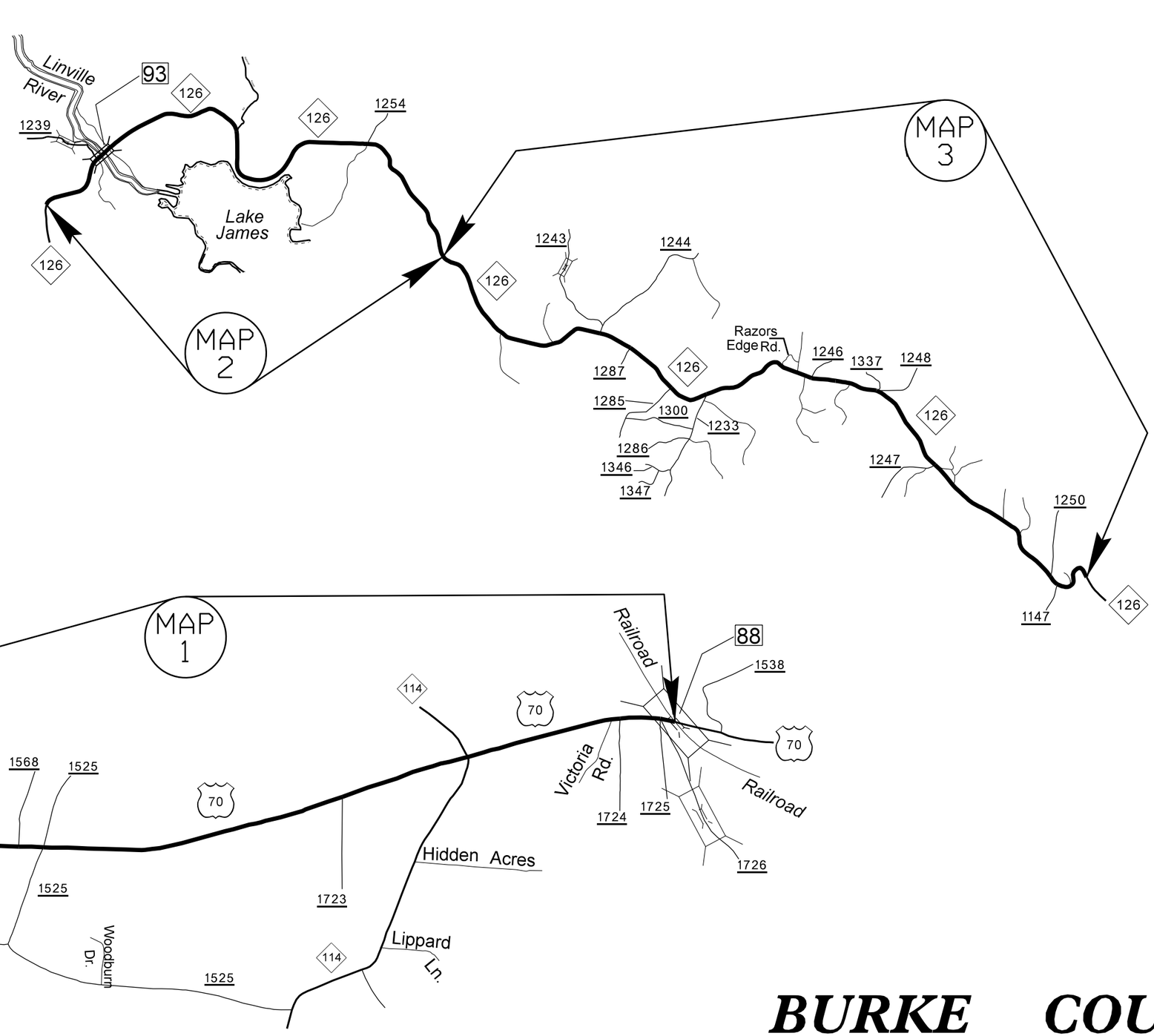
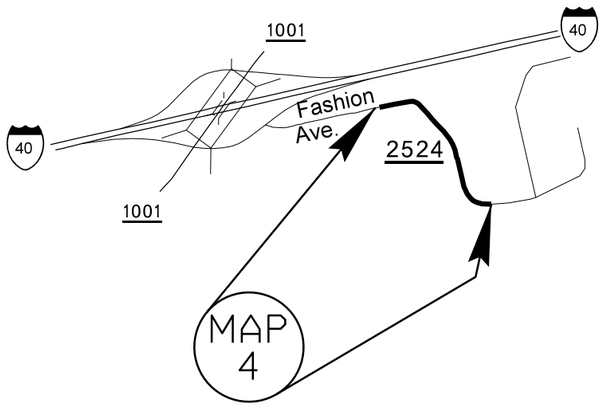
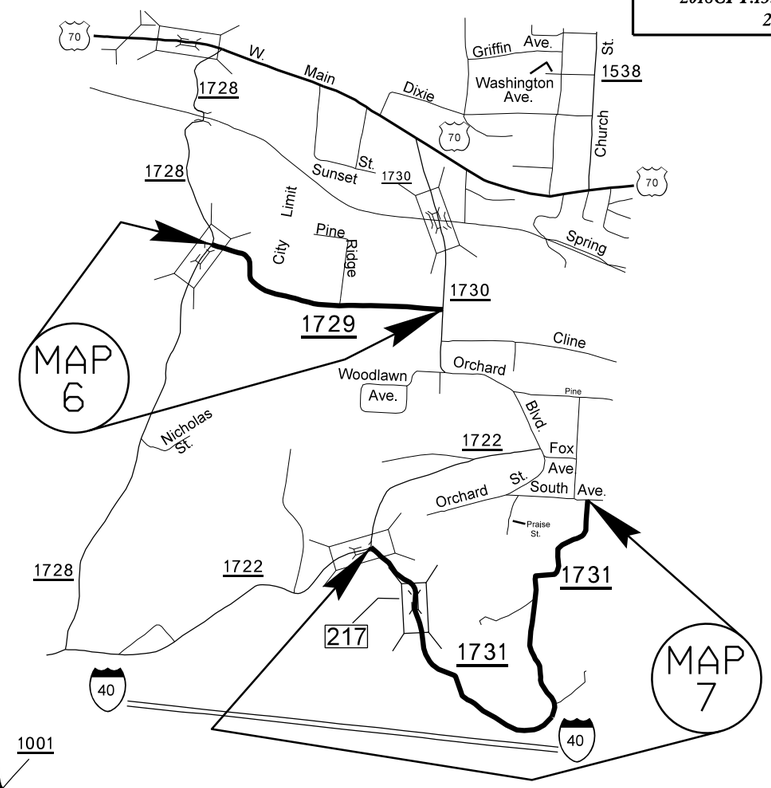
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.02.10121, 2018CPT.13.02.20121, 2018CPT.13.02.20122	1	

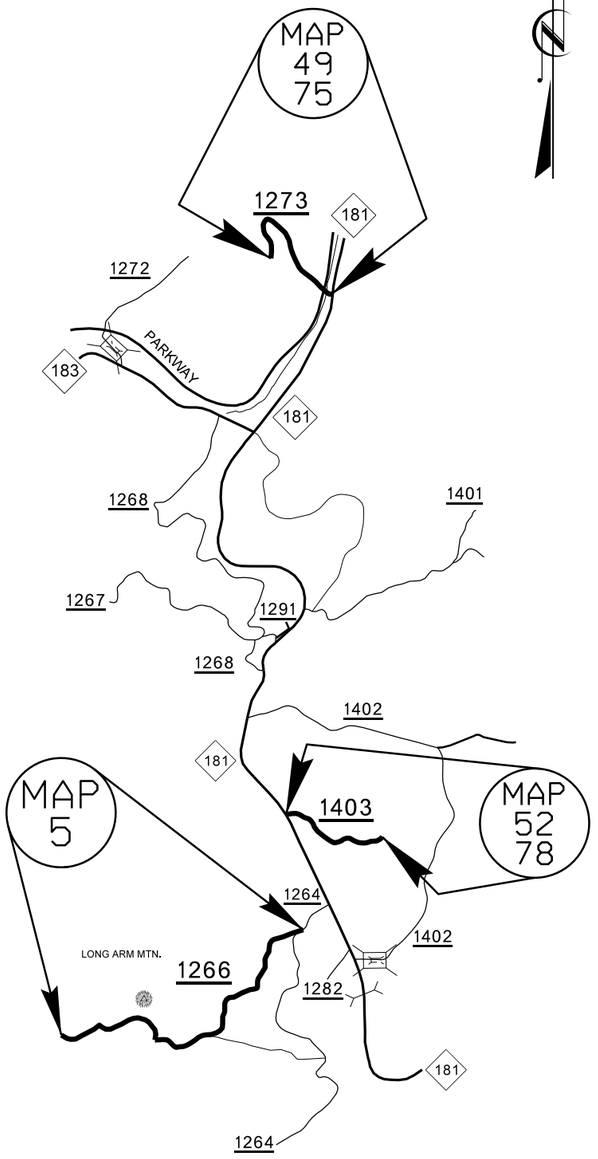


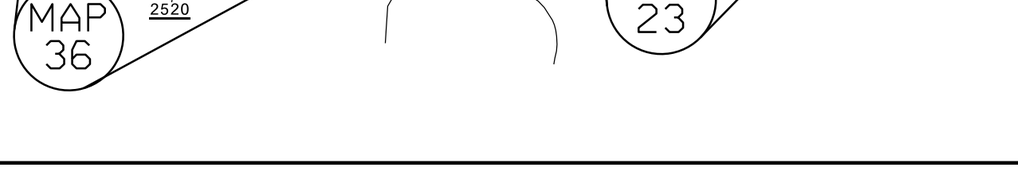
BURKE COUNTY

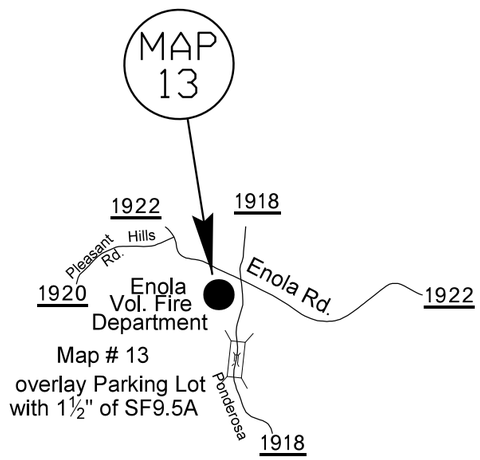
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.02.10121, 2018CPT.13.02.20121, 2018CPT.13.02.20122	2	











BURKE COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.02.10121, 2018CPT.13.02.20121, 2018CPT.13.02.20122	3	

