

Map 1 NC 62

Widen 2 feet Each Side, with 8" B25.0C, 1½" S9.5C as directed by Engineer.
 Begin Resurfacing at the Joint near SR 1162 Weant Rd. in the Southbound Lane.
 Make a Joint in the Northbound Lane across from the one in the Southbound.
 Mill & Fill 1½" full width adjacent to Island to tie in.

At End of Map at SR 1007 Randleman Rd.
 Mill & Fill 1½" entire intersection, Resurface to the joint Northeast of the intersection.

Bridge #892 over I-74 DO NOT Pave Concrete Deck, Mill to tie in approaches.
 Thermo Markings on Concrete deck per Division Traffic Engineer.

Bridge #24 over Deep River DO NOT Pave Concrete Deck.
 Mill & Fill 1½", full width at The Bridge approaches in the Expressway gutter sections.
 Thermo Markings on Concrete deck per Division Traffic Engineer.

Bridge #49 over Two Mile Creek, Resurface.

Bridge #5 and Bridge #4 at I-73 Interchange
 Mill & Fill 1½" Full width from island west of I-73 overpass
 to island east of I-73 overpass to to Maintain grade with
 islands and Maintain Bridge Clearances.

Map 8 SR 1105 Steeple Chase Rd
 NO Mat entire Map.

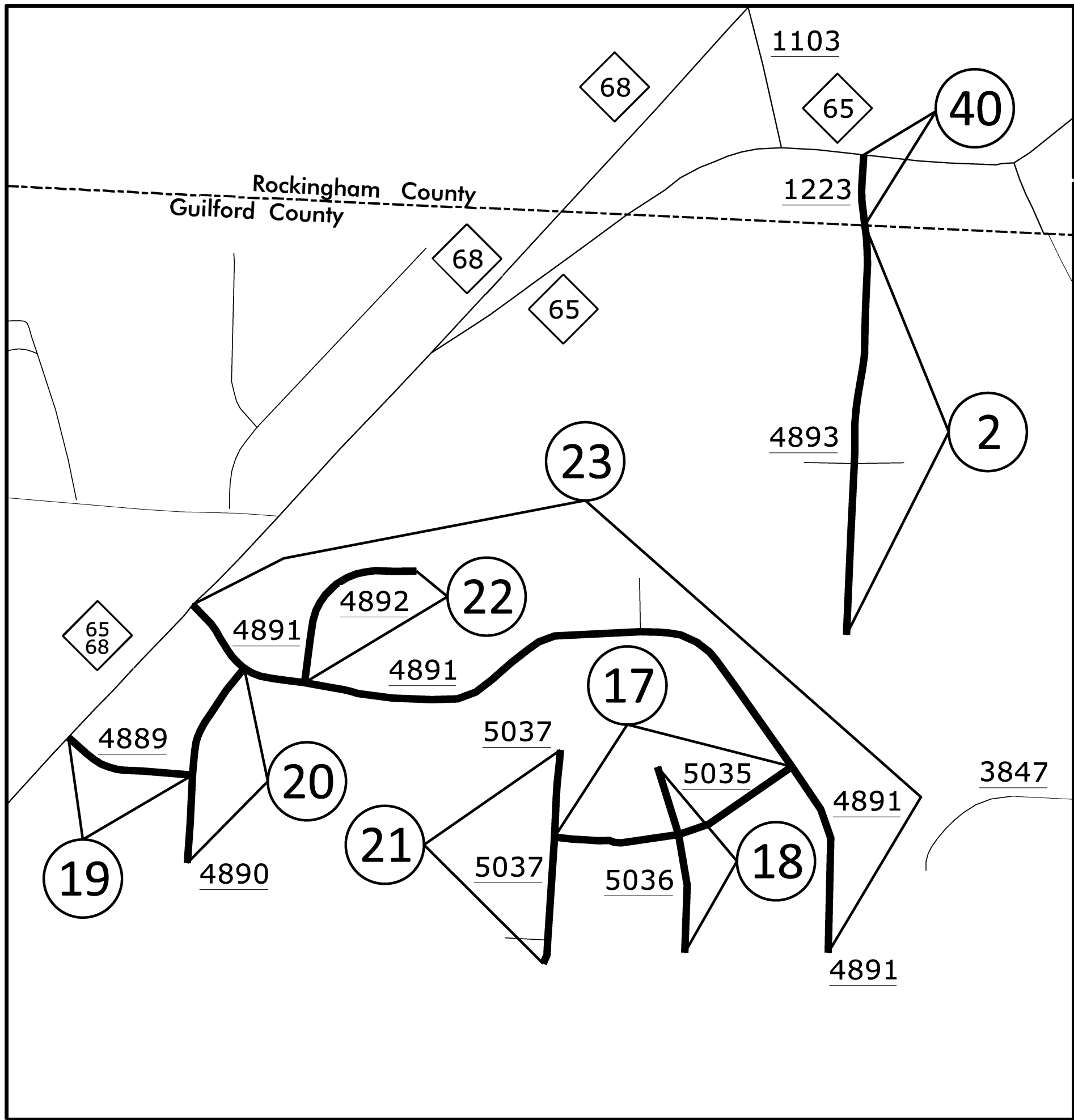
Bridge #530 over I-73/US 220
 Posted 39/44 DO NOT PAVE
 Contractor to abide Posting.
 Thermo Markings on Concrete deck per Division Traffic Engineer.

Skip Intersecton at SR 1007 Randleman Rd, skip through to pavement joint
 east of Bridge#25 over Polecat Creek, new pavement DO NOT Resurface, DO NOT Re-Mark.

Stop Resurfacing at the joint at the nose of the island BEFORE/West of SR 3433 Davis Mill Rd.

