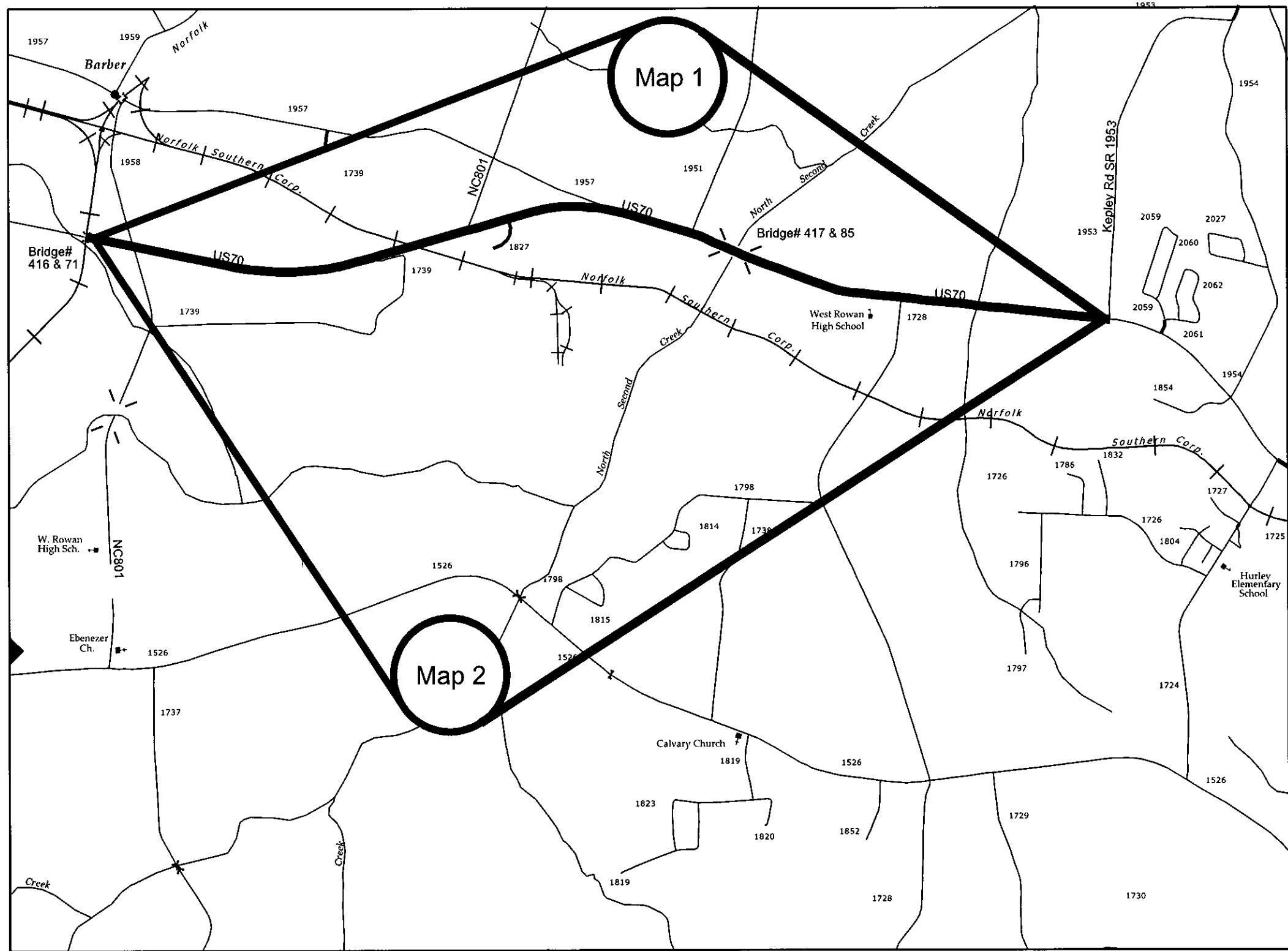


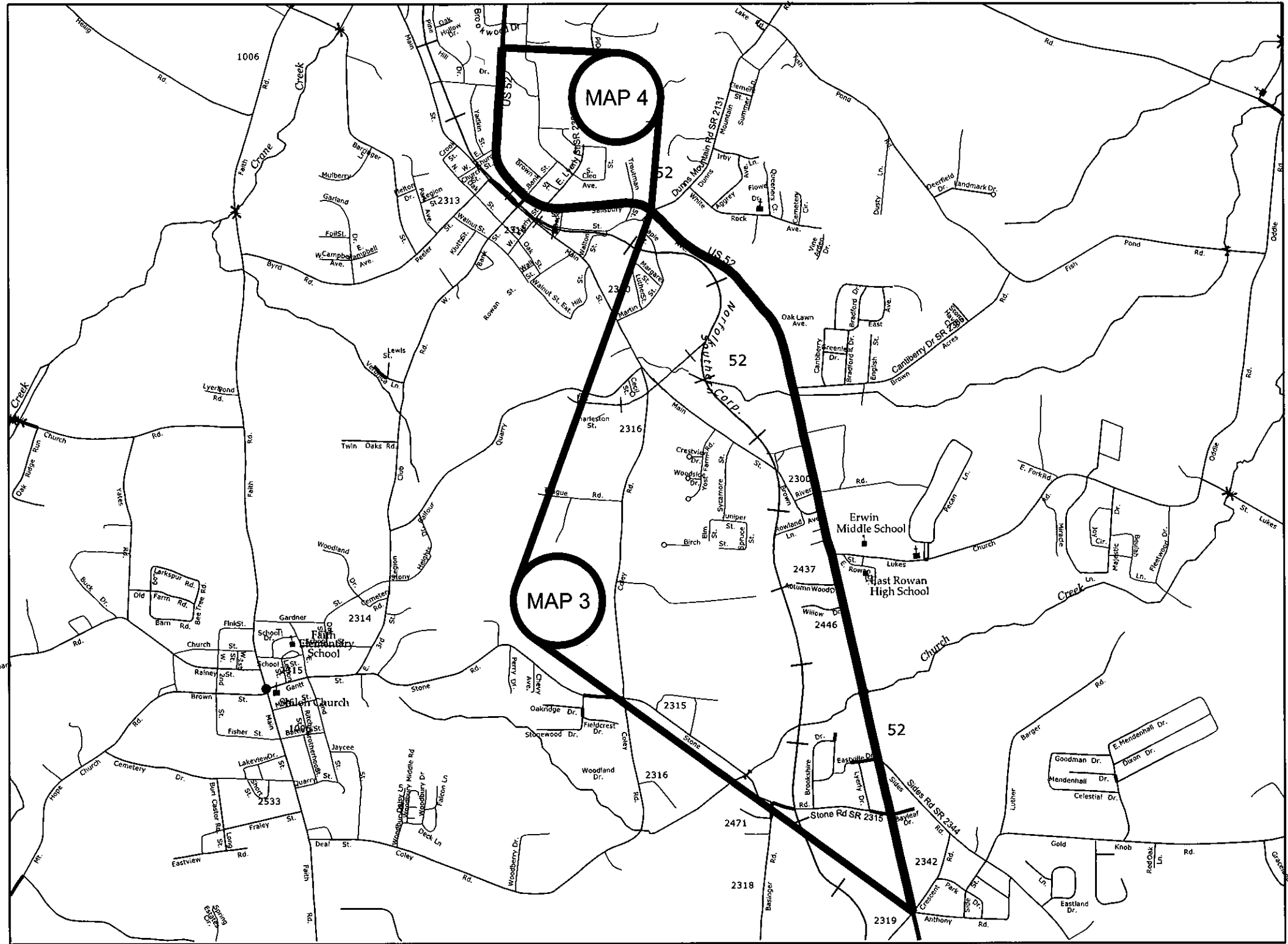
PROJECT REFERENCE NO.	SHEET NO.
2021CPT.09.07.10801 2021CPT.09.08.20801	1



Map 1 US70 Statesville Blvd
WB from turn lane at Kepley
Rd SR1953 to RxR bridge #71
Mill 0-1 1/2" incidental mill at
begining, end and all SR
intersections. Including at
Bridge # 85
Mill 0-1 1/2" @ 7' wide along
curb at Kepley Rd SR1953
Pave 1 1/2" 9.5C

Map 2 US70 Statesville Blvd
EB from RxR bridge # 416 to
matching joint at Kepley RD
SR1953 US70WB
Mill 0-1 1/2" incidental mill at
begining, end and all SR
intersections. Including at
Bridge # 417
Pave 1 1/2" 9.5C

