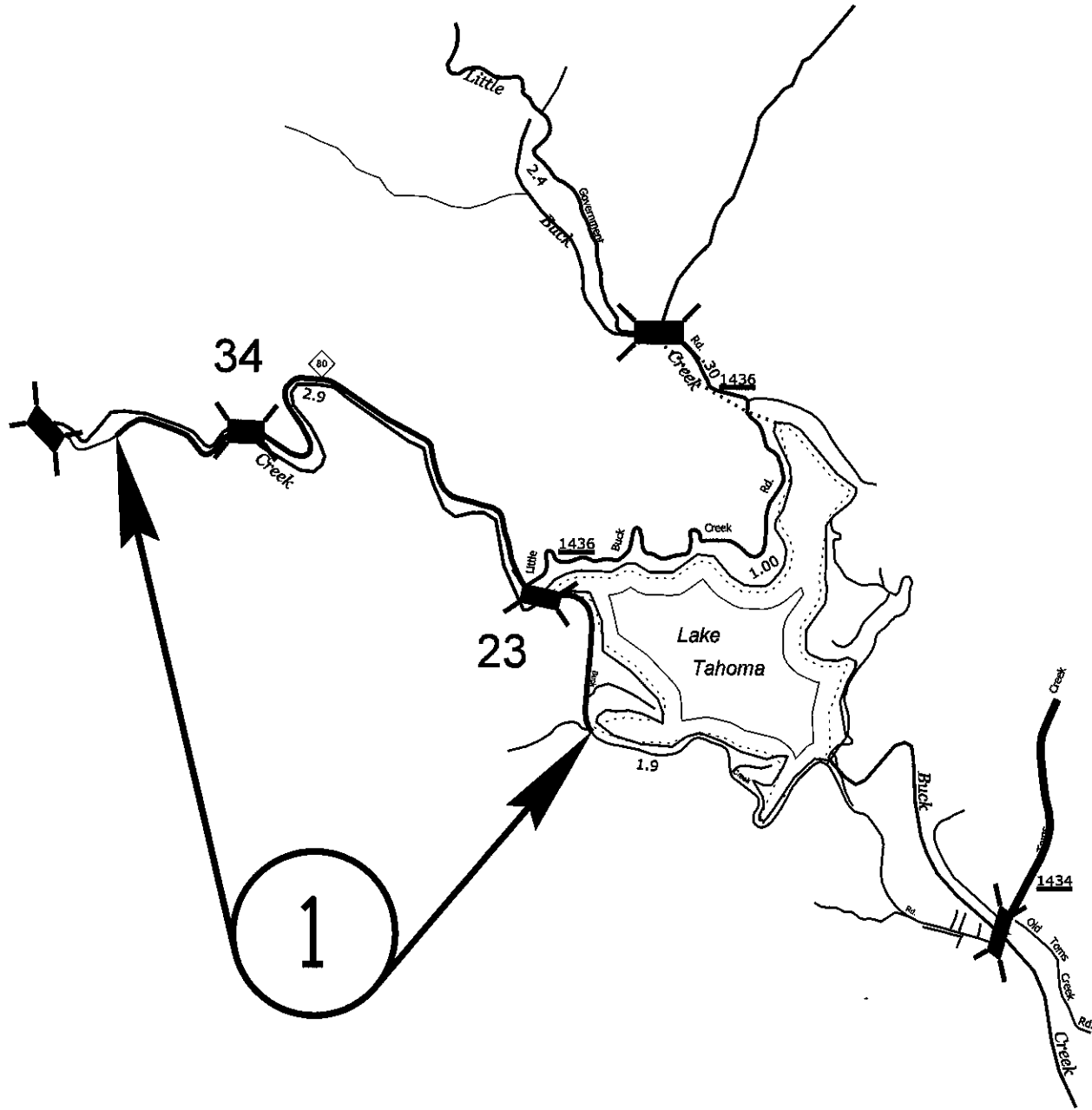
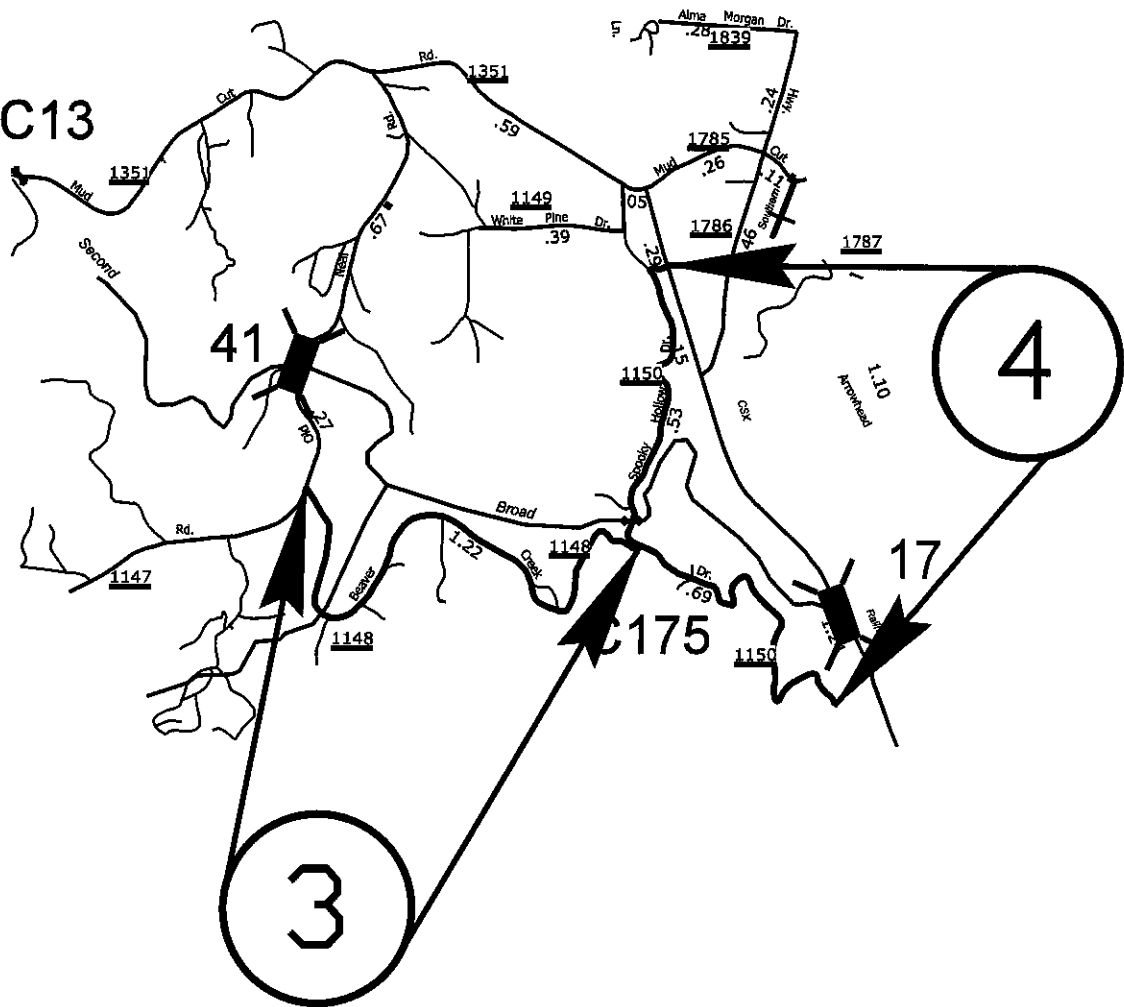
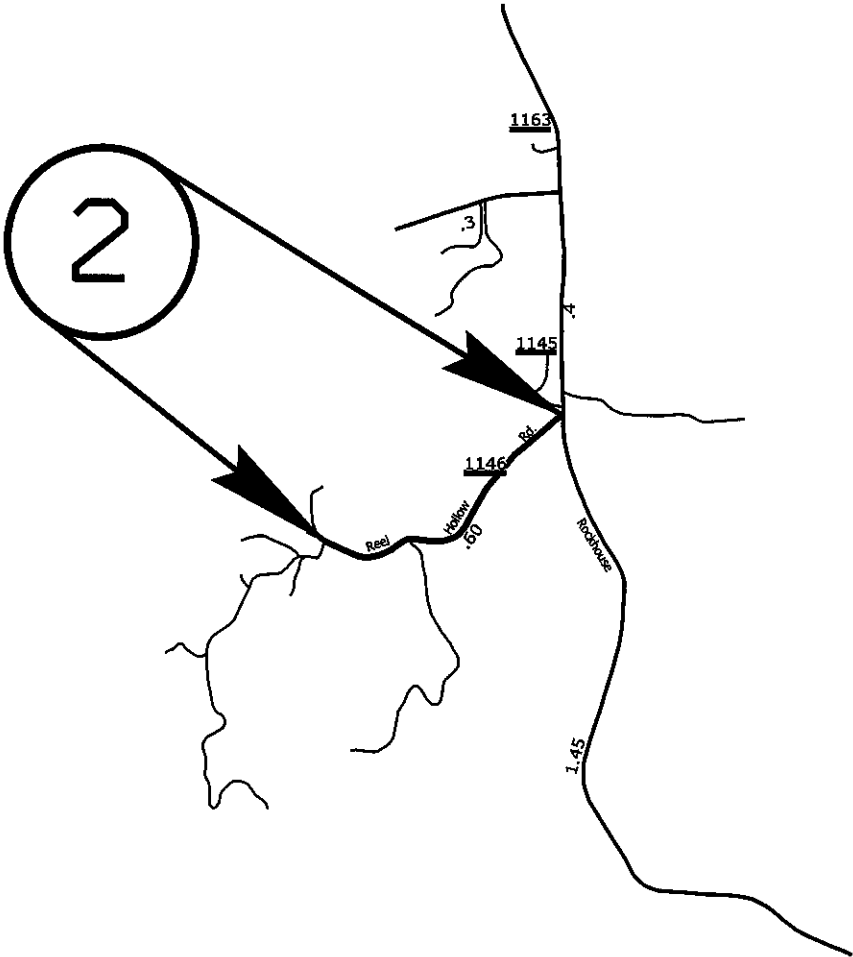


PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10591.16, 13CR.20591.15 13SP.20595.1	1	22



**McDOWELL COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10591.16, 13CR.20591.15 13SP.20595.1	2	22



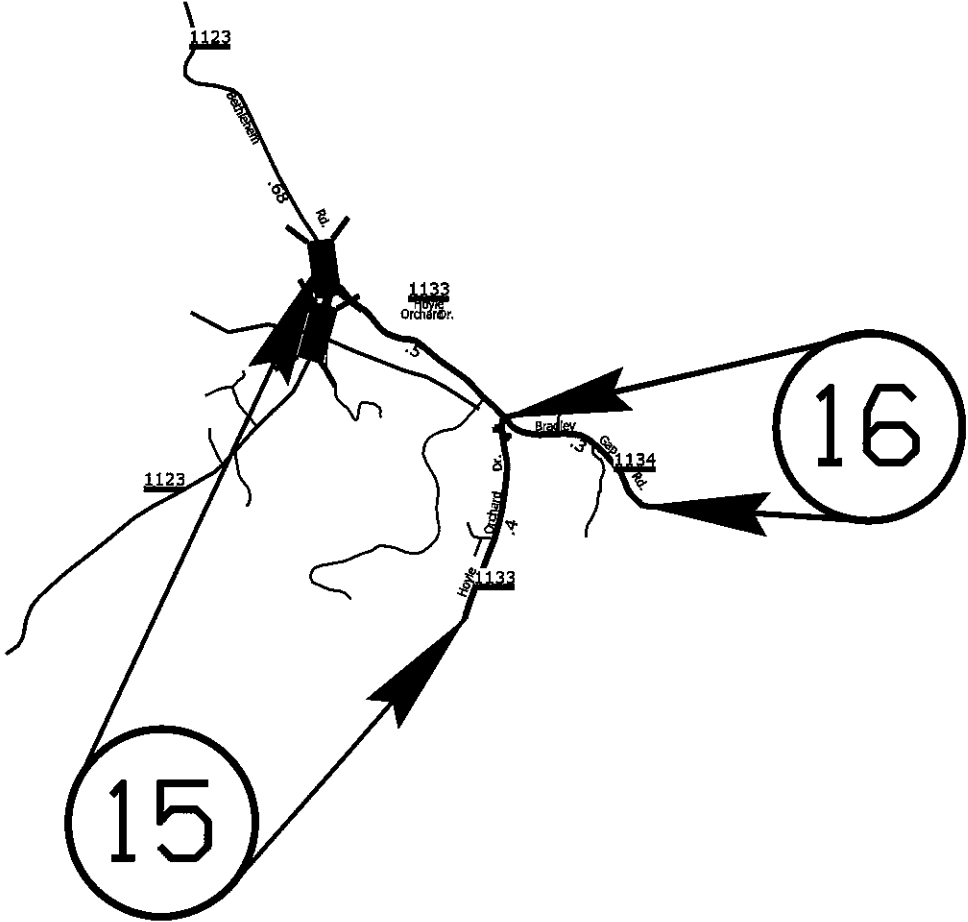
McDOWELL COUNTY





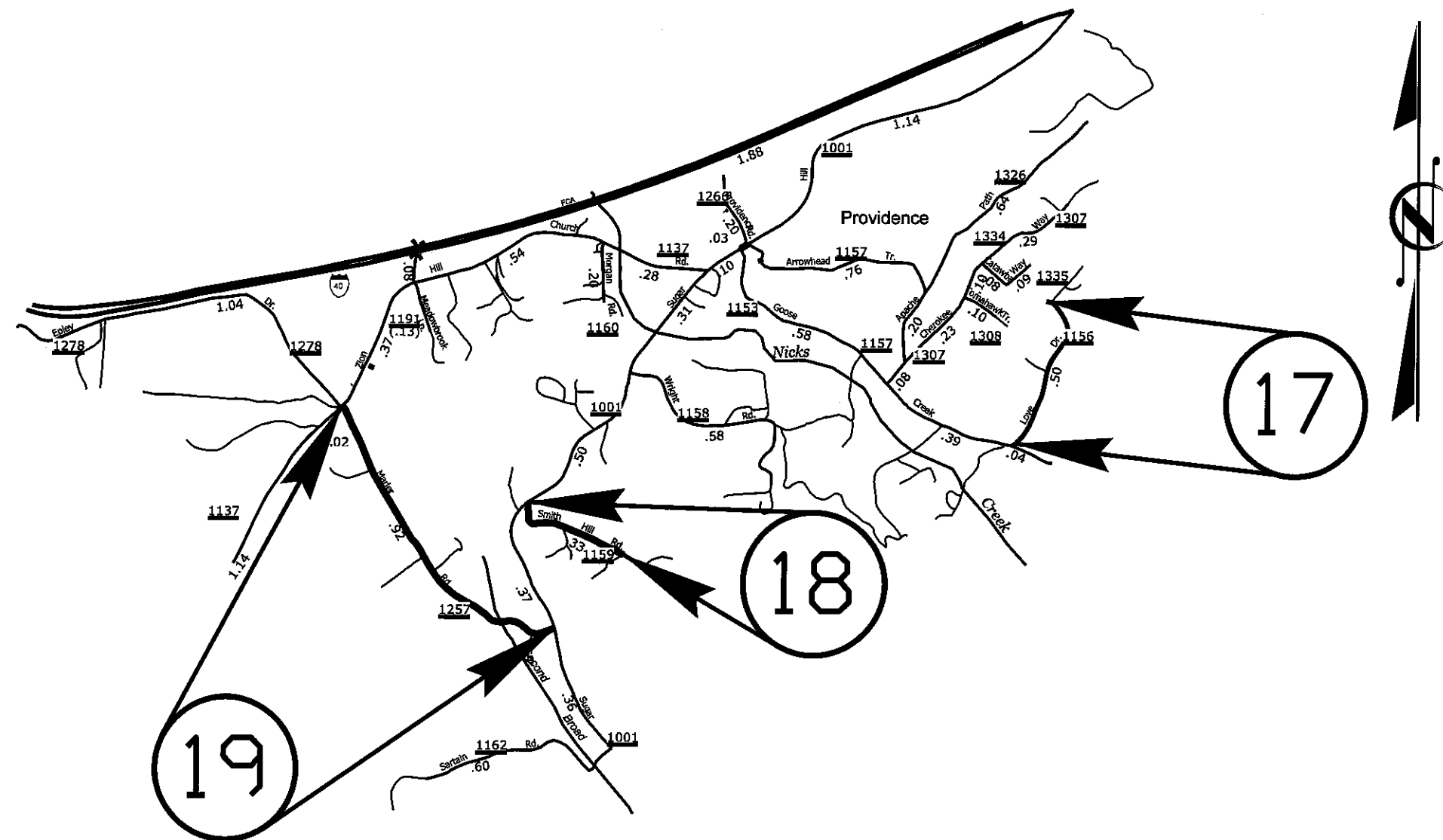


PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10591.16, 13CR.20591.15 13SP.20595.1	6	22



