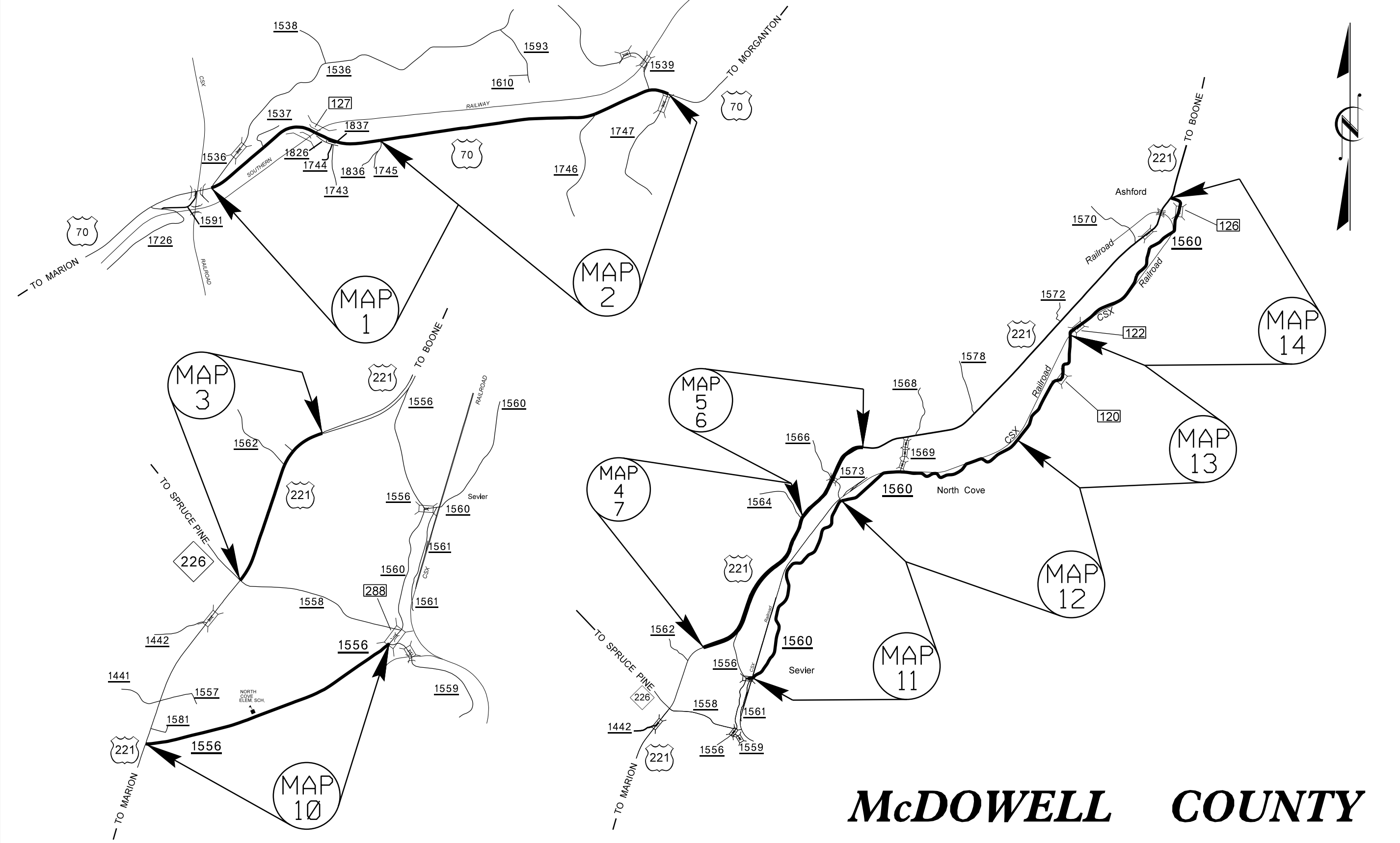
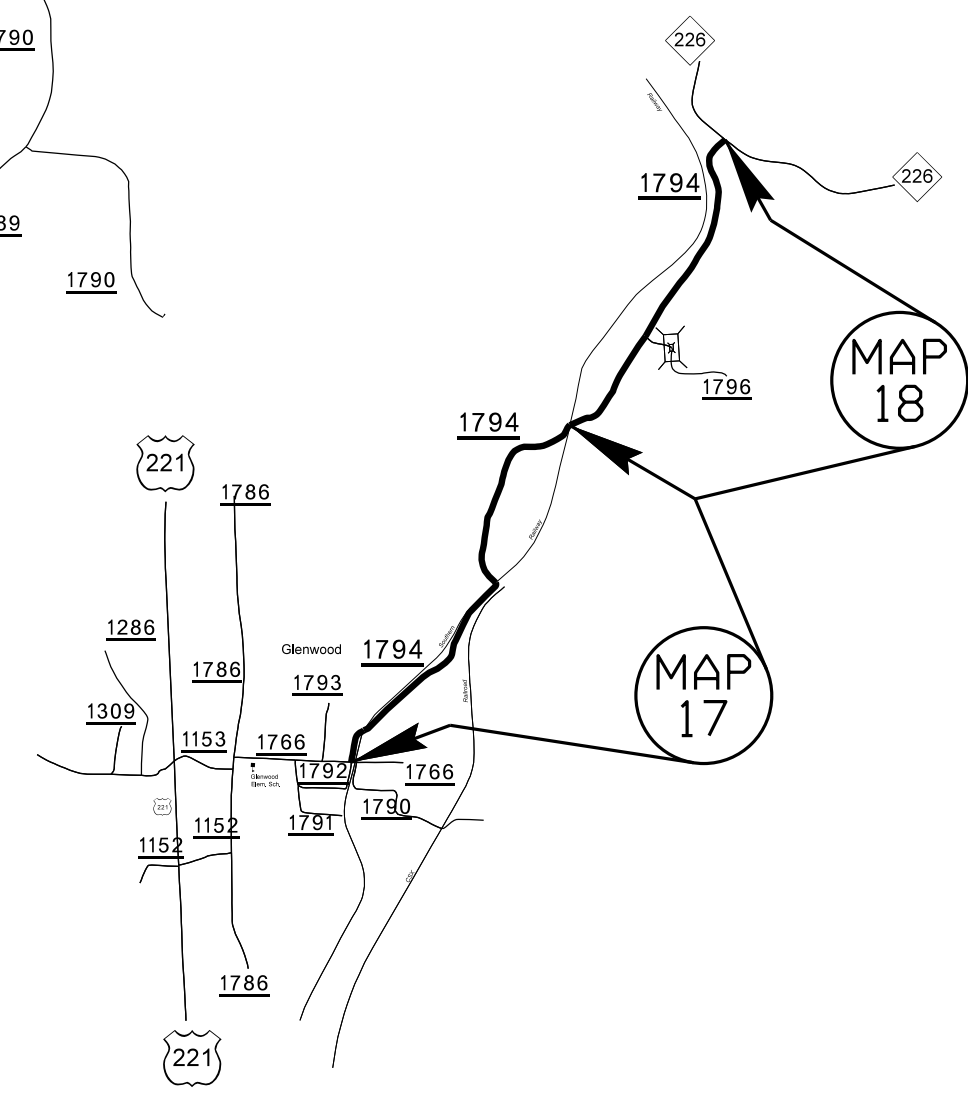
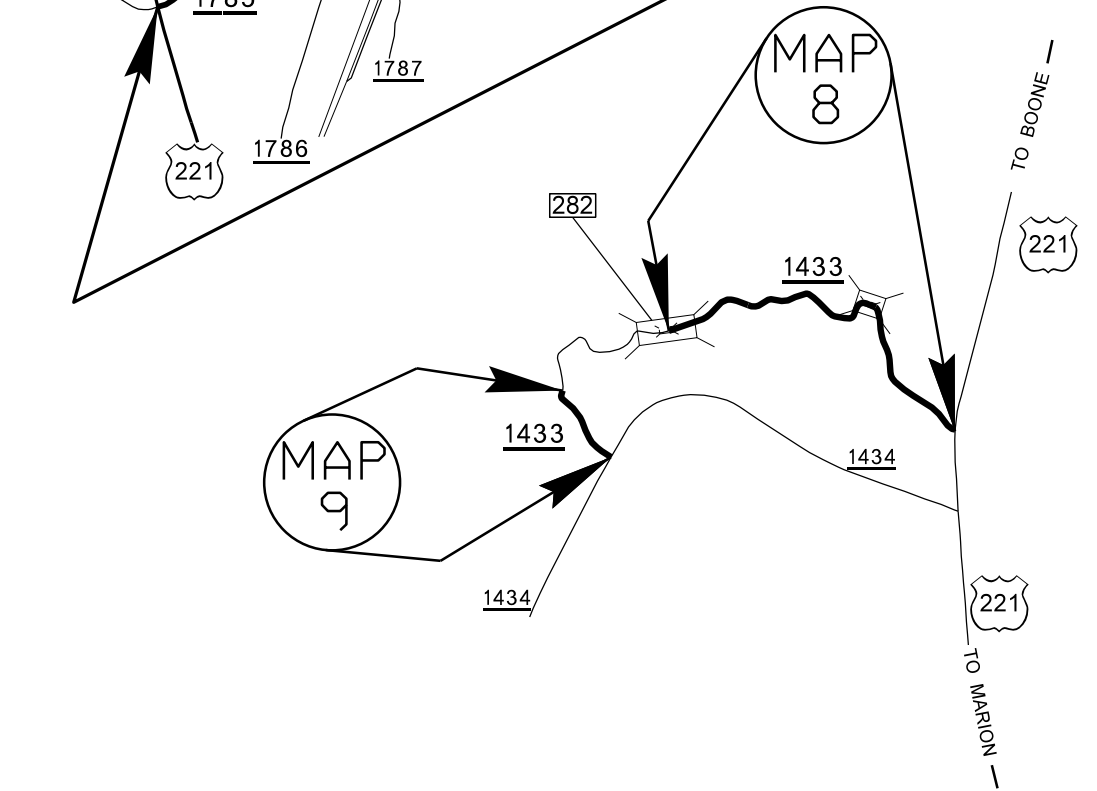
