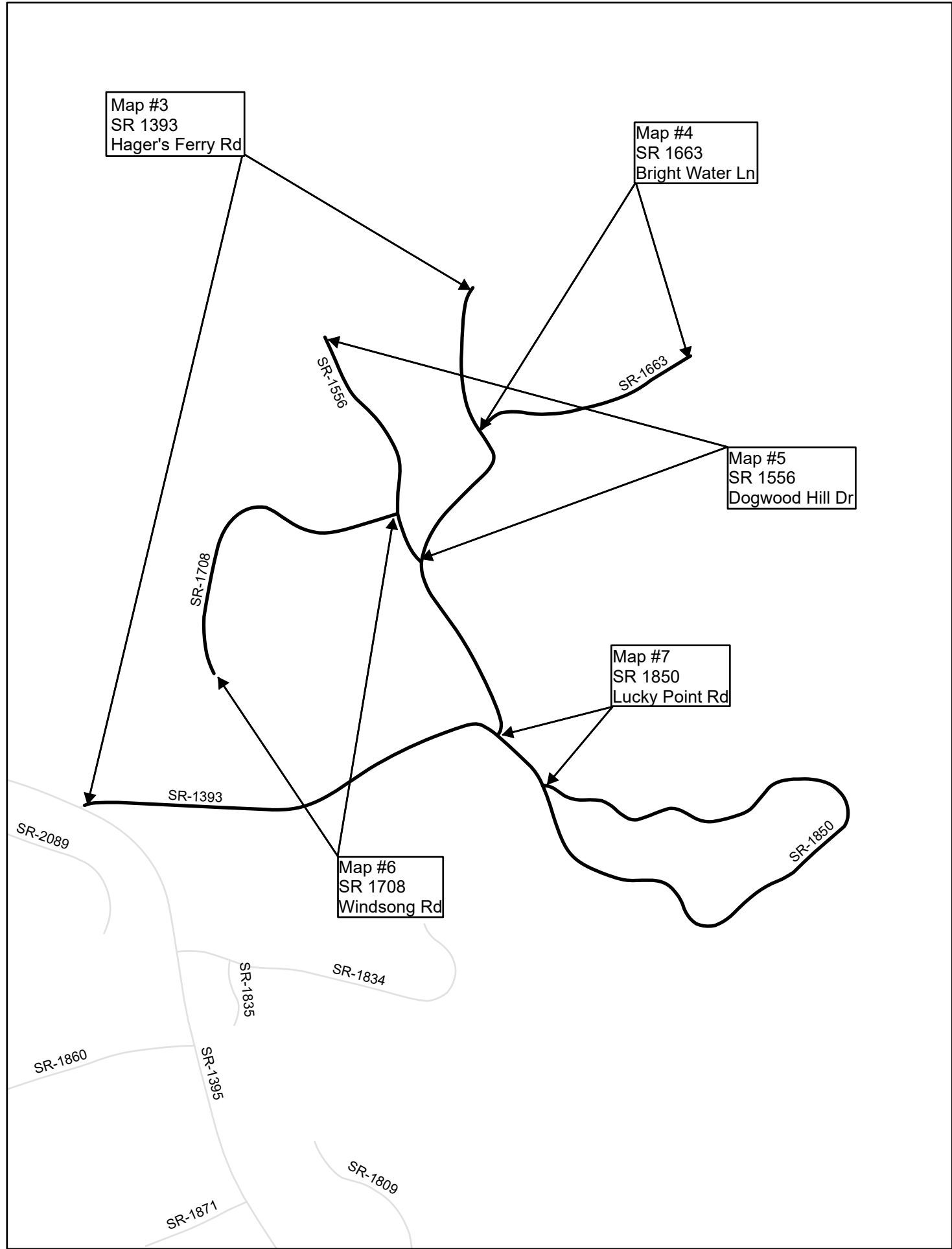
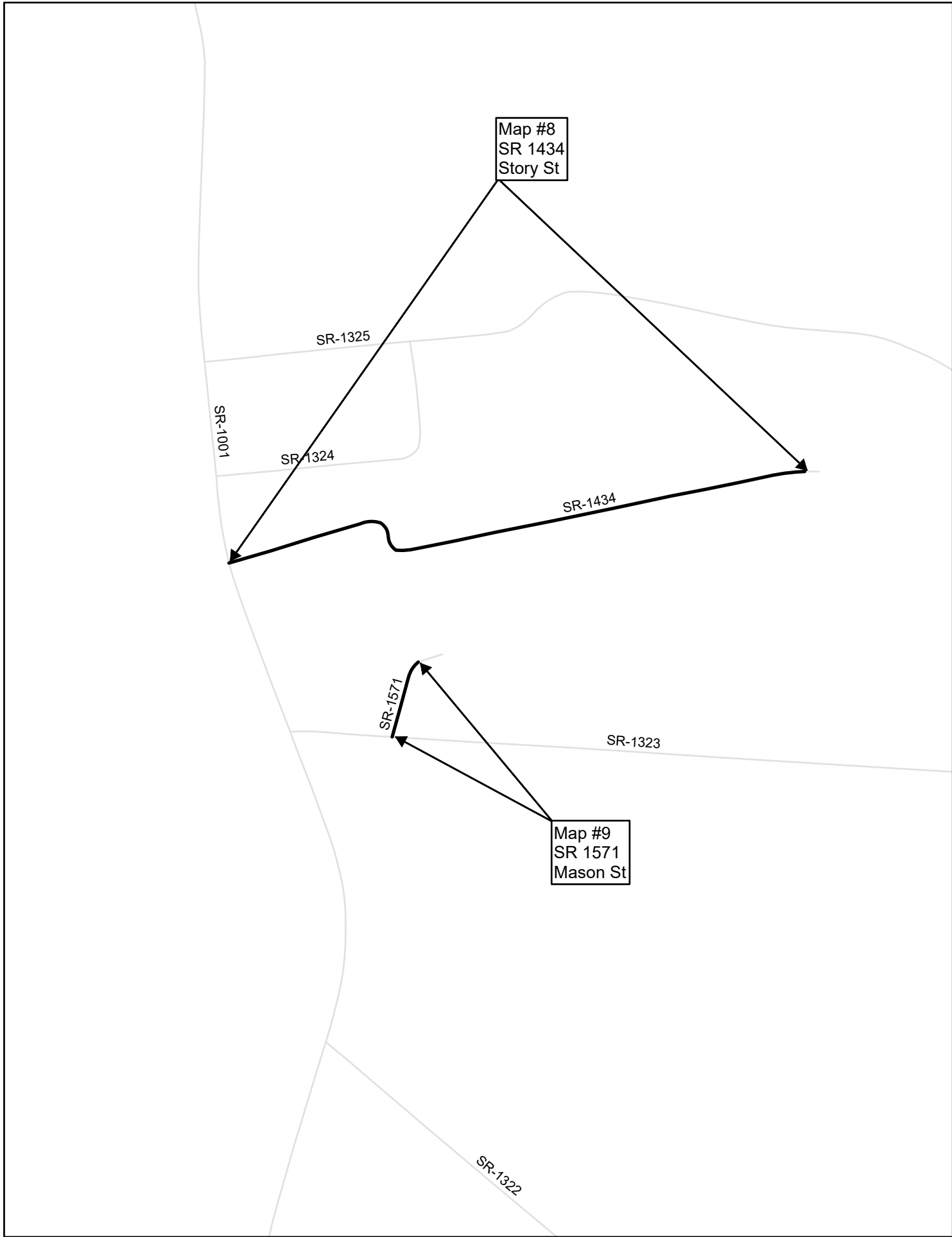


