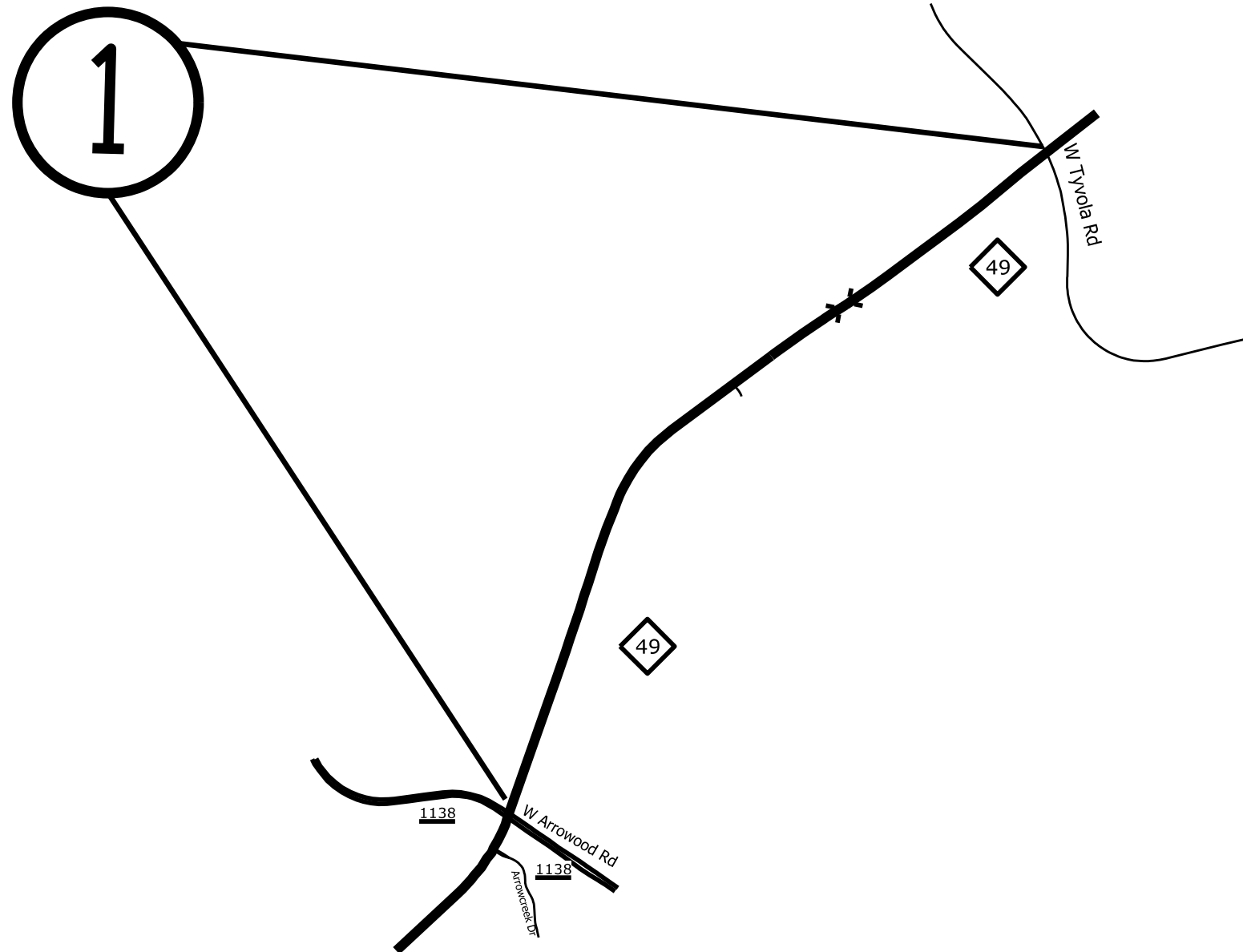


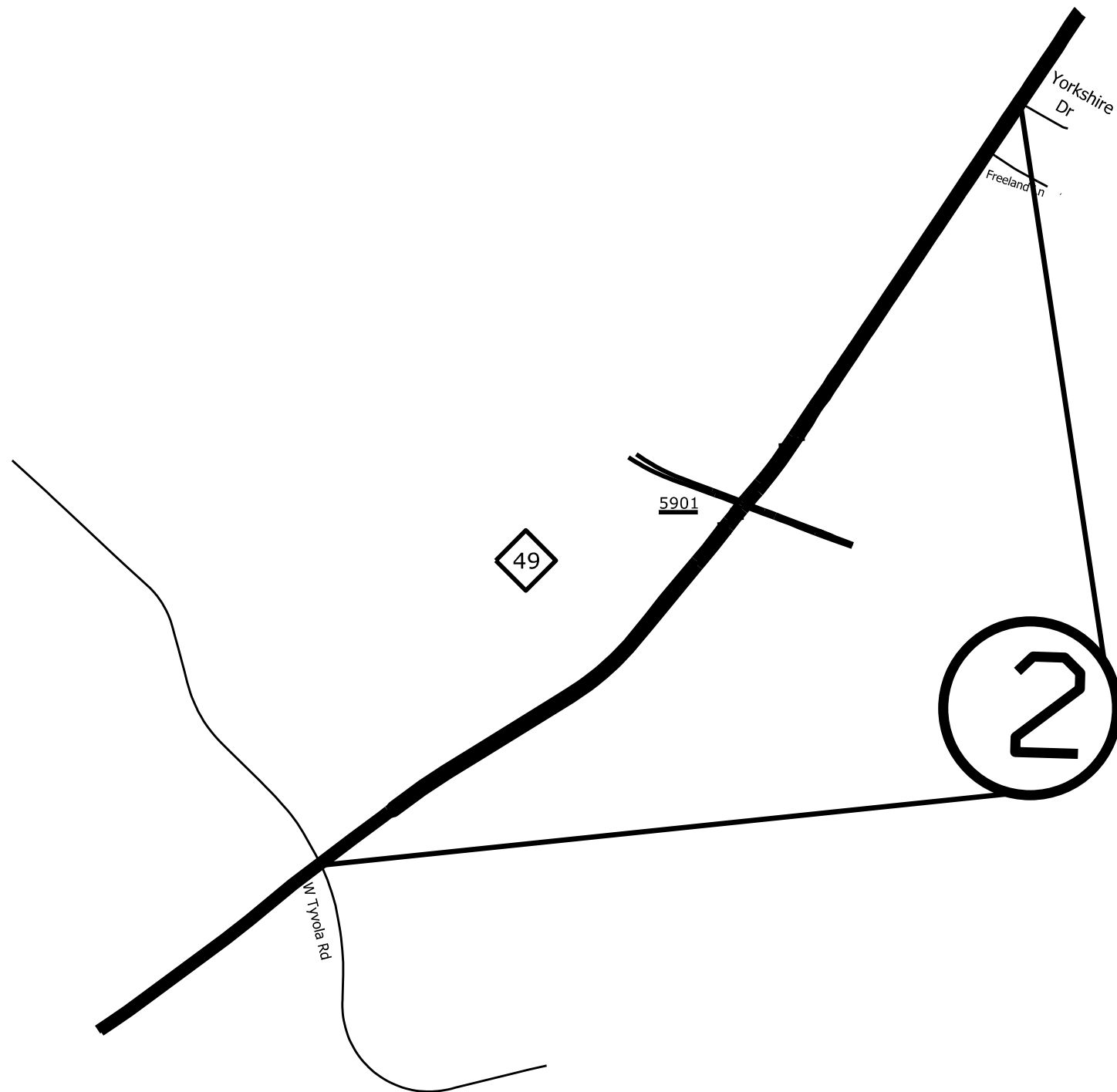
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2025CPT.10.23.10601		
F.A. PROJECT NO.			



