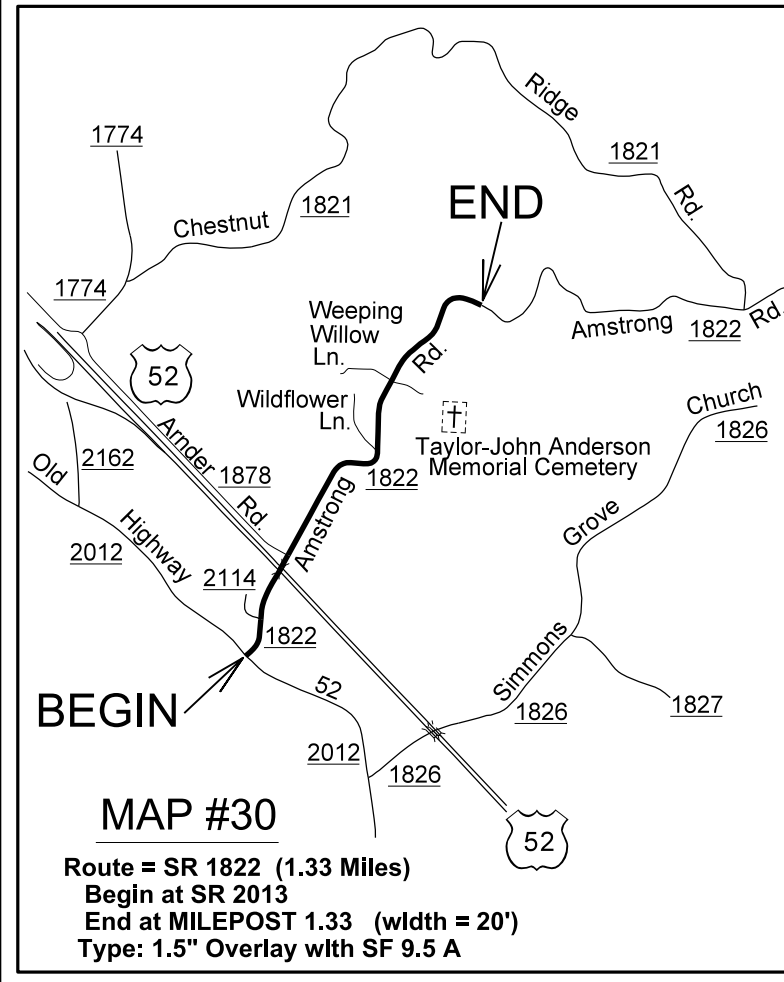
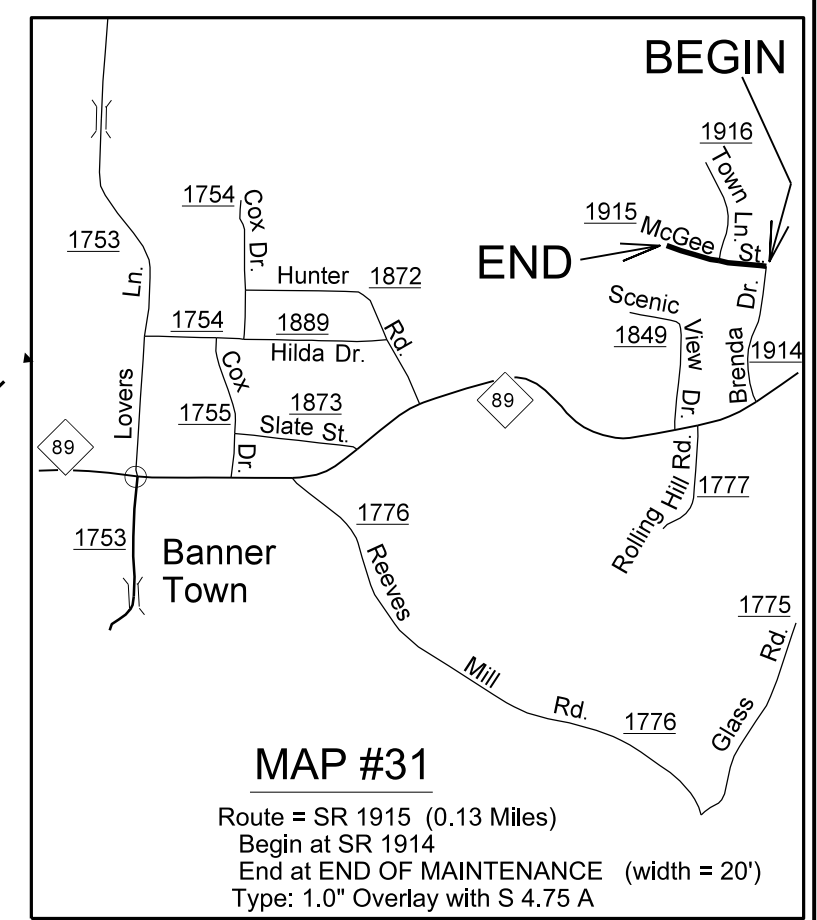