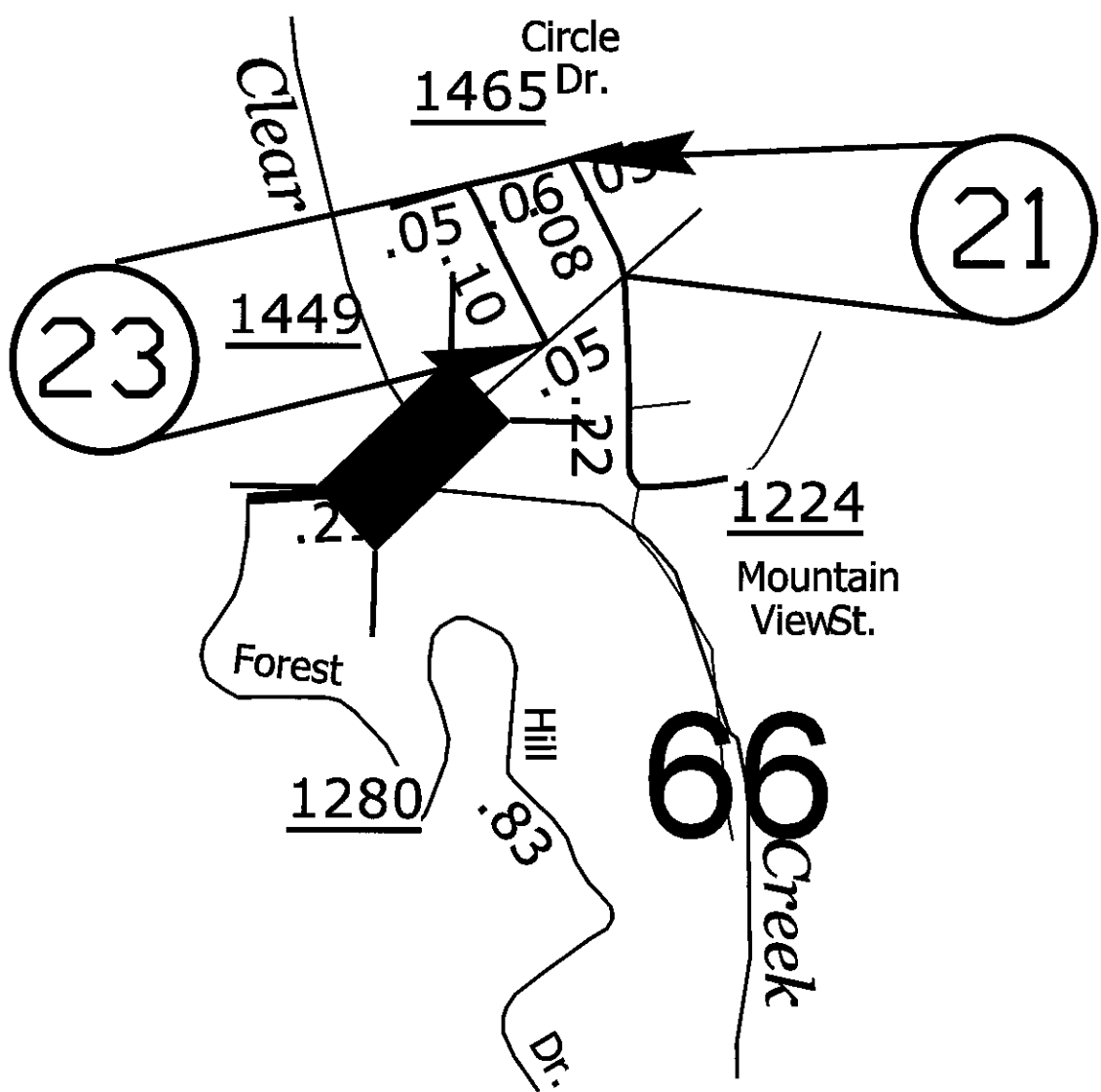
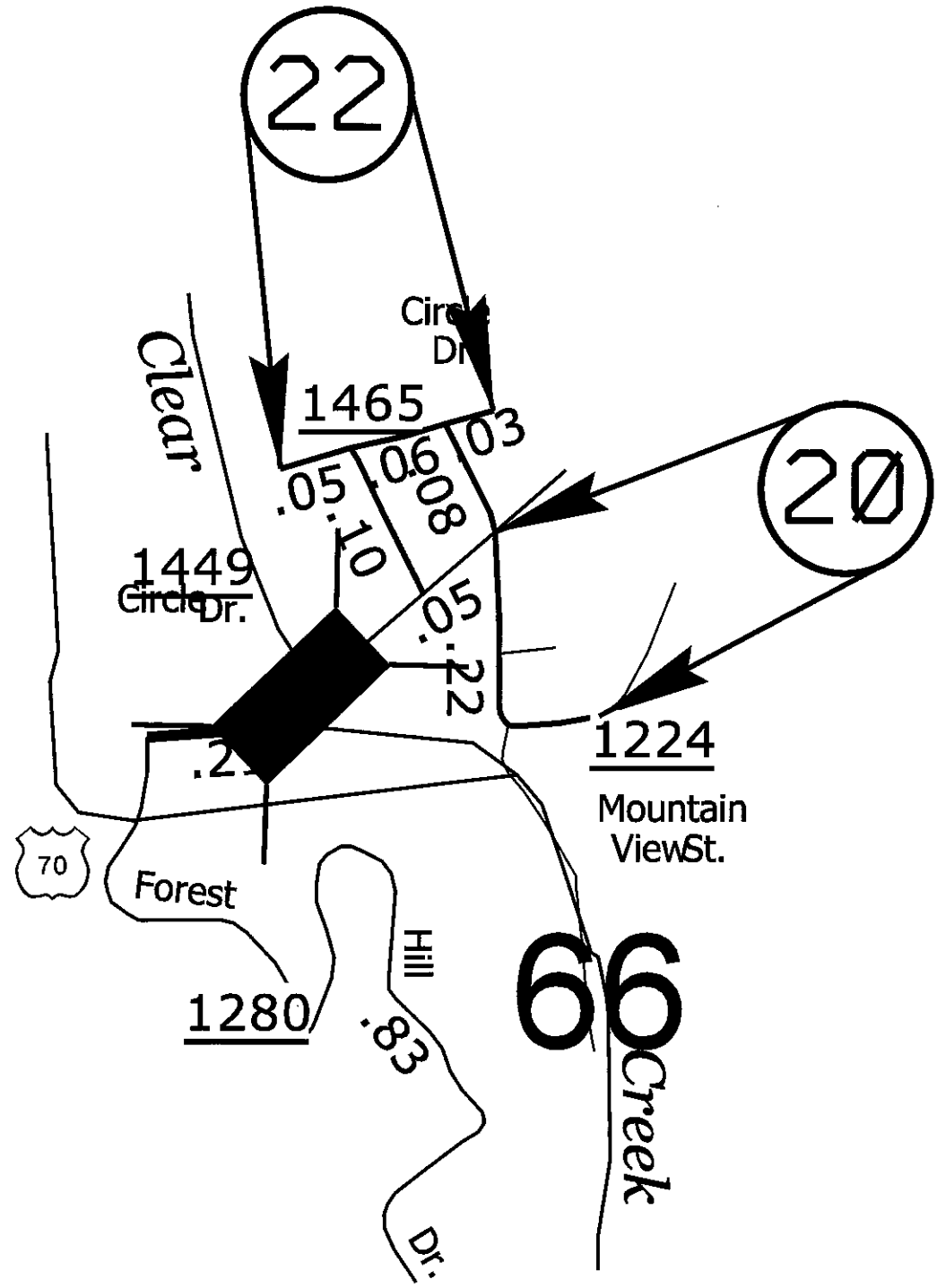
**McDOWELL COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10591.16, 13CR.20591.15 13SP.20595.1	7	22



**McDOWELL COUNTY**

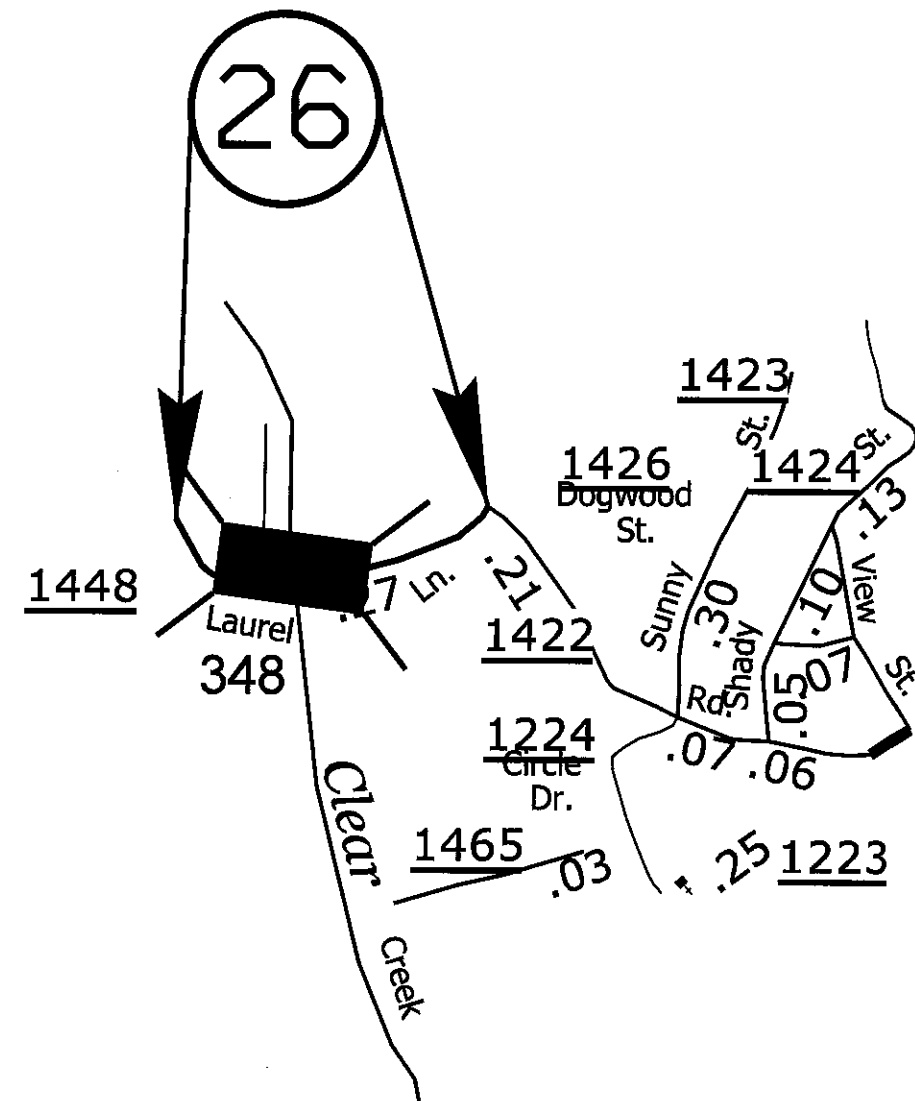
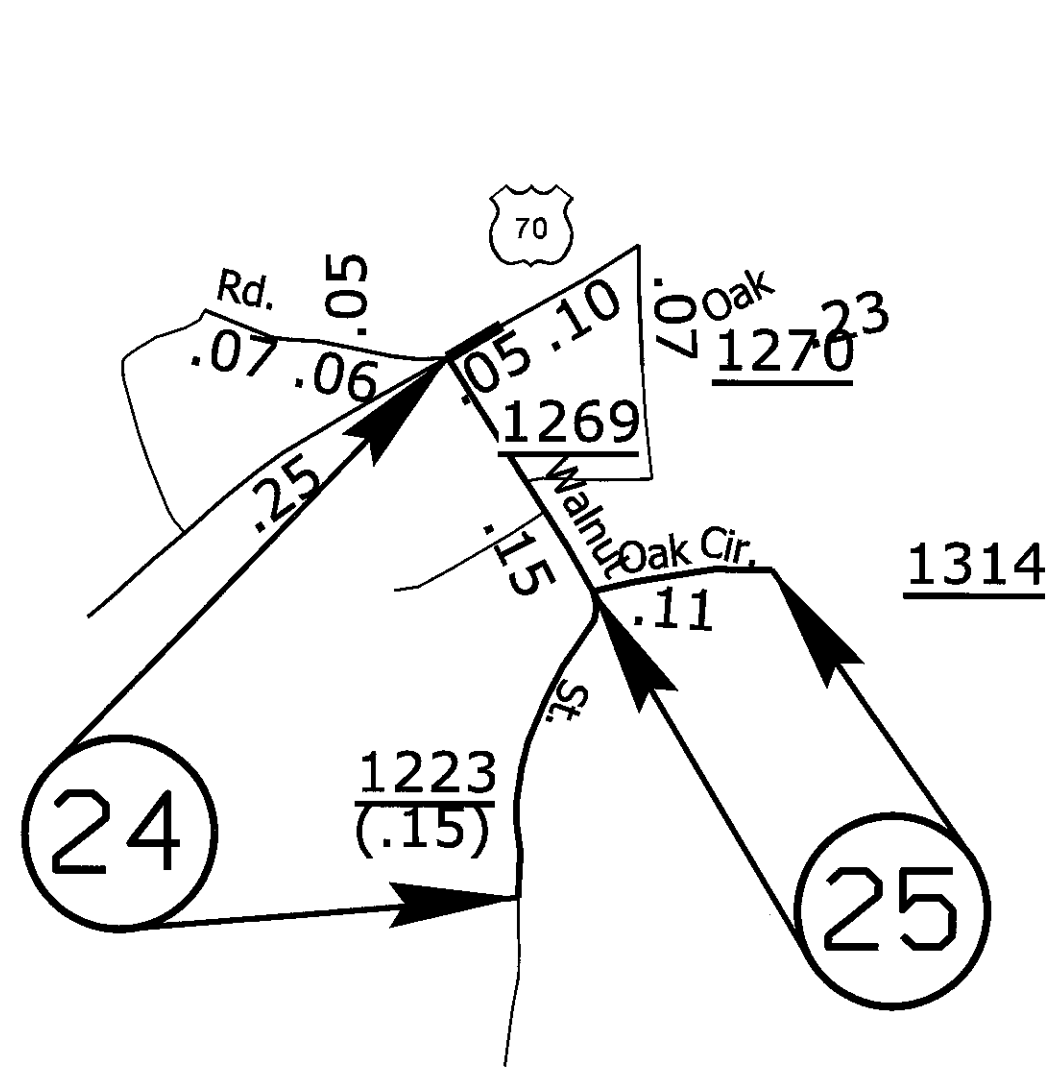
PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10591.16, 13CR.20591.15 13SP.20595.1	8	22



