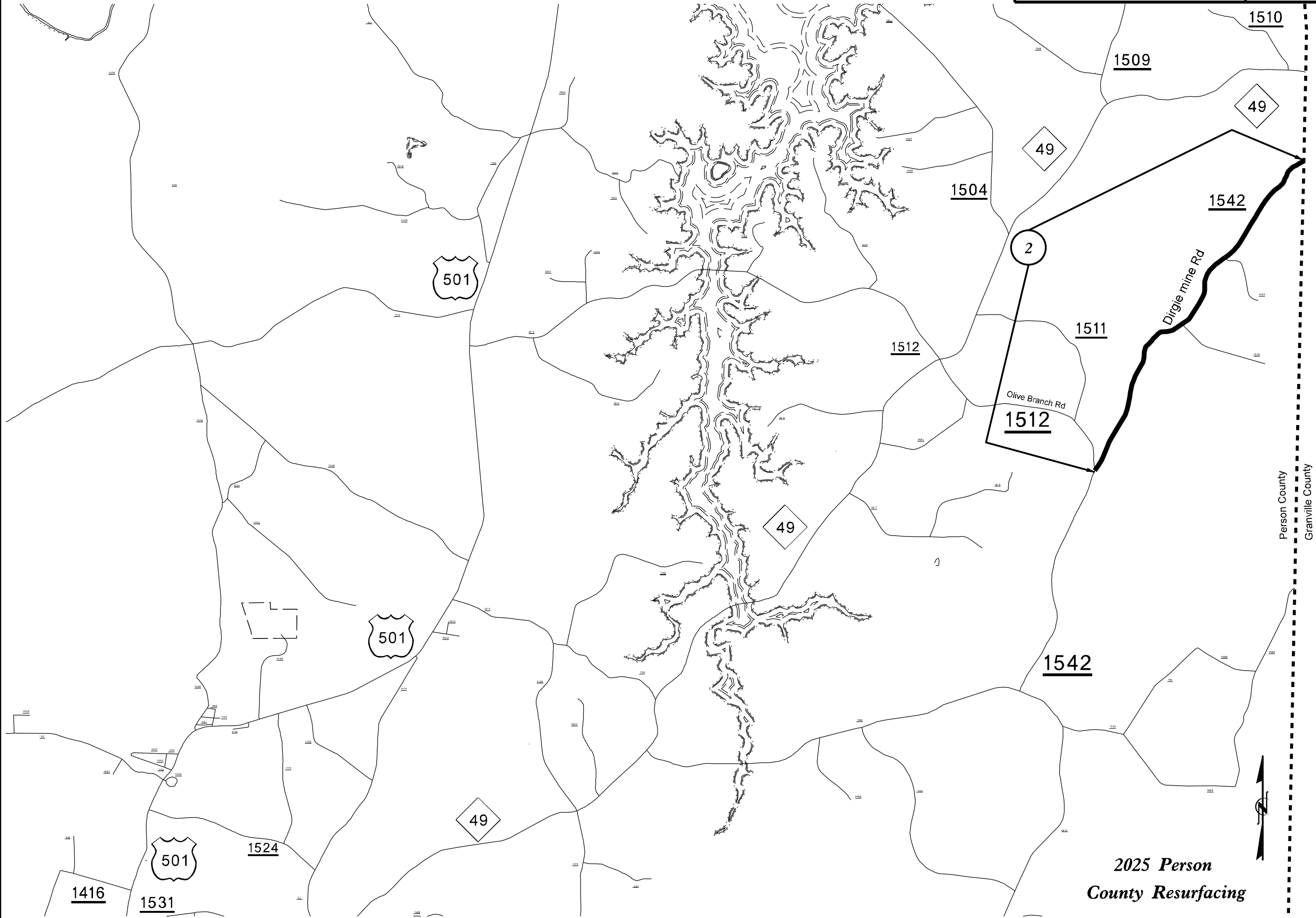


5/14/25

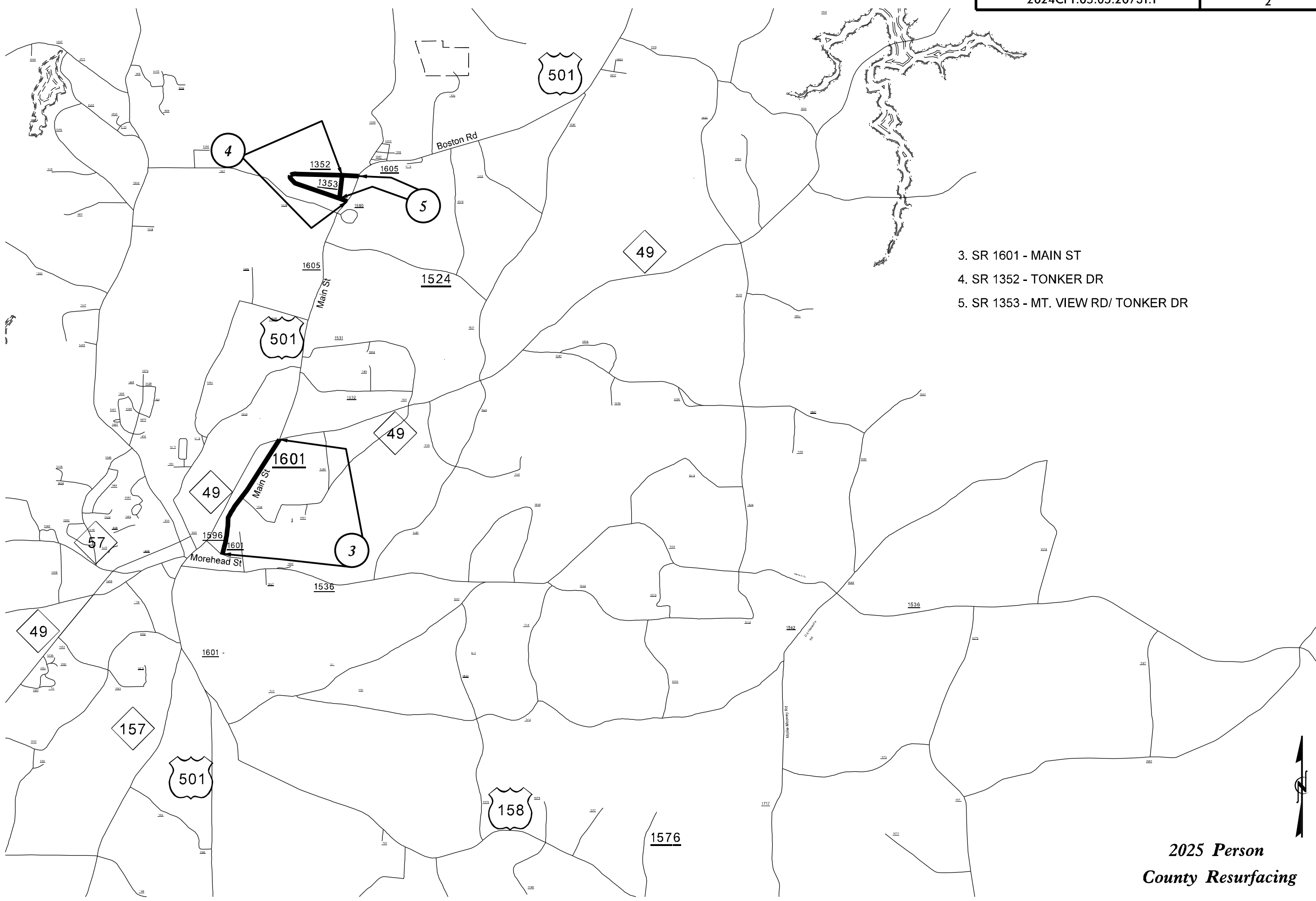


*2025 Person
County Resurfacing*

PERSON COUNTY GRANVILLE COUNTY
5/14/25

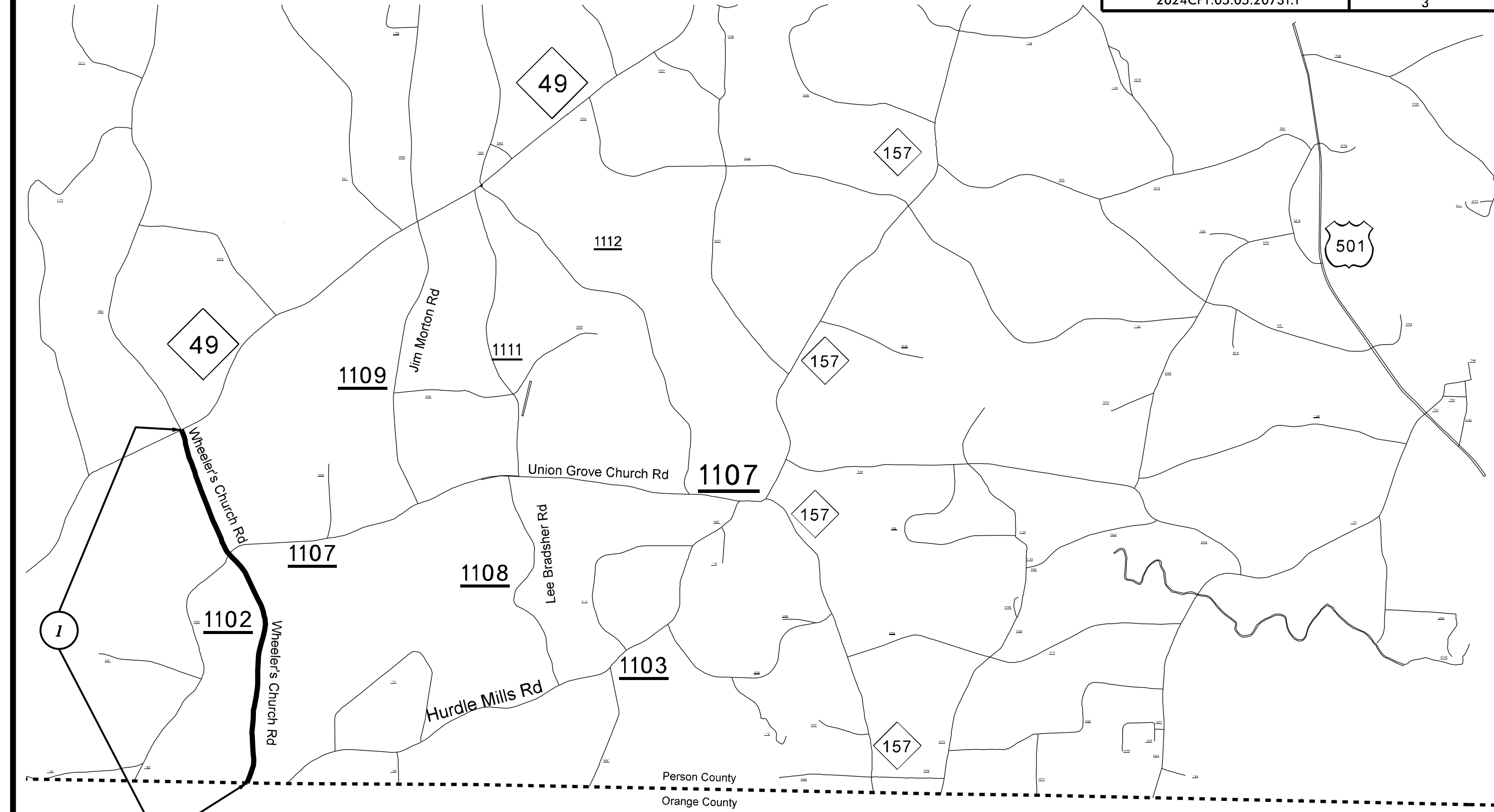
5/14/25

SECTION 4
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SECTION 99
SECTION 100



- 3. SR 1601 - MAIN ST
- 4. SR 1352 - TONKER DR
- 5. SR 1353 - MT. VIEW RD/ TONKER DR

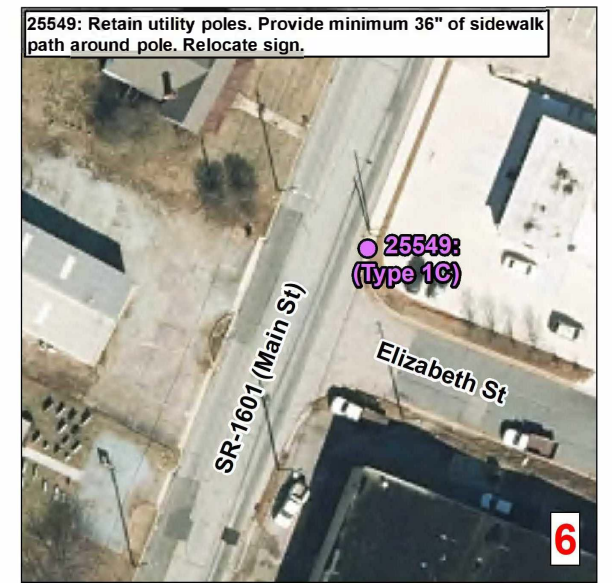
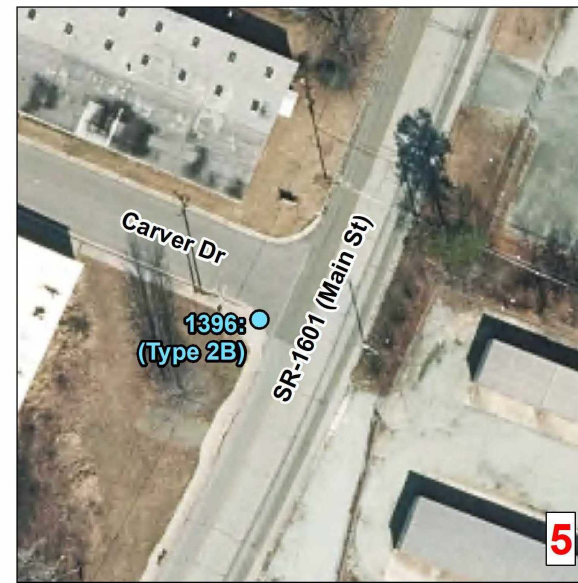
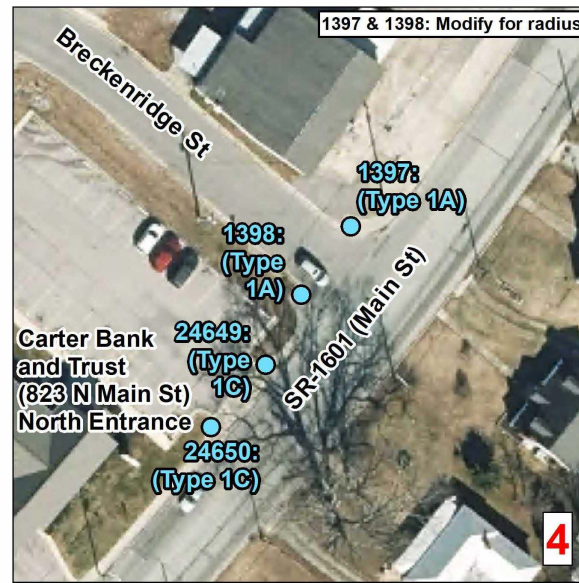
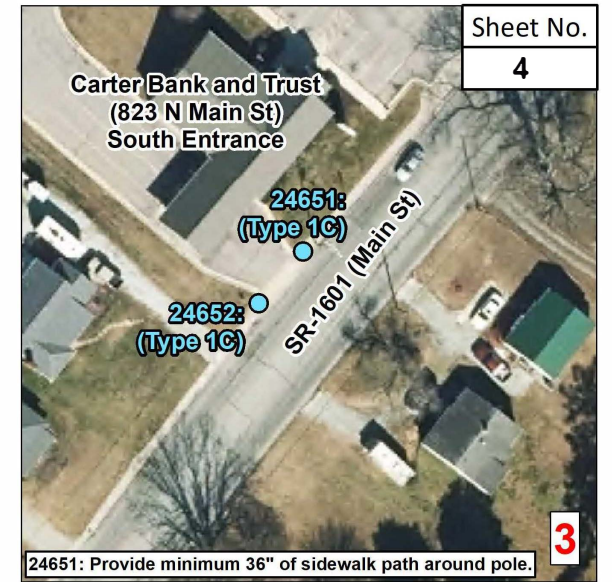
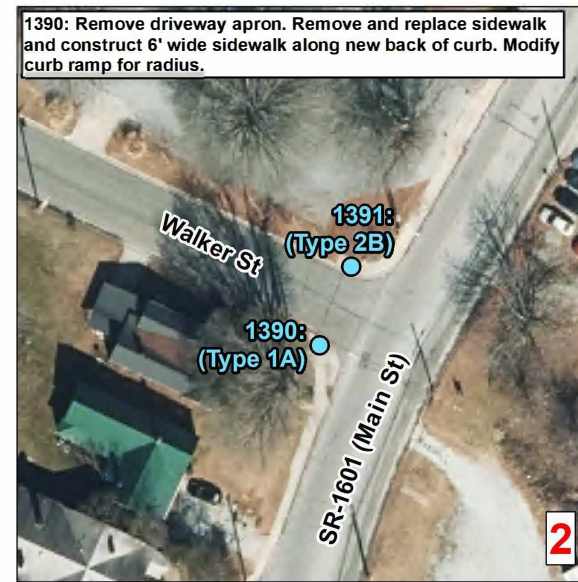
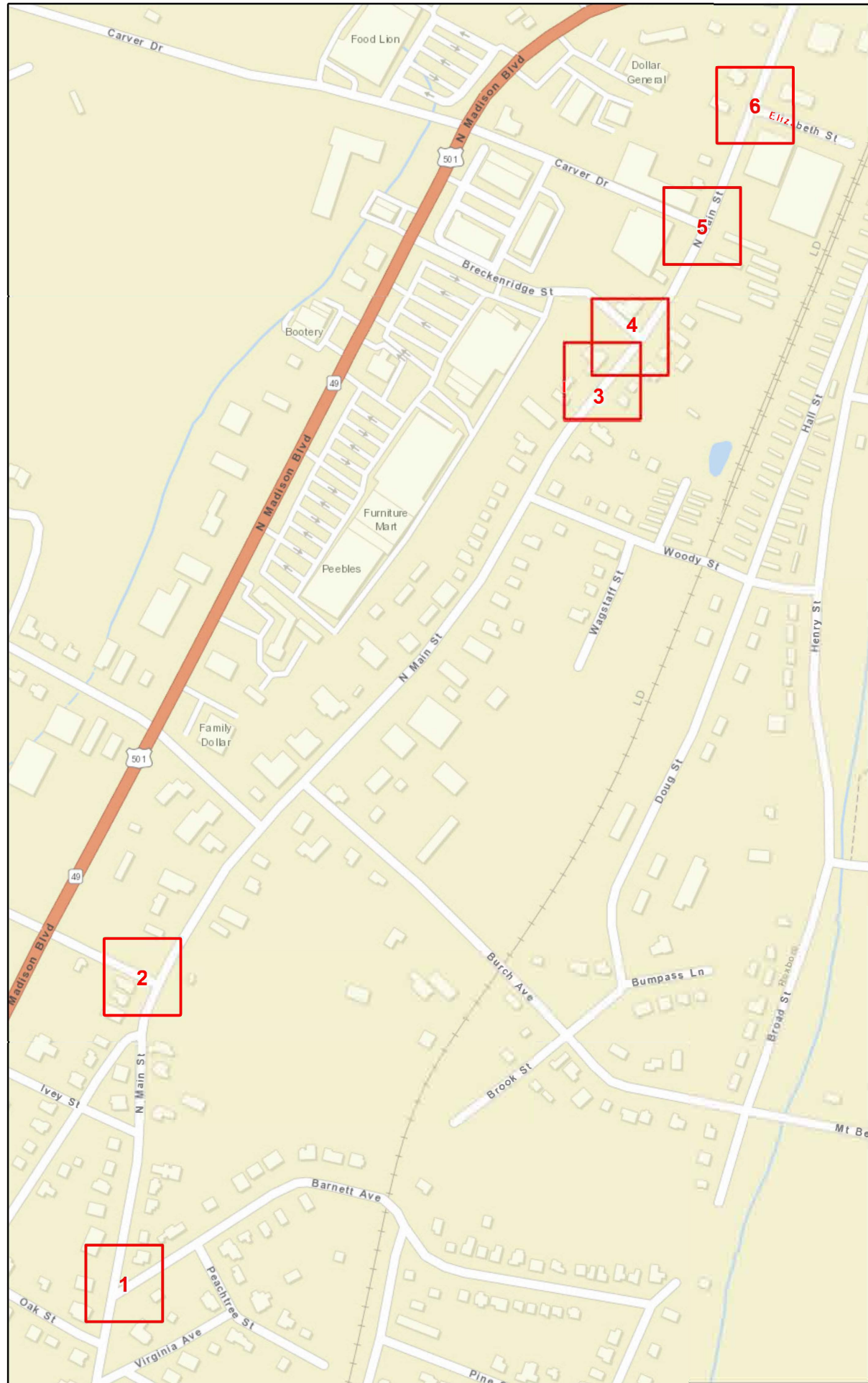
5/14/25