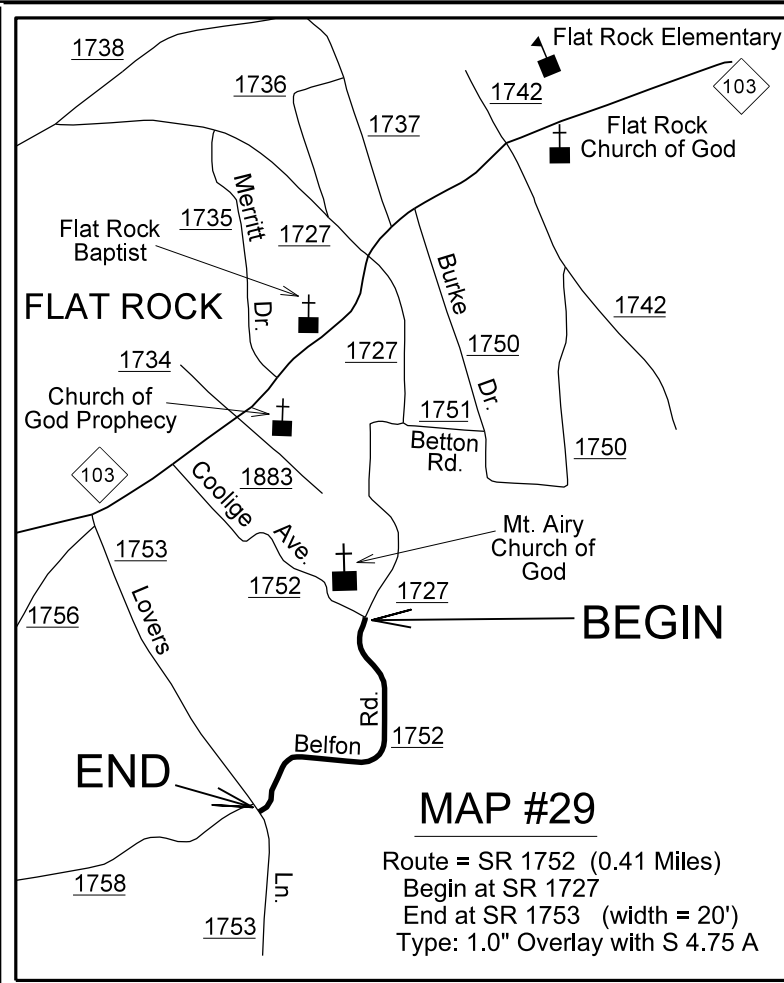
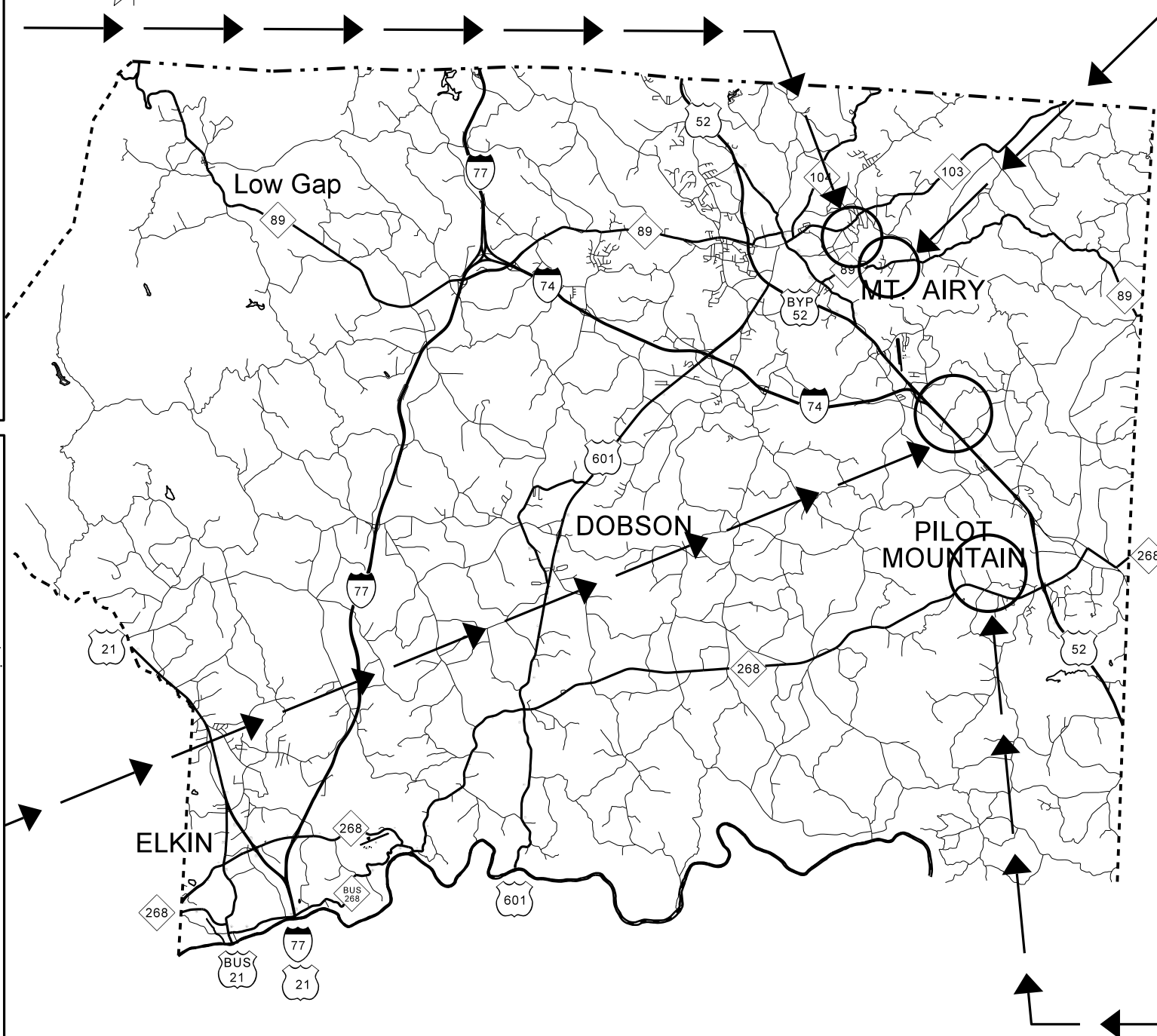


