

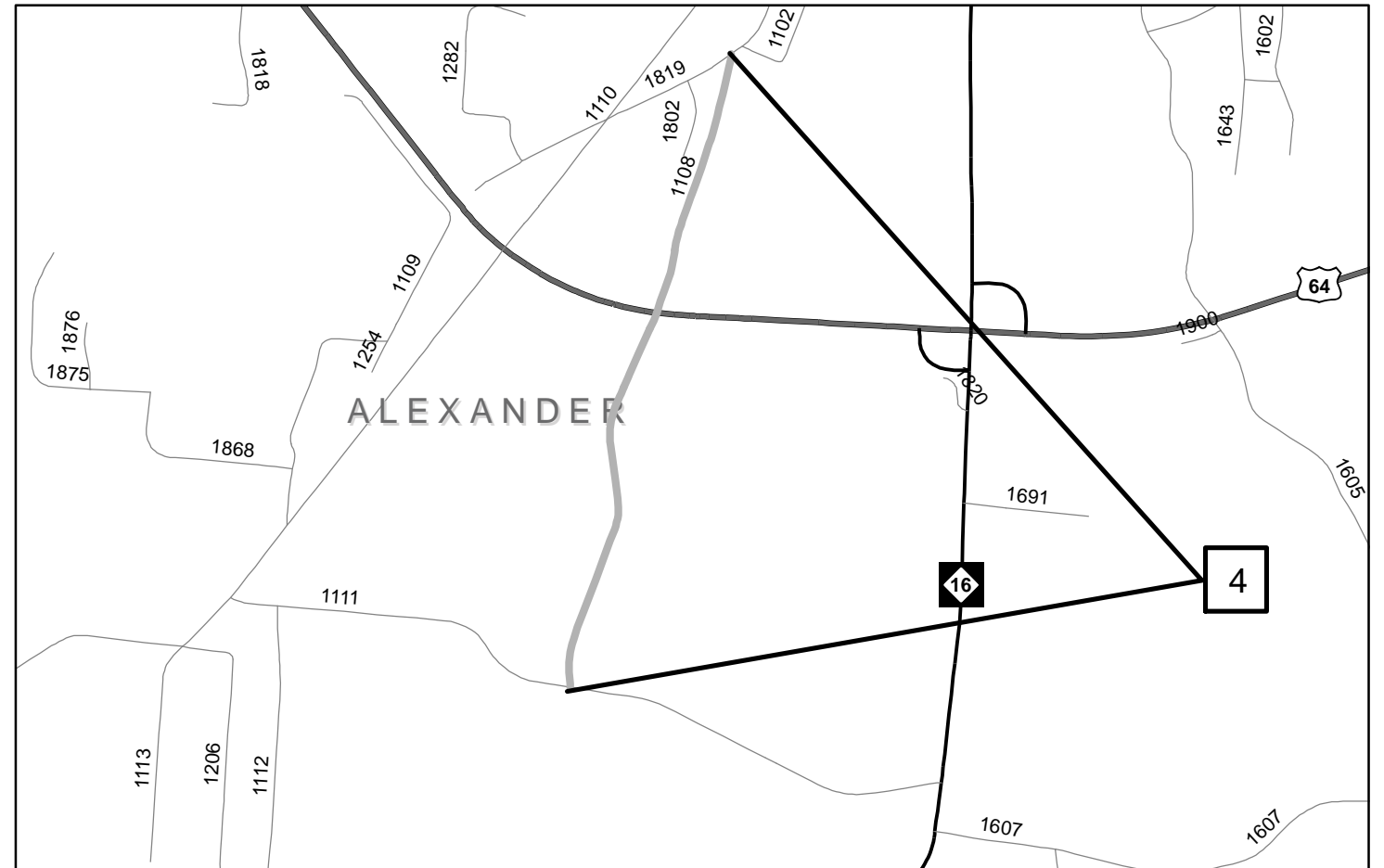
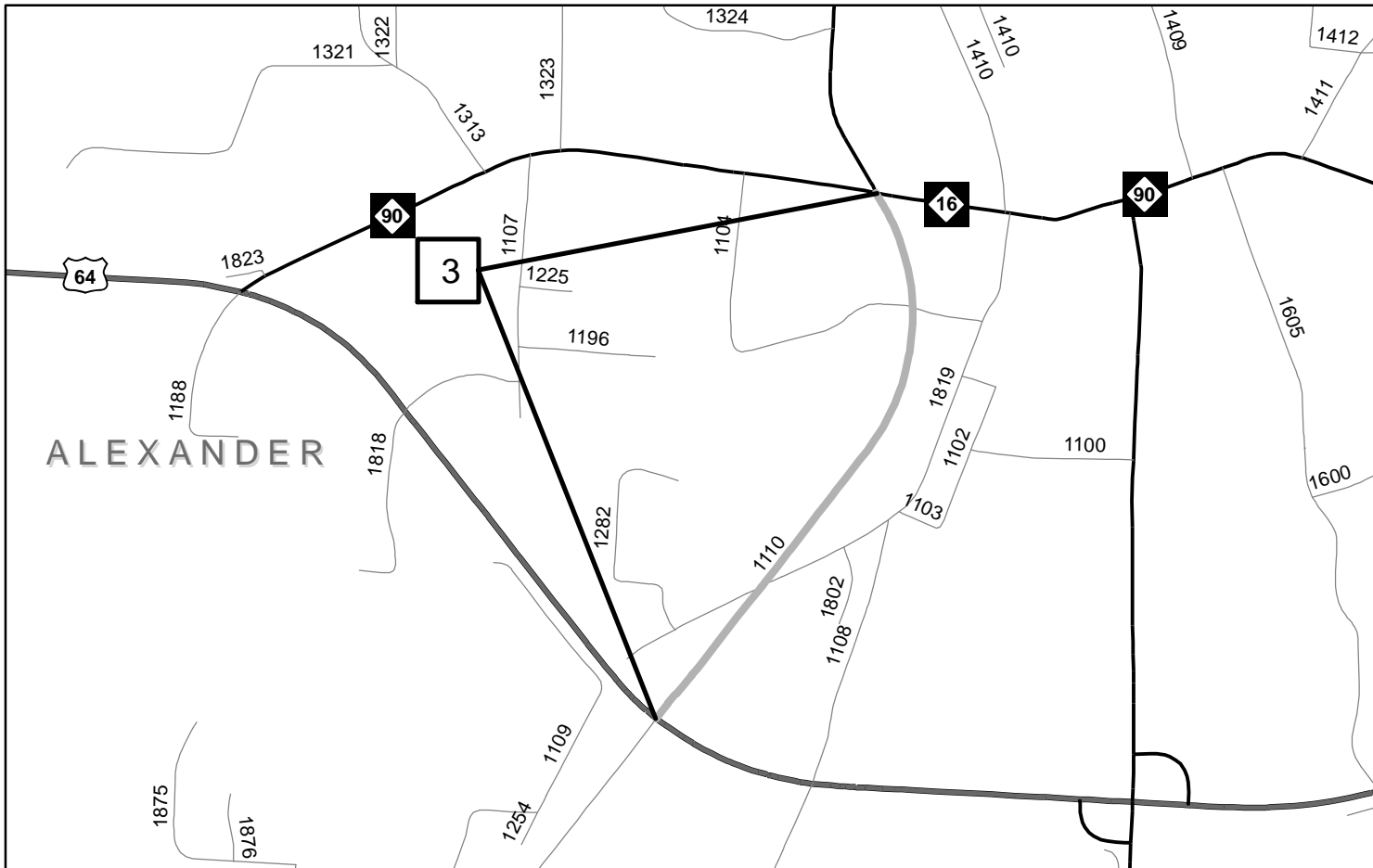
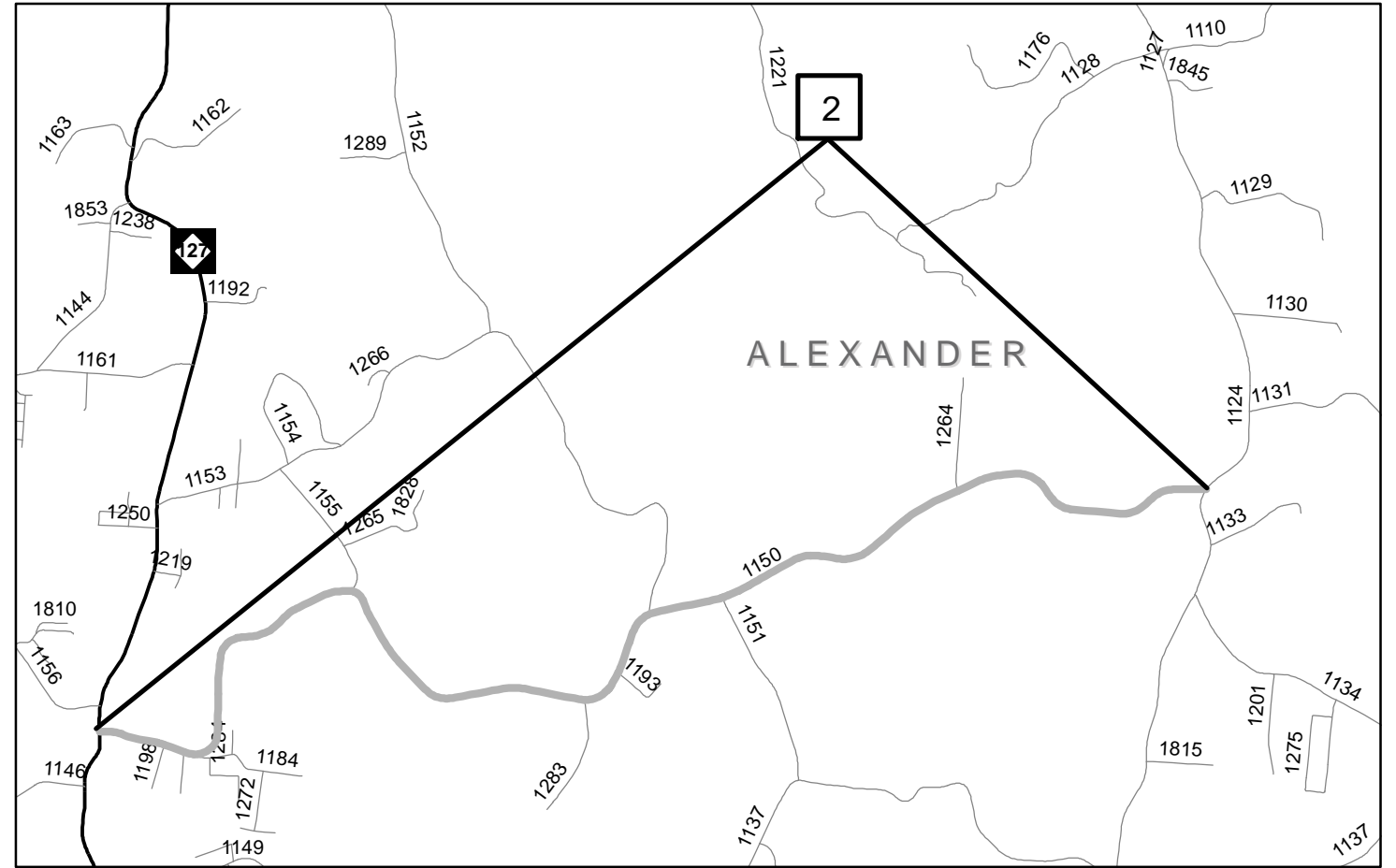
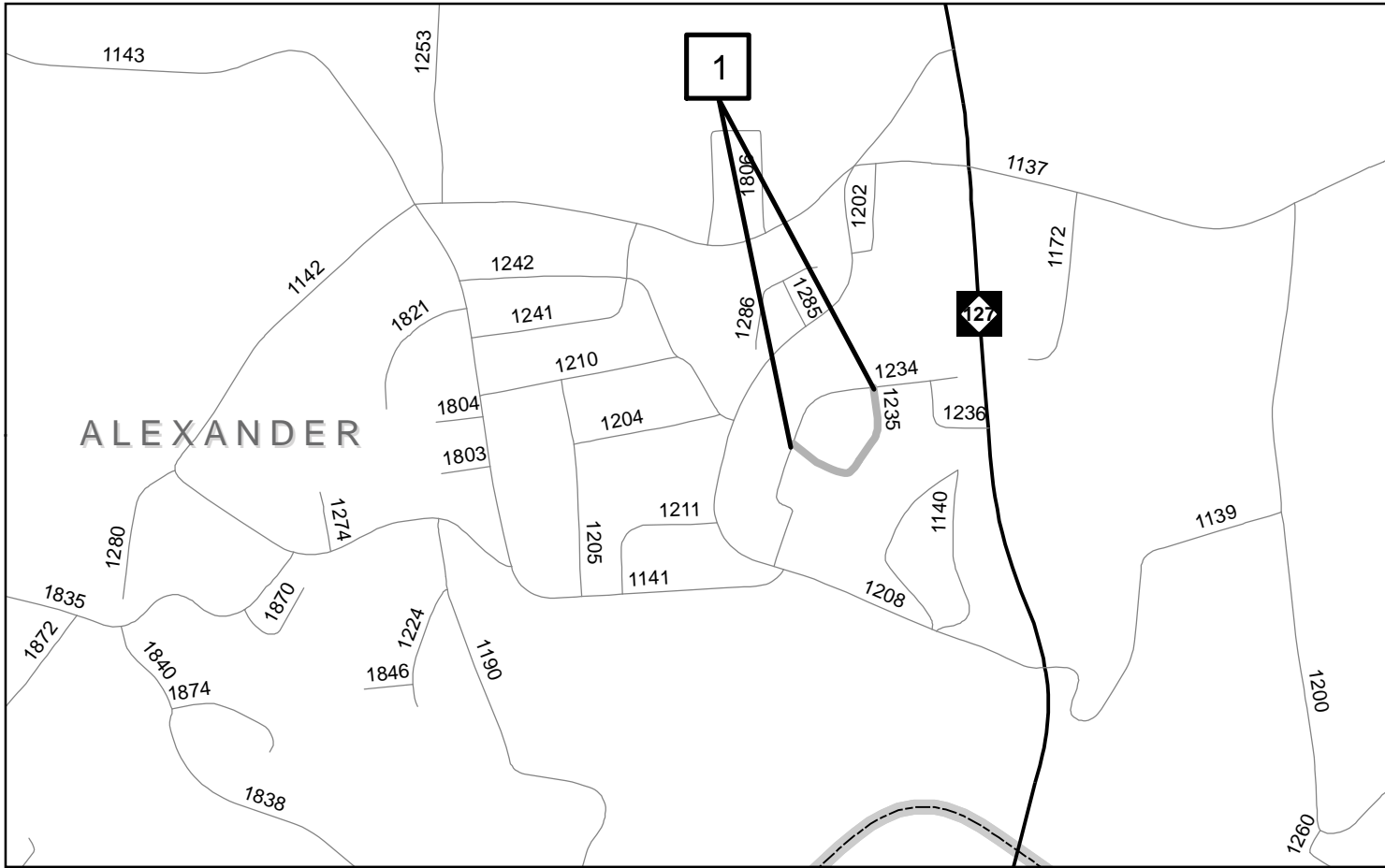
2025CPT.12.01.20021

