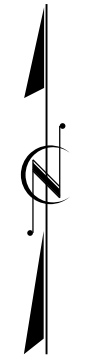
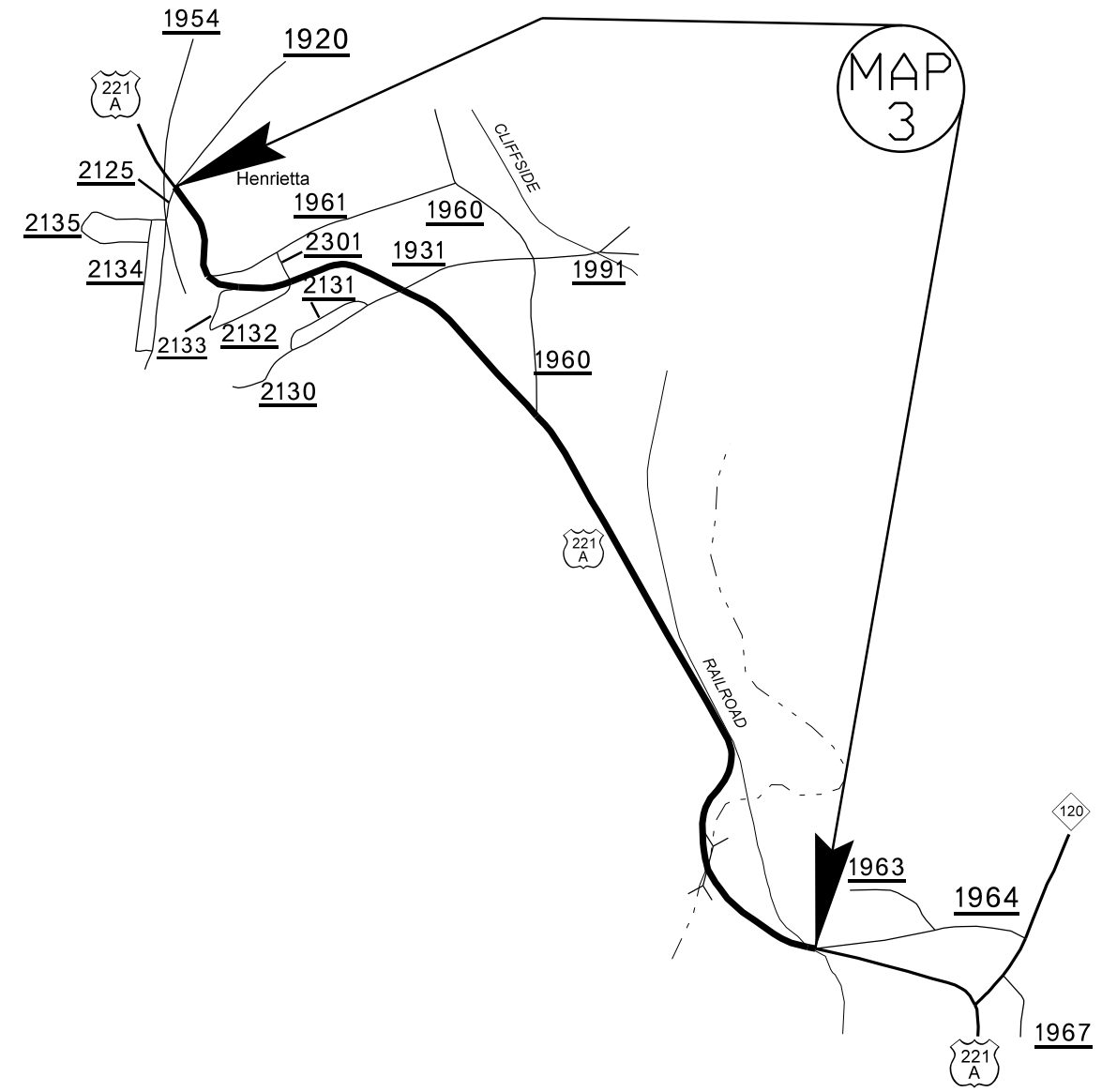
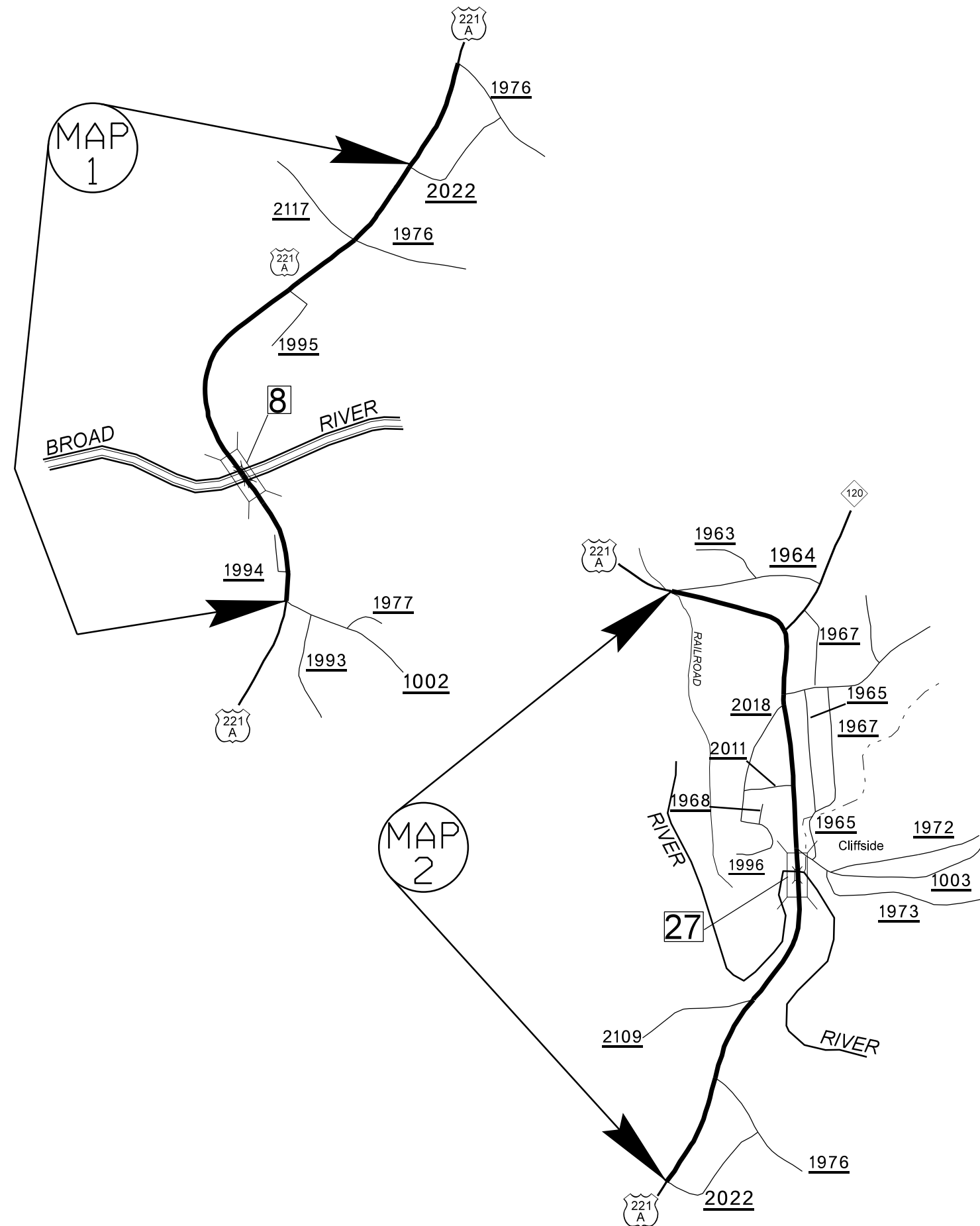


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**The documents contained herein were originally issued
and sealed by the individuals whose names and license
numbers appear on each page, on the dates appearing
with their signature on that page.**

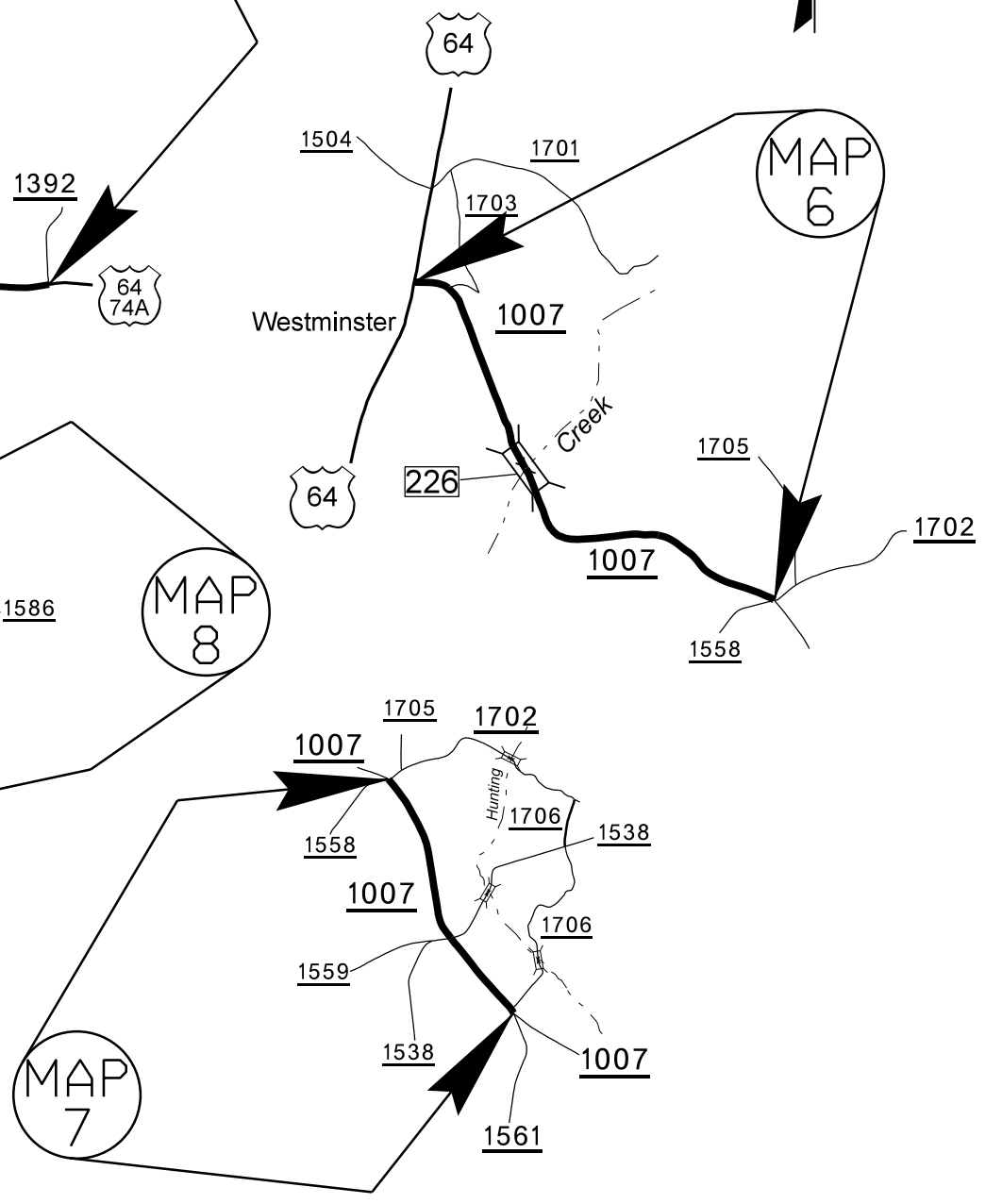
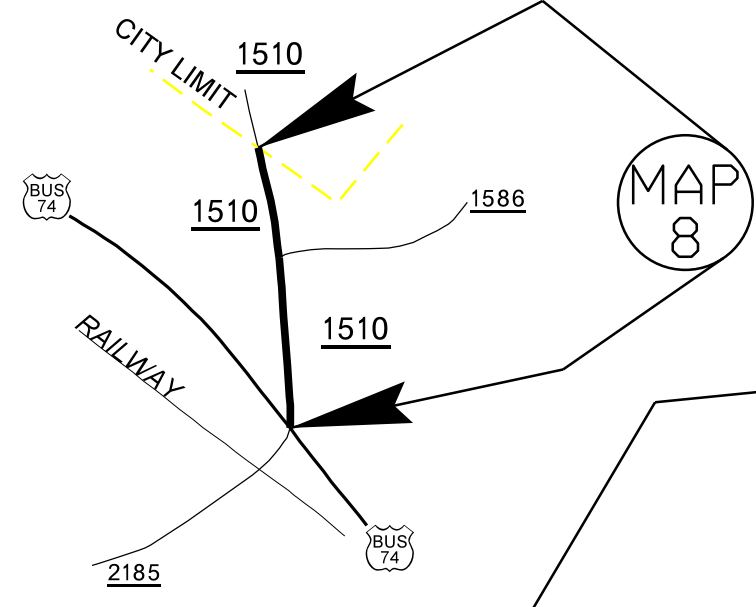
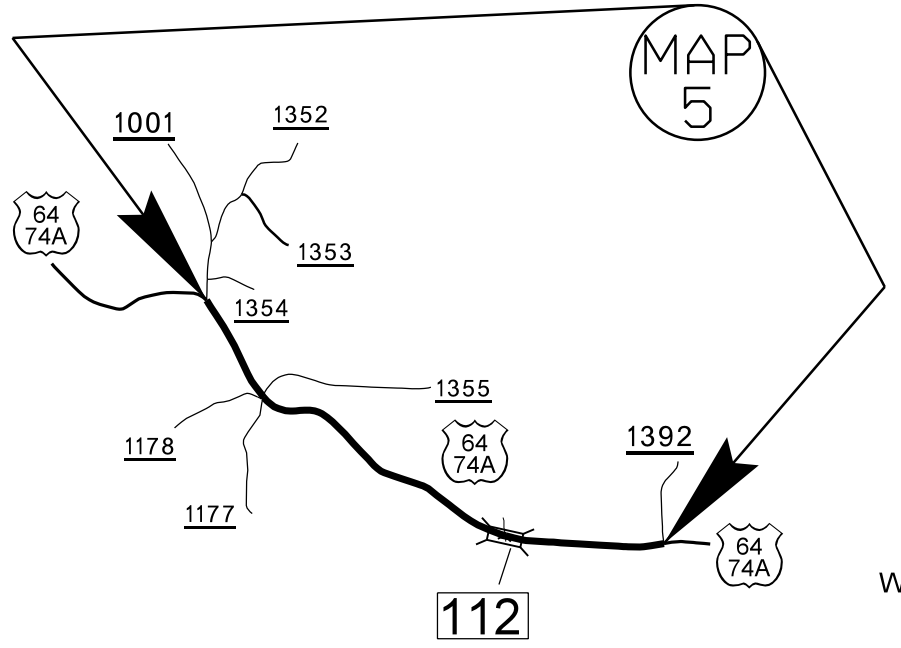
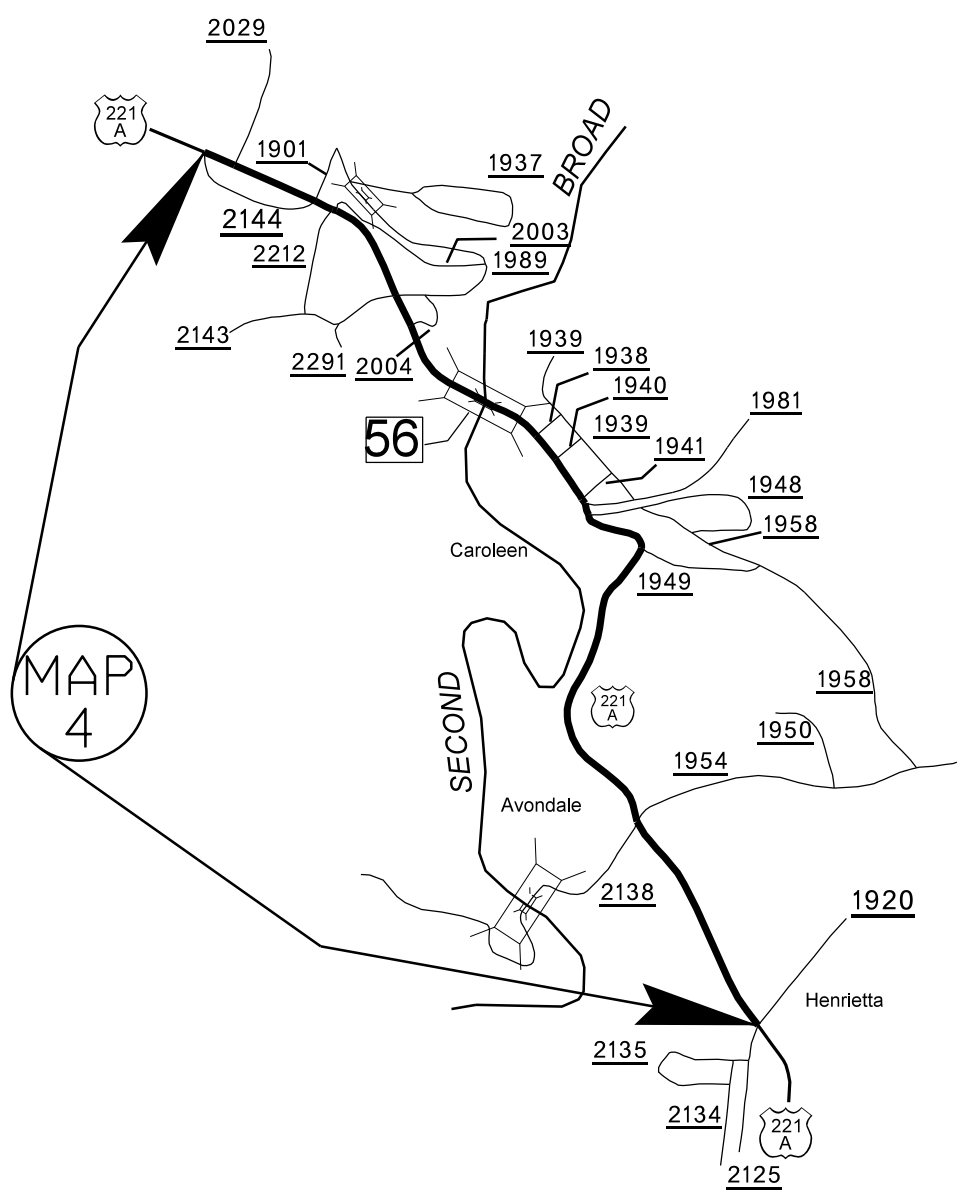
**This file or an individual page
shall not be considered a certified document.**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.06.10811.1, 2016CPT.13.06.20811.1, 2016CPT.13.06.20812.1	1	



