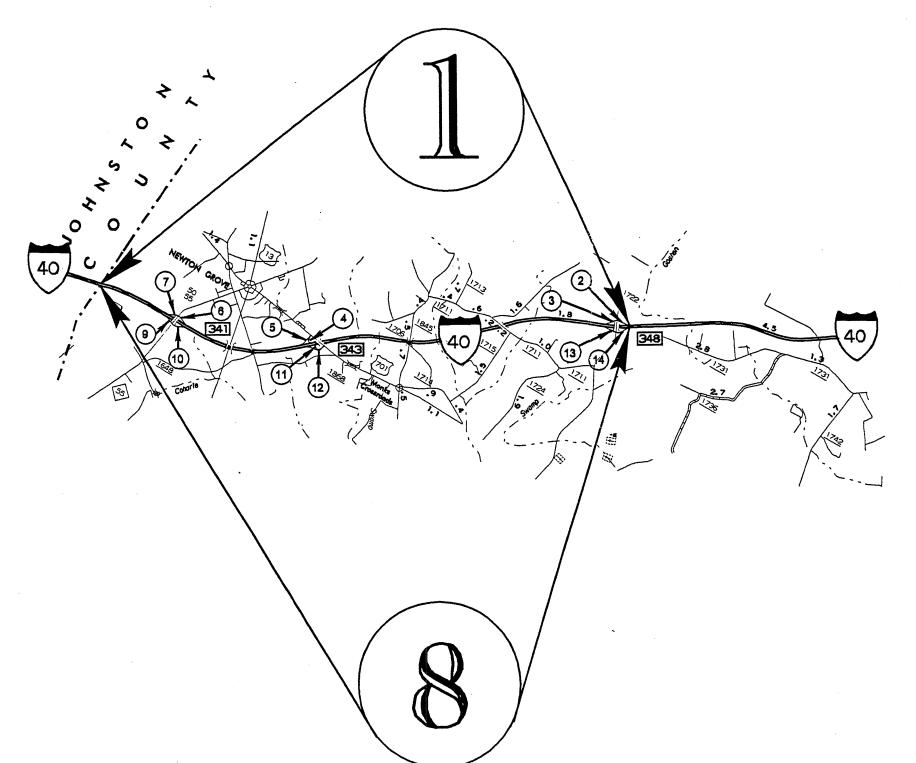
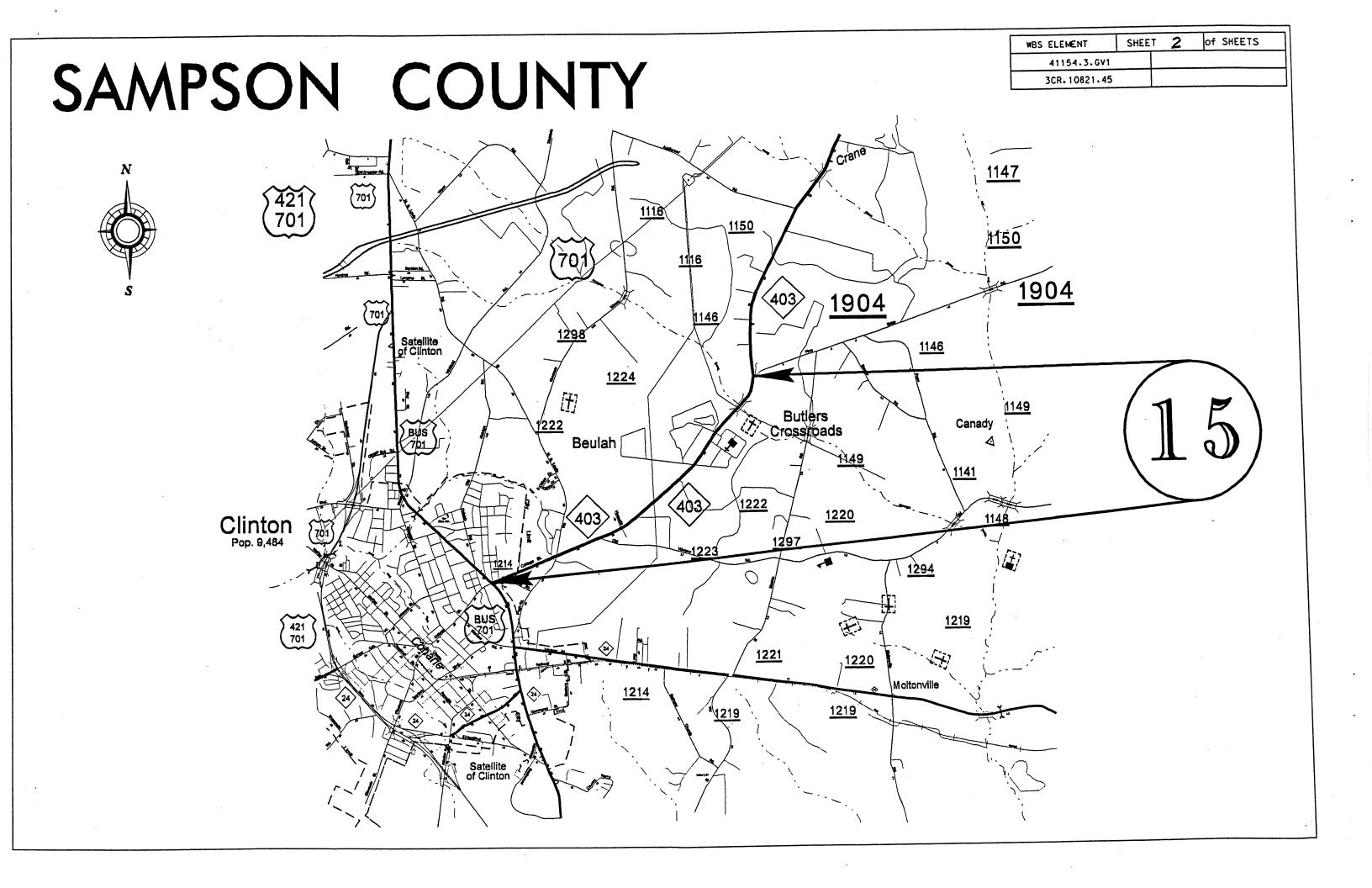
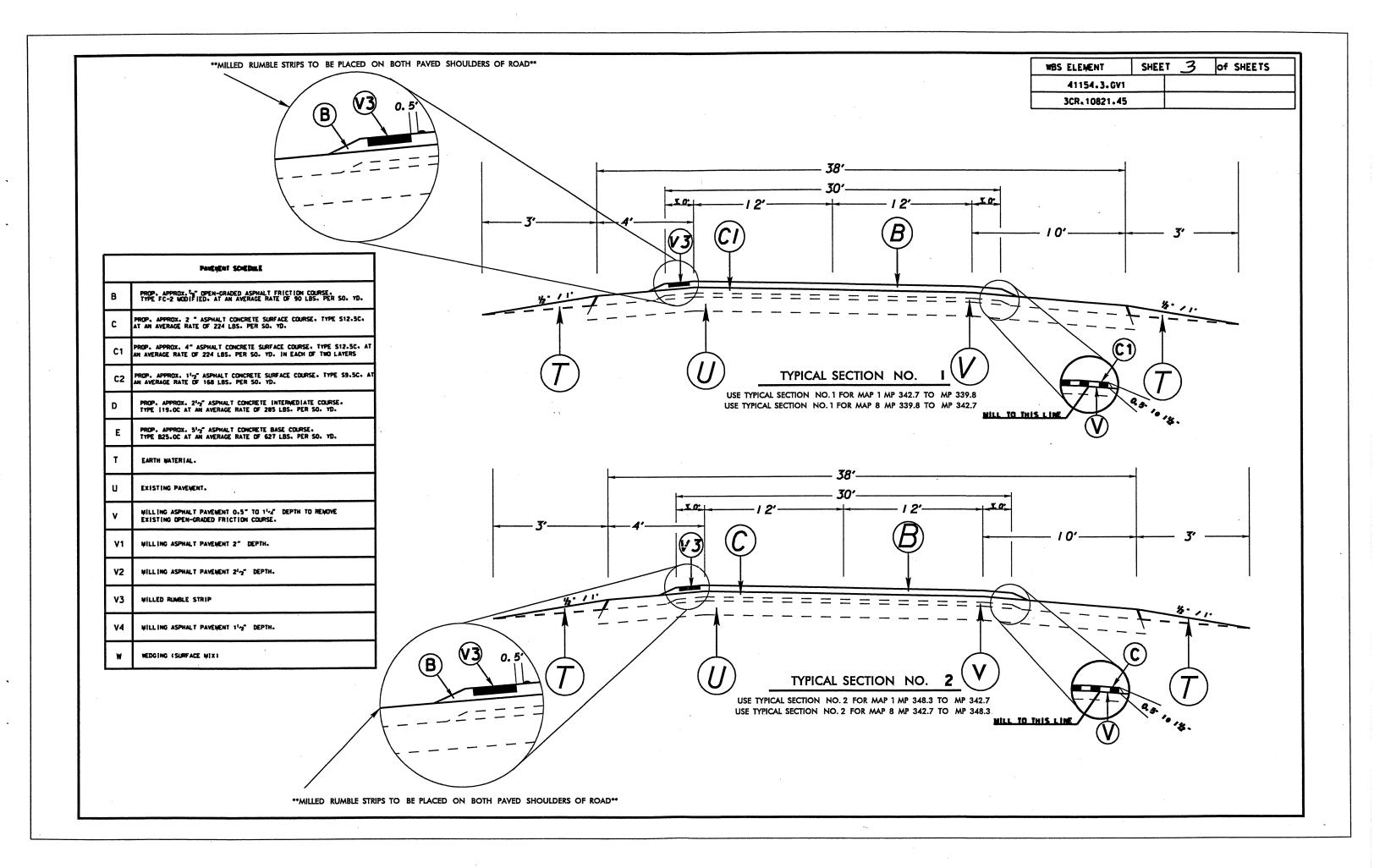
WBS ELEMENT	SHEET	1	of SHEETS
41154.3.GV1		I	5001B
3CR-10821-45			

