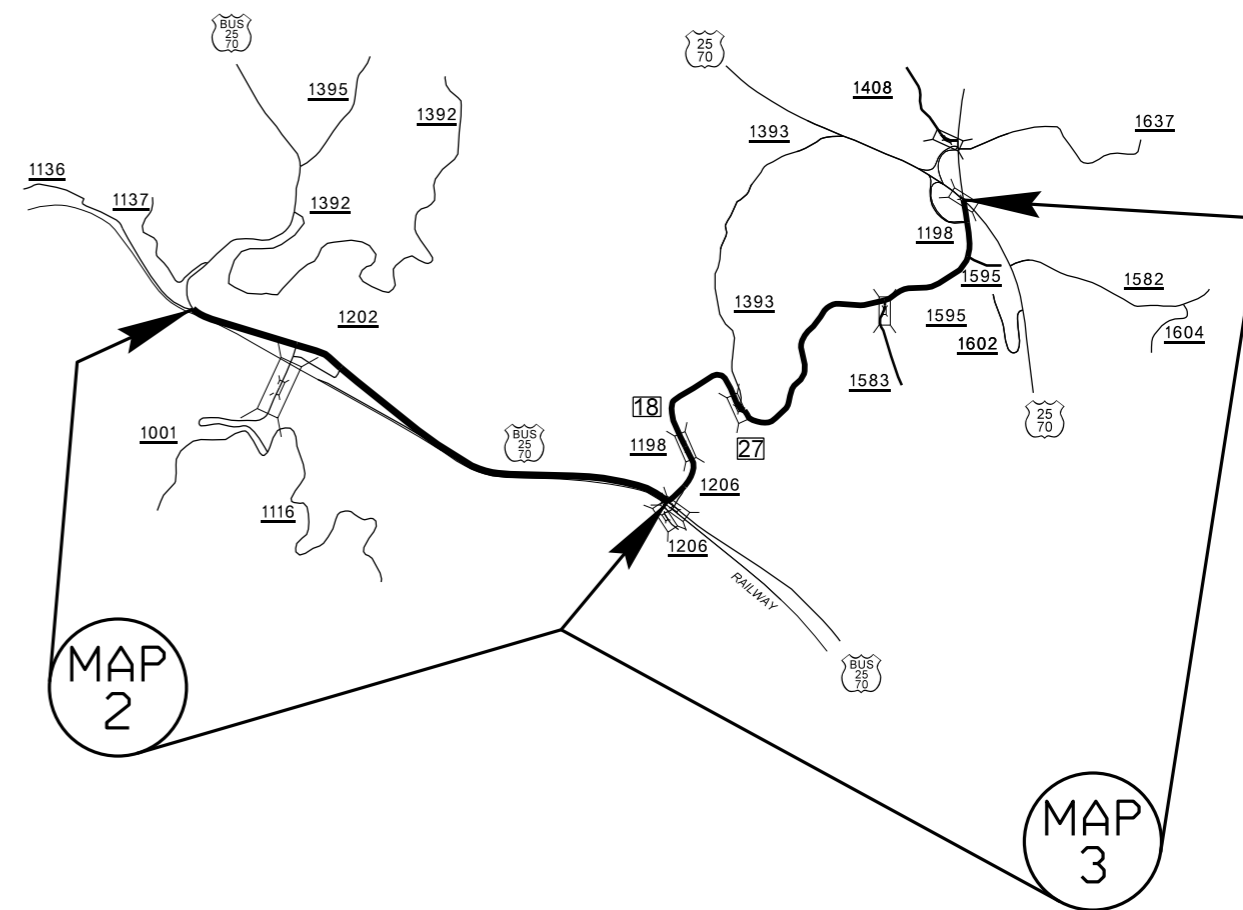
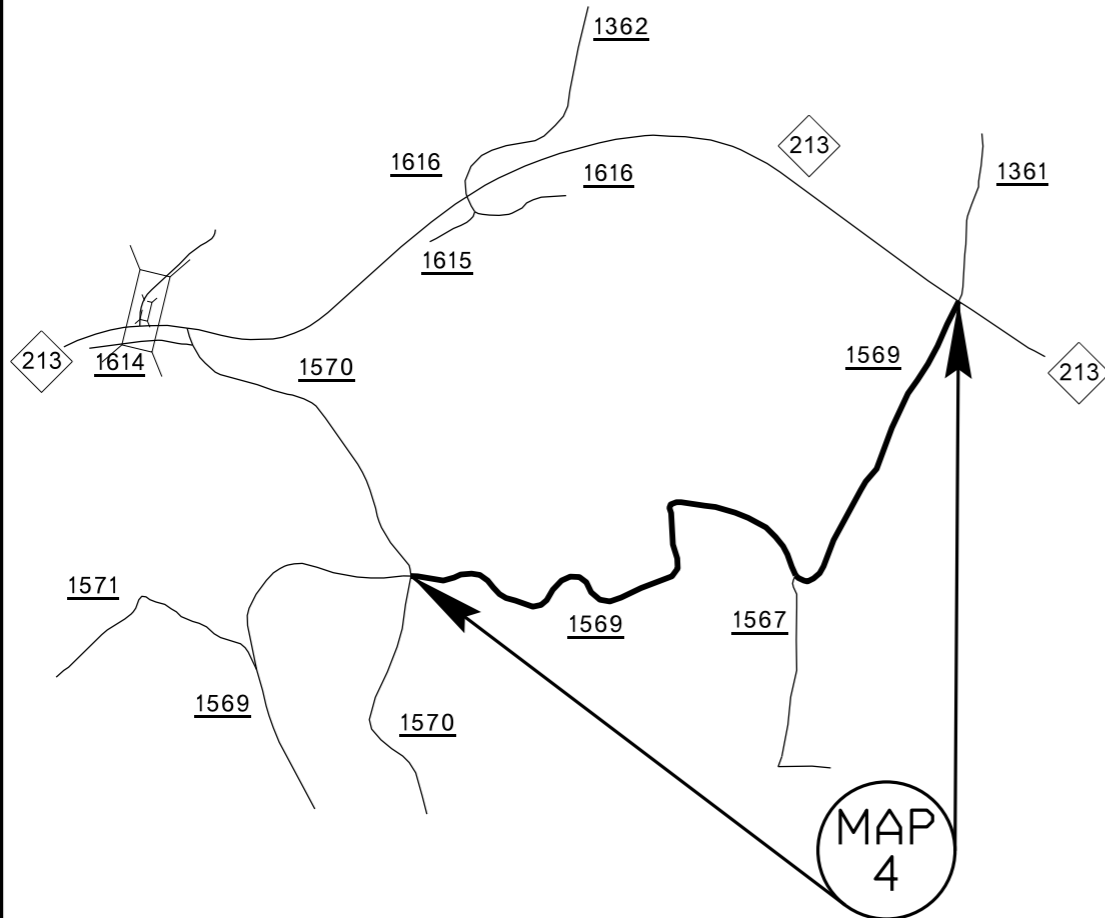
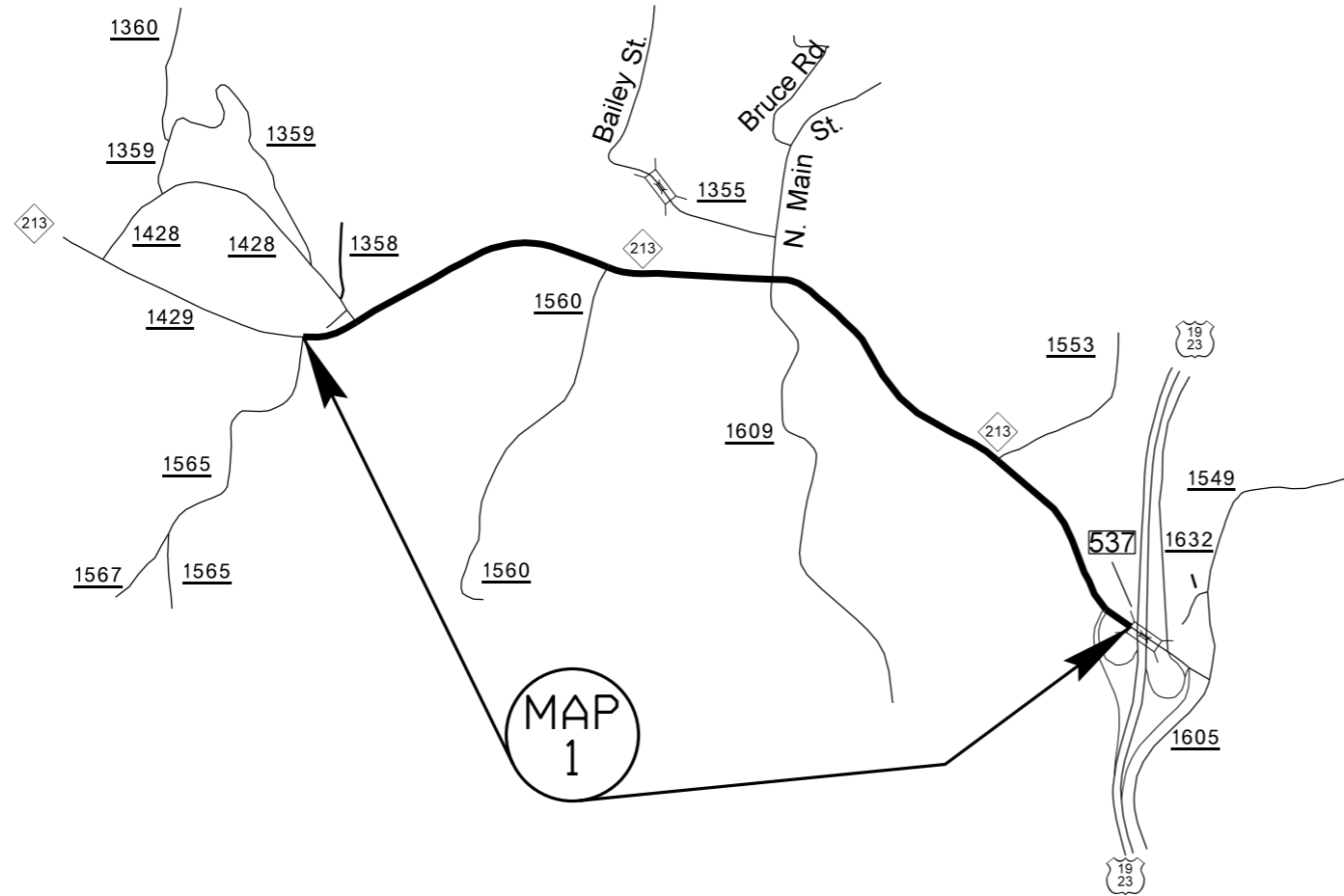
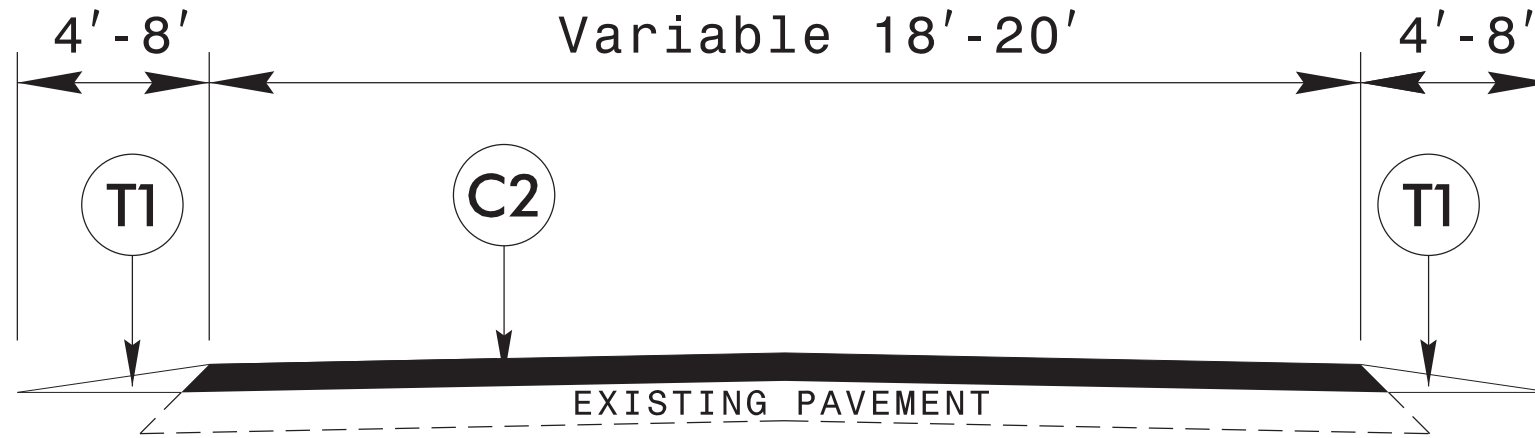


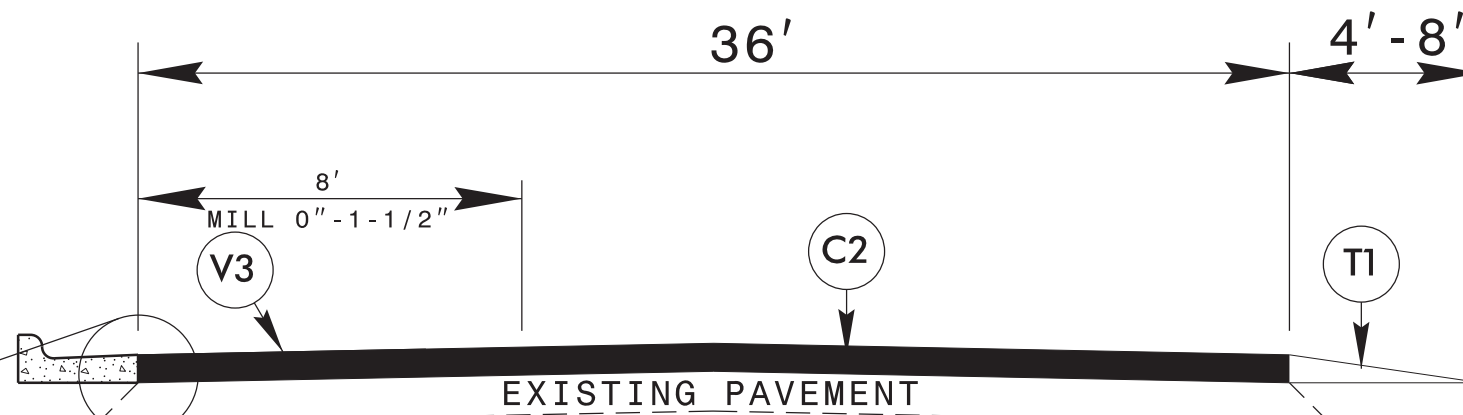
| PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-----------|--------------|
| 2022CPT.13.03.10571, 2022CPT.13.03.20571 | 1 | 13 |



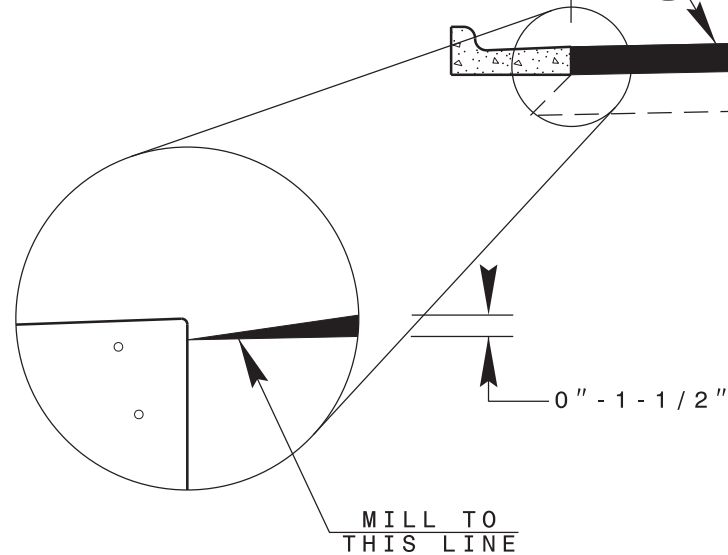
MADISON COUNTY



TYPICAL SECTION #1

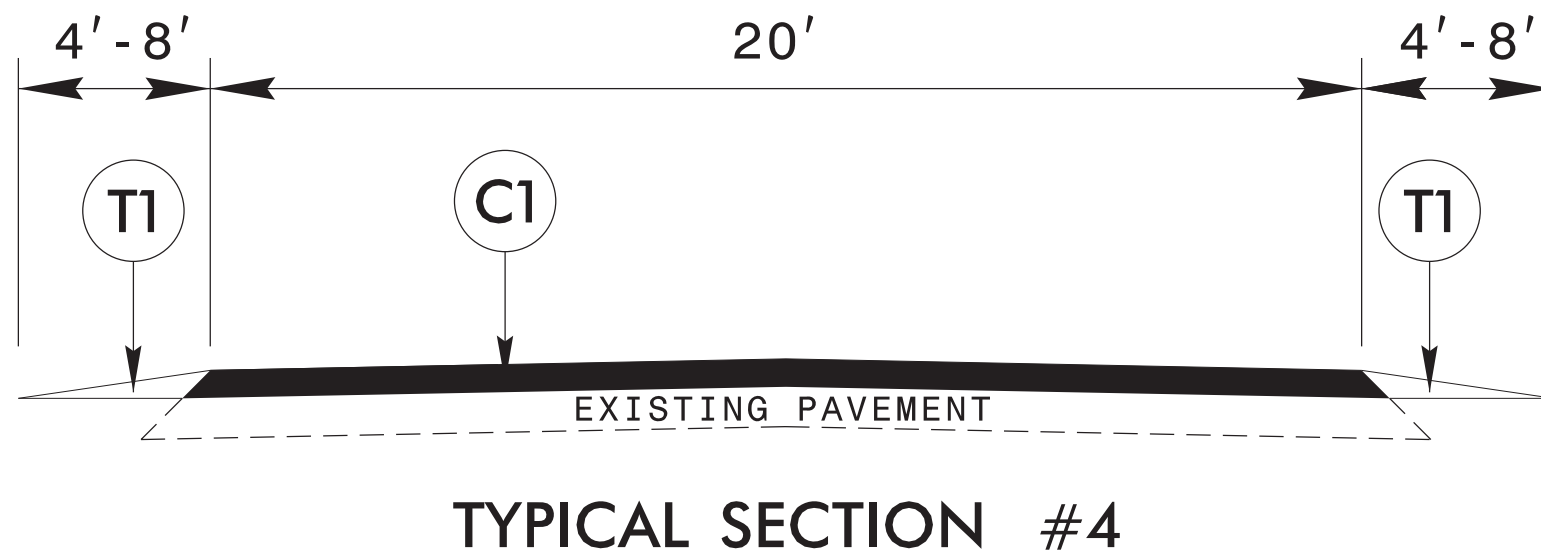
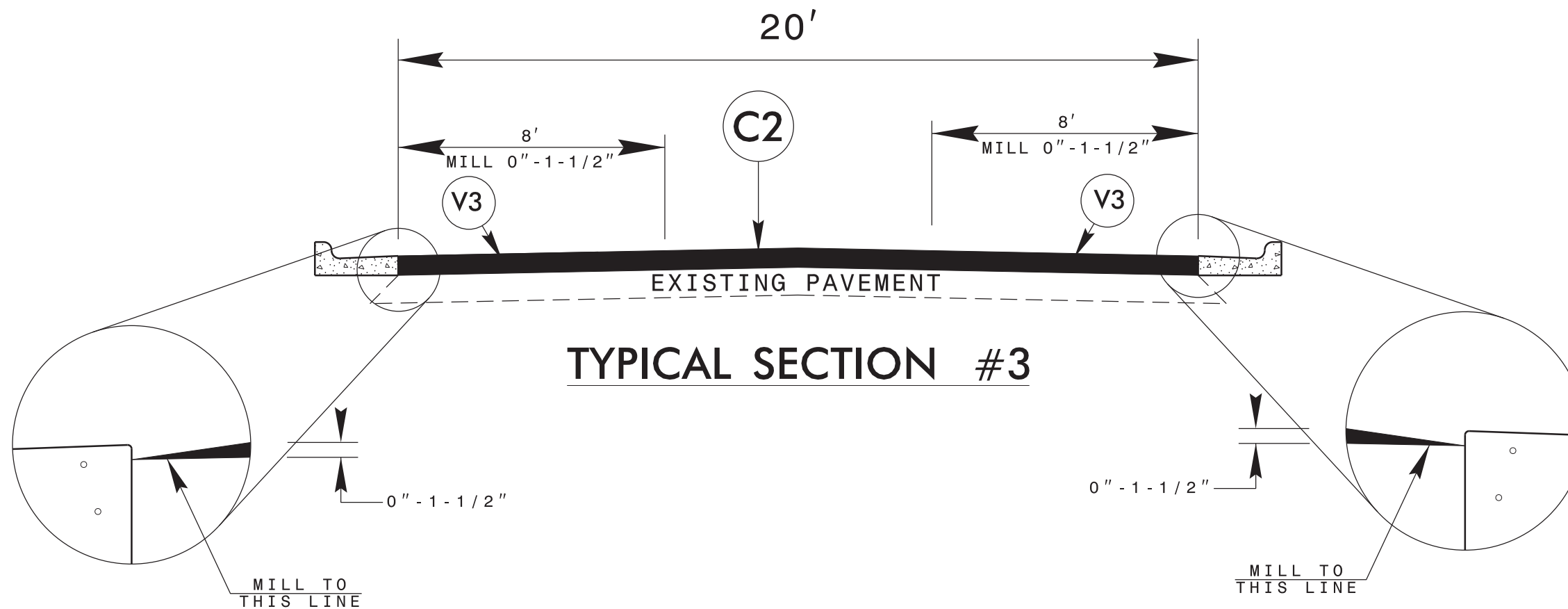


TYPICAL SECTION #2



PAVEMENT SCHEDULE

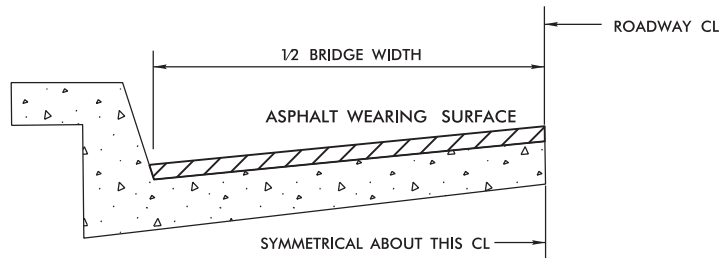
| | |
|----|---|
| C1 | PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD |
| C2 | PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD |
| T1 | SHOULDER RECONSTRUCTION |
| V1 | INCIDENTAL MILLING |
| V2 | MILLING ASPHALT PAVEMENT 1-1/2" DEPTH |
| V3 | MILLING ASPHALT PAVEMENT, 0 TO 1-1/2" DEPTH |



| PAVEMENT SCHEDULE | |
|-------------------|---|
| C1 | PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD |
| C2 | PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD |
| T1 | SHOULDER RECONSTRUCTION |
| V3 | MILLING ASPHALT PAVEMENT, 0 TO 1-1/2" DEPTH |

6/2/09

25-JAN-2021 10:46 S:\DDC\Resurfacing\2022 Resurfacing\Madison (CR)\Typicals\Madison-Resurfacing-Typicals-DDC.dgn



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".

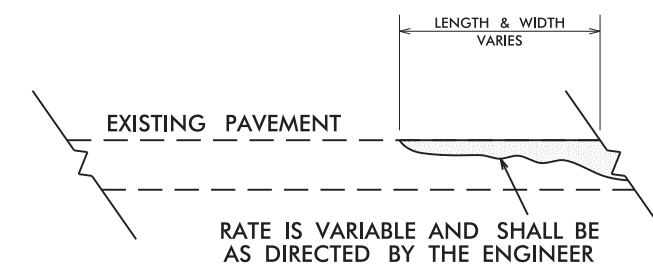
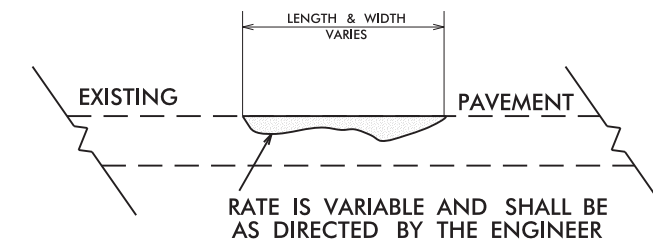
NOTES

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.

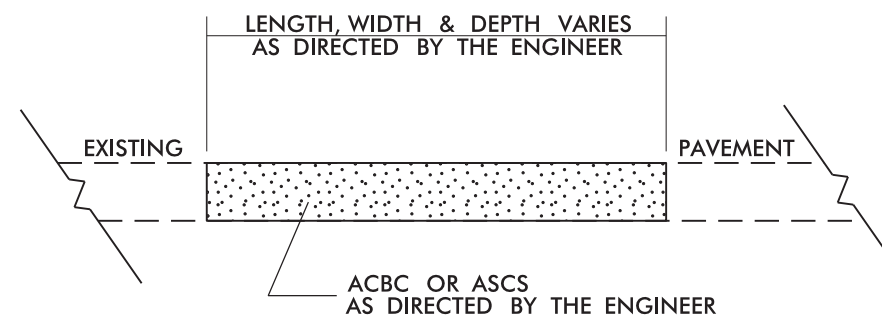
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

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.

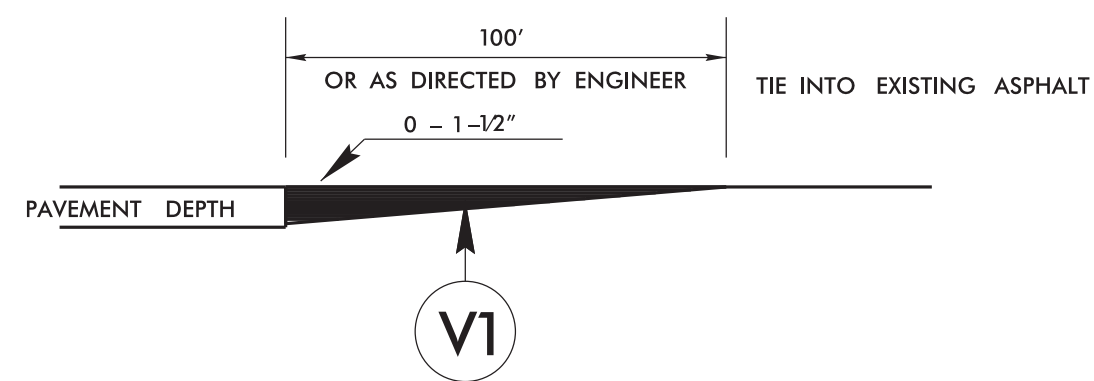


DETAIL SHOWING METHOD OF WEDGING



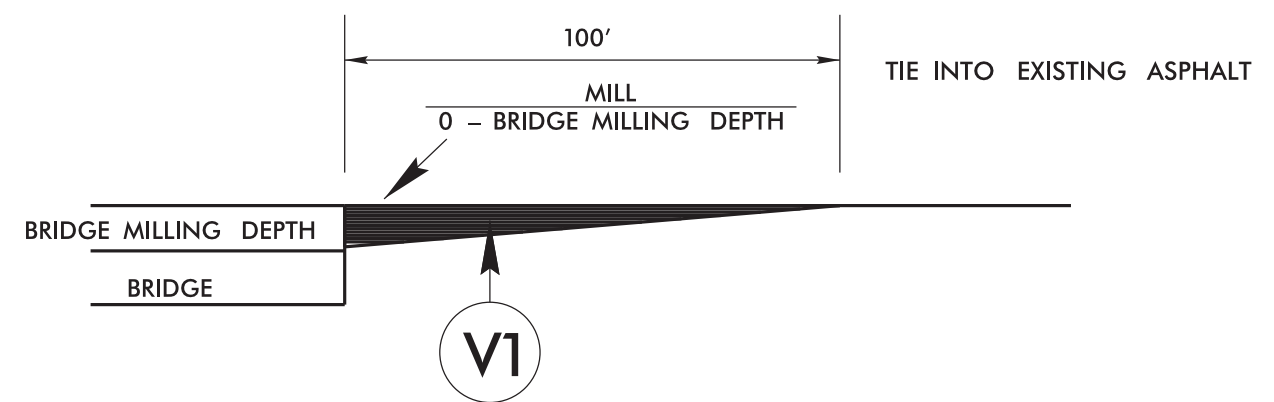
PATCHING EXISTING PAVEMENT

6/2/09
 25-JAN-2021 10:47
 S:\DDC\Resurfacing\2022 Resurfacing\Madison (CR)\Typicals\Madison-Resurfacing-Typicals-DDC.dgn



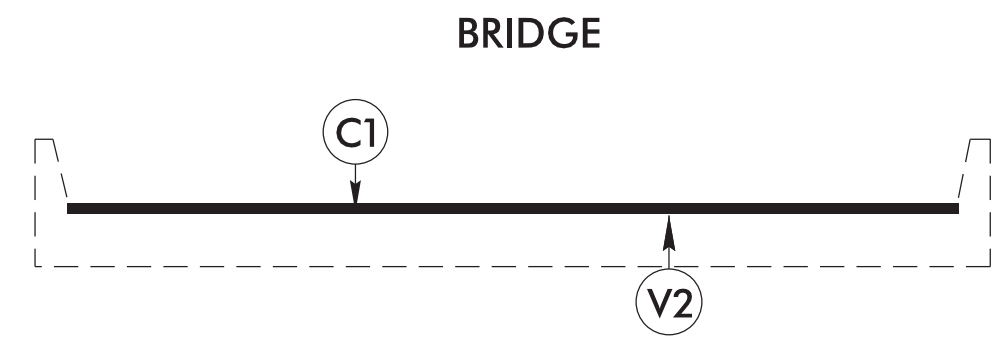
DETAIL TO TIE INTO EXIST PAVEMENT

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 S9.5B AND 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: 18 AND 27 MAP 3.

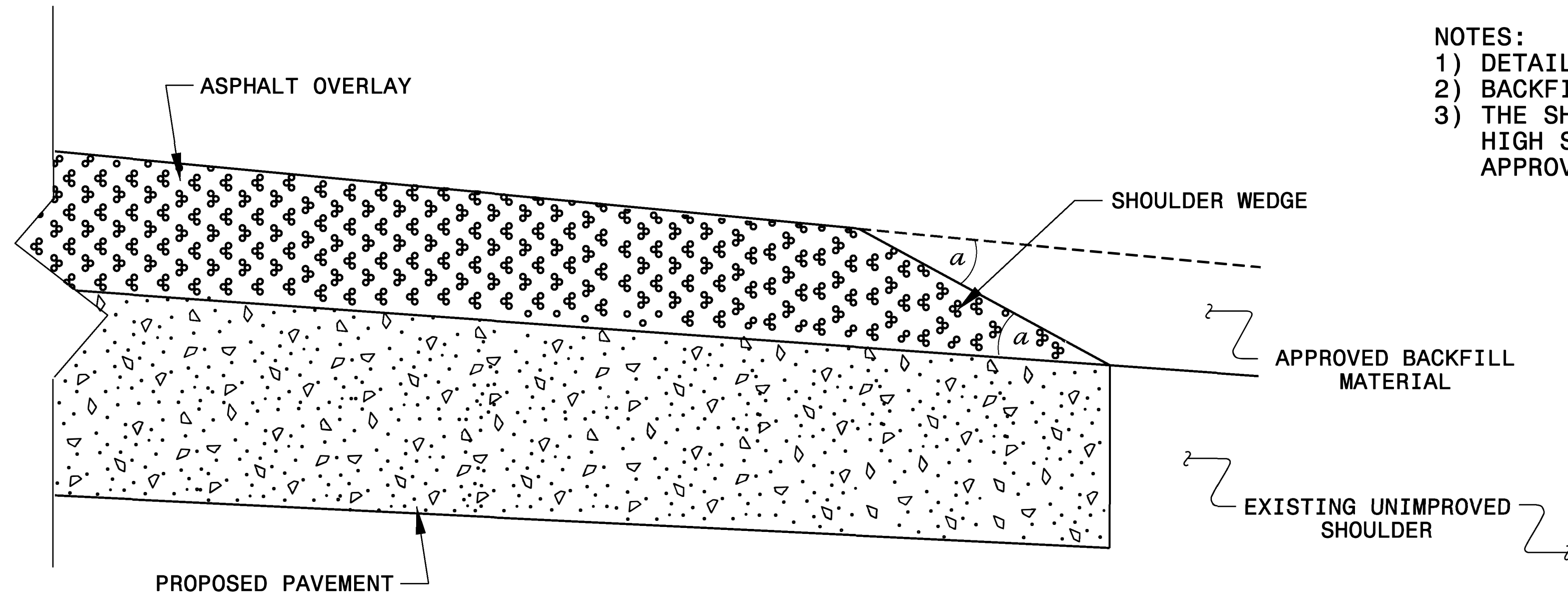


BRIDGE DETAIL

BRIDGE NUMBER 18 AND 27 MAP 3. MILL 1-1/2" OFF EXISTING PAVEMENT SEE MAP FOR BRIDGE LOCATION.

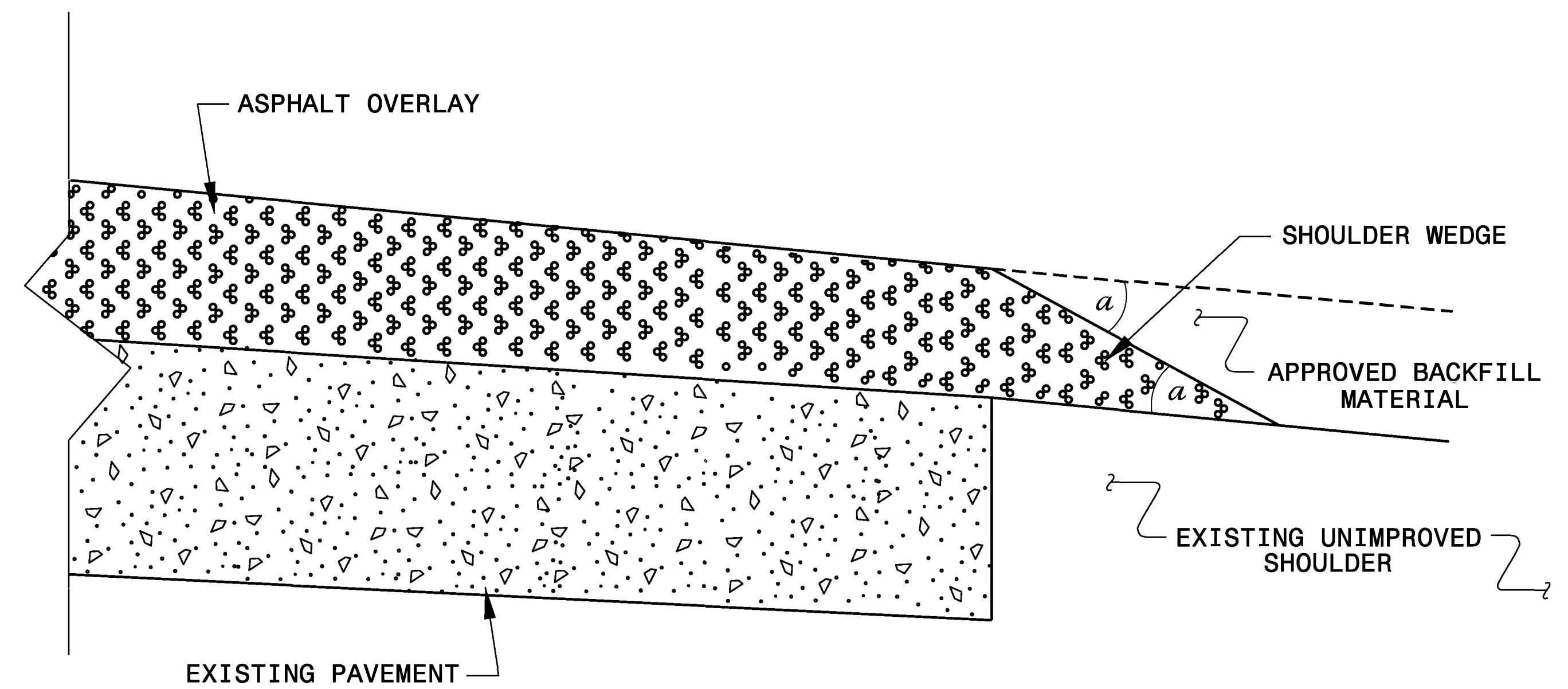
NOTES:

- 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.



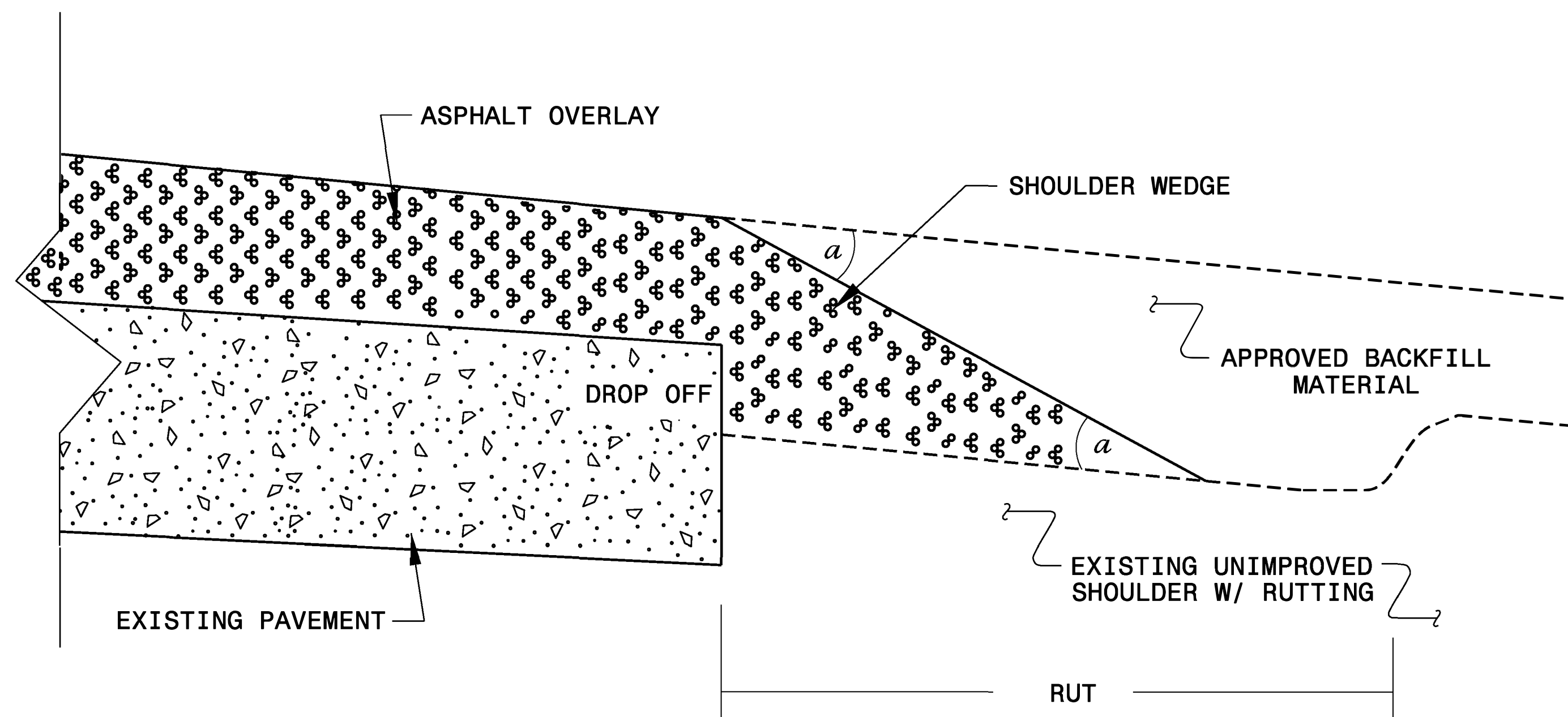
SHOULDER WEDGE DETAIL

(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°



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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

12-SEP-2018 10:10 S:\Contracts\Projects\Resurfacing Projects\Shoulder Wedge Details\Revised Shoulder Wedge Detail.dgn Jhowerton AT USD-212595

| | | |
|---------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2022CPT.13.03.10571 | 7 | 13 |
| 2022CPT.13.03.20571 | | |

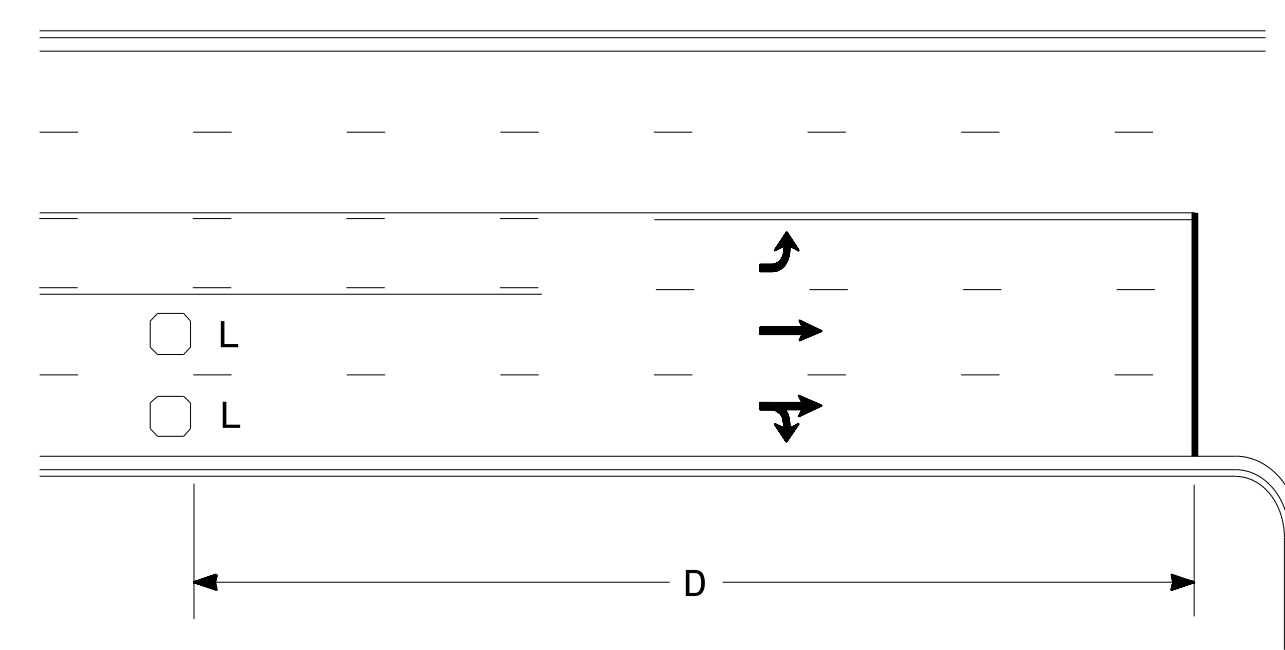
SUMMARY OF QUANTITIES

| 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 | 1523000000-E | 1575000000-E | 1704000000-E | 2605000000-N | 2800000000-N | 2815000000-N | 2830000000-N | 2845000000-N | 5255000000-N | 7444000000-E | | |
|--|---------|--------|--------------|--|--------|-------|-----------|--------------------------------|---------------------------|--------|-------|-----------------------|-------------------------|---------------------------|--|---|--------------------|---|---|------------------------------|----------------------------|--------------------|----------------------------|--------------------------|------------------------|--|-------------------|-----------------------|----|-------|
| | | | | | | | | | | | | INCIDENTAL STONE BASE | SHOULDER RECONSTRUCTION | AGGREGATE SHOULDER BORROW | MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH | MILLING ASPHALT PAVEMENT, 0" TO 11/2" DEPTH | INCIDENTAL MILLING | ASPHALT CONC SURFACE COURSE, TYPE S9.5B | ASPHALT CONC SURFACE COURSE, TYPE S9.5C | ASPHALT BINDER FOR PLANT MIX | PATCHING EXISTING PAVEMENT | CONCRETE CURB RAMP | ADJUSTMENT OF CATCH BASINS | ADJUSTMENT OF DROP INLET | ADJUSTMENT OF MANHOLES | ADJUSTMENT OF METER BOXES OR VALVE BOXES | PORTABLE LIGHTING | INDUCTIVE LOOP SAWCUT | | |
| | | | | | | | | | | | | MI | FT | TON | SMI | TON | SY | SY | SY | TON | TON | TON | TON | EA | EA | EA | EA | EA | LS | LF |
| 2022CPT.13.03.10571 | Madison | 1 | NC213 | FROM SR 1565 (GABRIEL'S CREEK) TO I-26 BRIDGE | 1,2,3 | 2 | 2WU | NO | NO | 1.9 | 20 | 95 | 1.73 | 494 | | 10,630 | 4,970 | | 3,708 | 222 | 800 | 10 | 29 | | 7 | 6 | | 1,800 | | |
| 2022CPT.13.03.10571 | Madison | 2 | US 25/70 BUS | FROM SR 1198 (HAYES RUN) TO SR 1136 (REDMOND RD) | 1,3 | 2 | 2WU | NO | NO | 1.17 | 18 | 59 | 1.23 | 304 | | 5,000 | 1,300 | | 2,283 | 137 | 60 | | 15 | 8 | 43 | 11 | 1 | | | |
| TOTAL FOR PROJ NO. 2022CPT.13.03.10571 | | | | | | | | | | | | 3.07 | | 154 | 2.96 | 798 | | 15,630 | 6,270 | | 5,991 | 359 | 860 | 10 | 44 | 8 | 50 | 17 | 1 | 1,800 |
| 2022CPT.13.03.20571 | Madison | 3 | SR 1198 | FROM US 25/70 BUS TO NC 213 | 4 | 2 | 2WU | NO | NO | 1.3 | 20 | 65 | 2.60 | 338 | 180 | 3,500 | 1,393 | | | 93 | 260 | | | | 40 | | | | | |
| 2022CPT.13.03.20571 | Madison | 4 | SR 1569 | FROM NC 213 TO SR 1570 -KELLY HUNTER ROAD | 4 | 2 | 2WU | NO | NO | 1.4 | 20 | 70 | 2.60 | 364 | | 800 | 1,500 | | | 101 | 300 | | | | | | | | | |
| TOTAL FOR PROJ NO. 2022CPT.13.03.20571 | | | | | | | | | | | | 2.7 | | 135 | 5.20 | 702 | 180 | 4,300 | 2,893 | | 194 | 560 | | | 40 | | | | | |
| GRAND TOTAL | | | | | | | | | | | | 5.77 | | 289 | 8.16 | 1,500 | 180 | 15,630 | 10,570 | 2,893 | 5,991 | 553 | 1,420 | 10 | 44 | 8 | 90 | 17 | 1 | 1,800 |

THERMOPLASTIC AND PAINT QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | LANES | LANE TYPE | LENGTH | WIDTH | 4413000000-E | 4457000000-N | 4695000000-E | | 4700000000-E | 4725000000-E | | | | 4810000000-E | | 4847010000-E | | 4890000000-E | 4895000000-N | | | |
|--|---------|--------|--------------|--|--------|-------|-----------|--------|-------|---|---------------------------|---|--|--|--|--|---|--|---|--|--|---|---|---|--------|-----|--|
| | | | | | | | | | | WORK ZONE ADVANCE/GENERAL WARNING SIGNING | TEMPORARY TRAFFIC CONTROL | THERMOPLASTIC PAVEMENT MARKING LINES (8", 90 MILS) YELLOW | THERMOPLASTIC PAVEMENT MARKING LINES (8", 90 MILS) WHITE | THERMOPLASTIC PAVEMENT MARKING LINES (12", 90 MILS) YELLOW | THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT ARROW | THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RT ARROW | THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR ARROW | THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR & RT ARROW | PAINT PAVEMENT MARKING LINES (4") WHITE | PAINT PAVEMENT MARKING LINES (4") YELLOW | POLYUREA PAVEMENT MARKING LINES (4", 20 MILS) WHITE (STANDARD GLASS BEADS) | POLYUREA PAVEMENT MARKING LINES (4", 20 MILS) YELLOW (STANDARD GLASS BEADS) | THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS) WHITE | NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKERS | | | |
| | | | | | | | | | | MI | FT | SF | LS | LF | LF | LF | EA | EA | EA | EA | LF | LF | LF | LF | LF | EA | |
| 2022CPT.13.03.10571 | Madison | 1 | NC213 | FROM SR 1565 (GABRIEL'S CREEK) TO I-26 BRIDGE | 1,2,3 | 2 | 2WU | 1.9 | 20 | 344 | * | | | 200 | | 200 | 34 | 6 | 2 | 6 | | | 20,000 | 22,000 | 1,322 | 300 | |
| 2022CPT.13.03.10571 | Madison | 2 | US 25/70 BUS | FROM SR 1198 (HAYES RUN) TO SR 1136 (REDMOND RD) | 1,3 | 2 | 2WU | 1.17 | 18 | | | | 220 | | | | | | | | | 8,000 | 15,700 | 80 | 43 | | |
| TOTAL FOR PROJ NO. 2022CPT.13.03.10571 | | | | | | | | | | 3.07 | | 344 | * | 200 | 220 | 200 | 34 | 6 | 2 | 6 | | | 28,000 | 37,700 | 1,402 | 343 | |
| | | | | | | | | | | | | 420 | | | | | | 48 | | | | 65,700 | | | | | |
| 2022CPT.13.03.20571 | Madison | 3 | SR 1198 | FROM US 25/70 BUS TO NC 213 | 4 | 2 | 2WU | 1.3 | 20 | 303 | * | | | | | | | | | | 13,728 | 13,728 | | | | | |
| 2022CPT.13.03.20571 | Madison | 4 | SR 1569 | FROM NC 213 TO SR 1570 -KELLY HUNTER ROAD | 4 | 2 | 2WU | 1.4 | 20 | | | | | | | | | | | | 14,784 | 14,784 | | | | | |
| TOTAL FOR PROJ NO. 2022CPT.13.03.20571 | | | | | | | | | | 2.7 | | 303 | * | | | | | | | | | | | 28,512 | 28,512 | | |
| | | | | | | | | | | | | | | | | | | | | 57,024 | | | | | | | |
| GRAND TOTAL | | | | | | | | | | 5.77 | | 647 | 1 | 200 | 220 | 200 | 34 | 6 | 2 | 6 | 28,512 | 28,512 | 28,000 | 37,700 | 1,402 | 343 | |
| | | | | | | | | | | | | 420 | | | | | | 48 | | | 57,024 | | 65,700 | | | | |

High Speed Detection (≥40 mph)

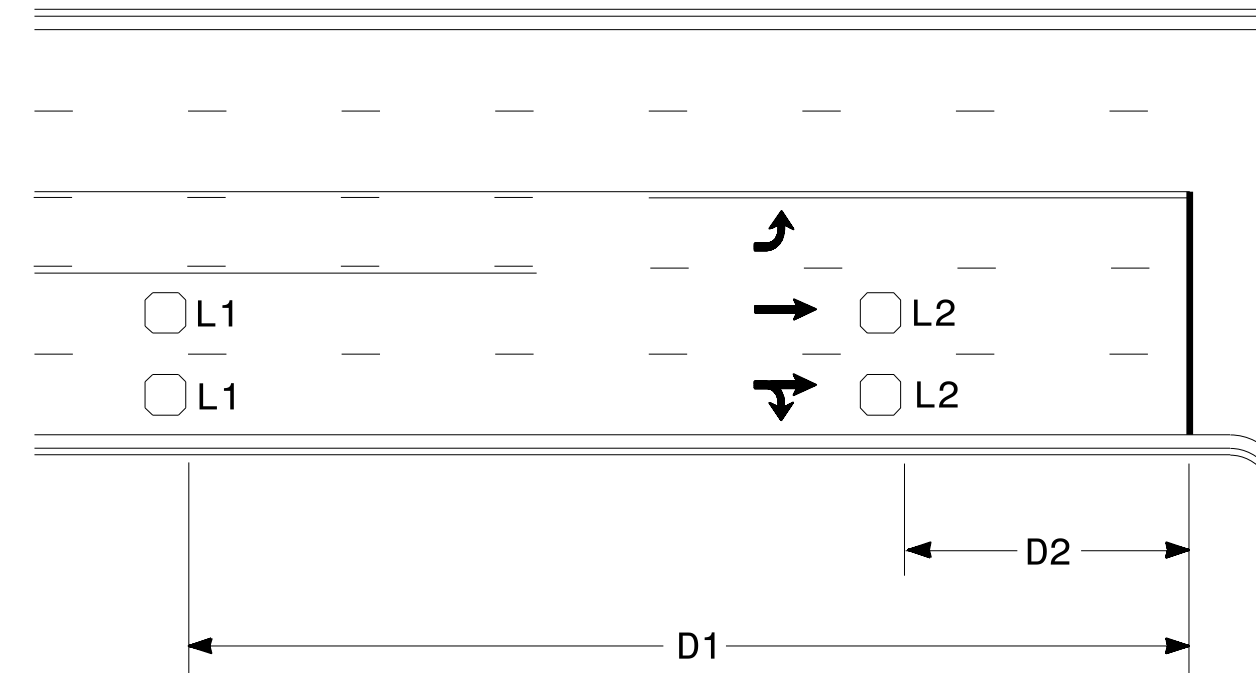


| Speed Limit mph | D ft |
|--------------------|---------|
| 40 | 250 |
| 45 | 300 |
| 50 | 355 |
| 55 | 420 |

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

Volume Density Operation

OR

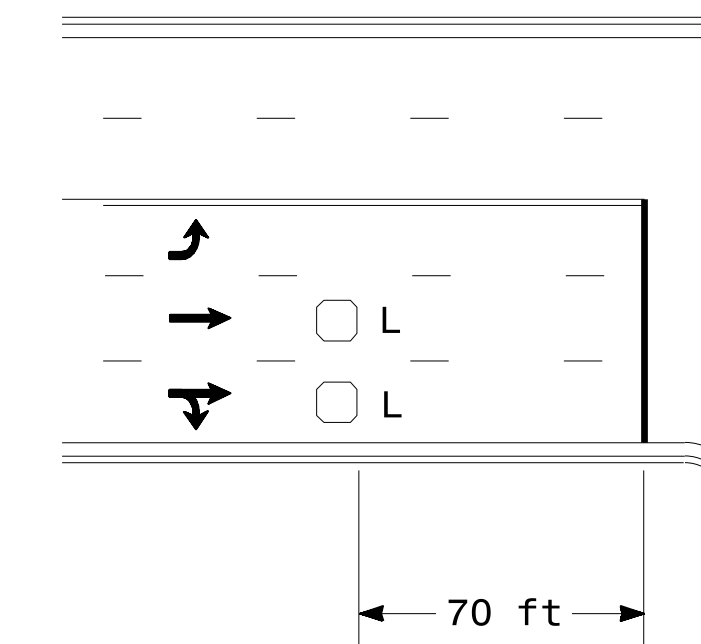


| Speed Limit mph | D1 ft | D2 ft |
|--------------------|----------|----------|
| 40 | 250 | 80 |
| 45 | 300 | 90 |
| 50 | 355 | 100 |
| 55 | 420 | 110 |

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

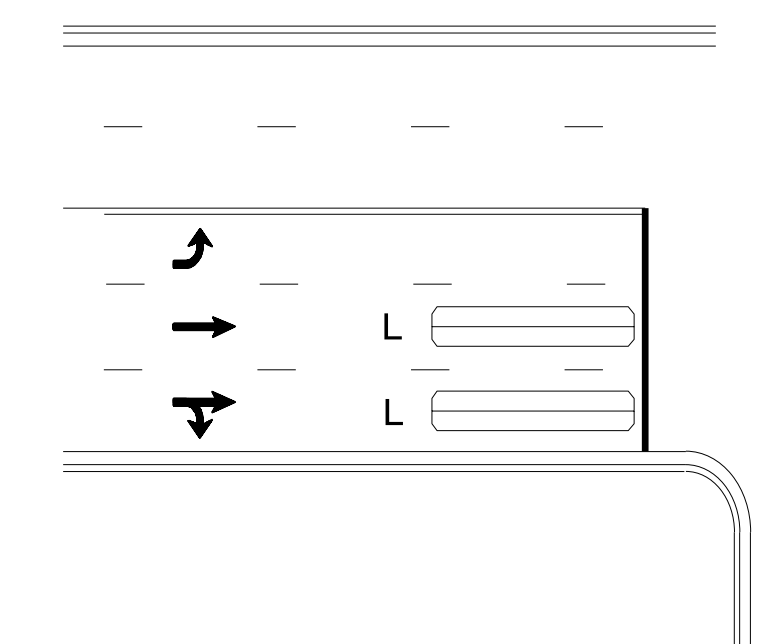
"Stretch" Operation

Low Speed Detection (≤35 mph)



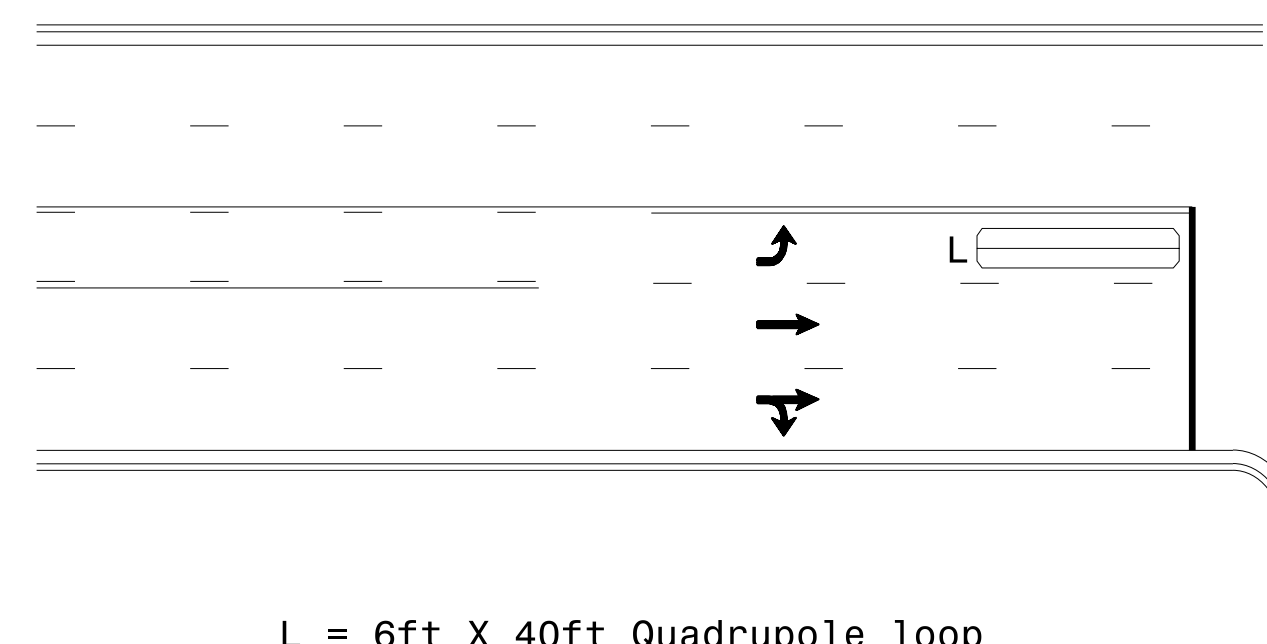
L = 6ft X 6ft
Wired in series

OR



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

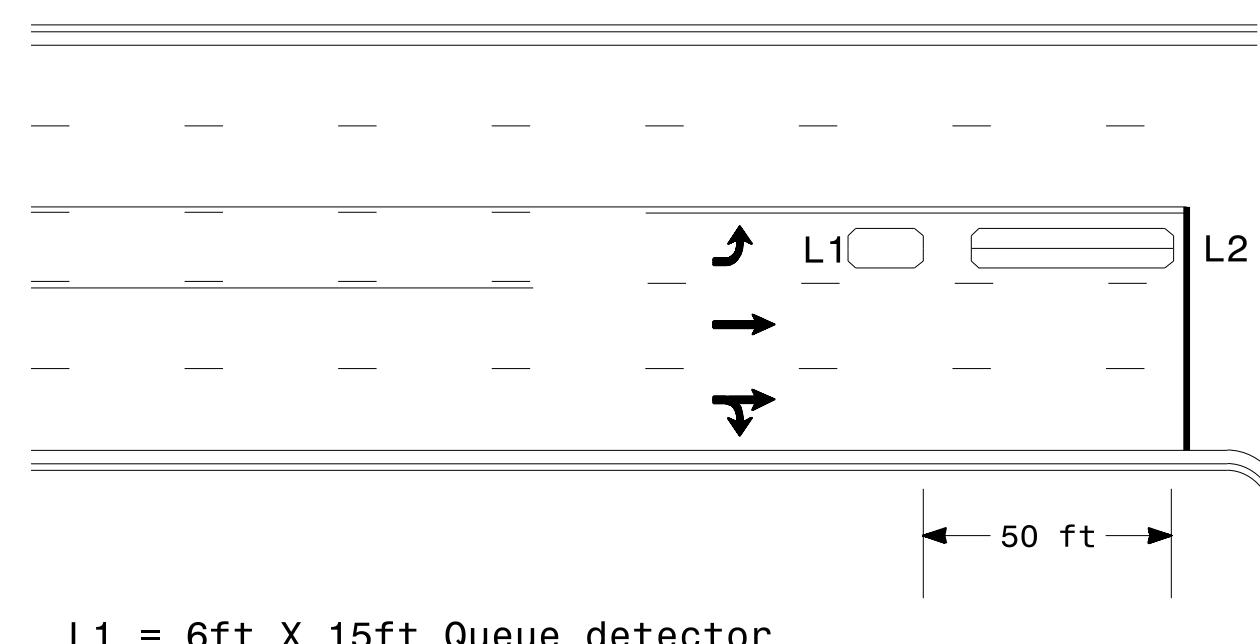
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

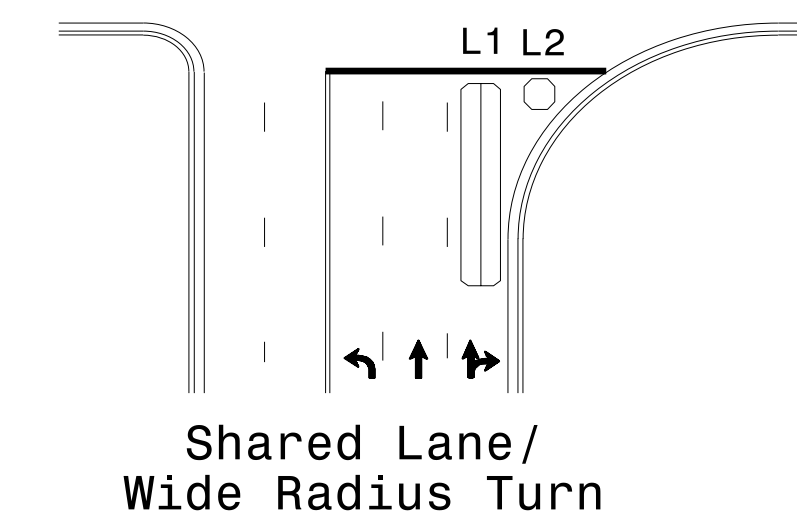
OR



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

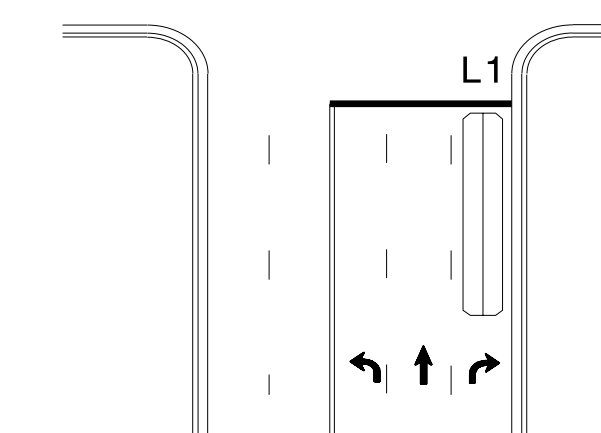
Queue Loop Detection

Right Turn Lane Detection

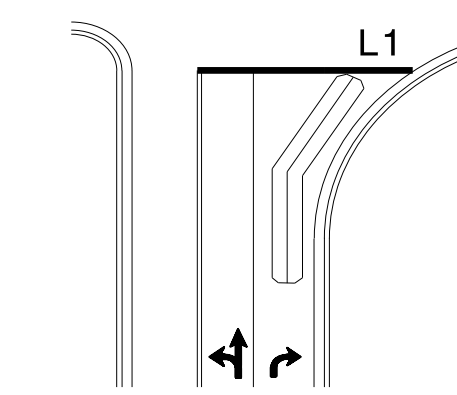


Shared Lane/
Wide Radius Turn

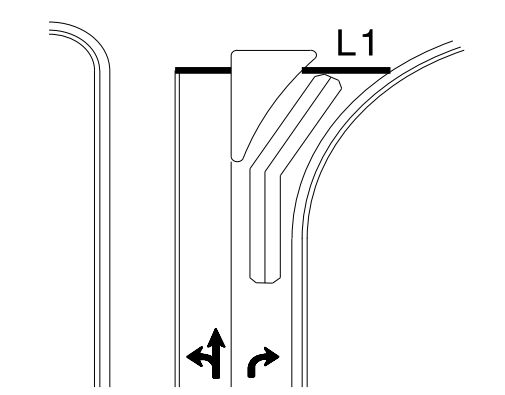
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

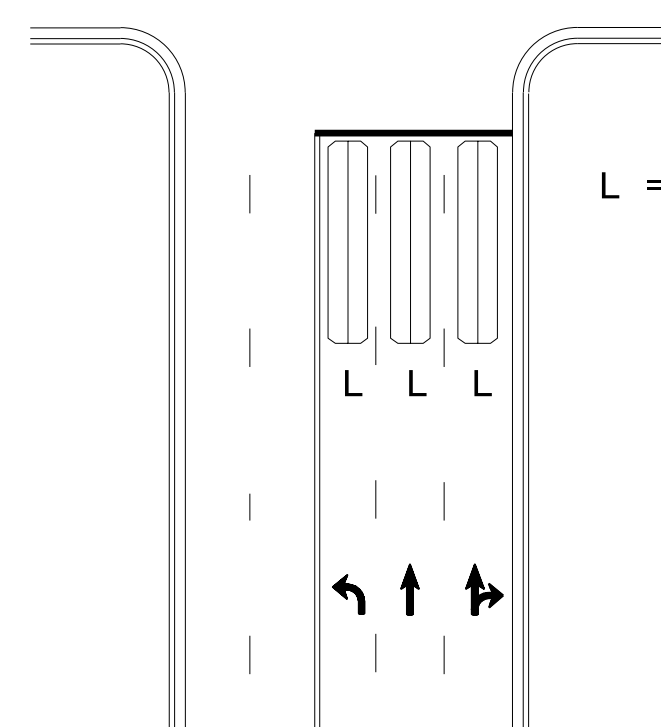


Wide Radius Turn



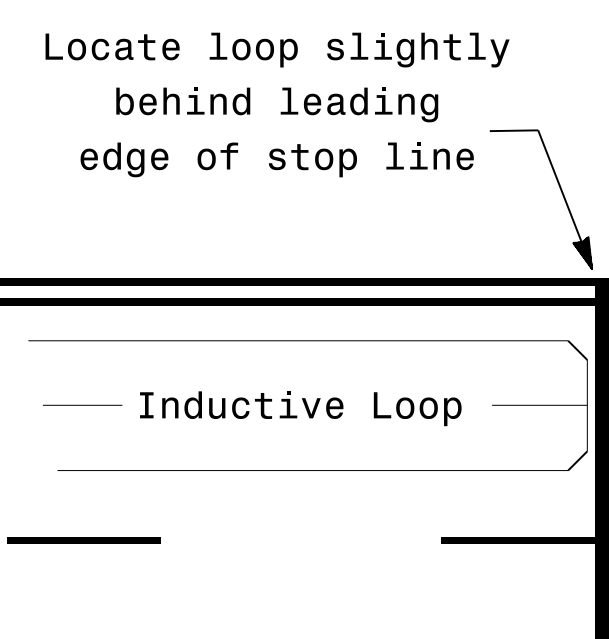
Channelized Turn

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):

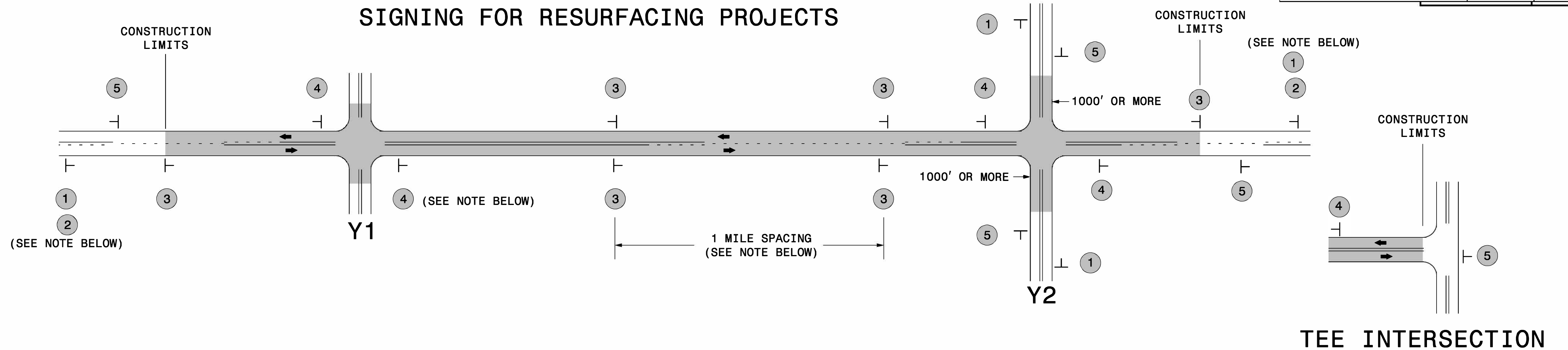
| Length of Lead-in ft | Number of Turns |
|----------------------------|--------------------|
| < 250 | 3 |
| 250-375 | 4 |
| 375-525 | 5 |
| > 525 | 6 |

Quadrupole loops: Use 2-4-2 turns

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

| | | | | |
|--------------------------------------|---|---------------------|--|---------------------------|
| | <p>Prepared In the Offices of:</p> <p>TRANSPORTATION MOBILITY AND SAFETY DIVISION DEPARTMENT OF TRANSPORTATION SIGNAL DESIGN SECTION 750 N. Greenfield Pkwy, Garner, NC 27529</p> | | <p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER PAMELA L. ALEXANDER 23489</p> | |
| | <p>PLAN DATE: January 2015</p> | | <p>REVIEWED BY: JPG</p> | |
| <p>PREPARED BY: PLA</p> | | <p>REVIEWED BY:</p> | | |
| <p>SCALE N/A</p> | <p>REVISIONS</p> | <p>INIT.</p> | <p>DATE</p> | <p>1/30/2015</p> |
| <p>Typical Signal Loop Locations</p> | | | | <p>SIG. INVENTORY NO.</p> |

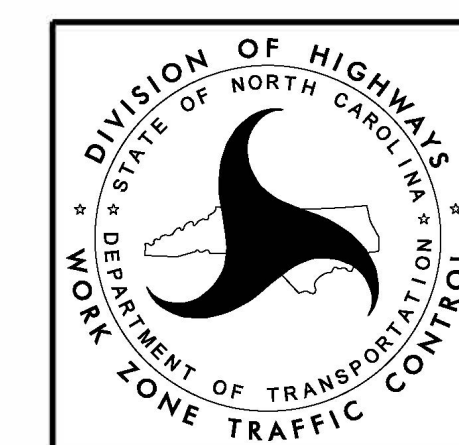
SIGNING FOR RESURFACING PROJECTS



MAINLINE (-L-) SIGNING

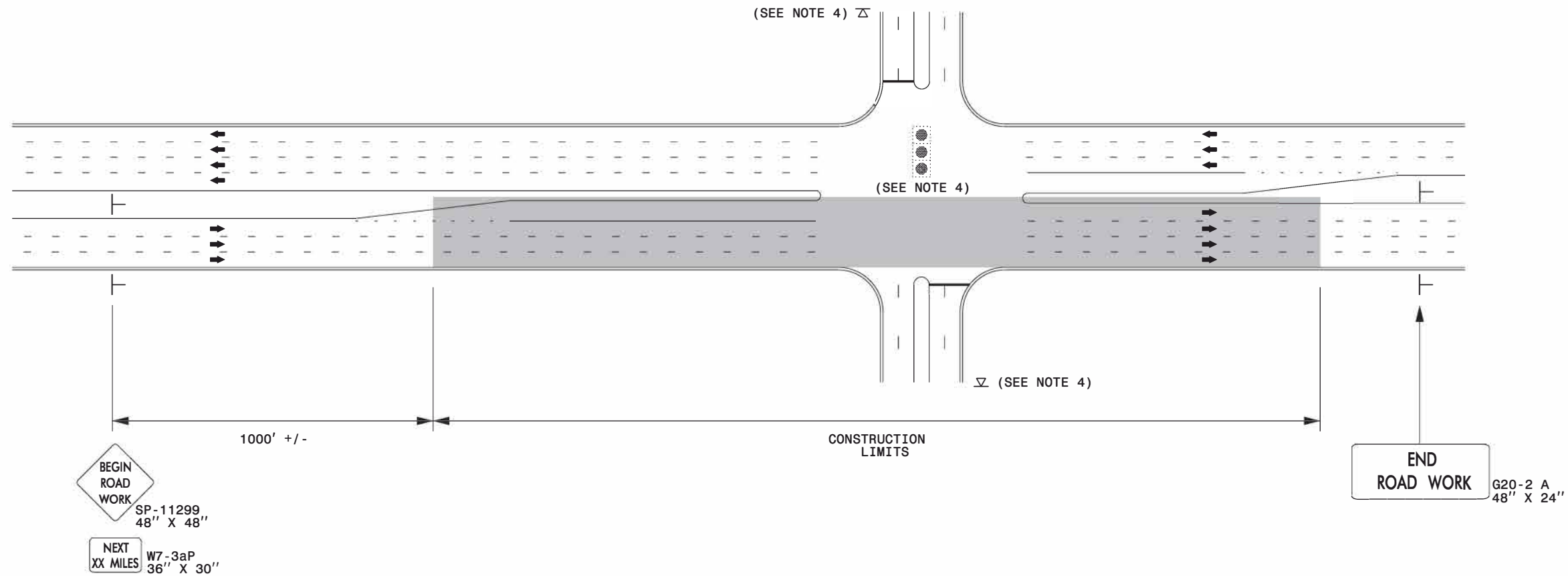
-Y- LINE SIGNING

| SIGNING NOTES AND PLACEMENT PER DIRECTION | MAINLINE (-L-) SIGNING | | -Y- LINE SIGNING | |
|---|------------------------|-------------------------------|--|--|
| | 1 | <p>W20-1 48" X 48"</p> | <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 | |
| | 2 | <p>W7-3aP 24" X 18"</p> | <p>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.</p> | |
| | 3 | <p>SP 13107 48" X 48"</p> | <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> | |
| | 4 | <p>SP 13106 48" X 48"</p> | <p>PLACED 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p> | |



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

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**

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

| SYMBOL | X | Y | WID | HT |
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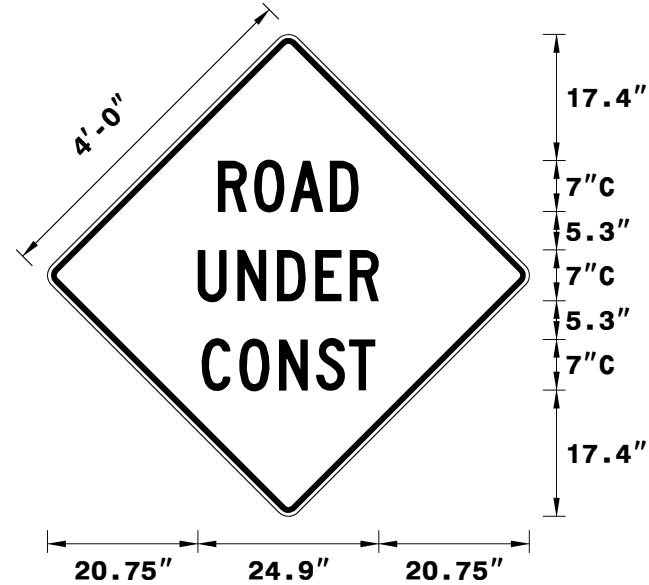
SIGN WIDTH: 4'-0"
 HEIGHT: 4'-0"
 TOTAL AREA: 16.00 Sq.Ft.

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

NO. Z BARS:
 LENGTH:

MAT'L: 0.080" (2.0 mm) ALUMINUM

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|--|-----------|-----------|
| 2022CPT.13.03.10571, 2022CPT.13.03.20571 | 12 | 13 |



Spacing Factor is 1 unless specified otherwise

USE NOTES: 1,2

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

LETTER POSITIONS

Letter spacings are to start of next letter

| 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 |
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