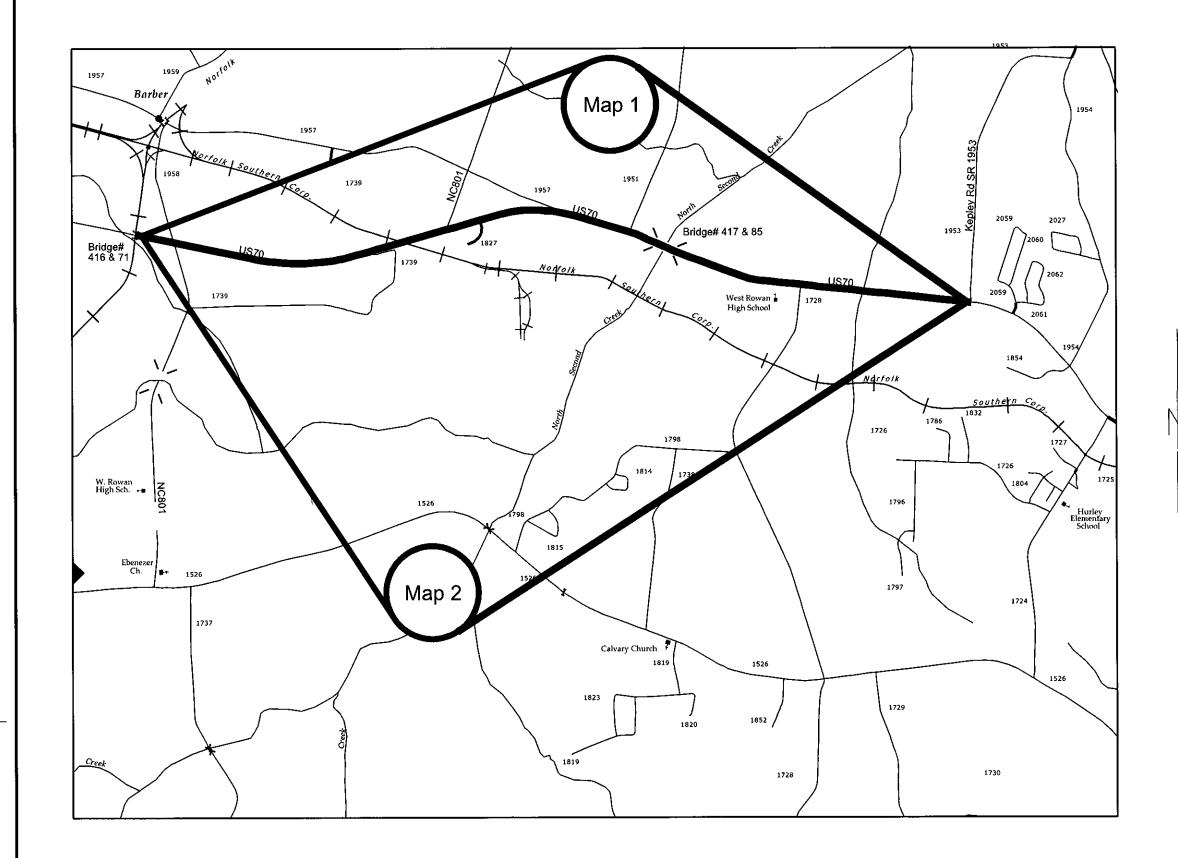
PROJECT REFERENCE NO.	SHEET NO.
2021CPT.09.07.10801 2021CPT.09.08.20801	1

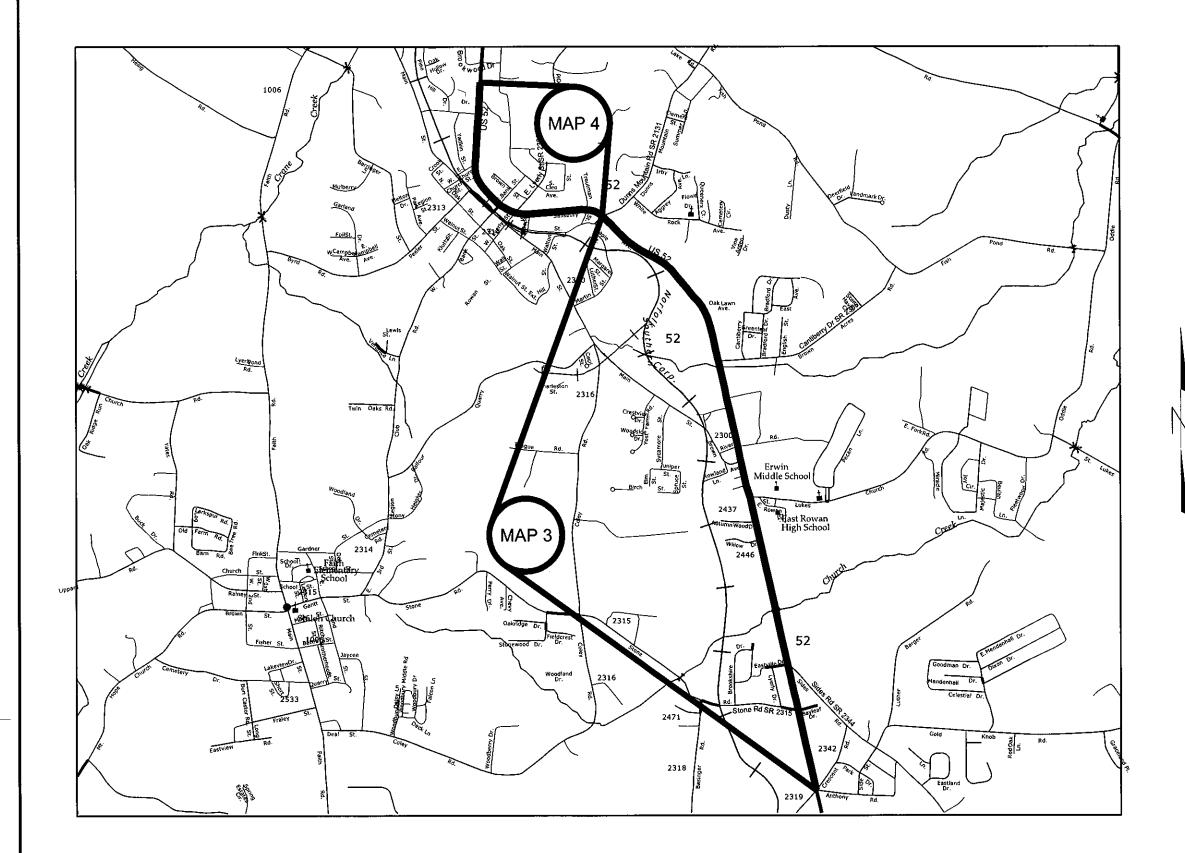


Map 1 US70 Statesville Blvd WB from turn lane at Kepley Rd SR1953 to RxR bridge #71 Mill 0-1 1/2" incidental mill at begining, end and all SR intersections. Including at Bridge # 85 Mill 0-1 1/2" @ 7' wide along curb at Kepley Rd SR1953 Pave 1 1/2" 9.5C