MAP 40
MAP 9
MAP 17
MAP 18
MAP 19
MAP 14
MAP 12
MAP 20
MAP 16
MAP 10
MAP 44
MAP 11
MAPS 42 43
MAP 56 82
MAP 57 83

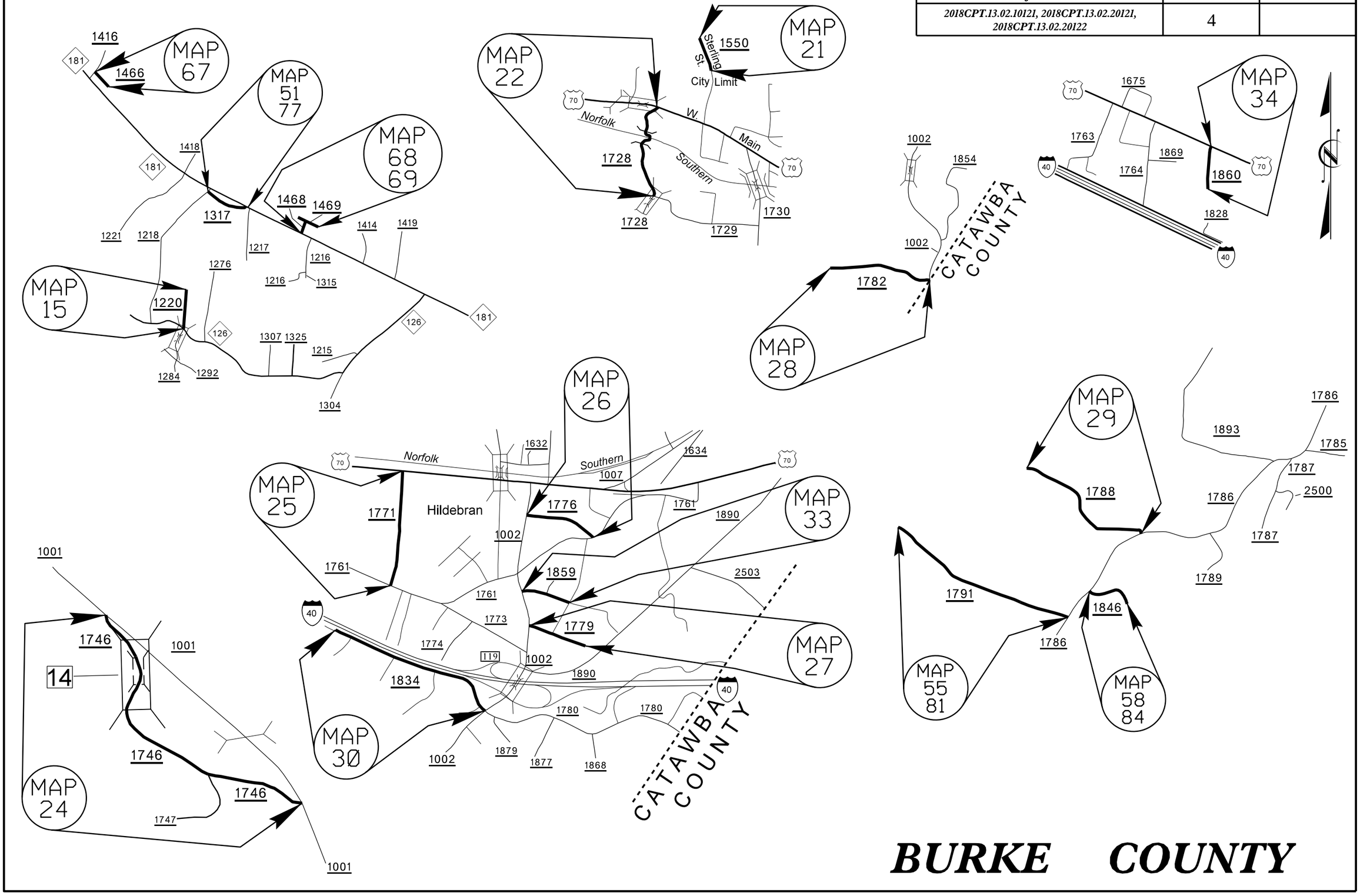
1893 1786 1761 1765 1786 1785 1761 1787 1786 2500 1787 1863 1206 1334 1335 1336 1203 1204 1288 1144 1143 1145 323 70 Parkhill

1924 1922 1924 1979 1972 1980 104 137 1978 1927 1975 1940 1931 1932 1924 18 40

1243 1244 126 1287 1350 1354 Lake James 1234 1296 1298 1235 LAKE JAMES

1793 1792 1786 2031 Fork 2528 1806 1001 1795 1847 2032 2534 1805 1803 1818 1803 1807 2527 2504 2501 1800 1867 1736 1804 2519 1796 1797 2522 1800 2510 1802 2525 1813 1814 1801 1799 1913 2533 1891 1798 CATAWBA CO.

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.02.10121, 2018CPT.13.02.20121, 2018CPT.13.02.20122	4	



BURKE COUNTY

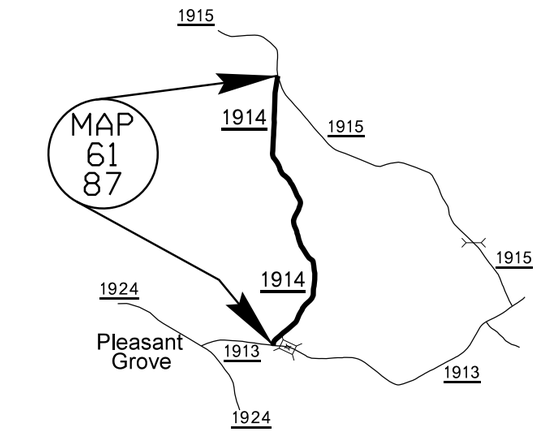
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.02.10121, 2018CPT.13.02.20121, 2018CPT.13.02.20122	5	

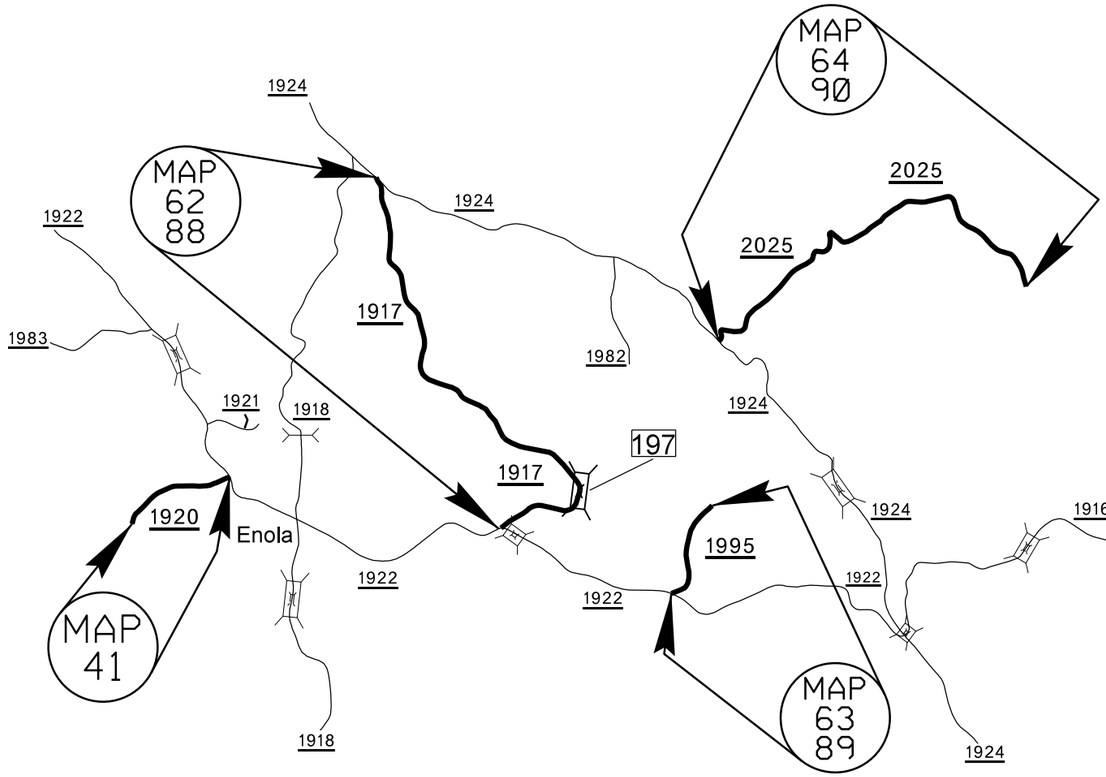
BURKE COUNTY

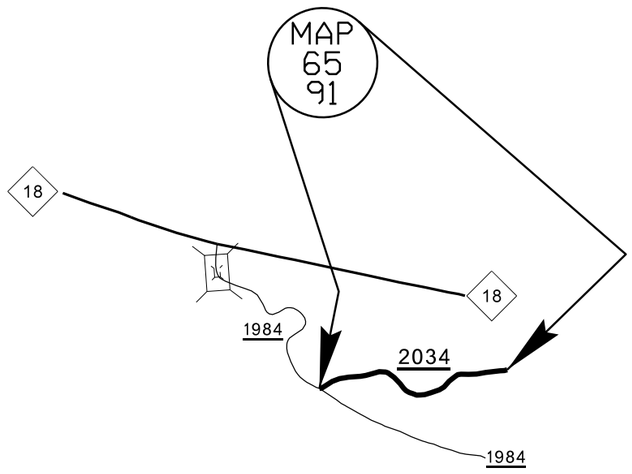
MAP 31
MAP 35
MAP 37
MAP 38
MAP 39
MAP 45
MAP 46
MAP 47 73
MAP 48 74
MAP 50 76
MAP 53 79
MAP 54 80
MAP 59 85
MAP 60 86
MAP 70
MAP 71
MAP 72

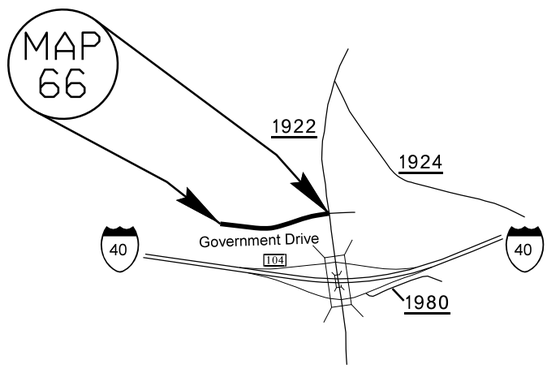
Norfolk
Morganton - Lenoir Airport
National Forest Rd.
Pleasant Grove
CALDWELL CO.
CATAWBA CO.

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.02.10121, 2018CPT.13.02.20121, 2018CPT.13.02.20122	6	



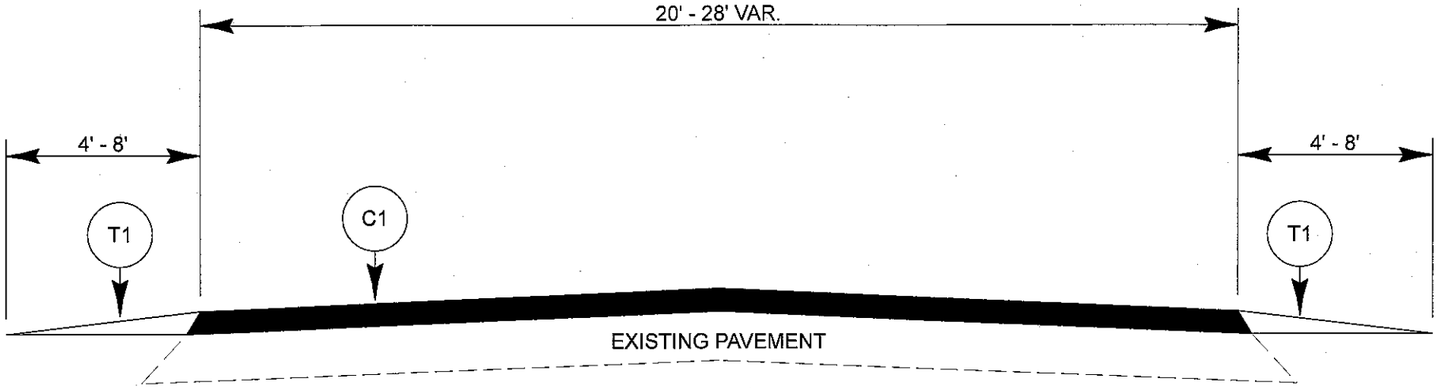




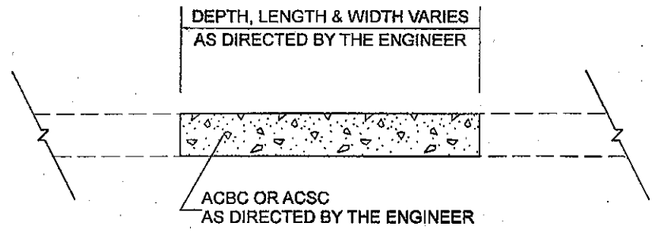


BURKE COUNTY

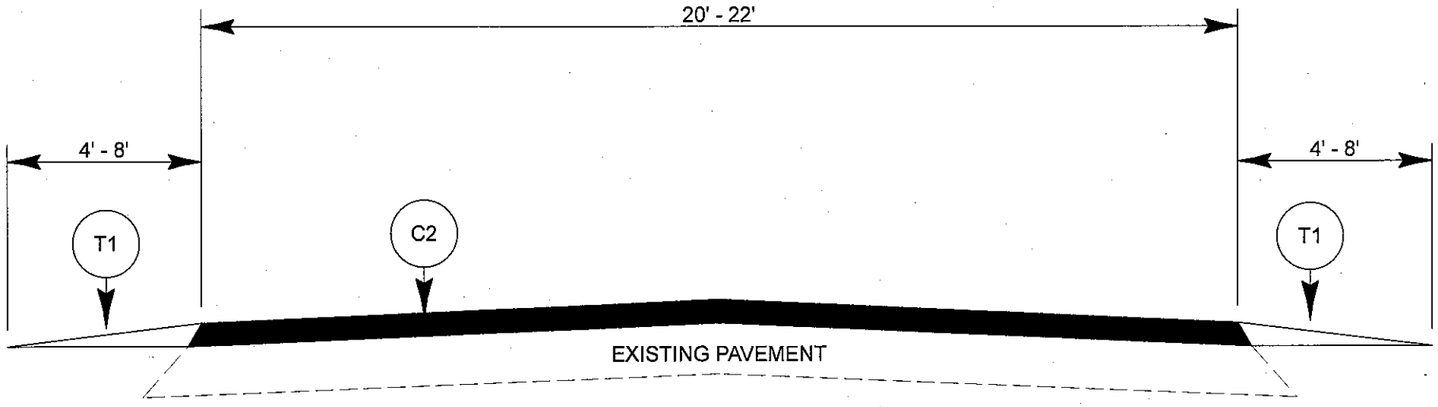
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.02.10121, 2018CPT.13.02.20121, 2018CPT.13.02.20122,	7	



