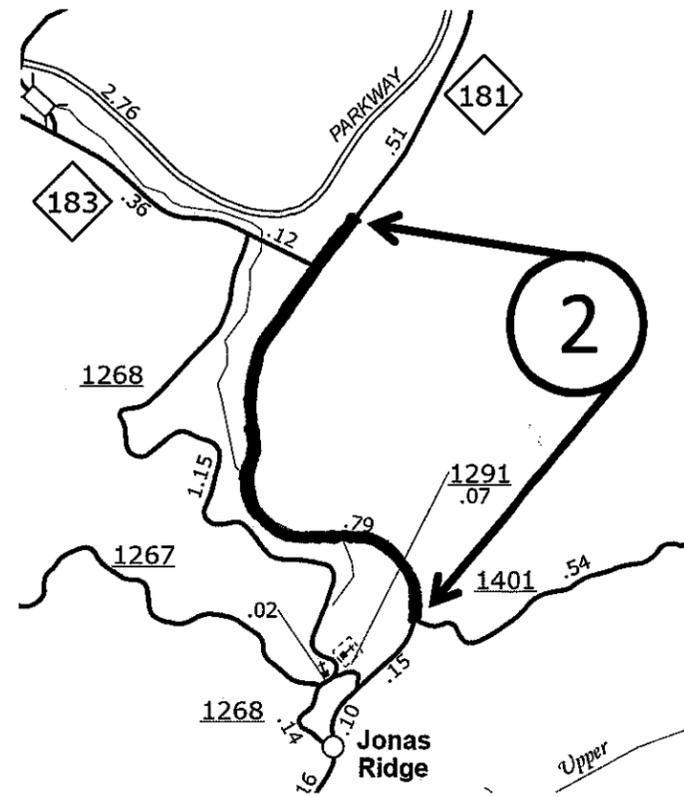
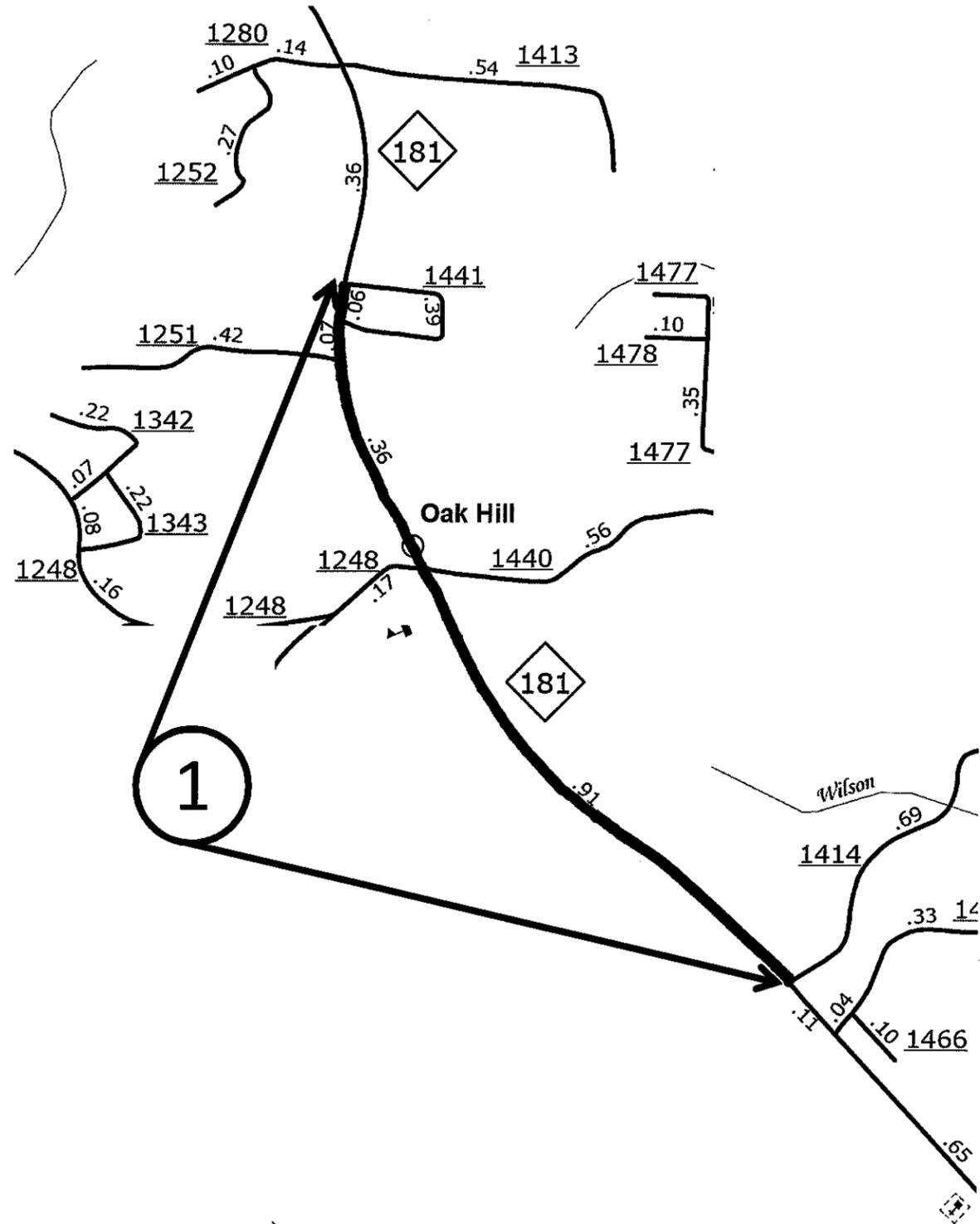
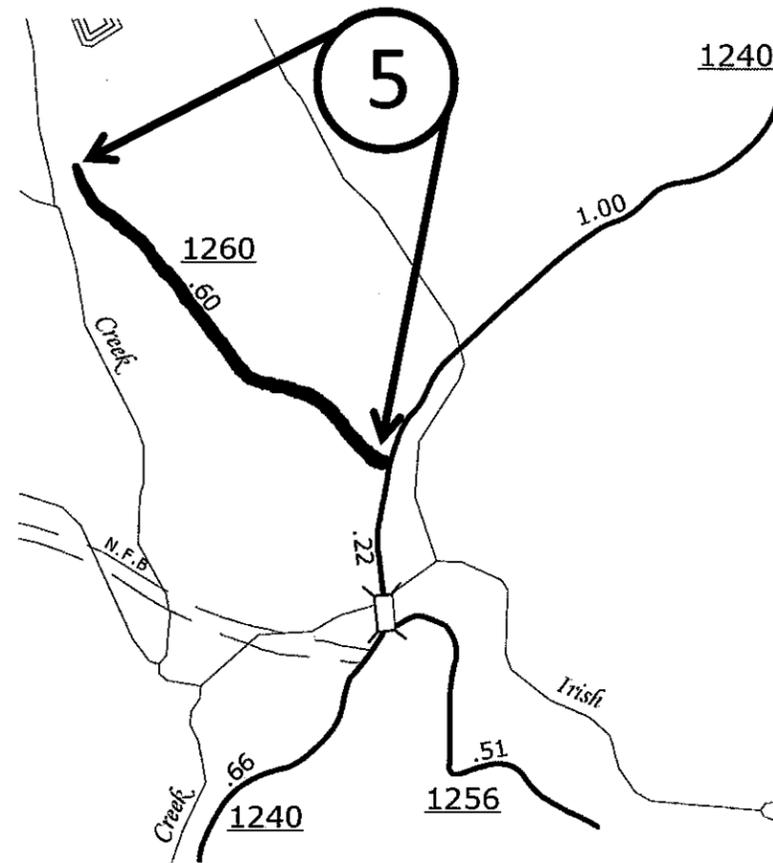


PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10121.14,13CR.20121.16 13SP.20125.1	1	23



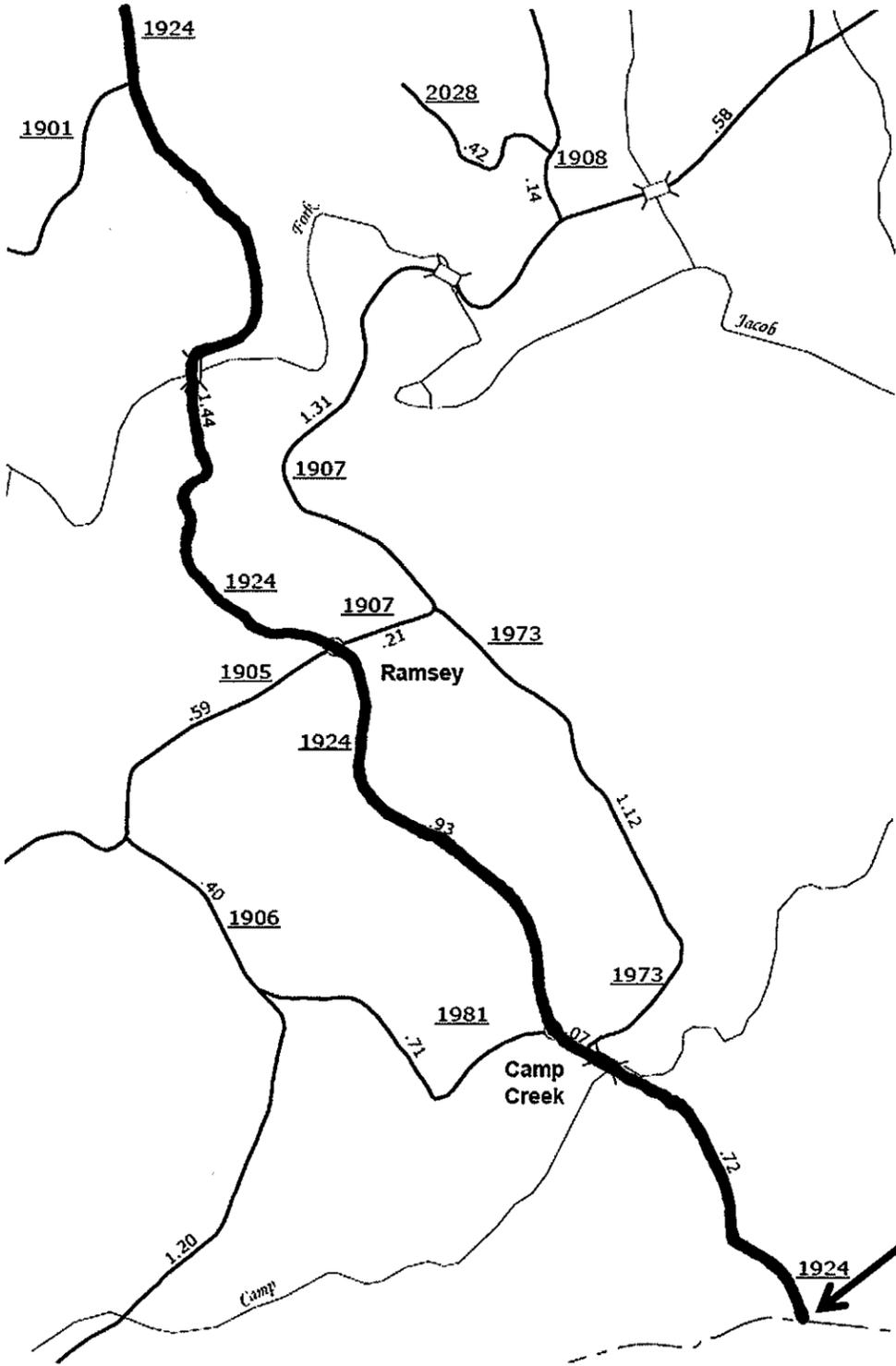
BURKE COUNTY

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10121.14,13CR.20121.16	3	23
13SP.20125.1		

