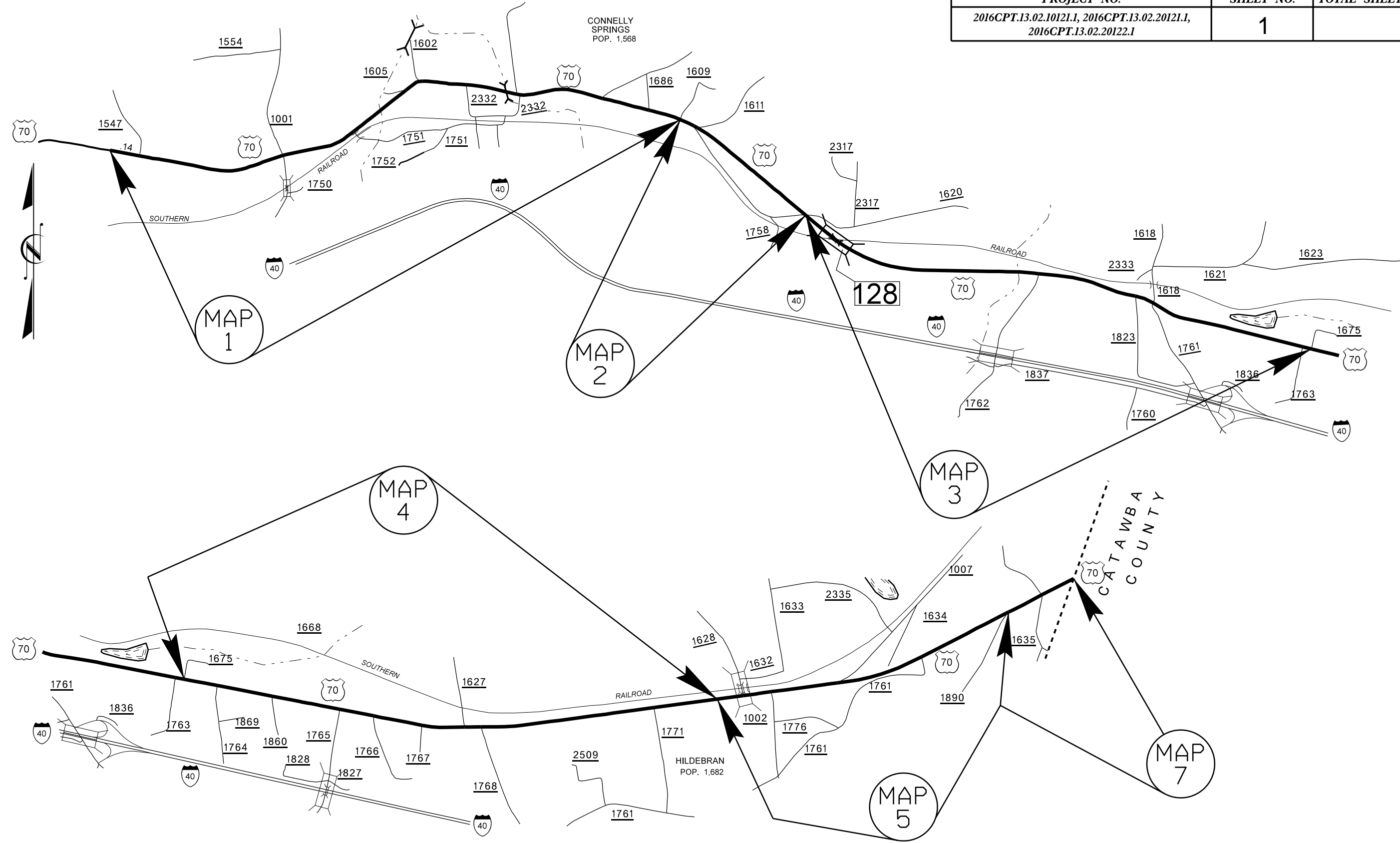


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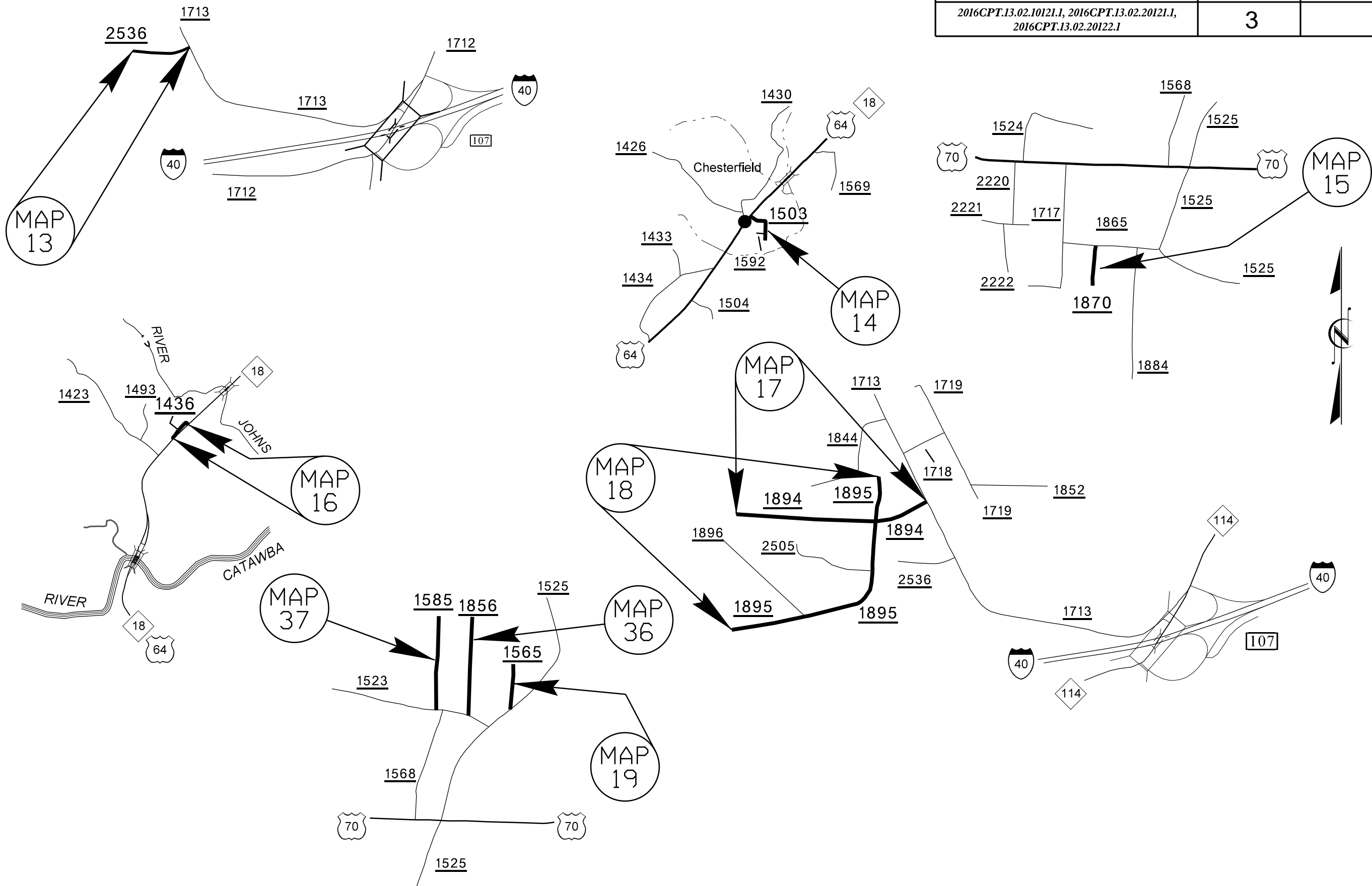
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.02.10121.1, 2016CPT.13.02.20121.1, 2016CPT.13.02.20122.1	1	



**BURKE COUNTY**

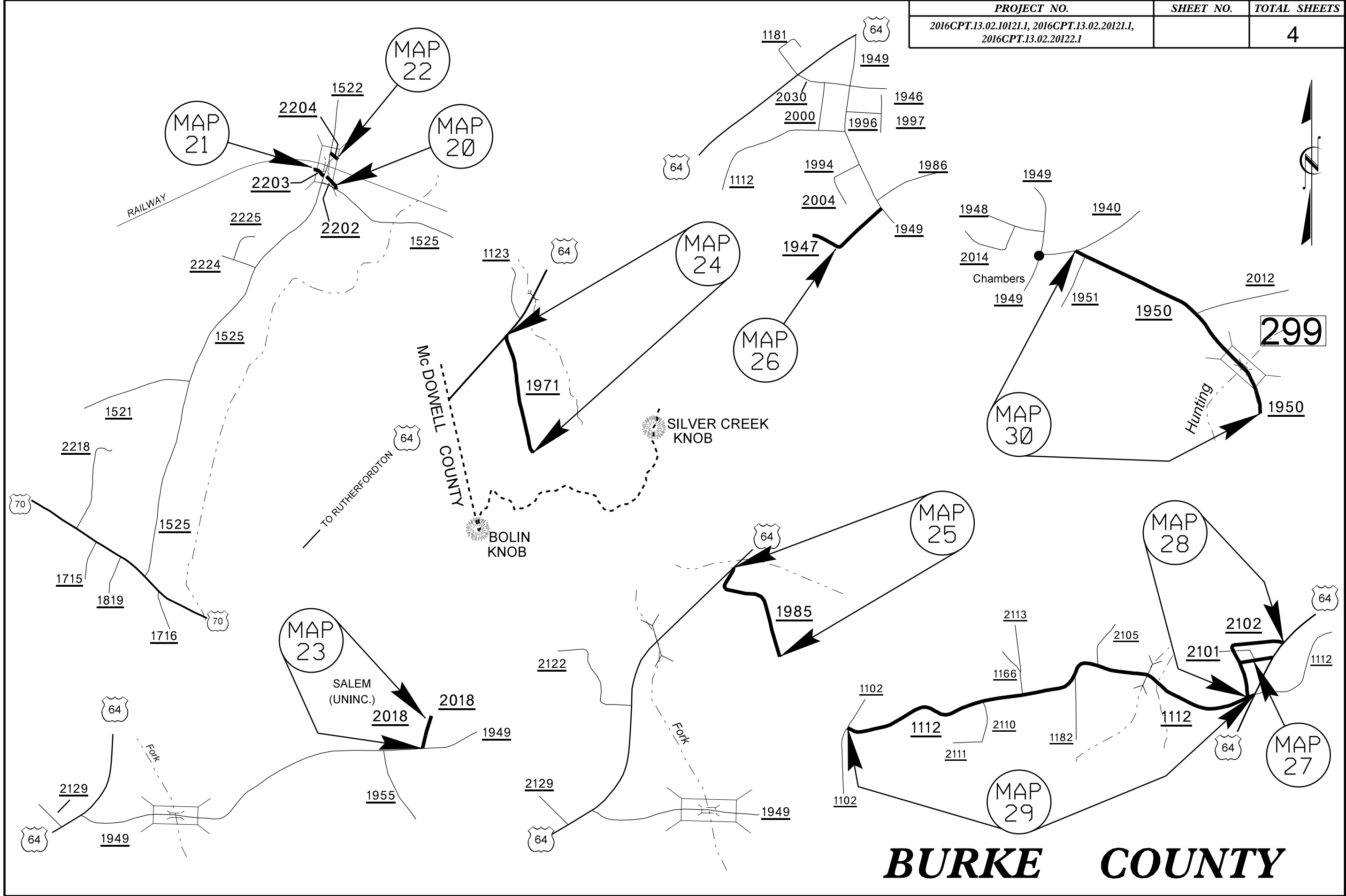


PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.02.10121.1, 2016CPT.13.02.20121.1, 2016CPT.13.02.20122.1	3	



