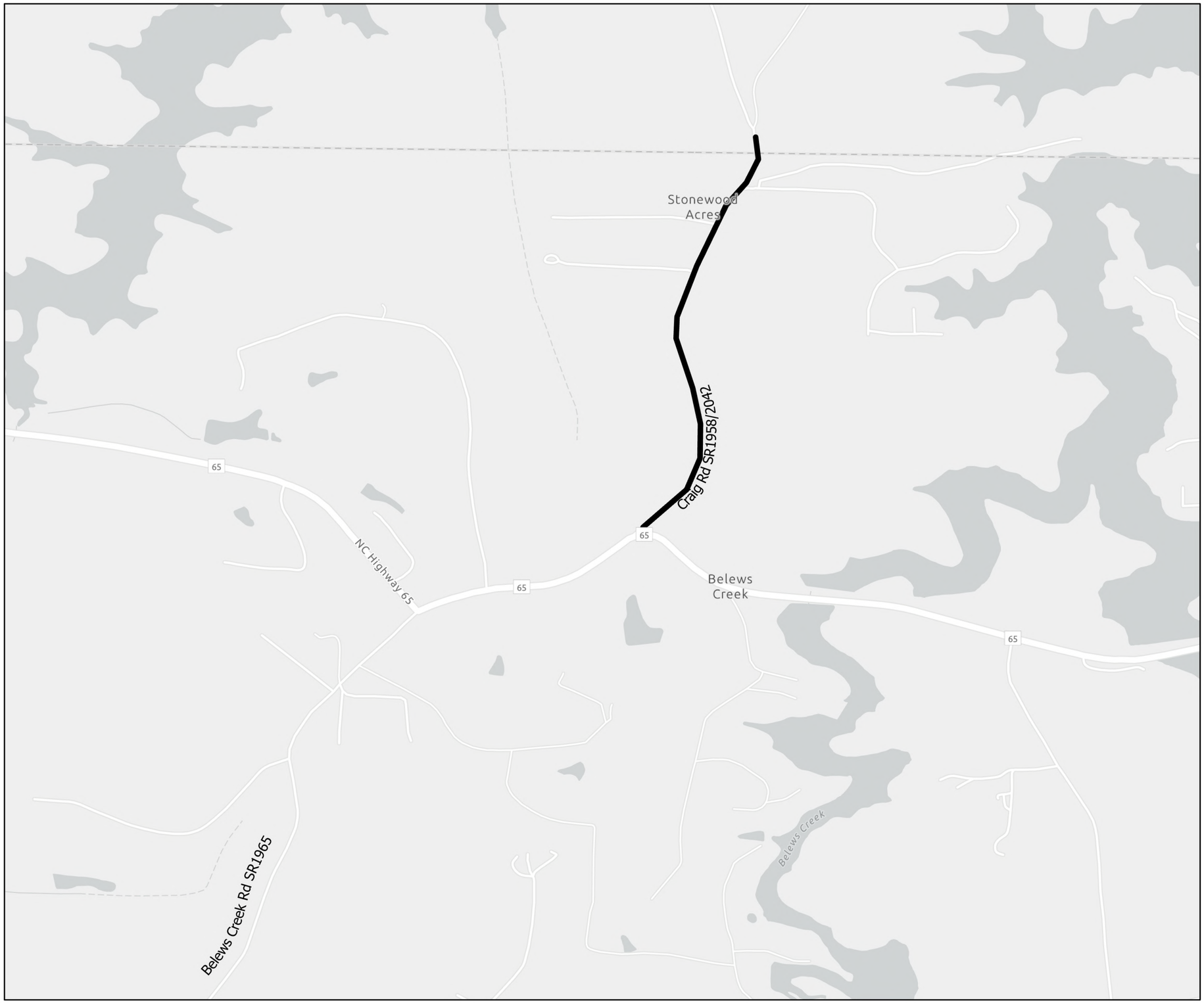
| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| 2026CPT.09.17.20341 | 1 |

Map 1 Craig Rd SR1958/2042
From NC65/ Belews Creek Rd to EOM
Mill 4" Entire width
Matcoat with #67Stone
Pave 4" I19C
Mill 0-11/2" incidental milling , beginning,end and at all SRs
Pave 11/2" S9.5C
Shoulder reconstruction and striping to be done by NCDOT forces

