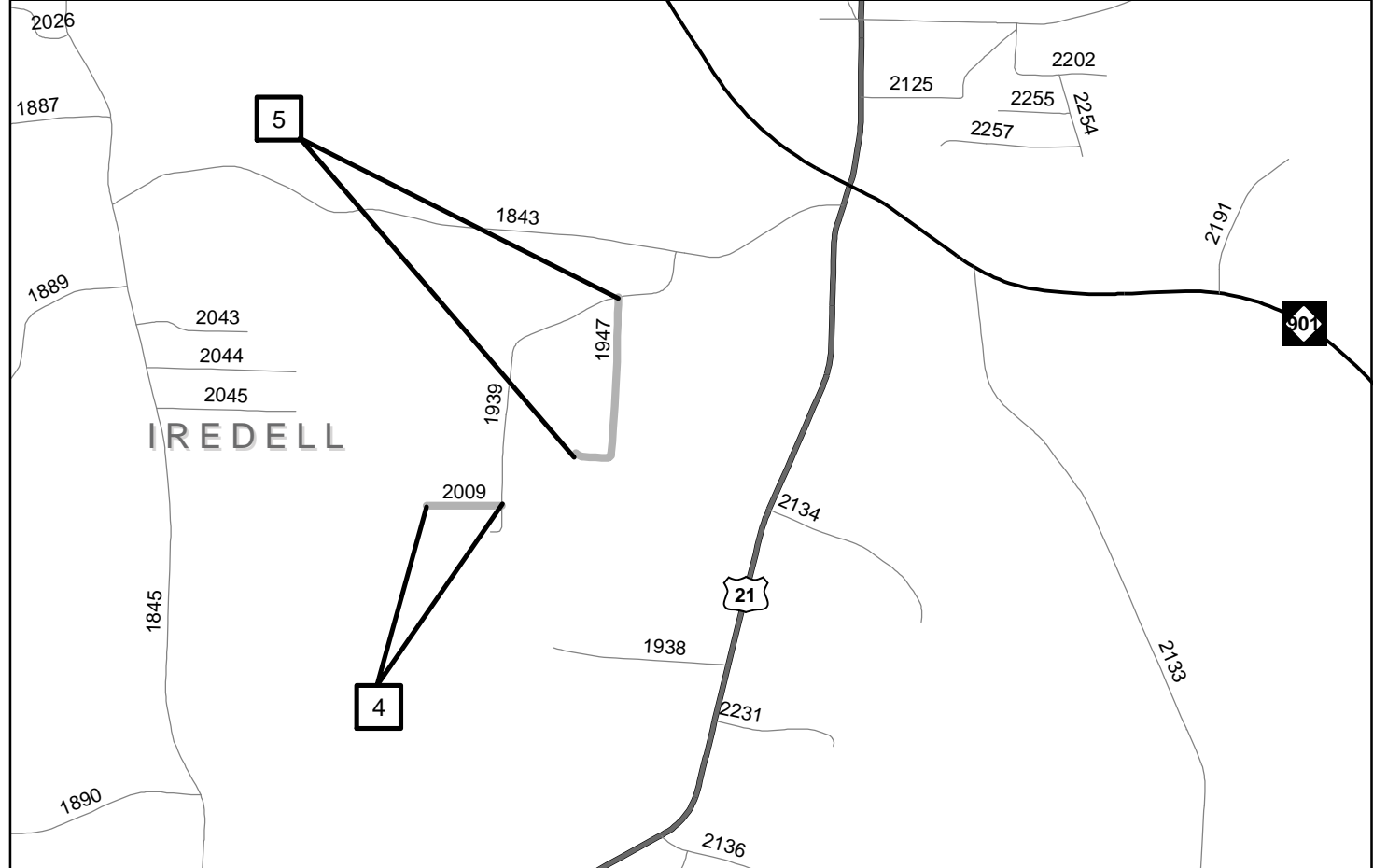
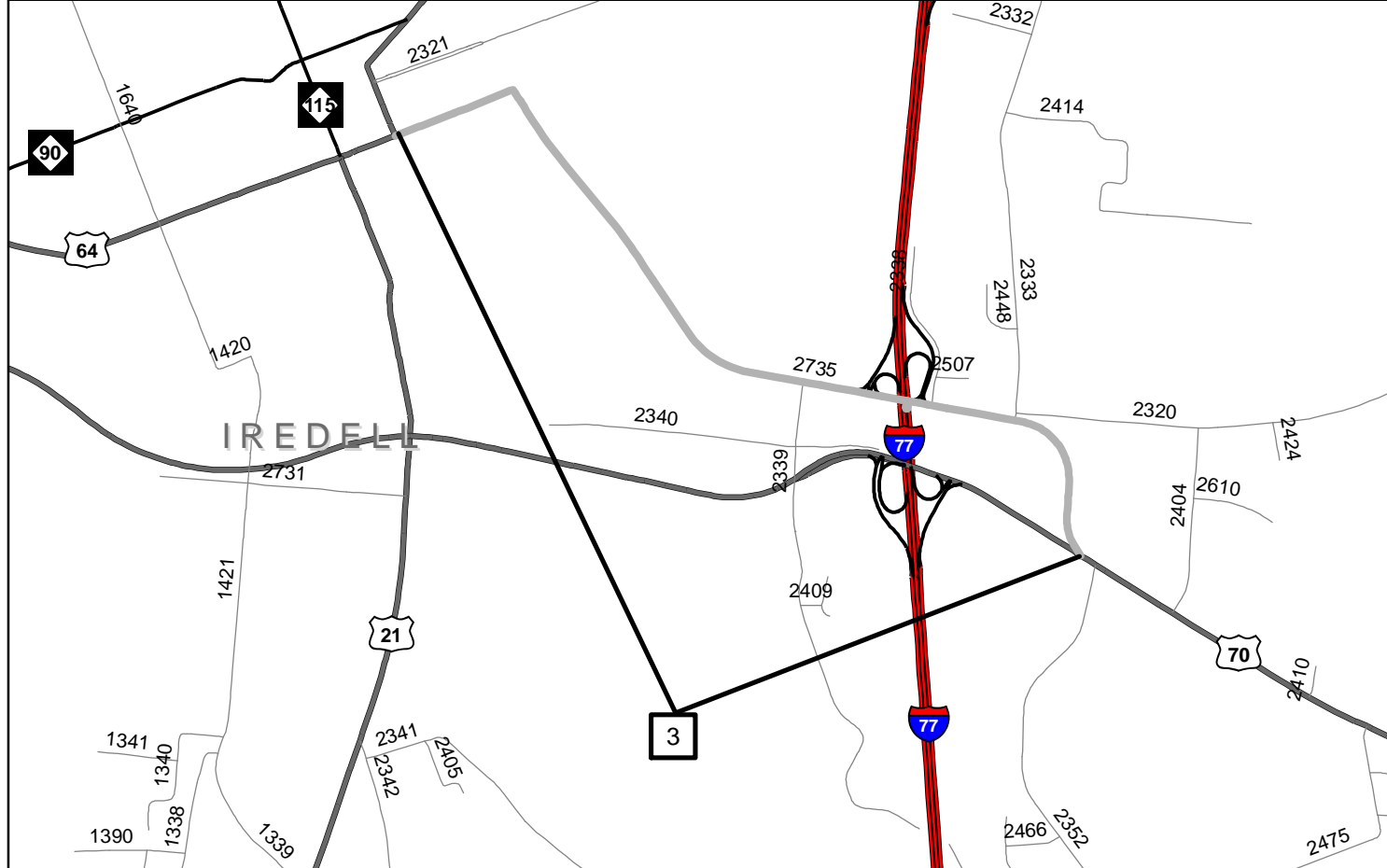
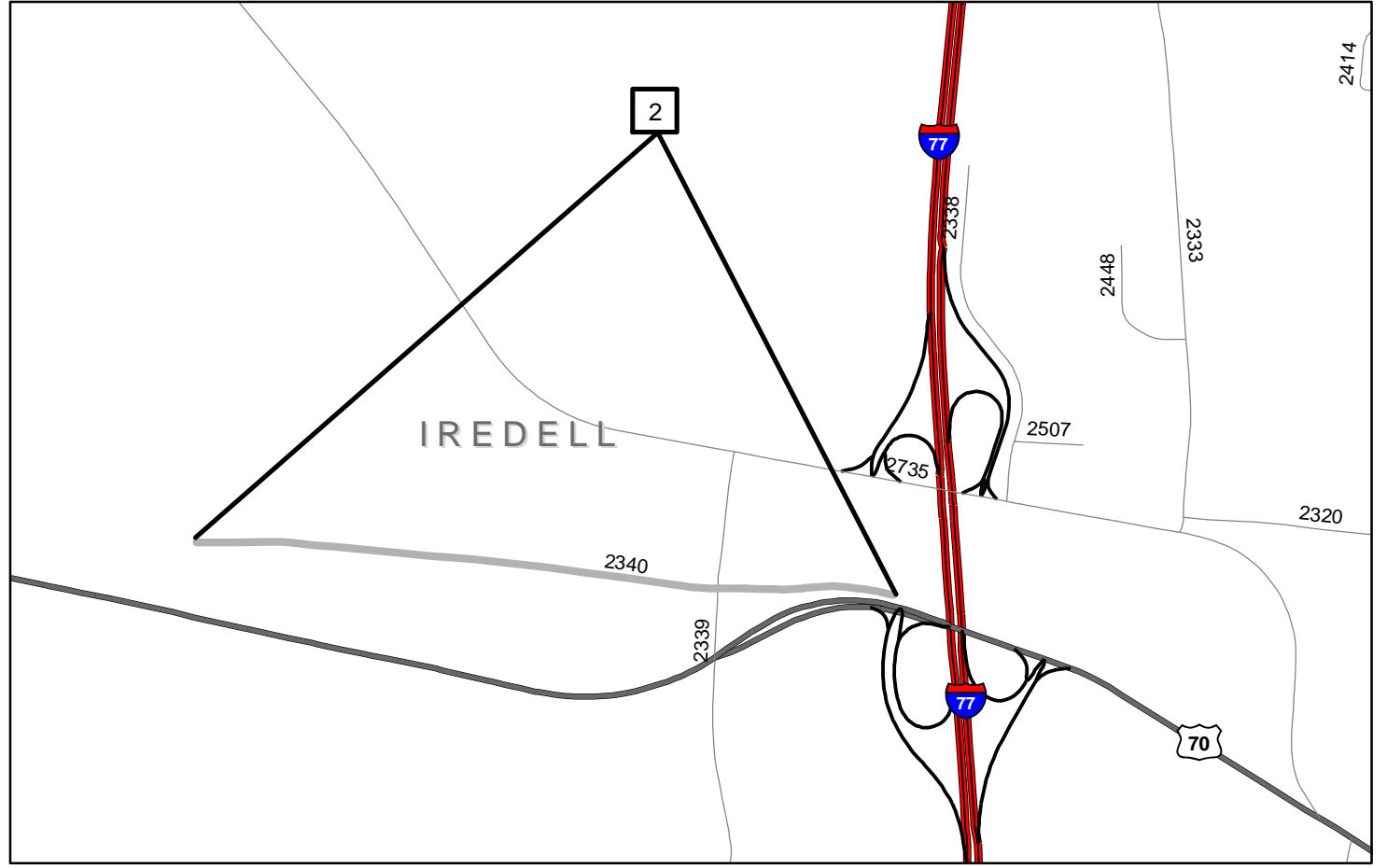
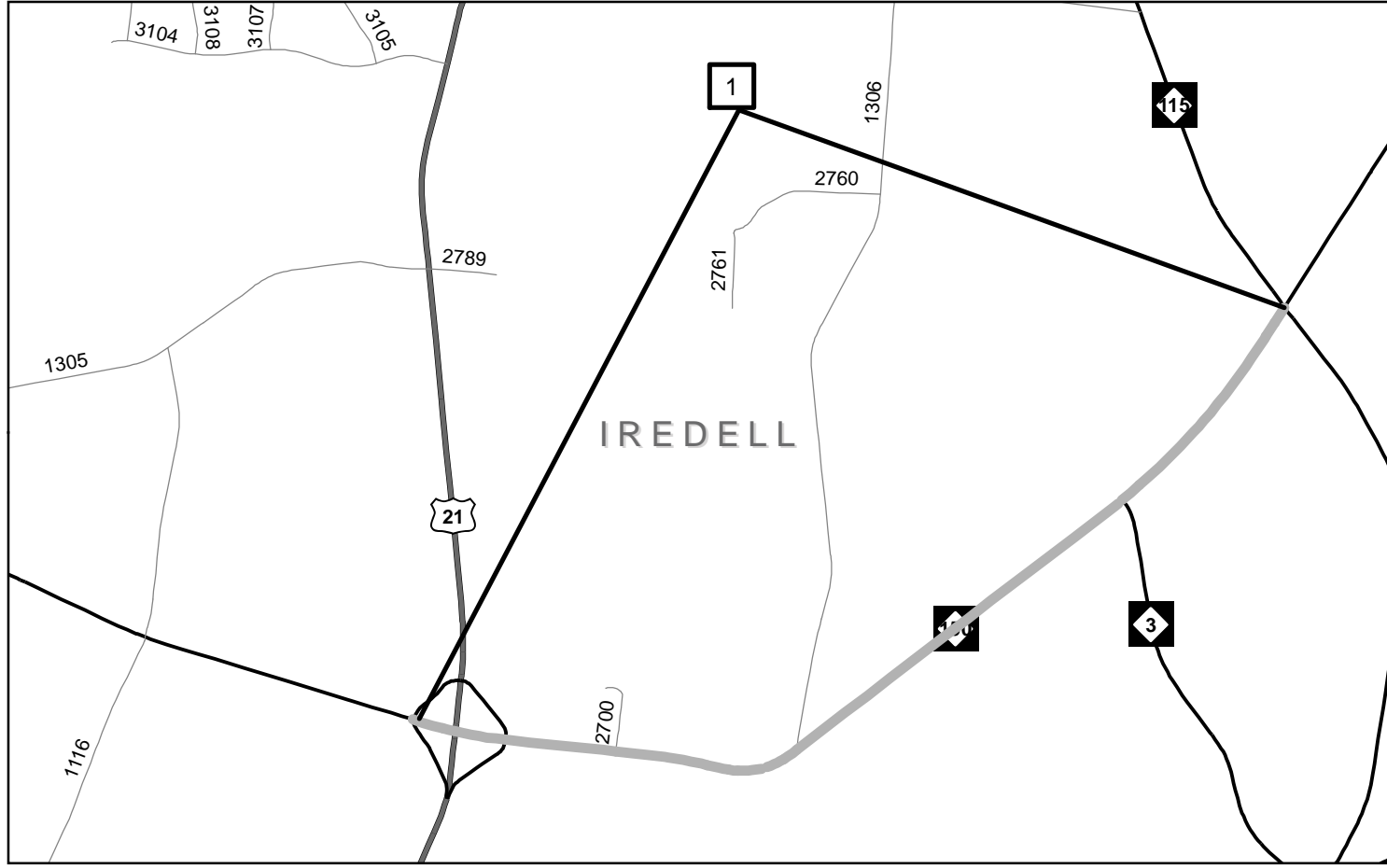


