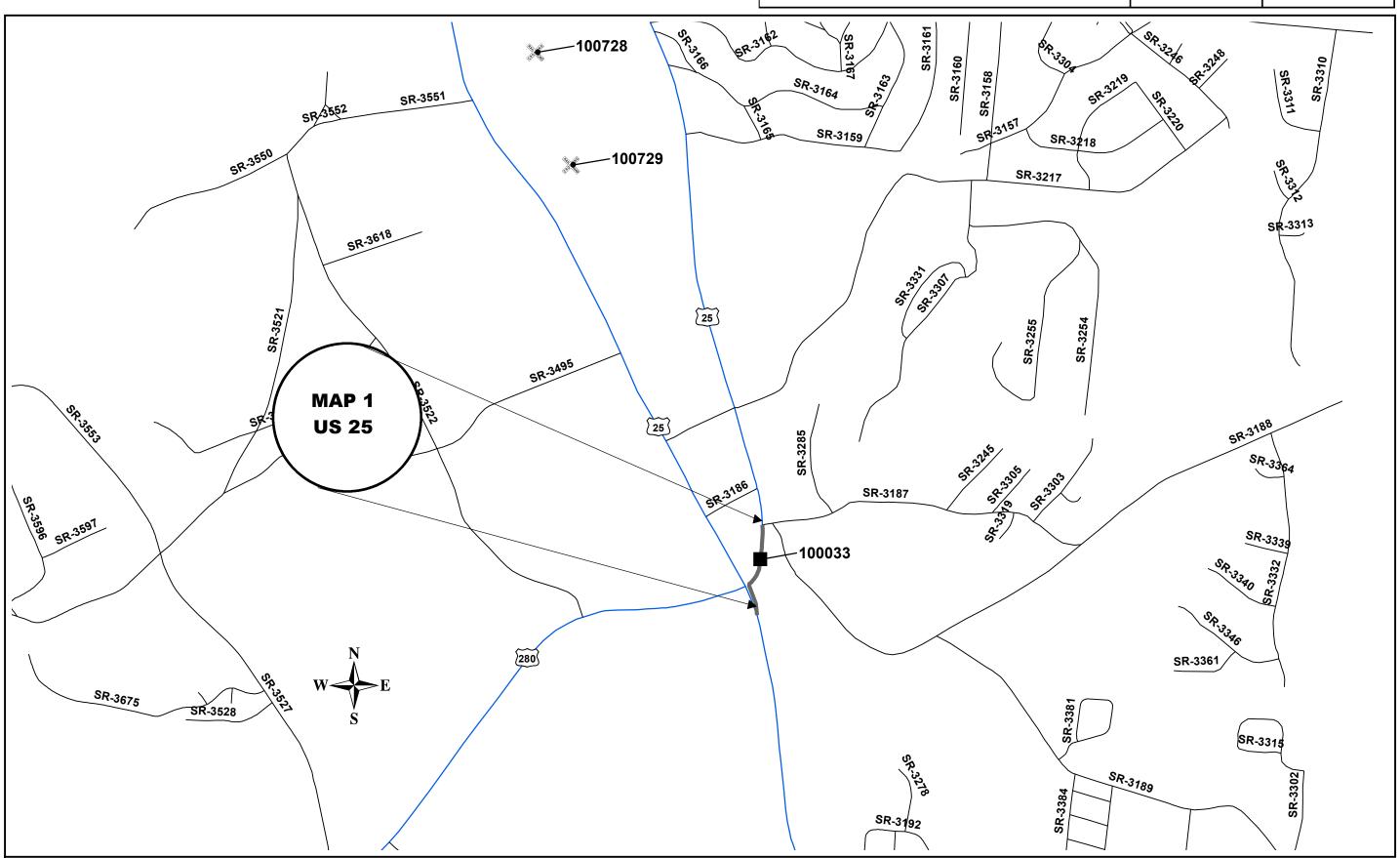
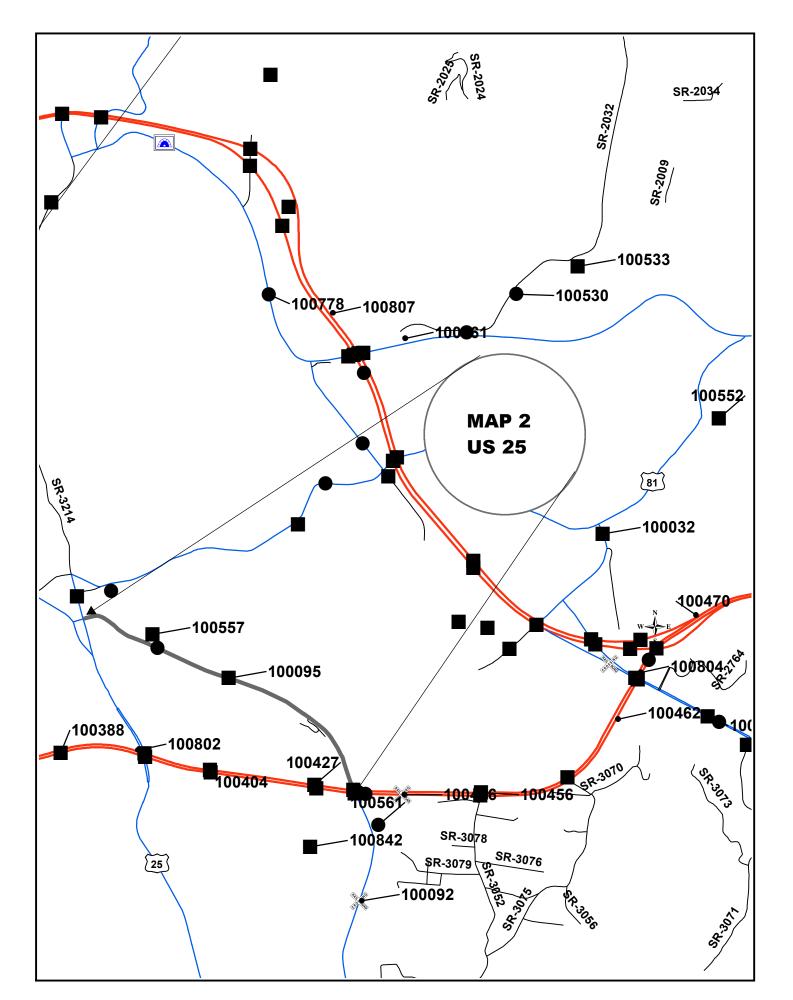
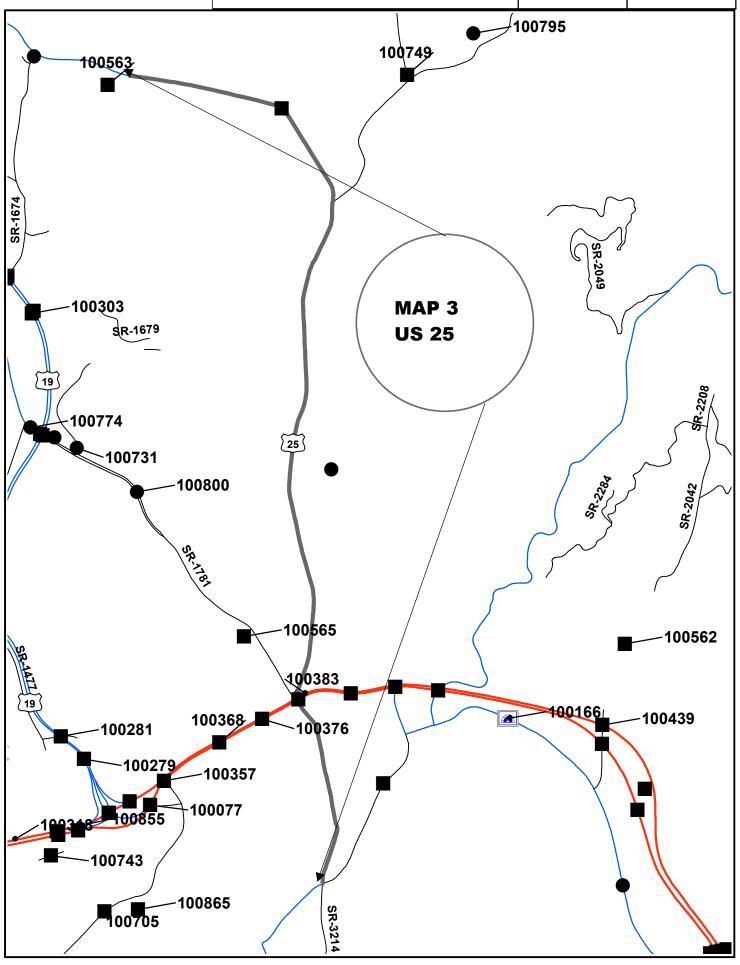
PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.13.01.10111	1	14

