

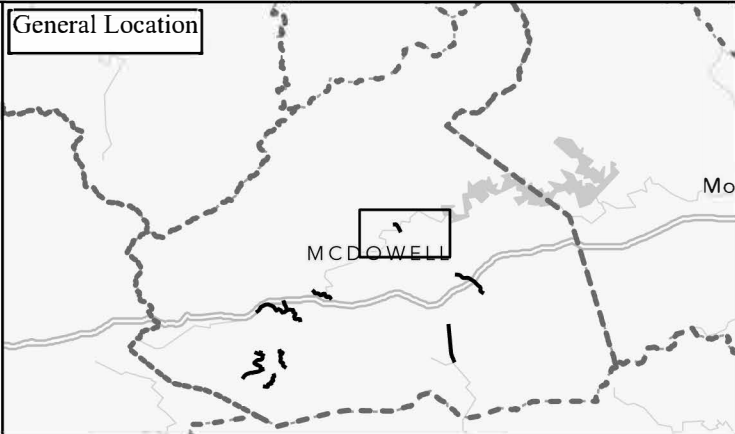
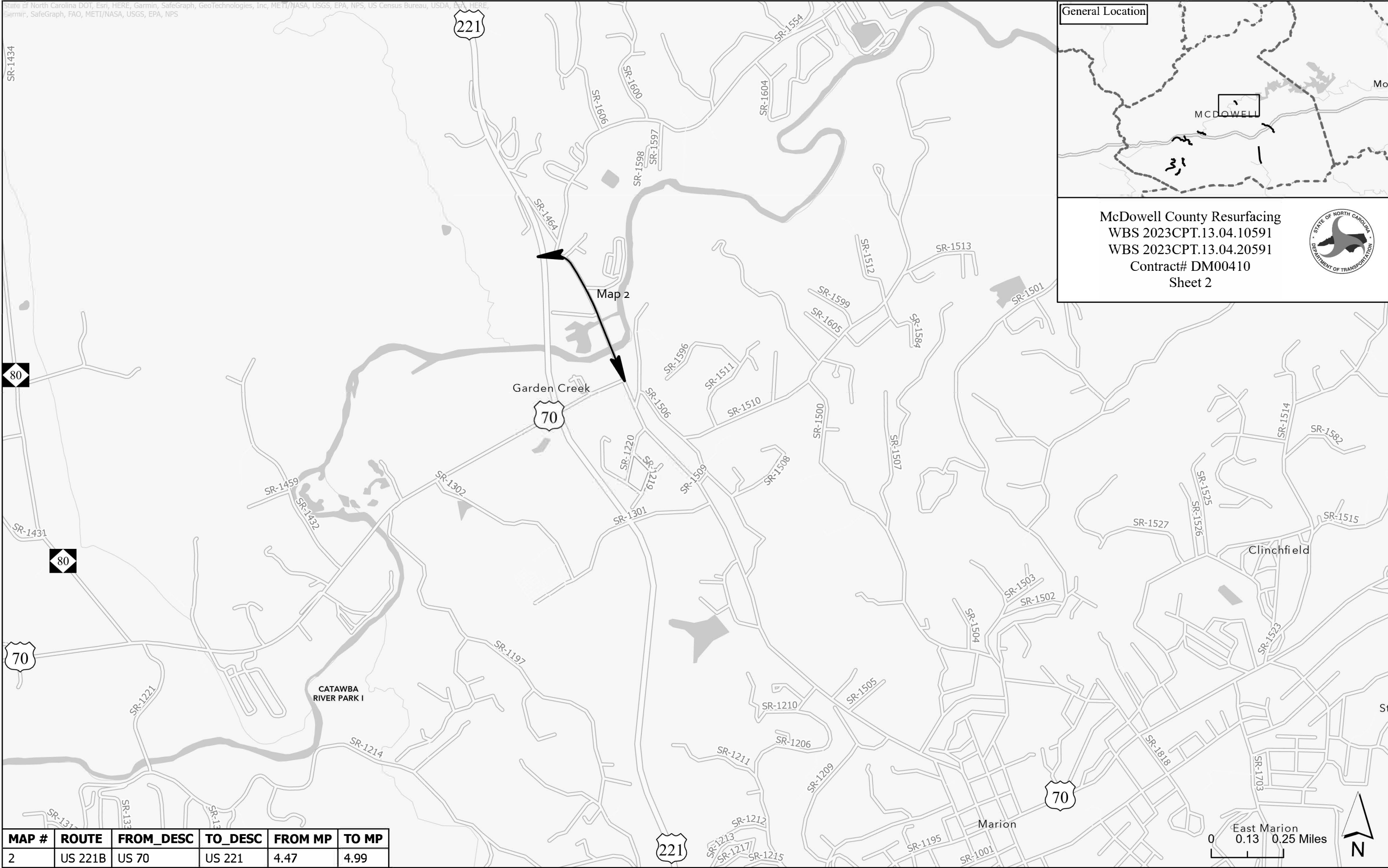
McDowell County Resurfacing  
 WBS 2023CPT.13.04.10591  
 WBS 2023CPT.13.04.20591  
 Contract # DM00410  
 Sheet 1



MAP #	ROUTE	FROM_DESC	TO_DESC	FROM MP	TO MP
1	US 221	SR 1786 (OLD US 221 SOUTH)	SR 1153 (GOOSE CREEK RD)	4.23	6.55

0 0.13 0.25 Miles





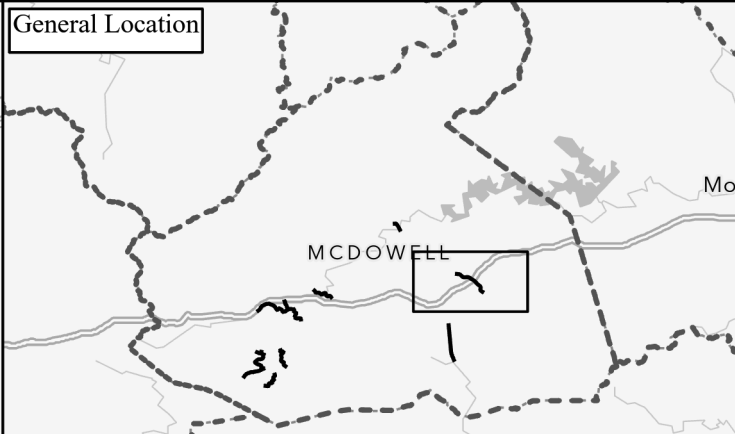
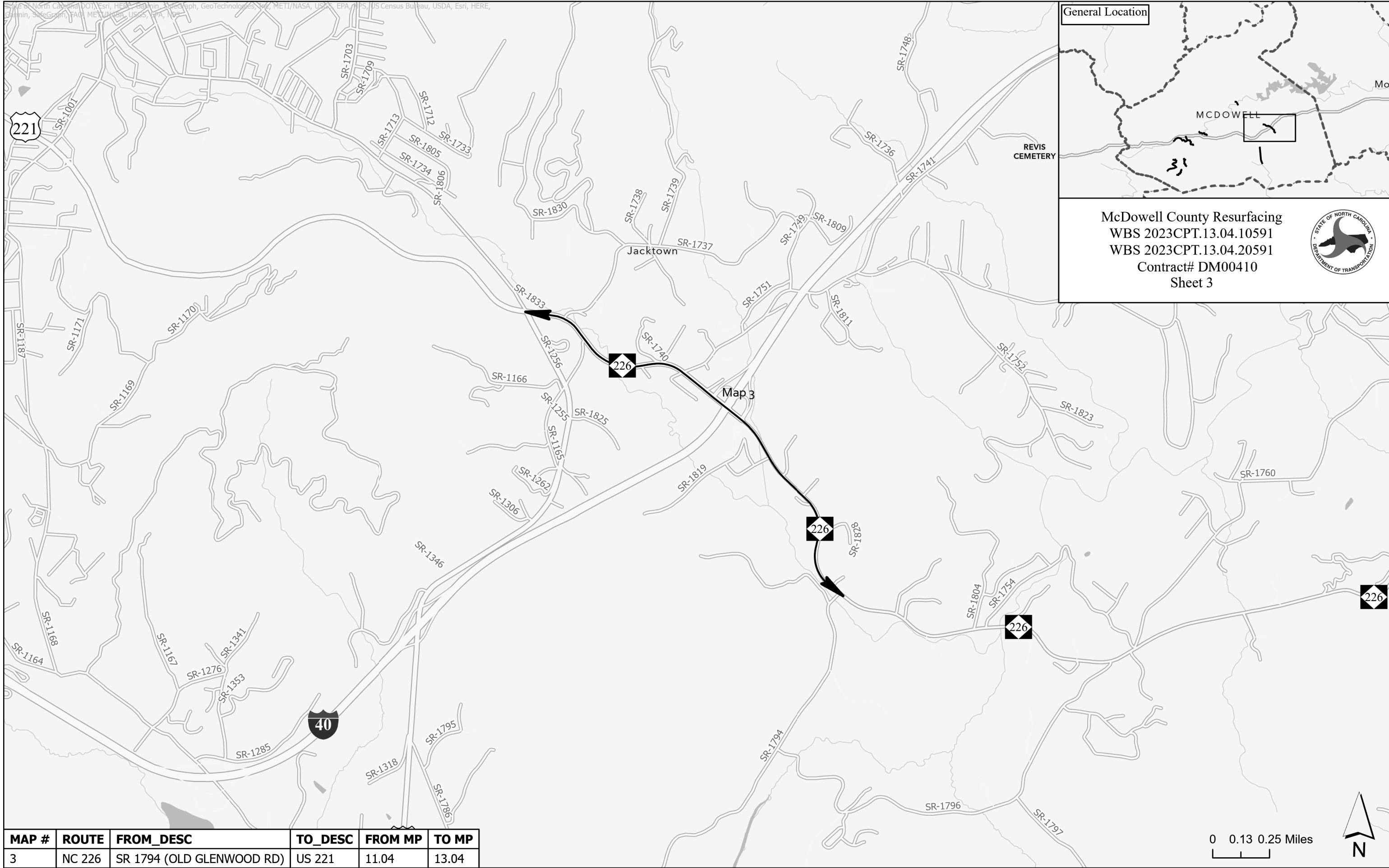
**McDowell County Resurfacing**  
 WBS 2023CPT.13.04.10591  
 WBS 2023CPT.13.04.20591  
 Contract# DM00410  
 Sheet 2