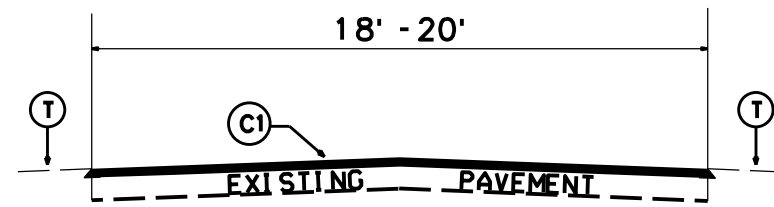
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and sealed by the individuals whose names and license
numbers appear on each page, on the dates appearing
with their signature on that page.**

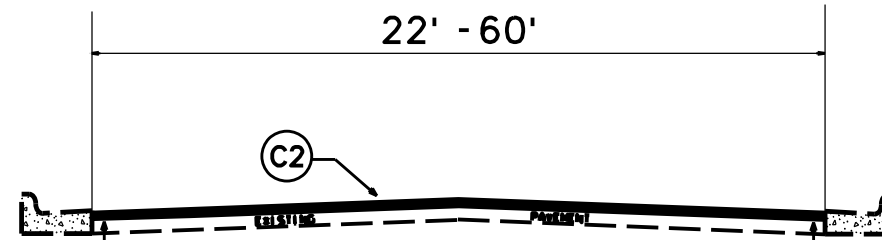
**This file or an individual page
shall not be considered a certified document.**



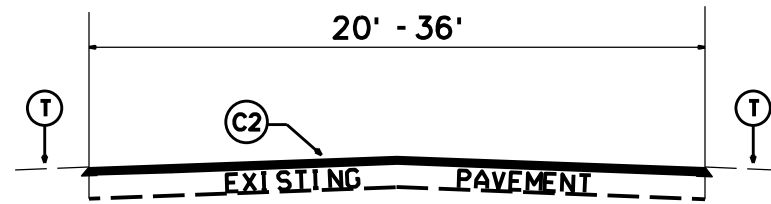
PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
IREDELL COUNTY		5
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2022CPT. 12. 07. 10491		PRIMARY RESURFACING
2022CPT. 12. 07. 20491		SECONDARY RESURFACING



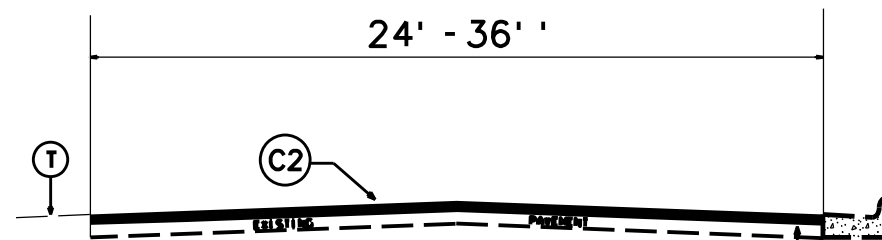
TYPICAL SECTION NO. 1
Maps: 4, 5, 6, 7, 13 (ALL)



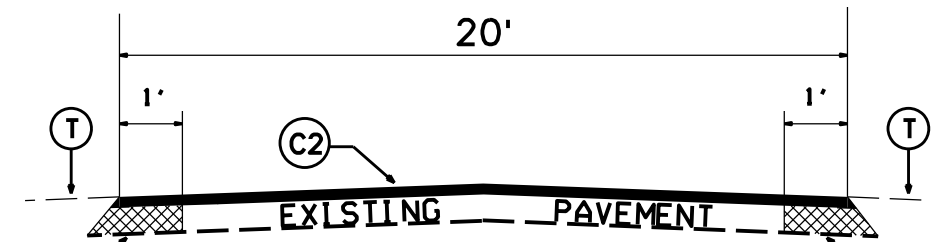
TYPICAL SECTION NO. 4
Maps: 1, 2 (ALL)
Map 3: Sta. 0+00 to 96+65
Map 10: Sta. 0+00 to 16+68



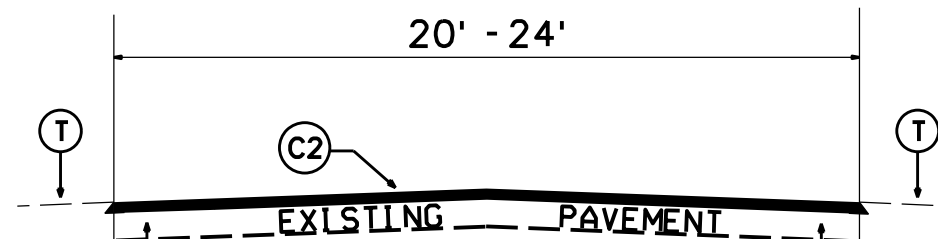
TYPICAL SECTION NO. 2
Maps: 8, 12 (ALL)
Map 3: Sta. 96+65 to 109+35
Sta. 111+35 to 117+75
Map 10: Sta. 16+68 to 20+06
Map 11: Sta. 0+00 to 5+72
Sta. 8+27 to 58+08



TYPICAL SECTION NO. 5
Map 11: Sta. 5+72 to 8+27



TYPICAL SECTION NO. 3
Map: 9 (ALL)



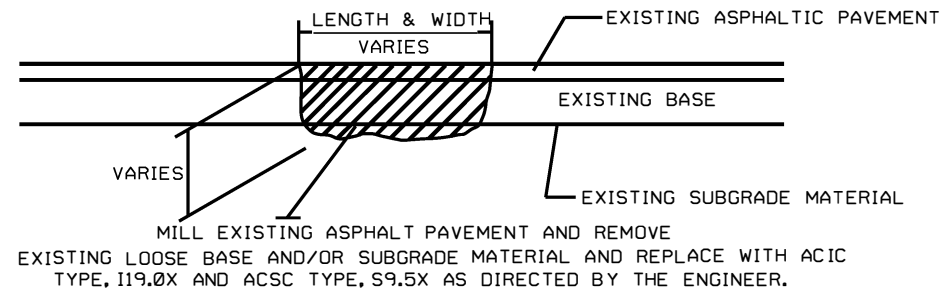
TYPICAL SECTION NO. 6
Map 3: Sta. 109+35 to 111+35

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
V1	MILL EXISTING ASPHALT PAVEMENT APPROX. 1.5" IN DEPTH

2021 - 2022
Resurfacing Program
Typical Sections
Iredell County

PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
IREDELL COUNTY		6
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2022CPT. 12. 07. 10491		5
2022CPT. 12. 07. 20491		

**DETAIL A
PATCHING EXISTING PAVEMENT**

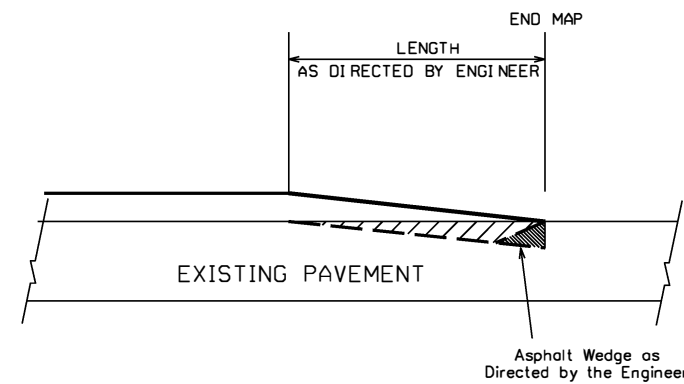
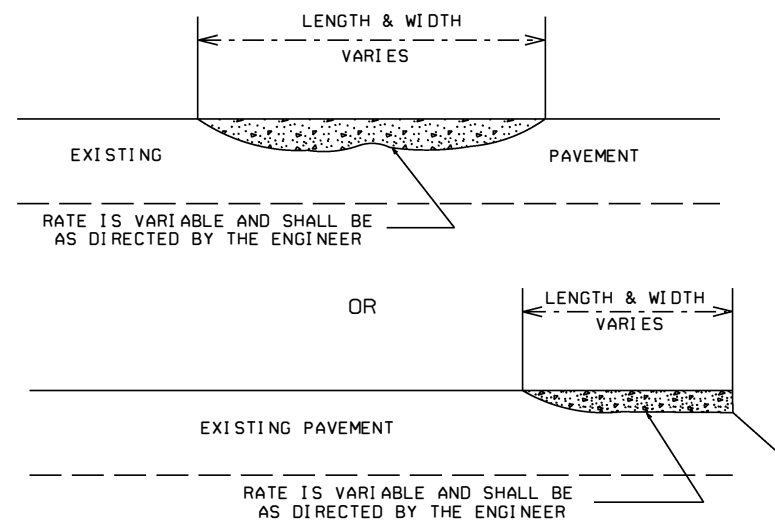


**DETAIL C
MILLING BRIDGE APPROACHES**

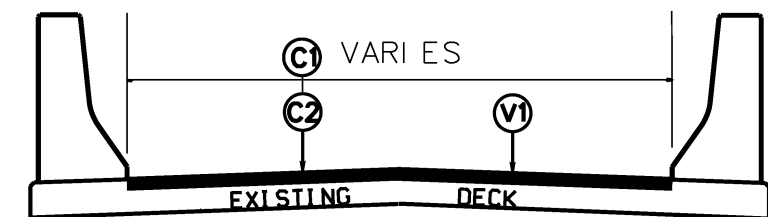


DETAIL B

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

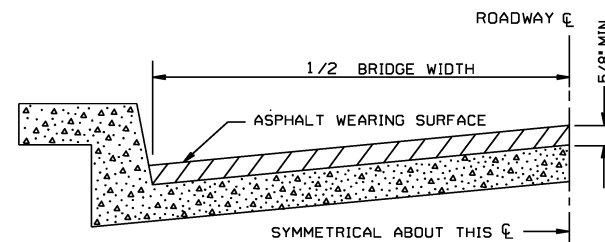


TIE-IN (INCIDENTAL) MILLING DETAIL



**ASPHALT BRIDGE SECTION
Use for all asphalt bridges**

**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

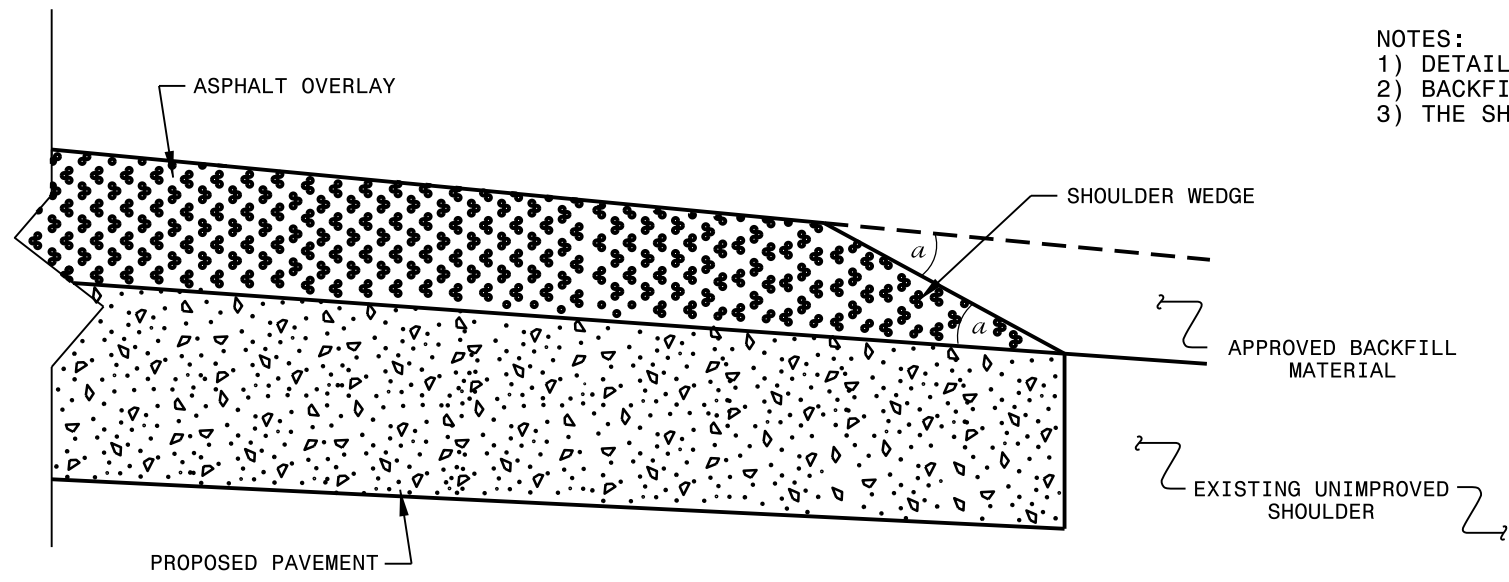
ALL UNPAVED S.R. ROADS TO BE SURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
SHOULDERS AND DITCHES ARE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

