

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	10CR.10901.37 - 10CR.10901.39 10CR.20901.94 - 10CR.20901.103	1	
F.A. PRO	DJECT NO.		



UNION COUNTY

NORTH CAROLINA

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #1 NC 207 2.1 MILES

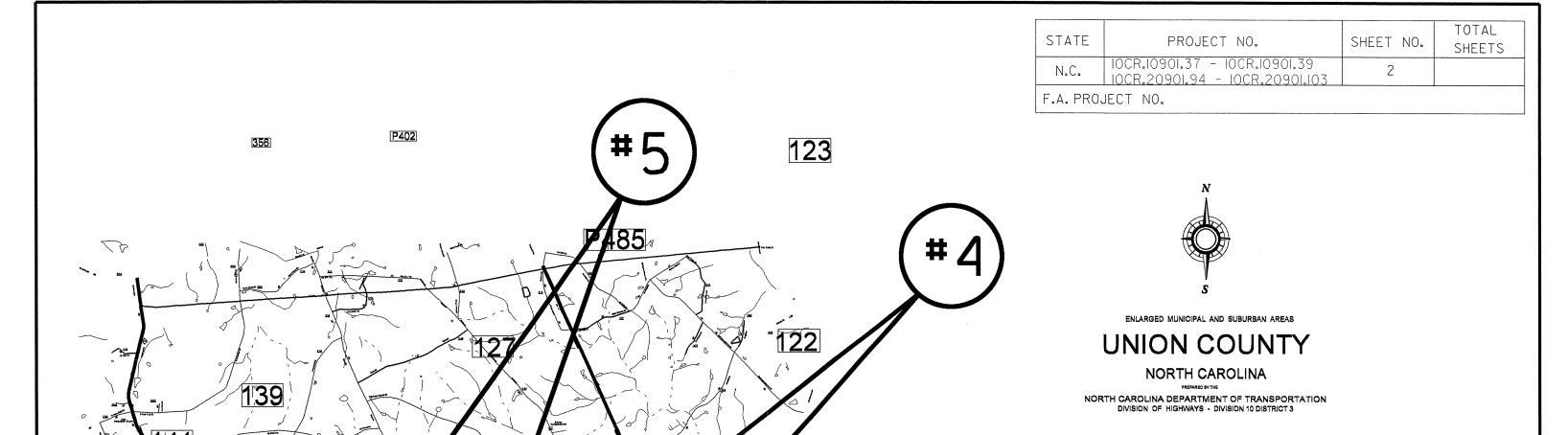
FROM PAVEMENT JOINT AT SR 2151 (JD HELMS ROAD) TO SR 2149 (BUFORD SHORTCUT ROAD)

MAP #2 NC 207 1.9 MILES

FROM SR 2149 (BUFORD SHORTCUT ROAD)
TO SR 2115 (STACK ROAD)

MAP #3 US 601 SOUTH 1.3 MILES

FROM PAVEMENT JOINT AT JACK IN THE BOX ENTRANCE TO END OF 2'6" CURB AND GUTTER



P134

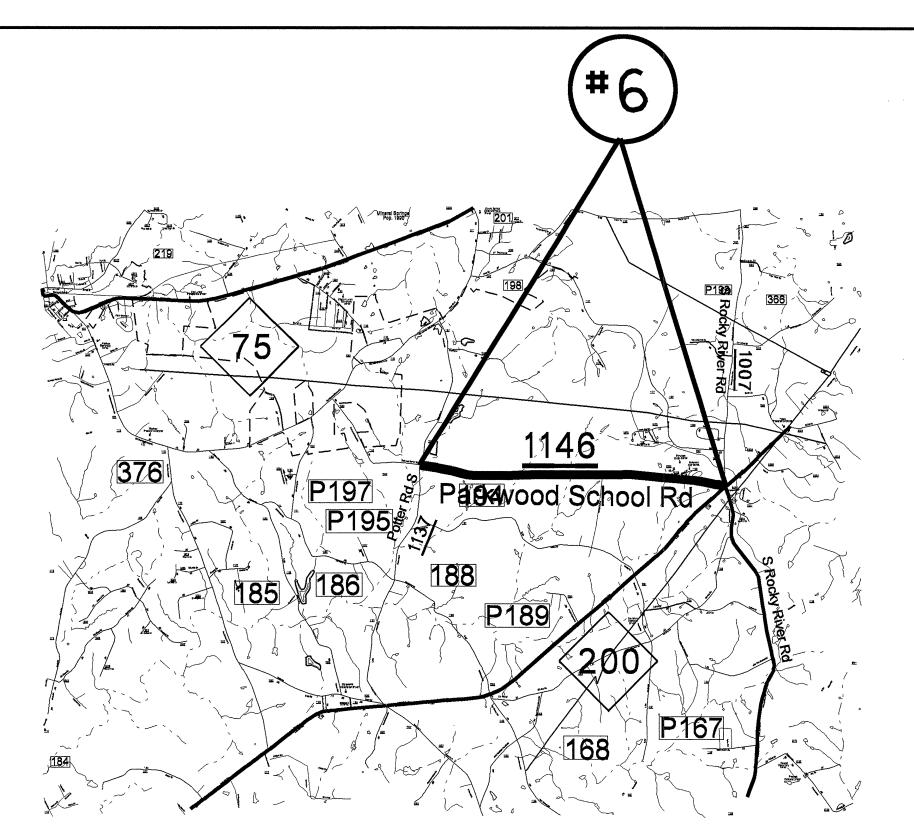
P135

MAP **#4** SR 2115 (STACK ROAD) 1.1 MILES

FROM SR 1005 (LANDSFORD ROAD)
TO SR 2118 (DUDLEY ROAD)

MAP #5 SR 2115 (STACK ROAD) 1.7 MILES

FROM SR 2118 (DUDLEY ROAD) TO SR 2125 (JACK DAVIS ROAD)



STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	10CR.10901.37 - 10CR.10901.39 10CR.20901.94 - 10CR.20901.103	3	
F.A. PRO	JECT NO.		



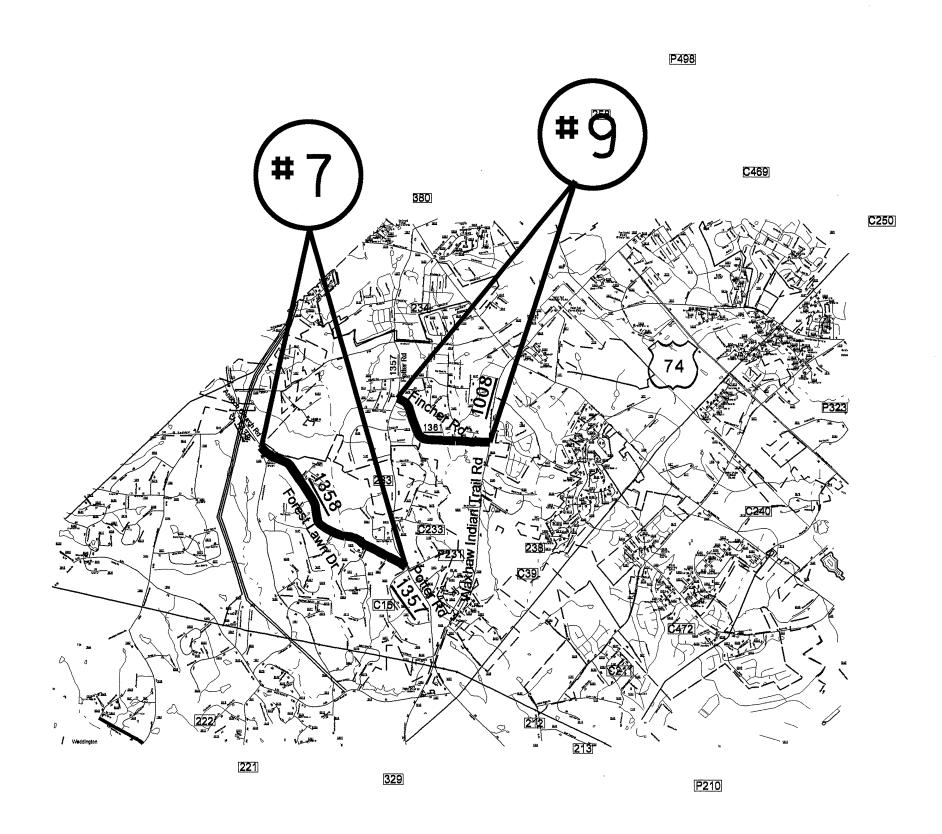
UNION COUNTY

NORTH CAROLINA

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #6 SR 1146 (PARKWOOD SCHOOL ROAD) 3.0 MILES

FROM SR 1007 (ROCKY RIVER ROAD) TO SR 1137 (POTTER ROAD)



STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	10CR.10901.37	4	
F.A. PROJ	JECT NO.		



