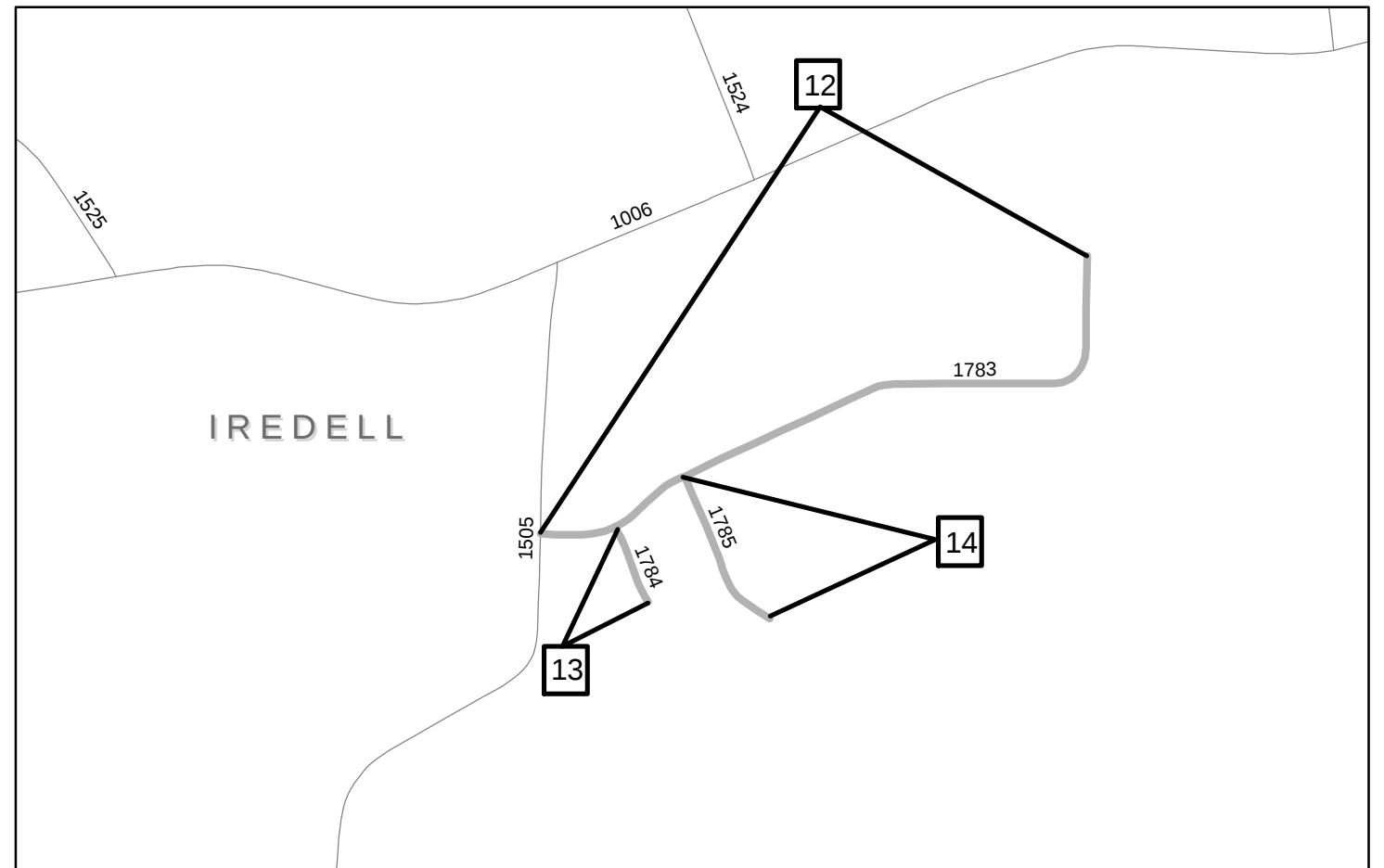
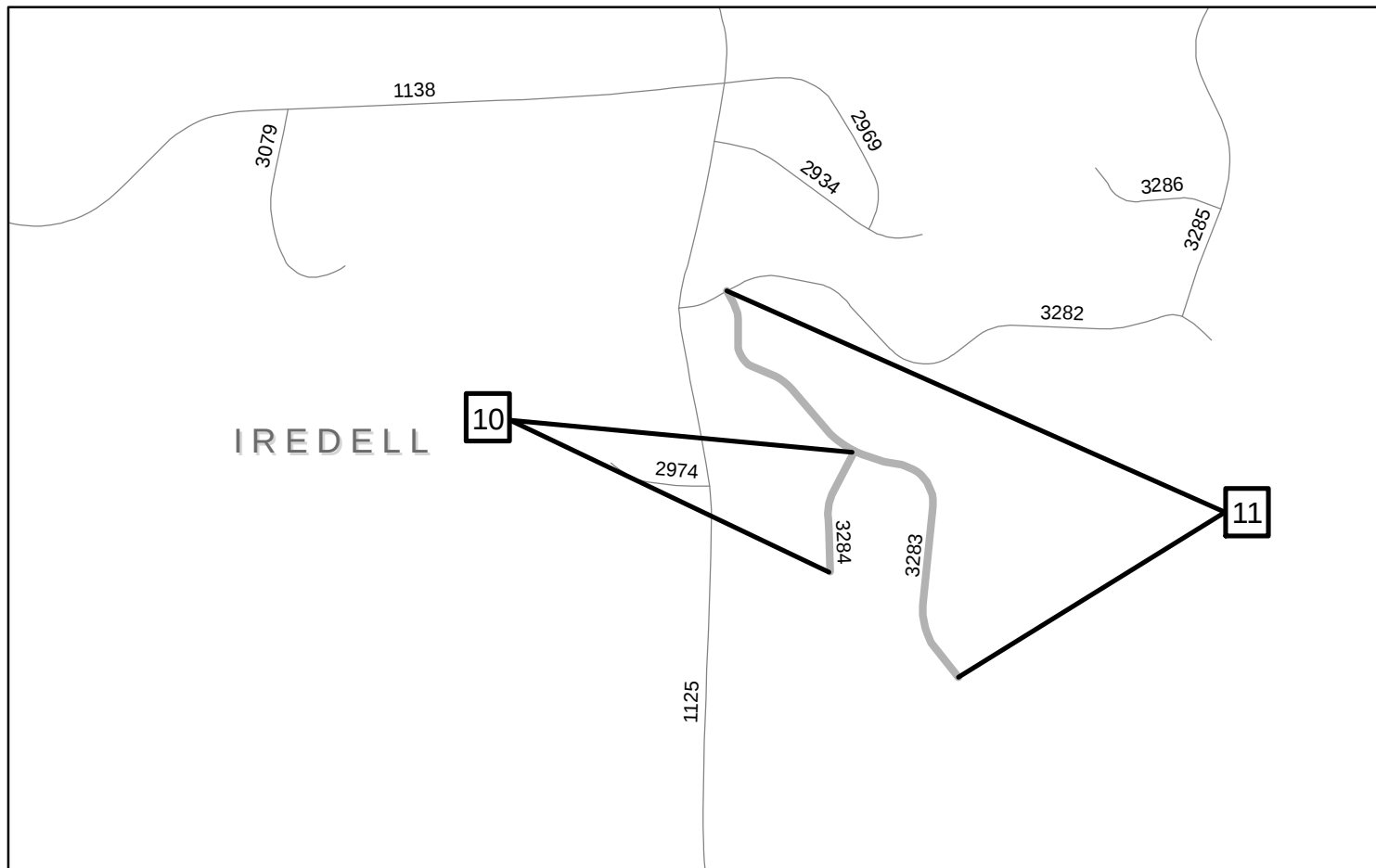
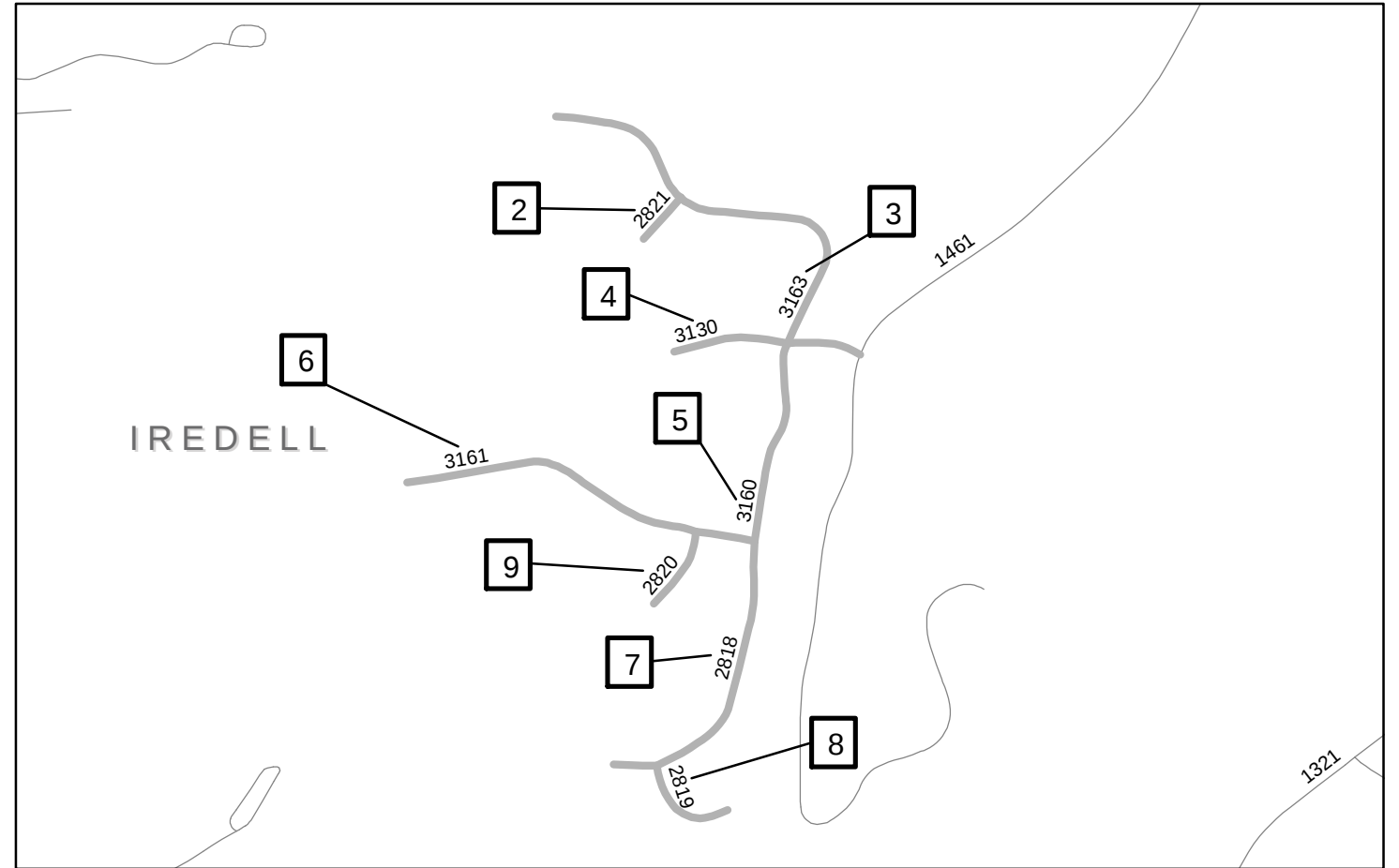
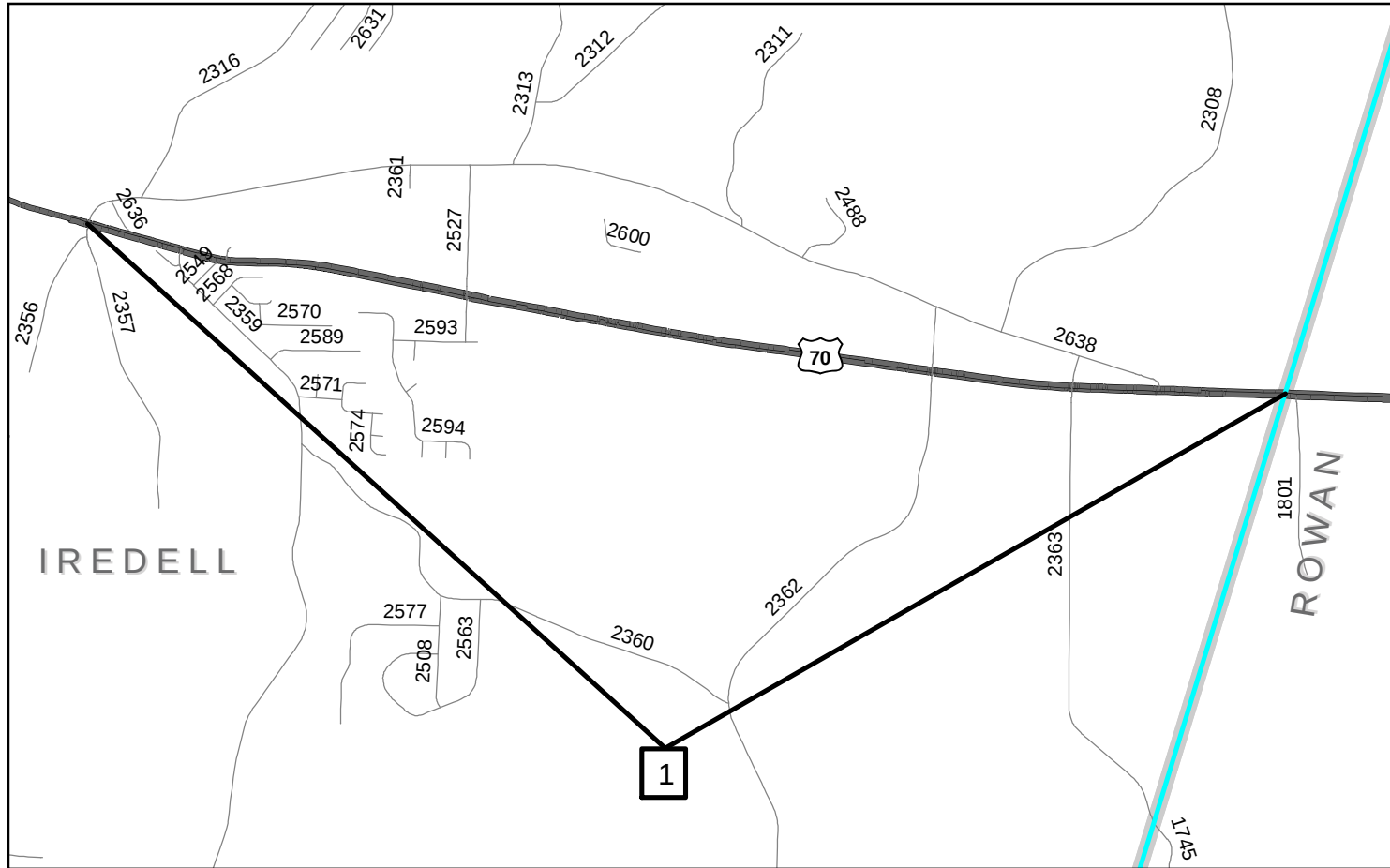
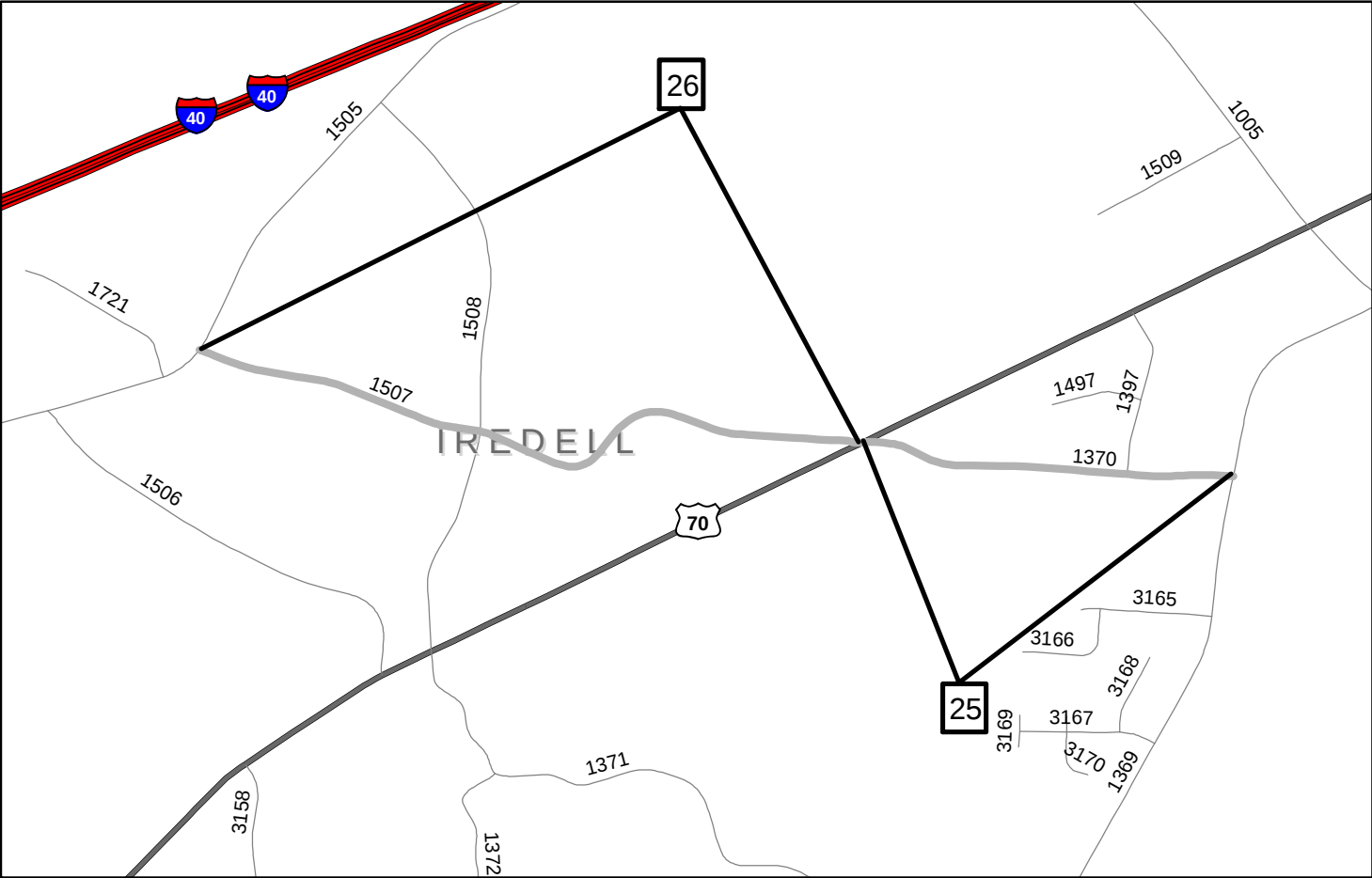
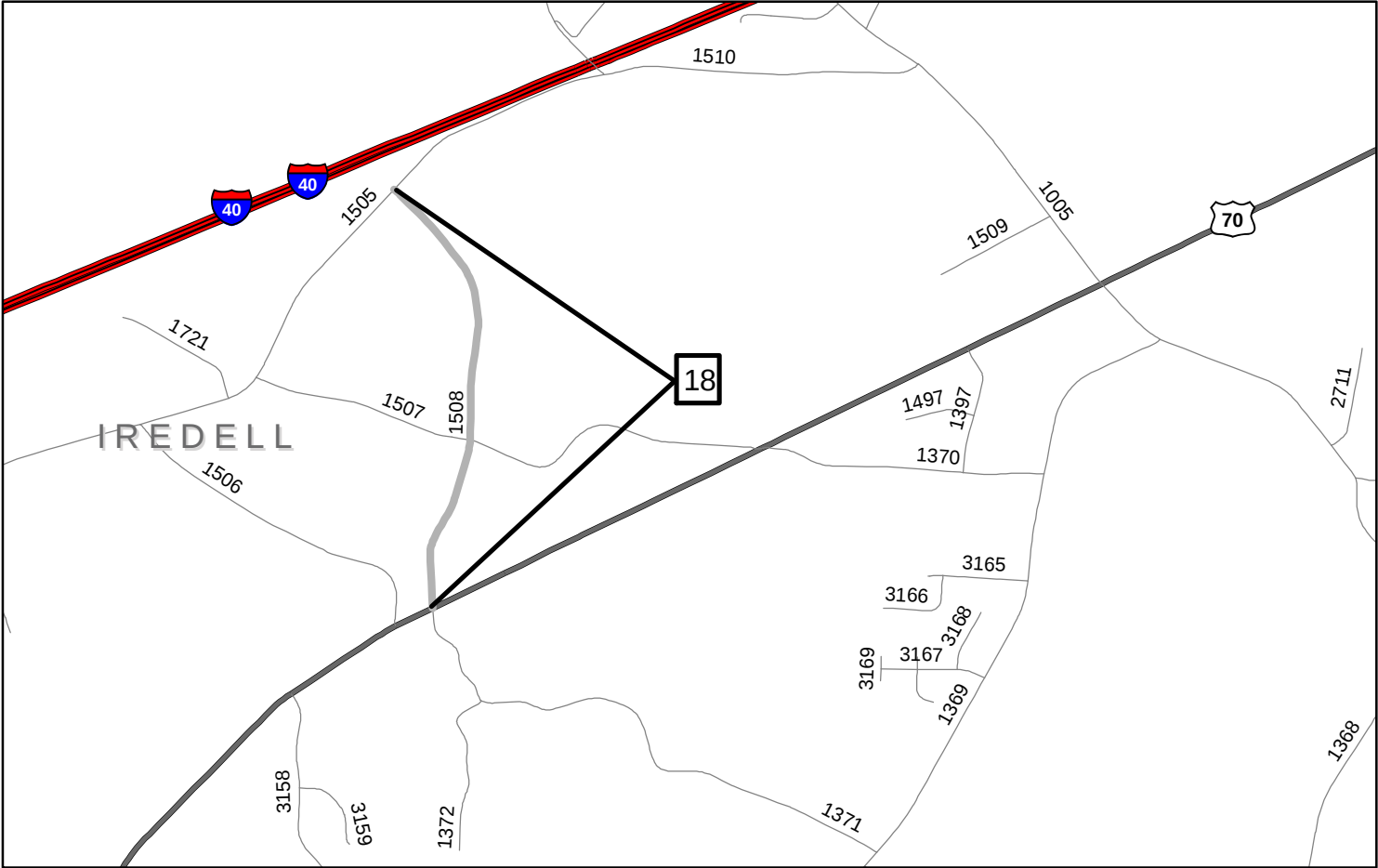