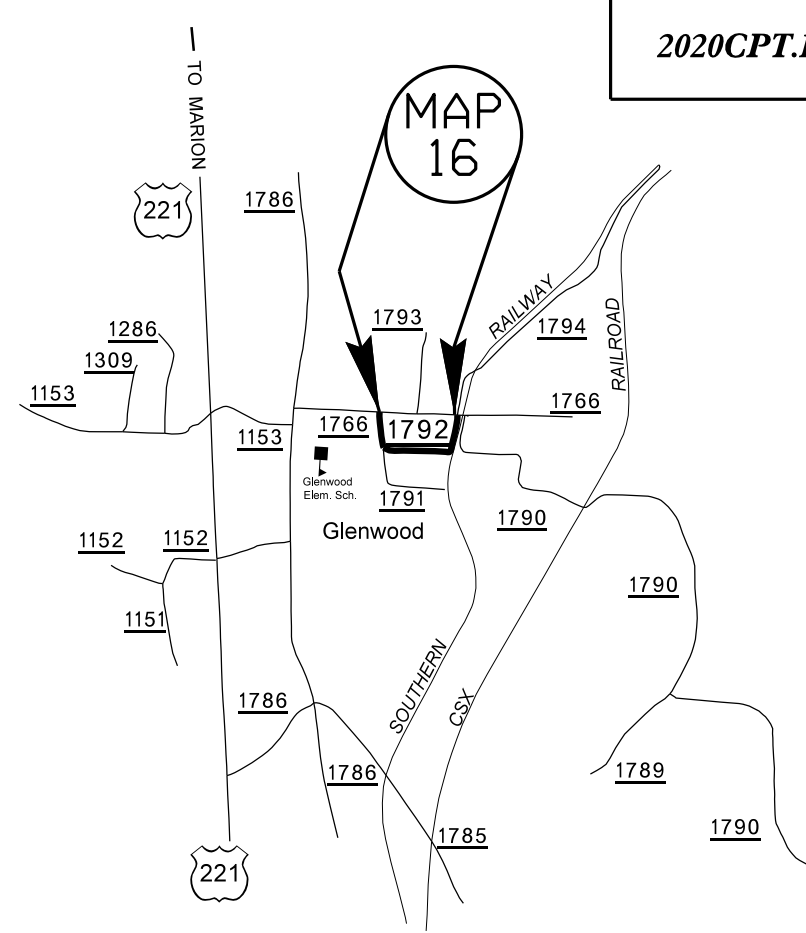
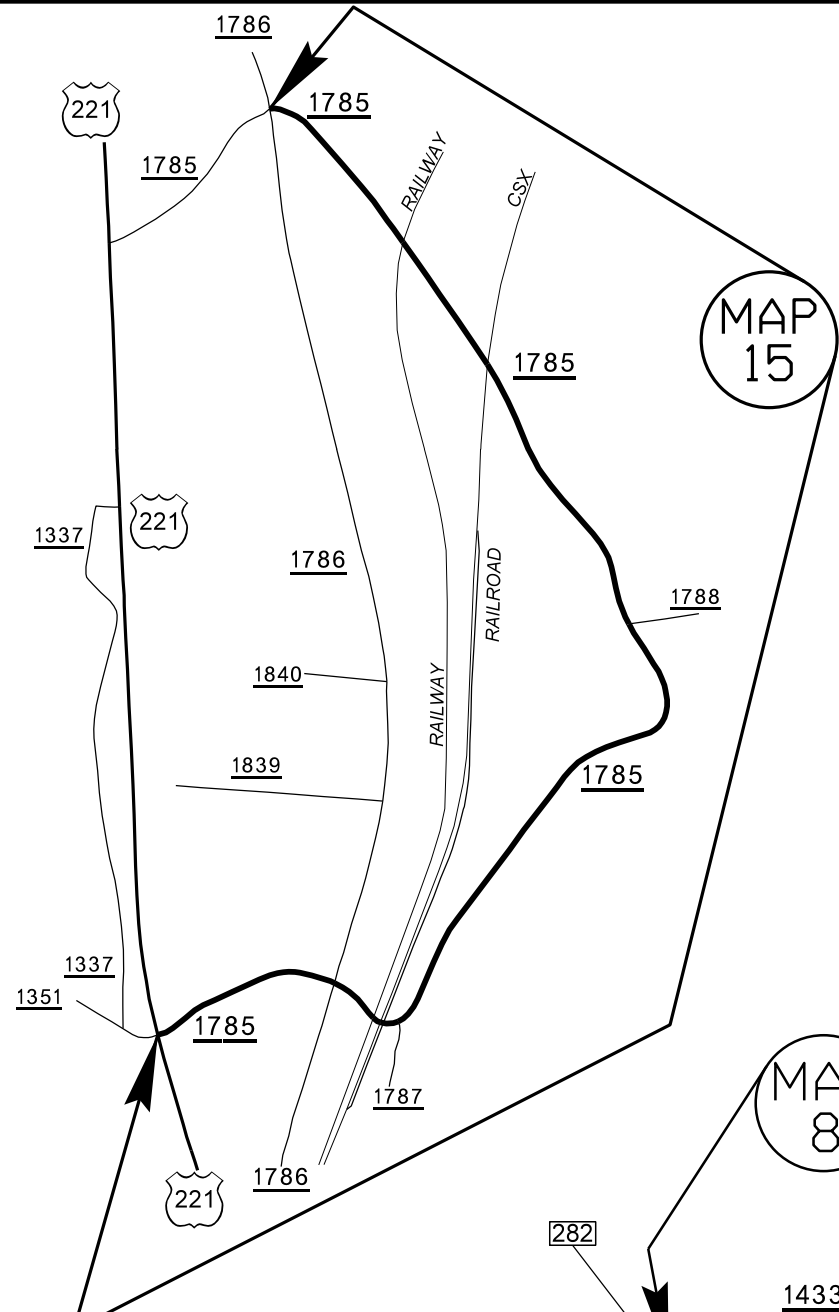


