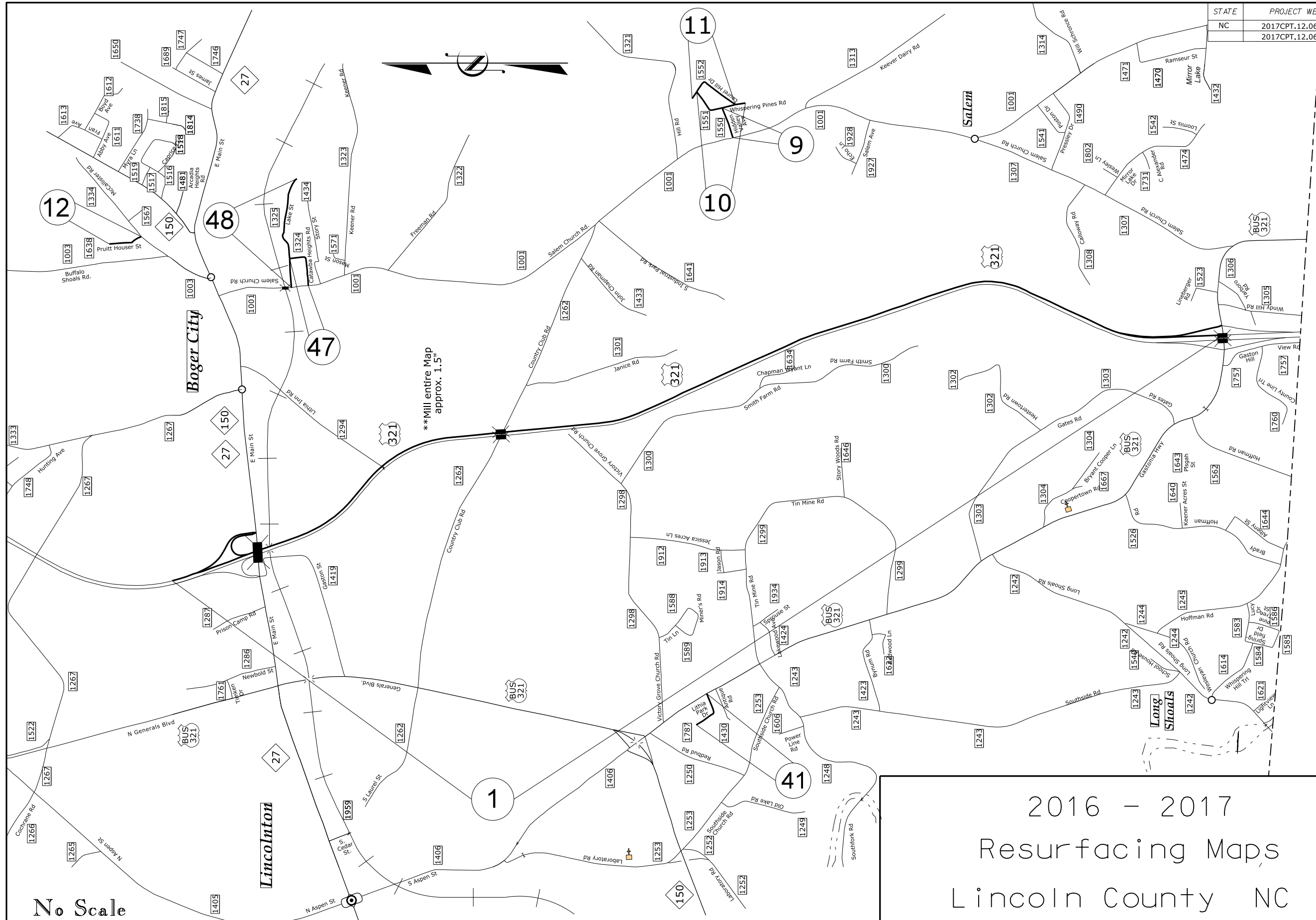


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with their signature on that page.**

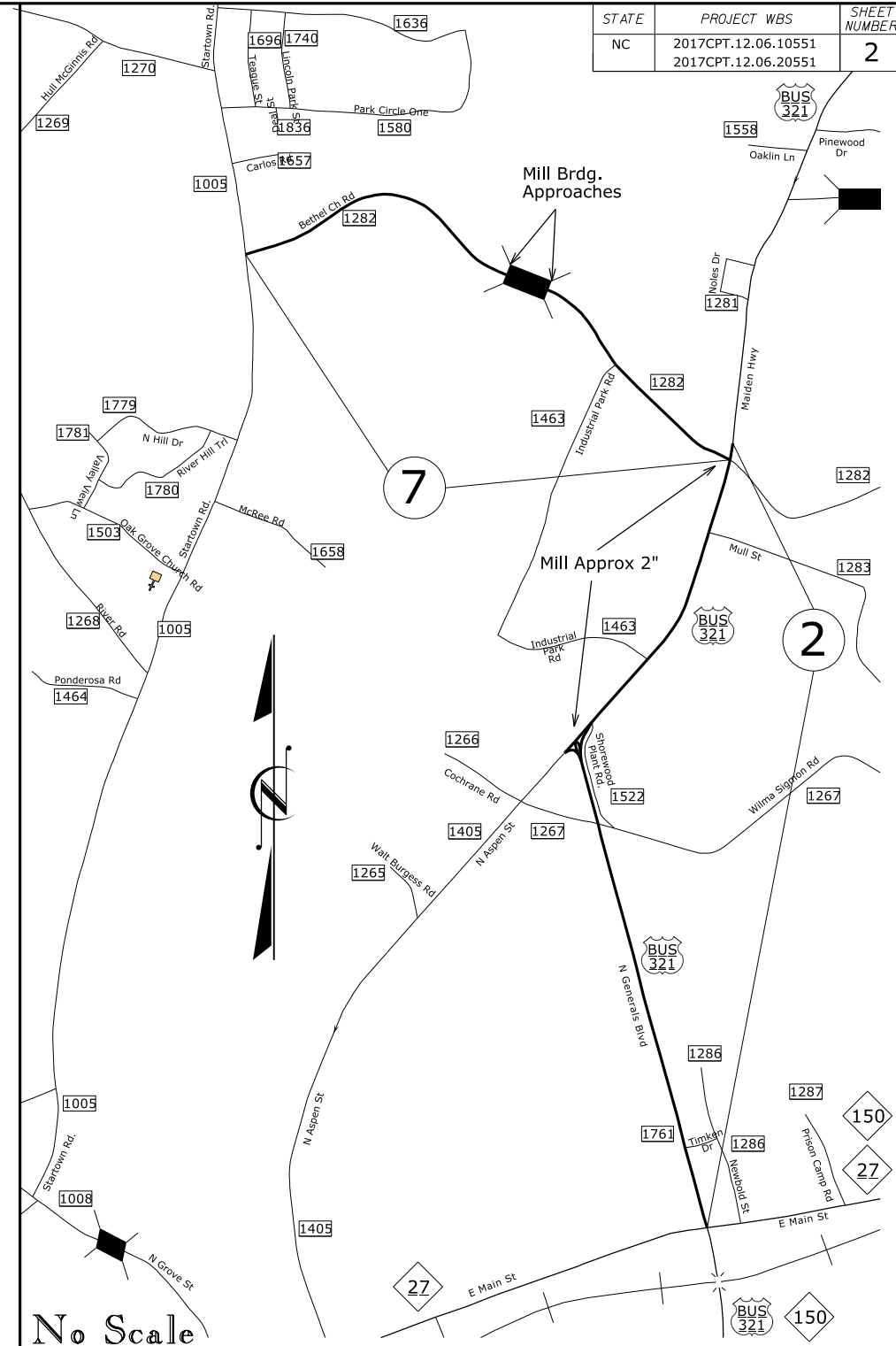
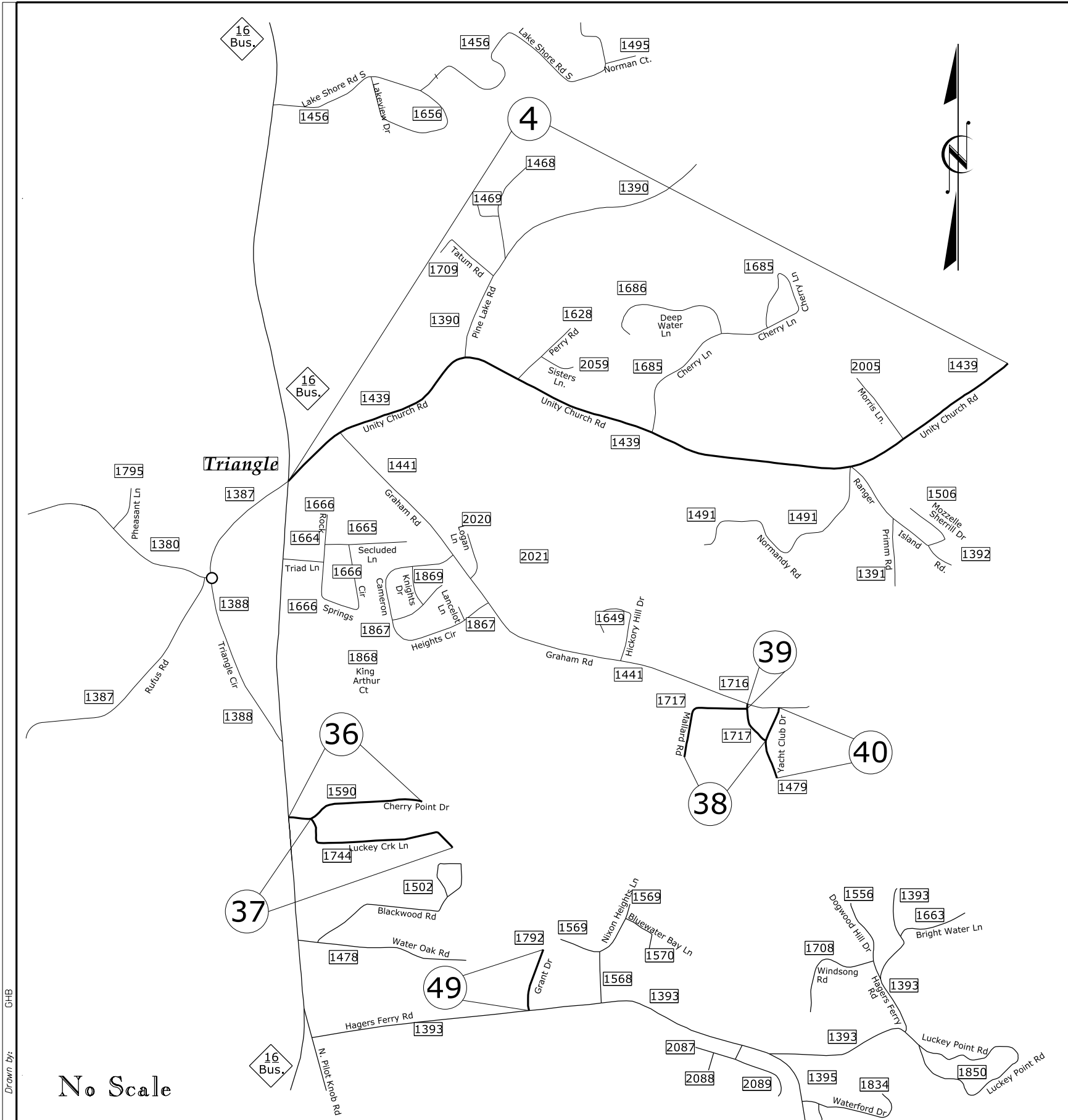
**This file or an individual page
shall not be considered a certified document.**