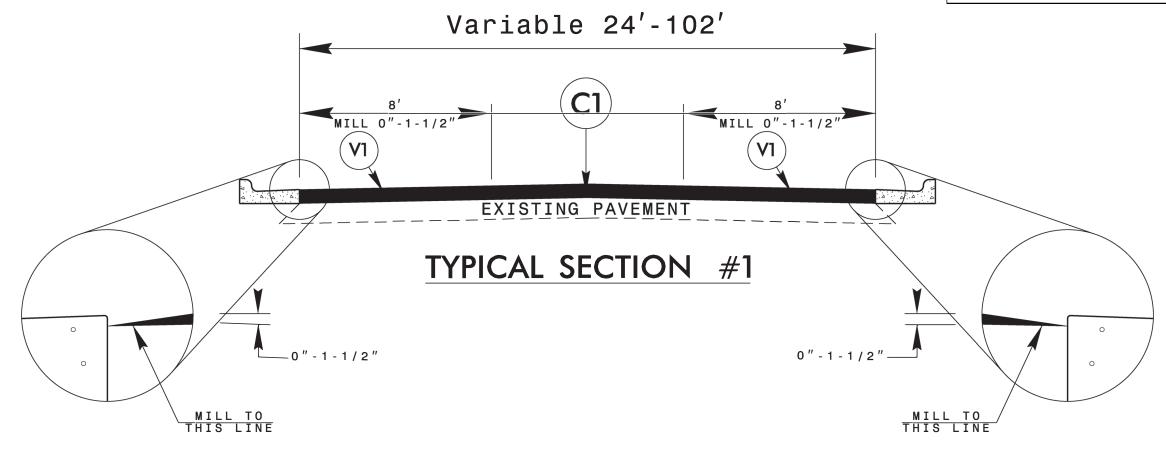


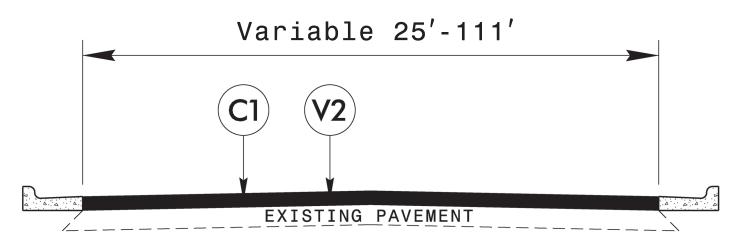


PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.13.01.10111	2	14





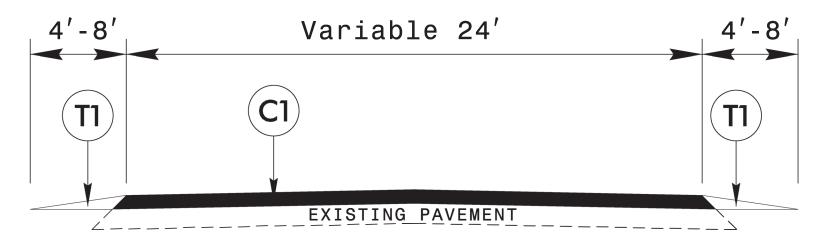




TYPICAL SECTION #2

	PAVEMENT SCHEDULE
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT, 0 TO 1-1/2" DEPTH
V2	MILLING ASPHALT PAVEMENT 1½" DEPTH
V3	INCIDENTAL MILLING