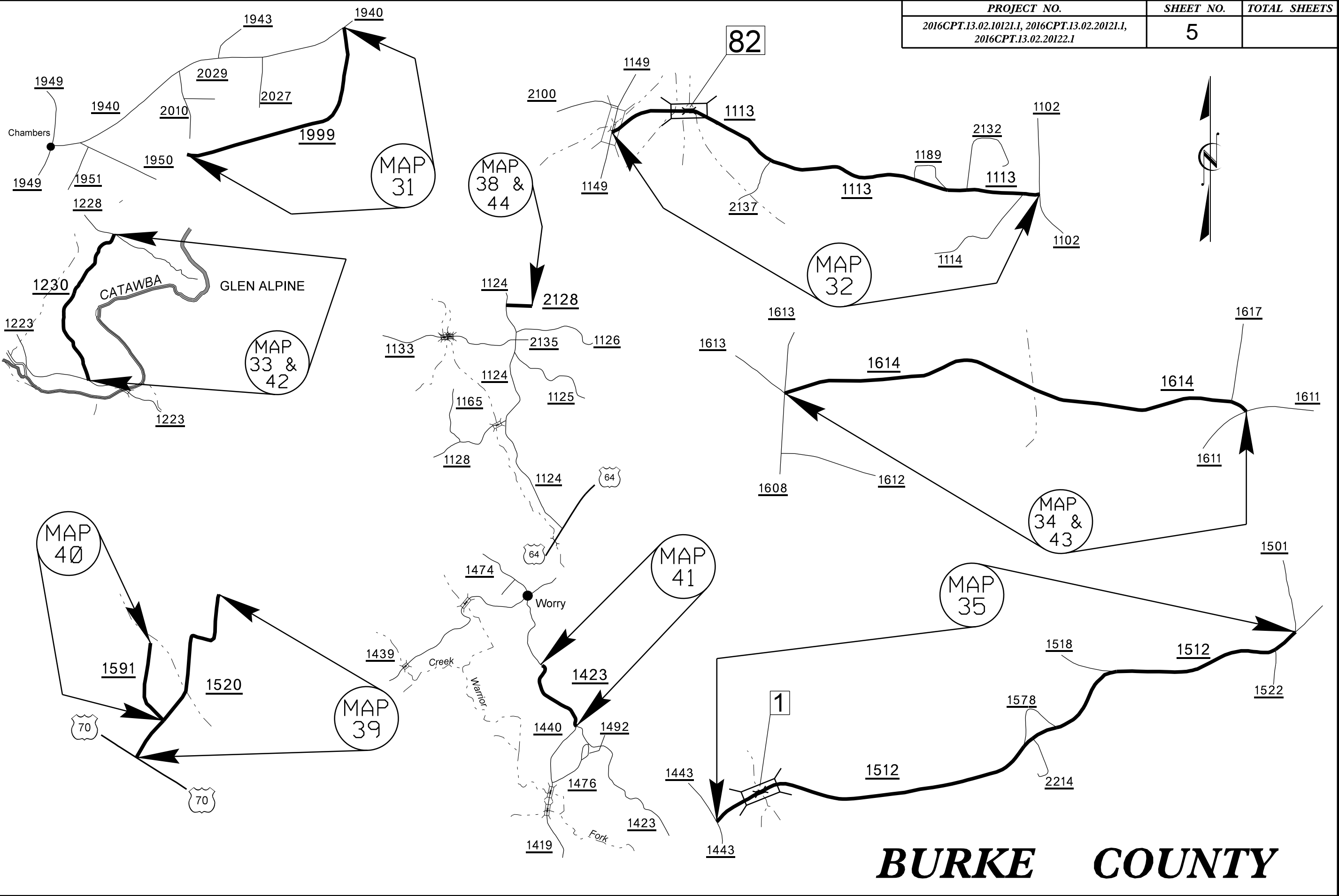
**BURKE COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.02.10121.1, 2016CPT.13.02.20121.1, 2016CPT.13.02.20122.1		4



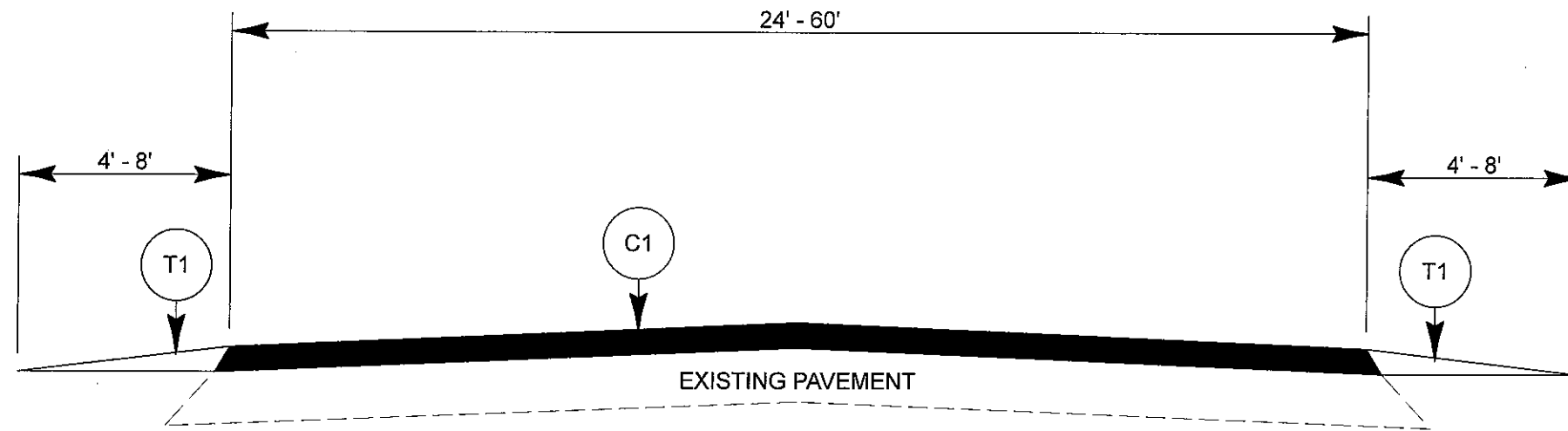
**BURKE COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.02.10121.1, 2016CPT.13.02.20121.1, 2016CPT.13.02.20122.1	5	

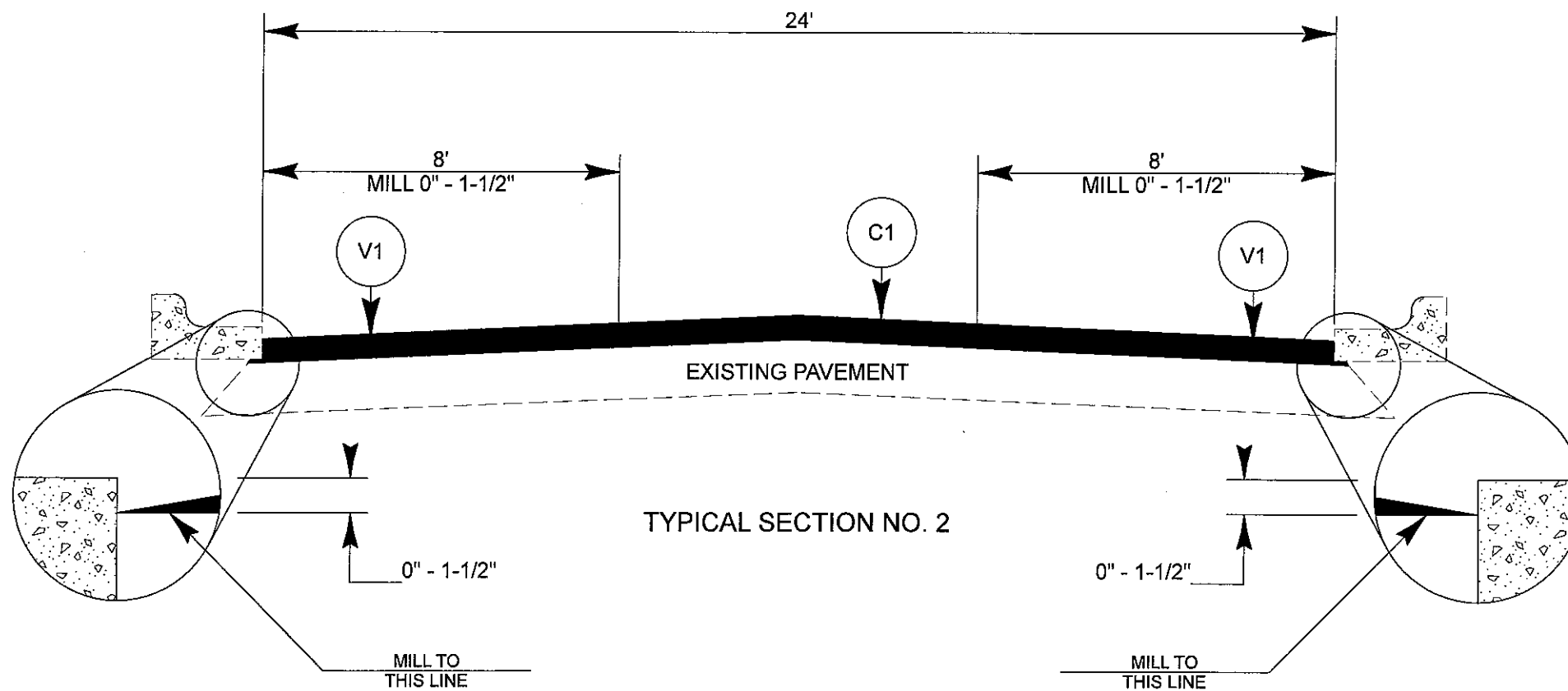
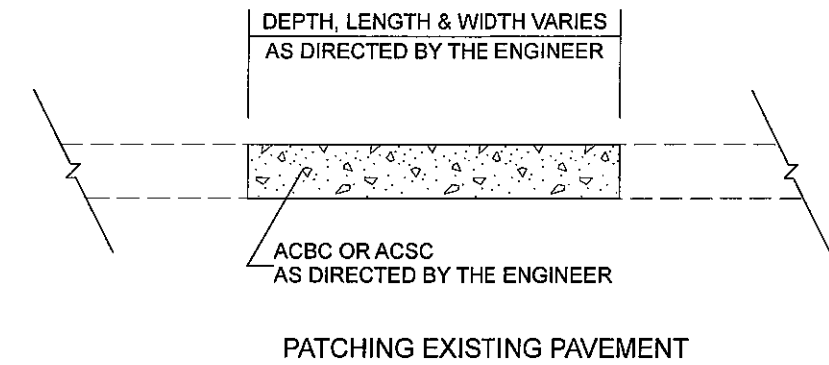


**BURKE COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.02.10121.1, 2016CPT.13.02.20121.1, 2016CPT.13.02.20122.1,	6	