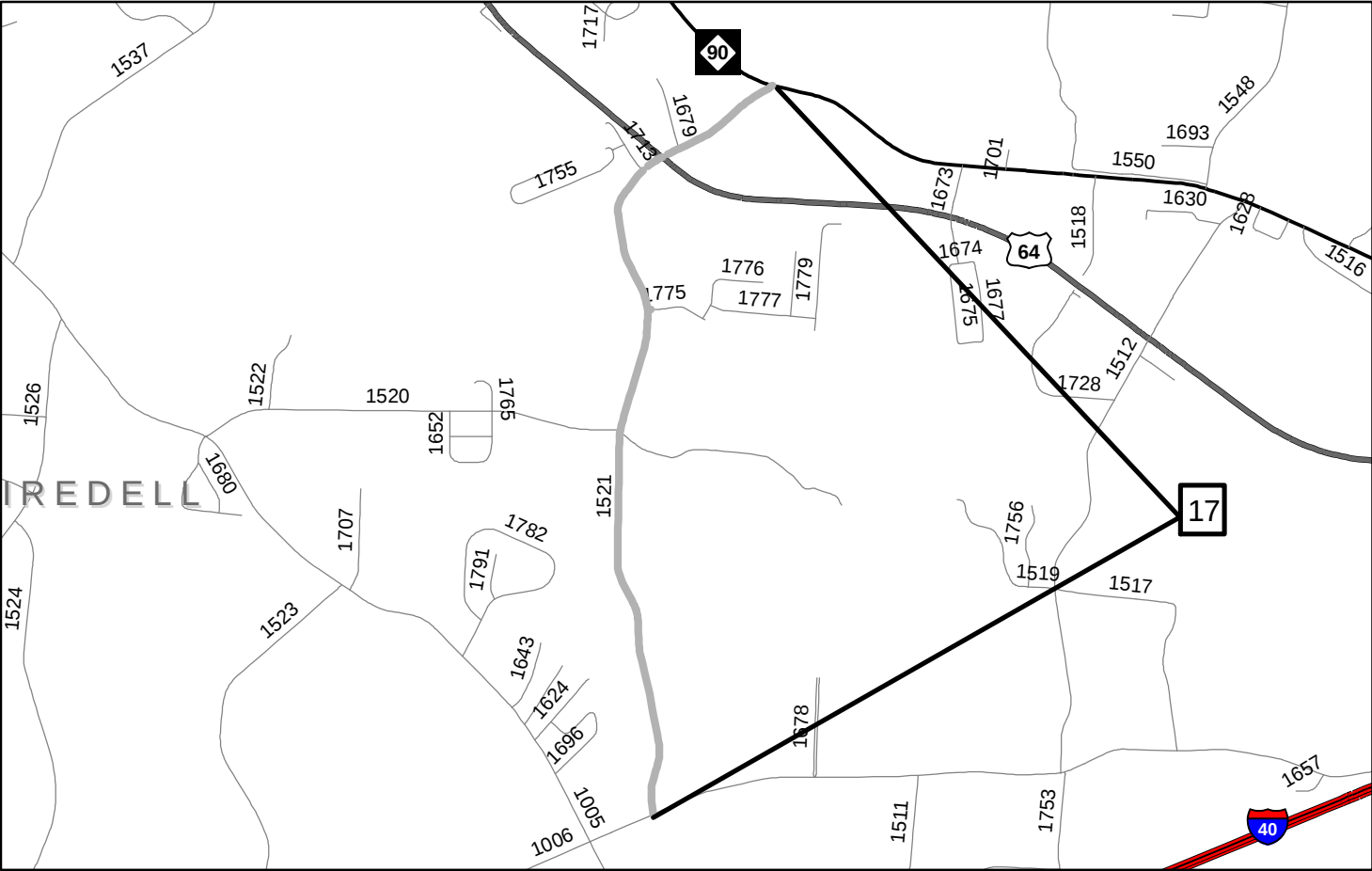
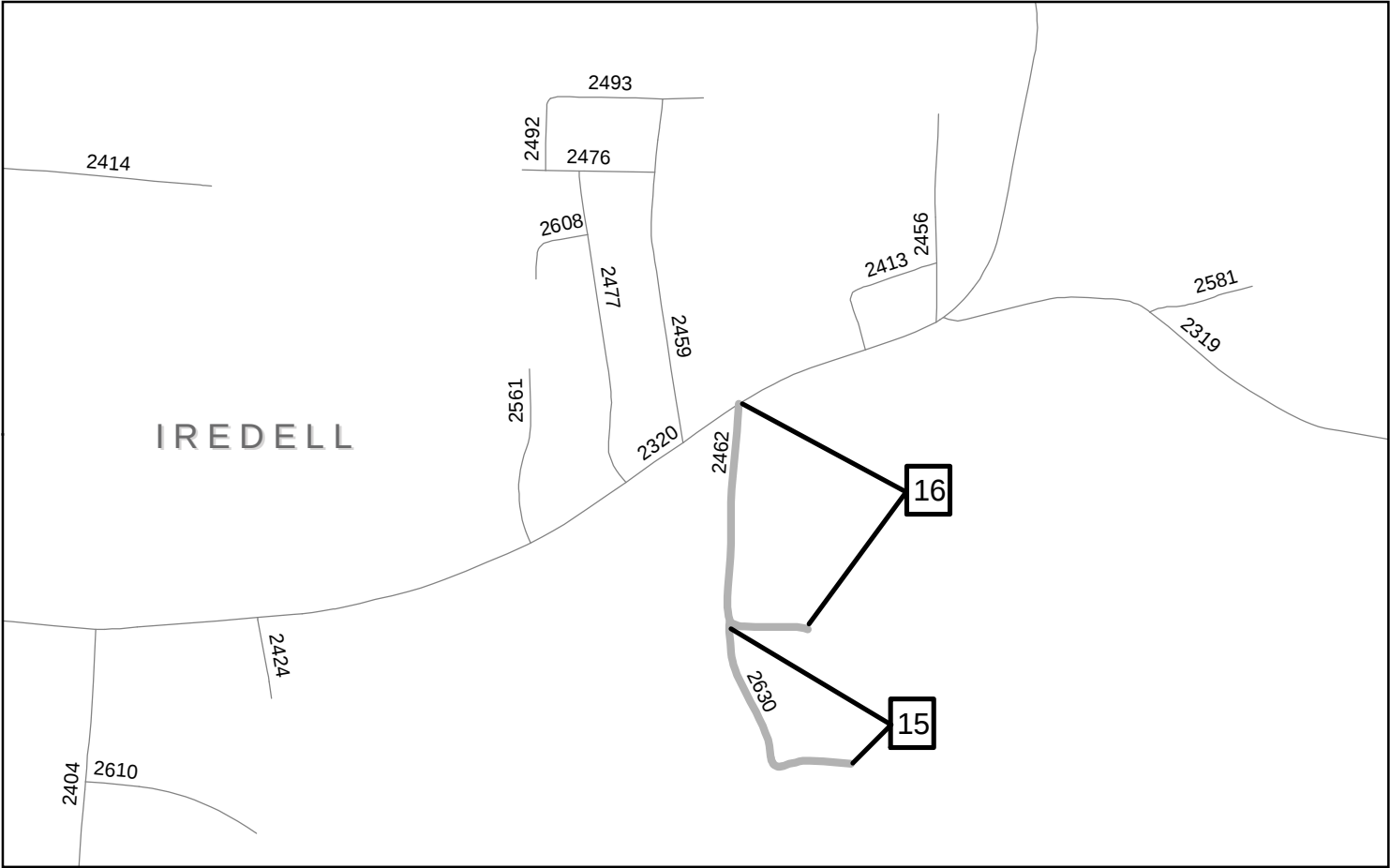
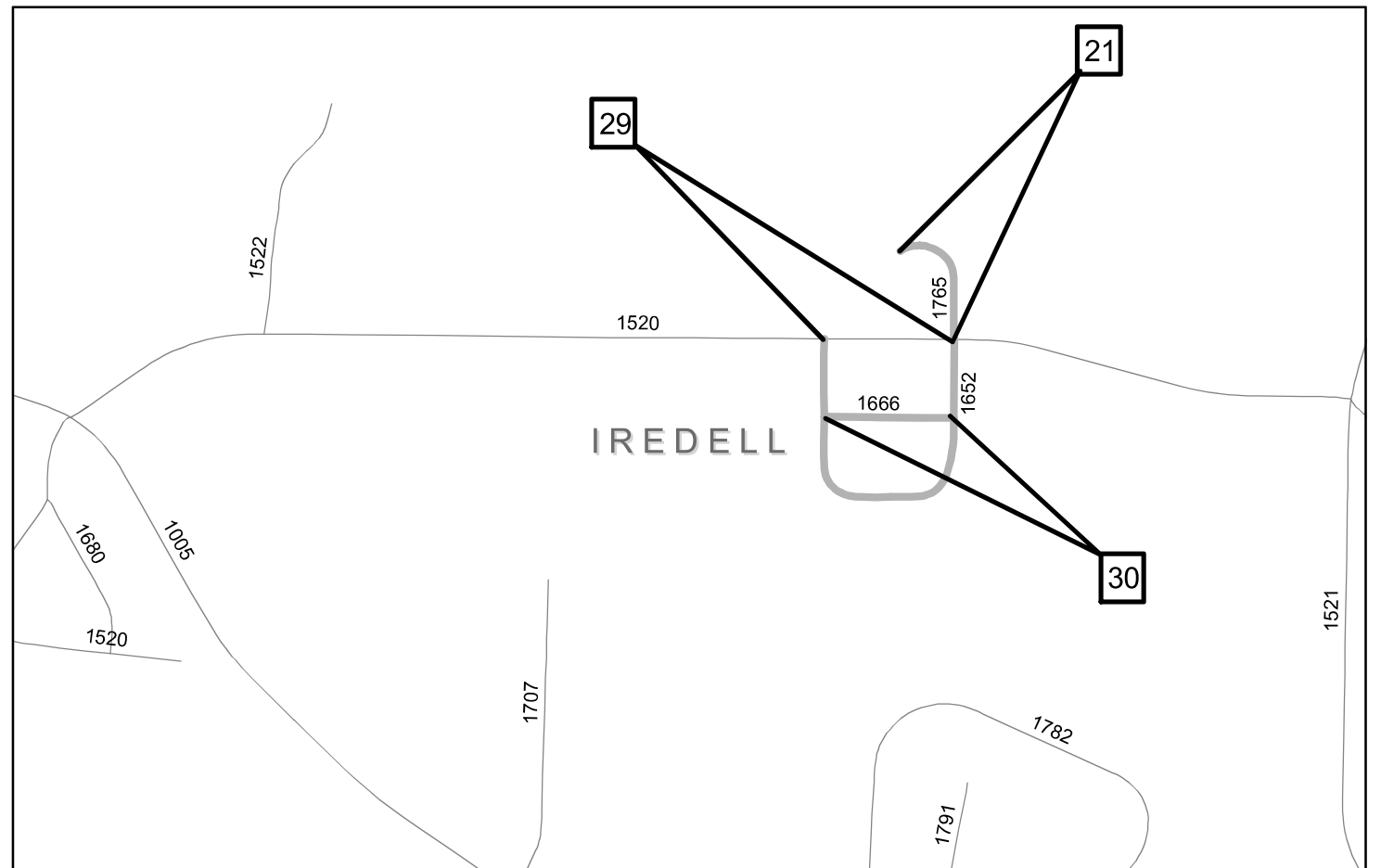
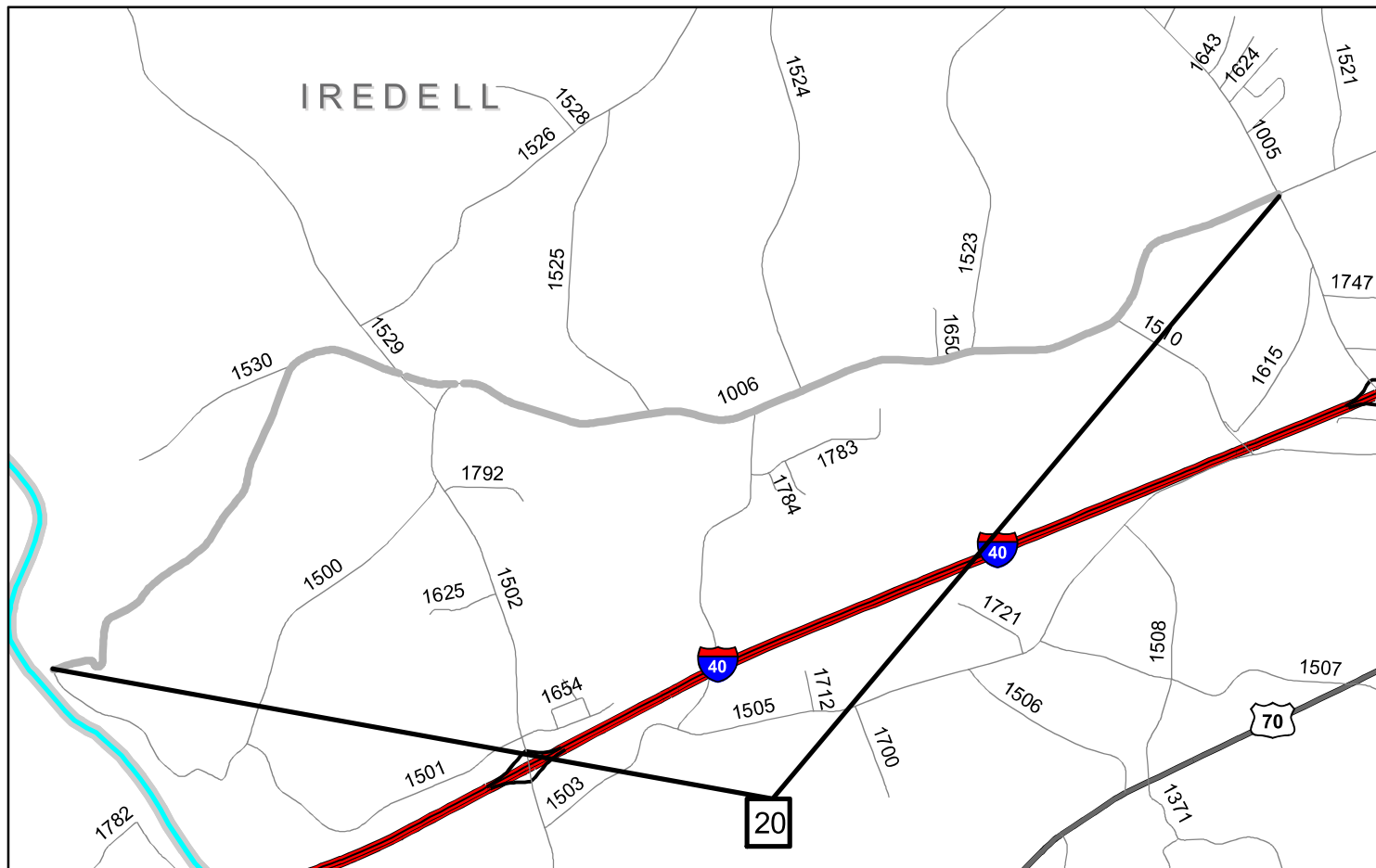
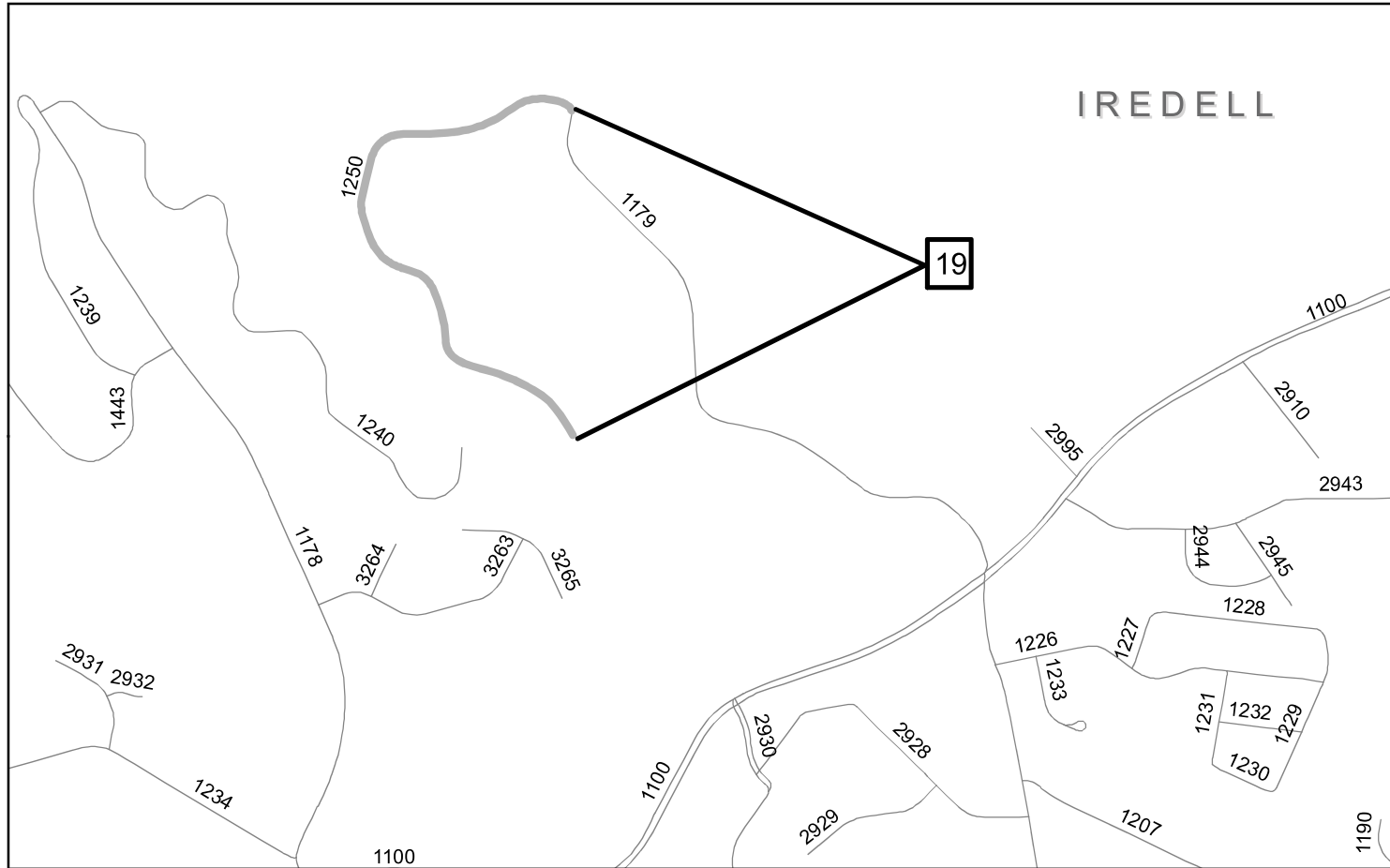
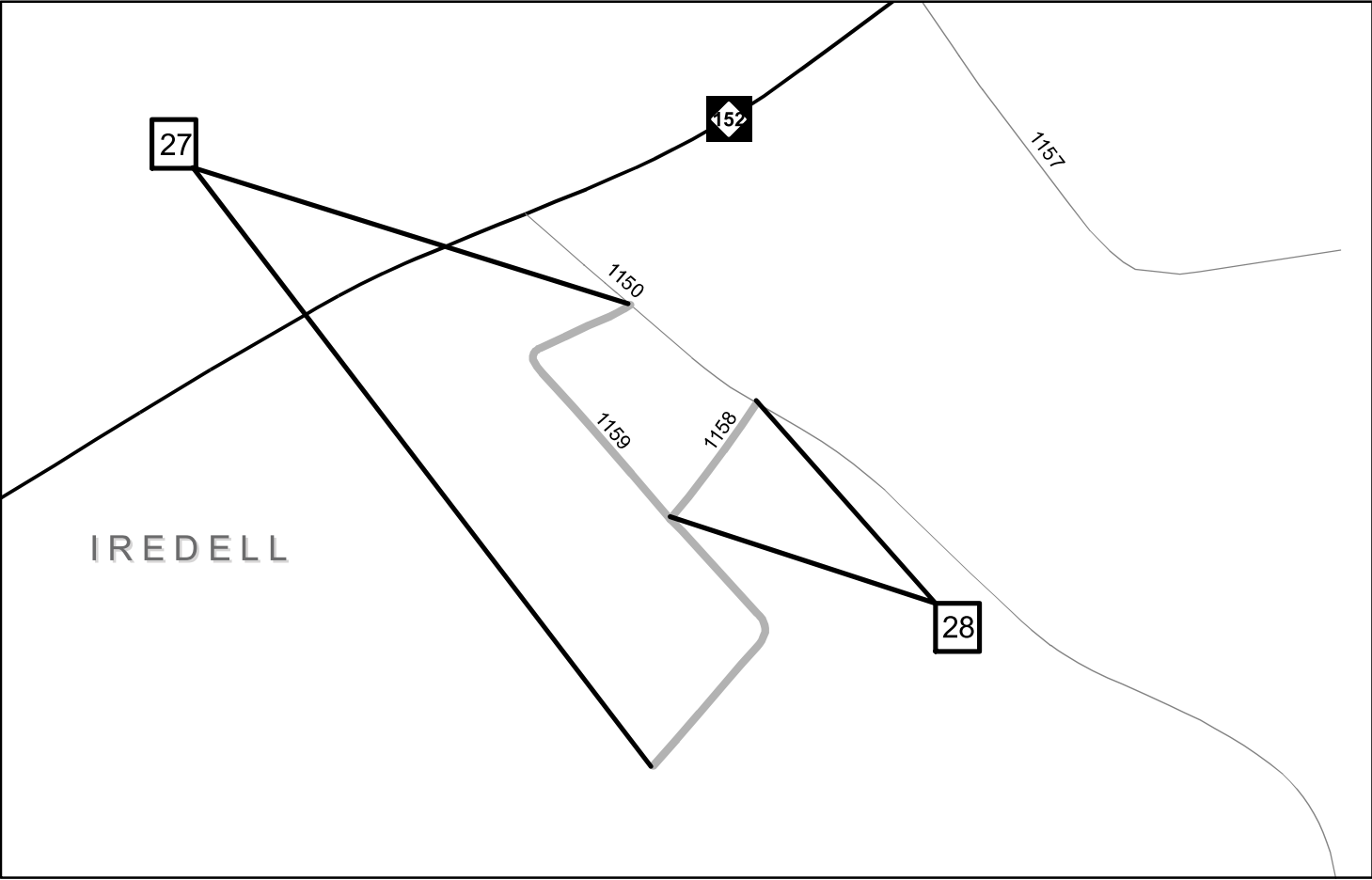
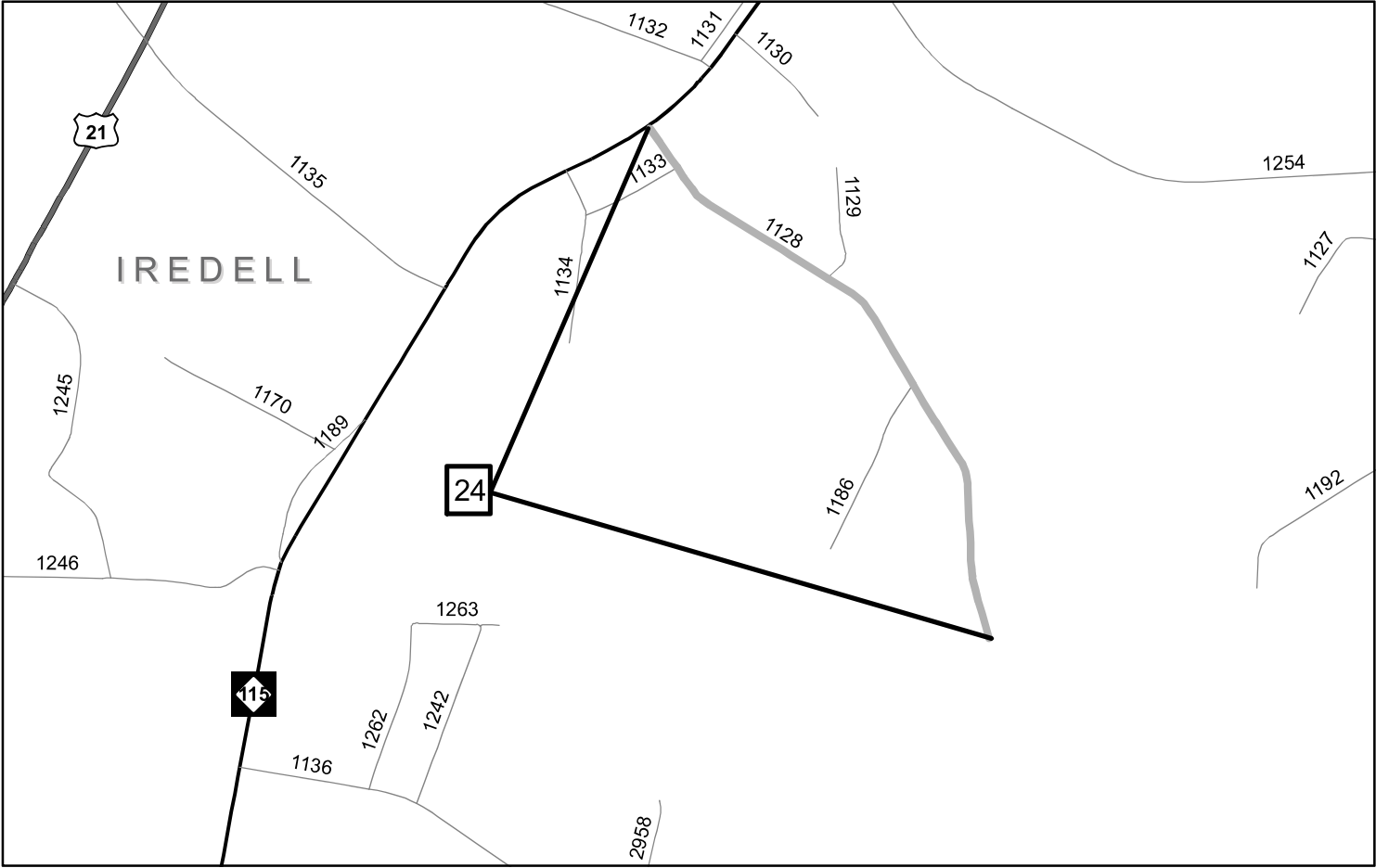