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.13.01.10111	4	14

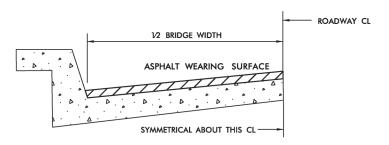


TYPICAL SECTION #3

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

\Buncombe Primary\Typicals\DDC _Resurfacing Typical

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.13.01.10111	5	14



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: \$4.75A 12", \$9.5B 1", \$9.5C,D 1.5" - 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 34". ULTRA-THIN HOT MIX ASPHALT - TYPE C 12". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: \$4.75A 1", \$9.5B 1.5", \$9.5C,D 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4", ULTRA-THIN HOT MIX ASPHALT - TYPE B 58", ULTRA-THIN HOT MIX ASPHALT HOT MIX ASPHALT - TYPE C 1/2".

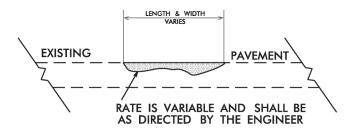
NOTES

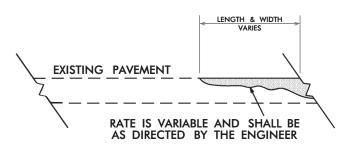
ALL UNPAYED ROADS TO BE RESURFACED 50' FROM EDGE OF PAYEMENT OF MAIN PROJECT. ALL PAYED S. R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.

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

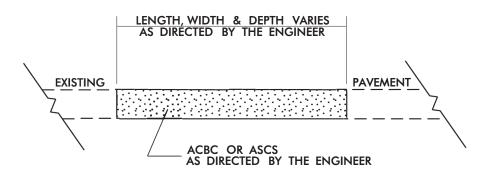
SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.

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



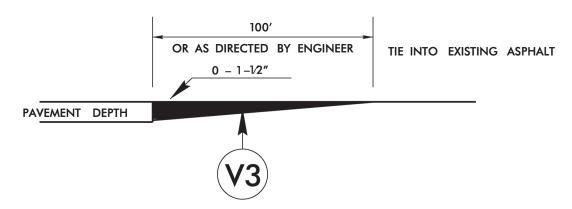


DETAIL SHOWING METHOD OF WEDGING



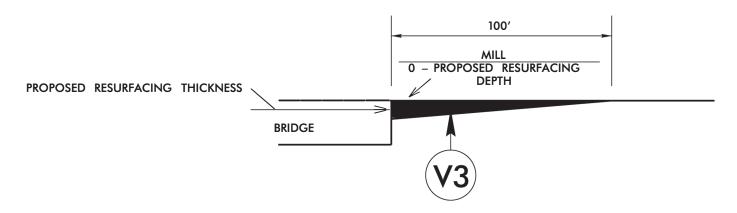
PATCHING EXISTING PAVEMENT

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.13.01.10111	6	14



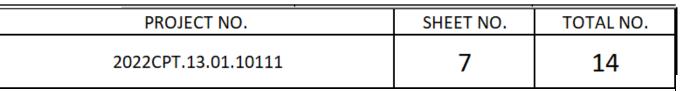
DETAIL TO TIE INTO EXIST PAVEMENT

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 \$9.5C. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.



MILLING DETAIL AT BRIDGE APPROACHES

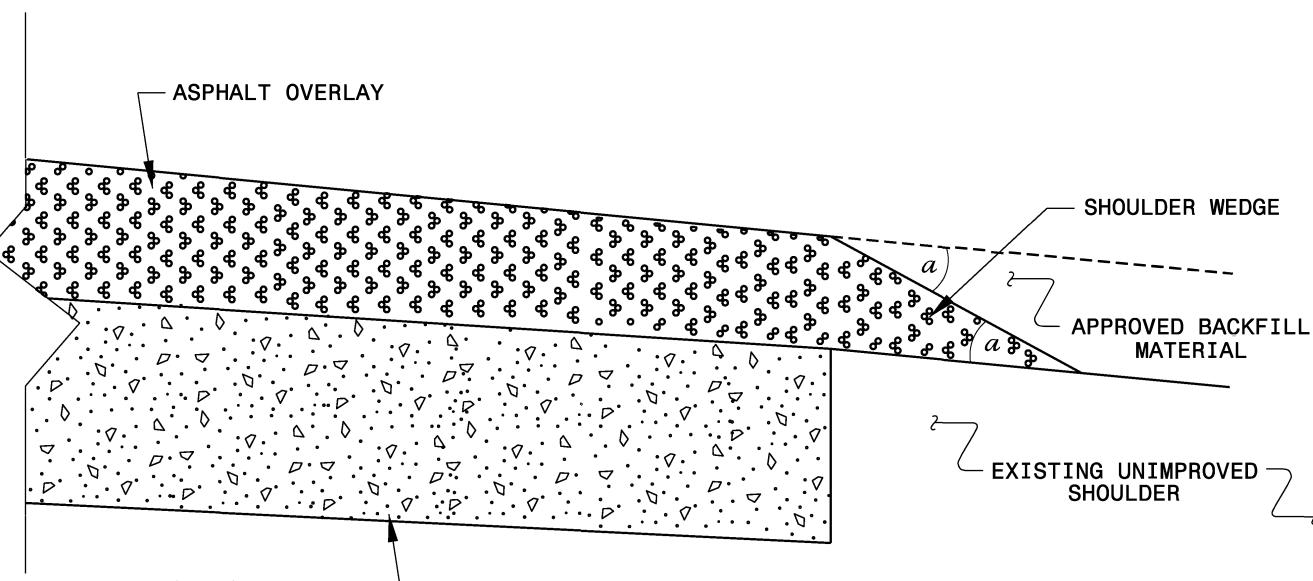
WHERE BRIDGES WILL NOT BE RESURFACED.
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.
USE AT BRIDGE NUMBER: 33 MAP 1,
AND 153 MAP 3.