MAP #	ROUTE	FROM_DESC	TO_DESC	FROM MP	TO MP
2	US 221B	US 70	US 221	4.47	4.99

0 0.13 0.25 Miles





McDowell County Resurfacing  
 WBS 2023CPT.13.04.10591  
 WBS 2023CPT.13.04.20591  
 Contract# DM00410  
 Sheet 3

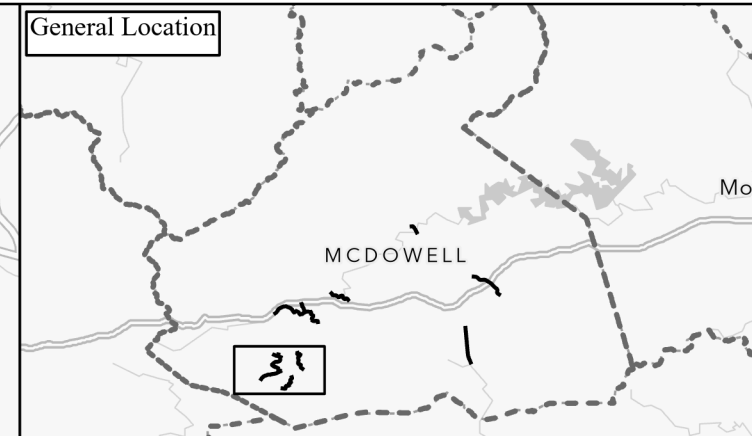
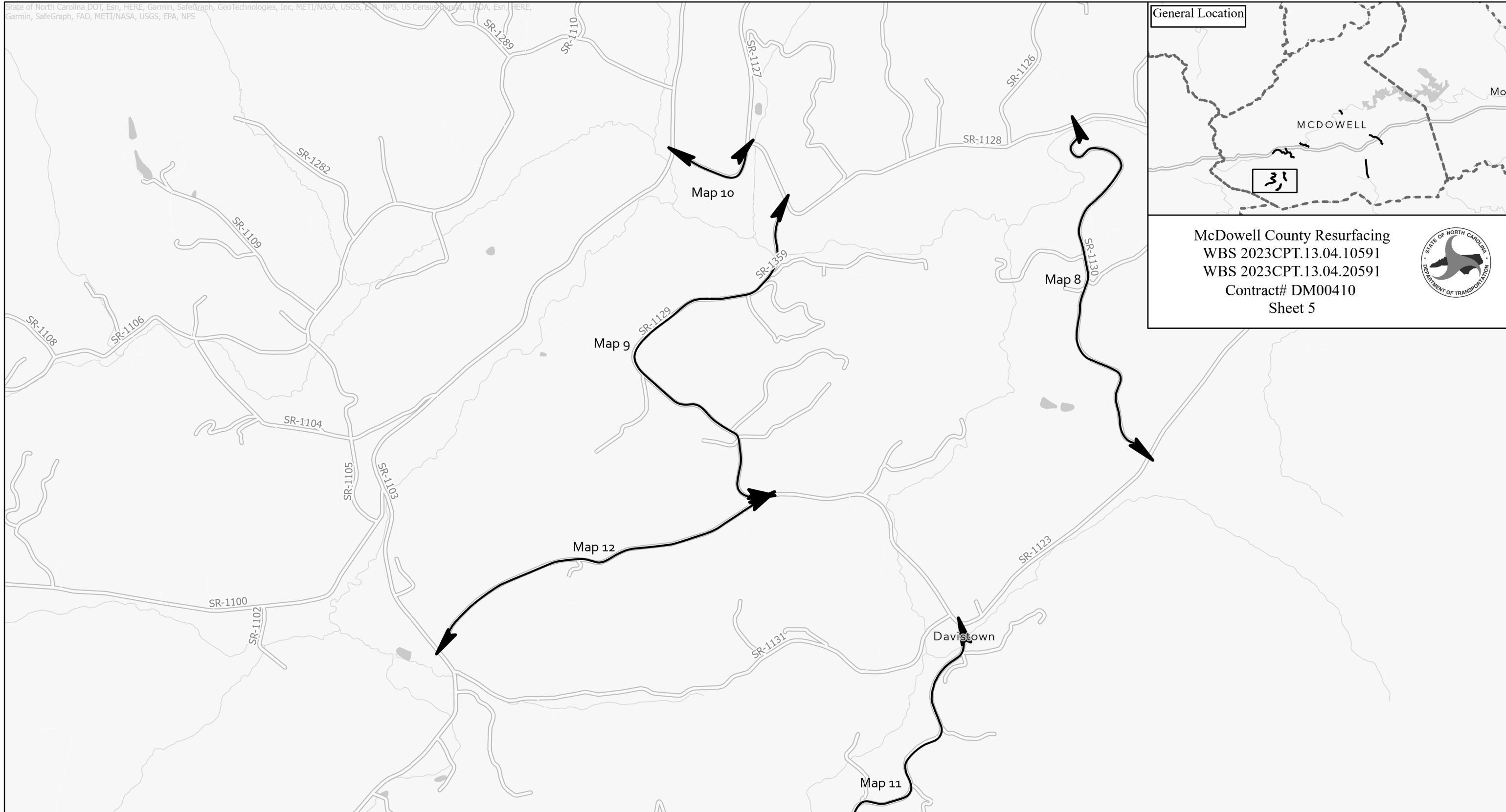