STATE	PROJECT WBS	SHEET NUMBER
NC	2017CPT.12.06.10551	1
	2017CPT.12.06.20551	



Gaston County

2016 - 2017
Resurfacing Maps
Lincoln County NC

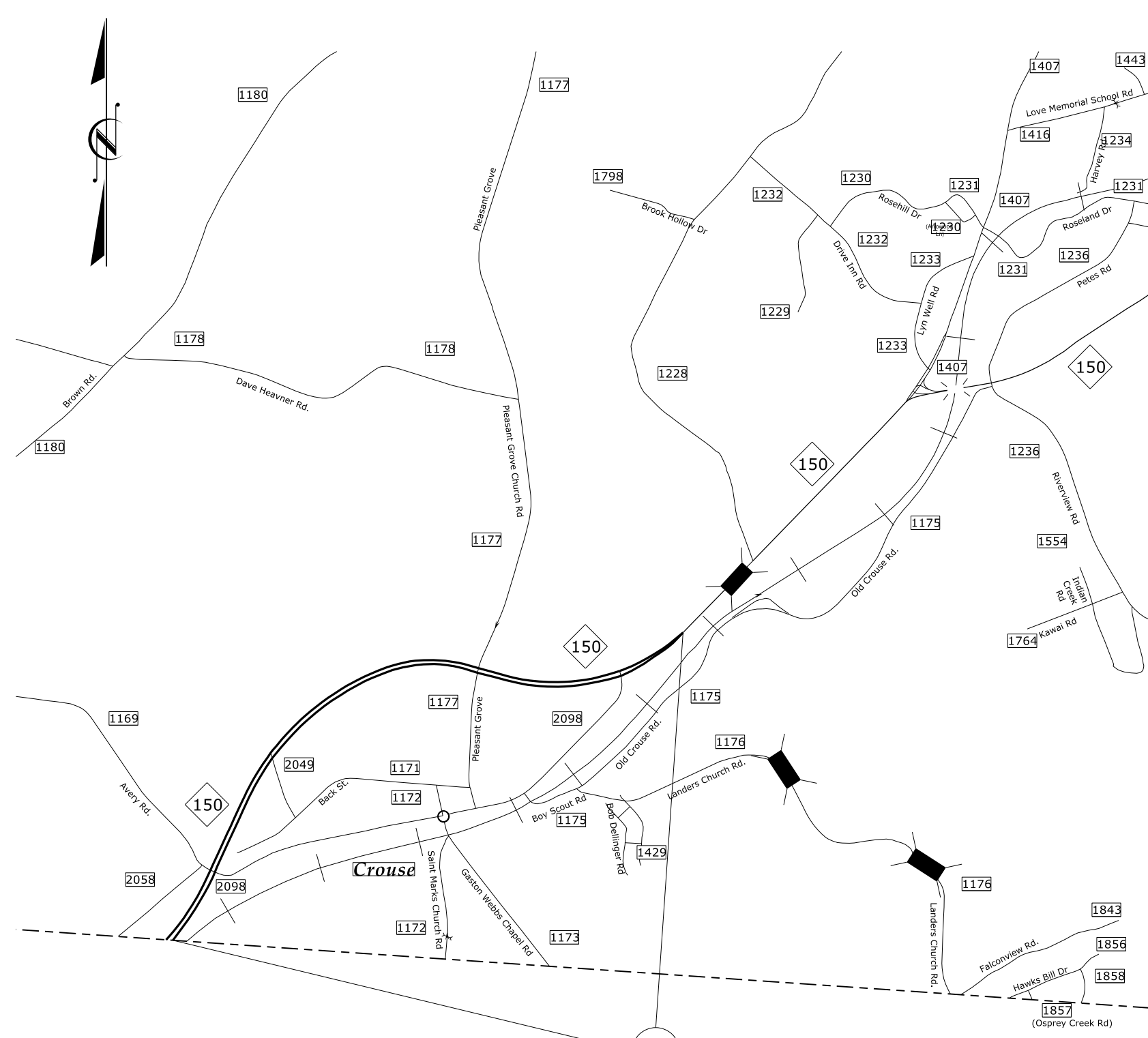


2016 - 2017
Resurfacing Maps
Lincoln County NC

No Scale

No Scale

STATE	PROJECT WBS	SHEET NUMBER
NC	2017CPT.12.06.10551 2017CPT.12.06.20551	3

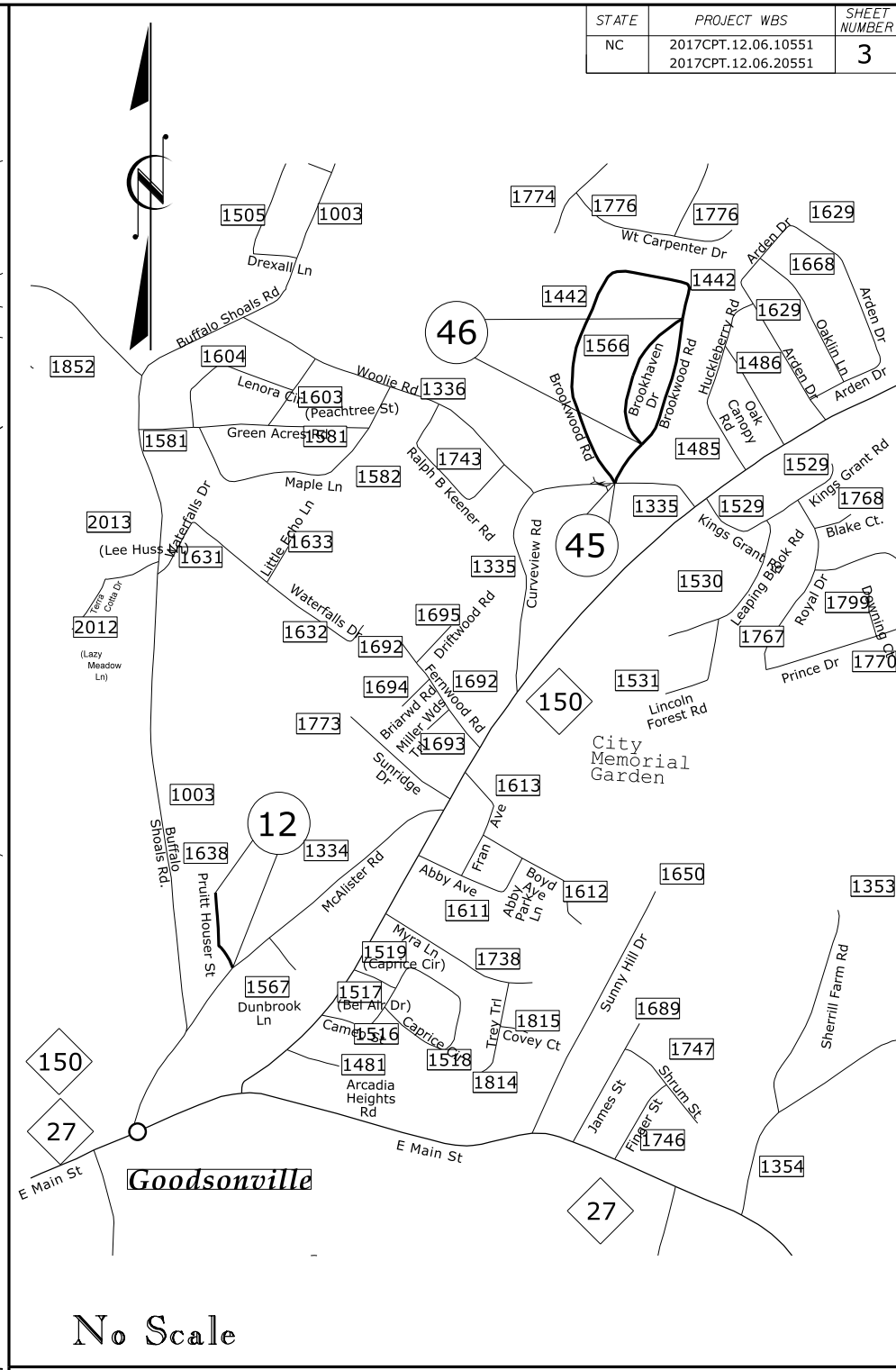


Gaston County

3

No Scale

Drawn by: GHB

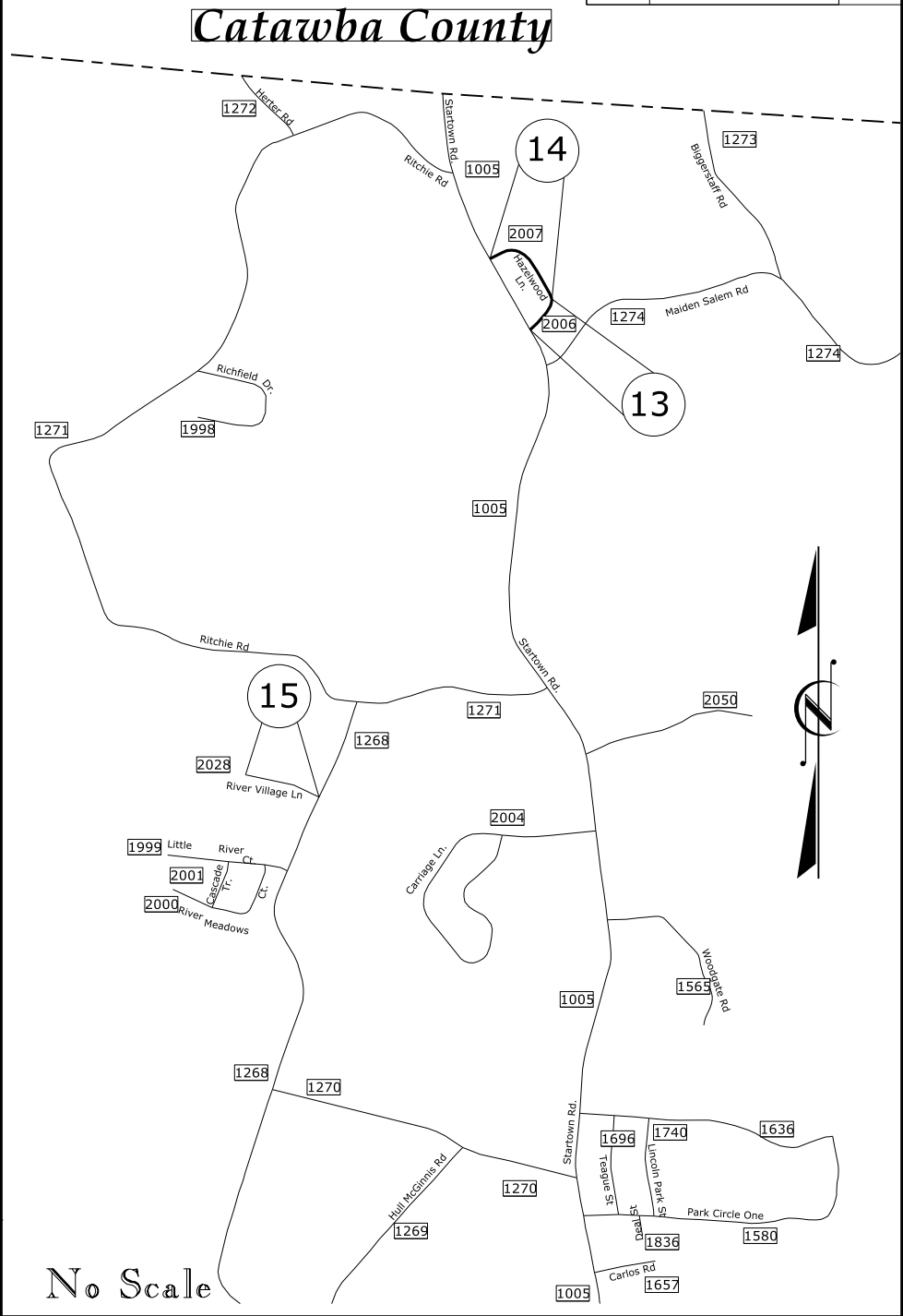
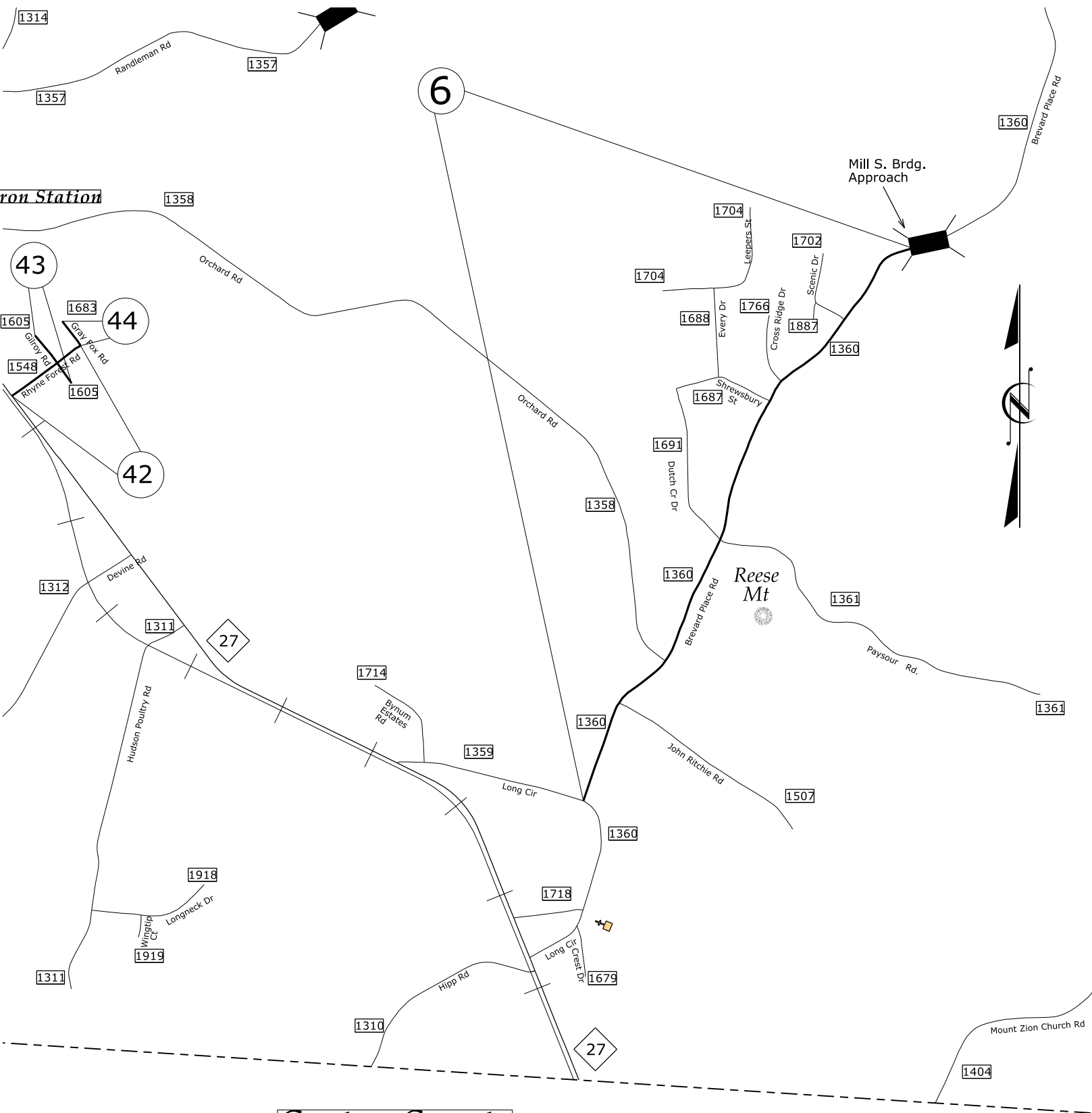


