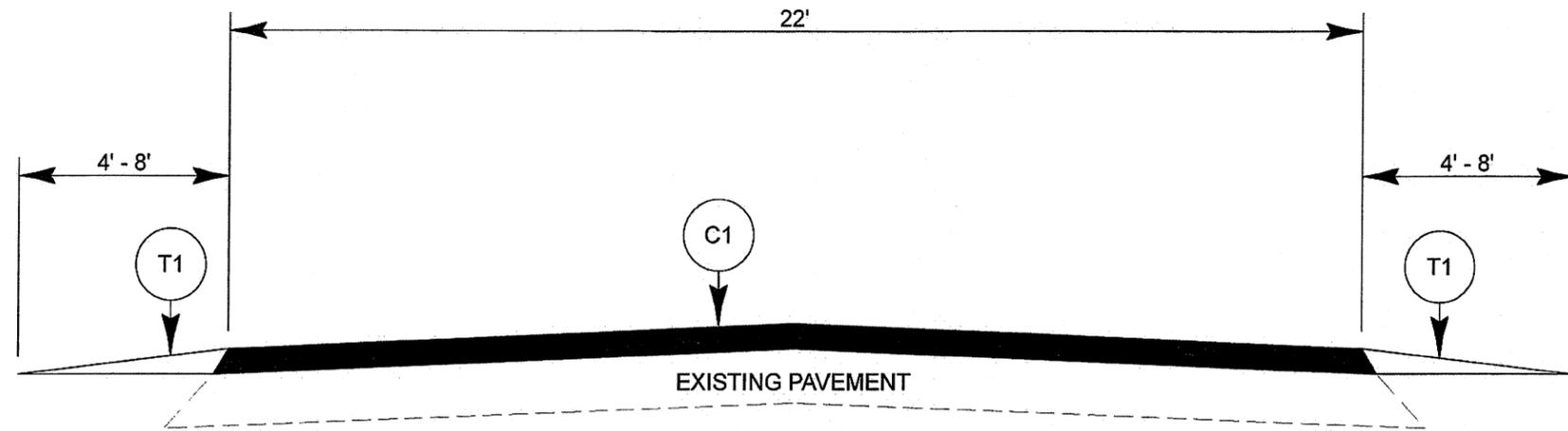
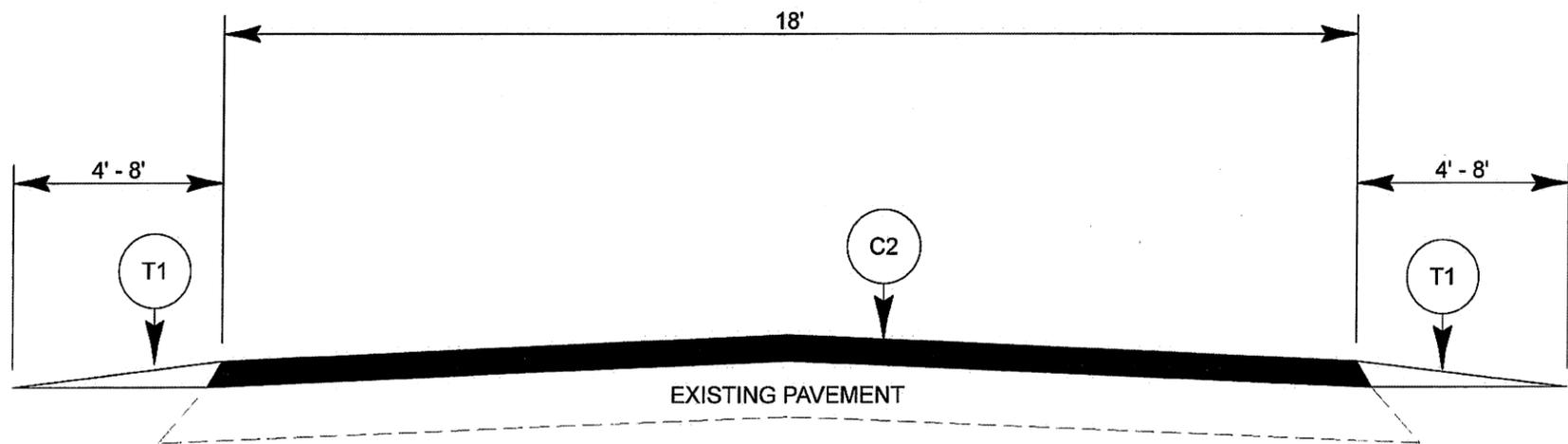
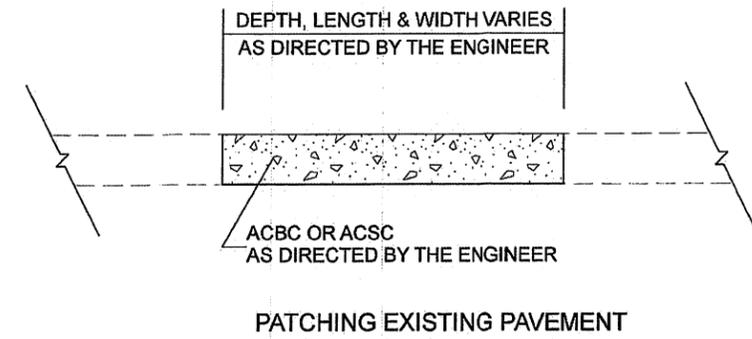


PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.10.10121, 2016CPT.13.10.20121, 2016CPT.13.10.20122,	3	



