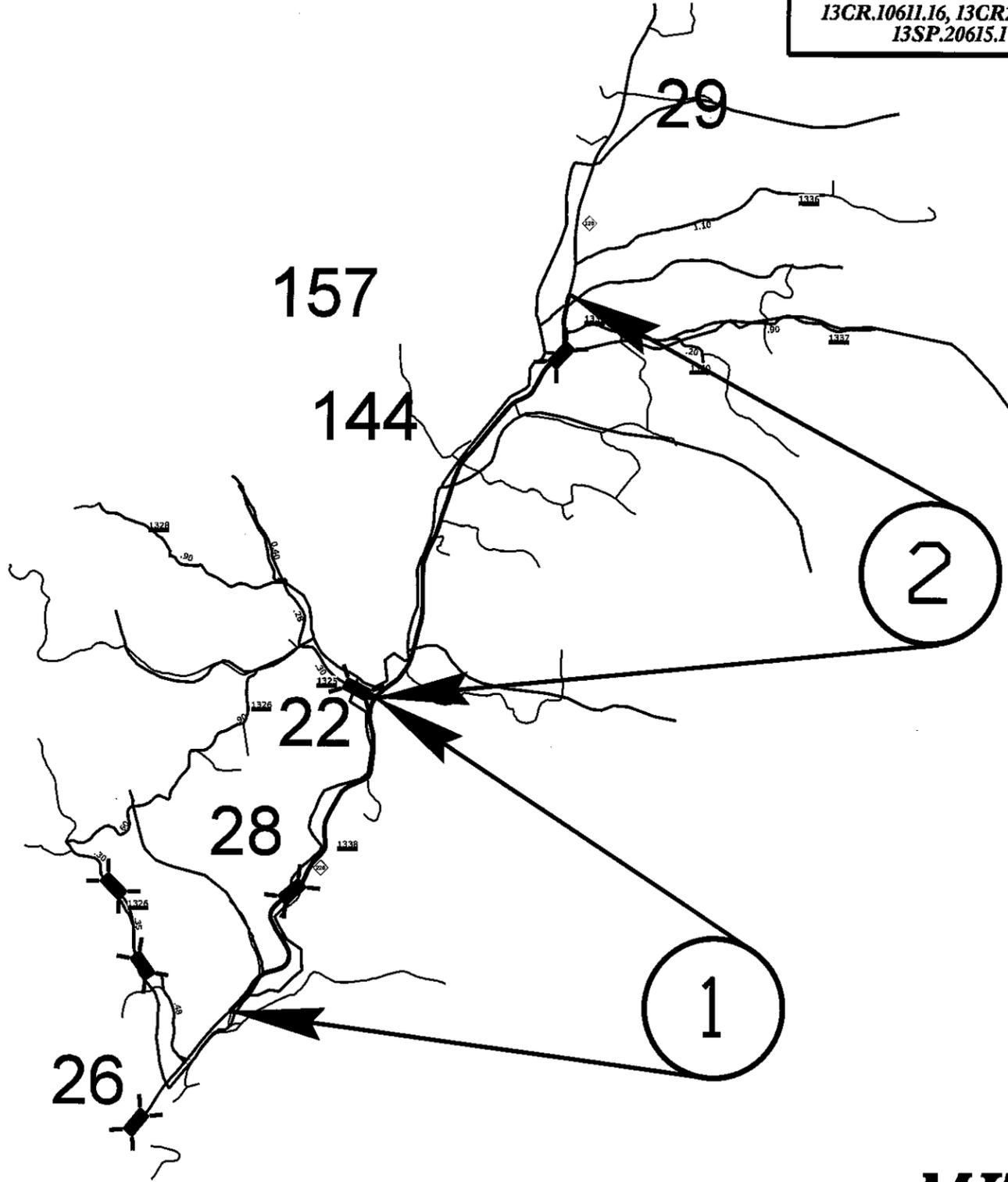
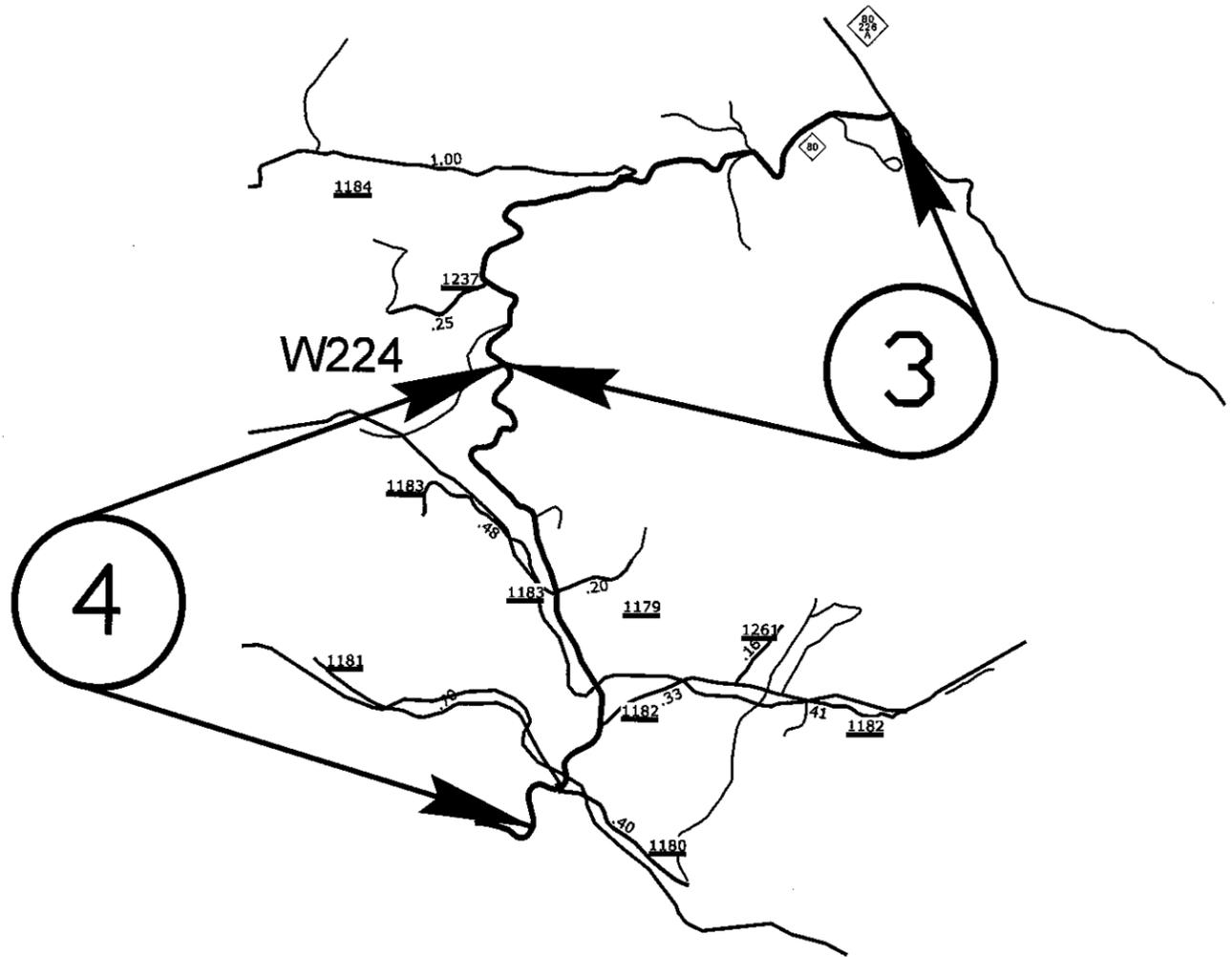


PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10611.16, 13CR20611.14 13SP.20615.1	1	21



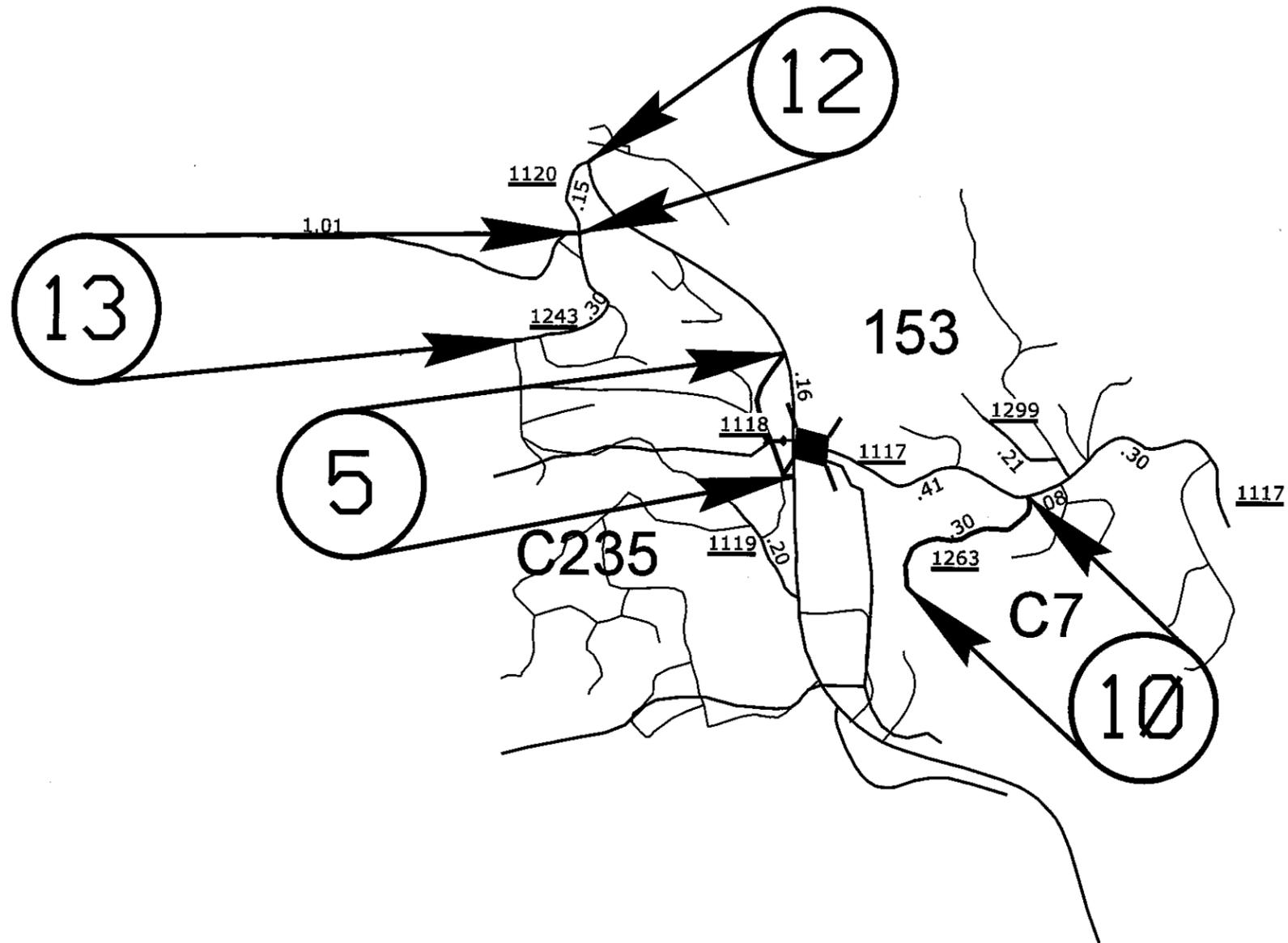
MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10611.16, 13CR20611.14 13SP.20615.1	2	21



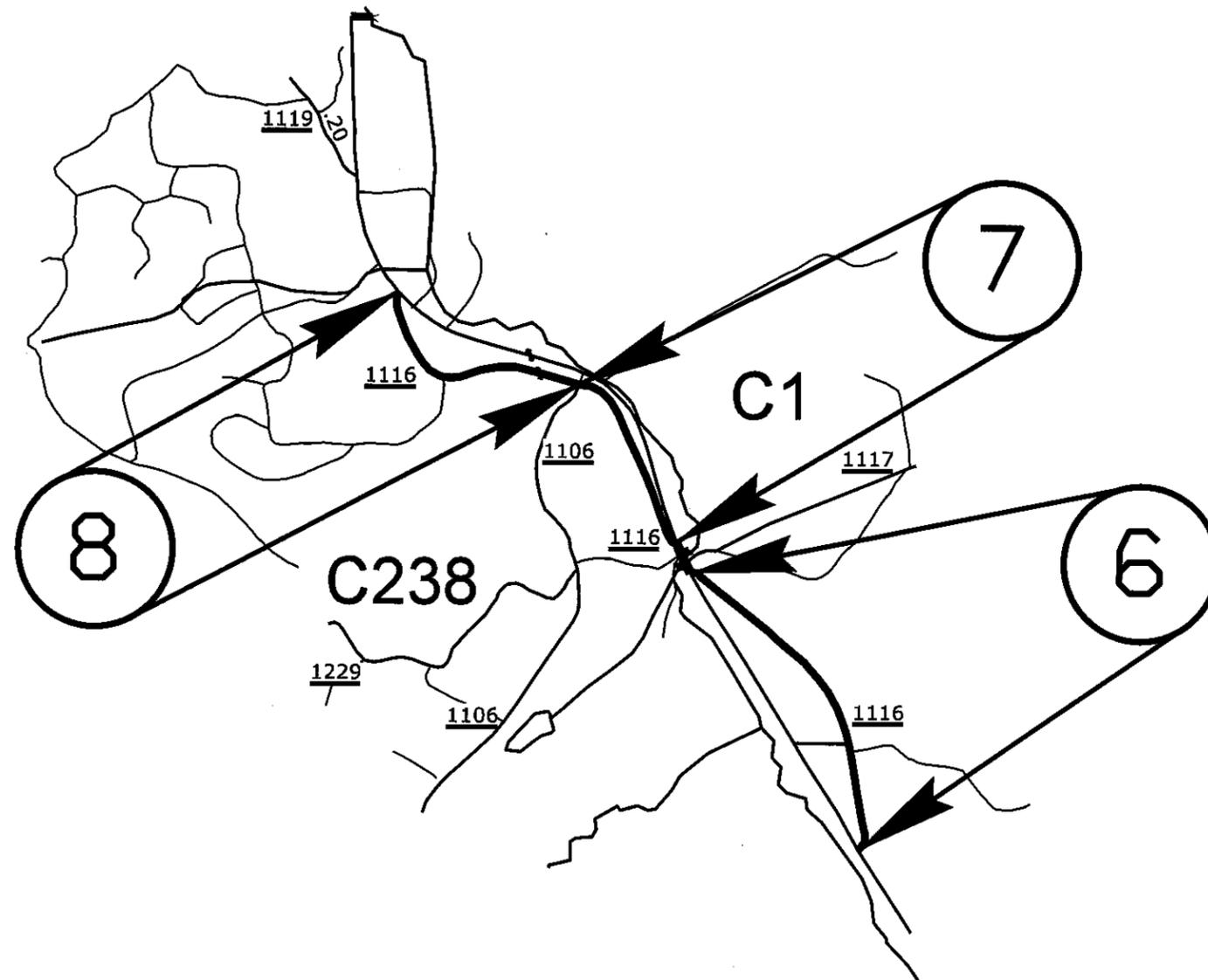
MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10611.16, 13CR20611.14 13SP.20615.1	3	21