ENLARGED MUNICIPAL AND SUBURBAN AREAS  
**MECKLENBURG COUNTY**  
 NORTH CAROLINA  
PREPARED BY: EHE  
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS - DIVISION 10

**MAP # 1**  
**NC 49 S**  
**2.08 MILES**  
**FROM SR 1138 W. ARROWOOD ROAD (MP 8.3)**  
**TO W. TYVOLA BLVD (MP 10.38)**

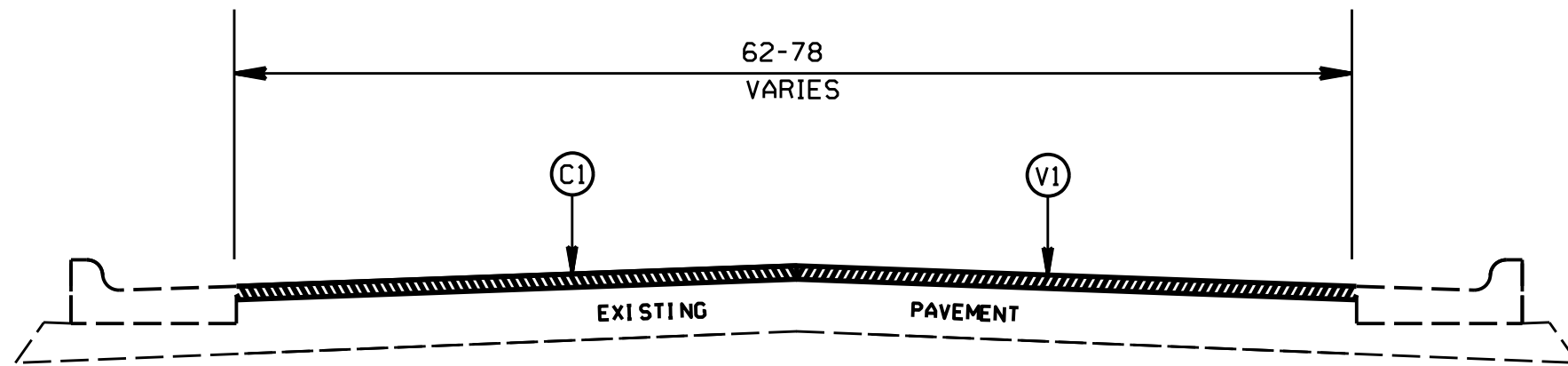
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2025CPT.10.23.10601		
F.A. PROJECT NO.			



ENLARGED MUNICIPAL AND SUBURBAN AREAS  
**MECKLENBURG COUNTY**  
 NORTH CAROLINA  
PREPARED BY: HDIE  
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS - DIVISION 10

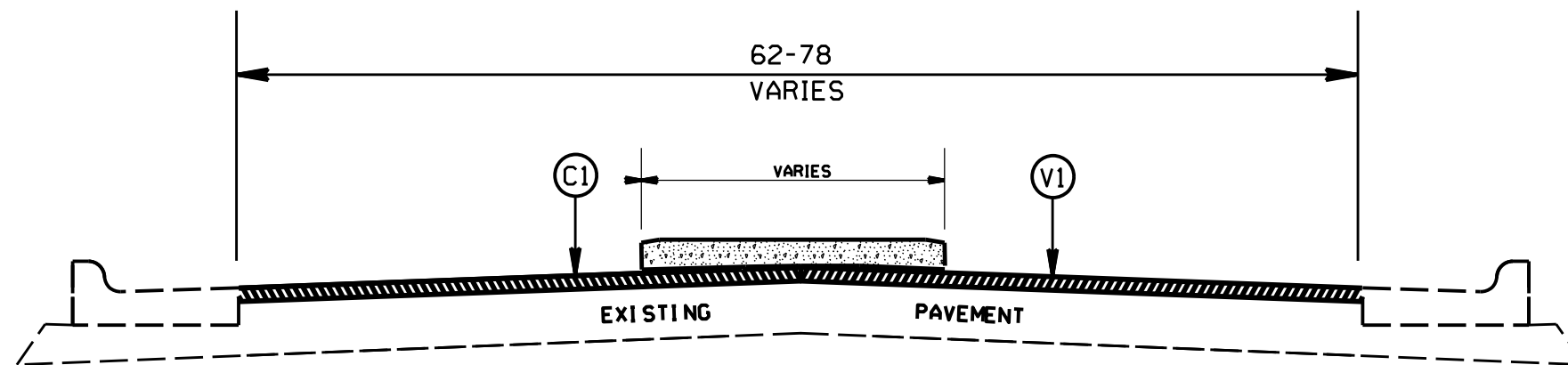
**MAP # 2**  
**NC 49 S (NORTH BOUND LANES)**  
**2.19 MILES**  
**FROM TYVOLA BLVD (MP 10.38) GOING NORTH**  
**TO YORKSHIRE DRIVE (MP 12.57)**

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2025CPT.10.23.10601		
F.A. PROJECT NO.			



TYPICAL SECTION NO. 1  
MAP 1 NC 49S


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YDS.
V1	MILLING OF EXISTING PAVEMENT, 1.50"



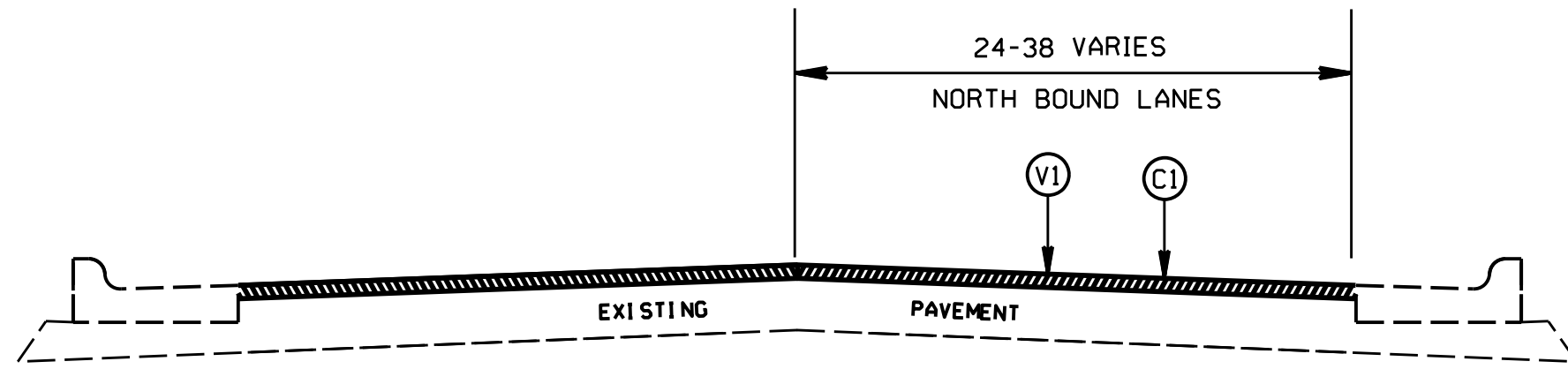
TYPICAL SECTION NO. 2  
MAP 1 NC 49S

NOTES:

1. PATCHING COURSE TO BE PLACED AS DIRECTED BY THE ENGINEER

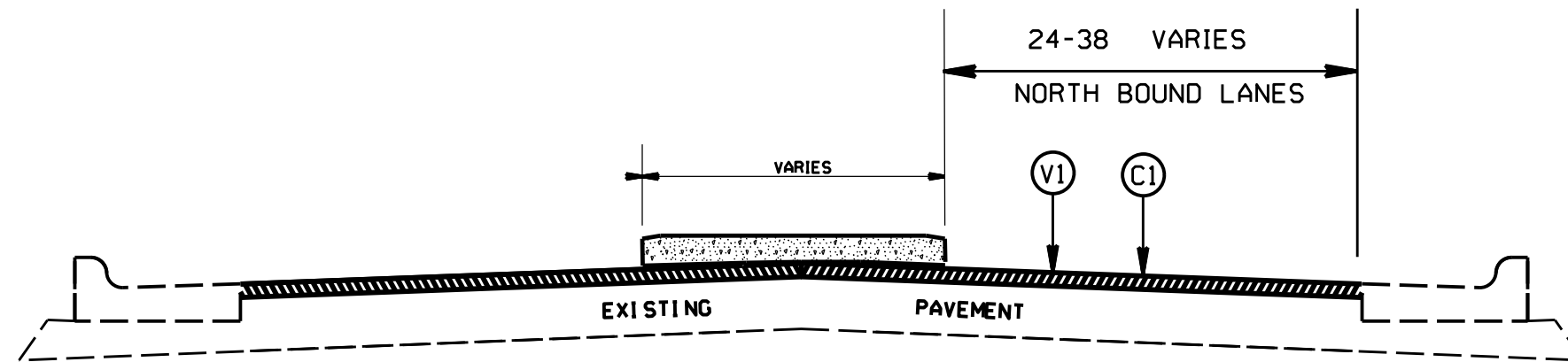
MECKLENBURG COUNTY RESURFACING 2025			
SCALE			REVISIONS
DATE			
DWG. BY	RBS		
DESIGN BY			
APPROVED			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2025CPT.10.23.10601		
F.A. PROJECT NO.			