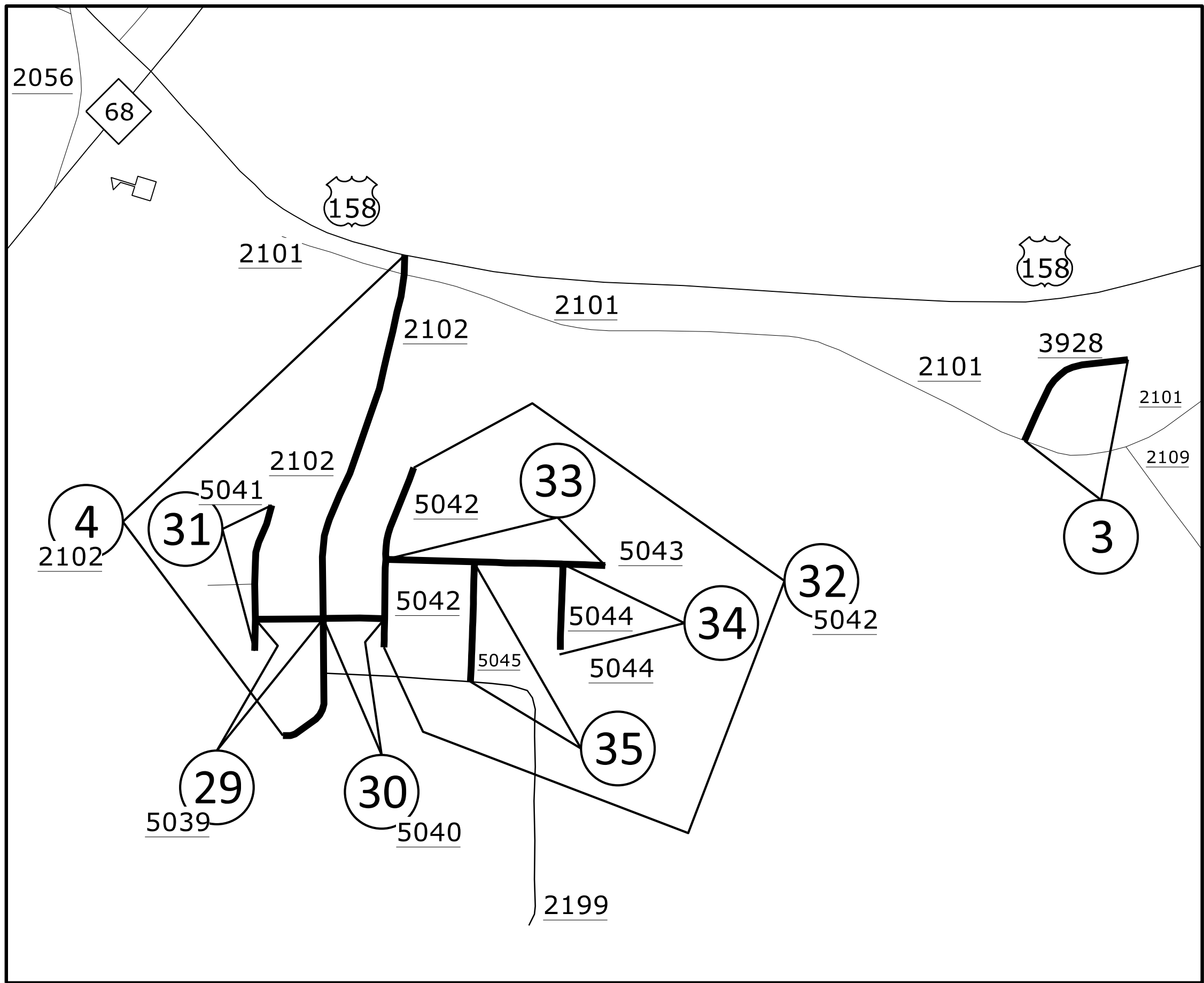
Map 9 SR 3517 Good Hope Drive

GUILFORD COUNTY
ROCKINGHAM COUNTY
 NORTH CAROLINA

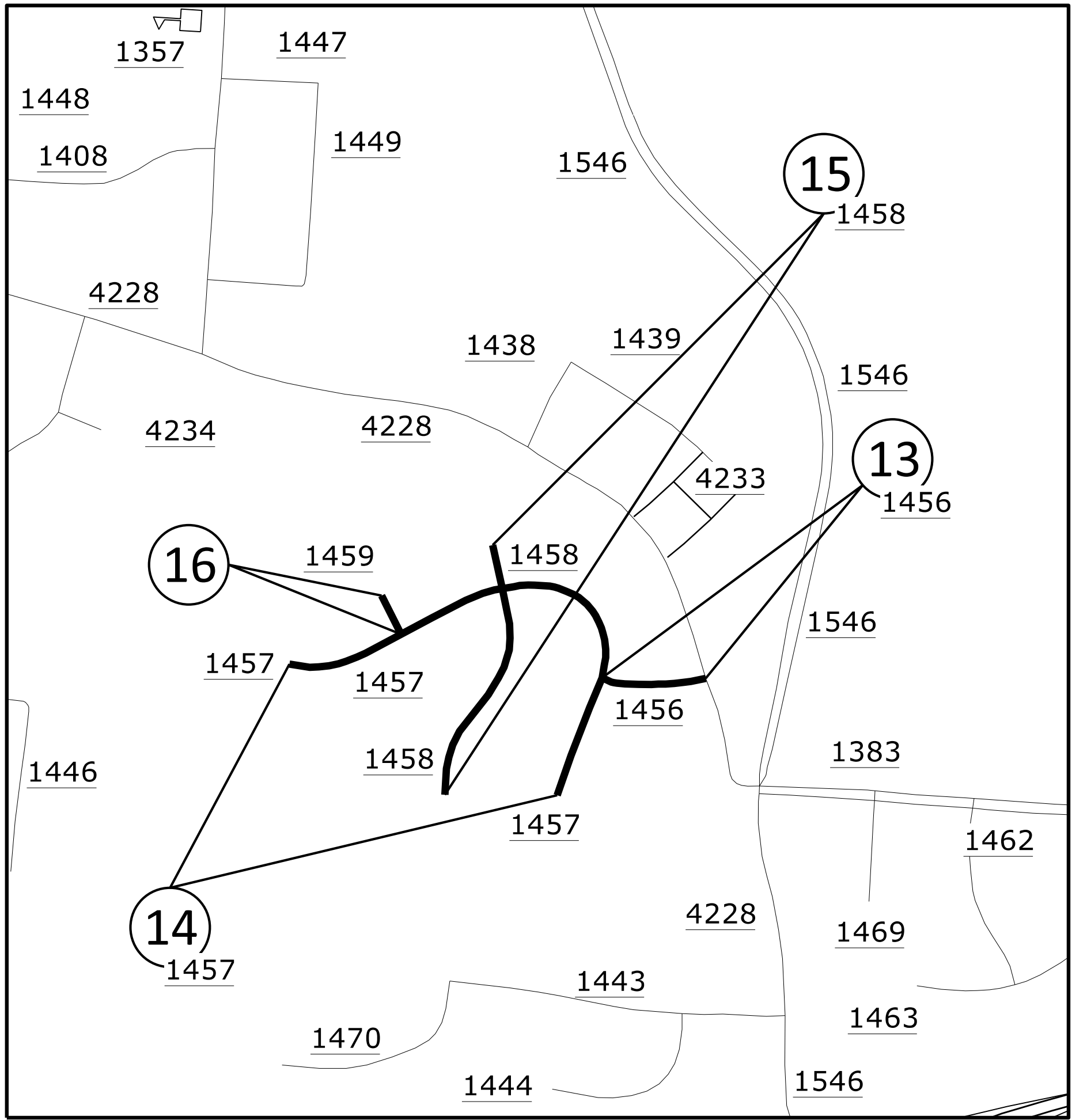


- Map 2 SR 4893 - Hunting Ct
- Map 17 SR 5035 - Meadow Springs Dr
- Map 18 SR 5036 - Meadow Springs Pl
- Map 19 SR 4889 - Seagraves Dr
- Map 20 SR 4890 - Springbirch Dr
- Map 21 SR 5037 - Springbirch Ter
- Map 22 SR 4892 - Springdale Meadow Ct
- Map 23 SR 4891 - Springdale Meadow Dr
- Map 40 SR 1223 - Hunting Ct

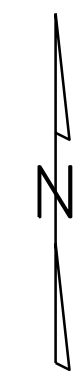
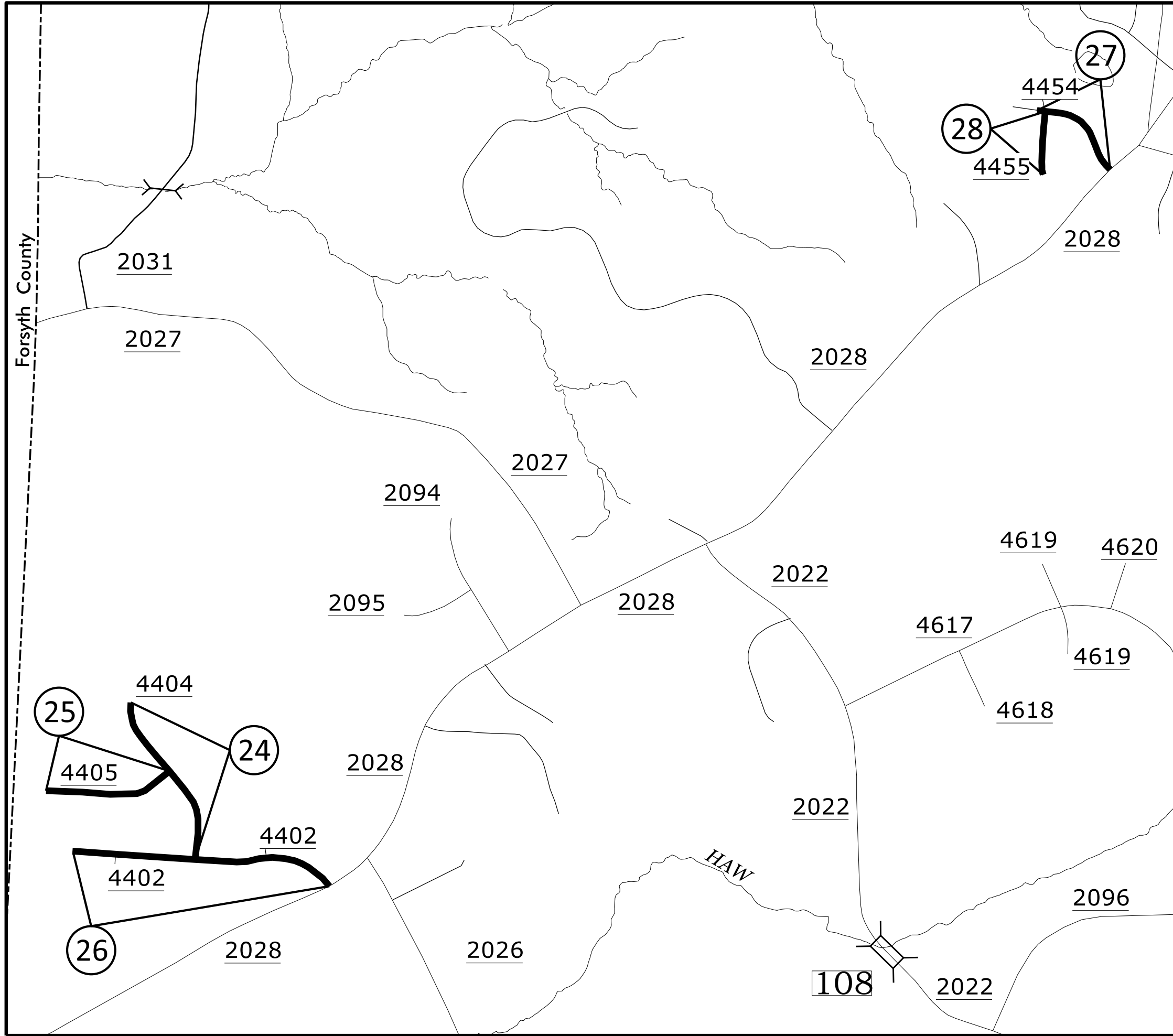
GUILFORD COUNTY
ROCKINGHAM COUNTY
 NORTH CAROLINA



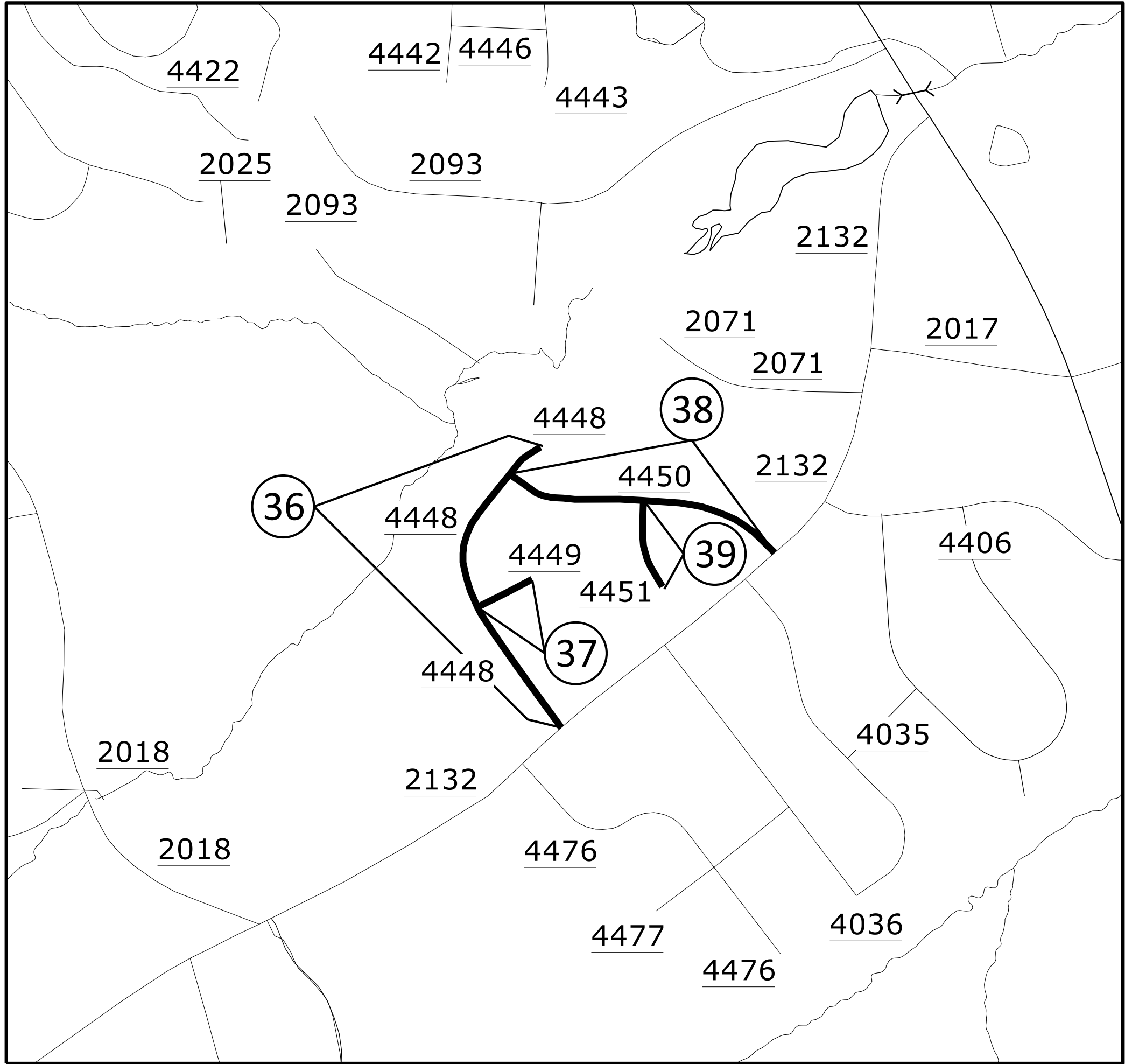
- Map 3 SR 3928 - Knight Village Circle
- Map 4 SR 2102 - Angel-Pardue Rd
Widen 2 feet each side, 8" B25.0C,
Overlay 1½" S9.5B
- Map 29 SR 5039 - Curraghmore Dr
- Map 30 SR 5040 - Curraghmore Dr
- Map 31 SR 5041 - Curraghmore Ct
- Map 32 SR 5042 - Messenger Ct
- Map 33 SR 5043 - Angles Glen Dr
- Map 34 SR 5044 - Angels Glen Ct
- Map 35 SR 5045 - Barbelo Dr



