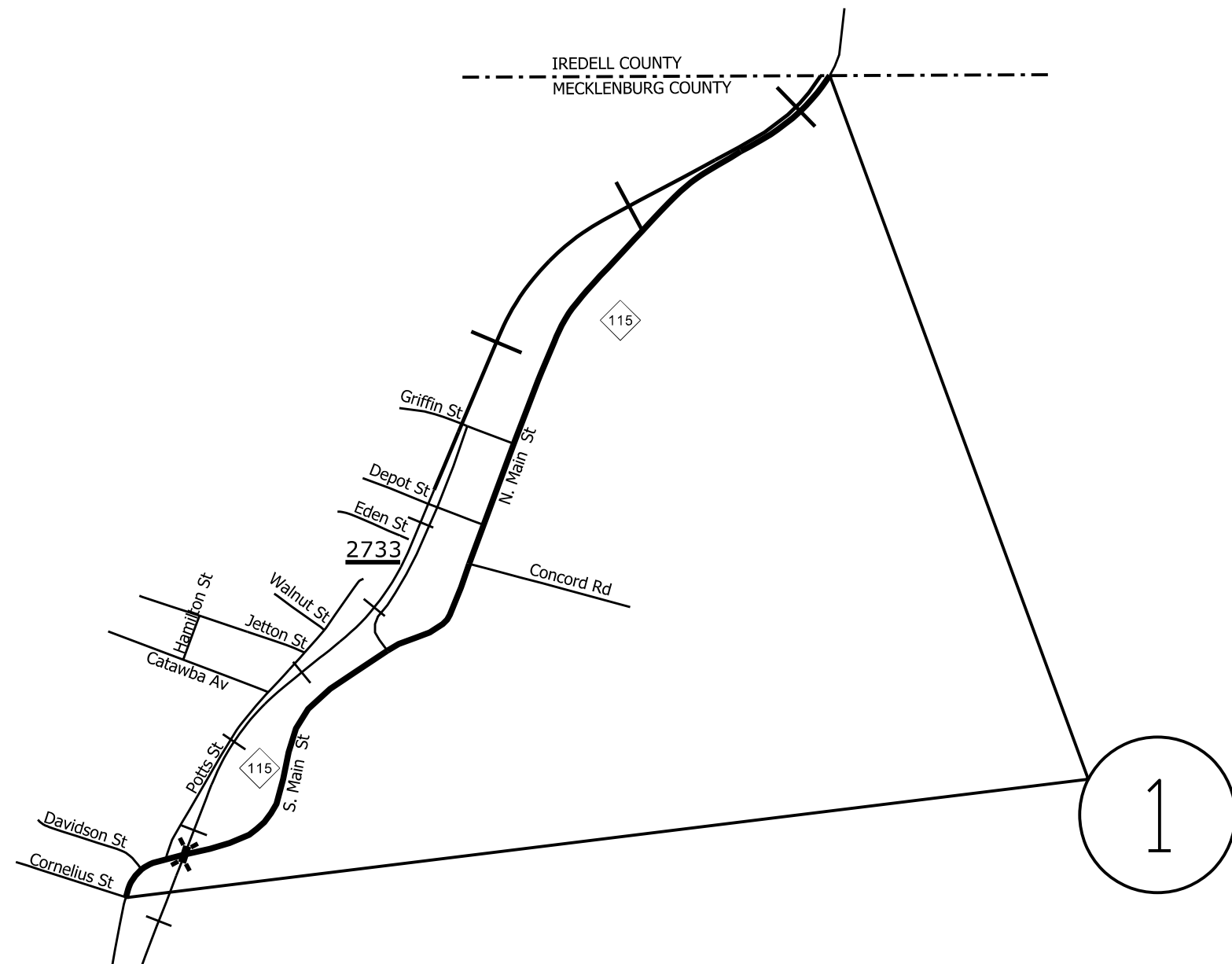


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.08.10601 2025CPT.10.08.20601		



MAP

#1 NC 115 S. MAIN STREET

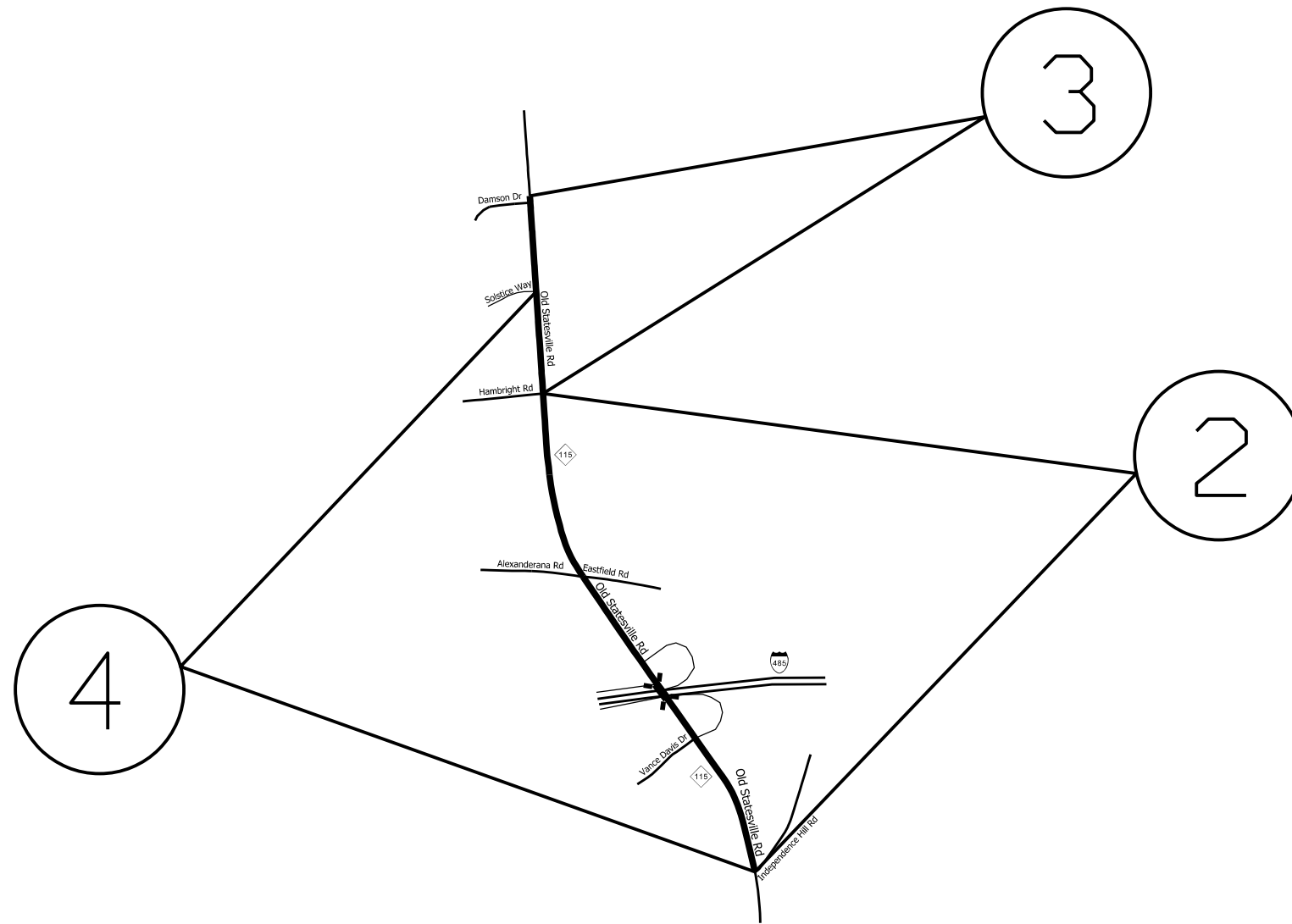
DESCRIPTION

FROM CORNELIUS ST. TO IREDELL COUNTY

2025 MECKLENBURG COUNTY
RESURFACING CONTRACT #2

SCALE	-NA-		REVISIONS
DATE			
DWG. BY	JME		
DESIGN BY			
APPROVED			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.08.10601 2025CPT.10.08.20601		



MAP

DESCRIPTION

#2 NB NC 115 OLD STATESVILLE ROAD

FROM INDEPENDENCE HILL DRIVE TO
HAMBRIGHT RD

#3 NB NC 115 OLD STATESVILLE ROAD

FROM HAMBRIGHT RD TO PAVEMENT JOINT
AT DAMSON DRIVE

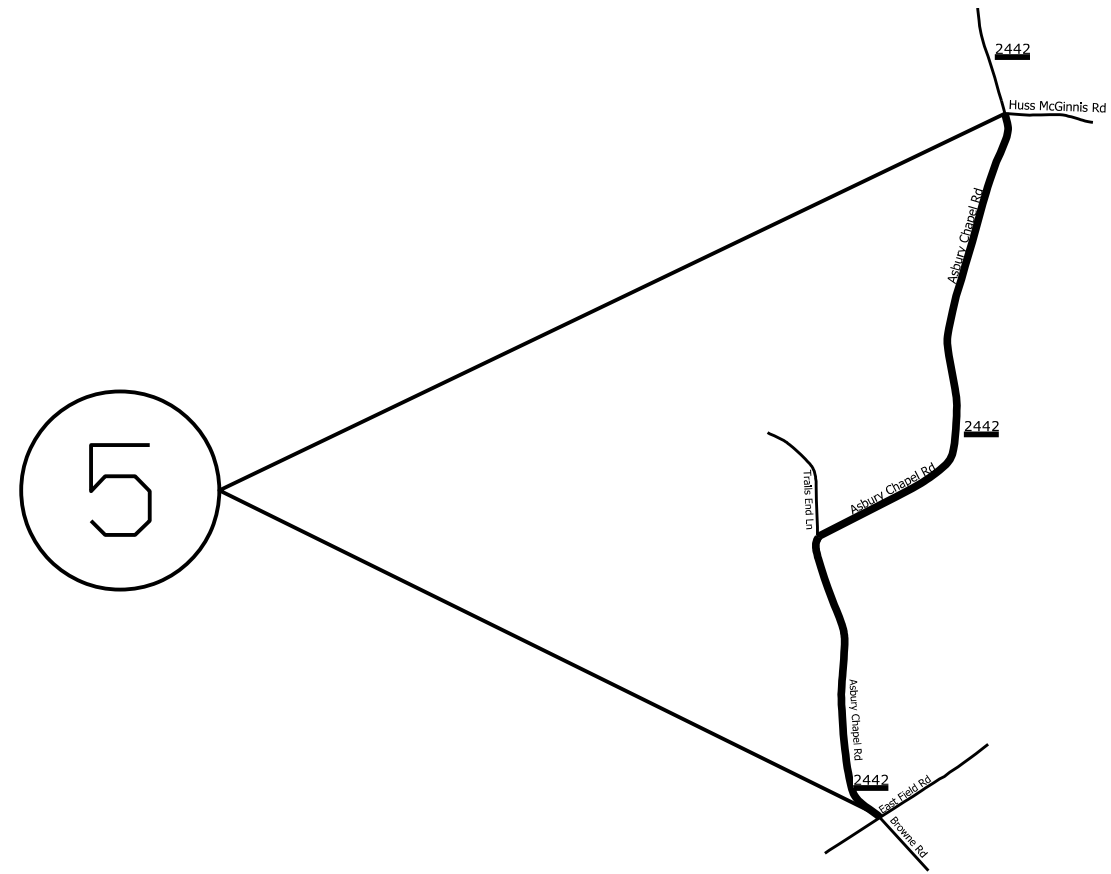
#4 SB NC 115 OLD STATESVILLE ROAD

FROM SOLSTICE WAY TO VANCE DAVIS DRIVE

2025 MECKLENBURG COUNTY
RESURFACING CONTRACT #2

SCALE	-#A-		REVISIONS	
DATE				
DWG. BY	JHE			
DESIGN BY				
APPROVED				

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.08.10601 2025CPT.10.08.20601		



MAP

#5 SR 2442 ASBURY CHAPEL RD

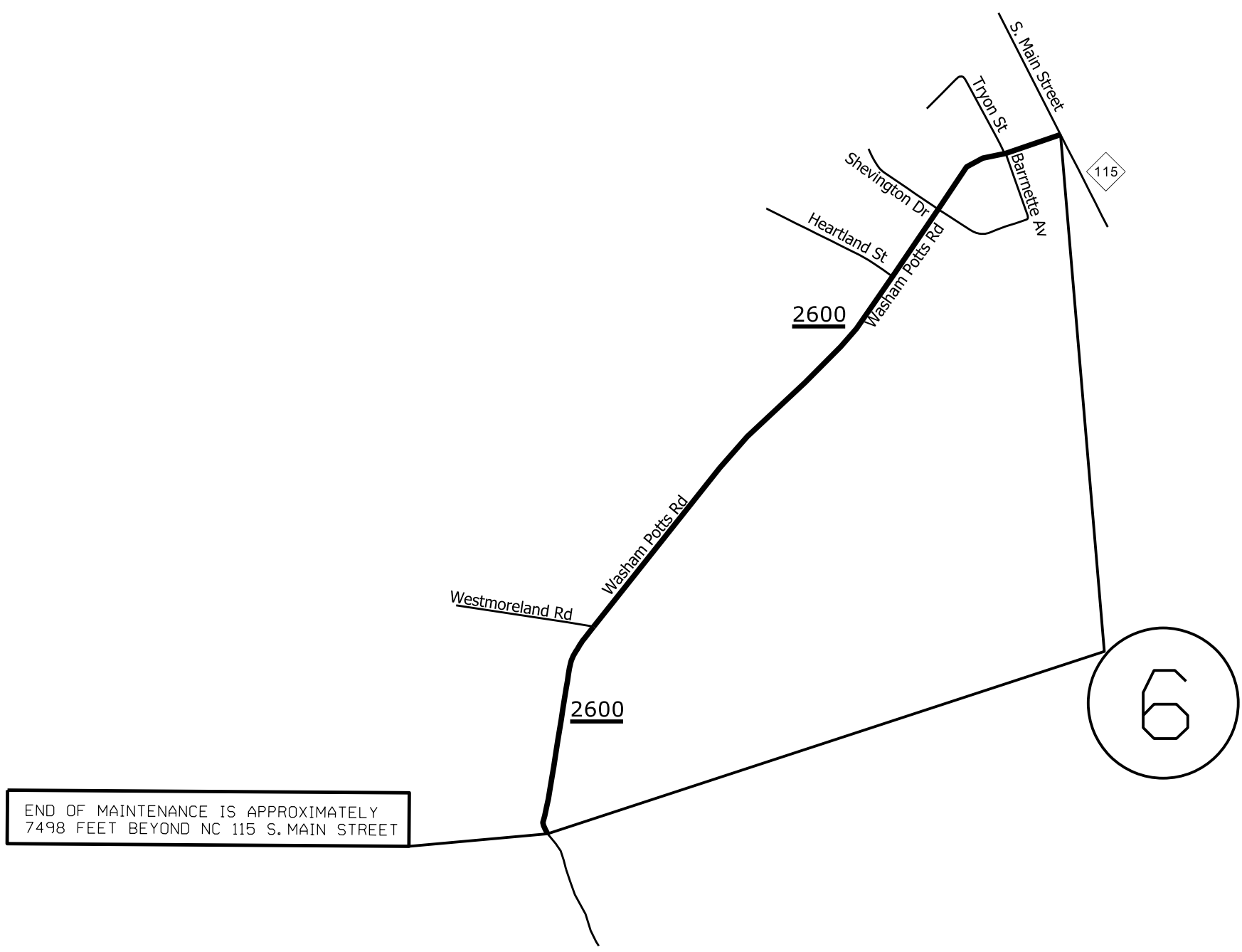
DESCRIPTION

FROM HUSS MCGINNIS ROAD TO EASTFIELD ROAD

2025 MECKLENBURG COUNTY
RESURFACING CONTRACT #2

SCALE	-NA-		REVISIONS	
DATE				
DWG. BY	JHE			
DESIGN BY				
APPROVED				

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.08.10601 2025CPT.10.08.20601		



END OF MAINTENANCE IS APPROXIMATELY
7498 FEET BEYOND NC 115 S. MAIN STREET

MAP

#6 SR 2600 WASHAM POTTS ROAD

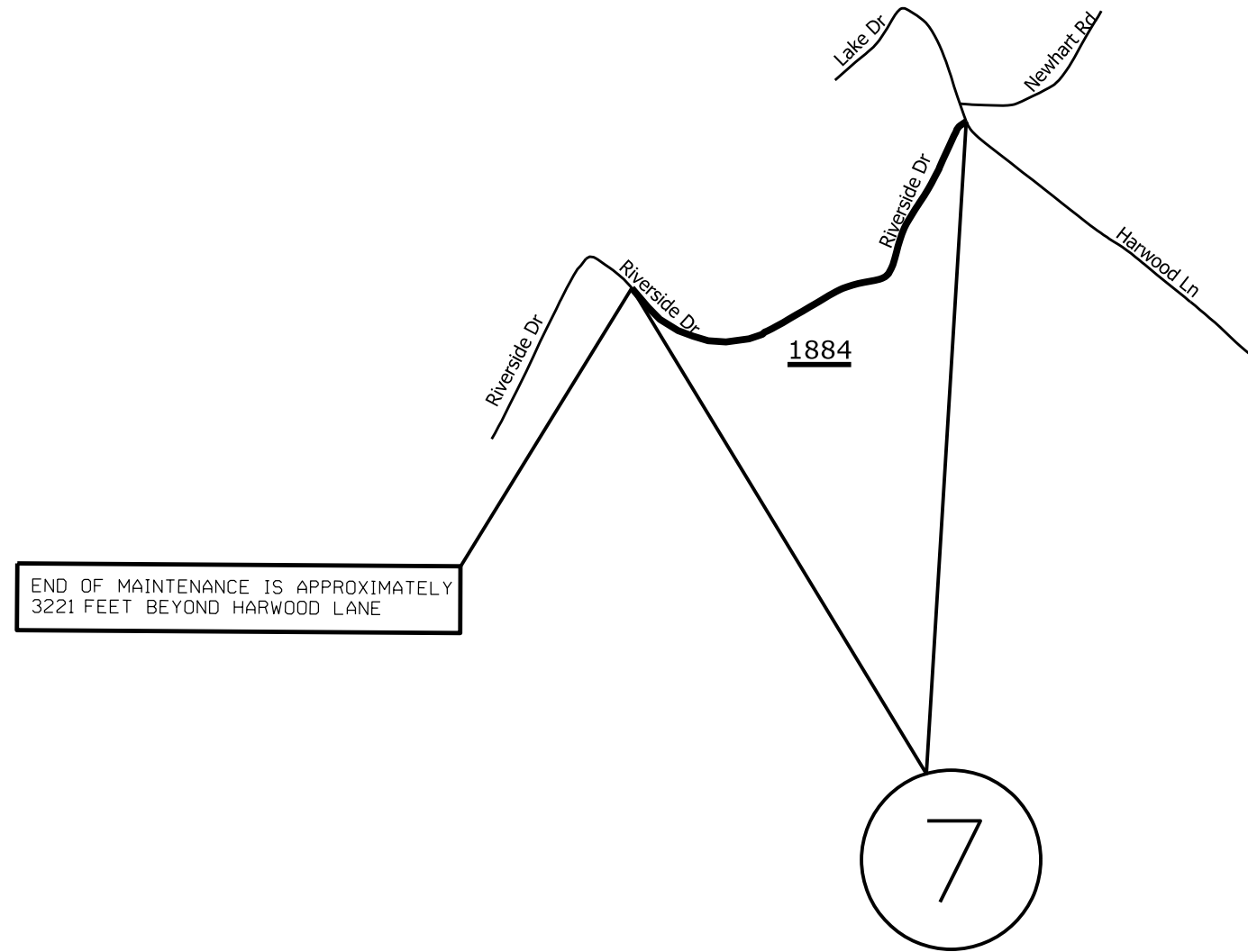
DESCRIPTION

FROM NC 115 S. MAIN STREET TO END OF
MAINTENANCE

2025 MECKLENBURG COUNTY RESURFACING CONTRACT *2		
SCALE	-NA-	REVISIONS
DATE		
DWG. BY	JHE	
DESIGN BY		
APPROVED		



STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.08.10601		
	2025CPT.10.08.20601		



