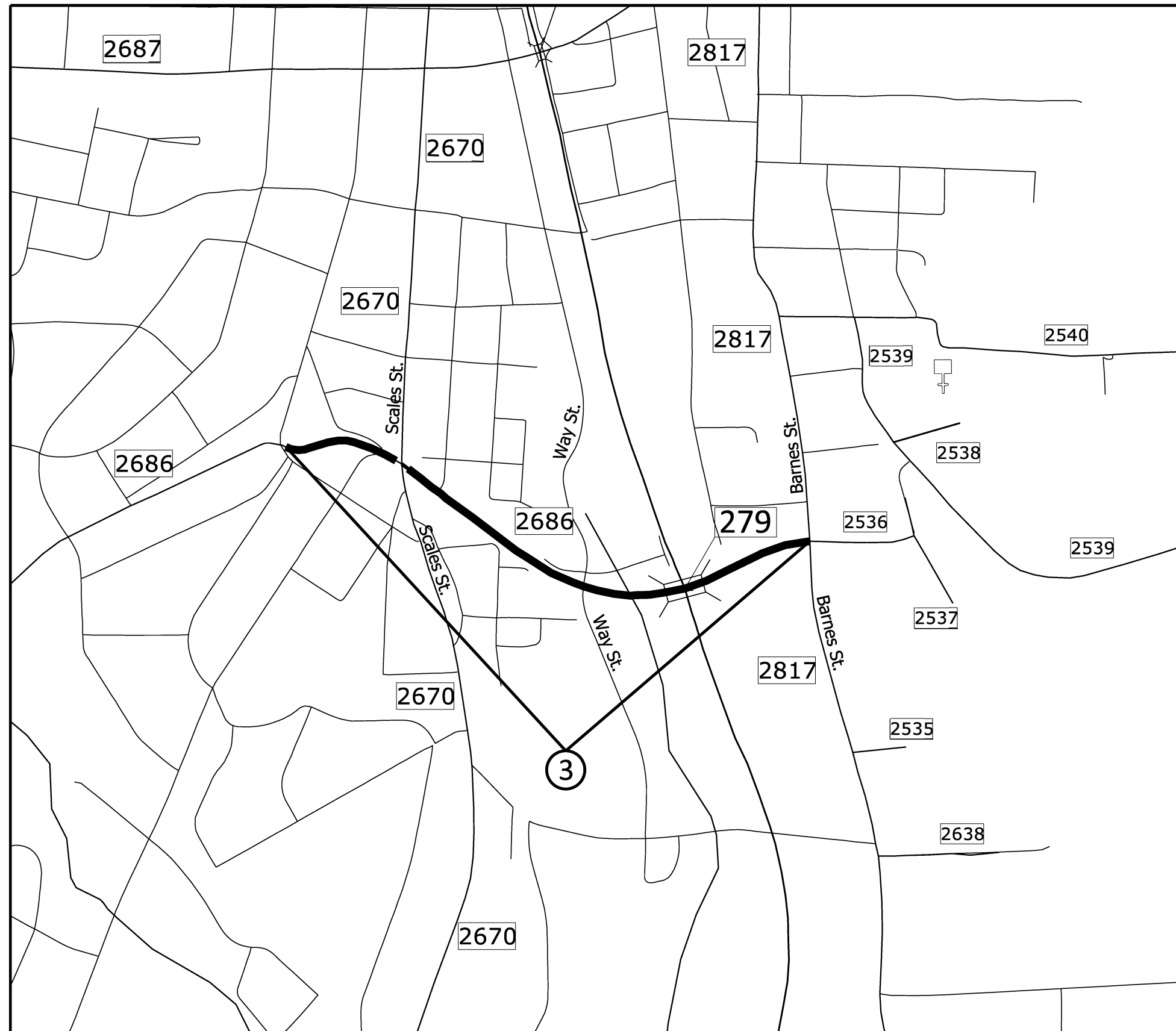


Map 1 NC 14
 Mill full width 1½" depth
 Pave Back 1½" S9.5C
 Maintain Clearance at Bridge #114

Map 2 US 311
 Mill full width 1½" depth
 Pave Back 1½" S9.5C
 DO NOT PAVE BRIDGE #132 over Dan River



Map 3 SR 2686 - Richardson Dr
Contractors attention is drawn to existing gutter, Existing surface overlays into existing gutter at varying depths.
Incidental Mill to remove ALL asphalt from gutter then Mill 1 ½" depth including the two lane section with No Curb and Gutter.
Pave back with 1 ½" S9.5 B
New Pavement is to be flush with Concrete of Curb and Gutter at edge of Pavement.
NO ASPHALT IN GUTTER.
Tie to joint at SR 2817 Barnes St.
NO MILLING on Bridge #279
Resurface Bridge #279
Resurface through Way St. (non-system)
Tie to EP at Scales St. DO NOT Pave through.
Tie to EP at S. Main St. DO NOT Pave through.
See Sheet 4 thru 7 for New Pavement Markings on this Map.

PROJECT REFERENCE NO.	SHEET NO.
2023CPT.07.06.10791 2023CPT.07.06.20791	4

Rockingham County
Reidsville, NC
SR 2686 Richardson Dr
New Signal Plans will be used for stop
bar and loop placement connectivity
Contact Division 7 Traffic Services
Signal Supervisor for plans before
cutting loops

Items to note:
All pavement marking lane widths based
from centerline except intersection of
Scales and Richardson due to Variable
lane of Richardson turn through EB
12' East of Scales
14' opening of EB lane taper down to
Stop Bar at Scales and Richardson will
remain in the approximate same location
with the existing of set, realign stop
bar perpendicular on Scales St to be
removed of existing Stop bar may be
replace at a later date with proposed
project

Revise this stop bar
Remove and reset with removal of 4'
yellow per signal plans (contact
Traffic Services)

Rockingham County
Reidsville, NC
SR 2686 Richardson Dr
New Signal Plans will be used for stop
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cutting loops

Rockingham County
Reidsville, NC
SR 2686 Richardson Dr
New Signal Plans will be used for stop
bar and loop placement connectivity
Contact Division 7 Traffic Services
Signal Supervisor for plans before
cutting loops

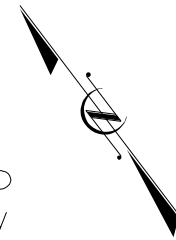
Remove and replace stop bars and lane
lines as indicated on the Signal Plans.
Stop bar distance from Barnes St will
change change due to proposed future
upgrades

**SHEET
NO. 5**

**SHEET
NO. 7**

**SHEET
NO. 6**

Rockingham County
Reidsville, NC
SR 2686 Richardson Dr



New Signal Plans will be used for stop bar and loop placement connectivity
Contact Division 7 Traffic Services
Signal Supervisor for plans before cutting loops

Contact Division 7 Traffic Services
Rockingham County Sign Supervisor for the installation of the bike lane signs
(NCDOT to install) 336-690-6780