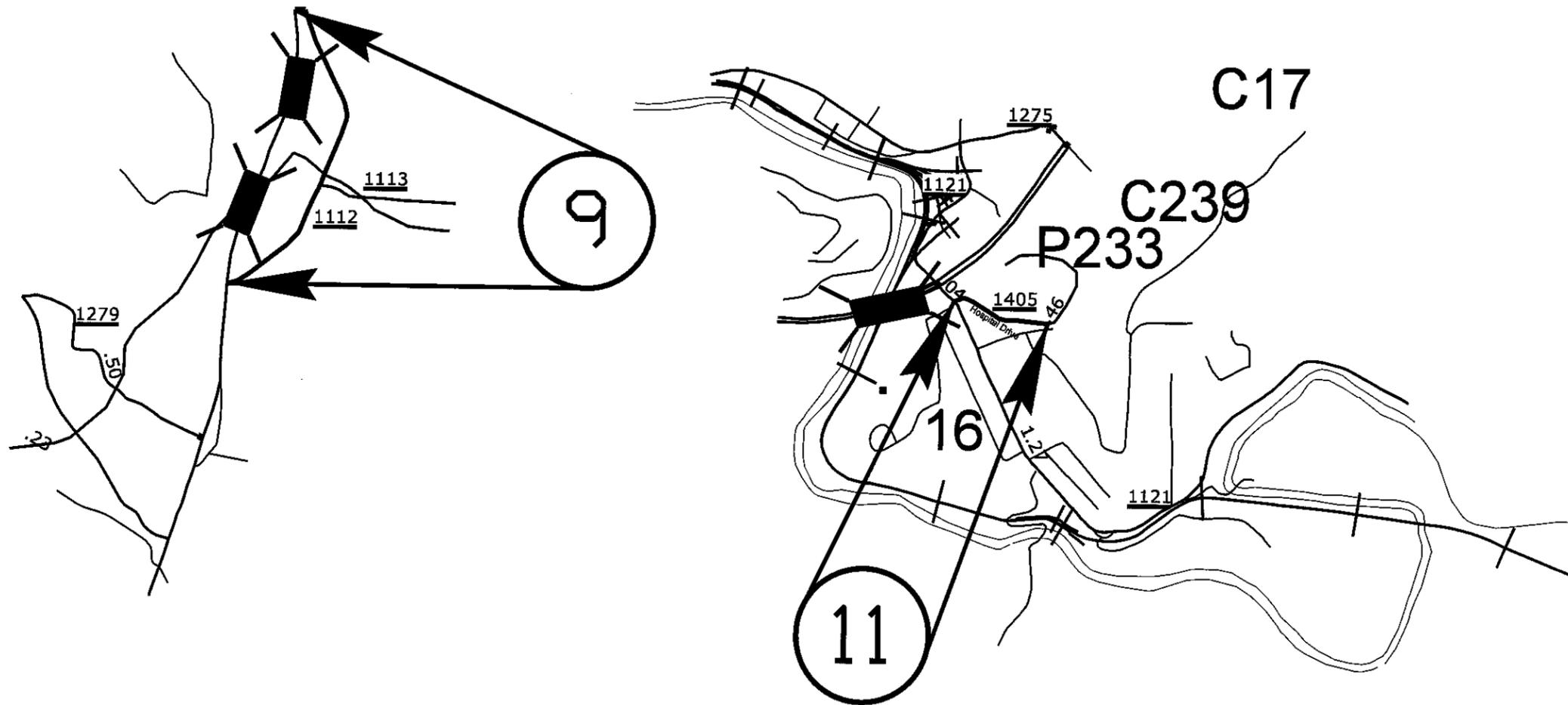
MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10611.16, 13CR20611.14 13SP.20615.1	4	21



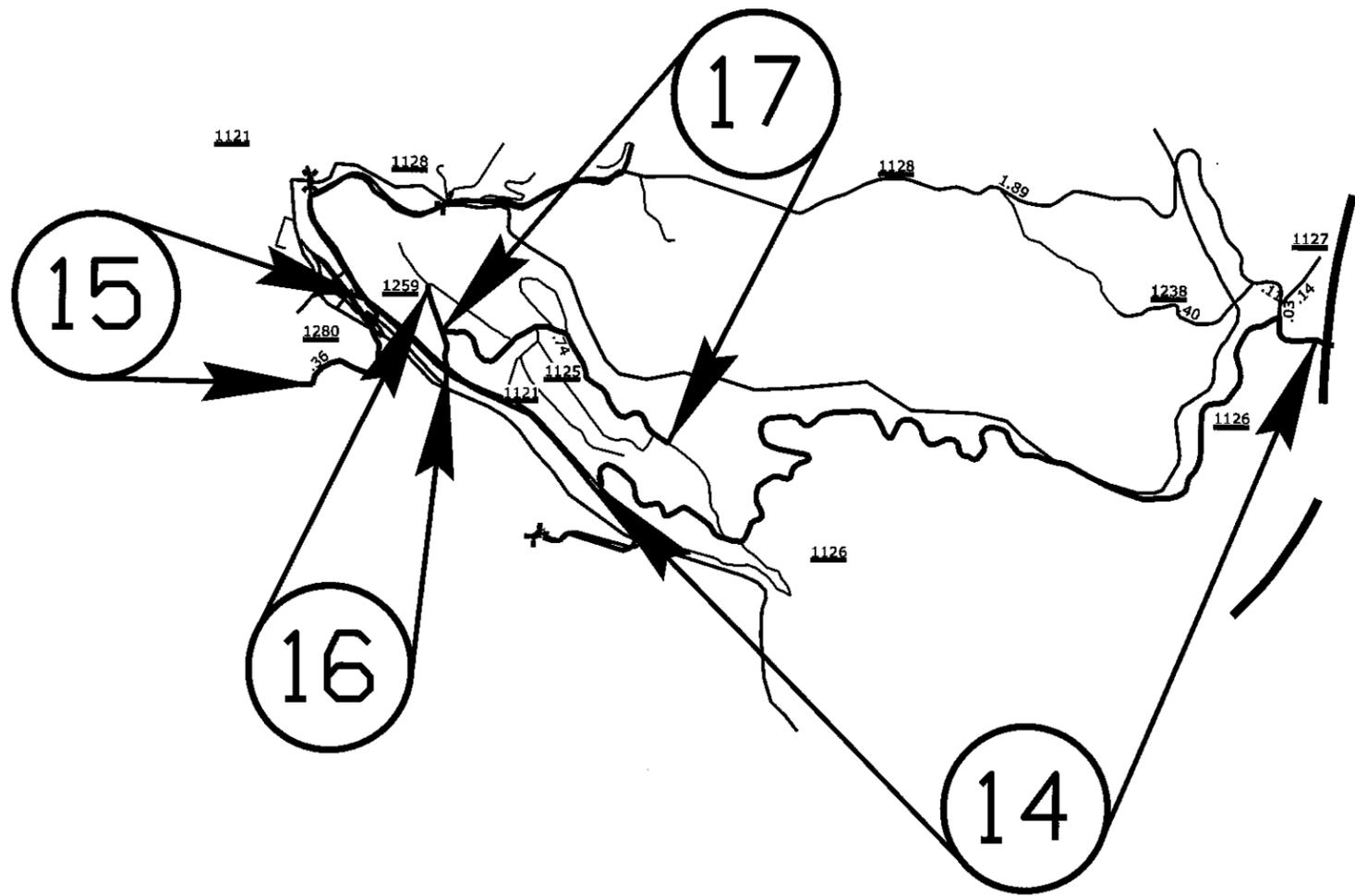
MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10611.16, 13CR20611.14 13SP.20615.1	5	21



