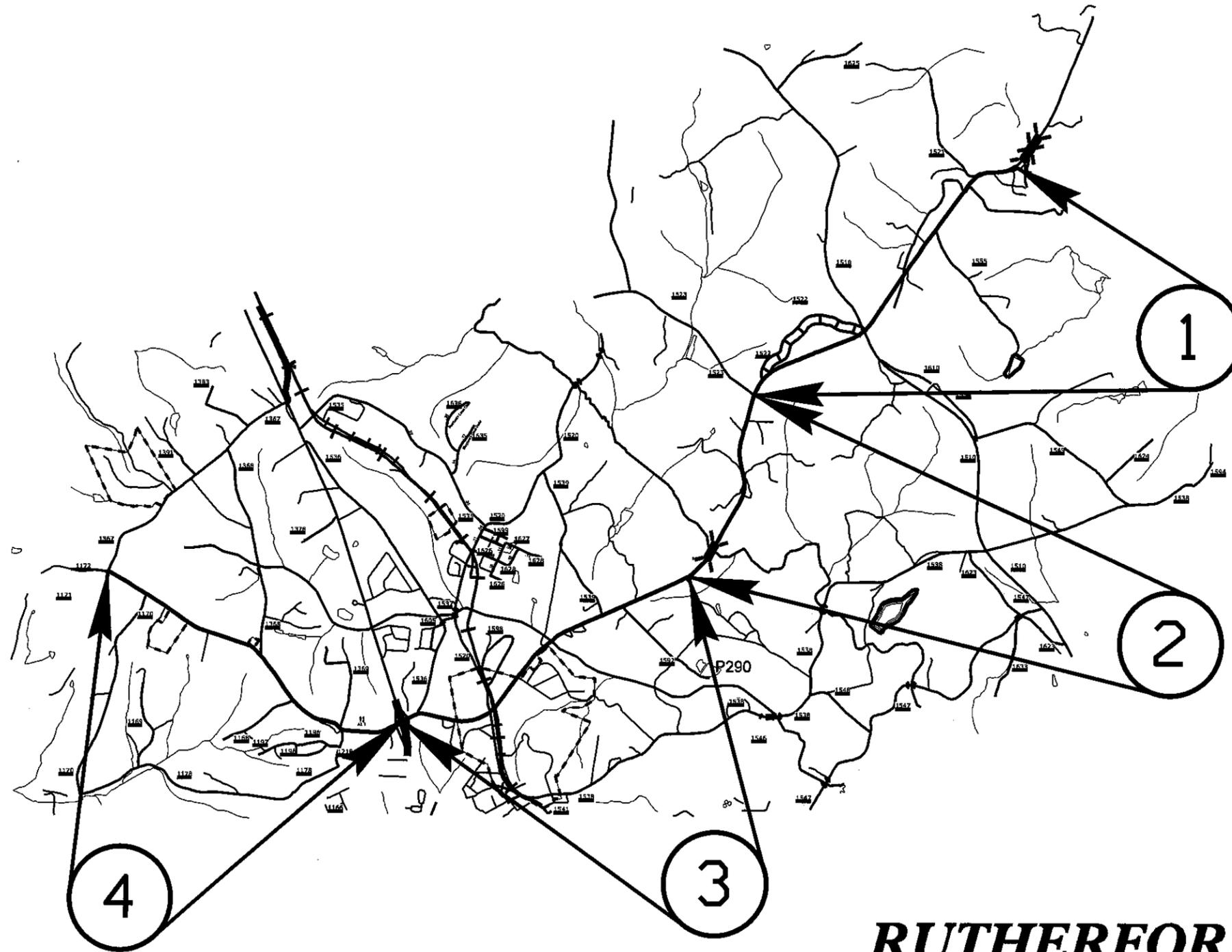


PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10811.14,13CR.20811.16 13SP.20815.1	1	19

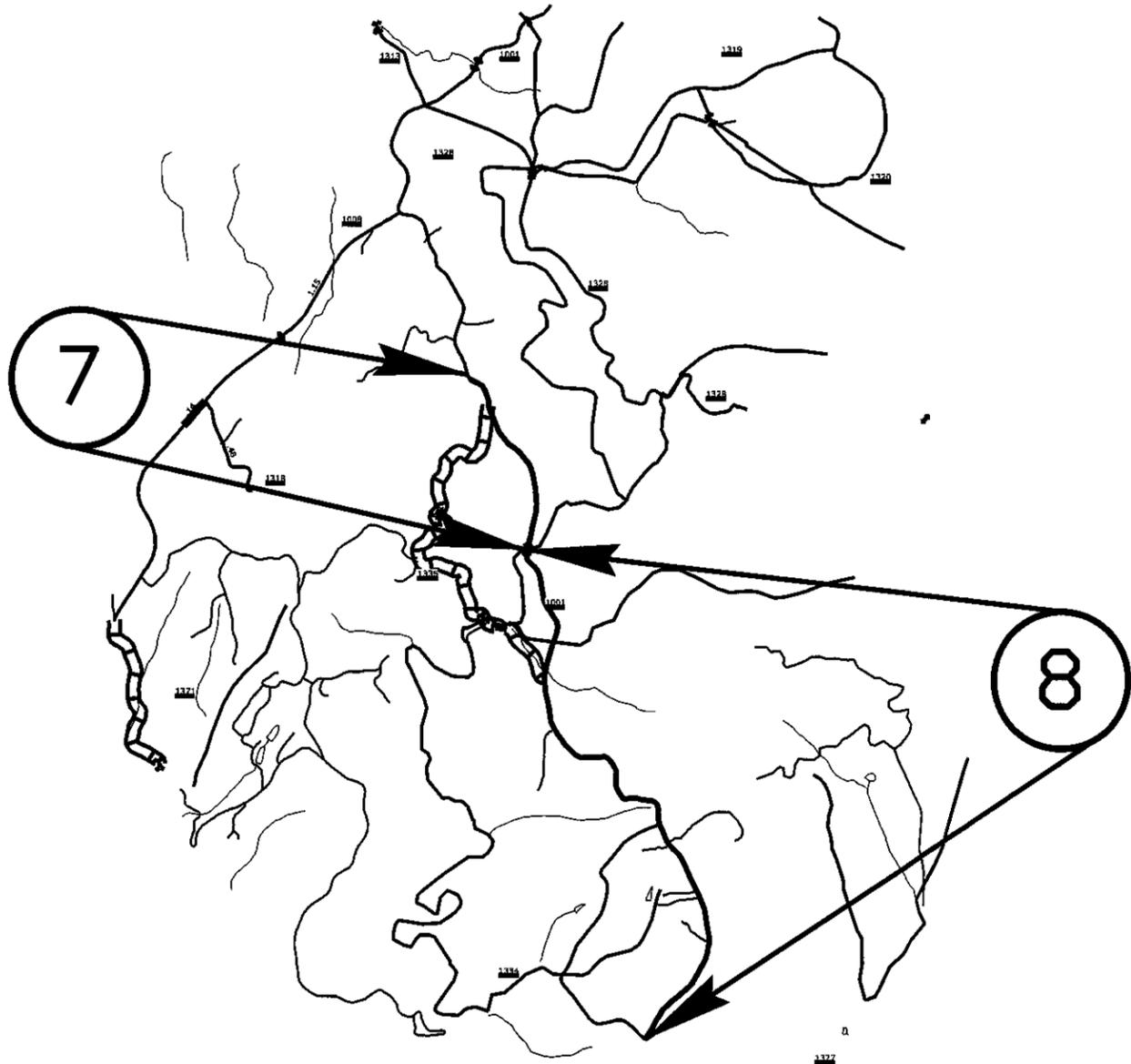
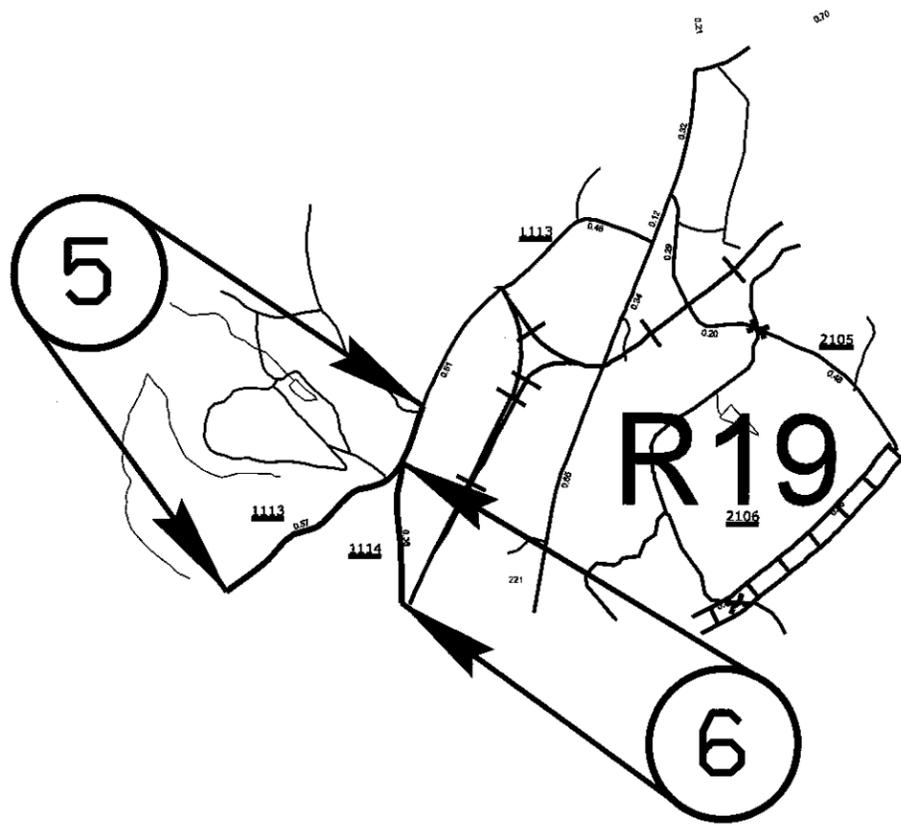