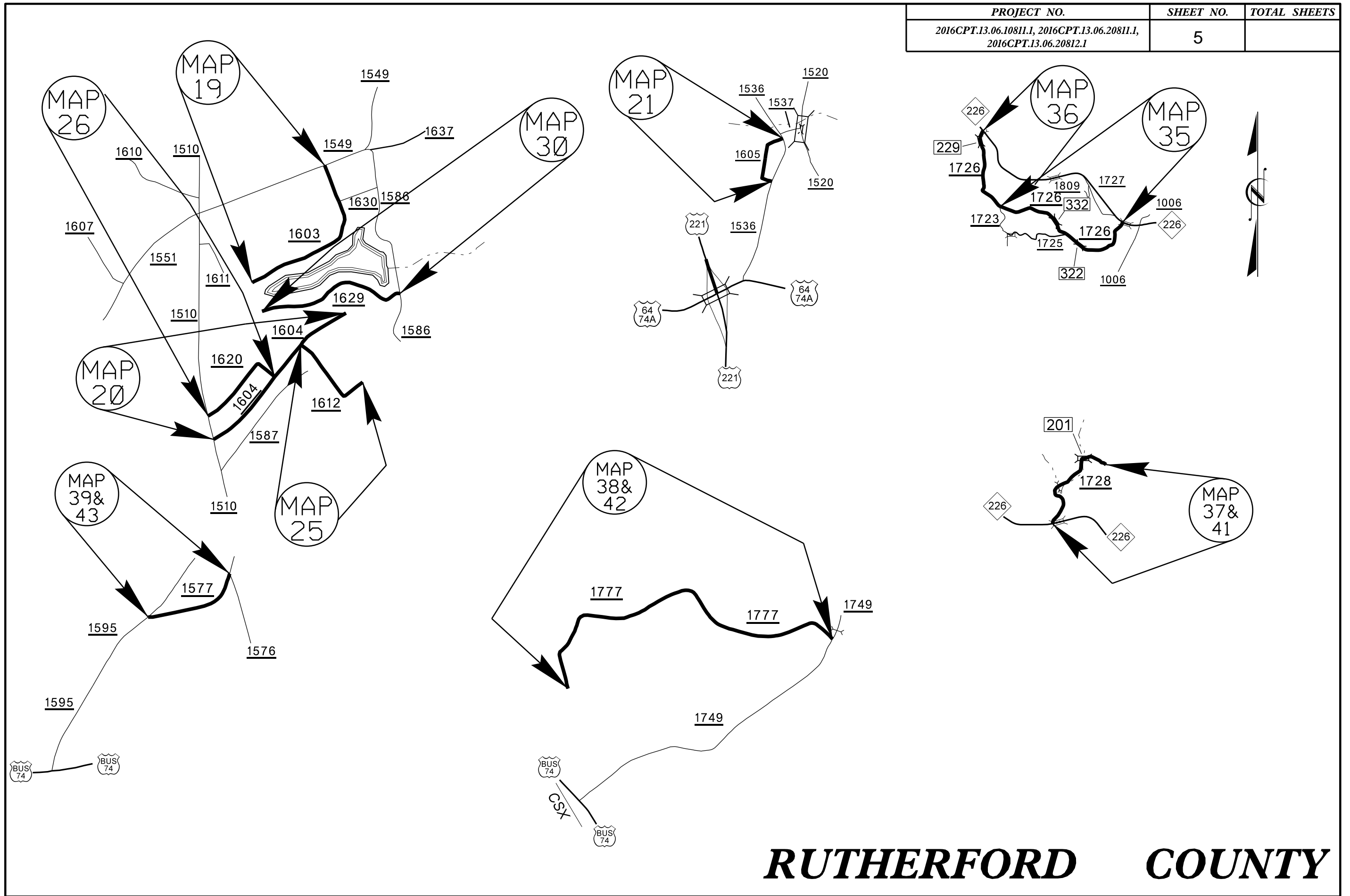
RUTHERFORD COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.06.10811.1, 2016CPT.13.06.20811.1, 2016CPT.13.06.20812.1	2	



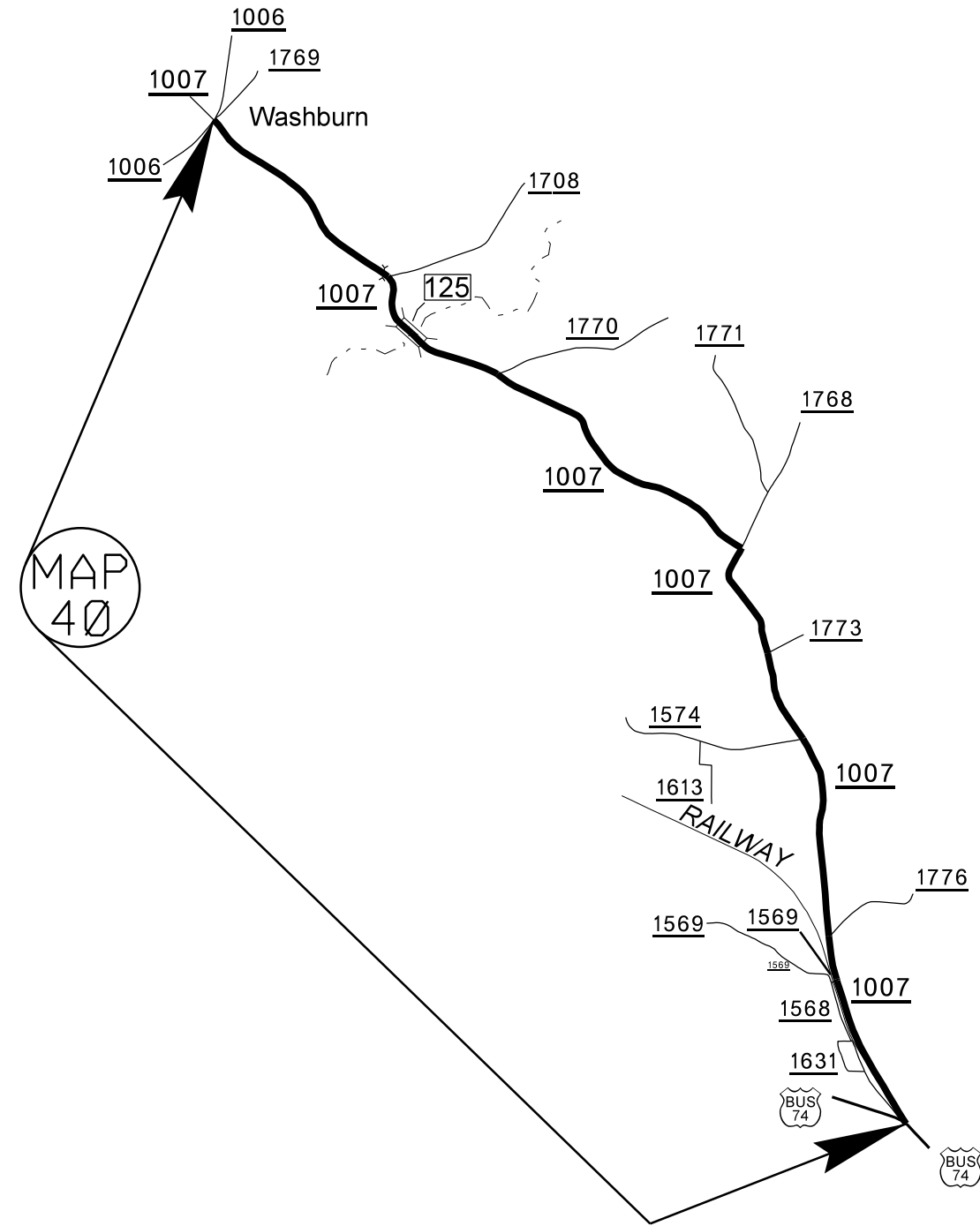
RUTHERFORD COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.06.10811.1, 2016CPT.13.06.20811.1, 2016CPT.13.06.20812.1	5	



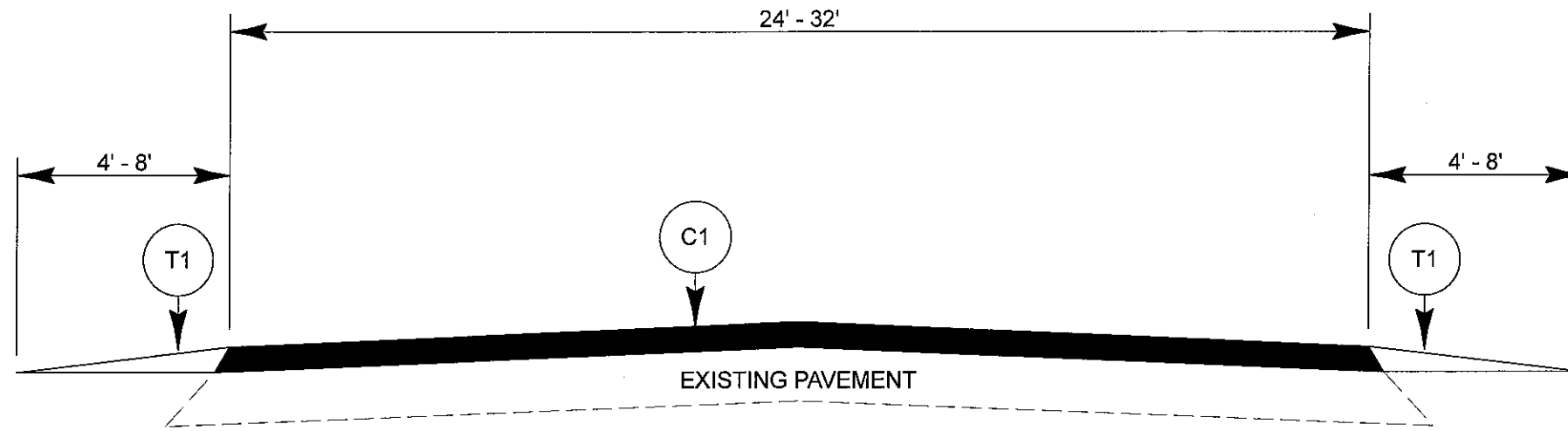
RUTHERFORD COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.06.10811.1, 2016CPT.13.06.20811.1, 2016CPT.13.06.20812.1	6	