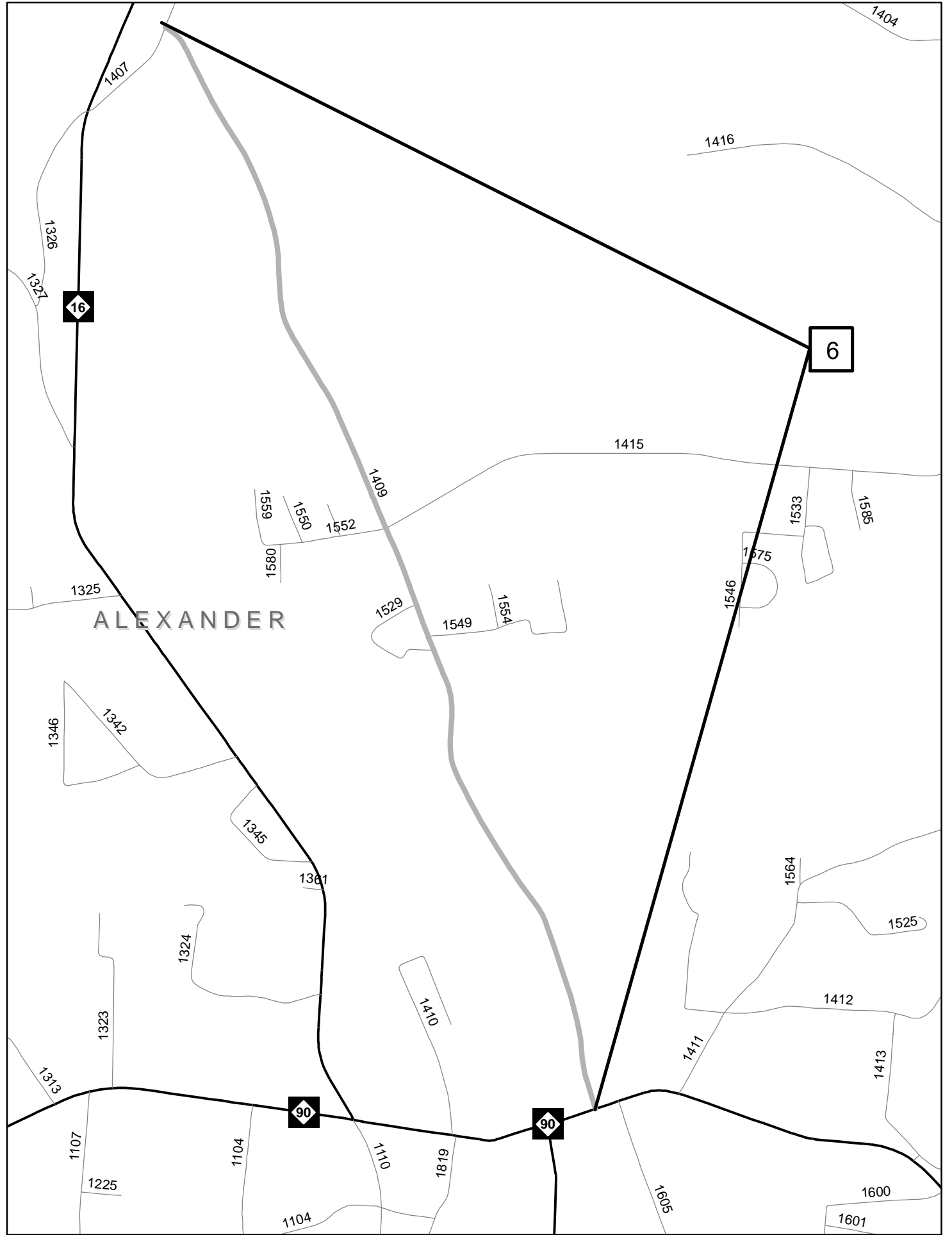
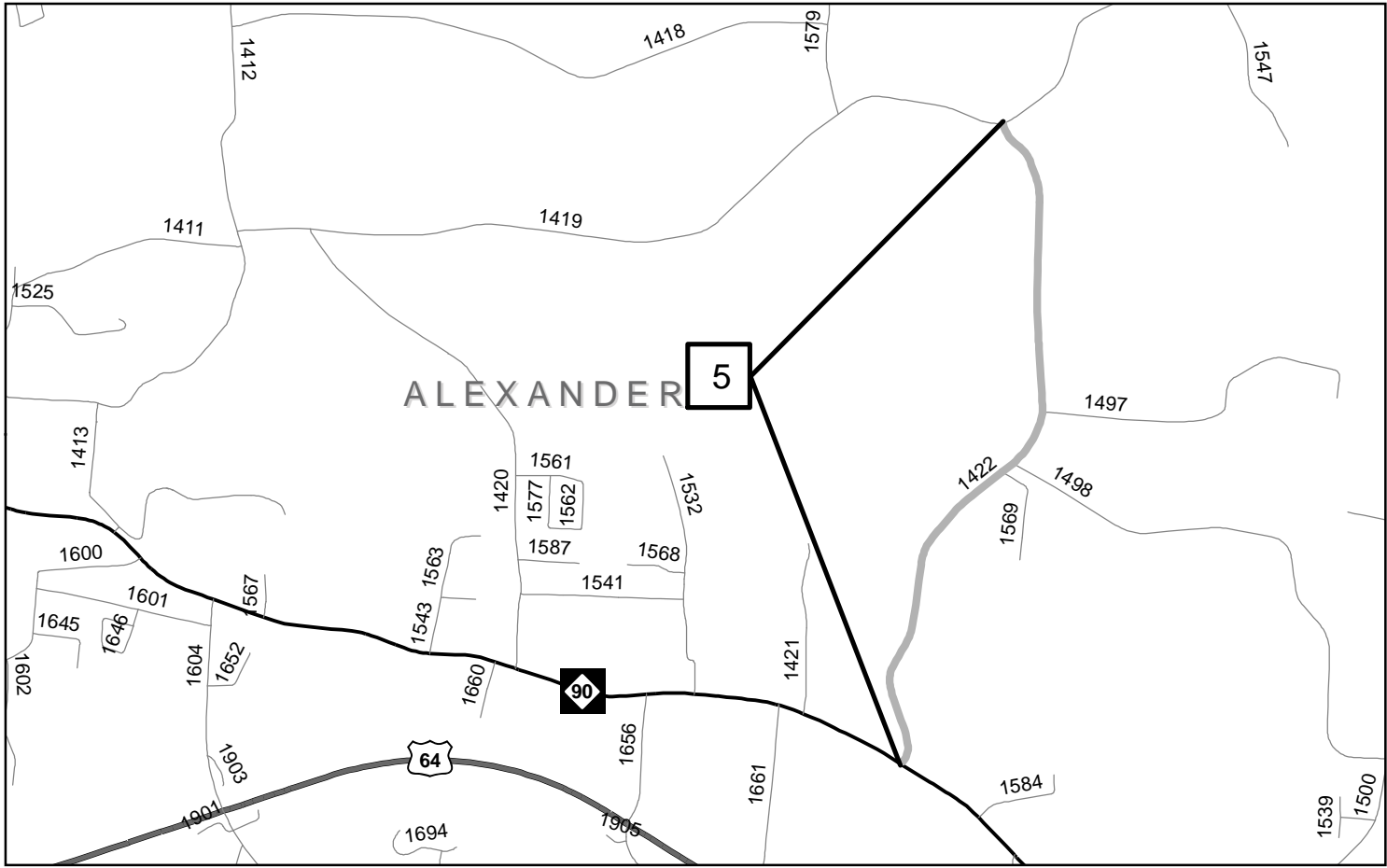
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and sealed by the individuals whose names and license
numbers appear on each page, on the dates appearing
with their signature on that page.**

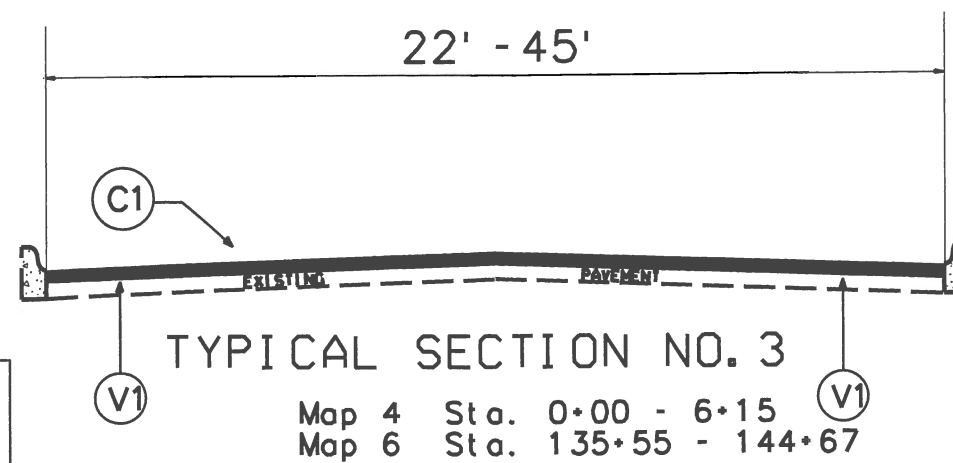
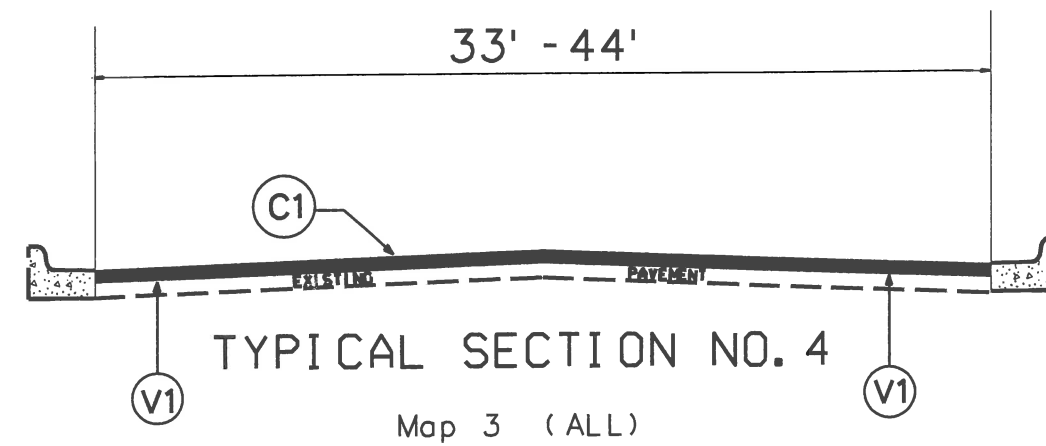
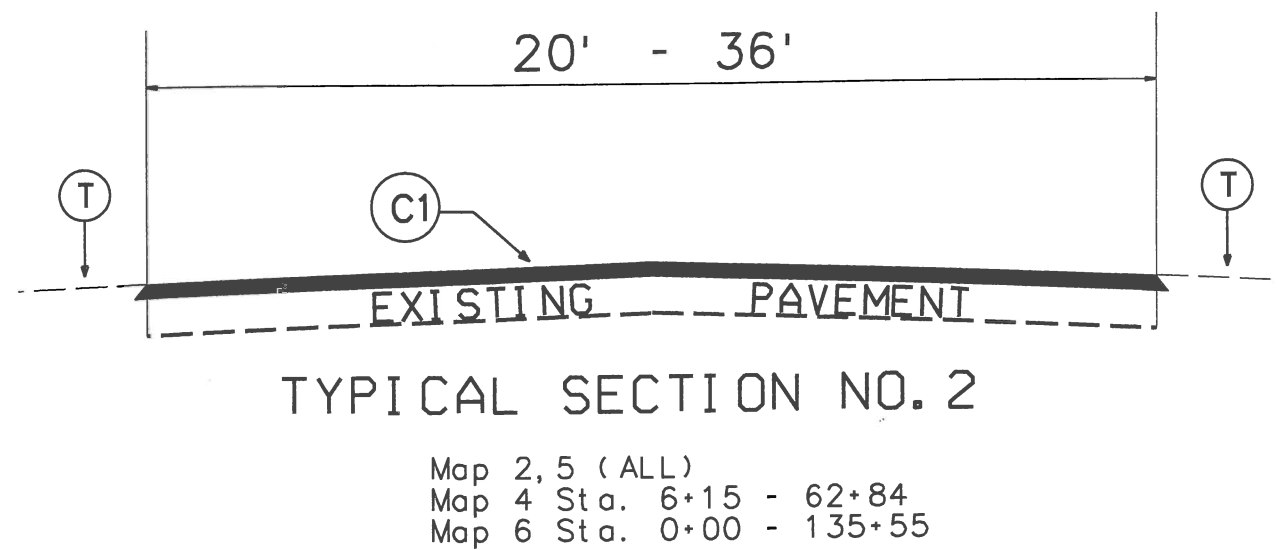
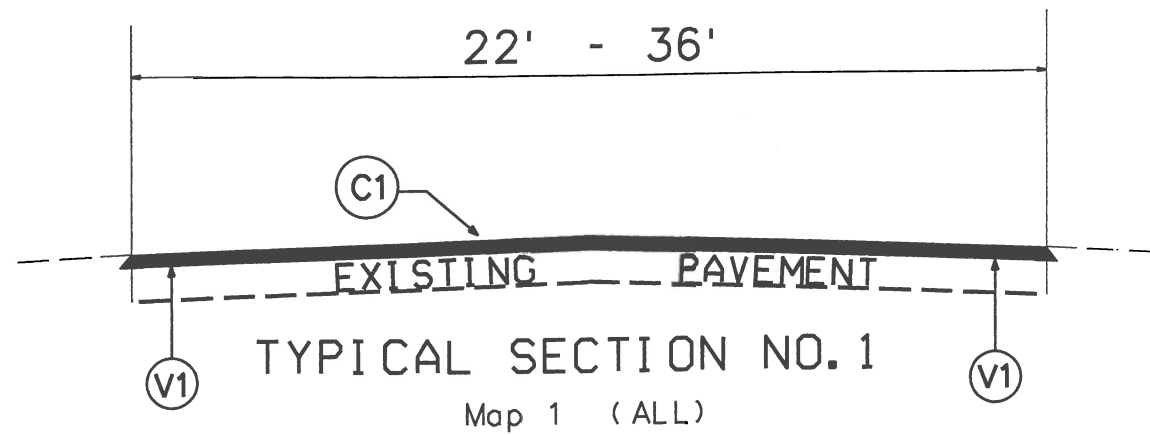
**This file or an individual page
shall not be considered a certified document.**

DL00338





PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
IREDELL COUNTY	4	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
2825CPT. 12.01.20021		SECONDARY RESURFACING

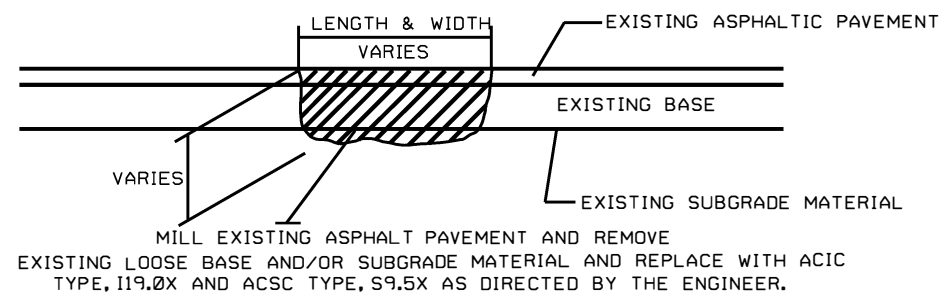


2025 - 2026
Resurfacing Program
Typical Sections
Alexander County

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.8" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
V1	MILL EXISTING ASPHALT PAVEMENT APPROX. 1" IN DEPTH

PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
1 REDELL COUNTY	5	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2025CPT. 12.01.20021		SECONDARY RESURFACING

**DETAIL A
PATCHING EXISTING PAVEMENT**

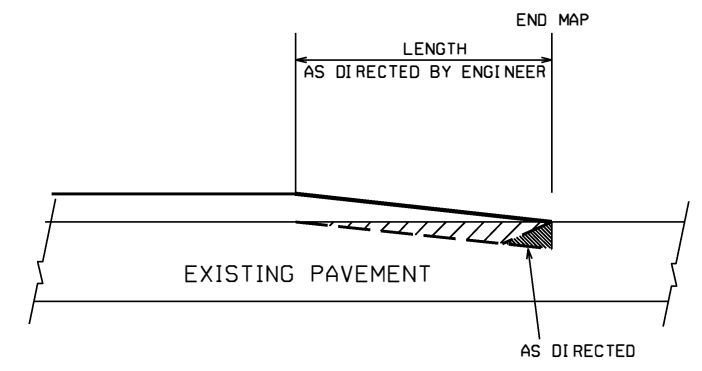
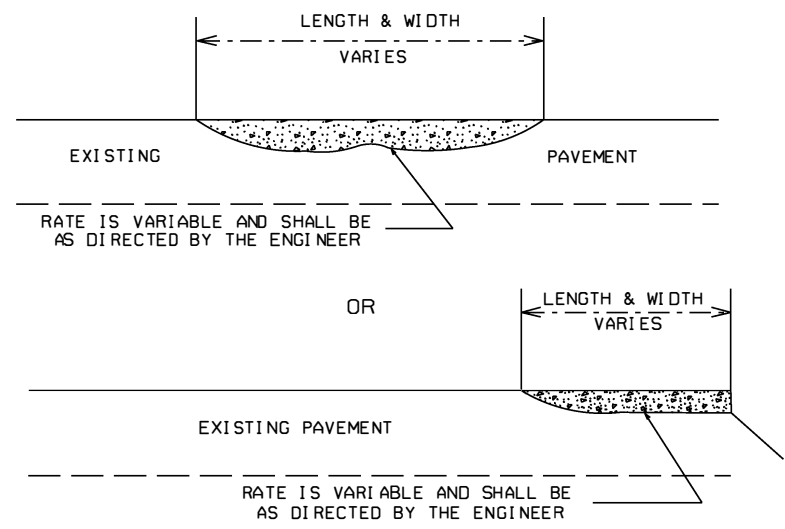


**DETAIL C
MILLING BRIDGE APPROACHES**

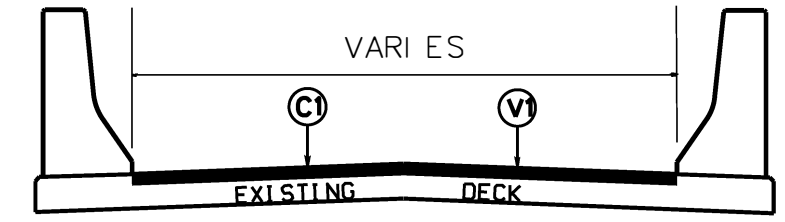


(Map 5)

**DETAIL B
ASPHALT CONCRETE SURFACE COURSE
TYPE S9.5X (LEVELING COURSE)**



TIE-IN (INCIDENTAL) MILLING DETAIL

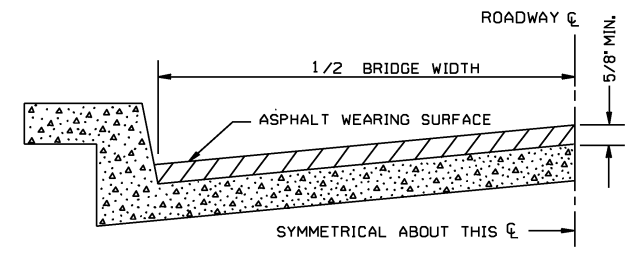


ASPHALT BRIDGE SECTION

Use for all asphalt bridges

(Map 2)

**DETAIL E
BRIDGE HALF TYPICAL SECTION**



FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 5/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

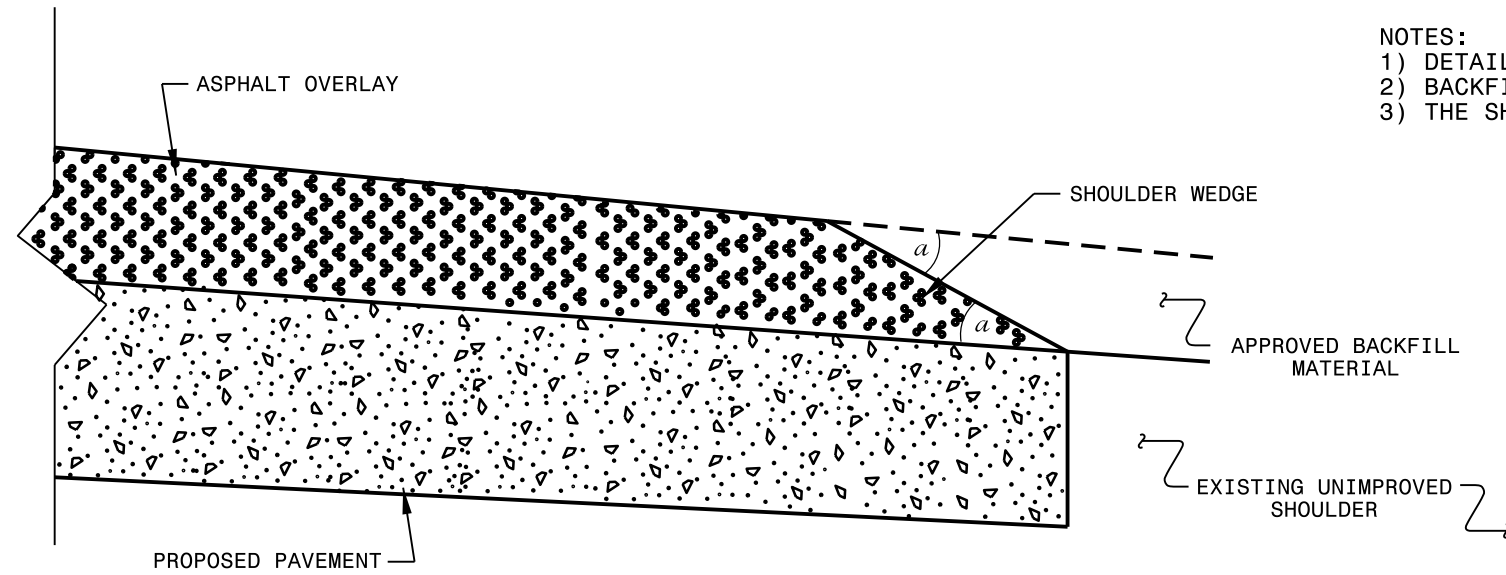
NOTES

ALL UNPAVED S.R. ROADS TO BE SURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE NOTED.
BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

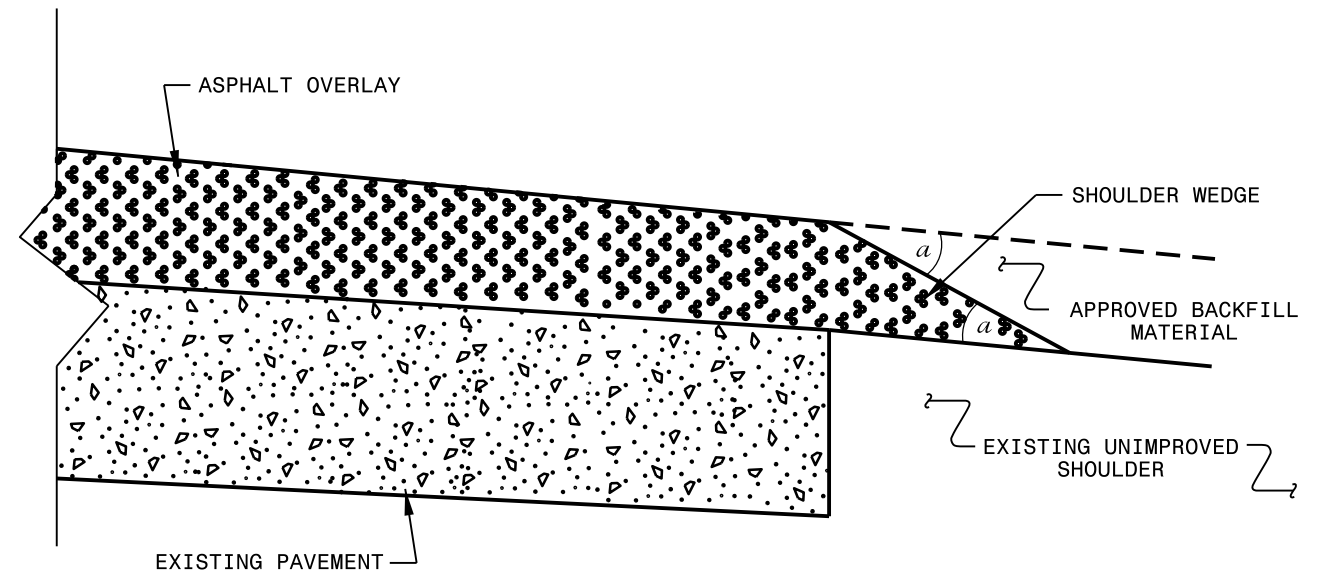
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.8" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5X, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
V1	MILL EXISTING ASPHALT PAVEMENT APPROX. 1" IN DEPTH

**2025 - 2026
Resurfacing Program
Detail Sheet
Alexander County**

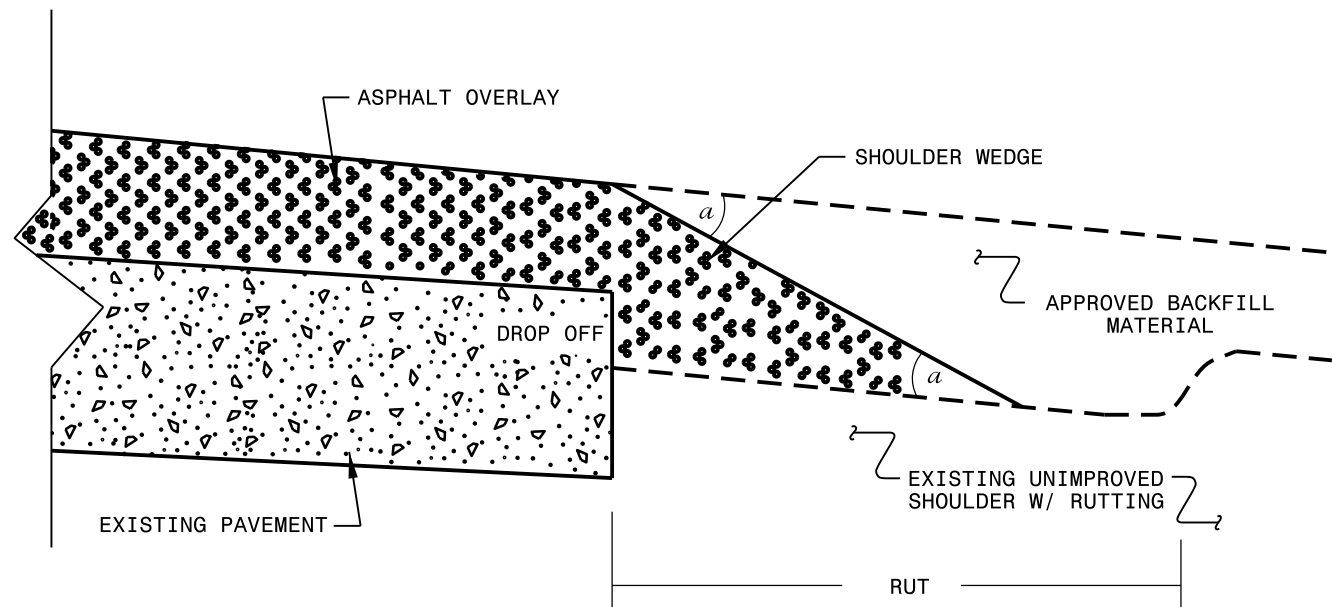
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)

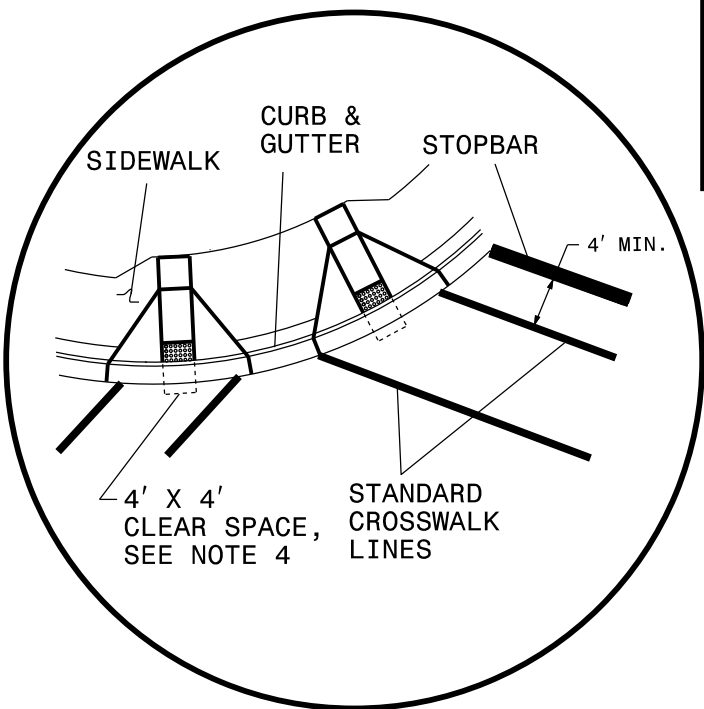
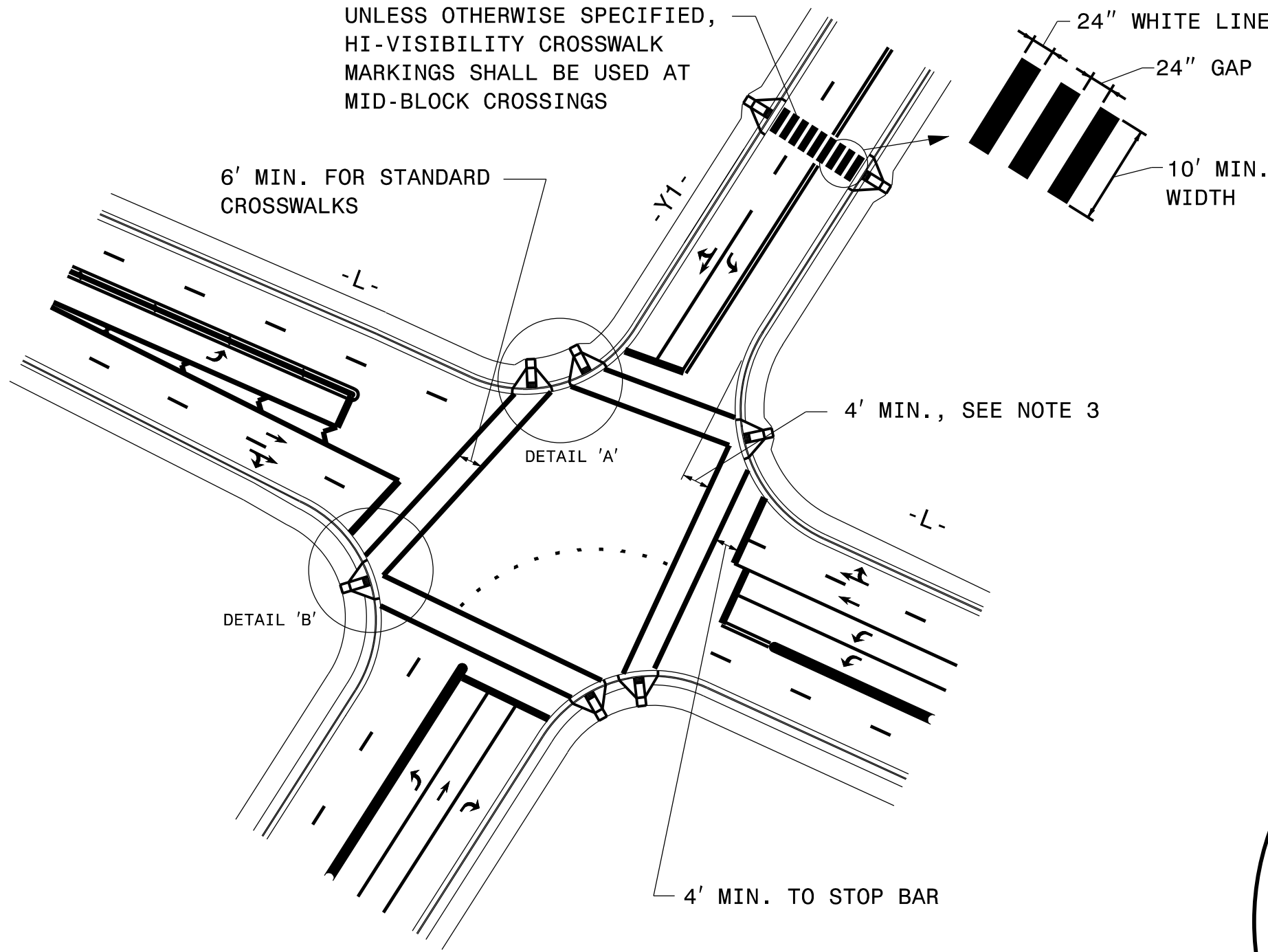


SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

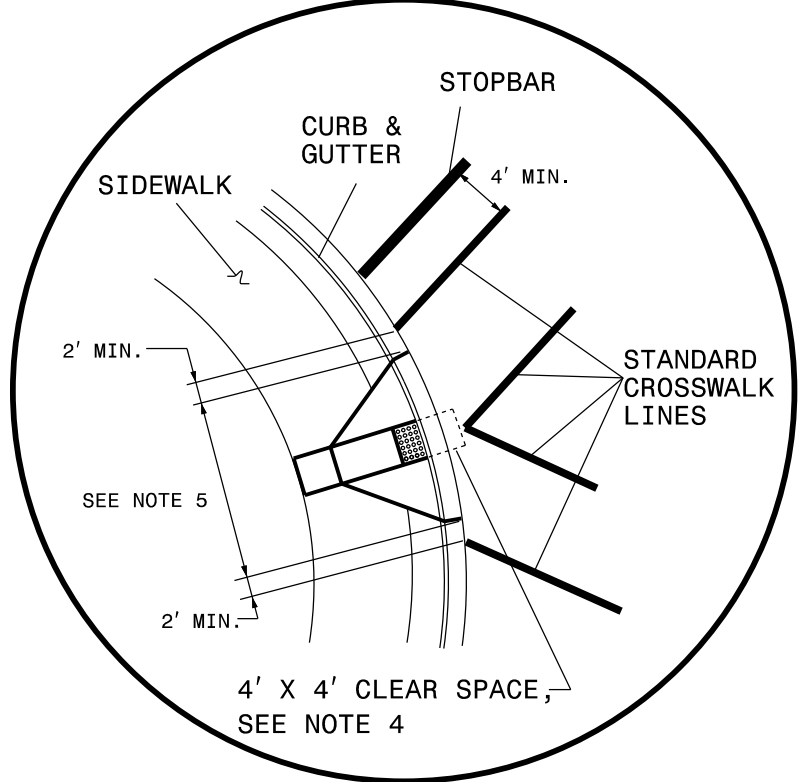
- SHOULDER WEDGE ANGLE = 30°

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			

SYSTEM: 2000
USER: T.SPELL
DATE: 10/16/12



DETAIL 'A'- DUAL CURB RAMPS



DETAIL 'B'- SINGLE DIAGONAL CURB RAMP

GUIDANCE DETAIL FOR CROSSWALK MARKINGS

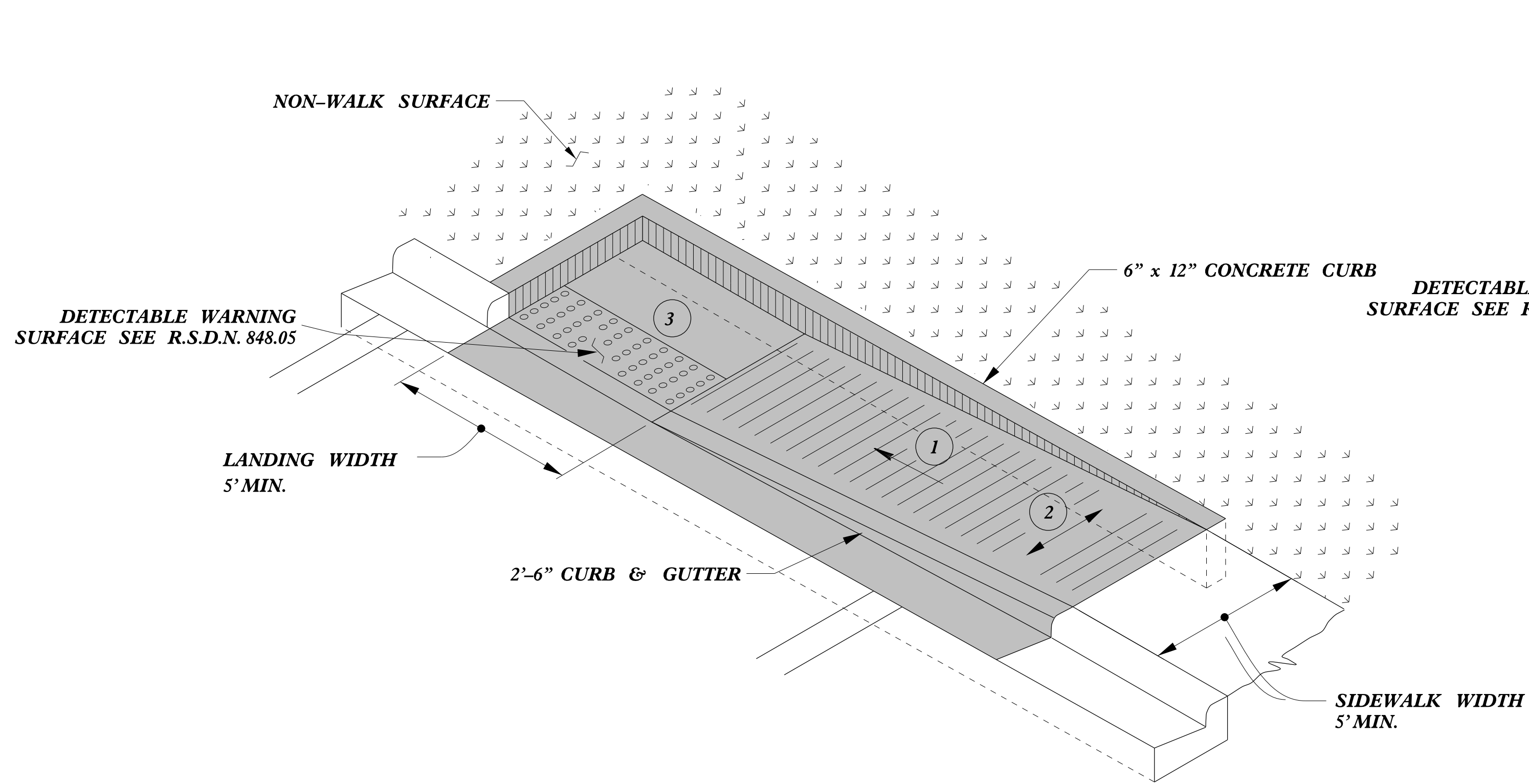
NOTES:

1. USE THE DETAILS ABOVE AND THE FOLLOWING NOTES FOR GUIDANCE IN PLACING CROSSWALK MARKINGS NOT STATIONED ON THE DETAIL SHEETS OR WHEN FIELD ADJUSTMENTS REQUIRED MOVING STATIONED MARKINGS AS DIRECTED BY THE ENGINEER. REFER TO NCDOT ROADWAY STANDARD DRAWINGS, MUTCD AND ADA STANDARDS FOR ADDITIONAL GUIDANCE.
2. THE CROSSWALK MARKINGS SHOWN ON THE ABOVE DETAILS ARE FOR REFERENCE ONLY. ONLY INSTALL CROSSWALK MARKINGS WHERE SHOWN ON THE DETAIL SHEETS OR AS DIRECTED BY THE ENGINEER. THE CROSSWALK MARKING TYPE, STANDARD OR HI-VISIBILITY, SHALL BE INSTALL AS SPECIFIED ON THE DETAIL SHEETS OR AS DIRECTED BY THE ENGINEER.
3. SET BACK DISTANCE FROM INSIDE CROSSWALK MARKING TO NEAREST EDGE OF TRAVEL IS 4' MIN.
4. BEYOND THE BOTTOM GRADE BRAKE, A CLEAR SPACE OF 4' X 4' MINIMUM SHALL BE PROVIDED WITHIN THE MARKINGS.
5. SINGLE DIAGONAL CURB RAMPS WITH FLARED SIDES SHALL HAVE A SEGMENT OF CURB 2 FEET LONG MINIMUM LOCATED ON EACH SIDE OF THE CURB RAMP AND WITHIN THE MARKED CROSSING, SEE DETAIL 'B'.
6. CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE TO THE LATEST NCDOT ROADWAY STANDARD DRAWINGS.

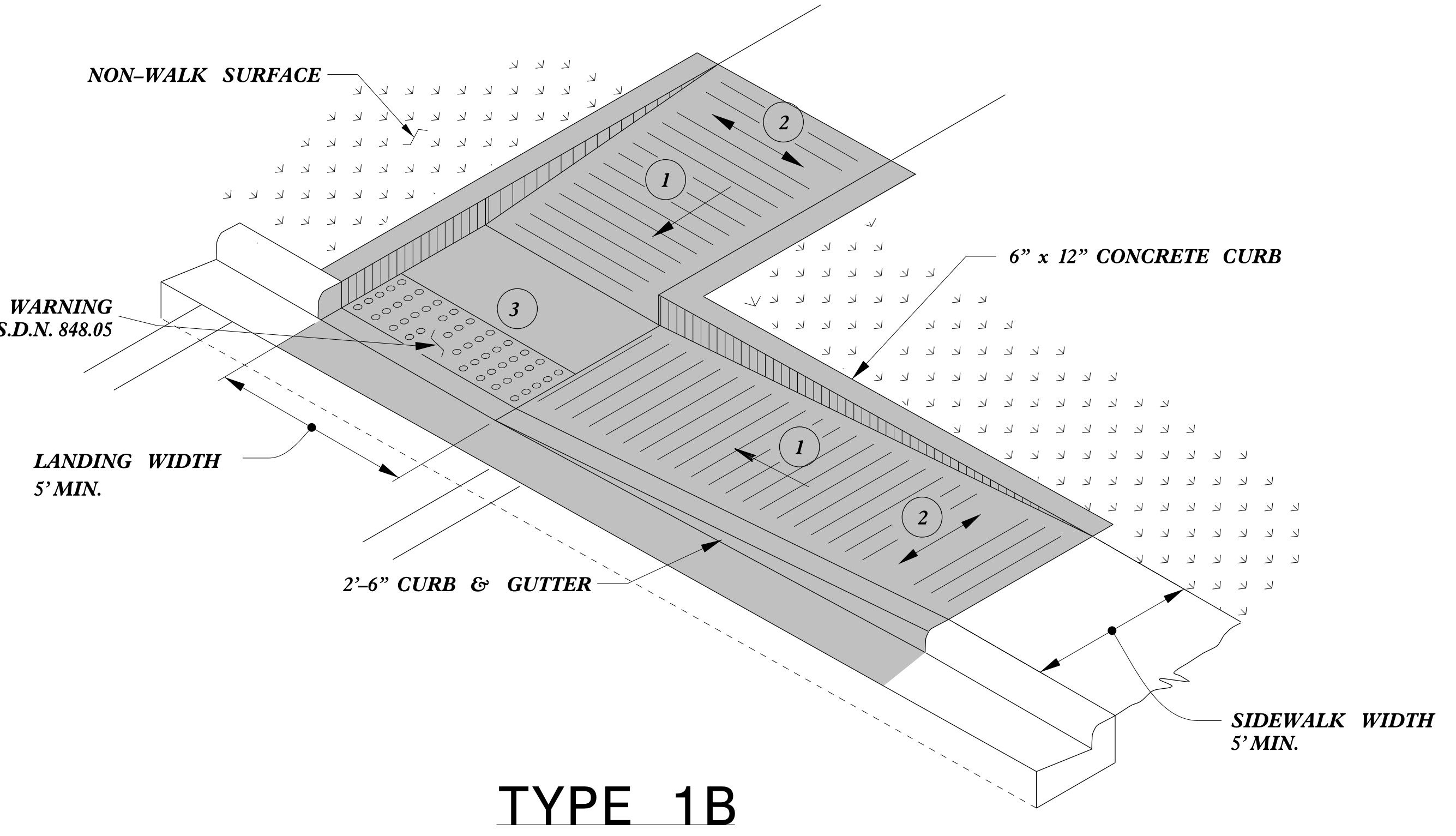
**CROSSWALK PAVEMENT MARKING
GUIDANCE DETAIL**

\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$DCON\$\$\$\$\$
\$\$\$\$\$USERNAME\$\$\$\$\$