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SURRY COUNTY

2019

TYPE OF WORK: ASPHALT RESURFACING
SECONDARY ROUTES

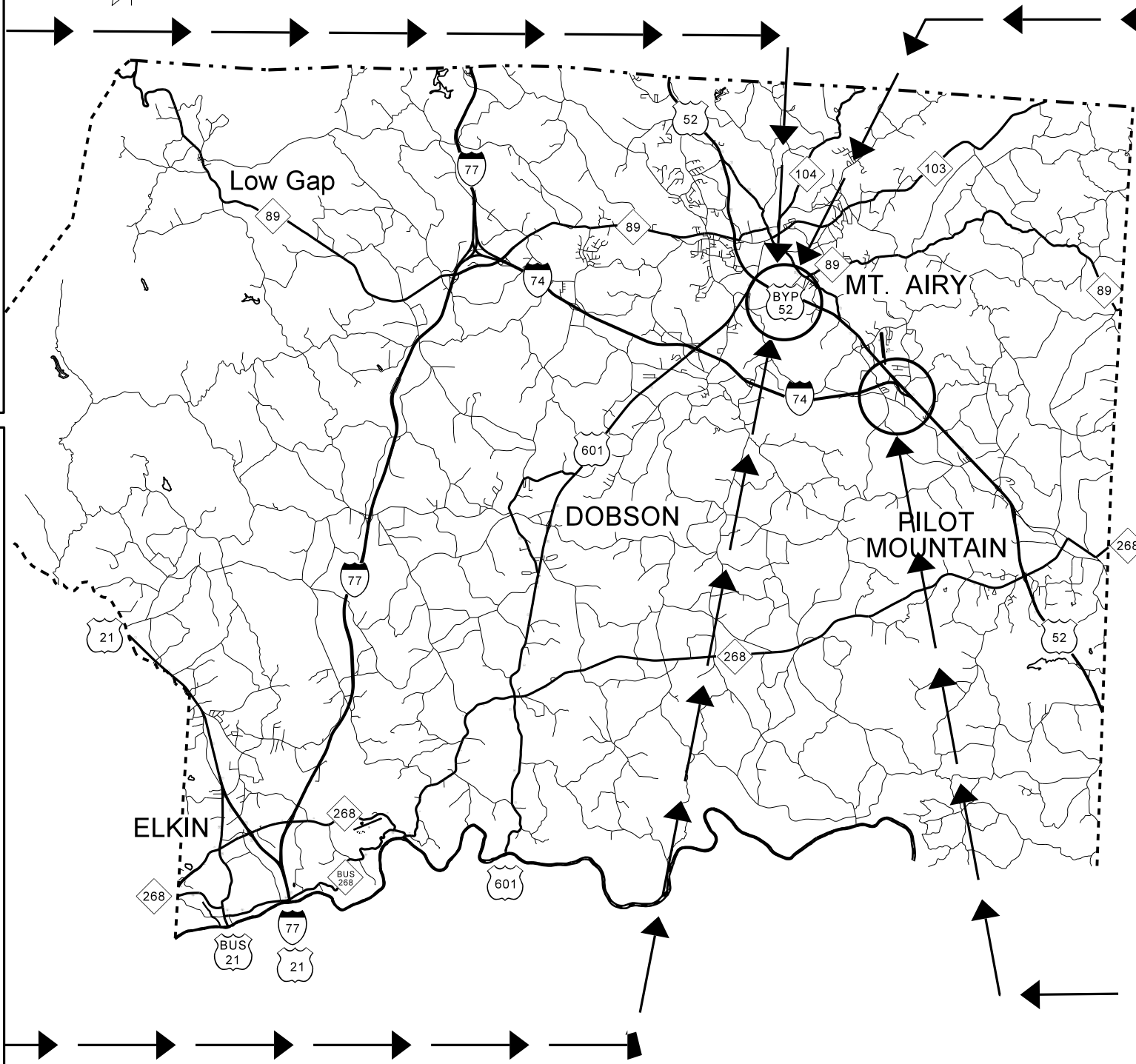