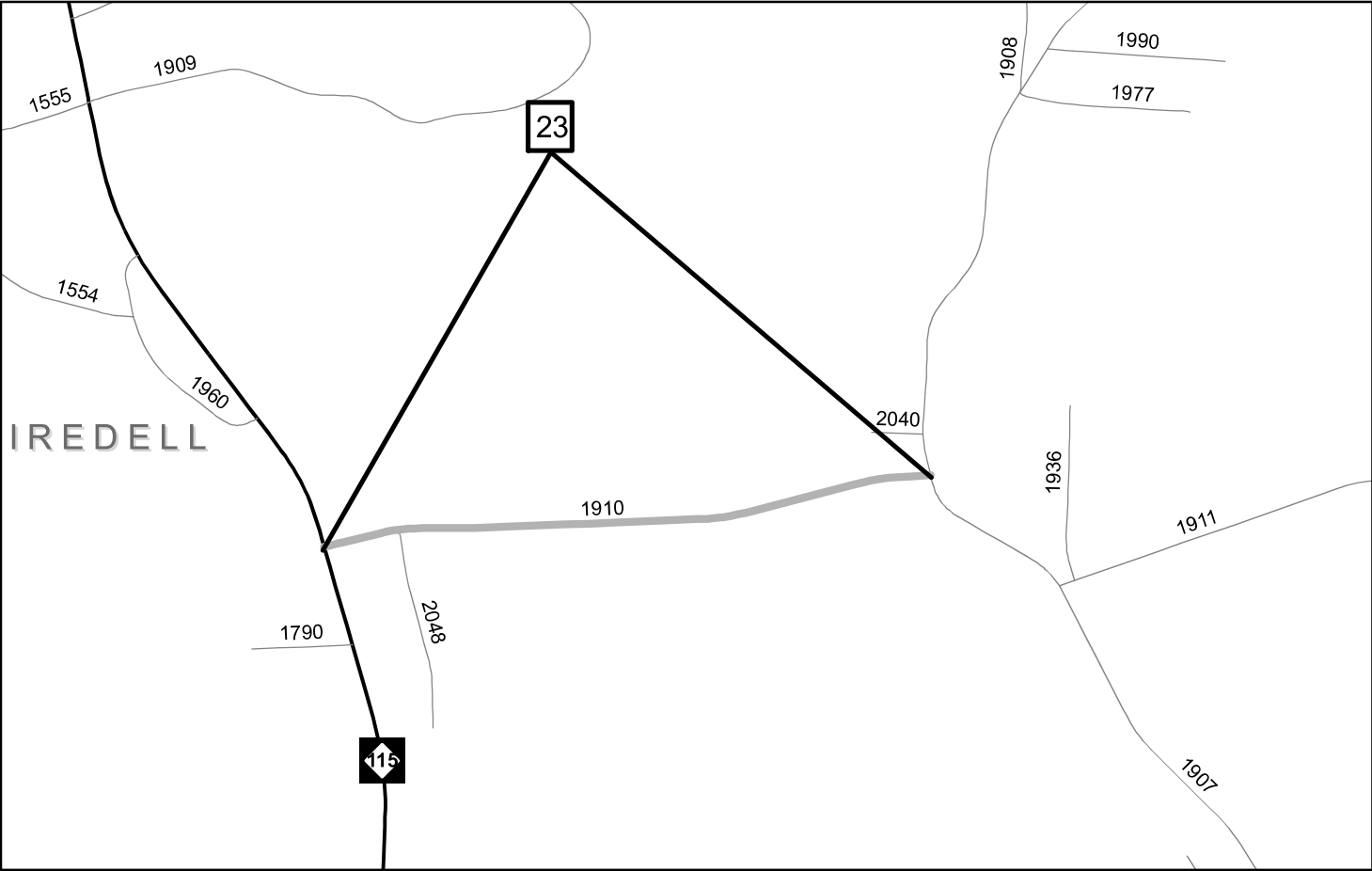
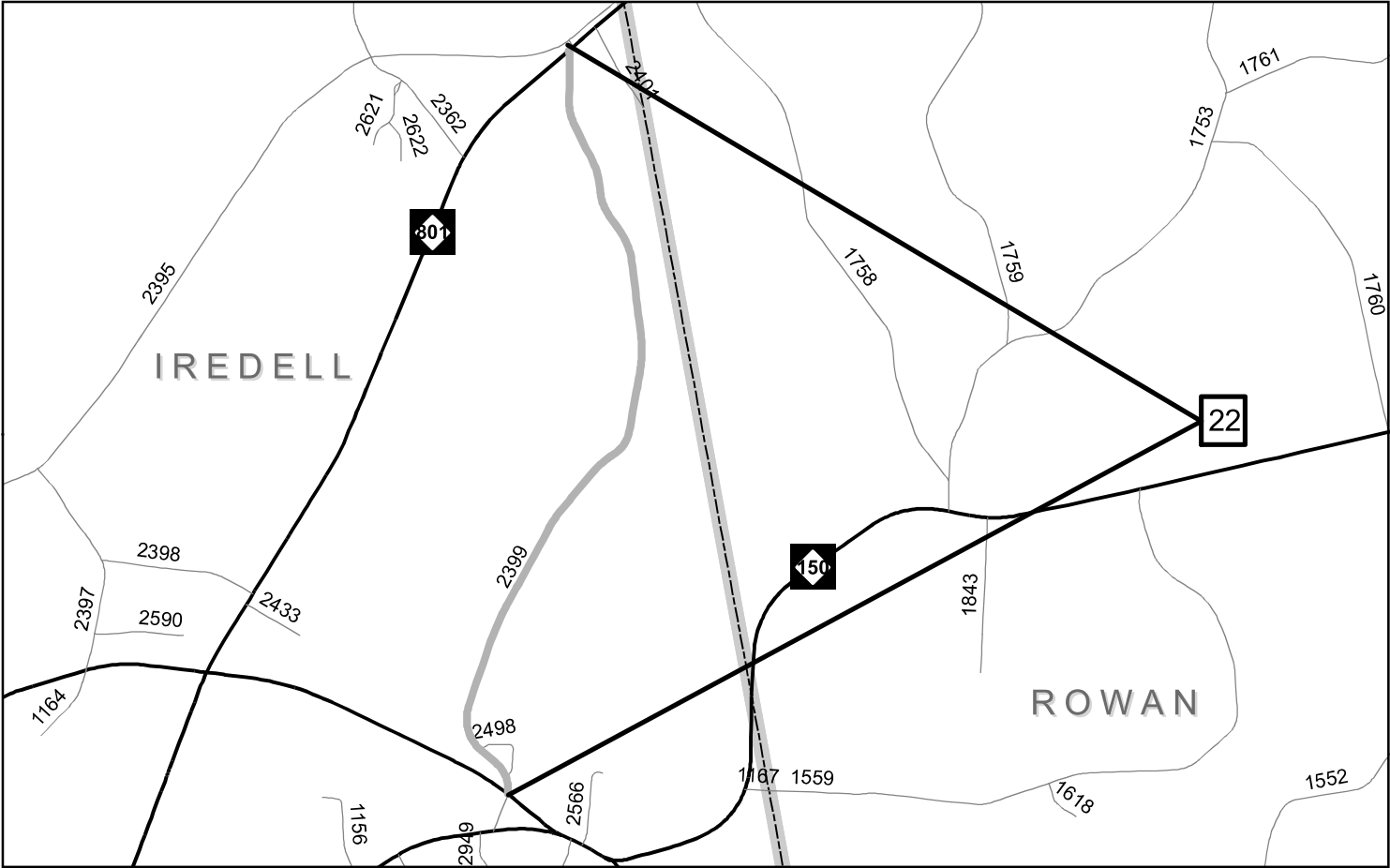
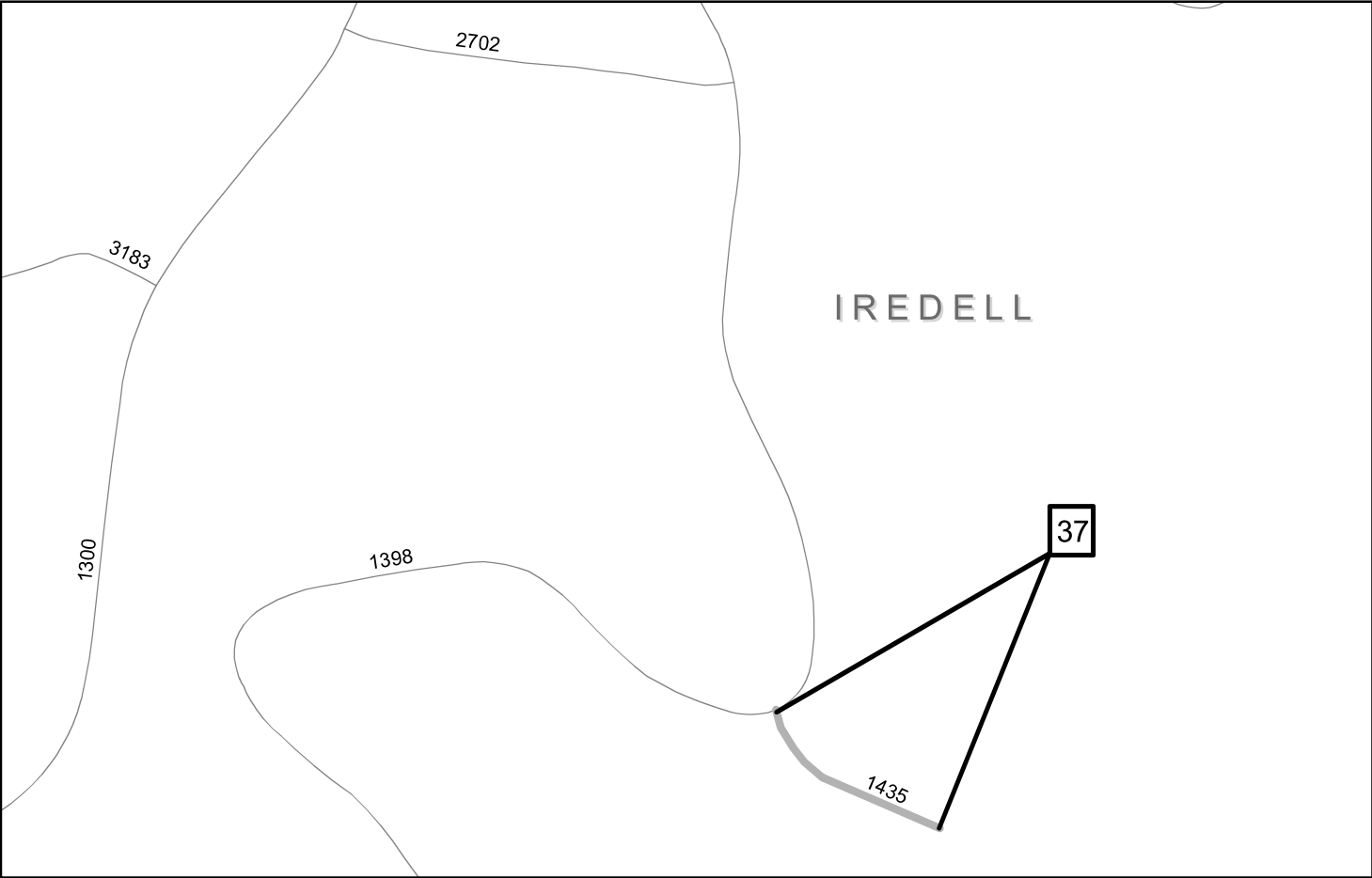
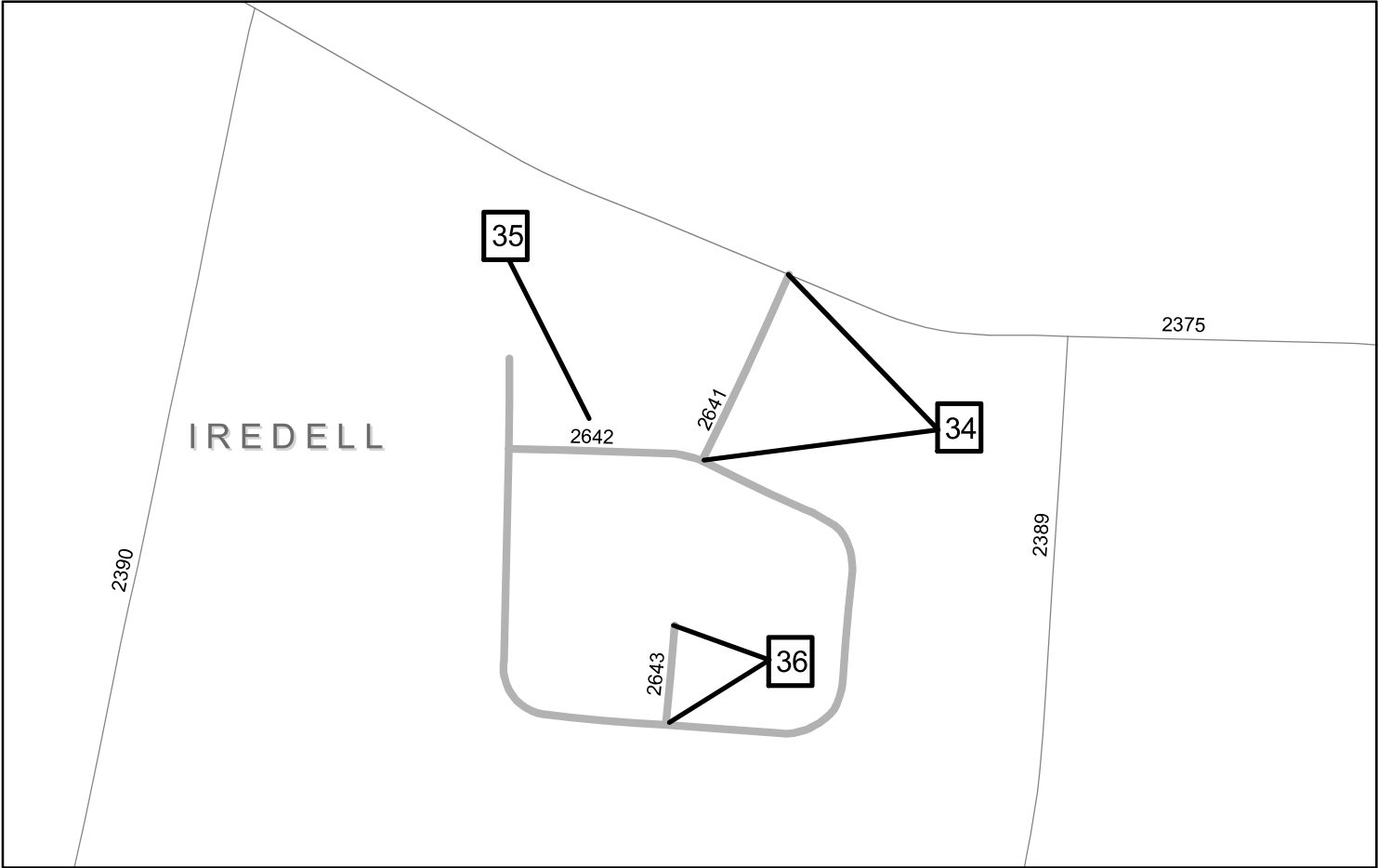
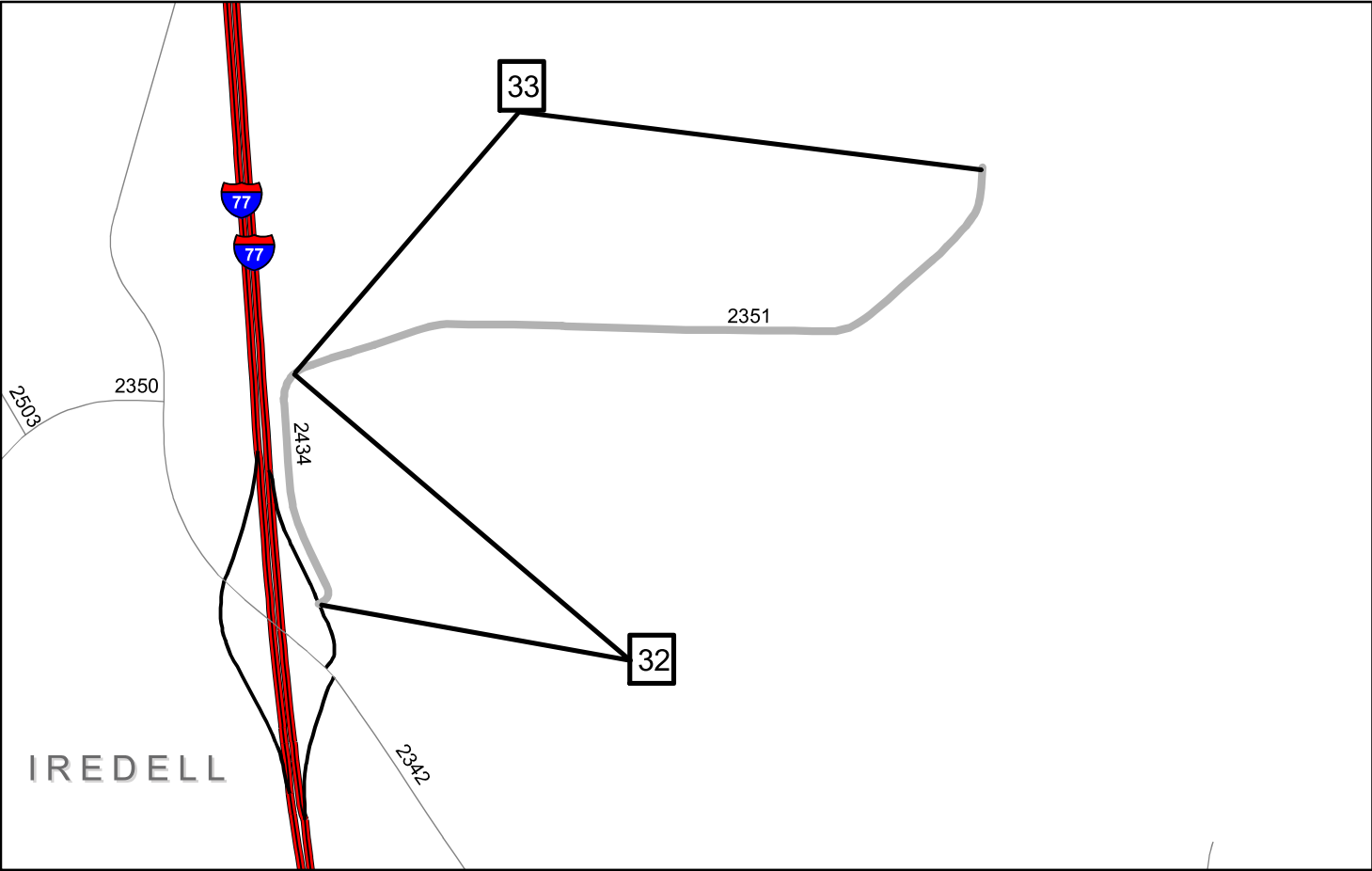
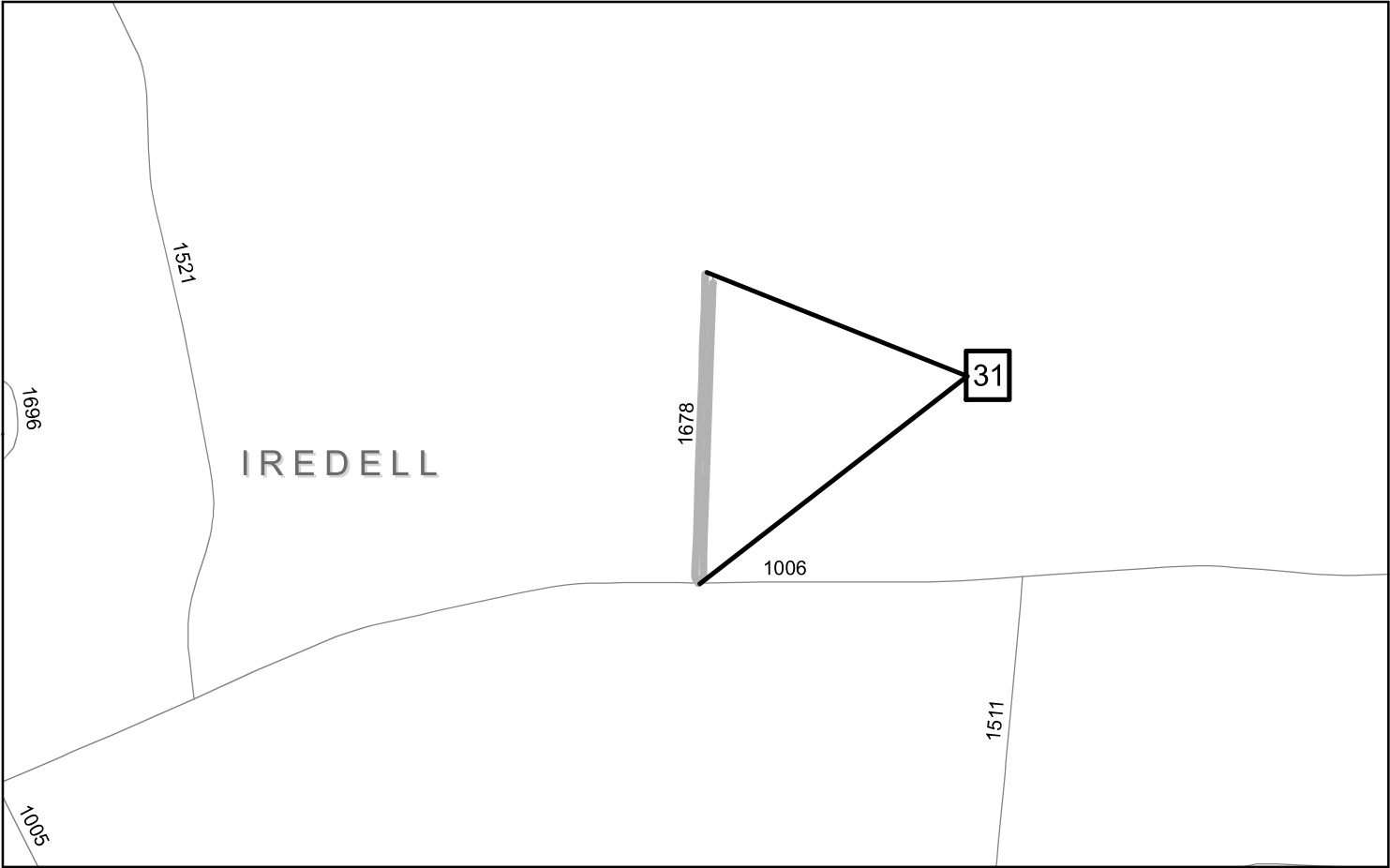




