

PROJECT NO.	SHEET NO.	TOTAL NO.
2019CPT.11.02.10991, 2019CPT.11.02.2	1	2

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 INCIDENTAL STONE BASE	1231000000-E SHOULDER BORROW	1245000000-E SHOULDER RECONSTRUCTI ON	1297000000-E 1½" MILLING	1330000000-E INCIDENTAL MILLING	1519000000-E SURFACE COURSE, \$9.5B	1523000000-E SURFACE COURSE, \$9.5C	1575000000-E ASPHALT BINDER FOR PLANT MIX	1704000000-E PATCHING EXISTING PAVEMENT	1840000000-E MILLED RUMBLE STRIPS (ASPHALT CEMENT CONCRETE)	2830000000-N ADJ. OF MANHOLES	2845000000-N ADJ. OF METER OR VALVE BOX	6084000000-E SEED & MULCHING
										MI	FT	TONS	CY	SMI	SY	SY	TONS	TONS	TONS	TONS	LF	EA	EA	AC
2019CPT.11.02.10991	Yadkin	1	US 421 N	FROM FORSYTH COUNTY TO SR 1711	1	2	MD	NO	YES	2.29	31		449	4.58	12,527	689		5,584	332	150	24,182			1.03
2019CPT.11.02.10991	Yadkin	2	US 421 N	FROM SR 1711 TO SR 1710	1	2	MD	NO	YES	2.5	31		490	5.00	8,711	344		4,746	282	120	26,400			1.13
2019CPT.11.02.10991	Yadkin	3	US 421 N	FROM SR 1710 TO SR 1710 PLUS 2 MILES	1	2	MD	NO	YES	2	31		392	4.00	6,889	172		3,682	218	120	21,120			0.90
2019CPT.11.02.10991	Yadkin	4	US 421 N	FROM SR 1710 PLUS 2 MILES TO US 601	1	3	MD	NO	YES	2.04	31		400	4.08	17,222			5,278	317	50	21,542			0.92
2019CPT.11.02.10991	Yadkin	5	NC 67	FROM HOWARD AVE. TO SR 1367	2	2	2WU	NO	YES	0.9	34		176		17,952	378		1,589	95	15		14	10	
TOTAL FOR PROJ NO. 2019CPT.11.02.10991								NO		9.73			1,907	17.66	63,301	1,583		20,879	1,244	455	93,244	14	10	3.98
								NO																
2019CPT.11.02.20991	Yadkin	6	SR 1001	US 601 TO PAVEMENTCHANGE	3	2	2WU	NO	YES	1.64	23	66	321	3.28		767		1,978	116	25				0.74
2019CPT.11.02.20991	Yadkin	7	SR 1001	FROM PAVEMENT CHANGE TO SR 1730	3	2	2WU	NO	YES	3.44	20	138	674	6.88		611		3,552	210	10				1.55
2019CPT.11.02.20991	Yadkin	8	SR 1002	FROM US 601 TO US 21	4	2	2WU	NO	YES	6.26	20	250	1,227	12.52		722	6,208		416	15				2.82
2019CPT.11.02.20991	Yadkin	9	SR 1003	FROM SR 1541 TO NC 67	4	2	2WU	NO	YES	1.57	18	63	308	3.14		200	1,427		96	10				0.71
2019CPT.11.02.20991	Yadkin	10	SR 1386	FROM US 21 BUS TO SR 1300	4	2	2WU	NO	YES	1.54	20	62	302	3.08		222	1,535		103	15				0.69
2019CPT.11.02.20991	Yadkin	11	SR 1510	FROM SR 1585 TO SR 1509	4	2	2WU	NO	YES	3.25	20	130	637	6.50		444	3,246		217	10				1.46
2019CPT.11.02.20991	Yadkin	12	SR 1570	FROM SR 1602 TO SR 1571	4	2	2WU	NO	YES	1.33	20	53	261	2.66		222	1,315		88	5				0.60
2019CPT.11.02.20991	Yadkin	13	SR 1570	FROM SR 1571 TO SR 1605	4	2	2WU	NO	YES	0.92	20	37	180	1.84		444	916		61	5				0.41
TOTAL FOR PROJ NO. 2019CPT.11.02.20991										19.95		799	3,910	39.90		3,632	14,647	5,530	1,307	95				8.98
GRAND TOTAL										29.68		799	5,817	57.56	63,301	5,215	14,647	26,409	2,551	550	93,244	14	10	12.96

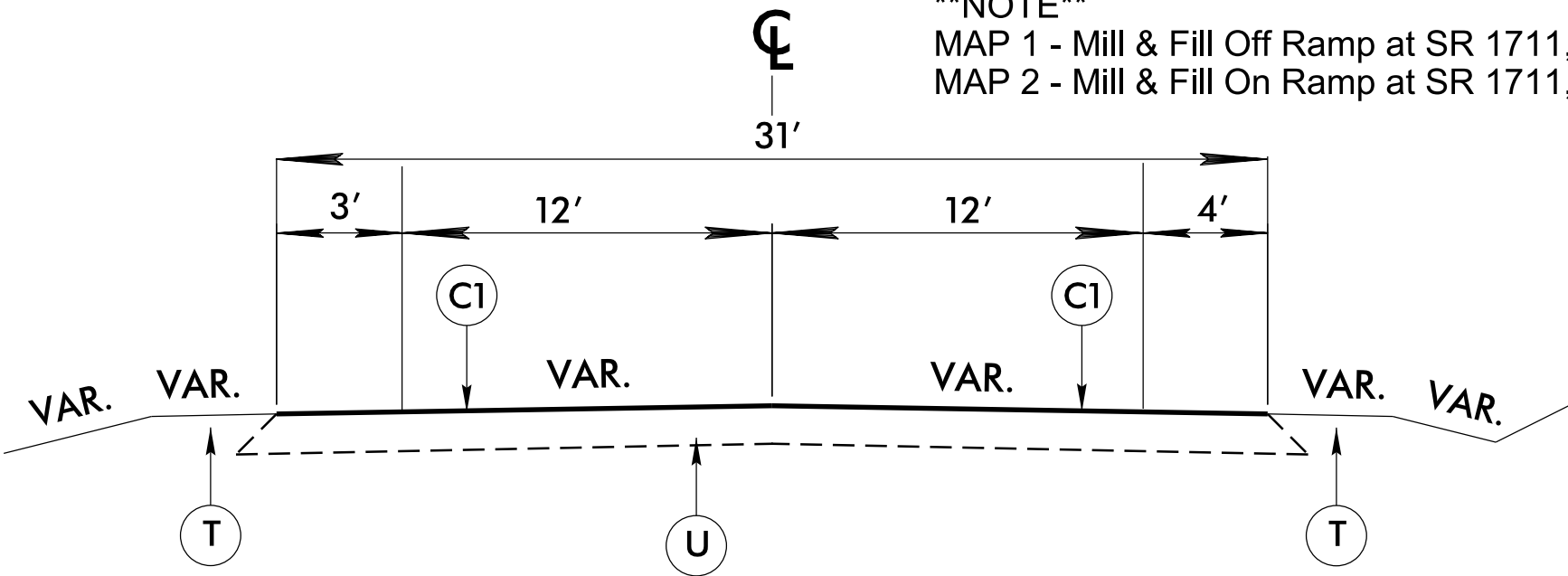
PROJECT NO.	SHEET NO.	TOTAL NO.
PT.11.02.10991, 2019CPT.11.02.20991	2	2