MAP #	ROUTE	FROM_DESC	TO_DESC	FROM MP	TO MP
3	NC 226	SR 1794 (OLD GLENWOOD RD)	US 221	11.04	13.04

0 0.13 0.25 Miles



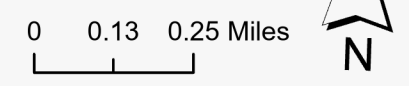


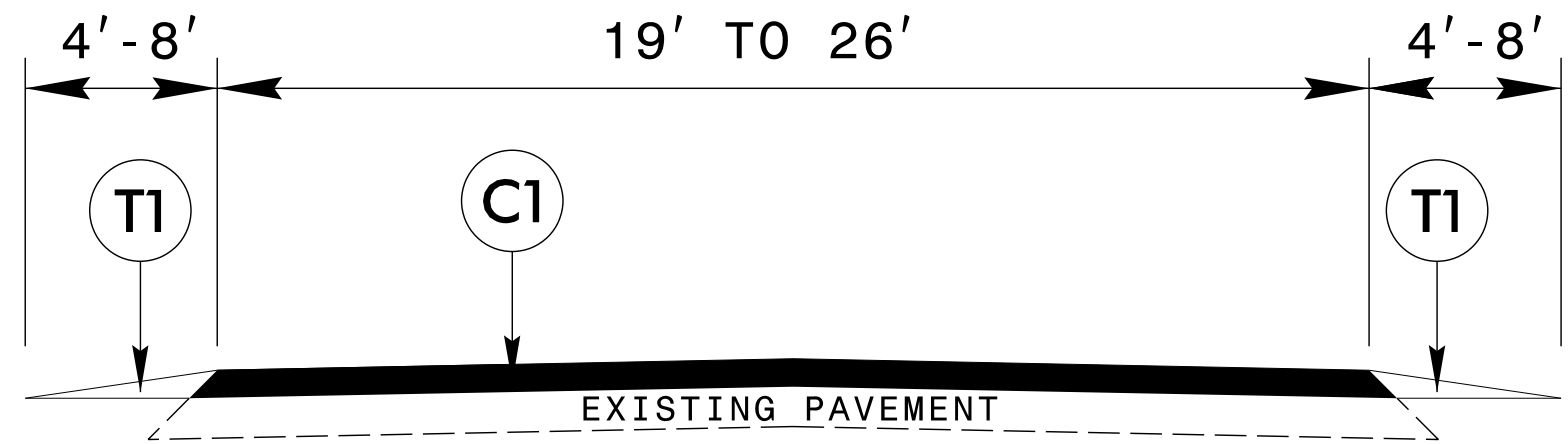


McDowell County Resurfacing  
 WBS 2023CPT.13.04.10591  
 WBS 2023CPT.13.04.20591  
 Contract# DM00410  
 Sheet 5

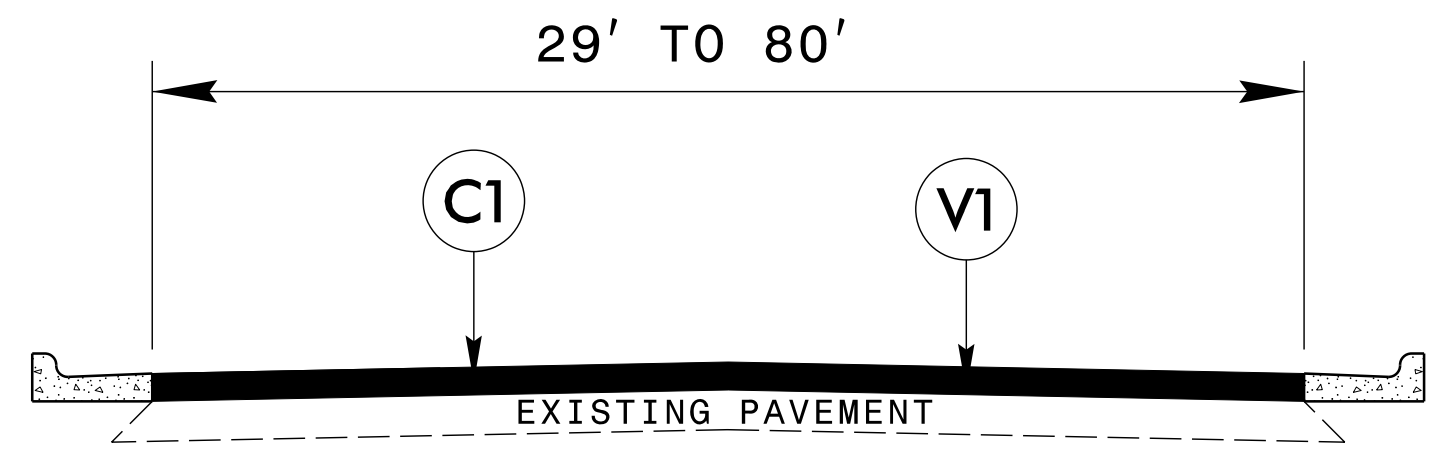


MAP #	ROUTE	FROM_DESC	TO_DESC	FROM MP	TO MP
10	SR 1128 (SILVERS WELCH RD)	SR 1127 (HARLOW NOBLITT RD)	SR 1103 (BAT CAVE RD)	2.7	3.02
11	SR 1132 (DAVIS TOWN DR)	SR 1123 (BETHLEHEM RD)	END MAINT	0.01	1.16
12	SR 1123 (BETHLEHEM RD)	SR 1129 (LAVENDER RD)	SR 1103 (BAT CAVE RD)	4.03	5.23
8	SR 1130 (MACK NOBLITT RD)	SR 1123 (BETHLEHEM RD)	SR 1128 (SILVERS WELCH RD)	0.01	1.41
9	SR 1129 (LAVENDER RD)	SR 1138 (SILVERS WELCH RD)	SR 1123 (BETHLEHEM RD)	0.01	1.5





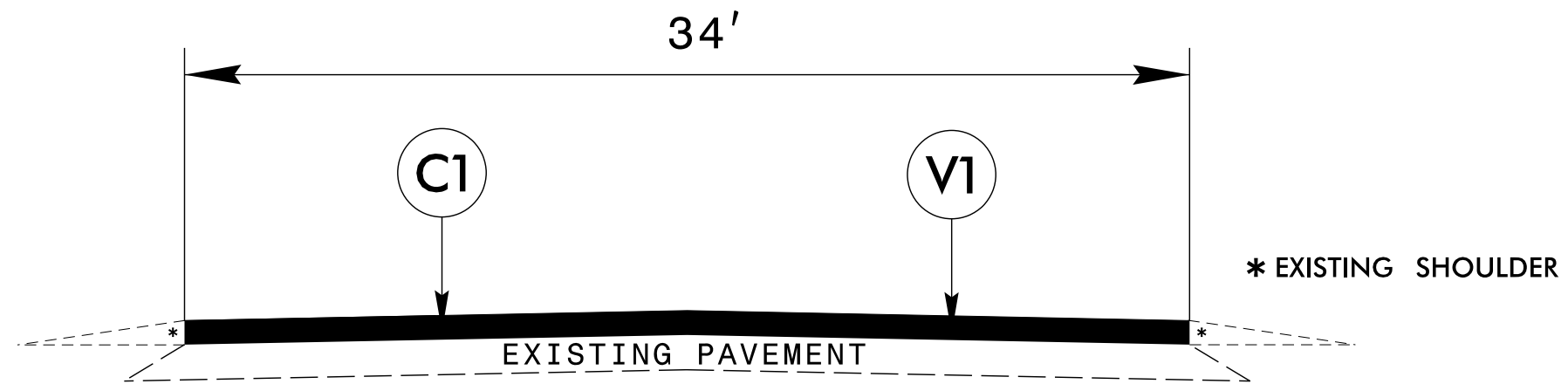
**TYPICAL SECTION #1**



**TYPICAL SECTION #2**

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
V1	MILLING ASPHALT PAVEMENT 1-1/2" DEPTH
V2	INCIDENTAL MILLING
T1	SHOULDER RECONSTRUCTION

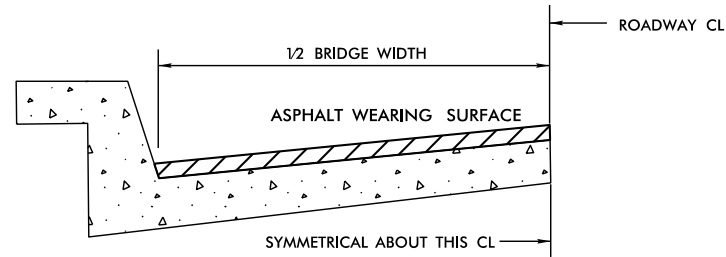
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**TYPICAL SECTION #3**

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
V1	MILLING ASPHALT PAVEMENT 1-1/2" DEPTH
V2	INCIDENTAL MILLING
T1	SHOULDER RECONSTRUCTION

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 \$\$\$LISTPLOT\$\$\$.



**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. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", S9.5B 1", S9.5C,D 1.5" - 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4". ULTRA-THIN HOT MIX ASPHALT - TYPE B 5/8". ULTRA-THIN HOT MIX ASPHALT - TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1", S9.5B 1.5", S9.5C,D 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4", ULTRA-THIN HOT MIX ASPHALT - TYPE B 5/8", ULTRA-THIN HOT MIX ASPHALT - TYPE C 1/2".