PROJECT NO.	SHEET NO.	TOTAL SHEETS
2020CPT.13.04.10591, 2020CPT.13.04.20591	1	13

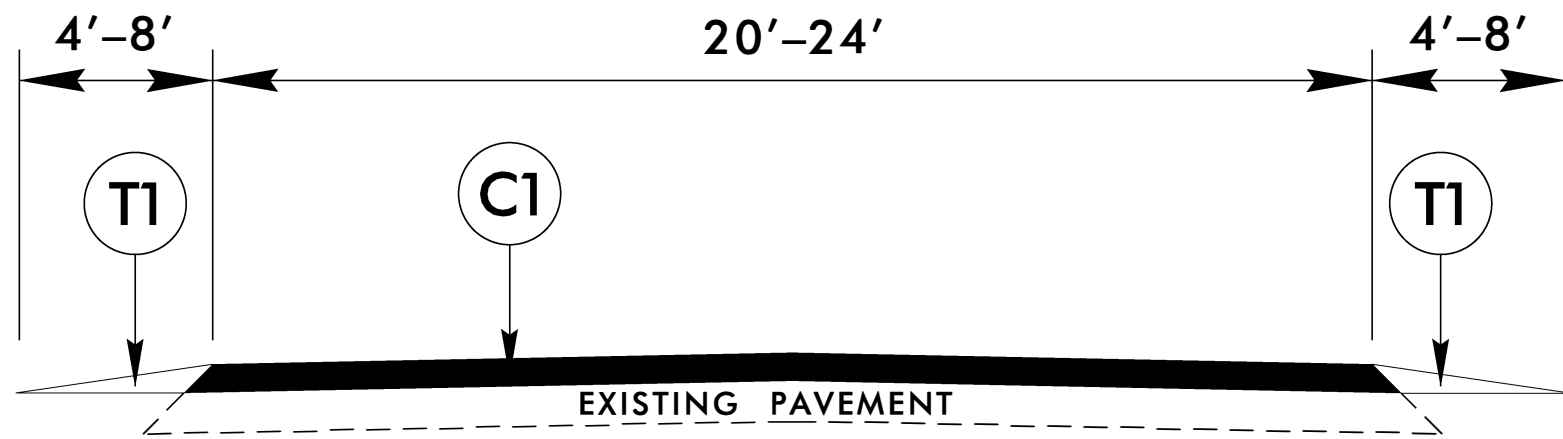


# McDOWELL COUNTY

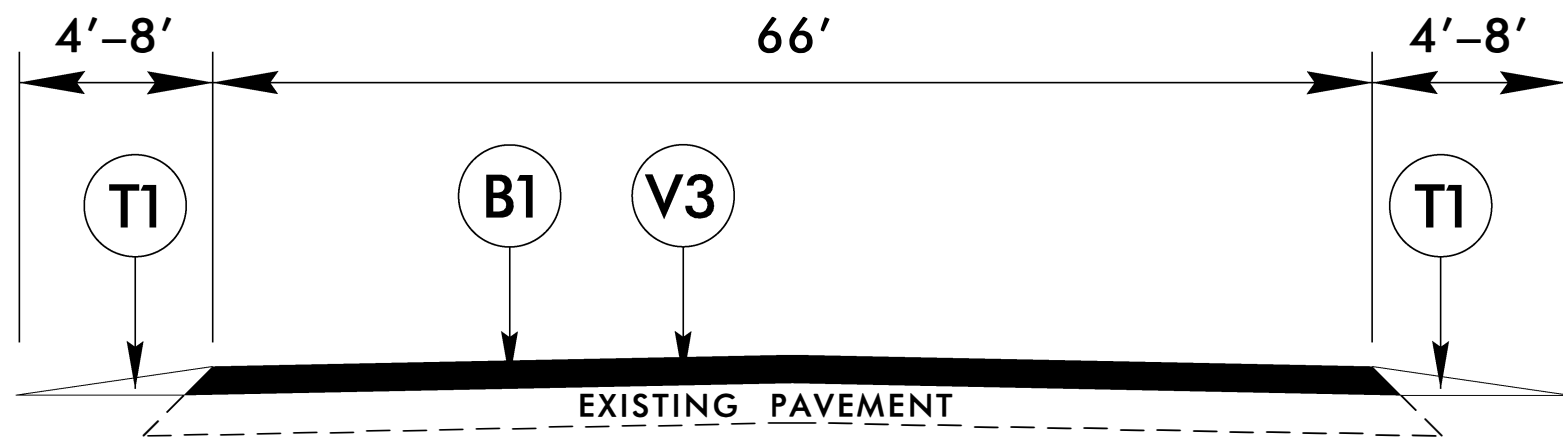
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2020CPT.13.04.10591, 2020CPT.13.04.20591	2	13



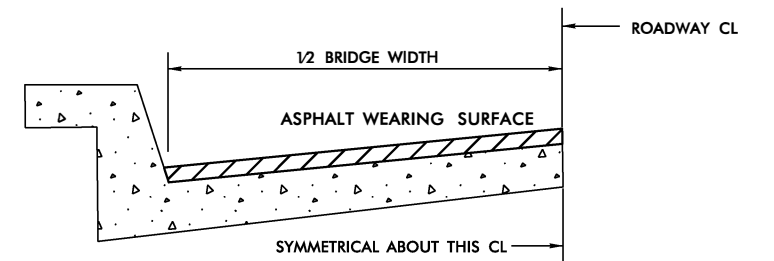
# McDOWELL COUNTY



**TYPICAL SECTION #1**



**TYPICAL SECTION #2**



**BRIDGE HALF TYPICAL SECTION**

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", S9.5B 1", S9.5C,D 1.5" - 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4". ULTRA-THIN HOT MIX ASPHALT - TYPE B 5/8". ULTRA-THIN HOT MIX ASPHALT - TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1", S9.5B 1.5", S9.5C,D 2". ULTRA-THIN HOT MIX ASPHALT - TYPE A 3/4", ULTRA-THIN HOT MIX ASPHALT - TYPE B 5/8", ULTRA-THIN HOT MIX ASPHALT - TYPE C 1/2".

**NOTES**

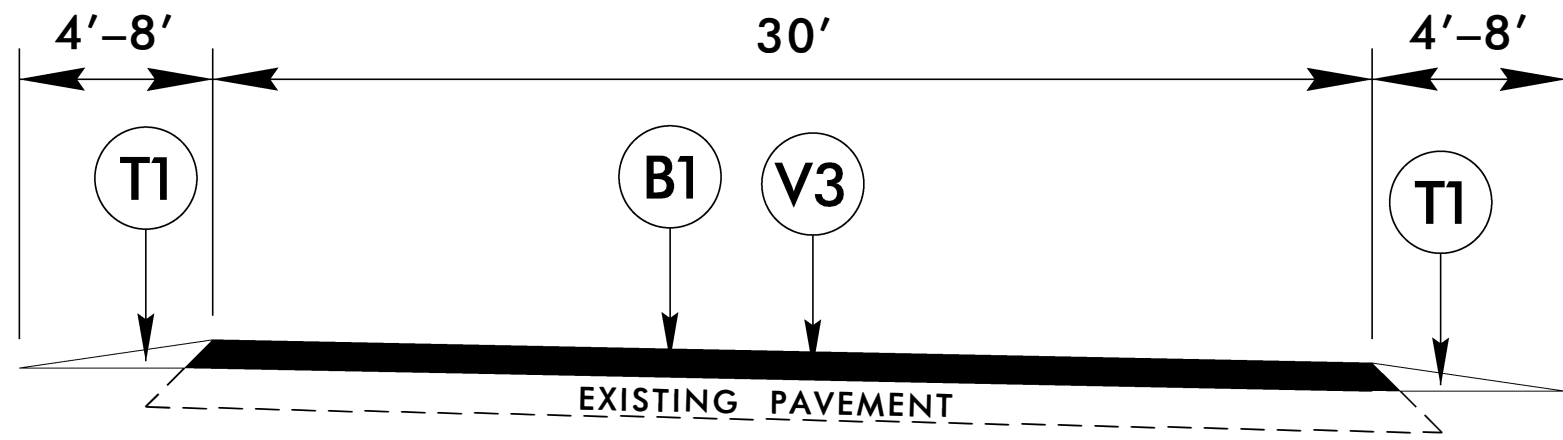
ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT. ALL PAVED S. R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.