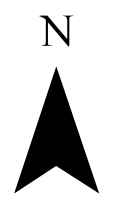
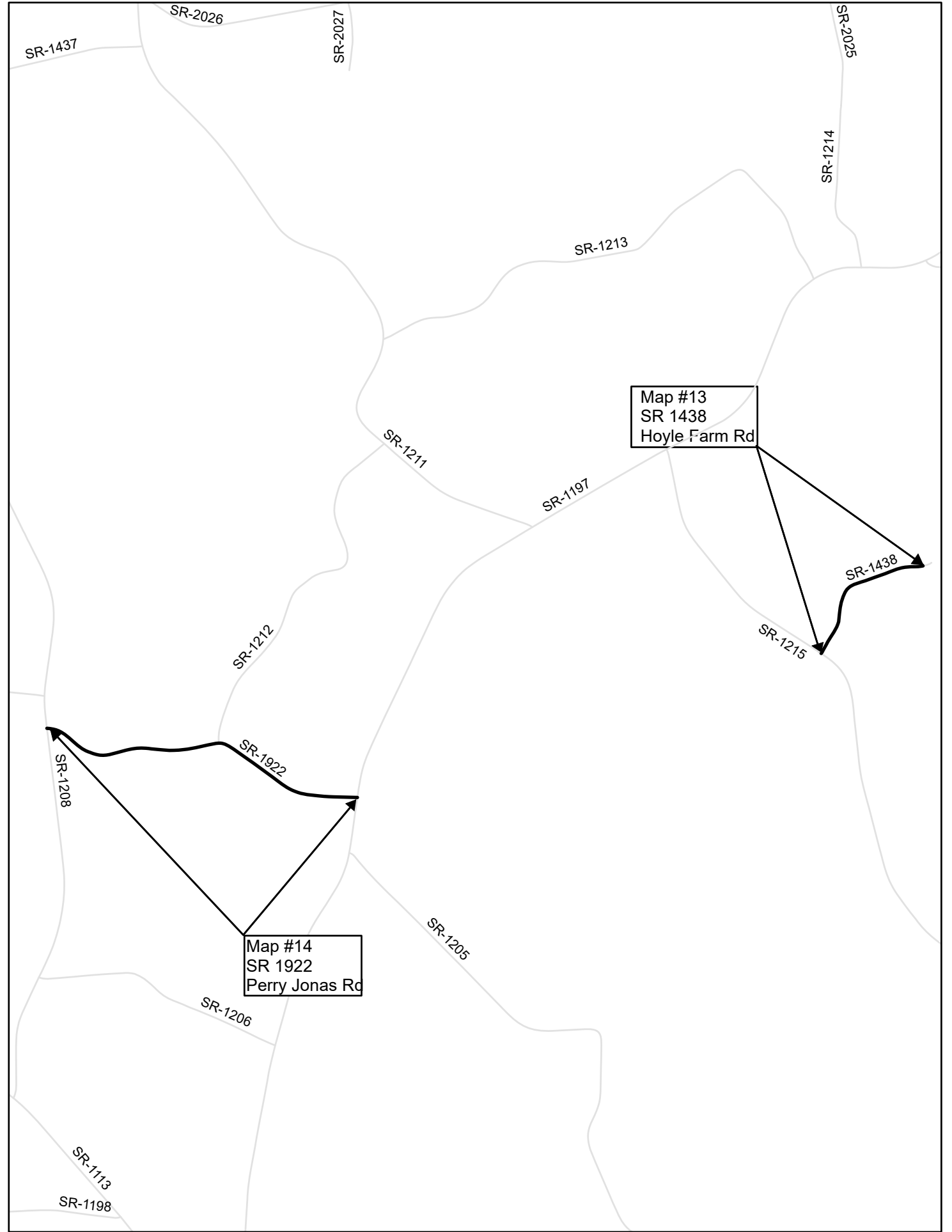
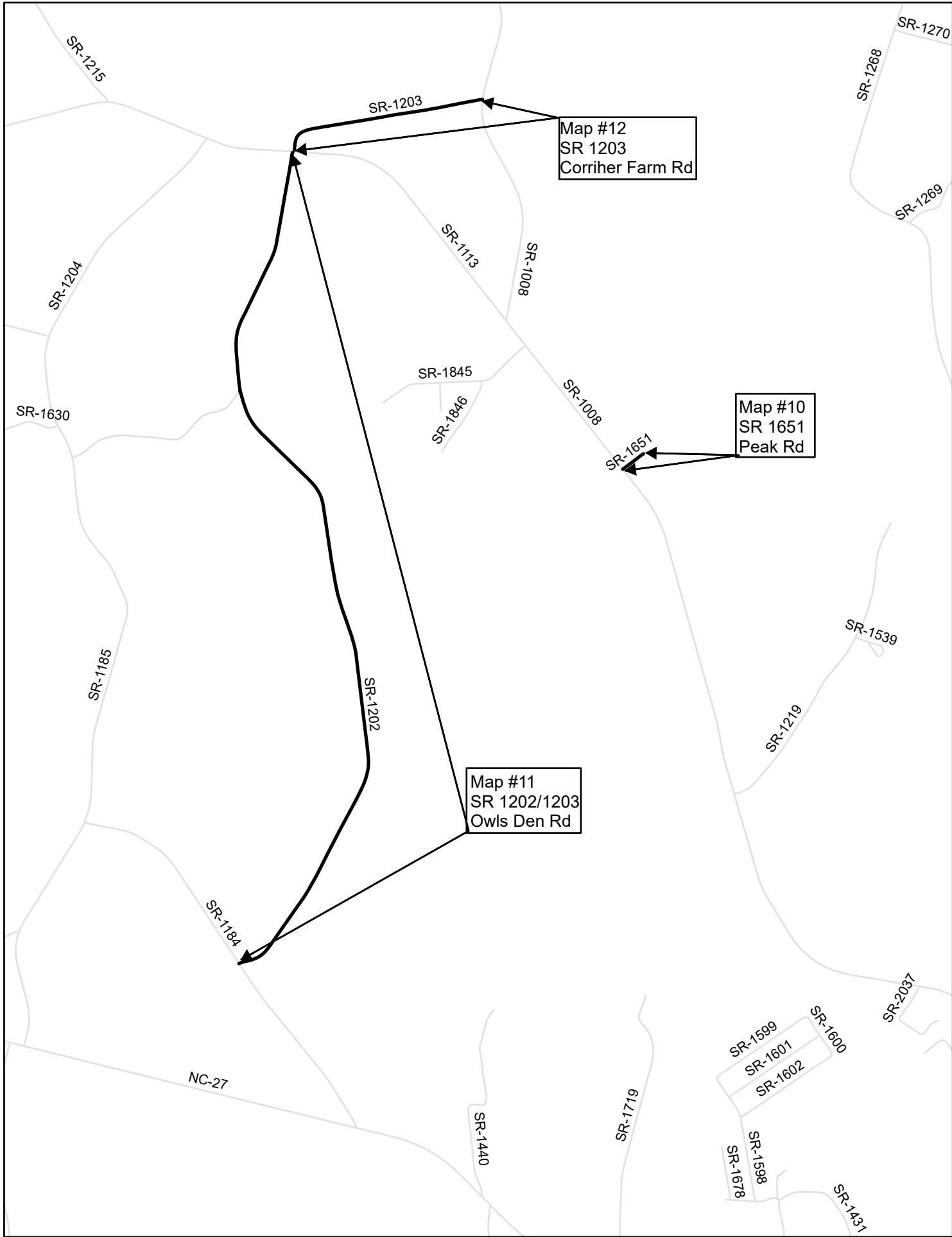
**This electronic collection of documents is provided  
for the convenience of the user  
and is Not a Certified Document –**

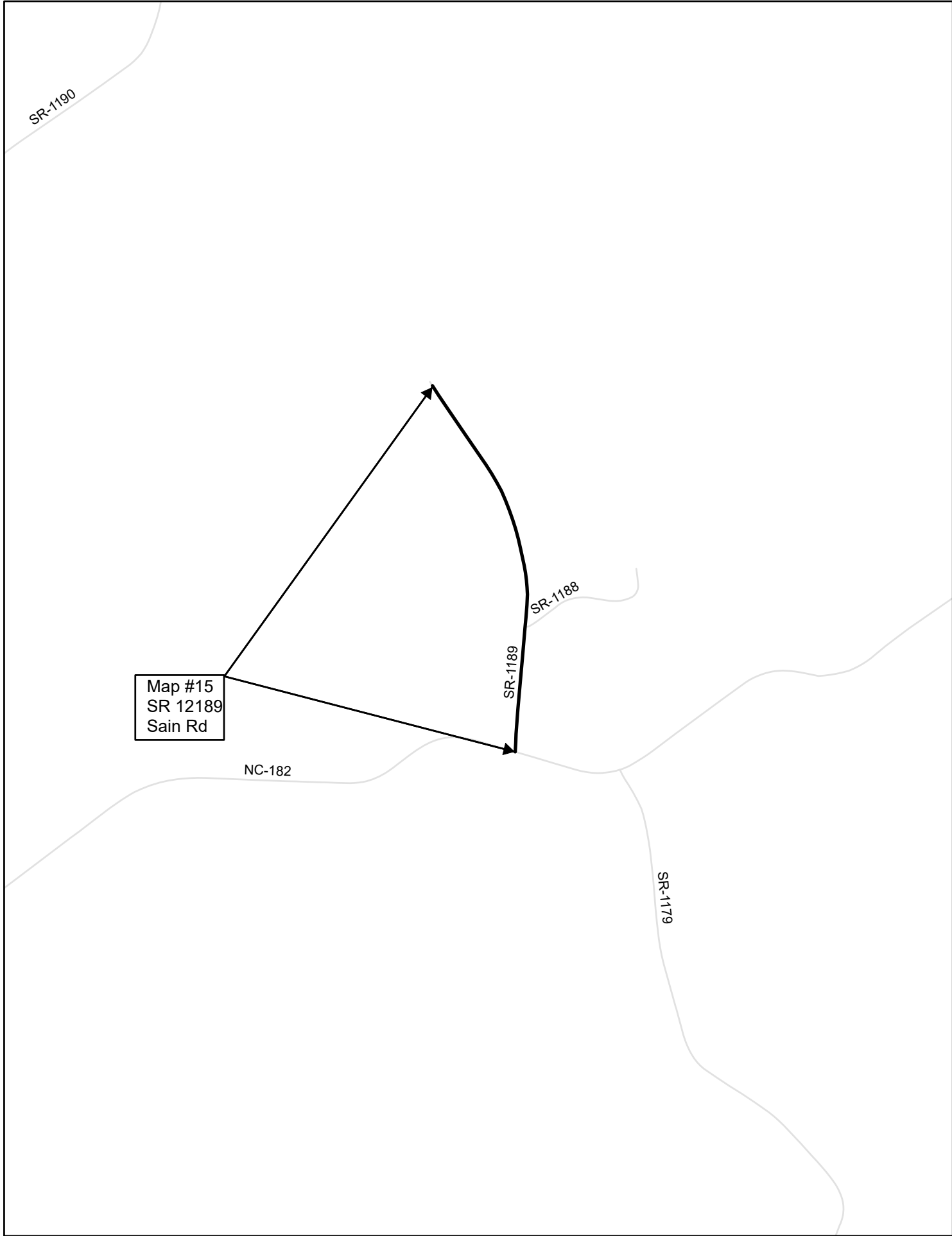
**The documents contained herein were originally issued  
and sealed by the individuals whose names and license  
numbers appear on each page, on the dates appearing  
with their signature on that page.**