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4400000000-E STATIONARY WORK ZONE SIGN	4405000000-E PORTABLE WORK ZONE SIGN	4410000000-E BARRICADE MOUNTED WORK ZONE SIGN	4413000000-E WORK ZONE ADVANCE/GEN ERAL WARNING SIGNING	4415000000-N FLASHING ARROW PANELS, TYPE C	4420000000-N PORTABLE CHANGEABLE MESSAGE SIGN	4422000000-N PORTABLE CHANGEABLE MESSAGE SIGN (SHORT TERM)	4430000000-N DRUMS	4445000000-E TYPE III BARICADE	4457000000-N TEMPORARY TRAFFIC CONTROL	4480000000-N TMA	4510000000-N LAW ENFORCEMENT	4810000000-E		4820000000-E 8" WHITE PAINT	4835000000-E 24" WHITE PAINT	4840000000-N PAINT MSG SCHOOL	PAINT LT STR RT ARROW	4845000000-N PAINT LT ARROW	PAINT STR & RT ARROW	4847040000-E		4847080000-E 12" WHITE POLYUREA (HIGHLY REFLECTIVE ELEMENTS)	4905000000-N SNOW PLOWABLE MARKERS
								MI	FT	SF	SF	SF	SF	EA	EA	DAY	EA	LF	LS	EA	HR	LF	LF	LF	LF	EA	EA	EA	EA	LF	LF	LF	EA
2019CPT.11.02.10991	Yadkin	1	US 421 N	FROM FORSYTH COUNTY TO SR 1711	1	2	MD	2.29	31	192	250	224		6	12	16	150	112		1	156									18,595	12,206	2,720	151
2019CPT.11.02.10991	Yadkin	2	US 421 N	FROM SR 1711 TO SR 1710	1	2	MD	2.5	31	192	250						150													20,300	13,325	1,890	
2019CPT.11.02.10991	Yadkin	3	US 421 N	FROM SR 1710 TO SR 1710 PLUS 2 MILES	1	2	MD	2	31	192	250						150													16,240	10,660	1,898	132
2019CPT.11.02.10991	Yadkin	4	US 421 N	FROM SR 1710 PLUS 2 MILES TO US 601	1	3	MD	2.04	31	192	250						150													21,950	10,873	1,658	137
2019CPT.11.02.10991	Yadkin	5	NC 67	FROM HOWARD AVE. TO SR 1367	2	2	2WU	0.9	34				192						*1			2,200	11,880	2,180	775	24	4	2	2				
TOTAL FOR PROJ NO. 2019CPT.11.02.10991								9.73		768	1,000	224	192	6	12	16	600	112	1.00	1	156	2,200	11,880	2,180	775	24	4	2	2	77,085	47,064	8,166	420
																						14,080				8			124,149				
2019CPT.11.02.20991	Yadkin	6	SR 1001	US 601 TO PAVEMENTCHANGE FROM PAVEMENT CHANGE TO SR 1730	3	2	2WU	1.64	23				192						*			35,293	35,293										110
2019CPT.11.02.20991	Yadkin	7	SR 1001		3	2	2WU	3.44	20				192						*			74,029	74,029		200	24							230
2019CPT.11.02.20991	Yadkin	8	SR 1002	FROM US 601 TO US 21	4	2	2WU	6.26	20				192						*			134,715	134,715										
2019CPT.11.02.20991	Yadkin	9	SR 1003	FROM SR 1541 TO NC 67	4	2	2WU	1.57	18				192						*						200	24							105
2019CPT.11.02.20991	Yadkin	10	SR 1386	FROM US 21 BUS TO SR 1300	4	2	2WU	1.54	20				192						*			33,786	33,786										
2019CPT.11.02.20991	Yadkin	10	SR 1386	FROM US 21 BUS TO SR 1300	4	2	2WU	1.54	20				192						*			33,141	33,141										
2019CPT.11.02.20991	Yadkin	11	SR 1510	FROM SR 1585 TO SR 1509	4	2	2WU	3.25	20				192						*			69,940	69,940										
2019CPT.11.02.20991	Yadkin	12	SR 1570	FROM SR 1602 TO SR 1571	4	2	2WU	1.33	20				192						*			28,622	28,622										
2019CPT.11.02.20991	Yadkin	13	SR 1570	FROM SR 1571 TO SR 1605	4	2	2WU	0.92	20				192						*			19,798	19,798										
TOTAL FOR PROJ NO. 2019CPT.11.02.20991								19.95					1,536									429,324	429,324		400	48							445
																						858,648											
GRAND TOTAL								29.68		768	1,000	224	1,728	6	12	16	600	112	1	1	156	431,524	441,204	2,180	1,175	72	4	2	2	77,085	47,064	8,166	865
																						872,728				8			124,149				

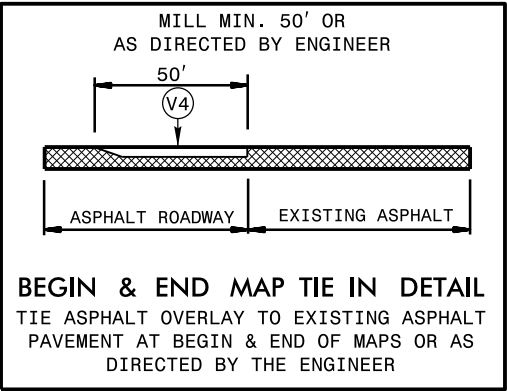
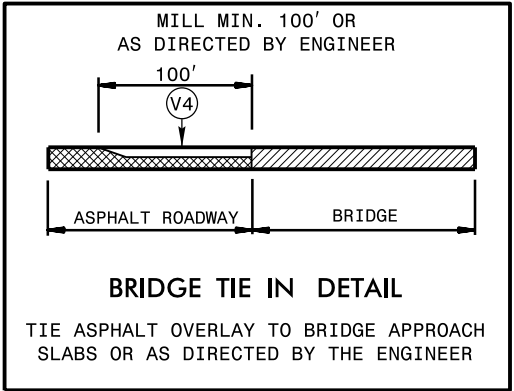
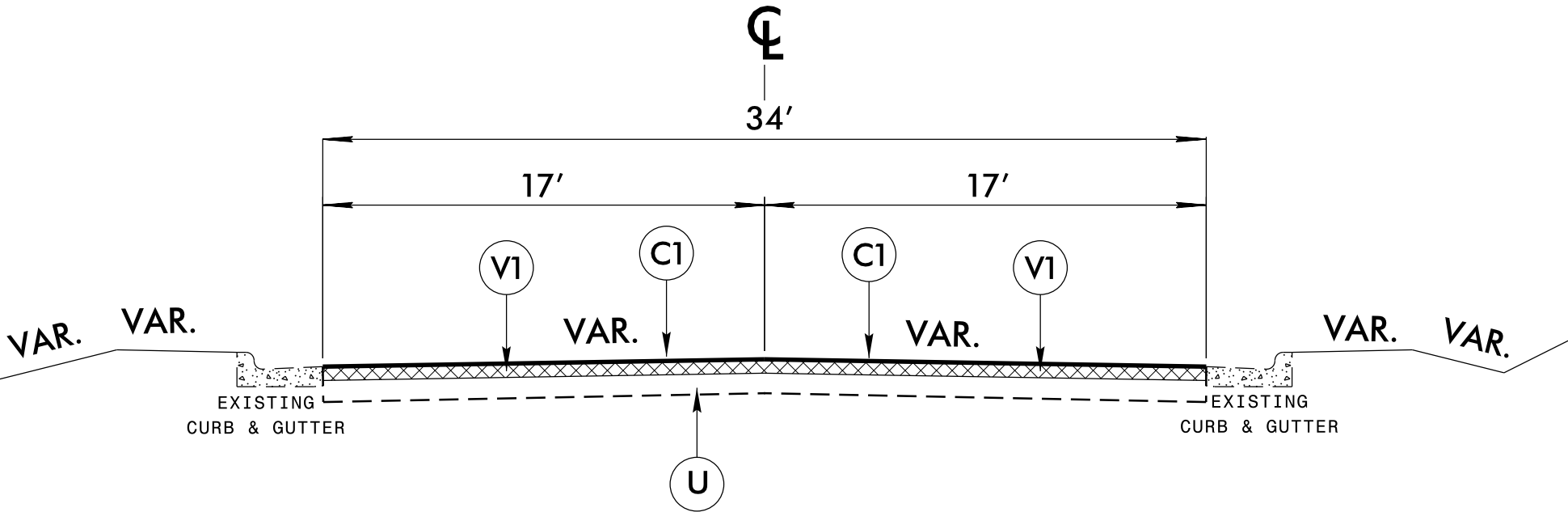
TYPICAL SECTION NO. 1
REFER TO MAPS: 1, 2, 3 and 4