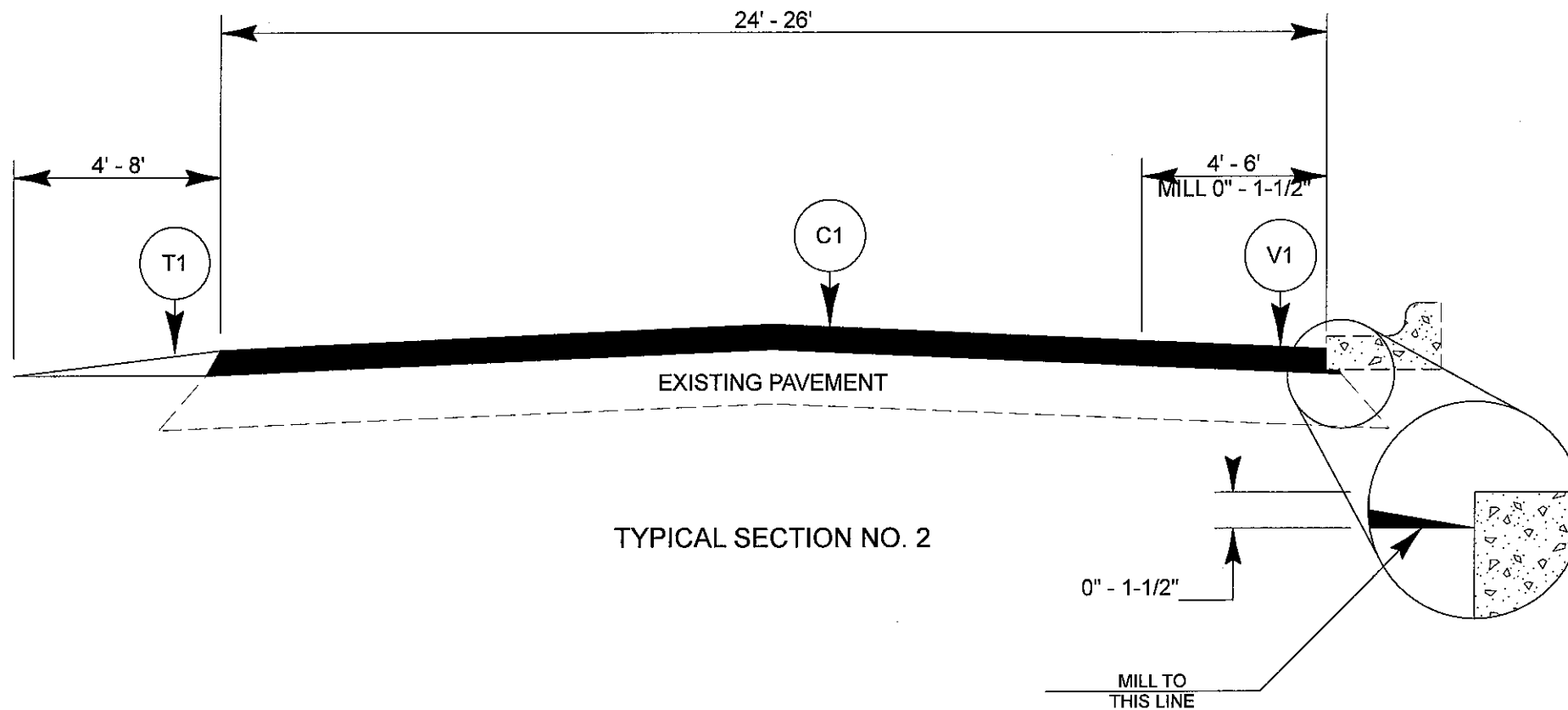
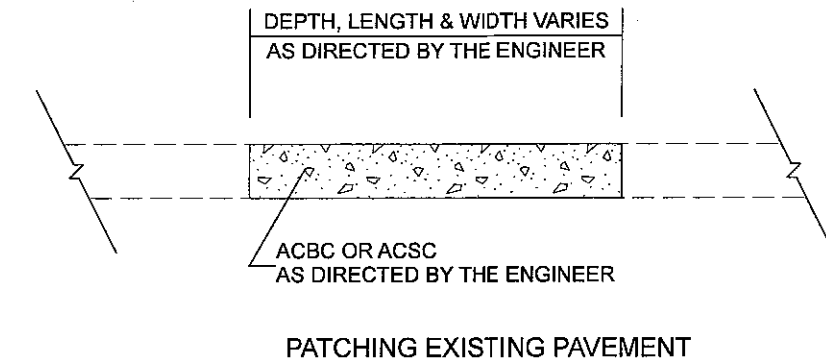


RUTHERFORD COUNTY

PROJECT NO. 2016CPT.13.06.10811.1, 2016CPT.13.06.20811.1, 2016CPT.13.06.20812.1,	SHEET NO. 7	TOTAL SHEETS
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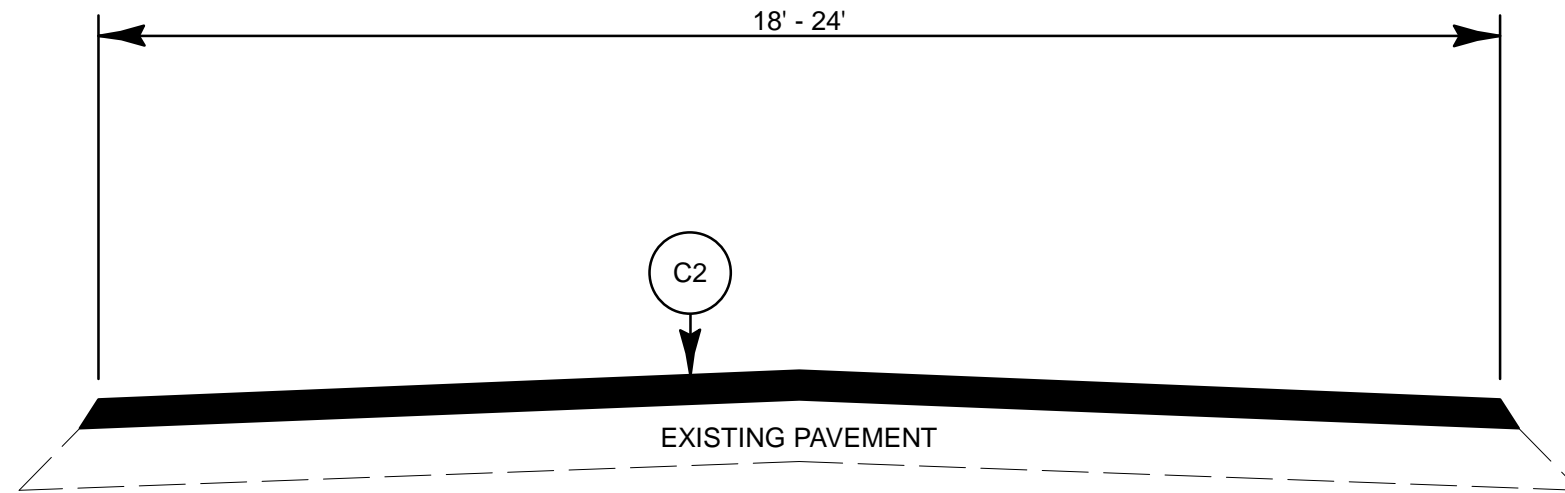
TYPICAL SECTION NO. 1



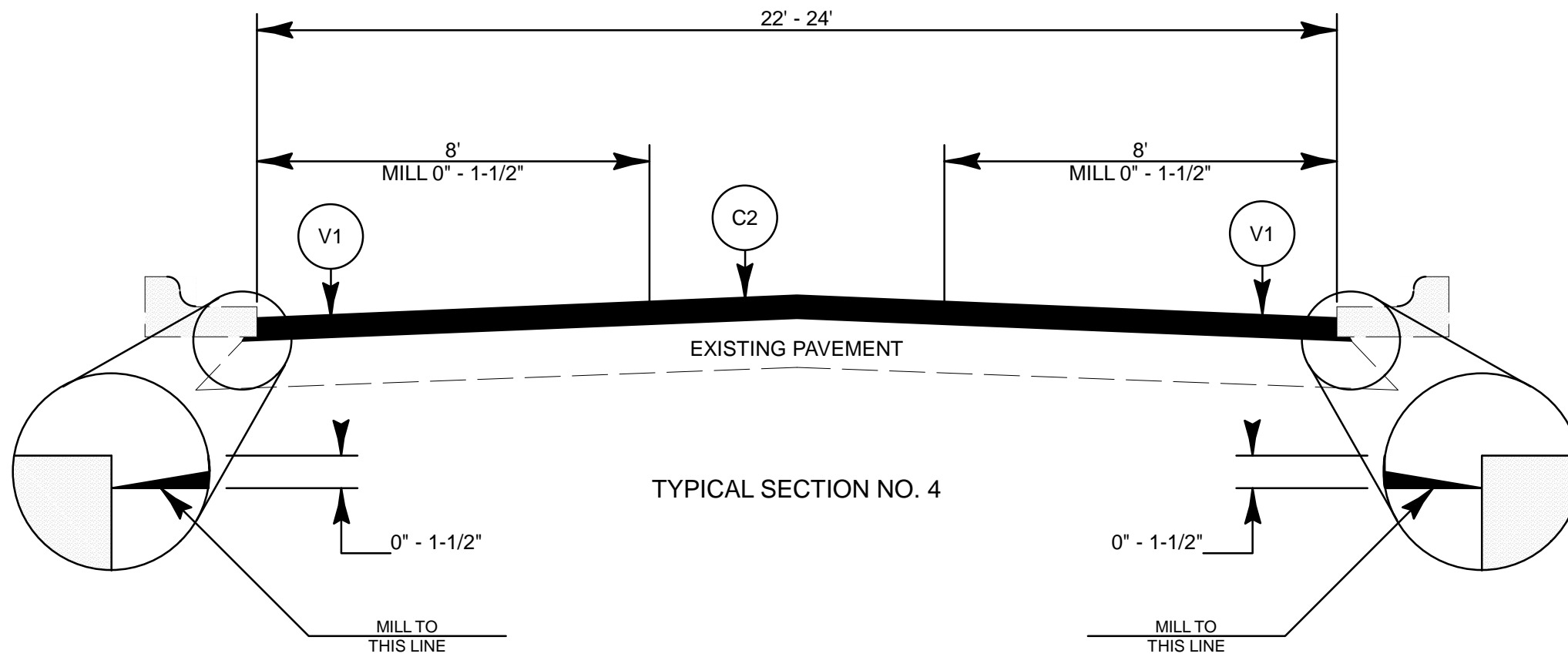
TYPICAL SECTION NO. 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD
C3	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YARD
F1	ASPHALT SURFACE TREATMENT, DOUBLE SEAL (LIGHTWEIGHT AGGREGATE)
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT, 0 TO 1-1/2" DEPTH
V2	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH
V3	INCIDENTAL MILLING

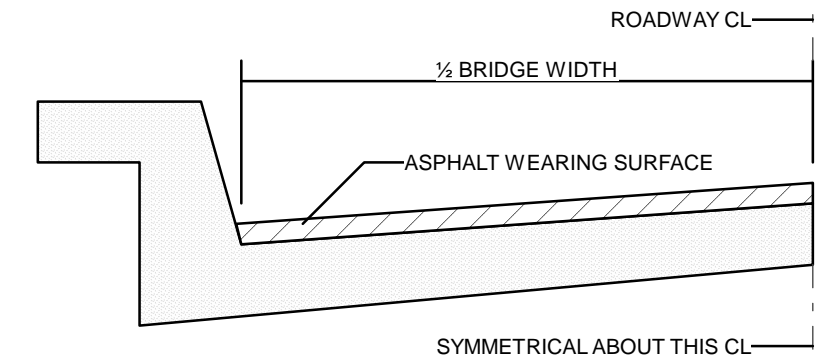
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.06.10811.1, 2016CPT.13.06.20811.1, 2016CPT.13.06.20812.1,	8	



TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4



BRIDGE HALF TYPICAL SECTION

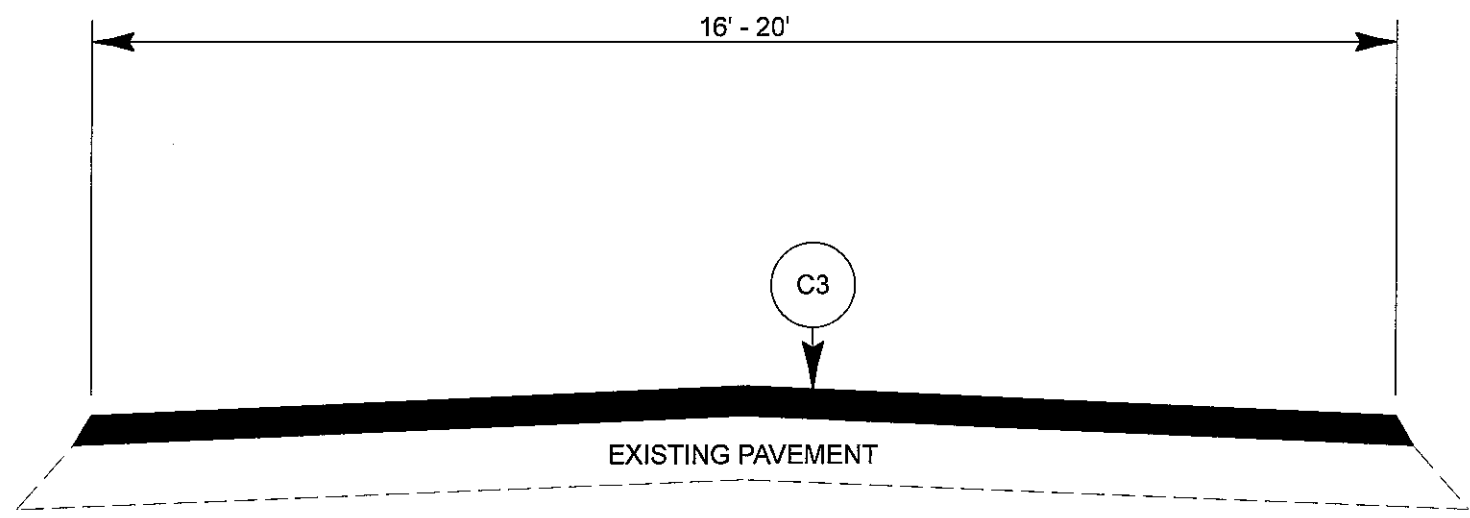
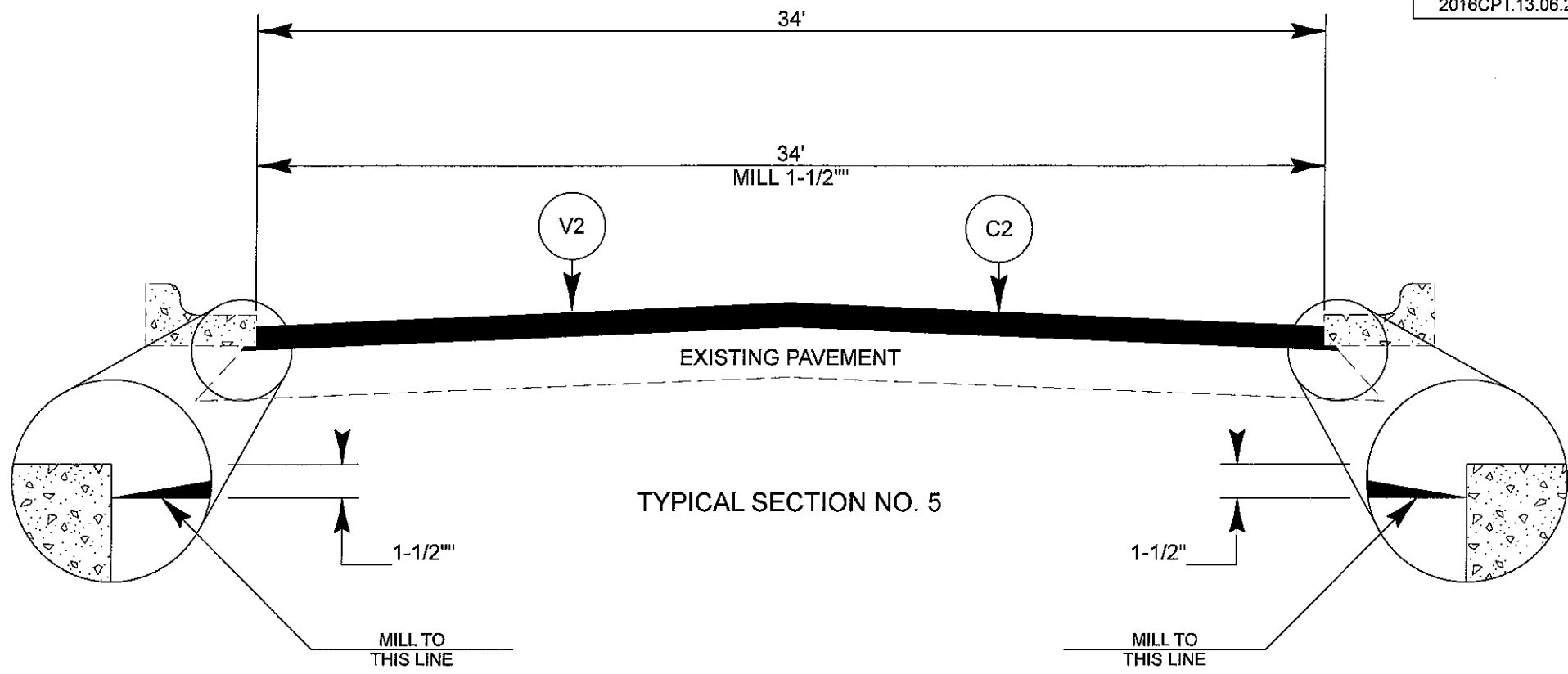
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SF9.5A 1.5", S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2".