- ASPHALT OVERLAY 2) BACKFILL SHOULDER WITH APPROVED MATERIAL. 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER. SHOULDER WEDGE APPROVED BACKFILL **MATERIAL**

SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)



1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.

SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ NO Widening)

SHOULDER WEDGE APPROVED BACKFILL MATERIAL EXISTING UNIMPROVED - SHOULDER W/ RUTTING EXISTING PAVEMENT —

- SHOULDER WEDGE ANGLE = 30°

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

SHOULDER WEDGE **DETAILS**

ORIGINAL BY:_MODIFIED BY:_ DOCUMENT NOT CONSIDERED FINAL CHECKED BY: DATE: UNLESS ALL SIGNATURES COMPLETED FILE SPEC.: s:usr/details/stand/shoulderwedgedetail.dgn

SHOULDER WEDGE DETAIL

ASPHALT OVERLAY

(Resurfacing Adjacent to Rutted Shoulder)

PROPOSED PAVEMENT —

EXISTING UNIMPROVED — SHOULDER

NOTES:

EXISTING PAVEMENT —

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.13.01.10111	8	14

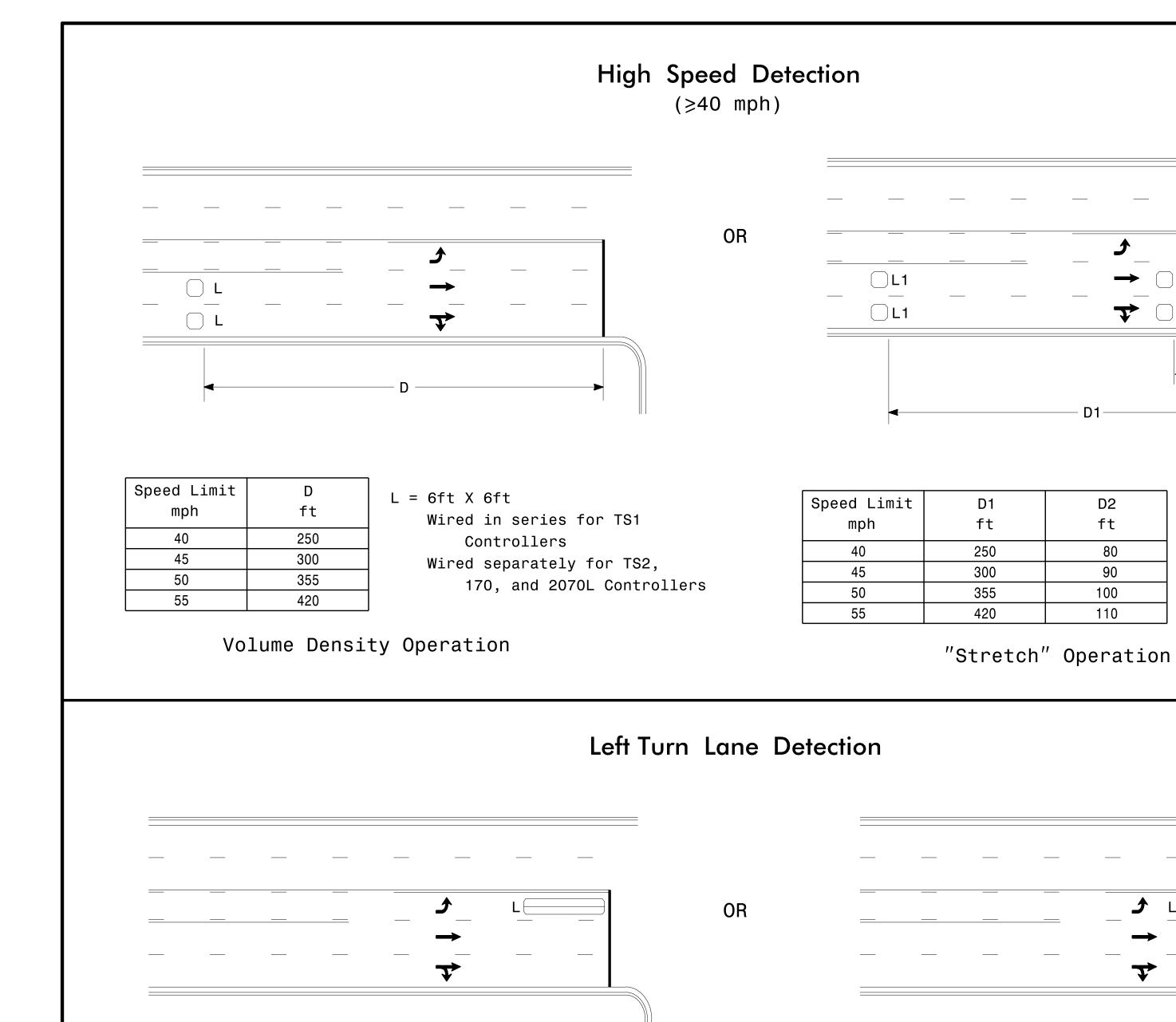
SUMMARY OF QUANTITIES

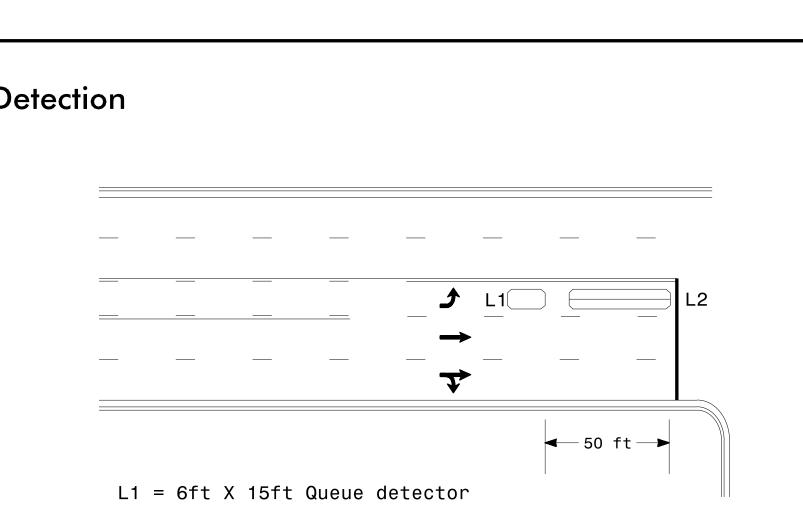
											1220000000-E	1245000000-E	1260000000-E	1297000000-E	1308000000-E	1330000000-E	1523000000-E	1575000000-E	1704000000-E	2605000000-N	2815000000-N	2830000000-N	2845000000-N	5255000000-N	7444000000-E
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE FINAL	WARM MIX	LENGTH	WIDTH	INCIDENTAL	SHOULDER	AGGREGATE	MILLING	MILLING	INCIDENTAL	ASPHALT CONC	ASPHALT BINDER	PATCHING	CONCRETE CURB	ADJUSTMENT OF	ADJUSTMENT OF	ADJUSTMENT OF	PORTABLE	INDUCTIVE LOOP