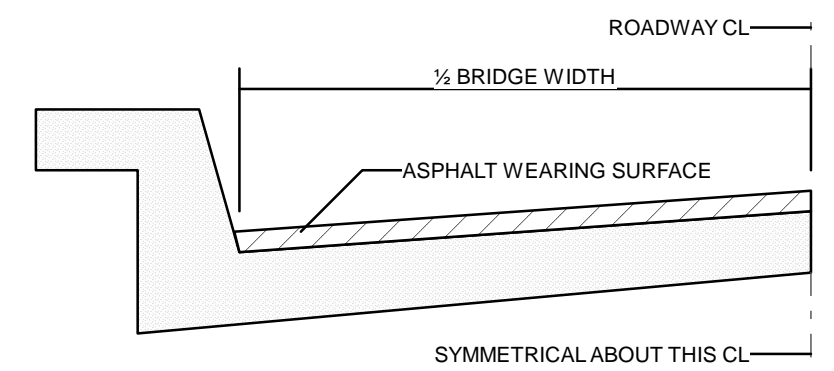
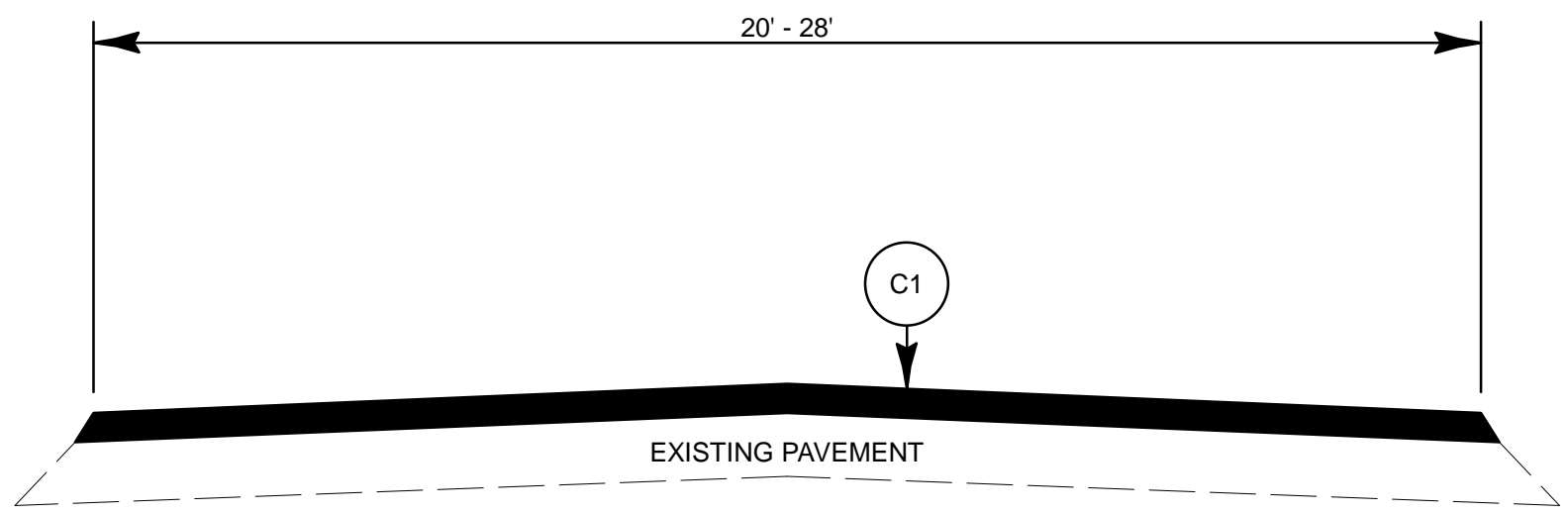
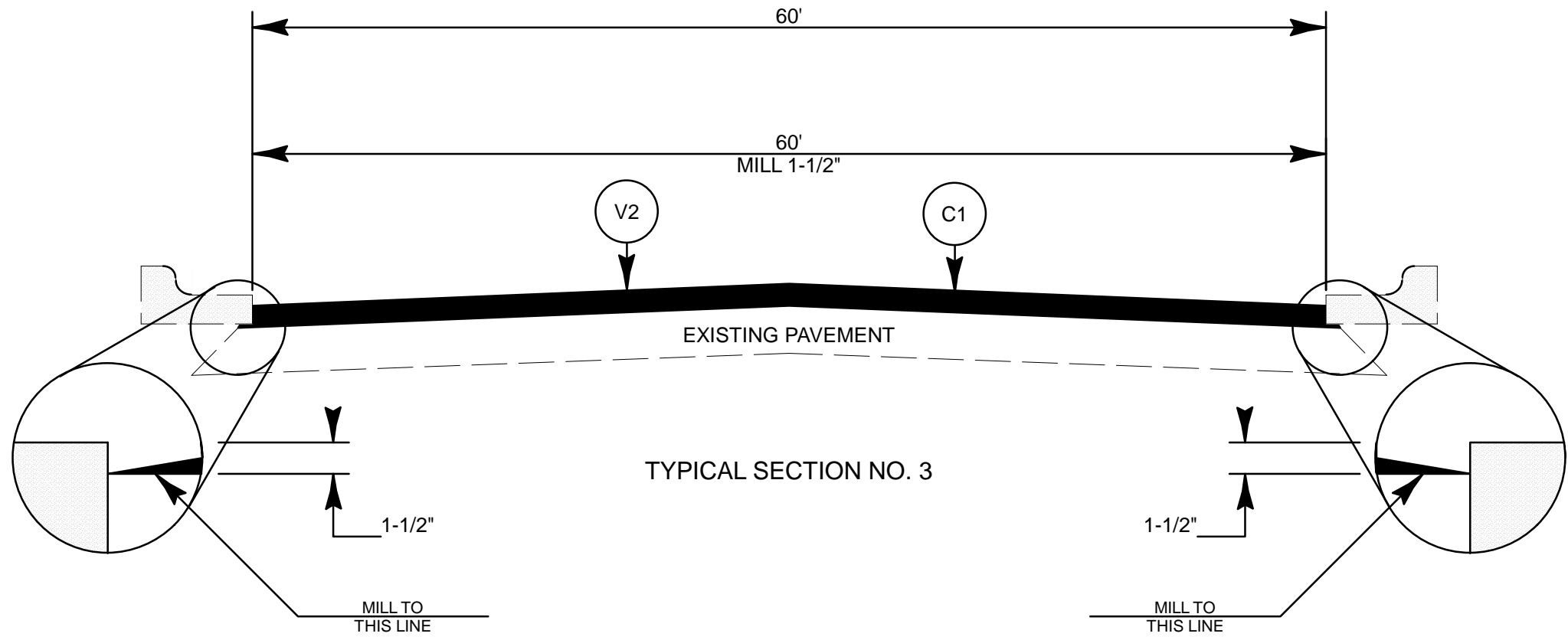
TYPICAL SECTION NO. 1



TYPICAL SECTION NO. 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD
C3	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YARD
C4	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YARD
F1	ASPHALT SURFACE TREATMENT, DOUBLE SEAL
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT, 0 TO 1-1/2" DEPTH
V2	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH
V3	INCIDENTAL MILLING

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.02.10121.1, 2016CPT.13.02.20121.1, 2016CPT.13.02.20122.1,	7	



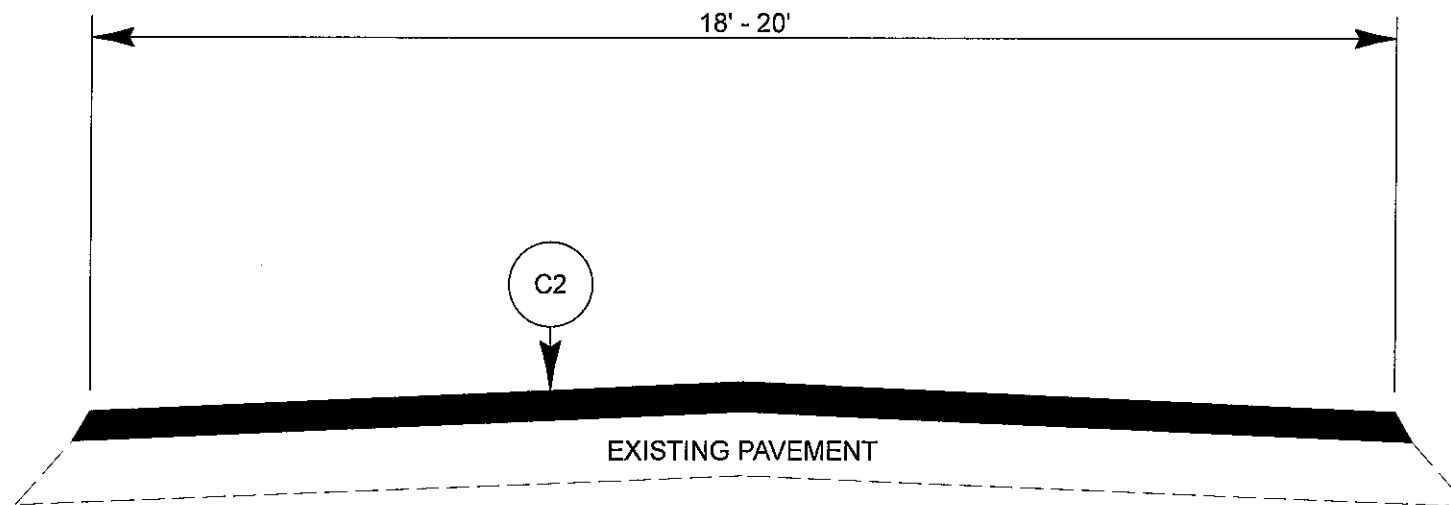
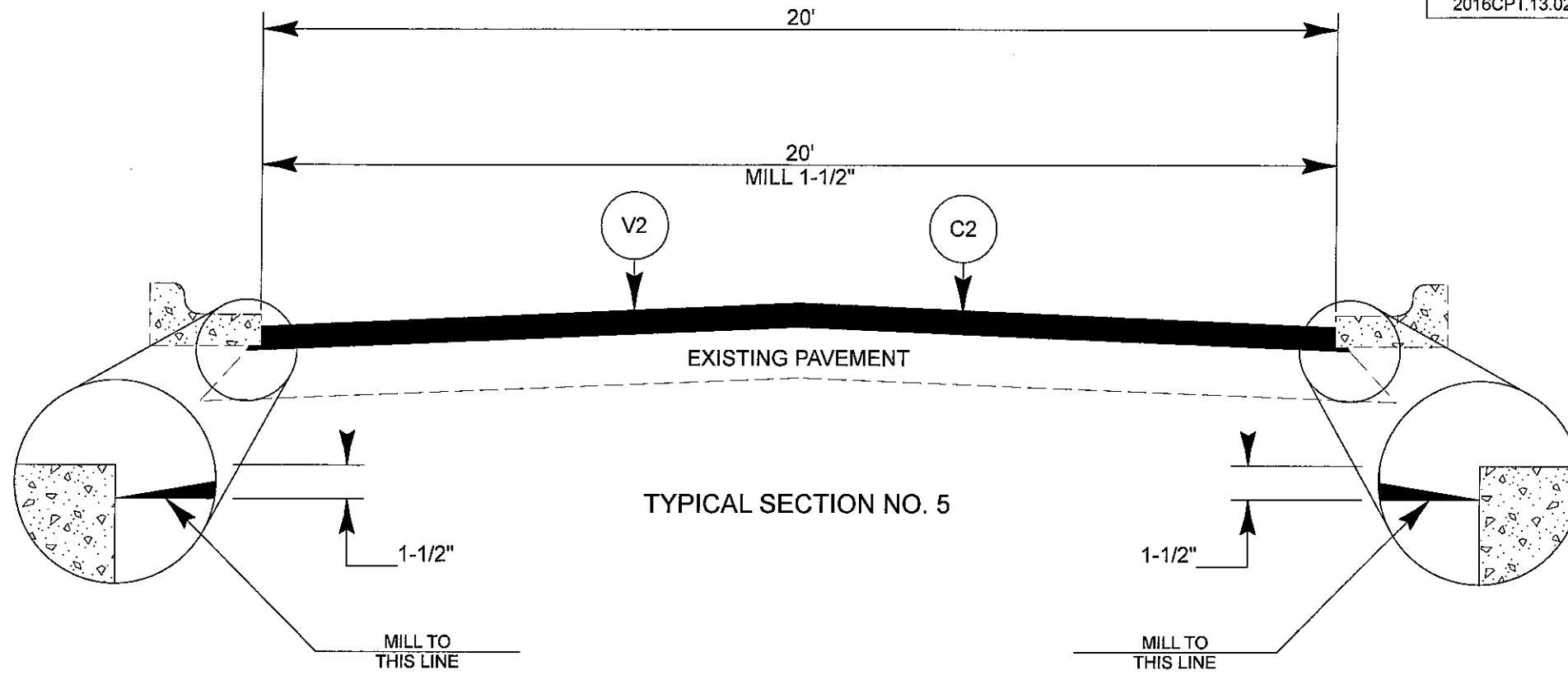
**BRIDGE HALF TYPICAL SECTION**  
 FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

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", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SF9.5A 1.5", S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN 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.

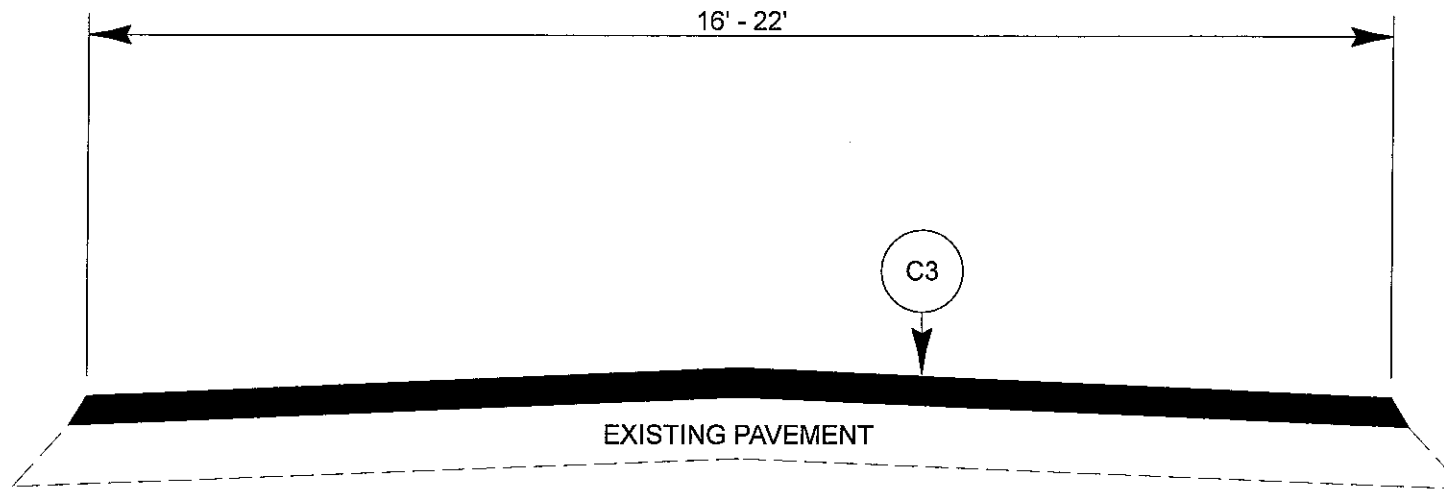


PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.02.10121.1, 2016CPT.13.02.20121.1, 2016CPT.13.02.20122.1,	8	