RUTHERFORD COUNTY

PROJECT NO.
13CR.10811.14,13CR.20811.16
13SP.20815.1

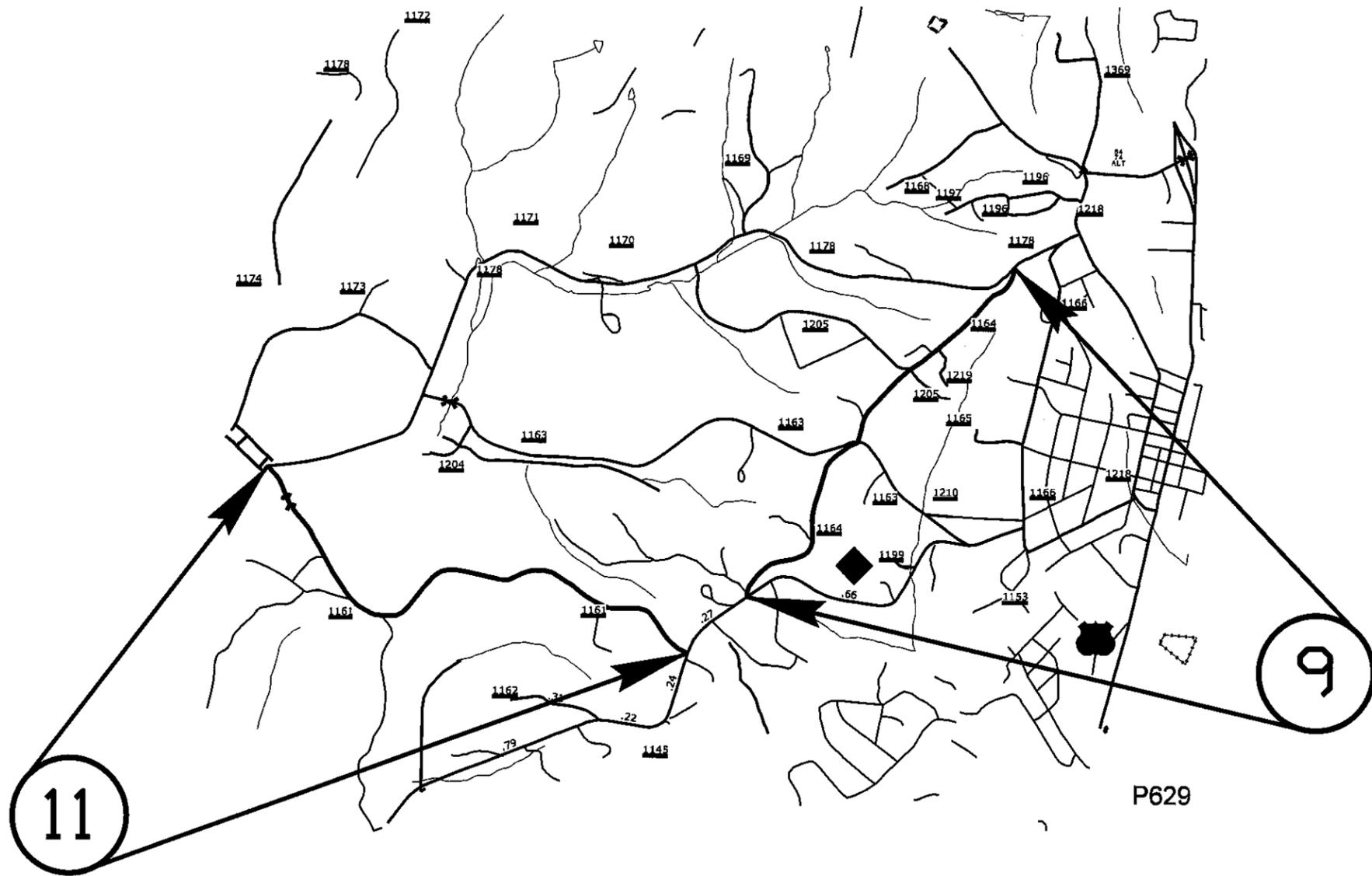
SHEET NO.
2

TOTAL SHEETS
19



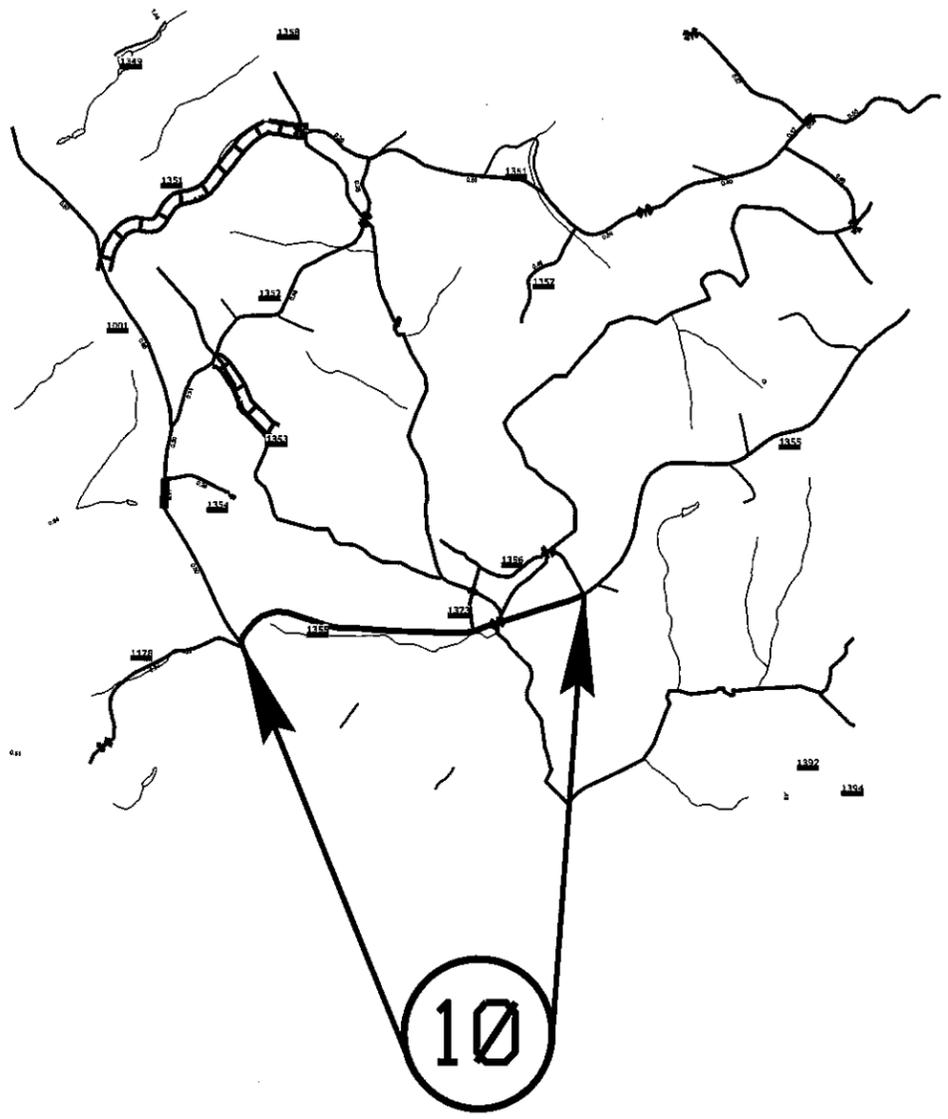
RUTHERFORD COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10811.14,13CR.20811.16 13SP.20815.1	3	19