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

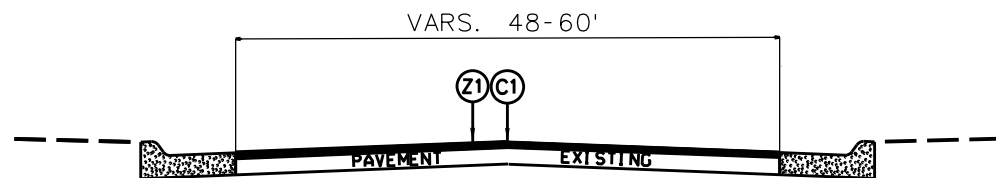






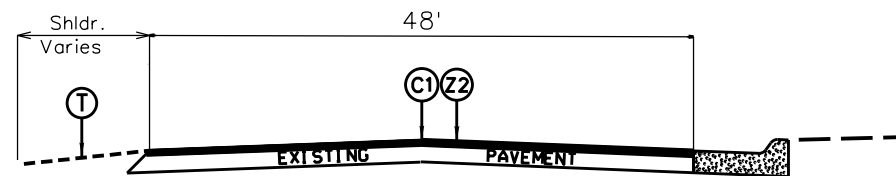


Checked by: G. Brittain



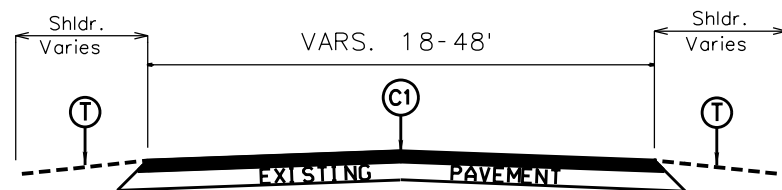
**TYPICAL SECTION NO. 1**

MAP # 1 - 0+00 to 4+20



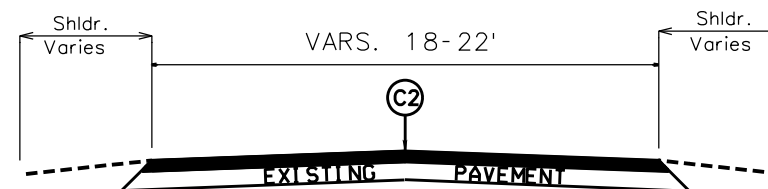
**TYPICAL SECTION NO. 4**

MAP # 1 - 68+80 to 71+56



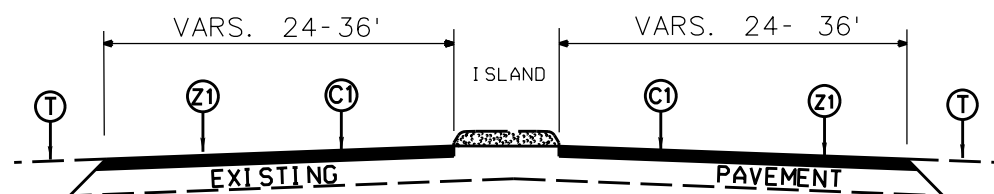
**TYPICAL SECTION NO. 2**

MAP # 1 - 4+20 to 7+40  
 MAP # 1 - 8+75 to 68+80  
 MAP # 1 - 71+56 to 137+28  
 MAP # 2 - 0+00 to 69+90  
 MAP # 2 - 80+85 to 313+50  
 MAP # 11 - ENTIRE MAP  
 MAP # 12 - ENTIRE MAP  
 MAP # 14 - ENTIRE MAP  
 MAP # 15 - ENTIRE MAP



**TYPICAL SECTION NO. 5**

MAP # 3 - ENTIRE MAP  
 MAP # 4 - ENTIRE MAP  
 MAP # 5 - ENTIRE MAP  
 MAP # 6 - ENTIRE MAP  
 MAP # 7 - ENTIRE MAP  
 MAP # 8 - ENTIRE MAP  
 MAP # 9 - ENTIRE MAP  
 MAP # 10 - ENTIRE MAP  
 MAP # 13 - ENTIRE MAP



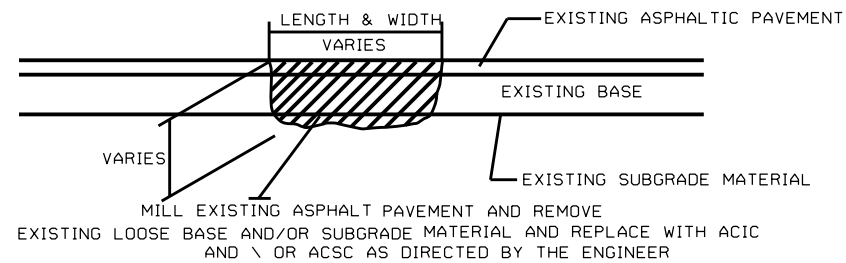
**TYPICAL SECTION NO. 3**

MAP # 1 - 7+40 to 8+75  
 MAP # 2 - 69+90 to 80+85

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
Z1	MILL EXST. ASPHALT PAVEMENT APPROX. 1.5" IN DEPTH
Z2	MILL EXST. ASPHALT PAVEMENT APPROX. 0 TO 1.5" IN DEPTH
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION, WIDTH VARIES 2'-6')
Y1	INCIDENTAL MILLING

STATE	PROJECT WBS	SHEET NUMBER
NC	2023CPT.12.06.10551	7
	2023CPT.12.06.20551	

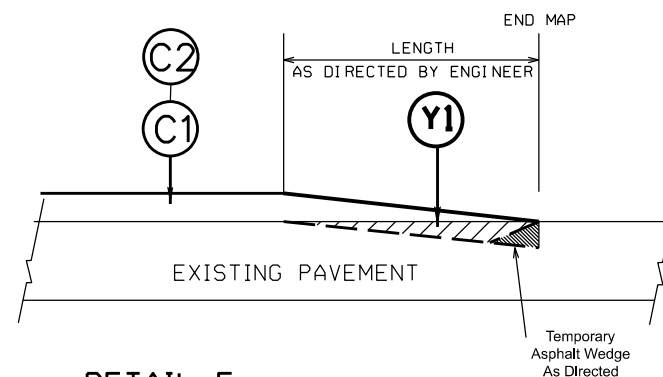
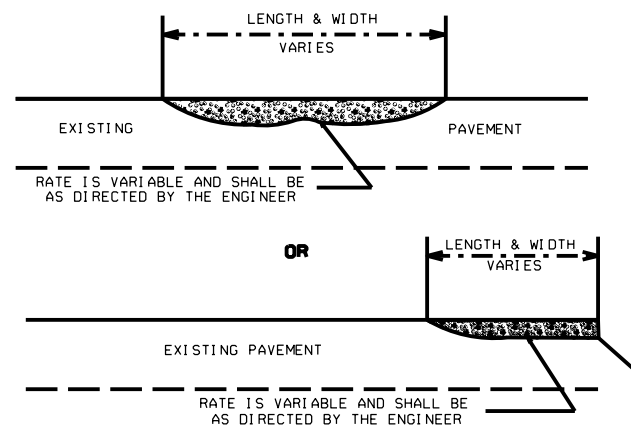
**DETAIL A**  
**PATCHING EXISTING PAVEMENT**



**DETAIL D**  
**MILLING BRIDGE APPROACHES**



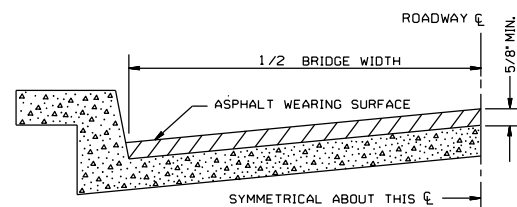
**DETAIL B**  
**ASPHALT CONCRETE SURFACE COURSE**  
**TYPE S9.5B OR S9.5C (LEVELING COURSE)**



**DETAIL E**  
**TIE-IN (INCIDENTAL) MILLING DETAIL**

**DETAIL C**

**BRIDGE HALF TYPICAL SECTION**



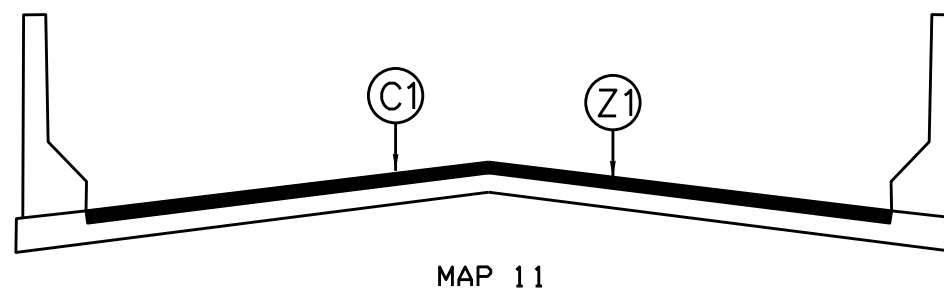
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

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.

