

MAP

DESCRIPTION

#1 SR 2442 ASBURY CHAPEL ROAD


FROM HUNTERSVILLE CONCORD ROAD TO HUS MCGINNIS ROAD

#7 SR 2444 HUS MCGINNIS ROAD

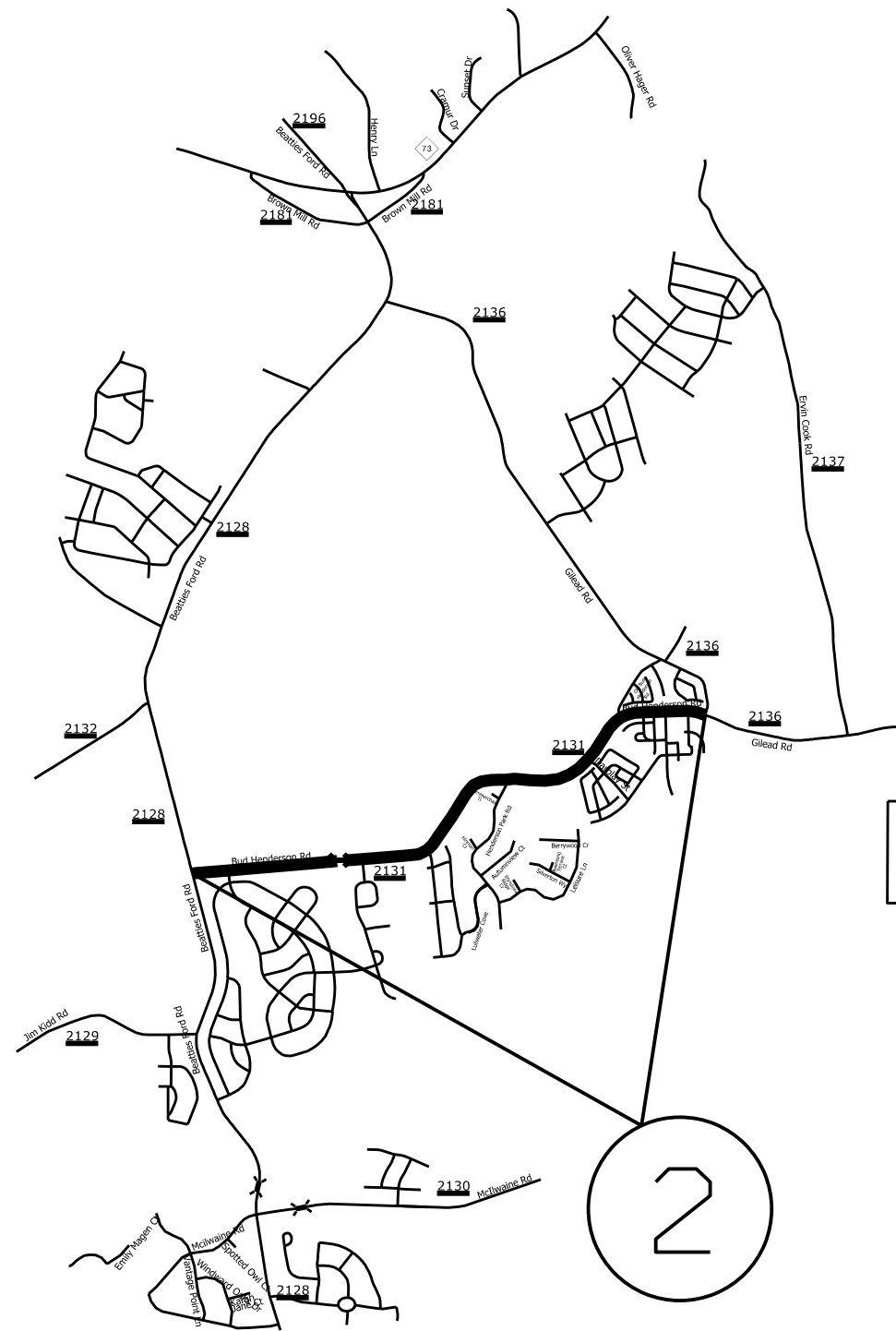
FROM ASBURY CHAPEL ROAD TO END OF MAINTENANCE

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.09.20601 2025CPT.10.09.20602		

2025 MECKLENBURG COUNTY  
RESURFACING CONTRACT #3

SCALE	-NA-		REVISIONS	
DATE				
DWG. BY	JHE			
DESIGN BY				
APPROVED				

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BEGIN PATCH AND OVERLAY OPERATIONS FROM BEATTIES FORD RD TO BEGIN MILL & FILL SECTION AT 7830 BUD HENDERSON ROAD

MILL & FILL EXISTING BRIDGE DECK AND ROADWAY 1.5" FOR APPROXIMATELY 25 LF ON BOTH SIDE OF THE BRIDGE.

END MILL & FILL OPERATION ON THE APPROACH SIDE OF THE INTERSECTION AT GILEAD RD

MILL & FILL EXISTING ASPHALT PAVEMENT FROM 7830 BUD HENDERSON ROAD TO GILEAD RD

MAP

DESCRIPTION

#2 SR 2131 BUD HENDERSON ROAD

FROM BEATTIES FORD ROAD TO GILEAD ROAD

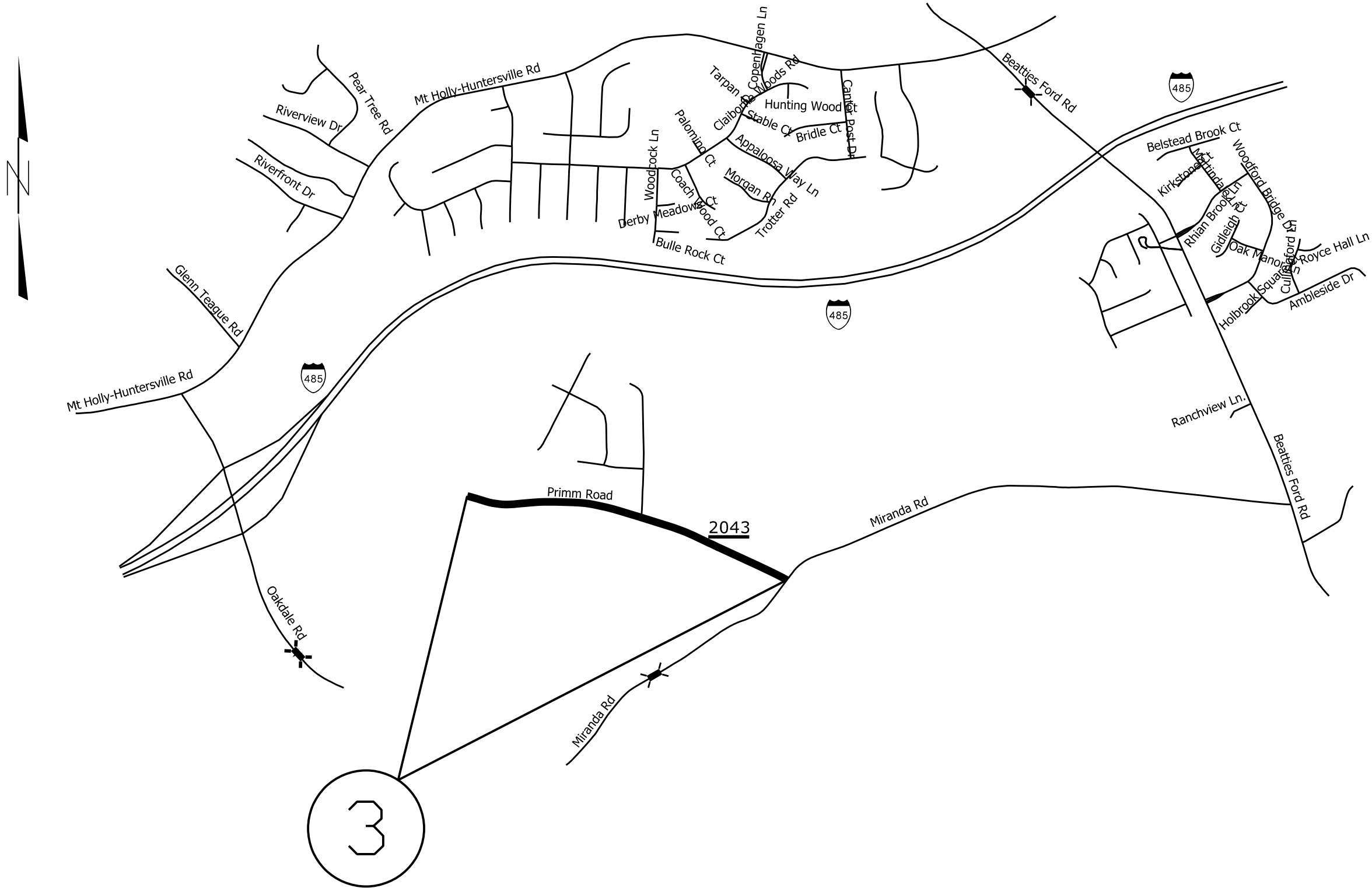
2025 MECKLENBURG COUNTY  
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REVISIONS	

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MAP

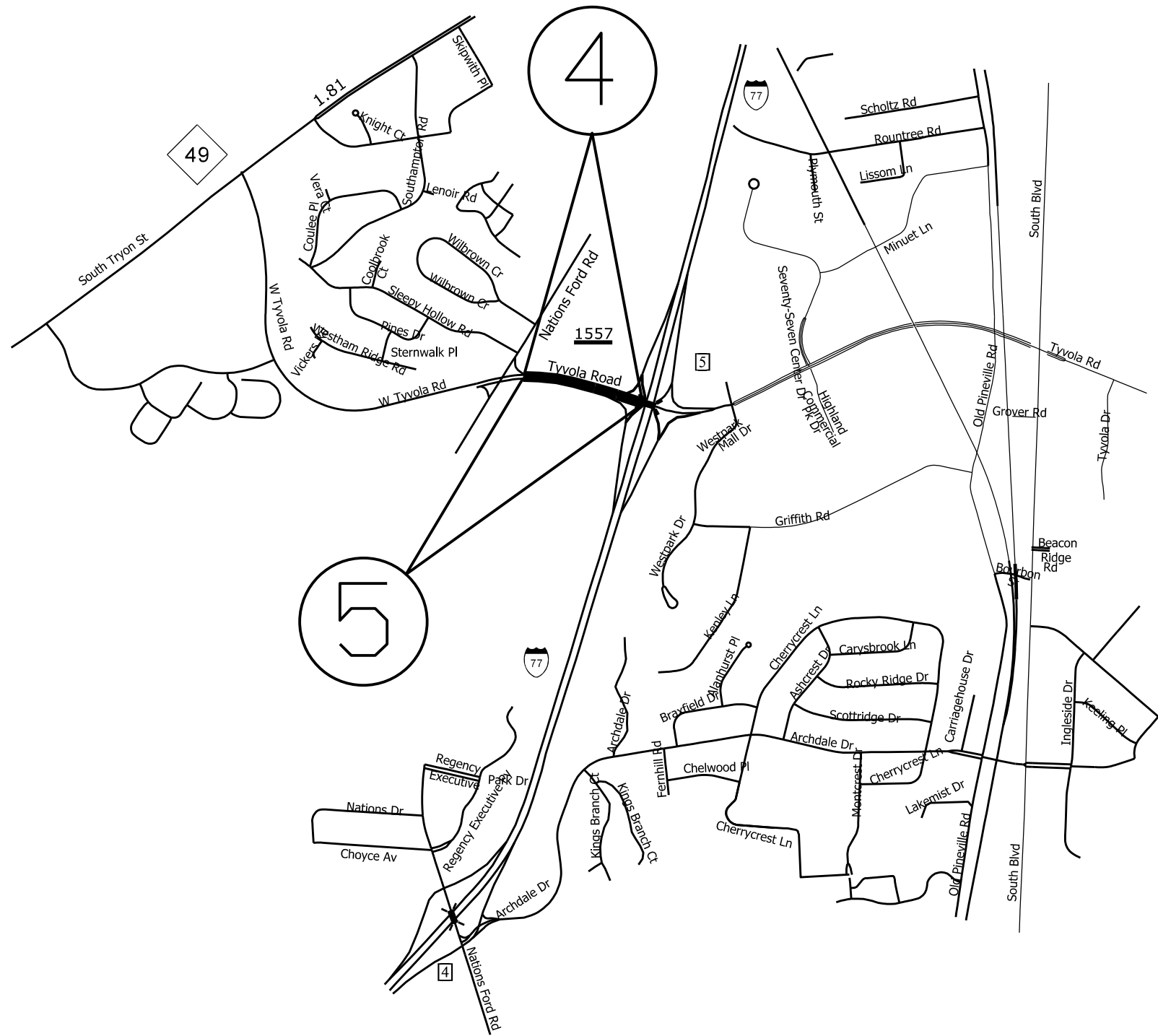
DESCRIPTION

#3 SR 2043 PRIMM ROAD

FROM MIRANDA ROAD TO END OF MAINTENANCE

2025 MECKLENBURG COUNTY RESURFACING CONTRACT #3			
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APPROVED			

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MAP

#4 SR 1557 TYVOLA ROAD

#5 SR 1557 TYVOLA ROAD

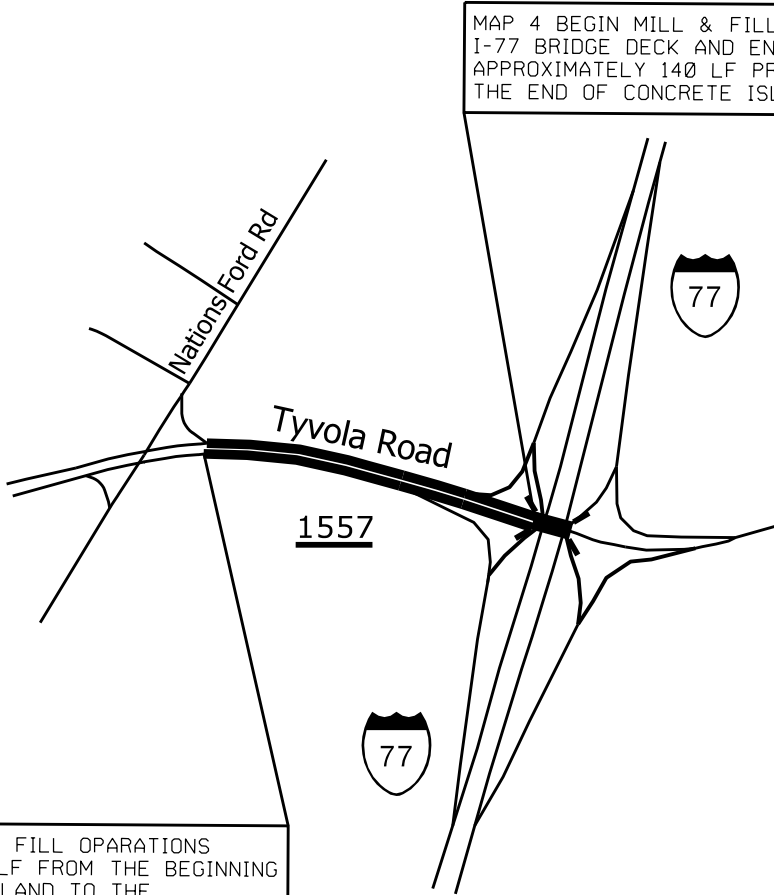
DESCRIPTION

FROM BRIDGE DECK AT I-77 TO END OF  
MAINTENANCE AT NATIONS FORD ROAD

FROM BEGINNING OF MAINTENANCE AT  
NATIONS FORD ROAD TO BRIDGE AT I-77



MAP 5 BEGIN MILL & FILL OPERATIONS  
APPROXIMATELY 140 LF FROM THE BEGINNING  
OF THE CONCRETE ISLAND TO THE  
I-77 BRIDGE DECK.

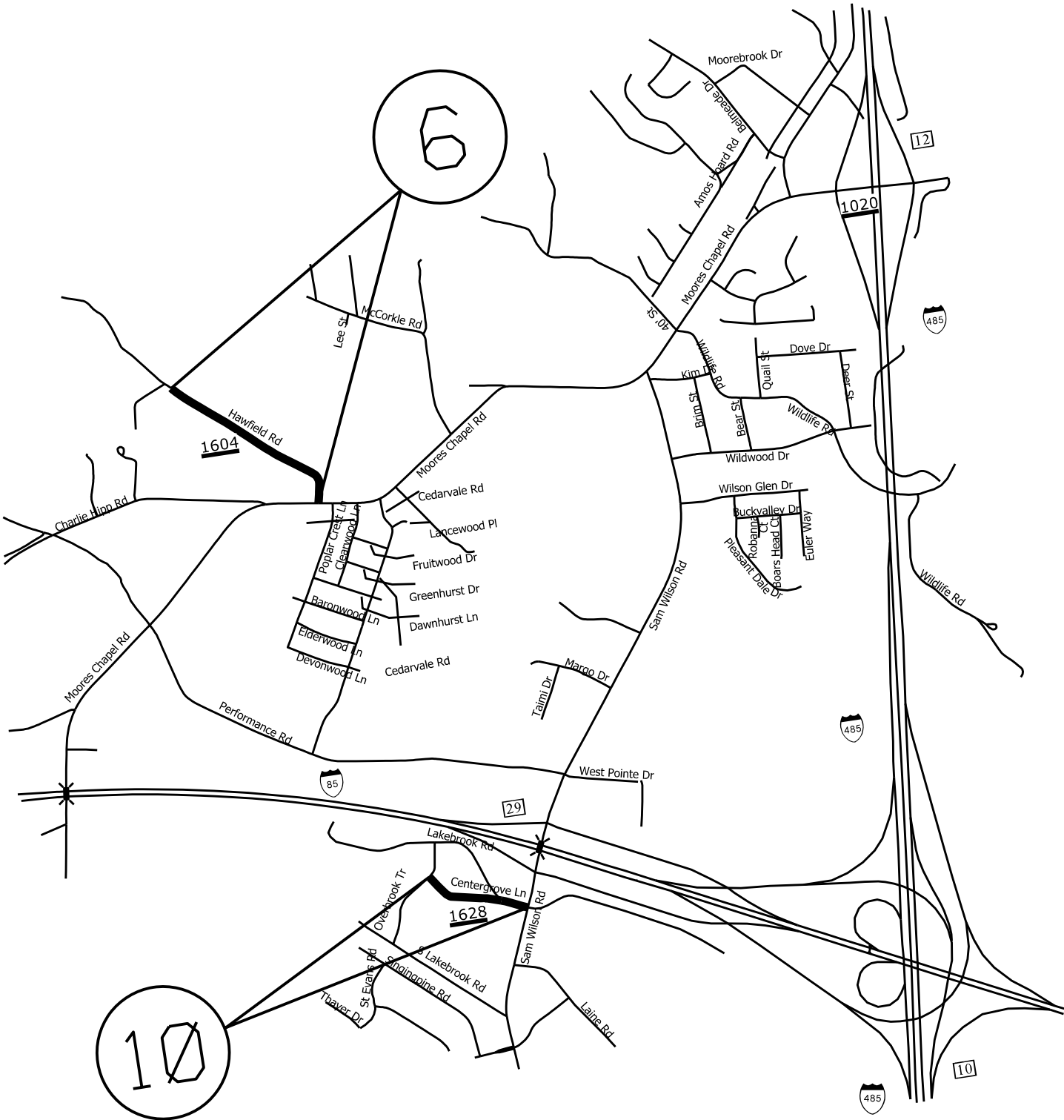


2025 MECKLENBURG COUNTY  
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START FDR OPERATION AT LAKEBROOK RD  
END OPERATION AT OVERBROOK TERRACE