No Scale

2016 - 2017
Resurfacing Maps
Lincoln County NC

Goodsonville

STATE	PROJECT WBS	SHEET NUMBER
NC	2017CPT.12.06.10551 2017CPT.12.06.20551	5



Drawn by: GHB

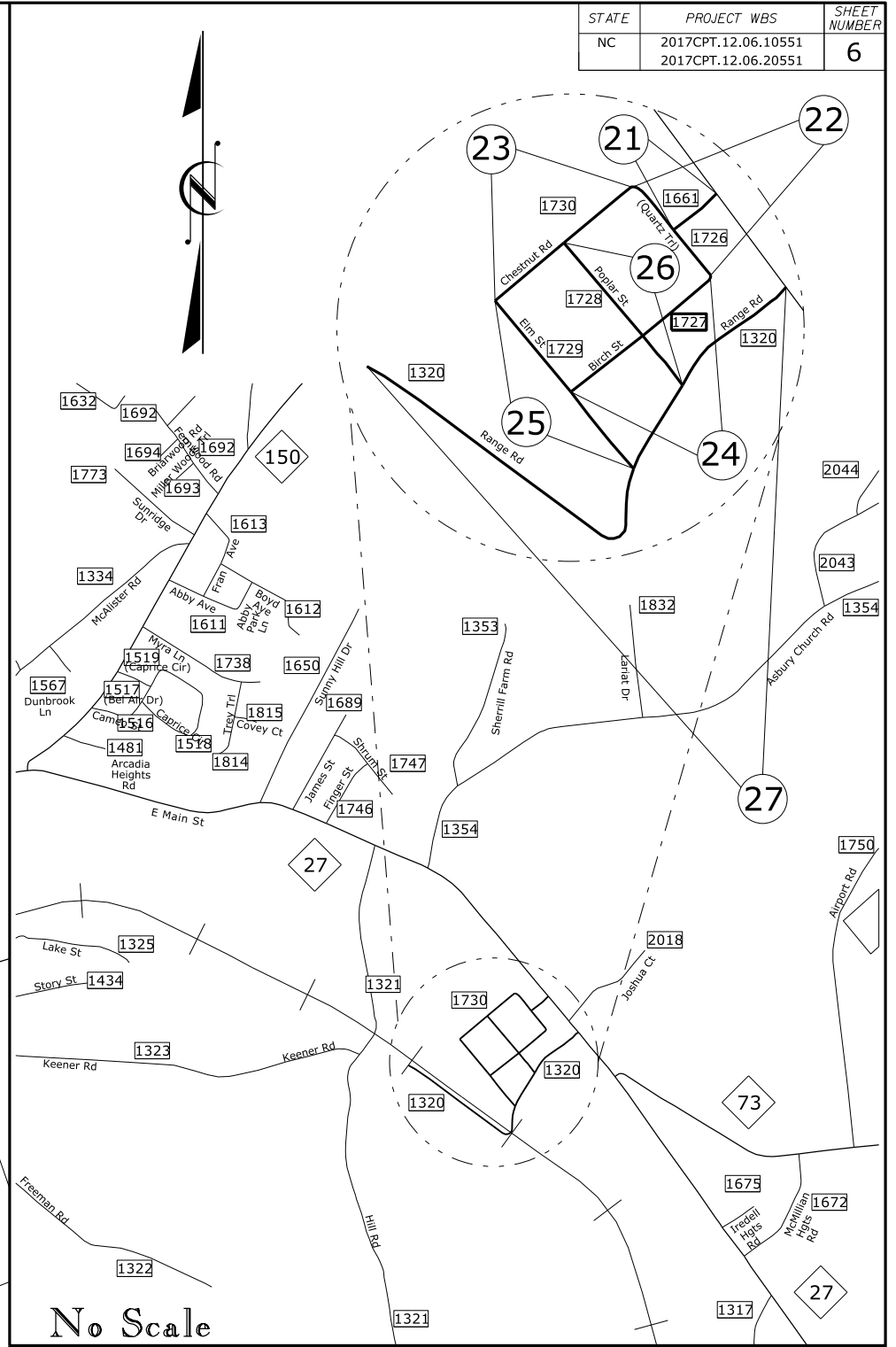
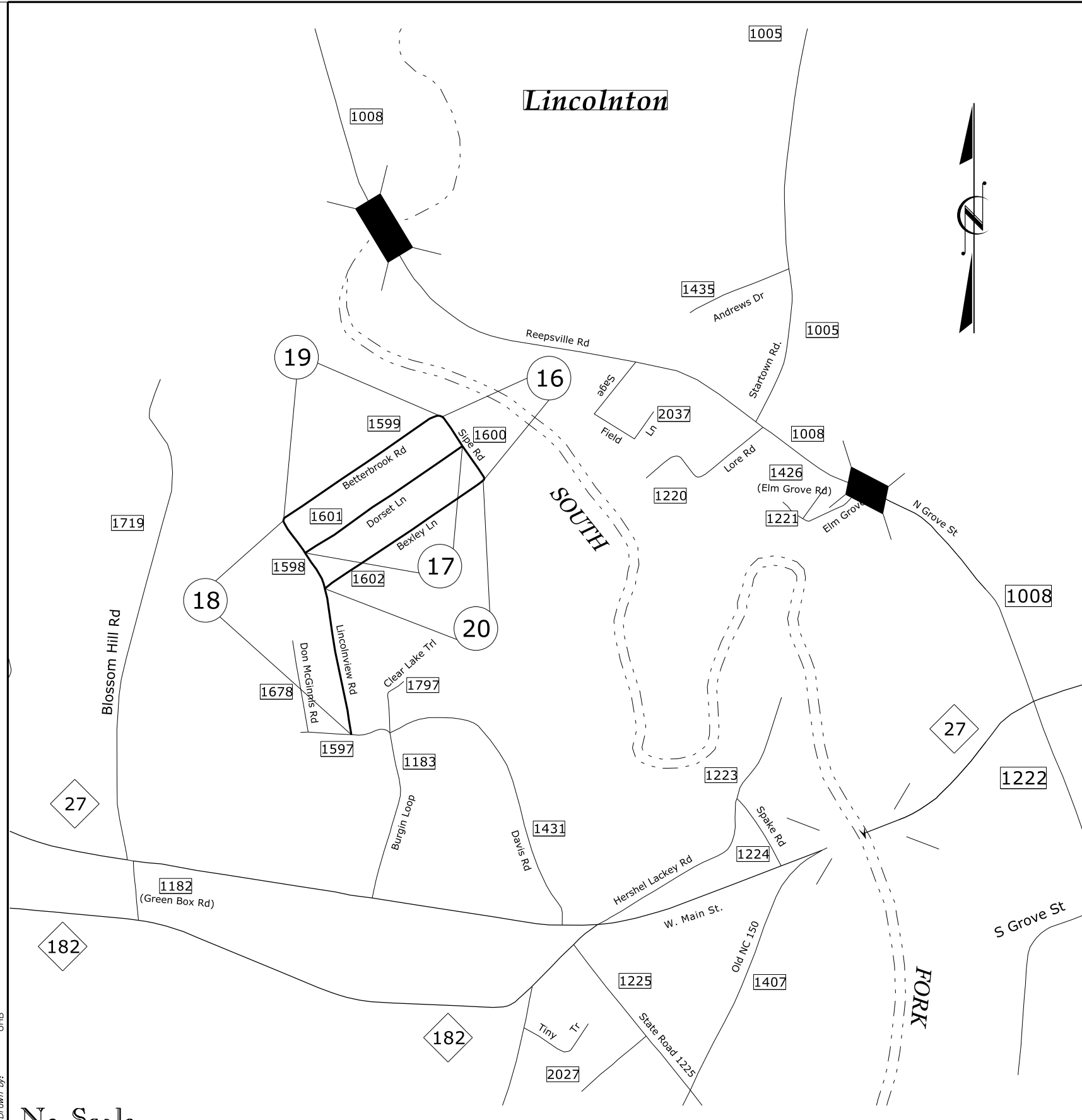
Gaston County

No Scale

No Scale

2016 - 2017
Resurfacing Maps
Lincoln County NC

STATE	PROJECT WBS	SHEET NUMBER
NC	2017CPT.12.06.10551 2017CPT.12.06.20551	6



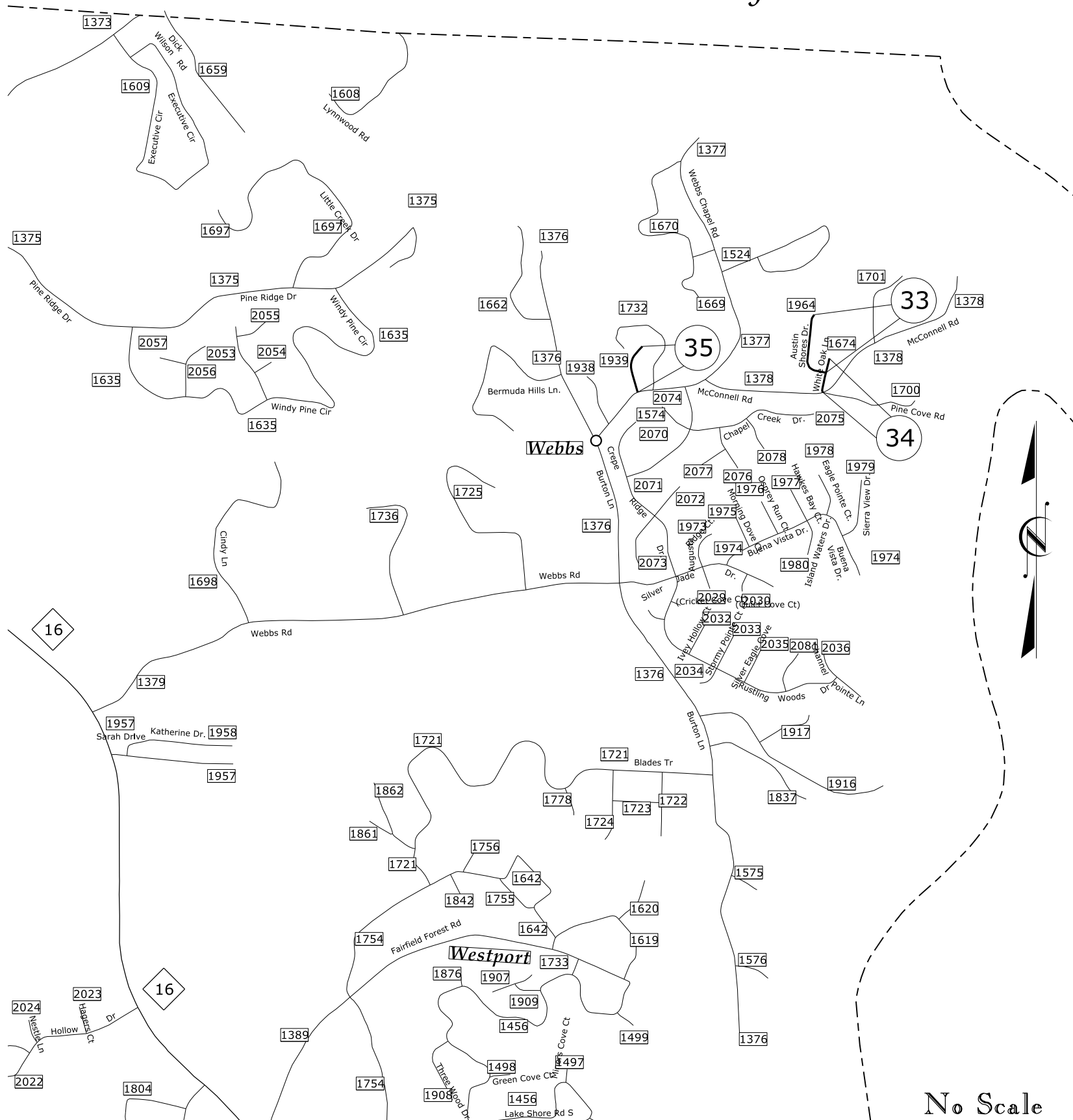
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2016 - 2017
Resurfacing Maps
Lincoln County NC