**ASPHALT BRIDGE SECTION DETAIL**



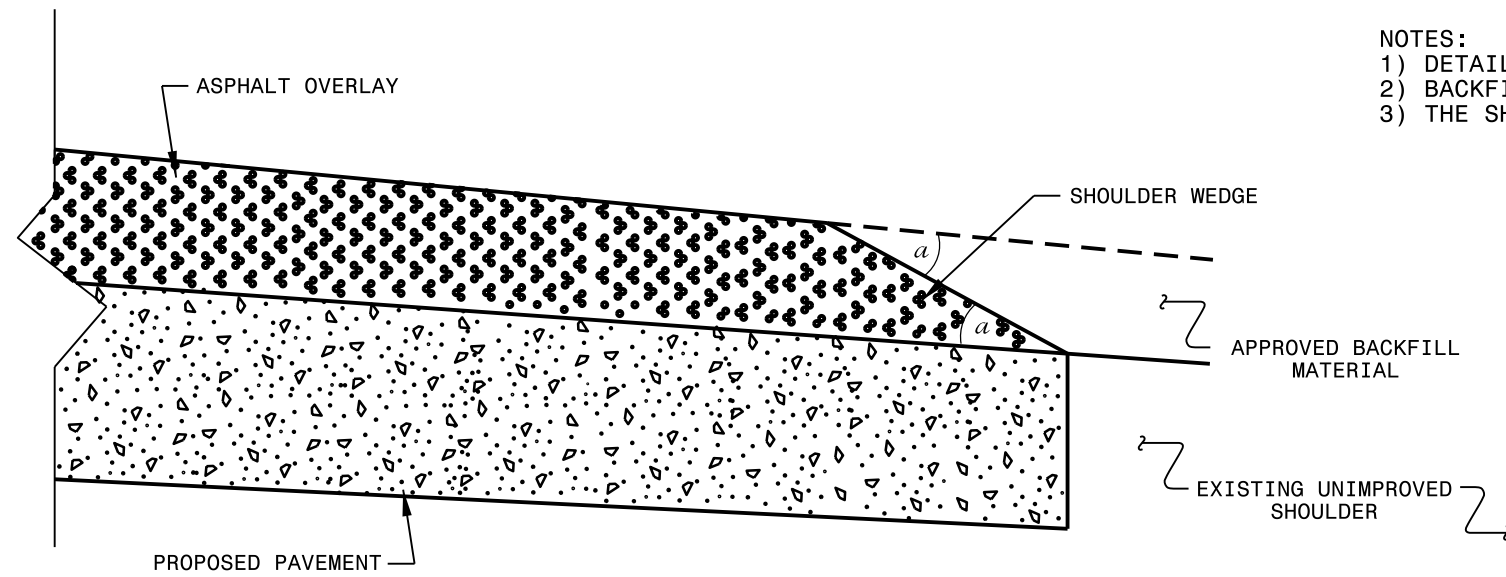
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD.
Z1	MILL EXST. ASPHALT PAVMENT APPROX. 1.5" IN DEPTH
Z2	MILL EXST. ASPHALT PAVMENT APPROX. 0 TO 1.5" IN DEPTH
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION, WIDTH VARIES 2'-6')
Y1	INCIDENTAL MILLING

2023-2024  
Lincoln County Resurfacing

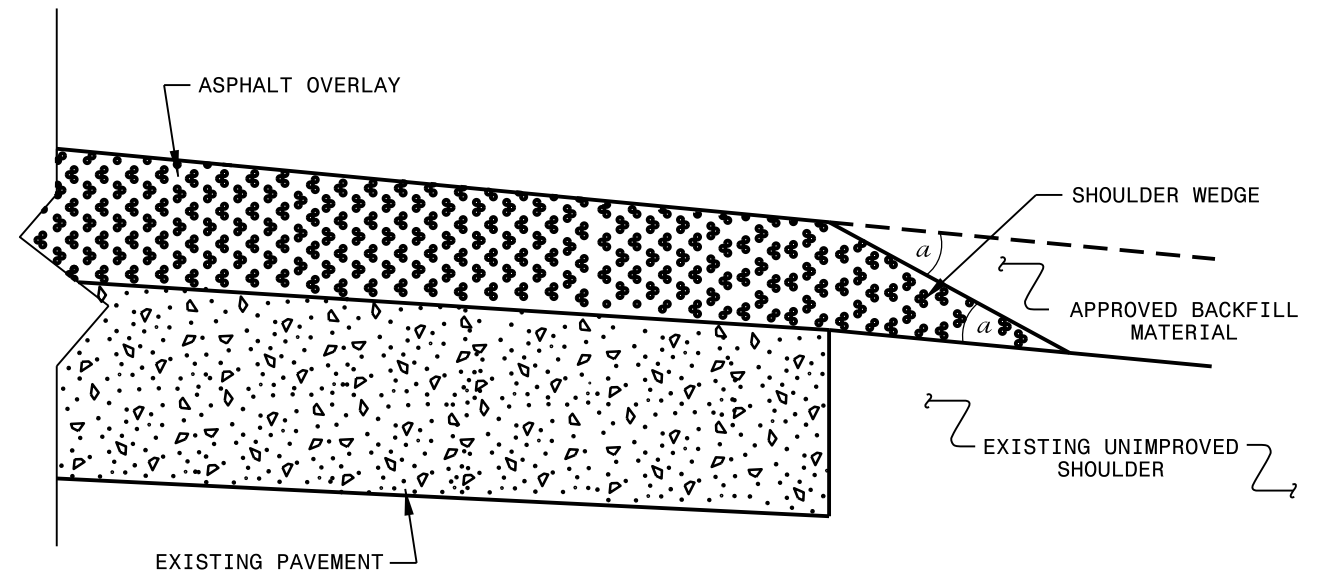
Checked by:

Drawn by: G. Brittain

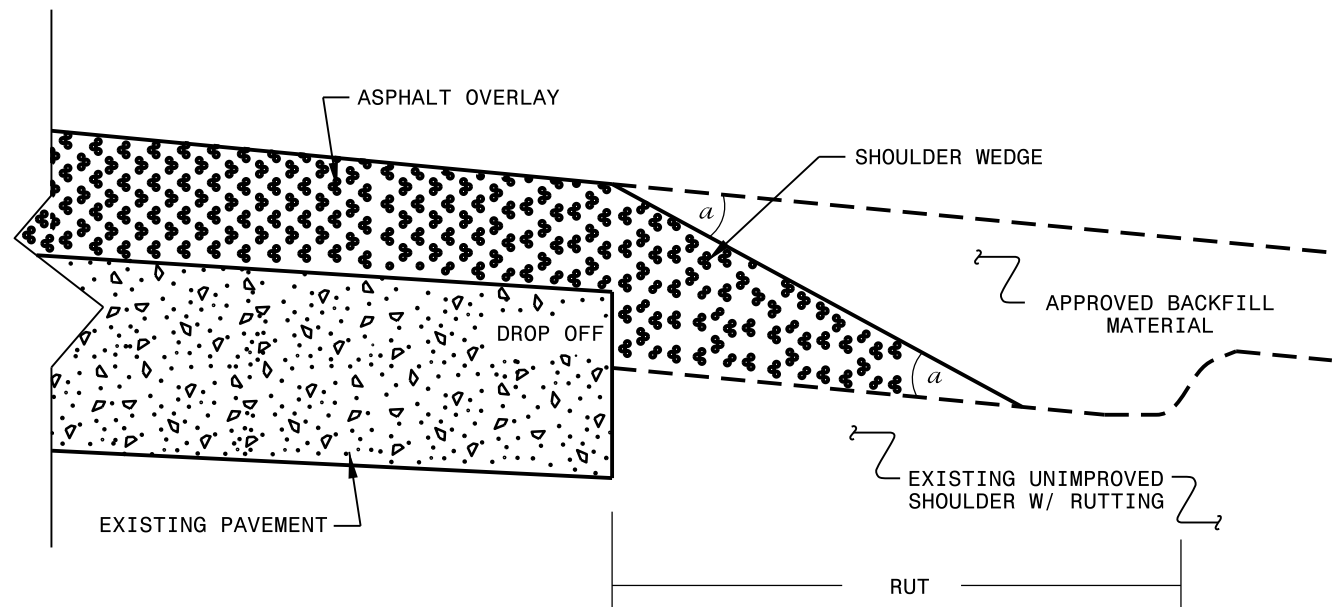
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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)