MILL & FILL EXISTING ASPHALT PAVEMENT  
FROM JOINT AT SAM WILSON ROAD INBOUND  
APPROXIMATELY 325 LF TO CENTERGROVE LANE

MAP

DESCRIPTION

- #6 SR 1604 HAWFIELD ROAD
- #10 SR 1628 CENTERGROVE LANE

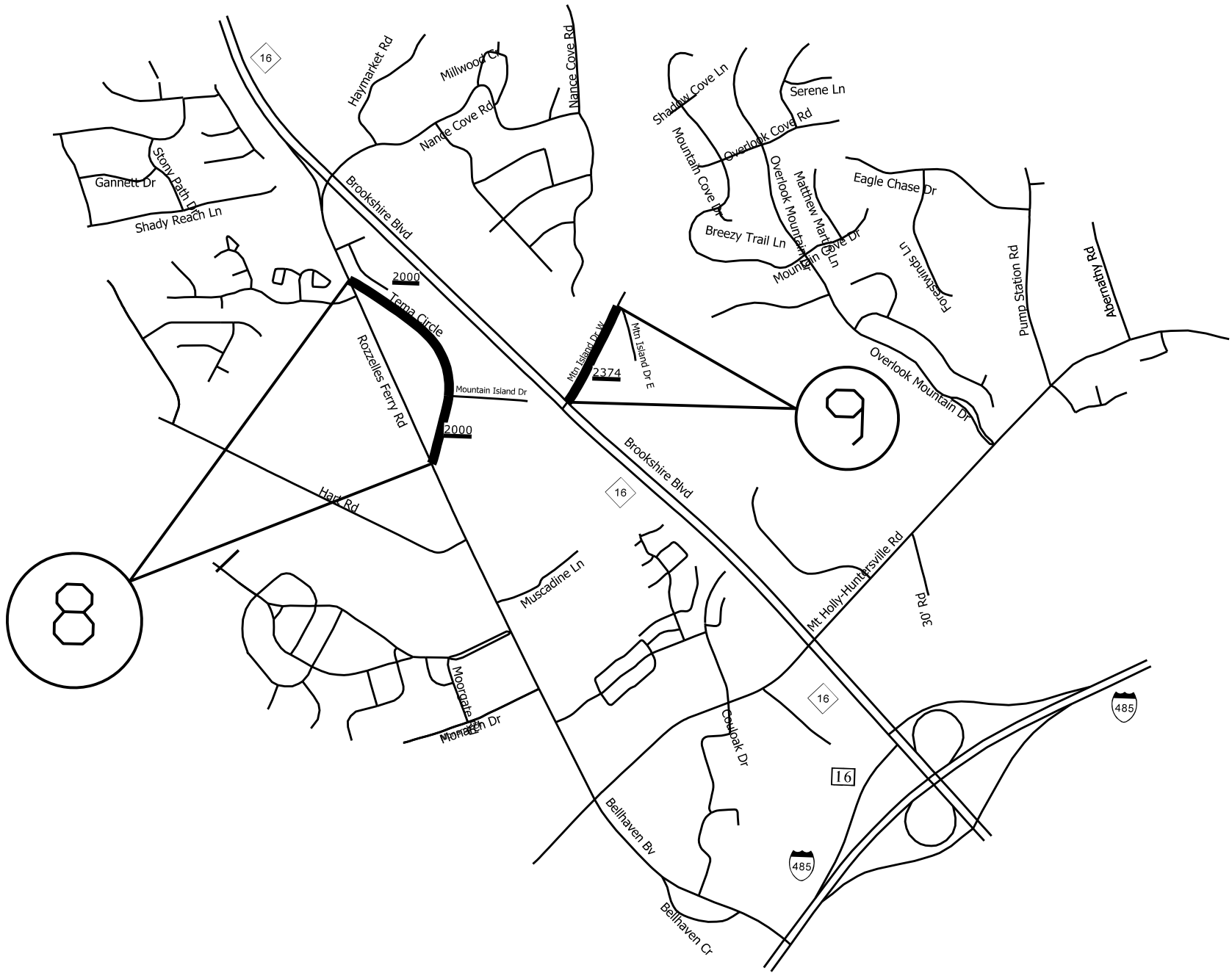
FROM MOORES CHAPEL ROAD TO END OF  
MAINTENANCE

FROM SAM WILSON ROAD TO OVERBROOK  
TERRACE

2025 MECKLENBURG COUNTY  
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MILL & FILL EXISTING ASPHALT PAVEMENT  
FROM ROZZELLES FERRY ROAD TO  
PAVEMENT JOINT AT 11310 TEMA CIRCLE

START FDR OPERATIONS AT PAVEMENT JOINT  
AT 11310 TEMA CIRCLE ENDING FDR  
OPERATIONS AT ROZZELLES FERRY ROAD

MAP

DESCRIPTION

#8 SR 2000 TEMA CIRCLE

FROM ROZZELLES FERRY ROAD TO ROZZELLES  
FERRY ROAD

#9 SR 2374 MOUNTAIN ISLAND DRIVE  
WEST

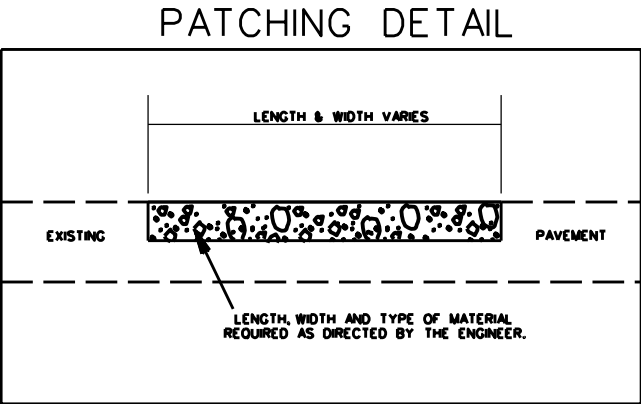
FROM BROOKSHIRE BLVD TO END OF  
MAINTENANCE

2025 MECKLENBURG COUNTY  
RESURFACING CONTRACT #3

SCALE	-NA-	REVISIONS	
DATE	JHE		
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APPROVED			

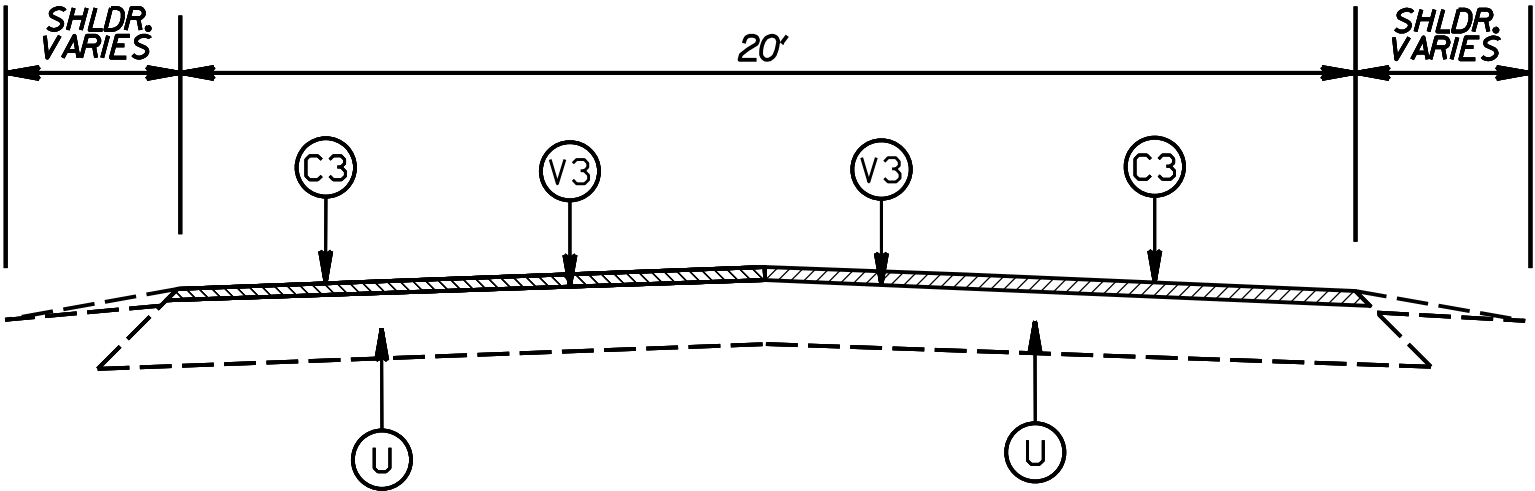


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C4	PROP. ASPHALT SURFACE TREATMENT, DOUBLE SEAL, MATCOAT #78M, AT AN AVERAGE RATE OF 10 TO 18 LBS. PER SQ. YD. (STONE) AND 0.25 TO 0.30 GALLONS PER SQ. YD. (LIQUID ASPHALT)
F	PROPOSED FULL DEPTH RECLAMATION AT A DEPTH OF 12 INCHES WITH PORTLAND CEMENT TREATED BASE AT AN AVERAGE RATE AS SHOWN IN THE PROJECT SPECIAL PROVISIONS
J	ABC STONE 12 INCHES DEPTH
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	MILLING 1.25" DEPTH
V3	MILLING 1.5" DEPTH



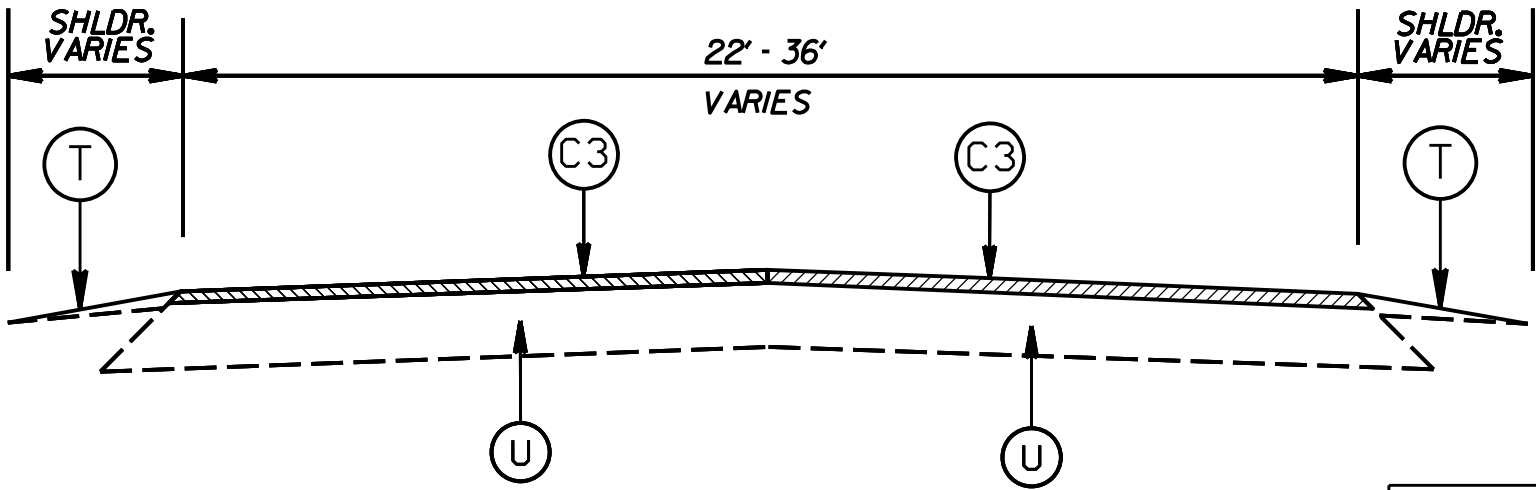
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
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WBS NO.	2025CPT.10.09.20601 2025CPT.10.09.20602		

ASBURY CHAPEL ROAD




TYPICAL SECTION NO. 1

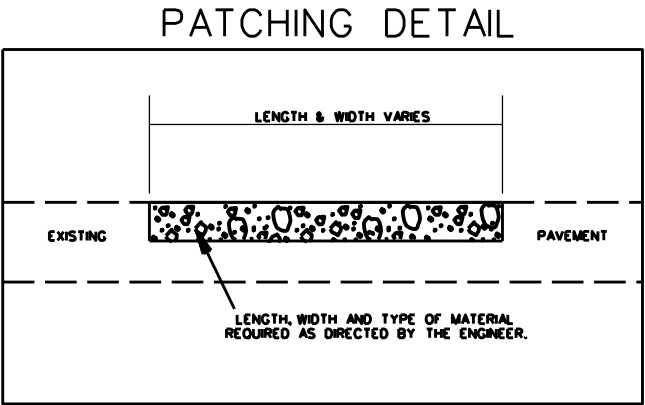
BUD HENDERSON ROAD



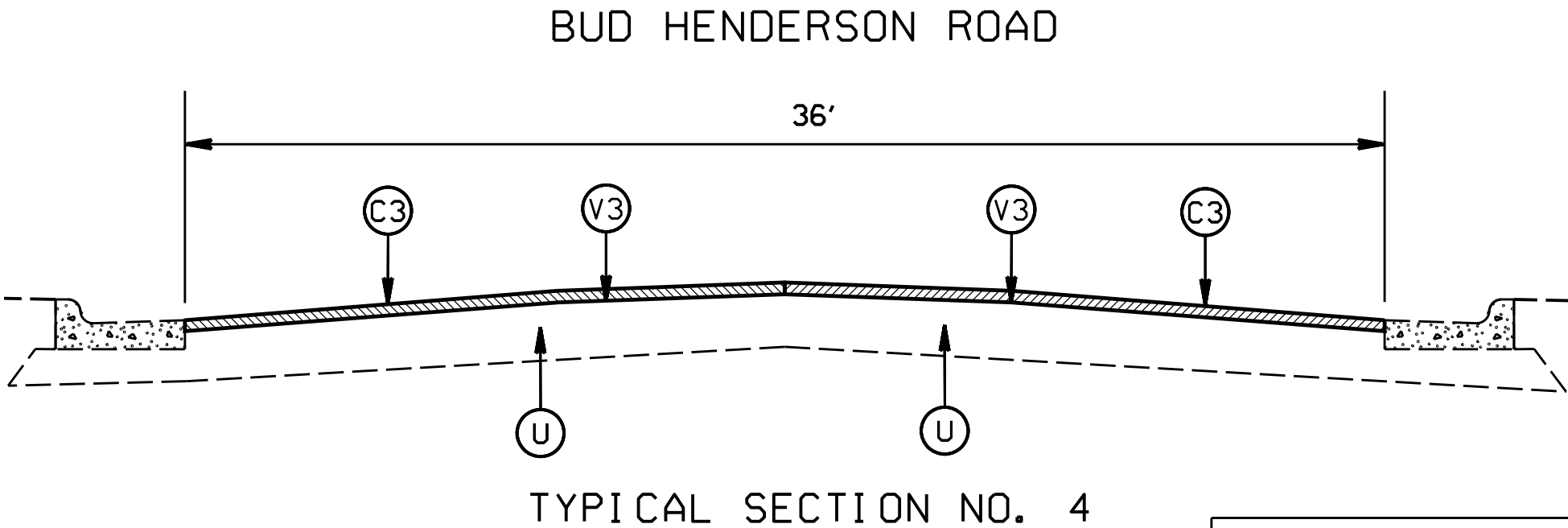
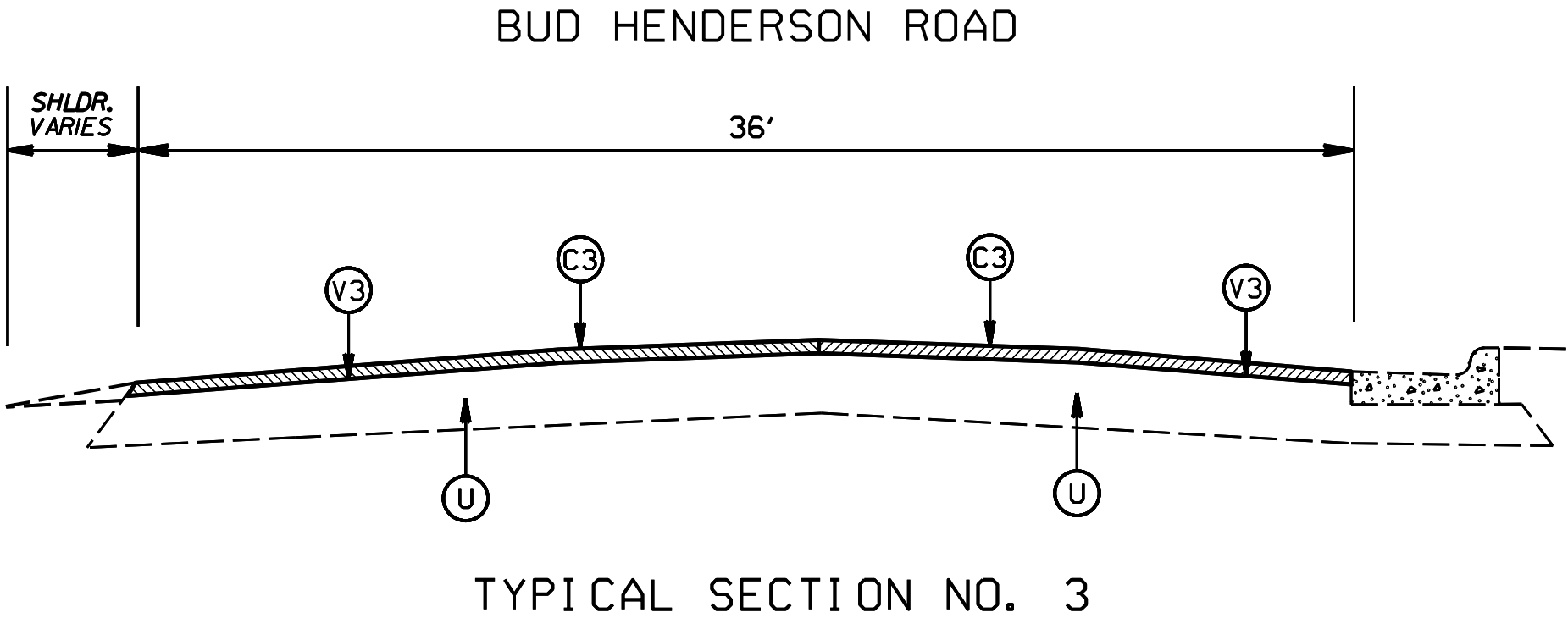
TYPICAL SECTION NO. 2


2025 MECKLENBURG COUNTY RESURFACING CONTRACT 3			
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DWG. BY	JHE		
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T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	MILLING 1.25" DEPTH
V3	MILLING 1.5" DEPTH



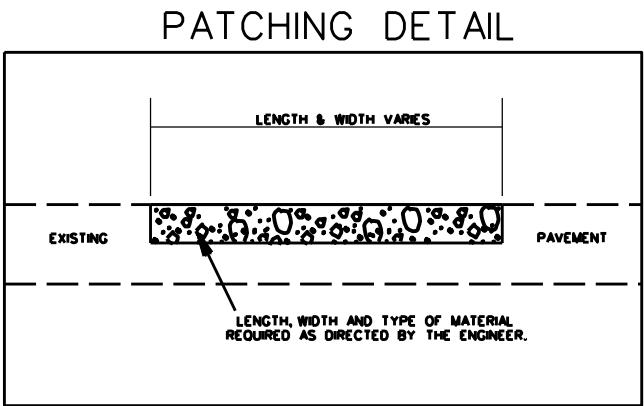
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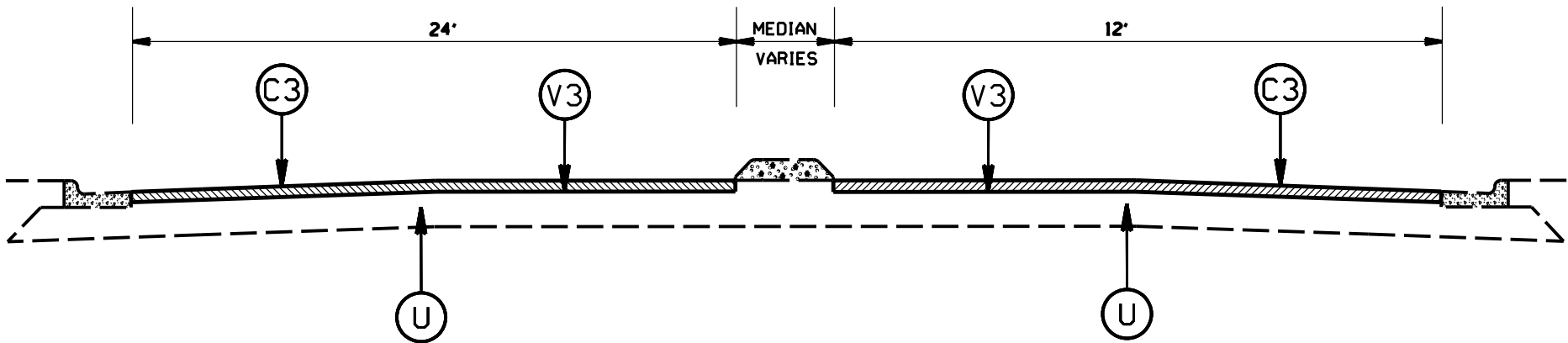