UNION COUNTY

NORTH CAROLINA

PREPARED BY THE

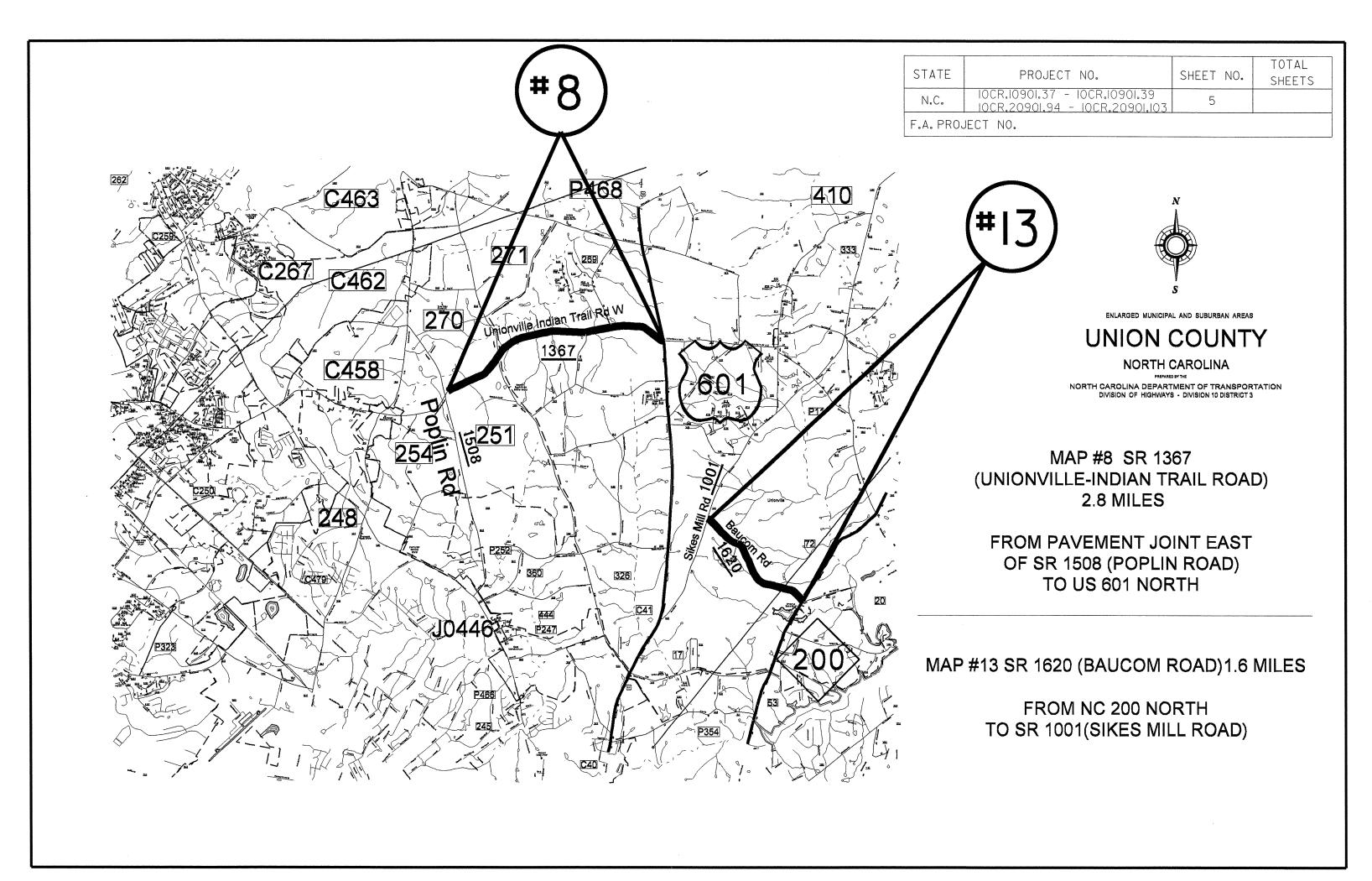
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

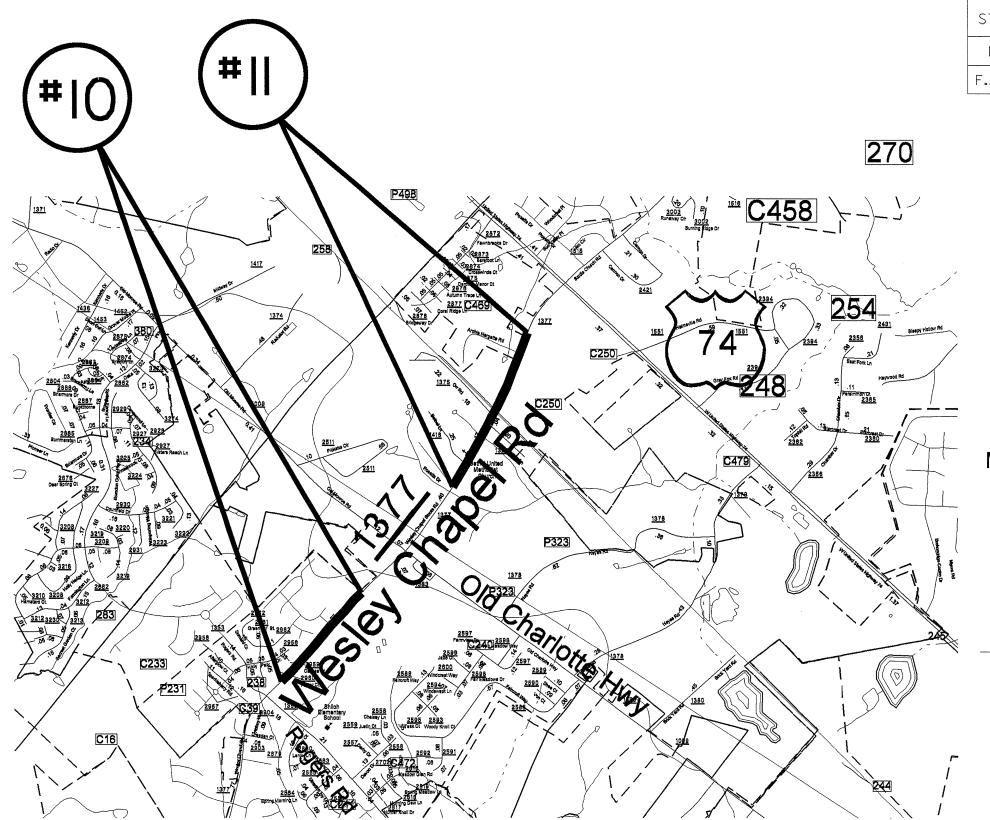
MAP #7 SR 1358 (FOREST LAWN) 1.9 MILES

FROM SR 1357 (POTTER ROAD) TO BEGINNING OF CURB AND GUTTER AT SR 1338 (ANTIOCH CHURCH ROAD)

MAP #9 SR 1361 (FINCHER ROAD) 1.2 MILES

FROM SR 1008 (WAXHAW-INDIAN TRAIL ROAD)
TO SR 1357 (POTTER ROAD)





STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS		
N.C.	10CR.10901.37 - 10CR.10901.39 10CR.20901.94 - 10CR.20901.103	6			
F.A. PRO	F.A. PROJECT NO.				



UNION COUNTY

NORTH CAROLINA

PREPARED BY THE

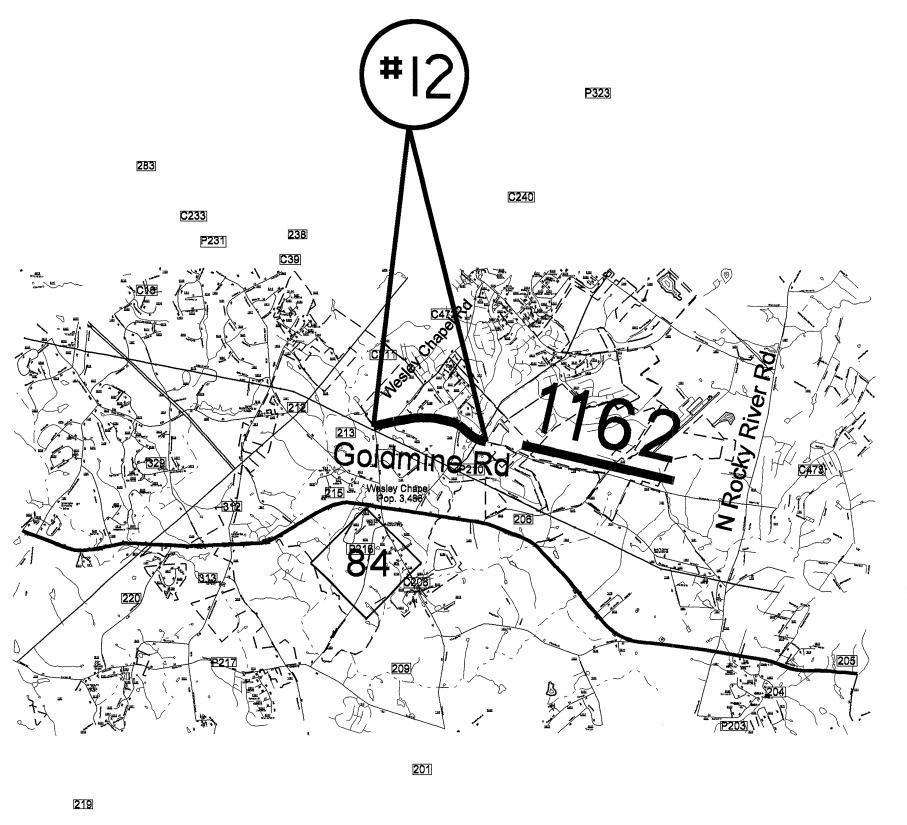
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #10 SR 1377 (WESLEY CHAPEL ROAD) 0.6 MILES

FROM PAVEMENT JOINT 610' NORTH OF RODGERS ROAD INTERSECTION TO PAVEMENT JOINT AT HARRIS TEETER ENTRANCE

MAP #11 SR 1377 (WESLEY CHAPEL ROAD) 0.7 MILES

FROM PAVEMENT JOINT NORTH OF SR 1009 (OLD CHARLOTTE HWY) TO PAVEMENT JOINT SOUTH OF US 74



STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	
N.C.	10CR.10901.37 - 10CR.10901.39 10CR.20901.94 - 10CR.20901.103	7		
F.A. PROJECT NO.				