SECTION
DATE
DRAWN
CHECKED
APPROVED
DATE

2025 Person
County Resurfacing





Curb Ramps To Be Repaired

- Retrofit
- Remove and Replace
- New Curb Ramp
- Remove Ramp
- Other

Municipal Boundary
 NCHPO Historic Boundary (NR and LHD)



2025 Person
WBS: 2024CPT.05.05.20731.1
Main St
From Morehead St To US 501/NC 49

PAVEMENT SCHEDULE

U

EXISTING PAVEMENT

PROJECT REFERENCE NO.
2024CPT.05.05.20731.1

SHEET NO.
5

C

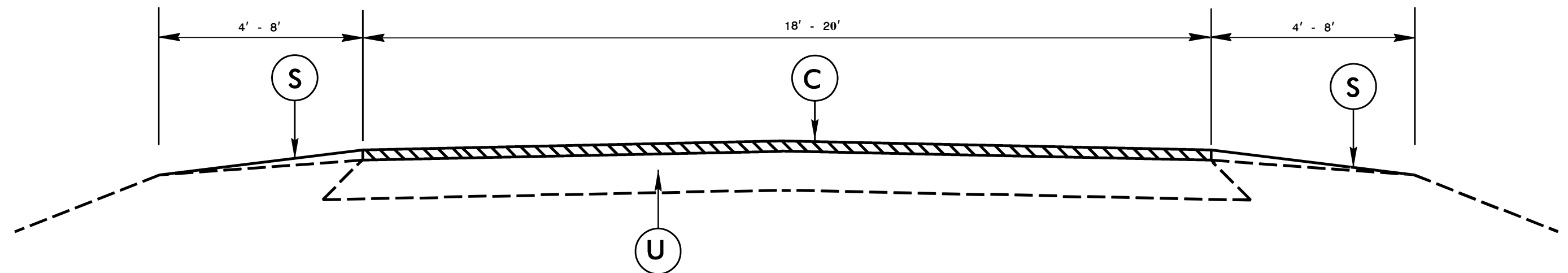
1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B,
AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.

V

1½" MILLING

S

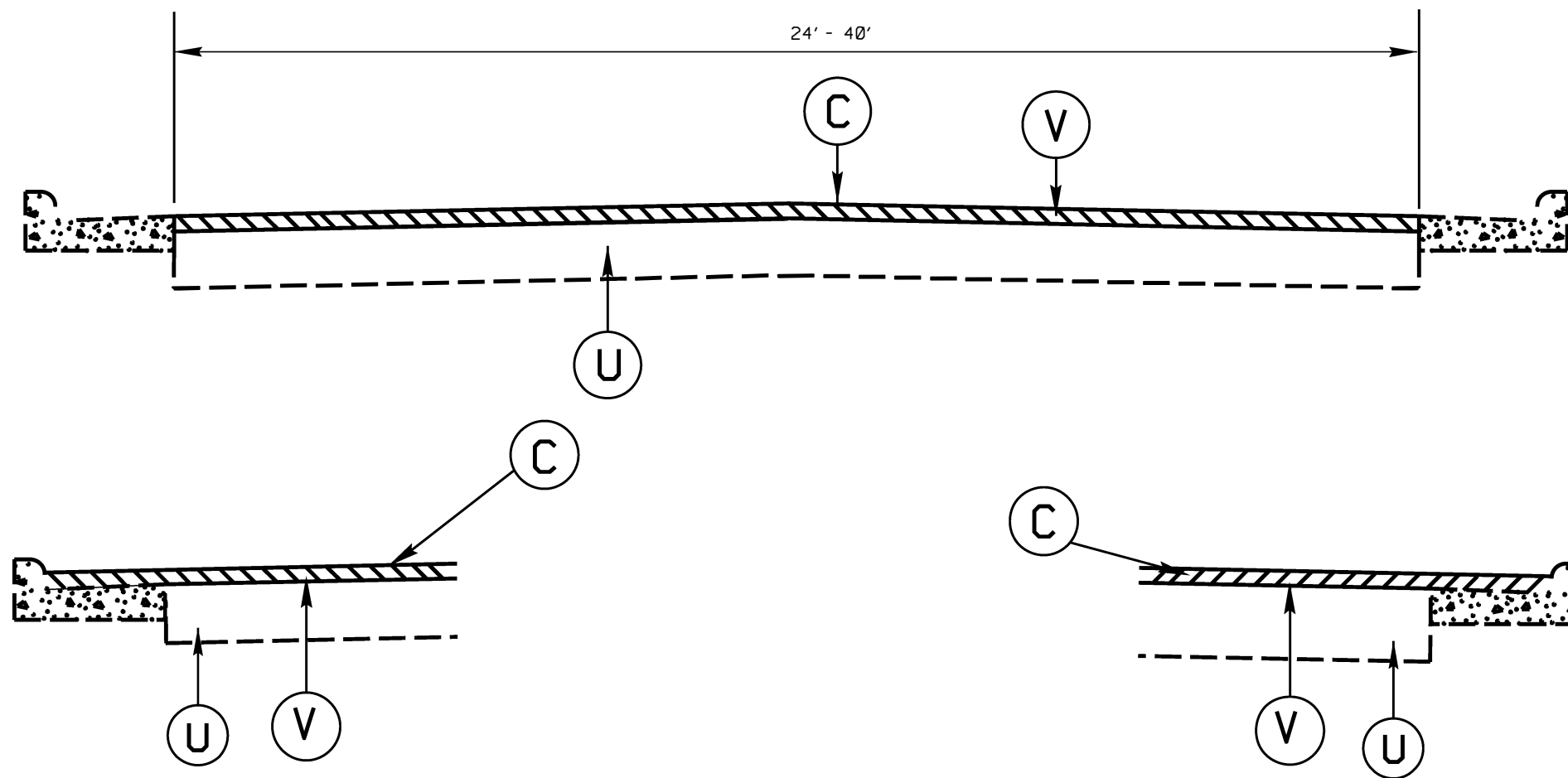
SHOULDER RECONSTRUCTION



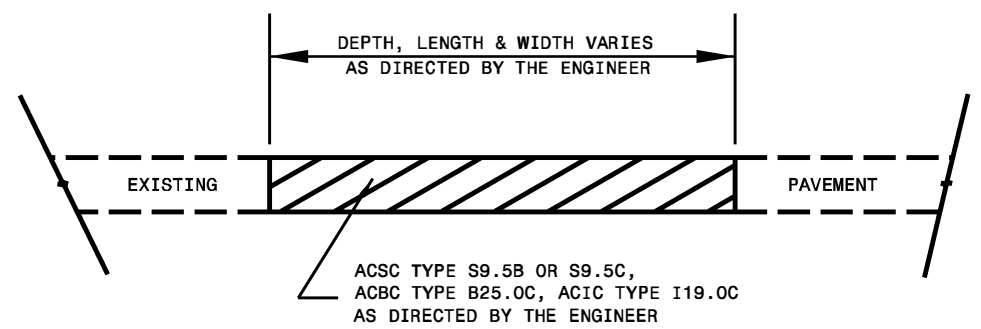
TYPICAL SECTION NO. 1

PAVEMENT SCHEDULE

		U	EXISTING PAVEMENT
C	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	V	1½" MILLING
S	SHOULDER RECONSTRUCTION		



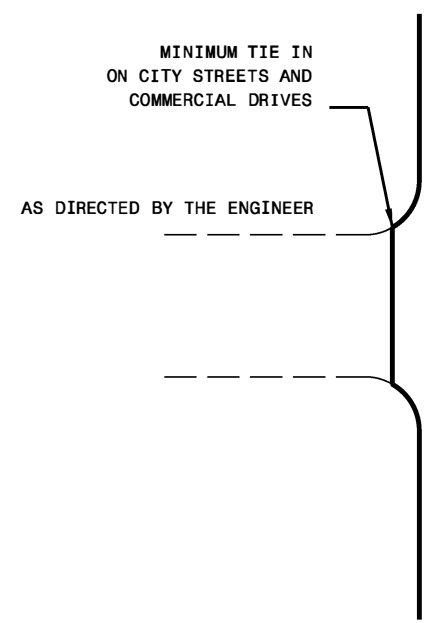
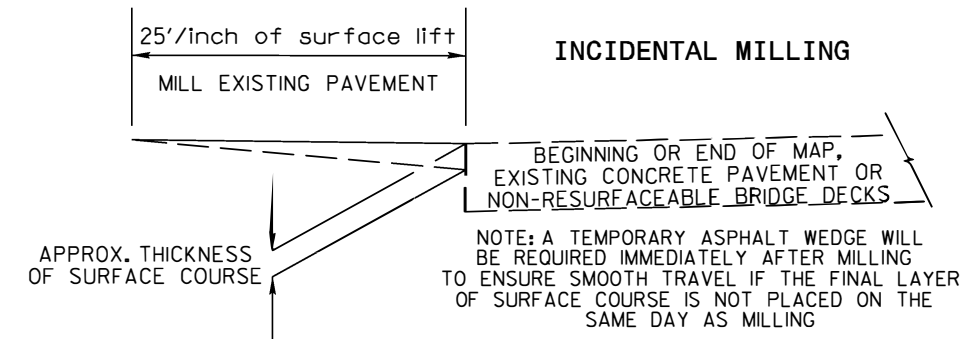
TYPICAL SECTION NO. 2



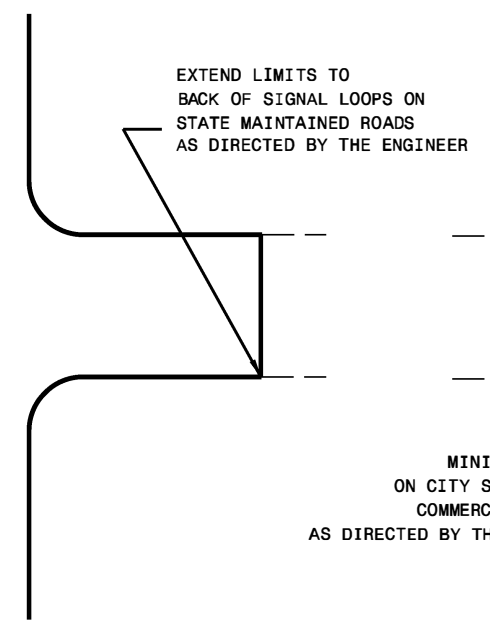
PATCHING EXISTING PAVEMENT
PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION

NOTES

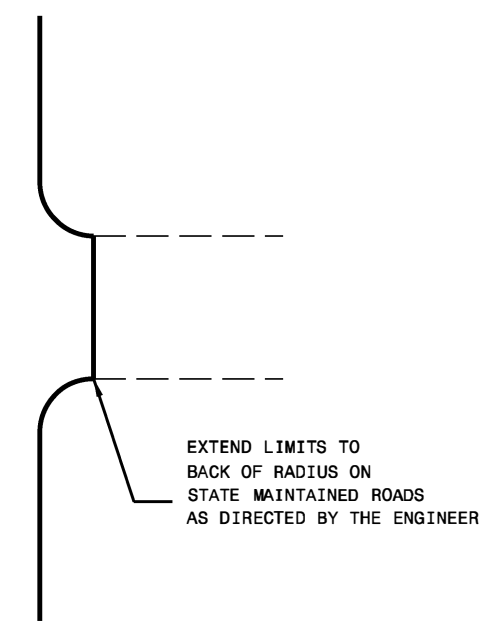
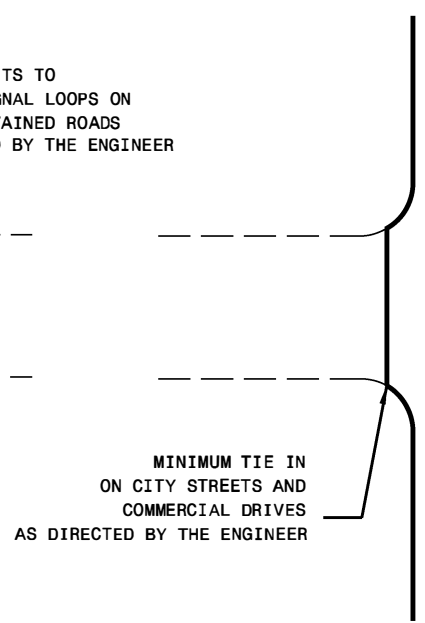
ALL UNPAVED S.R. ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADI, OR AS DIRECTED BY THE ENGINEER.
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
 BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

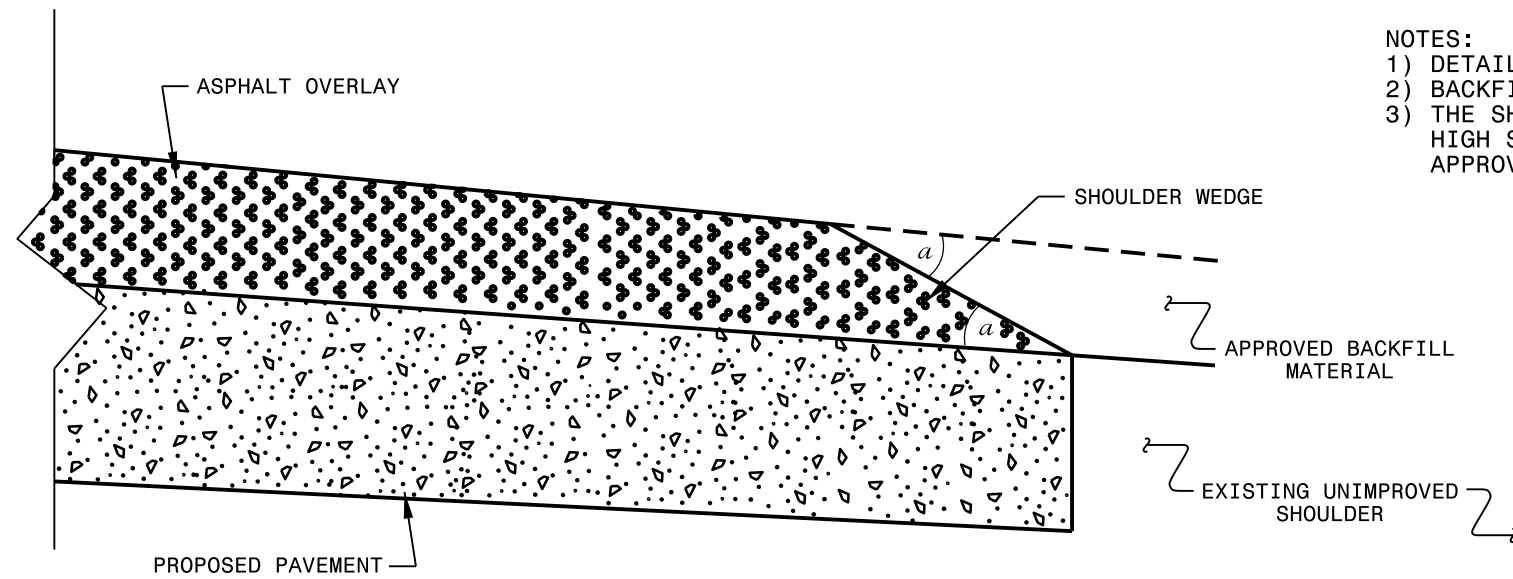


DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

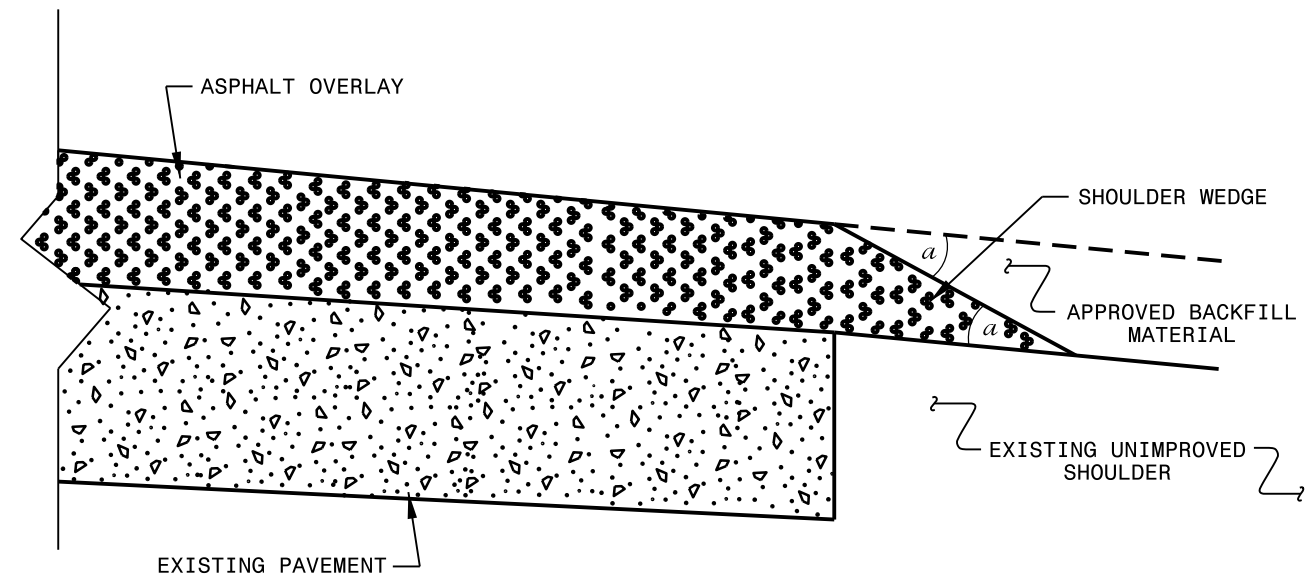


NOTES:

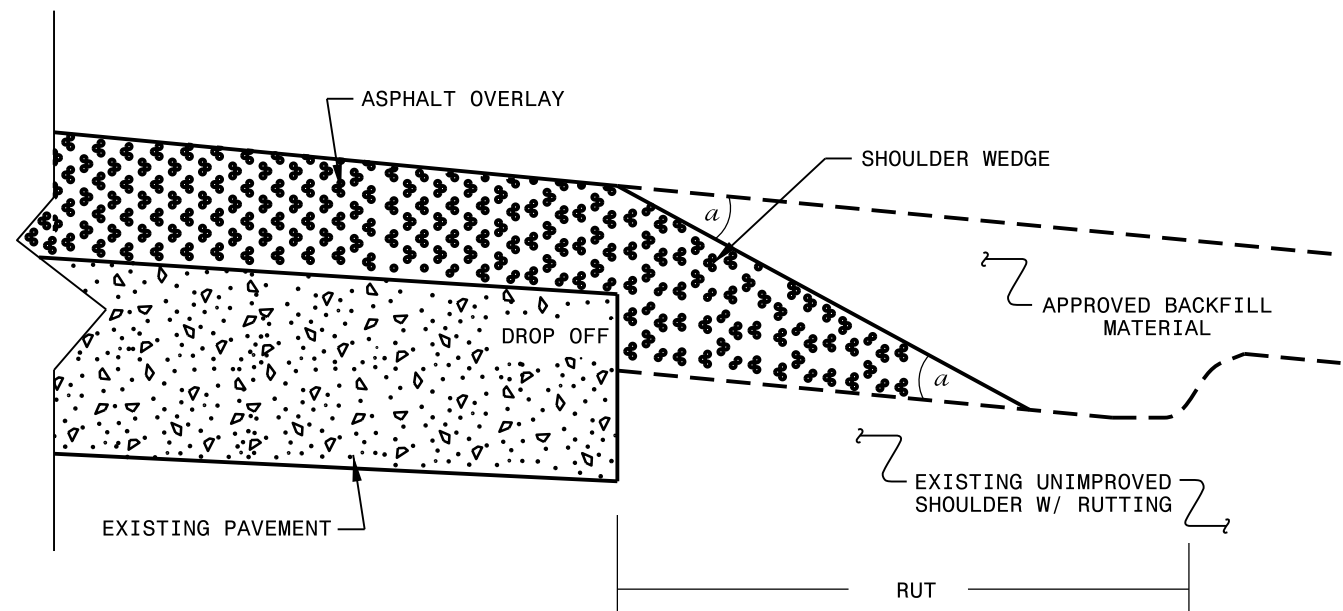
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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



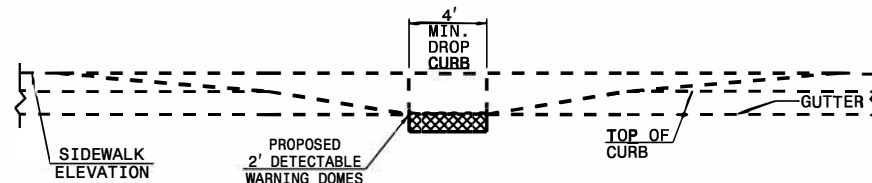
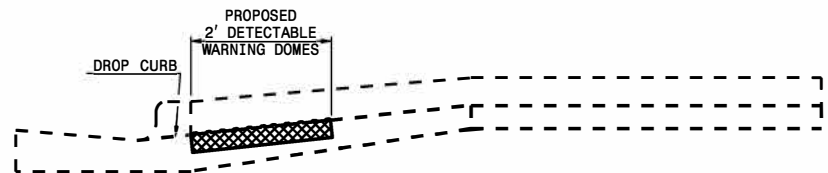
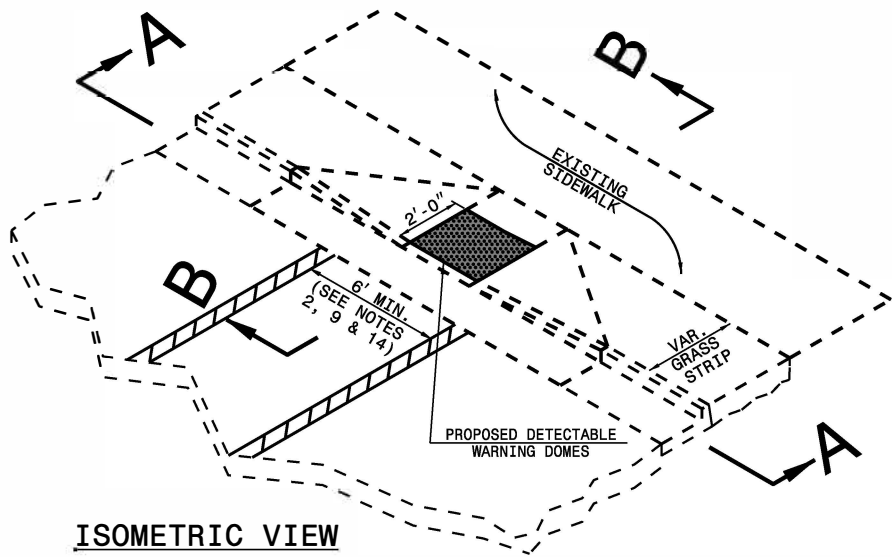
SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



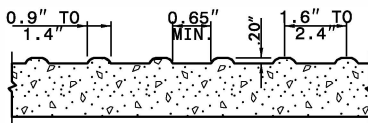
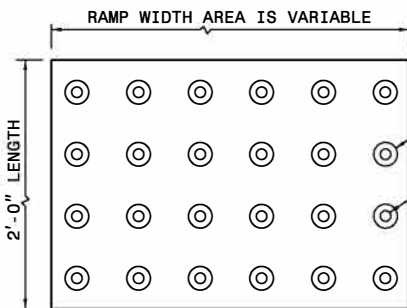
SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

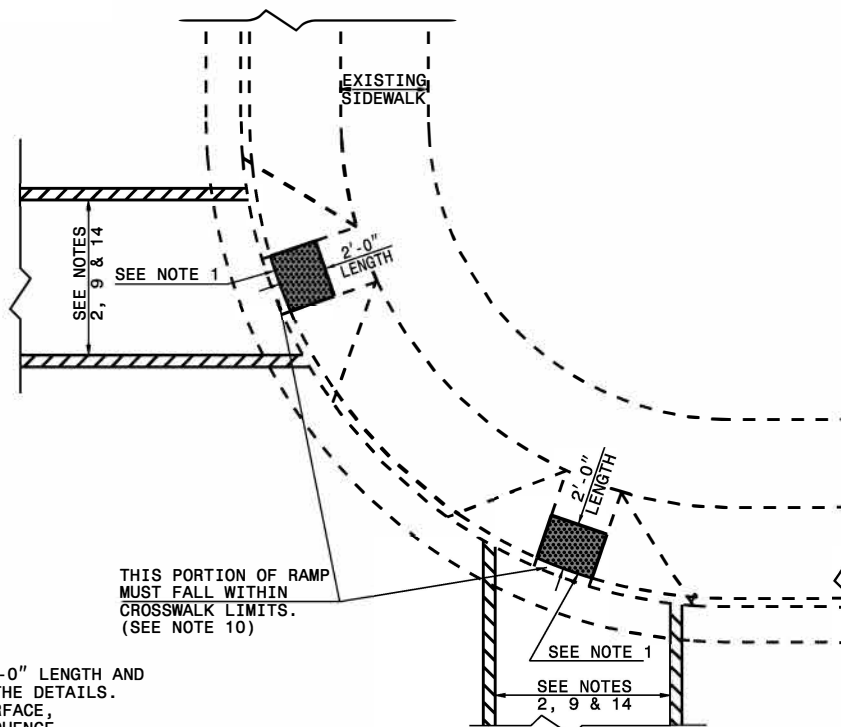
CONTRACT STANDARDS AND DEVELOPMENT UNIT		
Office 919-707-6950 FAX 919-250-4119		
SHOULDER WEDGE DETAILS		
ORIGINAL BY: T.SPELL	DATE: 7-19-11	
MODIFIED BY:	DATE: 2/2/16	
CHECKED BY:	DATE:	
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn		



PAY LIMITS OF RETROFIT CURB RAMP



- NOTES:
1. PLACE DETECTABLE WARNING DOMES TO COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 2. OBTAIN VISIBLE CONTRAST WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

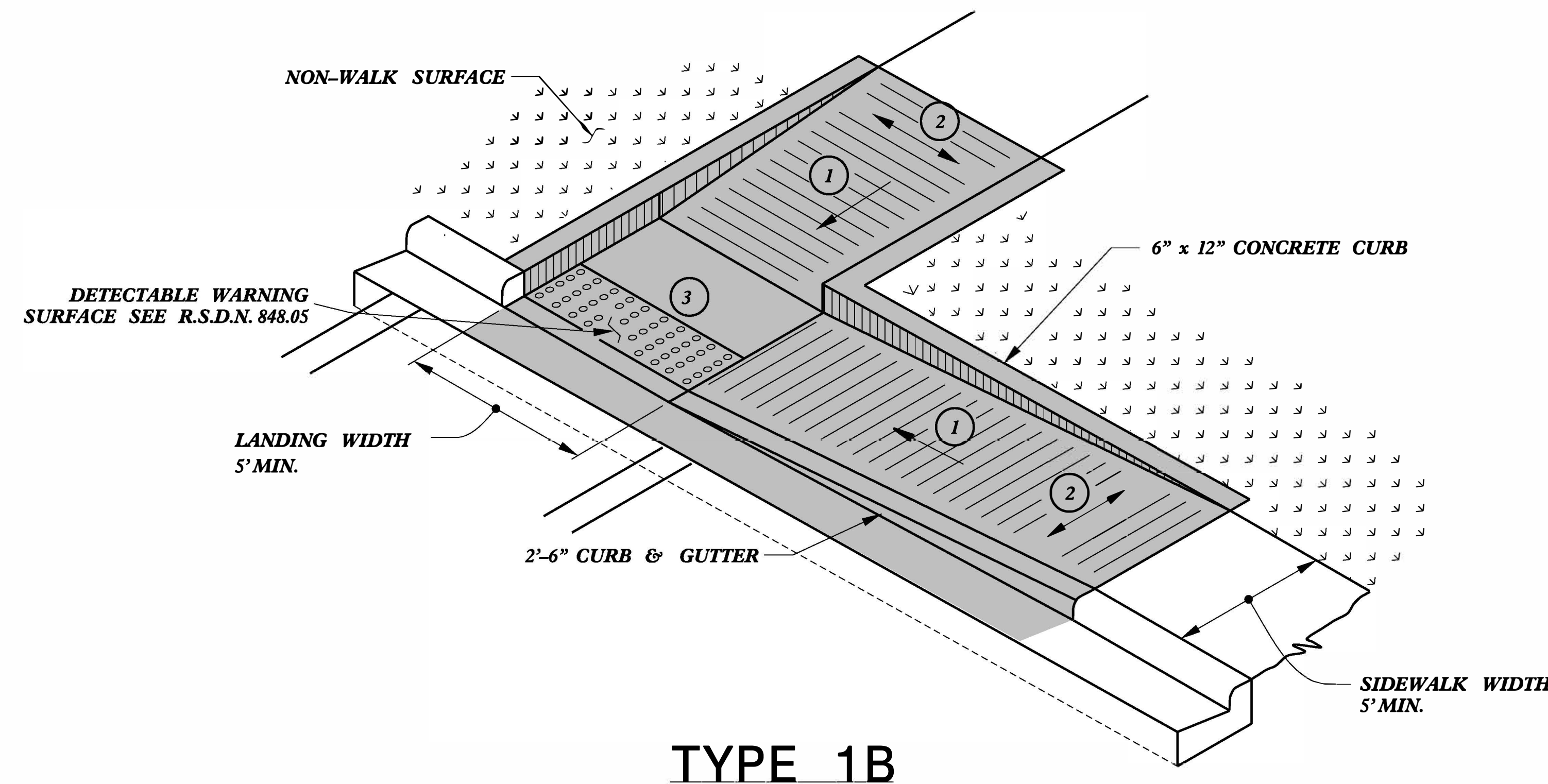
ROADWAY STANDARD DRAWING FOR

CURB RAMP

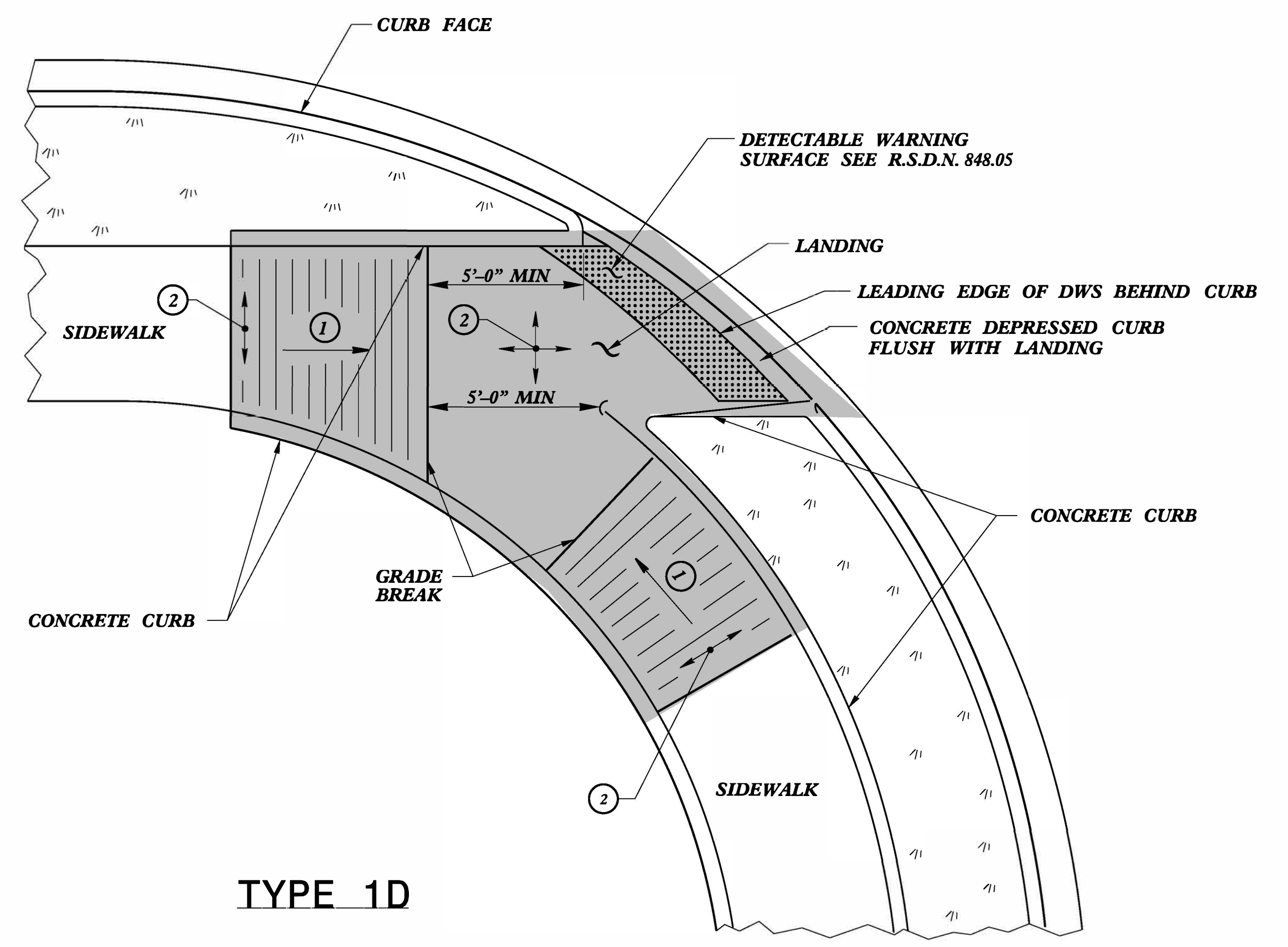
EXISTING CURB AND GUTTER

1-18

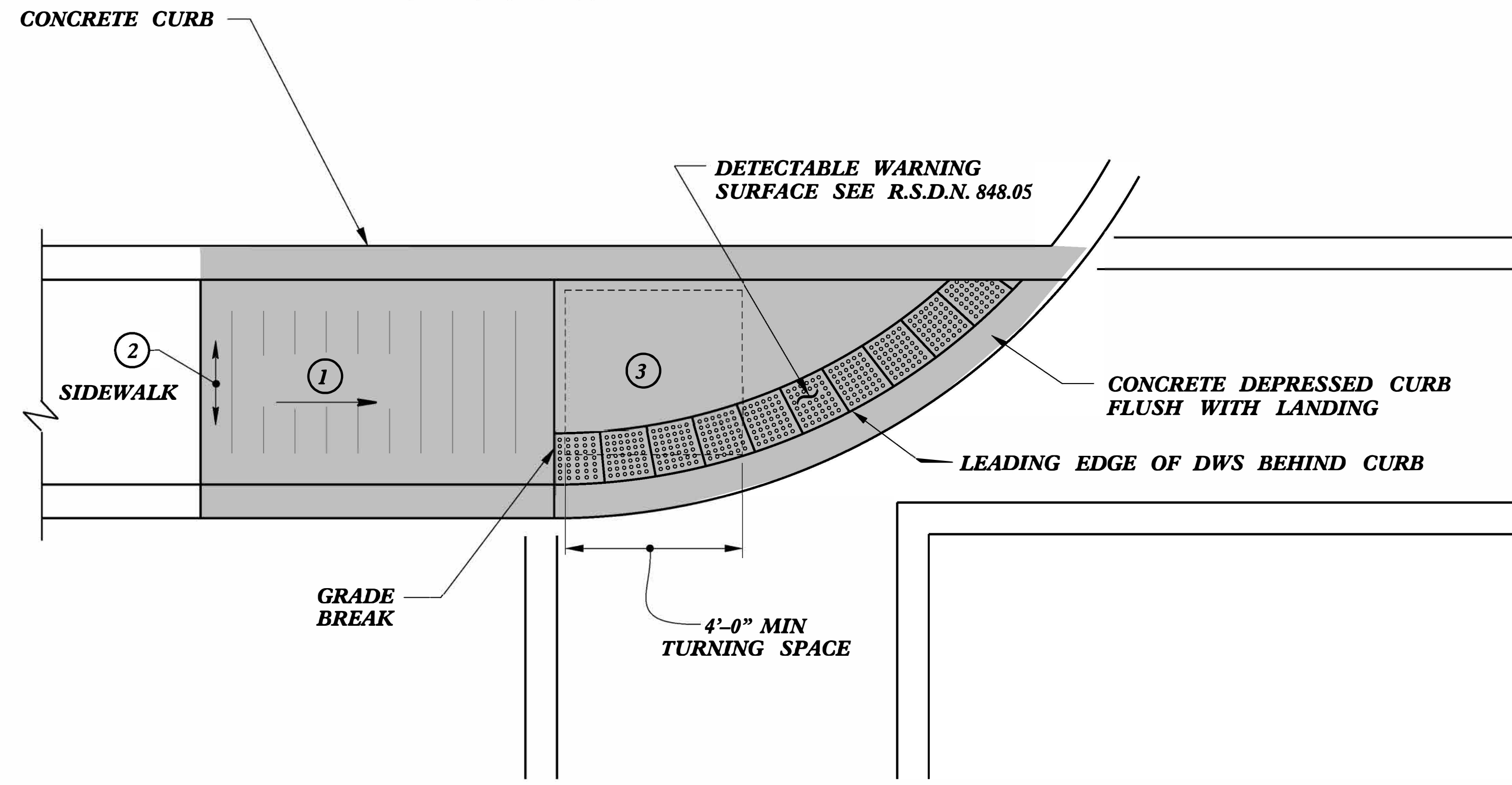
STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.



