

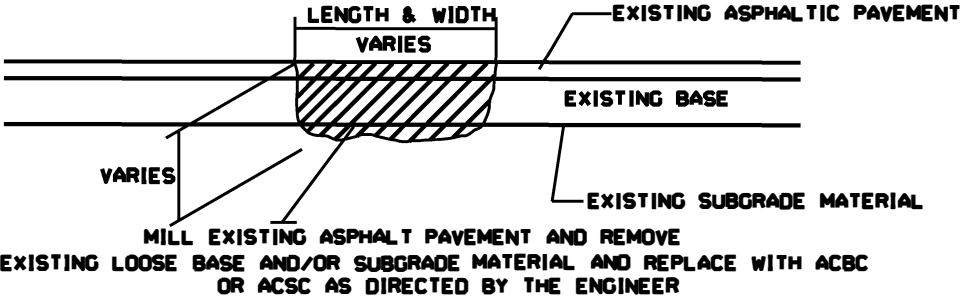
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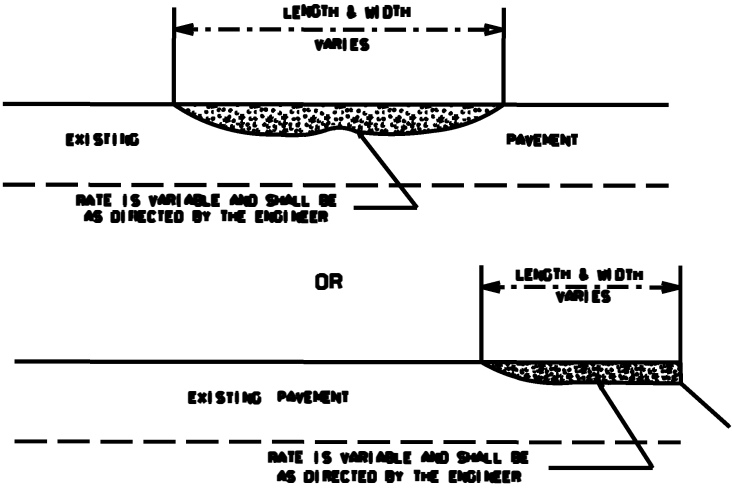
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PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
V1	MILL ASPHALT PAVEMENT APPROX. 1-1/2" AS DIRECTED BY ENGINEER
Y	SHOULDER RECONSTRUCTION
Z	INCIDENTAL MILLING AS DIRECTED BY THE ENGINEER.

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
MILL BRIDGE APPROACHES & RXR APPROACHES 100' TO PROVIDE A SMOOTH TRANSITION AS DIRECTED.
MILL INTO GUTTER LINE WHERE SHOWN AND AS DIRECTED.
MAINTAIN PROPER CROWN FOR DRAINAGE OF THE ROAD SURFACE.



PATCHING EXISTING PAVEMENT



ASPHALT CONCRETE SURFACE COURSE
TYPE S9.5B & C (LEVELING COURSE)

PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
GASTON COUNTY 2021 SPRING	5	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
2022CPT.12.03.10361		
2022CPT.12.03.20361		

INCIDENTAL MILLING DETAILS



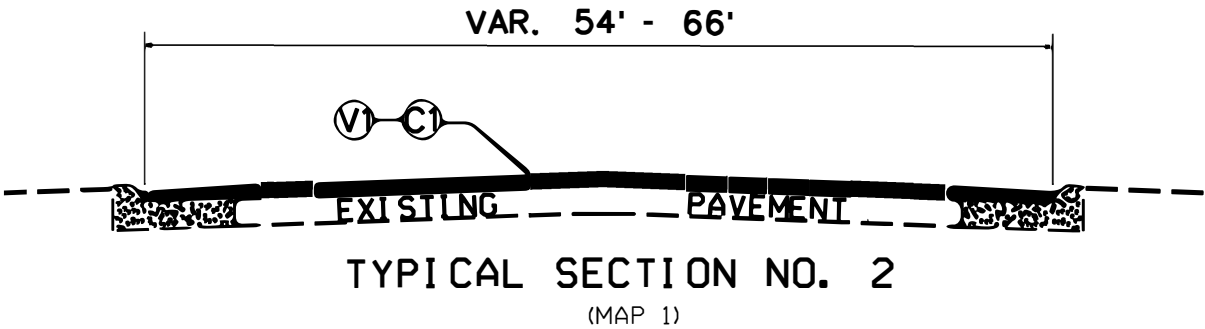
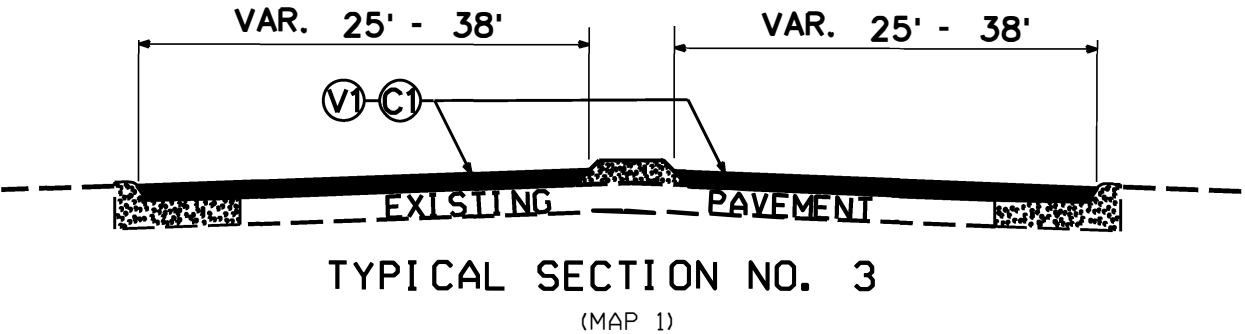
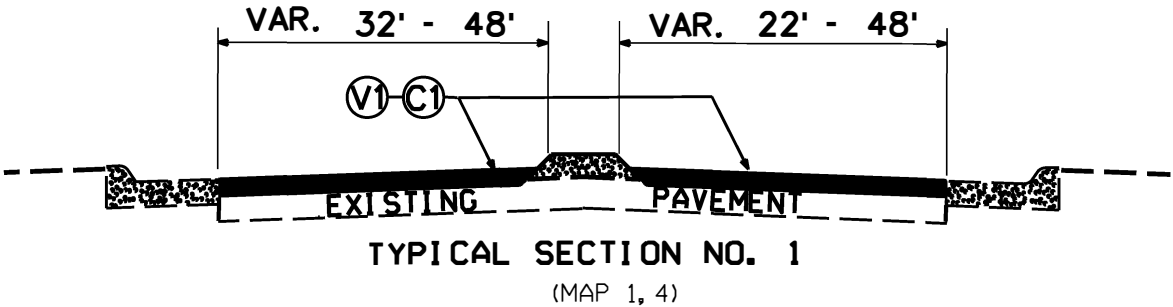
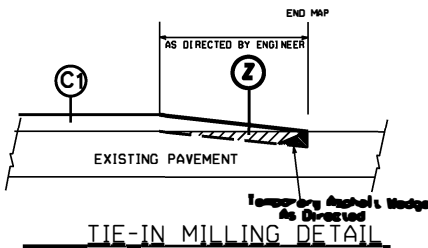
BRIDGE PROFILE



RAILROAD PROFILE



END OF MILLING PROFILE



PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
V1	MILL ASPHALT PAVEMENT APPROX. 1-1/2" AS DIRECTED BY ENGINEER
Y	SHOULDER RECONSTRUCTION
Z	INCIDENTAL MILLING AS DIRECTED BY THE ENGINEER.

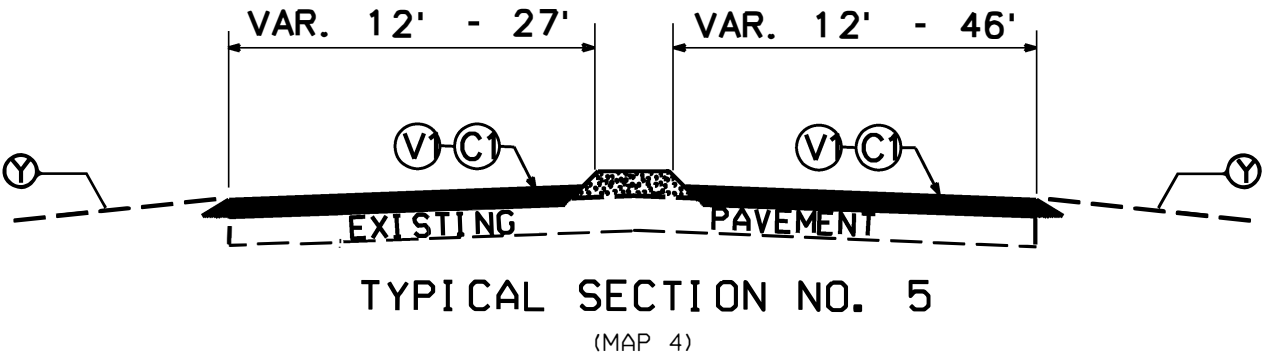
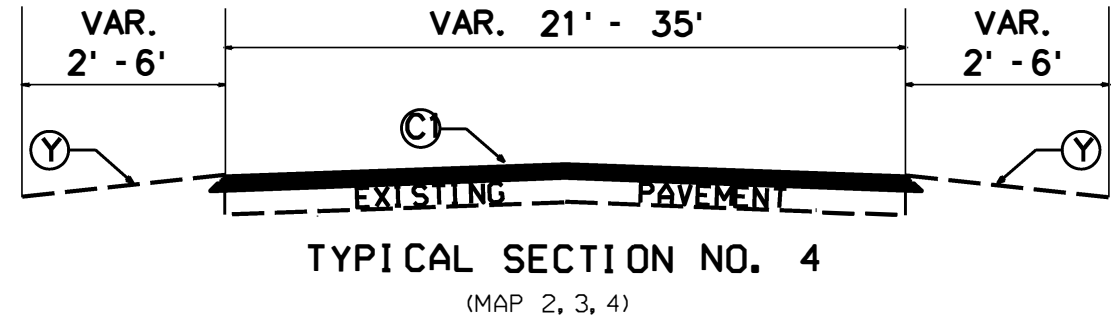
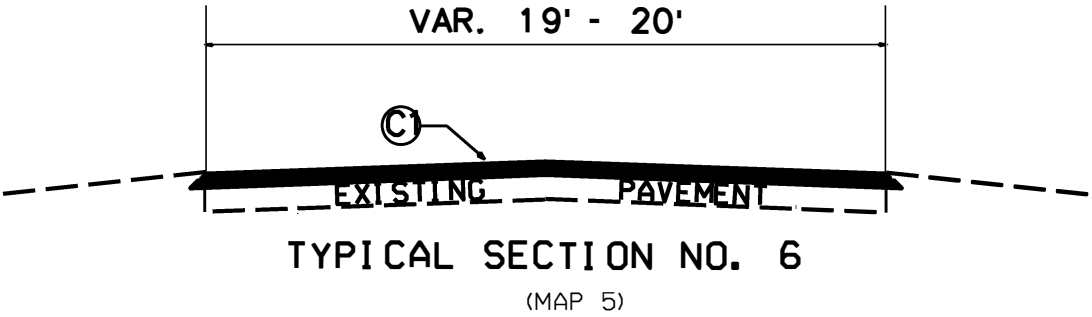
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

MILL BRIDGE APPROACHES & RXR APPROACHES 100' TO PROVIDE A SMOOTH TRANSITION AS DIRECTED.