TYPICAL SECTION NO. 3  
MAP 2 NC 49S NB


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.50, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YDS.
V1	MILLING OF EXISTING PAVEMENT, 1.50"



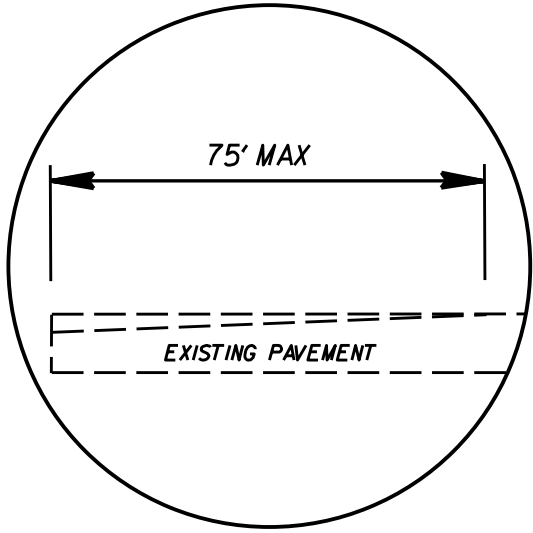
TYPICAL SECTION NO. 4  
MAP 2 NC 49S NB

NOTES:

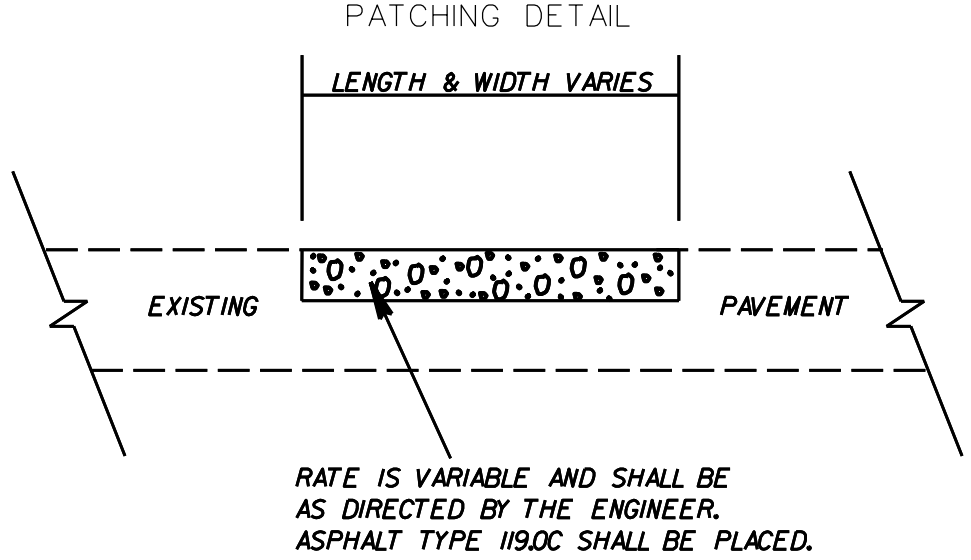
1. PATCHING COURSE TO BE PLACED AS DIRECTED BY THE ENGINEER

MECKLENBURG COUNTY RESURFACING 2025			
SCALE			REVISIONS
DATE			
DWG. BY	RBS		
DESIGN BY			
APPROVED			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2025CPT.10.23.10601		
F.A. PROJECT NO.			



DETAIL FOR INCIDENTAL MILLING (0" TO 1.5")  
TIE-IN



PATCHING AND MILLING DETAILS		
SCALE		REVISIONS
DATE		
DWG. BY	RBS	
DESIGN BY		
APPROVED		

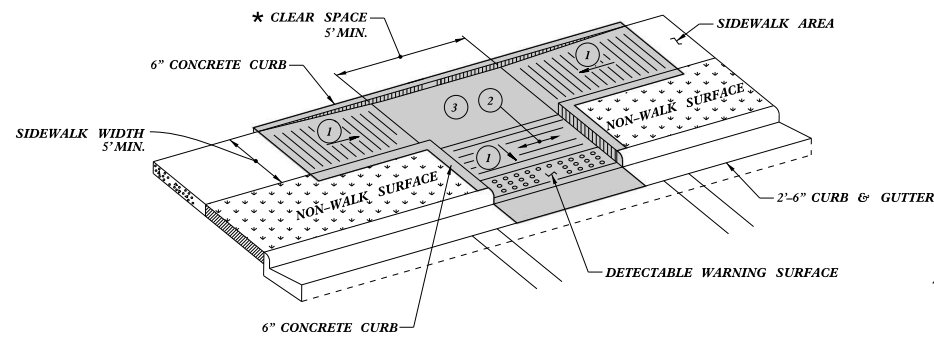


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2025CPT.10.23.10601		
F.A. PROJECT NO.			

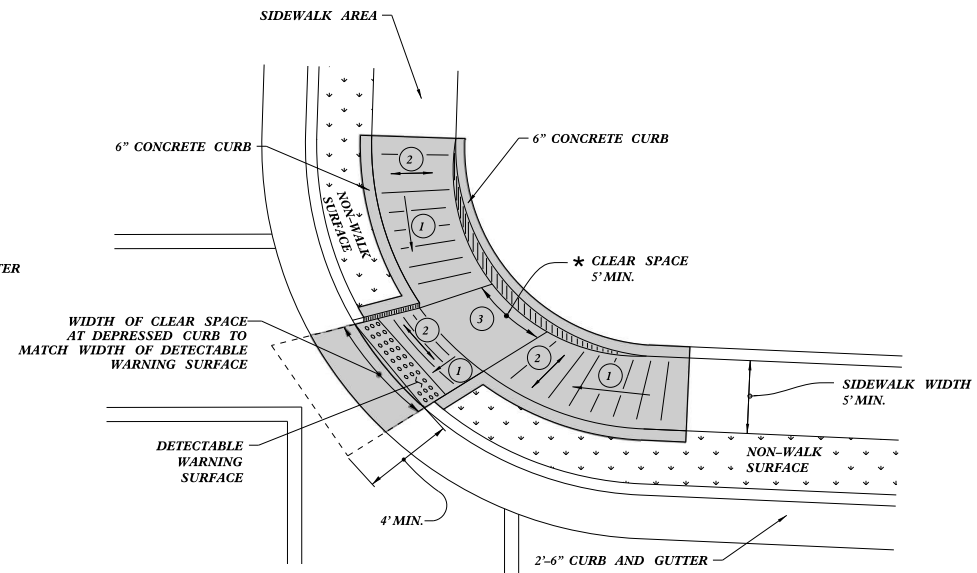
PROJECT NOTES:

