PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.11.05.10991	1	2
2022CPT.11.05.20991		

SUMMARY OF QUANTITIES

Project No.	County	Map No.	Route	Route Name	From Description	To Description	Mile Post From	Mile Post To	TYP NO	LANE TYPE	LENGTH	WIDTH	0106000000-E BORROW EXCAVATION	1220000000-E INCIDENTAL STONE BASE	1245000000-E SHOULDER RECONSTRUC-TION	1297000000-E 1.5" MILLING	1308000000-E 0-1.5" MILLING	1330000000-E INCIDENTAL MILLING	1519000000-E SURFACE COURSE, SS.5B	1520000000-E LEVELING COURSE, SS.5B	1575000000-E ASPHALT BINDER FOR PLANT MIX	1704000000-E PATCHING EXISTING ASPHALT	1775000000-E ASPHALT SURFACE TREATMENT, MAT COAT, NO. 78M STONE	1838000000-E EMULSION FOR MAT COAT	2815000000-N ADJ. OF DROP INLETS	2830000000-N ADJ. OF MANHOLES	2845000000-N ADJ. OF METER OR VALVE BOX	7288000000-E PAVED TRENCHING	7300000000-E UNPAVED TRENCHING	7324000000-N JUNCTION BOX (STANDARD SIZE)	7444000000-E INDUCTIVE LOOP	7456000000-E LEAD-IN CABLE	6084000000-E SEED & MULCHING
											MI	FT	CY	TON	SMI	SY	SY	SY	TON	TON	TON	TON	SY	GAL	EA	EA	EA	LF	LF	EA	LF	LF	AC
2022CPT.11.05.10991	Yadkin	1	US 21 Bus	US HWY 21	SR 1393	SR 1331	0.20	1.97	1	2WU	1.77	23	354	35	3.54	26,272		500	2,384		158				1	3	3						1.29
2022CPT.11.05.10991	Yadkin	2	US 21 Bus	S. Main St	SR 1331	Pardue St (NS)	1.97	2.95	2	2WU	0.98	26	196	20	1.96			500	1,480		99	296	16,443	5,755	1	10	10						0.71
2022CPT.11.05.10991	Yadkin	3	US 21 Bus	N. Bridge St	NC 67	SR 1402	3.78	3.92	3	MU	0.14	80				5,421		500	488		33				1	10	10	50	50	1	50	600	
2022CPT.11.05.10991	Yadkin	4	US 21 Bus	Elm St	SR 1402	Bridge # 0021	3.92	4.11	3	MU	0.19	44				5,395		500	486		33				1	5	5						
2022CPT.11.05.10991	Yadkin	5	NC 67	Winston Rd/NC 67	US 21 BUS	Pavement Joint at Roundabout	0.00	1.67	3	MU	1.67	60				64,662		1,000	5,577		374				1	20	20	150	150	3	150	2,100	
TOTAL FOR PROJ NO. 2022CPT.11.05.10991											**4.75**		**550**	**55**	**5.50**	**101,750**	**0**	**3000**	**10,395**	**0**	**696**	**296**	**16,443**	**5,755**	**5**	**48**	**48**	**200**	**200**	**4**	**200**	**2,700**	**2.00**
2022CPT.11.05.20991	Yadkin	6	SR 1126	Flat Rock Ch Rd	SR 1125	SR 1102	0.00	2.02	4	2WU	2.02	18	404	40	4.04		550	150	2,024	880	136												1.47
2022CPT.11.05.20991	Yadkin	7	SR 1314	W Main St/Old US HWY 421 W	SR 1387	SR 1331	1.59	2.63	2	2WU	1.04	22	208	21	2.08			150	1,274		85	255	14,765	5,168									0.76
2022CPT.11.05.20991	Yadkin	8	SR 1569	Bloomtown Rd	SR 1605	MP 1.92/Pavement Width Change	0.00	1.92	2	2WU	1.92	20	384	38	3.84			150	2,137	929	143												1.40
2022CPT.11.05.20991	Yadkin	9	SR 1569	Bloomtown Rd	MP 1.92/Pavement Width Change	SR 1549	1.92	3.35	2	2WU	1.43	18	286	29	2.86			150	1,433	623	96												1.04
2022CPT.11.05.20991	Yadkin	10	SR 1725	Ray T. Moore Rd	SR 1736	SR 1733	1.42	3.71	2	2WU	2.29	20	458	46	4.58			150	2,549	1,108	171												1.87
TOTAL FOR PROJ NO. 2022CPT.11.05.20991											**8.70**		**1,740**	**174**	**17.40**	**0**	**550**	**750**	**9,417**	**3,540**	**631**	**255**	**14,765**	**5,168**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.33**
GRAND TOTAL											**13.45**		**2,290**	**228**	**22.90**	**101,750**	**550**	**3,750**	**19,811**	**3,540**	**1,327**	**551**	**31,208**	**10,923**	**5**	**48**	**48**	**200**	**200**	**4**	**200**	**2,700**	**8.33**

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.11.05.10991	2	2
2022CPT.11.05.20991		

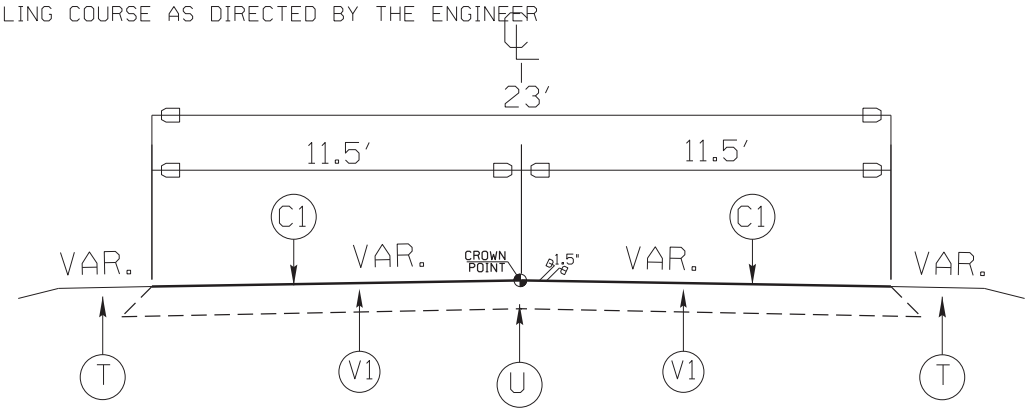
THERMOPLASTIC AND PAINT QUANTITIES

													441300000-E	445700000-N	481000000-E		482000000-E		483500000-E	484000000-N		484500000-N						489500000-N
Project No.	County	Map No.	Route	Route Name	From Description	To Description	Mile Post From	Mile Post To	TYP NO	LANE TYPE	LENGTH	WIDTH	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	8" YELLOW PAINT	24" WHITE PAINT	PAINT CHARACTER 'SCHOOL'	PAINT CHARACTER 'ONLY'	PAINT STR & RIGHT ARROW	PAINT STR & LEFT ARROW	PAINT STRAIGHT ARROW	PAINT LEFT ARROW	PAINT MERGE ARROW	Right Turn Arrow	NON-CAST IRON SNOW PLOWABLE MARKERS
											Mi	FT	SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA
2022CPT.11.05.10991	Yadkin	1	US 21 Bus	US HWY 21	SR 1393	SR 1331	0.20	1.97	1	2WU	1.77	23	230	1	37,382	37,382												117
2022CPT.11.05.10991	Yadkin	2	US 21 Bus	S. Main St	SR 1331	Pardue St (NS)	1.97	2.95	2	2WU	0.98	26	127		25,872	25,872												65
2022CPT.11.05.10991	Yadkin	3	US 21 Bus	N. Bridge St	NC 67	SR 1402	3.78	3.92	3	2WU	0.14	60	18		3,696	3,696					8	4		8	12			37
2022CPT.11.05.10991	Yadkin	4	US 21 Bus	Elm St	SR 1402	Bridge # 0021	3.92	4.11	3	2WU	0.19	44	25		3,010	5,016	1,100	200	25						6		6	50
2022CPT.11.05.10991	Yadkin	5	NC 67	Winston Rd/NC 67	US 21 BUS	Pavement Joint at Roundabout	0.00	1.67	3	MU	1.67	60	217		17,635	26,453	1,500		325		16	4		16	102		6	441
TOTAL FOR PROJ NO. 2022CPT.11.05.10991											**4.75**		**618**	**1**	**87,595**	**98,419**	**2,600**	**200**	**350**	**0**	**24**	**8**	**0**	**24**	**120**	**0**	**12**	**710**
															186,014		**2,800**			**24**				**164**				
2022CPT.11.05.20991	Yadkin	6	SR 1126	Flat Rock Ch Rd	SR 1125	SR 1102	0.00	2.02	4	2WU	2.02	18	263		42,662	42,662												
2022CPT.11.05.20991	Yadkin	7	SR 1314	W Main St/Old US HWY 421 W	SR 1387	SR 1331	1.59	2.63	2	2WU	1.04	22	135		21,965	21,965												
2022CPT.11.05.20991	Yadkin	8	SR 1569	Bloomtown Rd	SR 1605	MP 1.92/Pavement Width Change	0.00	1.92	2	2WU	1.92	20	250		40,550	40,550			80	12								
2022CPT.11.05.20991	Yadkin	9	SR 1569	Bloomtown Rd	MP 1.92/Pavement Width Change	SR 1549	1.92	3.35	2	2WU	1.43	18	186		30,202	30,202												
2022CPT.11.05.20991	Yadkin	10	SR 1725	Ray T. Moore Rd	SR 1736	SR 1733	1.42	3.71	2	2WU	2.29	20	1,265		48,365	48,365												
TOTAL FOR PROJ NO. 2022CPT.11.05.20991											**8.70**		**2,098**	**0**	**183,744**	**183,744**	**0**	**0**	**80**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
															367,488		**0**			**12**				**0**				
GRAND TOTAL											**13.45**		**2,716**	**1**	**271,339**	**282,163**	**2,600**	**200**	**430**	**12**	**24**	**8**	**0**	**24**	**120**	**0**	**12**	**710**
															553,502		**2,800**			**36**				**164**				