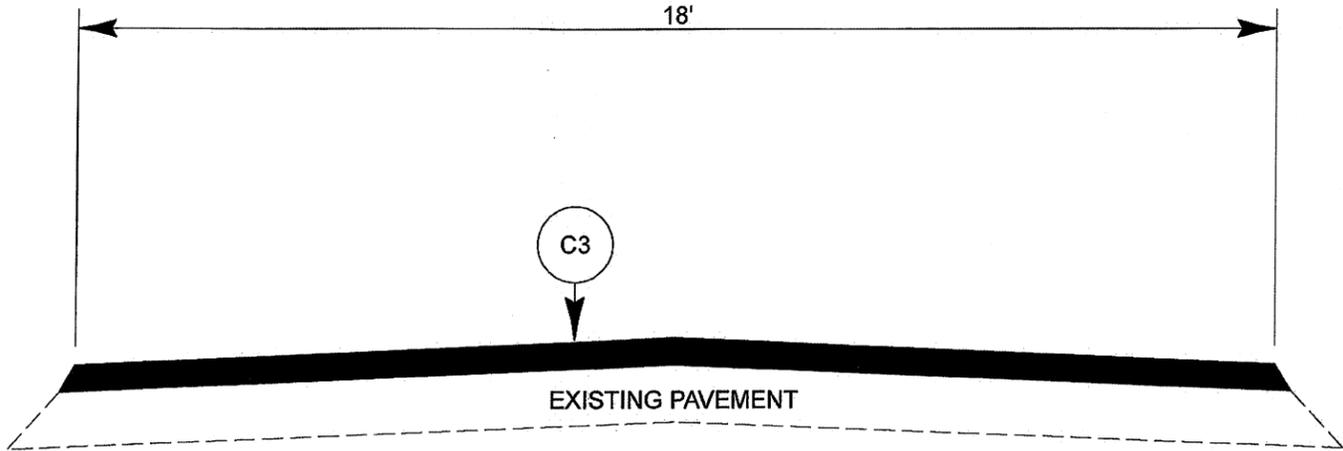
TYPICAL SECTION NO. 1



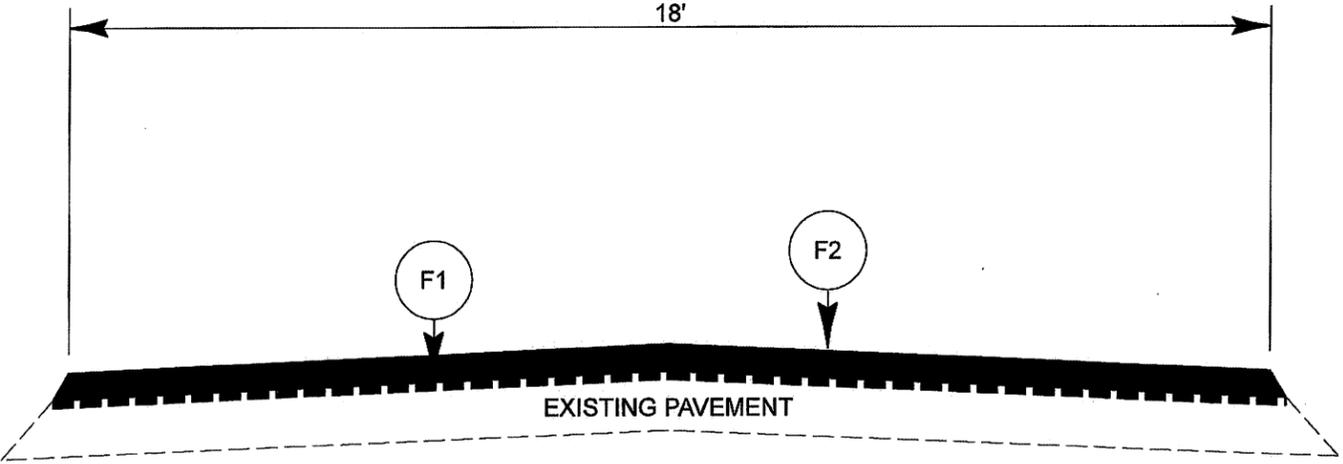
TYPICAL SECTION NO. 2

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. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD
C3	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YARD
C4	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YARD
F1	ASPHALT SURFACE TREATMENT, DOUBLE SEAL (LIGHTWEIGHT AGGREGATE)
F2	ASPHALT SURFACE TREATMENT, FOG SEAL
T1	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING
Y1	SEALING EXISTING PAVEMENT CRACKS

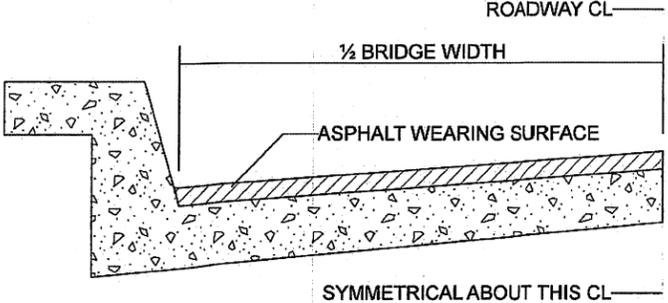
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.10.10121, 2016CPT.13.10.20121, 2016CPT.13.10.20122,	4	



TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4

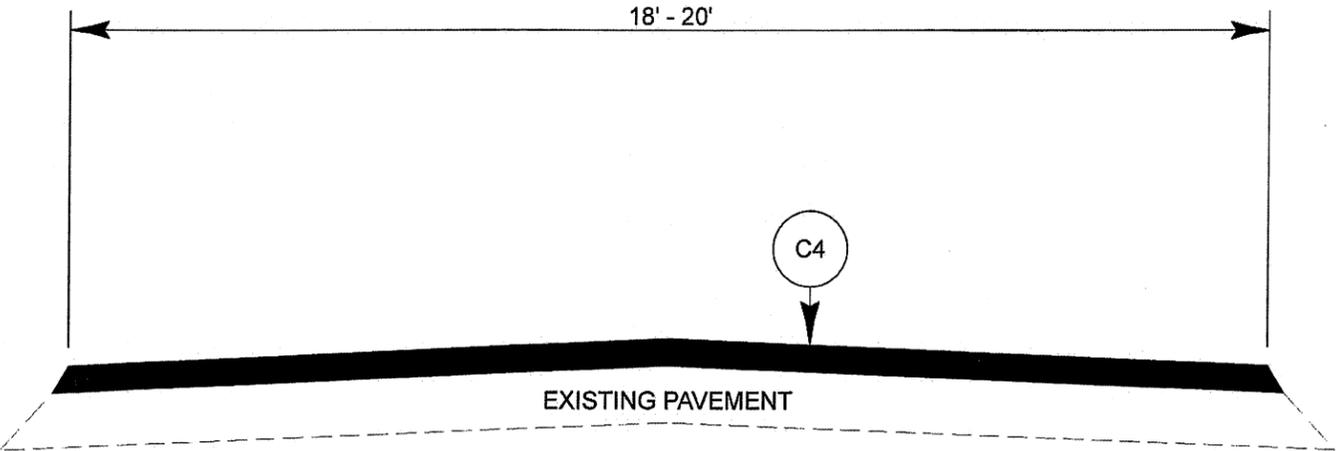


SYMMETRICAL ABOUT THIS CL
BRIDGE HALF TYPICAL SECTION
 FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

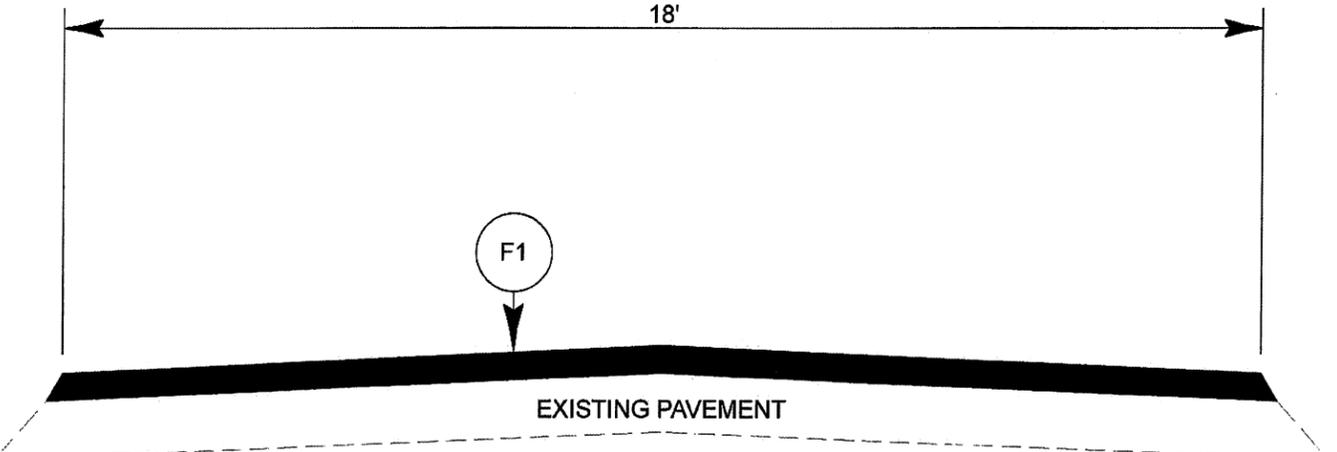
THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN 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 3/4", 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 RADII, 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
2016CPT.13.10.10121, 2016CPT.13.10.20121, 2016CPT.13.10.20122,	5	