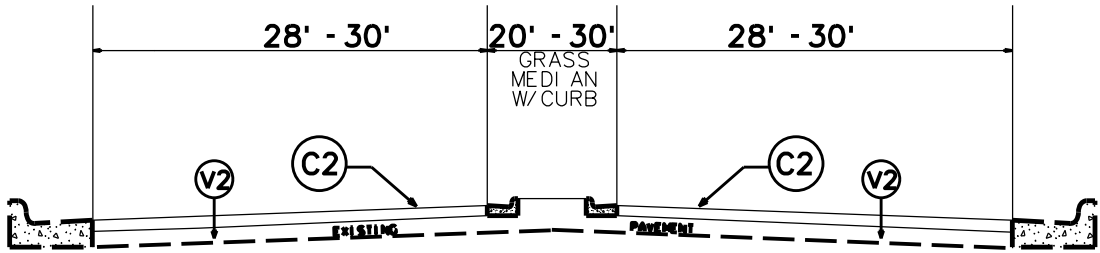






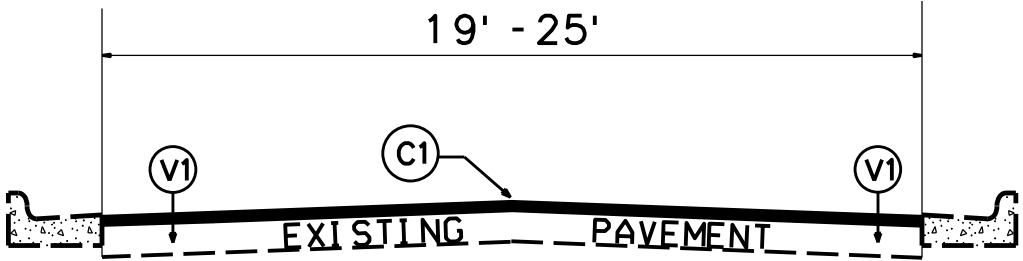


PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
IREDELL COUNTY	6	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2026CPT. 12.05.10491		PRIMARY RESURFACING
2026CPT. 12.05.20491		SECONDARY RESURFACING