NOTES

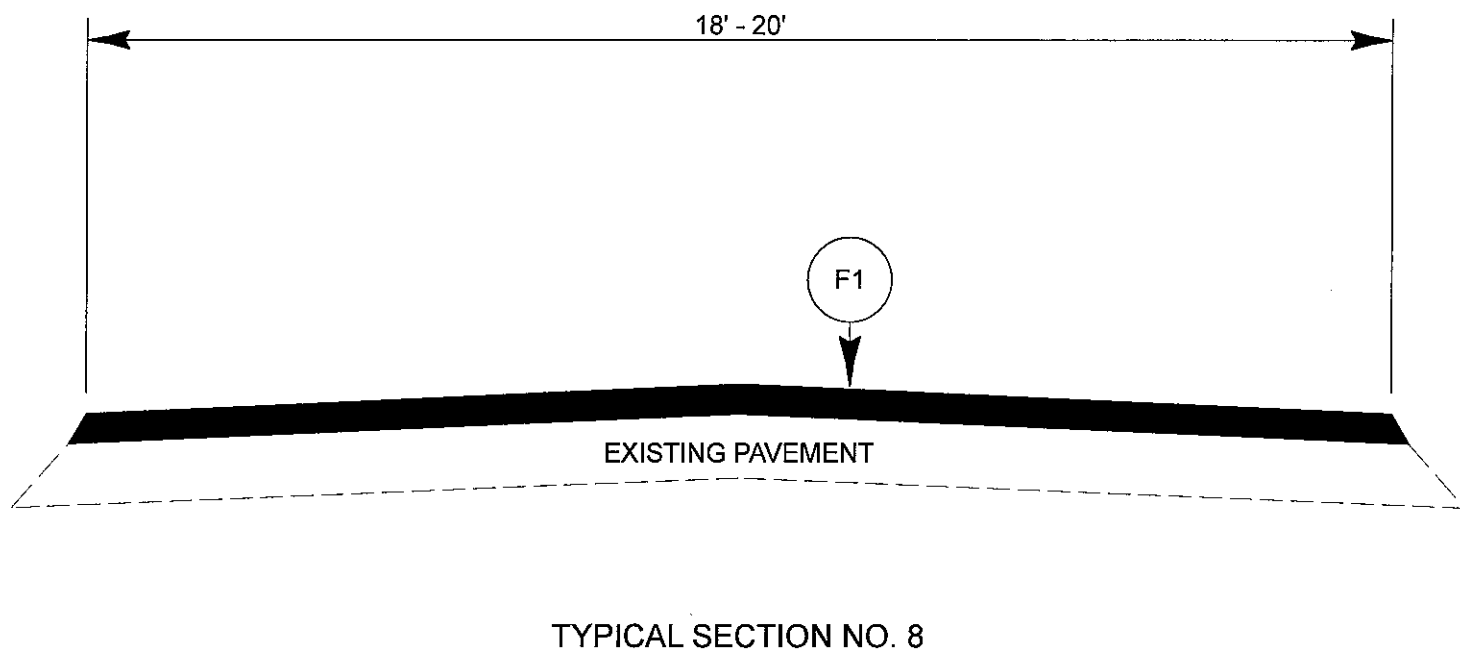
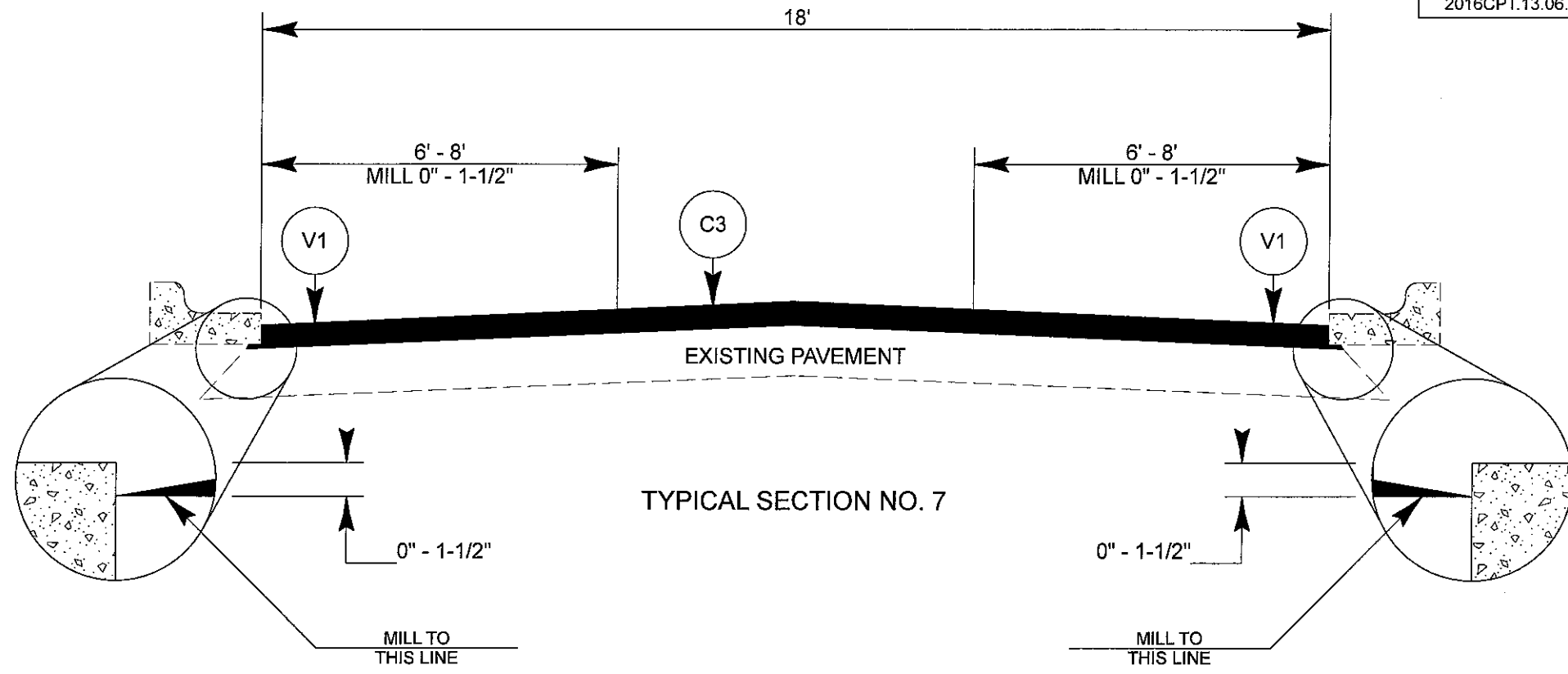
ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
 SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.
 BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.06.10811.1, 2016CPT.13.06.20811.1, 2016CPT.13.06.20812.1,	9	



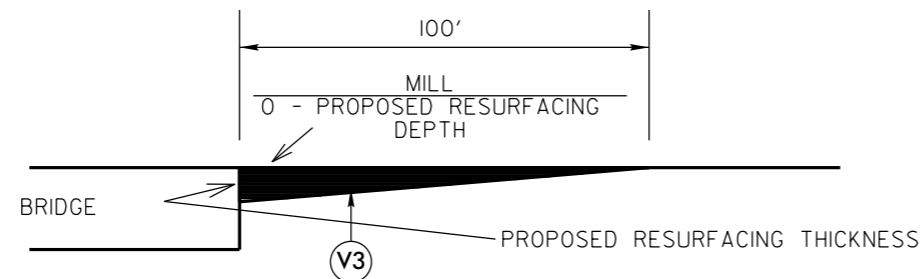
TYPICAL SECTION NO. 6

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.06.10811.1, 2016CPT.13.06.20811.1, 2016CPT.13.06.20812.1,	10	



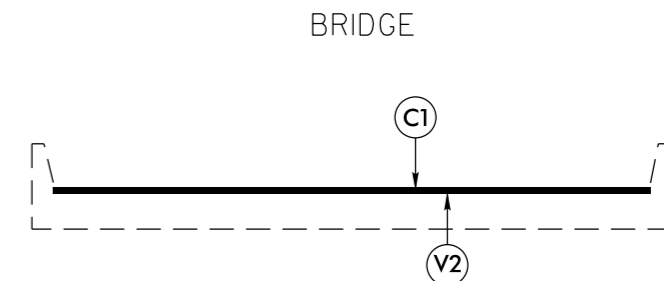
TYPICAL SECTION NO. 8

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.06.10811.1, 2016CPT.13.06.20811.1, 2016CPT.13.06.20812.1	11	



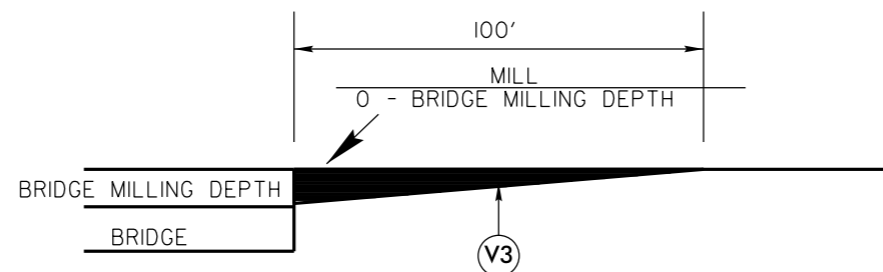
MILLING DETAIL AT BRIDGE APPROACHES

**WHERE BRIDGES WILL NOT BE RESURFACED.
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.
USE AT BRIDGE NUMBERS: 8, MAP 1; 56, MAP 4;
AND 322, MAP 35.**



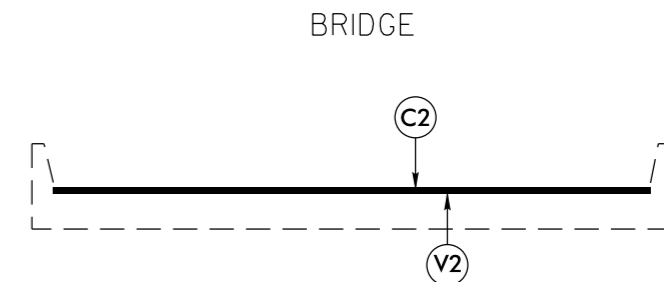
BRIDGE DETAIL

**BRIDGE NUMBER 112, MAP 5,
MILL 1-1/2" OFF EXISTING PAVEMENT
SEE MAPS FOR BRIDGE LOCATION**



MILLING DETAIL AT BRIDGE APPROACHES

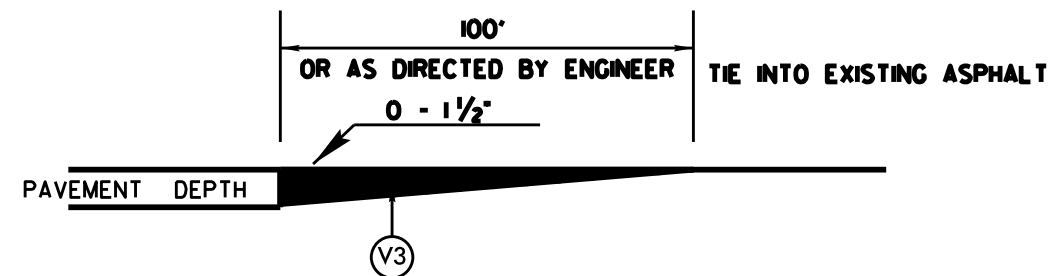
**WHERE BRIDGES WILL BE MILLED THEN RESURFACED.
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.
USE AT BRIDGE NUMBERS: 112, MAP 5; 125, MAP 40;
161, MAP 10; AND 293, MAP 9.**



BRIDGE DETAIL

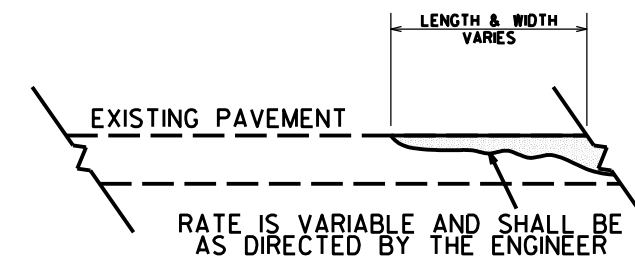
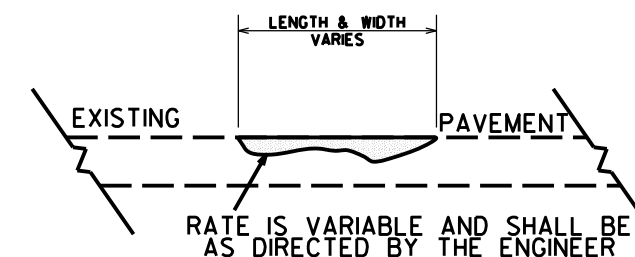
**BRIDGE NUMBER 293, MAP 9,
BRIDGE NUMBER 161, MAP 10,
BRIDGE NUMBER 125, MAP 40
MILL 1-1/2" OFF EXISTING PAVEMENT
SEE MAPS FOR BRIDGE LOCATION**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.06.10811.1, 2016CPT.13.06.20811.1, 2016CPT.13.06.20812.1	12	