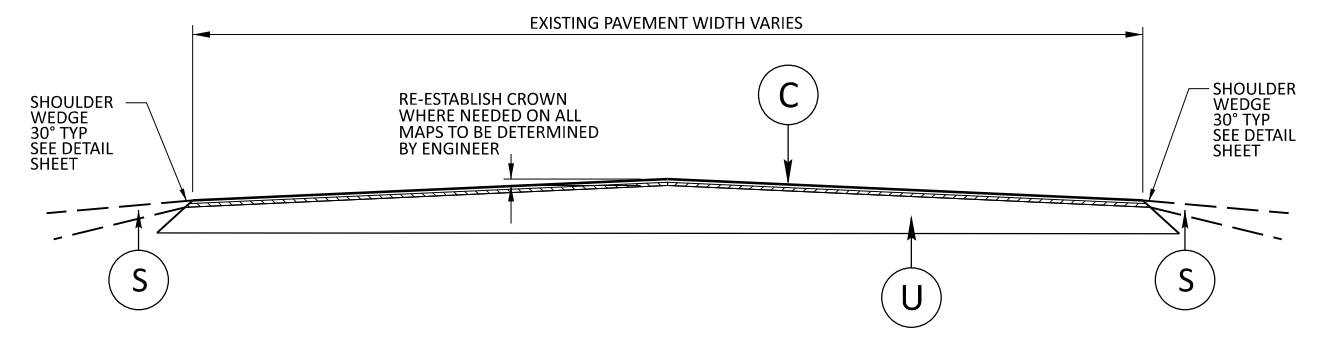
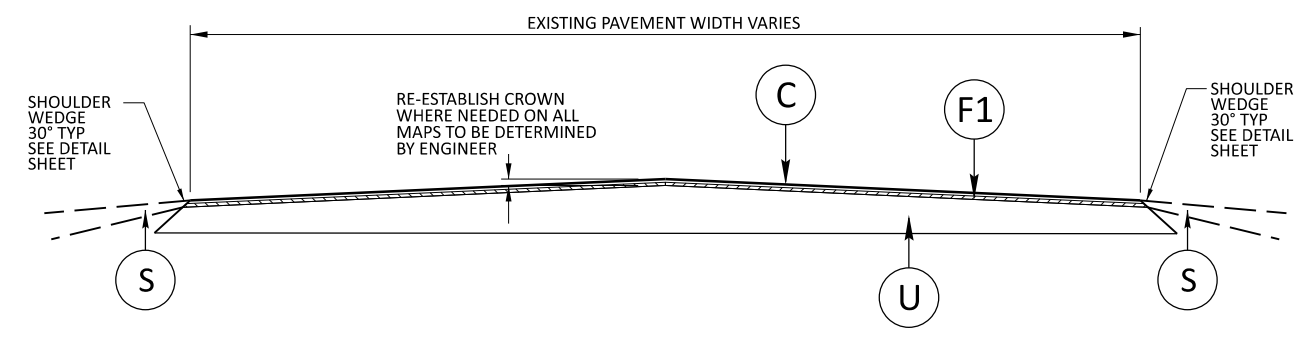
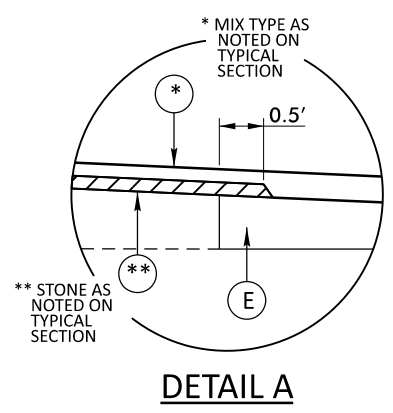
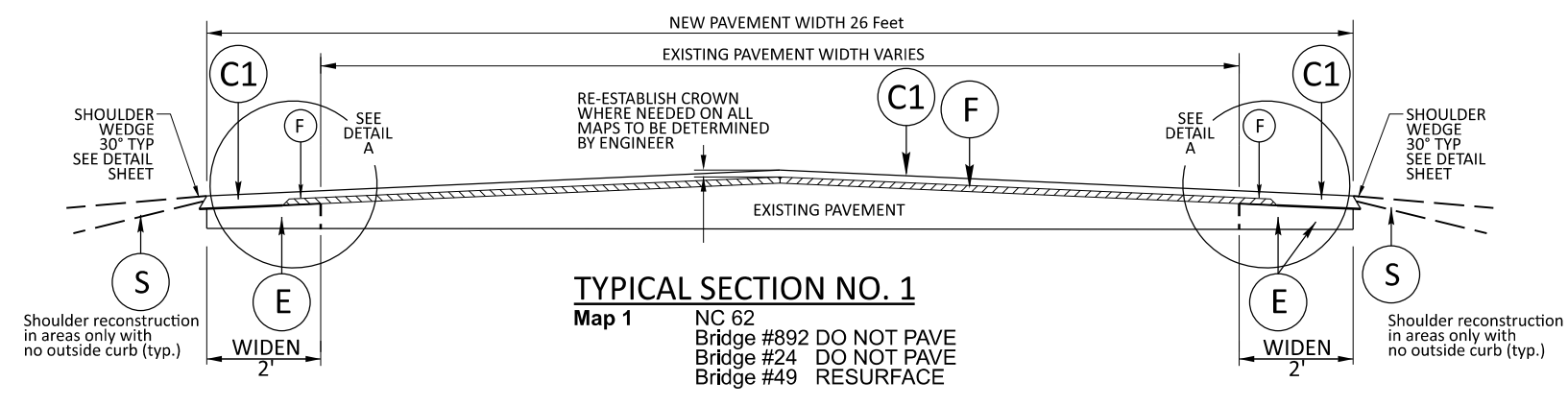
- Map 13 SR 1456 - Graymont Dr
- Map 14 SR 1457 - Hidden Valley Rd
- Map 15 SR 1458 - Tumbleweed Dr
- Map 16 SR 1459 - Hidden Valley Ct



- Map 24 SR 4404 - Smoke Crest Drive
- Map 25 SR 4405 - Smoke Glen Road
- Map 26 SR 4402 - Smoke Hollow Road
- Map 27 SR 4454 - Bethel Ridge Drive
Tie to Joint West of SR 4455
- Map 28 SR 4455 - Bethel View Court



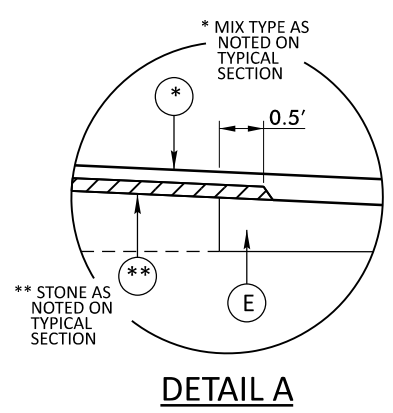
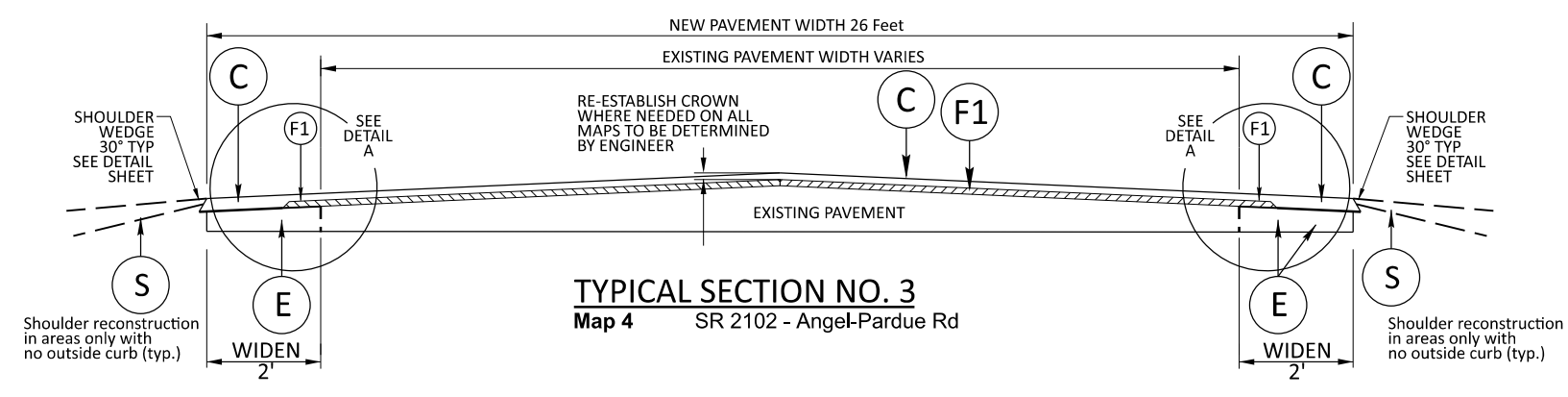
- Map 36 SR 4448 - Effieham Street
- Map 37 SR 4449 - Damson Court
- Map 38 SR 4450 - Gray Leigh Drive
- Map 39 SR 4451 - Gray Leigh Court

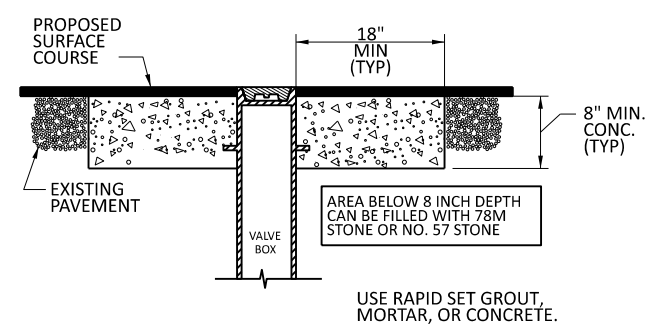


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|--|--|
| Map 2 SR 4893 - Hunting Ct | Map 23 SR 4891 - Springdale Meadow Dr |
| Map 3 SR 3928 - Knight Village Circle | Map 24 SR 4404 - Smoke Crest Dr |
| Map 5 SR 3736 - Destiny Jo Rd | Map 25 SR 4405 - Smoke Glen Rd |
| Map 6 SR 3736 - Destiny Jo Rd | Map 26 SR 4402 - Smoke Hollow Rd |
| Map 7 SR 3437 - Branson Mill Rd | Map 27 SR 4454 - Bethel Ridge Dr |
| Map 9 SR 3517 - Good Hope Dr | Map 28 SR 4455 - Bethel View Ct |
| Map 10 SR 3402 - Hunt Rd | Map 29 SR 5039 - Curraghmore Dr West |
| Map 11 SR 3710 - Hunt Forest Ct | Map 30 SR 5040 - Curraghmore Dr East |
| Map 12 SR 3403 - Bantam Rd | Map 31 SR 5041 - Curraghmore Ct |
| Map 13 SR 1456 - Graymont Dr | Map 32 SR 5042 - Messenger Ct |
| Map 14 SR 1457 - Hidden Valley Rd | Map 33 SR 5043 - Angles Glen Dr |
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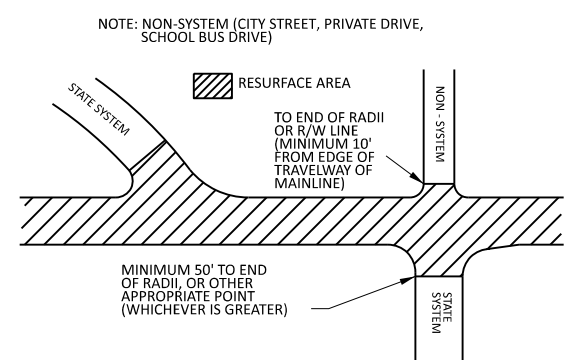
- Map 8** SR 1105 - W Steeple Chase Rd
 Bridge #530
 Posted 39/44 DO NOT PAVE
 Contractor to abide Posting
 Bridge #25 DO NOT PAVE

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, #67
F1	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1½" DEPTH
V1	INCIDENTAL MILLING

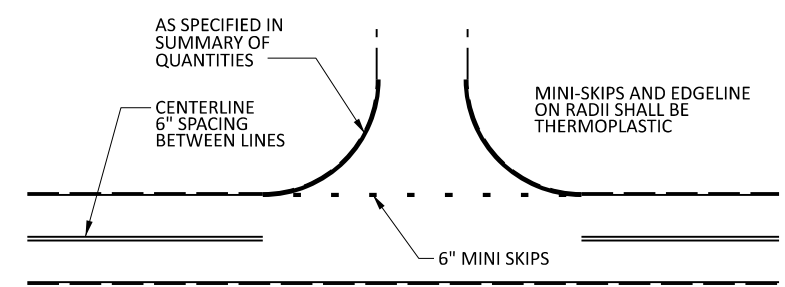




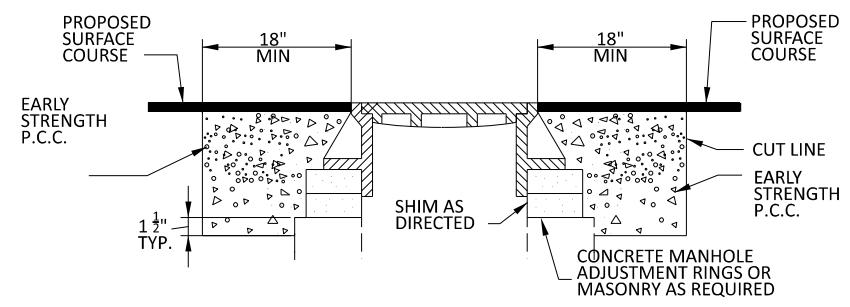
STANDARD CONCRETE ENCASEMENT FOR VALVE CASTINGS IN PAVEMENT



**PAVING DETAIL 1
MAIN LINE IS BEING RESURFACED**

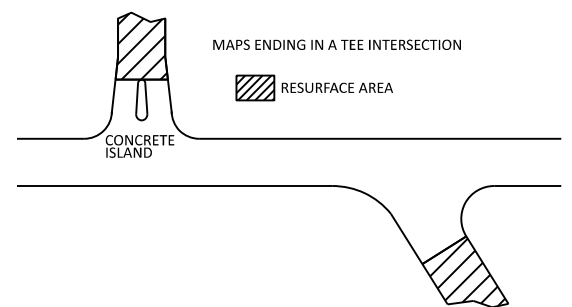


NOTE: MINI SKIPS SHALL BE PLACED ON A 8' CYCLE, CONTAINING A 6' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".