****NOTE****
MAP 1 - Mill & Fill Off Ramp at SR 1711, (1.5")
MAP 2 - Mill & Fill On Ramp at SR 1711, (1.5")



PAVEMENT SCHEDULE	
C1	PROPOSED: 1.5" Overlay, Type S 9.5 C AVERAGE ASPHALT RATE: 168 lbs. per Sq. Yd.
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1.5"
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V4	INCIDENTAL MILLING (See Tie in Detail below)

TYPICAL SECTION NO. 2
REFER TO MAPS: 5



**YADKIN COUNTY
PRIMARY & SECONDARY
ROADS
ASPHALT RESURFACING**

REVISIONS	INIT.	DATE

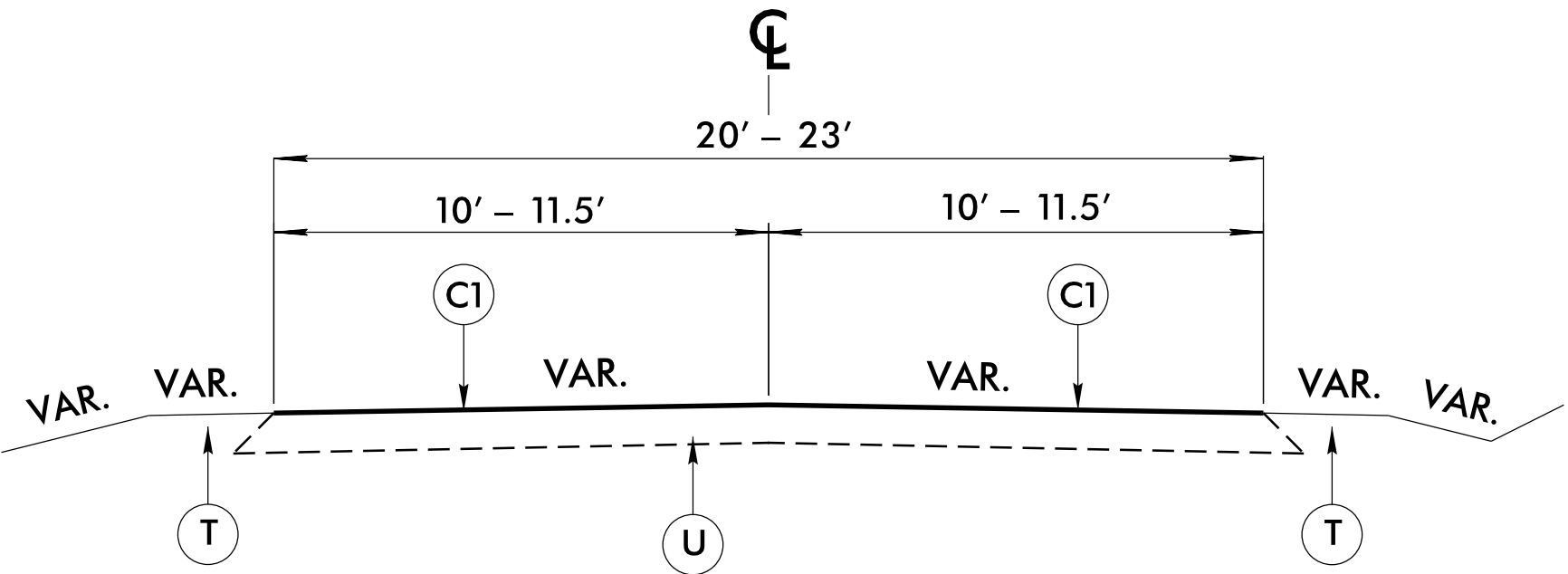
**N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN**

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

SCALE: N/A DATE: 01/2018
PREPARED BY: S.B. DARNELL
REVIEWED BY: J.D. WOOD
REVIEWED BY:
SHEET NO. /

TYPICAL SECTION NO. 3

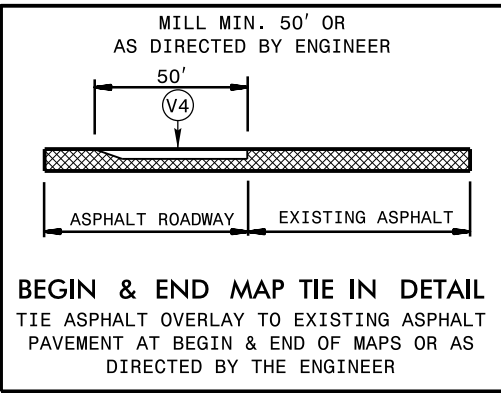
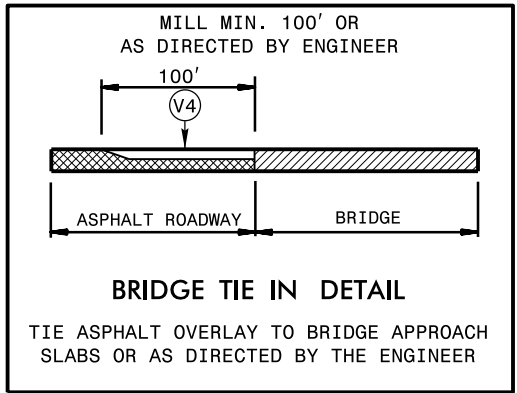
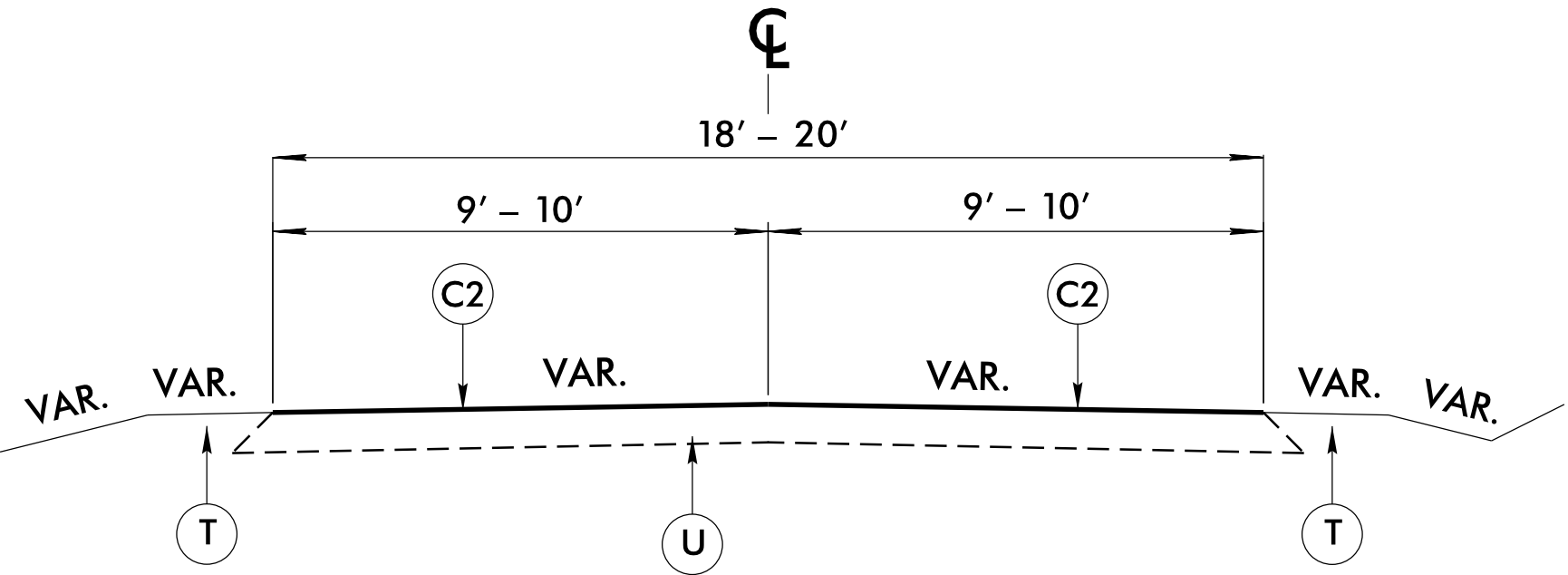
REFER TO MAP: 6 and 7