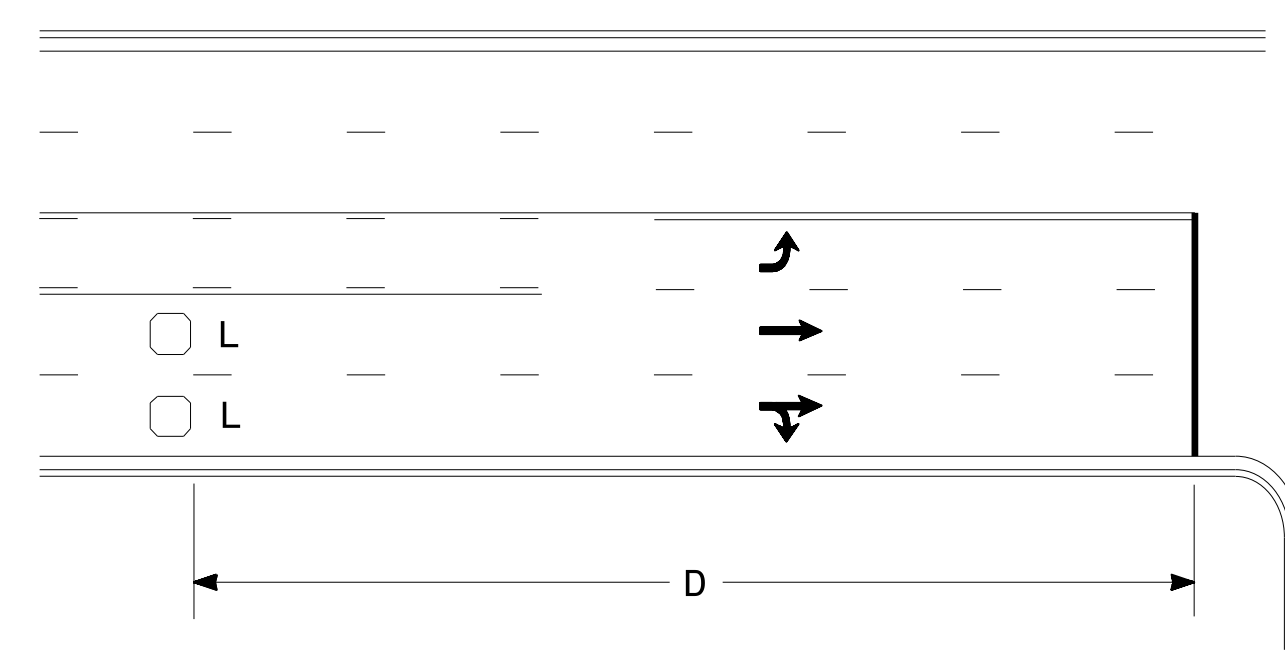
- SHOULDER WEDGE ANGLE = 30°

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

SYSTEMS DESIGN  
USER NAME



### High Speed Detection (≥40 mph)

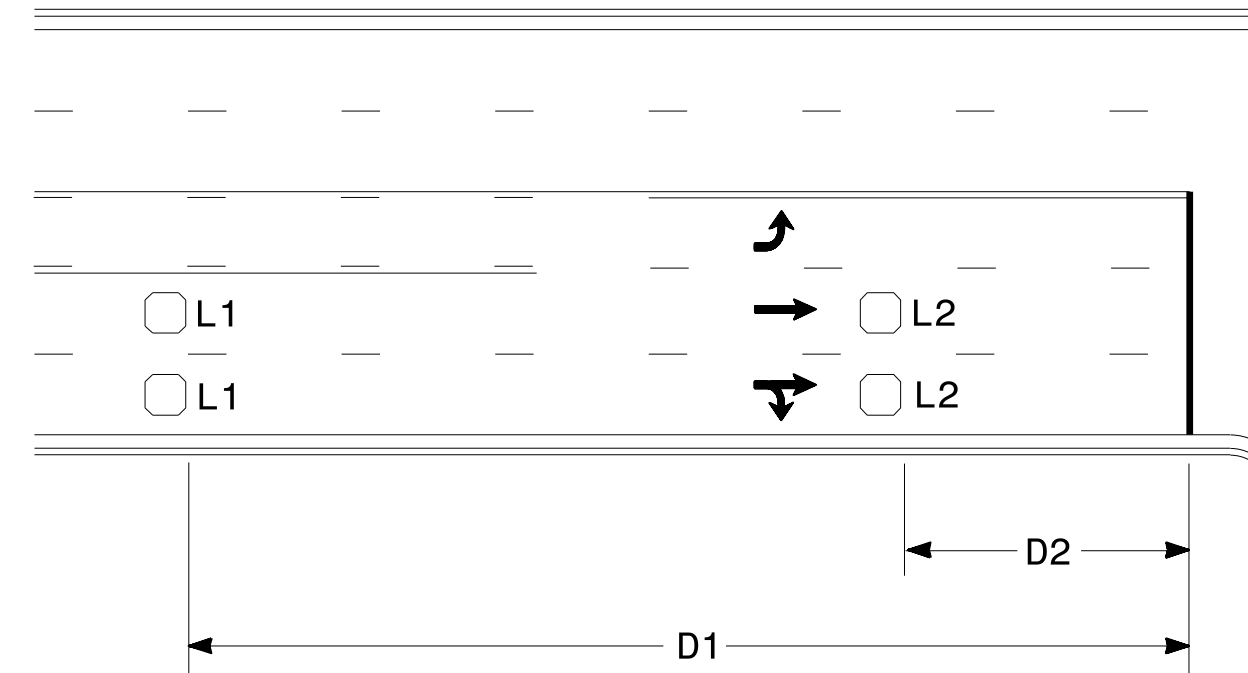


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

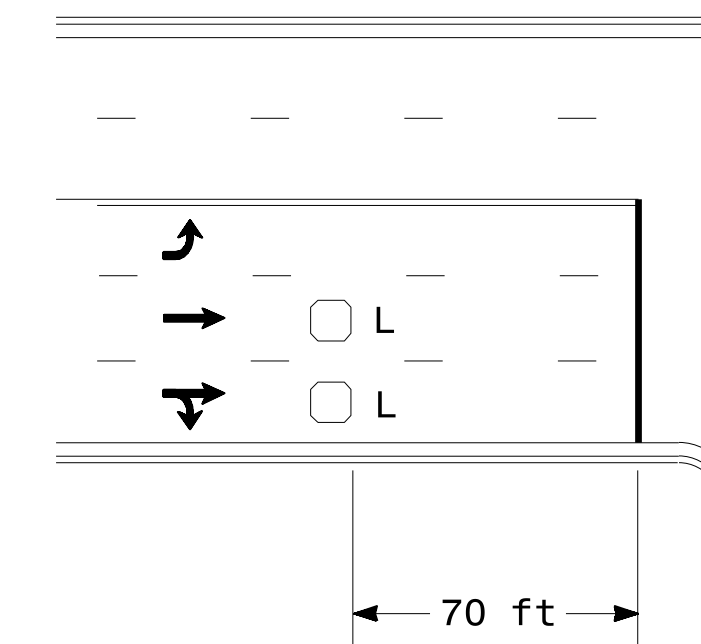


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

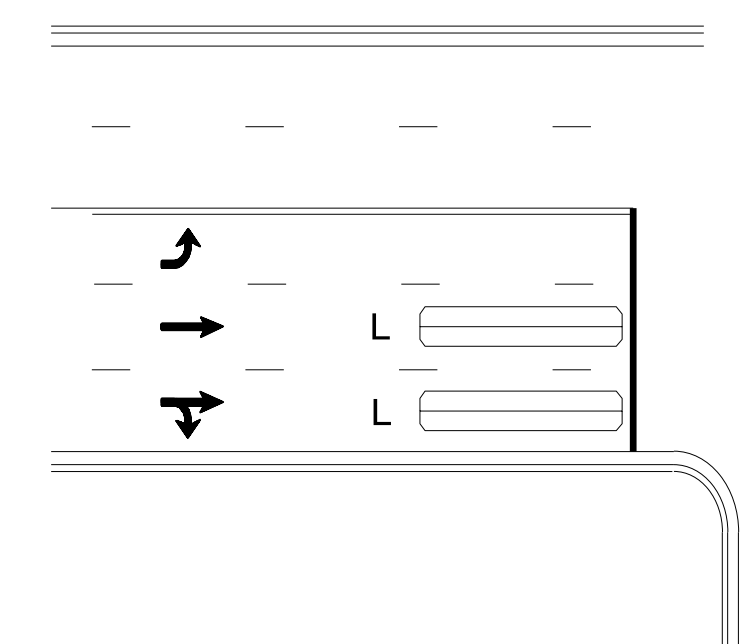
"Stretch" Operation

### Low Speed Detection (≤35 mph)



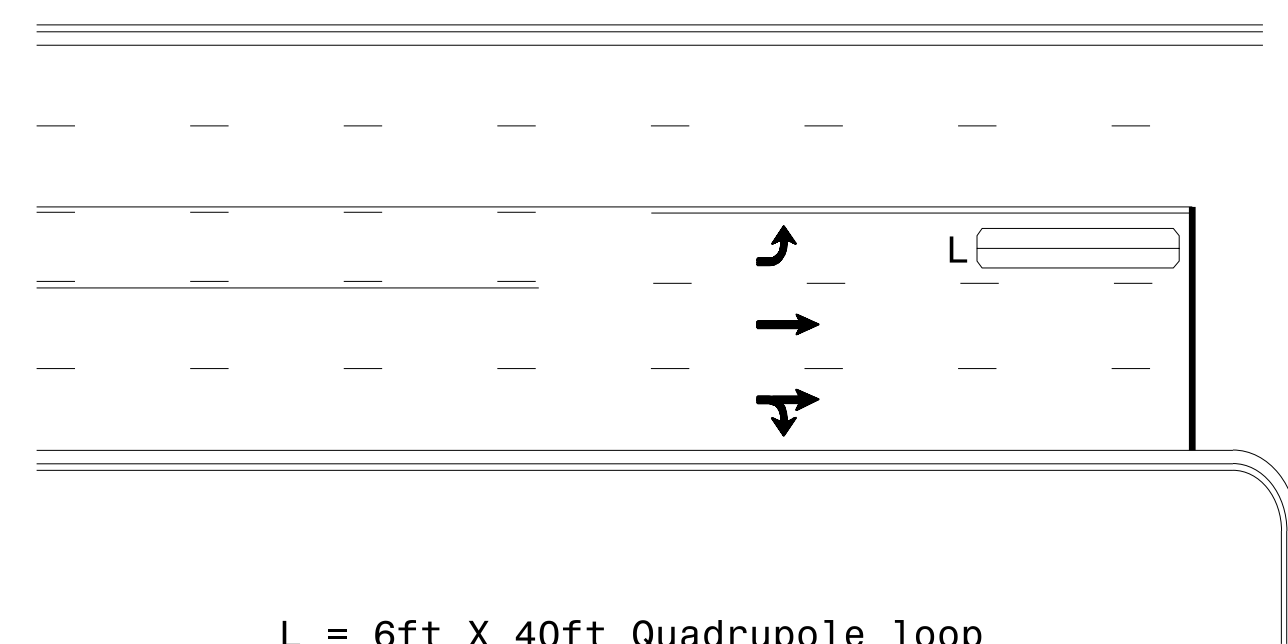
L = 6ft X 6ft  
Wired in series

OR



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

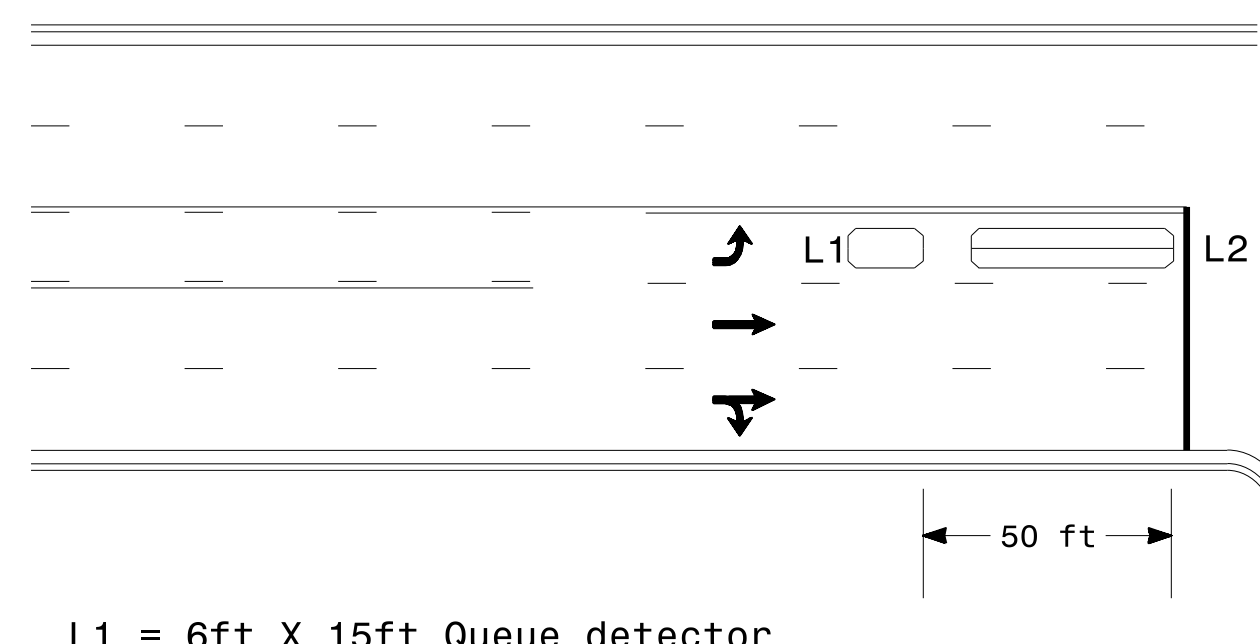
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

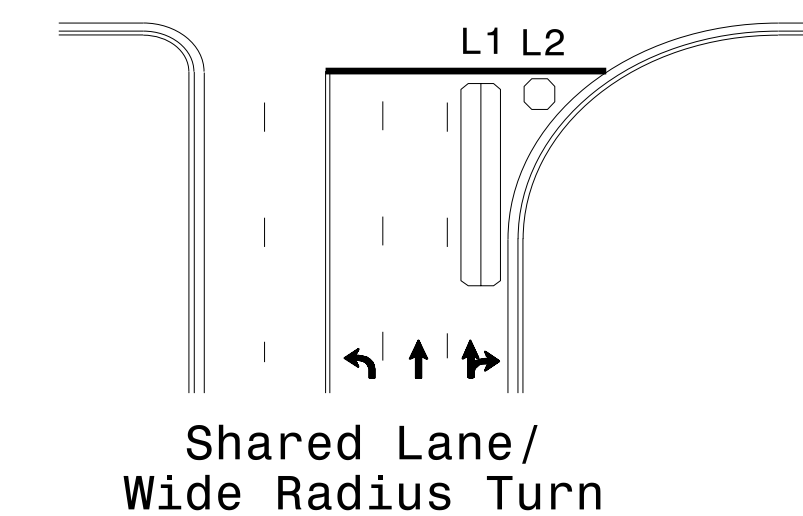