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

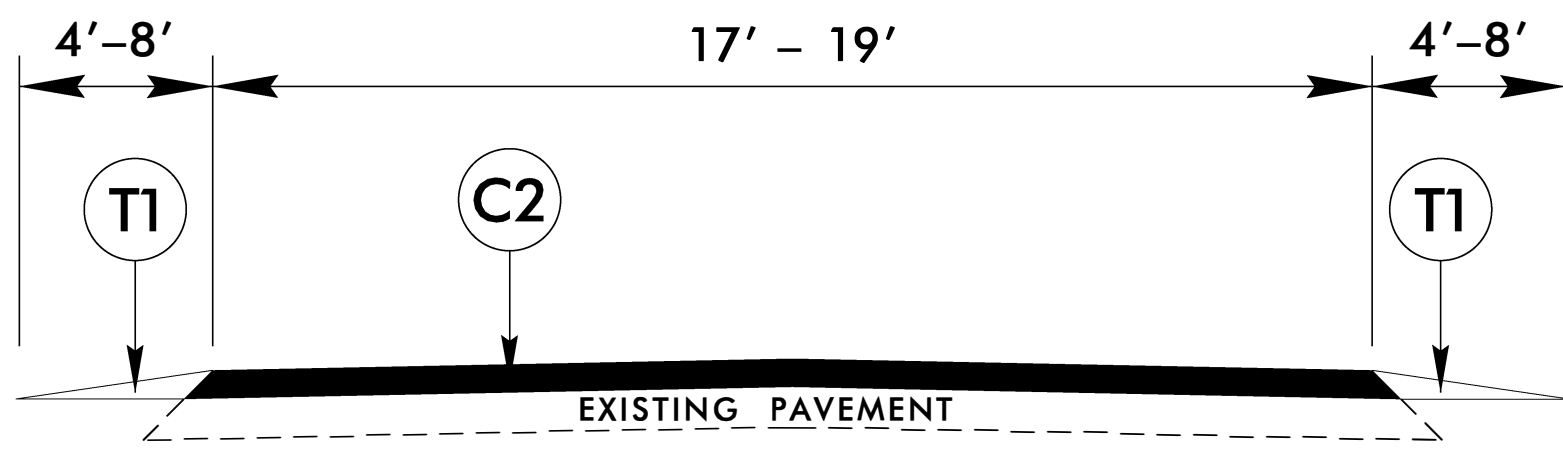
SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.

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

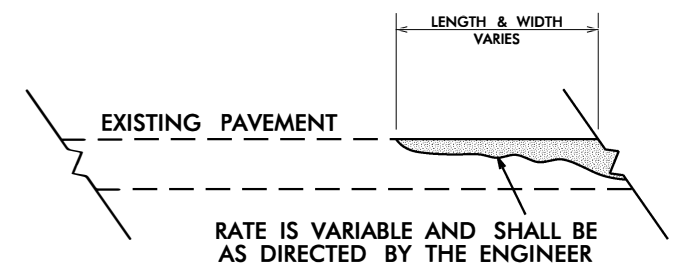
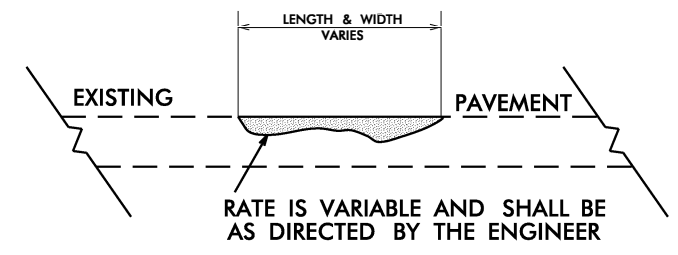
PAVEMENT SCHEDULE	
B1	PROP. APPROX. 3/4" OPEN GRADED ASPHALT FRICTION COURSE TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T1	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING
V2	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH
V3	5/8" FINE MILLING