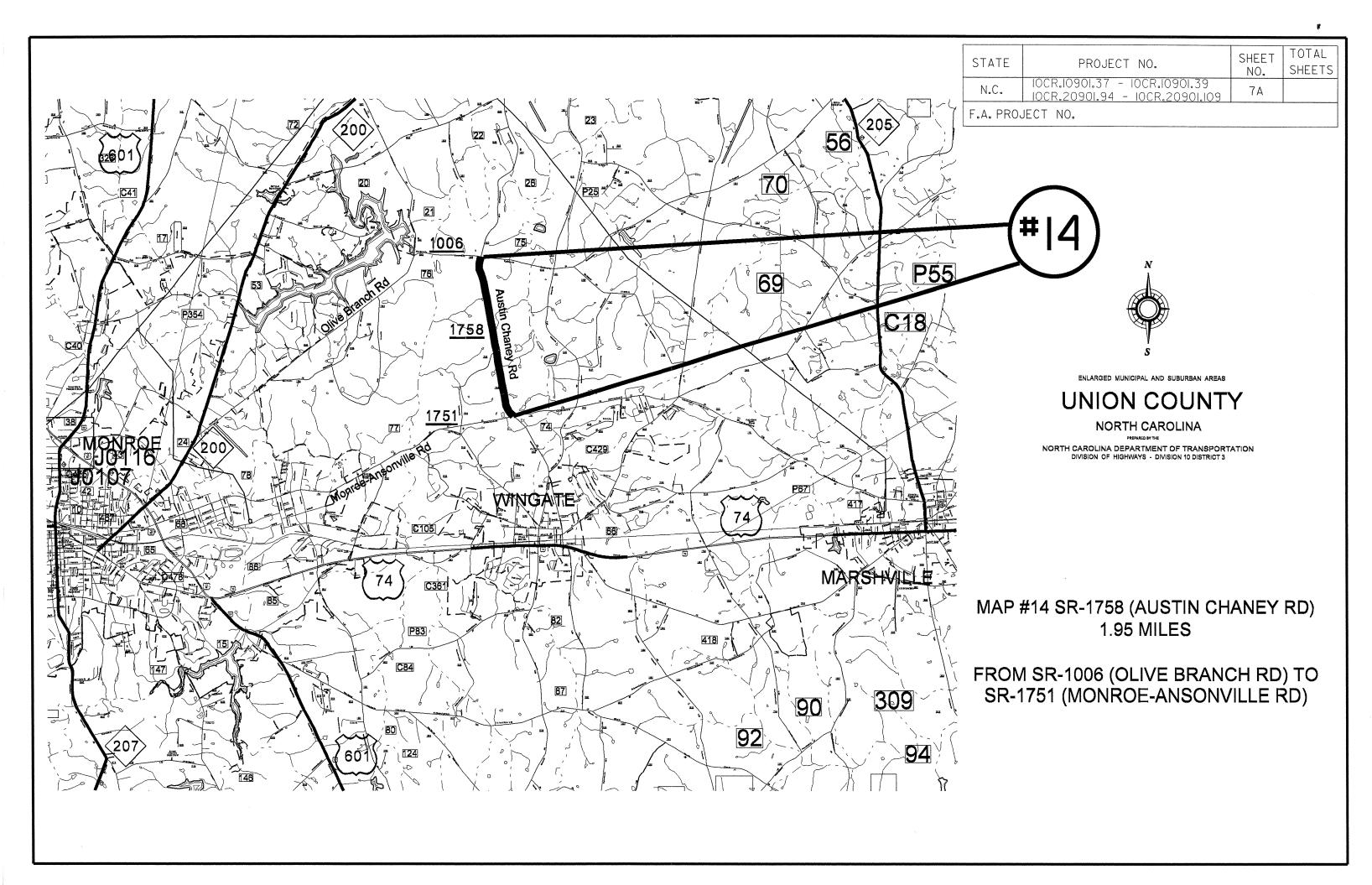
UNION COUNTY

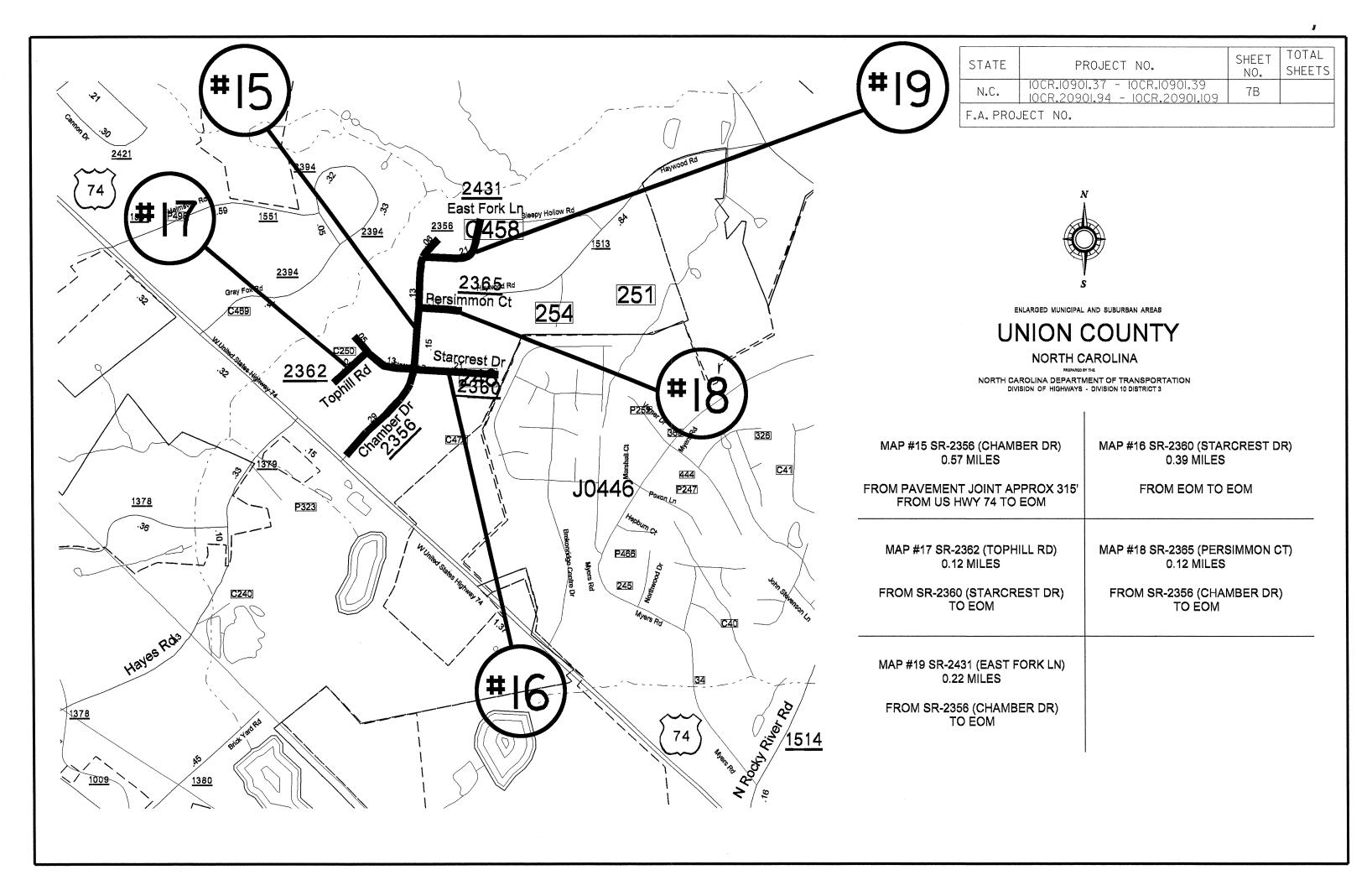
NORTH CAROLINA

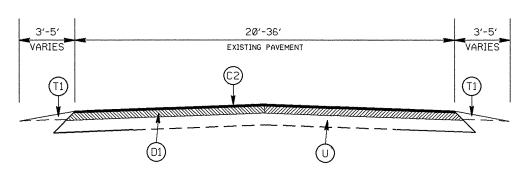
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