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T	SHOULDER RECONSTRUCTION
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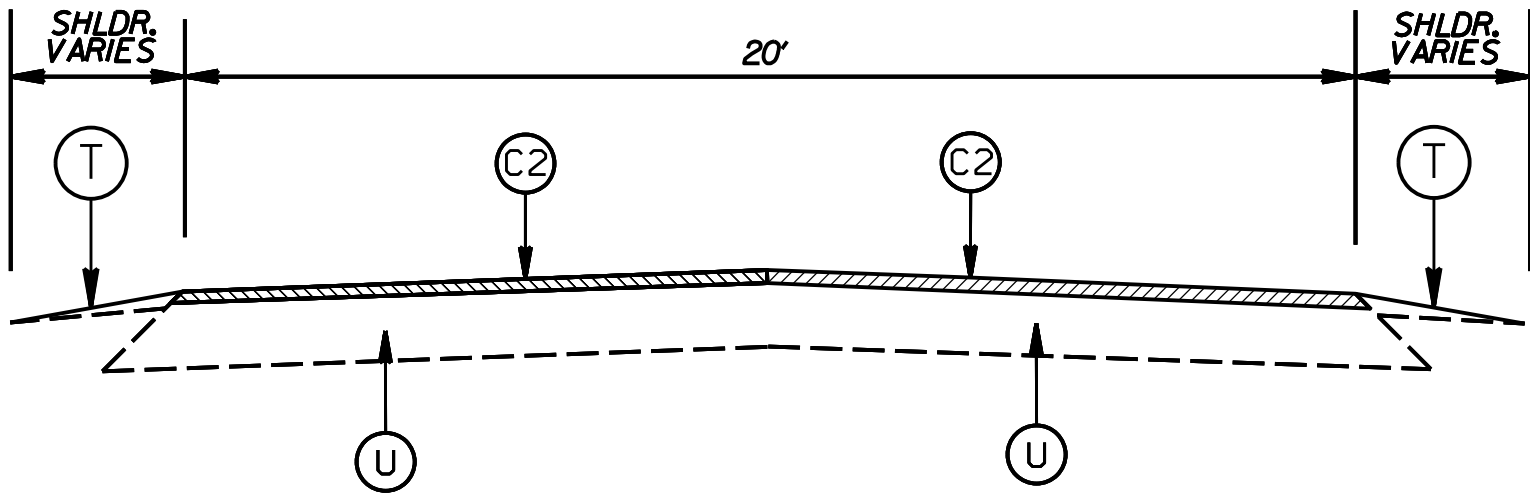
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BUD HENDERSON ROAD



TYPICAL SECTION NO. 5

PRIMM ROAD



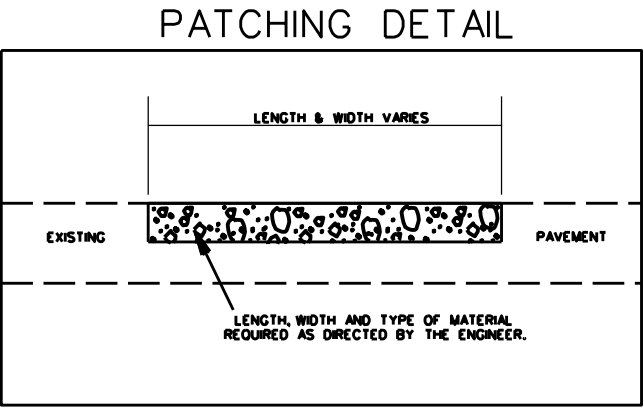
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2025 MECKLENBURG COUNTY  
RESURFACING CONTRACT 3

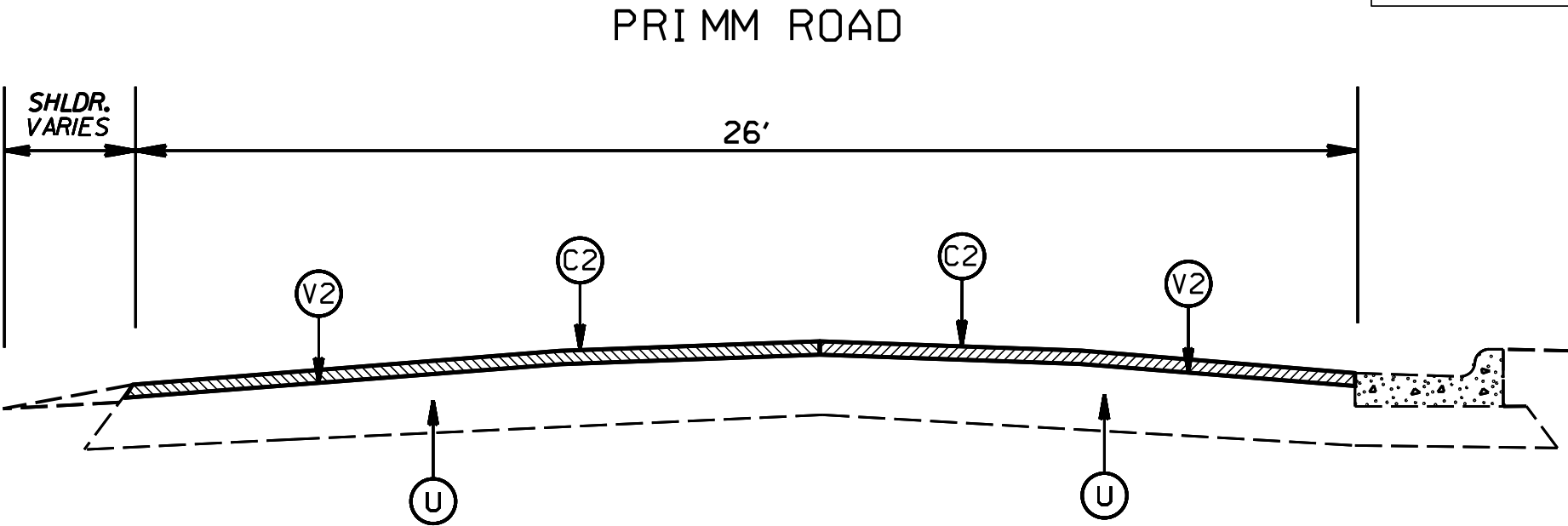
SCALE	DATE	OWG. BY	DESIGN BY	APPROVED	REVISIONS
NA		JHE			



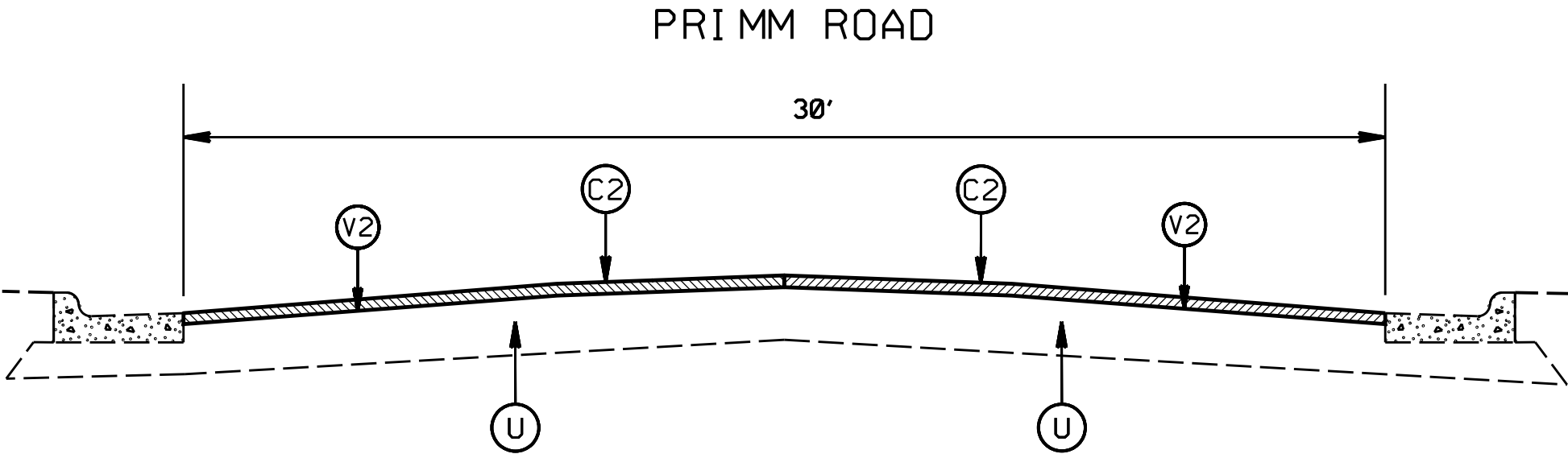
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V2	MILLING 1.25" DEPTH
V3	MILLING 1.5" DEPTH




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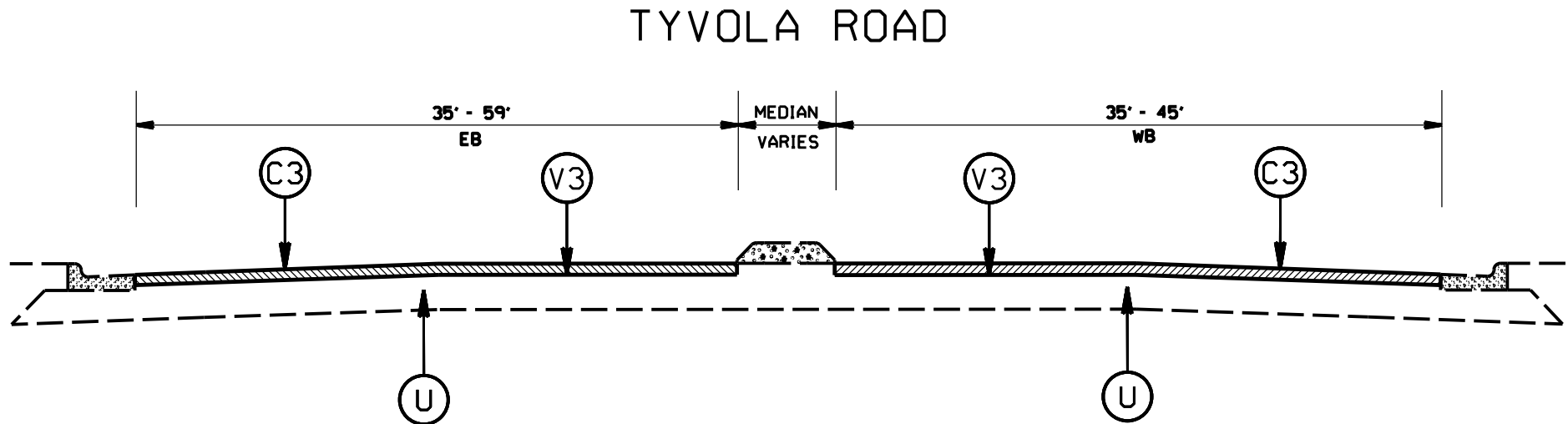


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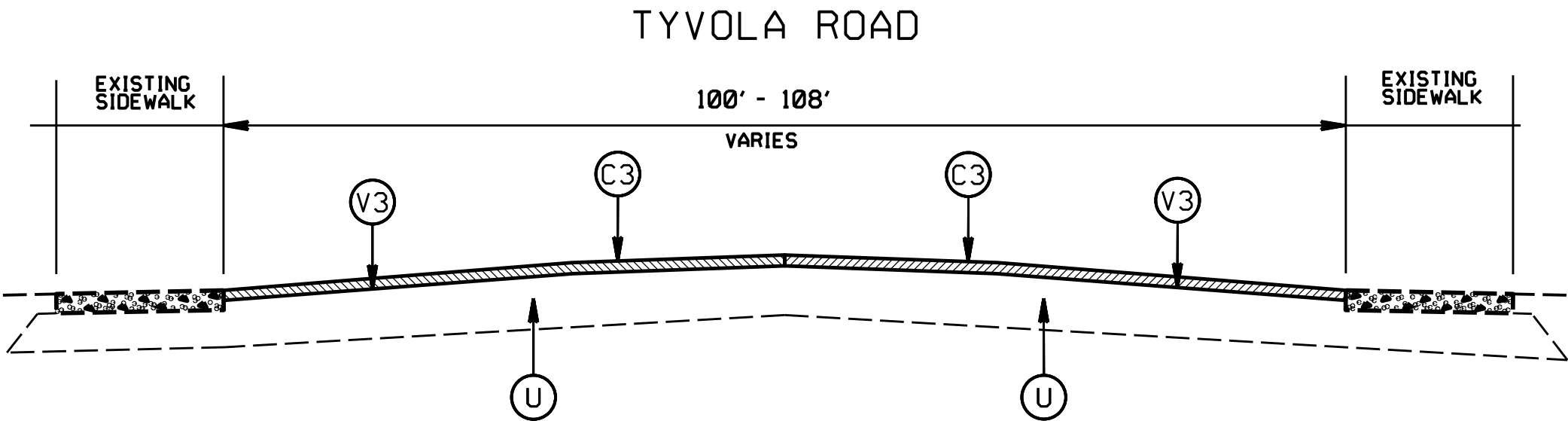
2025 MECKLENBURG COUNTY RESURFACING CONTRACT 3			
SCALE	-NA-		REVISIONS
DATE			
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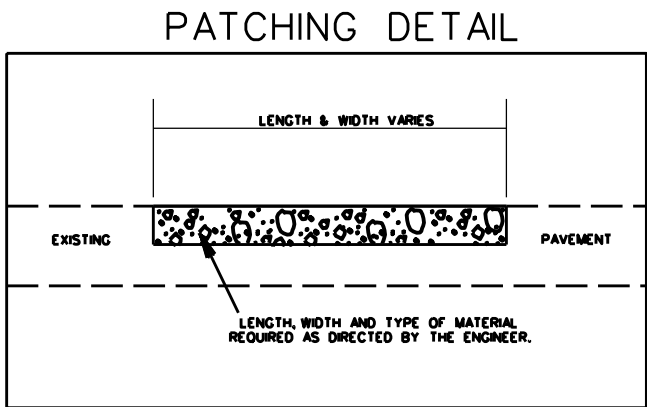
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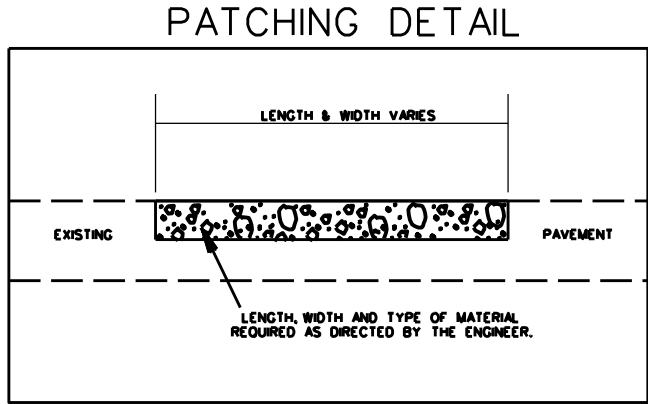
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2025 MECKLENBURG COUNTY  
RESURFACING CONTRACT 3

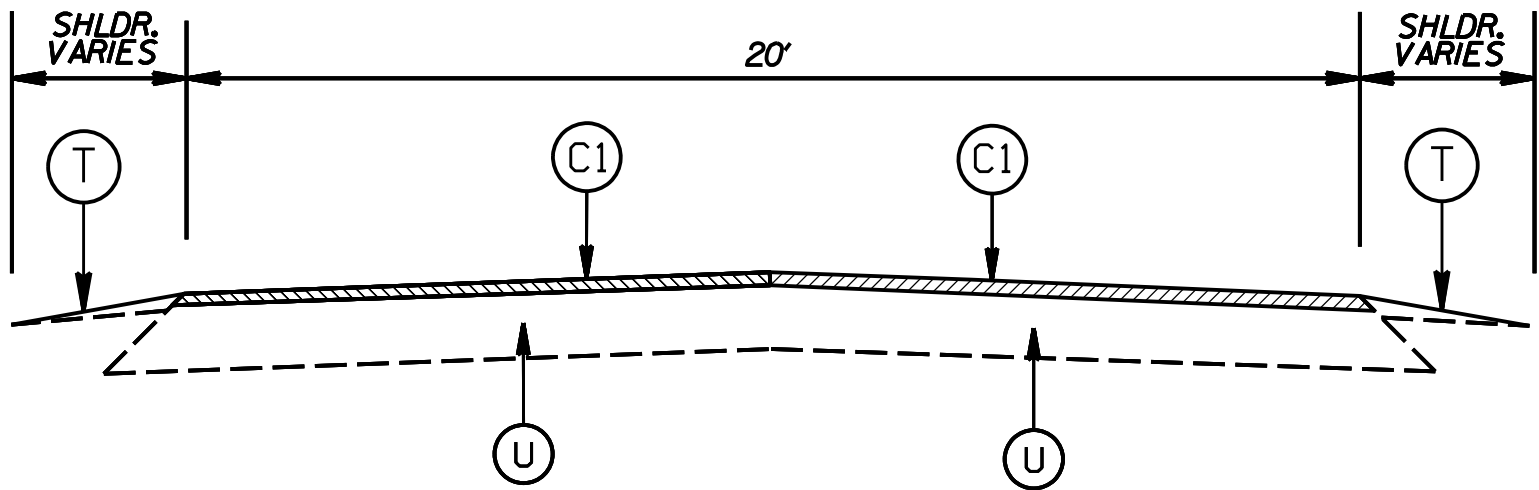
SCALE	-NA-		REVISIONS	
DATE				
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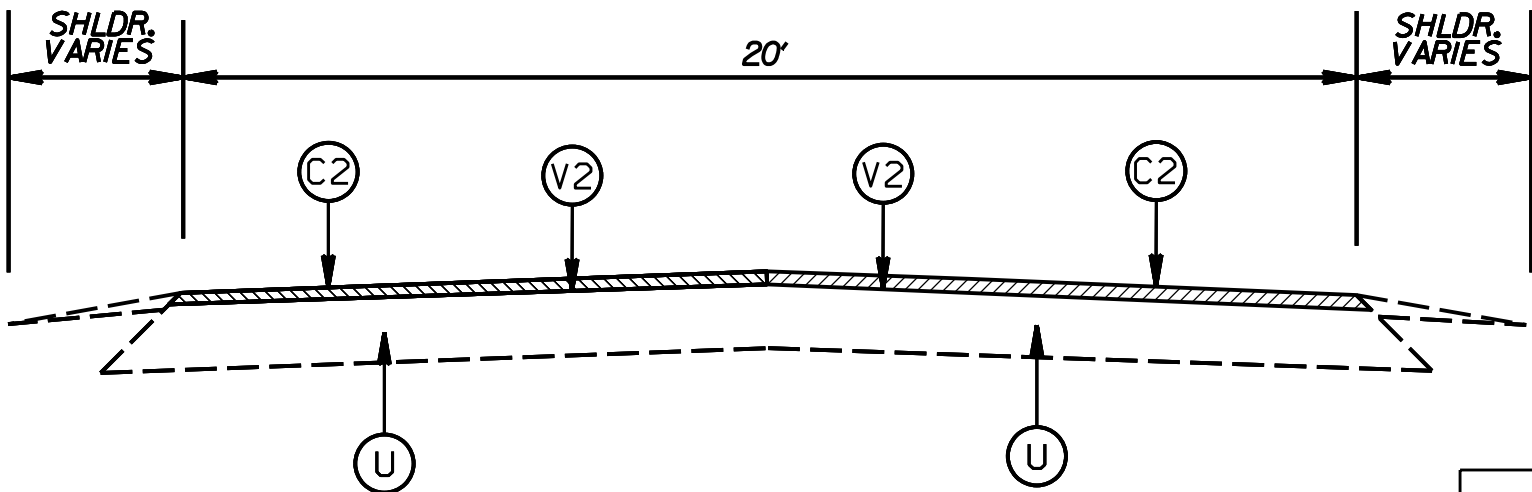
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HAWFIELD ROAD



