PROJECT NO.	SHEET NO.	TOTAL NO.
PCPT.11.05.10861, 2019CPT.11.05.20		

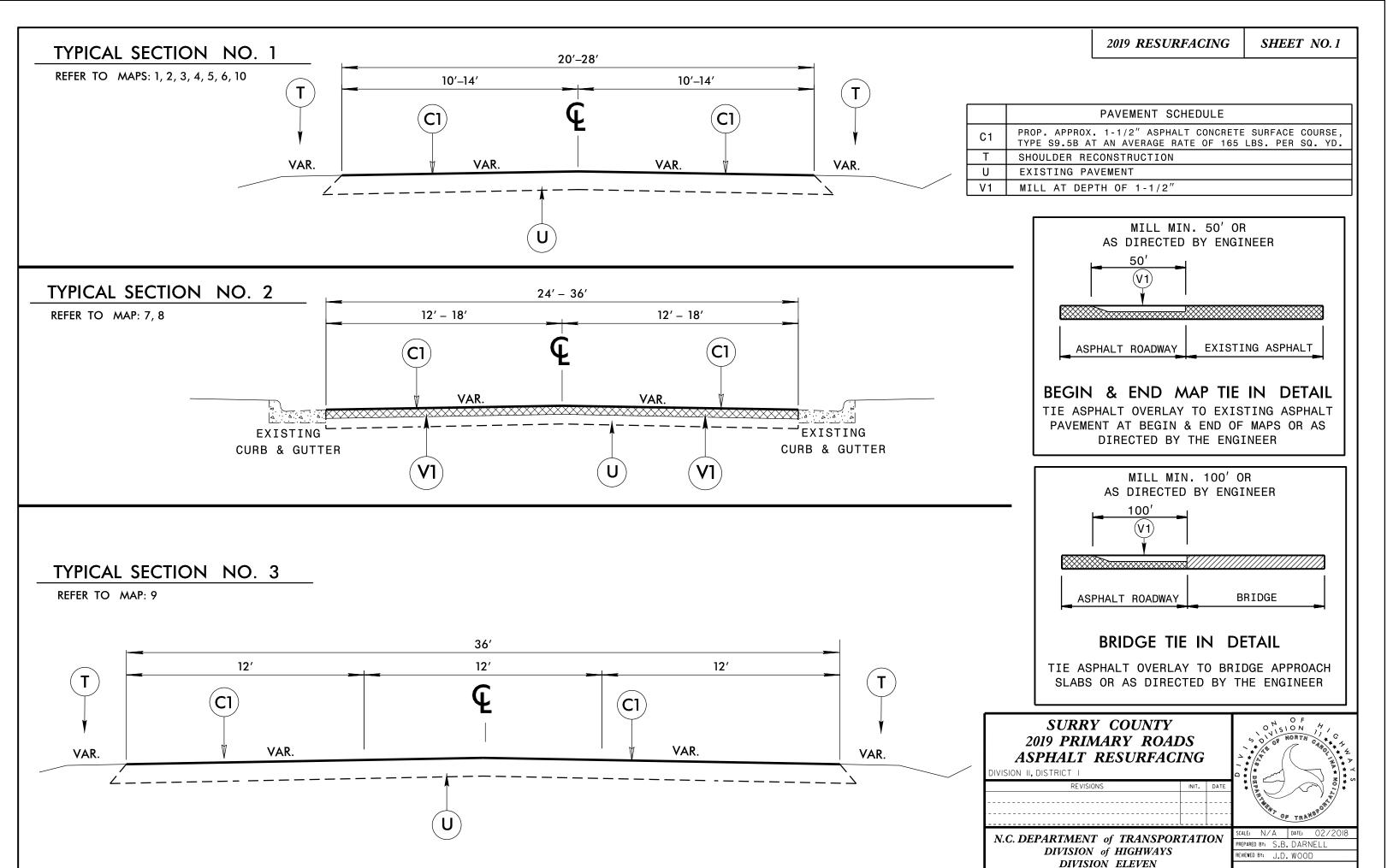
## SUMMARY OF QUANTITIES

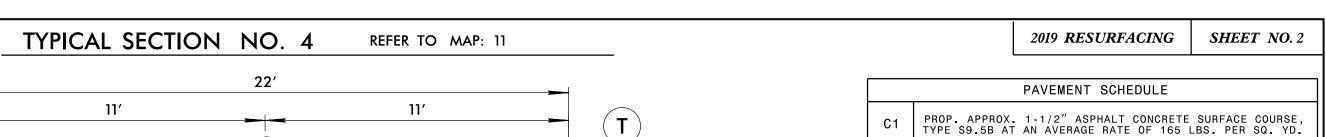
											3 U IVI IV	MANI	OF Q	UANI	11163										
								_	1220000000-E	1231000000-E	1245000000-E	129700000-E	133000000-E	1519000000-E	152000000-E	1526000000-E	1575000000-E	1704000000-E	184000000-E	2800000000-N	2830000000-N	2845000000-N	608400000-E	7444000000-E	7456000000-E
PROJECT NO	COUNTY M	AP NO	ROUTE	DESCRIPTION	TYP NO		NE LENGTH	WIDTH	INCIDENTAL	SHOULDER	SHOULDER	1½" MILLING	INCIDENTAL	SURFACE	LEVELING	SURFACE	ASPHALT	PATCHING	MILLED	ADJ. OF CATCH	ADJ. OF	ADJ. OF METER	SEED &	INDUCTIVE	LEAD-IN CABLE
						TY	/PE		STONE BASE	BORROW	RECONSTRUCTI		MILLING	COURSE, S9.5B	COURSE, S9.5B	COURSE, S4.75A	BINDER FOR	EXISTING	RUMBLE STRIPS	BASIN	MANHOLES	OR VALVE BOX	MULCHING	LOOP SAWCUT	
											ON						PLANT MIX	PAVEMENT	(ASPHALT						
																			CEMENT						
																			CONCRETE)						
							MI	FT	TONS	СҮ	SMI	SY	SY	TONS	TONS	TONS	TONS	TONS	LF	EA	EA	EA	AC	LF	LF
	+			FROM 0.88 MILES SOUTH OF SR 1815	5		IVII	<del>  []</del>	10143	Ci	Sivii	31	31	10143	10143	10143	10143	10143	LF	LA	LA	LA	AC	Lr	
2019CPT.11.05.1086	1 Surry	1	US 52 NB	TO SR 2116	1	2 N	/ID 3.59	28		704	7.18	1,350	1,556	6,525			437	195	37,910				1.62	960	500
20130111110311000	2 34.17		0002118	FROM 500' EAST OF NB RAMP I-77 TO	0		3.33			751	7.120	2,550	1,330	3,323			137	133	37,310				1.02	300	355
2019CPT.11.05.1086	1 Surry	2	NC 268 BYPASS		1	2 2\	WU 0.84	24	84	165	1.68		533	1,031			69	33					0.38		
2019CPT.11.05.1086	1 Surry	3 1	NC 268 BYPASS	FROM SR 1139 TO NC 268 BUS	1	2 2\	WU 2.04	20	204	400	4.08		222	2,037			136						0.92		
2019CPT.11.05.1086	1 Surry	4	NC 268	FROM SR 1118 TO US 601	1	2 2\	WU 4.71	20	471	923	9.42		778		4,855		325	153					2.12		
2019CPT.11.05.1086	1 Wilkes	5	NC 268 BUS	FROM NC 268 TO SURRY COUNTY	1	2 2\	<i>N</i> U 0.32	22	32	63	0.64	2,322	244	517			35	15					0.14		
2019CPT.11.05.1086	1 Surry	6	NC 268 BUS	FROM WILKES CO TO BEGIN C&G	1	2 2\	WU 1.27	20	127	249	2.54		444	1,282			86	41			8	3	0.57		
2019CPT.11.05.1086	1 Surry	7	NC 268 BUS	FROM BEGIN C&G TO US 21 BUS	2	2 2\	WU 0.06	24				845		90			6	2			2				
					_								_	_											1
2019CPT.11.05.1086	1 Surry	8	NC 268 BUS	FROM US 21 BUS TO E MAIN STREET	Г 2	3 2\	WU 0.17	36				3,590	400	307			21	10		1	3	2			1
2040CDT 44 05 400C	4 6		NG 260 BUG	EDOM E MANN CEDEFF TO FMD 3 LAND	15 2			26					400	202			26	44			2				
2019CPT.11.05.1086				FROM E MAIN STREET TO END 3 LAN FROM END 3 LANE TO I-77	IE 3	3 N 2 2\	//U 0.19	21	140	274	2.80		400 350	392 1,506			26	11 47			3	2	0.63		<del></del>
2019CPT.11.05.1086	1   Surry   <b>PROJ NO. 2019C</b> I	10 DT 11 OF	NC 268 BUS	FROM END 3 LANE TO 1-77	1	2 21	WU 1.4 14.59		140 1,058	2,778	28.34	8,107	4,927	13,687	4,855		101 <b>1,242</b>	507	37,910	1	16	3 <b>Q</b>	0.63 <b>6.38</b>	960	500
TOTAL FOR I	PROJ NO. 2019CI	F1.11.05.	.10801				14.55		1,038	2,776	20.34	8,107	4,327	13,087	4,655		1,242	307	37,310	1	10	0	0.38	960	300
2019CPT.11.05.2086	1 Surry	11	SR 1001	FROM SR 1185 TO SR 1129	4	2 2\	WU 5.5	22	413	1,078	11.00		1,344	6,000			402	195					2.48		
2019CPT.11.05.2086		12	SR 1104	FROM SR 1103 TO US 601	5	2 2\		_	123	241	2.46		400	1,109			74						0.55		
2019CPT.11.05.2086		13	SR 1150	FROM NC 268 BUS TO WILKES CO	5	2 2\		18	75	147	1.50		500	678			45	22					0.34		
2019CPT.11.05.2086		14	SR 1182	FROM SR 1181 TO SR 1133	6	2 2\		20	9							99	7	5							
2019CPT.11.05.2086		15	SR 1488	FROM SR 1492 TO SR 1480	6	2 2\			14							179	12	12							
2019CPT.11.05.2086	1 Surry	16	SR 1489	FROM SR 1488 TO EOM	6	2 2\	WU 0.07	22	4							46	3	2							
2019CPT.11.05.2086	1 Surry	17	SR 1490	FROM SR 1488 TO EOM	6	2 2\	WU 0.07	22	7							46	3	2							
2019CPT.11.05.2086	1 Surry	18	SR 1491	FROM SR 1488 TO EOM	6	2 2\	WU 0.07	22	4							46	3	2							
2019CPT.11.05.2086	1 Surry	19	SR 1492	FROM SR 1488 TO SR 1539	6		WU 0.06		3							41	3	2							
2019CPT.11.05.2086	1 Surry	20	SR 1618	FROM NC 89 TO SR 1622	5		WU 1.83		183	359	3.66		889	1,813			121	59					0.82		
2019CPT.11.05.2086		21	SR 1692	FROM EOM TO EOM	6		WU 0.14		7							68	5	4							
2019CPT.11.05.2086		22	SR 1697	FROM EOM TO EOM	6		<i>N</i> U 0.24	_	12							132	9	9							<b></b>
2019CPT.11.05.2086		23	SR 1721	FROM SR 1722 TO EOM	6	2 2\			14							124	8	7							
2019CPT.11.05.2086		24	SR 1727	FROM NC 103 TO SR 1752	6		WU 0.56		28							244	17	16							<b></b>
2019CPT.11.05.2086		25	SR 1736	FROM SR 1727 TO SR 1737	6	2 2\		1	12							95	6	6							
2019CPT.11.05.2086		26	SR 1737	FROM NC 103 TO SR 1738	6		WU 0.31	20	16	5.47	5.50		1.667	2.000		154	10	10					1.26		
2019CPT.11.05.2086		27	SR 1742	FROM NC 103 TO SR 1850	5		NU 2.79		279	547	5.58		1,667	2,808		222	188	90					1.26		<del></del>
2019CPT.11.05.2086 2019CPT.11.05.2086		28	SR 1750 SR 1752	FROM SR 1742 TO NC 103 FROM 1727 TO SR 1753	6		WU 0.75 WU 0.41		30							333	23	22 13							
2019CPT.11.05.2086		30	SR 1822	FROM SR 2012 TO MP 1.33			WU 1.33		133	261	2.66		444	1,335		200	89	43					0.60		+
2019CPT.11.05.2086		31	SR 1915	FROM SR 1914 TO EOM	6		WU 0.13		7	201	2.00		444	1,555		65	09 /I	43					0.00		
2019CPT.11.05.2086		32	SR 1953	FROM RR TO SR 2165	5		WU 1.07		107	210	2.14		444	1,092		03	73	35					0.48		<del>                                     </del>
2019CPT.11.05.2086		33	SR 2137	FROM US 52 TO SR 2138	6	2 2\		-	7	210	2.17		111	1,032		65	4	4					0.40		
2019CPT.11.05.2086		34	SR 2138	FROM EOM TO SR 2138	6		WU 1.03		52							440	30	30							
2019CPT.11.05.2086		35	SR 2139	FROM SR 2138 TO EOM	6	2 2\			4							37	3	2							
2019CPT.11.05.2086		36	SR 2162	FROM SR 2012 TO END PVMNT	6		WU 0.3	22	15							158	11	11							
2019CPT.11.05.2086		37	SR 2165	FROM SR 1953 TO NC 268	6		WU 0.25		13							121	8	8							
2019CPT.11.05.2086		38	SR 2171	FROM SR 2138 TO EOM	6	2 2\			9							80	5	5							
2019CPT.11.05.2086	1 Surry	39	SR 2266	FROM US 601 BUS TO EOM	6	2 2\	WU 0.11	16	6							46	3	3							
TOTAL FOR I	PROJ NO. 2019C	PT.11.05.	.20861				20.34		1,615	2,843	29.00		5,688	14,835		2,819	1,186	623					6.53		
	GRAND TOTA	L					34.93		2,673	5,621	57.34	8,107	10,615	28,522	4,855	2,819	2,428	1,130	37,910	1	16	8	12.92	960	500

