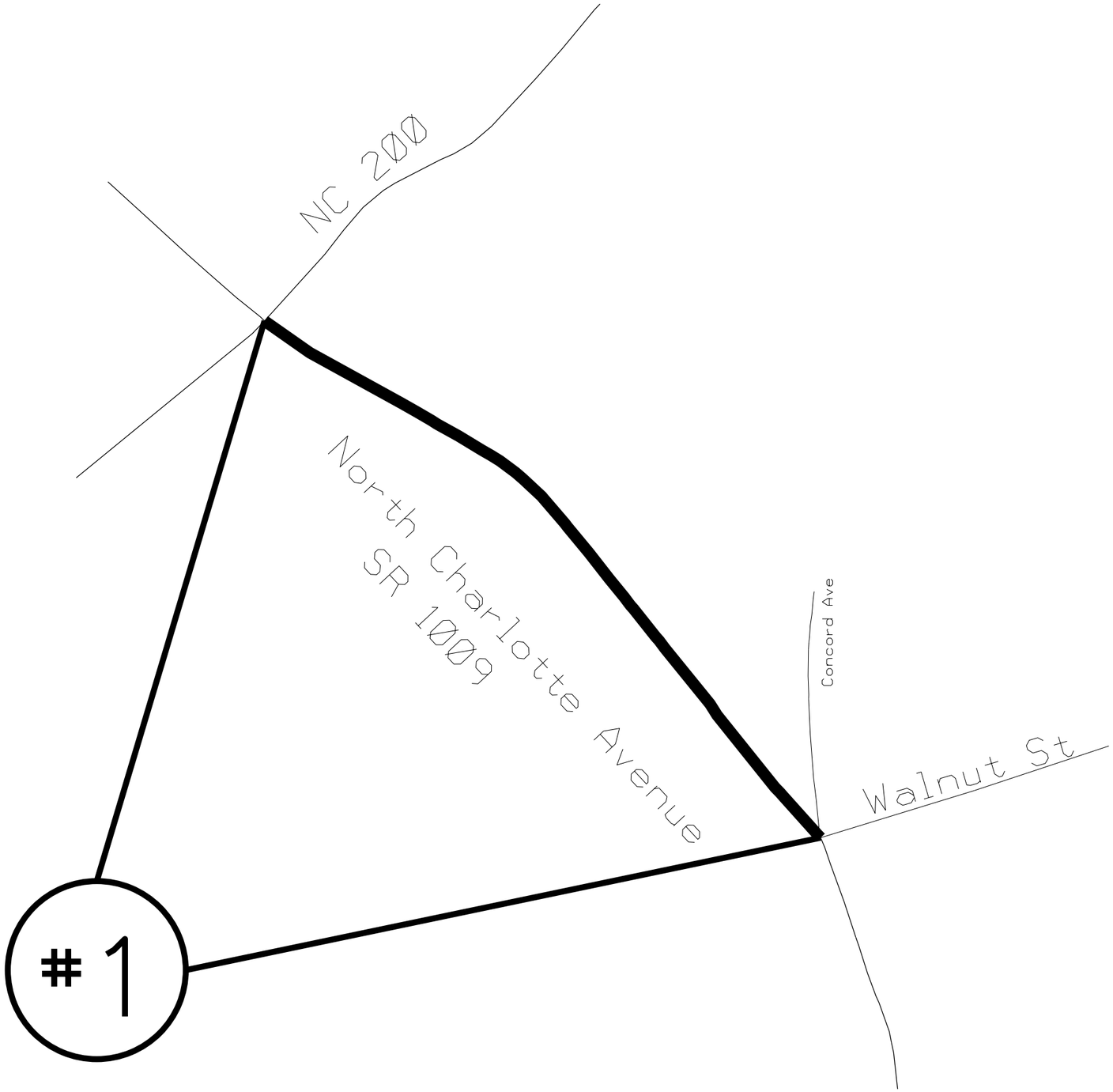
| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | 49860.3.5 | 1 | |
| F.A. PROJECT NO. | 1003186 | | |