MAP

#7 SR 1884 RIVERSIDE DRIVE

DESCRIPTION

FROM HARWOOD LANE TO END OF MAINTENANCE

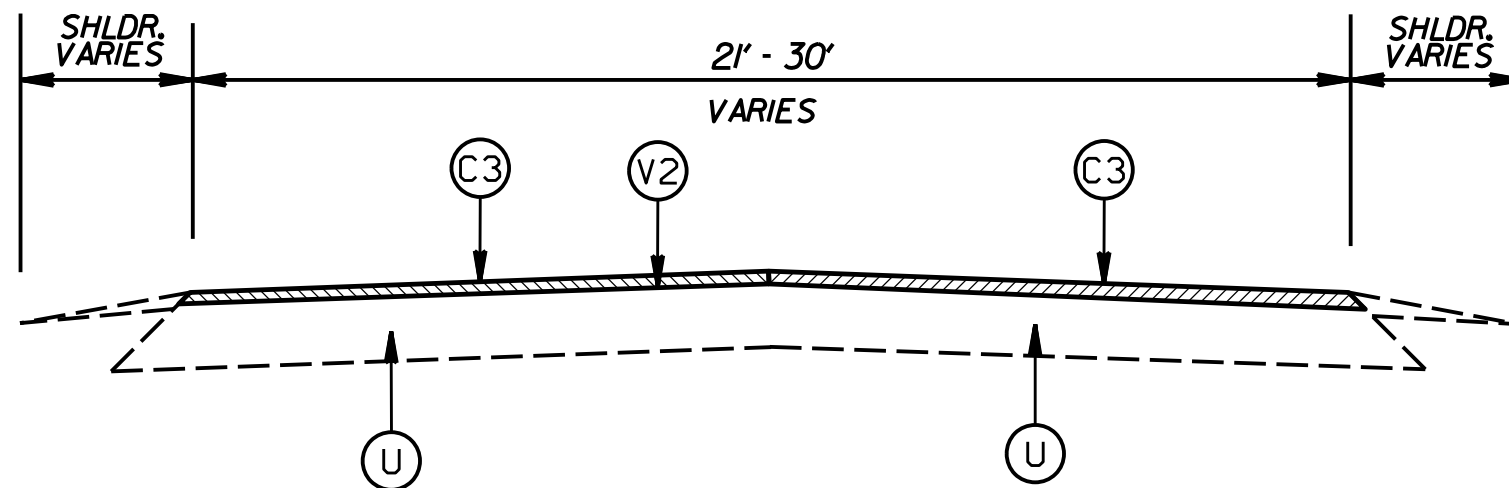
2025 MECKLENBURG COUNTY
RESURFACING CONTRACT #2

SCALE	-NA-		REVISIONS	
DATE				
DWG. BY	JHE			
DESIGN BY				
APPROVED				

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.08.10601 2025CPT.10.08.20601		

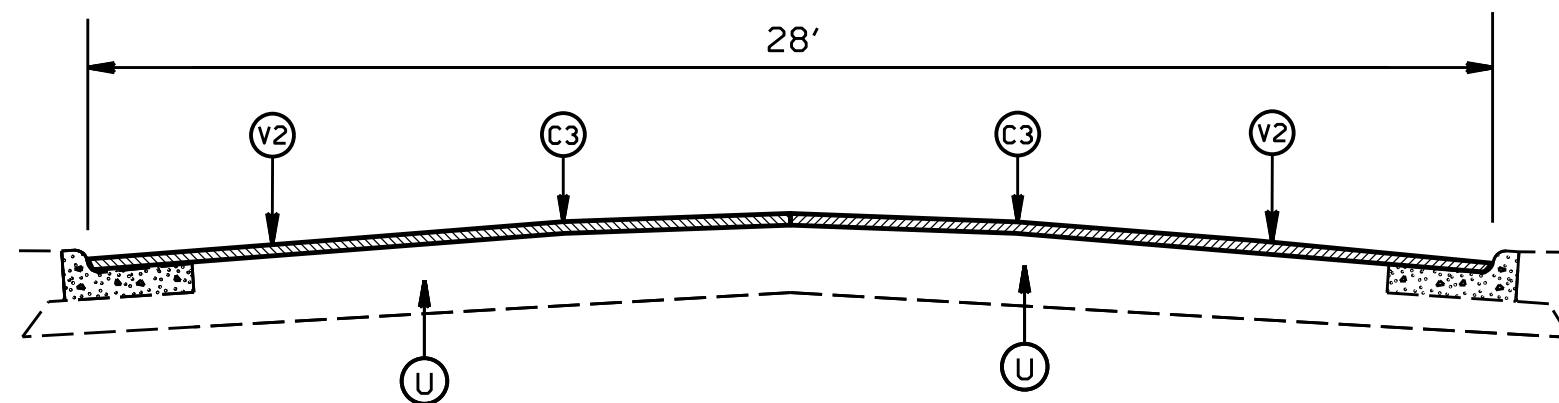
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C1A	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	MILLING 1.5" DEPTH
V3	PROFILE MILLING 0" TO 1.5"

NB NC 115 S. MAIN STREET



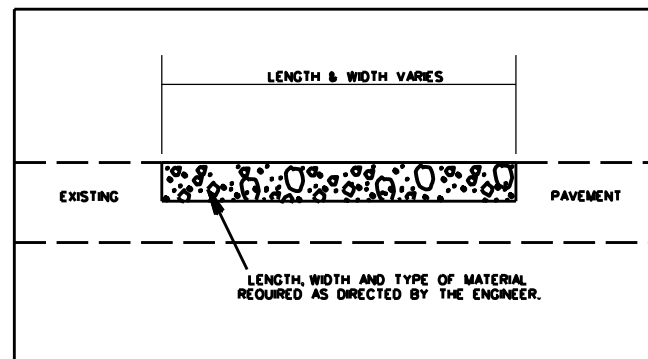
TYPICAL SECTION NO. 1

NB NC 115 S. MAIN STREET




TYPICAL SECTION NO. 2

PATCHING DETAIL



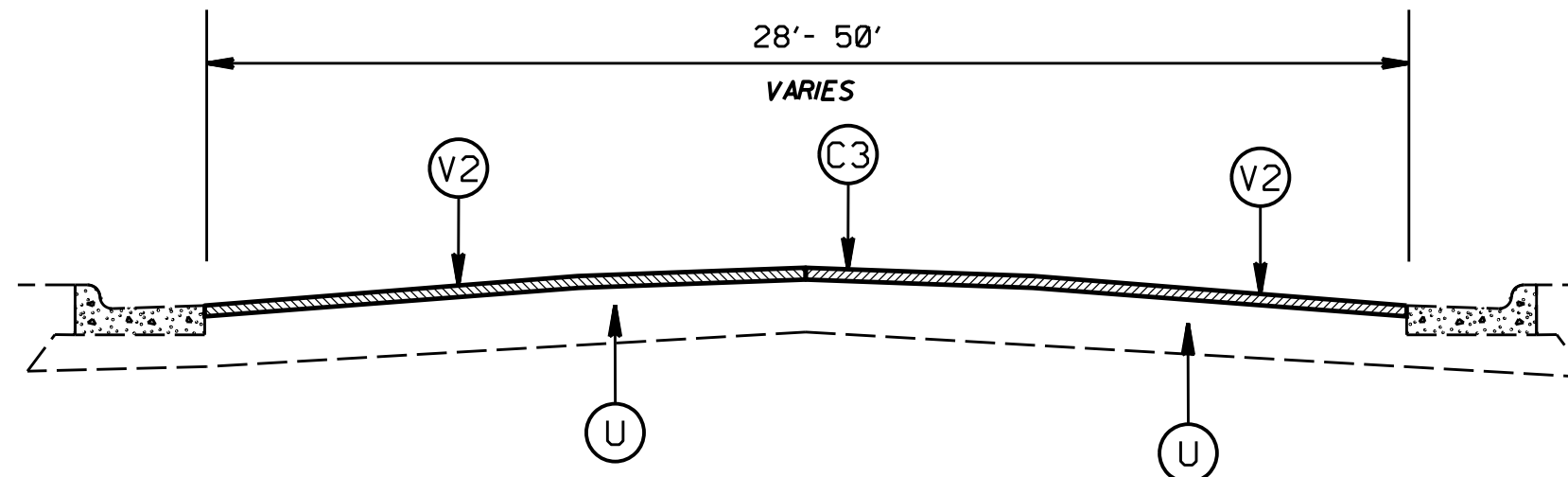
2025 MECKLENBURG COUNTY
RESURFACING CONTRACT 2

SCALE	-NA-		REVISIONS
DATE			
DWG. BY	JHE		
DESIGN BY			
APPROVED			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.08.10601 2025CPT.10.08.20601		

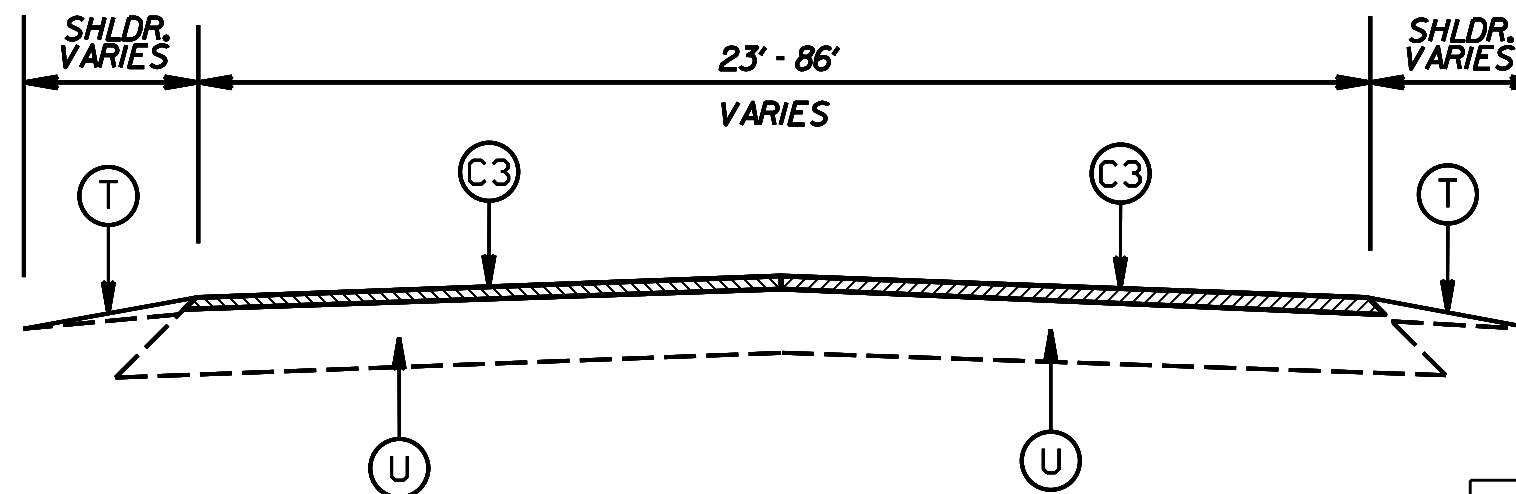
PAVEMENT SCHEDULE	
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U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
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V3	PROFILE MILLING 0" TO 1.5"

NB NC 115 S. MAIN STREET



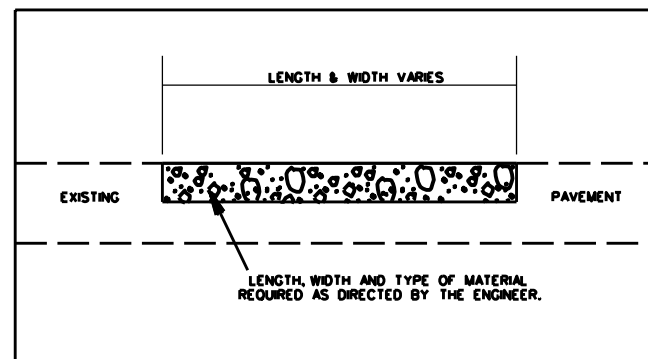
TYPICAL SECTION NO. 3

NB NC 115 OLD STATESVILLE ROAD



TYPICAL SECTION NO. 4

PATCHING DETAIL



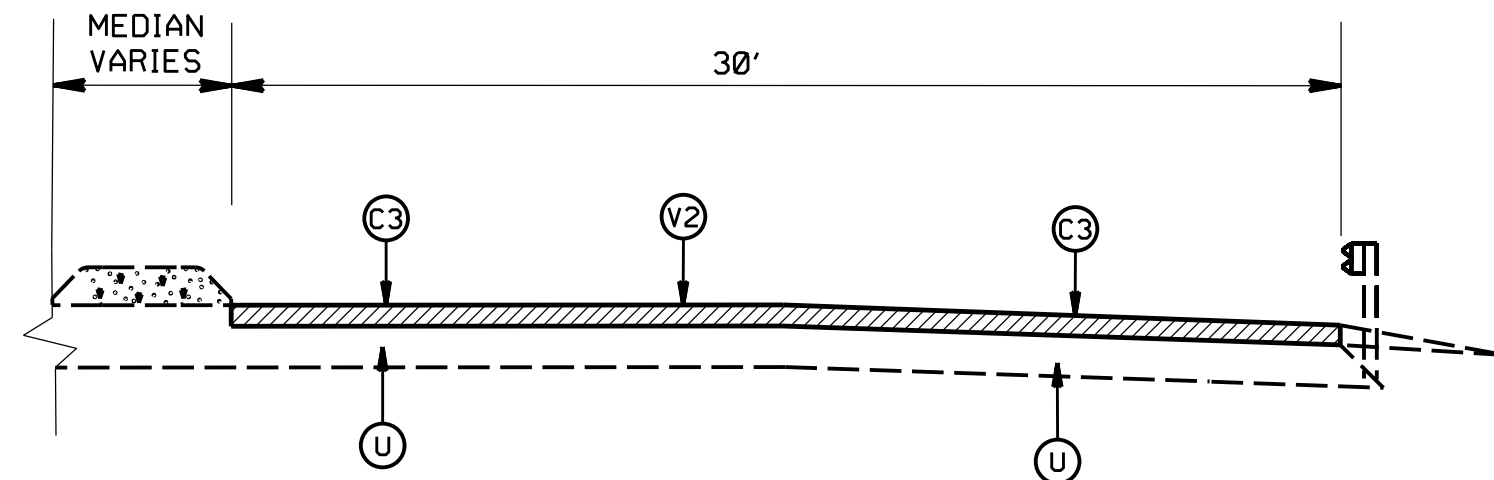
2025 MECKLENBURG COUNTY
RESURFACING CONTRACT 2

SCALE	-NA-		REVISIONS
DATE			
DWG. BY	JHE		
DESIGN BY			
APPROVED			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.08.10601 2025CPT.10.08.20601		

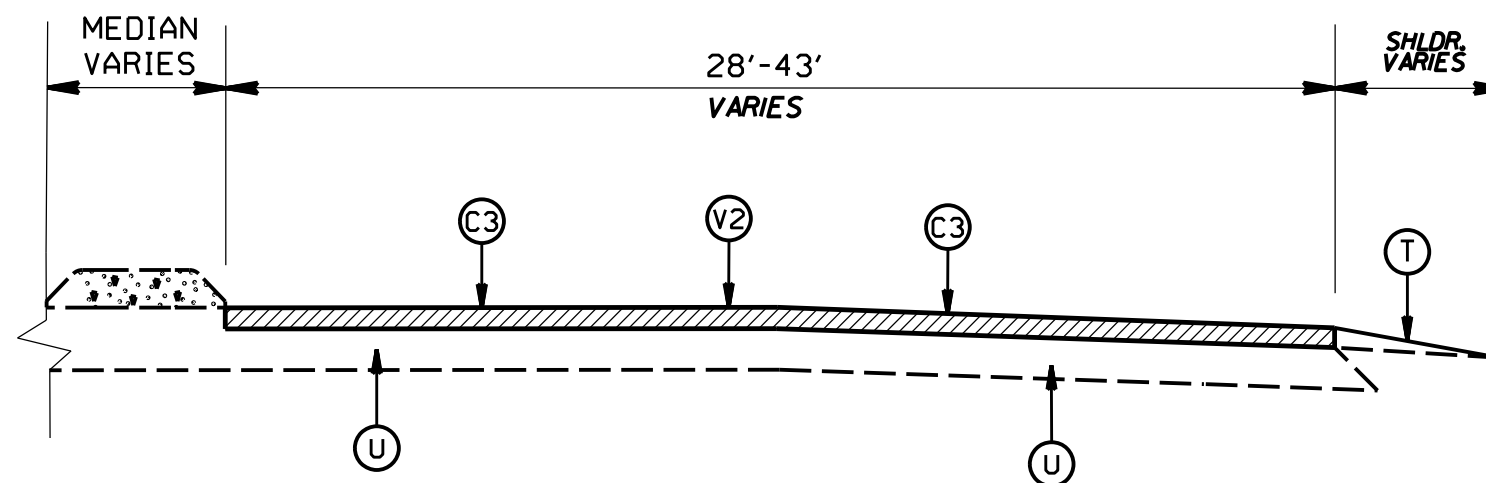
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V1	INCIDENTAL MILLING
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NB NC 115 OLD STATESVILLE ROAD



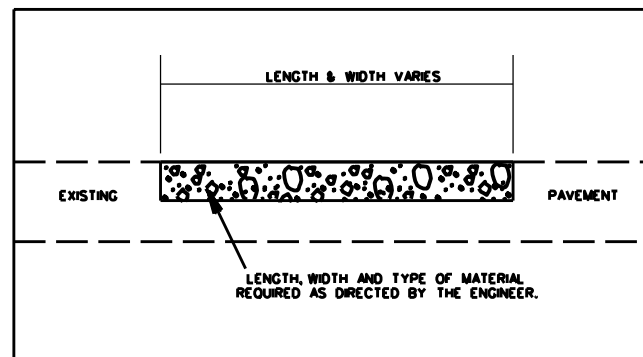
TYPICAL SECTION NO. 5

NB NC 115 OLD STATESVILLE ROAD



TYPICAL SECTION NO. 6

PATCHING DETAIL



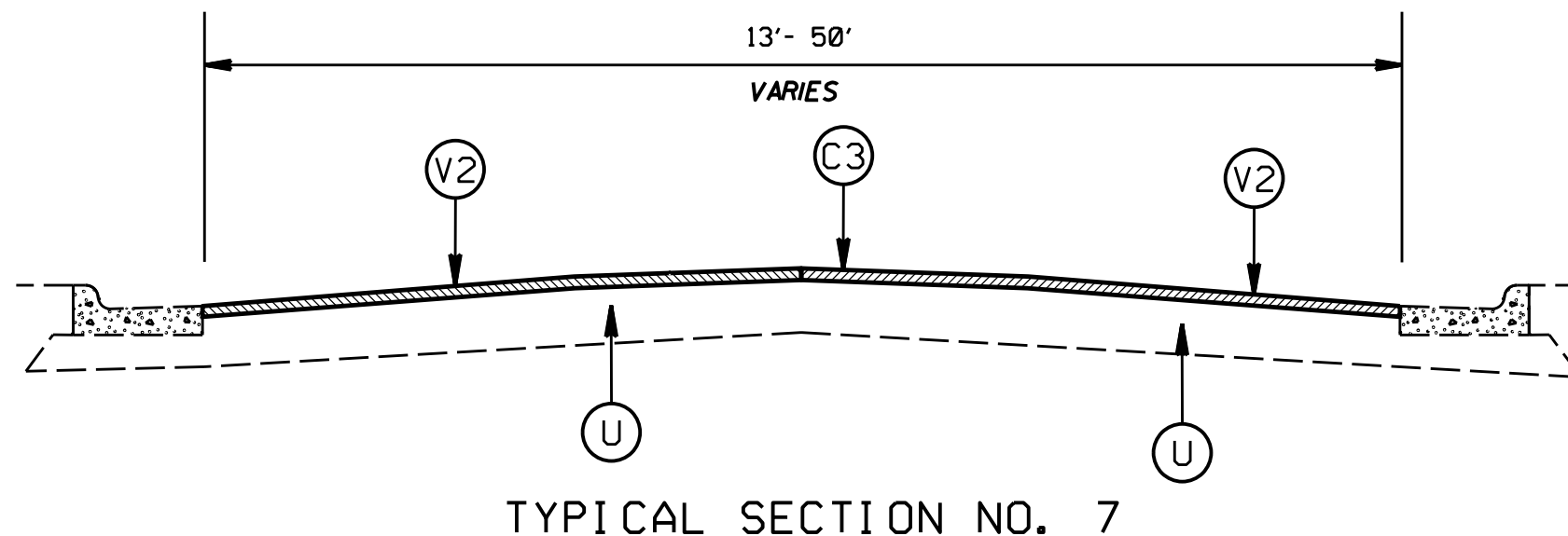
2025 MECKLENBURG COUNTY
RESURFACING CONTRACT 2

