

PROJECT NO.	SHEET NO.	TOTAL NO.
2020CPT.11.02.20971	1	2

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	0106000000-E	1220000000-E	1245000000-E	1308000000-E	1330000000-E	1519000000-E	1520000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	5255000000-N	6084000000-E	7288000000-E	7300000000-E	7324000000-N	7444000000-E	7456000000-E
														BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	0-1% MILLING	INCIDENTAL MILLING	SURFACE COURSE, \$9.58	LEVELING COURSE, \$9.58	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADI. OF MANHOLES	ADI. OF METER OR VALVE BOX	PORTABLE LIGHTING	SEED & MULCHING	PAVED TRENCHING (***** LF	UNPAVED TRENCHING (***** LF	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP	LEAD-IN CABLE
											MI	FT	CY	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS	EA	EA	LS	AC	LF	LF	EA	LF	LF	
2020CPT.11.02.20971	Wilkes	1	SR 1562	N. Old Hwy 16	SR 1563	SR 1564	2.08	5.83	1	2	2WU	3.75	18	750	75	7.50	800	-	3659	1,109	319	-	-	-	-	2.73	-	-	-	-	-
2020CPT.11.02.20971	Wilkes	2	SR 1002	Traphill Rd	SR 1957	SR 1744	5.44	8.69	1	2	2WU	3.25	18	650	65	6.50	300	200	3171	-	212	317	-	-	-	2.36	-	-	-	-	-
2020CPT.11.02.20971	Wilkes	3A	SR 1943	Brewer Mill Rd	SR 1002	SR 1944	0	1.26	1	2	2WU	1.26	18	252	25	2.52	800	125	1229	373	107	-	-	-	0.92	-	-	-	-	-	-
2020CPT.11.02.20971	Wilkes	3B	SR 1944	Sandy Creek Rd	SR 1943	END PAVEMENT	0	0.05	1	2	2WU	0.05	16	5	10	0.05	-	-	43	-	3	-	-	-	0.02	-	-	-	-	-	-
2020CPT.11.02.20971	Wilkes	4	SR 1742	Grissel Tail Rd	SR 1737	SR 1002	0	3.33	1	2	2WU	3.33	18	666	65	6.66	-	200	3249	985	284	-	-	-	2.42	-	-	-	-	-	-
2020CPT.11.02.20971	Wilkes	5	SR 1935	King Billings Rd	SR 1934	SR 1934	1.19	3.02	1	2	2WU	1.83	18	366	40	3.66	-	-	1786	541	156	-	-	-	1.33	-	-	-	-	-	-
2020CPT.11.02.20971	Wilkes	6A	SR 1931	Greenhorn Rd	SR 2026	SR 1924	0	1.89	1	2	2WU	1.89	20	378	40	3.78	-	225	2049	621	179	-	-	-	1.37	-	-	-	-	-	-
2020CPT.11.02.20971	Wilkes	6B	SR 1931	Greenhorn Rd	SR 1924	SR 1934	1.93	3.74	1	2	2WU	1.81	20	362	35	3.62	-	225	1962	595	171	-	-	-	1.32	-	-	-	-	-	-
2020CPT.11.02.20971	Wilkes	7A	SR 2327	Roaring River Rd	Norfolk Southern Railroad	SR 2318	0.04	0.51	1	2	2WU	0.47	20	94	10	0.90	400	555	510	-	34	51	-	-	0.34	-	-	-	-	-	-
2020CPT.11.02.20971	Wilkes	7B	SR 2324	Red White & Blue Rd	SR 2318	W-5511 Project Limits	0	0.15	1	2	2WU	0.15	24	15	5	0.15	-	150	195	-	13	20	-	-	0.11	-	-	-	-	-	-
2020CPT.11.02.20971	Wilkes	8	SR 2353	ABTCo Rd	NC 268	END MAINTENANCE	0	0.8	1	2	2WU	0.80	24	160	15	1.60	-	275	1041	-	70	104	-	-	0.58	-	-	-	-	-	-
2020CPT.11.02.20971	Wilkes	9A	SR 1001	Brushy Mountain Rd	SR 2472	SR 2462	9.91	11.97	1	2	2WU	2.06	18	412	40	4.12	-	300	2010	-	135	201	-	-	1.50	-	-	-	-	-	-
2020CPT.11.02.20971	Wilkes	9B	SR 1001	Brushy Mountain Rd	SR 2462	Bridge #084	11.97	13.57	1	2	2WU	1.60	20	320	30	3.20	275	1,000	1735	-	116	173	-	-	1.16	50	50	1	250	50	
2020CPT.11.02.20971	Wilkes	9C	SR 1001	Oakwoods Rd	R-5755 Project Limits	East Main Street	13.73	14.86	1	2	2WU	1.13	22	226	25	2.26	650	500	1348	-	90	135	4	4	1.00	0.82	50	50	1	500	50
TOTAL FOR PROJECT NO. 2020CPT.11.02.20971														4,656	480	46.52	3,225	3,755	23,987	4,223	1,890	1,001	4	4	1.00	16.99	100	100	2	750	100
GRAND TOTAL														4,656	480	46.52	3,225	3,755	23,987	4,223	1,890	1,001	4	4	1.00	16.99	100	100	2	750	100

For 'Mile Post' information, visit ncdot.maps.arcgis.com, then select 'NCDOT Distance Hatches & Structures Map'