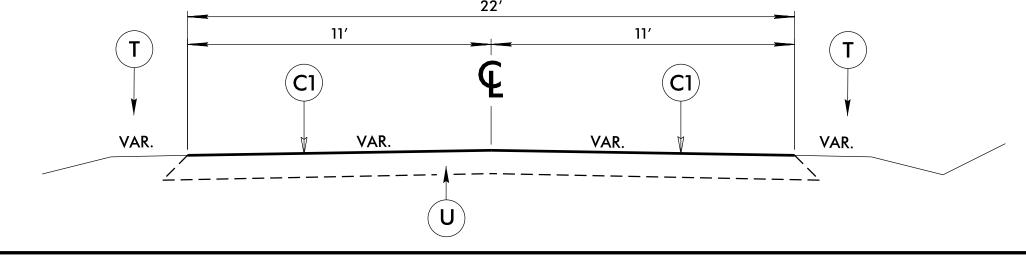
PROJECT NO. SHEET NO. TOTAL NO.
T.11.05.10861, 2019CPT.11.05

## THERMOPLASTIC AND PAINT QUANTITIES

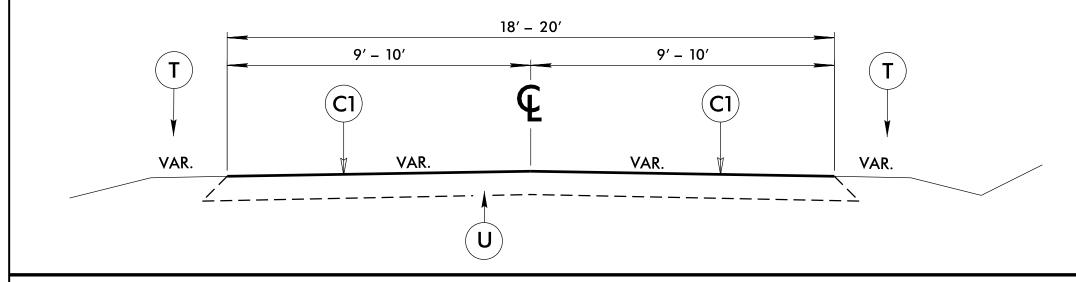
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PROJECT NO	COUNTY	Y MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES LANE	ELENGTH		STATIONARY			PORTABLE	DRUMS	TEMPORARY	TMA	4" WHITE	4" YELLOW	6" WHITE		8" WHITE	12" WHITE		PAINT MSG		PAINT LT	PAINT STR		PAINT STR &	PAINT LT STR	
						ТҮРЕ				ADVANCE/GE	ARROW	CHANGEABLE		TRAFFIC		PAINT	PAINT	PAINT	PAINT	PAINT	PAINT	PAINT	STOP	AHEAD	ARROW	ARROW	ARROW	RT ARROW		PLOWABLE
									SIGN	NERAL	PANELS, TYPE	MESSAGE		CONTROL															1	MARKERS
										WARNING	С	SIGN (SHORT																	1	
										SIGNING		TERM)																		
							MI	FT	SF	SF	EA	DAY	EA	LS	EA	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA
				FROM 0.88 MILES SOUTH OF SR																									1	
2019CPT.11.05.10861	L Surry	1	US 52 NB	1815 TO SR 2116	1	2 MD	3.59	28	96		2	25	300		1			58,302	38,269		2,050		16	20	36	14	18	4	4	316
				FROM 500' EAST OF NB RAMP I-77	'																								1	
2019CPT.11.05.10861	•	2	NC 268 BYPASS	TO SR 1139	1	2 2WL		_		168				1.00		18,077	18,077													56
2019CPT.11.05.10861		3	NC 268 BYPASS	FROM SR 1139 TO NC 268 BUS	1	2 2WL				120						43,901	43,901								_			_		137
2019CPT.11.05.10861	•	4	NC 268	FROM SR 1118 TO US 601	1	2 2WL	_			200						101,359	101,359								2			2		316
2019CPT.11.05.10861		5	NC 268 BUS	FROM NC 268 TO SURRY COUNTY	1	2 2WL				144						6,886	6,886					120			2					21
2019CPT.11.05.10861	<del></del>	6	NC 268 BUS	FROM WILKES CO TO BEGIN C&G	1	2 2WL		20		104						27,330	27,330					120			2					1
2019CPT.11.05.10861	L Surry		NC 268 BUS	FROM BEGIN C&G TO US 21 BUS	2	2 2WU	0.06	24		144							1,291					120								4
2019CPT.11.05.10861	L Curry	0	NC 268 BUS	FROM US 21 BUS TO E MAIN STREET	_	3 2WL	0 17	36		240						675	8,976			420		110			4	,	,		1	11
2019CP1.11.05.10801	L Surry	0	NC 200 BU3	FROM E MAIN STREET TO END 3	1 2	3 2000	0.17	30		240						0/3	8,970			420		110			4	2	2			+ 11
2019CPT.11.05.10861	L Surry	۵	NC 268 BUS	LANE	2	3 MU	0.19	36		160						4,089	10,032			420					12	Q			1	12
2019CPT.11.05.10861	•		NC 268 BUS	FROM END 3 LANE TO I-77	1	2 2WL				144						30,128	30,128			420					12	8				94
	<del>' ' '</del>			THOM END SERVE TO 177	-	2 200	14.59		96	1,424	2	25	300	1.00	1	232,445	247,980	58,302	38,269	840	2,050	350	16	20	56	24	20	6	4	968
TOTAL FOR P	ROJ NO. 20	019CPT.11.	05.10861				255		33	_,	_			2.00			,425		,571	0.0	_,	333		<u> </u>	33		110			300
						<u> </u>											,						_							
2019CPT.11.05.20861	L Surry	11	SR 1001	FROM SR 1185 TO SR 1129	4	2 2WL	J 5.5	22		304						118,360	118,360												<u> </u>	369
2019CPT.11.05.20861	L Surry	12	SR 1104	FROM SR 1103 TO US 601	5	2 2WL	1.23	18		200						26,470	26,470												1	82
2019CPT.11.05.20861	L Surry	13	SR 1150	FROM NC 268 BUS TO WILKES CO	5	2 2WL	0.75	18		48						16,140	16,140												1	
2019CPT.11.05.20861	L Surry	14	SR 1182	FROM SR 1181 TO SR 1133	6	2 2WL	0.17	20		96																			1	
2019CPT.11.05.20861	L Surry	15	SR 1488	FROM SR 1492 TO SR 1480	6	2 2WL	0.28	26		96																			1	
2019CPT.11.05.20861			SR 1489	FROM SR 1488 TO EOM	6	2 2WL				96																				
2019CPT.11.05.20861	L Surry	17	SR 1490	FROM SR 1488 TO EOM	6	2 2WL	0.07	22		96																				
2019CPT.11.05.20861	L Surry	18	SR 1491	FROM SR 1488 TO EOM	6	2 2WL				96																				
2019CPT.11.05.20861	L Surry	19	SR 1492	FROM SR 1488 TO SR 1539	6	2 2WL	0.06	22		96																				
2019CPT.11.05.20861		20	SR 1618	FROM NC 89 TO SR 1622	5	2 2WL				96						39,382	39,382													
2019CPT.11.05.20861		21	SR 1692	FROM EOM TO EOM	6	2 2WL	_			96																				
2019CPT.11.05.20861	<u> </u>	22	SR 1697	FROM EOM TO EOM	6	2 2WL	_			96																			<del></del>	<b></b>
2019CPT.11.05.20861	•		SR 1721	FROM SR 1722 TO EOM	6	2 2WL				96																			<del></del>	<b></b>
2019CPT.11.05.20861	<u> </u>	24	SR 1727	FROM NC 103 TO SR 1752	6	2 2WU	_	_		96						12,051	12,051													
2019CPT.11.05.20861		25	SR 1736	FROM SR 1727 TO SR 1737	6	2 2WL				96						4,950	4,950													
2019CPT.11.05.20861	<u> </u>		SR 1737	FROM NC 103 TO SR 1738	6	2 2WL	_			96						6,671	6,671													1
2019CPT.11.05.20861	•	-	SR 1742	FROM NC 103 TO SR 1850	5	2 2WU		-		144						60,041	60,041													+
2019CPT.11.05.20861			SR 1750 SR 1752	FROM SR 1742 TO NC 103	6	2 2WU 2 2WU				96 96	1			+		16,140 8,823	16,140 8,823	-												1
2019CPT.11.05.20861 2019CPT.11.05.20861			SR 1752 SR 1822	FROM 1727 TO SR 1753 FROM SR 2012 TO MP 1.33		2 2WU				96	+			1		28,622	28,622	<del> </del>	+	+						+	+	1		+
2019CPT.11.05.20861		-	SR 1822 SR 1915	FROM SR 1914 TO EOM	6	2 2WU	_			96	1					20,022	20,022													+
2019CPT.11.05.20861			SR 1913	FROM RR TO SR 2165	5	2 2WU	_			96	<del> </del>					23,026	23,026	<del> </del>												+
2019CPT.11.05.20861		33	SR 2137	FROM US 52 TO SR 2138	6	2 2WU				96	<del>                                     </del>					23,020	2,798	<del>                                     </del>	+	+		+				+				+
2019CPT.11.05.20861			SR 2138	FROM EOM TO SR 2138	6	2 2WU				96	<del> </del>					22,166	22,166					1							<del></del>	
2019CPT.11.05.20861		_	SR 2139	FROM SR 2138 TO EOM	6	2 2WU		-		96	1			1		22,100	22,100	<del> </del>												<del>                                     </del>
2019CPT.11.05.20861			SR 2162	FROM SR 2012 TO END PVMNT	6	2 2WU	_			96	1			1		1		1												
2019CPT.11.05.20861			SR 2165	FROM SR 1953 TO NC 268	6	2 2WU				96	1			1		5,380	5,380	1												
2019CPT.11.05.20861		-	SR 2171	FROM SR 2138 TO EOM	6	2 2WU				96	1			1		,,	,												<del></del>	<u> </u>
2019CPT.11.05.20861			SR 2266	FROM US 601 BUS TO EOM	6	2 2WU				96	<u> </u>					1														
	<u> </u>						20.34			3,096						391,020	391,020													451
TOTAL FOR P	KUJ NO. 20	019CP1.11.	U5.2U861														,040													
	GRAND T	TOTA!					34.93		96	4,520	2	25	300	1	1	623,465	639,000	58,302	38,269	840	2,050	350	16	20	56	24	20	6	4	1,419
	GRAND I	IOIAL														1.26	2,465	96.	,571				]	<u></u>			110			