SCALE	-NA-		REVISIONS
DATE			
DWG. BY	JHE		
DESIGN BY			
APPROVED			

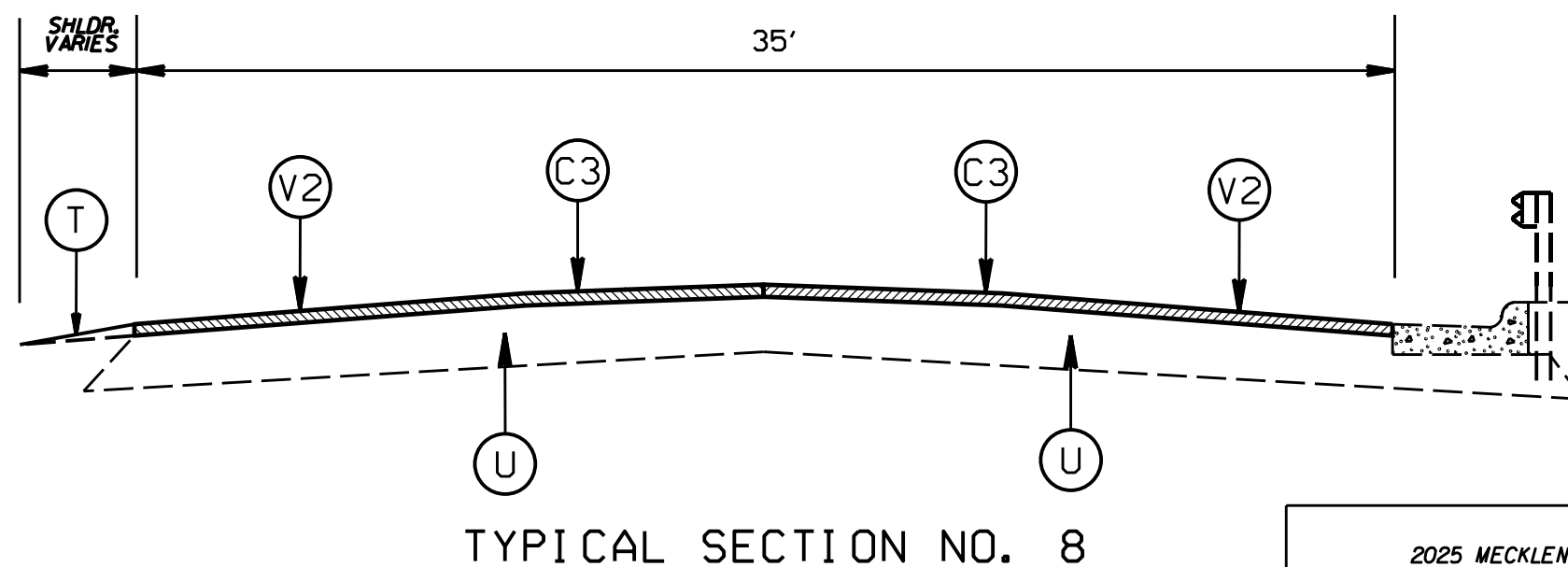
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.08.10601 2025CPT.10.08.20601		

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U	EXISTING PAVEMENT
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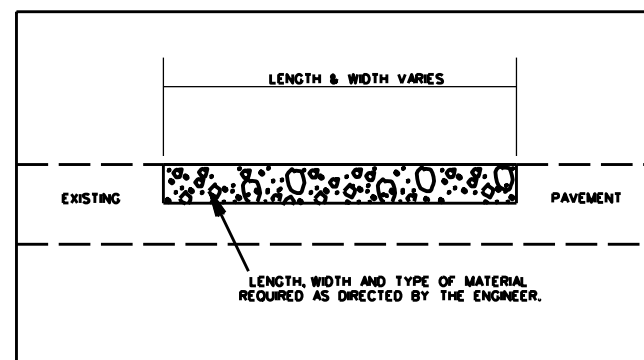
NB NC 115 OLD STATESVILLE ROAD



NB NC 115 OLD STATESVILLE ROAD



PATCHING DETAIL



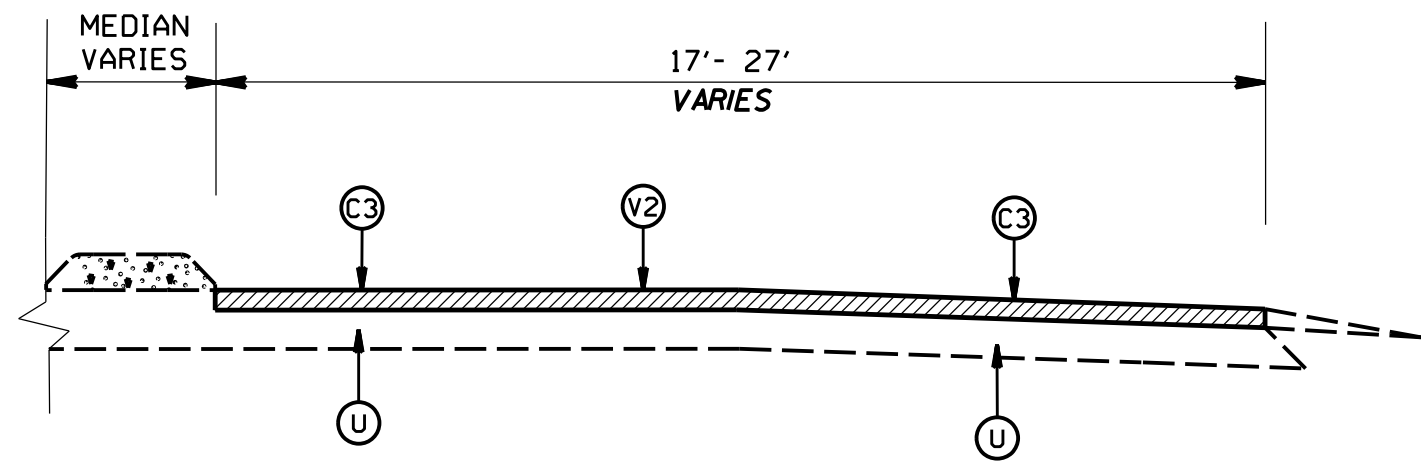
2025 MECKLENBURG COUNTY
RESURFACING CONTRACT 2

SCALE	-NA-		REVISIONS
DATE			
DWG. BY	JHE		
DESIGN BY			
APPROVED			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.08.10601 2025CPT.10.08.20601		

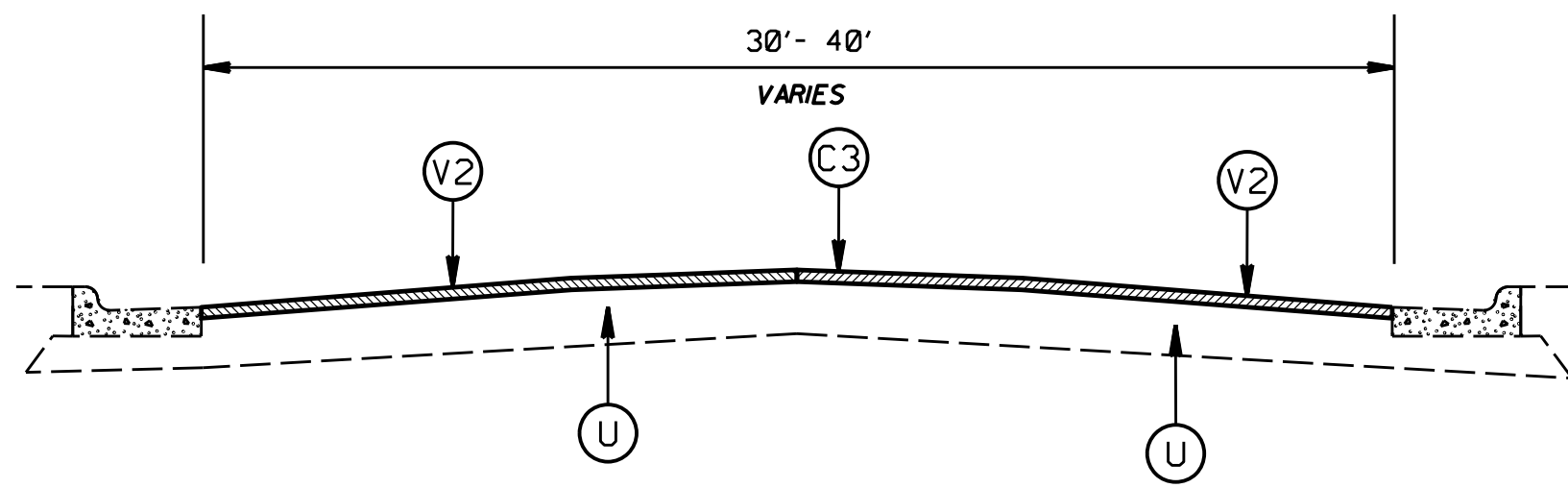
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V1	INCIDENTAL MILLING
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SB NC 115 OLD STATESVILLE ROAD



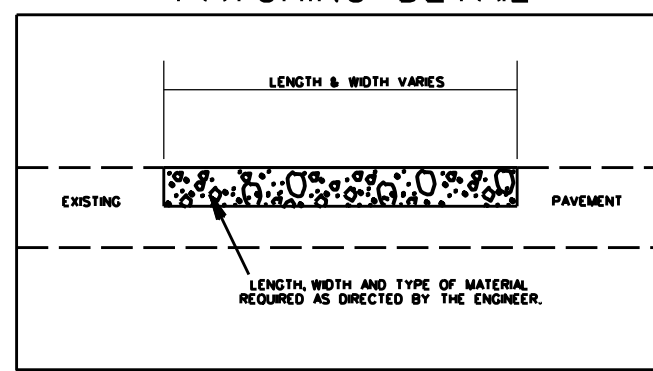
TYPICAL SECTION NO. 9

SB NC 115 STATESVILLE ROAD




TYPICAL SECTION NO. 10

PATCHING DETAIL



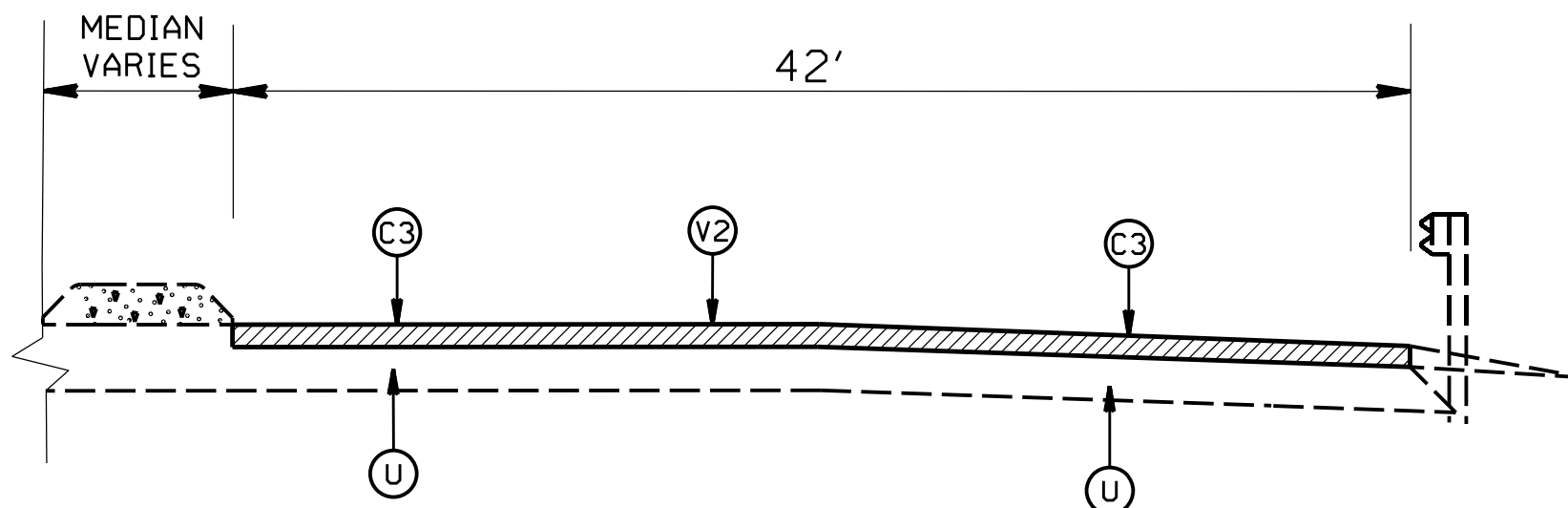
2025 MECKLENBURG COUNTY
RESURFACING CONTRACT 2

SCALE	-NA-		REVISIONS
DATE			
DWG. BY	JHE		
DESIGN BY			
APPROVED			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.		2025CPT.10.08.10601	2025CPT.10.08.20601

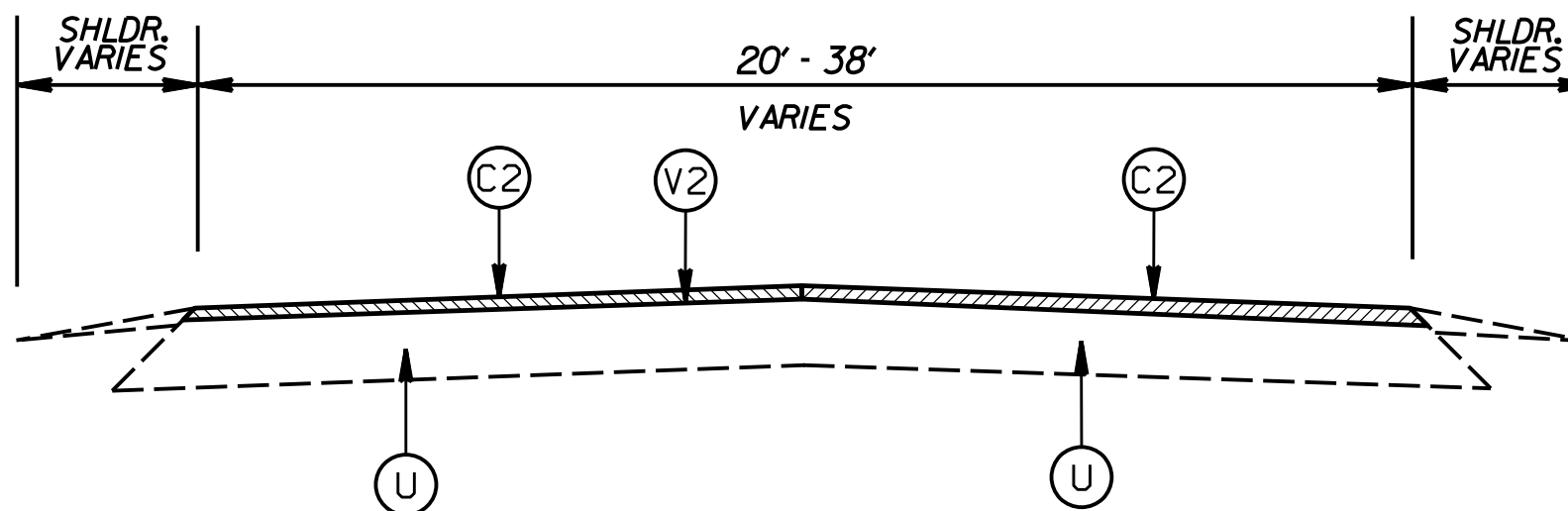
PAVEMENT SCHEDULE	
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V1	INCIDENTAL MILLING
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SB NC 115 OLD STATESVILLE ROAD



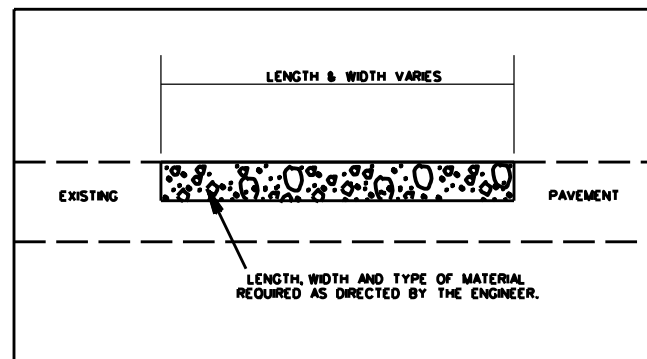
TYPICAL SECTION NO. 11

ASBURY CHAPEL ROAD



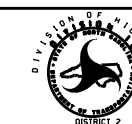
TYPICAL SECTION NO. 12

PATCHING DETAIL



2025 MECKLENBURG COUNTY
RESURFACING CONTRACT 2

SCALE	-N/A-
DATE	
DWG. BY	JHE
DESIGN BY	
APPROVED	



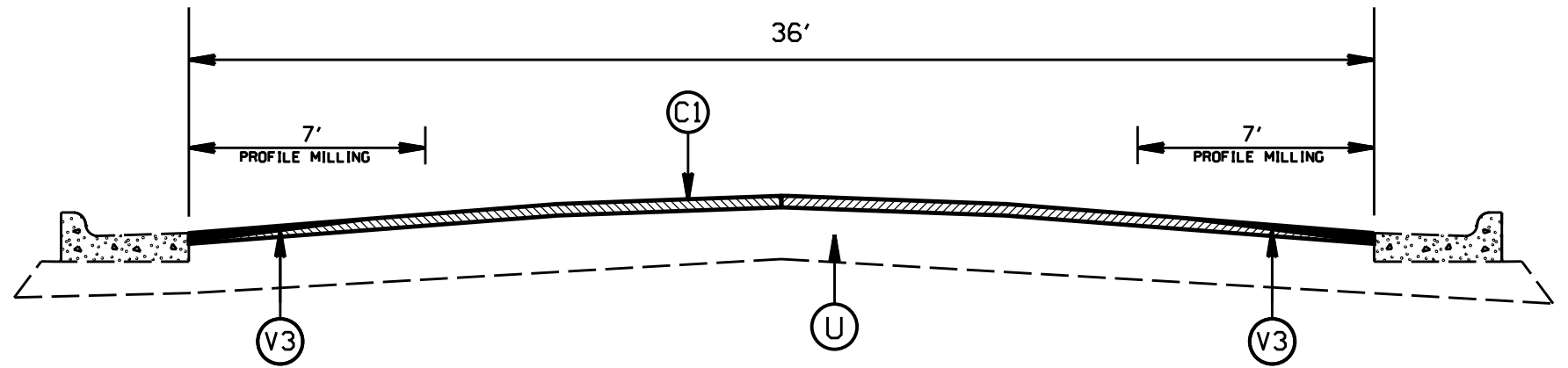
REVISIONS	

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.		2025CPT.10.08.10601 2025CPT.10.08.20601	