MAP #12 SR 1162 (GOLDMINE ROAD) 1.5 MILES

FROM PAVEMENT JOINT EAST
OF SR 1377 (WESLEY CHAPEL ROAD ROUNDABOUT)
TO PAVEMENT JOINT NORTHWEST
OF CORPORATE CENTER DRIVE

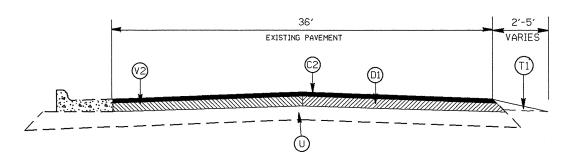






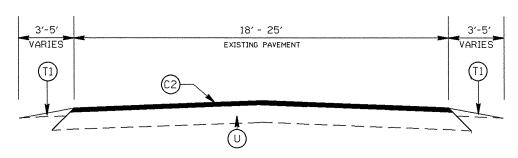
TYPICAL SECTION NO. 1

SR 2115 STACK ROAD (MAP 4 & 5)
SR 1377 WESLEY CHAPEL ROAD (MAP 10)
FROM STA.10+00 TO 39+68
NC 207 (MAP 1 & 2)
SR 1146 PARKWOOD SCHOOL ROAD (MAP 6)
FROM STA.21+65 TO STA.36+65



TYPICAL SECTION NO. 2

SR 1377 WESLEY CHAPEL ROAD (MAP 10) FROM STA. 39+68 TO STA. 41+68



TYPICAL SECTION NO. 3

SR 1358 FOREST LAWN (MAP 7)

SR 1367 UNIONVILLE - INDIAN TRAIL ROAD (MAP 8)

SR 1361 FINCHER ROAD (MAP 9)

SR 1377 WESLEY CHAPEL ROAD (MAP 11)

SR 1162 GOLDMINE ROAD (MAP 12)

SR 2356 CHAMBER DRIVE (MAP 15) STA. 12+57 TO END

SR 2360 STARCREST DRIVE (MAP 16)

SR 2362 TOP HILL ROAD (MAP 17)

SR 2365 PERSIMMON COURT (MAP 18) SR 2431 EAST FORK LANE (MAP 19)

STATE	PROJECT NO.	SHEET NO	TOTAL SHEETS
N.C.	OCR.1090L37 - IOCR.1090L39 OCR.2090L94 - IOCR.2090L109	8	

PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 1.5' ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SO. YD.
(C2)	PROP. APPROX. 1.5' ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SO. YD.
(C3)	PROP. APPROX. 2.0' ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(D1)	PROP. APPROX. 2.5' ASPHALT CONC. INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1)	PROP. APPROX. 5.0' ASPHALT CONC. BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
(C)	EXISTING PAVEMENT
(T1)	SHOULDER RECONSTRUCTION
(T2)	SHOULDER CONSTRUCTION
V1	MILLING 6" OF EXISTING PAVEMENT (SEE S.P. FOR "TRENCHING FOR BASE COURSE BY MILLING.")
(V2)	Ø - 1.5" PROFILE MILLING
(V3)	MILLING OF EXISTING PAVEMENT, 1.5 "IN DEPTH.

NOTES:

I: LEVELING COURSE TO BE PLACED AT LOCATIONS AS DIRECTED BY THE ENGINEER.

2: ON MAP 7. BRIDGE TO BE MILLED 1.5" AND OVERLAID WITH 1.5" S9.5B".

3: ON MAP 3, DO NOT MILL OR RESURFACE OVER BRIDGE.

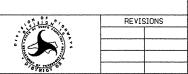
4: SHOULDER RECONSTRUCTION WILL BE AS DIRECTED BY THE ENGINEER. NO AGGREGATE SHOULDER BORROW WILL BE ALLOWED, WITHOUT APPROVAL BY THE ENGINEER.

5:TRENCHING OF BASE COURSE TO INCLUDE 6" OF MILLING EXISTING ASPHALT PAVEMENT.

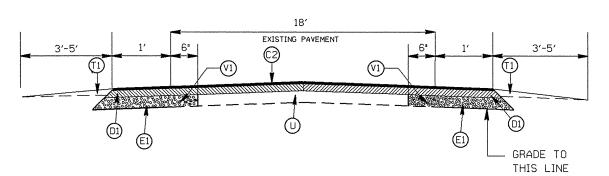
6:TYPICAL * 5, SOME AREAS ON MAP 13 WILL REQUIRE SHOULDER CONSTRUCTION/DITCHING. AREAS TO BE DETERMINED BY ENGINEER.

2014-2015 UNION COUNTY RESURFACING

SCALE -NADATE 02/14
DWG. BY AMO
DESIGN BY AMO

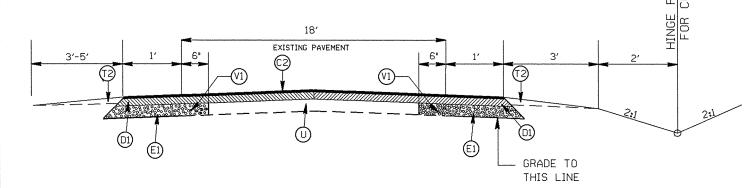






TYPICAL SECTION NO.4

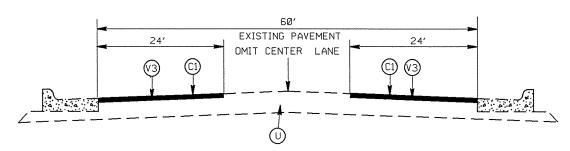
SR 1146 PARKWOOD SCHOOL ROAD (MAP 6)
FROM STA.10+00 TO STA.21+65
FROM STA.36+65 TO END OF MAP
SR 1620 BAUCOM ROAD (MAP 13)



TYPICAL SECTION NO.5

SR 1620 BAUCOM ROAD (MAP 13)

* SEE NOTE 6



TYPICAL SECTION NO. 6
US 601 SOUTH (MAP 3)
TRAVEL LANES

PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(C2)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(C3)	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(D1)	PROP. APPROX. 2.5" ASPHALT CONC. INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1)	PROP. APPROX. 5.0" ASPHALT CONC. BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
(C)	EXISTING PAVEMENT
(T1)	SHOULDER RECONSTRUCTION
T2)	SHOULDER CONSTRUCTION
(V1)	MILLING 6" OF EXISTING PAVEMENT (SEE S.P. FOR "TRENCHING FOR BASE COURSE BY MILLING.")
(V2)	Ø - 1.5" PROFILE MILLING
(V3)	MILLING OF EXISTING PAVEMENT, 1.5 "IN DEPTH.

NOTES: I: LEVELING COURSE TO BE PLACED AT LOCATIONS AS DIRECTED BY THE ENGINEER.

2: ON MAP 7, BRIDGE TO BE MILLED 1.5" AND OVERLAID WITH 1.5" S9.5B".

3: ON MAP 3, DO NOT MILL OR RESURFACE OVER BRIDGE.

4: SHOULDER RECONSTRUCTION WILL BE AS DIRECTED BY THE ENGINEER. NO AGGREGATE SHOULDER BORROW WILL BE ALLOWED, WITHOUT APPROVAL BY THE ENGINEER.

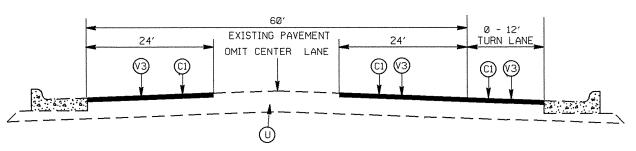
5: TRENCHING OF BASE COURSE TO INCLUDE 6" OF MILLING EXISTING ASPHALT PAVEMENT.

6:TYPICAL * 5, SOME AREAS ON MAP 13 WILL REQUIRE SHOULDER CONSTRUCTION/DITCHING. AREAS TO BE DETERMINED BY ENGINEER.

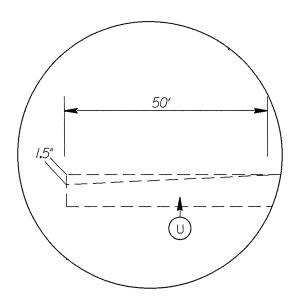
	2014-	-2015	
UNION	COUNTY	RESURFACING	

SCALE -NADATE 02/14
DWG. BY AMO
DESIGN BY AMO

ر س فاف س	REVIS	SIONS
1 No. 14		
O TOWN OF		

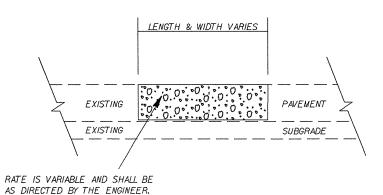


TYPICAL SECTION NO.7 US 601 SOUTH (MAP 3) NORTH BOUND OUTSIDE TURN LANES ONLY



DETAIL FOR INCIDENTAL MILLING (O" TO 1.5")

PATCHING DETAIL



ASPHALT TYPE 119.0C SHALL BE PLACED.

STATE PROJECT NO. SHEET NO. TOTAL SHEETS

N.C. 0004000047, 00040000000 IO

F.A. PROJECT NO.