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

PROJECT REFERENCE NO.	SHEET NO.				
2021CPT.09.07.10801 2021CPT.09.08.20801	2				

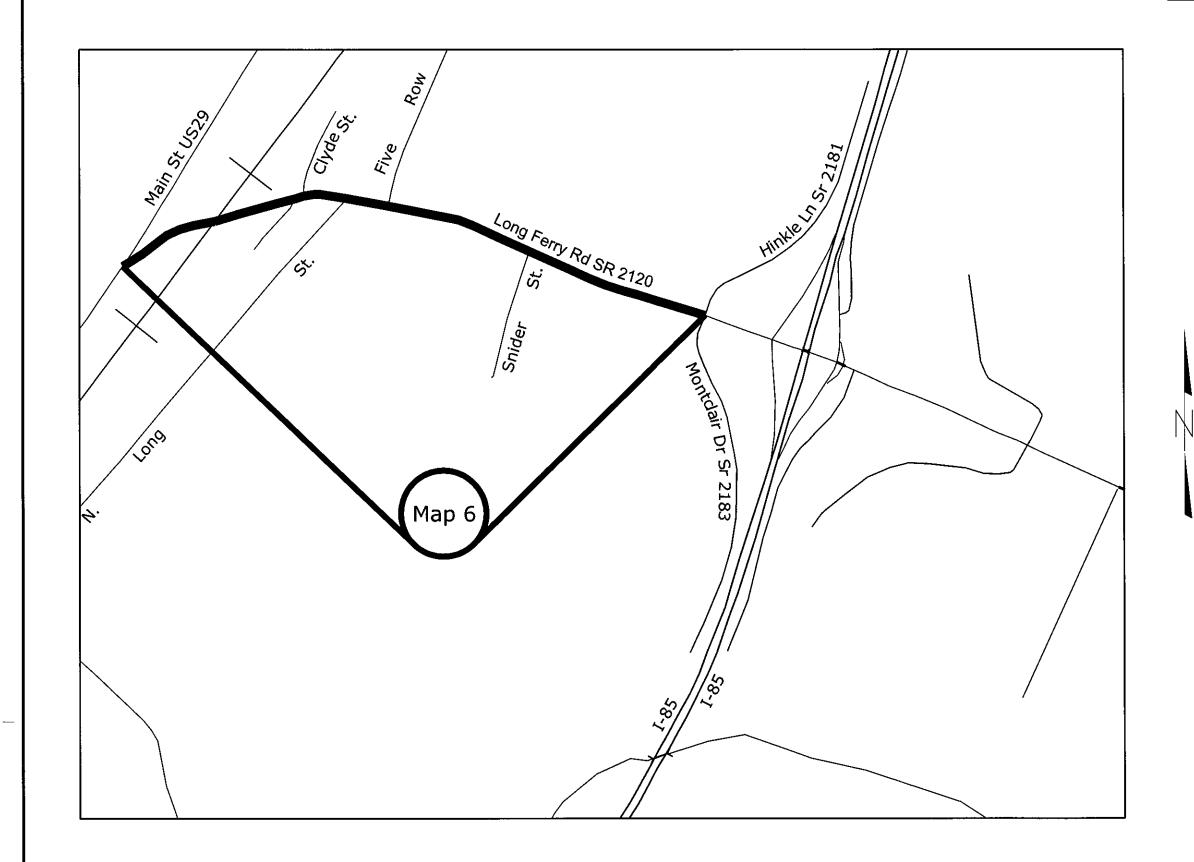


Map 3 US52 From Pvt. joint at Crescent Rd. SR2319 to intersection of Dunns Mountain Rd SR2131 Mill 0-1 1/2" incidental mill at begining, end and all SR intersections Pave 1 1/2" 9.5C

Map 4 US52 From intersection of DunnsMountain 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

ROWAN COUNTY

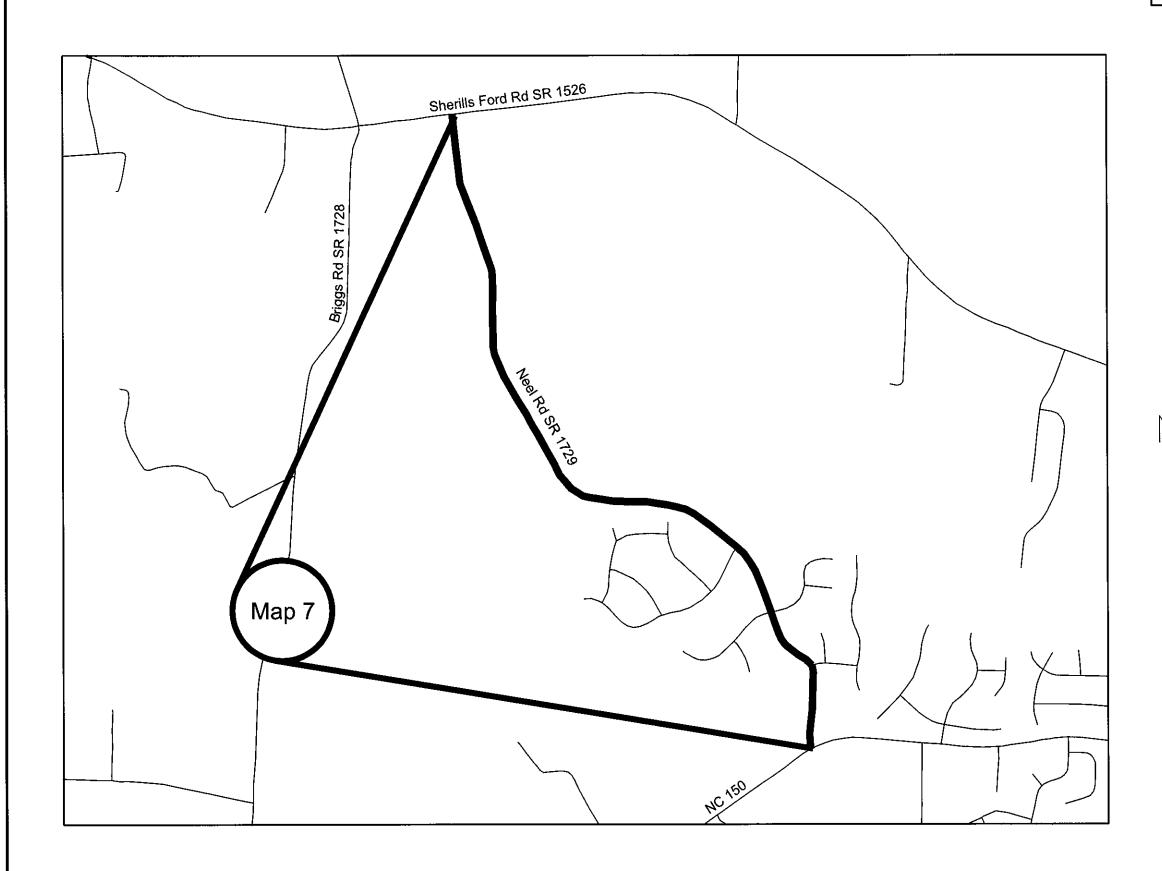
PROJECT REFERENCE NO.	SHEET NO.				
2021CPT.09.07.10801 2021CPT.09.08.20801	3				