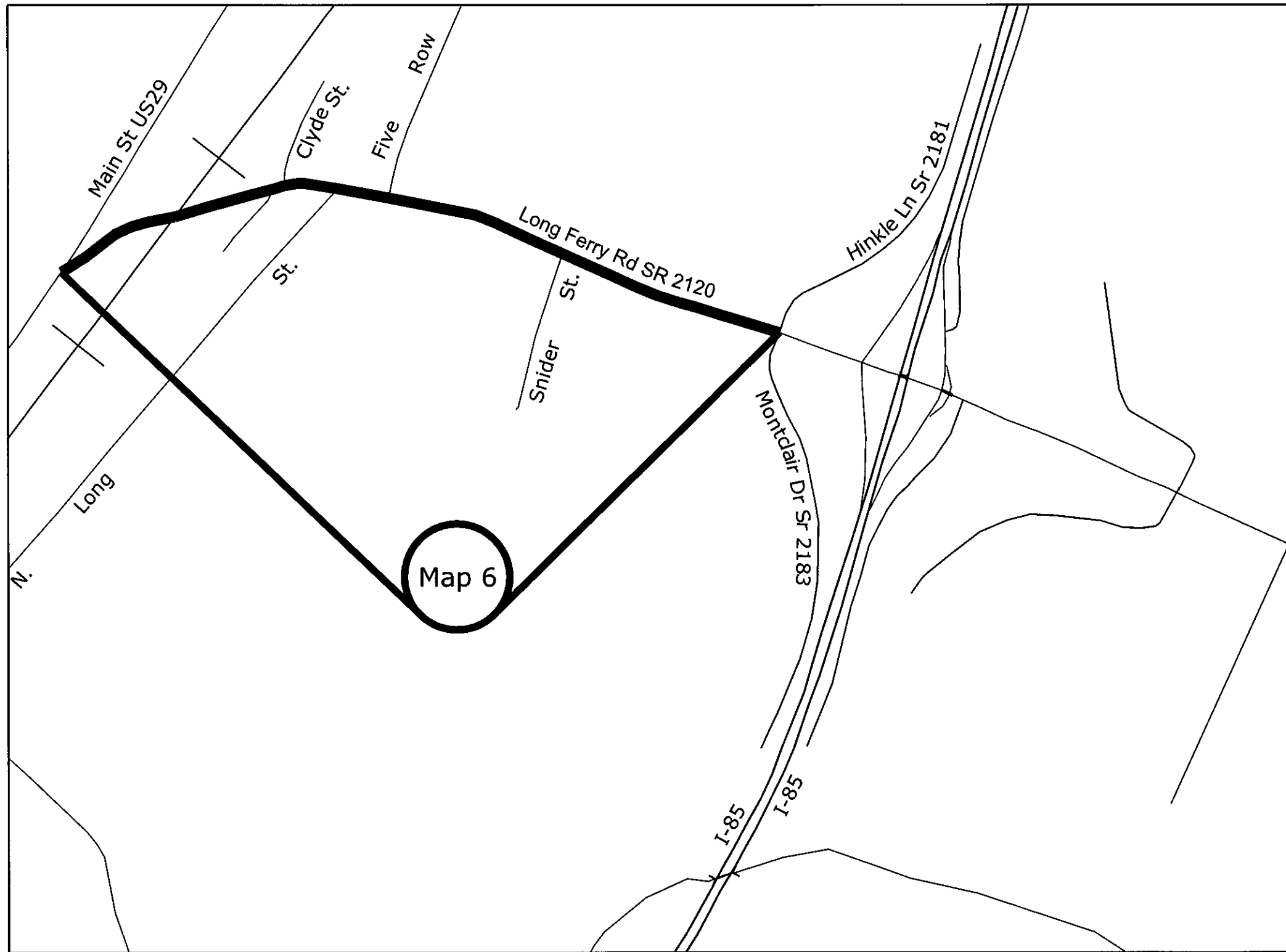
ROWAN COUNTY
NORTH CAROLINA



Map 3 US52 From Pvt. joint at Crescent Rd. SR2319 to intersection of Dunns Mountain Rd SR2131
 Mill 0-1 1/2" incidental mill at beginning, end and all SR intersections
 Pave 1 1/2" 9.5C

Map 4 US52 From intersection of Dunns Mountain Rd SR2131 to Pvt. joint north of Kerns Rd
 Mill 1 1/2" Entire width to expose gutter
 Mill 0-1 1/2" at face of gutter
 7' width
 Pave 1 1/2" 9.5C

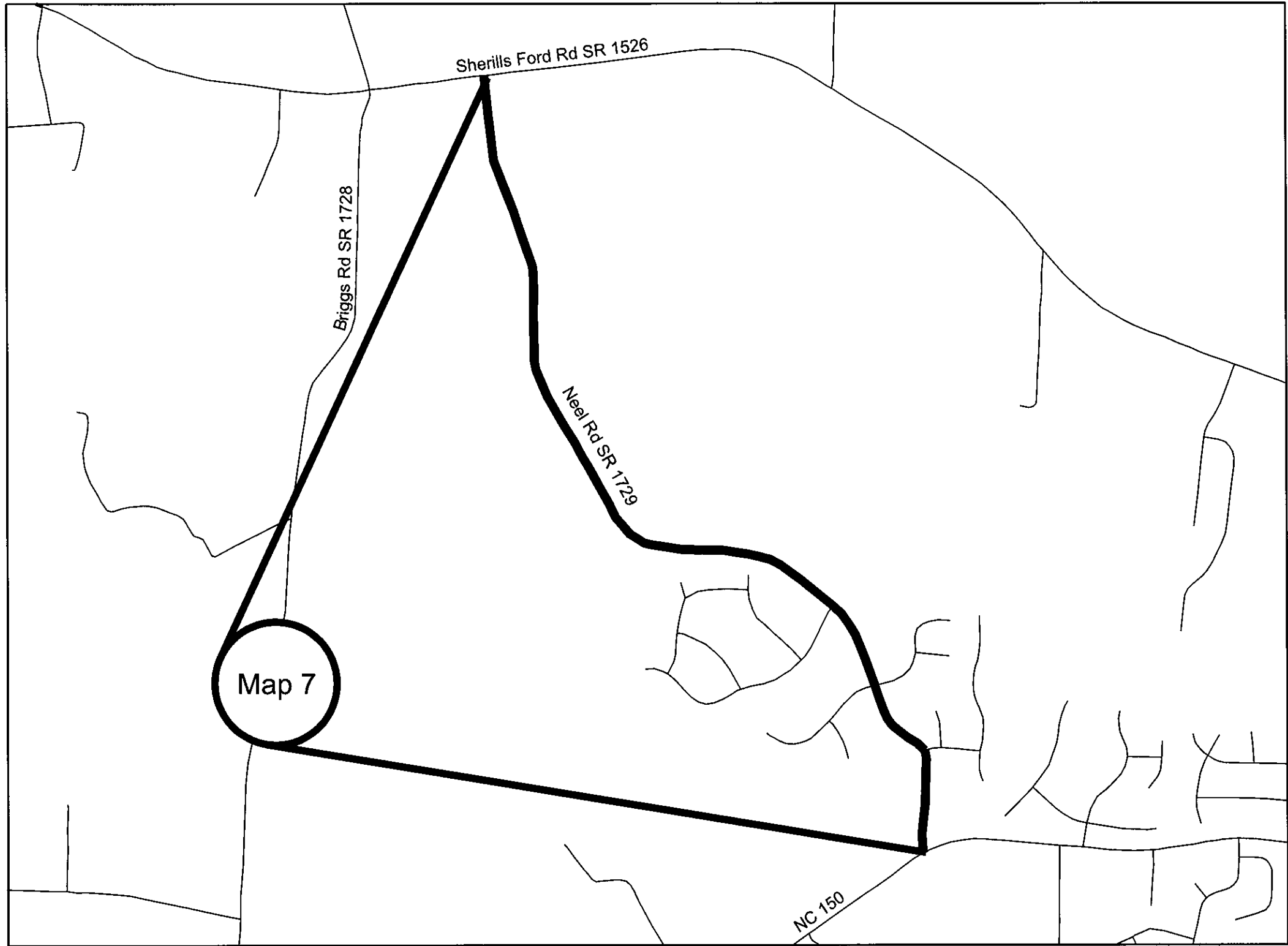
PROJECT REFERENCE NO.	SHEET NO.
2021CPT.09.07.10801 2021CPT.09.08.20801	3



Map 6 Long Ferry Rd SR 2120
 From Pvt joint at Main St
 US29 to Intersection at Hinkle
 Ln SR 2181
 Mill 0-1 1/2" incidental mill at
 beginning, end and all SR
 intersections, also including
 RxR crossing
 Mill 0-1 1/2" at face of gutter
 7' width
 curb profile
 Pave 1 1/2" 9.5B