TYPE 1B



TYPE 1D



TYPE 1C

- 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 1 CURB RAMP

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



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

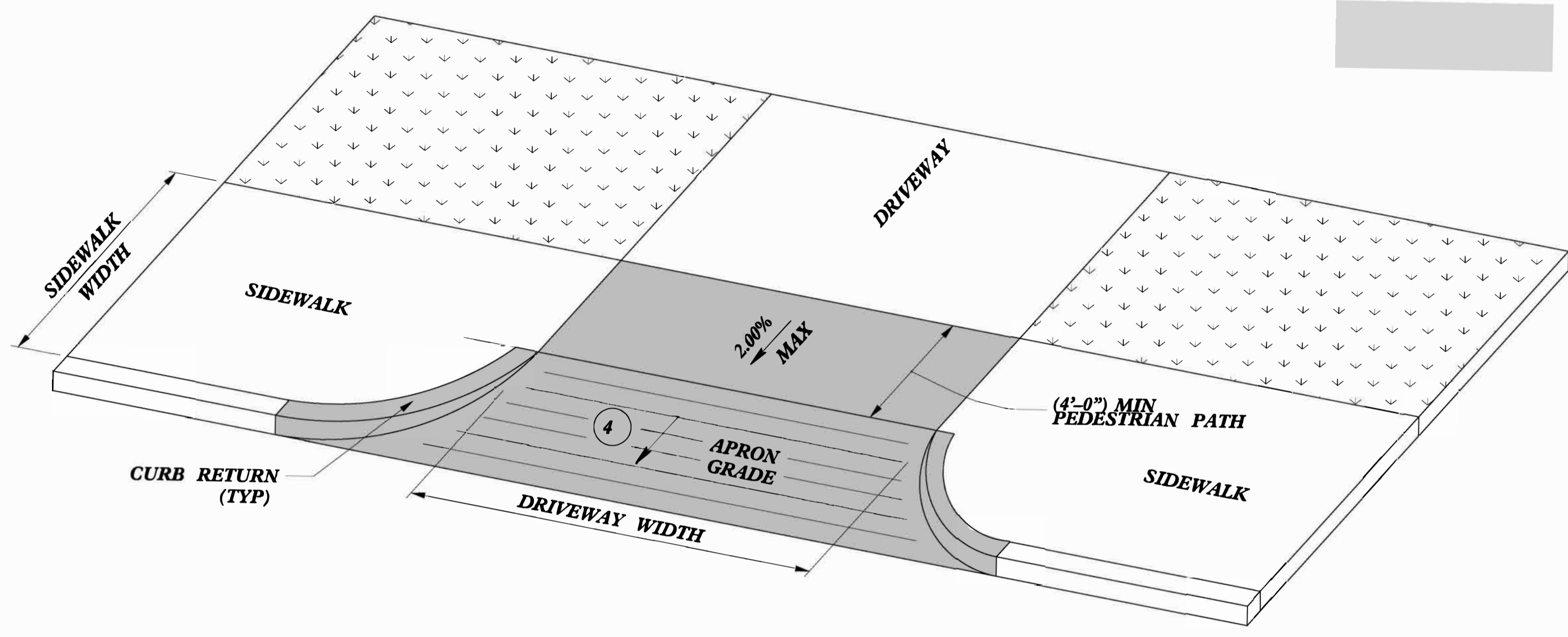
CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
CURB RAMPS	
Directional Ramps	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY: _____	DATE: _____
CHECKED BY: _____	DATE: _____
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dwg	

5/14/99

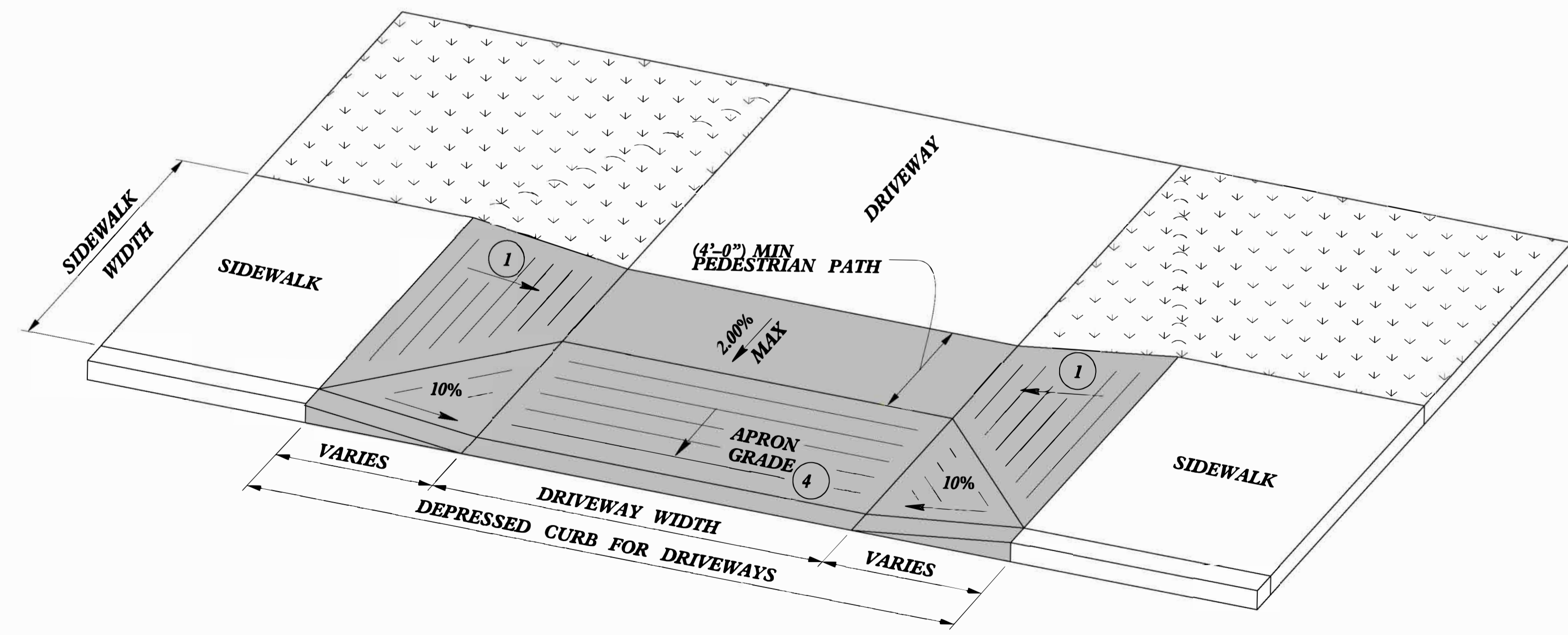
5/14/99

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 4 8.00% MAX CHANGE IN GRADE BETWEEN ROAD SURFACE AND DRIVEWAY

 PAY LIMITS FOR 1 CURB RAMP



DRIVEWAY APRON
OPTION 1



DRIVEWAY APRON
OPTION 2

-SEE ROADWAY DETAIL DRAWING 848.05 FOR DETECTABLE WARNING SURFACE AND FOR RAMP NOTES.
-SEE ROADWAY STANDARD DRAWING 848.02 FOR CONCRETE DRIVEWAYS.

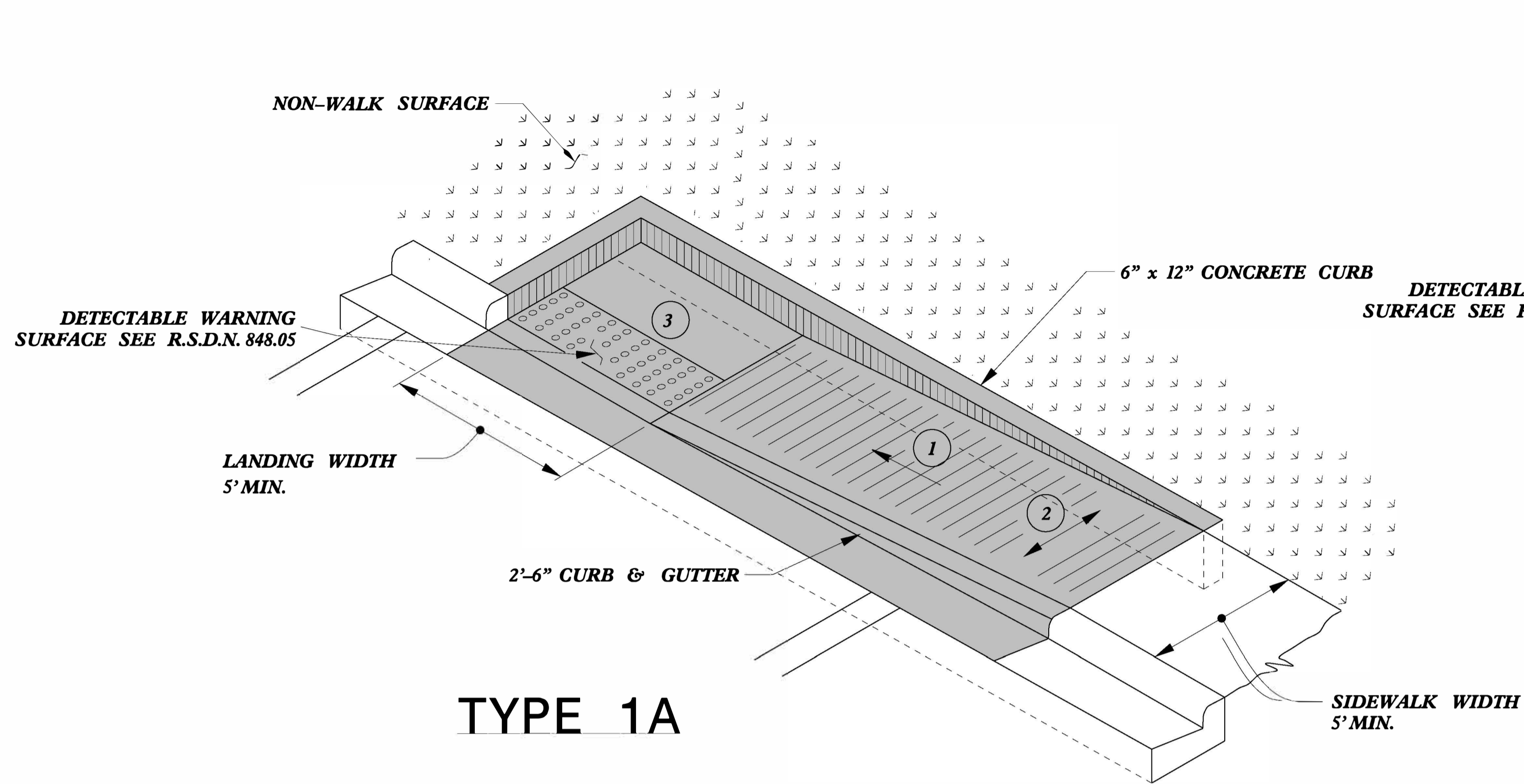


CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

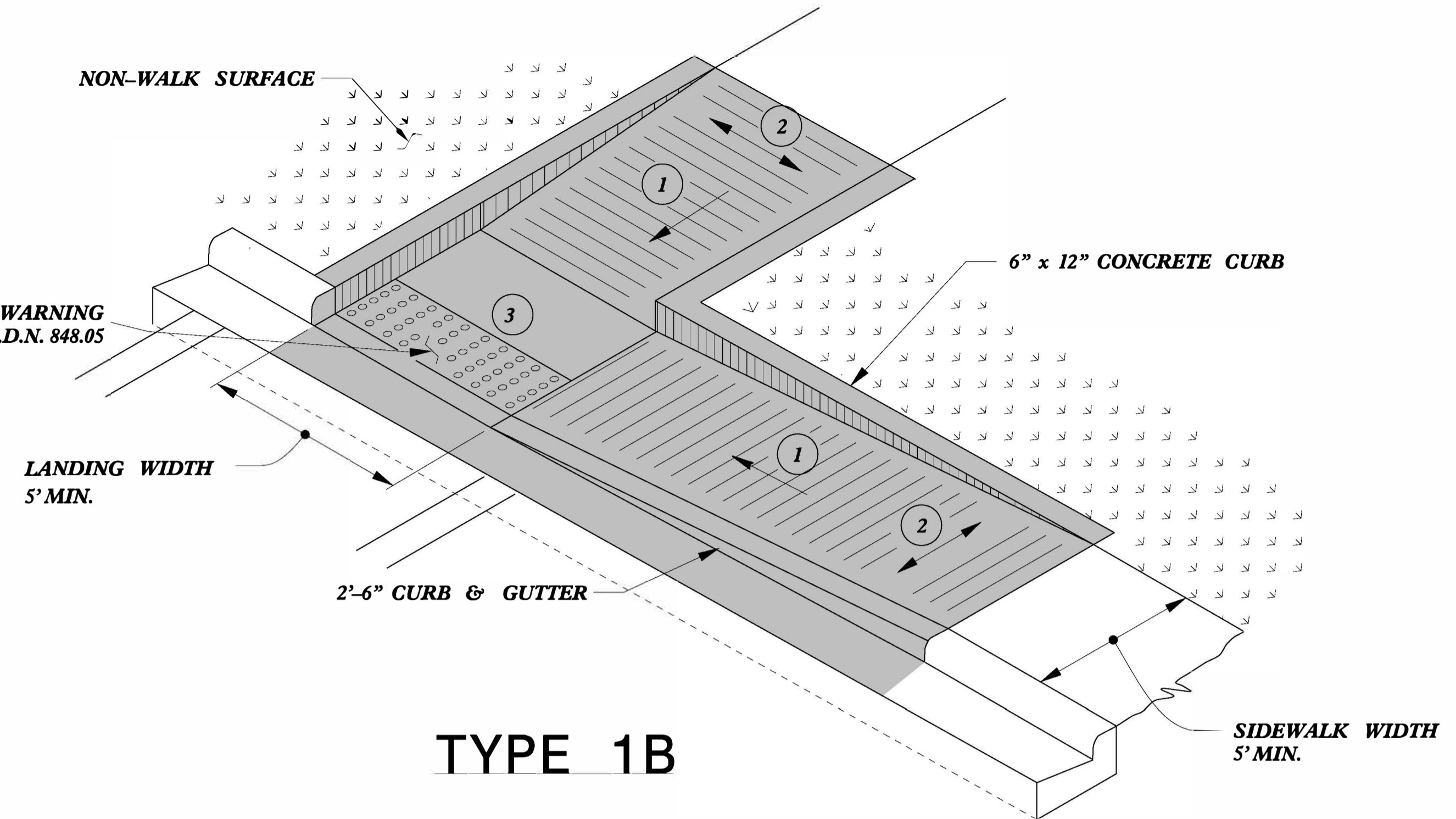
CURB RAMPS
@ DRIVEWAY OPENINGS

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: _____ DATE: _____
CHECKED BY: _____ DATE: _____
FILE SPEC: .stds/2012CurbRamp/CurbRampDetails.dgn