PAVEMENT SCHEDULE

C1)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER S0. YD.
(C2)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(C3)	PROP. APPROX. 2.0" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(D1)	PROP. APPROX. 2.5" ASPHALT CONC. INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1)	PROP. APPROX. 5.0" ASPHALT CONC. BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
(C)	EXISTING PAVEMENT
(T1)	SHOULDER RECONSTRUCTION
(T2)	SHOULDER CONSTRUCTION
(V1)	MILLING 6" OF EXISTING PAVEMENT (SEE S.P. FOR "TRENCHING FOR BASE COURSE BY MILLING.")
(V2)	Ø - 1.5" PROFILE MILLING
(V3)	MILLING OF EXISTING PAVEMENT, 1.5 'IN DEPTH.

NOTES: I: LEVELING COURSE TO BE PLACED AT LOCATIONS AS DIRECTED BY THE ENGINEER.

2:0N MAP 7, BRIDGE TO BE MILLED 1.5" AND OVERLAID WITH 1.5" S9.5B".

3: ON MAP 3, DO NOT MILL OR RESURFACE OVER BRIDGE.

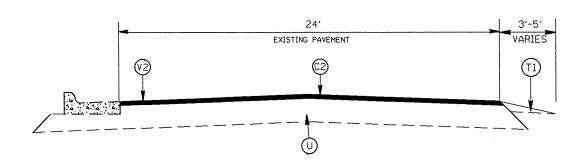
4: SHOULDER RECONSTRUCTION WILL BE AS DIRECTED BY THE ENGINEER. NO AGGREGATE SHOULDER BORROW WILL BE ALLOWED, WITHOUT APPROVAL BY THE ENGINEER.

5:TRENCHING OF BASE COURSE TO INCLUDE 6" OF MILLING EXISTING ASPHALT PAVEMENT.

6:TYPICAL * 5, SOME AREAS ON MAP 13 WILL REQUIRE SHOULDER CONSTRUCTION/DITCHING. AREAS TO BE DETERMINED BY ENGINEER.

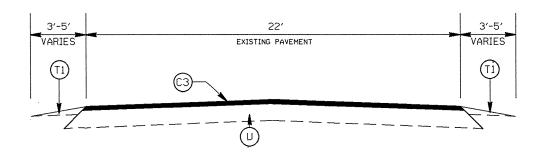
2014 - 2015 UNION COUNTY RESURFACING





TYPICAL SECTION NO.8

SR 2356 CHAMBERS DRIVE (MAP 15) STA.10+00 TO STA.12+57



TYPICAL SECTION NO. 9

SR 1758 AUSTIN CHANEY ROAD (MAP 14)

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	DCRJ090L37 - IDCRJ090L39 IDCR,2090L94 - IDCR,2090LI09	IOA	
F A PR	OJECT NO.		

PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(CS)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(23)	PROP. APPROX. 2.0' ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
(D1)	PROP. APPROX. 2.5° ASPHALT CONC. INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1)	PROP. APPROX. 5.0" ASPHALT CONC. BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
	EXISTING PAVEMENT
T1)	SHOULDER RECONSTRUCTION
(T2)	SHOULDER CONSTRUCTION
V1	MILLING 6" OF EXISTING PAVEMENT (SEE S.P. FOR "TRENCHING FOR BASE COURSE BY MILLING.")
(V2)	Ø - 1.5" PROFILE MILLING
(V3)	MILLING OF EXISTING PAVEMENT, 1.5 "IN DEPTH.

NOTES: I: LEVELING COURSE TO BE PLACED AT LOCATIONS AS DIRECTED BY THE ENGINEER.

2:0N MAP 7, BRIDGE TO BE MILLED 1.5" AND OVERLAID WITH 1.5" S9.5B".

3: ON MAP 3, DO NOT MILL OR RESURFACE OVER BRIDGE.

4: SHOULDER RECONSTRUCTION WILL BE AS DIRECTED BY THE ENGINEER. NO AGGREGATE SHOULDER BORROW WILL BE ALLOWED, WITHOUT APPROVAL BY THE ENGINEER.

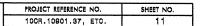
5: TRENCHING OF BASE COURSE TO INCLUDE 6" OF MILLING EXISTING ASPHALT PAVEMENT.

6:TYPICAL * 5, SOME AREAS ON MAP 13 WILL REQUIRE SHOULDER CONSTRUCTION/DITCHING. AREAS TO BE DETERMINED BY ENGINEER.

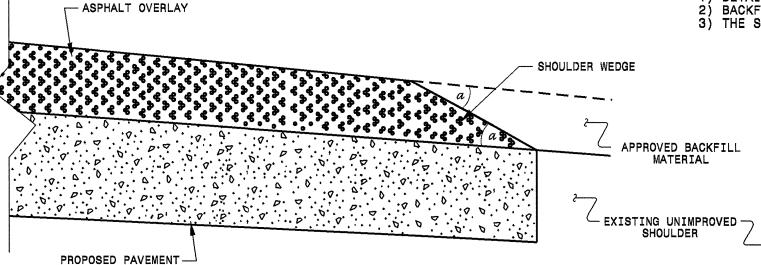
2014 - 2015 UNION COUNTY RESURFACING

SCALE	-NA-	_
DATE	02/14	
DWG. BY	AMO	
DESIGN BY	AMO	
ADDDOVED	84/11	



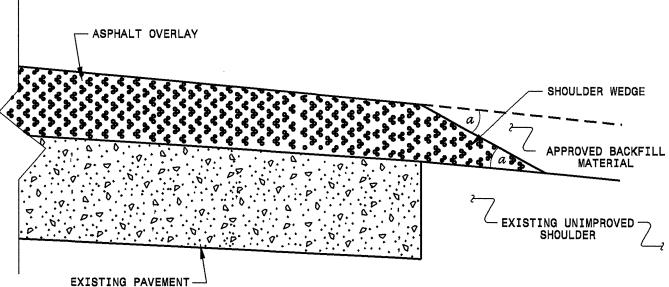


- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



SHOULDER WEDGE DETAIL

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



- ASPHALT OVERLAY SHOULDER WEDGE APPROVED BACKFILL MATERIAL -EXISTING UNIMPROVED > EXISTING PAVEMENT -

SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ NO Widening)

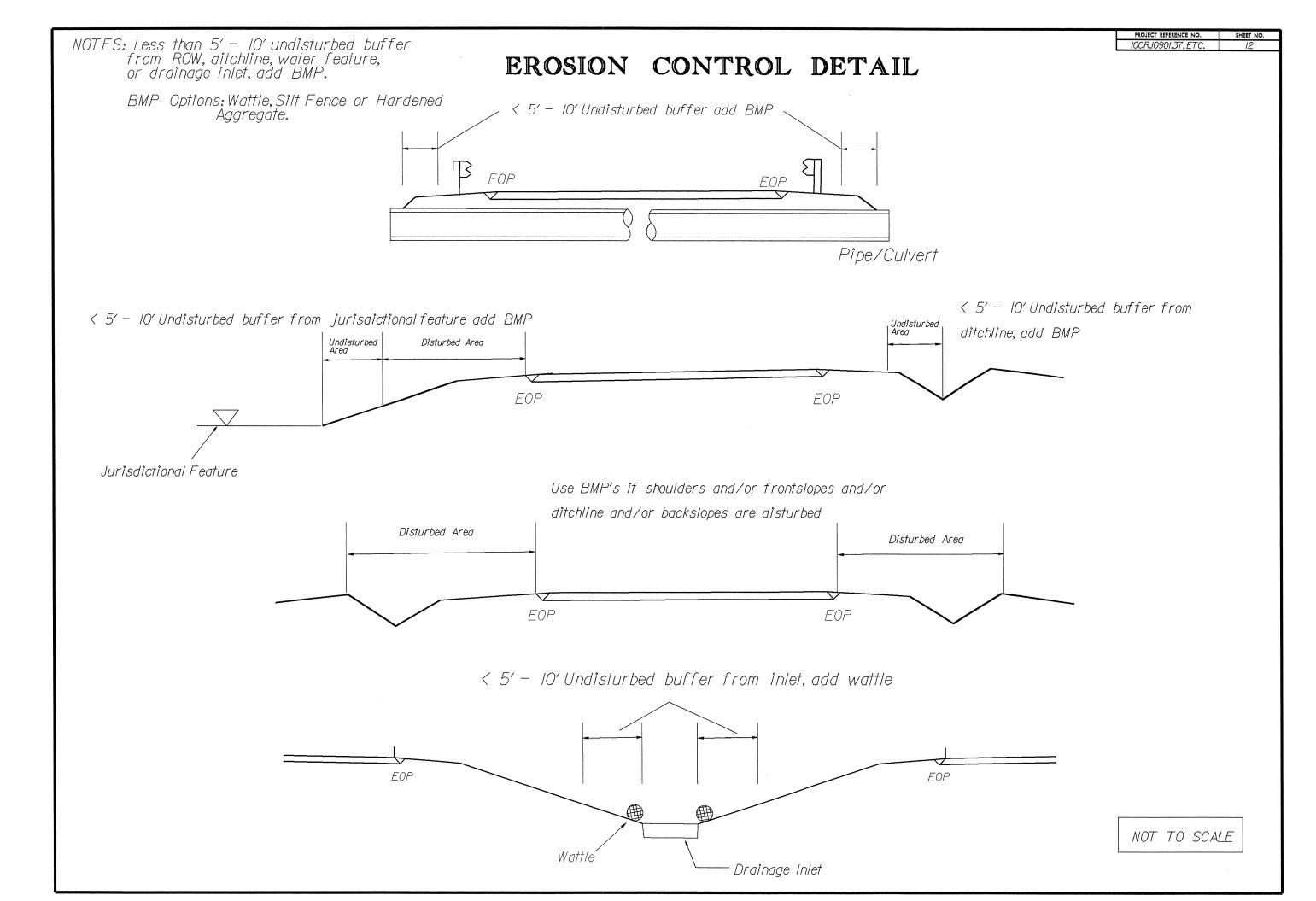
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT Office 919-707-6950 FAX 918-250-4119