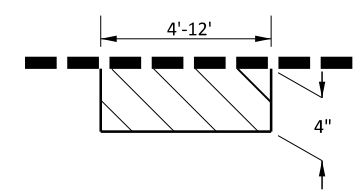
- NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
 2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
 3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
 4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.

STANDARD CONCRETE ENCASEMENT FOR MANHOLE CASTINGS IN PAVEMENT



**PAVING DETAIL 2
MAIN LINE NOT BEING RESURFACED**

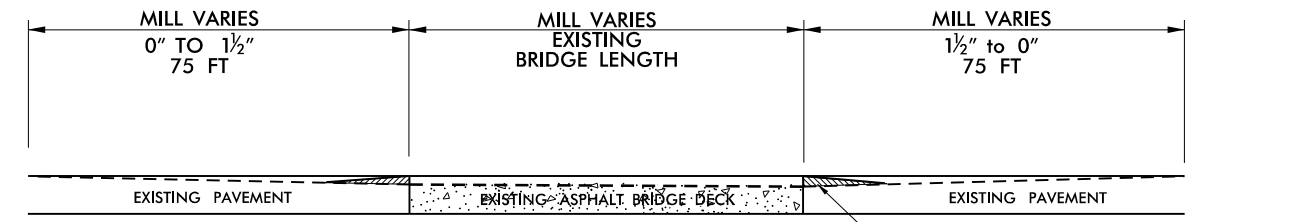
**TO BE USED AT ALL
NON-SIGNALIZED INTERSECTIONS
(NOT TO SCALE)**



MILL FILL WITH INTERMEDIATE COURSE, TYPE I19.0C AT LOCATIONS AS DIRECTED BY THE ENGINEER.

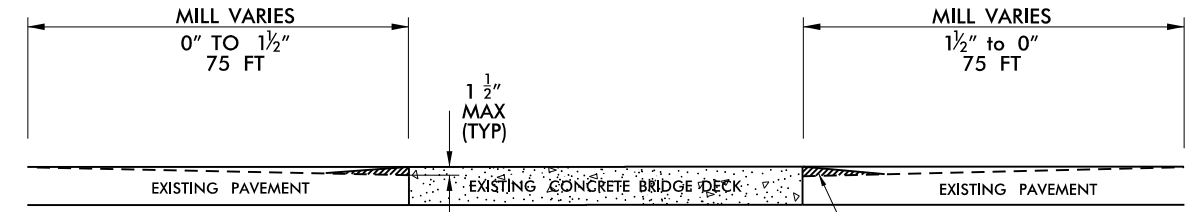
**PATCHING EXISTING
PAVEMENT DETAIL**

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, #67
F1	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
V1	INCIDENTAL MILLING



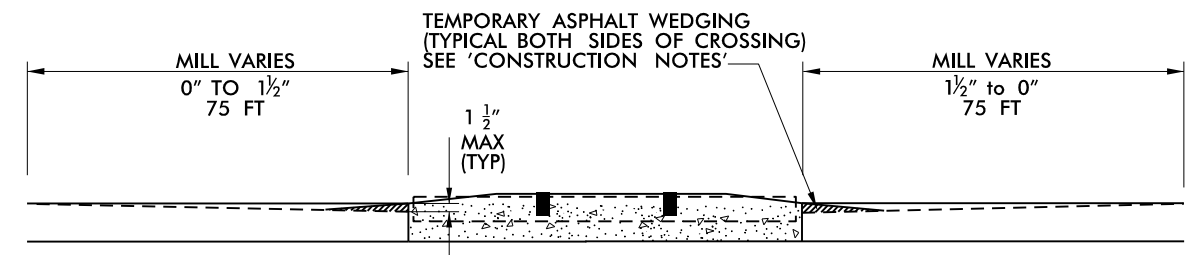
**MILLING
BRIDGE DECK
AND APPROACHES**
(SEE BRIDGE DATA SHEET)

TEMPORARY ASPHALT WEDGING
(TYPICAL BOTH SIDES OF BRIDGE)
IF APPROACHES ARE MILLED PRIOR
TO MILLING BRIDGE DECK

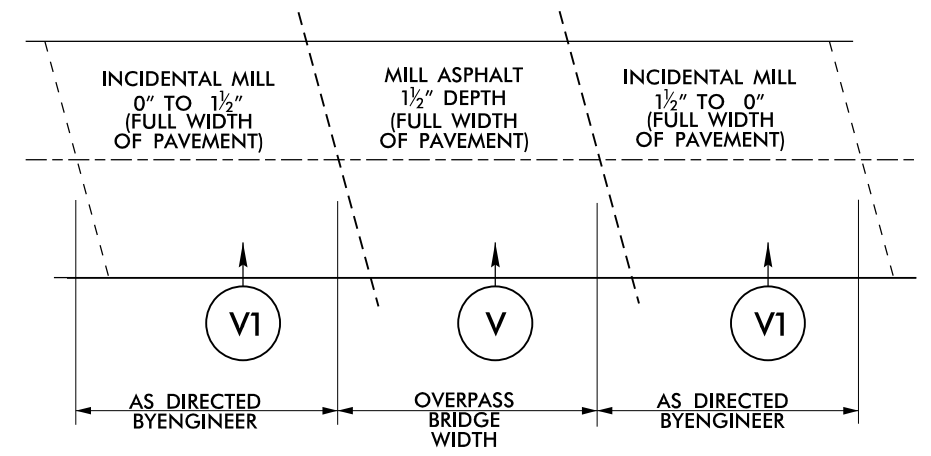


**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)

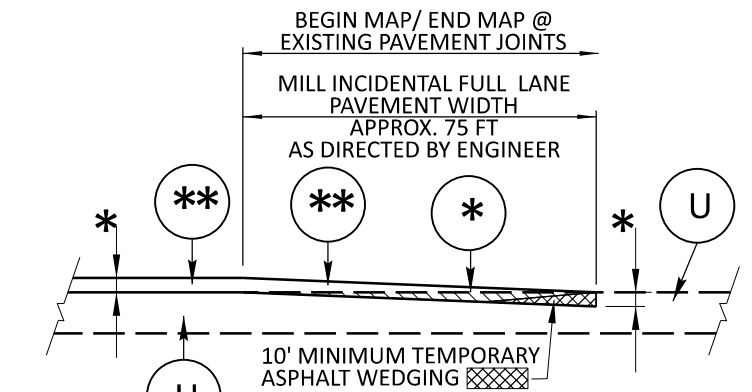
TEMPORARY ASPHALT WEDGING
(TYPICAL BOTH SIDES OF BRIDGE)



**INCIDENTAL MILLING RAILROAD CROSSING
APPROACHES**



**PLAN VIEW-
MILLING ASPHALT PAVEMENT UNDER OVERPASS**



*MILL DEPTHS WILL BE EQUAL
TO OVERLAY THICKNESS OF MAPS
SEE TYPICALS
**SEE TYPICALS FOR MIX TYPE

INCIDENTAL MILLING AT TIE-IN DETAIL

PAVEMENT SCHEDULE	
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U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
V1	INCIDENTAL MILLING

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

ENGLISH STANDARD DRAWING FOR
DEEP-CUT INDUCTIVE DETECTION LOOPS
(FOR INSTALLATION PRIOR TO MILLING)

NOTES

- OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
- MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
- WIRE LOOPS CONNECTED TO THE SAME DETECTOR IN SERIES.
- LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS.
- USE A SERIES OF ONE INCH PIECES OF BACKER ROD SPACED ONE FOOT APART ALONG THE ENTIRE LENGTH OF THE FEEDER SLOT AND LOOP SAW SLOT.
- CONSULT LOOP SEALANT MANUFACTURER TO DETERMINE CURING TIME REQUIRED PRIOR TO MILLING.
- REFER TO STANDARD DRAWING 1725.01 SHEETS 2 AND 3 FOR ADDITIONAL REQUIREMENTS.

SAW SLOT DEPTH CHART

ASSUMING 2" MILLING DEPTH

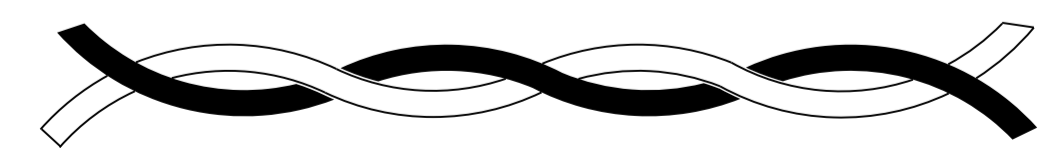
DEPTH (IN)	MAX NO. OF WIRE LAYERS				
	2	3	4	5	6
SAW SLOT DEPTH	4.0	4.5	5.0	5.0	5.0
MINIMUM TOTAL ASPHALT DEPTH REQUIRED	5.0	5.5	6.0	6.0	6.0