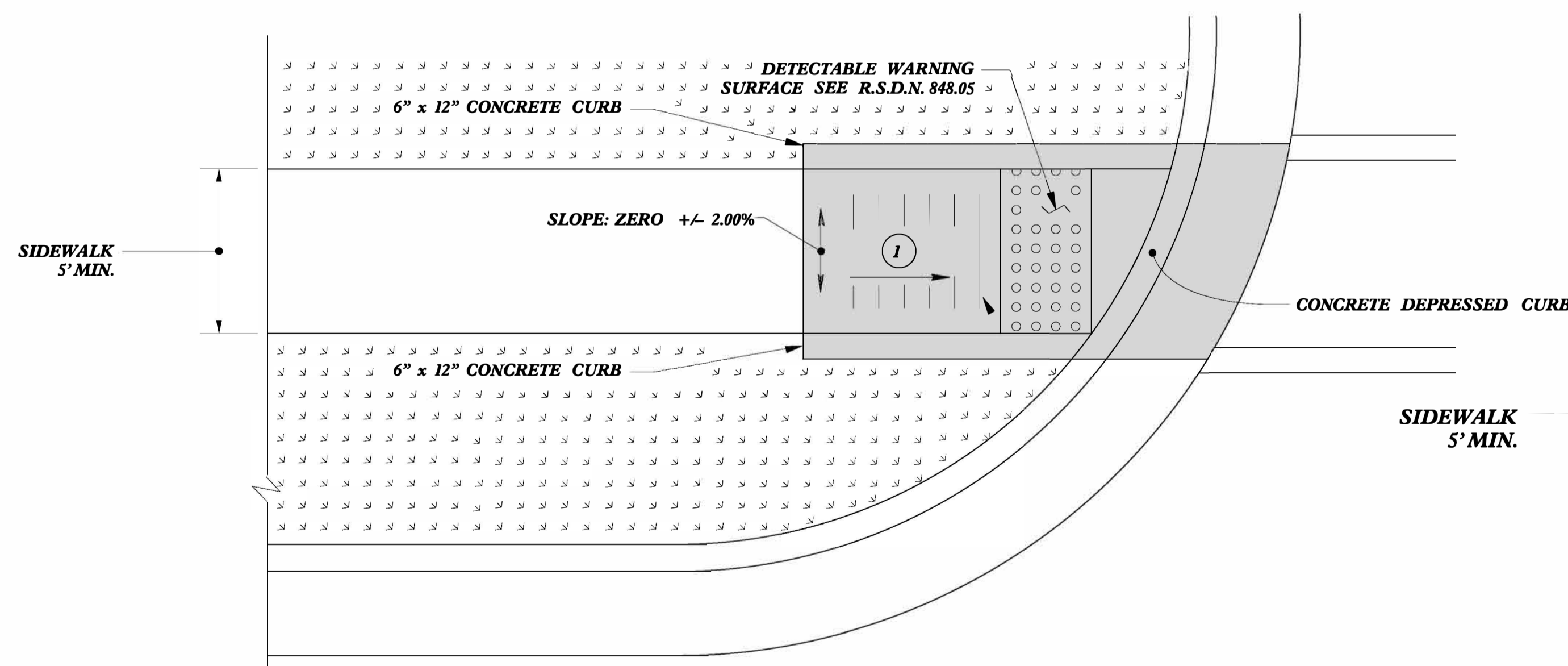
5/14/99



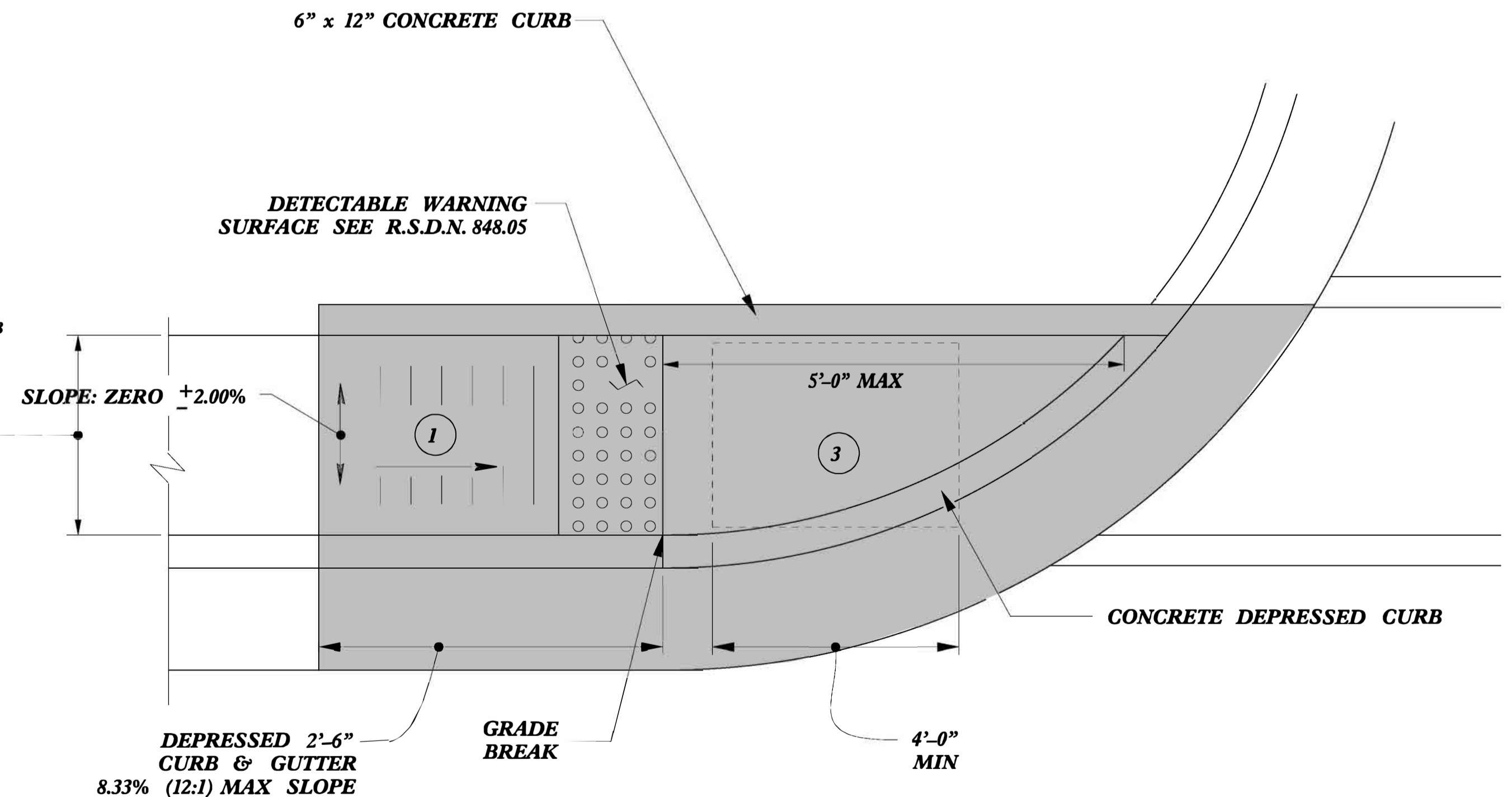
TYPE 1A



TYPE 1B



TYPE 1 Modified

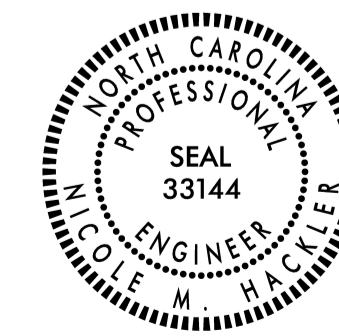


TYPE 1

- 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 1 CURB RAMP

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



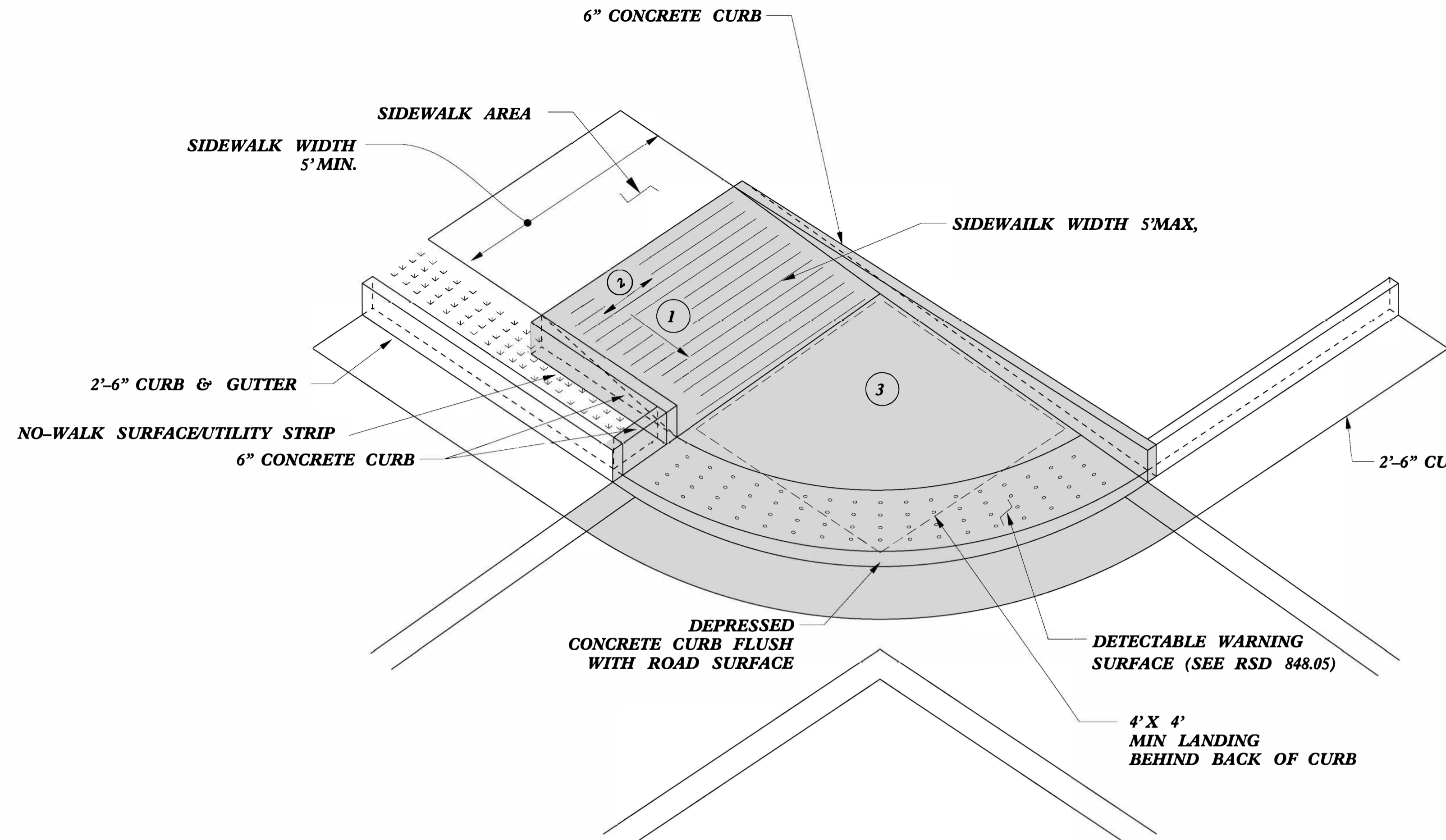
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