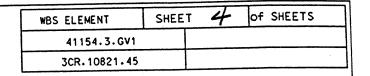


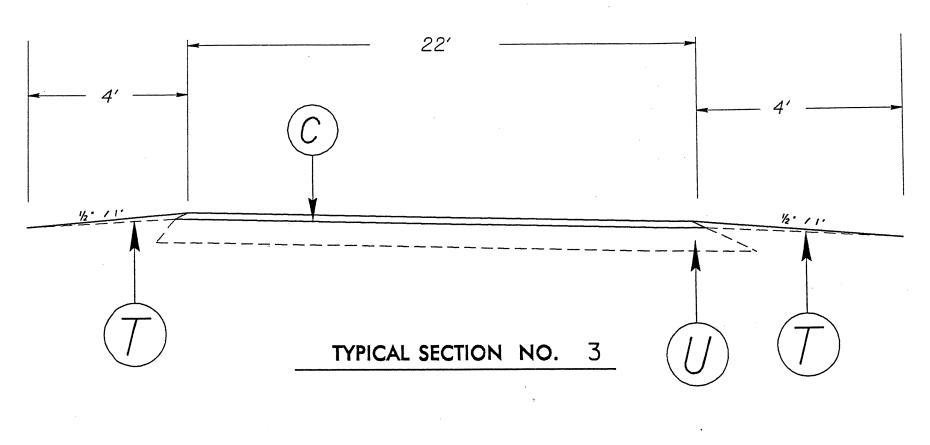


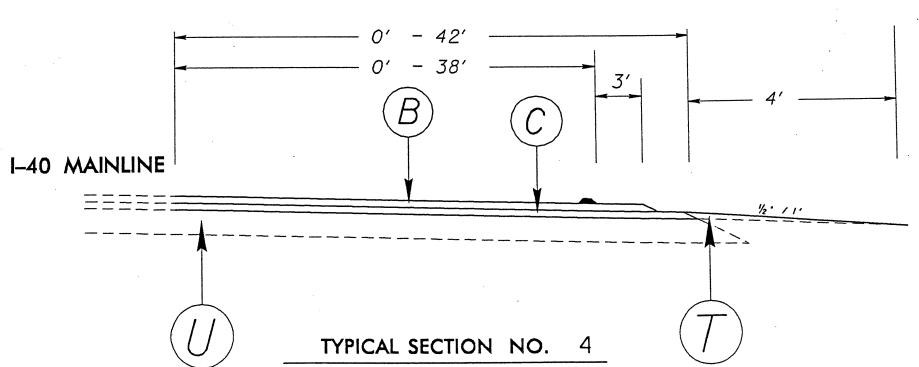
SAMPSON COUNTY





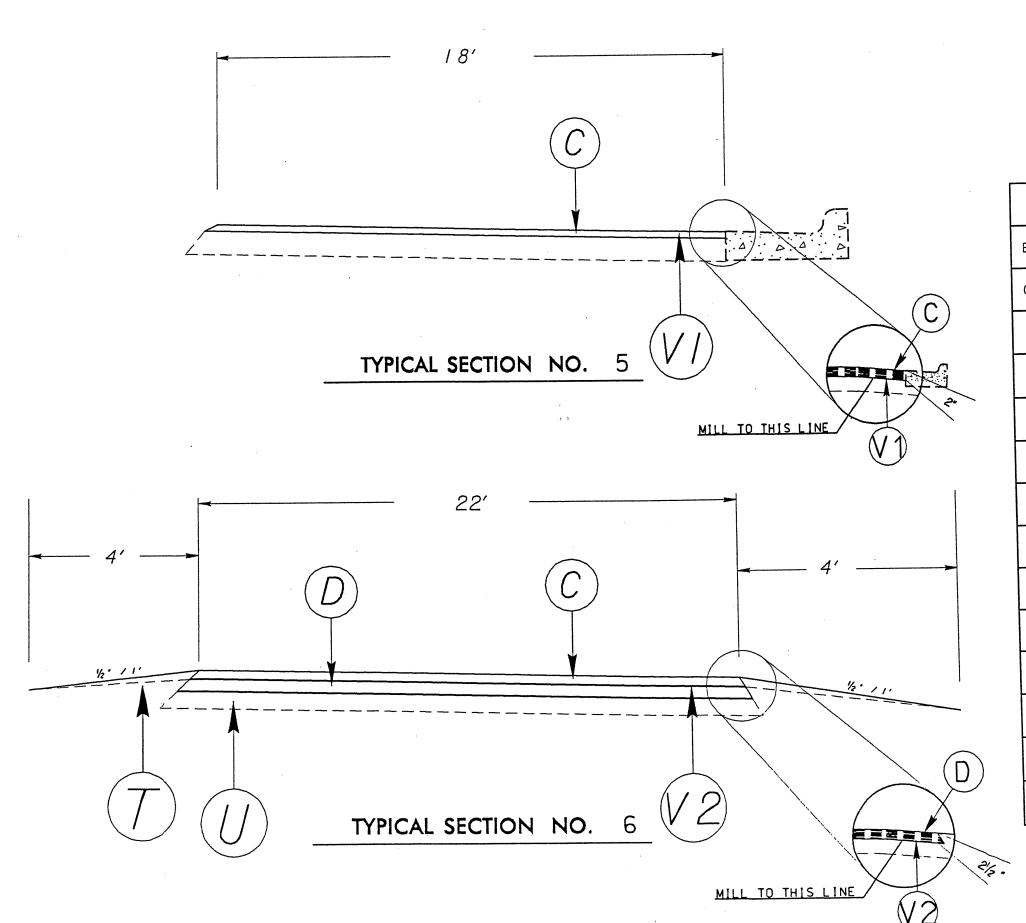




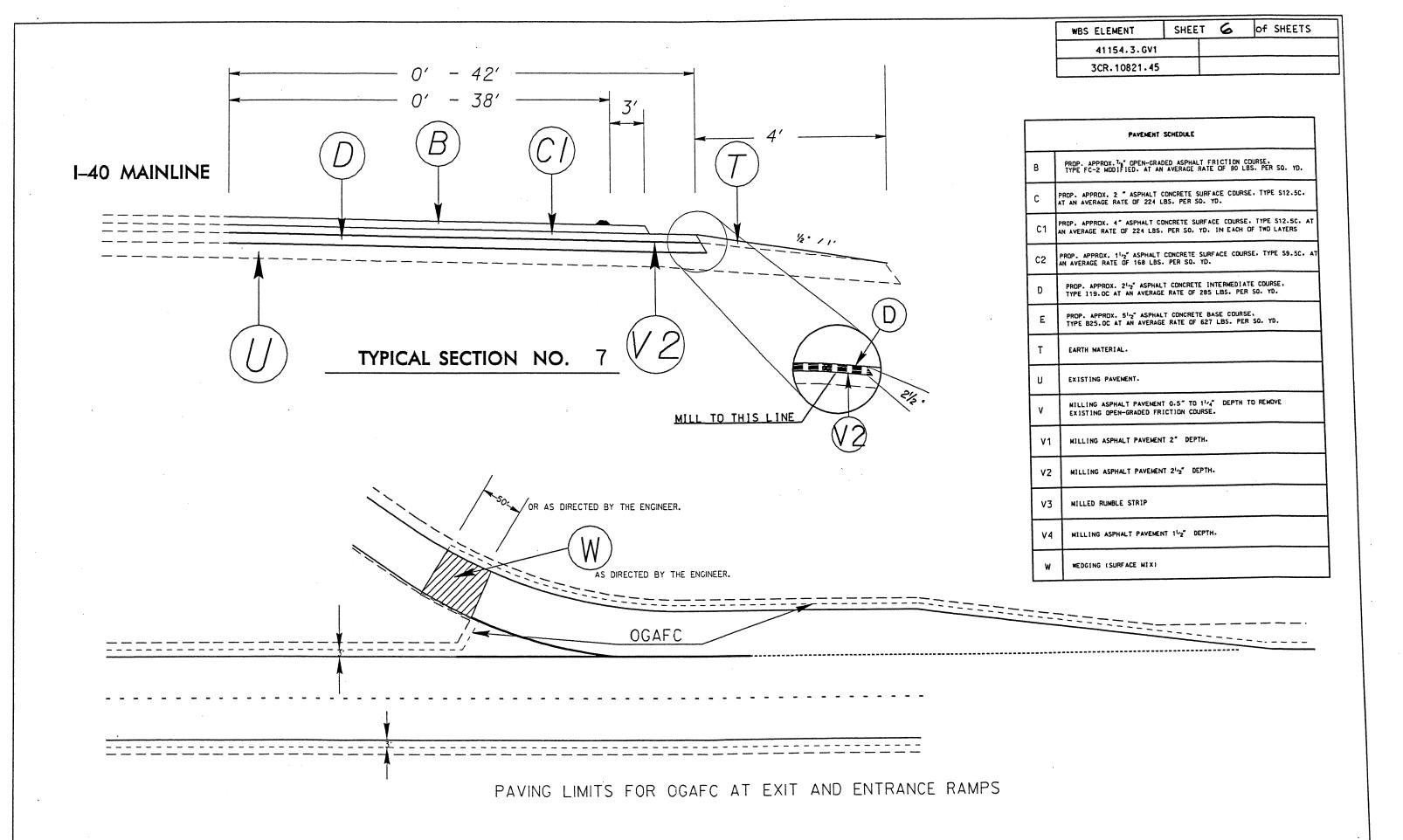


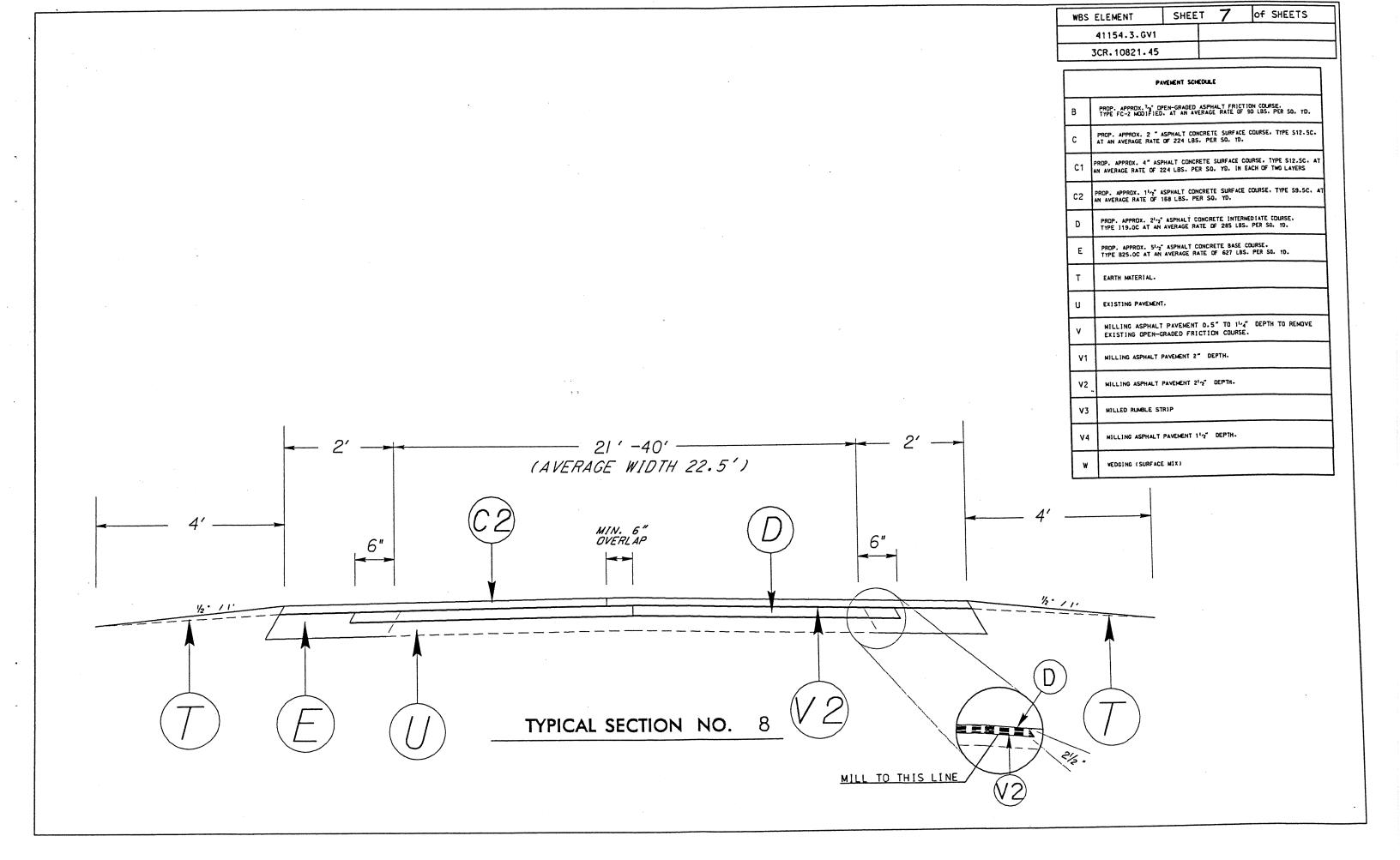
	PAVEMENT SCHEDULE
В	PROP. APPROX. 7/8" OPEN-GRADED ASPHALT FRICTION COURSE. TYPE FC-2 MODIFIED. AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.
С	PROP. APPROX. 2 " ASPHALT CONCRETE SURFACE COURSE, TYPE S12.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C1	PROP. APPROX. 4" ASPHALT CONCRETE SURFACE COURSE. TYPE S12.5C. AT AN AVERAGE RATE OF 224 LBS. PER SO. YD. IN EACH OF TWO LAYERS
C2	PROP. APPROX. 11/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C. AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D	PROP. APPROX. 21/2" ASPHALT CONCRETE INTERMEDIATE COURSE. TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E	PROP. APPROX. 51/2" ASPHALT CONCRETE BASE COURSE. TYPE B25.OC AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
Т	EARTH MATERIAL.
U	EXISTING PAVEMENT.
٧	MILLING ASPHALT PAVEMENT 0.5" TO 114" DEPTH TO REMOVE EXISTING OPEN-GRADED FRICTION COURSE.
V1	MILLING ASPHALT PAVEMENT 2" DEPTH.
V2	MILLING ASPHALT PAVEMENT 21/2" DEPTH.