ROWAN COUNTY
 NORTH CAROLINA

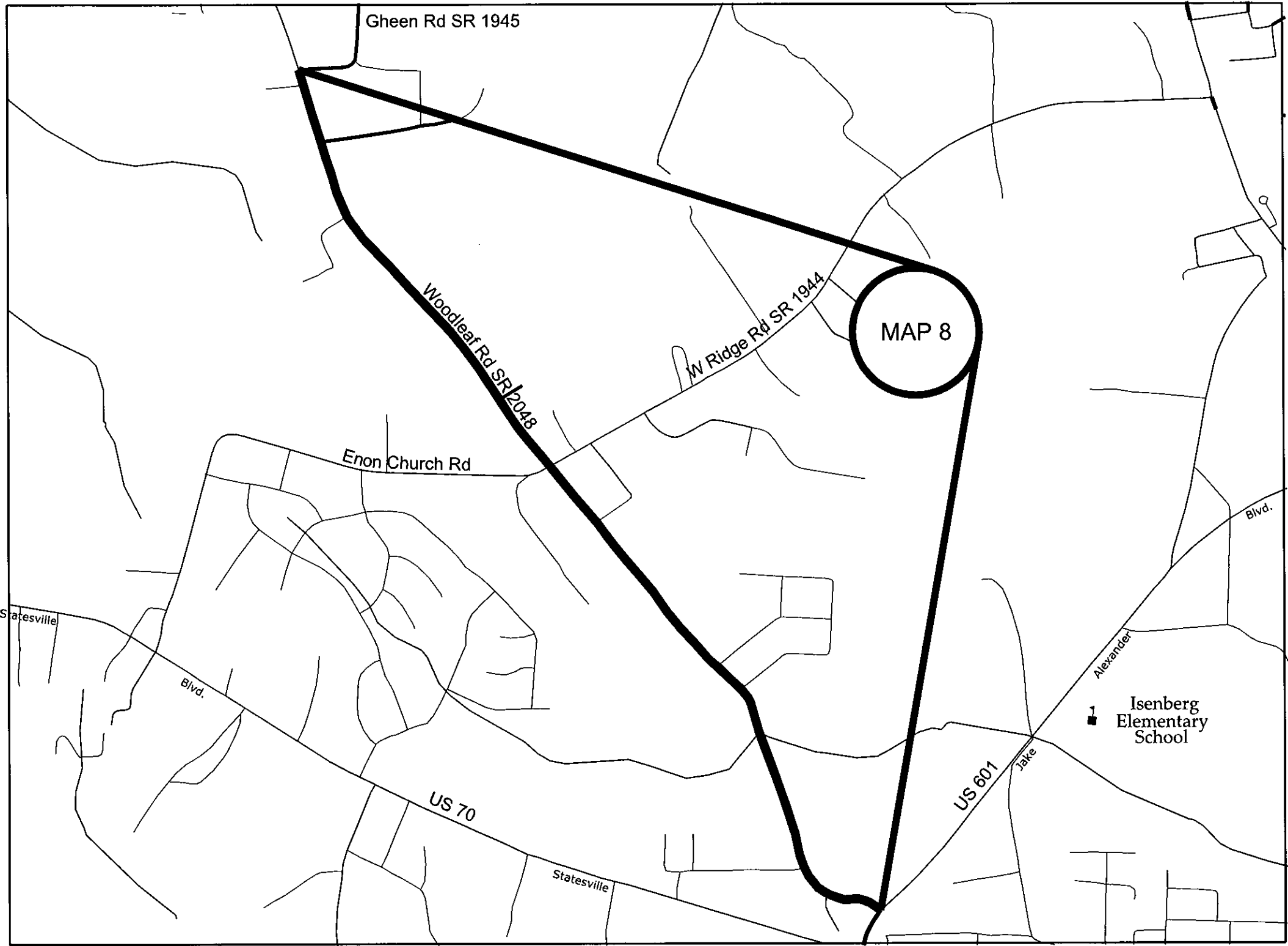
PROJECT REFERENCE NO.	SHEET NO.
2021CPT.09.07.10801 2021CPT.09.08.20801	4




Map 7 Neel Rd SR1729
 From Pvt. joint at NC150
 to Pvtjoint at Sherills Ford
 RD SR1526
 Mill 0-1 1/2" incidental mill at
 begining, end and all SR
 intersections
 Apply Asphalt Surface
 Treatment, Single Seal
 Pave 1 1/2" 9.5B

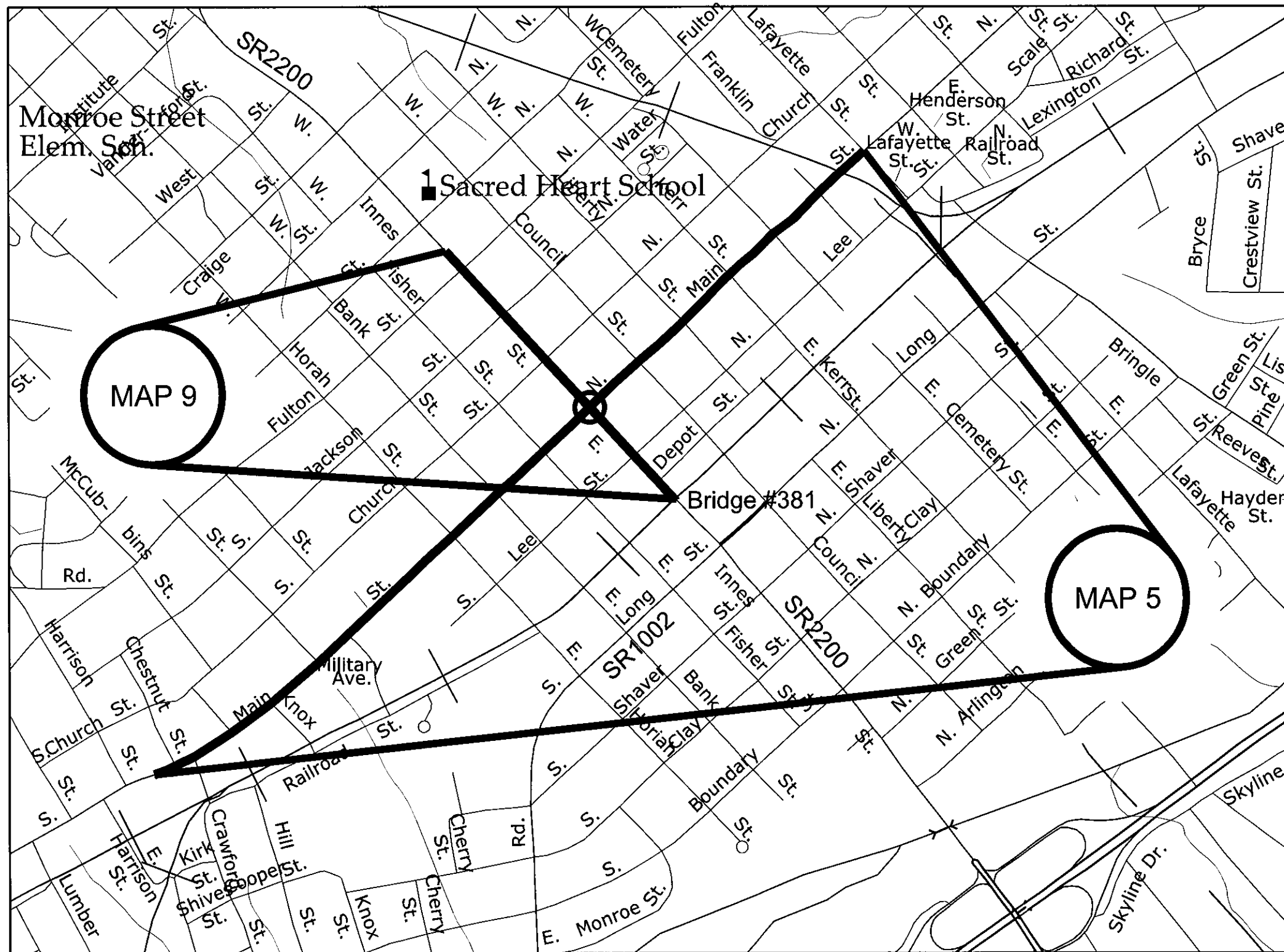
ROWAN COUNTY
 NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
2021CPT.09.07.10801 2021CPT.09.08.20801	5




 MAP 8 Woodleaf Rd SR 2048
 From Pvt joint at US601 to
 Gheen Rd SR1945
 Mill 0-1 1/2" incidental mill at
 begining,end and all SR
 intersections
 Pave 1 1/2"9.5B

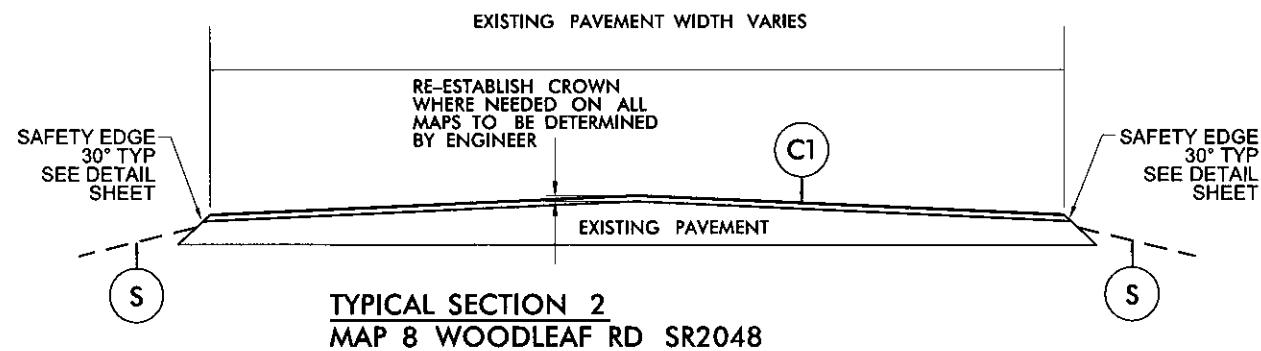
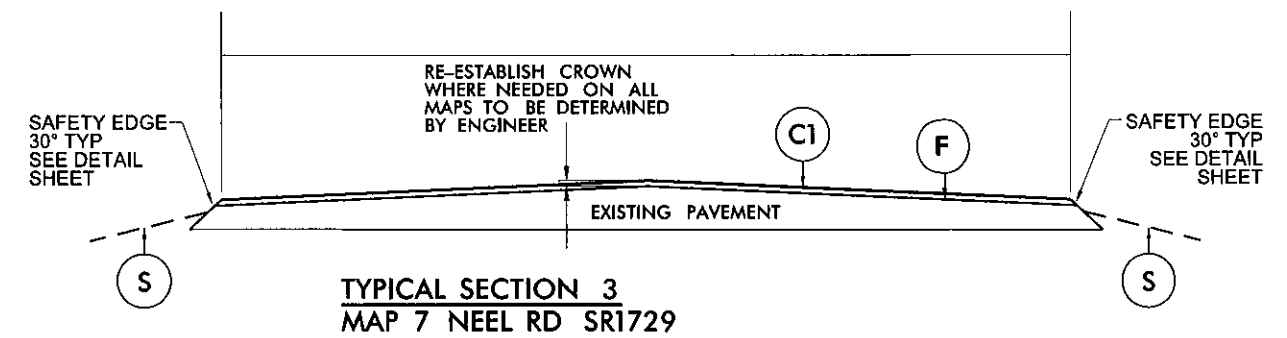
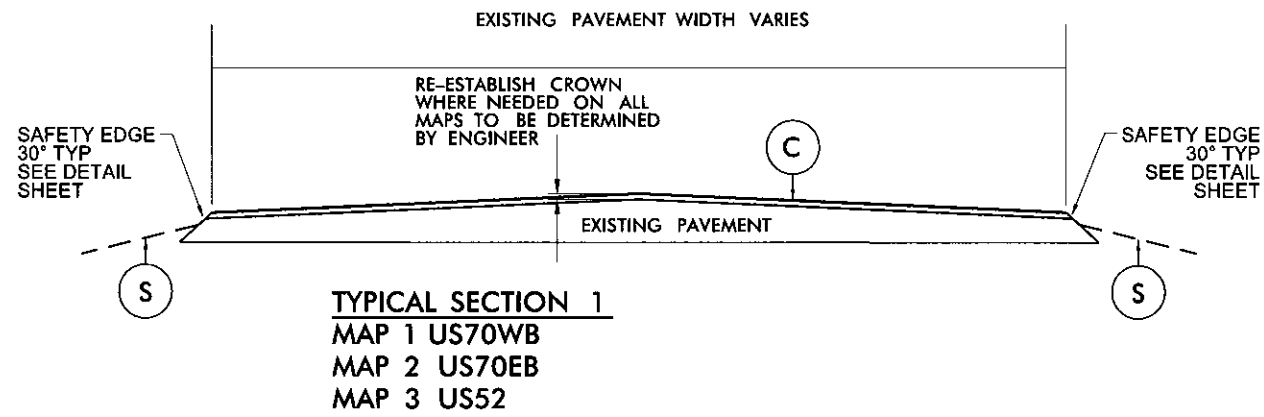
ROWAN COUNTY
NORTH CAROLINA