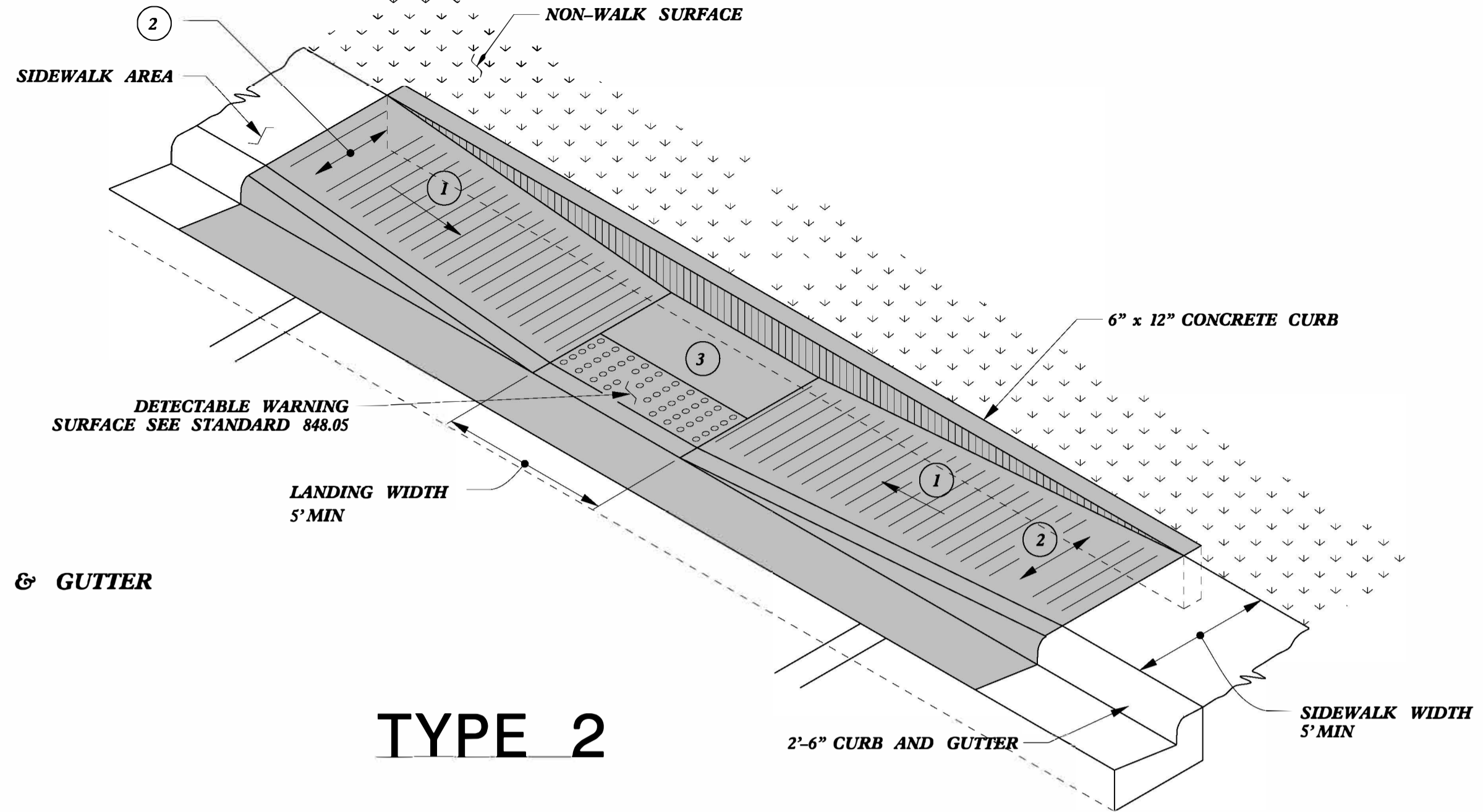
CURB RAMPS
Directional Ramps

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn

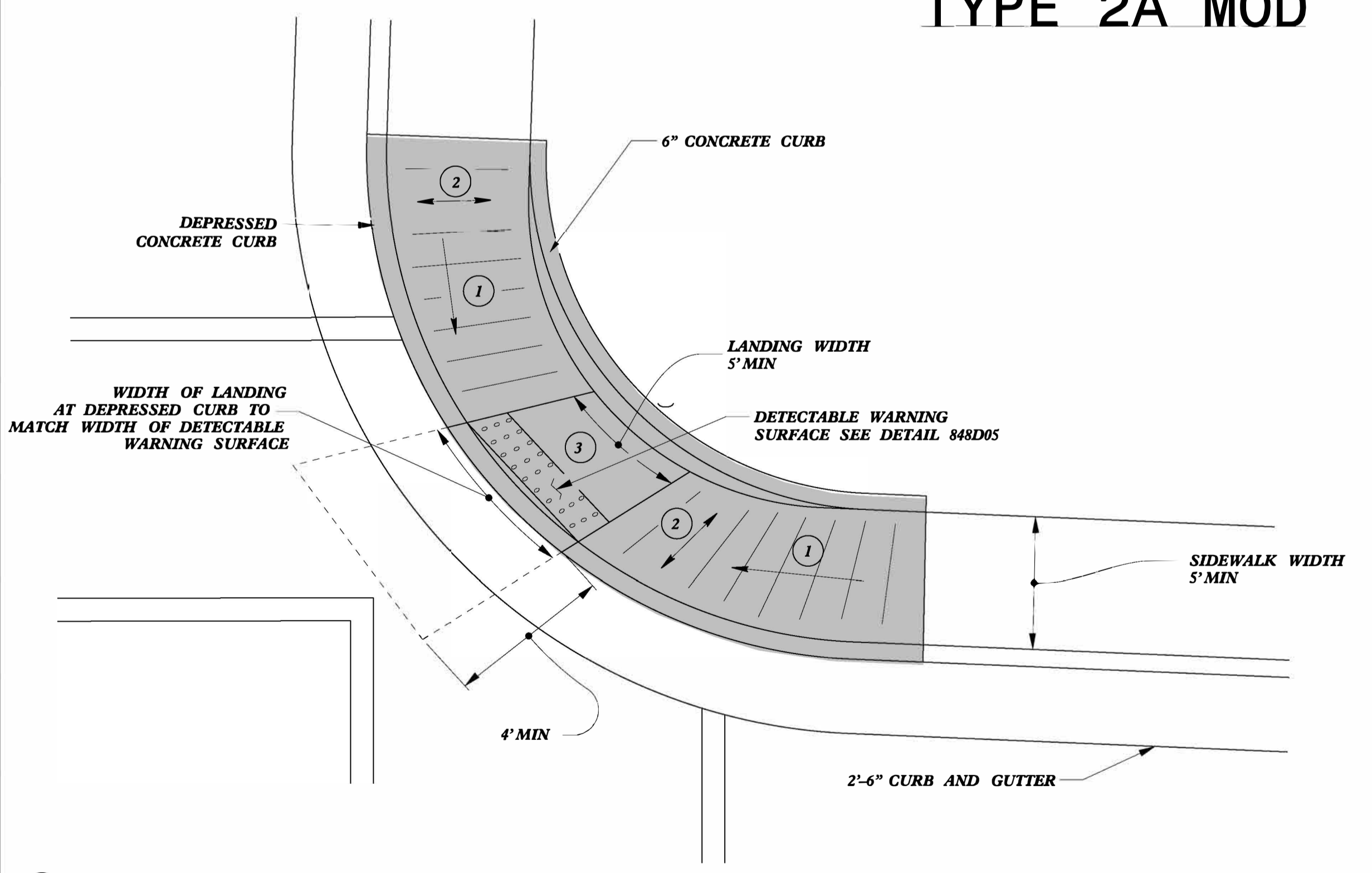
5/14/99



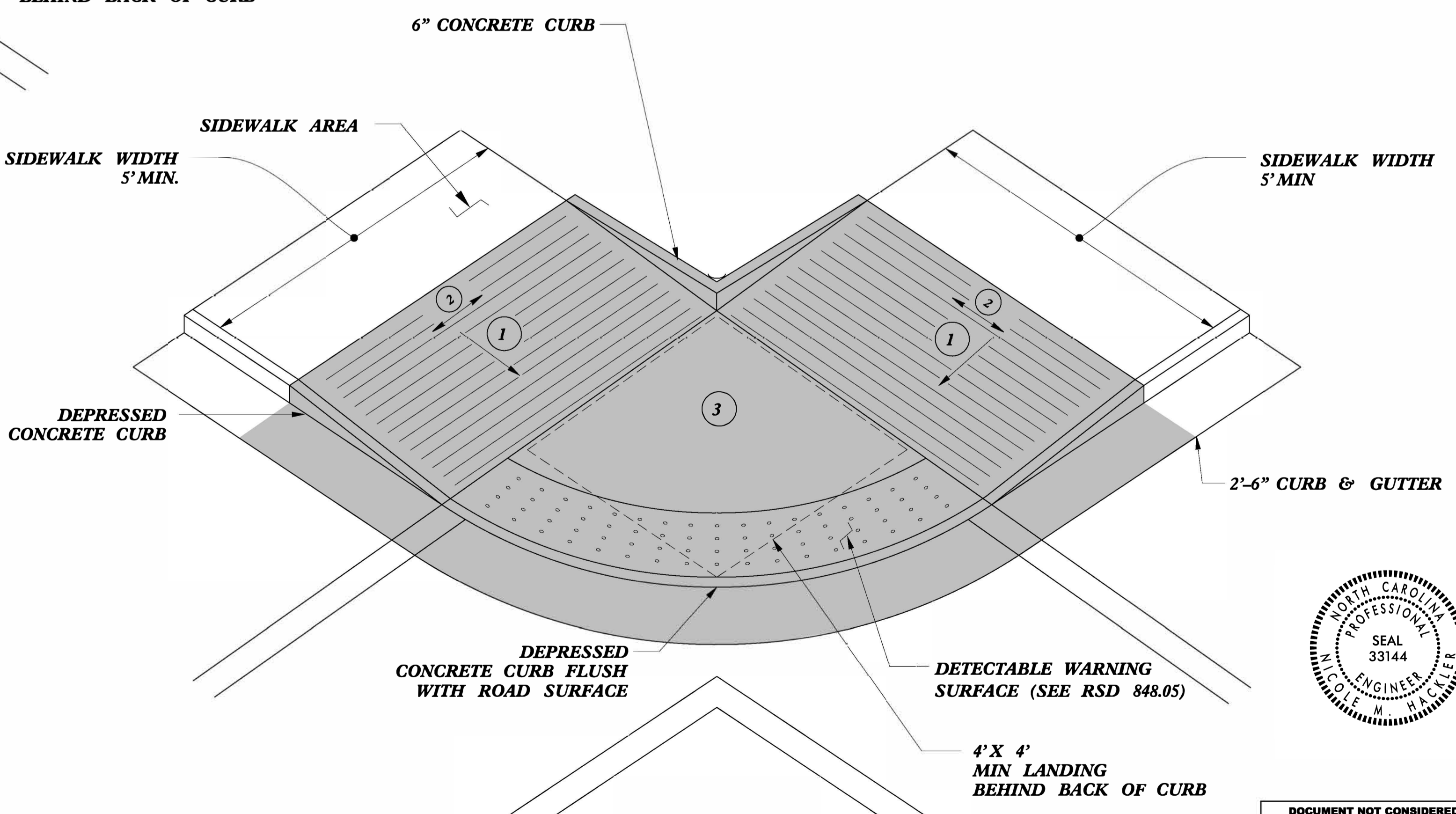
TYPE 2A MOD



TYPE 2



TYPE 2B



TYPE 2A

- 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 1 CURB RAMP



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

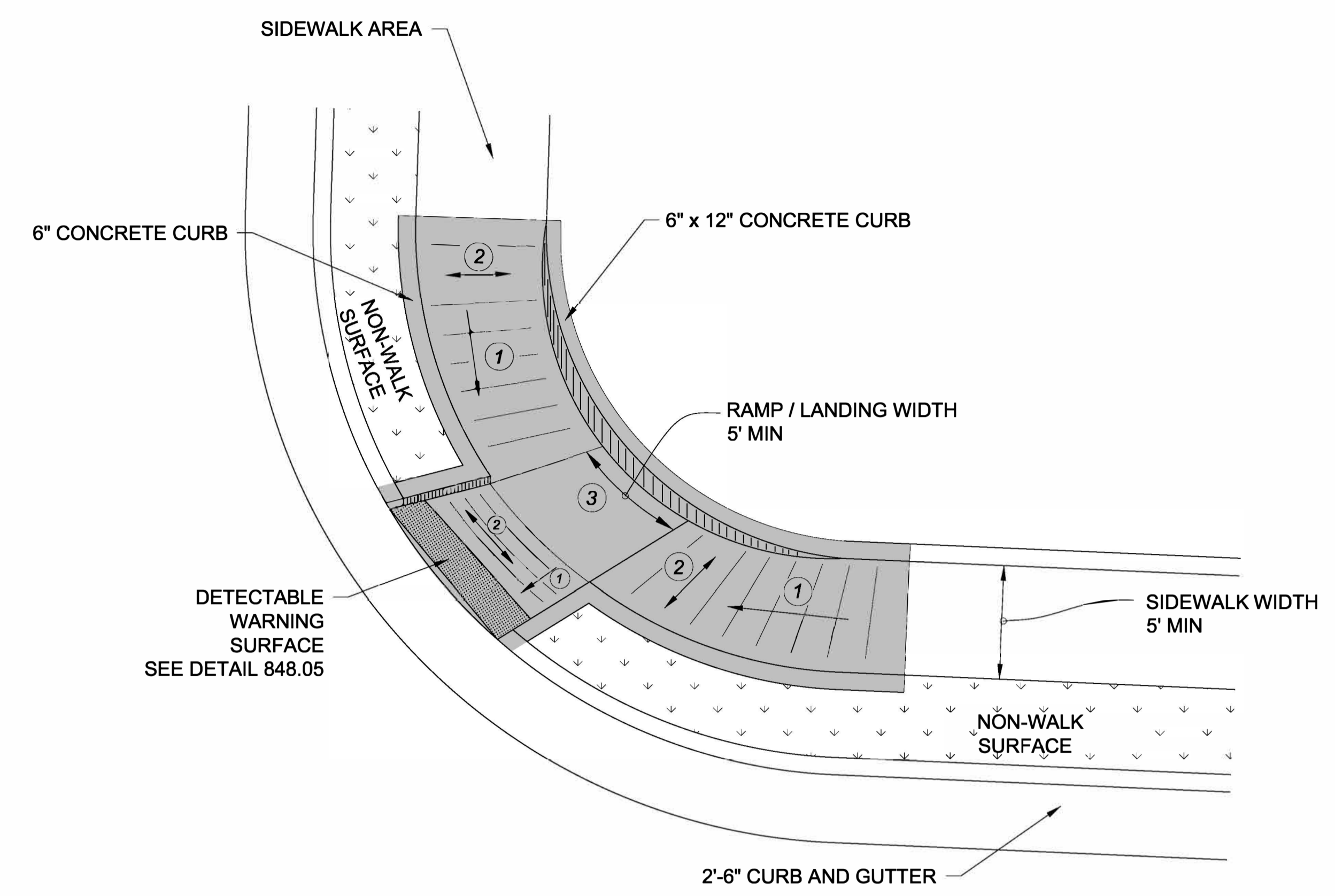
CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS

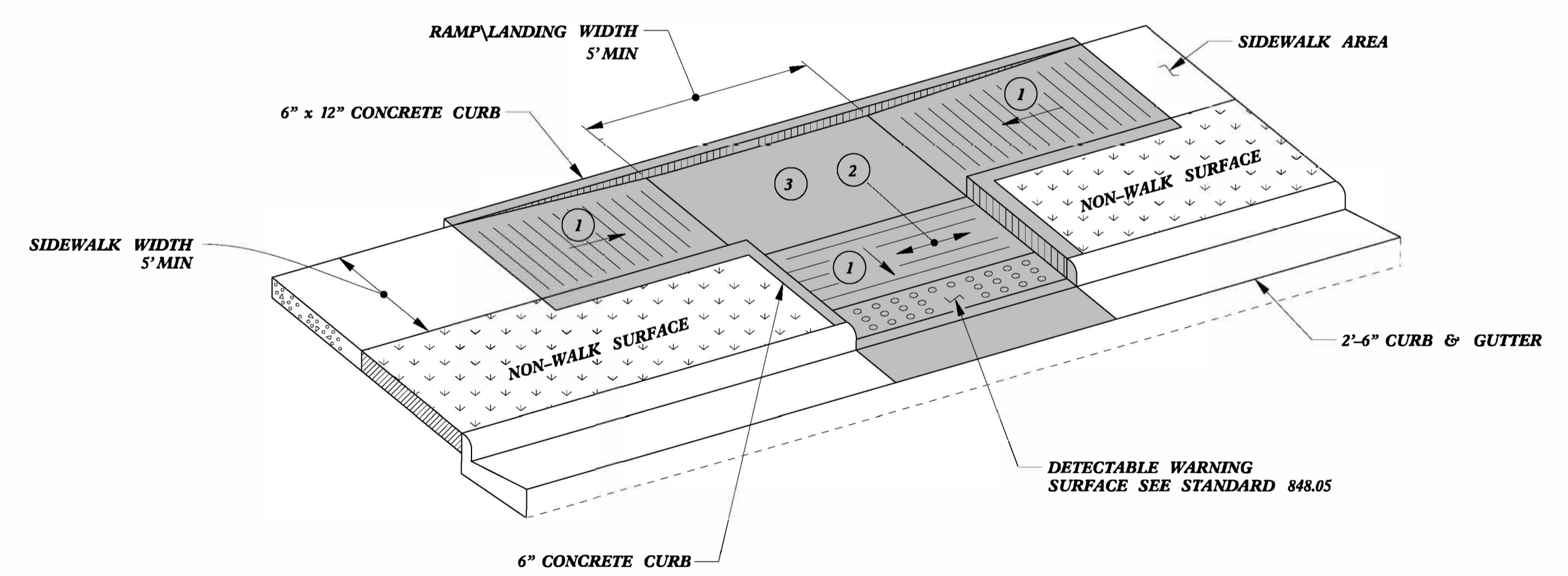
ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: DATE: _____
CHECKED BY: DATE: _____
FILE SPEC. stds/2012CurbRamp/CurbRampDetails.dgn

5/14/99

PAY LIMITS FOR 1 CURB RAMP



**TYPE 3 MODIFIED
INSTALLATION IN A RADIUS**



TYPE 3

- 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.

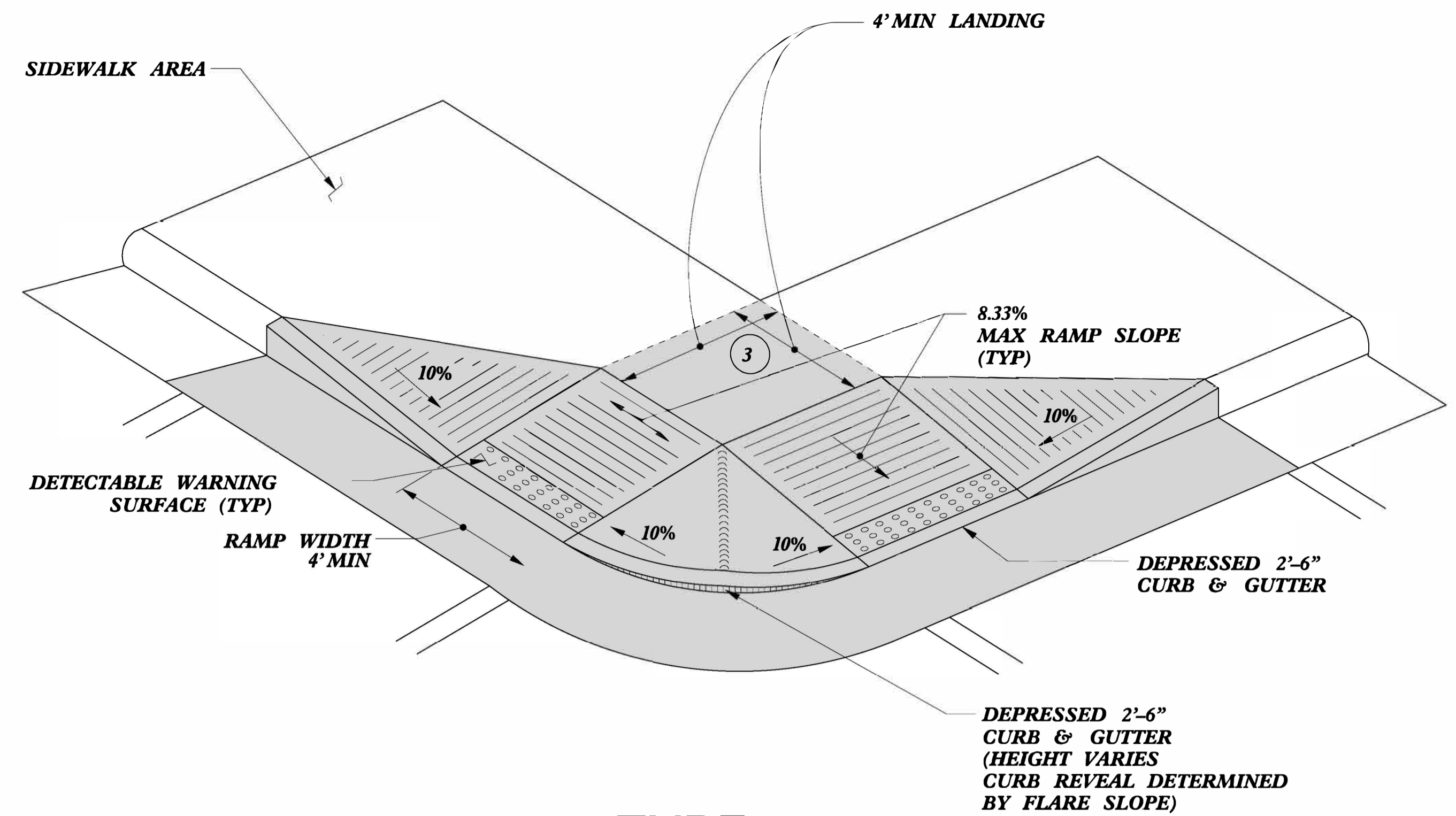


DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

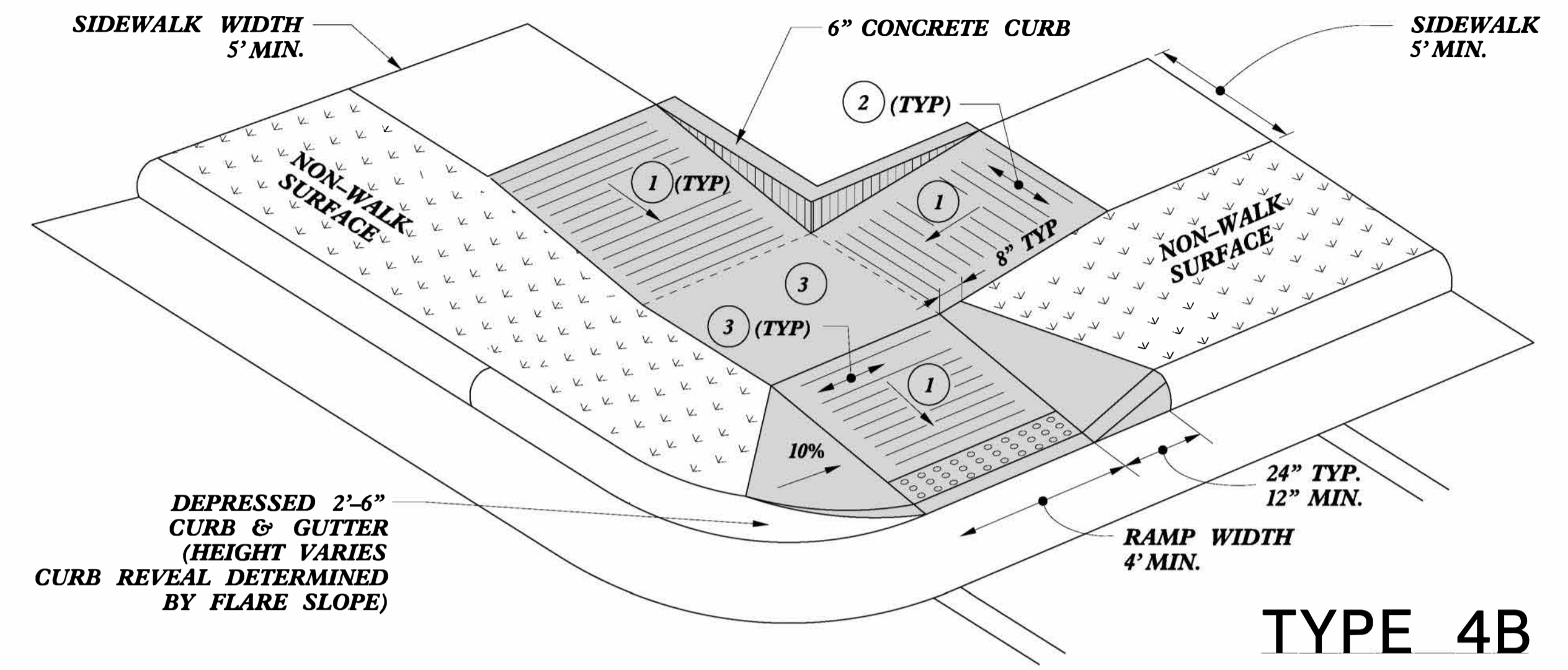
CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
CURB RAMPS	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC. :stds/2012CurbRamp/CurbRampDetails.dgn	

5/14/99
C:\P\2012\STDS\2012CurbRamp\CurbRampDetails.dgn

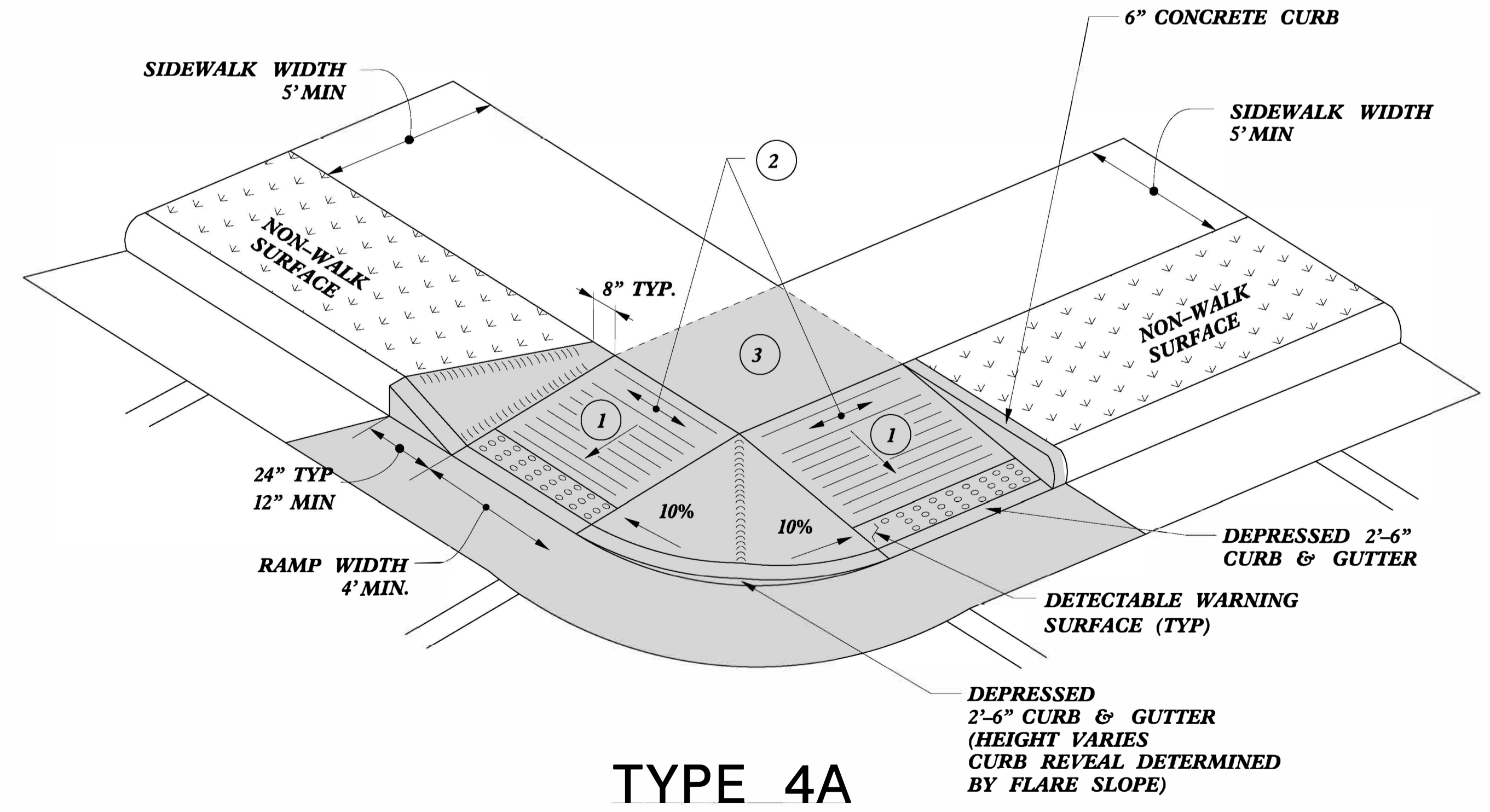
PAY LIMITS FOR 1 OR 2 CURB RAMPS
(CALCULATE BASED ON NUMBER OF SETS
OF TRUNCATED DOMES)