TYPICAL SECTION NO. 1



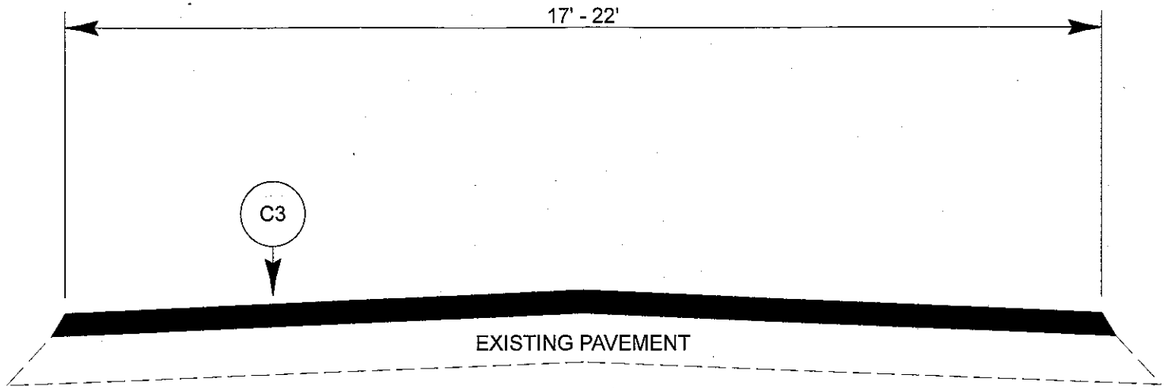
PATCHING EXISTING PAVEMENT



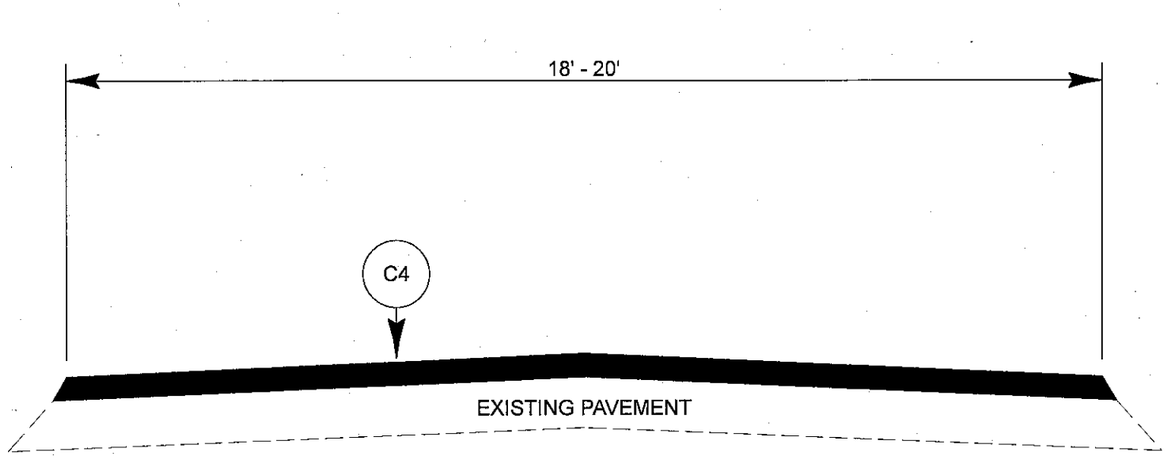
TYPICAL SECTION NO. 2

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
C4	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 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" DEPTH
V3	INCIDENTAL MILLING
V4	MILLING ASPHALT PAVEMENT, 0 TO 1" DEPTH

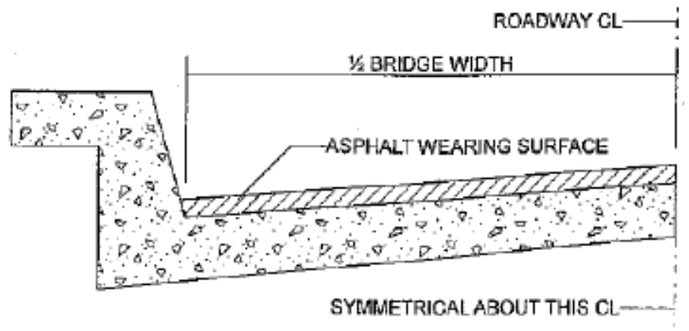
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.02.10121, 2018CPT.13.02.20121, 2018CPT.13.02.20122,	8	



TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4



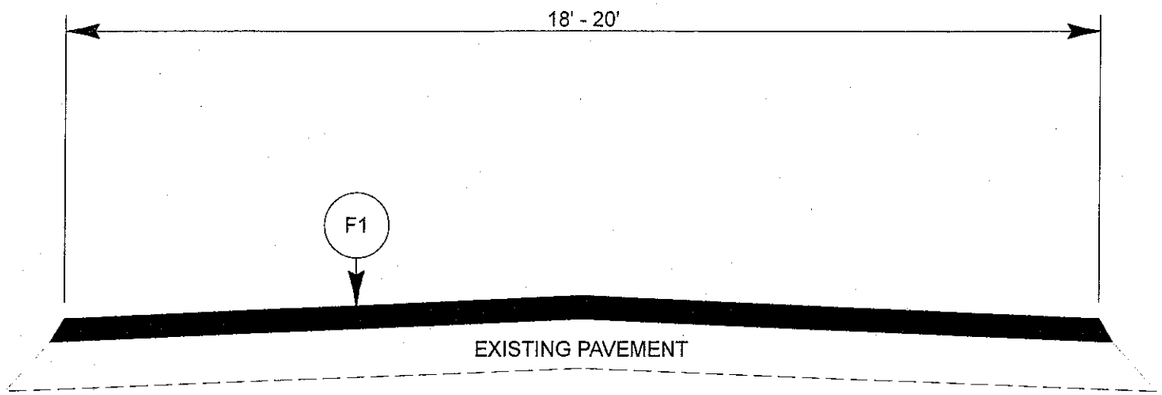
BRIDGE HALF TYPICAL SECTION

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 ¾", SP9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A ¾", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C ½".THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SP9.5A 1.5",S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A ¾", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C ½".

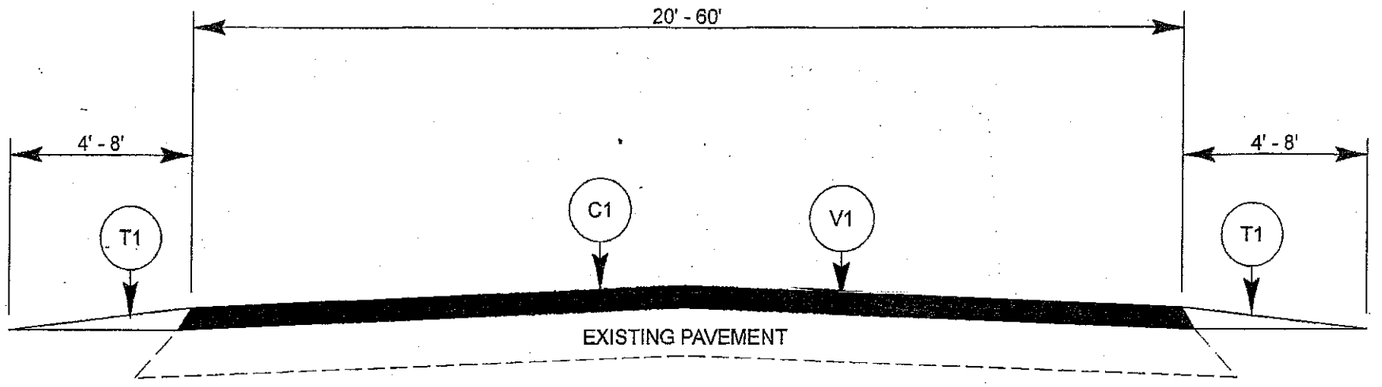
NOTES

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
2018CPT.13.02.10121, 2018CPT.13.02.20121, 2018CPT.13.02.20122,	9	

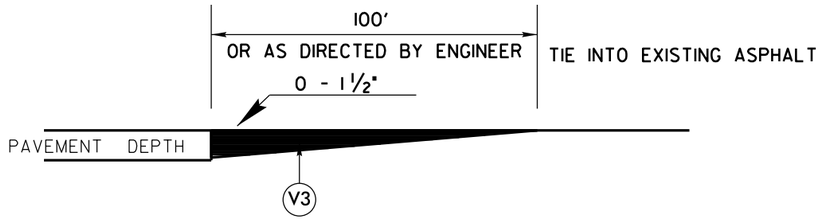


TYPICAL SECTION NO. 5



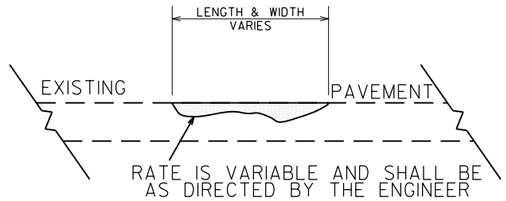
Note: In the pavement schedule V1 (Milling asphalt pavement 0" to 1-1/2" depth) is to be used on bridge decks ONLY on map #4 in typical section #1 and map #12 in typical section #2.

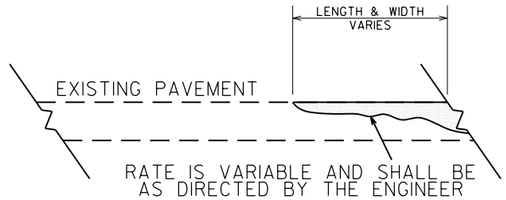
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.02.10121, 2018CPT.13.07.20121, 2018CPT.13.02.20122	10	



DETAIL TO TIE INTO EXIST PAVEMENT

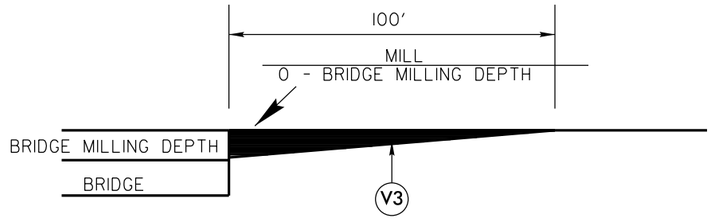
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE–IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE S9.5B. THIS WILL BE PAID FOR AS INCIDENTAL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





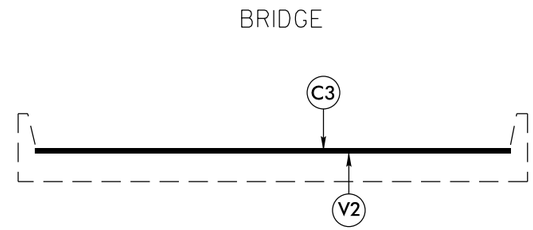
DETAIL SHOWING METHOD OF WEDGING

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.02.10121, 2018CPT.13.07.20121, 2018CPT.13.02.20122	11	



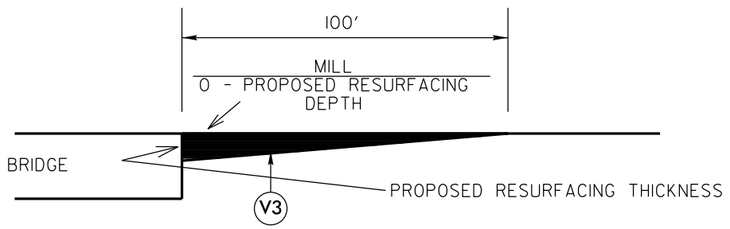
MILLING DETAIL AT BRIDGE APPROACHES

WHERE BRIDGES WILL BE MILLED THEN RESURFACED.
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.
USE AT BRIDGE NUMBERS: 14, MAP 24.