Drawn by: GHB

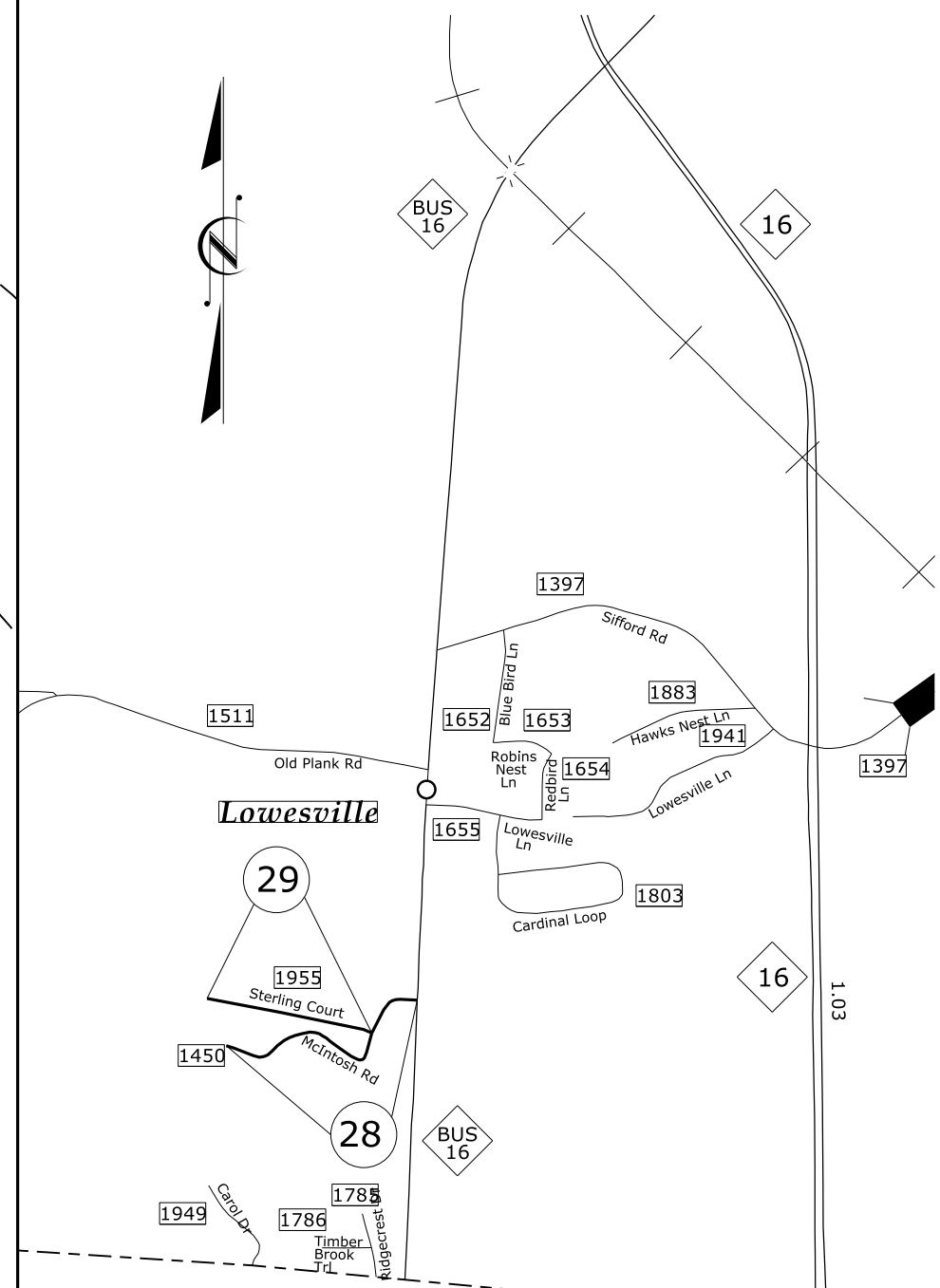
No Scale

Catawba County



No Scale

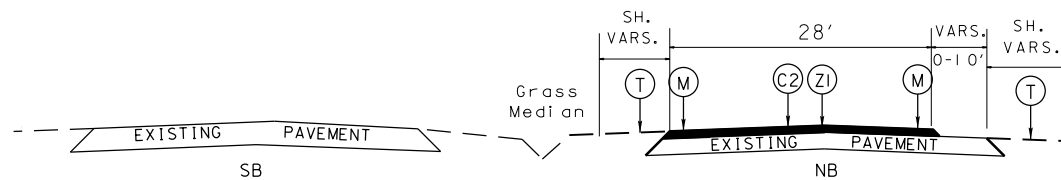
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NC	2017CPT.12.06.10551 2017CPT.12.06.20551	7



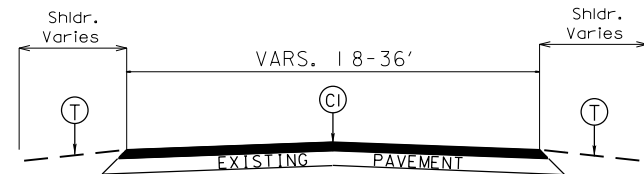
Gaston County

No Scale

2016 - 2017
Resurfacing Maps
Lincoln County NC

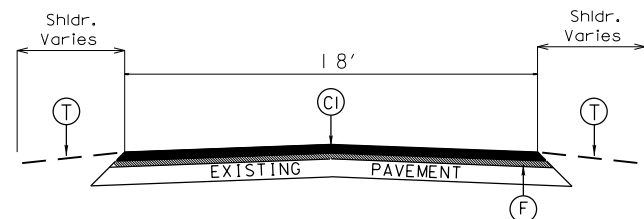


TYPICAL SECTION NO. 1
MAP #1 (entire map)



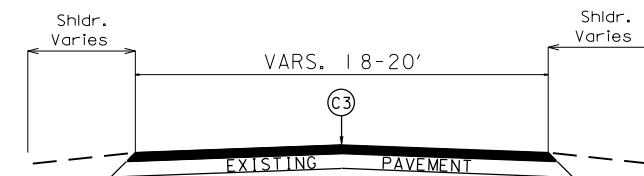
TYPICAL SECTION NO. 2

MAP #2 (0+00 TO 68+00)
MAP #4-8 (entire maps)
MAP #18 (entire map)
MAP #28 (entire map)
MAP #42 (entire map)



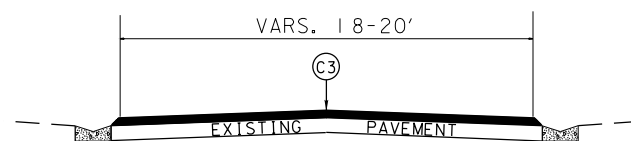
TYPICAL SECTION NO. 3

MAP #15 (entire map)



TYPICAL SECTION NO. 4

MAP #9- #11 (entire maps)
MAP #16- #17 (entire maps)
MAP #19- #20 (entire maps)
MAP #27 (entire map)
MAP #29 (entire map)
MAP #41 (entire map)
MAP #43- #44 (entire maps)
MAP #47- #48 (entire maps)

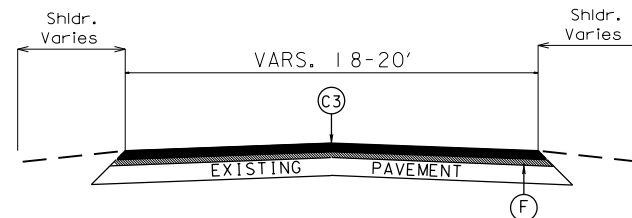


TYPICAL SECTION NO. 5

MAP #12 (entire map)
MAP #35 (entire map)

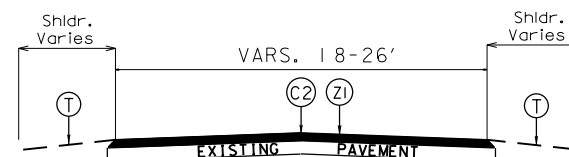
Typical #1 Notes:

- Shoulder Reconstruction will not be required in any areas with extended outside paved shoulder.
- In areas with extended outside paved shoulder, taper lift down approx. 6" to 12" beyond the milled rumble strip.



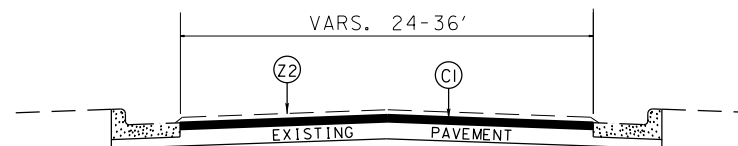
TYPICAL SECTION NO. 6

MAP #13-14 (entire maps)
MAP #21-26 (entire maps)
MAP #30-34 (entire maps)
MAP #36-40 (entire maps)
MAP #45-46 (entire maps)
MAP #49 (entire map)



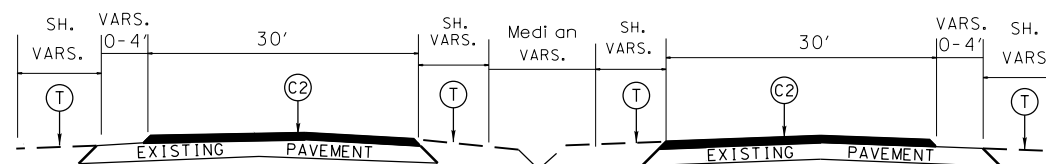
TYPICAL SECTION NO. 7

MAP # 1 (RAMPS ONLY)



TYPICAL SECTION NO. 8

MAP # 2 - 68+00 to 119+25



TYPICAL SECTION NO. 9

MAP # 3 - (entire map)

Typical #8 Notes:

** No Shoulder Reconstruction required in wider paved shoulder sections with G-R.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 1" OF ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS PER SQ. YD.
F	ASPHALT SURFACE TREATMENT, MATCOAT # 78M STONE
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
Y	INCIDENTAL MILLING
M	MILLED RUMBLE STRIPS
Z1	MILL EXST. ASPHALT PAVEMENT APPROX. 1½" IN DEPTH
Z2	MILL EXST. ASPHALT PAVEMENT APPROX. 2" IN DEPTH

General Notes:

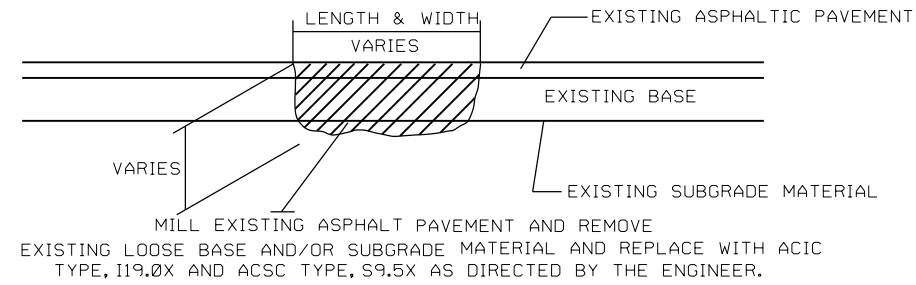
* Pavement edge slopes are 1:1 unless specified otherwise.

2016 - 2017
Resurfacing Program
Typical Sections
Lincoln County NC

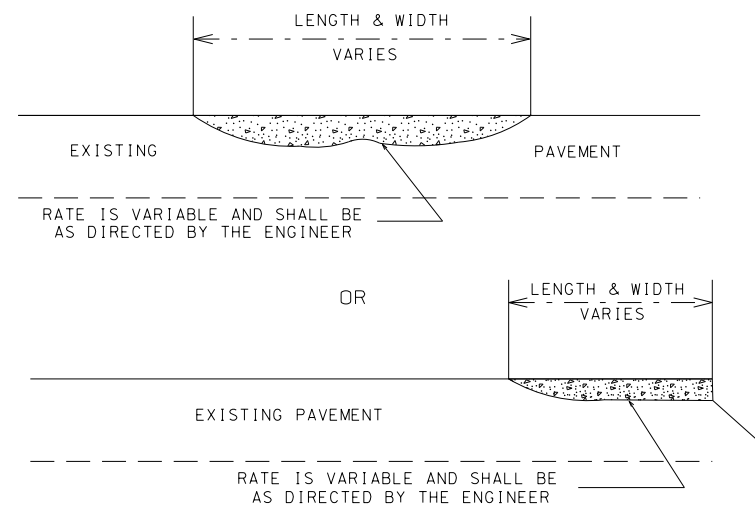
Checked by:

Drawn by: GHB

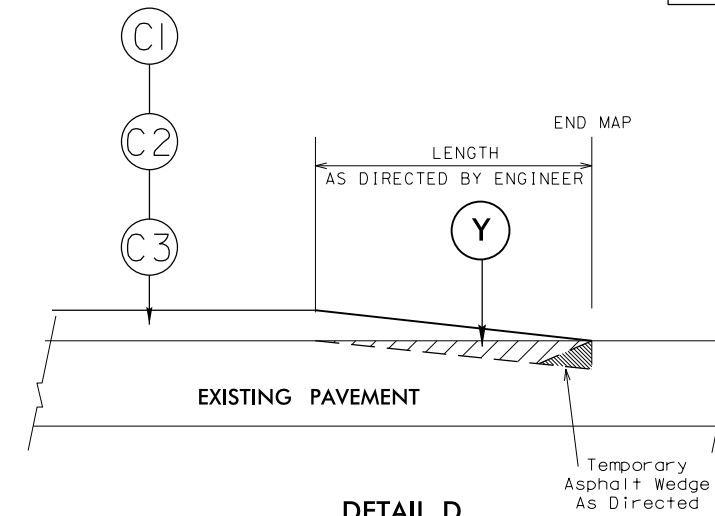
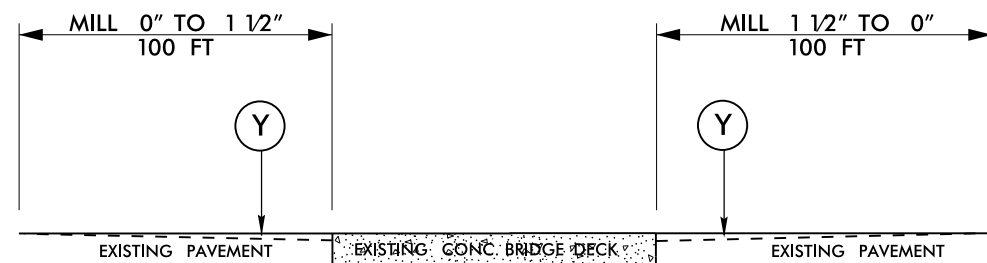
DETAIL A
PATCHING EXISTING PAVEMENT



DETAIL B
ASPHALT CONCRETE SURFACE COURSE
TYPE S9.5B or S9.5C. (LEVELING COURSE)



DETAIL C
MILLING BRIDGE APPROACHES



DETAIL D
TIE-IN (INCIDENTAL) MILLING DETAIL

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 1" OF ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS PER SQ. YD.
F	ASPHALT SURFACE TREATMENT, MATCOAT # 78M STONE
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
Y	INCIDENTAL MILLING
M	MILLED RUMBLE STRIPS
Z1	MILL EXST. ASPHALT PAVEMENT APPROX. 1½ " IN DEPTH
Z2	MILL EXST. ASPHALT PAVEMENT APPROX. 2 " IN DEPTH

General Notes:

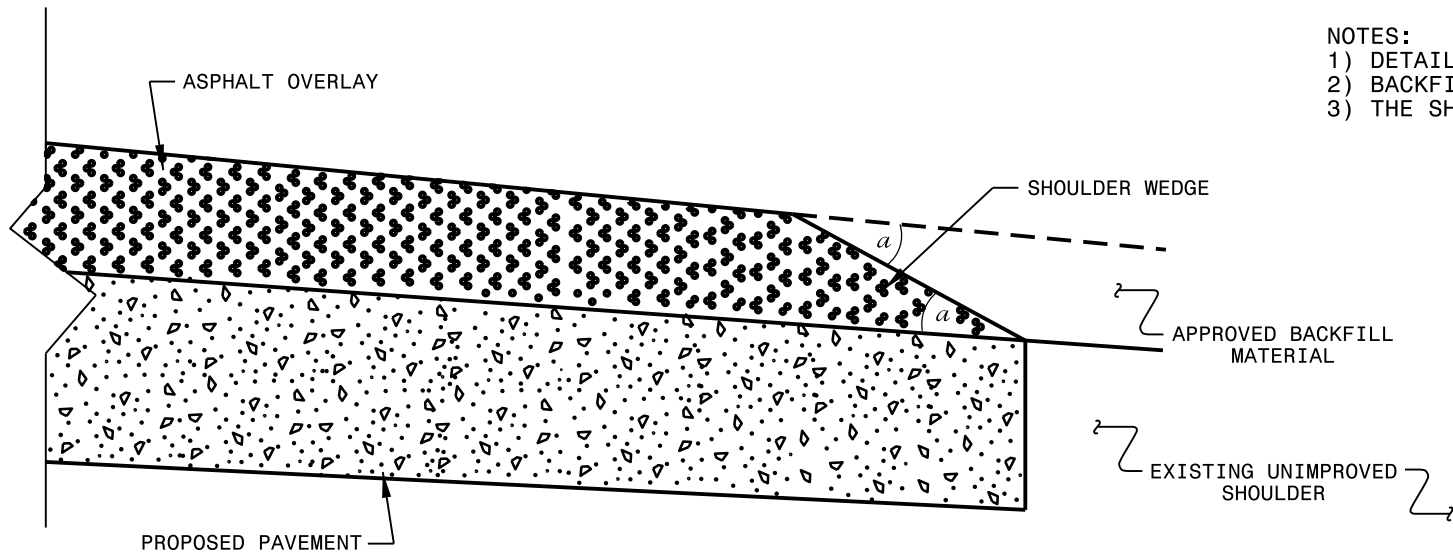
* Pavement edge slopes are 1:1 unless specified otherwise.

2016 - 2017
Resurfacing Program
Typical Sections
Lincoln County NC

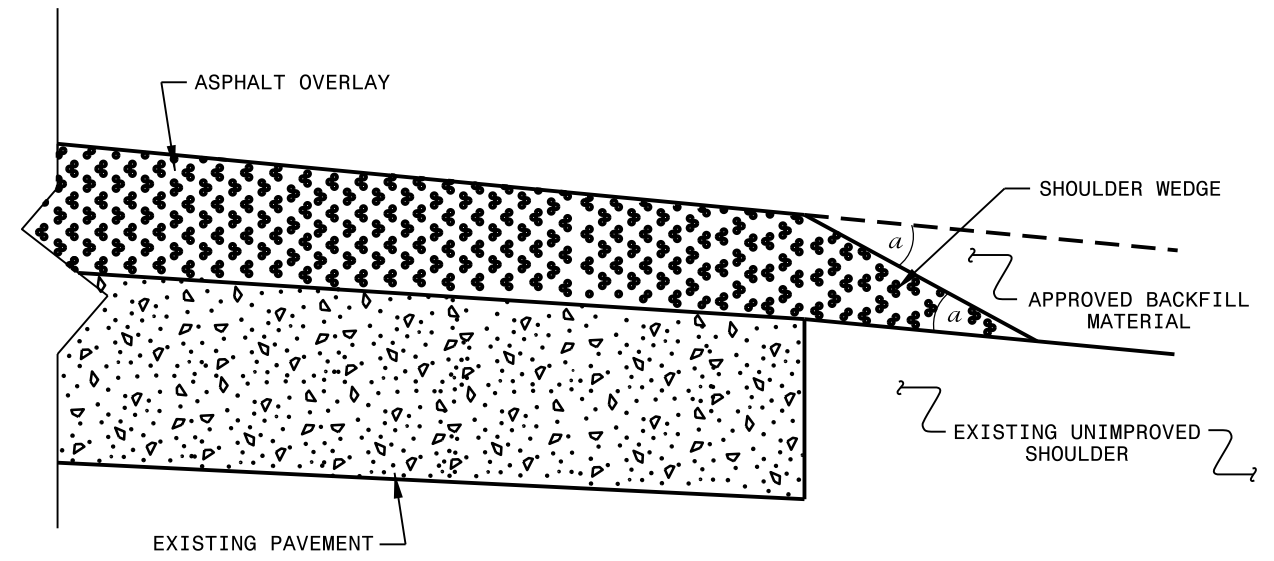
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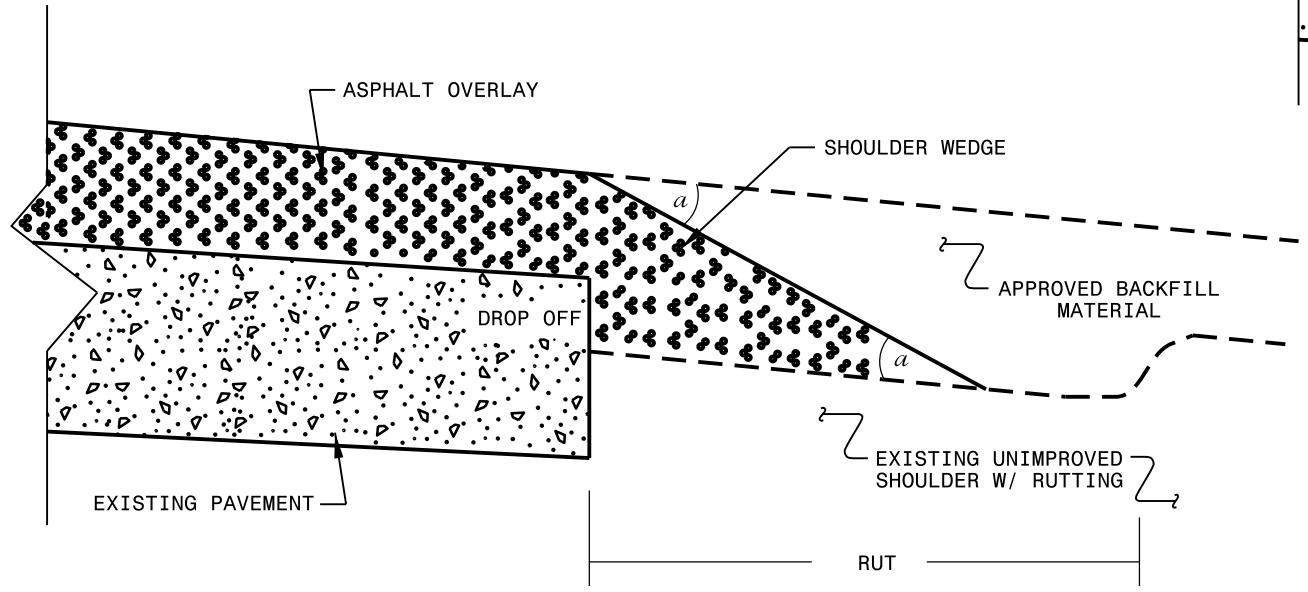
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)

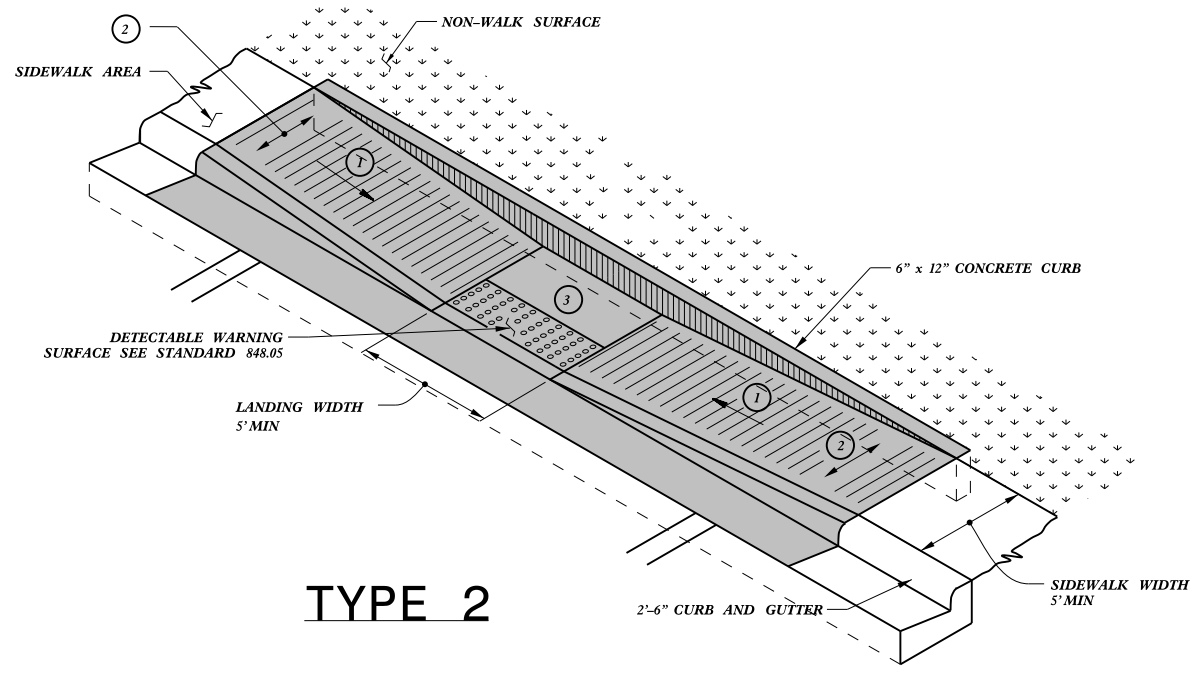


SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- 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:
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn	