TYPICAL SECTION NO. 11

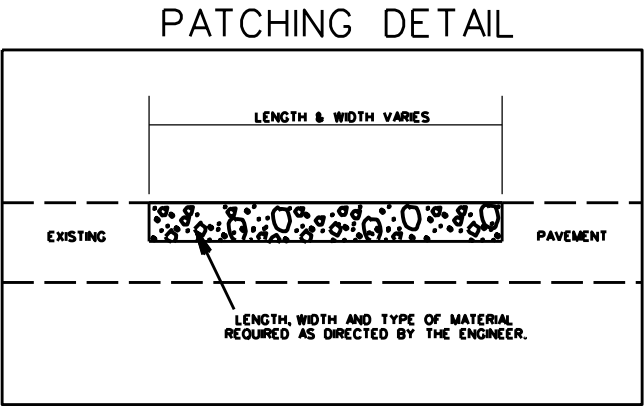
HUS MCGINNIS ROAD



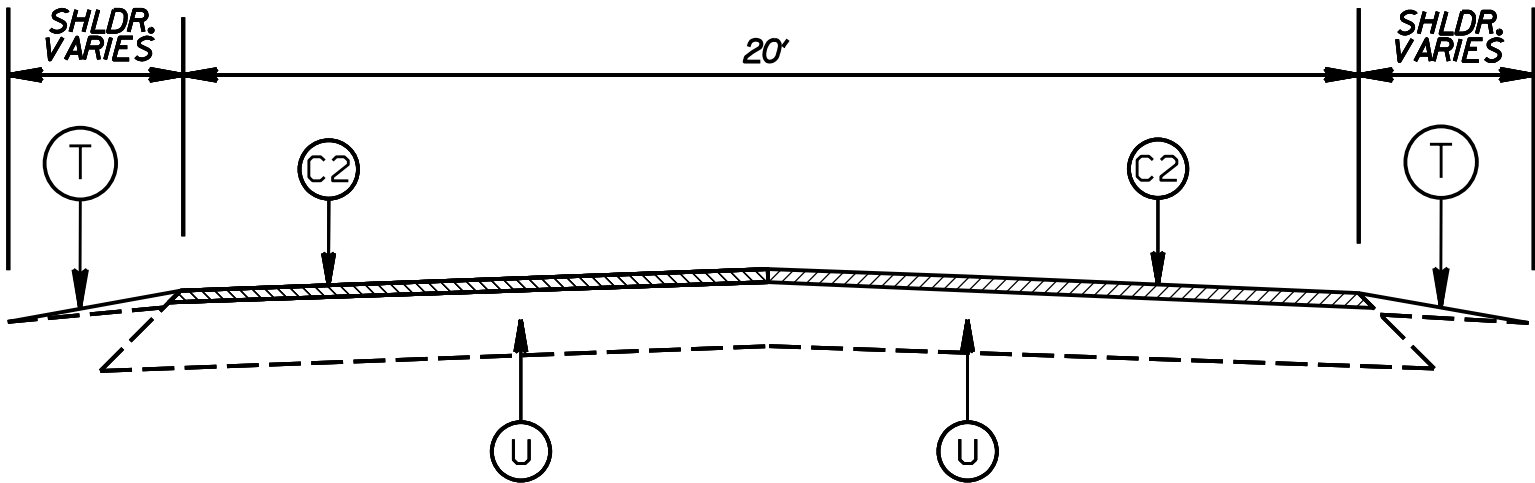
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2025 MECKLENBURG COUNTY RESURFACING CONTRACT 3			
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DATE			
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PAVEMENT SCHEDULE	
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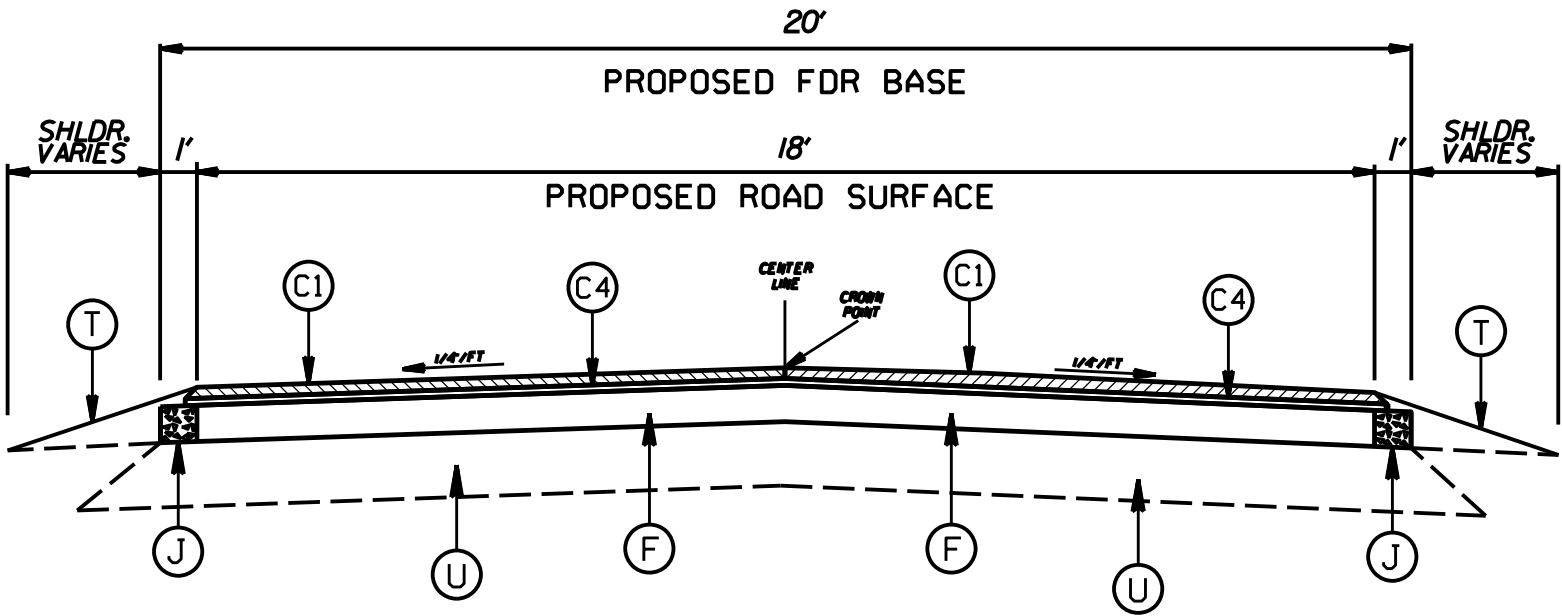


HUS MCGINNIS ROAD




TYPICAL SECTION NO. 13

TEMA CIRCLE

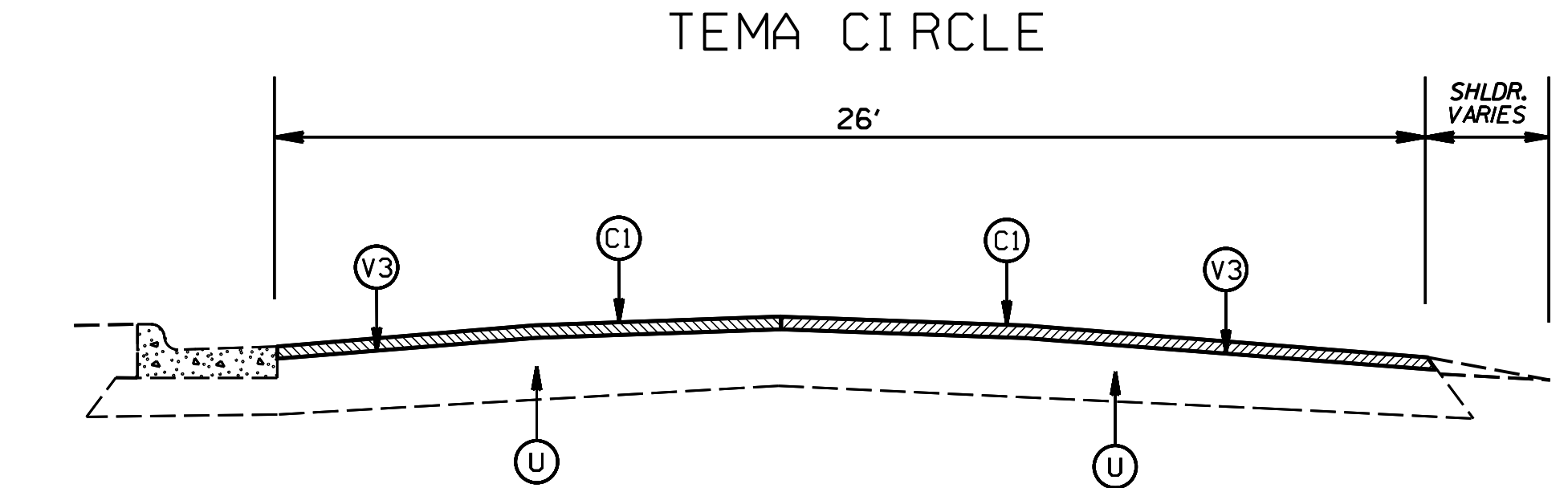
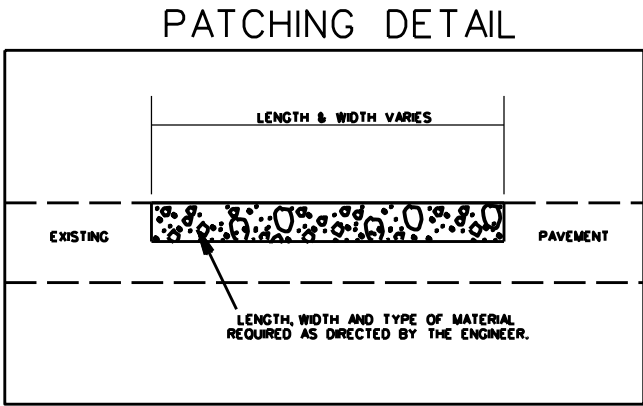


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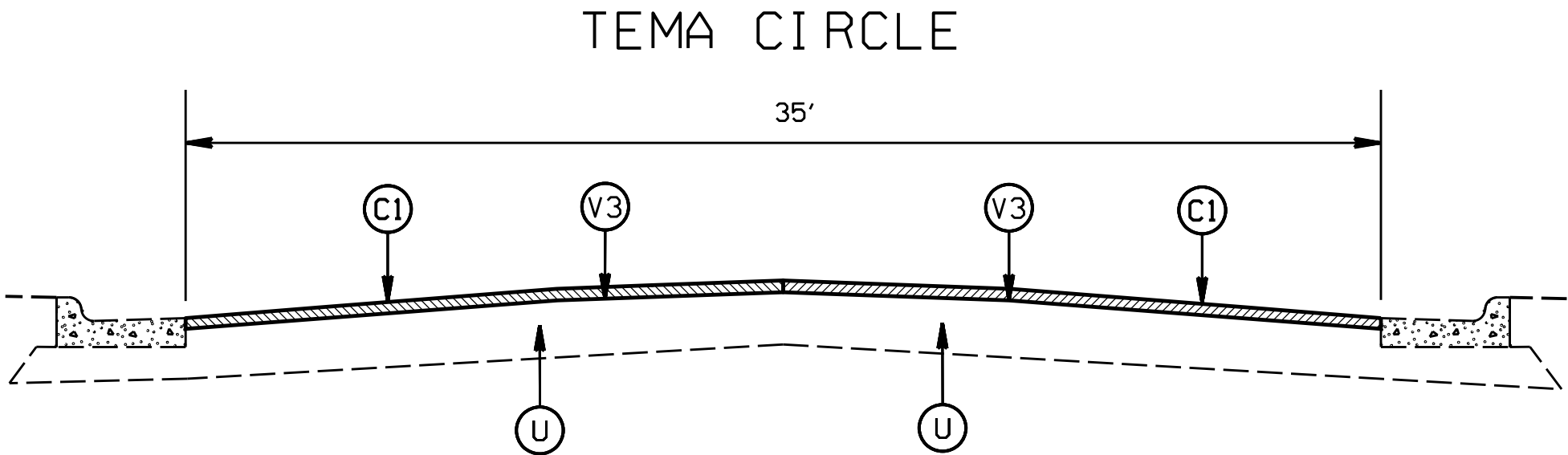
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TYPICAL SECTION NO. 15



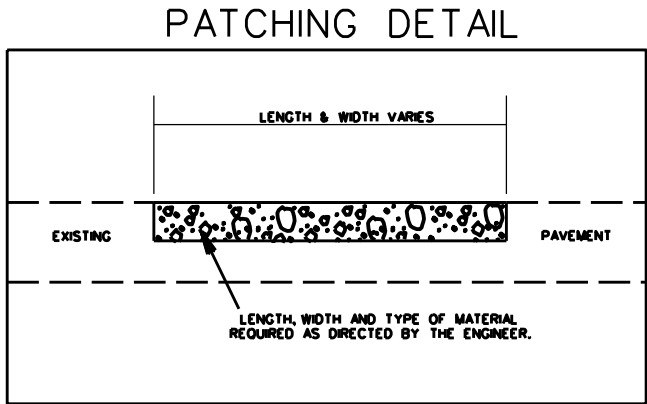
TYPICAL SECTION NO. 16

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WBS NO.	2025CPT.10.09.20601		
	2025CPT.10.09.20602		

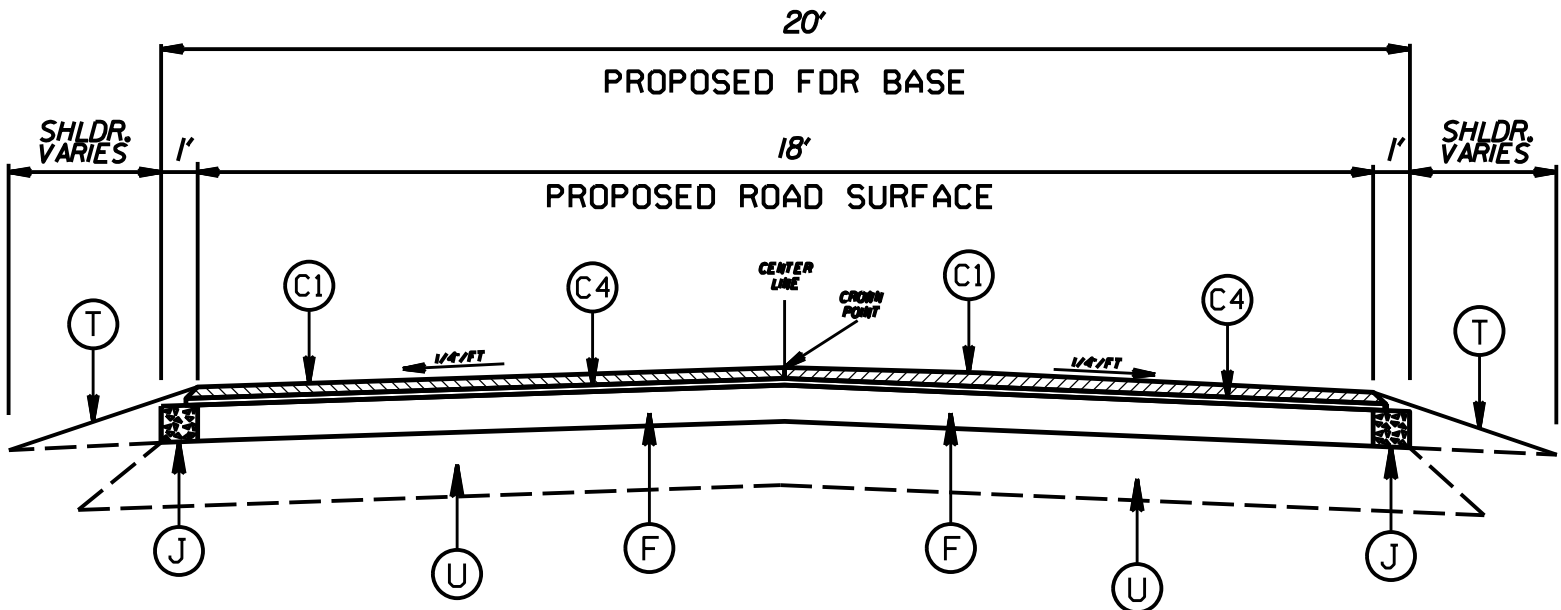
2025 MECKLENBURG COUNTY RESURFACING CONTRACT 3			
SCALE	-NA-	REVISIONS	
DATE			
DWG. BY	JHE		
DESIGN BY			
APPROVED			



PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C4	PROP. ASPHALT SURFACE TREATMENT, DOUBLE SEAL, MATCOAT #78M, AT AN AVERAGE RATE OF 10 TO 18 LBS. PER SQ. YD. (STONE) AND 0.25 TO 0.30 GALLONS PER SQ. YD. (LIQUID ASPHALT)
F	PROPOSED FULL DEPTH RECLAMATION AT A DEPTH OF 12 INCHES WITH PORTLAND CEMENT TREATED BASE AT AN AVERAGE RATE AS SHOWN IN THE PROJECT SPECIAL PROVISIONS
J	ABC STONE 12 INCHES DEPTH
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	MILLING 1.25" DEPTH
V3	MILLING 1.5" DEPTH

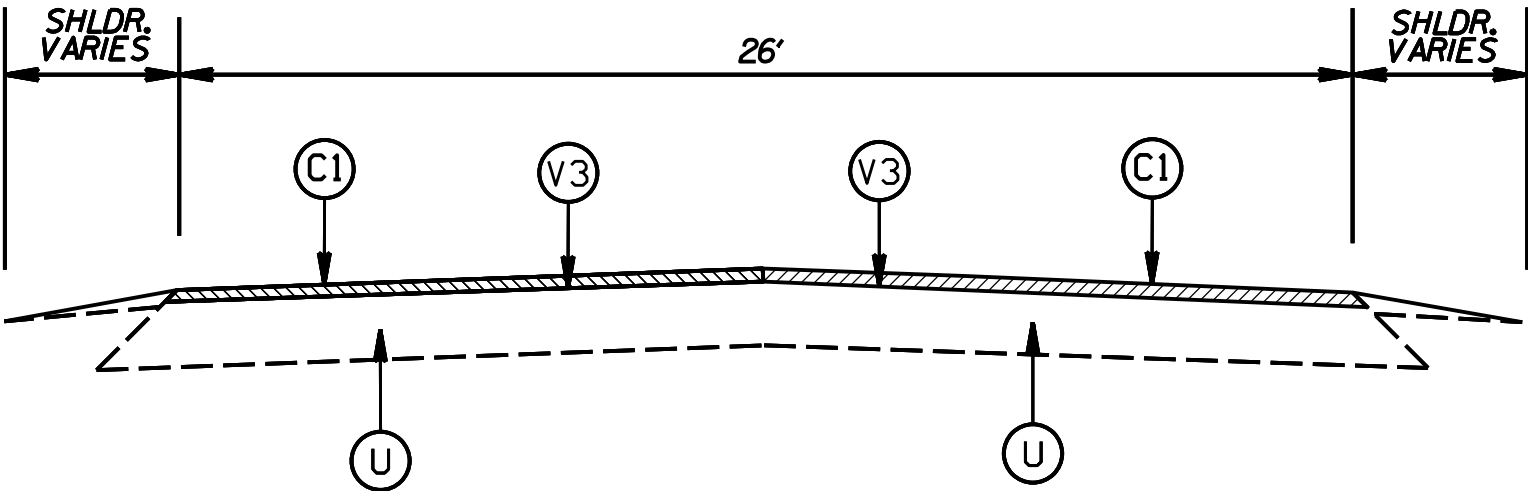


MOUNTAIN ISLAND DRIVE WEST




TYPICAL SECTION NO. 17

CENTERGROVE LANE



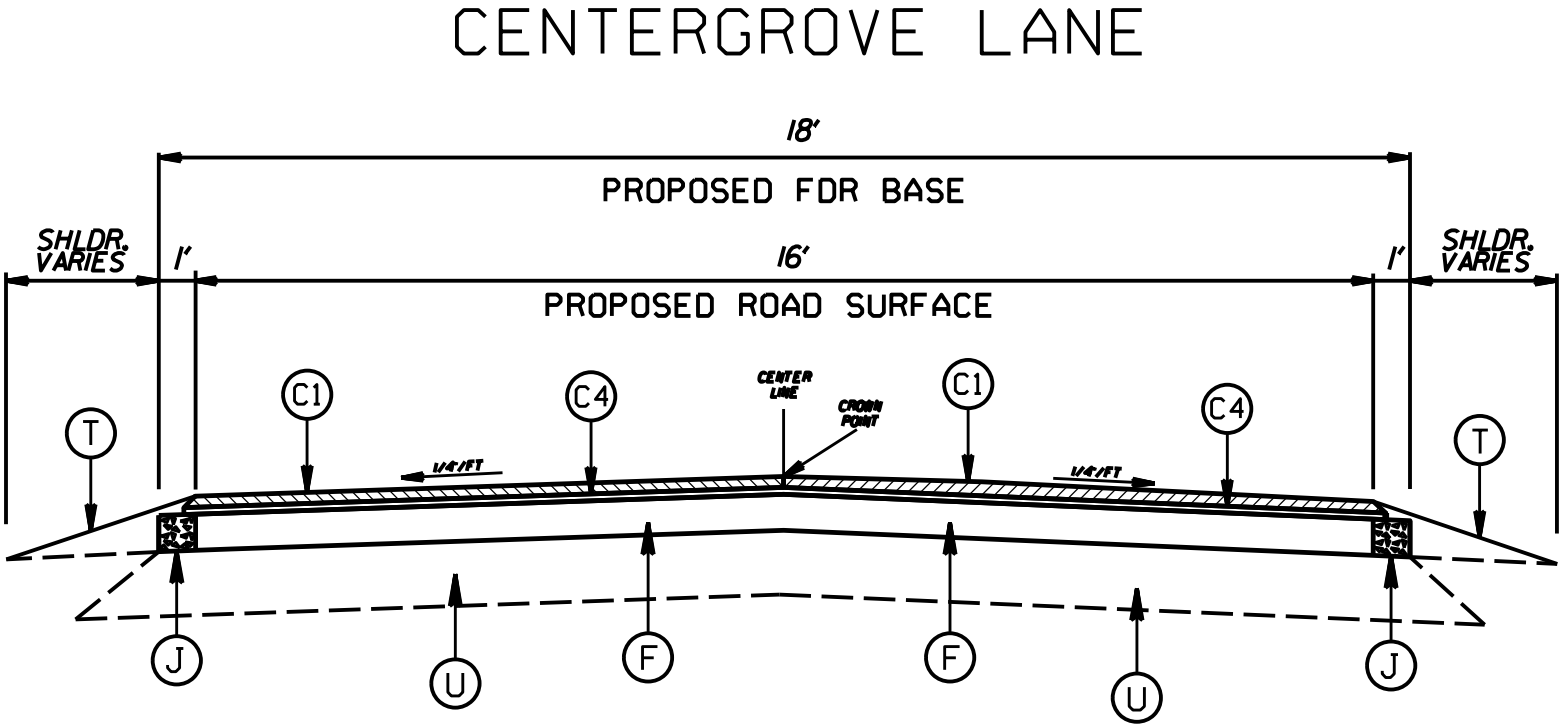
TYPICAL SECTION NO. 18

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.09.20601	2025CPT.10.09.20602	

