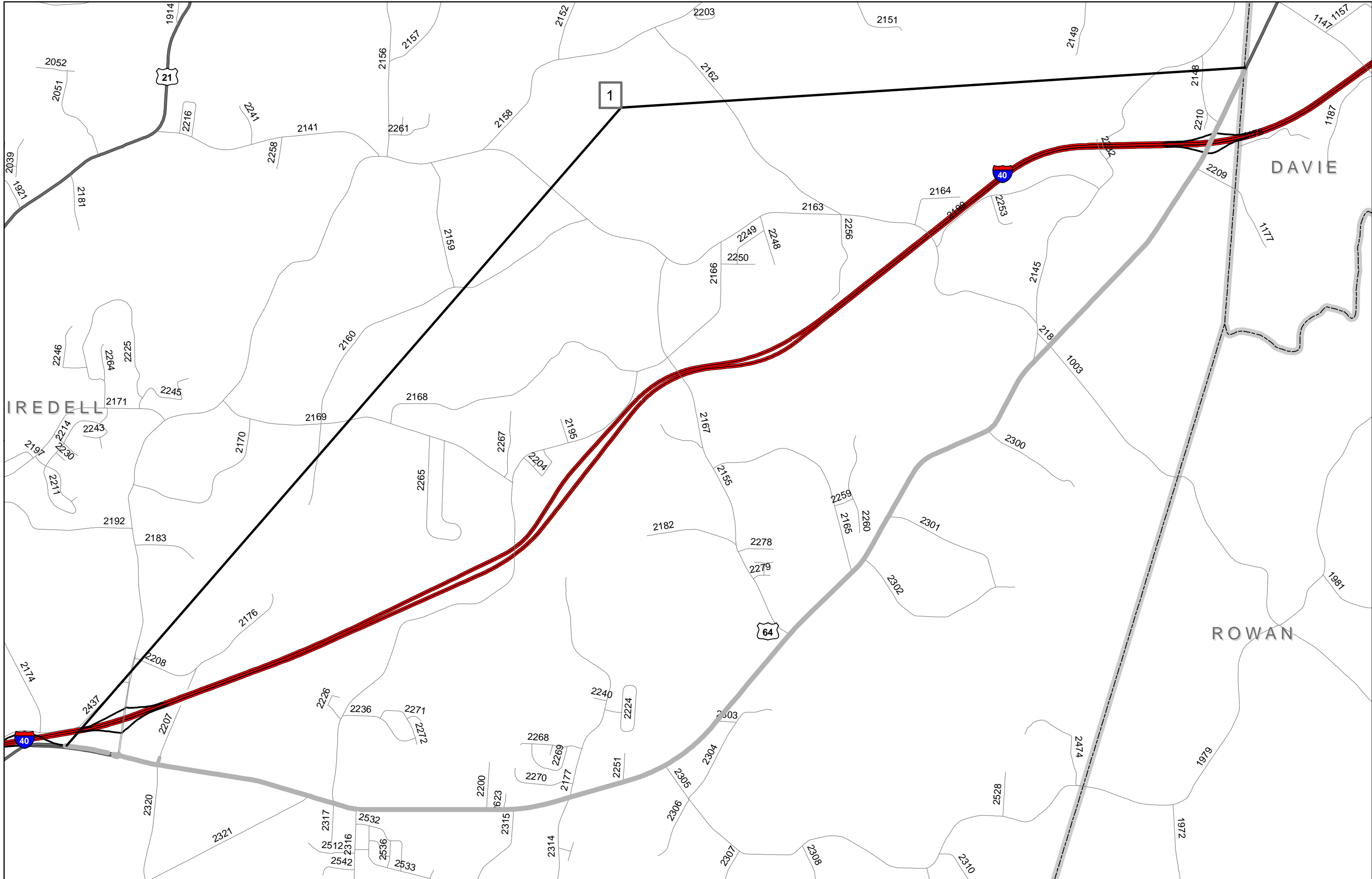
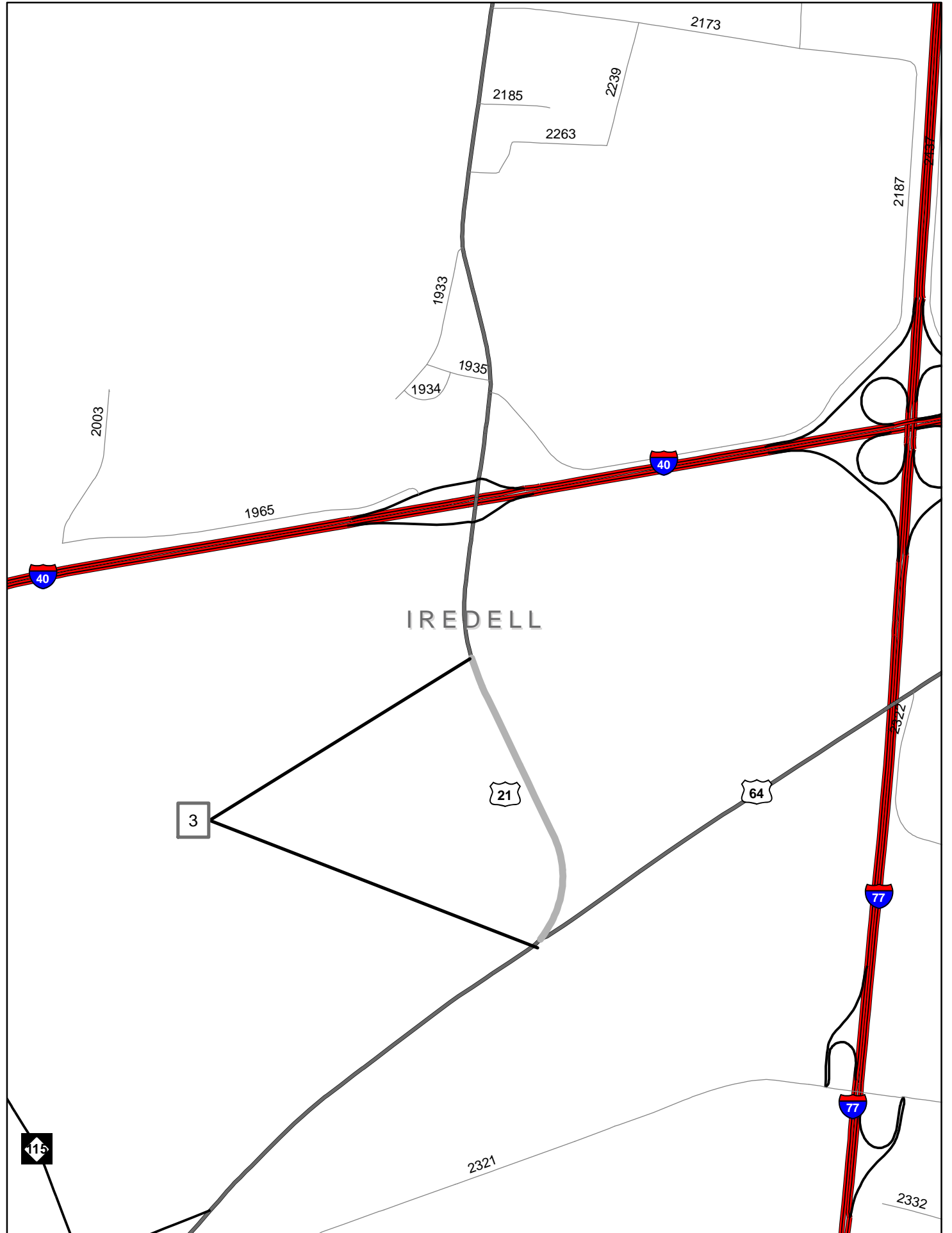
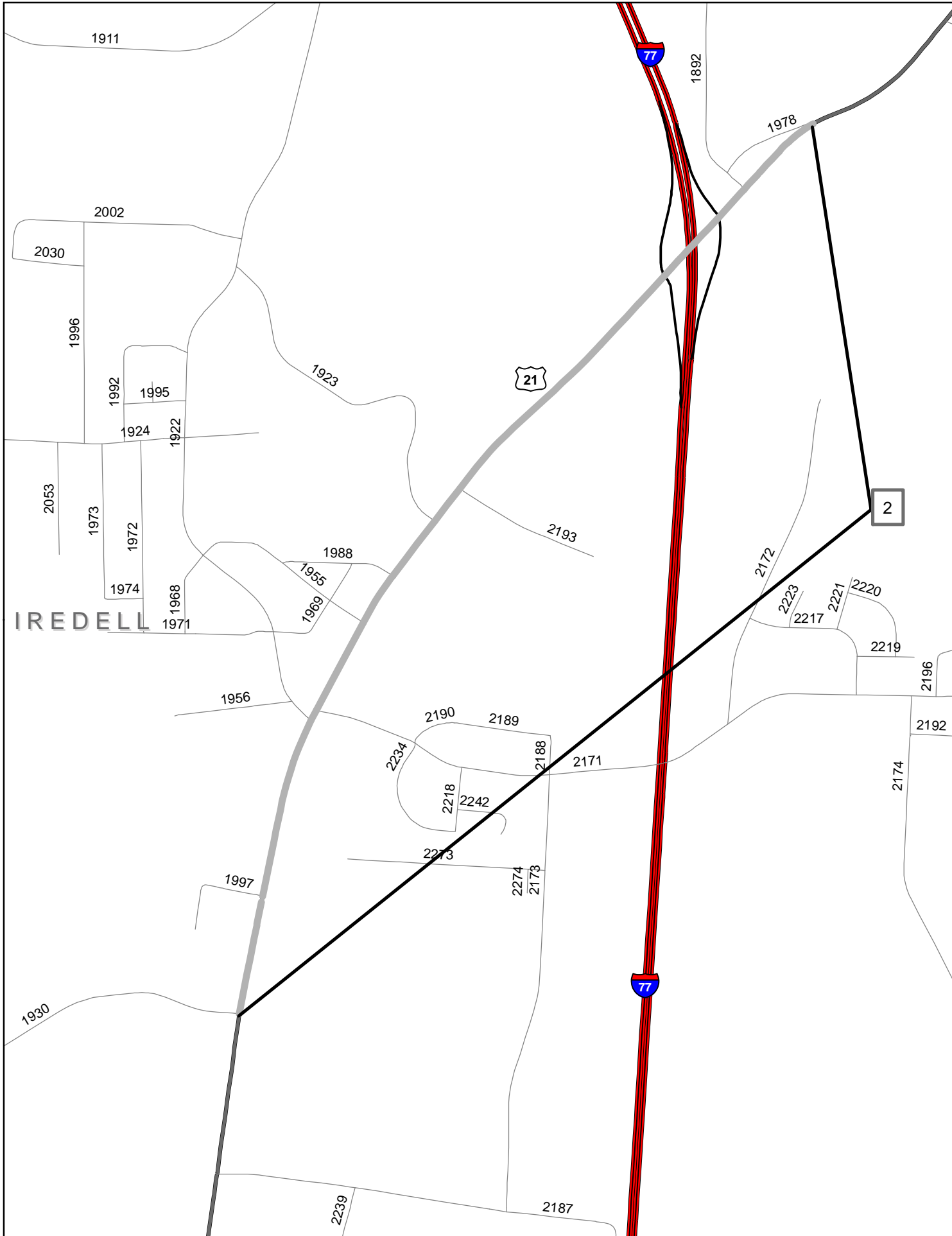


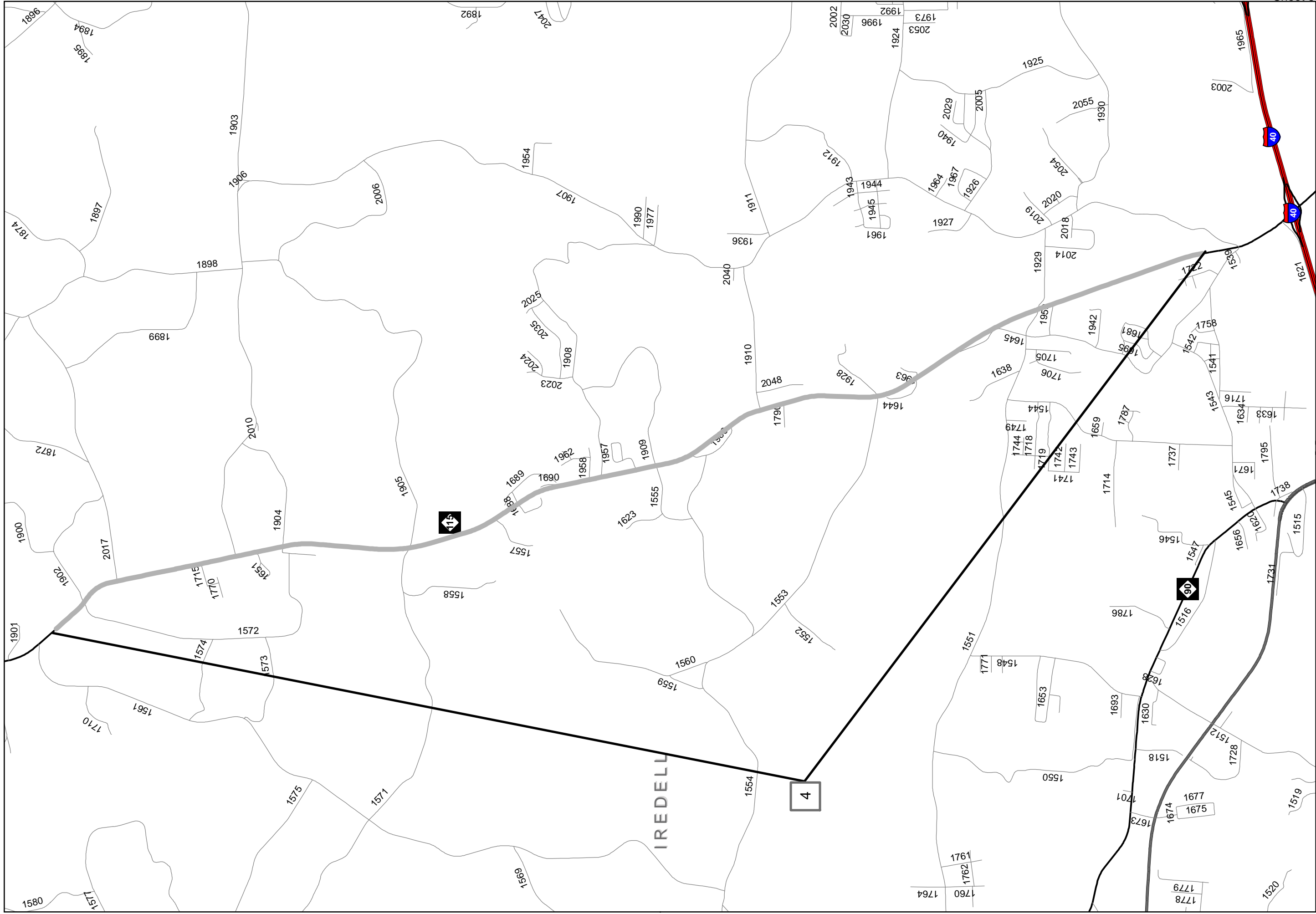
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for the convenience of the user  
and is Not a Certified Document –**