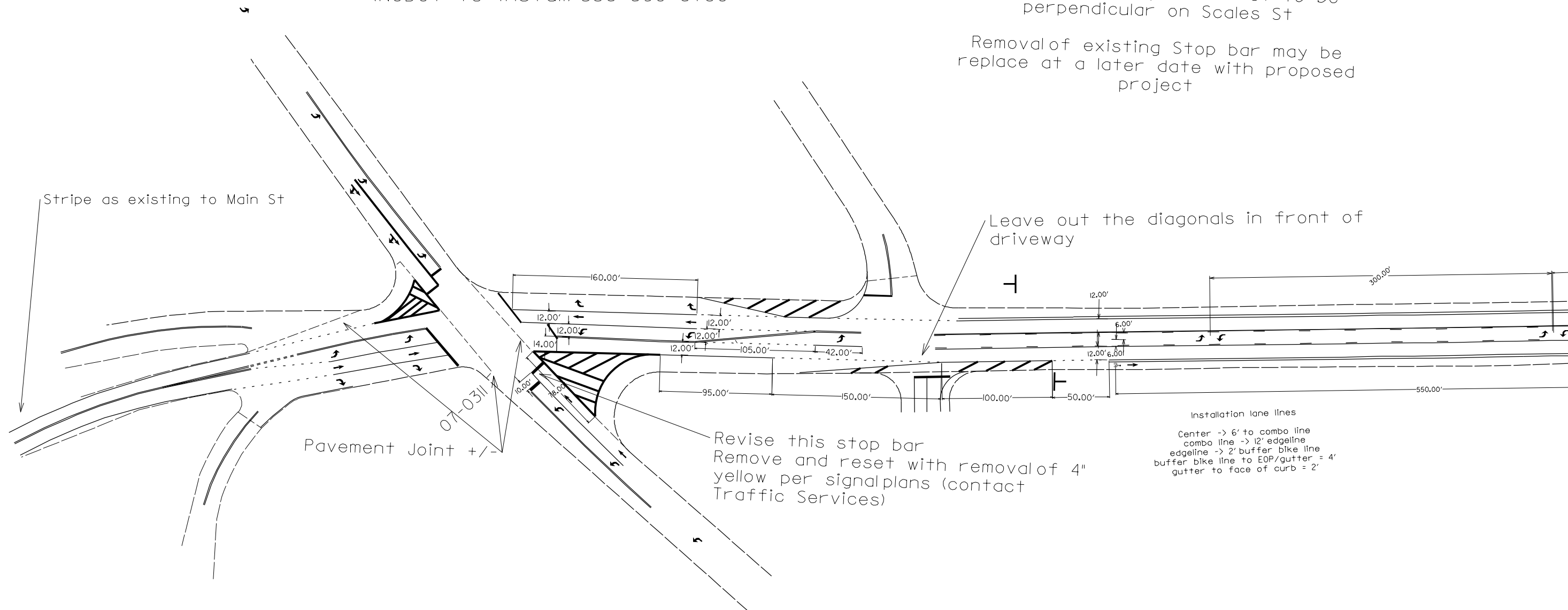
Items to note:
All pavement marking lane widths based from Centerline Except intersection of Scales and Richardson due to Variable widths

Removal of the combo turn through EB lane of Richardson at Scales

14' opening of EB lane taper down to 12' East of Scales

Stop Bar at Scales and Richardson will remain in the approximate same location with the existing offset, realign stop bar on NB through Scales St to be perpendicular on Scales St

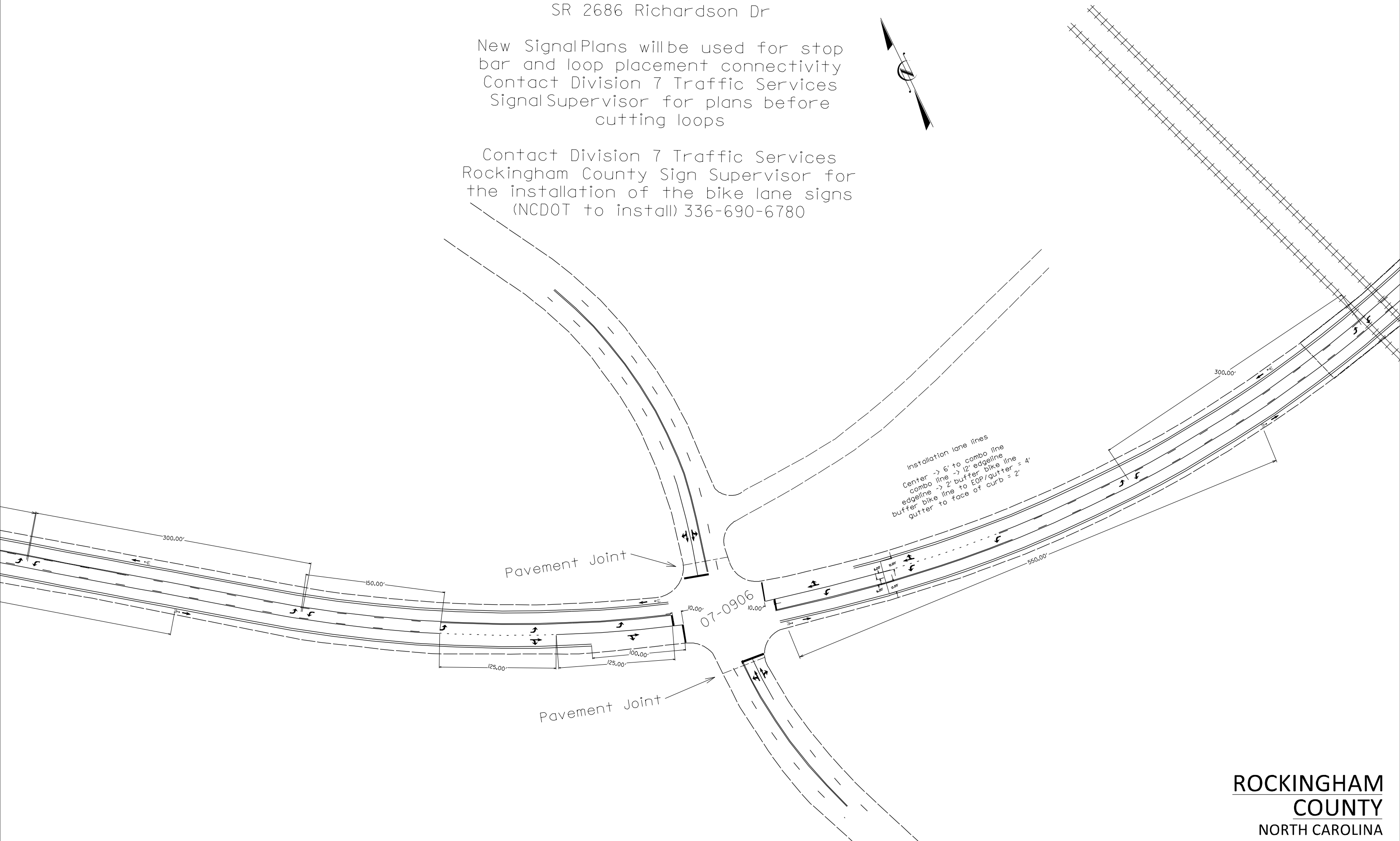
Removal of existing Stop bar may be replaced at a later date with proposed project



Rockingham County
Reidsville, NC
SR 2686 Richardson Dr

New Signal Plans will be used for stop
bar and loop placement connectivity
Contact Division 7 Traffic Services
Signal Supervisor for plans before
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Contact Division 7 Traffic Services
Rockingham County Sign Supervisor for
the installation of the bike lane signs
(NCDOT to install) 336-690-6780