DETAIL TO TIE INTO EXIST PAVEMENT

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

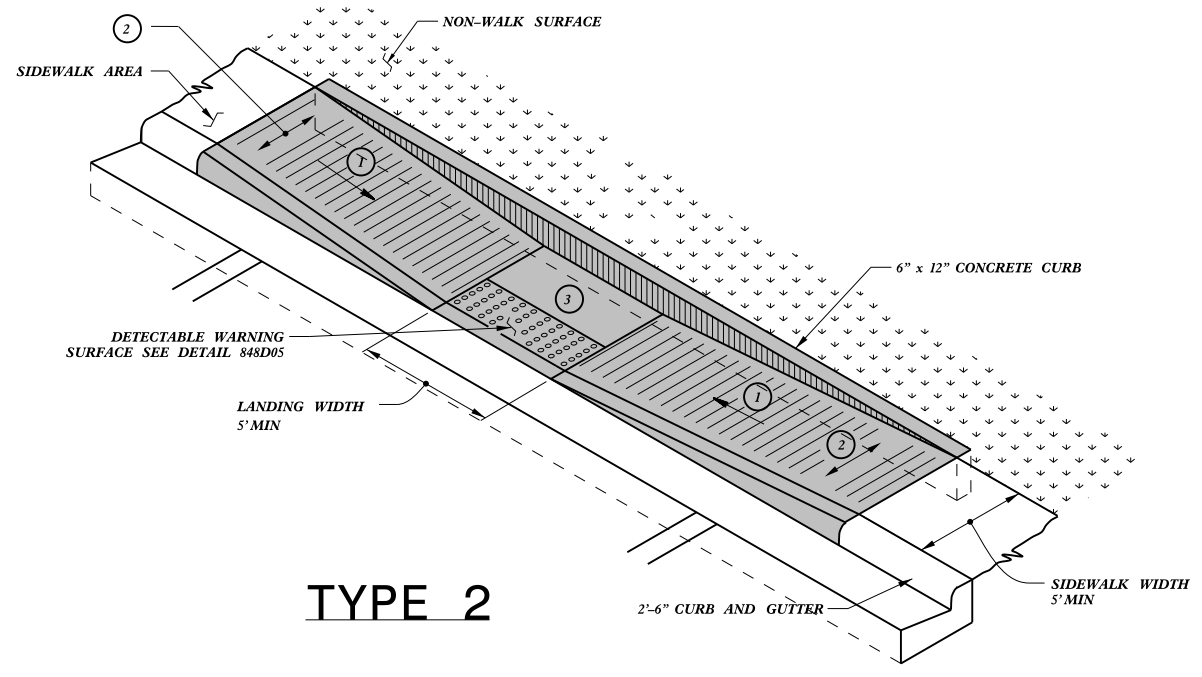


DETAIL SHOWING METHOD OF WEDGING
USED ON MAP 36 WITH ACSC, TYPE SF9.5A

2012 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

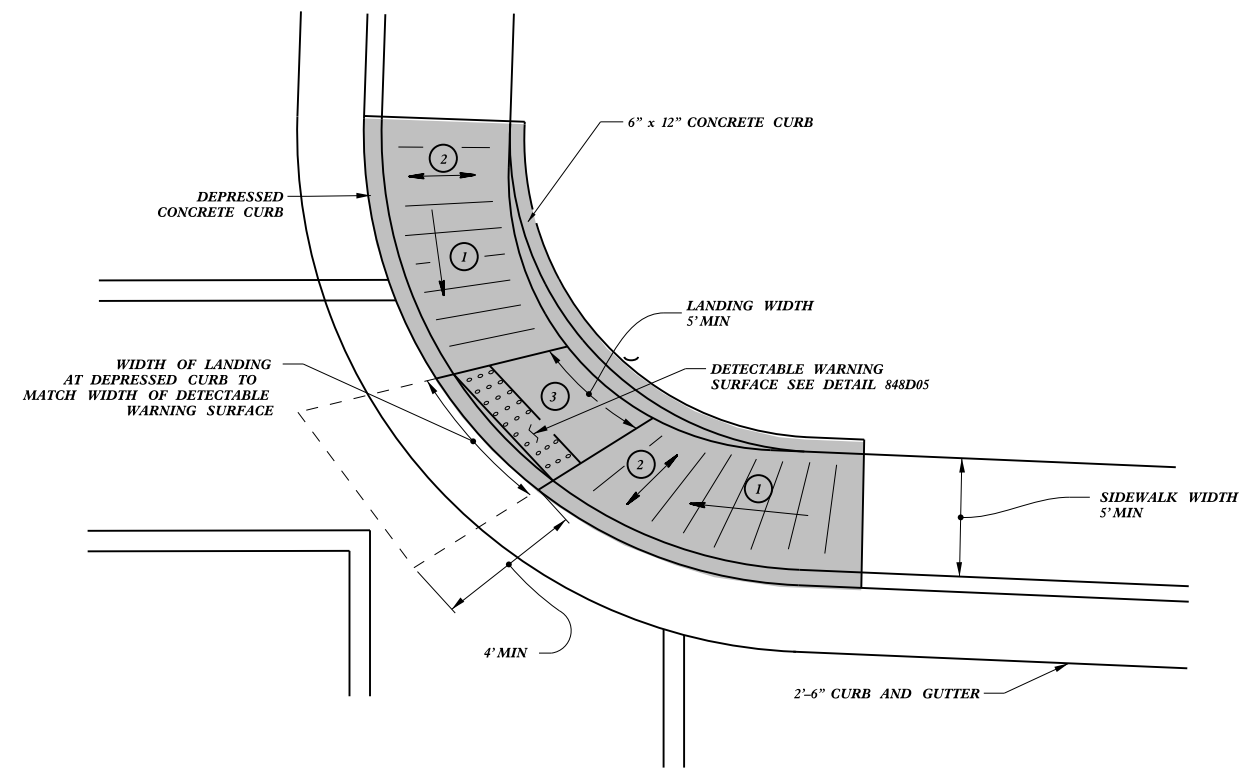
STD.NO.	TITLE
DIVISION 8 - INCIDENTALS	
848.05	Curb Ramp - Proposed Curb & Gutter



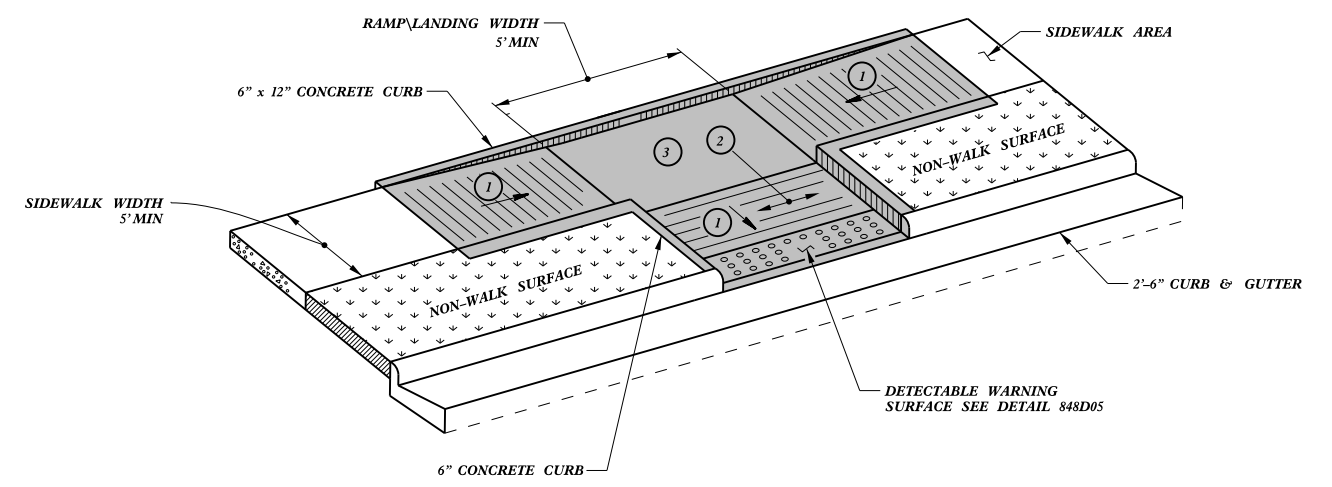
TYPE 2

PAY LIMITS FOR CURB RAMP

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



TYPE 2A

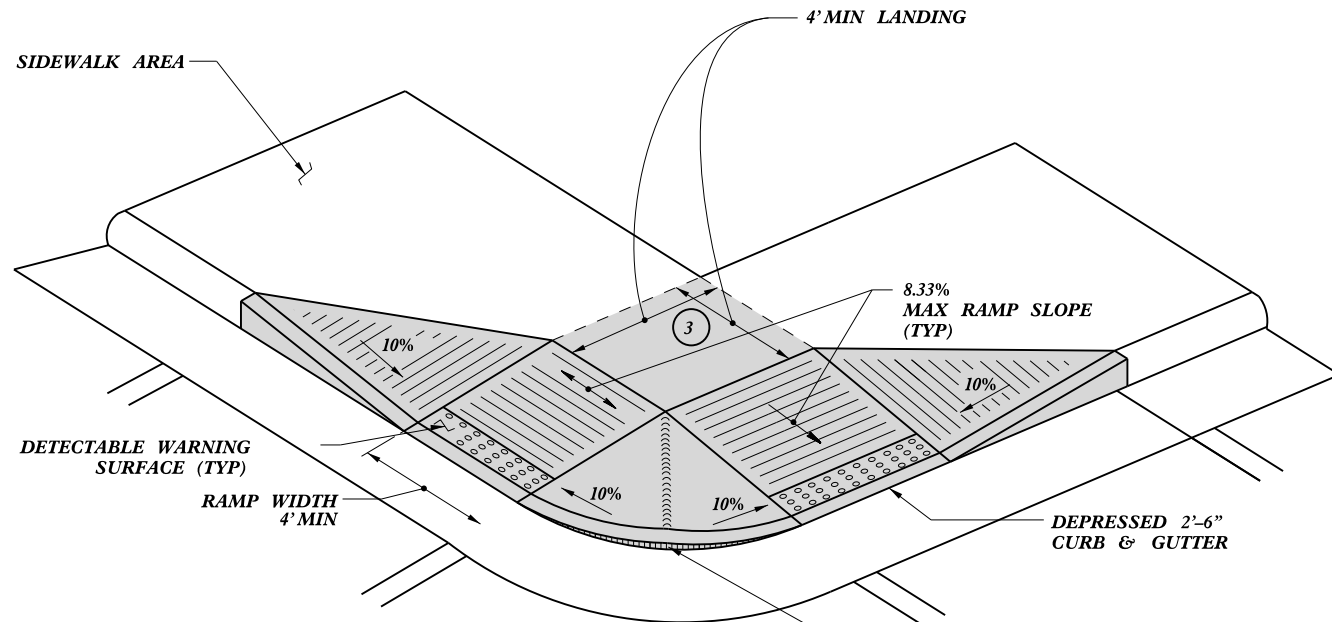


TYPE 3

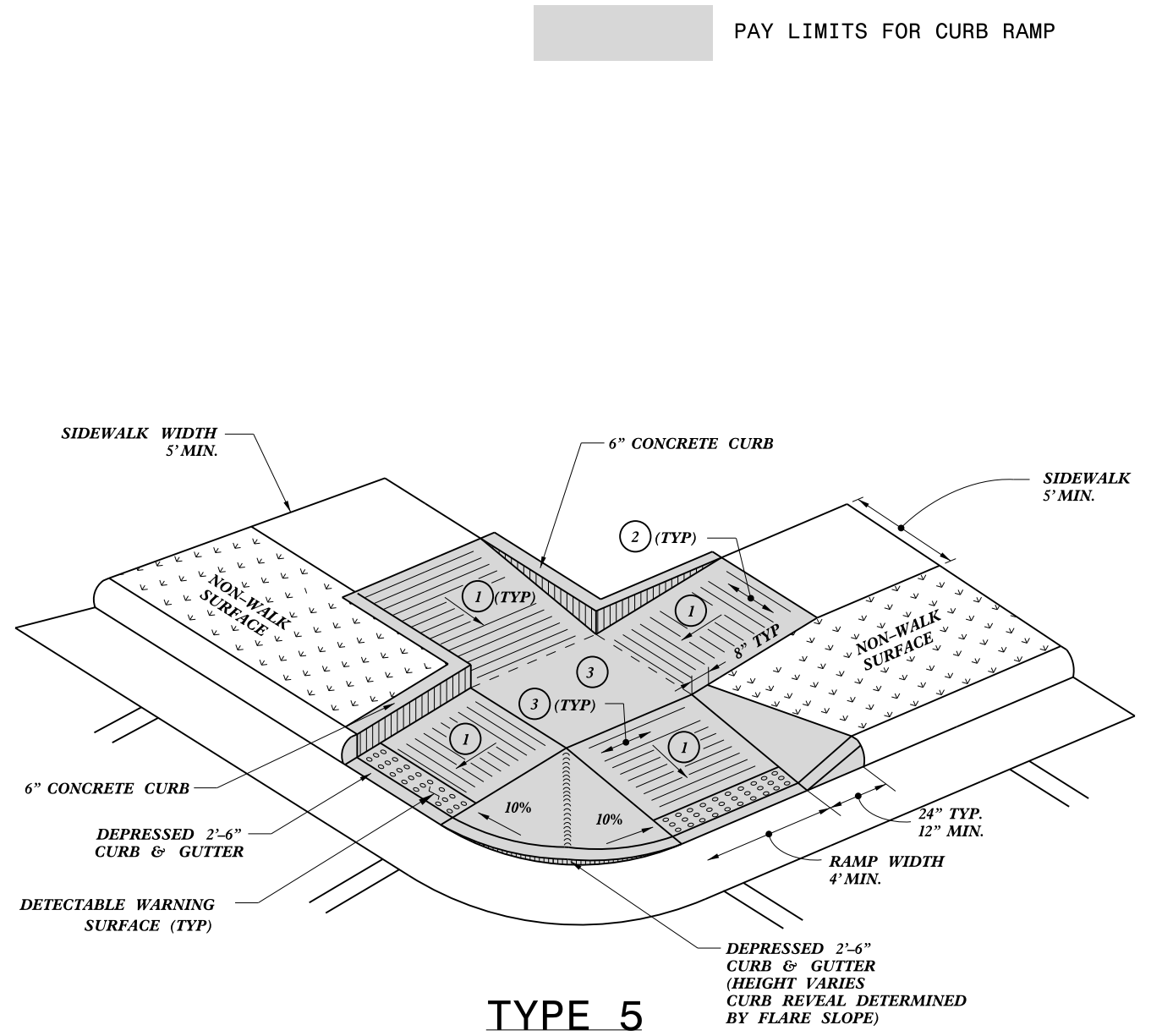
14-SEP-2010 08:04
 S:\Contracts\Standard Drawings\2012 Standard Drawings\2012 Curb Ramp Special Details\Curb Ramp Details.dgn
 J.Howerton AT CS0237501