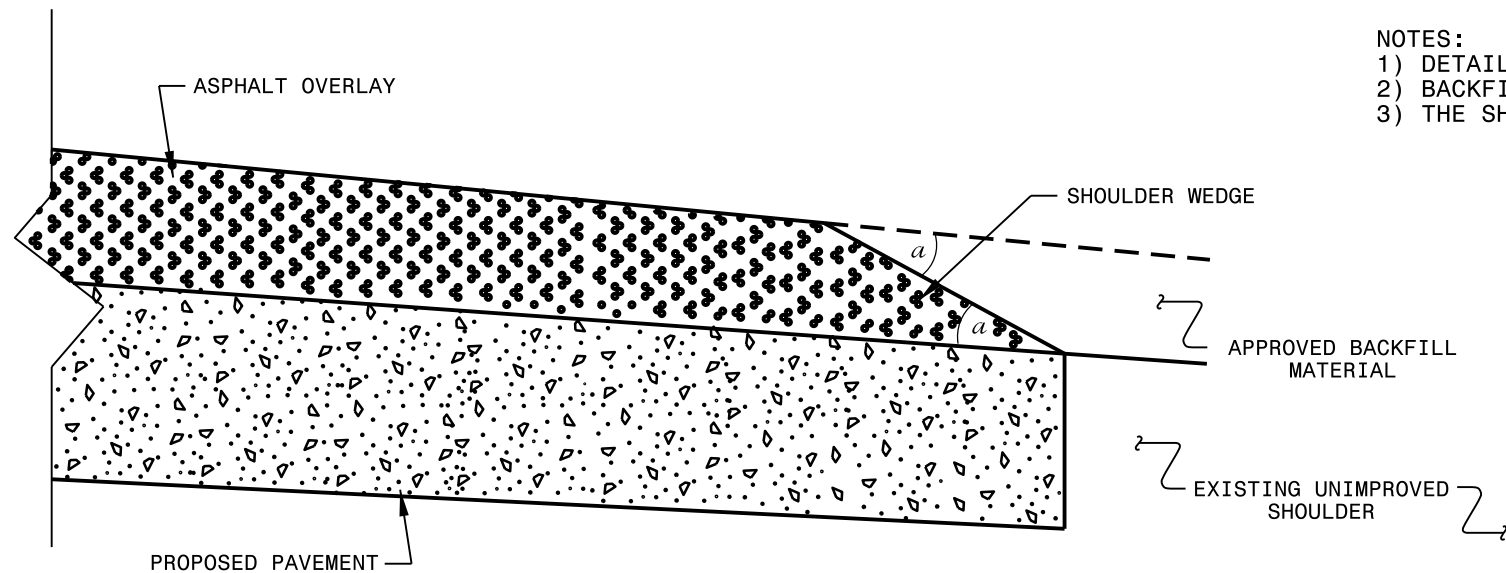
MILL INTO GUTTER LINE WHERE SHOWN AND AS DIRECTED.

MAINTAIN PROPER CROWN FOR DRAINAGE OF THE ROAD SURFACE.

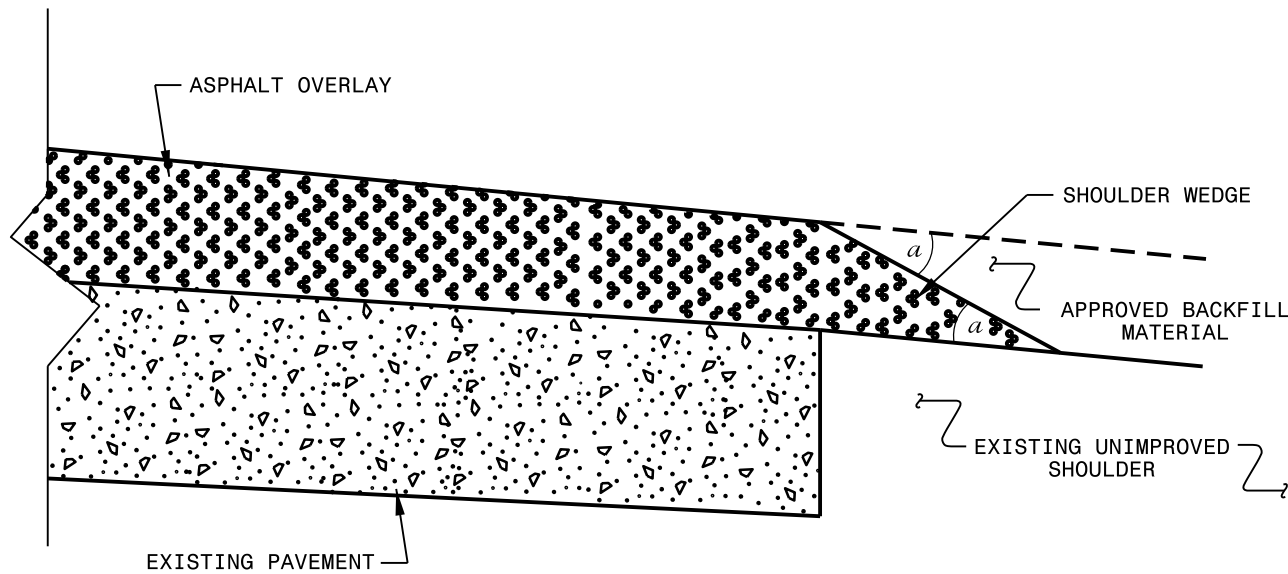
PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
GASTON COUNTY 2021 SPRING	6	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
2022CPT.12.03.10361		
2022CPT.12.03.20361		



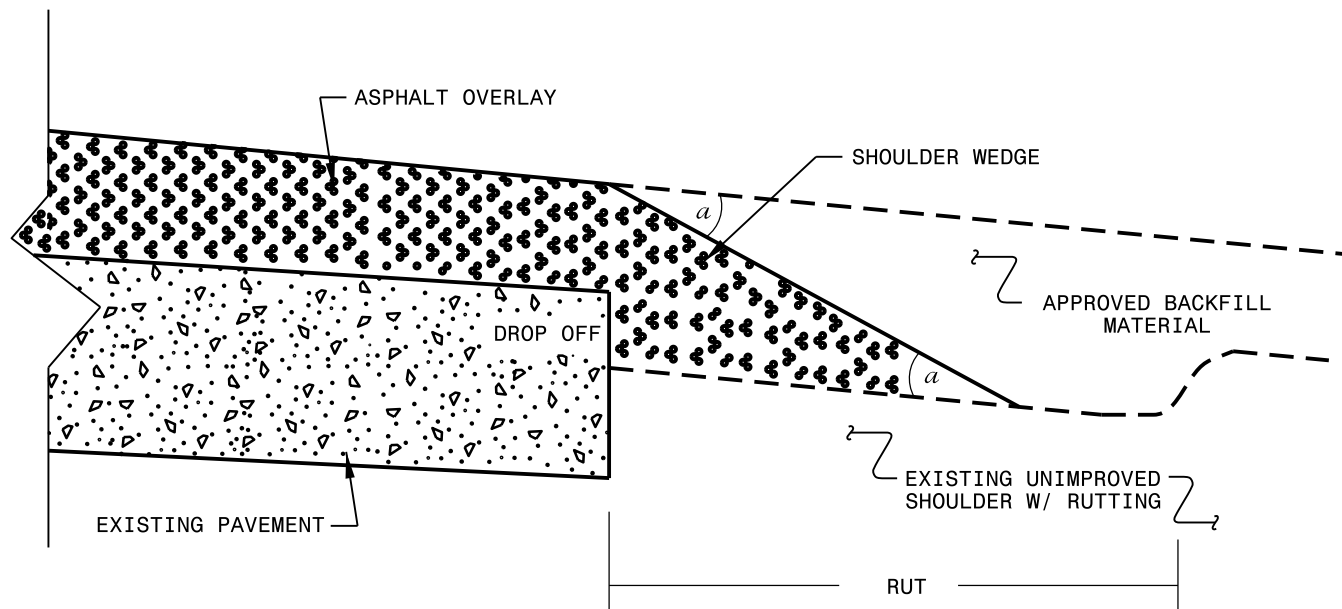
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)

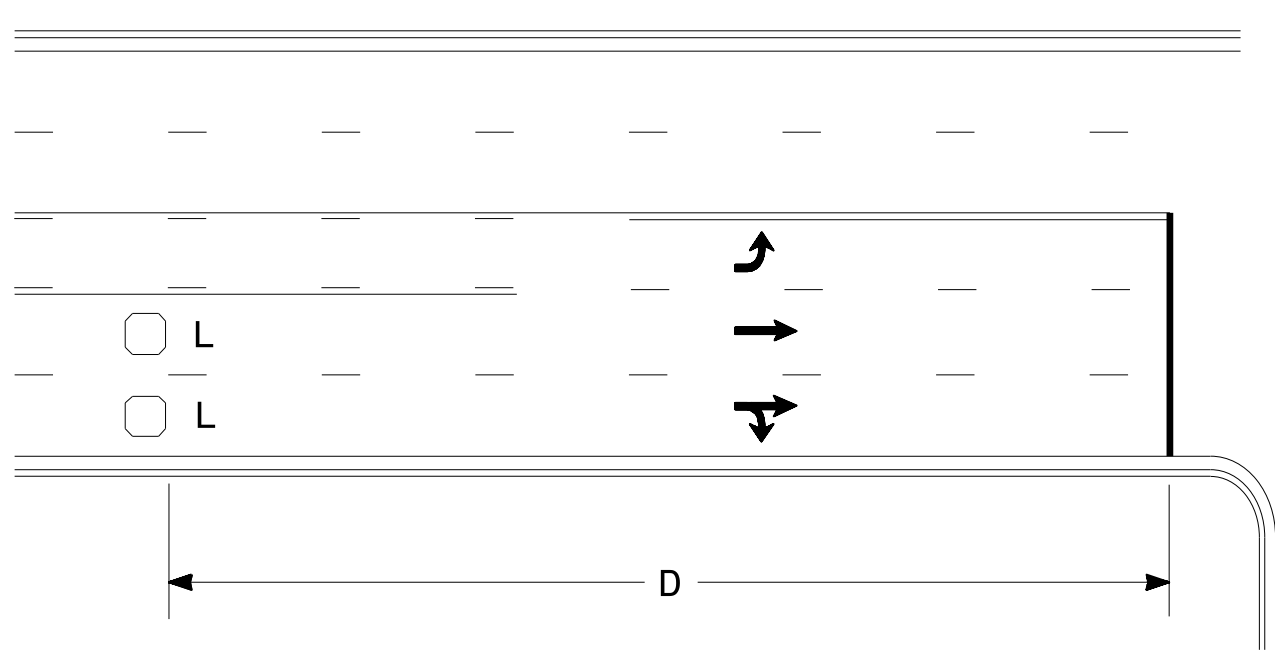


SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
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			