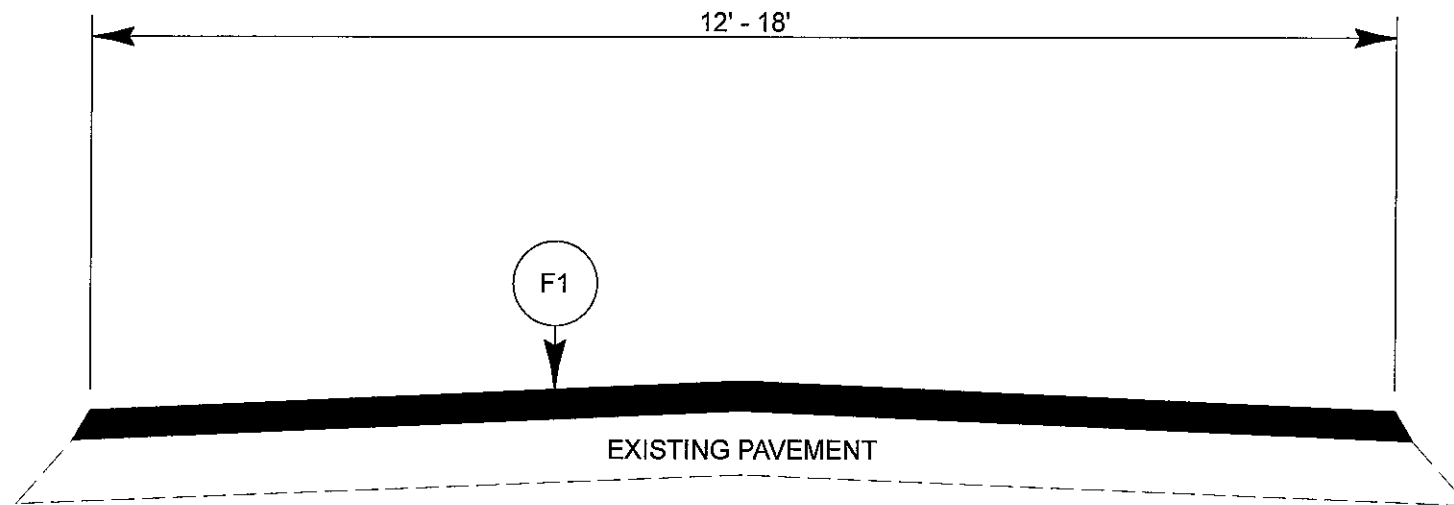


TYPICAL SECTION NO. 6

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.02.10121.1, 2016CPT.13.02.20121.1, 2016CPT.13.02.20122.1,	9	

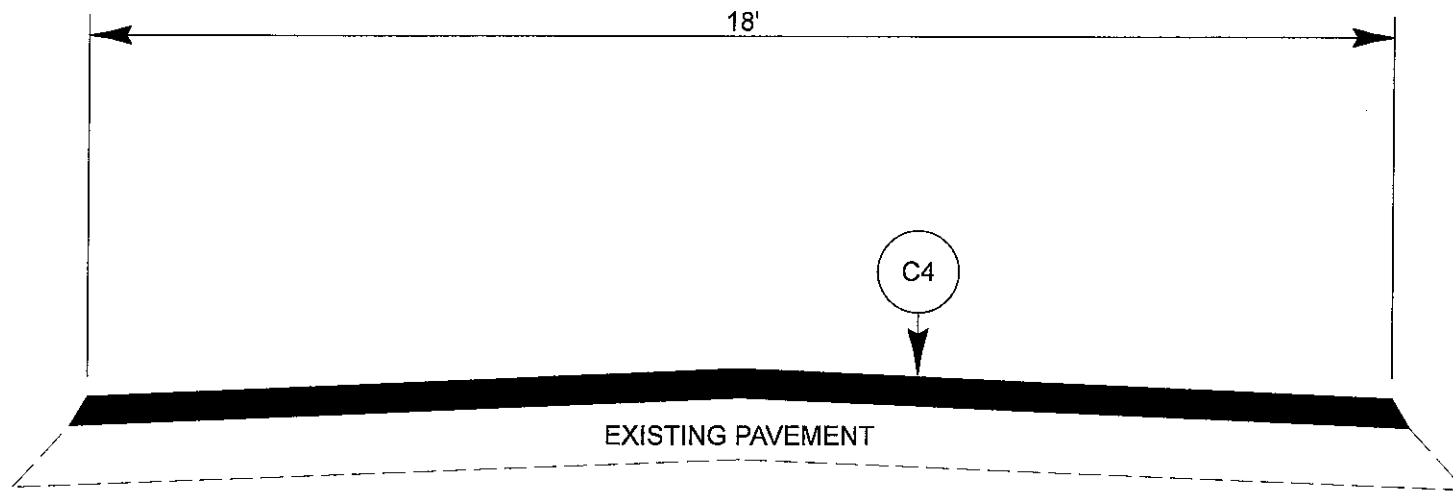


TYPICAL SECTION NO. 7



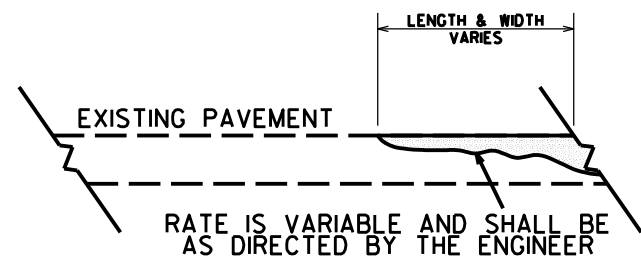
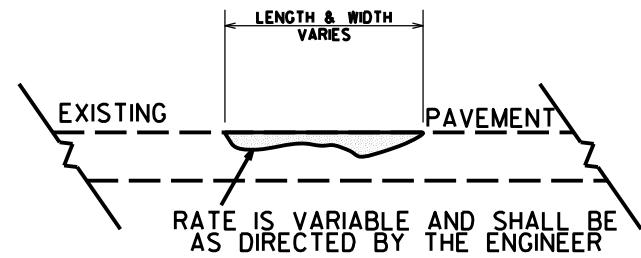
TYPICAL SECTION NO. 8

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.02.10121.1, 2016CPT.13.02.20121.1, 2016CPT.13.02.20122.1,	10	



TYPICAL SECTION NO. 9

<b>PROJECT NO.</b>	<b>SHEET NO.</b>	<b>TOTAL SHEETS</b>
2016CPT.13.02.10121.1, 2016CPT.13.02.20121.1, 2016CPT.13.02.20122.1	<b>11</b>	

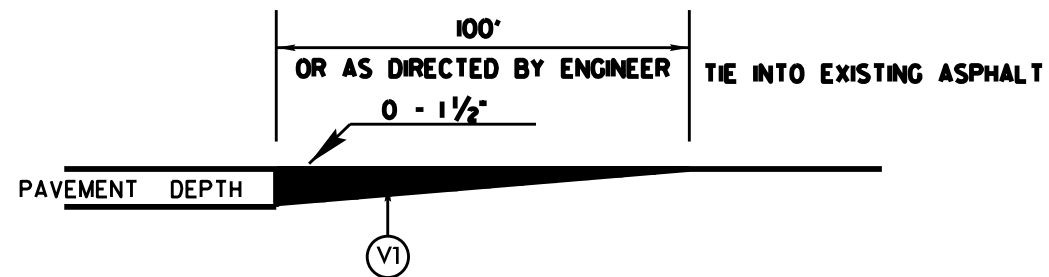


***DETAIL SHOWING  
METHOD OF WEDGING***

2012 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

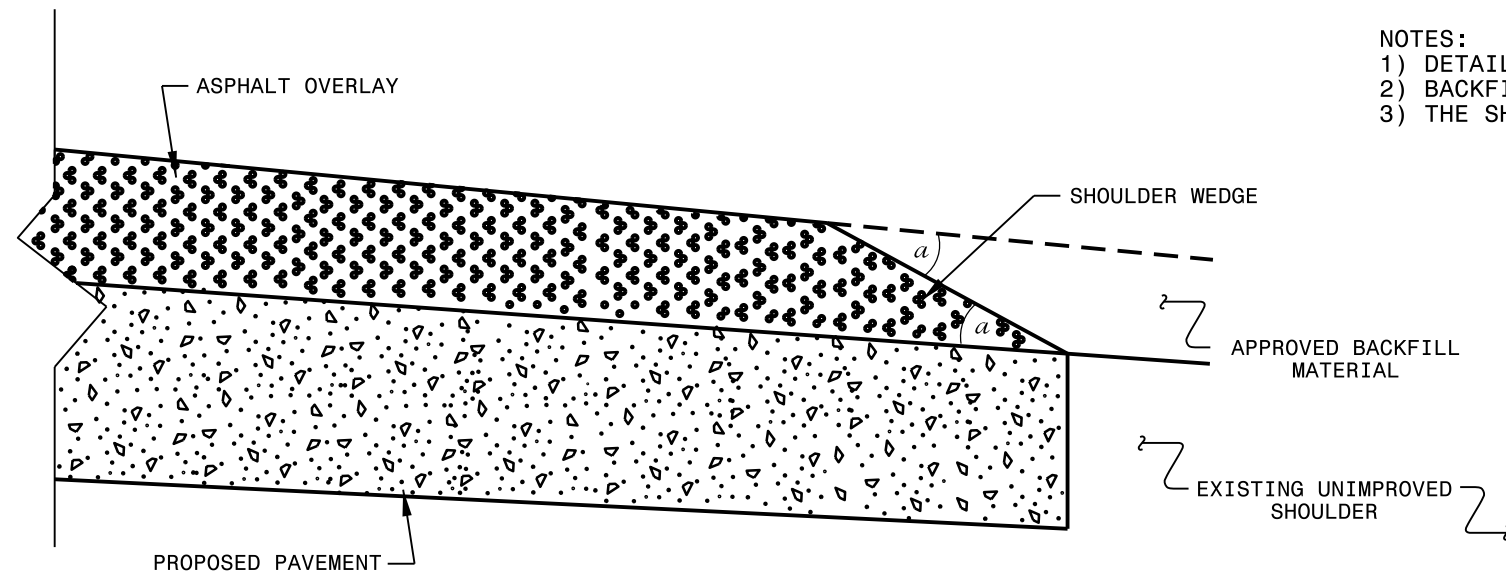
STD.NO.	TITLE
DIVISION 8 - INCIDENTALS	
848.05	Curb Ramp - Proposed Curb & Gutter
848.06	Curb Ramp - Existing Curb & Gutter