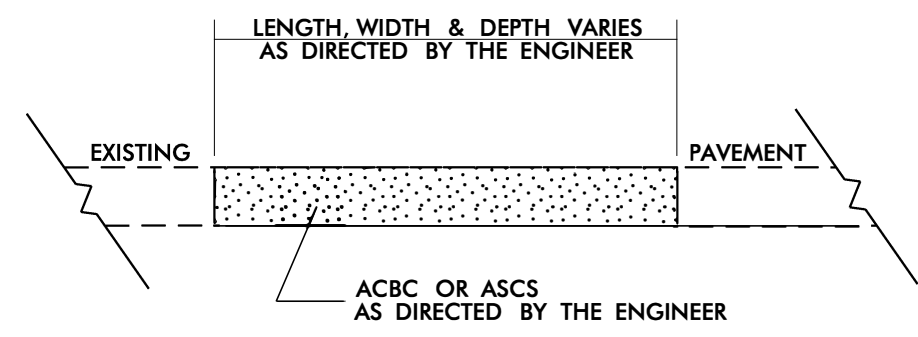
**TYPICAL SECTION #3**



**TYPICAL SECTION #4**



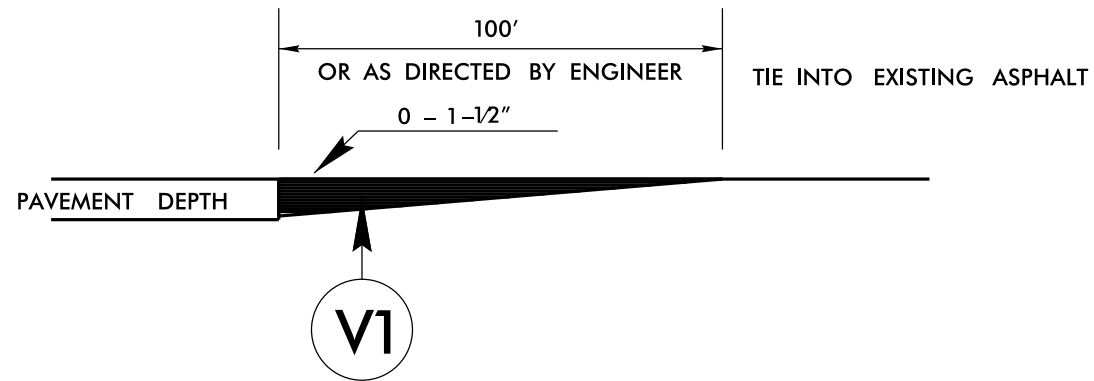
**DETAIL SHOWING METHOD OF WEDGING**



**PATCHING EXISTING PAVEMENT**

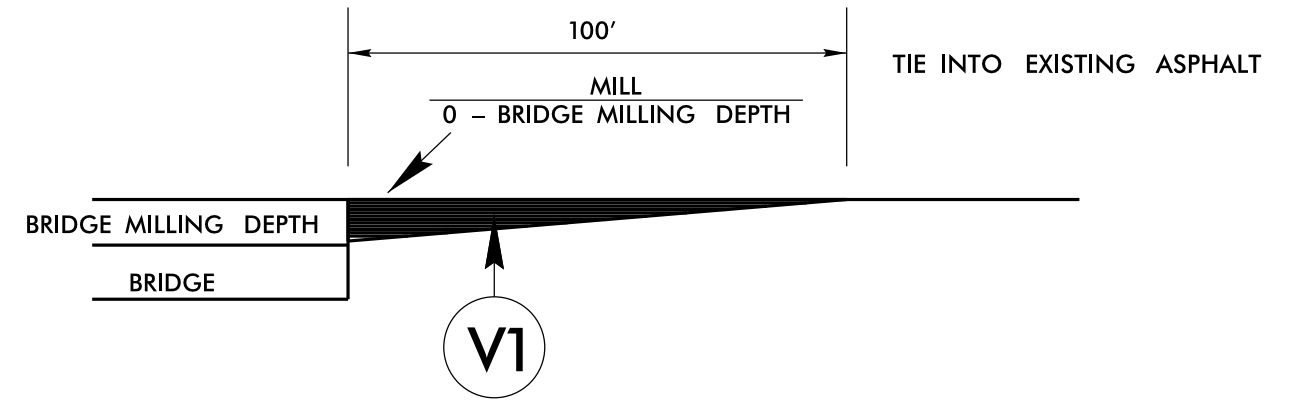
PAVEMENT SCHEDULE	
B1	PROP. APPROX. 3/4" OPEN GRADED ASPHALT FRICTION COURSE TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T1	SHOULDER RECONSTRUCTION
V3	5/8" FINE MILLING

6/2/99  
 Q2\_061\_2018 13:38  
 S:\CADD\Projects\2020\Resurfacing\2020\McDowell\2020\McDowell\_2020\_Resurfacing-TYP.dgn  
 2020 13:38  
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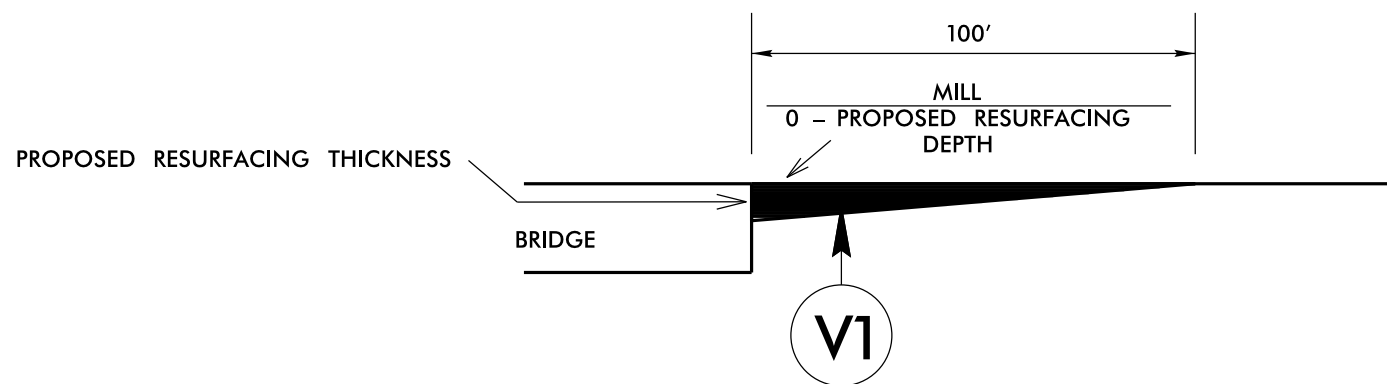
**DETAIL TO TIE INTO EXIST PAVEMENT**

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



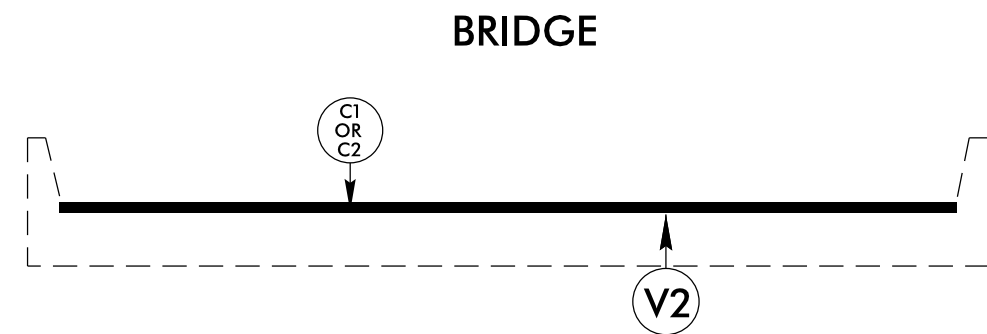
**MILLING DETAIL AT BRIDGE APPROACHES**

WHERE BRIDGES WILL BE MILLED THEN RESURFACED. THIS WILL BE PAID FOR AS INCIDENTAL MILLING. USE AT BRIDGE NUMBER: 127 MAP 1, 108 MAP 11, 122 MAP 14, AND 126 MAP 14.



**MILLING DETAIL AT BRIDGE APPROACHES**

WHERE BRIDGES WILL NOT BE RESURFACED. THIS WILL BE PAID FOR AS INCIDENTAL MILLING. USE AT BRIDGE NUMBER: 288 MAP 10.



**BRIDGE DETAIL**

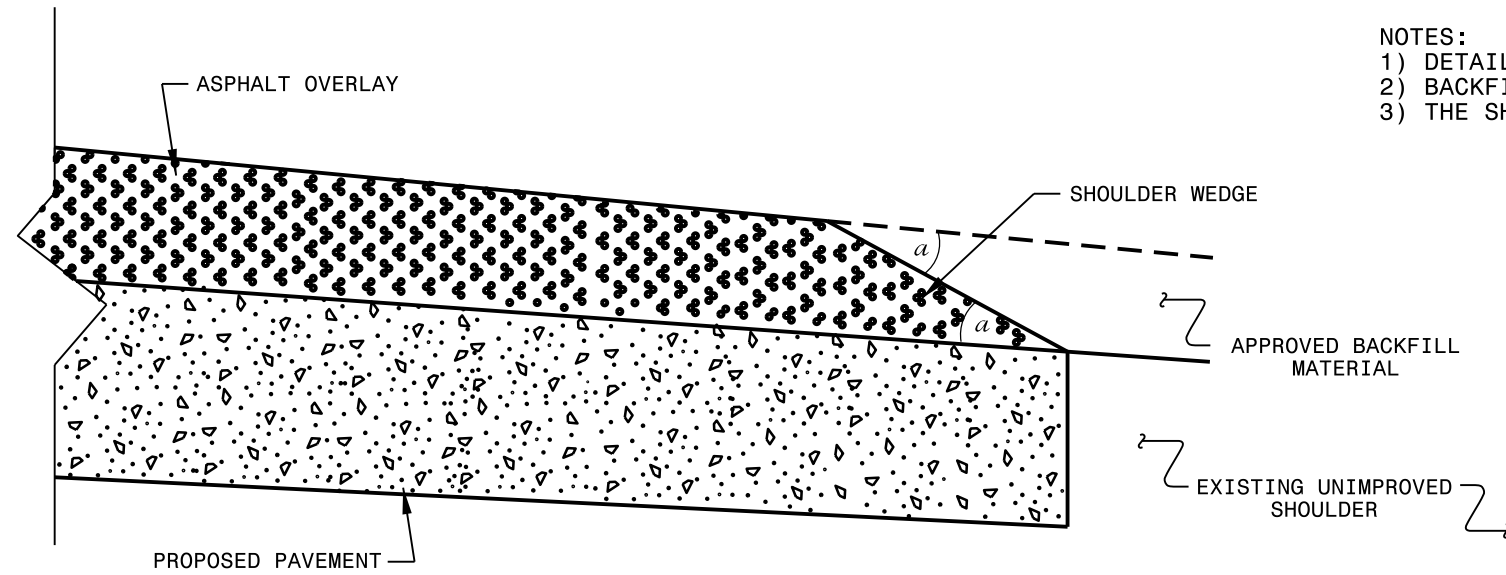
BRIDGE NUMBER 127 MAP 1, 108 MAP 11, 122 MAP 14, AND 126 MAP 14. MILL 1-1/2" OFF EXISTING PAVEMENT SEE MAP FOR BRIDGE LOCATION.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ.YD.
V1	INCIDENTAL MILLING
V2	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH

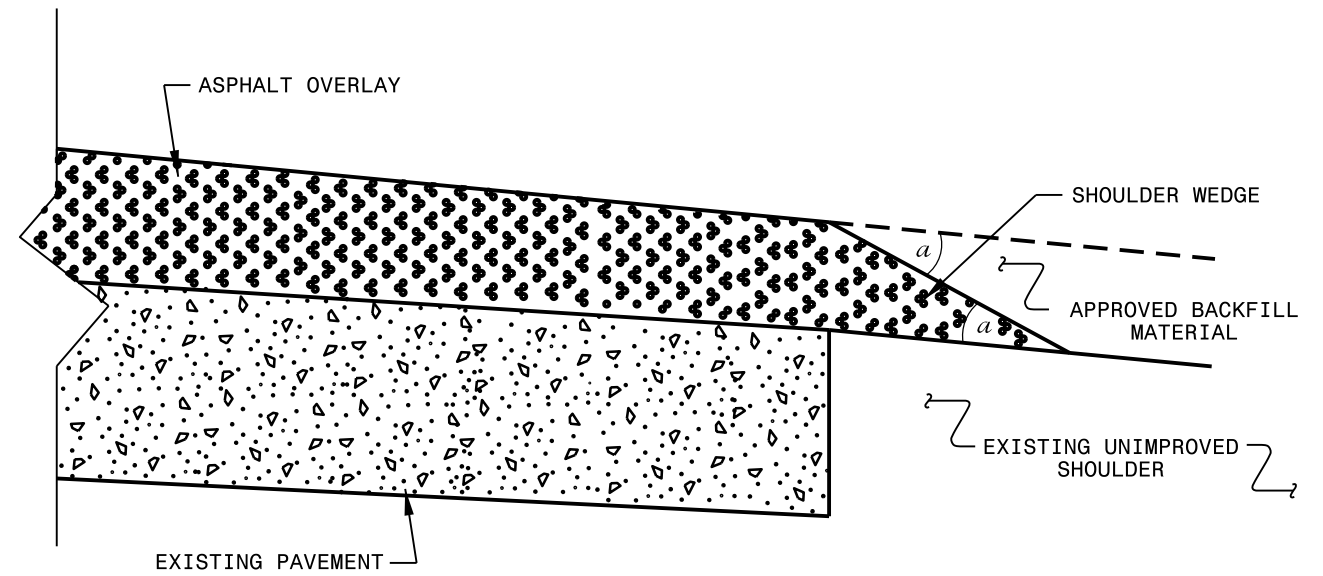
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PROJECT NO.	SHEET NO.	TOTAL NO.
2020CPT.13.04.10591, 2020CPT.13.04.20591	6	13

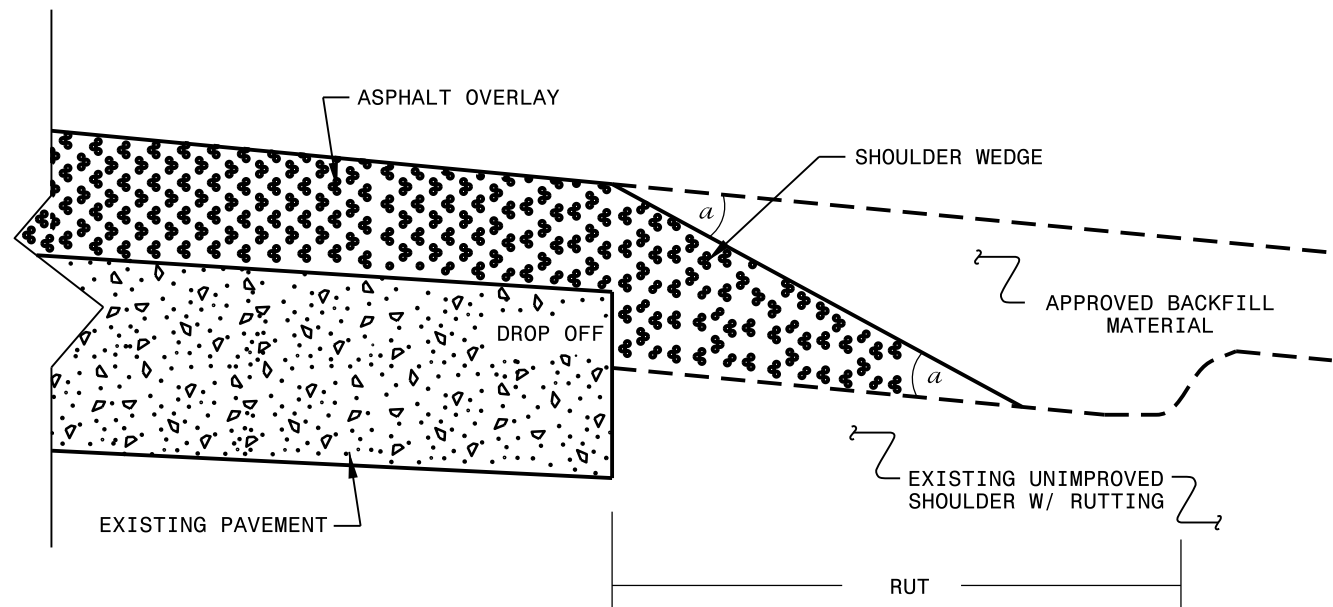
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/16/12
CHECKED BY:	DATE:
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn	