High Speed Detection
(≥40 mph)

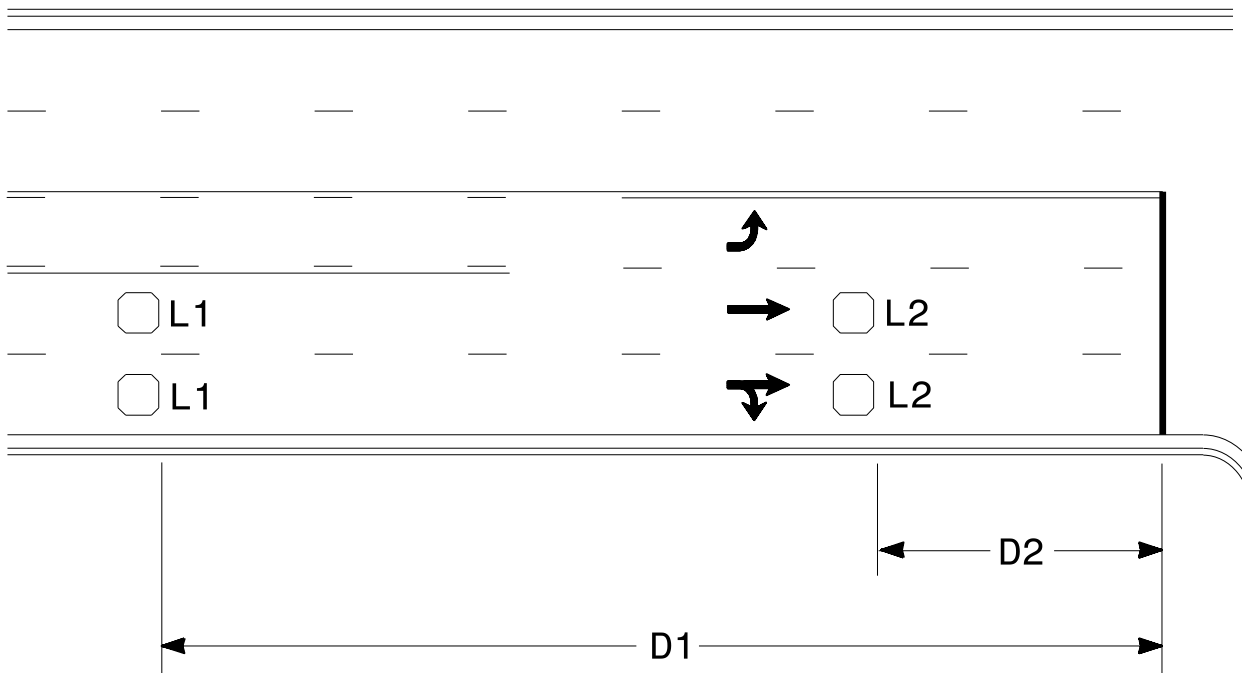


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

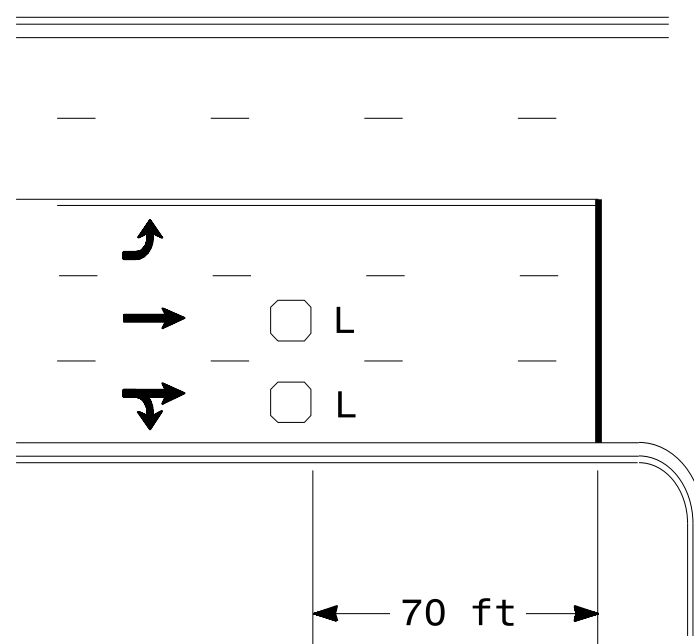


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

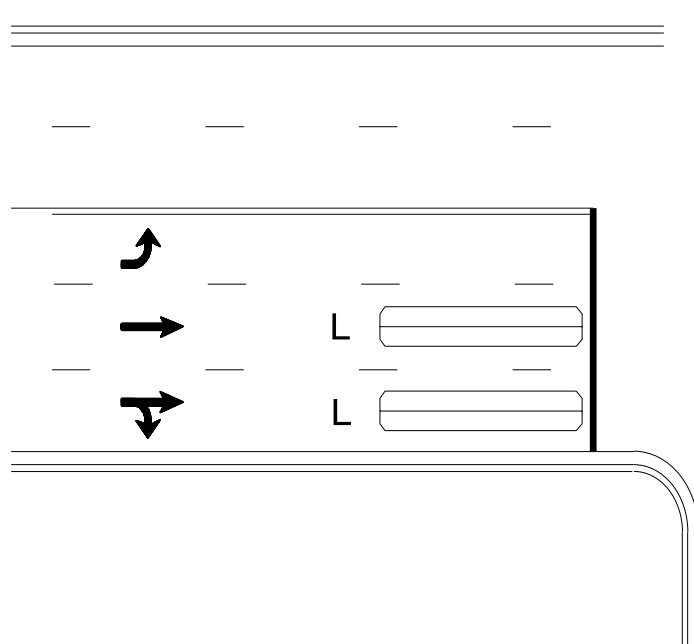
"Stretch" Operation

Low Speed Detection
(≤35 mph)



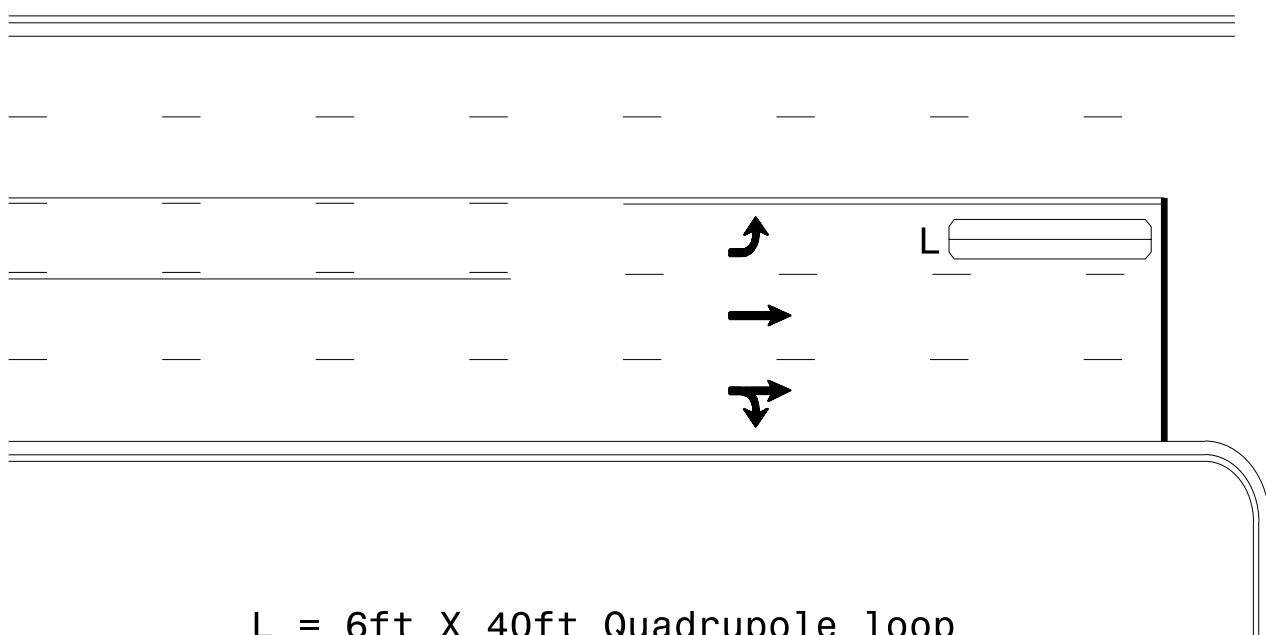
L = 6ft X 6ft
Wired in series

OR



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

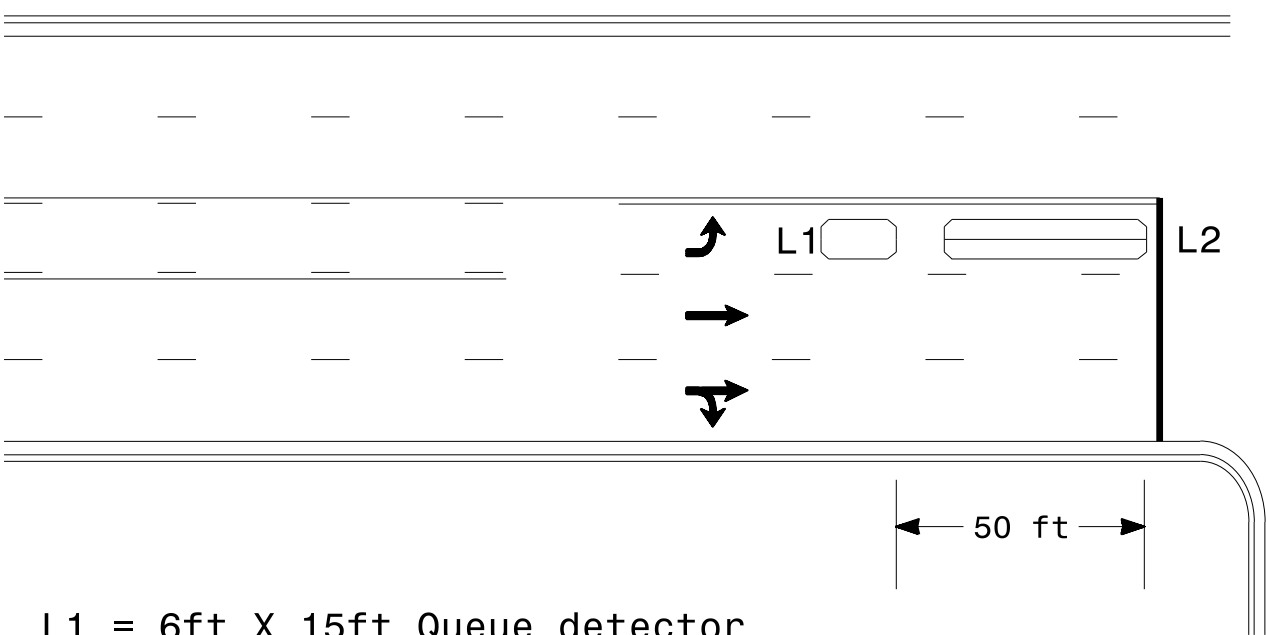
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