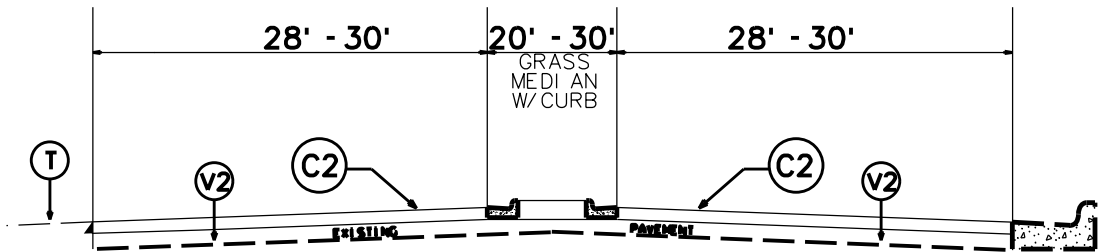
TYPICAL SECTION NO. 1

Map 1: 0+00 - 34+38
109+25 - 118+35



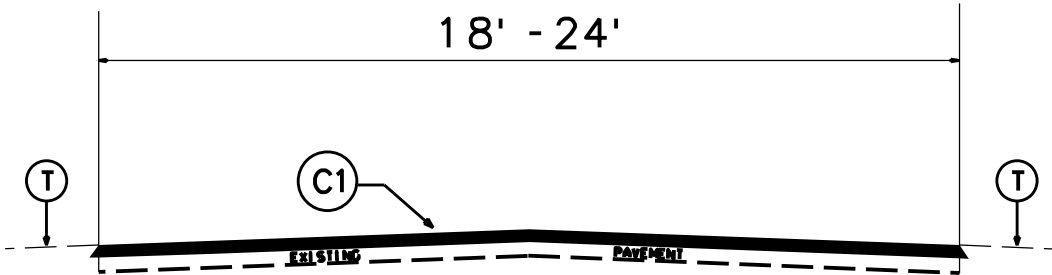
TYPICAL SECTION NO. 4

Maps: 2-9 (ALL)



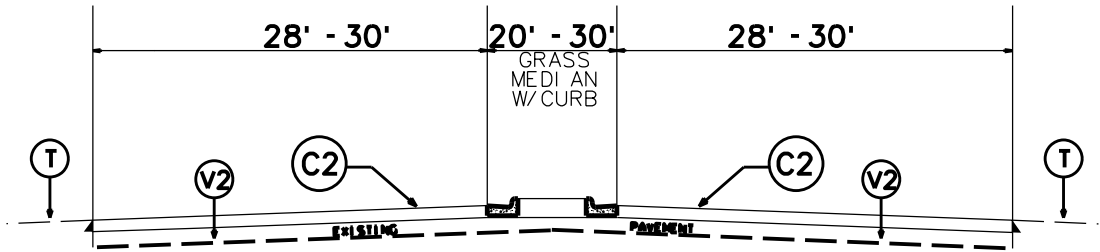
TYPICAL SECTION NO. 2

Map 1: 34+38 - 80+25
87+25 - 93+55



TYPICAL SECTION NO. 5

Maps: 10-16, 21, 24, 27-30, 32-37 (ALL)



TYPICAL SECTION NO. 3

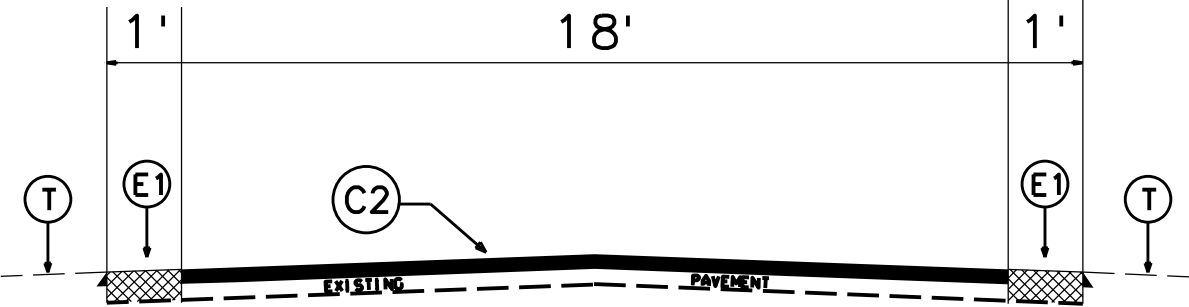
Map 1: 80+25 - 87+25
93+55 - 109+25
118+35 - 208+03

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	PROP. APPROX. 6.0" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, PLACED IN TWO 3" LIFTS, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YDS. PER LIFT
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
V1	MILL EXISTING ASPHALT PAVEMENT APPROX. 1" IN DEPTH
V2	MILL EXISTING ASPHALT PAVEMENT APPROX. 1.5" IN DEPTH

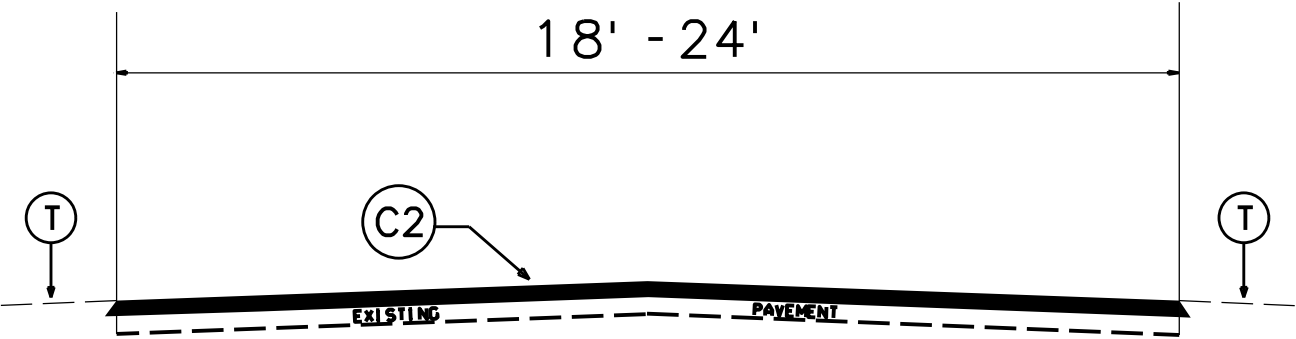
2026-2027
Resurfacing Program
Typical Sections
Iredell County

PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
IREDELL COUNTY	7	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
2026CPT. 12.05.10491		PRIMARY RESURFACING
2026CPT. 12.05.20491		SECONDARY RESURFACING



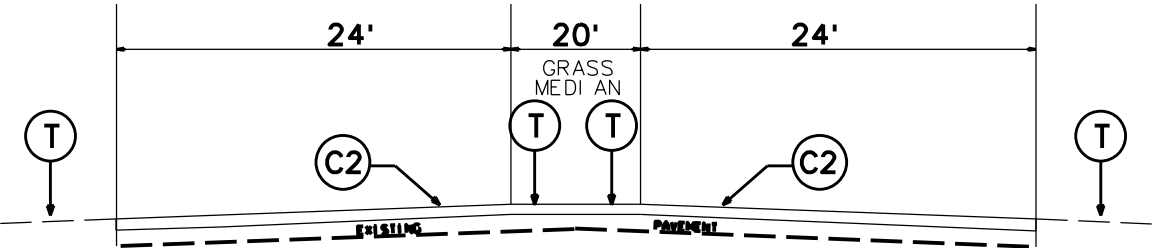
TYPICAL SECTION NO. 6

Maps : 17: (ALL)



TYPICAL SECTION NO. 7

Maps : 18-20, 22, 23, 25, 26 (ALL)



TYPICAL SECTION NO. 8

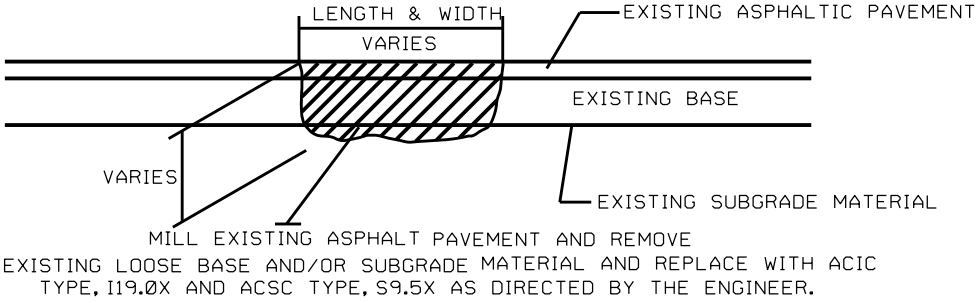
Maps : 31 (ALL)

PAVEMENT SCHEDULE

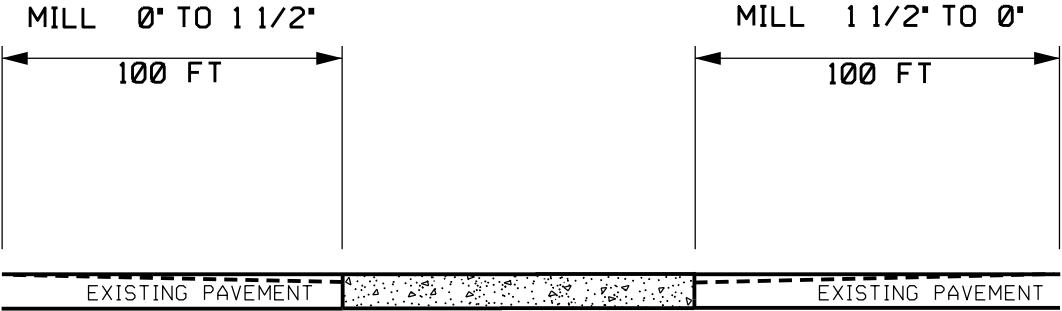
C1	PROP. APPROX. 1.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 160 LBS. PER SQ. YD.
E1	PROP. APPROX. 6.0" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, PLACED IN TWO 3" LIFTS, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YDS. PER LIFT
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
V1	MILL EXISTING ASPHALT PAVEMENT APPROX. 1" IN DEPTH
V2	MILL EXISTING ASPHALT PAVEMENT APPROX. 1.5" IN DEPTH

2026-2027
Resurfacing Program
Typical Sections
Iredell County

DETAIL A
PATCHING EXISTING PAVEMENT



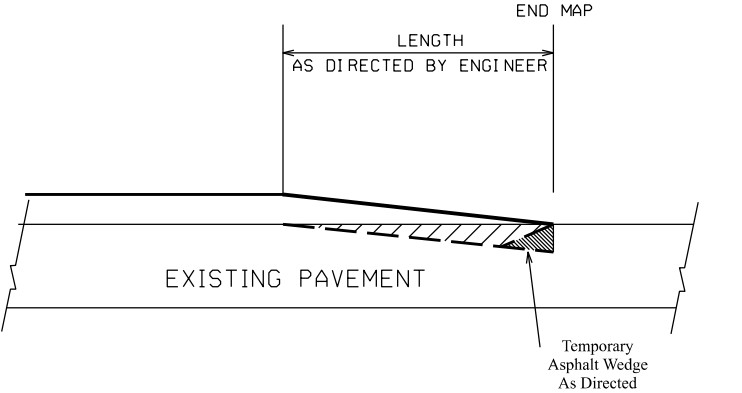
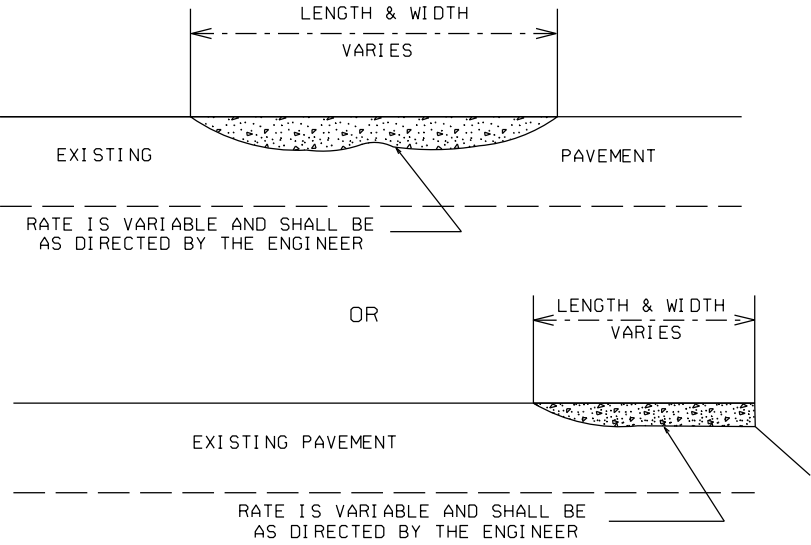
DETAIL C
MILLING BRIDGE APPROACHES



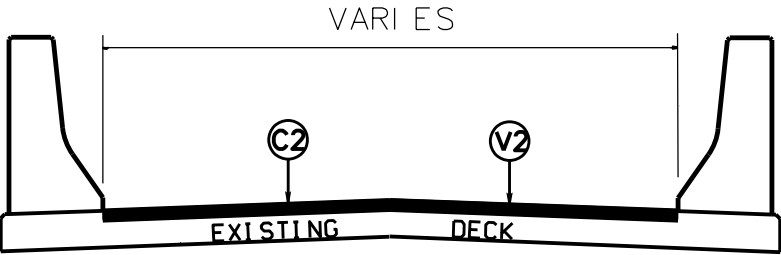
PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
IREDELL COUNTY	8	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
2026CPT. 12.05.10491		PRIMARY RESURFACING
2026CPT. 12.05.20491		SECONDARY RESURFACING

DETAIL B

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



TIE-IN (INCIDENTAL) MILLING DETAIL

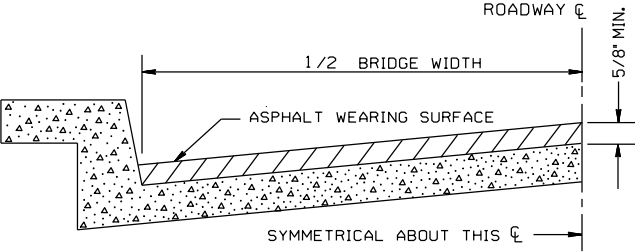


ASPHALT BRIDGE SECTION

Use for all asphalt bridges
(Mops 17, 20, 22)

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.