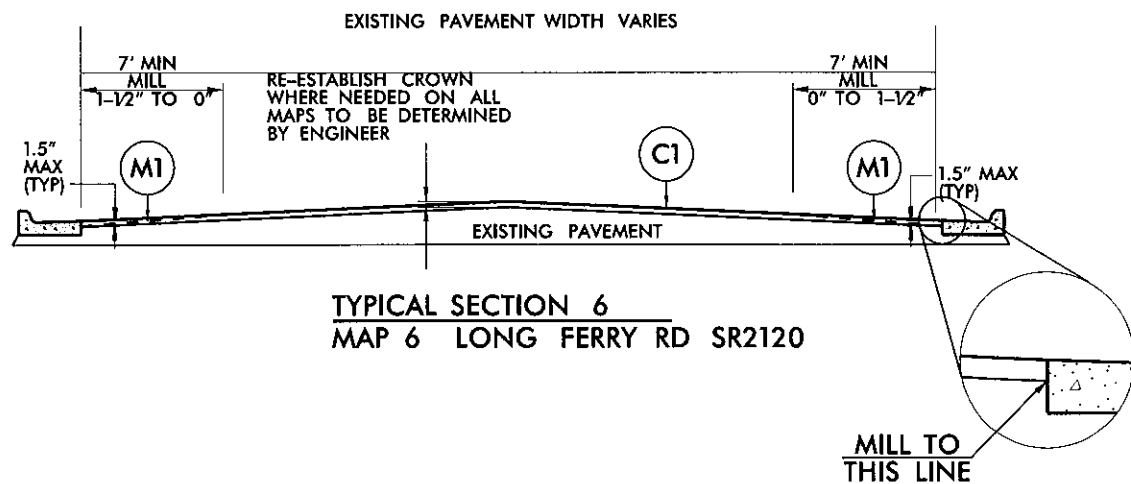
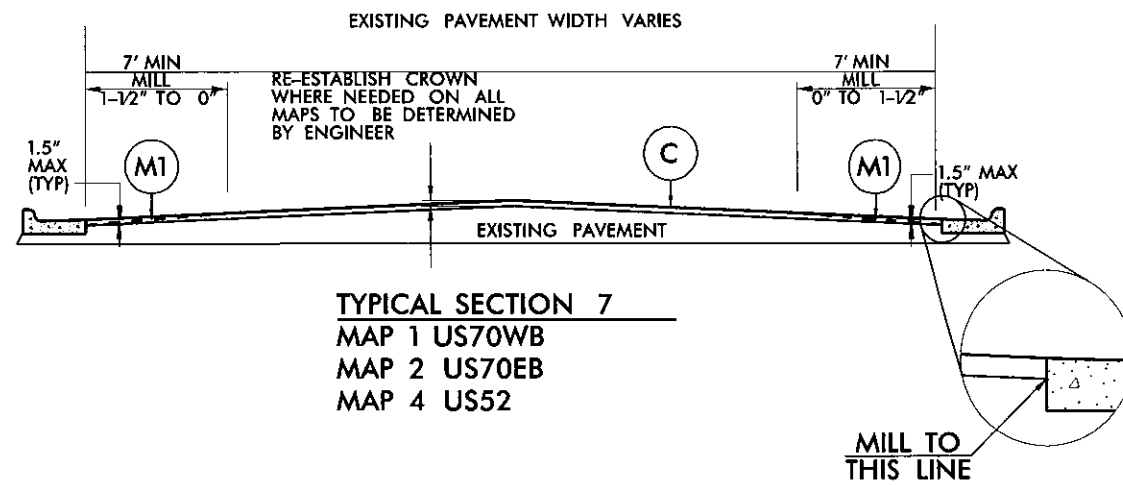
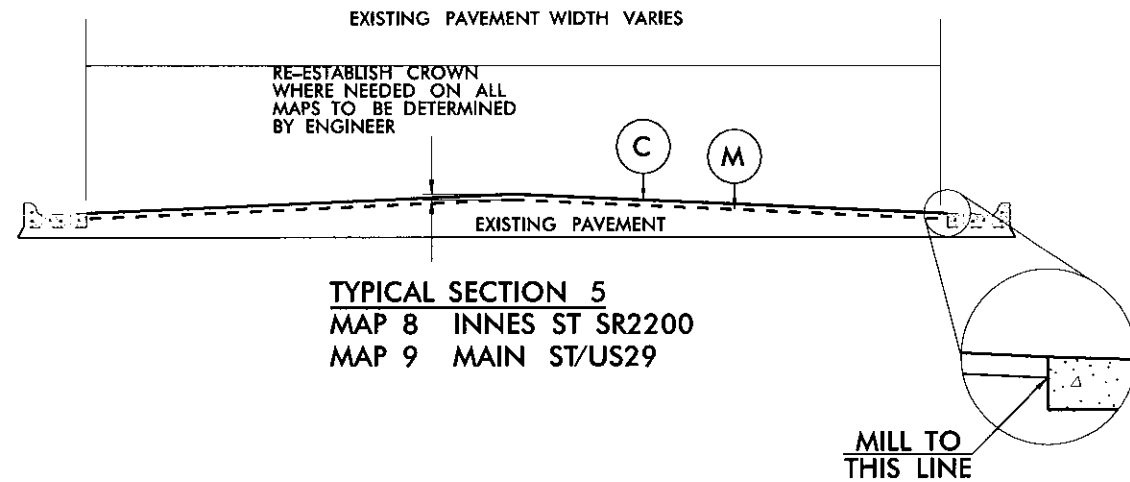
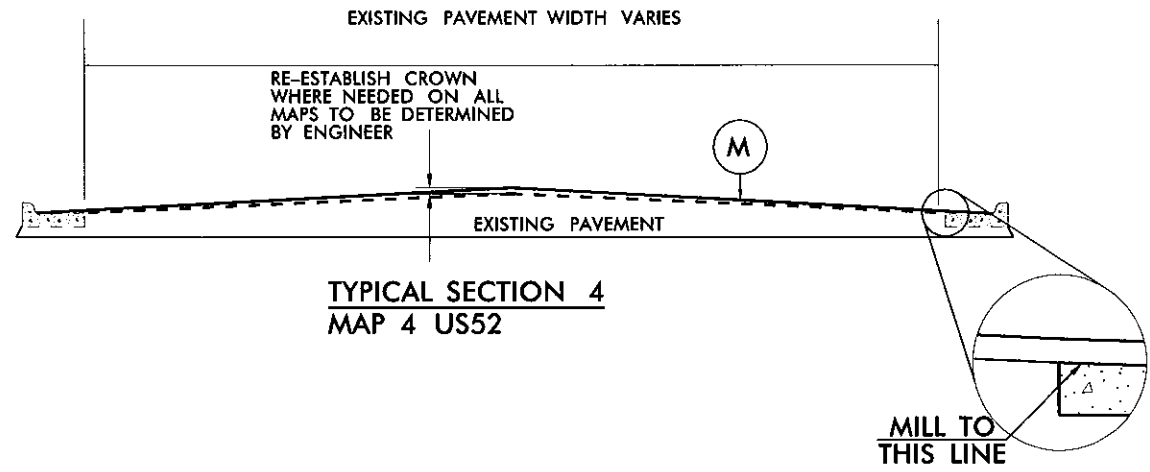
MAP 9 Innes St SR2200
 From RxR Bridge #381 to
 approx. 150' past Fulton St
 Mill 1 1/2" in depth entire width
 from curb to curb
 Pave 1 1/2" 9.5C
 Work Only From 8pm-6am
 Monday-Sunday

