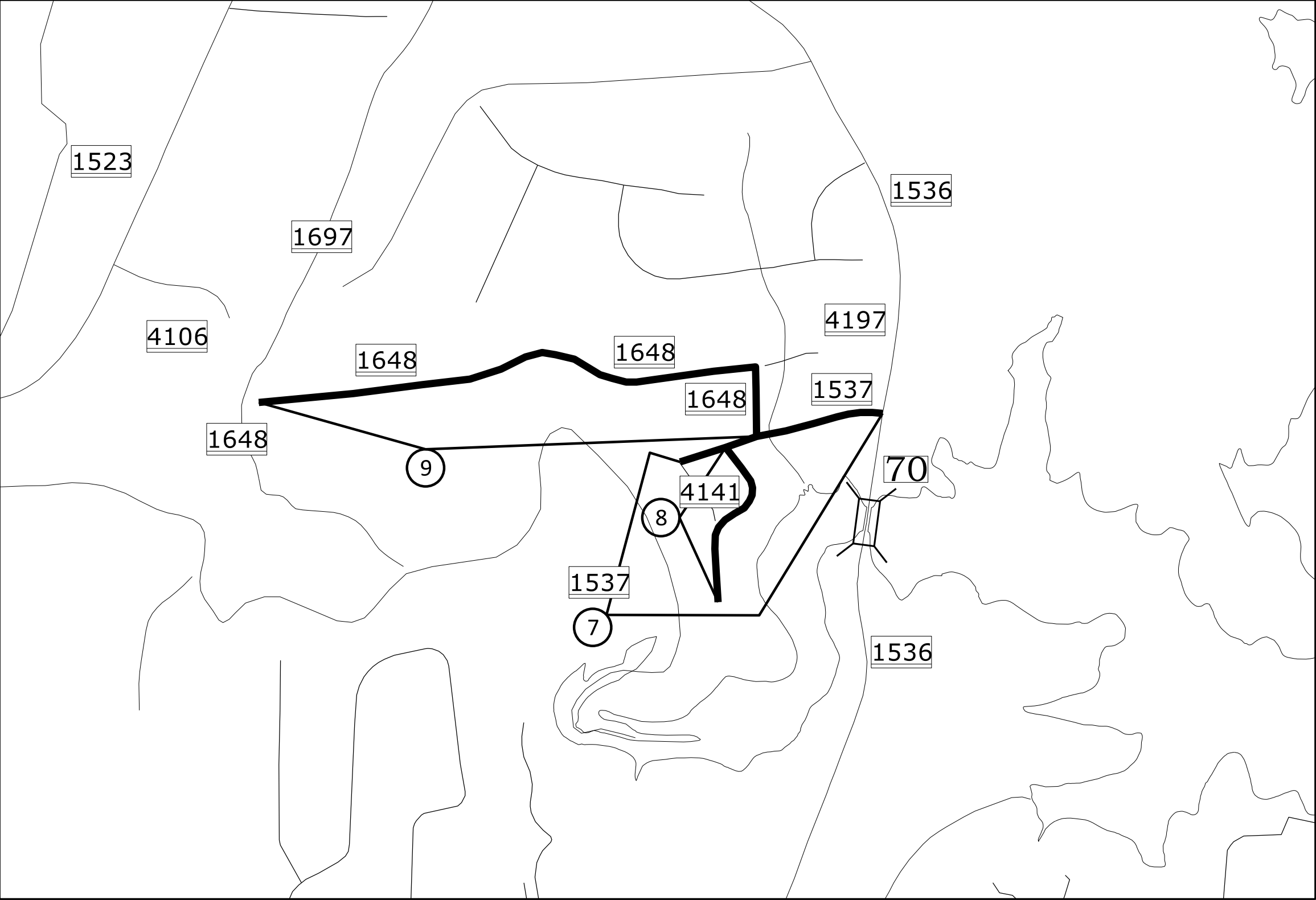
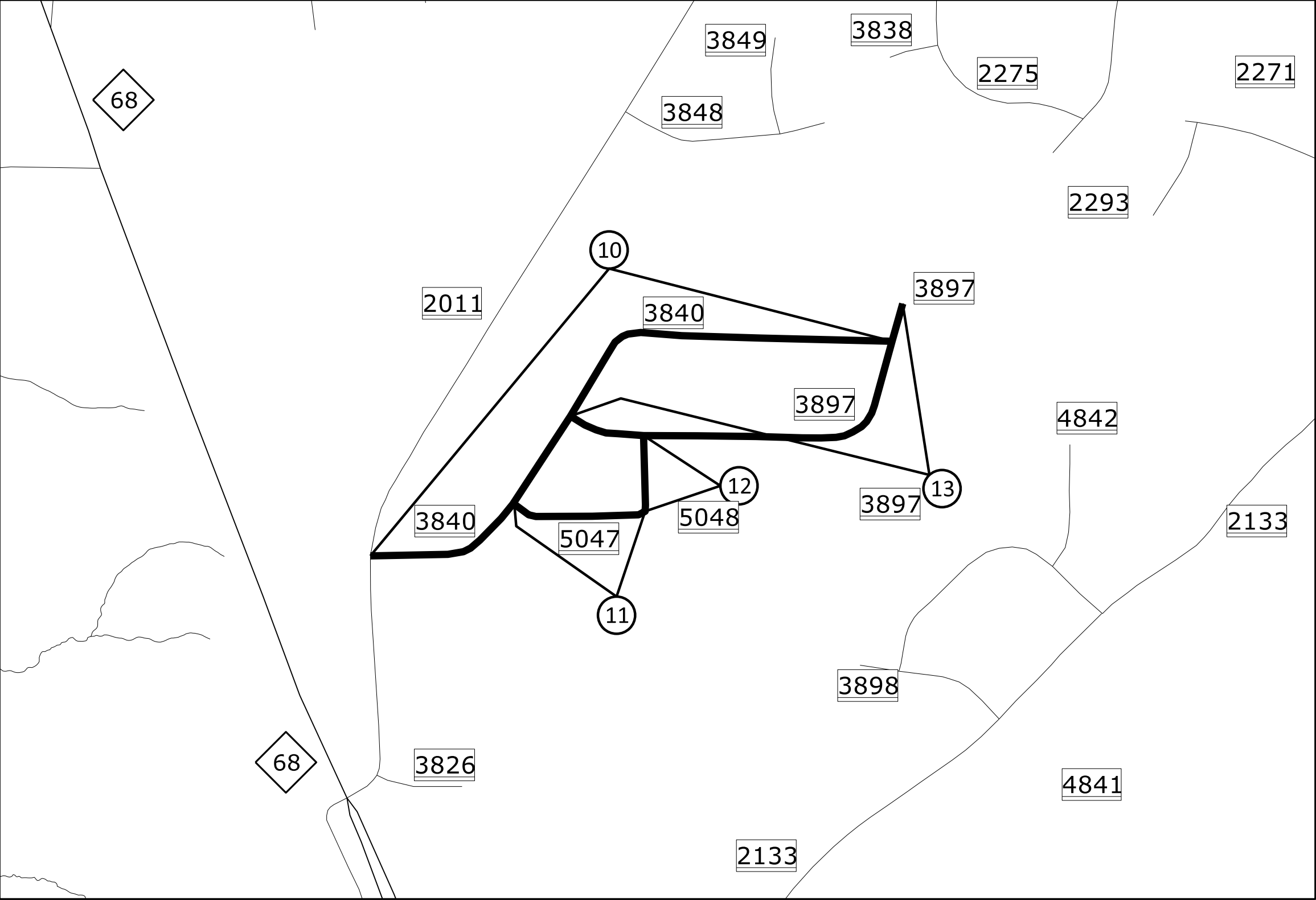


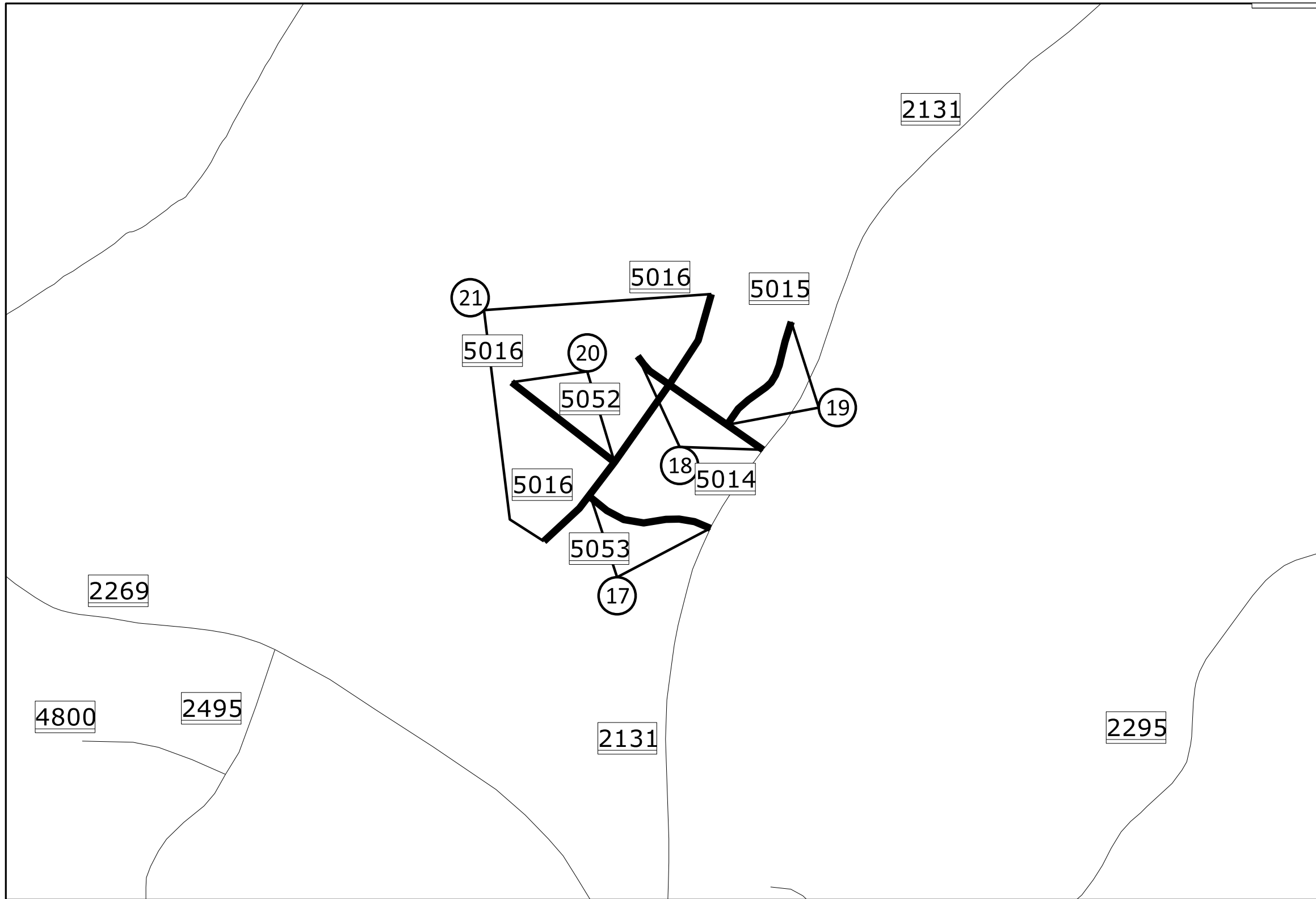
- Map 1 SR 1254 - Montevista Dr
- Map 2 SR 1293 - Montevista Ct
- Map 3 SR 4028 - Overlea Dr
- Map 4 SR 4052 - Winthrop Dr
  
- Map 5 SR 4027 - Bisbee Dr  
Stop at curb and gutter at  
SR 1546 Vickrey Chapel Rd/  
Guilford College Rd
  
- Map 6 SR 4067 - Tamarack Dr
- Map 14 SR 1443 - Fallingbrook Dr
- Map 15 SR 1444 - Fallingbrook Ct
- Map 16 SR 1470 - Wiley Park Dr



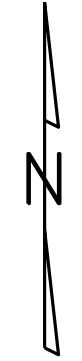
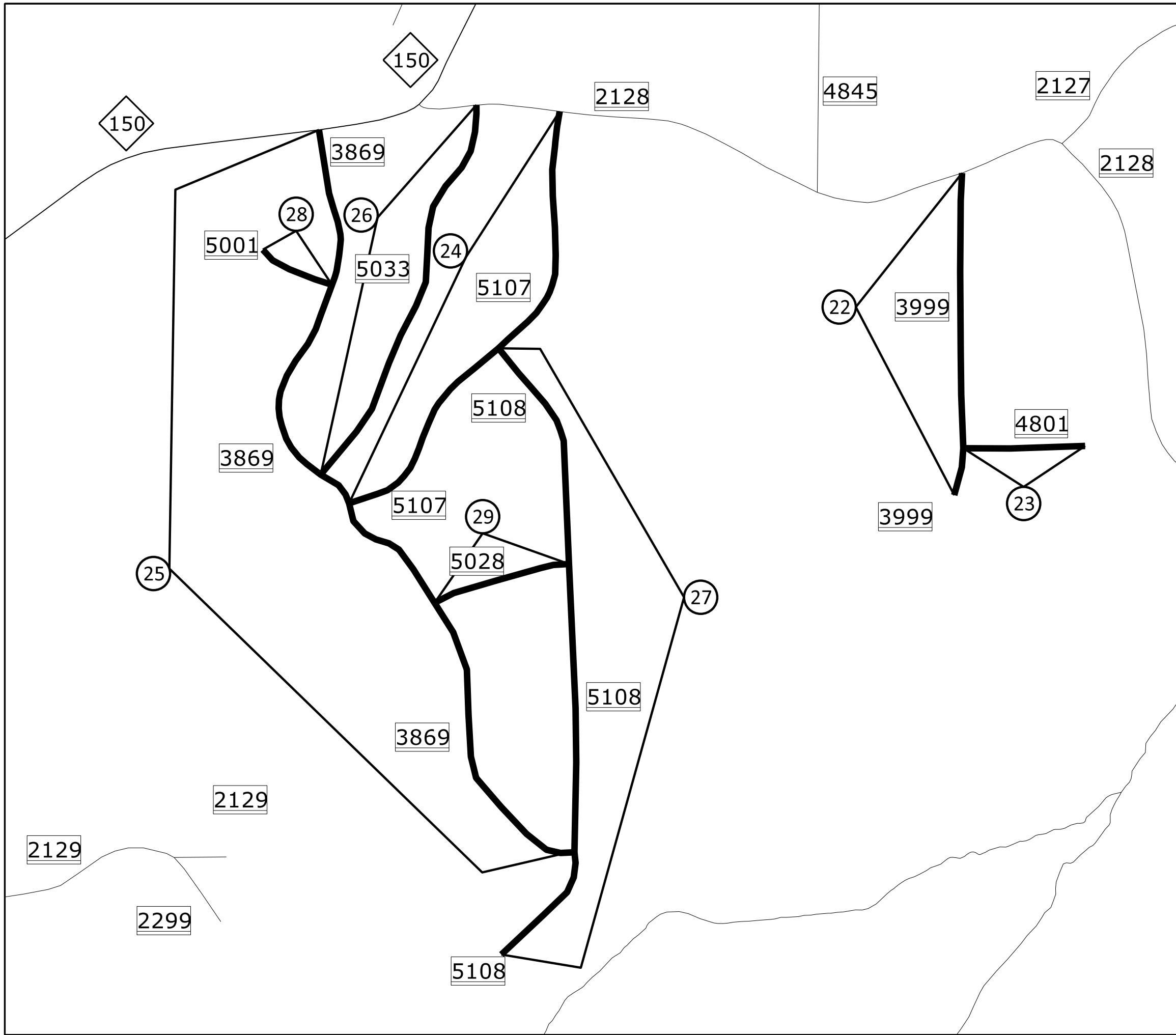
- Map 7 SR 1537 - Lakeview Heights Dr
- Map 8 SR 4141 - Lakeview Heights Dr
- Map 9 SR 1648 - Pennywood Dr