V3	MILLED RUMBLE STRIP
V4	MILLING ASPHALT PAVEMENT 11/2" DEPTH.
W	WEDGING (SURFACE MIX)

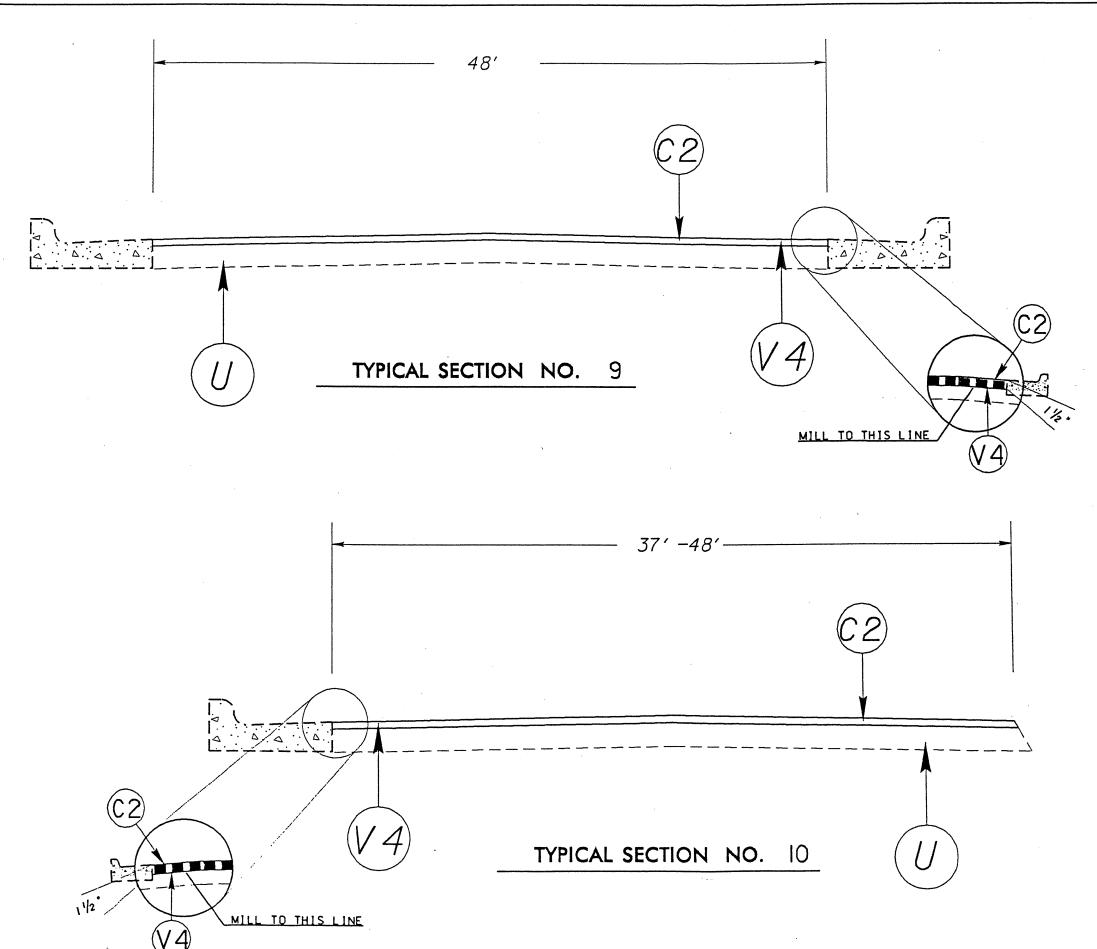
WBS ELEMENT	SHEET	5	of	SHEETS	
41154.3.GV1				····	
3CR-10821-45					



	PAVEMENT SCHEDULE
В	PROP. APPROX. 1.6" OPEN-GRADED ASPHALT FRICTION COURSE. TYPE FC-2 MODIFIED. AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.
С	PROP. APPROX. 2 " ASPHALT CONCRETE SURFACE COURSE, TYPE S12.5C. AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C1	PROP. APPROX. 4" ASPHALT CONCRETE SURFACE COURSE, TYPE \$12.5C. AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
C2	PROP. APPROX. 11/2" ASPHALT CONCRETE SURFACE COURSE. TYPE S9.5C. AT AN AVERAGE RATE OF 168 LBS. PER SO. YD.
D	PROP. APPROX. 21/2" ASPHALT CONCRETE INTERMEDIATE COURSE. TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E	PROP. APPROX. 51/2" ASPHALT CONCRETE BASE COURSE. TYPE B25.0C AT AN AVERAGE RATE OF 627 LBS. PER S0. YD.
Τ	EARTH MATERIAL.
U	EXISTING PAVEMENT.
٧	MILLING ASPHALT PAVEMENT 0.5" TO 114" DEPTH TO REMOVE EXISTING OPEN-GRADED FRICTION COURSE.
V1	MILLING ASPHALT PAVEMENT 2" DEPTH.
V2	MILLING ASPHALT PAVEMENT 21/2" DEPTH.
٧3	MILLED RUMBLE STRIP
V4	MILLING ASPHALT PAVEMENT 11/2" DEPTH.
W	WEDGING (SURFACE MIX)