SHOULDER WEDGE **DETAILS**

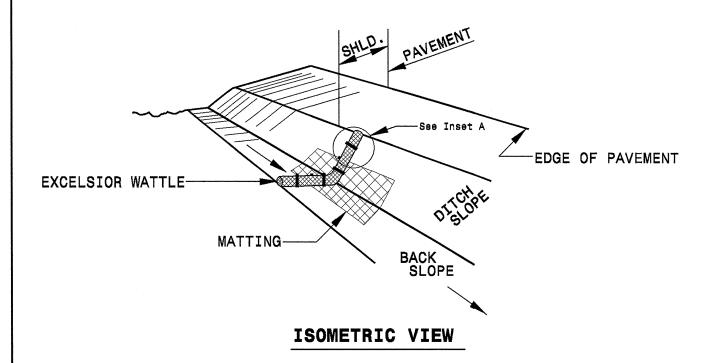
ORIGINAL BY:_	T.SPELL DATE:	7-19-11
MODIFIED BY:_	DATE:	10/16/12
CHECKED BY:	DATE:	
FILE SPEC.: _e:	uer/details/stand/shoulderwedg	sdeteil.dgn

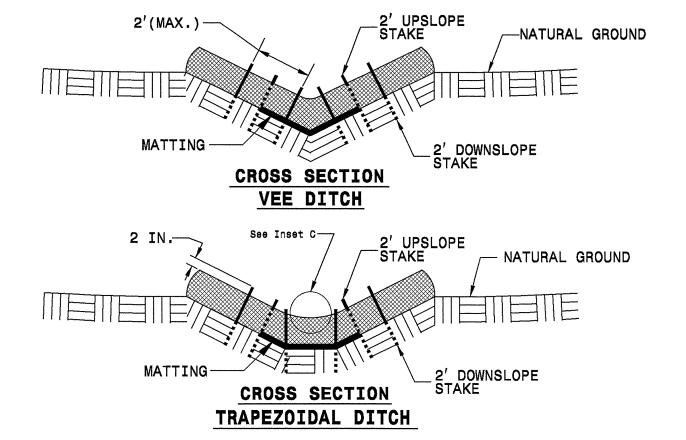
SHOULDER WEDGE DETAIL (Resurfacing Adjacent to Rutted Shoulder)



PROJECT REFERENCE NO.	SHEET NO.
10CR.10901.37, ETC.	13

WATTLE WITH POLYACRYLAMIDE (PAM) DETAIL





NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

 $\frac{\text{ONLY}}{\text{WATTLE}}$ 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.

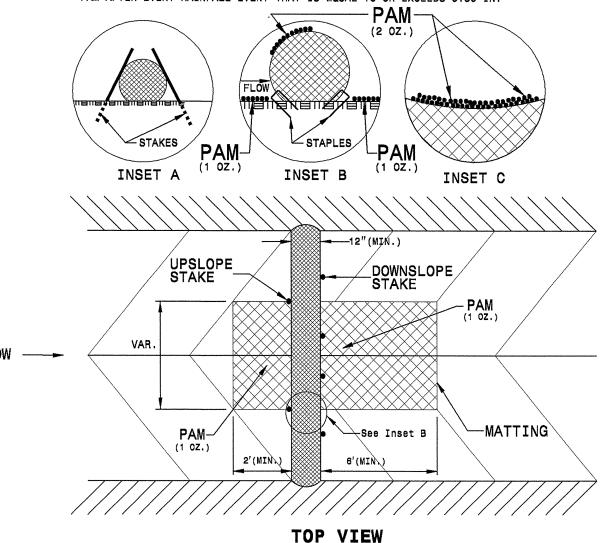
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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.

PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.

INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.



PROJECT NO.	SHEET NO.	TOTAL NO.
10CR.10901.37,ETC.	14	
10CR.20901.94,ETC.		