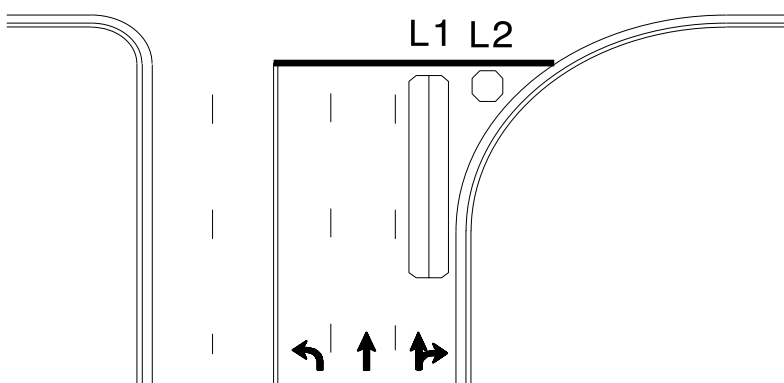
OR



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

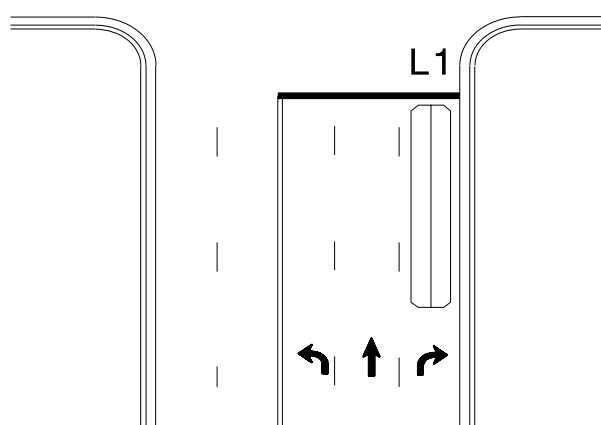
Queue Loop Detection

Right Turn Lane Detection

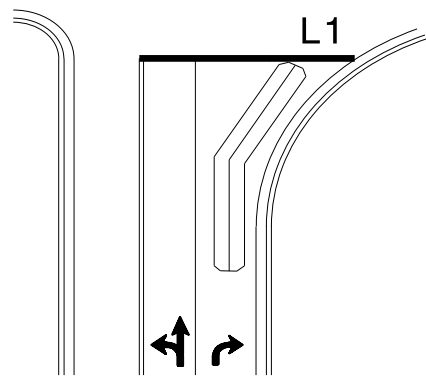


Shared Lane/
Wide Radius Turn

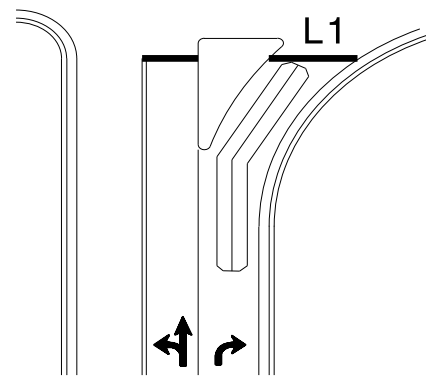
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

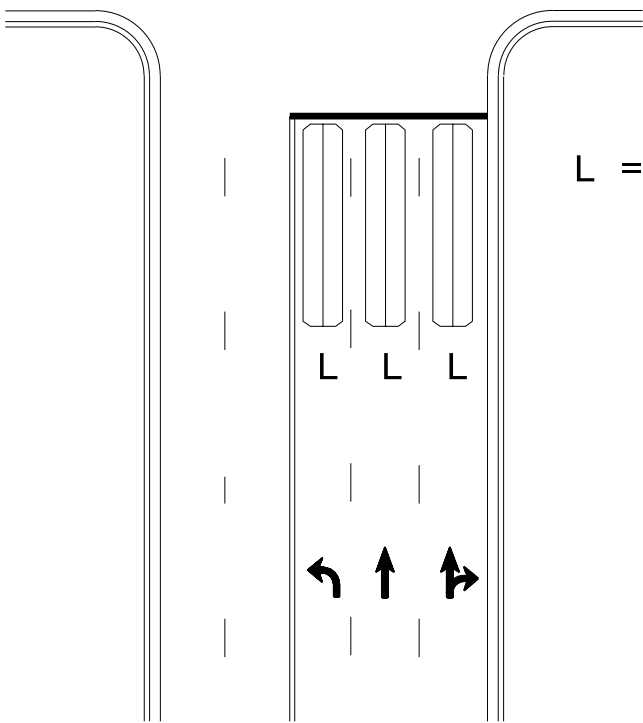


Wide Radius Turn



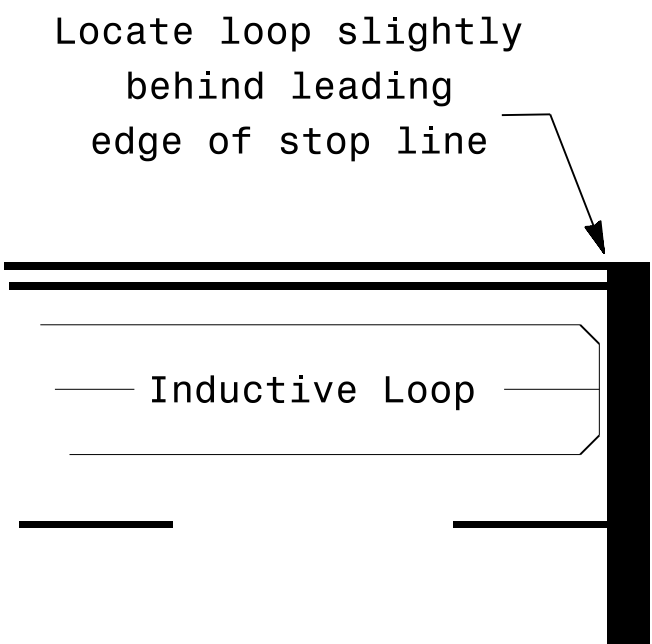
Channelized Turn

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):

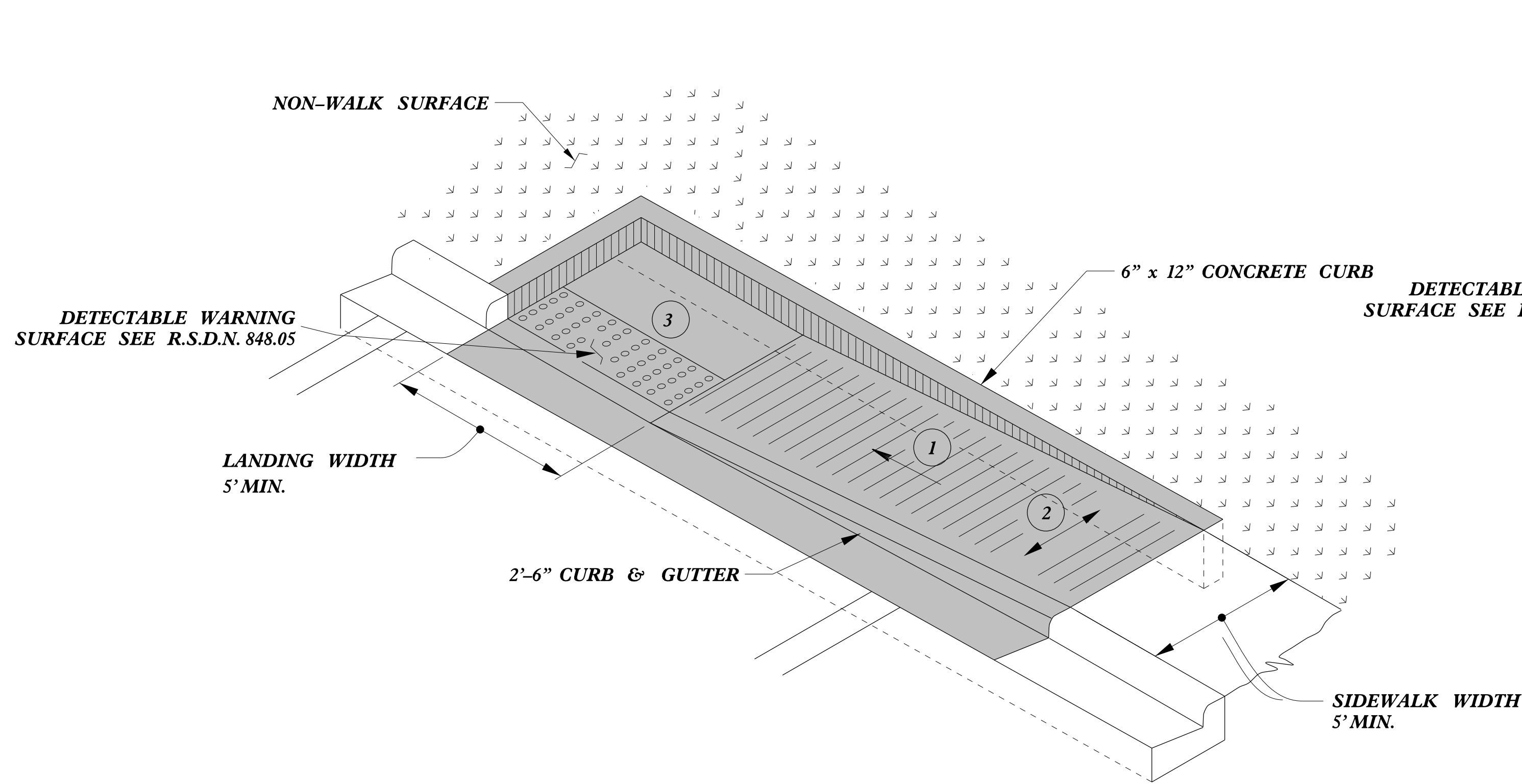
Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns

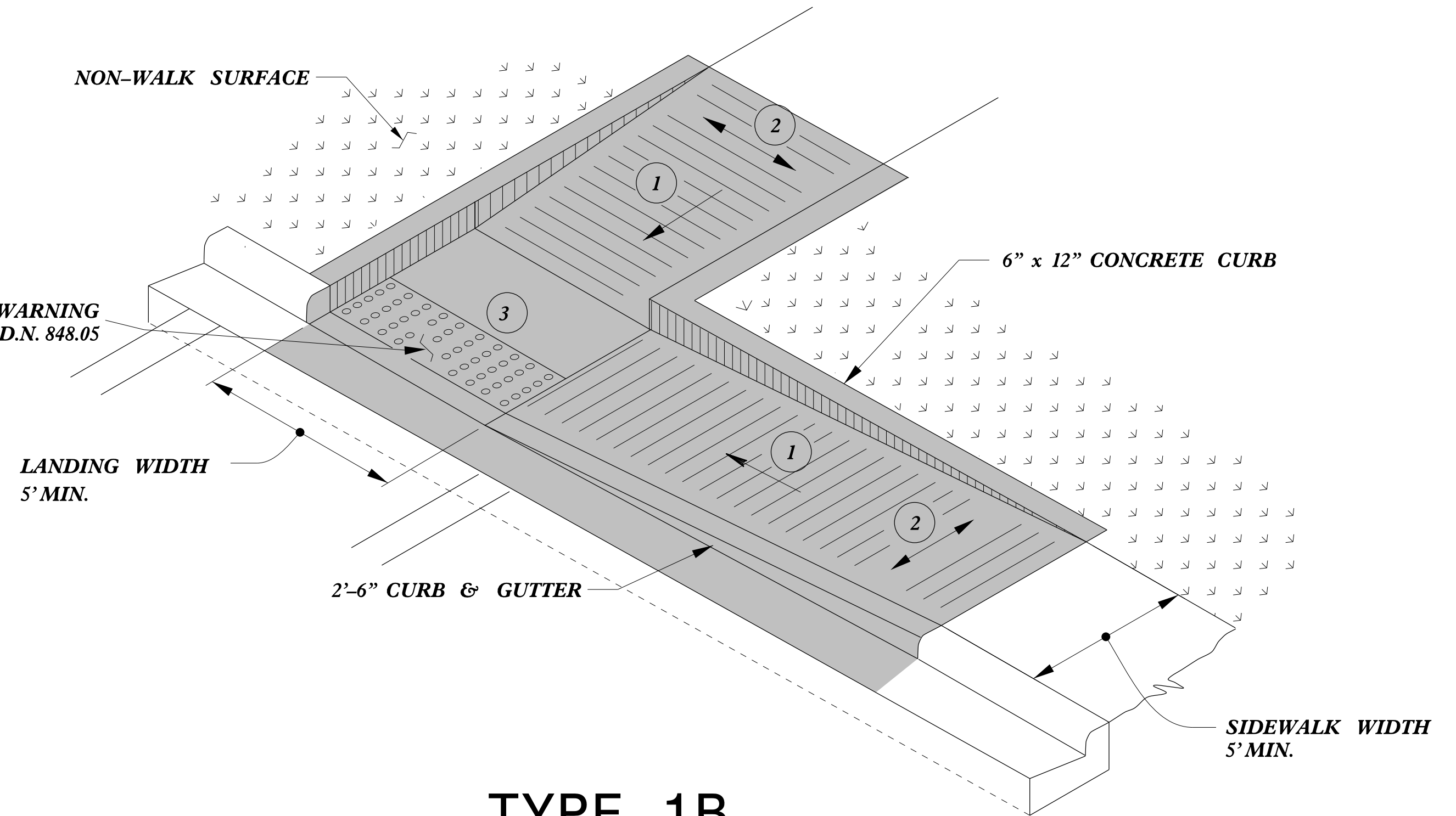
6' X 15' Loops:

Lead-in < 150', use 2 turns
Lead-in > 150', use 3 turns

	Typical Signal Loop Locations				
	PLAN DATE: January 2015	REVIEWED BY: JPG		DocuSign P. L. Alexander 1/30/2015 B4759E00CE4E48D... DATE	
	PREPARED BY: PLA	REVIEWED BY:			SIG. INVENTORY NO.
	REVISIONS	INIT.			
SCALE N/A					