**McDOWELL COUNTY**

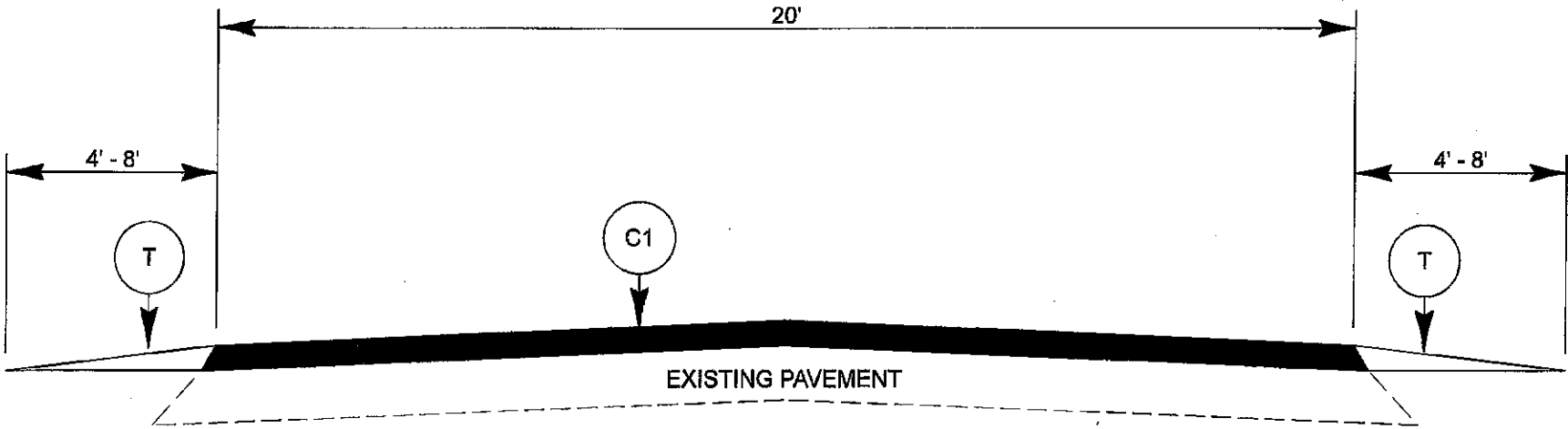


PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10591.16, 13CR.20591.15 13SP.20595.1	9	22

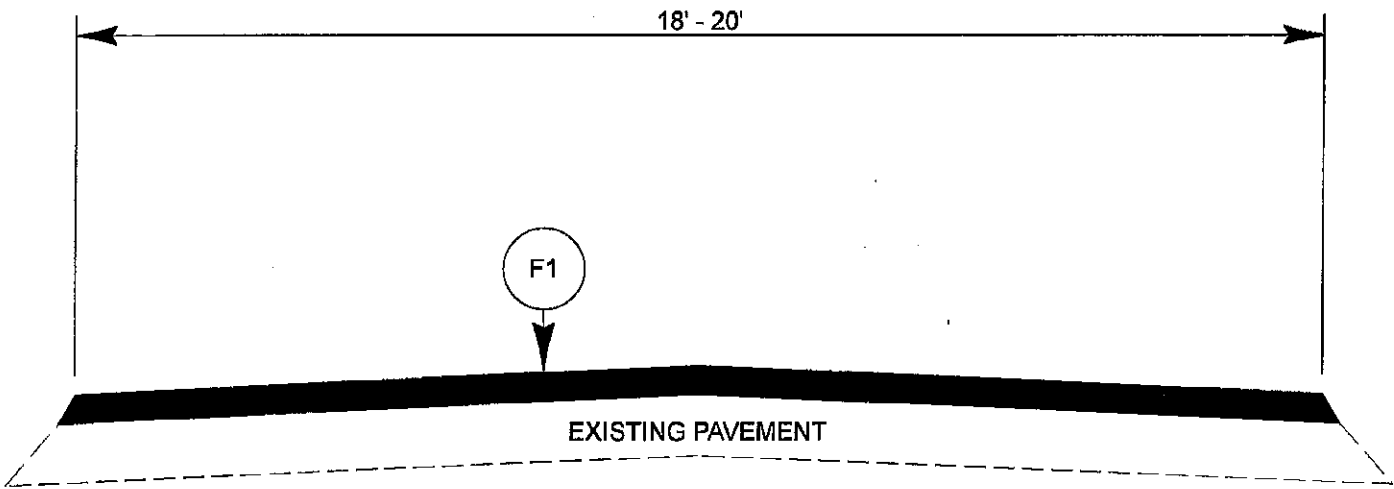
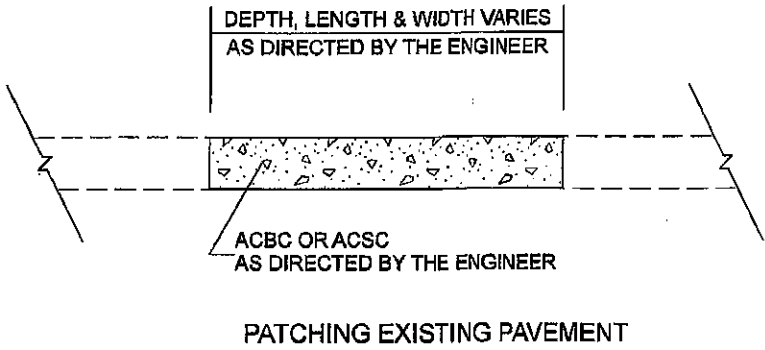


McDOWELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10591.16, 13CR.20591.15, 13SP.20595.1,	10	22



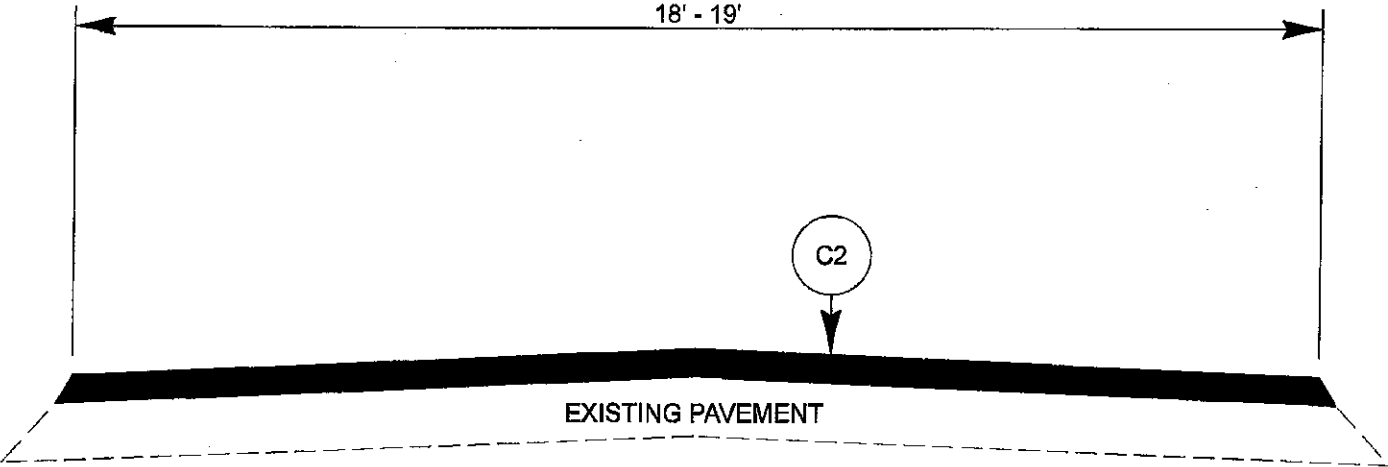
TYPICAL SECTION NO. 1



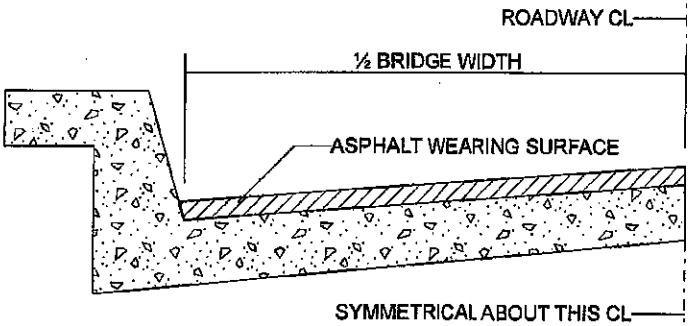
TYPICAL SECTION NO. 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
C2	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YARD
F1	ASPHALT SURFACE TREATMENT, SPLIT SEAL (LIGHTWEIGHT AGGREGATE)
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10591.16, 13CR.20591.15, 13SP.20595.1.	11	22