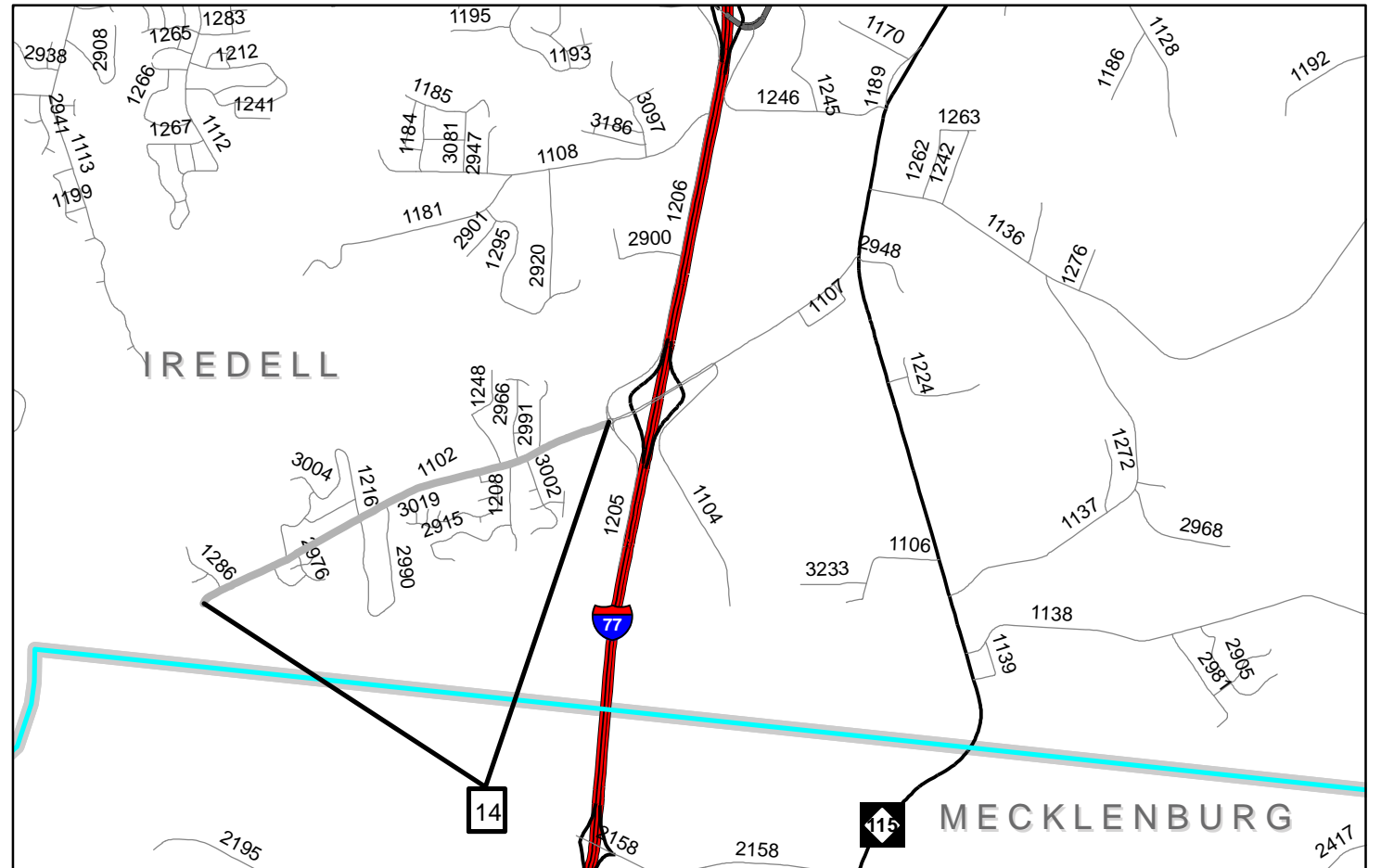
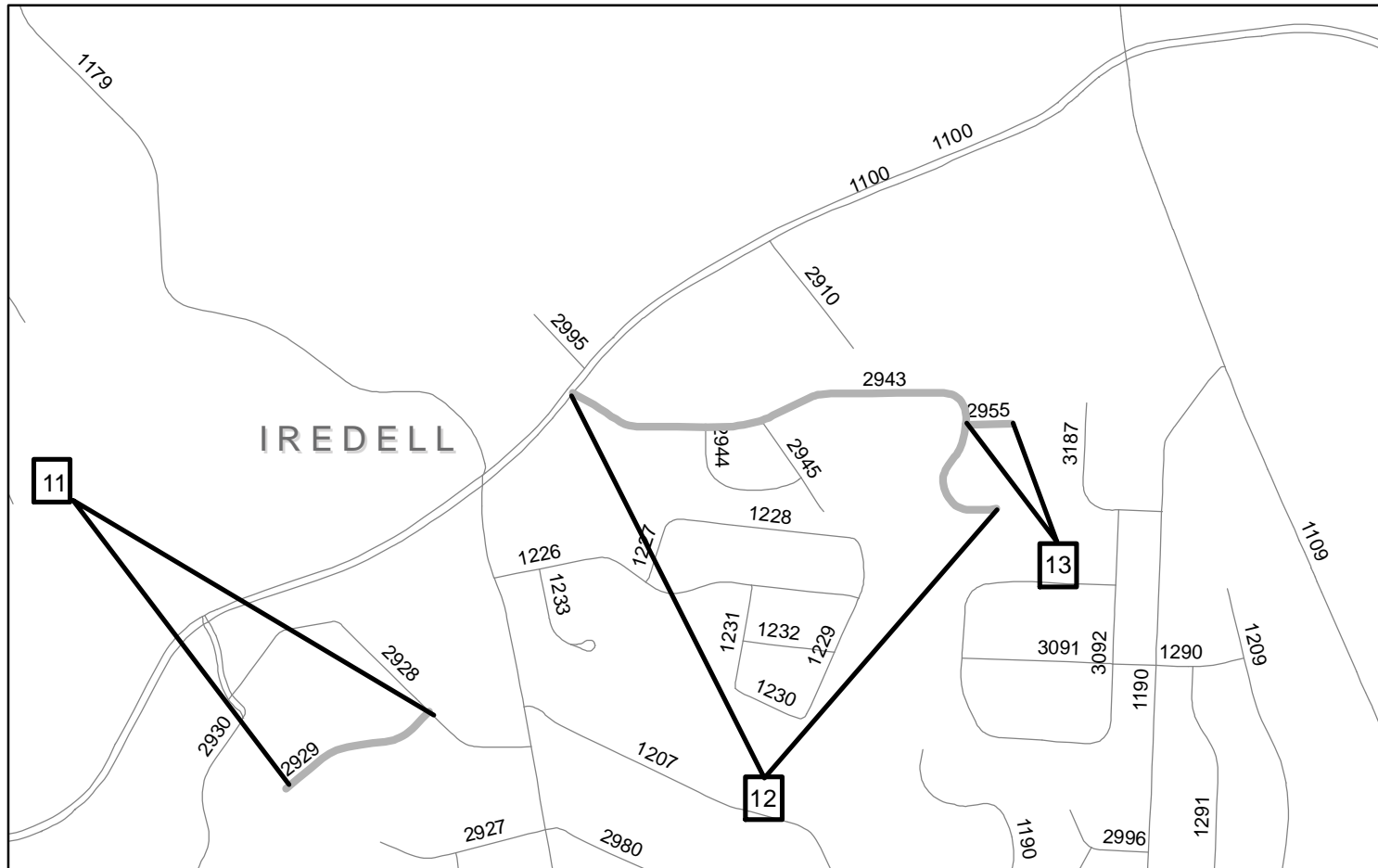
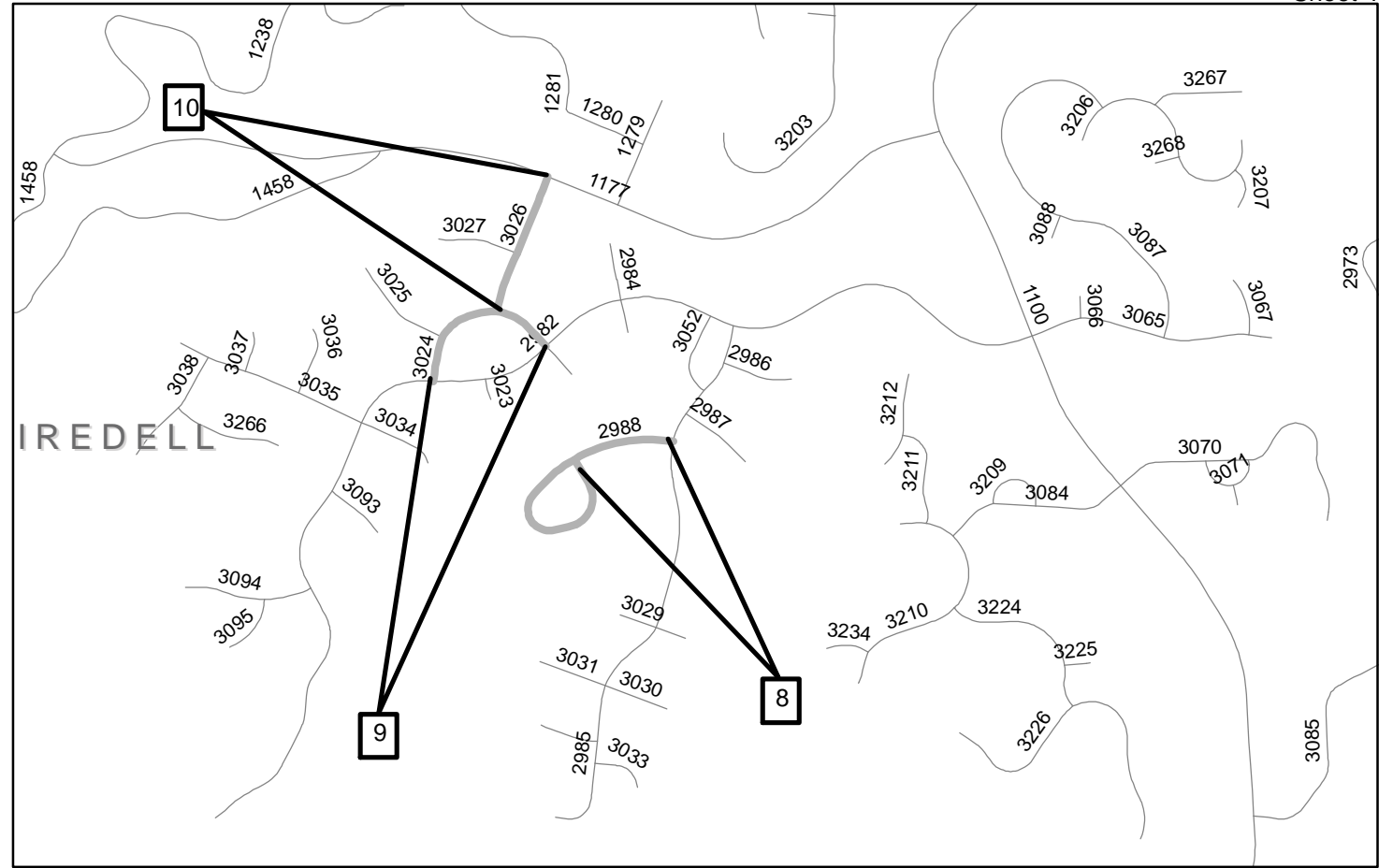
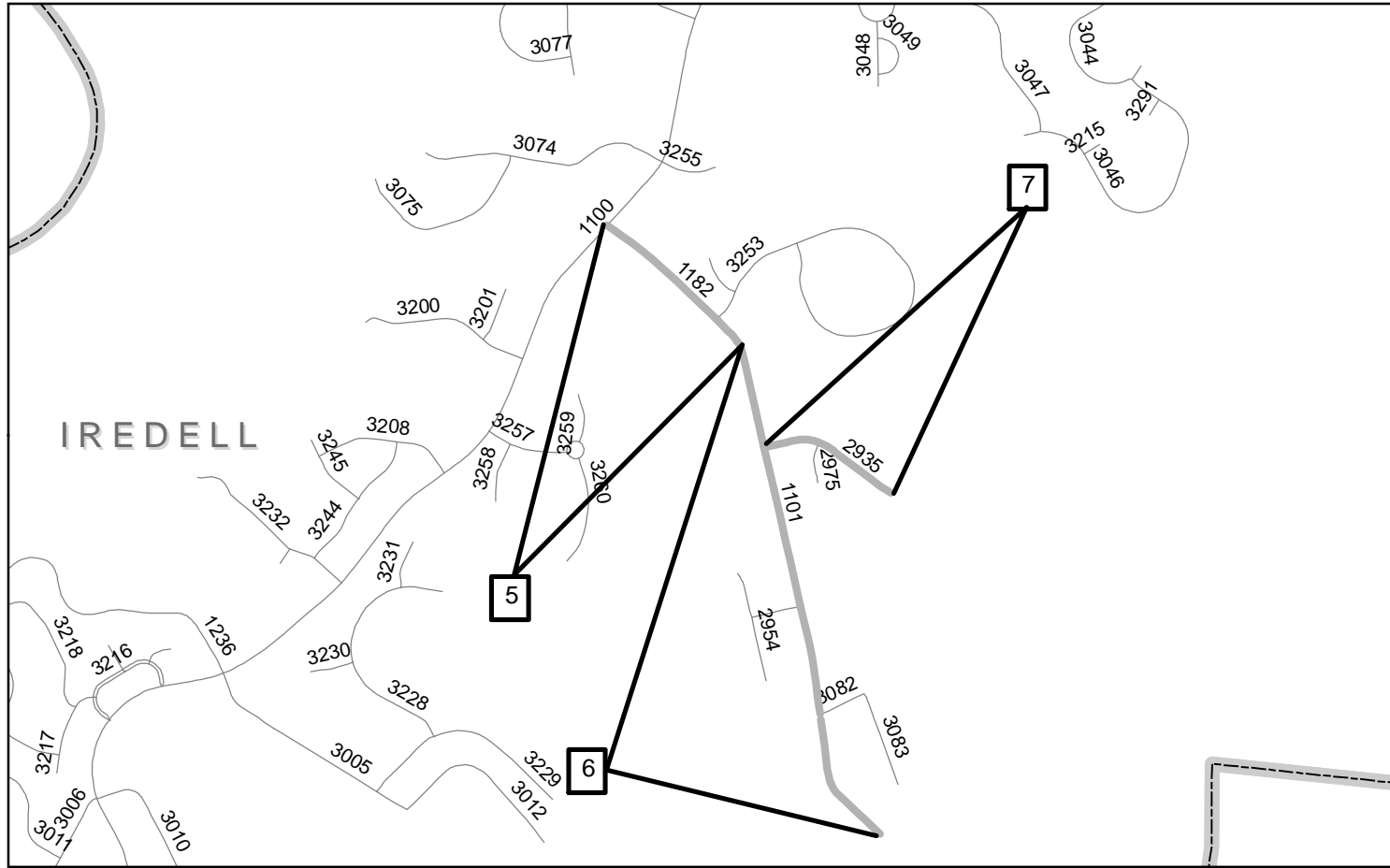
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with their signature on that page.**