PROJECT REFERENCE NO.	SHEET NO.
DK00322	01

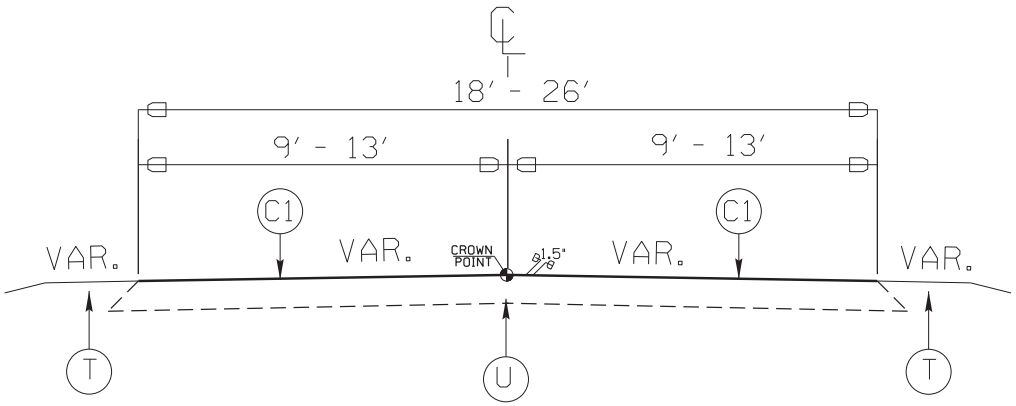
* "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.
* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER
* LEVELING COURSE AS DIRECTED BY THE ENGINEER

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V3	INCIDENTAL MILLING (See Tie in Detail)



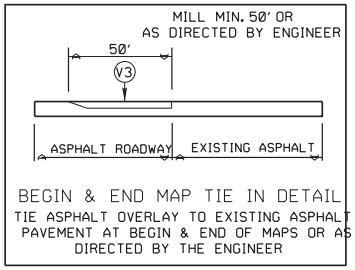
TYPICAL SECTION NO. 1

MAP 1 - US 21 BUS FROM SR 1393 TO SR 1331



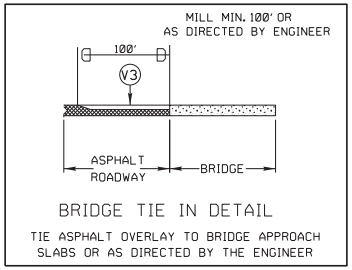
TYPICAL SECTION NO. 2

**MAP 2 - US 21 BUS FROM SR 1331 TO Pardue St.
**MAP 7 - SR 1314 FROM SR 1387 TO SR 1331
MAP 8 - SR 1569 FROM SR 1605 TO MP 1.92 (Pvmt. Change)
MAP 9 - SR 1569 FROM MP 1.92 (Pvmt. Change) TO SR 1549
MAP 10 - SR 1725 FROM SR 1736 TO SR 1733



BEGIN & END MAP TIE IN DETAIL

TIE ASPHALT OVERLAY TO EXISTING ASPHALT PAVEMENT AT BEGIN & END OF MAPS OR AS DIRECTED BY THE ENGINEER



BRIDGE TIE IN DETAIL

TIE ASPHALT OVERLAY TO BRIDGE APPROACH SLABS OR AS DIRECTED BY THE ENGINEER

NOTE
Mat Coat on Map 2 is for travel lanes only

** ASPHALT SURFACE TREATMENT, MAT COAT, NO.78M STONE

YADKIN COUNTY
PRIMARY AND 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: 01/13/2022
PREPARED BY: D.HAGWOOD
REVIEWED BY:
REVIEWED BY:

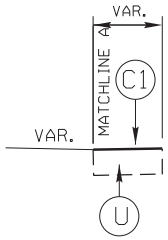
8/17/99

$$$$$$$SYSTIME$$$$$$
$$$$$$$USERID$$$$$$$
$$$$$$$USERNAME$$$$$$$

PROJECT REFERENCE NO.	SHEET NO.
DK00322	02

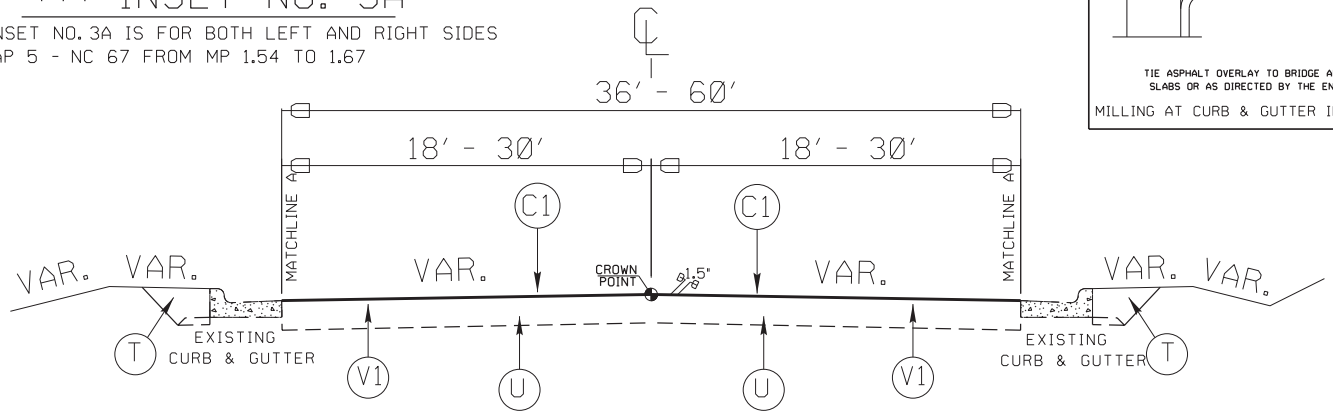
* "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.
* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V3	INCIDENTAL MILLING (See Tie in Detail)



*** INSET NO. 3A

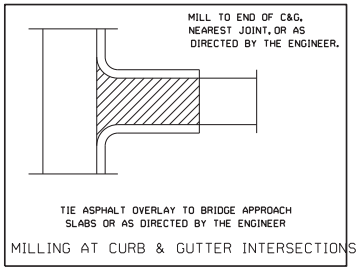
* INSET NO. 3A IS FOR BOTH LEFT AND RIGHT SIDES
MAP 5 - NC 67 FROM MP 1.54 TO 1.67



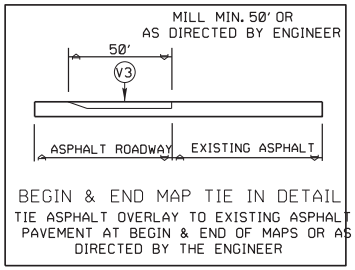
TYPICAL SECTION NO. 3

MAP 3 - US 21 BUS FROM NC 67 TO SR 1402
MAP 4 - US 21 BUS FROM SR 1402 TO Bridge #0021
***MAP 5 - NC 67 FROM US 21 BUS TO
MP 1.67 (Pvmt. Joint @ Rdbt)