TYPICAL SECTION NO. 3



BRIDGE HALF TYPICAL SECTION

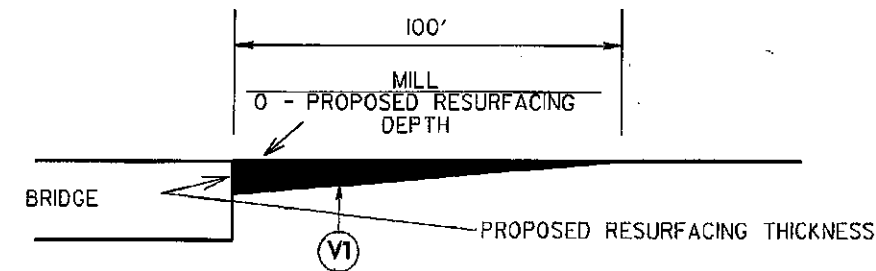
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 1/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SF9.5A 1.5", S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 1/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2".

NOTES

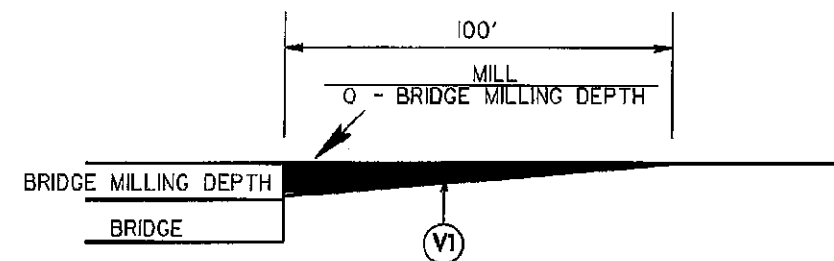
ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.  
ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADI, OR AS DIRECTED BY THE ENGINEER.  
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.  
SHOULDERS AND DITCHES ARE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

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10591.16, 13CR.20591.15, 13SP.20595.1	12	22



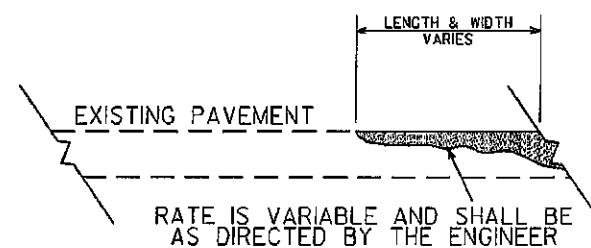
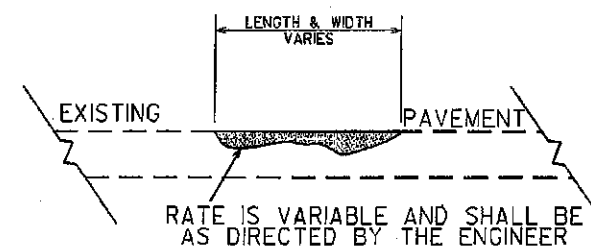
## **INCIDENTAL MILLING DETAIL AT BRIDGE APPROACHES**

**WHERE BRIDGES WILL NOT BE RESURFACED.  
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.**

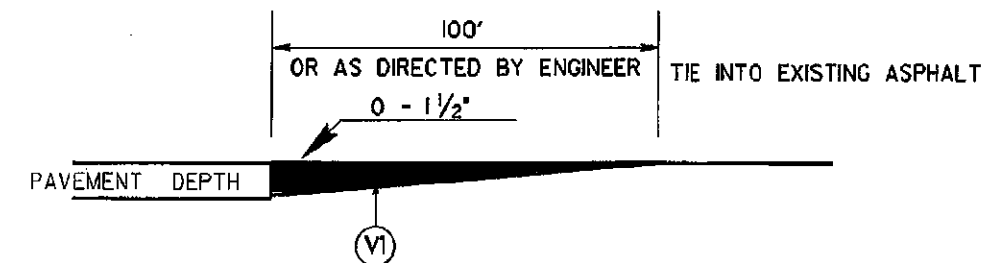


## **INCIDENTAL MILLING DETAIL AT BRIDGE APPROACHES**

**WHERE BRIDGES WILL BE MILLED THEN RESURFACED.  
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.**



## **DETAIL SHOWING METHOD OF WEDGING**



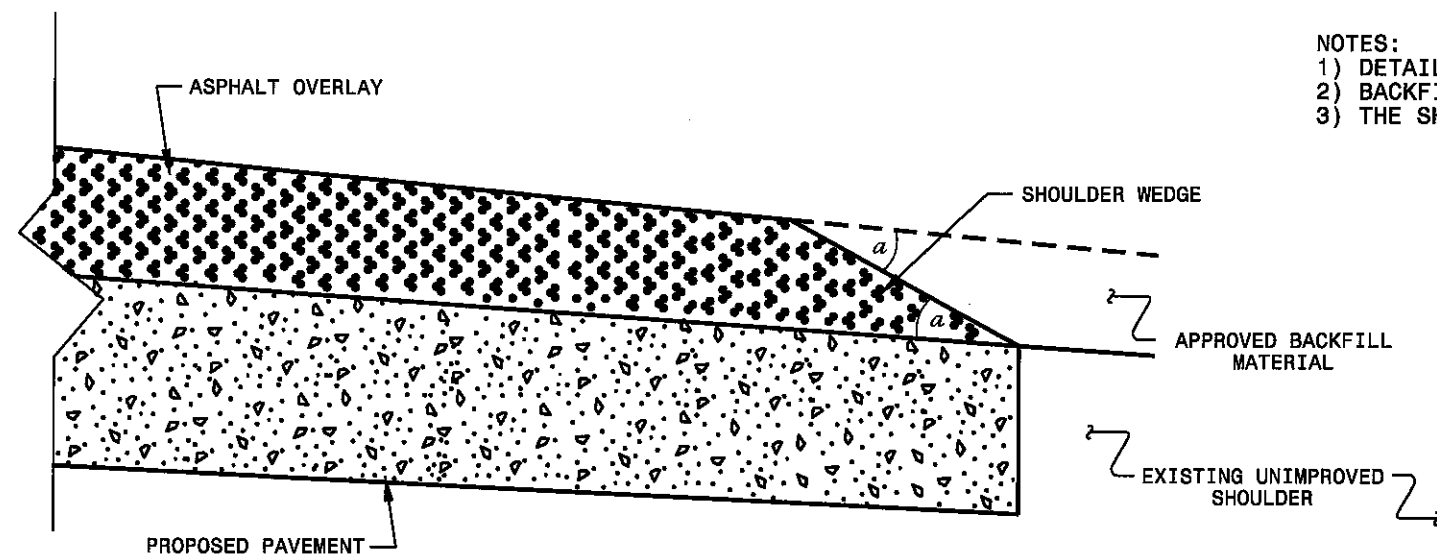
## **DETAIL TO TIE INTO EXIST PAVEMENT**

**THE CONTRACTOR'S ATTENTION IS DIRECTED TO  
THE FACT THAT HE WILL BE REQUIRED TO MILL  
THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER  
TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END  
AND Y LINES OF EACH MAP TO BE RESURFACED WITH  
ASPHALT CONC SURFACE COURSE, TYPE S9.5B.  
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.**

PROJECT	SHEET NO.	TOTAL SHEETS
13CR10591.16, 13CR20591.15 13SP.20595.1	13	22

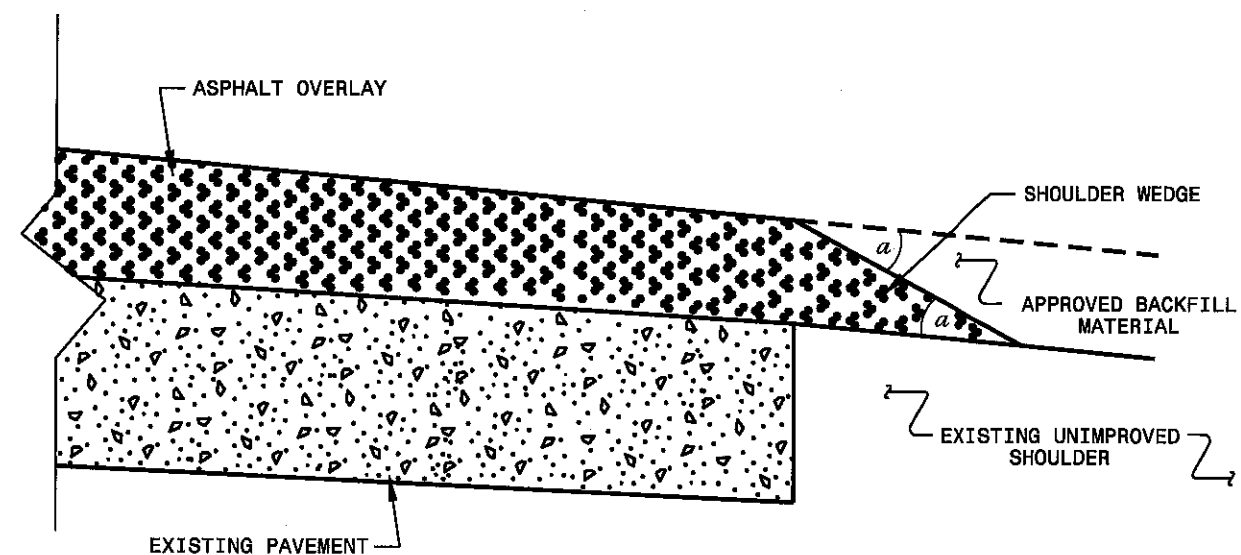
NOTES:

- 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.