RUTHERFORD COUNTY

<i>PROJECT NO.</i>	<i>SHEET NO.</i>	<i>TOTAL SHEETS</i>
<i>13CR.10811.14,13CR.20811.16</i> <i>13SP.20815.1</i>	4	19

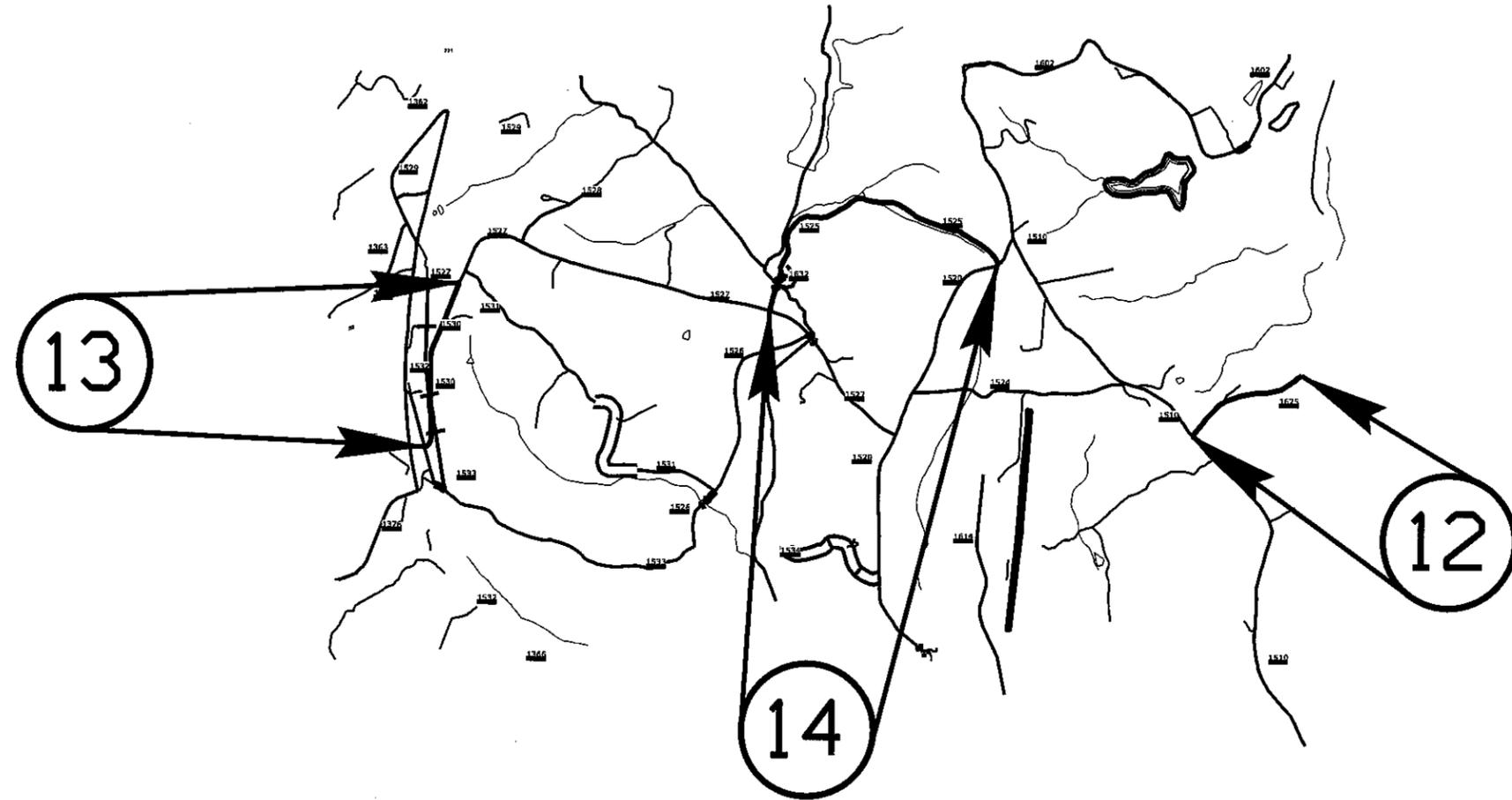


RUTHERFORD COUNTY

PROJECT NO.
13CR.10811.14,13CR.20811.16
13SP.20815.1

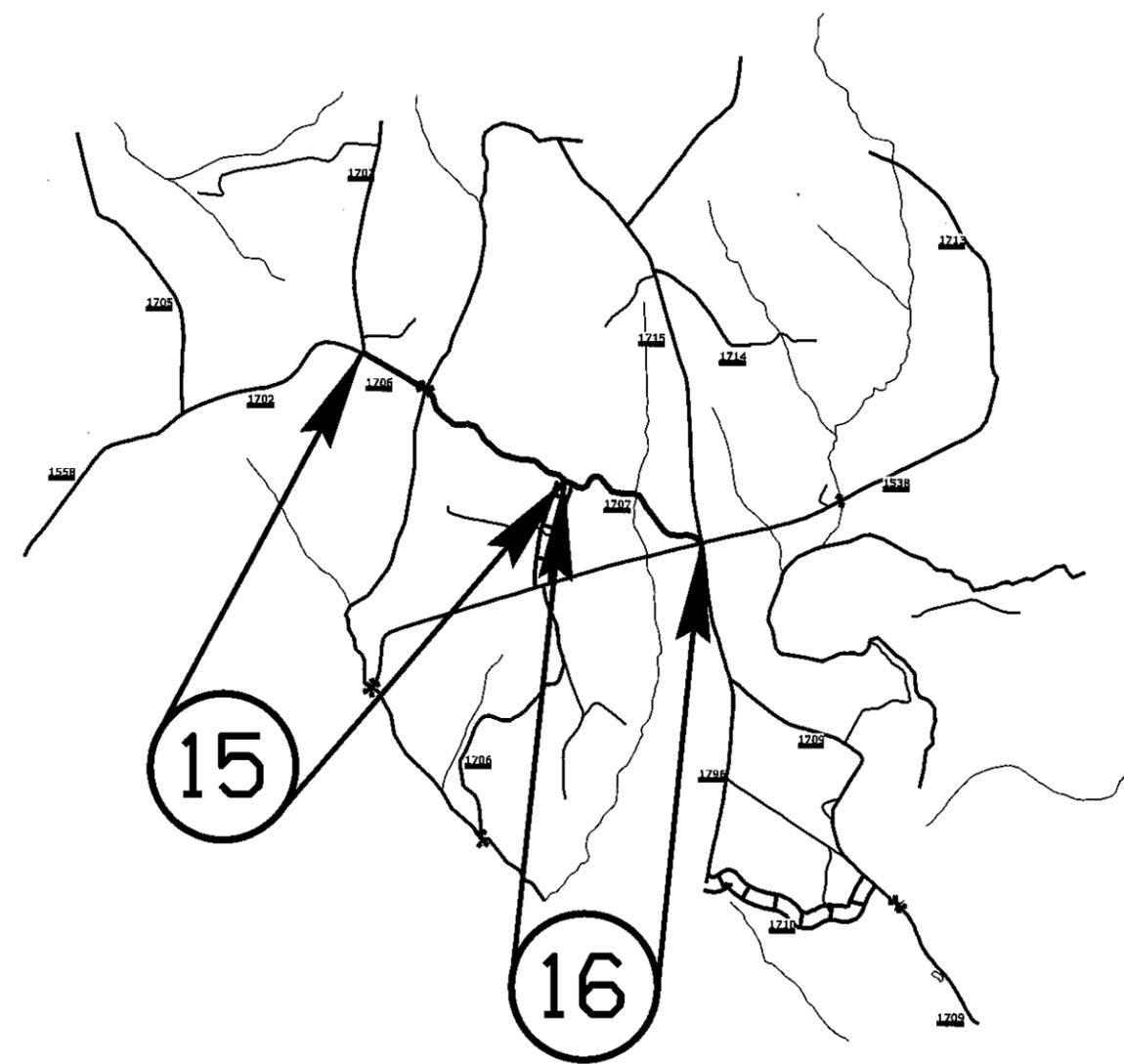
SHEET NO.
5

TOTAL SHEETS
19



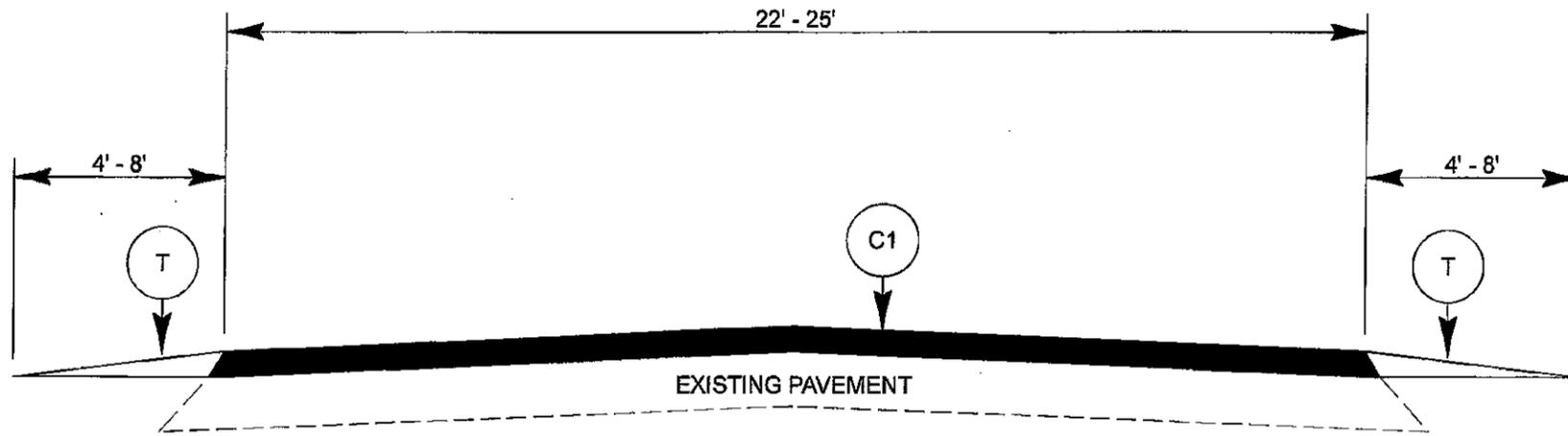
