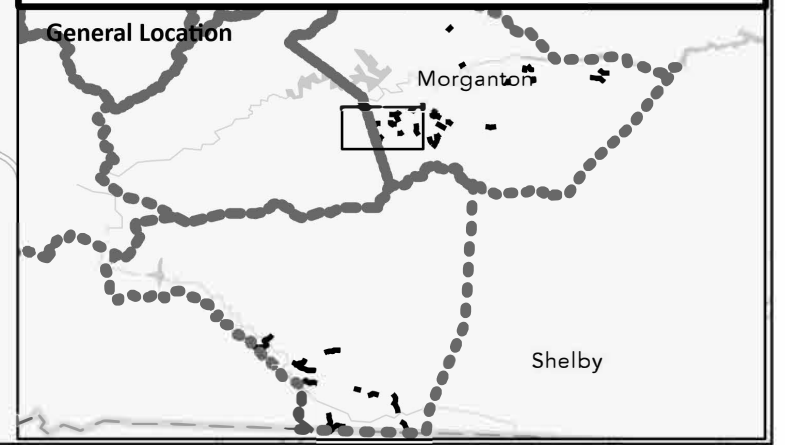


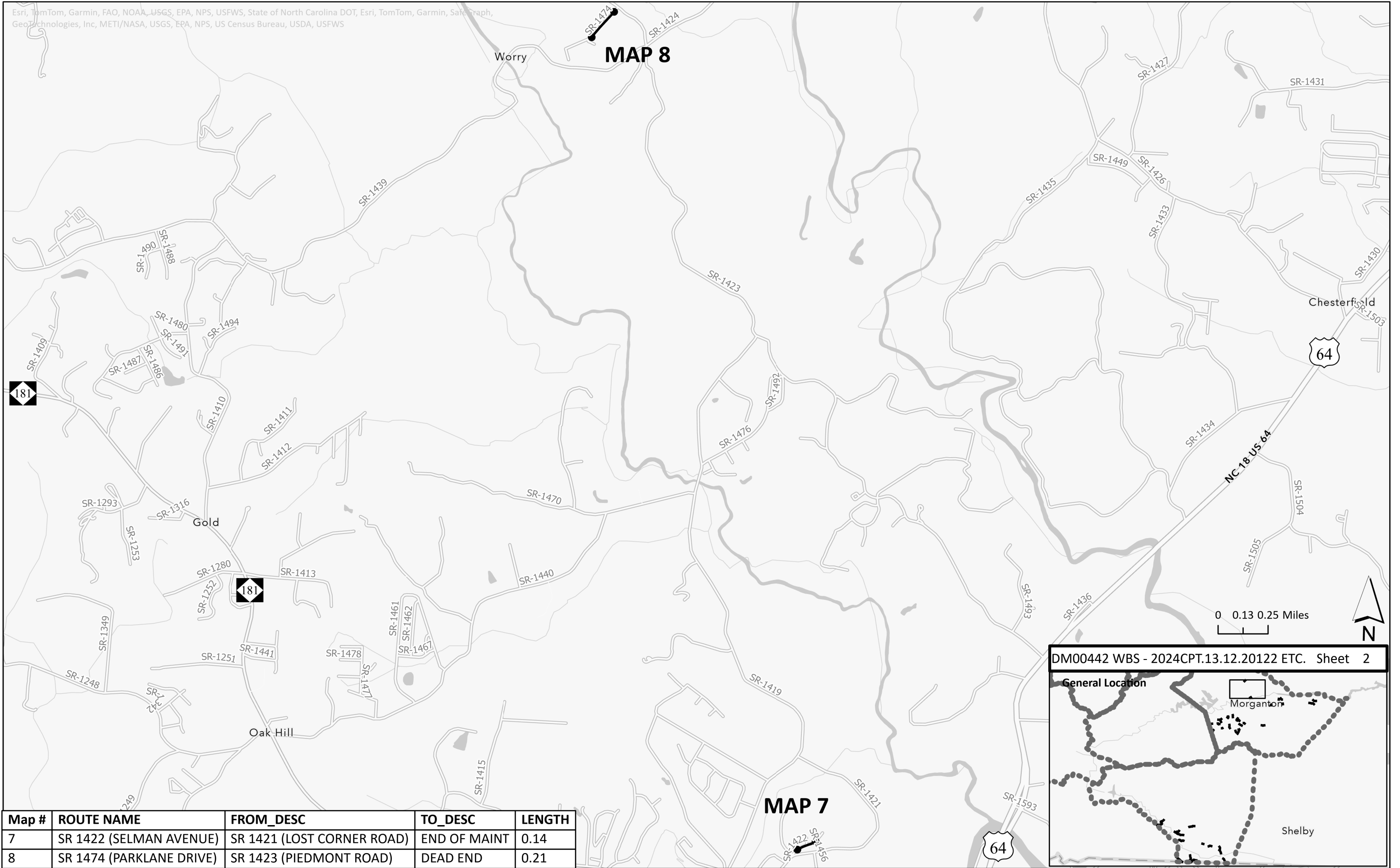
0 0.13 0.25 Miles



Map #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
1	SR 1119 (FOREMAN STREET)	SR 1149 (CONLEY ROAD)	END OF MAINT	0.80
2	SR 1130 (JOHN REEP STREET)	SR 1129 (DYSARTSVILLE ROAD)	END OF MAINT	0.15
3	SR 1135 (WATSON PRICE ROAD)	SR 1129 (DYSARTSVILLE ROAD)	END OF MAINT	0.55
4	SR 1157 (MCDOWELL CHURCH ROAD)	SR 1134 (MORNING STAR CHURCH ROAD)	END OF MAINT	0.49
5	SR 1164 (DAVID BRYANT AVENUE)	I-40 EXIT 96 WB ON RAMP	DEAD END	0.63
6	SR 1175 (EPLEY ROAD)	SR 1124 (MOUNT OLIVE CHURCH ROAD)	END OF MAINT	0.13
20	SR 2108 (SOUTH PARK DRIVE)	SR 1142 (JAMESTOWN ROAD)	SR 2108 (SOUTH PARK DRIVE)	0.72
21	SR 2109 (SOUTH PARK DRIVE EXTENSION)	SR 2108 (SOUTH PARK DRIVE)	DEAD END	0.05
23	SR 2135 (BRIDGES VIEW LANE)	SR 1124 (MT OLIVE CHURCH ROAD)	END OF MAINT	0.08

DM00442 WBS - 2024CPT.13.12.20122 ETC. Sheet 1



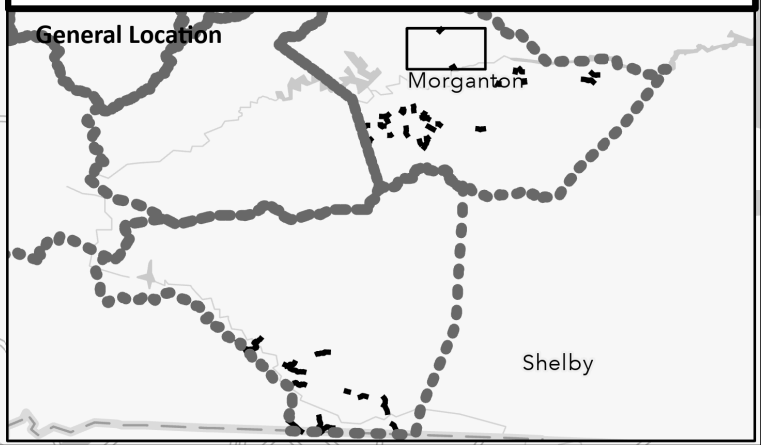


MAP 8

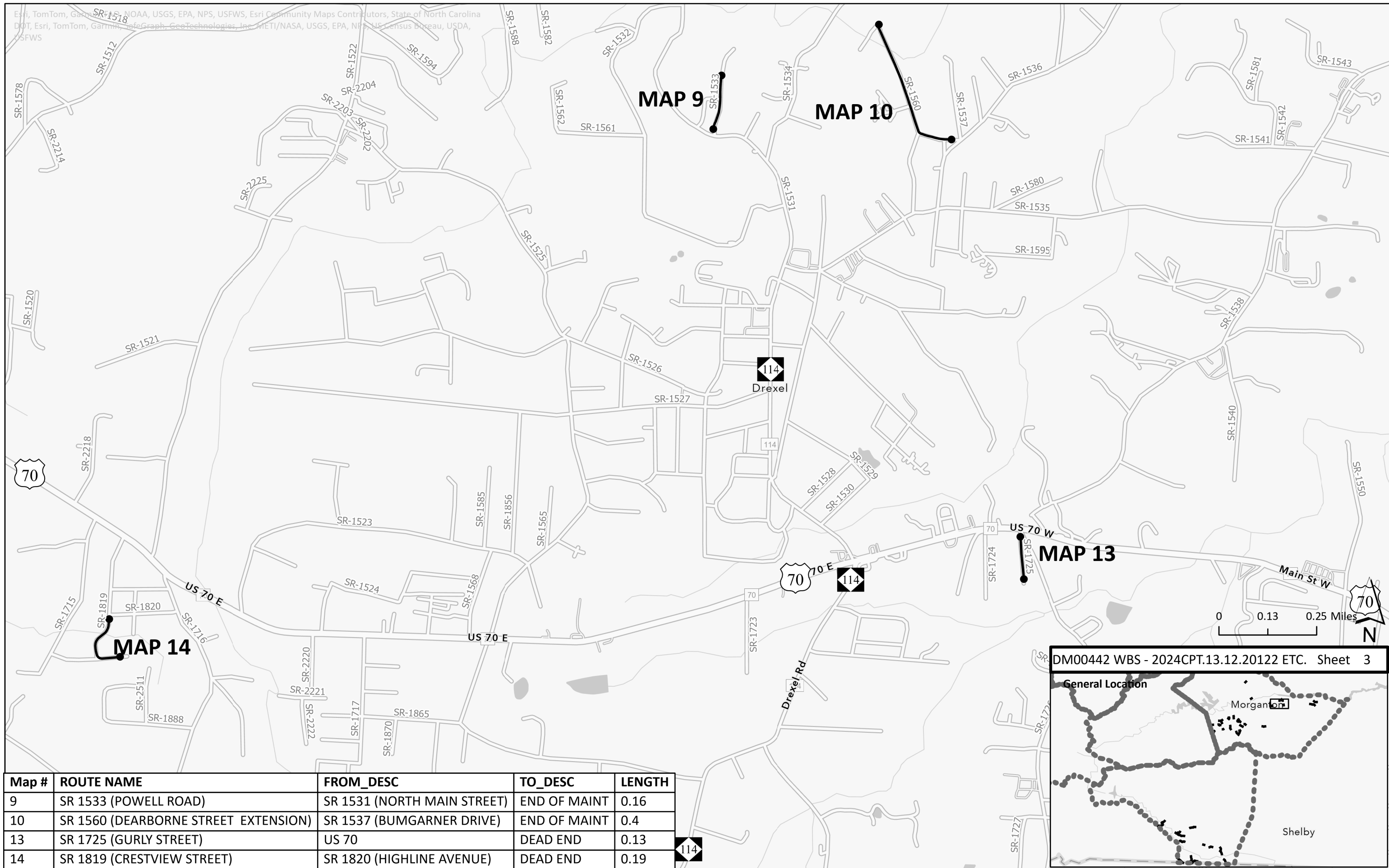
MAP 7

Map #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
7	SR 1422 (SELMAN AVENUE)	SR 1421 (LOST CORNER ROAD)	END OF MAINT	0.14
8	SR 1474 (PARKLANE DRIVE)	SR 1423 (PIEDMONT ROAD)	DEAD END	0.21

