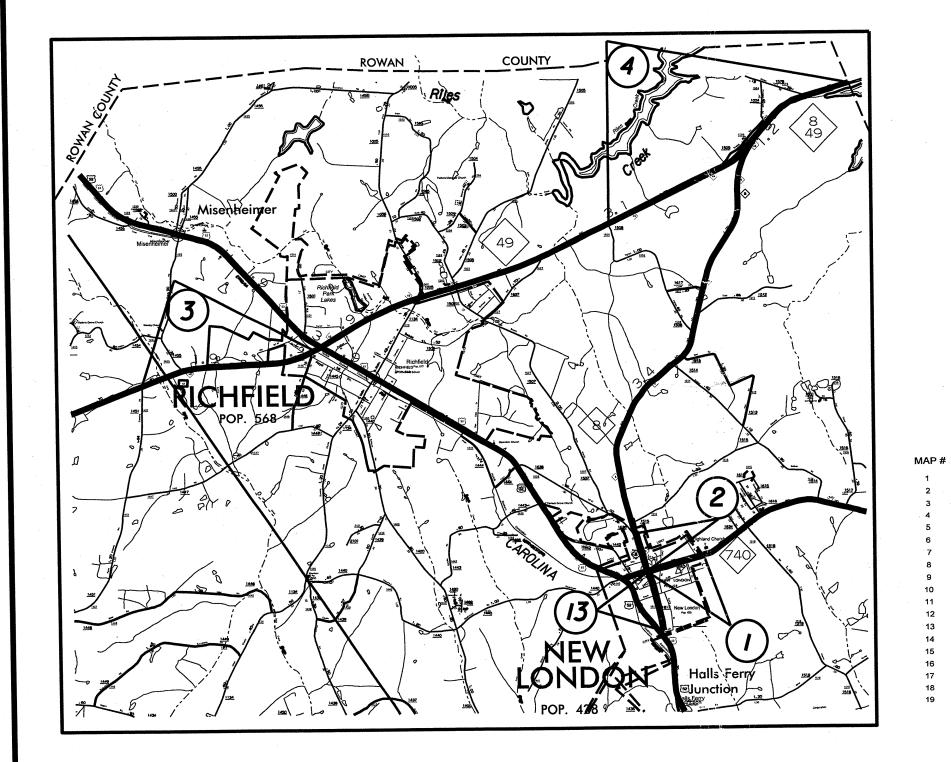
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	IOCRJ084L25,	1	10



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ENLARGED MUNICIPAL AND SUBURBAN AREAS

STANLY COUNTY

NORTH CAROLINA

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - GIS UNIT

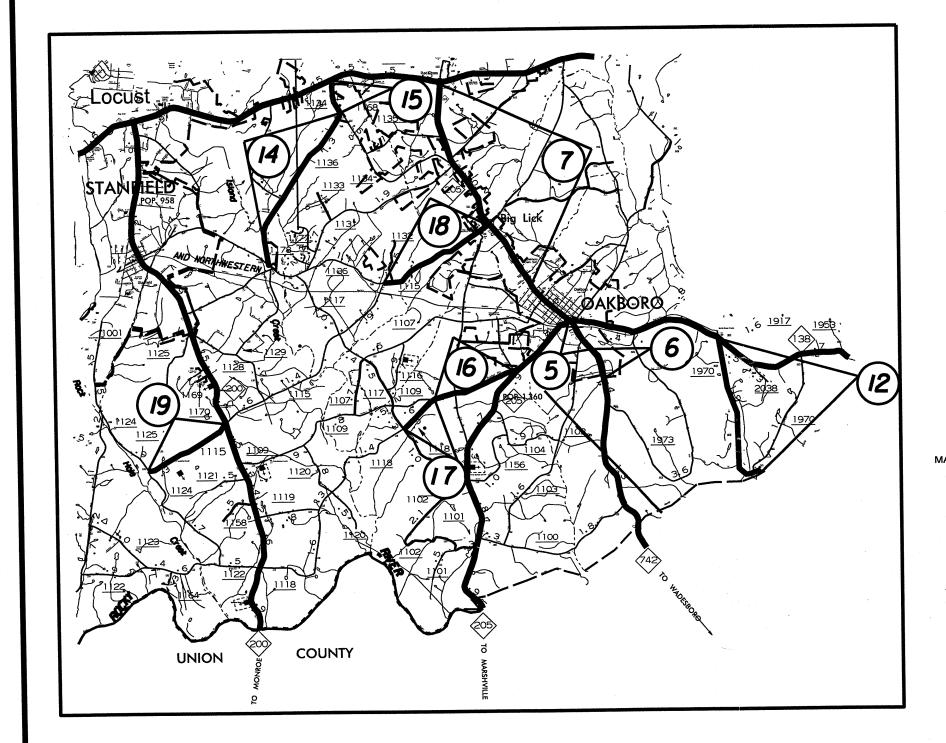
U.S.DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DESCR	IPTI	O

1	NC 740	FROM NC 8 TO PAVEMENT CHANGE
2	NC 8	FROM NC 740 TO PAST TRAFFIC ISLANDS
3	NC 49	FROM RAILROAD TRACKS TO SR 1451 (PAULS CROSSING ROAD)
4	NC 49	FROM SR 1508 (INGRAM ROAD) TO ROWAN COUNTY LINE
5	NC 742	FROM NC 205 TO BEGIN CURB AND GUTTER SECTION
6	NC 742	FROM BEGIN CURB AND GUTTER SECTION TO SCL OAKBORO
7	NC 205	FROM END CURB AND GUTTER SECTION TO PAVEMENT JOINT BEFORE NC 24/2
8	US 52	FROM SR 1744 (SNUGGS ROAD) TO NCL NORWOOD
9	US 52	FROM NCL NORWOOD TO BEGIN CURB AND GUTTER SECTION
10	SR 1535 (MTN CRK RD)	FROM SR 1535 (PK RIDGE ROAD) TO BRIDGE BEFORE SR 1650 (NE CONNECTO
11	SR 1535 (MTN CRK RD) F	ROM PAVT. JT. @ SR 1650 (NE CONNECT) TO PAVT JT. PAST SR 1524 (AIRPORT F
12	SR 1970 (HILLS FORD ROAD)	FROM NC 138 TO UNION COUNTY LINE
13	SR 1817 (OLD US 52)	FROM US 52 TO NC 740
14	SR 1136 (PLESS MILL ROAD)	FROM 1130 BIG LICK ROAD TO SR 1134 (HILLTOP ROAD)
15	SR 1134 (PLESS MILL ROAD)	FROM SR 1136 (PLESS MILL ROAD) TO NC 24/27
16	SR 1109 (BUSTER ROAD)	FROM NC 205 TO SR 1118 (BUSTER ROAD)
17	SR 1118 (BUSTER ROAD)	FROM SR 1109 (BUSTER ROAD) TO SR 1117 (GRIFFIN GREENE ROAD)
18	SR 1115 (BIG LICK ROAD)	FROM NC 205 TO SR 1130 (BIG LICK ROAD)
19	SR 1115 (OAKGROVE ROAD)	FROM NC 200 TO PAVT, JT. PAST SR1124 (RUSHING ROAD)

ROUTE

N.C.	IOCRJ084L25,	7	10	
F.A. PROJECT NO.				



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ENLARGED MUNICIPAL AND SUBURBAN AREAS

STANLY COUNTY

NORTH CAROLINA

PREPARED BY TH

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - GIS UNIT

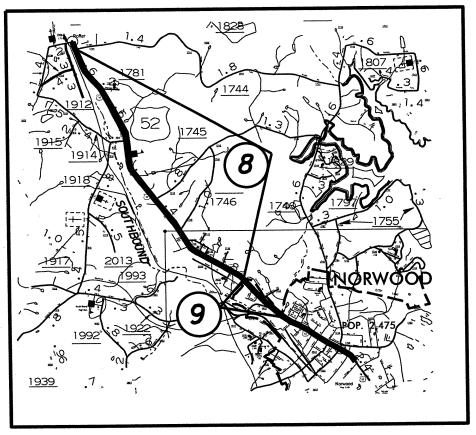
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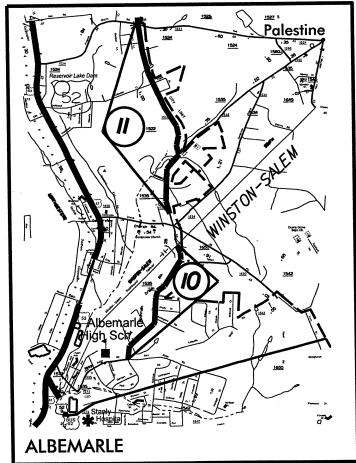
FEDERAL HIGHWAY ADMINISTRATION

DESCRIPTION

1 .	NC 740	FROM NC 8 TO PAVEMENT CHANGE
2	NC 8	FROM NC 740 TO PAST TRAFFIC ISLANDS
3	NC 49	FROM RAILROAD TRACKS TO SR 1451 (PAULS CROSSING ROAD)
4	NC 49	FROM SR 1508 (INGRAM ROAD) TO ROWAN COUNTY LINE
5	NC 742	FROM NC 205 TO BEGIN CURB AND GUTTER SECTION
6	NC 742	FROM BEGIN CURB AND GUTTER SECTION TO SCL OAKBORO
7	NC 205	FROM END CURB AND GUTTER SECTION TO PAVEMENT JOINT BEFORE NC 24/27
8	US 52	FROM SR 1744 (SNUGGS ROAD) TO NCL NORWOOD
9	US 52	FROM NCL NORWOOD TO BEGIN CURB AND GUTTER SECTION
10	SR 1535 (MTN CRK RD)	FROM SR 1535 (PK RIDGE ROAD) TO BRIDGE BEFORE SR 1650 (NE CONNECTOR
11	SR 1535 (MTN CRK RD)	FROM PAVT. JT. @ SR 1650 (NE CONNECT) TO PAVT JT. PAST SR 1524 (AIRPORT RD
12	SR 1970 (HILLS FORD ROAD)	FROM NC 138 TO UNION COUNTY LINE
13	SR 1817 (OLD US 52)	FROM US 52 TO NC 740
14	SR 1136 (PLESS MILL ROAD)	FROM 1130 BIG LICK ROAD TO SR 1134 (HILLTOP ROAD)
15	SR 1134 (PLESS MILL ROAD)	FROM SR 1136 (PLESS MILL ROAD) TO NC 24/27
16	SR 1109 (BUSTER ROAD)	FROM NC 205 TO SR 1118 (BUSTER ROAD)
17	SR 1118 (BUSTER ROAD)	FROM SR 1109 (BUSTER ROAD) TO SR 1117 (GRIFFIN GREENE ROAD)
18	SR 1115 (BIG LICK ROAD)	FROM NC 205 TO SR 1130 (BIG LICK ROAD)
19	SR 1115 (OAKGROVE ROAD)	FROM NC 200 TO PAVT. JT. PAST SR1124 (RUSHING ROAD)

ROUTE





STATE	PROJECT NO.	SHEET NO.	SHEETS
N.C.	IOCR.J084L25,	3	Ю



ENLARGED MUNICIPAL AND SUBURBAN AREAS

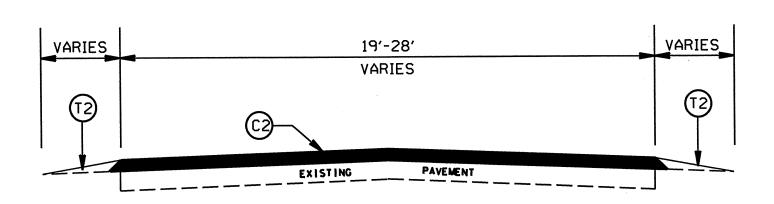
STANLY COUNTY

NORTH CAROLINA

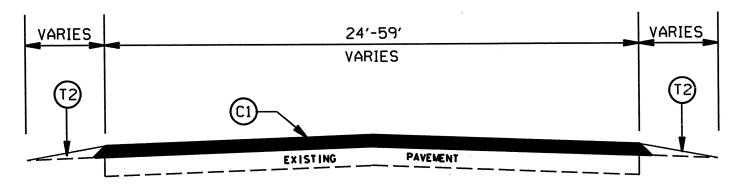
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - GIS UNIT