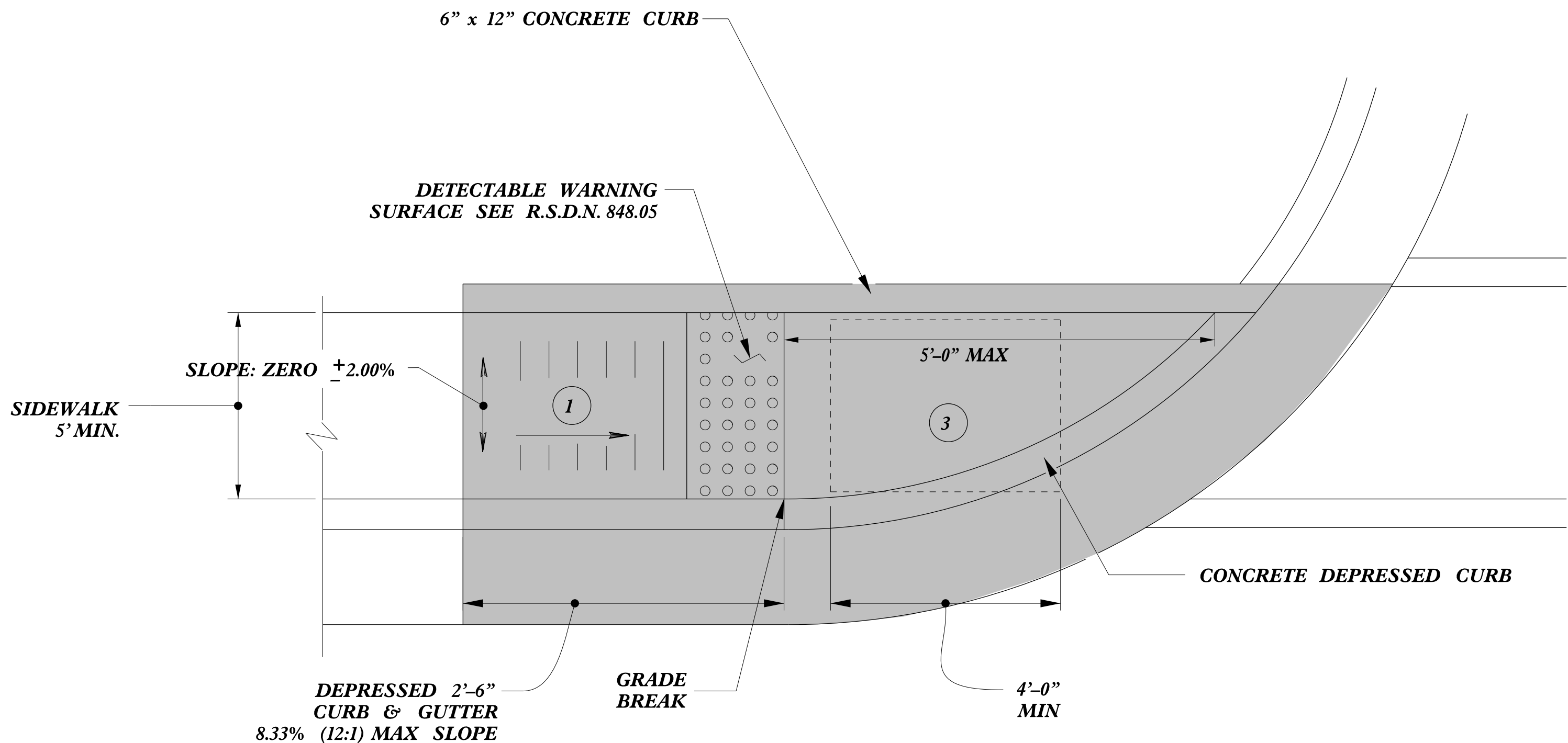
TYPE 1A



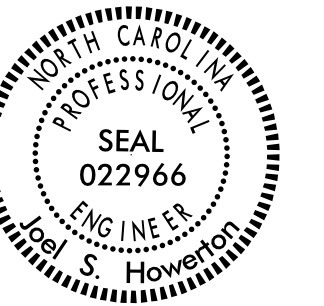
TYPE 1B

PAY LIMITS FOR 1 CURB RAMP

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

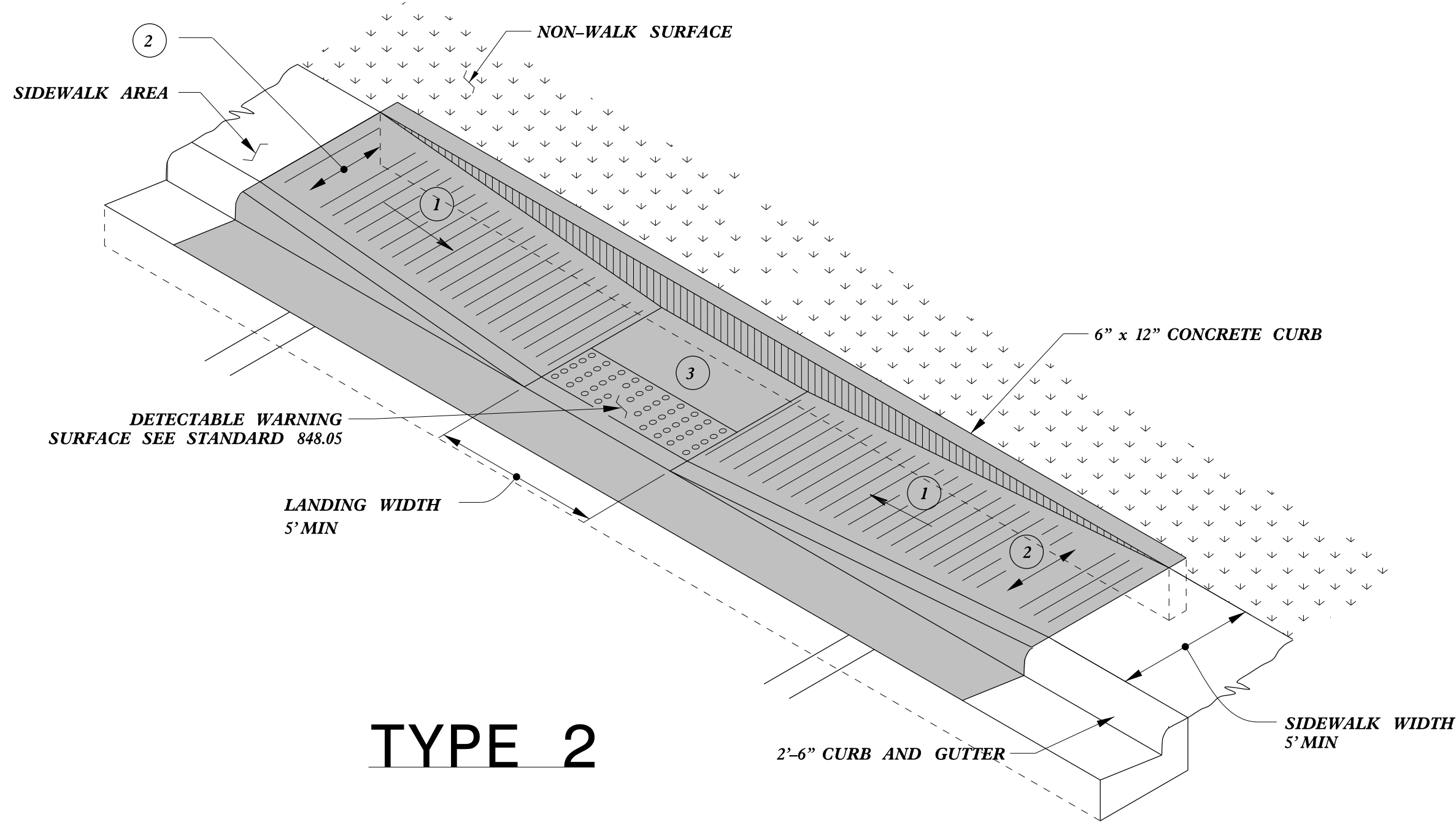


TYPE 1



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
CONTRACT STANDARDS AND DEVELOPMENT UNIT Office 919-707-6950 FAX 919-250-4119	
CURB RAMPS Directional Ramps	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.: stds/2012CurbRamp/CurbRampDetails.dgn	

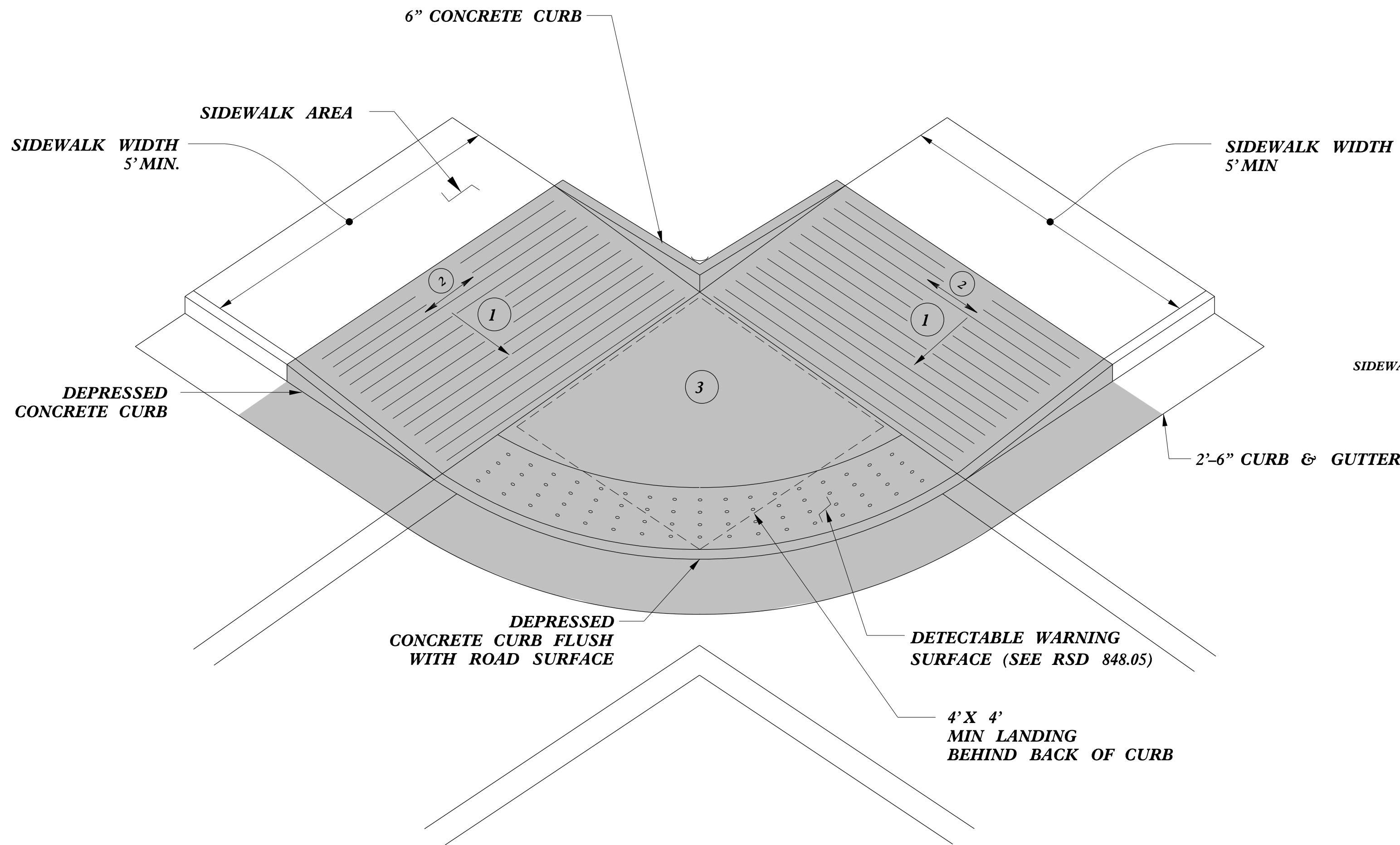
REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES



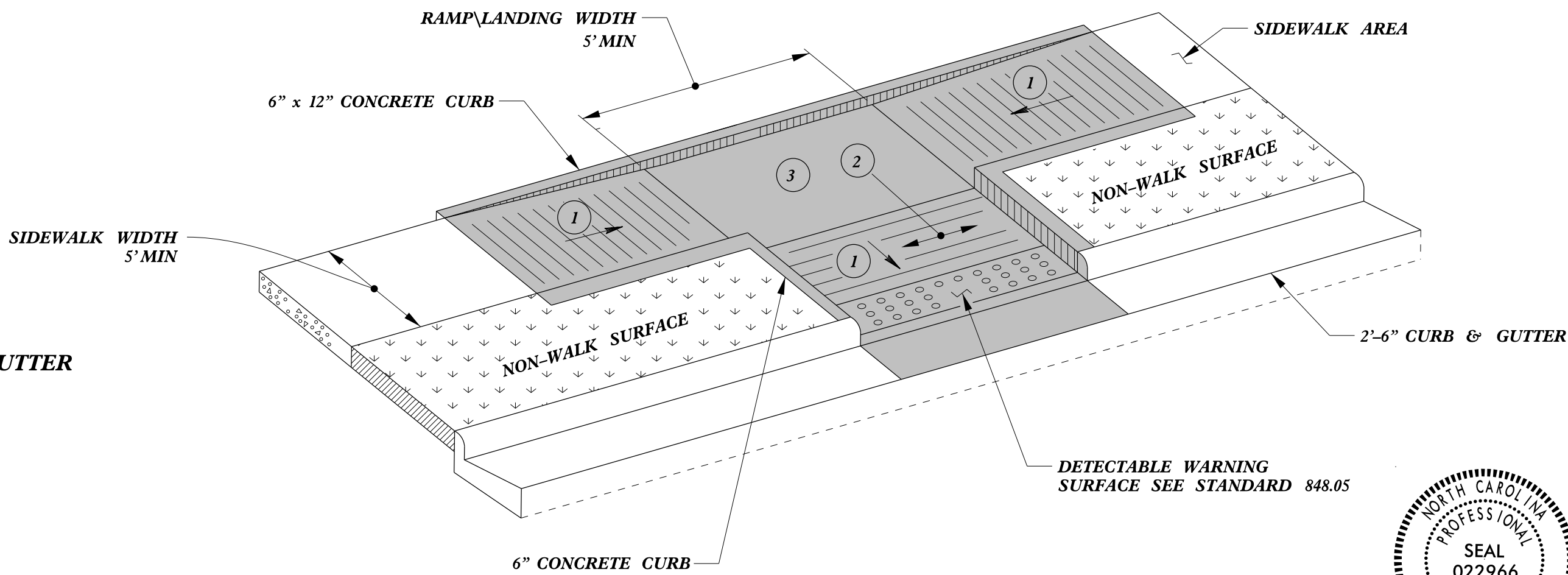
TYPE 2

PAY LIMITS FOR 1 CURB RAMP

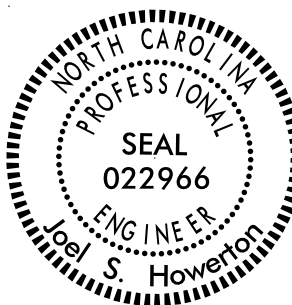
- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