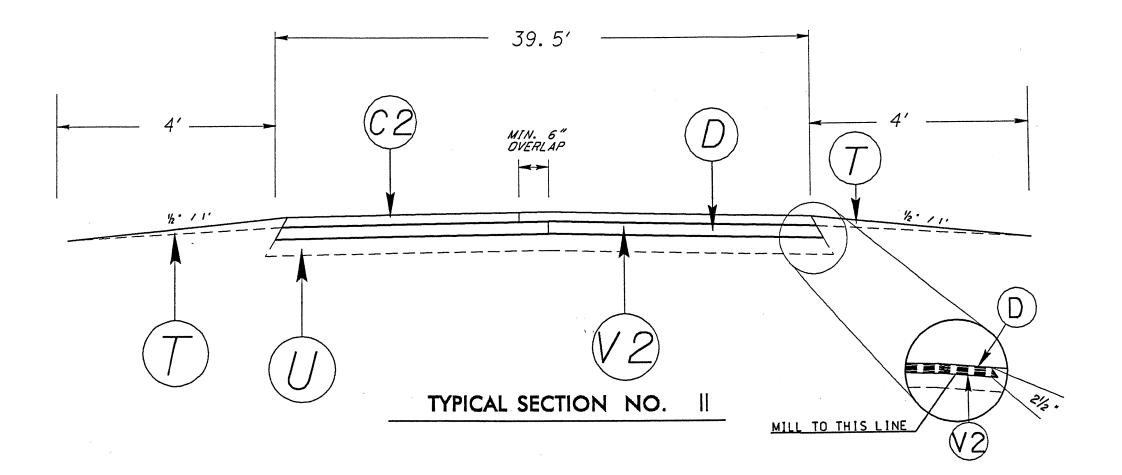






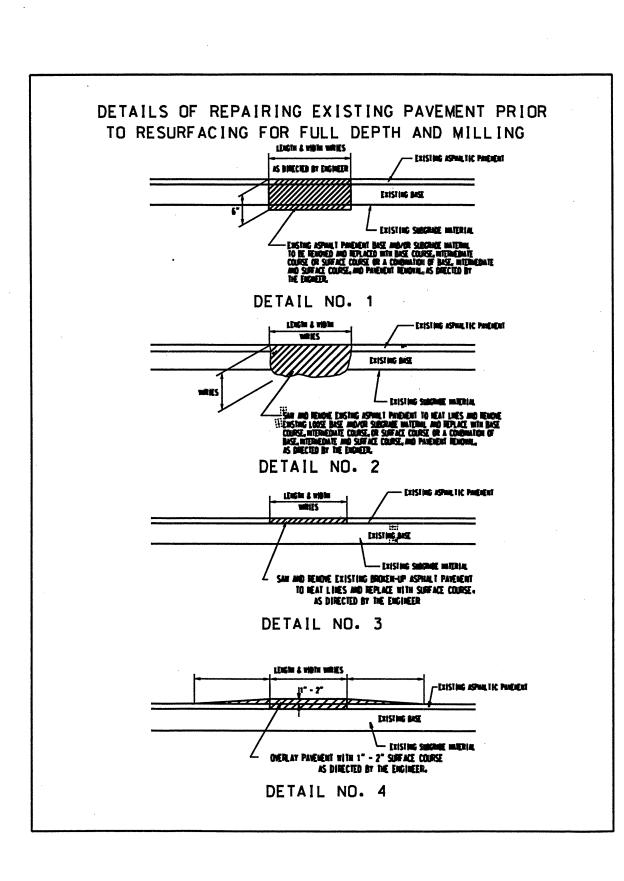
WBS ELEMENT	SHEE	T	8	of	SHEETS
41154.3.GV1					
3CR-10821-45					

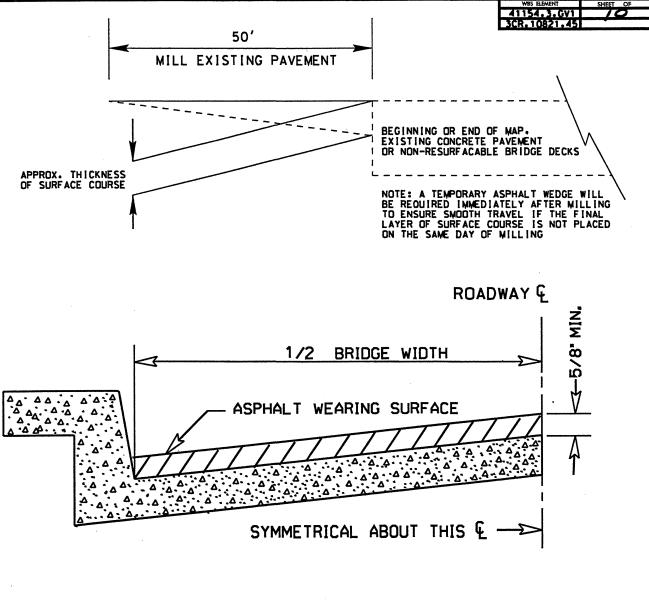
	PAYEMENT SCHEDULE
В	PROP. APPROX. ⁷ / ₈ " OPEN-GRADED ASPHALT FRICTION COURSE. TYPE FC-2 MODIFIED. AT AN AVERAGE RATE OF 90 LBS. PER SO. YD.
С	PROP. APPROX. 2 " ASPHALT CONCRETE SURFACE COURSE. TYPE \$12.5C. AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C1	PROP. APPROX. 4" ASPHALT CONCRETE SURFACE COURSE. TYPE S12.5C. AT AN AVERAGE RATE OF 224 LBS. PER SO. YD. IN EACH OF TWO LAYERS
C2	PROP. APPROX. $1^{1} \cdot 2^{\circ}$ ASPHALT CONCRETE SURFACE COURSE. TYPE S9.5C. AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D	PROP. APPROX. 21-2" ASPHALT CONCRETE INTERNEDIATE COURSE. TYPE 119.OC AT AN AVERAGE RATE OF 285 LBS. PER SO. YD.
E	PROP. APPROX. 51-2" ASPHALT CONCRETE BASE COURSE. TYPE B25.OC AT AN AVERAGE RATE OF 627 LBS. PER SO. YD.
T	EARTH MATERIAL.
u	EXISTING PAVEMENT.
V	MILLING ASPHALT PAVEMENT 0.5" TO 114" DEPTH TO REMOVE EXISTING DPEN-GRADED FRICTION COURSE.
V1	MILLING ASPHALT PAVEMENT 2" DEPTH.
. V2	MILLING ASPHALT PAVEMENT 21/2" DEPTH-
٧3	MILLED RUMBLE STRIP
٧4	MILLING ASPHALT PAVEMENT 11-2" DEPTH.
w	WEDGING (SURFACE MIX)



WBS ELEMENT	SHEET	9	of SHEETS
41154.3.GV1			
3CR.10821.45			

	PAVEMENT SCHEDULE
В	PROP. APPROX. "" OPEN-GRADED ASPHALT FRICTION COURSE. TYPE FC-2 MODIFIED. AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.
С	PROP. APPROX. 2 " ASPHALT CONCRETE SURFACE COURSE. TYPE \$12.5C. AT AN AVERAGE RATE OF 224 LBS. PER SO. YD.
C1	PROP. APPROX. 4" ASPHALT CONCRETE SURFACE COURSE. TYPE S12.5C. AT AN AVERAGE RATE OF 224 LBS. PER SO. YD. IN EACH OF TWO LAYERS
C2	PROP. APPROX. $1^{1}v_2^{\prime\prime}$ ASPHALT CONCRETE SURFACE COURSE. TYPE S9.5C. AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D	PROP. APPROX. 21-2" ASPHALT CONCRETE INTERMEDIATE COURSE. TYPE 119.OC AT AN AVERAGE RATE OF 285 LBS. PER SO. YD.
Ε	PROP. APPROX. 51.2° ASPHALT CONCRETE BASE COURSE. TYPE B25.OC AT AN AVERAGE RATE OF 627 LBS. PER SO. YD.
Т	EARTH MATERIAL.
U	EXISTING PAVEMENT.
٧	MILLING ASPHALT PAVEMENT 0.5" TO 11/4" DEPTH TO REMOVE EXISTING OPEN-GRADED FRICTION COURSE.
V1	MILLING ASPHALT PAVEMENT 2" DEPTH.
V2	MILLING ASPHALT PAVEMENT 21/2" DEPTH-
V3	MILLED RUMBLE STRIP
V4	MILLING ASPHALT PAVEMENT 11/2" DEPTH.
w	WEDGING (SURFACE MIX)





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. A THICKNESS OF NOT LESS THAN 5/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