Map 5 Main St, US29
 From Lafayette St to approx.
 200' past Chestnut St
 Mill 1 1/2" in depth entire width
 from curb to curb
 Pave 1 1/2" 9.5C
 Work Only From 8pm-6am
 Monday-Sunday

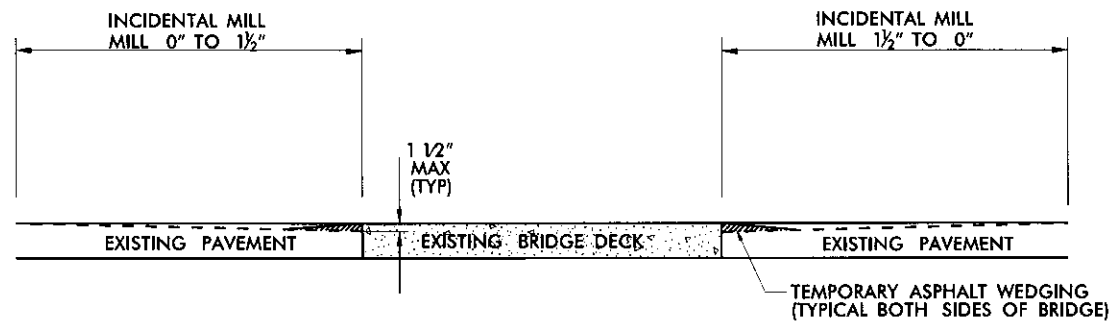
PROJECT REFERENCE NO.	SHEET NO.
2021CPT.09.07.10801 2021CPT.09.08.20801	7



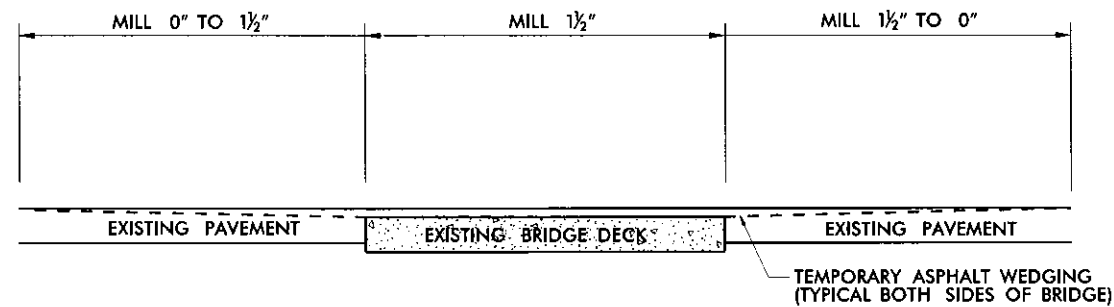
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
F	ASPHALT SURFACE TREATMENT, SINGLE SEAL
M	MILL ASPHALT PAVEMENT, 1½" DEPTH ENTIRE WIDTH
M1	MILL ASPHALT PAVEMENT, 0" TO 1½"
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



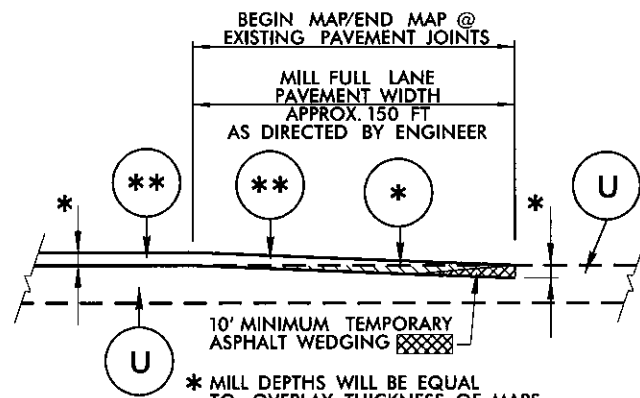
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ. YD.
F	ASPHALT SURFACE TREATMENT, SINGLE SEAL
M	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH ENTIRE WIDTH
M1	MILL ASPHALT PAVEMENT, 0" TO 1 1/2"
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



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

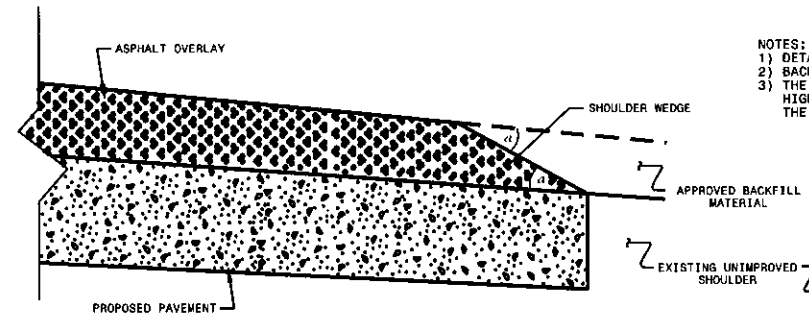


**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)

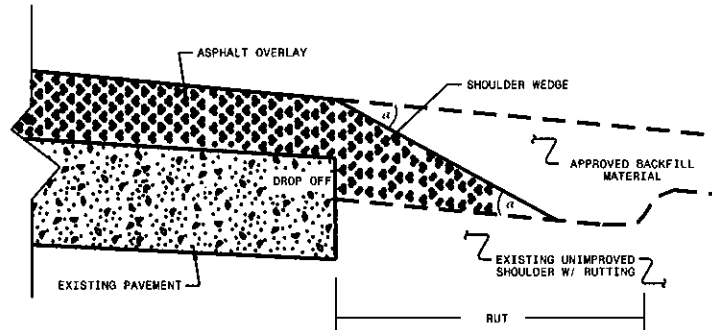


- * MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS AND BRIDGE DATA SHEETS
- ** MILL SR Y-LINES APPROX. 50' AS DIRECTED BY ENGINEER
- *** SEE TYPICALS FOR MIX TYPE

INCIDENTAL TIE-IN MILLING DETAIL

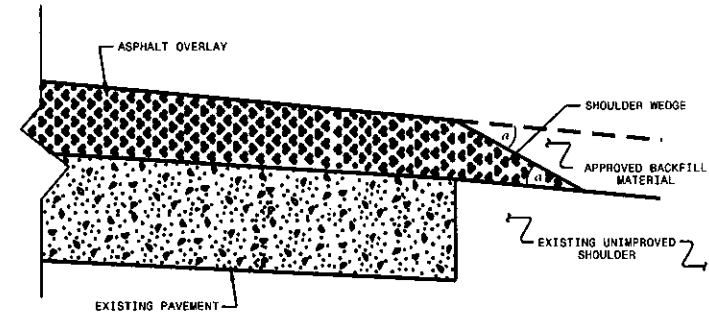


SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)

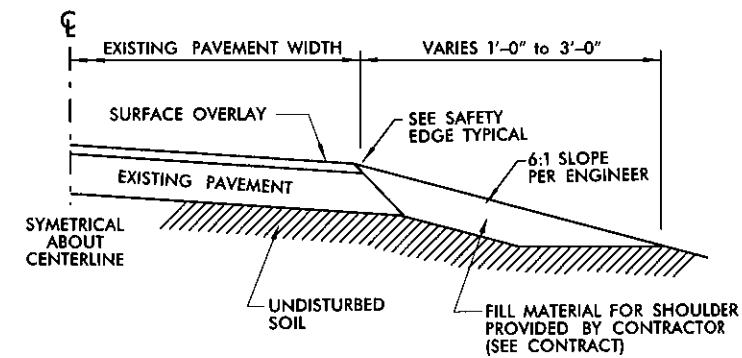


SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)

- NOTES:
1) DETAIL DOES NOT APPLY TO OGAFG 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/ NO Widening)



SHOULDER RECONSTRUCTION

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.

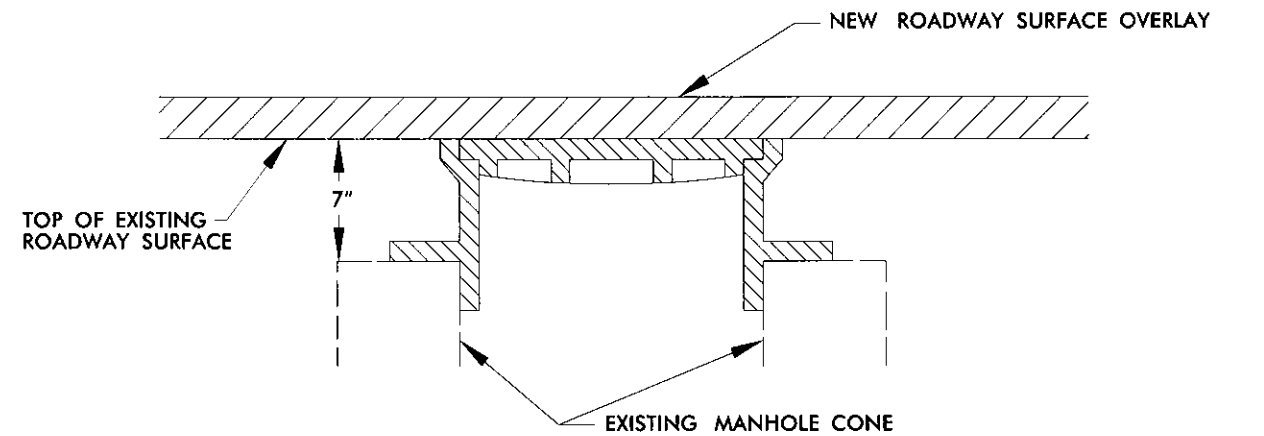
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).