**This file or an individual page  
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ROWAN

Sheet 5

IREDELL COUNTY

2017CPT.12.20.10491  
2017CPT.12.20.20491



10

15

15a

17

3

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16

15b

15c

IREDELL

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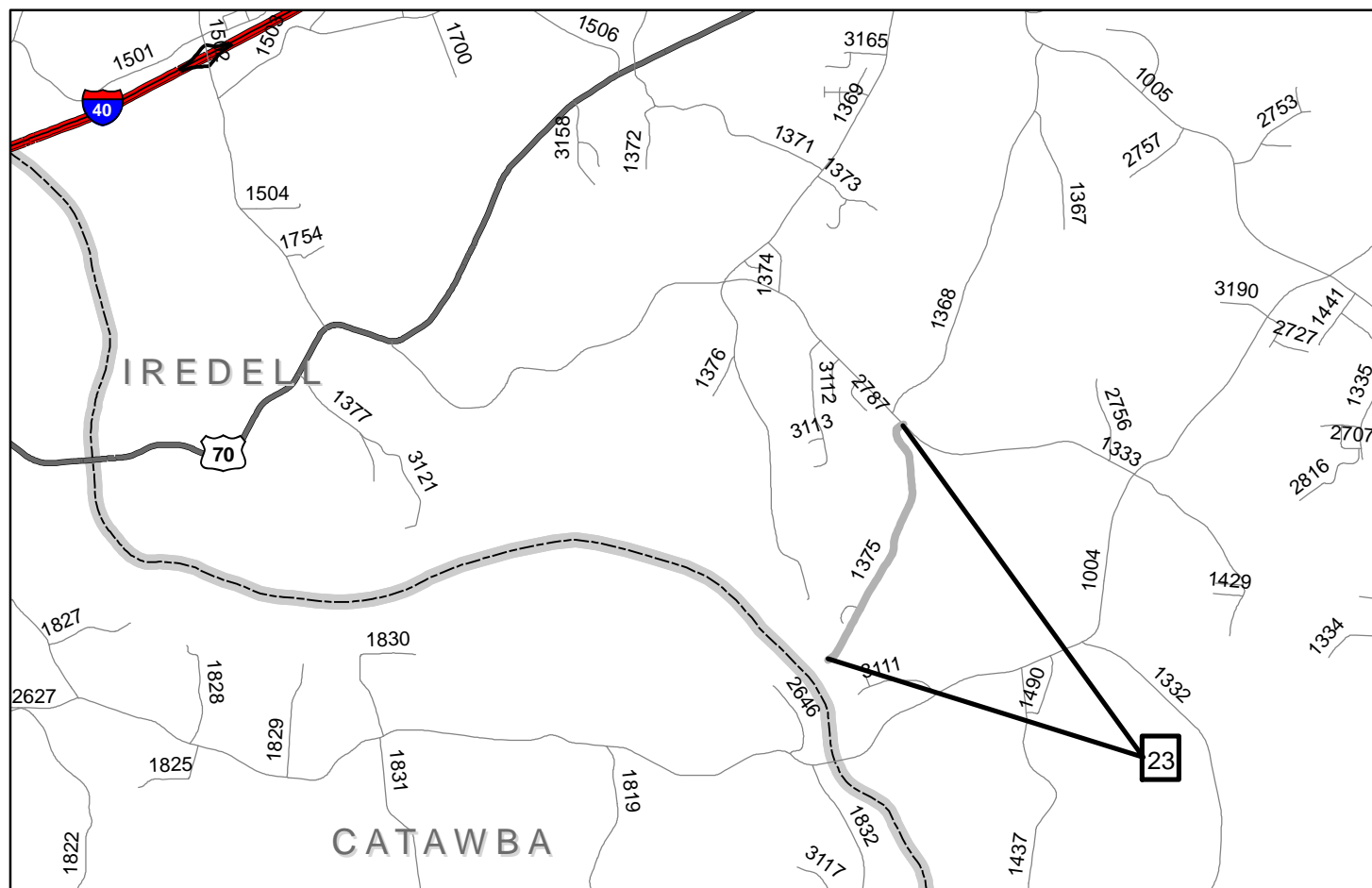
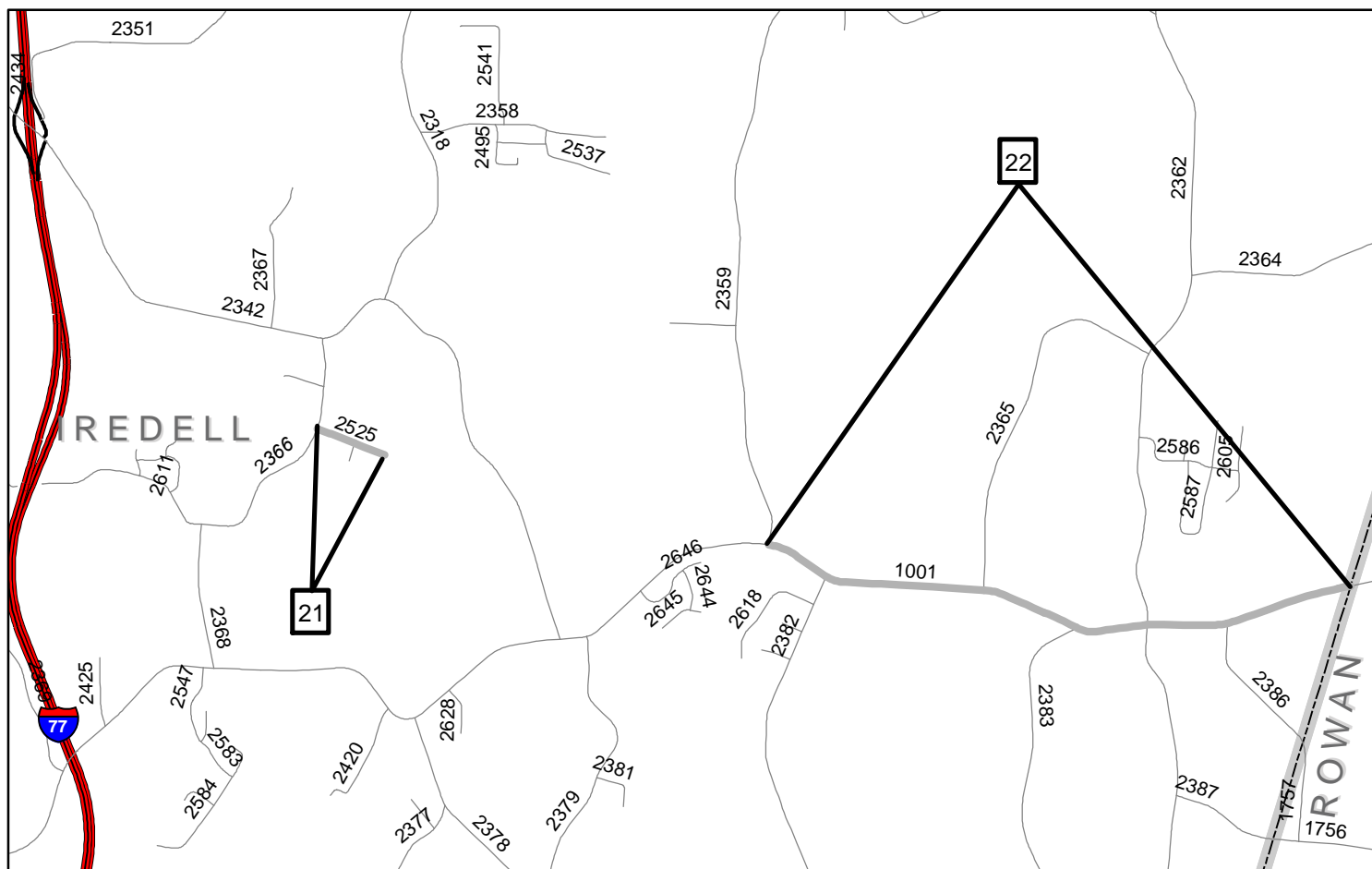
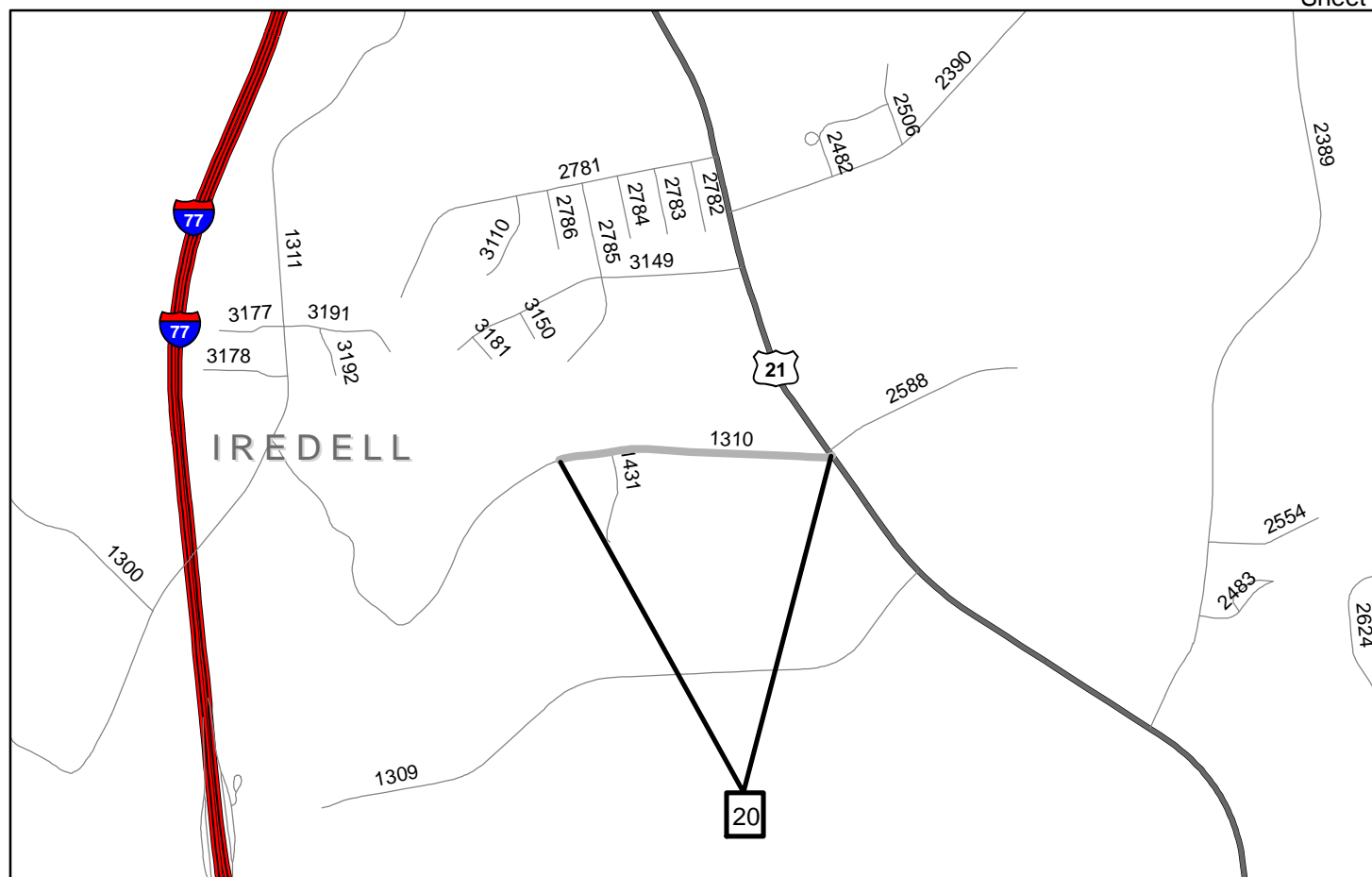
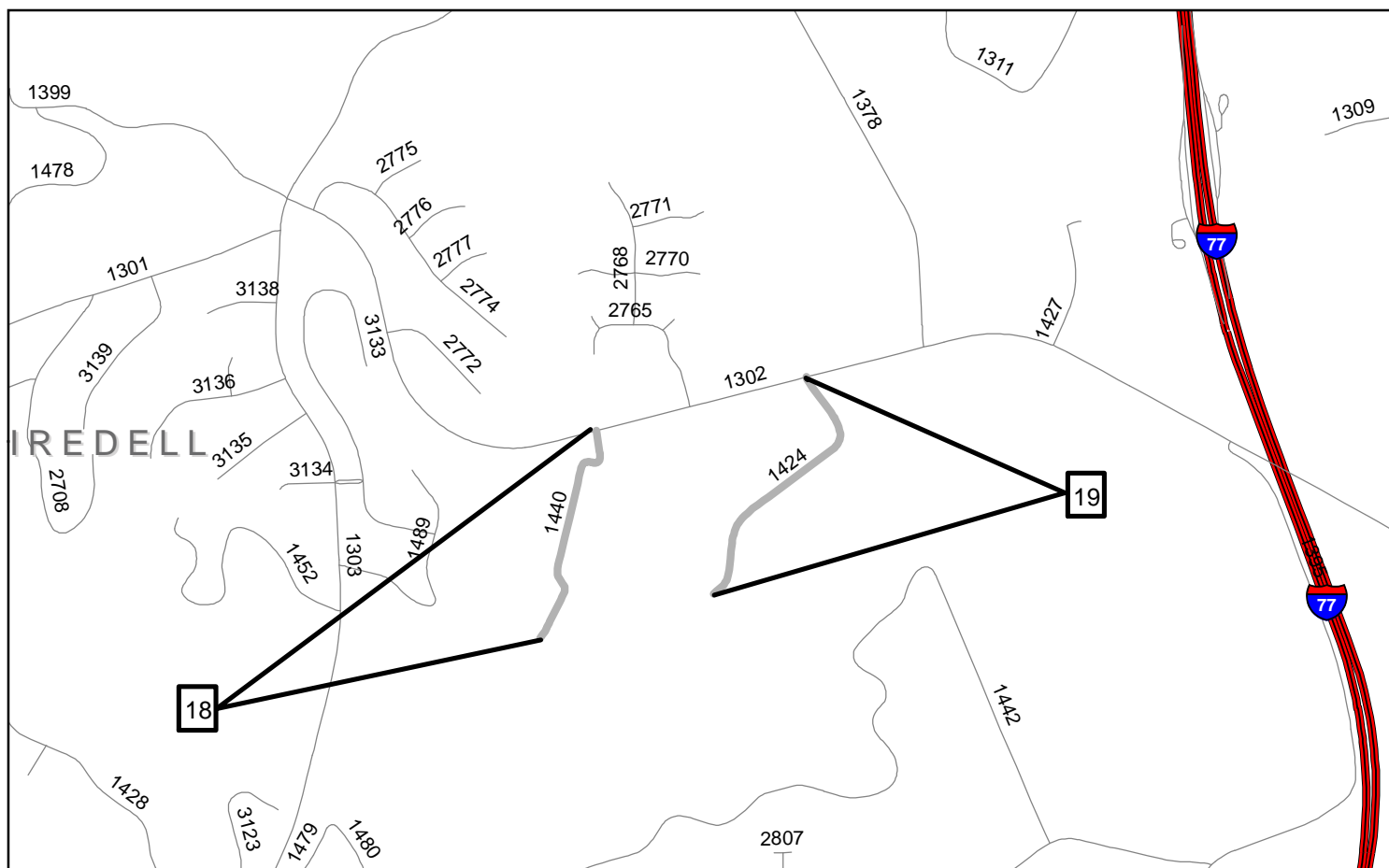