PROJECT NO.	SHEET NO.	TOTAL NO.
2020CPT.11.02.20971	2	2

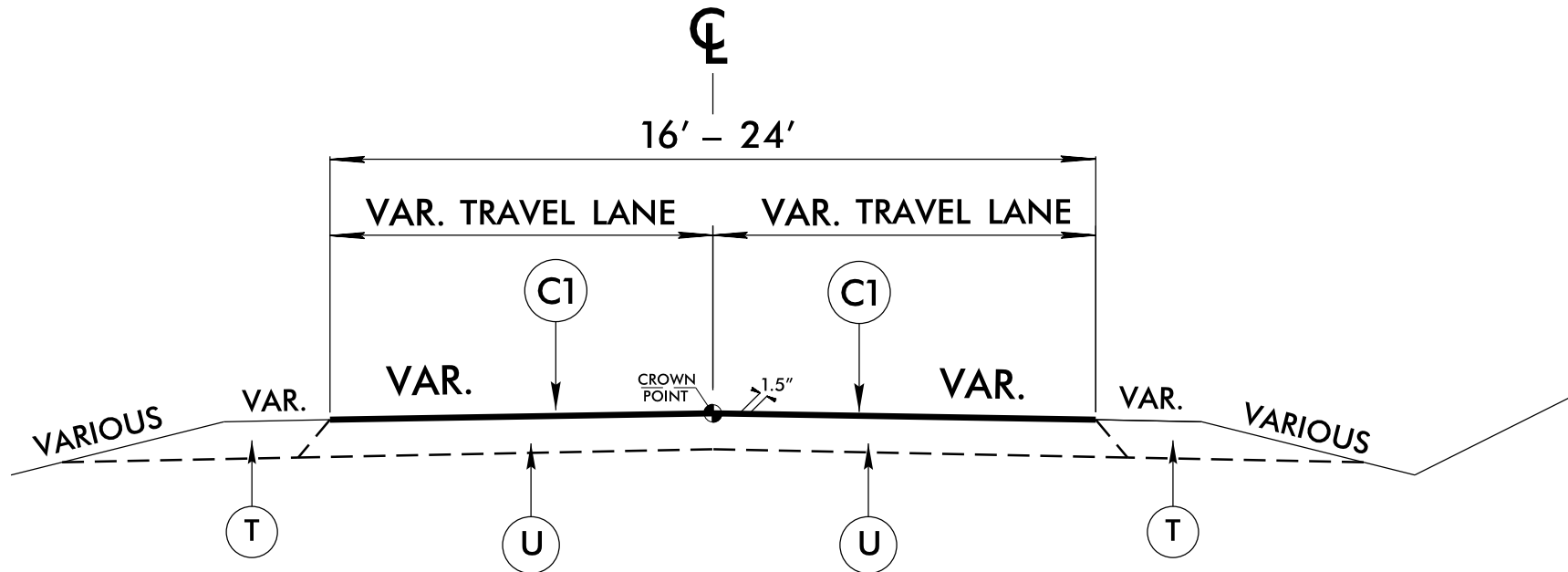
THERMOPLASTIC AND PAINT QUANTITIES

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	4413000000-E	4457000000-N	4810000000-E		4820000000-E	4830000000-E	4835000000-E	4840000000-N				4845000000-N			4905000000-N								
														WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	8" YELLOW PAINT	16" WHITE PAINT	24" WHITE PAINT	PAINT MSG STOP	PAINT MSG AHEAD	PAINT MSG RKR	PAINT MSG SCHOOL	PAINT LT ARROW	PAINT RT ARROW	PAINT STR & RT ARROW	PAINT STR ARROW	SNOW PLOWABLE MARKERS							
														SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA							
														MI	FT																					
2020CPT.11.02.20971	Wilkes	1	SR 1562	N. Old Hwy 16	SR 1563	SR 1564	2.08	5.83	1	2	2WU	3.75	18	470	1.00	79,200	79,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
2020CPT.11.02.20971	Wilkes	2	SR 1002	Traphill Rd	SR 1957	SR 1744	5.44	8.69	1	2	2WU	3.25	18	410	-	68,640	68,640	200	-	220	-	-	36	4	-	-	-	-	-	220						
2020CPT.11.02.20971	Wilkes	3A	SR 1943	Brewer Mill Rd	SR 1002	SR 1944	0	1.26	1	2	2WU	1.26	18	-	-	26,611	26,611	-	-	-	-	-	-	-	-	-	-	-	-	-						
2020CPT.11.02.20971	Wilkes	3B	SR 1944	Sandy Creek Rd	SR 1943	END PAVEMENT	0	0.05	1	2	2WU	0.05	16	-	-	1,056	1,056	-	-	-	-	-	-	-	-	-	-	-	-	-						
2020CPT.11.02.20971	Wilkes	4	SR 1742	Grissel Tail Rd	SR 1737	SR 1002	0	3.33	1	2	2WU	3.33	18	420	-	70,330	70,330	-	-	-	-	-	-	-	-	-	-	-	-	-						
2020CPT.11.02.20971	Wilkes	5	SR 1935	King Billings Rd	SR 1934	SR 1934	1.19	3.02	1	2	2WU	1.83	18	-	-	38,650	38,650	-	-	-	-	-	-	-	-	-	-	-	-	-						
2020CPT.11.02.20971	Wilkes	6A	SR 1931	Greenhorn Rd	SR 2026	SR 1924	0	1.89	1	2	2WU	1.89	20	240	-	39,917	39,917	-	-	-	-	-	-	-	-	-	-	-	-	-						
2020CPT.11.02.20971	Wilkes	6B	SR 1931	Greenhorn Rd	SR 1924	SR 1934	1.93	3.74	1	2	2WU	1.81	20	240	-	38,227	38,227	-	-	-	-	-	-	-	-	-	-	-	-	-						
2020CPT.11.02.20971	Wilkes	7A	SR 2327	Roaring River Rd	Norfolk Southern Railroad	SR 2318	0.04	0.51	1	2	2WU	0.47	20	-	-	9,926	9,926	-	80	80	-	-	4	-	-	-	-	-	-	35						
2020CPT.11.02.20971	Wilkes	7B	SR 2324	Red White & Blue Rd	SR 2318	W-5511 Project Limits	0	0.15	1	2	2WU	0.15	24	-	-	3,168	3,168	-	-	-	-	-	-	-	-	-	-	-	-	10						
2020CPT.11.02.20971	Wilkes	8	SR 2353	ABTCo Rd	NC 268	END MAINTENANCE	0	0.8	1	2	2WU	0.80	24	-	-	16,896	16,896	-	-	-	-	-	4	4	-	-	-	-	-							
2020CPT.11.02.20971	Wilkes	9A	SR 1001	Brushy Mountain Rd	SR 2472	SR 2462	9.91	11.97	1	2	2WU	2.06	18	260	-	43,507	43,507	-	-	45	8	10	-	-	-	-	-	-	140							
2020CPT.11.02.20971	Wilkes	9B	SR 1001	Brusy Mountain Rd	SR 2462	Bridge #084	11.97	13.57	1	2	2WU	1.60	20	190	-	33,792	33,792	100	-	125	8	10	-	2	-	-	2	-	200							
2020CPT.11.02.20971	Wilkes	9C	SR 1001	Oakwoods Rd	R-5755 Project Limits	East Main Street	13.73	14.86	1	2	2WU	1.13	22	125	-	23,866	23,866	100	-	80	-	-	2	-	2	-	-	-	80							
TOTAL FOR PROJECT NO. 2020CPT.11.02.20971												23.38		2,355	1	493,786	493,786	400	80	550	16	20	4	36	12	4	2	2	685							
														987,571		76				20																
GRAND TOTAL																			23.38		2,355	1	493,786	493,786	400	80	550	16	20	4	36	12	4	2	2	685
														987,571		76				20																

For 'Mile Post' information, visit ncdot.maps.arcgis.com, then select 'NCDOT Distance Hatches & Structures Map'

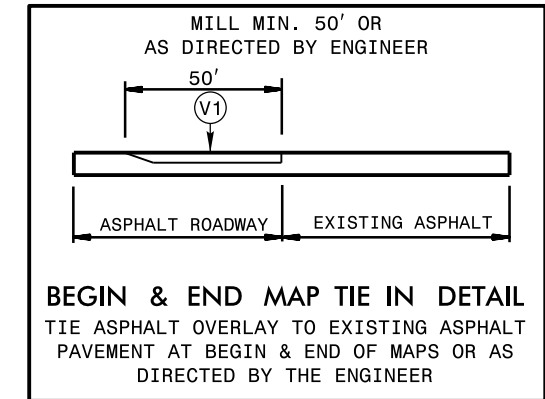
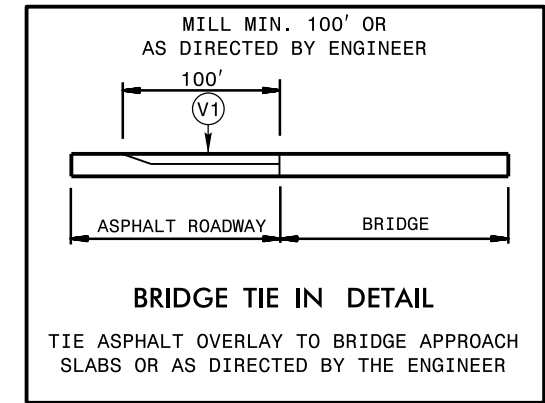
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING (See Tie in Details Below)

* LEVELING AT LOCATIONS AS DIRECTED BY ENGINEER



TYPICAL SECTION NO. 1

- * MAP 1 - SR 1562 FROM SR 1563 TO SR 1564
- MAP 2 - SR 1002 FROM SR 1957 TO SR 1744
- * MAP 3A - SR 1943 FROM SR 1002 TO SR 1944
- MAP 3B - SR 1944 FROM SR 1943 TO END PVMT
- * MAP 4 - SR 1742 FROM SR 1737 TO SR 1002
- * MAP 5 - SR 1935 FROM SR 1934 TO SR 1934
- * MAP 6A - SR 1931 FROM SR 2026 TO SR 1924
- * MAP 6B - SR 1931 FROM SR 1924 TO SR 1934
- MAP 7A - SR 2327 FROM RAILROAD CROSSING TO SR 2318
- MAP 7B - SR 2324 FROM SR 2318 TO W-5511 PROJECT LIMITS
- MAP 8 - SR 2353 FROM NC 268 TO END MAINT
- MAP 9A - SR 1001 FROM SR 2472 TO SR 2462
- MAP 9B - SR 1001 FROM SR 2462 TO BRIDGE #084
- MAP 9C - SR 1001 FROM R-5755 PROJECT LIMITS TO EAST MAIN STREET



- 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.
- MILLING AT A DEPTH OF 0 - 1 1/2" ACROSS BRIDGE DECKS AND OTHER LOCATIONS AS DIRECTED BY ENGINEER

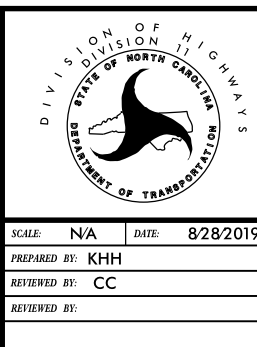
WILKES COUNTY
PRIMARY AND SECONDARY RESURFACING

REVISIONS	INIT.	DATE

SCALE: N/A DATE: 8/28/2019

PREPARED BY: KHH
REVIEWED BY: CC
REVIEWED BY:

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



8/17/19
 23-SEP-2019 15:29
 C:\Users\jwilkes\Documents\Projects\Division\DK00266-Wilkes-Resurfacing 2020 - Secondary\DK00266-Wilkes-Typicals.dgn