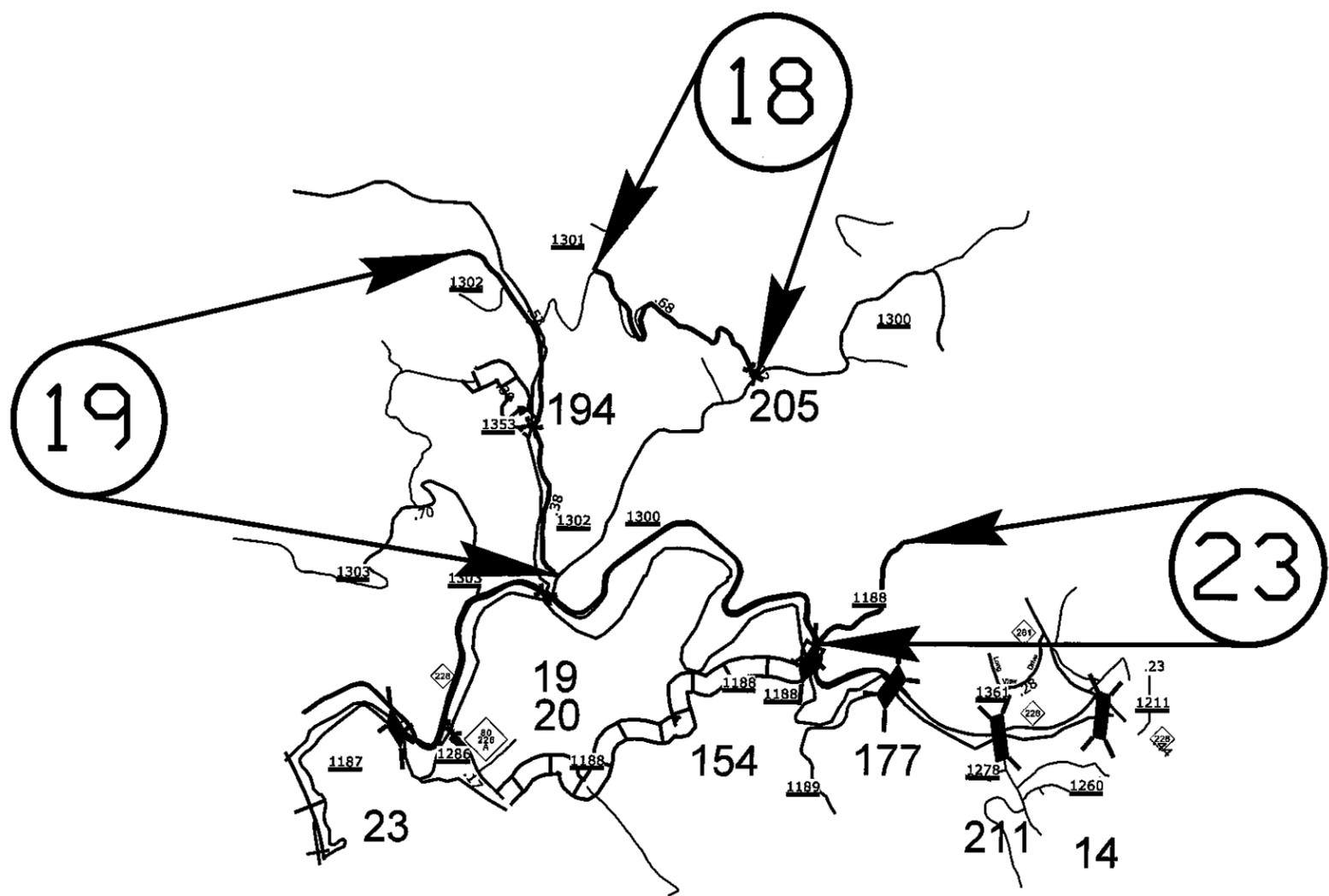
MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10611.16, 13CR20611.14 13SP.20615.1	6	21



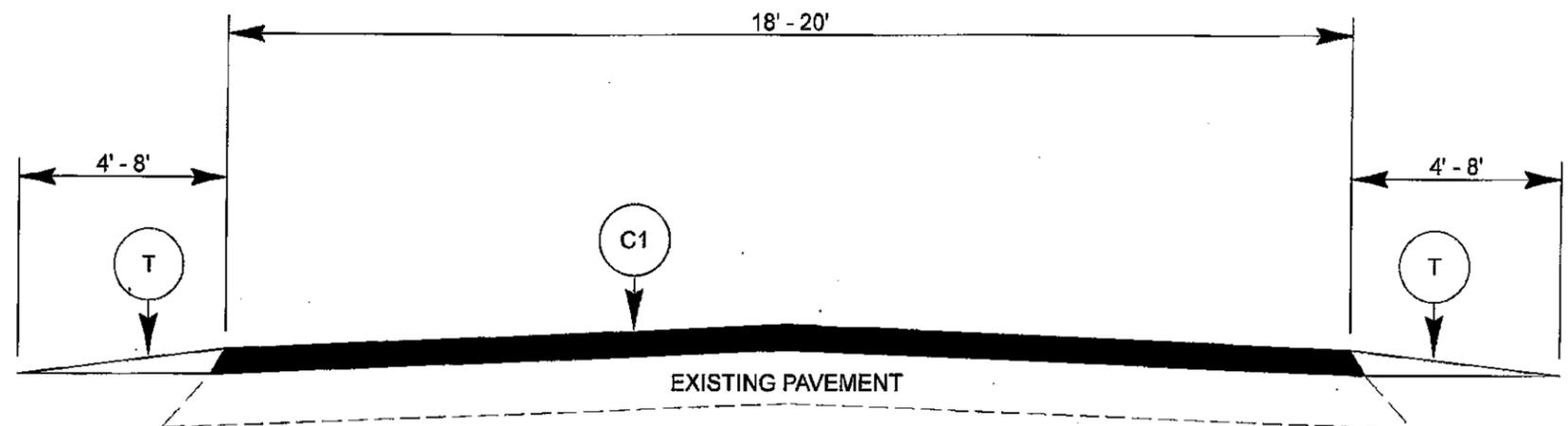
MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10611.16, 13CR20611.14 13SP.20615.1	7	21