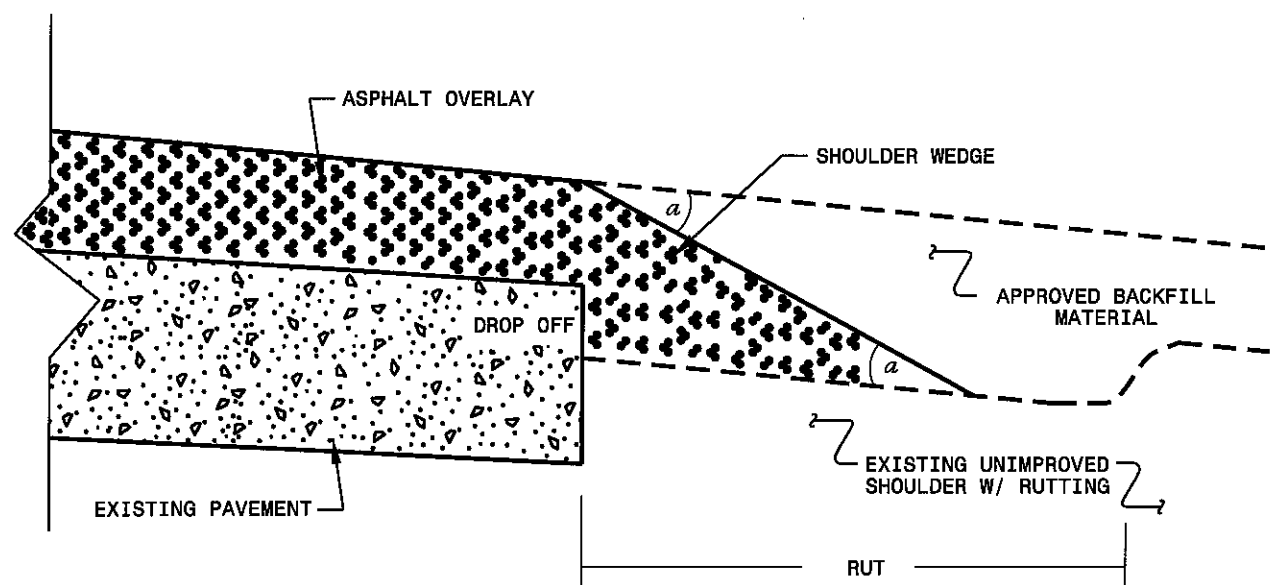
### SHOULDER WEDGE DETAIL

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



### SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ NO Widening)

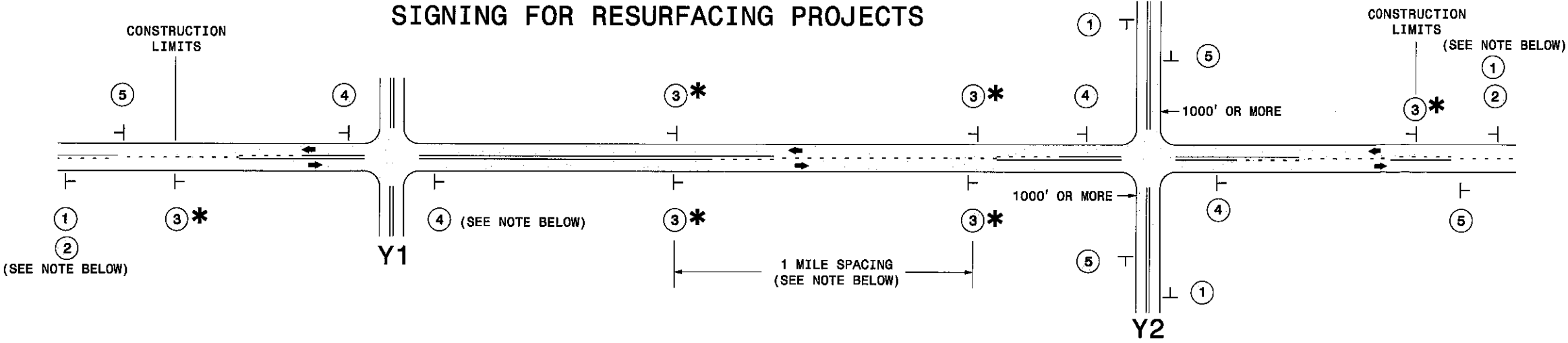


### SHOULDER WEDGE DETAIL

(Resurfacing Adjacent to  
Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>			
Office 919-707-6950		FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>			
ORIGINAL BY: _____	T. SPELL	DATE: _____	7-18-11
MODIFIED BY: _____	_____	DATE: _____	10/18/12
CHECKED BY: _____	_____	DATE: _____	_____
FILE SPEC: _____	s:\usr\details\stand\shoulderwedge\detail.dgn		



LEGEND	
—	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW

**MAINLINE (-L-) SIGNING**

**-Y- LINE SIGNING**

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>①</div> <div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div>	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ul 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></ul> <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><div></div><div></div></div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	<div>②</div> <div></div> <div>#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)</div>	
	<div>③ *</div> <div></div> <div>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.</div>	
	<div>④</div> <div></div> <div>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.</div>	
	<div>⑤</div> <div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</div>	

**\* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)**

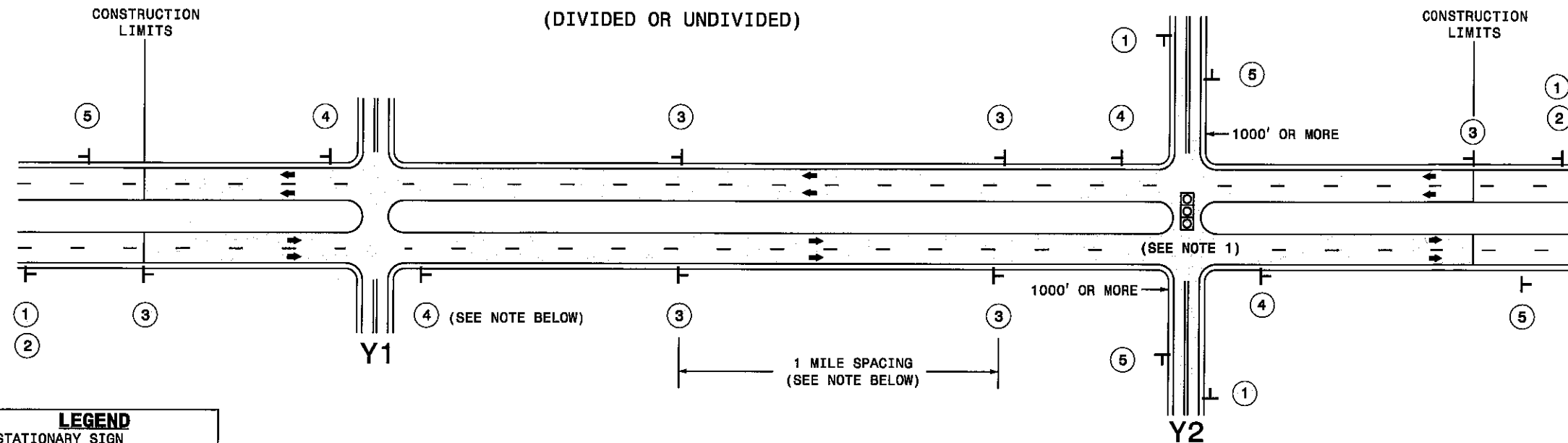
SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS

# SIGNING FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS WITH SHOULDER SECTIONS (DIVIDED OR UNDIVIDED)

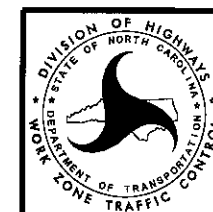
PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10591.16, 13CR.20591.15 13SP.20595.1	15	22



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

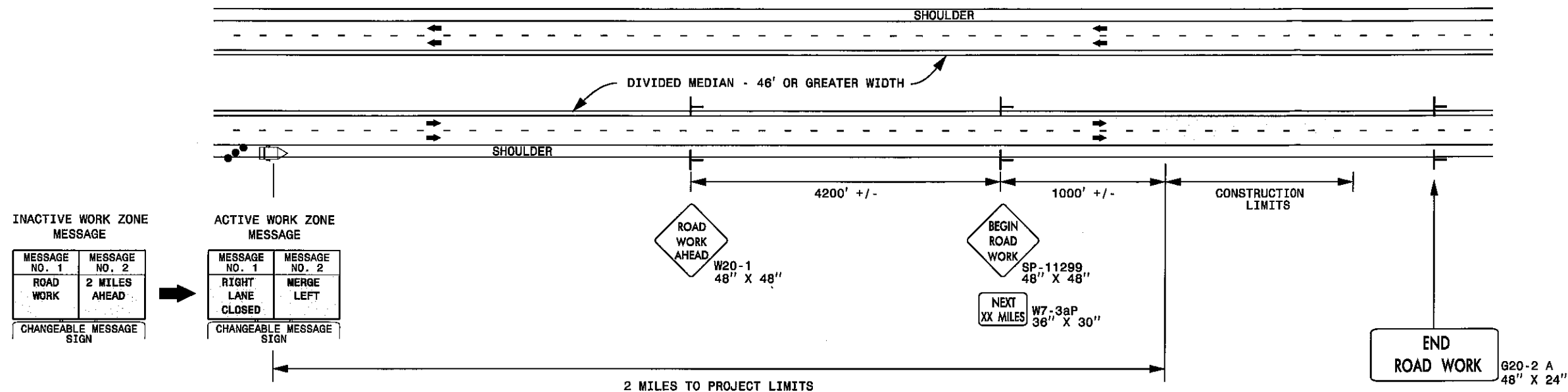
SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>1</p> <p>2</p> <p><b>ROAD WORK AHEAD</b> W20-1 48" X 48"</p> <p><b>NEXT XX MILES</b> W7-3aP 24" X 18"</p> <p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<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, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <p><b>ROAD WORK AHEAD</b> W20-1 48" X 48"</p> <p><b>ROAD WORK AHEAD</b> W20-7 A 48" X 48"</p> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</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>
	<p>3</p> <p><b>LOW SOFT SHOULDER</b> SP 13107 48" X 48"</p> <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>	
	<p>4</p> <p><b>ROAD UNDER CONST</b> SP 13106 48" X 48"</p> <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>	
	<p>5</p> <p><b>END ROAD WORK</b> G20-2 A 48" X 24"</p> <p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	