PAVEMENT SCHEDULE	
C1	PROPOSED: 1.5" Overlay, Type S 9.5 C AVERAGE ASPHALT RATE: 168 lbs. per Sq. Yd.
C2	PROPOSED: 1.5" Overlay, Type S 9.5 B AVERAGE ASPHALT RATE: 168 lbs. per Sq. Yd.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V4	INCIDENTAL MILLING (See Tie in Detail below)

TYPICAL SECTION NO. 4

REFER TO MAP: 8, 9, 10, 11, 12 and 13



**YADKIN COUNTY
PRIMARY & SECONDARY
ROADS
ASPHALT RESURFACING**

REVISIONS	INIT.	DATE

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

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

SCALE: N/A	DATE: 01/2018
PREPARED BY: S.B. DARNELL	
REVIEWED BY: J.D. WOOD	
REVIEWED BY:	

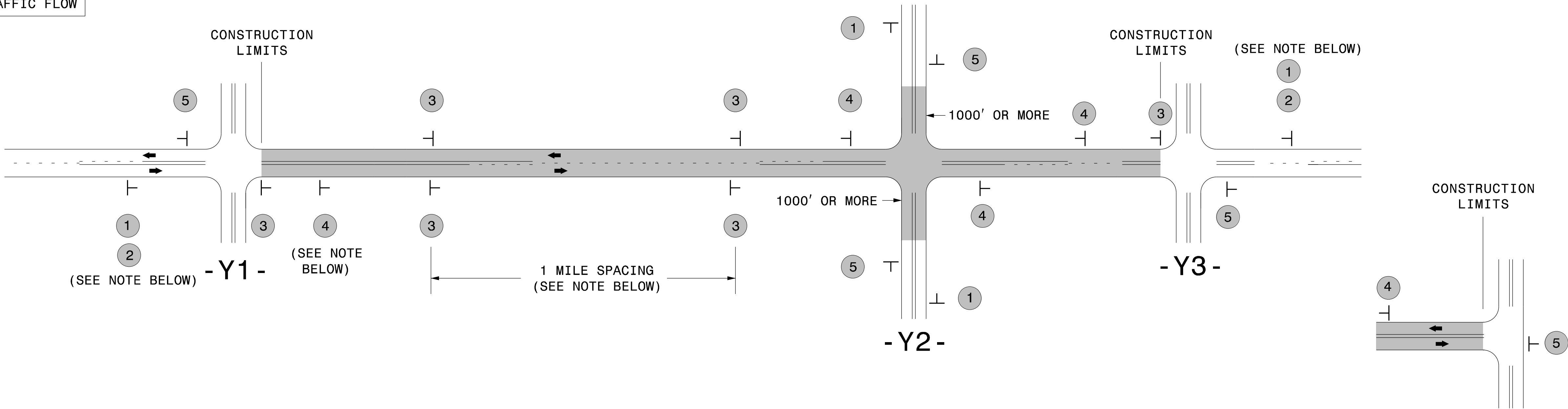
SHEET NO. 2

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN


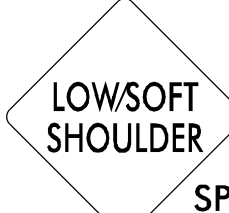
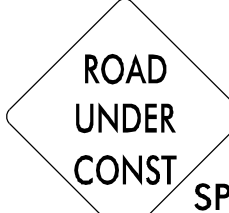
DIRECTION OF TRAFFIC FLOW



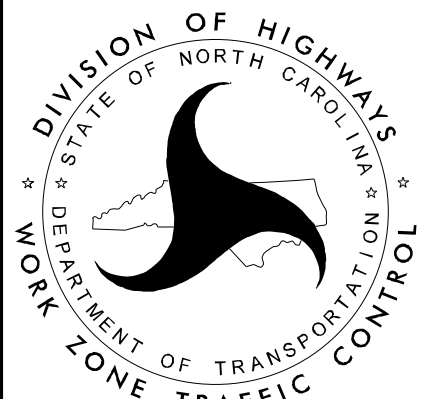
TEE INTERSECTION

MAINLINE (-L-) SIGNING

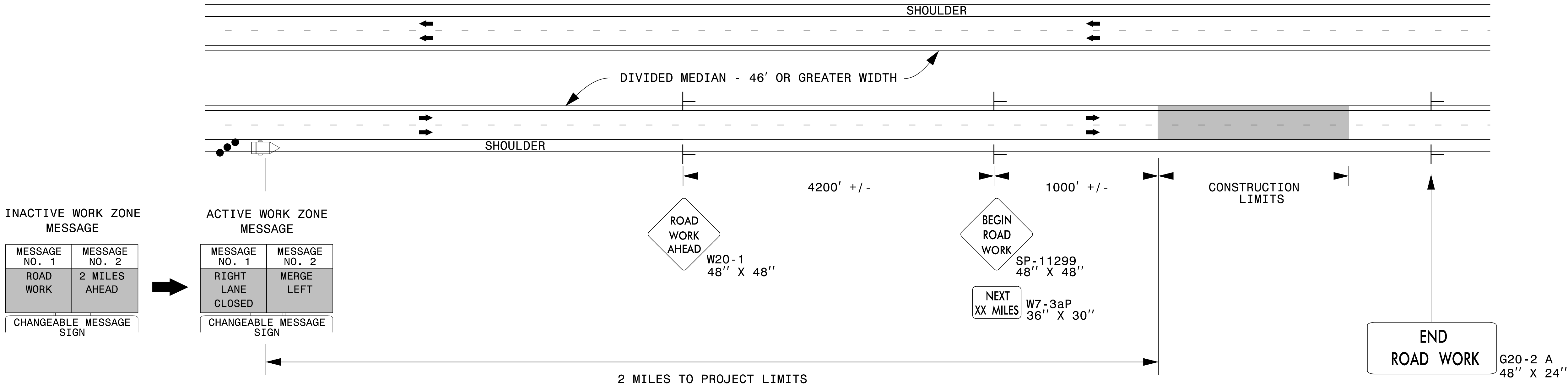
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div>2</div> <div><div>W20-1 48" X 48"</div></div> <div><div>NEXT XX MILES</div><div>W7-3aP 24" X 18"</div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#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)</div>	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.
	<div>3</div> <div><div>SP 13107 48" X 48"</div></div> <div>- 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.</div>	
	<div>4</div> <div><div>SP 13106 48" X 48"</div></div> <div>- 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.</div>	
	<div>5</div> <div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div>	
	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.	