							TYPE SURFACE	E ASPHALT			STONE BASE	RECONSTRUCTIO	SHOULDER	ASPHALT	ASPHALT	MILLING	SURFACE COURSE	, FOR PLANT MIX	EXISTING	RAMP	DROP INLET	MANHOLES	METER BOXES OR	LIGHTING	SAWCUT
							TESTING	REQUIRED				N	BORROW	PAVEMENT,	PAVEMENT,		TYPE S9.5C		PAVEMENT				VALVE BOXES		
							REQUIRE	D						1-1/2" DEPTH	0" TO 1-1/2"										
															DEPTH										
									MI	FT	TON	SMI	TON	SY	SY	SY	TON	TON	TON	EA	EA	EA	EA	LS	LF
			US 25ALT	FROM US 25 TO SR 3188																					
2022CPT.13.01.10111	Buncombe	1	(SWEETEN CREEK RD)	(MP 0.00 - MP 0.18)	2	3 to 6	MU NO	YES	0.18	50				3,129			276	17							200
			US 25ALT	FROM I-40 WEST TO NC 81																					
2022CPT.13.01.10111	Buncombe	2	(SWEETEN CREEK RD)	(MP 6.99 - MP 8.52)	1,2,3	2 to 5	MU YES	YES	1.53	24	46	1.84	240	7,985	2,900		3,237	194	150	8		8	13	*	1,320
				FROM SR 3214 TO SR 2230 +1.092																					
			US 25	MILES																					
2022CPT.13.01.10111	Buncombe	3	(BILTMORE AVE & MERRIMON AVE)	(MP 10.87 - MP 14.87)	2,3	2 to 5	MU NO	YES	4	40	60	1.20		99,311		767	9,497	570	100	40	30	80	67		13,662
	TOTAL FOR	PROJ NO. 20	22CPT.13.01.10111						5.71		106	3.04	240	110,425	2,900	767	13,010	781	250	48	30	88	80	1	15,182
										•										•	•		•		
		GRAND TO	OTAL						5.71		106	3.04	240	110,425	2,900	767	13,010	781	250	48	30	88	80	1	15,182