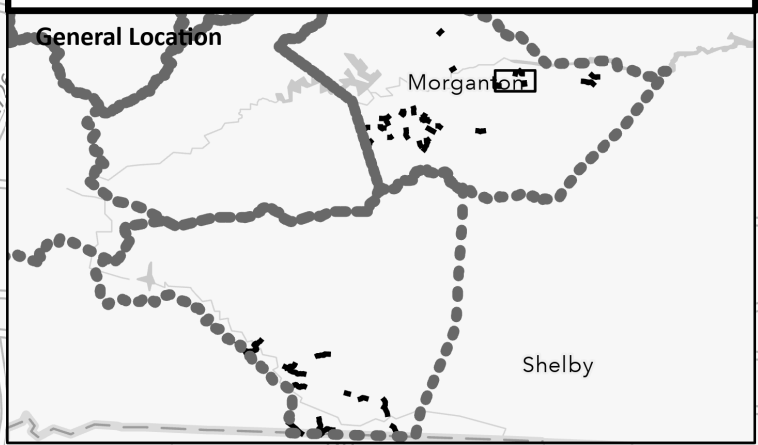
DM00442 WBS - 2024CPT.13.12.20122 ETC. Sheet 2



Esri, TomTom, Garmin, NOAA, USGS, EPA, NPS, USFWS, Esri Community Maps Contributors, State of North Carolina DOT, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

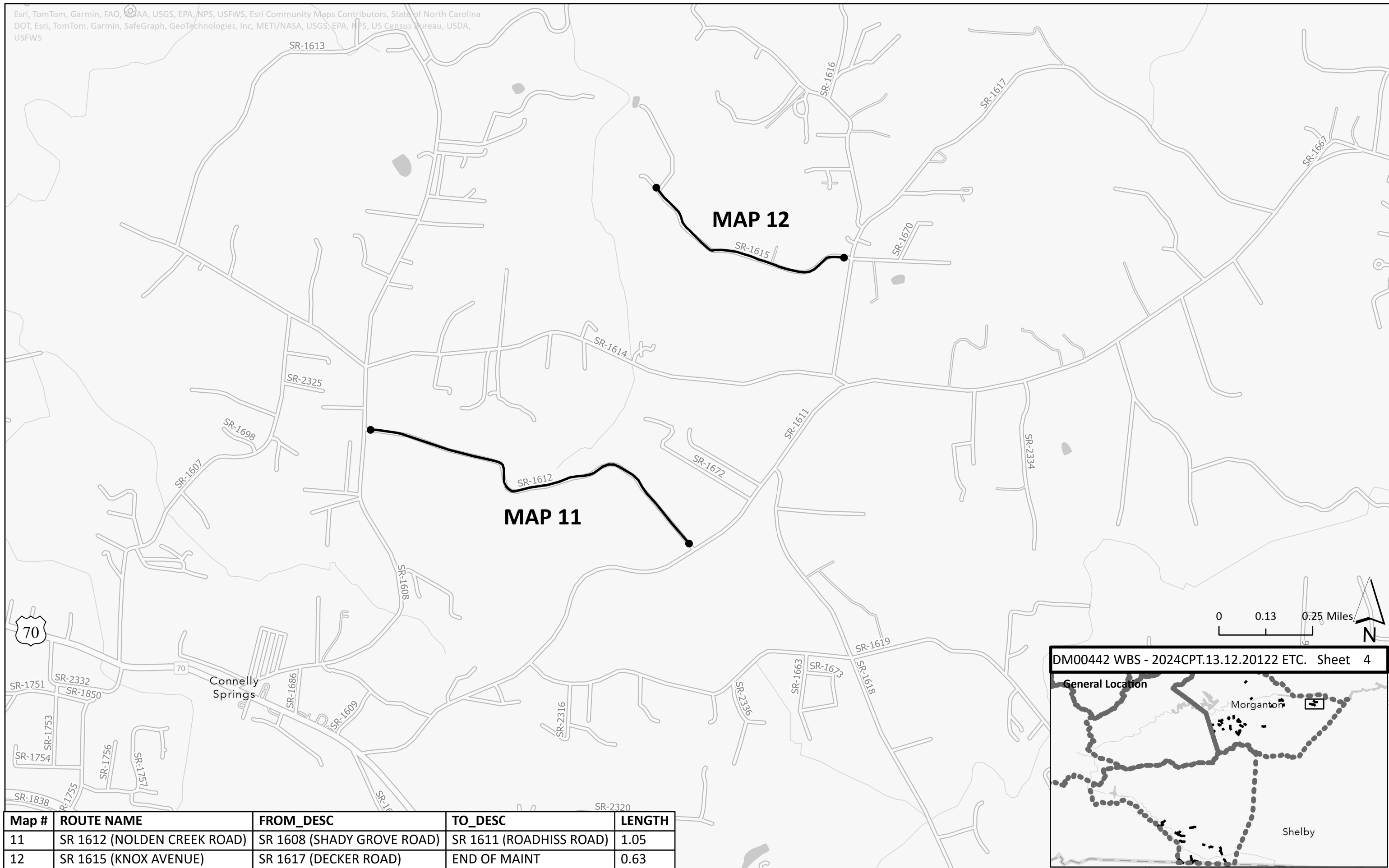


DM00442 WBS - 2024CPT.13.12.20122 ETC. Sheet 3

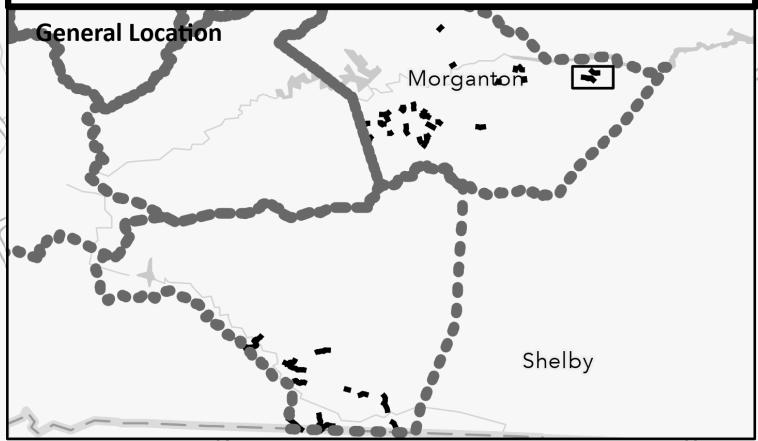


Map #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
9	SR 1533 (POWELL ROAD)	SR 1531 (NORTH MAIN STREET)	END OF MAINT	0.16
10	SR 1560 (DEARBORNE STREET EXTENSION)	SR 1537 (BUMGARNER DRIVE)	END OF MAINT	0.4
13	SR 1725 (GURLY STREET)	US 70	DEAD END	0.13
14	SR 1819 (CRESTVIEW STREET)	SR 1820 (HIGHLINE AVENUE)	DEAD END	0.19

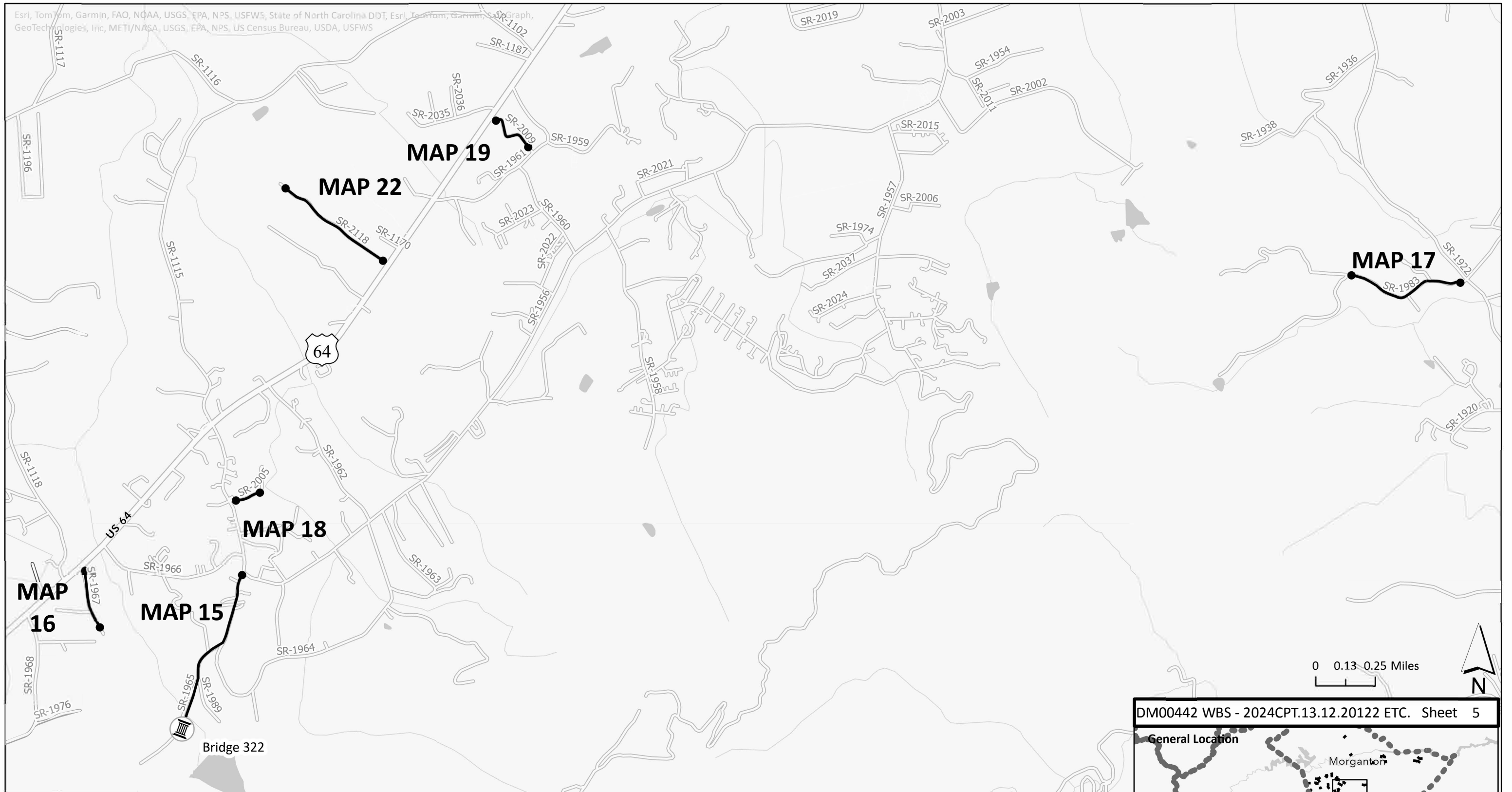




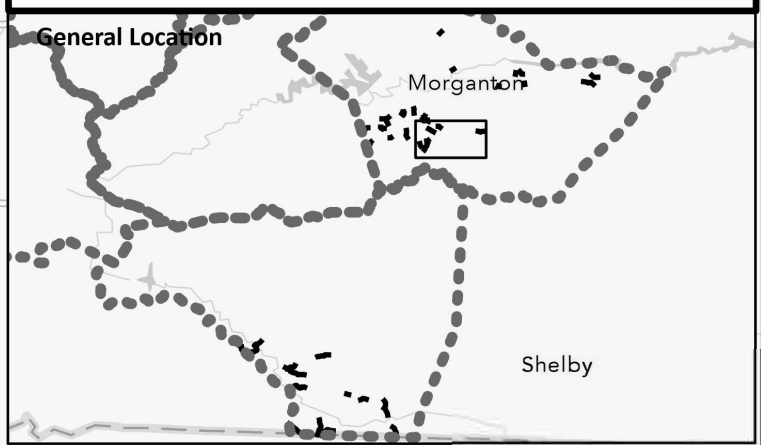
DM00442 WBS - 2024CPT.13.12.20122 ETC. Sheet 4