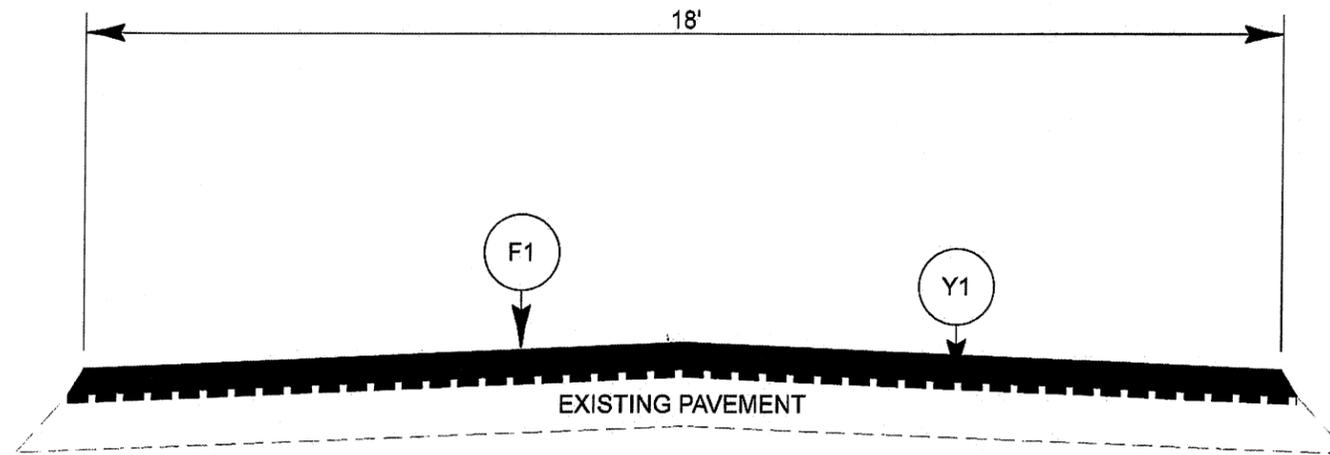


TYPICAL SECTION NO. 5



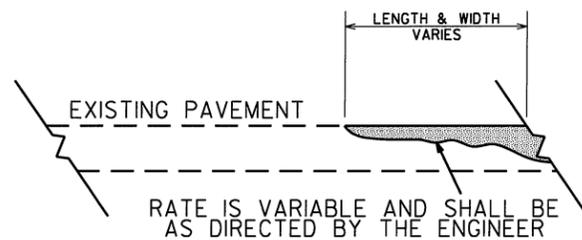
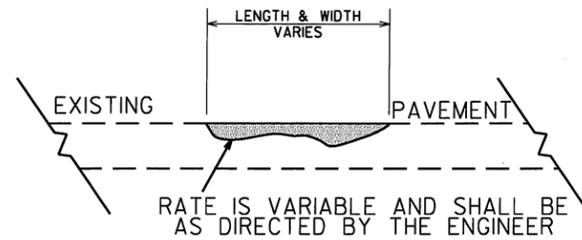
TYPICAL SECTION NO. 6

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.10.10121, 2016CPT.13.10.20121, 2016CPT.13.10.20122,	6	

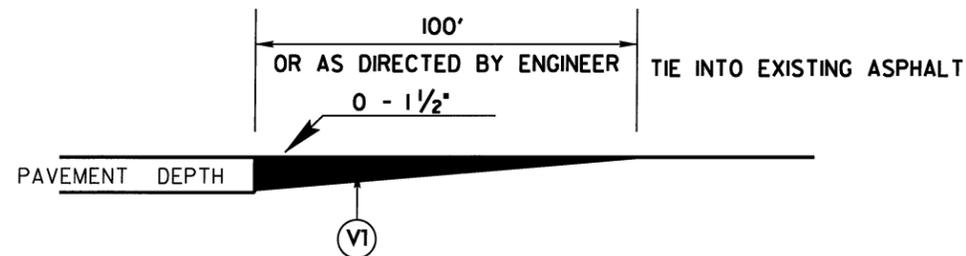


TYPICAL SECTION NO. 7

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.10.10121, 2016CPT.13.10.20121, 2016CPT.13.10.20122	7	