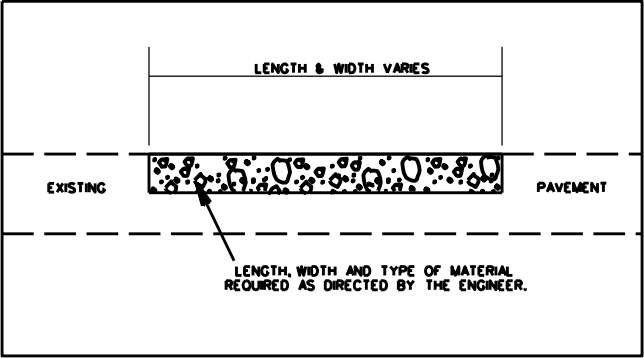
2025 MECKLENBURG COUNTY RESURFACING CONTRACT 3			REVISIONS	
SCALE	-NA-			
DATE				
DWG. BY	JHE			
DESIGN BY				
APPROVED				


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
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C3	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
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F	PROPOSED FULL DEPTH RECLAMATION AT A DEPTH OF 12 INCHES WITH PORTLAND CEMENT TREATED BASE AT AN AVERAGE RATE AS SHOWN IN THE PROJECT SPECIAL PROVISIONS
J	ABC STONE 12 INCHES DEPTH
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING
V2	MILLING 1.25" DEPTH
V3	MILLING 1.5" DEPTH

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO. 2025CPT.10.09.20601 2025CPT.10.09.20602			

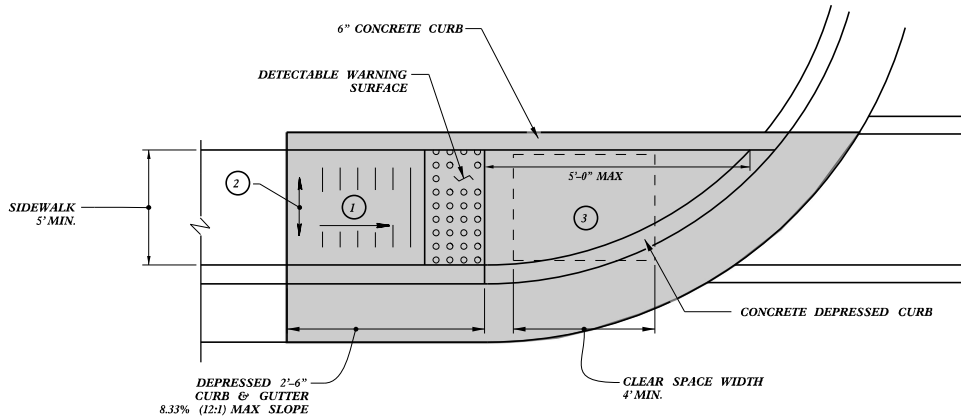


PATCHING DETAIL



2025 MECKLENBURG COUNTY RESURFACING CONTRACT 3				
SCALE	-NA-		REVISIONS	
DATE				
DWG. BY	JHE			
DESIGN BY				
APPROVED				

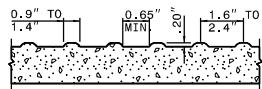
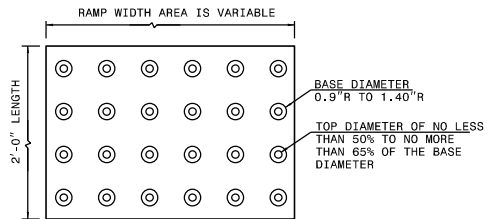




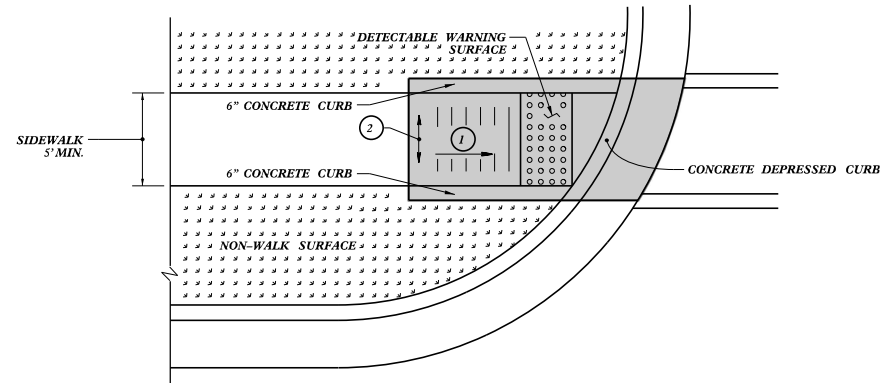
**TYPE 1**

- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%.

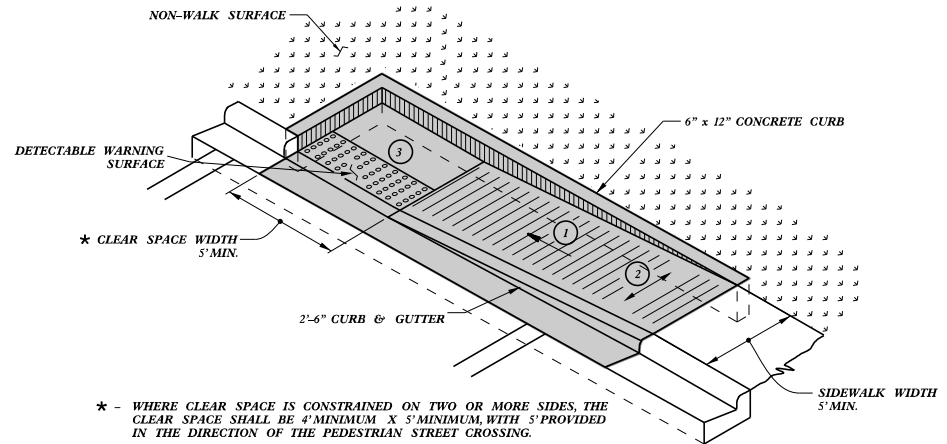
NOTES:  
 DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.  
 DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



**DETECTABLE WARNING SURFACE**



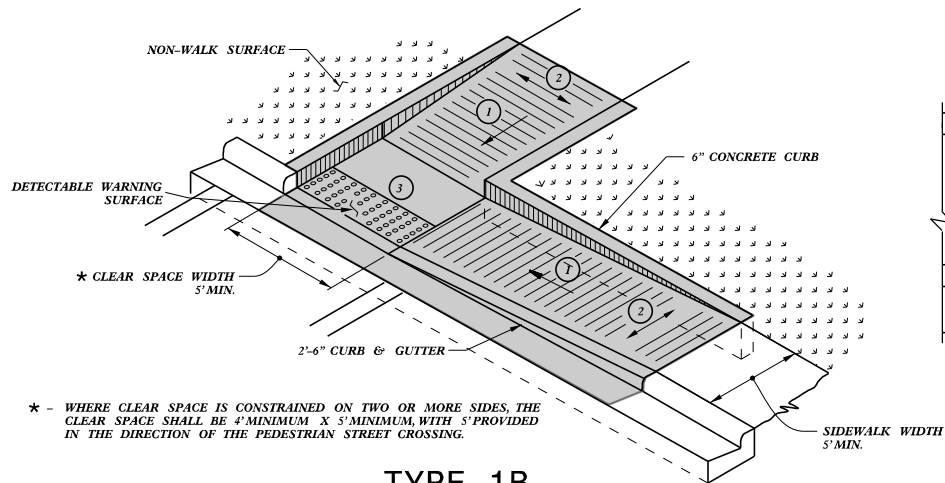
**TYPE 1 MODIFIED**



**TYPE 1A**

\* - WHERE CLEAR SPACE IS CONSTRAINED ON TWO OR MORE SIDES, THE CLEAR SPACE SHALL BE 4' MINIMUM X 5' MINIMUM, WITH 5' PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.

PAY LIMITS FOR 1 CURB RAMP



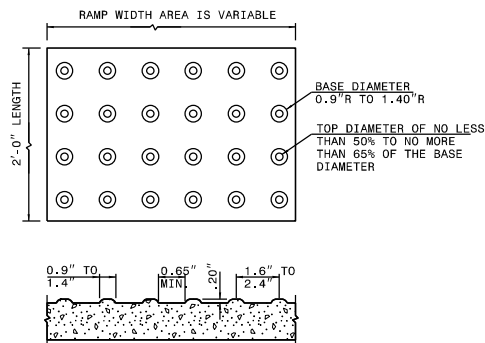
★ - WHERE CLEAR SPACE IS CONSTRAINED ON TWO OR MORE SIDES, THE CLEAR SPACE SHALL BE 4' MINIMUM X 5' MINIMUM, WITH 5' PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.

**TYPE 1B**

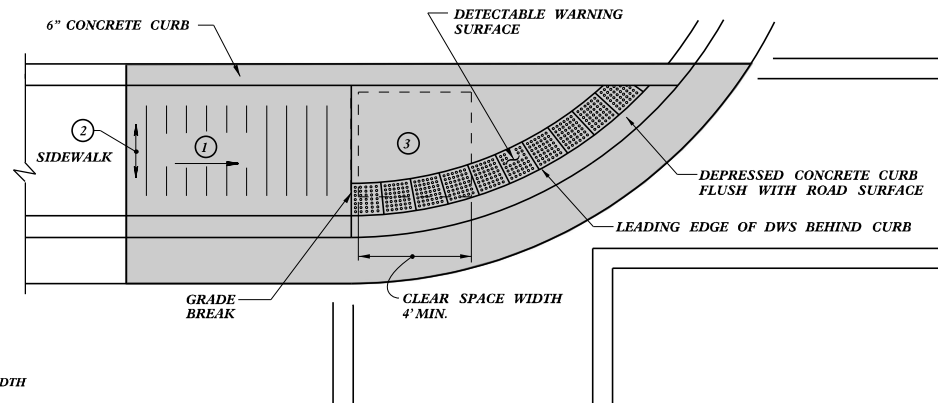
- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%.

NOTES:  
DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.

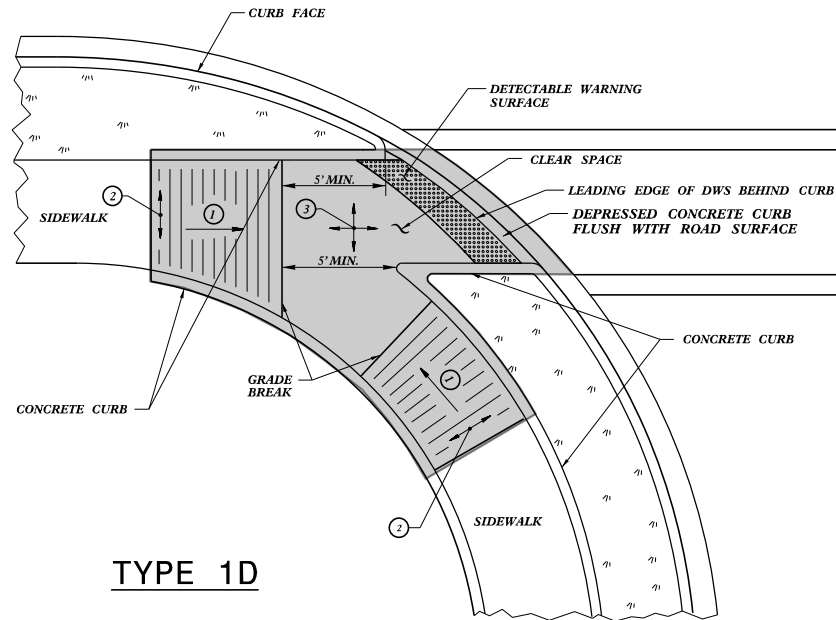
DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



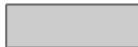
**DETECTABLE WARNING SURFACE**



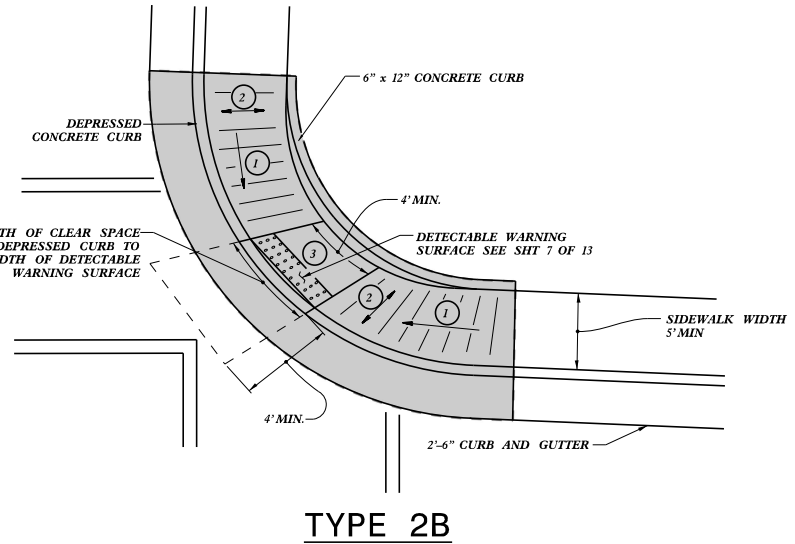
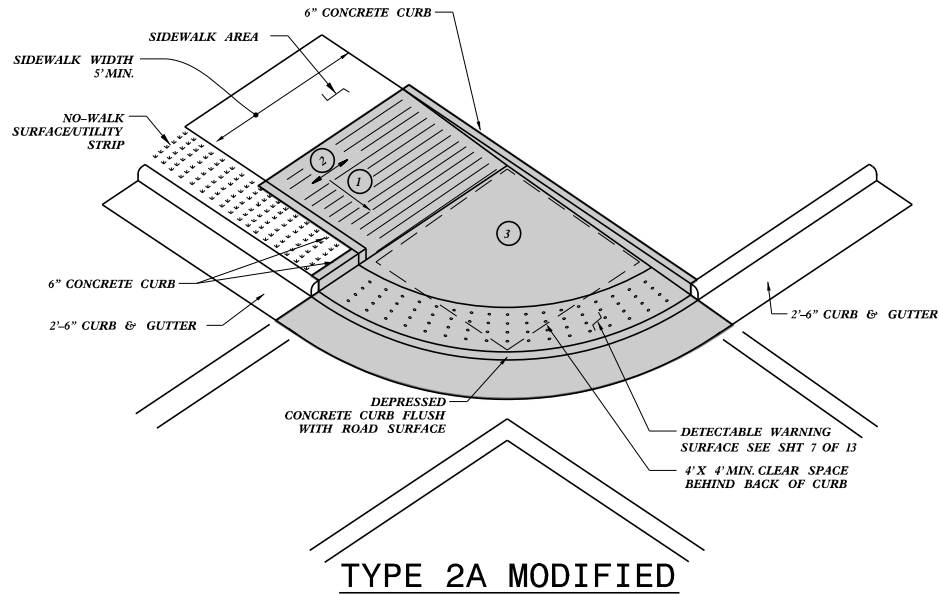
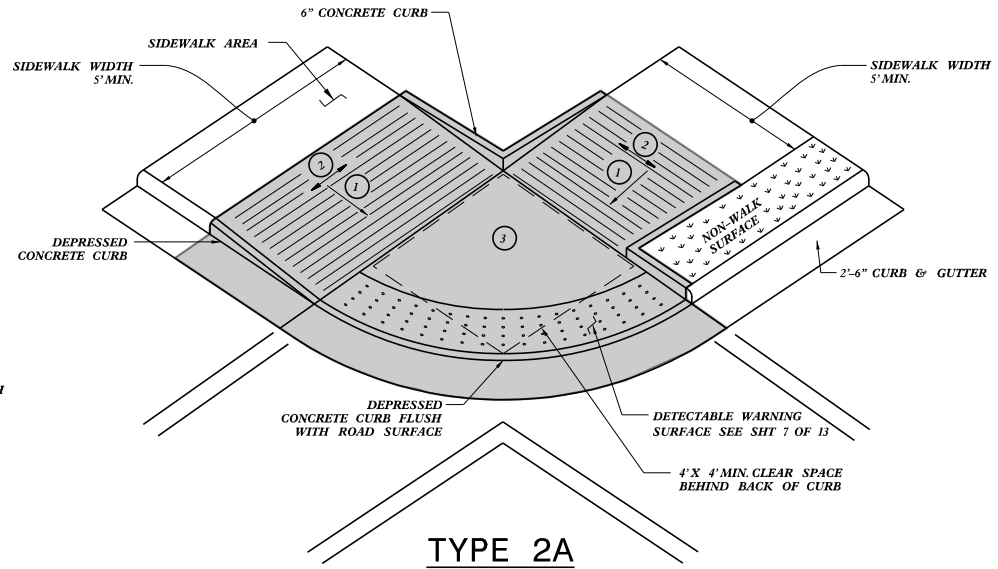
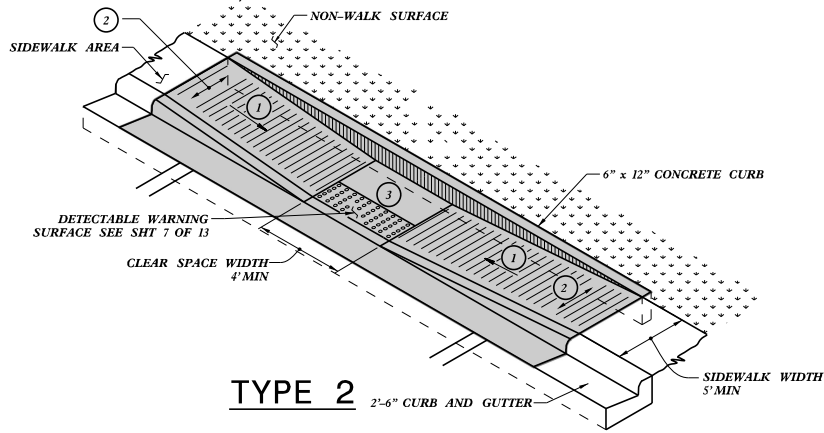
**TYPE 1C**




**TYPE 1D**

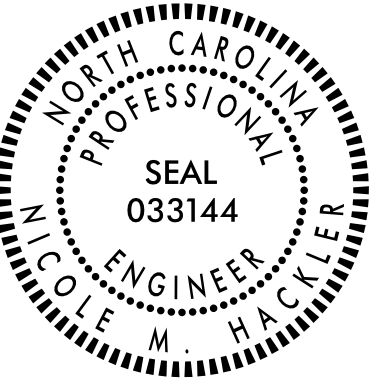
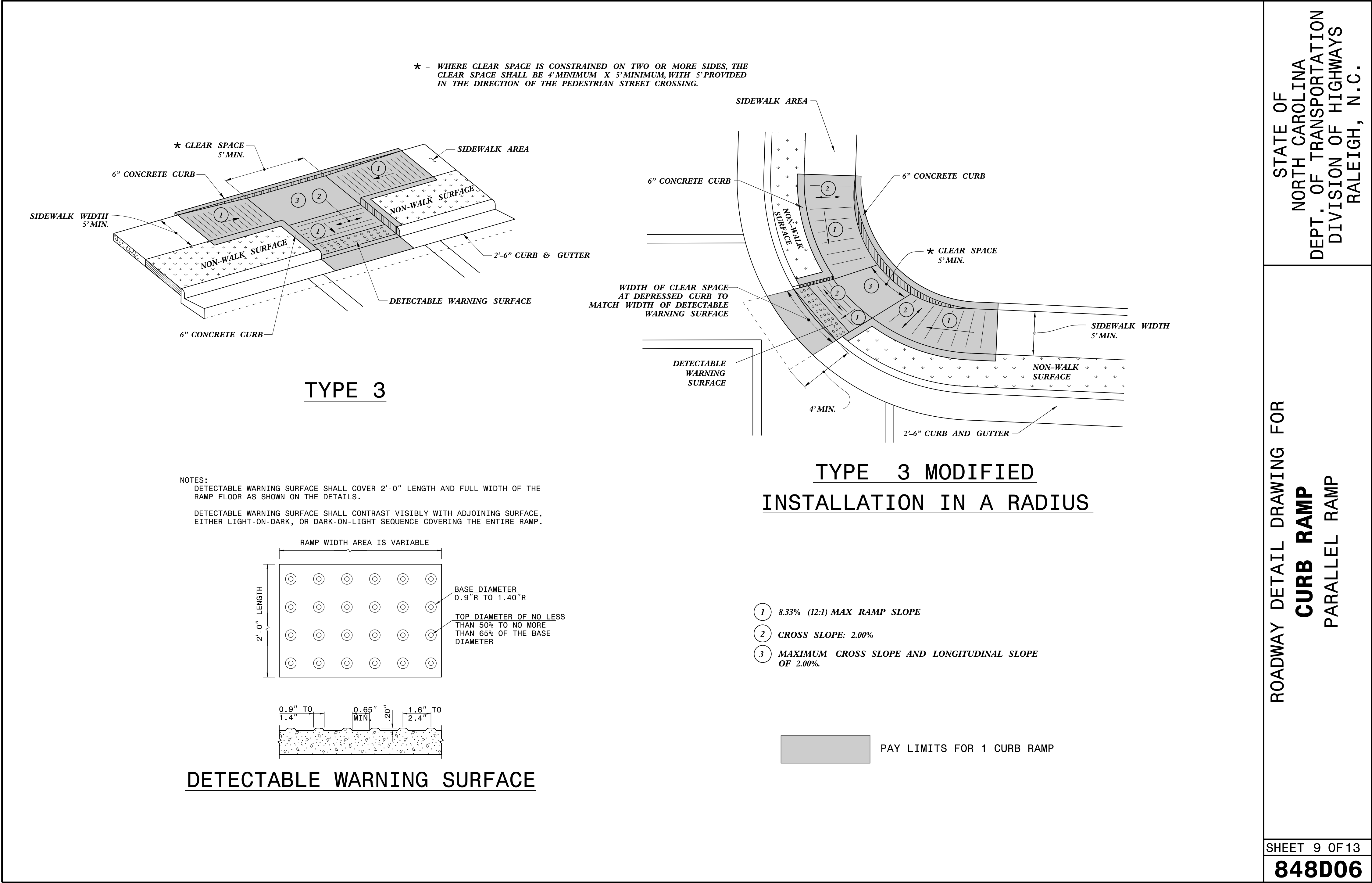