OR



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

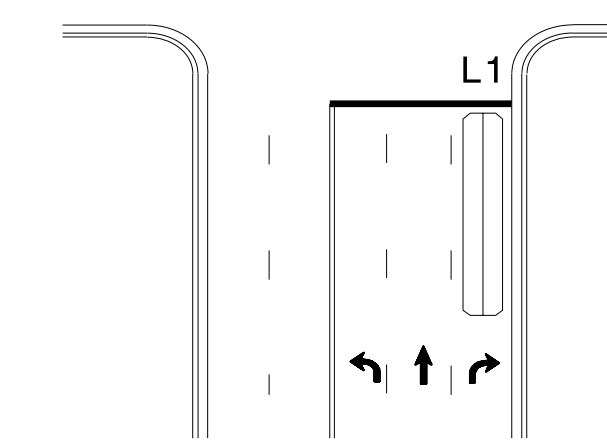
Queue Loop Detection

### Right Turn Lane Detection

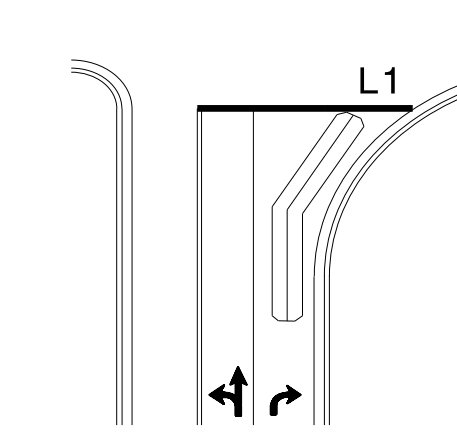


Shared Lane/  
Wide Radius Turn

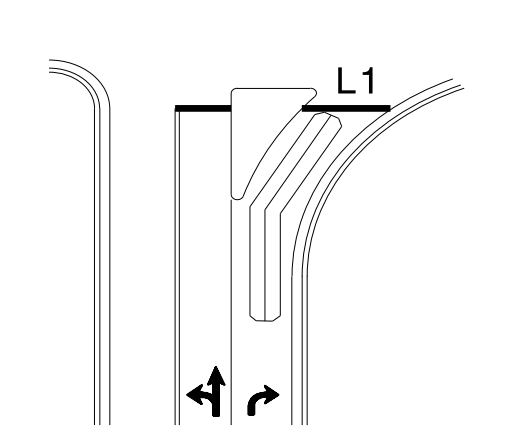
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

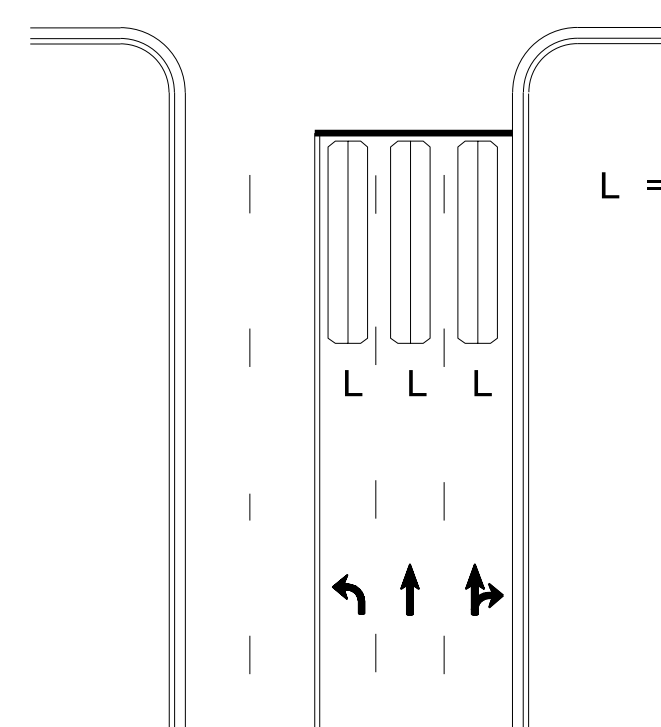


Wide Radius Turn



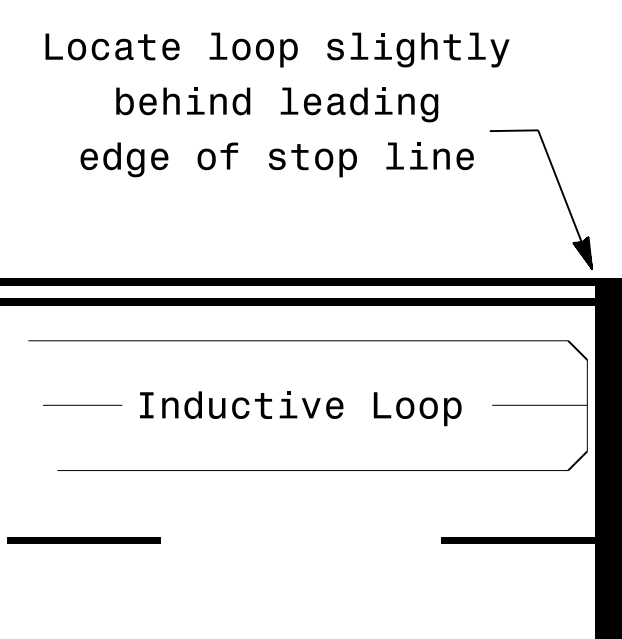
Channelized Turn

### Side Street Detection



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

### Presence Loop Placement at Stop Lines



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

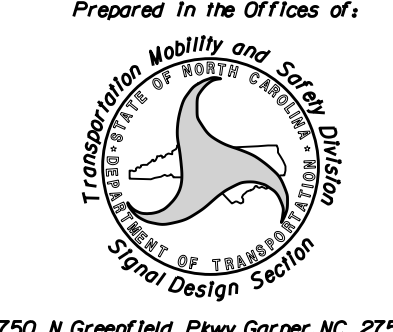
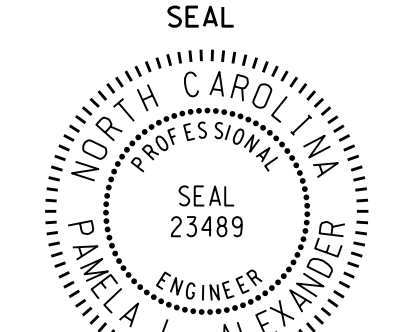
### Recommended Number of Turns