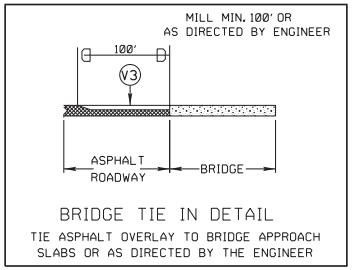
NOTE
Ramps may be added on Map 5 if not resurfaced during I-77 rehab project



MILLING AT CURB & GUTTER INTERSECTIONS



BEGIN & END MAP TIE IN DETAIL
TIE ASPHALT OVERLAY TO EXISTING ASPHALT PAVEMENT AT BEGIN & END OF MAPS OR AS DIRECTED BY THE ENGINEER



BRIDGE TIE IN DETAIL
TIE ASPHALT OVERLAY TO BRIDGE APPROACH SLABS OR AS DIRECTED BY THE ENGINEER

YADKIN COUNTY
PRIMARY AND 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

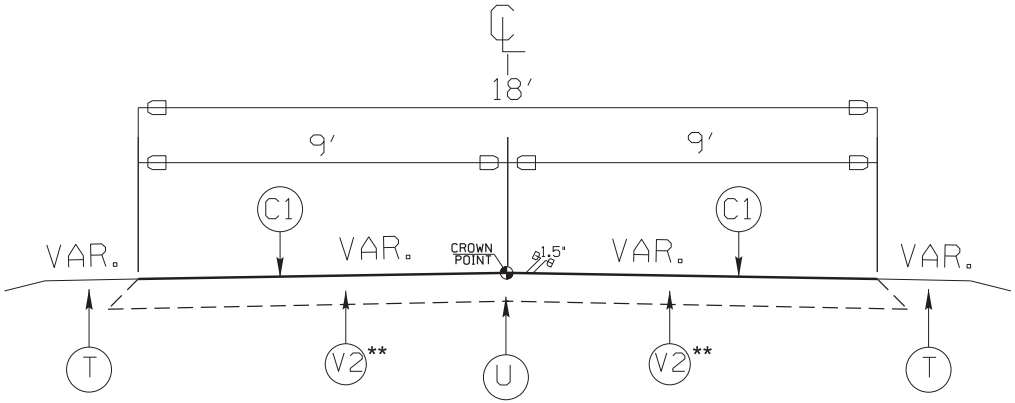
SCALE: N/A	DATE: 01/13/2022
PREPARED BY:	D.HAGWOOD
REVIEWED BY:	
REVIEWED BY:	

8/17/99

$$$$$$$SYSTIME$$$$$$
$$$$$$$

PROJECT REFERENCE NO.	SHEET NO.
DK00322	03

* "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.
* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER
* LEVELING COURSE AS DIRECTED BY THE ENGINEER

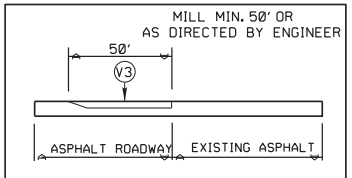


TYPICAL SECTION NO. 4

MAP 6 - SR 1126 FROM SR 1125 TO SR 1102

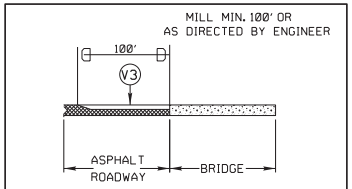
NOTE
Var. Milling 0-1.5" included (as needed) only at bridge location as directed by the engineer

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT VAR. DEPTH OF 0" - 1½"
V3	INCIDENTAL MILLING (See Tie in Detail)



BEGIN & END MAP TIE IN DETAIL

TIE ASPHALT OVERLAY TO EXISTING ASPHALT PAVEMENT AT BEGIN & END OF MAPS OR AS DIRECTED BY THE ENGINEER



BRIDGE TIE IN DETAIL

TIE ASPHALT OVERLAY TO BRIDGE APPROACH SLABS OR AS DIRECTED BY THE ENGINEER

YADKIN COUNTY
PRIMARY AND 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: 01/13/2022
PREPARED BY:	D.HAGWOOD
REVIEWED BY:	
REVIEWED BY:	

8/17/99

$$$$$$$SYTWE$$$$$
$$$$$$$SYSTEM$$$$$
$$$$$$$

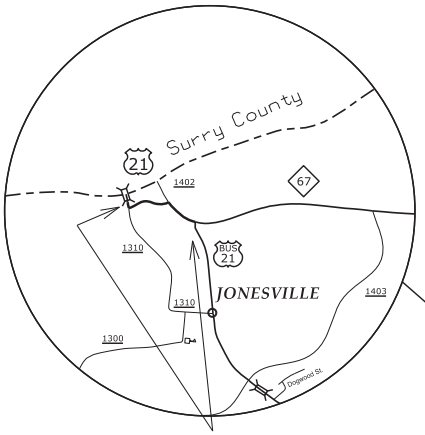
PROJECT REFERENCE NO.	SHEET NO.
DK00322	04

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

YADKIN COUNTY

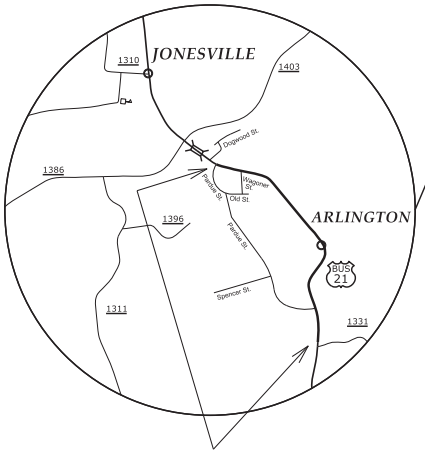
TYPE OF WORK: ASPHALT RESURFACING
RESURFACING - PRIMARY & SECONDARY ROUTES
MAPS # 2 - 4, 8, & 9

2022



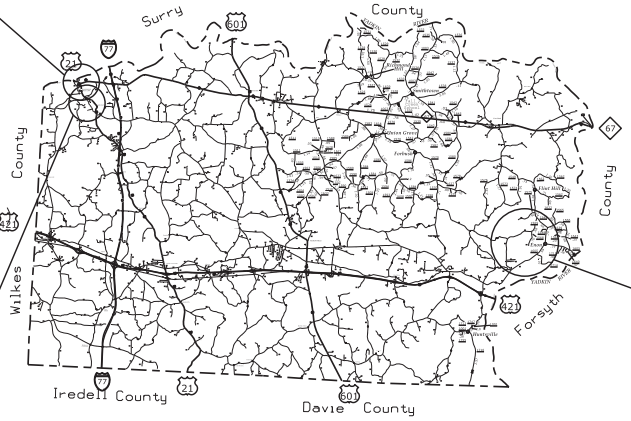
MAPS #3 & 4

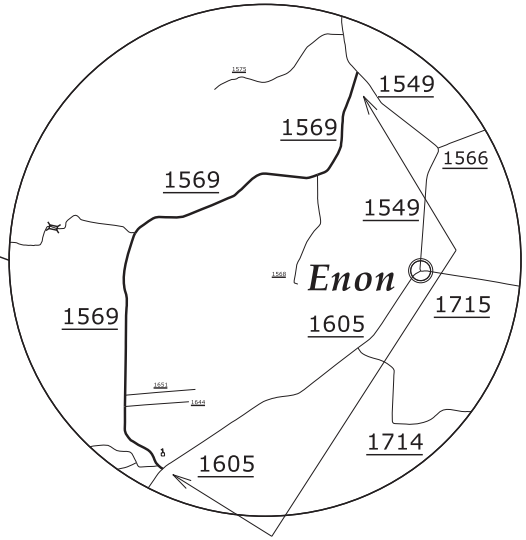
* US 21 BUS - (0.14 mi.)
  (FROM NC 67 TO SR 1402)
* US 21 BUS - (0.19 mi.)
  (FROM SR 1402 TO Bridge #0021)



MAP #2

* US 21 BUS - (0.98 mi.)
  (FROM SR 1331 TO Pardue St)