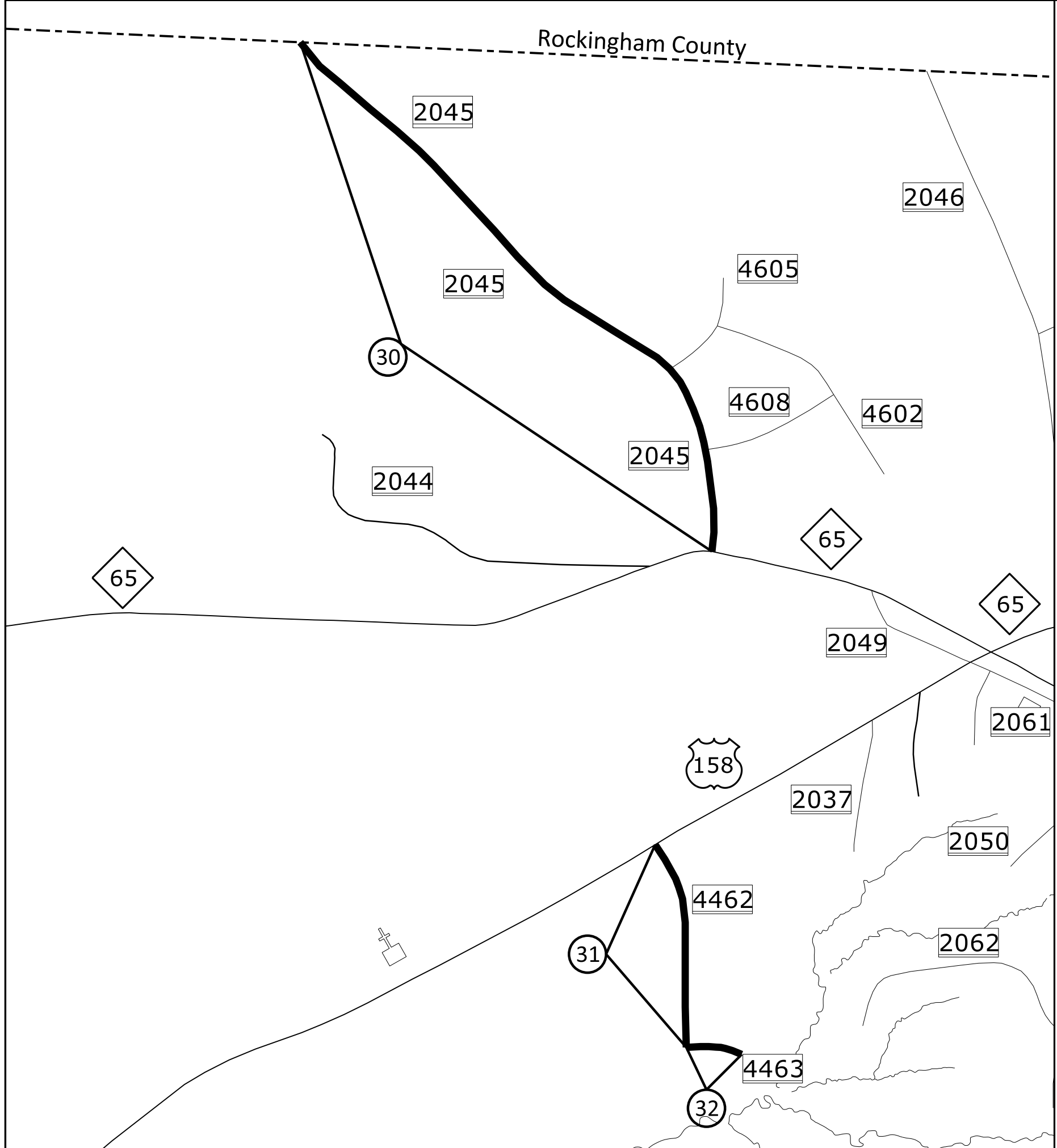
- Map 10 SR 3840 - Fence Dr
- Map 11 SR 5047 - Wonder Dr
- Map 12 SR 5048 - Slope Rd
- Map 13 SR 3897 - Middle Dr



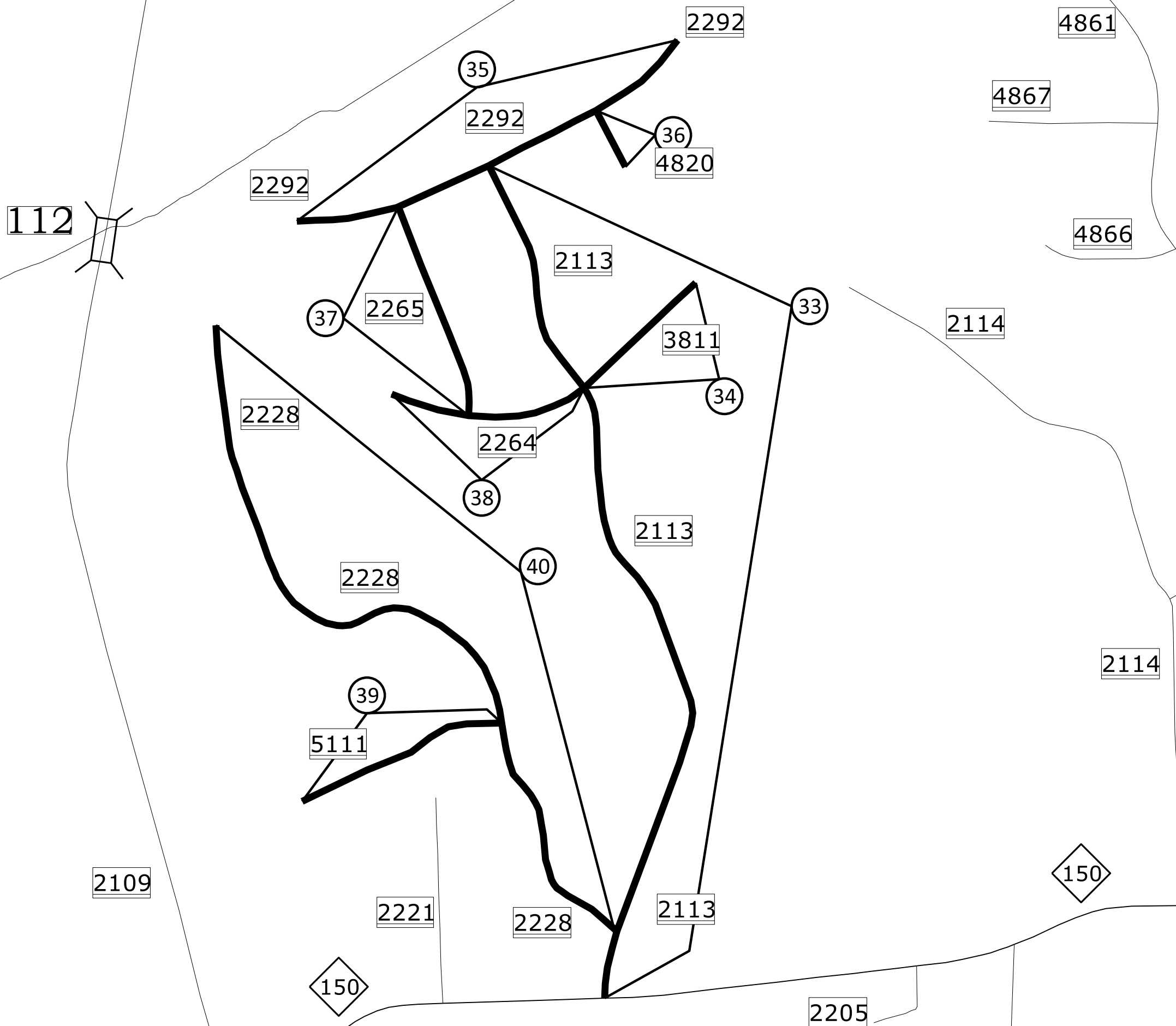
- Map 17 SR 5053 - Stoneykirk Dr
- Map 18 SR 5014 - Sterlingshire Dr
- Map 19 SR 5015 - Buckhaven Ct
- Map 20 SR 5052 - Mcadams Ct
- Map 21 SR 5016 - Falkirk Dr



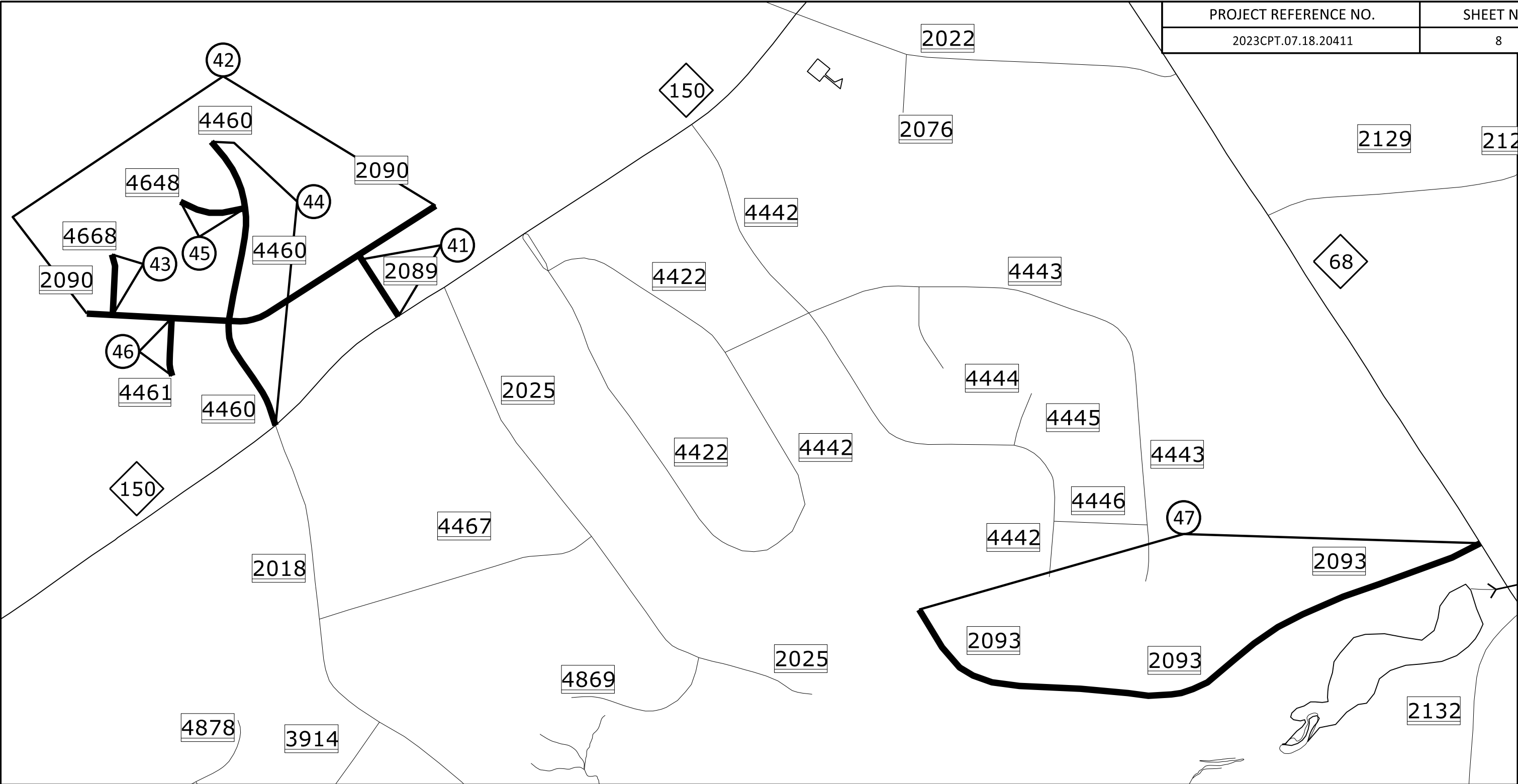
- Map 22 SR 3999 - Gumwood Rd
- Map 23 SR 4801 - Briar Rd
- Map 24 SR 5107 - Newhaven Dr
- Map 25 SR 3869 - Ashton Park Dr
- Map 26 SR 5033 - Stonecroft Dr
- Map 27 SR 5108 - Peppermill Dr
- Map 28 SR 5001 - White Ash Dr
- Map 29 SR 5028 - Elizabeth Dr



- Map 30 SR 2045 - Oak Level Church Rd
- Map 31 SR 4462 - Kelly Lee Dr
- Map 32 SR 4463 - Kelly Lee Ct