PROJECT NO.	SHEET NO.	TOTAL NO.
41154.3.GV1	71	
3CR.10821.45	//	

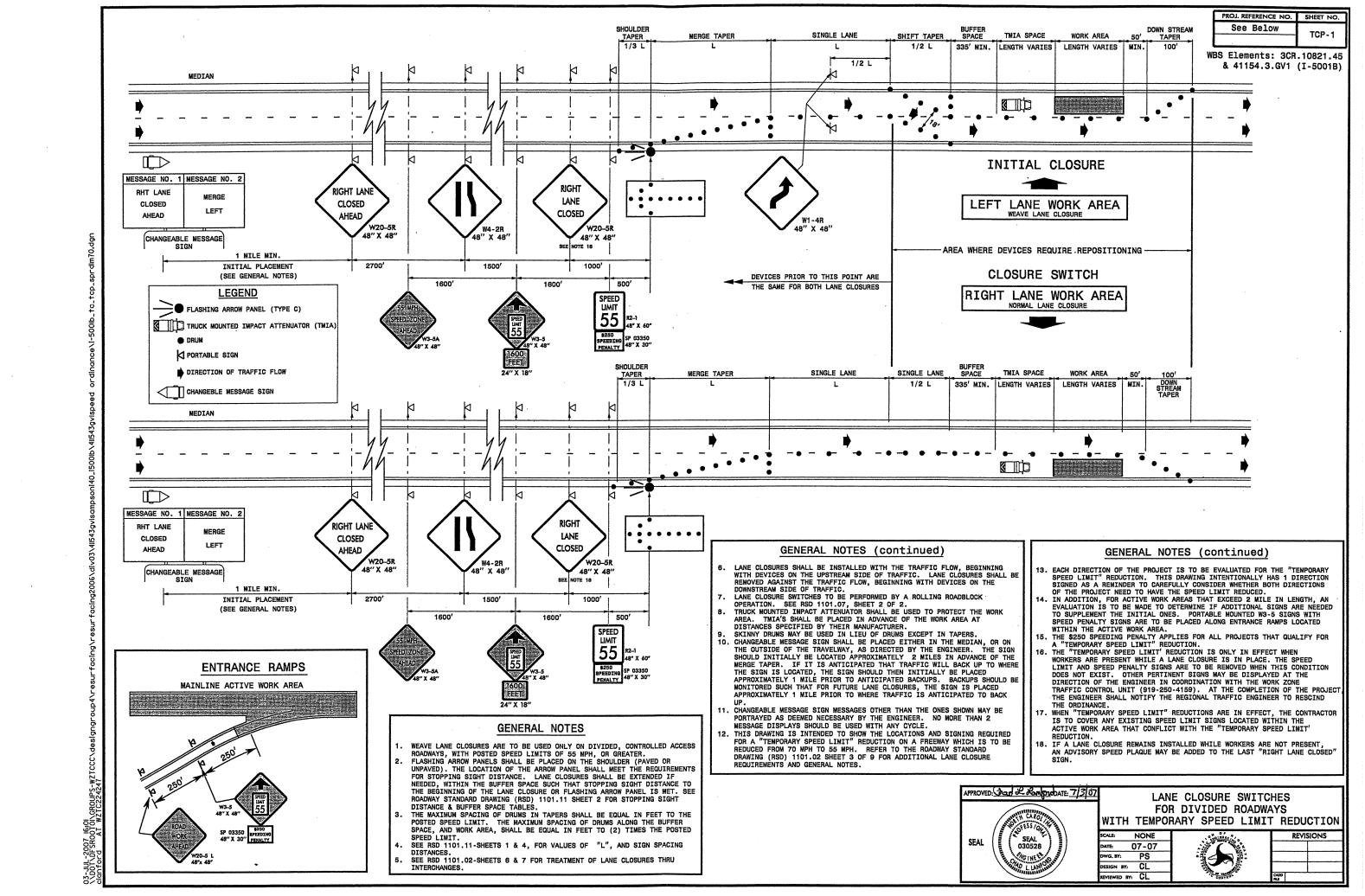
SUMMARY OF QUANTITIES

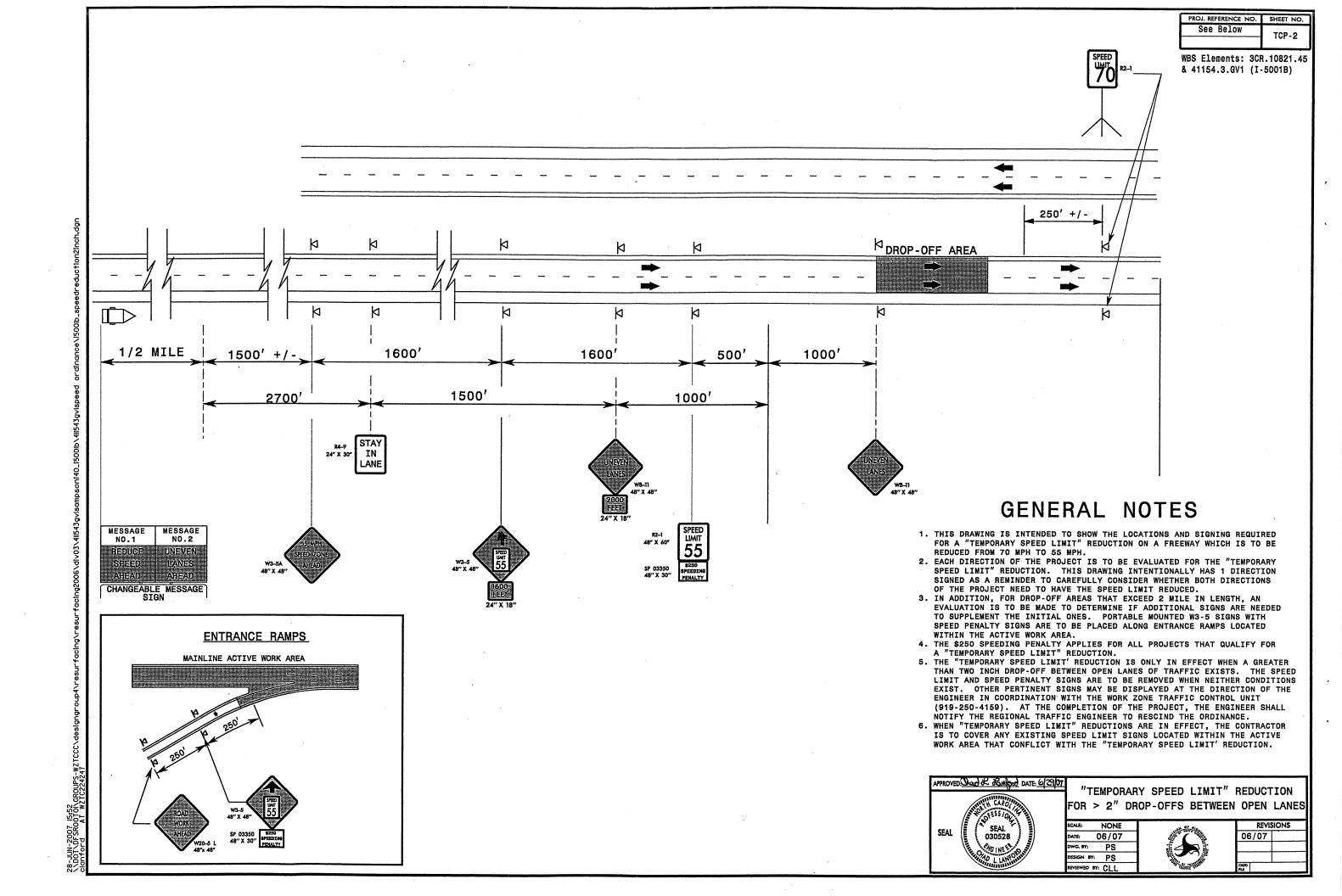
PROJECT	COUNT	TY MAP	ROUTE	DESCRIPTION	TYP	LENGT	H WIDTH		W INC.	SHOULDER	2"	2 1/2"	1 1/2"	1/2" TO	INC.	BASE	ACIC	ACSC	ACSC	PG 64-22	PG 70-22	PG 76-22	OGFC, FC-2	PATCH	MILLED	WEDGE 6" EXIST CON	REMOVE	REPAIR	STEEL	ADD'L GR	GR ANCHOR	GR ANCHOR		TEMP			PULL BOX (STD)	INDUCTIVE LOOP
								EXC	. SION	RECONSTR	MILLING	MILLING	MILLING	MILLING	MILLING	B25.0C	, 113.00	33,30	312.50	I DAILI WIX	MIX	MIX	MOD.	LAM I	STRIPS	LAMI I DIGIA	e on	DEAN	GR		UNITS,	UNITS,		'		MULCH		SAWCUT
1.												1												(FULL)		WAY		GR			350	B-77		'	1 l			, !
NO		NO			NO	MI	FT	CY	TONS	SMI	SY	SY	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS			TONS	LF	TONS SY	LF_	LF	LF	EA	EA	EA	LBS	AC	LF	AC 5.60	EA	LF
41154.3.GV1	Samps	on 1	1-40 WBL		2	5.6	38	1680)	11.2				98560					16,150		888	322	5,369	305	59,136		+	200	 	5	2.00	2	 	+	-	3.00		
				MP 342.7 TO MP 339.8 (JOHNSTON CO LINE)	,	2.9	38	174	,	5.8	1	1	İ	51040					16,800		924	167	2,780		30,624		112.5			5	3.00	3	175	3.5	350	2.90		
1	OTAL F	OR MAP	NO. 1		 	8.5	1 30	342	3	17				149600					32,950		1,812			465	89,760	3	112.5	200		10	5.00	5	175	3.5	350	8.50 0.07		
	- 11.1	2	EXIT RAMP	EXIT 348 TO SR 1722 (0' TO 42')	4	0.13	21	20		0.13			ļ		 	ļ	-		208 402		11 22	<u>6</u>	100	 	 			 		 		 	+	+	$\overline{}$	0.24		
		1 - 1	*	FULL WIDTH	3	0.24	22	92	/9	0.48 0.61	+	 	 	0			+		610		33	6	100			3									\Box	0.31		
 	OTALF	OR MAP	NO. Z	EXIT 348, SR 1722 TO I-40 WEST	\vdash				- 		1	1	1				1				40		100											'	1	0.10		l .
			ENTRANCE RAMP	(0'-42')	4	0.2		30		0.2			<u> </u>		ļ	 	╂		320		18 19	6	100	 	 	3	 	 	 	┼	 	<u> </u>	+	+	-	0.21		
	OTAL F	OR MAP	NO 2	EXIT 348, SR 1722 TO I-40 WEST	1 1	0.41	1	93	158	0.42	+	 	 	0	 	 	+	\vdash	352 672		37	6	100			3									\Box	0.31		
	OTAL	4	EXIT RAMP	EXIT 343 TO US 701 (0'-42')	4	0.04	21				493								64		4	6	100	ļ	ļ	3		-	ļ	┼	 	ļ		+				
				EXIT 343 TO US 701	5	0.13	18				1373		ļ	 	175	 	+		178 242		10 14	6	100	 	-	3	 	 		+	 	 	+					
Ţ	OTAL I	OR MAP	NO. 4	EXIT 343, US 701 TO I-40 WEST (0"		0.17	+	+	0	 	1866	 	 	0	175	 	+-	\vdash				<u>_</u>		1				T	1	1		T	1	T				1
		5	ENTRANCE RAMP	427	4	0.17	21	26		0.17		1	L				1		272		15	6	100	 	 	3	+	 	 	┼──	ļ	 		+	+	0.09		
			•	EXIT 343, US 701 TO I-40 WEST	3	0.23	22	69	237	0.46	1	4			0		+		385 657		21 36	6	100	 	 	3	+	 	 	+	 	 	+	+	-	0.32		
T	OTAL	FOR MAP	NO. 5	l .	1 1	0.7	1	1 00	1 201	0.63 0.06	- 0	739	 	0	 	 	122		96	6	5	6	100			3							1		口	0.03		
 		- 6	EXIT RAMP	EXIT 341 TO NC 50/NC 55 (0'-42') EXIT 341 TO NC 50/NC 55	6	0.18	22	54	158	0.36		2323			300		384		301	18	171								ļ	-		 		+	\longrightarrow	0.18 0.21	<u> </u>	
T	OTAL I	FOR MAP	NO. 6			0.24		63	158	0.42	0	3062	ļ	0	300	ļ	506	-	397	24	22	6	100	┼	1	3		 	 	+	 	 		+	$\overline{}$	<u> </u>	 	<u> </u>
		_	TATELANOT MAD	EXIT 341, NC 50/NC 55 TO I-40 WEST (0'-42')	,	0.18	21	27	- 1	0.18		2218	1 ; ,		1	1	367		288	17	16	12	200		l	3			L						$ldsymbol{ldsymbol{eta}}$	0.18		
 			ENTRANCE MAP	EXIT 341, NC 50/NC 55 TO I-40	+						1			<u> </u>		<u> </u>	1															ļ			1 1	0.20		1
				WEST	6	0.2						2581	 		450	ļ	794		335 623	37	18 34	12	200	 	 	3	+	 	 	+	 	 	+-	+	+	0.38		
T	OTAL	FOR MAP	NO. 7	MD 220 R (IQUNISTON CO LINE)		0,38		87	237	0.58		4799	┼		450		194		023		- 57			1	 			1		1	1	1	1					
1 1			140 EBL	MP 339.8 (JOHNSTON CO LINE) TO MP 342.7	1 1	2.9	38	174	0	5.8		-	1	51040					16,800		924	167	2,780	160	30,624		75.0		ļ	5	3.00	3	175	3.5	350	2.90 5.60	<u> </u>	