FEDERAL HIGHWAY ADMINISTRATION

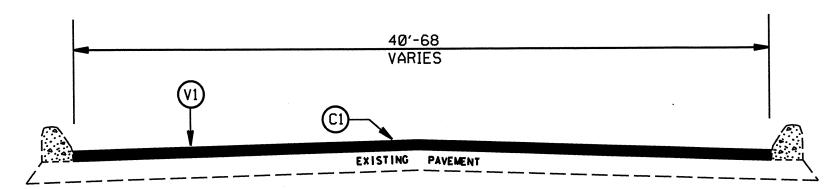
MAP#	ROUTE	DESCRIPTION
1	NC 740	FROM NC 8 TO PAVEMENT CHANGE
2	NC 8	FROM NC 740 TO PAST TRAFFIC ISLANDS
3	NC 49	FROM RAILROAD TRACKS TO SR 1451 (PAULS CROSSING ROAD)
4	NC 49	FROM SR 1508 (INGRAM ROAD) TO ROWAN COUNTY LINE
5	NC 742	FROM NC 205 TO BEGIN CURB AND GUTTER SECTION
6	NC 742	FROM BEGIN CURB AND GUTTER SECTION TO SCL OAKBORO
7	NC 205	FROM END CURB AND GUTTER SECTION TO PAVEMENT JOINT BEFORE NC 24/27
8	US 52	FROM SR 1744 (SNUGGS ROAD) TO NCL NORWOOD
9	US 52	FROM NCL NORWOOD TO BEGIN CURB AND GUTTER SECTION
10	SR 1535 (MTN CRK RD)	FROM SR 1535 (PK RIDGE ROAD) TO BRIDGE BEFORE SR 1650 (NE CONNECTOR)
11	SR 1535 (MTN CRK RD)	FROM PAVT. JT. @ SR 1650 (NE CONNECT) TO PAVT JT. PAST SR 1524 (AIRPORT RD
12	SR 1970 (HILLS FORD ROAD)	FROM NC 138 TO UNION COUNTY LINE
13	SR 1817 (OLD US 52)	FROM US 52 TO NC 740
14	SR 1136 (PLESS MILL ROAD)	FROM 1130 BIG LICK ROAD TO SR 1134 (HILLTOP ROAD)
15	SR 1134 (PLESS MILL ROAD)	FROM SR 1136 (PLESS MILL ROAD) TO NC 24/27
16	SR 1109 (BUSTER ROAD)	FROM NC 205 TO SR 1118 (BUSTER ROAD)
17	SR 1118 (BUSTER ROAD)	FROM SR 1109 (BUSTER ROAD) TO SR 1117 (GRIFFIN GREENE ROAD)
18	SR 1115 (BIG LICK ROAD)	FROM NC 205 TO SR 1130 (BIG LICK ROAD)
19	SR 1115 (OAKGROVE ROAD)	FROM NC 200 TO PAVT. JT. PAST SR1124 (RUSHING ROAD)



TYPICAL SECTION NO. 3



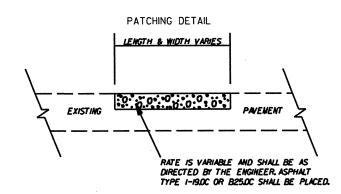
TYPICAL SECTION NO. 2



TYPICAL SECTION NO. 1

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		4	10
F.A. PROJECT NO.			

IOCR.10841.25, etc.



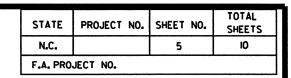
	PAVEMENT SCHEDULE
	PAVEMENT SCHEDULE
C <u>1</u>	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C <u>2</u>	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D <u>1</u>	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.5C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E <u>1</u>	PROP. APPROX. 8.0" ASPHALT CONCRETE SURFACE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
T <u>1</u>	SHOULDER CONSTRUCTION
T <u>2</u>	SHOULDER RECONSTRUCTION
V <u>1</u>	MILLING BITUMINOUS PAVEMENT. 1,5"DEPTH.
V <u>2</u>	MILLING BITUMINOUS PAVEMENT. 2.5. DEPTH.

STANLY COUNTY RESURFACING 2011

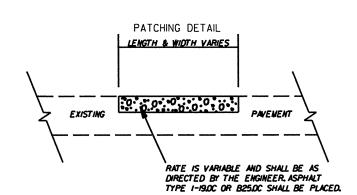
SCALE	-MA-
DATE	1/11
DWG. BY	JOA
DESIGN BY	ACIL
APPROVED	Mon



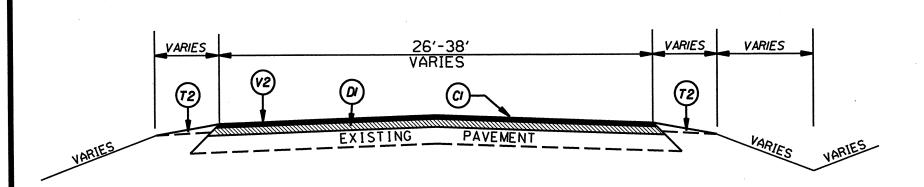
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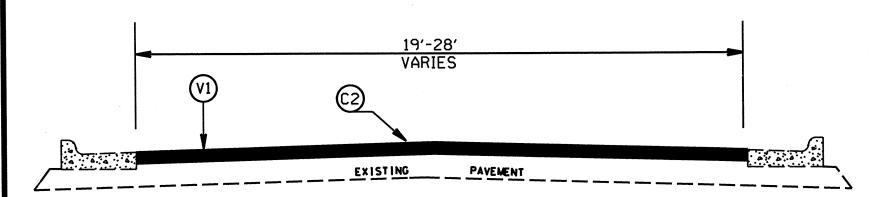
IOCR.10841.25, etc.



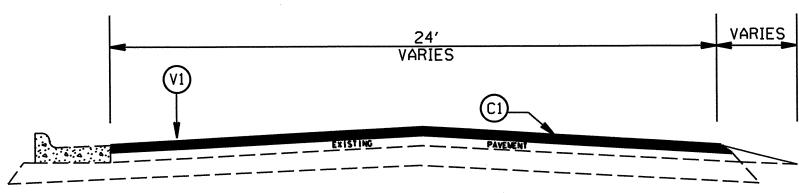
	PAVEMENT SCHEDULE
C <u>1</u>	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C <u>2</u>	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D <u>1</u>	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.5C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E <u>1</u>	PROP. APPROX. 8.0" ASPHALT CONCRETE SURFACE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
T <u>1</u>	SHOULDER CONSTRUCTION
T <u>2</u>	SHOULDER RECONSTRUCTION
V <u>1</u>	MILLING BITUMINOUS PAVEMENT. 1.5"DEPTH.
V <u>2</u>	MILLING BITUMINOUS PAVEMENT. 2,5"DEPTH.



TYPICAL SECTION NO. 6



TYPICAL SECTION NO. 5

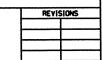


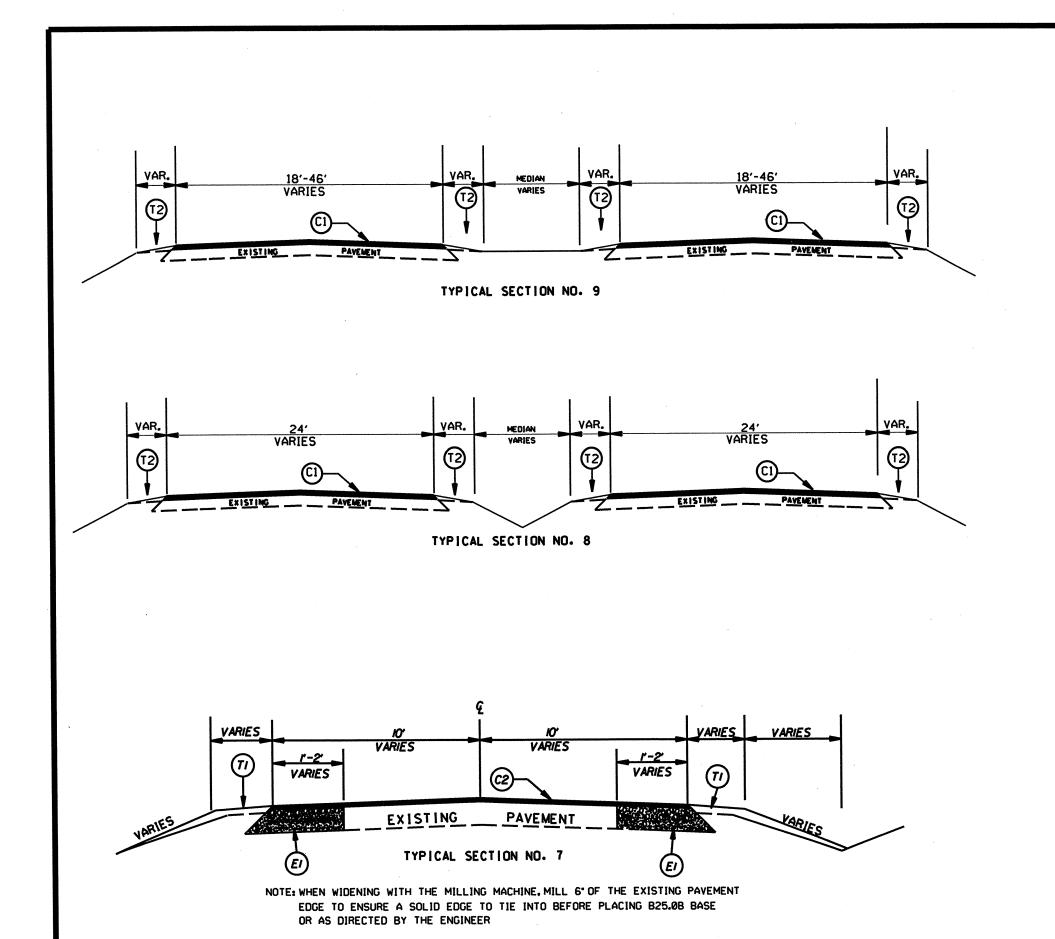
TYPICAL SECTION NO. 4

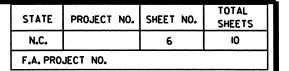
STANLY COUNTY RESURFACING 2011

SCALE	-NA-	Г
DATE	1/11	l
DWG. BY	JOA	
DESIGN BY	AOL	
APPROVED	₩₽₩	

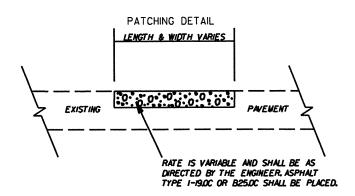








IOCR.10841.25, etc.



	PAVEMENT SCHEDULE
C <u>1</u>	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C <u>2</u>	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D <u>1</u>	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.5C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E <u>1</u>	PROP. APPROX. 8.0" ASPHALT CONCRETE SURFACE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
T <u>1</u>	SHOULDER CONSTRUCTION
T <u>2</u>	SHOULDER RECONSTRUCTION
V <u>1</u>	MILLING BITUMINOUS PAVEMENT. 1.5"DEPTH.
V <u>2</u>	MILLING BITUMINOUS PAVEMENT. 2.5"DEPTH.



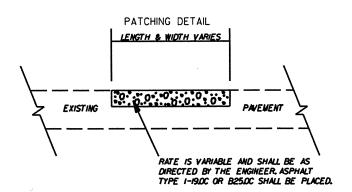
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DATE	1/11
DWG. BY	JOA
DESIGN BY	JOA
APPROVED	UPV



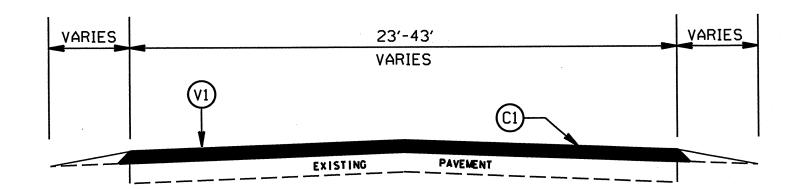


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		7	10
F.A. PRO	JECT NO.		

IOCR.10841.25, etc.



	PAVEMENT SCHEDULE
C <u>1</u>	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C <u>2</u>	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
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E <u>1</u>	PROP. APPROX. 8.0" ASPHALT CONCRETE SURFACE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
T <u>1</u>	SHOULDER CONSTRUCTION
T <u>2</u>	SHOULDER RECONSTRUCTION
V <u>1</u>	MILLING BITUMINOUS PAVEMENT. 1,5"DEPTH.
V <u>2</u>	MILLING BITUMINOUS PAVEMENT. 2.5"DEPTH.