WILKES COUNTY

DK00266
2020 RESURFACING
MAP # 1, 4, 5, 6A, 6B

MAP #4

★ SR 1742 GRISSEL TAIL RD. – (3.33mi.)
(FROM SR 1737 TO SR 1002)

MAP #6A & 6B

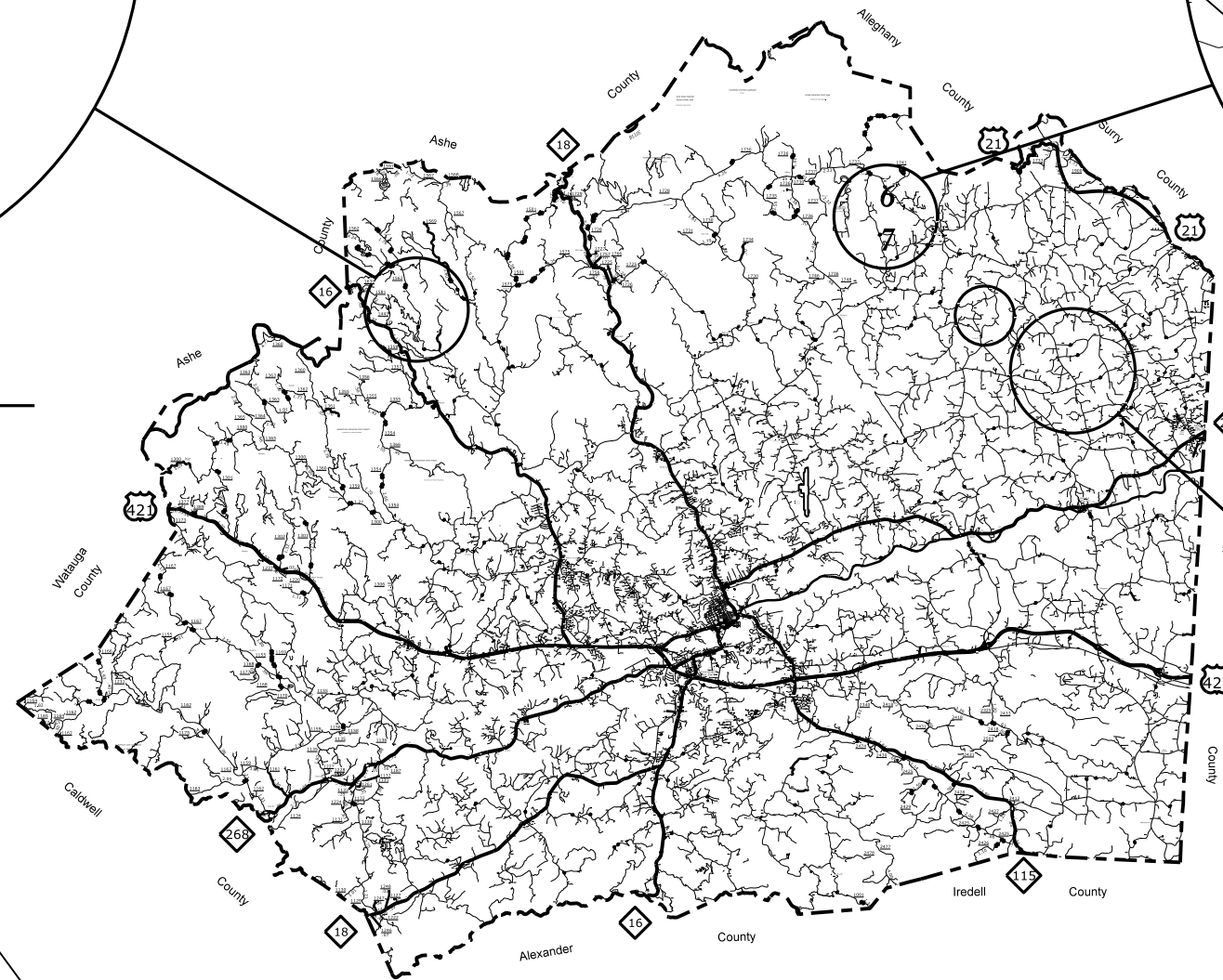
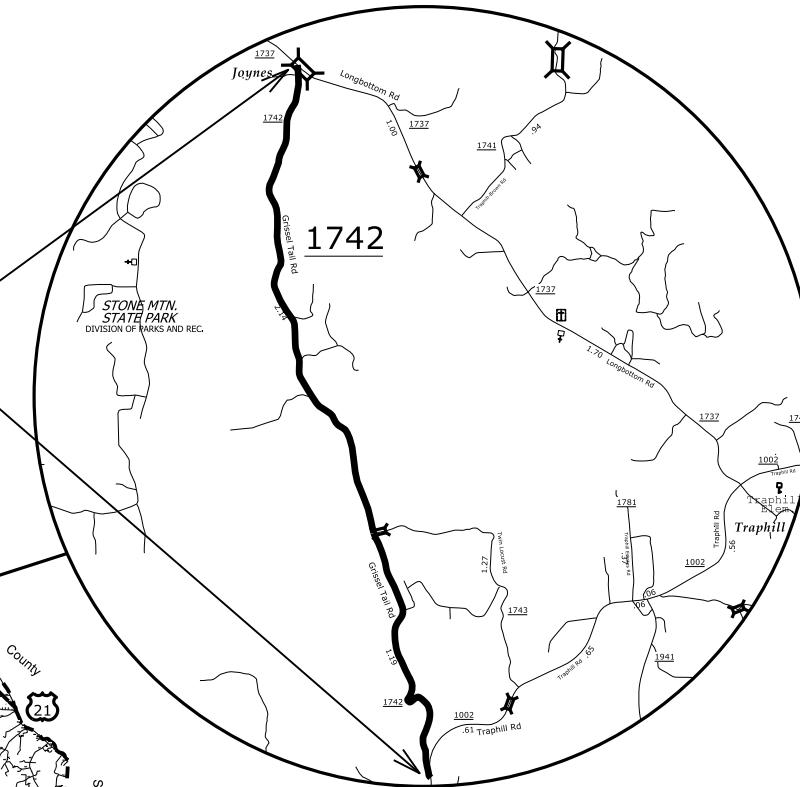
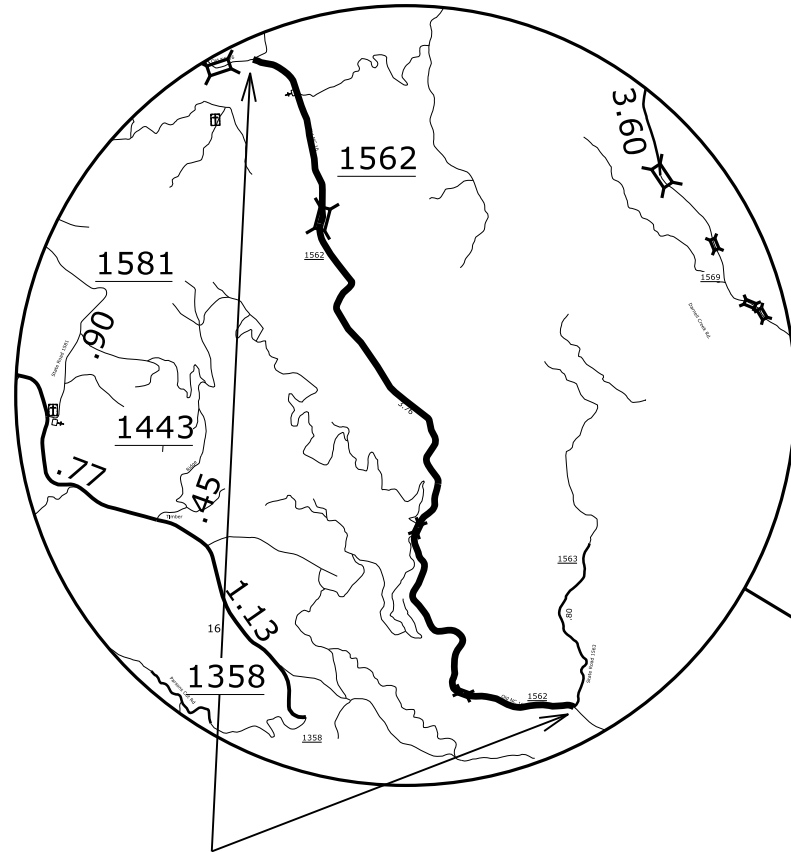
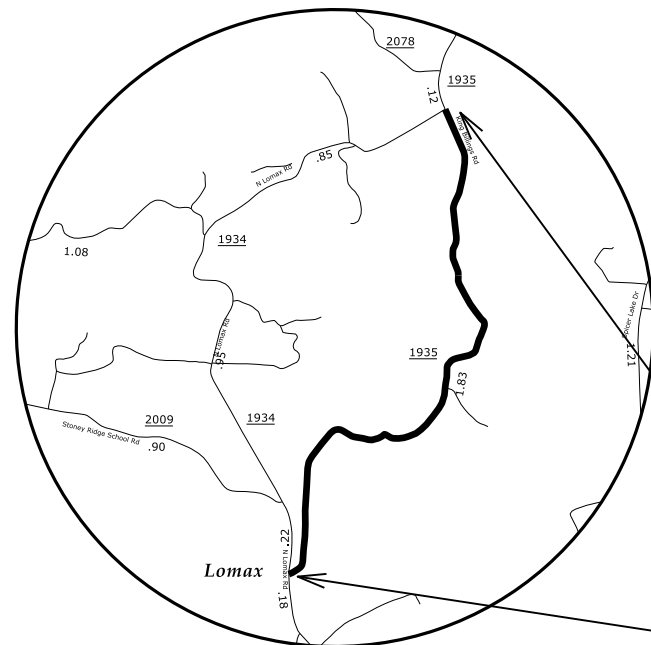
★ SR 1931 GREENHORN RD. – (1.89mi.)
(FROM SR 2026 TO SR 1924)
★ SR 1931 GREENHORN RD. – (1.81mi.)
(FROM SR 1924 TO SR 1934)