PAVEMENT SCHEDULE

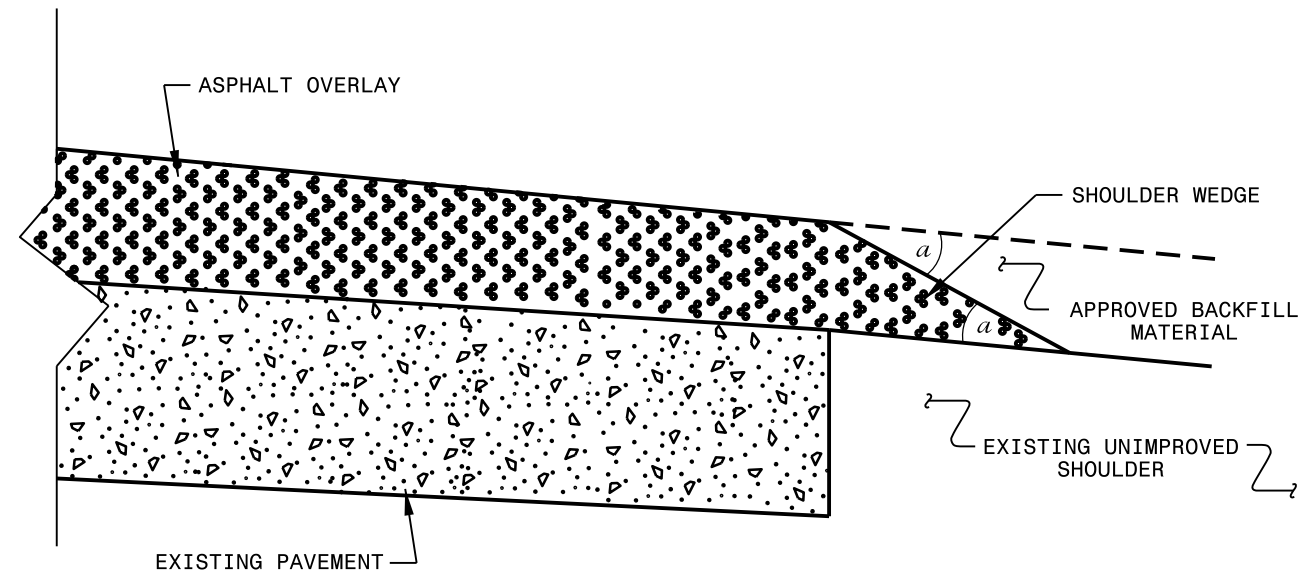
C1	PROP. APPROX. 1.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION (AGGREGATE SHOULDER BORROW)
V1	MILL EXISTING ASPHALT PAVEMENT APPROX. 1" IN DEPTH

**2021 - 2022
Resurfacing Program
Detail Sheet
Alexander County**

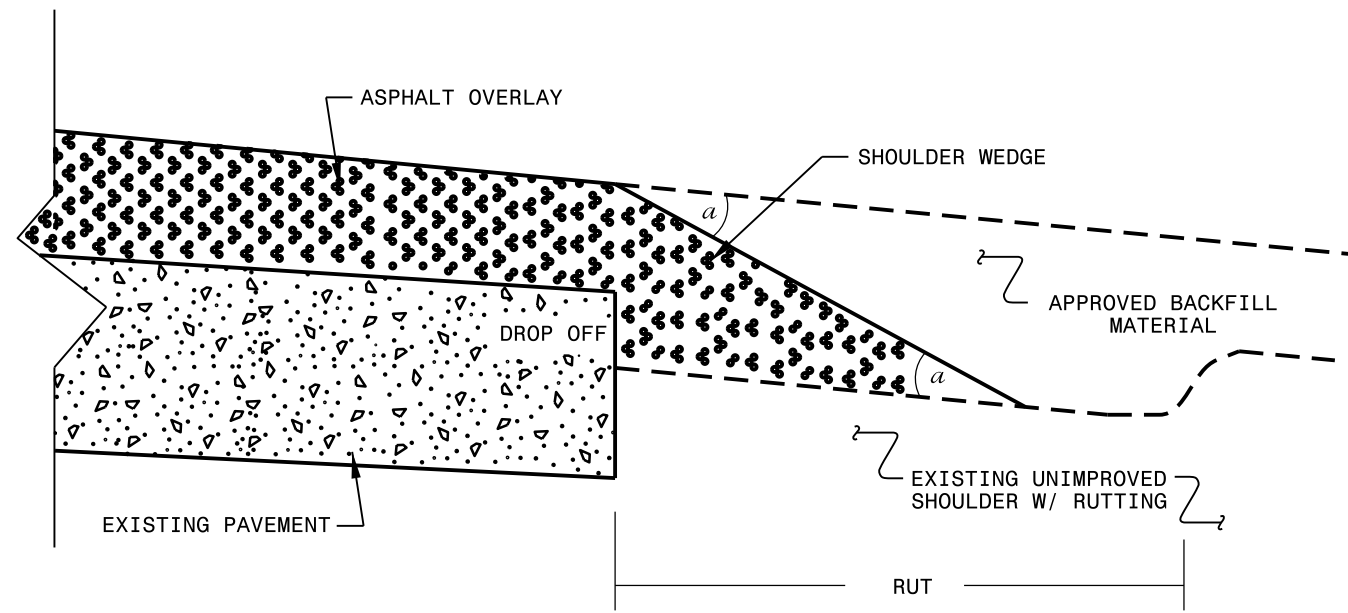
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)

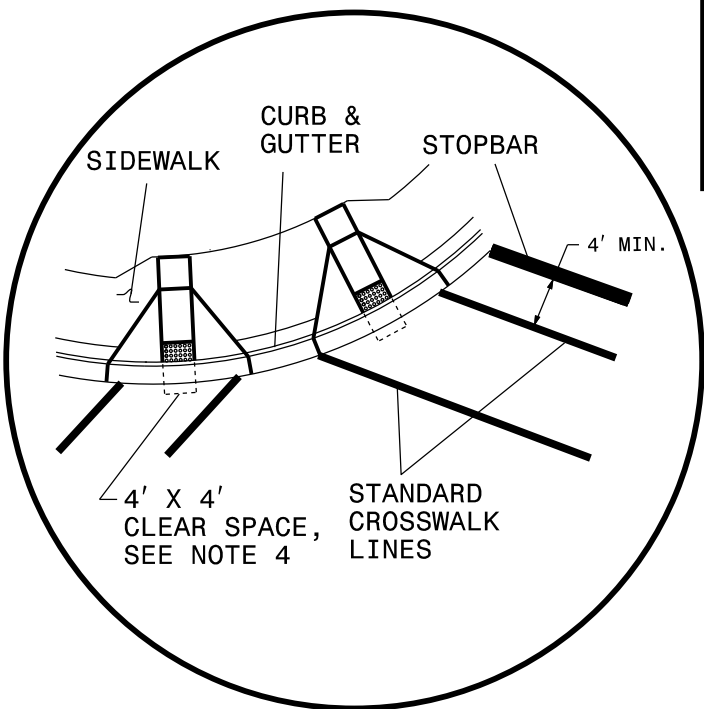
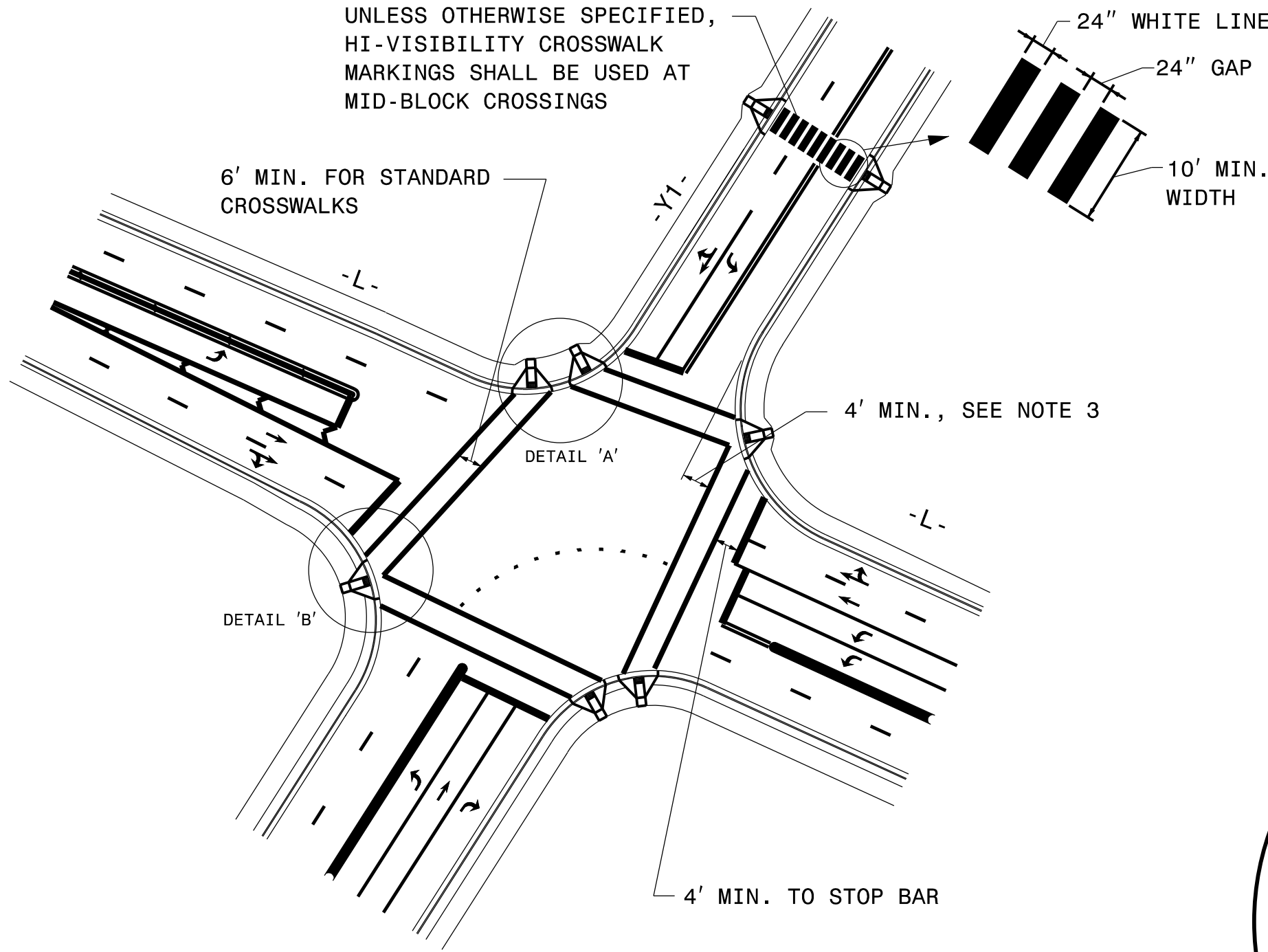


SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

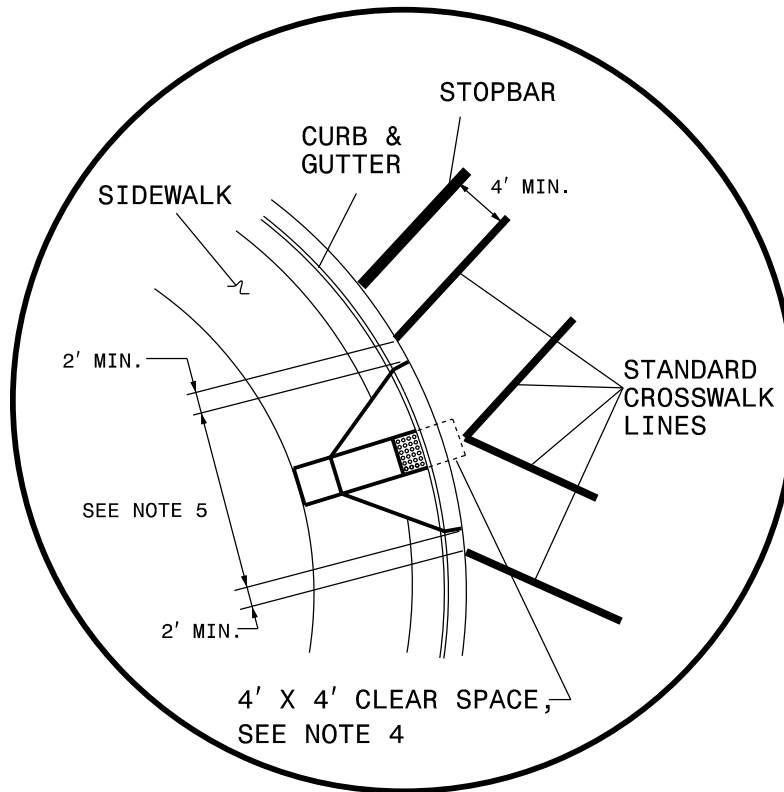
- SHOULDER WEDGE ANGLE = 30°

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

SYSTEMS DESIGN
USER NAME



DETAIL 'A'- DUAL CURB RAMPS



DETAIL 'B'- SINGLE DIAGONAL CURB RAMP

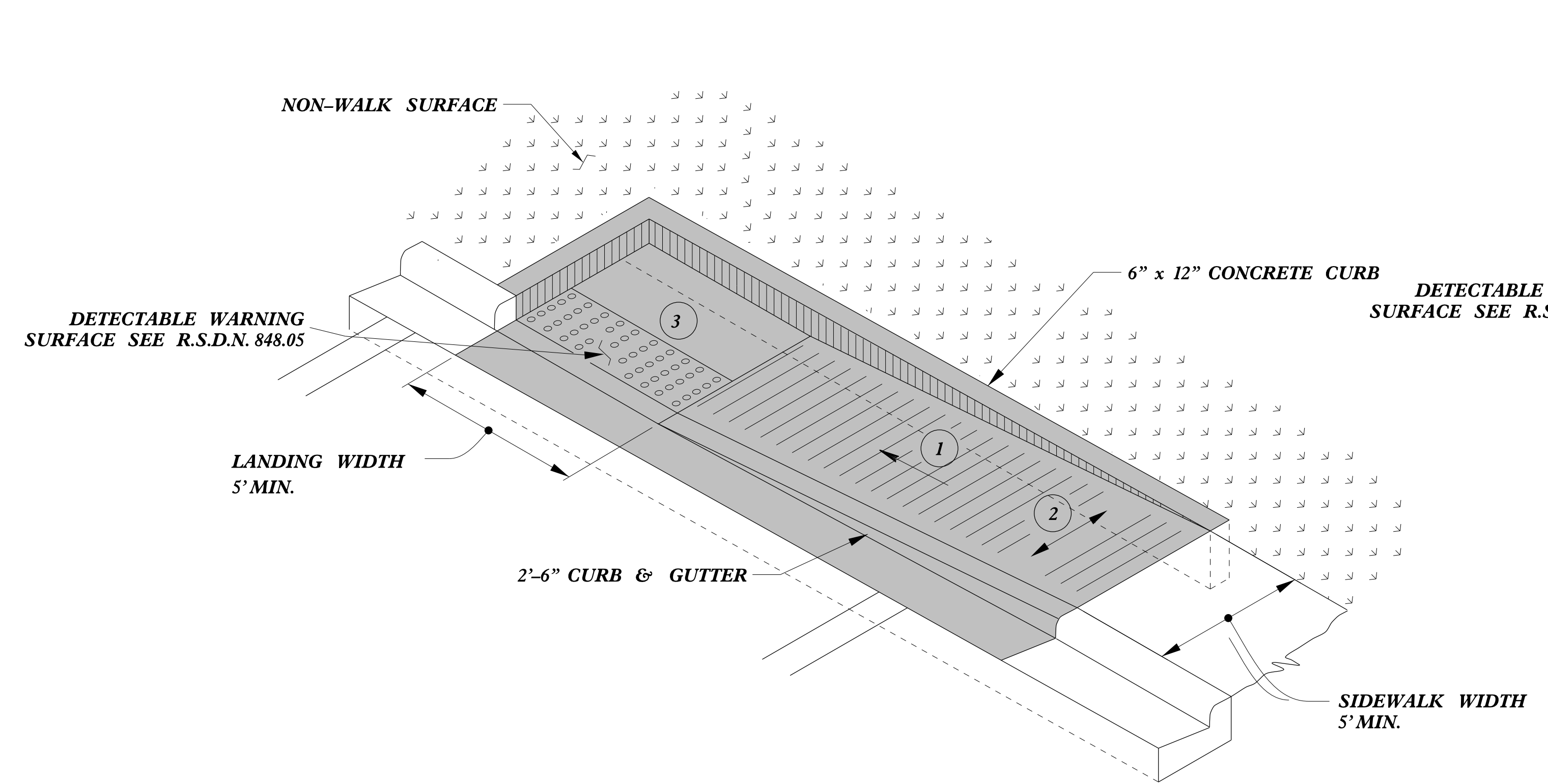
GUIDANCE DETAIL FOR CROSSWALK MARKINGS

NOTES:

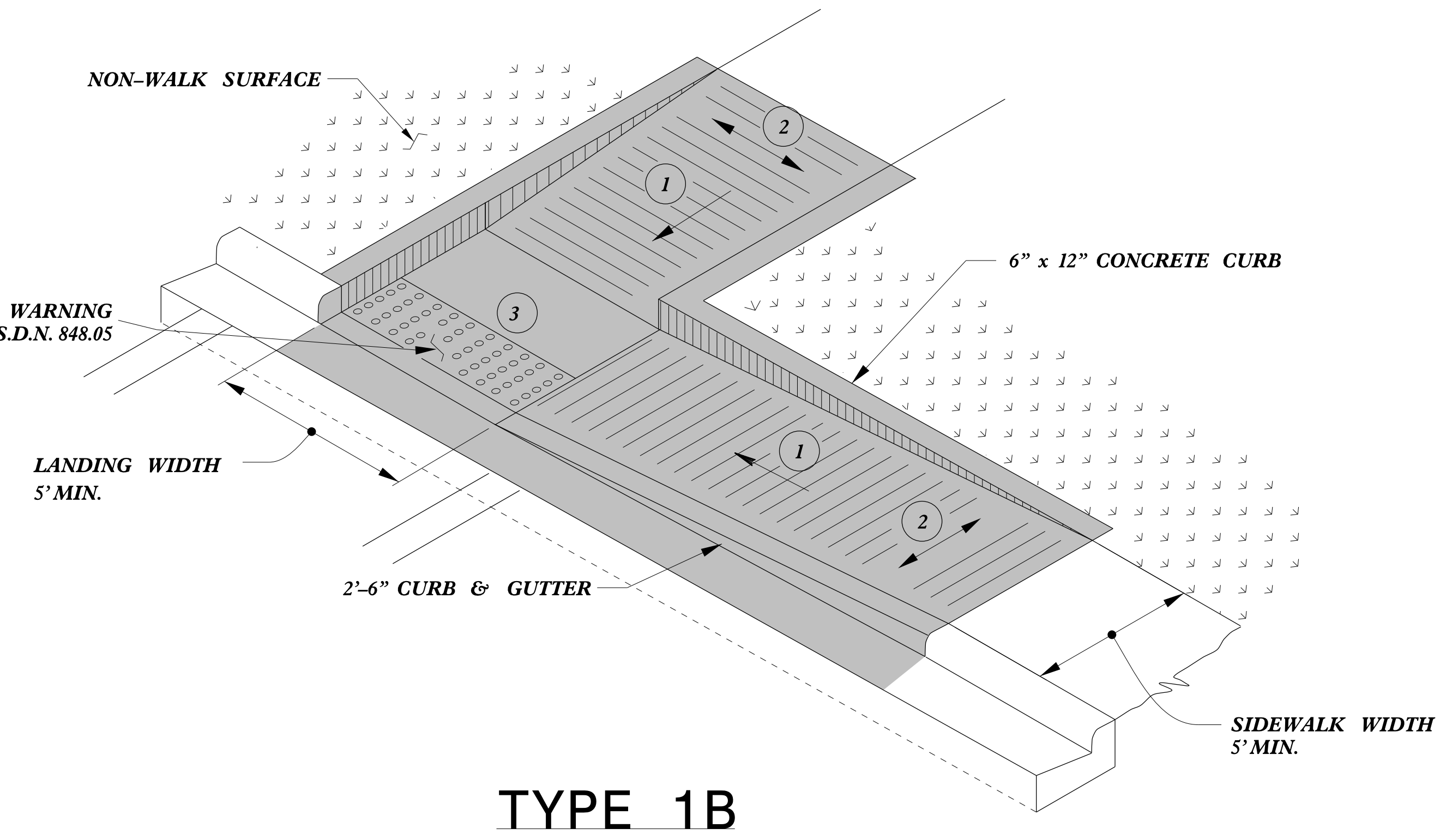
1. USE THE DETAILS ABOVE AND THE FOLLOWING NOTES FOR GUIDANCE IN PLACING CROSSWALK MARKINGS NOT STATIONED ON THE DETAIL SHEETS OR WHEN FIELD ADJUSTMENTS REQUIRED MOVING STATIONED MARKINGS AS DIRECTED BY THE ENGINEER. REFER TO NCDOT ROADWAY STANDARD DRAWINGS, MUTCD AND ADA STANDARDS FOR ADDITIONAL GUIDANCE.
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.