BRIDGE DETAIL

BRIDGE NUMBER 14, MAP 24,
MILL 1" OFF EXISTING PAVEMENT
SEE MAPS FOR BRIDGE LOCATION

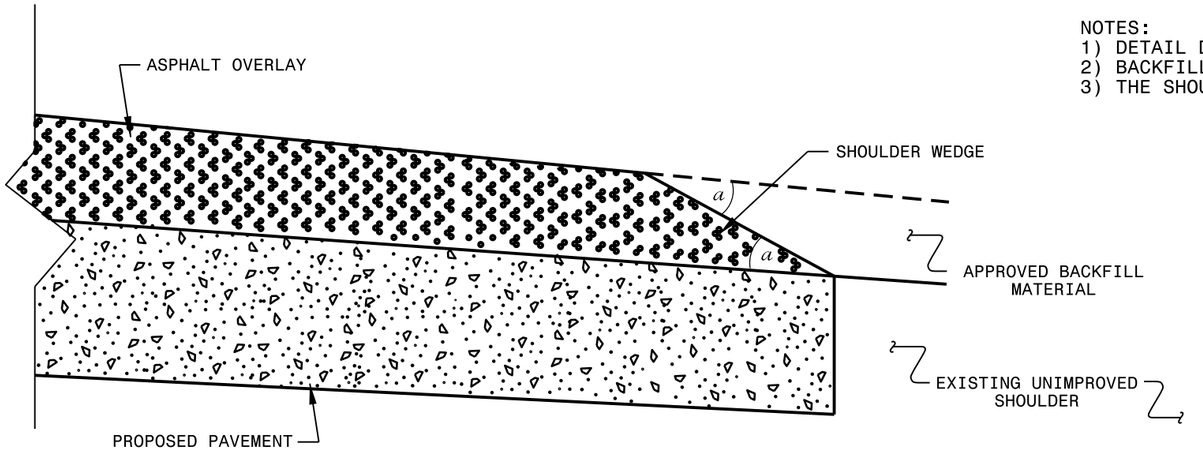


MILLING DETAIL AT BRIDGE APPROACHES

WHERE BRIDGES WILL NOT BE RESURFACED.
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.
USE AT BRIDGE NUMBER 357, MAP 22.

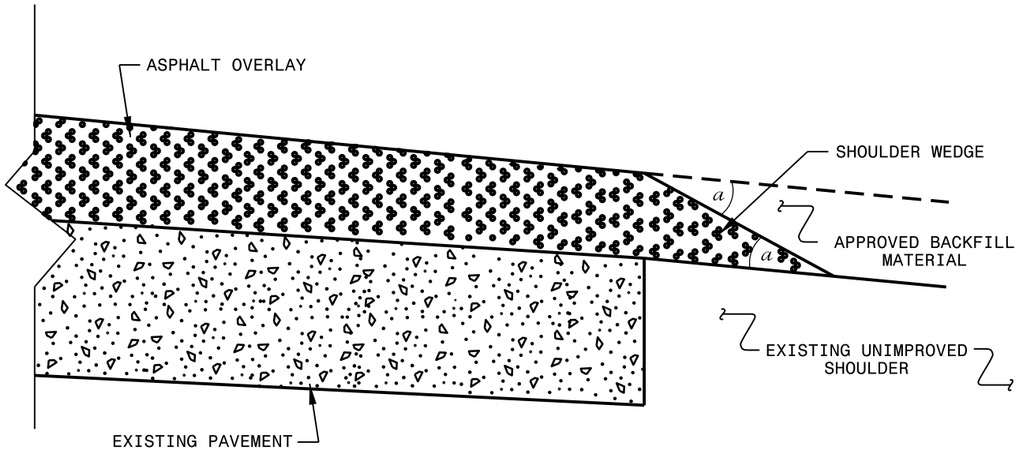
PROJECT REFERENCE NO.	SHEET NO.
2018CPT.13.02.10121, ETC.	12

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.



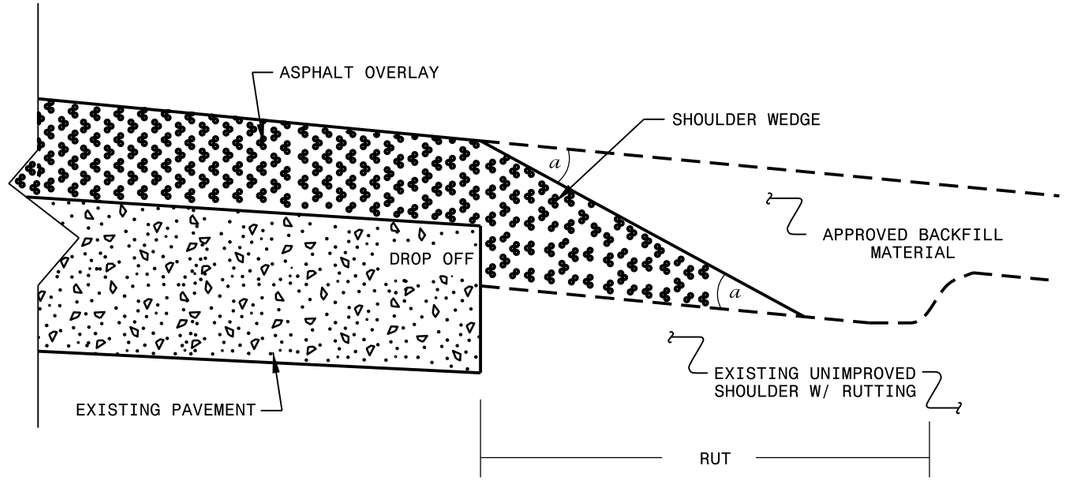
SHOULDER WEDGE DETAIL

(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.: $:usr/details/stand/shoulderwedgedetail.dgn

$$$$$$SYSTIME$$$$$
$$$$$$USERNAME$$$$$

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.13.02.10121, ETC.	13	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TON	SHOULDER RECONSTRUCTION SMI	1" MILLING SY	MILLING ASPHALT PAVEMENT, 0" TO 11/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 0"TO 1" SY	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE S9.5A TON	ASPHALT CONC SURFACE COURSE, TYPE S4.75A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ASPHALT SURFACE TREATMENT, DOUBLE SEAL SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	VACUUM TRUCK WK	ADJUSTMENT OF MANHOLES EA	ADJUSTMENT OF METER BOXES OR VALVE BOXES EA	INDUCTIVE LOOP SAWCUT LF
2018CPT.13.02.10121	Burke	1	US 70	FROM SR 1524 TO BRIDGE # 88 OVER RAILROAD (MP 16.10 - MP 17.98)	1	2	2WU	NO	YES	1.88	28	94	3.76				2,922	2,997			180	500					8	1,200
2018CPT.13.02.10121	Burke	2	NC 126	FROM A POINT 2.02 MILES EAST OF SR 1238 TO A POINT 1.0 MILES EAST OF SR 1254 (MP 5.74 - MP 9.74)	1	2	2WU	NO	YES	4	22	200	8.00				2,650	4,797			288	1,100						
2018CPT.13.02.10121	Burke	3	NC 126	FROM A POINT 1.0 MILES EAST OF SR 1254 TO A POINT 0.35 MILES EAST OF SR 1147 (MP 9.74 - MP 15.78)	1	2	2WU	NO	YES	6.04	22	302	12.08					7,244			435	1,800					2	
TOTAL FOR PROJ NO. 2018CPT.13.02.10121										**11.92**		**596**	**23.84**				**5,572**	**15,038**			**903**	**3,400**				**10**	**1,200**
2018CPT.13.02.20121	Burke	4	SR 2524	FROM SCL RTH COL TO END MAINT (MP 0.00 - MP 0.28)	1	2	2WU	NO	NO	0.28	20	14	0.56		500		490	336			20	210						
2018CPT.13.02.20121	Burke	5	SR 1266	FROM SR 1264 TO END MAINT (MP 0.00 - MP 1.074)	2	2	2WU	NO	NO	1.074	20	54	2.15						1,151		77	155						
2018CPT.13.02.20121	Burke	6	SR 1729	FROM SR 1728 TO SR 1730 (MP 0.00 - MP 0.50)	2	2	2WU	NO	NO	0.502	20	25	1.00						538		36	60				1		
2018CPT.13.02.20121	Burke	7	SR 1731	FROM SR 1722 TO VALDESE CITY LIMITS (MP 0.00 - MP 1.093)	2	2	2WU	NO	NO	1.093	20	55	2.19						1,171		78	960						
2018CPT.13.02.20121	Burke	8	SR 1740	FROM HAUSS RIDGE RD TO SR 1001 (MP 0.00 - 1.125)	2	2	2WU	NO	NO	1.125	20	56	2.25						1,205		81	240						
2018CPT.13.02.20121	Burke	9	SR 1785	FROM SR 1761 TO SR 1786 (MP 0.00 - MP 0.780)	2	2	2WU	NO	NO	0.78	18	39	1.56						794		53	180						
2018CPT.13.02.20121	Burke	10	SR 1797	FROM NC 18 TO PVMT CHG (MP 0.00 - MP 0.292)	2	2	2WU	NO	NO	0.292	18	15	0.58						282		19	165						
2018CPT.13.02.20121	Burke	11	SR 1800	FROM NC 18 TO THE CATAWBA CO LINE (MP 0.00 - MP 5.68)	2	2	2WU	NO	NO	5.68	22	284	11.36						6,691		448	1,350						
2018CPT.13.02.20121	Burke	12	SR 1924	FROM SR 1932 TO SR 1922 (MP 12.82 - MP 14.95	2	2	2WU	NO	YES	2.13	24	107	4.26		220				2,736		183	390				1		
2018CPT.13.02.20121	Burke	13	ENOLA VFD	ENOLA VOL. FIRE DEPARTMENT	2	2	2WU	NO	NO	0.002	10								85		6	35						
2018CPT.13.02.20121	Burke	14	SR 1145	FROM US 70 TO DEAD END (MP 0.00 - MP 0.61)	2	2	2WU	NO	NO	0.61	18								392		26	460					5	
2018CPT.13.02.20121	Burke	15	SR 1220	FROM NC 126 TO END OF MAINTENANCE (MP 0.00 - MP 0.19)	3	2	2WU	NO	NO	0.19	18								122		8	50						
2018CPT.13.02.20121	Burke	16	SR 1235	FROM SR 1234 TO END OF MAINTENANCE (MP 0.00 - MP 0.65)	3	2	2WU	NO	NO	0.65	18								417		28	160						
2018CPT.13.02.20121	Burke	17	SR 1334	FROM SR 1206 TO CUL-DE-SAC (MP 0.00 - MP 0.53)	3	2	2WU	NO	NO	0.53	18								340		23	115						
2018CPT.13.02.20121	Burke	18	SR 1335	FROM SR 1334 TO CUL-DE-SAC (MP 0.00 - MP0.10)	3	2	2WU	NO	NO	0.1	18								64		4	20						
2018CPT.13.02.20121	Burke	19	SR 1336	FROM SR 1334 TO CUL-DE-SAC (MP 0.00 - MP 0.09)	3	2	2WU	NO	NO	0.09	19								61		4	25						
2018CPT.13.02.20121	Burke	20	SR 1354	FROM SR 1350 TO CUL-DE-SAC (MP 0.00 - MP 0.28)	3	2	2WU	NO	NO	0.28	22					1,960			219		15	100						
2018CPT.13.02.20121	Burke	21	SR 1550	FROM VALDESE CITY LIMITS TO DEAD END (MP 0.00 - MP 0.15)	3	2	2WU	NO	NO	0.15	18								96		6	10				1		
2018CPT.13.02.20121	Burke	22	SR 1728	FROM SR 1729 TO US 70 (MP 0.898 - MP 1.379)	3	2	2WU	NO	NO	0.48	20								342		23	50						
2018CPT.13.02.20121	Burke	23	SR 1743	FROM SR 1001 TO END OF PAVEMENT (MP 0.00 - MP 0.41)	3	2	2WU	NO	NO	0.41	17								249		17	100						
2018CPT.13.02.20121	Burke	24	SR 1746	FROM SR 1001 TO SR SR 1001 (MP 0.00 - MP 0.37)	3	2	2WU	NO	NO	0.37	18			115			280		237		16							
2018CPT.13.02.20121	Burke	25	SR 1771	FROM SR 1761 TO US 70 (MP 0.00 - MP 0.40)	3	2	2WU	NO	NO	0.4	19								271		18	20						
2018CPT.13.02.20121	Burke	26	SR 1776	FROM SR 1002 TO SR 1761 (MP 0.00 - MP 0.25)	3	2	2WU	NO	NO	0.25	17								152		10	25						
2018CPT.13.02.20121	Burke	27	SR 1779	FROM SR 1002 TO END OF MAINTENANCE (MP 0.00 - MP 0.20)	3	2	2WU	NO	NO	0.2	20						120		143		10	30				3		
2018CPT.13.02.20121	Burke	28	SR 1782	FROM SR 1002 TO END OF MAINTENANCE (MP 0.00 - MP 0.61)	3	2	2WU	NO	NO	0.61	18								392		26	275						
2018CPT.13.02.20121	Burke	29	SR 1788	FROM SR 1786 TO END OF MAINTENANCE (MP 0.00 - MP 0.60)	3	2	2WU	NO	NO	0.6	18								385		26	190						
2018CPT.13.02.20121	Burke	30	SR 1834	FROM SR 1002 TO DEAD END (MO 0.00 - 0.61)	3	2	2WU	NO	NO	0.61	20								435		29	190						
2018CPT.13.02.20121	Burke	31	SR 1837	FROM SR 1761 TO SR 1758 (MP 0.00 - MP 0.81)	3	2	2WU	NO	NO	0.81	20								577		39	310						
2018CPT.13.02.20121	Burke	32	SR 1849	FROM SR 1744 TO END OF MAINTENANCE (MP 0.00 - MP 0.09)	3	2	2WU	NO	NO	0.09	16								51		3	20						
2018CPT.13.02.20121	Burke	33	SR 1859	FROM SR 1002 TO DEAD END (MP 0.00 - MP 0.17)	3	2	2WU	NO	NO	0.17	17								103		7	25						
2018CPT.13.02.20121	Burke	34	SR 1860	FROM US 70 TO DEAD END (MP 0.00 - MP 0.15)	3	2	2WU	NO	NO	0.15	16								86		6	40						
2018CPT.13.02.20121	Burke	35	SR 1861	FROM SR 1737 TO END OF MAINTENANCE (MP 0.00 - MP 0.73)	3	2	2WU	NO	NO	0.73	18								469		31	150						
2018CPT.13.02.20121	Burke	36	SR 1876	FROM SR 1815 TP SR 1815 (MP 0.00 - MP 0.44)	3	2	2WU	NO	NO	0.44	16								251		17	60						
2018CPT.13.02.20121	Burke	37	SR 1881	FROM SR 1784 TO SR 1882 (MP 0.00 - MP 0.35)	3	2	2WU	NO	NO	0.35	20								249		17	75						
2018CPT.13.02.20121	Burke	38	SR 1882	FROM SR 1881 TO SR 1784 (MP 0.00 - MP 0.24)	3	2	2WU	NO	NO	0.24	18								154		10	25						
2018CPT.13.02.20121	Burke	39	SR 1883	FROM SR 1881 TO SR 1784 (MP 0.00 - MP 0.27)	3	2	2WU	NO	NO	0.27	18								173		12	25						
2018CPT.13.02.20121	Burke	40	SR 1893	FROM SR 1786 TO DEAD END (MP 0.00 - MP 0.78)	3	2	2WU	NO	NO	0.78	18								501		34	225						
2018CPT.13.02.20121	Burke	41	SR 1920	FROM SR 1922 TO END OF MAINTENANCE (MP 0.00 - MP 0.40)	3	2	2WU	NO	NO	0.4	18								257		17	100						
2018CPT.13.02.20121	Burke	42	SR 2501	FROM SR 1800 TO END OF MAINTENANCE (MP 0.00 - MP 0.15)	3	2	2WU	NO	YES	0.15	18								96		6	50						
2018CPT.13.02.20121	Burke	43	SR 2502	FROM SR 1800 TO END OF MAINTENANCE (MP 0.00 - MP 0.15)	3	2	2WU	NO	YES	0.15	18								96		6	50						
2018CPT.13.02.20121	Burke	44	SR 2522	FROM SR 1800 TO SR 1797 (MP 0.00 - MP 0.56)	3	2	2WU	NO	NO	0.56	18								359		24	155						
2018CPT.13.02.20121	Burke	45	SR 2523	FROM SR 1784 TO END OF MAINTENANCE (MP 0.00 - MP 0.76)	3	2	2WU	NO	NO	0.76	20								542		36	170					1	
2018CPT.13.02.20121	Burke	46	SR 2533	FROM NC 18 TO END OF MAINTENANCE (MP 0.00 - MP 0.55)	3	2	2WU	NO	NO	0.55	20								392		26	125						
2018CPT.13.02.20121	Burke	47	SR 1257	FROM SR 1240 TO END OF MAINTENANCE (MP 0.00 - MP 0.78	5	2	2WU	NO	NO	0.78	20											440						
2018CPT.13.02.20121	Burke	48	SR 1263	FROM NC 181 TO END OF MAINTENANCE (MP 0.00 - MP 0.68)	5	2	2WU	NO	NO	0.68	19											220						