SUMMARY OF QUANTITIES

	T 0011111		DOUTE	T DESCRIPTION	I men I		-1							IVIAN							T . =	T									·		
PROJECT	COUNT	Y MAP	ROUTE	DESCRIPTION	TYP LAN		SURFACE	ASPHALT	1	H WIDTH	BORROW	STONE BASE	CONSTRUCT	I RECONSTRU	MILLING	O" TO 1.5" MILLING	MILLING	COURSE,	INTERMEDIATE COURSE, 119.08	COURSE,	COURSE,	COURSE,	BINDER FOR	EXISTING		ADJ. OF DROP INLET	ADJ. OF	ADJ. OF METER OR	SILT FENCE	STONE FOR EROSION		WATTLE	POLYACRYLAMIDE (PAM)
							TESTING REQUIRED		'				ON	CTION				B25.0B		S9.5B	S9.5B	\$9.5C	PLANT MIX	PAVEMENT		1		VALVE BOX		CONTROL, CLASS B	STONE		1
NO		NO			NO		I LEGO		MI	FT	су	TONS	SMI	SMI	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	TONS	SY	EA	EA	EA	LF	TN	TN	LF	LB
				FROM PAVEMENT JOINT AT SR 2151 (JD HELMS ROAD) TO SR 2149						1			[
				(BUFORD SHORTCUT ROAD)																						ļ					ĺ		
10CR.10901.37	Union	1	HWY 207	MILEPOST 5.2 TO MILEPOST 7.3	1 2	2 2WL) YES	NO	2.1	21	1,027	378	ļ	4.20	1		117		4,056	2,457			342	925	150	ļ		 	315	42	21	315	1
	1			FROM SR 2149 (BUFORD SHORTCUT	-						İ															ļ					İ		1
4000 40004 04			1914/207	ROAD) TO SR 2115 (STACK ROAD)								474																					1
10CR.10901.38	Union	1 2	HWY 207	MILEPOST 7.3 TO MILEPOST 1.9	1 2	2 2WL	J YES	NO	1.9	21	929	171	 	3.80	++		117	 	3,670	2,185		-	307	784	128		+	 	285	38	19	285	1
				FROM PAVEMENT JOINT AT						1																					}		1
				ENTRANCE TO JACK IN THE BOX TO END OF 2'6" CURB AND GUTTER						1											l						Ì						1
10CR.10901.39	Union	3	HWY 601 SOUTH	MILEPOST 12 TO MILEPOST 13.3		MU	NO	NO	1.3	60					36,332			<u> </u>				3,515	207	537		2				1			
				FROM SR 1005 (LANDSFORD RD) TO SR 2118 (DUDLEY ROAD)MILEPOST																													1
10CR.20901.94	Union	4	SR 2115 STACK ROAD	2.4 TO MILEPOST 3.5	1 2	2 2WL	J YES	NO	1.1	22	528	100		2.20			123		2,185	1,310			183	475	32			5	162	33	17	162	1
				FROM SR 2118 (DUDLEY ROAD) TO SE																													
10CR.20901.95	Union	5	SR 2115 STACK ROAD	2125 (JACK DAVIS ROAD)MILEPOST 3.4 TO MILEPOST 5.1	1 2	2 2WL	YES	NO	1.7	20	834	332		3.40			112		3,135	1,914			265	748	96		1	8	255	51	26	255	1 1
				FROM SR 1007 (ROCKY RIVER ROAD))													1															
10CR.20901.96	Union	. 6	SR 1146 PARKWOOD SCHOOL ROAD	TO SR 1137 (POTTER ROAD) MILEPOST 0 TO 3.0	1,4	2 2WL	J YES	NO	3	18	1,480	690		6.00			223	1,863	5,873	3,616			581	1,238	384			5	900	90	45	900	1 1
	1										1			1				1 2,555						2,200	- 551				300	- 30	1 73	300	
				FROM SR 1357 (POTTER ROAD) TO BEGINNING OF CURB AND GUTTER																													1
				AT SR 1338 (ANTIOCH CHURCH																													1
10CR.20901.97	7 Union	7	SR 1358 FOREST LAWN DRIVE	ROAD) MILEPOST 0 TO MILEPOST 1.5		2 2WL) NO	NO	1.9	19	350	143	ļ	3.80	138		212	-		2,067	836		178	836		ļ		5	285	38	19	285	1
				FROM PAVEMENT JOINT EAST OF SR 1508 (POPLIN ROAD) TO HWY 601																													
			_	NORTH MILEPOST 8.2 TO MILEPOST			1														ļ												
10CR.20901.98	Union	1 8	SR 1367 UNIONVILLE-INDIAN TRAIL ROAD	11.0	3 2	2 2WL) NO	NO	2.8	23	511	490	<u> </u>	5.60	+		256	 		3,561	1,100		285	1,540			+	5	420	56	28	420	1
				FROM SR 1008 (WAXHAW-INDIAN					1									1															1
10CR.20901.99	, linian		SR 1361 FINCHER ROAD	TRAIL ROAD) TO SR 1357 (POTTER ROAD) MILEPOST 0 TO MILEPOST 1.2		214/	Ј МО	NO	1.2	18	221	264		2,40			200			1,260	530		110	570				١.	400	١		400	1 .
10CK.20901.9	Ollion	1 3	SK 1501 FINCHER ROAD	FROM PAVEMENT JOINT 315 FT	431-	2 2000	J NO	INC	1.2	100	221	204		2,40			200	-		1,260	530		110	530		<u> </u>	 	+	180	24	12	180	
				NORTH OF US 74 AND SR 2356		ł											_			1													1
	Union	15	SR 2356 CHAMBER DRIVE	INTERSECTION TO END OF MAINTENANCE	3,8	2 2WL	U NO	NO	0.57	24	104			1.10		172	134			736			44	236					86	12	6	86	1
	T			FROM END OF MAINTENANCE TO						T				T						T													
	Union	1 16	SR 2360 STARCREST DRIVE	FROM SR 2360 STARCREST DRIVE TO	3 3	2 2WL	U NO	NO	0.39	24	72			0.80	-			+		508	 	 	30	172		<u> </u>	 	-	59	8	4	59	
	Union	1 17	SR 2362 TOP HILL ROAD	END OF MAINTENANCE	3 2	2 2WL	U NO	NO	0.12	22	22			0.20						144			9	47				1	18	3	2	18	
	Union	n 18	SR 2365 PERSIMMON COURT	FROM SR 2356 CHAMBER DRIVE TO END OF MAINTENANCE] ,]	2 2WI	U NO	NO	0.12	24	23			0.20				1		144			۹ .	47					10	,	1,	10	1
				FROM SR 2356 CHAMBERS DRIVE TO							1									T							 		1	1	1	10	
	Union		SR 2431 EAST FORK LANE PROJ NO. 10CR.20901.99	END OF MAINTENANCE	3 :	2 2WI	U NO	NO	0.22 2.62		41	264	0	0.40	-	172	334	-	0	299 3,091	530	0	18 220	85 1,117	0	0	0	5	33 394	5 55	29	33 394	
	T	T. I	NOS NO. 2001.120302.133			_	1		1	1	1 703	297		5,20			354	<u> </u>		3,031	330		220	2,21,	-	1	T	1 -	334	1 33	23	394	
				FROM PAVEMENT JOINT 610' NORTH OF RODGERS ROAD INTERSECTION TO																													
				PAVEMENT JOINT AT HARRIS TEETER																											1		
10CB 20001 10	V		CD 4277 WESTEV CHAREL DOAD	ENTRANCE MILEPOST 1.8 TO	1,1		VEC	NO.	0.6	25	204			1.70		222	220		1.570	1.000	ļ		126	254	ļ	ĺ				1			
10CR.20901.10	Onion	n 10	SR 1377 WESLEY CHAPEL ROAD	MILEPOST 2.4	1,2	2 2WI	U YES	NO	0.6	25	294		 	1,20	1	223	339	 	1,578	1,000			136	264		 	1	+	90	12	-	90	1
				FROM PAVEMENT JOINT NORTH OF																													
				SR 1009(OLD CHARLOTTE HWY) TO PAVEMENT JOINT SOUTH OF HWY 7-																													1
10CR.20901.10	1 Unior	n 11	SR 1377 WESLEY CHAPEL ROAD	MILEPOST 2.7 TO MILEPOST 3.4		2 2WI	U NO	NO	0.7	23	114	36	ļ	1.30			256			841	500		83	400	<u></u>	ļ	<u> </u>	3	96	13	7	96	1
				FROM PAVEMENT JOINT EAST OF SE	R																										1		
1				1377(WESLEY CHAPEL ROAD	1 1			1												ŀ													
				ROUNDABOUT) TO PAVEMENT JOIN NORTHWES OF CORPORATE CENTER			ľ												1														
10CR.20901.10	2 Unior	n 12	SR 1162 GOLDMINE ROAD	DRIVE MILEPOST 7.5 TO MILEPOST 6	6 3	2 2WI	U NO	NO	1.5	20	282	180		3.00			223	<u></u>		1,818	825		163	660				8	225	30	15	225	1
				FROM NC 200 NORTH TO SR 1001 (SIKES MILL ROAD)MILEPOST 0 TO																													
10CR.20901.10	3 Unior	n 13	SR 1620 BAUCOM ROAD	MILEPOST 1.6		2 2W	U YES	NO	1.6	18	768	192	0.30	2.60			223	1,083	2,888	1,725			290	700	192			5	480	48	24	480	1 1
				FROM SR 1006 (OLIVE BRANCH																T													
	Unior	n 14	SR 1758 AUSTIN CHANEY ROAD	ROAD) TO SR 1751 (MONROE ANSONVILLE ROAD)	9	2 2W	u NO	NO	1.95	22	476	332		3.90			267			3,117			187						293	39	20	293	,
			PROJ NO. 10CR.20901.103						3,55		1,244		0.30		0	0		1,083	2,888		0	0		700	192	0	0	5	773			773	2
			GRAND TOTAL		++-			+	24.7	7	8.076	3,308	0.30	46.10	36.470	395	2,802	2.946	23,385	28.702	3 791	3.515	3 427	10.224	982	2	2	55	4,200	545	276	4,200	13
L				- 								-,500	J.,,,,								4 -7,174		-,721					1 33	1,200	1 343	, 210	7,200	

PROJECT NO. SHEET NO. TOTAL NO.

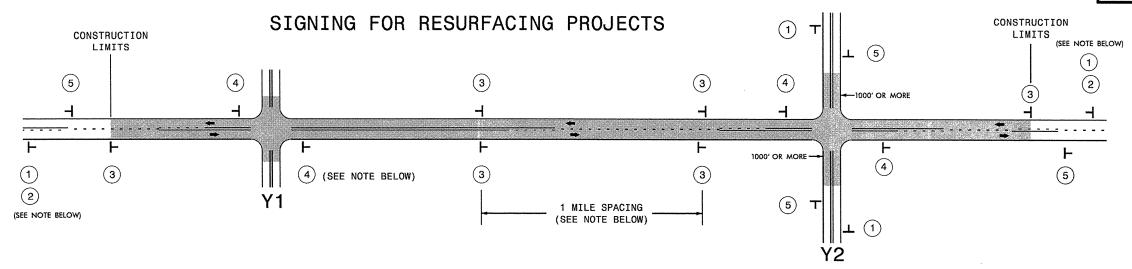
10CR.10901.37,ETC. 15

10CR.20901.94,ETC.