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

5/14/99



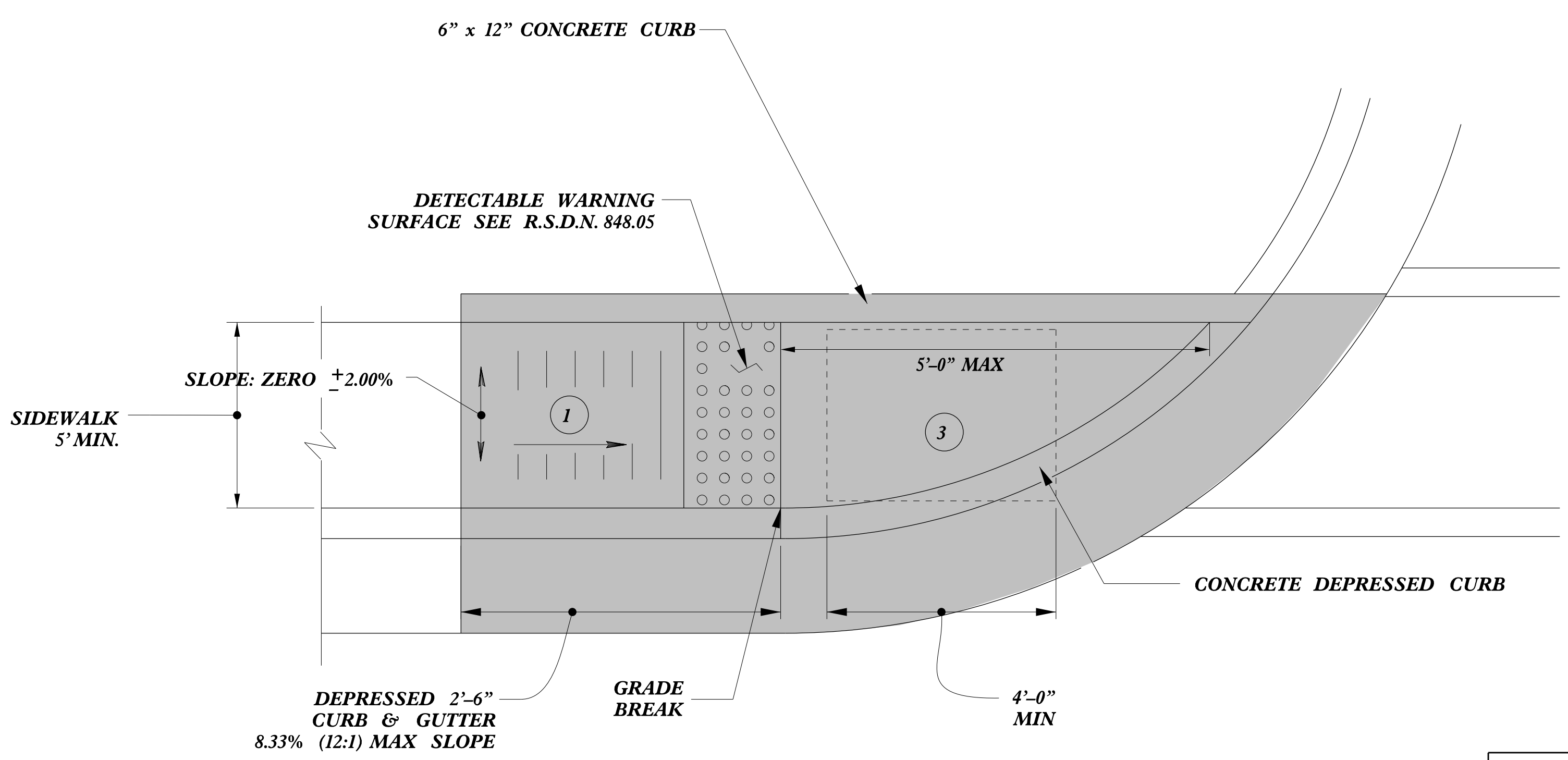
TYPE 1A



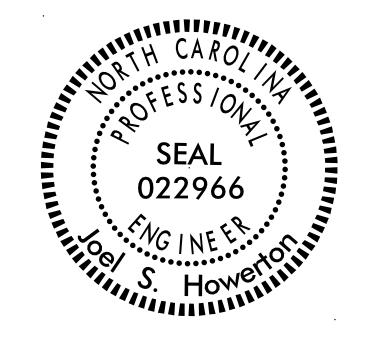
TYPE 1B

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

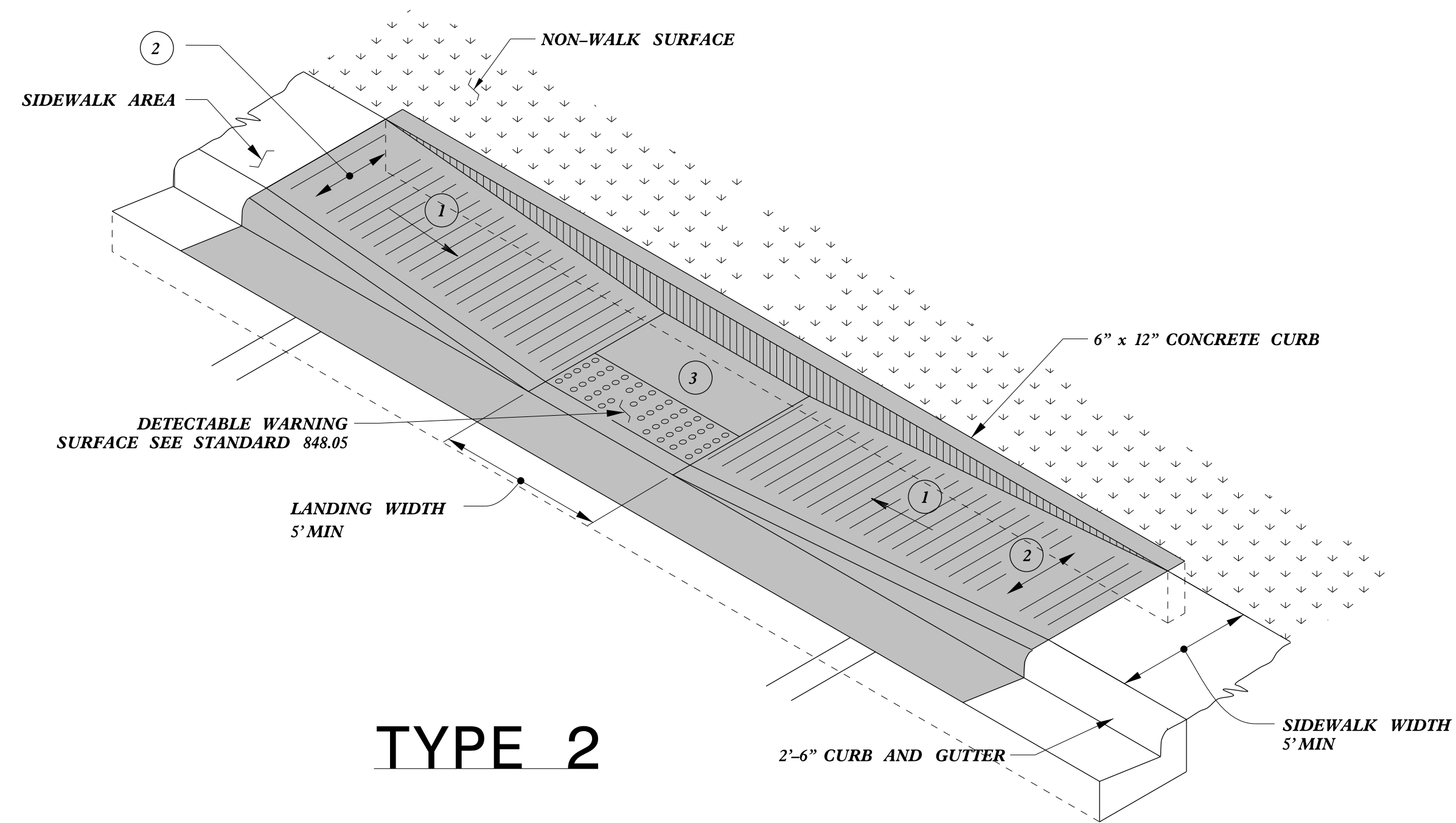


DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

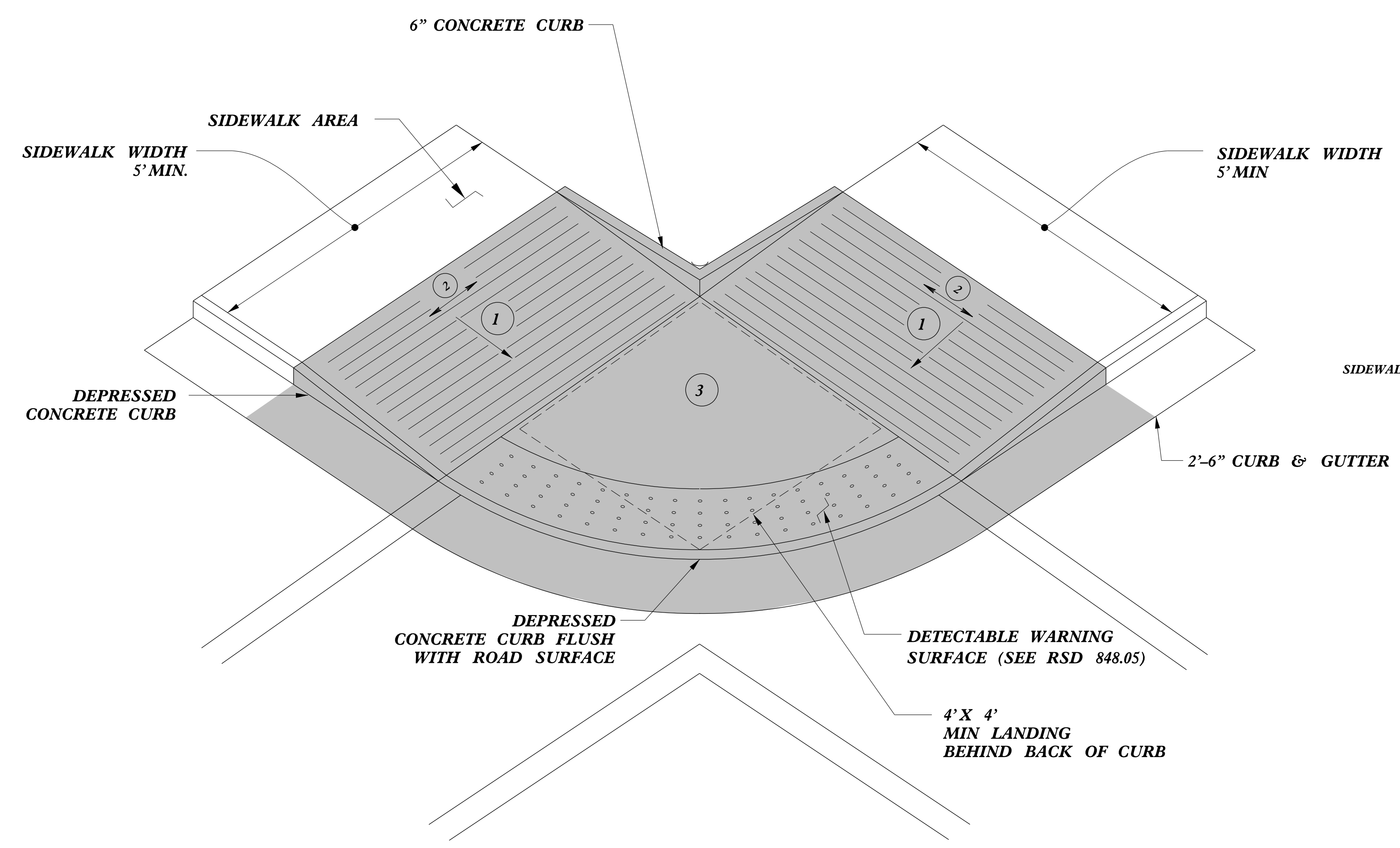
C:\P\2012\20120710\20120710.dwg
 USER: J.S. HOWERTON
 DATE: 7/7/11 10:00 AM
 PLOT: 7/7/11 10:00 AM
 PLOTTER: HP DesignJet 2500



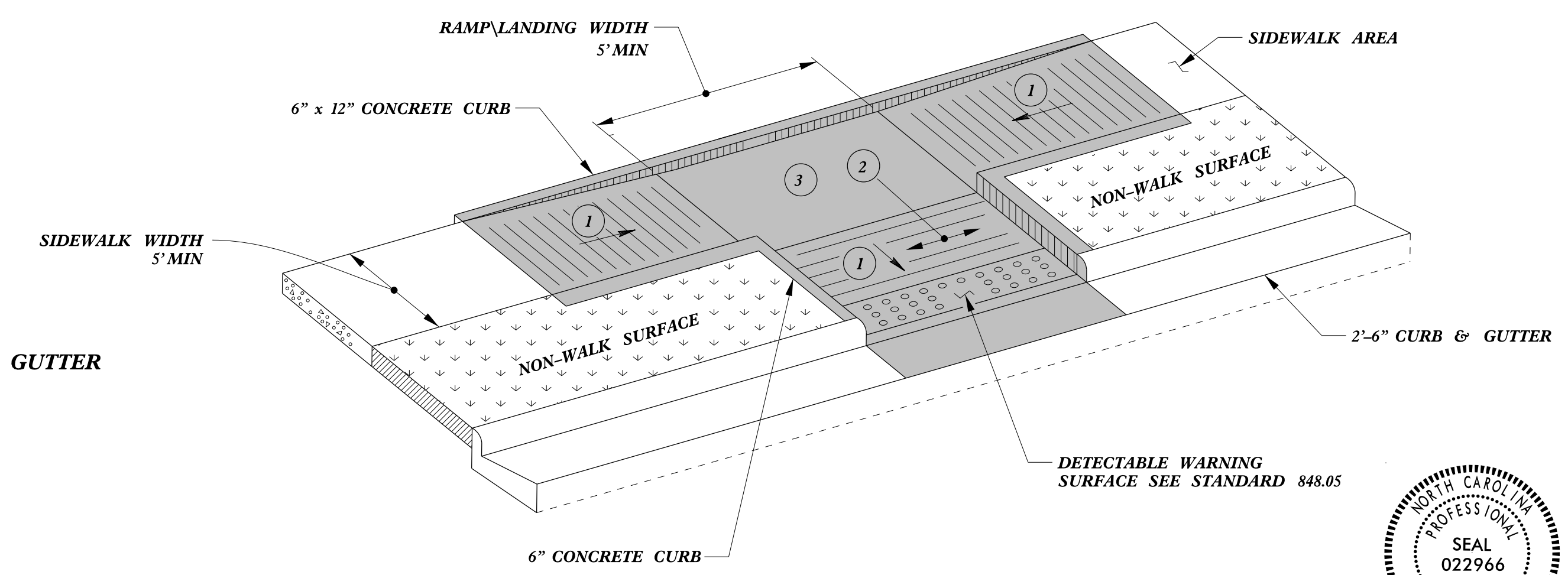
TYPE 2

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

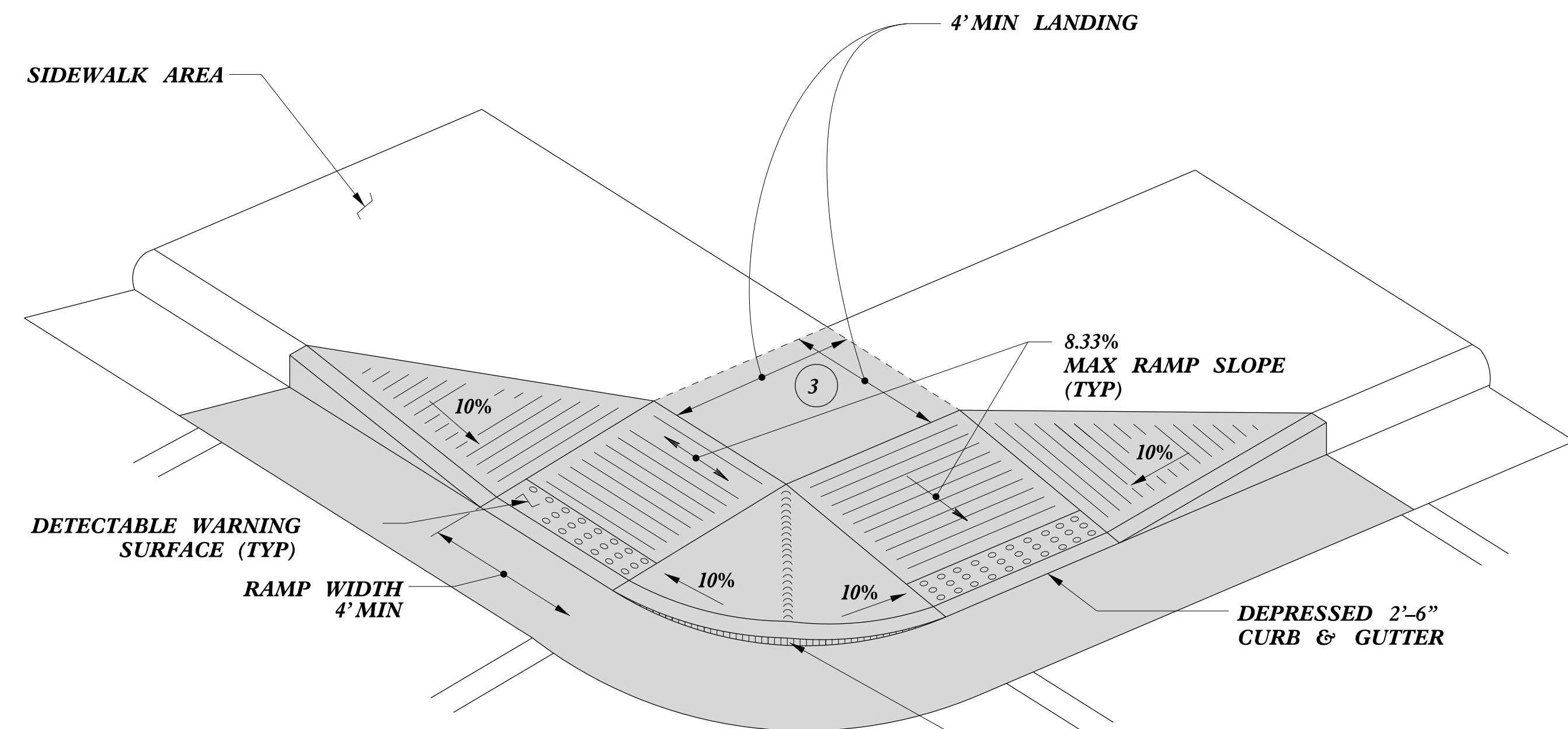
CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS
Parallel Ramps

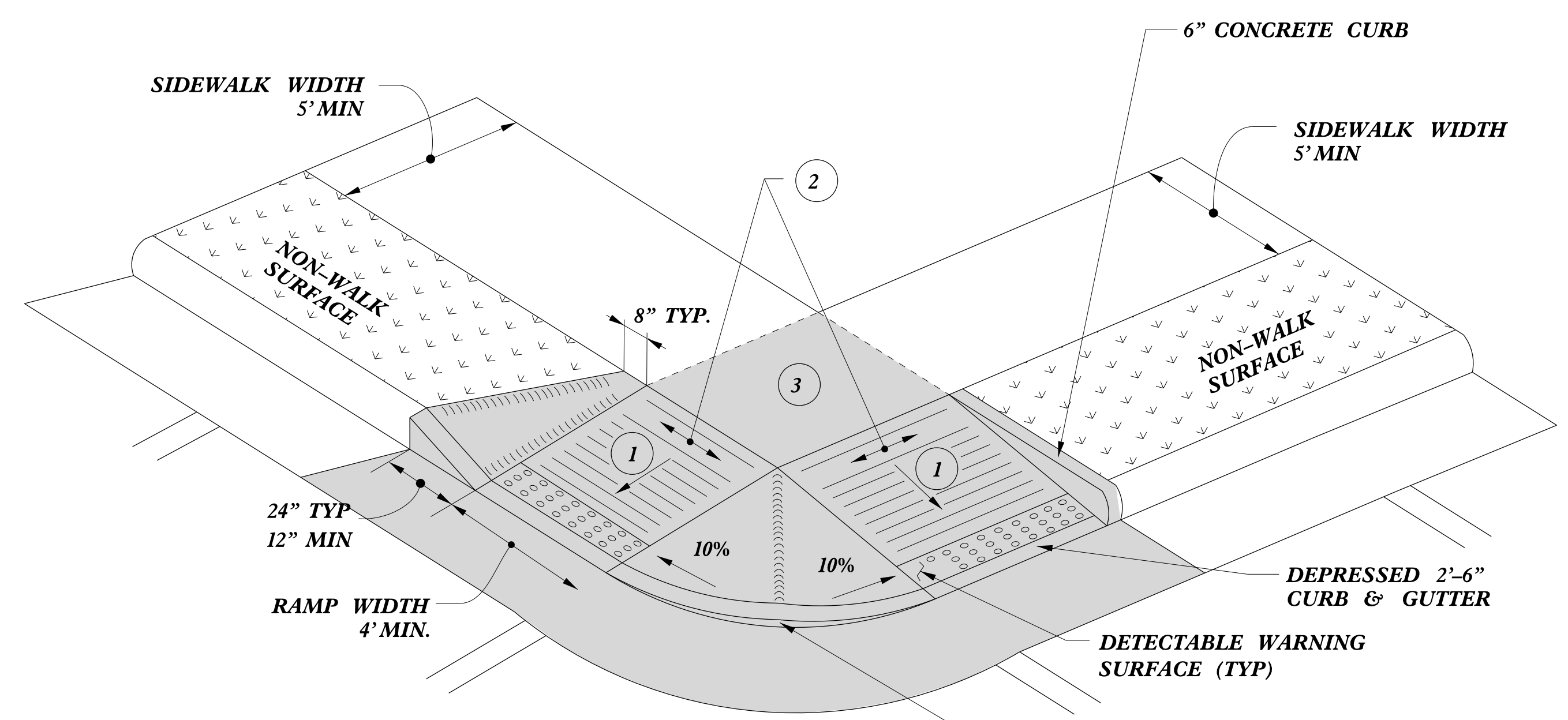
ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: _____ DATE: _____
CHECKED BY: _____ DATE: _____
FILE SPEC: :stds\2012CurbRamp\CurbRampDetails.dgn