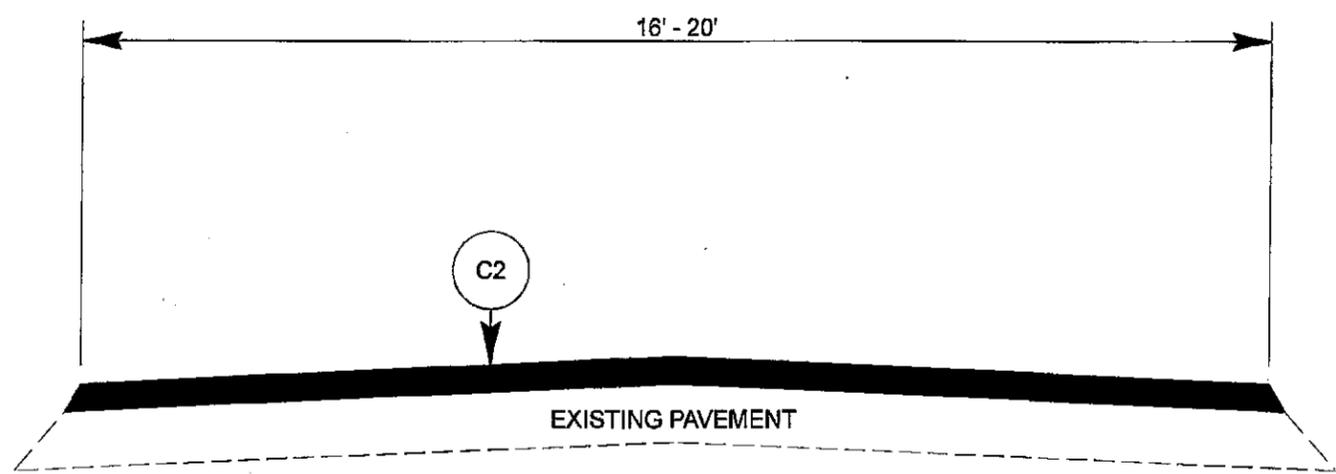
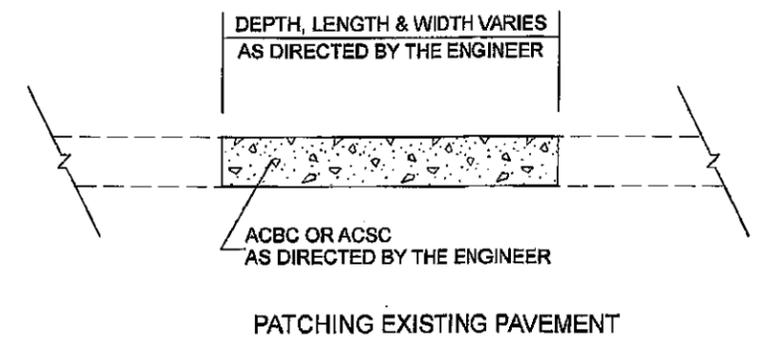


◇ **MITCHELL COUNTY**

PROJECT NO. 13CR.10611.16, 13CR.20611.14, 13SP.20615.1,	SHEET NO. 9	TOTAL SHEETS 21
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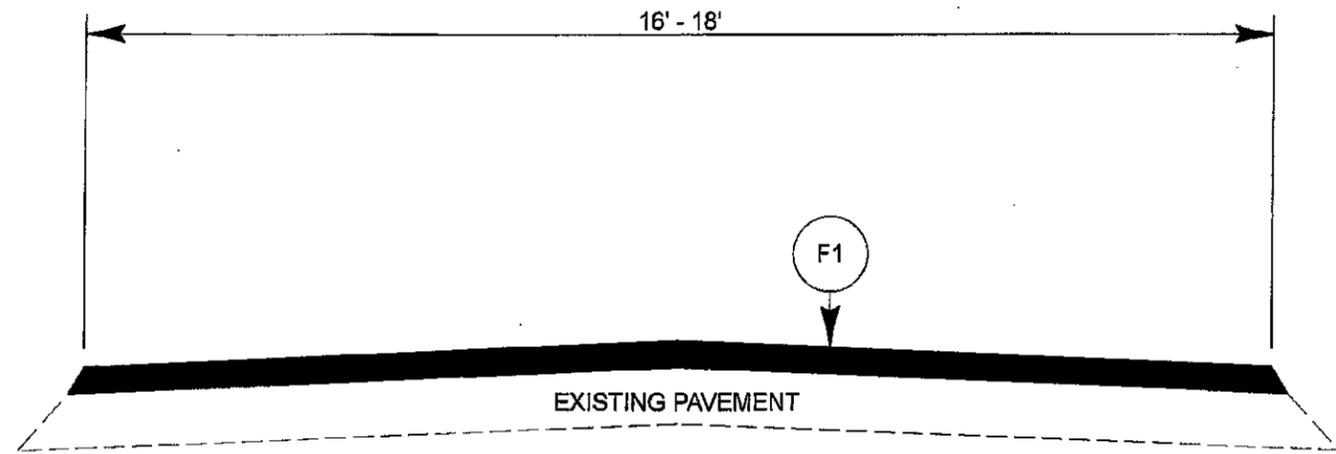
TYPICAL SECTION NO. 1



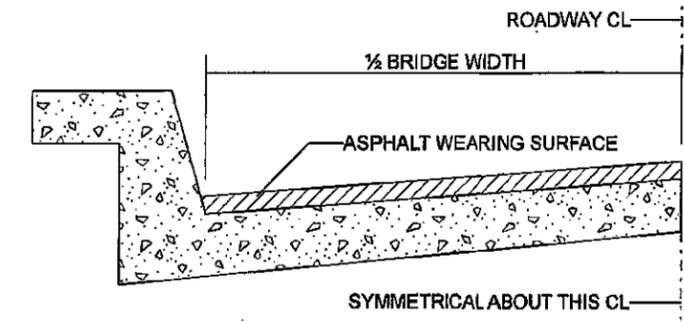
TYPICAL SECTION NO. 2

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

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10611.16, 13CR.20611.14, 13SP.20615.1,	10	21



TYPICAL SECTION NO. 3



BRIDGE HALF TYPICAL SECTION

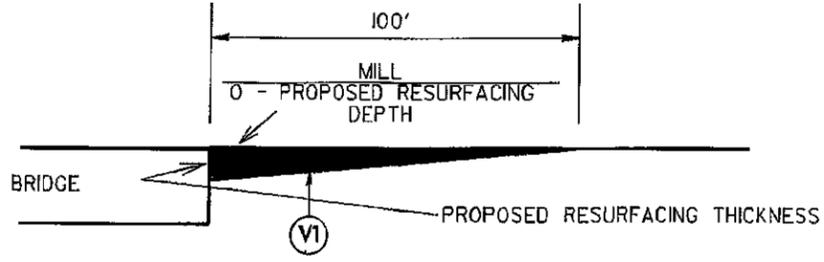
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: \$4.75A 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: \$4.75A 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

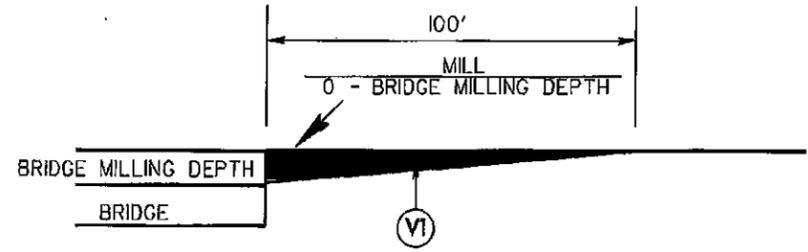
ALL UNPAVED ROADS TO BE RESURFACED 60' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
 SHOULDERS AND DITCHES ARE 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
13CR.10611.16, 13CR.20611.14, 13SP.20615.1	11	21



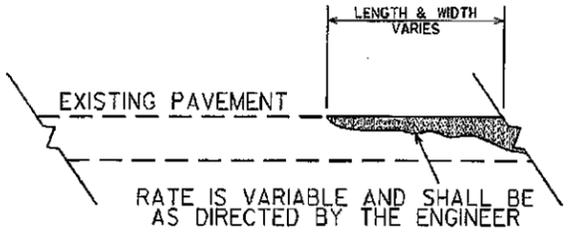
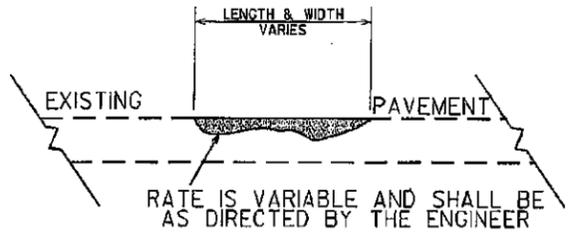
INCIDENTAL MILLING DETAIL AT BRIDGE APPROACHES