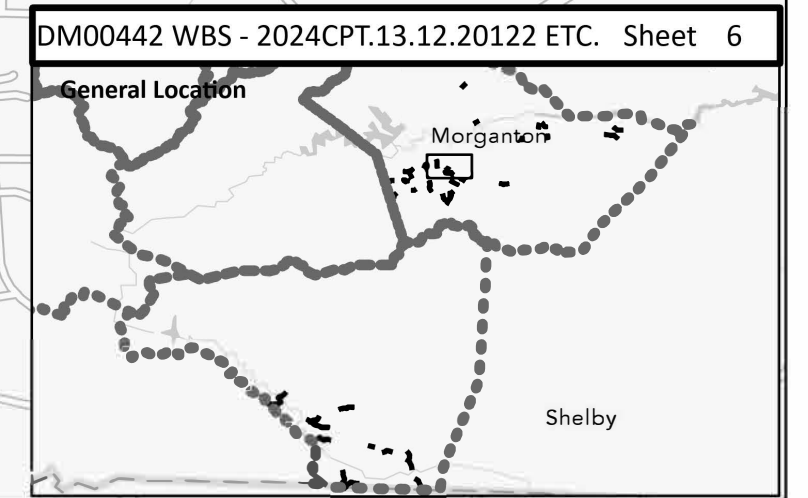
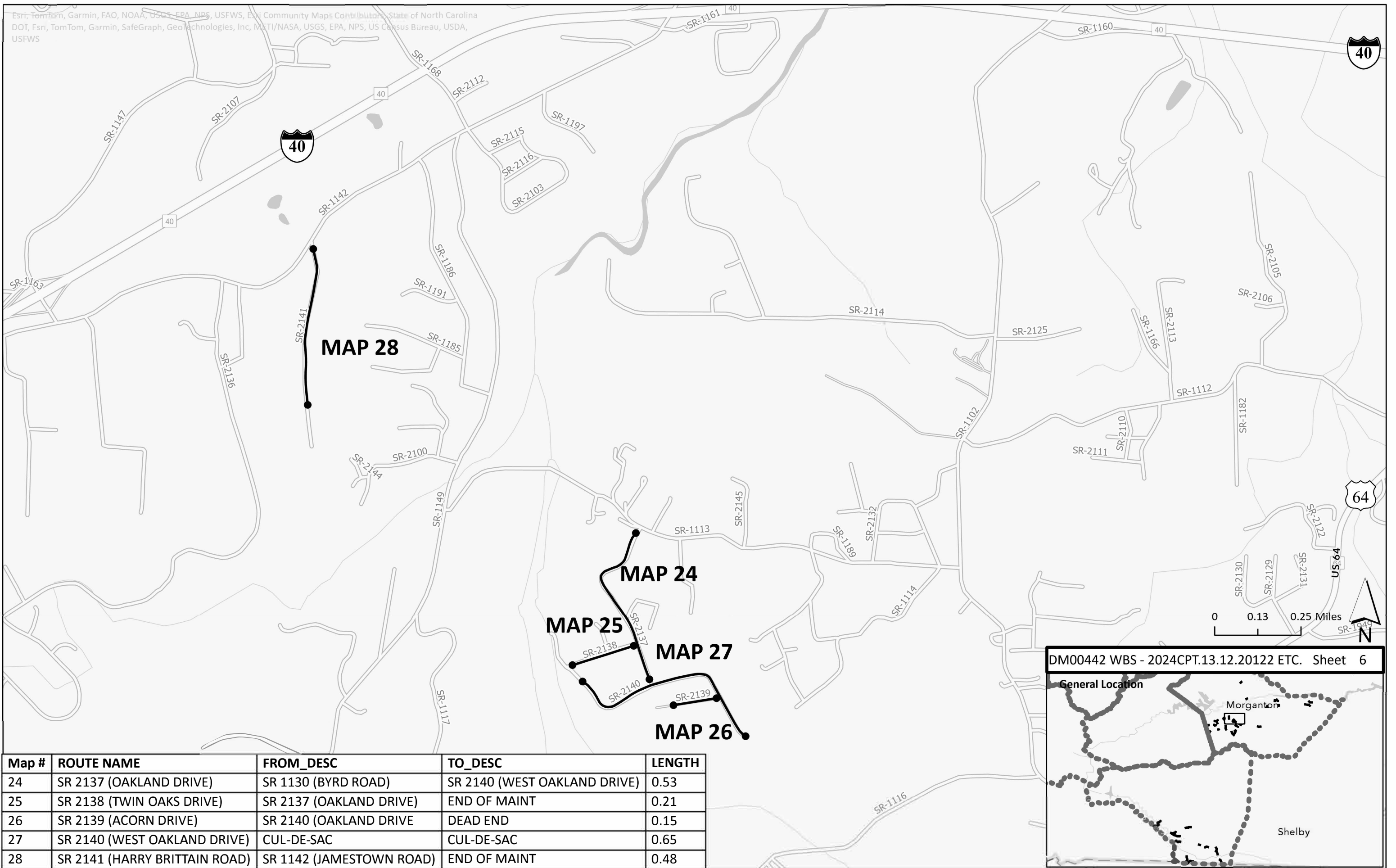
Map #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
11	SR 1612 (NOLDEN CREEK ROAD)	SR 1608 (SHADY GROVE ROAD)	SR 1611 (ROADHISS ROAD)	1.05
12	SR 1615 (KNOX AVENUE)	SR 1617 (DECKER ROAD)	END OF MAINT	0.63



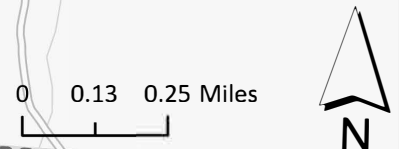
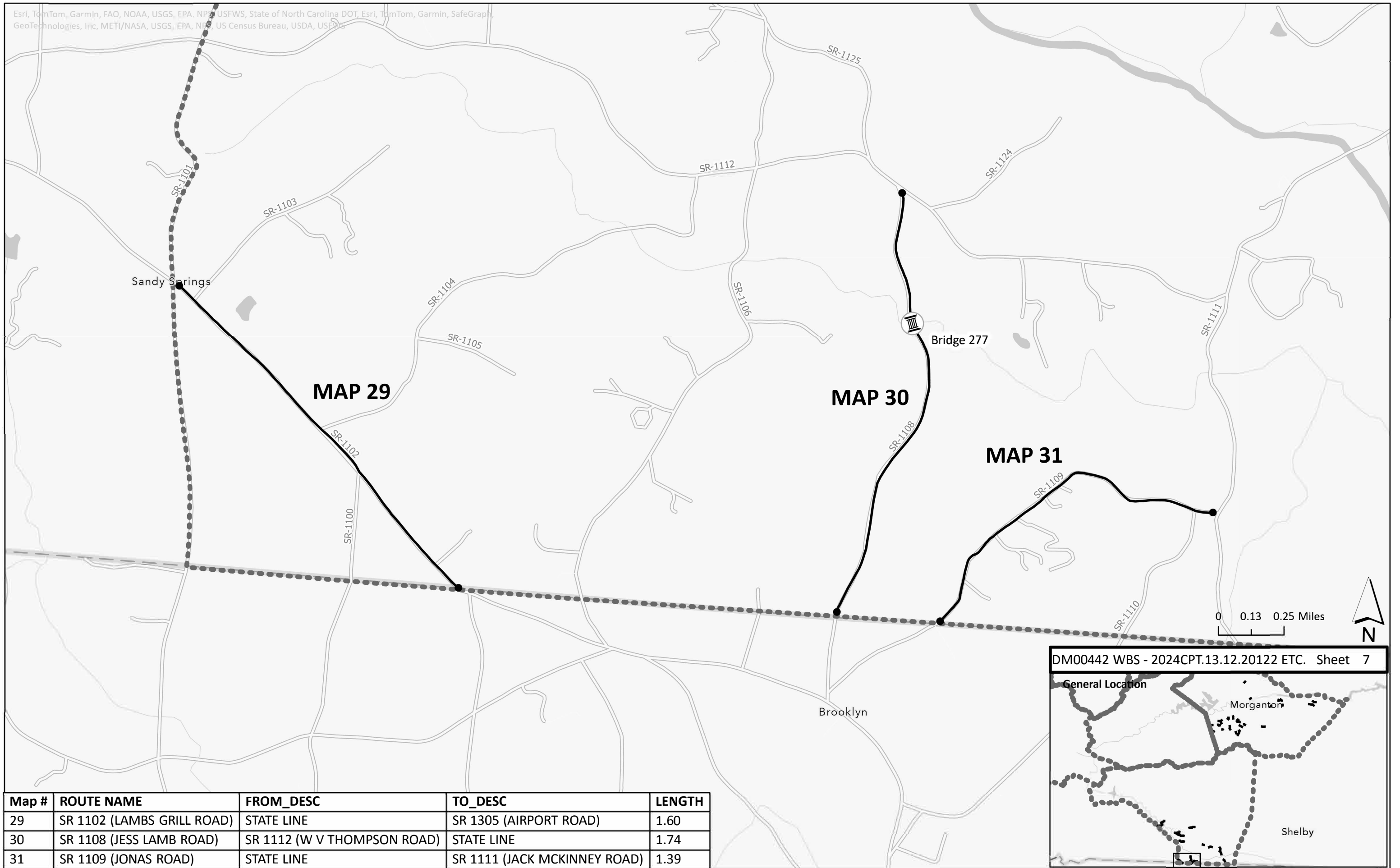
DM00442 WBS - 2024CPT.13.12.20122 ETC. Sheet 5



Map #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
15	SR 1965 (BRANSTROM ORCHARD STREET)	SR 1965 (CLARK LOOP RD/ BRANSTROM ORCHARD STREET)	END OF MAINT	0.76
16	SR 1967 (WALKER PERRY STREET)	US 64	END OF MAINT	0.29
17	SR 1983 (DENTON AVENUE)	SR 1922 (ENOLA ROAD)	END OF MAINT	0.54
18	SR 2005 (LENNIE EPLEY AVENUE)	SR 1956 (JENKINS ROAD)	END OF MAINT	0.14
19	SR 2009 (VIEW ROAD)	US 64	SR 1961 (DUCKWORTH CIRCLE)	0.25
22	SR 2118 (CRYSTAL CREEK ROAD)	US 64	DEAD END	0.55