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 begining, 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

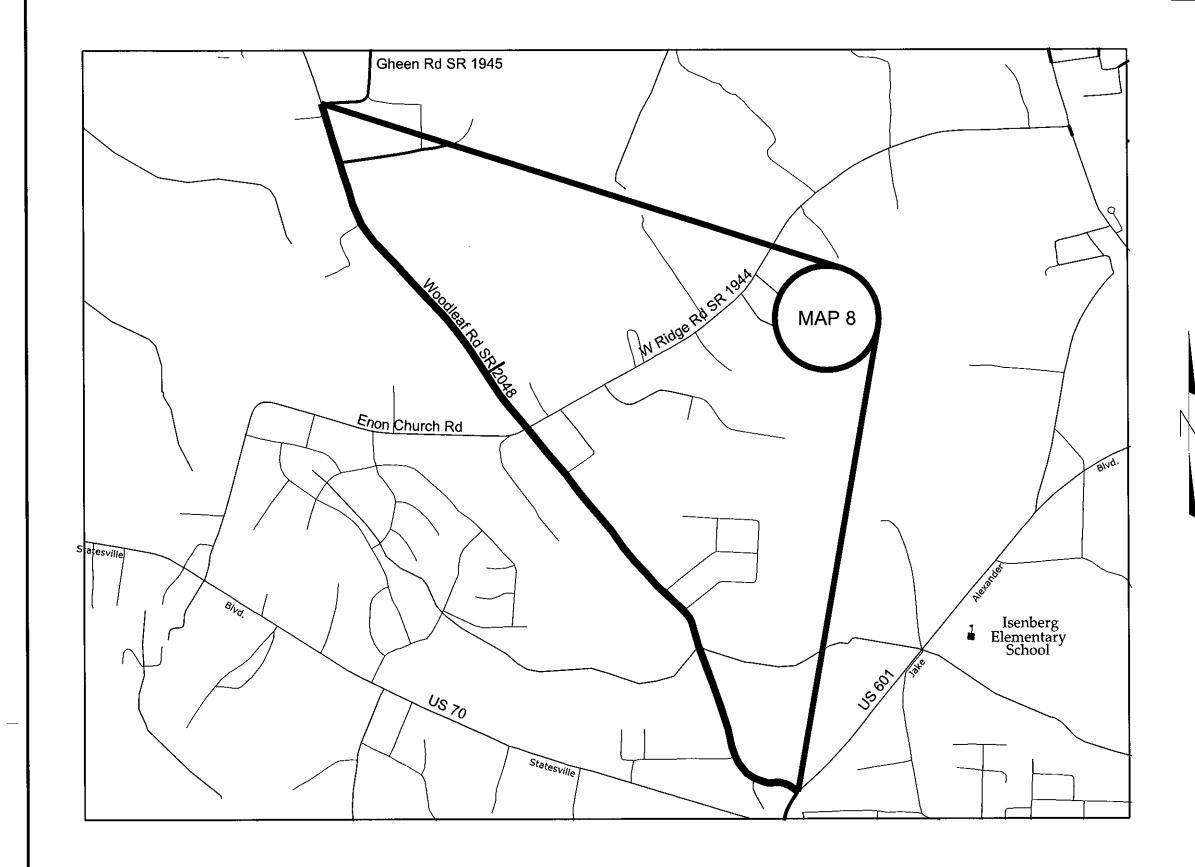
PROJECT REFERENCE NO.	SHEET NO.
2021CPT.09.07.10801 2021CPT.09.08.20801	4