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

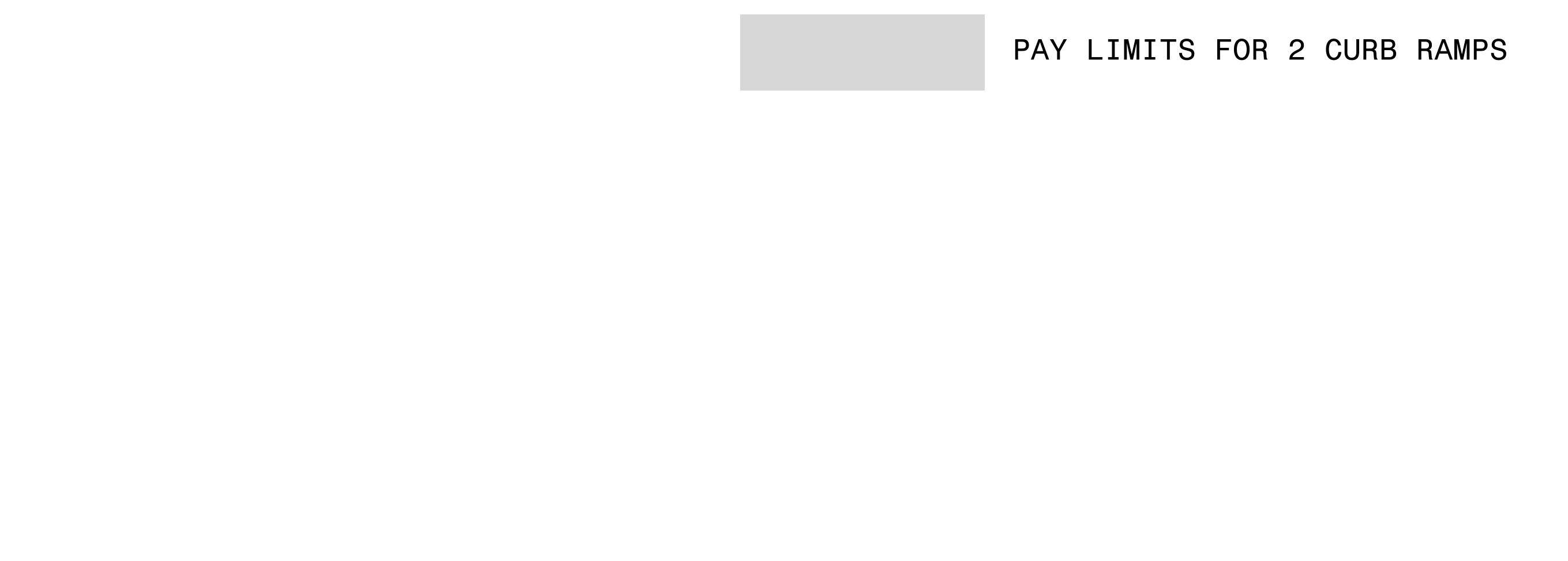
5/14/99
C:\ME\DWG\CURB RAMPS\2012CurbRamp\CurbRampDetails.dgn



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.



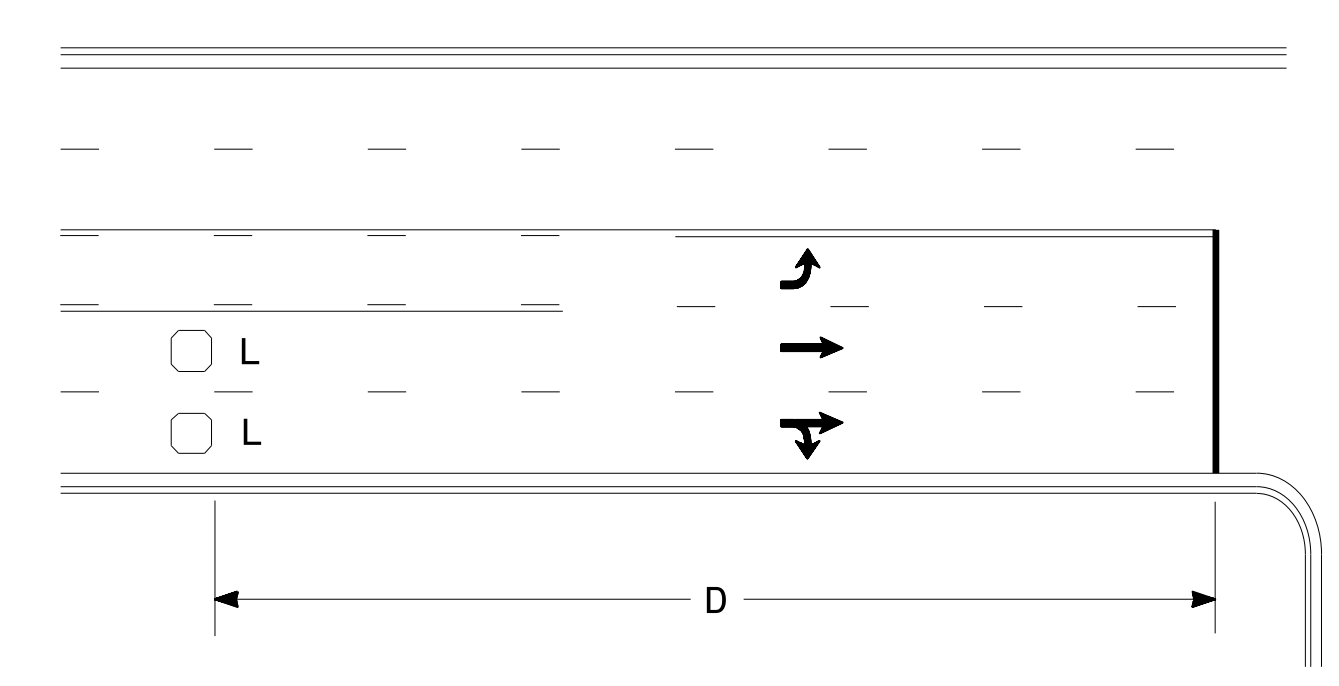
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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:\TIME\CON\CON\USER\NAME

High Speed Detection (≥40 mph)

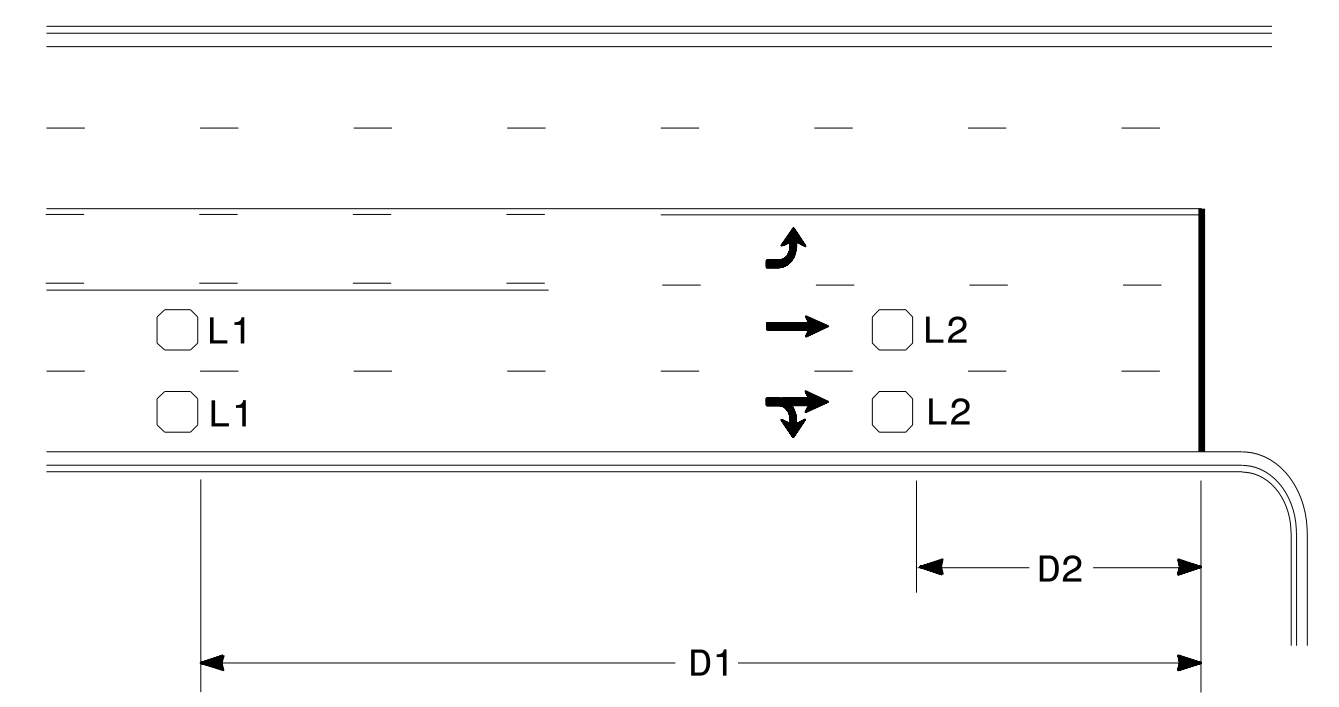


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

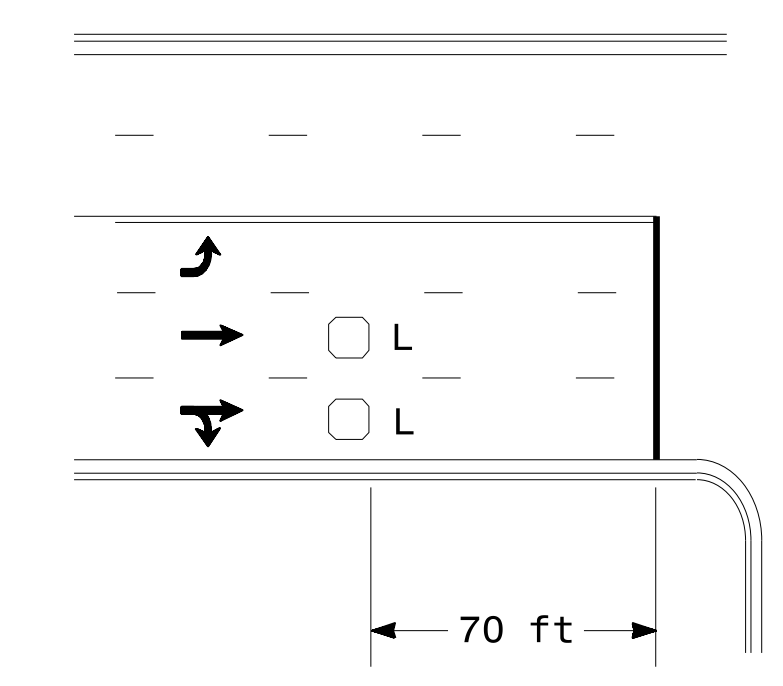


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

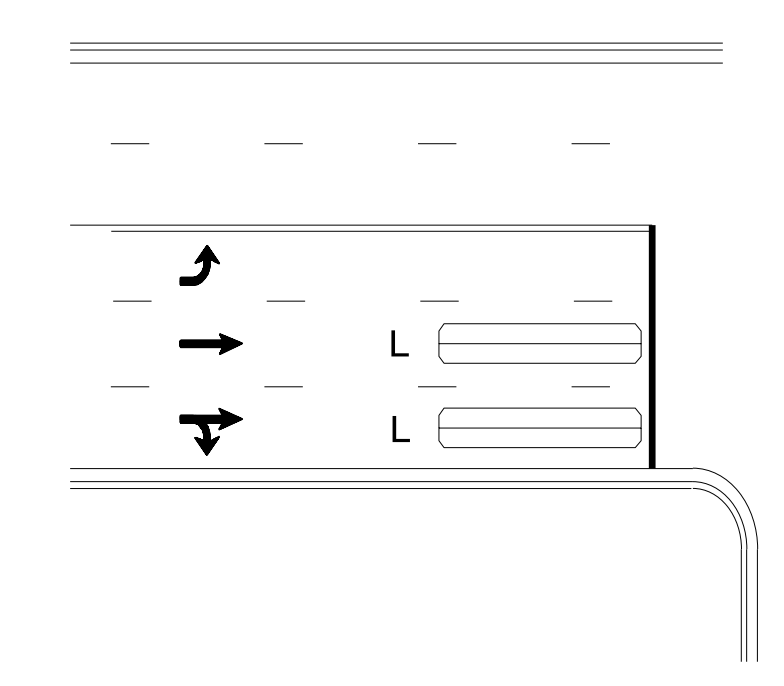
"Stretch" Operation

Low Speed Detection (≤35 mph)