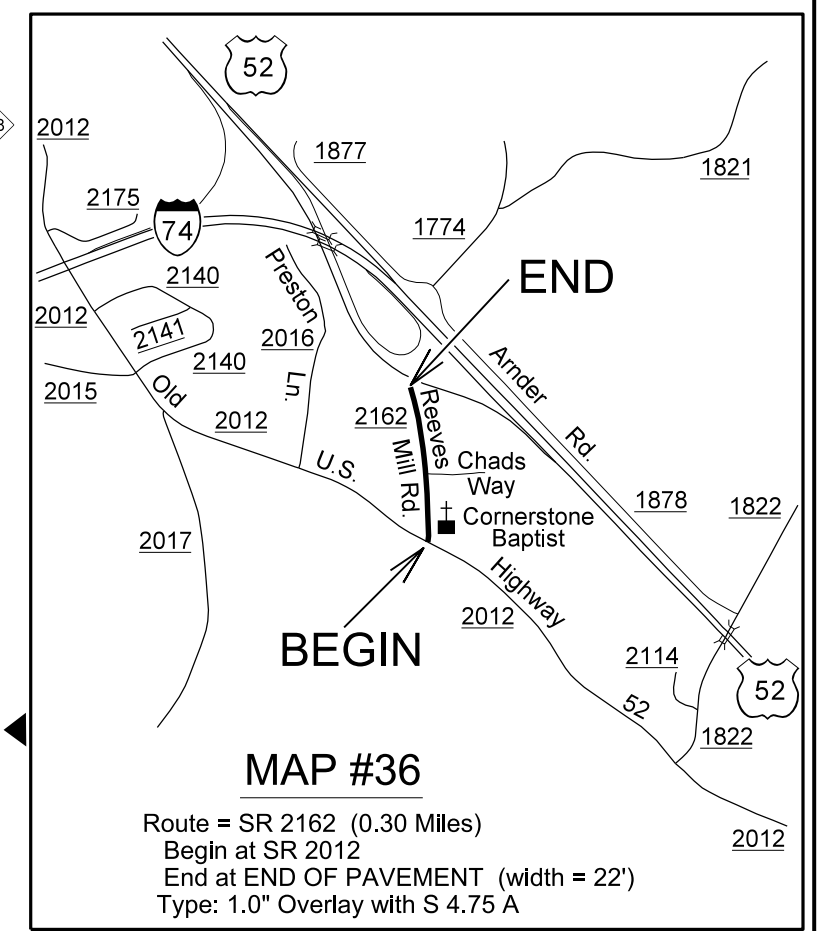
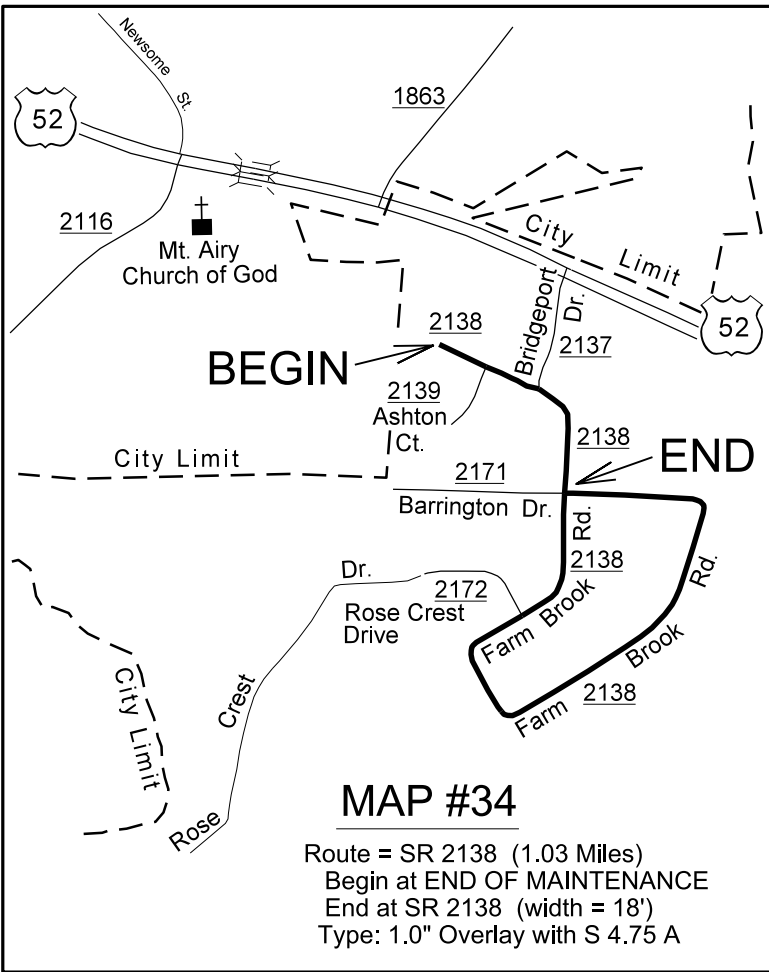
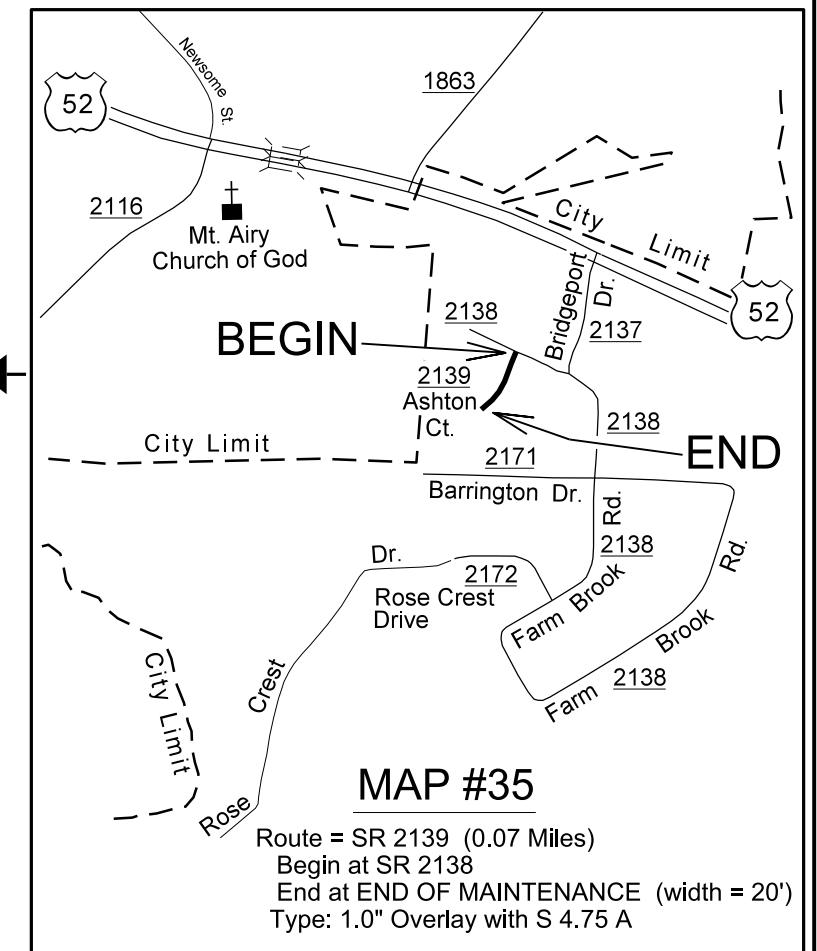
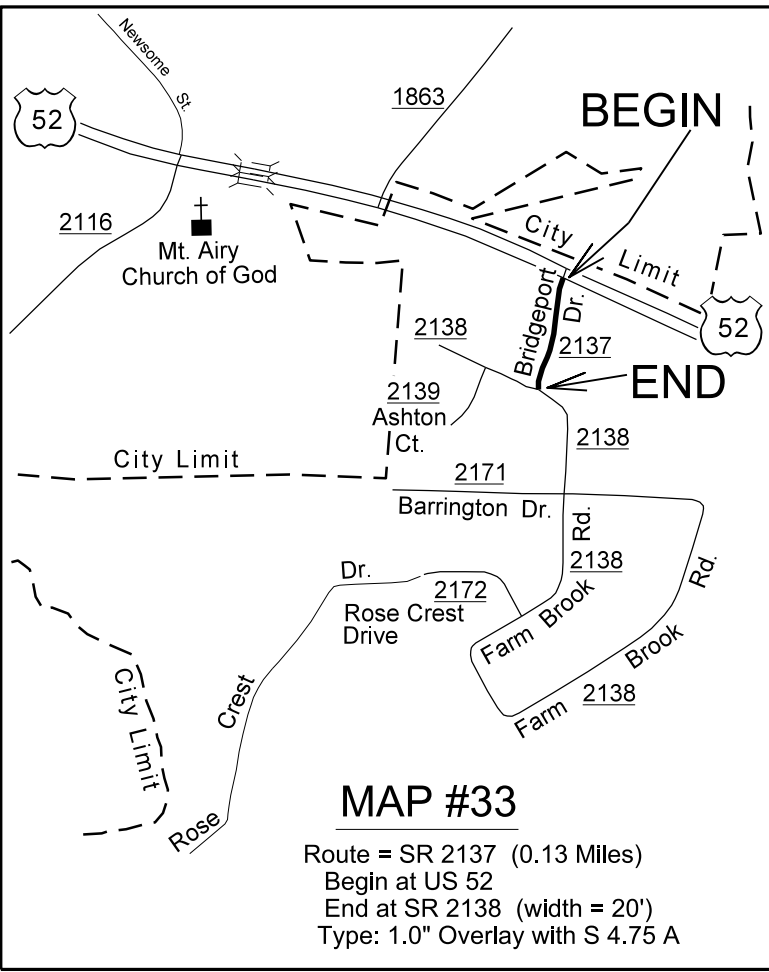