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

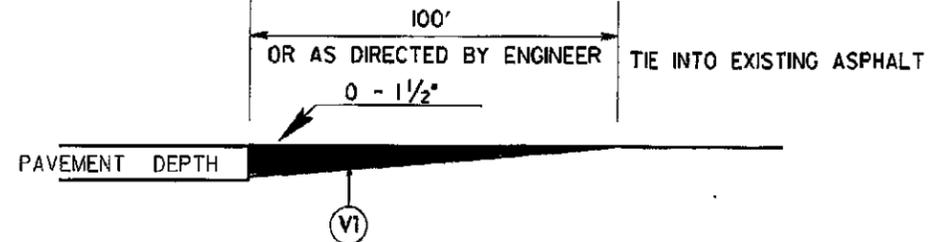


INCIDENTAL MILLING DETAIL AT BRIDGE APPROACHES

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

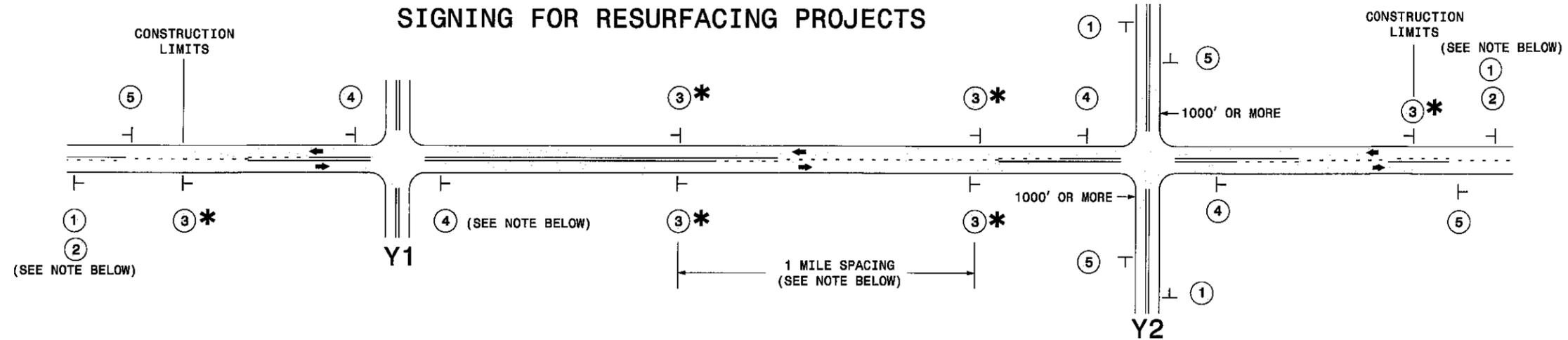


**DETAIL SHOWING
METHOD OF WEDGING**



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.



LEGEND	
—	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

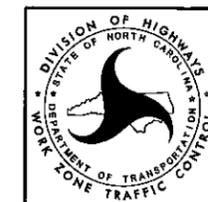
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	①		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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;"> <div style="text-align: center;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	②		#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*		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.	
	④		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		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

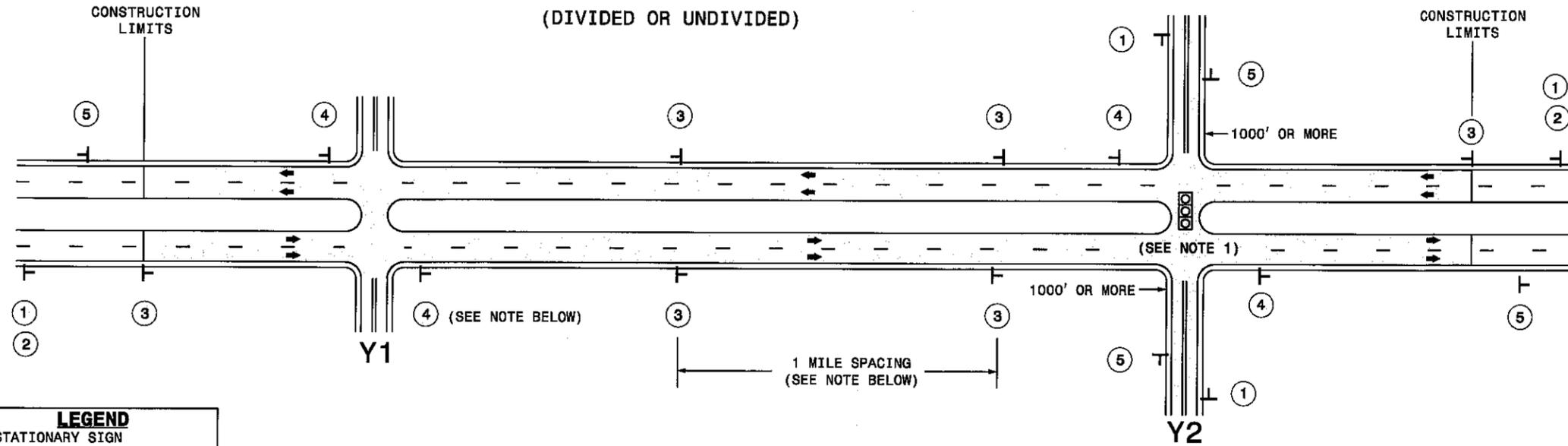
SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

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

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10611.16, 13CR20611.14 13SP.20615.1	14	21



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;"> <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>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>	

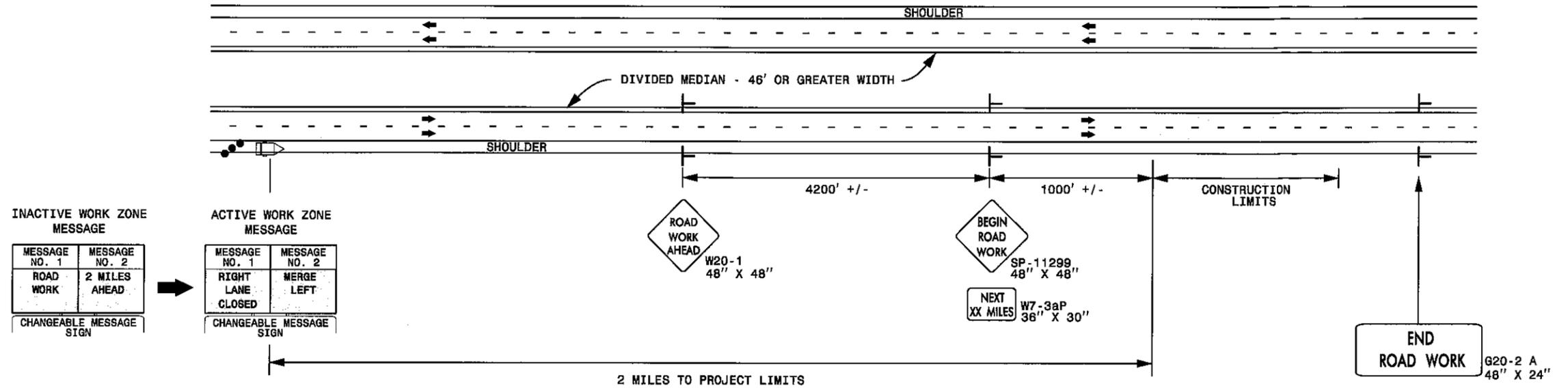
2/24/2014 S:\TMU\WZTC\Resurfacing\2013Documents\New_Procedures_05_09_2013\Resurfacing_AdvWarn_UrSU_Shldr.dgn User:mgarrett



