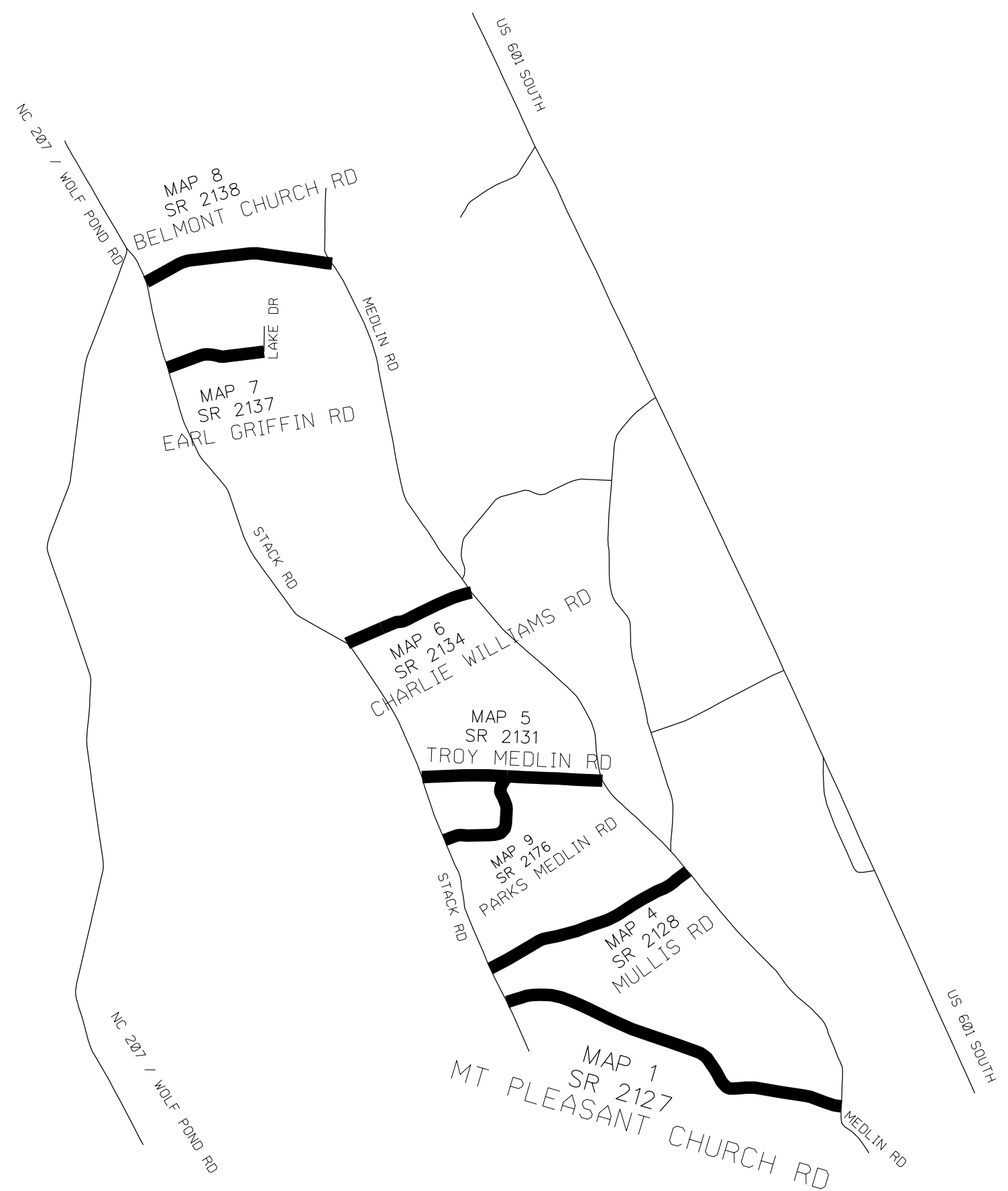


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2022CPT.10.13.20902	1	
F.A. PROJECT NO.			



ENLARGED MUNICIPAL AND SUBURBAN AREAS  
**UNION COUNTY**  
 NORTH CAROLINA  
PREPARED BY THE  
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

- MAP #1 SR 2127 MT PLEASANT CHURCH RD
- MAP #4 MULLIS RD
- MAP #5 TROY MEDLIN RD
- MAP #6 CHARLIE WILLIAMS RD
- MAP #7 EARL GRIFFIN RD
- MAP #8 BELMONT CHURCH RD
- MAP #9 PARKS MEDLIN RD

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2022CPT.10.13.20902	2	
F.A. PROJECT NO.			