RUTHERFORD COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10811.14,13CR.20811.16 13SP.20815.1	6	19

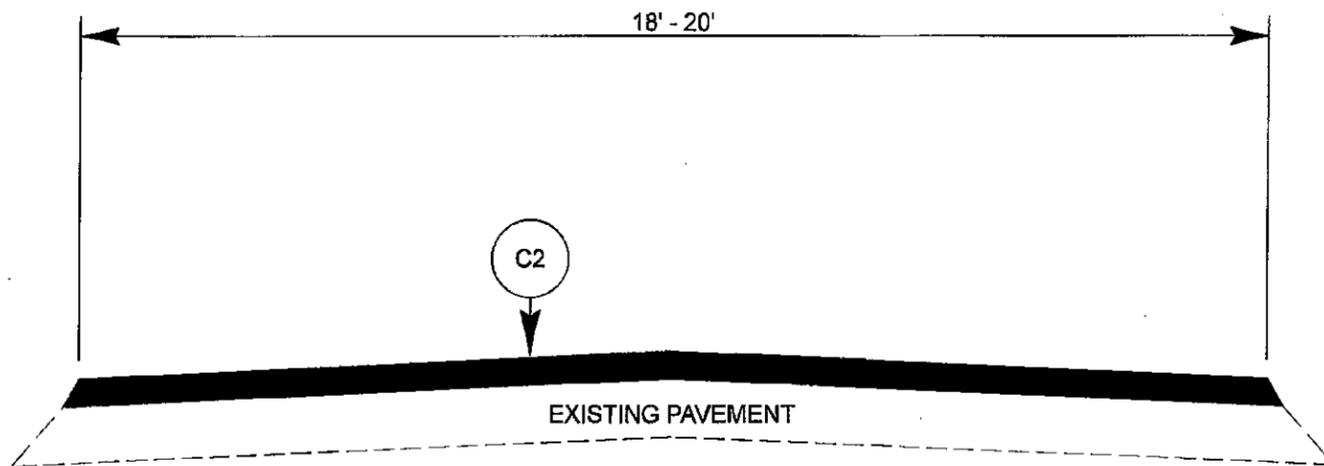
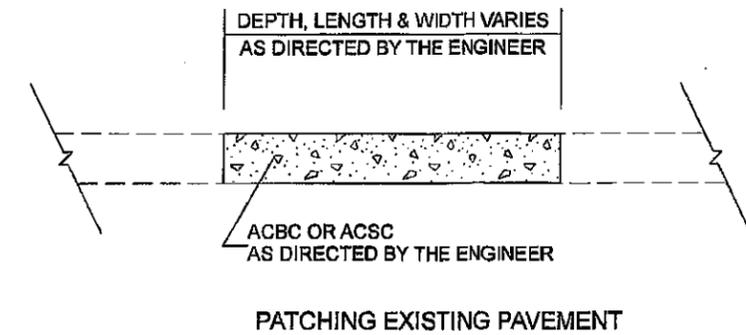


RUTHERFORD COUNTY

PROJECT NO. 13CR.10811.14, 13CR.20811.16, 13SP.20815.1,	SHEET NO. 7	TOTAL SHEETS 19
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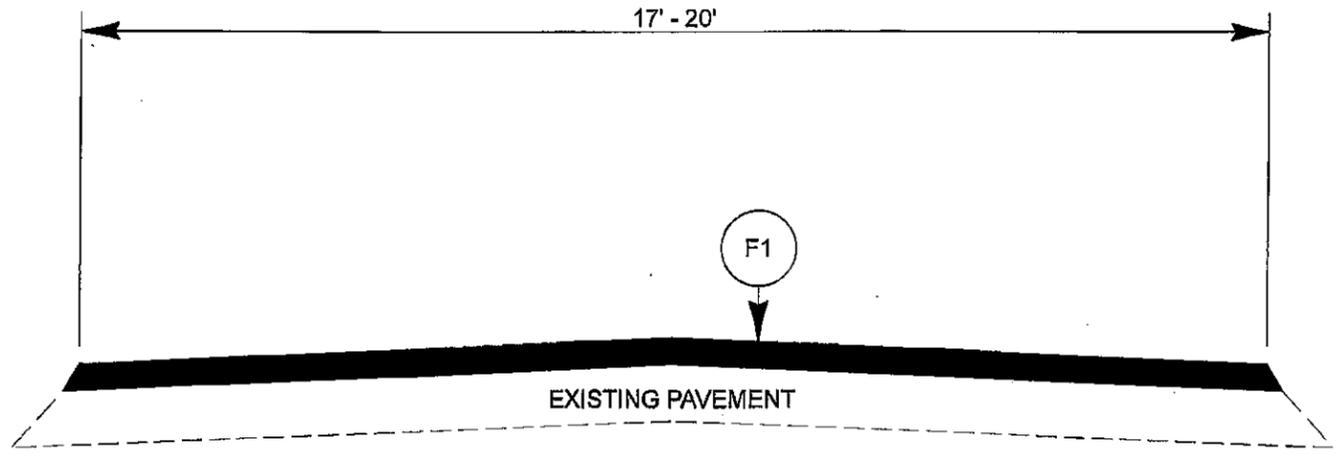
TYPICAL SECTION NO. 1