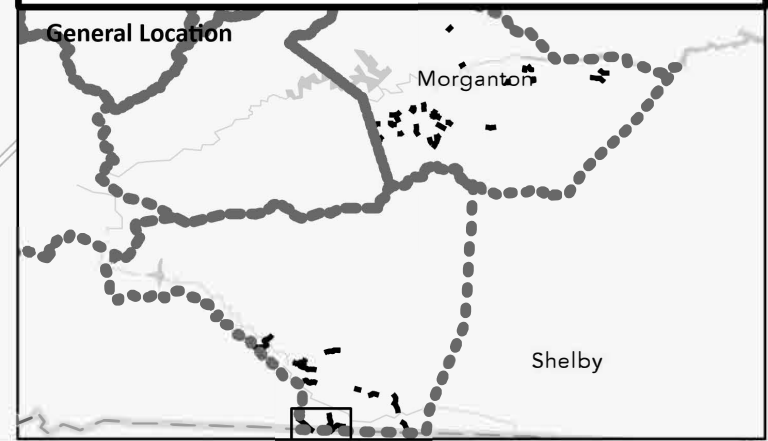


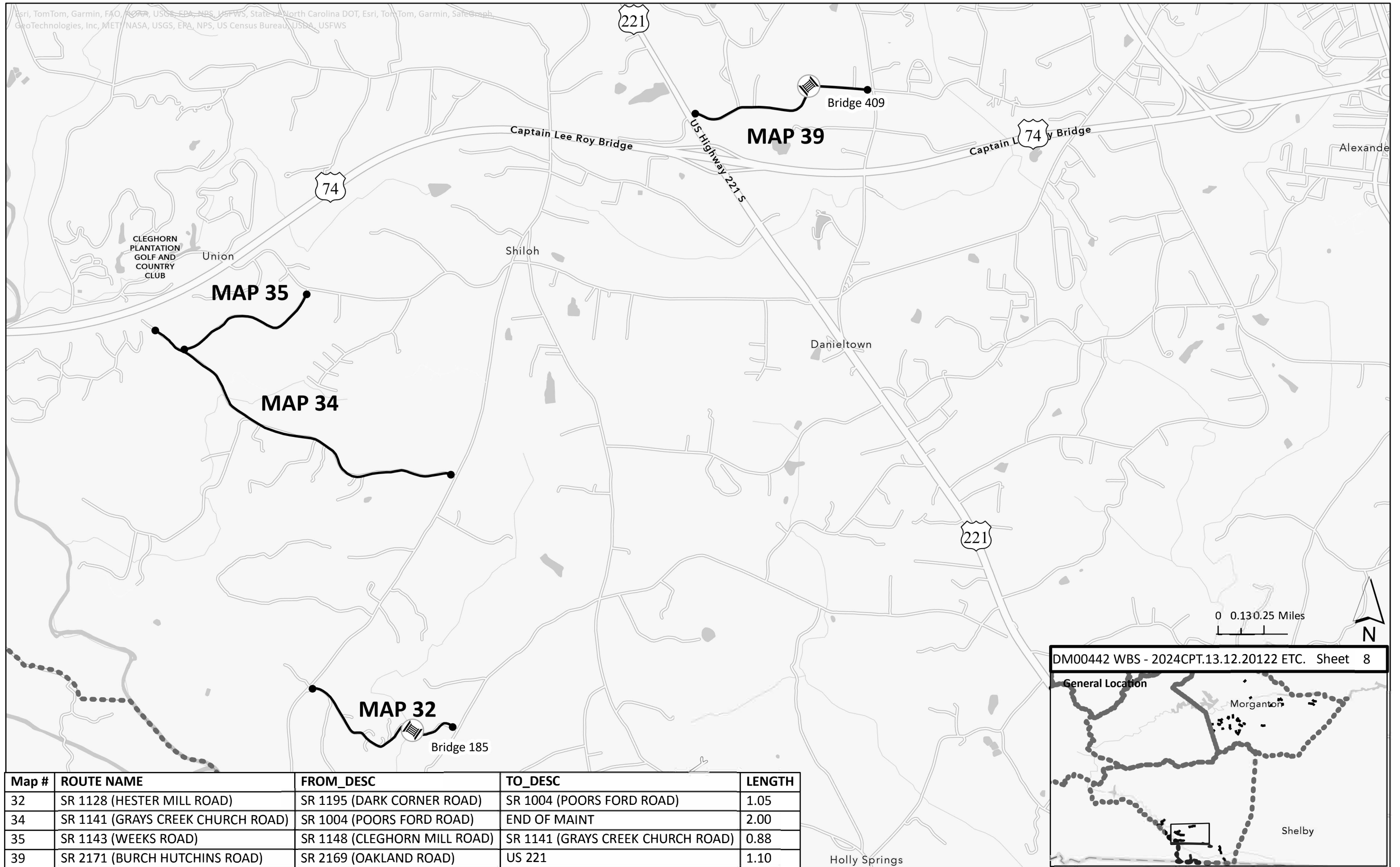
Map #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
24	SR 2137 (OAKLAND DRIVE)	SR 1130 (BYRD ROAD)	SR 2140 (WEST OAKLAND DRIVE)	0.53
25	SR 2138 (TWIN OAKS DRIVE)	SR 2137 (OAKLAND DRIVE)	END OF MAINT	0.21
26	SR 2139 (ACORN DRIVE)	SR 2140 (OAKLAND DRIVE)	DEAD END	0.15
27	SR 2140 (WEST OAKLAND DRIVE)	CUL-DE-SAC	CUL-DE-SAC	0.65
28	SR 2141 (HARRY BRITTAIN ROAD)	SR 1142 (JAMESTOWN ROAD)	END OF MAINT	0.48



DM00442 WBS - 2024CPT.13.12.20122 ETC. Sheet 7

Map #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
29	SR 1102 (LAMBS GRILL ROAD)	STATE LINE	SR 1305 (AIRPORT ROAD)	1.60
30	SR 1108 (JESS LAMB ROAD)	SR 1112 (W V THOMPSON ROAD)	STATE LINE	1.74
31	SR 1109 (JONAS ROAD)	STATE LINE	SR 1111 (JACK MCKINNEY ROAD)	1.39

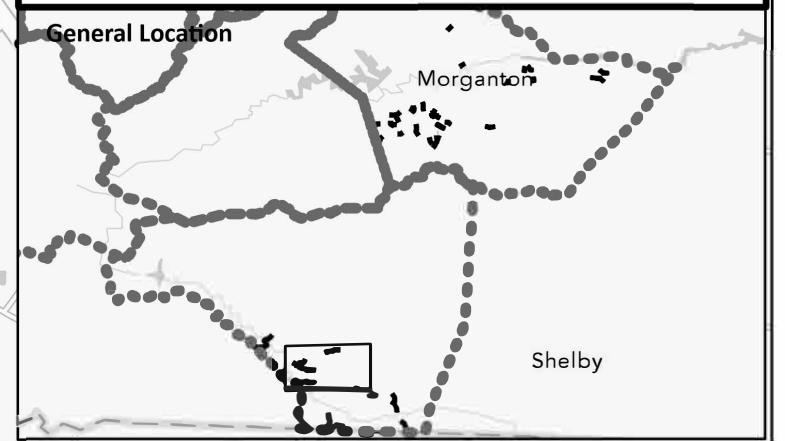




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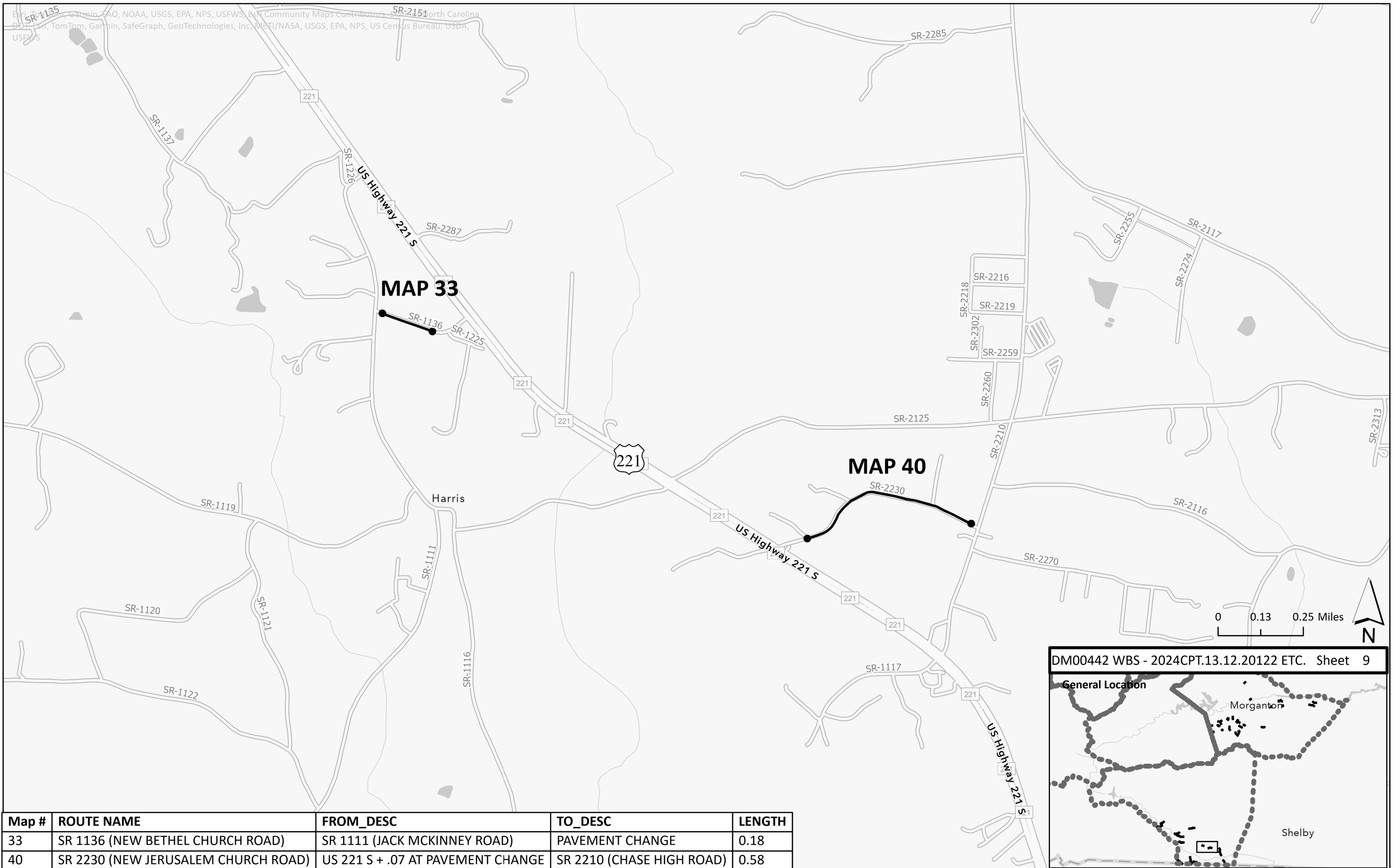