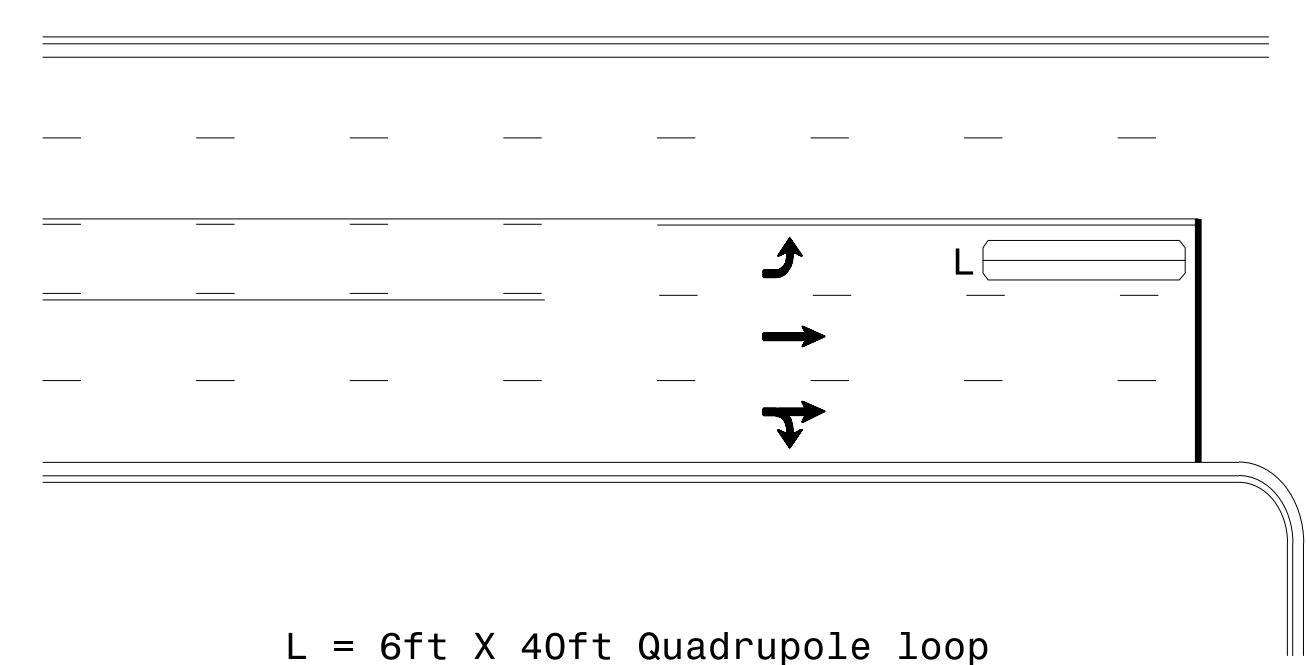
L = 6ft X 6ft
Wired in series

OR



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

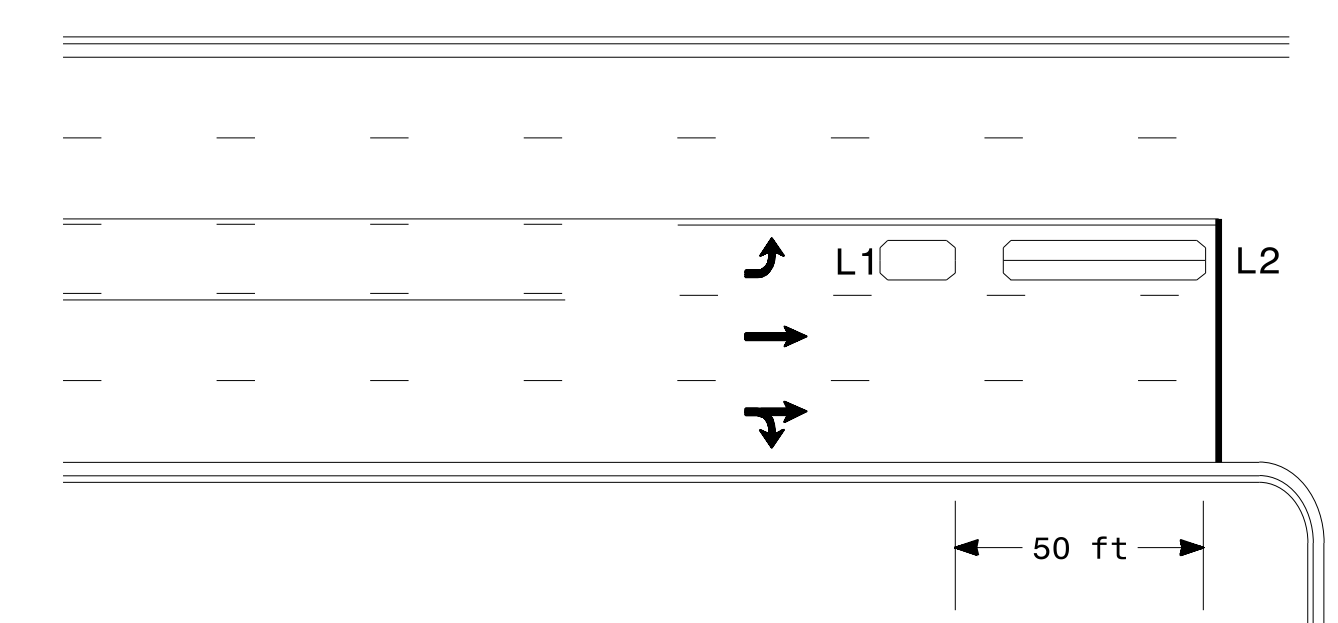
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

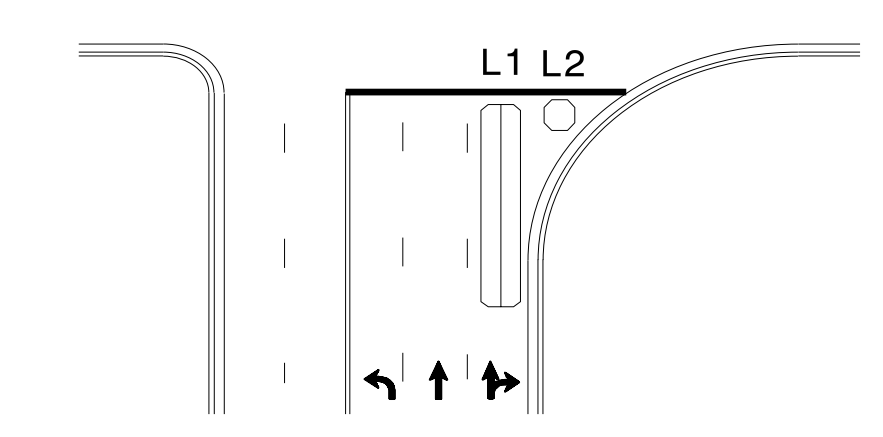
OR



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

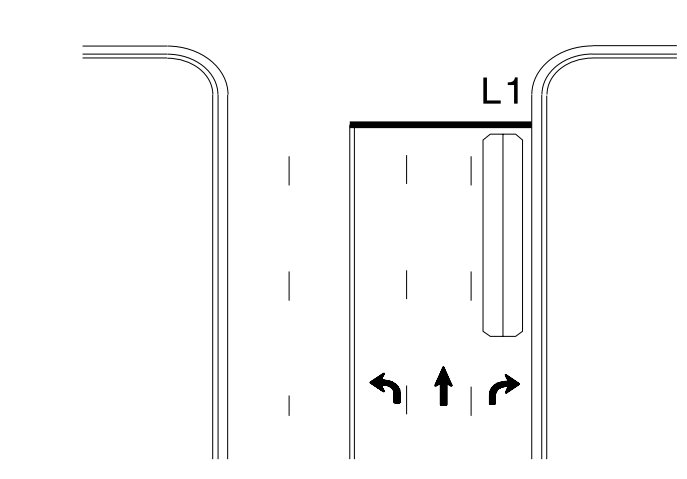
Queue Loop Detection

Right Turn Lane Detection

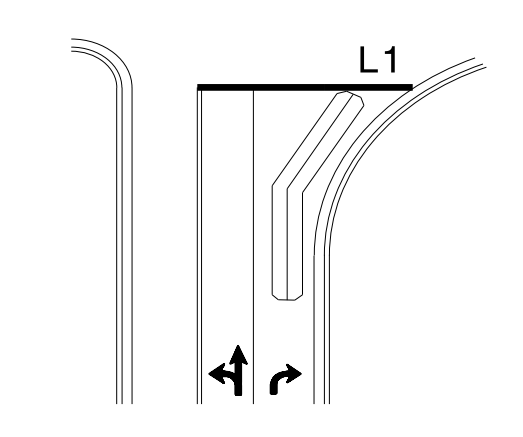


Shared Lane/
Wide Radius Turn

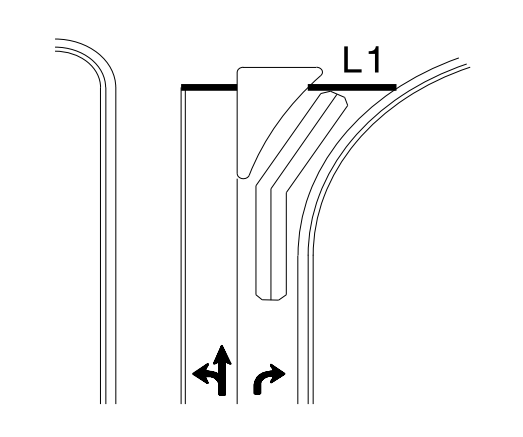
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

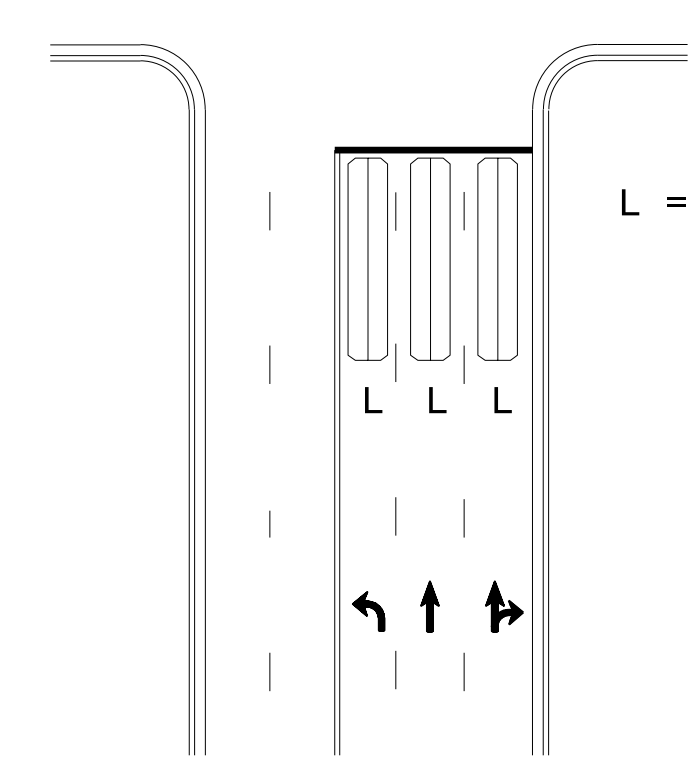


Wide Radius Turn



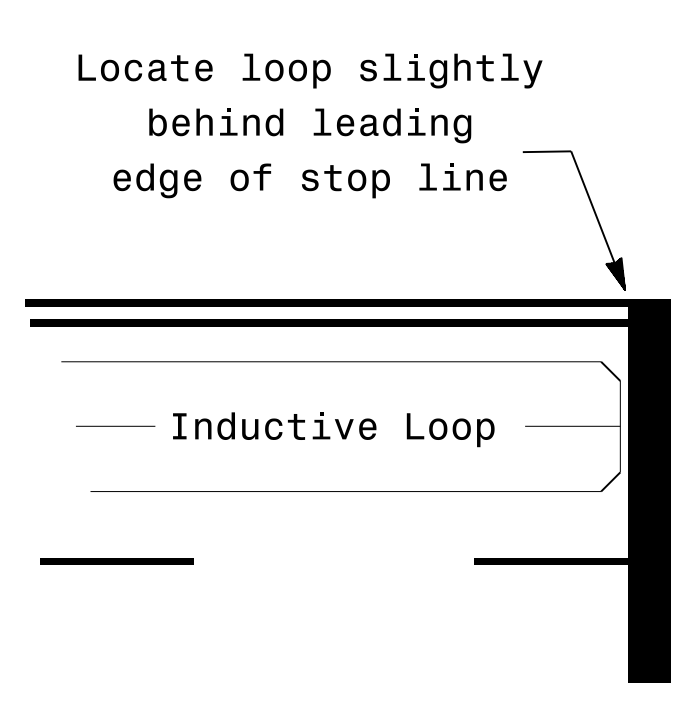
Channelized Turn

Side Street Detection



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

Presence Loop Placement at Stop Lines



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

Prepared In the Offices of:

Transporation Mobility and Safety Solutions
STATE OF NORTH CAROLINA
Signal Design Section

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
PAMELA L. ALEXANDER
23489

PLAN DATE: January 2015		REVIEWED BY: JPG	
PREPARED BY: PLA		REVIEWED BY:	
SCALE	REVISIONS	INIT.	DATE
N/A			

DocuSigned by:
P. Alexander
1/30/2015 1:30:25 PM
B4756E00CE4E4ED
SIG. INVENTORY NO.