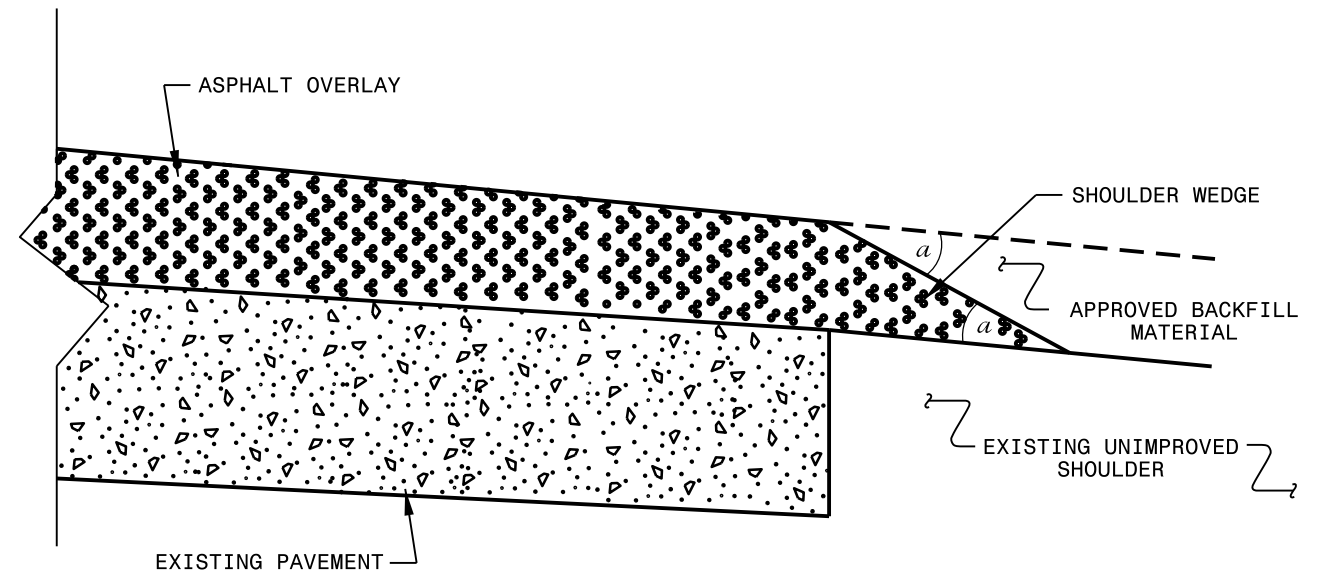
***DETAIL TO TIE INTO EXIST PAVEMENT***

***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 S9.5B. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.***

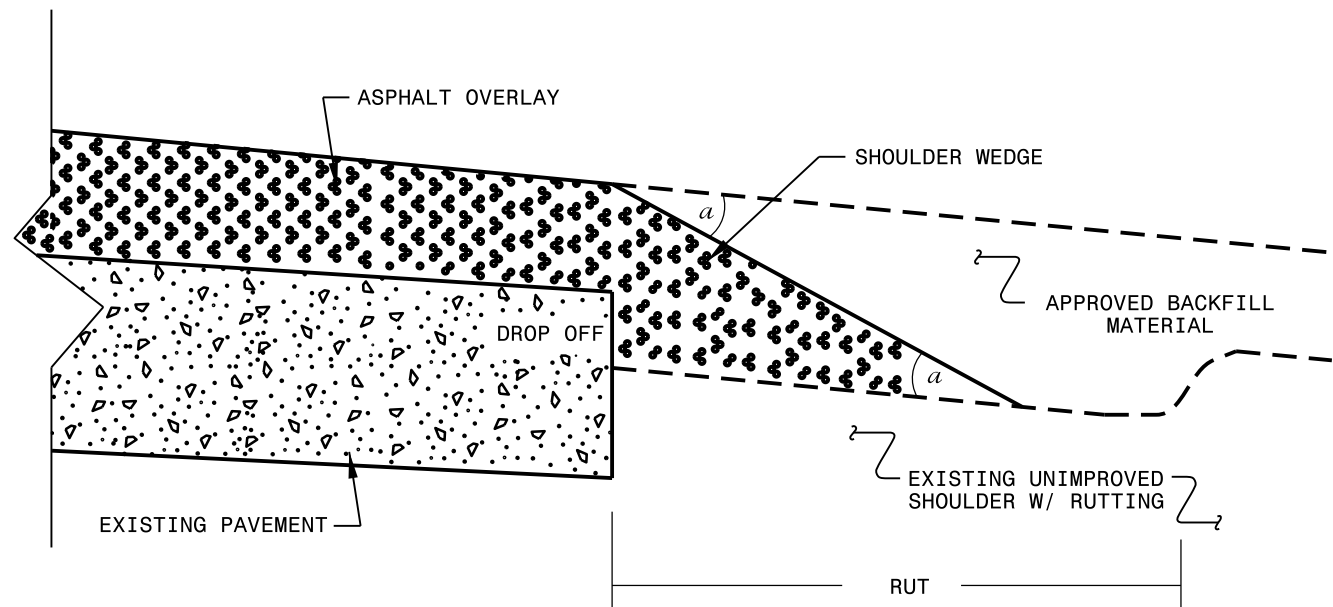
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ Widening or  
with Existing Paved Shoulder having no dropoffs)



**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ NO Widening)



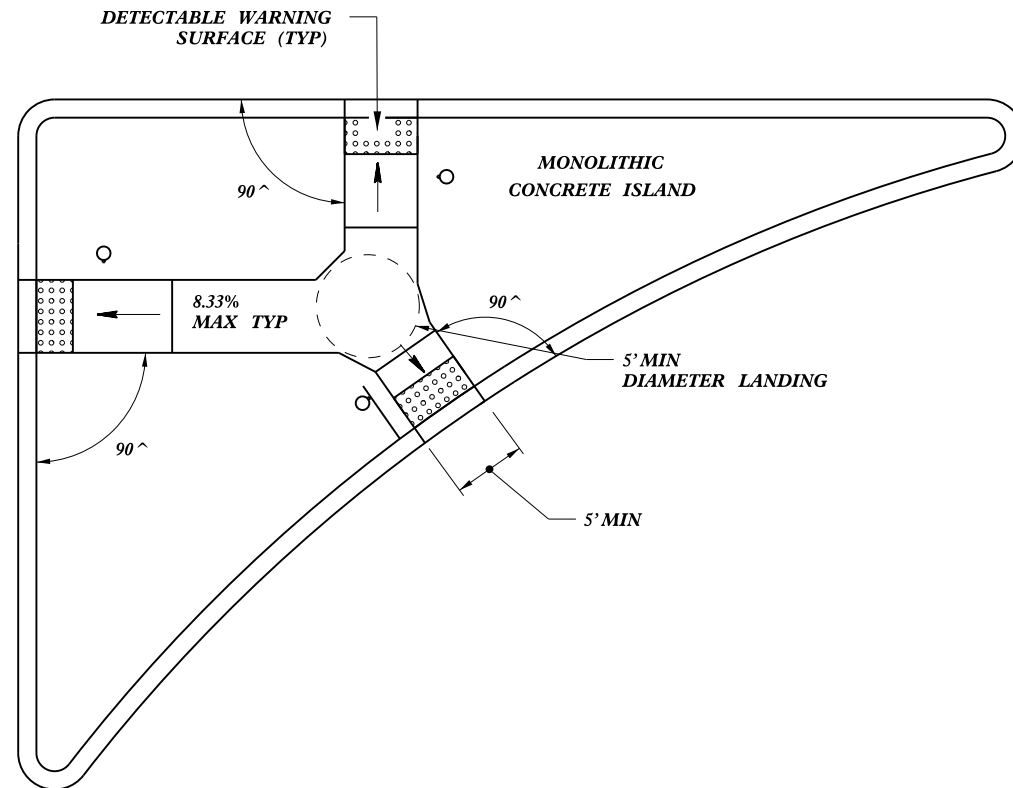
**SHOULDER WEDGE DETAIL**  
(Resurfacing Adjacent to  
Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

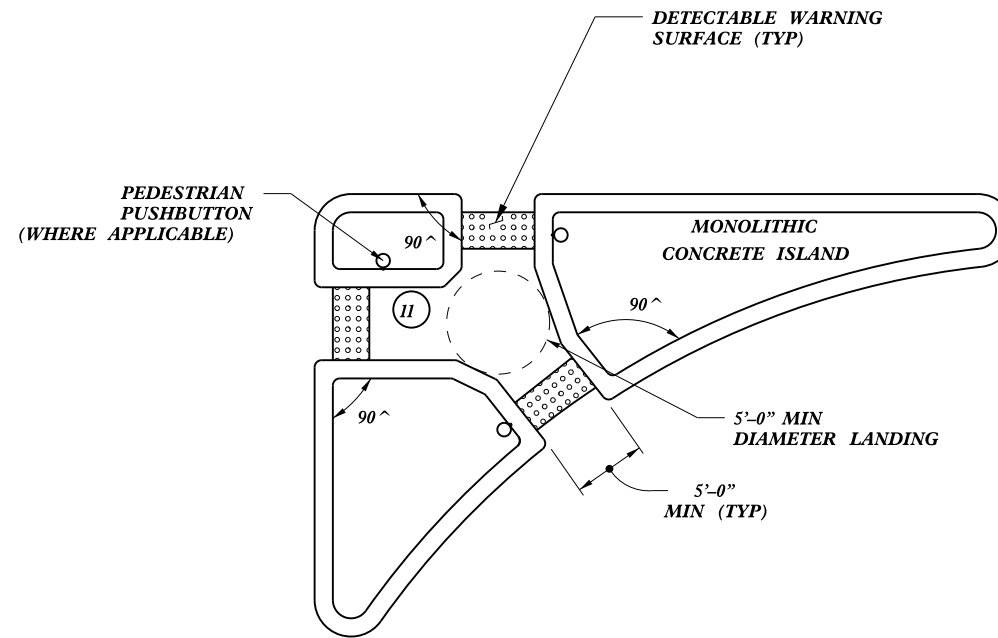
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/16/12
CHECKED BY:	DATE:
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn	

SYSTEMS DESIGN  
USER NAME

5/14/99  
 04-AUG-2011 09:03  
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 \$\$\$USERNAME\$\$\$



**LARGE ISLAND  
CURB RAMPS**

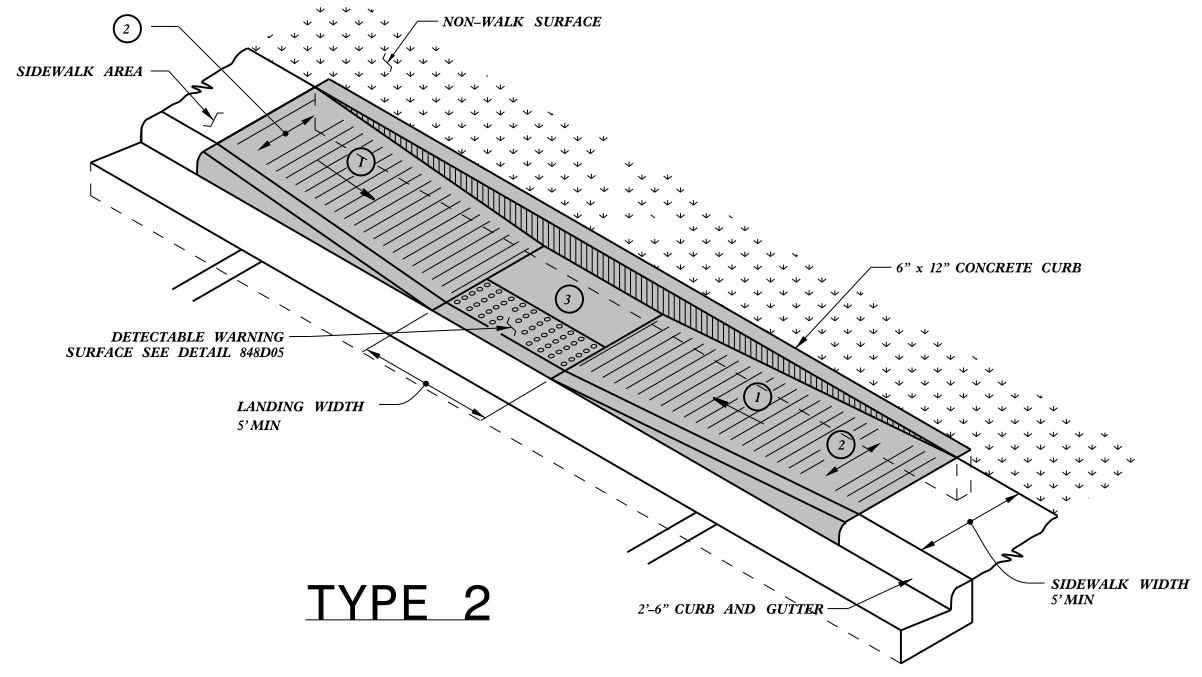


**SMALL ISLAND  
WITH CUT THROUGH**

-SEE ROADWAY DETAIL DRAWING 848D05 FOR DETECTABLE WARNING SURFACE AND FOR RAMP NOTES.

-SEE ROADWAY STANDARD DRAWING 852.01 FOR CONCRETE ISLAND DIMENSIONS.