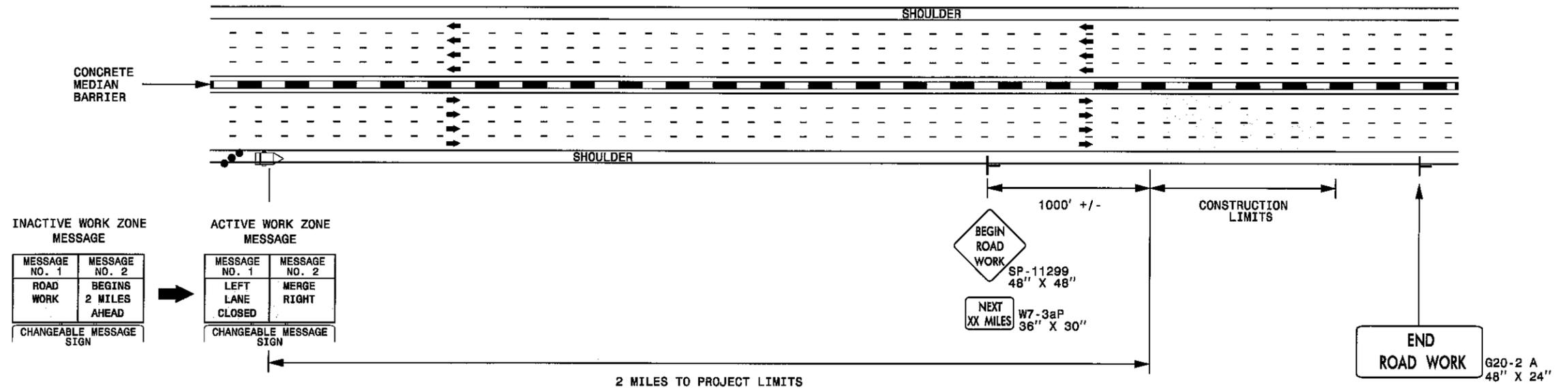
**RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS
(DIVIDED OR UNDIVIDED)**

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.16611.16, 13CR20611.14 13SP.20615.1	15	21



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

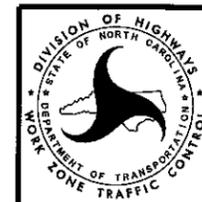


NOTES:

- 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

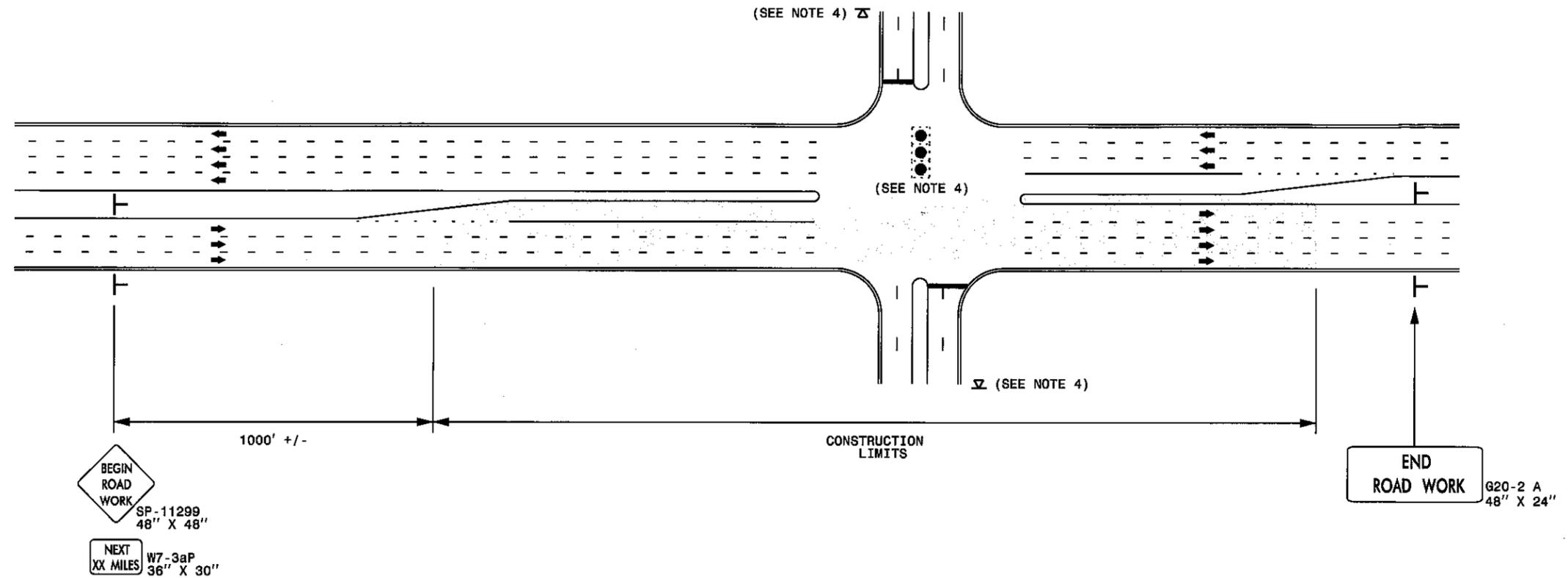
- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10611.16, 13CR20611.14 13SP.20615.1	16	21

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**

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10611.16, 13CR.20611.14 13SP.20615.1	20	21