THERMOPLASTIC AND PAINT QUANTITIES

													AND	·														
			DOLLET.	DESCRIPTION						4457000000-N			00000-E			4705000000-E			472100		T		4725000000-E		481000			00000-N
PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP LANE	TYPE	LENGTH \		WORK ZONE ADVANCE/GENERAL	TEMPORARY TRAFFIC	4" X 90 M WHITE	YELLOW	4" X 120 M WHITE	8" X 90 M YELLOW	8" X 120 M WHITE	16" X 120 M WHITE	WHITE		THERMO MSG AHEAD 120 M				RT ARROW		4" WHITE PAINT	4" YELLOW PAINT	YELLOW &	CYAN & RED MARKERS
	1								WARNING SIGNING	CONTROL	THERMO	THERMO	THERMO	THERMO	THERMO	THERMO	THERMO	3101 220 111	ALLED TEO III	M	120 101	ARROW SO IV	90 M	ARROW SO IV	72	FAIIVI	MARKERS	WARKERS
	1				1	1 1		-																1	l			
NO		NO			NO				SF	LS	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	LF	LF	EA	EA
				FROM PAVEMENT JOINT AT SR 2151				- 1								ŀ												
		1		(JD HELMS ROAD) TO SR 2149		1 1																1		1 1				
		. 1		(BUFORD SHORTCUT ROAD)		1										ŀ						1		1 1				
10CR.10901.37	Union	1	HWY 207	MILEPOST 5.2 TO MILEPOST 7.3	1 2	2WU	2.1	21	187.6	1.00	22,286	16,511	42					 	-					 	22,176	16,401	139	
]	- 1		FROM SR 2149 (BUFORD SHORTCUT			ľ																					
	- 1	ł		ROAD) TO SR 2115 (STACK ROAD)				- 1				ļ.]					1										1
10CR.10901.38	Union	2	HWY 207	MILEPOST 7.3 TO MILEPOST 1.9	1 2	2WU	1.9	21	187.6	*	20,184	18,497	10			İ	26	8	5						20,064	18,377	126	1
		- 1		FROM PAVEMENT JOINT AT								l		l			1	1										1 1
				ENTRANCE TO JACK IN THE BOX TO		1 1																	l					1 1
4000 40004 30	tted an		1944/001 001/71	END OF 2'6" CURB AND GUTTER	67			-	125.0	*		11.000	4.100					1								47.460]
10CR.10901.39	Union	3	HWY 601 SOUTH	MILEPOST 12 TO MILEPOST 13.3	6,/ 5	MU	1.3	60	126.0			14,898	4,102			ļ	42			ļ		1	1	2	4,102	17,160	166	210
		1		FROM SR 1005 (LANDSFORD RD) TO SR 2118 (DUDLEY ROAD)MILEPOST				- 1				1	1					1					1	1 1				1
10CR.20901.94	Union	4	SR 2115 STACK ROAD	2.4 TO MILEPOST 3.5	1 2	2WU	1.1	22	187.6	*	11,492	10,117	13				40	1				İ	į.	1 1	11,402	10,037	72	
2001112030213-1			ST EXECUTION OF	FROM SR 2118 (DUDLEY ROAD) TO SE	- -	12.110			207.10							†	1	+							11,402	10,037	, , , , , , , , , , , , , , , , , , ,	
				2125 (JACK DAVIS ROAD)MILEPOST	- 1			1				l				1		1					1					
10CR.20901.95	Union	5	SR 2115 STACK ROAD	3.4 TO MILEPOST 5.1	1 2	2WU	1.7	20	187.6	*	18,298	17,098	60				20					<u> </u>			17,998	17,098	113	
				FROM SR 1007 (ROCKY RIVER ROAD)								1				ı												
				TO SR 1137 (POTTER ROAD)			.								1	į	l		1 _			_	1					
10CR.20901.96	Union	6	SR 1146 PARKWOOD SCHOOL ROAD	MILEPOST 0 TO 3.0	1,4 2	2WU	3	18	187.6	*	31,984	18,439	500	150	ļ	ļ	140	8	5	12		7		 	31,985	18,439	210	28
				EDOM CD 1257 (DOTTED DOAD) TO				- 1									1						1					
				FROM SR 1357 (POTTER ROAD) TO BEGINNING OF CURB AND GUTTER	1			- 1												1								
				AT SR 1338 (ANTIOCH CHURCH				- 1												1								
10CR.20901.97	Union	7	SR 1358 FOREST LAWN DRIVE	ROAD) MILEPOST 0 TO MILEPOST 1.9	3 2	2WU	1.9	19	187.6		20,065	19,707	63		l		20			1							126	
				FROM PAVEMENT JOINT EAST OF SR																								
				1508 (POPLIN ROAD) TO HWY 601	- 1								1				l											1 1
				NORTH MILEPOST 8.2 TO MILEPOST	1																			1				1
10CR.20901.98	Union	8	SR 1367 UNIONVILLE-INDIAN TRAIL ROAD	11.0	3 2	2WU	2.8	23	187.6	*	29,414	27,247	50				40		ļ								184	
				5001460 4000 (11/11/11/11/11/11/11/11/11/11/11/11/11/										1		İ												1
				FROM SR 1008 (WAXHAW-INDIAN	- 1		l i	l				į				1	l											l l
10CR.20901.99	Union		SR 1361 FINCHER ROAD	TRAIL ROAD) TO SR 1357 (POTTER ROAD) MILEPOST 0 TO MILEPOST 1.2	2 2	2/4/11	1.2	18	187.6	*	12,672	11,662	50			l .	i				ł		1				80	1
10CK.20301.33	Ollion	-	3K 1301 FINCHER ROAD	FROM PAVEMENT JOINT 315 FT	-3 -2	- 2000	1.2	10	107.0		12,072	11,002	1	<u> </u>		 		 	+			 	 				- 00	
				NORTH OF US 74 AND SR 2356			l 1	1					1	1	l						1							1
				INTERSECTION TO END OF	1		l .	l									ļ			1								
	Union	15	SR 2356 CHAMBER DRIVE	MAINTENANCE	3,8 2	2WU	0.57	24	64	*																		1
				FROM END OF MAINTENANCE TO									1															
	Union	16	SR 2360 STARCREST DRIVE	END OF MAINTENANCE	3 2	2WU	0.39	24	64	*																		
				FROM SR 2360 STARCREST DRIVE TO	_ _							į				1							1					
	Union	17	SR 2362 TOP HILL ROAD	END OF MAINTENANCE	3 2	2WU	0.12	22	64	•		ļ				 	ļ		 	ļ		ļ	 	ļ				
ŀ		10	SR 2365 PERSIMMON COURT	FROM SR 2356 CHAMBER DRIVE TO		24/11	0.00	24	64			ł	1			1						1						1
	Union	10	3R 2303 PERSIIVIIVION COURT	FROM SR 2356 CHAMBERS DRIVE TO	3 2	ZVVO	0.12	24	04			 	 		 	 	 	+	 	 								1
]	Union	19	SR 2431 EAST FORK LANE	END OF MAINTENANCE	3 2	2WU	0.22	25	64	*				l		1	İ					į						
												11,662	50									<u> </u>					80	
	TOTAL	L FUK PK	OJ NO. 10CR.20901.99				2.62		507.6		12,672		,712															80
					- 1								l	1					1									
				FROM PAVEMENT JOINT 610' NORTH			1 1								1	1		1		1	1							1
				OF RODGERS ROAD INTERSECTION TO					!					1				1										
				PAVEMENT JOINT AT HARRIS TEETER ENTRANCE MILEPOST 1.8 TO												1												
10CR.20901.100	Union	10	SR 1377 WESLEY CHAPEL ROAD	MILEPOST 2.4	1,2 2	2WI I	0.6	25	187.6	*	6,336	7,868	644	100	105		272			6		6			6,336	7,868	40	39
				77.2.1		1	T				-,000	1	 	1	1	†	† 	1	1	l	 	 	 		-,,,,,,	.,500	T	
				FROM PAVEMENT JOINT NORTH OF										1	1					1		I	1					
				SR 1009(OLD CHARLOTTE HWY) TO				- 1															1					
				PAVEMENT JOINT SOUTH OF HWY 74				1						1					l	1		ł		1				1
10CR.20901.101	Union	11	SR 1377 WESLEY CHAPEL ROAD	MILEPOST 2.7 TO MILEPOST 3.4	3 2	2WU	0.7	23	187.6	*	6,558	5,872	38			100	96				4	ļ		ļ			41	1
						ŀ								1	I							1						1
				FROM PAVEMENT JOINT EAST OF SR 1377(WESLEY CHAPEL ROAD		1		-													1	1						
				ROUNDABOUT) TO PAVEMENT JOINT										1	1						1							
				NORTHWES OF CORPORATE CENTER		1		-											1		1	1						1 1
10CR.20901.102	Union	12	SR 1162 GOLDMINE ROAD	DRIVE MILEPOST 7.5 TO MILEPOST 6		2WU	1.5	20	187.6	٠	16,200	15,777	88						1		1	1					102	1 1
				FROM NC 200 NORTH TO SR 1001		1									1	1			1	1		1	1					
				(SIKES MILL ROAD)MILEPOST 0 TO											1				1			1						1 1
10CR.20901.103	Union	13	SR 1620 BAUCOM ROAD		4,5 2	2WU	1.6	18	187.6	*	16,580	15,774				<u> </u>	40	1							16,580	15,774	104	
		IT		FROM SR 1006 (OLIVE BRANCH			T	I																				
			CD CTCO ALICTIAL COLORS	ROAD) TO SR 1751 (MONROE	۱ .						20.551	10.000						1 -	_			1						
	Union		SR 1758 AUSTIN CHANEY ROAD	ANSONVILLE ROAD)	9 2	2WU	1.95	22	64	· ·	20,554	16,827	13	 	ļ	 	40	+ 8 -	5	 	 	+	 	 	16.500	45 774	129	
	TOTAL	L FOR PR	OJ NO. 10CR.20901.103			+-	3.55		251.6		37,134	32,601	13 ,614	 	 	+	80	- 8	5	13	<u></u>	 	 	 	16,580	15,774 354	233	233
 							 ``				5,,134	1	<u> </u>	†		 	1 80	 	T	Ī	T	1	 	1	32,		l	Ť
		Cn.	AND TOTAL				24.77		2,761.2	1	232,623	216,294		250	105	100	776	24	15	18	4	14	1	2	130,643	121,154	1,632	277
		GR.	AND IOIAL										1,967		<u> </u>					61			17			,797		909

PROJ. REFERENCE NO. SHEET NO.



LEGEND

├ STATIONARY SIGN

◆ DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

DECUITOR STATIONARY SIGNING FOR THE

-Y- LINE SIGNING

PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ROAD ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. res and DIRECTION WORK (1) 2) SUBDIVISION ROADS AHEAD W20-1 48" X 48" 3) DEAD END ROADS #2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. (2) ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS) PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART LOWSOFT (3) NOTI PER I THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE SHOULDER CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER. SIGNING ACEMENT F THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ROAD (4) UNDER ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL CONST/ WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE, DO NOT SP 13106 48"X 48" INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. (5) PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS. ROAD WORK G20-2 A 48" X 24"

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE

WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

113 N.W.ZTC\Resurfacina\2013Resurfacina\2013Documents\New_Procedures_05_09_2013\Resurfa