MAP #5

★ SR 1935 KING BILLINGS RD. – (1.83mi.)
(FROM SR 1934 TO SR 1934)

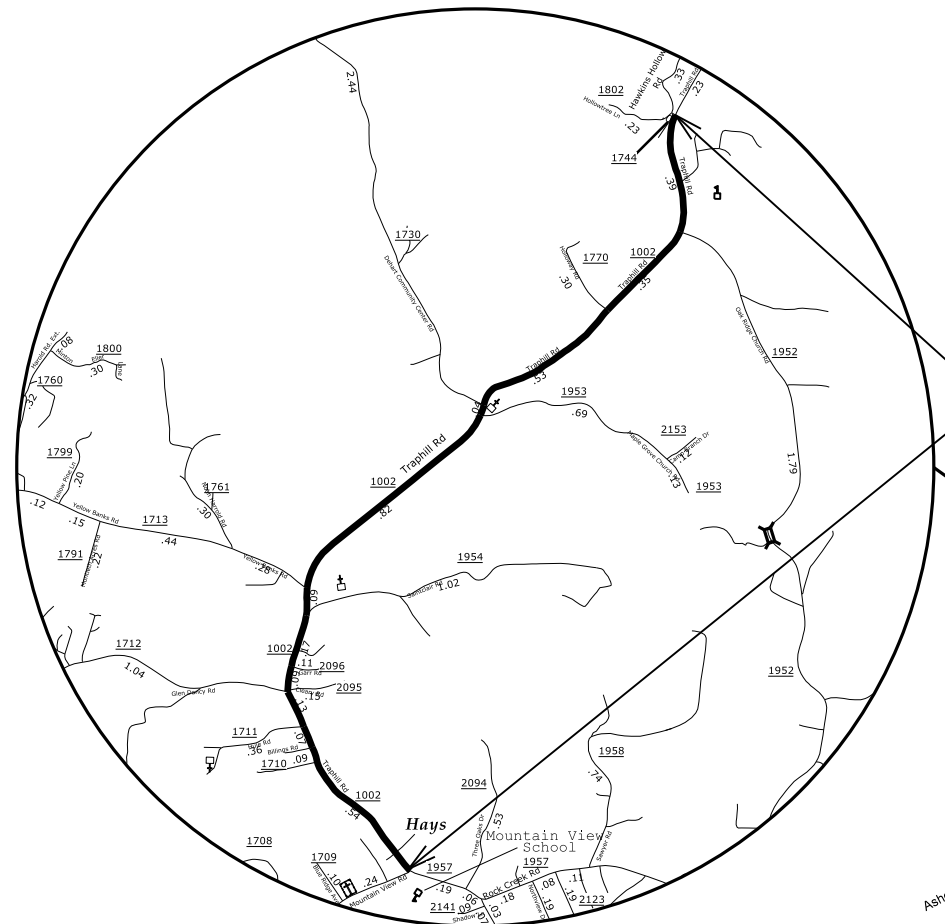
MAP #1

★ SR 1562 OLD HWY 16 – (3.75mi.)
(FROM SR 1563 TO SR 1564)

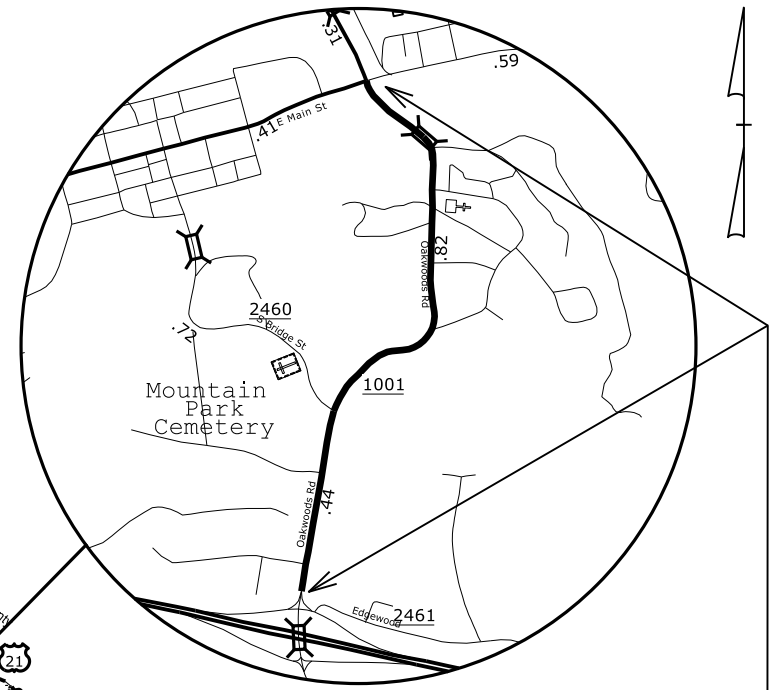


WILKES COUNTY

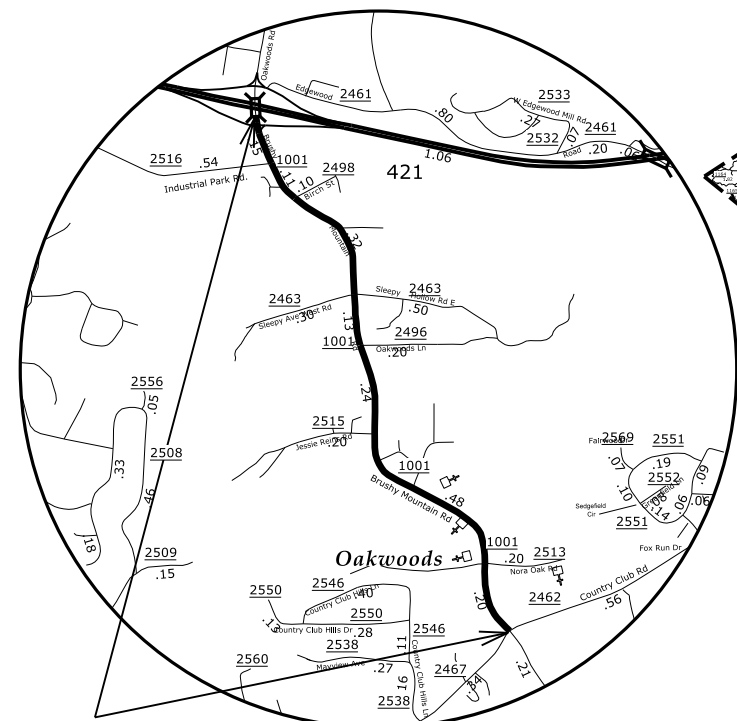
DK00266
2020 RESURFACING
MAP # 2, 9A, 9B