	 	1:	, , , , , , , , , , , , , , , , , , ,		2	5.6	38			11.2			I	98560					16,150	ļ	888 1,812				59,136 89,760		75.0	200	 	10	7.00	4 7	175	3.5	350	8.50	 	
T	OTAL	FOR MAP				8.5		204 15		0.1	-	1232	 	149600	0	 	204		32,950 160	10	9	6	100	403	05,700	3	1,0.0	200	 	1	1.00	†	1	1		0.05		
		9	EXIT RAMP	EXIT 341 TO NC 50/NC 55 (0'-42') EXIT 341 TO NC 50/NC 55							-	3485	 	 	450	 	576		452		25															0.27		
-	OTAL	FOR MAP	NO. 9	EART SAT TO ITO SIGNO SO	1	0.37		96			0			0	450		780		612	37	34	6	100	 	 	3		 	 	+	 	 		+	┼	0.32		
	T			EXIT 341, NC 50/NC 55 TO I-40				30		0.2	İ	2454	1		1	1	408	1 1	320	19	18	6	100	1		3				1	ŧ					0.10		L
	ļ	10	ENTRANCE RAMP	EAST (0'-42') EXIT 341, NC 50/NC 55 TO I-40	7	0,2	21	30		U.Z.	+	2464	+	 	 	 	400	+	320		, · · ·		 	1				1						T				
	l			EAST	6	0.2	22					2581	<u> </u>	<u> </u>	500		427		335	20	18		1-100		<u> </u>	3		+	 	 	ļ		-	+	++	0.20		
T	OTAL F	OR MAP				0.4		90			0	5045	<u> </u>	0	500	ļ	835	+-+	655 144		36 8	6 6	100	+	 	3		 	 		 	1	+-	+	-	0.05		1
		11	EXIT RAMP	EXIT 343 TO US 701 (0'-42')	1 4	0.09	21	14	475	0.09	 	 	 	 	 	 	+	+-+	553		30		1	1										1		0.33		
	OTAL F	OR MAP		EXIT 343 TO US 701	+ 3	0.33		11:		0.75	0	0	 	0	0	1	0		697		38	6	100			3			ļ		ļ	ļ			\perp	0.38	 	ļ
	T			EXIT 343, US 701 TO I-40 EAST				1					1						rad .		24	٠.	100			.	1			1						1		1
			ENTRANCE RAMP	(0'-42')	4	0.27		-	79		3326 2112	+	 	 	500	 	+	+-+	432 275	 	15		100	1	†			<u> </u>		1								
	OTAL P	OR MAP	L	EXIT 343, US 701 TO I-40 EAST	+-	0.2	10	1 0	79		5438		 	0	500	†	0		707		39	6	100			3			ļ		ļ		4		\sqcup	0.00	ļ	
	Tine		EXIT RAMP	EXIT 348 TO SR 1722 (0'-42')	4	0.11	21	17		0.11					1				176		10	6	100	 		3		 	 	+	+	 	+	+	+	0.06 0.25	 	
			•	EXIT 348 TO SR 1722	3	0.25	22	/5	158	0.5	+	+	 	0	-	 	-	+	419 595		23 33	6	100	+	 	3		1	 	 	 		+			0.23		
T	OTAL	FOR MAP	NO. 13	EXIT 348, SR 1722 TO I-40 EAST	+	0.36	+	92	158	0.61	-	-	+	╁	 	 	+	+	232	l		-	T	1	T			T	T	1		T						
		14	ENTRANCE RAMP	(0'-42')	4	0.2		30		0.2		1				1		\bot	320		18	6	100	 	 	3			↓		 	 		+	+	0.10	 	
		•	,	EXIT 348, SR 1722 TO I-40 EAST	3	0.22	22	66					-	<u> </u>		<u> </u>	1	╂	368 688	<u> </u>	20 38		100	+	 	3		+	+	+	+	+	+	+	+	0.32	 	
		FOR MAP				0.42 8.5			7 205		7304	17623	 	299200	2375	+	2915		73,055	137		1,056			179,520		187.5	400		20	12.00	12	350	7.0	700			
TOTAL	. FOR P	KOJ NO.	41154.3.GV1	1		0.5		1 037	. 203	79.1	, ,,,,,,	1 17 02.0		, 200200	,																T 8.85					7.05	 	400
3CR.10821.45	Samp	son 15	NC 403		8	2.85	26.5	1	228	5.7		39493				2571	6496			416	257 6	ļ	╂	55	 	70	' 	+	50	+ 5	8.00	+		+	+	2.85	 '	400
			-	C&G SECTION			48			1			1014 648		100	 	+	98 63		 	4	 	+	5	+	 	_	1	 	+ -	1	1						
		+:	 	TAPER 48' - 37', C&G LEFT SIDE 3 LANE SECTION			39.5			0.14	+	1622		 	 	1	267	157		13	9														\perp	0.07	<u> </u>	<u> </u>
 	 	- -	 	TAPER 26' - 40'	8	0.12	33			0.24		2182					329	225		18	14		 		-	 		-	1		 	+	+	+	+	0.12 0.04	 	+
				TAPER 37' - 26'	8		31.5			0.07	+	623		 	400	18 2649	105			6 453	294	 	+	65	+	70	-	 	50	5 .	8.00	1	1-	1		3.08	1	400
		FOR MAP	NO. 15 3CR.10821.45		+-	3.13			228	6.15 6.15	0	43920 43920				2649				453	294			65		70		1	50		8.00					3.08	1_1_	400
TOTAL	- ruk P	NOS NO.	UUIL 1002 1.43			<u>, J.,J.</u>																	7		1 200 0	T	407.5	400	- 56		20.00	1 45	1 250	7.	700	23.24	1 1	400
	GR	AND TOT	AL			11.63	8	637	7 228	3 46,25	7304	61543	1662	299200	2475	2649	10112	2 4908	73,055	590	4,312	1,056	17,598	995	179,520	36 70	187.5	1 400) 50	1 25	20.00	1 12	1 330	1.0	1 (00	1 43.44	<u> </u>	1 100