N

S

ENLARGED MUNICIPAL AND SUBURBAN AREAS

# UNION COUNTY

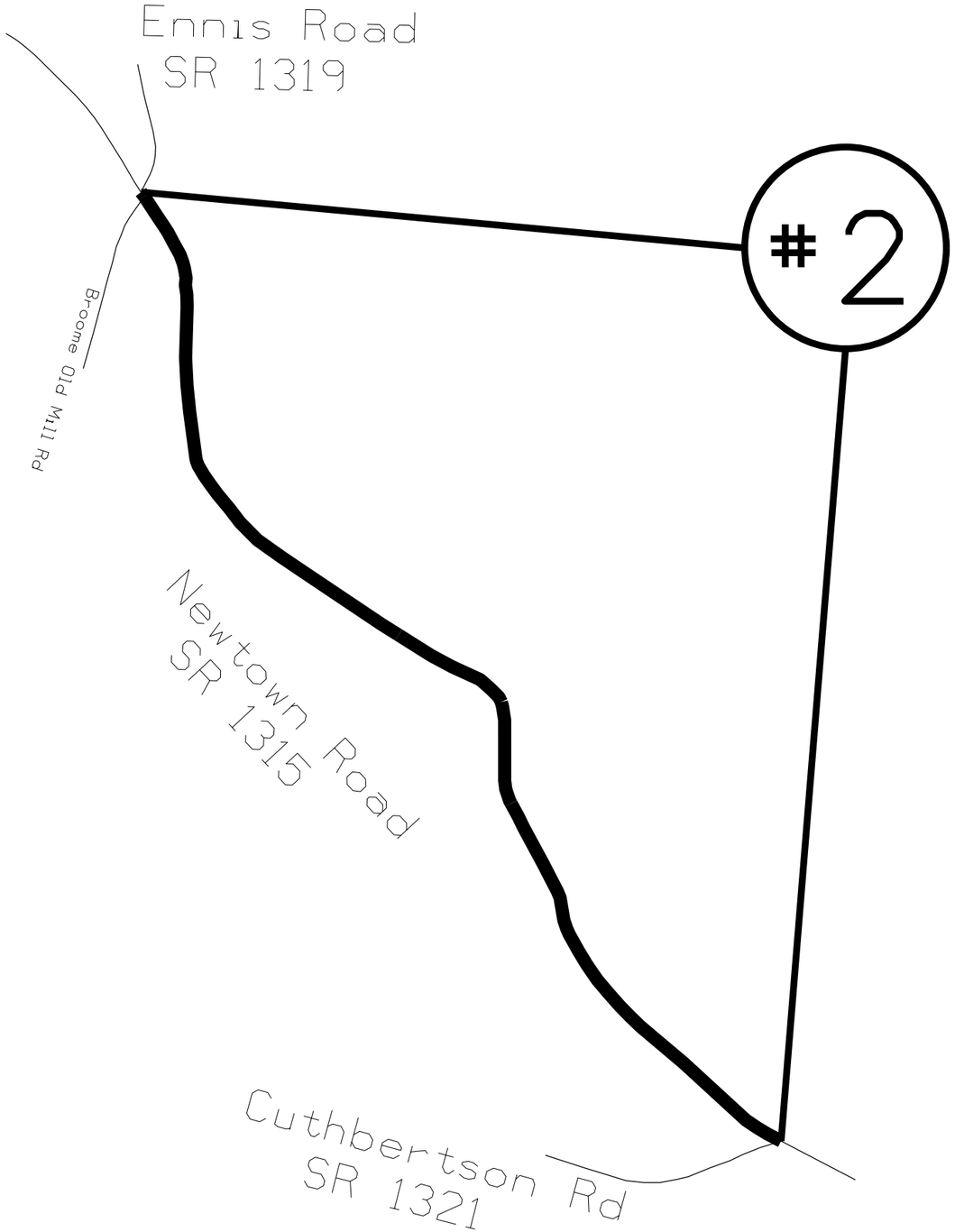
NORTH CAROLINA

PREPARED BY THE

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #1 SR 1009 NORTH CHARLOTTE AVENUE
1.12 MILES
FROM WALNUT STREET
TO NC 200

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | 49860.3.5 | 2 | |
| F.A. PROJECT NO. | 1003186 | | |




N

S

ENLARGED MUNICIPAL AND SUBURBAN AREAS

# UNION COUNTY

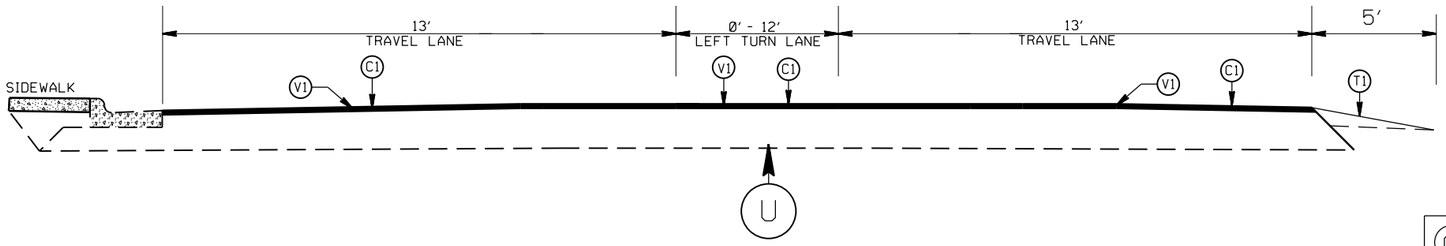
NORTH CAROLINA

PREPARED BY THE

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

## MAP # 2 SR 1315 NEWTOWN ROAD
## 2.1 MILES
## FROM SR 1321 CUTHBERTSON ROAD
## TO SR 1319 ENNIS ROAD

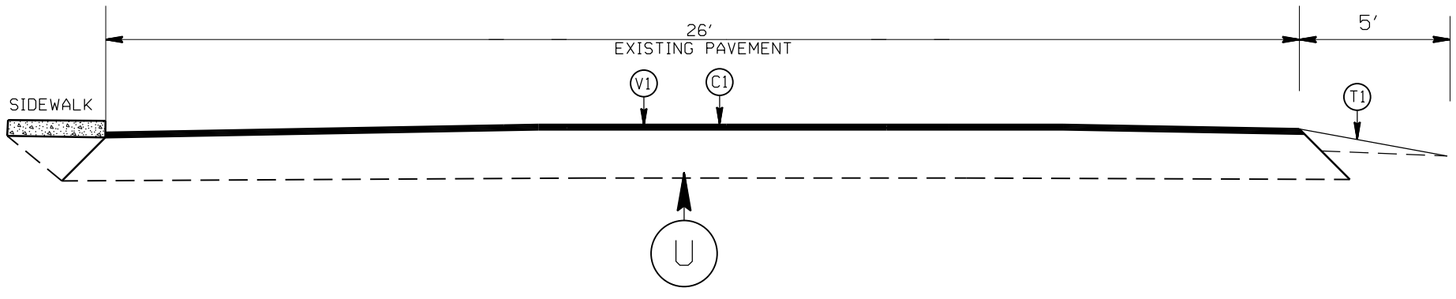
| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | 49860.3.5 | 3 | |
| F.A. PROJECT NO. | 1003186 | | |




TYPICAL SECTION 1
SR 1009 NORTH CHARLOTTE AVENUE (MAP 1)
APPROX. STA: 10+00 TO 13+50

## PAVEMENT SCHEDULE

| | |
|---|---|
| C1 | PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| T1 | SHOULDER RECONSTRUCTION |
| U | EXISTING PAVEMENT |
| V1 | MILLING OF EXISTING PAVEMENT, 1.5" DEPTH. |