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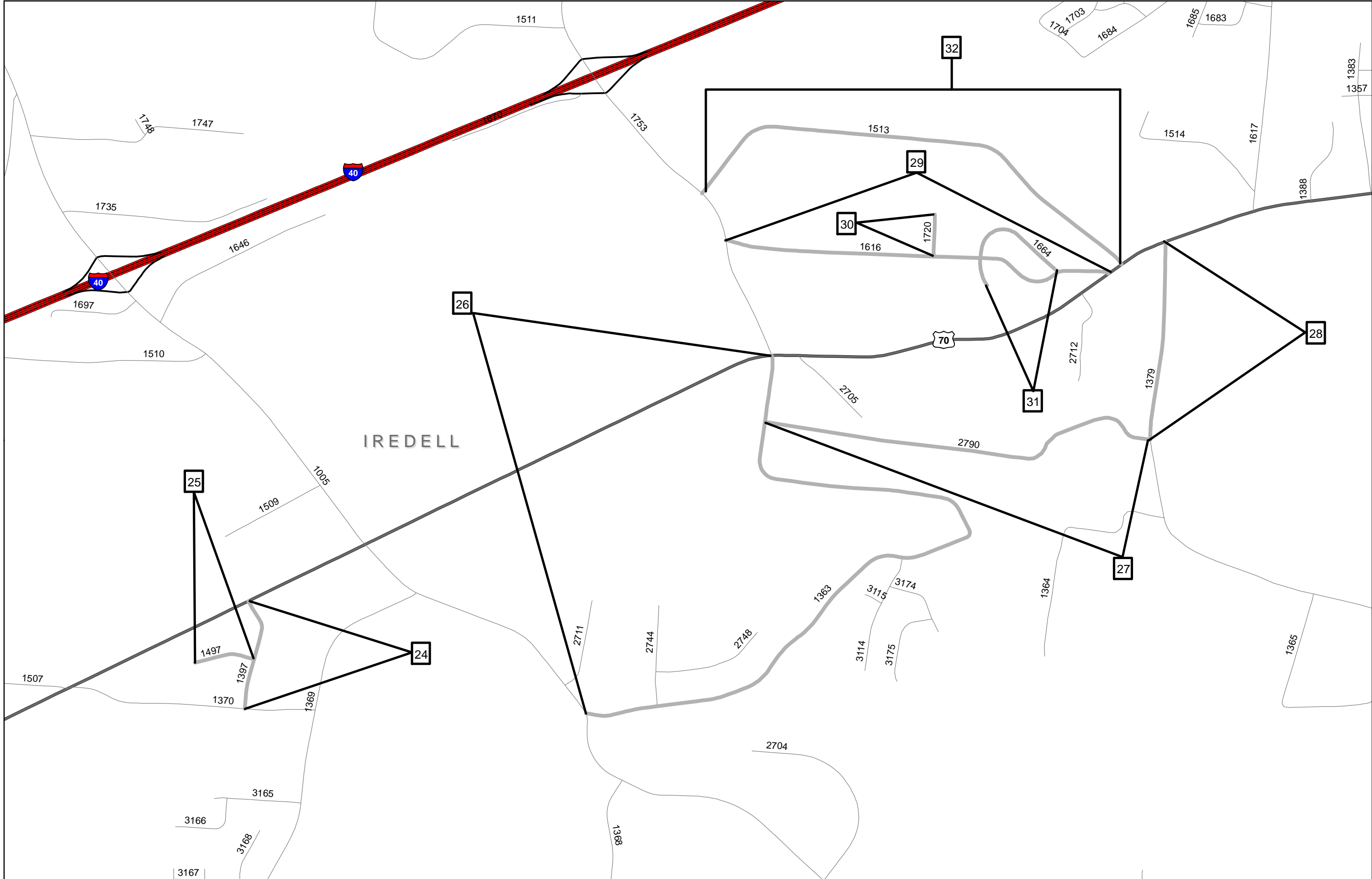
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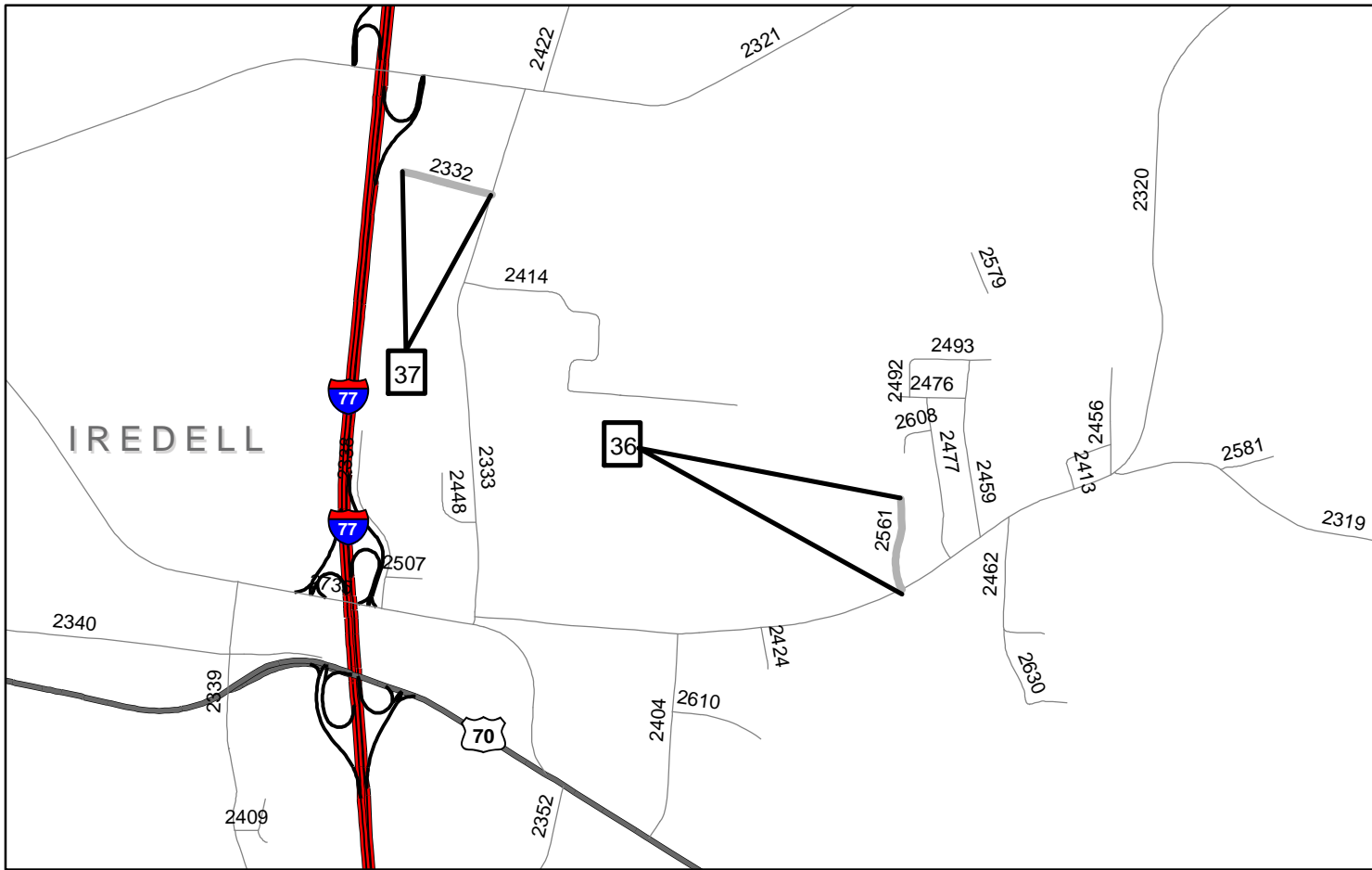
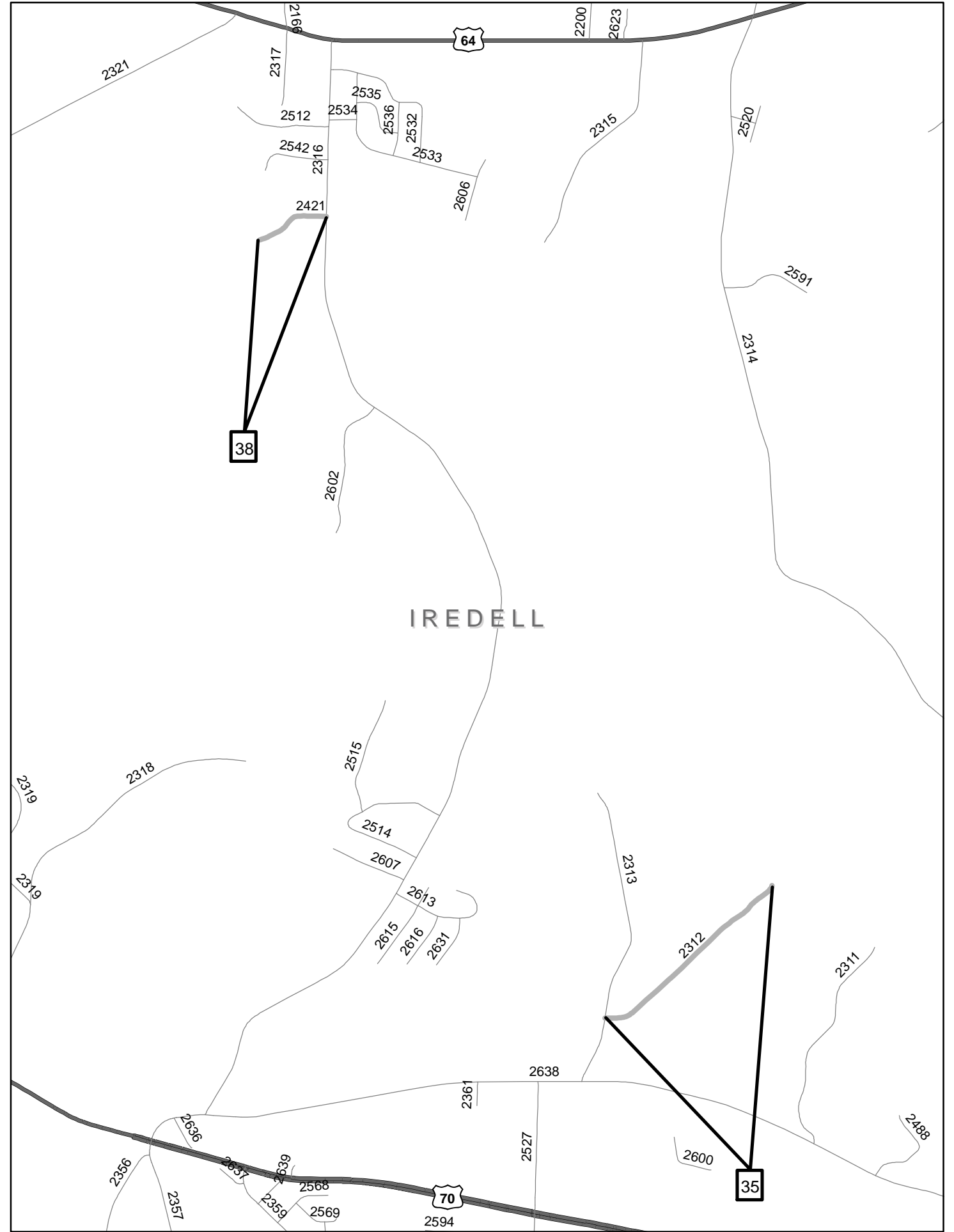
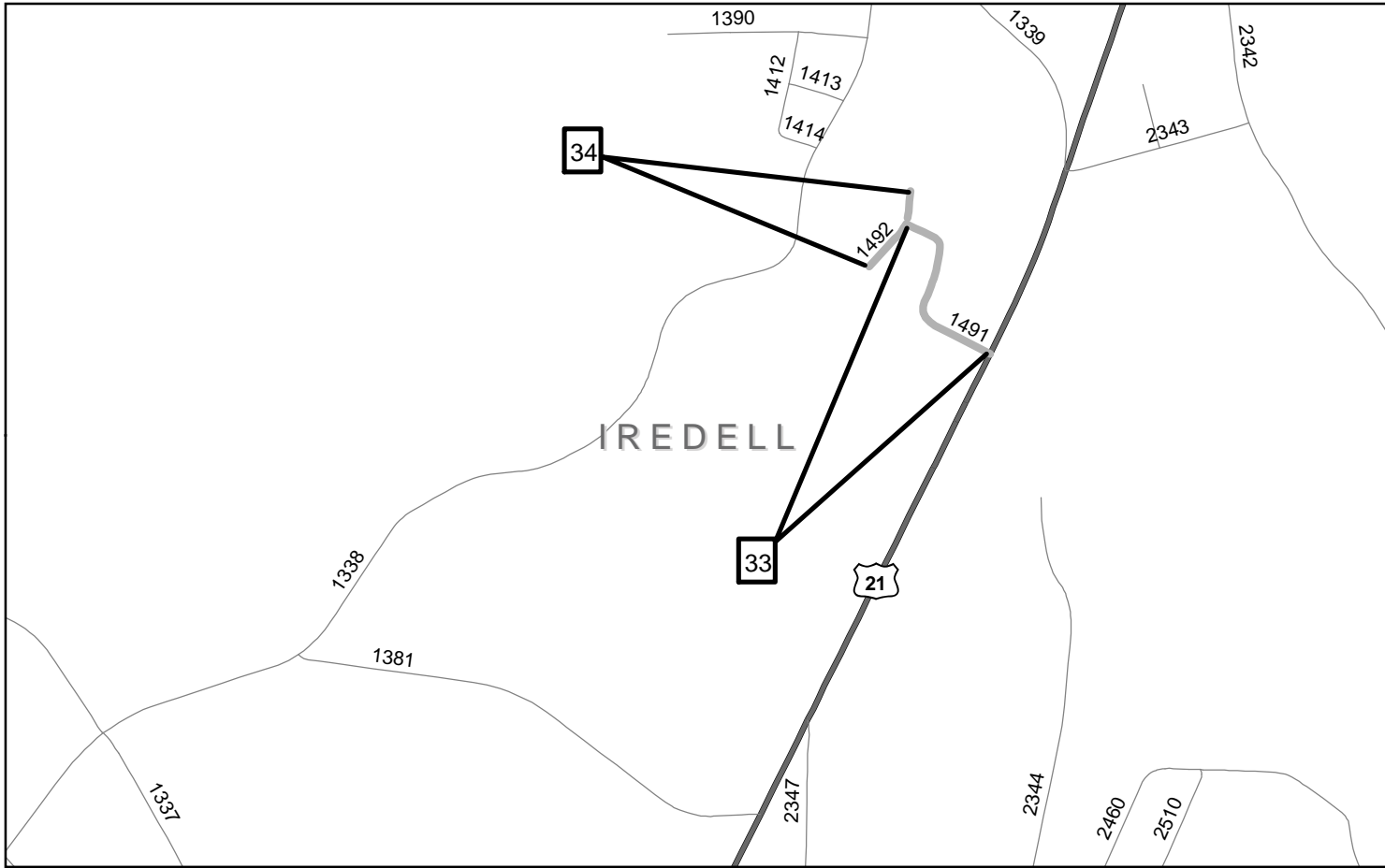
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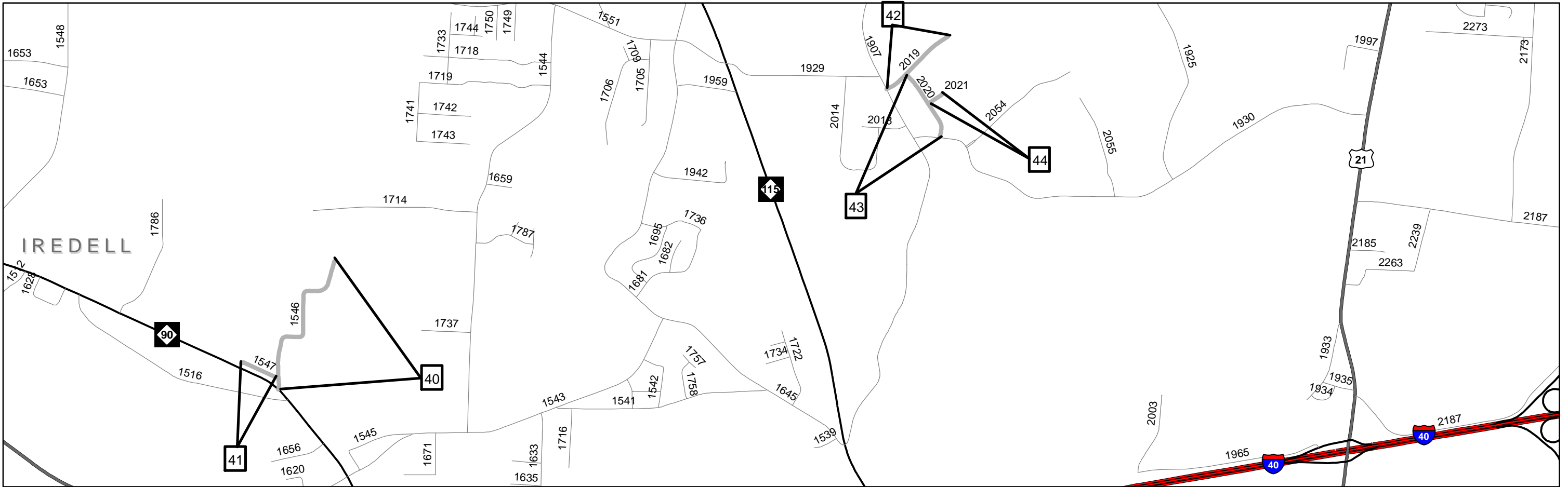
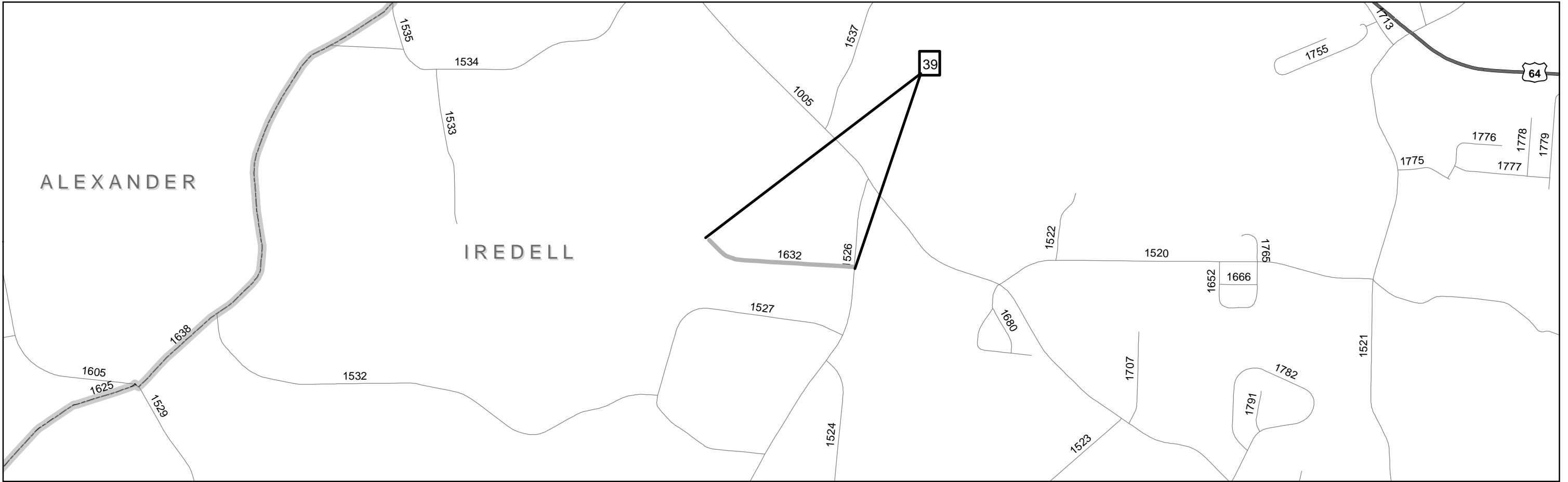
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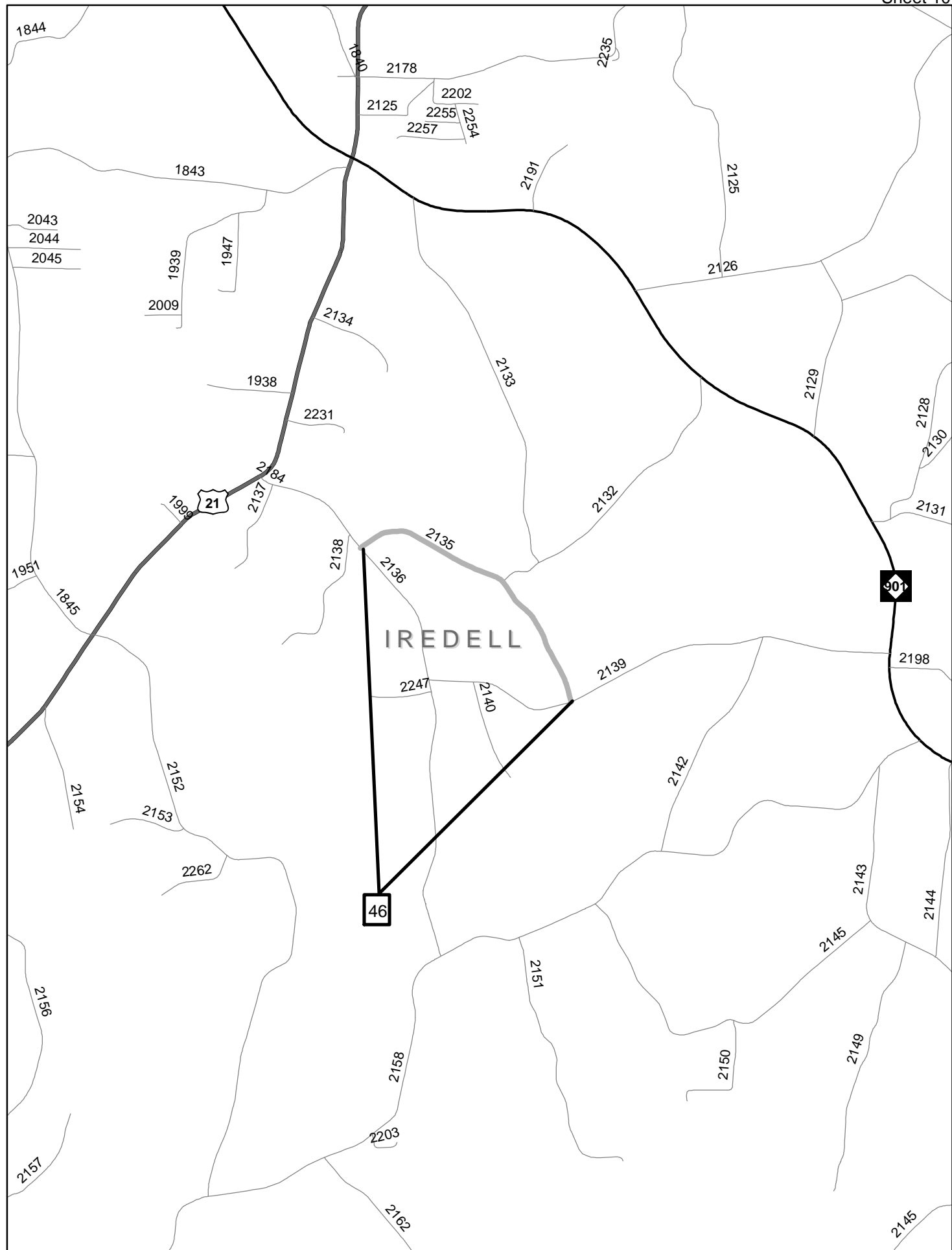
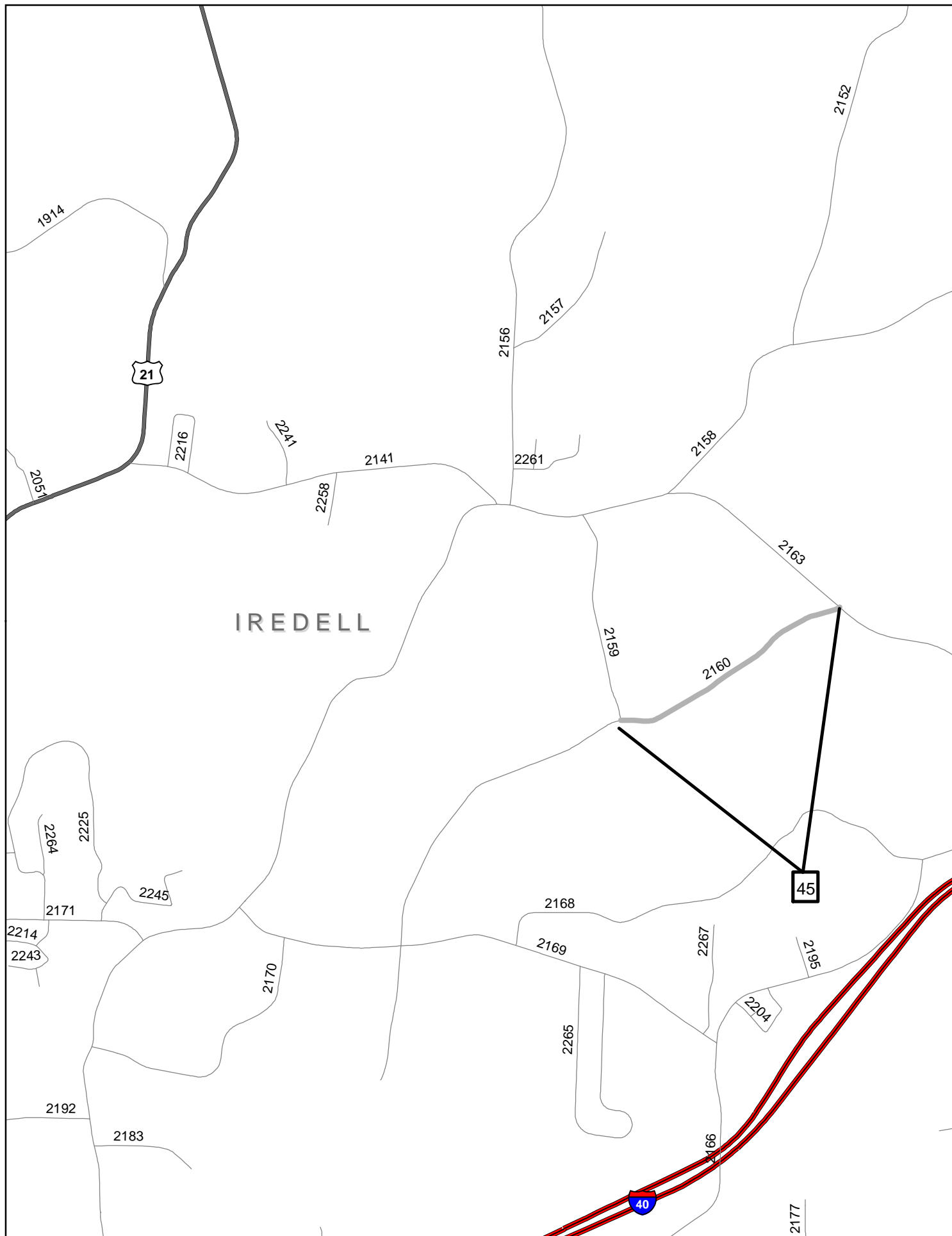