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

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

Quadrupole loops: Use 2-4-2 turns

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

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

PROJECT NO.	SHEET NO.	TOTAL NO.
2023CPT.12.06.10551	10	13
2023CPT.12.06.20551		

### 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	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1308000000-E	1330000000-E	1519000000-E	1520000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	2143000000-E	2830000000-N	2845000000-N	7324000000-E	7444000000-E	7456000000-E	5255000000-N			
												INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1 1/2" MILLING	0" TO 1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, TYPE S9.5B	LEVELING COURSE, S9.5B	SURFACE COURSE, TYPE S9.5C	LEVELING COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	BLOTTING SAND	MANHOLES	METER OR VALVE BOX	JUNCTION BOX (STD.)	INDUCTIVE LOOP	LEAD-IN CABLE	PORTABLE LIGHTING			
										MI	FT	TONS	SMI	TON	SY	SY	SY	TON	TONS	TONS	TONS	TONS	TONS	TON	EA	EA	EA	LF	LF	LS			
2023CPT.12.06.10551	Lincoln	1	NC 73	FROM NC 16 BUS TO MECKLENBURG CO	1, 2, 3, 4	2	2WU	NO	NO	2.6	24-60	40	4.80	350	5,825	800	1,500			4,988		349	300			5	1	1,650	250	*			
2023CPT.12.06.10551	Lincoln	2	NC 73	FROM SR 1888 (HUNTERS BLUFF DR) TO SR 1360 BETH HAVEN CH RD)	2, 3	2		NO	NO	4.42	24-54	200	8.84	530	5,100		2,000			7,089		485	200	20	1	3	1	1,500	250	*			
<b>TOTAL FOR PROJ NO. 2023CPT.12.06.10551</b>											<b>7.02</b>		<b>240</b>	<b>13.64</b>	<b>880</b>	<b>10,925</b>	<b>800</b>	<b>3,500</b>			<b>12,077</b>		<b>834</b>	<b>500</b>	<b>20</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>3,150</b>	<b>500</b>	<b>1</b>		
2023CPT.12.06.20551	Lincoln	3	SR 1393 (HAGER'S FERRY RD)	FROM SR 1395 (CLUB DR) TO END MAINT	5	2	2WU	NO	NO	0.89	20	60					500	614	60			99	1,200										
2023CPT.12.06.20551	Lincoln	4	SR 1663 (BRIGHT WATER LN)	FROM SR 1393 (HAGER'S FERRY RD) TO END MAINT	5	2	2WU	NO	NO	0.22	19	40						158				19	170										
2023CPT.12.06.20551	Lincoln	5	SR 1556 (DOGWOOD HILL DR)	FROM SR 1393 (HAGER'S FERRY RD) TO END MAINT	5	2	2WU	NO	NO	0.24	20	20						168				18	140										
2023CPT.12.06.20551	Lincoln	6	SR 1708 (WINDSONG RD)	FROM SR 1556 (DOGWOOD HILL DR) TO CUL-DE-SAC	5	2	2WU	NO	NO	0.32	20	20						237	25			24	175										
2023CPT.12.06.20551	Lincoln	7	SR 1850 (LUCKY POINT RD)	FROM SR 1393 (HAGER'S FERRY RD) TO SR 1850 (LUCKY POINT RD)	5	2	2WU	NO	NO	0.8	20	40						557	60			76	800		6								
2023CPT.12.06.20551	Lincoln	8	SR 1434 (STORY ST)	FROM SR 1001 (SALEM CH RD) TO CUL-DE-SAC	5	2	2WU	NO	NO	0.38	18							253	25			21	90										
2023CPT.12.06.20551	Lincoln	9	SR 1571 (MASON ST)	FROM SR 1323 (KEENER RD) TO DEAD END	5	2	2WU	NO	NO	0.05	18							37				4	30										
2023CPT.12.06.20551	Lincoln	10	SR 1651 (PEAK RD)	FROM SR 1008 (REEPSVILLE RD) TO DEAD END	5	2	2WU	NO	NO	0.08	18							63				4											
2023CPT.12.06.20551	Lincoln	11	SR 1202/1203 (OWL DEN RD)	FROM SR 1113 (REEPSVILLE RD) TO SR 1184 (ROCK DAM RD)	2	2	2WU	NO	NO	2.81	21	50	5.62	350				760			3,150	100	215	75									
2023CPT.12.06.20551	Lincoln	12	SR 1203 (CORRIHER FARM RD)	FROM SR 1113 (REEPSVILLE RD) TO SR 1008 (KILLIAN RD)	2	2	2WU	NO	NO	0.64	22		1.28	80				300			735	289	68										
2023CPT.12.06.20551	Lincoln	13	SR 1438 (HOYLE FARM RD)	FROM SR 1215 (JUNE BUD RD) TO DEAD END	5	2	2WU	NO	NO	0.36	19							242	25			19	50										
2023CPT.12.06.20551	Lincoln	14	SR 1922 (PERRY JONAS RD)	FROM SR 1197 (CANSLER RD) TO SR 1208 (PLATEAU RD)	2	2	2WU	NO	NO	0.8	20		1.60	100				120			840	50	59	50									
2023CPT.12.06.20551	Lincoln	15	SR 1189 (SAIN RD)	FROM NC 182 TO DEAD END	2	2	2WU	NO	NO	0.49	18	50	1.00	60				120			499	100	38	100									
<b>TOTAL FOR PROJ NO. 2023CPT.12.06.20551</b>											<b>8.08</b>		<b>280</b>	<b>9.50</b>	<b>590</b>				<b>1,800</b>	<b>2,329</b>	<b>195</b>	<b>5,224</b>	<b>439</b>	<b>664</b>	<b>2,880</b>		<b>6</b>						
<b>GRAND TOTAL</b>											<b>15.10</b>		<b>520</b>	<b>23.14</b>	<b>1,470</b>	<b>10,925</b>	<b>800</b>	<b>5,300</b>	<b>2,329</b>	<b>195</b>	<b>17,301</b>	<b>439</b>	<b>1,498</b>	<b>3,380</b>	<b>20</b>	<b>1</b>	<b>14</b>	<b>2</b>	<b>3,150</b>	<b>500</b>	<b>1</b>		