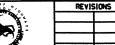


TYPICAL SECTION NO. 10

STANLY COUNTY RESURFACING 2011

SCALE -NA-DATE //W DWG. BY JOA DESIGN BY JOA





SUMMARY OF QUANTITIES

NO NO MI FT CY TONS SMI SMI LF SY SY SY TONS TONS TONS TONS TONS TONS TONS TONS	PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING	LENGTH	WIDTH	BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER CONSTRUCTION	SHOULDER RECONSTRUCTI	DITCHING	1½" MILLING	2.5" MILLING	INCIDENTAL MILLING	BASE COURSE B25.0B	COURSE, 119.0C		LEVELING COURSE, S9.5B
Part							REQUIRED	NA1	ET	CV	TONS	SMI	ON SMI	15	sv	SV	SV	TONS	TONS	TONS	TONS
Mathematical Math			NO			NO.					TONS	Sivil	JWII	<u> </u>		31		10143	IONS	TONS	TONO
Part	10CR.10841.25	Stanly	1		FROM NC 8 TO PAVEMENT	+1															
1949 1	10CR.10841.26	Stanly	2		FROM R/R TRACKS WEST OF US		NO	0.47	40		~				11,029				,		
Part	10CR 10841 27	Stanly	3			G 2	NO	1.44	26-59	58	72		2.88				130				
Marche M					FROM SR 1508 (INGRAM ROAD.)		NO	2.47	26-59	99	124		5.32				150				
Mary Column			-7		FROM NC 205 TO END C & G	1									10.560						
			•		FROM END C & G TO THE SCL																
Section Percent	10CR.10841.30	Stanly	6	NC 742	FROM END C & G SECTION TO	+	NO	0.5							0,000						
Secondary Seco	10CR.10841.31	Stanly	7	NC 205	24/27	4,10	NO	2.83	24		142				40,500						
Part	10CR.10841.32	Stanly	8	US 52		6	NO	3	26	168	150		6.00			47,720			7,230		
Section Part			9	US 52		N 6	NO	0.54	26	26	27		1.08			9,200			1,466		
					FROM SR 1535 (PARK RIDGE														1		
	10CR.20841.27	Stanly	10	SR 1535 (MOUNTAIN CREEK ROAD)			NO	0.93	19-28	37	46		1.86		900					1,022	140
1																					
Section Part			1	_	THE PAVEMENT JOINT PAST SE	₹		4.47	40		74		204				150			1 634	221
Column C	10CR.20841.28	Stanly	11		FROM NC 138 TO UNION COUNT					29			2.94					2.070			
Section Control Cont	10CR.20841.29	Stanly	12	SR 1970 (HILLSFORD ROAD.)		7	NO NO	1.95			98	3.90		800			120	2,678	<u> </u>	2,305	300
	10CR.20841.30	Stanly	13	SR 1817 (OLD US 52)		1	NO	0.44	43						11,100				-		
100 100	10CR.20841.31	Stanly	14	SR 1136 (PLESS MILL ROAD)	TO SR 1134 (HILLTOP ROAD)	7	NO	2.25	. 20		113	4.50		800	ļ		240	3,145		2,684	350
	10CR.20841.32	Stanly	15	SR 1134 (PLESS MILL ROAD)	ROAD) TO NC 24/27	7	NO	0.39	20		20	0.78		200			130	537	_	471	60
	10CR.20841.33	Stanly	16	SR 1109 (BUSTER ROAD)	(BUSTER ROAD)	3	NO	1.12	21	45	56	<u> </u>	2.24		ļ		150			1,393	150
		1	_		TO SR 1117 (GRIFFIN GREENE			0.57	24	20	20		1 14				120			680	225
			17	,	FROM NC 205 TO SR 1130 (BIG	3															
	10CR.20841.18	Stanly	18	SR 1115 (BIG LICK ROAD)	FROM NC 200 TO PAVEMENT		NO NO	1.6	23	64	80		3.20				130			2,001	040
Property	10CR 20841.35	Stanly	19	SR 1115 (OAKGROVE ROAD)		3	NO	1.22	21	49	61		2.44				120			1,425	185
Property					I	<u> </u>		23.92		628	1126	9.18	29.1	1800	90855	56920	1440	6360	8696	13735	2271
March Marc	BROJECT	COUNTY			DESCRIPTION	TVE	SURFACE		PG 64-22 PLANT	PG 70-22 PLAN	PATCHING	WHEELCHAIR	6" DRIVEWAYS	RETROFIT	ADJ. OF CATCH	ADJ. OF	ADJ. OF METER	TEMPORARY	MATTING	WATTLE	SEED &
The content of the	PROJECT	COUNTY	WAF	ROUTE	DESCRIPTION	'''					EXISTING			EXISTING					(EROSION		
Controlled Sept 1	1	1	1 1		•	1	1		1	1	PAVEMENT		1			3		1	(CONTROL)	l	1
							TONS	TONE	TONS	TONS		FΔ	sv	RAMPS	FA	FA	FΔ	LE		LF	AC
FROM BIT MACKES WELL OF STATES (MICHAEL) FROM BIT MACKES WELL OF STATES (MICHAEL) FROM BIT STATES (M				No.				TONS	TONS		TONS		SY	RAMPS EA	EA 1		EA 1	LF		LF	AC
	10CR.10841.25		1		ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT		809	TONS	TONS	49	TONS 83		SY	RAMPS EA	1 1		EA 1	LF		LF	AC
100R	10CR.10841.25		1	NC 740	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM R/R TRACKS WEST OF U	1 1 IS	809	TONS	TONS	49	TONS 83		SY	RAMPS EA	1 1		EA 1 2	LF		LF	AC
The control of the	10CR.10841.25 10CR.10841.26	Stanly	2	NC 740	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM R/R TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD)	C 1 1 1 S G 2	809 1,022		TONS	49 61	TONS 83 118		SY	RAMPS EA	1 1		1 2		SY		AC
ORD 10 10 10 10 10 10 10 1	10CR.10841.25 10CR.10841.26 10CR.10841.27	Stanly Stanly	2	NC 740 NC49	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM R/R TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD	C 1 1 1 S NG 2	809 1,022 2,094	216	TONS	49 61 140	TONS 83 118 360		SY	RAMPS EA	1 1		1 2	300	SY 384	240	AC
	10CR.10841.25 10CR.10841.26 10CR.10841.27 10CR.10841.28	Stanly Stanly Stanly	3 4	NC 740 NC49 NC 49	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIR TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G	C 1 1 1 S VG 2 2,8,	809 1,022 2,094 9 4,048	216	TONS	49 61 140 267	TONS 83 118 360 620		SY	RAMPS EA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		EA 1 2	300	SY 384	240	AC
100R1094131 Samy 7	10CR.10841.25 10CR.10841.26 10CR.10841.27 10CR.10841.28 10CR.10841.29	Stanly Stanly Stanly Stanly Stanly	1 2 3 4 5	NC 740 NC49 NC 49 NC 742	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIR TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL	C 1 1 1	2,094 9 4,048 1,040	216	TONS	49 61 140 267 62	TONS 83 118 360 620 100		SY	RAMPS EA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5 4	EA 1 2 1 1 1 1	300	SY 384	240	AC
TORN 100R 100R 100R 100R 100R 100R 100R 100R 110R	10CR.10841.25 10CR.10841.26 10CR.10841.27 10CR.10841.28 10CR.10841.29	Stanly Stanly Stanly Stanly Stanly	1 2 3 4 5	NC 740 NC49 NC 49 NC 742	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIT TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2,094 9 4,048 1,040	216	TONS	49 61 140 267 62	TONS 83 118 360 620 100		SY	RAMPS EA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5 4	1 2 1 1 1	300	SY 384	240	AC
10CR_10941_37 Starry 10 ST 1535 (MOUNTAIN CREEK ROLD) 1 1 10 128 60 1 1 10 128 60 1 1 10 128 60 1 1 10 128 60 1 1 10 128 60 1 1 10 128 10 1 1 10 128 10 1 1 10 128 10 1 1 10 128 10 1 1 10 128 10 1 1 10 128 10 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 10 128 10 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 1 10 128 10 1 1 10 128 10 1 1 10 128 10 1 10 10 10 128 10 1 10 10 10 10 10 10	10CR.10841.25 10CR.10841.26 10CR.10841.27 10CR.10841.28 10CR.10841.29	Stanly Stanly Stanly Stanly Stanly Stanly Stanly	3 4 5	NC 740 NC49 NC 49 NC 742 NC 742	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM R/R TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TO PAVEMENT JOINT BEFORE NC 24/27	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751	216	TONS	49 61 140 267 62 45	TONS 83 118 360 620 100 100		SY	RAMPS EA	1 1 1 1	1	1 1 1 1	300	SY 384	240	AC
10CR 20841.27 Stanty 10 SR 1535 (MOUNTAIN CREEK ROAD) 1650 (ME CONNECTOR) 15 15 16 16 16 10 10 16 16 16	10CR.10841.25 10CR.10841.26 10CR.10841.27 10CR.10841.28 10CR.10841.29 10CR.10841.30	Stanly Stanly Stanly Stanly Stanly Stanly Stanly Stanly	1 2 3 4 5 6 7	NC 740 NC49 NC 49 NC 742 NC 742 NC 742	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIR TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAE TO NCL NORWOOD	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2,094 9 4,048 1,040 751 0 3,640	216		49 61 140 267 62 45	TONS 83 118 360 620 100 100 500			RAMPS EA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300	384 1,024	240	AC
10CR.10841.28 Stanly 11 SR 1535 (MOUNTAIN CREEK ROAD) 11 SR 1535 (MOUNTAIN CREEK ROAD) 11 SR 1535 (MOUNTAIN CREEK ROAD) 11 12 388	10CR.10841.25 10CR.10841.26 10CR.10841.27 10CR.10841.28 10CR.10841.30 10CR.10841.31 10CR.10841.31	Stanly	1 2 3 4 5 6 7 8	NC 740 NC 49 NC 742 NC 742 NC 205 US 52	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIR TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAL TO NCL NORWOOD FROM NCL NORWOOD FROM NCL NORWOOD TO BEG C & G SECTION DEG	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524	216	340	49 61 140 267 62 45 218 271	TONS 83 118 360 620 100 100 500 750			RAMPS EA	1 1 1 1	1	1 1 1 1	300 100 100	384 1,024	240 640	AC
State 1 State State 1 State State 1 State State 1 State	10CR.10841.25 10CR.10841.26 10CR.10841.27 10CR.10841.28 10CR.10841.30 10CR.10841.31 10CR.10841.31	Stanly	1 2 3 4 5 6 7 8	NC 740 NC 49 NC 742 NC 742 NC 205 US 52	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIR TRACKS WEST OF U FROM SR 1508 (INGRAM ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORD FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAD TO NCL NORWOOD FROM NCL NORWOOD FROM NCL NORWOOD TO BEG C & G SECTION FROM SR 1535 (PARK RIDGE	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524	216	340	49 61 140 267 62 45 218 271	TONS 83 118 360 620 100 100 500 750			RAMPS EA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100	384 1,024 1,150 128	240 640 720 80	AC
10CR.10841.28 Stanly 11 SR 1535 (MOUNTAIN CREEK ROAD) 12 SR 1970 (HILLSFORD ROAD) 152 (MORPSPECT CH. ROAD) 152 (MOUNTAIN CREEK	10CR.10841.25 10CR.10841.26 10CR.10841.27 10CR.10841.29 10CR.10841.30 10CR.10841.31 10CR.10841.32	Stanly	1 2 3 4 5 6 7 8 9	NC 740 NC49 NC 49 NC 742 NC 742 NC 205 US 52 US 52	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIT TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAL TO NCL NORWOOD FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340	49 61 140 267 62 45 218 271	TONS 83 118 360 620 100 100 500 750 135			RAMPS EA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100	384 1,024 1,150 128	240 640 720 80	AC
10CR.20841.29 12 Starlly 12 STATIST 13 STATIST 14 STATIST 15	10CR.10841.25 10CR.10841.26 10CR.10841.27 10CR.10841.29 10CR.10841.30 10CR.10841.31 10CR.10841.32	Stanly	1 2 3 4 5 6 7 8 9	NC 740 NC49 NC 49 NC 742 NC 742 NC 205 US 52 US 52	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIT TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAL TO NCL NORWOOD FROM NCL NORWOOD FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI 1650 (NE CONNECTOR)	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340	49 61 140 267 62 45 218 271	TONS 83 118 360 620 100 100 500 750 135			RAMPS EA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100	384 1,024 1,150 128	240 640 720 80	AC
10CR.20841.30 Stanty 12 STANTY 13 STANTY 14 STANTY 15	10CR.10841.25 10CR.10841.27 10CR.10841.27 10CR.10841.28 10CR.10841.30 10CR.10841.31 10CR.10841.32 10CR.10841.32	Stanly	1 2 3 4 5 6 7 8 9 10	NC 740 NC49 NC 49 NC 742 NC 742 NC 205 US 52 US 52 SR 1535 (MOUNTAIN CREEK ROAD)	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIT TRACKS WEST OF U 52 TO SR 1451 (PAULS COF U 52 TO SR 1588 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAD TO NCL NORWOOD FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI 1650 (NE CONNECTOR) FROM PAVEMENT JOINT BEFOR SR 1650 (NE CONNECTOR) THE PAVEMENT JOINT BEFOR	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340 69 70	49 61 140 267 62 45 218 271	TONS 83 118 360 620 100 100 500 750 135			RAMPS EA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100 100	384 1,024 1,150 128	240 640 720 80 400	AC
10CR_20841.31 Starily 14 SR 1136 (PLESS MILL ROAD) TO SR 1134 (HILLTOP ROAD) TO SR 1134 (PLESS MILL ROAD) TO SR 1136 (PLESS MILL ROAD) TO SR 1134 (PLESS MILL ROAD) TO SR 1134 (PLESS MILL ROAD) TO SR 1134 (PLESS MILL ROAD) TO SR 1136 (P	10CR.10841.25 10CR.10841.27 10CR.10841.27 10CR.10841.28 10CR.10841.30 10CR.10841.31 10CR.10841.32 10CR.10841.33	Stanly	3 4 5 6 7 8 9	NC 740 NC49 NC 49 NC 742 NC 742 NC 205 US 52 US 52 SR 1535 (MOUNTAIN CREEK ROAD) SR 1535 (MOUNTAIN CREEK ROAD)	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIT TRACKS WEST OF US 2 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAD FROM NCL NORWOOD FROM NCL NORWOOD FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI 1550 (NE CONNECTOR) TC THE PAVEMENT JOINT BEFOR SR 1565 (NE CONNECTOR) TC THE PAVEMENT JOINT PAST S 1524 (PROSPECT CH. ROAD) FROM SR 1385 TO WINDON COUNT	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340 69 70	49 61 140 267 62 45 218 271	TONS 83 118 360 620 100 100 500 750 135 93		165	RAMPS EA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100 100 30	384 1,024 1,150 128 640	240 640 720 80 400	
10CR.20841.32 Stanly 15 SR 1134 (PLESS MILL ROAD) FROM SR 1136 (PLESS MILL ROAD) ROAD) TO NO 24/27 7 5 55 100 25 1	10CR.10841.25 10CR.10841.27 10CR.10841.27 10CR.10841.28 10CR.10841.31 10CR.10841.31 10CR.10841.33 10CR.10841.32 10CR.10841.29	Stanly	1 2 3 4 5 6 6 7 8 8 9 10 11 11 12	NC 740 NC49 NC 49 NC 742 NC 742 NC 205 US 52 US 52 SR 1535 (MOUNTAIN CREEK ROAD) SR 1535 (MOUNTAIN CREEK ROAD)	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM R/R TRACKS WEST OF U FROM SR 1508 (INGRAM ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORD FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAD TO NCL NORWOOD FROM NCL NORWOOD FROM NCL NORWOOD FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI 1650 (NE CONNECTOR) TC THE PAVEMENT JOINT PAST S 1524 (PROSPECT CH, ROAD) FROM NC 138 TO UNION COUN LINE FROM PAVEMENT JOINT PAST S 1524 (PROSPECT CH, ROAD) FROM NC 138 TO UNION COUN LINE FROM PAVEMENT JOINT NEAF	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340 69 70	49 61 140 267 62 45 218 271 54	TONS 83 118 360 620 100 100 500 750 135 93 368 300		165	RAMPS EA 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100 100 30	384 1,024 1,150 128 640	240 640 720 80 400	