LOOP WIRE TWISTING METHOD

INCORRECT WAY TO TWIST WIRE

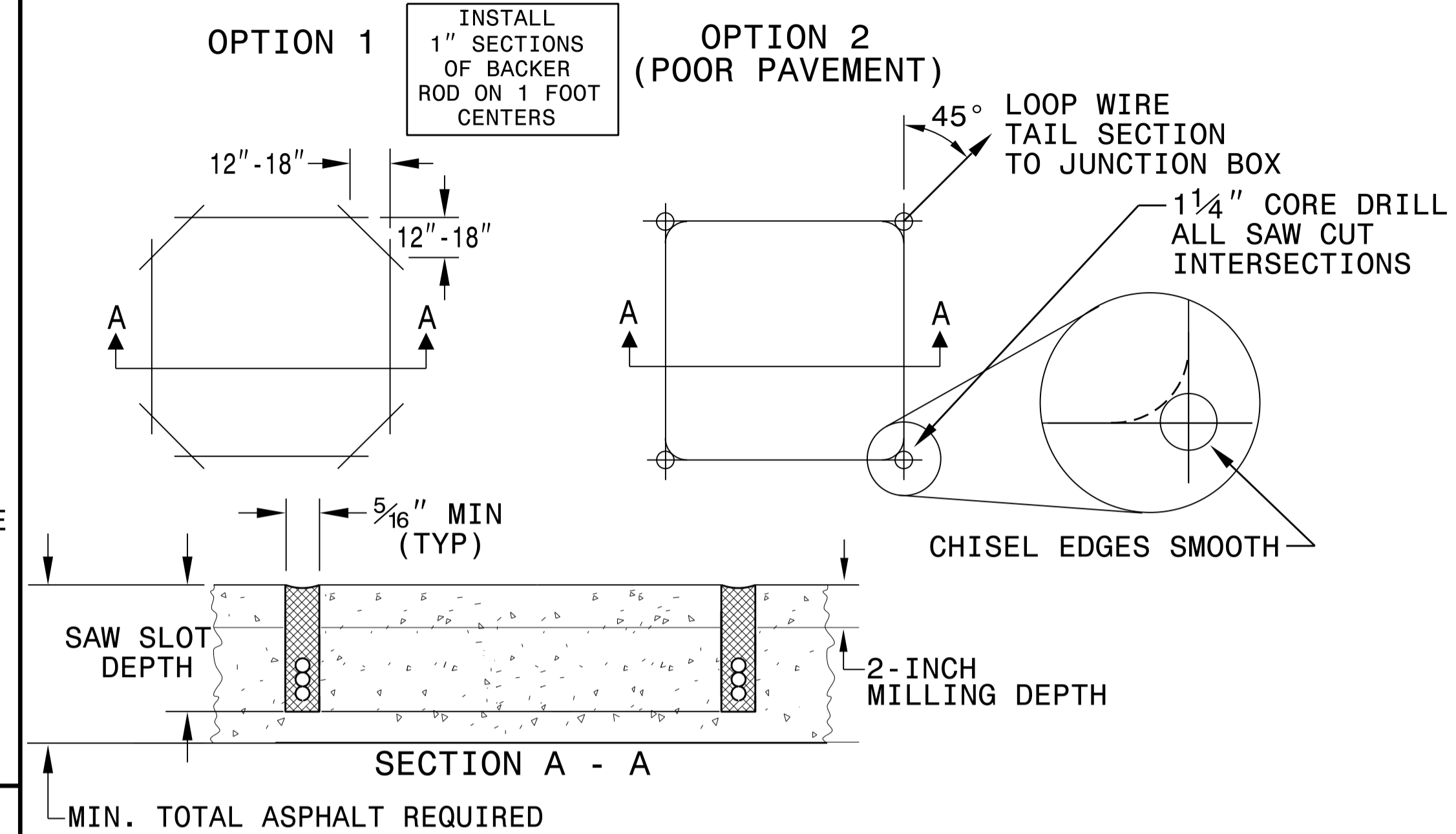


CORRECT WAY TO TWIST WIRE

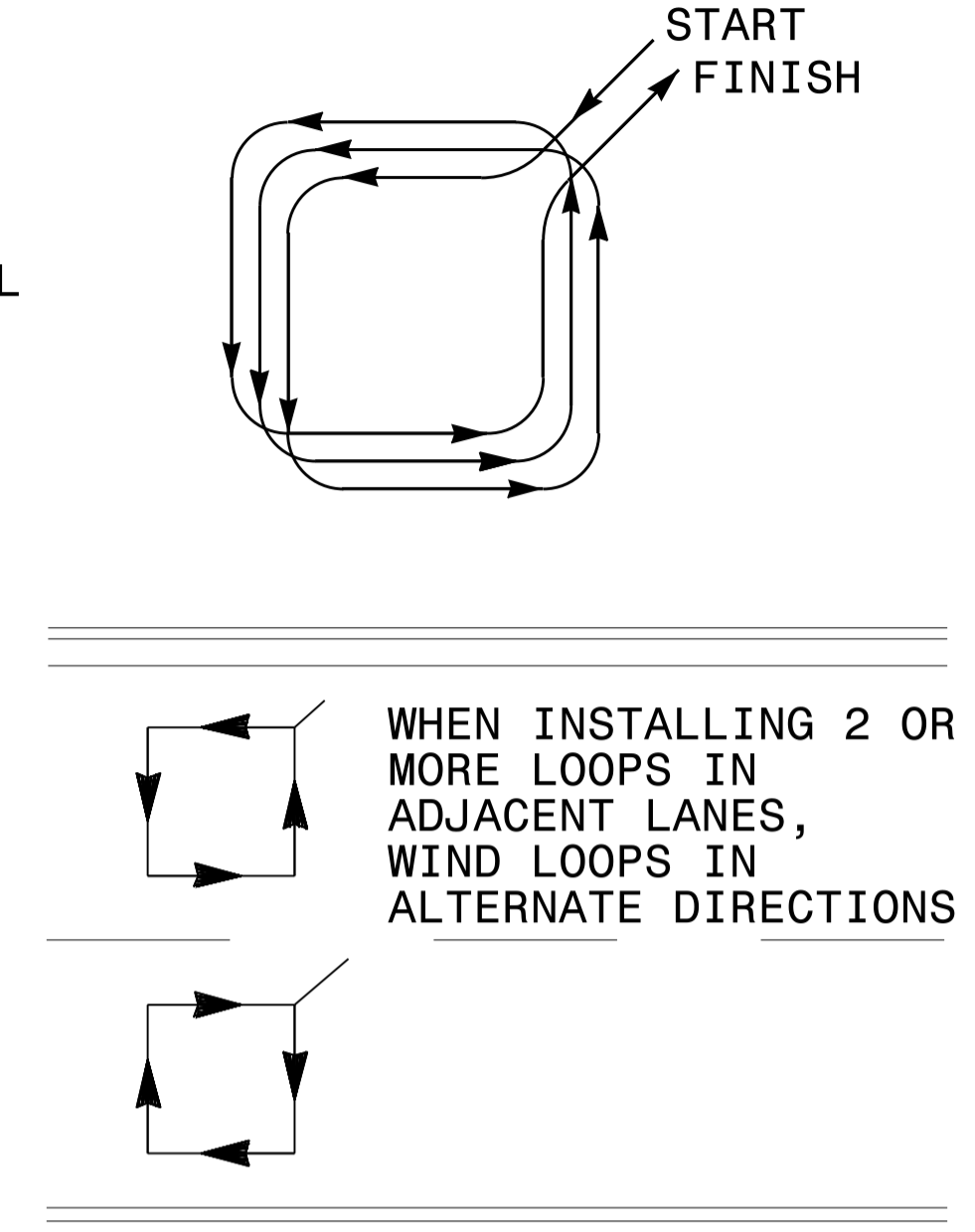


CONVENTIONAL 4-SIDED LOOP

SAW CUT OPTIONS

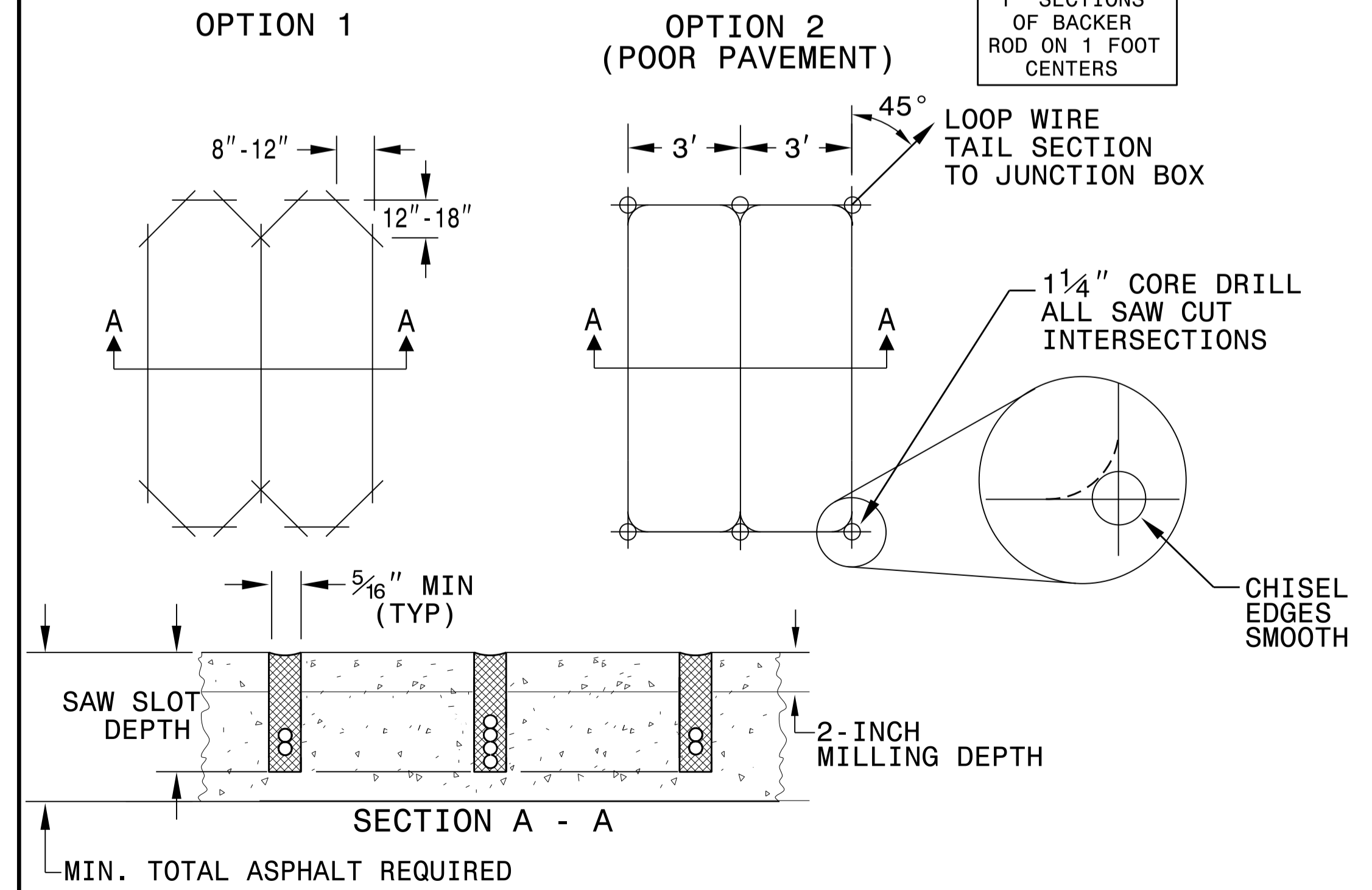


LOOP WINDING METHOD

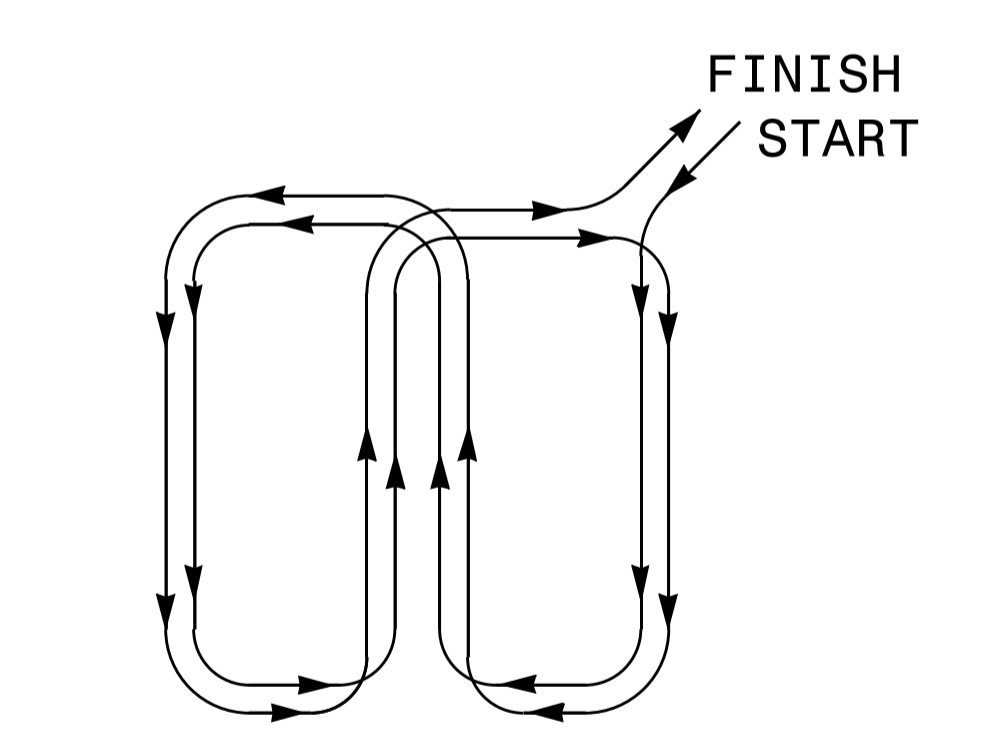


QUADRUPOLE LOOP

SAW CUT OPTIONS

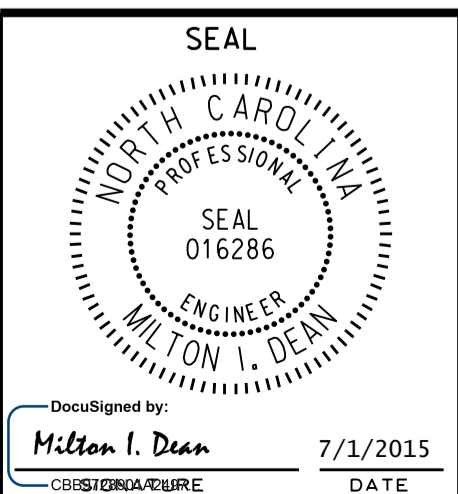
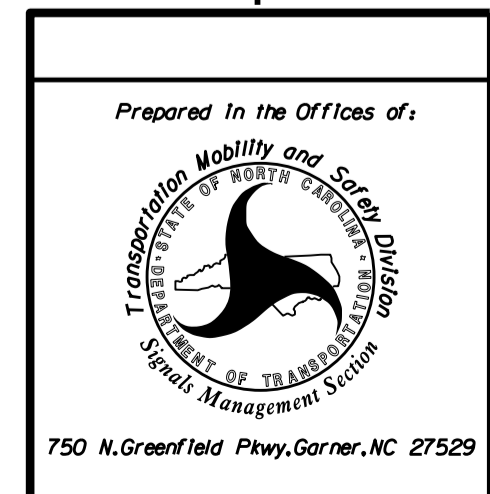


LOOP WINDING METHOD



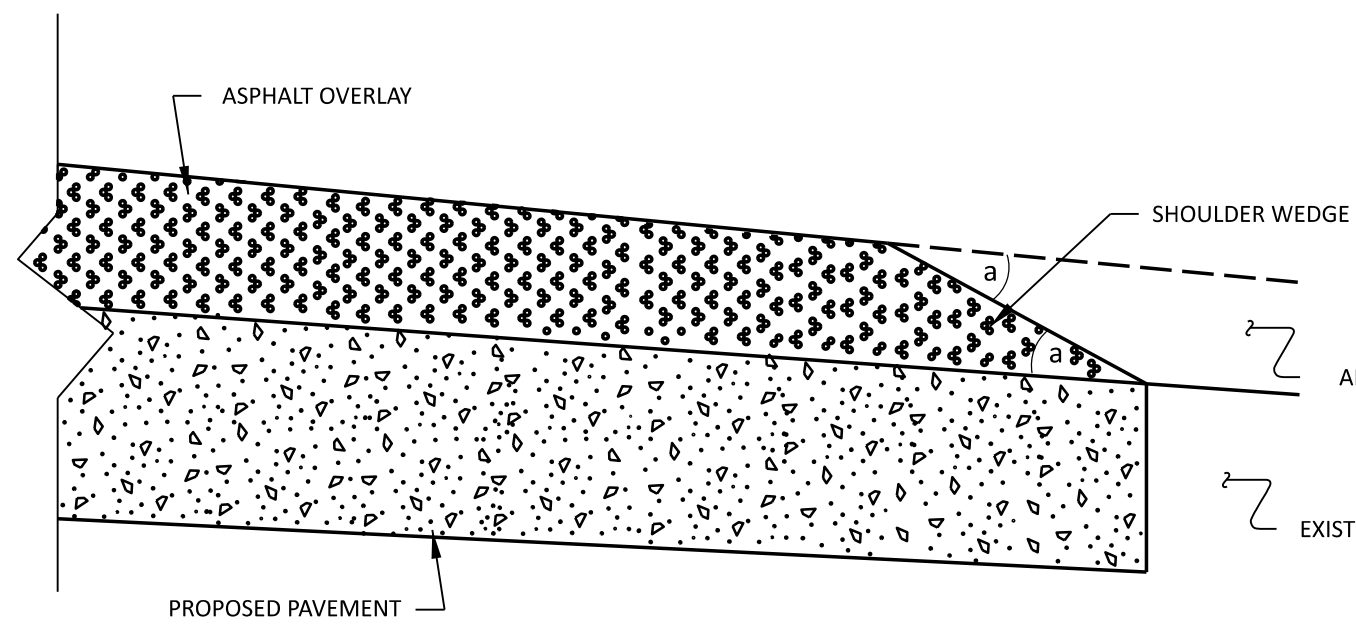
REVISIONS