SYSTEMS DESIGN  
 USER NAME

PROJECT NO.	SHEET NO.	TOTAL NO.
2020CPT.13.04.10591, 2020CPT.13.04.20591	7	13

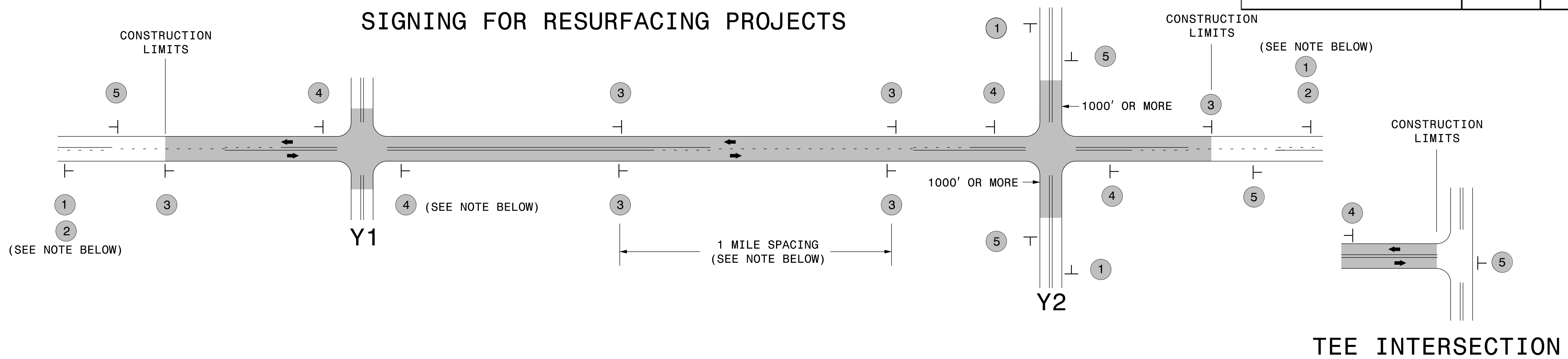
### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1577000000-E	1662000000-E	1704000000-E	1891000000-E	2815000000-N		
												INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED	PATCHING EXISTING PAVEMENT	FINE MILLING (5/8")	ADJUSTMENT OF DROP INLET		
											MI	FT	TON	SMI	TON	SY	SY	TON	TON	TON	TON	TON	TON	SY	EA	
2020CPT.13.04.10591	McDowell	1	US 70	FROM SR 1536 TO SR 1745 ( MP 20.319 - MP 21.289 )	1	2	2WU	NO	YES	0.97	24	49	1.94	252	620	1,105		1,269	76			350				
2020CPT.13.04.10591	McDowell	2	US 70	FROM SR 1745 TO SR 1747 ( MP 21.289 - MP 22.777 )	1	2	2WU	NO	YES	1.488	24	74	2.98	387		1,452		1,946	117			750				
2020CPT.13.04.10591	McDowell	3	US 221 N AND S	FROM NC 226 TO US 221 S ( MP 22.379 - MP 23.136 )	2	4	MU	NO	NO	0.79	66	40	1.58	205						72	1,179	100	30,589			
2020CPT.13.04.10591	McDowell	4	US 221 N	FROM US 221 S TO SR 1564 + 0.127 MILES ( MP 23.136 - MP 25.136 )	3	2	MD	NO	NO	2	30	100	4.00	520						90	1,482	130	38,000			
2020CPT.13.04.10591	McDowell	5	US 221 N	FROM SR 1564 + 0.127 MILES TO US 221 S ( MP 25.136 - MP 26.039 )	3	2	MD	NO	NO	0.9	30	45	1.80	234						43	704	60	18,000			
2020CPT.13.04.10591	McDowell	6	US 221 S	FROM US 221 TO SR 1564 + 0.963 MILES ( MP 10.36 - MP 12.357 )	3	2	MD	NO	NO	2	30	100	4.00	520						92	1,513	150	39,000			
2020CPT.13.04.10591	McDowell	7	US 221 S	FROM SR 1564 + 0.963 MILES TO US 221 ( MP 12.357 - MP 13.258 )	3	2	MD	NO	NO	0.901	30	45	1.80	234						41	674	60	18,000			
<b>TOTAL FOR PROJ NO. 2020CPT.13.04.10591</b>											<b>9.049</b>		<b>453</b>	<b>18.10</b>	<b>2,352</b>	<b>620</b>	<b>2,557</b>		<b>3,215</b>	<b>193</b>	<b>338</b>	<b>5,552</b>	<b>1,600</b>	<b>143,589</b>		
2020CPT.13.04.20591	McDowell	8	SR 1433	FROM US 221 TO END PVMT ( MP 0.00 - MP 0.878 )	4	2	2WU	NO	NO	0.878	18	44	1.76	228			847		57			20				
2020CPT.13.04.20591	McDowell	9	SR 1433	FROM BEGIN PVMT TO SR 1434 ( MP 1.196 TO MP 1.401 )	4	2	2WU	NO	NO	0.205	18	10	0.41	53			198		13			10				
2020CPT.13.04.20591	McDowell	10	SR 1556	FROM US 221 TO SR 1560 ( MP 0.00 - MP 1.870 )	1	2	2WU	NO	NO	1.87	20	94	3.74	486	860	320		2,040	122			200				
2020CPT.13.04.20591	McDowell	11	SR 1560	FROM SR 1556 TO SR 1573 ( MP 0.00 - MP 2.440 )	4	2	2WU	NO	YES	2.44	19	122	4.88	634			2,484		166			500				
2020CPT.13.04.20591	McDowell	12	SR 1560	FROM SR 1573 TO PVMT CHG ( MP 2.440 - MP 4.780 )	4	2	2WU	NO	YES	2.35	19	118	4.70	611			2,393		160			400				
2020CPT.13.04.20591	McDowell	13	SR 1560	FROM PVMT CHG TO RR ( MP 4.780 - MP 6.020 )	4	2	2WU	NO	YES	1.24	19	62	2.48	322			1,263		85			300				
2020CPT.13.04.20591	McDowell	14	SR 1560	FROM RR TO US 221 ( MP 6.020 - MP 8.160 )	4	2	2WU	NO	YES	2.14	19	107	4.28	556			2,179		146			350				
2020CPT.13.04.20591	McDowell	15	SR 1785	FROM SR 1786 TO US 221 ( MP 0.286 - MP 2.207 )	4	2	2WU	NO	NO	1.921	18	96	3.84	499			1,854		124			350				
2020CPT.13.04.20591	McDowell	16	SR 1792	FROM SR 1766 TO SR 1766 ( MP 0.00 - MP 0.34 )	4	2	2WU	NO	NO	0.34	17	17	0.68	88			310		21			80		1		
2020CPT.13.04.20591	McDowell	17	SR 1794	FROM SR 1766 TO RR ( MP 0.00 - MP 1.526 )	1	2	2WU	NO	NO	1.526	20	76	3.05	397		444		1,665	100			200				
2020CPT.13.04.20591	McDowell	18	SR 1794	FROM RR TO NC 226 ( MP 1.526 - MP 2.721 )	1	2	2WU	NO	NO	1.195	20	60	2.39	311		537		1,304	78			300				
<b>TOTAL FOR PROJ NO. 2020CPT.13.04.20591</b>											<b>16.105</b>		<b>806</b>	<b>32.21</b>	<b>4,185</b>	<b>860</b>	<b>1,301</b>		<b>11,528</b>	<b>5,009</b>	<b>1,072</b>		<b>2,710</b>		<b>1</b>	
<b>GRAND TOTAL</b>											<b>25.154</b>		<b>1,259</b>	<b>50.31</b>	<b>6,537</b>	<b>1,480</b>	<b>3,858</b>		<b>11,528</b>	<b>8,224</b>	<b>1,265</b>	<b>338</b>	<b>5,552</b>	<b>4,310</b>	<b>143,589</b>	<b>1</b>





# SIGNING FOR RESURFACING PROJECTS



LEGEND	
—	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

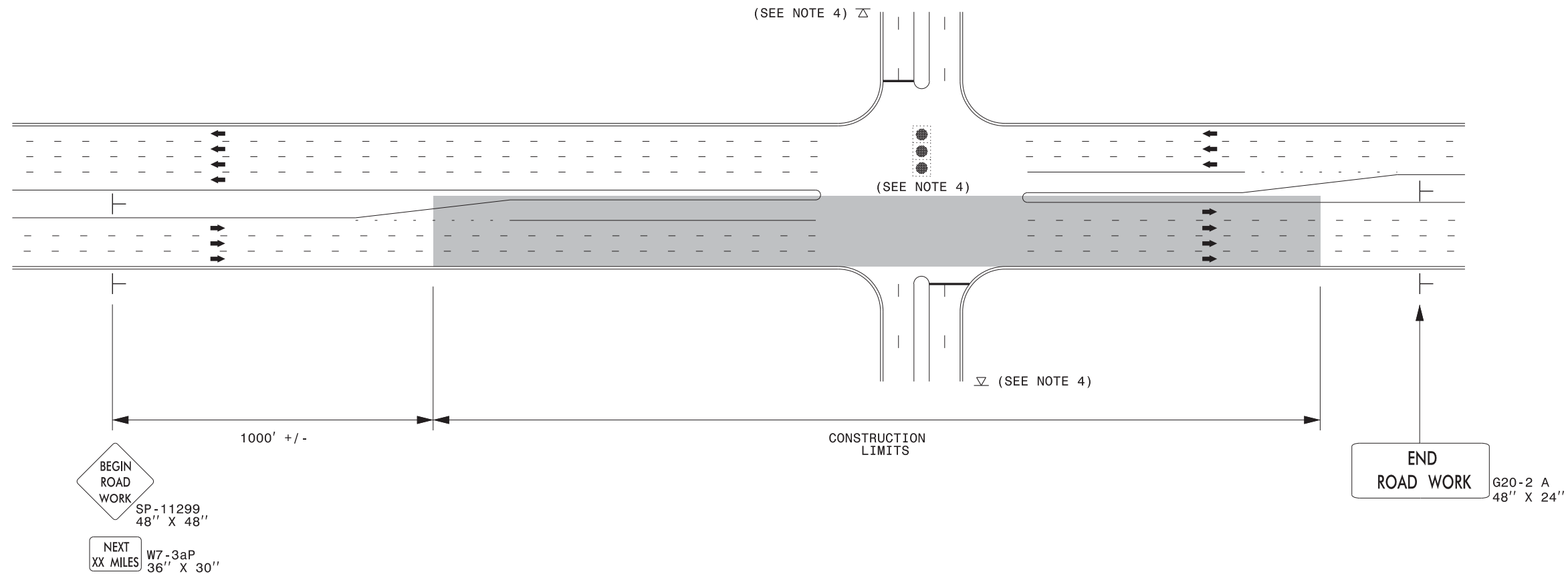
## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING		
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:	
	2	 W7-3aP 24" X 18"	#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)	1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS	
	3	 SP 13107 48" X 48"	- 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.	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.	
	4	 SP 13106 48" X 48"	- 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.	 W20-1 48" X 48"	 W20-7 A 48" X 48"
5	 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.	PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.		