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

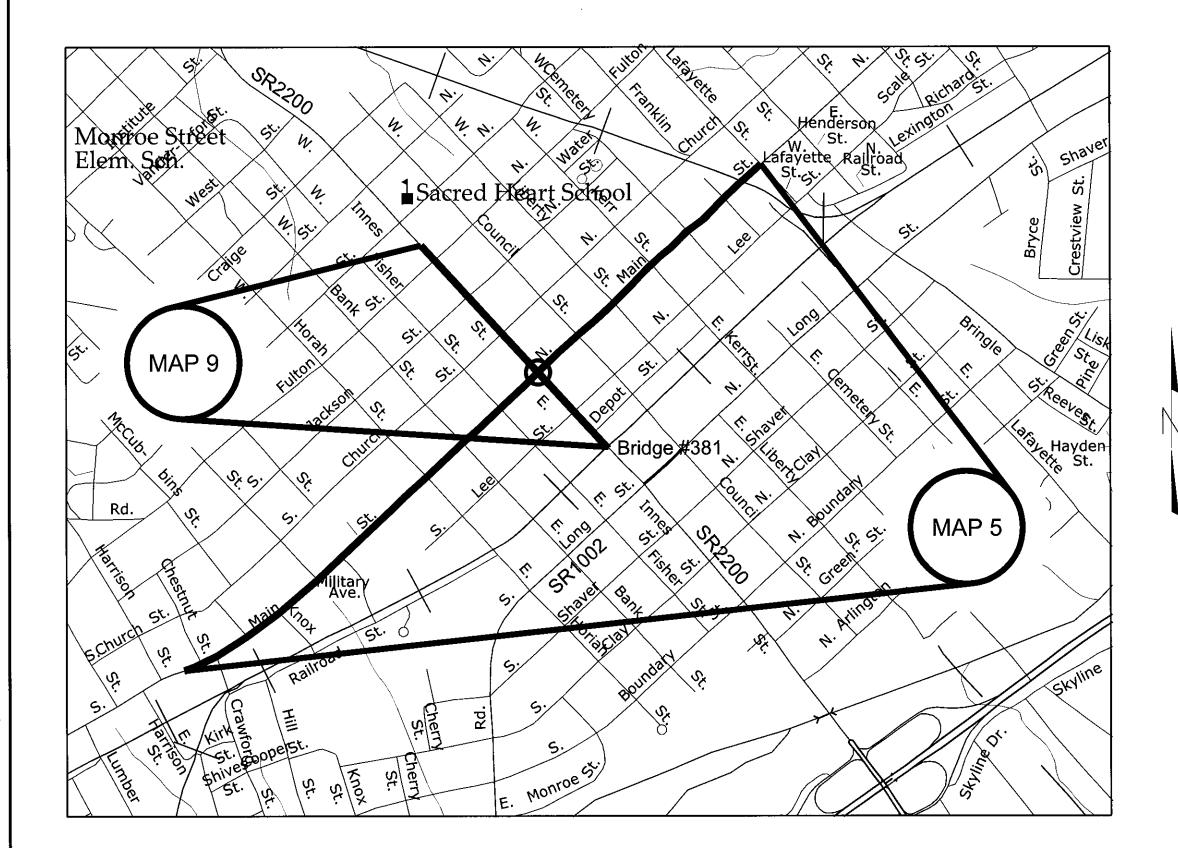
PROJECT REFERENCE NO.	SHEET NO.			
2021CPT.09.07.10801 2021CPT.09.08.20801	5			



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

PROJECT REFERENCE NO.	SHEET NO.			
2021CPT.09.07.10801	6			
2021CPT,09.08.20801	•			

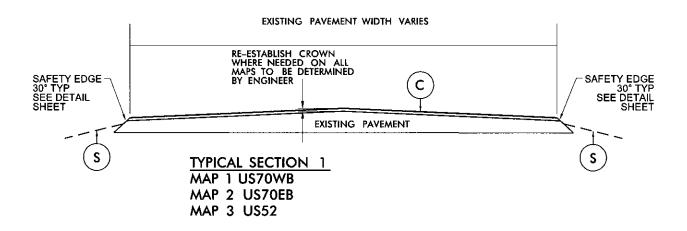


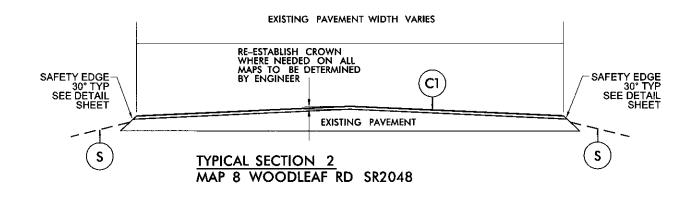
MAP 9 Innes St SR2200
From RxR Bridge #381to
approx. 150' past Fulton St
Mill 1 1/2" in depth entire width
from curb to curb
Pave 1 1/2" 9.5C
Work Only From 8pm-6am
Monday-Sunday

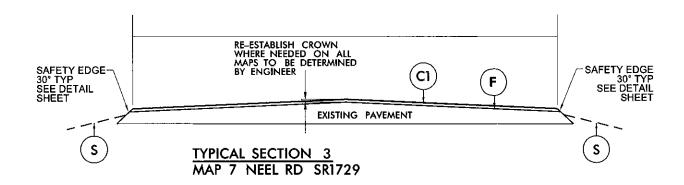
Map 5 Main St, US29
From Lafayette St to approx.
200' past Chestnut St
Mill 1 1/2" in depth entire width
from curb to curb
Pave 1 1/2" 9.5C
Work Only From 8pm-6am
Monday-Sunday

ROWAN COUNTY

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

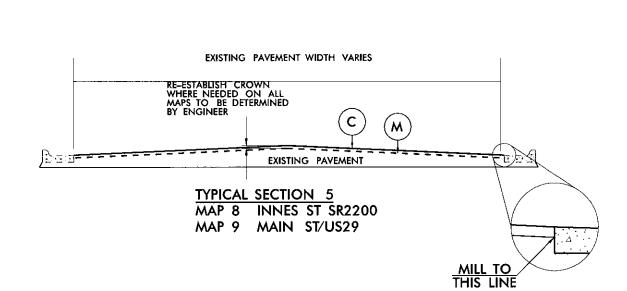






	PAVEMENT SCHEDULE								
PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSI TYPE \$9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.									
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.								
F	ASPHALT SURFACE TREATMENT, SINGLE SEAL								
М	MILL ASPHALT PAVEMENT, 1½" DEPTH ENTIRE WIDTH								
M1	MILL ASPHALT PAVEMENT, O" TO 1½"								
s	S SHOULDER RECONSTRUCTION (SEE DETAIL)								
U	EXISTING PAVEMENT								