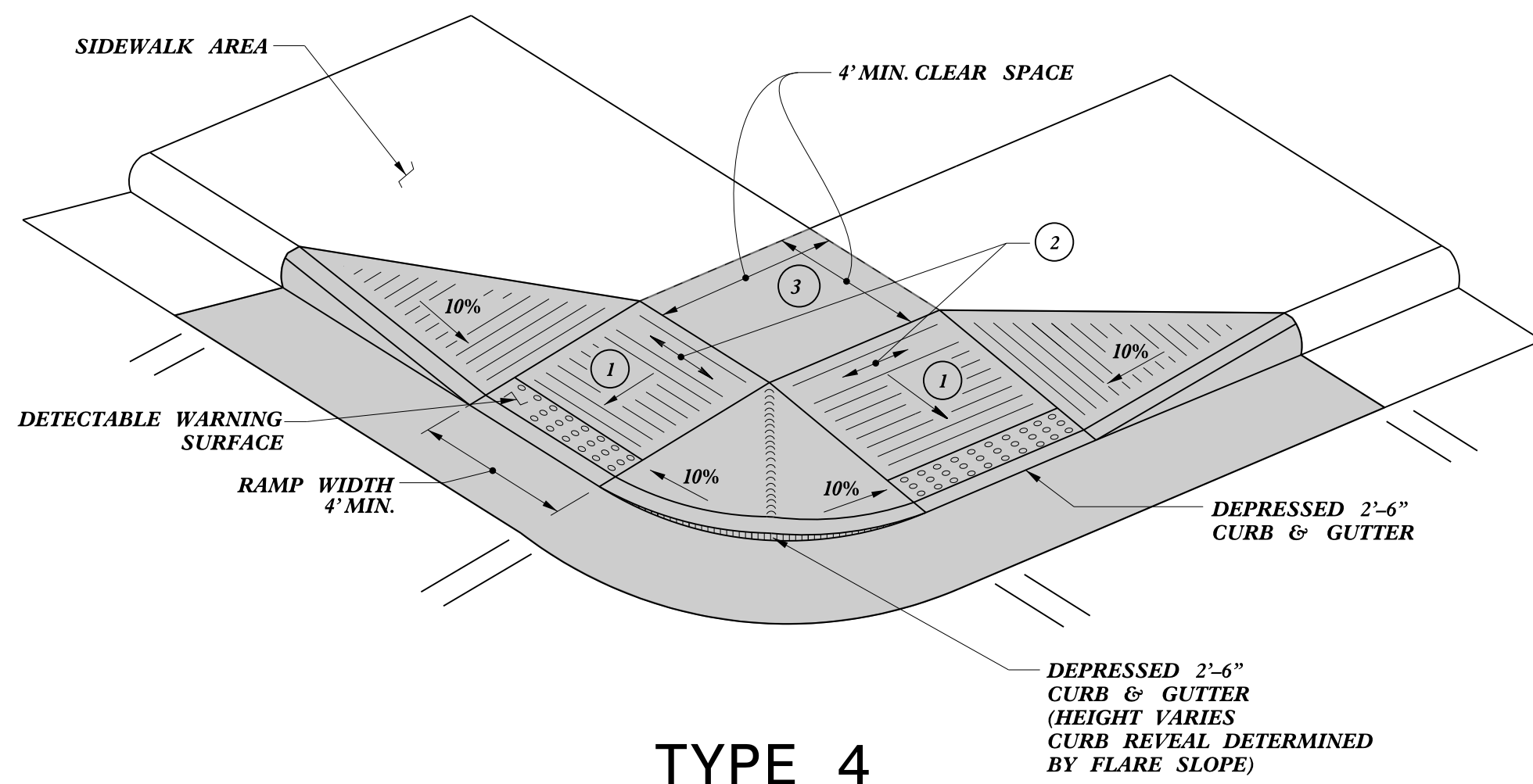
PAY LIMITS FOR 1 CURB RAMP



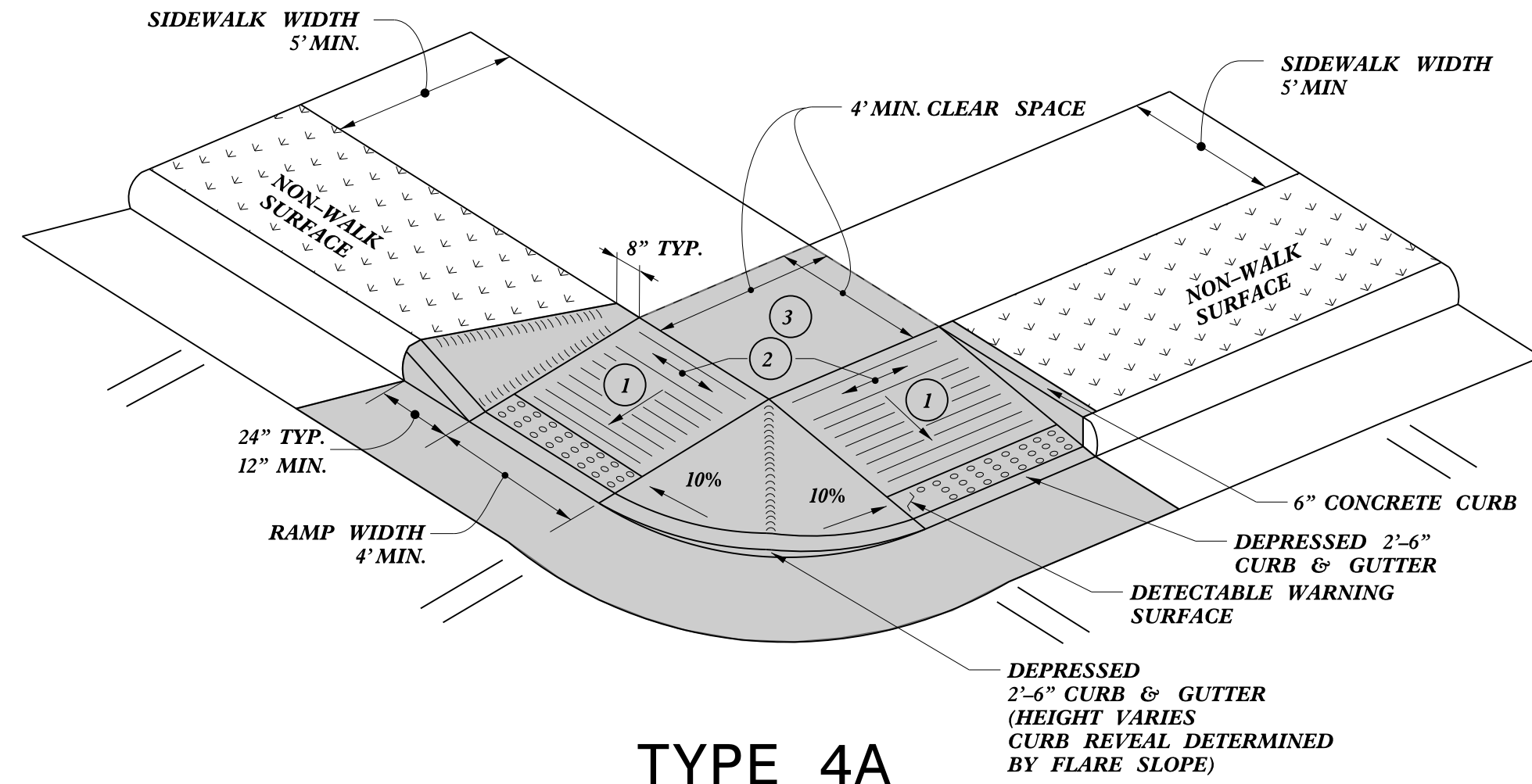
- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%.

 PAY LIMITS FOR 1 CURB RAMP

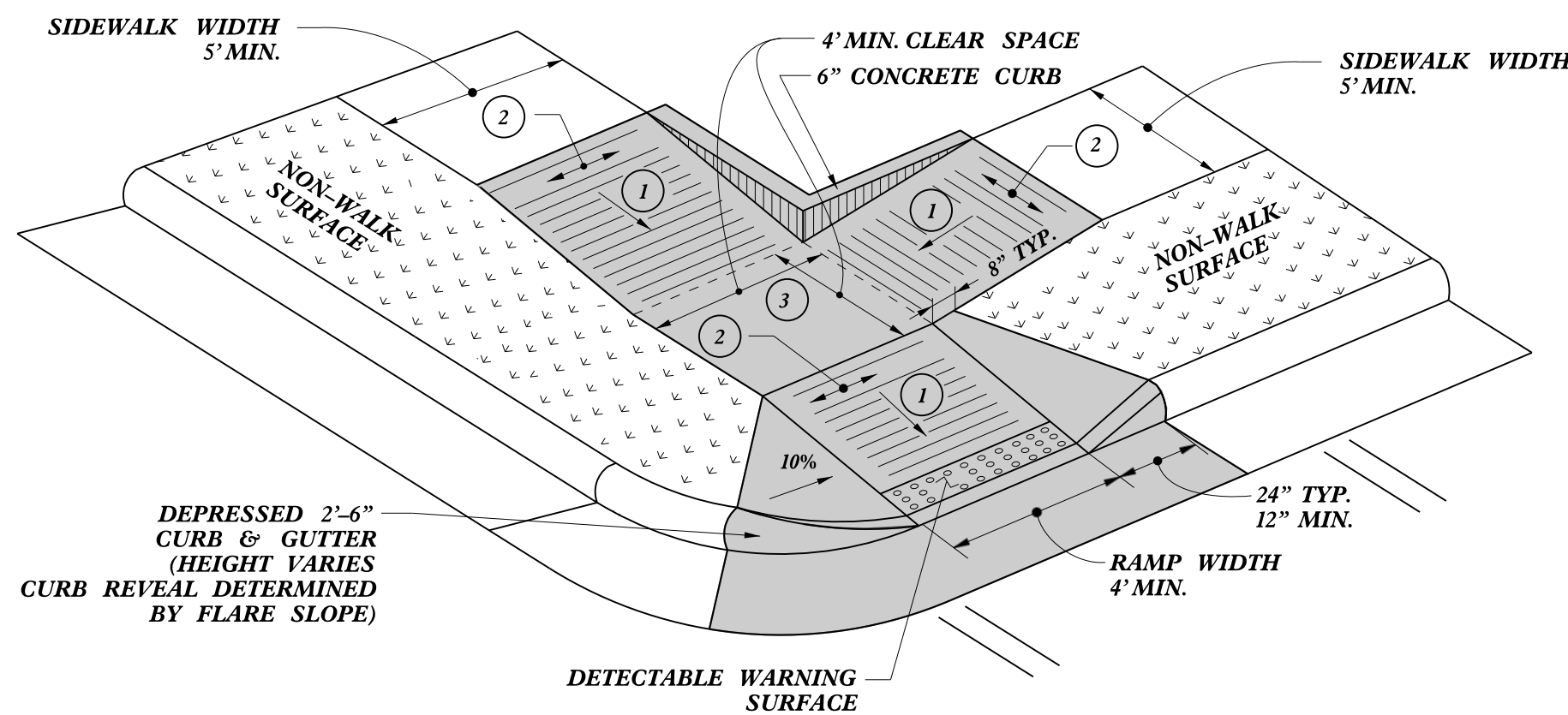




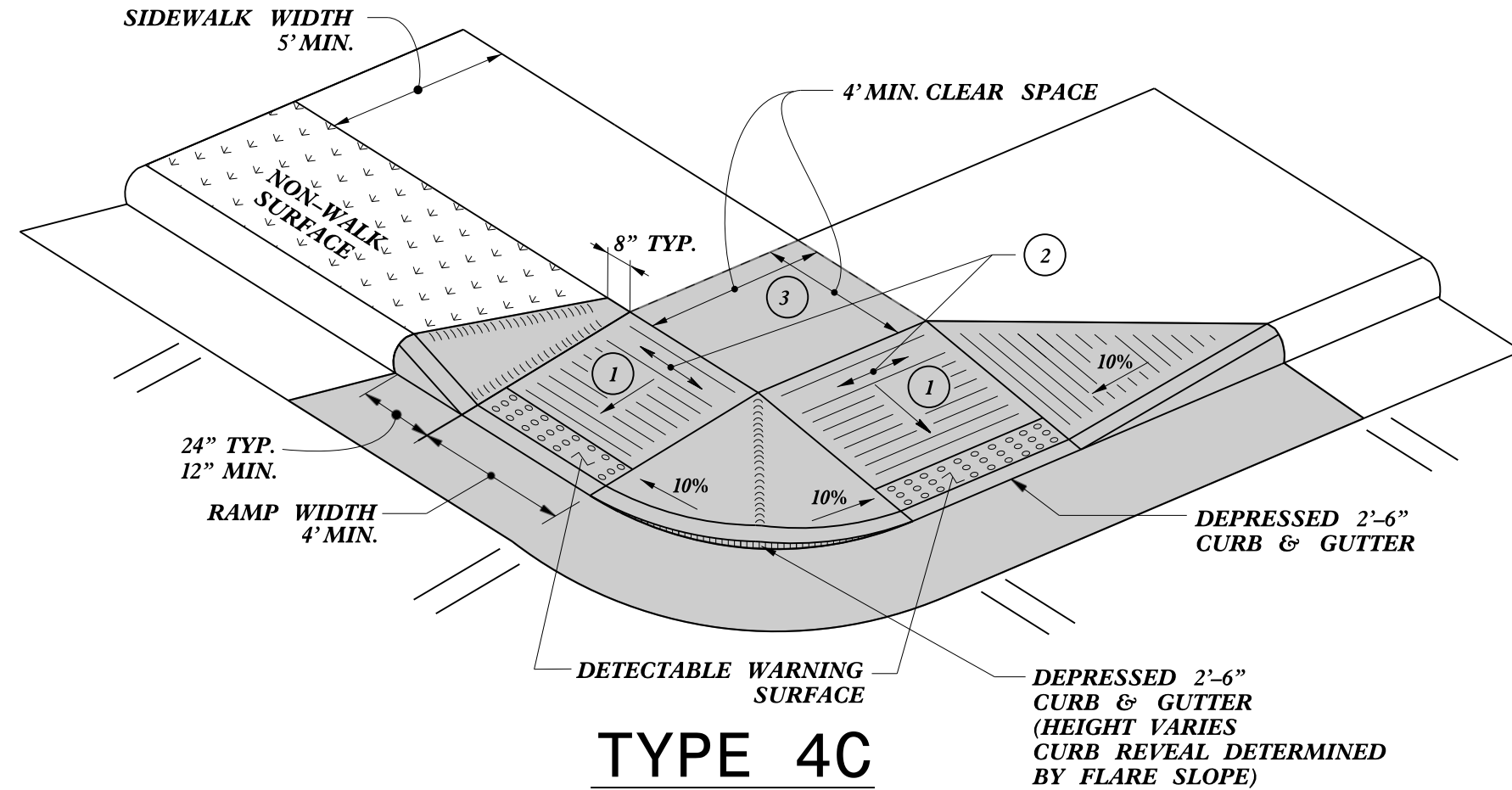
TYPE 4



TYPE 4A

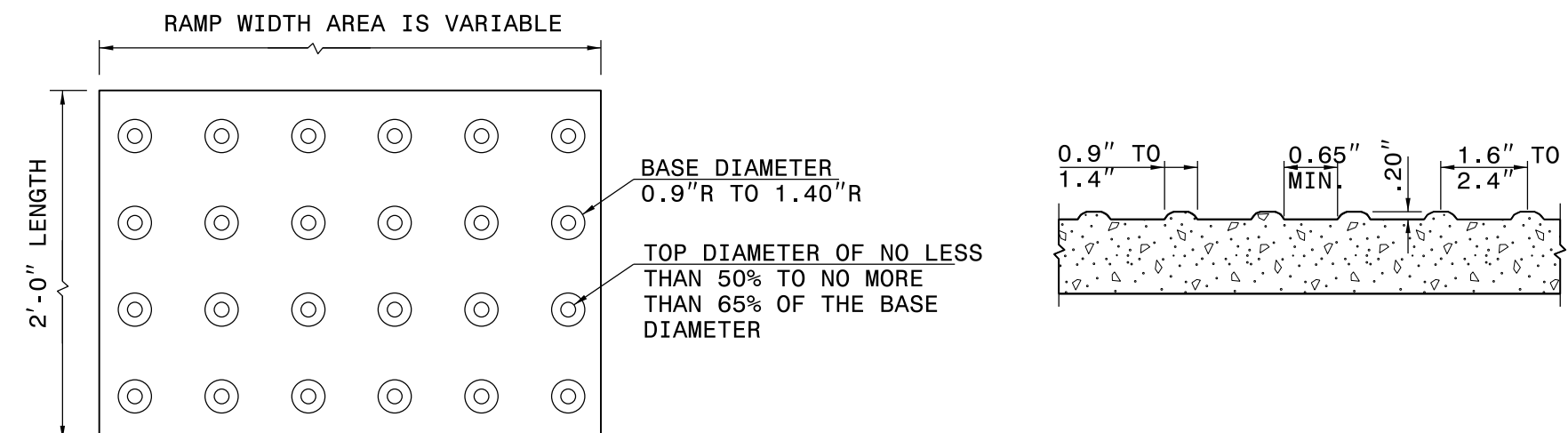


TYPE 4B



TYPE 4C

NOTES:  
DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.  
DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



DETECTABLE WARNING SURFACE

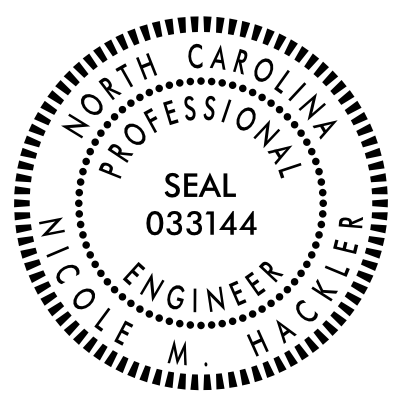
- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%

PAY LIMITS FOR 1 OR 2 CURB RAMPS  
(CALCULATE BASED ON NUMBER OF SETS OF DETECTABLE WARNING SURFACES)