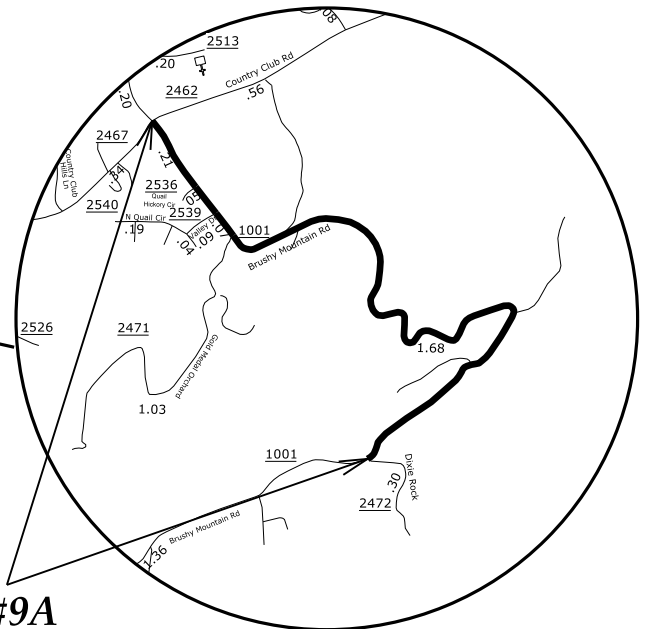
MAP #2
★ **SR 1002 TRAPHILL RD. – (3.25mi.)**
(FROM SR 1957 TO SR 1744)



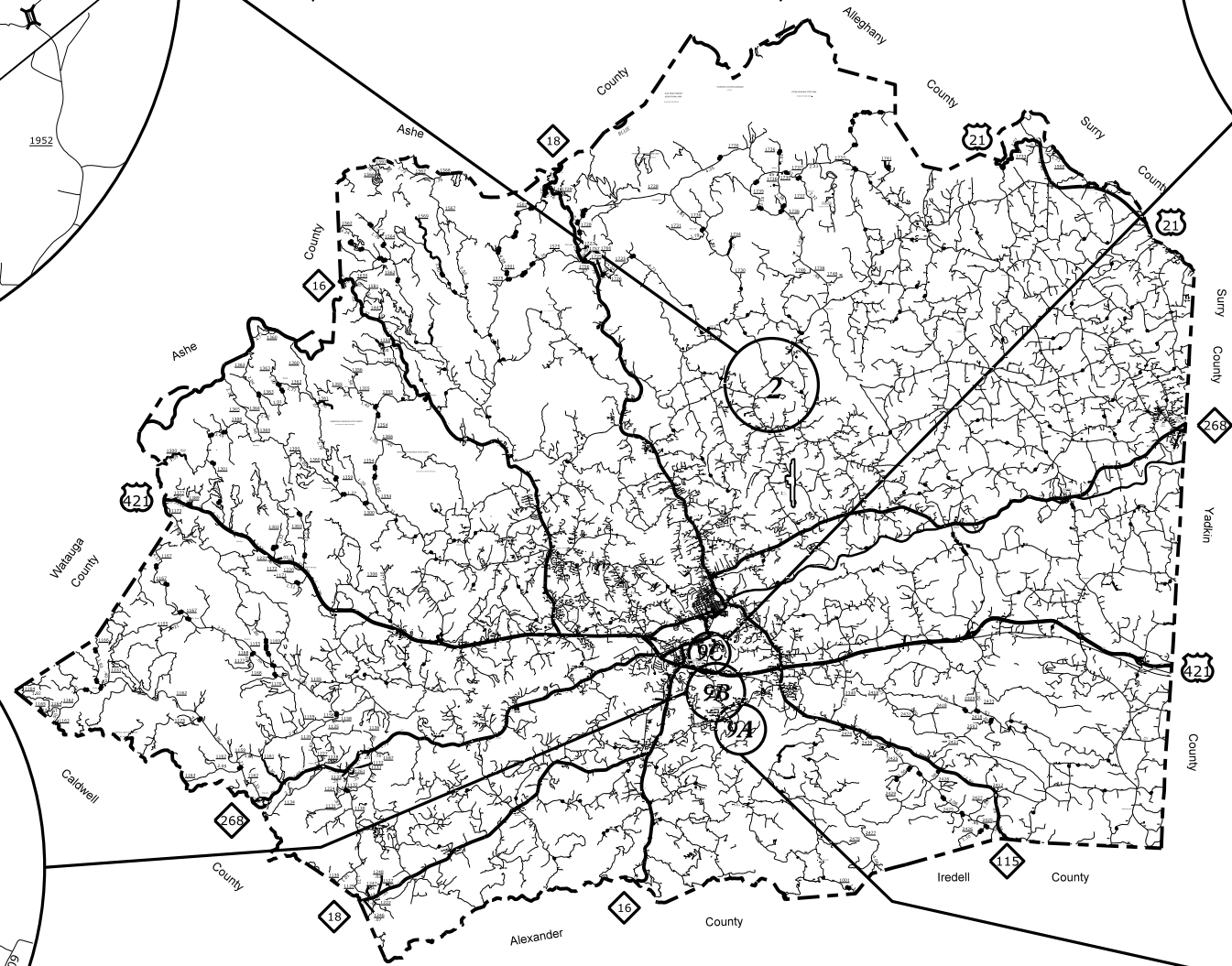
MAP #9C
★ **SR 1001 OAKWOODS RD. – (1.13mi.)**
(FROM PROJECT LIMITS R-5755 TO EAST MAIN STREET)



MAP #9B
★ **SR 1001 BRUSHY MOUNTAIN RD. – (1.60mi.)**
(FROM SR 2462 TO BRIDGE #084)



MAP #9A
★ **SR 1001 BRUSHY MOUNTAIN RD. – (2.06mi.)**
(FROM SR 2472 TO SR 2462)