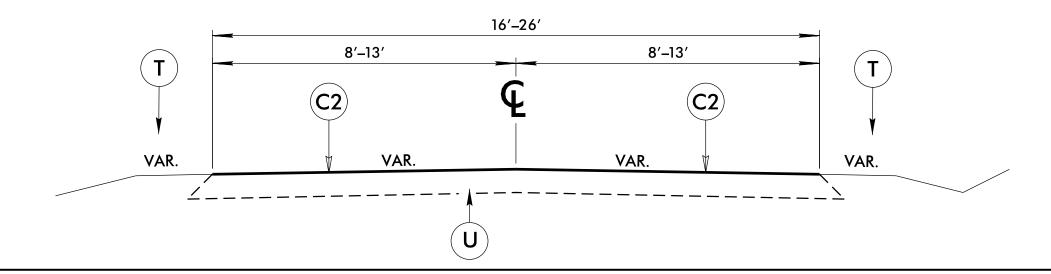


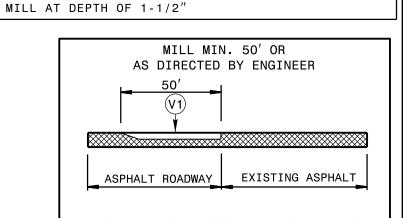


#### **TYPICAL SECTION NO. 5** REFER TO MAPS: 12, 13, 20, 27, 30, 32



#### 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





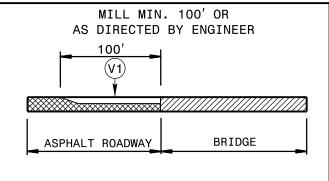
PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A AT AN AVERAGE RATE OF 100 LBS. PER SQ. YD.