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SURRY COUNTY

2019

TYPE OF WORK: ASPHALT RESURFACING
SECONDARY ROUTES

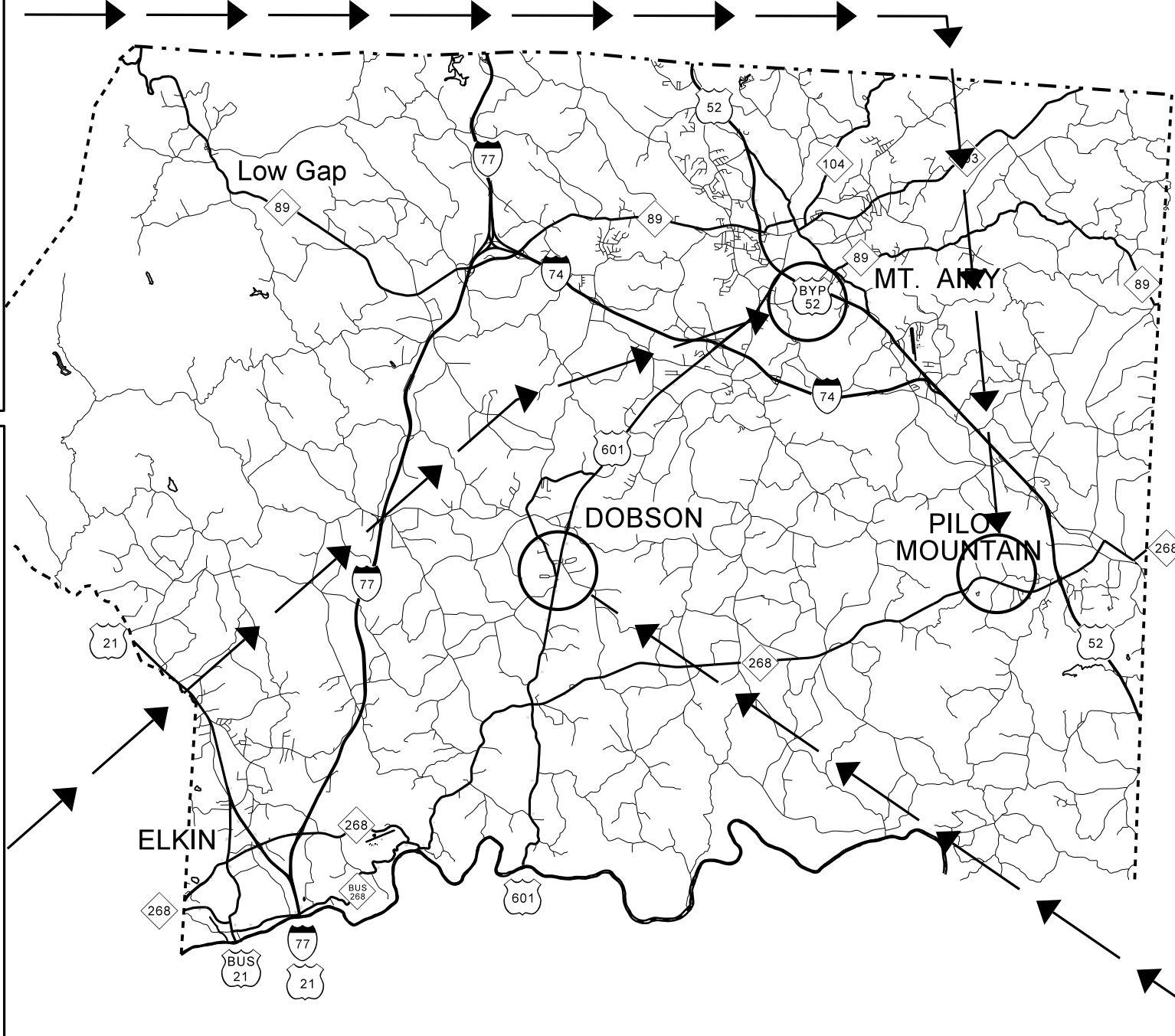


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SURRY COUNTY

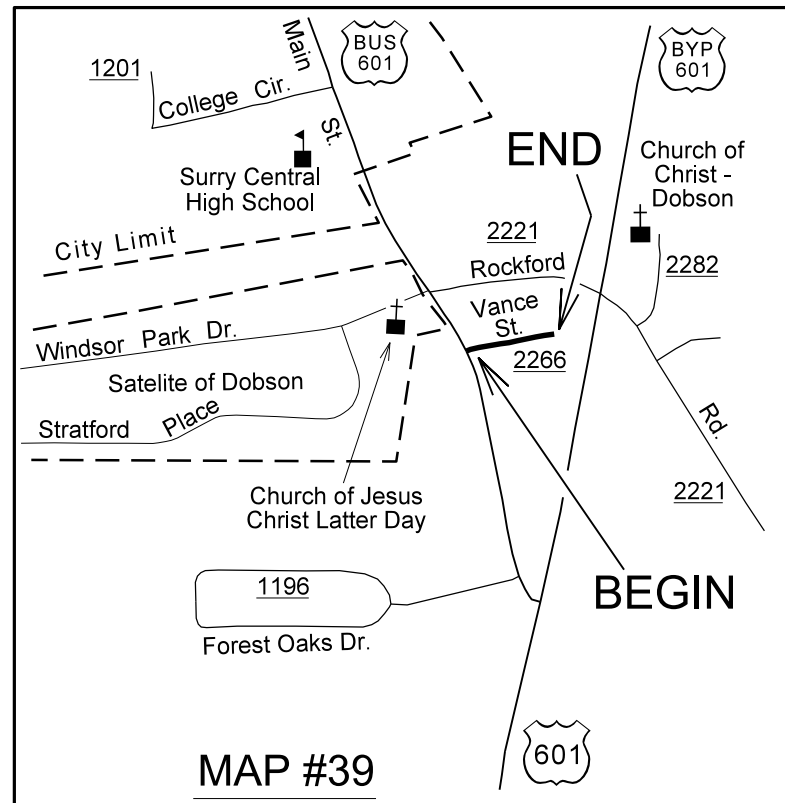
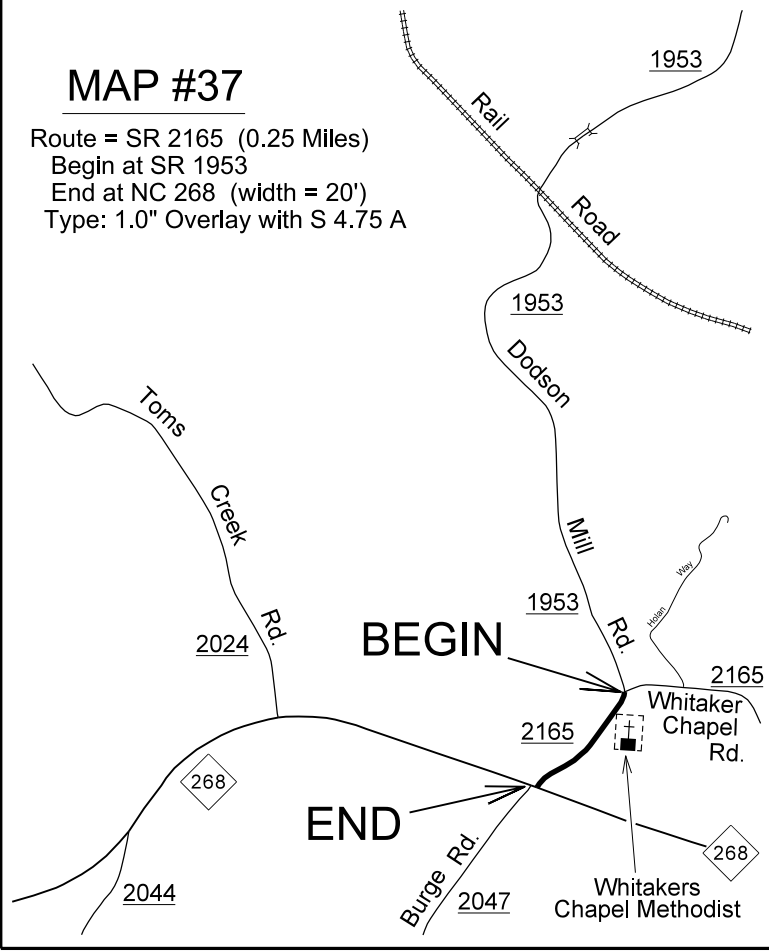
2019

TYPE OF WORK: ASPHALT RESURFACING
SECONDARY ROUTES



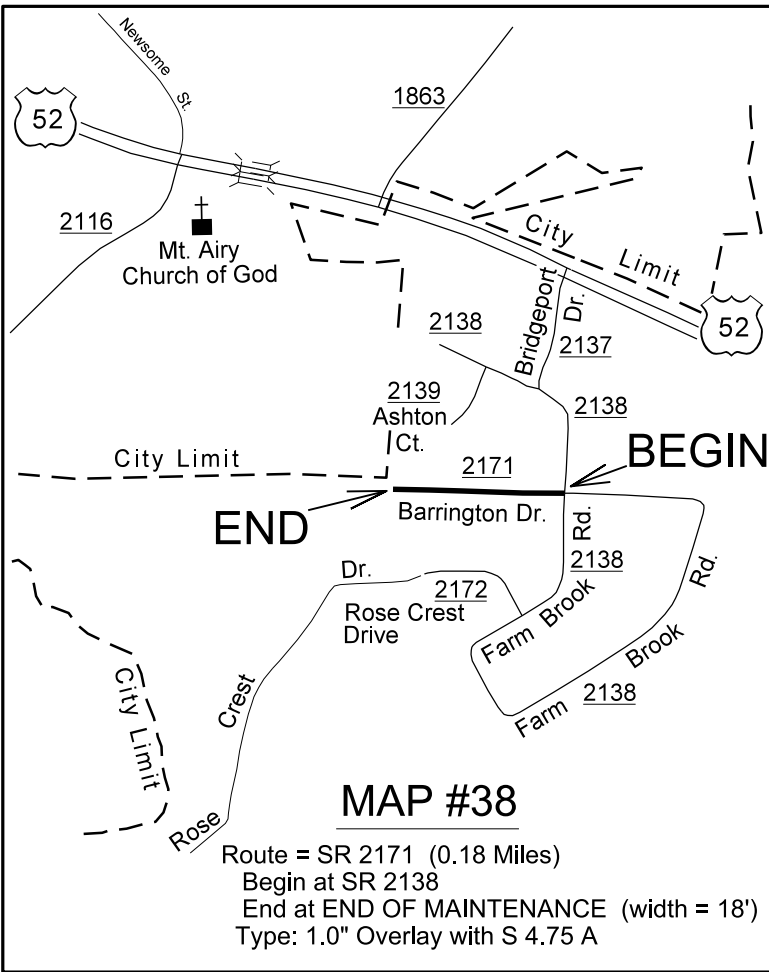
MAP #37

Route = SR 2165 (0.25 Miles)
Begin at SR 1953
End at NC 268 (width = 20')
Type: 1.0" Overlay with S 4.75 A