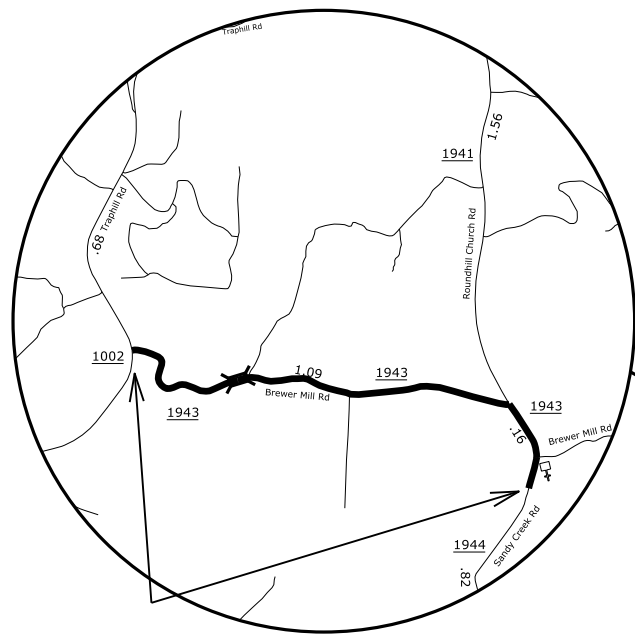


8/17/99

17 SEP 2019 09:01
3840266.DWG
3840266.DWG

WILKES COUNTY

DK00266
 2020 RESURFACING
 MAP # 3A, 3B, 7A, 7B, 8

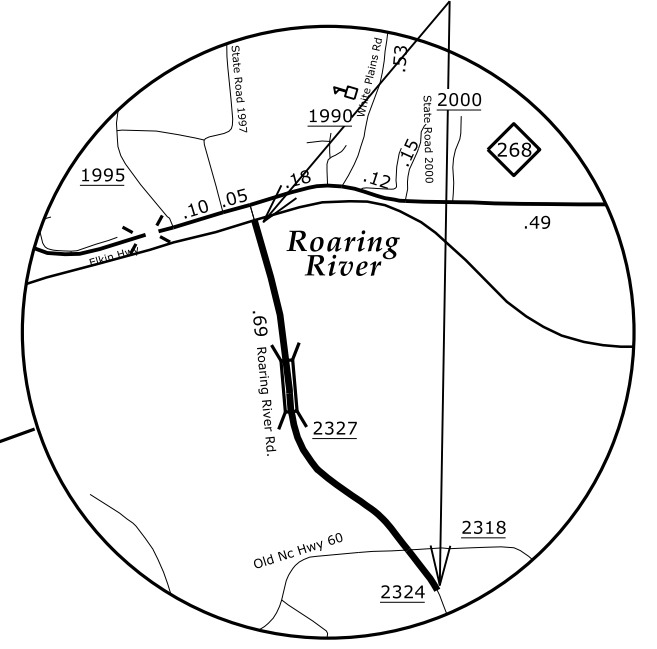
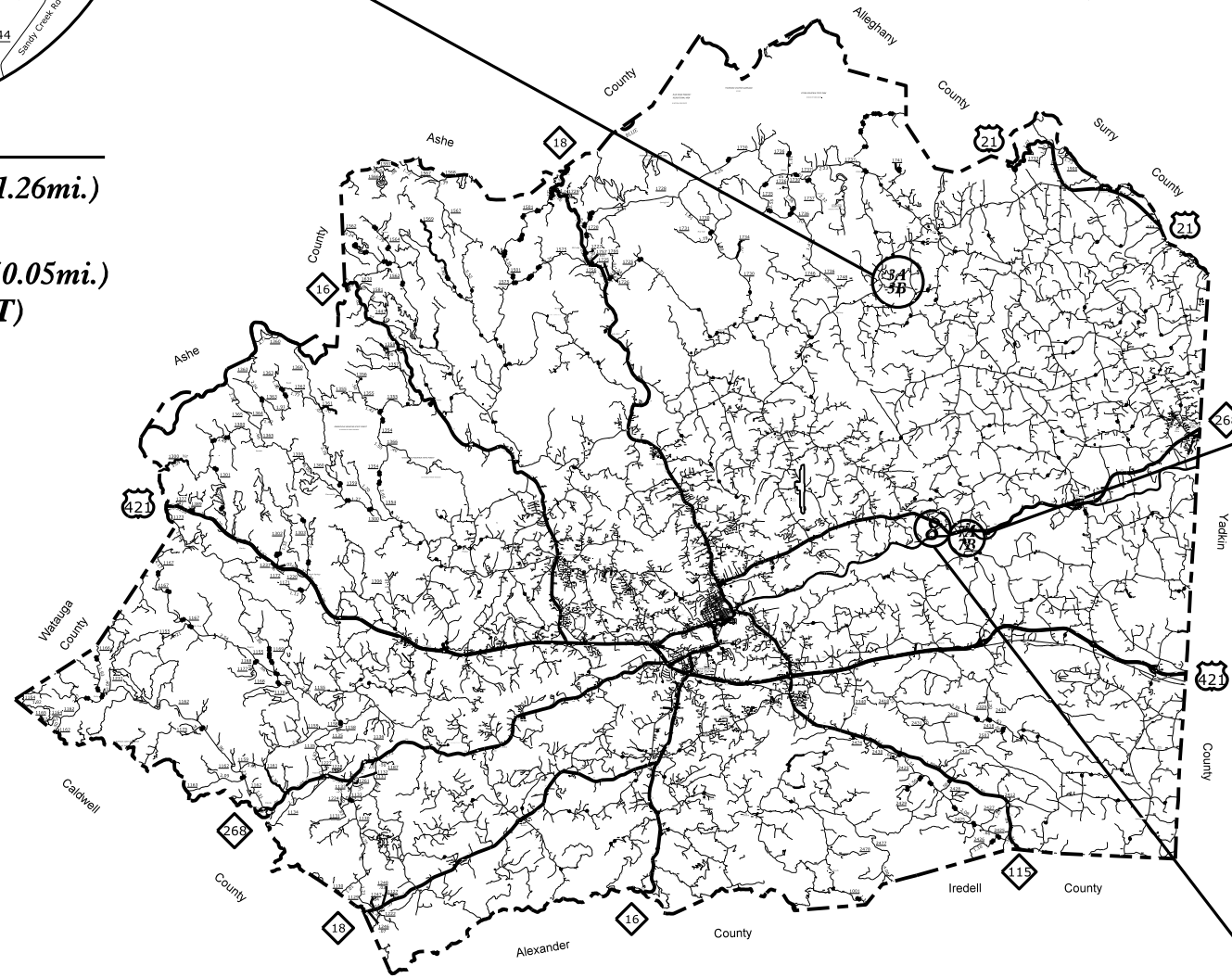


MAP #3A & 3B

- * SR 1943 BREWER MILL RD. - (1.26mi.)
(FROM SR 1002 TO SR 1944)
- * SR 1944 SANDY CREEK RD. - (0.05mi.)
(FROM SR 1943 TO END PVMT)

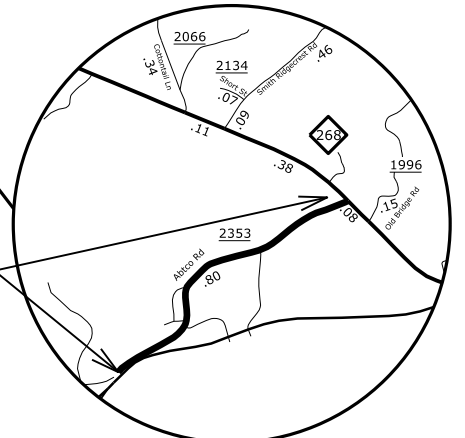
MAP #7A & 7B

- * SR 2327 ROARING RIVER RD. - (0.47mi.)
(FROM RAILROAD CROSSING TO SR 2318)
- * SR 2324 RED WHITE & BLUE RD. - (0.15mi.)
(FROM SR 2318 TO W-5511 PROJECT LIMITS)



MAP #8

- * SR 2353 ABTCO RD. - (0.80mi.)
(FROM NC 268 TO EOM)



25-SEP-2019 13:08 \\user\pawmeyer\My Documents\Projects\2020\2020CPT\20971\DK00266-Wilkes.dgn - Secondary\DK00266-Wilkes.dgn

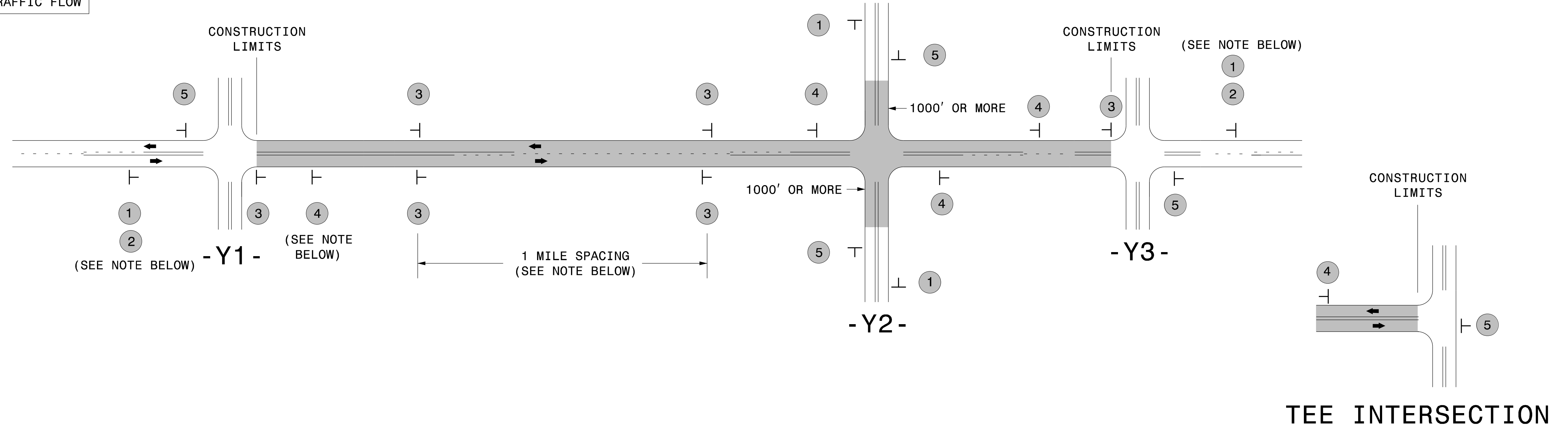
8/17/19

SIGNING FOR RESURFACING PROJECTS

LEGEND

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



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;"> W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	2		#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3		- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4		- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

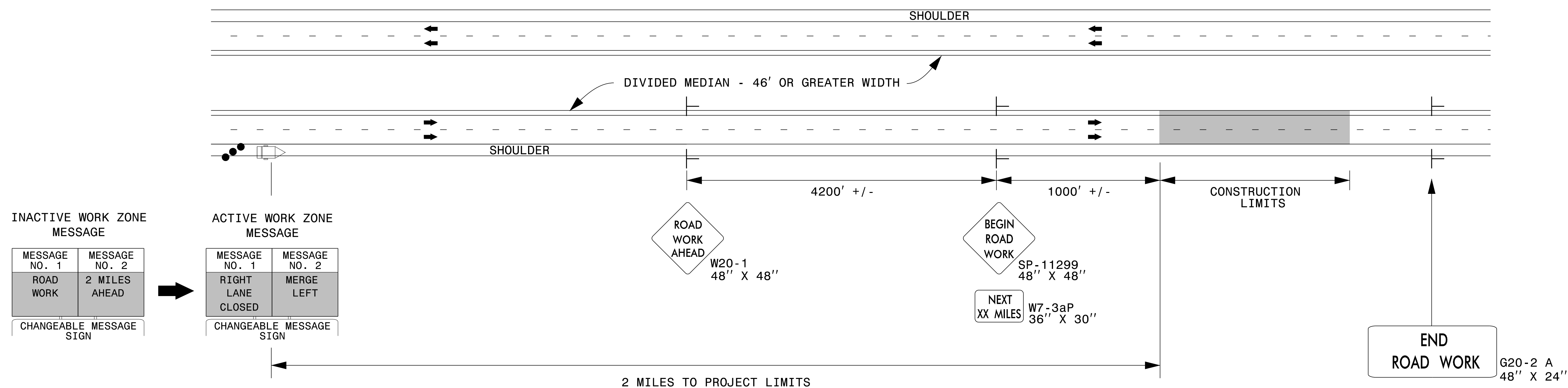
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