1. REMOVED TWISTING NOTES FROM TAIL SECT. TO JUNCTION BOX. 2/26/08 MWH
2. REVISED SECTION A - A DETAILS. 6/29/15 JTP



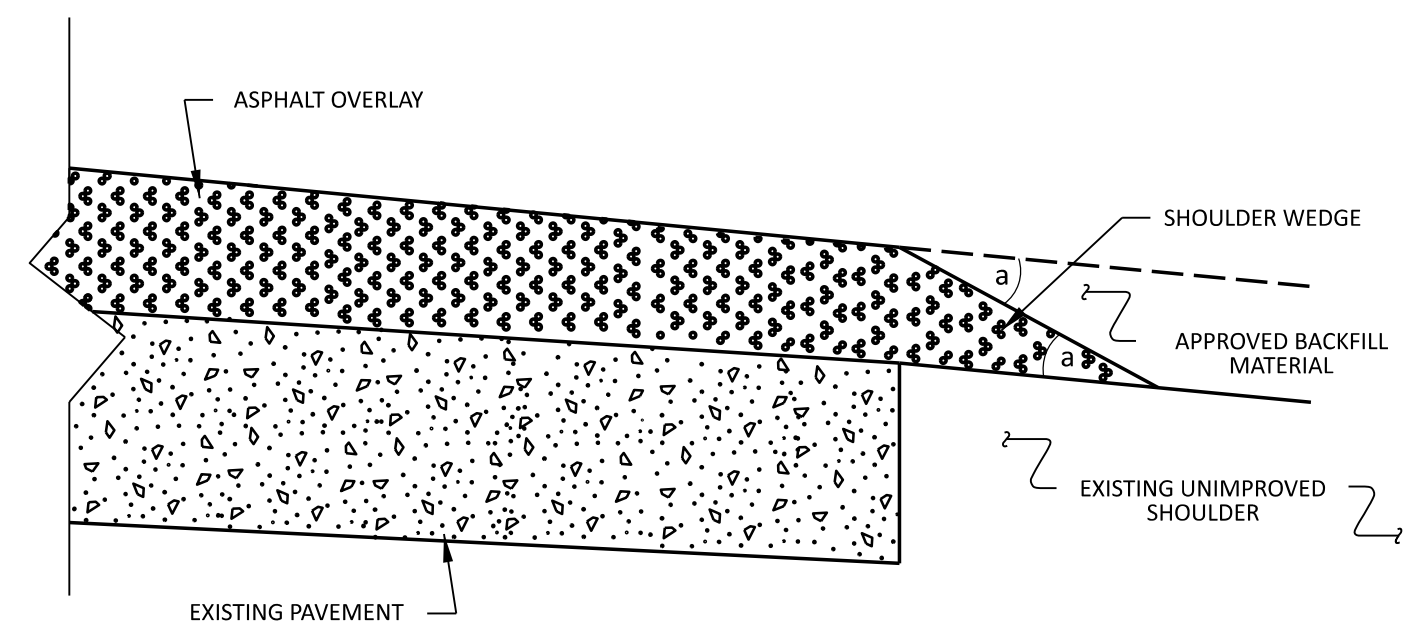
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RALEIGH, N.C.

ENGLISH STANDARD DRAWING FOR
DEEP-CUT INDUCTIVE DETECTION LOOPS
(FOR INSTALLATION PRIOR TO MILLING)

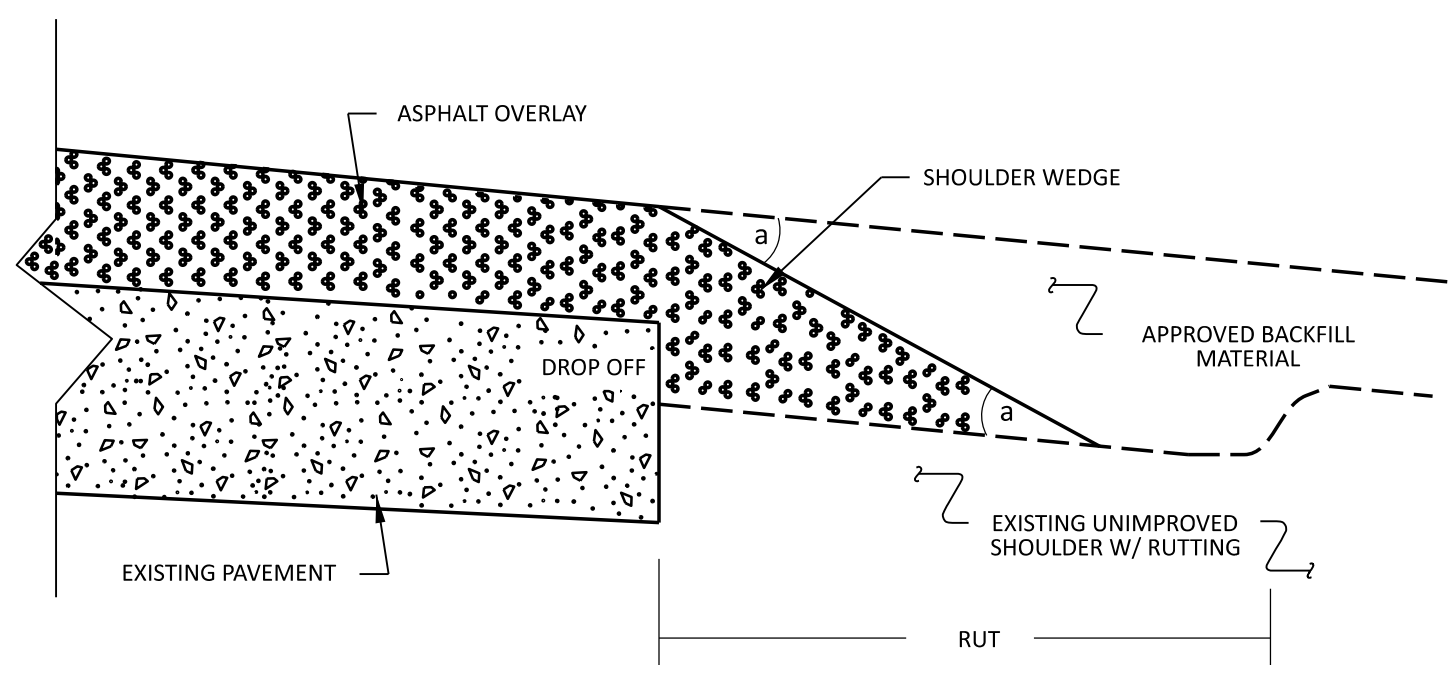


NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

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: 10/16/12
 CHECKED BY: DATE:
 FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn

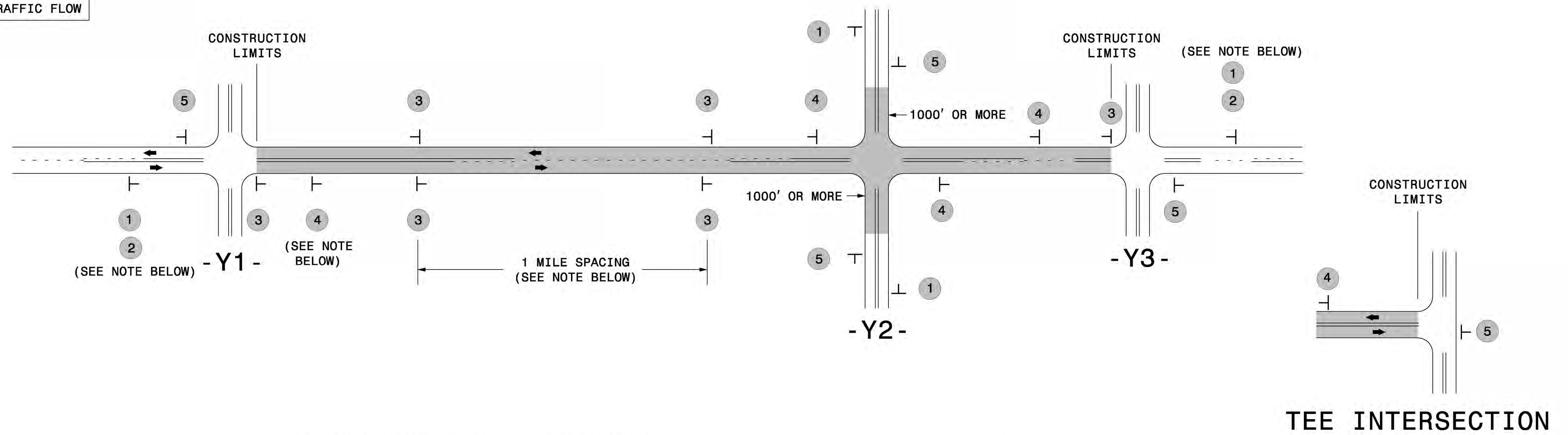
PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.07.14.10411, ETC	14	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	441300000-E	445700000-N	451000000-N	468500000-E		468800000-E		470000000-E		470400000-E	470900000-E	472000000-E			472500000-E		490510000-N														
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	12" X 90 M WHITE THERMO	12" X 90 M YELLOW THERMO	16" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO MSG STOP 90 M	THERMO MSG AHEAD 90 M	THERMO MSG SCHOOL 90 M	THERMO RXR 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKERS YELLOW/YELLOW	NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKERS CRYSTAL/RED												
												MI	FT																													
2024CPT.07.14.10411	Guilford	1	NC-62	FROM SR 1162 TO SR 1007	1	2						7.25	24	1.73	8.98	849	1.00	40																								
TOTAL FOR MAP NO. 1												7.25					849	1.000	40																							
TOTAL FOR PROJ NO. 2024CPT.07.14.10411												7.25					849	1.000	40																							
2024CPT.07.14.20411	Guilford	2	SR-4893 / HUNTING CT	FROM ROCKINGHAM CO TO CUL DE SAC	2	2		0.373	20	0	0.373																															
TOTAL FOR MAP NO. 2												0.373																														
2024CPT.07.14.20411	Guilford	3	SR-3928 / KNIGHT VILLAGE CIRCLE	FROM SR 2101 TO CUL DE SAC	2	2		0.14	20	0	0.14																															
TOTAL FOR MAP NO. 3												0.14																														
2024CPT.07.14.20411	Guilford	4	SR-2102 / ANGEL-PARDUE RD	FROM US 158 TO EOM	3	2		0.41	18	0	0.41					4,500	4,500																									
TOTAL FOR MAP NO. 4												0.41																														
2024CPT.07.14.20411	Guilford	5	SR-3736 / DESTINY JO RD	FROM NC 62 TO EOM	2	2		0.31	20	0	0.312																															
TOTAL FOR MAP NO. 5												0.31																														
2024CPT.07.14.20411	Guilford	6	SR-3737 / DESTINY JO CT	FROM SR 3736 TO CUL DE SAC	2	2		0.11	20	0	0.11																															
TOTAL FOR MAP NO. 6												0.11																														
2024CPT.07.14.20411	Guilford	7	SR-3437 / BRANSON MILL RD	FROM SR 3402 TO RAND CO	2	2		2.19	20	0	2.19					24,000	20,000	125																								
TOTAL FOR MAP NO. 7												2.19																														
2024CPT.07.14.20411	Guilford	8	SR-1105 / W STEEPLE CHASE RD	FROM SR 1104 TO SR 3433	4	2		1.833	21	1.95	3.783					18,800	16,800	100																								
TOTAL FOR MAP NO. 8												1.833																														
2024CPT.07.14.20411	Guilford	9	SR-3517 / GOOD HOPE DR	FROM NC 62 TO CUL DE SAC	2	2		0.16	18	0	0.16																															
TOTAL FOR MAP NO. 9												0.16																														
2024CPT.07.14.20411	Guilford	10	SR-3402 / HUNT RD	FROM SR 3418 TO RAND CO	2	2		3.81	20	0	3.81					41,000	32,000	200																								
TOTAL FOR MAP NO. 10												3.81																														
2024CPT.07.14.20411	Guilford	11	SR-3710 / HUNT FOREST CT	FROM SR 3402 TO CUL DE SAC	2	2		0.14	20	0	0.14																															
TOTAL FOR MAP NO. 11												0.14																														
2024CPT.07.14.20411	Guilford	12	SR-3403 / BANTAM RD	FROM SR 3402 TO RAND CO	2	2		0.091	21	0	0.091					850	850																									
TOTAL FOR MAP NO. 12												0.091																														
2024CPT.07.14.20411	Guilford	13	SR-1456 / GRAYMONT DR	FROM SR 4228 TO SR 1457	2	2		0.09	21	0	0.09																															
TOTAL FOR MAP NO. 13												0.09																														
2024CPT.07.14.20411	Guilford	14	SR-1457 / HIDDEN VALLEY RD	FROM EOM TO EOM	2	2		0.461	19	0	0.461																															
TOTAL FOR MAP NO. 14												0.461																														
2024CPT.07.14.20411	Guilford	15	SR-1458 / TUMBLEWEED DR	FROM EOM TO EOM	2	2		0.23	18	0	0.23																															
TOTAL FOR MAP NO. 15												0.23																														
2024CPT.07.14.20411	Guilford	16	SR-1459 / HIDDEN VALLEY CT	FROM SR 1457 TO CUL DE SAC	2	2		0.05	21	0	0.05																															
TOTAL FOR MAP NO. 16												0.05																														
2024CPT.07.14.20411	Guilford	17	SR-5035 / MEADOW SPRINGS DR	FROM SR 4891 TO SR 5037	2	2		0.23	20	0	0.23																															
TOTAL FOR MAP NO. 17												0.23																														
2024CPT.07.14.20411	Guilford	18	SR-5036 / MEADOW SPRINGS PL	FROM CUL DE SAC TO CUL DE SAC	2	2		0.18	20	0	0.18																															
TOTAL FOR MAP NO. 18												0.18																														
2024CPT.07.14.20411	Guilford	19	SR-4889 / SEAGRAVES DR	FROM NC 68 TO SR 4890	2	2		0.12	20	0	0.12																															
TOTAL FOR MAP NO. 19												0.12																														
2024CPT.07.14.20411	Guilford	20	SR-4890 / SPRINGBIRCH DR	FROM SR 4891 TO EOM	2	2		0.19	20	0	0.19																															
TOTAL FOR MAP NO. 20												0.19																														
2024CPT.07.14.20411	Guilford	21	SR-5037 / SPRINGBIRCH TER	FROM CUL DE SAC TO CUL DE SAC	2	2		0.21	20	0	0.21																															
TOTAL FOR MAP NO. 21												0.21																														
2024CPT.07.14.20411	Guilford	22	SR-4892 / SPRINGDALE MEADOW CT	FROM SR 4891 TO EOM	2	2		0.18	21	0	0.18																															
TOTAL FOR MAP NO. 22												0.18																														
2024CPT.07.14.20411	Guilford	23	SR-4891 / SPRINGDALE MEADOW DR	FROM NC 68 TO CUL DE SAC	2	2		0.84	21	0	0.84																															
TOTAL FOR MAP NO. 23												0.84																														
2024CPT.07.14.20411	Guilford	24	SR-4404 / SMOKE CREST DR	FROM SR 4402 TO EOM	2	2		0.27	21	0	0.27																															
TOTAL FOR MAP NO. 24												0.27																														
2024CPT.07.14.20411	Guilford	25	SR-4405 / SMOKE GLEN RD	FROM SR 4404 TO EOM	2	2		0.2	21	0	0.2																															
TOTAL FOR MAP NO. 25												0.2																														
2024CPT.07.14.20411	Guilford	26	SR-4402 / SMOKE HOLLOW RD	FROM SR 2028 TO EOM																																						

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

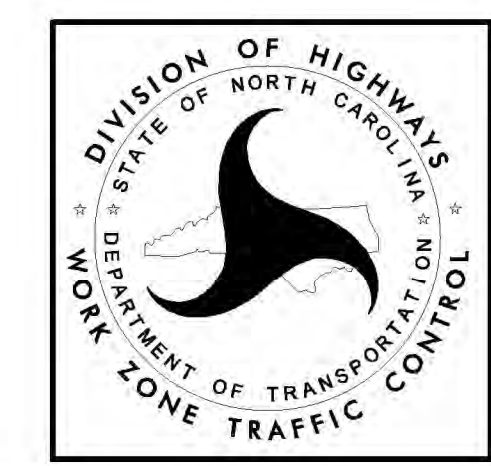
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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		#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		- 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		- 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		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

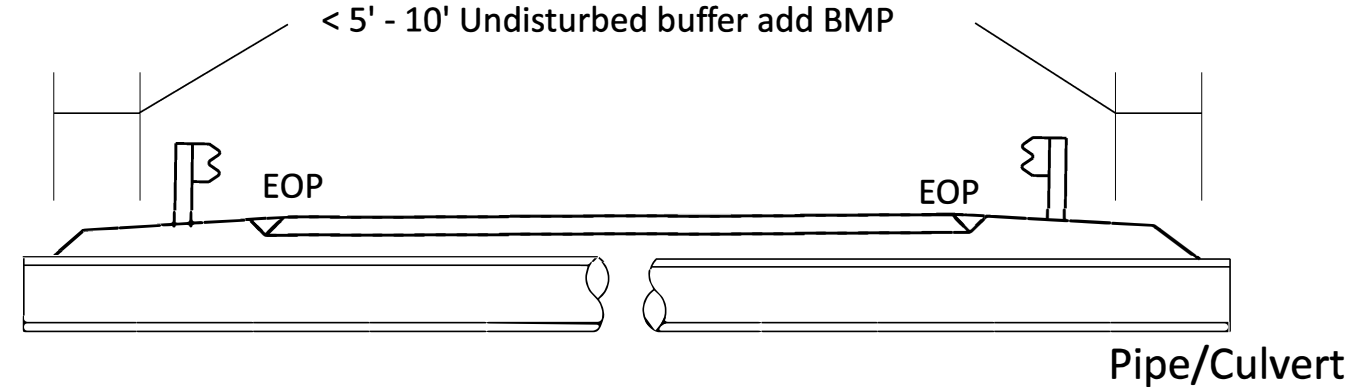
5/15/2017 5:11:10 PM \\NCDOT\resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:keads

NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

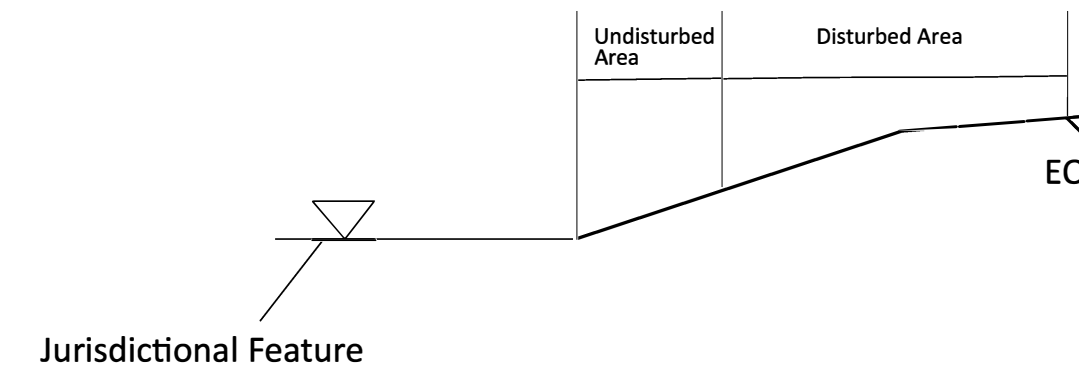
EROSION CONTROL DETAIL

PROJECT REFERENCE NO.	SHEET NO.
2024CPT.07.14.10411 2024CPT.07.14.20411 2024CPT.07.14.20791	EC-1

BMP Options: Wattle or Silt Fence

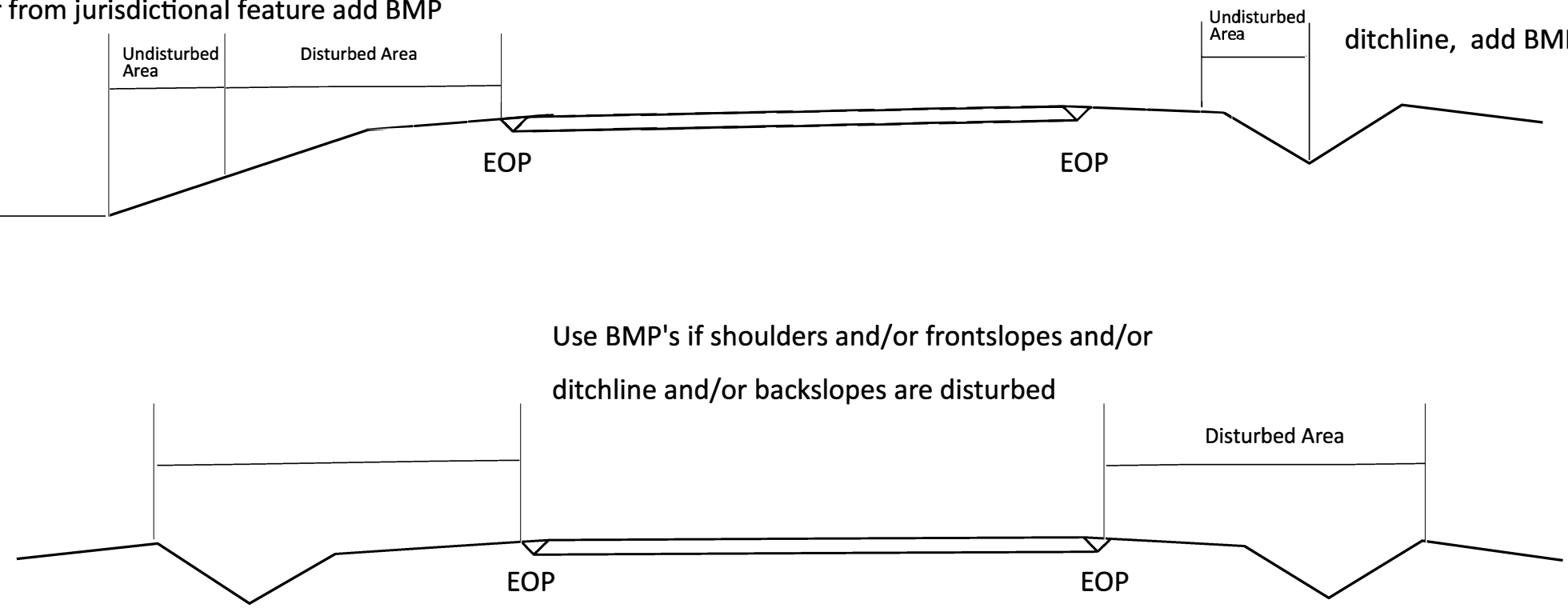


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

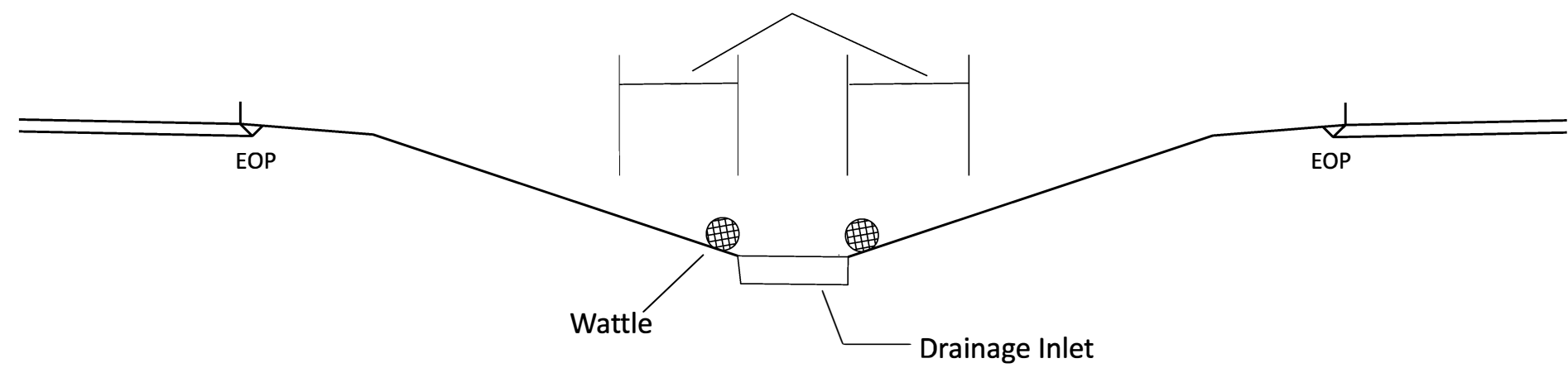


< 5' - 10' Undisturbed buffer from ditchline, add BMP

Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed

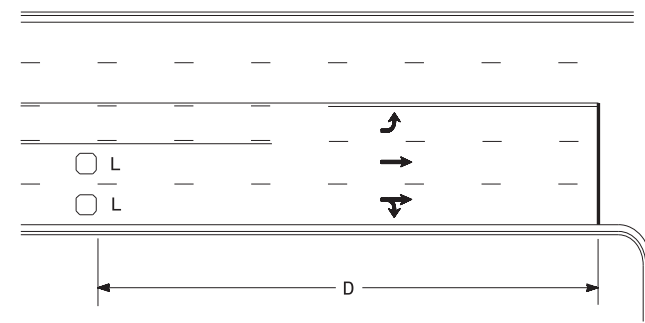


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

High Speed Detection (≥40 mph)

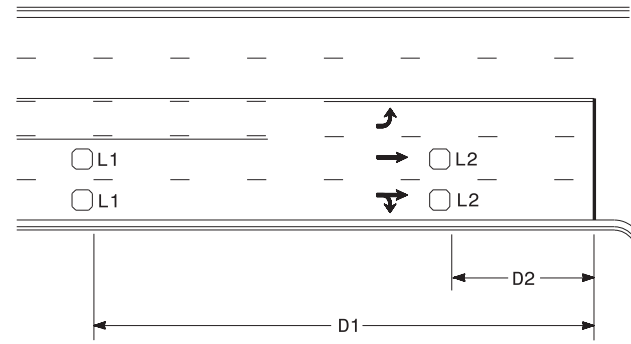


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR

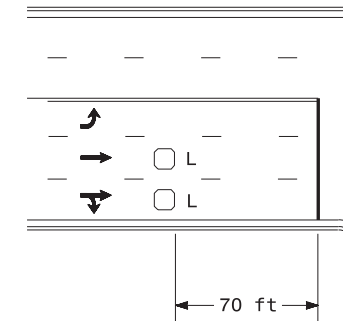


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series
L2 = 6ft X 6ft
Wired in series

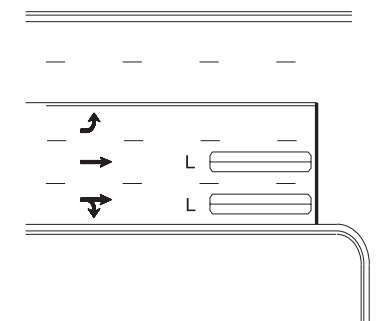
"Stretch" Operation

Low Speed Detection (≤35 mph)



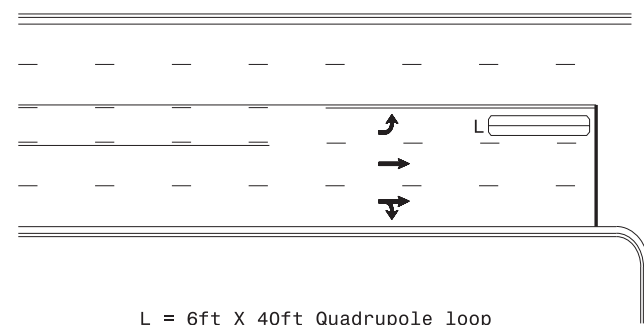
L = 6ft X 6ft
Wired in series

OR



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

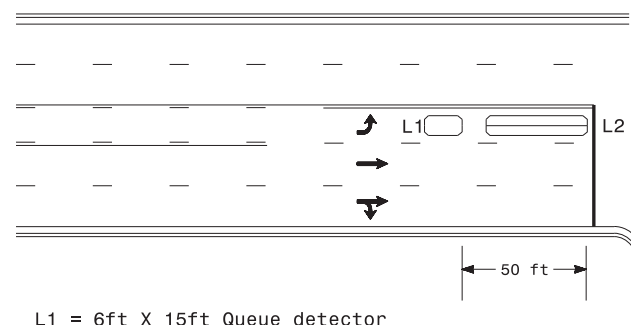
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

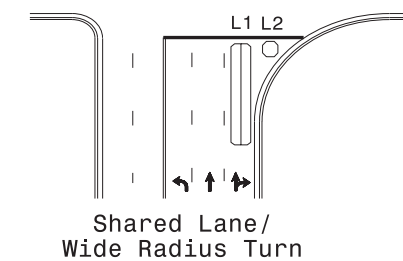
OR



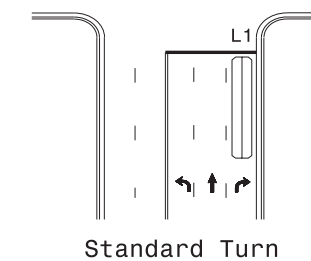
L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

Queue Loop Detection

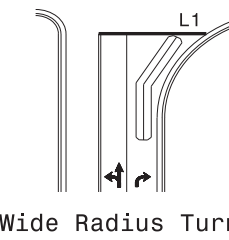
Right Turn Lane Detection



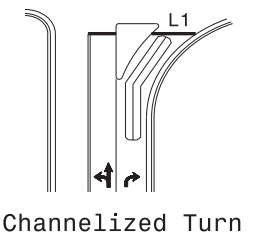
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

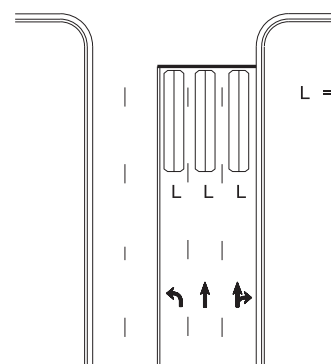


Wide Radius Turn



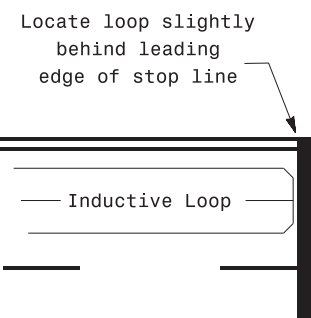
Channelized Turn

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

- 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

750 N. Greenfield Pkwy, Garner, NC 27529

Prepared in the Offices of:

Typical Signal Loop Locations	
PLAN DATE: September 2020	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:
SCALE: N/A	REVISIONS: INIT. DATE
<p>9/8/2020</p> <p>SIG. INVENTORY NO.</p>	