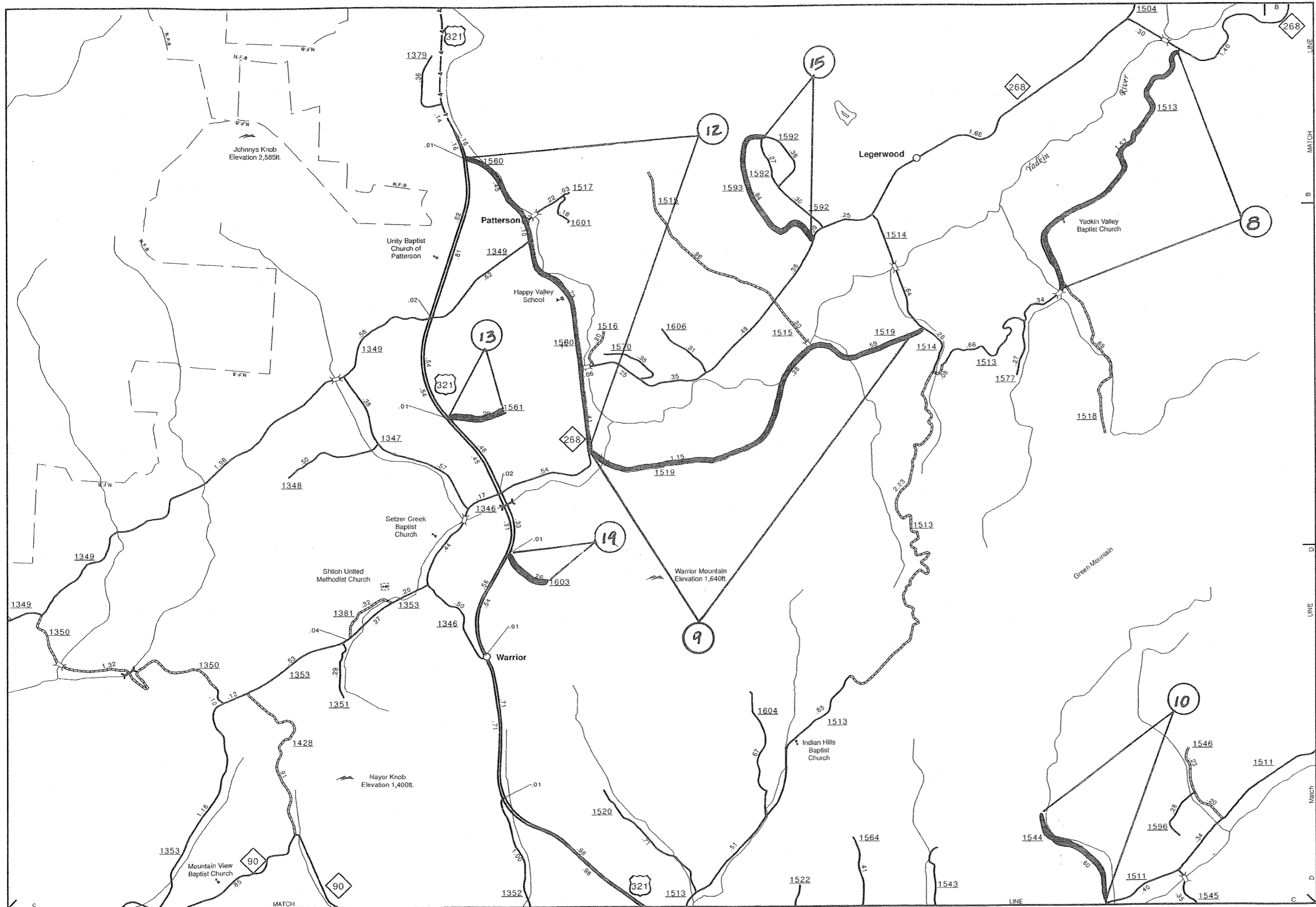


Grandin, Laytown & Grandin

1,170,000

1,200,000



Legerwood, Patterson & Warrior

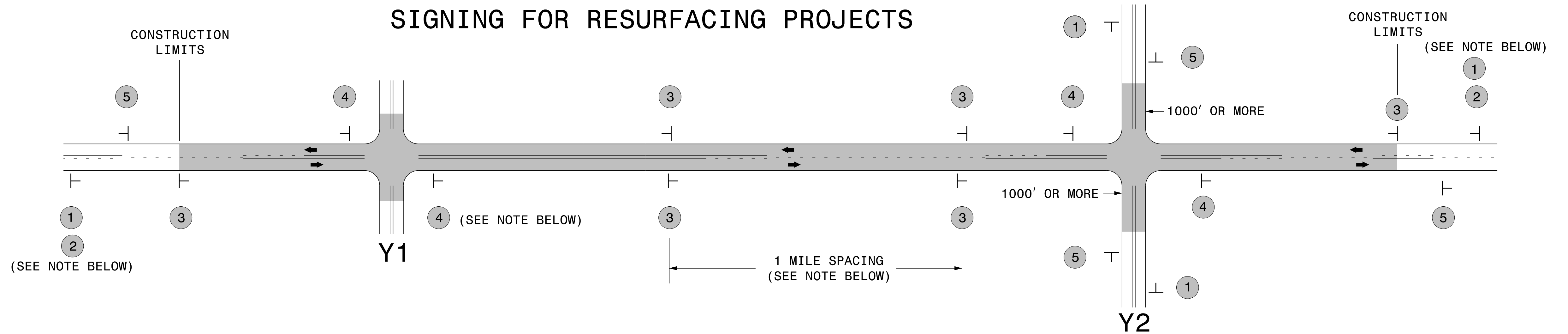


|                     |           |           |
|---------------------|-----------|-----------|
| PROJECT NO.         | SHEET NO. | TOTAL NO. |
| 2017CPT.11.18.20142 |           |           |
|                     |           |           |