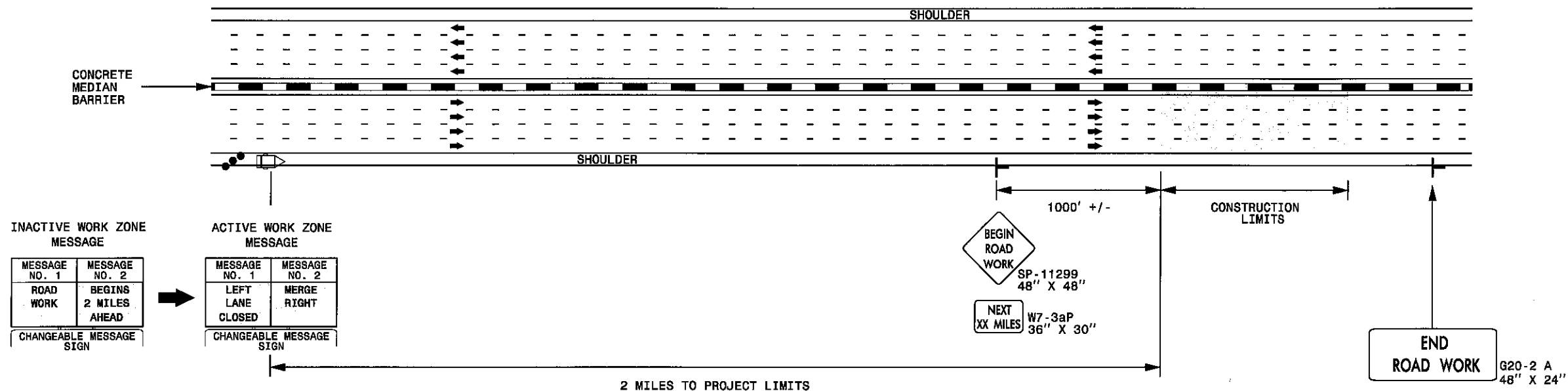
RESURFACING  
ADVANCE WARNING SIGNS  
FOR RURAL AND SUBURBAN  
MULTI-LANE ROADWAYS  
W/ SHOULDER SECTIONS  
(DIVIDED OR UNDIVIDED)

# DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10591.16, 13CR20591.15 13SP.20595.1	16	22



# DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

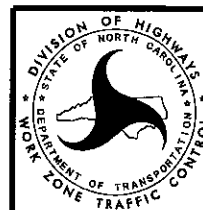


## NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 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) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGETLINE TO EDGETLINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) 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 AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

## LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM

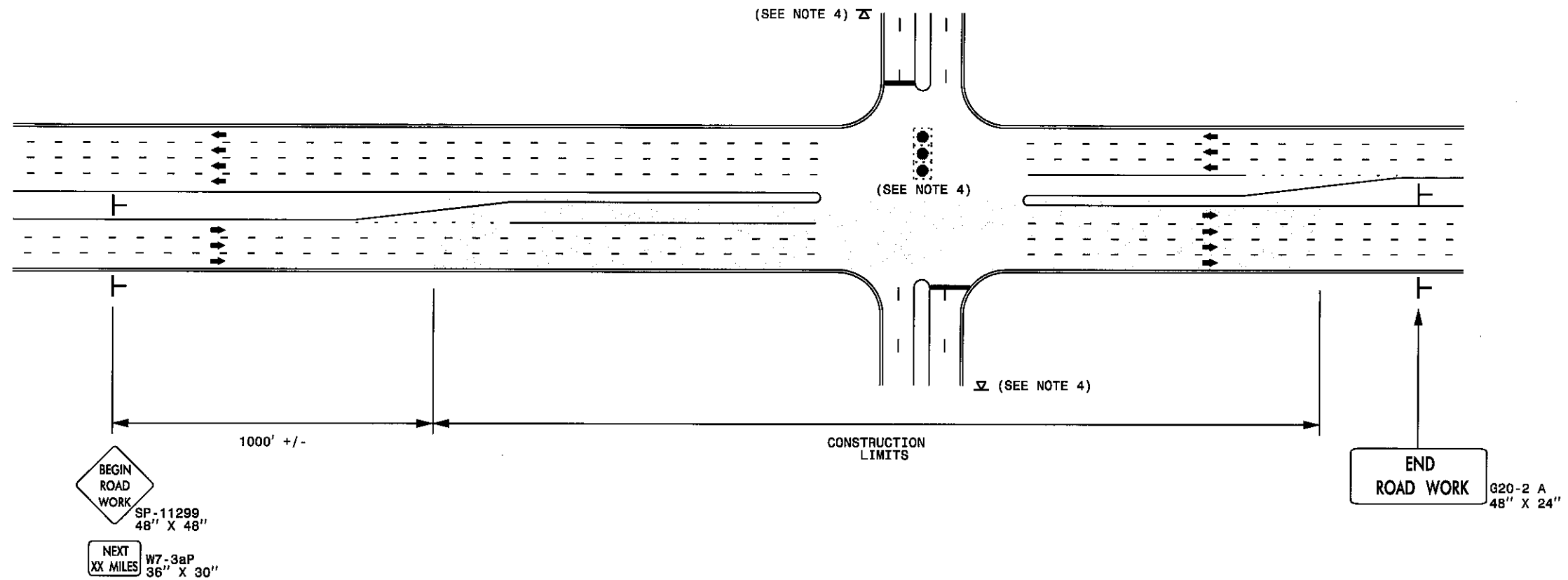


RESURFACING ADVANCE  
WARNING SIGNS FOR  
HIGH SPEED FACILITIES  
≥ 60 MPH



PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10591.16, 13CR20591.15 13SP.20595.1	17	22

## 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

SIGN NUMBER: 11299

TYPE: B

QUANTITY: SEE PLANS

SIGN WIDTH: 5'-6"

HEIGHT: 5'-6"

TOTAL AREA: 30.5 Sq.Ft.

BORDER TYPE: INSET

RECESS: 0.59"

WIDTH: 0.75"

RADII: 1.38"

NO. Z BARS: N/A

LENGTH: N/A

BACKG COLOR: Fluorescent Orange

COPY COLOR: Black

SYMBOL	X	Y	WID	HT

MAT'L: 0.125" (3.2 mm) ALUMINUM

DESIGN BY: WJ

PROJECT ID: ALL

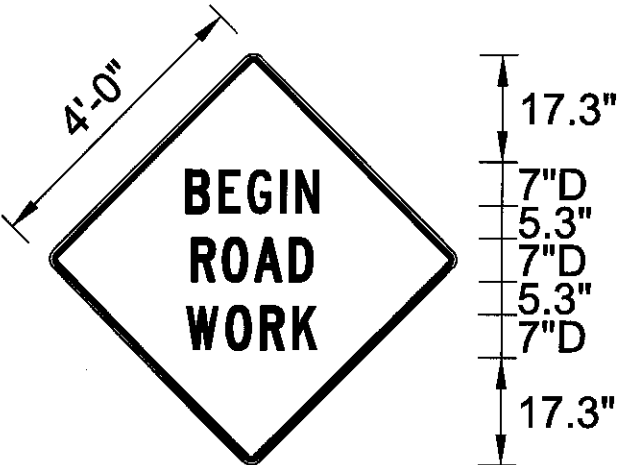
CHECKED BY:

DIV: ALL

DATE: Jun 22, 2011

SP 11299

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10591.14, 13CR.20591.15	18	22
13SP.20595.1		



BORDER

R=1.38"

TH=0.75"

IN=0.59"

Spacing Factor is 1 unless specified otherwise

USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.
2. Background shall be Type VII, VIII, or IX (prismatic) fluorescent orange retroreflective sheeting.