PROJECT NO.	SHEET NO.	TOTAL NO.
2023CPT.12.06.10551	11	13
2023CPT.12.06.20551		

### THERMOPLASTIC AND PAINT QUANTITIES

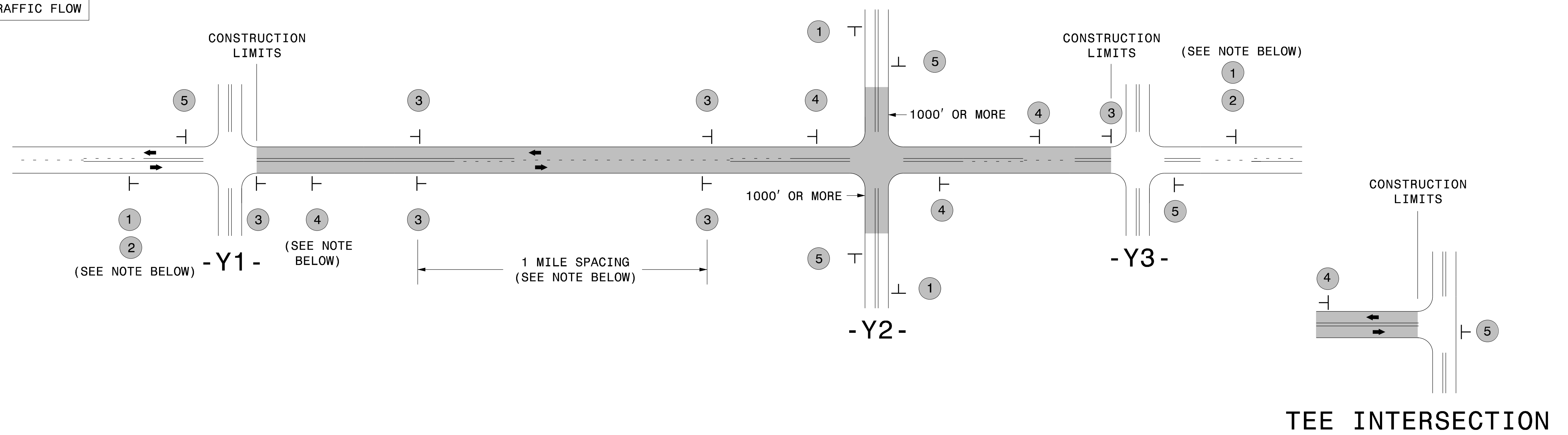
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4510000000-N	4685000000-E	4685000000-E	4695000000-E	4704000000-E	4709000000-E	4720000000-E		4725000000-E					4890000000-E		4810000000-E		4870000000-E	4875000000-N	4905100000-N		
										WORK ZONE ADVANCE GENERAL WARNING SIGNS	TEMP TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	8" X 90 M YELLOW THERMO	16" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO MSG RXR 90 M	THERMO MSG SCHOOL 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	YIELD SYMBOL 90 MILS	HOT SPRAY THERMO LINES, 50 MILS WHITE	HOT SPRAY THERMO LINES, 50 MILS YELLOW	4" WHITE PAINT	4" YELLOW PAINT	24" LINE REMOVAL	REMOVAL OF PAVEMENT MARKING SYMBOLS & CHARACTERS	NON-CAST SNOW PLOWABLE MARKERS		
								MI	FT	SF	LS	HR	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA		
2023CPT.12.06.10551	Lincoln	1	NC 73	FROM NC 16 BUS TO MECKLENBURG CO	1, 2, 3, 4	2	2WU	2.6	24-60	445		180			300	100	300	4		22	15	2			29,000	32,500			300	43	300		
2023CPT.12.06.10551	Lincoln	2	NC 73	FROM SR 1888 (HUNTERS BLUFF DR) TO SR 1360 BETH HAVEN CH RD)	2, 3	2	2WU	4.42	24	345		100	1,220	700	300		225		24	14	10		1	10	45,000	50,500			225	59	300		
<b>TOTAL FOR PROJ NO. 2023CPT.12.06.10551</b>									<b>7.02</b>		<b>790</b>	<b>*</b>	<b>280</b>	<b>1,220</b>	<b>700</b>	<b>600</b>	<b>100</b>	<b>525</b>	<b>4</b>	<b>24</b>	<b>36</b>	<b>25</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>74,000</b>	<b>83,000</b>			<b>525</b>	<b>102</b>	<b>600</b>	
													<b>1,920</b>						<b>28</b>		<b>74</b>			<b>157,000</b>									
2023CPT.12.06.20551	Lincoln	3	SR 1393 (HAGER'S FERRY RD)	FROM SR 1395 (CLUB DR) TO END MAINT	5	2	2WU	0.89	20	96																							
2023CPT.12.06.20551	Lincoln	4	SR 1663 (BRIGHT WATER LN)	FROM SR 1393 (HAGER'S FERRY RD) TO END MAINT	5	2	2WU	0.22	19	48																							
2023CPT.12.06.20551	Lincoln	5	SR 1556 (DOGWOOD HILL DR)	FROM SR 1393 (HAGER'S FERRY RD) TO END MAINT	5	2	2WU	0.24	20	48																							
2023CPT.12.06.20551	Lincoln	6	SR 1708 (WINDSONG RD)	FROM SR 1556 (DOGWOOD HILL DR) TO CUL-DE-SAC	5	2	2WU	0.32	20	48																							
2023CPT.12.06.20551	Lincoln	7	SR 1850 (LUCKY POINT RD)	FROM SR 1393 (HAGER'S FERRY RD) TO SR 1850 (LUCKY POINT RD)	5	2	2WU	0.8	20	48																							
2023CPT.12.06.20551	Lincoln	8	SR 1434 (STORY ST)	FROM SR 1001 (SALEM CH RD) TO CUL-DE-SAC	5	2	2WU	0.38	18	48																							
2023CPT.12.06.20551	Lincoln	9	SR 1571 (MASON ST)	FROM SR 1323 (KEENER RD) TO DEAD END	5	2	2WU	0.05	18	48																							
2023CPT.12.06.20551	Lincoln	10	SR 1651 (PEAK RD)	FROM SR 1008 (REEPSVILLE RD) TO DEAD END	5	2	2WU	0.08	18	48																							
2023CPT.12.06.20551	Lincoln	11	SR 1202/1203 (OWL DEN RD)	FROM SR 1113 (REEPSVILLE RD) TO SR 1184 (ROCK DAM RD)	2	2	2WU	2.81	21	192																							
2023CPT.12.06.20551	Lincoln	12	SR 1203 (CORRIHER FARM RD)	FROM SR 1113 (REEPSVILLE RD) TO SR 1008 (KILLIAN RD)	2	2	2WU	0.64	22	48																							
2023CPT.12.06.20551	Lincoln	13	SR 1438 (HOYLE FARM RD)	FROM SR 1215 (JUNE BUD RD) TO DEAD END	5	2	2WU	0.36	19	48																							
2023CPT.12.06.20551	Lincoln	14	SR 1922 (PERRY JONAS RD)	FROM SR 1197 (CANSLER RD) TO SR 1208 (PLATEAU RD)	2	2	2WU	0.8	20	96																							
2023CPT.12.06.20551	Lincoln	15	SR 1189 (SAIN RD)	FROM NC 182 TO DEAD END	2	2	2WU	0.49	18	48																							
<b>TOTAL FOR PROJ NO. 2023CPT.12.06.20551</b>									<b>8.08</b>		<b>864</b>	<b>*</b>																					
													<b>1,920</b>						<b>28</b>		<b>74</b>			<b>157,000</b>			<b>238,500</b>						
<b>GRAND TOTAL</b>									<b>15.1</b>		<b>1,654</b>	<b>1</b>	<b>280</b>	<b>1,220</b>	<b>700</b>	<b>600</b>	<b>100</b>	<b>525</b>	<b>4</b>	<b>24</b>	<b>36</b>	<b>25</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>74,000</b>	<b>83,000</b>	<b>119,250</b>	<b>119,250</b>	<b>525</b>	<b>102</b>	<b>600</b>	
													<b>1,920</b>						<b>28</b>		<b>74</b>			<b>157,000</b>			<b>238,500</b>						

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

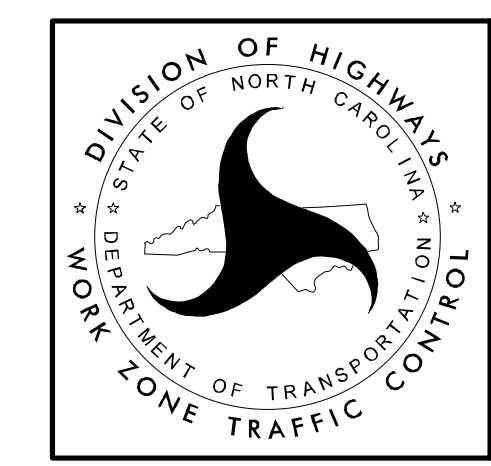
## -Y- LINE SIGNING

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"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <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

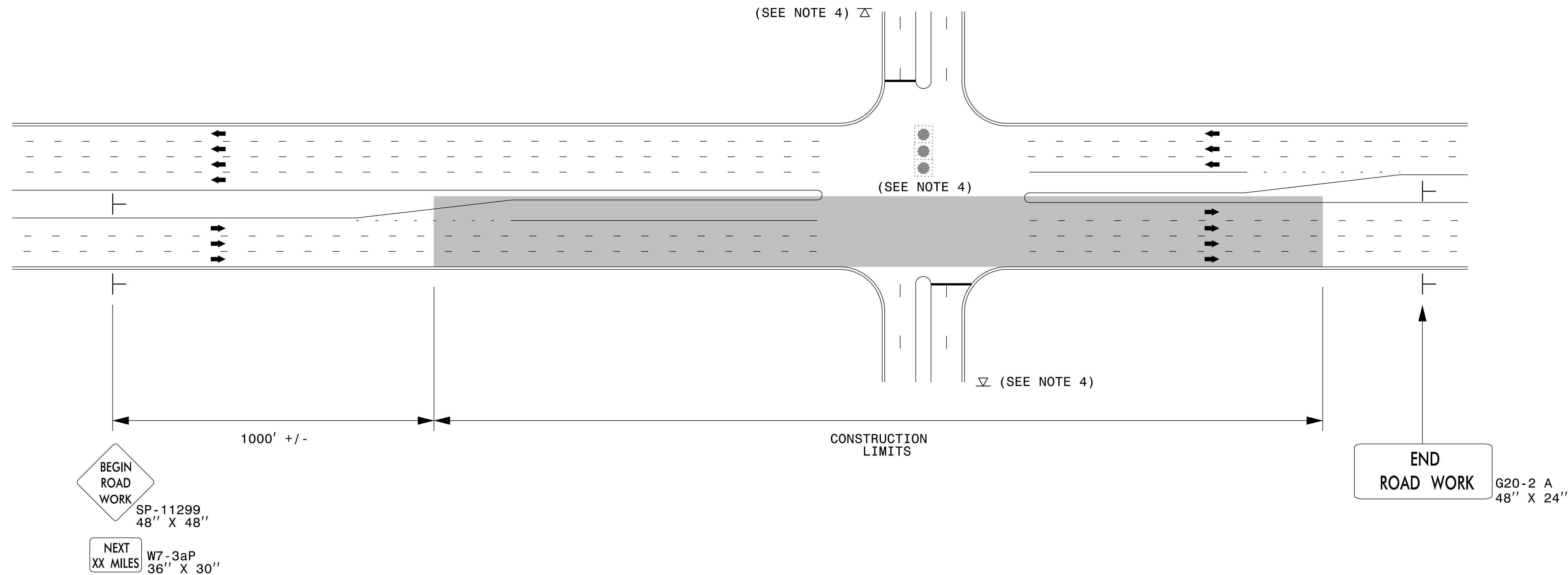
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



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

5/15/2017 S:\TUXWZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln.dgn User:kadai

## 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**