## SUMMARY OF QUANTITIES

| PROJECT NO                                    | COUNTY   | MAP NO | ROUTE   | DESCRIPTION               | TYP NO | LANES | LANE TYPE | LENGTH MI    | WIDTH FT | ASPHALT SURFACE TREATMENT, TRIPLE SEAL SY | EMULSION FOR ASPHALT SURFACE TREATMENT GAL | 4413000000-E WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF | 4457000000-N TEMPORARY TRAFFIC CONTROL LS | 4810000000-E 4" WHITE PAINT LF | 4810000000-E 4" YELLOW PAINT LF | 4835000000-E 24" WHITE PAINT LF | 4840000000-N PAINT MSG SCHOOL EA |
|---|----------|--------|---------|---------------------------|--------|-------|-----------|--------------|----------|---|--|---|---|--------------------------------|---------------------------------|---------------------------------|----------------------------------|
| 2017CPT.11.18.20142                           | Caldwell | 1      | SR 1371 | FROM BEG PVMT TO US 321   | 1      | 2     | 2WU       | 1.95         | 17       | 19,448                                    | 14,780                                     | 168   | 1   | 41,964                         | 41,184                          |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 2      | SR 1372 | FROM MP 1.94 TO END MAINT | 1      | 2     | 2WU       | 1.1          | 18       | 11,816                                    | 8,980                                      | 64  | *   | 23,672                         | 23,232                          |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 3      | SR 1500 | FROM US 321 TO END PVMT   | 1      | 2     | 2WU       | 1.56         | 18       | 16,474                                    | 12,520                                     | 168   | *   | 33,571                         | 32,948                          |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 4      | SR 1504 | FROM NC 268 TO PVMT CHG   | 1      | 2     | 2WU       | 6.57         | 18       | 70,379                                    | 53,489                                     | 376   | *   | 141,386                        | 138,760                         |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 5      | SR 1505 | FROM NC 268 TO SR 1504    | 1      | 2     | 2WU       | 3.15         | 20       | 37,160                                    | 28,242                                     | 168   | *   | 67,788                         | 66,528                          |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 6      | SR 1507 | FROM NC 268 TO SR 1556    | 1      | 2     | 2WU       | 1.4          | 22       | 18,069                                    | 13,733                                     | 168   | *   | 30,128                         | 29,568                          |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 7      | SR 1511 | FROM END PVMT TO SR 1551  | 1      | 2     | 2WU       | 2.27         | 20       | 26,635                                    | 20,242                                     | 168   | *   | 48,850                         | 47,944                          |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 8      | SR 1513 | FROM NC 268 TO SR 1518    | 1      | 2     | 2WU       | 1.57         | 18       | 16,579                                    | 12,600                                     | 168   | *   | 33,786                         | 33,160                          |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 9      | SR 1519 | FROM SR 1514 TO NC 268    | 1      | 2     | 2WU       | 2.02         | 18       | 21,531                                    | 16,364                                     | 192   | *   | 43,470                         | 42,664                          |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 10     | SR 1544 | FROM SR 1511 TO END MAINT | 1      | 2     | 2WU       | 0.6          | 20       | 7,040                                     | 5,350                                      | 64  | *   |                                |                                 |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 11     | SR 1554 | FROM NC 18 TO END PVMT    | 1      | 2     | 2WU       | 1.7          | 20       | 19,947                                    | 15,159                                     | 168   | *   | 36,584                         | 35,904                          |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 12     | SR 1560 | FROM NC 268 TO US 321     | 1      | 2     | 2WU       | 1.29         | 18       | 14,022                                    | 10,657                                     | 192   | *   | 27,761                         | 27,244                          | 100                             | 24                               |