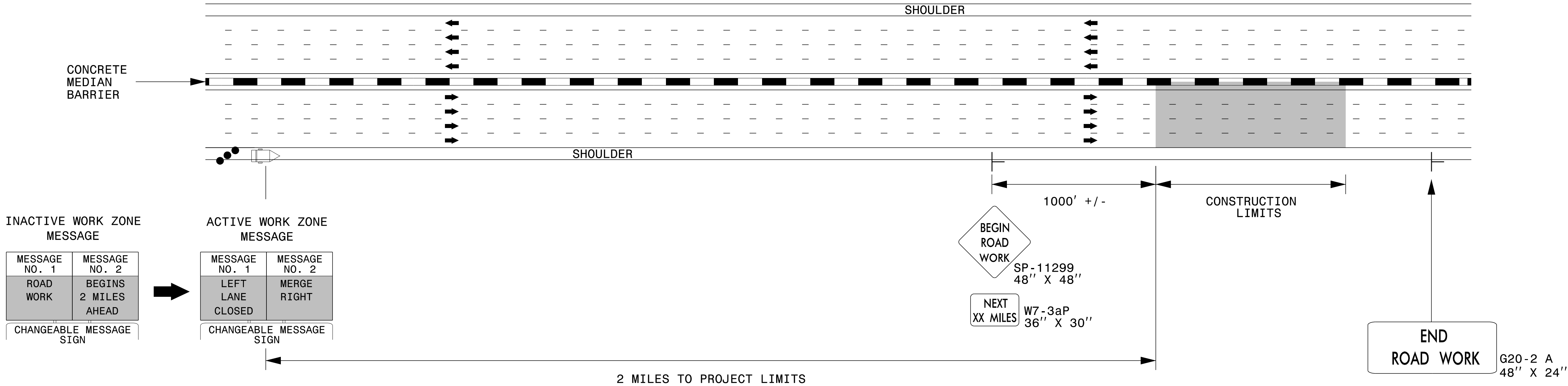
MAPS LESS THAN 2 MILES	FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.
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<div><div>DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA WORK ZONE TRAFFIC CONTROL</div></div>	ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING
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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

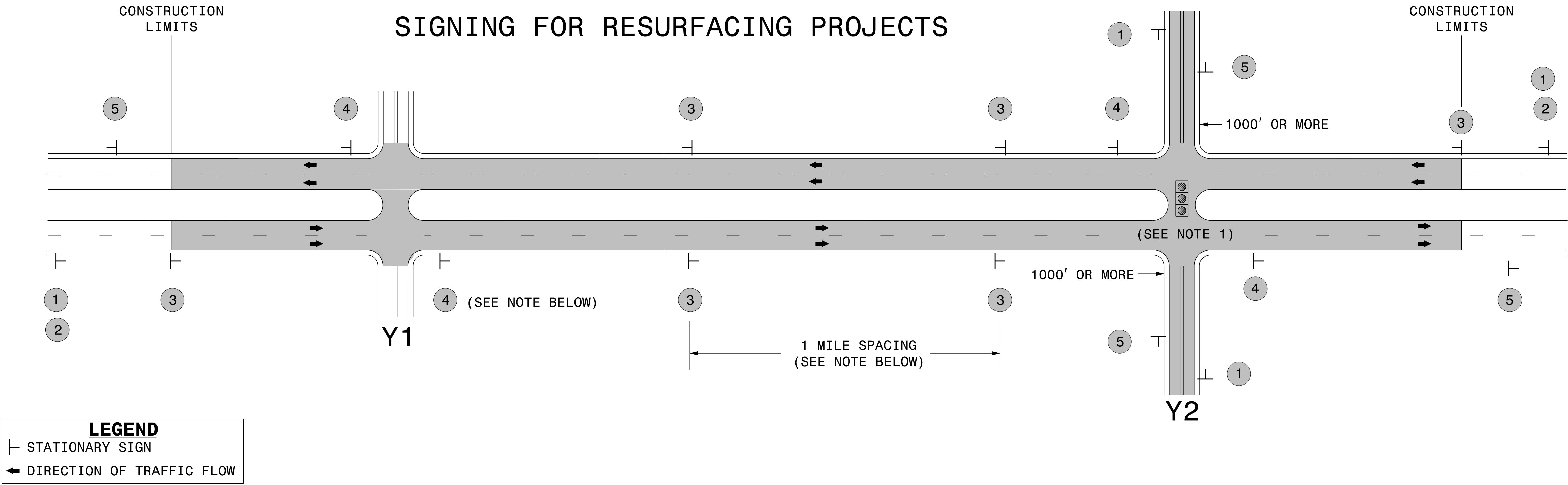
CHANGEABLE MESSAGE SIGN (CMS)