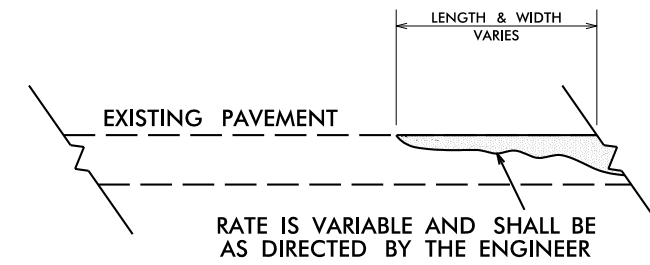
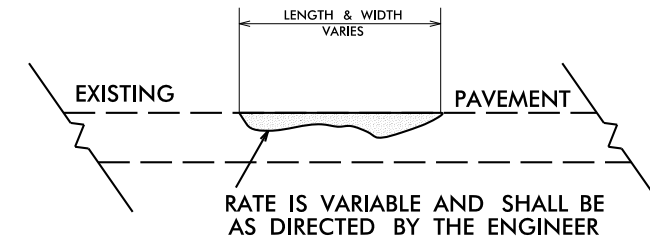
**NOTES**

ALL UNPAVED ROADS TO BE RESURFACED 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.

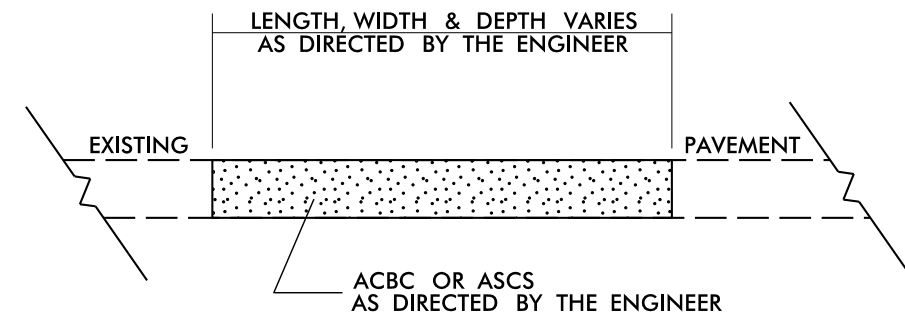
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.

BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



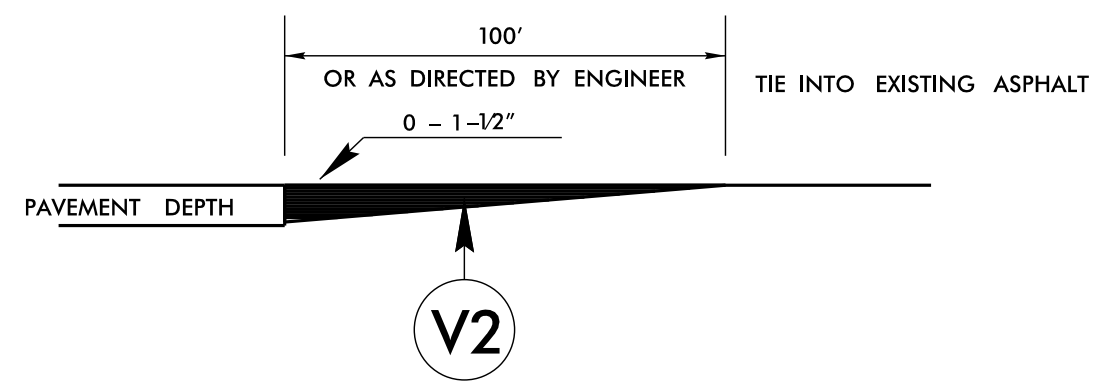
**DETAIL SHOWING METHOD OF WEDGING**



**PATCHING EXISTING PAVEMENT**

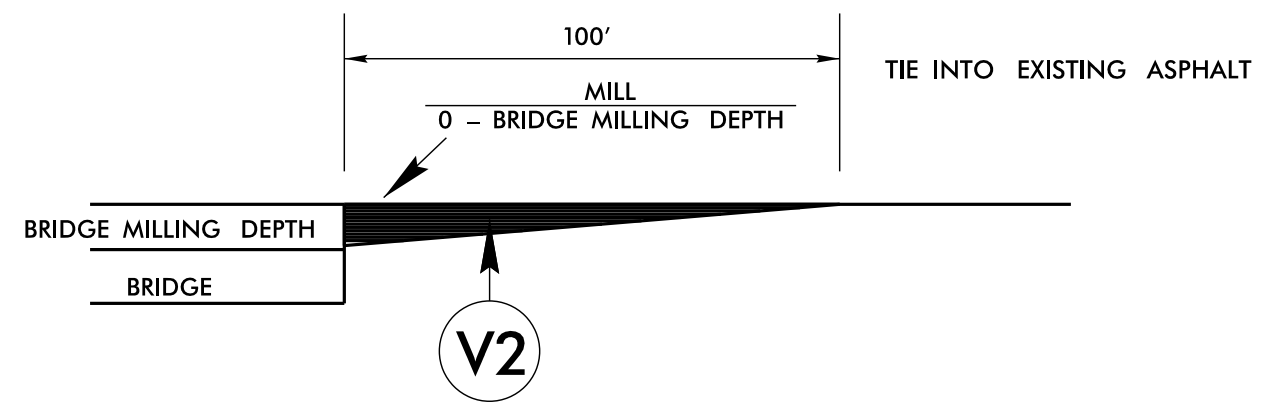
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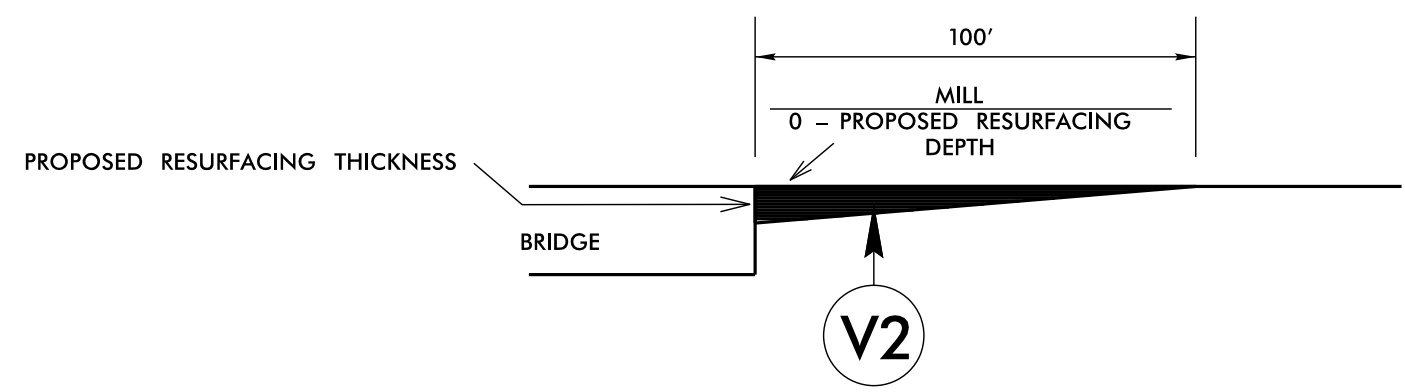
**DETAIL TO TIE INTO EXIST PAVEMENT**

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE S9.5C. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.



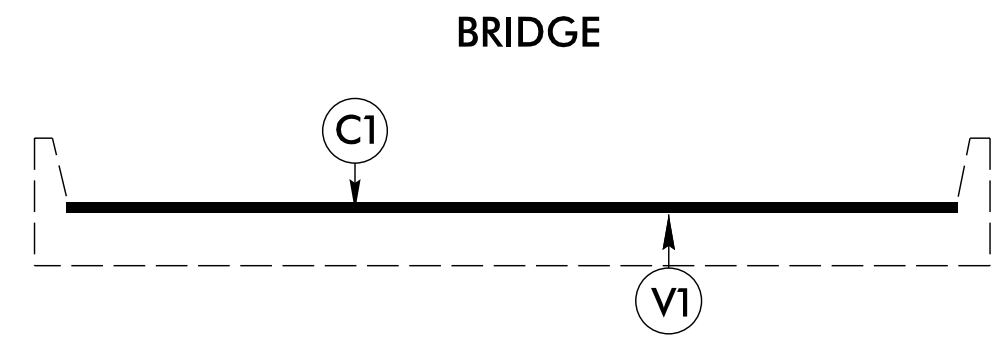
**MILLING DETAIL AT BRIDGE APPROACHES**

WHERE BRIDGES WILL BE MILLED THEN RESURFACED. THIS WILL BE PAID FOR AS INCIDENTAL MILLING. USE AT BRIDGE NUMBER: 95 MAP 4, 142 MAP 6, 48 MAP 8 AND 202 MAP 11.