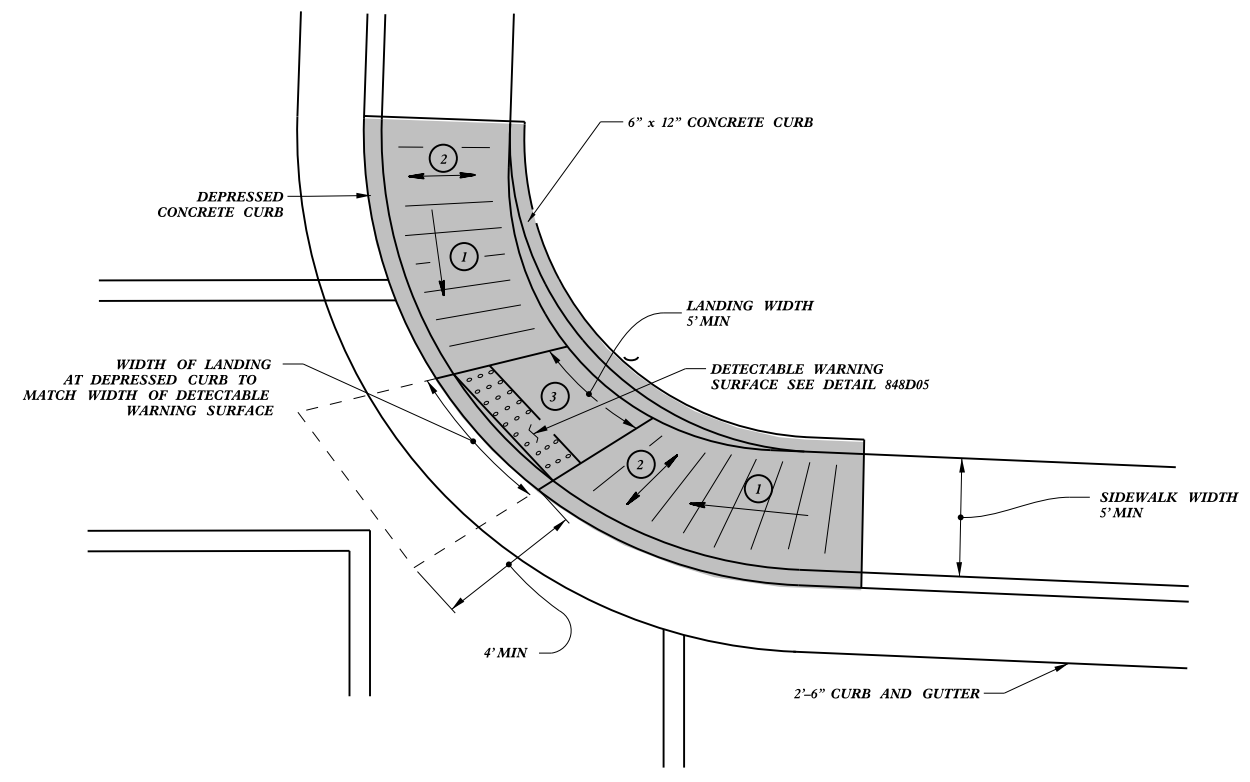
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950 FAX 919-250-4119	
<b>CURB RAMPS</b>	
Median or Turn Lane Islands	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY: _____	DATE: _____
CHECKED BY: _____	DATE: _____
FILE SPEC. :stds/2012CurbRamp/CurbRampDetails.dgn	



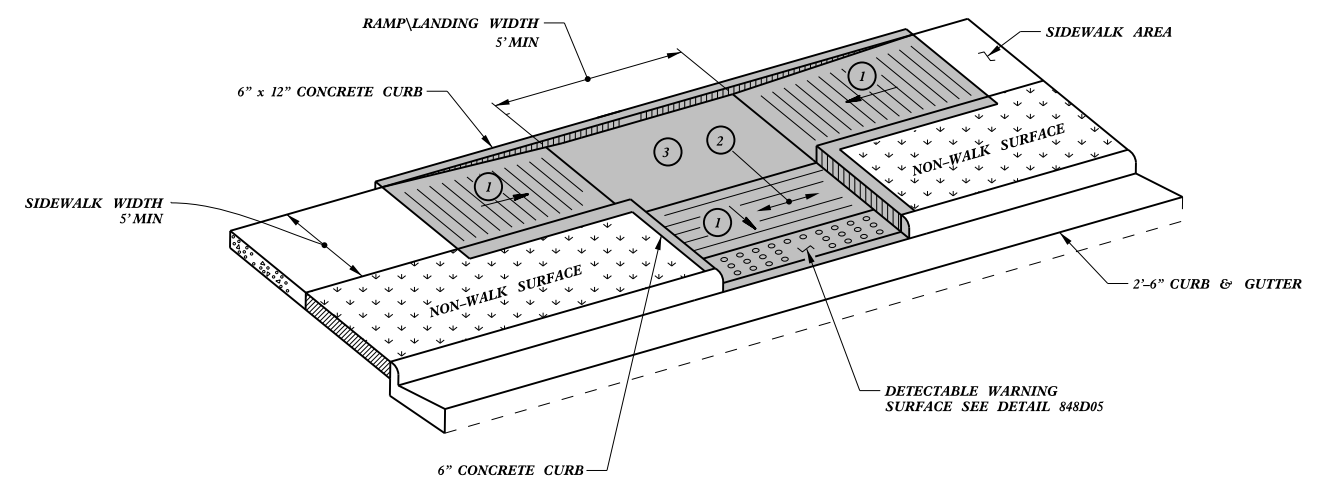
**TYPE 2**

PAY LIMITS FOR CURB RAMP

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



**TYPE 2A**

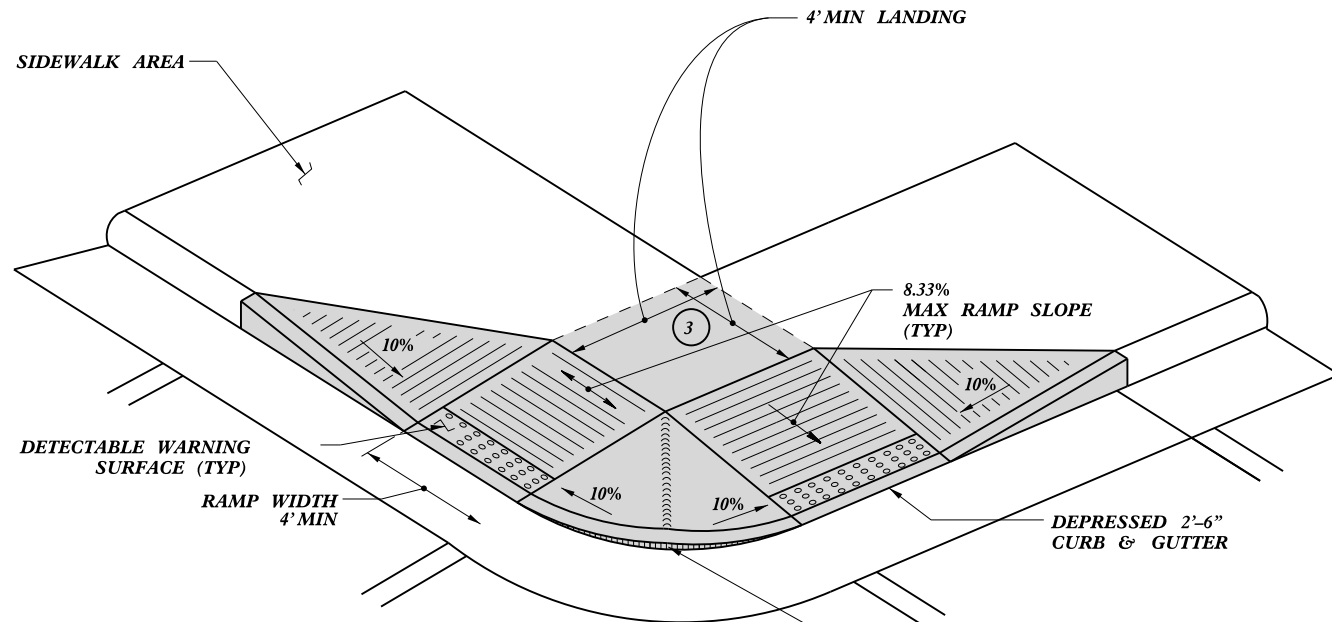


**TYPE 3**

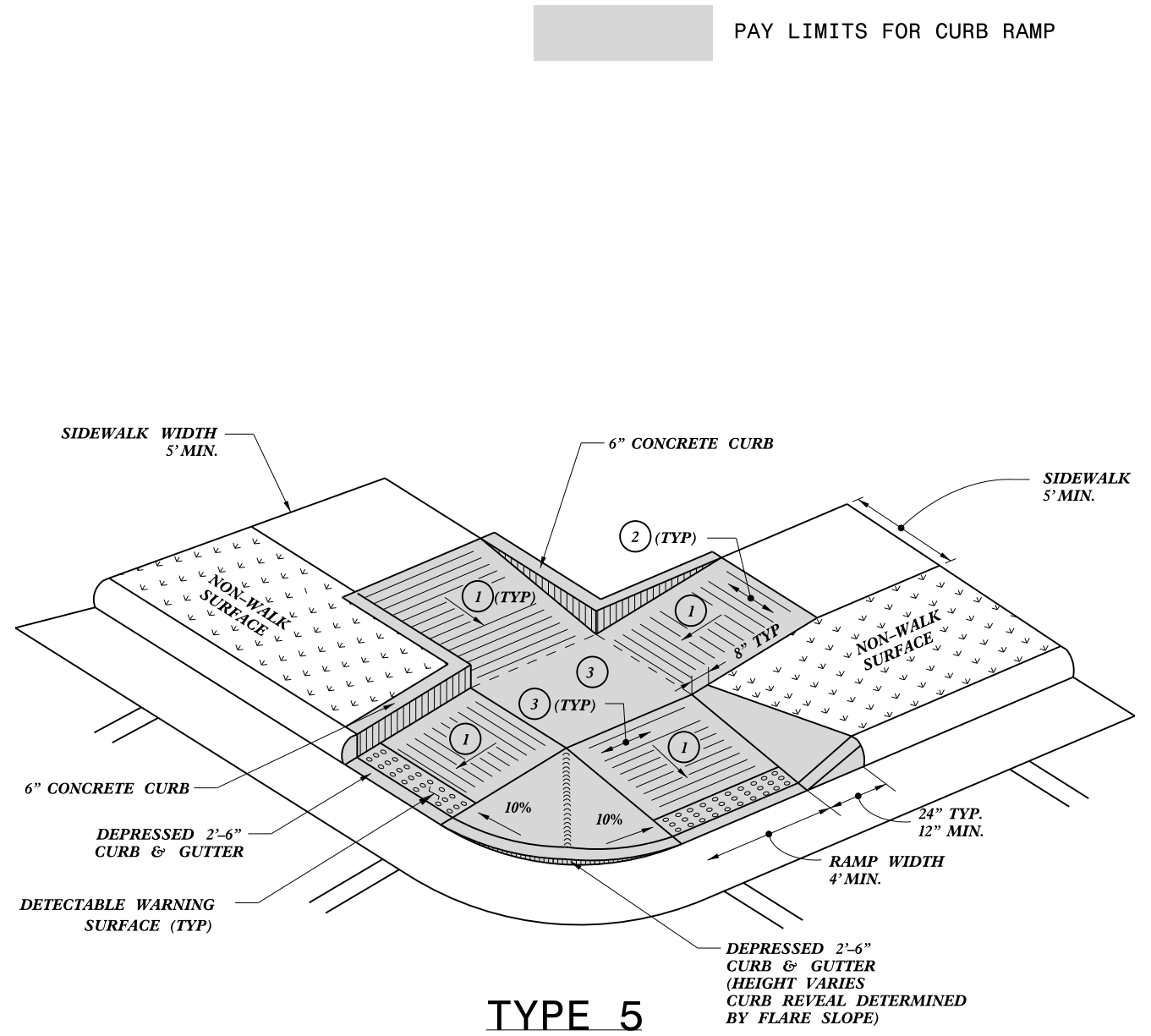
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950 FAX 919-250-4119	
<b>CURB RAMPS</b>	
Parallel Ramps	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dwg	

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

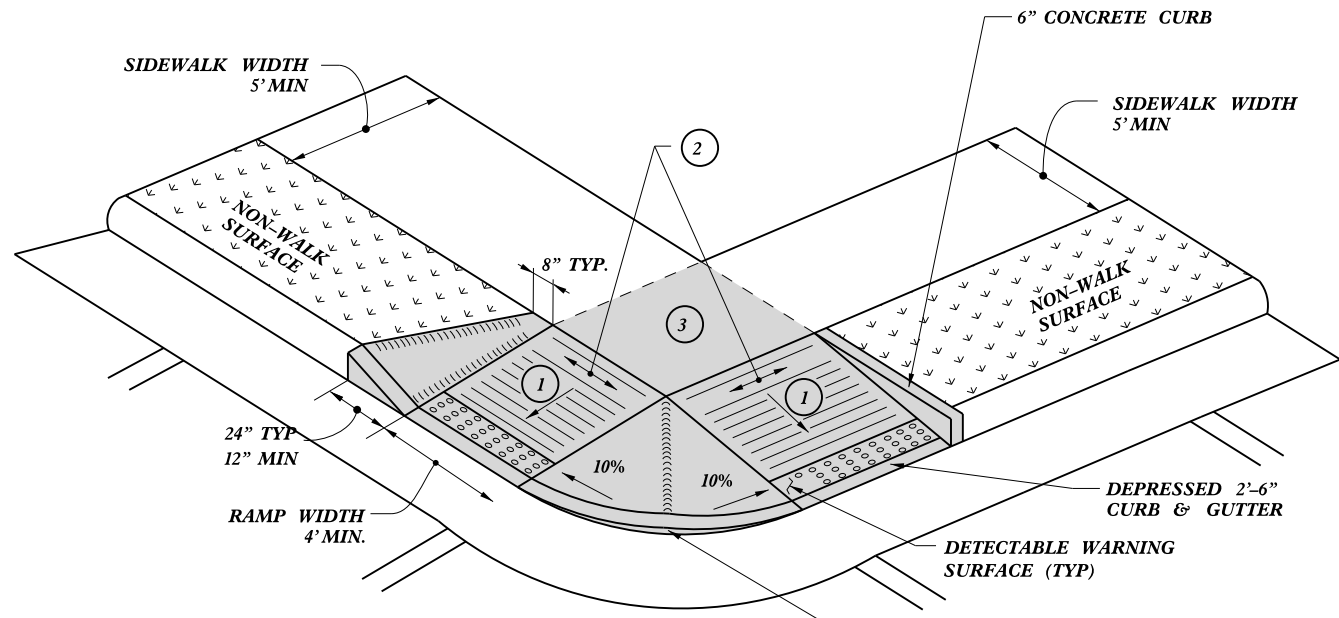
I:\SEP-2011\08\04 Standard Drawings\2012 Standard Drawings\2012 Curb Ramp Special Details\Curb Ramp Details.dgn