THERMOPLASTIC AND PAINT QUANTITIES

										4413000000-E	4457000000-N	469500	00000-E				4725000000-E				48100	00000-E	48470	10000-E	4847030000-E	4890000000-E
PROJECT NO	COUN	NTY IV	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE LENGTH	WIDTH	WORK ZONE	TEMPORARY	THERMOPLASTIC	THERMOPLASTIC	THERMOPLASTIC	THERMOPLASTIC	THERMOPLASTIC	THERMOPLASTIC	THERMOPLASTIC	THERMOPLASTIC	THERMOPLASTIC	PAINT PAVEMENT	PAINT PAVEMENT	POLYUREA	POLYUREA	POLYUREA	THERMOPLASTIC
							l .	TYPE		ADVANCE	TRAFFIC	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	MARKING LINES	MARKING LINES	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT
										/GENERAL	CONTROL	MARKING LINES	MARKING LINES	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	(4") WHITE	(4") YELLOW	MARKING LINES	MARKING LINES	MARKING	MARKING LINES
										WARNING		(8", 90 MILS)	(8", 90 MILS)	SYMBOL	SYMBOL	SYMBOL	SYMBOL	SYMBOL	SYMBOL	SYMBOL			WHITE	YELLOW	YELLOW LINES	(24", 90 MILS)
										SIGNING		YELLOW	WHITE	(90 MILS)	(90 MILS)	(90 MILS)	(90 MILS)	(90 MILS)	(90 MILS)	(90 MILS)			(4", 20 MILS)	(4", 20 MILS)	(6", 20 MILS)	WHITE
														LT ARROW	STR ARROW	STR & RT ARROW	RT ARROW	MERGE ARROW	24" YIELD LINE	STR & LT ARROW			(HIGHLY	(HIGHLY	(HIGHLY	
														-									REFLECTIVE	REFLECTIVE	REFLECTIVE	
																							MEDIA)	MEDIA)	MEDIA)	
								MI	FT	SF	LS	LF	LF	EA	EA	EA	EA	EA	EA	EA	LF	LF	LF	LF	LF	LF
					FROM US 25 TO SR 3188																					
2022CPT.13.01.101	11 Buncon	mbe	1	US 25ALT (SWEETEN CREEK RD)	(MP 0.00 - MP 0.18)	2	3 to 6	MU 0.18	50					10	3	1	2				1,240	1,200	1,300	1,240		
					FROM I-40 WEST TO NC 81																					
2022CPT.13.01.101	11 Buncon	mbe	2	US 25ALT (SWEETEN CREEK RD)	(MP 6.99 - MP 8.52)	1,2,3	2 to 5	MU 1.53	24	300	*	100	344	8	12	2	6	5					11,800	14,834		546
					FROM SR 3214 TO SR 2230 +1.092																					
					MILES																					
2022CPT.13.01.101	11 Buncon	mbe	3 1	US 25 (BILTMORE AVE & MERRIMON AVE)	(MP 10.87 - MP 14.87)	2,3	2 to 5	MU 4	40				2,876	22	27	43	7		14	30	23,767	39,314	23,767	32,872	6,442	1,701
								5.71		126	1	100	3,220	40	42	46	15	5	14	30	25,007	40,514	36,867	48,946	6,442	2,247
	TOTALF	FOR PR	ROJ NO. 20	22CPT.13.01.10111								3,3	320		•		192			•	65	,521	85	813		
										•	•	•									•		•			
			GRAND T	OTAL				5.71		126	1	100	3,220	40	42	46	15	5	14	30	25,007	40,514	36,867	48,946	6,442	2,247
			GRAND I	OTAL	-							3,3	320	-	-		192	-		-	65	,521	85	813	-	

4892000000-N	4895000000-N
THERMOPLASTIC	NON-CAST IRON
PAVEMENT	SNOWPLOWABLE
MARKING	PAVEMENT
CHARACTER	MARKERS
(90 MILS)	
ONLY	
EA	EA
16	26
4	225
57	854
77	1,105
77	1.105





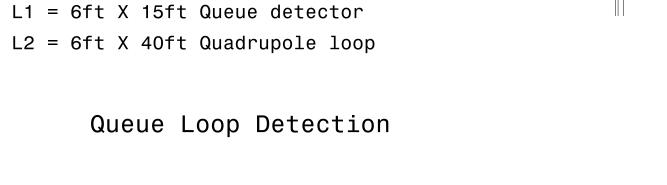
ft

80

90

100

110



→ □ L2

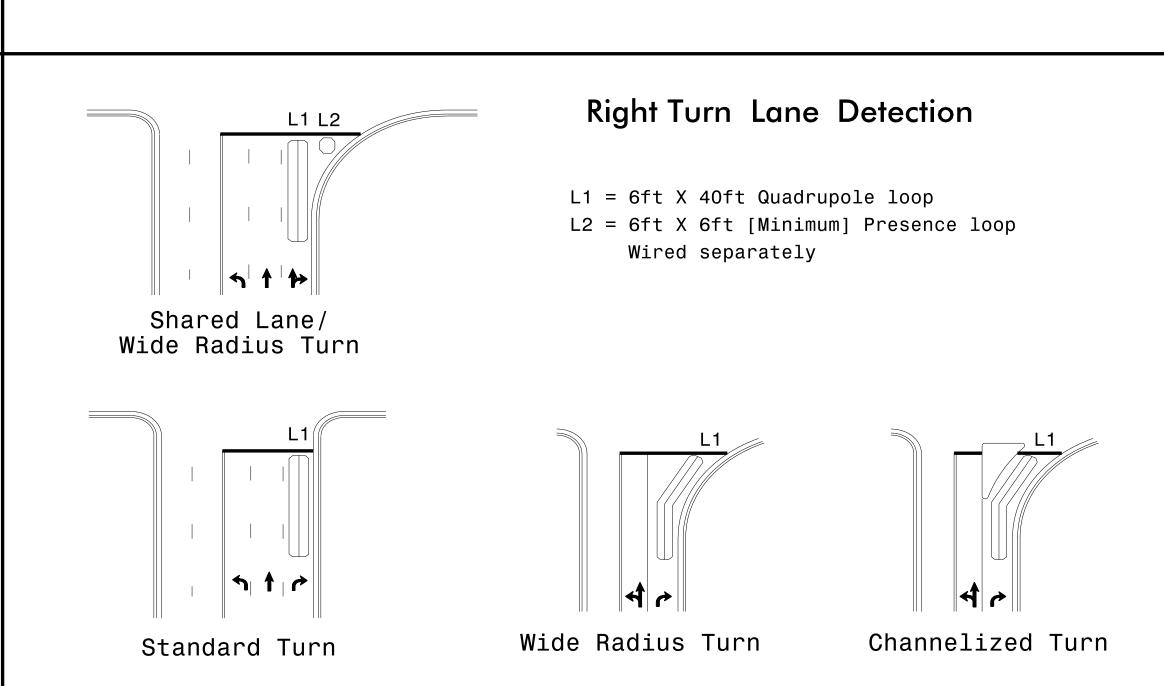
− D2 ----

L1 = 6ft X 6ft

L2 = 6ft X 6ft

Wired in series

Wired in series



Low Speed Detection (≤35 mph)