5/14/99



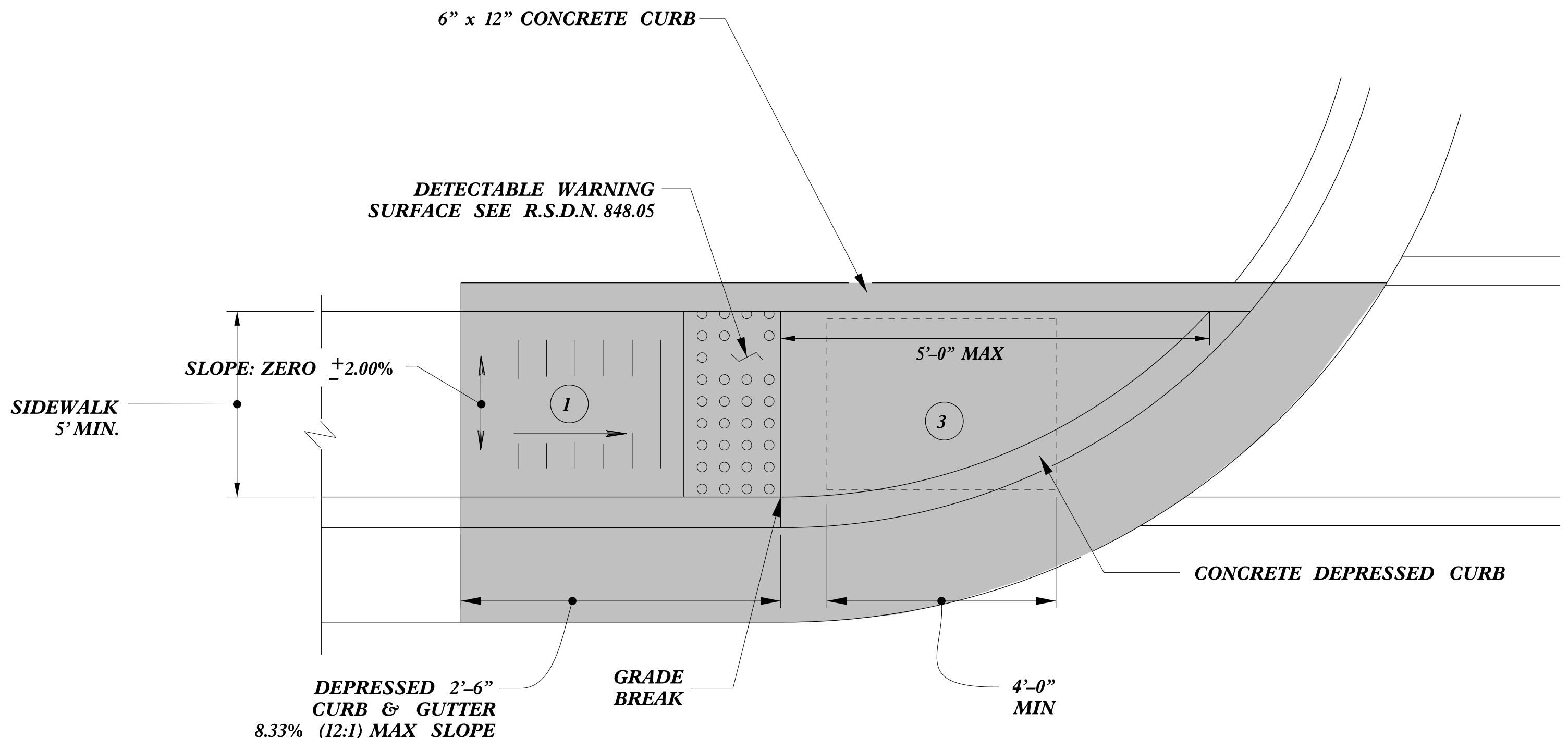
TYPE 1A



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

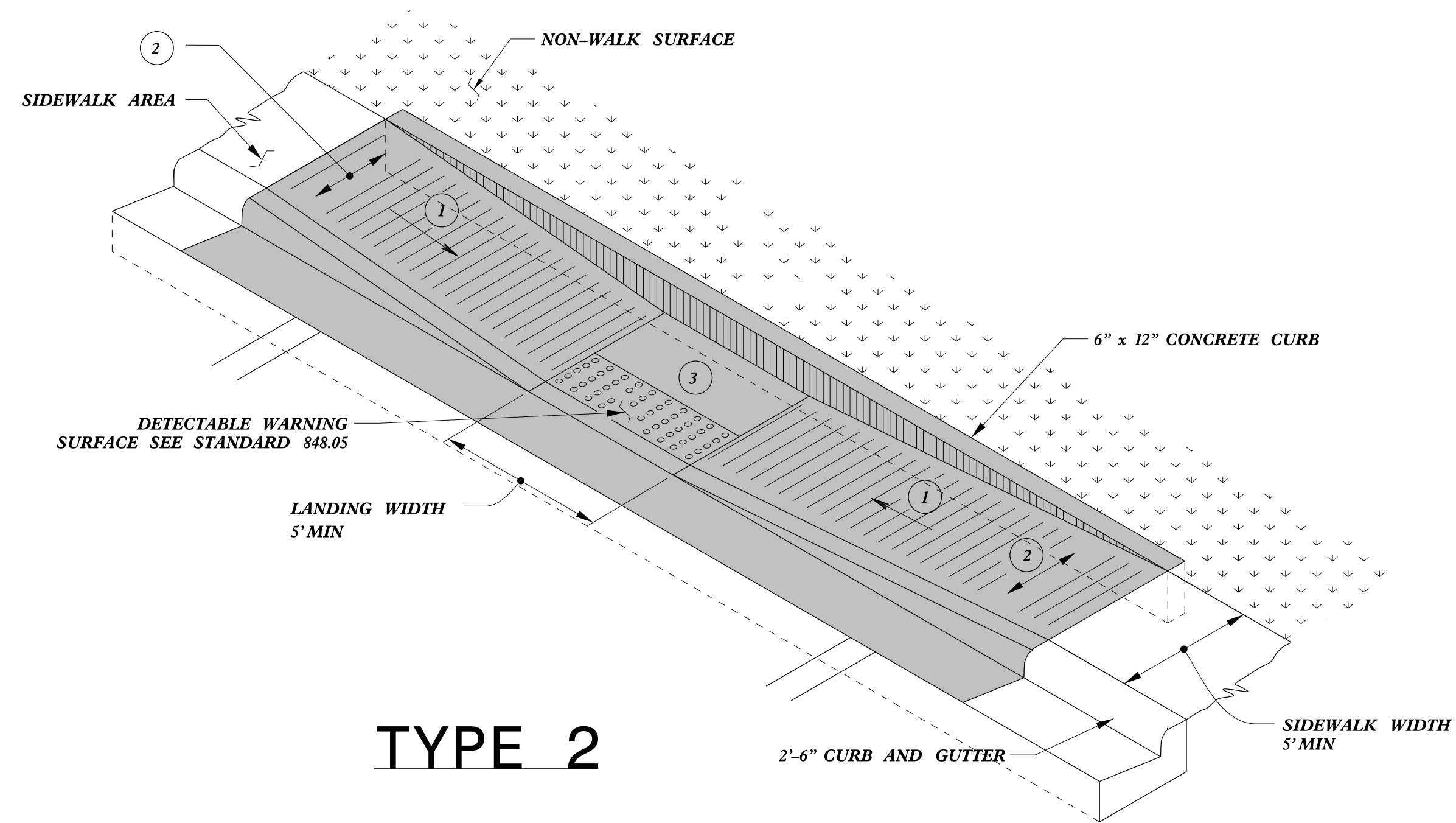
**CONTRACT STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

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

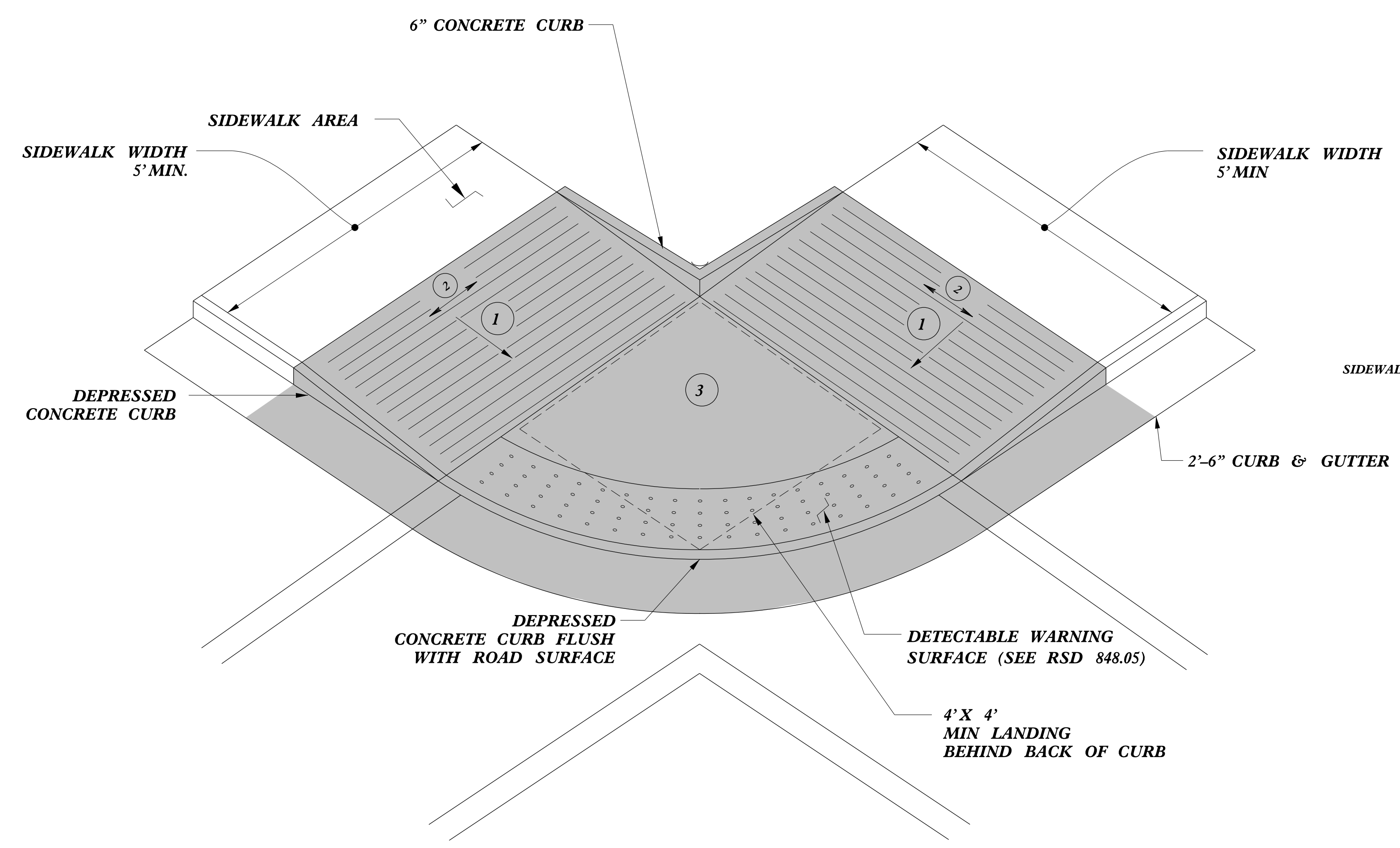
C:\P\2012\STDS\2012CurbRamp\CurbRampDetails.dgn
 USER: J.S. HOWERTON
 DATE: 7/7/11 10:58:11 AM
 PLOT: 7/7/11 10:58:11 AM
 PLOT DEVICE: HP DesignJet 5000



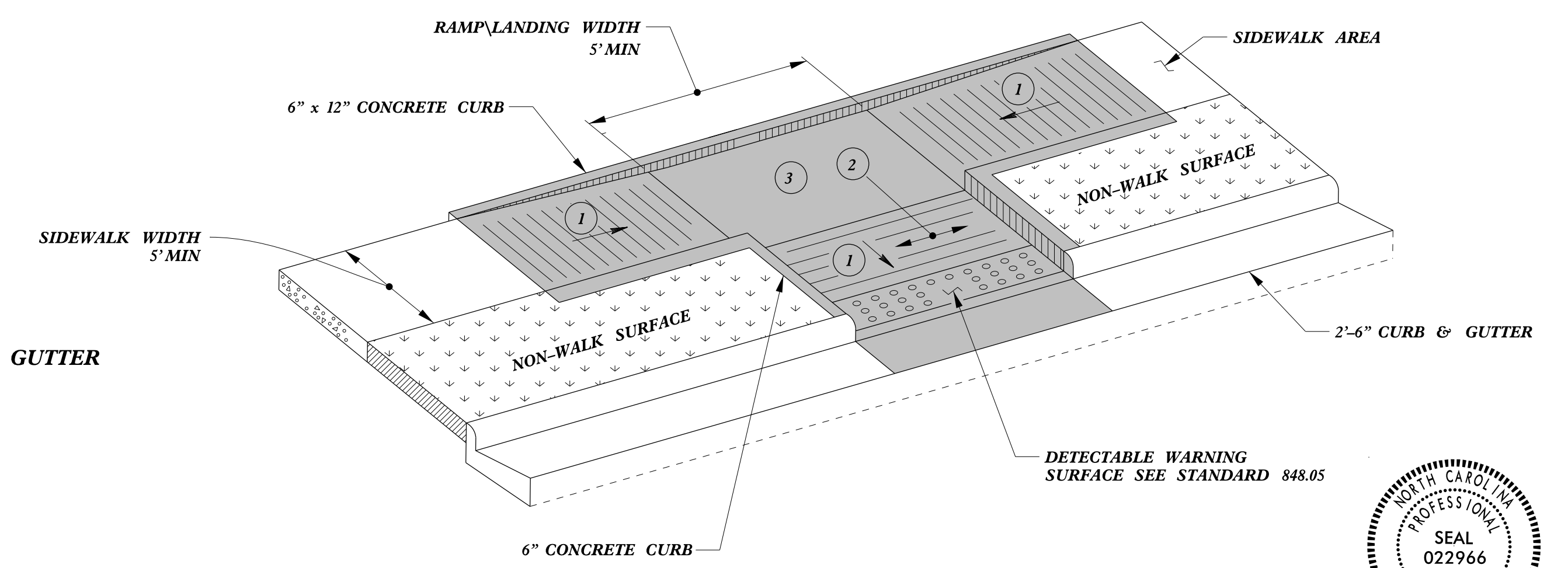
TYPE 2

PAY LIMITS FOR 1 CURB RAMP

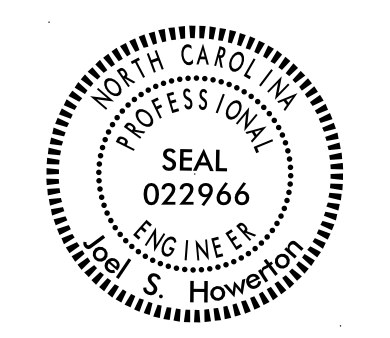
- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