DM00442 WBS - 2024CPT.13.12.20122 ETC. Sheet 8

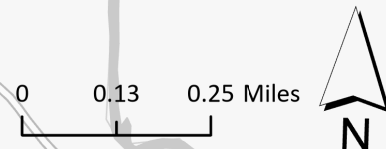
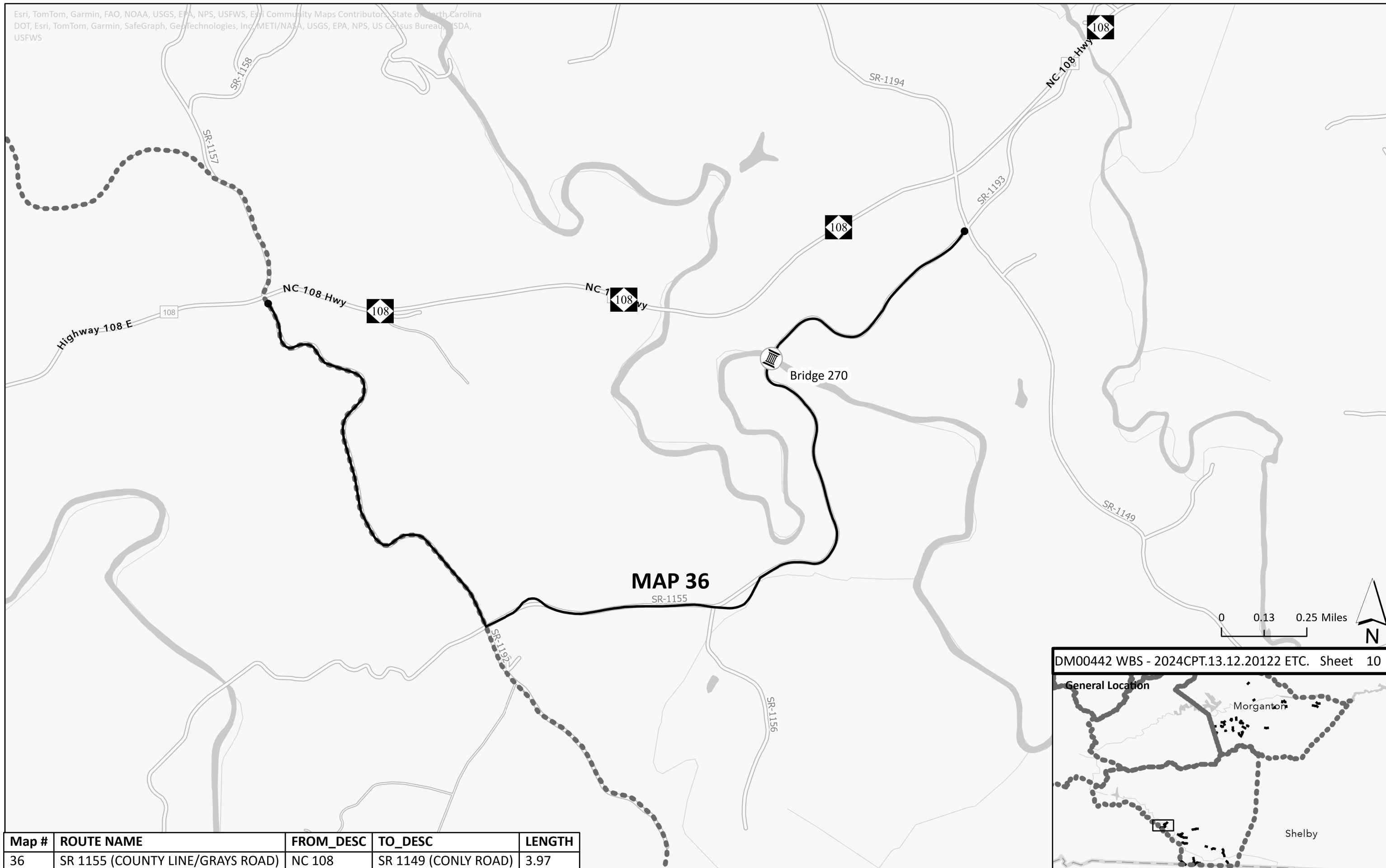


Map #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
32	SR 1128 (HESTER MILL ROAD)	SR 1195 (DARK CORNER ROAD)	SR 1004 (POORS FORD ROAD)	1.05
34	SR 1141 (GRAYS CREEK CHURCH ROAD)	SR 1004 (POORS FORD ROAD)	END OF MAINT	2.00
35	SR 1143 (WEEKS ROAD)	SR 1148 (CLEGHORN MILL ROAD)	SR 1141 (GRAYS CREEK CHURCH ROAD)	0.88
39	SR 2171 (BURCH HUTCHINS ROAD)	SR 2169 (OAKLAND ROAD)	US 221	1.10

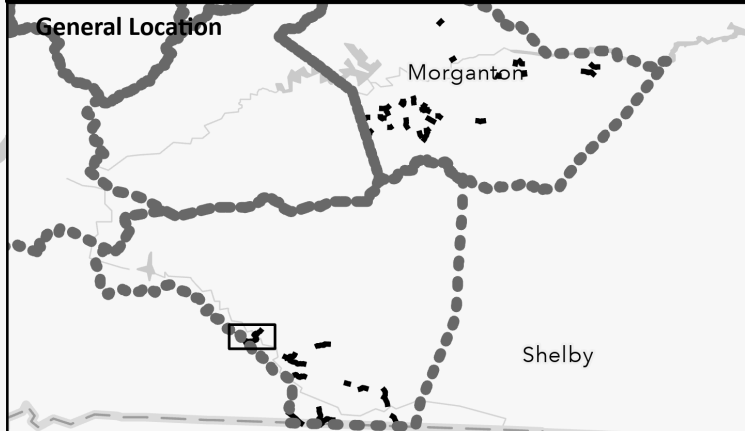
Holly Springs



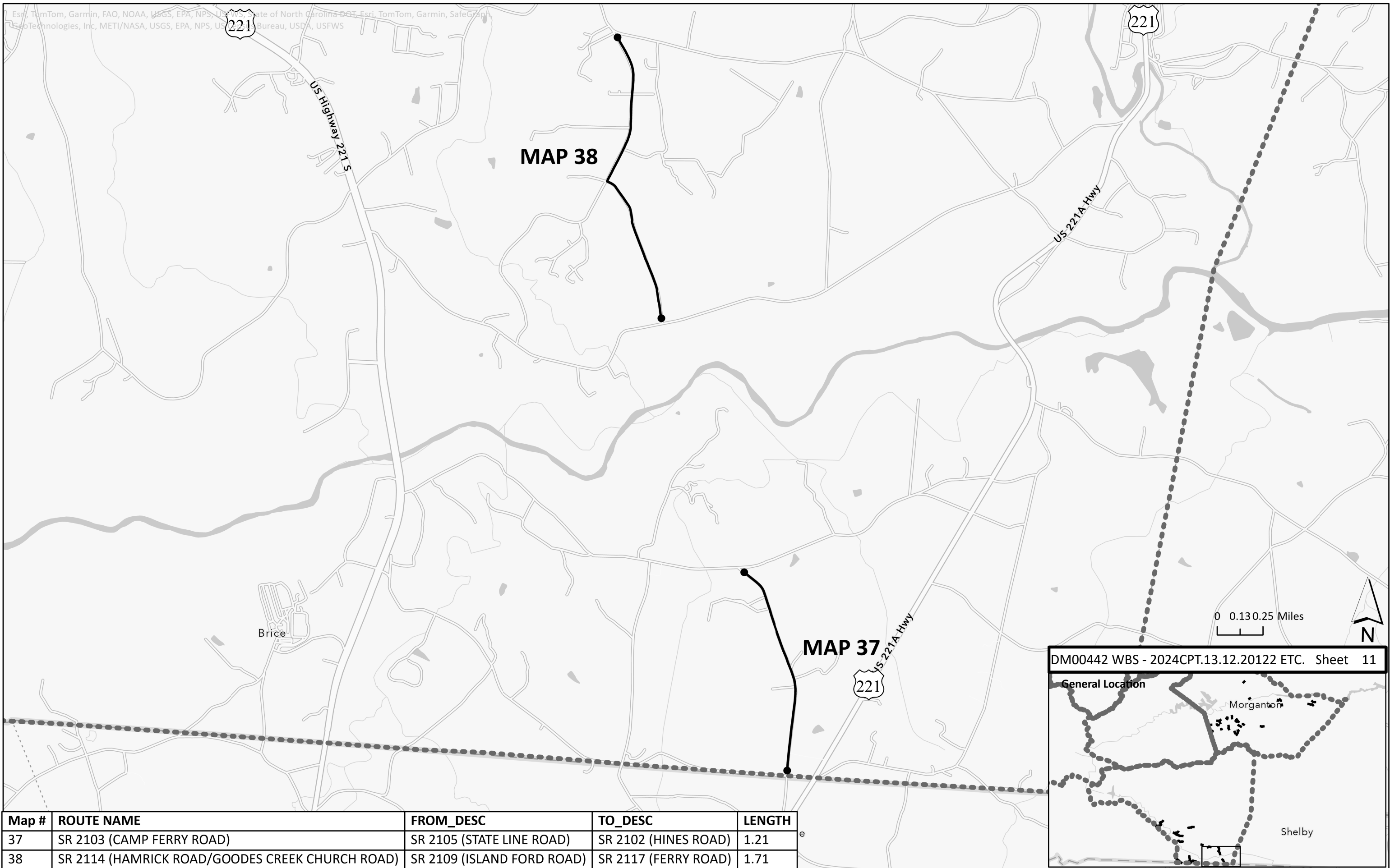
Map #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
33	SR 1136 (NEW BETHEL CHURCH ROAD)	SR 1111 (JACK MCKINNEY ROAD)	PAVEMENT CHANGE	0.18
40	SR 2230 (NEW JERUSALEM CHURCH ROAD)	US 221 S + .07 AT PAVEMENT CHANGE	SR 2210 (CHASE HIGH ROAD)	0.58



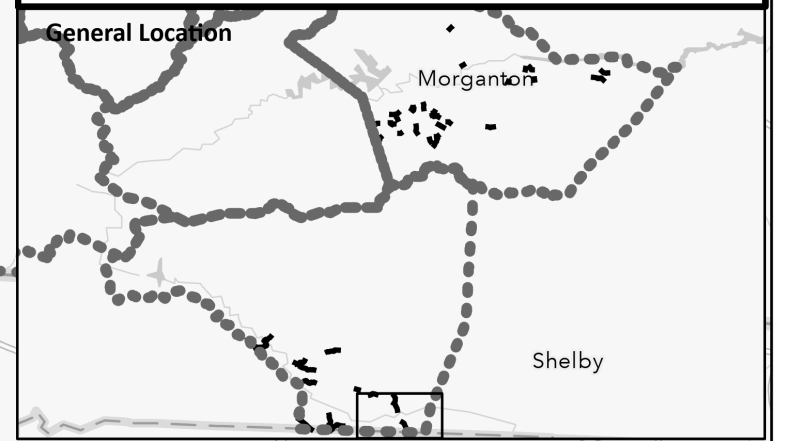
DM00442 WBS - 2024CPT.13.12.20122 ETC. Sheet 10