MAP #39

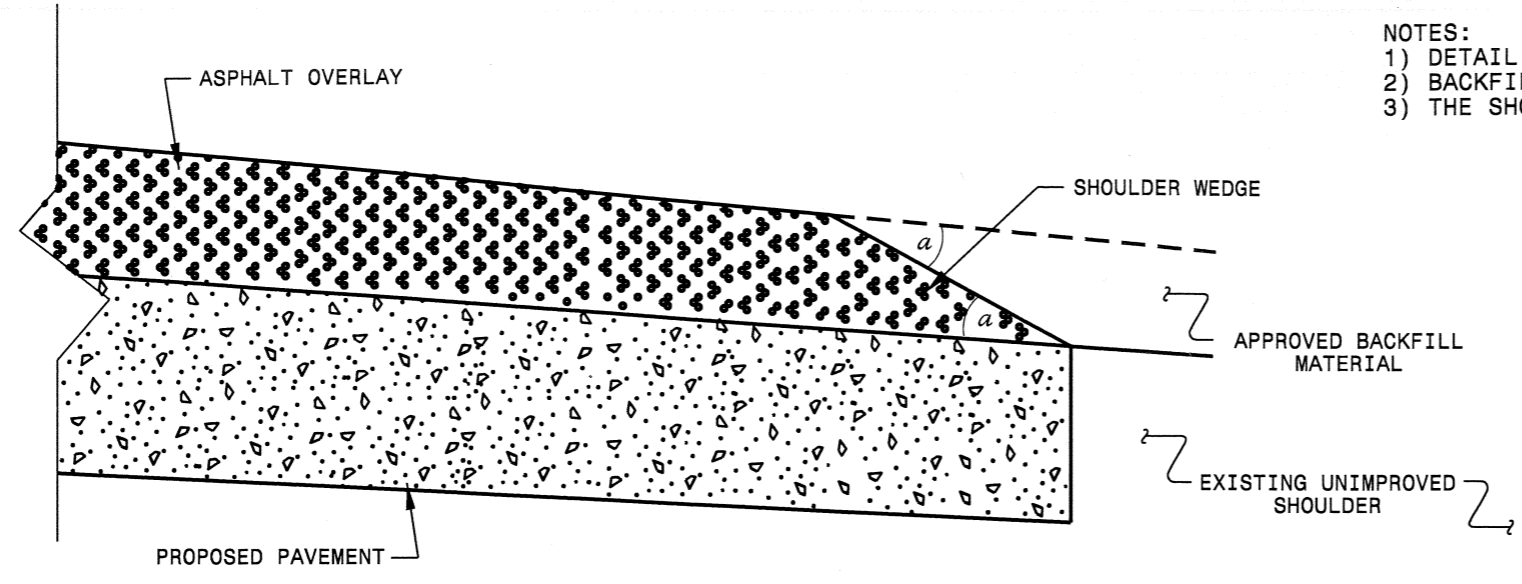
Route = SR 2266 (0.11 Miles)
Begin at US 601 BUS
End at END OF MAINTENANCE (width = 16')
Type: 1.0" Overlay with S 4.75 A



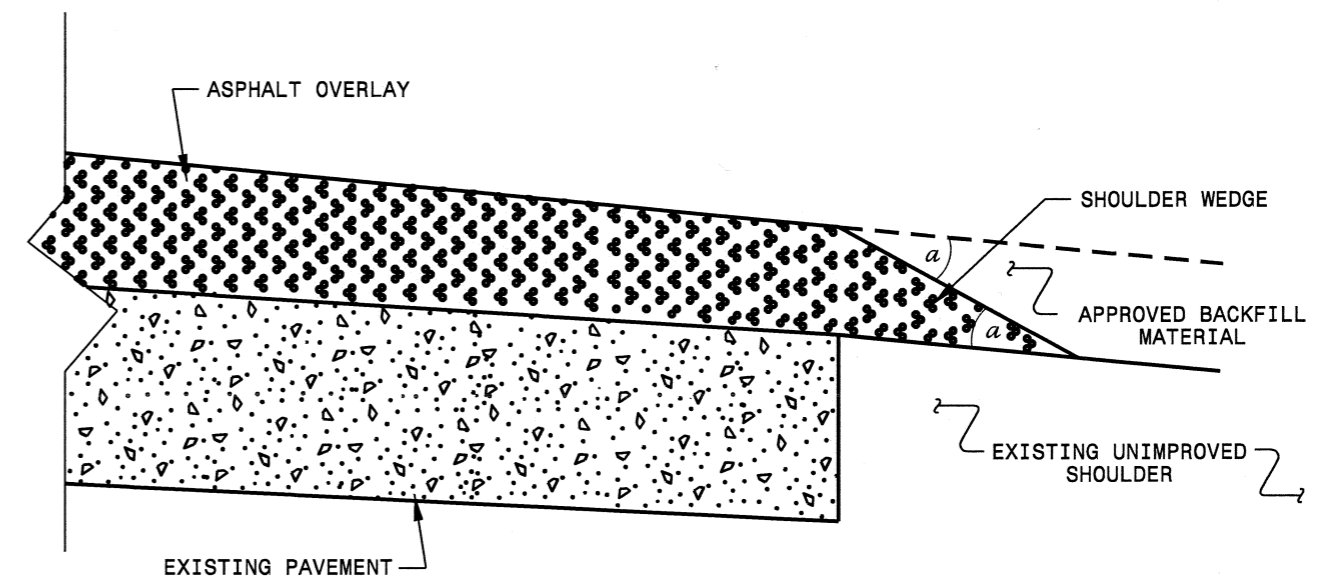
MAP #38

Route = SR 2171 (0.18 Miles)
Begin at SR 2138
End at END OF MAINTENANCE (width = 18')
Type: 1.0" Overlay with S 4.75 A

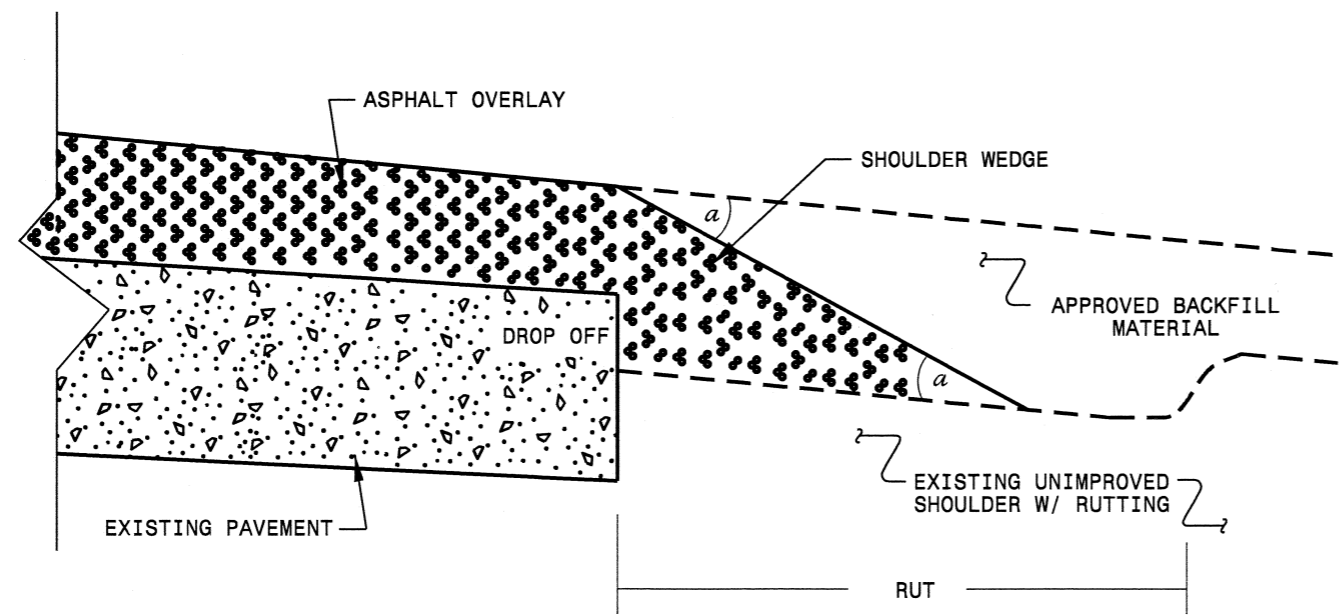
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