**TYPE 4**



**TYPE 5**



**TYPE 4A**

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

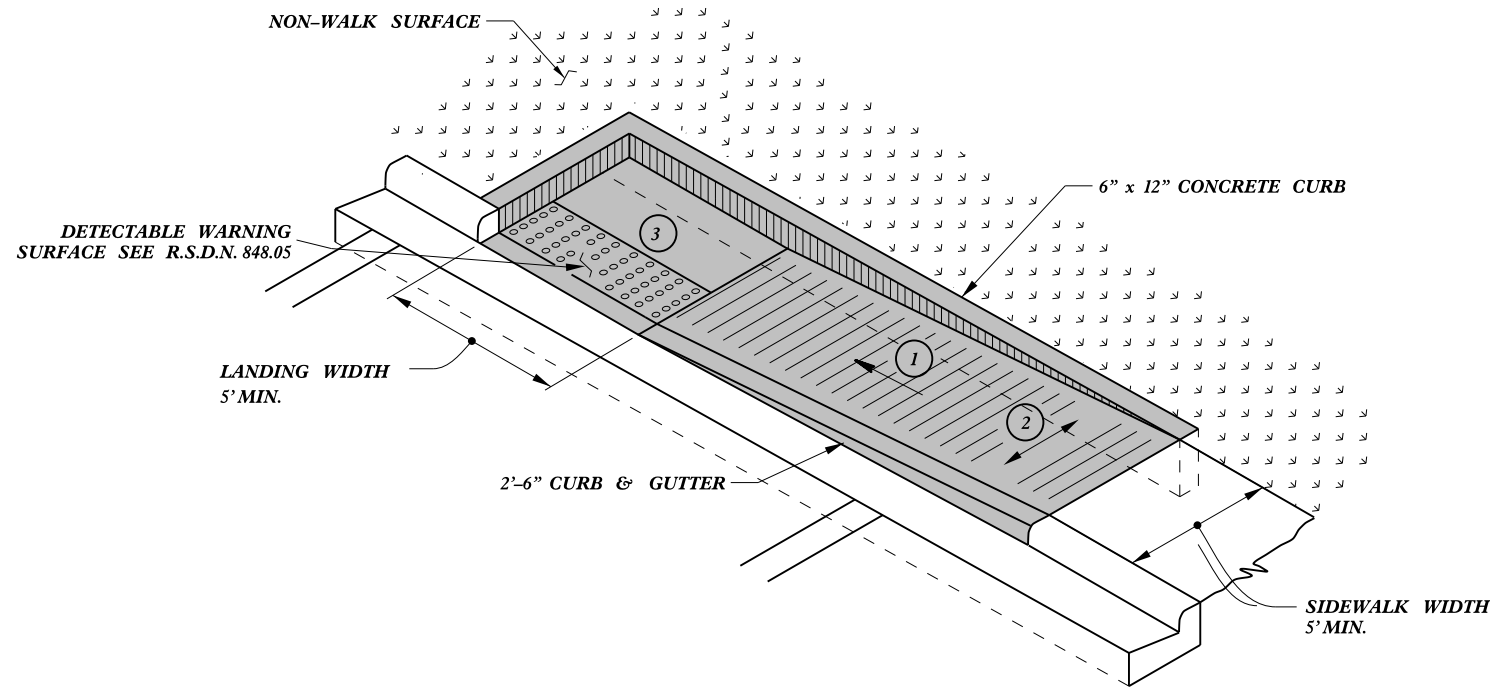
PAY LIMITS FOR CURB RAMP

I6-SEP-2011/5:06 PM J.S. Howerton\Standard Drawings\2012 Standard Drawings\Curb Ramp Special Details\Curb Ramp Details.dgn

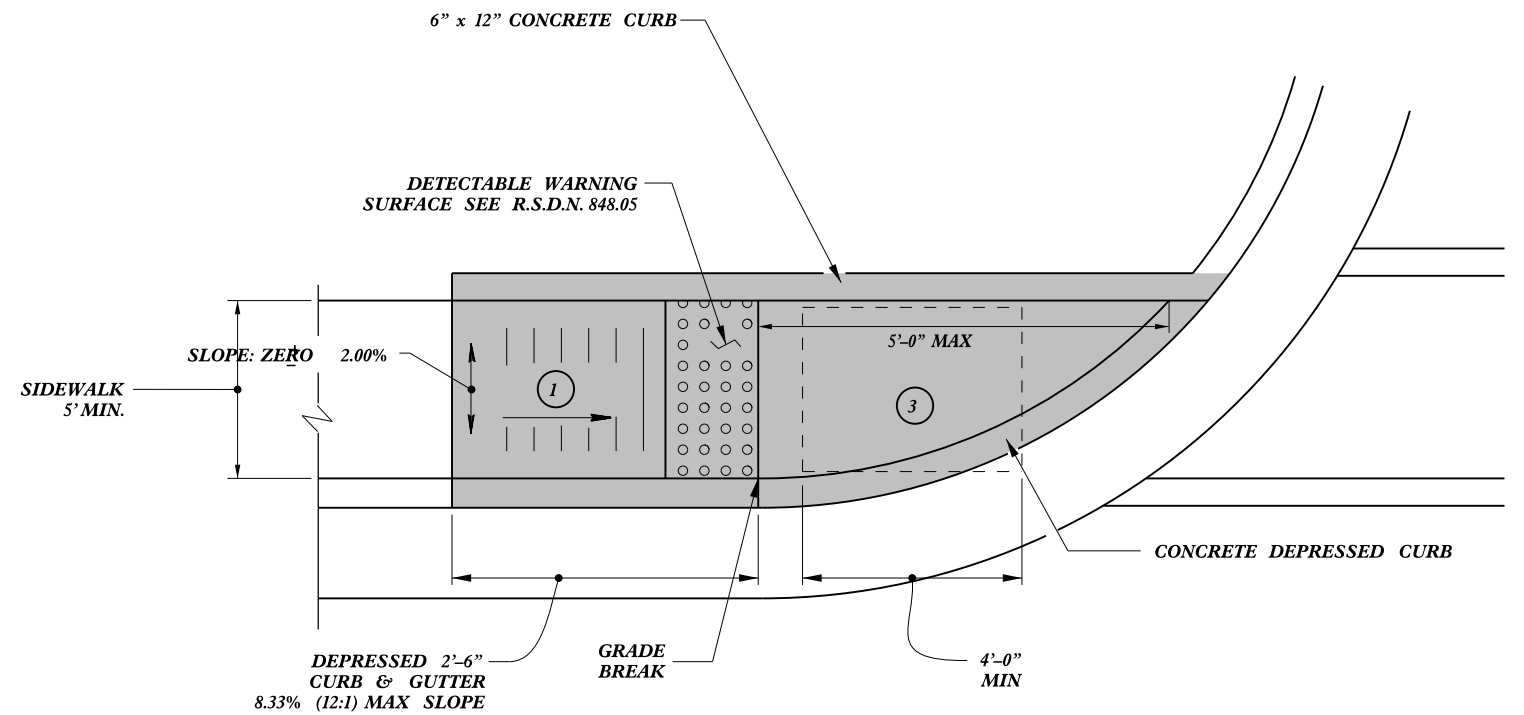
REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>CURB RAMPS</b>	
Shared Landing	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn	





**TYPE 1A**



**TYPE 1**

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

**PAY LIMITS FOR CURB RAMP**

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>CURB RAMPS</b>	
Directional Ramps	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC. :stds/2012CurbRamp/CurbRampDetails.dgn	

14-SEP-2011 08:03 S:\Contracts\2012\Standard Drawings\2012 Curb Ramp Special Details\Curb Ramp Details.dgn jhowerton AT CS0237501

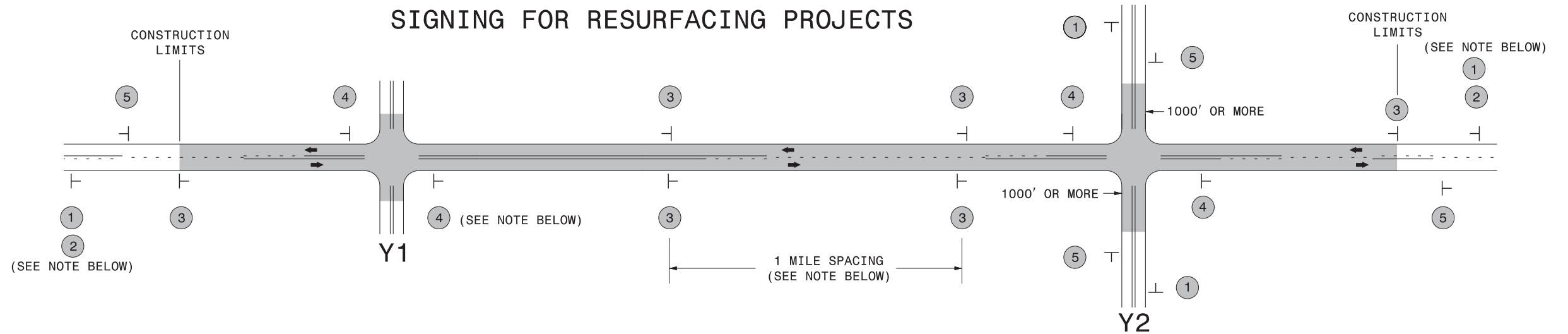
PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.13.02.10121.1, 2016CPT.13.02.20121.1, 2016CPT.13.02.20122.1	17	