**DETAIL SHOWING
METHOD OF WEDGING**

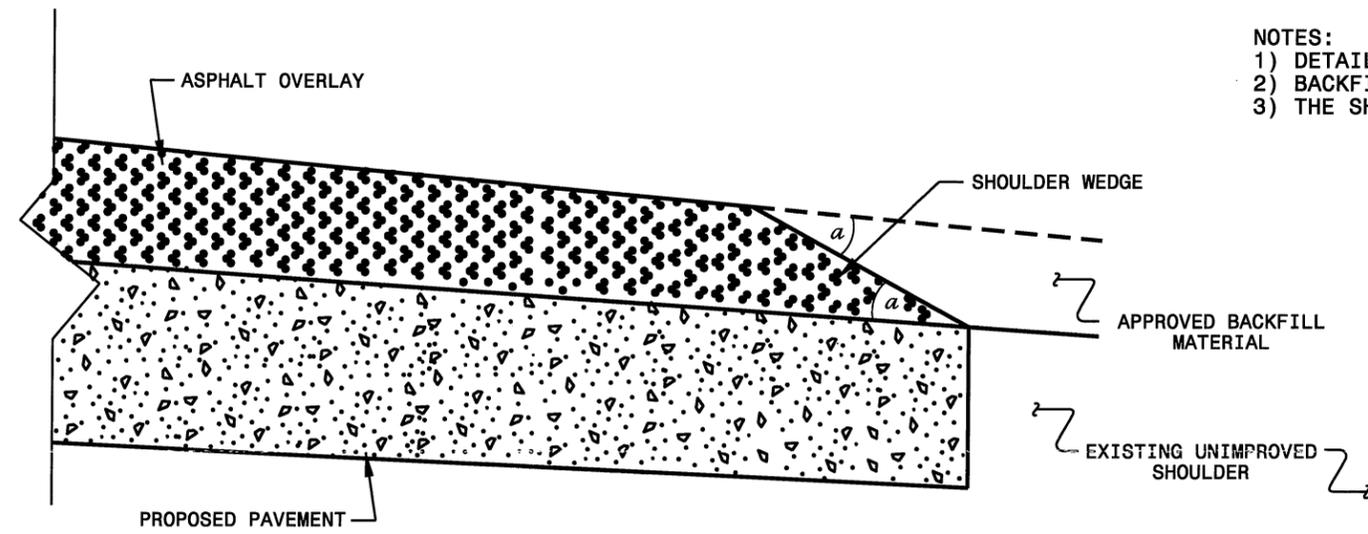


DETAIL TO TIE INTO EXIST PAVEMENT

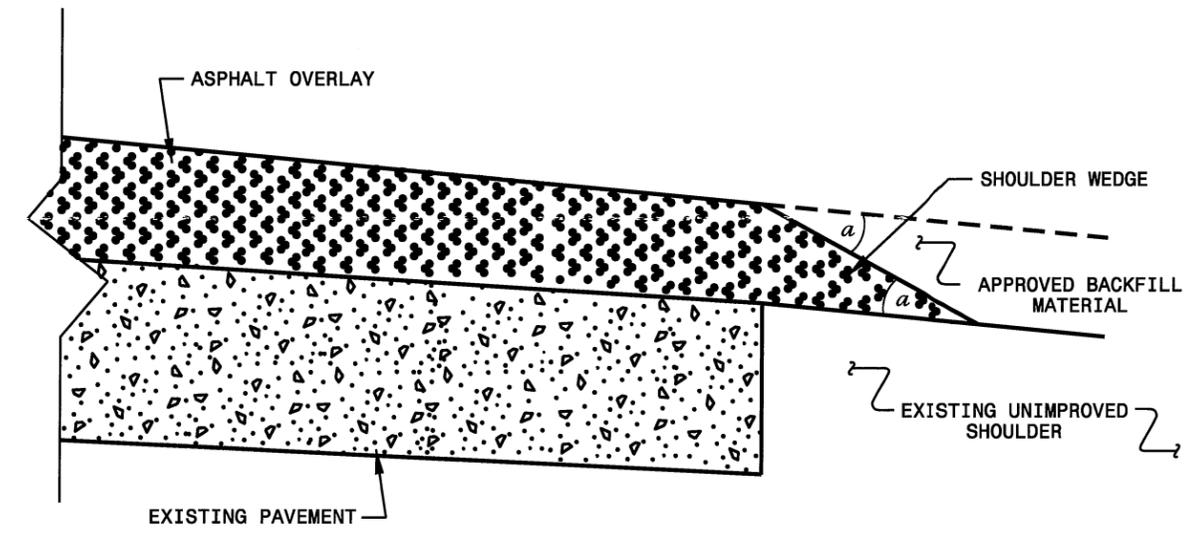
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE S9.5B. THIS WILL BE PAID FOR AS INCIDENTAL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

PROJECT	SHEET NO.	TOTAL SHEETS
2016CPT.13.10.10121, 2016CPT.13.10.20121	8	
2016CPT.13.10.20122		

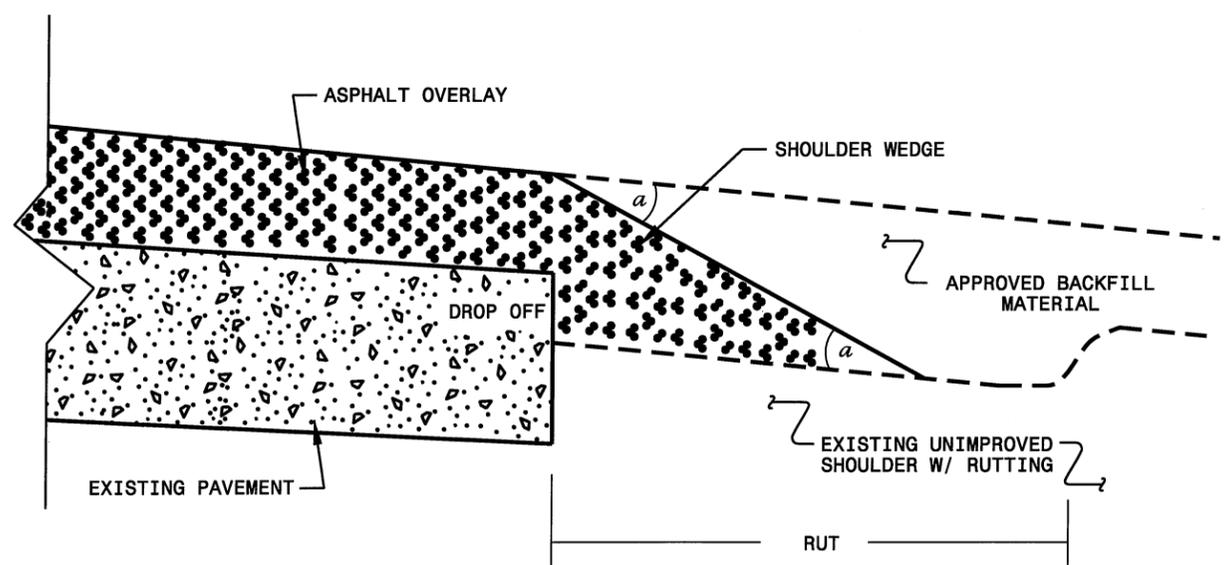
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

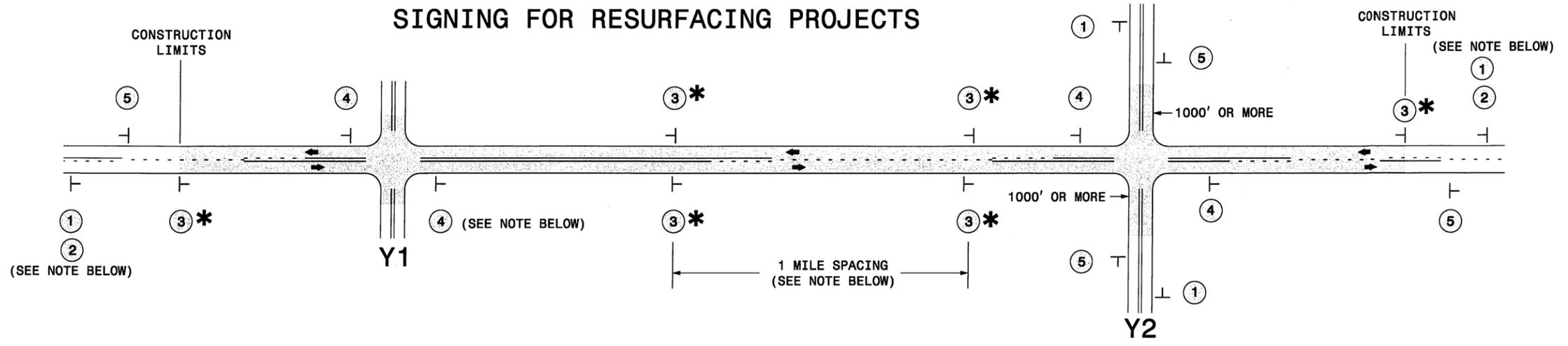
CONTRACT STANDARDS
 AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11
 MODIFIED BY: DATE: 10/16/12
 CHECKED BY: DATE:
 FILE SPEC: s:\usr\details\stand\shoulderwedgedetail.dgn

 SYSTEMS
 11/16/12
 T.SPELL

SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

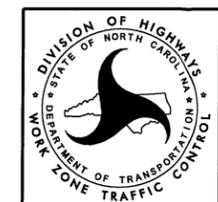
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<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"> 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, 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; align-items: center;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
		<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>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>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