CONTRACT STANDARDS
 AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11
 MODIFIED BY: DATE: 10/18/12
 CHECKED BY: DATE:
 FILE SPEC.: s:\user\details\stand\shoulderwedgedetail.dgn

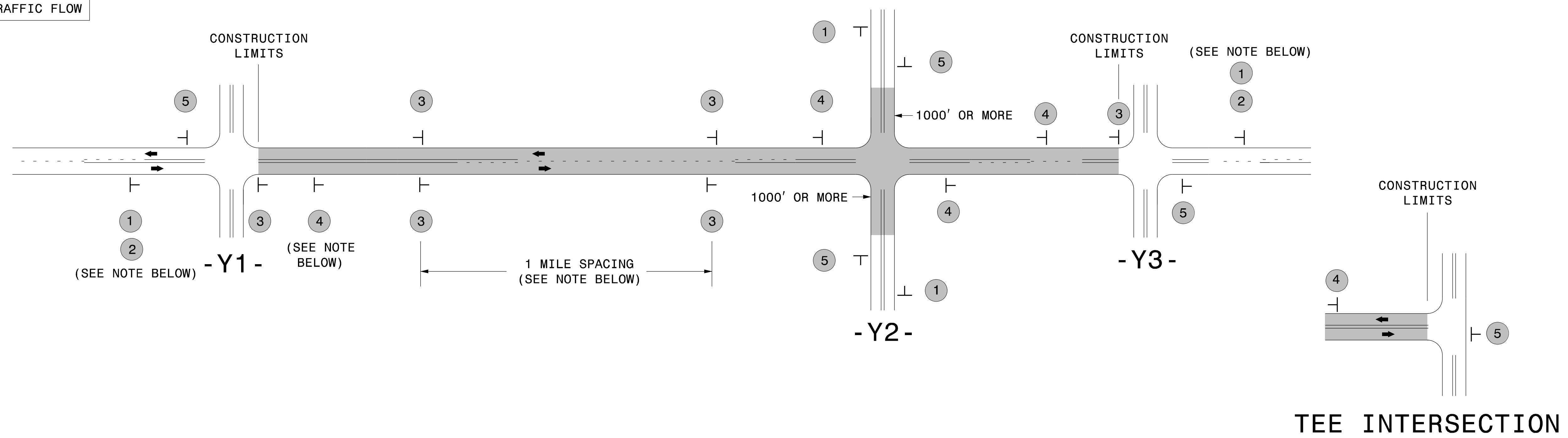
SYSTEMS CONSULTANTS
 CONSULTANTS
 CONSULTANTS

SIGNING FOR RESURFACING PROJECTS

LEGEND

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



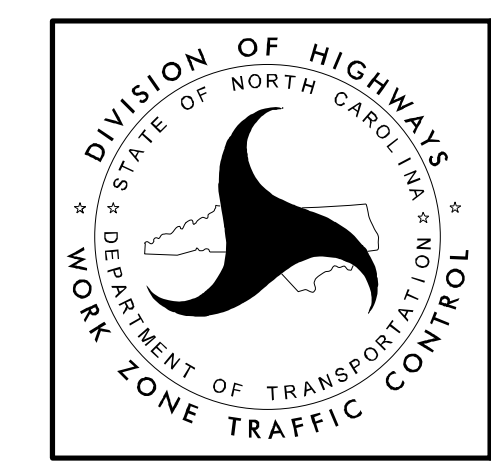
MAINLINE (-L-) SIGNING

-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 CONSTRUCTION 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"> 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>
		<p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
		<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</p> <p>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- 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>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	
	<p>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.</p>		

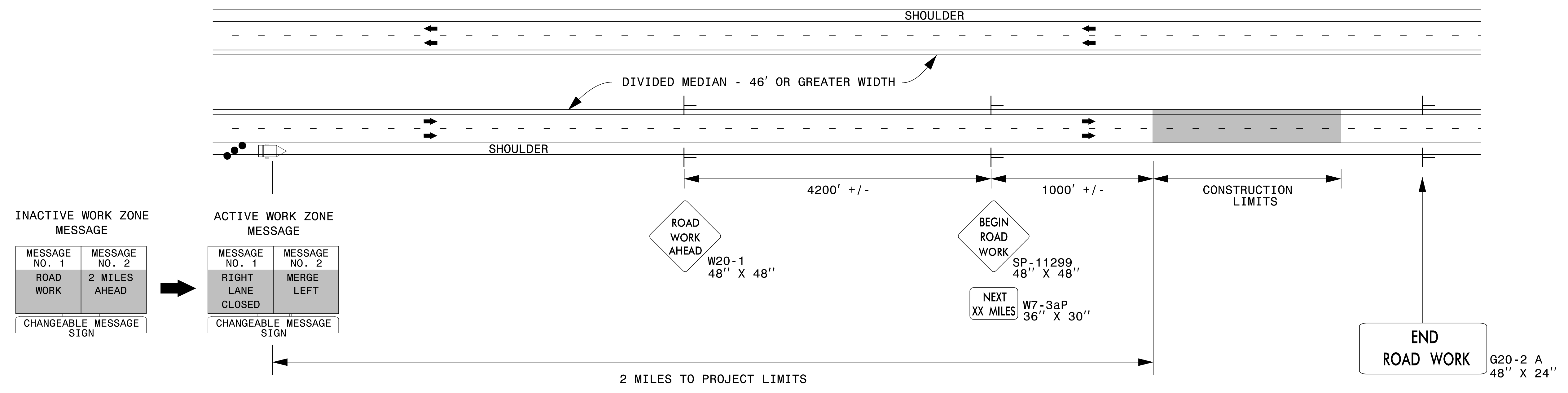
MAPS LESS THAN 2 MILES

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.

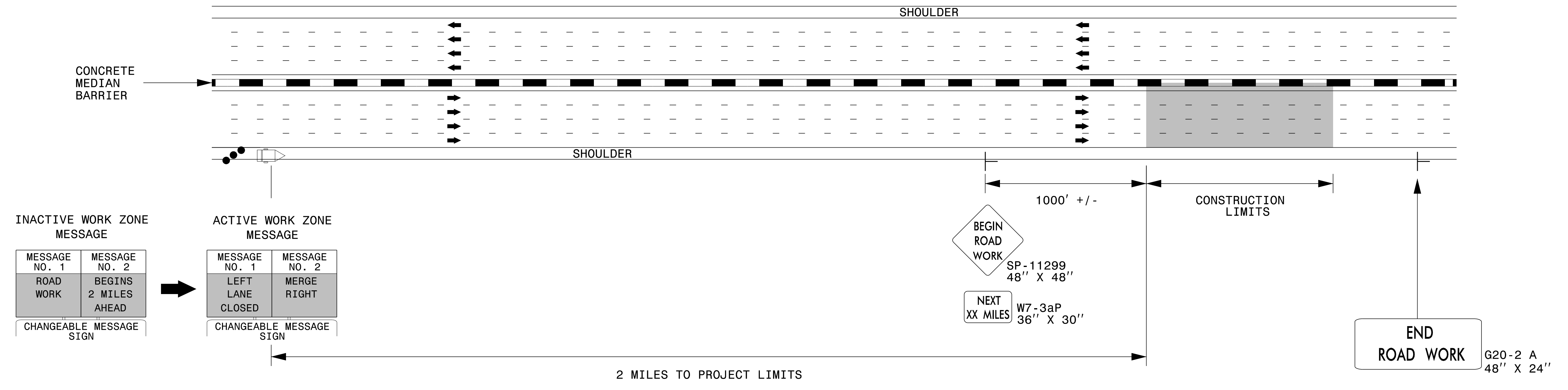


ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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

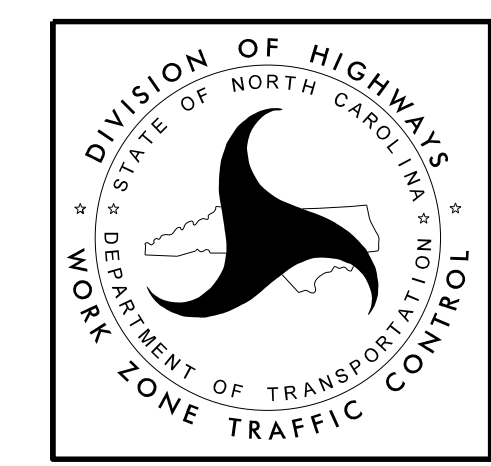


NOTES:

- 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.