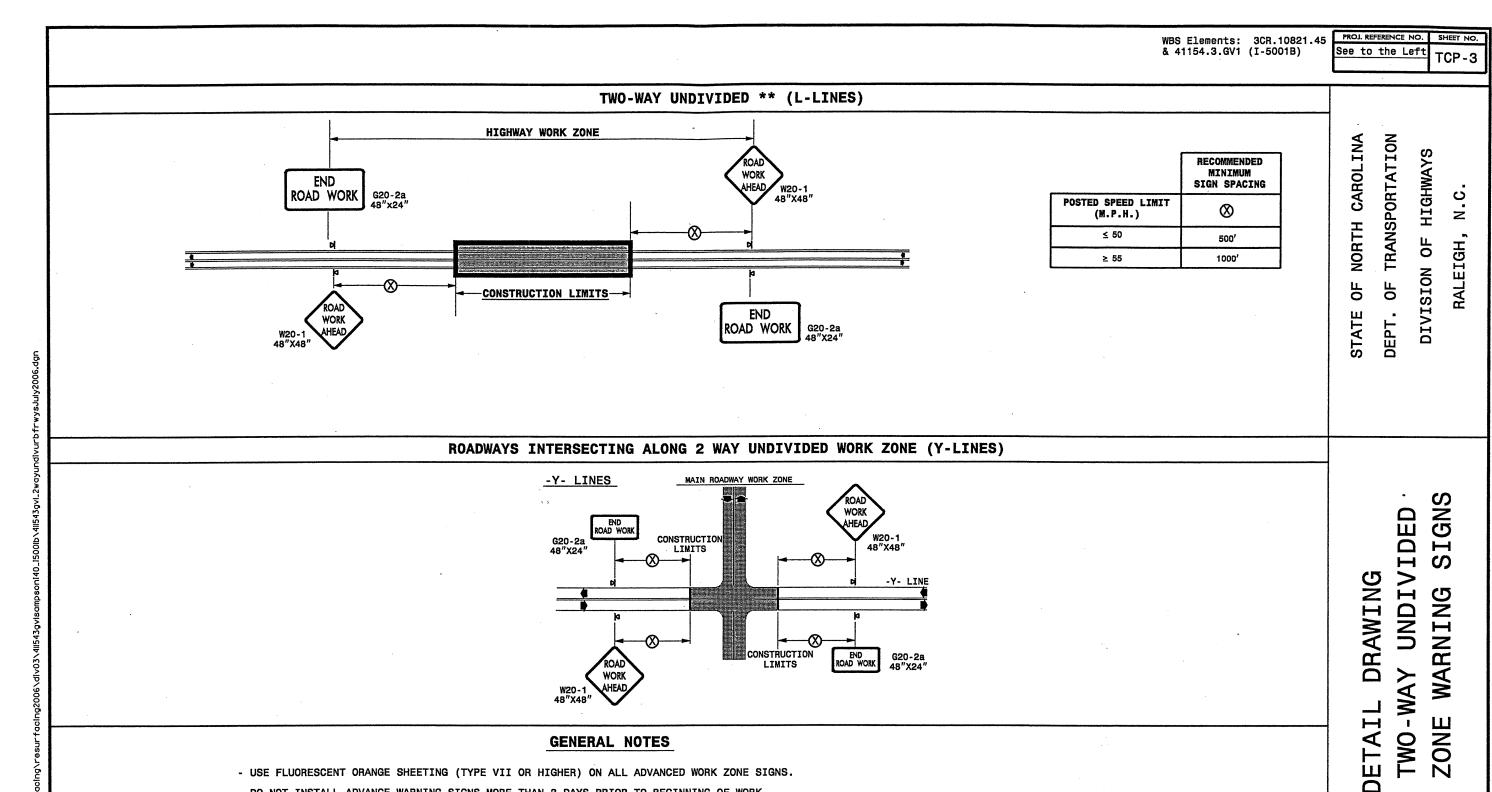
PROJECT NO. SHEET NO. TOTAL NO. 41154.3.GV1 3CR.10821.45 /2

THERMOPLASTIC AND PAINT QUANTITIES

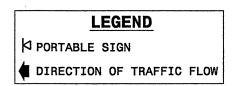
					1444E0000000 N	4420000000-N	Taannonnon	10000	00000 E				4740000000 F					0000-E			4835000000-E	49450	00000-N	49470	00000-E	49474	10000-E	4895000000-N	400000000 N	4005000	14 0000
BDO IECT	COUNTY MAP	ROUTE	DESCRIPTIO	AI.	FLASHING	CHANGEABLE		4" X 90 M	00000-E				4710000000-E 24" X 120 M		472500 TUEDNO I T	THERMO	481000	4" YELLOW			24" WHITE				4" YELLOW		8" YELLOW	MARKERS FOR	CYAN & RED	4905000 SNOW	SNOW
PROJECT	COUNTY	ROUTE	DESCRIPTIO	14	ARROW	MESSAGE	- I I MIA	WHITE	YELLOW	WHITE	YELLOW	WHITE		CHARACTER		STR & RT	PAINT	PAINT	PAINT	PAINT	PAINT	ARROW	& RT	DOI VIIDEA	POL VUDEA	POI VIIDEA	POLYUREA	DRAINAGE	MARKERS	PLOWABLE	DIOWARIE
1 1			1		PANELS.	SIGN	1	THERMO		THERMO	THERMO	THERMO	THERMO		90 M	ARROW 90	PAIN	PAIN	FAIRI	FAIN	FAIRI	ARRON	ARROW	LINE	LINE	LINE	LINE	STRUCTURE &	MARKERS	MARKERS	
1 1	- 1		I		TYPE C	JIGH		INERMO	Inchio	IFIERMO	INERMO	INCRMO	IHERMO	ICA WIL	BU M	M M				1	1	1	ARRON	LINE	5,42	1	Line				
NO	NO.	.			EA	FA.	EA	LF	LF	LF	LF	LF	16	EA	EA	EA I	LE	LF	LF	LF	LF	EA	EA	LF	LF	LF	LF	CONC. PAD EA	EA	(C/R) EA	(Y/Y)
41154 3 GV1	Sampson 1	I-40 WBI	MP 348.3 TO MP	342.7	1	1	1		1			62					73,920	59,136	1,260				1	36,960	29,568	630		34	739	370	
11.15 11.15			MP 342.7 TO MP				1	1	1											1		1		1	1	1					
1 1	-		(JOHNSTON CO			ļ	1	ı	1	1	1						57,420	45,936	945	1.	l	1	1	19,140	15,312	315	1	30	383	191	
T	OTAL FOR MAR	P NO. 1			1	1	1				l	62					131,340	105,072	2,205					56,100	44,880	945		64	1,122	561	
	1 2	EXIT RAN	P EXIT 348 TO SR 1722 FULL WIDTH	(0' TO 42')																											
	•	•	FULL WIDTH	1																<u> </u>				2,070	1,220					30	
T	OTAL FOR MAP	P NO. 2			<u> </u>	1	1												L	<u> </u>	<u> </u>	1		2,070	1,220	595	1			30	
			EXIT 348, SR 1722 TO	I-40 WEST	1	1			1											1	l	1		1	1	1	1 1	1			
	3	ENTRANCE	RAMP (0'-42') EXIT 348, SR 1722 TO	~	ļ	 	4		ļ											ļ	ļ	ļ	ļ	 	 	 					
<u> </u>		<u> </u>	EXIT 348, SR 1722 TO	1-40 WEST	ļ	ļ			ļ	ļ						ļ				 	 		 	2,390	265	265 265				14	
1	OTAL FOR MAR	P NO. 3	EVIT 943 TO UE 70	4 (0' 42')	 	 			 	 				 		ļ				 	ļ	 		2,390	265	205				- 14	
		EXIIRAN	EXIT 343 TO US 70 EXIT 343 TO US	704	 	 				 							980	700	195	90		 	 	980	700	195	90			10	
ļ <u>-</u>	OTAL FOR MAR		EAT 343 10 US	701	 	 	- 			 						ļ. — 	980	700			 	 	 	980	700		80			10	
-	UTAL FOR MAI	IP NO. 4	EXIT 343, US 701 TO	LAO MEST	 	 		- 	 	 	 					 	900	100	100	 	 	 	 	200	100	100	1 00			 	
1 1	_	ENTRANCE	EAMP (0'-42')		}	1		1	1	1	l]		1	! I		1		1	1	1	İ	1	1	ļ					
·		- LIVIIDANDE	EXIT 343, US 701 TO	I-40 WEST	 	 			 	1			 							 	1	†	 	2.425	1.185	230				12	
1	OTAL FOR MAR	P NO. 5			1			7	1															2,425	1,185 1,185	230				12	
	6	EXIT RAM	IP EXIT 341 TO NC 50/N	C 55 (0'-42')			.1																								
			EXIT 341 TO NC 5	0/NC 55														910	445					1,525	910	445				23	
T	OTAL FOR MAI	VP NO. 6															1,525	910	445	<u> </u>	ļ	<u> </u>		1,525	910	445				23	
			EXIT 341, NC 50/NC		l	1	1		1							l 1		1		1	İ	1	1	ł	1	1	1			1	ł
	7	ENTRANCE	MAP WEST (0'-42		<u> </u>	<u> </u>			<u> </u>	<u> </u>										 	ļ	ļ	ļ	ļ	ļ	ļ	<u> </u>			ļ	
i i		1 _	EXIT 341, NC 50/NC	55 TO 1-40		l	1	1	ı	1	,		l		į	1 1		4000	225		1		1	2,320	4 000	235	1		•		1
ļ			WEST		 	 			ļ				ļ	ļ		<u> </u>	2,320	1,065 1,065	235	 	 	 	 		1,065		 			12	
<u> </u>	OTAL FOR MAI	IP NO. 7	MP 339.8 (JOHNSTO)	LCO LINE	 	 			 	 						 	2,320	1,000	293	 	 	 	 	2,320	1,005	235	 			12	
1 1		I40 EBL	TO MP 342.	7		1	1		1	1	i		1	l		1 1	57,420	45,936	945	ı		1	ł	19,140	15,312	315	1	30	383	191	
-			MP 342.7 TO MP	348 3		 			 	 	 	63			 	 	73 920	59.136	1.260	1		1	 		29,568		1	34	739	370	
	OTAL FOR MAI	P NO. 8			1	1	+			 		63	†				131,340	105,072	2,205	1		1		56,100	44,880	945		64	1,122	561	
	9	EXIT RAN	IP EXIT 341 TO NC 50/N	C 55 (0'-42')	1																										
	*		EXIT 341 TO NC 5	0/NC 55													1,490	910	910			1		1,490	910	420				21 21	
	OTAL FOR MAI	VP NO. 9			<u> </u>					 					·		1,490	910	910	 	 	<u> </u>	<u> </u>	1,490	910	420				21	
1	1		EXIT 341, NC 50/NC EAST (0'-42		ı	1	1	1	1	1					İ	1 1		· ·	l	1	i	j	ì	l .	1		1			1 1	
	10	ENTRANCE	EXIT 341, NC 50/NC		 	 			 	 					ļ	 			 	 	 		 	 	 	 	 				
	۱.	1 .	EAST	33 10 1-10	1		1		1	1	1				l	1 1	2 285	1 055	215	1	1	İ	1	2.285	1,055	215				11	
	TAL FOR MAP	P NO 10			 	 				 				3		1	2.285	1,055 1,055	215	<u> </u>		 	 		1,055	215	·			11	
i	11	EXIT RAI	P EXIT 343 TO US 70	1 (0'-42')		1	1	1	1	1													1		1	1					
		•	EXIT 343 TO US	3 701	1																			2,330	170 170	450				23	
TO	TAL FOR MAP	P NO. 11									L									1				2,330	170	450				23	
			EXIT 343, US 701 TO	I-40 EAST	1	1			i	1								l	l	i .		1	1	1	1	i					
		ENTRANCE			1				ļ	<u> </u>			ļ			<u> </u>		<u></u>		 	ļ				1	1	4				
ļ	TAL FOR MAP		EXIT 343, US 701 TO	I-40 EAST		 			 	 	ļ			3	ļ		1,780	1,010 1,010	135	 	 	 	 	1,780	1,010 1,010	135	 			7	
<u> </u>	12	EYIT DAN	IP EXIT 348 TO SR 17:	22 (0'-42')	 	 	+		 	 	 					 	1,700	1,010	100	 	 	 	 	1,700	1-1,0,0	1	 			<u> </u>	
	+ 12	EXITAN	EXIT 348 TO SR	1722	†	 	 		 	 	 				 	 			<u> </u>	1	1	1		2,150	1,385	545	1			28	
Te	TAL FOR MAP				1		1	1	 	1	1		t	 	—					1	1	1	†		1,365		T			28	
		T	EXIT 348, SR 1722 TO	1-40 EAST	1	1	T	1	T	1	<u> </u>		T	l	1						1	1	1	1							
		ENTRANCE	RAMP! (0'-42')							1	L		L		L	l1			<u> </u>		1	1		<u> </u>		1					
	1 *		EXIT 348, SR 1722 TO	1-40 EAST					1					3						ļ					1,240					16	
T(OTAL FOR MAP	P NO. 14			 	 				<u> </u>	ļ			3		ļ		045 70	0.545	 	 	 	 	2,580	1,240	310	 	400	2.044	16 1,329	
TOTAL	FOR PROJ NO.), 41154,3,GV1			11	11	11		<u> </u>		L	125		9		L	273,060	215,784	6,545	80		 	<u> </u>		100,855		.010	128	2,244	1,329	
					L	1						L	L	L	L		488	,854	<u> </u>	625	<u> </u>	1		23	7,380	<u>ئــــــــــــــــــــــــــــــــــــ</u>	,010		L	L	L
200 10001 4E	Sampson 15	NC 403	US 701 BUS TO S	P 1904	1 4	T	1 4	30,666	7	T	18.810		40	T	T	,		37,620		т	40	Т	T	T	T	Т	Т			· · · · · · · · · · · · · · · · · · ·	188
3CR. 10021.45	Sampson 15		C&G SECTION		 	+	+	30,000	 	300	380		- 40	 	 3 	 3 		380	 	 	 	1 3	1 3	†	 	 	1			15	5
			TAPER 48' - 37', C&G		 	 	+	148	 	53	275		 	 	 	 	200	270		 	<u> </u>	 		 	 	 	1			3	3
			3 LANE SECT		1	 		753	 	11	924		 	 	 	 		2,218		1	1	2	1	1	1	1	7			5	5
			TAPER 26' - 4	40'	1	1		2,582	 	1 4	3,802			!				15,206	l	 	 	 	1	1	 	T	1				63
			TAPER 37' - :		1	1	·	387	1	25	380		 	 			25	380		1		T	1	T	T	T	T				10
TO	TAL FOR MAP	P NO. 15			1	1	1	34,537	1	392			40	T	5	3		56,074		1	40	5	3			I				23	274
	OR PROJ NO.				1 1	111	1	34,537	I	392	24,570		40		5	3		56,074			40	5	3							23	274
TOTAL	UN FROD NO.						1	34	,537	24	,962					8	56,	599	l		L		В				.1	L	L	L	L
					·	·										,		T			·	·	<u>-</u>	1 122 22	1 222 252	T - 005		400	0.044	4 252	674
1	GRAND TOT	TAL			 2	 2	22	34,537				125	40	9	5			271,868			40	5	<u>ı 3 </u>				80	128	2,244	1,352	
ı			1)	1	1	1 34	,537	24	QE7	1		1		8 i	545	,453	1 6.	625	1	1	8	: 23	7,380	. 6	,010		1	1.6	526