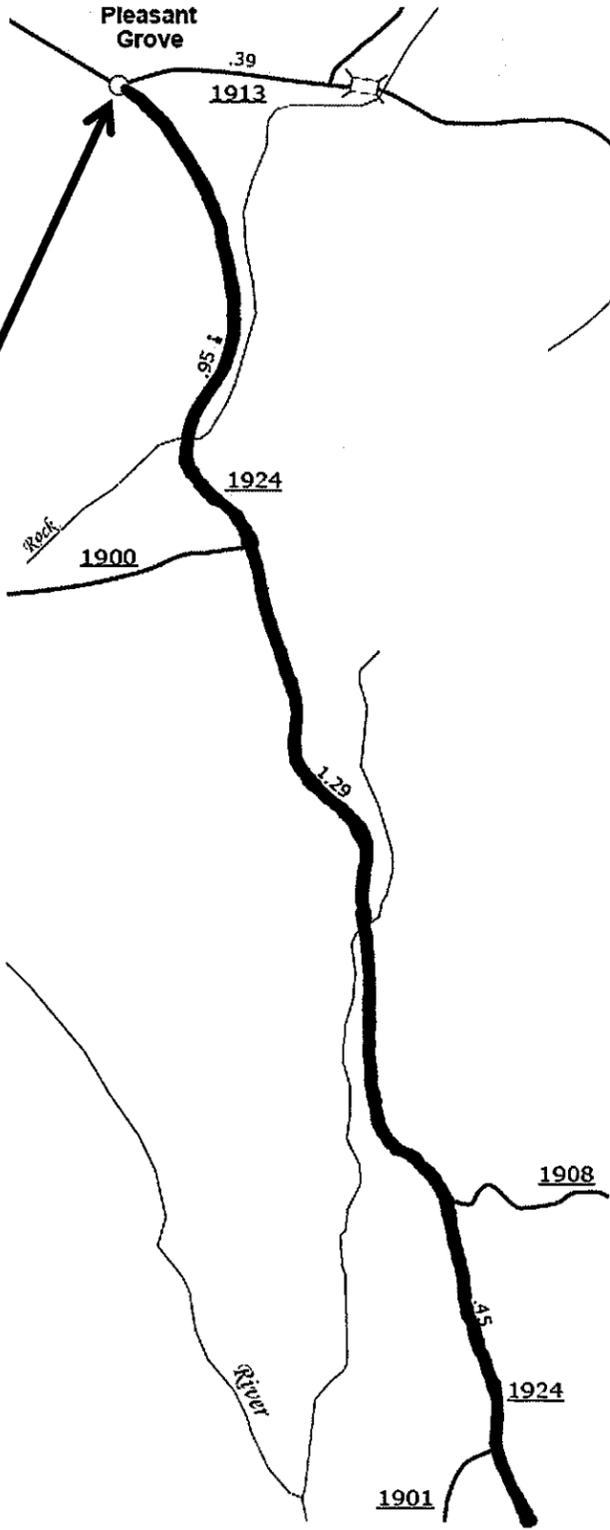


BURKE COUNTY

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10121.14,13CR.20121.16	4	23
13SP.20125.1		

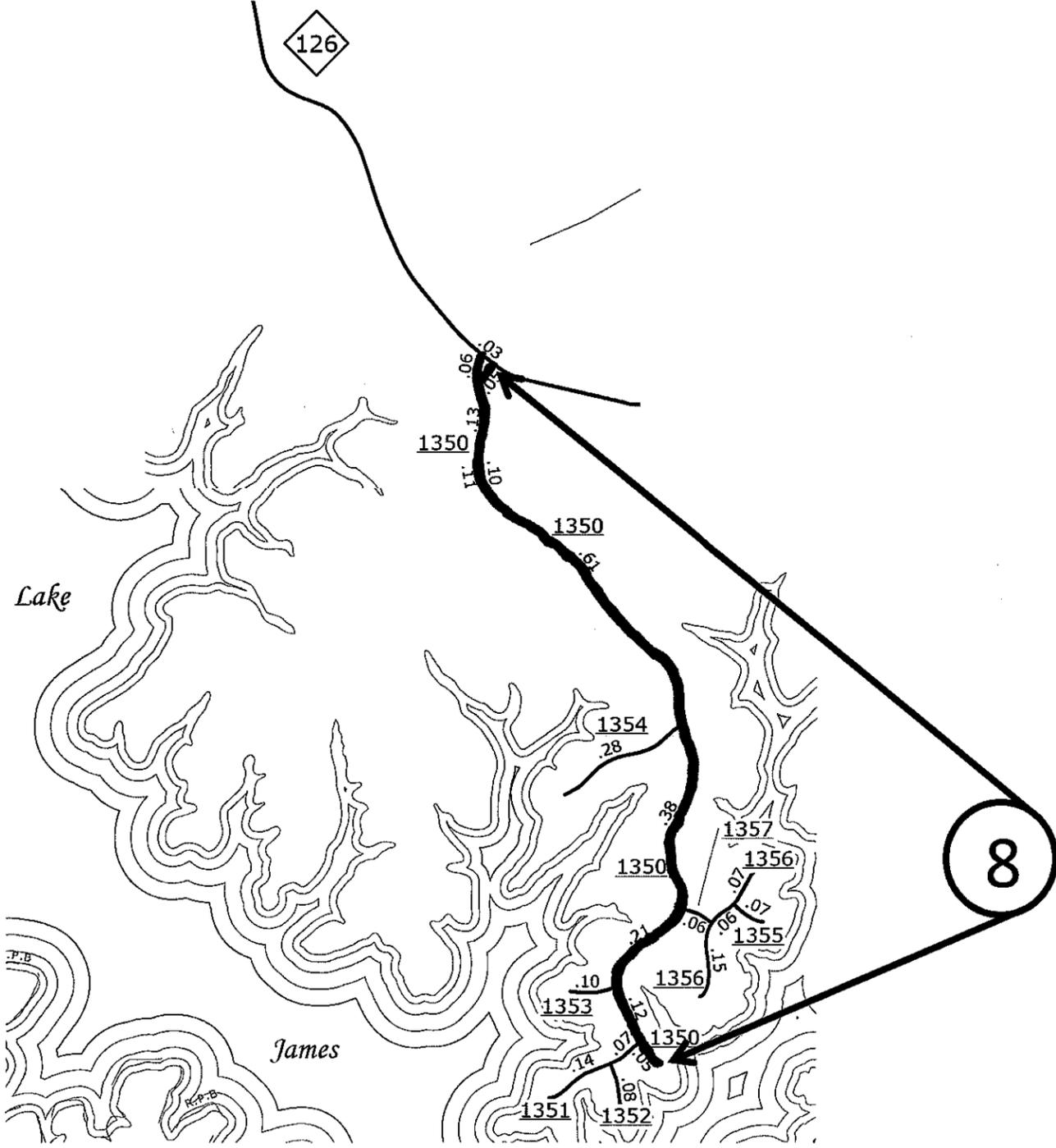
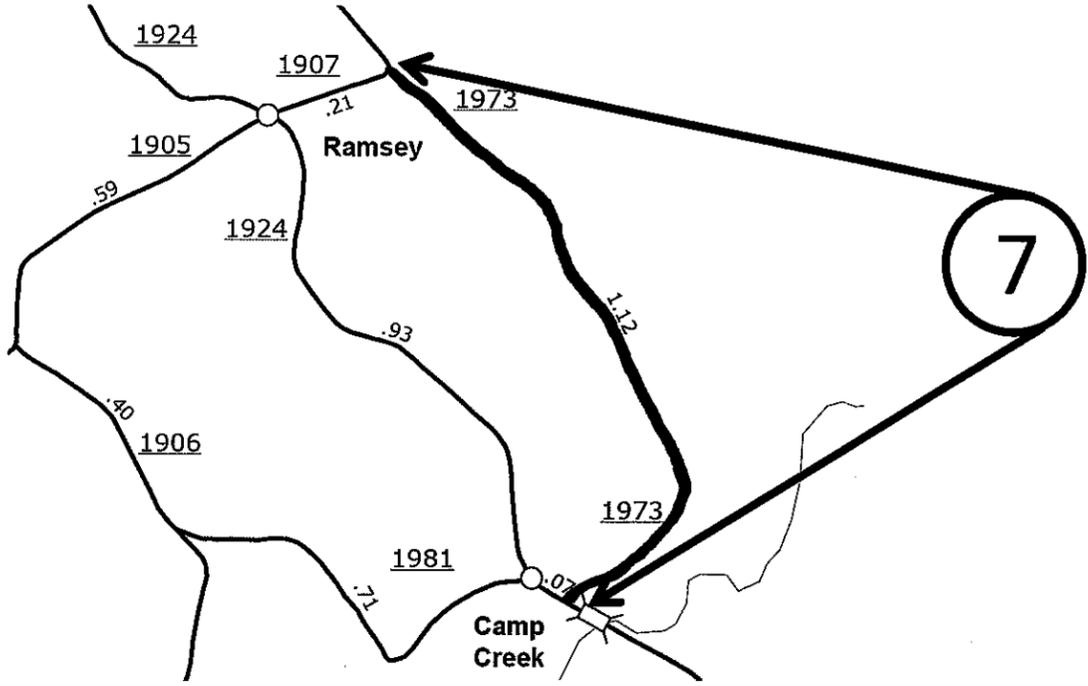