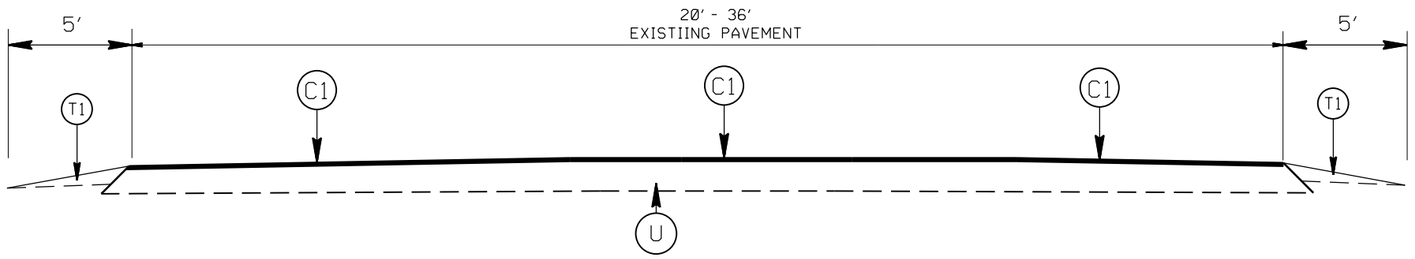

TYPICAL SECTION 2
SR 1009 NORTH CHARLOTTE AVENUE (MAP 1)
APPROX. STA: 13+50 TO 32+60

*UNION COUNTY RESURFACING*

| | |
|---|---|
| SCALE | -NA- |
| DATE | 9/21 |
| DWG. BY | AMO |
| DESIGN BY | AMO |
| APPROVED | |

REVISIONS

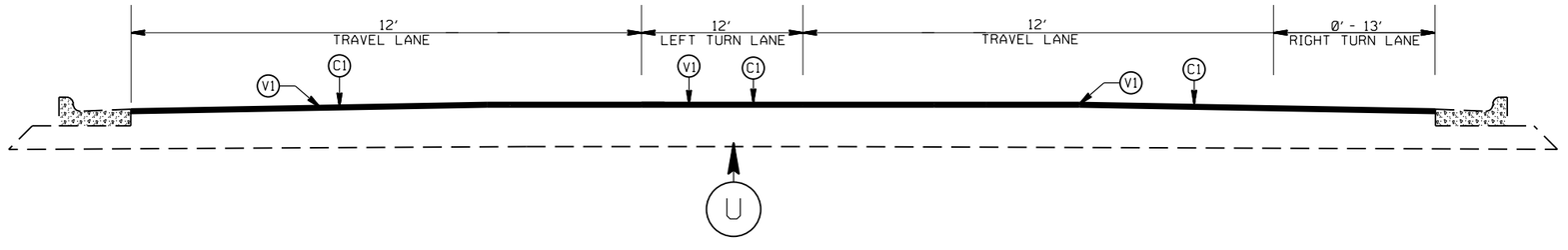
| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | 49860.3.5 | 4 | |
| F.A. PROJECT NO. | 1003186 | | |




# TYPICAL SECTION 3
# SR 1009 NORTH CHARLOTTE AVENUE (MAP 1)
# APPROX. STA: 32+60 TO 65+80
# SR 1315 NEWTOWN ROAD (MAP 2)

## PAVEMENT SCHEDULE

| | |
|---|---|
| C1 | PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| T1 | SHOULDER RECONSTRUCTION |
| U | EXISTING PAVEMENT |
| V1 | MILLING OF EXISTING PAVEMENT, 1.5" DEPTH. |



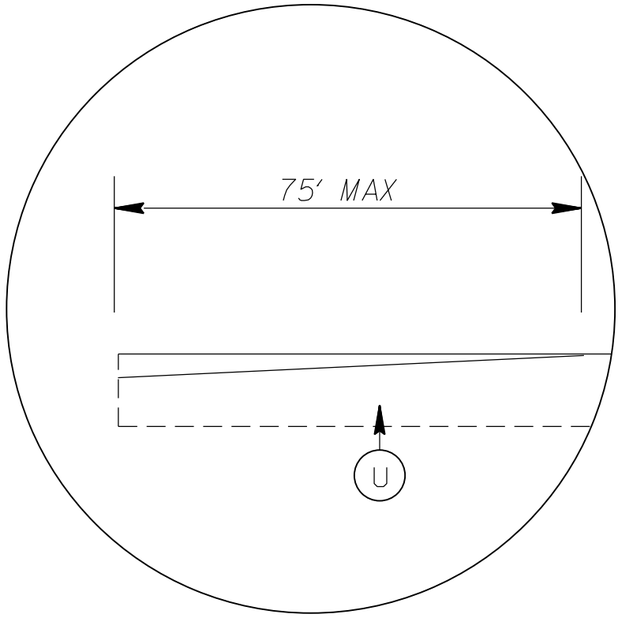

# TYPICAL SECTION 4
# SR 1009 NORTH CHARLOTTE AVENUE (MAP 1)
# APPROX. STA: 65+80 TO 68+35

*UNION COUNTY RESURFACING*

| | |
|---|---|
| SCALE | -NA- |
| DATE | 9/21 |
| DWG. BY | AMO |
| DESIGN BY | AMO |
| APPROVED | |

REVISIONS

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | 49860.3.5 | 5 | |
| F.A. PROJECT NO. | 1003186 | | |

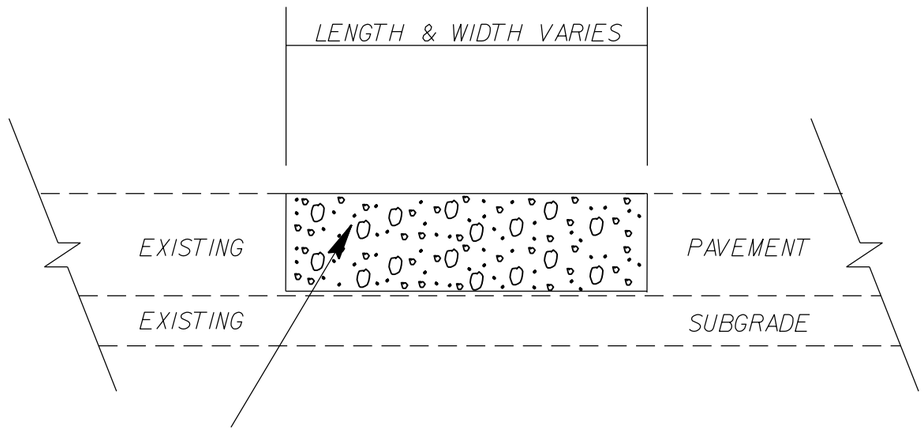



DETAIL FOR INCIDENTAL MILLING (0" TO 1.5") TIE IN

## PAVEMENT SCHEDULE

| | |
|---|---|
| C1 | PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| T1 | SHOULDER RECONSTRUCTION |
| U | EXISTING PAVEMENT |
| V1 | MILLING OF EXISTING PAVEMENT, 1.5" DEPTH. |

## PATCHING DETAIL




RATE IS VARIABLE AND SHALL BE AS DIRECTED BY THE ENGINEER. ASPHALT TYPE 119.0C SHALL BE PLACED.