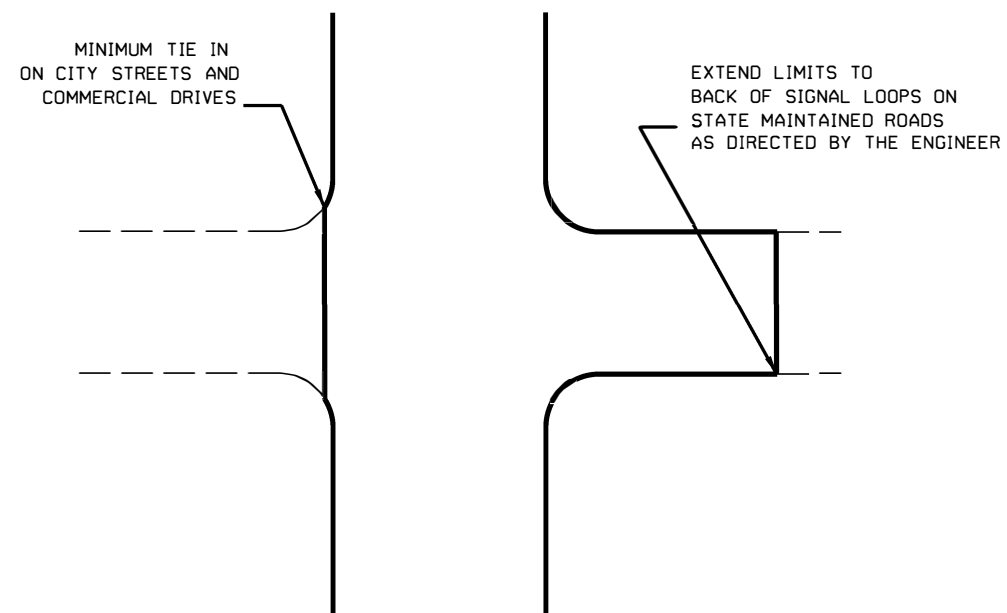
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

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

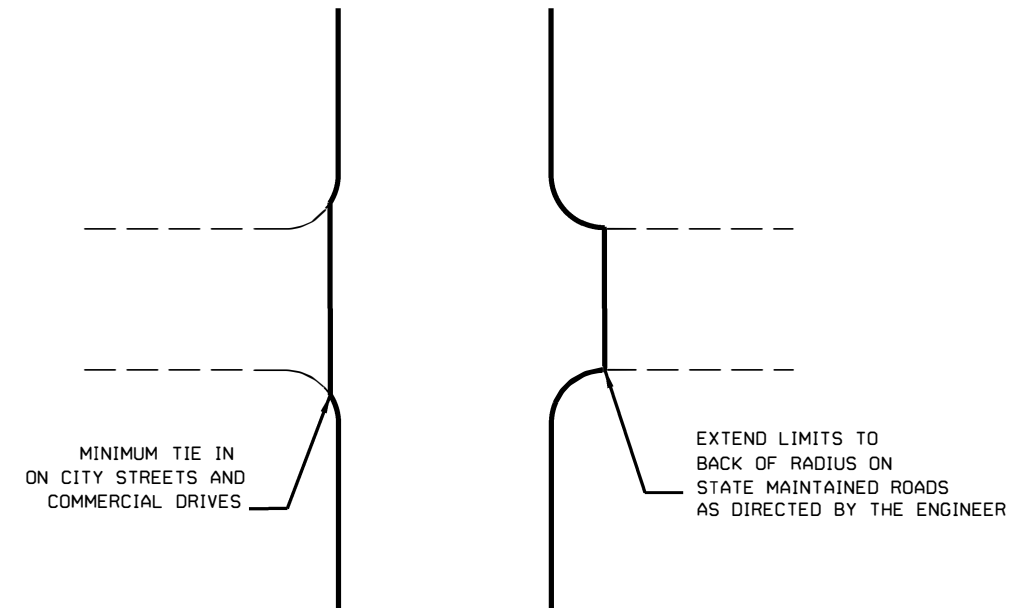
BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	PROP. APPROX. 6.0" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, PLACED IN TWO 3" LIFTS, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YDS. PER LIFT
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION)
V1	MILL EXISTING ASPHALT PAVEMENT APPROX. 1" IN DEPTH
V2	MILL EXISTING ASPHALT PAVEMENT APPROX. 1.5" IN DEPTH



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

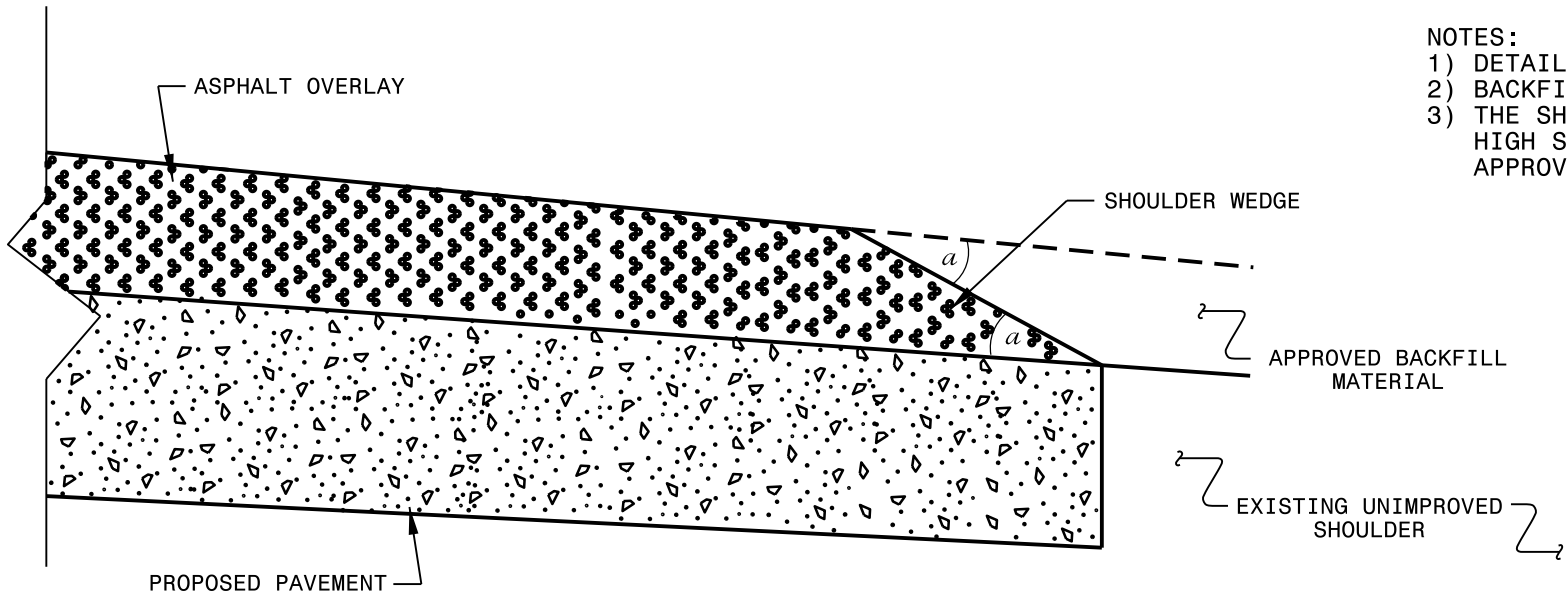


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

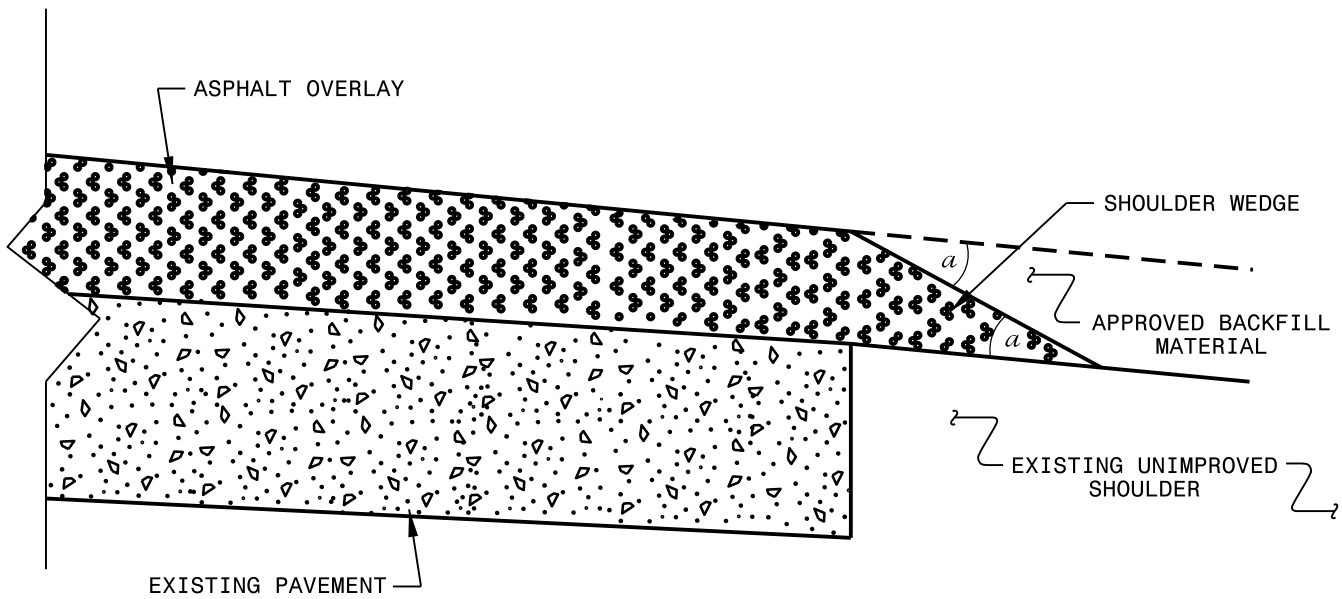
[illegible]

ETC.

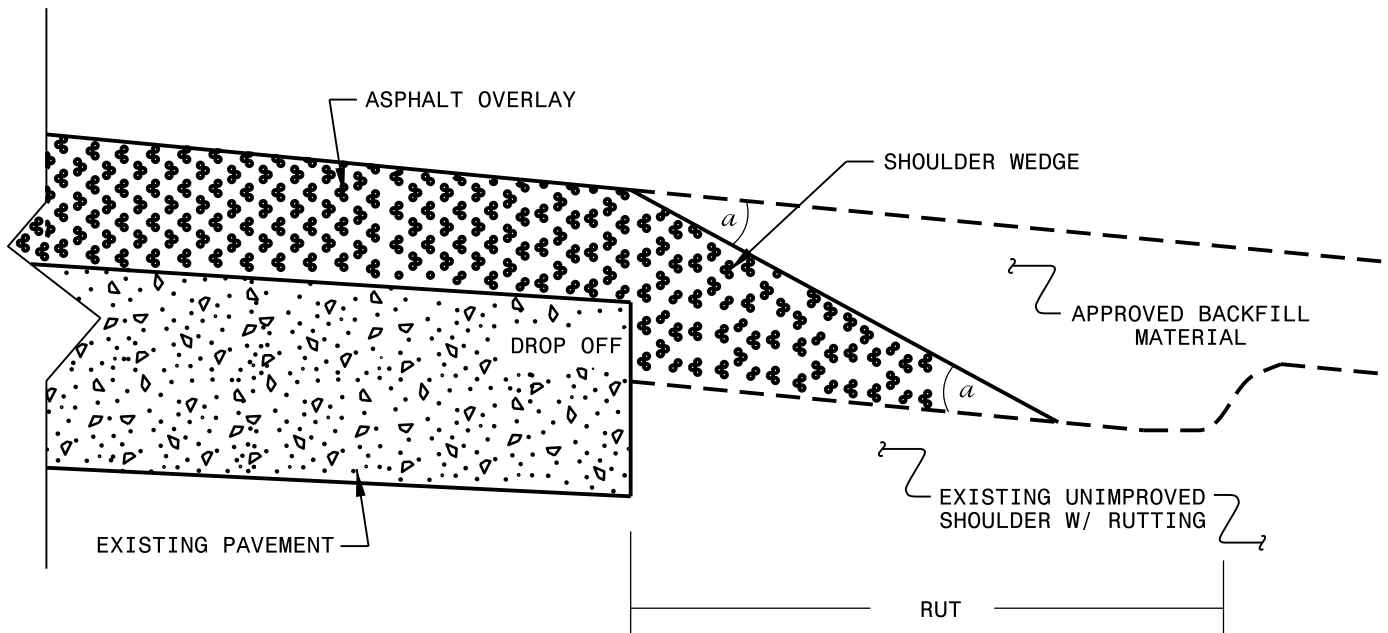
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.12.05.10491 2026CPT.12.05.20491	11	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	1260000000-E	1220000000-E	1245000000-E	1297000000-E	1308000000-E	1330000000-E	1491000000-E	1519000000-E	1520000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	2815000000-N	2830000000-N	2845000000-N	5255000000-N	7324000000-N	7444000000-E	7456100000-E
								AGGREGATE SHOULDER BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	1" MILLING	0" TO 1.5" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	SURFACE COURSE, S9.5C	LEVELING COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF DROP INLET	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	PORTABLE LIGHTING	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP	LEAD-IN CABLE (14-2)			
								MI	FT	TON	TONS	SMI	SY	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	EA	EA	EA	LS	EA	LF	LF		
2026CPT.12.05.10491	Iredell	1	US-70	FROM SR 2357 (NABORS RD.) TO ROWAN COUNTY LINE	1,2,3	4		3.960	32	16.410	20.370	580	10	5.25	161,950						13,850		820	50	1		1	1.00	4	3,276	200
TOTAL FOR MAP NO. 1								3.960				580	10	5.25	161,950						13,850		820	50	1		1	1.00	4	3,276	200
TOTAL FOR PROJ NO. 2026CPT.12.05.10491								3.960				580	10	5.25	161,950						13,850		820	50	1		1	1.00	4	3,276	200
2026CPT.12.05.20491	Iredell	2	SR-2821 / DEER COVE LN	FROM SR 3163 (MAPLE VIEW DR) TO CUL-DE-SAC	4	2		0.046	20	0.000	0.046					645				37			2								
TOTAL FOR MAP NO. 2								0.046								645				37			2								
2026CPT.12.05.20491	Iredell	3	SR-3163 / MAPLE VIEW DR	FROM SR 3160 (DEER RUN) TO CUL-DE-SAC	4	2		0.363	24	0.000	0.363					5,576				318			21								
TOTAL FOR MAP NO. 3								0.363								5,576				318			21								
2026CPT.12.05.20491	Iredell	4	SR-3130 / SIERRA WOODS DR	FROM SR 1461 (WILDLIFE RD) TO CUL-DE-SAC	4	2		0.160	20	0.000	0.160					2,065				118			8								
TOTAL FOR MAP NO. 4								0.160								2,065				118			8								
2026CPT.12.05.20491	Iredell	5	SR-3160 / DEER RUN DR	FROM SR 3130 (SIERRA WOODS DR) TO SR 2818 (DEER RUN DR)	4	2		0.170	24	0.000	0.170					2,633				150			10								
TOTAL FOR MAP NO. 5								0.170								2,633				150			10								
2026CPT.12.05.20491	Iredell	6	SR-3161 / EAGLE CHASE LN	FROM SR 3160 (DEER RUN) TO CUL-DE-SAC	4	2		0.309	24	0.000	0.309					4,801				274			18								
TOTAL FOR MAP NO. 6								0.309								4,801				274			18								
2026CPT.12.05.20491	Iredell	7	SR-2818 / DEER RUN DR	FROM SR 3160 (DEER RUN) TO CUL-DE-SAC	4	2		0.258	25	0.000	0.258					4,195				239			16								
TOTAL FOR MAP NO. 7								0.258								4,195				239			16								
2026CPT.12.05.20491	Iredell	8	SR-2819 / PARK VIEW LN	FROM SR 3161 (EAGLE CHASE LN) TO CUL-DE-SAC	4	2		0.087	19	0.000	0.087					1,104				63			4								
TOTAL FOR MAP NO. 8								0.087								1,104				63			4								
2026CPT.12.05.20491	Iredell	9	SR-2820 / HAWK RUN LN	FROM SR 2818 (DEER RUN DR) TO CUL-DE-SAC	4	2		0.072	19	0.000	0.072					858				49			3								
TOTAL FOR MAP NO. 9								0.072								858				49			3								
2026CPT.12.05.20491	Iredell	10	SR-3284 / ELIZABETH BROOK DR	FROM SR 3283 (LOGAN CROSSING DR) TO CUL-DE-SAC	5	2		0.120	21	0.000	0.120	26	5	0.24				10		25			9	30							
TOTAL FOR MAP NO. 10								0.120				26	5	0.24				10		25			9	30							
2026CPT.12.05.20491	Iredell	11	SR-3283 / LOGAN CROSSING DR	FROM SR 3282 (ANNISTON WAY) TO CUL-DE-SAC	5	2		0.481	21	0.000	0.481	106	15	0.96				20		35			29	45							
TOTAL FOR MAP NO. 11								0.481				106	15	0.96				20		35			29	45							
2026CPT.12.05.20491	Iredell	12	SR-1783 / MARISTONE DR	FROM SR 1505 (GOBLE RD) TO CUL-DE-SAC	5	2		0.630	20	0.000	0.630	139	15	1.26				40		75			40	114							
TOTAL FOR MAP NO. 12								0.630				139	15	1.26				40		75			40	114							
2026CPT.12.05.20491	Iredell	13	SR-1784 / SILVERMERE DR	FROM SR 1783 (MARISTONE DR) TO CUL DE SAC	5	2		0.154	20	0.000	0.154	35	5	0.31				10		15			5	25							
TOTAL FOR MAP NO. 13								0.154				35	5	0.31				10		15			5	25							
2026CPT.12.05.20491	Iredell	14	SR-1785 / TANBRIDGE DR	FROM SR 1783 (MARISTONE DR) TO CUL DE SAC	5	2		0.074	20	0.000	0.074	20	5	0.15				10		30			11	30							
TOTAL FOR MAP NO. 14								0.074				20	5	0.15				10		30			11	30							
2026CPT.12.05.20491	Iredell	15	SR-2630 / EBONY CIRCLE	FROM SR 2462 (MT OLIVE RD) TO DEAD END	5	2		0.252	20	0.000	0.252	55	5	0.50				10		45			18	65							
TOTAL FOR MAP NO. 15								0.252				55	5	0.50				10		45			18	65							
2026CPT.12.05.20491	Iredell	16	SR-2462 / MT OLIVE RD	FROM SR 2320 (E GREENBRIAR RD) TO DEAD END	5	2		0.326	20	0.000	0.326	73	5	0.66				10		35			21	60							
TOTAL FOR MAP NO. 16								0.326				73	5	0.66				10		35			21	60							
2026CPT.12.05.20491	Iredell	17	SR-1521 / UPPARD FARM RD	FROM NC 90 TO SR 1006 (ISLAND FORD RD)	6	2		2.823	20	0.000	2.823	620	30	5.64	440		450	250	1,245			3,112	300	272	300						
TOTAL FOR MAP NO. 17								2.823				620	30	5.64	440		450	250	1,245			3,112	300	272	300						
2026CPT.12.05.20491	Iredell	18	SR-1508 / DAGENHART FARM RD	FROM US 70 TO SR 1505 (MOCK MILL RD)	7	2		1.070	18	0.000	1.070	235	15	2.14				100				1,063	200	80	120						
TOTAL FOR MAP NO. 18								1.070				235	15	2.14				100				1,063	200	80	120						
2026CPT.12.05.20491	Iredell	19	SR-1250 / OAK TREE RD	FROM SR 1179 (OAK TREE RD) TO SR 1250 (EOM)	7	2		0.900	20	0.000	0.900	200	15	1.80				20				883	100	69	225						
TOTAL FOR MAP NO. 19								0.900				200	15	1.80				20				883	100	69	225						
2026CPT.12.05.20491	Iredell	20	SR-1006 / ISLAND FORD RD	FROM SR 1500 (LOOKOUT DARM RD) TO SR 1005 (OLD MTN RD)	7	2		5.771	20	0.000	5.771	1,267	125	11.52	325		900	125				6,356	500	431	550						
TOTAL FOR MAP NO. 20								5.771				1,267	125	11.52	325		900	125				6,356	500	431	550						
2026CPT.12.05.20491	Iredell	21	SR-1765 / SPEARPOINT LN	FROM SR 1520 (MASSEY DEAL RD) TO CUL-DE-SAC	5	2		0.148	20	0.000	0.148	33	5	0.30				20		110	52			12	25						