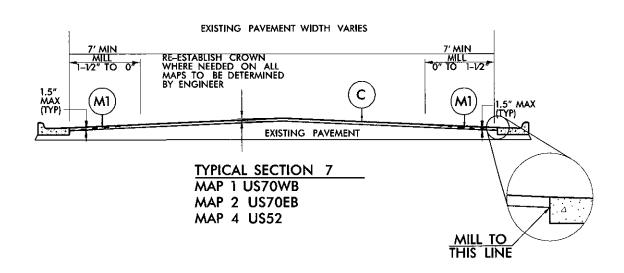


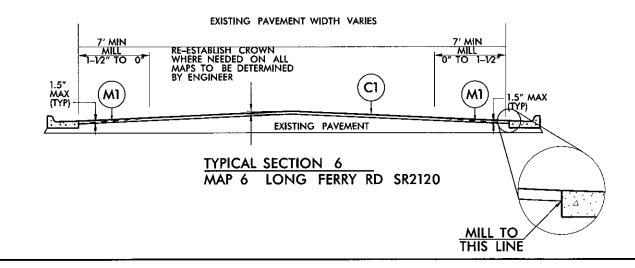
EXISTING PAVEMENT

MILL TO

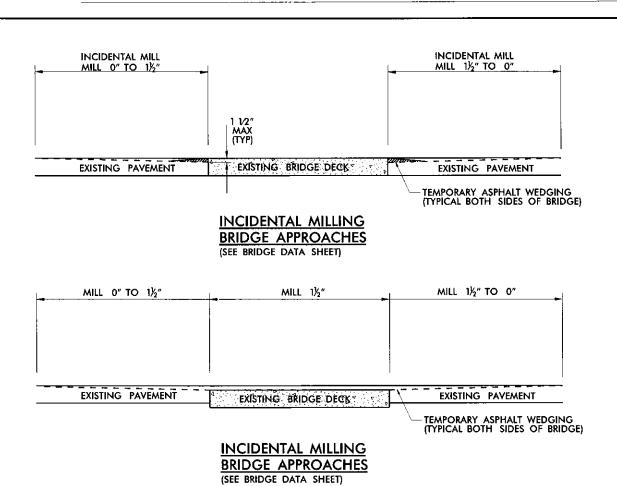
TYPICAL SECTION 4

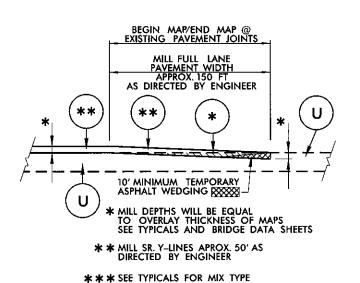
MAP 4 US52





	PAVEMENT SCHEDULE						
С	PROP. APPROX. $1\frac{1}{2}$ " ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.						
C1	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	F ASPHALT SURFACE TREATMENT, SINGLE SEAL						
М	MILL ASPHALT PAVEMENT, 1 \mathcal{V}_2 " DEPTH ENTIRE WIDTH						
M1	M1 MILL ASPHALT PAVEMENT, 0" TO 12"						
S	S SHOULDER RECONSTRUCTION (SEE DETAIL)						
J	EXISTING PAVEMENT						

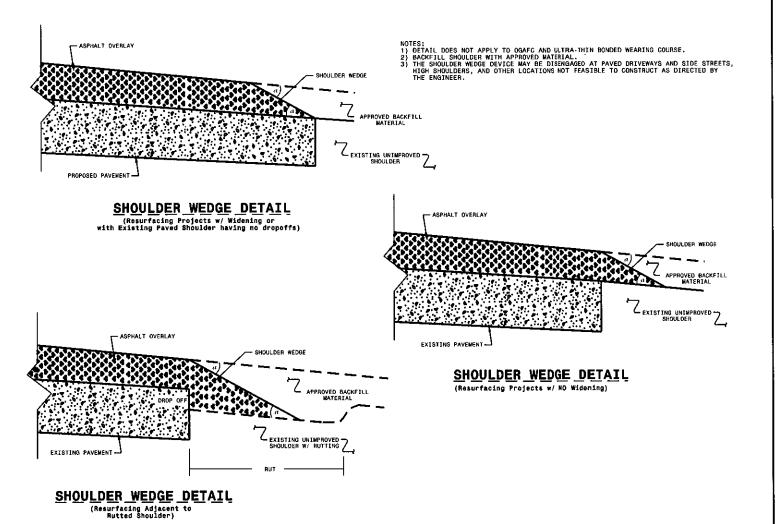


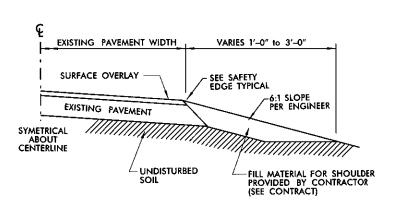


INCIDENTAL TIE-IN MILLING DETAIL

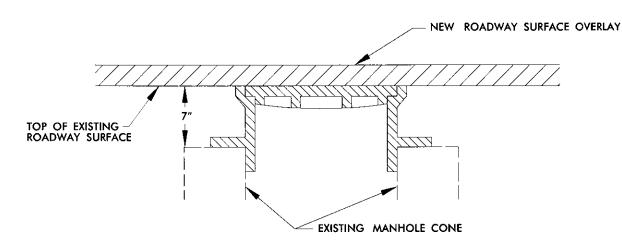
PROJECT REFERENCE NO. SHEET NO.

2021CPT.09.07.10801
2021CPT.09.08.20801 9

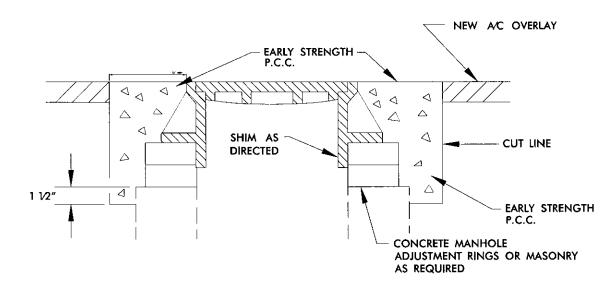




SHOULDER RECONSTRUCTION



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

PROJECT REFERENCE NO.	SHEET NO.			
2021CPT.09.07.10801 2021CPT.09.08.20801	- 10			

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

SHEET NO. PROJECT REFERENCE NO. NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP. 2021CPT.09.07.10801 2021CPT.09.08.20801 EROSION CONTROL DETAIL 11 BMP Options: Wattle or Silt Fence < 5' - 10' Undisturbed buffer add BMP Pipe/Culvert < 5' - 10' Undisturbed buffer from < 5' - 10' Undisturbed buffer from jurisdictional feature add BMP ditchline, add BMP Undisturbed Area Disturbed Area E0P E0P Jurisdictional Feature Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed Disturbed Area E0P E0P < 5' - 10' Undisturbed buffer from inlet, add wattle E0P E0P NOT TO SCALE Wattle Drainage Inlet

S

BRIDGE DATA

PROJECT NO.

SHEET NO.