UNION COUNTY RESURFACING

| | |
|---|---|
| SCALE | -NA- |
| DATE | 7/21 |
| DWG. BY | AMO |
| DESIGN BY | AMO |
| APPROVED | |

REVISIONS

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | 49860.3.5 | 6 | |
| F.A. PROJECT NO. | 1003186 | | |

# NOTES:

1. ON MAP 2, MILL AND INLAY BRIDGES WITH 1.5" S9.5C.

2. SHOULDER RECONSTRUCTION WILL BE AS DIRECTED BY THE ENGINEER.

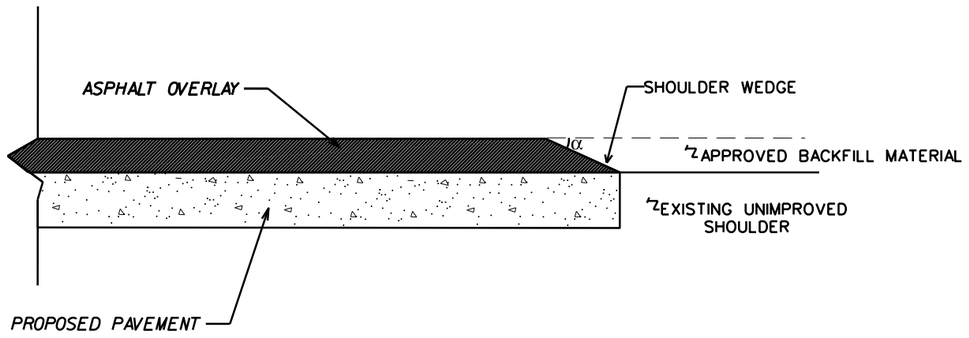
UNION COUNTY RESURFACING

| | |
|---|---|
| SCALE | -NA- |
| DATE | 7/21 |
| DWG. BY | AMO |
| DESIGN BY | AMO |
| APPROVED | |

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

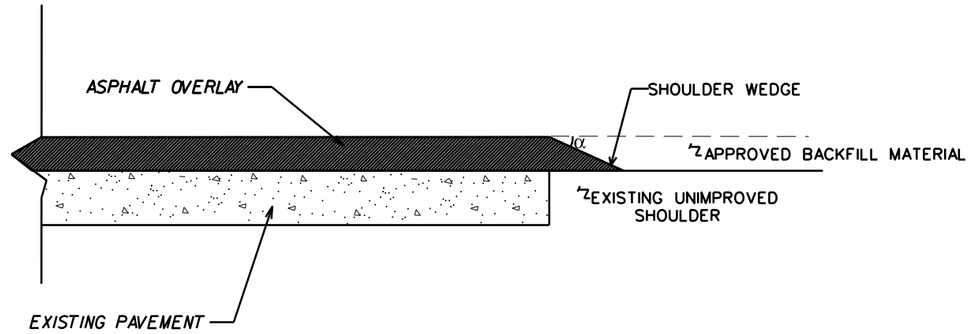
NOTES:
1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | 49860.3.5 | 7 | |
| F.A. PROJECT NO. | 1003186 | | |



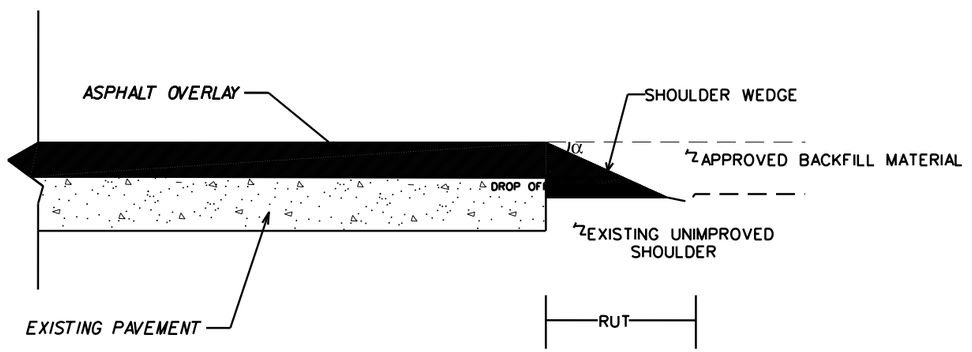

## SHOULDER WEDGE DETAIL

(RESURFACING PROJECTS W/ WIDENING OR WITH EXISTING PAVED SHOILDER HAVING NO DROPOFFS)




## SHOULDER WEDGE DETAIL

(RESURFACING PROJECTS W/ NO WIDENING)




## SHOULDER WEDGE DETAIL

(RESURFACING ADJACENT TO RUTTED SHOULDER)

$\alpha$ = 30 DEGREES

SHOULDER WEDGE DETAILS

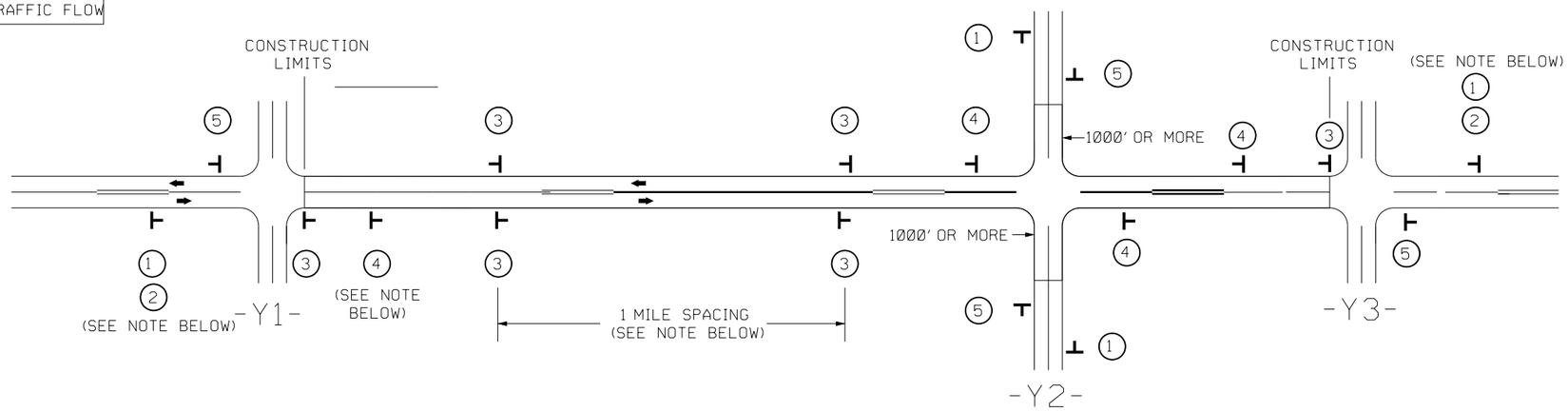
| | |
|---|---|
| SCALE | -NA- |
| DATE | 11/20 |
| DWG. BY | AMO |
| DESIGN BY | AMO |
| APPROVED | |