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC DRUM

RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH

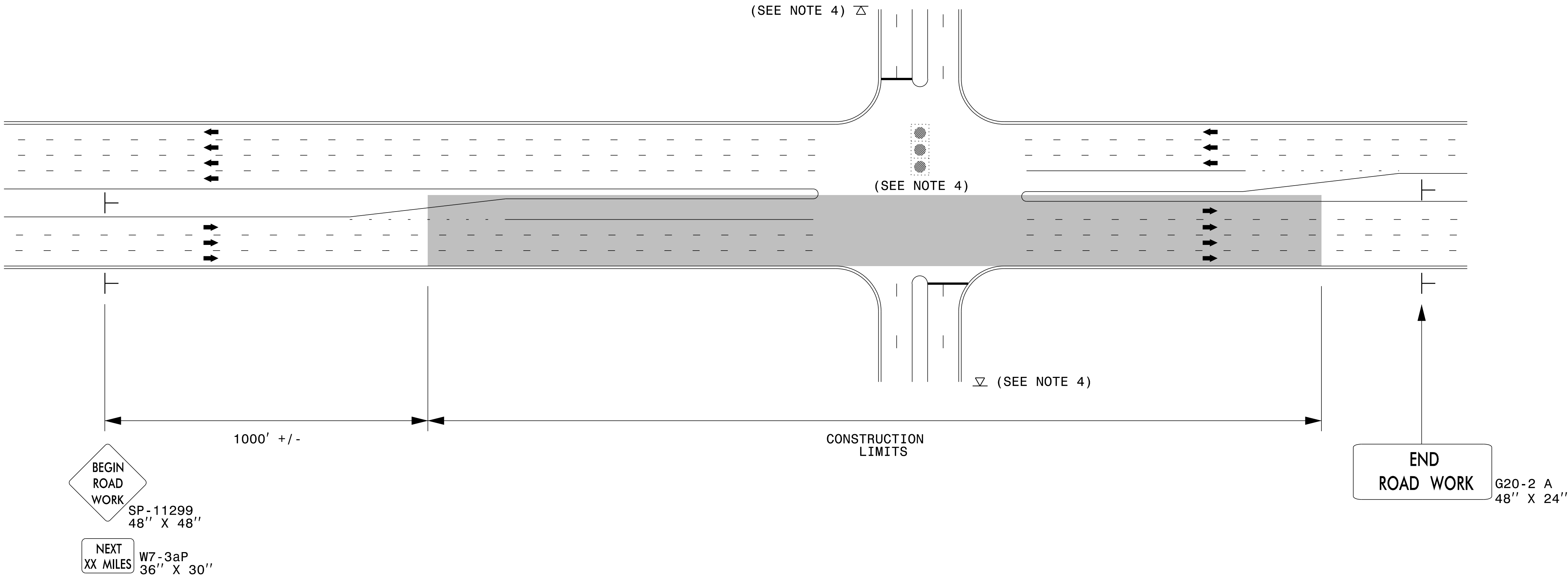


MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div>2</div> <div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div>NEXT XX MILES</div><div>W7-36P 24" X 18"</div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#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)</div>	<div>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</div> <div>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</div> <div>2) SUBDIVISION ROADS</div> <div>3) DEAD END ROADS</div> <div>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.</div> <div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</div><div><div>ROAD WORK AHEAD</div><div>W20-7 A 48" X 48"</div></div></div>
	<div>3</div> <div><div>LOW/SOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div> <div>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.</div>	
	<div>4</div> <div><div>ROAD UNDER CONST</div><div>SP 13106 48" X 48"</div></div> <div>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.</div>	
	<div>5</div> <div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</div>	
		<div>NOTES:</div> <div>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.</div>