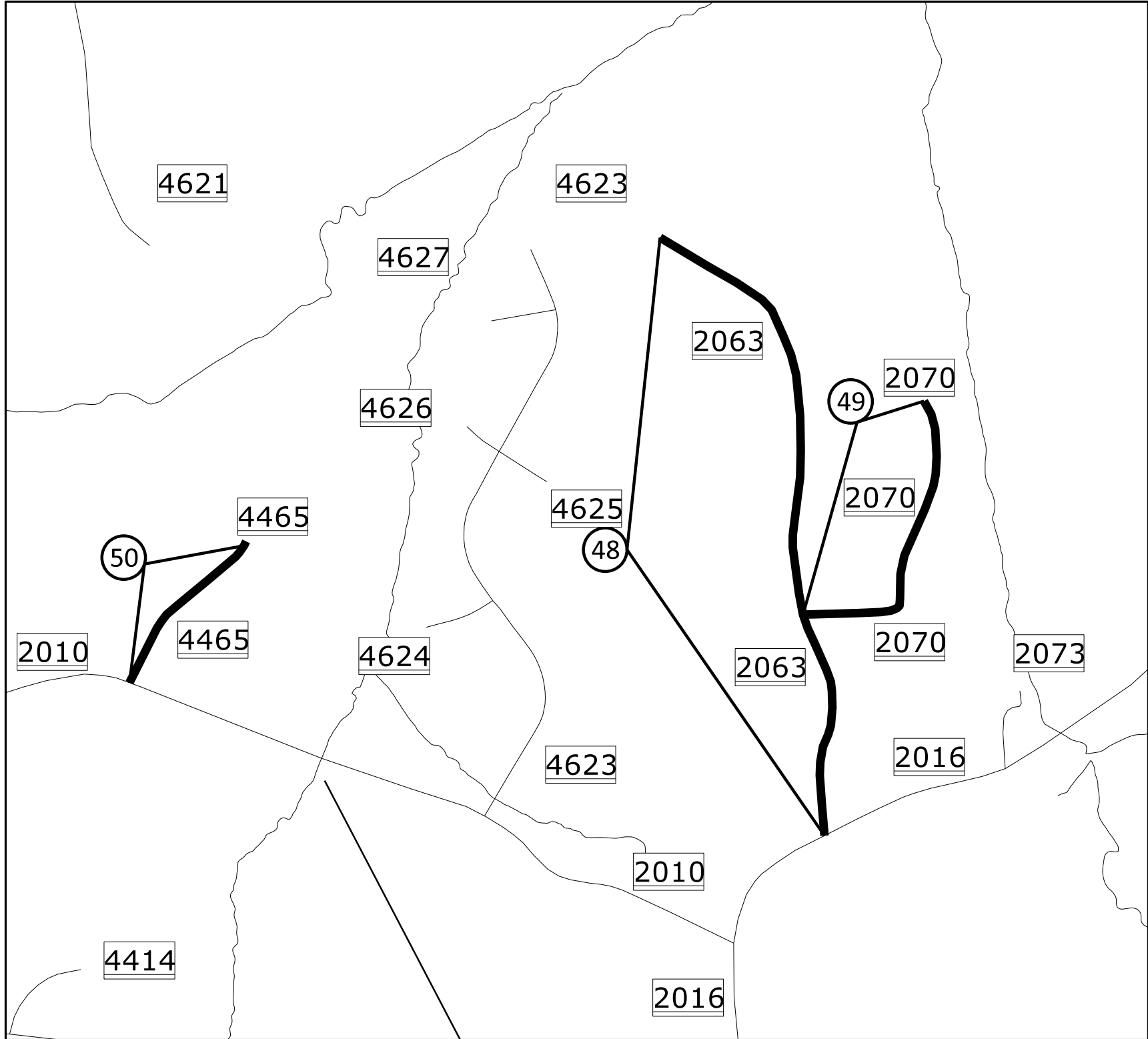


- Map 33 SR 2113 - Whitaker Dr
- Map 34 SR 3811 - St Crispins Way
- Map 35 SR 2292 - Haw Ridge Rd
- Map 36 SR 4820 - Pinelawn Ct
- Map 37 SR 2265 - Betsy Bruce Ln
- Map 38 SR 2264 - Whitaker Ct
- Map 39 SR 5111 - Minglewood Tr
- Map 40 SR 2228 - Penns Grove Rd

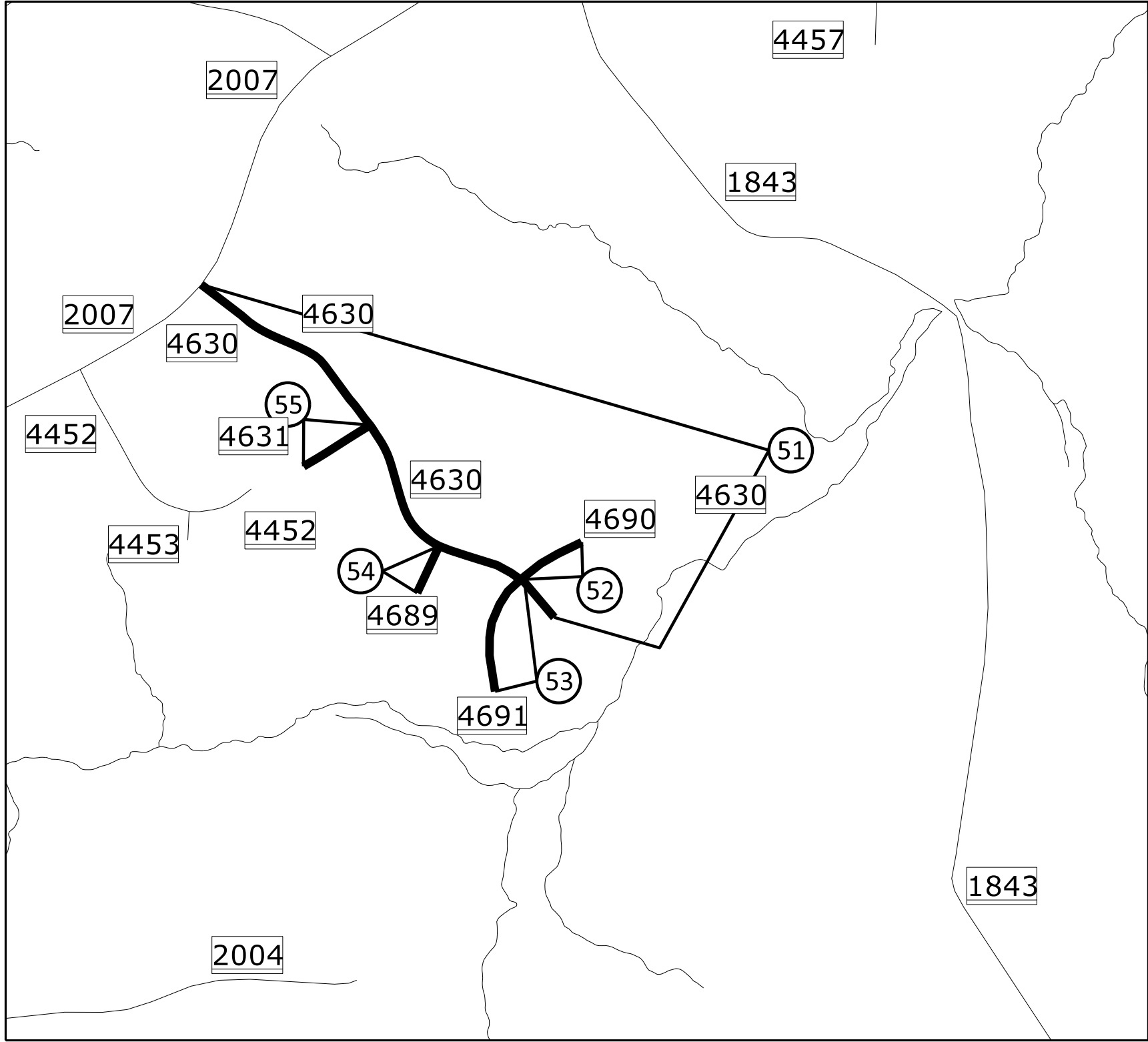


- Map 41 SR 2089 - Farmsworth Dr
- Map 42 SR 2090 - Bromfield Rd
- Map 43 SR 4668 - Bar Ct
- Map 44 SR 4460 - Chalet Dr
- Map 45 SR 4648 - Invershield Ct
- Map 46 SR 4461 - Dunvagen Ct
- Map 47 SR 2093 - Hunting Cog Rd

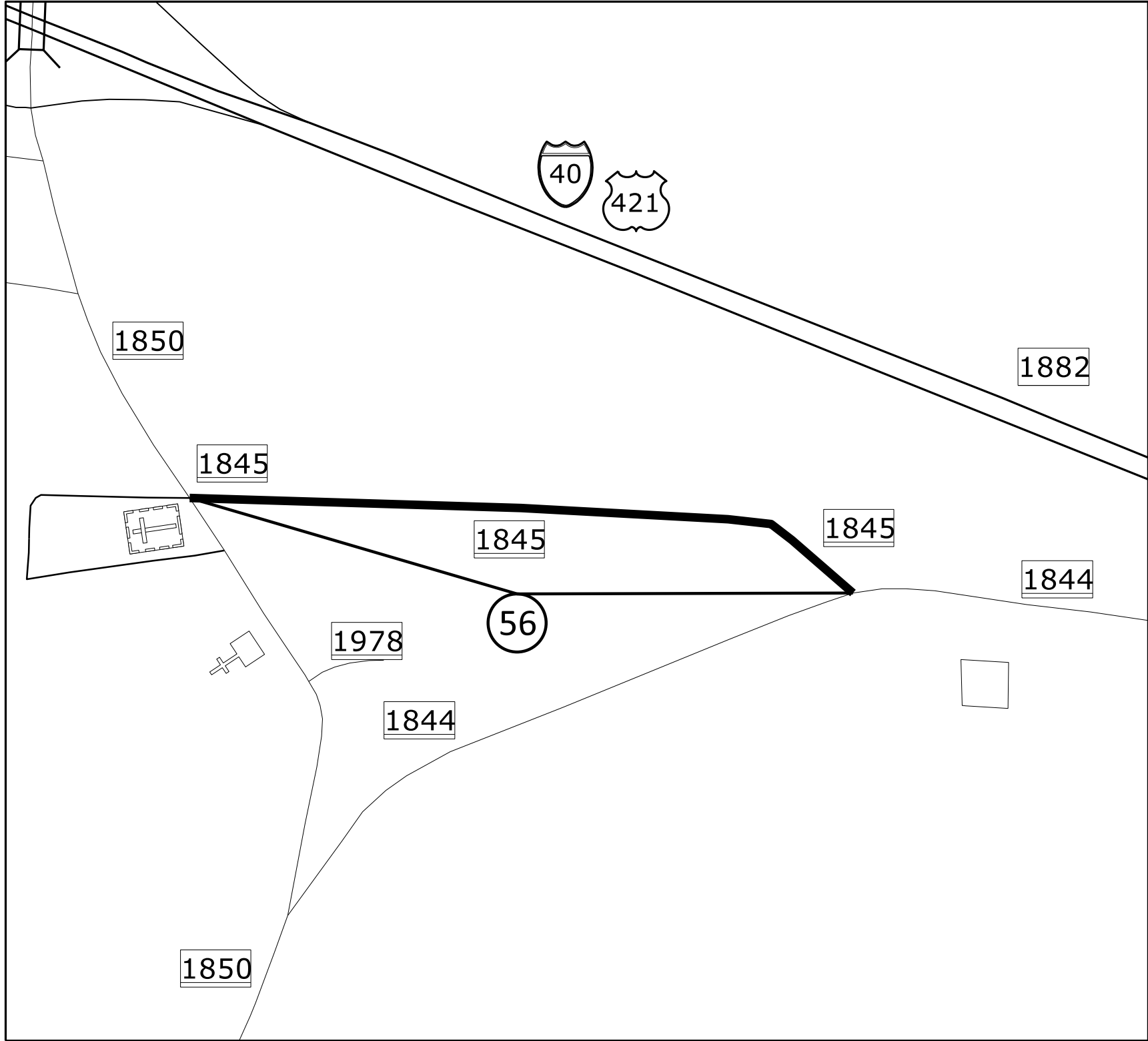




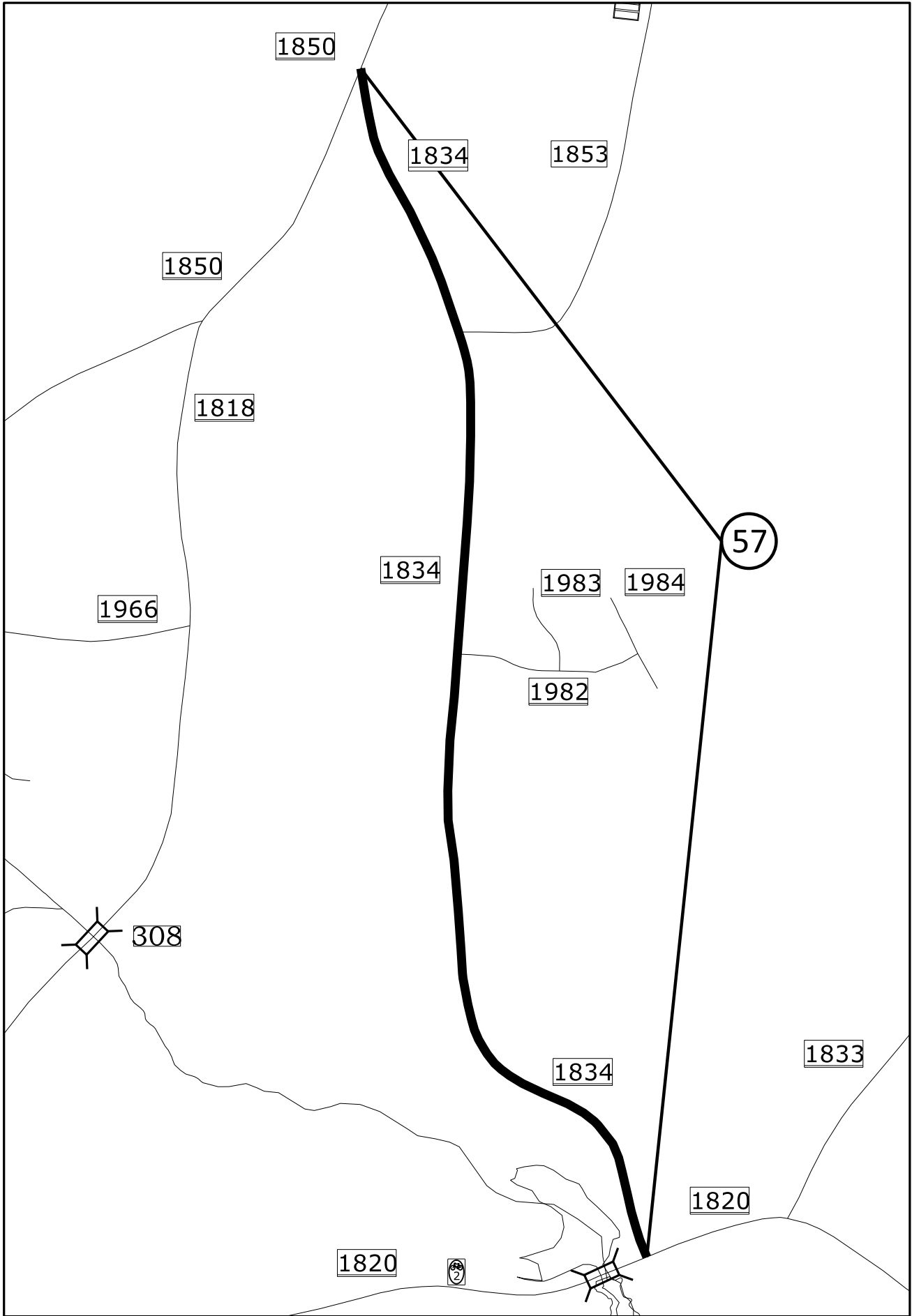
Map 48 SR 2063 - Brynwood Dr  
Map 49 SR 2070 - Hardcastle Dr/Castleford Dr  
Map 50 SR 4465 - Maple Tree Ct