MAPS #8 & 9

* SR 1569 - (1.92 mi.)
  (FROM SR 1605 TO Pvmt. Change @ MP 1.92)
* SR 1569 - (1.43 mi.)
  (FROM Pvmt. Change @ MP 1.92 TO SR 1549)

8/17/99

$$$$$$$SYTWEB$$$$$
$$$$$$$

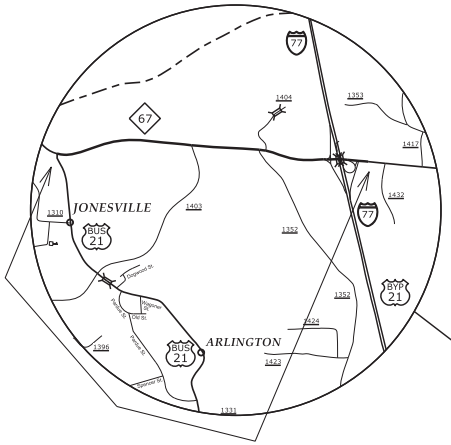
PROJECT REFERENCE NO.	SHEET NO.
DK00322	05

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

YADKIN COUNTY

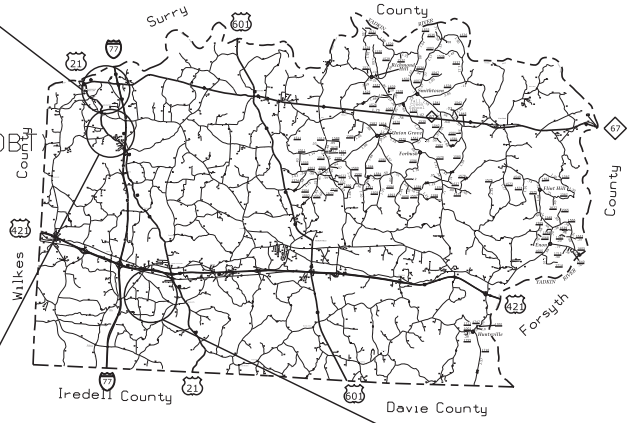
TYPE OF WORK: ASPHALT RESURFACING
RESURFACING - PRIMARY & SECONDARY ROUTES
MAPS # 1, 5 & 6

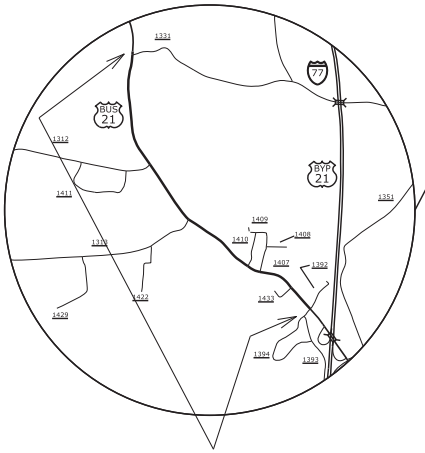
2022



MAP #5

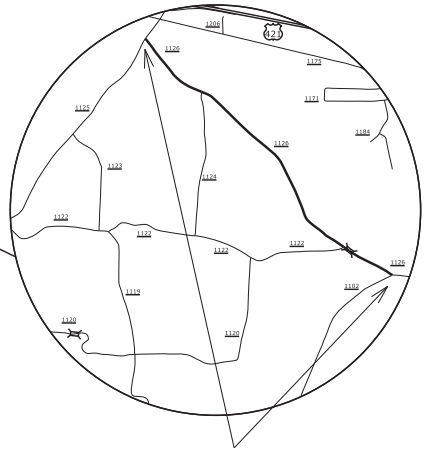
* NC 67 (WINSTON RD.) - (1.67 mi.)
(FROM US 21 BUS TO Pvmt. Joint @ RDB)





MAP #1

* US 21 BUS - (1.77 mi.)
(FROM SR 1393 TO SR 1331)



MAP #6

* SR 1126 - (2.02 mi.)
(FROM SR 1125 TO SR 1102)

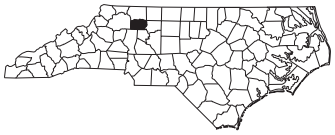
8/17/99

$$$$$$$SYTWEB$$$$$
$$$$$$$

PROJECT REFERENCE NO.	SHEET NO.
DK00322	06

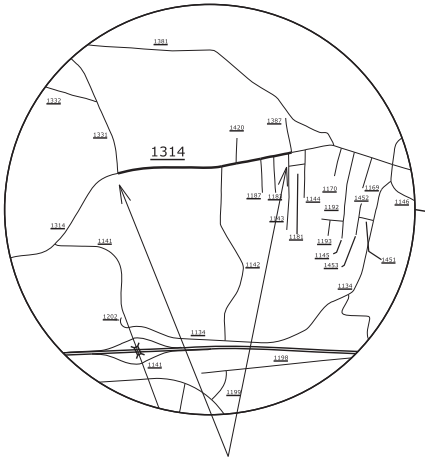
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

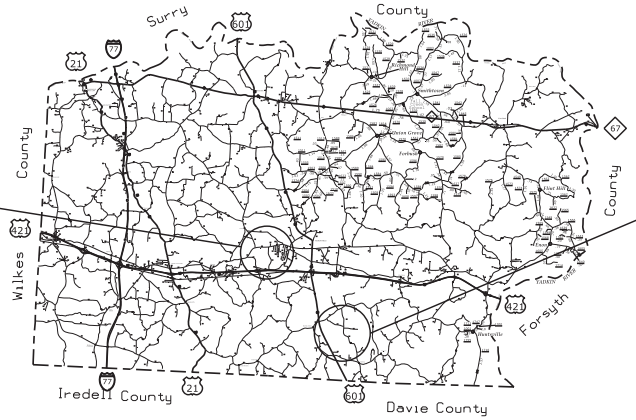
YADKIN COUNTY

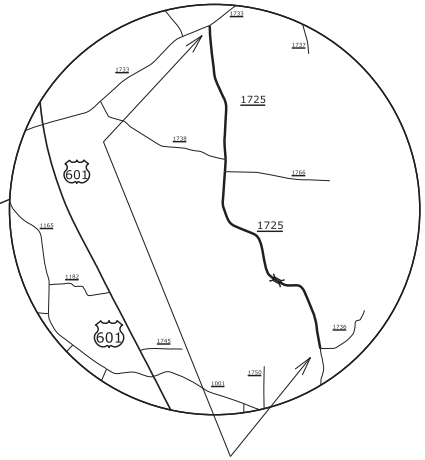


TYPE OF WORK: ASPHALT RESURFACING
RESURFACING - PRIMARY & SECONDARY ROUTES
MAPS # 7 & 10

2022







MAP #7

* SR 1314 - (1.04 mi.)
(FROM SR 1387 TO SR 1331)

MAP #10

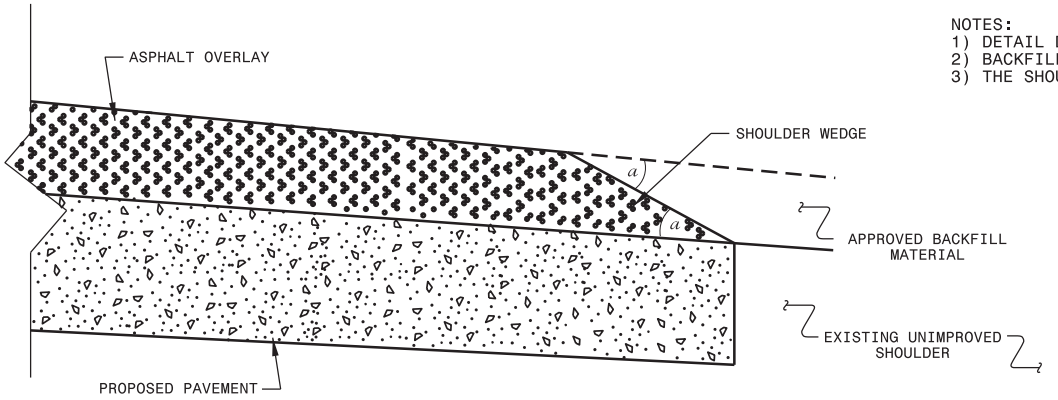
* SR 1725 - (2.29 mi.)
(FROM SR 1736 TO SR 1733)

8/17/99

$$$$$$$SYTIME$$$$$
$$$$$$$SYSTEM$$$$$
$$$$$$$USERNAME$$$$$

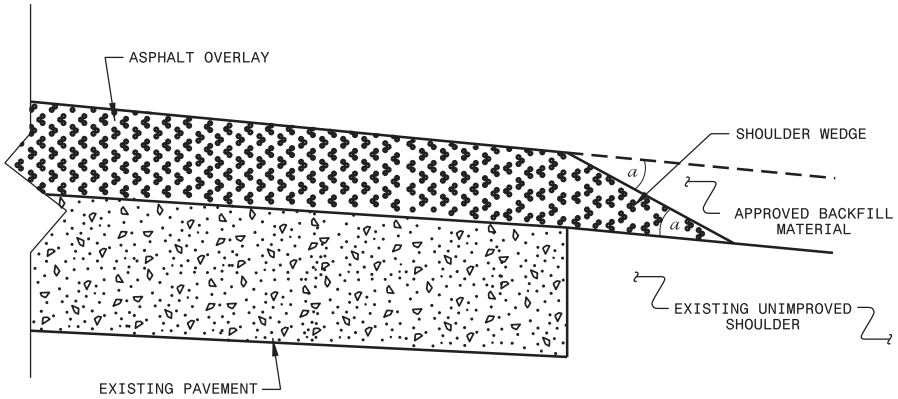
PROJECT REFERENCE NO.	SHEET NO.
I-5853	

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.