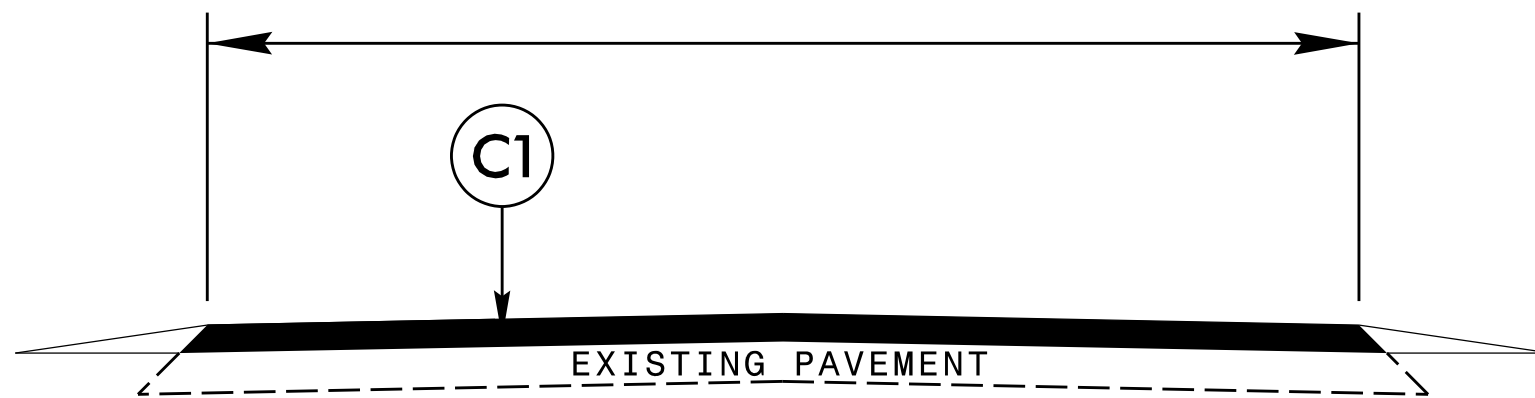


Map #	ROUTE NAME	FROM_DESC	TO_DESC	LENGTH
36	SR 1155 (COUNTY LINE/GRAYS ROAD)	NC 108	SR 1149 (CONLY ROAD)	3.97

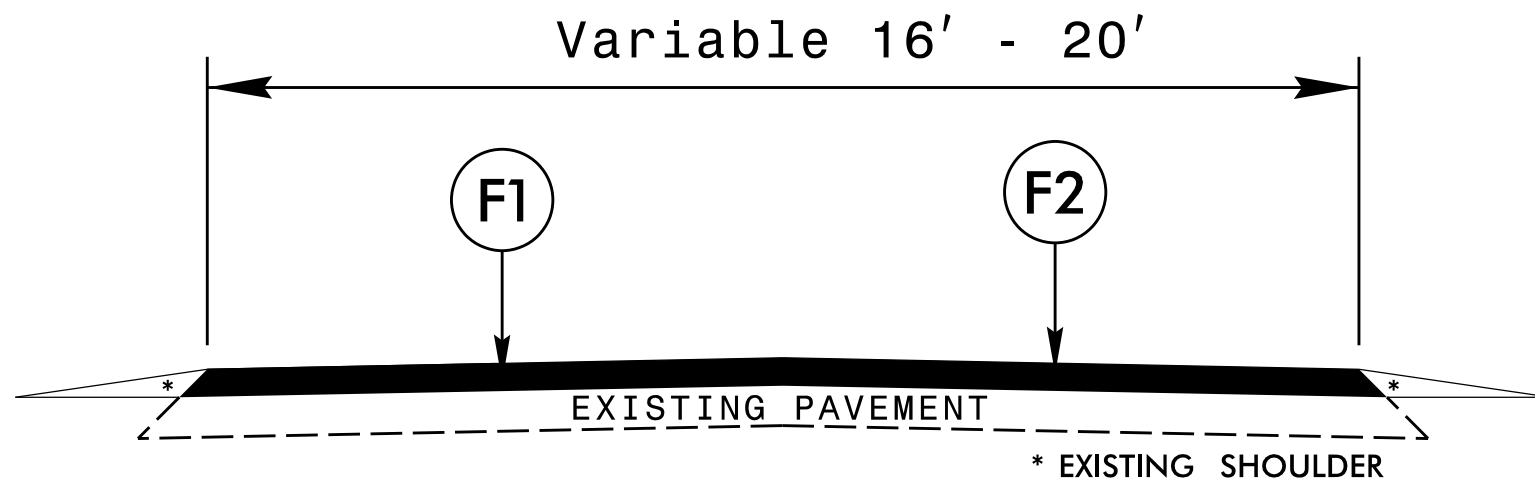


DM00442 WBS - 2024CPT.13.12.20122 ETC. Sheet 11





TYPICAL SECTION #1



TYPICAL SECTION #2

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YARD
F1	ASPHALT SURFACE TREATMENT, DOUBLE SEAL
F2	ASPHALT SURFACE TREATMENT, FOG SEAL

6/2/24

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH		WIDTH	BEGIN MP	END MP	1220000000-E	1526000000-E	1575000000-E	1704000000-E	1803500000-E	1820000000-E	1838000000-E	2845000000-N
							INCIDENTAL STONE BASE	ASPHALT CONC SURFACE COURSE, TYPE S4.75A				ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, DOUBLE SEAL	ASPHALT SURFACE TREATMENT, FOG SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	ADJUSTMENT OF METER BOXES OR VALVE BOXES		
							TON	TON				TON	TON	SY	SY	GAL	EA		
2024CPT.13.12.20122	Burke	1	SR 1119 (FOREMAN STREET)	FROM SR 1149 (CONLEY ROAD) TO END OF MAINT	2	2	0.80	19.00	0.01	0.81	5		1	27	8,917	8,917	5,351		
2024CPT.13.12.20122	Burke	2	SR 1130 (JOHN REEP STREET)	FROM SR 1129 (DYSARTSVILLE ROAD) TO END OF MAINT	2	2	0.15	17.00	0.01	0.16	5		1	11	1,496	1,496	898		
2024CPT.13.12.20122	Burke	3	SR 1135 (WATSON PRICE ROAD)	FROM SR 1129 (DYSARTSVILLE ROAD) TO END OF MAINT	2	2	0.55	18.00	0.01	0.56	5		2	35	5,868	5,868	3,521		
2024CPT.13.12.20122	Burke	4	SR 1157 (MCDOWELL CHURCH ROAD)	FROM SR 1134 (MORNING STAR CHURCH ROAD) TO END OF MAINT	2	2	0.49	18.00	0.01	0.50	5		1	20	5,174	5,174	3,105		
2024CPT.13.12.20122	Burke	5	SR 1164 (DAVID BRYANT AVENUE)	FROM I-40 EXIT 96 WB ON RAMP TO DEAD END	2	2	0.63	18.00	0.02	0.65	5		1	25	6,753	6,753	4,052		
2024CPT.13.12.20122	Burke	6	SR 1175 (EPLY ROAD)	FROM SR 1124 (MOUNT OLIVE CHURCH ROAD) TO END OF MAINT	1	2	0.13	19.00	0.01	0.14	5	86	7	15					
2024CPT.13.12.20122	Burke	7	SR 1422 (SELMAN AVENUE)	FROM SR 1421 (LOST CORNER ROAD) TO END OF MAINT	2	2	0.14	18.00	0.02	0.16	5			10	1,592	1,592	956		
2024CPT.13.12.20122	Burke	8	SR 1474 (PARK LANE DRIVE)	FROM SR 1423 (PIEDMONT ROAD) TO DEAD END	2	2	0.21	17.00	0.01	0.22	5			10	2,194	2,194	1,317		
2024CPT.13.12.20122	Burke	9	SR-1533 (POWELL ROAD)	FROM SR 1531 (NORTH MAIN STREET) TO END OF MAINT	2	2	0.16	18.50	0.01	0.17	5		1	11	1,737	1,737	1,043		
2024CPT.13.12.20122	Burke	10	SR 1560 (DEARBORNE STREET EXTENSION)	FROM SR 1537 (BUMGARNER DRIVE) TO END OF MAINT	2	2	0.40	17.00	0.01	0.41	5		1	18	3,989	3,989	2,394		
2024CPT.13.12.20122	Burke	11	SR 1612 (NOLDEN CREEK ROAD)	FROM SR 1608 (SHADY GROVE ROAD) TO SR 1611 (ROADHISS ROAD)	2	2	1.05	18.00	0.01	1.06	5		2	34	11,088	11,088	6,653		
2024CPT.13.12.20122	Burke	12	SR 1615 (KNOX AVENUE)	FROM SR 1617 (DECKER ROAD) TO END OF MAINT	2	2	0.63	19.00	0.01	0.64	5		1	13	7,022	7,022	4,214		
2024CPT.13.12.20122	Burke	13	SR 1725 (GURLEY STREET)	FROM US 70 TO DEAD END	2	2	0.13	16.00	0.01	0.14	5		1	11	1,310	1,310	786		
2024CPT.13.12.20122	Burke	14	SR 1819 (CRESTVIEW STREET)	FROM SR 1820 (HIGHLINE AVENUE) TO DEAD END	2	2	0.19	19.00	0.21	0.40	5		1	16	2,228	2,228	1,337		
2024CPT.13.12.20122	Burke	15	SR 1965 (BRANSTROM ORCHARD STREET)	FROM SR 1965 (CLARK LOOP RD/BRANSTROM ORCHARD ST.) TO END OF MAINT	2	2	0.76	18.00	0.00	0.76	5		1	30	8,617	8,617	5,171		
2024CPT.13.12.20122	Burke	16	SR 1967 (WALKER PERRY STREET)	FROM US 64 TO END OF MAINT	2	2	0.29	17.50	0.01	0.30	5		1	13	2,977	2,977	1,787		
2024CPT.13.12.20122	Burke	17	SR 1983 (DENTON AVENUE)	FROM SR 1922 (ENOLA ROAD) TO END OF MAINT	2	2	0.54	18.00	0.01	0.55	5		1	23	5,808	5,808	3,485		
2024CPT.13.12.20122	Burke	18	SR 2005 (LENNIE EPLY AVENUE)	FROM SR 1956 (JENKINS ROAD) TO END OF MAINT	2	2	0.14	18.00	0.01	0.15	5			10	1,584	1,584	951		
2024CPT.13.12.20122	Burke	19	SR 2009 (VIEW ROAD)	FROM US 64 TO SR 1961 (DUCKWORTH CIRCLE)	2	2	0.25	17.00	0.01	0.26	5		1	16	2,543	2,543	1,526		
2024CPT.13.12.20122	Burke	20	SR 2108 (SOUTH PARK DRIVE)	FROM SR 1142 (JAMESTOWN ROAD) TO SR 2108 (SOUTH PARK DRIVE)	1	2	0.72	18.00	0.01	0.73	5	465	34	35					
2024CPT.13.12.20122	Burke	21	SR 2109 (SOUTH VIEW STREET)	FROM SR 2108 (SOUTH PARK DRIVE) TO DEAD END	1	2	0.05	18.00	0.00	0.05	5	37	3	12				1	
2024CPT.13.12.20122	Burke	22	SR 2118 (CRYSTAL CREEK ROAD)	FROM US 64 TO DEAD END	2	2	0.55	19.00	0.01	0.56	5		1	19	6,131	6,131	3,679		
2024CPT.13.12.20122	Burke	23	SR 2135 (BRIDGES VIEW)	FROM SR 1124 (MT OLIVE CHURCH ROAD) TO END OF MAINT	1	2	0.08	19.00	0.01	0.09	5	68	5	15					
2024CPT.13.12.20122	Burke	24	SR 2137 (OAKLAND DRIVE)	FROM SR 1130 (BYRD ROAD) TO SR 2140 (WEST OAKLAND DRIVE)	1	2	0.53	18.00	0.01	0.54	5	350	26	37					
2024CPT.13.12.20122	Burke	25	SR 2138 (TWIN OAKS DRIVE)	FROM SR 2137 (OAKLAND DRIVE) TO SR 2137 (CUL-DE-SAC)	1	2	0.21	18.00	0.00	0.21	5	159	13	46					
2024CPT.13.12.20122	Burke	26	SR 2139 (ACORN DRIVE)	FROM SR 2140 (OAKLAND DRIVE) TO DEAD END	1	2	0.15	18.00	0.00	0.15	5	122	9	15					
2024CPT.13.12.20122	Burke	27	SR 2140 (WEST OAKLAND DRIVE)	FROM CUL-DE-SAC TO CUL-DE-SAC	1	2	0.65	18.00	0.00	0.65	5	460	35	60					
2024CPT.13.12.20122	Burke	28	SR 2141 (HARRY BRITAIN ROAD)	FROM SR 1142 (JAMESTOWN ROAD) TO END OF MAINT	2	2	0.48	18.00	0.01	0.49	5		2	47	5,125	5,125	3,075		
TOTAL FOR PROJ NO. 2024CPT.13.12.20122							11.06					140	1,747	152	634	92,153	92,153	55,301	1

*NOTE-ALL MAPS, LANES=2, LANE TYPE = 2WU, FINAL SURFACE TESTING REQUIRED = NO, WARM MIX ASPHALT REQUIRED = NO.