*** 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).

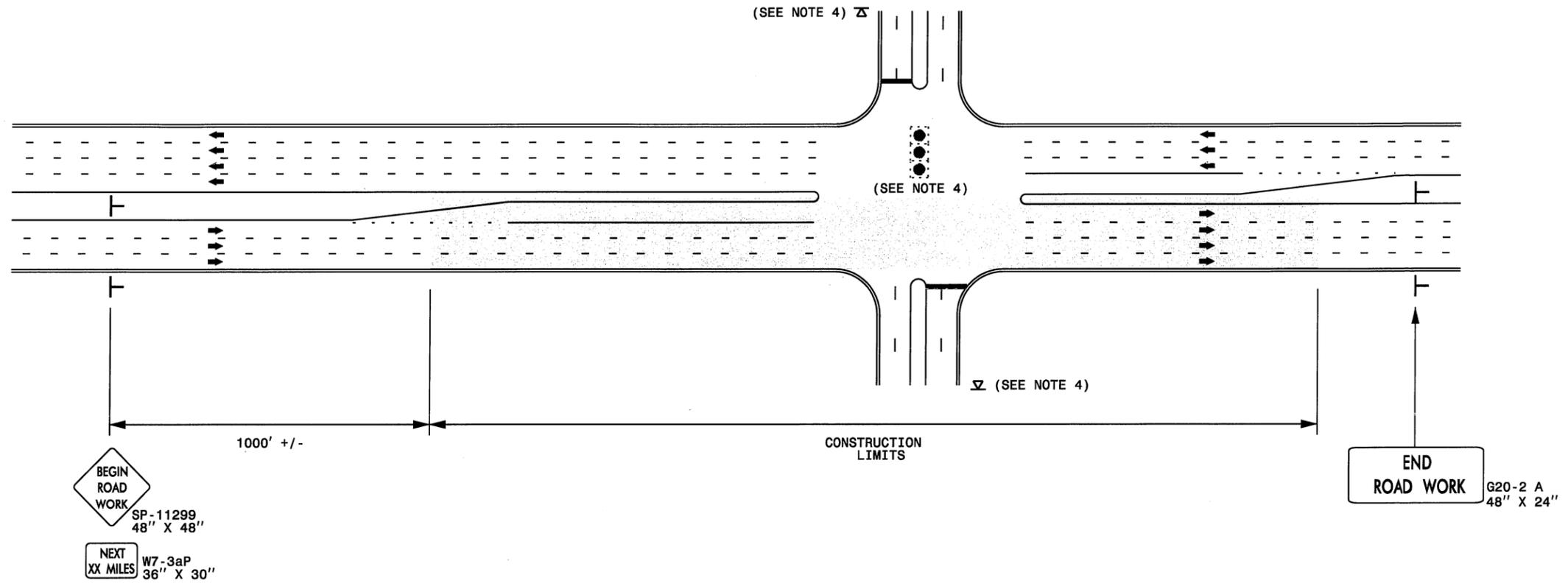


**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**

6/3/2014 SAT:MIN:WZTC:Apps\WorkZoneGenerator\DesRes Documents\Resurfacing\Resurfacing_AdvWarn_2Ln.dgn User:rmgarrett

PROJECT	SHEET NO.	TOTAL SHEETS
2016CPT.13.10.10121, 2016CPT.13.10.20121	10	
2016CPT.13.10.20122		

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

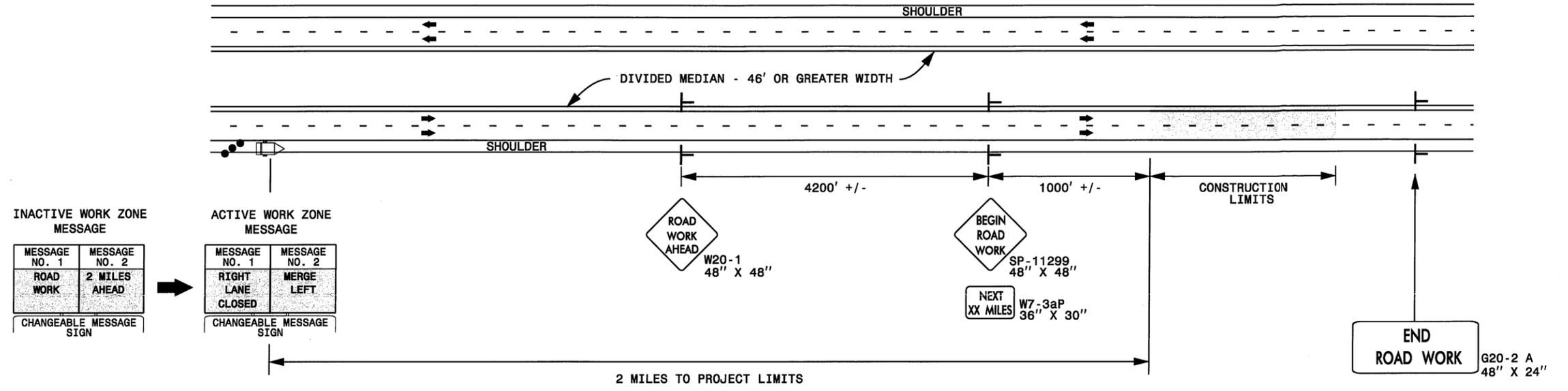


**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

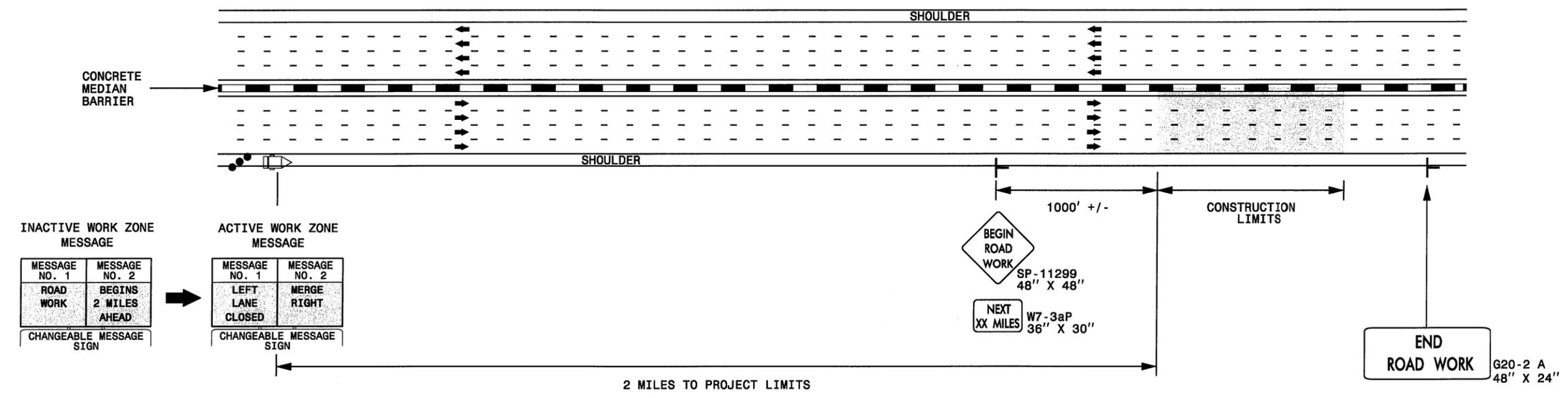
2/24/2014 SA\TMU\WZTC\Resurfacing\2013\Documents\New_Procedures_05_09_2013\Resurfacing_AdvWarn_Ur-Sub.cgn

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER

PROJECT	SHEET NO.	TOTAL SHEETS
2016CPT.13.10.10121, 2016CPT.13.10.20121 2016CPT.13.10.20122	11	

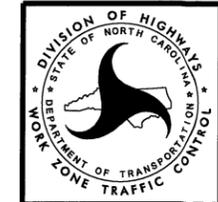


DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER



- 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 EDGELINE TO EDGELINE) 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.