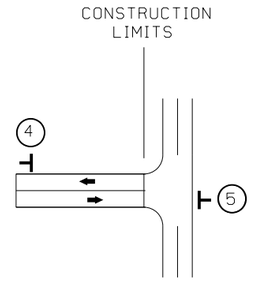
| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| 49860.3.5 | TC1 |

# SIGNING FOR RESURFACING PROJECTS

LEGEND
⊢ STATIONARY SIGN
⬅ DIRECTION OF TRAFFIC FLOW




TEE INTERSECTION

## MAINLINE (-L-) SIGNING

### SIGNING NOTES AND PLACEMENT PER DIRECTION

① ROAD WORK AHEAD W20-1 48" X 48"
② NEXT XX MILES W7-3aP 24" X 18" — PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. #2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER.(NO FRACTIONAL OR DECIMAL NUMBERS)

③ LOW/SOFT SHOULDER SP 13107 48" X 48"
- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.
- AT TEE INTERSECTIONS INSTALL INITIALLY ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.

④ ROAD UNDER CONST SP 13106 48" X 48"
- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.
- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.
- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.
- FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH.
- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.
- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.

⑤ END ROAD WORK G20-2 A 48" X 24" — PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

### 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.

## -Y- LINE SIGNING

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
2) SUBDIVISION ROADS
3) DEAD END ROADS

WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.


PLACED 500' IN ADVANCE OF FLAGGER.

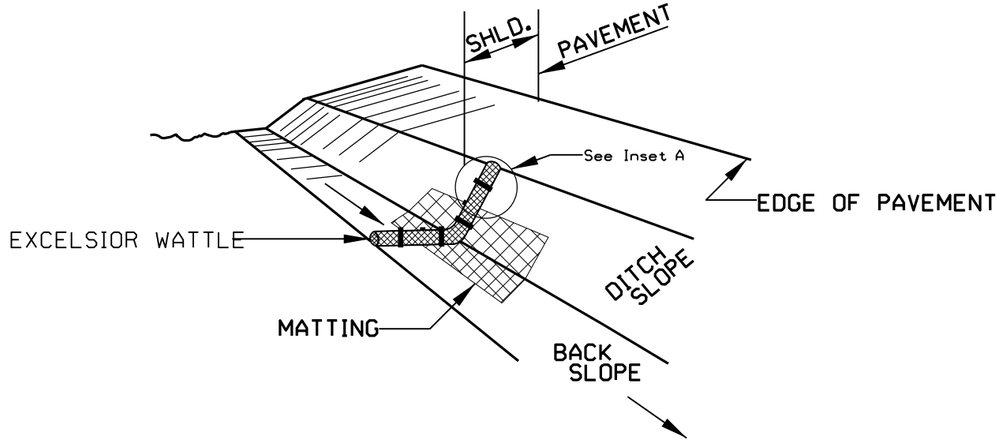

PLACED 250' IN ADVANCE OF FLAGGER.

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

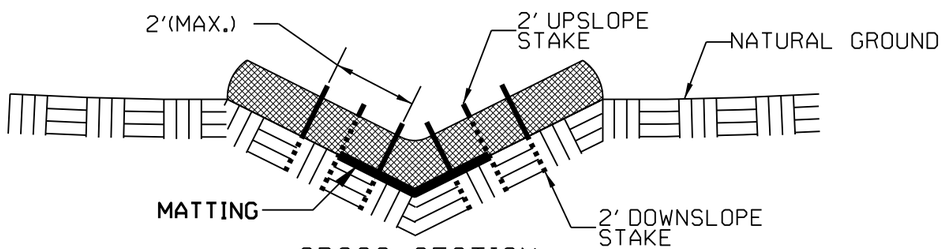
ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| 49860.3.5 | EC1 |

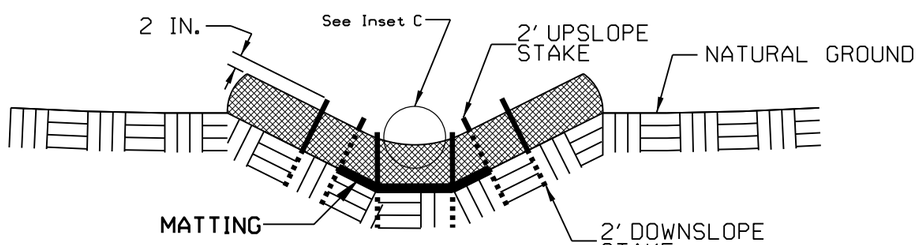
# WATTLE WITH POLYACRYLAMIDE DETAIL




ISOMETRIC VIEW




CROSS SECTION
VEE DITCH




CROSS SECTION
TRAPEZOIDAL DITCH

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. CROSS SECTION.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

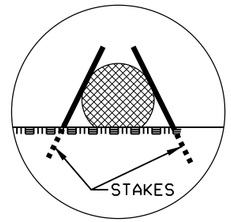
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

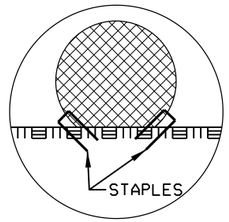
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.

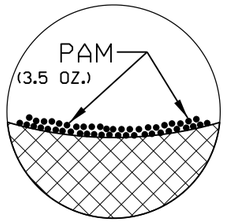
INITIALLY APPLY 3.5 OUNCES OF ANIONIC OR NEUTRALLY CHARGED POLYACRYLAMIDE (PAM) OVER WATTLE WHERE WATER WILL FLOW AND AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.