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TON	SHOULDER RECONSTRUCTION SMI	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ASPHALT SURFACE TREATMENT, SPLIT SEAL SY		
13CR.10611.16	Mitchell	1	NC 226	FROM SR 1326+0.29 MILES TO SR 1325 (MP 22.53 - MP 24.12)	1	2	2WU	NO	NO	1.59	18	80	3.18	1,782	1,562		94	560			
		2	NC 226	FROM SR 1325 TO SR 1337+ .25 MILES (MP 24.12 - MP 26.12)	1	2	2WU	NO	NO	2	20	100	4.00	938	2,182		131	680			
		3	NC 80	SR 1237 +0.4 MILES TO NC 226A (MP 7.39 - MP 8.26)	1	2	2WU	NO	NO	0.87	17	44	1.74	375	808		48	280			
		4	NC 80	SR 1178 + 2.0 MILES TO SR 1237 + 0.4 MILES (MP 5.39 - MP 7.39)	1	2	2WU	NO	NO	2	17	100	4.00	1,490	1,857		111	685			
TOTAL FOR PROJ NO. 13CR.10611.16										6.46		324	12.92	4,585	6,409		384	2,205			
13CR.20611.14	Mitchell	5	SR 1118	NC 226 TO NC 226 (MP 0.00 - MP 0.26)	2	2	2WU	NO	NO	0.26	16					187	13				
		6	SR 1116	NC 226 TO NC 226 (MP 0.00 - MP 0.57)	2	2	2WU	NO	NO	0.57	18					366	25				
		7	SR 1116	NC 226 TO SR 1106 (MP 0.62 - MP 0.94)	2	2	2WU	NO	NO	0.32	18					205	14				
		8	SR 1116	SR 1106 TO NC 226 (MP 0.94 - MP 1.34)	2	2	2WU	NO	NO	0.4	16					228	15				
		9	SR 1112	NC 226 TO NC 226 (MP 0.00 - MP 0.63)	2	2	2WU	NO	NO	0.63	16					360	24				
		10	SR 1263	SR 1117 TO E.O.M. (MP 0.00 - MP 0.78)	2	2	2WU	NO	NO	0.78	18					501	34				
		11	SR 1405	SR 1121 TO PAVEMENT CHANGE (MP 0.00 - MP 0.16)	2	2	2WU	NO	NO	0.16	20			1,125		114	8				
		12	SR 1120	NC 226 TO SR 1243 (MP 0.00 - MP 0.15)	2	2	2WU	NO	NO	0.15	18					96	6				
		13	SR 1243	SR 1120 TO E.O.M. (MP 0.00 - MP 0.54)	2	2	2WU	NO	NO	0.54	18					347	23				
		14	SR 1126	BEGINNING PAVEMENT TO SR 1123 (MP 0.06 - MP 2.87)	3	2	2WU	NO	NO	2.81	18									29,674	
		15	SR 1280	SR 1121 TO DEAD END (MP 0.00 - MP 0.37)	3	2	2WU	NO	NO	0.37	18									3,907	
		16	SR 1259	SR 1125 TO E.O.M. (MP 0.00 - MP 0.11)	3	2	2WU	NO	NO	0.11	18									1,162	
		17	SR 1125	SR 1121 TO DEAD END (MP 0.00 - MP 0.83)	3	2	2WU	NO	NO	0.83	18									8,765	
		18	SR 1301	SR 1300 TO DEAD END (MP 0.00 - MP 0.71)	3	2	2WU	NO	NO	0.71	18									7,498	
		19	SR 1302	SR 1300 TO E.O.M. (MP 0.00 - MP 0.92)	3	2	2WU	NO	NO	0.92	18									9,715	
		20	SR 1197	PAVEMENT CHANGE TO E.O.M. (MP 1.37 - MP 1.89)	3	2	2WU	NO	NO	0.52	18									5,491	
		21	SR 1198	SR 1197 TO END PAVEMENT (MP 0.00 - MP 0.11)	3	2	2WU	NO	NO	0.11	16									1,033	
		22	SR 1194	NC 226 TO SR 1195 (MP 0.00 - MP 0.62)	3	2	2WU	NO	NO	0.62	18									6,547	
		TOTAL FOR PROJ NO. 13CR.20611.14										10.81				1,125		2,404	162		73,792
		13SP.20615.1	Mitchell	23	SR 1188	NC 226 TO E.O.M. (MP 1.12 - MP 1.50)	3	2	2WU	NO	NO	0.38	18					40	3	130	4,013
				24	SR 1264	SR 1002 TO E.O.M. (MP 0.00 - MP 0.12)	3	2	2WU	NO	NO	0.12	18							50	1,267
		TOTAL FOR PROJ NO. 13SP.20615.1										0.5					40	3	180	5,280	
GRAND TOTAL										17.77		324	12.92	5,710	6,409	2,444	549	2,385	79,072		

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10611.16, 13CR.20611.14 13SP.20615.1	21	21

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	441300000-E	445700000-N	470500000-E	471000000-E	472100000-E	481000000-E		484700000-E		490500000-N				
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (16", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) RXR	PAINT PAVEMENT MARKING LINES (4") WHITE	PAINT PAVEMENT MARKING LINES (4") YELLOW	POLYUREA PAVEMENT MARKING LINES (4") WHITE (HIGHLY REFLECTIVE ELEMENTS) LF	POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HIGHLY REFLECTIVE ELEMENTS) LF	SNOWPLOWABLE PAVEMENT MARKERS				
NO		NO			NO					SF	LS	LF	LF	EA	LF	LF	LF	LF	EA				
13CR.10611.16	Mitchell	1	NC 226	FROM SR 1326+0.29 MILES TO SR 1325 (MP 22.53 - MP 24.12)	1	2	2WU	1.59	18	724	*						16,790	16,790	140				
			2	NC 226	FROM SR 1325 TO SR 1337+ .25 MILES (MP 24.12 - MP 26.12)	1	2	2WU	2			20							21,120	21,120	175		
			3	NC 80	SR 1237 +0.4 MILES TO NC 226A (MP 7.39 - MP 8.26)	1	2	2WU	0.87			17								9,187	9,187	110	
			4	NC 80	SR 1178 + 2.0 MILES TO SR 1237 + 0.4 MILES (MP 5.39 - MP 7.39)	1	2	2WU	2			17								21,120	21,120	265	
TOTAL FOR PROJ NO. 13CR.10611.16							6.46			724	LS						68,217	68,217	690				
										136,434													
13CR.20611.14	Mitchell	5	SR 1118	NC 226 TO NC 226 (MP 0.00 - MP 0.26)	2	2	2WU	0.26	16	1,210	*												
			6	SR 1116	NC 226 TO NC 226 (MP 0.00 - MP 0.57)	2	2	2WU	0.57			18											
			7	SR 1116	NC 226 TO SR 1106 (MP 0.62 - MP 0.94)	2	2	2WU	0.32			18					6,758	6,758					
			8	SR 1116	SR 1106 TO NC 226 (MP 0.94 - MP 1.34)	2	2	2WU	0.4			16			12		8,448	8,448					
			9	SR 1112	NC 226 TO NC 226 (MP 0.00 - MP 0.63)	2	2	2WU	0.63			16											
			10	SR 1263	SR 1117 TO E.O.M. (MP 0.00 - MP 0.78)	2	2	2WU	0.78			18											
			11	SR 1405	SR 1121 TO PAVEMENT CHANGE (MP 0.00 - MP 0.16)	2	2	2WU	0.16			20											
			12	SR 1120	NC 226 TO SR 1243 (MP 0.00 - MP 0.15)	2	2	2WU	0.15			18						3,168	3,168				
			13	SR 1243	SR 1120 TO E.O.M. (MP 0.00 - MP 0.54)	2	2	2WU	0.54			18						11,405	11,405				
			14	SR 1126	BEGINNING PAVEMENT TO SR 1123 (MP 0.06 - MP 2.87)	3	2	2WU	2.81			18						59,347	59,347				
			15	SR 1280	SR 1121 TO DEAD END (MP 0.00 - MP 0.37)	3	2	2WU	0.37			18			84	66	4						
			16	SR 1259	SR 1125 TO E.O.M. (MP 0.00 - MP 0.11)	3	2	2WU	0.11			18											
			17	SR 1125	SR 1121 TO DEAD END (MP 0.00 - MP 0.83)	3	2	2WU	0.83			18						17,530	17,530				
			18	SR 1301	SR 1300 TO DEAD END (MP 0.00 - MP 0.71)	3	2	2WU	0.71			18											
19	SR 1302	SR 1300 TO E.O.M. (MP 0.00 - MP 0.92)	3	2	2WU	0.92	18																
20	SR 1197	PAVEMENT CHANGE TO E.O.M. (MP 1.37 - MP 1.89)	3	2	2WU	0.52	18						10,982	10,982									
21	SR 1198	SR 1197 TO END PAVEMENT (MP 0.00 - MP 0.11)	3	2	2WU	0.11	16																
22	SR 1194	NC 226 TO SR 1195 (MP 0.00 - MP 0.62)	3	2	2WU	0.62	18						13,094	13,094									
TOTAL FOR PROJ NO. 13CR.20611.14							10.81			1,210	LS	84	78	4	130,732	130,732			261,464				
13SP.20615.1	Mitchell	23	SR 1188	NC 226 TO E.O.M. (MP 1.12 - MP 1.50)	3	2	2WU	0.38	18	56	*												
			24	SR 1264	SR 1002 TO E.O.M. (MP 0.00 - MP 0.12)	3	2	2WU	0.12			18											
TOTAL FOR PROJ NO. 13SP.20615.1							0.5			56	LS												
GRAND TOTAL												17.77		1,990	1	84	78	4	130,732	130,732	68,217	68,217	690
										261,464													
										136,434													