6



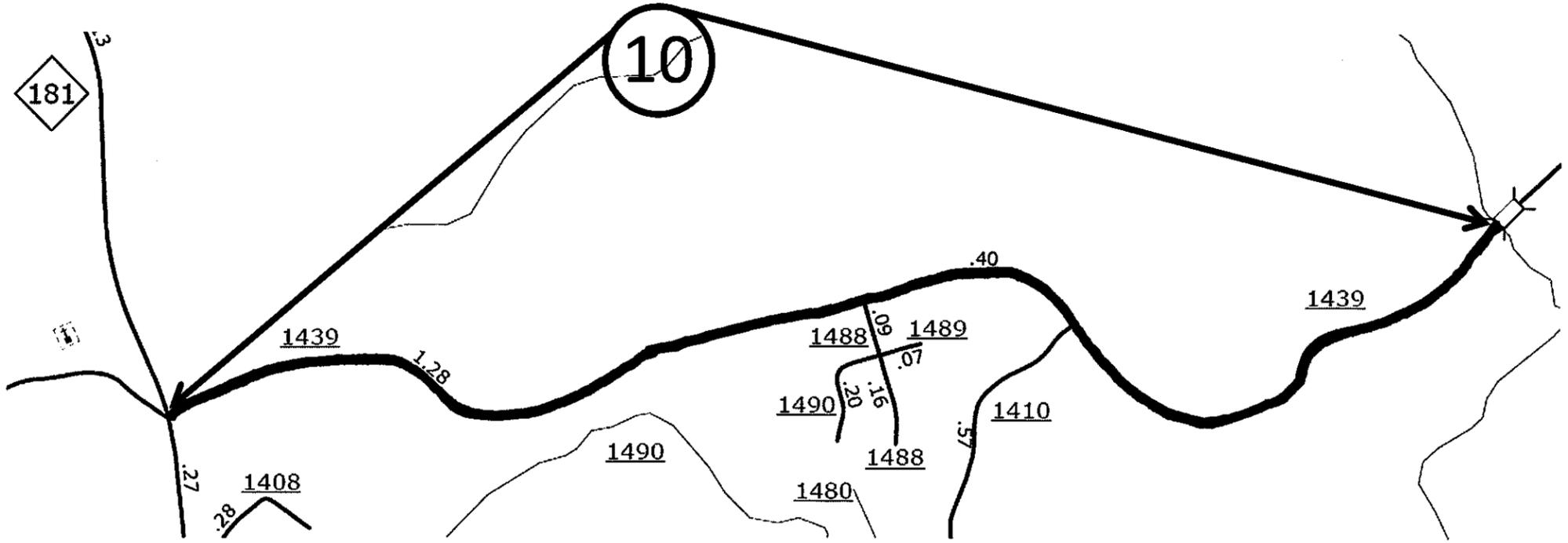
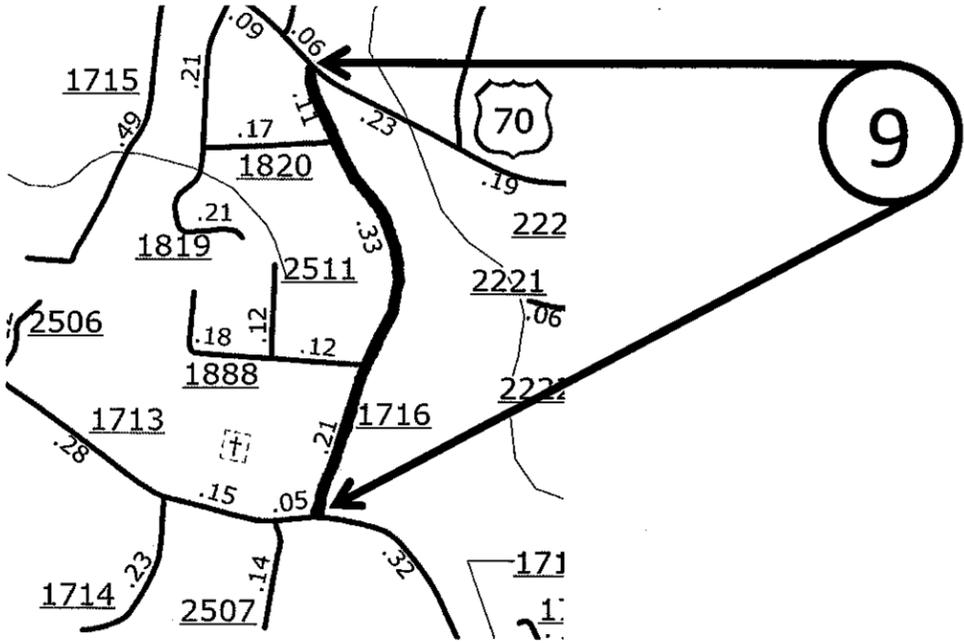
BURKE COUNTY

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10121.14,13CR.20121.16 13SP.20125.1	5	23



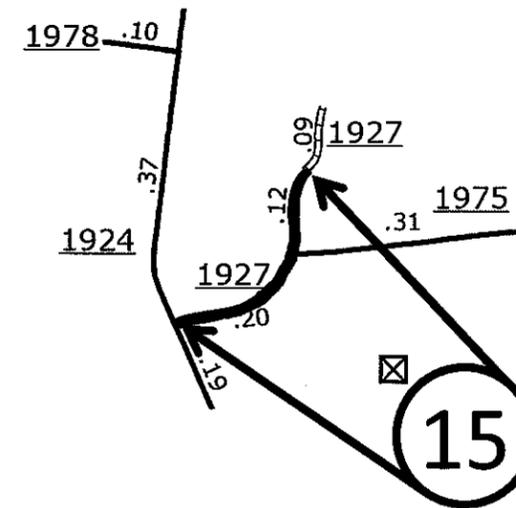
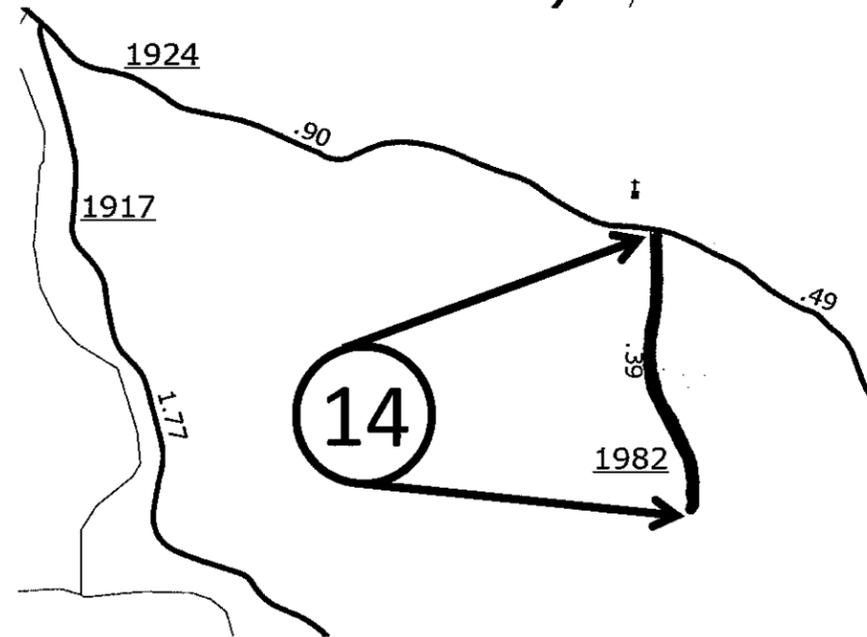
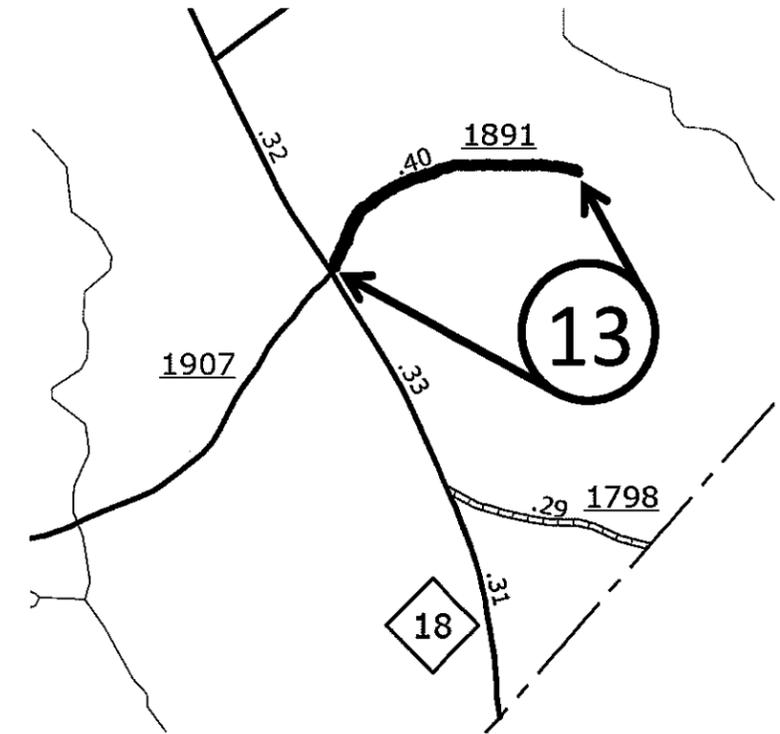
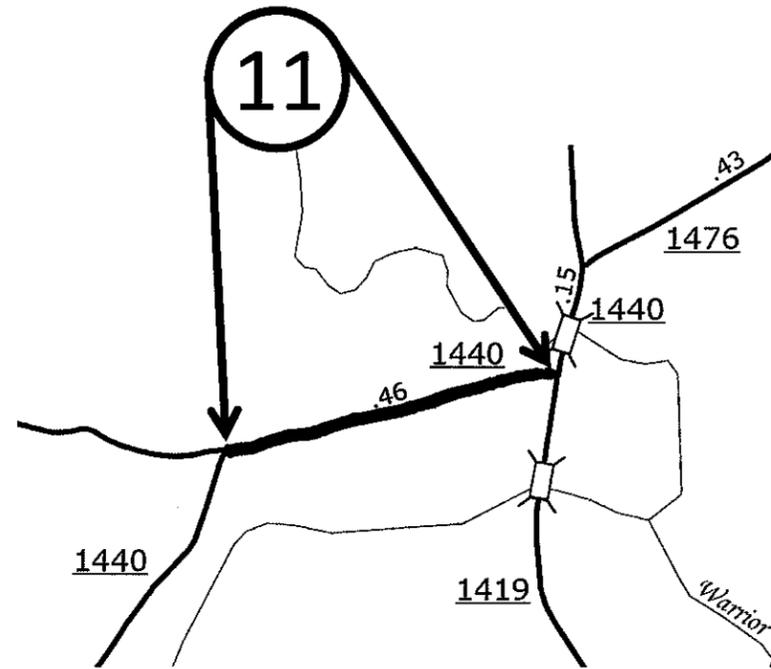
BURKE COUNTY