ENLARGED MUNICIPAL AND SUBURBAN AREAS  
**UNION COUNTY**  
 NORTH CAROLINA  
PREPARED BY THE  
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #2 SR 2112 ERVIN THOMAS RD  
 MAP #3 SR 2126 PIG MATTOX RD  
 MAP #10 SR 2189 QUAIL RUN RD




PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.10.13.20902	3	6

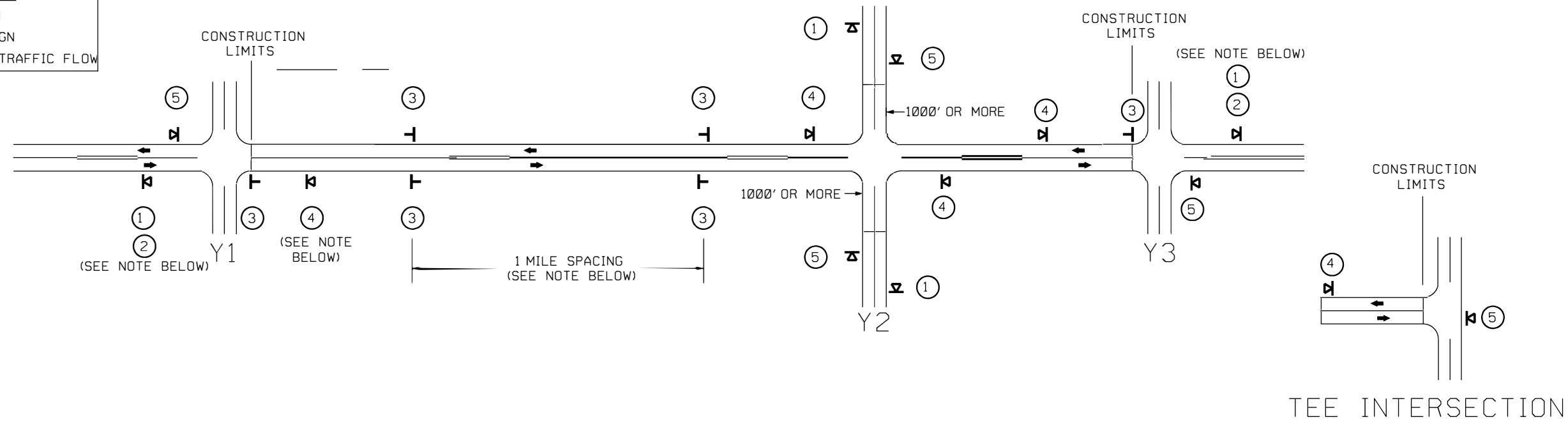
## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1803500000-E	1838000000-E	1838500000-N	2143000000-E	4413000000-E	4457000000-N		
												ASPHALT SURFACE TREATMENT, DOUBLE SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	VACUUM TRUCK	BLOTTING SAND	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL		
												MI	FT	SY	GAL	WK	TON	SF	LS
2022CPT.10.13.20902	Union	1	SR 2127 MOUNT PLEASANT CHURCH ROAD	FROM SR 2115 STACK ROAD TO SR 2102 MEDLIN ROAD <u>MP 0-2.07</u>	1	2	2WU	NO	NO	2.07	18	21,859	12,023			231.8			
<b>TOTAL FOR MAP NO. 1</b>												<b>2.07</b>		<b>21,859</b>	<b>12,023</b>			<b>231.8</b>	
2022CPT.10.13.20902	Union	2	SR 2112 ERVIN THOMAS ROAD	FROM SR 2111 BELK MILL ROAD TO END OF MAINTANANCE <u>MP 0-0.23</u>	1	2	2WU	NO	NO	0.23	18	2,429	1,336			80.0			
<b>TOTAL FOR MAP NO. 2</b>												<b>0.23</b>		<b>2,429</b>	<b>1,336</b>			<b>80.0</b>	
2022CPT.10.13.20902	Union	3	SR 2126 PIG MATTOX ROAD	FROM SR 2125 JACK DAVIS ROAD TO END OF MAINTANANCE <u>MP 0-1.24</u>	1	2	2WU	NO	NO	1.24	18.5	13,458	7,402			80.0			
<b>TOTAL FOR MAP NO. 3</b>												<b>1.24</b>		<b>13,458</b>	<b>7,402</b>			<b>80.0</b>	
2022CPT.10.13.20902	Union	4	SR 2128 MULLIS ROAD	FROM SR 2102 MEDLIN ROAD TO SR 2115 STACK ROAD <u>MP 0-1.25</u>	1	2	2WU	NO	NO	1.25	20	14,667	8,067			80.0			
<b>TOTAL FOR MAP NO. 4</b>												<b>1.25</b>		<b>14,667</b>	<b>8,067</b>			<b>80.0</b>	
2022CPT.10.13.20902	Union	5	SR 2131 TROY MEDLIN ROAD	FROM SR 2102 MEDLIN ROAD TO SR 2115 STACK ROAD <u>MP 0-1.02</u>	1	2	2WU	NO	NO	1.02	20	11,968	6,582			80.0			