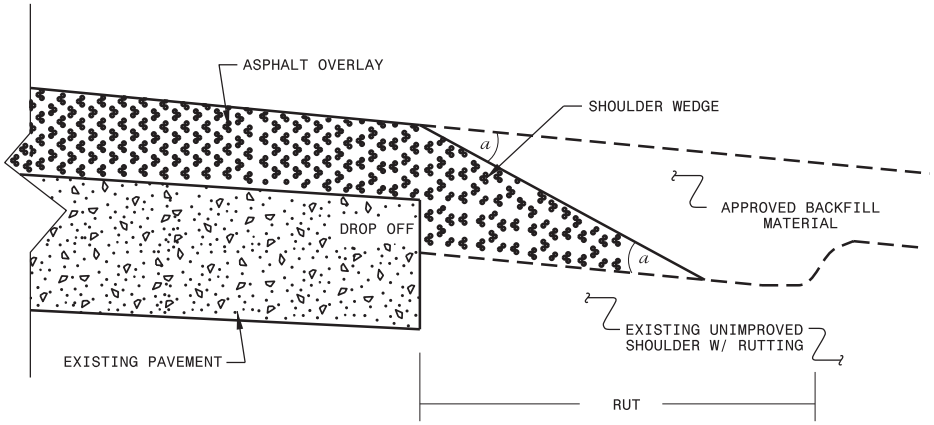
SHOULDER WEDGE DETAIL

(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

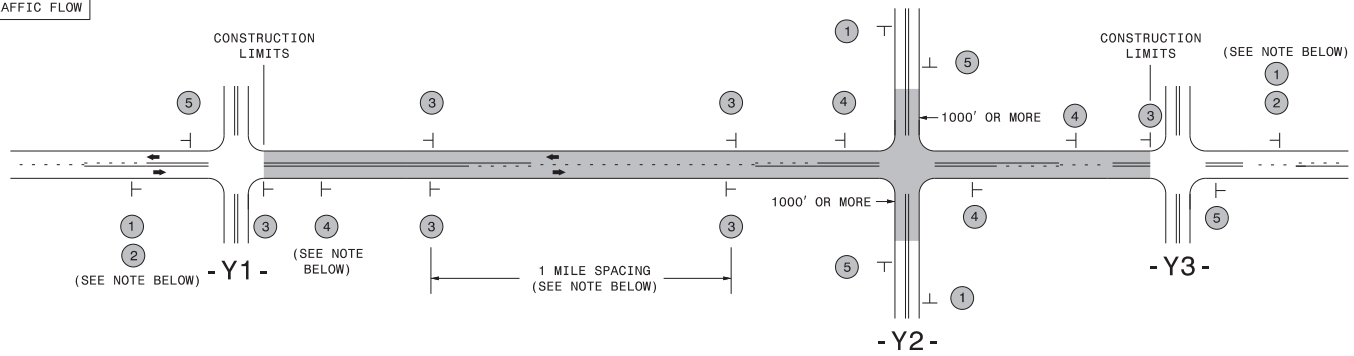
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	s:\usr/details/stand/shoulderwedgedetail.dgn		

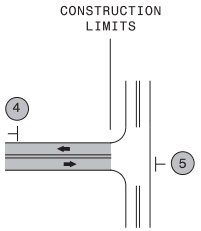
R:\FEB-2008 ILSI
S:\USR\details\stand\I-5853\CADD\Shoulder Wedge Detail.dgn
cwiles AM\D1707-300048

PROJ. REFERENCE NO.	SHEET NO.

SIGNING FOR RESURFACING PROJECTS

LEGEND
- ⊢ STATIONARY SIGN
- ← DIRECTION OF TRAFFIC FLOW





TEE INTERSECTION

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1	ROAD WORK AHEAD W20-1 48″ X 48″	PLACE 1000′ PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000′ ALONG -Y- LINE.
2	NEXT XX MILES W7-3aP 24″ X 18″	#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER.(NO FRACTIONAL OR DECIMAL NUMBERS)
3	LOW/SOFT SHOULDER SP 13107 48″ X 48″	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.
4	ROAD UNDER CONST SP 13106 48″ X 48″	- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500′ +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500′ OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500′ +/- OF THE INTERSECTION ALONG -L- LINE.
5	END ROAD WORK G20-2 A 48″ X 24″	PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

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.

-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, 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.

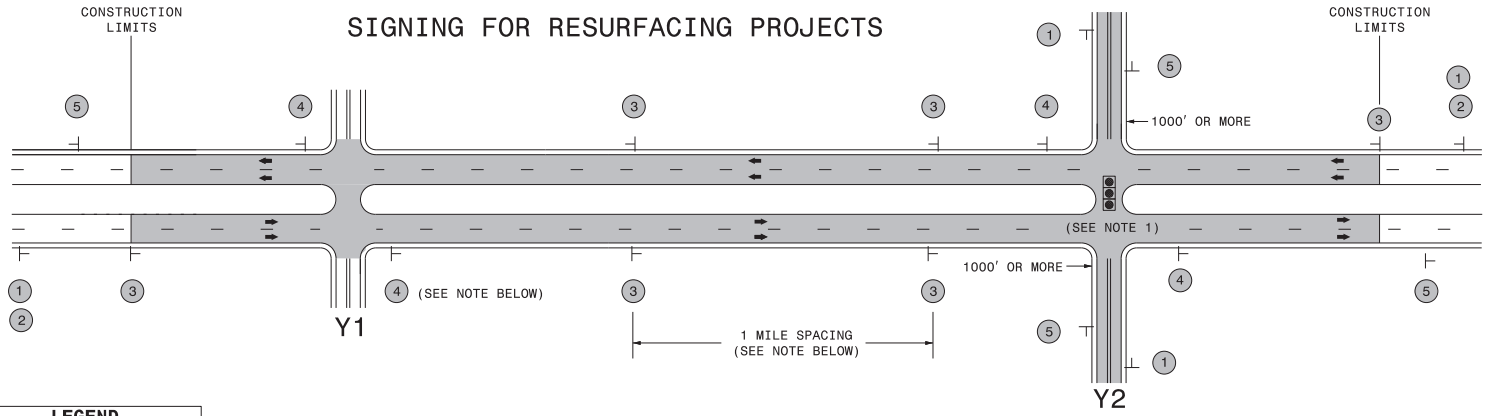
DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

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

5/15/2017
S:\TMU\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2lrn.dgn
User:kedals

PROJ. REFERENCE NO.	SHEET NO.

SIGNING FOR RESURFACING PROJECTS



LEGEND

- ⊢ STATIONARY SIGN
- ⬅ DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1	ROAD WORK AHEAD W20-1 48″ X 48″	PLACE 1000′ PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000′ ALONG -Y- LINE.
2	NEXT XX MILES W7-3aP 24″ X 18″	#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)
3	LOW/SOFT SHOULDER SP 13107 48″ X 48″	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET ½ MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.
4	ROAD UNDER CONST SP 13106 48″ X 48″	THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500′ +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500′ OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.
5	END ROAD WORK G20-2 A 48″ X 24″	PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS.

-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.

ROAD WORK AHEAD
W20-1
48″ X 48″

PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A
48″ X 48″

PLACED 250′ IN ADVANCE OF FLAGGER.