10CR.20841.32 Stanly 15 SR 1134 (PLESS MILL ROAD) ROAD) TO NC 24/27 7 55 100 25	10CR.10841.25 10CR.10841.27 10CR.10841.27 10CR.10841.29 10CR.10841.30 10CR.10841.31 10CR.10841.33 10CR.20841.27 10CR.20841.27	Stanly	1 2 3 4 4 5 6 6 7 7 8 8 9 10 11 11 12 13	NC 740 NC49 NC 49 NC 742 NC 742 NC 205 US 52 US 52 SR 1535 (MOUNTAIN CREEK ROAD) SR 1970 (HILLSFORD ROAD.) SR 1817 (OLD US 52)	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIR TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAL TO NCL NORWOOD FROM NCL NORWOOD FROM NCL NORWOOD FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI 1650 (NE CONNECTOR) THE PAVEMENT JOINT BEFOR SR 1650 (NE CONNECTOR) THE PAVEMENT JOINT PAST S 1524 (PROSPECT CH. ROAD) FROM NC 138 TO UNION COUNT LINE FROM PAVEMENT JOINT NEAT US 52 TO NC 740 FROM PAVEMENT JOINT NEAT US 52 TO NC 740 FROM PAVEMENT JOINT NEAT US 52 TO NC 740 FROM PAVEMENT JOINT NEAT US 52 TO NC 740 FROM PAVEMENT JOINT NEAT	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340 69 70 112 277	49 61 140 267 62 45 218 271 54	TONS 83 118 360 620 100 100 500 750 135 93 368 300 110		165	RAMPS EA 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100 100 30 60 400	384 1,024 1,150 128 640 640 648	240 640 720 80 400 400	5
10CR.20841.34 Stanly 16 SR 1109 (BUSTER ROAD) (BUSTER ROAD) 3 93 300 100 100 640 400 400 100 100 100 100 100 100 100 1	10CR.10841.25 10CR.10841.27 10CR.10841.27 10CR.10841.29 10CR.10841.30 10CR.10841.31 10CR.10841.33 10CR.20841.27 10CR.20841.27	Stanly	1 2 3 4 4 5 6 6 7 8 8 9 10 11 11 12 12 13	NC 740 NC49 NC 49 NC 742 NC 742 NC 205 US 52 US 52 SR 1535 (MOUNTAIN CREEK ROAD) SR 1970 (HILLSFORD ROAD.) SR 1817 (OLD US 52) SR 1136 (PLESS MILL ROAD)	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIT TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAL TO NCL NORWOOD FROM NC LORWOOD FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI 1650 (NE CONNECTOR) FROM PAVEMENT JOINT BEFOR SR 1650 (NE CONNECTOR) FROM PAVEMENT JOINT PAST S 1524 (PROSPECT CH. ROAD) FROM NC 138 TO UNION COUNT LINE FROM PAVEMENT JOINT NEAT UNION COUNT NEAT UNI	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340 69 70 112 277	49 61 140 267 62 45 218 271 54	TONS 83 118 360 620 100 100 500 750 135 93 368 300 110 575		165	RAMPS EA 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100 100 30 60 400	384 1,024 1,150 128 640 648	240 640 720 80 400 400 400	5
TO SR 1117 (GRIFFIN GREENE 3 55 225 200 384 240 24	10CR.10841.25 10CR.10841.27 10CR.10841.27 10CR.10841.29 10CR.10841.30 10CR.10841.31 10CR.10841.32 10CR.10841.32 10CR.20841.32 10CR.20841.32 10CR.20841.33	Stanly	1 2 3 4 4 5 6 6 7 8 8 9 10 11 12 12 13 13 14 14	NC 740 NC49 NC 49 NC 742 NC 742 NC 205 US 52 US 52 SR 1535 (MOUNTAIN CREEK ROAD) SR 1970 (HILLSFORD ROAD.) SR 1817 (OLD US 52) SR 1136 (PLESS MILL ROAD)	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM R/R TRACKS WEST OF U FROM SR 1508 (INGRAM ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORD FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAD TO NCL NORWOOD FROM NCL NORWOOD TO BEG C & G SECTION FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI 1650 (INE CONNECTOR) TC THE PAVEMENT JOINT PAST S 1524 (PROSPECT CH, ROAD) FROM NC 138 TO UNION COUN LINE FROM PAVEMENT JOINT NEAD US 52 TO NC 740 FROM SR 1136 (PLES MILL ROAD) TO NC 24/27	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340 69 70 112 277	49 61 140 267 62 45 218 271 54	TONS 83 118 360 620 100 100 500 750 135 93 368 300 110 575		165	RAMPS EA 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100 30 60 400	384 1,024 1,150 128 640 648 768 512	240 640 720 80 400 400 480 320	5
10CR.20841.18 Stanly 18 SR 1115 (BIG LICK ROAD) FROM NC 205 TO SR 1130 (BIG LICK ROAD) 165 640 50 3 300 768 480 10CR.20841.35 Stanly 19 SR 1115 (OAKGROVE ROAD) 8 OAKGROVE RO	10CR.10841.25 10CR.10841.27 10CR.10841.27 10CR.10841.29 10CR.10841.31 10CR.10841.32 10CR.10841.32 10CR.10841.32 10CR.20841.32 10CR.20841.33 10CR.20841.33	Stanly	1 2 3 4 4 5 6 6 7 7 8 8 9 10 11 11 12 12 13 13 14 14 15	NC 740 NC49 NC 49 NC 742 NC 742 NC 205 US 52 US 52 US 52 SR 1535 (MOUNTAIN CREEK ROAD) SR 1970 (HILLSFORD ROAD.) SR 1817 (OLD US 52) SR 1136 (PLESS MILL ROAD) SR 1134 (PLESS MILL ROAD)	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIT TRACKS WEST OF U FROM RIT TRACKS WEST OF U FROM SR 1508 (INGRAM ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TO PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAD TO NOL NORWOOD FROM NCL NORWOOD FROM NCL NORWOOD FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI 1650 (NE CONNECTOR) TC THE PAVEMENT JOINT PAST SI 1524 (PROSPECT CH. ROAD) FROM NC 138 TO UNION COUN LINE FROM PAVEMENT JOINT NEAF US 52 TO NC 740 FROM SR 1136 (PLESS MILL ROAD) TO NC 24/27 FROM SR 1136 (PLESS MILL ROAD) TO NC 24/27 FROM NC 128 TO SR 1118 (BUSTER ROAD) FROM NC 205 TO SR 1118 (BUSTER ROAD)	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340 69 70 112 277 319 55	49 61 140 267 62 45 218 271 54	TONS 83 118 360 620 100 100 500 750 135 93 368 300 110 575 100		165	RAMPS EA 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100 30 60 400	384 1,024 1,150 128 640 648 768 512	240 640 720 80 400 400 480 320	5
TUCR.20841.16 Starily 19 SR 1115 (OAKGROVE ROAD) SR 1115 (OA	10CR.10841.25 10CR.10841.27 10CR.10841.29 10CR.10841.29 10CR.10841.31 10CR.10841.32 10CR.10841.33 10CR.10841.32 10CR.20841.27 10CR.20841.27 10CR.20841.33 10CR.20841.33	s Stanly	1 2 3 4 4 5 6 6 7 8 8 9 10 11 12 12 13 13 14 14 15 15 16	NC 740 NC49 NC 49 NC 742 NC 742 NC 205 US 52 US 52 SR 1535 (MOUNTAIN CREEK ROAD) SR 1970 (HILLSFORD ROAD.) SR 1817 (OLD US 52) SR 1136 (PLESS MILL ROAD) SR 1134 (PLESS MILL ROAD) SR 1109 (BUSTER ROAD)	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIT TRACKS WEST OF US 52 TO SR 1451 (PAULS COF US 52 TO SR 1451 (PAULS COF US FROM SR 1508 (INGRAM ROAD) FROM SR 1508 (INGRAM ROAD) TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAL TO NCL NORWOOD FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI 1650 (NE CONNECTOR) FROM PAVEMENT JOINT BEFOR SR 1650 (NE CONNECTOR) FROM PAVEMENT JOINT PAST S 1524 (PROSPECT CH. ROAD) FROM NC 138 TO UNION COUN LINE FROM PAVEMENT JOINT NEAT US 21 TO NC 740 FROM SR 1130 (BIG LICK ROAD) FROM SR 1130 (BIG LICK ROAD) FROM SR 1136 (PLESS MILL ROAD) TO NC 24/27 FROM NC 205 TO SR 1118 (BUSTER ROAD) FROM SR 1110 (BUSTER ROAD) FROM SR 1110 (BUSTER ROAD) FROM SR 1110 (BUSTER ROAD)	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340 69 70 112 277 319 55	49 61 140 267 62 45 218 271 54	TONS 83 118 360 620 100 100 500 750 135 93 368 300 110 575 100 300		165	RAMPS EA 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100 30 60 400 400 50	384 1,024 1,150 128 640 648 768 512 640	240 640 720 80 400 400 480 320 400	5
10CR.20841.35 Stanly 19 SR 1115 (OAKGROVE ROAD) ROAD) 3 97 300 100	10CR.10841.25 10CR.10841.27 10CR.10841.27 10CR.10841.29 10CR.10841.30 10CR.10841.31 10CR.10841.32 10CR.10841.32 10CR.20841.31 10CR.20841.31 10CR.20841.31 10CR.20841.31	s Stanly	1 2 3 4 4 5 6 6 7 7 8 8 9 10 11 12 12 13 13 14 14 15 16 17 17	NC 740 NC49 NC 49 NC 742 NC 742 NC 742 NC 205 US 52 US 52 SR 1535 (MOUNTAIN CREEK ROAD) SR 1970 (HILLSFORD ROAD.) SR 1817 (OLD US 52) SR 1136 (PLESS MILL ROAD) SR 1114 (PLESS MILL ROAD) SR 1109 (BUSTER ROAD.)	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIT TRACKS WEST OF US 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAE TO NCL NORWOOD FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI 1650 (NE CONNECTOR) FROM PAVEMENT JOINT BEFOR SR 1650 (NE CONNECTOR) TC THE PAVEMENT JOINT PAST S 1524 (PROSPECT CH. ROAD) FROM SR 1336 (PAIS) FROM SR 1136 (BIG LICK ROAD TO SR 11314 (HILLTO ROAD) FROM SR 1136 (PLESS MILL ROAD) TO NC 24/27 FROM NC 205 TO SR 1118 (BUSTER ROAD) FROM NC 205 TO SR 1118 (BUSTER ROAD) FROM NC 205 TO SR 1119 (BUSTER ROAD) FROM NC 205 TO SR 1113 (BICTER ROAD) FROM NC 205 TO SR 1113 (BICTER) FROM NC 205 TO SR 113 (BICTER)	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340 69 70 112 277 319 55 93	49 61 140 267 62 45 218 271 54	TONS 83 118 360 620 100 100 500 750 135 93 368 300 110 575 100 300		15	RAMPS EA 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100 30 60 400 50 100	384 1,024 1,150 128 640 648 512 640 384	240 640 720 80 400 400 400 400 240	5
	10CR.10841.25 10CR.10841.27 10CR.10841.27 10CR.10841.29 10CR.10841.30 10CR.10841.31 10CR.10841.32 10CR.10841.32 10CR.20841.31 10CR.20841.31 10CR.20841.31 10CR.20841.31	s Stanly	1 2 3 4 4 5 6 6 7 7 8 8 9 10 11 12 12 13 13 14 14 15 16 17 17	NC 740 NC49 NC 49 NC 742 NC 742 NC 742 NC 205 US 52 US 52 SR 1535 (MOUNTAIN CREEK ROAD) SR 1970 (HILLSFORD ROAD.) SR 1817 (OLD US 52) SR 1136 (PLESS MILL ROAD) SR 1114 (PLESS MILL ROAD) SR 1109 (BUSTER ROAD.)	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIT TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAL TO NCL NORWOOD FROM NCL NORWOOD FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI 1650 (NE CONNECTOR) TC THE PAVEMENT JOINT PAST S 1524 (PROSPECT CH. ROAD) FROM SR 1336 (PLESS MILL US 52 TO NC 740 FROM SR 1136 (PLESS MILL ROAD) TO STATA (PILLTOP ROAD) FROM SR 1136 (PLESS MILL ROAD) TO NC 24/27 FROM NC 205 TO SR 1118 (BUSTER ROAD) FROM NC 205 TO SR 1110 (BIC TROM NC 205 TO SR 1111 (ROAD) FROM NC 205 TO SR 1113 (BILL ROAD) FROM NC 205 TO SR 1113 (BIL ROAD) FROM NC 205 TO SR 1130 (BIC LICK ROAD) FROM NC 205 TO SR 1130 (BIC LICK ROAD) FROM NC 205 TO SR 1130 (BIC LICK ROAD) FROM NC 205 TO SR 1130 (BIC LICK ROAD) FROM NC 205 TO SR 1130 (BIC LICK ROAD) FROM NC 205 TO SR 1130 (BIC LICK ROAD) FROM NC 205 TO SR 1130 (BIC LICK ROAD) FROM NC 205 TO SR 1130 (BIC LICK ROAD) FROM NC 200 TO PAVEMENT	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340 69 70 112 277 319 55 93	49 61 140 267 62 45 218 271 54	TONS 83 118 360 620 100 100 500 750 135 93 368 300 110 575 100 300		15	RAMPS EA 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100 30 60 400 50 100	384 1,024 1,150 128 640 648 512 640 384	240 640 720 80 400 400 400 400 240	5
NOTE OF THE PARTY	10CR.10841.25 10CR.10841.27 10CR.10841.29 10CR.10841.29 10CR.10841.31 10CR.10841.32 10CR.10841.33 10CR.10841.33 10CR.20841.27 10CR.20841.31 10CR.20841.33 10CR.20841.33	s Stanly	1 1 2 3 3 4 4 5 5 6 6 7 7 8 8 9 10 11 12 12 13 13 14 14 7 15 16 7 7 17 7 18	NC 740 NC49 NC 49 NC 742 NC 742 NC 742 NC 205 US 52 US 52 SR 1535 (MOUNTAIN CREEK ROAD) SR 1970 (HILLSFORD ROAD.) SR 1817 (OLD US 52) SR 1136 (PLESS MILL ROAD) SR 1118 (PLESS MILL ROAD) SR 1119 (BUSTER ROAD) SR 1118 (BUSTER ROAD) SR 1118 (BUSTER ROAD)	ISLAND ONTO NC 8 FROM NC 8 TO PAVEMENT CHANGE FROM RIT TRACKS WEST OF U 52 TO SR 1451 (PAULS CROSSIN ROAD) FROM SR 1508 (INGRAM ROAD TO ROWAN COUNTY LINE FROM NC 205 TO END C & G SECTION FROM END C & G TO THE SCL OAKBORO FROM END C & G SECTION TC PAVEMENT JOINT BEFORE NC 24/27 FROM SR 1744 (SNUGGS ROAD TO NCL NORWOOD FROM SR 1535 (PARK RIDGE ROAD) TO BRIDGE BEFORE SI 1650 (NE CONNECTOR) FROM PAVEMENT JOINT BEFOR SR 1536 (NE CONNECTOR) FROM PAVEMENT JOINT PAST S 1524 (PROSPECT CH. ROAD) FROM NC 138 TO UNION COUN LINE FROM PAVEMENT JOINT NEAT US 1734 (HILLTOP ROAD) FROM SR 1136 (BIG LICK ROAD TO SR 1134 (HILLTOP ROAD) FROM SR 1136 (PLESS MILL ROAD) TO NC 24/27 FROM NC 205 TO SR 1118 (BUSTER ROAD) FROM NC 1205 TO SR 1118 (BUSTER ROAD) FROM NC 1205 TO SR 1113 (BIG LICK ROAD) FROM NC 1205 TO SR 1113 (BIG FROM SR 1110 (BUSTER ROAD) FROM NC 1205 TO SR 1113 (BIG LICK ROAD) FROM NC 1205 TO SR 1113 (BIG LICK ROAD) FROM NC 205 TO SR 1113 (BIG LICK ROAD) FROM NC 205 TO SR 1113 (BIG LICK ROAD) FROM NC 205 TO SR 1113 (BIG LICK ROAD) FROM NC 205 TO SR 1113 (BIG LICK ROAD) FROM NC 205 TO SR 1113 (BIG LICK ROAD) FROM NC 205 TO SR 1113 (BIG LICK ROAD) FROM NC 205 TO SR 1113 (BIG LICK ROAD) FROM NC 205 TO SR 1113 (BIG LICK ROAD) FROM NC 205 TO SR 1113 (BIG LICK ROAD) FROM NC 205 TO SR 1113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD) FROM NC 205 TO SR 113 (BIG LICK ROAD)	C 1 1 1 10 2 2 8 1 1 1 10 10 10 1 1 1 1 1 1 1 1 1 1 1	809 1,022 2,094 9 4,048 1,040 751 0 3,640 4,524 895	216	340 69 70 112 277 319 55 93 55	49 61 140 267 62 45 218 271 54	TONS 83 118 360 620 100 100 500 750 135 93 368 300 110 575 100 300 225 640		15	RAMPS EA 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1	300 100 100 100 100 30 60 400 50 100 200 300	\$Y 384 1,024 1,150 128 640 648 768 512 640 384 768	240 640 720 80 400 400 480 320 400 240 480	5