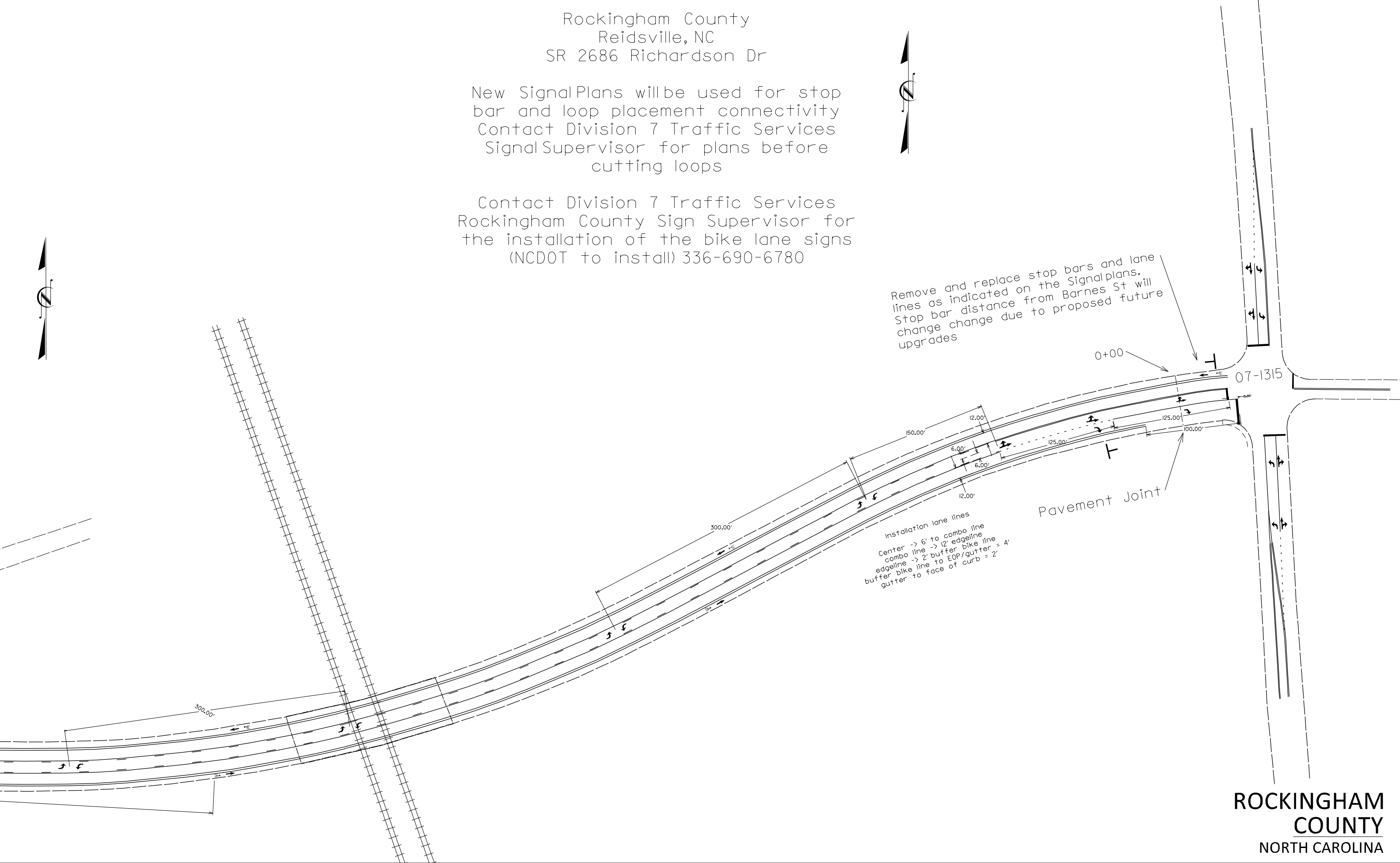


PROJECT REFERENCE NO.	SHEET NO.
2023CPT.07.06.10791 2023CPT.07.06.20791	7

Rockingham County
Reidsville, NC
SR 2686 Richardson Dr

New Signal Plans will be used for stop bar and loop placement connectivity
Contact Division 7 Traffic Services
Signal Supervisor for plans before cutting loops

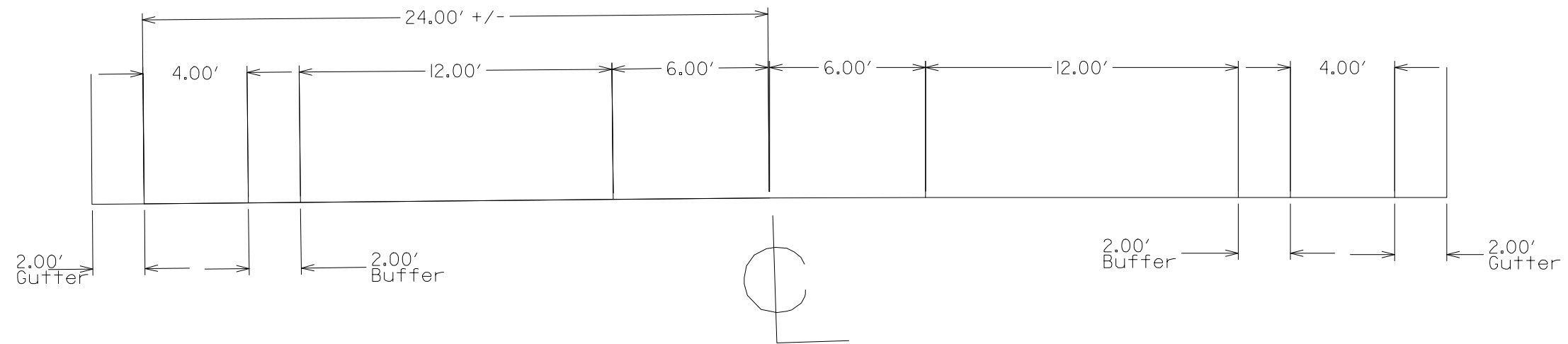
Contact Division 7 Traffic Services
Rockingham County Sign Supervisor for the installation of the bike lane signs
(NCDOT to install) 336-690-6780



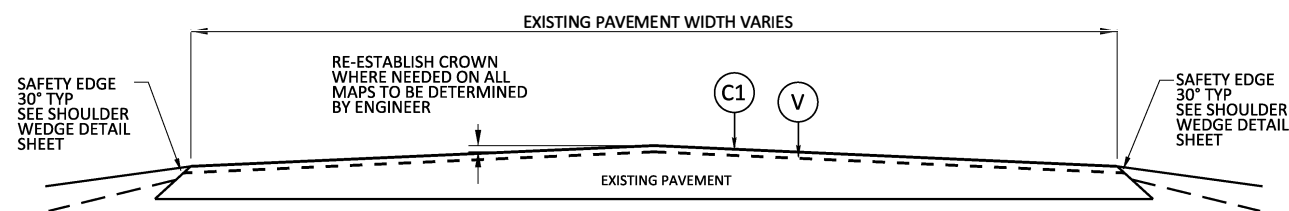
**ROCKINGHAM
COUNTY**
NORTH CAROLINA

Installation lane lines

Center -> 6' to combo line
combo line -> 12' edgeline
edgeline -> 2' buffer bike line
buffer bike line to EOP/gutter = 4'
gutter to face of curb = 2'