TYPE 2A



TYPE 3



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

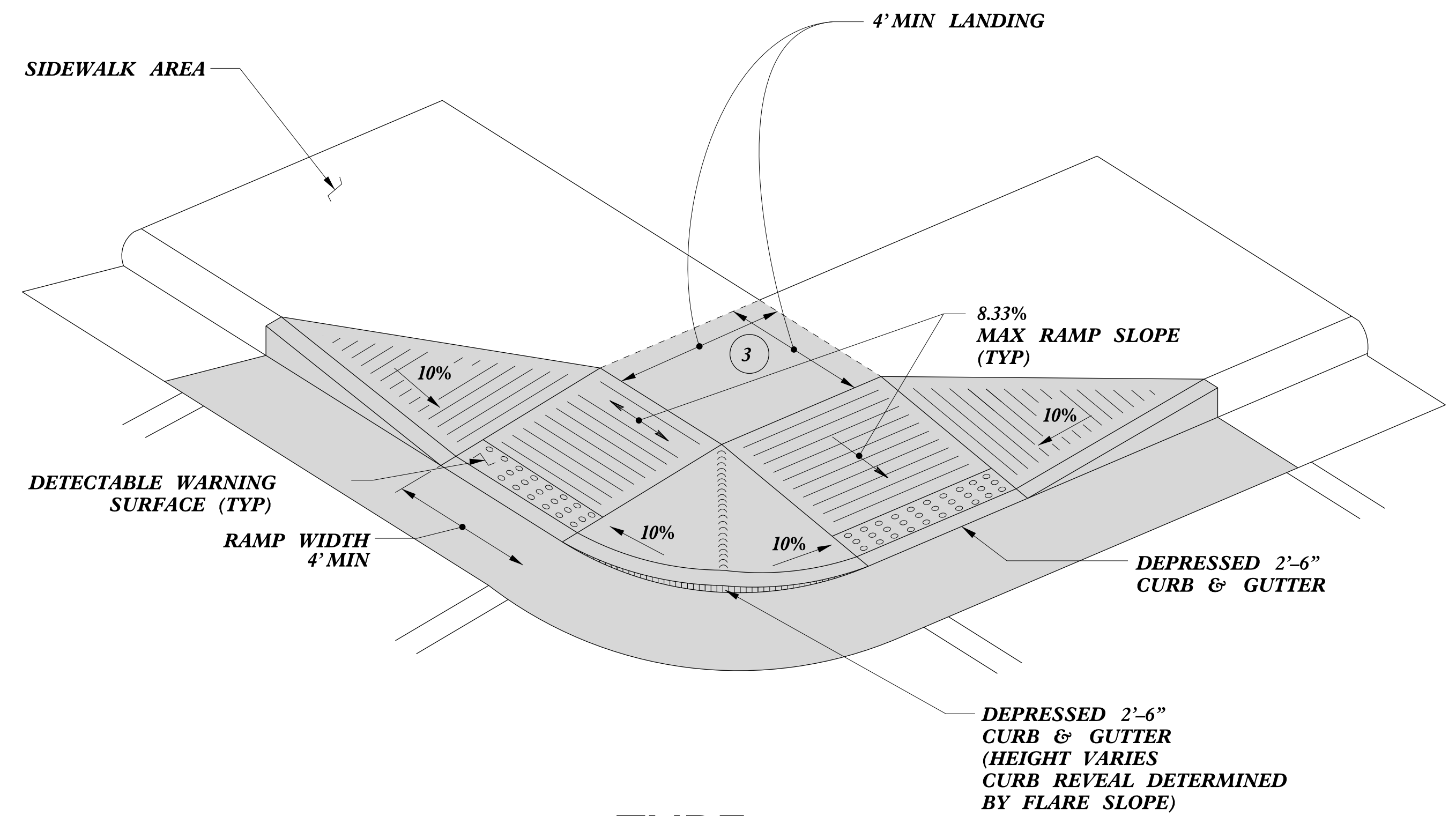
CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS
Parallel Ramps

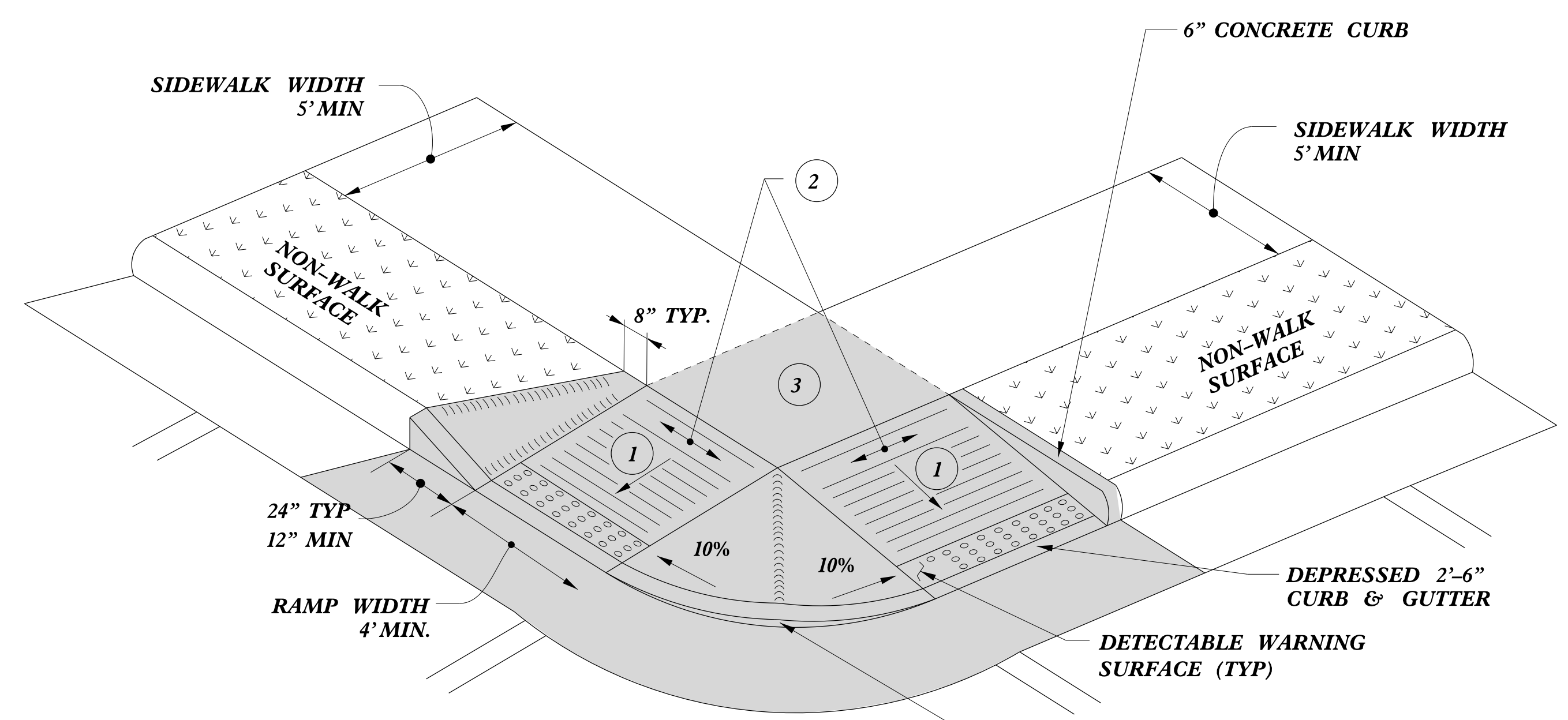
ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
 MODIFIED BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____
 FILE SPEC.: stds/2012CurbRamp/CurbRampDetails.dgn

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

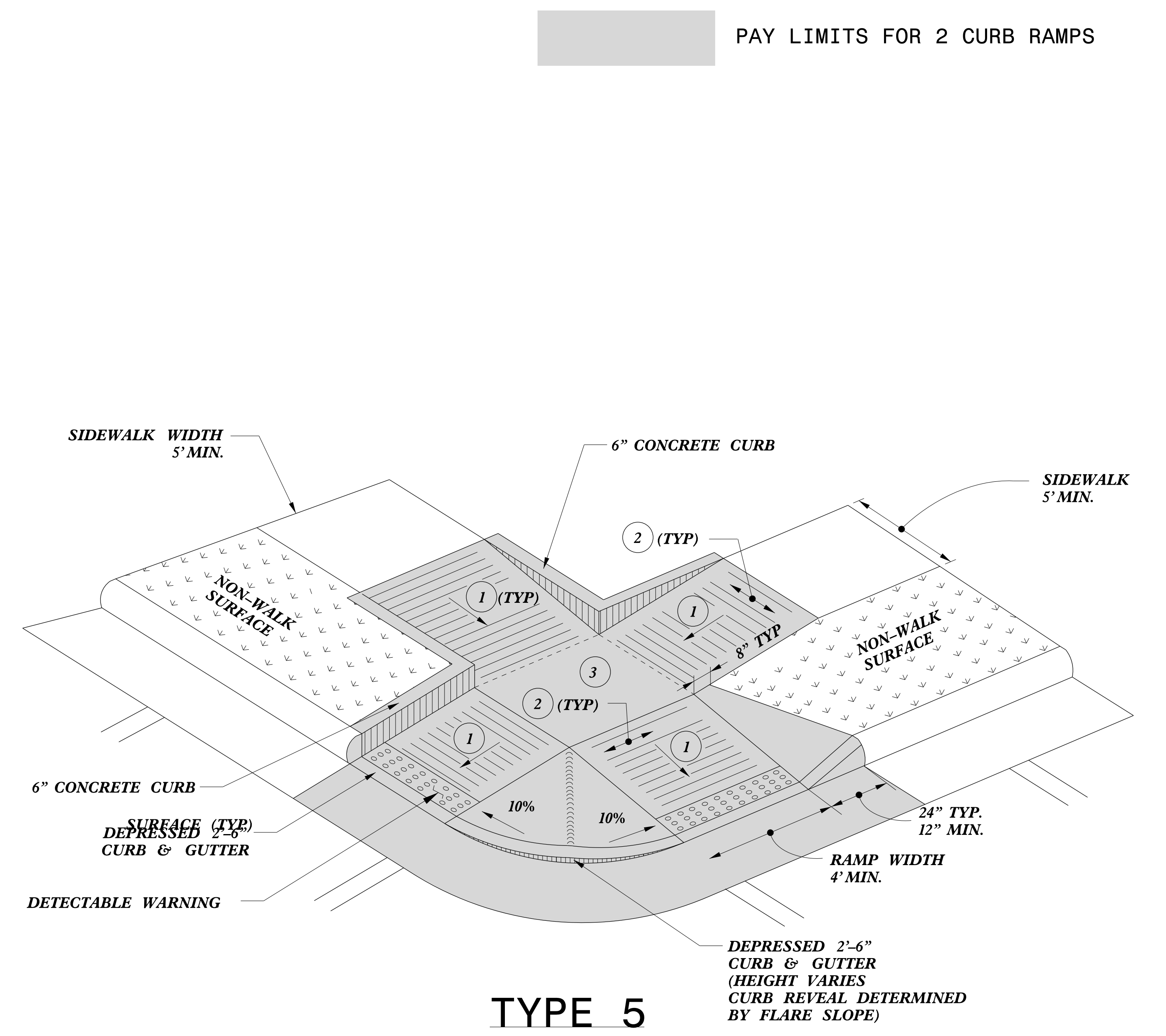
5/14/99
C:\ME\848\CON\CON\USER\NAME



TYPE 4



TYPE 4A



TYPE 5

- 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.

PAY LIMITS FOR 2 CURB RAMPS



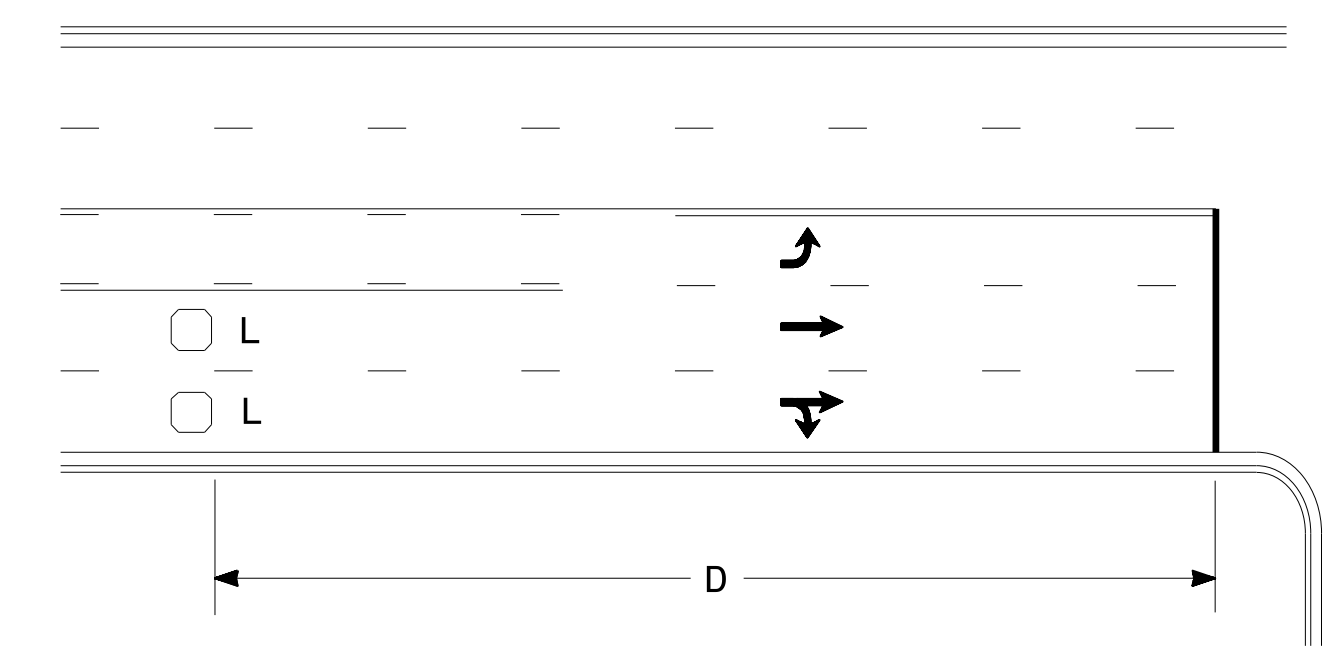
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

5/14/99
C:\P\2012\STDS\2012CurbRamp\CurbRampDetails.dgn

High Speed Detection (≥40 mph)