PAVEMENT SCHEDULE

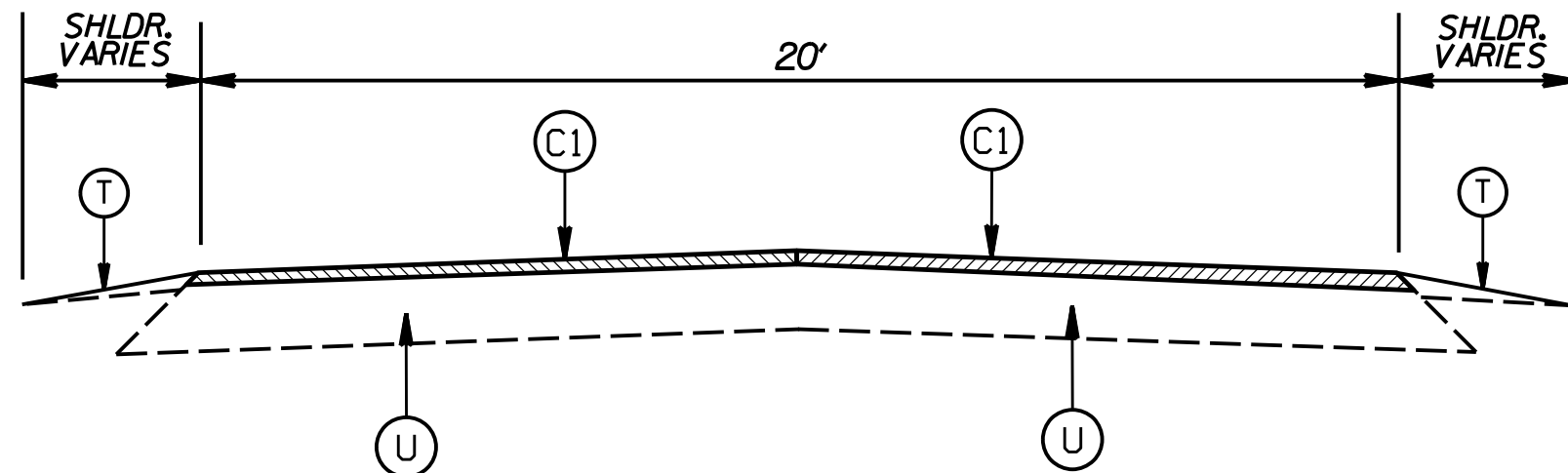
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T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	MILLING 1.5" DEPTH
V3	PROFILE MILLING 0" TO 1.5"

WASHAM POTTS ROAD



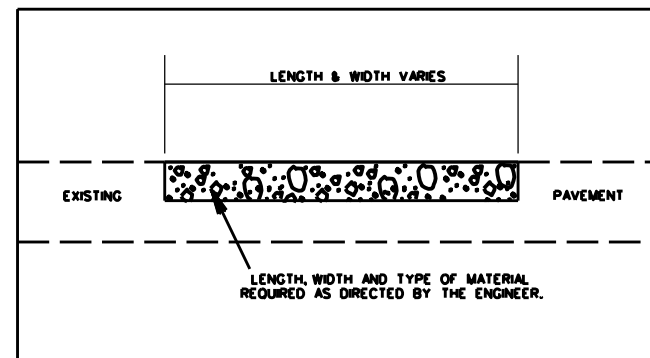
TYPICAL SECTION NO. 13

WASHAM POTTS ROAD



TYPICAL SECTION NO. 14

PATCHING DETAIL



2025 MECKLENBURG COUNTY
RESURFACING CONTRACT 2

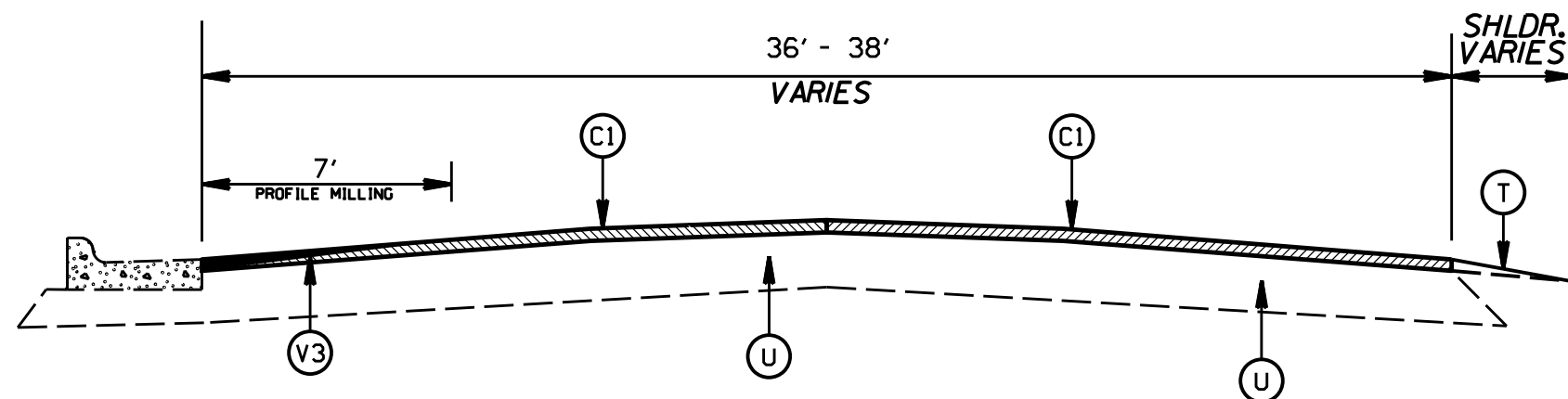
SCALE	-WA-		REVISIONS
DATE			
DWG. BY	JHE		
DESIGN BY			
APPROVED			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.08.10601 2025CPT.10.08.20601		

PAVEMENT SCHEDULE

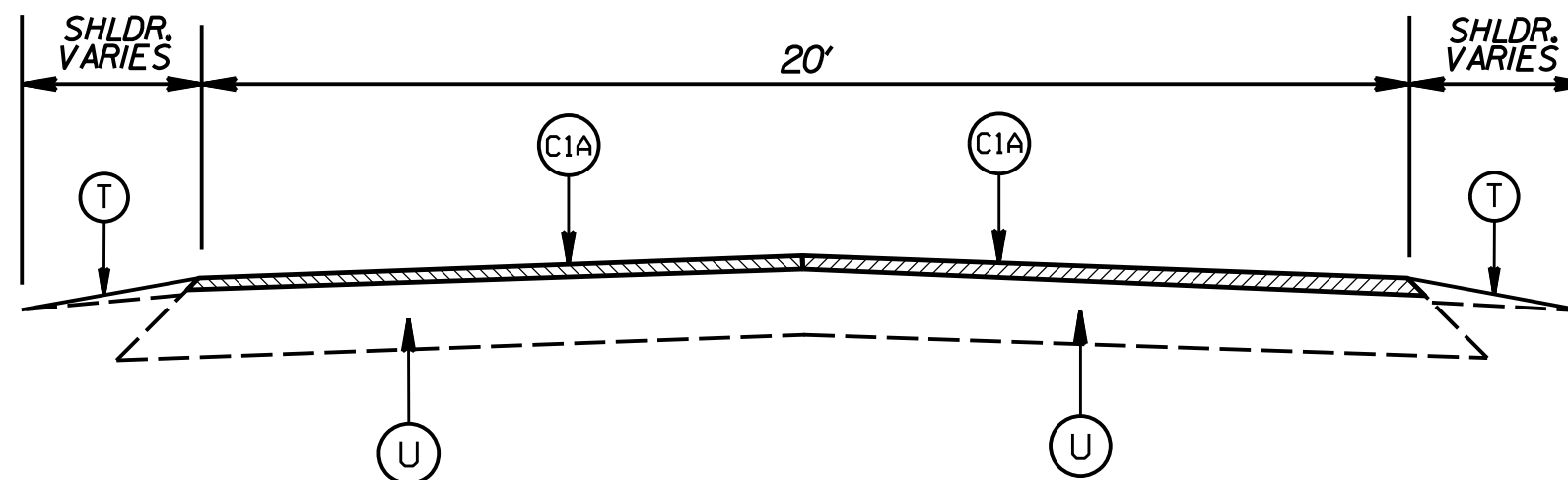
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
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V1	INCIDENTAL MILLING
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WASHAM POTTS ROAD



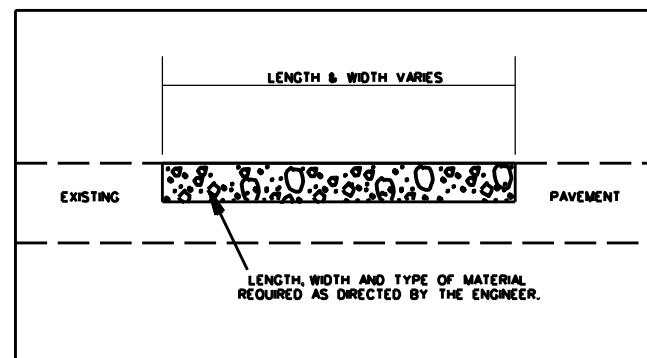
TYPICAL SECTION NO. 15

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TYPICAL SECTION NO. 16

PATCHING DETAIL



2025 MECKLENBURG COUNTY
RESURFACING CONTRACT 2

SCALE	-NA-		REVISIONS
DATE			
DWG. BY	JHE		
DESIGN BY			
APPROVED			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
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WBS NO.	2025CPT.10.08.10601 2025CPT.10.08.20601		

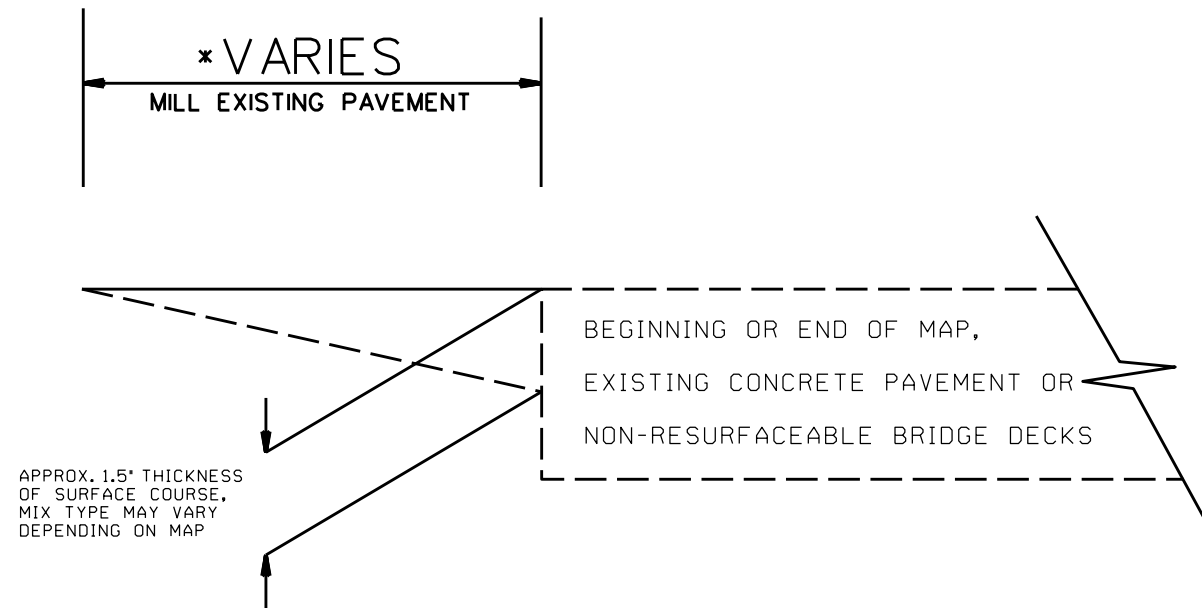
INCIDENTAL MILLING

NOTES:

FOR SURFACE MIXES OVER 1" IN THICKNESS, MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.

LOCATIONS SHALL INCLUDE TIES INTO EXISTING CONCRETE PAVEMENT AT BRIDGE APPROACHES WHERE THE BRIDGE WILL NOT BE RESURFACED, AND AT THE BEGINNING AND ENDING POINT OF EACH RESURFACING MAP.

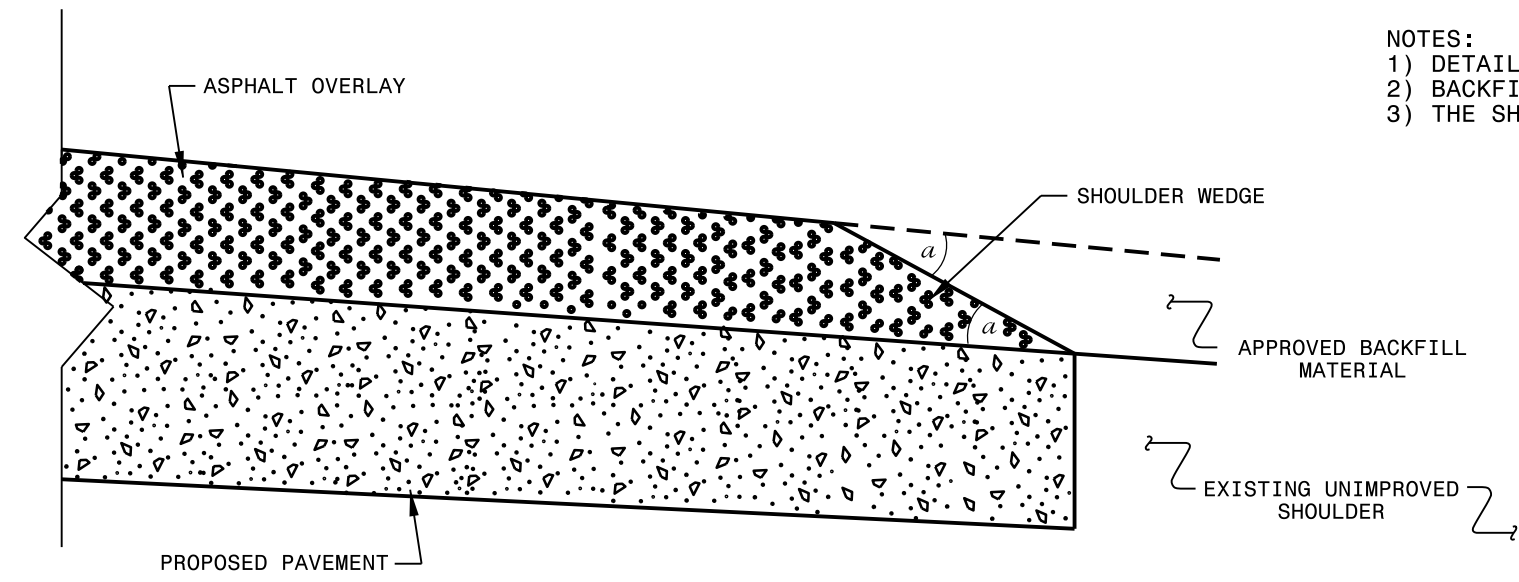
PERFORM THE WORK IN ACCORDANCE WITH SECTION 607 OF THE JANUARY 2018 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. RESURFACING WILL BE ACCOMPLISHED AT THE SAME TIME AS THE MILLING OPERATION.



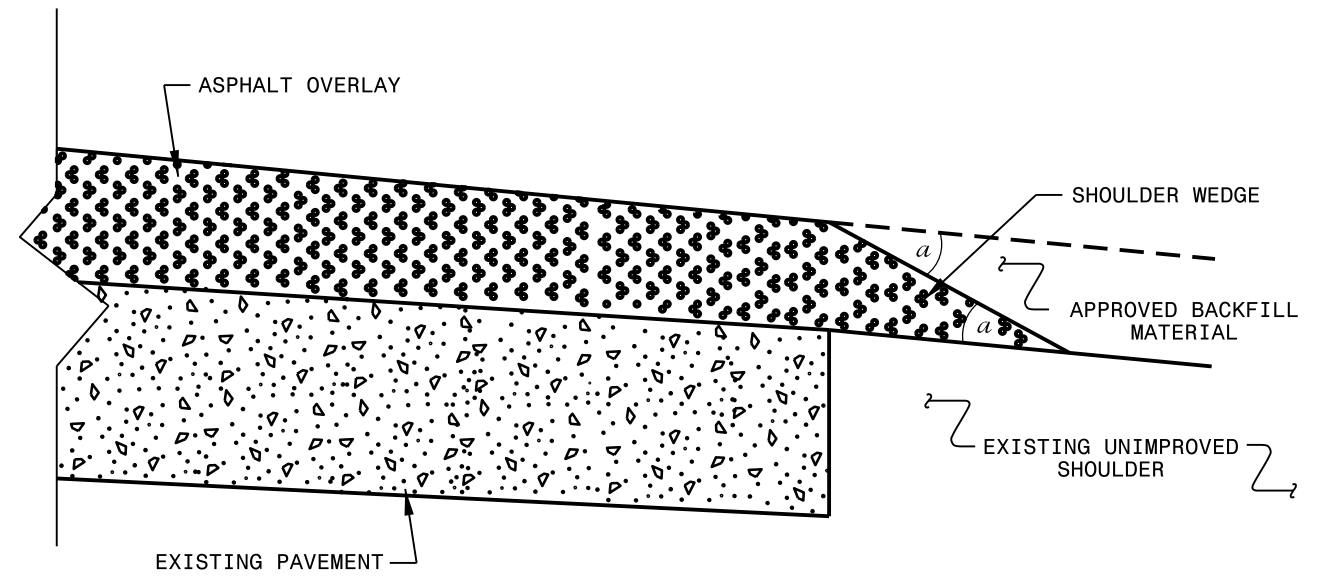
2025 MECKLENBURG COUNTY
RESURFACING CONTRACT 2

SCALE		REVISIONS
DATE		
DWG. BY JHE		
DESIGN BY		
APPROVED		

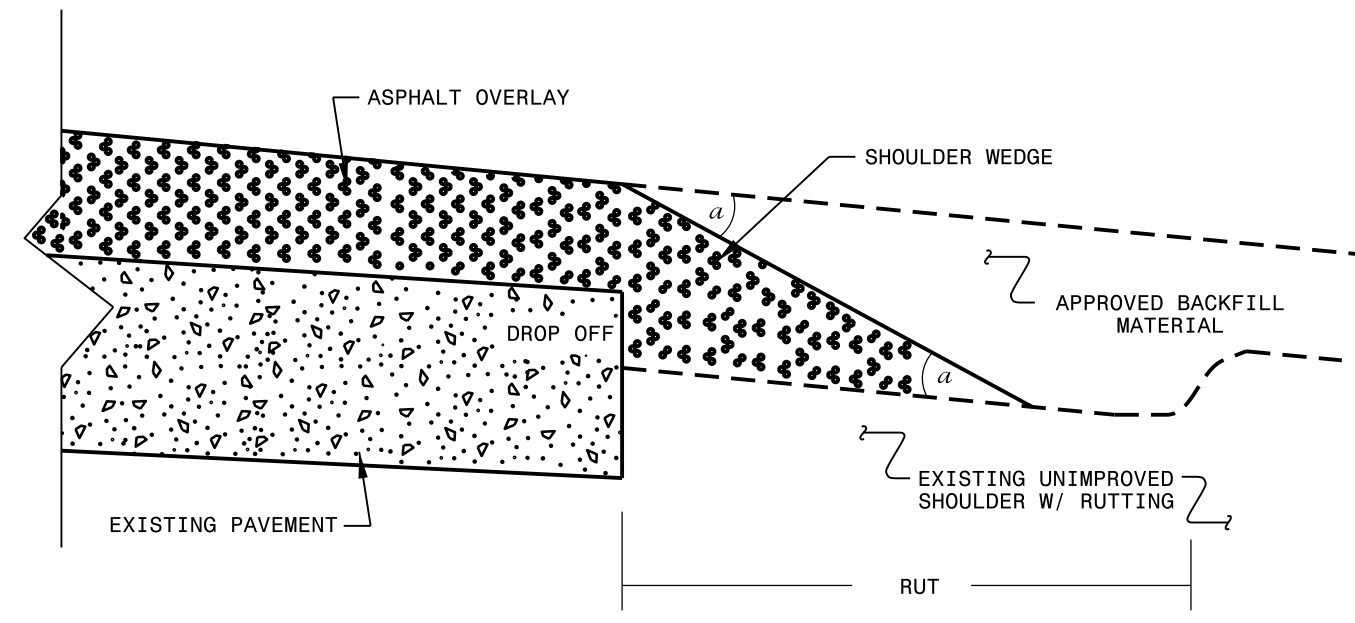
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)