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10121.14,13CR.20121.16	6	23
13SP.20125.1		



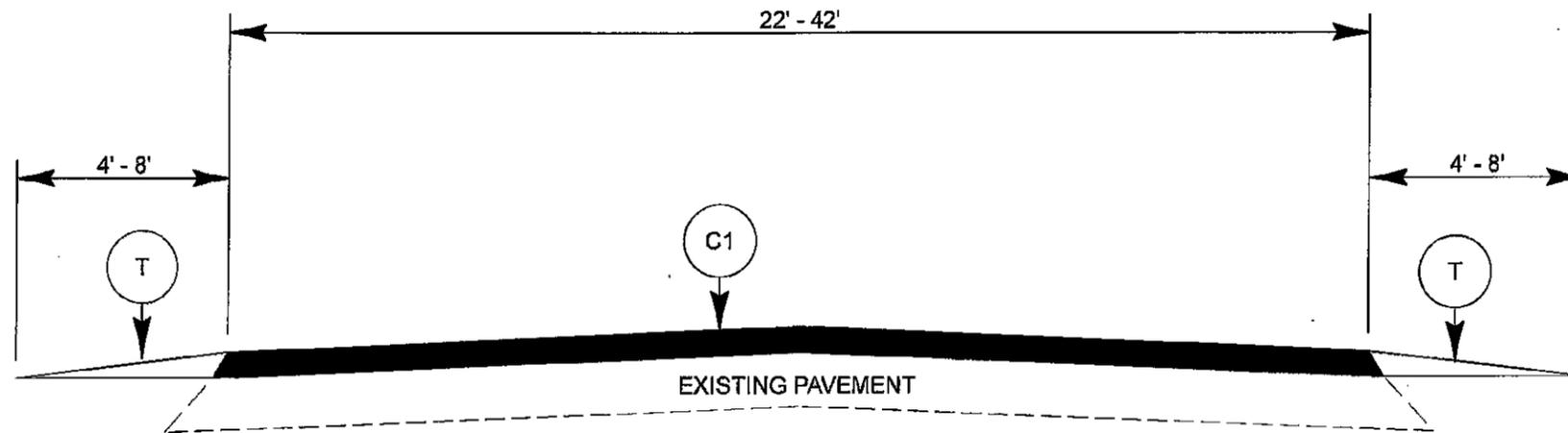
BURKE COUNTY

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10121.14,13CR.20121.16	7	23
13SP.20125.1		

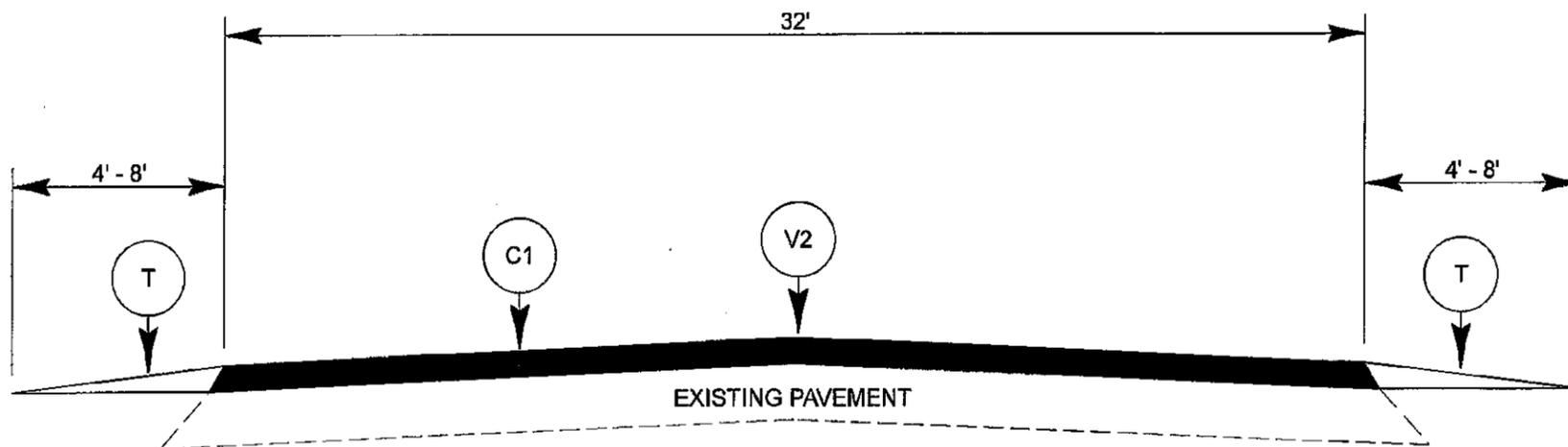
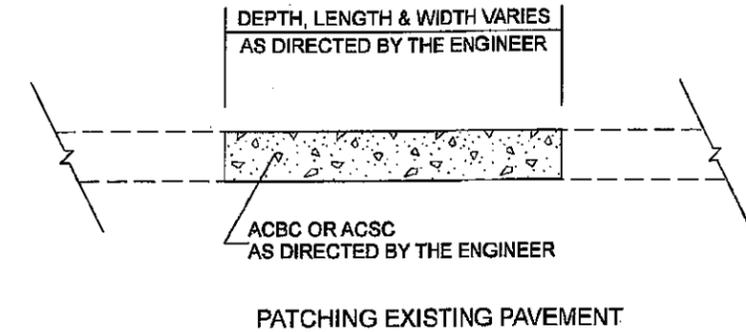


BURKE COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10121.14, 13CR.20121.16, 13SP.20125.1,	10	23



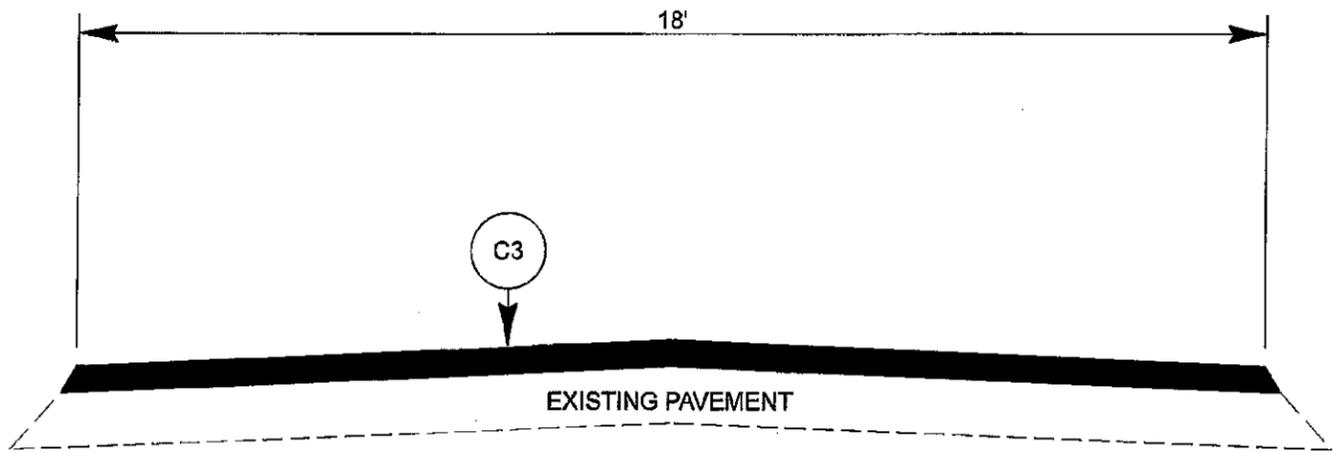
TYPICAL SECTION NO. 1



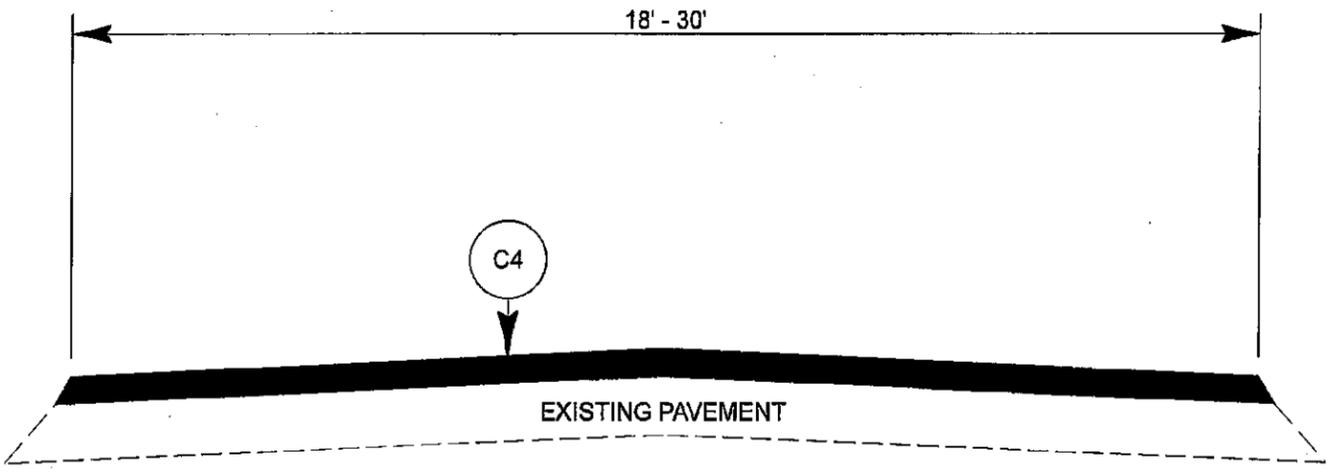
TYPICAL SECTION NO. 2

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. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YARD
C3	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD
C4	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
V2	MILLED RUMBLE STRIPS (CENTERLINE)