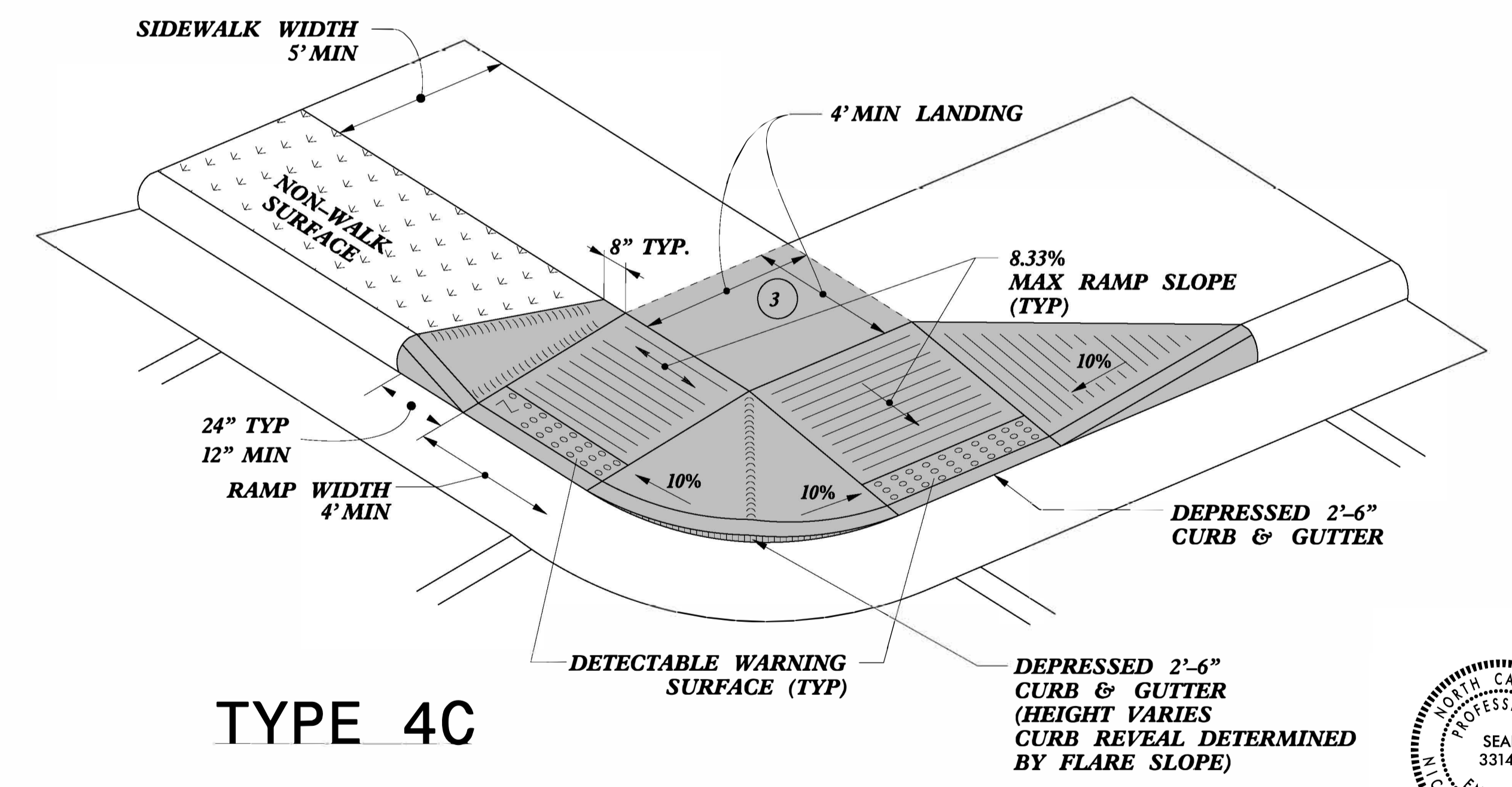
TYPE 4



TYPE 4B

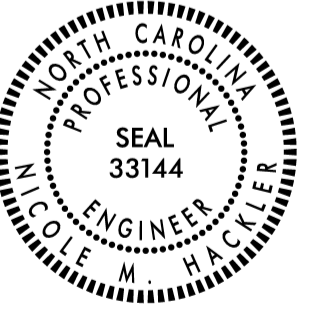


TYPE 4A



TYPE 4C

- 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.



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

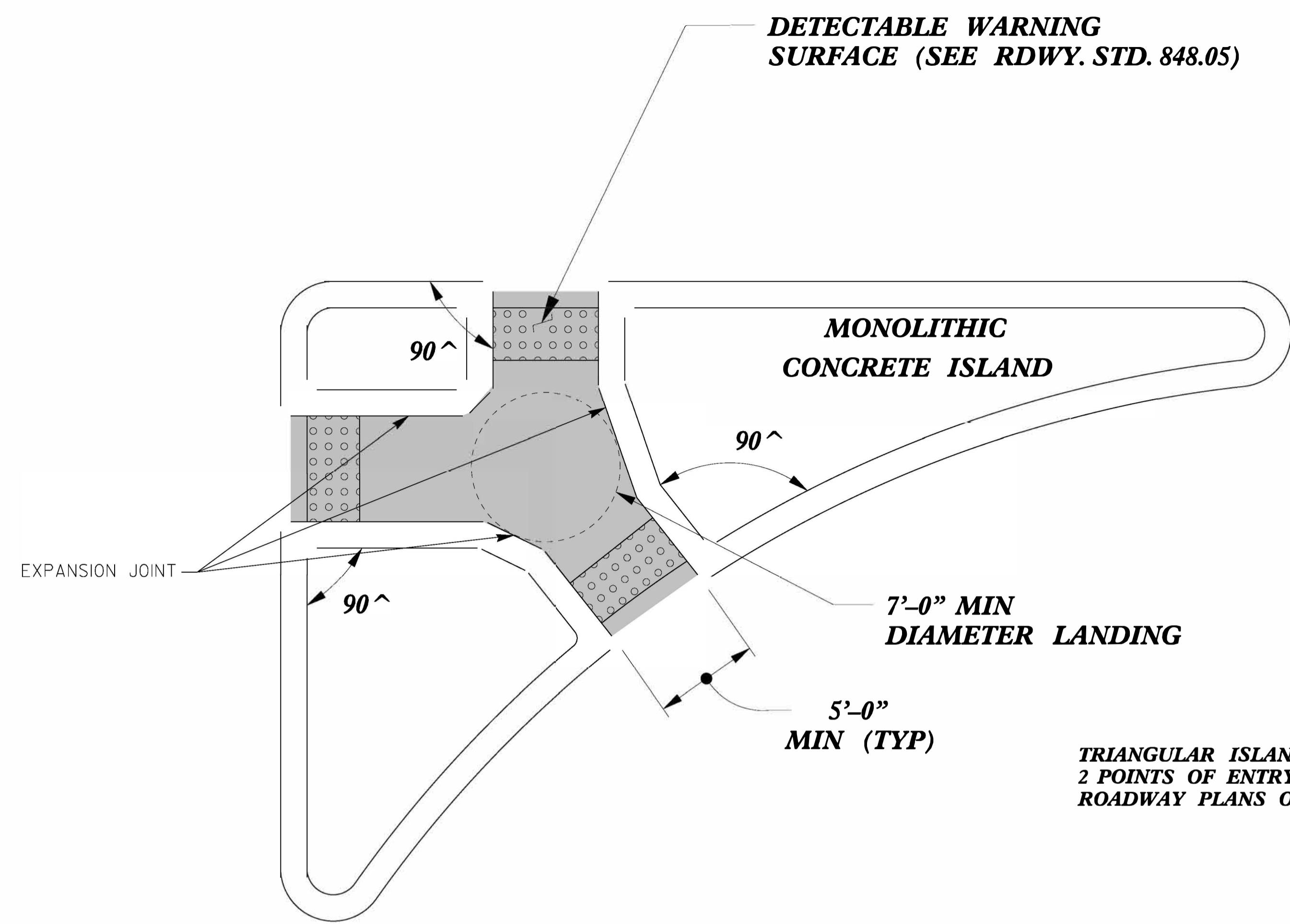
**CONTRACT STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
 MODIFIED BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____
 FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn

5/14/99
 COUNTY OF WAKE
 PLANNING DEPARTMENT
 600 SOUTH MAIN STREET
 RALEIGH, NC 27601

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



**DETECTABLE WARNING
SURFACE (SEE RDWY. STD. 848.05)**

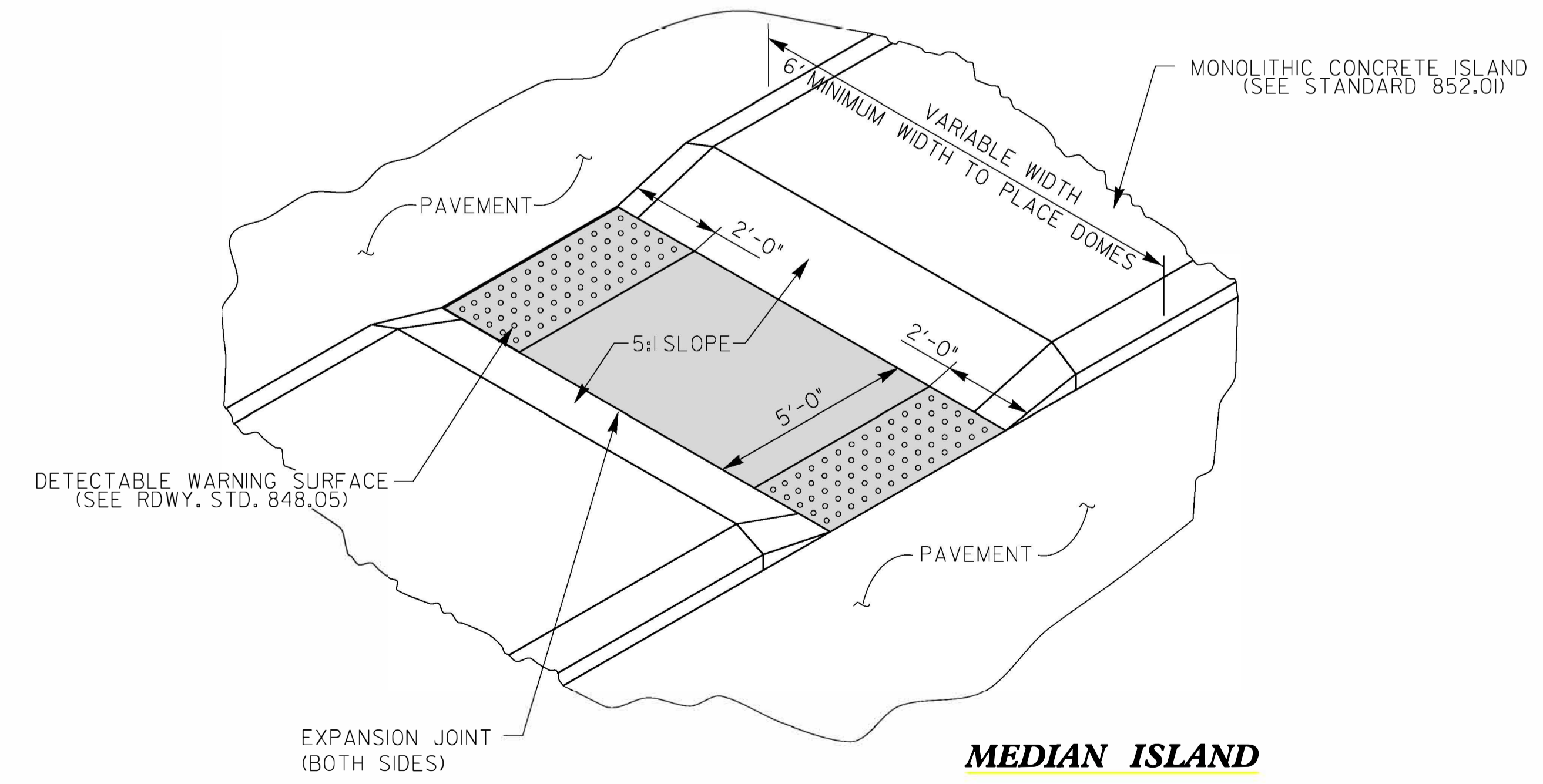
**MONOLITHIC
CONCRETE ISLAND**

**7'-0" MIN
DIAMETER LANDING**

5'-0" MIN (TYP)

**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.**

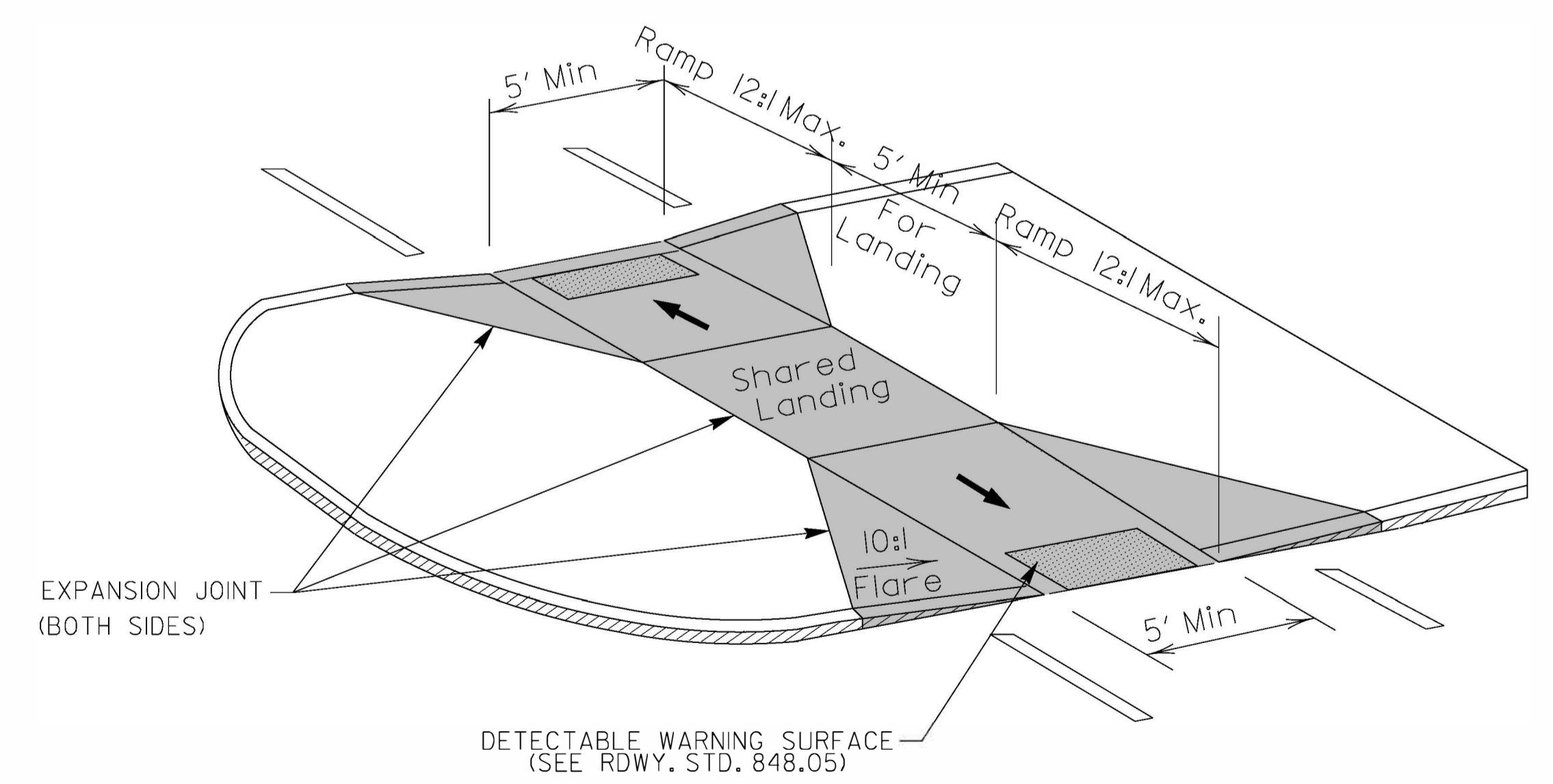
**TRIANGULAR ISLAND
WITH CUT THROUGH
TYPE 6**



**DETECTABLE WARNING SURFACE
(SEE RDWY. STD. 848.05)**

**MONOLITHIC CONCRETE ISLAND
(SEE STANDARD 852.01)**

**MEDIAN ISLAND
WITH CUT THROUGH
TYPE 7**



TYPE 8

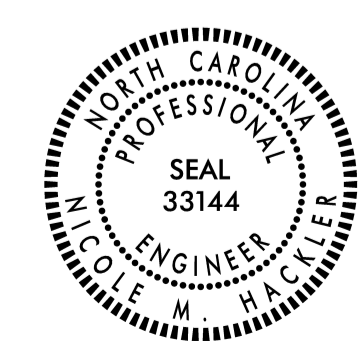
**MEDIAN ISLAND
CURB RAMPS**

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

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

CURB RAMPS
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



5/14/99
SYTIME
SUGERNAVE

ADA SUMMARY OF QUANTITIES - MAIN ST FROM MOREHEAD ST TO US 501/NC 49

Municipality:	Roxboro
Project Number:	2025 Person
WBS Number:	2024CPT.05.05.20731.1
County:	Person