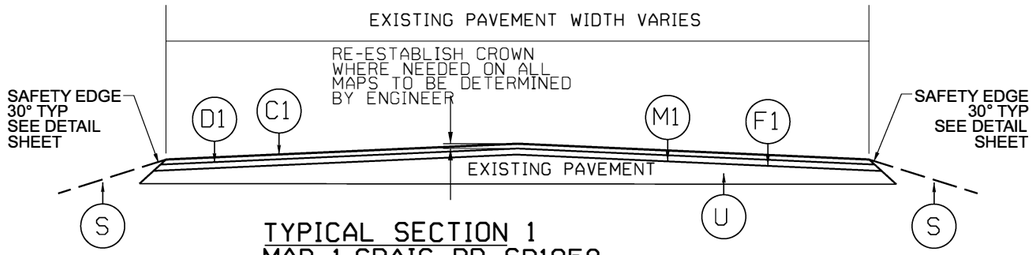



Legend
Forsyth2026

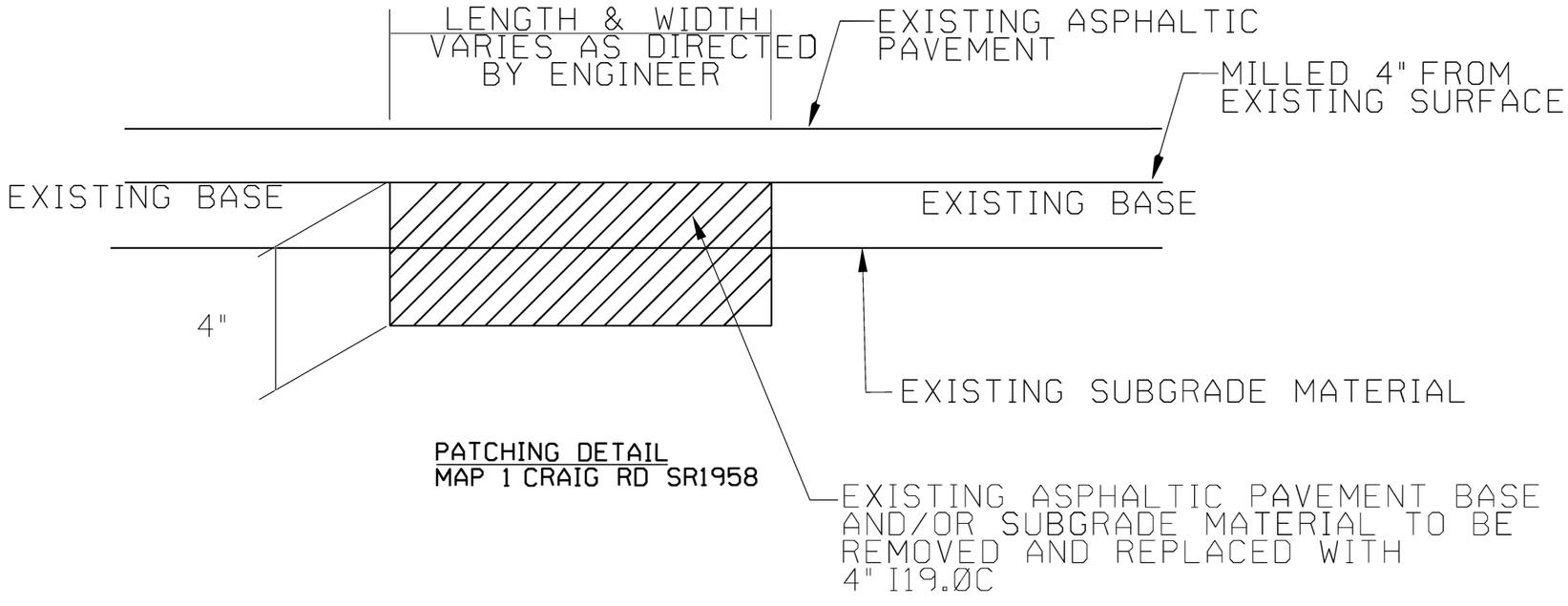
N

FORSYTH COUNTY
NORTH CAROLINA

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| 2026CPT.09.17.20341 | 2 |



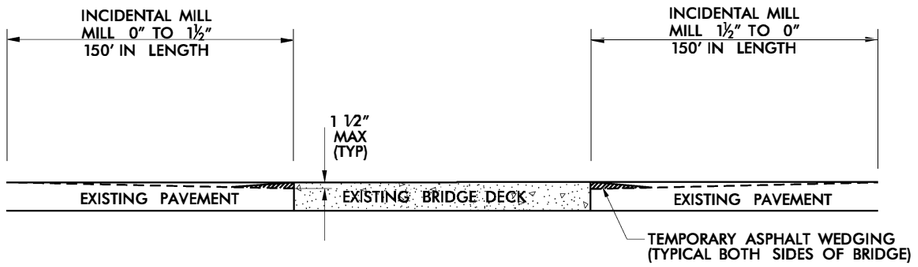

TYPICAL SECTION 1
MAP 1 CRAIG RD SR1958



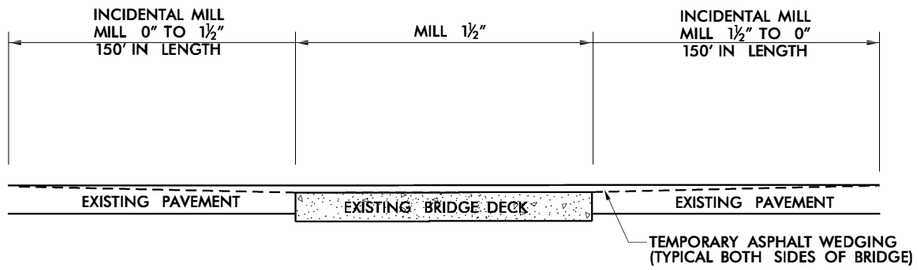

PATCHING DETAIL
MAP 1 CRAIG RD SR1958

| PAVEMENT SCHEDULE | |
|---|---|
| C1 | PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APLLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD |
| D1 | PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19C, TO BE APPLIED AT AN AVERAGE RATE OF 456 LBS PER SQ YD. |
| M1 | MILL ASPHALT PAVEMENT, 4" DEPTH |
| F1 | MATCOAT, #67 STONE @18 lbs/sy<br>TACK RATE 0.38gal/sy |
| S | SHOULDER RECONSTRUCTION (SEE DETAIL) |
| U | EXISTING PAVEMENT |

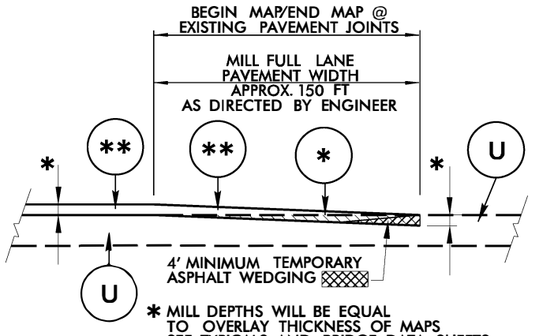
| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| 2026CPT.09.17.20341 | 3 |