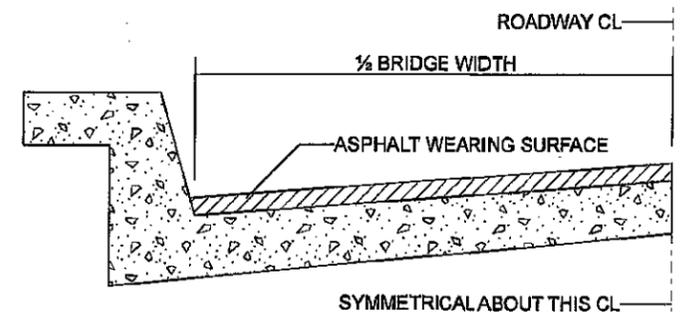
PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10121.14, 13CR.20121.16, 13SP.20125.1,	11	23



TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4



BRIDGE HALF TYPICAL SECTION

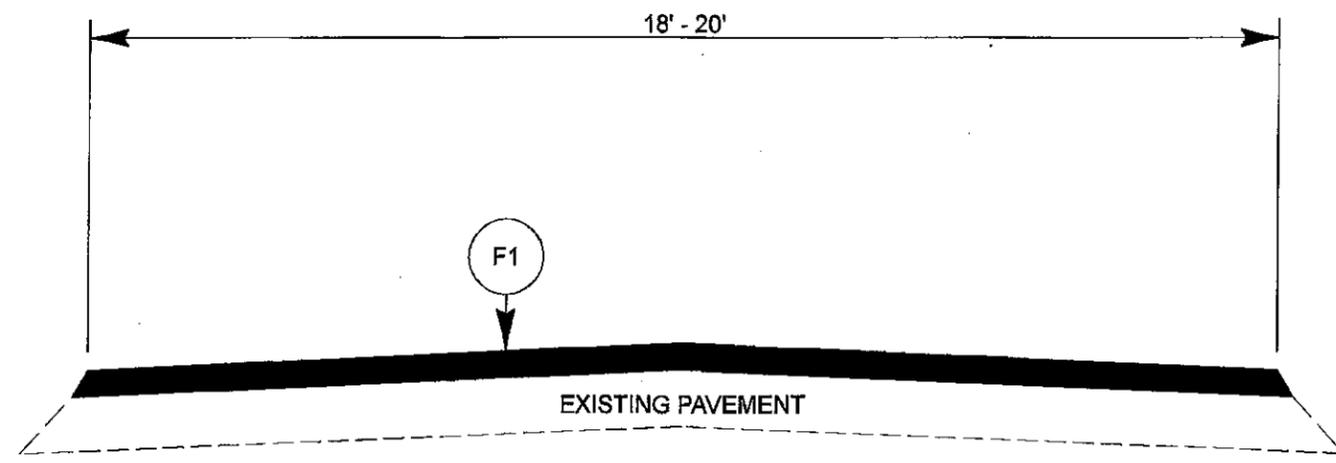
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

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", S9.6X 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", S9.6X 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".

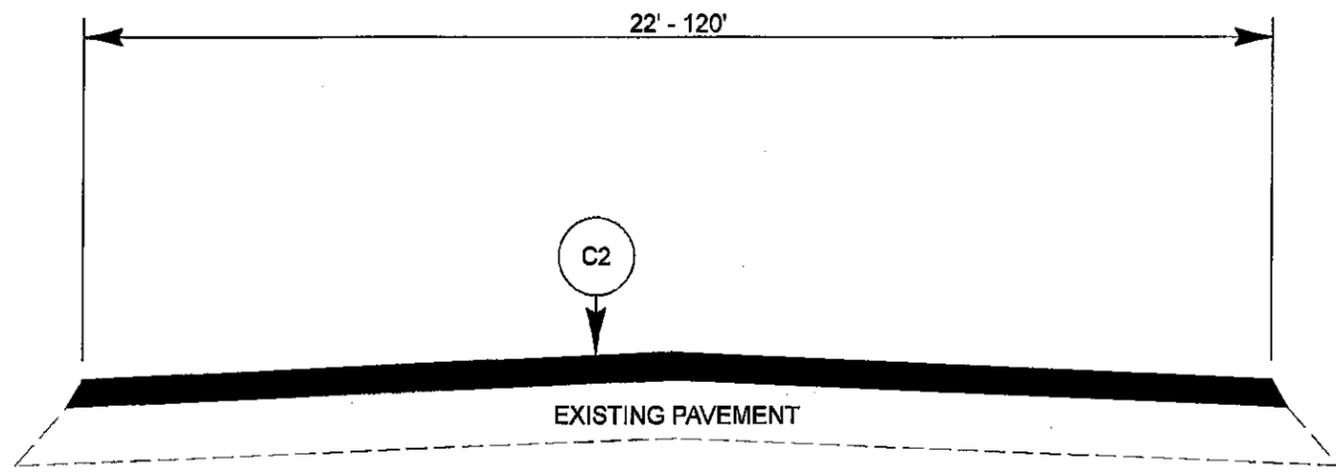
NOTES

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 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.10121.14, 13CR.20121.16, 13SP.20125.1,	12	23

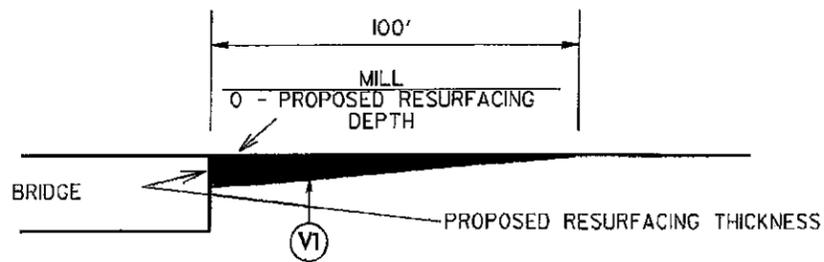


TYPICAL SECTION NO. 5



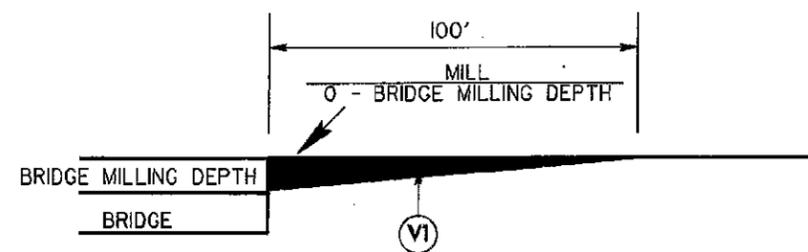
TYPICAL SECTION NO. 6

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10121.14, 13CR.20121.16, 13SP.20125.1	13	23



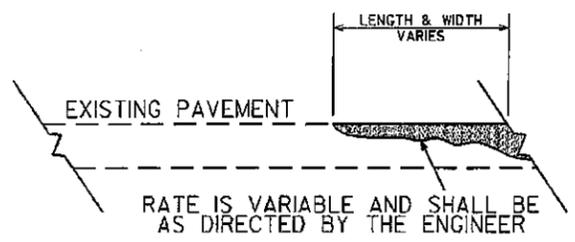
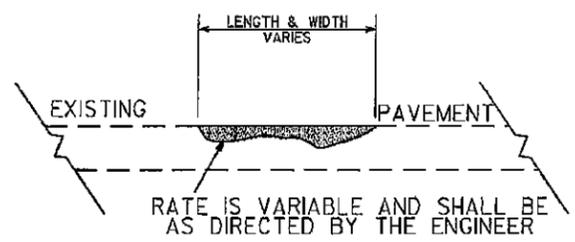
INCIDENTAL MILLING DETAIL AT BRIDGE APPROACHES