LETTER POSITIONS

Letter spacings are to start of next letter																									Series/Size Text Length
	B	E	G	I	N																				D 2000
20.5	6	5.4	6.3	2.8	4.8	20.5																			25.2
	R	O	A	D																					D 2000
21.4	5.8	5.9	7	4.8	21.4																				23.5
	W	O	R	K																					D 2000
20.9	7.1	6.5	5.9	4.9	20.9																				24.5

SIGN NUMBER: SP13106		BACKG COLOR: Fluorescent Orange		DESIGN BY: B. RASHID		CHECKED BY: AIA		DATE: Apr 26, 2013																																																																																																																																																																																																																																																																																																																																																	
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<div>USE NOTES: 1,2</div> <div>1. Legend and border shall be direct applied black non-reflective sheeting.</div> <div>2. Background shall be NC GRADE B fluoresent orange retroreflective sheeting.</div>																																																																																																																																																																																																																																																																																																																																																									
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NORTH CAROLINA D.O.T. SIGN DETAIL

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10591.16, 13CR.20591.15 13SP.20595.1	21	22

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TON	SHOULDER RECONSTRUCTION SMI	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ASPHALT SURFACE TREATMENT, SPLIT SEAL SY
13CR.10591.16	McDowell	1	NC 80	FROM 1.4 MILES NORTH OF SR 1434 TO 1.5 MILES NORTH OF SR 1436 (MP 3.32 - MP 5.32)	1	2	2WU	NO	NO	2	20	100	4.00	1,362	2,182		131	535	
TOTAL FOR PROJ NO. 13CR.10591.16										2		100	4.00	1,362	2,182		131	535	
13CR.20591.15	McDowell	2	SR 1146	FROM SR 1145 TO EOM (MP 0.00 - MP 0.61)	2	2	2WU	NO	NO	0.61	18								6,442
		3	SR 1148	FROM SR 1147 TO SR 1150 (MP 0.00 - MP 1.22)	2	2	2WU	NO	NO	1.22	18								12,883
		4	SR 1150	FROM US 221 TO EOM (MP 0.00 - MP 1.41)	2	2	2WU	NO	NO	1.41	18								14,890
		5	SR 1785	FROM US 221 TO SR 1786 (MP 0.00 - MP 0.29)	2	2	2WU	NO	NO	0.29	18								3,062
		6	SR 1792	FROM SR 1766 TO SR 1766 (MP 0.00 - MP 0.36)	2	2	2WU	NO	NO	0.36	18								3,802
		7	SR 1790	FROM SR 1766 TO EOM (MP 0.00 - MP 1.83)	2	2	2WU	NO	NO	1.83	18								19,325
		8	SR 1796	FROM PAVEMENT CHANGE TO SR 1794 (MP 0.93 - MP 2.14)	2	2	2WU	NO	NO	1.21	18			870					12,778
		9	SR 1754	FROM NC 226 TO SR 1760 (MP 0.00 - MP 1.11)	2	2	2WU	NO	NO	1.11	18								11,722
		10	SR 1789	FROM SR 1790 TO EOM (MP 0.00 - MP 0.29)	2	2	2WU	NO	NO	0.29	18								3,062
		11	SR 1295	FROM SR 1135 TO EOM (MP 0.00 - MP 0.16)	2	2	2WU	NO	NO	0.16	20								1,877
		12	SR 1111	FROM SR 1103 TO DEAD END (MP 0.00 - MP 0.94)	2	2	2WU	NO	NO	0.94	18								9,926
		13	SR 1110	FROM SR 1106 TO SR 1103 (MP 0.00 - MP 1.44)	2	2	2WU	NO	NO	1.44	18								15,206
		14	SR 1289	FROM SR 1106 TO EOM (MP 0.00 - MP 0.37)	2	2	2WU	NO	NO	0.37	18								3,907
		15	SR 1133	FROM SR 1123 TO DEAD END (MP 0.00 - MP 0.88)	2	2	2WU	NO	NO	0.88	18								9,293
		16	SR 1134	FROM SR 1133 TO EOM (MP 0.00 - MP 0.36)	2	2	2WU	NO	NO	0.36	18								3,802
		17	SR 1156	FROM SR 1153 TO EOM (MP 0.00 - MP 0.45)	2	2	2WU	NO	NO	0.45	18								4,752
		18	SR 1159	FROM SR 1001 TO EOM (MP 0.00 - MP 0.32)	2	2	2WU	NO	NO	0.32	18								3,379
		19	SR 1257	FROM SR 1001 TO SR 1137 (MP 0.00 - MP 0.89)	2	2	2WU	NO	NO	0.89	20								10,443
TOTAL FOR PROJ NO. 13CR.20591.15										14.14				870					150,551
13SP.20595.1	McDowell	20	SR 1224	FROM US 70 TO DEAD END (MP 0.08 TO MP 0.30)	3	2	2WU	NO	NO	0.22	18					141	9	15	
		21	SR 1224	FROM SR 1465 TO US 70 (MP 0.00 - MP 0.08)	3	2	2WU	NO	NO	0.08	18					51	3	5	
		22	SR 1465	FROM BEGIN PAVEMENT TO EOM (MP 0.00 - MP 0.15)	3	2	2WU	NO	NO	0.15	18					96	6	5	
		23	SR 1449	FROM US 70 TO SR 1465 (MP 0.00 - MP 0.10)	3	2	2WU	NO	NO	0.1	18					64	4	5	
		24	SR 1223	FROM US 70 TO EOM (MP 0.00 - MP 0.35)	3	2	2WU	NO	NO	0.35	19					237	16	25	
		25	SR 1314	FROM SR 1223 TO DEAD END (MP 0.00 - MP 0.10)	3	2	2WU	NO	NO	0.1	18					64	4	15	
		26	SR 1448	FROM SR 1422 TO EOM (MP 0.00 - MP 0.27)	3	2	2WU	NO	NO	0.27	18					173	12	20	
TOTAL FOR PROJ NO. 13SP.20595.1										1.27						826	54	90	
GRAND TOTAL										17.41		100	4.00	2,232	2,182	826	185	625	150,551

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10591.16, 13CR.20591.15 13SP.20595.1	22	22

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	4457000000-N TEMPORARY TRAFFIC CONTROL	4710000000-E THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE	4721000000-E THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) SCHOOL	4810000000-E PAINT PAVEMENT MARKING LINES (4") WHITE		PAINT PAVEMENT MARKING LINES (4") YELLOW	4847000000-E POLYUREA PAVEMENT MARKING LINES (4") WHITE (HIGHLY REFLECTIVE ELEMENTS) LF		POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HIGHLY REFLECTIVE ELEMENTS) LF	4905000000-N SNOWPLOWABLE PAVEMENT MARKERS
NO		NO			NO					SF	LS	LF	EA	LF	LF				EA	
13CR.10591.16	McDowell	1	NC 80	FROM 1.4 MILES NORTH OF SR 1434 TO 1.5 MILES NORTH OF SR 1436 (MP 3.32 - MP 5.32)	1	2	2WU	2	20	224								21,120	21,120	265
TOTAL FOR PROJ NO. 13CR.10591.16								2		224	LS						21,120	21,120	265	
42,240																				
13CR.20591.15	McDowell	2	SR 1146	FROM SR 1145 TO EOM (MP 0.00 - MP 0.61)	2	2	2WU	0.61	18	1,584	*									
		3	SR 1148	FROM SR 1147 TO SR 1150 (MP 0.00 - MP 1.22)	2	2	2WU	1.22	18					25,766	25,766					
		4	SR 1150	FROM US 221 TO EOM (MP 0.00 - MP 1.41)	2	2	2WU	1.41	18					29,779	29,779					
		5	SR 1785	FROM US 221 TO SR 1785 (MP 0.00 - MP 0.29)	2	2	2WU	0.29	18					6,125	6,125					
		6	SR 1792	FROM SR 1766 TO SR 1766 (MP 0.00 - MP 0.36)	2	2	2WU	0.36	18					7,603	7,603					
		7	SR 1790	FROM SR 1766 TO EOM (MP 0.00 - MP 1.83)	2	2	2WU	1.83	18					38,650	38,650					
		8	SR 1796	FROM PAVEMENT CHANGE TO SR 1794 (MP 0.93 - MP 2.14)	2	2	2WU	1.21	18					25,555	25,555					
		9	SR 1754	FROM NC 226 TO SR 1760 (MP 0.00 - MP 1.11)	2	2	2WU	1.11	18					23,443	23,443					
		10	SR 1789	FROM SR 1790 TO EOM (MP 0.00 - MP 0.29)	2	2	2WU	0.29	18											
		11	SR 1295	FROM SR 1135 TO EOM (MP 0.00 - MP 0.16)	2	2	2WU	0.16	20											
		12	SR 1111	FROM SR 1103 TO DEAD END (MP 0.00 - MP 0.94)	2	2	2WU	0.94	18					19,853	19,853					
		13	SR 1110	FROM SR 1106 TO SR 1103 (MP 0.00 - MP 1.44)	2	2	2WU	1.44	18					30,413	30,413					
		14	SR 1289	FROM SR 1106 TO EOM (MP 0.00 - MP 0.37)	2	2	2WU	0.37	18											
		15	SR 1133	FROM SR 1123 TO DEAD END (MP 0.00 - MP 0.88)	2	2	2WU	0.88	18											
		16	SR 1134	FROM SR 1133 TO EOM (MP 0.00 - MP 0.36)	2	2	2WU	0.36	18											
		17	SR 1156	FROM SR 1153 TO EOM (MP 0.00 - MP 0.45)	2	2	2WU	0.45	18											
		18	SR 1159	FROM SR 1001 TO EOM (MP 0.00 - MP 0.32)	2	2	2WU	0.32	18											
		19	SR 1257	FROM SR 1001 TO SR 1137 (MP 0.00 - MP 0.89)	2	2	2WU	0.89	20					20	6	18,797	18,797			
TOTAL FOR PROJ NO. 13CR.20591.15								14.14		1,584	LS	20	6	225,984	225,984					
451,968																				
13SP.20595.1	McDowell	20	SR 1224	FROM US 70 TO DEAD END (MP 0.08 TO MP 0.30)	3	2	2WU	0.22	18	100	*									
		21	SR 1224	FROM SR 1465 TO US 70 (MP 0.00 - MP 0.08)	3	2	2WU	0.08	18											
		22	SR 1465	FROM BEGIN PAVEMENT TO EOM (MP 0.00 - MP 0.15)	3	2	2WU	0.15	18											
		23	SR 1449	FROM US 70 TO SR 1465 (MP 0.00 - MP 0.10)	3	2	2WU	0.1	18											
		24	SR 1223	FROM US 70 TO EOM (MP 0.00 - MP 0.35)	3	2	2WU	0.35	19					7,392	7,392					
		25	SR 1314	FROM SR 1223 TO DEAD END (MP 0.00 - MP 0.10)	3	2	2WU	0.1	18											
		26	SR 1448	FROM SR 1422 TO EOM (MP 0.00 - MP 0.27)	3	2	2WU	0.27	18											
TOTAL FOR PROJ NO. 13SP.20595.1								1.27		100	LS			7,392	7,392					
14,784																				
GRAND TOTAL								17.41		1,908	1	20	6	233,376	233,376	21,120	21,120	265		
															466,752		42,240			