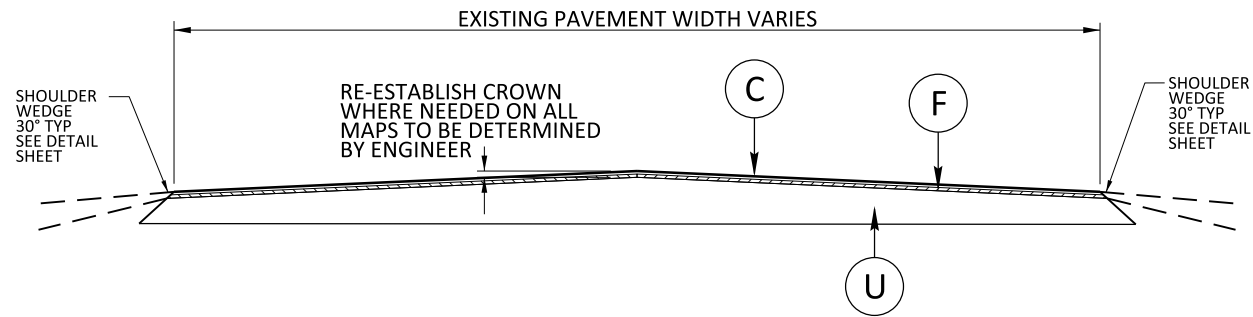
- Map 51 SR 4630 - Pheasant Ridge Dr
- Map 52 SR 4690 - N Tuckers Farm Ct
- Map 53 SR 4691 - S Tuckers Farm Ct
- Map 54 SR 4689 - Quails Nest Ct
- Map 55 SR 4631 - Hunters Creek Dr



Map 56 SR 1845 - Tyner Rd

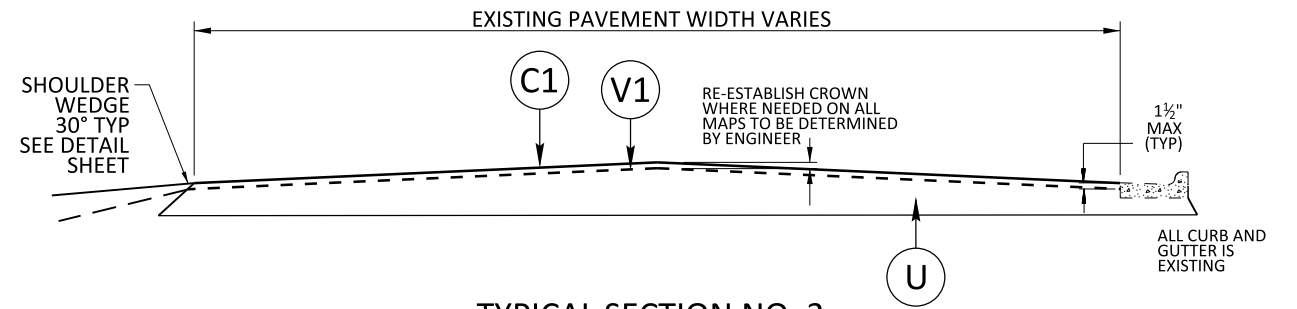


Map 57 SR 1834 - Kendale Rd  
 Mill and Fill curb and gutter section  
 End of taper to End of taper.  
 End Map at Project Limits of U-3615B  
 and U-4758.  
 Incidental mill Faircloth Way intersection.



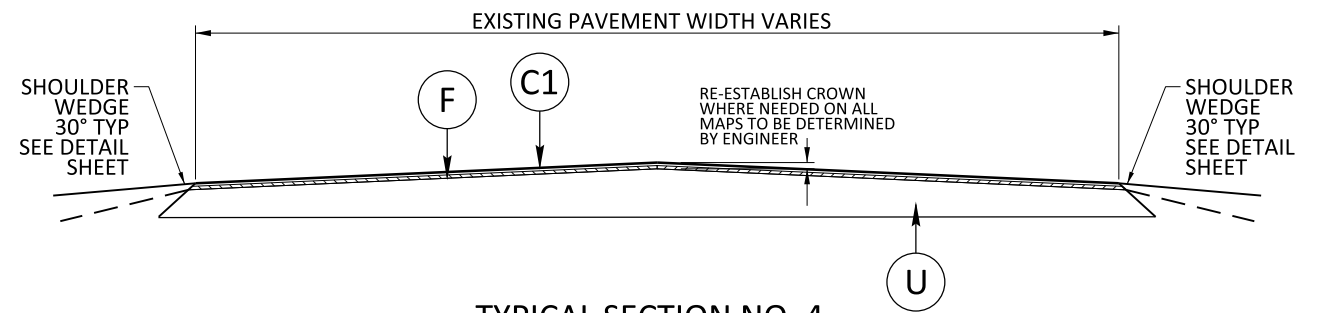
**TYPICAL SECTION NO. 1**

Map 1	SR 1254 - Montevista Dr	Map 29	SR 5028 - Elizabeth Dr
Map 2	SR 1293 - Montevista Ct	Map 31	SR 4462 - Kelly Lee Dr
Map 3	SR 4028 - Overlea Dr	Map 32	SR 4463 - Kelly Lee Ct
Map 4	SR 4052 - Winthrop Dr	Map 33	SR 2113 - Whitaker Dr
Map 5	SR 4027 - Bisbee Dr	Map 34	SR 3811 - St Crispins Way
Map 6	SR 4067 - Tamarack Dr	Map 35	SR 2292 - Haw Ridge Rd
Map 7	SR 1537 - Lakeview Heights Dr	Map 36	SR 4820 - Pinelawn Ct
Map 8	SR 4141 - Springview Dr/ Lakeview Heights Dr	Map 37	SR 2265 - Betsy Bruce Ln
Map 9	SR 1648 - Pennywood Dr	Map 38	SR 2264 - Whitaker Ct
Map 10	SR 3840 - Fence Dr	Map 39	SR 5111 - Minglewood Tr
Map 11	SR 5047 - Wonder Dr	Map 40	SR 2228 - Penns Grove Rd
Map 12	SR 5048 - Slope Rd	Map 41	SR 2089 - Farmsworth Dr
Map 13	SR 3897 - Middle Dr	Map 42	SR 2090 - Bromfield Rd
Map 14	SR 1443 - Fallingbrook Dr	Map 43	SR 4668 - Bar Ct
Map 15	SR 1444 - Fallingbrook Ct	Map 44	SR 4460 - Chalet Dr
Map 16	SR 1470 - Wiley Park Dr	Map 45	SR 4648 - Invershield Ct
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Map 22	SR 3999 - Gumwood Rd	Map 51	SR 4630 - Pheasant Ridge Dr
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Map 24	SR 5107 - Newhaven Dr	Map 53	SR 4691 - S Tuckers Farm Ct
Map 25	SR 3869 - Ashton Park Dr	Map 54	SR 4689 - Quails Nest Ct
Map 26	SR 5033 - Stonecroft Dr	Map 55	SR 4631 - Hunters Creek Dr
Map 27	SR 5108 - Peppermill Dr	Map 56	SR 1845 - Tyner Rd
Map 28	SR 5001 - White Ash Dr		



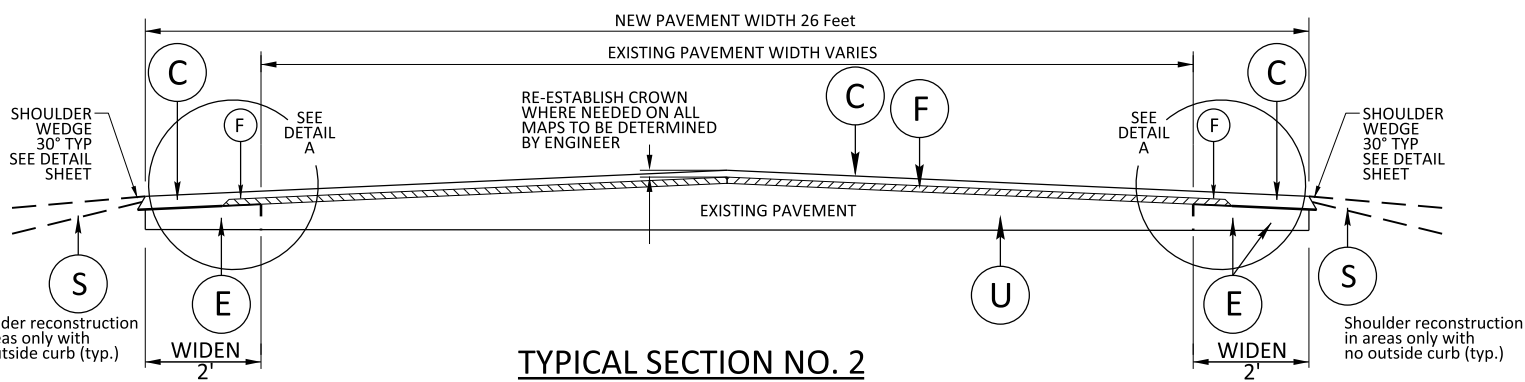
**TYPICAL SECTION NO. 3**

Map 57 SR 1834 - Kendale Rd  
Mill and Fill Curb and Gutter section  
End of taper to End of taper.



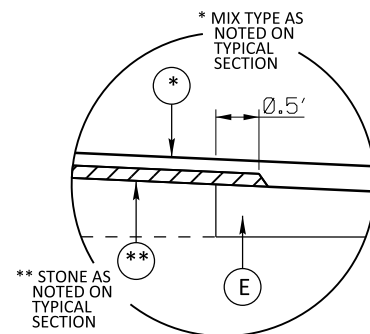
**TYPICAL SECTION NO. 4**

Map 57 SR 1834 - Kendale Rd



**TYPICAL SECTION NO. 2**

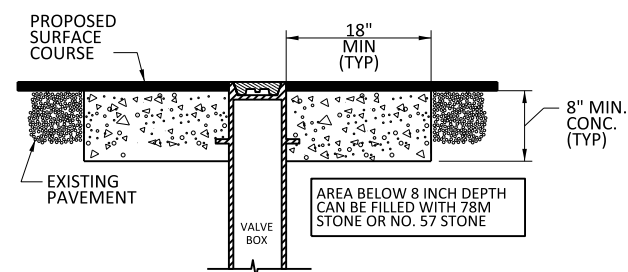
Map 30 SR 2045 - Oak Level Church Rd



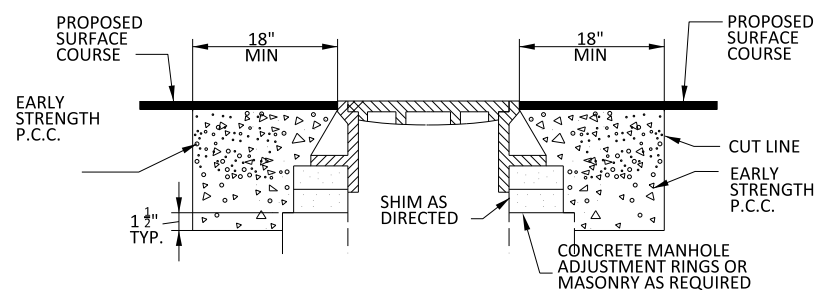
**DETAIL A**

**PAVEMENT SCHEDULE**

C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V1	MILL ASPHALT PAVEMENT, 1½" DEPTH

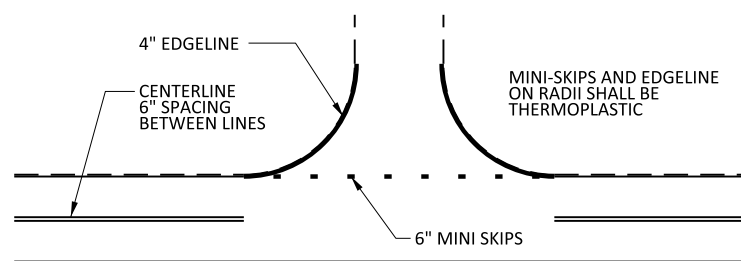


**STANDARD CONCRETE ENCASEMENT FOR VALVE CASTINGS IN PAVEMENT**



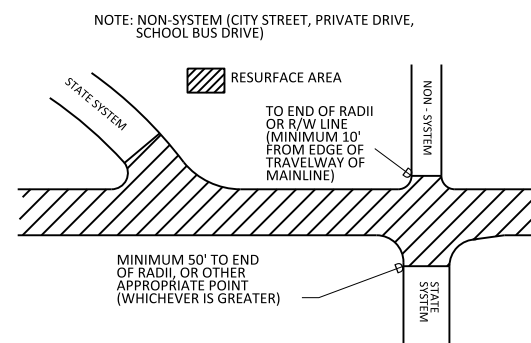
- NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
  2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
  3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
  4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.