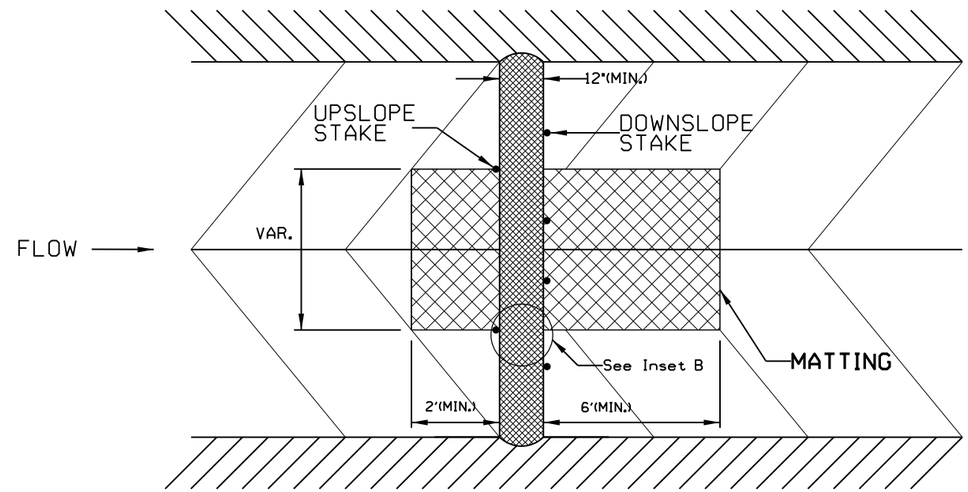

INSET A




INSET B




INSET C



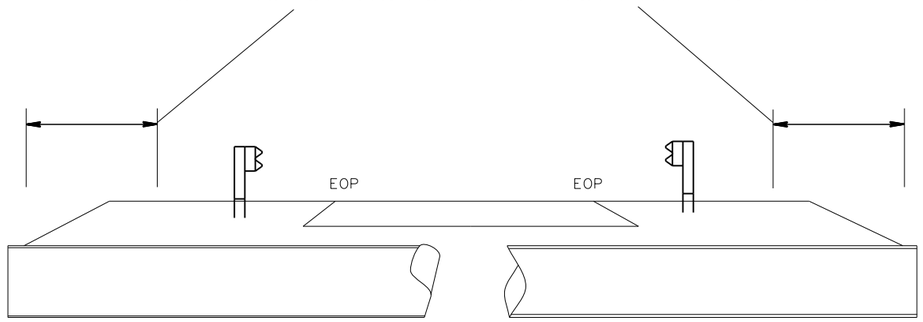

TOP VIEW

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | 49860.3.5 | EC2 | |
| F.A. PROJECT NO. | 1003186 | | |

NOTES: LESS THAN 5' - 10' UNDISTURBED BUFFER FROM ROW, DITCHLINE, WATER FEATURE, OR DRAINAGE INLET, ADD BMP.

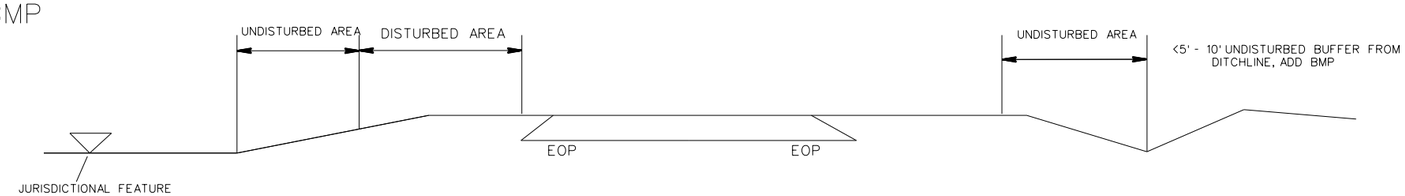
BMP OPTIONS: WATTLE OR SILT FENCE

<5' - 10' UNDISTURBED BUFFER ADD BMP

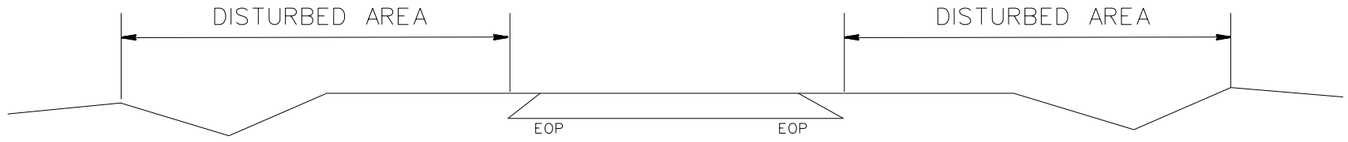



PIPE/CULVERT

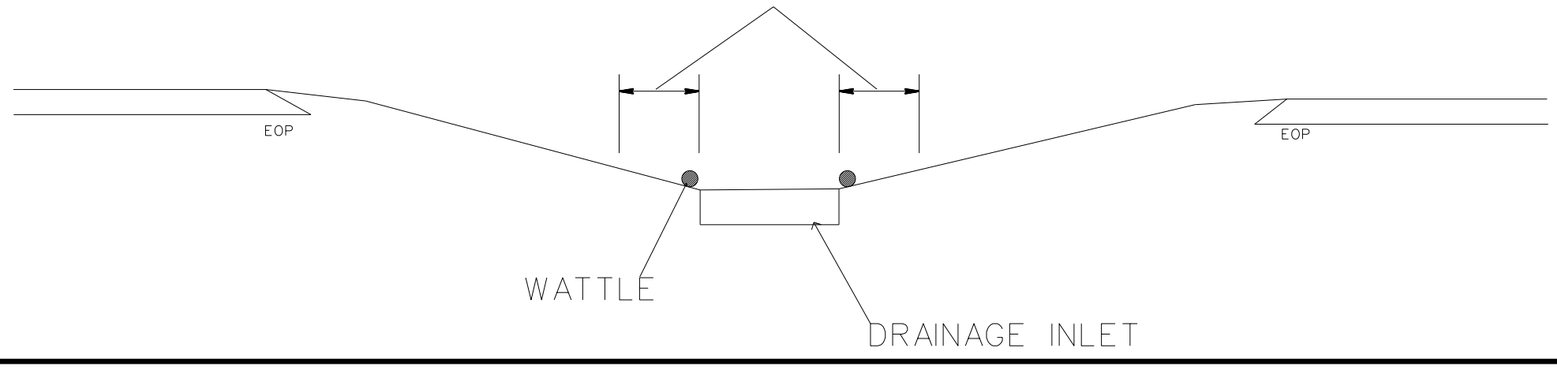
<5' - 10' UNDISTURBED BUFFER FROM JURISDICTIONAL FEATURE ADD BMP