									2021CPT.09.07.10801 2021CPT.09.08.20801		12
Map No.	Route No.	Route Name	Bridge No.	Feature Intersected	Floor Construction	Clear Roadway Width (Ft)	Horizontal Clearance Under (Ft.)	Vertical Clearance Under	Length (Ft)	Posting	Recommended Treatment, From Bridge Maintenance
2	US70 EBL	US70 EBL	417	Second Creek	8.5 RC SLAB	36	NA	NA	240	NA	Do NOT pave on bridge deck, profile mill at bridge
2	US70 EBL	US70EBL	416	Southern Railroad	8 1/4 RC SLAB	36.13	NA	NA	170	NA	End of Map , profile mill at bridge
1	US70 WBL	US70 WBL	85	Second Creek	8 1/2 RC SLAB	36	NA	NA	240	NA	Do NOT pave on bridge deck, profile mill at bridge
1	US70 WBL	US70 WBL	71	Southern Railroad	8 1/4 RC SLAB	36	NA	NA	170	NA	Start of Map, profile mill at bridge
9	SR2200	Innes St	381	Southern Railway	8 RC SLAB	64	N/A	N/A	98	NA	Start/End Map, profile mill at bridge
		-									

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

SUMMARY OF QUANTITIES

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PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES LAN		WARM MIX	LENGTH	WIDTH	BORROW	INCIDENTAL	SHOULDER	MILLING	MILLING	INCIDENTAL	SURFACE	SURFACE	ASPHALT	PATCHING	ASPHALT	ADJ. OF	ADJ. OF METER	TEMPORARY	WATTLE
						TYP	E SURFACE	1			EXCAVATION	STONE BASE	RECONSTRUCTI	ASPHALT	ASPHALT	MILLING	COURSE, \$9.5B	COURSE, S9.5C	BINDER FOR	EXISTING	SURFACE	MANHOLES	OR VALVE BOX	SILT FENCE	
						1 1	TESTING	REQUIRED					ON	PAVEMENT, 1	PAVEMENT,				PLANT MIX	PAVEMENT	TREATMENT,				
							REQUIRED	1						1/2"DEPTH	0"TO 1 1/2"						SINGLE SEAL				
									<u> </u>						DEPTH						 				
									MI	FT	СҮ	TONS	SMt	SY	SY	SY	TONS	TONS	TONS	TONS	SY	EA	EA	LF	LF
				FROM TURN LANE AT KEPLEY RD		1 1			i	1									,		1				
2021CPT.09.07.10801		1	US70WB	SR1953 TO RXR BRIDGE #71	1,7	2,3 ME	NO NO	NO	2.964		356	20	5.93		1,866	3,063		7,209	433	20	ļ			1,186	119
	TOTAL FO	R MAP NO	. 1						2.964		356	20	5.93		1,866	3,063		7,209	433	20	ļ			1,186	119
				FROM RXR BRIDGE #416 TO					1	ļ								1							
				MATCHING JOINT AT KEPLEY RD						1			1					1							
2021CPT.09.07.10801	Rowan	2	US70EB	5R1953 US70WB	1,7	2,3 ME	NO NO	NO	2.964	24-62	356	20	5.93		311	3,678		7,288	437	20				1,186	119
	TOTAL FO	R MAP NO	. 2						2.964		356	20	5.93		311	3,678		7,288	437	20				1,186	119
		l i		FROM PVT. JOINT NORTH OF												ļ						1			
		l i		CRESCENT RD SR2319 TO				1								1									
				INTERSECTION OF DUNNS MOUNTAIN				}								1									
2021CPT.09.07.10801	Rowan	3	USS2	RD 582131	1	2,3 2W	U NO	NO		28-40	330	153	5.49			1,978		5,022	301	20				1,098	110
	TOTAL FO	R MAP NO	. 3					T	2.746		330	153	5.49			1,978		5,022	301	20				1,098	110
				FROM INTERSECTION OF DUNNS									1				,								
				MOUNTAIN RD SR 2131 TO PVT.				ļ				ļ]						
2021CPT.09.07.10801	Rowan	4	US52	JOINT NORTH OF KERNS RD	4,7	3 ME) NO	NO	1.08	36		1		24,700	8,867			2,115	127	20		1	1		
	TOTAL FO	R MAP NO	. 4						1.08					24,700	8,867			2,115	127	20		1	1		
				FROM LAFAYETTE ST TO APROX. 200'																					
2021CPT.09.07.10801	Rowan	5	MAIN ST US29	PAST CHESTNUT ST	5	3,5 ML	J NO	NO	1.307	34-65				41,305			1	3,713	223		Į.	20	32		
	TOTAL FO	R MAP NO	. 5						1.307					41,305		Ĭ		3,713	223		- 	20	32		
TOTAL FO	OR PROJ NO	D. 2021CPT.	.09.07.10801					1	11.061	1	1,042	193	17.35	66,005	11,044	8,719		25,347	1,521	80	1	21	33	3,470	348
												 		1	· ·	1		·							T
				FROM PVT JOINT AT MAIN ST US29												1				· · · · · · · · · · · · · · · · · · ·	1				
		!		TO INTERSECTION AT HINKLE LINSR										1											
2021CPT.09.08.20801	Rowan	6	LONG FERRY RD SR 2120	2181	6	2,5 2W	u No	NO	0.966	20-60	116	63	1.93		1,135	2,466	1,177		79	20				386	39
		R MAP NO				-,-		 	0.966		116	63	1.93	 	1,135	2,466	1,177		79	20				386	39
	1	1				 			1.200			- ''						 			· 				
ĺ				FROM PVT JOINT AT NC150 TO PVT														1]	1		1
2021CPT.09.08.20801	Rowan	,	NEEL RD SR 1729	JOINT AT SHERILLS FORD RD SR 1526	4	2 2W	u no	NO	2.292	21	275	48	4.58			1,144	2,380	1	159	20	28,682			917	92
272201 1,00,00,20001		R MAP NO		TOTAL TAR STREET FORD IN SIX 1320	Ť	 		+	2.292		275	48	4.58	 	 	1,144	2,380	i	159	20	28,682	ţ .		917	92
	- OTAL FO	III	•••••	FROM PVT JOINT AT US601 TO	ļ	 -	┪	1		1		 "	7.,,,			*,***	2,500	1			20,002	 	—		
2021CPT.09.08.20801	Rowan	8	WOODLEAF RD SR 2048	SR1945 GHEEN RD	2	2 2W	u no	NO	2.325	26	279	108	4.65			1,933	3,282		220	20				930	93
T021CL 1.03.00.50001		R MAP NO		SALS4S SHEER AD		1 200	- "-	 ""	2.325	1	279	108	4.65	 	+	1,933	3,282		220	20	1		+	930	93
	TOTALFO	I WINT NO		FROM RXR BRIDGE #381 TO APPROX.		+-+	+	+	2.323	1		100	7.03	 	 	4,733	3,202	 			 	 	 	330	
2021CPT.09.08.20801	Rowan	ایا	INNES ST SR2200	150' PAST FULTON ST	ا ہا	3,5 ML	, NO	NO	0.450	50-65]	15.618		1		1,446	87			,	12		1
2021CF1.09.08.20801				130 PASI FULION SI	-	3,3 M	/ NO	1 10	0.459	30-03			1	15,618	+	+	1	1,446	87		 	7	12		†
70741 5		R MAP NO				 	+	+	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
IDIALE	OK PKOJ NO	J. ZUZICPI	.09.08.20801		ļ	 	+	+	0.042	+	6/0	113	11.10	15,016	1,155	3,345	0,639	1,440	343	- ∾-	20,082		12	2,233	244
	60	I D 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
L	UKAN	ID IDIAL	······································	l		<u> </u>		1	17.103	<u> </u>	1,/12	412	28.51	81,023	12,179	14,202	1 0,639	20,/93	∠,∪00	140	20,002		43	3,703	3/4