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.12.05.10491	12	
2026CPT.12.05.20491		

THERMOPLASTIC AND PAINT QUANTITIES

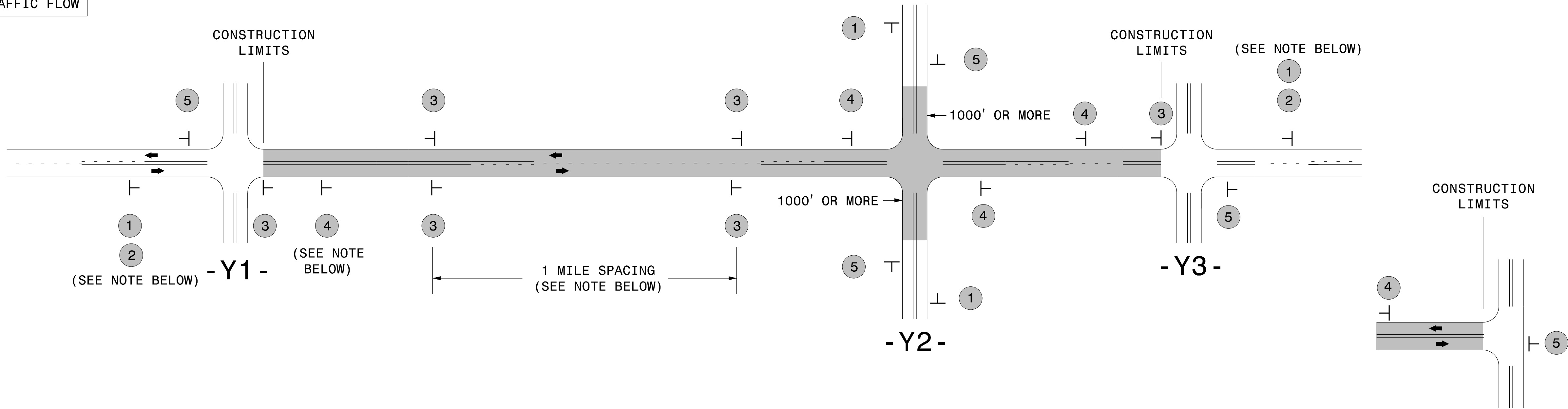
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E WORK SONE ADVANCE/GENE RAL WARNING SIGNING	4457000000-N TEMPORARY TRAFFIC CONTROL	4510000000-N LAW ENFORCEMENT	4685000000-E THERMOPLASTIC PAVEMENT MARKING LINES WHITE (4", 90 MILS)	4695000000-E THERMOPLASTIC PAVEMENT MARKING LINES YELLOW (4", 90 MILS)	4700000000-E THERMOPLASTIC PAVEMENT MARKING LINES WHITE (8", 90 MILS)	4700000000-E THERMOPLASTIC PAVEMENT MARKING LINES WHITE (12", 90 MILS)	4700000000-E THERMOPLASTIC PAVEMENT MARKING LINES YELLOW (12", 90 MILS)	4709000000-E THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS)	4720000000-E THERMO MSG SCHOOL 90 M	4725000000-E THERMO LT ARROW 90 M	4725000000-E THERMO STR ARROW 90 M	4725000000-E THERMO RT ARROW 90 M	4725000000-E THERMO STR & RT ARROW 90 M	4810000000-E 4" WHITE PAINT	4810000000-E 4" YELLOW PAINT	4895000000-N POLYCARBONATE H-SHAPED MARKERS						
								MI	FT			SF	LS	HR	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
2026CPT.12.05.10491	Iredell	1	US-70	FROM SR 2357 (NABORS RD.) TO ROWAN COUNTY LINE	1,2,3	4		3.96	32	16.41	20.37	450	*	50	50,000	2,500	2,500	250	300	300	EA	EA	EA	EA	EA	EA	EA	EA	EA					
TOTAL FOR MAP NO. 1								3.96				450	*	50	50,000	2,500	2,500	250	300	300		EA	EA	EA	EA	EA	EA	EA	EA					
TOTAL FOR PROJ NO. 2026CPT.12.05.10491								3.96				450	*	50	50,000	2,500	2,500	250	300	300		EA	EA	EA	EA	EA	EA	EA	EA					
														52,500	2,500	2,500	250	300	300		EA	EA	EA	EA	EA	EA	EA	EA						
																		250	300	300		EA	EA	EA	EA	EA	EA	EA	EA					
2026CPT.12.05.20491	Iredell	2	SR-2821 / DEER COVE LN	FROM SR 3163 (MAPLE VIEW DR) TO CUL-DE-SAC	4	2		0.046	20	0	0.046	16																						
TOTAL FOR MAP NO. 2								0.046				16																						
2026CPT.12.05.20491	Iredell	3	SR-3163 / MAPLE VIEW DR	FROM SR 3160 (DEER RUN) TO CUL-DE-SAC	4	2		0.363	24	0	0.363	40																						
TOTAL FOR MAP NO. 3								0.363				40																						
2026CPT.12.05.20491	Iredell	4	SR-3130 / SIERRA WOODS DR	FROM SR 1461 (WILDLIFE RD) TO CUL-DE-SAC	4	2		0.16	20	0	0.16	20																						
TOTAL FOR MAP NO. 4								0.16				20																						
2026CPT.12.05.20491	Iredell	5	SR-3160 / DEER RUN DR	FROM SR 3130 (SIERRA WOODS DR) TO SR 2818 (DEER RUN DR)	4	2		0.17	24	0	0.17	20																						
TOTAL FOR MAP NO. 5								0.17				20																						
2026CPT.12.05.20491	Iredell	6	SR-3161 / EAGLE CHASE LN	FROM SR 3160 (DEER RUN) TO CUL-DE-SAC	4	2		0.309	24	0	0.309	35																						
TOTAL FOR MAP NO. 6								0.309				35																						
2026CPT.12.05.20491	Iredell	7	SR-2818 / DEER RUN DR	FROM SR 3160 (DEER RUN) TO CUL-DE-SAC	4	2		0.258	25	0	0.258	30																						
TOTAL FOR MAP NO. 7								0.258				30																						
2026CPT.12.05.20491	Iredell	8	SR-2819 / PARK VIEW LN	FROM SR 3161 (EAGLE CHASE LN) TO CUL-DE-SAC	4	2		0.087	19	0	0.087	16																						
TOTAL FOR MAP NO. 8								0.087				16																						
2026CPT.12.05.20491	Iredell	9	SR-2820 / HAWK RUN LN	FROM SR 2818 (DEER RUN DR) TO CUL-DE-SAC	4	2		0.072	19	0	0.072	16																						
TOTAL FOR MAP NO. 9								0.072				16																						
2026CPT.12.05.20491	Iredell	10	SR-3284 / ELIZABETH BROOK DR	FROM SR 3283 (LOGAN CROSSING DR) TO CUL-DE-SAC	5	2		0.12	21	0	0.12	16																						
TOTAL FOR MAP NO. 10								0.12				16																						
2026CPT.12.05.20491	Iredell	11	SR-3283 / LOGAN CROSSING DR	FROM SR 3282 (ANNISTON WAY) TO CUL-DE-SAC	5	2		0.481	21	0	0.481	55																						
TOTAL FOR MAP NO. 11								0.481				55																						
2026CPT.12.05.20491	Iredell	12	SR-1783 / MARISTONE DR	FROM SR 1505 (GOBLE RD) TO CUL-DE-SAC	5	2		0.63	20	0	0.63	70																						
TOTAL FOR MAP NO. 12								0.63				70																						
2026CPT.12.05.20491	Iredell	13	SR-1784 / SILVERMERE DR	FROM SR 1783 (MARISTONE DR) TO CUL DE SAC	5	2		0.154	20	0	0.154	16																						
TOTAL FOR MAP NO. 13								0.154				16																						
2026CPT.12.05.20491	Iredell	14	SR-1785 / TANBRIDGE DR	FROM SR 1783 (MARISTONE DR) TO CUL DE SAC	5	2		0.074	20	0	0.074	16																						
TOTAL FOR MAP NO. 14								0.074				16																						
2026CPT.12.05.20491	Iredell	15	SR-2630 / EBONY CIRCLE	FROM SR 2462 (MT OLIVE RD) TO DEAD END	5	2		0.252	20	0	0.252	30																						
TOTAL FOR MAP NO. 15								0.252				30																						
2026CPT.12.05.20491	Iredell	16	SR-2462 / MT OLIVE RD	FROM SR 2320 (E GREENBRIAR RD) TO DEAD END	5	2		0.326	20	0	0.326	35																						
TOTAL FOR MAP NO. 16								0.326				35																						
2026CPT.12.05.20491	Iredell	17	SR-1521 / LIPPARD FARM RD	FROM NC 90 TO SR 1006 (ISLAND FORD RD)	6	2		2.823	20	0	2.823	320																						
TOTAL FOR MAP NO. 17								2.823				320																						
2026CPT.12.05.20491	Iredell	18	SR-1508 / DAGENHART FARM RD	FROM US 70 TO SR 1505 (MOCK MILL RD)	7	2		1.07	18	0	1.07	120																						
TOTAL FOR MAP NO. 18								1.07				120																						
2026CPT.12.05.20491	Iredell	19	SR-1250 / OAK TREE RD	FROM SR 1179 (OAK TREE RD) TO SR 1250 (EOM)	7	2		0.9	20	0	0.9	90																						
TOTAL FOR MAP NO. 19								0.9				90																						
2026CPT.12.05.20491	Iredell	20	SR-1006 / ISLAND FORD RD	FROM SR 1500 (LOOKOUT DARM RD) TO SR 1005 (OLD MTN RD)	7	2		5.771	20	0	5.771	650																						
TOTAL FOR MAP NO. 20								5.771				650																						
2026CPT.12.05.20491	Iredell	21	SR-1765 / SPEARPOINT LN	FROM SR 1520 (MASSEY DEAL RD) TO CUL-DE-SAC	5	2		0.148	20	0	0.148	16																						
TOTAL FOR MAP NO. 21								0.148				16																						
2026CPT.12.05.20491	Iredell	22	SR-2399 / WIGGINS RD	FROM NC 150 TO NC 801	7	2		3.138	19	0.153	3.291	370							200	40	6													
TOTAL FOR MAP NO. 22								3.138				370							200	40	6													
2026CPT.12.05.20491	Iredell	23	SR-1910 / RED CHIMNEY RD	FROM NC 115 TO SR 1907 (S CHIPLEY FORD RD)	7	2		1.047	19	0	1.047	120																						
TOTAL FOR MAP NO. 23								1.047				120																						
2026CPT.12.05.20491	Iredell	24	SR-1128 / MACKWOOD RD	FROM NC 115 TO END OF MAINTENANCE	5	2		1.092	20	0	1.092	125																						
TOTAL FOR MAP NO. 24								1.092				125																						
2026CPT.12.05.20491	Iredell	25	SR-1370 / S SHADY REST RD	FROM SR 1369 (E LEWIS FERRY RD) TO US 70	7	2		0.673	20	0																								

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW

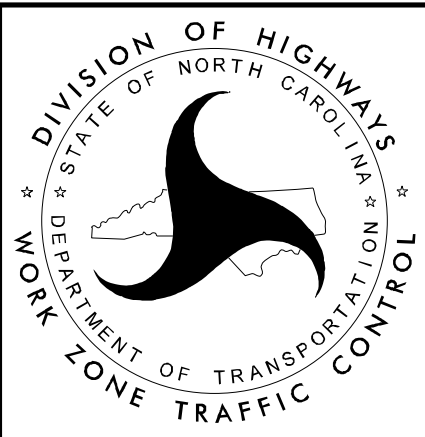


TEE INTERSECTION

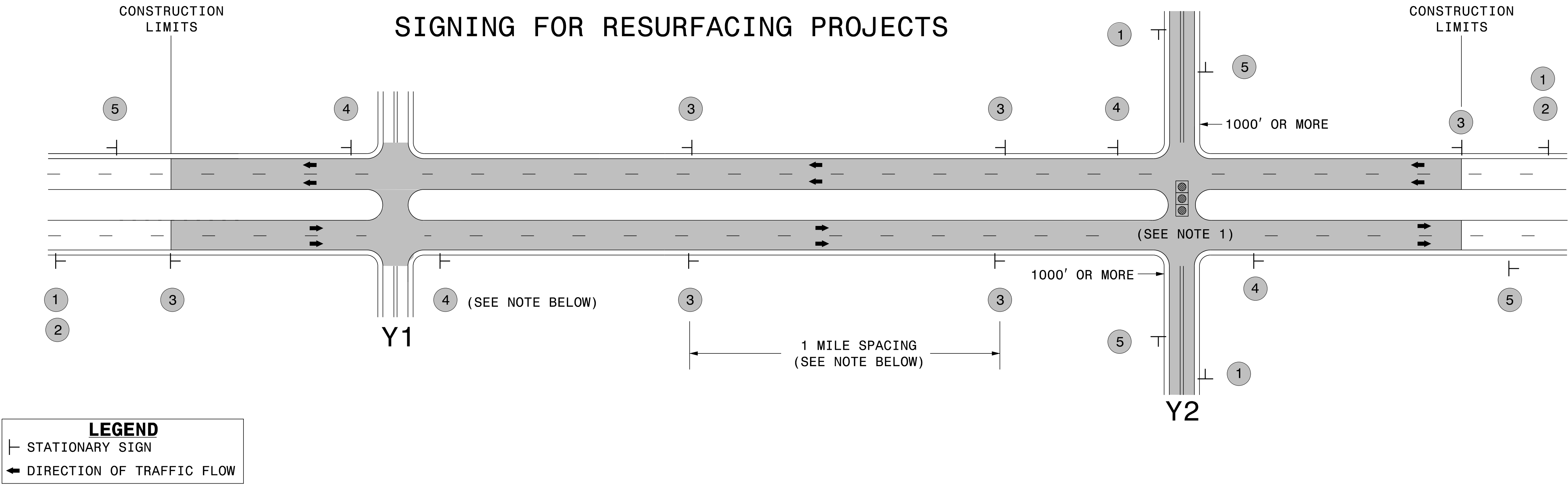
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1 ROAD WORK AHEAD W20-1 48" X 48" NEXT XX MILES W7-3aP 24" X 18" PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. #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)	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS 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. ROAD WORK AHEAD W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. WORK ZONE TRAFFIC CONTROL STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER.
	3 LOW/SOFT SHOULDER SP 13107 48" X 48" - 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" - 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.	
LESS 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

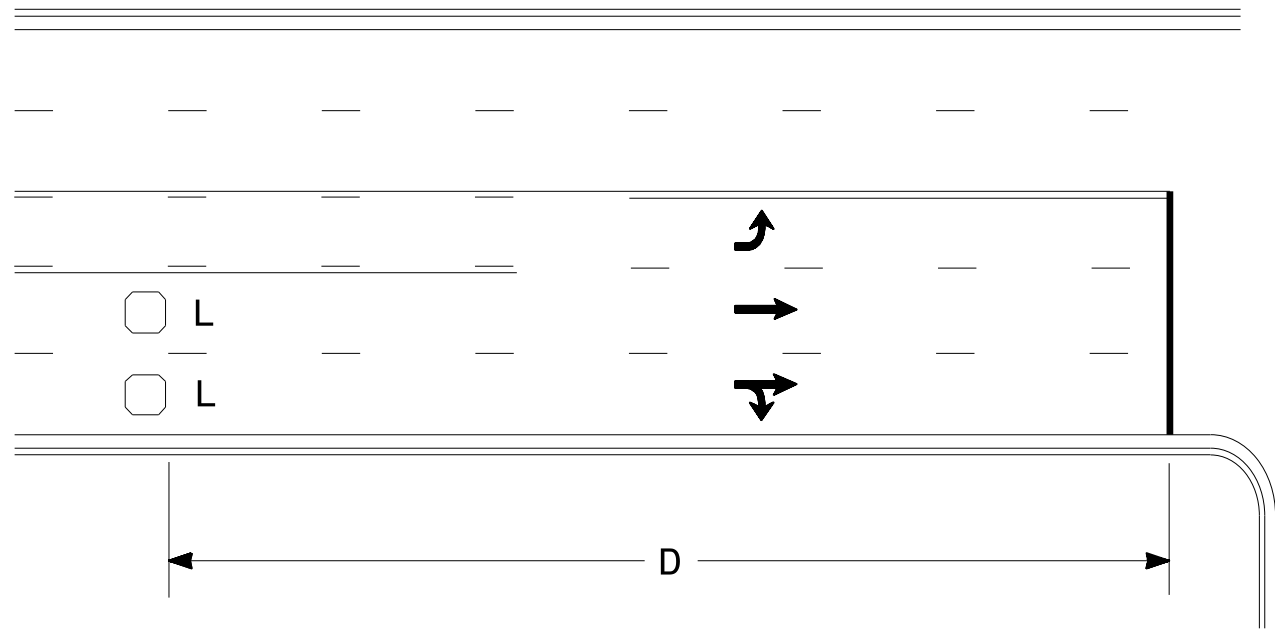


MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1 2 ROAD WORK AHEAD W20-1 48" X 48" NEXT XX MILES W7-36P 24" X 18" PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. #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)	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS 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. ROAD WORK AHEAD W20-1 48" X 48" W20-7 A 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER. NOTES: 1) 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.
	3 LOW/SOFT SHOULDER 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 ROAD UNDER CONST 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 END ROAD WORK G20-2 A 48" X 24" PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