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

ROADWAY DETAIL DRAWING FOR  
**CURB RAMP**  
SHARED LANDING

SHEET 10 OF 13  
**848D06**

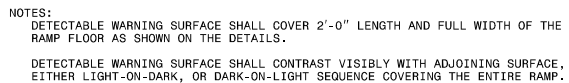


DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

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

**SEE TITLE BLOCK**

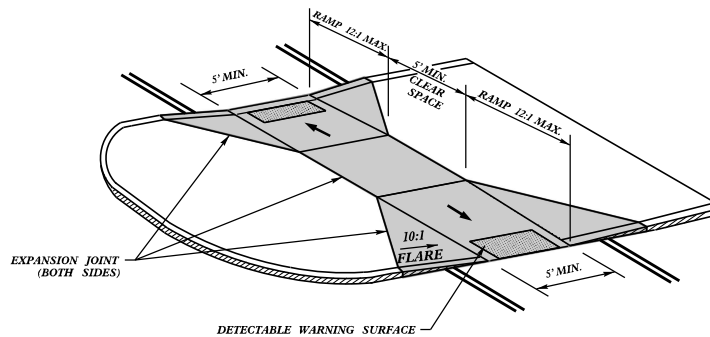
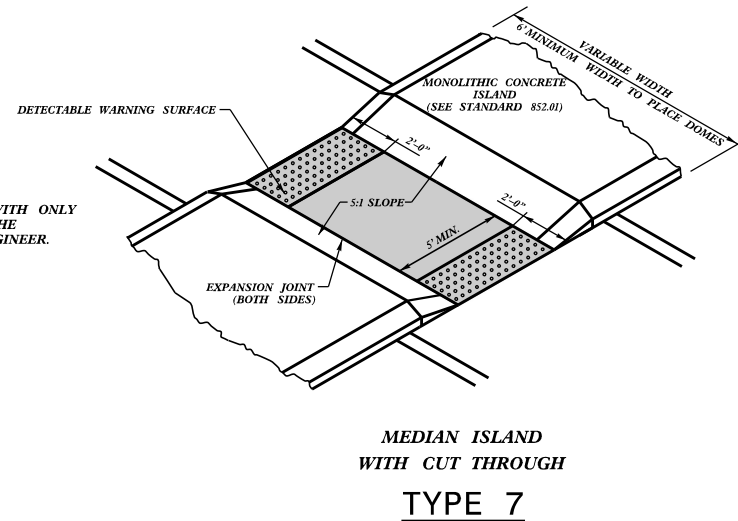
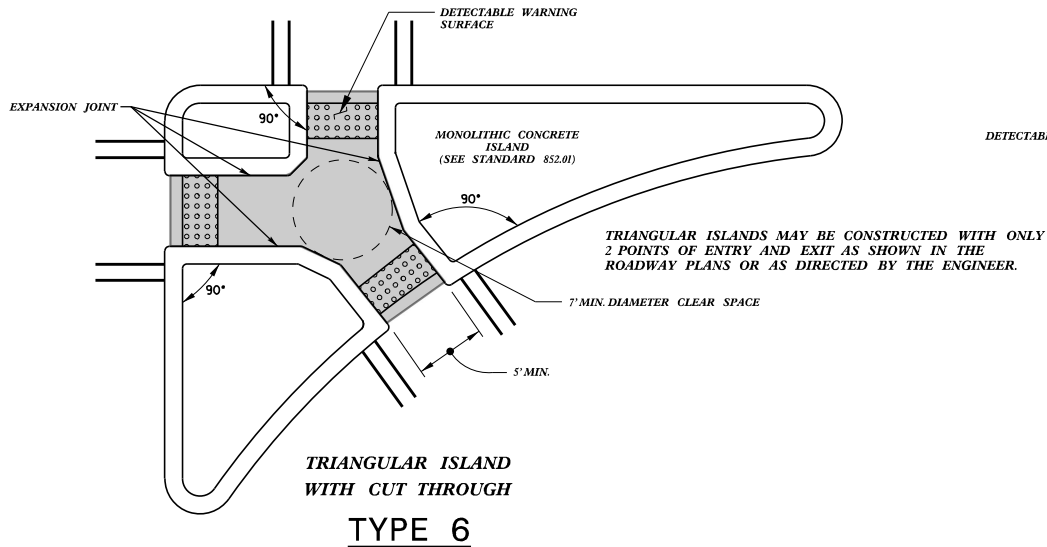
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CHECKED BY: DATE:  
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TYPE 5A

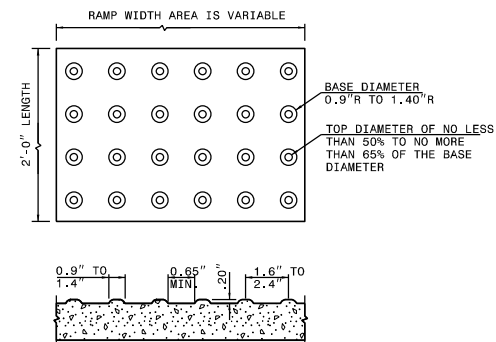
- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%.

PAY LIMITS FOR 1 OR 2 CURB RAMPS  
(CALCULATE BASED ON NUMBER OF SETS  
OF DETECTABLE WARNING SURFACES)



PAY LIMITS FOR 2 OR 3 CURB RAMPS  
(CALCULATE BASED ON NUMBER OF  
SETS OF DETECTABLE WARNING SURFACES)

NOTES:  
DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE  
RAMP FLOOR AS SHOWN ON THE DETAILS.  
DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE,  
EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.			
WBS NO.	2025CPT.10.09.20601 2025CPT.10.09.20602		

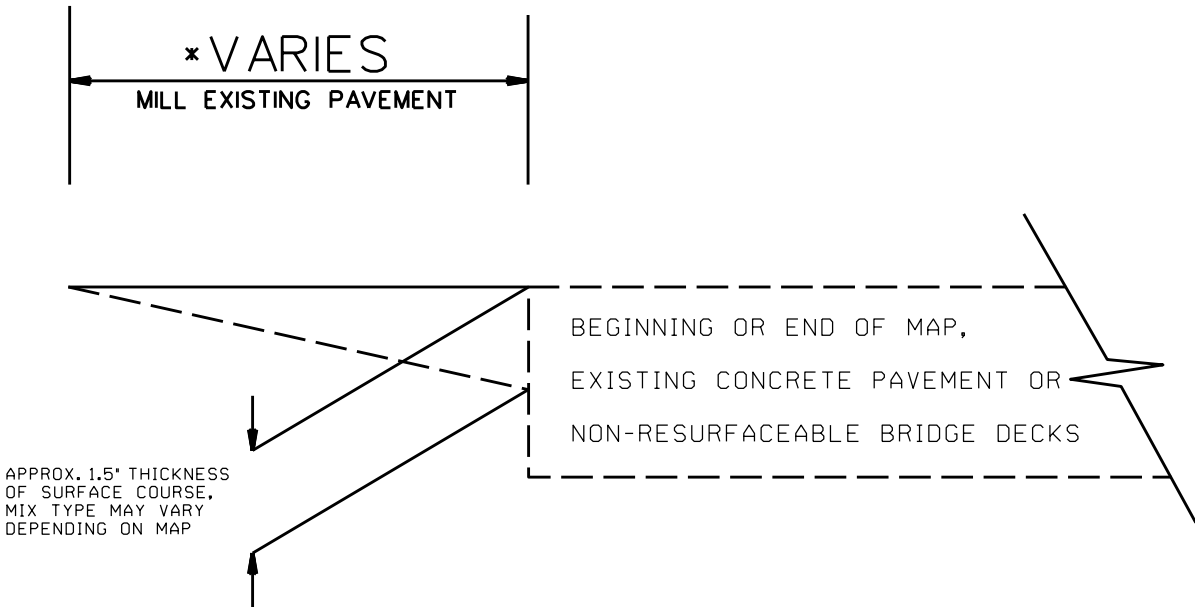
# INCIDENTAL MILLING

## NOTES:

FOR SURFACE MIXES OVER 1" IN THICKNESS, MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.

LOCATIONS SHALL INCLUDE TIES INTO EXISTING CONCRETE PAVEMENT AT BRIDGE APPROACHES WHERE THE BRIDGE WILL NOT BE RESURFACED, AND AT THE BEGINNING AND ENDING POINT OF EACH RESURFACING MAP.

PERFORM THE WORK IN ACCORDANCE WITH SECTION 607 OF THE JANUARY 2018 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. RESURFACING WILL BE ACCOMPLISHED AT THE SAME TIME AS THE MILLING OPERATION.



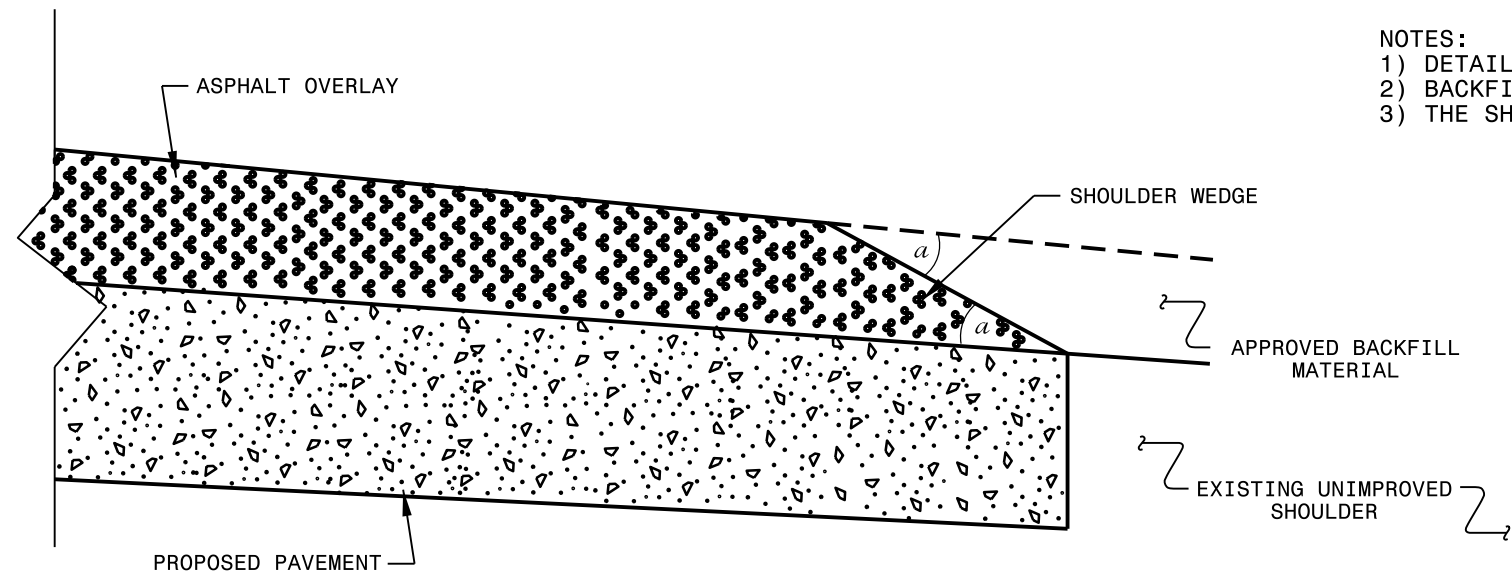
2025 MECKLENBURG COUNTY  
RESURFACING CONTRACT 3

SCALE		REVISIONS	
DATE			
DWG. BY JHE			
DESIGN BY			
APPROVED			

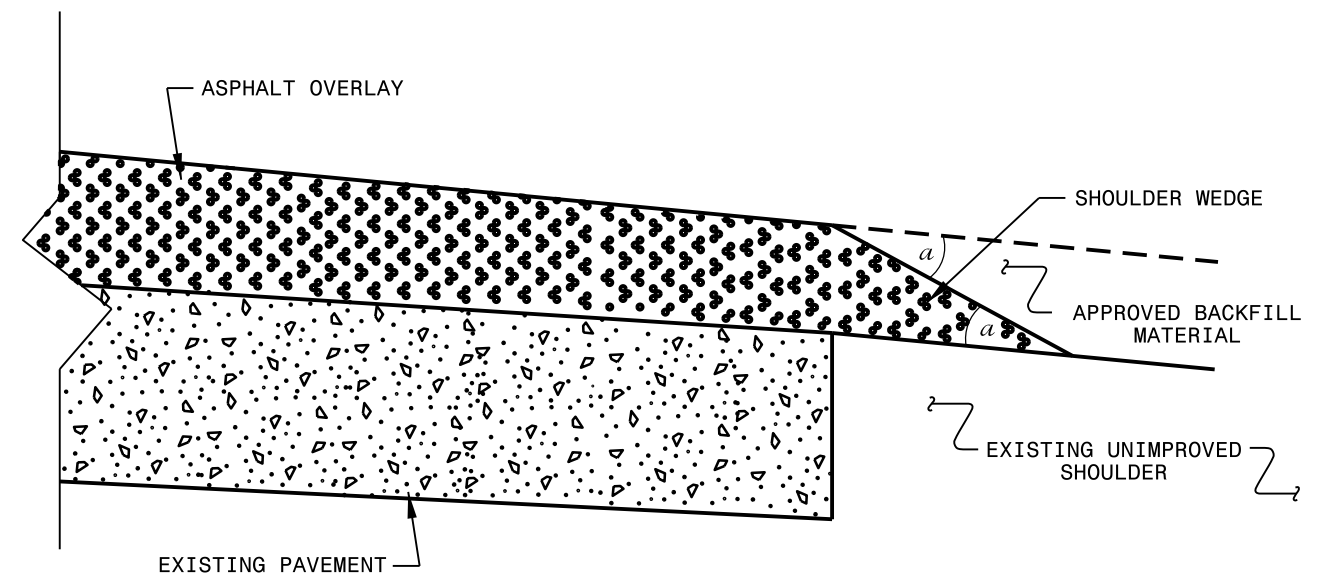


## NOTES:

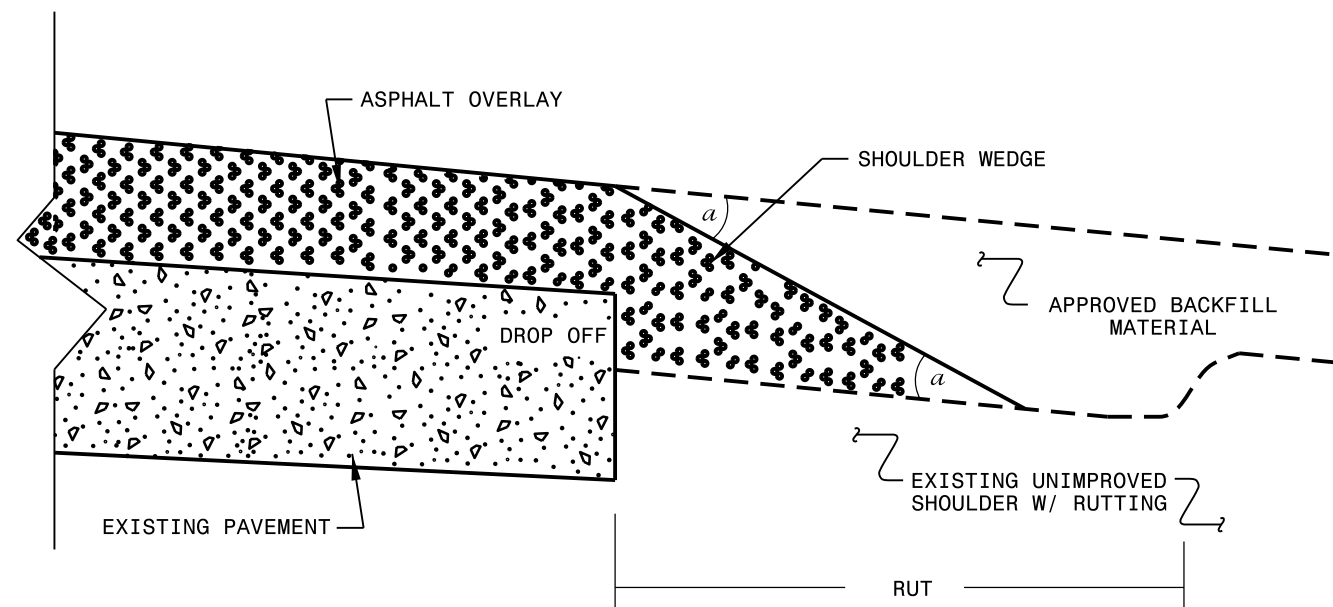
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.

**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°

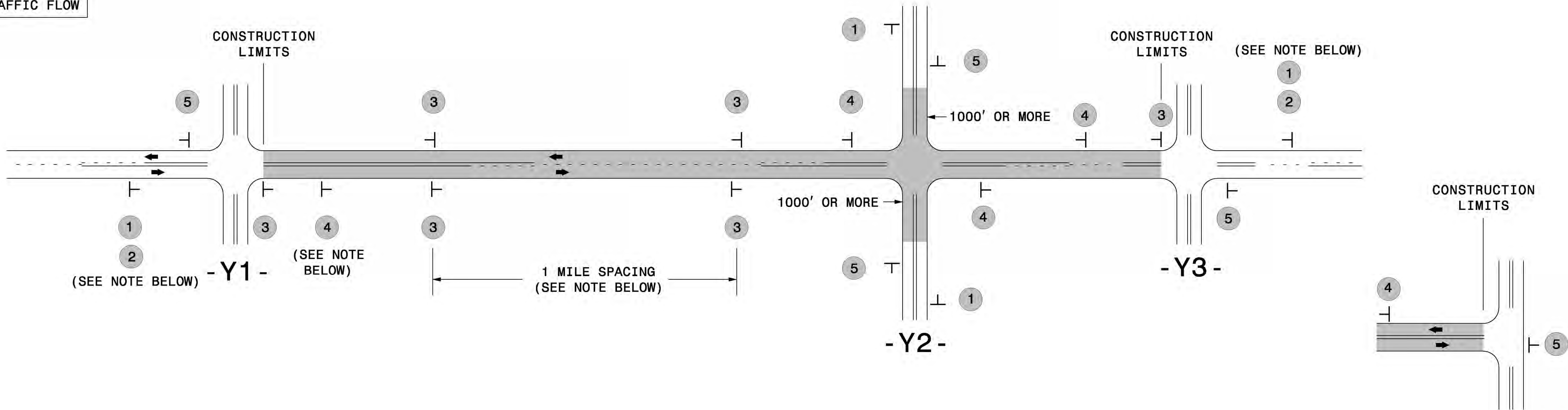
CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY: _____	T.SPELL	DATE: _____	7-19-11
MODIFIED BY: _____		DATE: _____	10/16/12
CHECKED BY: _____		DATE: _____	
ETLE.SP6C. s:\usr\details\stand\shoulderwedgedetail.dgn			

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW



TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

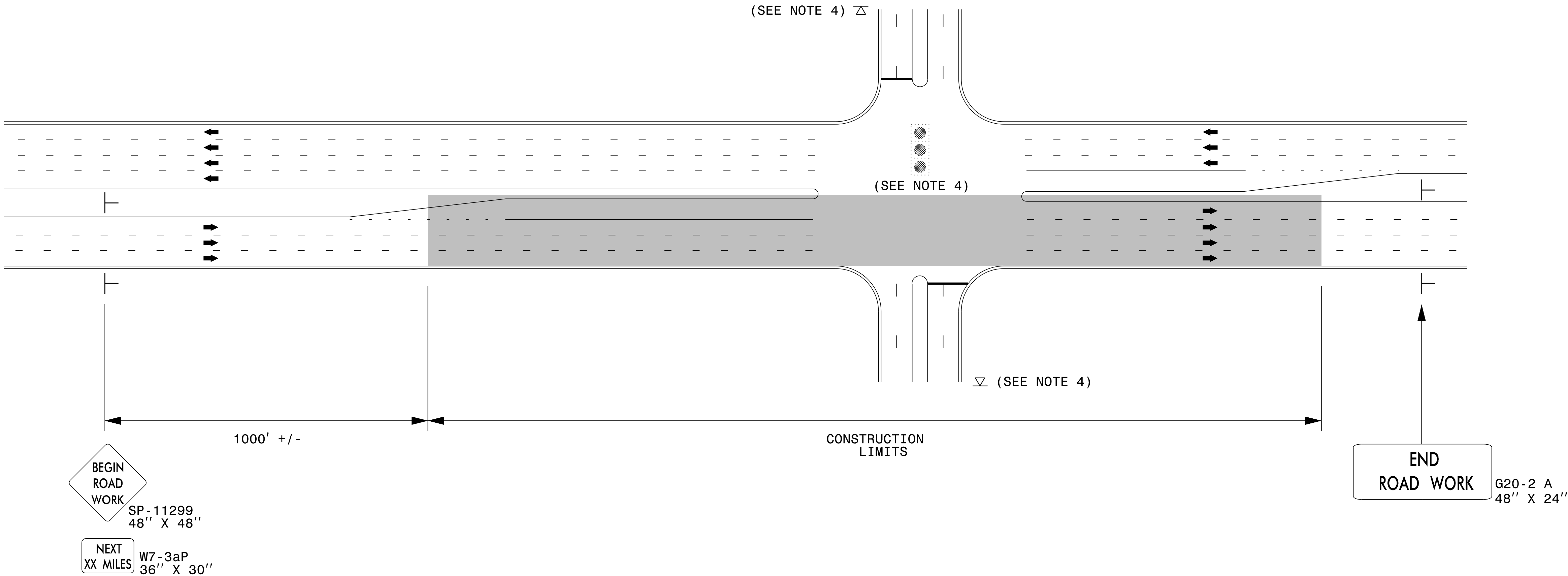
SIGNING NOTES AND PLACEMENT PER DIRECTION	<div><div>1</div><div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div><div>NEXT XX MILES</div><div>W7-3aP 24" X 18"</div></div></div><div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div><div>#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)</div></div>	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, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.
	<div><div>3</div><div><div>LOW/SOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div><div>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</div></div>	
	<div><div>4</div><div><div>ROAD UNDER CONST</div><div>SP 13106 48" X 48"</div></div><div>- 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.</div></div>	
	<div><div>5</div><div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div><div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div></div>	
	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.	
LESS 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.	