PROJECT NO.	SHEET NO.	TOTAL NO.
2021CPT.09.07.10801	14	
2021CPT.09.08.20801	14	

THERMOPLASTIC AND PAINT QUANTITIES

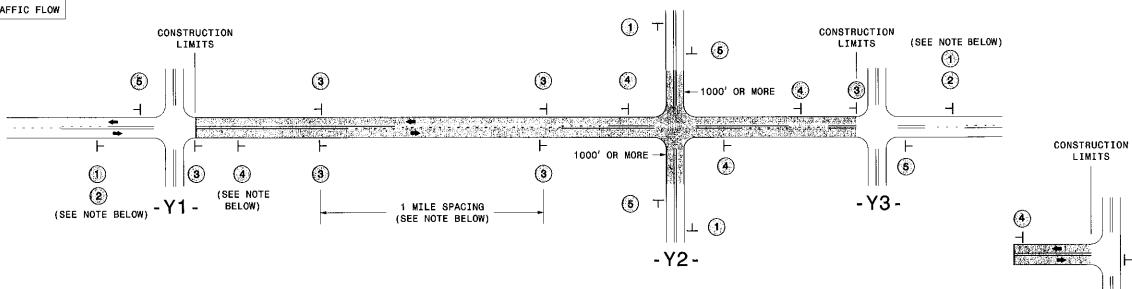
Second S	· · · · · · · · · · · · · · · · · · ·									4413000000-	4457000000	N 4510000000-N	46850	00000-E	46956	9-00000-E	4697000000-1	4705000000	E 4710000000-	E 47210	000000-E			000000-E			48100	00000-E	4820000000-E	4830000000-	E 483500000	G-E 4840000000-E	-N		000000-N		4905000000 N	
Ministry	PROJECT NO	COUNT	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES LA	NE LENGT	H WIDTH	WORK ZONE	TEMPORARY	LAW	4" X 90 M	4" X 90 M	8" X 90 M	8" X 90 M	8" X 120 M	16" X 120 M	24" X 120 M	THERMO MSG	G THERMORXE	TKERMO RT	THERMO STR	THERMO STR	THERMO STR	THERMO LT	THERMO LT	4" WHITE	4" YELLOW	8" WHITE	16" WHITE	24" WHIT	PAINTMSG	PAINT LT	PAINT STR	PAINT STR &	PAINT STR &	SNOW
Ministration Mini			1			1 1	TY	PE							YELLOW															PAINT	PAINT	PAINT	RXR	ARROW				PLOWABLE
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Supplemental Supp		1	1		FROM TURN LANE AT KEPLEY RD	-	 		1				· · · · · · · · · · · · · · · · · · ·	+=	 	 	 			 "	<u> </u>	 		-	 				 	 	† -		+	_		1		
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Part	202207 1.03.07.20002				SKISSS TO KAN EMIOCE W/I		1,3	2.954	1222		 	+				+	 				+	10	<u> </u>	12	 	19					 	 	+	+		†		250
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PROJ. REFERENCE NO. SHEET NO.

SIGNING FOR RESURFACING PROJECTS

LEGEND - STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW



TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ROAD ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. WORK (1) DIRECTION AHEAD W20-1 48" X 48" #2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. W7-3aP (2) ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS) AND - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART LOW/SOFT SHOULDER THEREAFTER. й - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION NOT SP 13107 48" X 48" AND SPACE 1 MILE APART THEREAFTER. PER - THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. SIGNING - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. ROAD - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. **PLACEMENT** UNDER - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, CONST SP 13106 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. PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN ROAD WORK WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION. G20-2 A 48" X 24" 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 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 THAN 2 MILES ADVANCE WARNINGS SIGNS.

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.



PLACED 500' IN ADVANCE OF FLAGGER.



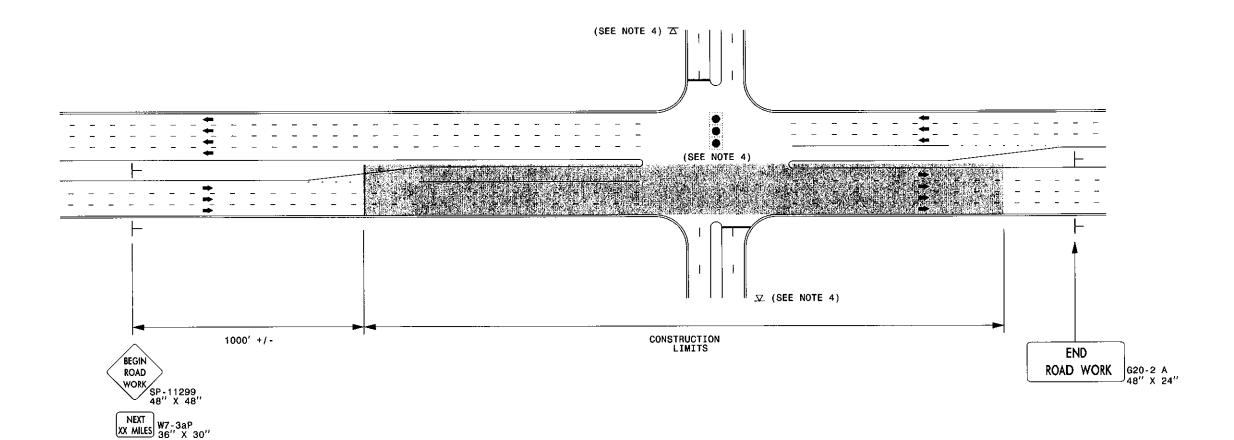
PLACED 250' IN ADVANCE OF FLAGGER.



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

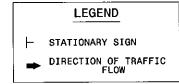
PROJ. REFERENCE NO. SHEET NO.