## INCIDENTAL MILLING BRIDGE APPROACHES
(SEE BRIDGE DATA SHEET)




## INCIDENTAL MILLING BRIDGE APPROACHES
(SEE BRIDGE DATA SHEET)

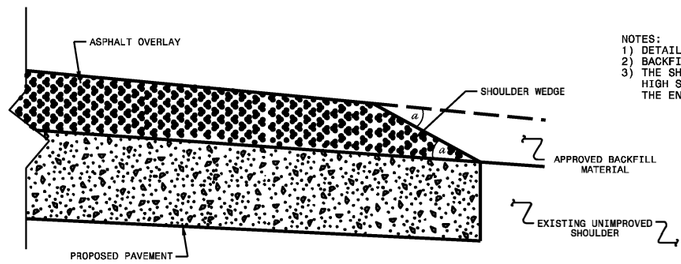



* MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS AND BRIDGE DATA SHEETS

** MILL SR. Y–LINES APROX. 50' AS DIRECTED BY ENGINEER

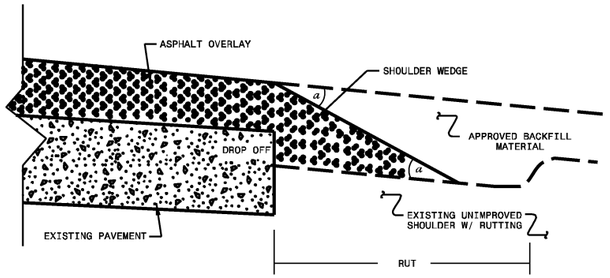
*** SEE TYPICALS FOR MIX TYPE

## INCIDENTAL TIE–IN MILLING DETAIL

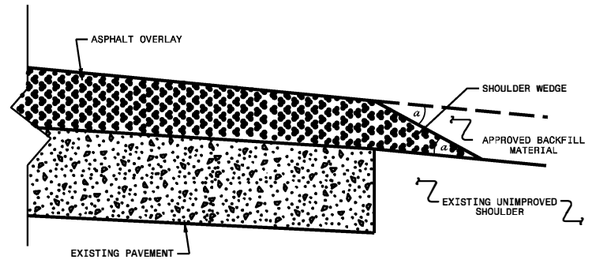



NOTES:
1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

## SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)

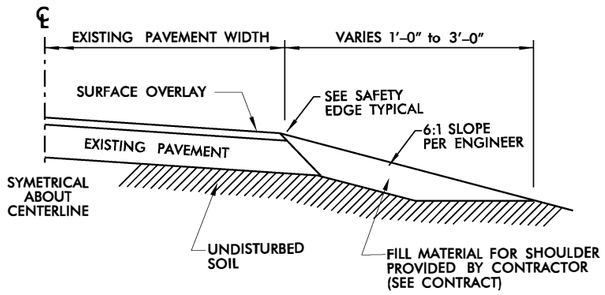



## SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)



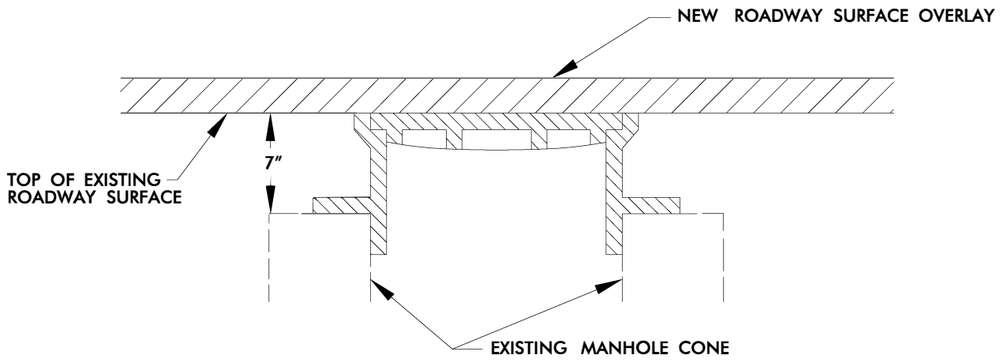

## SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)

**** NOTE: MILL AND PAVE UP TO R x R ROW****

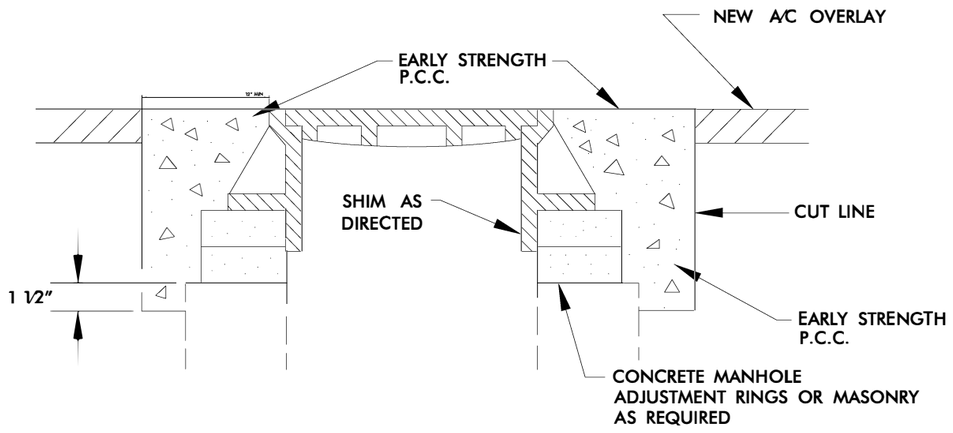



## SHOULDER RECONSTRUCTION

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| 2026CPT.09.17.20341 | 4 |




STEP 1




STEPS 2,3, & 4

STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE

STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.

STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.

STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS AS DIRECTED.

# MANHOLE ADJUSTMENT DETAIL

CONSTRUCTION NOTES:

1. ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".