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.13.02.10121, ETC.	14	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TON	SHOULDER RECONSTRUCTION SMI	1" MILLING SY	MILLING ASPHALT PAVEMENT, 0" TO 11/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 0"TO 1" SY	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT CONC SURFACE COURSE, TYPE S4.75A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ASPHALT SURFACE TREATMENT, DOUBLE SEAL SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	VACUUM TRUCK WK	ADJUSTMENT OF MANHOLES EA	ADJUSTMENT OF METER BOXES OR VALVE BOXES EA	INDUCTIVE LOOP SAWCUT LF
2018CPT.13.02.20121	Burke	49	SR 1273	FROM NC 181 TO END OF MAINTENANCE (MP 0.00 - MP 0.47)	5	2	2WU	NO	NO	0.47	18											75						
2018CPT.13.02.20121	Burke	50	SR 1287	FROM NC 126 TO DEAD END (MP 0.00 - MP 0.12)	5	2	2WU	NO	NO	0.12	18											25						
2018CPT.13.02.20121	Burke	51	SR 1317	FROM NC 181 TO SR 1218 (MP 0.00 - MP 0.21)	5	2	2WU	NO	NO	0.21	18											25						
2018CPT.13.02.20121	Burke	52	SR 1403	FROM NC 181 TO END OF MAINTENANCE (MP 0.00 - MP 0.36)	5	2	2WU	NO	NO	0.36	20											60						
2018CPT.13.02.20121	Burke	53	SR 1513	FROM SR 1515 TO SR 1514 (MP 0.00 - MP 1.51)	5	2	2WU	NO	NO	1.51	19											700						
2018CPT.13.02.20121	Burke	54	SR 1770	FROM SR 1761 TO DEAD END (MP 0.00 - MP 0.56	5	2	2WU	NO	NO	0.56	19											50						
2018CPT.13.02.20121	Burke	55	SR 1791	FROM SR 1786 TO END OF MAINTENANCE (MP 0.00 - MP 0.81)	5	2	2WU	NO	NO	0.81	18											285						
2018CPT.13.02.20121	Burke	56	SR 1804	FROM CATAWBA COUNTY LINE TO SR 1800 (MP 0.00 - MP 0.55)	5	2	2WU	NO	NO	0.55	18											45						
2018CPT.13.02.20121	Burke	57	SR 1807	FROM SR 1800 TO SR 1803 (MP 0.00 - MP 0.86)	5	2	2WU	NO	NO	0.86	20											100						
2018CPT.13.02.20121	Burke	58	SR 1846	FRON SR 1786 TO END OF MAINTENANCE (MP 0.00 - MP 0.19)	5	2	2WU	NO	NO	0.19	18											15						
2018CPT.13.02.20121	Burke	59	SR 1853	FROM SR 1001 TO DEAD END (MP 0.00 - MP 1.46)	5	2	2WU	NO	NO	1.46	18											135						
2018CPT.13.02.20121	Burke	60	SR 1900	FROM SR 1924 TO END OF MAINTENANCE (MP 0.00 - MP 2.58)	5	2	2WU	NO	NO	2.58	18											100						
2018CPT.13.02.20121	Burke	61	SR 1914	FROM SR 1913 TO SR 1915 (MP 0.00 - MP 1.59)	5	2	2WU	NO	NO	1.59	19											325						
2018CPT.13.02.20121	Burke	62	SR 1917	FROM SR 1324 TO SR 1922 (MP 0.00 - MP 1.77)	5	2	2WU	NO	NO	1.77	20											200						
2018CPT.13.02.20121	Burke	63	SR 1995	FROM SR 1922 TO DEAD END (MP 0.00 - MP 0.37)	5	2	2WU	NO	NO	0.37	18											175						
2018CPT.13.02.20121	Burke	64	SR 2025	FROM SR 1924 TO END OF MAINTENANCE (MP 0.00 - MP 1.53)	5	2	2WU	NO	NO	1.53	18											275						
2018CPT.13.02.20121	Burke	65	SR 2043	FROM SR 1984 TO END OF MAINTENANCE (MP 0.00 -MP 0.47)	5	2	2WU	NO	NO	0.47	18											65						
2018CPT.13.02.20121	Burke	66	GOVERNMENT DRIVE	FROM SR 1922 TO END OF MAINTENANCE (MP 0.00 - MP 0.40)	3	2	2WU	NO	NO	0.4	20		0.80						429		29	30						
TOTAL FOR PROJ NO. 2018CPT.13.02.20121										**43.358**		**649**	**26.71**	**115**	**720**	**1,960**	**890**	**336**	**23,755**		**1,610**	**10,515**				**6**	**6**	
2018CPT.13.02.20122	Burke	67	SR 1466	FROM SR 1416 TO DEAD END (MP 0.00 - MP 0.10)	4	2	2WU	NO	NO	0.1	20									68	5	50						
2018CPT.13.02.20122	Burke	68	SR 1468	FROM NC 181 TO SR 1469 (MP 0.00 - MP 0.06)	4	2	2WU	NO	YES	0.06	20									41	3	15						
2018CPT.13.02.20122	Burke	69	SR 1469	FROM DEAD END TO DEAD END (MP 0.00 - MP 0.06)	4	2	2WU	NO	YES	0.11	20									75	5	35						
2018CPT.13.02.20122	Burke	70	SR 1488	FROM SR 1439 TO CUL-CE=SAC (MP 0.00 - MP 0.25)	4	2	2WU	NO	NO	0.25	18									153	10	125					4	
2018CPT.13.02.20122	Burke	71	SR 1489	FROM SR 1488 TO CUL-DE-SAC (MP 0.00 - MP 0.07)	4	2	2WU	NO	NO	0.07	18									43	3	35						
2018CPT.13.02.20122	Burke	72	SR 1490	FROM SR 1488 TO CUL-DE-SAC (MP 0.00 - MP 0.20)	4	2	2WU	NO	NO	0.2	18									123	8	125						
2018CPT.13.02.20122	Burke	73	SR 1257	FROM SR 1240 TO END OF MAINTENANCE (MP 0.00 - MP 0.78	5	2	2WU	NO	NO	0.78	20												9,152	5,028	3			
2018CPT.13.02.20122	Burke	74	SR 1263	FROM NC 181 TO END OF MAINTENANCE (MP 0.00 - MP 0.68)	5	2	2WU	NO	NO	0.68	19												7,580	4,169				
2018CPT.13.02.20122	Burke	75	SR 1273	FROM NC 181 TO END OF MAINTENANCE (MP 0.00 - MP 0.47)	5	2	2WU	NO	NO	0.47	18												4,963	2,730				
2018CPT.13.02.20122	Burke	76	SR 1287	FROM NC 126 TO DEAD END (MP 0.00 - MP 0.12)	5	2	2WU	NO	NO	0.12	18												1,267	686				
2018CPT.13.02.20122	Burke	77	SR 1317	FROM NC 181 TO SR 1218 (MP 0.00 - MP 0.21)	5	2	2WU	NO	NO	0.21	18												2,218	1,220				
2018CPT.13.02.20122	Burke	78	SR 1403	FROM NC 181 TO END OF MAINTENANCE (MP 0.00 - MP 0.36)	5	2	2WU	NO	NO	0.36	20												4,224	2,323				
2018CPT.13.02.20122	Burke	79	SR 1513	FROM SR 1515 TO SR 1514 (MP 0.00 - MP 1.51)	5	2	2WU	NO	NO	1.51	19												16,831	9,230				
2018CPT.13.02.20122	Burke	80	SR 1770	FROM SR 1761 TO DEAD END (MP 0.00 - MP 0.56	5	2	2WU	NO	NO	0.56	19												6,242	3,427				
2018CPT.13.02.20122	Burke	81	SR 1791	FROM SR 1786 TO END OF MAINTENANCE (MP 0.00 - MP 0.81)	5	2	2WU	NO	NO	0.81	18												8,554	4,681				
2018CPT.13.02.20122	Burke	82	SR 1804	FROM CATAWBA COUNTY LINE TO SR 1800 (MP 0.00 - MP 0.55)	5	2	2WU	NO	NO	0.55	18												5,808	3,195				
2018CPT.13.02.20122	Burke	83	SR 1807	FROM SR 1800 TO SR 1803 (MP 0.00 - MP 0.86)	5	2	2WU	NO	NO	0.86	20												10,091	5,550				
2018CPT.13.02.20122	Burke	84	SR 1846	FRON SR 1786 TO END OF MAINTENANCE (MP 0.00 - MP 0.19)	5	2	2WU	NO	NO	0.19	18												2,006	1,104				
2018CPT.13.02.20122	Burke	85	SR 1853	FROM SR 1001 TO DEAD END (MP 0.00 - MP 1.46)	5	2	2WU	NO	NO	1.46	18												15,418	8,480				
2018CPT.13.02.20122	Burke	86	SR 1900	FROM SR 1924 TO END OF MAINTENANCE (MP 0.00 - MP 2.58)	5	2	2WU	NO	NO	2.58	18												27,245	14,970				
2018CPT.13.02.20122	Burke	87	SR 1914	FROM SR 1913 TO SR 1915 (MP 0.00 - MP 1.59)	5	2	2WU	NO	NO	1.59	19												17,723	9,748				
2018CPT.13.02.20122	Burke	88	SR 1917	FROM SR 1324 TO SR 1922 (MP 0.00 - MP 1.77)	5	2	2WU	NO	NO	1.77	20												20,768	11,442				
2018CPT.13.02.20122	Burke	89	SR 1995	FROM SR 1922 TO DEAD END (MP 0.00 - MP 0.37)	5	2	2WU	NO	NO	0.37	18												3,907	2,149				
2018CPT.13.02.20122	Burke	90	SR 2025	FROM SR 1924 TO END OF MAINTENANCE (MP 0.00 - MP 1.53)	5	2	2WU	NO	NO	1.53	18												16,157	8,881				
2018CPT.13.02.20122	Burke	91	SR 2043	FROM SR 1984 TO END OF MAINTENANCE (MP 0.00 -MP 0.47)	5	2	2WU	NO	NO	0.47	18												4,963	2,748				
TOTAL FOR PROJ NO. 2018CPT.13.02.20122										**17.66**										**503**	**34**	**385**	**185,117**	**101,761**	**3**		**4**	
GRAND TOTAL										**72.938**		**1,245**	**50.55**	**115**	**720**	**1,960**	**6,462**	**15,374**	**23,755**	**503**	**2,547**	**14,300**	**185,117**	**101,761**	**3**	**6**	**20**	**1,200**