**STANDARD CONCRETE ENCASEMENT FOR MANHOLE CASTINGS IN PAVEMENT**

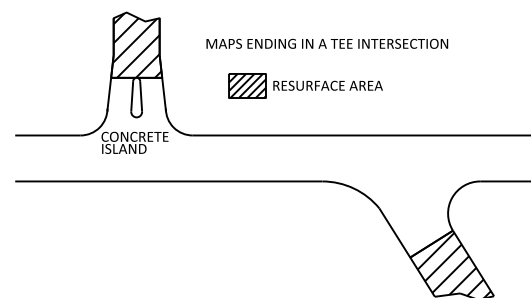


NOTE: MINI SKIPS SHALL BE PLACED ON A 8' CYCLE, CONTAINING A 6' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

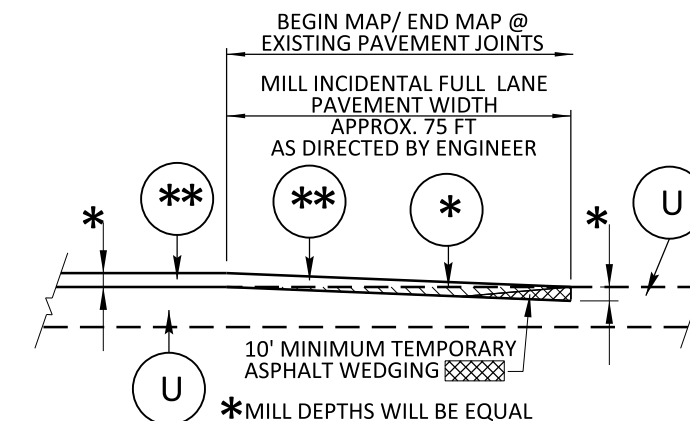
**TO BE USED AT ALL NON-SIGNALIZED INTERSECTIONS**  
(NOT TO SCALE)



**PAVING DETAIL 1 MAIN LINE IS BEING RESURFACED**



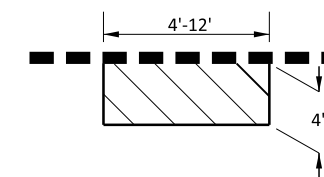
**PAVING DETAIL 2 MAIN LINE NOT BEING RESURFACED**



\*MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS

\*\*SEE TYPICALS FOR MIX TYPE

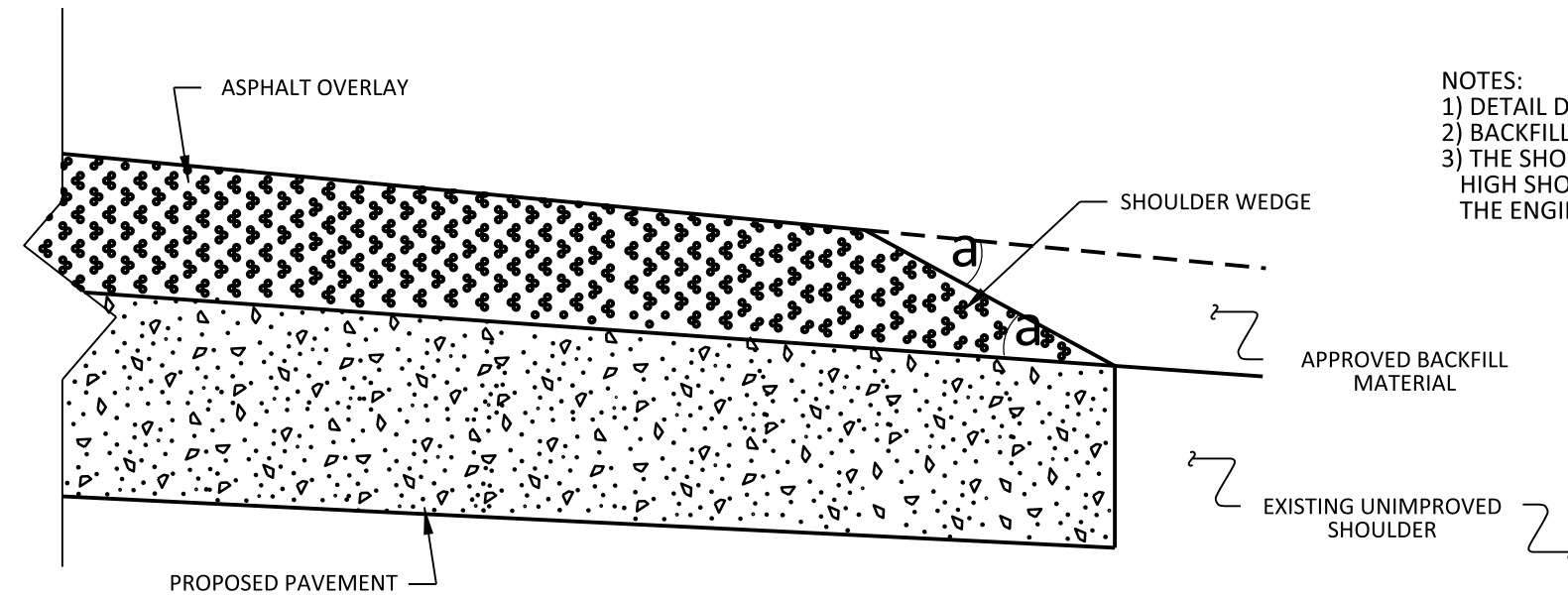
**INCIDENTAL MILLING AT TIE-IN DETAIL**



MILL FILL WITH INTERMEDIATE COURSE, TYPE 119.0C AT LOCATIONS AS DIRECTED BY THE ENGINEER.

**PATCHING EXISTING PAVEMENT DETAIL**

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V1	MILL ASPHALT PAVEMENT, 1½" DEPTH

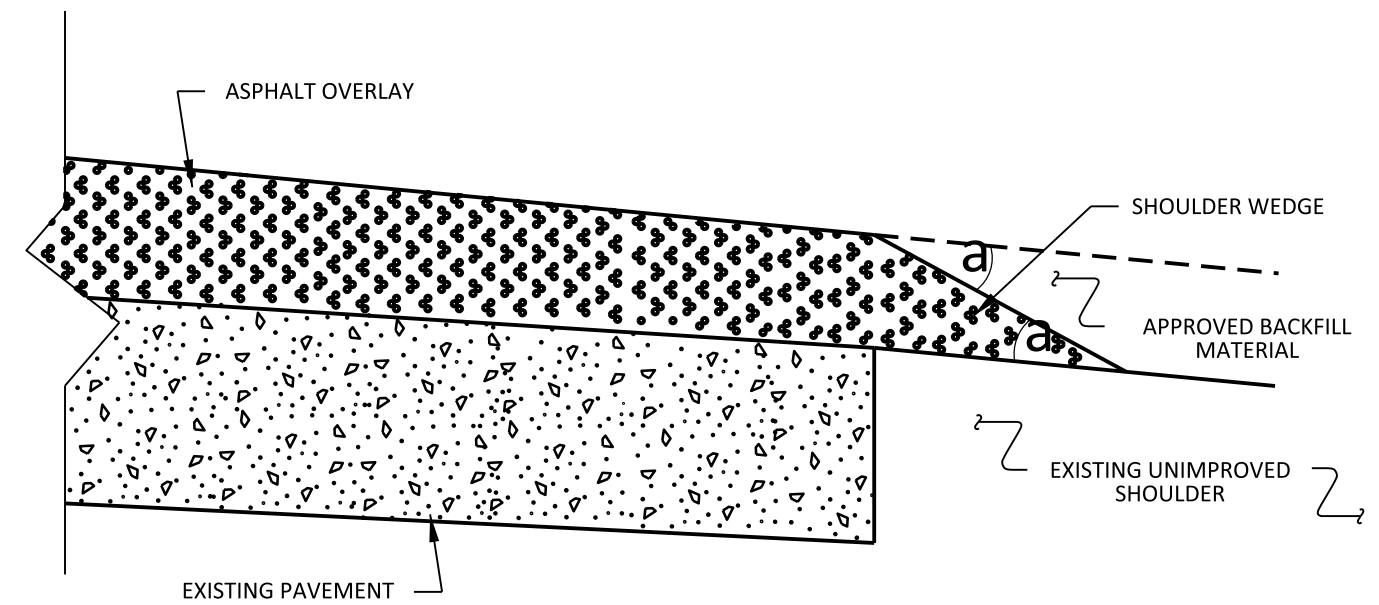


NOTES:

- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

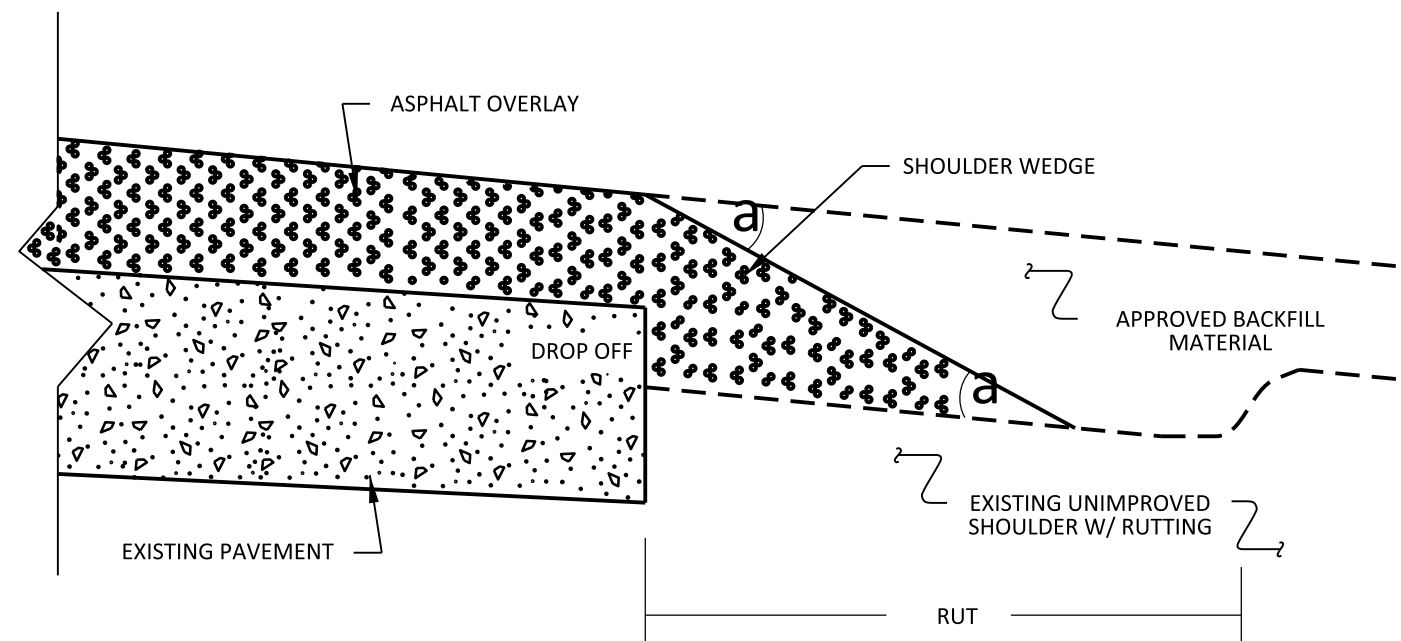
**SHOULDER WEDGE DETAIL**

(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**

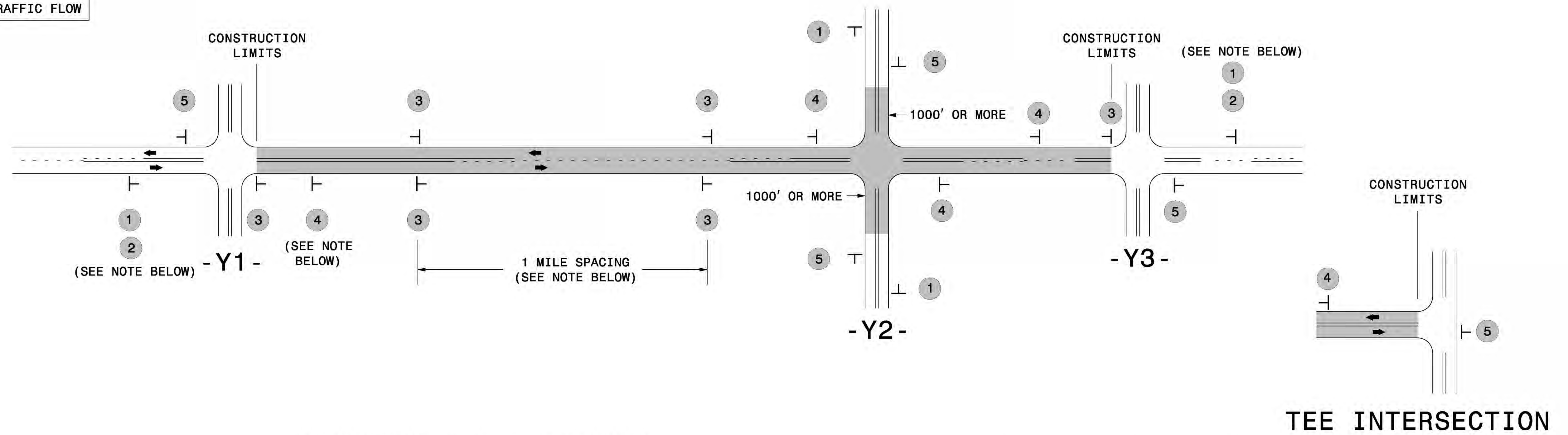
ORIGINAL BY: T.SPELL DATE: 7-19-11  
MODIFIED BY: DATE: 10/16/12  
CHECKED BY: DATE:  
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

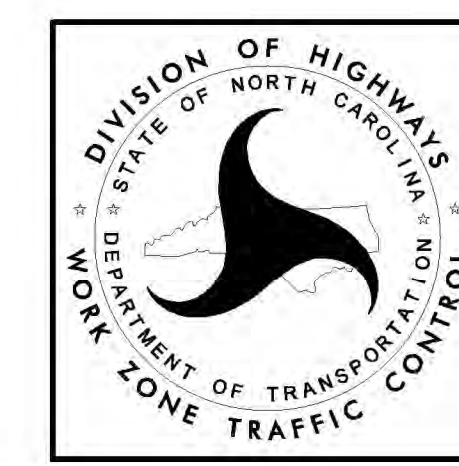
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">               W20-1 48" X 48"              PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">               W20-7 A 48" X 48"              PLACED 250' IN ADVANCE OF FLAGGER.         </div> </div>
	2		#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3		<ul style="list-style-type: none"> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	4		<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</li> <li>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
	5		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

**MAPS LESS THAN 2 MILES**

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



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

5/15/2017 SAT:MUWZTC:\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln.dgn User:keads



STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

ENGLISH STANDARD DRAWING FOR  
**DEEP-CUT INDUCTIVE DETECTION LOOPS**  
(FOR INSTALLATION PRIOR TO MILLING)

SHEET 1 OF 1

**NOTES**

- OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
- MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
- WIRE LOOPS CONNECTED TO THE SAME DETECTOR IN SERIES.
- LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS.
- USE A SERIES OF ONE INCH PIECES OF BACKER ROD SPACED ONE FOOT APART ALONG THE ENTIRE LENGTH OF THE FEEDER SLOT AND LOOP SAW SLOT.
- CONSULT LOOP SEALANT MANUFACTURER TO DETERMINE CURING TIME REQUIRED PRIOR TO MILLING.
- REFER TO STANDARD DRAWING 1725.01 SHEETS 2 AND 3 FOR ADDITIONAL REQUIREMENTS.