2. CONSTRUCTION SHALL PROGRESS IN PHASES, IN THE ORDER INDICATED BELOW:

   PHASE 1 – MILLING AND PATCHING (WHEN REQUIRED)
   PHASE 2 – SURFACE OVERLAY
   PHASE 3 – SHOULDER DROP–OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)
   PHASE 4 – UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVE/METER BOX RING/COVER, CATCH BASIN GRATE/COVER, DROP INLET GRATE/COVER, ETC.) WHEN REQUIRED.

3. BRIDGES THAT HAVE FLOOR DRAINS, SHALL HAVE ALL FLOOR DRAINS LEFT OPEN. EXTRA CARE SHALL BE EXERCISED IN MILLING (IF REQUIRED) AND IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE.

4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).

5. FOR TWO–LANE ROADWAYS – IT SHALL BE UNDERSTOOD THAT TYPICALLY ON A ROADWAY MEASURING 20 FEET OR LESS IN WIDTH, THE CENTER OF THE WHITE EDGELINE SHALL BE LOCATED SIX INCHES FROM THE EDGE OF PAVEMENT ON EITHER SIDE OF THE ROADWAY; ON A ROADWAY MEASURING 22 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 10 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 24 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 11 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 26 FEET OR MORE IN WIDTH, TRAVEL LANES SHALL MEASURE 12 FEET AND THE WHITE EDGELINE SHALL BE LOCATED NO LESS THAN ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE. THIS SHALL BE STANDARD PRACTICE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

6. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610–11.

7. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.

8. REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y–LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|---|---|---|
| 2026CPT.09.17.20341 | 5 | |
| | | |

# SUMMARY OF QUANTITIES

| | | | | | | | | | | | | | 1220000000-E | 1297000000-E | 1330000000-E | 1503000000-E | 1523000000-E | 1575000000-E | 1704000000-E | 1775500000-E | 1838000000-E |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NO** | **COUNTY** | **MAP NO** | **ROUTE** | **DESCRIPTION** | **TYP NO** | **LANES** | **LANE TYPE** | **LENGTH** | **WIDTH** | **BEGIN MP** | **END MP** | | **INCIDENTAL STONE BASE** | **MILLING ASPHALT PAVEMENT, 4"DEPTH** | **INCIDENTAL MILLING** | **INTERMEDIATE COURSE, I19.0C** | **SURFACE COURSE, S9.5C** | **ASPHALT BINDER FOR PLANT MIX** | **PATCHING EXISTING PAVEMENT** | **ASPHALT SURFACE TREATMENT, MATCOAT, #67 STONE** | **EMULSION FOR ASPHALT SURFACE TREATMENT** |
| | | | | | | | | **MI** | **FT** | | | | **TONS** | **SY** | **SY** | **TONS** | **TONS** | **TONS** | **TONS** | **SY** | **GAL** |
| 2026CPT.09.17.20341 | Forsyth | 3 | SR-1958 / 2042-CRAIG RD | FROM NC65/ BELEWS CREEK RD TO EOM AT DUKE ENERGY | | 2 | 2WU | 1.13 | 23 | 0 | 1.13 | | 60 | 15,438 | 600 | 3,970 | 1,463 | 278 | 25 | 15,438 | 5,866 |
| **TOTAL FOR MAP NO. 3** | | | | | | | | **1.13** | | | | | **60** | **15,438** | **600** | **3,970** | **1,463** | **278** | **25** | **15,438** | **5,866** |
| **TOTAL FOR PROJ NO. 2026CPT.09.17.20341** | | | | | | | | **1.13** | | | | | **60** | **15,438** | **600** | **3,970** | **1,463** | **278** | **25** | **15,438** | **5,866** |
| | | | | | | | | | | | | | | | | | | | | | |
| **GRAND TOTAL** | | | | | | | | **1.13** | | | | | **60** | **15,438** | **600** | **3,970** | **1,463** | **278** | **25** | **15,438** | **5,866** |

Note: All quantities listed include turn lanes and are estimates; Payment will be based on field measurements and quantitites recieved

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|---|---|---|
| 2026CPT.09.17.20341 | 6 | |
| | | |