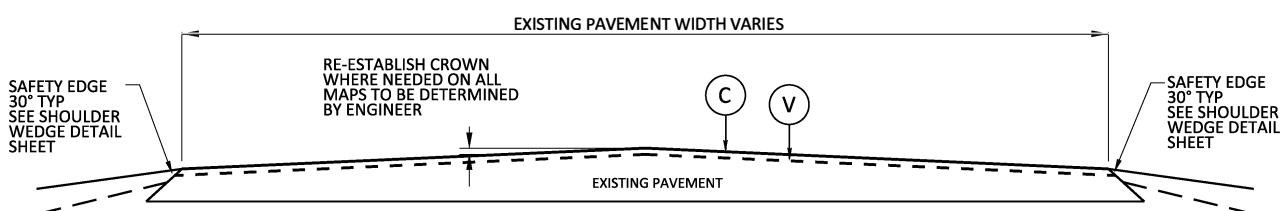


SR 2686 - RICHARDSON DR



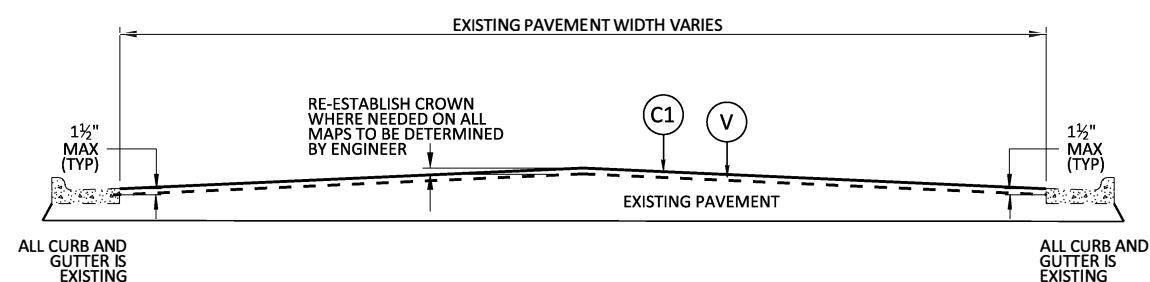
TYPICAL SECTION NO. 1

Map 1 NC 14 * Maintain Clearance at Bridge #114
Map 2 US 311 * DO NOT Overlay Bridge #132



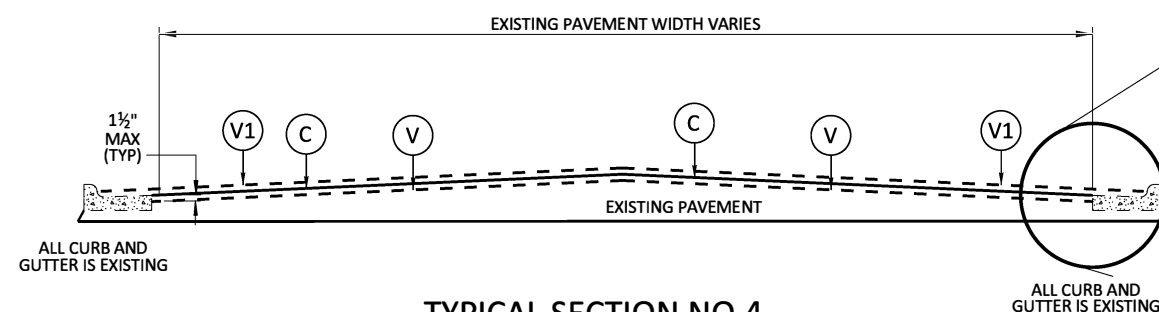
TYPICAL SECTION NO. 3

Map 3 SR 2686 Richardson Dr. * NO Milling Bridge #279
Resurface Bridge #279



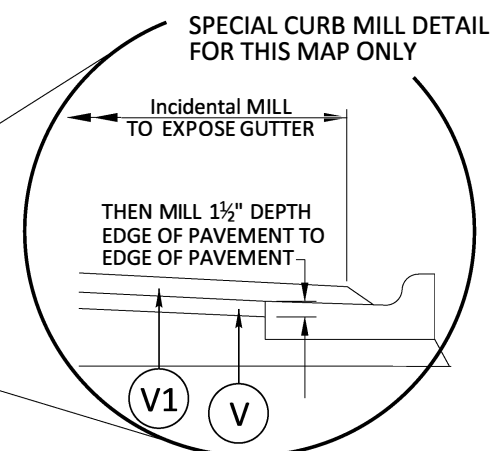
TYPICAL SECTION NO.2

Map 2 US 311 * DO NOT Overlay Bridge #132

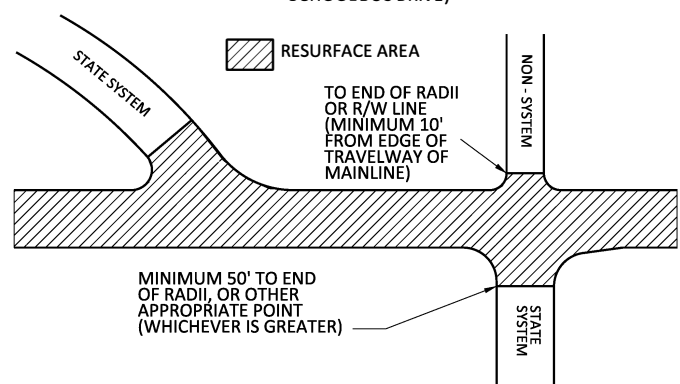


TYPICAL SECTION NO.4

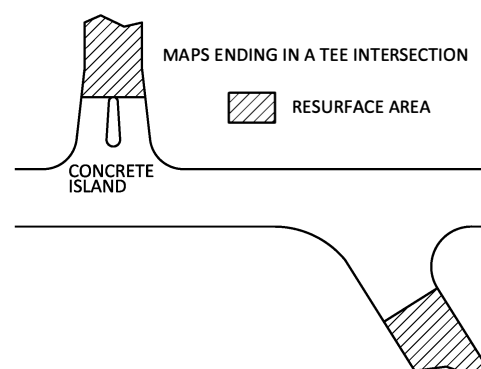
Map 3 SR 2686 Richardson Dr. * NO Milling Bridge #279
Resurface Bridge #279



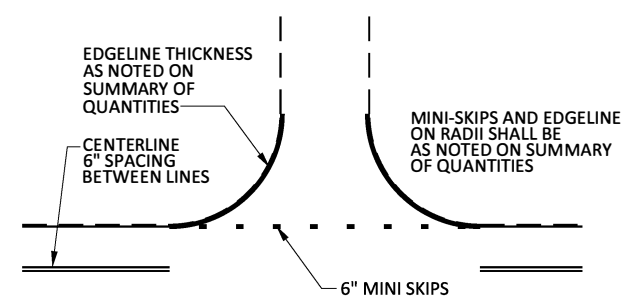
NOTE: NON-SYSTEM = (CITY STREET, PRIVATE DRIVE, SCHOOLBUS DRIVE)