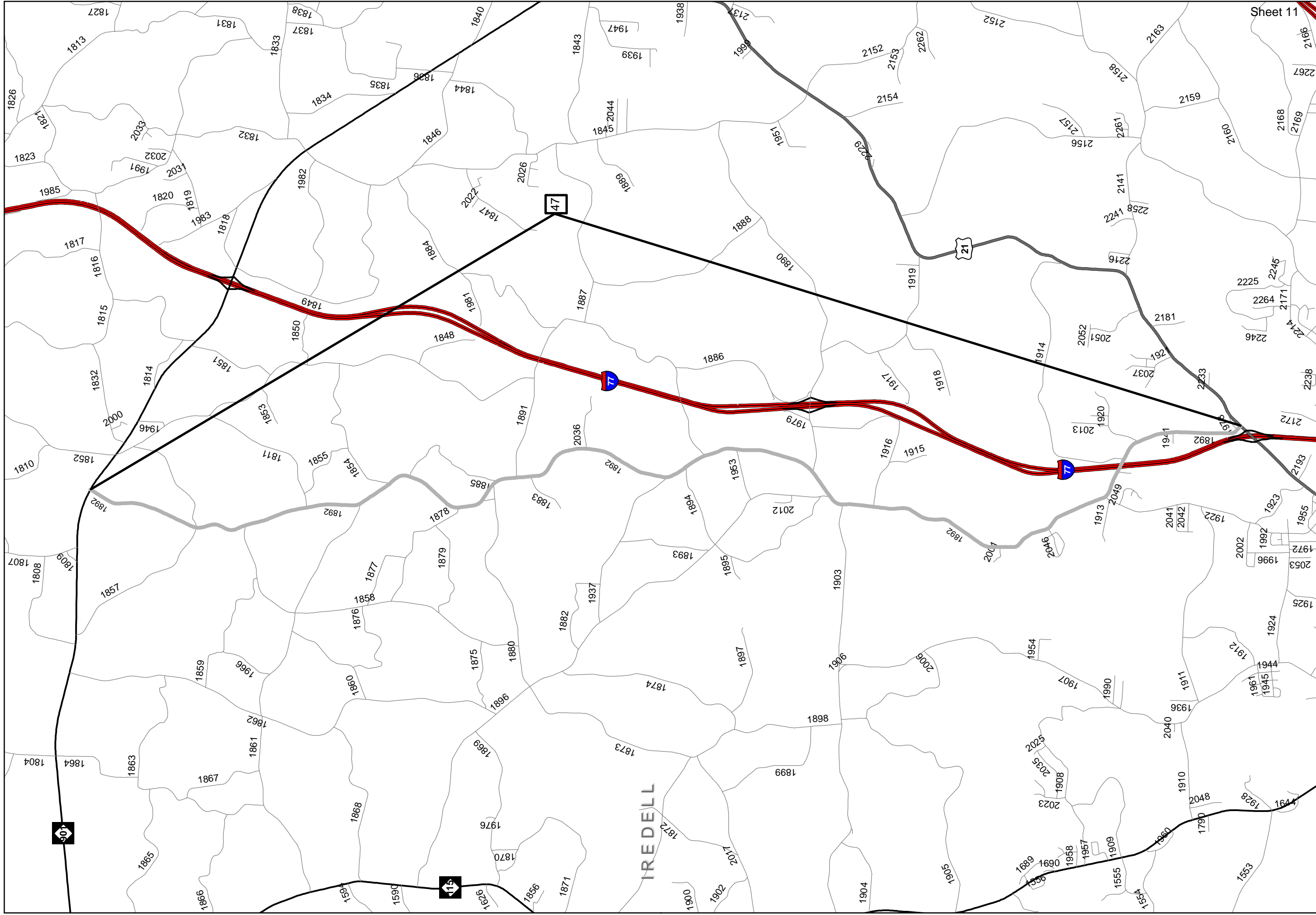




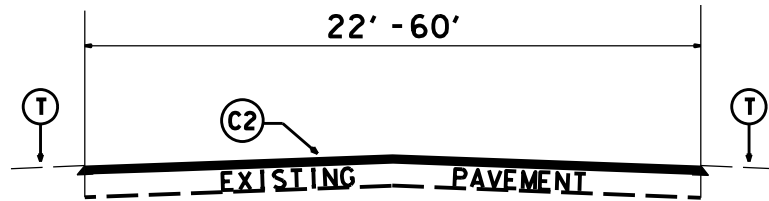




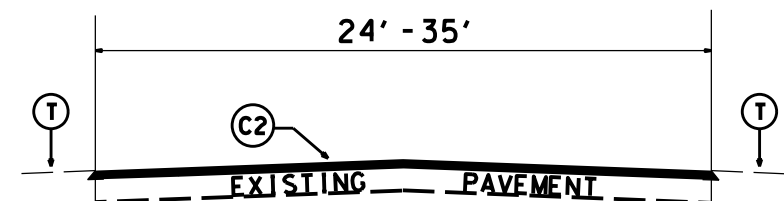




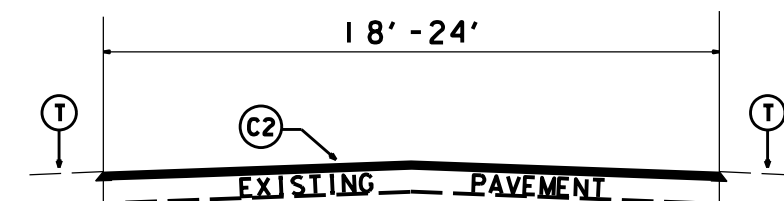
PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
IREDELL COUNTY	12	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2017CPT.12.20.10491		PRIMARY RESURFACING
2017CPT.12.20.20491		SECONDARY RESURFACING



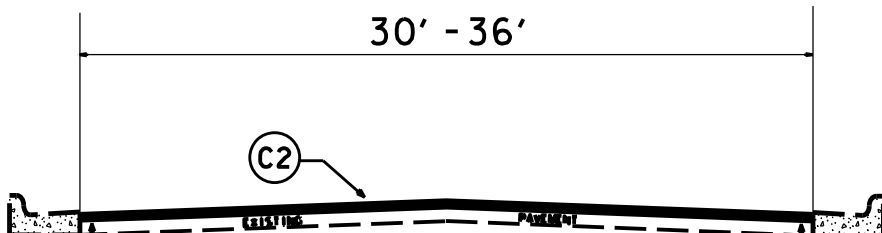
TYPICAL SECTION NO.1  
Map 1, 2



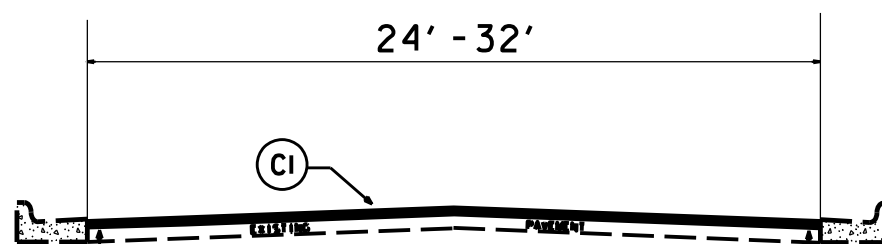
TYPICAL SECTION NO.4  
Map 4



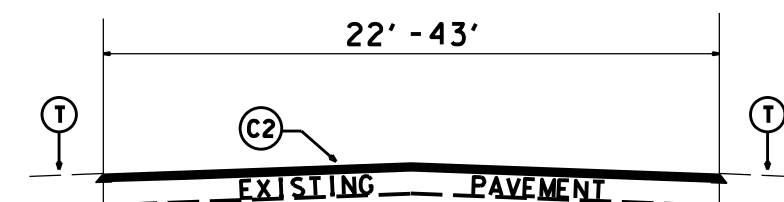
TYPICAL SECTION NO.7  
Map 14, 16, 22, 45, 46, 47



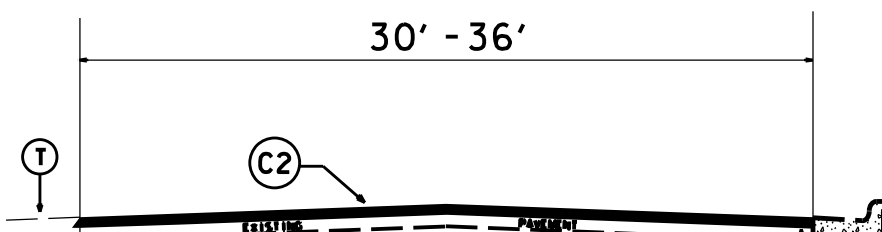
TYPICAL SECTION NO.2  
Map 3 Sta. 0+00 to Sta. 15+47



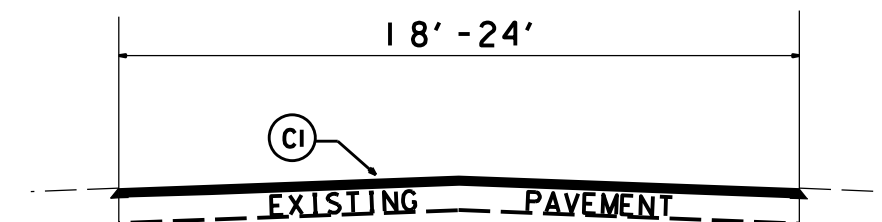
TYPICAL SECTION NO.5  
Map 5, 8, 9, 10



TYPICAL SECTION NO.8  
Map 15



TYPICAL SECTION NO.3  
Map 3 Sta. 15+47 to Sta. 26+03



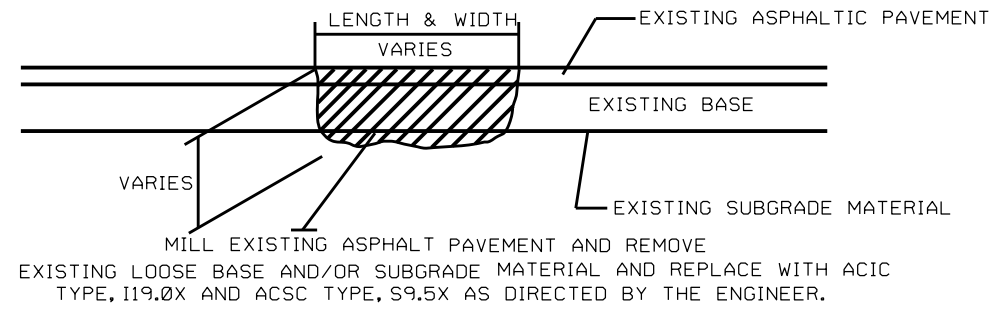
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Maps 6, 7, 11, 12, 13, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.0" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
V1	MILL EXISTING ASPHALT PAVEMENT APPROX. 1.5" IN DEPTH
V2	MILL EXISTING ASPHALT PAVEMENT APPROX. 0" TO 1.5" IN DEPTH BEGINNING 5' FROM EDGE OF CURB & GUTTER

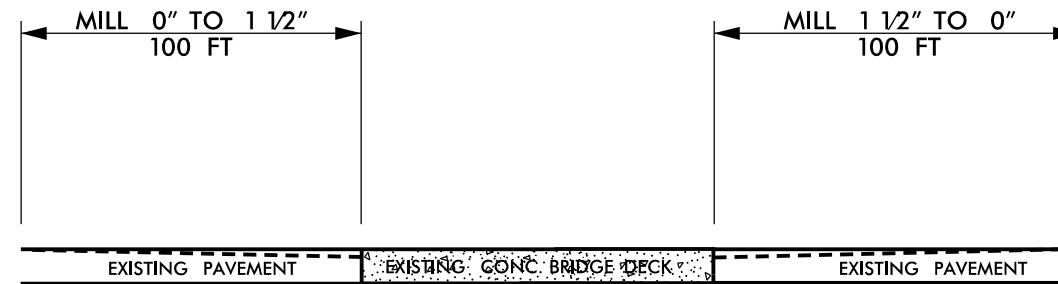
2017 - 2018  
Resurfacing Program  
Typical Sections  
Iredell County

PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
IREDELL COUNTY	13	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2017CPT.12.20.10491		PRIMARY RESURFACING
2017CPT.12.20.20491		SECONDARY RESURFACING