# THERMOPLASTIC AND PAINT QUANTITIES

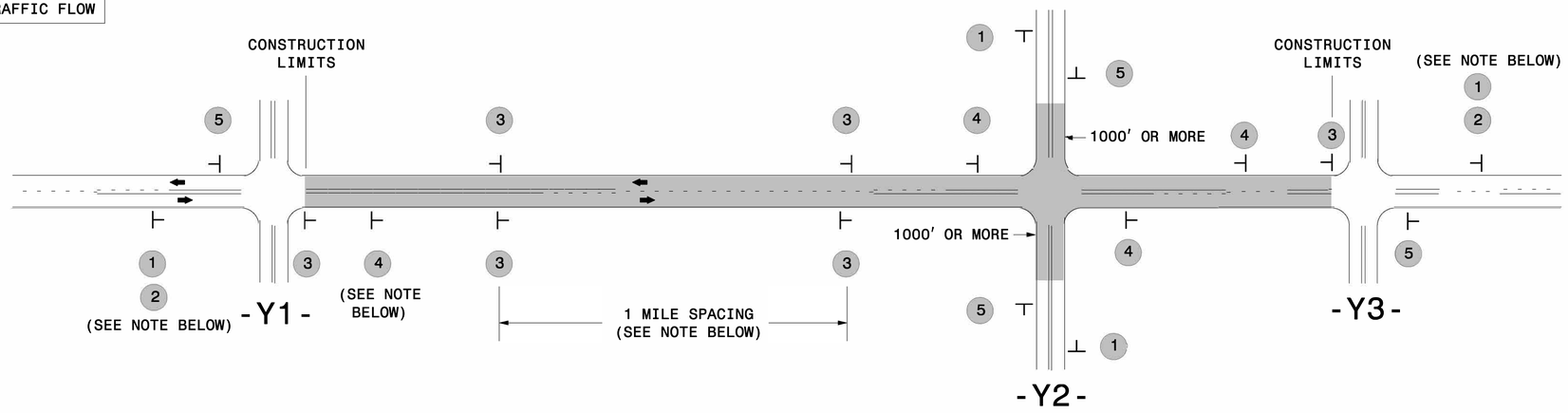
| | | | | | | | | | | | | 4413000000-E | 4457000000-N |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NO** | **COUNTY** | **MAP NO** | **ROUTE** | **DESCRIPTION** | **TYP NO** | **LANES** | **LANE TYPE** | **LENGTH** | **WIDTH** | **BEGIN MP** | **END MP** | **WORK ZONE ADVANCE/GENERAL WARNING SIGNING** | **TEMPORARY TRAFFIC CONTROL-MAP 3-WB** |
| | | | | | | | | **MI** | **FT** | | | **SF** | **LS** |
| 2026CPT.09.17.20341 | Forsyth | 3 | SR-1958 / 2042-CRAIG RD | FROM NC65/ BELEWS CREEK RD TO EOM AT DUKE ENERGY | | 2 | 2WU | 1.13 | 23 | 0 | 1.13 | 130 | 1 |
| **TOTAL FOR MAP NO. 3** | | | | | | | | **1.13** | | | | **130** | **1.000** |
| **TOTAL FOR PROJ NO. 2026CPT.09.17.20341** | | | | | | | | **1.13** | | | | **130** | **1.000** |
| | | | | | | | | | | | | | |
| **GRAND TOTAL** | | | | | | | | **1.13** | | | | **130** | **1.000** |

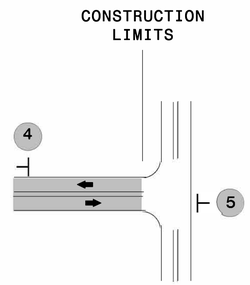
Note: All quantities listed include turn lanes and are estimates; Payment wil be based on actual field measurements an d quantities recieved

| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| 2026CPT.09.17.20341 | 7 |

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**
- ⊢ STATIONARY SIGN
- ⬅ DIRECTION OF TRAFFIC FLOW




TEE INTERSECTION

## MAINLINE (-L-) SIGNING

### SIGNING NOTES AND PLACEMENT PER DIRECTION

**1** — ROAD WORK AHEAD W20-1 48″ X 48″
**2** — NEXT XX MILES W7-3aP 24″ X 18″

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

#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** — LOWSOFT SHOULDER SP 13107 48″ X 48″

- 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.

**4** — ROAD UNDER CONST SP 13106 48″ X 48″

- 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** — 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.

### 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.

## -Y- LINE SIGNING

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.

ROAD WORK AHEAD W20-1 48″ X 48″
PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A 48″ X 48″
PLACED 250′ IN ADVANCE OF FLAGGER.

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

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

5/15/2017
S:\TIM\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn
Uberikeddis