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.13.02.10121, ETC.	15	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	4457000000-N TEMPORARY TRAFFIC CONTROL LS	4697000000-E THERMOPLASTIC PAVEMENT MARKING LINES (8", 120 MILS) WHITE LF	4700000000-E THERMOPLASTIC PAVEMENT MARKING LINES (12", 90 MILS) WHITE LF	4700000000-E THERMOPLASTIC PAVEMENT MARKING LINES (12", 90 MILS) YELLOW LF	4710000000-E THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE LF	4721000000-E THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) SCHOOL EA	4725000000-E THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT ARROW EA	4725000000-E THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RT ARROW EA	4725000000-E THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR & RT ARROW EA	4725000000-E THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR & LT ARROW EA	4810000000-E PAINT PAVEMENT MARKING LINES (4") WHITE LF	4810000000-E PAINT PAVEMENT MARKING LINES (4") YELLOW LF	4847000000-E POLYUREA PAVEMENT MARKING LINES (4") WHITE (HRE) LF	4847000000-E POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HRE) LF	4905000000-N SNOWPLOWABLE PAVEMENT MARKERS EA
2018CPT.13.02.10121	Burke	1	US 70	FROM SR 1524 TO BRIDGE # 88 OVER RAILROAD (MP 16.10 - MP 17.98)	1	2	2WU	1.88	28	210	1		100	200	225		14	1	1	1			19,853	19,853	140
2018CPT.13.02.10121	Burke	2	NC 126	FROM A POINT 2.02 MILES EAST OF SR 1238 TO A POINT 1.0 MILES EAST OF SR 1254 (MP 5.74 - MP 9.74)	1	2	2WU	4	22	448	*												42,240	42,240	420
2018CPT.13.02.10121	Burke	3	NC 126	FROM A POINT 1.0 MILES EAST OF SR 1254 TO A POINT 0.35 MILES EAST OF SR 1147 (MP 9.74 - MP 15.78)	1	2	2WU	6.04	22	677	*			700	48	12	2						63,782	63,782	540
TOTAL FOR PROJ NO. 2018CPT.13.02.10121								**11.92**		**1,335**	**1**		**100**	**900**	**273**	**12**	**16**	**1**	**1**	**1**			**125,875**	**125,875**	**1,100**
													1,000				**19**						**251,750**		
2018CPT.13.02.20121	Burke	4	SR 2524	FROM SCL RTH COL TO END MAINT (MP 0.00 - MP 0.28)	1	2	2WU	0.28	20	31	*											5,914	5,914			
2018CPT.13.02.20121	Burke	5	SR 1266	FROM SR 1264 TO END MAINT (MP 0.00 - MP 1.074)	2	2	2WU	1.074	20	120	*											22,683	22,683			
2018CPT.13.02.20121	Burke	6	SR 1729	FROM SR 1728 TO SR 1730 (MP 0.00 - MP 0.50)	2	2	2WU	0.502	20	56	*											10,602	10,602			
2018CPT.13.02.20121	Burke	7	SR 1731	FROM SR 1722 TO CL VALDESE (MP 0.00 - MP 1.093)	2	2	2WU	1.093	20	122	*											23,084	23,084			
2018CPT.13.02.20121	Burke	8	SR 1740	FROM HAUSS RIDGE RD TO SR 1001 (MP 0.00 - 1.125)	2	2	2WU	1.125	20	126	*											23,760	23,760			
2018CPT.13.02.20121	Burke	9	SR 1785	FROM SR 1761 TO SR 1786 (MP 0.00 - MP 0.780)	2	2	2WU	0.78	18	87	*											16,474	16,474			
2018CPT.13.02.20121	Burke	10	SR 1797	FROM NC 18 TO PVMT CHG (MP 0.00 - MP 0.292)	2	2	2WU	0.292	18	33	*															
2018CPT.13.02.20121	Burke	11	SR 1800	FROM NC 18 TO THE CATAWBA CO LINE (MP 0.00 - MP 5.68)	2	2	2WU	5.68	22	636	*	45			40	12						119,962	119,962			
2018CPT.13.02.20121	Burke	12	SR 1924	FROM SR 1932 TO SR 1922 (MP 12.82 - MP 14.95	2	2	2WU	2.13	24	239	*				46	12		2				44,986	44,986			
2018CPT.13.02.20121	Burke	13	ENOLA VFD	ENOLA VOL. FIRE DEPARTMENT	2	2	2WU	0.002	10																	
2018CPT.13.02.20121	Burke	14	SR 1145	FROM US 70 TO DEAD END (MP 0.00 - MP 0.61)	2	2	2WU	0.61	18	68	*															
2018CPT.13.02.20121	Burke	15	SR 1220	FROM NC 126 TO END OF MAINTENANCE (MP 0.00 - MP 0.19)	3	2	2WU	0.19	18	22	*															
2018CPT.13.02.20121	Burke	16	SR 1235	FROM SR 1234 TO END OF MAINTENANCE (MP 0.00 - MP 0.65)	3	2	2WU	0.65	18	74	*															
2018CPT.13.02.20121	Burke	17	SR 1334	FROM SR 1206 TO CUL-DE-SAC (MP 0.00 - MP 0.53)	3	2	2WU	0.53	18	60	*															
2018CPT.13.02.20121	Burke	18	SR 1335	FROM SR 1334 TO CUL-DE-SAC (MP 0.00 - MP0.10)	3	2	2WU	0.1	18	11	*															
2018CPT.13.02.20121	Burke	19	SR 1336	FROM SR 1334 TO CUL-DE-SAC (MP 0.00 - MP 0.09)	3	2	2WU	0.09	19	10	*															
2018CPT.13.02.20121	Burke	20	SR 1354	FROM SR 1350 TO CUL-DE-SAC (MP 0.00 - MP 0.28)	3	2	2WU	0.28	22	31	*															
2018CPT.13.02.20121	Burke	21	SR 1550	FROM VALDESE CITY LIMITS TO DEAD END (MP 0.00 - MP 0.15)	3	2	2WU	0.15	18	17	*															
2018CPT.13.02.20121	Burke	22	SR 1728	FROM SR 1729 TO US 70 (MP 0.898 - MP 1.38)	3	2	2WU	0.48	20	54	*											10,138	10,138			
2018CPT.13.02.20121	Burke	23	SR 1743	FROM SR 1001 TO END OF PAVEMENT (MP 0.00 - MP 0.41)	3	2	2WU	0.41	17	46	*															
2018CPT.13.02.20121	Burke	24	SR 1746	FROM SR 1001 TO SR SR 1001 (MP 0.00 - MP 0.37)	3	2	2WU	0.37	18	42	*															
2018CPT.13.02.20121	Burke	25	SR 1771	FROM SR 1761 TO US 70 (MP 0.00 - MP 0.40)	3	2	2WU	0.4	19	45	*											8,448	8,448			
2018CPT.13.02.20121	Burke	26	SR 1776	FROM SR 1002 TO SR 1761 (MP 0.00 - MP 0.25)	3	2	2WU	0.25	17	28	*															
2018CPT.13.02.20121	Burke	27	SR 1779	FROM SR 1002 TO END OF MAINTENANCE (MP 0.00 - MP 0.20)	3	2	2WU	0.2	20	22	*															
2018CPT.13.02.20121	Burke	28	SR 1782	FROM SR 1002 TO END OF MAINTENANCE (MP 0.00 - MP 0.61)	3	2	2WU	0.61	18	68	*															
2018CPT.13.02.20121	Burke	29	SR 1788	FROM SR 1786 TO END OF MAINTENANCE (MP 0.00 - MP 0.60)	3	2	2WU	0.6	18	67	*															
2018CPT.13.02.20121	Burke	30	SR 1834	FROM SR 1002 TO DEAD END (MO 0.00 - 0.61)	3	2	2WU	0.61	20	69	*											12,883	12,883			
2018CPT.13.02.20121	Burke	31	SR 1837	FROM SR 1761 TO SR 1758 (MP 0.00 - MP 0.81)	3	2	2WU	0.81	20	91	*				16	6					17,107	17,107			
2018CPT.13.02.20121	Burke	32	SR 1849	FROM SR 1744 TO END OF MAINTENANCE (MP 0.00 - MP 0.09)	3	2	2WU	0.09	16	10	*															
2018CPT.13.02.20121	Burke	33	SR 1859	FROM SR 1002 TO DEAD END (MP 0.00 - MP 0.17)	3	2	2WU	0.17	17	19	*															
2018CPT.13.02.20121	Burke	34	SR 1860	FROM US 70 TO DEAD END (MP 0.00 - MP 0.15)	3	2	2WU	0.15	16	17	*															
2018CPT.13.02.20121	Burke	35	SR 1861	FROM SR 1737 TO END OF MAINTENANCE (MP 0.00 - MP 0.73)	3	2	2WU	0.73	18	81	*															
2018CPT.13.02.20121	Burke	36	SR 1876	FROM SR 1815 TP SR 1815 (MP 0.00 - MP 0.44)	3	2	2WU	0.44	16	49	*															
2018CPT.13.02.20121	Burke	37	SR 1881	FROM SR 1784 TO SR 1882 (MP 0.00 - MP 0.35)	3	2	2WU	0.35	20	39	*											7,392	7,392			
2018CPT.13.02.20121	Burke	38	SR 1882	FROM SR 1881 TO SR 1784 (MP 0.00 - MP 0.24)	3	2	2WU	0.24	18	27	*											5,069	5,069			
2018CPT.13.02.20121	Burke	39	SR 1883	FROM SR 1881 TO SR 1784 (MP 0.00 * MP 0.27)	3	2	2WU	0.27	18	30	*											5,702	5,702			
2018CPT.13.02.20121	Burke	40	SR 1893	FROM SR 1786 TO DEAD END (MP 0.00 - MP 0.78)	3	2	2WU	0.78	18	87	*															
2018CPT.13.02.20121	Burke	41	SR 1920	FROM SR 1922 TO END OF MAINTENANCE (MP 0.00 - MP 0.40)	3	2	2WU	0.4	18	45	*															
2018CPT.13.02.20121	Burke	42	SR 2501	FROM SR 1800 TO END OF MAINTENANCE (MP 0.00 - MP 0.15)	3	2	2WU	0.15	18	17	*															
2018CPT.13.02.20121	Burke	43	SR 2502	FROM SR 1800 TO END OF MAINTENANCE (MP 0.00 - MP 0.15)	3	2	2WU	0.15	18	17	*															
2018CPT.13.02.20121	Burke	44	SR 2522	FROM SR 1800 TO SR 1797 (MP 0.00 - MP 0.56)	3	2	2WU	0.56	18	63	*															
2018CPT.13.02.20121	Burke	45	SR 2523	FROM SR 1784 TO END OF MAINTENANCE (MP 0.00 - MP 0.76)	3	2	2WU	0.76	20	85	*											16,051	16,051			
2018CPT.13.02.20121	Burke	46	SR 2533	FROM NC 18 TO END OF MAINTENANCE (MP 0.00 - MP 0.55)	3	2	2WU	0.55	20	62	*															
2018CPT.13.02.20121	Burke	47	SR 1257	FROM SR 1240 TO END OF MAINTENANCE (MP 0.00 - MP 0.78)	5	2	2WU	0.78	20																	