**SAW SLOT DEPTH CHART**  
ASSUMING 2" MILLING DEPTH

DEPTH (IN)	MAX NO. OF WIRE LAYERS				
	2	3	4	5	6
SAW SLOT DEPTH	4.0	4.5	5.0	5.0	5.0
MINIMUM TOTAL ASPHALT DEPTH REQUIRED	5.0	5.5	6.0	6.0	6.0

**LOOP WIRE TWISTING METHOD**

INCORRECT WAY TO TWIST WIRE

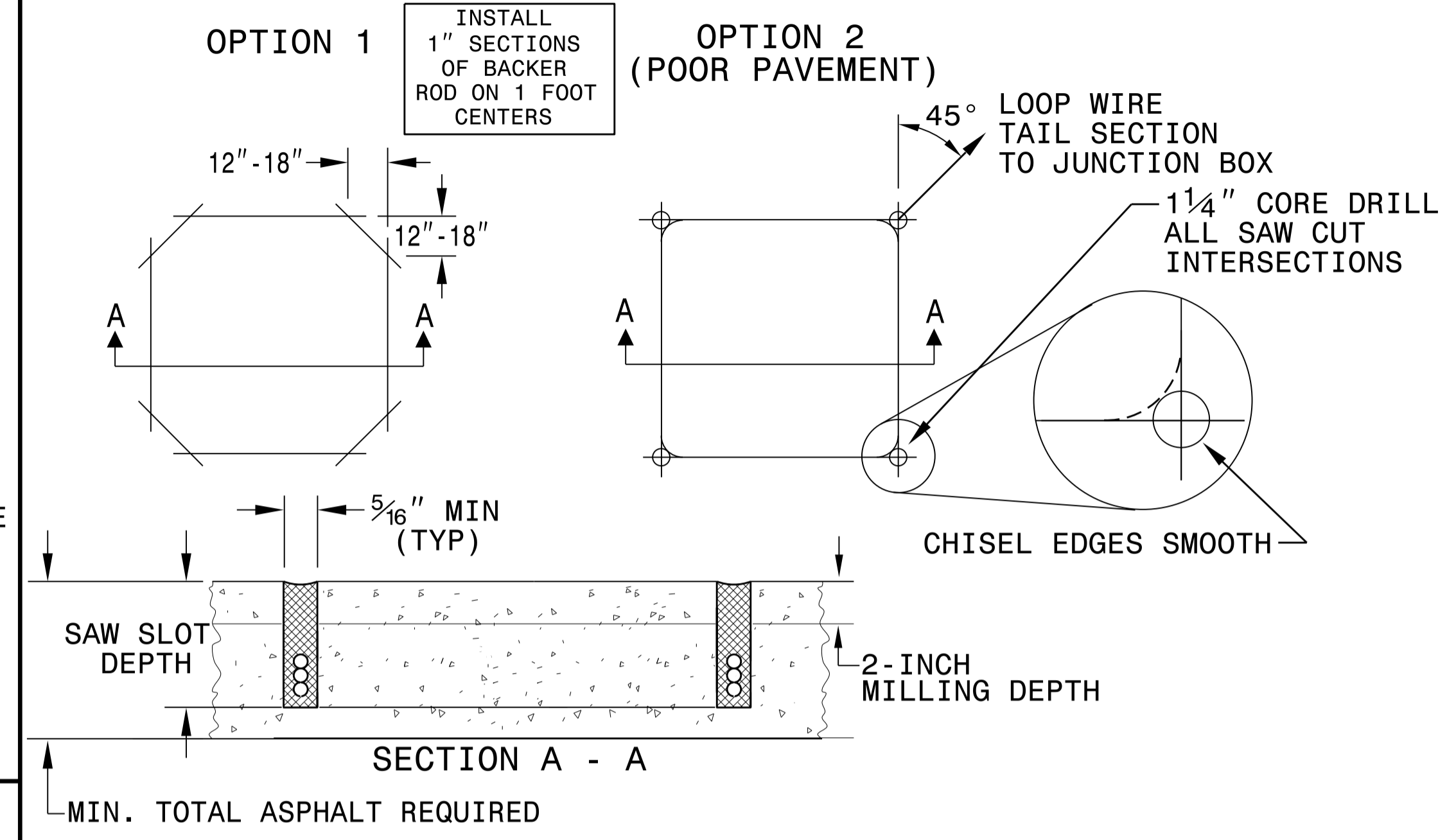


CORRECT WAY TO TWIST WIRE

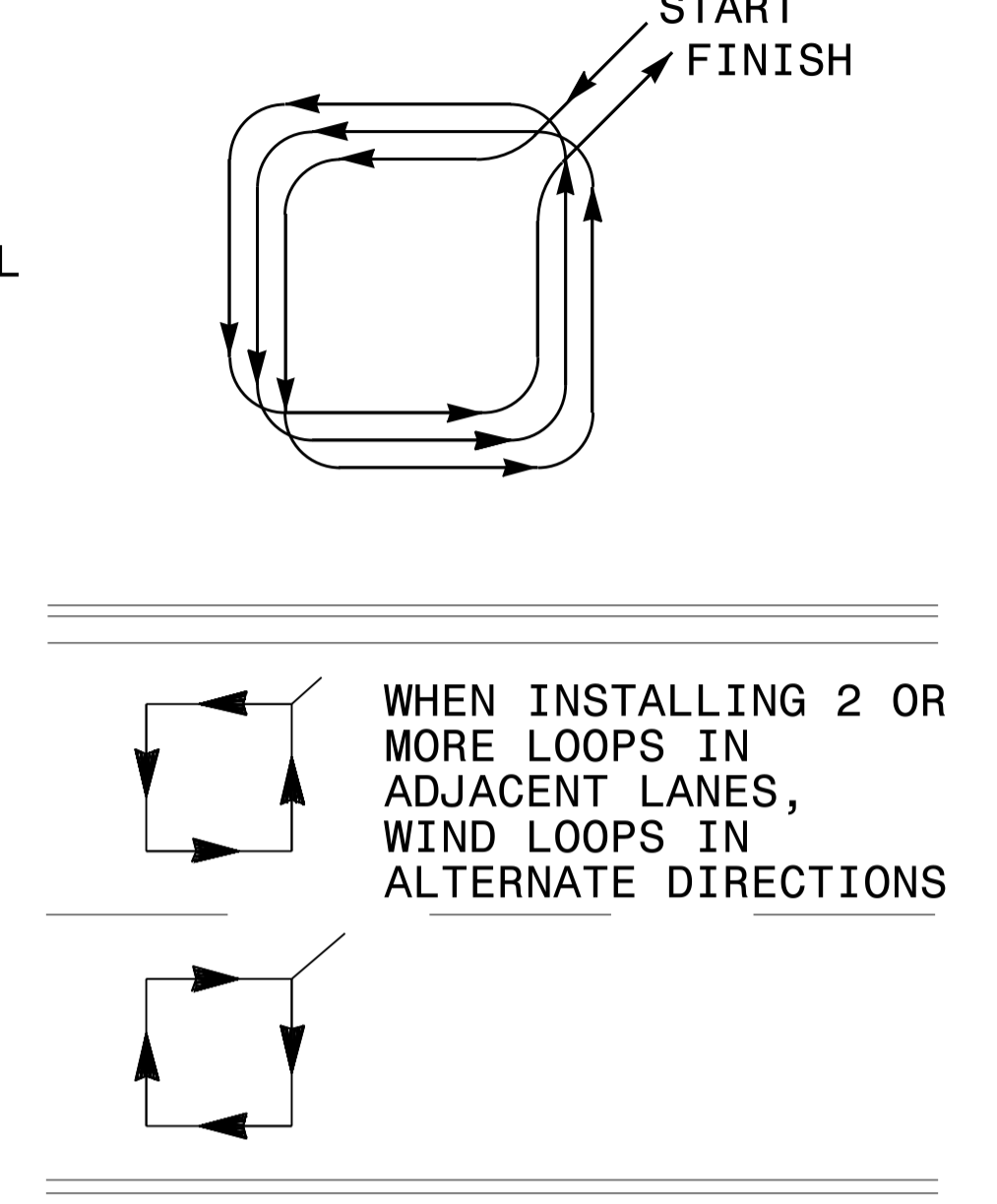


**CONVENTIONAL 4-SIDED LOOP**

**SAW CUT OPTIONS**

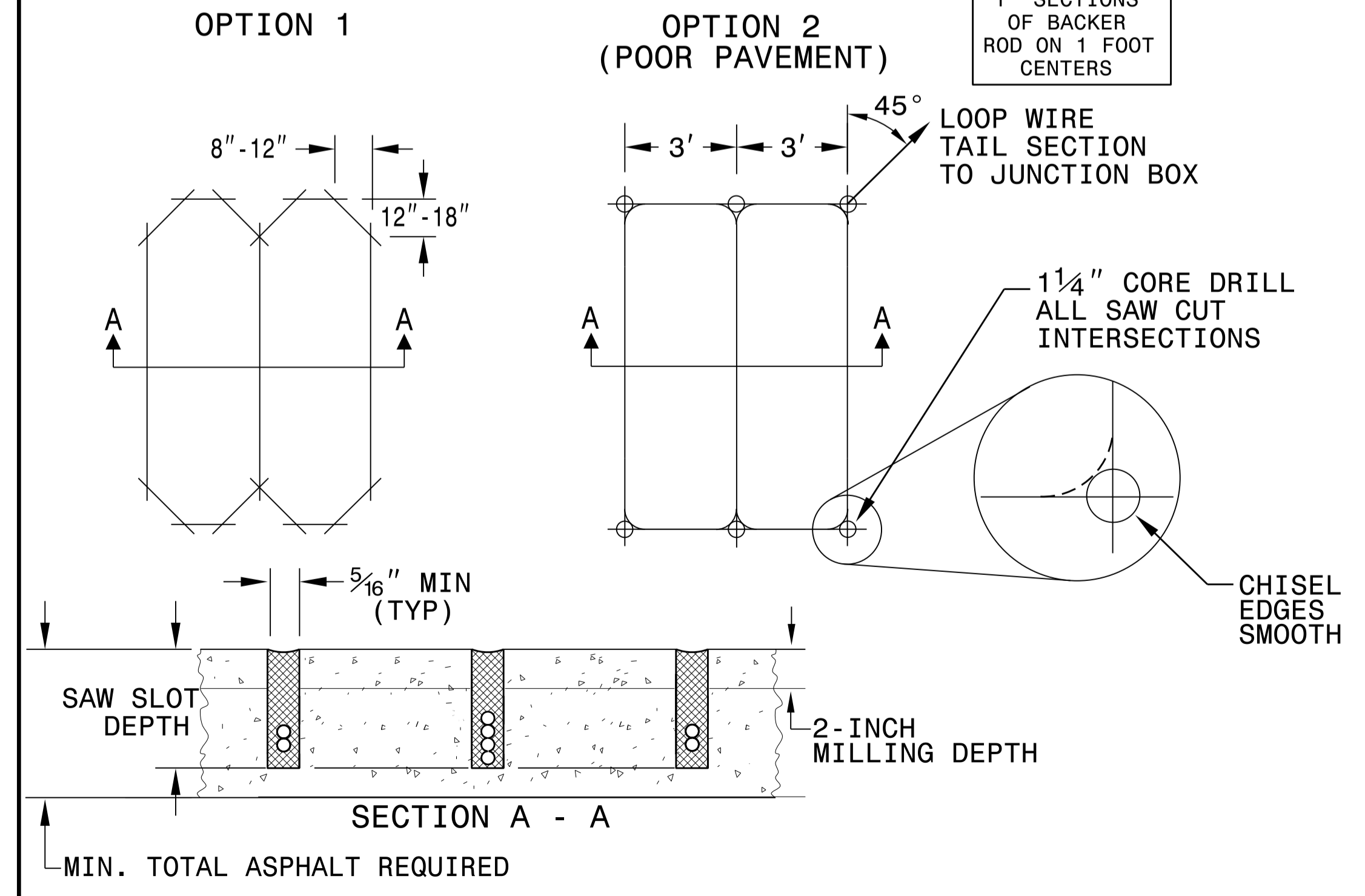


**LOOP WINDING METHOD**

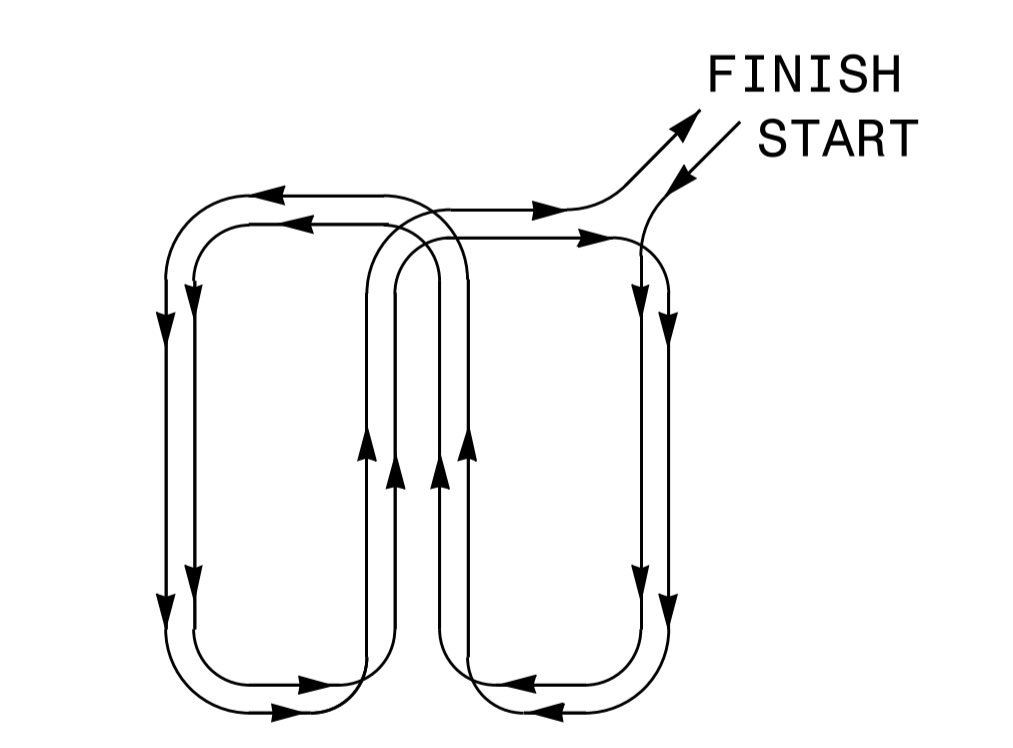


**QUADRUPOLE LOOP**

**SAW CUT OPTIONS**

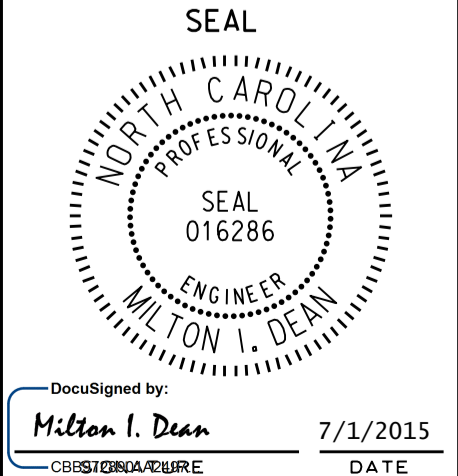
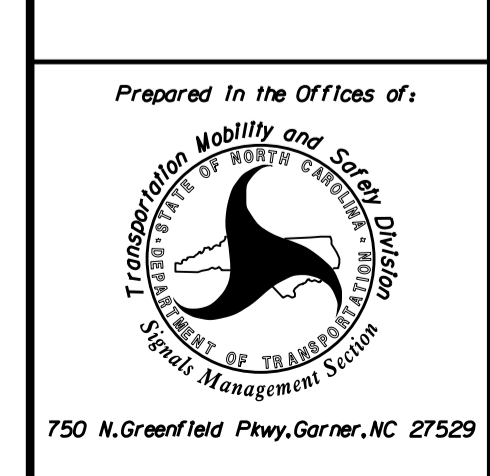


**LOOP WINDING METHOD**



**REVISIONS**

1. REMOVED TWISTING NOTES FROM TAIL SECT. TO JUNCTION BOX. 2/26/08 MWH
2. REVISED SECTION A - A DETAILS. 6/29/15 JTP

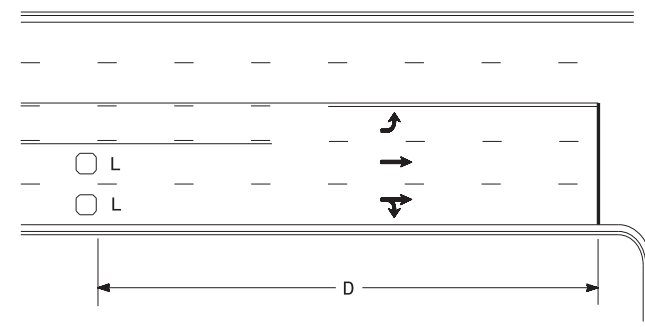


SHEET OF

ENGLISH STANDARD DRAWING FOR  
**DEEP-CUT INDUCTIVE DETECTION LOOPS**  
(FOR INSTALLATION PRIOR TO MILLING)

STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

### High Speed Detection (≥40 mph)

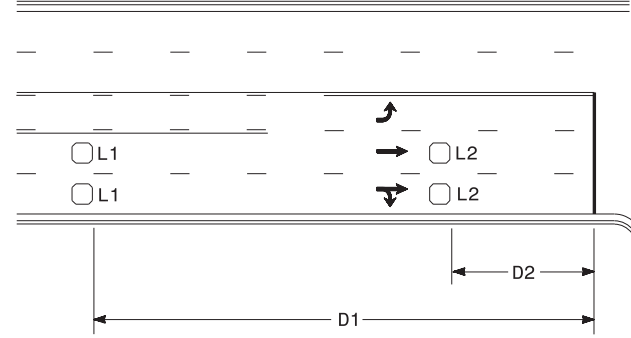


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft  
Wired separately

Volume Density Operation

OR

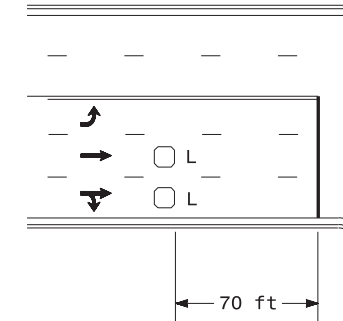


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

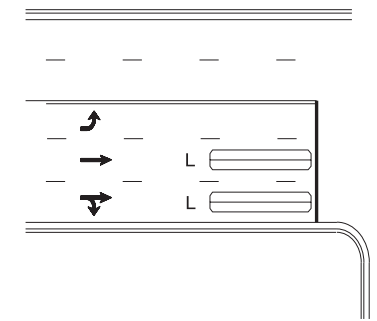
"Stretch" Operation

### Low Speed Detection (≤35 mph)



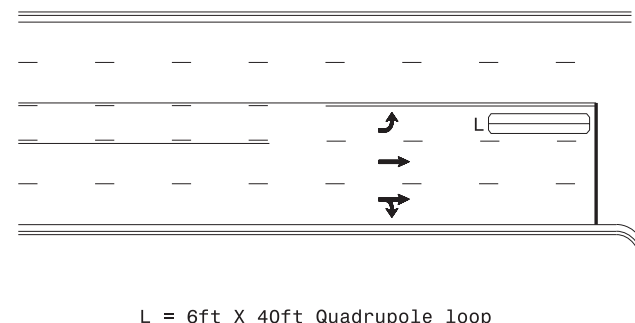
L = 6ft X 6ft  
Wired in series

OR



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

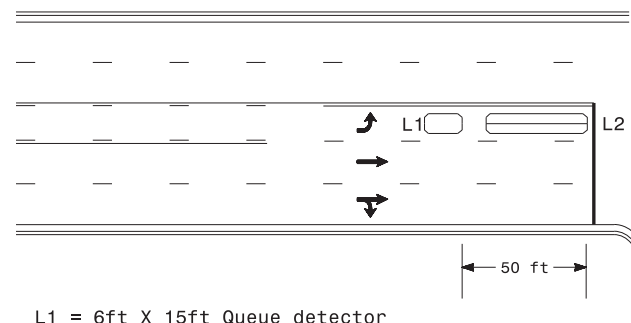
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

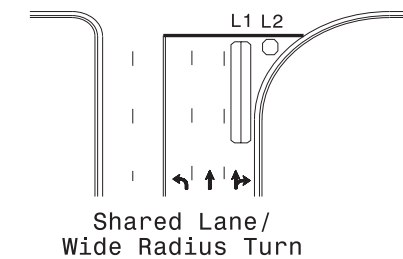
OR



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