PROJECT NO.	SHEET NO.
2024CPT.13.12.20122, ETC.	15

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	WIDTH	BEGIN MP	END MP	1220000000-E	1526000000-E	1575000000-E	1704000000-E	1803500000-E	1820000000-E	1838000000-E	2845000000-N
											INCIDENTAL STONE BASE	ASPHALT CONC SURFACE COURSE, TYPE S4.75A	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, DOUBLE SEAL	ASPHALT SURFACE TREATMENT, FOG SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	ADJUSTMENT OF METER BOXES OR VALVE BOXES
											TON	TON	TON	TON	SY	SY	GAL	EA
2024CPT.13.12.20812	Rutherford	29	SR 1102 (LAMBS GRILL ROAD)	FROM STATE LINE TO SR 1305 (AIRPORT ROAD)	2	2	1.60	20.00	0.00	1.60	5		8	170	19,098	19,098	11,459	
2024CPT.13.12.20812	Rutherford	30	SR 1108 (JESS LAMB ROAD)	FROM SR 1112 (W V THOMPSON ROAD) TO STATE LINE	2	2	1.74	20.00	0.01	1.75	5		6	115	20,416	20,416	12,250	
2024CPT.13.12.20812	Rutherford	31	SR 1109 (JONAS ROAD)	FROM STATE LINE TO SR 1111 (JACK MCKINNEY ROAD)	2	2	1.39	18.50	0.00	1.39	5		1	23	15,249	15,249	9,150	
2024CPT.13.12.20812	Rutherford	32	SR 1128 (HESTER MILL ROAD)	FROM SR 1195 (DARK CORNER ROAD) TO SR 1004 (POORS FORD ROAD)	2	2	1.05	19.00	0.01	1.06	5		2	40	11,704	11,704	7,023	
2024CPT.13.12.20812	Rutherford	33	SR 1136 (NEW BETHEL CHURCH ROAD)	FROM SR 1111 (JACK MCKINNEY ROAD) TO PAVEMENT CHANGE	2	2	0.18	20.00	0.01	0.19	5		1	28	2,112	2,112	1,268	
2024CPT.13.12.20812	Rutherford	34	SR 1141 (GRAYS CREEK CHURCH ROAD)	FROM SR 1004 (POORS FORD ROAD) TO END OF MAINT	2	2	2.00	19.00	0.01	2.01	5		2	44	22,884	22,884	9,154	
2024CPT.13.12.20812	Rutherford	35	SR 1143 (WEEKS ROAD)	FROM SR 1148 (CLEGHORN MILL ROAD) TO SR 1141 (GRAYS CREEK CHURCH ROAD)	2	2	0.88	18.50	0.01	0.89	5		2	33	9,561	9,561	5,737	
2024CPT.13.12.20812	Rutherford	36	SR 1155 (COUNTY LINE-SOUTH / GRAYS ROAD)	FROM NC 108 TO SR 1149 (PLEASANT HILL ROAD)	2	2	3.97	19.00	0.01	3.98	5		11	224	44,482	44,482	26,690	
2024CPT.13.12.20812	Rutherford	37	SR 2103 (CAMP FERRY ROAD)	FROM SR 2105 (STATE LINE ROAD) TO SR 2102 (HINES ROAD)	2	2	1.21	18.00	0.01	1.22	5		3	55	12,778	12,778	7,667	
2024CPT.13.12.20812	Rutherford	38	SR 2114 (HAMRICK ROAD/GOODES CREEK CHURCH ROAD)	FROM SR 2109 (ISLAND FORD ROAD) TO SR 2117 (FERRY ROAD)	2	2	1.71	19.50	0.01	1.72	5		4	74	19,778	19,778	11,867	
2024CPT.13.12.20812	Rutherford	39	SR 2171 (BURCH HUTCHINS ROAD)	FROM SR 2169 (OAKLAND ROAD) TO US 221	2	2	1.10	20.00	0.01	1.11	5		10	211	13,301	13,301	7,981	
2024CPT.13.12.20812	Rutherford	40	SR 2230 (NEW JERUSALEM CHURCH ROAD)	FROM US 221 S + .07 AT PAVEMENT CHANGE TO SR 2210 (CHASE HIGH ROAD)	2	2	0.58	20.00	0.07	0.65	5		1	27	6,805	6,805	4,083	
TOTAL FOR PROJ NO. 2024CPT.13.12.20812							17.41				60		51	1,044	198,168	198,168	114,329	
GRAND TOTAL							28.47				200	1,747	203	1,678	290,321	290,321	169,630	1

*NOTE-ALL MAPS, LANES =2, LANE TYPE = 2WU, FINAL SURFACE TESTING REQUIRED = NO, WARM MIX ASPHALT REQUIRED = NO.

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	BEGIN MP	END MP	441300000-E	445700000-N	472500000-E	489000000-E	
						MI	FT			WORK ZONE ADVANCE /GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT, STR, RT ARROW	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 55 MILS) (WHITE)	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 55 MILS) (YELLOW)
						SF	LS	EA	LF	LF				
2024CPT.13.12.20122	Burke	1	SR 1119 (FOREMAN STREET)	FROM SR 1149 (CONLEY ROAD) TO END OF MAINT	2	0.80	19.00	0.01	0.81	90				
2024CPT.13.12.20122	Burke	2	SR 1130 (JOHN REEP STREET)	FROM SR 1129 (DYSARTSVILLE ROAD) TO END OF MAINT	2	0.15	17.00	0.01	0.16	17				
2024CPT.13.12.20122	Burke	3	SR 1135 (WATSON PRICE ROAD)	FROM SR 1129 (DYSARTSVILLE ROAD) TO END OF MAINT	2	0.55	18.00	0.01	0.56	62				
2024CPT.13.12.20122	Burke	4	SR 1157 (MCDOWELL CHURCH ROAD)	FROM SR 1134 (MORNING STAR CHURCH ROAD) TO END OF MAINT	2	0.49	18.00	0.01	0.50	55				
2024CPT.13.12.20122	Burke	5	SR 1164 (DAVID BRYANT AVENUE)	FROM I-40 EXIT 96 WB ON RAMP TO DEAD END	2	0.63	18.00	0.02	0.65	71				
2024CPT.13.12.20122	Burke	6	SR 1175 (EPLY ROAD)	FROM SR 1124 (MOUNT OLIVE CHURCH ROAD) TO END OF MAINT	1	0.13	19.00	0.01	0.14	15				
2024CPT.13.12.20122	Burke	7	SR 1422 (SELMAN AVENUE)	FROM SR 1421 (LOST CORNER ROAD) TO END OF MAINT	2	0.14	18.00	0.02	0.16	16				
2024CPT.13.12.20122	Burke	8	SR 1474 (PARK LANE DRIVE)	FROM SR 1423 (PIEDMONT ROAD) TO DEAD END	2	0.21	17.00	0.01	0.22	24				
2024CPT.13.12.20122	Burke	9	SR-1533 (POWELL ROAD)	FROM SR 1531 (NORTH MAIN STREET) TO END OF MAINT	2	0.16	18.50	0.01	0.17	18				
2024CPT.13.12.20122	Burke	10	SR 1560 (DEARBORNE STREET EXTENSION)	FROM SR 1537 (BUMGARNER DRIVE) TO END OF MAINT	2	0.40	17.00	0.01	0.41	45				
2024CPT.13.12.20122	Burke	11	SR 1612 (NOLDEN CREEK ROAD)	FROM SR 1608 (SHADY GROVE ROAD) TO SR 1611 (ROADHISS ROAD)	2	1.05	18.00	0.01	1.06	118			11,088	11,088
2024CPT.13.12.20122	Burke	12	SR 1615 (KNOX AVENUE)	FROM SR 1617 (DECKER ROAD) TO END OF MAINT	2	0.63	19.00	0.01	0.64	71				
2024CPT.13.12.20122	Burke	13	SR 1725 (GURLEY STREET)	FROM US 70 TO DEAD END	2	0.13	16.00	0.01	0.14	15				
2024CPT.13.12.20122	Burke	14	SR 1819 (CRESTVIEW STREET)	FROM SR 1820 (HIGHLINE AVENUE) TO DEAD END	2	0.19	19.00	0.21	0.40	22				
2024CPT.13.12.20122	Burke	15	SR 1965 (BRANSTROM ORCHARD STREET)	FROM SR 1965 (CLARK LOOP RD/BRANSTROM ORCHARD ST.) TO END OF MAINT	2	0.76	18.00	0.00	0.76	86			3,160	3,160
2024CPT.13.12.20122	Burke	16	SR 1967 (WALKER PERRY STREET)	FROM US 64 TO END OF MAINT	2	0.29	17.50	0.01	0.30	33				
2024CPT.13.12.20122	Burke	17	SR 1983 (DENTON AVENUE)	FROM SR 1922 (ENOLA ROAD) TO END OF MAINT	2	0.54	18.00	0.01	0.55	61				
2024CPT.13.12.20122	Burke	18	SR 2005 (LENNIE EPLY AVENUE)	FROM SR 1956 (JENKINS ROAD) TO END OF MAINT	2	0.14	18.00	0.01	0.15	16				
2024CPT.13.12.20122	Burke	19	SR 2009 (VIEW ROAD)	FROM US 64 TO SR 1961 (DUCKWORTH CIRCLE)	2	0.25	17.00	0.01	0.26	28				
2024CPT.13.12.20122	Burke	20	SR 2108 (SOUTH PARK DRIVE)	FROM SR 1142 (JAMESTOWN ROAD) TO SR 2108 (SOUTH PARK DRIVE)	1	0.72	18.00	0.01	0.73	81				
2024CPT.13.12.20122	Burke	21	SR 2109 (SOUTH VIEW STREET)	FROM SR 2108 (SOUTH PARK DRIVE) TO DEAD END	1	0.05	18.00	0.00	0.05	6				
2024CPT.13.12.20122	Burke	22	SR 2118 (CRYSTAL CREEK ROAD)	FROM US 64 TO DEAD END	2	0.55	19.00	0.01	0.56	63				
2024CPT.13.12.20122	Burke	23	SR 2135 (BRIDGES VIEW)	FROM SR 1124 (MT OLIVE CHURCH ROAD) TO END OF MAINT	1	0.08	19.00	0.01	0.09	9				
2024CPT.13.12.20122	Burke	24	SR 2137 (OAKLAND DRIVE)	FROM SR 1130 (BYRD ROAD) TO SR 2140 (WEST OAKLAND DRIVE)	1	0.53	18.00	0.01	0.54	60				
2024CPT.13.12.20122	Burke	25	SR 2138 (TWIN OAKS DRIVE)	FROM SR 2137 (OAKLAND DRIVE) TO SR 2137 (CUL-DE-SAC)	1	0.21	18.00	0.00	0.21	24				
2024CPT.13.12.20122	Burke	26	SR 2139 (ACORN DRIVE)	FROM SR 2140 (OAKLAND DRIVE) TO DEAD END	1	0.15	18.00	0.00	0.15	17				
2024CPT.13.12.20122	Burke	27	SR 2140 (WEST OAKLAND DRIVE)	FROM CUL DE SAC TO CUL DE SAC	1	0.65	18.00	0.00	0.65	73				
2024CPT.13.12.20122	Burke	28	SR 2141 (HARRY BRITAIN ROAD)	FROM SR 1142 (JAMESTOWN ROAD) TO END OF MAINT	2	0.48	18.00	0.01	0.49	54				
TOTAL FOR PROJ NO. 2024CPT.13.12.20122						11.06				1,250			14,248	14,248
28,496														

*NOTE-ALL MAPS, LANES =2, LANE TYPE = 2WU, FINAL SURFACE TESTING REQUIRED = NO, WARM MIX ASPHALT REQUIRED = NO.