1. ON MAP 1, SKIP THE BRIDGE OVER SUGAR CREEK THAT IS 959 FEET NORTH OF SR 1155 SHOPTON ROAD, REMOVE AND REPLACE TAPE AS DIRECTED BY THE ENGINEER.
2. ON MAP 2, SKIP THE BRIDGE OVER THE RAILROAD THAT IS 130 FEET BEFORE THE SR 1291 W. WOODLAWN ROAD INTERSECTON.  
REMOVE AND REPLACE TAPE AS DIRECTED BY THE ENGINEER.
3. ON MAP 2, SKIP THE BRIDGE OVER THE RAILROAD THAT IS 657 FEET AFTER THE SR 1291 W. WOODLAWN ROAD INTERSECTON.  
REMOVE AND REPLACE TAPE AS DIRECTED BY THE ENGINEER.
4. ON MAP 2, SKIP THE NEW ASPHALT SECTION AND NEW TURN LANE THAT IS 342 FEET AFTER THE CITY STREET JEREMIAH AVENUE. RESURFACE THE LEFT LANE AND SKIP NEW ASPHALT AS DIRECTED BY THE ENGINEER.
5. ON MAP 2, SKIP THE NEW ASPHALT SECTION AND NEW TURN LANE THAT IS LEADING TO AND ENDING AT THE CITY STREET YORKSHIRE DRIVE. RESURFACE THE RIGHT LANE AND SKIP NEW ASPHALT AS DIRECTED BY THE ENGINEER.

\* - WHERE CLEAR SPACE IS CONSTRAINED ON TWO OR MORE SIDES, THE CLEAR SPACE SHALL BE 4' MINIMUM X 5' MINIMUM, WITH 5' PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.

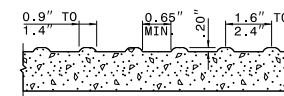
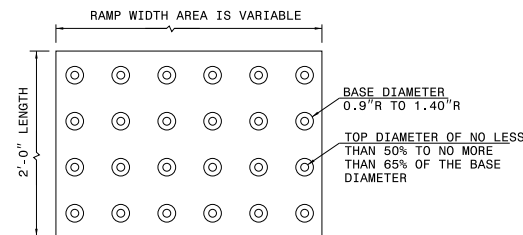


**TYPE 3**



**TYPE 3 MODIFIED  
INSTALLATION IN A RADIUS**

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



**DETECTABLE WARNING SURFACE**

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%

PAY LIMITS FOR 1 CURB RAMP

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

ROADWAY STANDARD DRAWING FOR  
**CURB RAMP**  
 PARALLEL RAMP

SHEET 9 OF 13  
**848D06**

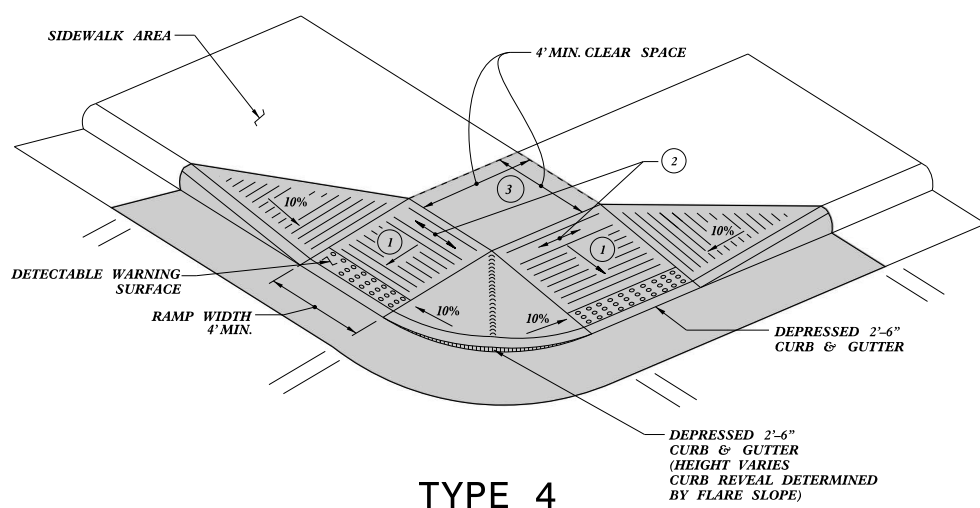


DOCUMENT NOT CONSIDERED FINAL  
 UNLESS ALL SIGNATURES COMPLETED

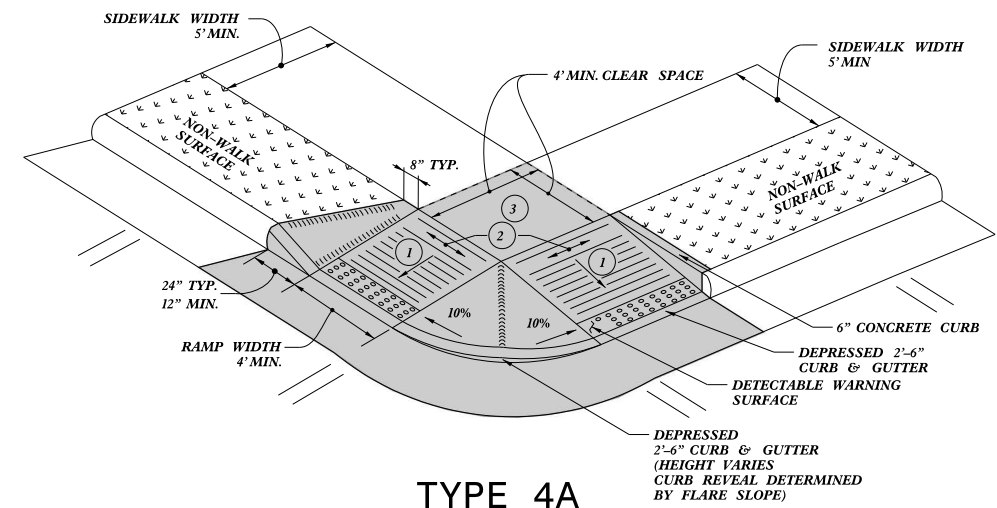
CONTRACTS STANDARDS  
 AND DEVELOPMENT UNIT  
 Office 919-707-6950 FAX 919-250-4119

**SEE TITLE BLOCK**

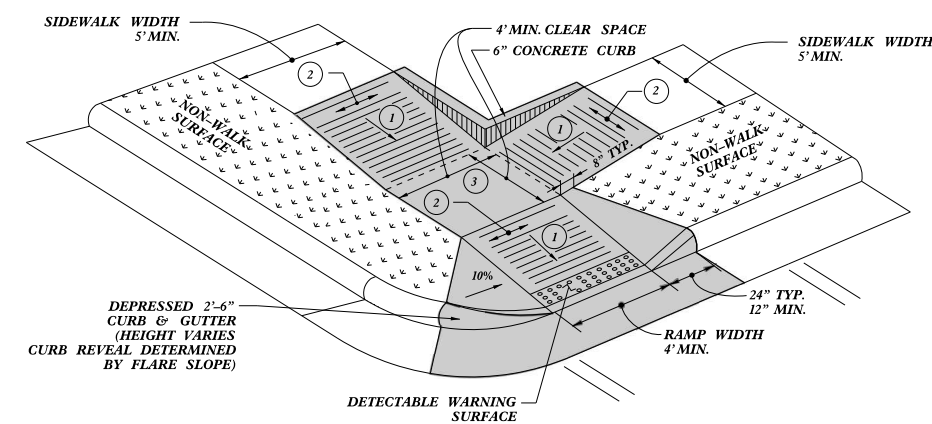
ORIGINAL BY: S.CALHOUN DATE: 12-22-2023  
 MODIFIED BY: DATE:  
 CHECKED BY: DATE:  
 FILE SPEC.: special\_details\nmhackler\0609.dgn