TYPE 2A



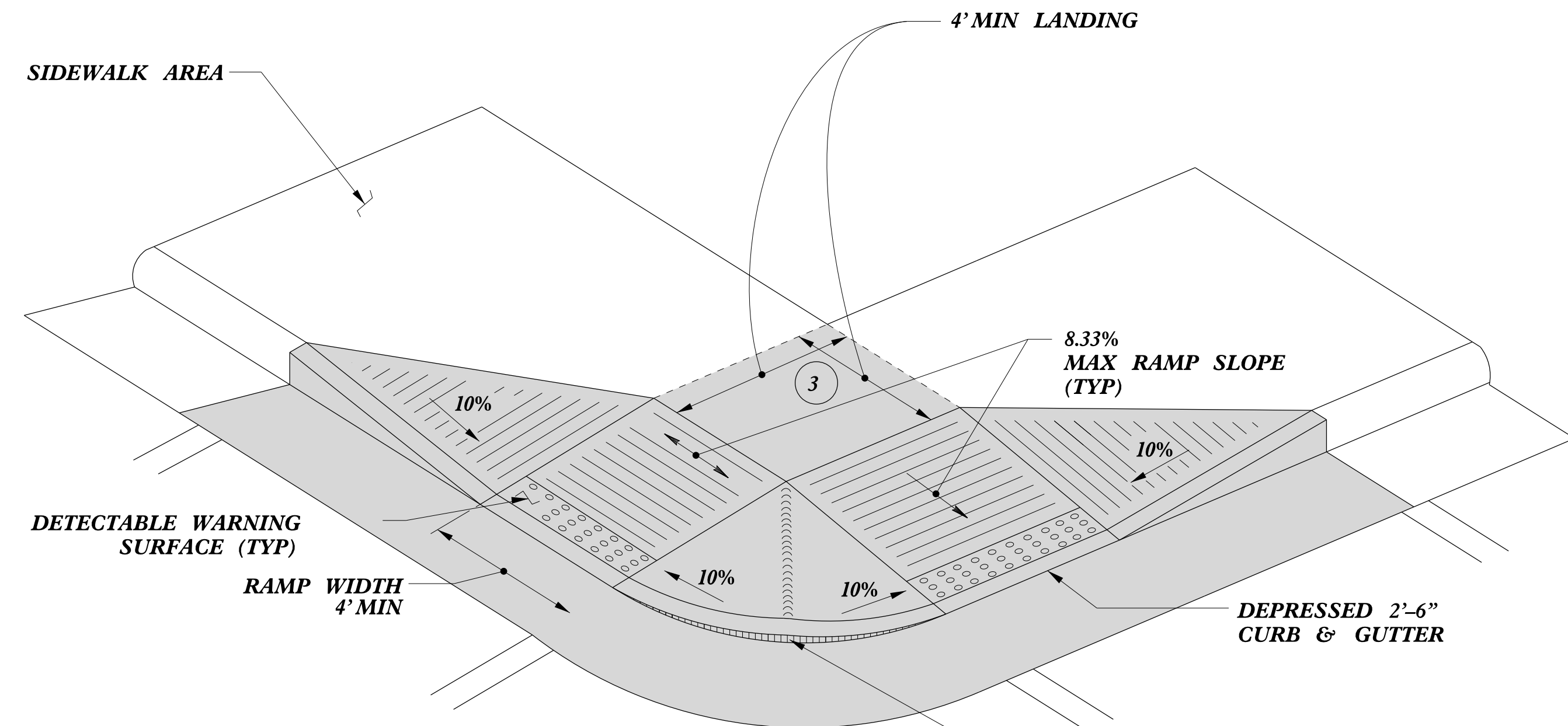
TYPE 3



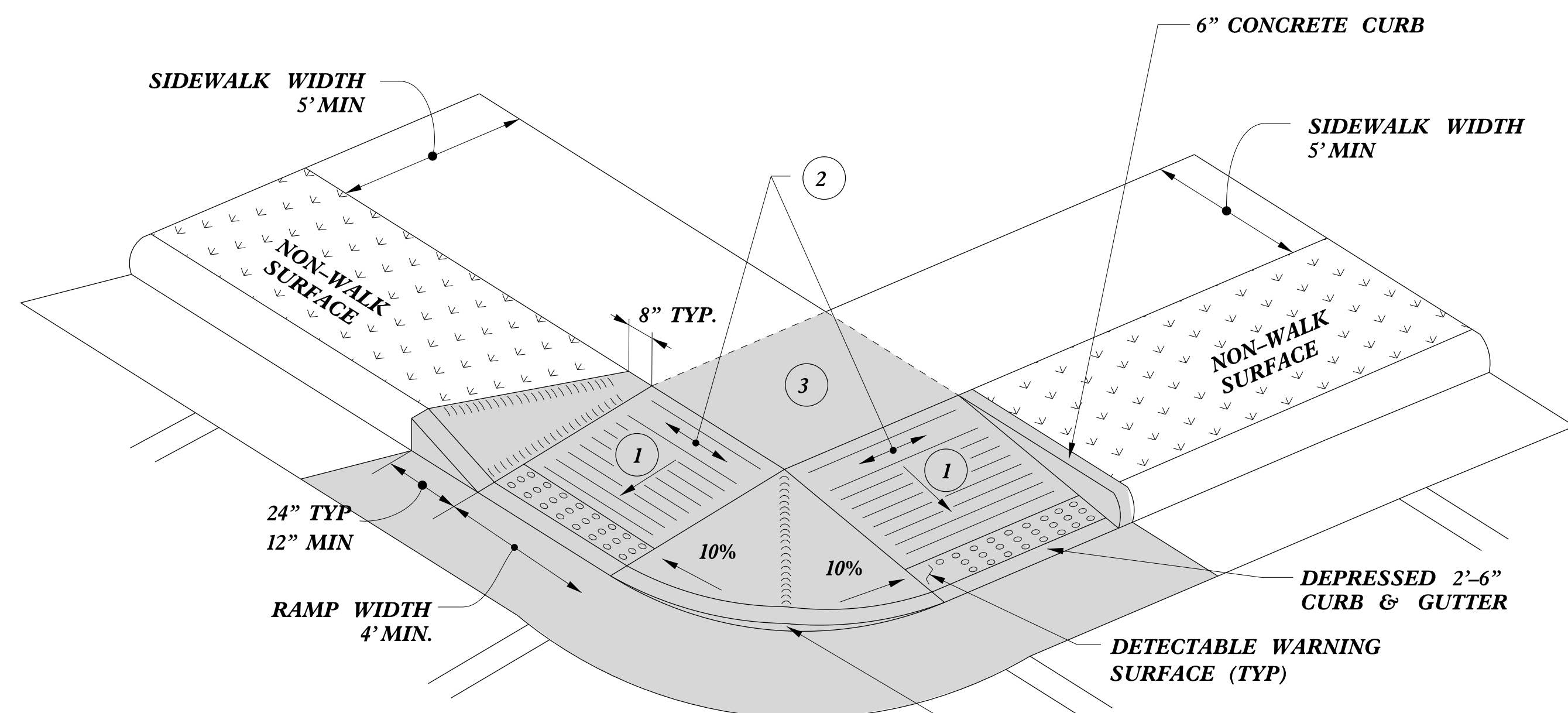
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950 FAX 919-250-4119	
CURB RAMPS Parallel Ramps	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn	

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

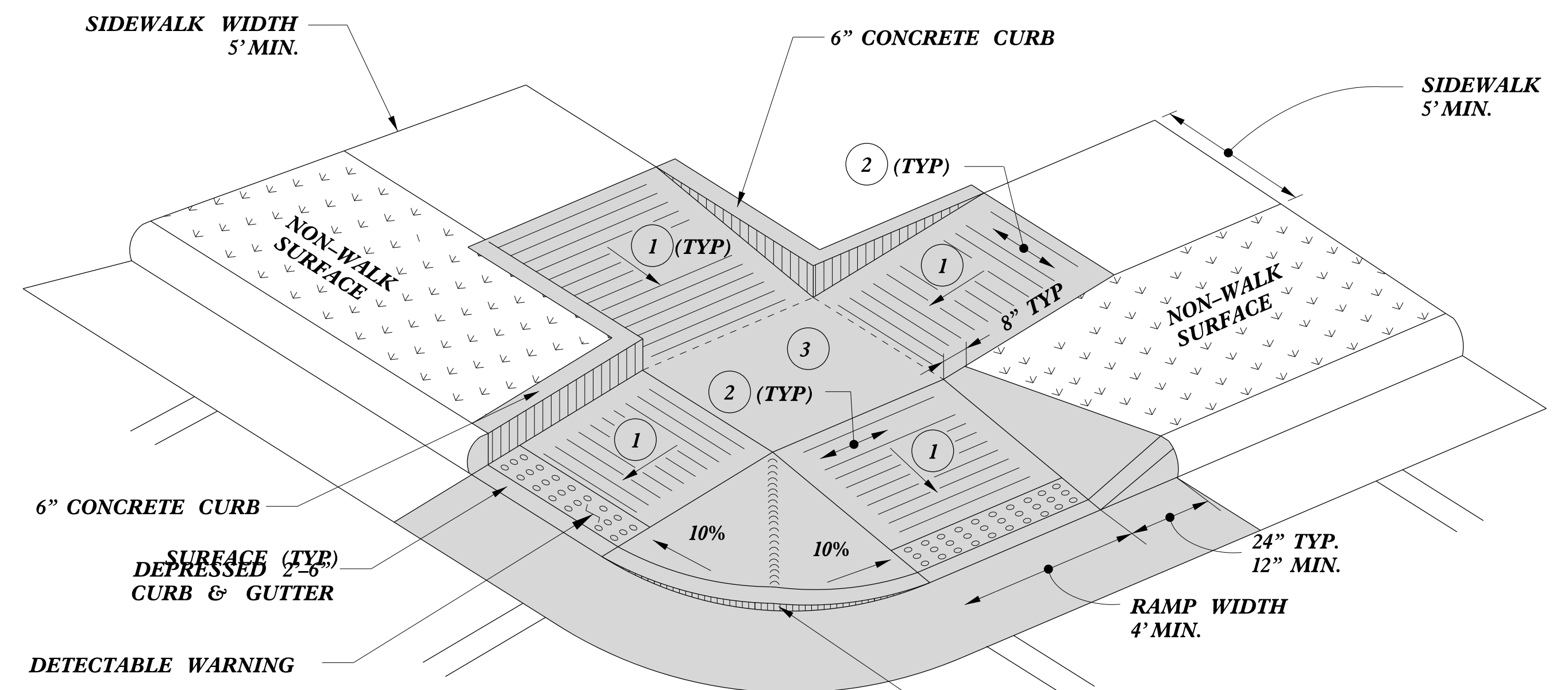


TYPE 4



TYPE 4A

PAY LIMITS FOR 2 CURB RAMPS



TYPE 5

- 8.33% (12:1) MAX RAMP SLOPE
- CROSS SLOPE: 2.00%
- CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
CURB RAMPS	
Shared Landing	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn	