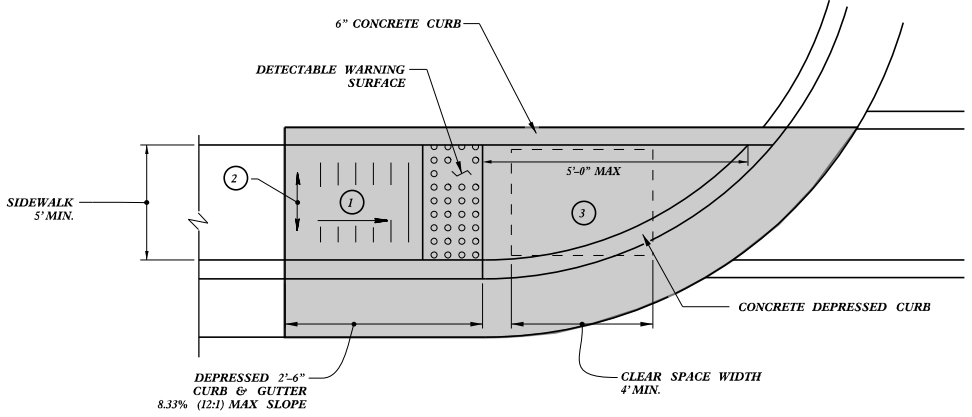


SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

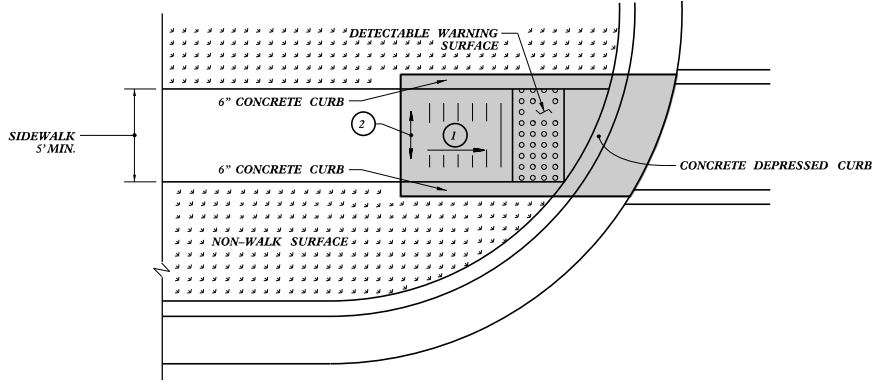
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY: T.SPELL	DATE: 7-19-11		
MODIFIED BY:	DATE: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn			

SYSTEMS DESIGN
 USER NAME



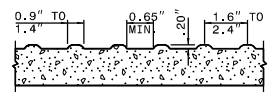
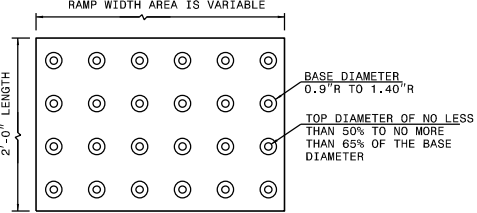
TYPE 1



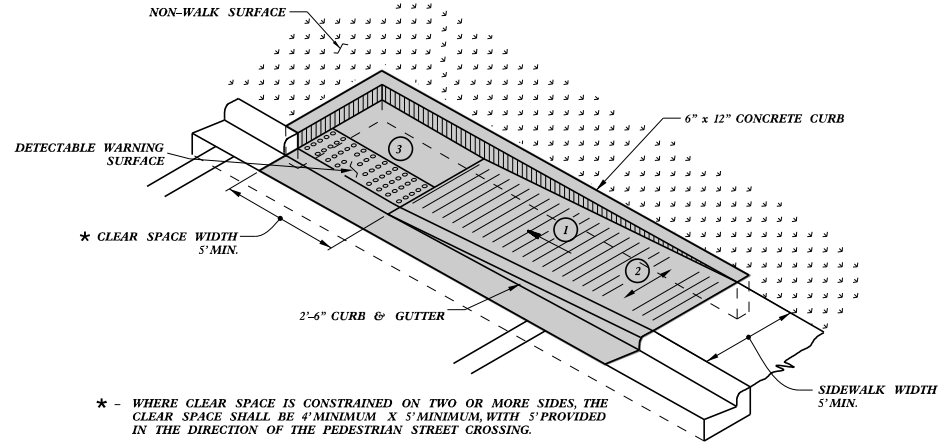
TYPE 1 MODIFIED

- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%.

NOTES:
DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



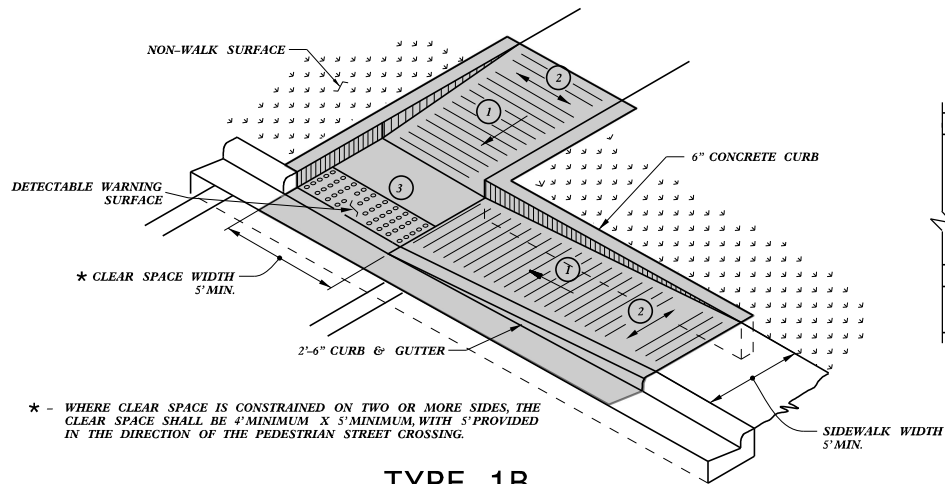
DETECTABLE WARNING SURFACE



TYPE 1A

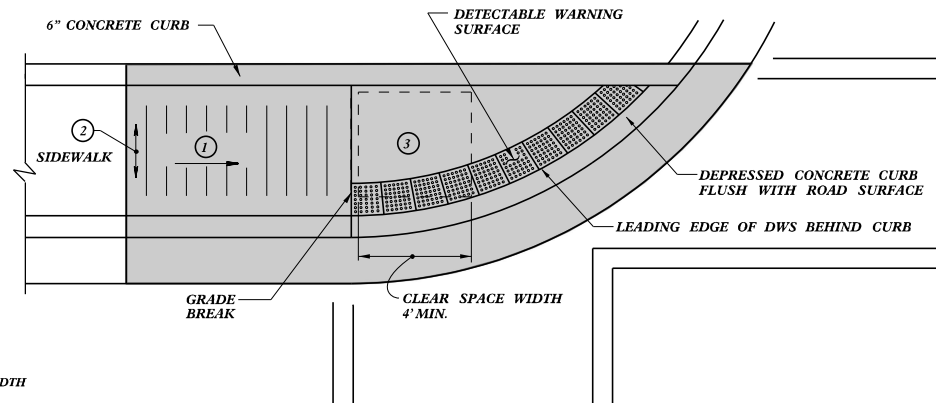
* - WHERE CLEAR SPACE IS CONSTRAINED ON TWO OR MORE SIDES, THE CLEAR SPACE SHALL BE 4' MINIMUM X 5' MINIMUM, WITH 5' PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.

PAY LIMITS FOR 1 CURB RAMP



TYPE 1B

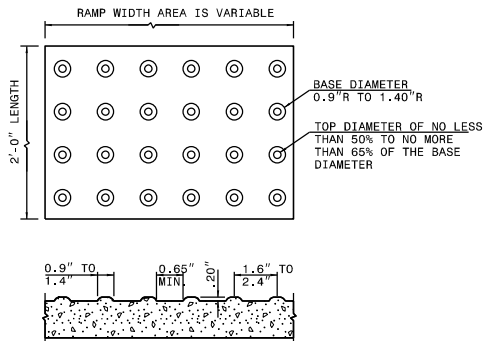
* - WHERE CLEAR SPACE IS CONSTRAINED ON TWO OR MORE SIDES, THE CLEAR SPACE SHALL BE 4' MINIMUM X 5' MINIMUM, WITH 5' PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.



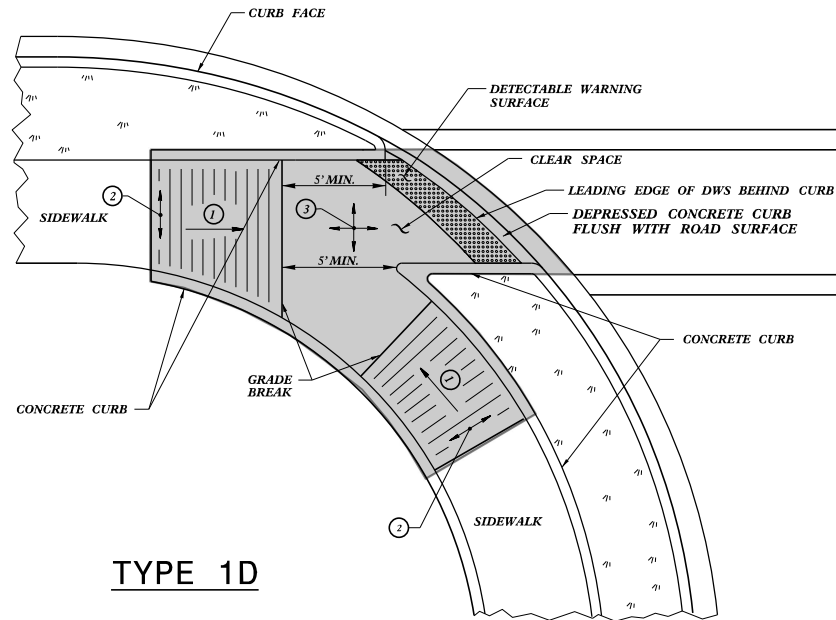
TYPE 1C

- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%.

NOTES:
 DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



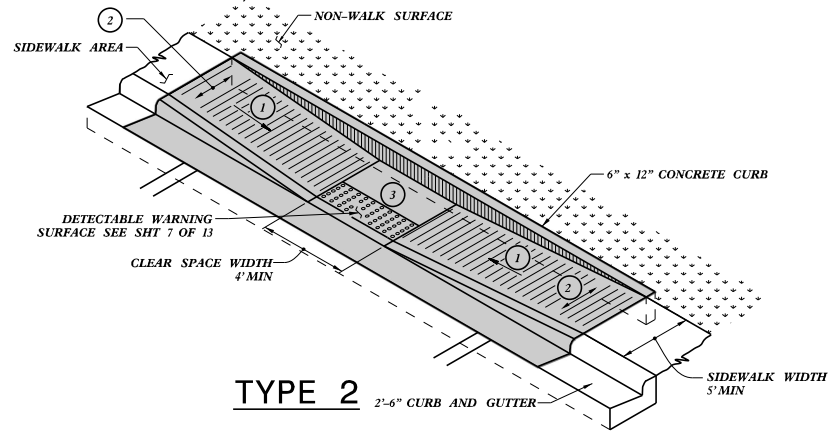
DETECTABLE WARNING SURFACE



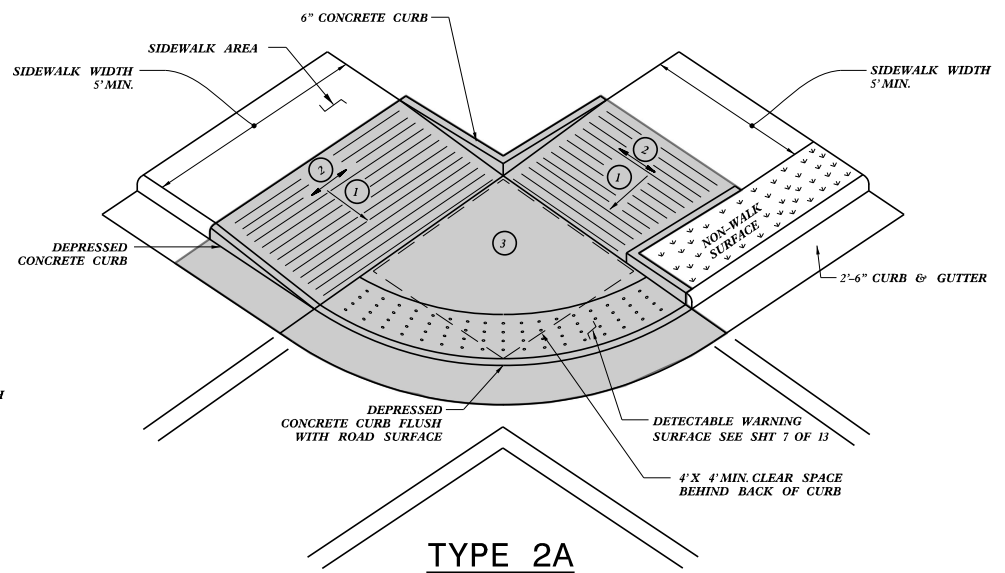
TYPE 1D

PAY LIMITS FOR 1 CURB RAMP

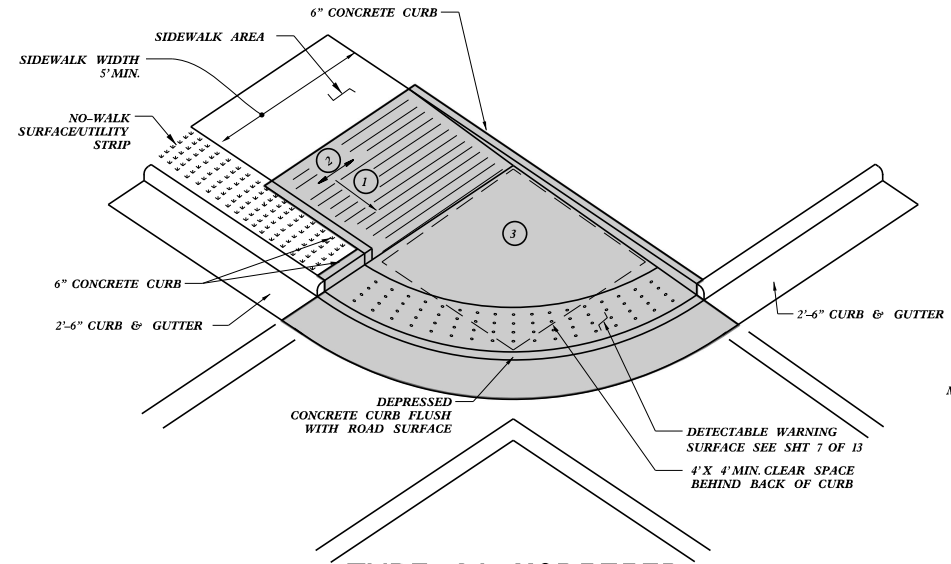
CURB RAMP
PARALLEL RAMP



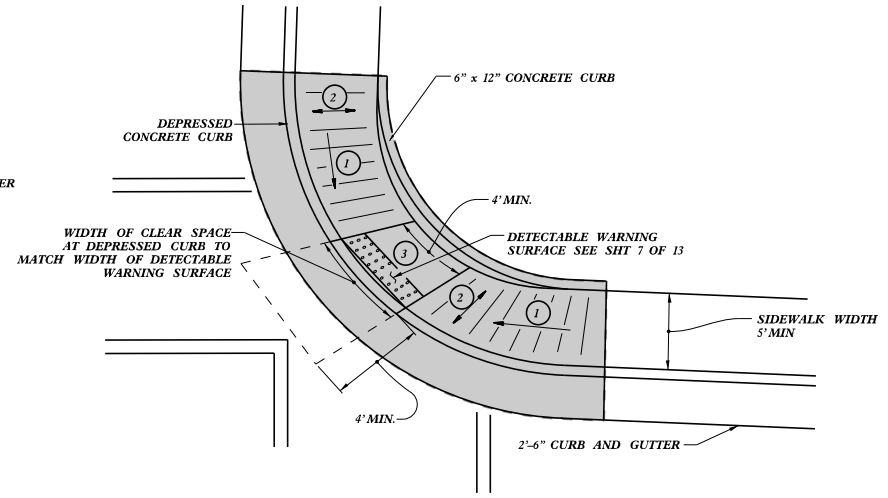
TYPE 2



TYPE 2A



TYPE 2A MODIFIED

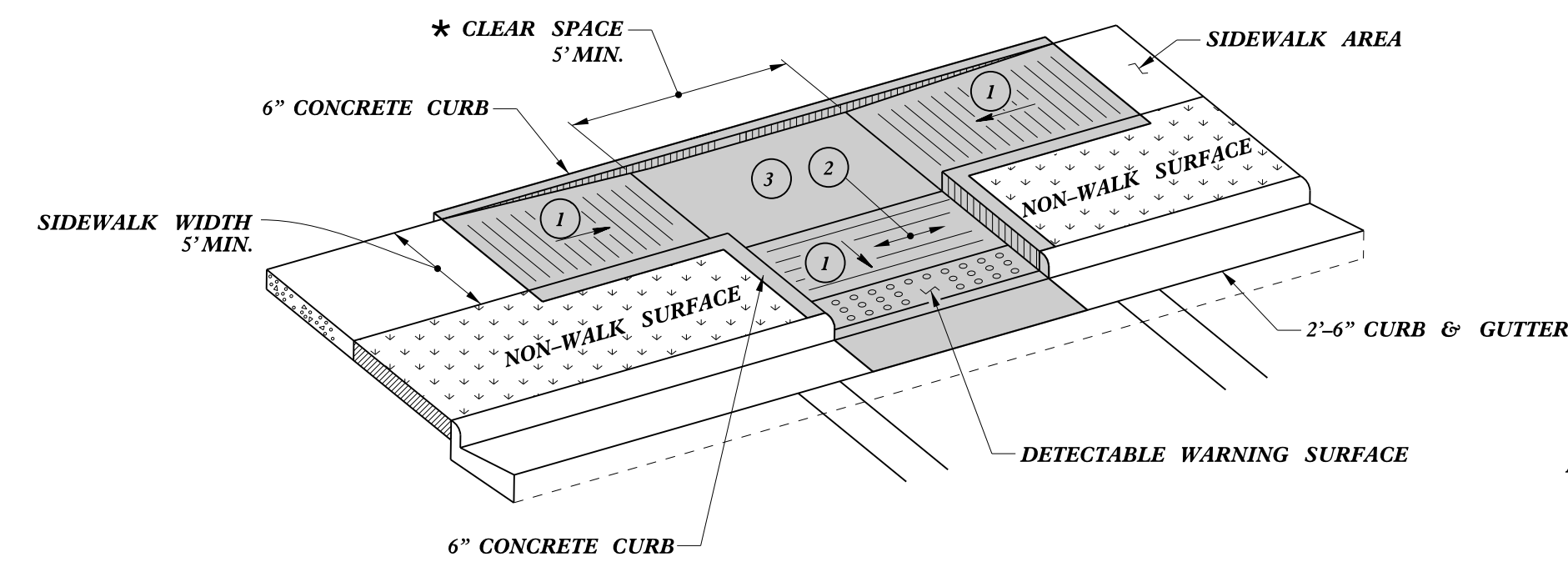


TYPE 2B

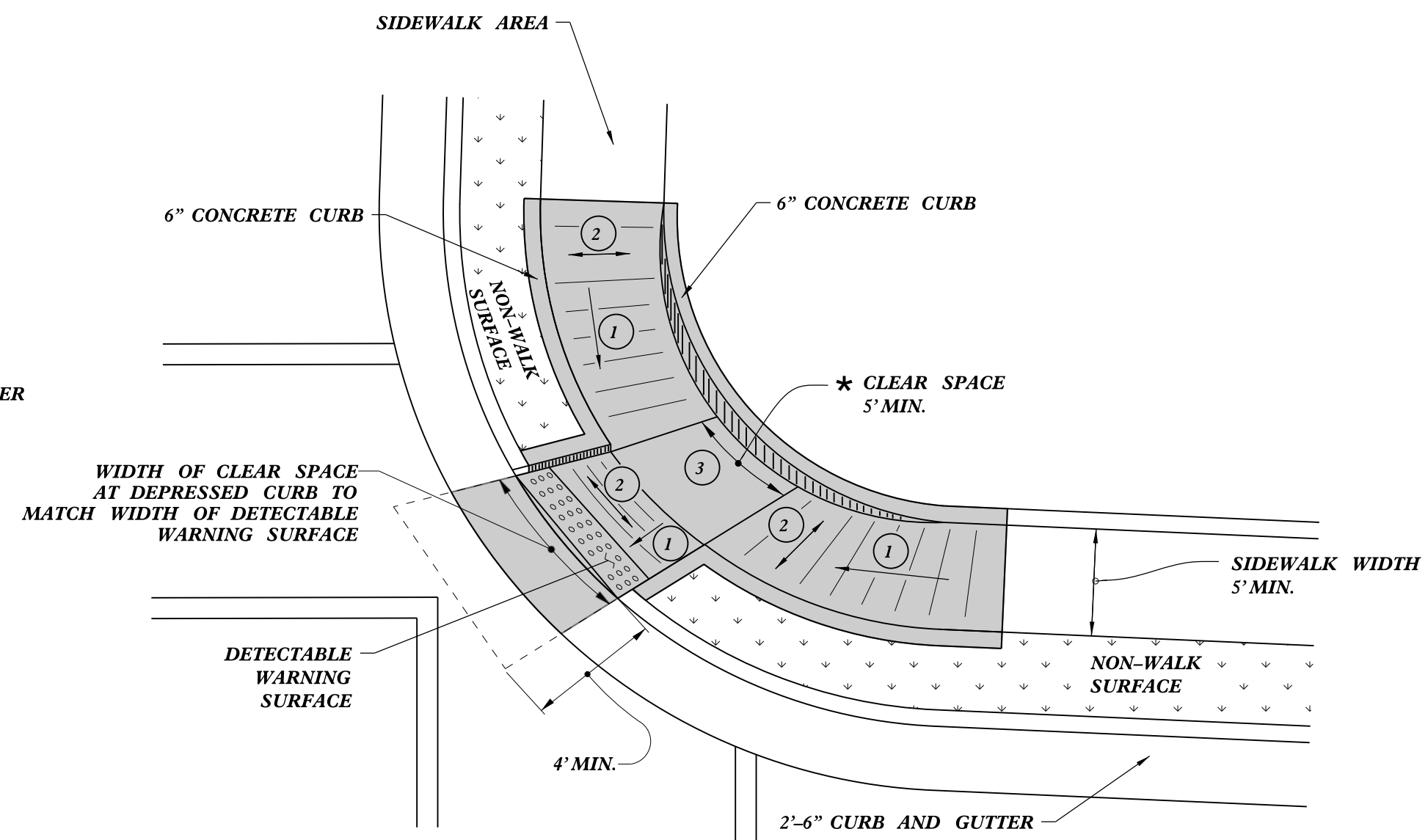
- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%