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

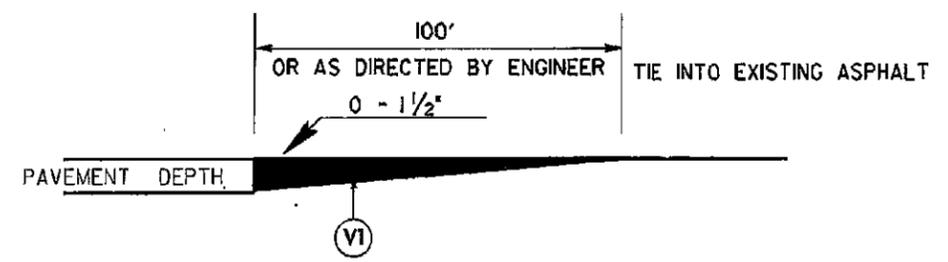


INCIDENTAL MILLING DETAIL AT BRIDGE APPROACHES

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



**DETAIL SHOWING
METHOD OF WEDGING**

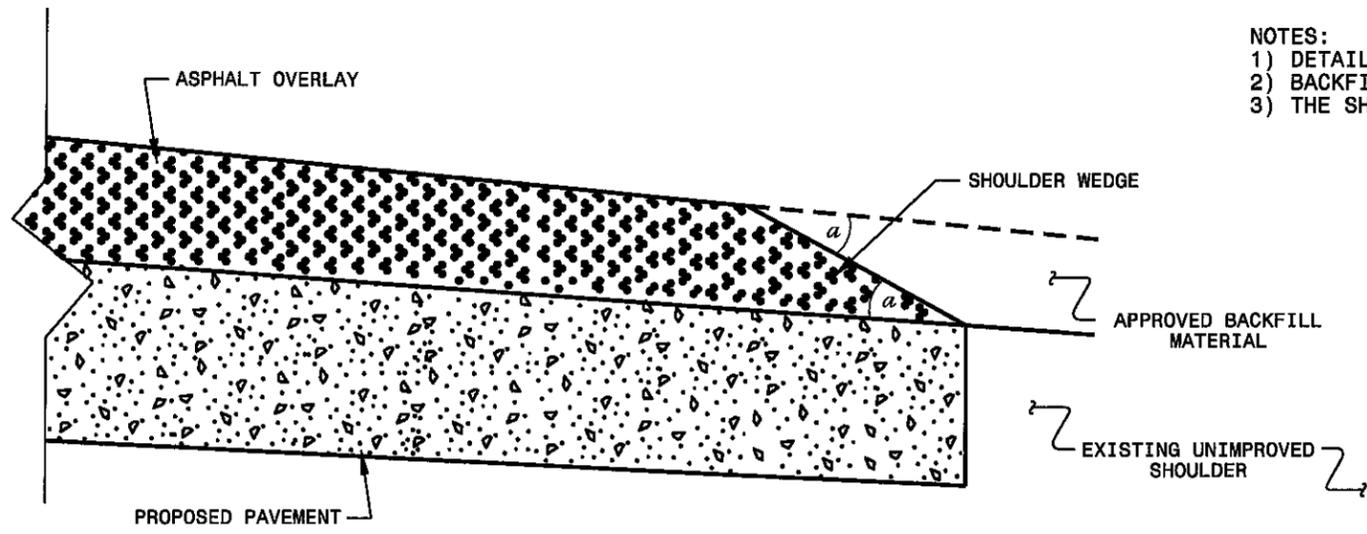


DETAIL TO TIE INTO EXIST PAVEMENT

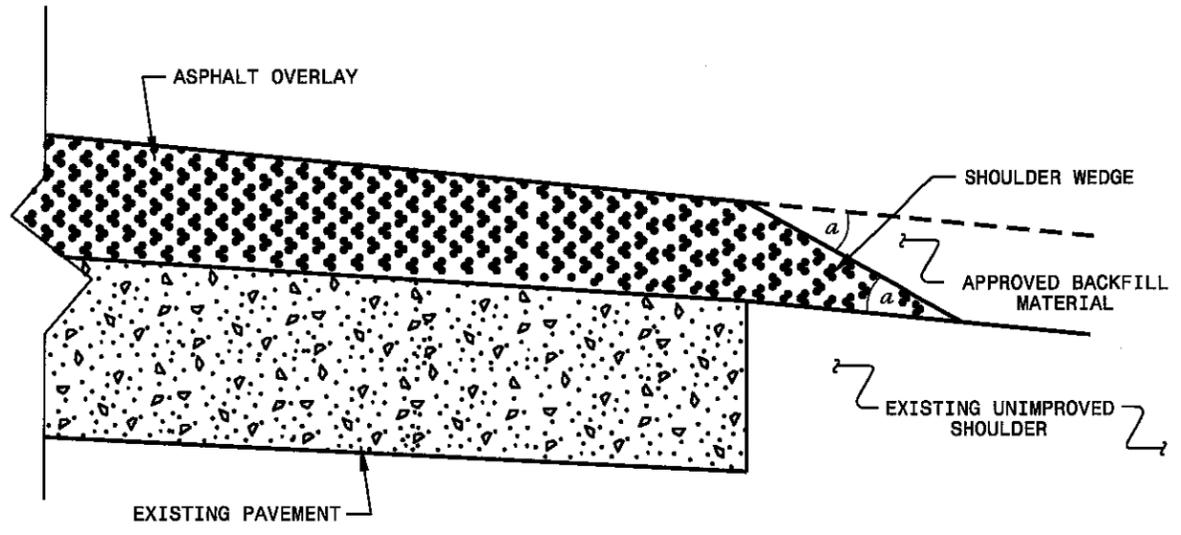
**THE CONTRACTOR'S ATTENTION IS DIRECTED TO
THE FACT THAT HE WILL BE REQUIRED TO MILL
THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER
TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END
AND Y LINES OF EACH MAP TO BE RESURFACED WITH
ASPHALT CONC SURFACE COURSE, TYPE S9.5B.
THIS WILL BE PAID FOR AS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

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10121.14, 13CR20121.14	14	23
13SP20125.1		

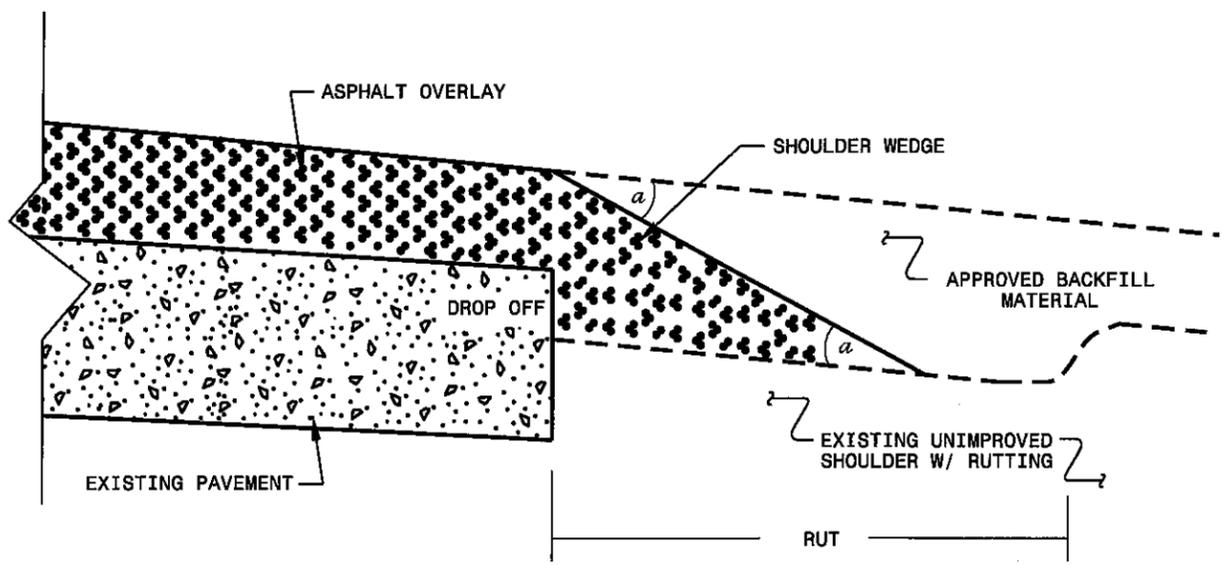
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)

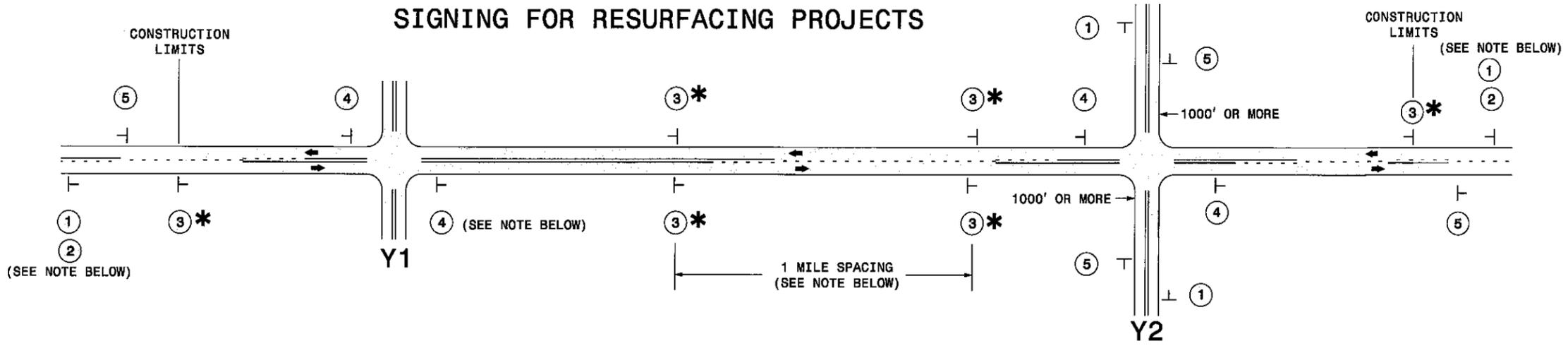


SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- 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:	7-18-11
MODIFIED BY:		DATE:	10/18/12
CHECKED BY:		DATE:	
FILE SPEC.:	s:\sp\detail\stand\shoulder\std0141.dgn		

 13SP20125.1
 13CR.10121.14, 13CR20121.14
 13SP20125.1



LEGEND
 | STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p>	SIGNING NOTES AND PLACEMENT PER DIRECTION	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:	
	2	<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>		<ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS 	
	3*	<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>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>	
	4	<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>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>	
	5	<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).

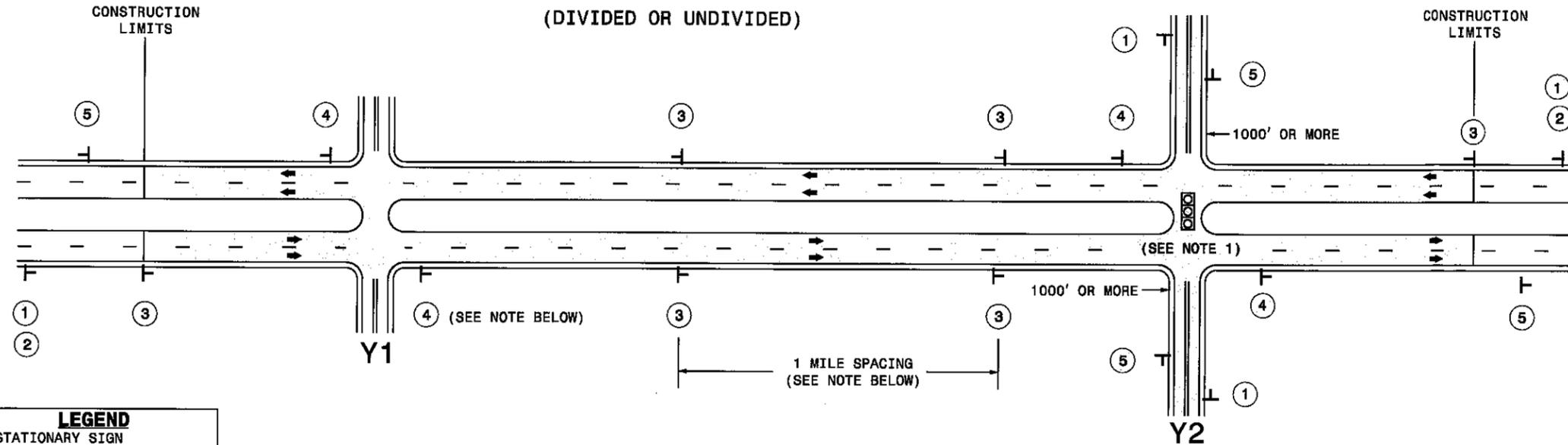


RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2 LANE ROADWAYS

6/3/2014 5:17:10 PM W:\ZTCY Apps\WorkZoneCenter\ExternalWebPage\Desfiles\Documents\Resurfacing\Resurfacing_AdvWarn_2Ln.dgn User:rmgarrett