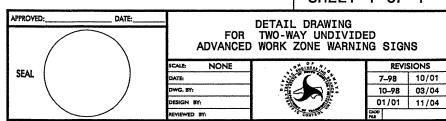
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH PORTABLE WORK ZONE SIGN STANDS SPECIFICALLY DESIGNED FOR ONE ANOTHER. PORTABLE WORK ZONE SIGNS MAY BE ROLL UP OR APPROVED COMPOSITE.
- PROVIDE PORTABLE WORK ZONE SIGN STANDS, PORTABLE SIGNS AND SIGN SHEETING WHICH ARE LISTED ON THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S APPROVED PRODUCT LIST OR ACCEPTED AS TRAFFIC QUALIFIED BY THE TRAFFIC CONTROL UNIT.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

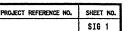


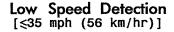
SHEET 1 OF 1

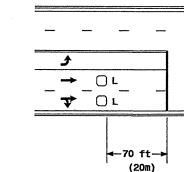
FOR

WORK









 $L = 6ft \times 6ft (1.8m \times 1.8m)$ Wired in series

 $L = 6ft \times 40ft (1.8m \times 12.0m)$ Quadrupole loop, wired separately

High Speed Detection [≥40 mph (64 km/hr)]

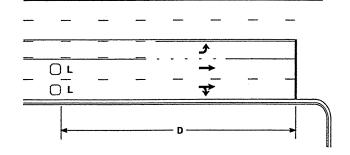
OR

OL1

(64)

(72)

55 (88)



Speed Limit mph (km/hr) ft (m) 40 (64) 250 (75) 45 (72) 300 (90) 50 (80) 355 (110) 55 (88) 420 (130)

Wired in series for TS1 Controllers Wired separately for TS2,

 $L = 6ft \times 6ft (1.8m \times 1.8m)$ Speed Limit mph (km/hr) 40 45 170, and 2070L Controllers 50 (80)

"Stretch" Operation

ft (m)

80 (25)

100 (30)

1.10 (35)

(27)

90

ft (m)

250 (75)

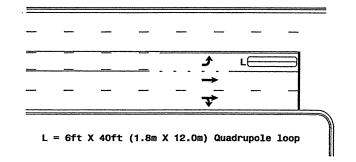
300 (90)

355 (110)

420 (130)

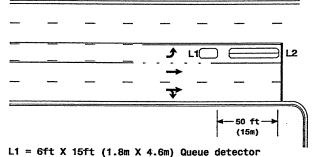
Left Turn Lane Detection

OR



Volume Density Operation

Presence Loop Detection



→ ()L2 **→** □ L2

L1 = 6ft X 6ft

L2 = 6ft X 6ft

(1.8m X 1.8m)

(1.8m X 1.8m)

Wired in series

Wired in series

 $L2 = 6ft \times 40ft (1.8m \times 12.0m)$ Quadrupole loop

Queue Loop Detection

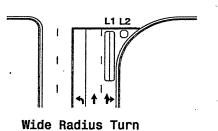
Standard Turn

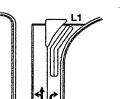
L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

Right Turn Lane Detection

L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop Wired separately

L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop Wired in series

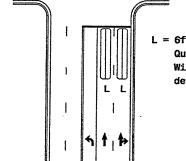






Channelized Turn

Side Street Detection



6ft X 40ft (1.8m X 12.0m) Quadrupole loop Wired to separate detectors/channels

behind leading edge of stop line Inductive Loop

Presence Loop Placement at Stop Lines

Locate loop slightly

Loop may be located in advance of stop line when stop line is greater than 15' (4.5m) from edge of intersecting roadway; or, when loop detects a permissive or protected/permissive left turn.

Single 6' X 6' (1.8m X 1.8m) loop (wired separately):

Length of Lead-in ft (m)	Number of Turns
< 250 (75)	3
250-375 (75-115)	4
375-525 (115-160)	5
> 525 (160)	6

Recommended Number of Turns

Quadrupole loops: Use 2-4-2 turns

6' X 15' (1.8m X 4.6m) Loops: Lead-in < 150' (45 m), use 2 turns Lead-in > 150' (45 m), use 3 turns



Typical Loop Locations

PLAN DATE: JUNE 2006 REVIEWED BY: PREPARED BY: P L Alexander REVIEWED BY: REVISIONS V Revise pavement marKings

N/A