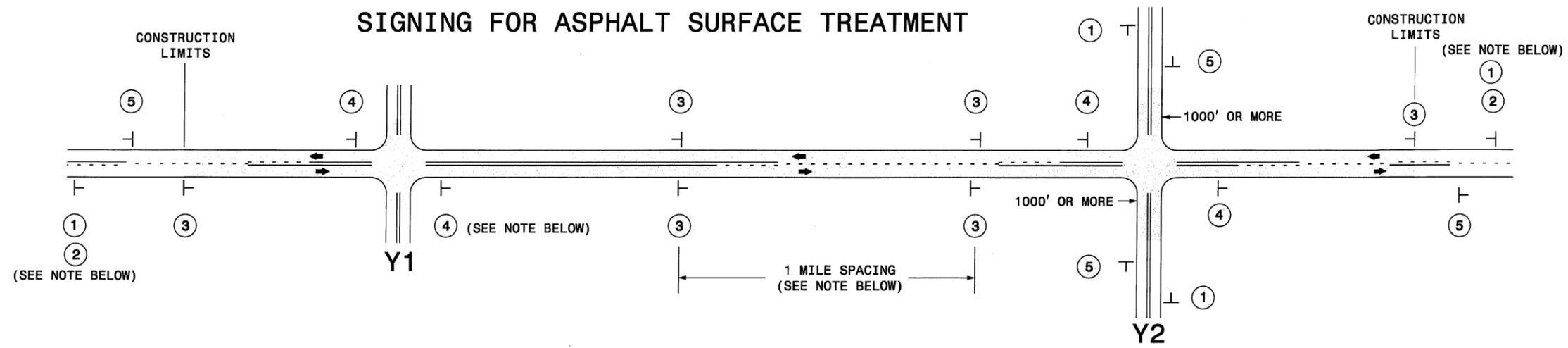
LEGEND	
	CHANGEABLE MESSAGE SIGN (CMS)
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW
	TRAFFIC DRUM



RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH

U:\3\2013\2103\Resurfacing\2013Documents\New_Procedures_05_09_2013\Resurfacing_AdvWarn_HSpd.dgn
 User: jmg/rtt

SIGNING FOR ASPHALT SURFACE TREATMENT



LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.
	②	 W7-3aP 24" X 18"	#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	 W8-7 48" X 48"	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. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.
		 SP 48" X 48"	
	④	 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.
⑤	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

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**

12/22/2014 S:\TMs\WZTC\apps\work\zonegenerator\external\webpage\DesRes\Documents\Resurfacing\Resurfacing_AdvWarn_2Ln - AST.dgn User: rmgarrrett

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

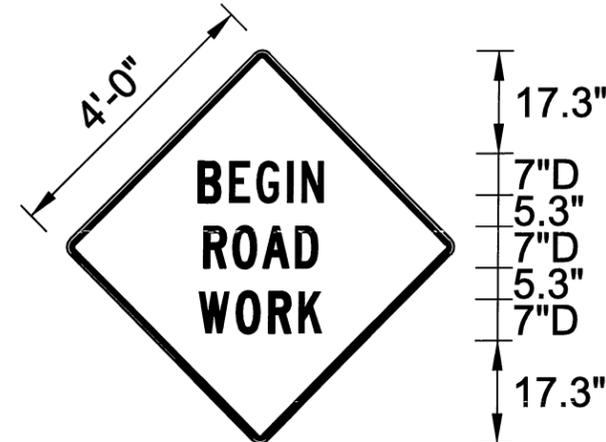
CHECKED BY:

DIV: ALL

DATE: Jun 22, 2011

SP 11299

PROJECT	SHEET NO.	TOTAL SHEETS
2016CPT.13.10.10121, 2016CPT.13.10.20121	13	
2016CPT.13.10.20122		



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
 TYPE: STATIONARY
 QUANTITY: SEE PLANS

BACKG COLOR: Fluorescent Orange
 COPY COLOR: Black

DESIGN BY: B. RASHID
 PROJECT ID:

CHECKED BY: AIA
 DIV:

DATE: Apr 26, 2013

SIGN WIDTH: 4'-0"
 HEIGHT: 4'-0"
 TOTAL AREA: 16.00 Sq.Ft.

BORDER TYPE: INSET
 RECESS: 0.75"
 WIDTH: 1.25"
 RADII: 3"

NO. Z BARS:
 LENGTH:

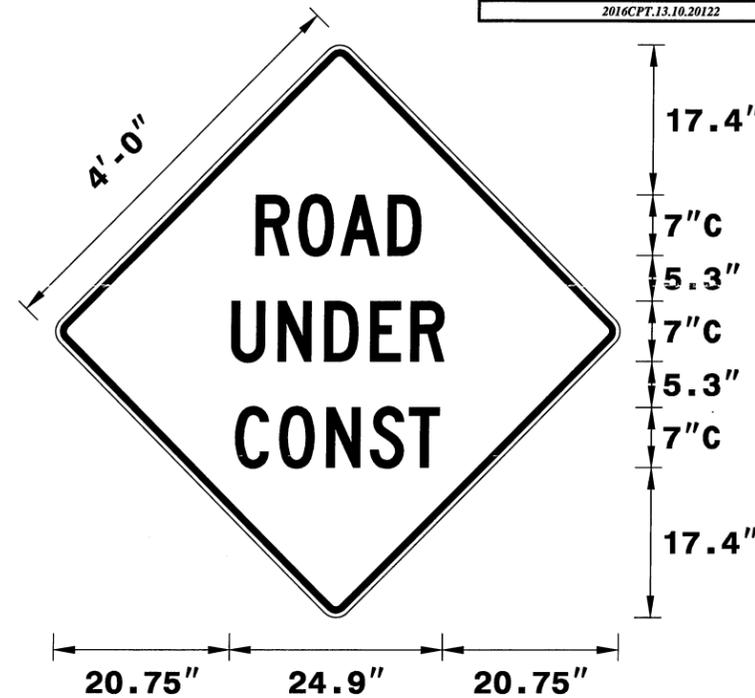
SYMBOL	X	Y	WID	HT

MAT'L: 0.080" (2.0 mm) ALUMINUM

USE NOTES: 1,2

- Legend and border shall be direct applied black non-reflective sheeting.
- Background shall be NC GRADE B fluoresent orange retroreflective sheeting.