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

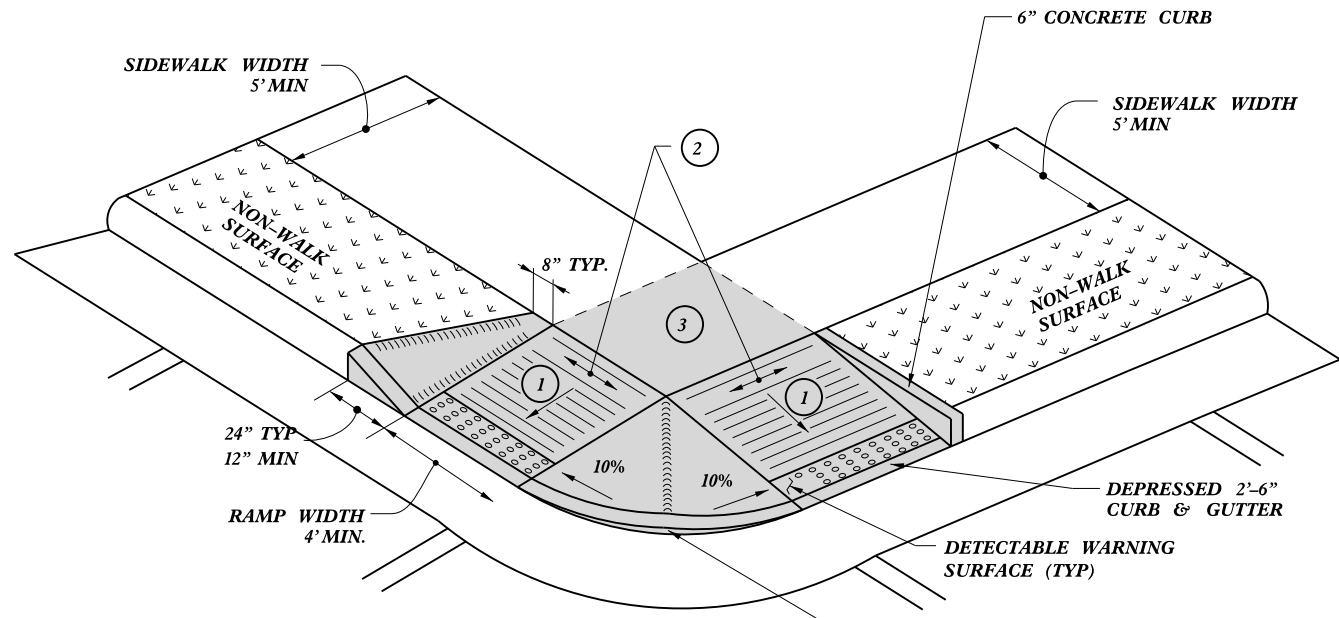
CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950 FAX 919-250-4119	
CURB RAMPS	
Parallel Ramps	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC: stds\2012CurbRamp\CurbRampDetails.dgn	



TYPE 4



TYPE 5



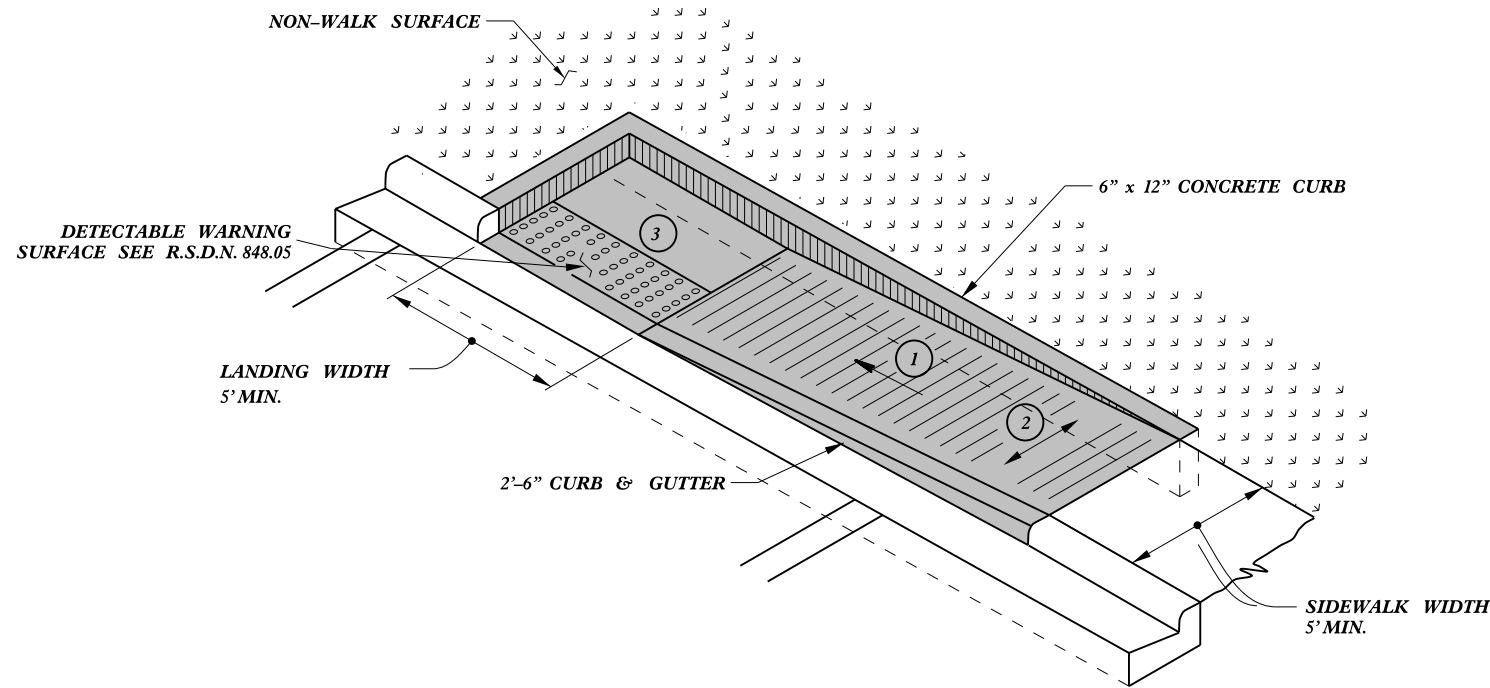
TYPE 4A

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

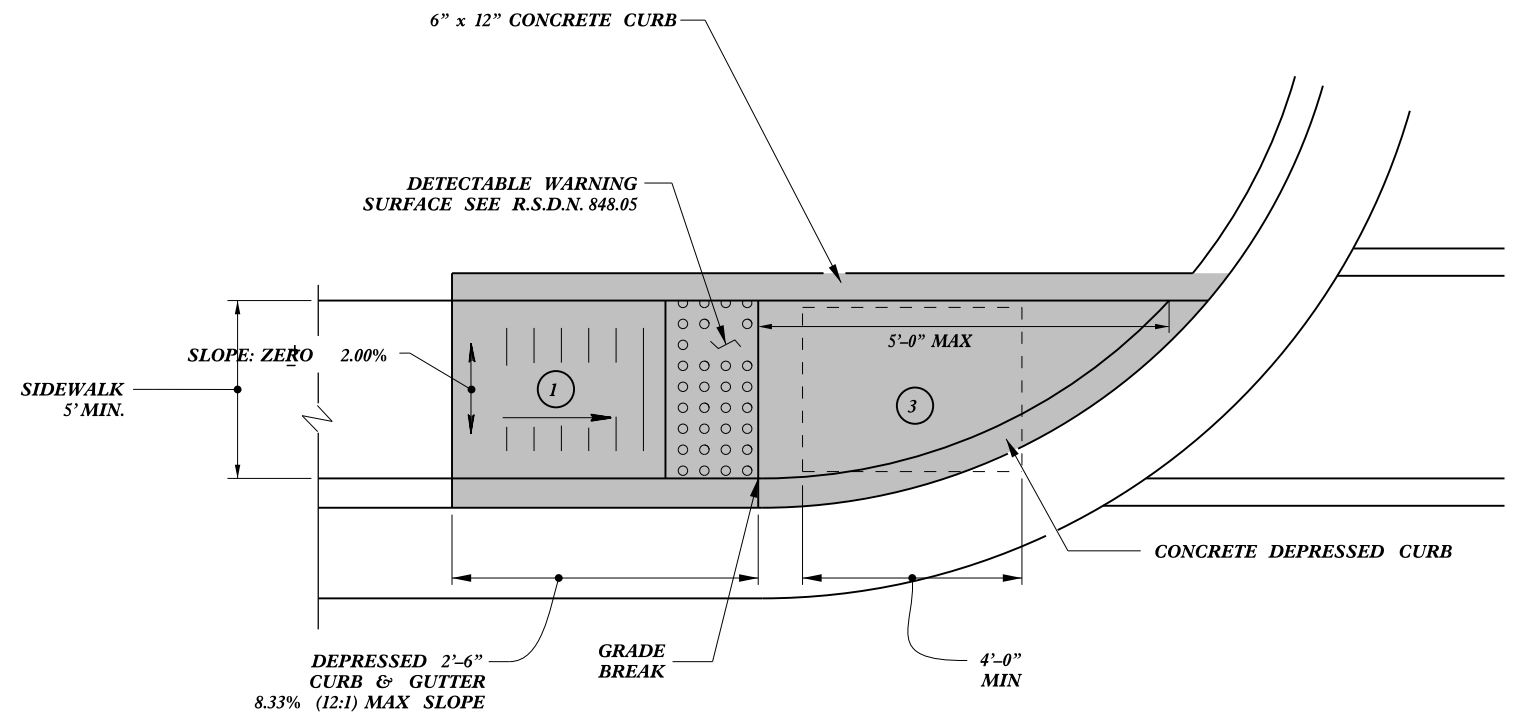
REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
CURB RAMPS	
Shared Landing	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC. :stds\2012CurbRamp\CurbRampDetails.dwg	

I6-SEP-2011 15:06 S:\Contracts\2012 Standard Drawings\2012 Standard Drawings\2012 Curb Ramp Special Details\Curb Ramp Details.dgn JHowerton AT CS0237501



TYPE 1A



TYPE 1

- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

PAY LIMITS FOR CURB RAMP

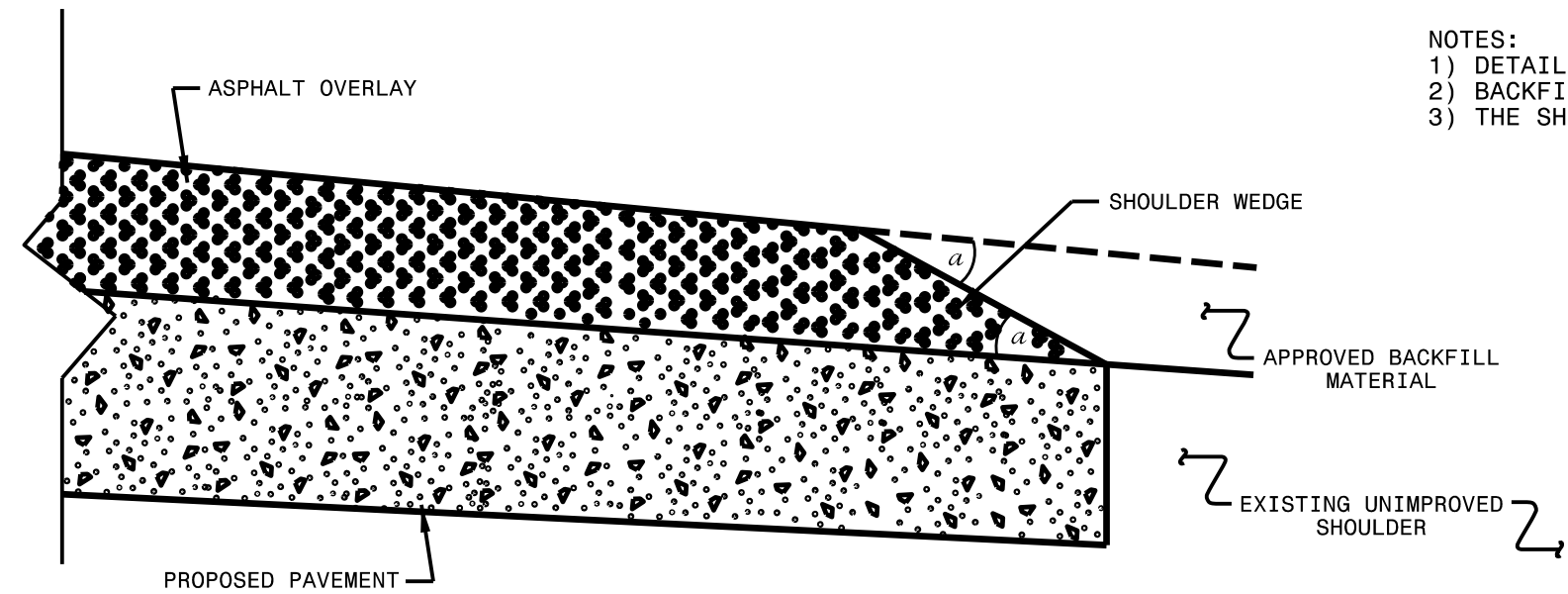
REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
CURB RAMPS	
Directional Ramps	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC. :stds/2012CurbRamp/CurbRampDetails.dgn	