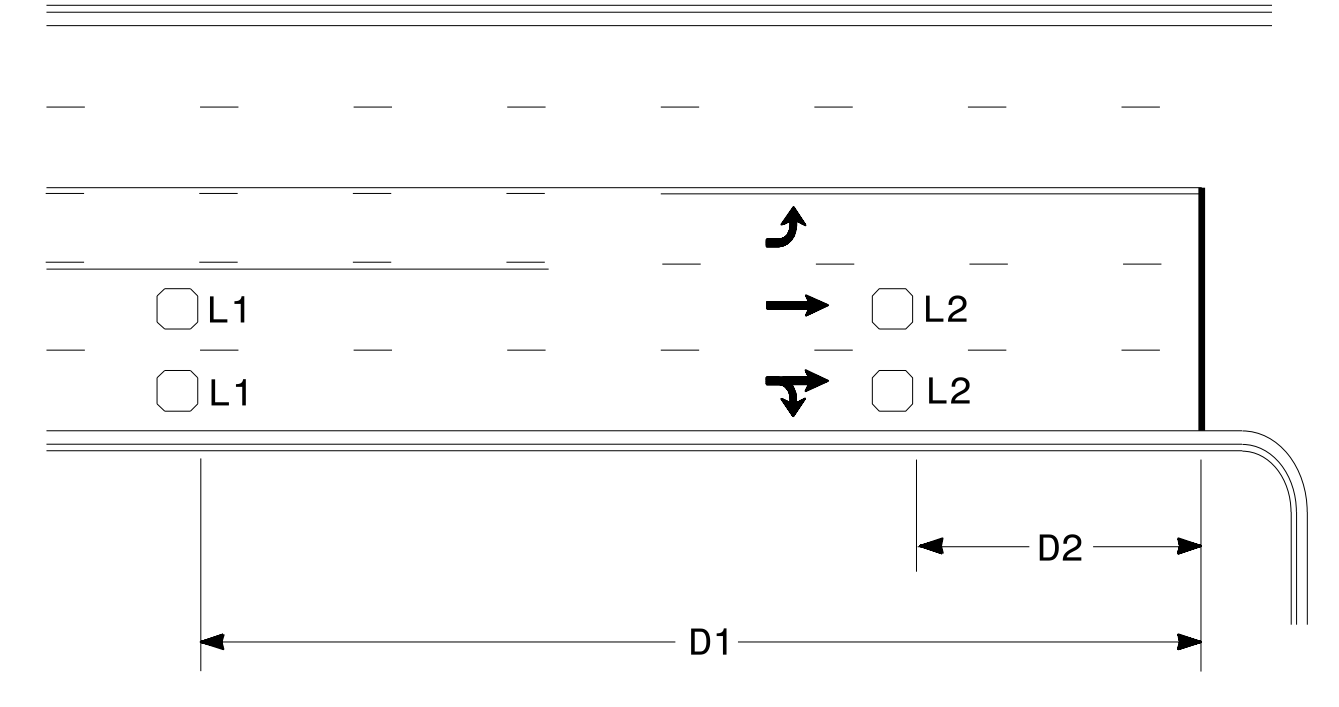


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

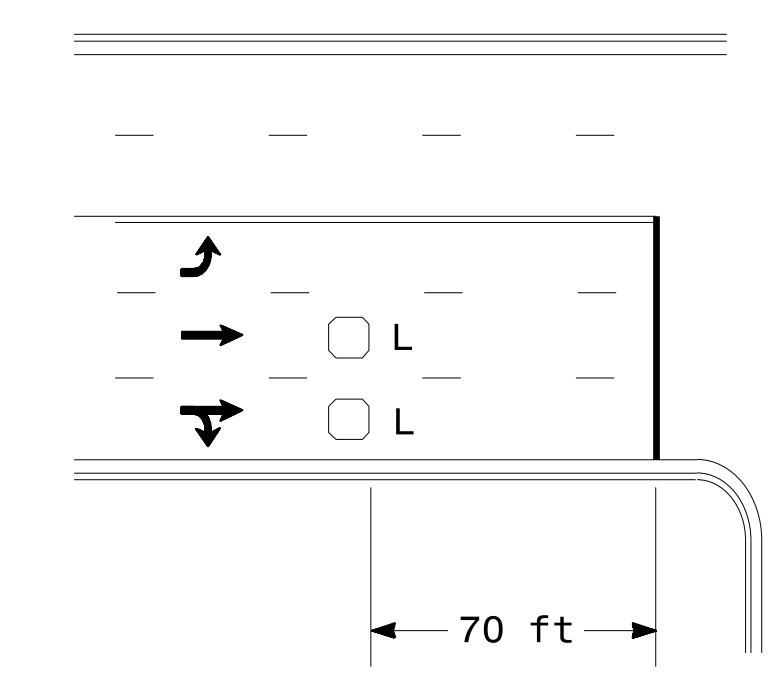


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

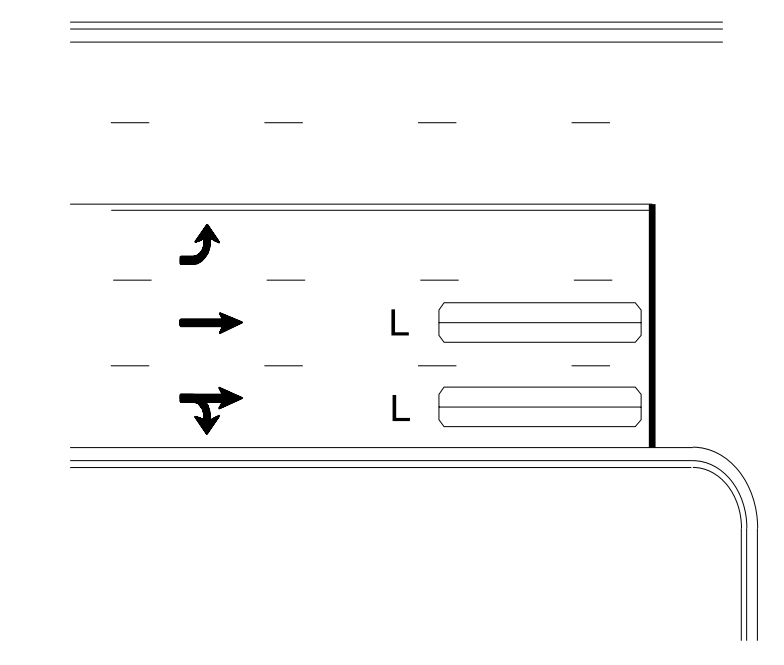
"Stretch" Operation

Low Speed Detection (≤35 mph)



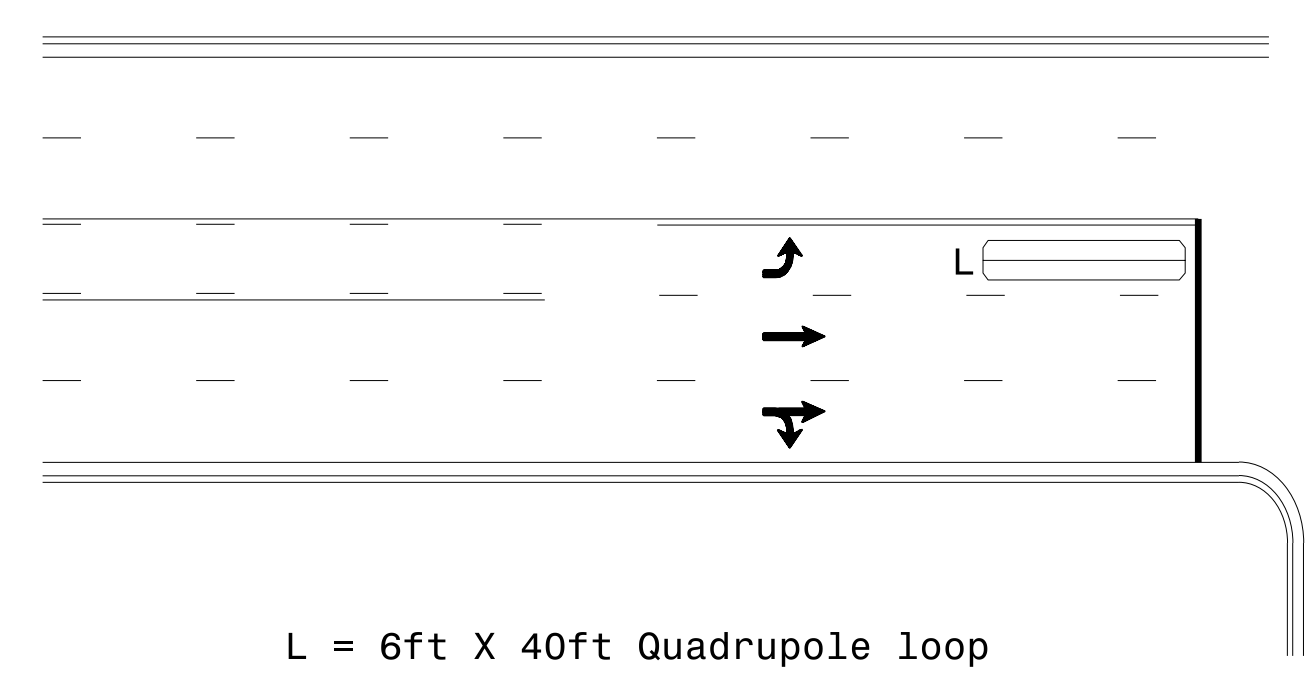
L = 6ft X 6ft
Wired in series

OR



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

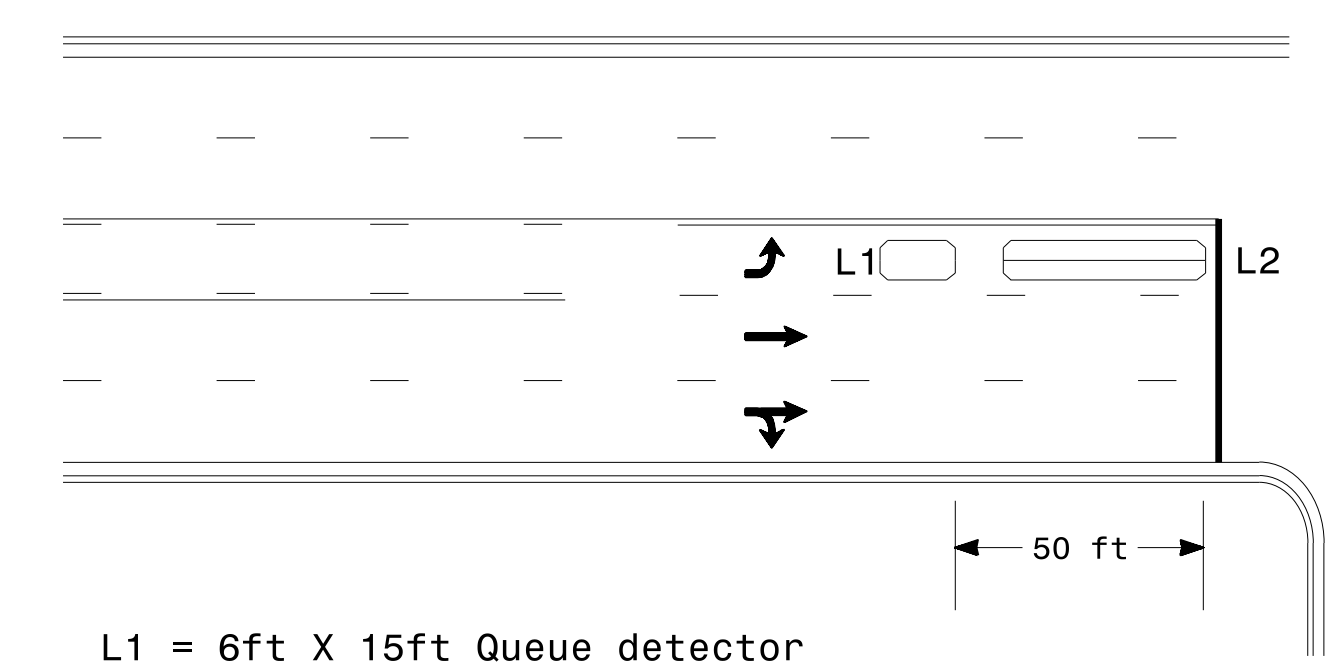
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

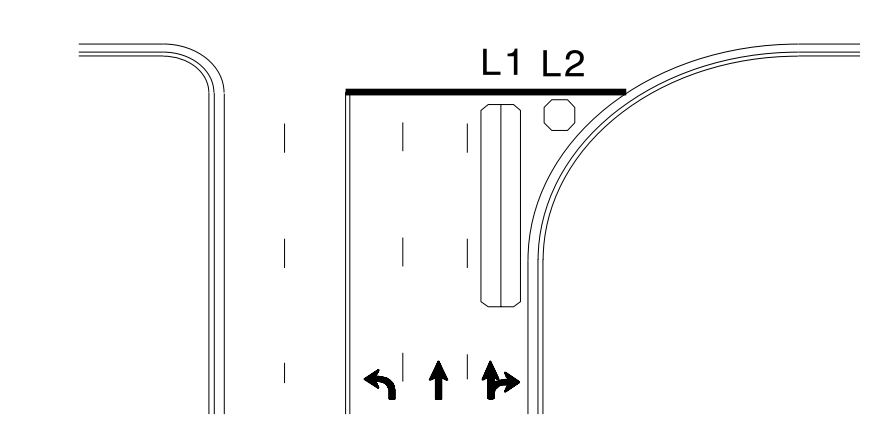
OR



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

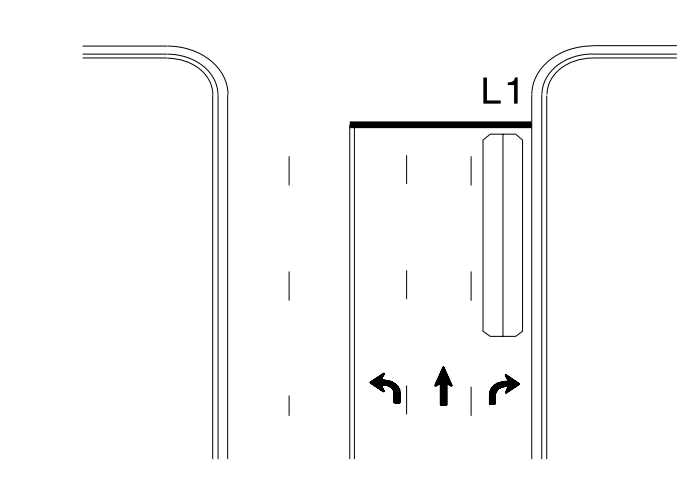
Queue Loop Detection

Right Turn Lane Detection

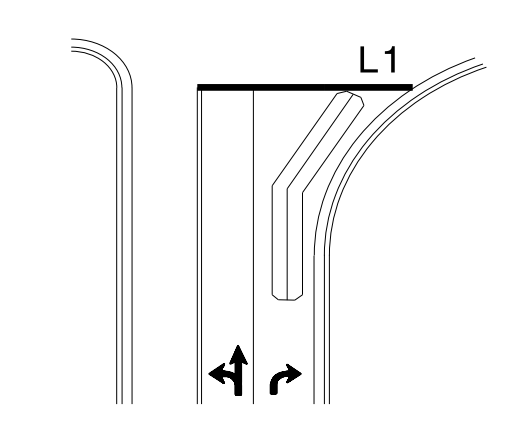


Shared Lane/
Wide Radius Turn

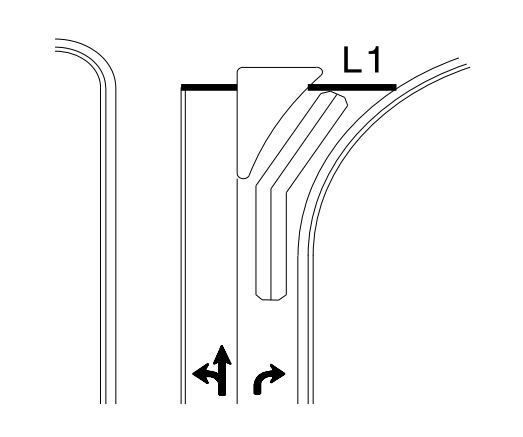
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