**DETAIL A**  
**PATCHING EXISTING PAVEMENT**

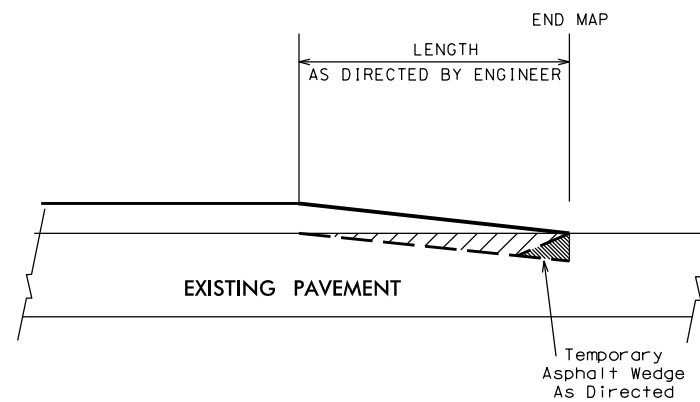
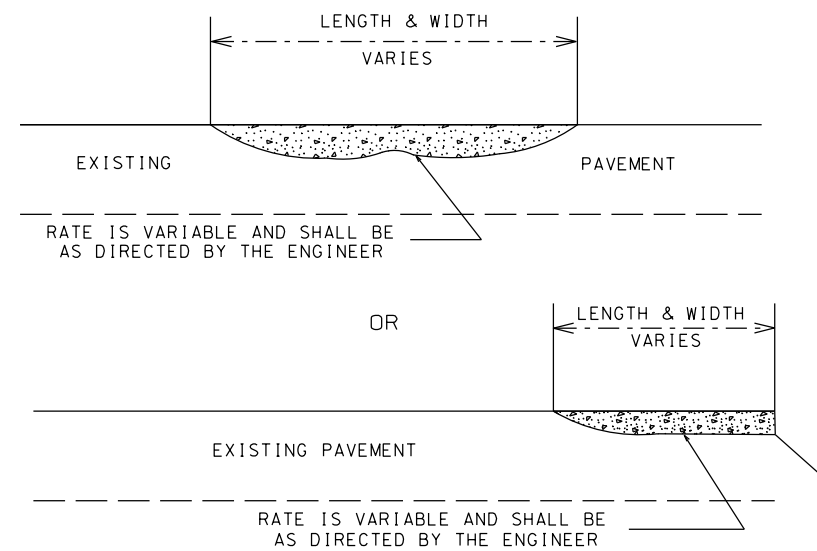


**DETAIL C**  
**MILLING BRIDGE APPROACHES**

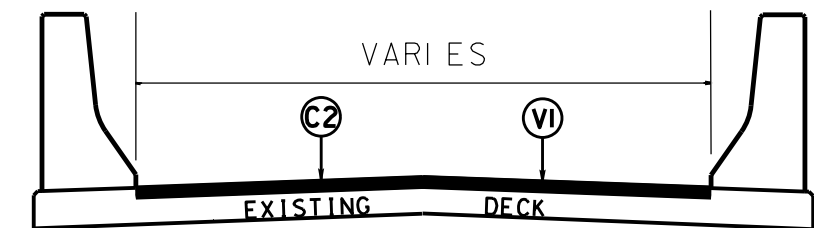


**DETAIL B**

**ASPHALT CONCRETE SURFACE COURSE**  
**TYPE SF9.5A & S9.5B (LEVELING COURSE)**



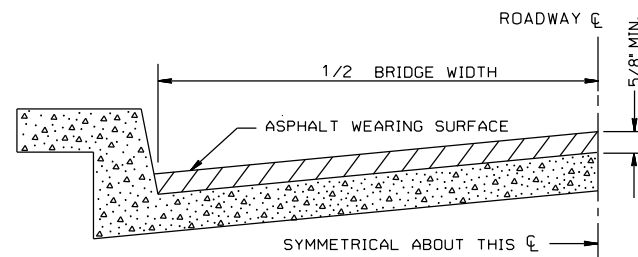
**TIE-IN (INCIDENTAL) MILLING DETAIL**



**ASPHALT BRIDGE SECTION**  
Use for all asphalt bridges

**DETAIL E**

**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. A THICKNESS OF NOT LESS THAN 5/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

**NOTES**

ALL UNPAVED S.R. ROADS TO BE SURFACED 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 NOTED.  
BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

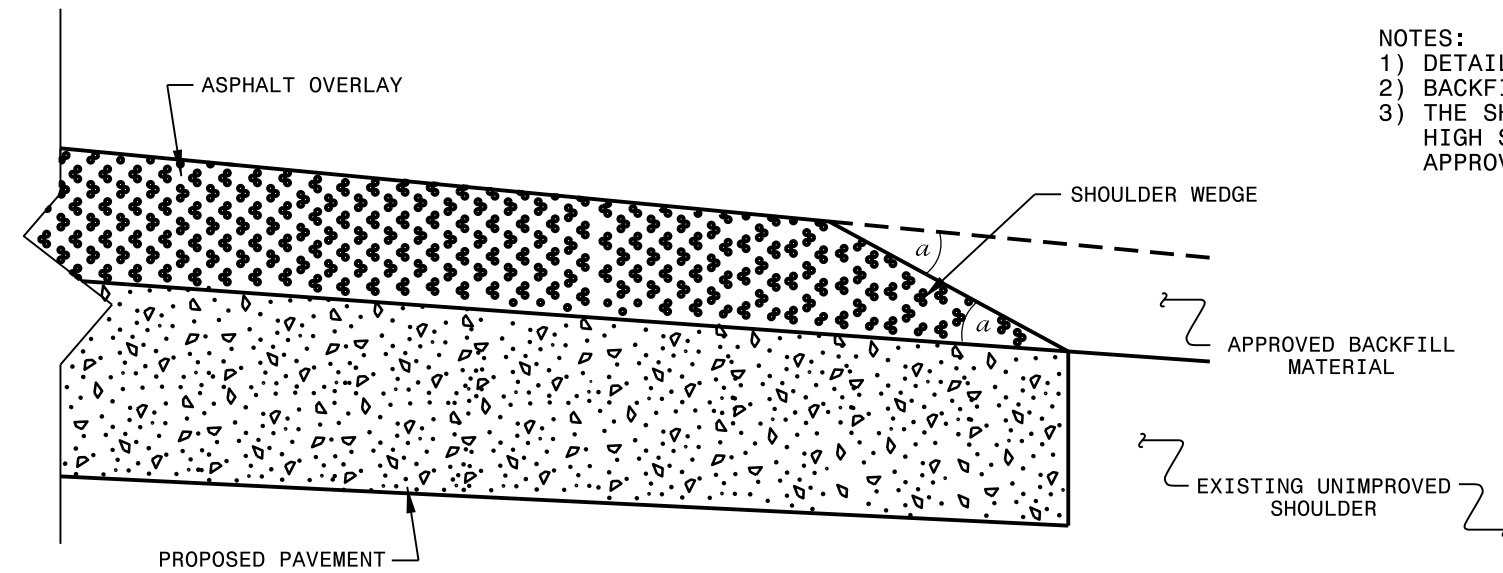
**PAVEMENT SCHEDULE**

C1	PROP. APPROX. 1.0" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
V1	MILL EXISTING ASPHALT PAVEMENT APPROX. 1.5" IN DEPTH
V2	MILL EXISTING ASPHALT PAVEMENT APPROX. 0" TO 1.5" IN DEPTH BEGINNING 5' FROM EDGE OF CURB & GUTTER

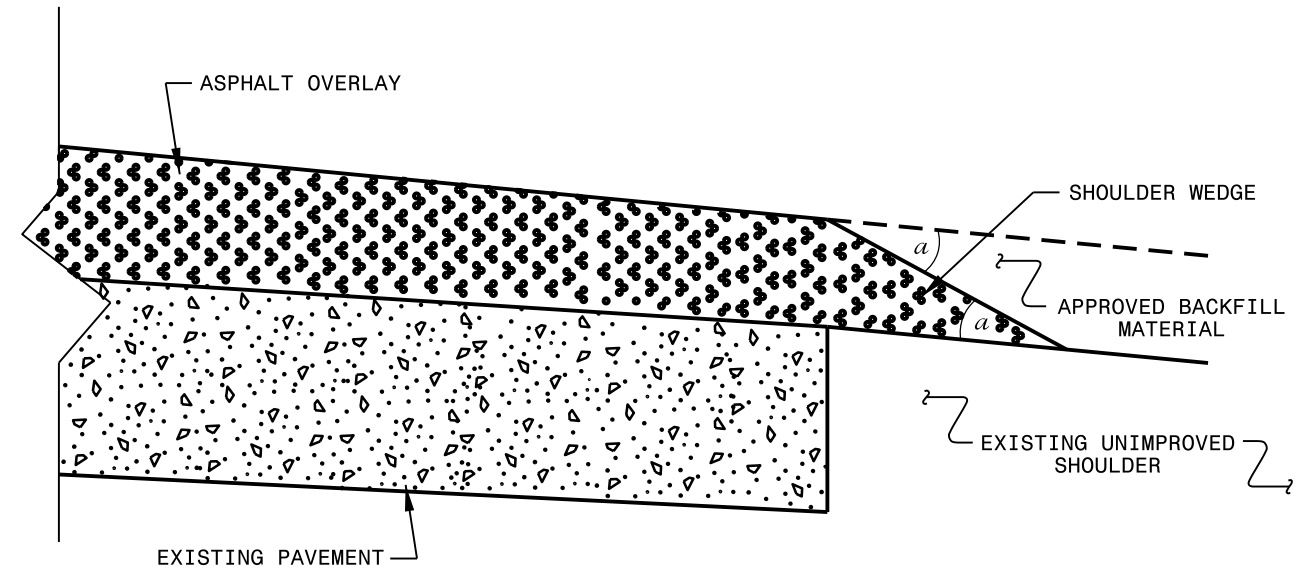
2017 - 2018  
Resurfacing Program  
Typical Sections  
Iredell County

NOTES:

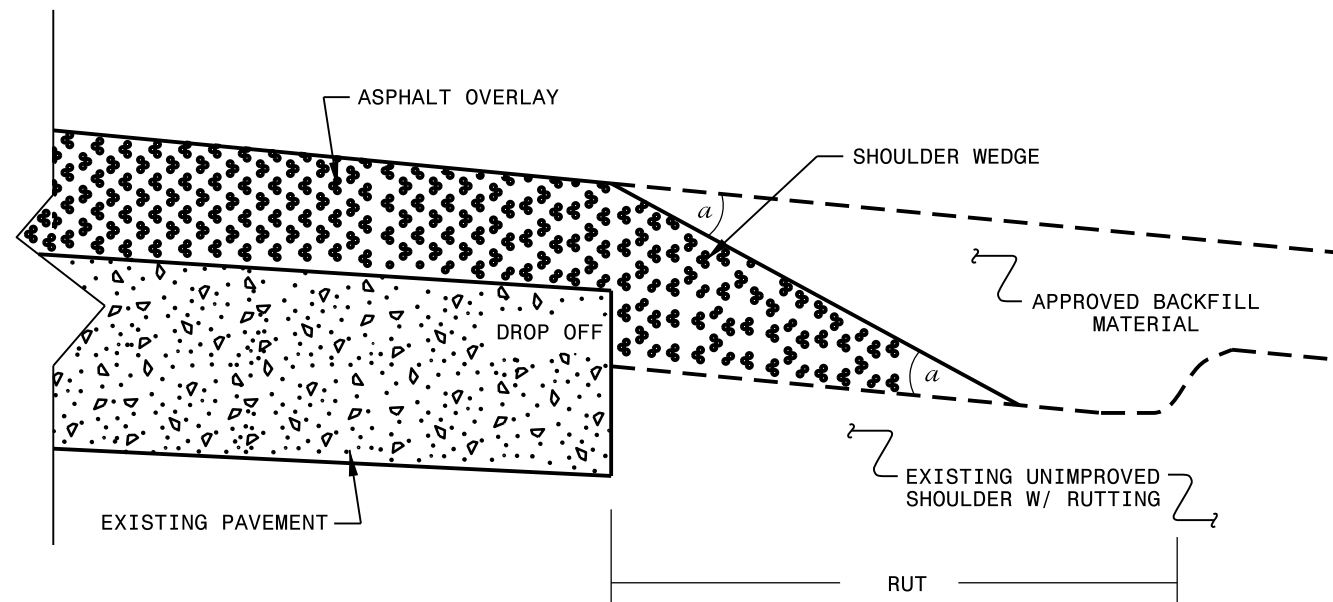
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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



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

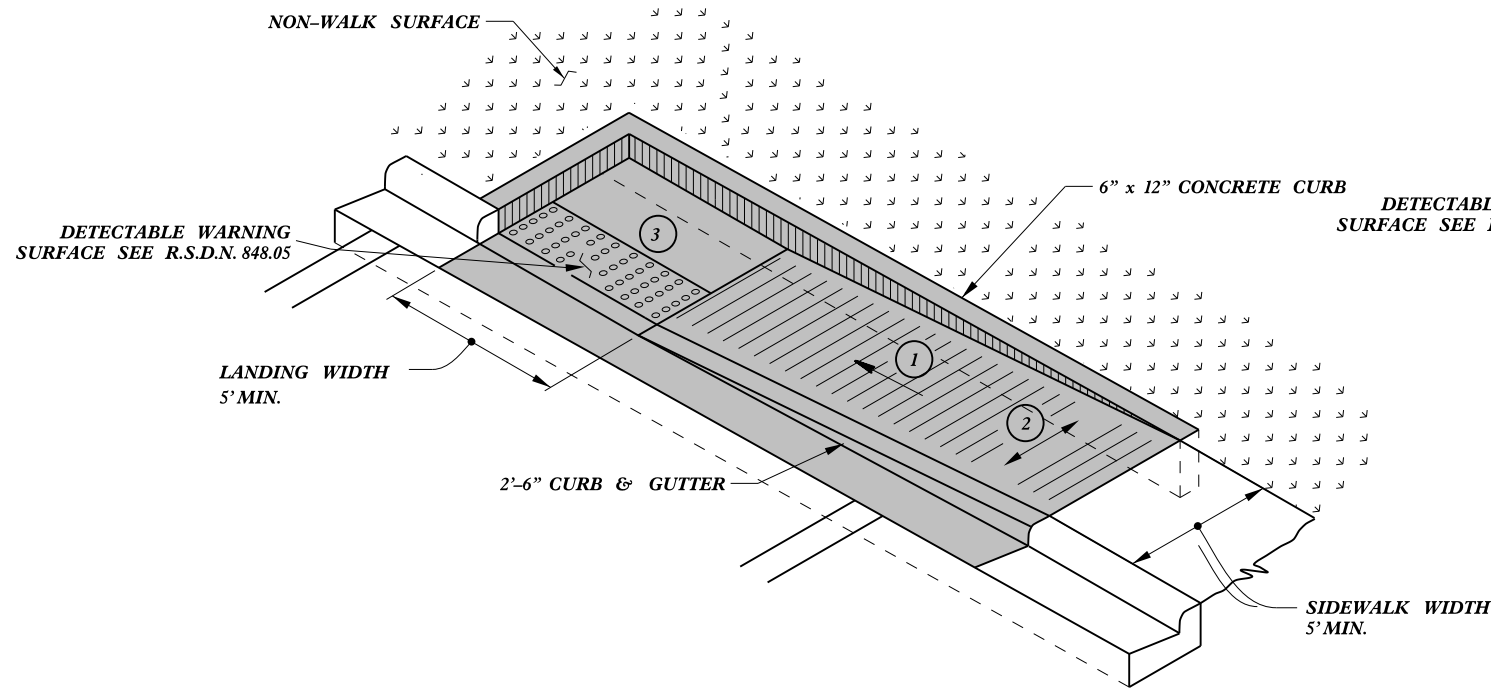


**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to  
 Rutted Shoulder)

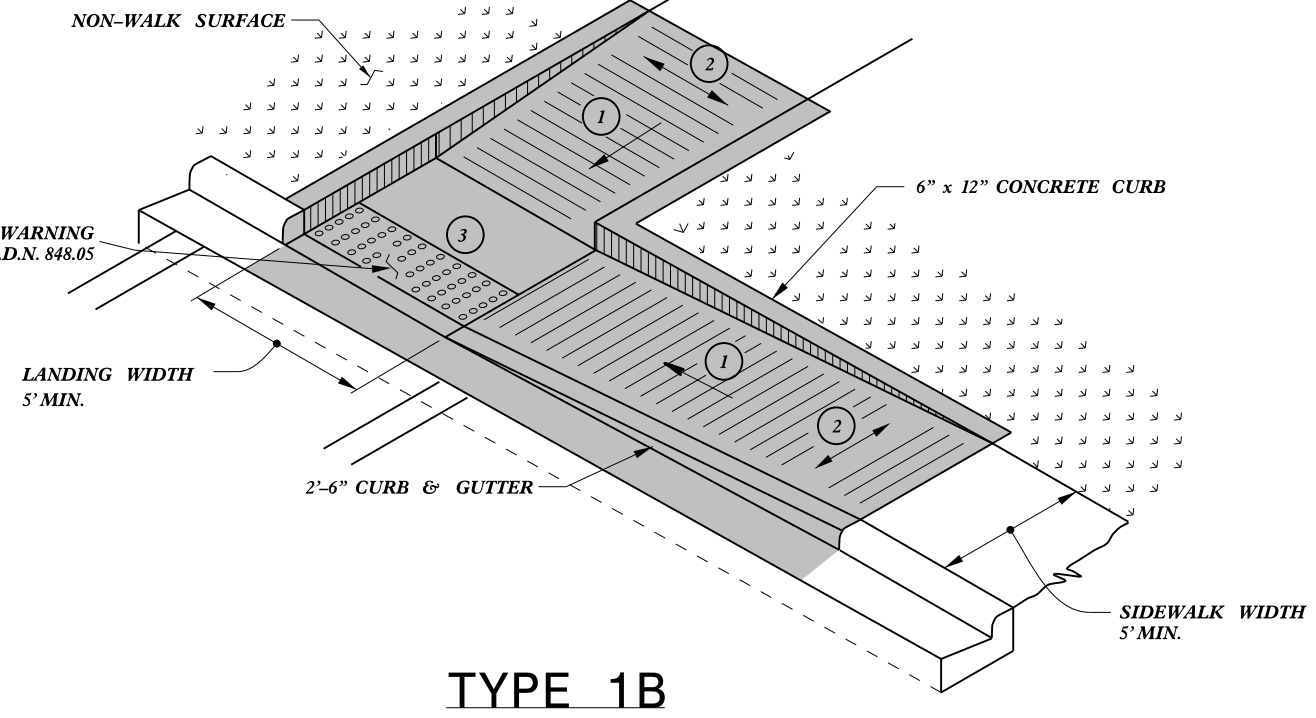
- SHOULDER WEDGE ANGLE = 30°

<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: 2/2/16		
CHECKED BY:	DATE:		
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn			