MAPS LESS THAN 2 MILES

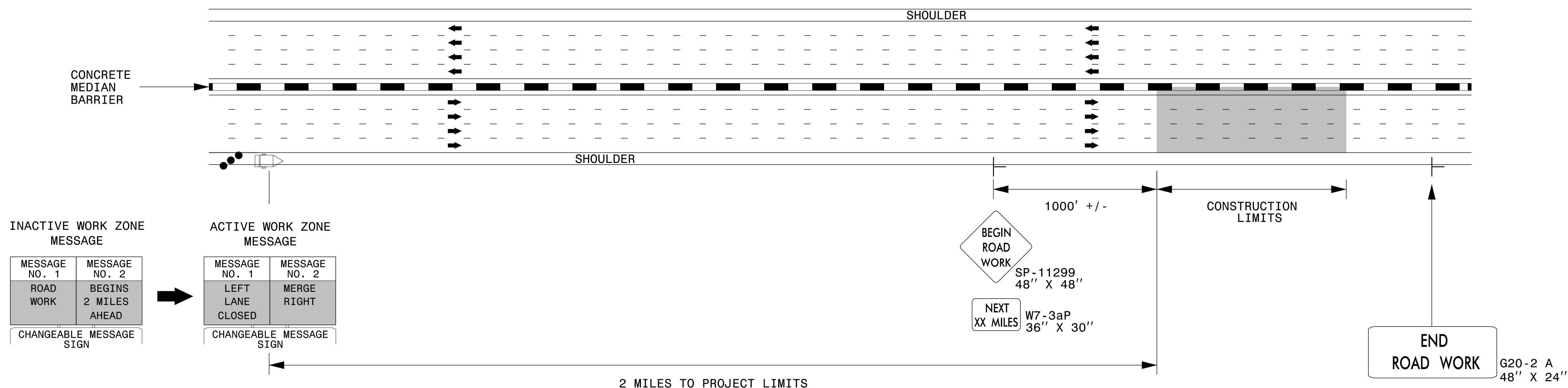
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.

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

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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



NOTES:

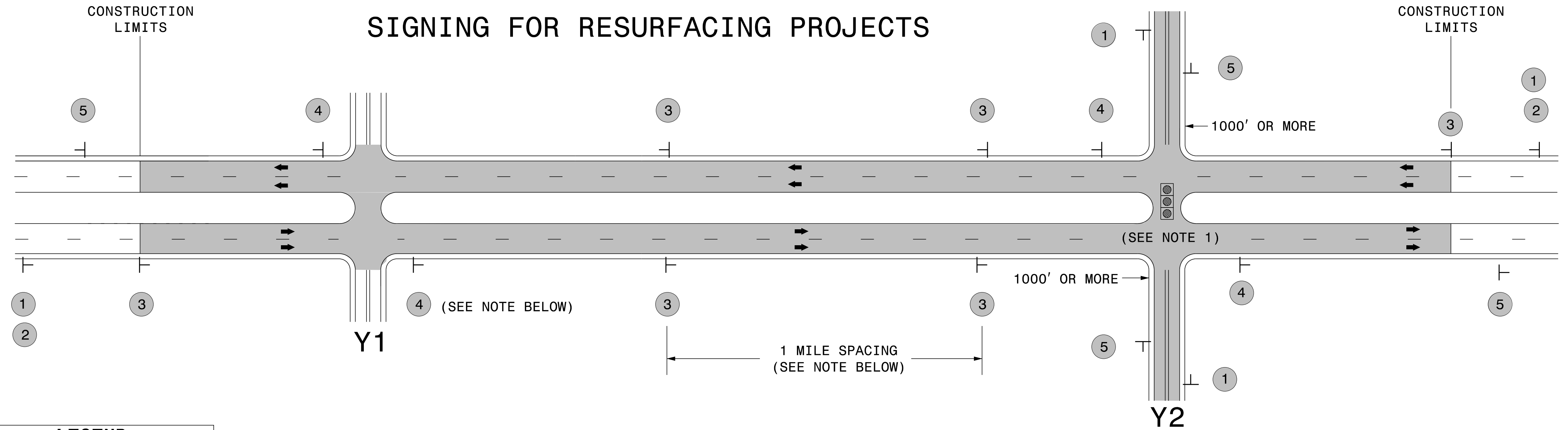
- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S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

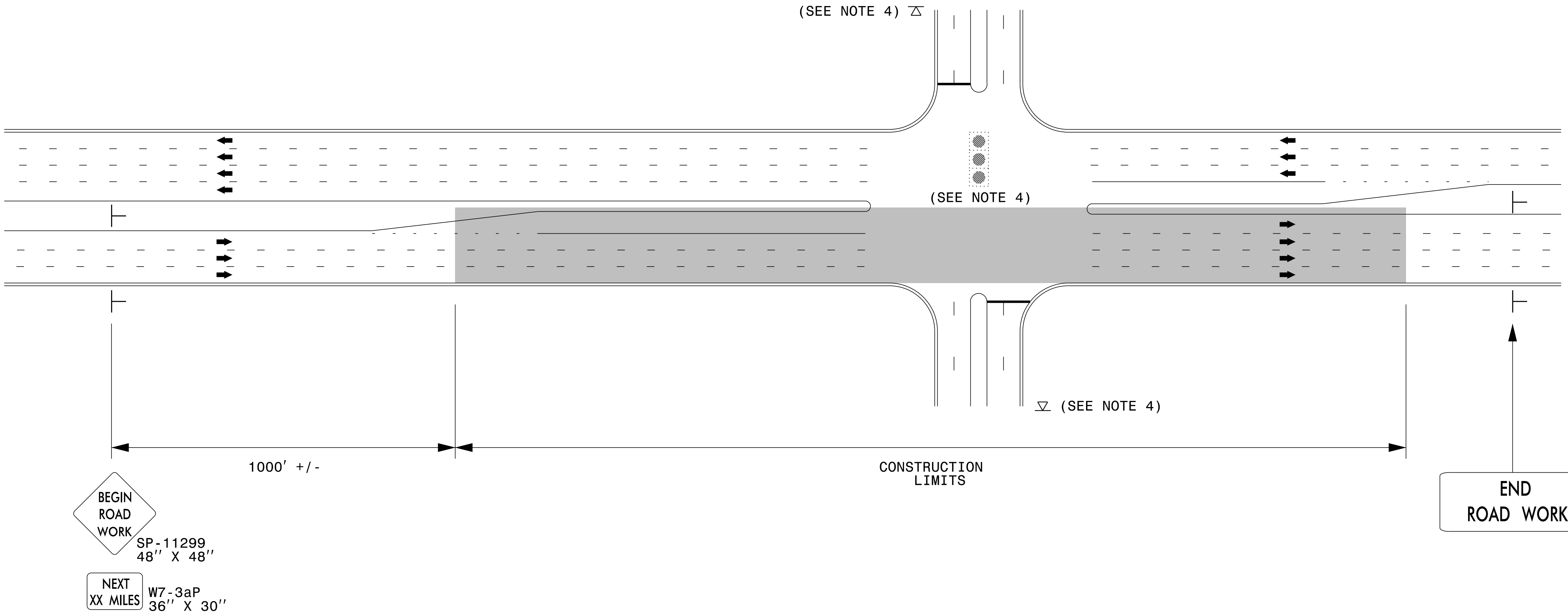
-Y- LINE SIGNING

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
 C:\Users\rmgarrrett\Downloads\Resurfacing_AdvWarn_Ltr-Su_Shldr.dgn
 User:rmgarrrett

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

URBAN / SUBURBAN WORKZONES



NOTES:

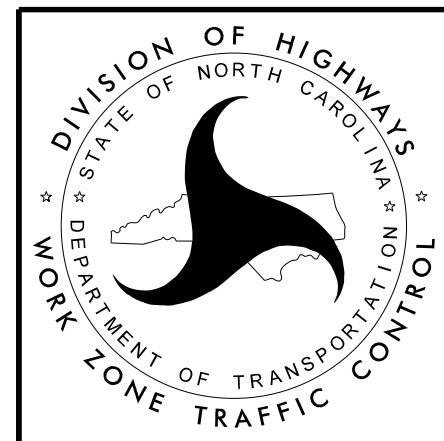
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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

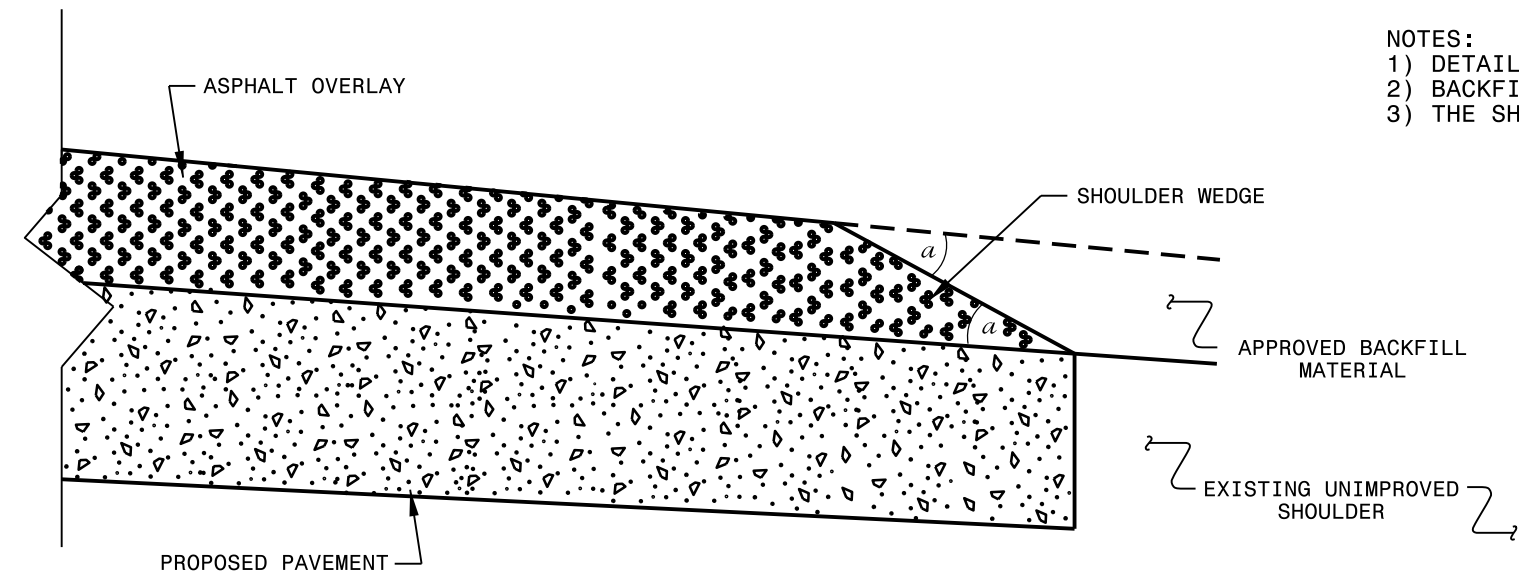
➔ DIRECTION OF TRAFFIC FLOW

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

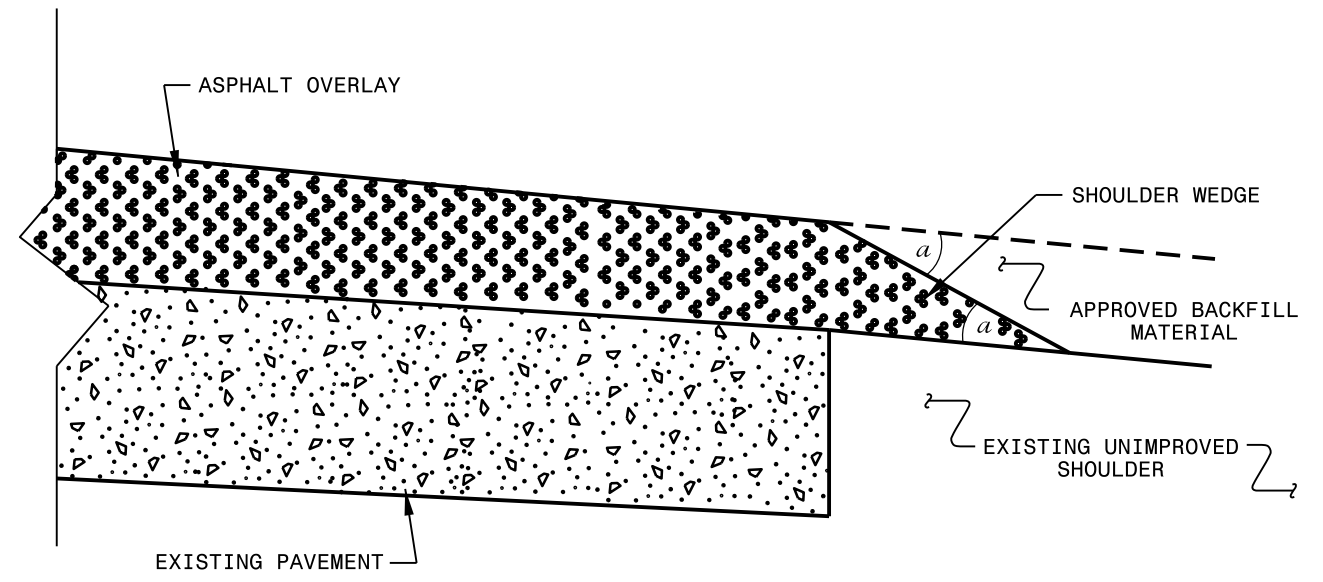


RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES

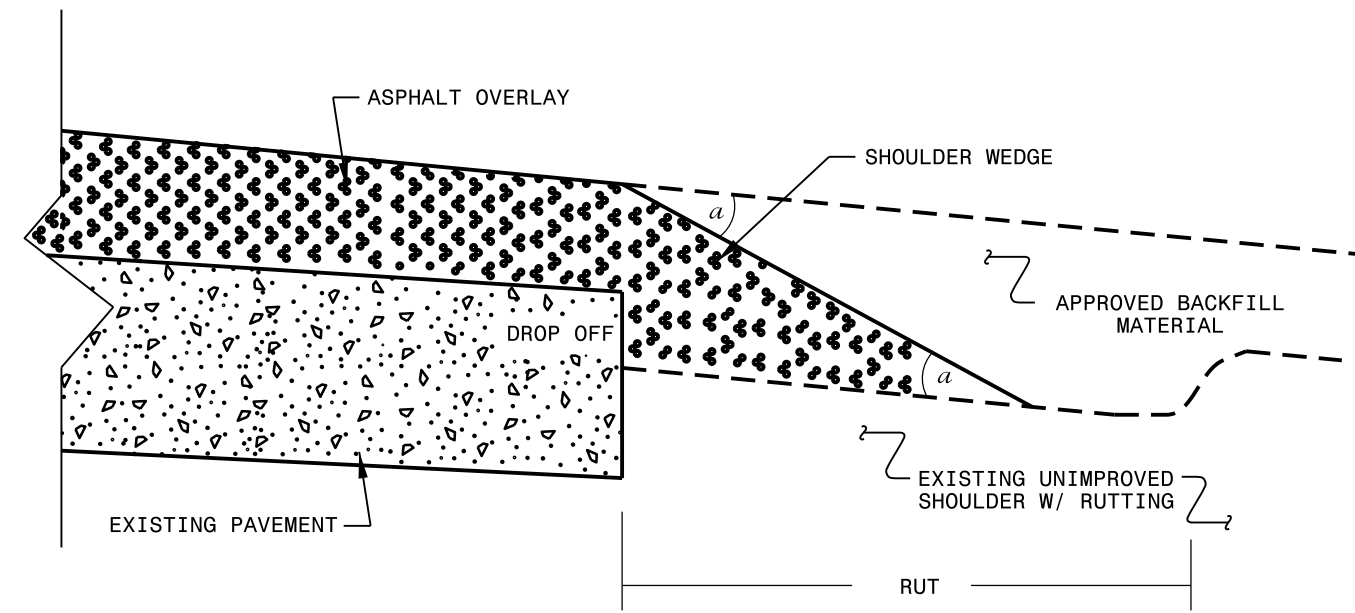
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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

SYSTEMS DESIGN
 USER NAME