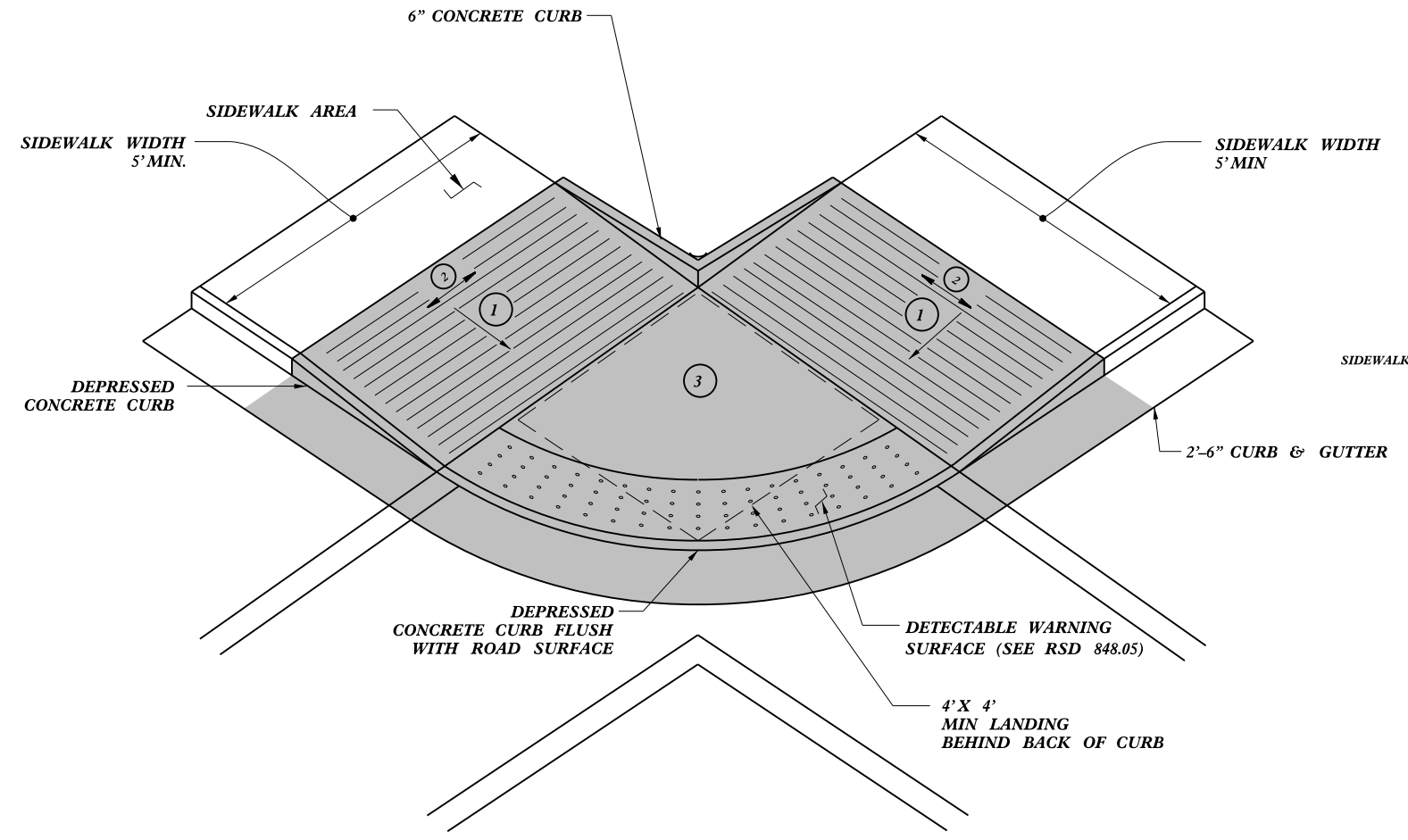
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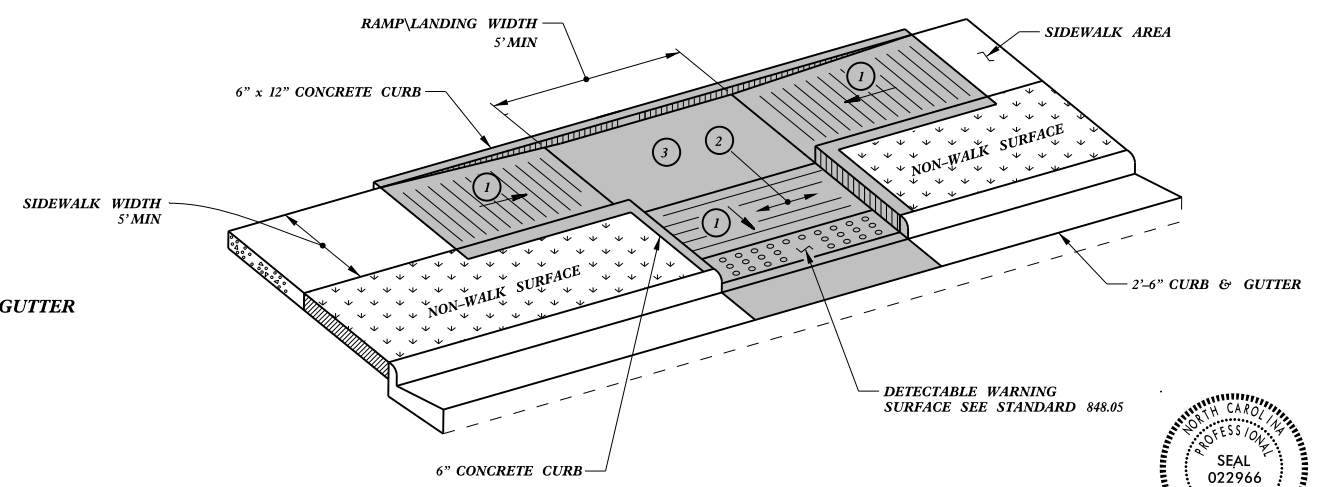
TYPE 2

PAY LIMITS FOR 1 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

11/18/2015



DocuSign
 Joel S. Howerton
 449E8E25522144E

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

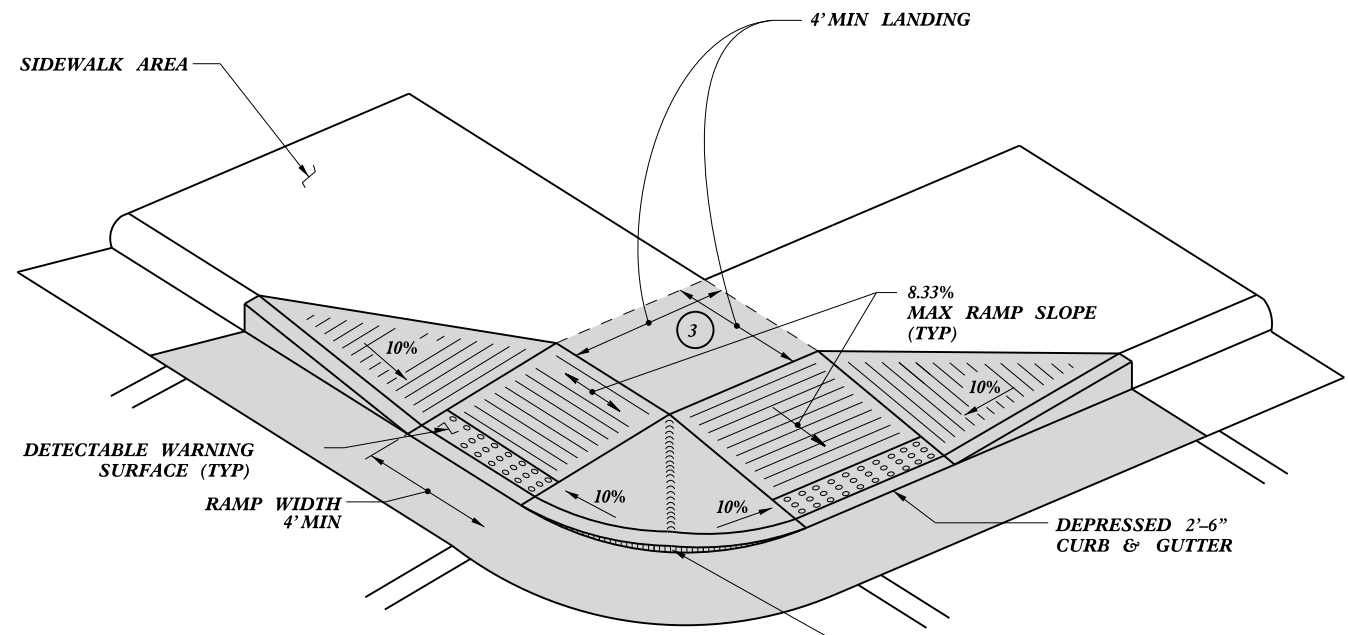
CONTRACT STANDARDS AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

CURB RAMPS
 Parallel Ramps

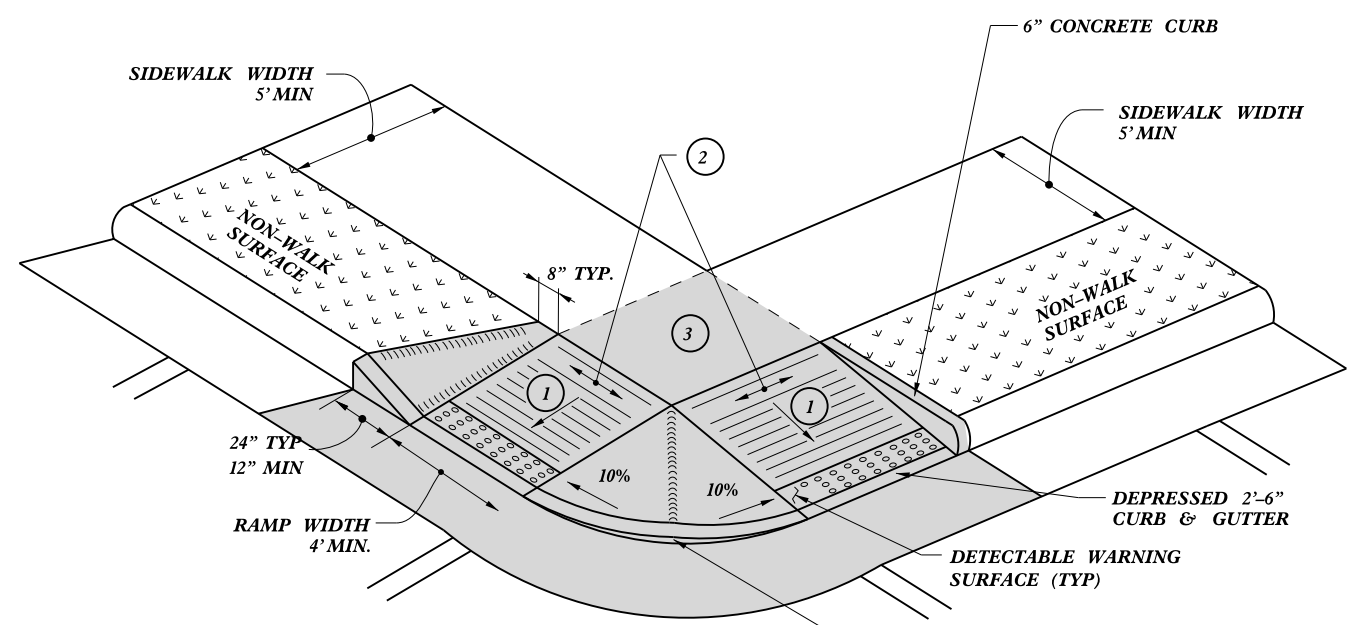
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 MODIFIED BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____
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REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

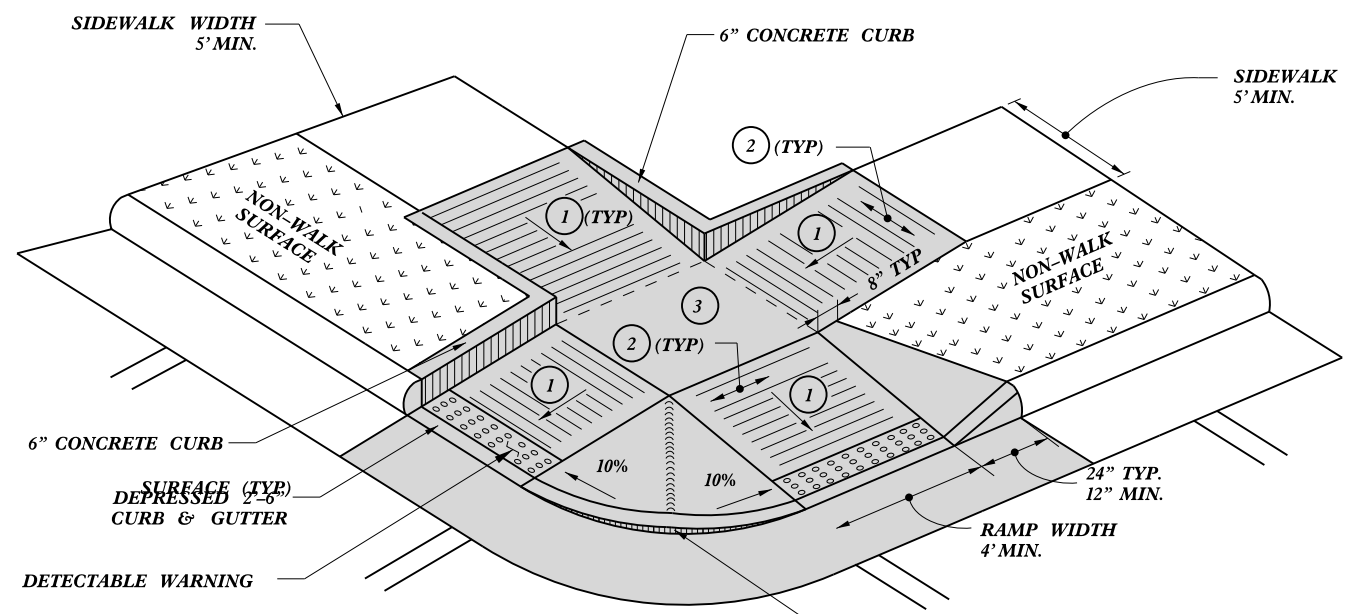
5/14/99



TYPE 4



TYPE 4A

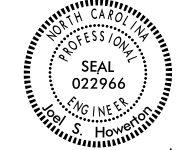


TYPE 5

PAY LIMITS FOR 2 CURB RAMPS

- 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.