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.

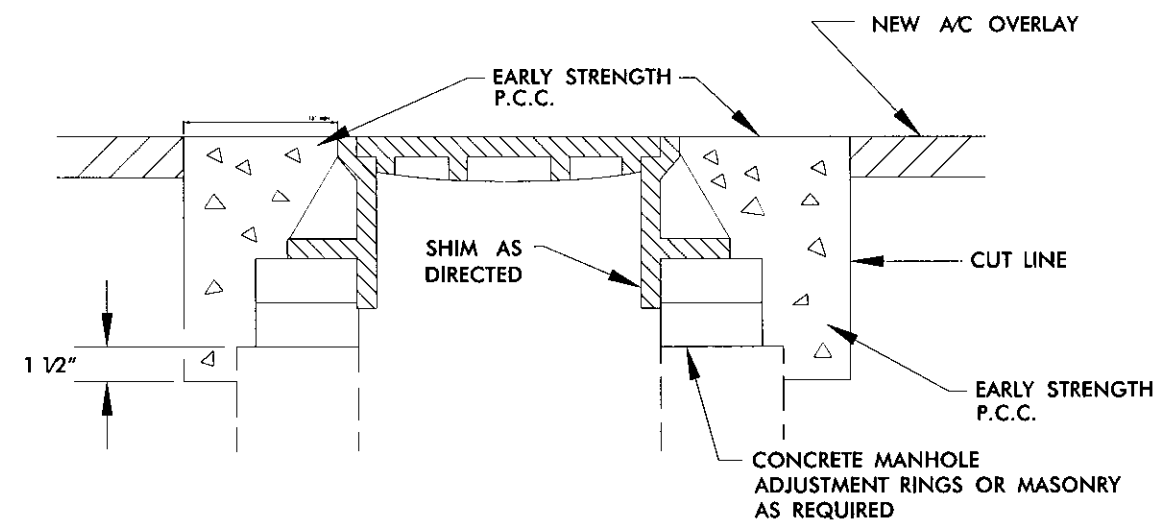
6. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.

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



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.

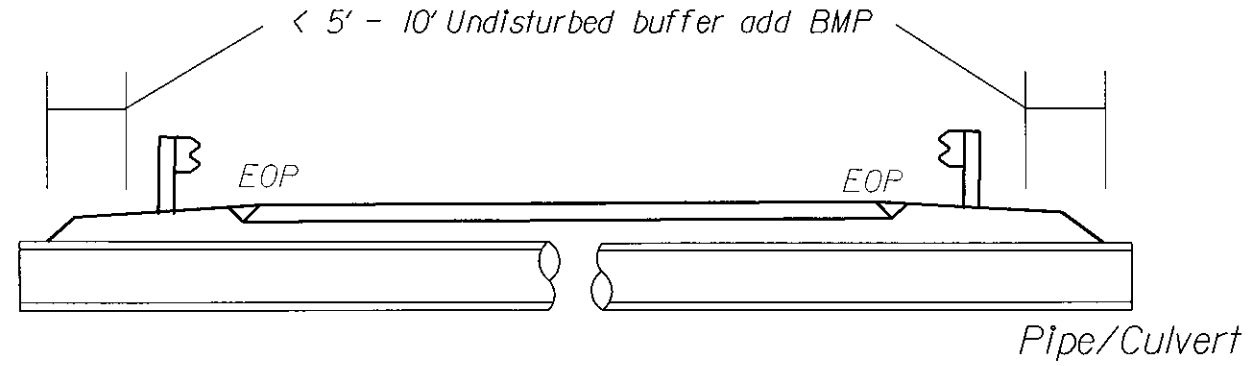
MANHOLE ADJUSTMENT DETAIL

NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

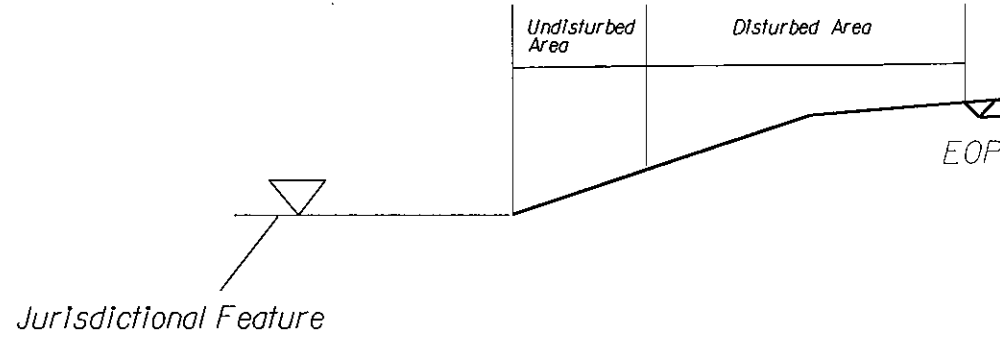
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

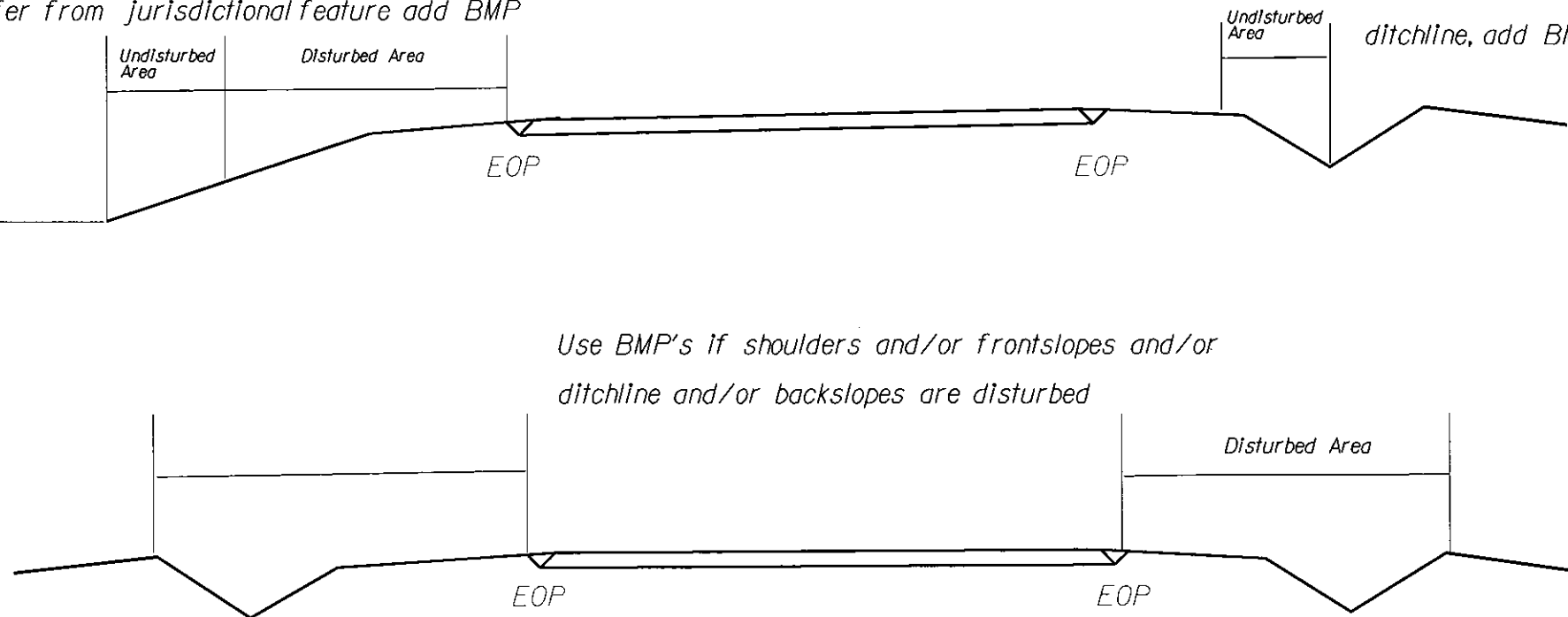
PROJECT REFERENCE NO.	SHEET NO.
2021CPT.09.07.10801 2021CPT.09.08.20801	11