**MILLING DETAIL AT BRIDGE APPROACHES**

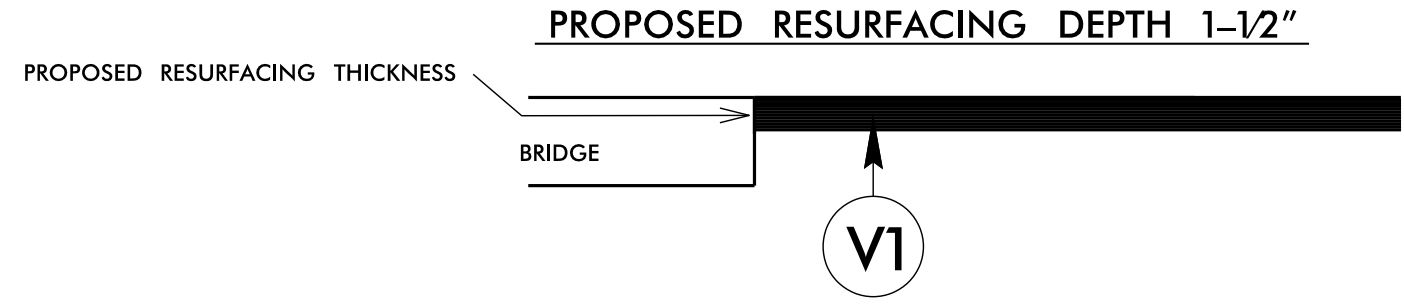
WHERE BRIDGES WILL NOT BE RESURFACED. THIS WILL BE PAID FOR AS INCIDENTAL MILLING. USE AT BRIDGE NUMBER: 103 MAP 9.



**BRIDGE DETAIL**

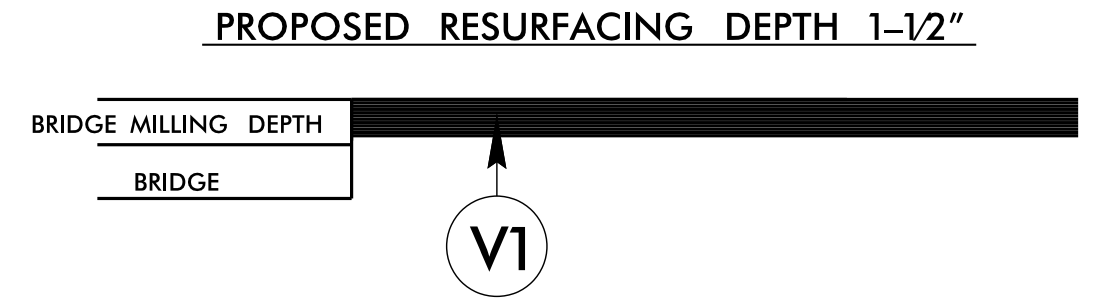
BRIDGE NUMBER 95 MAP 4, 142 MAP 6, 48 MAP 8 AND 202 MAP 11. MILL 1-1/2" OFF EXISTING PAVEMENT SEE MAP FOR BRIDGE LOCATION.

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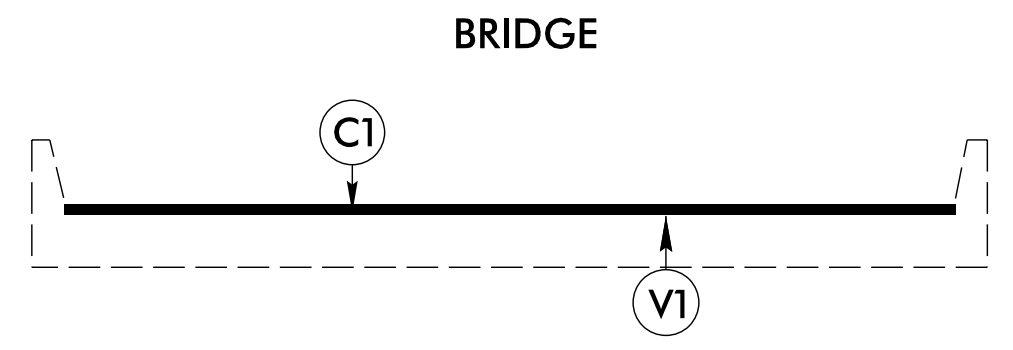
**MILLING DETAIL AT BRIDGE APPROACHES**

WHERE BRIDGES WILL NOT BE RESURFACED.  
 THIS WILL BE PAID FOR AS MILLING ASPHALT PAVEMENT 1-1/2".  
 USE AT BRIDGE NUMBER: 75 AND 81 MAP 2.



**MILLING DETAIL AT BRIDGE APPROACHES**

WHERE BRIDGES WILL BE MILLED THEN RESURFACED.  
 THIS WILL BE PAID FOR AS MILLING ASPHALT PAVEMENT 1-1/2".  
 USE AT BRIDGE NUMBER: 92 MAP 2.



**BRIDGE DETAIL**

BRIDGE NUMBER 92 MAP 2.  
 MILL 1-1/2" OFF EXISTING PAVEMENT  
 SEE MAP FOR BRIDGE LOCATION.

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PROJECT NO.	SHEET NO.
2023CPT.13.04.10591, 2023CPT.13.04.20591	11