PAY LIMITS FOR 1 CURB RAMP

* - WHERE CLEAR SPACE IS CONSTRAINED ON TWO OR MORE SIDES, THE CLEAR SPACE SHALL BE 4' MINIMUM X 5' MINIMUM, WITH 5' PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.

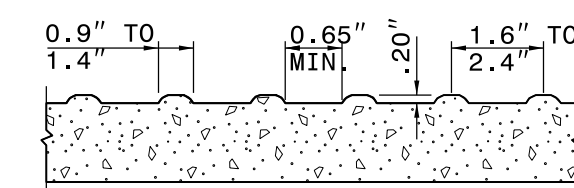
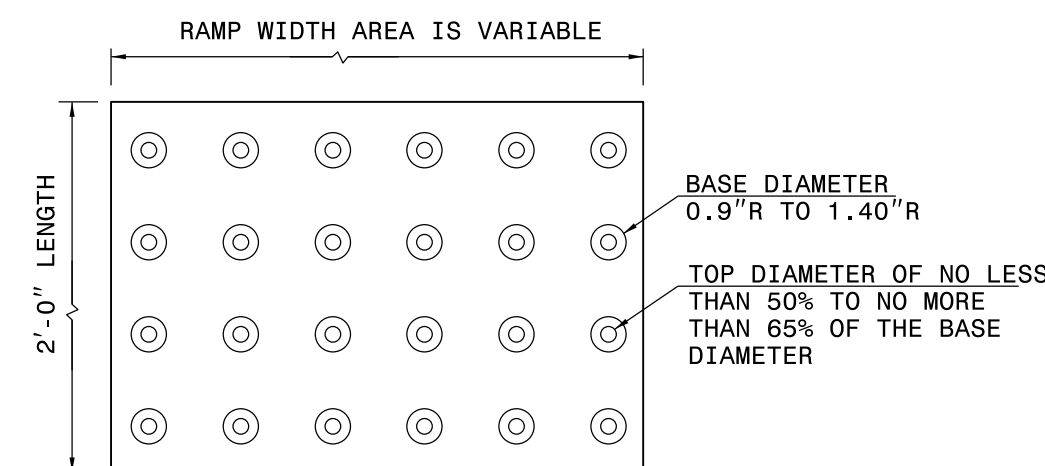


TYPE 3



**TYPE 3 MODIFIED
INSTALLATION IN A RADIUS**

NOTES:
 1. DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 2. DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



DETECTABLE WARNING SURFACE

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%

PAY LIMITS FOR 1 CURB RAMP

STATE OF
 NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
CURB RAMP
 PARALLEL RAMP



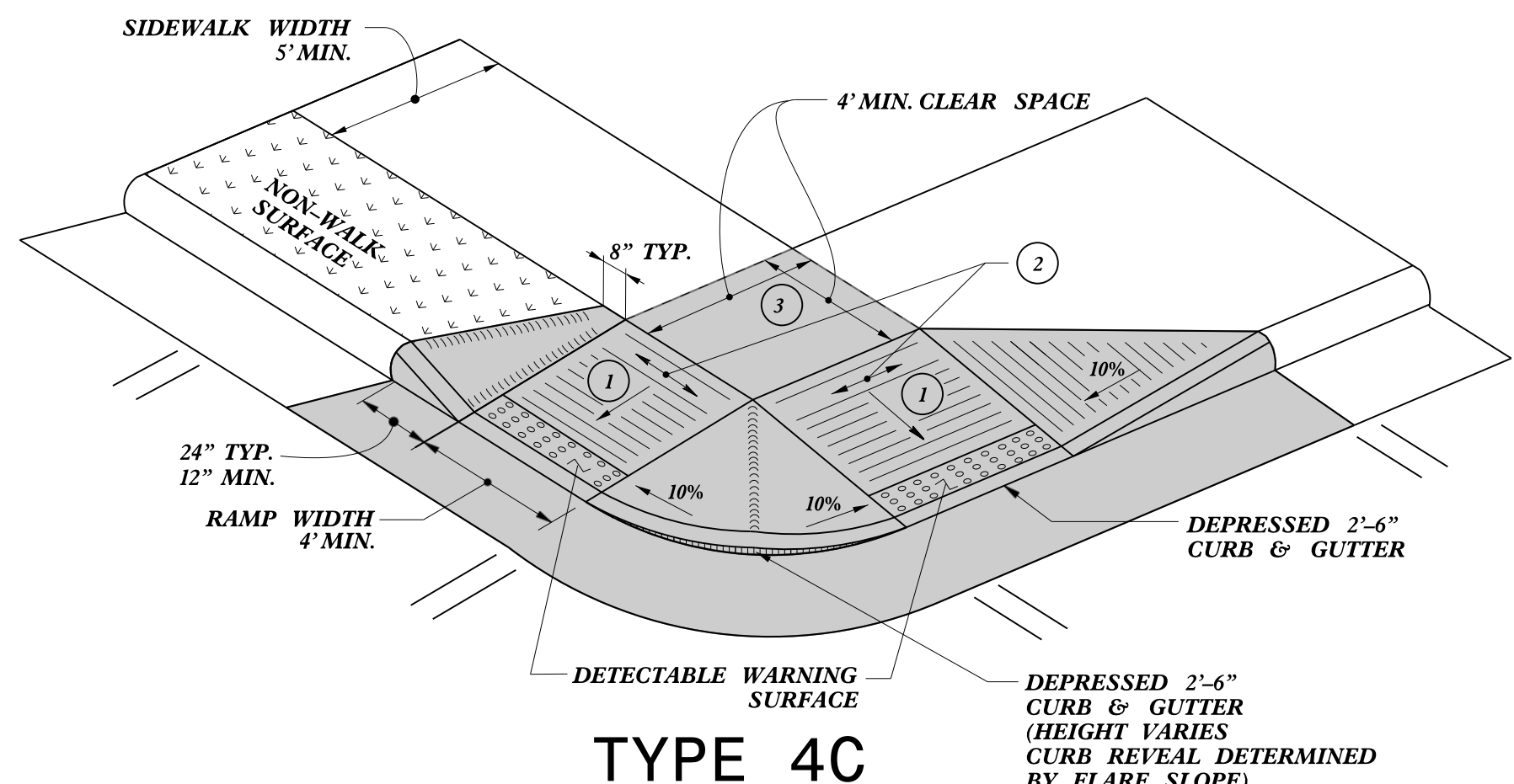
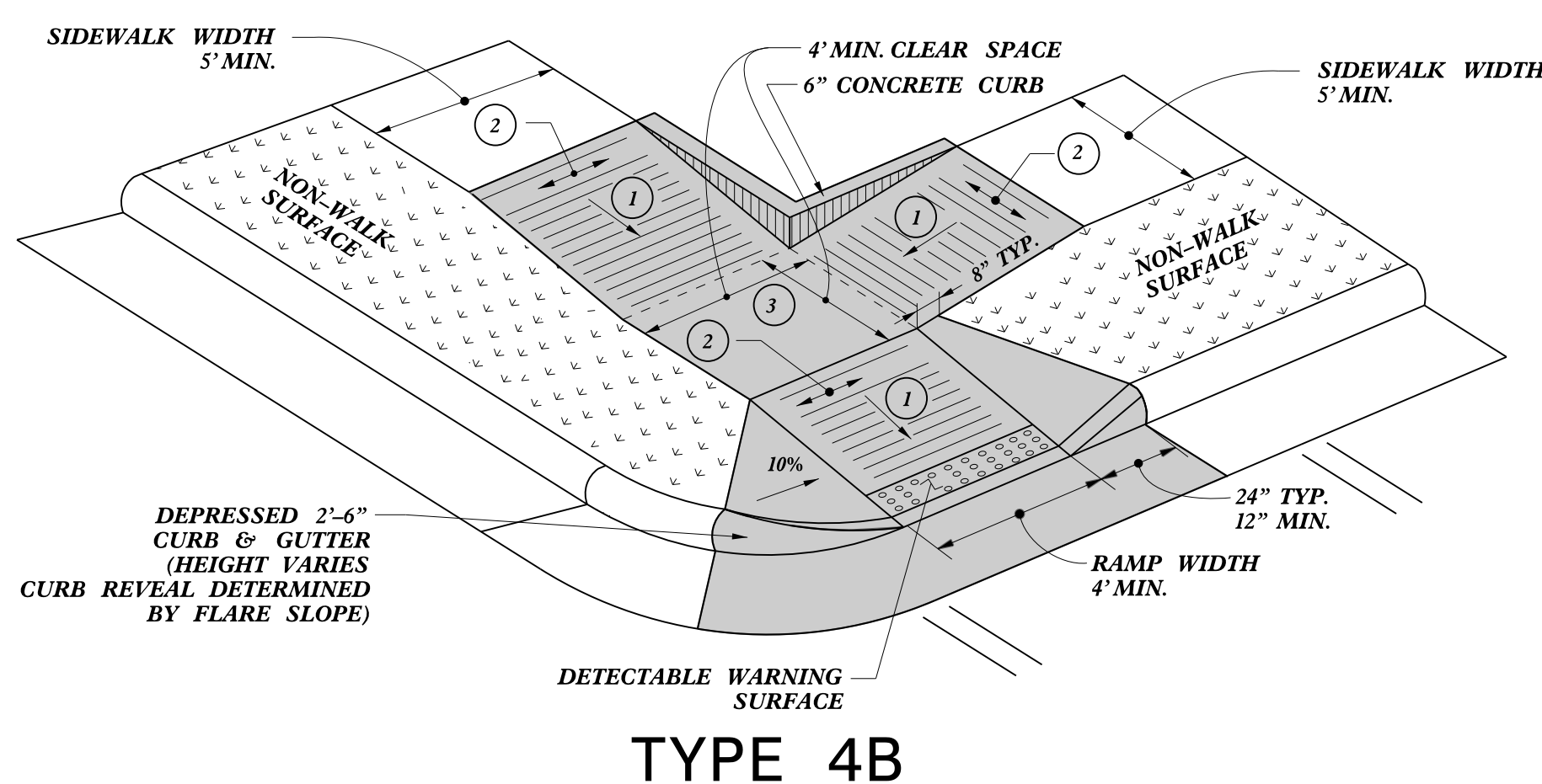
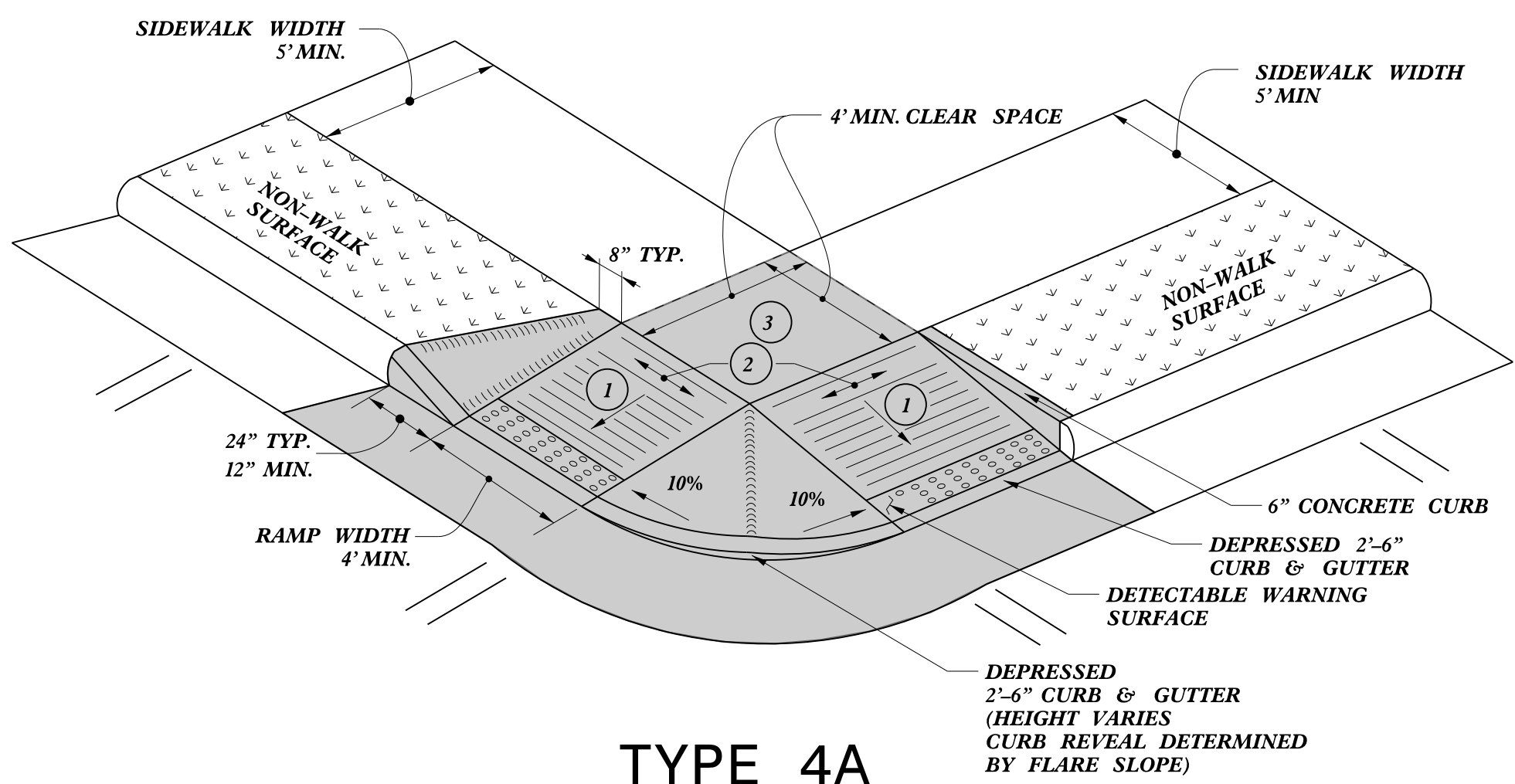
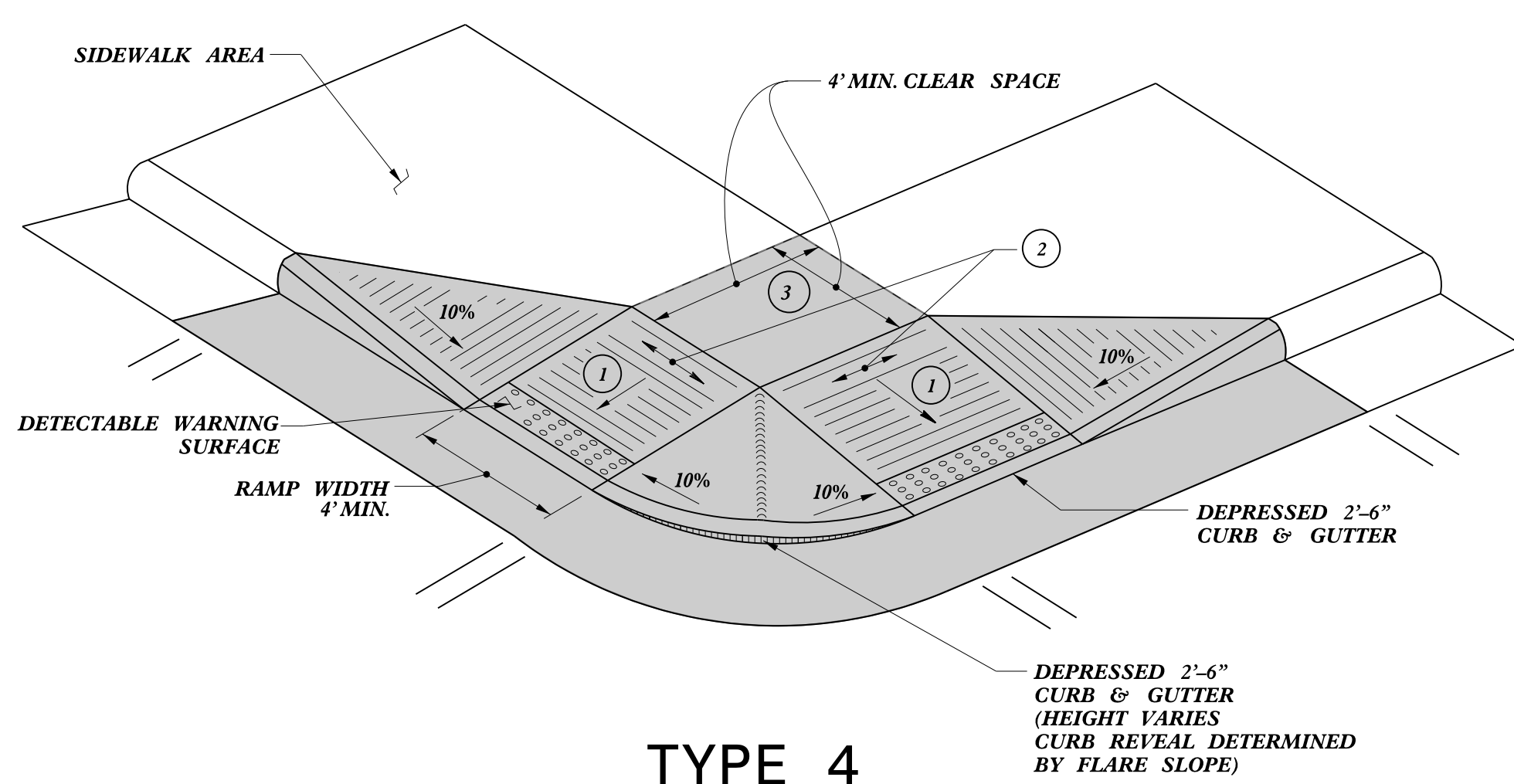
SHEET 9 OF 13
848D06