**PAVING DETAIL 1
MAIN LINE IS BEING RESURFACED**



**PAVING DETAIL 2
MAIN LINE NOT BEING RESURFACED**

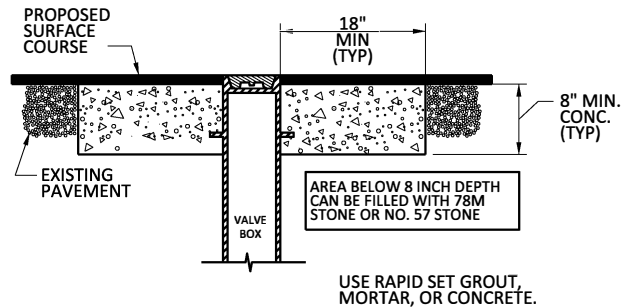


NOTE: MINI SKIPS SHALL BE PLACED ON A 8' CYCLE, CONTAINING A 6' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

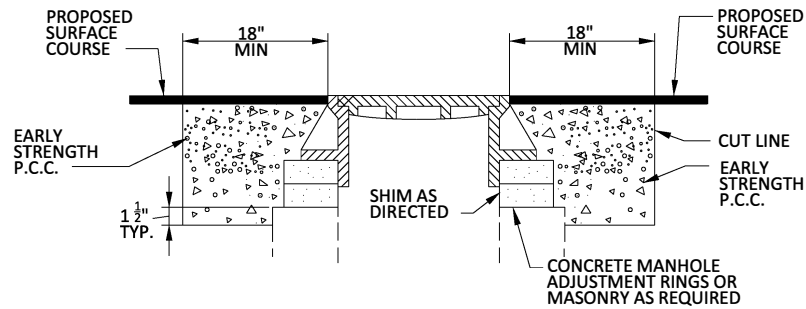
**NON-SIGNALIZED INTERSECTIONS
TO BE USED AS DIRECTED BY ENGINEER**

PAVEMENT SCHEDULE

C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
V1	INCIDENTAL MILL
V2	MILL ASPHALT PAVEMENT, 4" DEPTH

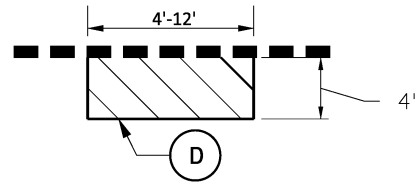


STANDARD CONCRETE ENCASEMENT FOR VALVE CASTINGS IN PAVEMENT



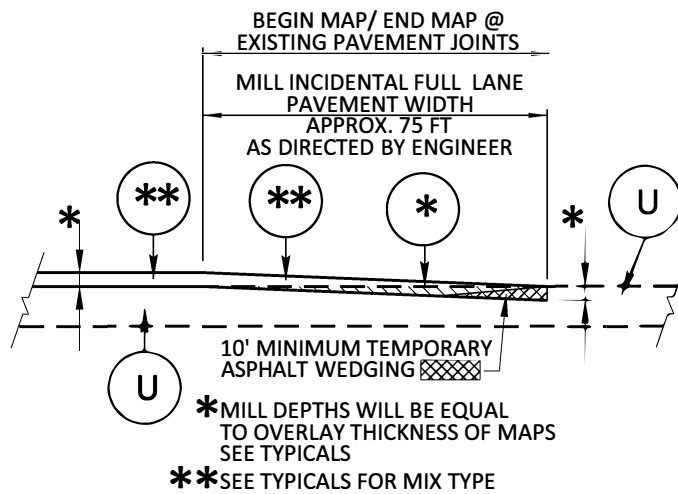
- NOTES:
- MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
 - ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
 - EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
 - RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.

STANDARD CONCRETE ENCASEMENT FOR MANHOLE CASTINGS IN PAVEMENT

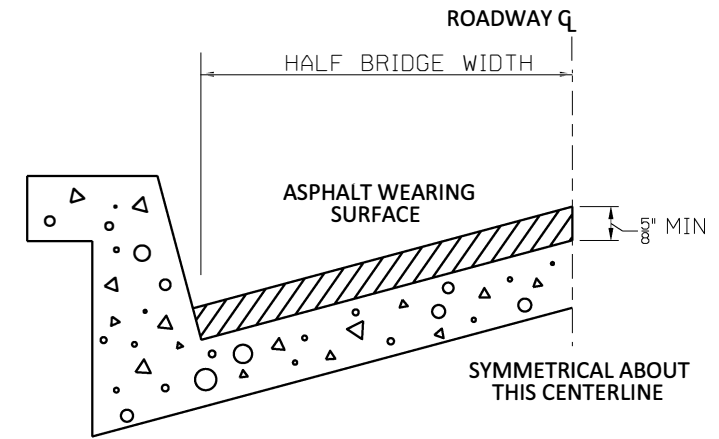


FILL WITH INTERMEDIATE COURSE, TYPE I19.0C AT LOCATIONS AS DIRECTED BY THE ENGINEER.

PATCHING EXISTING PAVEMENT DETAIL



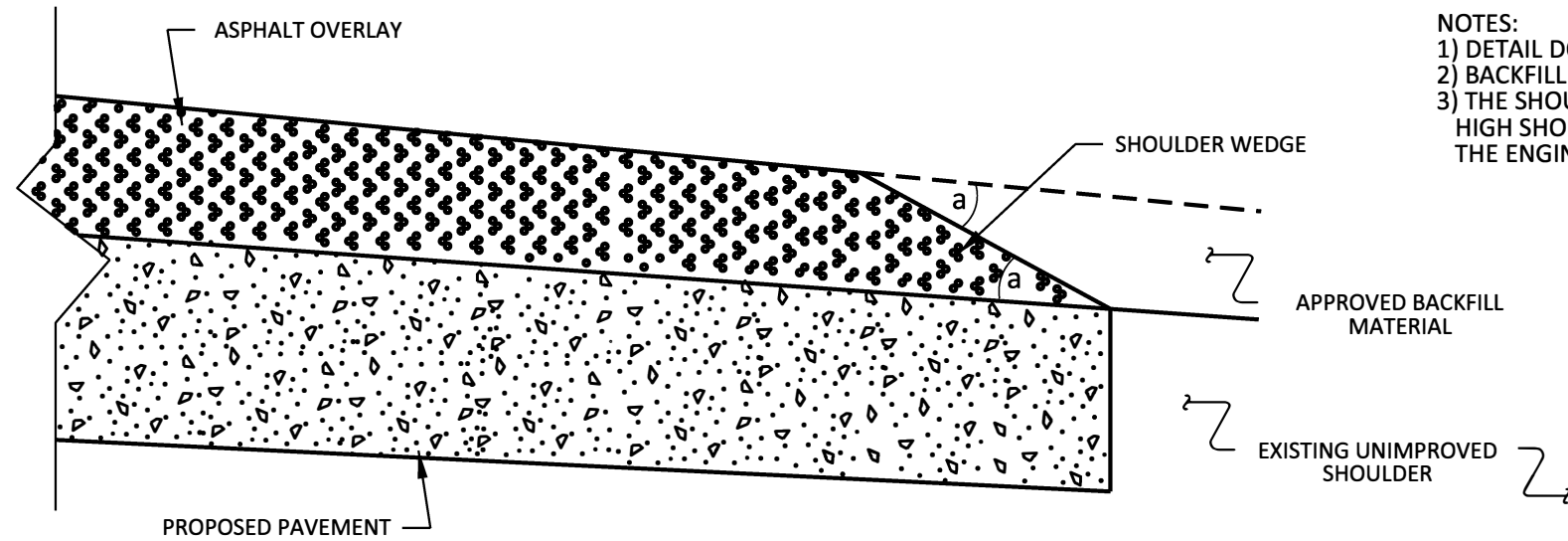
INCIDENTAL MILLING AT TIE-IN DETAIL



BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN. THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 1" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

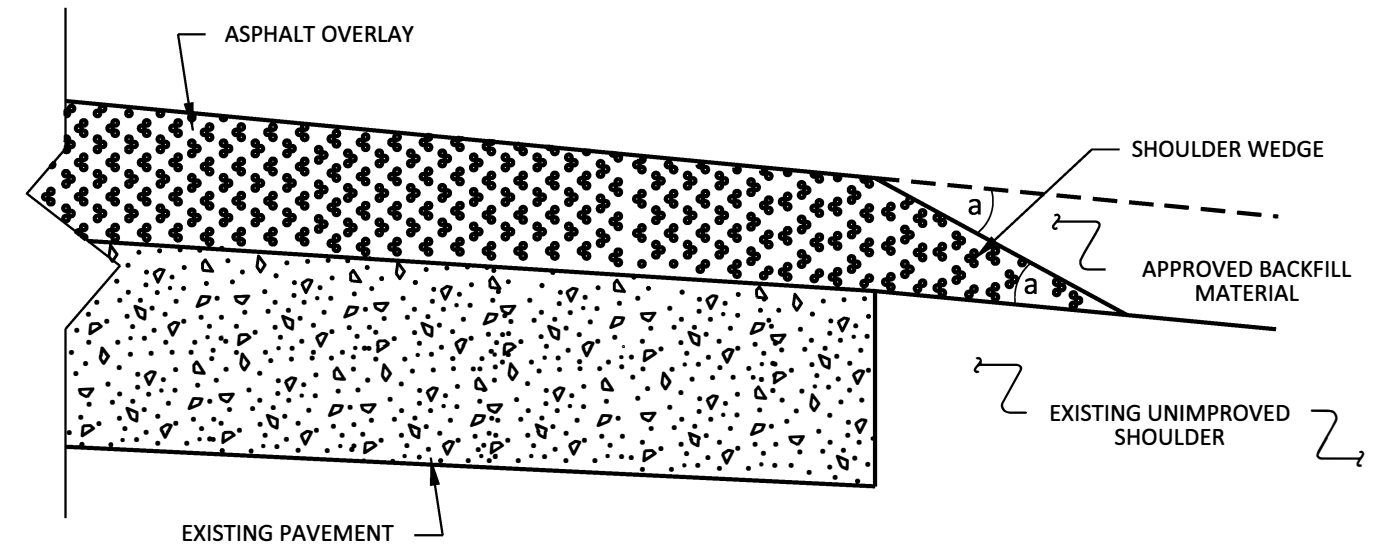
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ. YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
V1	FINE MILLING
V2	MILL ASPHALT PAVEMENT, 4" DEPTH



NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

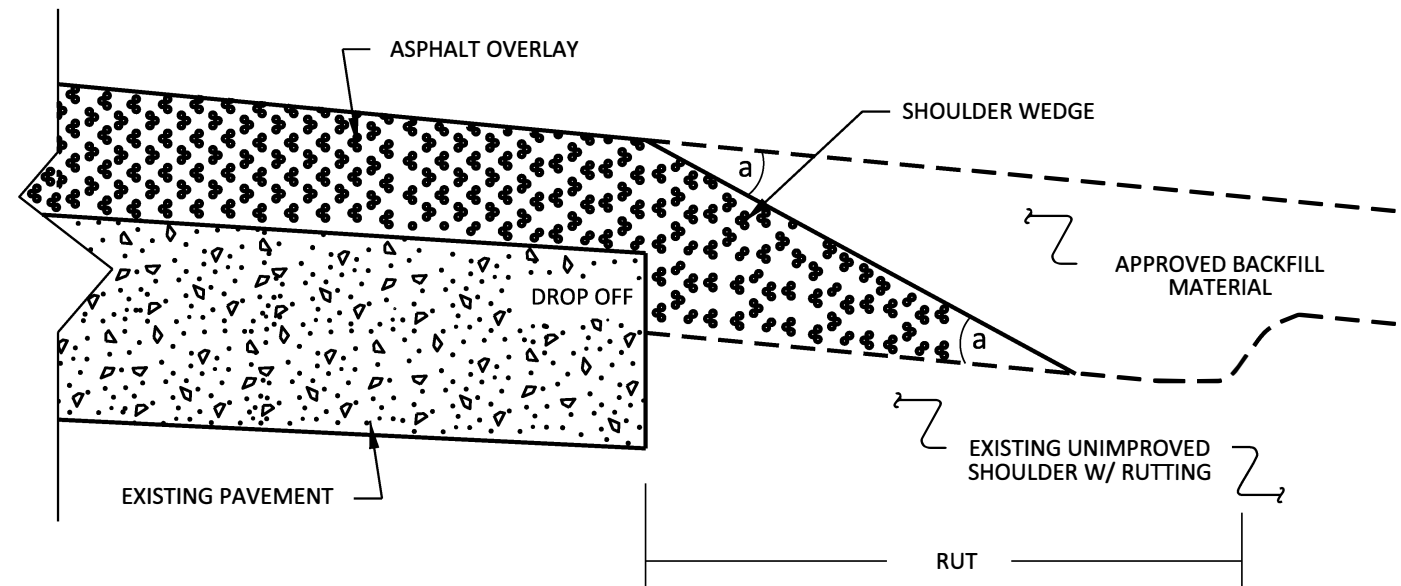
SHOULDER WEDGE DETAIL

(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)