SHOULDER RECONSTRUCTION

EXISTING PAVEMENT

# BEGIN & END MAP TIE IN DETAIL TIE ASPHALT OVERLAY TO EXISTING ASPHALT BAVEMENT AT RECTN. & END OF MARS OR AS

TIE ASPHALT OVERLAY TO EXISTING ASPHALT
PAVEMENT AT BEGIN & END OF MAPS OR AS
DIRECTED BY THE ENGINEER



#### BRIDGE TIE IN DETAIL

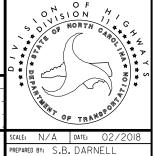
TIE ASPHALT OVERLAY TO BRIDGE APPROACH SLABS OR AS DIRECTED BY THE ENGINEER

SURRY COUNTY
2019 PRIMARY ROADS
ASPHALT RESURFACING

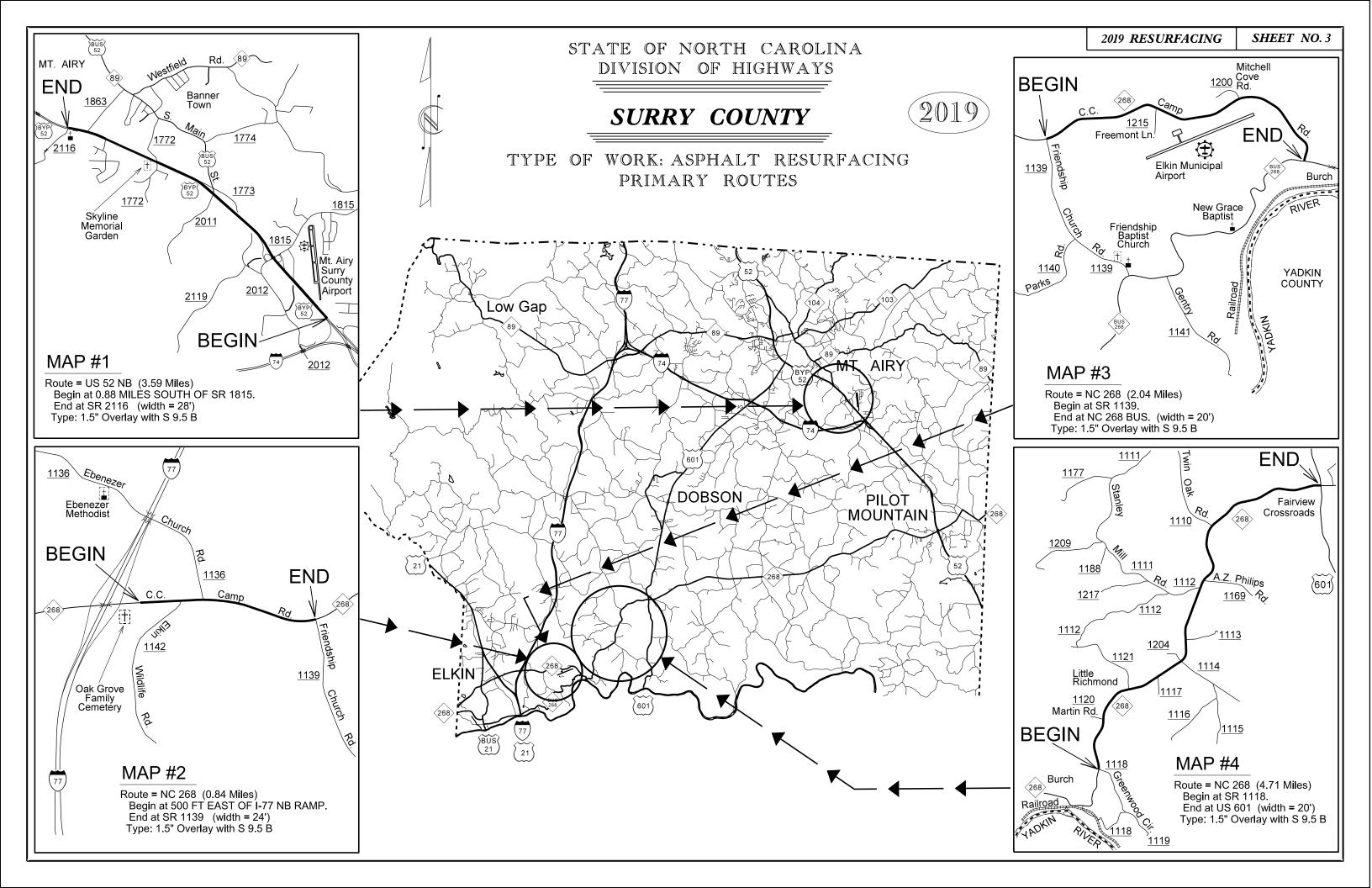
DIVISION II, DISTRICT I

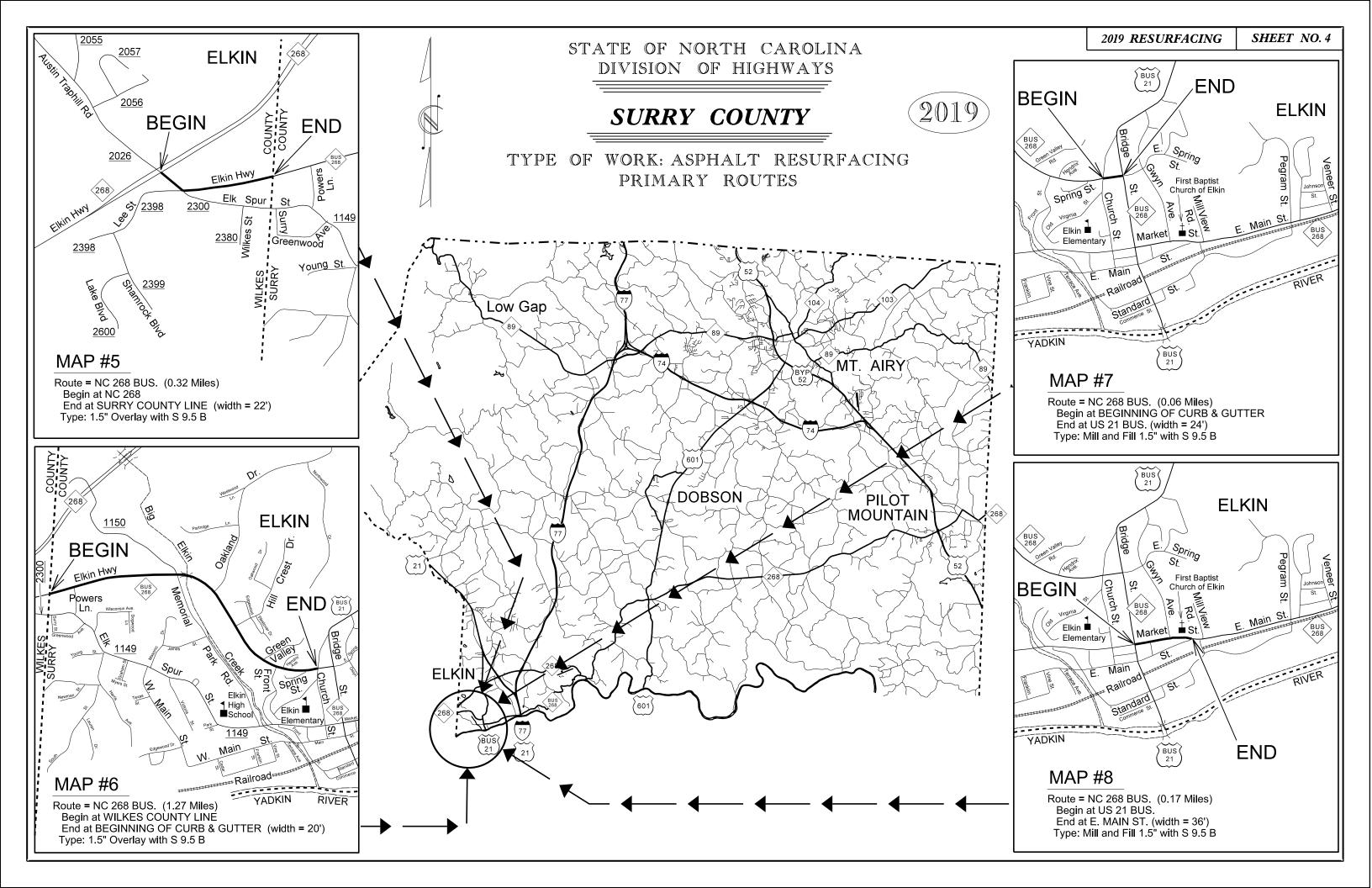
REVISIONS INIT. DATE

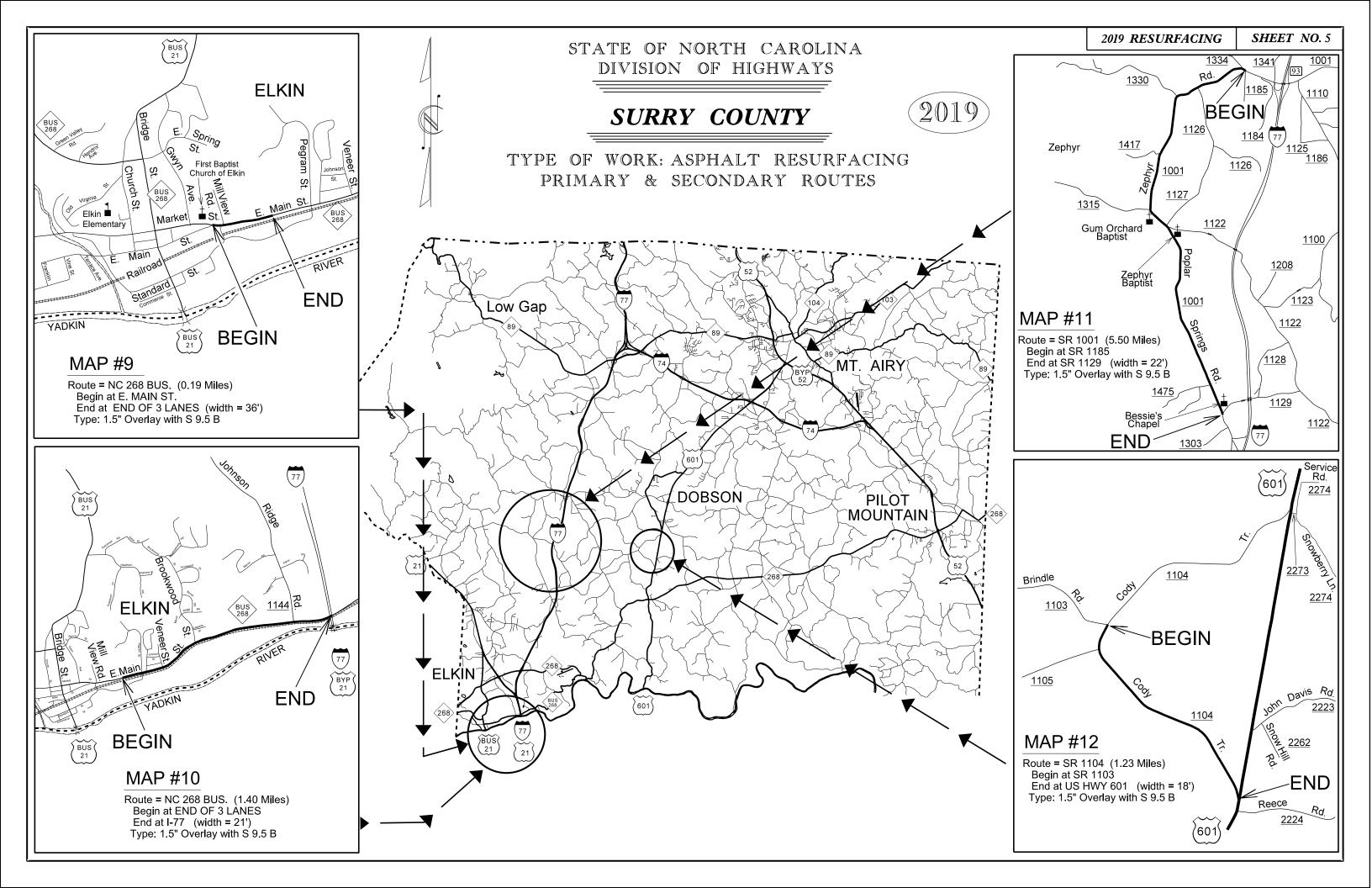
N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN

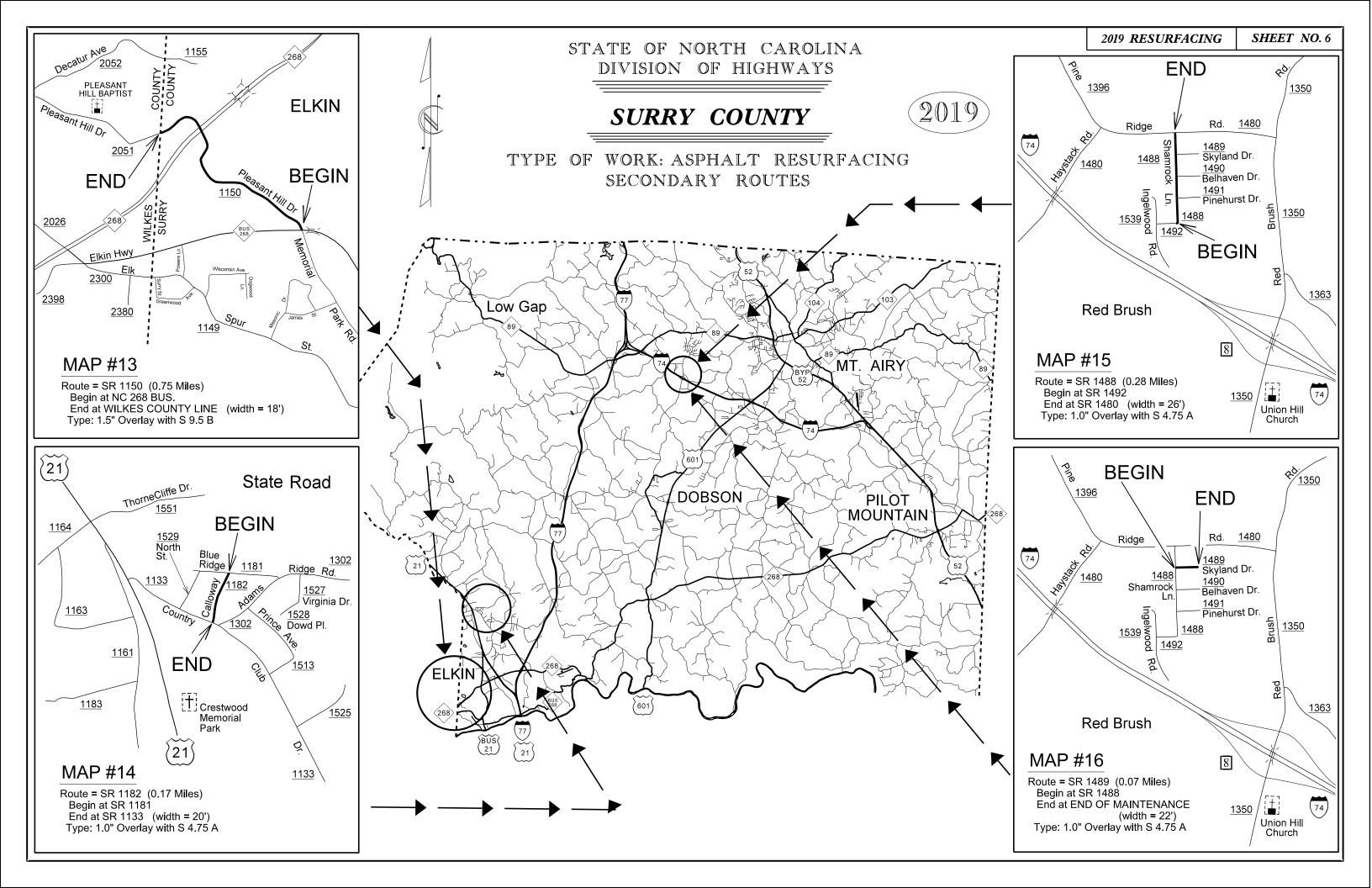


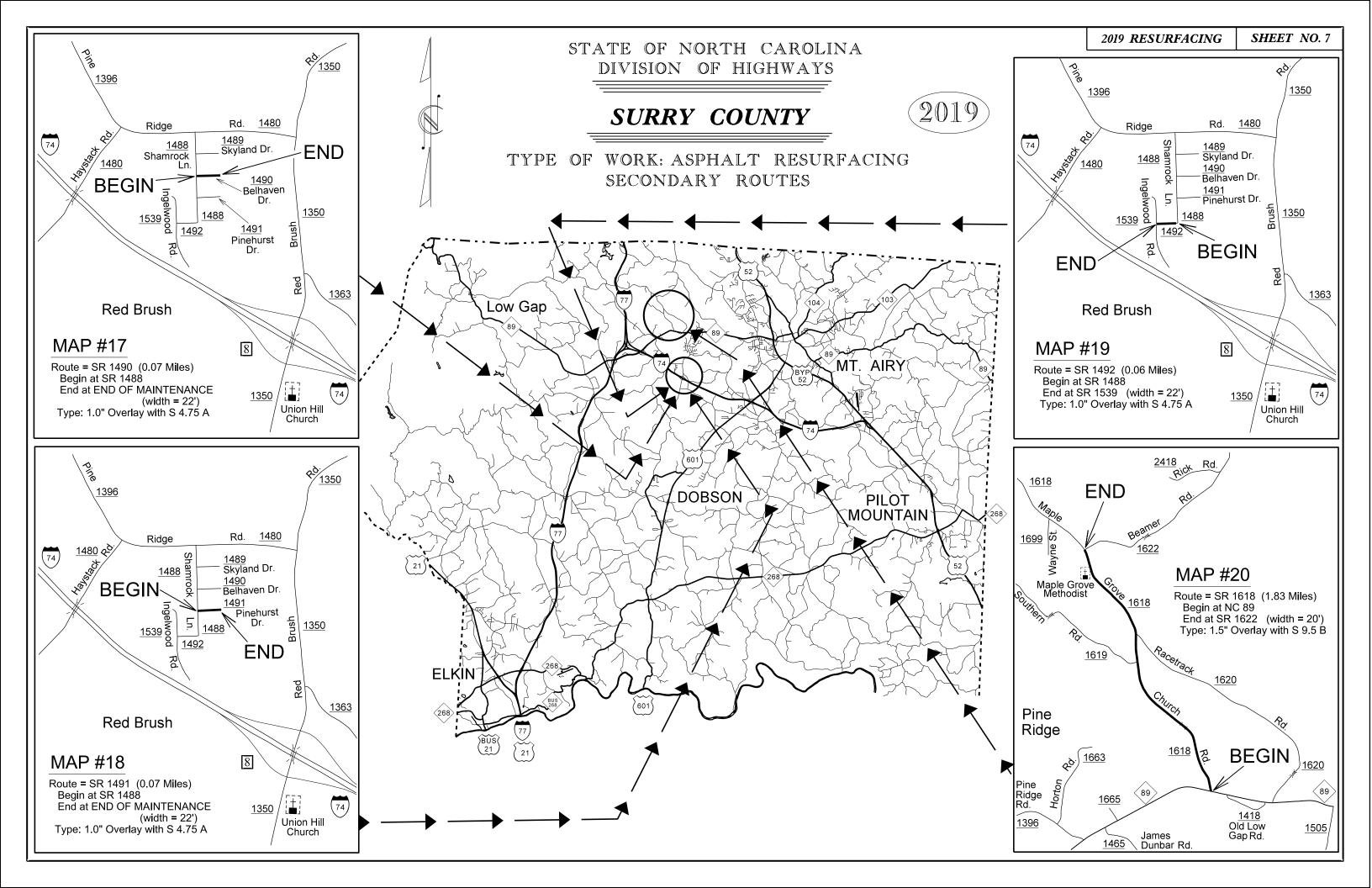
REVIEWED BY: J.D. WOOD

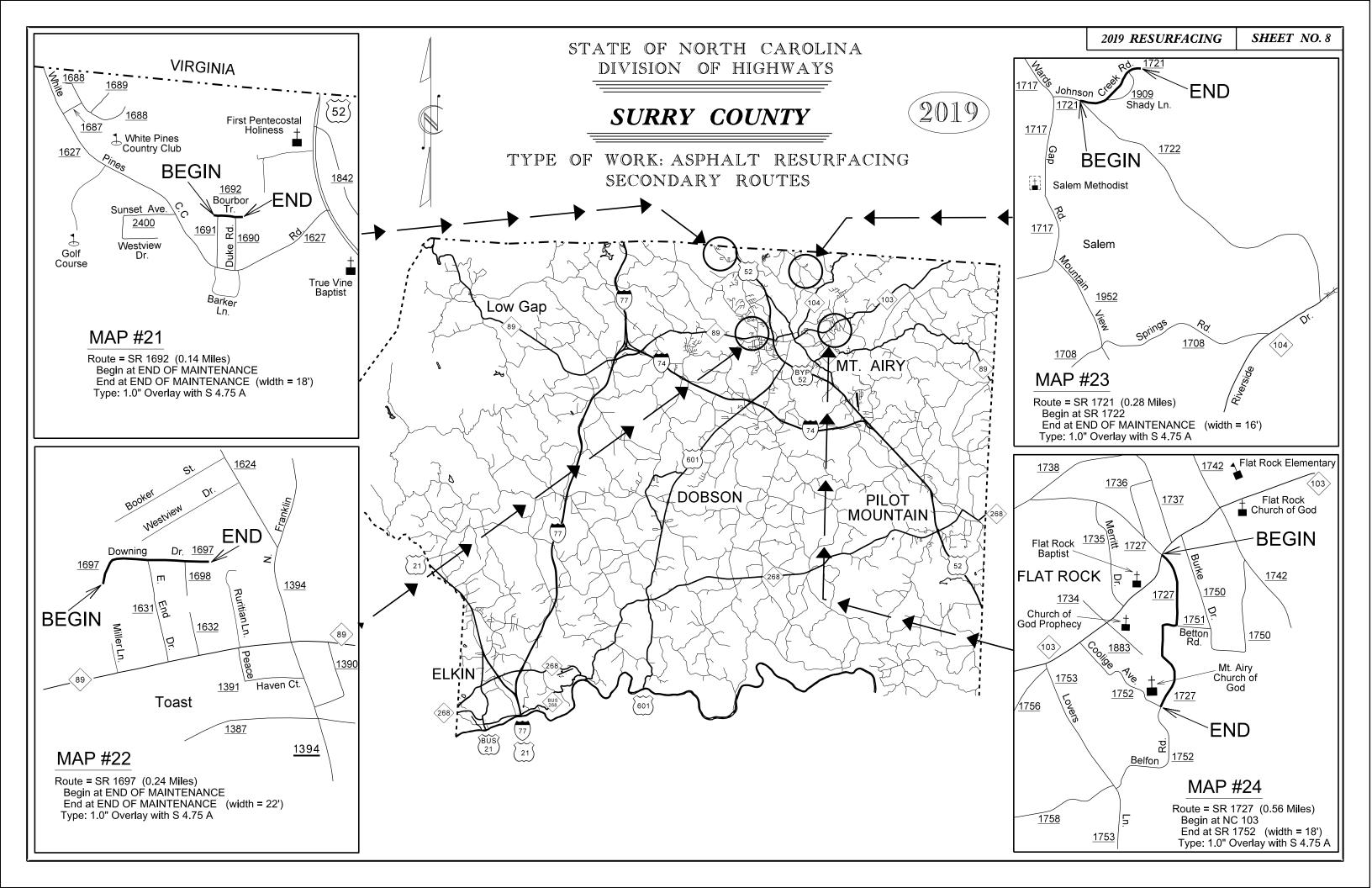


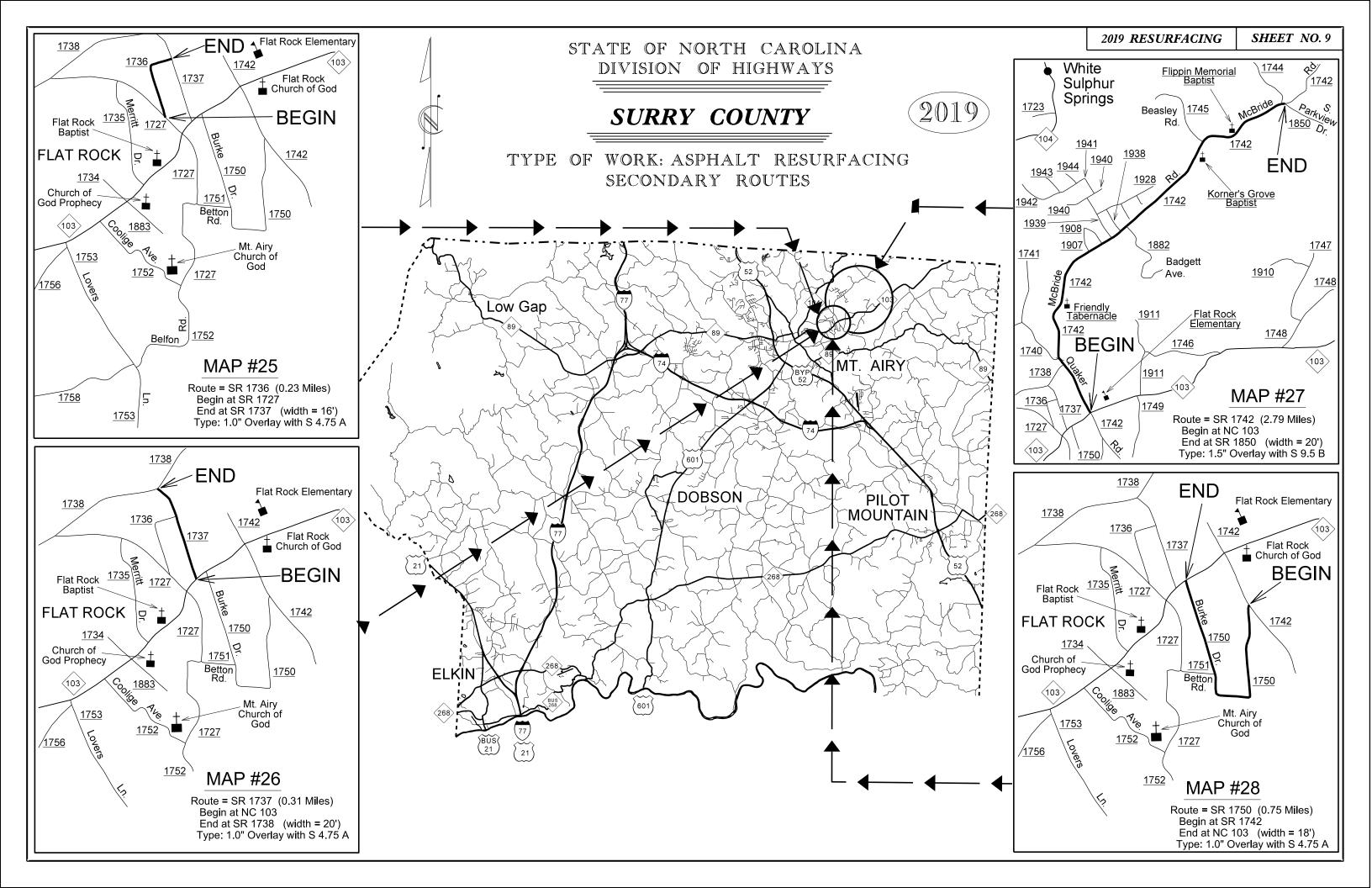


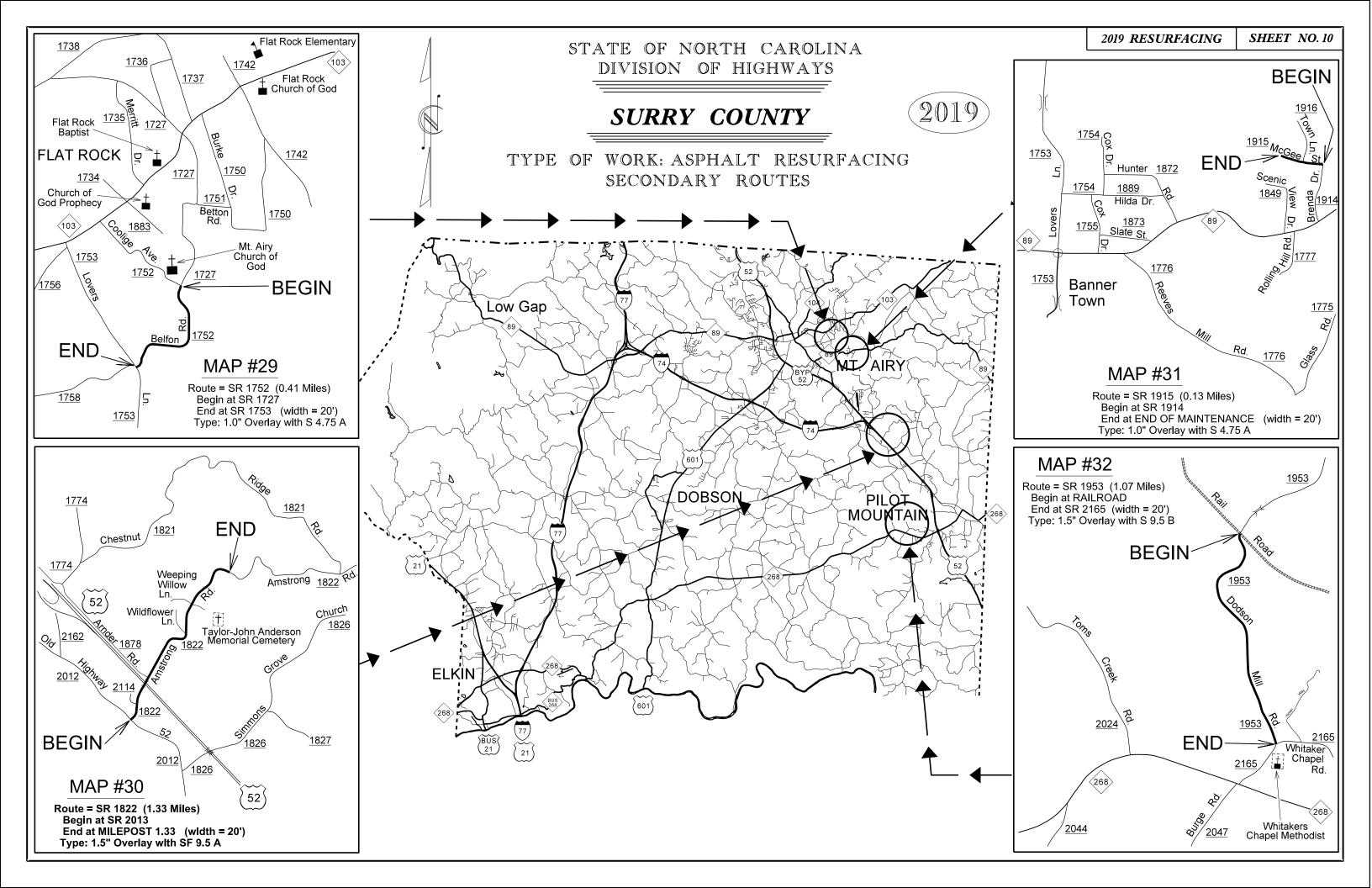


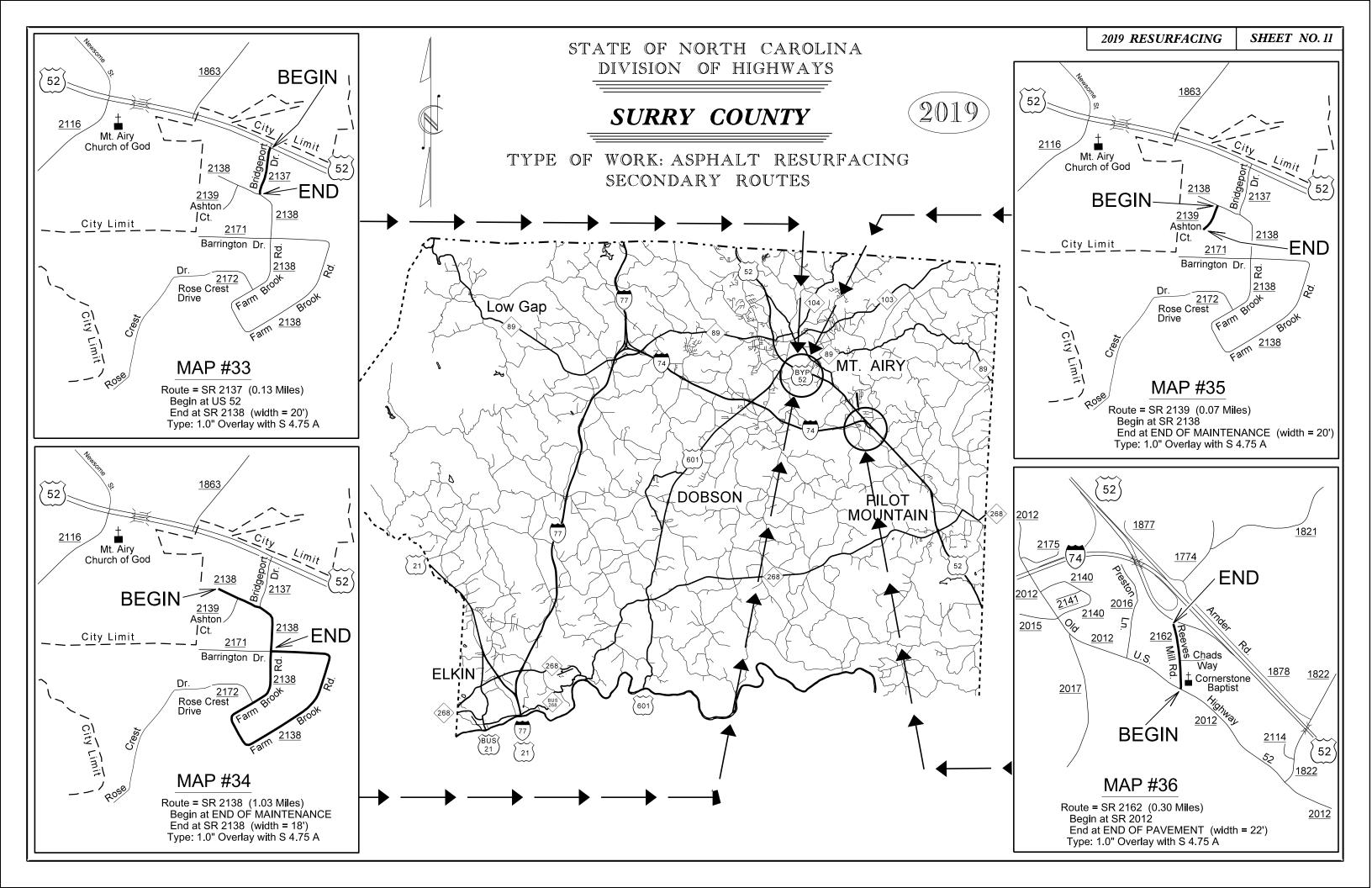


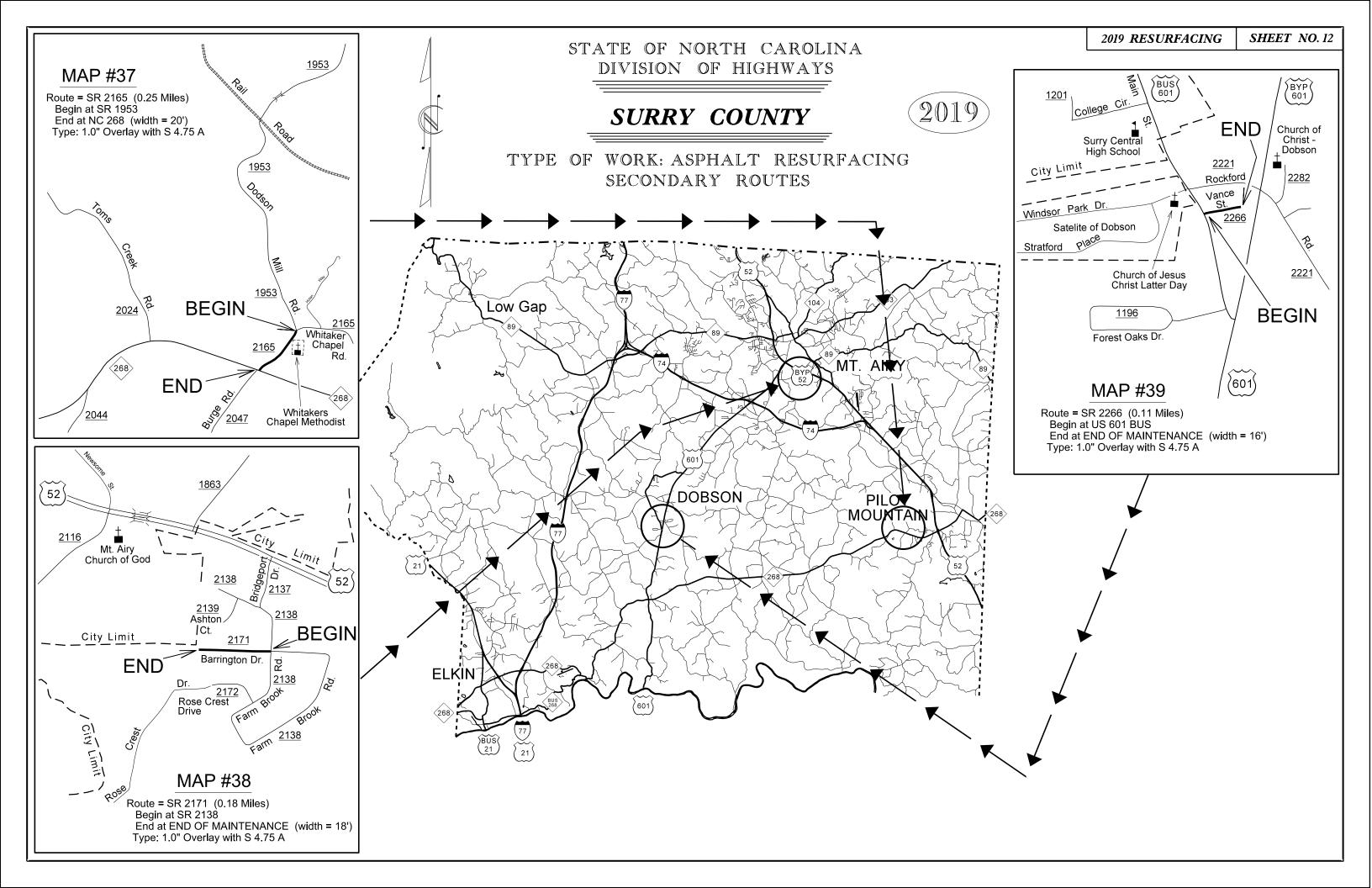


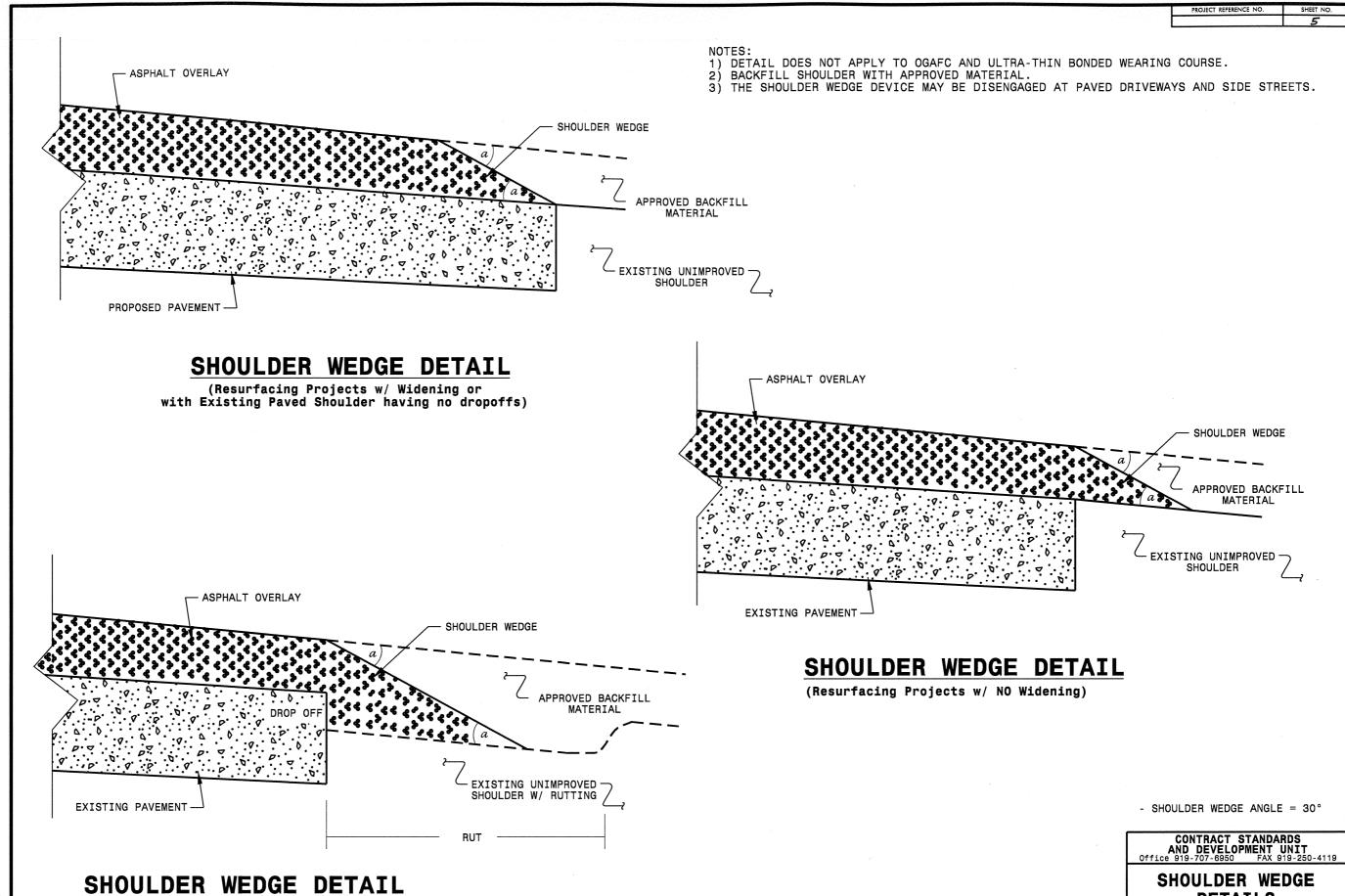












**DETAILS** 

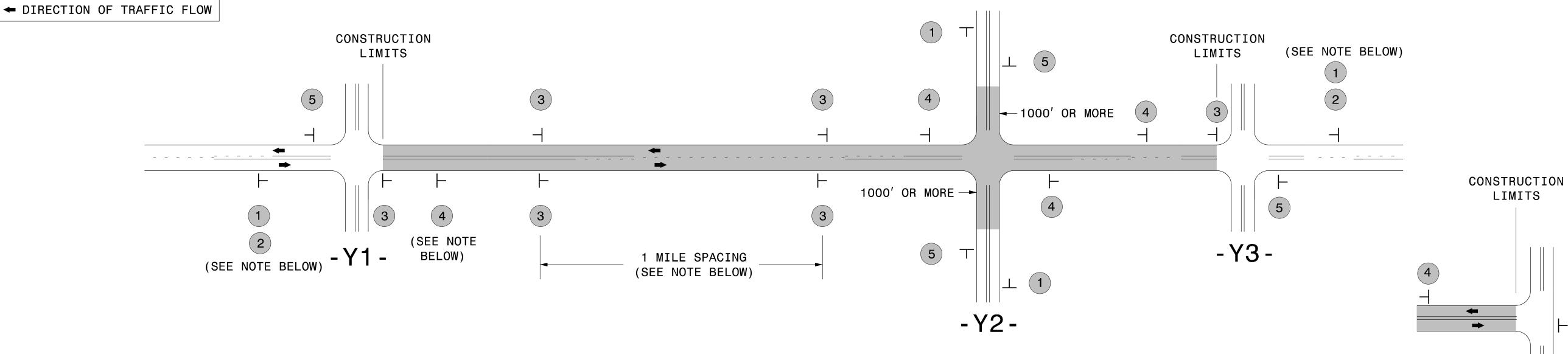
ORIGINAL BY: MODIFIED BY:

(Resurfacing Adjacent to Rutted Shoulder)

PROJ. REFERENCE NO.

## SIGNING FOR RESURFACING PROJECTS





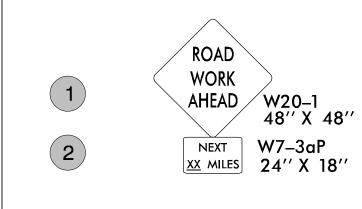
## TEE INTERSECTION

# MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

# NOI ZO Ш $\triangleleft$ $\Box$ SH NO ER **5** IGNIN

SO



PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.

ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)



- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.
- AT TEE INTERSECTIONS INSTALL INITIALLY ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.
- **ROAD** UNDER
- 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
- END ROAD WORK 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.

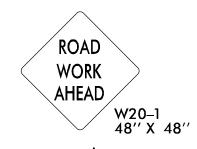
ALONG -L- LINE.

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.

## NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

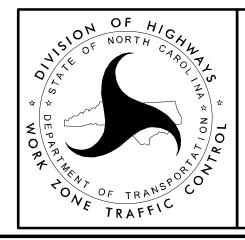
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



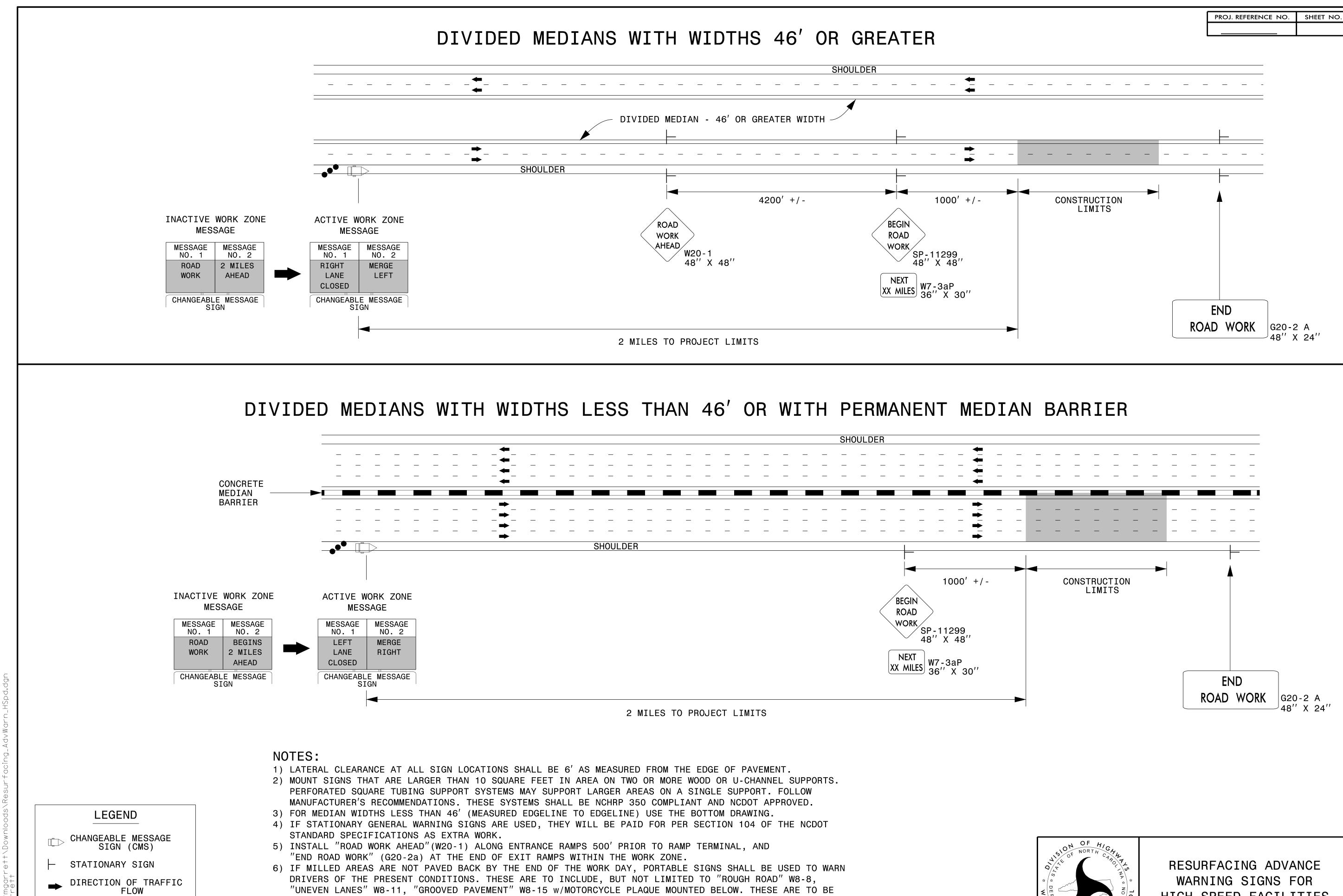
PLACED 500' IN ADVANCE OF FLAGGER.



PLACED 250' IN ADVANCE OF FLAGGER.



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



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

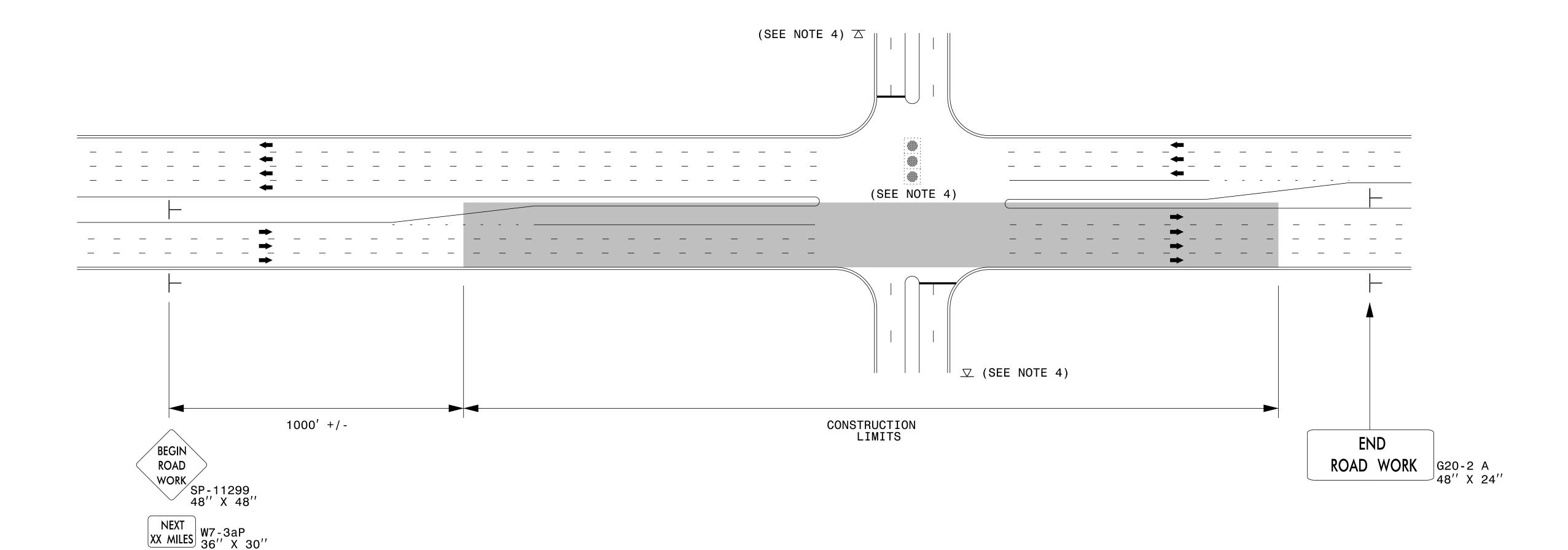
TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

TRAFFIC DRUM

HIGH SPEED FACILITIES ≥ 60 MPH

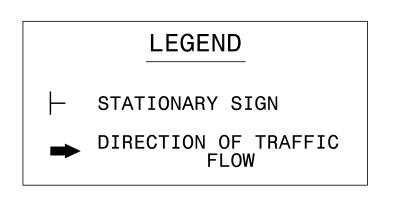
PROJ. REFERENCE NO. SHEET NO.

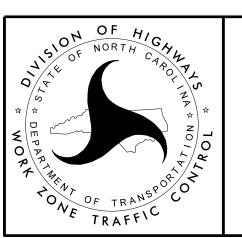
## URBAN / SUBURBAN WORKZONES



### 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.

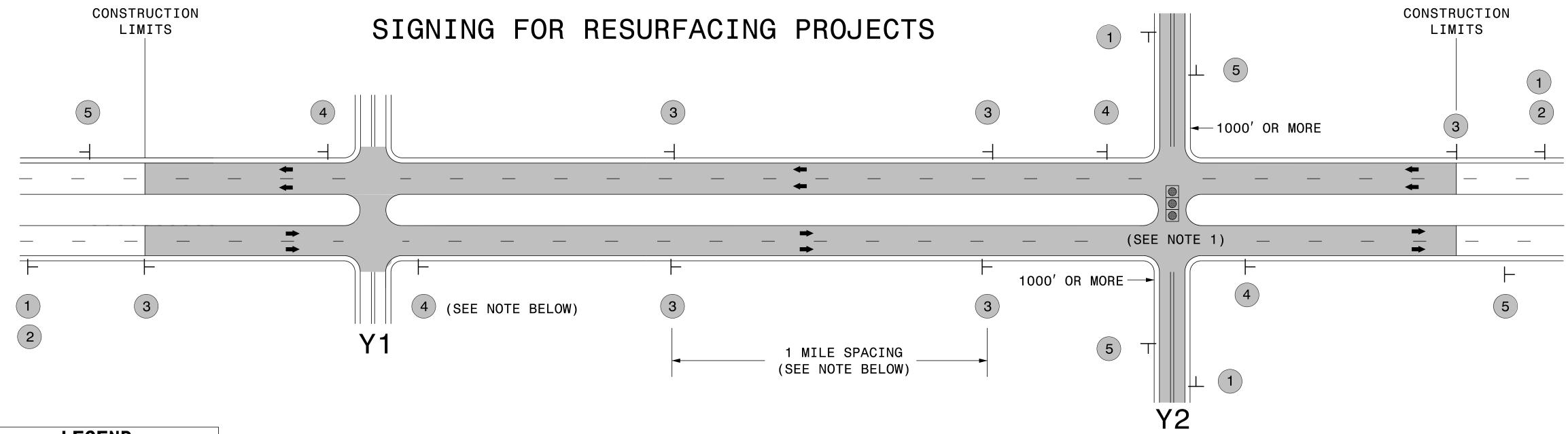




RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES

STINGAL ELL VDOMINOAGSTRAGINGLAGVWALTION SA (ZZ.AGI) Jarrett

PROJ. REFERENCE NO.



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

## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

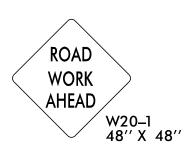
### PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. O AHEAD W20-1 ND XX MILES 24" X 18" ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS) A RE PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART LOW/SOFT THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET $\frac{1}{2}$ MILE FROM THE SHOULDER / CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER. NO ER 48'' X 48'' IGNING THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM **ROAD** EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT UNDER 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 SP 13106 48" X 48" INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. SO END PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS. ROAD WORK G20–2 A 48" X 24"

### NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

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.

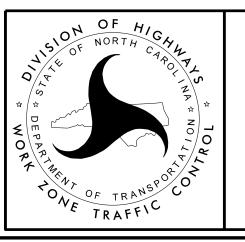




PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

### 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