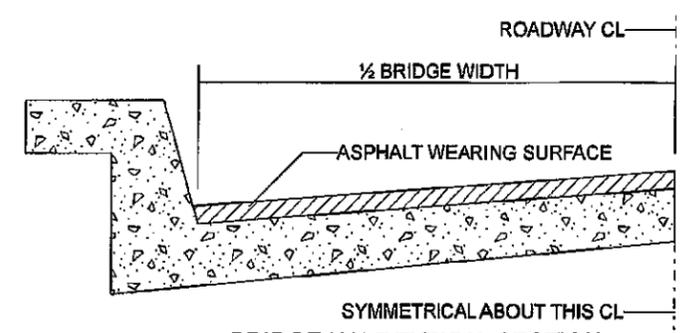
TYPICAL SECTION NO. 2

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. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 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.10811.14, 13CR.20811.16, 13SP.20815.1,	8	19



TYPICAL SECTION NO. 3



BRIDGE HALF TYPICAL SECTION

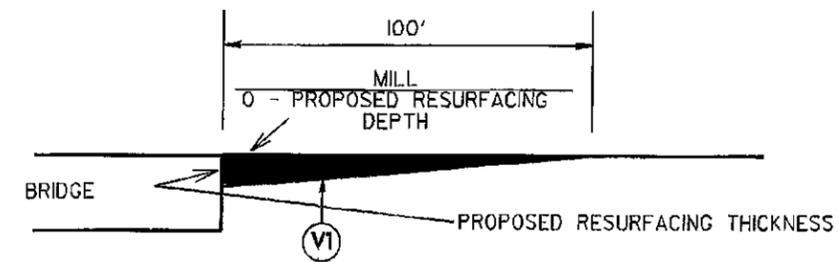
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

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: S4.75A 1/2", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 1/2", 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 1/2", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2".

NOTES

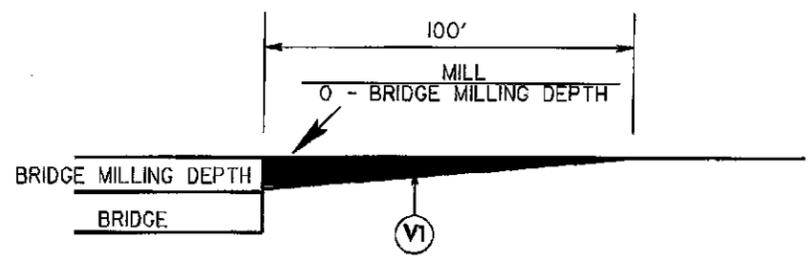
ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
 SHOULDERS AND DITCHES ARE 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
13CR.10811.14, 13CR.20811.16, 13SP.20815.1	9	19



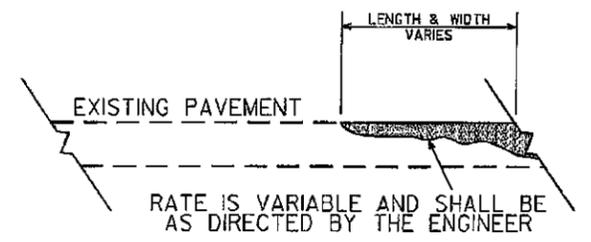
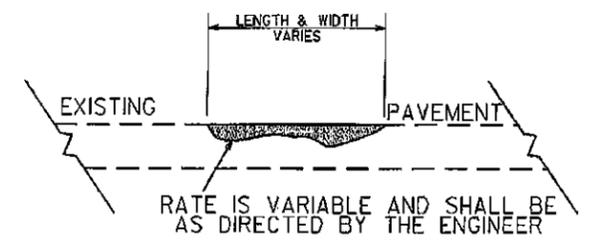
INCIDENTAL MILLING DETAIL AT BRIDGE APPROACHES