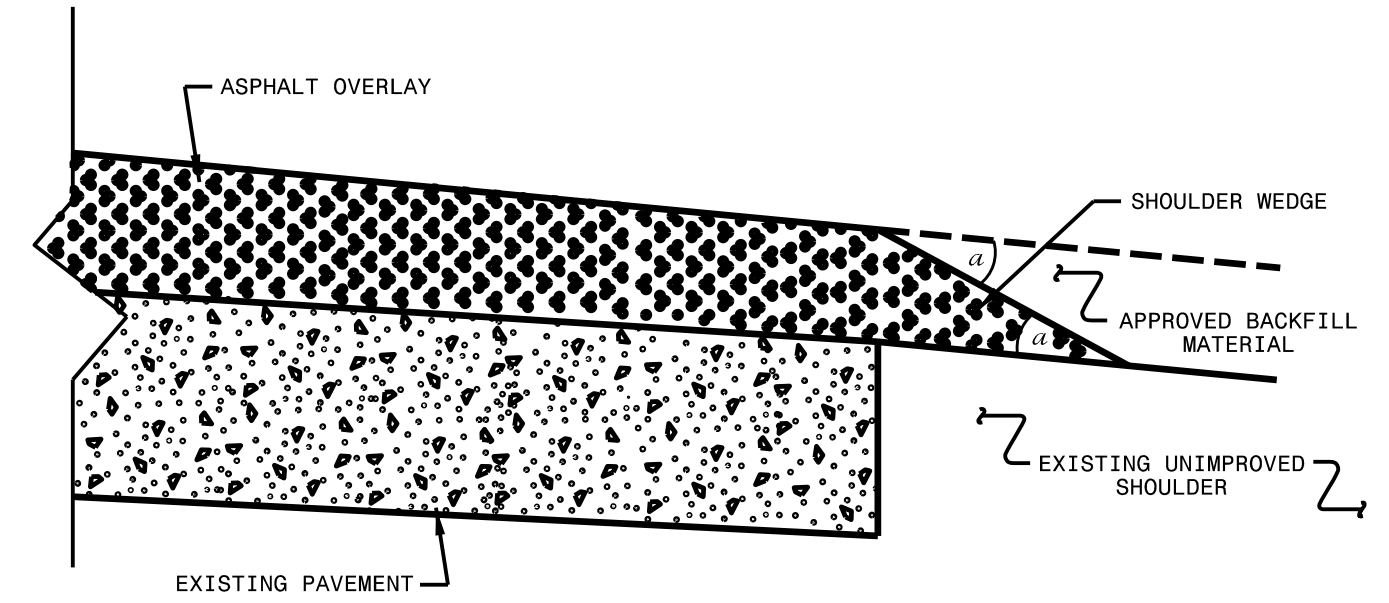
I:\SEP-2011\08\03\Standard Drawings\2012 Standard Drawings\2012 Curb Ramp Special Details\Curb Ramp Details.dgn
J.Howerton AT CS0237501

5/14/99

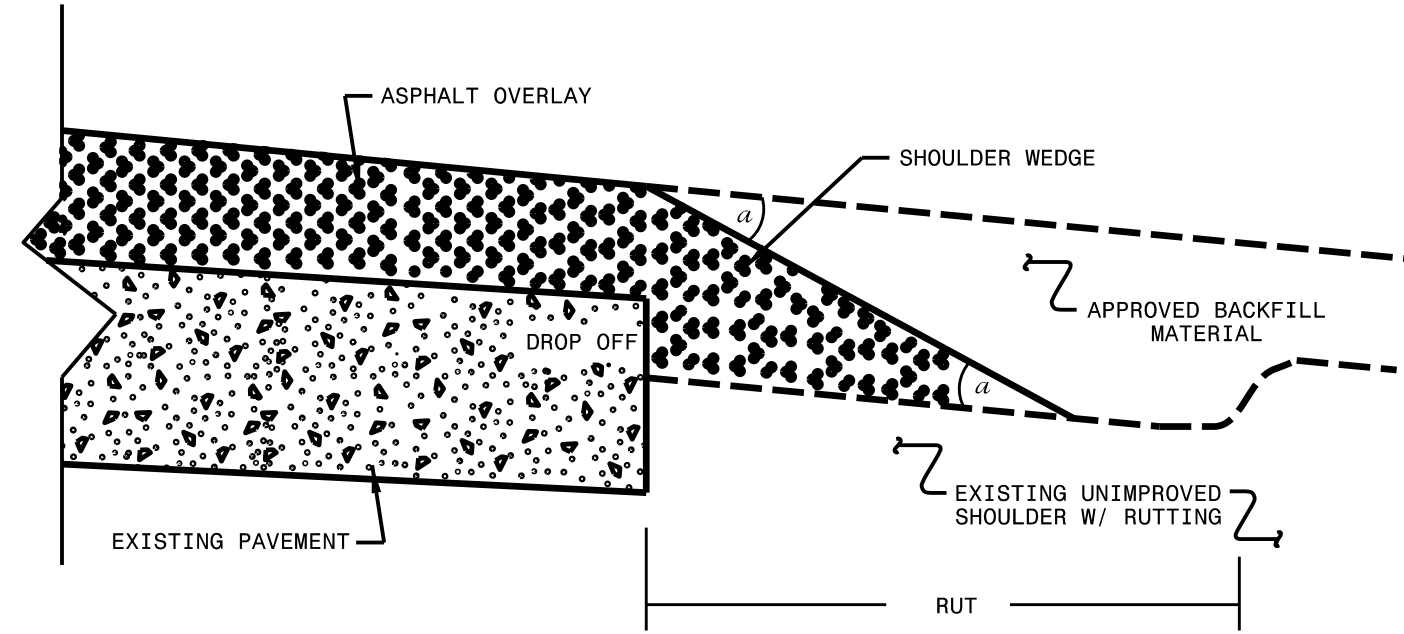
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY: T.SPELL	DATE: 7-19-11		
MODIFIED BY:	DATE: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

\$\$\$\$SYTIME\$\$\$\$
 \$\$\$USERNAME\$\$\$

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.13.06.10811.1, 2016CPT.13.06.20811.1, 2016CPT.13.06.20812.1	18	

SUMMARY OF QUANTITIES

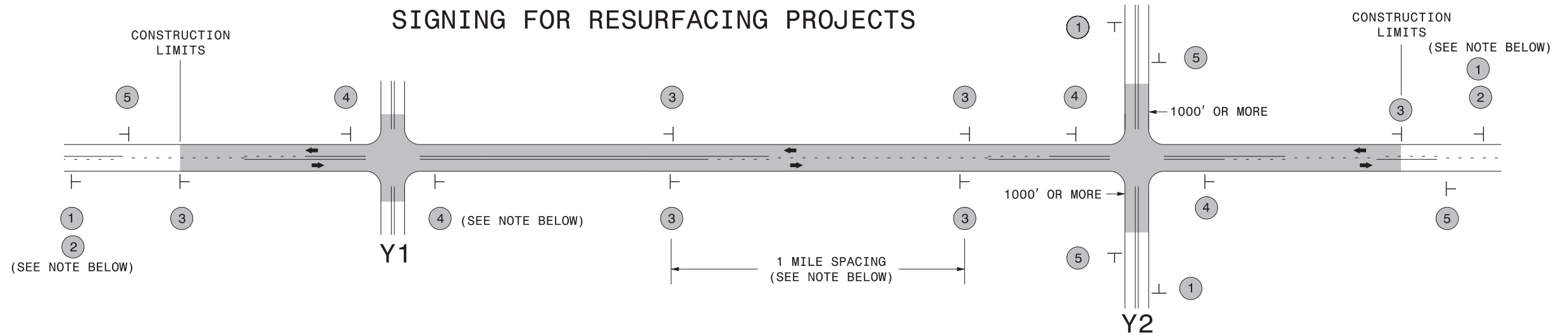
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TON	SHOULDER RECONSTRUCTION SMI	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 1-1/2" DEPTH SY	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ASPHALT SURFACE TREATMENT, DOUBLE SEAL SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	CONCRETE CURB RAMP EA	ADJUSTMENT OF DROP INLET EA	ADJUSTMENT OF MANHOLES EA	ADJUSTMENT OF METER BOXES OR VALVE BOXES EA				
																											NO	NO	NO	NO
2016CPT.13.06.10811.1	Rutherford		1	US 221A	FROM SR 1002 TO SR 2022 (MP 2.40 - MP 3.76)	1	2	2WU	NO	NO	1.36	24-28	68	2.72			1,760	1,926	116	480					1	2				
			2	US 221A	FROM SR 2022 TO SR 1964 (MP 3.76 - MP 5.52)	1	2	2WU	NO	NO	1.76	24-32	88	3.52			2,530	2,683	161	660					1	2				
			3	US 221A	FROM SR 1964 TO SR 1920 (MP 5.52 - MP 7.50)	1	2	2WU	NO	NO	1.98	24-32	99	3.96			2,775	3,019	181	700					1	2				
			4	US 221A	FROM SR 1920 TO SR 2144 (MP 7.50 - MP 9.42)	1.2	2	2WU	NO	NO	1.92	24-26	96	3.84			730	4,770	2,615	157	750					1	2			
			5	US 64	FROM SR 1001 TO SR 1392 (MP 16.53 - MP 19.50)	1	2	2WU	NO	NO	2.97	25	149	5.94			423	2,456	4,045	243	1,200					1	4			
TOTAL FOR PROJ NO. 2016CPT.13.06.10811.1										9.99		500	19.98	423	730	14,291	14,288	858	3,790					1	4	8				
2016CPT.13.06.20811.1	Rutherford		6	SR 1007	FROM US 64 TO SR 1702 (MP 0.00 - MP 1.90)	3	2	2WU	NO	NO	1.9	19	95					1,935	130	985										
			7	SR 1007	FROM SR 1702 TO SR 1561 (MP 1.90 - MP 3.77)	3	2	2WU	NO	NO	1.87	19	94						1,904	128	885									
			8	SR 1510	FROM NCL FOREST CITY TO US 74 BUS (MP 12.35 - MP 12.80)	3	2	2WU	NO	NO	0.45	20	23							482	32	215			2		3			
			9	SR 1547	FROM SR 1546 TO NCL SPINDALE (MP 0.00 - MP 1.72)	3.4	2	2WU	NO	NO	1.72	22-24	86			194	540	511			2,118	142	920				6	2		
			10	SR 1547	FROM NCL SPINDALE TO SR 1510 (MP 1.72 - MP 3.63)	3	2	2WU	NO	NO	1.91	20	96			302		444			2,046	137	695					2		
			11	SR 1551	FROM US 74 BUS TO SR 1510 (MP 0.00 - MP 1.25)	3	2	2WU	NO	NO	1.25	20	63								1,339	90	630				2	5		
			12	SR 1576	FROM US 74 BUS TO TRADE ST (MP 0.00 - MP 0.08)	5	2	2WU	NO	NO	0.08	34					1,600				145	10	55		10		3	3		
			13	SR 1535	FROM SR 1520 TO US 221 (MP 0.00 - MP 1.43)	3	2	2WU	NO	NO	1.43	18	72								1,380	92	665							
			14	SR 1509	FROM SR 1510 TO DEAD END (MP 0.00 - MP 0.15)	6	2	2WU	NO	NO	0.15	18									96	6	40							
			15	SR 1543	FROM US 74 ALT TO DEAD END (MP 0.00 - MP 0.32)	6	2	2WU	NO	NO	0.32	18									205	14	100							
			16	SR 1553	FROM SR 1591 TO SR 1608 (MP 0.00 - MP 0.61)	6	2	2WU	NO	NO	0.61	18									392	26	475							
			17	SR 1597	FROM SR 1549 TO EOM (MP 0.00 - MP 0.81)	6	2	2WU	NO	NO	0.81	18									520	35	175							
			18	SR 1599	FROM SR 1520 TO SR 1627 (MP 0.00 - MP 0.15)	6	2	2WU	NO	NO	0.15	18									96	6	25							
			19	SR 1603	FROM SR 1549 TO EOM (MP 0.00 - MP 0.60)	6	2	2WU	NO	NO	0.6	20									428	29	285						2	
			20	SR 1604	FROM SR 1510 TO EOM (MP 0.00 - MP 0.64)	6	2	2WU	NO	NO	0.64	18									411	28	65							
			21	SR 1605	FROM SR 1536 TO SR 1536 (MP 0.00 - MP 0.22)	6	2	2WU	NO	NO	0.22	16									126	8	55							
			22	SR 1607	FROM SR 1551 TO EOM (MP 0.00 - 0.34)	6	2	2WU	NO	NO	0.34	20									242	16	85							
			23	SR 1608	FROM SR 1553 TO EOM (MP 0.00 - MP 0.18)	6	2	2WU	NO	NO	0.18	20									128	9	25							
			24	SR 1611	FROM SR 1510 TO EOM (MP 0.00 - MP 0.15)	6	2	2WU	NO	NO	0.15	20									107	7	30							
			25	SR 1612	FROM SR 1604 TO EOM (MP 0.00 - MP 0.31)	6	2	2WU	NO	NO	0.31	20									221	15	90							
			26	SR 1620	FROM SR 1510 TO SR 1604 (MP 0.00 - MP 0.33)	6	2	2WU	NO	NO	0.33	20									235	16	85						1	
			27	SR 1626	FROM SR 1520 TO DEAD END (MP 0.00 - MP 0.31)	6	2	2WU	NO	NO	0.31	18									199	13	145							
			28	SR 1627	FROM SR 1626 TO SR 1628 (MP 0.00 - MP 0.19)	6	2	2WU	NO	NO	0.19	18									122	8	70							
			29	SR 1628	FROM SR 1626 TO DEAD END (MP 0.00 - MP 0.32)	6	2	2WU	NO	NO	0.32	18									205	14	120							
			30	SR 1629	FROM SR 1586 TO EOM (MP 0.00 - MP 0.53)	6	2	2WU	NO	NO	0.53	18									340	23	180							
			31	SR 1630	FROM SR 1603 TO SR 1586 (MP 0.00 - MP 0.14)	6	2	2WU	NO	NO	0.14	18									90	6	30							
			32	SR 1635	FROM SR 1535 TO EOM (MP 0.00 - MP 0.31)	6,7	2	2WU	NO	NO	0.31	18									199	13	110							
			33	SR 1636	FROM SR 1635 TO EOM (MP 0.00 - MP 0.35)	6	2	2WU	NO	NO	0.35	18									225	15	85							
			34	SR 1570	FROM US 74 BUS TO US 74 BUS (MP 0.00 - MP 0.63)	8	2	2WU	NO	NO	0.63	18											110	6,653	3,660					
			35	SR 1726	FROM NC 226 TO SR 1723 (MP 0.00 - MP 1.19)	8	2	2WU	NO	NO	1.19	20											565	13,963	7,680					
			36	SR 1726	FROM SR 1723 TO NC 226 (MP 1.19 - MP 3.40)	8	2	2WU	NO	NO	2.21	19									100	7	960	24,634	13,550					
			37	SR 1728	FROM NC 226 TO EOM (MP 0.00 - MP 1.27)		2	2WU	NO	NO	1.27	18											550							
			38	SR 1777	FROM SR 1749 TO EOM (MP 0.00 - MP 1.56)		2	2WU	NO	NO	1.56	18											325							
			39	SR 1577	FROM SR 1595 TO SR 1576 (MP 0.00 - MP 0.35)		2	2WU	NO	NO	0.35	18											90							
			40	SR 1007	FROM SR 1006 TO US 74 BUS (MP 6.26 - MP 11.75)	3	2	2WU	NO	NO	5.49	20			275		72	444			5,882	394	2,100							
			TOTAL FOR PROJ NO. 2016CPT.13.06.20811.1										30.27		804	19.98	2,168	720	1,399	21,918	1,469	12,025	45,250	24,890	10	2	11	18		
			2016CPT.13.06.20812.1	Rutherford		41	SR 1728	FROM NC 226 TO EOM (MP 0.00 - MP 1.27)	8	2	2WU	NO	NO	1.27	18									13,411	7,380					
						42	SR 1777	FROM SR 1749 TO EOM (MP 0.00 - MP 1.56)	8	2	2WU	NO	NO	1.56	18										16,474	9,065				
						43	SR 1577	FROM SR 1595 TO SR 1576 (MP 0.00 - MP 0.35)	8	2	2WU	NO	NO	0.35	18										3,696	2,035				
			TOTAL FOR PROJ NO. 2016CPT.13.06.20812.1										3.18											33,581	18,480					
GRAND TOTAL										43.44		1,304	19.98	2,591	1,450	15,690	14,288	21,918	2,327	15,815	78,831	43,370	10	3	15	26				