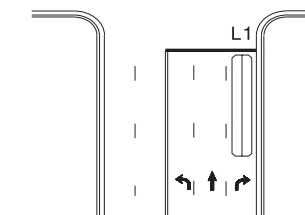
Queue Loop Detection

### Right Turn Lane Detection

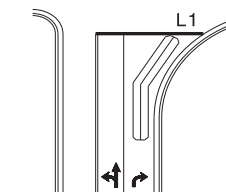


Shared Lane/  
Wide Radius Turn

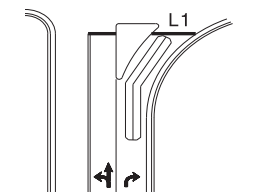
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

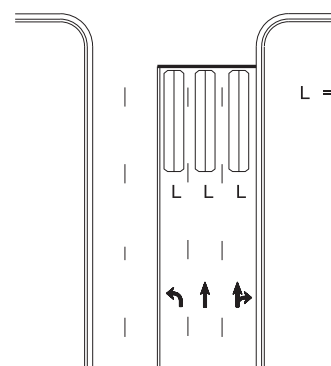


Wide Radius Turn



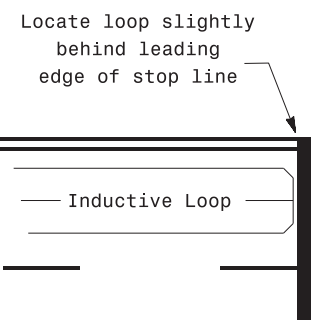
Channelized Turn

### 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:

Typical Signal Loop Locations	
PLAN DATE: September 2020	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:
SCALE: N/A	REVISIONS: INIT. DATE
<p>9/8/2020</p> <p>SIG. INVENTORY NO.</p>	

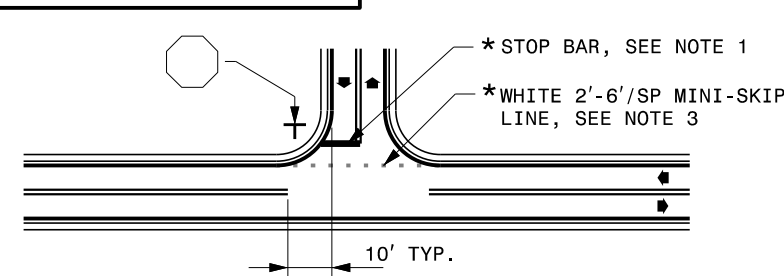
TIP NO.	SHEET NO.
DocuSigned by: <i>Matthew V. Springer</i>	
APPROVED:	8/13/2019
DATE:	6609-528B584403...
SEAL	
	

STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

8-19

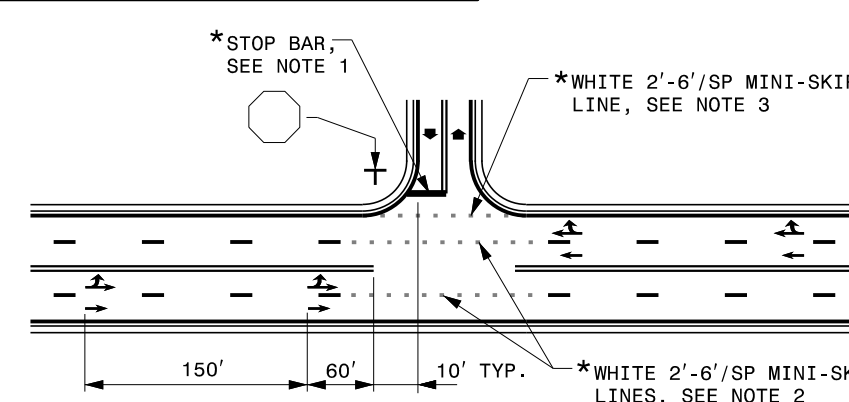
ENGLISH DETAIL DRAWING FOR  
PAVEMENT MARKINGS  
INTERSECTIONS

**TWO-LANE, TWO-WAY ROADWAY**



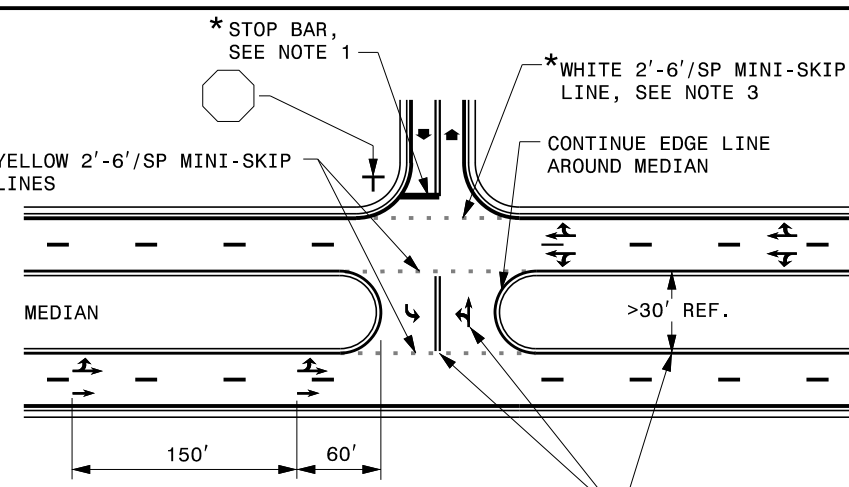
\* STOP BAR, SEE NOTE 1  
\* WHITE 2'-6"/SP MINI-SKIP LINE, SEE NOTE 3  
10' TYP.

**UNDIVIDED MULTI-LANE ROADWAY**



\* STOP BAR, SEE NOTE 1  
\* WHITE 2'-6"/SP MINI-SKIP LINE, SEE NOTE 3  
150' 60' 10' TYP.  
\* WHITE 2'-6"/SP MINI-SKIP LINES, SEE NOTE 2

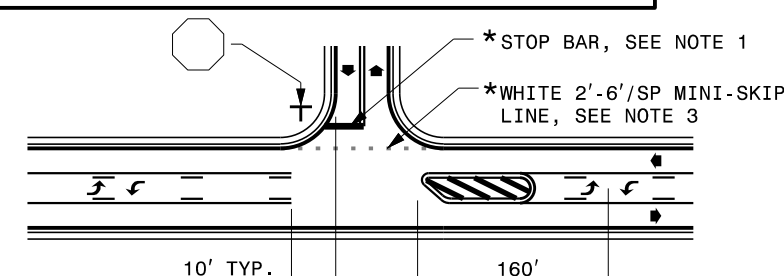
**DIVIDED MULTI-LANE ROADWAY WITH WIDE MEDIAN CROSSOVER**



\* STOP BAR, SEE NOTE 1  
\* WHITE 2'-6"/SP MINI-SKIP LINE, SEE NOTE 3  
CONTINUE EDGE LINE AROUND MEDIAN  
YELLOW 2'-6"/SP MINI-SKIP LINES  
MEDIAN  
>30' REF.  
150' 60'

USE DOUBLE YELLOW CENTER LINE AND ARROW SYMBOLS IN MEDIAN CROSSOVER WHEN WIDTH OF MEDIAN EXCEEDS 30 FT, OTHERWISE THEY ARE NOT REQUIRED.