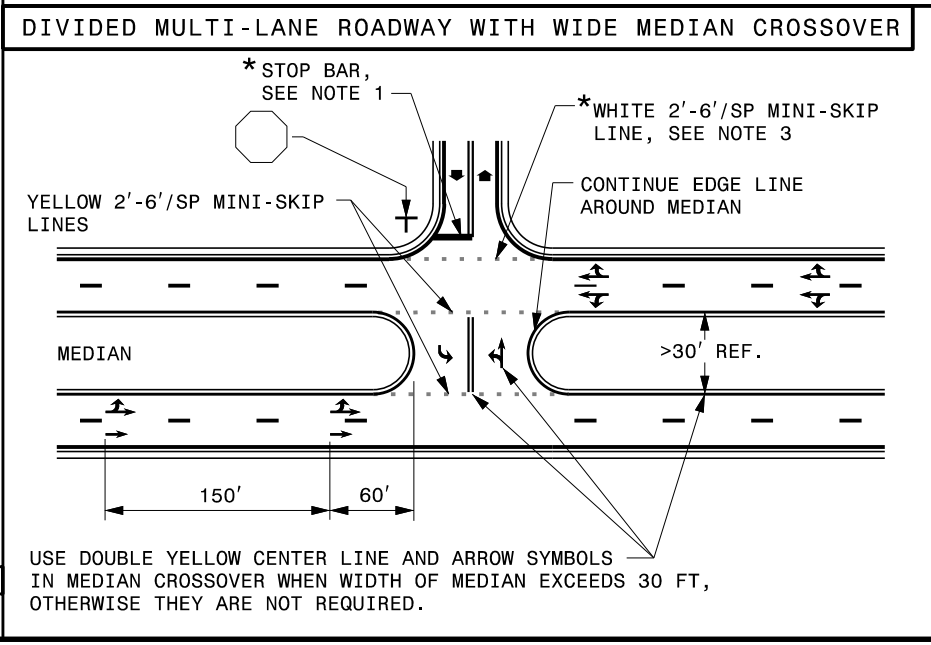
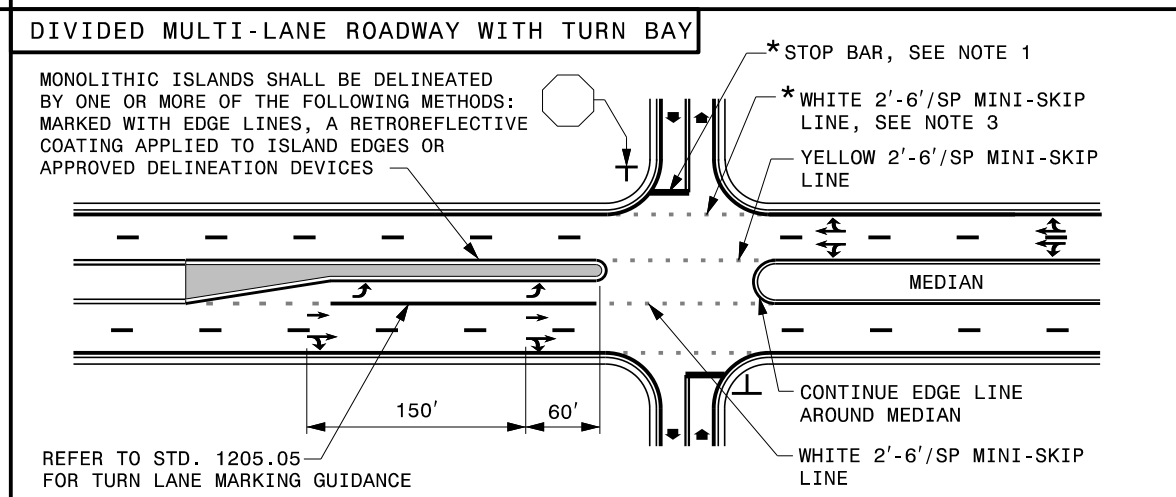
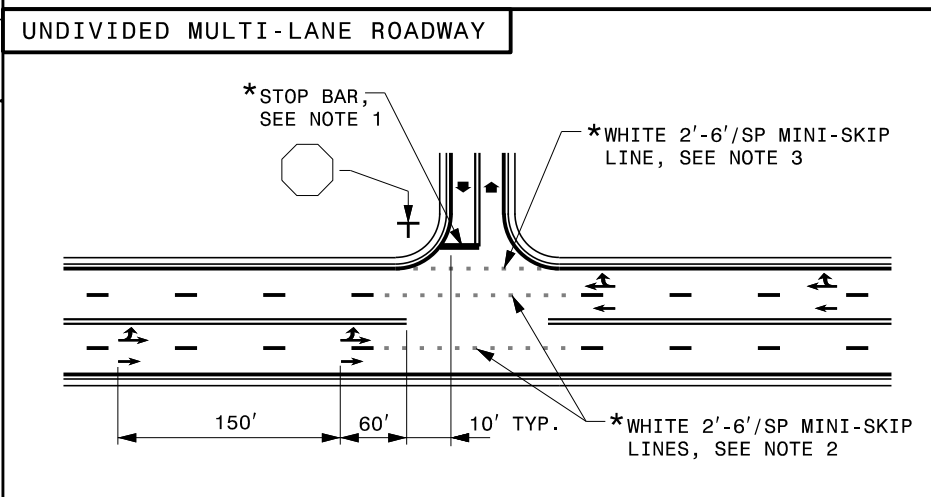
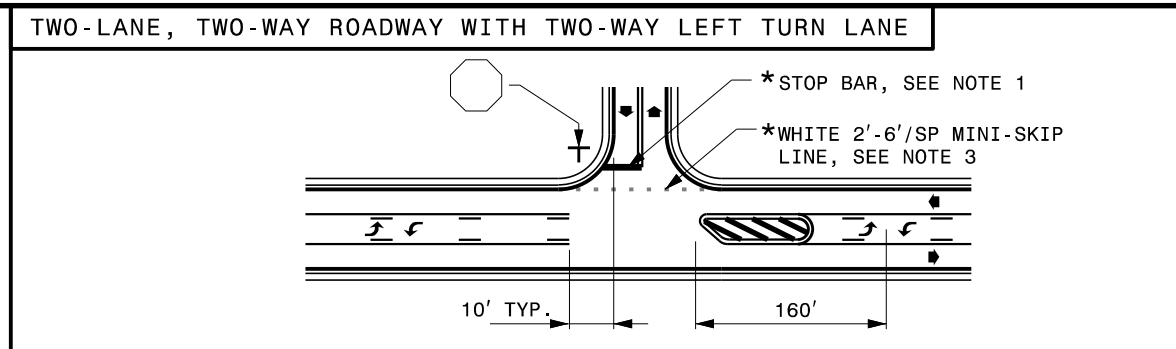
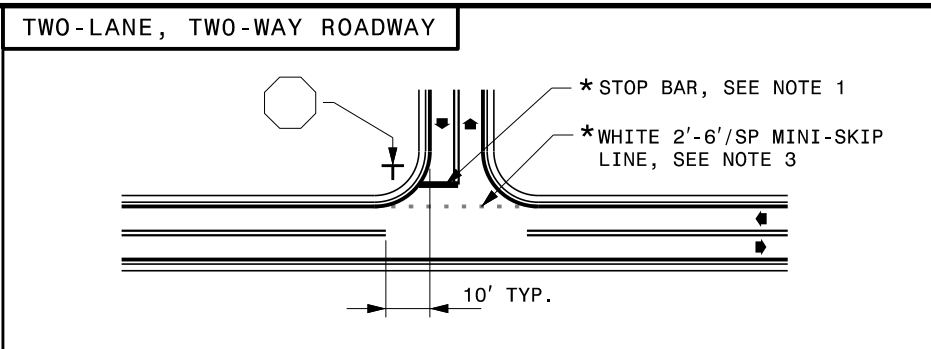
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
SHOULDER WEDGE DETAILS	
ORIGINAL BY: T. SPILL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/16/12
CHECKED BY:	DATE:
FILE SPEC.: s:\sr\details\stand\shoulderwedge\detail.dgn	

DocuSigned by:
 APPROVED: *Matthew V. Springer*
 DATE: 8/13/2019



STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.
 8-19
 ENGLISH DETAIL DRAWING FOR
 PAVEMENT MARKINGS
 INTERSECTIONS
 SHEET 2 OF 2
 1205D04



GENERAL NOTES:

- 1- PLACEMENT OF STOP BARS AT NON-SIGNALIZED INTERSECTIONS IS OPTIONAL AND USED WHERE IT IS IMPORTANT TO INDICATE THE POINT WHICH VEHICLES ARE REQUIRED TO STOP. PLACE STOP BARS NO LESS THAN 4 FEET AND NO MORE THAN 30 FEET FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY. USE 10 FEET AS THE TYPICAL SETBACK DISTANCE OR AS DIRECTED BY THE ENGINEER.
- 2- MINI-SKIP LANE LINE EXTENSIONS SHOULD BE USED AT INTERSECTIONS THAT HAVE REDUCED VISIBILITY CONDITIONS SUCH AS OFFSET, SKEWED, OR CURVED ROADWAYS.
- 3- MINI-SKIP EDGE LINE EXTENSIONS MAY BE PLACED THROUGH INTERSECTIONS AND MAJOR DRIVEWAYS.
- 4- REFER TO ROADWAY STANDARD DRAWINGS 1205.01, 1205.02, 1205.05, 1205.08 AND 1205.09 FOR ADDITIONAL PAVEMENT MARKING GUIDANCE.

LEGEND	
	STOP SIGN
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW
	PAVEMENT MARKING SYMBOLS
*	OPTIONAL

SHEET 2 OF 2
1205D04

STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.
 8-19
 ENGLISH DETAIL DRAWING FOR
 PAVEMENT MARKINGS
 INTERSECTIONS
 SHEET 2 OF 2
 1205D04

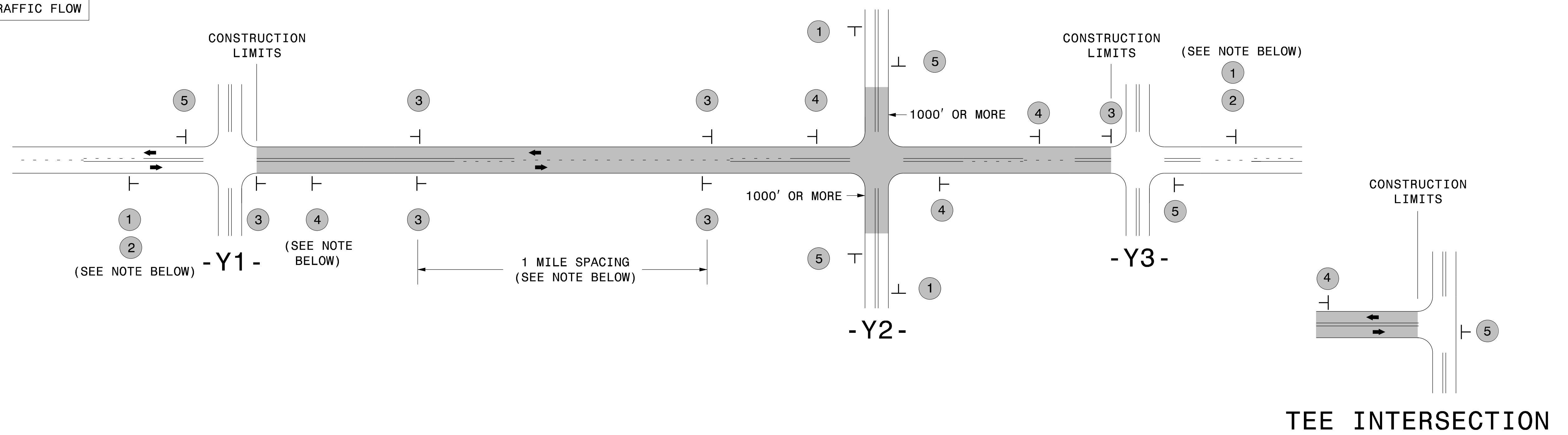
REVISED PAVEMENT MARKING ROADWAY STANDARD DRAWING