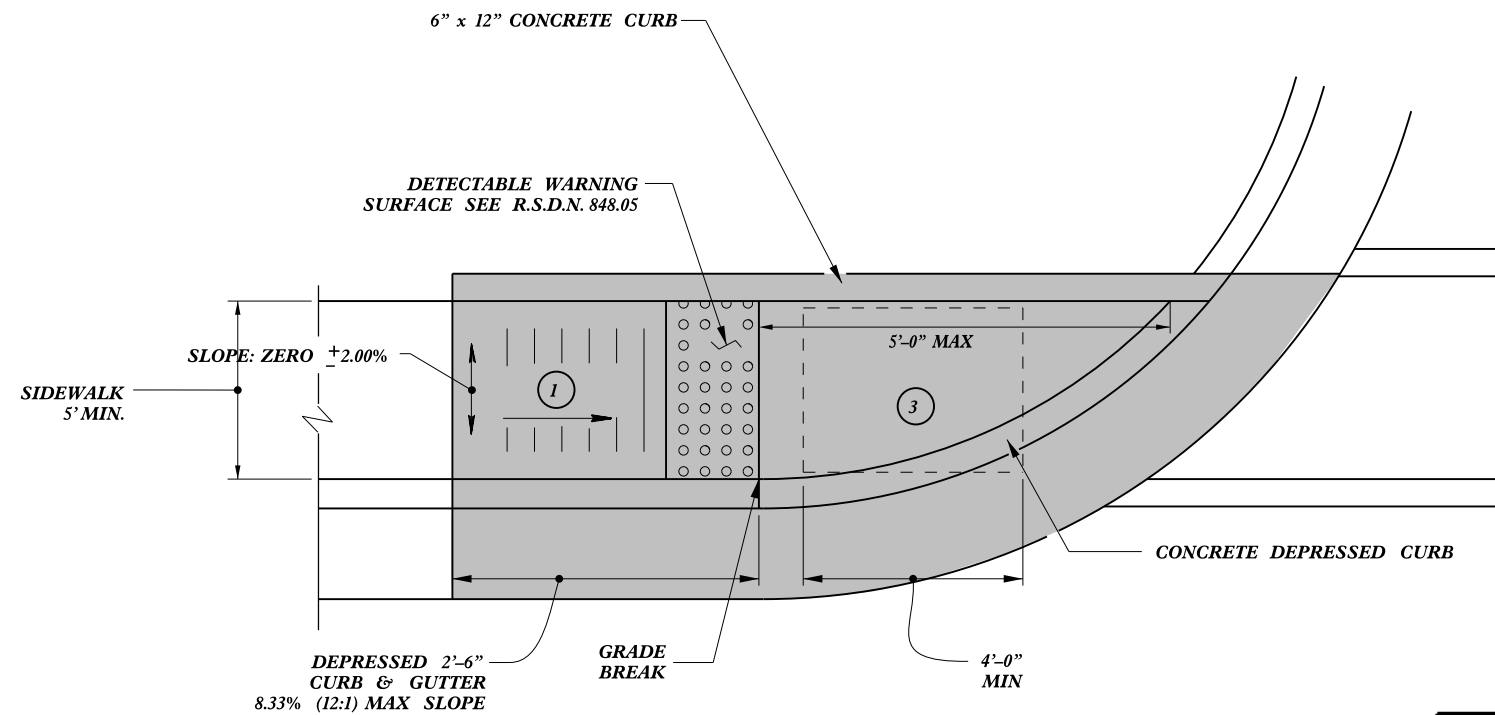
24-MAR-2016 11:45  
 S:\Contracts\Resurfacing Projects\Shoulder Wedge Details\Revised Shoulder Wedge Detail.dgn  
 \*\*\*\*\*USERNAME\*\*\*\*\*



**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.

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



DocuSign by  
Joel S. Howerton

449E8E25522144F...  
11/18/2015

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

**CURB RAMPS**  
Directional Ramps

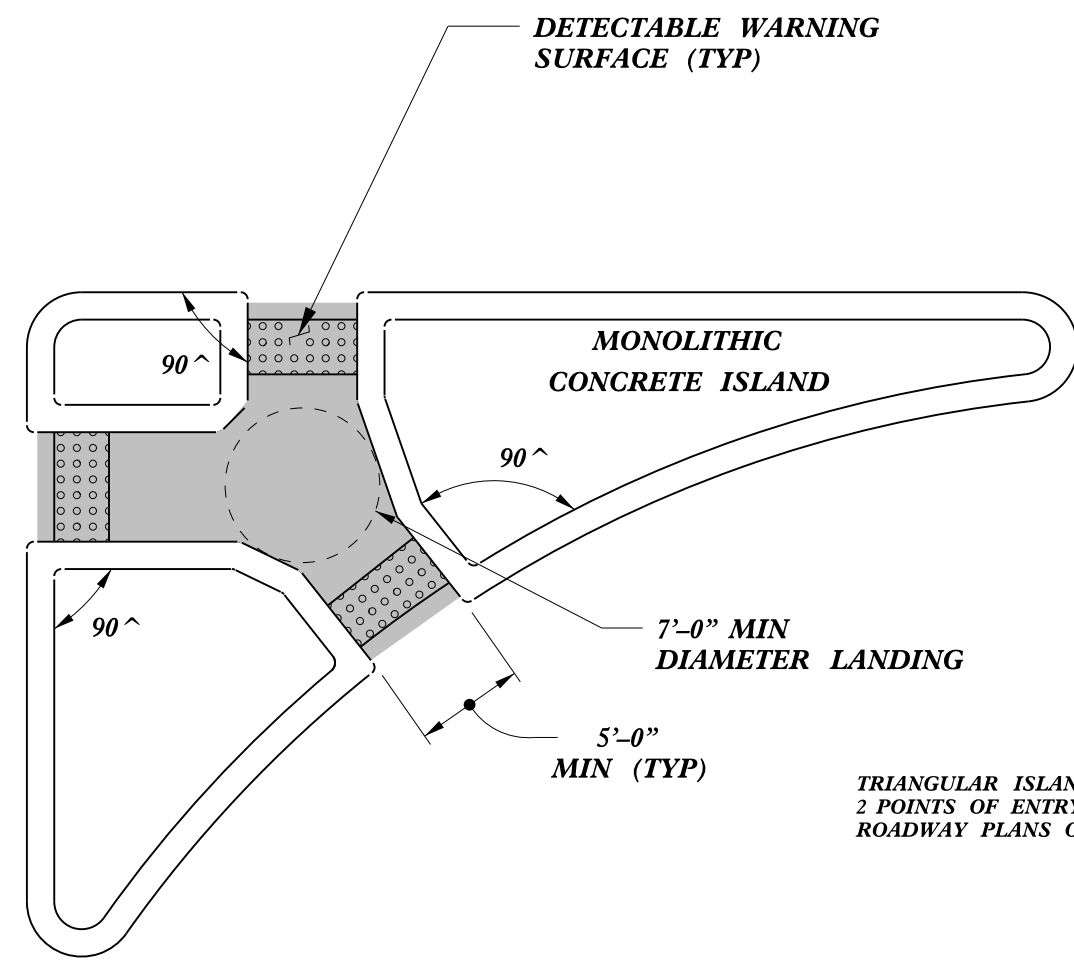
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MODIFIED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dwg

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

5/14/99  
CONSTRUCTION USER NAME  
DATE

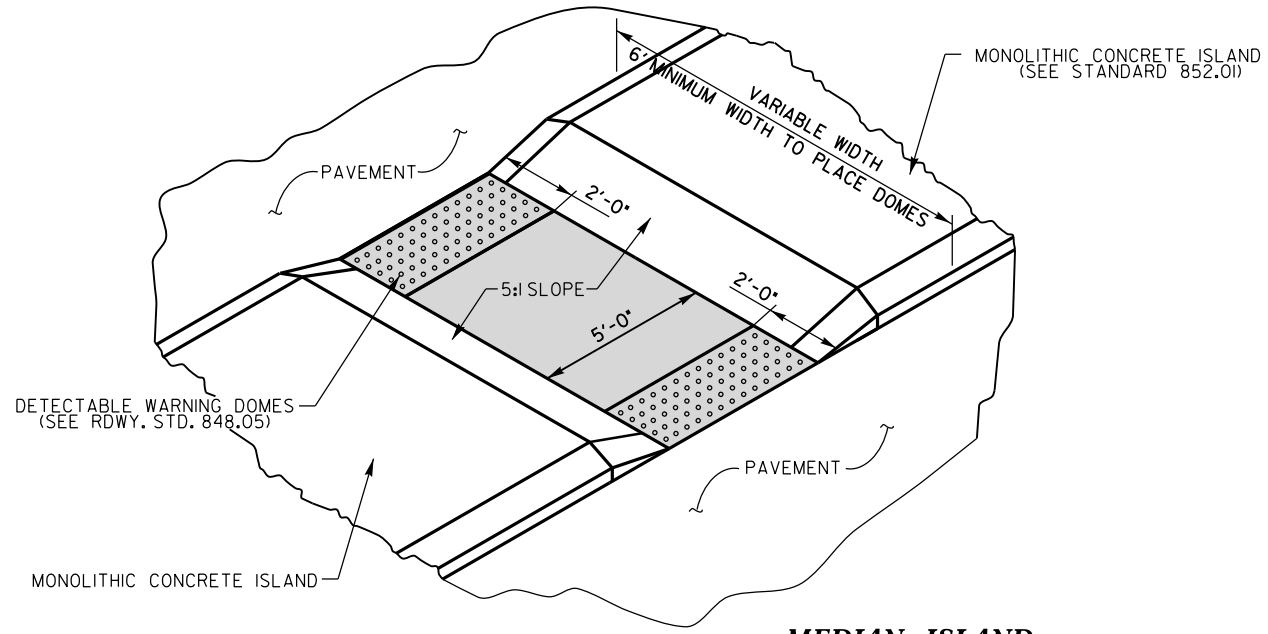


PAY LIMITS FOR 2 OR 3 CURB RAMPS  
(CALCULATE BASED ON NUMBER OF  
SETS OF TRUNCATED DOMES)

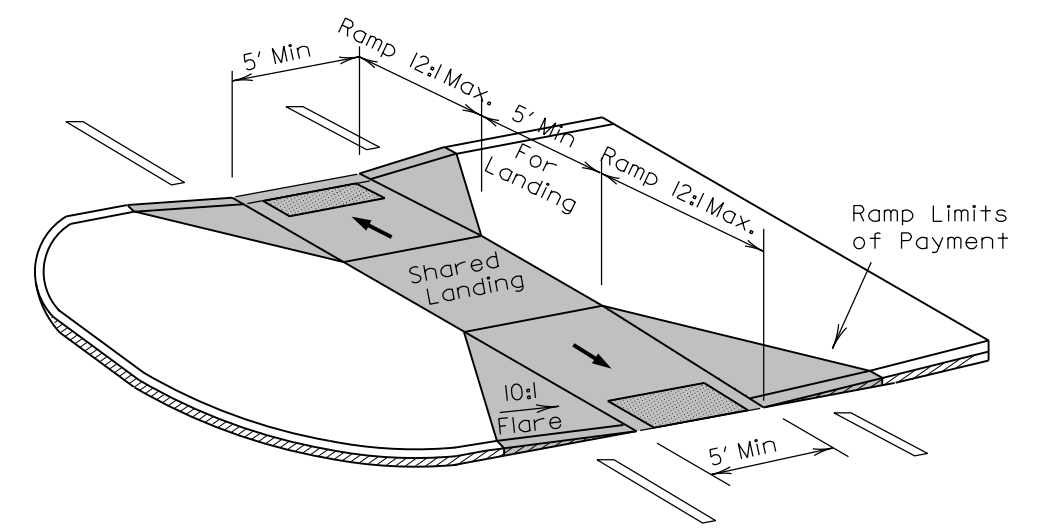


TRIANGULAR ISLANDS MAY BE CONSTRUCTED WITH ONLY  
2 POINTS OF ENTRY AND EXIT AS SHOWN IN THE  
ROADWAY PLANS OR AS DIRECTED BY THE ENGINEER.

**TRIANGULAR ISLAND  
WITH CUT THROUGH**



**MEDIAN ISLAND  
WITH CUT THROUGH**



**MEDIAN ISLAND  
CURB RAMPS**

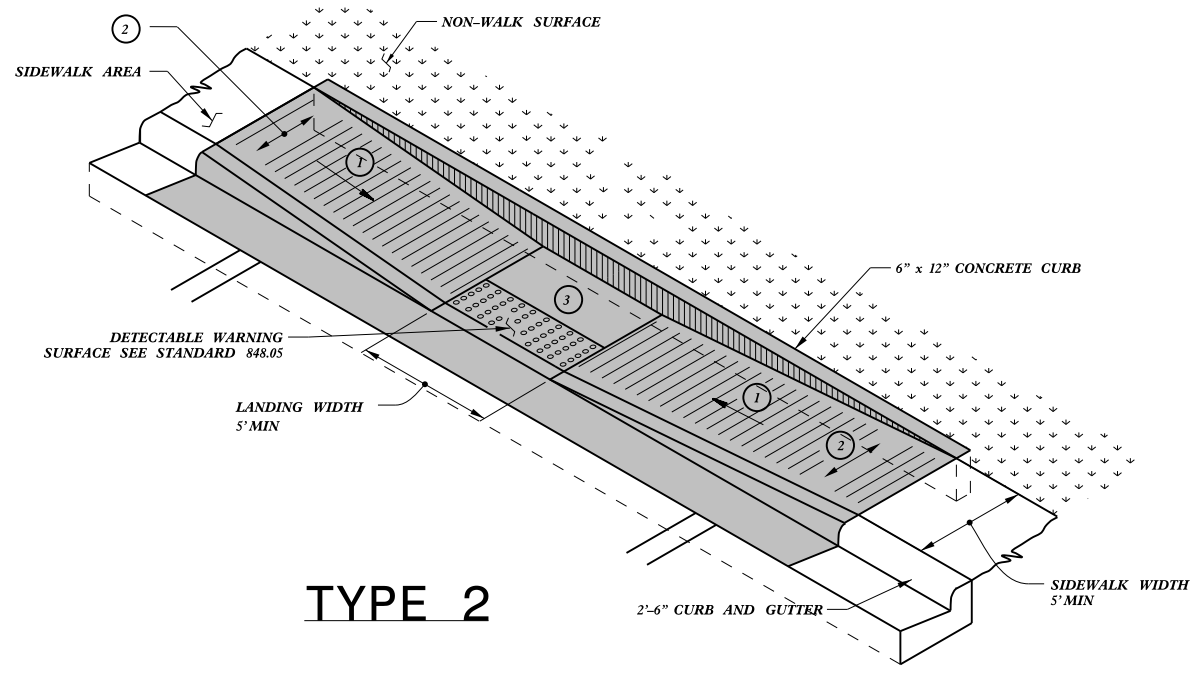
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SERIAL  
DATE  
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USER: J.S.HOWERTON  
PLT: J.S.HOWERTON  
PLOT DATE: 11/18/2015 11:18:15 AM  
PLOT SCALE: 1.0000  
PLOT SHEET: 16 OF 16  
PLOT AREA: 11.18 X 11.18  
PLOT STATUS: SUCCESS

11/18/2015

DocuSign  
Seal  
Joel S. Howerton  
Professional Engineer  
449E8E25522144F...