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

## URBAN / SUBURBAN WORKZONES



### NOTES:

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

### LEGEND

- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES**

SIGN NUMBER: 11299

BACKG COLOR: Fluorescent Orange

DESIGN BY: WJ

CHECKED BY:

DATE: Jun 22, 2011

TYPE: B

COPY COLOR: Black

PROJECT ID: ALL

DIV: ALL

QUANTITY: SEE PLANS

SYMBOL	X	Y	WID	HT

SIGN WIDTH: 5'-6"

HEIGHT: 5'-6"

# SP 11299

PROJECT NO.	SHEET NO.	TOTAL NO.
2020CPT.13.04.10591, 2020CPT.13.04.20591	11	13

TOTAL AREA: 30.5 Sq.Ft.

BORDER TYPE: INSET

RECESS: 0.59"

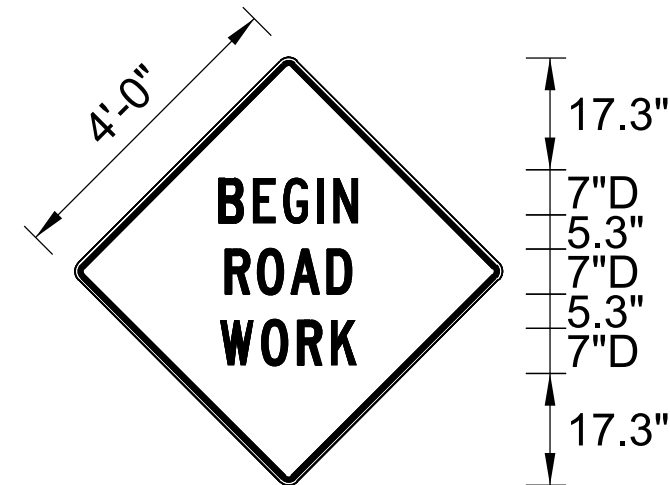
WIDTH: 0.75"

RADII: 1.38"

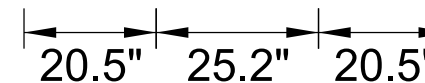
NO. Z BARS: N/A

LENGTH: N/A

MAT'L: 0.125" (3.2 mm) ALUMINUM



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



Spacing Factor is 1 unless specified otherwise

### USE NOTES: 1,2

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

### LETTER POSITIONS

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

SIGN NUMBER: SP13106  
 TYPE: STATIONARY  
 QUANTITY: SEE PLANS

BACKG COLOR: Fluorescent Orange  
 COPY COLOR: Black

DESIGN BY: B. RASHID  
 PROJECT ID:

CHECKED BY: AIA  
 DIV:

DATE: Apr 26, 2013

SYMBOL	X	Y	WID	HT

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

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

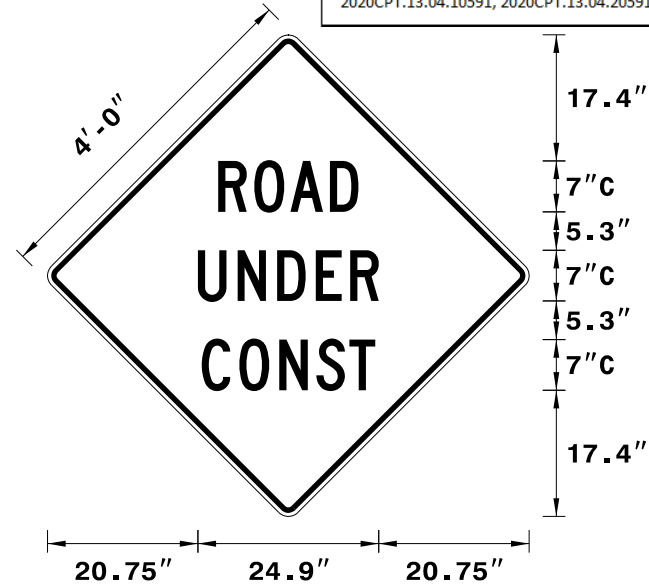
NO. Z BARS:  
 LENGTH:

MAT'L: 0.080" (2.0 mm) ALUMINUM

USE NOTES: 1,2

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

PROJECT NO.	SHEET NO.	TOTAL NO.
2020CPT.13.04.10591, 2020CPT.13.04.20591	12	13



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

Letter spacings are to start of next letter																	Series/Size Text Length	
		R	O	A	D													C 2000
23.5	5	5	5.5	3.9	23.5													19.3
		U	N	D	E	R												C 2000
20.7	5.5	5.5	5.3	4.8	3.9	20.7												24.9
		C	O	N	S	T												C 2000
21.2	5.2	5.5	5.1	4.6	3.6	21.2												23.9

SIGN NUMBER: SP13107  
 TYPE: STATIONARY  
 QUANTITY: SEE PLANS

BACKG COLOR: Fluorescent Orange  
 COPY COLOR: Black

DESIGN BY: B. RASHID  
 PROJECT ID:

CHECKED BY: AIA  
 DIV:

DATE: Apr 26, 2013

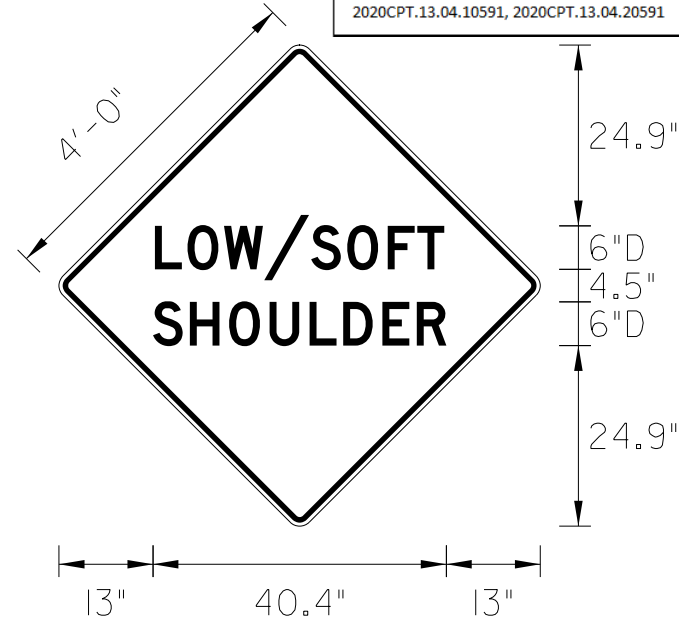
SYMBOL	X	Y	WID	HT

MAT'L: 0.080" (2.0 mm) ALUMINUM

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

NO. Z BARS:  
 LENGTH:

PROJECT NO.	SHEET NO.	TOTAL NO.
2020CPT.13.04.10591, 2020CPT.13.04.20591	13	13



Spacing Factor is 1 unless specified otherwise

USE NOTES: 1,2

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

LETTER POSITIONS

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