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

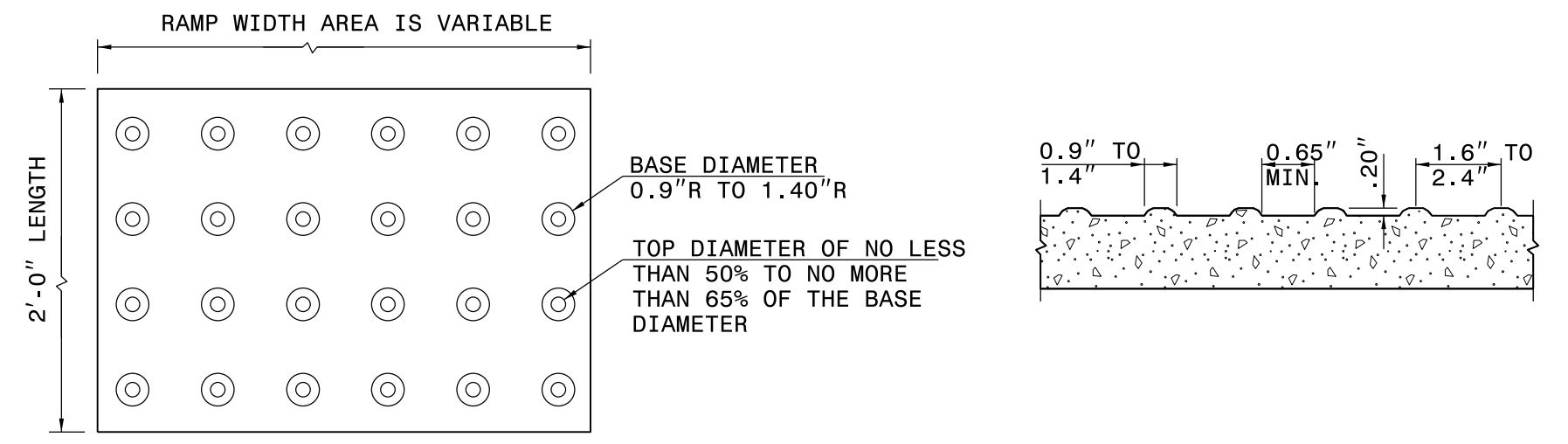
**CONTRACTS STANDARDS
 AND DEVELOPMENT UNIT**
 Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

ORIGINAL BY: S.CALHOUN DATE: 12-22-2023
 MODIFIED BY: DATE: _____
 CHECKED BY: DATE: _____
 FILE SPEC.: special_details\nmhackler\0609.dgn



NOTES:
 DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



DETECTABLE WARNING SURFACE

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%

PAY LIMITS FOR 1 OR 2 CURB RAMPS (CALCULATE BASED ON NUMBER OF SETS OF DETECTABLE WARNING SURFACES)

STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
CURB RAMP
 SHARED LANDING



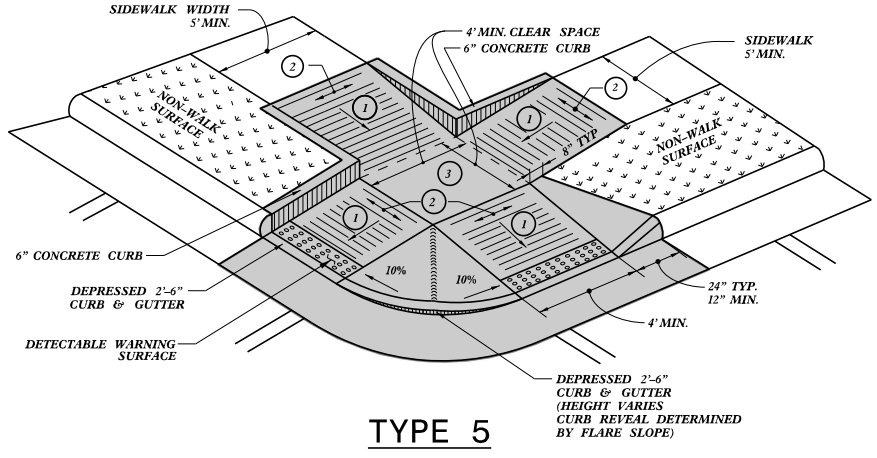
SHEET 10 OF 13
848D06

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

CONTRACTS STANDARDS AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

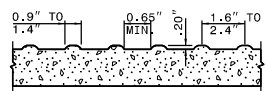
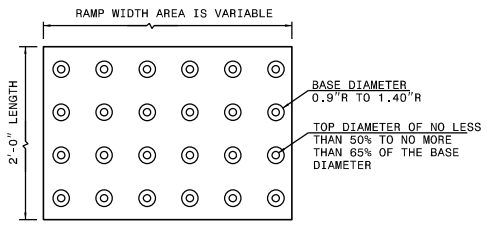
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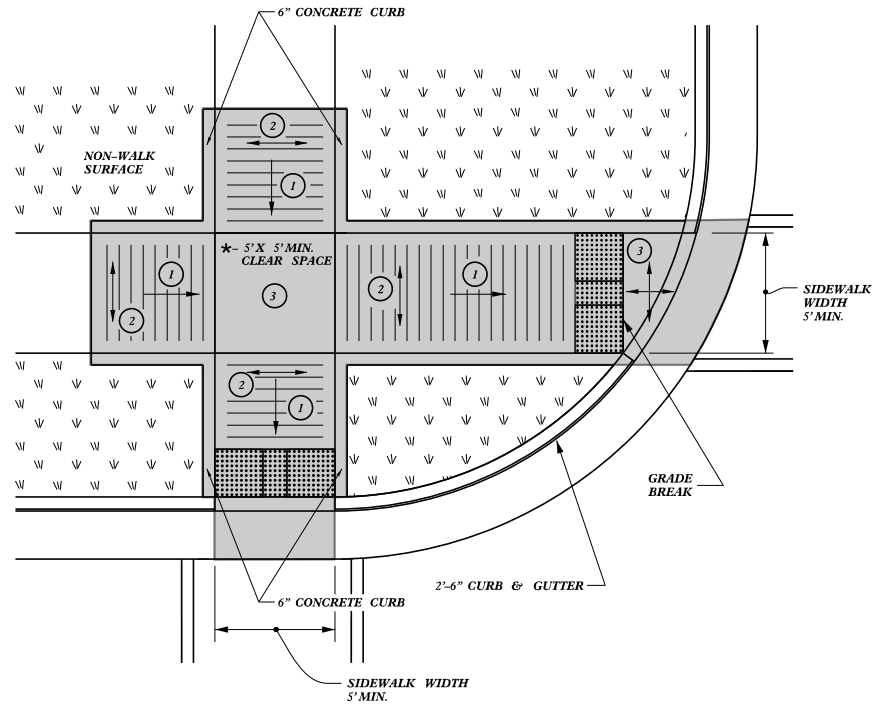


TYPE 5

NOTES:
DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



DETECTABLE WARNING SURFACE

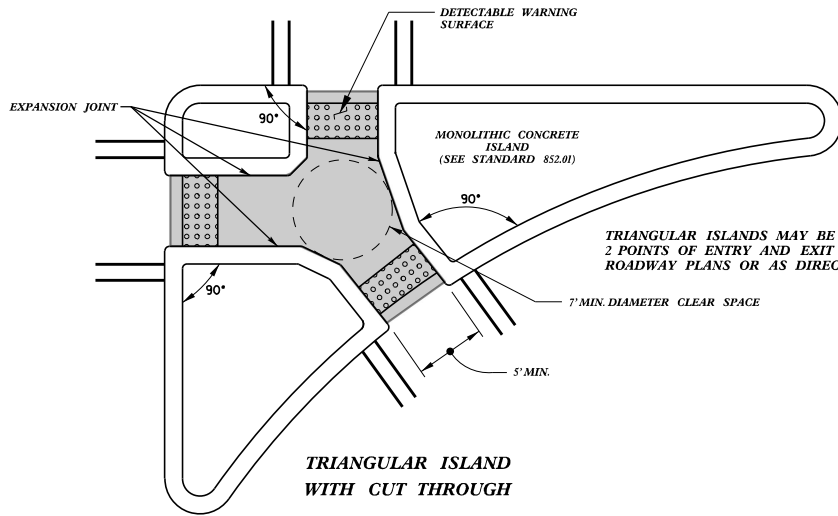


TYPE 5A

* - WHERE CLEAR SPACE IS CONSTRAINED ON TWO OR MORE SIDES, THE CLEAR SPACE SHALL BE 4' MINIMUM X 5' MINIMUM, WITH 5' PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.

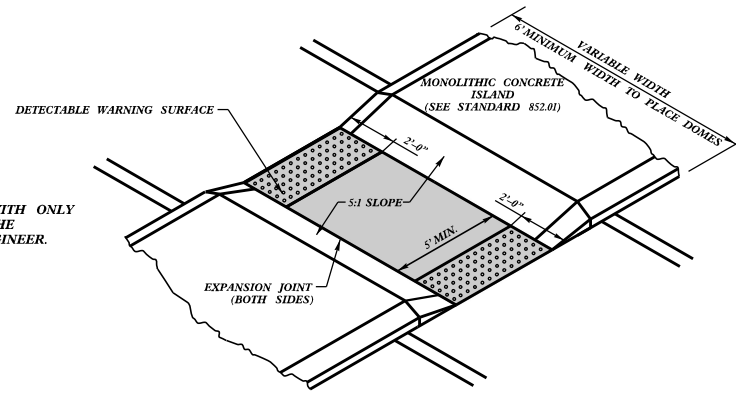
- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%

■ PAY LIMITS FOR 1 OR 2 CURB RAMPS (CALCULATE BASED ON NUMBER OF SETS OF DETECTABLE WARNING SURFACES)

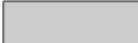


**TRIANGULAR ISLAND
WITH CUT THROUGH
TYPE 6**

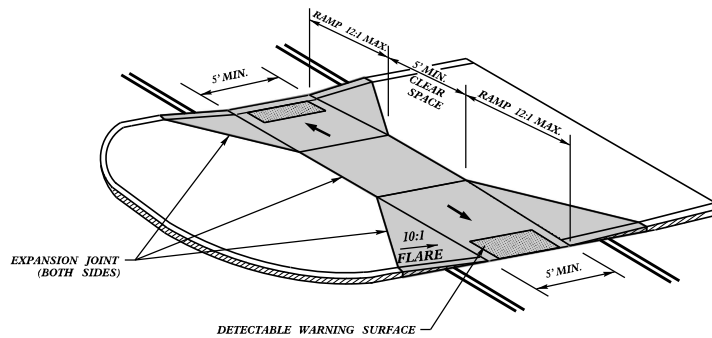
TRIANGULAR ISLANDS MAY BE CONSTRUCTED WITH ONLY 2 POINTS OF ENTRY AND EXIT AS SHOWN IN THE ROADWAY PLANS OR AS DIRECTED BY THE ENGINEER.



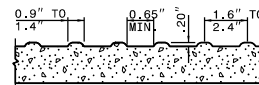
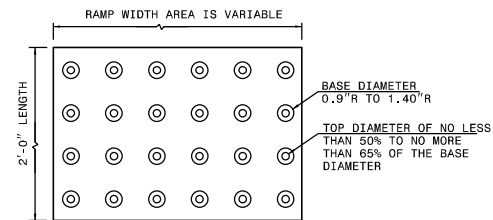
**MEDIAN ISLAND
WITH CUT THROUGH
TYPE 7**

 PAY LIMITS FOR 2 OR 3 CURB RAMPS
(CALCULATE BASED ON NUMBER OF SETS OF DETECTABLE WARNING SURFACES)

NOTES:
DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



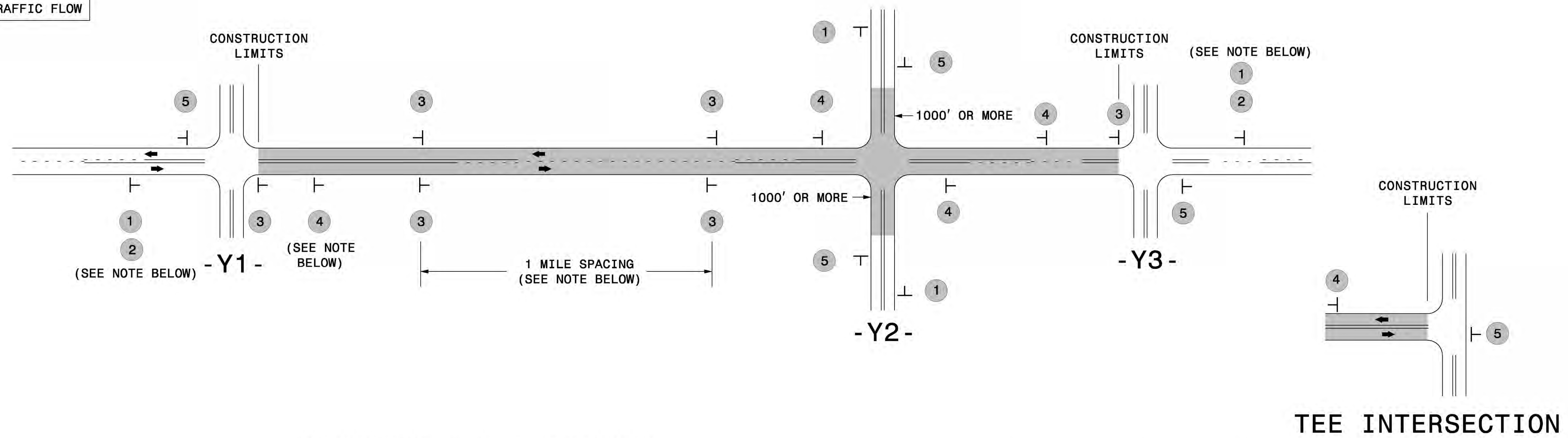
**MEDIAN ISLAND
CURB RAMPS
TYPE 8**



DETECTABLE WARNING SURFACE

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

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>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, 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;"> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	2		#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		- 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		- 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		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

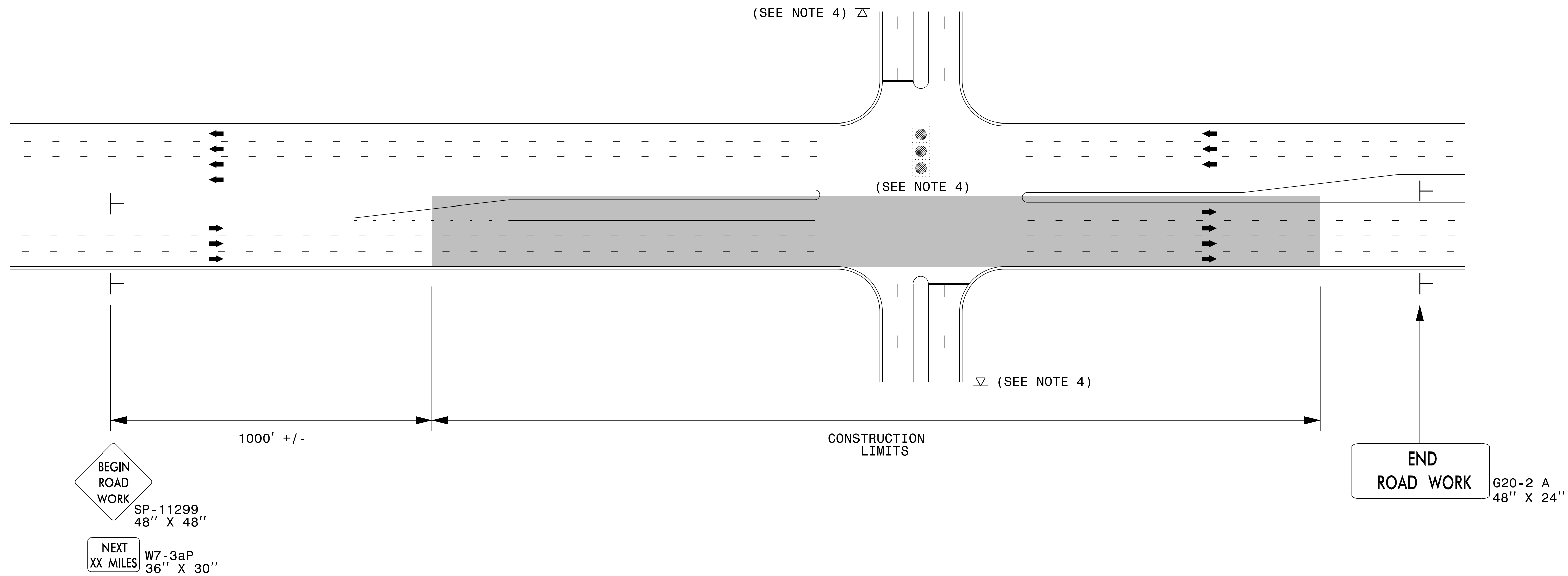
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



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

5/15/2017 SAT:MUWZTC:\Resurfacing\Details\Resurfacing_AdvWarn_2Ln.dgn User:keads

URBAN / SUBURBAN WORKZONES

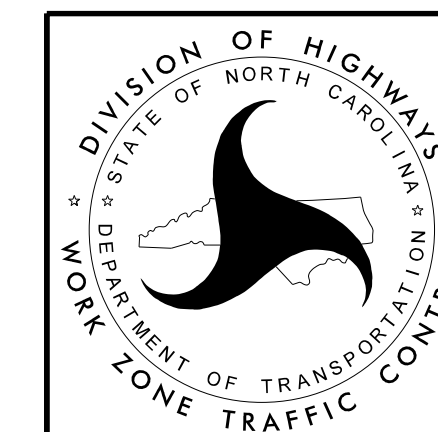


NOTES:

- 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.