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

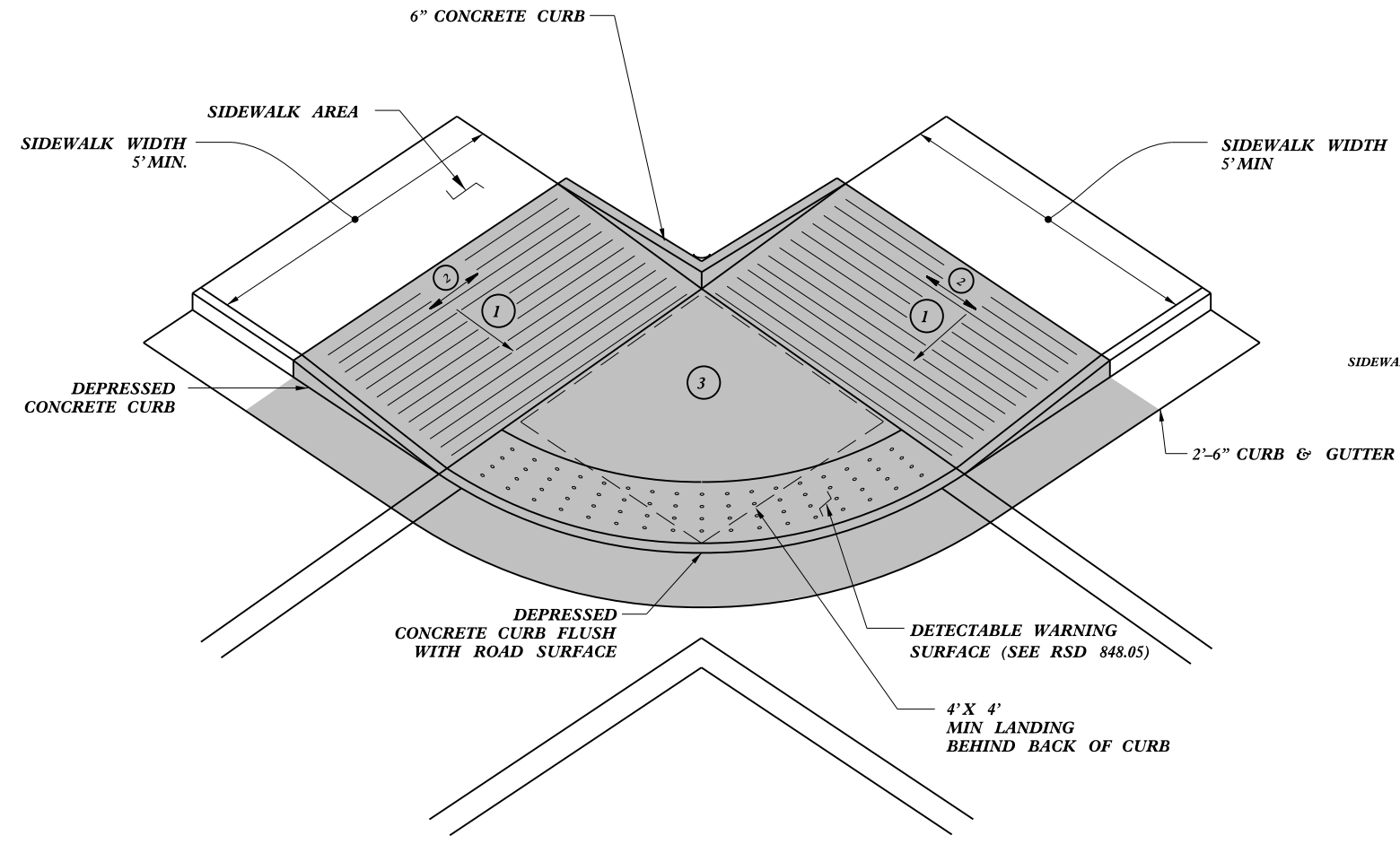
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>CURB RAMPS</b>	
Median or Turn Lane Islands	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dwg	



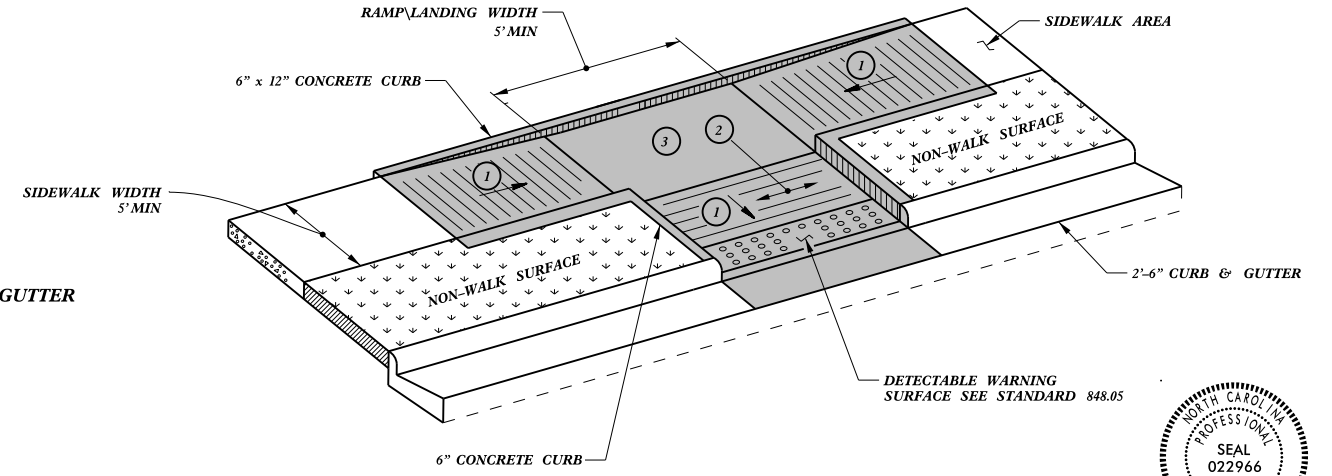
**TYPE 2**

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

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

**CURB RAMPS**  
 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

5/14/99



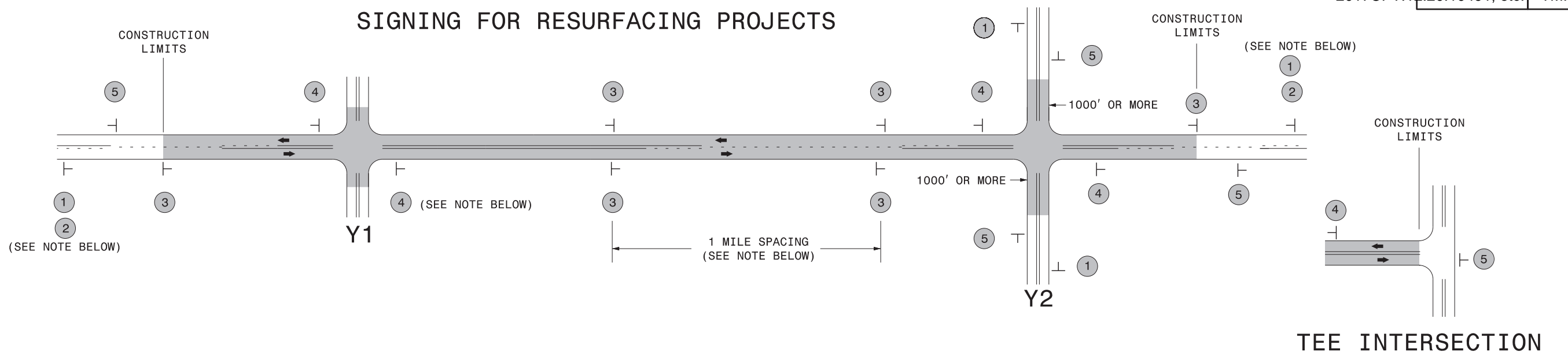
PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.12.20.10491	19	
2017CPT.12.20.20491		

## 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 TON	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1 1/2" MILLING SY	0" TO 1.5" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	LEVELING COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TONS	LEVELING COURSE, SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	RETROFIT EXISTING CURB RAMP (Std. 848.06) EA	CONCRETE CURB RAMP (Std. 848.06 or details) EA	ADI. OF DROP INLET EA	ADI. OF MANHOLES EA	ADI. OF METER OR VALVE BOX EA	INDUCTIVE LOOP LF	LEAD-IN CABLE (14-2) LF						
2017CPT.12.20.10491	Iredell	1	US 64	FROM PVMT CHANGE 0.5 MILES WEST OF SR 2158 (OLD MOCKSVILLE RD.) TO ROWAN COUNTY LINE	1	2		NO	NO	9.894	22-60	1,600	550	19.79		2,500	8,500	14,000	200			853	1,200					2	4	3,300	100					
		2	US 21	FROM SR 1930 (FORT DOBBS RD.) TO SR 1978 (EBENEZER RD.)	1	2		NO	NO	2.238	22-60	375	120	4.48		2,000	2,500	3,300					198	275					3	1,350	100					
		3	US 21 (SULIVAN RD.)	FROM US 64 (DAVIE AVE.) TO J3819A PROJECT LIMITS	2	3	2		NO	NO	0.493	30-36	16	25	0.20		3,250	850	950					57	125	10	2		10	7	275	50				
		4	NC 115	FROM 0.318 MILES NORTH OF SR 1907 (S. CHIPLEY FORD RD.) TO PVMT. CHANGE 0.168 MILES SOUTH OF SR 1561 (BOWLES FARM RD.)	4	2		NO	NO	8.87	24-35	1,425	450	17.74		1,100	8,000	15,400						924	400						1,100	100				
<b>TOTAL FOR PROJ NO. 2017CPT.12.20.10491</b>										<b>21.495</b>		<b>3,416</b>	<b>1,145</b>	<b>42.21</b>		<b>8,850</b>	<b>19,850</b>	<b>33,650</b>	<b>200</b>		<b>1,261</b>	<b>2,000</b>	<b>10</b>	<b>2</b>		<b>12</b>	<b>14</b>	<b>6,025</b>	<b>350</b>							
2017CPT.12.20.20491	Iredell	5	SR 1182 (YACHT CLUB RD.)	FROM SR 1100 (BRAWLEY SCHOOL RD.) TO SR 1101 (YACHT RD.)	5	2		NO	NO	0.28	24					3,000	50			240		16	15	2	2											
		6	SR 1101 (YACHT RD.)	FROM SR 1182 (YACHT CLUB RD.) TO DEAD END	6	2		NO	NO	0.841	18			40				25		550	25	38	100													
		7	SR 2935 (YACHT COVE LANE)	FROM SR 1101 (YACHT RD.) TO DEAD END	6	2		NO	NO	0.232	18			10				25		150	15	11	50													
		8	SR 2988 (SUNRISE CIRCLE)	FROM SR 2985 (LAKE MIST DR.) TO SR 2988 (SUNRISE CIRCLE)	5	2		NO	NO	0.408	24						3,350	50			350		23	100												
		9	SR 3024 (LAKE SPRING LOOP)	FROM SR 2982 (BAY HARBOUR RD.) TO SR 2982 (BAY HARBOUR RD.)	5	2		NO	NO	0.225	32						1,850	50			275		18	100	6											
		10	SR 3026 (MORROWS RIDGE RD.)	FROM SR 3024 (LAKE SPRING LOOP) TO SR 1177 (CHUCKWOOD RD.)	5	2		NO	NO	0.19	32						1,550	50			225		15	175	1											
		11	SR 2929 (BUFFLEHEAD DR.)	FROM SR 2928 (WEBBED FOOT RD.) TO DEAD END	6	2		NO	NO	0.223	20				10			25			175	15	13	15												
		12	SR 2943 (FARMSTEAD LANE)	FROM SR 1100 (BRAWLEY SCHOOL RD.) TO DEAD END	6	2		NO	NO	0.794	20				40			25			575		39	300												
		13	SR 2955 (POND RIDGE LN.)	FROM SR 2943 (FARMSTEAD LN.) TO DEAD END	6	2		NO	NO	0.062	20				5			25			50		3	10												
		14	SR 1102 (LANGTREE RD.)	FROM SR 1205 (MECKLYNN RD.) TO END OF MAINT.	7	2		NO	NO	1.725	22	276		90	3.45			3,850	2,150	215			143	575	1	1										
		15	SR 1150 (LINWOOD RD.)	FROM SR 1153 (BRUMLEY RD.) TO NC 152	8	2		NO	NO	1.882	22-43	325		95	3.76		200	1,400	2,250	125			143	1,000	4		1			1						
		16	SR 2397 (OVERHEAD BRIDGE RD.)	FROM NC 150 TO SR 2395 (MAZEPPA RD.)	7	2		NO	NO	0.85	19	145		25	1.70	275	500	600	900	50			57	500												
		17	SR 2433 (SARDIS RD.)	FROM NC 801 TO DEAD END	6	2		NO	NO	0.235	20				10			25			175		12	75												
		18	SR 1440 (MORGAN BLUFF)	SR 1302 (CORNELIUS RD.) TO DEAD END	6	2		NO	NO	0.41	20				25			25			290	60	23	10												
		19	SR 1424 (HOMER LN.)	FROM SR 1302 (CORNELIUS RD.) TO DEAD END	6	2		NO	NO	0.497	22				25			25			390	25	28	200												
		20	SR 1310 (PARKERTOWN RD.)	FROM US 21 TO END OF PVMT	6	2		NO	NO	0.577	18				30			25			410		27	20												
		21	SR 2525 (HILLDALE RD.)	FROM SR 2366 (PILCH RD.) TO DEAD END	6	2		NO	NO	0.294	18				15			25			200	20	15	75												
		22	SR 1001 (OSWALT AMITY RD.)	FROM ROWAN COULTY LINE TO SR 2359 (BETHESDA RD.)	7	2		NO	NO	2.467	20	400		125	4.93			2,500	2,650	130			167	750												
		23	SR 1375 (CARRIAGE RD.)	FROM SR 1333 (EUFOLA RD.) TO DEAD END	6	2		NO	NO	1.47	18				75			25			940	50	66	120												
		24	SR 1397 (HOLMAN RD.)	FROM SR 1370 (MORROW RD.) TO US 70	6	2		NO	NO	0.306	20				15			50			220		15	50												
		25	SR 1497 (WOODSIDE DR.)	FROM SR 1397 (HOLMAN RD.) TO DEAD END	6	2		NO	NO	0.164	20				10			25			120	15	9	10												
		26	SR 1363 (BETHLEHEM RD.)	FROM SR 1005 (OLD MTN. RD.) TO US 70	6	2		NO	NO	2.15	18				105			50			1,600	40	110	150												
		27	SR 2790 (AVIATION DR.)	FROM SR 1363 (BETHLEHEM RD.) TO SR 1379 (AIRPORT RD.)	6	2		NO	NO	1.108	20				55			50			715	50	51	200												
		28	SR 1379 (AIRPORT RD.)	FROM US 70 TO END OF PVMT	6	2		NO	NO	0.433	20				20			50			325	15	23	15												
		29	SR 1616 (ASHBROOK RD.)	FROM SR 1753 (STAMEY FARM RD.) TO US 70	6	2		NO	NO	1.067	20				50			50			750	50	53	150												
		30	SR 1720 (KARMEN LN.)	FROM SR 1616 (ASHBROOK RD.) TO DEAD END	6	2		NO	NO	0.114	20				10			25			85	10	6	10												
		31	SR 1664 (JAMIE DR.)	FROM SR 1616 (ASHBROOK RD.) TO DEAD END	6	2		NO	NO	0.381	20				20			50			275	25	20	50												
		32	SR 1513 (GILBERT RD.)	FROM SR 1753 (STAMEY FARM RD.) TO US 70	6	2		NO	NO	1.34	20				65			50			950	75	68	100												
		33	SR 1491 (TERI SHA LN.)	FROM US 21 TO SR 1492 (RIDGEWOOD LN.)	6	2		NO	NO	0.252	20				15		70	25			225		15	15							3					
		34	SR 1492 (RIDGEWOOD LN.)	FROM DEAD END TO DEAD END	6	2		NO	NO	0.118	20				5			25			100		7	10												
		35	SR 2312 (BUCKBEE RD.)	FROM SR 2313 (JOHN LONG RD.) TO DEAD END	6	2		NO	NO	0.701	20				35			25			500		34	200												
		36	SR 2561 (STOKES ST.)	FROM SR 2320 (E. GREENBRIAR RD.) TO DEAD END	6	2		NO	NO	0.194	20				10			25			140		9	10												
		37	SR 2332 (MARLOU ST.)	FROM SR 2333 (EASTSIDE DR.) TO DEAD END	6	2		NO	NO	0.193	18				10			25			130		9	10												
		38	SR 2421 (HOOTS RD.)	FROM SR 2316 (BELL FARM RD.) TO DEAD END	6	2		NO	NO	0.238	20				15			25			175		12	10												
		39	SR 1632 (WESTWARD RD.)	FROM SR 1526 (NEW STERLING RD.) TO EMD OF PVMT	6	2		NO	NO	0.493	18				25			25			310	30	23	15												
		40	SR 1546 (GRAYSON PARK RD.)	FROM NC 90 TO DEAD END	6	2		NO	NO	0.632	20				30			75			450		30	15												
		41	SR 1547 (MORRISON FLATTS RD.)	FROM SR 1546 (GRAYSON PARK RD.) TO DEAD END	6	2		NO	NO	0.156	20				10			25			110		7	10												
		42	SR 2019 (TWIN LAKES DR.)	FROM SR 1907 (S. CHIPLEY FORD RD.) TO DEAD END	6	2		NO	NO	0.313	18				25			25			200	15	14	150												
		43	SR 2020 (DOBBS DR.)	FROM SR 2019 (TWIN LAKES DR.) TO SR 1930 (FORT DOBBS RD.)	6	2		NO	NO	0.285	18				20			50			190		13	75												
		44	SR 2021 (FORT VALLEY CT.)	FROM SR 2020 (DOBBS DR.) TO DEAD END	6	2		NO	NO	0.067	18				5			25			50		3	10												
		45	SR 2160 (BEECHWOOD FARM RD.)	FROM SR 2163 (COOL SPRINGS RD.) TO SR 2159 (JEFFERSON FARM RD.)	7	2		NO	NO	0.975	22	165		50	1.95			500	1,175	80																



# SIGNING FOR RESURFACING PROJECTS



LEGEND	
⊥	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	2	3	4	5	
			<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#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)</p>	<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>		
			<p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>			
			<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- 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> <p>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</p>			
			<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>			

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

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