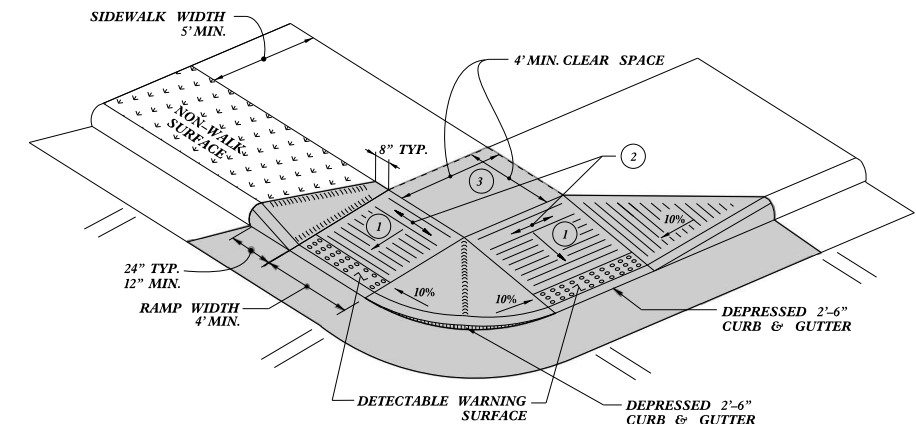
**TYPE 4**



**TYPE 4A**

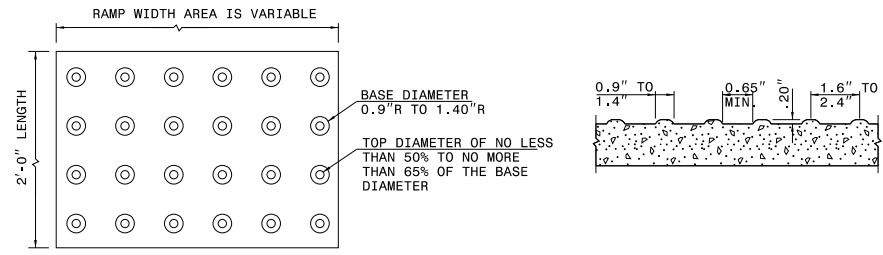


**TYPE 4B**



**TYPE 4C**

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



**DETECTABLE WARNING SURFACE**

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%

PAY LIMITS FOR 1 OR 2 CURB RAMPS  
 (CALCULATE BASED ON NUMBER OF SETS OF DETECTABLE WARNING SURFACES)

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

ROADWAY STANDARD DRAWING FOR  
**CURB RAMP**  
 SHARED LANDING



SHEET 10 OF 13  
**848D06**

DOCUMENT NOT CONSIDERED FINAL  
 UNLESS ALL SIGNATURES COMPLETED

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

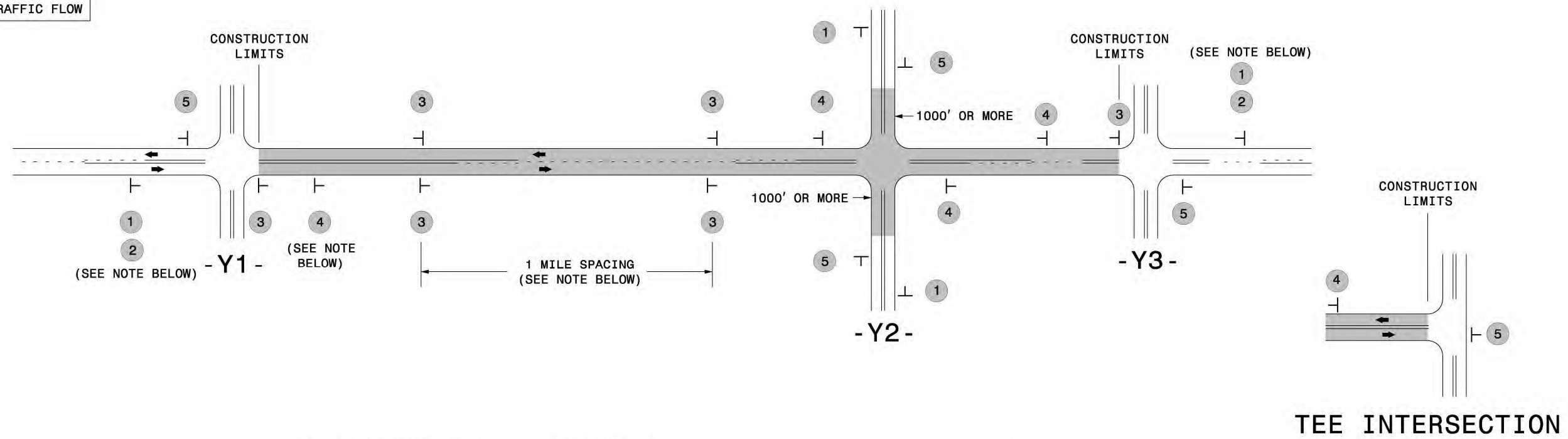
**SEE TITLE BLOCK**

ORIGINAL BY: S.CALHOUN DATE: 12-22-2023  
 MODIFIED BY: DATE:  
 CHECKED BY: DATE:  
 FILE SPEC.: special\_details\nmhackler\848D0610.dgn



# SIGNING FOR RESURFACING PROJECTS

**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

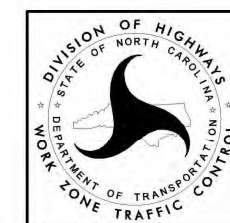
## -Y- LINE SIGNING

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"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, 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.