USE BMP'S IF SHOULDERS AND/OR FRONTSLOPES AND/OR DITCHLINE AND/OR BACKSLOPES ARE DISTURBED




<5' - 10' UNDISTURBED BUFFER FROM INLET, ADD WATTLE



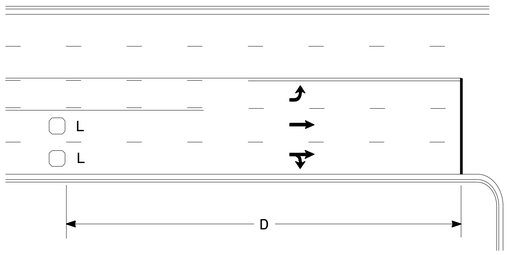

EROSION CONTROL DETAIL

| | |
|---|---|
| SCALE | -NA- |
| DATE | 11/20 |
| DWG. BY | AMO |
| DESIGN BY | AMO |
| APPROVED | |

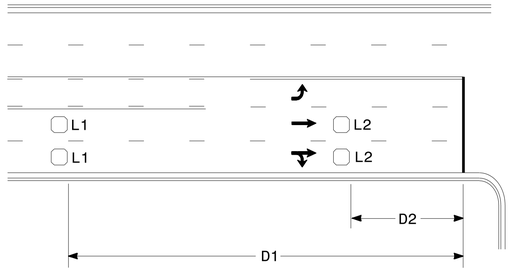
| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| | |

## High Speed Detection
(≥40 mph)




OR




| 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

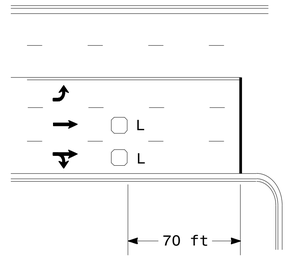
| Speed Limit mph | D1 ft | D2 ft |
|---|---|---|
| 40 | 250 | 80 |
| 45 | 300 | 90 |
| 50 | 355 | 100 |
| 55 | 420 | 110 |

L1 = 6ft X 6ft
Wired in series

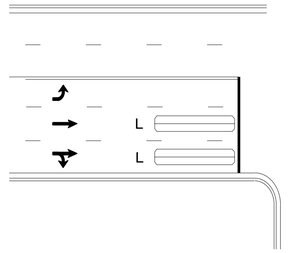
L2 = 6ft X 6ft
Wired in series

"Stretch" Operation

## Low Speed Detection
(≤35 mph)



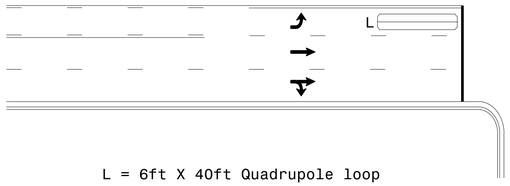

OR




L = 6ft X 6ft
Wired in series

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

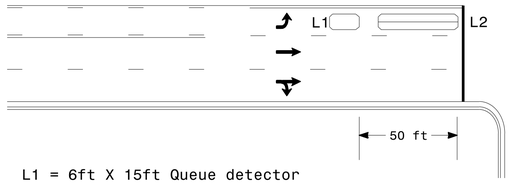
## Left Turn Lane Detection




L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

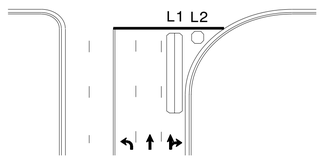
OR




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

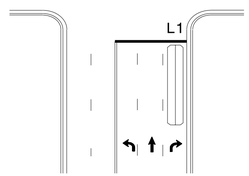
Queue Loop Detection

## Right Turn Lane Detection

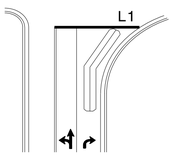



Shared Lane/
Wide Radius Turn

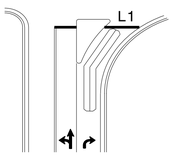
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately




Standard Turn

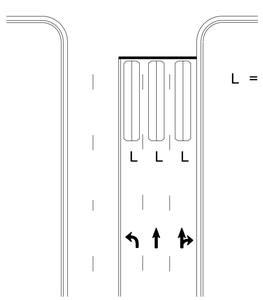



Wide Radius Turn



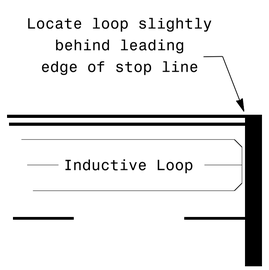

Channelized Turn

## 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

Prepared in the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

# Typical Signal Loop Locations

| PLAN DATE: January 2015 | REVIEWED BY: JPG |
|---|---|
| PREPARED BY: PLA | REVIEWED BY: |

SCALE
N/A

| REVISIONS | INIT. | DATE |
|---|---|---|
| | | |

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 23489 ENGINEER PAMELA L. ALEXANDER

DocuSigned by: P L Alexander B4756E00CE4E46D...
1/30/2015
DATE

SIG. INVENTORY NO.

30-JAN-2015 12:39
S:\NCDOT\Traffic Signal\Signal Design Section\Eastern Region\loop typical 2015.dgn
palexander

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|---|---|---|
| 49860.3.5 | 12 | 13 |
| | | |