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

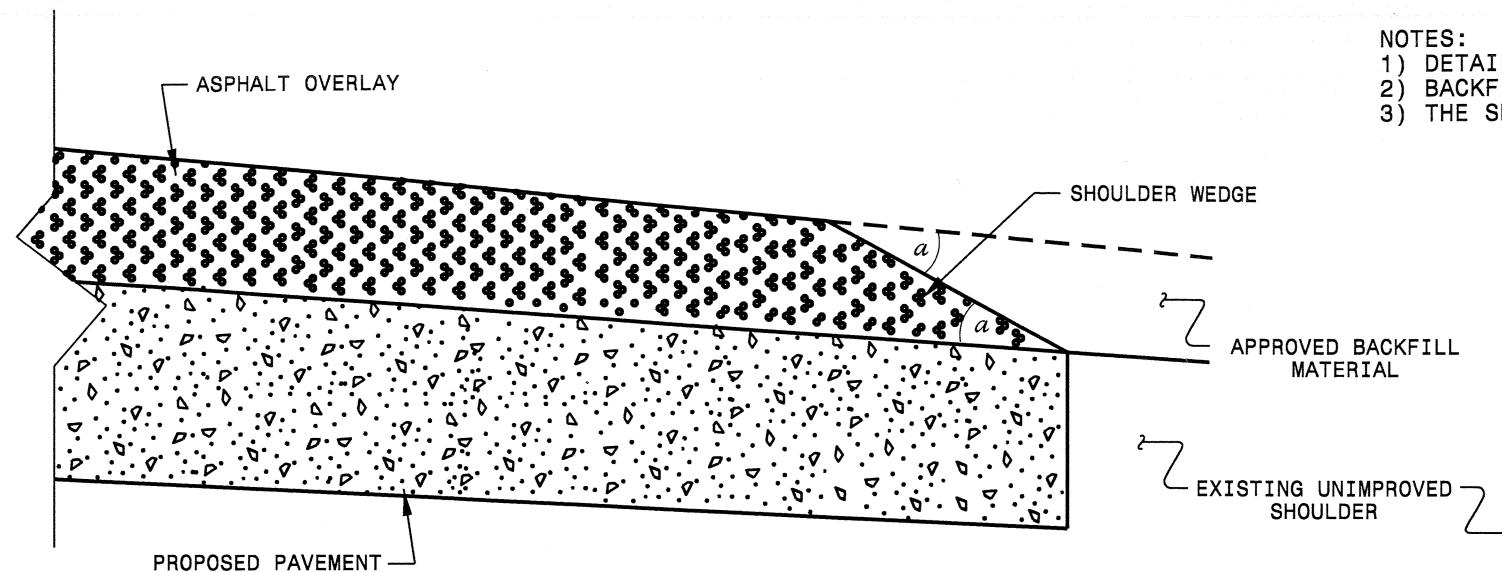
DIVISION OF HIGHWAYS

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

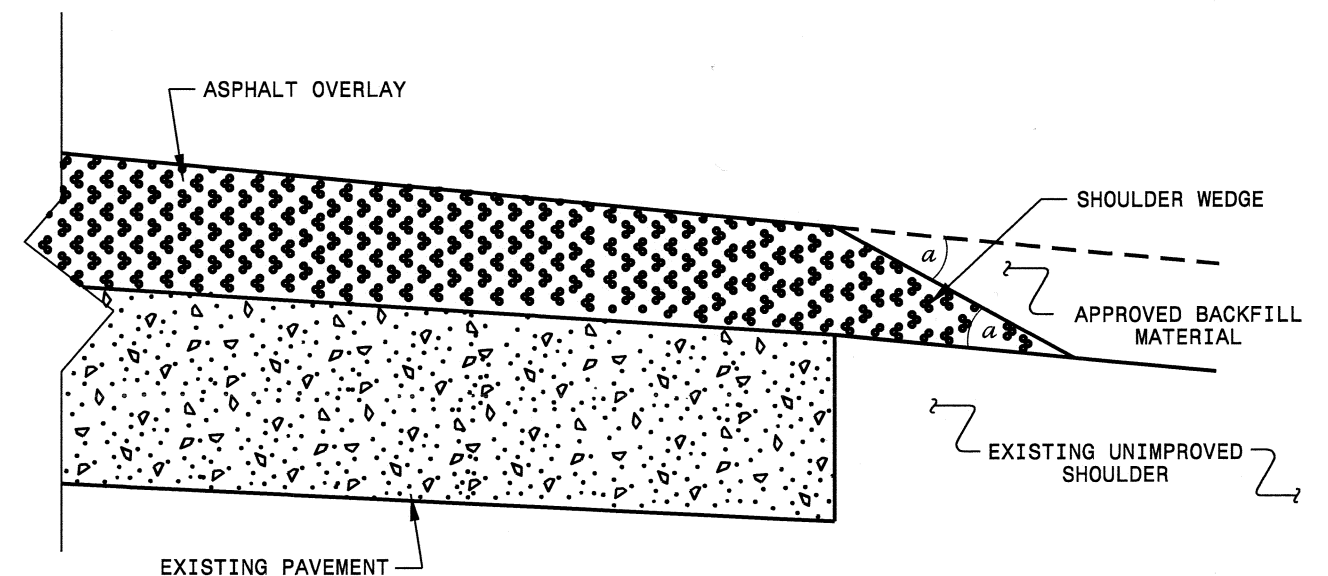
WORK ZONE TRAFFIC CONTROL

RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES

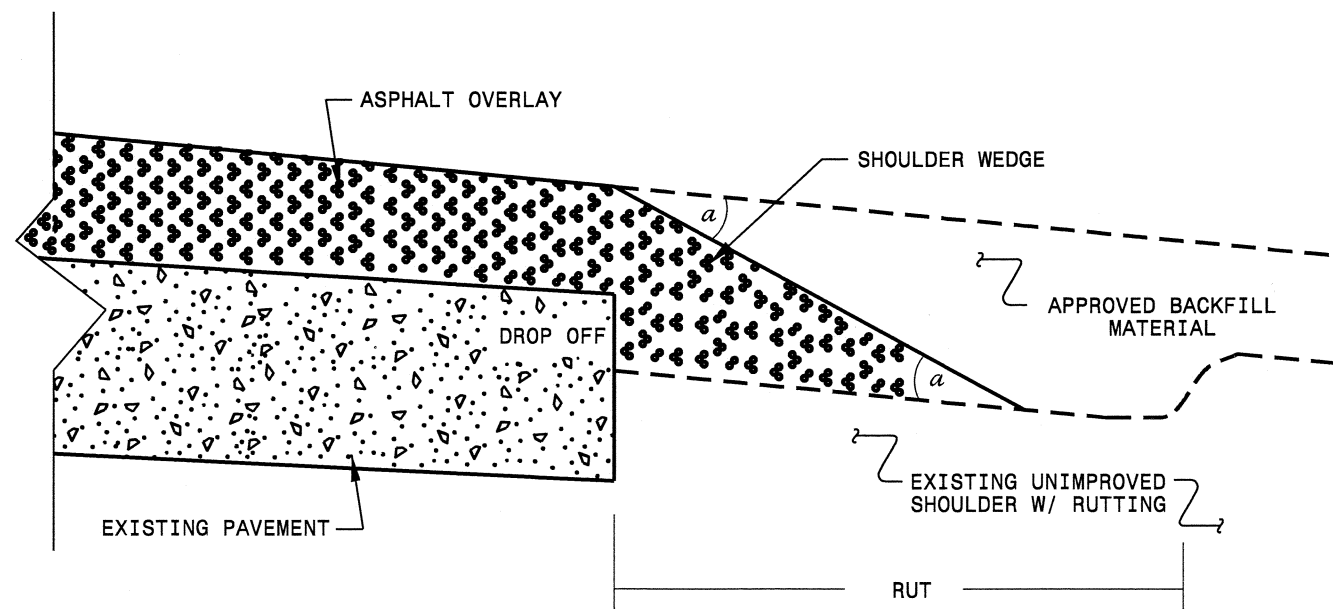


- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.