PROJECT	SHEET NO.	TOTAL SHEETS
2016CPT.13.10.10121, 2016CPT.13.10.20121	14	
2016CPT.13.10.20122		



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter																	Series/Size	
																	Text Length	
		R	O	A	D													C 2000
	23.5	5	5	5.5	3.9	23.5												19.3
		U	N	D	E	R												C 2000
	20.7	5.5	5.5	5.3	4.8	3.9	20.7											24.9
		C	O	N	S	T												C 2000
	21.2	5.2	5.5	5.1	4.6	3.6	21.2											23.9

SIGN NUMBER: SP13107
 TYPE: STATIONARY
 QUANTITY: SEE PLANS

BACKG COLOR: Fluorescent Orange
 COPY COLOR: Black

DESIGN BY: B. RASHID
 PROJECT ID:

CHECKED BY: AIA
 DIV:

DATE: Apr 26, 2013

SIGN WIDTH: 4'-0"
 HEIGHT: 4'-0"
 TOTAL AREA: 16.00 Sq.Ft.

BORDER TYPE: INSET
 RECESS: 0.75"
 WIDTH: 1.25"
 RADII: 3"

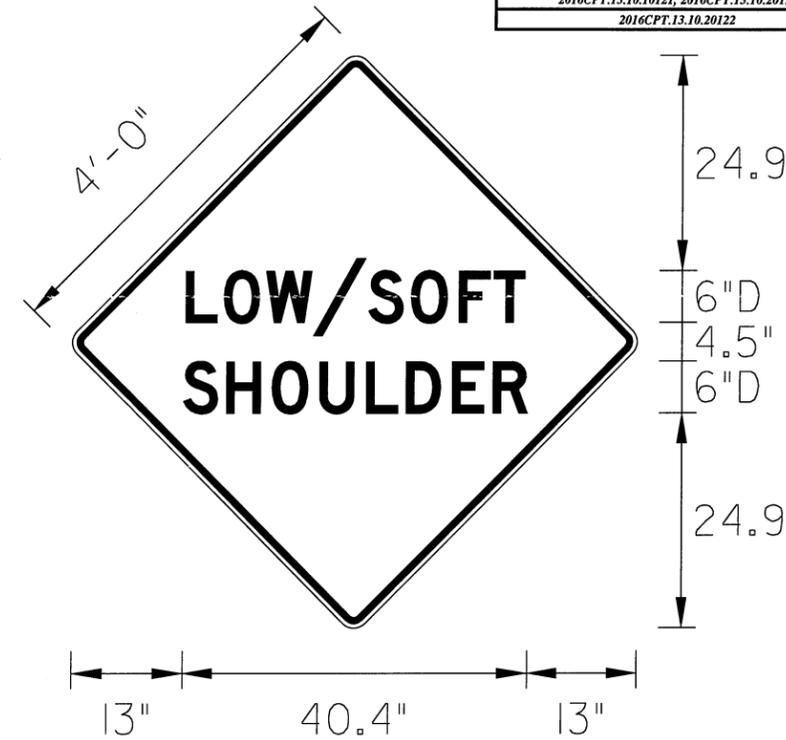
NO. Z BARS:
 LENGTH:

SYMBOL	X	Y	WID	HT

MAT'L: 0.080" (2.0 mm) ALUMINUM

USE NOTES: 1,2

- Legend and border shall be direct applied black non-reflective sheeting.
- Background shall be NC GRADE B fluorescent orange retroreflective sheeting.



Spacing Factor is 1 unless specified otherwise

PROJECT	SHEET NO.	TOTAL SHEETS
2016CPT.13.10.10121, 2016CPT.13.10.20121	15	
2016CPT.13.10.20122		

LETTER POSITIONS

Letter spacings are to start of next letter											Series/Size	
											Text Length	
	L	O	W	/	S	O	F	T				D 2000
13.2	4.5	5	5.5	6.5	5	5.6	4.1	3.7	13.2			39.9
	S	H	O	U	L	D	E	R				D 2000
13	5.1	5.4	5.6	5.5	4.6	5.4	4.7	4.1	13			40.4

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.13.10.10121, 2016CPT.13.10.20121, 2016CPT.13.10.20122	16	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	SEALING EXISTING PAVEMENT CRACKS LB	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 CONC SURFACE COURSE, TYPE S4.75A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ASPHALT SURFACE TREATMENT, DOUBLE SEAL SY	ASPHALT SURFACE TREATMENT, FOG SEAL SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL
2016CPT.13.10.10121	Burke	1	NC 126	FROM SR 1147 +0.35 MILES TO SR 1313 (MP 15.78 - MP 16.63)	1	2	2WU	NO	NO	0.85	22		43	1.70	367	1,019			61	60			
TOTAL FOR PROJ NO. 2016CPT.13.10.10121										0.85			43	1.70	367	1,019			61	60			
2016CPT.13.10.20121	Burke	2	SR 1803	FROM SR 1800 TO SR 1761 (MP 0.00 - MP 3.99)	2	2	2WU	NO	NO	3.99	18		200	7.98			3,850		258	1,270			
		3	SR 1957	FROM SR 1956 TO PVMT CHG (MP 0.00 - MP 1.02)	2	2	2WU	NO	NO	1.02	18		51	2.04			984		66	150			
		4	SR 1423	FROM SR 1439 TO 1 MILE NORTH OF SR 1440 (MP 4.72 - MP 5.52)	2	2	2WU	NO	NO	0.8	18		40	1.60			772		52	250			
		5	SR 2022	FROM SR 1960 TO EOM (MP 0.00 - MP 0.18)	3	2	2WU	NO	NO	0.18	18						116		8	25			
		6	SR 1924	FROM SR 1913 TO PVMT CHG (MP 5.85 - MP 6.33)	3	2	2WU	NO	NO	0.48	18						308		21	15			
TOTAL FOR PROJ NO. 2016CPT.13.10.20121										6.47			291	11.62			6,030		405	1,710			
2016CPT.13.10.20122	Burke	7	SR 1514	FROM SR 1513 TO CALDWELL CL (MP 0.19 - MP 2.13)	4	2	2WU	NO	NO	1.94	18										20,486	20,486	11,270
		8	SR 2006	FROM SR 1957 TO DEAD END (MP 0.00 - MP 0.21)	5	2	2WU	NO	NO	0.21	18						123		9	10			
		9	SR 2003	FROM SR 1956 TO DEAD END (MP 0.00 - 0.53)	5	2	2WU	NO	NO	0.53	18						309		22	20			
		10	SR 1959	FROM SR 1961 TO EOM (MP 0.00 - MP 0.31)	5	2	2WU	NO	NO	0.31	18						181		13	10			
		11	SR 1897	FROM SR 1711 TO DEAD END (MP 0.00 - MP 0.20)	5	2	2WU	NO	NO	0.2	18						117		8	10			
		12	SR 2514	FROM SR 1897 TO DEAD END (MP 0.00 - MP 0.08)	5	2	2WU	NO	NO	0.08	18						47		3	10			
		13	SR 2133	FROM SR 1142 TO EOM (MP 0.00 - MP 0.03)	5	2	2WU	NO	NO	0.03	20						20		1	10			
		14	SR 1424	FROM SR 1438 TO SR 1423 (MP 4.50 - MP 5.01)	6	2	2WU	NO	NO	0.51	18									90	5,386		2,965
		15	SR 1438	FROM 1424 TO EOP (MP 0.00 - MP 0.43)	6	2	2WU	NO	NO	0.43	18									70	4,541		2,500
		16	SR 1159	FROM SR 1102 TO DEAD END (MP 0.00 - MP 0.09)	7	2	2WU	NO	NO	0.09	18	250								10	950		525
		17	SR 2220	FROM US 70 TO SR 2221 (MP 0.00 - MP 0.17)	5	2	2WU	NO	NO	0.17	20						110		8	20			
		18	SR 2221	FROM DEAD END TO DEAD END (MP 0.00 - MP 0.13)	5	2	2WU	NO	NO	0.13	20						84		6	10			
		19	SR 2222	FROM SR 2221 TO DEAD END (MP 0.00 - MP 0.12)	5	2	2WU	NO	NO	0.12	20						81		6	10			
		20	SR 1725	FROM US 70 TO DEAD END (MP 0.00 - MP 0.15)	6	2	2WU	NO	NO	0.15	18									10	1,584		875
		21	SR 1431	FROM SR 1430 TO DEAD END (MP 0.00 - MP 1.07)	5	2	2WU	NO	NO	1.07	18						624		44	20			
		22	SR 1437	FROM NC 18 TO DEAD END (MP 0.00 - MP 0.67)	4	2	2WU	NO	NO	0.67	18									15	7,075	7,075	3,895
		23	SR 2506	FROM SR 1713 TO DEAD END (MP 0.00 - MP 0.12)	5	2	2WU	NO	NO	0.12	18						70		5	10			
		24	SR 2216	FROM SR 1501 TO EOM (MP 0.00 - MP 0.75)	5	2	2WU	NO	NO	0.75	18						438		31	20			
		25	SR 2223	FROM SR 2216 TO SR 2216 (MP 0.00 - MP 0.28)	5	2	2WU	NO	NO	0.28	18						163		11	10			
TOTAL FOR PROJ NO. 2016CPT.13.10.20122										7.79		250					2,367		167	365	40,022	27,561	22,030
GRAND TOTAL										15.11		250	334	13.32	367	1,019	6,030	2,367	633	2,135	40,022	27,561	22,030