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

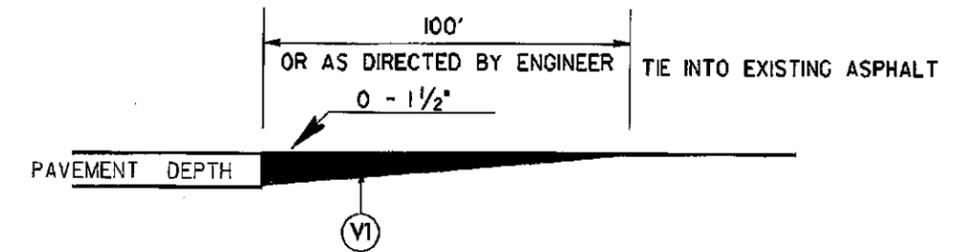


INCIDENTAL MILLING DETAIL AT BRIDGE APPROACHES

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



**DETAIL SHOWING
METHOD OF WEDGING**

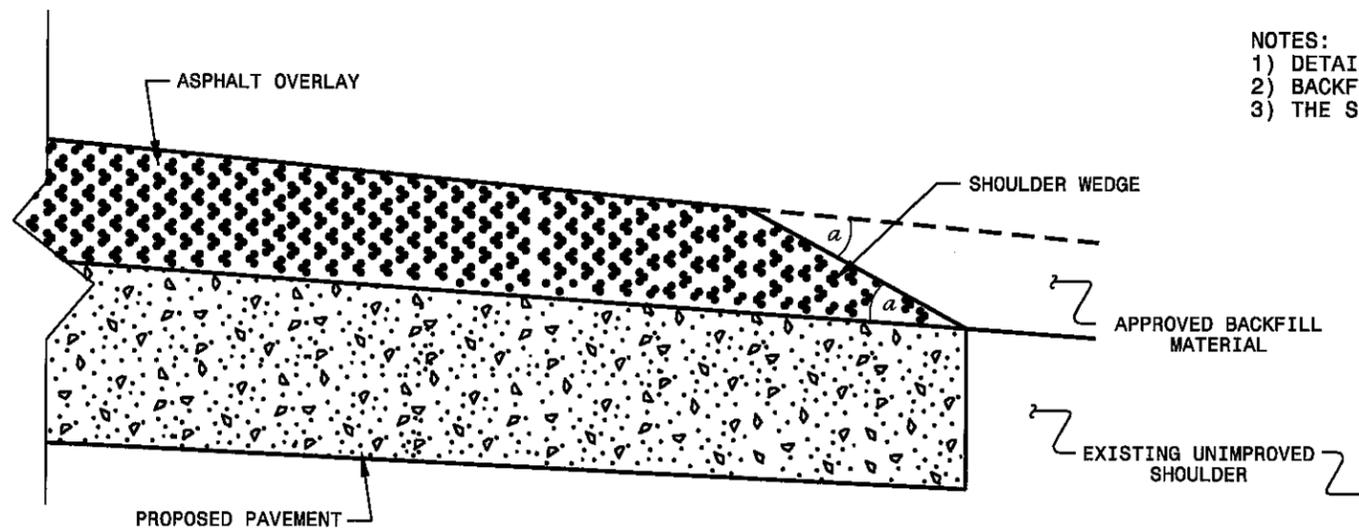


DETAIL TO TIE INTO EXIST PAVEMENT

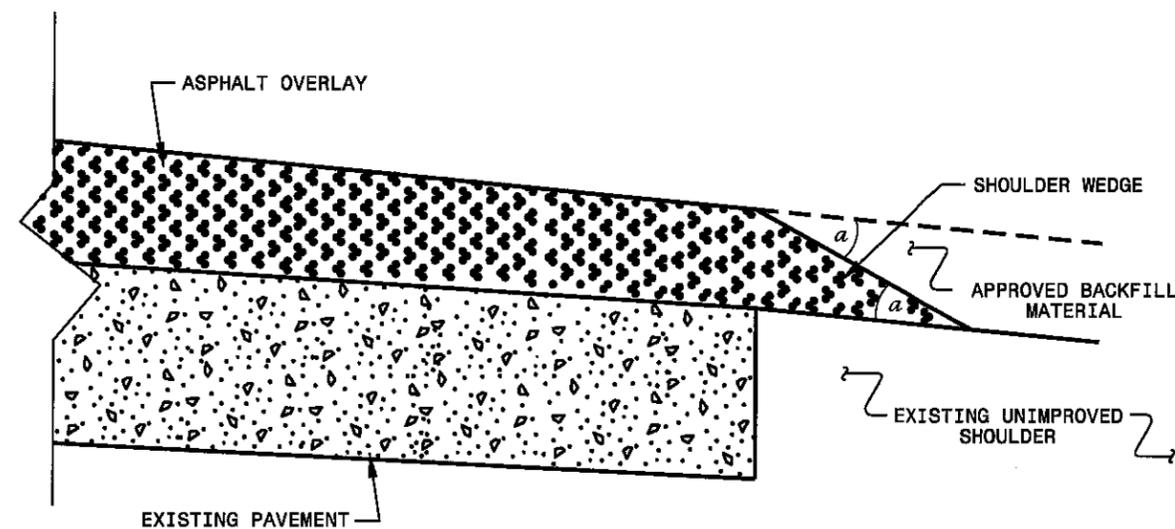
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE S9.5B. THIS WILL BE PAID FOR AS INCIDENTAL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

PROJECT	SHEET NO.	TOTAL SHEETS
13CR10811.14, 13CR20811.16 13SP.20815.1	10	19

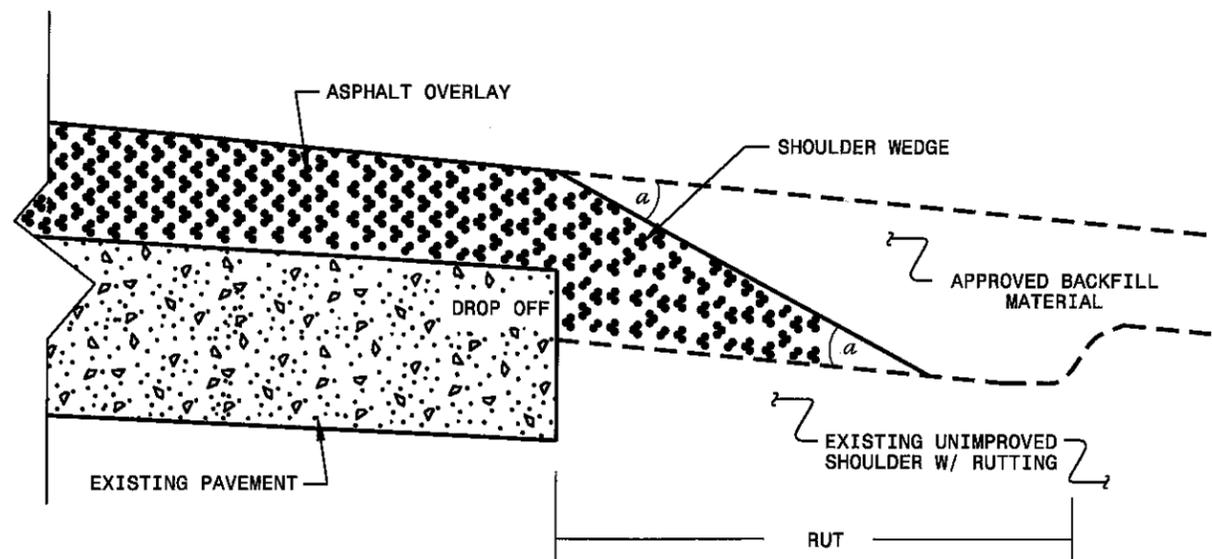
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

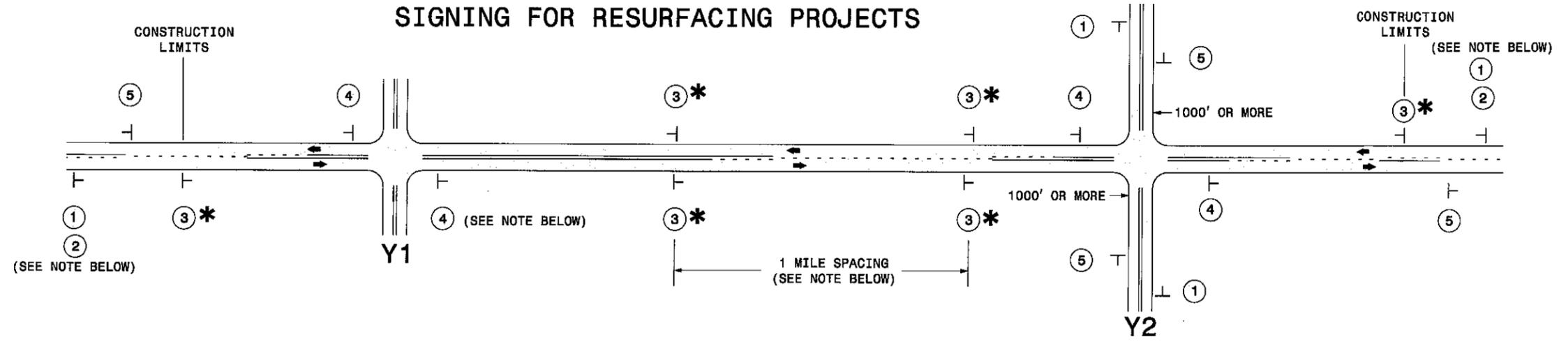
CONTRACT STANDARDS
 AND DEVELOPMENT UNIT
 Office 919-707-8950 FAX 919-250-4119

**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-18-11
 MODIFIED BY: DATE: 10/18/12
 CHECKED BY: DATE:
 FILE SPEC.: www/contracts/stand/shoulderwedgestdetall.com

 CONTRACT STANDARD
 DEVELOPMENT UNIT

SIGNING FOR RESURFACING PROJECTS



LEGEND	
—	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2		<p style="text-align: center;">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 style="text-align: center;">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;"> </div> <div style="text-align: center;"> </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
3*		
4		
5		

* 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).

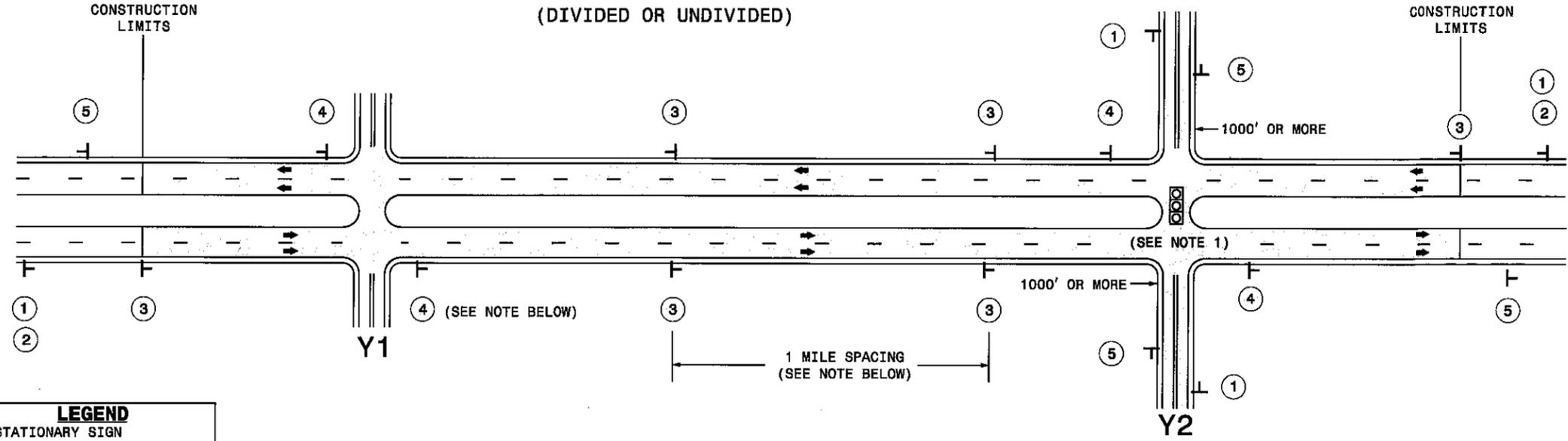


RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

6/3/2014 5:11:00 PM S:\TUMU\WZTC\Apps\WorkZoneGeneral\ExternalWebPage\DesRes\Resurfacing\Resurfacing_ActWarn_2Ln.dgn User:rmgarrrett