SIGNING FOR RESURFACING PROJECTS

LEGEND

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

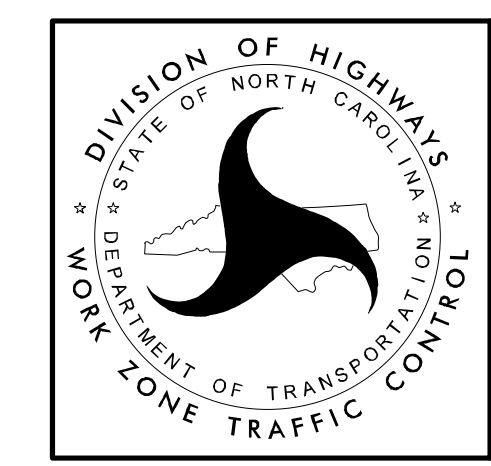
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	2		#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3		- 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

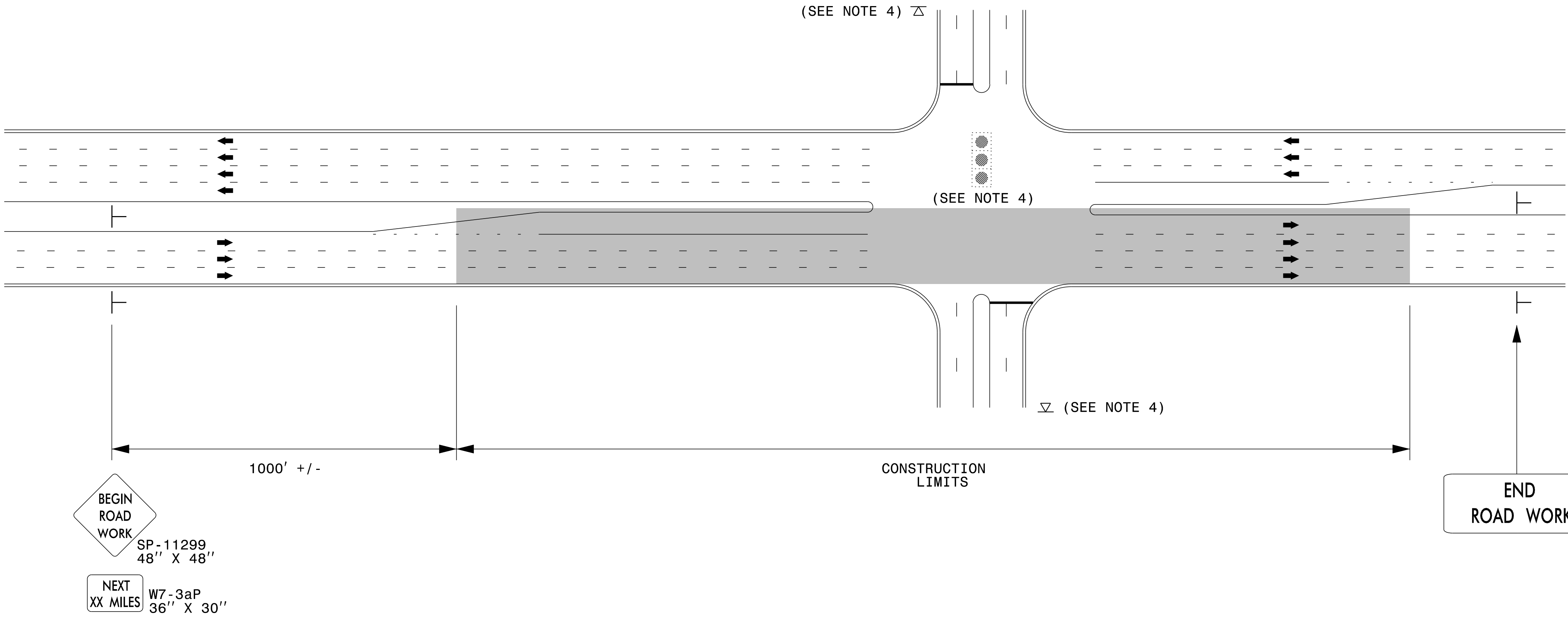
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



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

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

URBAN / SUBURBAN WORKZONES



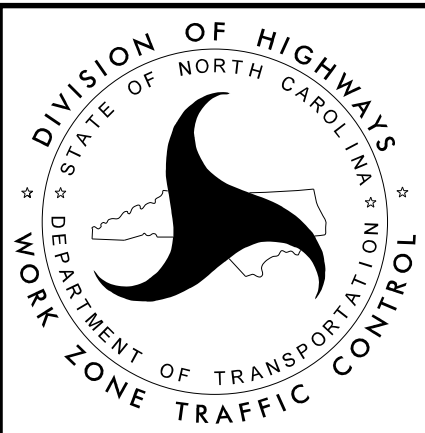
NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

┆ STATIONARY SIGN

➔ DIRECTION OF TRAFFIC FLOW



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

PROJECT NO.	SHEET NO.	TOTAL NO.
2023CPT.07.06.10791, 2023CPT.07.06.20791	15	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH		WIDTH	1220000000-E	1297000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	7444000000-E
										INCIDENTAL STONE	MILLING ASPHALT PAVEMENT, ***"DEPTH (1 1/2")		INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES	INDUCTIVE LOOP SAW CUT		
										MI	FT	TONS	SY	SY	TONS	TONS	TON	TONS	EA	EA	LF	
2023CPT.07.06.10791	Rockingham	1	NC 14	FROM JOINT APPROX. 1200 FT. NORTH OF SR 2037 HARRISON CROSSROAD LOOP TO US 311/HARRINGTON HIGHWAY	1	2		NO	NO	2.969	64		50	123,357	2,026		11,584	696	20			2,225
TOTAL FOR MAP NO. 1										2.969		50	123,357	2,026		11,584	696	20			2,225	
2023CPT.07.06.10791	Rockingham	2	US 311	FROM NC 14 TO JOINT APPROX. 200 FT SOUTH OF SR 1962 E. KINGS HIGHWAYKINGS HWY	1,2	2		NO	NO	1	60			54,982	2,845		5,354	322	20	1	17	2,525
TOTAL FOR MAP NO. 2										1			54,982	2,845		5,354	322	20	1	17	2,525	
TOTAL FOR PROJ NO. 2023CPT.07.06.10791										3.969		50	178,339	4,871		16,938	1,018	40	1	17	4,750	
2023CPT.07.06.20791	Rockingham	3	SR 2686 - RICHARDSON DR	FROM S. MAIN ST. TO SR 2817 - BARNES ST	3,4	2	2WU	NO	NO	0.802	24			22,207	23,544	2,251		151	12	1	5	3,000
TOTAL FOR MAP NO. 3										0.802			22,207	23,544	2,251		151	12	1	5	3,000	
TOTAL FOR PROJ NO. 2023CPT.07.06.20791										0.802			22,207	23,544	2,251		151	12	1	5	3,000	
GRAND TOTAL										4.771		50	200,546	28,415		2,251	16,938	1,169	52	2	22	7,750