URBAN / SUBURBAN WORKZONES



NOTES:

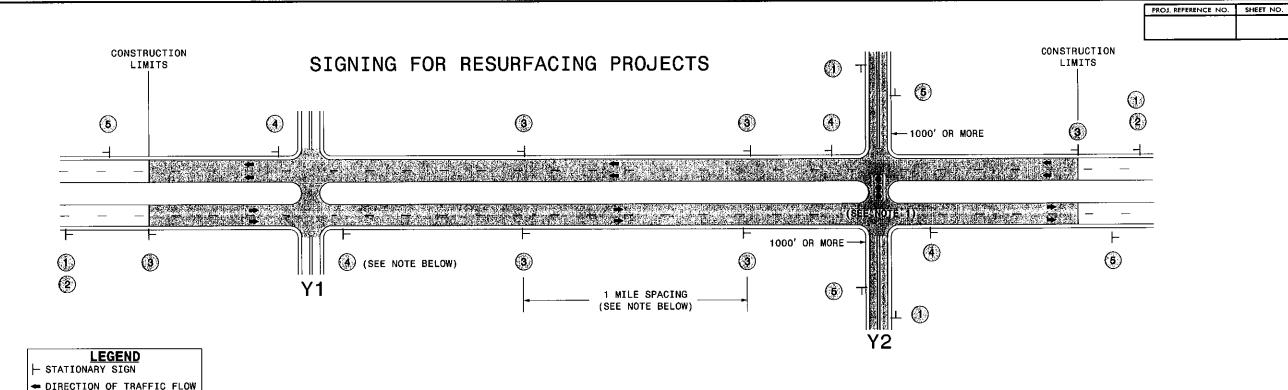
- 1) 48" \times 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" \times 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT
- 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.
- B) 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" WB-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.





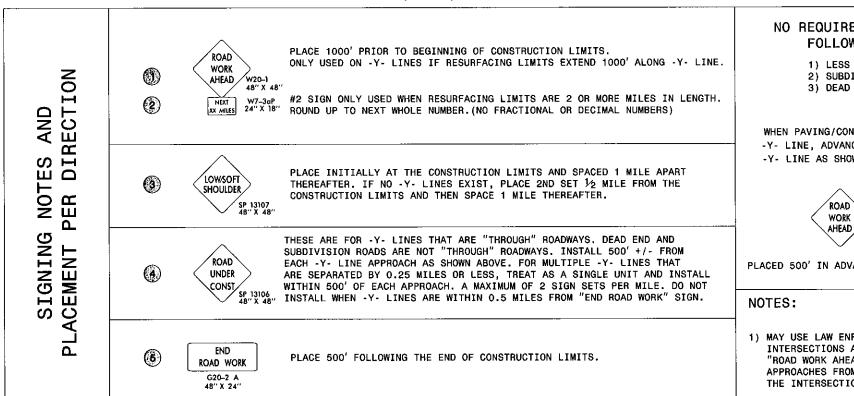
RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES

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MAINLINE (-L-) SIGNING

-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, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE

-Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



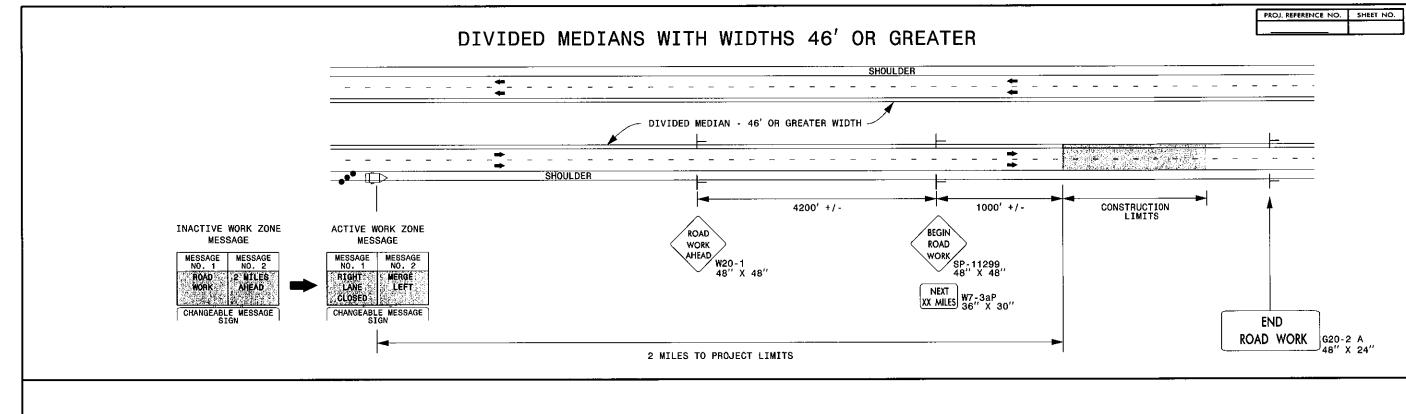


PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

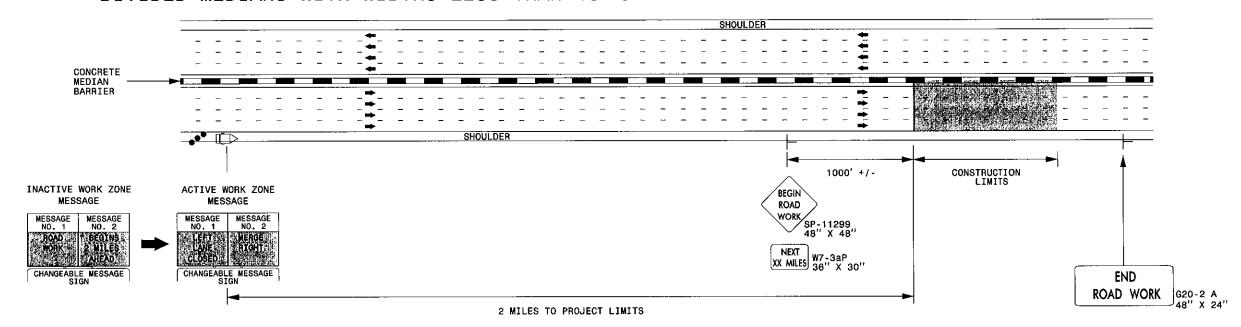
1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER, PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.



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



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 RAMPS 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMPS 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.



RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH

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LEGEND

CHANGEABLE MESSAGE SIGN (CMS)

STATIONARY SIGN

TRAFFIC DRUM

DIRECTION OF TRAFFIC FLOW

3/23/2015 C:\!!sers\rmgorre++\Dow