DocuSigned by:
Joel S Howerton
449E8E25522144F...



11/18/2015

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

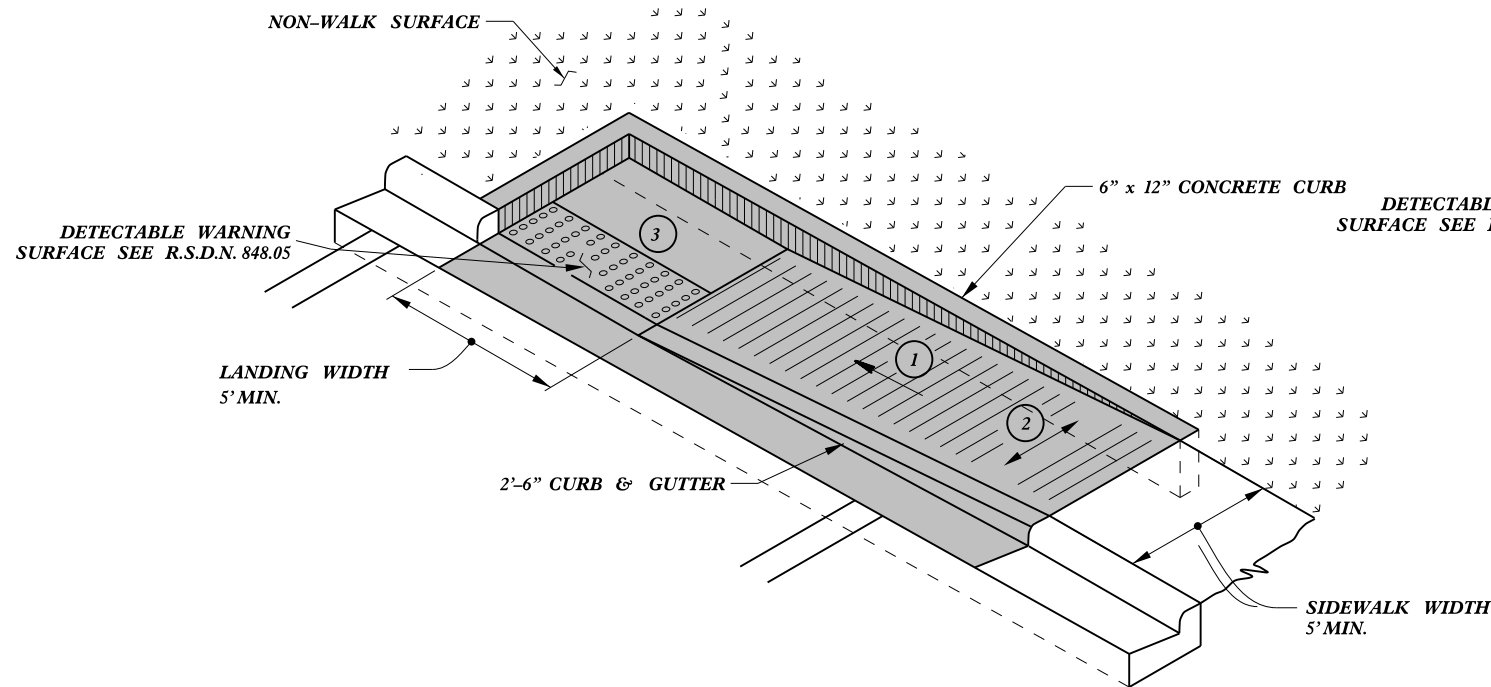
CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS
Shared Landing

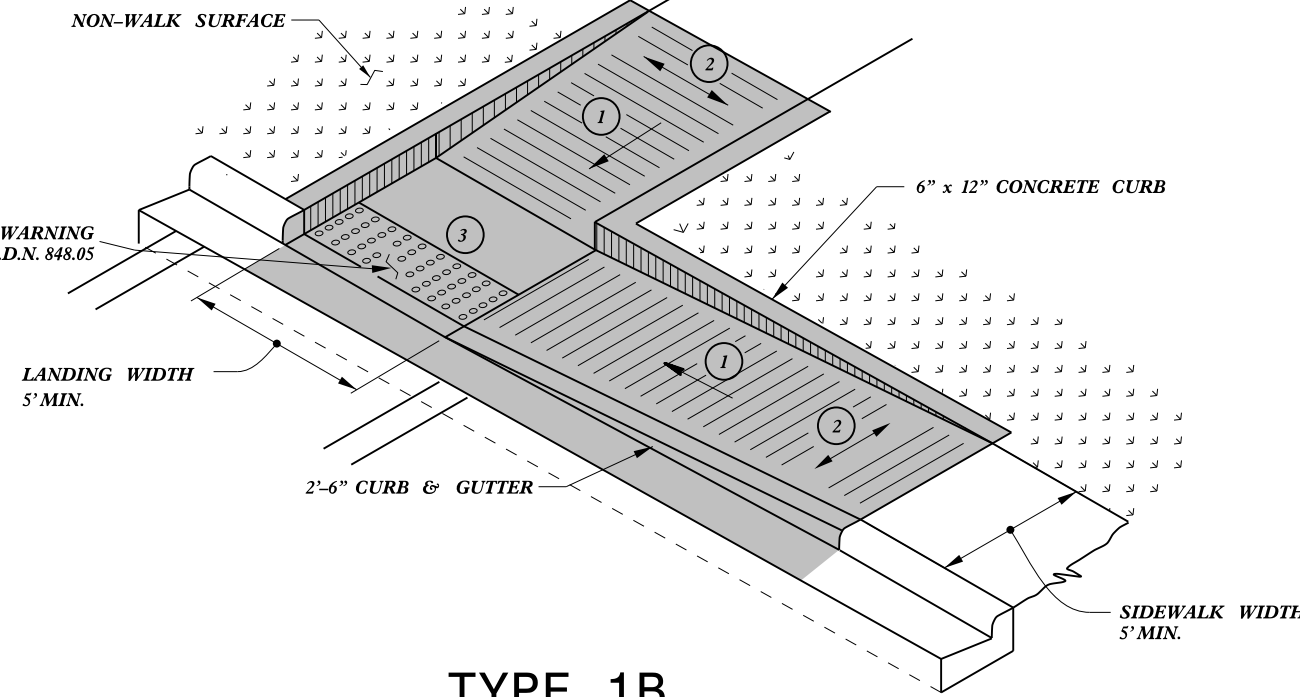
ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
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CHECKED BY: DATE:
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REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

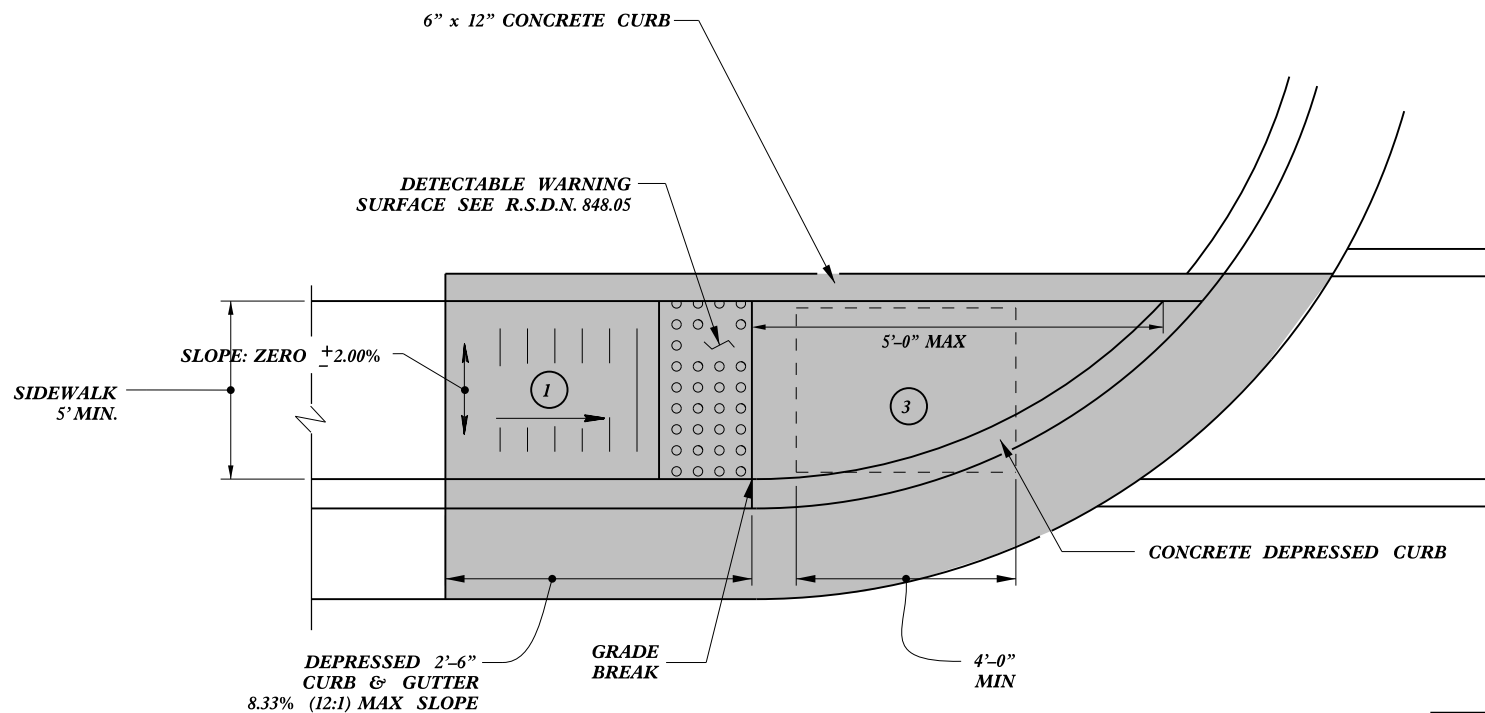
5/14/1999



TYPE 1A



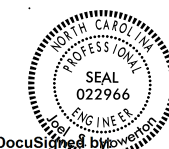
TYPE 1B



TYPE 1

PAY LIMITS FOR 1 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.



DocuSign by
Joel S. Howerton

449E8E25522144F...