| 2017CPT.11.18.20142                           | Caldwell | 13     | SR 1561 | FROM US 321 TO END MAINT  | 1      | 2     | 2WU       | 0.3          | 18       | 3,168                                     | 2,408                                      | 64  | *   |                                |                                 |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 14     | SR 1569 | FROM NC 268 TO NC 268     | 1      | 2     | 2WU       | 1.44         | 18       | 15,206                                    | 11,557                                     | 64  | *   | 30,989                         | 30,412                          |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 15     | SR 1593 | FROM NC 268 TO SR 1592    | 1      | 2     | 2WU       | 0.84         | 17       | 8,378                                     | 6,367                                      | 64  | *   |                                |                                 |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 16     | SR 1594 | FROM SR 1504 TO END MAINT | 1      | 2     | 2WU       | 0.21         | 18       | 2,218                                     | 1,685                                      | 16  | *   |                                |                                 |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 17     | SR 1597 | FROM NC 18 TO END MAINT   | 1      | 2     | 2WU       | 0.66         | 18       | 6,970                                     | 5,297                                      | 64  | *   |                                |                                 |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 18     | SR 1598 | FROM SR 1552 TO END MAINT | 1      | 2     | 2WU       | 0.25         | 18       | 2,640                                     | 2,006                                      | 64  | *   |                                |                                 |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 19     | SR 1603 | FROM US 321 TO END PVMT   | 1      | 2     | 2WU       | 0.14         | 16       | 1,314                                     | 999  | 64  | *   |                                |                                 |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 20     | SR 1605 | FROM SR 1511 TO END MAINT | 1      | 2     | 2WU       | 0.19         | 18       | 2,006                                     | 1,525                                      | 64  | *   |                                |                                 |                                 |                                  |
| 2017CPT.11.18.20142                           | Caldwell | 21     | SR 1607 | FROM SR 1550 TO END MAINT | 1      | 2     | 2WU       | 0.3          | 18       | 3,168                                     | 2,408                                      | 64  | *   |                                |                                 |                                 |                                  |
| <b>TOTAL FOR PROJ NO. 2017CPT.11.18.20142</b> |          |        |         |                           |        |       |           | <b>29.51</b> |          | <b>324,168</b>                            | <b>246,368</b>                             | <b>2,592</b>  | <b>1</b>                                  | <b>559,949</b>                 | <b>549,548</b>                  | <b>100</b>                      | <b>24</b>                        |
| <b>GRAND TOTAL</b>                            |          |        |         |                           |        |       |           | <b>29.51</b> |          | <b>324,168</b>                            | <b>246,368</b>                             | <b>2,592</b>  | <b>1</b>                                  | <b>559,949</b>                 | <b>549,548</b>                  | <b>100</b>                      | <b>24</b>                        |

# SIGNING FOR RESURFACING PROJECTS



| 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  | <br><small>W20-1<br/>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>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> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <br/> <small>W20-1<br/>48" X 48"</small> </div> <div style="text-align: center;"> <br/> <small>W20-7 A<br/>48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> |
|   | 2  | <br><small>W7-3aP<br/>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  | <br><small>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  | <br><small>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   | <br><small>G20-2 A<br/>48" X 24"</small> | <p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p> |  |  |

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