OR

L = 6ft X 40ft

← 70 ft →

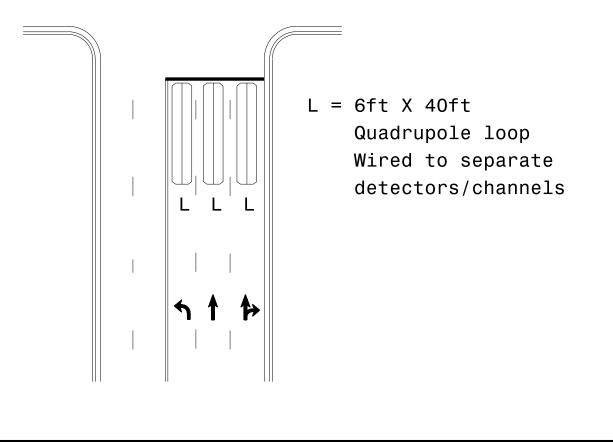
 $L = 6ft \times 6ft$

Wired in series

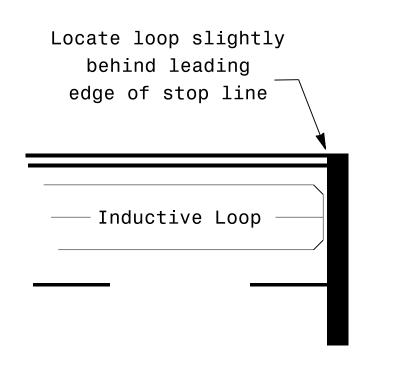


Presence Loop Detection

L = 6ft X 40ft Quadrupole loop



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

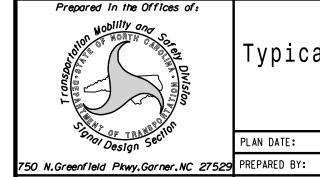
Single 6' X 6' loop (when wired separately):

	σρα: ατσ±3 / 1
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



SCALE

N/A

Typical Signal Loop Locations

PROJECT NO.

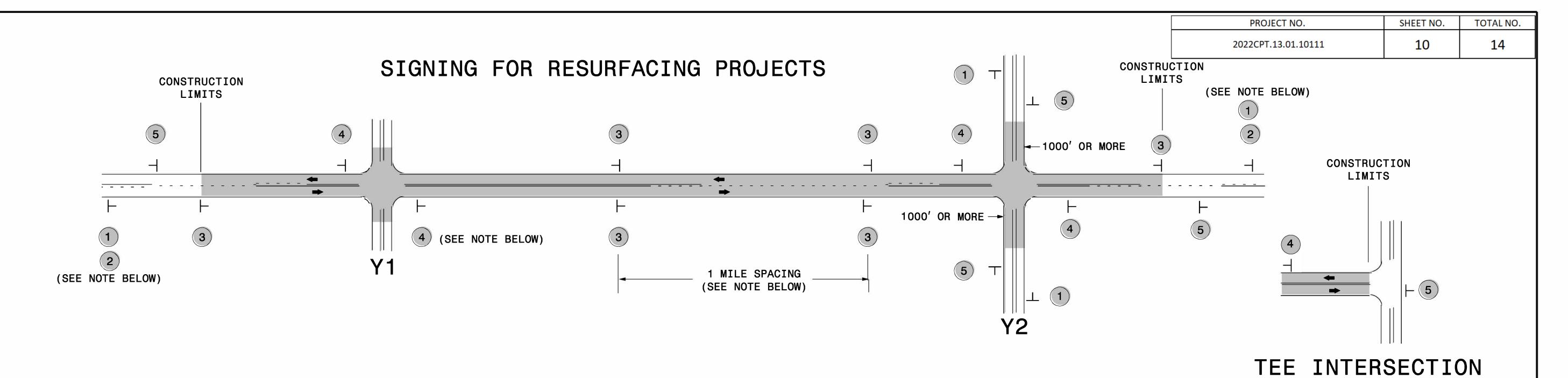
2022CPT.13.01.10111

Quadrupole loop, wired separately

SHEET NO.

PLAN DATE: January 2015 REVIEWED BY: REVIEWED BY: PLA REVISIONS INIT. DATE

PL Alexander



LEGEND

├ STATIONARY SIGN

NO ER

IGNING

S S

← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

ROAD WORK AHEAD W20-1 48" X 48" 2 NEXT W7-3aP 24" X 18"

PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.
ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.

#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)

SHOULDER

SP 13107
48" X 48"

ROAD

UNDER

- 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.
- 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.

END ROAD WORK G20-2 A 48" X 24"

PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

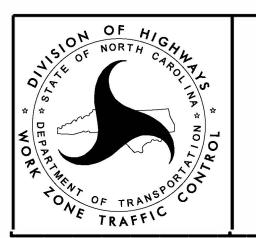
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE

-Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.





PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.



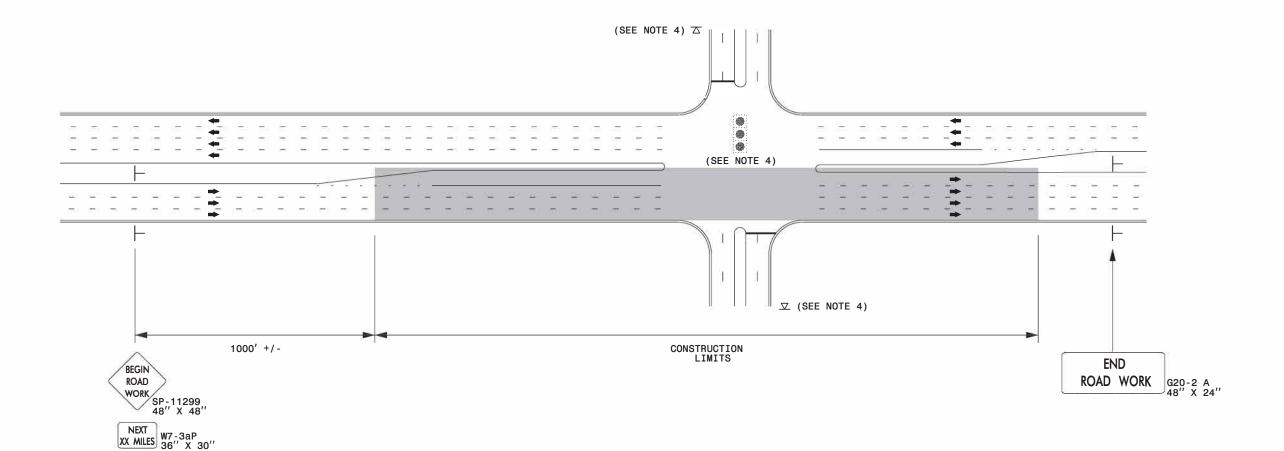
RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

t\Desktop\Resurfacing_AdvWarn_2Ln_dgn

d:\Lsers\rmgarre++\Desk+e

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.13.01.10111	11	14

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 TYPE: В QUANTITY: SEE PLANS