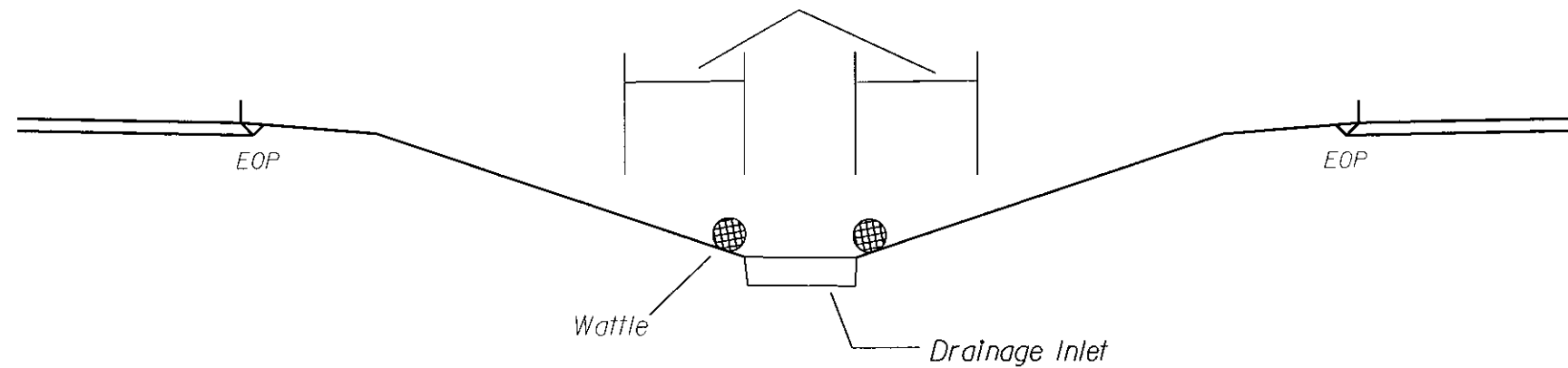
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP



< 5' - 10' Undisturbed buffer from ditchline, add BMP



< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

PROJECT NO.	SHEET NO.	TOTAL NO.
2021CPT.09.07.10801	13	
2021CPT.09.08.20801	13	

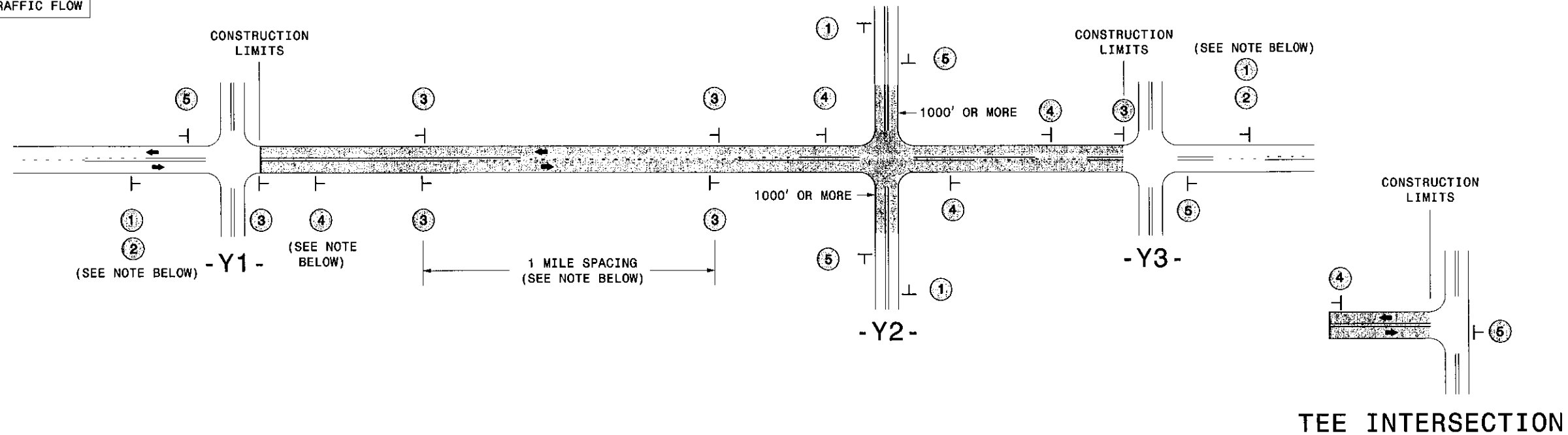
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0106000000-E	1220000000-E	1245000000-E	1297000000-E	1308000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	1814500000-E	2830000000-N	2845000000-N	6000000000-E	6071010000-E			
												BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH	MILLING ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, SINGLE SEAL	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE			
												MI	FT	CY	TONS	SMI	SY	SY	SY	TONS	TONS	TONS	TONS	SY	EA	EA	LF	LF	
2021CPT.09.07.10801	Rowan	1	US70WB	FROM TURN LANE AT KEPLEY RD SR1953 TO RXR BRIDGE #71	1,7	2,3	MD	NO	NO	2.964	24-62	356	20	5.93		1,866	3,063		7,209	433	20				1,186	119			
TOTAL FOR MAP NO. 1												2.964		356	20	5.93		1,866	3,063		7,209	433	20				1,186	119	
2021CPT.09.07.10801	Rowan	2	US70EB	FROM RXR BRIDGE #416 TO MATCHING JOINT AT KEPLEY RD SR1953 US70WB	1,7	2,3	MD	NO	NO	2.964	24-62	356	20	5.93		311	3,678		7,288	437	20				1,186	119			
TOTAL FOR MAP NO. 2												2.964		356	20	5.93		311	3,678		7,288	437	20				1,186	119	
2021CPT.09.07.10801	Rowan	3	US52	FROM PVT. JOINT NORTH OF CRESCENT RD SR2319 TO INTERSECTION OF DUNNS MOUNTAIN RD SR2131	1	2,3	2WU	NO	NO	2.746	28-40	330	153	5.49			1,978		5,022	301	20				1,098	110			
TOTAL FOR MAP NO. 3												2.746		330	153	5.49			1,978		5,022	301	20				1,098	110	
2021CPT.09.07.10801	Rowan	4	US52	FROM INTERSECTION OF DUNNS MOUNTAIN RD SR 2131 TO PVT. JOINT NORTH OF KERNS RD	4,7	3	MD	NO	NO	1.08	36				24,700	8,867			2,115	127	20			1	1				
TOTAL FOR MAP NO. 4												1.08						24,700	8,867		2,115	127	20			1	1		
2021CPT.09.07.10801	Rowan	5	MAIN ST US29	FROM LAFAYETTE ST TO APROX. 200' PAST CHESTNUT ST	5	3,5	MU	NO	NO	1.307	34-65				41,305				3,713	223				20	32				
TOTAL FOR MAP NO. 5												1.307						41,305			3,713	223				20	32		
TOTAL FOR PROJ NO. 2021CPT.09.07.10801												11.061		1,042	193	17.35		66,005	11,044	8,719		25,347	1,521	80		21	33	3,470	348
2021CPT.09.08.20801	Rowan	6	LONG FERRY RD SR 2120	FROM PVT JOINT AT MAIN ST US29 TO INTERSECTION AT HINKLE LNSR 2181	6	2,5	2WU	NO	NO	0.966	20-60	116	63	1.93		1,135	2,466	1,177		79	20				386	39			
TOTAL FOR MAP NO. 6												0.966		116	63	1.93		1,135	2,466	1,177		79	20				386	39	
2021CPT.09.08.20801	Rowan	7	NEEL RD SR 1729	FROM PVT JOINT AT NC150 TO PVT JOINT AT SHERILLS FORD RD SR 1526	3	2	2WU	NO	NO	2.292	21	275	48	4.58			1,144	2,380		159	20			28,682	917	92			
TOTAL FOR MAP NO. 7												2.292		275	48	4.58			1,144	2,380		159	20		28,682	917	92		
2021CPT.09.08.20801	Rowan	8	WOODLEAF RD SR 2048	FROM PVT JOINT AT US601 TO SR1945 GHEEN RD	2	2	2WU	NO	NO	2.325	26	279	108	4.65			1,933	3,282		220	20				930	93			
TOTAL FOR MAP NO. 8												2.325		279	108	4.65			1,933	3,282		220	20			930	93		
2021CPT.09.08.20801	Rowan	9	INNES ST SR2200	FROM RXR BRIDGE #381 TO APPROX. 150' PAST FULTON ST	5	3,5	MU	NO	NO	0.459	50-65				15,618				1,446	87				7	12				
TOTAL FOR MAP NO. 9												0.459						15,618			1,446	87				7	12		
TOTAL FOR PROJ NO. 2021CPT.09.08.20801												6.042		670	219	11.16		15,618	1,135	5,543	6,839	1,446	545	60	28,682	7	12	2,233	224
GRAND TOTAL												17.103		1,712	412	28.51		81,623	12,179	14,262	6,839	26,793	2,066	140	28,682	28	45	5,703	572

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

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

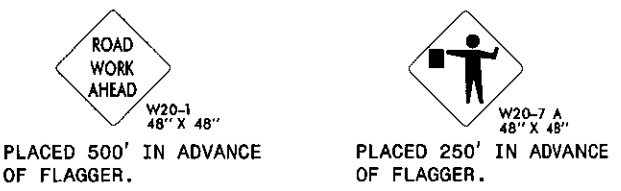
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.		
	②	 W7-3aP 24" X 18"	#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	 SP 13107 48" X 48"	- 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	 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	 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.		

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

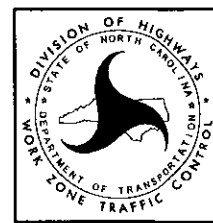
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



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.

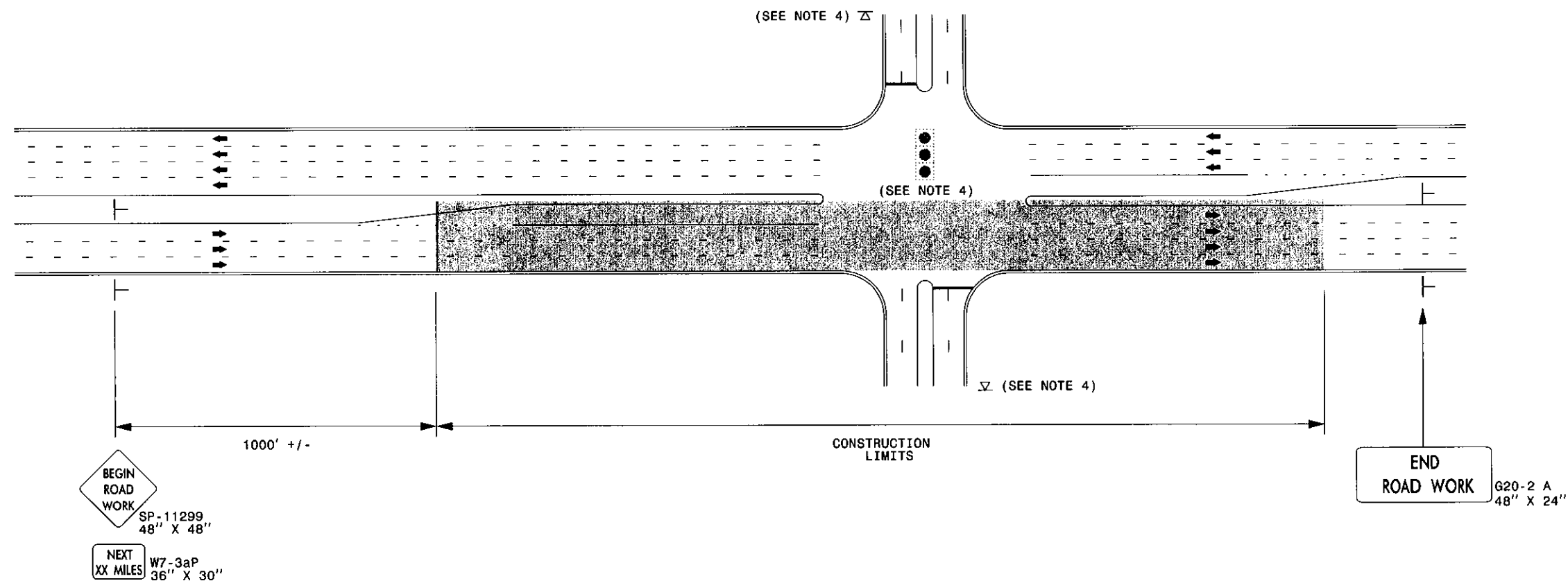
MAPS LESS THAN 2 MILES

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.



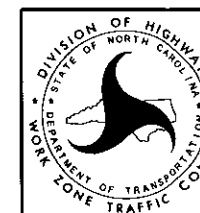
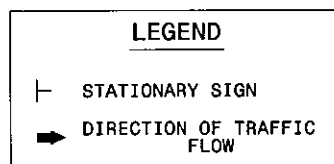
ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

URBAN / SUBURBAN WORKZONES

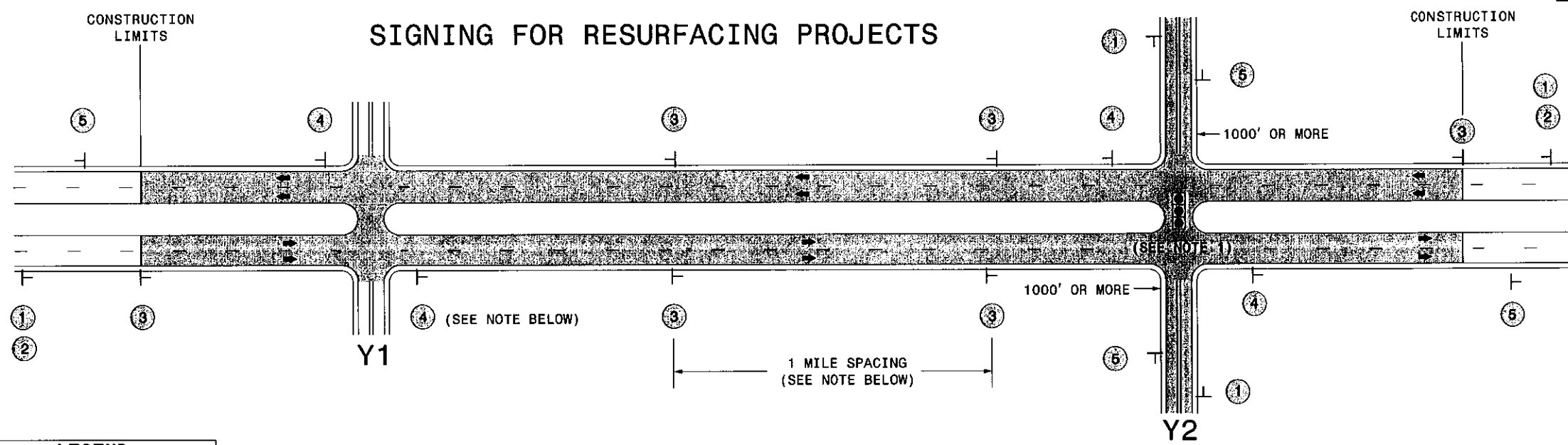


NOTES:

- 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**

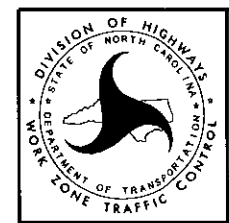


LEGEND
 ┆ STATIONARY SIGN
 ┆ DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

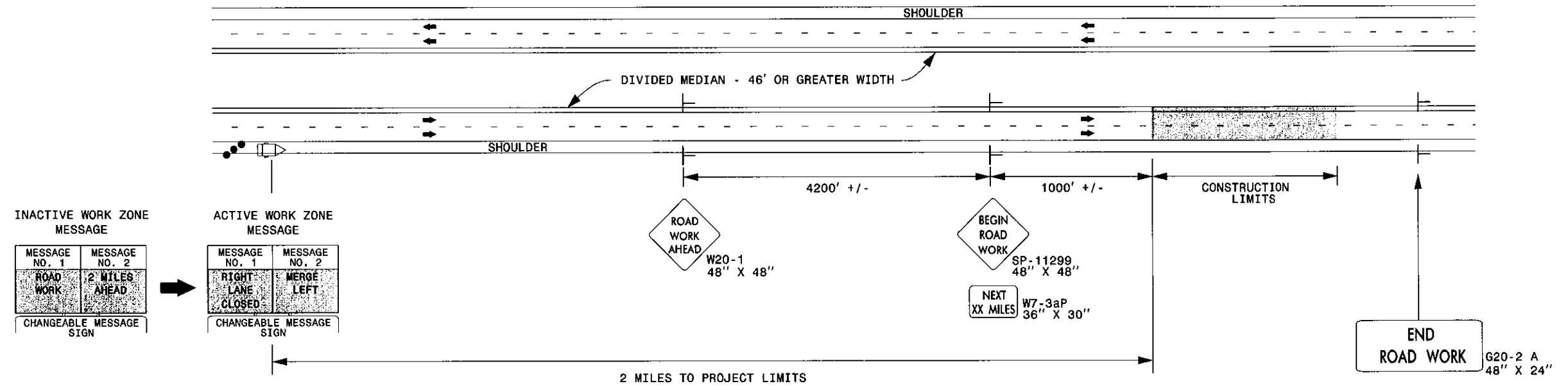
-Y- LINE SIGNING

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;"> <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>	

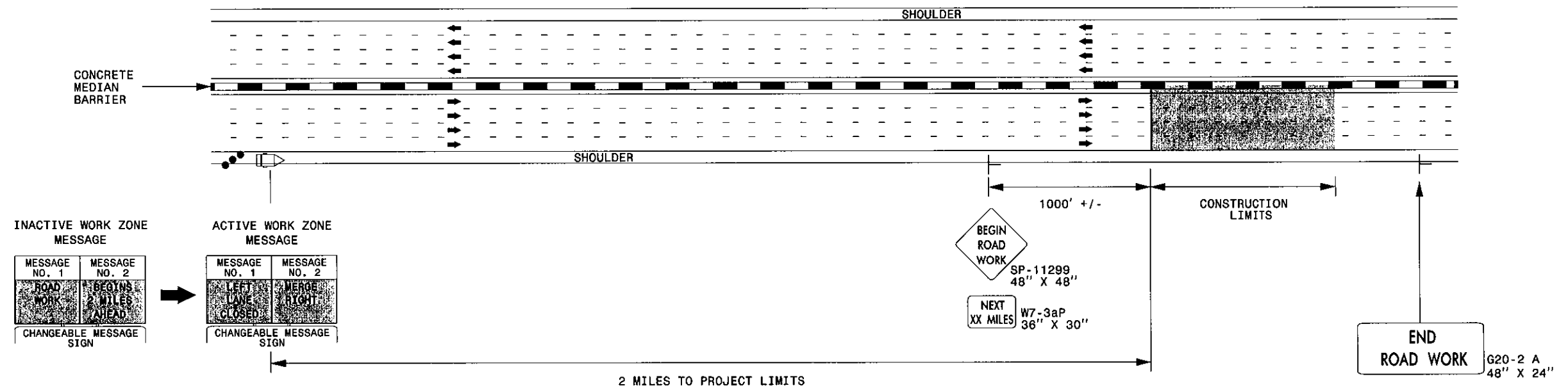


**RESURFACING
 ADVANCE WARNING SIGNS
 FOR RURAL AND SUBURBAN
 MULTI-LANE ROADWAYS
 W/ SHOULDER SECTIONS**

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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

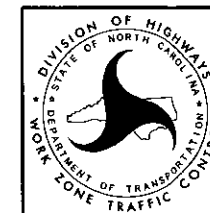


NOTES:

- 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**