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.13.06.10811.1, 2016CPT.13.06.20811.1, 2016CPT.13.06.20812.1	19	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4697000000-E	4705000000-E	4710000000-E	4721000000-E		4725000000-E	4810000000-E		4847000000-E		4905000000-N								
										WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (8", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING LINES (16", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) SCHOOL	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) RXR	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RT ARROW	PAINT PAVEMENT MARKING LINES (4") WHITE	PAINT PAVEMENT MARKING LINES (4") YELLOW	POLYUREA PAVEMENT MARKING LINES (4") WHITE (HIGHLY REFLECTIVE ELEMENTS)	POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HIGHLY REFLECTIVE ELEMENTS)	SNOWPLOWABLE PAVEMENT MARKERS								
NO		NO			NO					SF	LS	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	EA								
2016CPT.13.06.10811.1	Rutherford		1	US 221A	FROM SR 1002 TO SR 2022 (MP 2.40 - MP 3.76)	1	2	ZWU	1.36	24-28	1,118	*									14,362	14,362	120							
			2	US 221A	FROM SR 2022 TO SR 1964 (MP 3.76 - MP 5.52)	1	2	ZWU	1.76	24-32					130		12						18,586	18,586	155					
			3	US 221A	FROM SR 1964 TO SR 1920 (MP 5.52 - MP 7.50)	1	2	ZWU	1.98	24-32														20,909	20,909	175				
			4	US 221A	FROM SR 1920 TO SR 2144 (MP 7.50 - MP 9.42)	1.2	2	ZWU	1.92	24-26							124		12						20,275	20,275	168			
			5	US 64	FROM SR 1001 TO SR 1392 (MP 16.53 - MP 19.50)	1	2	ZWU	2.97	25															31,363	31,363	200			
TOTAL FOR PROJ NO. 2016CPT.13.06.10811.1									9.99	1			254	24	24					105,495	105,495	818								
																				210,990										
2016CPT.13.06.20811.1	Rutherford		6	SR 1007	FROM US 64 TO SR 1702 (MP 0.00 - MP 1.90)	3	2	ZWU	1.9	19	3,392	*										20,064	20,064	170						
			7	SR 1007	FROM SR 1702 TO SR 1561 (MP 1.90 - MP 3.77)	3	2	ZWU	1.87	19														19,747	19,747	170				
			8	SR 1510	FROM NCL FOREST CITY TO US 74 BUS (MP 12.35 - MP 12.80)	3	2	ZWU	0.45	20					40									4,752	4,752	60				
			9	SR 1547	FROM SR 1546 TO NCL SPINDALE (MP 0.00 - MP 1.72)	3.4	2	ZWU	1.72	22-24															18,163	18,163				
			10	SR 1547	FROM NCL SPINDALE TO SR 1510 (MP 1.72 - MP 3.63)	3	2	ZWU	1.91	20															20,170	20,170				
			11	SR 1551	FROM US 74 BUS TO SR 1510 (MP 0.00 - MP 1.25)	3	2	ZWU	1.25	20															13,200	13,200				
			12	SR 1576	FROM US 74 BUS TO TRADE ST (MP 0.00 - MP 0.08)	5	2	ZWU	0.08	34								34							845	845				
			13	SR 1535	FROM SR 1520 TO US 221 (MP 0.00 - MP 1.43)	3	2	ZWU	1.43	18															15,101	15,101				
			14	SR 1509	FROM SR 1510 TO DEAD END (MP 0.00 - MP 0.15)	6	2	ZWU	0.15	18																				
			15	SR 1543	FROM US 74 ALT TO DEAD END (MP 0.00 - MP 0.32)	6	2	ZWU	0.32	18																				
			16	SR 1553	FROM SR 1591 TO SR 1608 (MP 0.00 - MP 0.61)	6	2	ZWU	0.61	18															6,442	6,442				
			17	SR 1597	FROM SR 1549 TO EOM (MP 0.00 - MP 0.81)	6	2	ZWU	0.81	18																				
			18	SR 1599	FROM SR 1520 TO SR 1627 (MP 0.00 - MP 0.15)	6	2	ZWU	0.15	18																				
			19	SR 1603	FROM SR 1549 TO EOM (MP 0.00 - MP 0.60)	6	2	ZWU	0.6	20																				
			20	SR 1604	FROM SR 1510 TO EOM (MP 0.00 - MP 0.64)	6	2	ZWU	0.64	18																6,758	6,758			
			21	SR 1605	FROM SR 1536 TO SR 1536 (MP 0.00 - MP 0.22)	6	2	ZWU	0.22	16																				
			22	SR 1607	FROM SR 1551 TO EOM (MP 0.00 - 0.34)	6	2	ZWU	0.34	20																				
			23	SR 1608	FROM SR 1553 TO EOM (MP 0.00 - MP 0.18)	6	2	ZWU	0.18	20																				
			24	SR 1611	FROM SR 1510 TO EOM (MP 0.00 - MP 0.15)	6	2	ZWU	0.15	20																				
			25	SR 1612	FROM SR 1604 TO EOM (MP 0.00 - MP 0.31)	6	2	ZWU	0.31	20																				
			26	SR 1620	FROM SR 1510 TO SR 1604 (MP 0.00 - MP 0.33)	6	2	ZWU	0.33	20																3,485	3,485			
			27	SR 1626	FROM SR 1520 TO DEAD END (MP 0.00 - MP 0.31)	6	2	ZWU	0.31	18																				
			28	SR 1627	FROM SR 1626 TO SR 1628 (MP 0.00 - MP 0.19)	6	2	ZWU	0.19	18																				
			29	SR 1628	FROM SR 1626 TO DEAD END (MP 0.00 - MP 0.32)	6	2	ZWU	0.32	18																				
			30	SR 1629	FROM SR 1586 TO EOM (MP 0.00 - MP 0.53)	6	2	ZWU	0.53	18																				
			31	SR 1630	FROM SR 1603 TO SR 1586 (MP 0.00 - MP 0.14)	6	2	ZWU	0.14	18																				
			32	SR 1635	FROM SR 1535 TO EOM (MP 0.00 - MP 0.31)	6.7	2	ZWU	0.31	18																				
			33	SR 1636	FROM SR 1635 TO EOM (MP 0.00 - MP 0.35)	6	2	ZWU	0.35	18																				
			34	SR 1570	FROM US 74 BUS TO US 74 BUS (MP 0.00 - MP 0.63)	8	2	ZWU	0.63	18																6,653	6,653			
			35	SR 1726	FROM NC 226 TO SR 1723 (MP 0.00 - MP 1.19)	8	2	ZWU	1.19	20																12,566	12,566			
			36	SR 1726	FROM SR 1723 TO NC 226 (MP 1.19 - MP 3.40)	8	2	ZWU	2.21	19																23,338	23,338			
			37	SR 1728	FROM NC 226 TO EOM (MP 0.00 - MP 1.27)		2	ZWU	1.27	18																				
			38	SR 1777	FROM SR 1749 TO EOM (MP 0.00 - MP 1.56)		2	ZWU	1.56	18																				
			39	SR 1577	FROM SR 1595 TO SR 1576 (MP 0.00 - MP 0.35)		2	ZWU	0.35	18																				
			40	SR 1007	FROM SR 1006 TO US 74 BUS (MP 6.26 - MP 11.75)	3	2	ZWU	5.49	20							44	145	12	2	2					57,974	57,974	400		
			TOTAL FOR PROJ NO. 2016CPT.13.06.20811.1										30.27	1	176	44	179	12	2	2				229,258	229,258	400				
																		14					458,516							
			2016CPT.13.06.20812.1	Rutherford		41	SR 1728	FROM NC 226 TO EOM (MP 0.00 - MP 1.27)	8	2			ZWU	1.27	18	356	*									26,822	26,822			
						42	SR 1777	FROM SR 1749 TO EOM (MP 0.00 - MP 1.56)	8	2			ZWU	1.56	18													32,947	32,947	
						43	SR 1577	FROM SR 1595 TO SR 1576 (MP 0.00 - MP 0.35)	8	2			ZWU	0.35	18													7,392	7,392	
TOTAL FOR PROJ NO. 2016CPT.13.06.20812.1									3.18	1									67,161	67,161										
																				134,322										
GRAND TOTAL									43.44	1	176	44	433	36	2	2			67,161	67,161	334,753	334,753	1,218							
															38				134,322	669,506										

SIGNING FOR RESURFACING PROJECTS

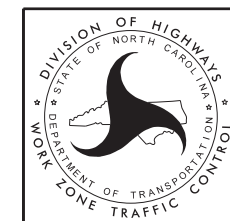


LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

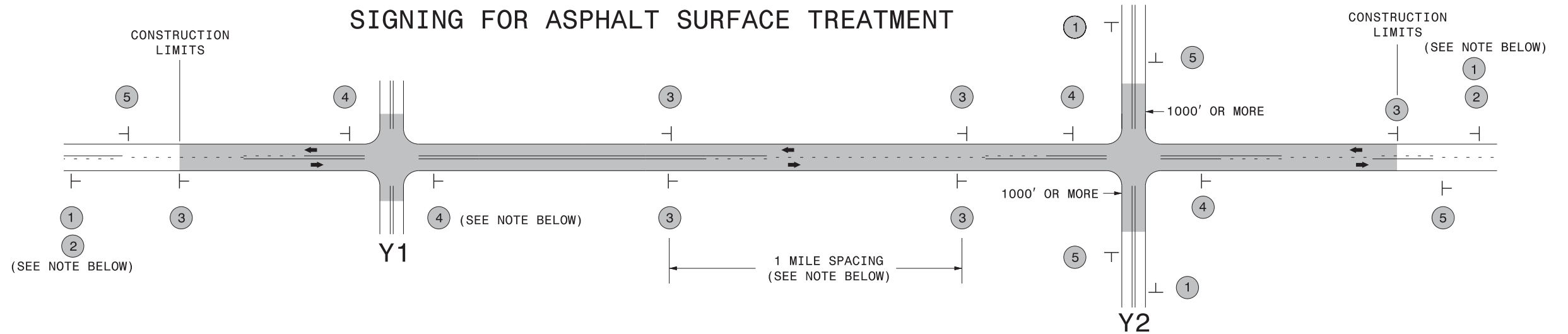
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3	 SP 13107 48" X 48"	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	4	 SP 13106 48" X 48"	THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.	
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		



RESURFACING
 ADVANCE WARNING SIGNS
 FOR
 RURAL AND SUBURBAN
 2 LANE ROADWAYS

SIGNING FOR ASPHALT SURFACE TREATMENT



LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2	 W20-1 48" X 48" W7-3aP 24" X 18"	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>
3	 W8-7 48" X 48" SP 48" X 48"	<p>ALTERNATE THE FOLLOWING TWO SIGNS: STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</p> <p>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>
4	 SP 13106 48" X 48"	<p>THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p>
5	 G20-2 A 48" X 24"	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>

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

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

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.

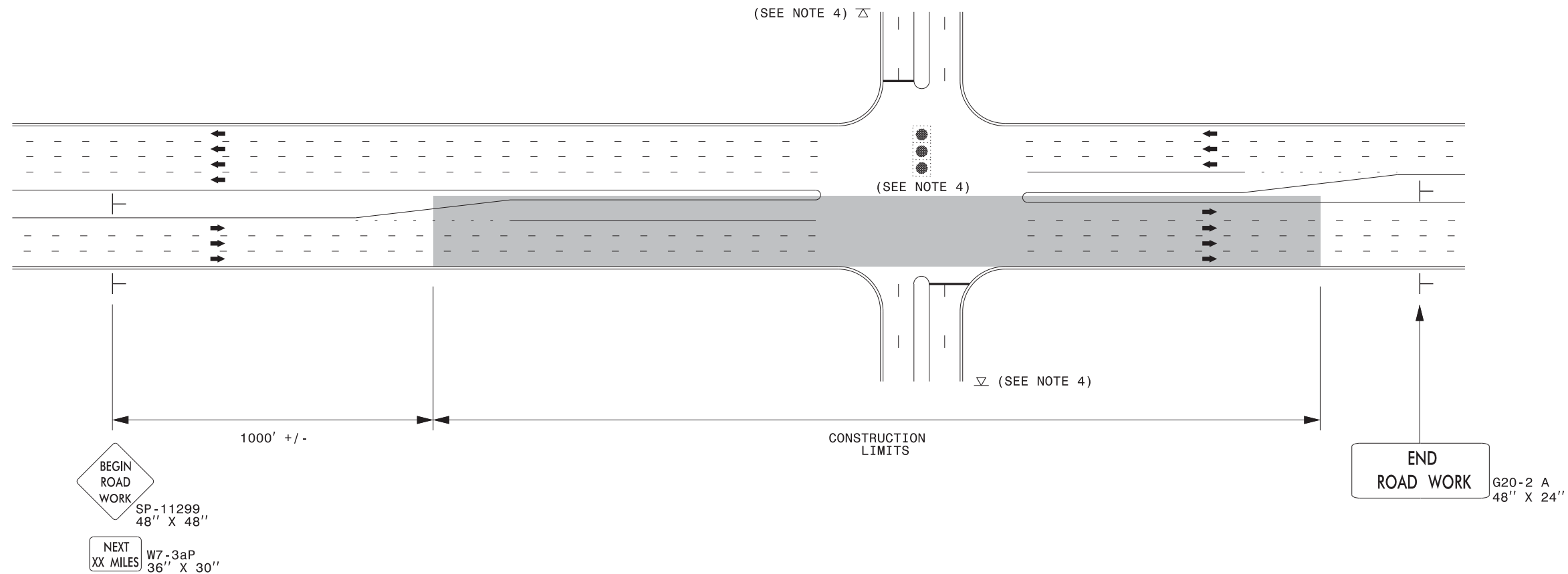


PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

**ADVANCE WARNING SIGNS
FOR
ASPHALT SURFACE TREATMENTS
2 LANE ROADWAYS**

12/22/2014 S:\TMU\WZTC\apps\work\zonegeneral\external\webpage\desres\resurfacing\resurfacing_advwarn_2Ln - AST.dgn User:rmgarratt

URBAN / SUBURBAN WORKZONES

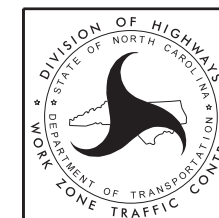


NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**