11/18/2015

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

CURB RAMPS
Directional 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

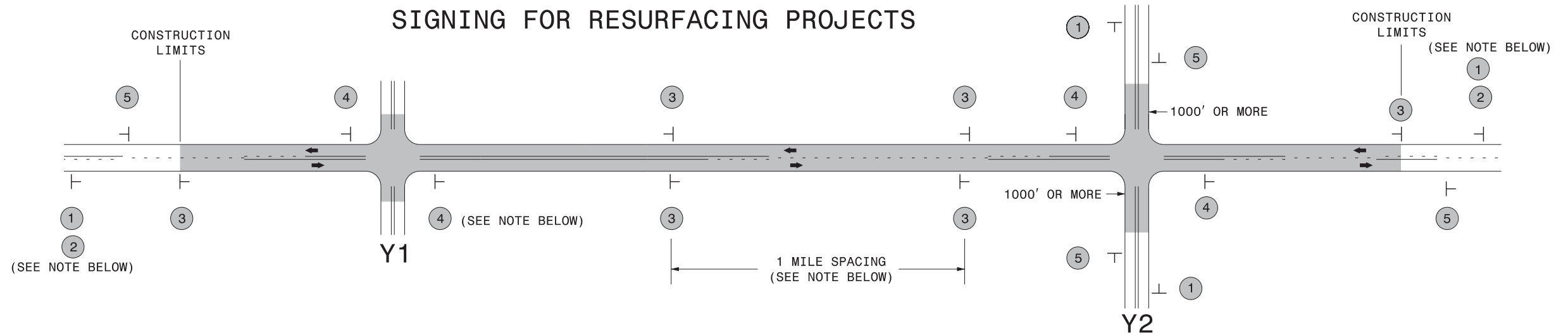
5/14/99
CONSTRUCTION USER NAME
TIME

PROJECT NO. 2017CPT.12.06.10551 2017CPT.12.06.20551	SHEET NO. 14	TOTAL NO.
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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	AGGREGATE SHOULDER BORROW TONS	INCIDENTAL L STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1 1/2" MILLING SY	2" MILLING SY	INCIDENTAL MILLING SY	MILLED RUMBLE STRIPS LF	SURFACE COURSE, S9.5B TONS	LEVELING COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	LEVELING COURSE, S9.5C TONS	SURFACE COURSE, S9.5A TONS	LEVELING COURSE, S9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	AST MAT COAT #78M STONE SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	CONCRETE CURB RAMP (std. 848.05) EA	ADJ. OF DROP INLETS EA	ADJ. OF MAN-HOLES EA	ADJ. OF METER OR VALVE BOXES EA	PORTABLE LIGHTING LS									
																																		NO								
2017CPT.12.06.10551	Lincoln	1	US 321 (NB LANES & RAMPS)	FROM HIGH SHOALS BRIDGE TO 2000' N. OF NC 27/150 BRIDGE	1,7	2	MD	NO	NO	5.07	28	750		9.75	103,750		950	53,600			9,702	500			605	750																
		2	US 321-B (GENERALS BLVD)	FROM NC 27/150 TO END C&G 500' N. OF SR 1282	2,8	3	MU	NO	NO	2.23	24-36	200		2.60		19,400	200			4,592	400					301	425			2		6	4	*								
		3	NC 150 (CROUSE BYPASS)	FROM GASTON CO TO A POINT 1500' E. OF SR 2098	9	4	MD	NO	NO	2.00	60	550			7.36			330					7,486	400			468	650														
TOTAL FOR PROJ NO. 2017CPT.12.06.10551										9.30		1,500		19.71	103,750	19,400	1,480	53,600	4,592	400	17,188	900			1,374	1,825			2		6	4	1									
2017CPT.12.06.20551	Lincoln	4	SR 1439 (UNITY CHURCH RD)	FROM NC 16 BUS. TO EOM	2	2	2WU	NO	NO	2.38	20	857	40	4.76			60			2,596	900					214	80				1											
		5	SR 1385 (SCHRONCE RD)	FROM NC 73 TO SR 1383	2	2	2WU	NO	NO	1.24	20	190	20	2.48				570			1,353	20				82	50															
		6	SR 1360 (BREVARD PL RD)	FROM SR 1359 TO BRIDGE #015	2	2	2WU	NO	NO	1.99	20	300	40	3.98				275			2,171	750				179	150															
		7	SR 1282 (BETHEL CH RD)	FROM US 321B TO SR 1005	2	2	2WU	NO	NO	1.54	20	225	30	3.08				575			1,687	650				143	50					1										
		8	SR 1218 (WILFONG RD)	FROM SR 1008 TO CUL-DE-SAC	2	2	2WU	NO	NO	0.76	20	115	15	1.52				60			866	80				57	225															
		9	SR 1550 (HIDDEN VALLEY AVE)	FROM SR 1001 TO SR 1551	4	2	2WU	NO	NO	0.14	18				5									94	10	7	60															
		10	SR 1551 (WHISPERING PINES RD)	FROM SR 1552 TO EOM	4	2	2WU	NO	NO	0.26	18				5									184		12	15															
		11	SR 1552 (LAUREL HILL/MIDOAK)	FROM SR 1551 TO EOM	4	2	2WU	NO	NO	0.26	18				5									174	10	12	15															
		12	SR 1638 (PRUITT HOUSER ST)	FROM SR 1334 TO EOM	5	2	2WU	NO	NO	0.15	20				5				50						117		8	15														
		13	SR 2006 (HAZELWOOD LN)	FROM SR 1005 TO SR 2007	6	2	2WU	NO	NO	0.09	20				5				50						67		4	15	1,056	422												
		14	SR 2007 (HAZELWOOD LN)	FROM SR 2006 TO SR 1005	6	2	2WU	NO	NO	0.23	20				5				50						171		11	40	2,699	1,080												
		15	SR 2028 (RIVER VILLAGE LN)	FROM SR 1268 TO CUL-DE-SAC	3	2	2WU	NO	NO	0.18	18			40	5	0.06			50			177	10				11	30	1,901	760												
		16	SR 1600 (SIPE RD)	FROM SR 1599 TO SR 1602	4	2	2WU	NO	NO	0.14	18				10									94	5	7	35															
		17	SR 1601 (DORSET LN)	FROM SR 1598 TO SR 1600	4	2	2WU	NO	NO	0.34	18				10									228	5	16	10															
		18	SR 1598 (LINCOLNVIEW RD)	FROM SR 1597 TO SR 1599	2	2	2WU	NO	NO	0.41	18			80	10	0.82			50			403	120				32	80														
		19	SR 1599 (BETTERBROOK LN)	FROM SR 1598 TO SR 1600	4	2	2WU	NO	NO	0.34	18				10										218	120	22	15														
		20	SR 1602 (BEXLEY LN)	FROM SR 1598 TO SR 1600	4	2	2WU	NO	NO	0.34	18				10										218	20	16	80														
		21	SR 1661 (PINE VILLAGE DR)	FROM NC 27 TO SR 1726	6	2	2WU	NO	NO	0.04	20				5				50						30		2	5	469	188												
		22	SR 1726 (QUARTZ TRAIL)	FROM SR 1730 TO SR 1727	6	2	2WU	NO	NO	0.12	20				5										89		6	10	1,408	563												
		23	SR 1730 (CHESTNUT RD)	FROM SR 1726 TO SR 1729	6	2	2WU	NO	NO	0.22	20				10										164		11	10	2,581	1,032												
		24	SR 1727 (BIRCH ST)	FROM SR 1726 TO SR 1729	6	2	2WU	NO	NO	0.17	20				10										127		8	10	1,995	798												
		25	SR 1729 (ELM ST)	FROM SR 1730 TO SR 1320	6	2	2WU	NO	NO	0.20	20				10										149		10	20	2,347	939												
		26	SR 1728 (POPLAR ST)	FROM SR 1730 TO SR 1320	6	2	2WU	NO	NO	0.16	20				10										119		8	10	1,877	751												
		27	SR 1320 (RANGE RD)	FROM NC 27 TO EOM	4	2	2WU	NO	NO	0.59	20				10				50						440	40	32	80														
		28	SR 1450 (MCINTOSH RD)	FROM NC 16 BUS. TO EOM	2	2	2WU	NO	NO	0.42	18			60	10	0.84			50			431	120				34	100														
		29	SR 1955 (STERLING CT)	FROM SR 1450 TO CUL-DE-SAC	4	2	2WU	NO	NO	0.30	18				10										227	80	20	20														
		30	SR 1935 (DALMATIEN ST)	FROM NC 73 TO SR 1936	6	2	2WU	NO	NO	0.14	20				20				50						113		8	15	1,643	658												
		31	SR 1936 (DACHSHUND LN)	FROM SR 1935 TO CUL-DE-SAC	6	2	2WU	NO	NO	0.22	20				5										206		14	25	2,981	1,192												
		32	SR 1937 (PUG LN)	FROM SR 1936 TO CUL-DE-SAC	6	2	2WU	NO	NO	0.28	18				5										232		16	85	3,357	1,343												
		33	SR 1964 (AUSTIN SHORES)	FROM SR 1674 TO CUL-DE-SAC	6	2	2WU	NO	NO	0.21	18				5										141		9	40	2,218	887												
		34	SR 1674 (WHITE OAK LN)	FROM SR 1378 TO EOM	6	2	2WU	NO	NO	0.11	18				10				50						77		5	20	1,162	465												
		35	SR 1939 (MARINER LN)	FROM SR 1377 TO CUL-DE-SAC	5	2	2WU	NO	NO	0.15	18				5				50						126	10	9	50														
		36	SR 1590 (CHERRY PT RD)	FROM NC 16 BUS. TO EOM	6	2	2WU	NO	NO	0.34	18				20				50						253		17	20	3,990	1,596												
		37	SR 1744 (LUCKY CRK LN)	FROM SR 1590 TO CUL-DE-SAC	6	2	2WU	NO	NO	0.49	18				20										385		26	100	5,574	2,230												
		38	SR 1717 (MALLARD RD)	FROM SR 1479 TO CUL-DE-SAC	6	2	2WU	NO	NO	0.41	18				10										313		21	120	4,730	1,892												
		39	SR 1716 (CAPTAINS WAY)	FROM SR 1441 TO SR 1717	6	2	2WU	NO	NO	0.02	20				5				50						15		1	3	235	94												
		40	SR 1479 (YACHT CLUB DR)	FROM SR 1441 TO CUL-DE-SAC	6	2	2WU	NO	NO	0.22	20				10				50						197		13	30	2,981	1,192												
		41	SR 1787 (LITHIA PARK DR)	FROM US 321-B TO EOM	4	2	2WU	NO	NO	0.17</																																

SIGNING FOR RESURFACING PROJECTS

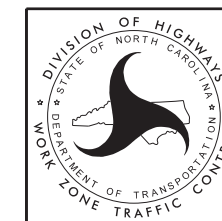


LEGEND	
⊥	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

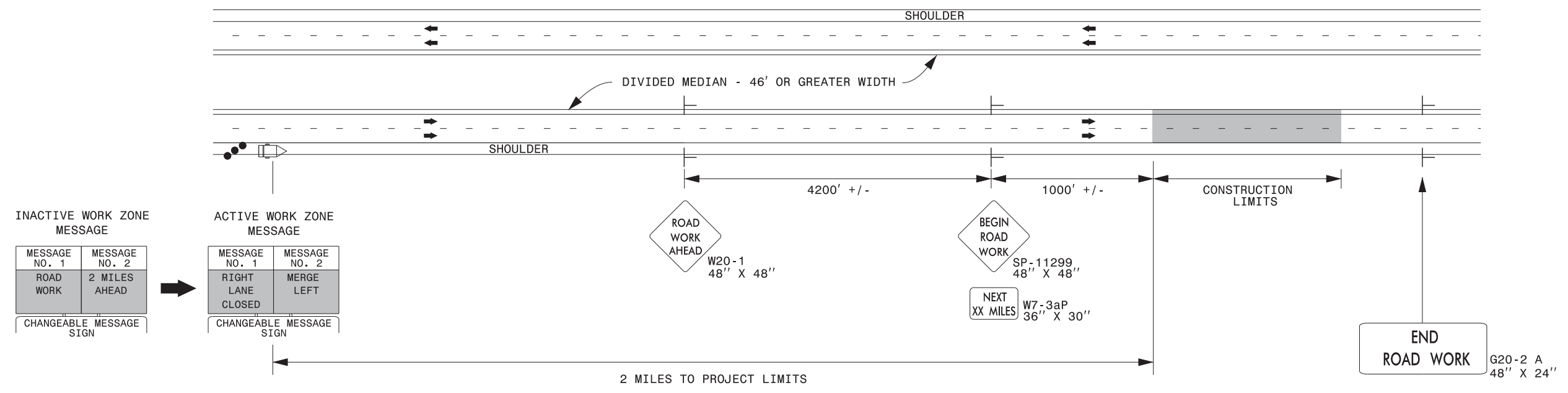
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

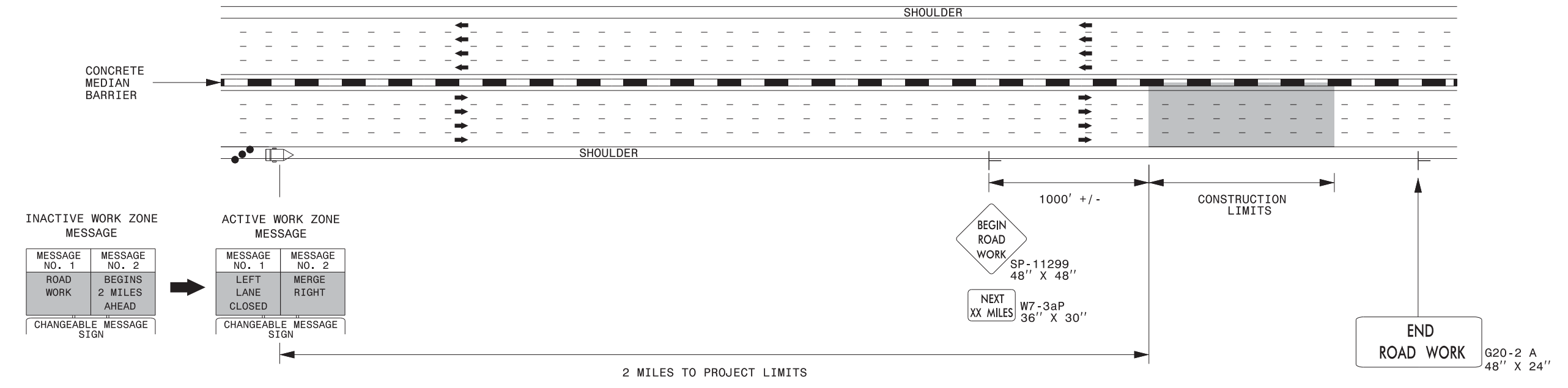
SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <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;"> <p>W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p>W20-7 A 48" X 48"</p> </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.		



DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

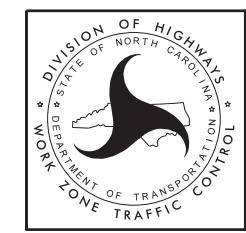


NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 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) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) 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 AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH

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