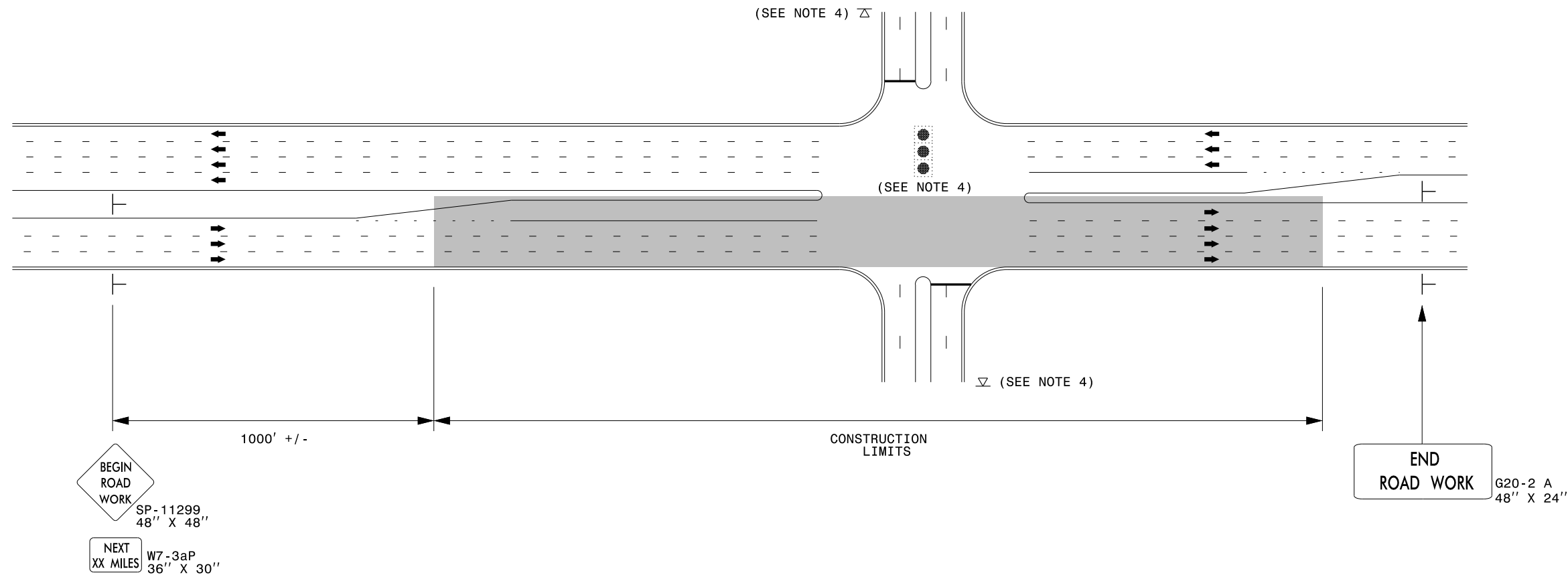
### MAPS LESS THAN 2 MILES

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

## URBAN / SUBURBAN WORKZONES

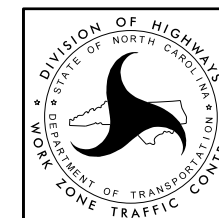


### NOTES:

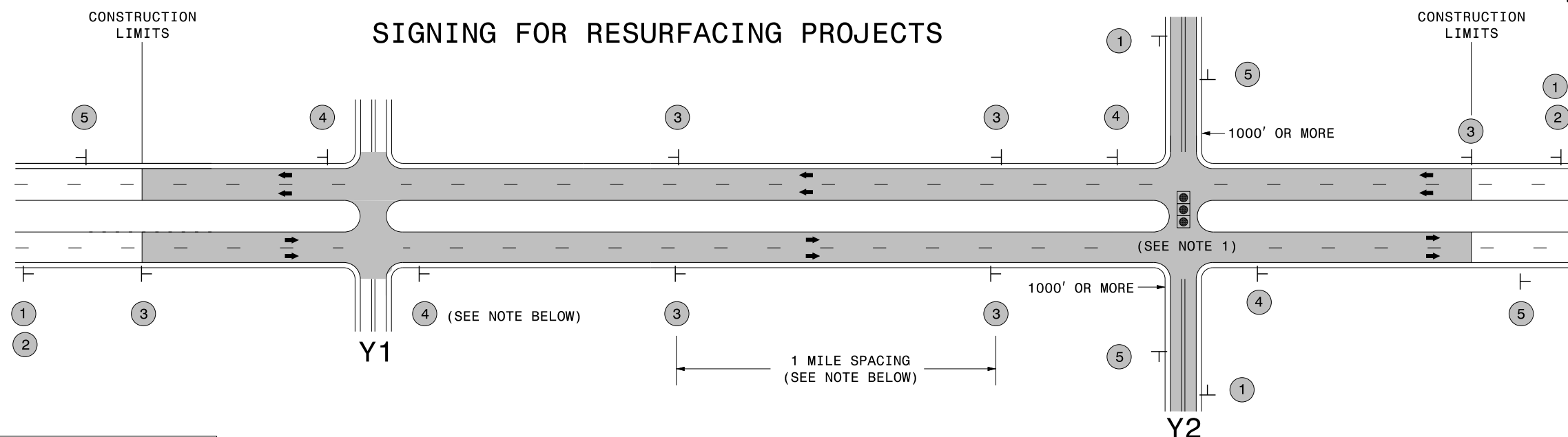
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) 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.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

### LEGEND

- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES**



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

### MAINLINE (-L-) SIGNING

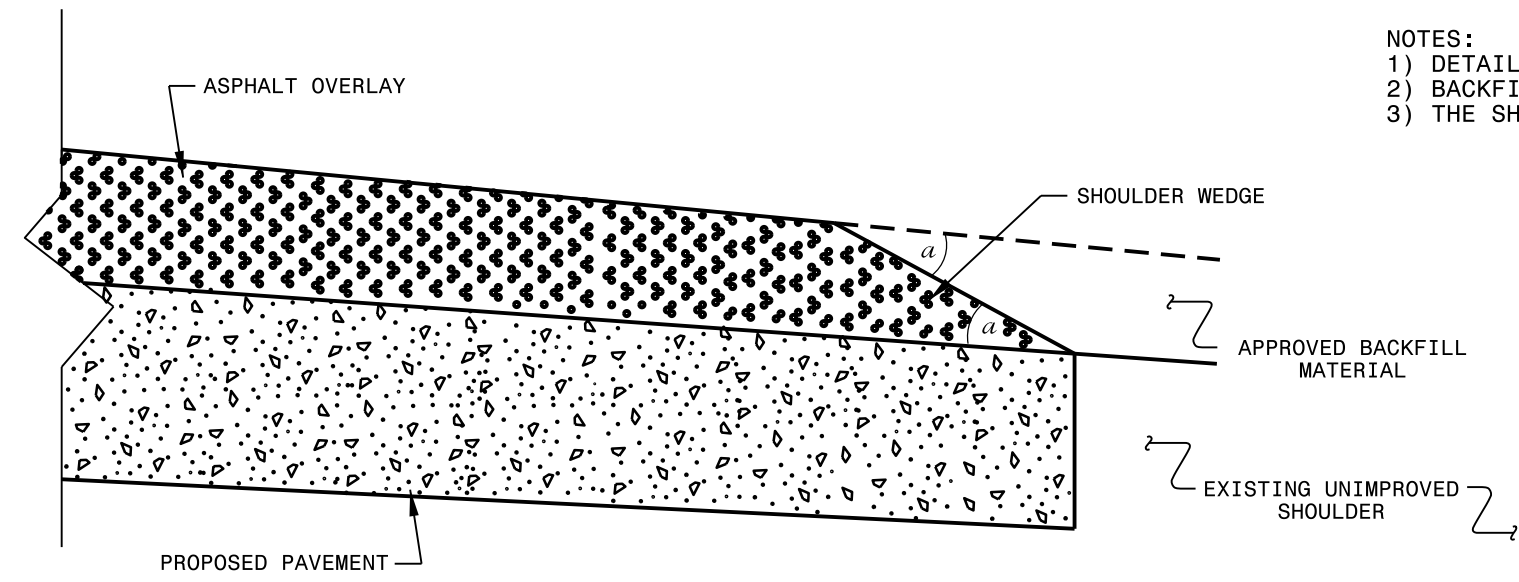
### -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	①	 <small>W20-1 48" X 48"</small>	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p>	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">   <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;">   <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	②	 <small>W7-3aP 24" X 18"</small>	<p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	
	③	 <small>SP 13107 48" X 48"</small>	<p>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.</p>	
	④	 <small>SP 13106 48" X 48"</small>	<p>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.</p>	
⑤	 <small>G20-2 A 48" X 24"</small>	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>		
			<p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol>	