PROJECT NO.	SHEET NO.
2024CPT.13.12.20122, ETC.	17

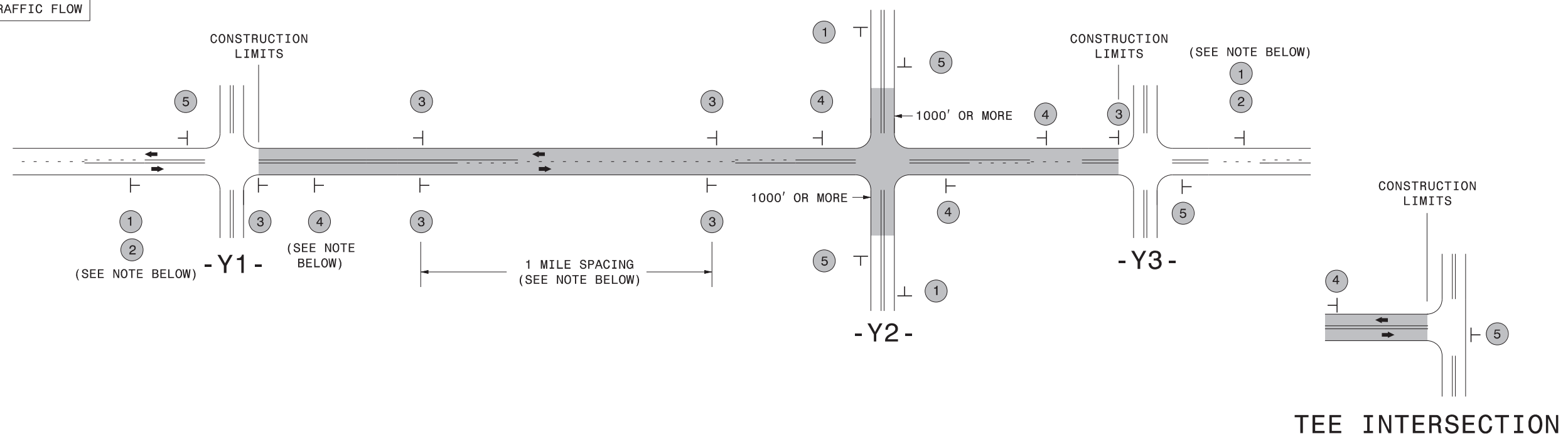
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	BEGIN MP	END MP	441300000-E	445700000-N	472500000-E	489000000-E			
										WORK ZONE ADVANCE /GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT, STR, RT ARROW	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 55 MILS) (WHITE)	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 55 MILS) (YELLOW)		
						MI	FT				SF	LS	EA	LF	LF	
2024CPT.13.12.20812	Rutherford	29	SR 1102 (LAMBS GRILL ROAD)	FROM STATE LINE TO SR 1305 (AIRPORT ROAD)	2	1.60	20.00	0.00	1.60	180					17,005	17,005
2024CPT.13.12.20812	Rutherford	30	SR 1108 (JESS LAMB ROAD)	FROM SR 1112 (W V THOMPSON ROAD) TO STATE LINE	2	1.74	20.00	0.01	1.75	195					18,480	18,480
2024CPT.13.12.20812	Rutherford	31	SR 1109 (JONAS ROAD)	FROM STATE LINE TO SR 1111 (JACK MCKINNEY ROAD)	2	1.39	18.50	0.00	1.39	156					14,679	14,679
2024CPT.13.12.20812	Rutherford	32	SR 1128 (HESTER MILL ROAD)	FROM SR 1195 (DARK CORNER ROAD) TO SR 1004 (POORS FORD ROAD)	2	1.05	19.00	0.01	1.06	118					11,194	11,194
2024CPT.13.12.20812	Rutherford	33	SR 1136 (NEW BETHEL CHURCH ROAD)	FROM SR 1111 (JACK MCKINNEY ROAD) TO PAVEMENT CHANGE	2	0.18	20.00	0.01	0.19	21					2,007	2,007
2024CPT.13.12.20812	Rutherford	34	SR 1141 (GRAYS CREEK CHURCH ROAD)	FROM SR 1004 (POORS FORD ROAD) TO END OF MAINT	2	2.00	19.00	0.01	2.01	224					21,240	21,240
2024CPT.13.12.20812	Rutherford	35	SR 1143 (WEEKS ROAD)	FROM SR 1148 (CLEGHORN MILL ROAD) TO SR 1141 (GRAYS CREEK CHURCH ROAD)	2	0.88	18.50	0.01	0.89	99					9,295	9,295
2024CPT.13.12.20812	Rutherford	36	SR 1155 (COUNTY LINE-SOUTH / GRAYS ROAD)	FROM NC 108 TO SR 1149 (PLEASANT HILL ROAD)	2	3.97	19.00	0.01	3.98	445					41,923	41,923
2024CPT.13.12.20812	Rutherford	37	SR 2103 (CAMP FERRY ROAD)	FROM SR 2105 (STATE LINE ROAD) TO SR 2102 (HINES ROAD)	2	1.21	18.00	0.01	1.22	136					12,778	9,505
2024CPT.13.12.20812	Rutherford	38	SR 2114 (HAMRICK ROAD/GOODES CREEK CHURCH ROAD)	FROM SR 2109 (ISLAND FORD ROAD) TO SR 2117 (FERRY ROAD)	2	1.71	19.50	0.01	1.72	192					18,058	17,470
2024CPT.13.12.20812	Rutherford	39	SR 2171 (BURCH HUTCHINS ROAD)	FROM SR 2169 (OAKLAND ROAD) TO US 221	2	1.10	20.00	0.01	1.11	124			3	11,616	11,616	
2024CPT.13.12.20812	Rutherford	40	SR 2230 (NEW JERUSALEM CHURCH ROAD)	FROM US 221 S + .07 AT PAVEMENT CHANGE TO SR 2210 (CHASE HIGH ROAD)	2	0.58	20.00	0.07	0.65	65					6,230	6,230
TOTAL FOR PROJ NO. 2024CPT.13.12.20812						17.41				1,955		3		184,505	180,644	
														365,149		
GRAND TOTAL						28.47				3,205	1	3		198,753	194,892	
														393,645		

*NOTE-ALL MAPS, LANES =2, LANE TYPE = 2WU, FINAL SURFACE TESTING REQUIRED = NO, WARM MIX ASPHALT REQUIRED = NO.

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

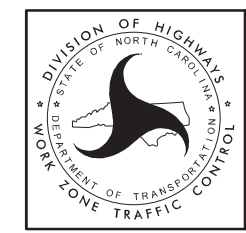
-Y- LINE SIGNING

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"> 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		#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

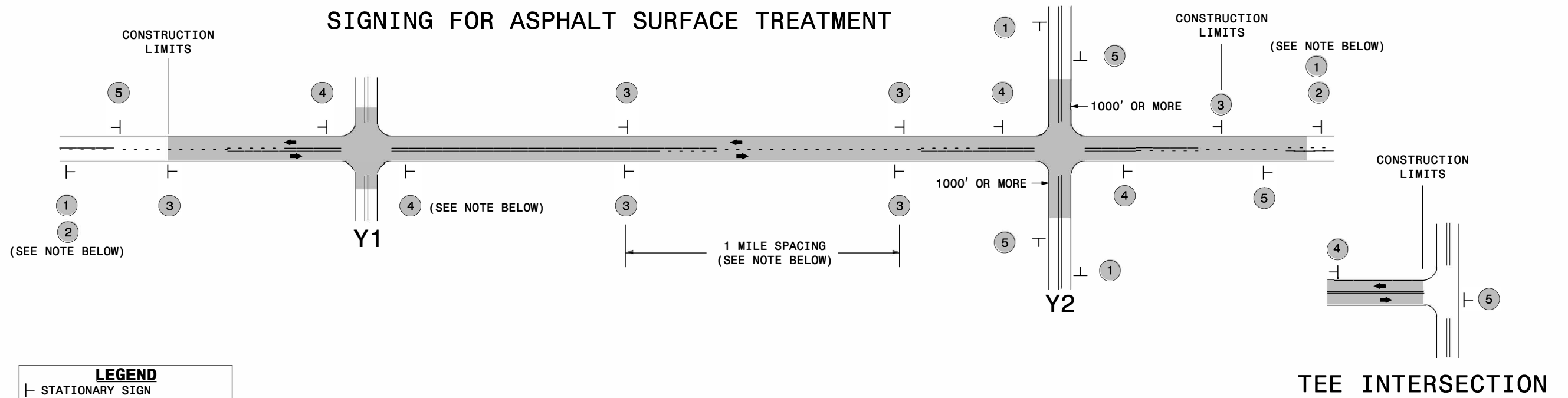
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



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

5/15/2017 S:\TUXWZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:kedais

SIGNING FOR ASPHALT SURFACE TREATMENT



LEGEND	
T	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	
	2	 <small>W7-3aP 24" X 18"</small>	#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)	
	3	 <small>W8-7 48" X 48"</small>	- ALTERNATE THE FOLLOWING TWO SIGNS: - STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT". - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.	
		 <small>SP 48" X 48"</small>	- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4	 <small>SP 13106 48" X 48"</small>	- 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	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.		

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.

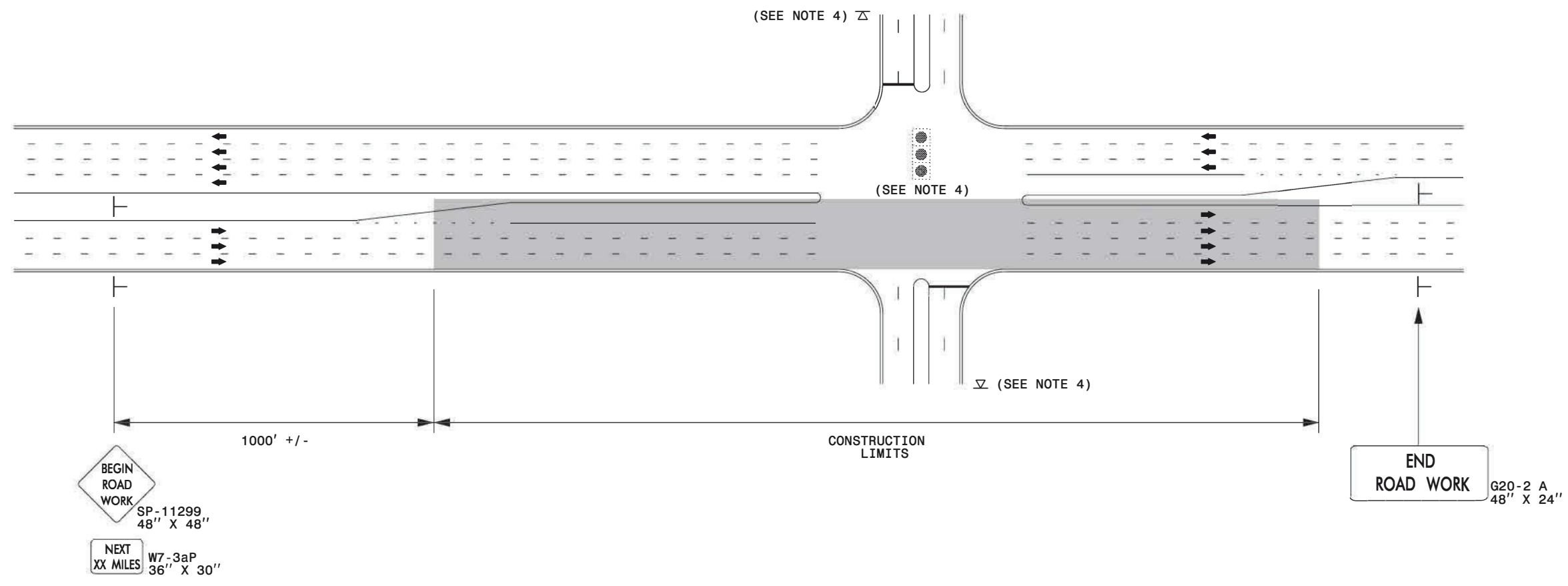


PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.



**ADVANCE WARNING SIGNS
FOR
ASPHALT SURFACE TREATMENTS
2 LANE ROADWAYS**

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**

4/8/2015
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 User:rmgarrett