NOTES:

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.

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

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

3/23/2015
C:\Users\rmgarrett\Downloads\Resurfacing_AdvWarn_UrSu_Shldr.dgn
User:rmgarrett

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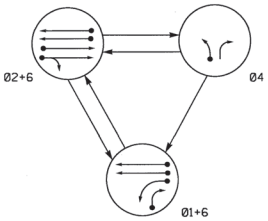
PROJECT REFERENCE NO.	SHEET NO.
N/A	Sig. 1

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

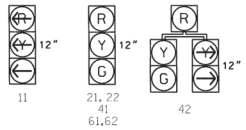
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+6	PHASE Ø2+6	PHASE Ø4	PHASE FLASH
11	~~R~~	~~R~~	~~R~~	~~R~~
21, 22	R	G	R	Y
41	R	R	G	R
42	R	R	G	R
61, 62	G	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



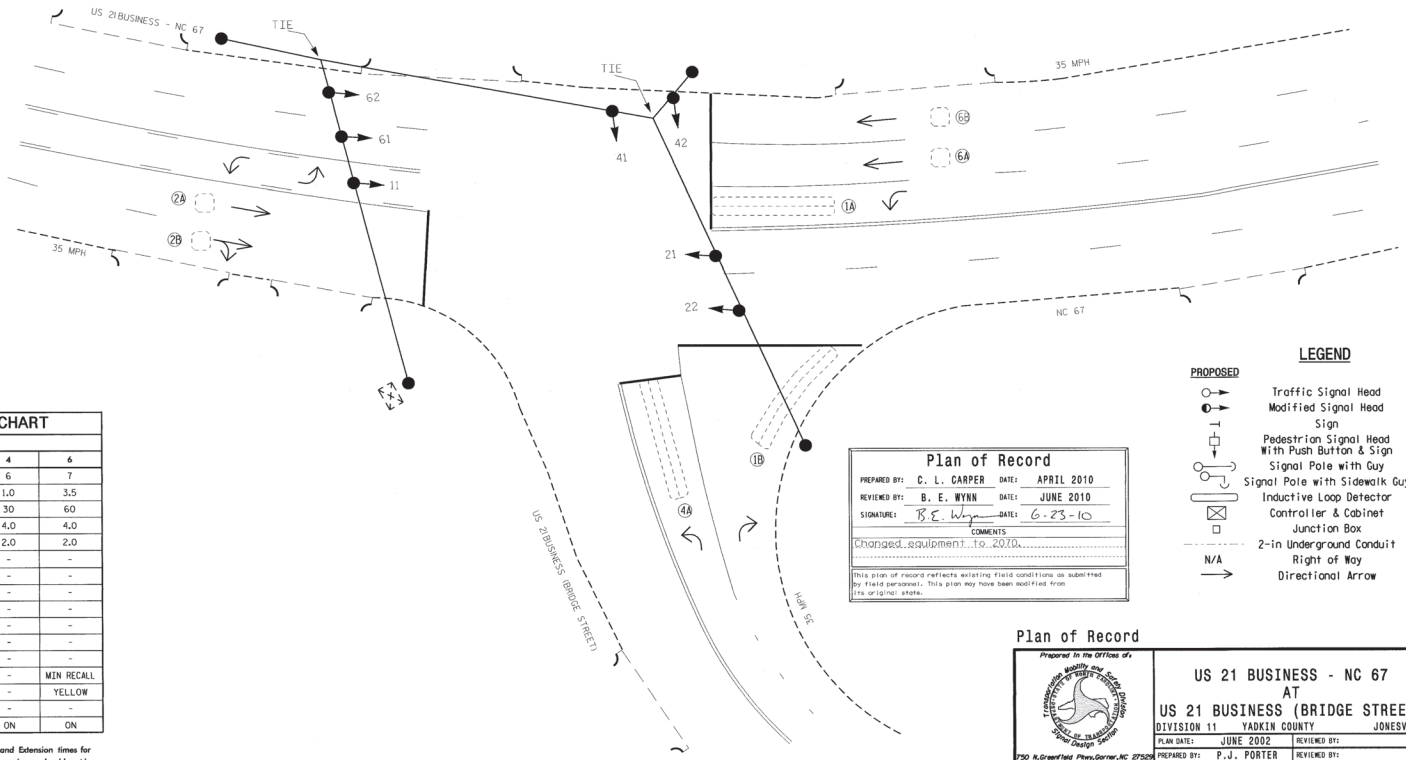
OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	EXISTING	-	1	Y	Y	-	-	-	-	-
1B	6X40	0	EXISTING	-	1	Y	Y	-	-	10	-	-
2A	6X6	70	EXISTING	-	2	Y	Y	-	-	-	-	-
2B	6X6	70	EXISTING	-	2	Y	Y	-	-	-	-	-
4A	6X40	0	EXISTING	-	4	Y	Y	-	-	-	-	-
6A	6X6	70	EXISTING	-	6	Y	Y	-	-	-	-	-
6B	6X6	70	EXISTING	-	6	Y	Y	-	-	-	-	-

3 PHASE
FULLY ACTUATED

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Pavement markings are existing.



OASIS 2070L TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6
Min Green 1 *	7	7	6	7
Extension 1 *	2.0	3.5	1.0	3.5
Max Green 1 *	20	60	30	60
Yellow Clearance	4.0	4.0	4.0	4.0
Red Clearance	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	-	MIN RECALL	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	YELLOW
Dual Entry	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Plan of Record

PREPARED BY:	C. L. CARPER	DATE:	APRIL 2010
REVIEWED BY:	B. E. WYNN	DATE:	JUNE 2010
SIGNATURE:	B.E. Wynn	DATE:	6-23-10

COMMENTS
Changed equipment to 2070.

This plan of record reflects existing field conditions as submitted by field personnel. This plan may have been modified from its original state.

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	

Plan of Record

Prepared In the Offices of:
Transportation Mobility and Safety Division
Traffic Engineering Branch
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SCALE 0 20 1"=20'

US 21 BUSINESS - NC 67 AT US 21 BUSINESS (BRIDGE STREET)

DIVISION 11 YADKIN COUNTY JONESVILLE

PLAN DATE:	JUNE 2002	REVIEWED BY:	
PREPARED BY:	P.J. PORTER	REVIEWED BY:	

REVISIONS	INIT.	DATE

Not a certified document. This document originally issued and reviewed on 10-16-1971. This document shall not be considered a certified document.

SIG. INVENTORY NO. 11-0931

23-JUN-2010 12:32
s:\traffic\signals\gnc\ Design Section\Northwestern Region\Div-11\11-0931\11-0931por_sig_dgn_2010xxxx.dgn
clarper

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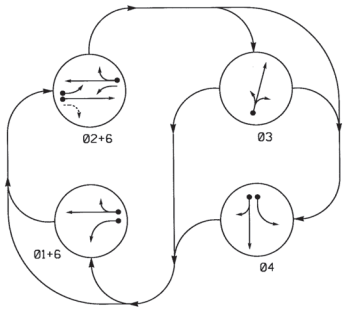
PROJECT REFERENCE NO.	SHEET NO.
N/A	Sig. 1

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+6	Ø2+6	Ø3	Ø4	FLASH
21, 22	R	G	R	R	Y
31	R	R	G	R	R
32	R	R	G	R	R
41	R	R	R	G	R
42	R	R	R	G	R
61	G	G	R	R	Y
62	G	G	R	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.

OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

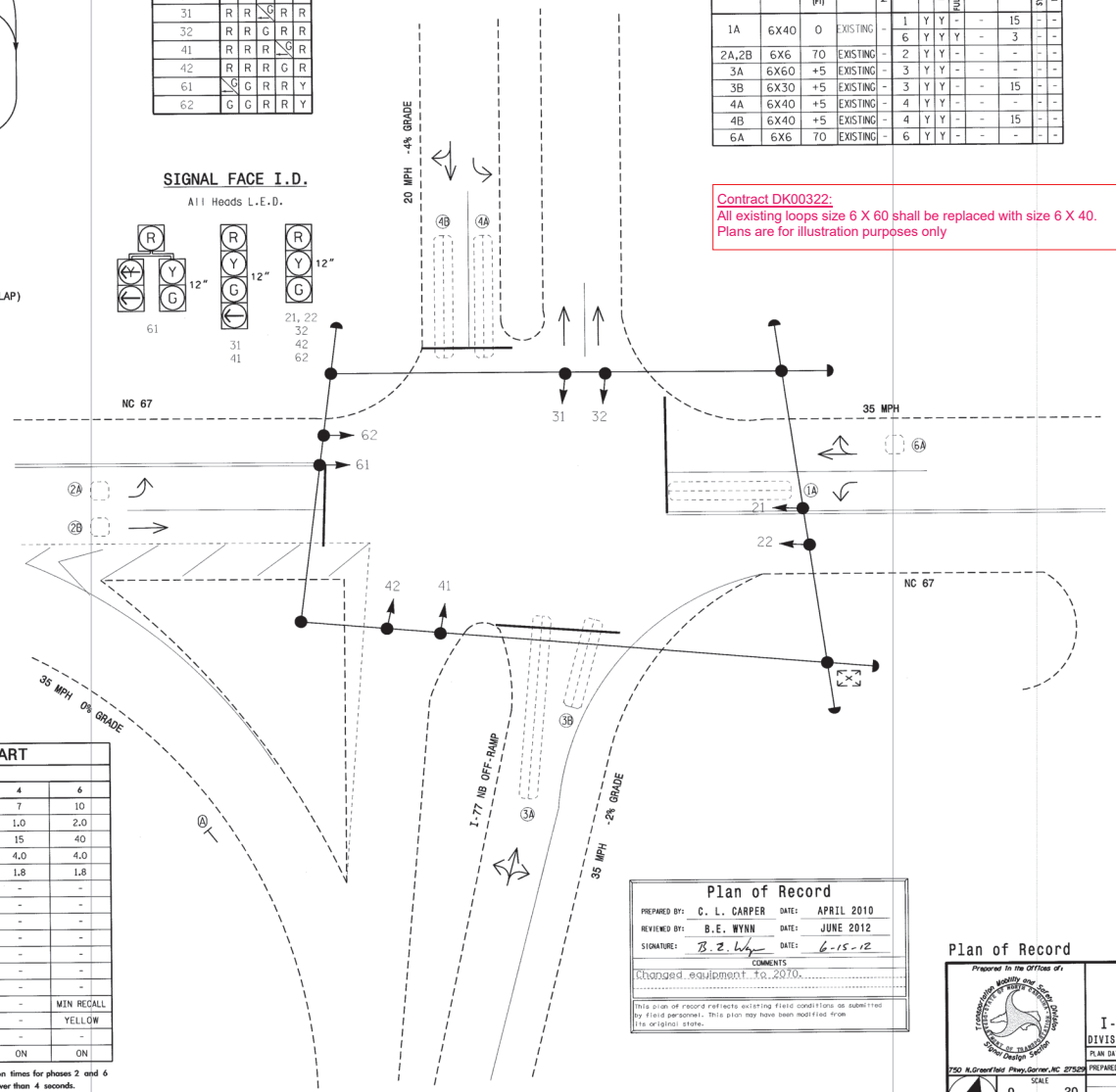
INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	EXISTING	-	1	Y	Y	-	-	15	-	-
					6	Y	Y	Y	-	3	-	-
2A,2B	6X6	70	EXISTING	-	2	Y	Y	-	-	-	-	-
3A	6X60	+5	EXISTING	-	3	Y	Y	-	-	-	-	-
3B	6X30	+5	EXISTING	-	3	Y	Y	-	-	15	-	-
4A	6X40	+5	EXISTING	-	4	Y	Y	-	-	-	-	-
4B	6X40	+5	EXISTING	-	4	Y	Y	-	-	15	-	-
6A	6X6	70	EXISTING	-	6	Y	Y	-	-	-	-	-

Contract DK00322:
All existing loops size 6 X 60 shall be replaced with size 6 X 40.
Plans are for illustration purposes only

4 PHASE FULLY ACTUATED ISOLATED

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Omit phase 1 during phase 2 on. Call phase 3.
4. Set all detector units to presence mode.
5. Pavement markings are existing.



LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
A	"YIELD" Sign (R1-2)	A

OASIS 2070L TIMING CHART

FEATURE	PHASE 1	2	3	4	6
Min Green 1 *	7	10	7	7	10
Extension 1 *	2.0	2.0	1.0	1.0	2.0
Max Green 1 *	20	40	20	15	40
Yellow Clearance	4.0	4.0	4.0	4.0	4.0
Red Clearance	1.8	1.8	1.5	1.8	1.8
Walk 1 *	-	-	-	-	-
Don't Walk 1	-	-	-	-	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	-	YELLOW
Dual Entry	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Plan of Record

PREPARED BY:	C. L. CARPER	DATE:	APRIL 2010
REVIEWED BY:	B.E. WYNN	DATE:	JUNE 2012
SIGNATURE:	B.E. Wynn	DATE:	6-15-12

COMMENTS
Changed equipment to 2070.

This plan of record reflects existing field conditions as submitted by field personnel. This plan may have been modified from its original state.

Plan of Record

Prepared In the Offices of:
Transportation Mobility and Safety Division
Traffic Engineering Branch
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SCALE 0 20 1"=20'

NC 67
AT
I-77 NB RAMP/HOLIDAY INN ENT.
DIVISION 11 YADKIN COUNTY JONESVILLE

PLAN DATE:	JULY 1994	REVIEWED BY:	J. VOSO
PREPARED BY:	T. JOYCE	REVIEWED BY:	

REVISIONS	INIT.	DATE

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SIG. INVENTORY NO. 11-1018

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jwyatt

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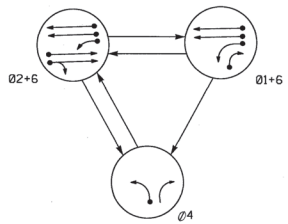
PROJECT REFERENCE NO.	SHEET NO.
N/A	Sig. 1

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

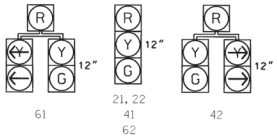
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+6	PHASE Ø1+6	PHASE Ø4	FLASH
21, 22	G	R	R	Y
41	R	R	G	R
42	R	R	G	R
61	G	G	R	Y
62	G	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

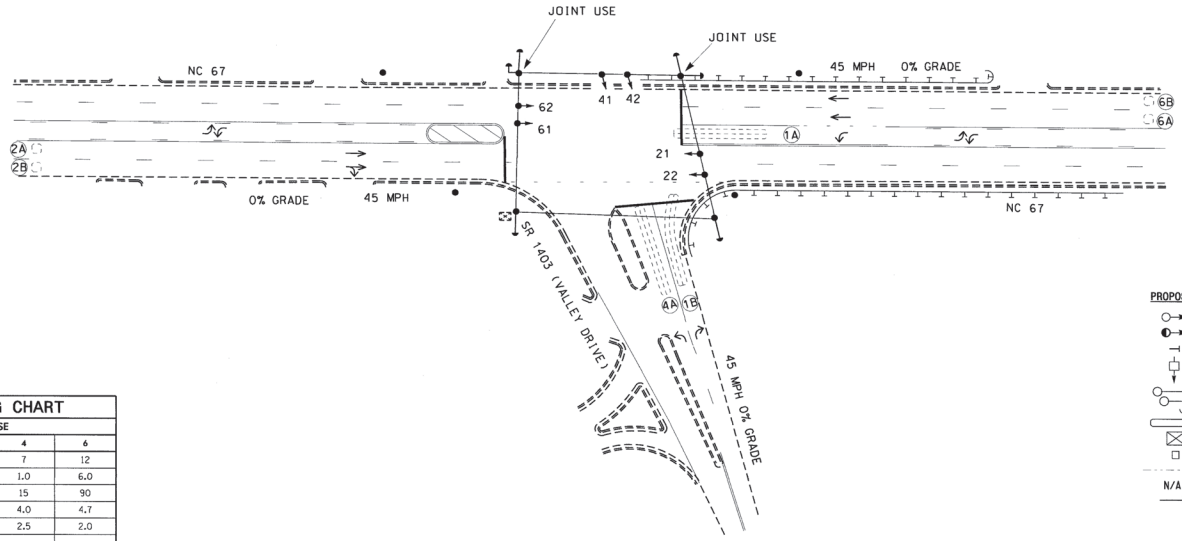
INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X60	+5	EXISTING	-	1	Y	Y	-	-	15	-	-
					6	Y	Y	Y	-	3	-	-
1B	6X60	+5	EXISTING	-	1	Y	Y	-	-	15	-	-
2A	6X6	300	EXISTING	-	2	Y	Y	-	-	-	-	-
2B	6X6	300	EXISTING	-	2	Y	Y	-	-	-	-	-
4A	6X60	0	EXISTING	-	4	Y	Y	-	-	-	-	-
6A	6X6	300	EXISTING	-	6	Y	Y	-	-	-	-	-
6B	6X6	300	EXISTING	-	6	Y	Y	-	-	-	-	-

Contract DK00322:
All existing loops size 6 X 60 shall be replaced with size 6 X 40.
Plans are for illustration purposes only

3-PHASE FULLY ACTUATED (ISOLATED)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Pavement markings are existing.



LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	

OASIS 2070L TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6
Min Green 1 *	7	12	7	12
Extension 1 *	1.0	6.0	1.0	6.0
Max Green 1 *	20	90	15	90
Yellow Clearance	4.0	4.7	4.0	4.7
Red Clearance	1.5	2.0	2.5	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	1.5	-	1.5
Max Variable Initial *	-	34	-	34
Time Before Reduction *	-	20	-	20
Time To Reduce *	-	40	-	40
Minimum Gap	-	3	-	3
Recall Mode	-	MIN RECALL	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	YELLOW
Dual Entry	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Plan of Record

PREPARED BY: C. L. CARPER DATE: APRIL 2010
REVIEWED BY: B. E. WYNN DATE: JUNE 2010
SIGNATURE: B. E. Wynn DATE: 6-30-10
COMMENTS
Changed equipment to 2070.
This plan of record reflects existing field conditions as submitted by field personnel. This plan may have been modified from its original state.

Plan of Record

Prepared In the Offices of:
Transportation Mobility and Safety Division
Traffic Engineering Branch
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

NC 67
AT
SR 1403 (VALLEY DRIVE)
DIVISION 11 YADKIN COUNTY JONESVILLE
PLAN DATE: 9/24/2000 REVIEWED BY: A. L. GRANDY
PREPARED BY: W. BAZZARIE REVIEWED BY:

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

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SIG. INVENTORY NO. 11-1295

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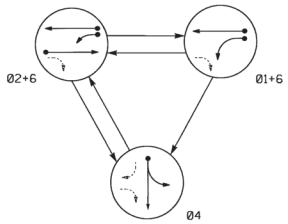
PROJECT REFERENCE NO.	SHEET NO.
N/A	Sig. 1

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø1+6	PHASE Ø2+6	PHASE Ø4	FLASH
21, 22	R	G	R	Y
41, 42	R	R	G	R
61	G	G	R	Y
62	G	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.

OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

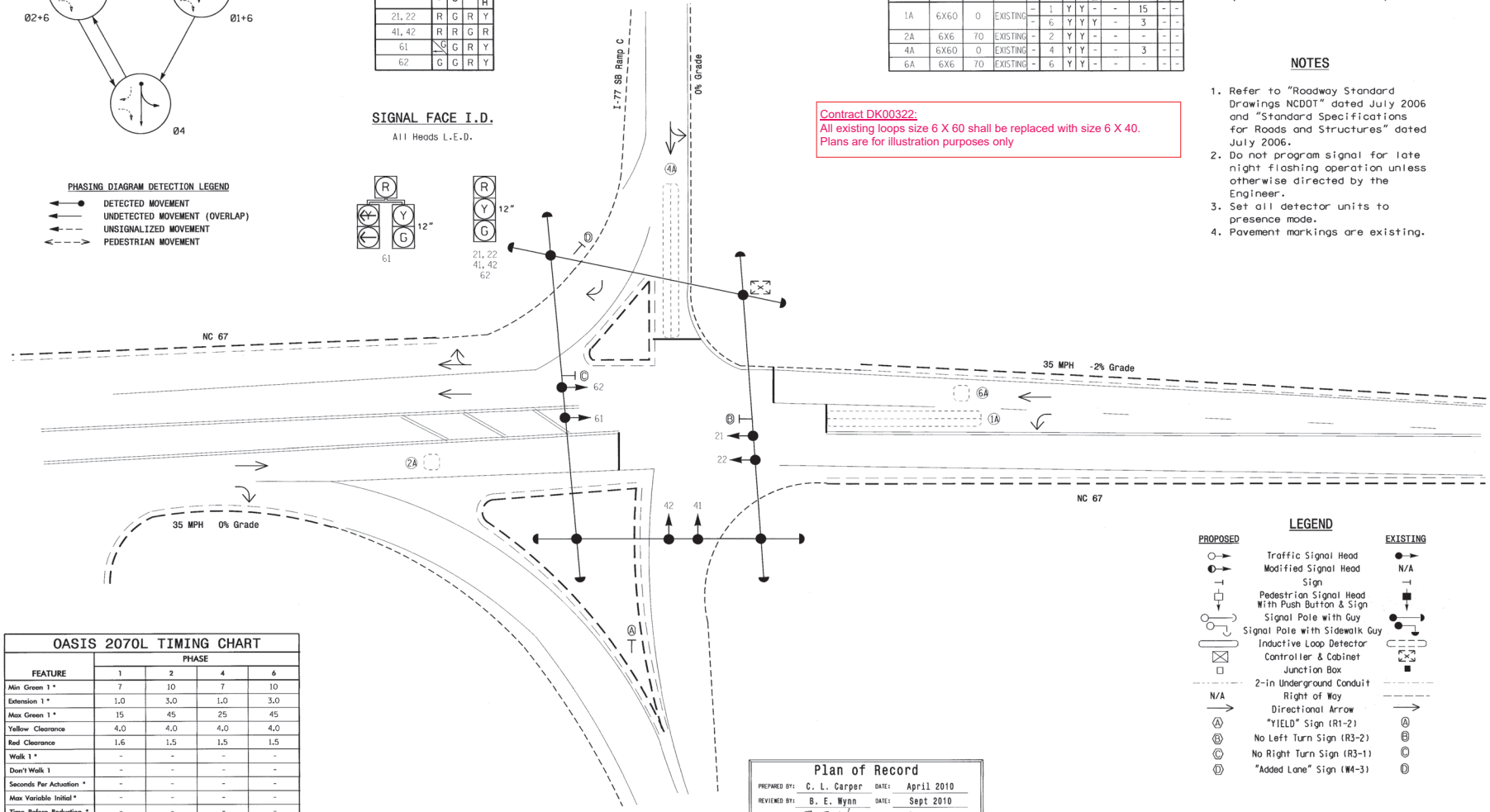
INDUCTIVE LOOPS					DETECTOR PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X60	0	EXISTING	-	1	Y	Y	-	-	15	-	-
				-	6	Y	Y	Y	-	3	-	-
2A	6X6	70	EXISTING	-	2	Y	Y	-	-	-	-	-
4A	6X60	0	EXISTING	-	4	Y	Y	-	-	3	-	-
6A	6X6	70	EXISTING	-	6	Y	Y	-	-	-	-	-

Contract DK00322:
All existing loops size 6 X 60 shall be replaced with size 6 X 40.
Plans are for illustration purposes only

3 PHASE
FULLY ACTUATED
(TIME-BASED COORDINATION)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Pavement markings are existing.



LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
A	"YIELD" Sign (R1-2)	A
B	No Left Turn Sign (R3-2)	B
C	No Right Turn Sign (R3-1)	C
D	"Added Lane" Sign (W4-3)	D

OASIS 2070L TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6
Min Green 1 *	7	10	7	10
Extension 1 *	1.0	3.0	1.0	3.0
Max Green 1 *	15	45	25	45
Yellow Clearance	4.0	4.0	4.0	4.0
Red Clearance	1.6	1.5	1.5	1.5
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	-	MIN RECALL	-	MIN RECALL
Vehicle Call Memory	-	YELLOW	-	YELLOW
Dual Entry	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Plan of Record

PREPARED BY: C. L. Carper DATE: April 2010
REVIEWED BY: B. E. Wynn DATE: Sept 2010
SIGNATURE: B. E. Wynn DATE: 9-16-10

COMMENTS
Changed equipment to 2070.

This plan of record reflects existing field conditions as submitted by field personnel. This plan may have been modified from its original state.

Plan of Record

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

SCALE 1"=20' (0 – 20)

I-77 Southbound Ramp C at NC 67

Division 11 Yadkin County Jonesville

PLAN DATE:	June 2000	REVIEWED BY:	L. W. Eddins
PREPARED BY:	H. W. Surti	REVIEWED BY:	D. Y. Ishak

REVISIONS	INIT.	DATE

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SIG. INVENTORY NO. 11-1355

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