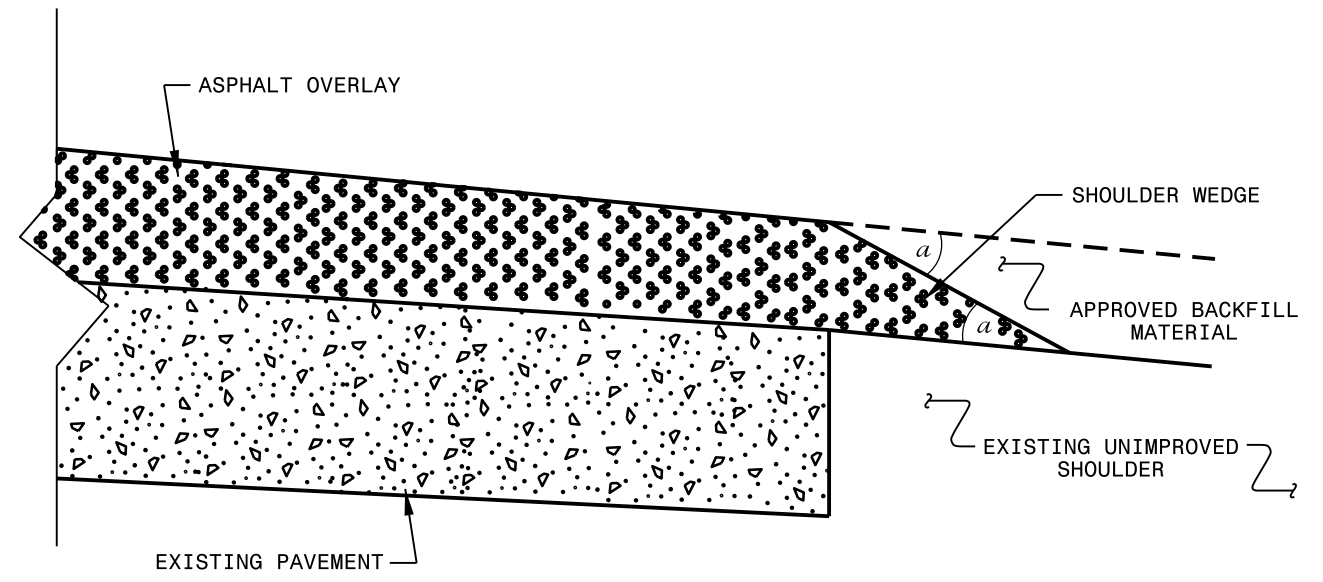


**RESURFACING  
ADVANCE WARNING SIGNS  
FOR RURAL AND SUBURBAN  
MULTI-LANE ROADWAYS  
W/ SHOULDER SECTIONS**

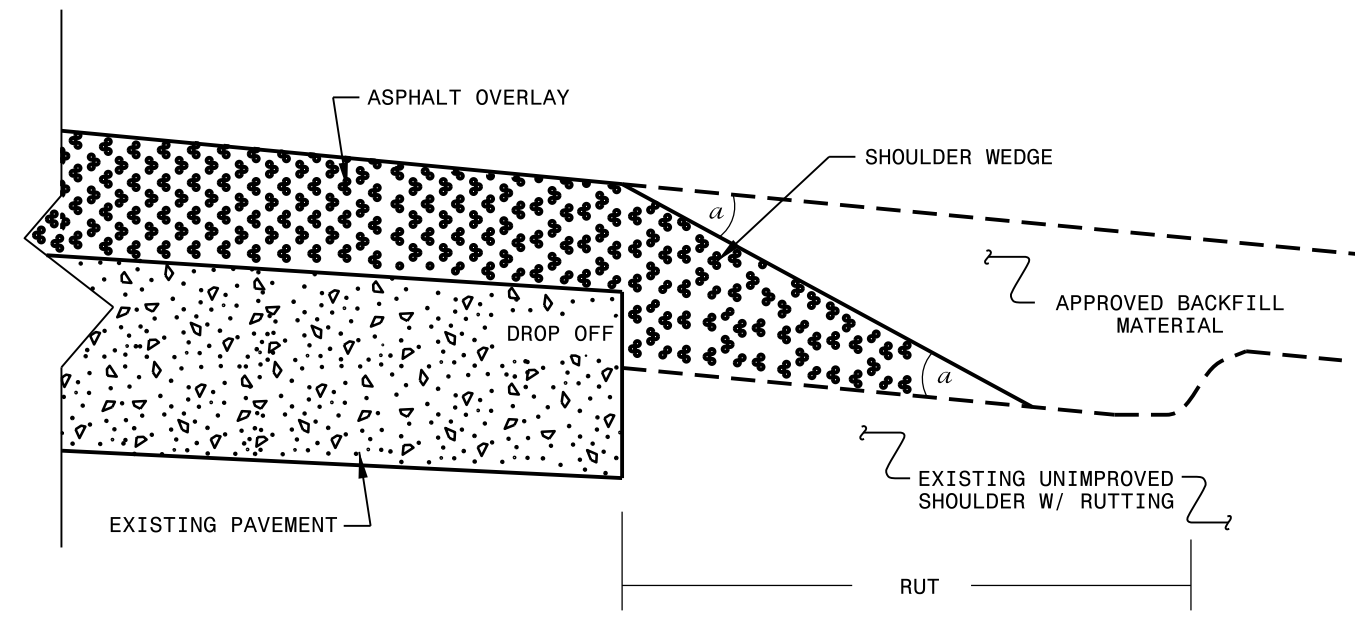
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

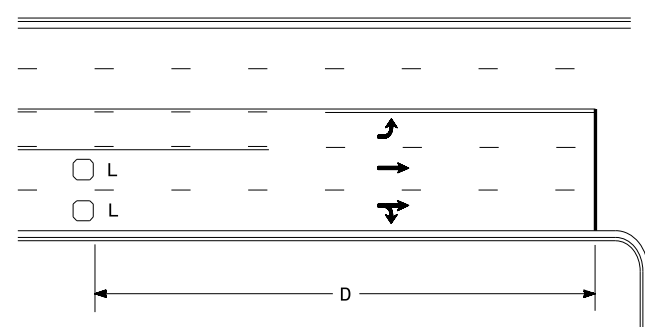
CONTRACT STANDARDS  
 AND DEVELOPMENT UNIT  
 Office 919-707-6950 FAX 919-250-4119

**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

SYSTEMS DESIGN  
 USER NAME

### High Speed Detection (≥40 mph)

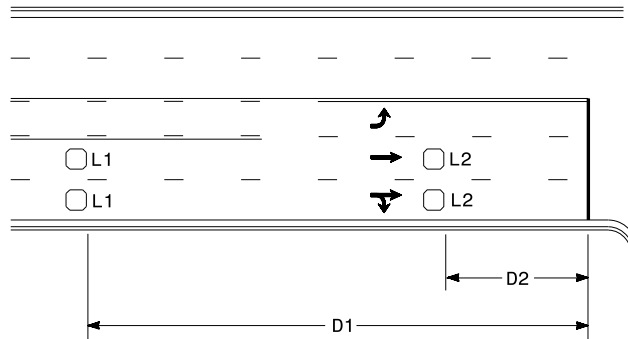


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft  
Wired in series for TS1  
Controllers  
Wired separately for TS2,  
170, and 2070L Controllers

Volume Density Operation

OR

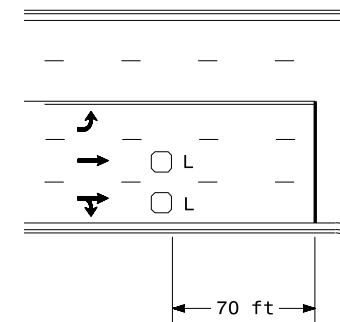


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

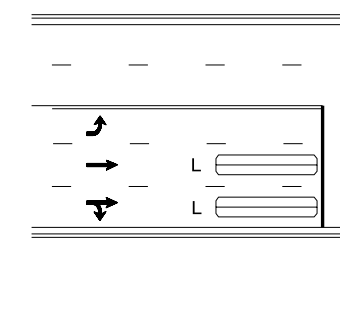
"Stretch" Operation

### Low Speed Detection (≤35 mph)



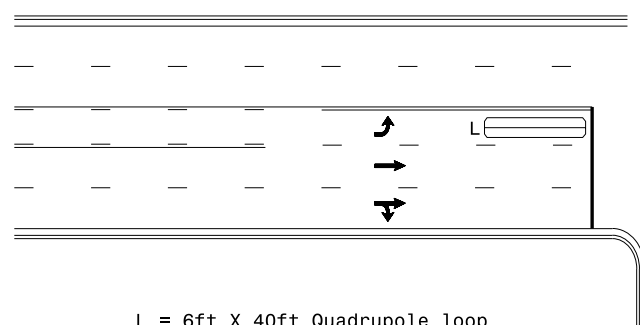
L = 6ft X 6ft  
Wired in series

OR



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

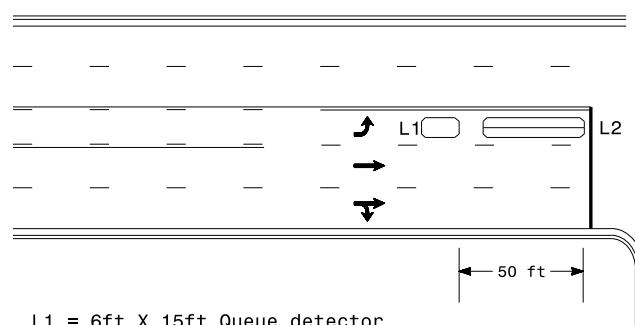
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