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

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10811.14, 13CR20811.16 13SP.20815.1	12	19



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>	

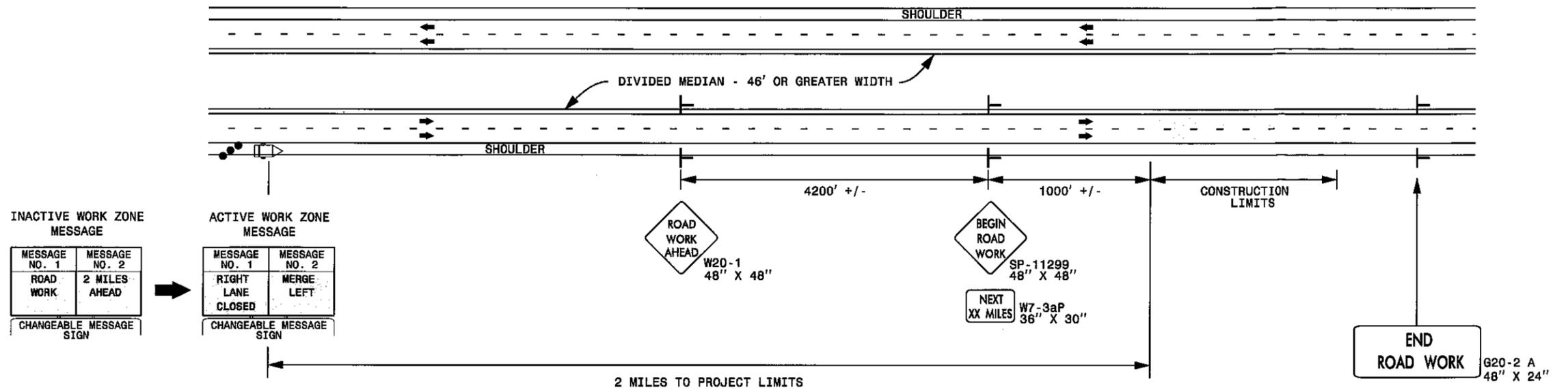
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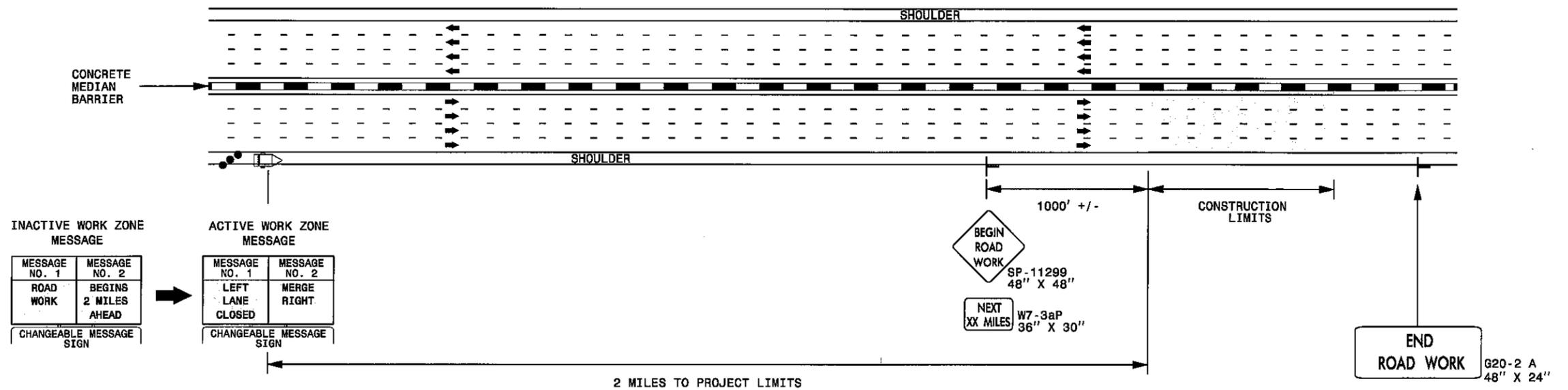
**RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS
(DIVIDED OR UNDIVIDED)**

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10811.14, 13CR20811.16 13SP.20815.1	13	19



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

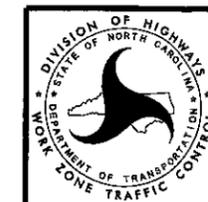


NOTES:

- 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

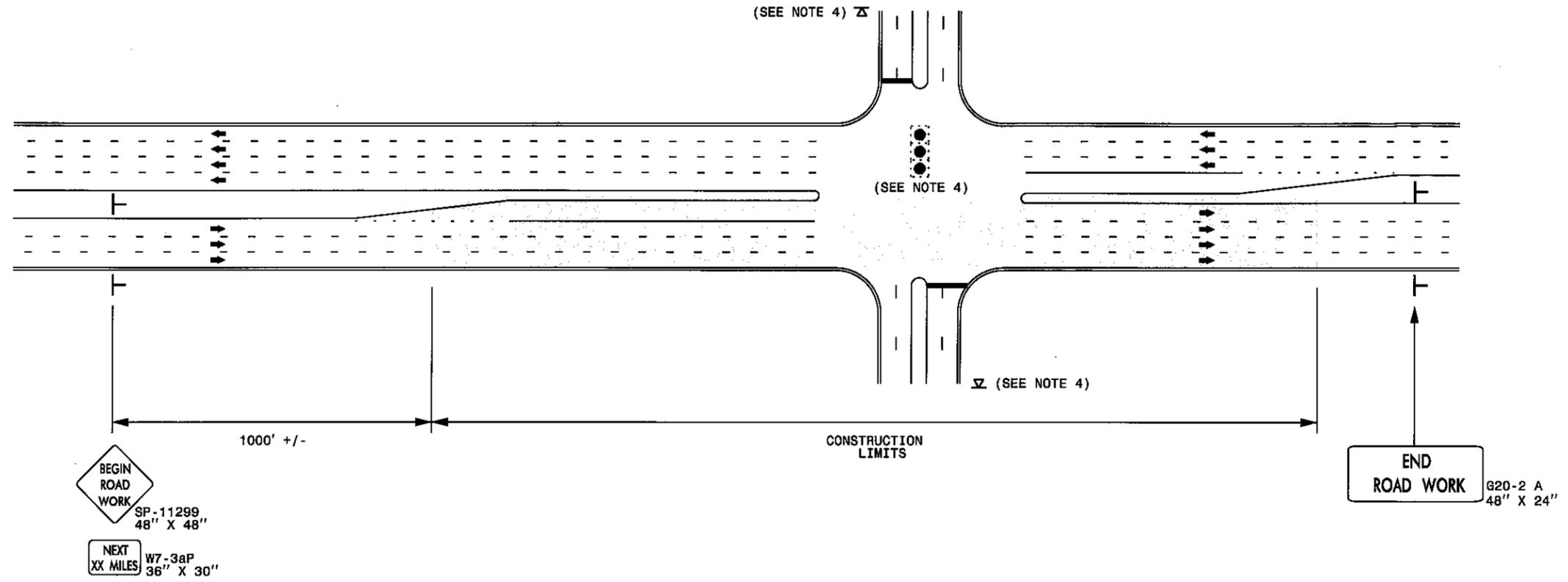
- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH

PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10811.14, 13CR20811.16 13SP.20815.1	14	19

URBAN / SUBURBAN WORKZONES

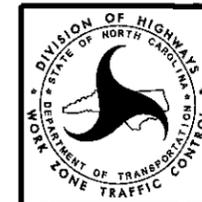


NOTES:

- 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 S:\TMO\WZTC\Resurfacing\2013Documents\New_Procedures_05_09_2013\Resurfacing_AdvWarn_UrSub.dgn

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"

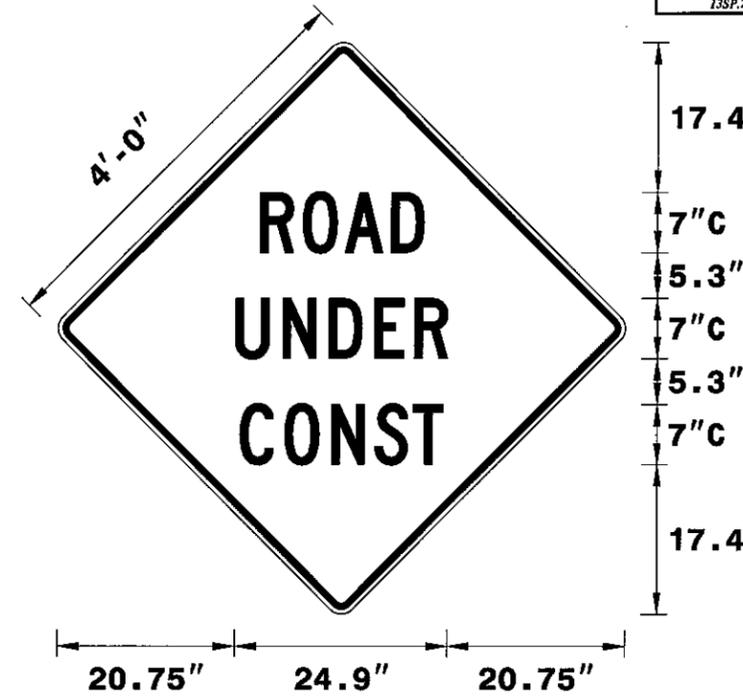
NO. Z BARS:
 LENGTH:

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.10811.14, 13CR20811.16	16	19
13SP.20815.1		

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

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"

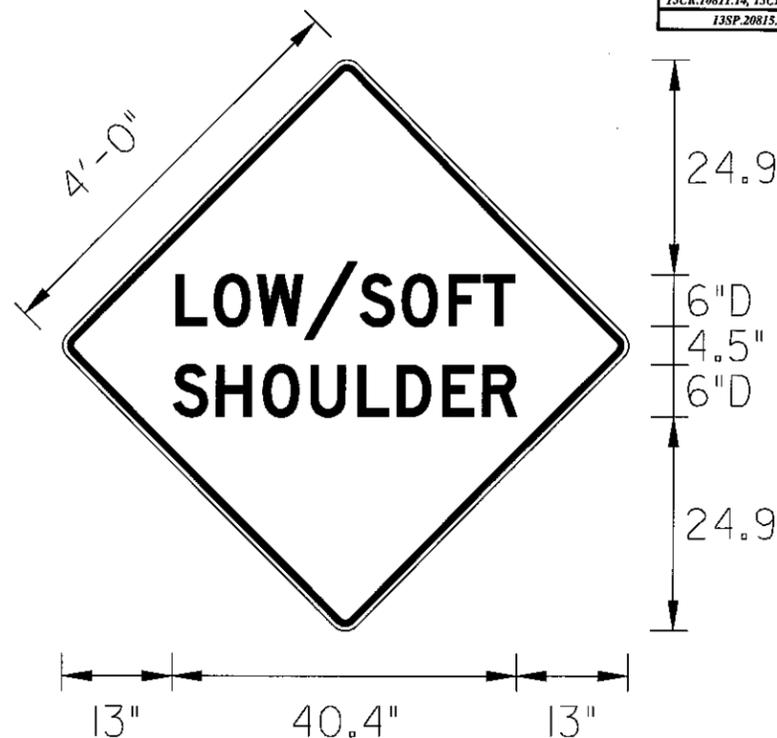
NO. Z BARS:
 LENGTH:

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.



PROJECT	SHEET NO.	TOTAL SHEETS
13CR.10811.14, 13CR20811.16	17	19
13SP.20815.1		

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

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.
13CR.10811.14, 13CR.20811.16 13SP.20815.1	18	19

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	ADJUSTMENT OF DROP INLET EA	ADJUSTMENT OF MANHOLES EA	ADJUSTMENT OF METER BOXES OR VALVE BOXES EA
13CR.10811.14	Rutherford	1	US 64	SR 1523 TO SR 1521 + 0.19 MILES (MP 25.53 - MP 27.53)	1	2	2WU	NO	NO	2	25	100	4.00	1,858	2,724		163	700				
		2	US 64	SR 1592 + .583 MILES TO SR 1523 (MP 24.59 - MP 25.53)	1	2	2WU	NO	NO	0.94	25	47	1.88	1,388	1,280		77	425				
		3	US 64	US 221 TO SR 1592 + 0.583 MILES (MP 22.59 - MP 24.59)	1	2	2WU	NO	NO	2	25	100	4.00	3,773	2,801		168	875	1	4	10	
		4	US 64	SR 1172 TO US 221 (MP 20.59 - MP 22.59)	1	2	2WU	NO	NO	2	22	100	4.00	2,315	2,399		144	500	1	2	5	
TOTAL FOR PROJ NO. 13CR.10811.14										6.94		347	13.88	9,334	9,204		552	2,500	2	6	15	
13CR.20811.16	Rutherford	5	SR 1113	SC STATE LINE TO E.O.M. (MP 0.00 - MP 0.67)	2	2	2WU	NO	NO	0.67	20	34				718	48	200				
		6	SR 1114	SC STATE LINE TO SR 1113 (MP 0.00 - MP 0.39)	2	2	2WU	NO	NO	0.39	18	20				376	25	215				
		7	SR 1001	PAVEMENT CHANGES TO BRIDGE NO. 578 (MP 1.71 - MP 2.88)	2	2	2WU	NO	NO	1.17	18	59		200		1,129	76	800				
		8	SR 1001	BRIDGE NO. 578 TO SR 1332 (MP 2.88 - MP 4.78)	2	2	2WU	NO	NO	1.9	18	95		200		1,833	123	1,000				
		9	SR 1164	NC 108 TO SR 1178 (MP 0.00 - MP 1.48)	2	2	2WU	NO	NO	1.48	18	74				1,428	96	800				
		10	SR 1355	US 64 TO SR 1356 (MP 0.00 - MP 1.41)	2	2	2WU	NO	NO	1.41	18	71		400		1,361	91	825				
		11	SR 1161	SR 1178 TO NC 108 (MP 0.00 - MP 1.82)	2	2	2WU	NO	NO	1.82	20	91		737		1,950	131	700				
TOTAL FOR PROJ NO. 13CR.20811.16										8.84		444		1,537		8,795	590	4,540				
13SP.20815.1	Rutherford	12	SR 1625	SR 1510 TO DEAD END (MP 0.00 - MP 0.56)	3	2	2WU	NO	NO	0.56	17							75	5,585			
		13	SR 1590	SR 1527 TO SR 1532 (MP 0.00 - MP 0.74)	3	2	2WU	NO	NO	0.74	20							90	8,683			
		14	SR 1525	SR 1520 TO SR 1527 (MP 0.00 - MP 1.39)	3	2	2WU	NO	NO	1.39	18							150	14,678			
		15	SR 1706	SR 1702 TO SR 1707 (MP 0.00 - MP 0.70)	3	2	2WU	NO	NO	0.7	18							65	7,392			
		16	SR 1707	SR 1706 TO SR 1715 (MP 0.00 - MP 0.54)	3	2	2WU	NO	NO	0.54	18							45	5,702			
TOTAL FOR PROJ NO. 13SP.20815.1										3.93								425	42,040			
GRAND TOTAL										19.71		791	13.88	10,871	9,204	8,795	1,142	7,465	42,040	2	6	15