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.12.03.10361, 2022CPT.12.03.20361	12	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH		WIDTH	0255000000-E	1220000000-E	1245000000-E	1297000000-E	1330000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	2600000000-N	2605000000-N	2830000000-N	2845000000-N	5255000000-N	7324000000-N	7444000000-E	7456000000-E
										MI	FT		AGGREGATE SHOULDER BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTI ON	1½" MILLING	INCIDENTAL MILLING	SURFACE COURSE, \$9.5C	LEVELING COURSE, \$9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	RETROFIT EXISTING CURB RAMP	CONCRETE CURB RAMPS	ADJ. OF MANHOLES	ADJ. VALVE / METER BOX	PORTABLE LIGHTING	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)
													TON	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS	EA	EA	EA	EA	LS	EA	LF	LF
2022CPT.12.03.10361	Gaston	1	NC-273 (BEATY DR.)	I-85 TO SR-2044 (TUCKASEEGEE RD.)	1 2 3	5 5 4	2WD	NO	NO	0.14 1.09 0.06	VAR. 61-91 VAR. 54-66 VAR. 50-63					52,097	1,000	4,385	220	277	877	1	1		1	1	1	1,500	600
TOTAL FOR PROJ NO. 2022CPT.12.03.10361										1.31						52,097	1,000	4,385	220	277	877	1	1		1	1	1	1,500	600
2022CPT.12.03.20361	Gaston	2	SR-2000 (HICKORY GROVE RD.)	SR-2059 (SMITH RD.) TO SR-2040 (PERFECTION AVE.)	4	2	2WU	NO	NO	2.59	VAR. 22-35		907	155	5.18		1,140	3,342	155	211	652						1	500	200
2022CPT.12.03.20361	Gaston	3	SR-2050 (OLD HICKORY GROVE RD.)	SR-2040 (W. CATAWBA AVE.) TO SR-2000 (HICKORY GROVE RD.)	4	2	2WU	NO	NO	2.74	VAR. 21-31		960	205	5.48		150	3,201	157	202	785			1		1	250	100	
2022CPT.12.03.20361	Gaston	4	SR-1336 (GRIER BEAM BLVD.)	SR-2278 UP TO ROUND-ABOUT	1 5 4	4 4 2	2WD	NO	NO	0.02 0.43 0.38	55 VAR. 31-68 VAR. 21-35		133	25	0.76	13,262	150	1,554	71	98	225			1			1	900	350
2022CPT.12.03.20361	Gaston	5	SR-2526 (REESE WILSON RD.)	SR 2525 TO END MAINTENANCE AT 0.601 MILE	6	2	2WU	NO	NO	0.6	VAR. 19-20			45			120	655	35	42	151								
TOTAL FOR PROJ NO. 2022CPT.12.03.20361										6.76			2,000	430	11.42	13,262	1,560	8,752	418	553	1,813	0	0	1	0	0	3	1,650	650
GRAND TOTAL										8.07			2,000	430	11.42	65,359	2,560	13,137	638	830	2,690	1	1	1	1	1	4	3,150	1,250

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.12.03.10361, 2022CPT.12.03.20361	13	

THERMOPLASTIC AND PAINT QUANTITIES

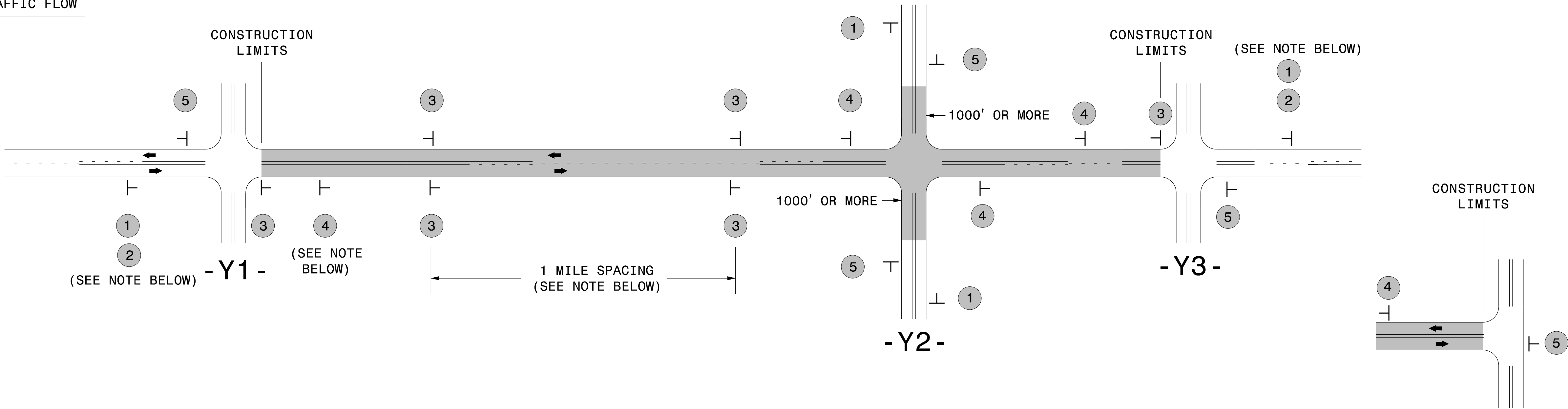
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4510000000-N	4695000000-E	4700000000-E	4710000000-E	4721000000-E	4725000000-E						4810000000-E		4835000000-E	4840000000-N	4845000000-N	4905000000-N	
										WORK ZONE ADVANCE/GE NERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMEN T	8" X 90M YELLOW THERMO	12" X 90 M WHITE THERMO	24" X 90M WHITE THERMO	THERMO MSG ONLY 90 M	THERMO LT ARROW M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & LT ARROW 90 M	THERMO MERGE ARROW 90 M	4" YELLOW PAINT	4" WHITE PAINT	24" WHITE PAINT	PAINT MSG ONLY	PAINT LT ARROW	SNOW PLOWABLE MARKERS		
								MI	FT	SF	LS	HR	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	LF	LF	LF	EA	EA	EA	
2022CPT.12.03.10361	Gaston	1	NC-273 (BEATY DR.)	I-85 TO SR-2044 (TUCKASEEGEE RD.)	1	5	2WD	0.14	VAR. 61-91	488	*	96		500	275	4	50	10	16	2			23,200	18,000	275	4	50	370	
					2	5		1.09	VAR. 54-66																				3
TOTAL FOR PROJ NO. 2022CPT.12.03.10361								1.31		488	*	96		500	275	4	50	10	16	2			23,200	18,000	275	4	50	370	
																78						41,200							
2022CPT.12.03.20361	Gaston	2	SR-2000 (HICKORY GROVE RD.)	SR-2059 (SMITH RD.) TO SR-2040 (PERFECTION AVE.)	4	2	2WU	2.59	VAR. 22-35	196	*		400		80		2				1		56,137	56,137				180	
2022CPT.12.03.20361	Gaston	3	SR-2050 (OLD HICKORY GROVE RD.)	SR-2040 (W. CATAWBA AVE.) TO SR-2000 (HICKORY GROVE RD.)	4	2	2WU	2.74	VAR. 21-31	148	*		200		40		1	1					60,080	58,080					
2022CPT.12.03.20361	Gaston	4	SR-1336 (GRIER BEAM BLVD.)	SR-2278 TO ROUND-ABOUT	1 5 4	4 4 2	2WU	0.02 0.43 0.38	55 VAR. 31-68 VAR. 21-35	180	*		180		170		7	5	9	3		3	17,862	22,711			7		
2022CPT.12.03.20361	Gaston	5	SR-2526 (REESE WILSON RD.)	SR 2525 TO END MAINTENANCE AT 0.601 MILE	6	2	2WU	0.6	VAR. 19-20	84	*											12,912	12,912						
TOTAL FOR PROJ NO. 2022CPT.12.03.20361								6.76		608	*		780		290		10	6	9	3	1	3	146,991	149,840			7	180	
																	10	6	9	3	1	3	146,991	149,840			7	180	
																32						296,831							
GRAND TOTAL								8.07		1,096	1	96	780	500	565	4	60	16	25	5	1	3	170,191	167,840	275	4	57	550	
																110						338,031							

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW

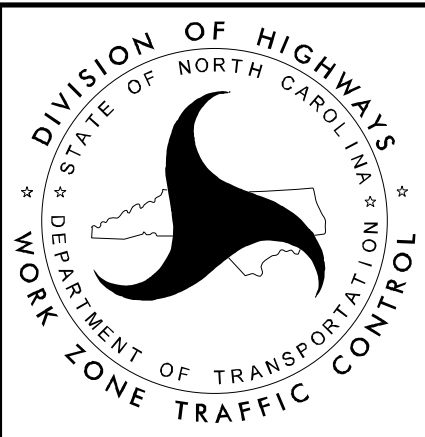


TEE INTERSECTION

MAINLINE (-L-) SIGNING

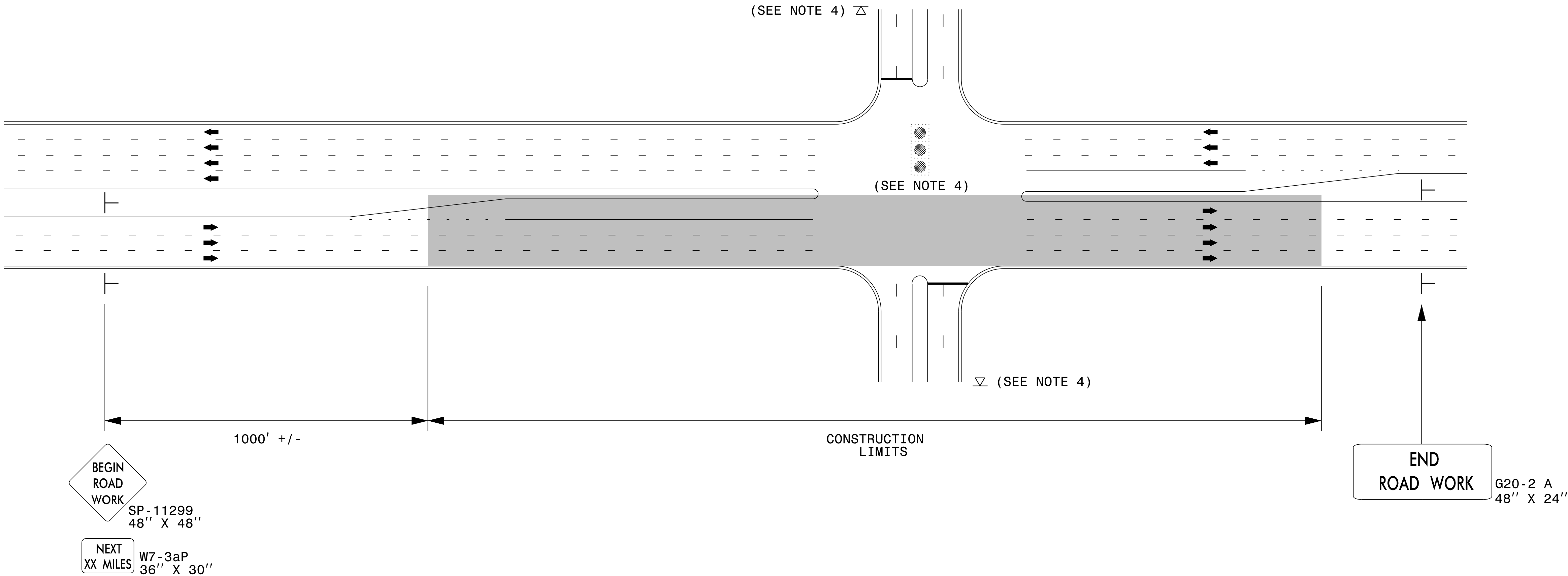
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1 ROAD WORK AHEAD W20-1 48" X 48" NEXT XX MILES W7-3aP 24" X 18" PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. #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)	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. ROAD WORK AHEAD W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. WORK ZONE TRAFFIC CONTROL DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER.
	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 1/2 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.	
LESS 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

URBAN / SUBURBAN WORKZONES



NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS.THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW

DIVISION OF HIGHWAYS

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

WORK ZONE TRAFFIC CONTROL

RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES