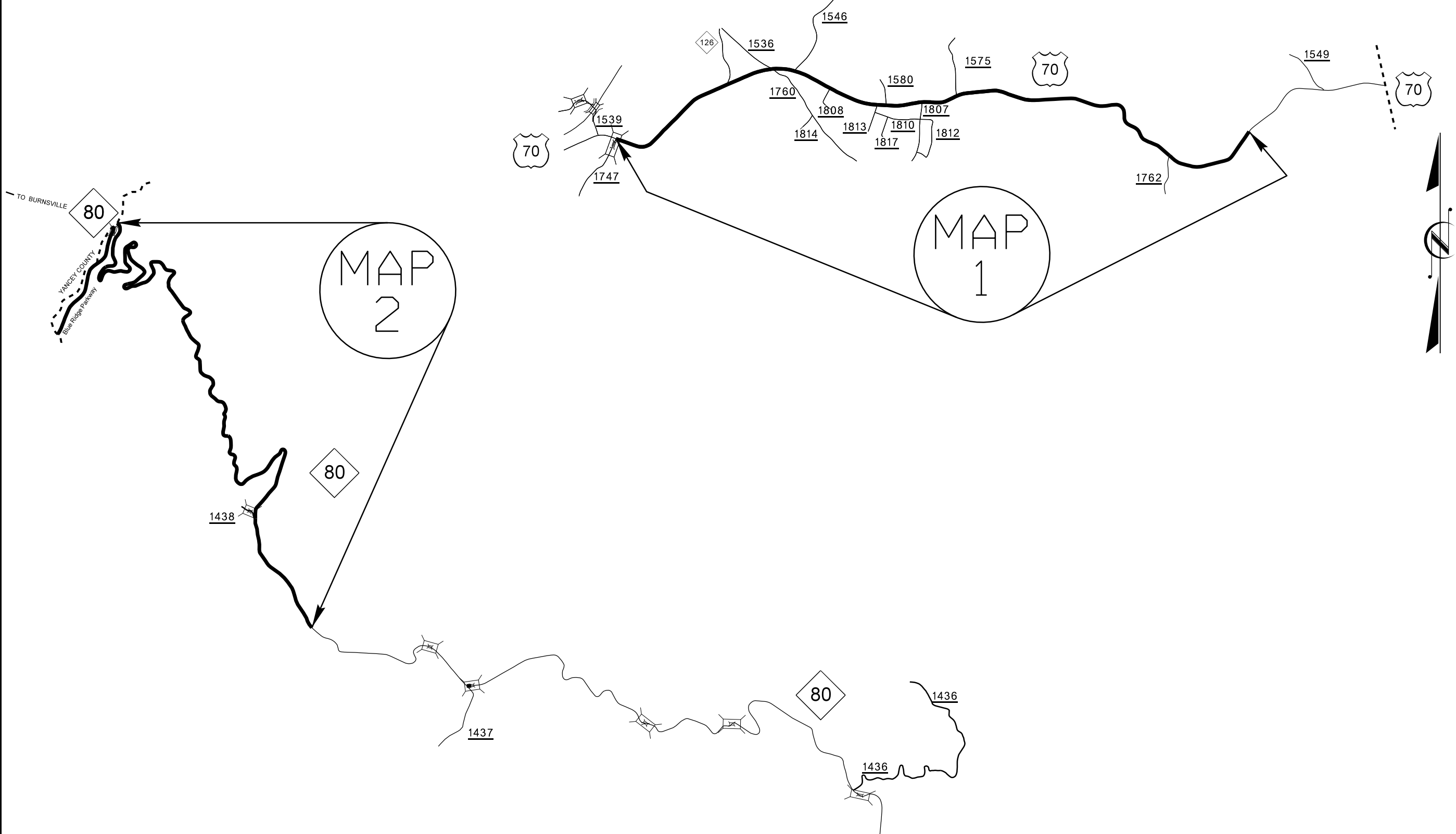
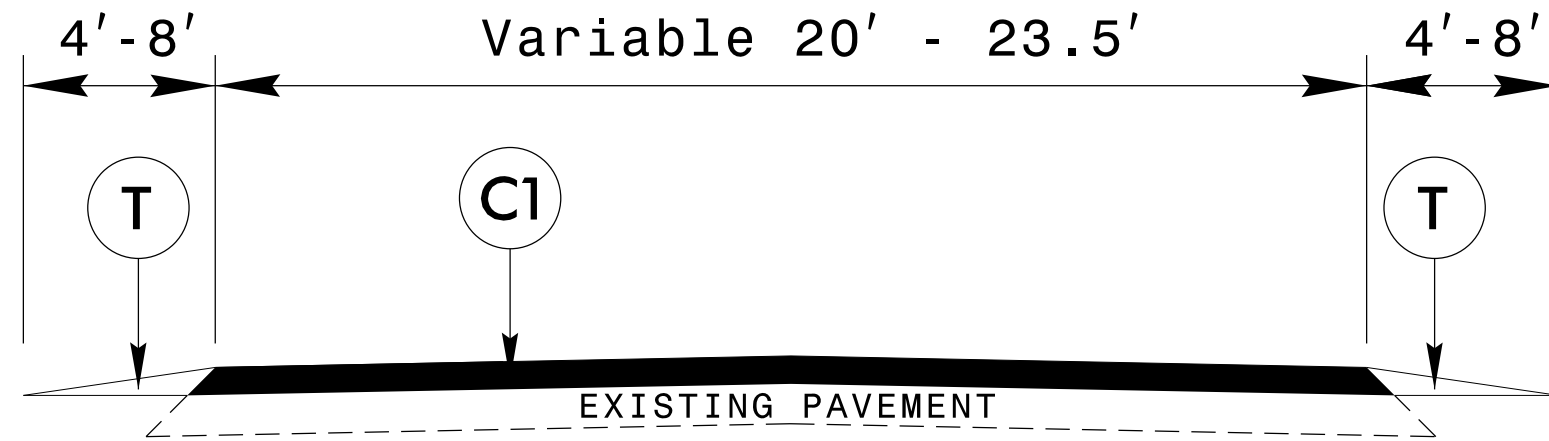


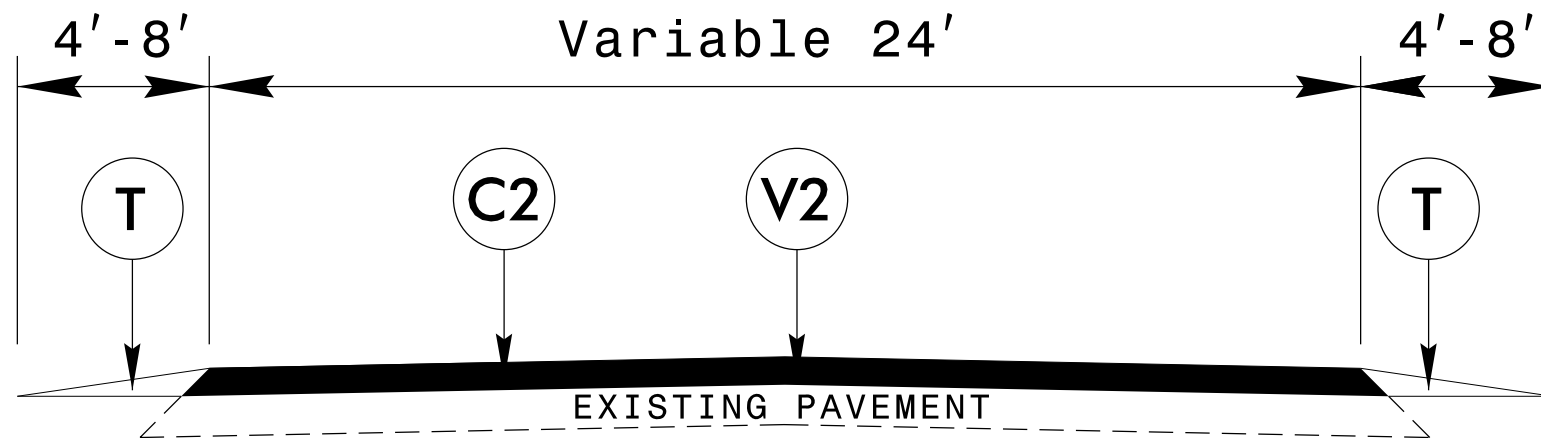
| <i>PROJECT NO.</i> | <i>SHEET NO.</i> | <i>TOTAL SHEETS</i> |
|---------------------|------------------|---------------------|
| 2022CPT.13.04.10591 | 1 | 11 |



MCDOWELL COUNTY



TYPICAL SECTION #1

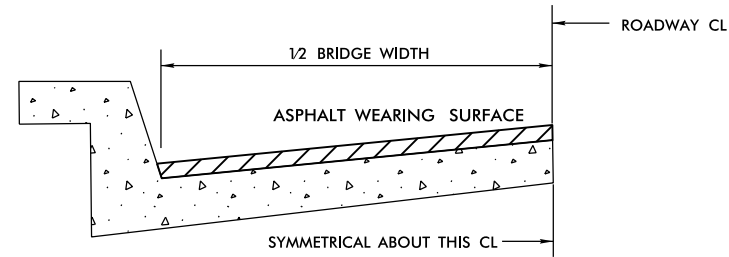


TYPICAL SECTION #2

NOTES: MILL ASPHALT PAVEMENT 2" ON MAP 1 STARTING AT SR 1747 TO SR 1760 +680LF.

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 |
| C2 | PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YARD |
| T | SHOULDER RECONSTRUCTION |
| V1 | INCIDENTAL MILLING |
| V2 | MILLING ASPHALT PAVEMENT, 2" DEPTH |



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".

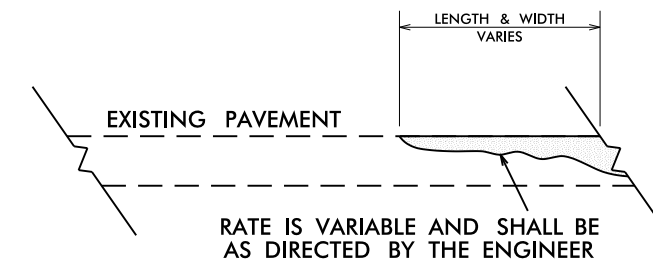
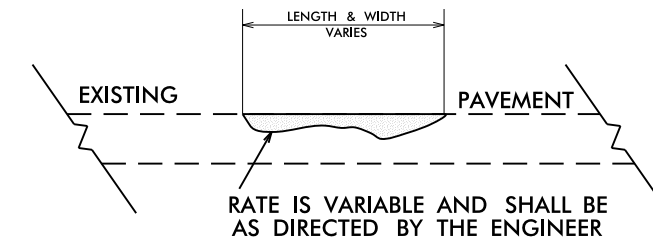
NOTES

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.

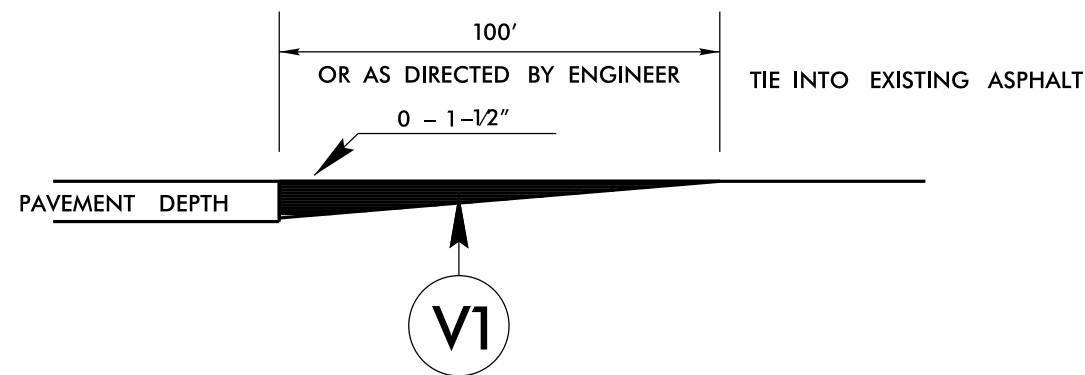
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

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.

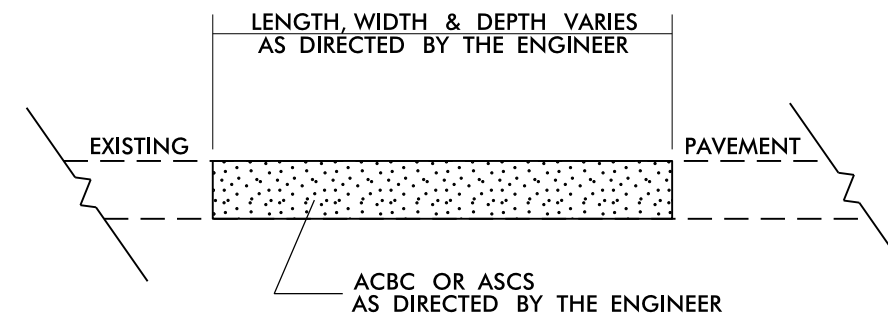


DETAIL SHOWING METHOD OF WEDGING



DETAIL TO TIE INTO EXIST PAVEMENT

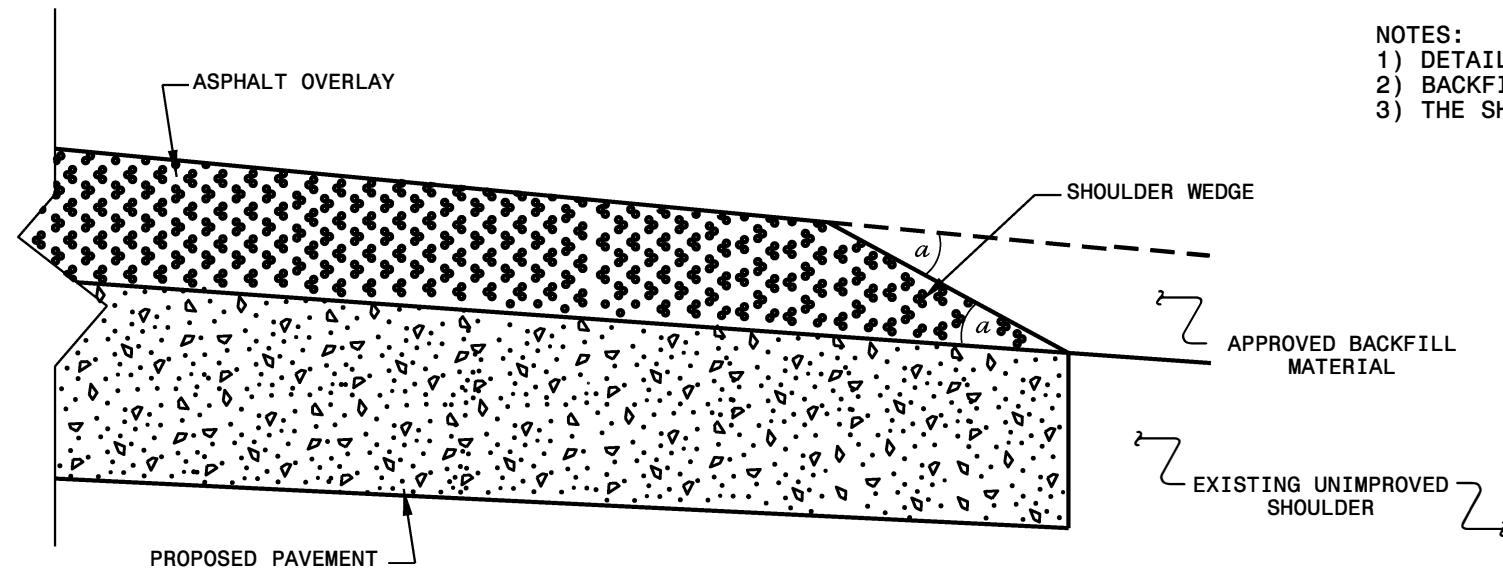
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE S9.5C. THIS WILL BE PAID FOR AS INCIDENTAL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



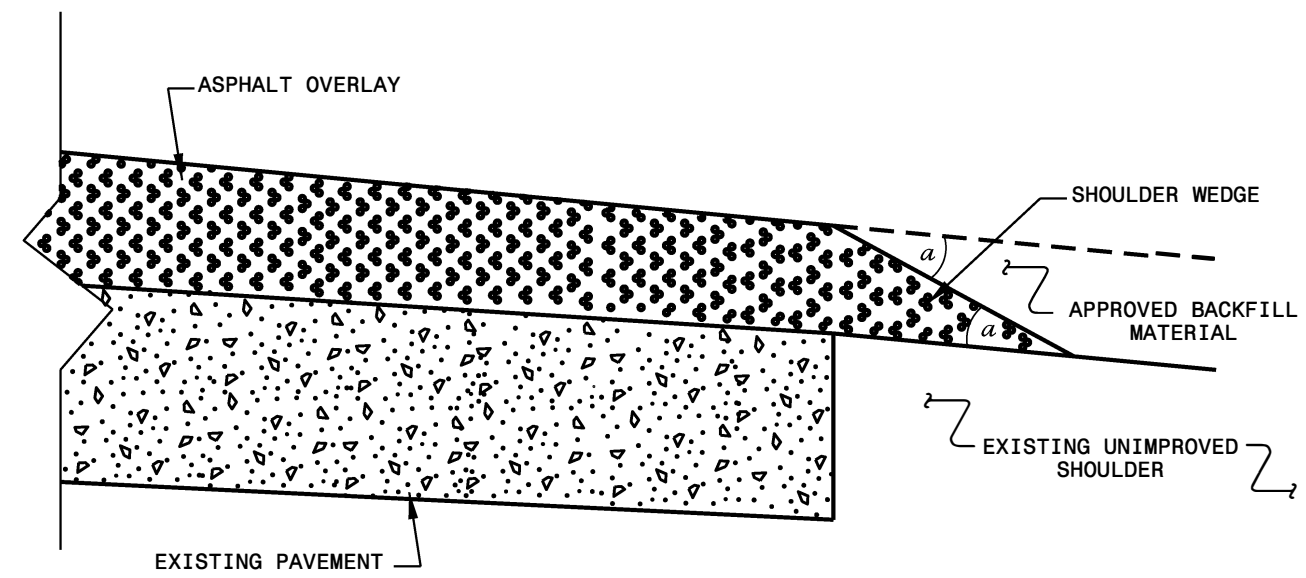
PATCHING EXISTING PAVEMENT

6/2/09
08-OCT-2021 14:10
S:\DDC\Resurfacing\District 1\McDowell CR\McDowell Primary Maps And Typicals\2022_McDowell.ddc_typ_details.dgn

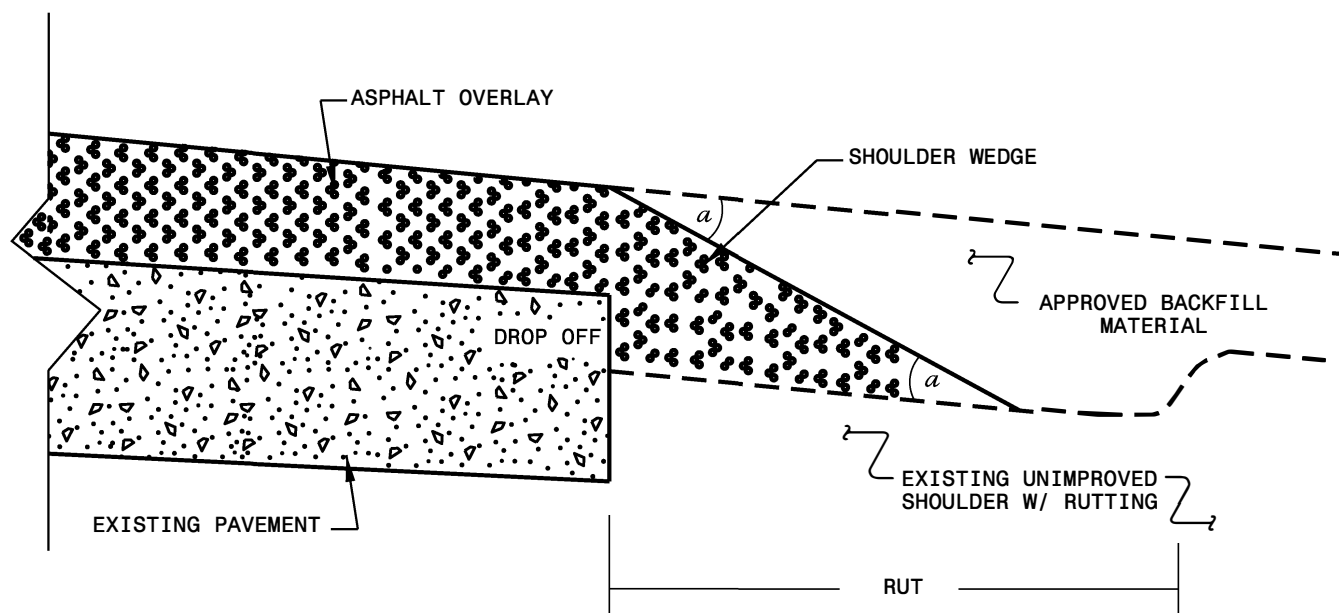
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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/dot_a11s/stand/shoulderwed_detail.dwg | | | |

SECTION CUT TIME: 10/16/12

| | | |
|---------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2022CPT.13.04.10591 | 5 | 11 |

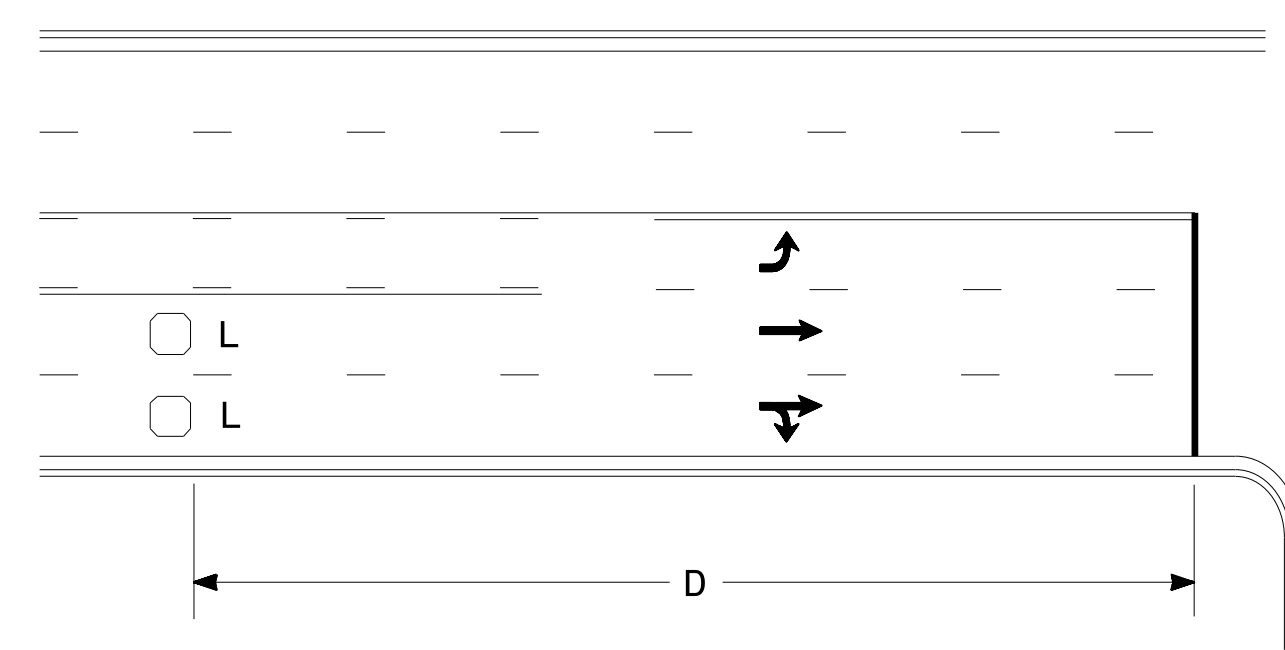
SUMMARY OF QUANTITIES

| 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 | 2815000000-N | 7444000000-E | 7456000000-E |
|---|----------|--------|---------|--|--------|-------|-----------|--------------------------------|---------------------------|-------------|-------|-----------------------|-------------------------|---------------------------|------------------------------------|--------------------|---|------------------------------|----------------------------|--------------------------|-----------------------|---------------|
| | | | | | | | | | | | | INCIDENTAL STONE BASE | SHOULDER RECONSTRUCTION | AGGREGATE SHOULDER BORROW | MILLING ASPHALT PAVEMENT, 2" DEPTH | INCIDENTAL MILLING | ASPHALT CONC SURFACE COURSE, TYPE S9.5C | ASPHALT BINDER FOR PLANT MIX | PATCHING EXISTING PAVEMENT | ADJUSTMENT OF DROP INLET | INDUCTIVE LOOP SAWCUT | LEAD-IN CABLE |
| | | | | | | | | | | | | MI | FT | TON | SMI | TON | SY | SY | TON | TON | TON | EA |
| 2022CPT.13.04.10591 | McDowell | 1 | US-70 E | FROM SR1747 TO SR1762 + 0.575 MILES (MP 22.78 - MP 26.57) | 1,2 | 2 | 2WU | NO | NO | 3.82 | 23.5 | 191 | 7.60 | 988 | 15,288 | 3,900 | 5,729 | 344 | 2,657 | 2 | 701 | 65 |
| 2022CPT.13.04.10591 | McDowell | 2 | NC-80 | FROM SUGAR COVE RD TO YANCEY CO. LINE (MP 7.82 - MP 12.16) | 1 | 2 | 2WU | NO | NO | 4.34 | 20 | 217 | 8.68 | 1,128 | | 228 | 4,506 | 270 | 1,051 | | | |
| TOTAL FOR PROJ NO. 2022CPT.13.04.10591 | | | | | | | | | | 8.16 | | 408 | 16.28 | 2,116 | 15,288 | 4,128 | 10,235 | 614 | 3,708 | 2 | 701 | 65 |
| GRAND TOTAL | | | | | | | | | | 8.16 | | 408 | 16.28 | 2,116 | 15,288 | 4,128 | 10,235 | 614 | 3,708 | 2 | 701 | 65 |

THERMOPLASTIC AND PAINT QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | LANES | LANE TYPE | FINAL SURFACE TESTING REQUIRED | WARM MIX ASPHALT REQUIRED | LENGTH | WIDTH | 4413000000-E | 4457000000-N | 4810000000-E | | 4890000000-E | 4890000000-E | | 4895000000-N |
|---|----------|--------|---------|--|--------|-------|-----------|--------------------------------|---------------------------|-------------|-------|---|---------------------------|---|--|---|--|---|---|
| | | | | | | | | | | | | WORK ZONE ADVANCE/GENERAL WARNING SIGNING | TEMPORARY TRAFFIC CONTROL | PAINT PAVEMENT MARKING LINES (4") WHITE | PAINT PAVEMENT MARKING LINES (4") YELLOW | THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS) WHITE | POLYUREA PAVEMENT MARKING LINES (4", 20 MILS) WHITE (STANDARD GLASS BEADS) | POLYUREA PAVEMENT MARKING LINES (4", 20 MILS) YELLOW (STANDARD GLASS BEADS) | NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKERS |
| | | | | | | | | | | | | SF | LS | LF | LF | LF | LF | LF | EA |
| 2022CPT.13.04.10591 | McDowell | 1 | US-70 E | FROM SR1747 TO SR1762 + 0.575 MILES (MP 22.78 - MP 26.57) | 1,2 | 2 | 2WU | NO | NO | 3.82 | 23.5 | 428 | * | 10,960 | 10,960 | 63 | 40,951 | 40,549 | 347 |
| 2022CPT.13.04.10591 | McDowell | 2 | NC-80 | FROM SUGAR COVE RD TO YANCEY CO. LINE (MP 7.82 - MP 12.16) | 1 | 2 | 2WU | NO | NO | 4.34 | 20 | 486 | | | | | 45,830 | 45,830 | 568 |
| TOTAL FOR PROJ NO. 2022CPT.13.04.10591 | | | | | | | | | | 8.16 | | 914 | * | 10,960 | 10,960 | 63 | 86,781 | 86,379 | 915 |
| GRAND TOTAL | | | | | | | | | | 8.16 | | 914 | 1 | 10,960 | 10,960 | 63 | 86,781 | 86,379 | 915 |

High Speed Detection (≥40 mph)

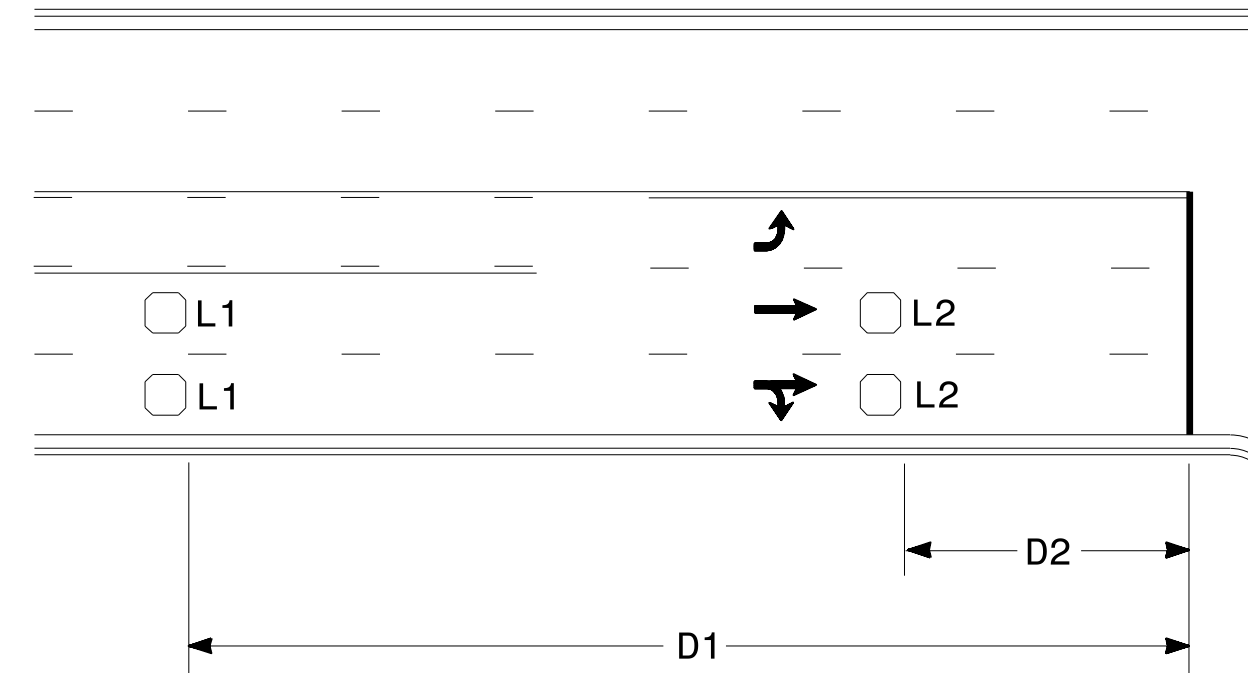


| Speed Limit mph | D ft |
|--------------------|---------|
| 40 | 250 |
| 45 | 300 |
| 50 | 355 |
| 55 | 420 |

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

Volume Density Operation

OR

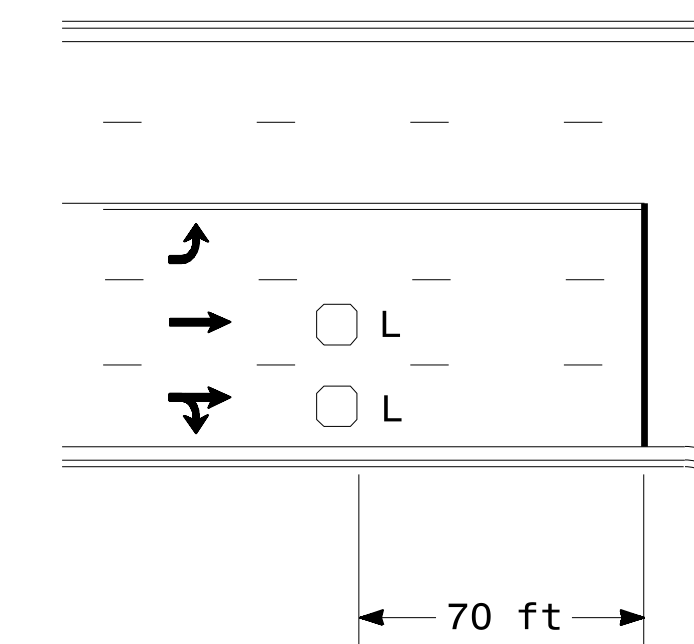


| Speed Limit mph | D1 ft | D2 ft |
|--------------------|----------|----------|
| 40 | 250 | 80 |
| 45 | 300 | 90 |
| 50 | 355 | 100 |
| 55 | 420 | 110 |

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

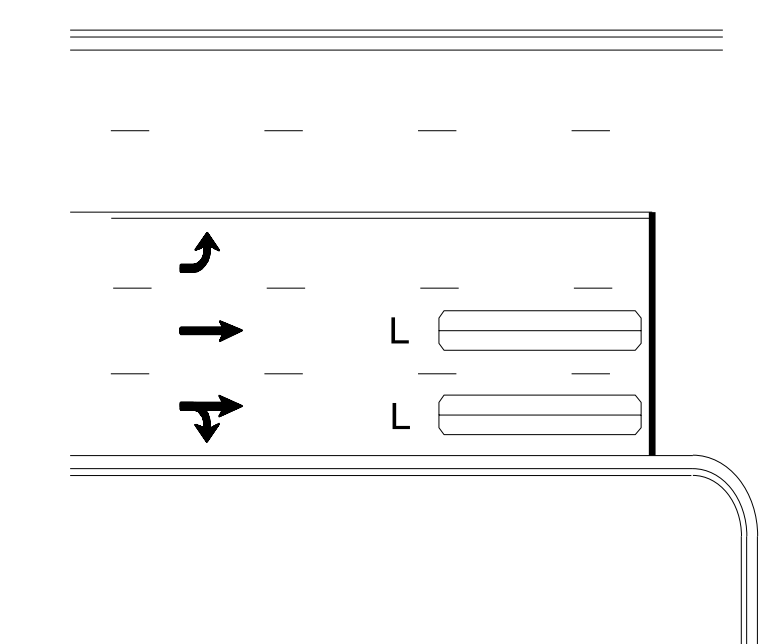
"Stretch" Operation

Low Speed Detection (≤35 mph)



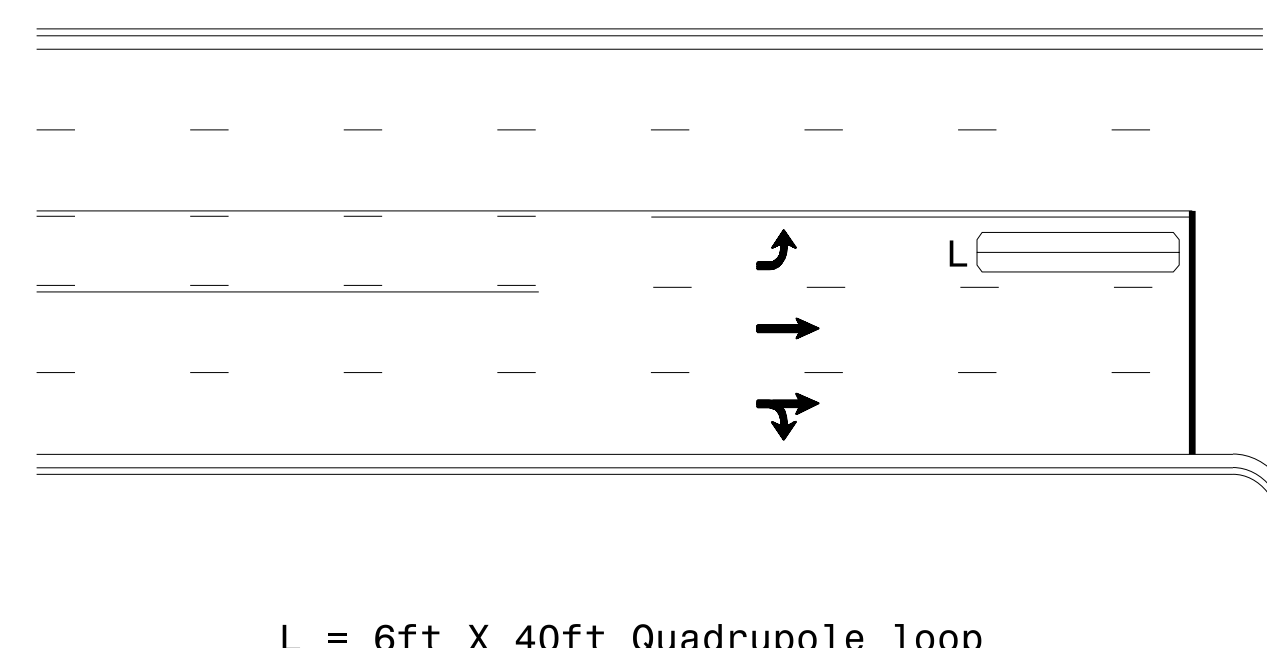
L = 6ft X 6ft
Wired in series

OR



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

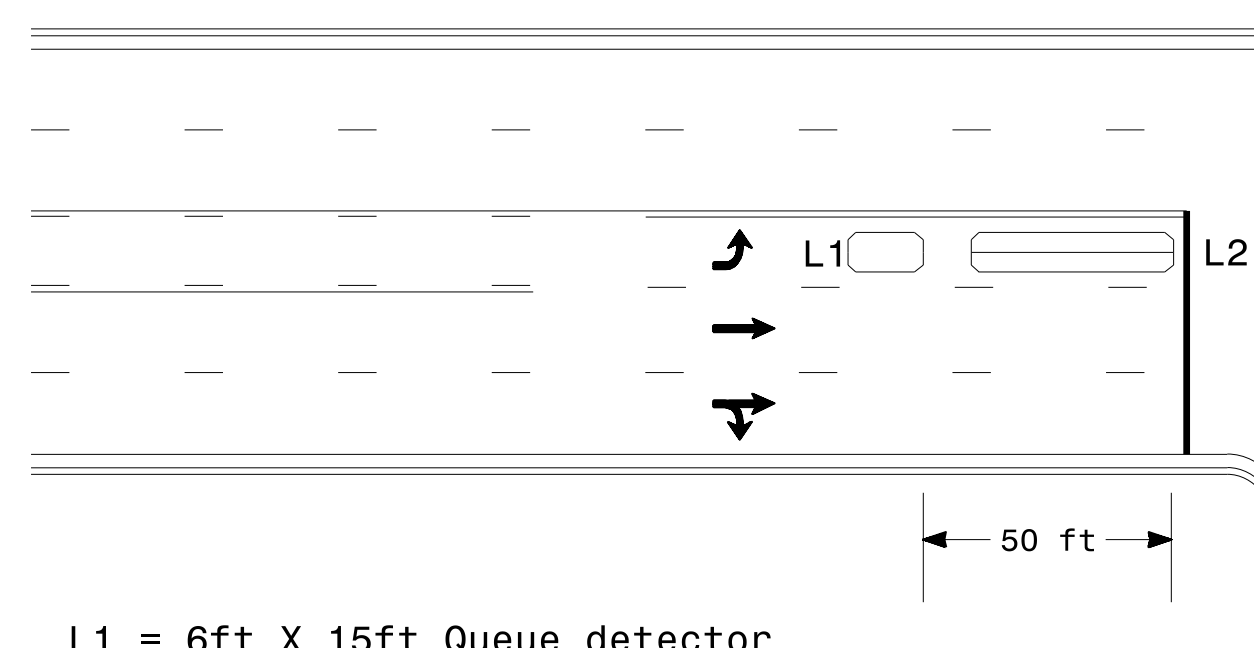
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

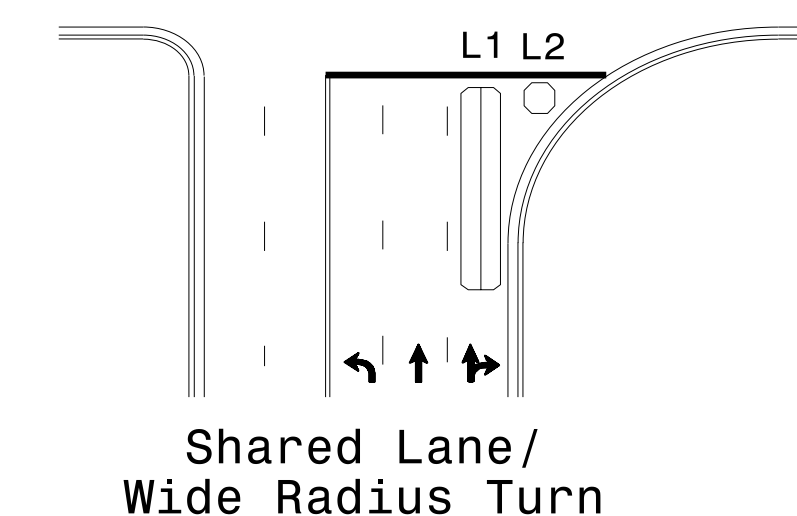
OR



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

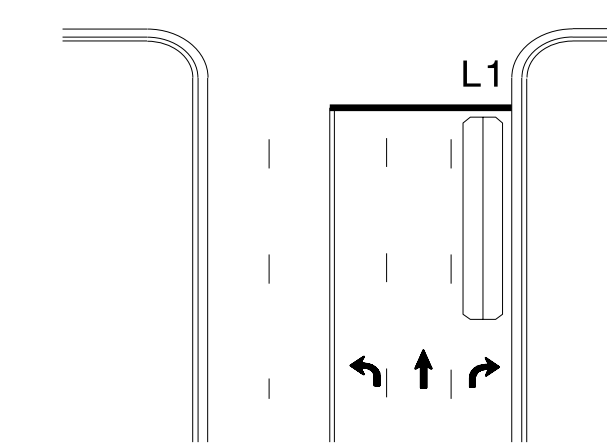
Queue Loop Detection

Right Turn Lane Detection

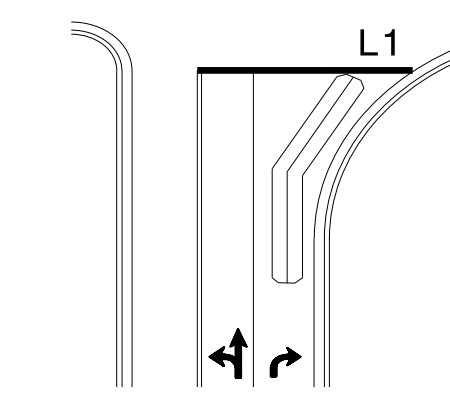


Shared Lane/
Wide Radius Turn

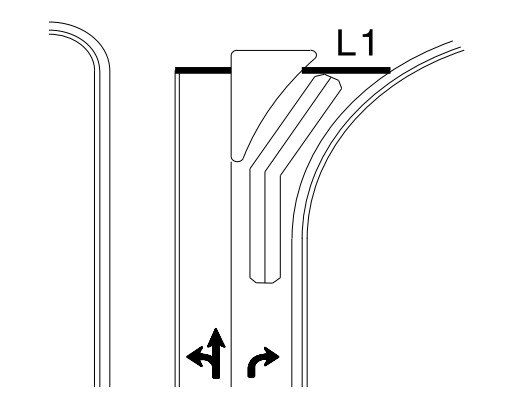
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

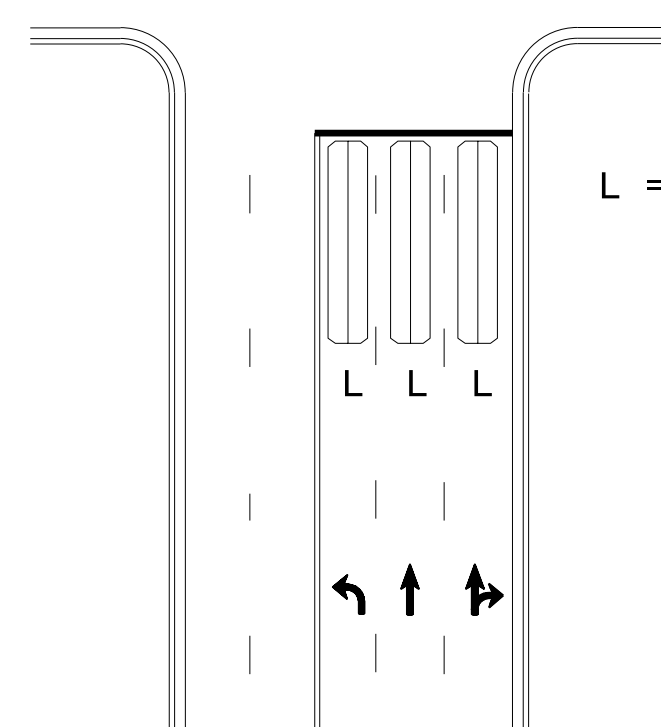


Wide Radius Turn



Channelized Turn

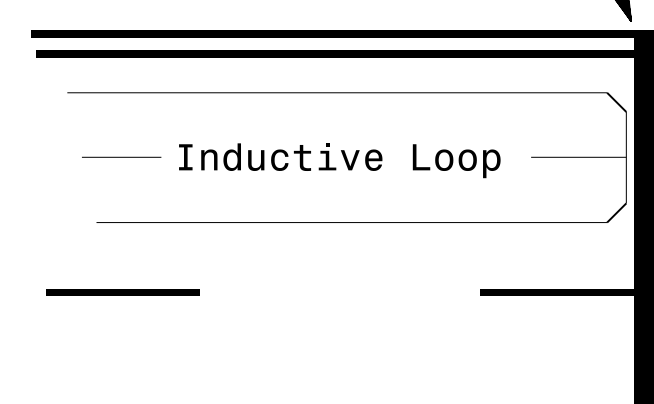
Side Street Detection



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 |

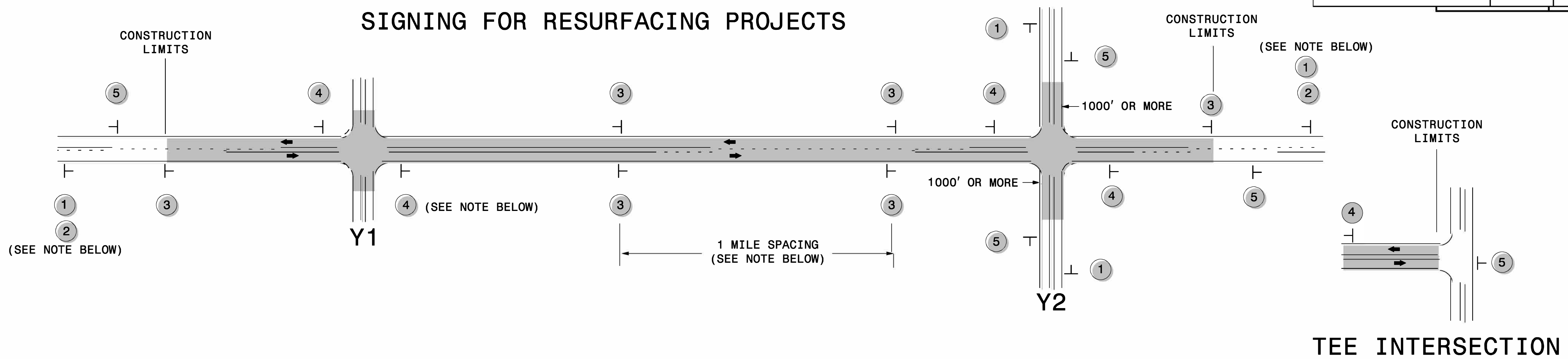
Quadrupole loops: Use 2-4-2 turns

6' X 15' Loops:

- Lead-in < 150', use 2 turns
- Lead-in > 150', use 3 turns

| | | | |
|----------------------|--|--|---|
| | <p>Prepared In the Offices of:</p> <p>TRANSPORTATION MOBILITY AND SAFETY DIVISION DEPARTMENT OF TRANSPORTATION SIGNAL DESIGN SECTION</p> <p>750 N. Greenfield Pkwy, Garner, NC 27529</p> | | <p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER PAMELA L. ALEXANDER 23489</p> |
| | <p>Typical Signal Loop Locations</p> | | |
| <p>SCALE N/A</p> | <p>PLAN DATE: January 2015 PREPARED BY: PLA</p> | <p>REVIEWED BY: JPG REVIEWED BY:</p> | <p>DocuSigned by: P. Alexander 1/30/2015 10:44:44 AM B4756E00CE4E4ED SIG. INVENTORY NO.</p> |

SIGNING FOR RESURFACING PROJECTS



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

| | | | | |
|---|---|---|--|--|
| SIGNING NOTES AND PLACEMENT PER DIRECTION | 1 | <small>W20-1 48" X 48"</small> | 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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <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> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> |
| | 2 | <small>W7-3aP 24" X 18"</small> | #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) | |
| | 3 | <small>SP 13107 48" X 48"</small> | <ul style="list-style-type: none"> 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. | |
| | 4 | <small>SP 13106 48" X 48"</small> | <ul style="list-style-type: none"> 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 | <small>G20-2 A 48" X 24"</small> | PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION. | |

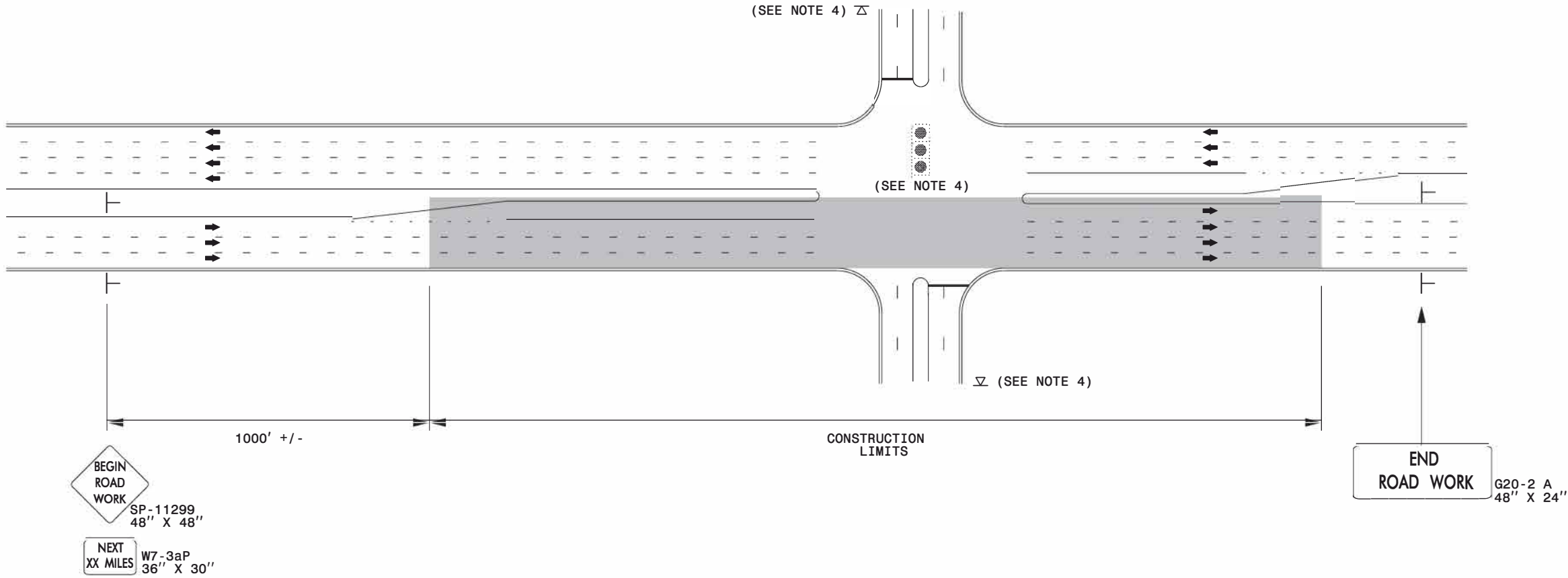
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**

4/20/2016 C:\Users\rmgarrett\Desktop\Resurfacing\AdvWarn_2Ln.dgn User:rmgarrett

| | | |
|---------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2022CPT.13.04.10591 | 8 | 11 |

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: 11299

BACKG COLOR: Fluorescent Orange

DESIGN BY: WJ

CHECKED BY:

DATE: Jun 22, 2011

TYPE: B

COPY COLOR: Black

PROJECT ID: ALL

DIV: ALL

QUANTITY: SEE PLANS

| SYMBOL | X | Y | WID | HT |
|--------|---|---|-----|----|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

SIGN WIDTH: 5'-6"

HEIGHT: 5'-6"

SP 11299

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|---------------------|-----------|-----------|
| 2022CPT.13.04.10591 | 9 | 11 |

TOTAL AREA: 30.5 Sq.Ft.

BORDER TYPE: INSET

RECESS: 0.59"

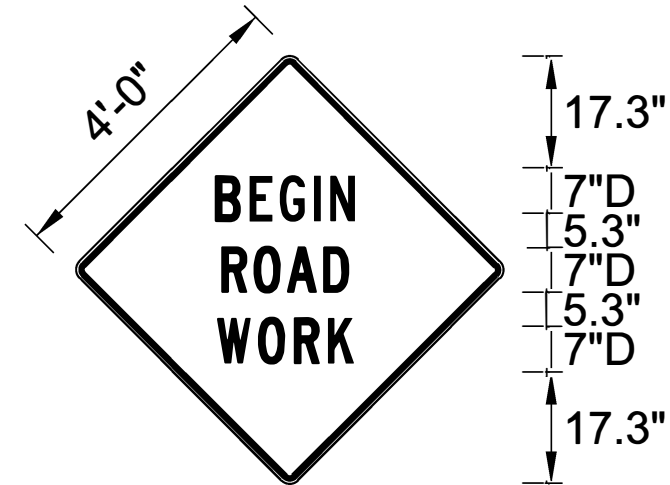
WIDTH: 0.75"

RADII: 1.38"

NO. Z BARS: N/A

LENGTH: N/A

MAT'L: 0.125" (3.2 mm) ALUMINUM



BORDER
R=1.38"
TH=0.75"
IN=0.59"

Spacing Factor is 1 unless specified otherwise

USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.
2. Background shall be Type VII, VIII, or IX (prismatic) fluorescent orange retroreflective sheeting.