High Speed Detection
(≥35 mph)

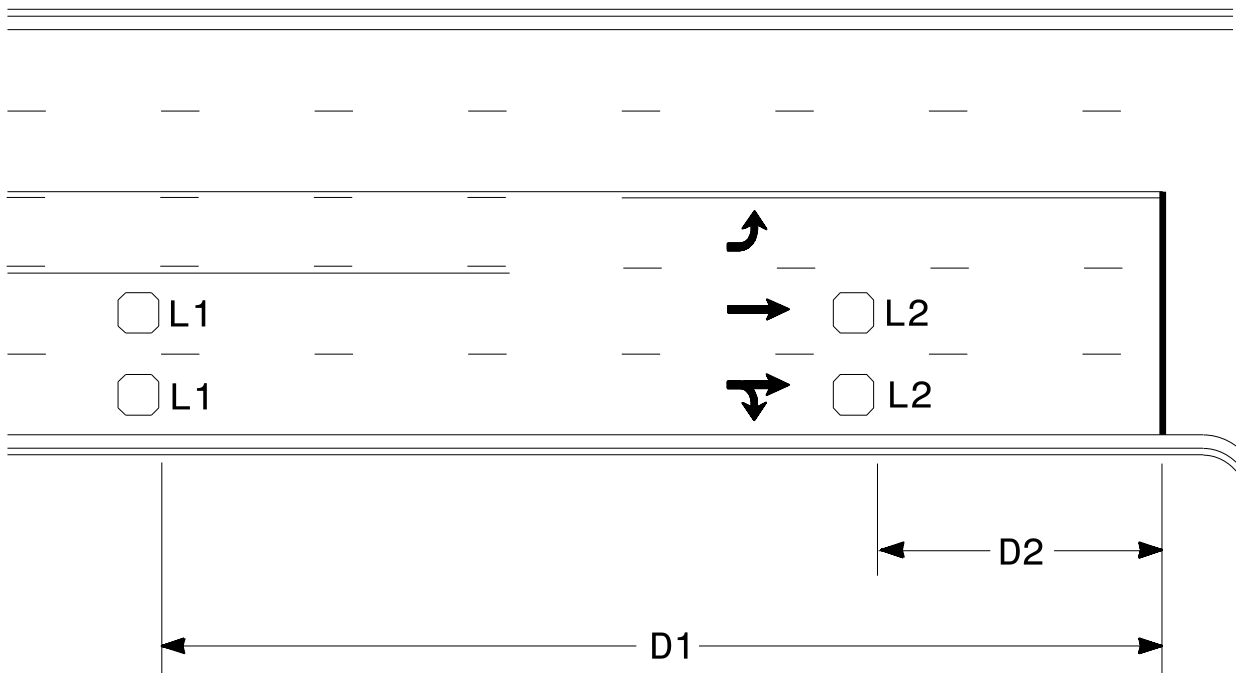


Speed Limit mph	D ft
35	200
40	250
45	300
50	355
55	420
60	475
65	550

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR



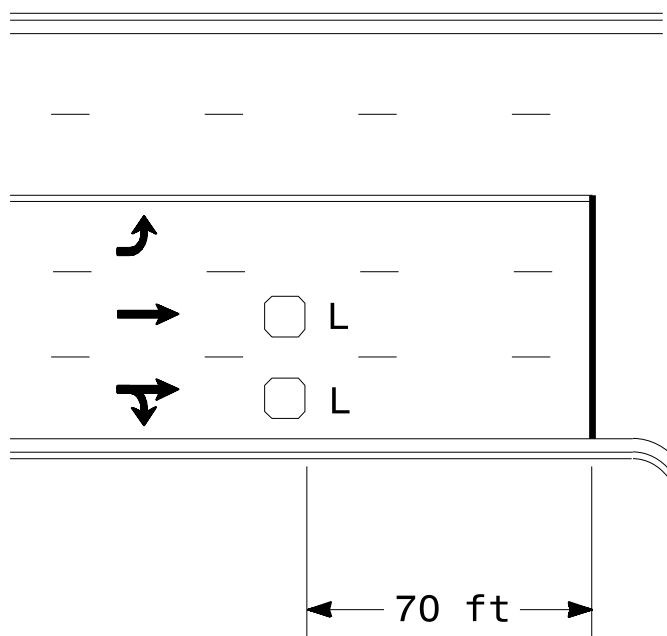
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110
60	475	120
65	550	130

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

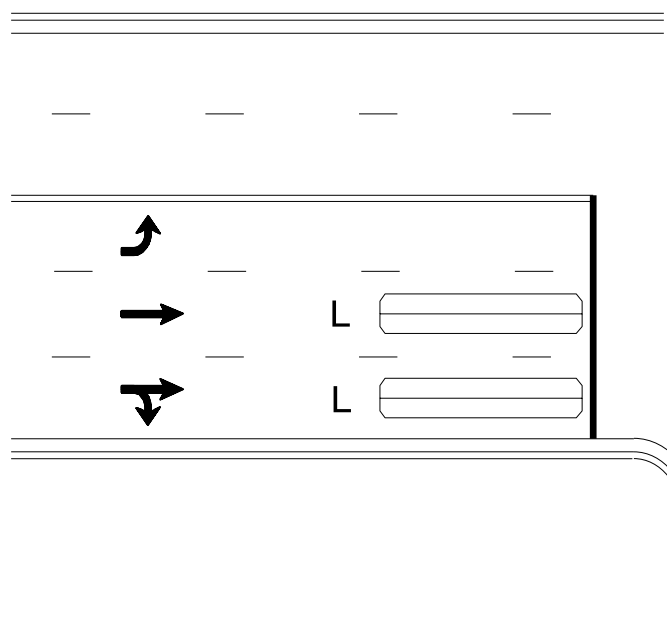
"Stretch" Operation

Low Speed Detection
(≤35 mph)



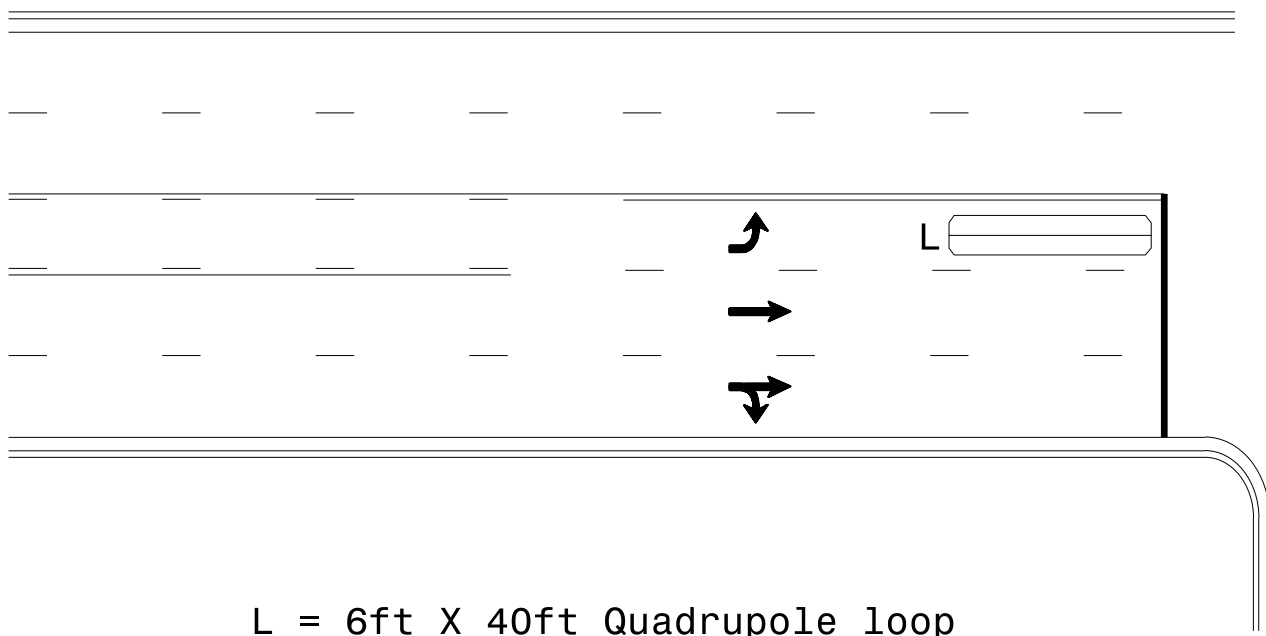
L = 6ft X 6ft
Wired in series

OR



L = 6ft X 40ft
Quadrupole loop, wired separately

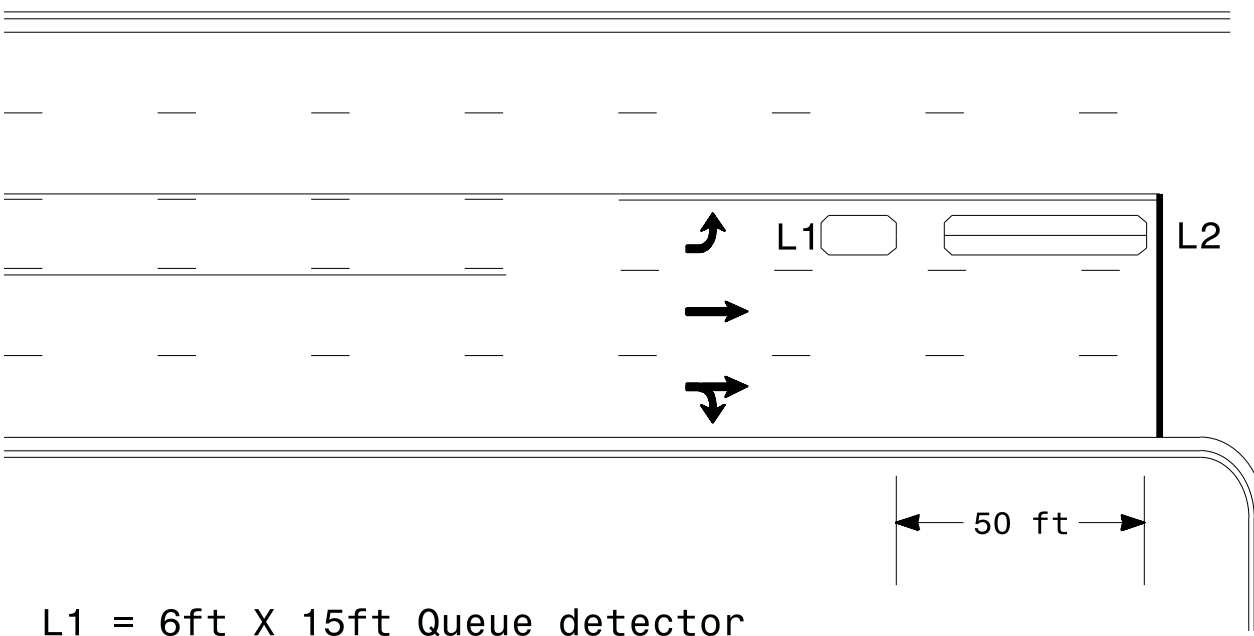
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

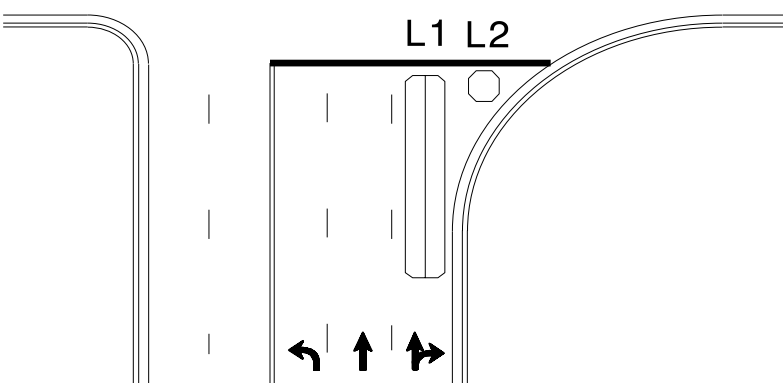
OR



L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

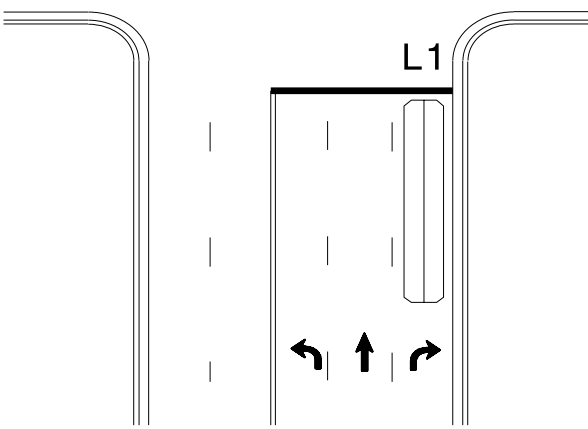
Queue Loop Detection

Right Turn Lane Detection

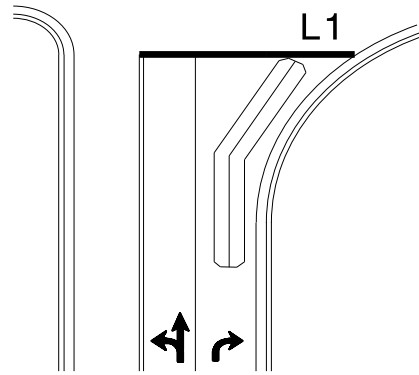


Shared Lane/
Wide Radius Turn

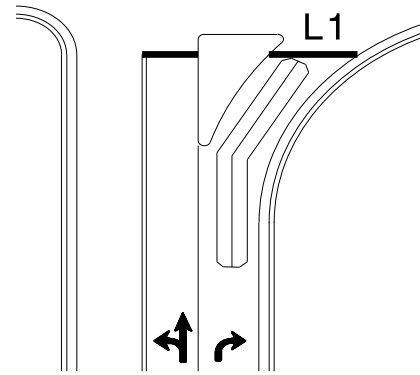
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

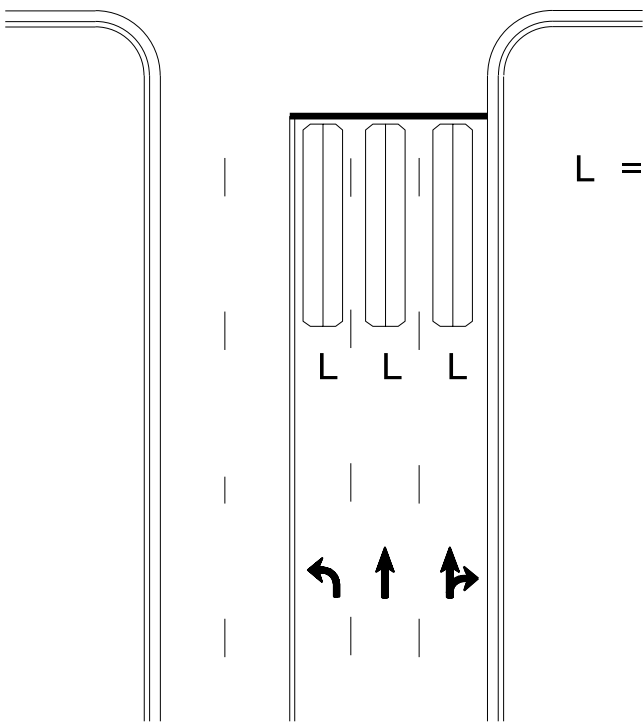


Wide Radius Turn



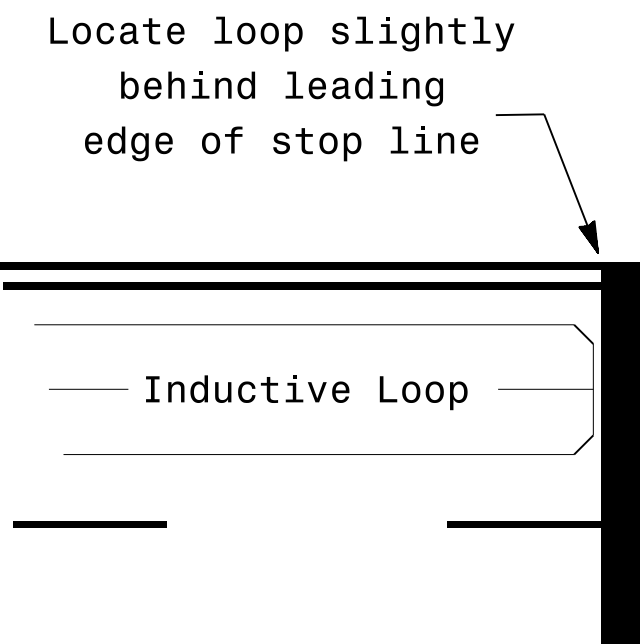
Channelized Turn

Side Street Detection



L = 6ft X 40ft
Quadrupole loop
Wired to separate
detectors/channels

Presence Loop Placement at Stop Lines



Locate loop slightly
behind leading
edge of stop line

Inductive Loop

- Note:
Loop may be located in advance
of stop line under any of the
following conditions:
- 1) stop line is greater than 15'
from edge of intersecting
roadway
 - 2) loop detects a permissive or
protected/permissive left turn
 - 3) for an exclusive right turn
lane

Recommended Number of Turns

Single 6' X 6' loop
(when wired separately):

Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns

6' X 15' Loops:
Lead-in < 150', use 2 turns
Lead-in > 150', use 3 turns

	Typical Signal Loop Locations		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZIEMBA 026486	
	PLAN DATE: September 2025	REVIEWED BY:	INIT.	DATE
	PREPARED BY: J.A. Lohr	REVIEWED BY:		
	SCALE N/A	REVISIONS		

SIG. INVENTORY NO.