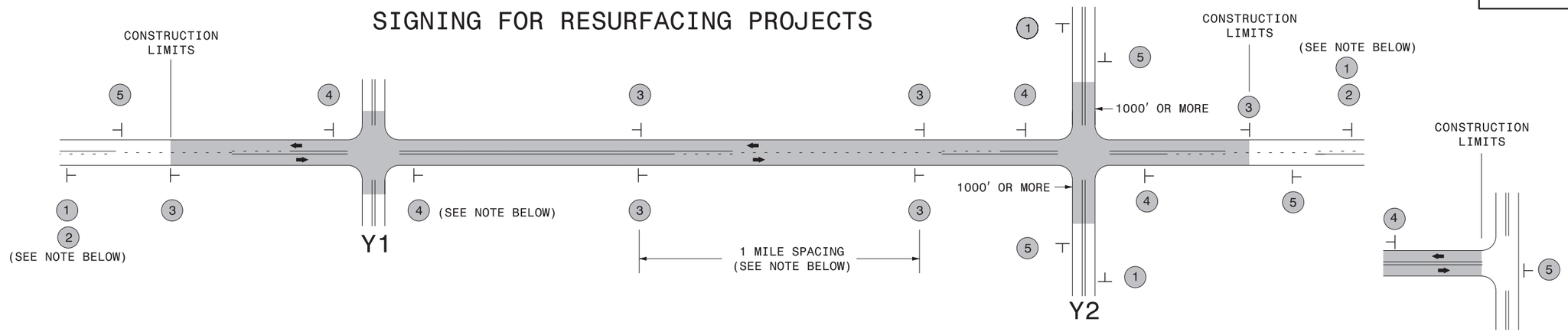
PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.13.02.10121, ETC.	16	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	4457000000-N TEMPORARY TRAFFIC CONTROL LS	4697000000-E THERMOPLASTIC PAVEMENT MARKING LINES (8", 120 MILS) WHITE LF	4700000000-E THERMOPLASTIC PAVEMENT MARKING LINES (12", 90 MILS) WHITE LF	4700000000-E THERMOPLASTIC PAVEMENT MARKING LINES (12", 90 MILS) YELLOW LF	4710000000-E THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE LF	4721000000-E THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) SCHOOL EA	4725000000-E THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT ARROW EA	4725000000-E THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RT ARROW EA	4725000000-E THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR & RT ARROW EA	4725000000-E THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR & LT ARROW EA	4810000000-E PAINT PAVEMENT MARKING LINES (4") WHITE LF	4810000000-E PAINT PAVEMENT MARKING LINES (4") YELLOW LF	4847000000-E POLYUREA PAVEMENT MARKING LINES (4") WHITE (HIGHLY REFLECTIVE ELEMENTS) LF	4847000000-E POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HIGHLY REFLECTIVE ELEMENTS) LF	4905000000-N SNOWPLOWABLE PAVEMENT MARKERS EA
2018CPT.13.02.20121	Burke	48	SR 1263	FROM NC 181 TO END OF MAINTENANCE (MP 0.00 - MP 0.68)	5	2	2WU	0.68	19																	
2018CPT.13.02.20121	Burke	49	SR 1273	FROM NC 181 TO END OF MAINTENANCE (MP 0.00 - MP 0.47)	5	2	2WU	0.47	18																	
2018CPT.13.02.20121	Burke	50	SR 1287	FROM NC 126 TO DEAD END (MP 0.00 - MP 0.12)	5	2	2WU	0.12	18																	
2018CPT.13.02.20121	Burke	51	SR 1317	FROM NC 181 TO SR 1218 (MP 0.00 - MP 0.21)	5	2	2WU	0.21	18																	
2018CPT.13.02.20121	Burke	52	SR 1403	FROM NC 181 TO END OF MAINTENANCE (MP 0.00- -MP 0.36)	5	2	2WU	0.36	20																	
2018CPT.13.02.20121	Burke	53	SR 1513	FROM SR 1515 TO SR 1514 (MP 0.00 - MP 1.51)	5	2	2WU	1.51	19																	
2018CPT.13.02.20121	Burke	54	SR 1770	FROM SR 1761 TO DEAD END (MP 0.00 - MP 0.56	5	2	2WU	0.56	19																	
2018CPT.13.02.20121	Burke	55	SR 1791	FROM SR 1786 TO END OF MAINTENANCE (MP 0.00 - MP 0.81)	5	2	2WU	0.81	18																	
2018CPT.13.02.20121	Burke	56	SR 1804	FROM CATAWBA COUNTY LINE TO SR 1800 (MP 0.00 - MP 0.55)	5	2	2WU	0.55	18																	
2018CPT.13.02.20121	Burke	57	SR 1807	FROM SR 1800 TO SR 1803 (MP 0.00 - MP 0.86)	5	2	2WU	0.86	20																	
2018CPT.13.02.20121	Burke	58	SR 1846	FRON SR 1786 TO END OF MAINTENANCE (MP 0.00 - MP 0.19)	5	2	2WU	0.19	18																	
2018CPT.13.02.20121	Burke	59	SR 1853	FROM SR 1001 TO DEAD END (MP 0.00 - MP 1.46)	5	2	2WU	1.46	18																	
2018CPT.13.02.20121	Burke	60	SR 1900	FROM SR 1924 TO END OF MAINTENANCE (MP 0.00 - MP 2.58)	5	2	2WU	2.58	18																	
2018CPT.13.02.20121	Burke	61	SR 1914	FROM SR 1913 TO SR 1915 (MP 0.00 - MP 1.59)	5	2	2WU	1.59	19																	
2018CPT.13.02.20121	Burke	62	SR 1917	FROM SR 1324 TO SR 1922 (MP 0.00 - MP 1.77)	5	2	2WU	1.77	20																	
2018CPT.13.02.20121	Burke	63	SR 1995	FROM SR 1922 TO DEAD END (MP 0.00 - MP 0.37)	5	2	2WU	0.37	18																	
2018CPT.13.02.20121	Burke	64	SR 2025	FROM SR 1924 TO END OF MAINTENANCE (MP 0.00 - MP 1.53)	5	2	2WU	1.53	18																	
2018CPT.13.02.20121	Burke	65	SR 2043	FROM SR 1984 TO END OF MAINTENANCE (MP 0.00 -MP 0.47)	5	2	2WU	0.47	18																	
2018CPT.13.02.20121	Burke	66	GOVERNMENT DRIVE	FROM SR 1922 TO END OF MAINTENANCE (MP 0.00 - MP 0.40)	3	2	2WU	0.4	20	45	*				16		1		1		8,448	8,448			
TOTAL FOR PROJ NO. 2018CPT.13.02.20121								**43.358**		**2,968**		**45**			**118**	**30**	**1**	**2**	**1**		**358,703**	**358,703**			
																	4				**717,406**				
2018CPT.13.02.20122	Burke	67	SR 1466	FROM SR 1416 TO DEAD END (MP 0.00 - MP 0.10)	4	2	2WU	0.1	20	11	*															
2018CPT.13.02.20122	Burke	68	SR 1468	FROM NC 181 TO SR 1469 (MP 0.00 - MP 0.06)	4	2	2WU	0.06	20	7	*															
2018CPT.13.02.20122	Burke	69	SR 1469	FROM DEAD END TO DEAD END (MP 0.00 - MP 0.06)	4	2	2WU	0.11	20	12	*															
2018CPT.13.02.20122	Burke	70	SR 1488	FROM SR 1439 TO CUL-CE=SAC (MP 0.00 - MP 0.25)	4	2	2WU	0.25	18	28	*															
2018CPT.13.02.20122	Burke	71	SR 1489	FROM SR 1488 TO CUL-DE-SAC (MP 0.00 - MP 0.07)	4	2	2WU	0.07	18	8	*															
2018CPT.13.02.20122	Burke	72	SR 1490	FROM SR 1488 TO CUL-DE-SAC (MP 0.00 - MP 0.20)	4	2	2WU	0.2	18	22	*															
2018CPT.13.02.20122	Burke	73	SR 1257	FROM SR 1240 TO END OF MAINTENANCE (MP 0.00 - MP 0.78)	5	2	2WU	0.78	20	87	*															
2018CPT.13.02.20122	Burke	74	SR 1263	FROM NC 181 TO END OF MAINTENANCE (MP 0.00 - MP 0.68)	5	2	2WU	0.68	19	76	*										14,362	14,362			
2018CPT.13.02.20122	Burke	75	SR 1273	FROM NC 181 TO END OF MAINTENANCE (MP 0.00 - MP 0.47)	5	2	2WU	0.47	18	53	*															
2018CPT.13.02.20122	Burke	76	SR 1287	FROM NC 126 TO DEAD END (MP 0.00 - MP 0.12)	5	2	2WU	0.12	18	13	*															
2018CPT.13.02.20122	Burke	77	SR 1317	FROM NC 181 TO SR 1218 (MP 0.00 - MP 0.21)	5	2	2WU	0.21	18	24	*															
2018CPT.13.02.20122	Burke	78	SR 1403	FROM NC 181 TO END OF MAINTENANCE (MP 0.00 - MP 0.36)	5	2	2WU	0.36	20	40	*															
2018CPT.13.02.20122	Burke	79	SR 1513	FROM SR 1515 TO SR 1514 (MP 0.00 - MP 1.51)	5	2	2WU	1.51	19	169	*										31,891	31,891			
2018CPT.13.02.20122	Burke	80	SR 1770	FROM SR 1761 TO DEAD END (MP 0.00 - MP 0.56)	5	2	2WU	0.56	19	63	*															
2018CPT.13.02.20122	Burke	81	SR 1791	FROM SR 1786 TO END OF MAINTENANCE (MP 0.00 - MP 0.81)	5	2	2WU	0.81	18	90	*															
2018CPT.13.02.20122	Burke	82	SR 1804	FROM CATAWBA COUNTY LINE TO SR 1800 (MP 0.00 - MP 0.55)	5	2	2WU	0.55	18	62	*										11,616	11,616			
2018CPT.13.02.20122	Burke	83	SR 1807	FROM SR 1800 TO SR 1803 (MP 0.00 - MP 0.86)	5	2	2WU	0.86	20	96	*										18,163	18,163			
2018CPT.13.02.20122	Burke	84	SR 1846	FRON SR 1786 TO END OF MAINTENANCE (MP 0.00 - MP 0.19)	5	2	2WU	0.19	18	21	*															
2018CPT.13.02.20122	Burke	85	SR 1853	FROM SR 1001 TO DEAD END (MP 0.00 - MP 1.46)	5	2	2WU	1.46	18	164	*										30,835	30,835			
2018CPT.13.02.20122	Burke	86	SR 1900	FROM SR 1924 TO END OF MAINTENANCE (MP 0.00 - MP 2.58)	5	2	2WU	2.58	18	289	*										54,490	54,490			
2018CPT.13.02.20122	Burke	87	SR 1914	FROM SR 1913 TO SR 1915 (MP 0.00 - MP 1.59)	5	2	2WU	1.59	19	178	*										33,581	33,581			
2018CPT.13.02.20122	Burke	88	SR 1917	FROM SR 1324 TO SR 1922 (MP 0.00 - MP 1.77)	5	2	2WU	1.77	20	199	*										37,382	37,382			
2018CPT.13.02.20122	Burke	89	SR 1995	FROM SR 1922 TO DEAD END (MP 0.00 - MP 0.37)	5	2	2WU	0.37	18	42	*															
2018CPT.13.02.20122	Burke	90	SR 2025	FROM SR 1924 TO END OF MAINTENANCE (MP 0.00 - MP 1.53)	5	2	2WU	1.53	18	171	*										32,314	32,314			
2018CPT.13.02.20122	Burke	91	SR 2043	FROM SR 1984 TO END OF MAINTENANCE (MP 0.00 -MP 0.47)	5	2	2WU	0.47	18	53	*															
TOTAL FOR PROJ NO. 2018CPT.13.02.20122								**17.66**		**1,978**											**264,634**	**264,634**			
																					529,268				
GRAND TOTAL								**72.938**		**6,281**	**1**	**45**	**100**	**900**	**391**	**42**	**17**	**3**	**2**	**1**	**623,337**	**623,337**	**125,875**	**125,875**	**1,100**
													1,000				**23**				**1,246,674**		**251,750**		

PROJ. REFERENCE NO.	SHEET NO.
2018CPT.13.02.10121, ETC.	TMP-1

SIGNING FOR RESURFACING PROJECTS



TEE INTERSECTION

LEGEND
- ⊢ STATIONARY SIGN
- ⬅ DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1 — ROAD WORK AHEAD — 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.