LETTER POSITIONS

| Letter spacings are to start of next letter | | | | | | | | | | | | | | | | | | | | Series/Size | |
|---|-----|-----|-----|-----|------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------|--------|
| | | | | | | | | | | | | | | | | | | | | Text Length | |
| | | B | E | G | I | N | | | | | | | | | | | | | | | D 2000 |
| 20.5 | 6 | 5.4 | 6.3 | 2.8 | 4.8 | 20.5 | | | | | | | | | | | | | | | 25.2 |
| | | R | O | A | D | | | | | | | | | | | | | | | | D 2000 |
| 21.4 | 5.8 | 5.9 | 7 | 4.8 | 21.4 | | | | | | | | | | | | | | | | 23.5 |
| | | W | O | R | K | | | | | | | | | | | | | | | | D 2000 |
| 20.9 | 7.1 | 6.5 | 5.9 | 4.9 | 20.9 | | | | | | | | | | | | | | | | 24.5 |
| | | | | | | | | | | | | | | | | | | | | | |
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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.

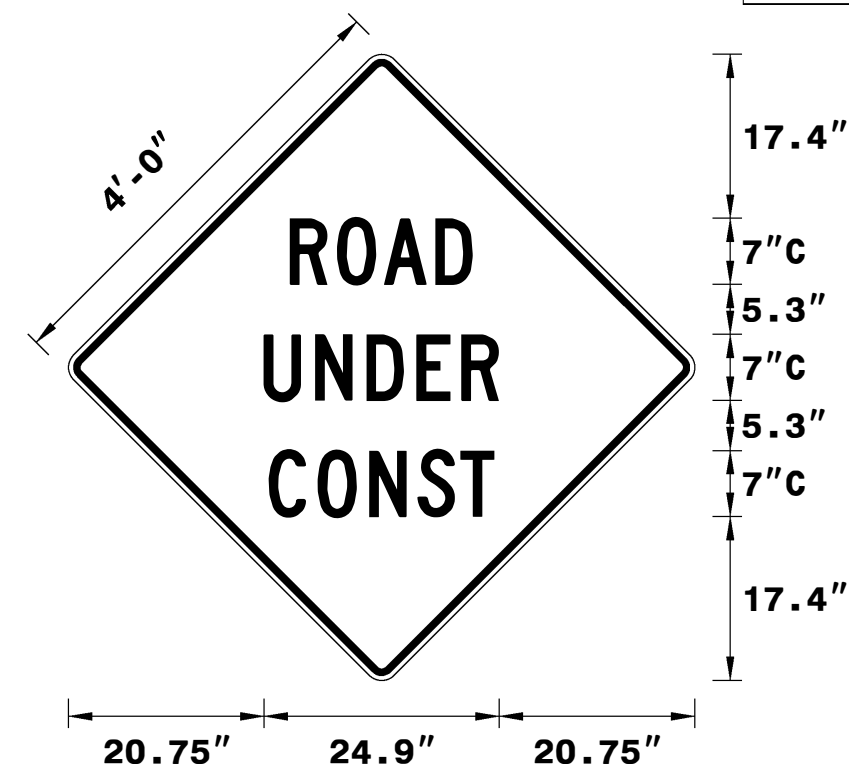
BORDER TYPE: INSET
 RECESS: 0.75"
 WIDTH: 1.25"
 RADII: 3"

NO. Z BARS:
 LENGTH:

| SYMBOL | X | Y | WID | HT |
|--------|---|---|-----|----|
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MAT'L: 0.080" (2.0 mm) ALUMINUM

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|---------------------|-----------|-----------|
| 2022CPT.13.04.10591 | 10 | 11 |



Spacing Factor is 1 unless specified otherwise

USE NOTES: 1,2

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

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 |
| | | | | | | | | | | | | | | |
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SIGN NUMBER: SP13107
 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.

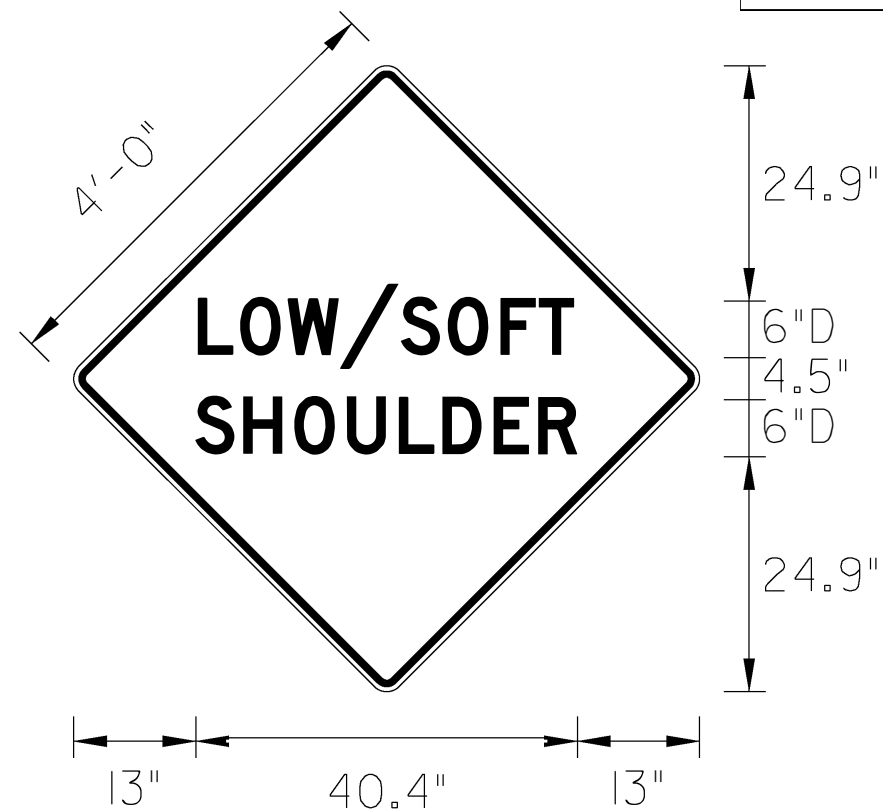
BORDER TYPE: INSET
 RECESS: 0.75"
 WIDTH: 1.25"
 RADII: 3"

NO. Z BARS:
 LENGTH:

| SYMBOL | X | Y | WID | HT |
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MAT'L: 0.080" (2.0 mm) ALUMINUM

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|---------------------|-----------|-----------|
| 2022CPT.13.04.10591 | 11 | 11 |



Spacing Factor is 1 unless specified otherwise

USE NOTES: 1,2

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

LETTER POSITIONS

| Letter spacings are to start of next letter | | | | | | | | | | | Series/Size | |
|---|-----|-----|-----|-----|-----|-----|-----|-----|------|--|-------------|--------|
| | | | | | | | | | | | Text Length | |
| | L | O | W | / | S | O | F | T | | | | D 2000 |
| 13.2 | 4.5 | 5 | 5.5 | 6.5 | 5 | 5.6 | 4.1 | 3.7 | 13.2 | | | 39.9 |
| | S | H | O | U | L | D | E | R | | | | D 2000 |
| 13 | 5.1 | 5.4 | 5.6 | 5.5 | 4.6 | 5.4 | 4.7 | 4.1 | 13 | | | 40.4 |
| | | | | | | | | | | | | |
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