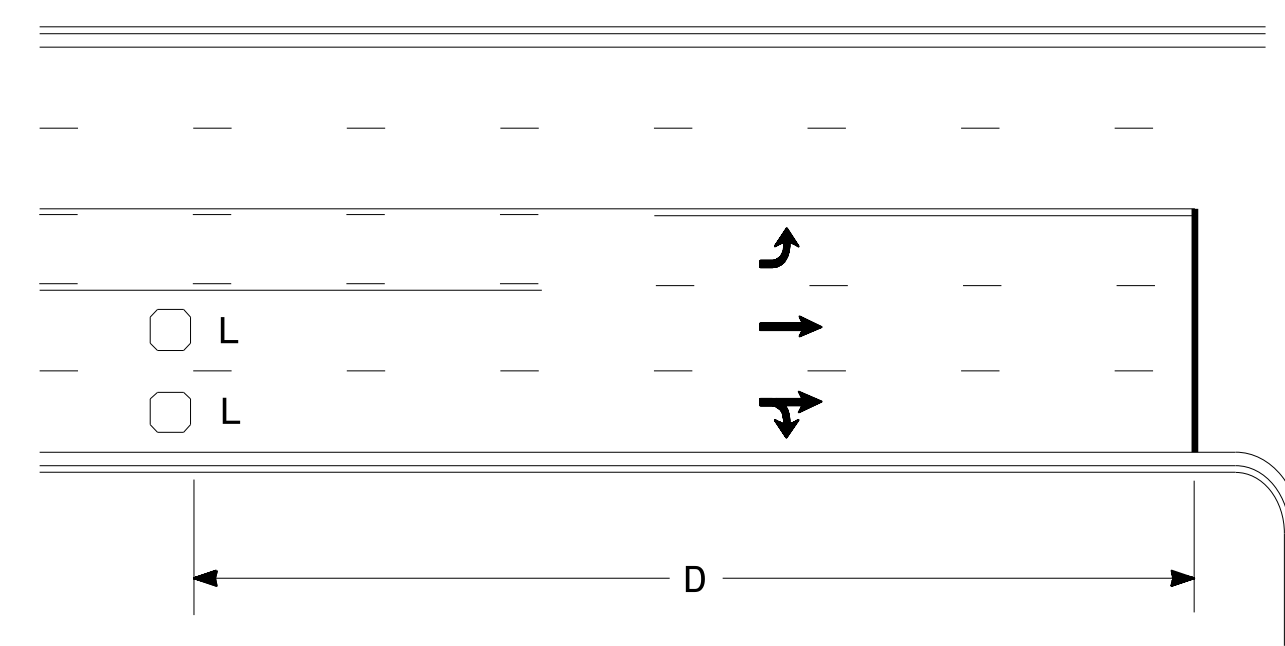
LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

High Speed Detection (≥40 mph)

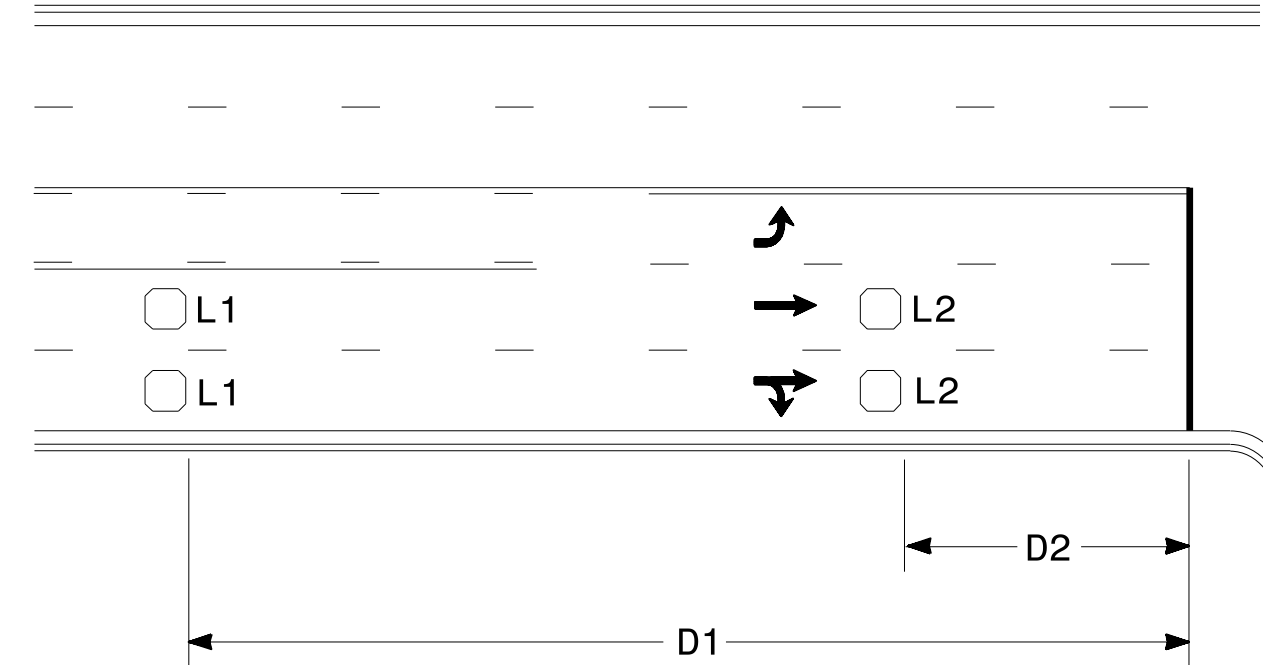


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft
Wired in series for TS1
Controllers
Wired separately for TS2,
170, and 2070L Controllers

Volume Density Operation

OR

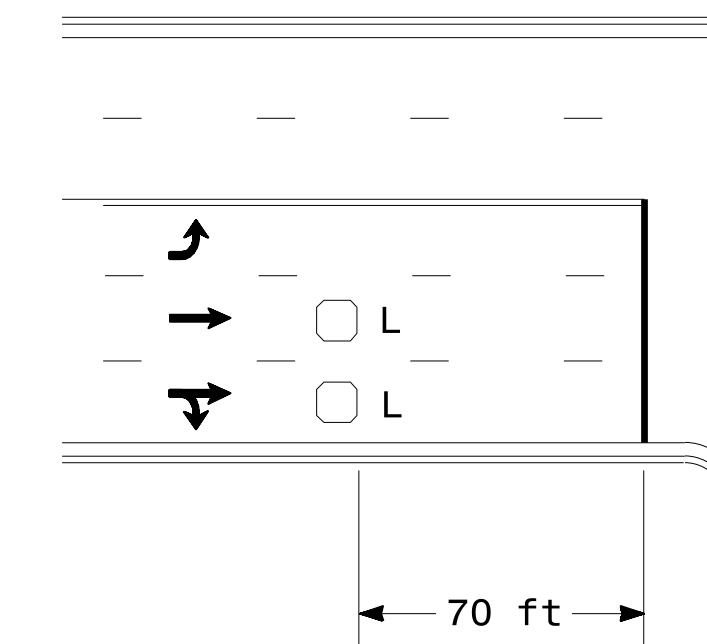


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series
L2 = 6ft X 6ft
Wired in series

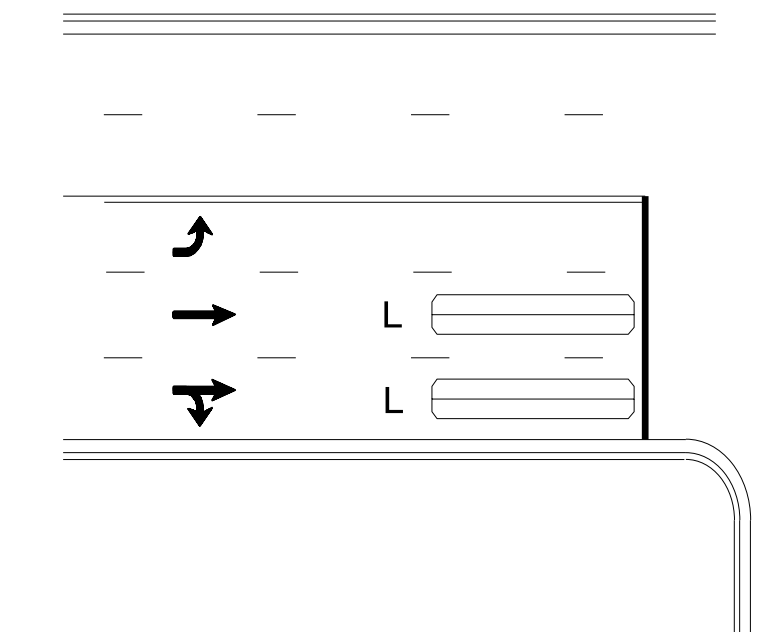
"Stretch" Operation

Low Speed Detection (≤35 mph)



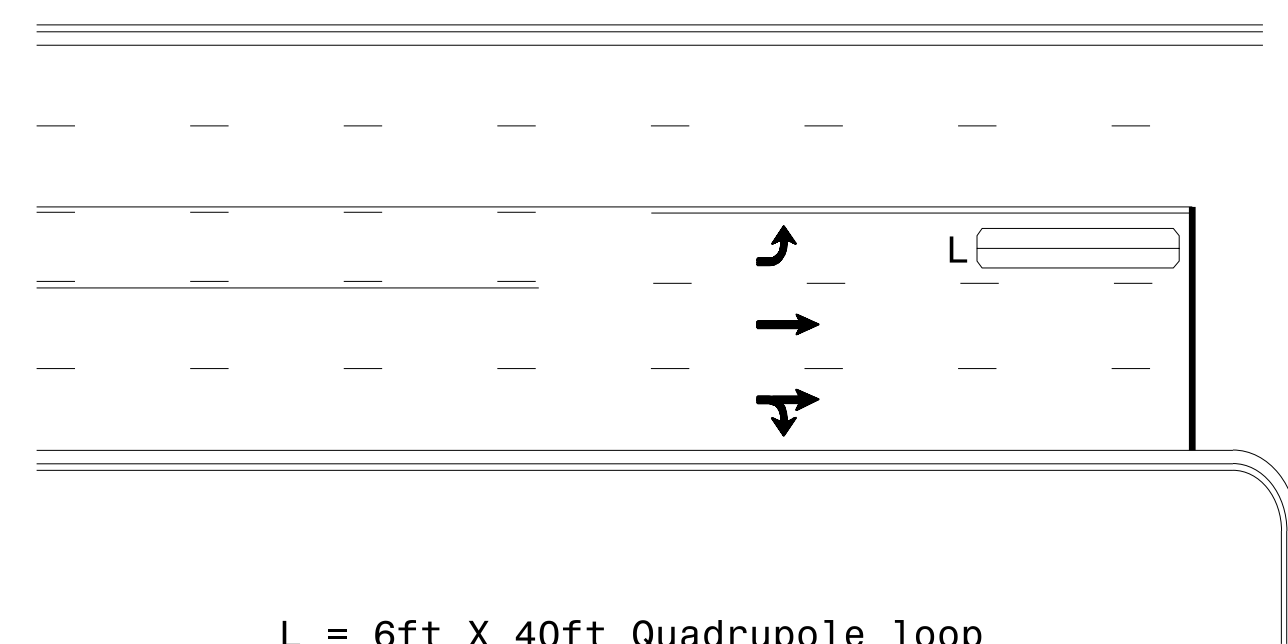
L = 6ft X 6ft
Wired in series

OR



L = 6ft X 40ft
Quadrupole loop, wired separately

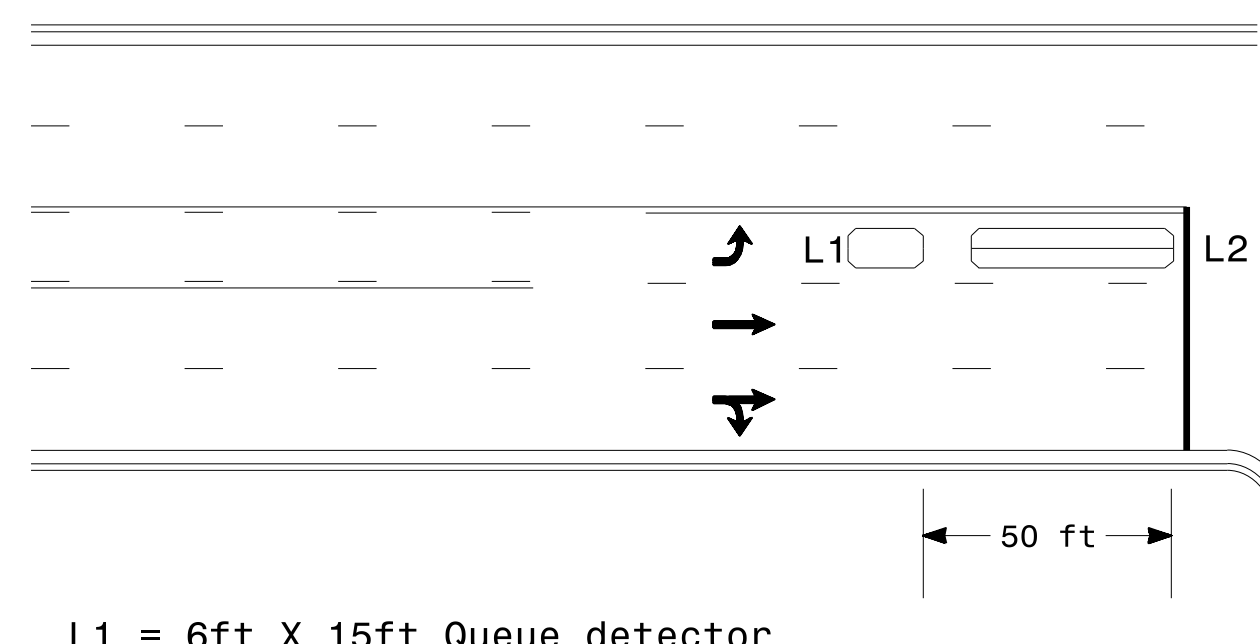
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

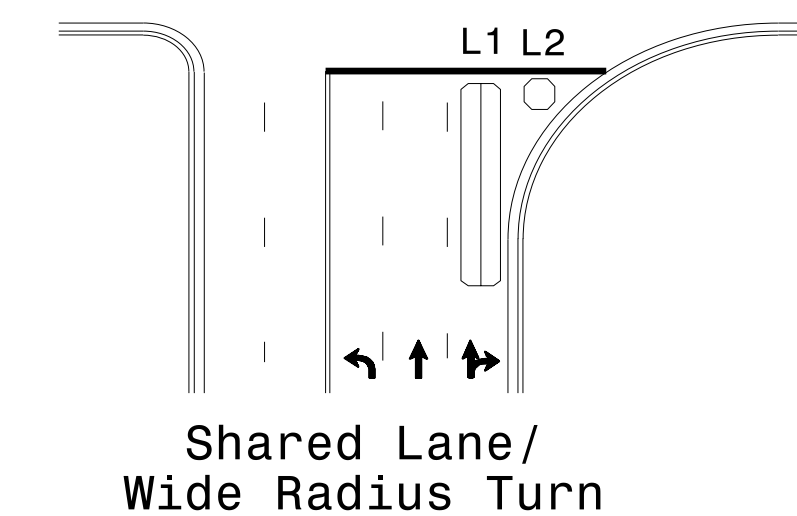
OR



L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

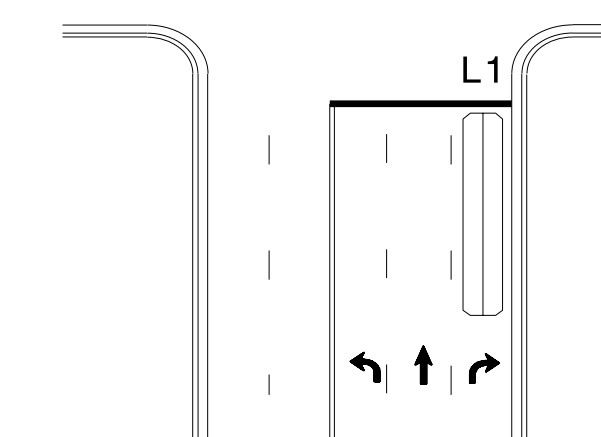
Queue Loop Detection

Right Turn Lane Detection

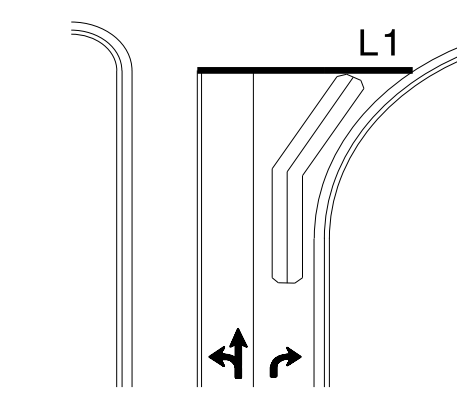


Shared Lane/
Wide Radius Turn

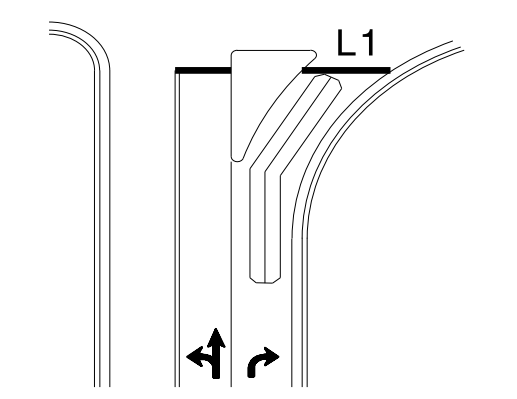
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

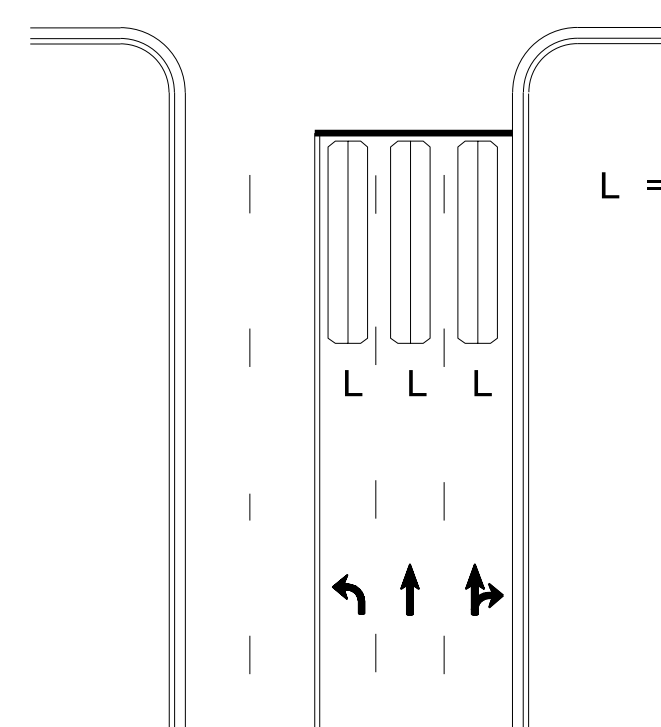


Wide Radius Turn



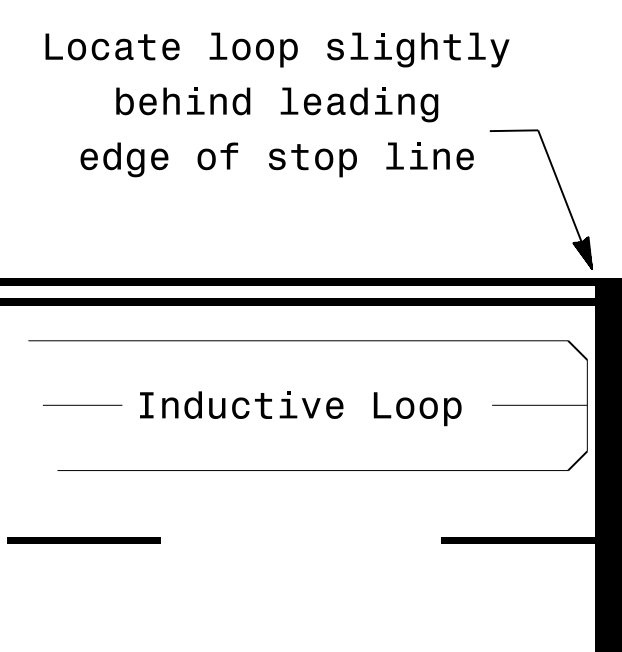
Channelized Turn

Side Street Detection



L = 6ft X 40ft
Quadrupole loop
Wired to separate
detectors/channels

Presence Loop Placement at Stop Lines



Note:
Loop may be located in advance
of stop line under any of the
following conditions:
1) stop line is greater than 15'
from edge of intersecting
roadway
2) loop detects a permissive or
protected/permissive left turn
3) for an exclusive right turn
lane

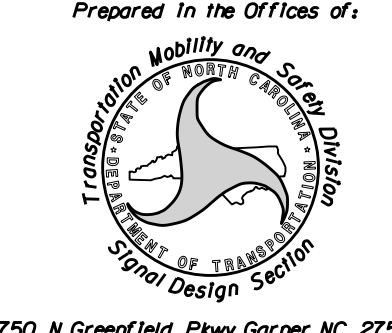
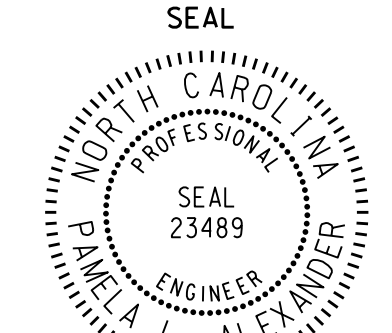
Recommended Number of Turns

Single 6' X 6' loop
(when wired separately):

Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns

6' X 15' Loops:
Lead-in < 150', use 2 turns
Lead-in > 150', use 3 turns

	<p>Typical Signal Loop Locations</p>		
	<p>PLAN DATE: January 2015</p>	<p>REVIEWED BY: JPG</p>	
<p>SCALE: N/A</p>	<p>REVISIONS</p>	<p>INIT.</p>	<p>DATE</p>
<p>SIG. INVENTORY NO.</p>			<p>1/30/2015</p>