PROJECT NO.	SHEET NO.	TOTAL NO.
10CR.10841.25, 10CR.10841.26	9	
10CR,10841,27, ETC.		

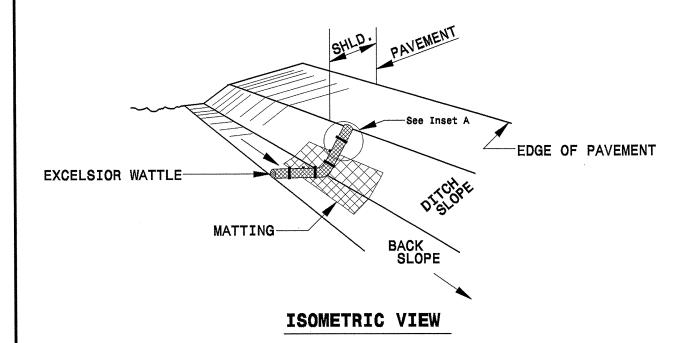
THERMOPLASTIC AND PAINT QUANTITIES

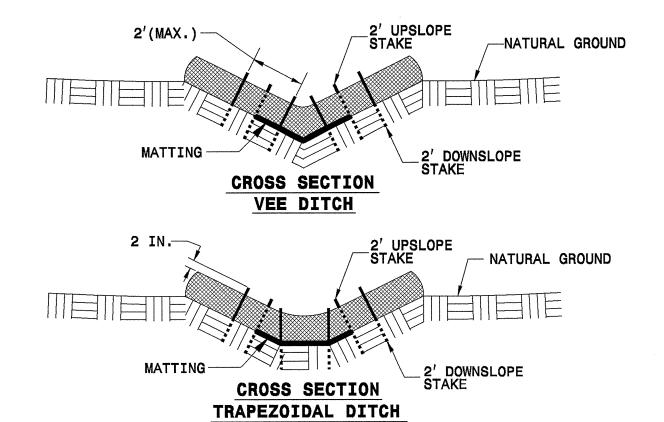
									40000	000000-E	4702000000-E	4705000000-E	4710000000-E		4721000000-E		1	4725000000-E			00000-E	4835000000-E		00000-N
PROJECT	COUN	NTY MA	P ROUTE	DESCRIPTION	468500 4" X 90 M WHITE THERMO	4" X 90 M YELLOW	468600 4" X 120 M YELLOW	4" X 120 M WHITE THERMO	8" X 90 M YELLOW	8" X 90 M WHITE THERMO	12" X 120 M	16" X 120 M WHITE THERMO	24" X 120 M	THERMO RXR 120 M	THERMO MSG STOP 120 M		THERMO STR & RT ARROW 90 M		THERMO STR ARROW 90 M	4" YELLOW PAINT	4" WHITE PAINT	24" WHITE PAINT	YELLOW MARKERS	CRYSTAL & RED MARKERS
	l				,	THERMO	THERMO		THERMO		LF	1F	LF	EA	EA	EA	EA	EA	EA	LF	LF	LF	EA	EA
NO	l	NO.			LF	LF	LF	LF	LF	Lr	+	<u> </u>									l . 1		22	
				FROM NC 740 TO PAST TRAFFIC	4.000		3,700	75			84						11	11	ļ	3,700			22	 8
10CR,10841.25	Stani	nly 1	NC 8	ISLAND ONTO NC 8	1,600		3,700	 							1	l				5,000			31	
	١		NO 740	FROM NC 8 TO PAVEMENT CHANGE			5,000				80		20		<u> </u>		-			3,000				
10CR.10841.26	Stani	nly 2	NC 740	FROM R/R TRACKS WEST OF US							1				l	ł	1			1	1			1
	1		1	52 TO SR 1451 (PAULS CROSSING				1		1	ł	50	25	2					1				95	1
10CR.10841.27	Stani	ntv 3	NC49	ROAD)	15,494		9,504				 		29	-										1
10011.10011.21		-		FROM SR 1508 (INGRAM ROAD.)			10.500	500	250	120			60		4				3				163	26
10CR.10841.28	Stan	niy 4	NC 49	TO ROWAN COUNTY LINE	26,577	35,000	18,500	500	230	120								_					40	
				FROM NC 205 TO END C & G	800		4.224	200	100	ļ		100	150	4		ļ	ļ	2		4,224	 		40	
10CR.10841.29	Stan	nly 5	5 NC 742	SECTION FROM END C & G TO THE SCL		 	4,224	200	1				,							5,280	1		33	
			NC 742	OAKBORO	5,380	}	5,280								ļ	ļ	-		 	5,200				
10CR.10841.30	Stan	nly t	NC 742	FROM END C & G SECTION TO								1							1					1
	1	- 1		PAVEMENT JOINT BEFORE NO			l	1					160	1	İ	12		1	1	30,000			187	8
10CR.10841.31	Stan	niv 7	7 NC 205	24/27	30,451			150	250				100											
10011.10011.01	1	-		FROM SR 1744 (SNUGGS ROAD)			19,800													30,000	ļ		198	
10CR.10841.32	Stan	nly 8	8 US 52	TO NCL NORWOOD	32,280	 	19,800	 	 											5,700			36	10
				FROM NCL NORWOOD TO BEGIN C & G SECTION	5,810		5,700	200	450	100			20		ļ		<u> </u>	2		5,700				
10CR.10841.33	Star	inly !	9 US 52	FROM SR 1535 (PARK RIDGE	3,610		0,,00	<u> </u>						l										
	1			ROAD) TO BRIDGE BEFORE SR		ļ				1	1	1								6.138	10,007	30	61	1
4000 00044 07	1		SR 1535 (MOUNTAIN CREEK ROAD)		Į.									<u> </u>	-	 				1 - 0,100	1			
10CR.20841.27	Star	GIIY !	SK 1999 (MICOINTAIN CREEK (CO.E.)						į		1			l	1	I	1							
	1	- 1		FROM PAVEMENT JOINT BEFORE		1	ļ	1	1											1	1			1
	1	i		SR 1650 (NE CONNECTOR) TO			ł	1			1					İ			j					
		- 1	1	THE PAVEMENT JOINT PAST SR	1				1						4					9,702	15,817	40	97	
10CR.20841.28	Star	anly 1	11 SR 1535 (MOUNTAIN CREEK ROAD)	1524 (PROSPECT CH. ROAD)	J															12,870	20,982		129	
			00 4070 (UII LOFORD BOAD)	FROM NC 138 TO UNION COUNT	1		1							ļ		 				12,070	20,802			
10CR.20841.29	Star	anly 1	12 SR 1970 (HILLSFORD ROAD.)	FROM PAVEMENT JOINT NEAR	·						1	1	42	1			1	1		4,700	1		42	8
10CR.20841.30	Sta	antu .	13 SR 1817 (OLD US 52)	US 52 TO NC 740	2,700		4,700	75			84	 	42	ļ	-			 	1					
10CR.20041.30	Star	attly	IS CIT TOTAL (SEE STREET)	FROM SR 1130 (BIG LICK ROAD)						1										14,850	24,210		149	
10CR.20841.31	Sta	anty 1	14 SR 1136 (PLESS MILL ROAD)	TO SR 1134 (HILLTOP ROAD)									-					1		1				
	T			FROM SR 1136 (PLESS MILL	1					1		1		<u> </u>				ļ		2,574	4,196		26	+
10CR.20841.32	Sta	anly	15 SR 1134 (PLESS MILL ROAD)	ROAD) TO NC 24/27			 								ł		1	1		7,392	12,051		74	
		.	OR MAD (BUSTER BOAR)	FROM NC 205 TO SR 1118 (BUSTER ROAD)	1			1				<u> </u>				 	- 	 		1,382	12,031			
10CR.20841.33	Sta	anly	16 SR 1109 (BUSTER ROAD)	FROM SR 1109 (BUSTER ROAD)	1	-	1					1		1		ł								1.
1	1	- 1		TO SR 1117 (GRIFFIN GREENE		1							1			1		1		3,762	6,133		38	
10CR.20841.34	Sta	anly	17 SR 1118 (BUSTER ROAD)	ROAD)									 	1		1								
100.120041.0	1			FROM NC 205 TO SR 1130 (BIG				1	1				1							10,560	17,216	20	106	
10CR.20841.18	Sta	anly	18 SR 1115 (BIG LICK ROAD)	LICK ROAD)			 	-	 	 		1												
				FROM NC 200 TO PAVEMENT	.	1	1	-	1	1			1		1	1	İ	1	1	8.052	13,127		81	
1		. 1		JOINT PAST SR1124 (RUSHING ROAD)	' 			1			1					10		 	 3	164,504	13,127	90	1,608	68
10CR.20841.3	5 Sta		19 SR 1115 (OAKGROVE ROAD)	ROAD)	121,092	35,000	76,408	1,200	1,050	220	248	150	477	- 6		12	 	12			38,243			,676
i		G	RAND TOTAL			56,092	7	77,608		1,270					26								·	