# SUMMARY OF QUANTITIES

| | | | | | | | | | | | | 0106000000-E | 1220000000-E | 1245000000-E | 1297000000-E | 1330000000-E | 1523000000-E | 1524000000-E | 1575000000-E | 1704000000-E | 2612000000-E | 2613000000-N | 2830000000-N | 2845000000-N | 4600000000-N | 5255000000-N | 6000000000-E | 6009000000-E | 6012000000-E | 6071010000-E | 6071020000-E | 7444000000-E |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT NO** | **COUNTY** | **MAP NO** | **ROUTE** | **DESCRIPTION** | **TYP NO** | **LANES** | **LANE TYPE** | **FINAL SURFACE TESTING REQUIRED** | **WARM MIX ASPHALT REQUIRED** | **LENGTH** | **WIDTH** | **BORROW** | **INCIDENTAL STONE BASE** | **SHOULDER RECONSTRUCTION** | **1½" MILLING** | **INCIDENTAL MILLING** | **SURFACE COURSE, S9.5C** | **LEVELING COURSE, S9.5C** | **ASPHALT BINDER FOR PLANT MIX** | **PATCHING EXISTING PAVEMENT** | **6" CONCRETE DRIVEWAYS** | **REMOVE AND REPLACE CURB RAMPS** | **ADJ. OF MANHOLES** | **ADJ. OF METER OR VALVE BOX** | **GENERIC TRAFFIC CONTROL ITEM; TEMPORARY CURB RAMPS** | **PORTABLE LIGHTING** | **TEMPORARY SILT FENCE** | **STONE FOR EROSION CONTROL, CLASS B** | **SEDIMENT CONTROL STONE** | **WATTLE** | **POLYACRYLAMIDE (PAM)** | **INDUCTIVE LOOP SAWCUT** |
| | | | | | | | | | | **MI** | **FT** | **CY** | **TONS** | **SMI** | **SY** | **SY** | **TONS** | **TONS** | **TONS** | **TONS** | **SY** | **EA** | **EA** | **EA** | **EA** | **LS** | **LF** | **TN** | **TN** | **LF** | **LB** | **LF** |
| 49860.3.5 | Union | 1 | SR 1009 NORTH CHARLOTTE AVENUE | FROM WALNUT STREET TO NC 200 **MP 0.53 TO 1.65** | 1,2,3,4 | 2 | 2WU | NO | NO | 1.12 | 25-49 | 130 | 75 | 1.70 | 8,433 | | 2,115 | 495 | 184 | 560 | 400 | 4 | 3 | 9 | 4 | 1 | 160 | 21 | 10 | 160 | | 950 |
| **TOTAL FOR MAP NO. 1** | | | | | | | | | | **1.12** | | **130** | **75** | **1.70** | **8,433** | | **2,115** | **495** | **184** | **560** | **400** | **4** | **3** | **9** | **4** | **1** | **160** | **21** | **10** | **160** | | **950** |
| 49860.3.5 | Union | 2 | SR 1315 NEWTOWN ROAD | FROM SR 1321 CUTHBERTSON ROAD TO SR 1319 ENNIS ROAD **MP 8.7 TO 10.7** | 3 | 2 | 2WU | NO | NO | 2.1 | 20-35 | 300 | 140 | 4.20 | 1,459 | 420 | 2,675 | 1,166 | 276 | 945 | 50 | | | 1 | | | 315 | 42 | 21 | 315 | 1 | |
| **TOTAL FOR MAP NO. 2** | | | | | | | | | | **2.1** | | **300** | **140** | **4.20** | **1,459** | **420** | **2,675** | **1,166** | **276** | **945** | **50** | | | **1** | | | **315** | **42** | **21** | **315** | **1** | |
| **TOTAL FOR PROJ NO. 49860.3.5** | | | | | | | | | | **3.22** | | **430** | **215** | **5.90** | **9,892** | **420** | **4,790** | **1,661** | **460** | **1,505** | **450** | **4** | **3** | **10** | **4** | **1** | **475** | **63** | **31** | **475** | **1** | **950** |
| **GRAND TOTAL** | | | | | | | | | | **3.22** | | **430** | **215** | **5.90** | **9,892** | **420** | **4,790** | **1,661** | **460** | **1,505** | **450** | **4** | **3** | **10** | **4** | **1** | **475** | **63** | **31** | **475** | **1** | **950** |

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|---|---|---|
| 49860.3.5 | 13 | 13 |
| | | |

# THERMOPLASTIC AND PAINT QUANTITIES

| | | | | | | | | | | 4413000000-E | 4447000000-E | 4457000000-N | 4510000000-N | 4685000000-E | | 4695000000-E | 4700000000-E | 4709000000-E | 4720000000-E | 4725000000-E | | | 4810000000-E | | 4835000000-E | 4845000000-N | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | LANES | LANE TYPE | LENGTH | WIDTH | WORK ZONE ADVANCE/GENERAL WARNING SIGNING | PEDESTRIAN CHANNELIZING DE- VICES | TEMPORARY TRAFFIC CONTROL | LAW ENFORCEMENT | THERMO PVT MKG LINES 4",90 MILS WHITE | THERMO PVT MKG LINES 4",90 MILS YELLOW | THERMO PVT MKG LINES 8", 90 MILS | THERMO PVT MKG LINES 12", 90 MILS | THERMOPLASTIC PAVEMENT MARKINGLINES (24", 90 MILS) | THERMO PVT MKG CHARACTER 90 MILS (ONLY) | THERMO PVT MKG SYMBOL 90 MILS (LEFT ARROW) | THERMO PVT MKG SYMBOL 90 MILS (RIGHT ARROW) | THERMO PVT MKG SYMBOL 90 MILS (STRAIGHT) | 4" WHITE PAINT | 4" YELLOW PAINT | 24" WHITE PAINT | PAINT LT ARROW | PAINT RT ARROW |
| | | | | | | | | MI | FT | SF | LF | LS | HR | LF | LF | LF | LF | LF | EA | EA | EA | EA | LF | LF | LF | EA | EA |
| 49860.3.5 | Union | 1 | SR 1009 NORTH CHARLOTTE AVENUE | FROM WALNUT STREET TO NC 200 **MP 0.53 TO 1.65** | 1,2,3,4 | 2 | 2WU | 1.12 | 25-49 | | 16 | 1 | 40 | 13,792 | 13,348 | 60 | | 305 | 4 | 20 | 2 | 2 | 1,836 | 12,148 | 360 | 10 | 2 |
| **TOTAL FOR MAP NO. 1** | | | | | | | | **1.12** | | | **16** | **1** | **40** | **13,792** | **13,348** | **60** | | **305** | **4** | **20** | **2** | **2** | **1,836** | **12,148** | **360** | **10** | **2** |
| 49860.3.5 | Union | 2 | SR 1315 NEWTOWN ROAD | FROM SR 1321 CUTHBERTSON ROAD TO SR 1319 ENNIS ROAD **MP 8.7 TO 10.7** | 3 | 2 | 2WU | 2.1 | 20-35 | 235.2 | | | 10 | 21,705 | 22,711 | | 180 | 50 | | | | | | | | | |
| **TOTAL FOR MAP NO. 2** | | | | | | | | **2.1** | | **235** | | | **10** | **21,705** | **22,711** | | **180** | **50** | | | | | | | | |
| **TOTAL FOR PROJ NO. 49860.3.5** | | | | | | | | **3.22** | | **235** | **16** | **1** | **50** | **35,497** | **36,059** | **60** | **180** | **355** | **4** | **20** | **2** | **2** | **1,836** | **12,148** | **360** | **10** | **2** |
| | | | | | | | | | | | | | | **71,556** | | | | **355** | | | **24** | | **13,984** | | | **12** | |
| **GRAND TOTAL** | | | | | | | | **3.22** | | **235** | **16** | **1** | **50** | **35,497** | **36,059** | **60** | **180** | **355** | **4** | **20** | **2** | **2** | **1,836** | **12,148** | **360** | **10** | **2** |
| | | | | | | | | | | | | | | **71,556** | | | | **355** | | | **24** | | **13,984** | | | **12** | |