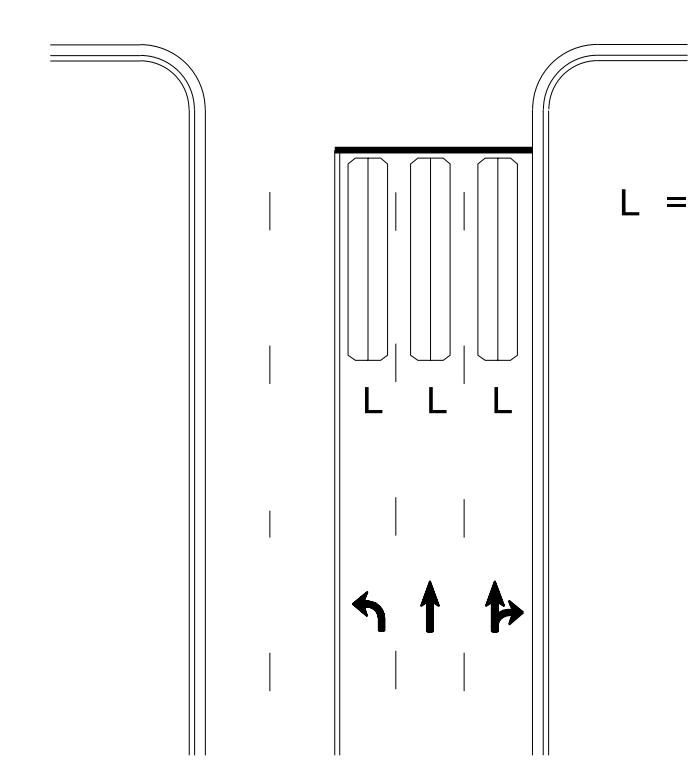


Wide Radius Turn



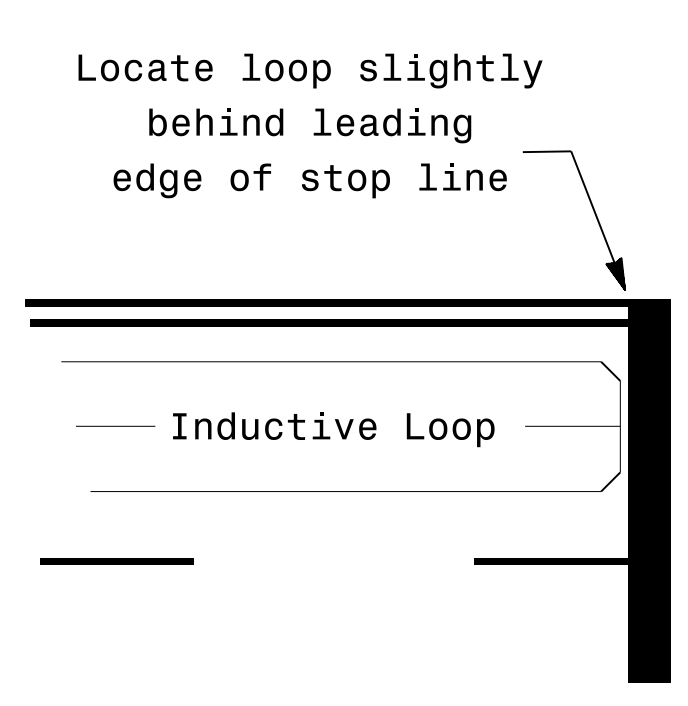
Channelized Turn

Side Street Detection



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

Presence Loop Placement at Stop Lines



Locate loop slightly
behind leading
edge of stop line

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

750 N. Greenfield Pkwy, Garner, NC 27529

Typical Signal Loop Locations

PLAN DATE: January 2015	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:

SCALE: N/A

SEAL

1/30/2015

3D:\1416-2015_12\319
 S:\1416\2015\12\319\Signal Design Section\Eastern Region\loop\loop\plm\2015.dgn
 pa alexander

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.12.01.20021	13	15

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH		WIDTH	BEGIN MP	END MP	0255000000-E	1220000000-E	1245000000-E	1297000000-E	1308000000-E	1330000000-E	1519000000-E	1520000000-E	1575000000-E	1704000000-E	2612300000-N	2612500000-N	2830000000-N	2845000000-N	5255000000-N	7324000000-N	7444000000-E	7456100000-E
							AGGREGATE SHOULDER BORROW	INCIDENTAL STONE BASE				SHOULDER RECONSTRUCTION	1" MILLING	0" TO 1" MILLING	INCIDENTAL MILLING	SURFACE COURSE, \$9.58	LEVELING COURSE, \$9.58	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	RETROFIT EXISTING CONCRETE CURB RAMPS	REMOVE AND REPLACE CONCRETE CURB RAMPS	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	PORTABLE CONSTRUCTION LIGHTING	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP	LEAD-IN CABLE (14-2)		
							MI	FT			TON	TONS	SMI	SY	SY	SY	TONS	TONS	TONS	TONS	EA	EA	EA	EA	LS	EA	LF	LF	
2025CPT.12.01.20021	Alexander	1	SR-1235 / SKYLINE ROAD EXT	FROM SR 1234 (SKYLINE RD.) TO SR 1234 (SKYLINE RD.)	1	2	0.21	22	0	0.21			150		3,000			165		13	50								
2025CPT.12.01.20021	Alexander	2	SR-1150 / TEAGUE TOWN RD	FROM NC 127 TO SR 1124 (CHURCH RD.)	2	2	6.07	Vars. 21-36	0	6.07	2,000	200	12.14		500	2,000	4,525	528	343	300									
2025CPT.12.01.20021	Alexander	3	SR-1110 / LILEDOWN RD	FROM NC 16 TO US 64	4	Vars. 3-4	1.09	Vars. 33-44	0	1.09					27,000			1,500		110	250	1	1	6	2	1	4	1,200	100
2025CPT.12.01.20021	Alexander	4	SR-1108 / HAPPY PLAINS RD/MLK DR.	FROM SR 1819 (7TH ST. SW) TO SR 1111 (CARRIGAN RD.)	2,3	2	1.194	22	0	1.194	355	100	2.15	1,650		2,000	930	105	74	150									
2025CPT.12.01.20021	Alexander	5	SR-1422 / WHITE PLAINS RD	FROM NC 90 TO SR 1419 (ROCKY SPRINGS RD.)	2	2	1.874	Vars. 21-36	0	1.874	625	100	3.74		350	1,400	100	110	250										
2025CPT.12.01.20021	Alexander	6	SR-1409 / OLD WILKESBORO RD	FROM SR 1407 (OLD WILKESBORO RD. EXT.) TO NC 90	2,3	2	2.736	Vars. 23-58	0	2.736	850	250	5.13	3,910		600	2,345	55	168	255	2		3	6		1	150	25	
TOTAL FOR PROJ NO. 2025CPT.12.01.20021							13.174					3,830	800	23.16	35,560	500	4,950	10,865	788	818	1,255	3	1	9	8	1	5	1,350	125
GRAND TOTAL							13.174					3,830	800	23.16	35,560	500	4,950	10,865	788	818	1,255	3	1	9	8	1	5	1,350	125

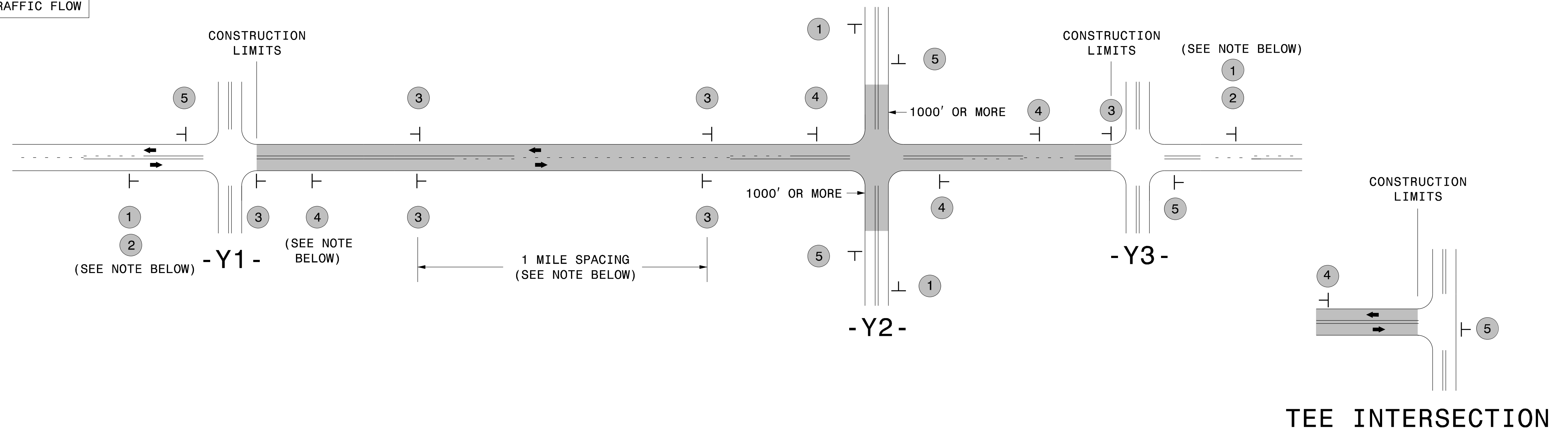
PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.12.01.20021	14	15

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	WIDTH	BEGIN MP	END MP	4400000000-E	4447000000-N	4457000000-N	4510000000-N	4685000000-E		4695000000-E	4709000000-E	4720000000-E		4725000000-E				4810000000-E		4825000000-E	4895000000-N	
											WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	PEDESTRIAN CHANNELIZING DEVICES	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMEN T	THERMO PAVEMENT MARKING LINES WHITE (4", 90 MILS)	THERMO PAVEMENT MARKING LINES YELLOW (4", 90 MILS)	THERMO PAVEMENT MARKING LINES WHITE (8", 90 MILS)	THERMO PAVEMENT MARKING LINES WHITE (24", 90 MILS)	THERMO MSG SCHOOL 90 M	THERMO RXR 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	12" YELLOW PAINT	POLY- CARBONATE H-SHAPED PAVEMENT MARKER	
MI	FT	SF	LF	LS	HR	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	
2025CPT.12.01.20021	Alexander	1	SR-1235 / SKYLINE ROAD EXT	FROM SR 1234 (SKYLINE RD.) TO SR 1234 (SKYLINE RD.)	1	2	0.21	22	0	0.21	48		1																
2025CPT.12.01.20021	Alexander	2	SR-1150 / TEAGUE TOWN RD	FROM NC 127 TO SR 1124 (CHURCH RD.)	2	2	6.07	21	0	6.07	700							40			2	2				131,000	131,000		
2025CPT.12.01.20021	Alexander	3	SR-1110 / LILEDOWN RD	FROM NC 16 TO US 64	4	2	1.09	40	0	1.09	150	20		25	13,200	12,500	165	405	12		35	1	3	6					200
2025CPT.12.01.20021	Alexander	4	SR-1108 / HAPPY PLAINS RD/MLK DR.	FROM SR 1819 (7TH ST. SW) TO SR 1111 (CARRIGAN RD.)	2,3	2	1.194	22	0	1.194	150							90								27,650	27,650		
2025CPT.12.01.20021	Alexander	5	SR-1422 / WHITE PLAINS RD	FROM NC 90 TO SR 1419 (ROCKY SPRINGS RD.)	2	2	1.874	21	0	1.874	215							190	12	4	6	3				43,500	43,500	250	
2025CPT.12.01.20021	Alexander	6	SR-1409 / OLD WILKESBORO RD	FROM SR 1407 (OLD WILKESBORO RD. EXT.) TO NC 90	2,3	2	2.736	23	0	2.736	315							150								63,655	63,655		
TOTAL FOR PROJ NO. 2025CPT.12.01.20021							13.174					1,578	20	1	25	13,200	12,500	165	875	24	4	43	6	3	6	265,805	265,805	250	200
															25,700				28		58				531,610				

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

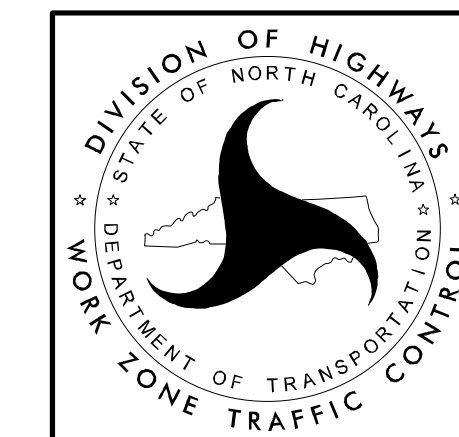
-Y- LINE SIGNING

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;"> W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" 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.

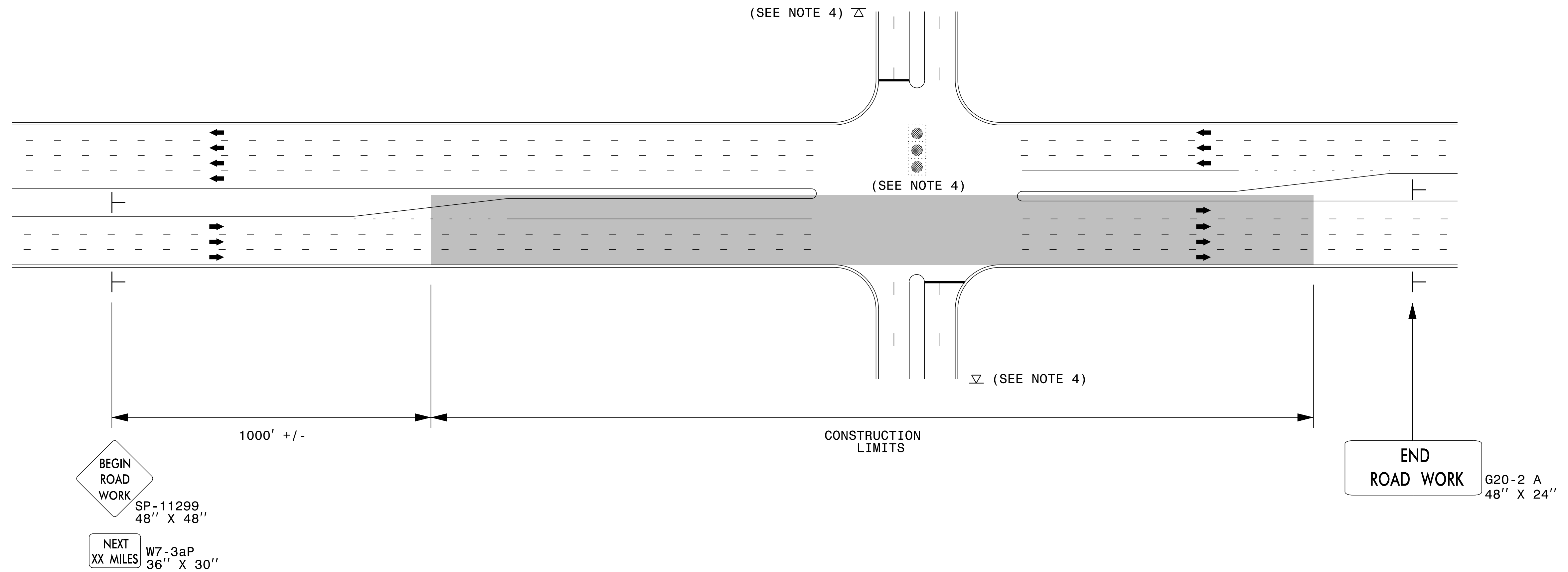
MAPS LESS THAN 2 MILES

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

URBAN / SUBURBAN WORKZONES

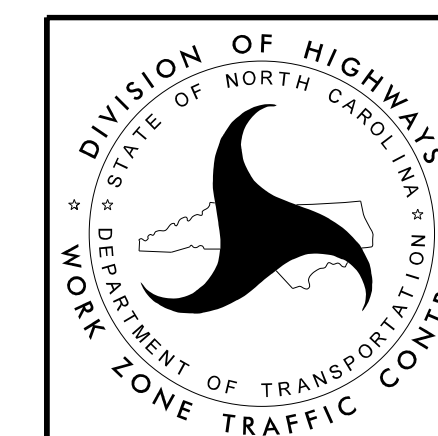


NOTES:

- 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**