<b>TOTAL FOR MAP NO. 5</b>												<b>1.02</b>		<b>11,968</b>	<b>6,582</b>			<b>80.0</b>	
2022CPT.10.13.20902	Union	6	SR 2134 CHARLIE WILLIAMS ROAD	FROM SR 2115 STACK ROAD TO SR 2102 MEDLIN ROAD <u>MP 0-0.77</u>	1	2	2WU	NO	NO	0.77	20	9,035	4,969			80.0			
<b>TOTAL FOR MAP NO. 6</b>												<b>0.77</b>		<b>9,035</b>	<b>4,969</b>			<b>80.0</b>	
2022CPT.10.13.20902	Union	7	SR 2137 EARL GRIFFIN ROAD	FROM SR 2115 STACK ROAD TO SR 2236 LAKE DRIVE <u>MP 0-0.57</u>	1	2	2WU	NO	NO	0.57	18	6,019	3,311			80.0			
<b>TOTAL FOR MAP NO. 7</b>												<b>0.57</b>		<b>6,019</b>	<b>3,311</b>			<b>80.0</b>	
2022CPT.10.13.20902	Union	8	SR 2138 BELMONT CHURCH ROAD	FROM SR 2115 STACK ROAD TO SR 2102 MEDLIN ROAD <u>MP 0-1.09</u>	1	2	2WU	NO	NO	1.09	19	12,150	6,682			80.0			
<b>TOTAL FOR MAP NO. 8</b>												<b>1.09</b>		<b>12,150</b>	<b>6,682</b>			<b>80.0</b>	
2022CPT.10.13.20902	Union	9	SR 2176 PARKS MEDLIN ROAD	FROM SR 2115 STACK ROAD TO SR 2131 TROY MEDLIN ROAD <u>MP 0-0.67</u>	1	2	2WU	NO	NO	0.67	20	7,861	4,324			80.0			
<b>TOTAL FOR MAP NO. 9</b>												<b>0.67</b>		<b>7,861</b>	<b>4,324</b>			<b>80.0</b>	
2022CPT.10.13.20902	Union	10	SR 2189 QUAIL RUN ROAD	FROM SR 2102 MEDLIN ROAD TO END OF MAINTANANCE <u>MP 0-0.38</u>	1	2	2WU	NO	NO	0.38	20	4,459	2,452			80.0			
<b>TOTAL FOR MAP NO. 10</b>												<b>0.38</b>		<b>4,459</b>	<b>2,452</b>			<b>80</b>	
<b>TOTAL FOR PROJ NO. 2022CPT.10.13.20902</b>										<b>9.29</b>		<b>103,905</b>	<b>57,147</b>	<b>2.00</b>	<b>20.00</b>	<b>952</b>	<b>1</b>		
<b>GRAND TOTAL</b>										<b>9.29</b>		<b>103,905</b>	<b>57,147</b>	<b>2.00</b>	<b>20.00</b>	<b>952</b>	<b>1</b>		

# SIGNING FOR ASPHALT SURFACE TREATMENT

**LEGEND**








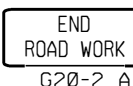
-  PORTABLE SIGN
-  STATIONARY SIGN
-  DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

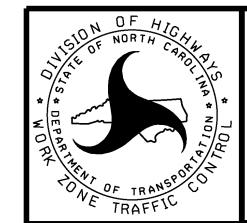
-Y- LINE SIGNING

TEE INTERSECTION

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>STATIONARY SIGNING NOT REQUIRED FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <p>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS</p> <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;">   <small>W20-1 48" X 48"</small>              PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">   <small>W20-7 A 48" X 48"</small>              PLACED 250' IN ADVANCE OF FLAGGER.         </div> </div>
	②		- SIGN #2 ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO THE NEAREST WHOLE NUMBER. DO NOT USE FRACTIONAL OR DECIMAL NUMBERS.	
	③	 <small>W8-7 48" X 48"</small>  <small>SP 48" X 48"</small>	<p>- ALTERNATE THE FOLLOWING TWO SIGNS:</p> <p>- STARTING WITH 'LOOSE GRAVEL' (W8-7) FOLLOWED BY 'UNMARKED PAVEMENT'.</p> <p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
	④		<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- 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>	
	⑤		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

MAPS LESS THAN 2 MILES

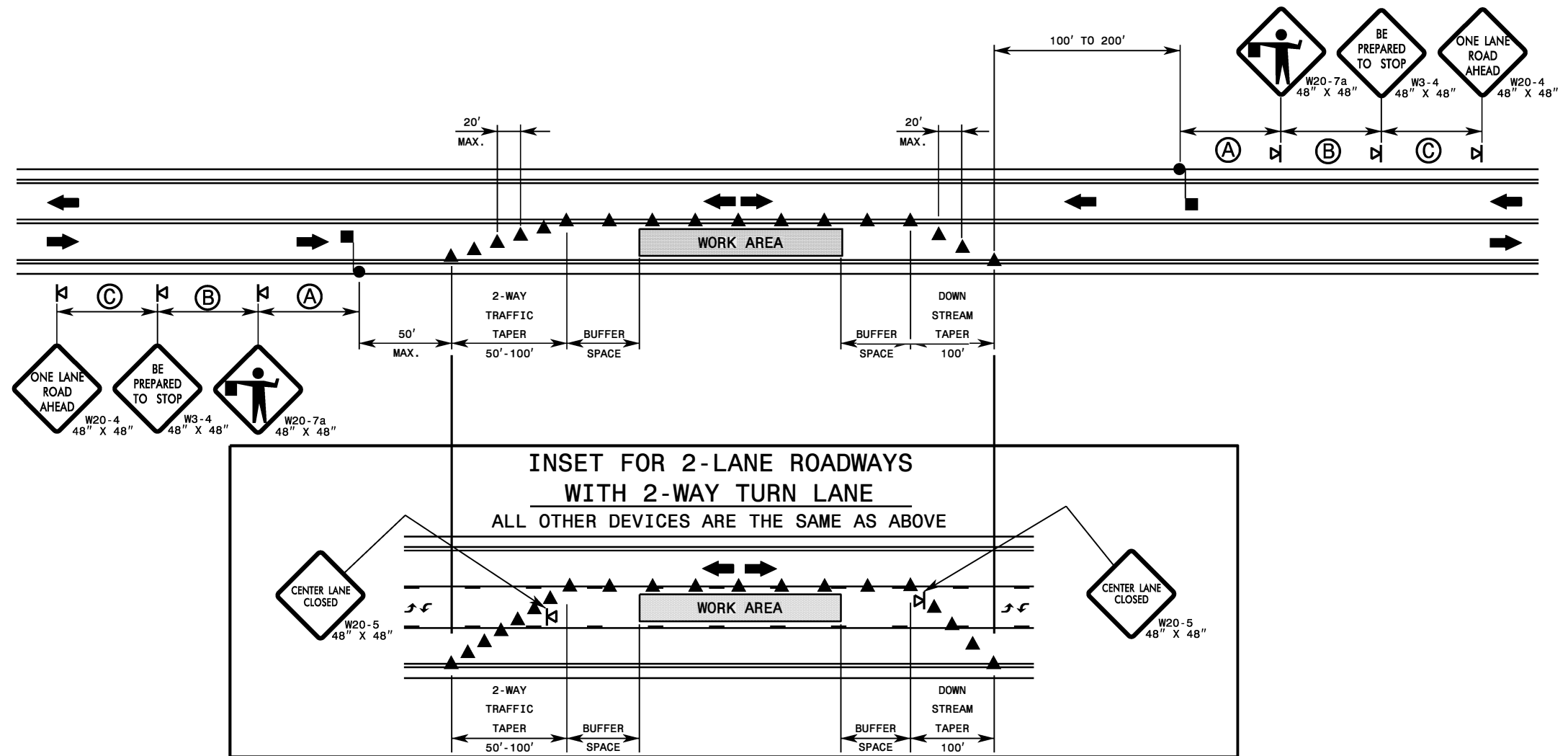
FOR AST RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, USE A STATIONARY "LOOSE GRAVEL" SIGN AT THE BEGINNING CONSTRUCTION LIMIT FOLLOWED BY AN "UNMARKED PAVEMENT" SIGN MIDWAY THROUGH AND AN "END ROAD WORK" SIGN AT THE END CONSTRUCTION LIMIT.



ADVANCE WARNING SIGNS FOR 2-LANE ROADWAY ASPHALT SURFACE TREATMENT

1-18

ROADWAY STANDARD DRAWING FOR  
**TEMPORARY LANE CLOSURES**  
2-LANE, 2-WAY ROADWAY - 1 LANE CLOSED



- GENERAL NOTES FOR FLAGGING OPERATIONS**
- 1- REFER TO RSD. 1101.11, SHEETS 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
  - 2- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC.
  - 3- REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
  - 4- PLACE CONES THRU THE WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
  - 5- EXTEND LANE CLOSURES AT THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE IS PROVIDED TO THE FLAGGER (REFER TO RSD. 1101.11, SHEET 2).
  - 6- DO NOT STOP TRAFFIC IN ANY ONE DIRECTION FOR MORE THAN 5 MINUTES AT A TIME.
  - 7- DRUMS OR SKINNY DRUMS MAY BE USED IN LIEU OF CONES. REFER TO RSD. 1180.01 FOR SKINNY DRUM REQUIREMENTS.
  - 8- USE FLAGGERS TO CONTROL TRAFFIC AT INTERSECTIONS AFFECTED BY THE LANE CLOSURE. SUPPLEMENT FLAGGERS LOCATED AT INTERSECTIONS WITH FLAGGER AHEAD SIGNS (W20-7a) PLACED APPROXIMATELY 250 FT. IN ADVANCE OF THE FLAGGER. FOR SIGNALIZED INTERSECTIONS PLACE SIGNALS IN THE FLASH MODE AND USE LAW ENFORCEMENT.
  - 9- REFER TO THE CURRENT MUTCD FOR FLAGGER CONTROL, REQUIREMENTS, AND PROCEDURES.
  - 10- DO NOT EXCEED A 1 MILE LANE CLOSURE LENGTH UNLESS OTHERWISE SHOWN IN THE TMP OR AS DIRECTED BY THE ENGINEER.

- 11- IF VEHICLE QUEUES WILL REACH WITHIN 15' OF EITHER SIDE OF ACTIVE RAILROAD TRACKS, PROVIDE A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER TO PREVENT VEHICLES FROM STOPPING WITHIN THE GRADE CROSSING. PROVIDE OFFICER OR FLAGGER EVEN IF AUTOMATIC WARNING MEASURES ALREADY EXIST.

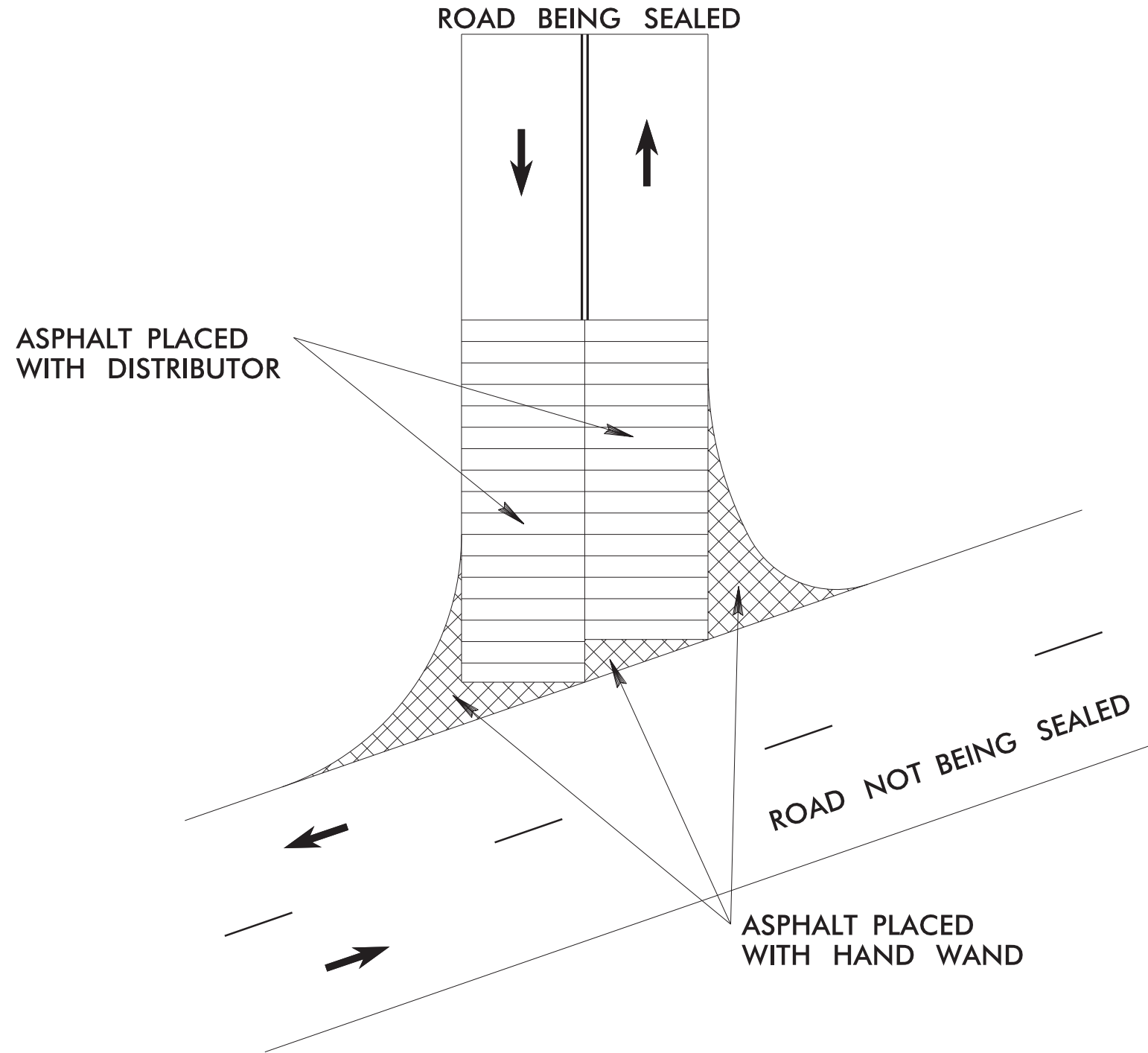
- GENERAL NOTES FOR PILOT CAR OPERATIONS**
- 1- USE PILOT CARS WHEN DIRECTED BY THE ENGINEER.
  - 2- IF ROADWAY WIDTH IS LESS THAN 22 FEET (EOP TO EOP), CONES MAY NOT BE REQUIRED ALONG WORK AREA, AND AT THE DISCRETION OF THE ENGINEER, CONES MAY BE OMITTED ALONG THE WORK AREA IF USING A PILOT CAR.
  - 3- CONES ARE ALWAYS REQUIRED IN THE UPSTREAM AND DOWNSTREAM TAPERS.
  - 4- MOUNT SIGN G20-4 "PILOT CAR FOLLOW ME" AT A CONSPICUOUS POSITION ON THE REAR OF THE PILOT VEHICLE.
  - 5- DO NOT INSTALL MORE THAN ONE (1) MILE OF LANE CLOSURE, MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
  - 6- ADVISE RESIDENTS AND BUSINESSES WITHIN THE LANE CLOSURE LIMITS ABOUT METHODS OF SAFE EGRESS AND INGRESS FROM DRIVEWAYS DURING FLAGGING AND PILOT CAR OPERATIONS.

**LEGEND**

- FLAGGER
- CONE
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

# INTERSECTION EMULSION PLACEMENT TWO LANE TWO WAY ROADWAY

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2022CPT.10.13.20902	6	6
F.A. PROJECT NO.			



### LEGEND

- ➔ DIRECTION OF TRAFFIC FLOW
- SKIP LINES
- === DOUBLE YELLOW LINES

INTERSECTION EMULSION PLACEMENT		REVISIONS
SCALE	N/A	
DATE	9-2019	
DWG. BY	TBL	
DESIGN BY	TBL	
APPROVED	TWB	