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.13.10.10121, 2016CPT.13.10.20121, 2016CPT.13.10.20122	17	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E		4847000000-E		4905000000-N		
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	PAINT PAVEMENT MARKING LINES (4") WHITE	PAINT PAVEMENT MARKING LINES (4") YELLOW	POLYUREA PAVEMENT MARKING LINES (4") WHITE (HIGHLY REFLECTIVE ELEMENTS)	POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HIGHLY REFLECTIVE ELEMENTS)	SNOWPLOWABLE PAVEMENT MARKERS		
										SF	LS	LF	LF	LF	LF	EA		
2016CPT.13.10.10121	Burke	1	NC 126	FROM SR 1147 +0.35 MILES TO SR 1313 (MP 15.78 - MP 16.63)	1	2	2WU	0.85	22	96	*			8,976	8,976	75		
TOTAL FOR PROJ NO. 2016CPT.13.10.10121										96	1			8,976	8,976	75		
										17,952								
2016CPT.13.10.20121	Burke	2	SR 1803	FROM SR 1800 TO SR 1761 (MP 0.00 - MP 3.99)	2	2	2WU	3.99	18	728	*			42,134	42,134			
		3	SR 1957	FROM SR 1956 TO PVMT CHG (MP 0.00 - MP 1.02)	2	2	2WU	1.02	18							10,771	10,771	
		4	SR 1423	FROM SR 1439 TO 1 MILE NORTH OF SR 1440 (MP 4.72 - MP 5.52)	2	2	2WU	0.8	18							8,448	8,448	
		5	SR 2022	FROM SR 1960 TO EOM (MP 0.00 - MP 0.18)	3	2	2WU	0.18	18									
		6	SR 1924	FROM SR 1913 TO PVMT CHG (MP 5.85 - MP 6.33)	3	2	2WU	0.48	18							5,069	5,069	
TOTAL FOR PROJ NO. 2016CPT.13.10.20121												728	1			66,422	66,422	
										132,844								
2016CPT.13.10.20122	Burke	7	SR 1514	FROM SR 1513 TO CALDWELL CL (MP 0.19 - MP 2.13)	4	2	2WU	1.94	18	896	*	40,973	40,973					
		8	SR 2006	FROM SR 1957 TO DEAD END (MP 0.00 - MP 0.21)	5	2	2WU	0.21	18									
		9	SR 2003	FROM SR 1956 TO DEAD END (MP 0.00 - 0.53)	5	2	2WU	0.53	18									
		10	SR 1959	FROM SR 1961 TO EOM (MP 0.00 - MP 0.31)	5	2	2WU	0.31	18									
		11	SR 1897	FROM SR 1711 TO DEAD END (MP 0.00 - MP 0.20)	5	2	2WU	0.2	18									
		12	SR 2514	FROM SR 1897 TO DEAD END (MP 0.00 - MP 0.08)	5	2	2WU	0.08	18									
		13	SR 2133	FROM SR 1142 TO EOM (MP 0.00 - MP 0.03)	5	2	2WU	0.03	20									
		14	SR 1424	FROM SR 1438 TO SR 1423 (MP 4.50 - MP 5.01)	6	2	2WU	0.51	18					10,771	10,771			
		15	SR 1438	FROM 1424 TO EOP (MP 0.00 - MP 0.43)	6	2	2WU	0.43	18					9,082	9,082			
		16	SR 1159	FROM SR 1102 TO DEAD END (MP 0.00 - MP 0.09)	7	2	2WU	0.09	18									
		17	SR 2220	FROM US 70 TO SR 2221 (MP 0.00 - MP 0.17)	5	2	2WU	0.17	20									
		18	SR 2221	FROM DEAD END TO DEAD END (MP 0.00 - MP 0.13)	5	2	2WU	0.13	20									
		19	SR 2222	FROM SR 2221 TO DEAD END (MP 0.00 - MP 0.12)	5	2	2WU	0.12	20									
		20	SR 1725	FROM US 70 TO DEAD END (MP 0.00 - MP 0.15)	6	2	2WU	0.15	18									
		21	SR 1431	FROM SR 1430 TO DEAD END (MP 0.00 - MP 1.07)	5	2	2WU	1.07	18							11,299	11,299	
		22	SR 1437	FROM NC 18 TO DEAD END (MP 0.00 - MP 0.67)	4	2	2WU	0.67	18									
		23	SR 2506	FROM SR 1713 TO DEAD END (MP 0.00 - MP 0.12)	5	2	2WU	0.12	18									
		24	SR 2216	FROM SR 1501 TO EOM (MP 0.00 - MP 0.75)	5	2	2WU	0.75	18									
		25	SR 2223	FROM SR 2216 TO SR 2216 (MP 0.00 - MP 0.28)	5	2	2WU	0.28	18									
TOTAL FOR PROJ NO. 2016CPT.13.10.20122												896	1	60,826	60,826	11,299	11,299	
												121,652		22,598				
GRAND TOTAL									15.11			1,720	1	60,826	60,826	86,697	86,697	75
									121,652			173,394						