NOTEC 1 11 F/ 10/ or 13-tout 1 boffers					IOCR.J0841.25.	EC-I
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.	EROSION	CONTROL	DETAIL.		RW SHEET NO ROADWAY DESIGN ENGINEER	Hydraulics Engineer
or drainage inlet, add BMP.					ENGINEER	ENGINEER
BMP Options:Wattle or Silt Fence	< 5' - IO'llndisturi	bed buffer add BMP <				
Zim opnono: wamo er em renee	10 Ondroidit	200 Dailei 000 Dimi				
			a			
	EOP	EOP				
	<u> </u>					
			Pipe/Culvert			
			,			
				(F/ 10/11- 13-t	h	
< 5' — 10' Undisturbed buffer from jurisdictional feature	add BMP		. Undisturbed	< 5' — 10' Undisturbed i	DUTTER TROM	
Undisturbed Disturbed Area	i .		Undisturbed Area	ditchline, add BMP		
Area			·	_		
	EOP		EOP			
Jurisdictional Feature						
	Use BMP's if	shoulders and/or fronts	slopes and/or			
	ditchline and/	or backslopes are distur	-bed			
Disturbed Are		·	Disturbed A	rea		
			Distal bod F			
	EOP		EOP			
	< 5' - 10' Undisturb	ed buffer from inle	t, add wattle			
t.		-	ŀ			
			500			
EOP			EOF)		
					NOT TO SO	N/F
	Wattle				1,01 10 30	
	WUIIIE	\ Drainage i	Inlet			

V	M	Δ	TT	IF	D	FT	Δ	T	I
	ΛII								

П	PROJECT REFERENCE NO),	SHEET NO.
Г	10CRJ0841.25,	EC-2	
Γ	RW SHEET N	10.	
	ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER





NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

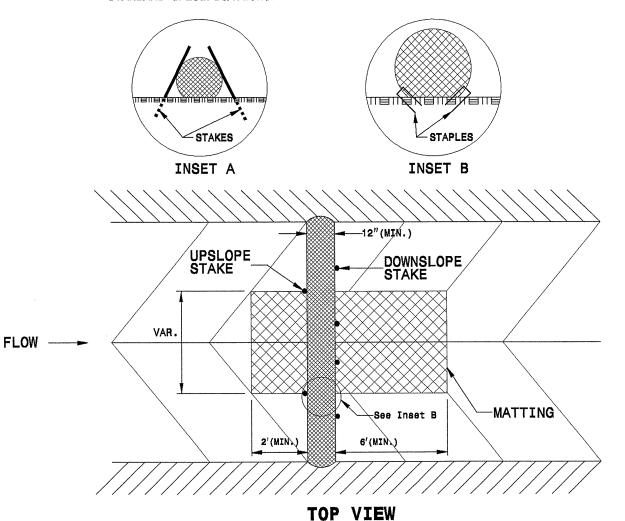
 $\underline{\text{ONLY}}$ install wattle(s) to a height in ditch so flow will not wash around wattle and scour ditch slopes and as directed.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

WHEELCHAI 刀 RAMP **ENGLISH**

DETAIL

DRAWING

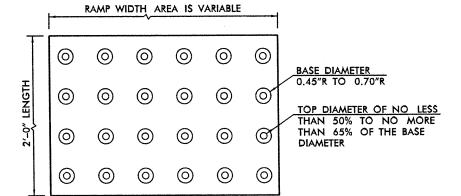
FOR

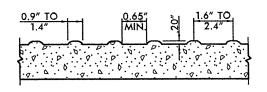
PROPOSED CURB AND GUTTER

SHEET 1 OF 3 848D05

BACK OF SIDEWALK DROP ** ISOMETRIC VIEW

- 1. DETECTABLE WARNING DOMES SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
- 2. OBTAIN 70% CONTRAST VISIBILITY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



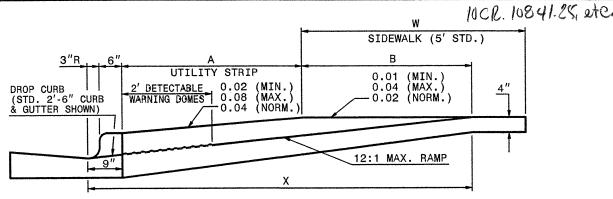


DETECTABLE WARNING DOMES

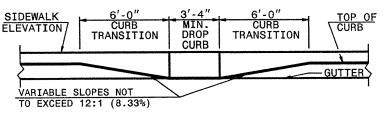
W	Α	W+A+9"	Χ	В
5'	0.0'	5.8'	5.8'	5.0'*
6'	0.0'	6.8'	6.8'	6.0'**
7'	0.0'	7.8′	7.3	6.5'**
8'	0.0'	8.8′	7.3'	6.5'**
5′	2.0'	7.8′	7.8'	5.0'
5'	2.5'	8.3'	8.1'	4.8'
5′	3.0'	8.8'	8.3'	4.4'
5'	3.5	9.3'	8.4'	4.1'
5'	4.0'	9.8'	8.6'	3.8'
5'	4.5'	10.3'	8.7'	3.4'
5′	5.0'	10.8'	8.9'	3.1'

B = X - (A+9'')

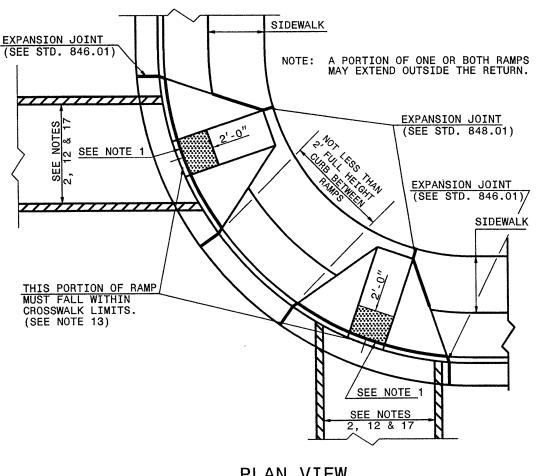
- B = DISTANCE FROM FRONT EDGE OF SIDEWALK TO BACK POINT OF 12:1 (8.33%) SLOPE.
- * BACK OF SIDEWALK DROP REQUIRED FOR ALL SIDEWALK SLOPES.
- ** BACK OF SIDEWALK DROP REQUIRED FOR SIDEWALK SLOPES 0.04.



SECTION B-B



SECTION A-A



PLAN VIEW

DUAL RAMPS ANY RADII (40" MIN. FLOOR WIDTH)

RAMP DRAWING CHAI DETAIL ENGLISH

FOR

STATE OF
NORTH CAROLINA
JEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

DEPT

GUTTER

AND

CURB

PROPOSED

SHEET 1 OF 3 848D05

ISPORTATION HIGHWAYS STATE NORTH CA

DEPT. OF T DIVISION

GUTTER AND CURB

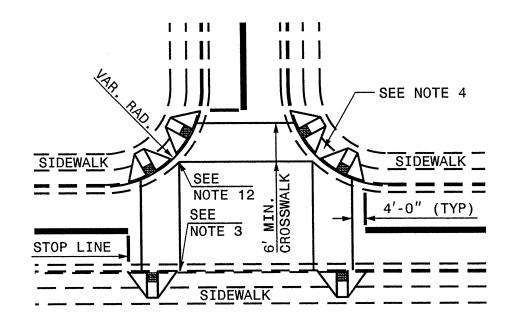
RAMP WHEELCHAIR PROPOSED

FOR

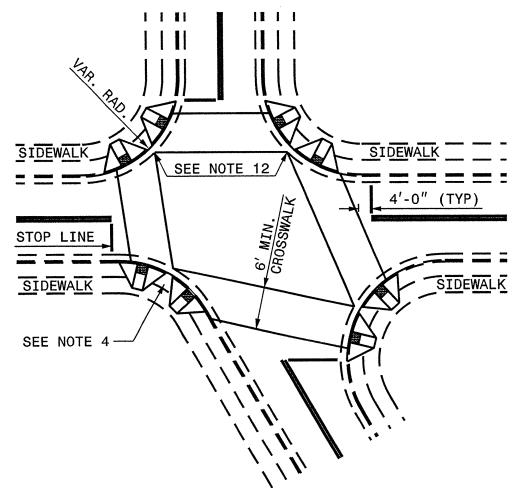
ENGLISH DETAIL DRAWING

SHEET 2 OF 3 848D05

1 1 11 11 1 1



DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR RAMPS PEDESTRIAN CROSSWALKS AND STOP LINES FOR TEE INTERSECTIONS



DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR RAMPS, PEDESTRIAN CROSSWALKS AND STOP LINES

ALLOWABLE LOCATIONS

DUAL RAMP RADII.....ANY

ROADWAY PLAN SYMBOL (WCR) FOR PROPOSED WHEELCHAIR RAMP

PROPOSED WHEELCHAIR RAMP PROPOSED OR FUTURE SIDEWALK

SHEET 2 OF 3 848D05

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

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SHEET 3 OF 3 848D05

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STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
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- 1. CONSTRUCT THE WALKING SURFACE WITH SLIP RESISTANTANCE AND A 70% CONTRASTING COLOR TO THE SIDEWALK.
- CROSSWALK WIDTHS AND CONFIGURATION VARY BUT MUST CONFORM TO TRAFFIC DESIGN STANDARDS.
- NORTH CAROLINA GENERAL STATUTE 136-44.14 REQUIRES THAT ALL STREET CURBS BEING CONSTRUCTED OR RECONSTRUCTED FOR MAINTENANCE 3. PROCEDURES, TRAFFIC OPERATIONS, REPAIRS, CORRECTION OF UTILTIES OR ALTERED FOR ANY REASON AFTER SEPTEMBER 1, 1973 SHALL PROVIDE WHEELCHAIR RAMPS FOR THE PHYSICALLY DISABLED AT ALL INTERSECTIONS WHERE BOTH CURB AND GUTTER AND SIDEWALKS ARE PROVIDED AND AT OTHER POINTS OF PEDESTRIAN FLOW.