SIGN WIDTH: 5'-6"

TOTAL AREA: 30.5 Sq.Ft.

BACKG COLOR: Fluorescent Orange

COPY COLOR: **Black**

SYMBOL	X	Y	WID	HT

BORDER TYPE: INSET

RECESS: 0.59" WIDTH: 0.75" RADII: 1.38"

HEIGHT: 5'-6"

MAT'L: 0.125" (3.2 mm) ALUMINUM

NO. Z BARS: N/A LENGTH: N/A

USE NOTES: 1,2

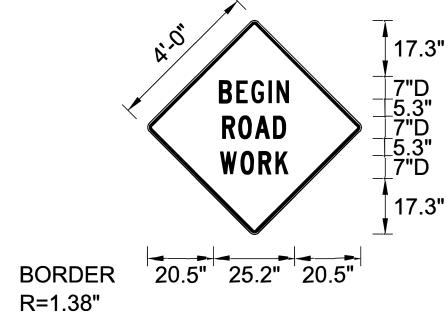
- 1. Legend and border shall be direct applied black non-reflective sheeting.
- 2. Background shall be Type VII, VIII, or IX (prismatic) fluorescent orange retroreflective sheeting.

DESIGN BY: WJ CHECKED BY: PROJECT ID: DIV: ALL ALL

SP 11299

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.13.01.10111	12	14

DATE: Jun 22, 2011



TH=0.75" IN=0.59"

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

							Lett	ter	spac	ings	ar	e to	st	art	of	next	letter				Series/Size Text Length
	В	E	G	I	N																D 2000
20.5	6	5.4	6.3	2.8	4.8	20.5															25.2
	R	0	A	D																	D 2000
21.4	5.8	5.9	7	4.8	21.4																23.5
	W	0	R	K																	D 2000
20.9	7.1	6.5	5.9	4.9	20.9																24.5

FILENAME: SP11299.PDF

NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SP13106 BACKG COLOR: Fluorescent Orange COPY COLOR: Black TYPE: STATIONARY QUANTITY: SEE PLANS SYMBOL WID HT SIGN WIDTH: 4'-0" HEIGHT: 4'-0" TOTAL AREA: 16.00 Sq.Ft. **BORDER TYPE: INSET** RECESS: 0.75" WIDTH: 1.25" RADII: 3"

MAT'L: 0.080" (2.0 mm) ALUMINUM

NO. Z BARS: LENGTH:

USE NOTES: 1,2

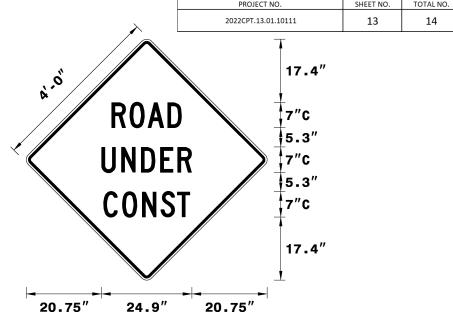
1. Legend and border shall be direct applied black non-reflective sheeting.

2. Background shall be NC GRADE B fluoresent orange retroreflective sheeting.

DESIGN BY: B. RASHID CHECKED BY: AIA DIV: PROJECT ID:

PROJECT NO. SHEET NO. TOTAL NO.

DATE: Apr 26, 2013



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

							Lett	ter	spaci	ngs	are	to st	art	of r	ıext	let	ter			Series/ Text Le
	R	0	Α	D																C 20
23.5	5	5	5.5	3.9	23.5															19.
	U	N	D	E	R															C 20
20.7	5.5	5.5	5.3	4.8	3.9	20.7														24.
	С	0	N	S	Т															C 20
21.2	5.2	5.5	5.1	4.6	3.6	21.2														23

FILENAME: SP130XX_Sgn_SGN_special

NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SP13107
TYPE: STATIONARY

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

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

BACKG COLOR: Fluorescent Orange
COPY COLOR:

Black

X Y WID HT

WID HT

SYMBOL
X Y WID HT

WID HT

A WID HT

SYMBOL
A WID

MAT'L: 0.080" (2.0 mm) ALUMINUM

NO. Z BARS: LENGTH:

USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.

2. Background shall be NC GRADE B fluoresent orange retroreflective sheeting.

	PROJECT NO.	SHEET NO.	TOTAL NO.
>	2022CPT.13.01.10111	14	14
LOW/SO SHOULD	1) 14 7		
	24.9"		

40.4"

CHECKED BY: AIA

DIV:

LETTER POSITIONS

								Let	ter	spac	ings	are to	start	of	next	let	ter				Series/Si Text Leng
	L	0	W	1	S	0	F	Т													D 2000
13.2	4.5	5	5.5	6.5	5	5.6	4.1	3.7	13.2												39.9
	S	Н	0	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

DESIGN BY: B. RASHID

PROJECT ID:

FILENAME: SP130XX_Sgn_SGN_special

NORTH CAROLINA D.O.T. SIGN DETAIL

Spacing Factor is 1 unless specified otherwise

DATE: Apr 26, 2013