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



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

URBAN / SUBURBAN WORKZONES

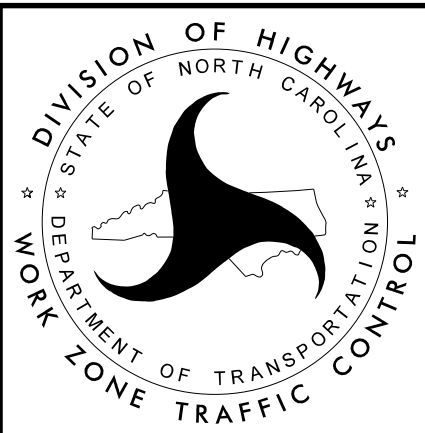


NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS.THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW

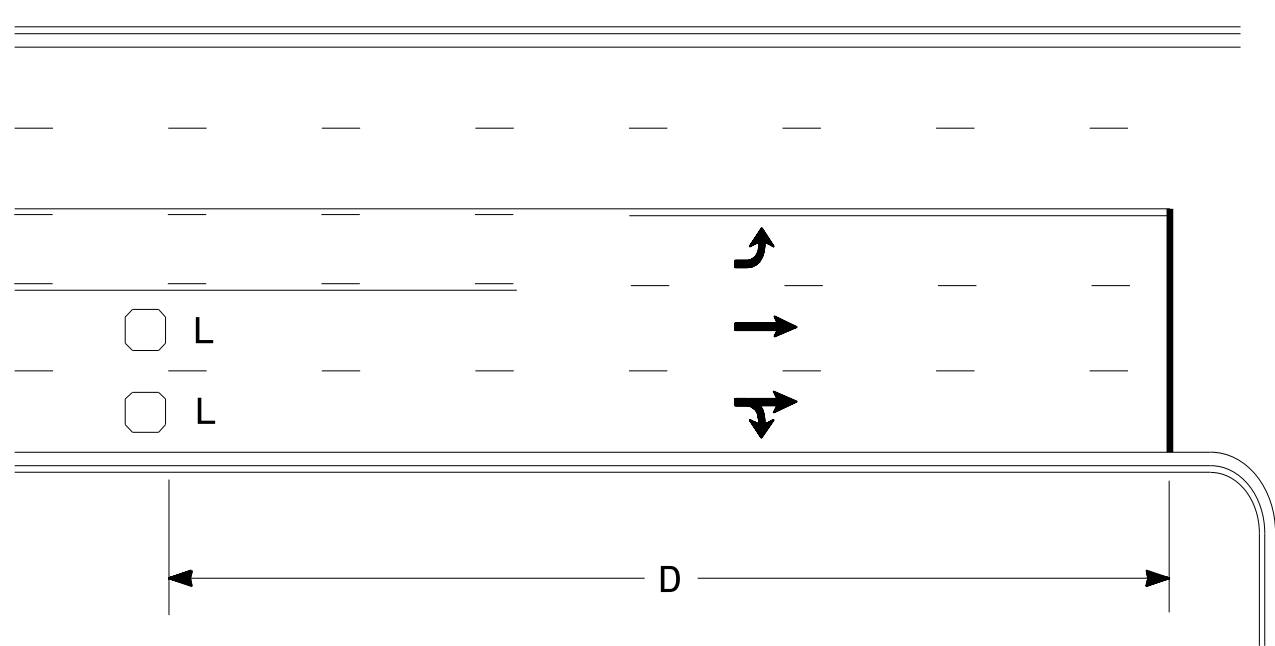


RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES



High Speed Detection

(≥40 mph)

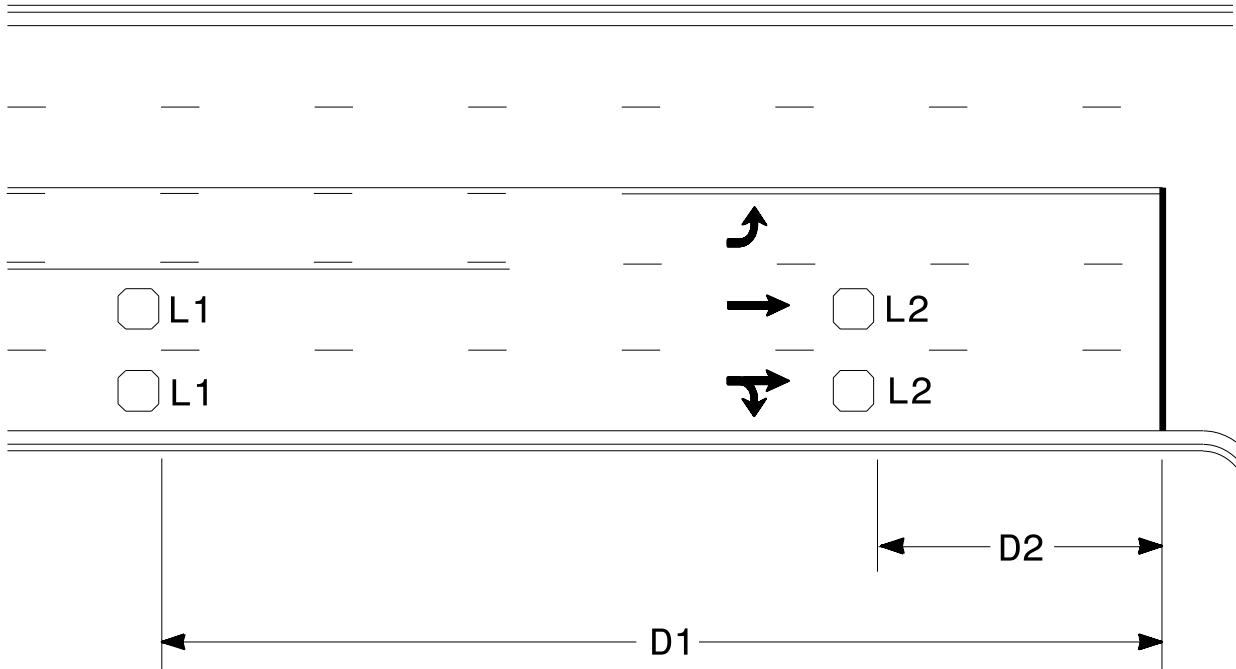


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR



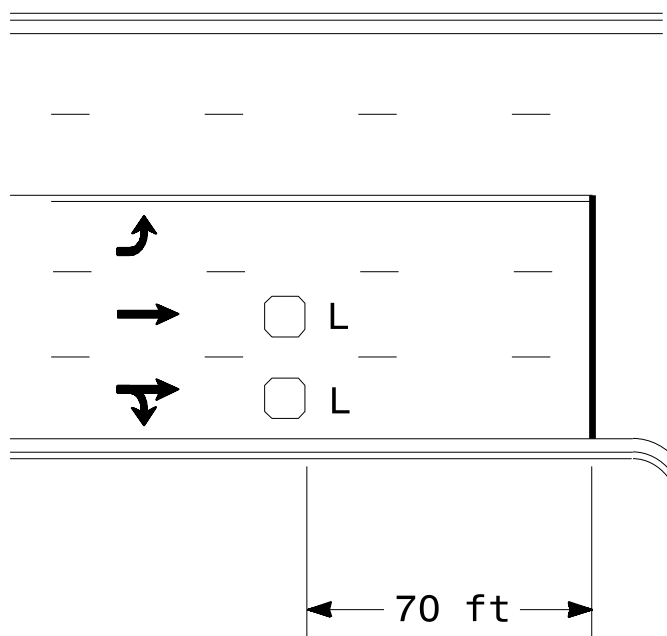
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

"Stretch" Operation

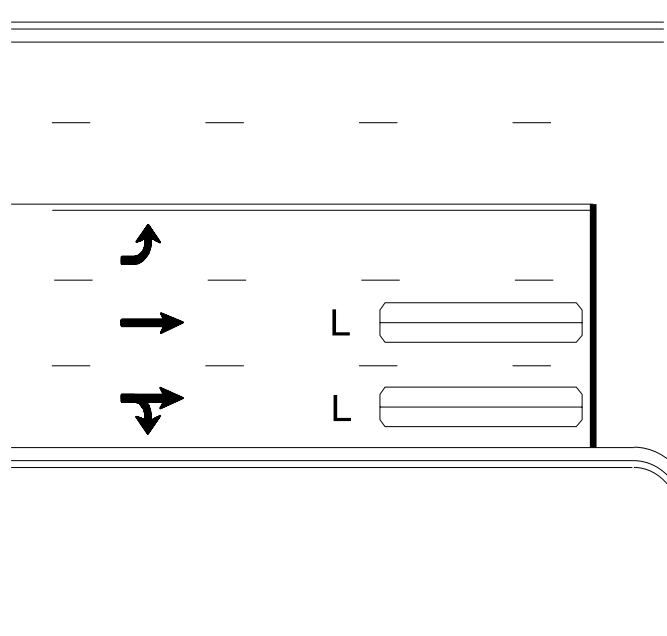
Low Speed Detection

(≤35 mph)



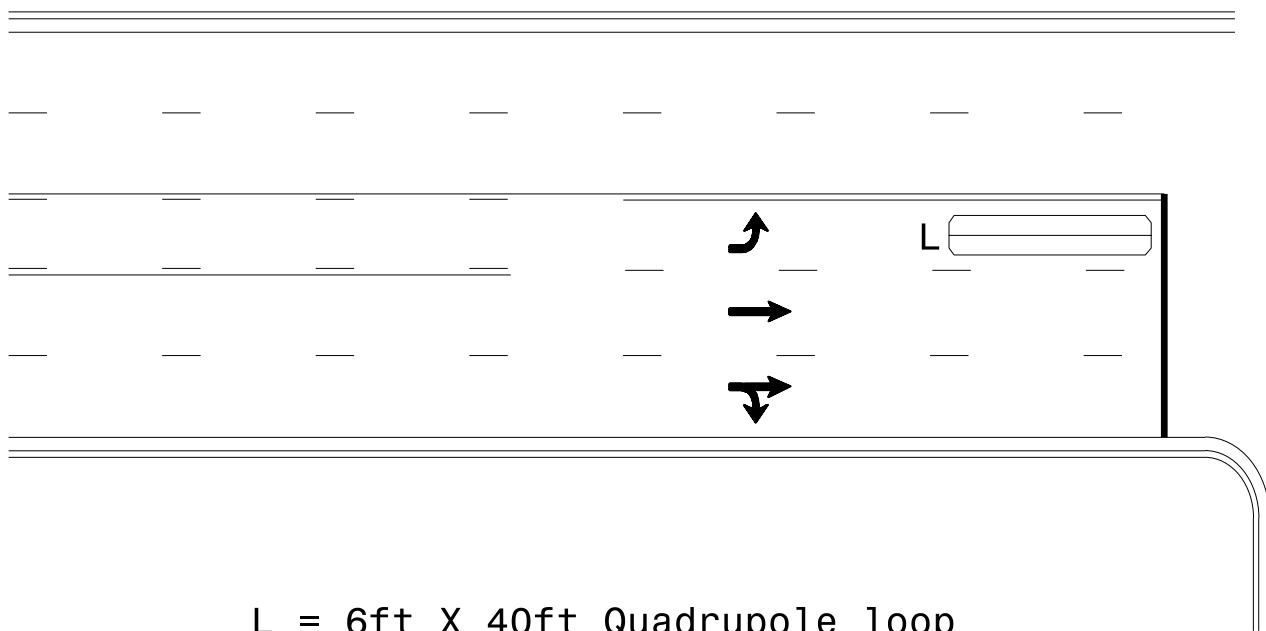
L = 6ft X 6ft  
Wired in series

OR



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

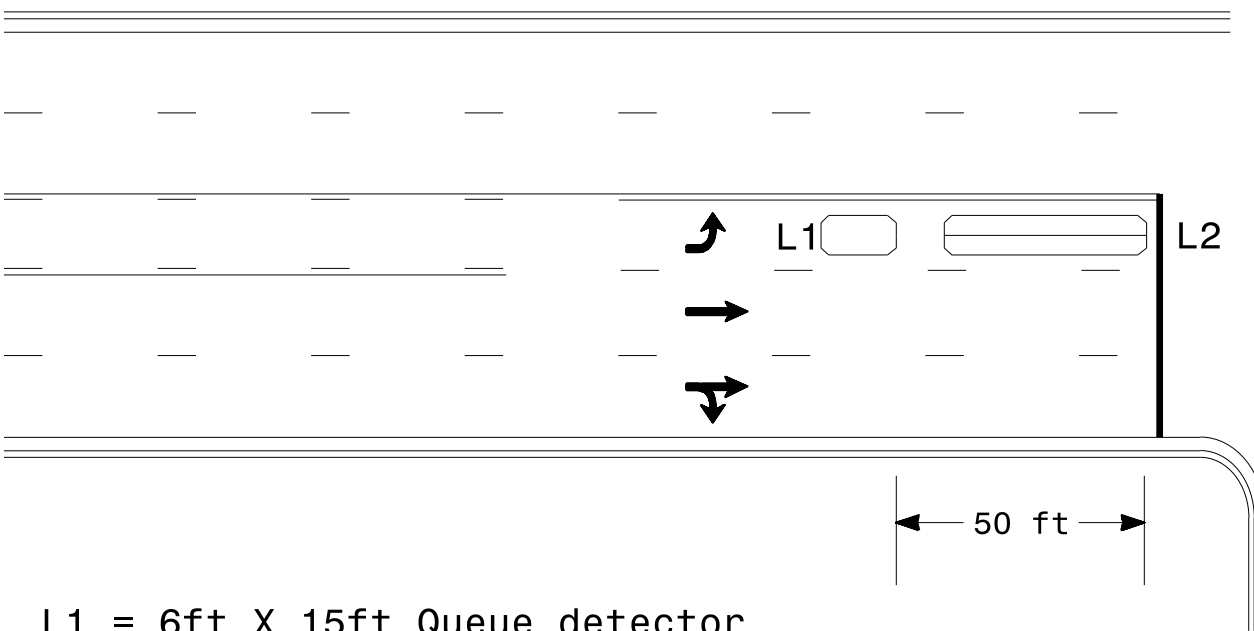
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

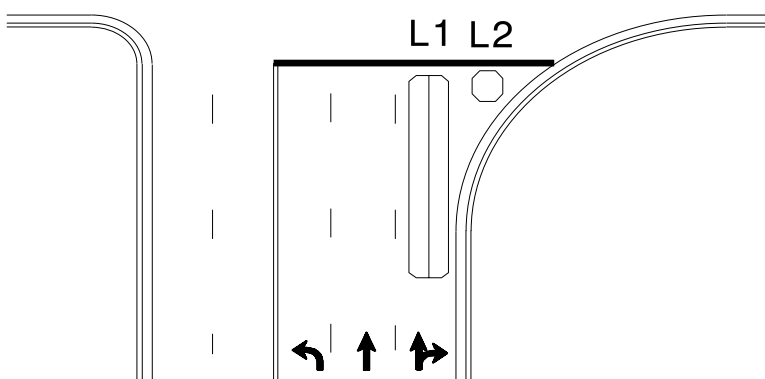
OR



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

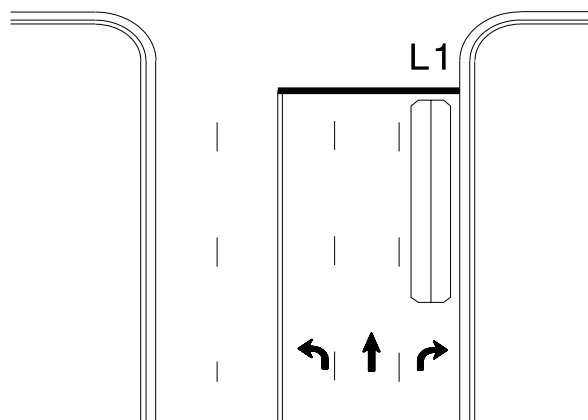
Queue Loop Detection

Right Turn Lane Detection

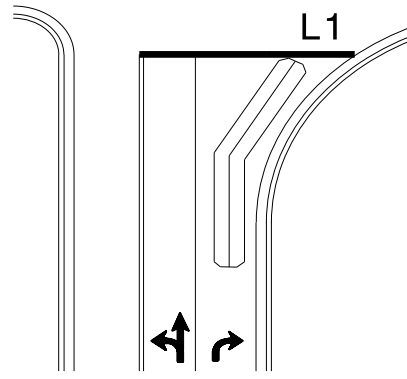


Shared Lane/  
Wide Radius Turn

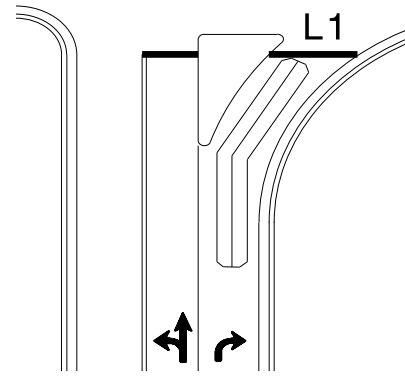
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

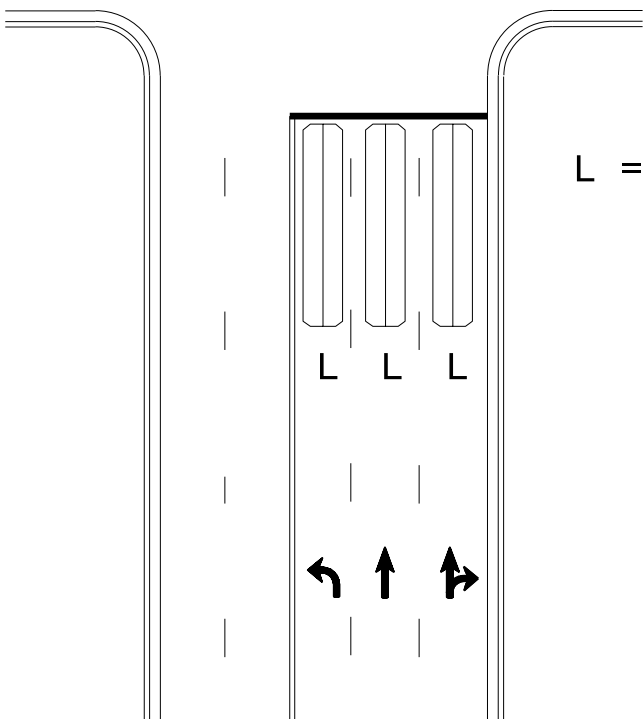


Wide Radius Turn



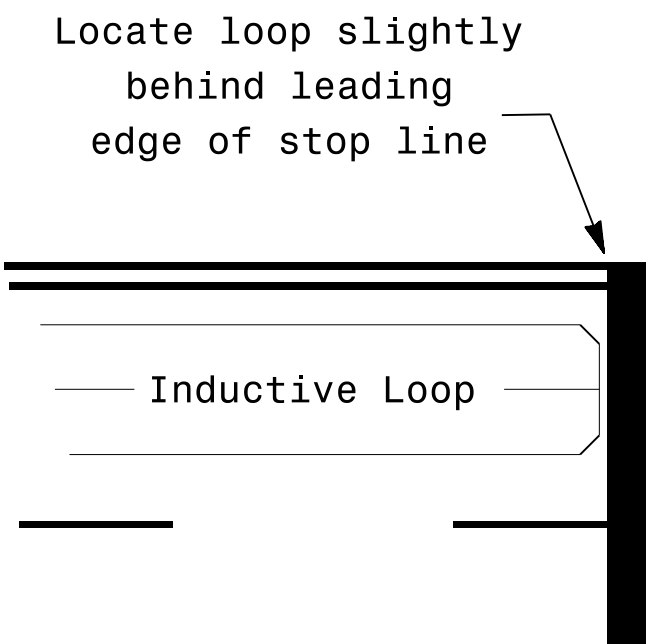
Channelized Turn

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

Prepared In the Offices of:

TRANSPORTATION MOBILITY AND SAFETY DIVISION

DEPARTMENT OF TRANSPORTATION

SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

PLAN DATE: January 2015

REVIEWED BY: JPG

PREPARED BY: PLA

REVIEWED BY:

REVISIONS

INIT.

DATE

SCALE

N/A

Typical Signal Loop Locations

SIG. INVENTORY NO.

SEAL

NORTH CAROLINA

PROFESSIONAL ENGINEER

SEAL 23489

PANELA L. ALEXANDER

1/30/2015