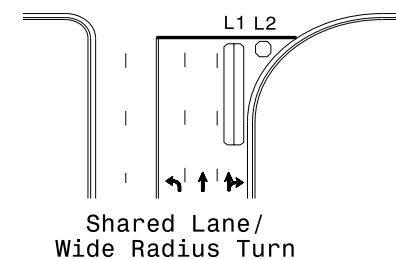
OR



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

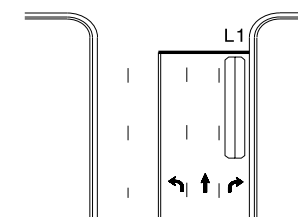
Queue Loop Detection

### Right Turn Lane Detection

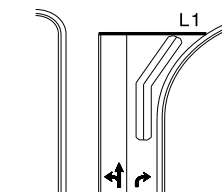


Shared Lane/  
Wide Radius Turn

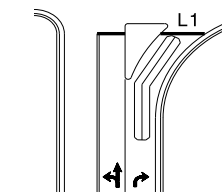
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

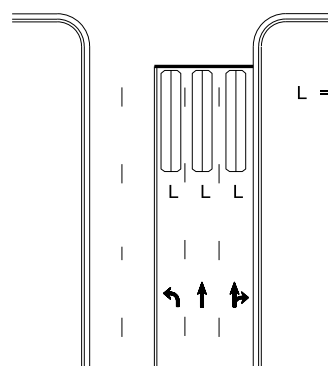


Wide Radius Turn



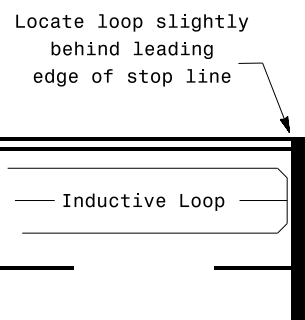
Channelized Turn

### Side Street Detection



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

### Presence Loop Placement at Stop Lines



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

	<p>Typical Signal Loop Locations</p>	
	<p>PLAN DATE: January 2015</p>	<p>REVIEWED BY: JPG</p>
<p>PREPARED BY: PLA</p>	<p>REVIEWED BY:</p>	<p>DATE:</p>
<p>SCALE: N/A</p>	<p>REVISIONS:</p>	<p>INIT. DATE:</p>
<p>750 N. Greenfield Pkwy, Garner, NC 27529</p>	<p>1/30/2015</p>	<p>DATE</p>

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.10.23.10601		

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	1297000000-E	1330000000-E	1524200000-E	1575000000-E	1577000000-E	1704000000-E	2612300000-N	2830000000-N	2845000000-N	5255000000-N	7444000000-E
												1/2" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5D	ASPHALT BINDER FOR PLANT MIX	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	RETROFIT EXISTING CONCRETE CURB RAMPS	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	PORTABLE LIGHTING	INDUCTIVE LOOP SAWCUT
								MI	FT			SY	SY	TON	TONS	TONS	TONS	EA	EA	EA	LS	LF
2025CPT.10.23.10601	Mecklenburg	1	NC-49 S 30000049060	FROM SR 1138 W. ARROWOOD ROAD TO TYVOLA BLVD		4	2WD	2.08	62	8.3	10.38	61,953	12,320	6,863	14	398	289	21.00	13	7	0.50	5,782
<b>TOTAL FOR MAP NO. 1</b>								<b>2.08</b>				<b>61,953</b>	<b>12,320</b>	<b>6,863</b>	<b>14</b>	<b>398</b>	<b>289</b>	<b>21.00</b>	<b>13</b>	<b>7</b>	<b>0.50</b>	<b>5,782</b>
2025CPT.10.23.10601	Mecklenburg	2	NC-49 S 30000049060	FROM TYVOLA BLVD GOING NORTH TO YORKSHIRE DRIVE		2	MD	2.19	24	10.38	12.57	31,098	1,787	3,039	7	176	153	1.00	6	2	0.50	3,186
<b>TOTAL FOR MAP NO. 2</b>								<b>2.19</b>				<b>31,098</b>	<b>1,787</b>	<b>3,039</b>	<b>7</b>	<b>176</b>	<b>153</b>	<b>1.00</b>	<b>6</b>	<b>2</b>	<b>0.50</b>	<b>3,186</b>
<b>TOTAL FOR PROJ NO. 2025CPT.10.23.10601</b>								<b>4.27</b>				<b>93,051</b>	<b>14,107</b>	<b>9,902</b>	<b>21</b>	<b>574</b>	<b>442</b>	<b>22.00</b>	<b>19</b>	<b>9</b>	<b>1.00</b>	<b>8,968</b>
<b>GRAND TOTAL</b>								<b>4.27</b>				<b>93,051</b>	<b>14,107</b>	<b>9,902</b>	<b>21</b>	<b>574</b>	<b>442</b>	<b>22.00</b>	<b>19</b>	<b>9</b>	<b>1.00</b>	<b>8,968</b>

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.10.23.10601		

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4510000000-N	4685000000-E		4695000000-E		4709000000-E		4725000000-E				4810000000-E		4820000000-E		4835000000-E	4855000000-E	4890000000-E	4905100000-N
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	8" X 90 M WHITE THERMO	8" X 90 M YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	8" YELLOW PAINT	24" WHITE PAINT	REMOVAL OF PAVEMENT MARKING LINES (6")	GENERIC PAVEMENT MARKING ITEM CONTRAST COLD APPLIED PLASTIC PAVEMENT MARKING LINES, TYPE II (6")	NON-CAST IRON SNOWPLOWABLE MARKER	
								MI	FT			SF	LS	HR	LF	LF	LF	LF	LF	EA	EA	EA	EA	LF	LF	LF	LF	LF	LF	LF	EA	
2025CPT.10.23.10601	Mecklenburg	1	NC-49 S 30000049060	FROM SR 1138 W. ARROWOOD ROAD TO TYVOLA BLVD		4	2WD	2.08	62	8.3	10.38	126.0	0.50	200	10,130	17,162	1,917	256	524	106	6	2		10,130	17,162	1,917	256	524	358.00	358	372	
<b>TOTAL FOR MAP NO. 1</b>								<b>2.08</b>				<b>126.0</b>	<b>0.50</b>	<b>200</b>	<b>10,130</b>	<b>17,162</b>	<b>1,917</b>	<b>256</b>	<b>524</b>	<b>106</b>	<b>6</b>	<b>2</b>		<b>10,130</b>	<b>17,162</b>	<b>1,917</b>	<b>256</b>	<b>524</b>	<b>358.00</b>	<b>358</b>	<b>372</b>	
2025CPT.10.23.10601	Mecklenburg	2	NC-49 S 30000049060	FROM TYVOLA BLVD GOING NORTH TO YORKSHIRE DRIVE		2	MD	2.19	24	10.38	12.57	206.0	0.50	160	4,469	9,677	380	60	76	5	3	7	2	4,469	9,677	380	60	76	615.00	615	165	
<b>TOTAL FOR MAP NO. 2</b>								<b>2.19</b>				<b>206.0</b>	<b>0.500</b>	<b>160</b>	<b>4,469</b>	<b>9,677</b>	<b>380</b>	<b>60</b>	<b>76</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>4,469</b>	<b>9,677</b>	<b>380</b>	<b>60</b>	<b>76</b>	<b>615.00</b>	<b>615</b>	<b>165</b>	
<b>TOTAL FOR PROJ NO. 2025CPT.10.23.10601</b>								<b>4.27</b>				<b>332.0</b>	<b>1.000</b>	<b>360</b>	<b>14,599</b>	<b>26,839</b>	<b>2,297</b>	<b>316</b>	<b>600</b>	<b>111</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>14,599</b>	<b>26,839</b>	<b>2,297</b>	<b>316</b>	<b>600</b>	<b>973.00</b>	<b>973</b>	<b>537</b>	
<b>GRAND TOTAL</b>								<b>4.27</b>				<b>332.0</b>	<b>1.000</b>	<b>360</b>	<b>14,599</b>	<b>26,839</b>	<b>2,297</b>	<b>316</b>	<b>600</b>	<b>111</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>14,599</b>	<b>26,839</b>	<b>2,297</b>	<b>316</b>	<b>600</b>	<b>973.00</b>	<b>973</b>	<b>537</b>	