Sheet No.
18

Ramp ID	Inset Map Number	Route 1	Route 2	2549000000-E	2752000000-E	2738000000-E	2738000000-E	4116100000-N	2738000000-E	2613000000-N	2605000000-N	Improvement Type
				2'-6" Concrete Curb & Gutter LF	Remove Curb & Gutter LF	Remove and Replace Sidewalk SY	Remove Sidewalk SY	Relocate Sign Type E EA	Remove Driveway Apron SY	Remove and Replace Curb Ramp EA	Concrete Curb Ramp EA	
25298	1	SR-1601 (Main St)	Barnett Ave			3				1		Type 1C
1390	2	SR-1601 (Main St)	Walker St	20		12			9	1		Type 1A
1391	2	SR-1601 (Main St)	Walker St							1		Type 2B
24652	3	SR-1601 (Main St)	Carter Bank and Trust (823 N Main St) South Entrance							1		Type 1C
24651	3	SR-1601 (Main St)	Carter Bank and Trust (823 N Main St) South Entrance							1		Type 1C
1397	4	SR-1601 (Main St)	Breckenridge St							1		Type 1A
1398	4	SR-1601 (Main St)	Breckenridge St							1		Type 1A
24650	4	SR-1601 (Main St)	Carter Bank and Trust (823 N Main St) North Entrance							1		Type 1C
24649	4	SR-1601 (Main St)	Carter Bank and Trust (823 N Main St) North Entrance							1		Type 1C
1396	5	SR-1601 (Main St)	Carver Dr							1		Type 2B
25549	6	SR-1601 (Main St)	Elizabeth St		15		9	1			1	Type 1C
Sub-Total for Main St From Morehead St To US 501/NC 49				20	15	15	9	1	9	10	1	

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.05.05.20731.1	19	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	122000000-E	124500000-E	126000000-E	129700000-E	133000000-E	151900000-E	157500000-E	170400000-E	254900000-E	260500000-N	261300000-N	273800000-E			275200000-E	283000000-N	284500000-N	411610000-N	460000000-N			
											INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1½" MILLING	INCIDENTAL MILLING	SURFACE COURSE, \$9.58	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	2'-6" CURB & GUTTER	CONCRETE CURB RAMP	REMOVE AND REPLACE CURB RAMPS	GENERIC PAVING ITEM, REMOVE AND REPLACE SIDEWALK	GENERIC PAVING ITEM, REMOVE SIDEWALK	GENERIC PAVING ITEM, REMOVE DRIVEWAY APRON	GENERIC PAVING ITEM, REMOVE CURB & GUTTER	ADJUST MANHOLES	ADJUST METER OR VALVE BOX	SIGN ERECTION, RELOCATE TYPE E (GROUND MOUNTED)	GENERIC TRAFFIC CONTROL ITEM, PEDESTRIAN TRANSPORT SERVICE	GENERIC TRAFFIC CONTROL ITEM, AUDIBLE WARNING DEVICE		
											MI	FT	TONS	SMI	TON	SY	SY	TONS	TON	TONS	LF	EA	EA	SY	SY	SY	LF	EA	EA	EA	EA	EA
2024CPT.05.05.20731.1	Person	1	SR-1102 / WHEELERS CHURCH RD	ORANGE CO TO NC 49	1	2	NO	NO	2.89	20	145	5.78	107		914	2,956	196	80														
	Person	2	SR-1542 / DIRGIE MINE RD	SR 1512 / OLIVE BRANCH RD TO GRANVILLE CO	1	2	NO	NO	3.2	20	160	6.39	295		210	3,273	218	105														
	Person	3	SR-1601 / MAIN ST	SR 1596 / W. MOREHEAD ST TO US 501/NC 49	2	2	NO	NO	1.12	24-40				24,198	184	2,103	137		20	1	10	15	9	9	15	5	1	1	10	2		
	Person	4	SR-1352 / TONKER DR	SR 1605 / BOSTON RD TO SR 1353 / TONKER DR	1	2	NO	NO	0.66	18	33	1.31	121		160	608	53	285														
	Person	5	SR-1353 / TONKER DR/MT VIEW RD	SR 1352 / TONKER DR TO SR 1605 / BOSTON RD	1	2	NO	NO	0.21	18	10	0.42	38		185	193	14	35														
TOTAL FOR PROJ NO. 2024CPT.05.05.20731.1									8.08		348	13.90	561	24,198	1,653	9,133	618	505	20	1	10	15	9	9	15	5	1	1	10	2		
GRAND TOTAL									8.08		348	13.90	561	24,198	1,653	9,133	618	505	20	1	10	15	9	9	15	5	1	1	10	2		

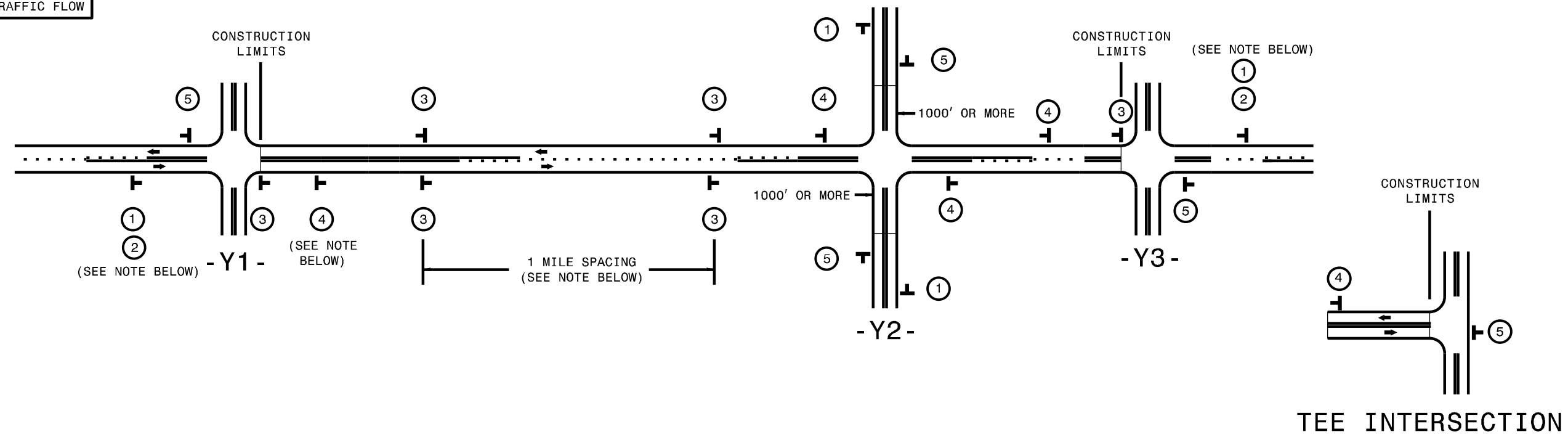
PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.05.05.20731.1	20	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH		WIDTH	4413000000-E	4447000000-E	4457000000-N	4685000000-E		4725000000-E			4810000000-E	4845000000-N		
							MI	FT		WORK ZONE ADVANCE/GENERAL WARNING SIGNING	PEDESTRIAN CHANNELIZING DEVICES	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	4" YELLOW PAINT	PAINT LT ARROW	PAINT RT ARROW	PAINT STR ARROW
2024CPT.05.05.20731.1	Person	1	SR-1102 / WHEELERS CHURCH RD	ORANGE CO TO NC 49	1	2	2.89	20		324		0.31	31,096	30,518							
	Person	2	SR-1542 / DIRGIE MINE RD	SR 1512 / OLIVE BRANCH RD TO GRANVILLE CO	1	2	3.2	20		358		0.34	34,432	33,792							
	Person	3	SR-1601 / MAIN ST	SR 1596 / W. MOREHEAD ST TO US 501/NC 49	2	2	1.12	24-40		125	60	0.22		17,742	20	1	2	17,742	20	1	2
	Person	4	SR-1352 / TONKER DR	SR 1605 / BOSTON RD TO SR 1353 / TONKER DR	1	2	0.66	18		73		0.10									
	Person	5	SR-1353 / TONKER DR/MT VIEW RD	SR 1352 / TONKER DR TO SR 1605 / BOSTON RD	1	2	0.21	18		23		0.03									
TOTAL FOR PROJ NO. 2024CPT.05.05.20731.1							8.08			903	60	1.00	65,528	82,052	20	1	2	17,742	20	1	2
													147,580		23			23			
GRAND TOTAL							8.08			903	60	1.00	65,528	82,052	20	1	2	17,742	20	1	2
													147,580		23			23			







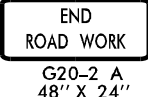
SIGNING FOR RESURFACING PROJECTS

LEGEND
 STATIONARY SIGN
 DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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, PORTABLE ADVANCE WARNING 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" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;">  W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	②	 NEXT XX MILES W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	③	 LOW/SOFT SHOULDER SP 13107 48" X 48"	<ul style="list-style-type: none"> - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER. 	
	④	 ROAD UNDER CONST SP 13106 48" X 48"	<ul style="list-style-type: none"> - 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. 	
⑤	 END ROAD WORK G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.		

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



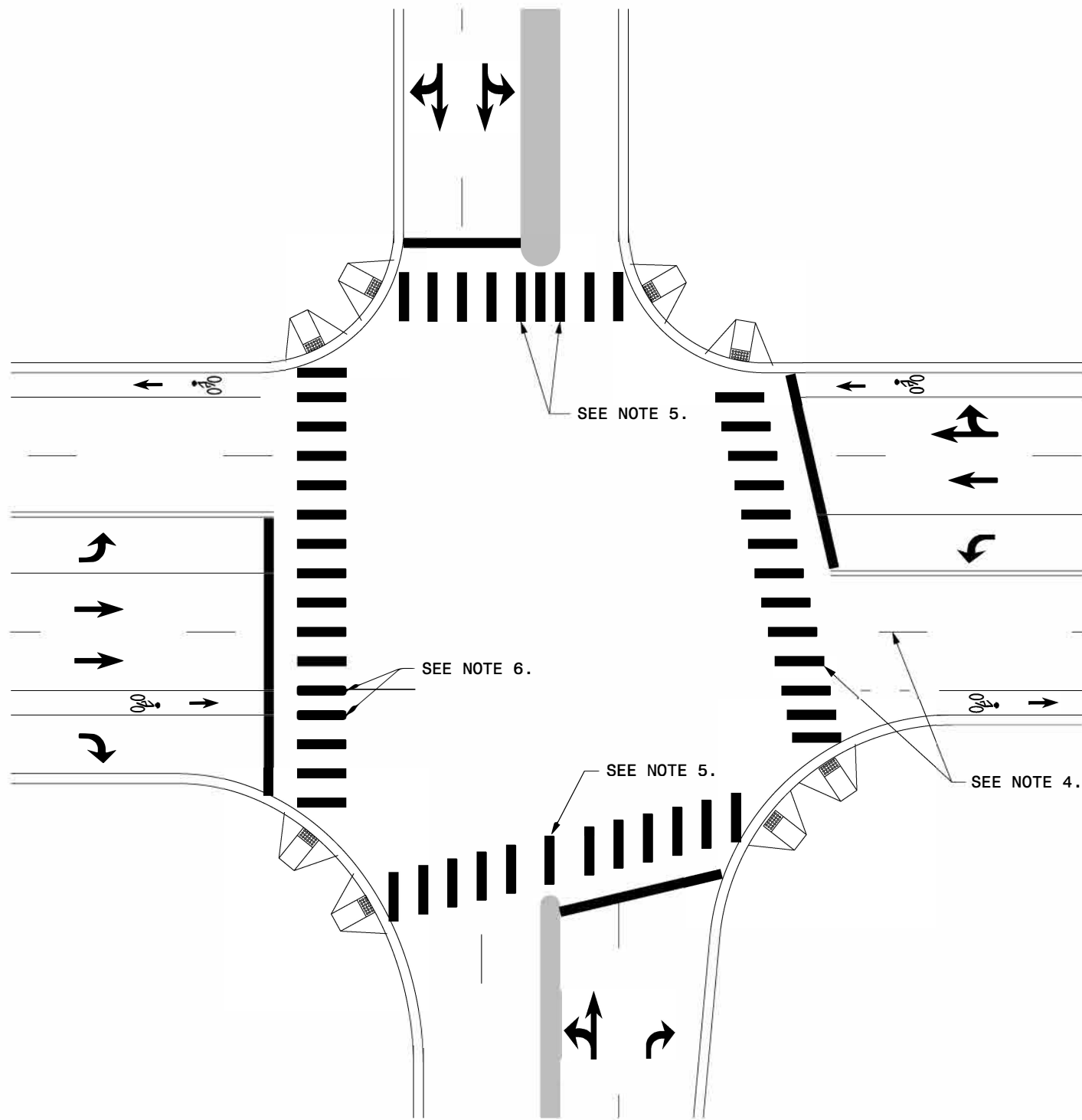
ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

\$\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$DCON\$\$\$\$\$
 \$\$\$USERNAME\$\$\$\$\$

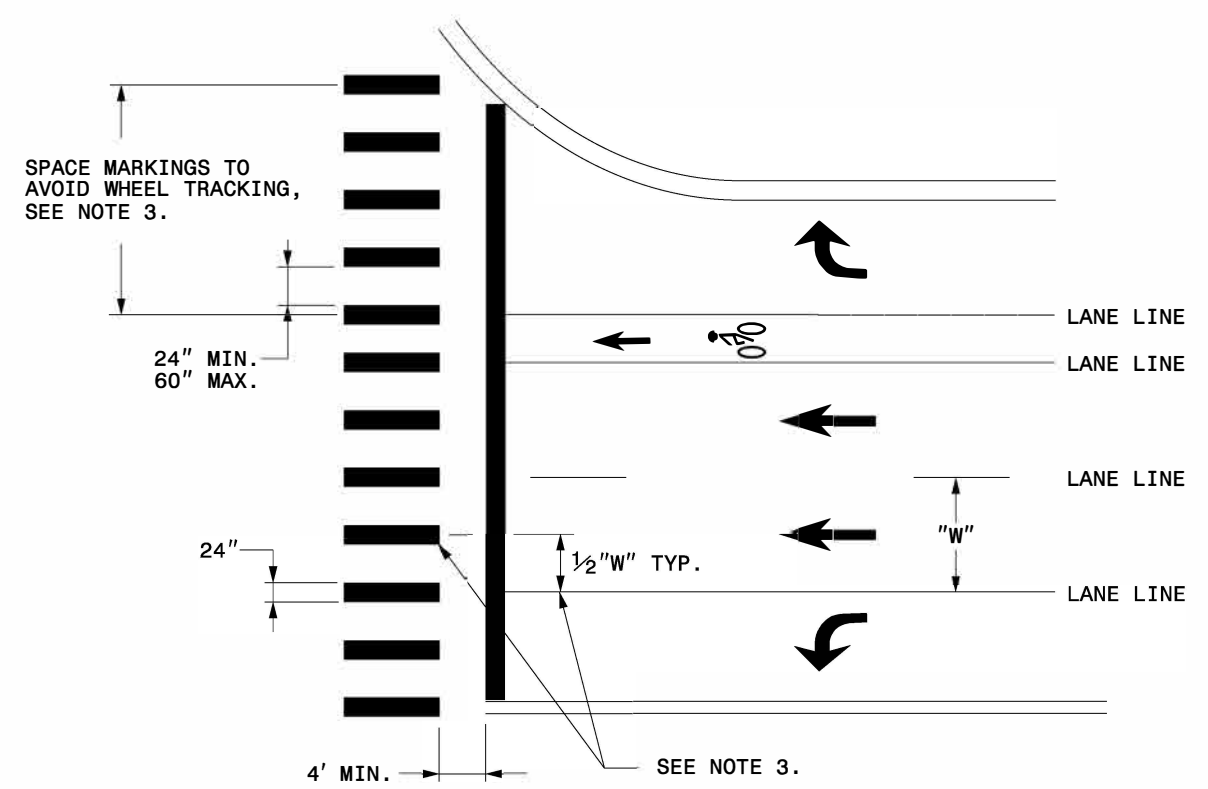
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

5-18

ENGLISH DETAIL DRAWING FOR
PAVEMENT MARKINGS
HI-VISIBILITY CROSSWALKS
NO-TRACK MARKING GUIDANCE



CROSSWALK INTERSECTION DETAIL



CROSSWALK MARKING DETAIL

GENERAL NOTES:

- 1- THE GUIDANCE IN THIS DETAIL IS TO BE USED WHEN NO-TRACK SPACING OF HI-VISIBILITY MARKINGS IS REQUESTED.
- 2- USE THE GUIDANCE SHOWN ON THE ABOVE DETAILS IN CONJUNCTION WITH PAVEMENT MARKING GUIDANCE SHOWN ON ROADWAY STANDARD DRAWINGS 1205.01 AND 1205.07.
- 3- PLACE MARKINGS TO AVOID WHEELPATH OF VEHICLES. MARKINGS TYPICALLY WILL BE LOCATED CENTERED AT THE LANE LINES AND EDGE LINES WITH ONE ADDITIONAL MARKING CENTERED IN THE MIDDLE OF THE LANE. AT WIDE LANE WIDTHS DUE TO TAPERS AND LARGE RADII, LOCATE MARKINGS AT BEST SPACING TO AVOID WHEEL TRACKING. THE SPACE BETWEEN MARKINGS SHALL NOT BE LESS THAN 24 INCHES OR GREATER THAN 60 INCHES.

- 4- WHERE THE CROSSWALK IS SKEWED TO THE LANE LINES, THE MARKINGS SHOULD BE PARALLEL TO THE LANE LINES.
- 5- PLACE MARKINGS ON BOTH EDGES OF THE NOSE OF A MEDIAN. FOR NARROW MEDIANS LESS THAN 4 FEET, A SINGLE MARKING MAY BE USED. FOR WIDE MEDIANS, INSTALL ADDITIONAL MARKINGS IN THE MEDIAN AREA. THE SPACE BETWEEN THE MARKINGS SHALL NOT TO BE LESS THAN 24 INCHES OR GREATER THAN 60 INCHES.
- 6- LOCATE MARKINGS CENTERED ON BICYCLE LANE LINES. MARKINGS SHALL NOT BE LOCATED IN THE CENTER OF THE BICYCLE PATH.

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

5-18

ENGLISH DETAIL DRAWING FOR
PAVEMENT MARKINGS
HI-VISIBILITY CROSSWALKS
NO-TRACK MARKING GUIDANCE