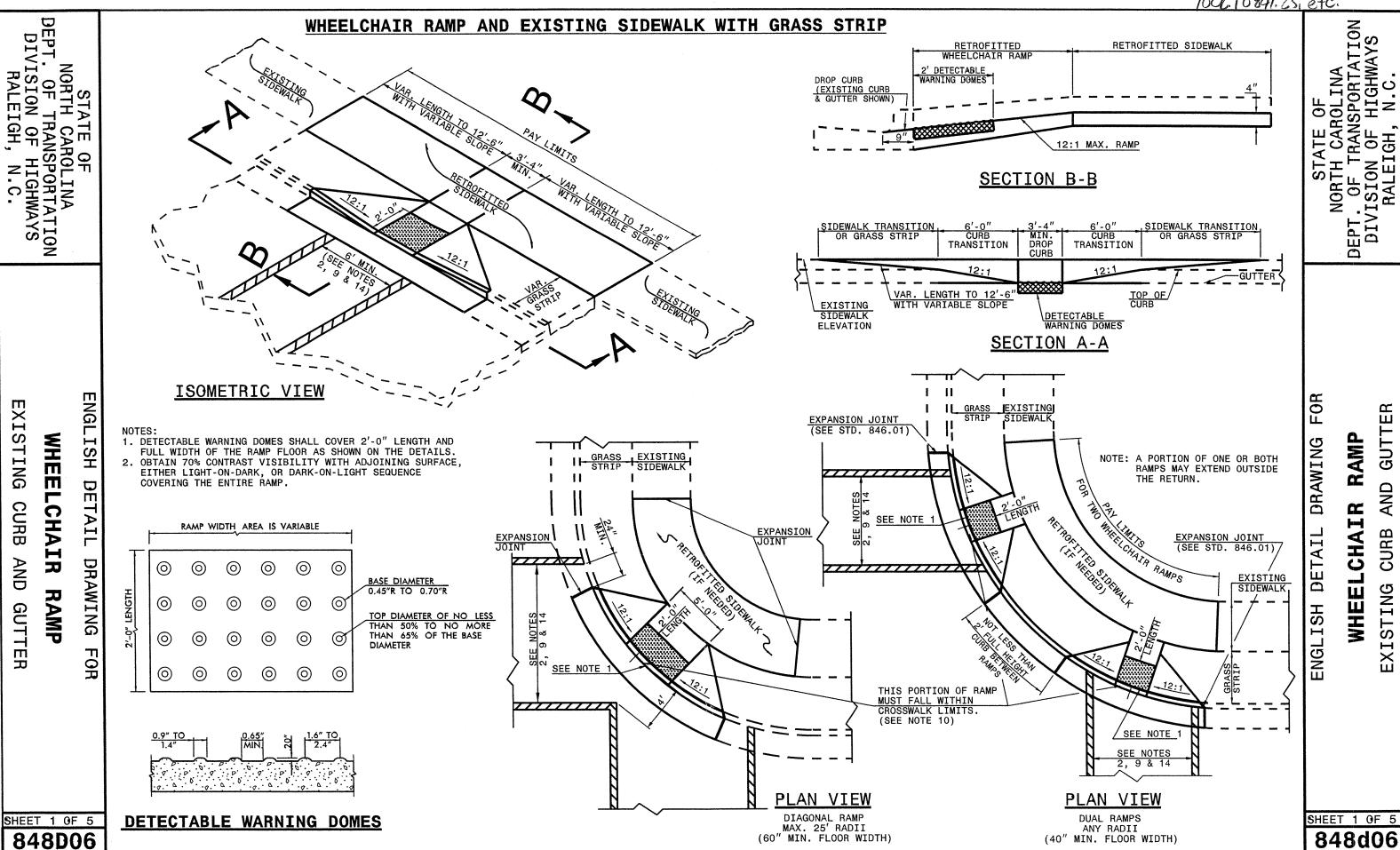
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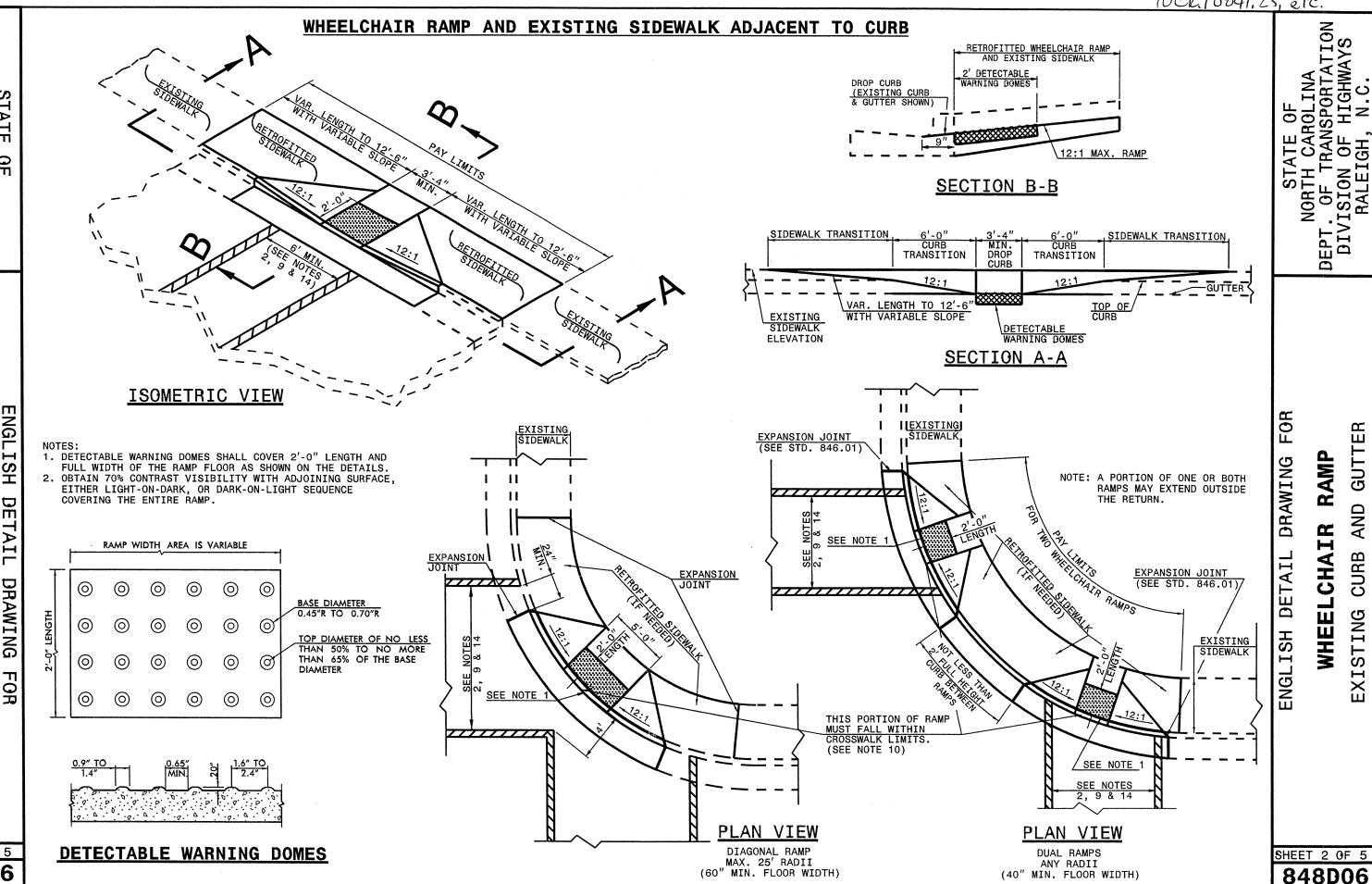
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- PROVIDE WHEELCHAIR RAMPS AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. LOCATE WHEELCHAIR RAMPS AS DIRECTED BY THE ENGINEER WHERE EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. AFFECT PLACEMENT. WHERE TWO RAMPS ARE INSTALLED PLACE NOT LESS THAN 2 FEET OF FULL HEIGHT CURB BETWEEN THE RAMPS. PLACE DUAL RAMPS AS NEAR PERPENDICULAR TO THE TRAVEL LANE BEING CROSSED AS POSSIBLE.
- DO NOT EXCEED 0.08 (12:1) SLOPE ON THE WHEELCHAIR RAMP IN RELATIONSHIP TO THE GRADE OF THE STREET.
- 6. CONSTRUCT WHEELCHAIR RAMPS 40" (3'-4") OR GREATER FOR DUAL RAMPS.
- 7. USE CLASS "B" CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NON-SKID TYPE SURFACE.
- 8. PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE WHEELCHAIR RAMP JOINS THE CURB AND AS SHOWN ON STD. DWG. 848.01.
- PLACE THE INSIDE PEDESTRIAN CROSSWALK LINES NO CLOSER IN THE INTERSECTION BY BISECTING THE INTERSECTION RADII, WITH ALLOWANCE OF A 4' CLEAR ZONE IN THE VEHICULAR TRAVELWAY WHEN ONE RAMP IS INSTALLED. (SEE NOTE 17)
- 10. COORDINATE THE CURB CUT AND THE PEDESTRIAN CROSSWALK LINES SO THE FLOOR OF THE WHEELCHAIR RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES. PLACE DIAGONAL RAMPS WITH FLARED SIDES SO 24" OF FULL HEIGHT CURB FALLS WITHIN THE CROSSWALK MARKINGS ON EACH SIDE OF THE FLARES.
- 11. CONSTRUCT THE PEDESTRIAN CROSSWALK A MINIMUM OF 6 FEET. A CROSSWALK WIDTH OF 10 FEET OR GREATER IS DESIRABLE.
- USE STOP LINES, NORMALLY PERPENDICULAR TO THE LANE LINES, WHERE IT IS IMPORTANT TO INDICATE THE POINT BEHIND WHICH VEHICLES ARE RÉQUIRED TO STOP IN COMPLIANCE WITH A TRAFFÍC SIGNAL, STOP SIGN OR OTHER LEGAL REQUIREMENT. AN UNUSUAL APPROACH SKEW MAY REQUIRE THE PLACEMENT OF THE STOP LINE TO BE PARALLEL TO THE INTERSECTING ROADWAY.
- TERMINATE PARKING A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.
- 14. PLACE ALL PAVEMENT MARKINGS IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION AND THE NORTH CAROLINA SUPPLEMENT TO THE MUTCD.

SHEET 3 OF 3

848D05





STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

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WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

SHEET 2 OF 5 848D06 STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C. TRANSPORTATION
NOF HIGHWAYS
IGH, N.C. RETROFITTING DETECTABLE WARNING DOMES ONTO EXISTING WHEELCHAIR RAMP 2' DETECTABLE WARNING DOMES DROP CURB SECTION B-B NORTH MIN. DROP DEPT. DIV TOP OF CURB PROPOSED 2' DETECTABLE WARNING DOMES SIDEWALK ELEVATION SECTION A-A ISOMETRIC VIEW **ENGLISH** EXISTING EXISTING SIDEWALK GUTTER EXISTING SIDEWALK WHEELCHAIR 1. DETECTABLE WARNING DOMES SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.

2. OBTAIN 70% CONTRAST VISIBILITY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP. RAMP DRAWING DETAIL AND **CURB** WHEELCHAIR SEE NOTE 1 RAMP WIDTH AREA IS VARIABLE CURB DETAIL AND DRAWING 0 0 0 0 0 0 BASE DIAMETER 0.45"R TO 0.70"R RAMP EXISTING 0 0 GUTTER ISH TOP DIAMETER OF NO LESS
THAN 50% TO NO MORE
THAN 65% OF THE BASE SEE NOTES 2, 9 & 14 0 ENGL FOR SEE NOTE 0 THIS PORTION OF RAMP MUST FALL WITHIN CROSSWALK LIMITS. (SEE NOTE 10) SEE NOTE 1 PLAN VIEW PLAN VIEW DIAGONAL RAMP DUAL RAMPS ANY RADII **DETECTABLE WARNING DOMES** SHEET 3 OF 5 SHEET 3 OF 5 MAX. 25' RADII (60" MIN. FLOOR WIDTH) 848D06 848D06 (40" MIN. FLOOR WIDTH)

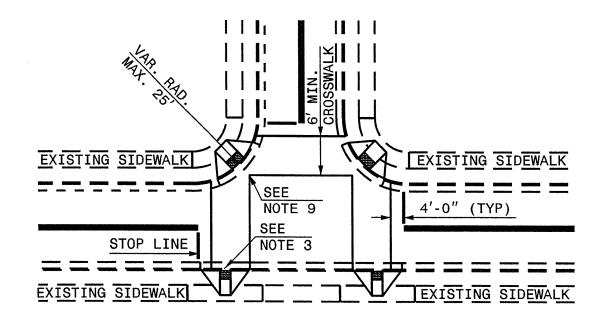
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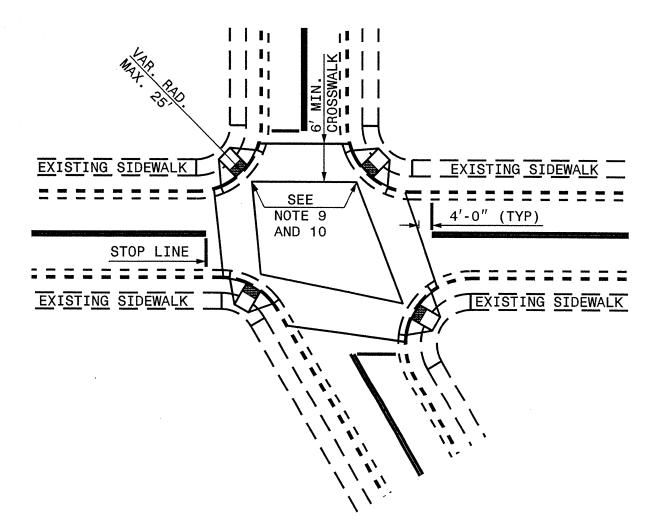
DETAIL

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WHEELCHAIR RAMP AND EXISTING SIDEWALK



DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR RAMPS PEDESTRIAN CROSSWALKS AND STOP LINES FOR TEE INTERSECTIONS



DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR PEDESTRIAN CROSSWALKS AND STOP LINES

ALLOWABLE LOCATIONS

DIAGONAL RAMP RADII...MAX. 25'

RESURFACING PROJECTS

PROPOSED WHEELCHAIR RAMP FOR RESURFACING PROJECTS _ EXISTING SIDEWALK

SHEET 4 OF 5

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL

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)EPT STATE OF
NORTH CAROLINA
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> **ENGLISH** DETAIL DRAWING

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HEET 5 OF 5

SHEET 5 OF 5 848D06

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DRAWING CURB DETAIL

GUTTER

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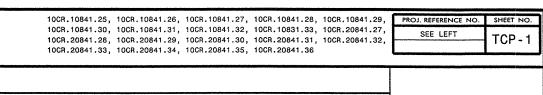
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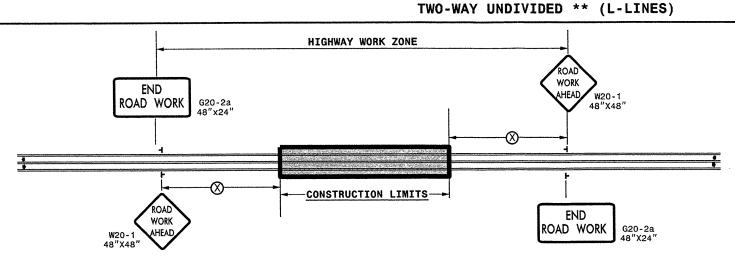
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	RECOMMENDED Minimum Sign Spacing
POSTED SPEED LIMIT (M.P.H.)	⊗
≤ 50	500'
≥ 55	1000′

TRANSPORTATION CAROLINA NORTH 0F DIVISION 9 **OF** DEPT

FOR DED SIGNS

DRAWING / UNDIVIE WARNING

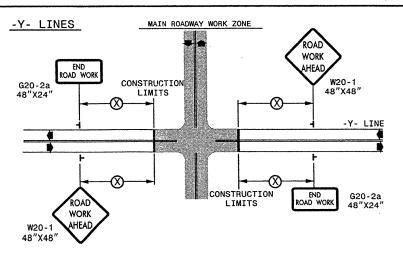
DETAIL TWO-WAN

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RALEIGH

ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)



GENERAL NOTES

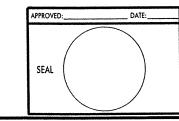
- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** 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.