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**

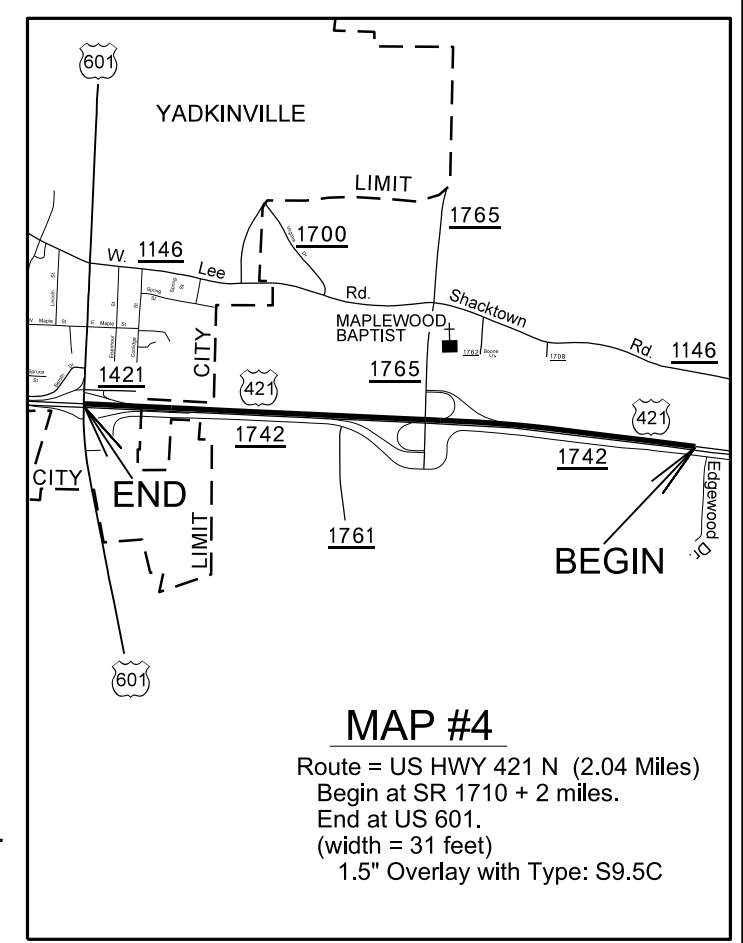
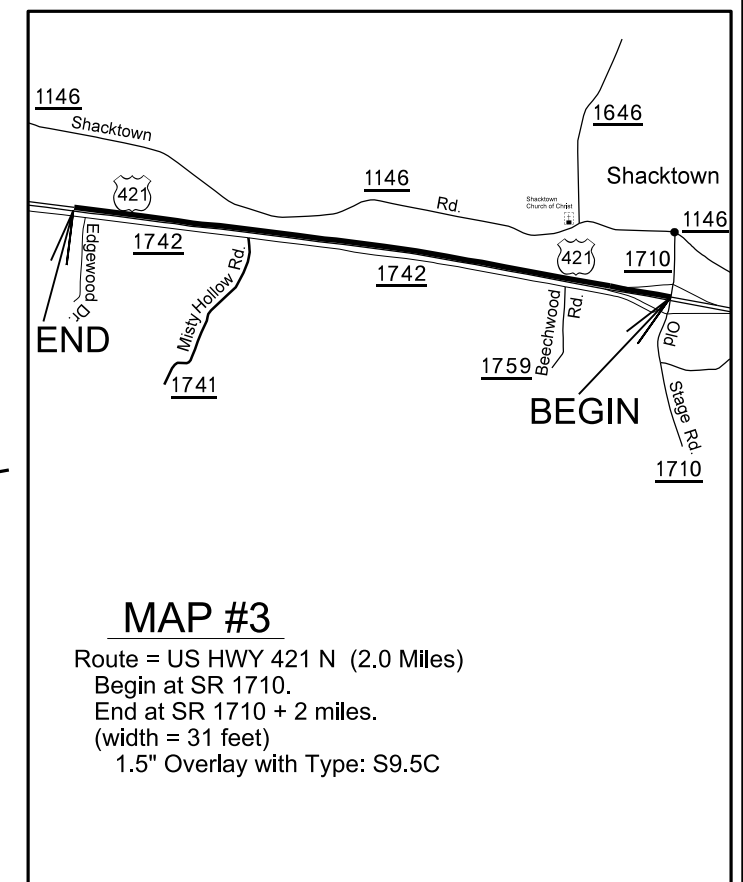
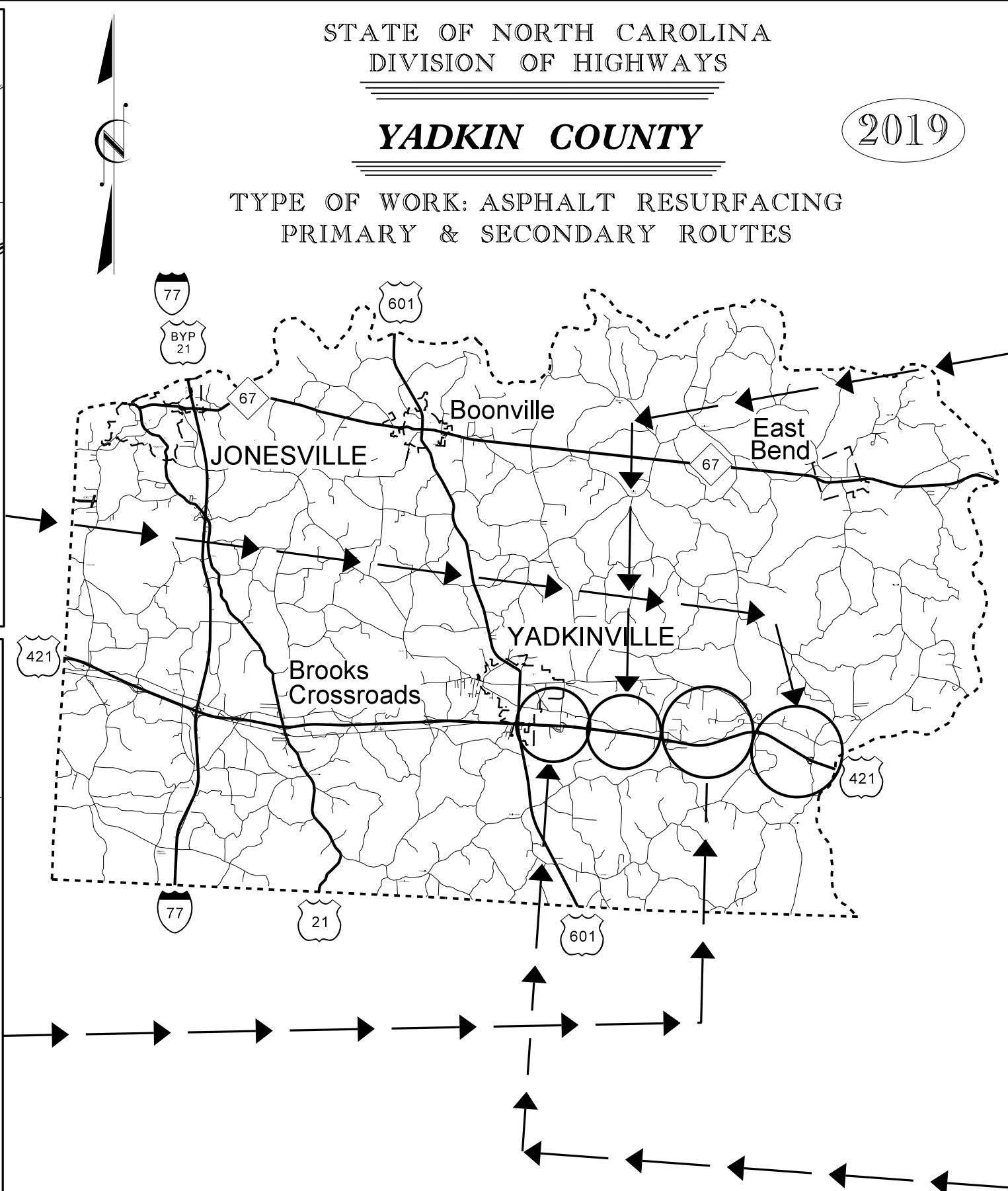
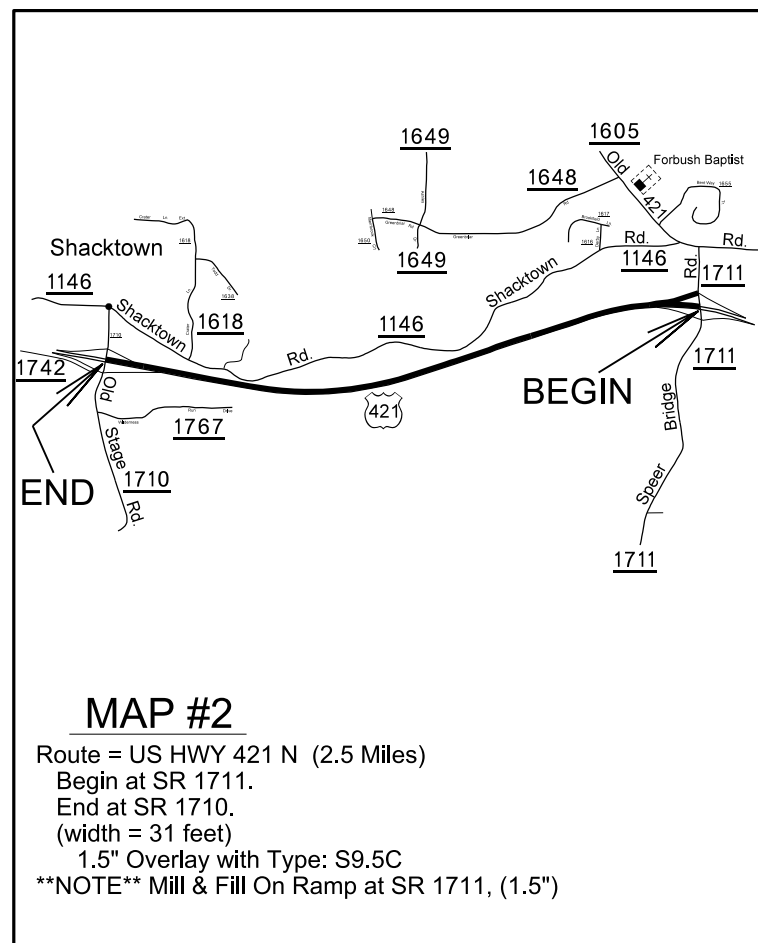
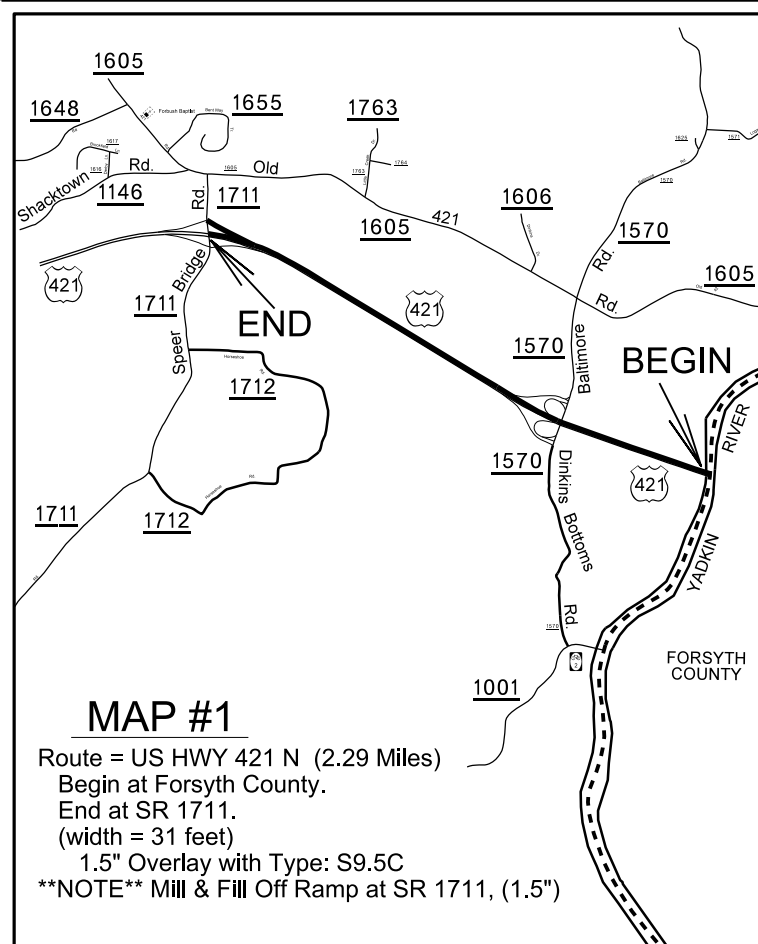
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

YADKIN COUNTY

2019

TYPE OF WORK: ASPHALT RESURFACING
PRIMARY & SECONDARY ROUTES



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**YADKIN COUNTY**

2019

TYPE OF WORK: ASPHALT RESURFACING
PRIMARY & SECONDARY ROUTES