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

PROJECT	SHEET NO.	TOTAL SHEETS
13CR10121.14, 13CR20121.16 13SP20125.1	16	23



LEGEND	
└	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

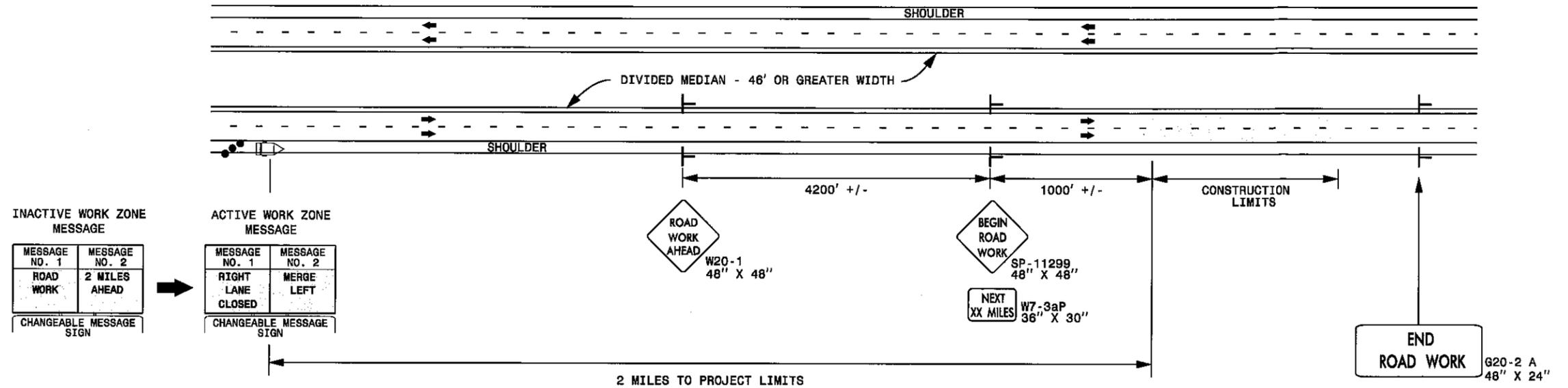
SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL 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;"> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> </div> <div style="text-align: center;"> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p> </div> </div> <p>NOTES:</p> <ol style="list-style-type: none"> 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.
3	<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	<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	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	



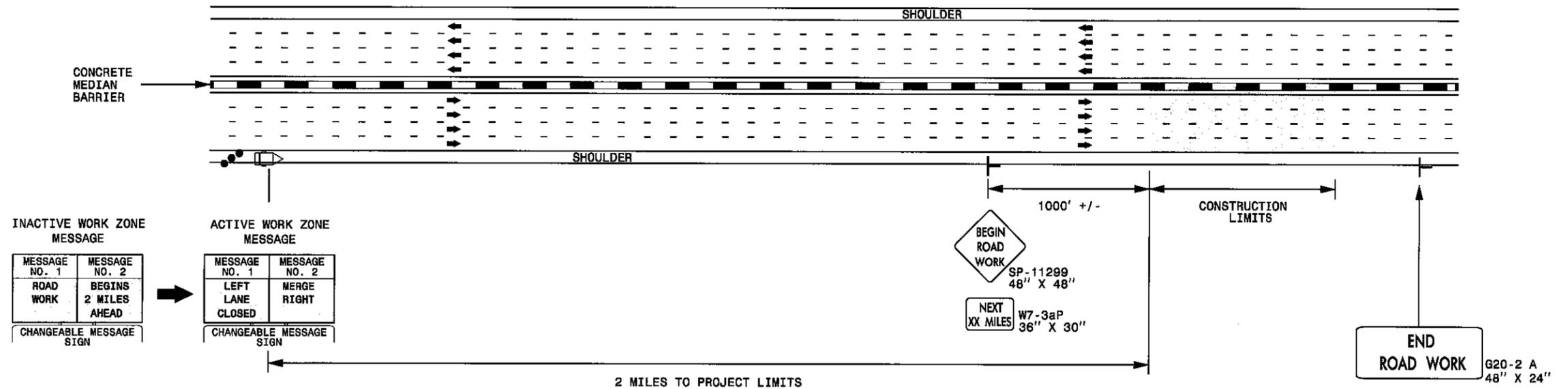
**RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS
(DIVIDED OR UNDIVIDED)**

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10121.14, 13CR20121.16 13SP20125.1	17	23



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

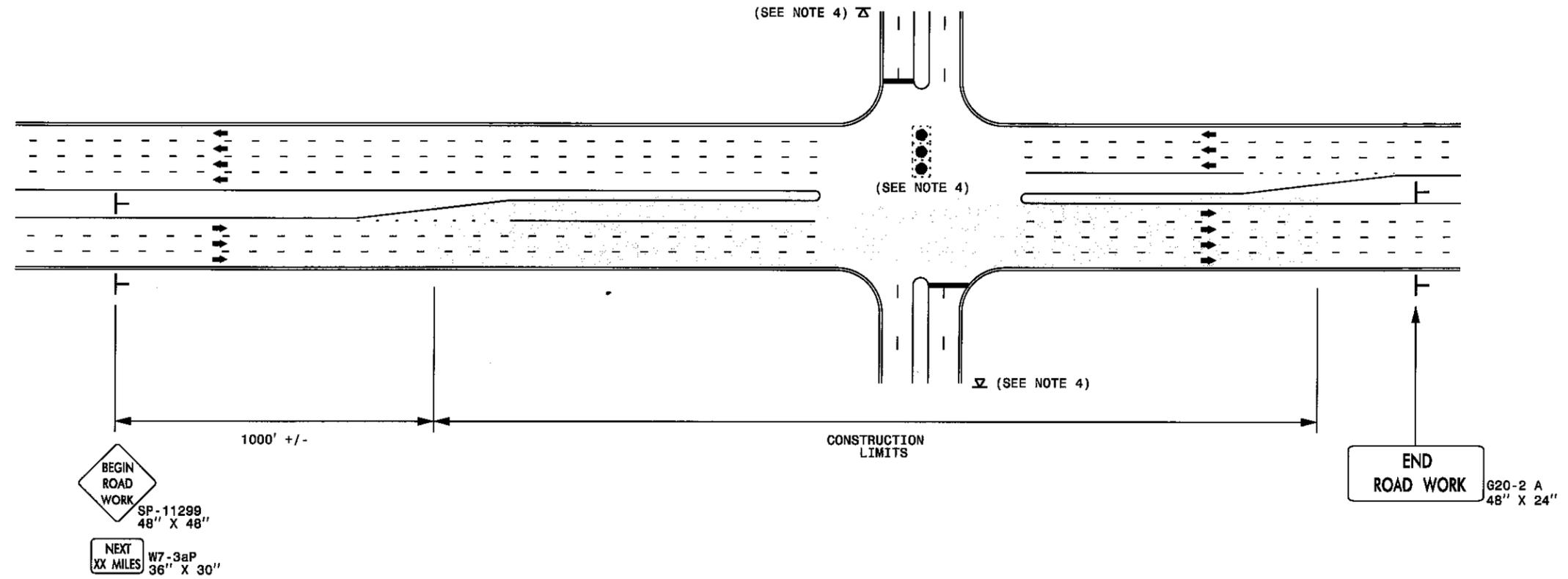
- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



**RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH**

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10121.14, 13CR20121.16	18	23
13SP20125.1		

URBAN / SUBURBAN WORKZONES

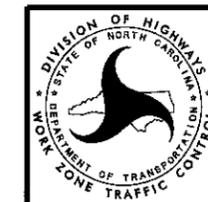


NOTES:

- 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

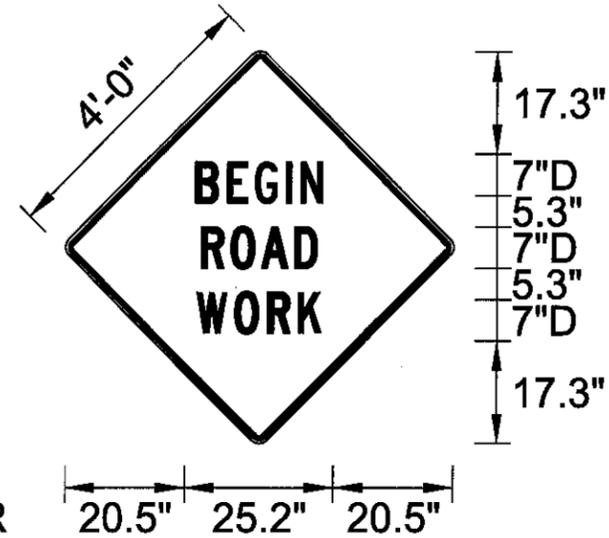
CHECKED BY:

DIV: ALL

DATE: Jun 22, 2011

SP 11299

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10121.14, 13CR20121.16	19	23
13SP20125.1		



BORDER
R=1.38"
TH=0.75"
IN=0.59"

Spacing Factor is 1 unless specified otherwise

USE NOTES: 1,2

- Legend and border shall be direct applied black non-reflective sheeting.
- 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"

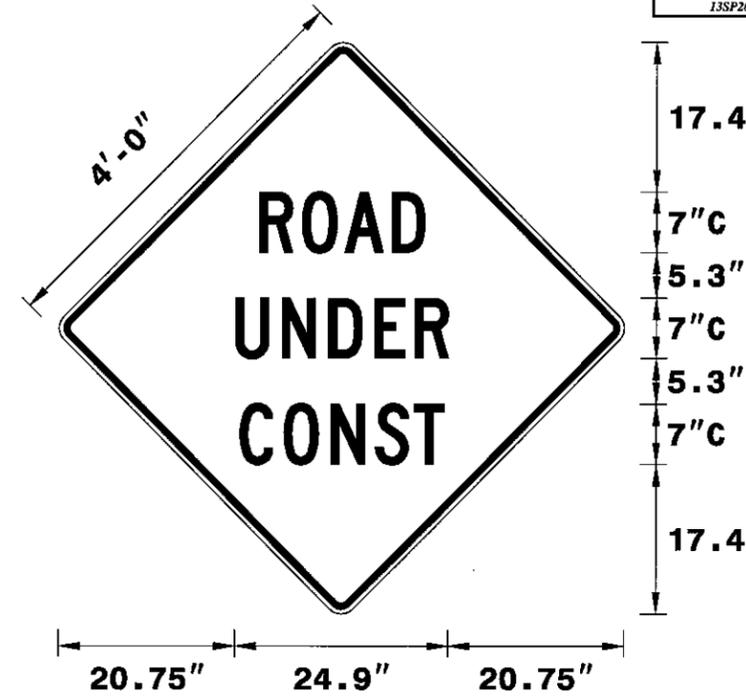
NO. Z BARS:
 LENGTH:

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 fluorescent orange retroreflective sheeting.



PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10121.14, 13CR20121.16	20	23
13SP20125.1		

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

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10121.14, 13CR.20121.16 13SP.20125.1	22	23

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	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	GENERIC PAVING ITEM MILLED RUMBLE STRIP (CENTERLINE) LF	ADJUSTMENT OF MANHOLES EA	ADJUSTMENT OF METER BOXES OR VALVE BOXES EA			
13CR.10121.14	Burke	1	NC 181	FROM SR 1414 TO NORTH INTERSECTION OF SR 1441 (MP 3.741 TO MP 5.133)	1	2	2WU	NO	NO	1.39	32	70	2.78	1,822	2,421		145	200							
		2	NC 181	FROM SR 1401 TO 0.10 MI NORTH OF NC 183 (MP 25.83 - MP 26.72)	2	2	2WU	NO	NO	0.89	32	45	1.78	1,712	1,550		93	988		4,700					
		3	NC 126	FROM NC 181 TO SR 1304 (MP 18.691 - MP 19.301)	1	2	MU	NO	NO	0.61	42	31	1.22	1,867	1,393		84	150				3			
		4	NC 126	FROM SR 1304 TO SR 1313 (MP 18.691 - MP 16.671)	1	2	2WU	NO	NO	2.02	22	101	4.04	2,726	2,423		145	250				1	1		
TOTAL FOR PROJ NO. 13CR.10121.14										4.91		247	9.82	8,127	7,787		467	1,588		4,700	1	4			
13CR.20121.16	Burke	5	SR 1260	FROM SR 1240 TO EOM (MP 0.00 - MP 0.61)	3	2	2WU	NO	NO	0.61	18	31				589	39	175							
		6	SR 1924	FROM CLEVELAND COUNTY LINE TO SR 1913 (MP 0.00 - MP 6.20)	4	2	2WU	NO	NO	6.2	18				1,030		4,309	289	500						
		7	SR 1973	FROM SR 1907 TO SR 1924 (MP 0.00 - MP 1.12)	3	2	2WU	NO	NO	1.12	18	56					1,081	72	400						
		8	SR 1350	FROM NC 126 TO CUL-DE-SAC (MP 0.00 - MP 1.67)	4	2	2WU	NO	NO	1.67	30						1,783	119	650			23			
		9	SR 1716	FROM US 70 TO SR 1713 (MP 0.00 - MP 0.65)	3	2	2WU	NO	NO	0.65	18	33					627	42	275						
		10	SR 1439	FROM NC 181 TO BRIDGE NO. 61 (MP 0.00 - MP 2.64)	5	2	2WU	NO	NO	2.64	18								100	27,878					
		11	SR 1440	FROM SR 1419 TO SR 1470 (MP 0.90 - MP 1.36)	5	2	2WU	NO	NO	0.46	18								20	4,858					
		12	W. FREEDOM DRIVE	FREEDOM HIGH SCHOOL BUS DRIVE AND BUS PARKING	6	2	2WU	NO	NO	0.19	22 - 120					375	777		47	75					
		TOTAL FOR PROJ NO. 13CR.20121.16										13.54		120		1,405	777	8,389	608	2,195	32,736		23		
		13SP.20125.1	Burke	13	SR 1891	FROM NC 18 TO DEAD END (MP 0.00 - MP 0.40)	5	2	2WU	NO	NO	0.4	18							20	4,224				
				14	SR 1982	FROM SR 1924 TO EOP (MP 0.00 - MP 0.31)	5	2	2WU	NO	NO	0.31	18								20	3,274			
				15	SR 1927	FROM SR 1924 TO EOP (MP 0.00 - MP 0.31)	5	2	2WU	NO	NO	0.31	20								20	3,637			
16	SR 1122			FROM US 64 TO EOM (MP 0.00 - MP 0.80)	5	2	2WU	NO	NO	0.8	18								10	8,448					
17	SR 1830			FROM I-40 RAMP TO DEAD END (MP 0.00 - MP 0.51)	5	2	2WU	NO	NO	0.51	20								10	5,984					
18	SR 1158			FROM SR 1124 TO DEAD END (MP 0.00 - MP 0.50)	5	2	2WU	NO	NO	0.5	18								40	5,280					
19	SR 1228			FROM SR 1233 TO EOP (MP 0.00 - MP 1.25)	5	2	2WU	NO	NO	1.25	20								425	14,667					
TOTAL FOR PROJ NO. 13SP.20125.1										4.08								545	45,514						
GRAND TOTAL										22.53		367	9.82	9,532	8,564	8,389	1,075	4,328	78,250	4,700	24	4			

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10121.14, 13CR.20121.16 13SP.20125.1	23	23

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4710000000-E	4721000000-E	4725000000-E				4810000000-E		4847000000-E		4905000000-N	
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) SCHOOL	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT ARROW	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RT ARROW	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR & LT	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) MERGE ARROW	PAINT PAVEMENT MARKING LINES (4") WHITE	PAINT PAVEMENT MARKING LINES (4") YELLOW	POLYUREA PAVEMENT MARKING LINES (4") WHITE (HIGHLY REFLECTIVE FILMMENTS) LF	POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HIGHLY REFLECTIVE FILMMENTS) LF	SNOWPLOWABLE PAVEMENT MARKERS	
NO		NO			NO					SF	LS	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	
13CR.10121.14	Burke	1	NC 181	FROM SR 1414 TO NORTH INTERSECTION OF SR 1441 (MP 3.741 TO MP 5.133)	1	2	2WU	1.39	32	550	*	150	12	2	3	2			14,678	14,678	100		
		2	NC 181	FROM SR 1401 TO 0.10 MI NORTH OF NC 183 (MP 25.83 - MP 26.72)	2	2	2WU	0.89	32			12			3					9,398	9,398	70	
		3	NC 126	FROM NC 181 TO SR 1304 (MP 18.691 - MP 19.301)	1	2	MU	0.61	42			150		6	16	2	1	3			9,662	9,662	80
		4	NC 126	FROM SR 1304 TO SR 1313 (MP 18.691 - MP 16.671)	1	2	2WU	2.02	22						1						21,331	21,331	134
TOTAL FOR PROJ NO. 13CR.10121.14										550	LS	312	18	22	5	3	3			55,069	55,069	384	
														33				110,138					
13CR.20121.16	Burke	5	SR 1260	FROM SR 1240 TO EOM (MP 0.00 - MP 0.61)	3	2	2WU	0.61	18	1517	*												
		6	SR 1924	FROM CLEVELAND COUNTY LINE TO SR 1913 (MP 0.00 - MP 6.20)	4	2	2WU	6.2	18											130,944	130,944		
		7	SR 1973	FROM SR 1907 TO SR 1924 (MP 0.00 - MP 1.12)	3	2	2WU	1.12	18											23,654	23,654		
		8	SR 1350	FROM NC 126 TO CUL-DE-SAC (MP 0.00 - MP 1.67)	4	2	2WU	1.67	30														
		9	SR 1716	FROM US 70 TO SR 1713 (MP 0.00 - MP 0.65)	3	2	2WU	0.65	18											13,728	13,728		
		10	SR 1439	FROM NC 181 TO BRIDGE NO. 61 (MP 0.00 - MP 2.64)	5	2	2WU	2.64	18											55,757	55,757		
		11	SR 1440	FROM SR 1419 TO SR 1470 (MP 0.90 - MP 1.36)	5	2	2WU	0.46	18											9,715	9,715		
		12	W. FREEDOM DRIVE	FREEDOM HIGH SCHOOL BUS DRIVE AND BUS PARKING	6	2	2WU	0.19	22 - 120					32						3,100			
TOTAL FOR PROJ NO. 13CR.20121.16									1,517	LS	32								236,898	233,798			
														470,696									
13SP.20125.1	Burke	13	SR 1891	FROM NC 18 TO DEAD END (MP 0.00 - MP 0.40)	5	2	2WU	0.4	18	456	*												
		14	SR 1982	FROM SR 1924 TO EOP (MP 0.00 - MP 0.31)	5	2	2WU	0.31	18														
		15	SR 1927	FROM SR 1924 TO EOP (MP 0.00 - MP 0.31)	5	2	2WU	0.31	20														
		16	SR 1122	FROM US 64 TO EOM (MP 0.00 - MP 0.80)	5	2	2WU	0.8	18											16,896	16,896		
		17	SR 1830	FROM I-40 RAMP TO DEAD END (MP 0.00 - MP 0.51)	5	2	2WU	0.51	20														
		18	SR 1158	FROM SR 1124 TO DEAD END (MP 0.00 - MP 0.50)	5	2	2WU	0.5	18														
		19	SR 1228	FROM SR 1233 TO EOP (MP 0.00 - MP 1.25)	5	2	2WU	1.25	20									26,400	26,400				
TOTAL FOR PROJ NO. 13SP.20125.1									456	LS								43,296	43,296				
														86,592									
GRAND TOTAL									2,523	1	344	18	22	5	3	3	280,194	277,094	55,069	55,069	384		
														33				557,288				110,138	