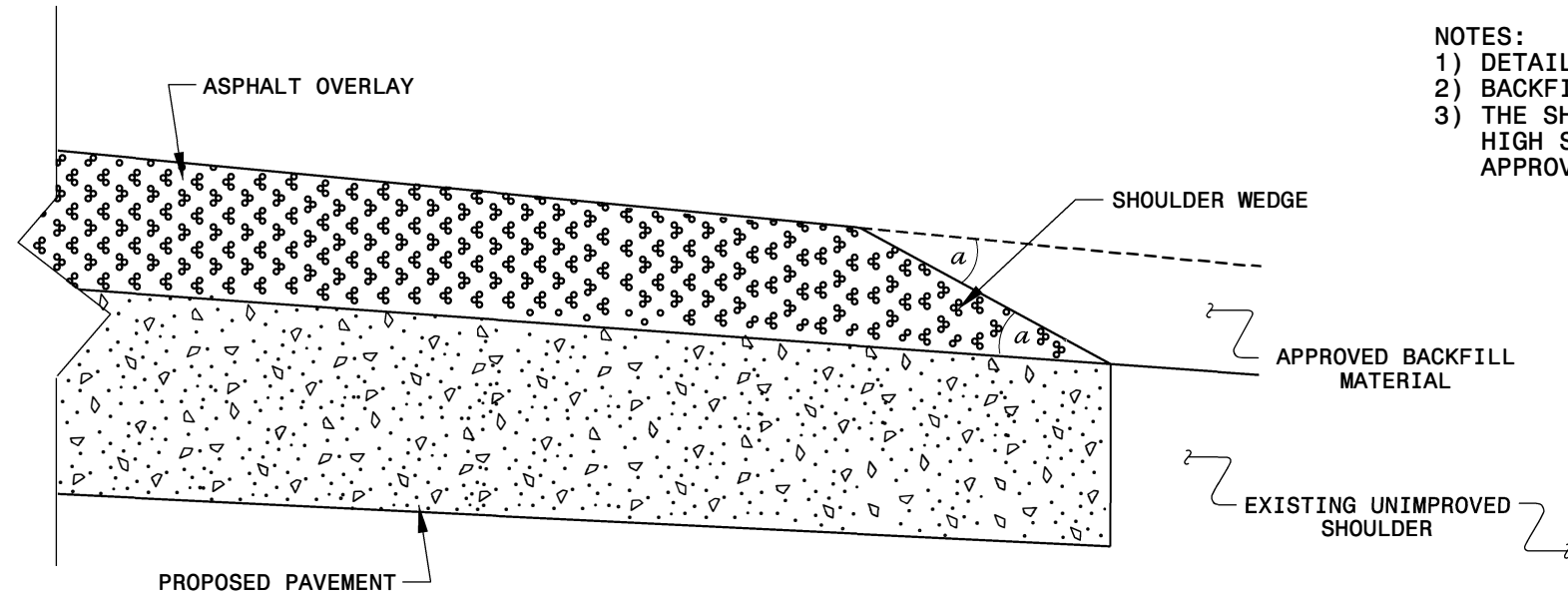
### SUMMARY OF QUANTITIES

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	1330000000-E	1523000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	7444000000-E	7456000000-E	
												INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE	
											MI	FT	TON	SMI	TON	SY	SY	TON	TON	TON	EA	EA	LF	LF
2023CPT.13.04.10591	McDowell	1	US 221	FROM SR 1786 (OLD US 221 SOUTH) TO SR 1153 (GOOSE CREEK RD) (MP 4.23 - MP 6.55)	1	2	2WU	NO	NO	2.32	26.0	118	4.64	606		2,534	3,249	203	170					
		2	US 221B	FROM US 70 TO US 221 (MP 4.47 - MP 4.99)	3	2	MU	NO	NO	0.52	34.0	20				9,333	547	955	60	50				
		3	NC 226	FROM SR 1794 (OLD GLENWOOD RD) TO US 221 (MP 11.05 - MP 13.04)	1, 2	2	MU	NO	NO	1.99	44.0	20	0.80	104	52,295	7,411	5,117	321	281	2	4	100	138	
<b>TOTAL FOR PROJ NO. 2023CPT.13.04.10591</b>										<b>4.83</b>		<b>158</b>	<b>5.44</b>	<b>710</b>	<b>61,628</b>	<b>10,492</b>	<b>9,321</b>	<b>584</b>	<b>501</b>	<b>2</b>	<b>4</b>	<b>100</b>	<b>138</b>	
2023CPT.13.04.20591	McDowell	4	SR 1161 (LYTLE MOUNTAIN RD)	FROM SR 1245 (HENERY MCCALL RD) TO SR 1246 (GREENLEE RD) (MP 2.39 - MP 3.67)	1	2	2WU	NO	NO	1.28	19.0	65	2.56	338	386	472	1,265	88	260					
		5	SR 1234 (OAKDALE RD)	FROM SR 1235 (LACKEYTOWN RD) TO SR 1240 (PARKER PADGETT RD) (MP 0.01 - MP 2.70)	1	2	2WU	NO	NO	2.69	20.0	135	5.38	702		860	2,806	173	99					
		6	SR 1240 (PARKER PADGETT RD)	FROM BRIDGE #142 PAVMT JOINT TO PAVMT CHG SR 1234 (OAKDALE RD) (MP 0.15 - MP 0.26)	1	2	2WU	NO	NO	0.11	21.5	5	0.18	23	331	256	98	6	10					
		7	SR 1241 (SOUTHER RD)	FROM SR 1234 (OAKDALE RD) TO SR 1240 (PARKER PADGETT RD) (MP 0.00 - MP 1.35)	1	2	2WU	NO	NO	1.35	20.5	68	2.70	354		228	1,374	84	27					
		8	SR 1130 (MACK NOBLITT RD)	FROM SR 1123 (BETHLEHEM RD) TO SR 1128 (SILVERS WELCH RD) (MP 0.01 - MP 1.41)	1	2	2WU	NO	NO	1.40	19.0	71	2.80	367	303	264	1,389	85	42					
		9	SR 1129 (LAVENDER RD)	FROM SR 1138 (SILVERS WELCH RD) TO SR 1123 (BETHLEHEM RD) (MP 0.01 - MP 1.50)	1	2	2WU	NO	NO	1.50	19.0	76	3.00	393		657	1,462	89	34					
		10	SR 1128 (SILVERS WELCH RD)	FROM SR 1127 (HARLOW NOBLITT RD) TO SR 1103 (BAT CAVE RD) (MP 2.70 - MP 3.02)	1	2	2WU	NO	NO	0.32	19.0	17	0.64	86		422	309	20	24					
		11	SR 1132 (DAVIS TOWN DR)	FROM SR 1123 (BETHLEHEM RD) TO END MAINT (MP 0.01 - MP 1.16)	1	2	2WU	NO	NO	1.15	21.0	58	2.30	302	122	700	1,200	73	30					
		12	SR 1123 (BETHLEHEM RD)	FROM SR 1129 (LAVENDER RD) TO SR 1103 (BAT CAVE RD) (MP 4.03 - MP 5.23)	1	2	2WU	NO	NO	1.20	19.0	61	2.40	317		422	1,202	73	23					
<b>TOTAL FOR PROJ NO. 2023CPT.13.04.20591</b>										<b>11.00</b>		<b>556</b>	<b>21.96</b>	<b>2,882</b>	<b>1,142</b>	<b>4,281</b>	<b>11,105</b>	<b>691</b>	<b>549</b>					
<b>GRAND TOTAL</b>										<b>15.83</b>		<b>714</b>	<b>27.40</b>	<b>3,592</b>	<b>62,770</b>	<b>14,773</b>	<b>20,426</b>	<b>1,275</b>	<b>1,050</b>	<b>2</b>	<b>4</b>	<b>100</b>	<b>138</b>	



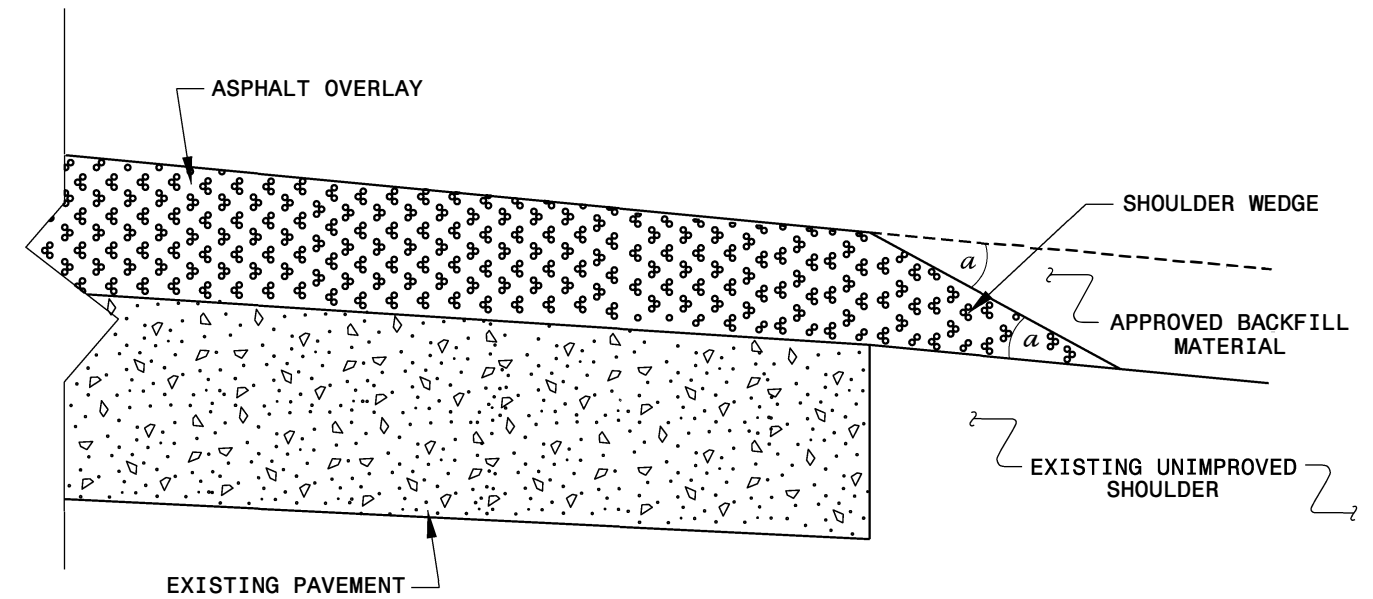
NOTES:

- 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, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