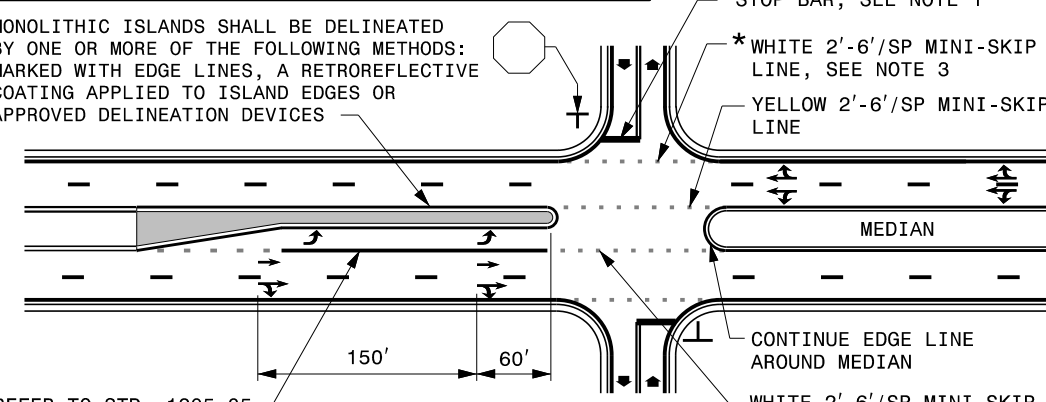
**TWO-LANE, TWO-WAY ROADWAY WITH TWO-WAY LEFT TURN LANE**



\* STOP BAR, SEE NOTE 1  
\* WHITE 2'-6"/SP MINI-SKIP LINE, SEE NOTE 3  
10' TYP. 160'

**DIVIDED MULTI-LANE ROADWAY WITH TURN BAY**

MONOLITHIC ISLANDS SHALL BE DELINEATED BY ONE OR MORE OF THE FOLLOWING METHODS:  
MARKED WITH EDGE LINES, A RETROREFLECTIVE COATING APPLIED TO ISLAND EDGES OR APPROVED DELINEATION DEVICES







\* STOP BAR, SEE NOTE 1  
\* WHITE 2'-6"/SP MINI-SKIP LINE, SEE NOTE 3  
YELLOW 2'-6"/SP MINI-SKIP LINE  
MEDIAN  
CONTINUE EDGE LINE AROUND MEDIAN  
WHITE 2'-6"/SP MINI-SKIP LINE  
150' 60'

REFER TO STD. 1205.05 FOR TURN LANE MARKING GUIDANCE

**GENERAL NOTES:**

- 1- PLACEMENT OF STOP BARS AT NON-SIGNALIZED INTERSECTIONS IS OPTIONAL AND USED WHERE IT IS IMPORTANT TO INDICATE THE POINT WHICH VEHICLES ARE REQUIRED TO STOP. PLACE STOP BARS NO LESS THAN 4 FEET AND NO MORE THAN 30 FEET FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY. USE 10 FEET AS THE TYPICAL SETBACK DISTANCE OR AS DIRECTED BY THE ENGINEER.
- 2- MINI-SKIP LANE LINE EXTENSIONS SHOULD BE USED AT INTERSECTIONS THAT HAVE REDUCED VISIBILITY CONDITIONS SUCH AS OFFSET, SKEWED, OR CURVED ROADWAYS.
- 3- MINI-SKIP EDGE LINE EXTENSIONS MAY BE PLACED THROUGH INTERSECTIONS AND MAJOR DRIVEWAYS.
- 4- REFER TO ROADWAY STANDARD DRAWINGS 1205.01, 1205.02, 1205.05, 1205.08 AND 1205.09 FOR ADDITIONAL PAVEMENT MARKING GUIDANCE.

**LEGEND**

 STOP SIGN	 STATIONARY SIGN
 DIRECTION OF TRAFFIC FLOW	 PAVEMENT MARKING SYMBOLS
* OPTIONAL	

STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

8-19

ENGLISH DETAIL DRAWING FOR  
PAVEMENT MARKINGS  
INTERSECTIONS

SHEET 2 OF 2  
**1205D04**

**REVISED PAVEMENT MARKING  
ROADWAY STANDARD DRAWING**

PROJECT NO.	SHEET NO.	TOTAL NO.
2023CPT.07.18.20411	20	21

**SUMMARY OF QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BORROW EXCAVATION	INCIDENTAL STONE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH	INCIDENTAL MILLING	ASPHALT CONC BASE COURSE, TYPE B25.0C	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, MAT COAT, #78M STONE	EMULSION FOR ASPHALT SURFACE TREATMENT	ADJ. OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES	SEEDING & MULCHING	RESIDENTIAL SEEDING	INDUCTIVE LOOP SAWCUT (DEEP CUT)	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	12" X 90 M YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO LT ARROW 90 M	GENERIC MARKING, 4" 50 MILS HOT SPRAY THERMO (WHITE)	GENERIC MARKING, 4" 50 MILS HOT SPRAY THERMO (YELLOW)	GENERIC MARKING, 6" 50 MILS HOT SPRAY THERMO (WHITE)														
																																						MI	FT	CY	TONS	SMI	SY	SY	TON	TONS	TONS	TON	TONS	TONS	SY
2023CPT.07.18.20411	Guilford	1	SR 1254 - MONTEVISTA DR	FROM SR 1546 - VICKERY CHAPEL RD TO CUL-DE-SAC	1	NO	NO	0.402	20-76					188	495		39	133	4,980	1,643	3							45	1																						
<b>TOTAL FOR MAP NO. 1</b>								<b>0.402</b>						<b>188</b>	<b>495</b>		<b>39</b>	<b>133</b>	<b>4,980</b>	<b>1,643</b>	<b>3</b>						<b>45</b>	<b>1</b>																							
2023CPT.07.18.20411	Guilford	2	SR 1293 - MONTEVISTA CT	FROM SR 1254 - MONTEVISTA DR TO CUL-DE-SAC	1	NO	NO	0.058	20-40						72		8	64	789	260							7																								
<b>TOTAL FOR MAP NO. 2</b>								<b>0.058</b>							<b>72</b>		<b>8</b>	<b>64</b>	<b>789</b>	<b>260</b>								<b>7</b>																							
2023CPT.07.18.20411	Guilford	3	SR 4028 - OVERLEA DR	FROM SR 1254 - MONTEVISTA DR TO SR 4027 - BISBEE DR	1	NO	NO	0.252	20						274		19	18	2,867	946								29																							
<b>TOTAL FOR MAP NO. 3</b>								<b>0.252</b>							<b>274</b>		<b>19</b>	<b>18</b>	<b>2,867</b>	<b>946</b>									<b>29</b>																						
2023CPT.07.18.20411	Guilford	4	SR 4052 - WINTHROP DR	FROM SR 4027 - BISBEE DR TO SR 4028 - OVERLEA DR	1	NO	NO	0.154	20		3				165		11		1,811	598								18																							
<b>TOTAL FOR MAP NO. 4</b>								<b>0.154</b>			<b>3</b>				<b>165</b>		<b>11</b>		<b>1,811</b>	<b>598</b>									<b>18</b>																						
2023CPT.07.18.20411	Guilford	5	SR 4027 - BISBEE DR	FROM SR 1546 - GUILFORD COLLEGE RD TO CUL-DE-SAC (Stop at Curb & Gutter at SR 1546)	1	NO	NO	0.859	20-40					179	977		65	38	10,139	3,346	8							97																							
<b>TOTAL FOR MAP NO. 5</b>								<b>0.859</b>					<b>179</b>	<b>977</b>		<b>65</b>	<b>38</b>	<b>10,139</b>	<b>3,346</b>	<b>8</b>									<b>97</b>																						
2023CPT.07.18.20411	Guilford	6	SR 4067 - TAMARACK DR	FROM SR 4027 - BISBEE DR TO SR 4027 - BISBEE DR	1	NO	NO	0.467	20-21						513		33	2	5,615	1,853	11							53																							
<b>TOTAL FOR MAP NO. 6</b>								<b>0.467</b>							<b>513</b>		<b>33</b>	<b>2</b>	<b>5,615</b>	<b>1,853</b>	<b>11</b>								<b>53</b>																						
2023CPT.07.18.20411	Guilford	7	SR 1537 - LAKEVIEW HEIGHTS DR	FROM SR 1536 - PENNY RD TO END MAINT	1	NO	NO	0.226	19-22		8				264		18	11	2,469	815								26																							
<b>TOTAL FOR MAP NO. 7</b>								<b>0.226</b>			<b>8</b>				<b>264</b>		<b>18</b>	<b>11</b>	<b>2,469</b>	<b>815</b>										<b>26</b>																					
2023CPT.07.18.20411	Guilford	8	SR 4141 - SPRINGVIEW DR/LAKEVIEW HEIGHTS DR	FROM SR 1537 - LAKEVIEW HEIGHTS DR TO CUL-DE-SAC	1	NO	NO	0.527	20-35		25				610		40		6,688	2,207								59																							
<b>TOTAL FOR MAP NO. 8</b>								<b>0.527</b>			<b>25</b>				<b>610</b>		<b>40</b>		<b>6,688</b>	<b>2,207</b>										<b>59</b>																					
2023CPT.07.18.20411	Guilford	9	SR 1648 - PENNYWOOD DR	FROM SR 1537 - LAKEVIEW HEIGHTS DR TO END MAINT	1	NO	NO	0.596	20-35		15				650		56	289	7,007	2,312								67																							
<b>TOTAL FOR MAP NO. 9</b>								<b>0.596</b>			<b>15</b>				<b>650</b>		<b>56</b>	<b>289</b>	<b>7,007</b>	<b>2,312</b>										<b>67</b>																					
2023CPT.07.18.20411	Guilford	10	SR 3840 - FENCE DR	FROM SR 2011 - EDGEFIELD RD TO SR 3897 - MIDDLE DR	1	NO	NO	0.65	21		3			175	749		49		7,828	2,583								73																							
<b>TOTAL FOR MAP NO. 10</b>								<b>0.65</b>			<b>3</b>		<b>175</b>	<b>749</b>		<b>49</b>		<b>7,828</b>	<b>2,583</b>											<b>73</b>																					
2023CPT.07.18.20411	Guilford	11	SR 5047 - WONDER DR	FROM SR 3840 - FENCE DR TO SR 5048 - SLOPE RD	1	NO	NO	0.144	20-27						163		11	3	1,633	539								17																							
<b>TOTAL FOR MAP NO. 11</b>								<b>0.144</b>							<b>163</b>		<b>11</b>	<b>3</b>	<b>1,633</b>	<b>539</b>										<b>17</b>																					
2023CPT.07.18.20411	Guilford	12	SR 5048 - SLOPE RD	FROM SR 5047 - WONDER DR TO SR 3897 - MIDDLE DR	1	NO	NO	0.07	21-27		5				81		5		892	294								8																							
<b>TOTAL FOR MAP NO. 12</b>								<b>0.07</b>			<b>5</b>				<b>81</b>		<b>5</b>		<b>892</b>	<b>294</b>										<b>8</b>																					
2023CPT.07.18.20411	Guilford	13	SR 3897 - MIDDLE DR	FROM SR 3840 - FENCE DR TO END MAINT	1	NO	NO	0.447	20-27						507		33		5,226	1,725								51																							
<b>TOTAL FOR MAP NO. 13</b>								<b>0.447</b>							<b>507</b>		<b>33</b>		<b>5,226</b>	<b>1,725</b>										<b>51</b>																					
2023CPT.07.18.20411	Guilford	14	SR 1443 - FALLINGBROOK DR	FROM SR 1546 - GUILFORD COLLEGE / VICKERY CHAPEL RD TO END MAINT	1	NO	NO	0.441	20-25		8			192	501		46	279	5,121	1,690								50																							
<b>TOTAL FOR MAP NO. 14</b>								<b>0.441</b>			<b>8</b>		<b>192</b>	<b>501</b>		<b>46</b>	<b>279</b>	<b>5,121</b>	<b>1,690</b>												<b>50</b>																				
2023CPT.07.18.20411	Guilford	15	SR 1444 - FALLINGBROOK CT	FROM SR 1443 - FALLINGBROOK DR TO CUL-DE-SAC	1	NO	NO	0.183	20-42		8				216		21	139	2,370	782								21																							
<b>TOTAL FOR MAP NO. 15</b>								<b>0.183</b>			<b>8</b>				<b>216</b>		<b>21</b>	<b>139</b>	<b>2,370</b>	<b>782</b>										<b>21</b>																					
2023CPT.07.18.20411	Guilford	16	SR 1470 - WILEY PARK DR	FROM SR 1443 - FALLINGBROOK DR TO END MAINT	1	NO	NO	0.185	19-21		3				193		18	122	2,118	699								21																							
<b>TOTAL FOR MAP NO. 16</b>								<b>0.185</b>			<b>3</b>				<b>193</b>		<b>18</b>	<b>122</b>	<b>2,118</b>	<b>699</b>										<b>21</b>																					
2023CPT.07.18.20411	Guilford	17	SR 5053 - STONEYKIRK DR	FROM SR 2131 - NORTHWEST SCHOOL RD TO SR 5016 - FALKIRK DR	1	NO	NO	0.408	21-26					179	470		31	2	5,154	1,701								46																							
<b>TOTAL FOR MAP NO. 17</b>								<b>0.408</b>					<b>179</b>	<b>470</b>		<b>31</b>	<b>2</b>	<b>5,154</b>	<b>1,701</b>												<b>46</b>																				
2023CPT.07.18.20411	Guilford	18	SR 5014 - STERLINGSHIRE DR	FROM SR 2131 - NORTHWEST SCHOOL RD TO CUL-DE-SAC	1	NO	NO	0.171	22-65					200	251		16		2,300	759																															