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TON	SHOULDER RECONSTRUCTION SMI	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 1-1/2" DEPTH SY	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE S9.5A TON	ASPHALT CONC SURFACE COURSE, TYPE S4.75A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ASPHALT SURFACE TREATMENT, DOUBLE SEAL SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	RETROFIT EXISTING CURB RAMP EA	CONCRETE CURB RAMP EA	ADJUSTMENT OF DROP INLET EA	ADJUSTMENT OF MANHOLES EA	ADJUSTMENT OF METER BOXES OR VALVE BOXES EA
2016CPT.13.02.10121.1	Burke	1	US 70	FROM 0.14 MILES EAST OF SR 1547 TO SR 1609 (MP 21.55 - MP 23.55)		2	2WU	NO	NO	2	24	100	4.00		390	910	2,616			157	100				2		2	4
		2	US 70	FROM SR 1609 TO SR 1620 (MP 23.55 - MP 24.13)		1	2WU	NO	NO	0.58	26	29	1.16			250	821			49	100							
		3	US 70	FROM SR 1620 TO SR 1675 (MP 24.13 - MP 26.13)		1	2WU	NO	NO	2	26	100	4.00			800	2,832			170	100						1	2
		4	US 70	FROM SR 1675 TO 0.26 MILES EAST OF 1771 (MP 26.13 - MP 28.13)		1	2WU	NO	NO	2	26	100	4.00			1,000	2,832			170	100					1		1
		5	US 70	FROM 0.26 MILES EAST OF SR 1771 TO SR 1890 (MP 28.13 - MP 29.21)		1	2WU	NO	NO	1.08	26	54	2.16			1,750	1,529			92	100							
		6	US 64	FROM I-40 TO SR 2013 (MP 11.98 - MP 12.28)		3	MU	NO	NO	0.3	60				11,675		978			59	100							6
		7	US 70	FROM SR 1890 TO CATAWBA COUNTY LINE (MP 29.21 - MP 29.52)		1	MU	NO	NO	0.31	60	16	0.62			900	1,010			61	25				2			1
<b>TOTAL FOR PROJ NO. 2016CPT.13.02.10121.1</b>										<b>8.27</b>		<b>399</b>	<b>15.94</b>	<b>11,675</b>	<b>390</b>	<b>5,610</b>	<b>12,618</b>			<b>758</b>	<b>625</b>				<b>4</b>	<b>1</b>	<b>3</b>	<b>14</b>
2016CPT.13.02.20121.1	Burke	8	SR 1571	FROM SR 1443 TO EOM (MP 0.00 - MP 0.42)		4	2WU	NO	NO	0.42	28					312	640			38	425							
		9	SR 1704	FROM NC 18 TO BETHEL RD (MP 0.00 - MP 0.56)		5	2WU	NO	NO	0.56	20			6,571			600			40	325			12			12	1
		10	SR 1704	FROM BETHEL RD TO I-40 (MP 0.56 - MP 2.75)		6	2WU	NO	NO	2.19	20	110					2,346			157	1,150						2	4
		11	SR 2209	FROM SR 1501 TO EOM (MP 0.00 - MP 0.93)		4	2WU	NO	NO	0.93	20	47			444	1,015				61	500							
		12	SR 1423	FROM SR 1440 TO US 64 (MP 6.52 - MP 8.96)		6	2WU	NO	NO	2.44	18	122					2,355			158	500							
		13	SR 2536	FROM SR 1713 TO CUL-DE-SAC (MP 0.00 - MP 0.12)		7	2WU	NO	NO	0.12	20						86			6	100							2
		14	SR 1503	FROM US 64 TO EOM (MP 0.00 - MP 0.31)		7	2WU	NO	NO	0.31	17						188			13	100							1
		15	SR 1870	FROM SR 1865 TO EOM (MP 0.00 - MP 0.10)		7	2WU	NO	NO	0.1	17						61			4	50							
		16	SR 1436	FROM NC 18 TO NC 18 (MP 0.00 - MP 0.21)		7	2WU	NO	NO	0.21	16						120			8	10							
		17	SR 1894	FROM SR 1713 TO DEAD END (MP 0.00 - MP 0.42)		7	2WU	NO	NO	0.42	20						299			20	20							1
		18	SR 1895	FROM DEAD END TO DEAD END (MP 0.00 - MP 0.55)		7	2WU	NO	NO	0.55	20						392			26	150							
		19	SR 1565	FROM SR 1525 TO DEAD END (MP 0.00 - MP 0.10)		7	2WU	NO	NO	0.1	16						57			4	20							
		20	SR 2202	FROM SR 1525 TO EOM (MP 0.00 - MP 0.05)		8	2WU	NO	NO	0.05	18										5	528	295					
		21	SR 2203	FROM SR 1522 TO EOM (MP 0.00 - MP 0.04)		8	2WU	NO	NO	0.04	12										5	282	160					
		22	SR 2204	FROM SR 1522 TO EOM (MP 0.00 - MP 0.03)		8	2WU	NO	NO	0.03	12										5	211	120					
		23	SR 2018	FROM SR 1949 TO DEAD END (MP 0.00 - MP 0.09)		7	2WU	NO	NO	0.09	22							71			5	35					1	5
		24	SR 1971	FROM US 64 TO EOM (MP 0.00 - MP 1.10)		7	2WU	NO	NO	1.1	18						706			47	100							
		25	SR 1985	FROM US 64 TO EOM (MP 0.00 - MP 0.28)		7	2WU	NO	NO	0.28	16						160			11	70							
		26	SR 1947	FROM SR 1949 TO EOP (MP 0.00 - MP 0.18)		7	2WU	NO	NO	0.18	18						116			8	20							
		27	SR 2101	FROM SR 2102 TO US 64 (MP 0.00 - MP 0.12)		7	2WU	NO	NO	0.12	18						77			5	10							
		28	SR 2102	FROM US 64 TO SR 1112 (MP 0.00 - MP 0.37)		7	2WU	NO	NO	0.37	18						237			16	150							
		29	SR 1112	FROM US 64 TO SR 1102 (MP 0.65 - MP 2.18)		6	2WU	NO	NO	1.53	18	77					1,476			99	350							
		30	SR 1950	FROM SR 1940 TO DEAD END (MP 0.00 - MP 0.72)		7	2WU	NO	NO	0.72	20						513			34	70							
		31	SR 1999	FROM SR 1940 TO DEAD END (MP 0.00 - MP 0.84)		7	2WU	NO	NO	0.84	20						599			40	200							
		32	SR 1113	FROM SR 1149 TO SR 1102 (MP 0.00 - MP 1.63)		6	2WU	NO	NO	1.63	18	82					1,573			105	300							
		33	SR 1230	FROM SR 1228 TO SR 1223 (MP 0.00 - MP 1.94)			2WU	NO	NO	1.94	18										100							
		34	SR 1614	FROM SR 1608 TO SR 1611 (MP 0.00 - MP 1.35)			2WU	NO	NO	1.35	18										125							
		35	SR 1512	FROM SR 1443 TO SR 1501 (MP 0.00 - MP 2.24)		6	2WU	NO	NO	2.24	20	112					2,400			161	525							2
		36	SR 1856	FROM SR 1523 TO EOM (MP 0.00 - MP 0.21)		7	2WU	NO	NO	0.21	18						135			9	30							
		37	SR 1585	FROM SR 1523 TO DEAD END (MP 0.00 - MP 0.20)		7	2WU	NO	NO	0.2	18						128			9	30							
		38	SR 2128	FROM SR 1124 TO CUL-DE-SAC (MP 0.00 - MP 0.16)			2WU	NO	NO	0.16	18										170							
		39	SR 1520	FROM US 70 TO DEAD END (MP 0.00 - MP 0.46)		7	2WU	NO	NO	0.46	18						295			20	40							
		40	SR 1591	FROM SR 1520 TO NEW PAVEMENT (MP 0.00 - MP 0.17)		7	2WU	NO	NO	0.17	18						109			7	40							1
		41	SR 1423	FROM 1 MILE NORTH OF SR 1440 TO SR 1440 (MP 5.52 - MP 6.52)		6	2WU	NO	NO	1	18	50						965			65	125						
<b>TOTAL FOR PROJ NO. 2016CPT.13.02.20121.1</b>										<b>23.06</b>		<b>600</b>		<b>6,571</b>	<b>756</b>	<b>1,655</b>	<b>16,064</b>			<b>65</b>	<b>125</b>						<b>15</b>	<b>17</b>
2016CPT.13.02.20122.1	Burke	42	SR 1230	FROM SR 1228 TO SR 1223 (MP 0.00 - MP 1.94)		8	2WU	NO	NO	1.94	18										20,486	11,270						
		43	SR 1614	FROM SR 1608 TO SR 1611 (MP 0.00 - MP 1.35)		8	2WU	NO	NO	1.35	18											14,256	7,845					
		44	SR 2128	FROM SR 1124 TO CUL-DE-SAC (MP 0.00 - MP 0.16)		9	2WU	NO	NO	0.16	18										98	6						
<b>TOTAL FOR PROJ NO. 2016CPT.13.02.20122.1</b>										<b>3.45</b>										<b>98</b>	<b>6</b>							
<b>GRAND TOTAL</b>										<b>34.78</b>		<b>999</b>	<b>15.94</b>	<b>18,246</b>	<b>390</b>	<b>6,366</b>	<b>14,273</b>	<b>16,064</b>	<b>98</b>	<b>1,940</b>	<b>6,480</b>	<b>35,763</b>	<b>19,690</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>18</b>	<b>31</b>



# SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

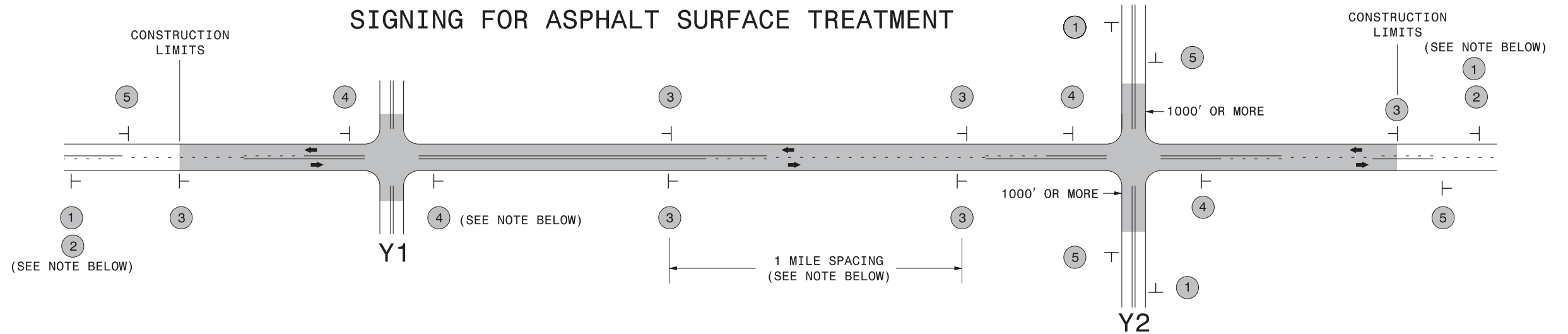
## -Y- LINE SIGNING

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.	<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, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">             W20-1            48" X 48"         </div> <div style="text-align: center;">             W20-7 A            48" X 48"         </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	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)	
	3	 SP 13107 48" X 48"	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	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.	
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

3/19/2015  
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 User:rmgarrett

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

## SIGNING FOR ASPHALT SURFACE TREATMENT

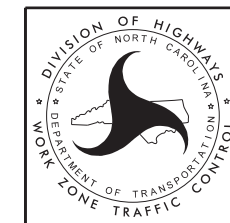


LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

### MAINLINE (-L-) SIGNING

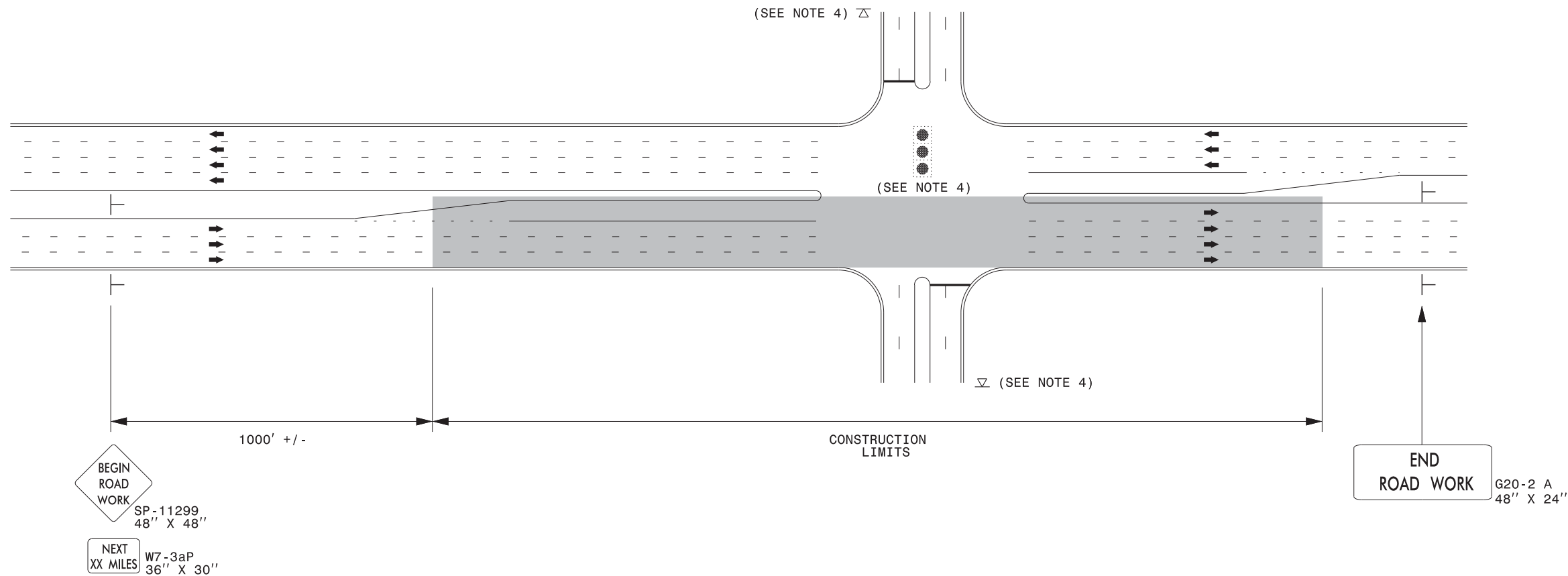
### -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2	 W20-1 48" X 48" W7-3aP 24" X 18"	<p style="text-align: center;">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 style="text-align: center;">WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">             W20-1 48" X 48"         </div> <div style="text-align: center;">             W20-7 A 48" X 48"         </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
3	 W8-7 48" X 48" SP 48" X 48"	<p style="text-align: center;">ALTERNATE THE FOLLOWING TWO SIGNS:</p> <p style="text-align: center;">STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</p> <p style="text-align: center;">PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>
4	 SP 13106 48" X 48"	<p style="text-align: center;">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.</p>
5	 G20-2 A 48" X 24"	<p style="text-align: center;">PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>



**ADVANCE WARNING SIGNS  
FOR  
ASPHALT SURFACE TREATMENTS  
2 LANE ROADWAYS**

## URBAN / SUBURBAN WORKZONES

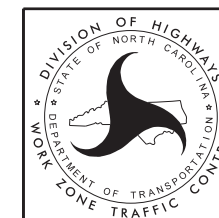


### NOTES:

- 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**