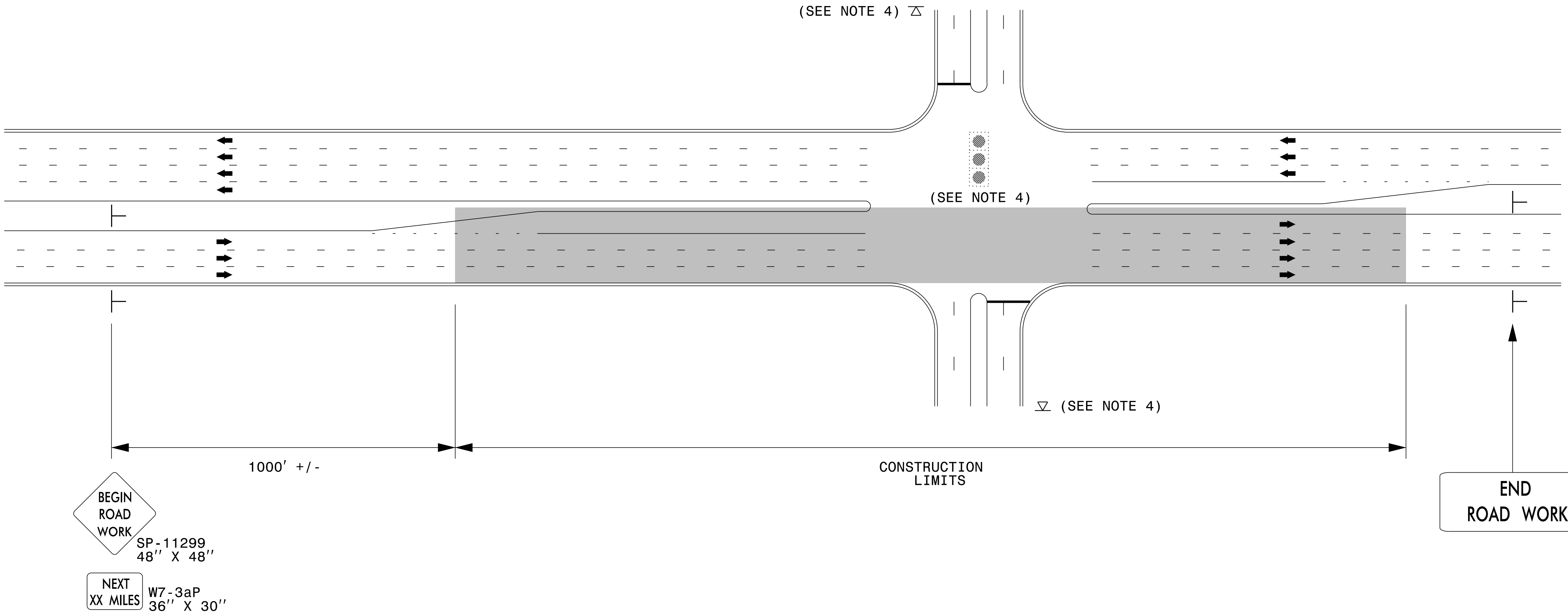
LEGEND

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



**RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH**

URBAN / SUBURBAN WORKZONES



NOTES:

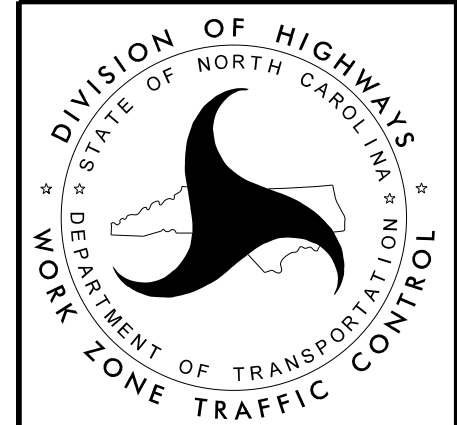
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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

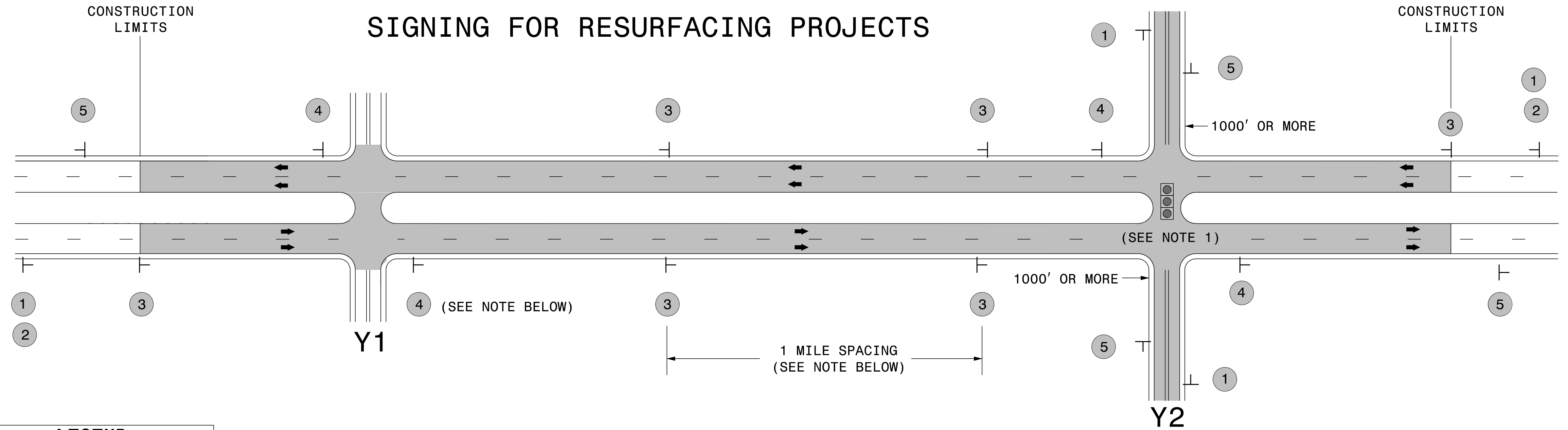
➔ DIRECTION OF TRAFFIC FLOW

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



RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES

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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; 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>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>	

3/23/2015
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**RESURFACING
 ADVANCE WARNING SIGNS
 FOR RURAL AND SUBURBAN
 MULTI-LANE ROADWAYS
 W/ SHOULDER SECTIONS**