LEGEND

- STATIONARY SIGN

■ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1



DETAIL	DRAWING	G FOR TW	O-WAY
UNDIVIDE	D AND	URBAN FI	REEWAYS
ADVANCED 1	WORK ZON	NE WARNI	NG SIGNS

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BY:	176.00

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10-98	03/04		
01/01	11/04		
CA00			

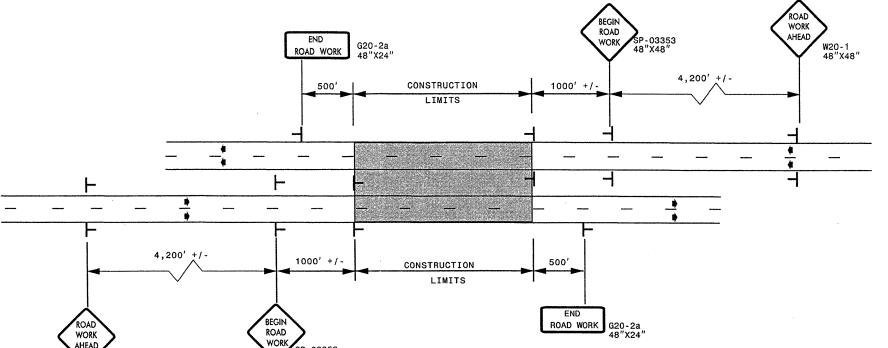
WORK

ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

PROJ. REFERENCE NO. SHEET NO.

SEE BELOW TCP-2

DETAIL A



10CR.10841.28, 10CR.10841.29, 10CR.10841.30, 10CR.10841.31, 10CR.10841.32, 10CR.10831.33, 10CR.20841.27, 10CR.20841.28, 10CR.20841.29, 10CR.20841.30, 10CR.20841.31, 10CR.20841.32, 10CR.20841.33, 10CR.20841.34, 10CR.20841.35, 10CR.20841.36

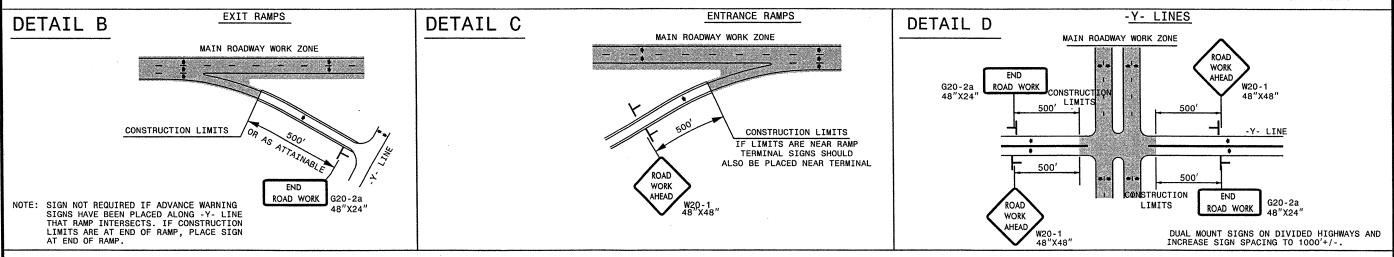
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LEGEND

STATIONARY SIGN

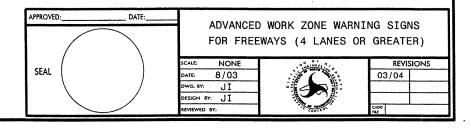
DIRECTION OF TRAFFIC FLOW

★ USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.



GENERAL NOTES

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GENERAL NOTES

- (1) THE FOLLOWING OPTIONS MAY BE USED FOR ADVANCE WARNING SIGNS:
 - A. TRUCK MOUNTED SIGNS
 - B. TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (CMS)
 C. GROUND MOUNTED ADVANCE WARNING SIGNS (MUST CIRCLE TO PICK UP SIGNS)
 - D. GROUND MOUNTED CHANGEABLE MESSAGE SIGN (CMS) (MUST USE CIRCLE TO PICK UP SIGNS)
- (2) ALL ADVANCE WARNING SIGNS MUST BE 48" X 48" WITH FLUORESCENT ORANGE TYPE VII, VIII OR IX SHEETING. IF SPACE LIMITATIONS ON SHOULDER PROHIBIT A 48" X 48" SIGN, A SMALLER SIGN CAN BE USED WITH APPROVAL FROM ENGINEER.
- (3) SIGNS ON VEHICLES SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND AND SHOULD NOT BLOCK THE MOTORIST'S SIGHT OF THE FLASHING ARROW PANEL AND/OR LIGHTBAR.
- (4) GROUND MOUNTED ADVANCED WARNING SIGNS SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND TO BOTTOM OF SIGN.
- (5) SIGN SPACING SHOULD BE ADJUSTED FOR HORIZONTAL AND VERTICAL CURVES, ETC. TO IMPROVE SIGHT DISTANCES.
- (6) ADDITIONAL VEHICLES SHOULD BE USED IN WORK CARAVAN TO FACILITATE DRYING OF PAVEMENT MARKING MATERIAL (TMIA'S ARE OPTIONAL ON THESE ADDITIONAL VEHICLES). HOWEVER, THE FIRST VEHICLE MOTORISTS SEE IN THE TRAVEL LANE SHALL HAVE A TMIA.

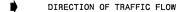
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- (7) ADJUST DISTANCE AS NEEDED TO PREVENT MOTORISTS FROM ENTERING SPACE BETWEEN THE APPLICATION AND PROTECTION VEHICLE. DISTANCE CAN BE LENGTHENED TO ACCOMODATE SIGHT DISTANCE NEEDS
- (8) ROUND UP MILEAGE TO NEXT WHOLE MILE. WORK ZONE SHOULD NOT EXCEED FIVE (5) MILES IN LENGTH.
- (9) RADIO COMMUNICATION BETWEEN VEHICLES IS REQUIRED.
- (10) USE OF A LIGHT BAR ON ALL VEHICLES IS PREFERRED, BUT A ROTATING BEACON MAY BE USED INSTEAD.
- (11) IF WORK IS PERFORMED AT NIGHT, THE WORK AREA MUST BE ILLUMINATED WITH MACHINE AND/OR TOWER LIGHTS AS APPROVED BY THE ENGINEER.
- (12) ALL TRAFFIC CONTROL DEVICES WILL BE CONSIDERED INCIDENTAL TO THE PAY ITEMS FOR PAVEMENT MARKING AND MARKERS.
- (13) INFORMATIONAL SIGNS SHOULD BE ACTIVITY SPECIFIC, i.e.
 "PAINT CREW IN ROAD". SIGNS MAY BE RECTANGULAR OR DIAMOND SHAPE.
 SIGN SIZE SHOULD BE BASED ON THE MOTORIST ABILITY TO RECOGNIZE
 SIGN WHEN TRAVELING FIVE (5) MILES ABOVE POSTED SPEED LIMIT.
- (14) IF A LEAD VEHICLE IS ADDED TO OPERATION, IT SHOULD HAVE THE SAME ADVANCE WARNING SIGNS AS THE APPLICATION VEHICLE SHOWN BELOW.

LEGEND

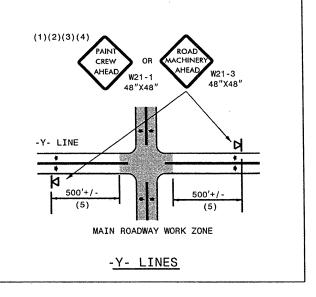
PORTABLE SIGN. SIGNS MUST BE NCHRP-350 AND NCDOT APPROVED.

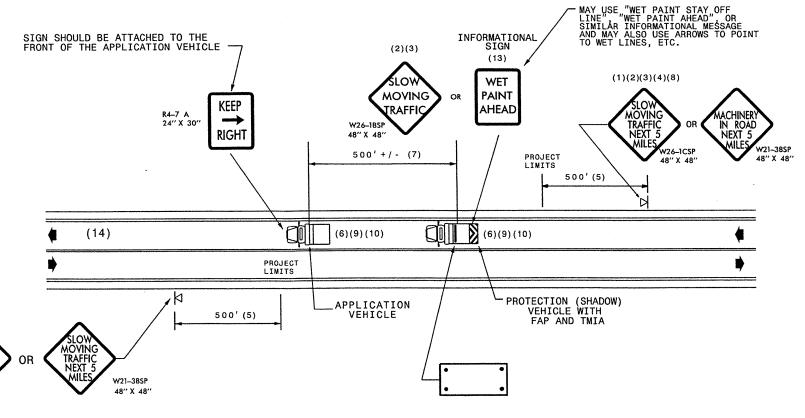


APPLICATION VEHICLE WITH LIGHT BAR

PROTECTION VEHICLE WITH TRUCK MOUNTED IMPACT ATTENUATOR (TMIA) AND LIGHT BAR (SEE ROADWAY STANDARD NO. 1165.01). TMIA MUST BE NCHRP-350 TEST LEVEL 3 (60+MPH)

FLASHING ARROW PANEL, TYPE "B" (60"X30" MIN.), "CAUTION MODE"





MOVING OPERATION CARAVAN

(OPERATIONS TRAVELING 3 MPH OR FASTER) PLACING PAVEMENT MARKING OR MARKERS ON TWO-LANE TWO-WAY ROADWAYS

DRAWING NUMBER 6 IMPLEMENTATION DATE: 07/01/97 REVISED: 11/03/04

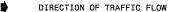
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- (10) USE OF A LIGHT BAR ON ALL VEHICLES IS PREFERRED, BUT A ROTATING BEACON MAY BE USED INSTEAD.
- (11) IF WORK IS PERFORMED AT NIGHT, THE WORK AREA MUST BE ILLUMINATED WITH MACHINE AND/OR TOWER LIGHTS AS APPROVED BY THE ENGINEER.
- (12) ALL TRAFFIC CONTROL DEVICES WILL BE CONSIDERED INCIDENTAL TO THE PAY ITEMS FOR PAVEMENT MARKING AND MARKERS.

LEGEND

PORTABLE SIGN. SIGNS MUST BE NCHRP-350 AND NCDOT APPROVED.



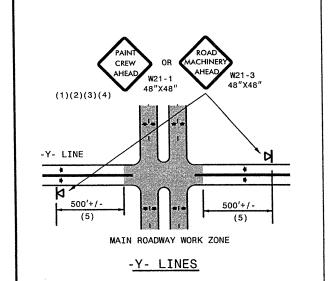
APPLICATION VEHICLE WITH LIGHT BAR

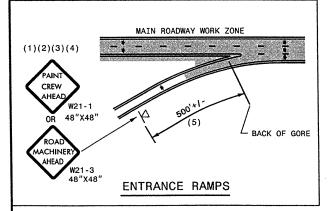
PROTECTION VEHICLE WITH TRUCK
MOUNTED IMPACT ATTENUATOR (TMIA)
AND LIGHT BAR (SEE ROADWAY
STANDARD NO. 1165.01). TMIA MUST
BE NCHRP-350 TEST LEVEL 3 (60+MPH)

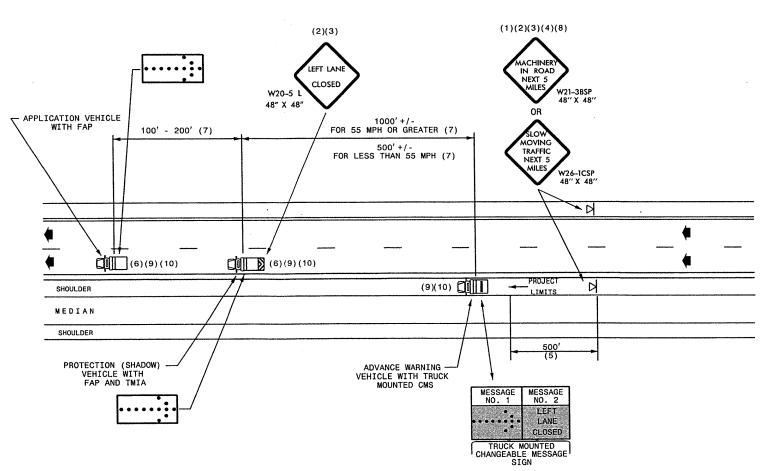
ADVANCE WARNING VEHICLE WITH TRUCK MOUNTED CHANGEBLE MESSAGE SIGN (CMS) AND LIGHT BAR. MESSAGE SIGN LETTER HEIGHT SHOULD BE A MINIMUM OF 10 INCHES.

FLASHING ARROW PANEL,
TYPE "B" (60"X30" MIN.),
APPROPRIATE DIRECTION INDICATED

CHANGEABLE MESSAGE SIGN







MOVING OPERATION CARAVAN

(OPERATIONS TRAVELING 3 MPH OR FASTER)
PLACING PAVEMENT MARKING OR MARKERS
ON NON-INTERSTATE MULTILANE DIVIDED ROADWAYS

DRAWING NUMBER 7
IMPLEMENTATION DATE: 07/01/97
REVISED: 11/03/04