2 — NEXT XX MILES — 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 — LOW/SOFT SHOULDER — SP 13107, 48″ X 48″

- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.
- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.

4 — ROAD UNDER CONST — 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.
- FOR TEE INTERSECTIONS, INSTALL WITHIN 500′ +/- OF THE INTERSECTION ALONG -L- LINE.

5 — END ROAD WORK — G20-2 A, 48″ X 24″

PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

-Y- LINE SIGNING

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.

ROAD WORK AHEAD — W20-1, 48″ X 48″ — PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A, 48″ X 48″ — PLACED 250′ IN ADVANCE OF FLAGGER.

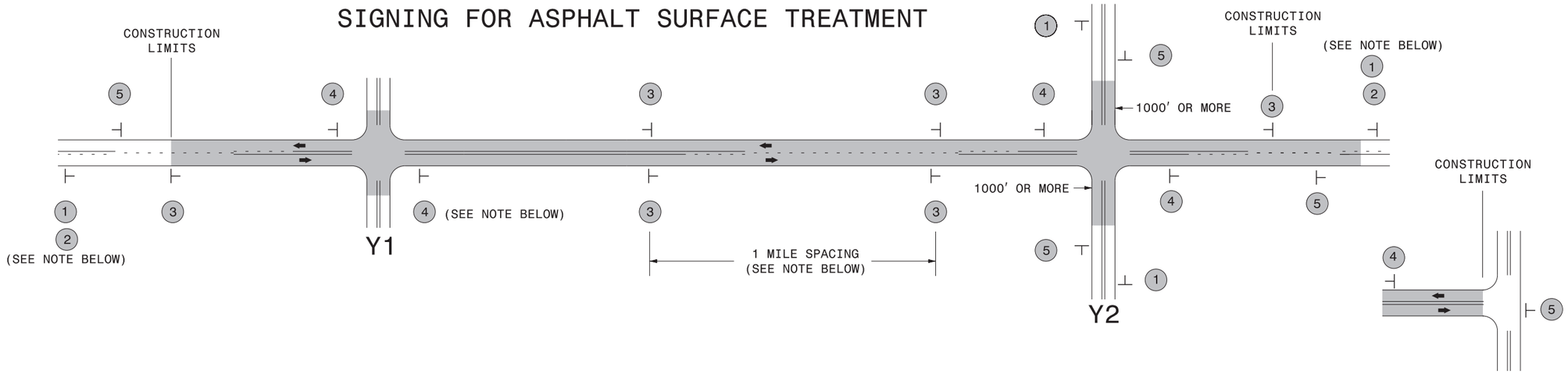
DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2 LANE ROADWAYS

4/20/2016
C:\Users\rmgarrett\Desktop\Resurfacing_AdvWarn_2Ln.dgn
User:rmgarrett

PROJ. REFERENCE NO.	SHEET NO.
2018CPT.13.02.10121, ETC.	TMP-2

SIGNING FOR ASPHALT SURFACE TREATMENT



LEGEND
- ⊢ STATIONARY SIGN
- ⬅ DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1 — PLACE 1000′ PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000′ ALONG -Y- LINE.

2 — #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)

ROAD WORK AHEAD — W20-1 48″ X 48″
NEXT XX MILES — W7-3aP 24″ X 18″

3

LOOSE GRAVEL — W8-7 48″ X 48″
UNMARKED PAVEMENT — SP 48″ X 48″

- ALTERNATE THE FOLLOWING TWO SIGNS:
- STARTING WITH ″LOOSE GRAVEL″ (W8-7) FOLLOWED BY ″UNMARKED PAVEMENT″.
- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.
- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.

4 — ROAD UNDER CONST — 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.
- FOR TEE INTERSECTIONS, INSTALL WITHIN 500′ +/- OF THE INTERSECTION ALONG -L- LINE.

5 — END ROAD WORK — G20-2 A 48″ X 24″

PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

-Y- LINE SIGNING

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.

ROAD WORK AHEAD — W20-1 48″ X 48″ — PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A 48″ X 48″ — PLACED 250′ IN ADVANCE OF FLAGGER.

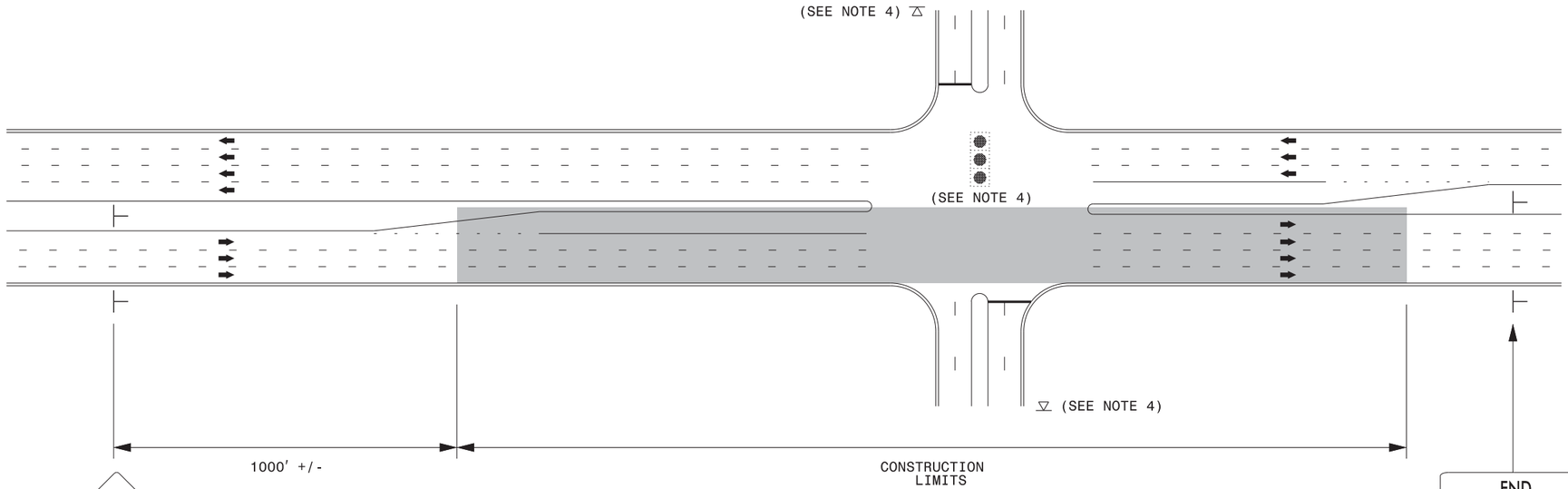
DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

ADVANCE WARNING SIGNS
FOR
ASPHALT SURFACE TREATMENTS
2 LANE ROADWAYS

4/20/2016
C:\Users\rmgarrett\Downloads\Resurfacing_AdvWarn_2Ln - AST.dgn
User:rmgarrett

PROJ. REFERENCE NO.	SHEET NO.
2018CPT.13.02.10121, ETC.	TMP-3

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

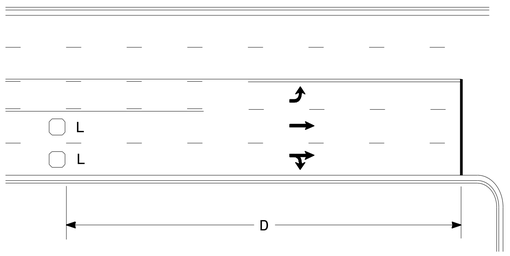
DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES

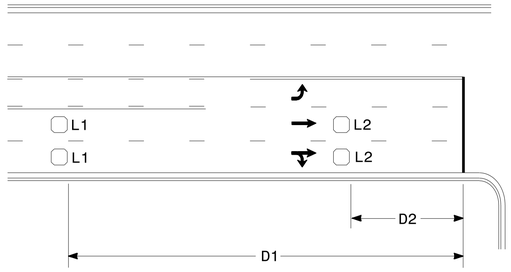
4/8/2015
C:\Users\rmgarrett\Downloads\Resurfacing_AdvWarn_UrSu (2).dgn
User:rmgarrett

PROJECT REFERENCE NO.	SHEET NO.
2018.CPT.13.02.10121, ETC.	SIG-1

High Speed Detection
(≥40 mph)



OR



Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft
Wired in series for TS1 Controllers
Wired separately for TS2, 170, and 2070L Controllers

Volume Density Operation

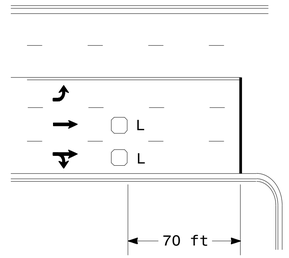
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

"Stretch" Operation

Low Speed Detection
(≤35 mph)



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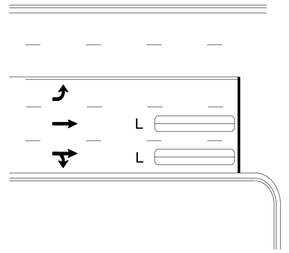
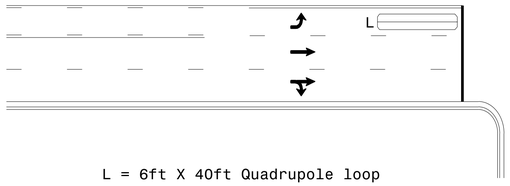


L = 6ft X 6ft
Wired in series

L = 6ft X 40ft
Quadrupole loop, wired separately

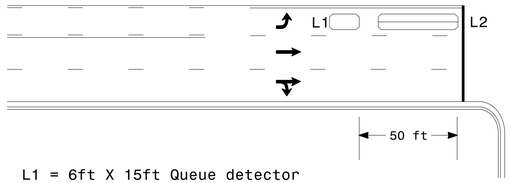
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

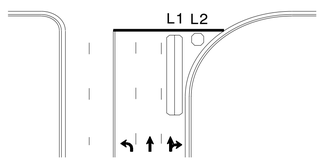
OR



L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

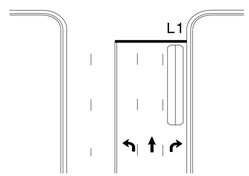
Queue Loop Detection

Right Turn Lane Detection

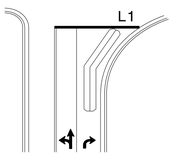


Shared Lane/
Wide Radius Turn

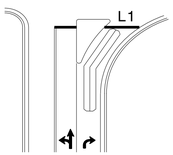
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

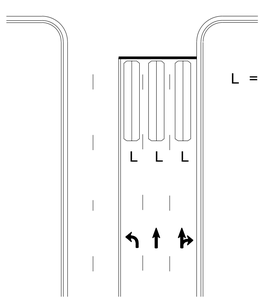


Wide Radius Turn



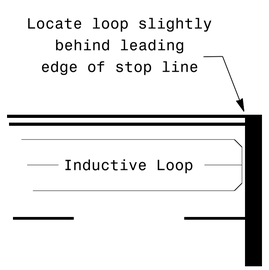
Channelized Turn

Side Street Detection



L = 6ft X 40ft
Quadrupole loop
Wired to separate detectors/channels

Presence Loop Placement at Stop Lines



Note:
Loop may be located in advance of stop line under any of the following conditions:
1) stop line is greater than 15′ from edge of intersecting roadway
2) loop detects a permissive or protected/permissive left turn
3) for an exclusive right turn lane

Recommended Number of Turns

Single 6′ X 6′ loop
(when wired separately):

Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns

6′ X 15′ Loops:
Lead-in < 150′, use 2 turns
Lead-in > 150′, use 3 turns

Prepared in the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

Typical Signal Loop Locations

PLAN DATE: January 2015	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:

SCALE
N/A

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 23489 ENGINEER PAMELA L. ALEXANDER

DocuSigned by: P L Alexander
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1/30/2015
DATE

SIG. INVENTORY NO.

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palexander