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.12.07.10491	14	17
2022CPT.12.07.20491		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0255000000-E	1220000000-E	1245000000-E	1297000000-E	1330000000-E	1491000000-E	1519000000-E	1520000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	2374000000-N	2600000000-N	2605000000-N	2830000000-N	2845000000-N	2920000000-N	5255000000-N	7444000000-E	7456000000-E	7324000000-E				
											AGGREGATE SHOULDER BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1 1/2" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	SURFACE COURSE, S9.5C	LEVELING COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	FRAME WITH GRATE & HOOD, STD 840.03, TYPE **	RETROFIT EXISTING CURB RAMP	CONCRETE CURB RAMP	ADI. OF MANHOLES	ADI. OF METER OR VALVE BOX	CONVERT EXISTING DROP INLET TO CATCH BASIN	PORTABLE LIGHTING	INDUCTIVE LOOP	LEAD-IN CABLE	JUNCTION BOX (STD.)				
						MI	FT	TON	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA				
2022CPT.12.07.10491	Iredell	1	NC 150	FROM SR 1116 (TALBERT RD.) + 0.525 MILES TO NC 115	4	5	NO	NO	1.90	60				67,000					5,800		348	100		14		17	14		*	900	300	1				
TOTAL FOR PROJ NO. 2022CPT.12.07.10491											1.90								67,000				5,800		348	100		14		17	14			900	300	1
2022CPT.12.07.20491	Iredell	2	SR 2340 (MONROE ST.)	FROM BEGIN MAINTENANCE TO DEAD END	4	2	NO	NO	0.79	32-44				15,400					1,450		87	100		2	2		14	6	2							
2022CPT.12.07.20491	Iredell	3	SR 2375 (E. FRONT ST./SALISBURY RD.)	FROM US 64 TO US 70	2,4,6	2	NO	NO	2.23	22-40	75	10	0.80	42,400	100				4,800		288	175	11	36	6	48	14	11	*	1,000	300					
2022CPT.12.07.20491	Iredell	4	SR 2009 (WINDMILL CT.)	FROM SR 1939 (HICKORY GROVE RD.) TO CUL-DE-SAC	1	2	NO	NO	0.20	18	40	15	0.40		30		150	50			13	50														
2022CPT.12.07.20491	Iredell	5	SR 1947 (BUCKHEAD RD.)	FROM SR 1939 (HICKORY GROVE RD.) TO CUL-DE-SAC	1	2	NO	NO	0.43	20	70	25	0.86		30		350	100			30	90														
2022CPT.12.07.20491	Iredell	6	SR 2456 (ABSHER RD)	FROM SR 2320 (E. GREENBRIAR RD) TO DEAD END	1	2	NO	NO	0.23	18	40	20	0.46		30		175	60			16	60														
2022CPT.12.07.20491	Iredell	7	SR 2413 (MAHOGANY RD)	FROM SR 2456 (ABSHER RD) TO SR 2320 (E. GREENBRIAR RD)	1	2	NO	NO	0.16	18	30	10	0.32		30		125	50			12	60														
2022CPT.12.07.20491	Iredell	8	SR 1164 (SELMA DR)	FROM NC 150 TO END MAINTENANCE	2	2	NO	NO	0.31	20	60	10	0.62		100				375	75	27	75														
2022CPT.12.07.20491	Iredell	9	SR 1112 (STUTTS RD)	FROM SR 1100 (BRAWLEY SCHOOL RD) TO SR 1267 (SHORELINE LOOP)	3	2	NO	NO	1.87	20	325	50	3.74		280	1,400			2,200	175	206	500								120	100					
2022CPT.12.07.20491	Iredell	10	SR 1474 (BLUEFIELD RD)	FROM NC 150 TO SR 1467 (BLUEFIELD RD)	2,4	3	NO	NO	0.38	36-70	15		0.15	8,150					800		48	50			3	1				380	100					
2022CPT.12.07.20491	Iredell	11	SR 1467 (BLUEFIELD RD)	FROM SR 1474 (BLUEFIELD RD) TO SR 1395 (BIG INDIAN LOOP)	2,5	2	NO	NO	1.1	20	200	10	2.20	500					1,400	75	89	350														
2022CPT.12.07.20491	Iredell	12	SR 1395 (BLUEFIELD RD)	FROM SR 1395 (BIG INDIAN LOOP) TO .26 MILES NORTH OF SR 1395 (BIG INDIAN LOOP)	2	2	NO	NO	0.26	20	50	10	0.52		60				300	25	20	75														
2022CPT.12.07.20491	Iredell	13	SR 2741 (HAMPTONS COVE RD)	FROM SR 1314 (CLONTZ HILL RD) TO DEAD END	1	2	NO	NO	0.29	18	50	15	0.58		30		220	40			16	40														
TOTAL FOR PROJ NO. 2022CPT.12.07.20491											8.25		955	175	10.65	66,450	690	1,400	1,020	300	11,325	350	852	1,625	13	38	6	65	21	13			1,500	500		
GRAND TOTAL											10.15		955	175	10.65	133,450	690	1,400	1,020	300	17,125	350	1,200	1,725	13	52	6	82	35	13	1	2,400	800	1		

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.12.07.10491	15	17
2022CPT.12.07.20491		

THERMOPLASTIC AND PAINT QUANTITIES

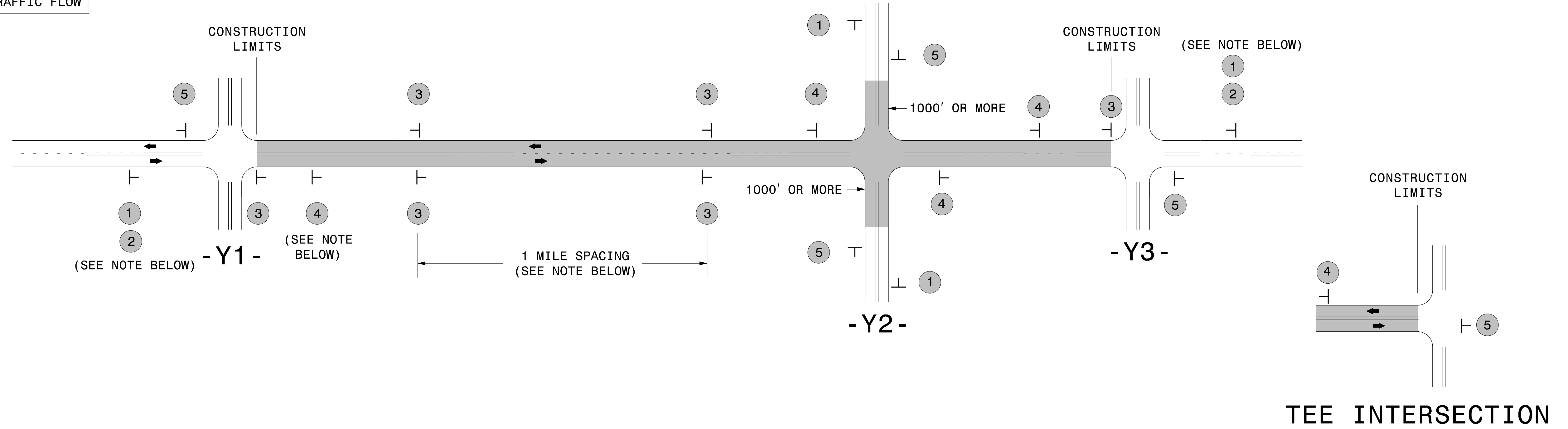
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	WIDTH	440000000-E	444700000-E	445700000-N	469700000-E	470000000-E	489100000-E	489100000-E	472100000-E	472500000-E					481000000-E		490500000-N								
									WORK ZONE ADVANCE/GENERAL WARNING SIGNING	PEDESTRIAN CHANNELIZING DEVICES	TEMPORARY TRAFFIC CONTROL	8" X 90 M WHITE THERMO	12" X 90 M WHITE THERMO	16" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO CHAR. RXR 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & LT ARROW 90 M	THERMO LT & RT ARROW 90 M	THERMO PAVEMENT MARKING SYMBOL (90 M)	4" WHITE PAINT	4" YELLOW PAINT	SNOW PLOWABLE MARKERS						
									MI	FT	SF	LF	LS	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA					
2022CPT.12.07.10491	Iredell	1	NC 150	FROM SR 1116 (TALBERT RD.) + 0.525 MILES TO NC 115	4	5	1.9	60	250	30	1	640	180	98	269	2	60	6	15	24				14,200	59,280	530						
TOTAL FOR PROJ NO. 2022CPT.12.07.10491												250	30	1	640	180	98	269	2	60	6	15	24			14,200	59,280	530				
																						105			73,480							
2022CPT.12.07.20491	Iredell	2	SR 2340 (MONROE ST.)	FROM BEGIN MAINTENANCE TO DEAD END	4	2	0.79	32-44	100	15					80											16,700						
2022CPT.12.07.20491	Iredell	3	SR 2375 (E. FRONT ST./SALISBURY RD.)	FROM US 64 TO US 70	2,4,6	2	2.23	22-40	275	65		40			260		12	2	12	6	6	2	3	14,700	47,100	240						
2022CPT.12.07.20491	Iredell	4	SR 2009 (WINDMILL CT.)	FROM SR 1939 (HICKORY GROVE RD.) TO CUL-DE-SAC	1	2	0.2	18	35																							
2022CPT.12.07.20491	Iredell	5	SR 1947 (BUCKHEAD RD.)	FROM SR 1939 (HICKORY GROVE RD.) TO CUL-DE-SAC	1	2	0.43	20	65																							
2022CPT.12.07.20491	Iredell	6	SR 2456 (ABSHER RD)	FROM SR 2320 (E. GREENBRIAR RD) TO DEAD END	1	2	0.23	18	35																							
2022CPT.12.07.20491	Iredell	7	SR 2413 (MAHOGANY RD)	FROM SR 2456 (ABSHER RD) TO SR 2320 (E. GREENBRIAR RD)	1	2	0.16	18	25																							
2022CPT.12.07.20491	Iredell	8	SR 1164 (SELMA DR)	FROM NC 150 TO END MAINTENANCE	2	2	0.31	20	45					20										6,550	6,550							
2022CPT.12.07.20491	Iredell	9	SR 1112 (STUTTS RD)	FROM SR 1100 (BRAWLEY SCHOOL RD) TO SR 1267 (SHORELINE LOOP)	3	2	1.87	20	225			120			40			2				2		39,500	39,500							
2022CPT.12.07.20491	Iredell	10	SR 1474 (BLUEFIELD RD)	FROM NC 150 TO SR 1467 (BLUEFIELD RD)	2,4	3	0.38	36-70	55				60		56		21	7		8				5,600	5,600	150						
2022CPT.12.07.20491	Iredell	11	SR 1467 (BLUEFIELD RD)	FROM SR 1474 (BLUEFIELD RD) TO SR 1395 (BIG INDIAN LOOP)	2,5	2	1.1	20	135				120				2	2						23,300	23,300	100						
2022CPT.12.07.20491	Iredell	12	SR 1395 (BLUEFIELD RD)	FROM SR 1395 (BIG INDIAN LOOP) TO .26 MILES NORTH OF SR 1395 (BIG INDIAN LOOP)	2	2	0.26	20	35			100	124		60		8							5,500	6,000	40						
2022CPT.12.07.20491	Iredell	13	SR 2741 (HAMPTONS COVE RD)	FROM SR 1314 (CLONTZ HILL RD) TO DEAD END	1	2	0.29	18	45															95,150	144,750	530						
TOTAL FOR PROJ NO. 2022CPT.12.07.20491												8.25	1,075	80	260	304	516	43	13	12	14	8	2	3	95,150	144,750	530					
																						95			239,900							
GRAND TOTAL									10.15	1,325	110	1	900	484	98	785	2	103	19	27	38	8	2	3	109,350	204,030	1,060					
																						200			313,380							

SIGNING FOR RESURFACING PROJECTS

LEGEND

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

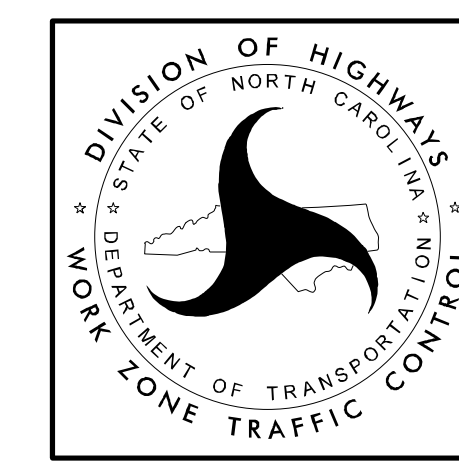
-Y- LINE SIGNING

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.

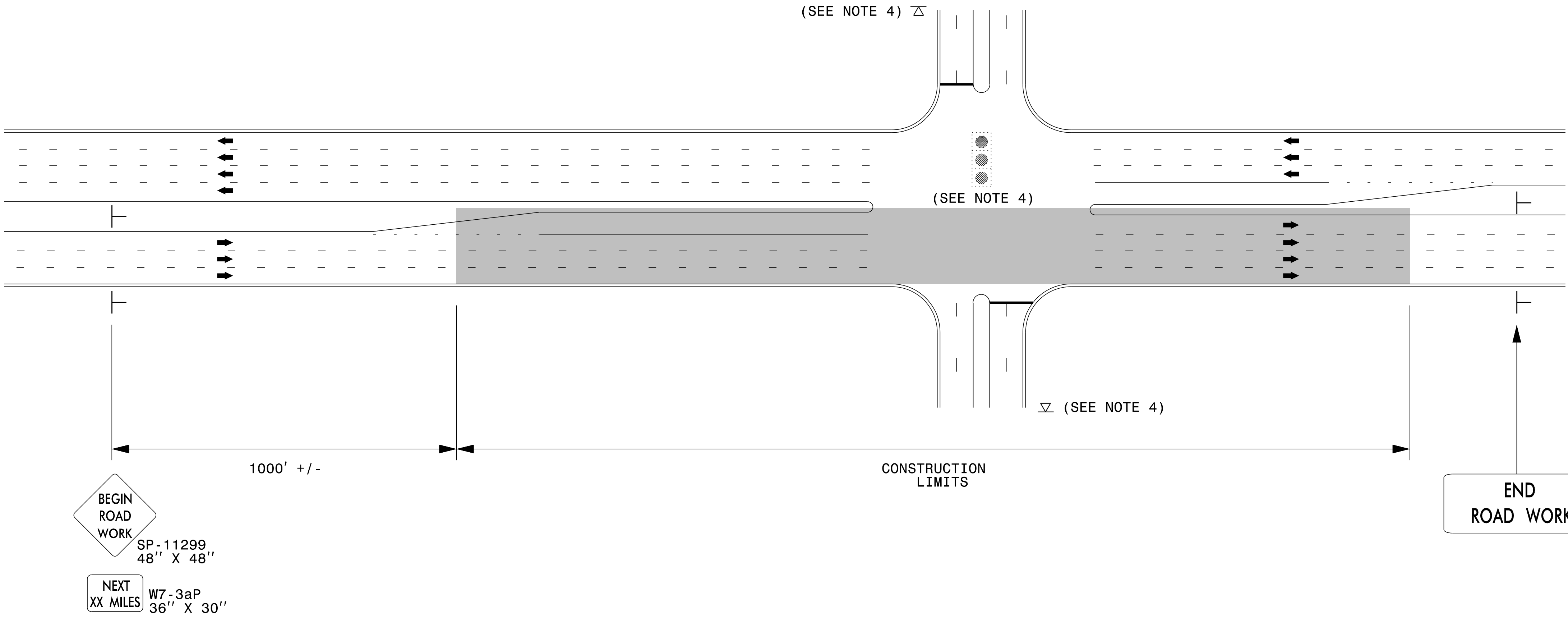
MAPS LESS THAN 2 MILES

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



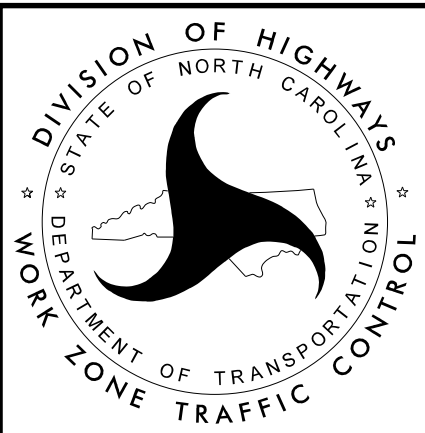
NOTES:

- 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**