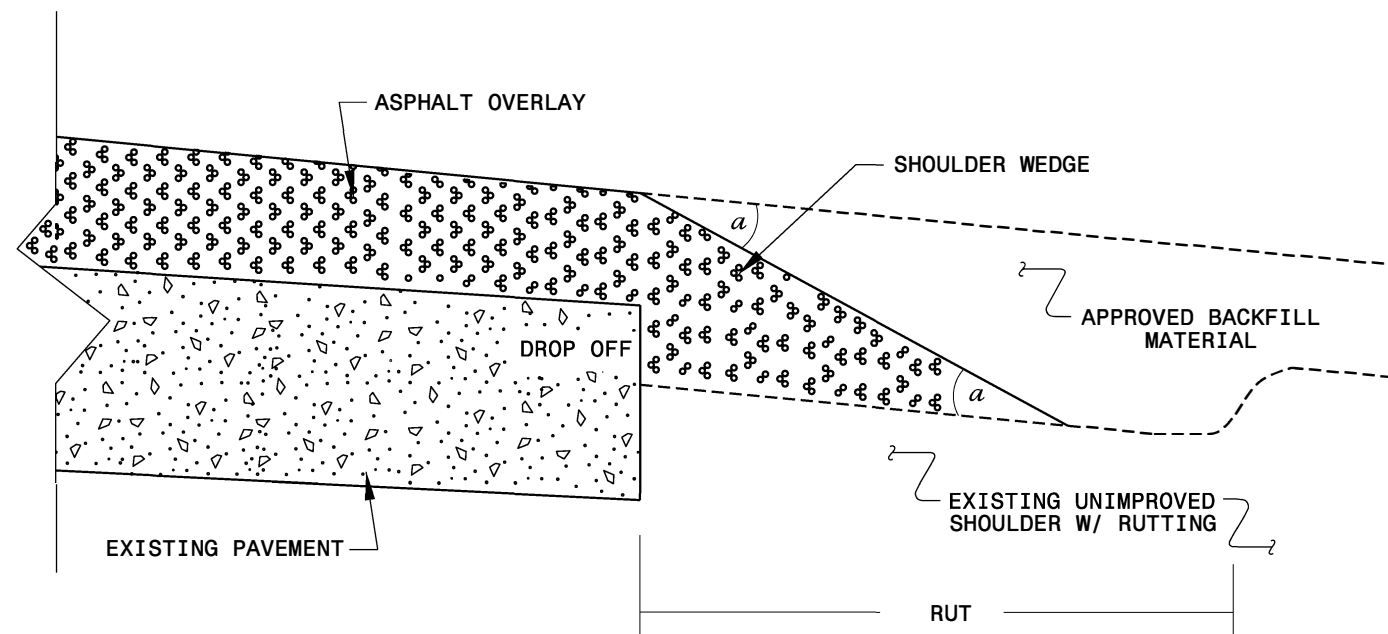
**SHOULDER WEDGE DETAIL**

(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)

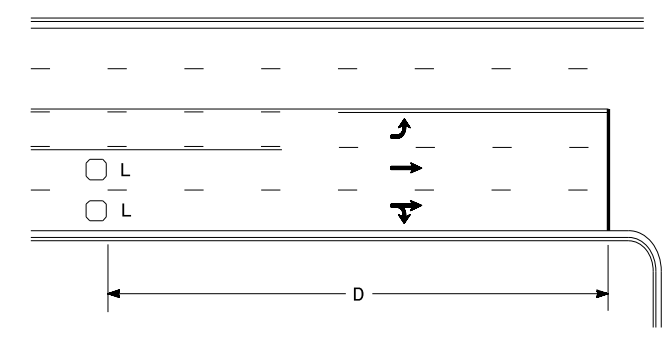
- SHOULDER WEDGE ANGLE = 30°



<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: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn	

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

### High Speed Detection (≥40 mph)

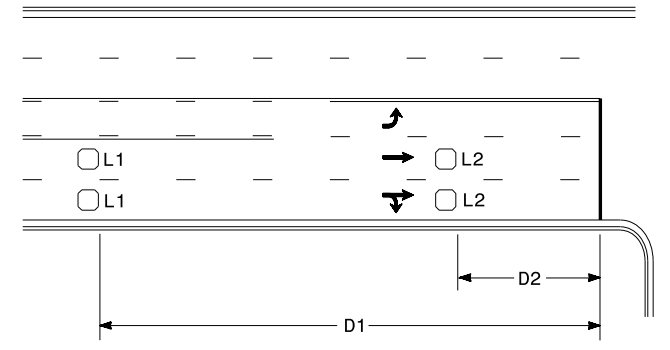


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

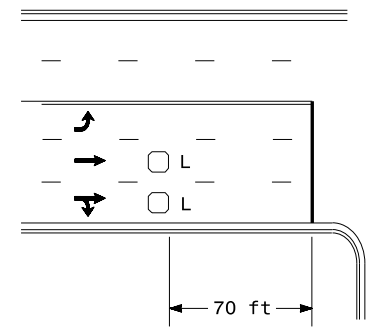


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

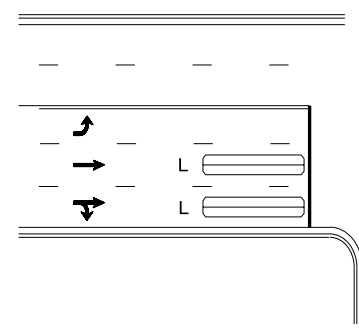
"Stretch" Operation

### Low Speed Detection (≤35 mph)



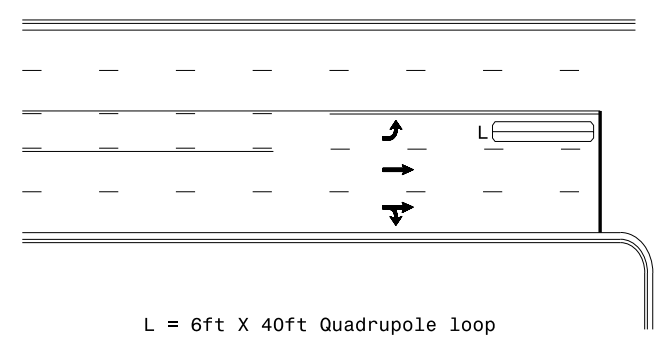
L = 6ft X 6ft  
Wired in series

OR



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

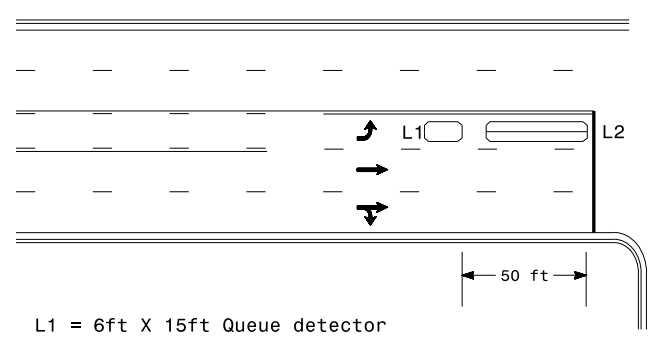
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

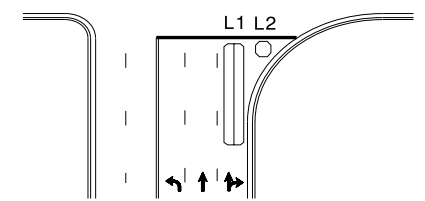
OR



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

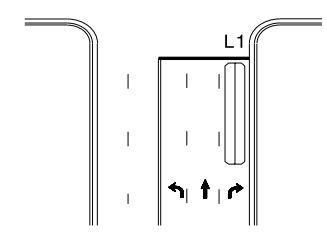
Queue Loop Detection

### Right Turn Lane Detection

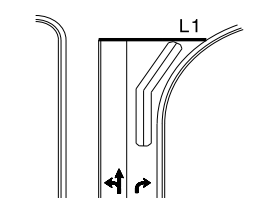


Shared Lane/  
Wide Radius Turn

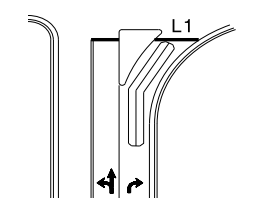
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

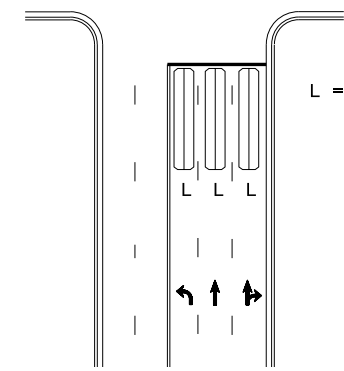


Wide Radius Turn



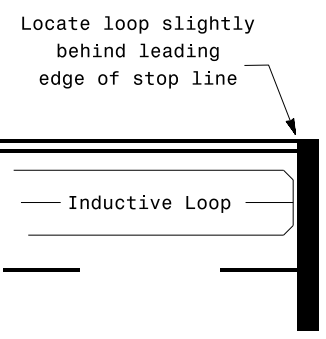
Channelized Turn

### 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):

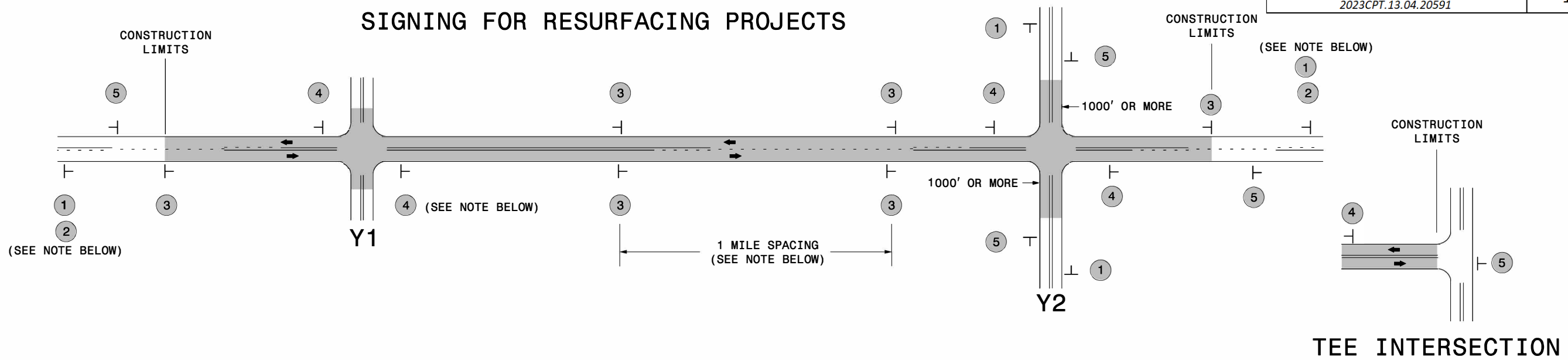
Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns

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

	<b>Typical Signal Loop Locations</b>	
	PLAN DATE: January 2015 PREPARED BY: PLA	REVIEWED BY: JPG REVIEWED BY:
SCALE N/A	REVISIONS	INIT. DATE
750 N. Greenfield Pkwy, Garner, NC 27529		1/30/2015 DATE

# SIGNING FOR RESURFACING PROJECTS



## MAINLINE (-L-) SIGNING

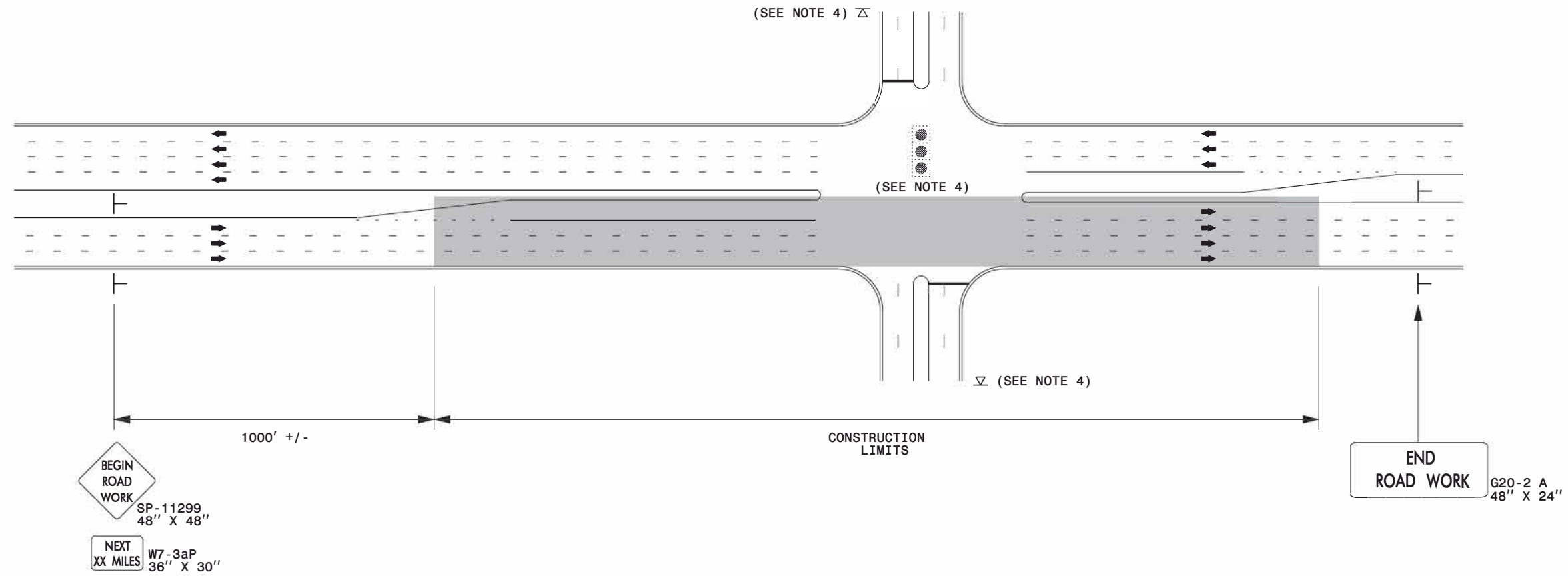
## -Y- LINE SIGNING

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.	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS  WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.	
	 W20-1 48" X 48" W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)		 W20-1 48" X 48" W20-7 A 48" X 48"
	 SP 13107 48" X 48"	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.		PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.
	 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.		
	 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.		

RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2 LANE ROADWAYS

4/20/2016  
C:\Users\rmgarrrett\Desktop\Resurfacing\_Adv\arn\_2Ln.dgn  
User:rmgarrrett

### 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**

4/8/2015 C:\Users\rmgarrett\Downloads\Resurfacing\_AdvWarn\_Ur-Su (2).dgn User:rmgarrett





SIGN NUMBER: SP13106  
 TYPE: STATIONARY  
 QUANTITY: SEE PLANS

BACKG COLOR: Fluorescent Orange  
 COPY COLOR: Black

DESIGN BY: B. RASHID  
 PROJECT ID:

CHECKED BY: AIA  
 DIV:

DATE: Apr 26, 2013

SIGN WIDTH: 4'-0"  
 HEIGHT: 4'-0"  
 TOTAL AREA: 16.00 Sq.Ft.

BORDER TYPE: INSET  
 RECESS: 0.75"  
 WIDTH: 1.25"  
 RADII: 3"

NO. Z BARS:  
 LENGTH:

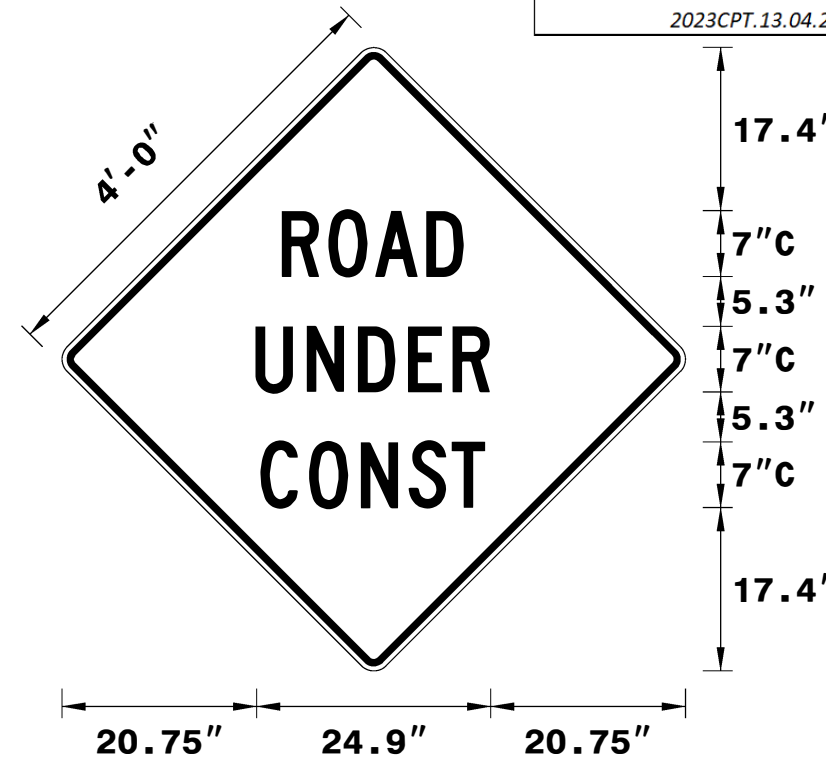
SYMBOL	X	Y	WID	HT

MAT'L: 0.080" (2.0 mm) ALUMINUM

USE NOTES: 1,2

- Legend and border shall be direct applied black non-reflective sheeting.
- Background shall be NC GRADE B fluoresent orange retroreflective sheeting.

PROJECT NO.	SHEET NO.
2023CPT.13.04.10591	18
2023CPT.13.04.20591	



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter															Series/Size Text Length
	R	O	A	D											C 2000
23.5	5	5	5.5	3.9	23.5										19.3
	U	N	D	E	R										C 2000
20.7	5.5	5.5	5.3	4.8	3.9	20.7									24.9
	C	O	N	S	T										C 2000
21.2	5.2	5.5	5.1	4.6	3.6	21.2									23.9

