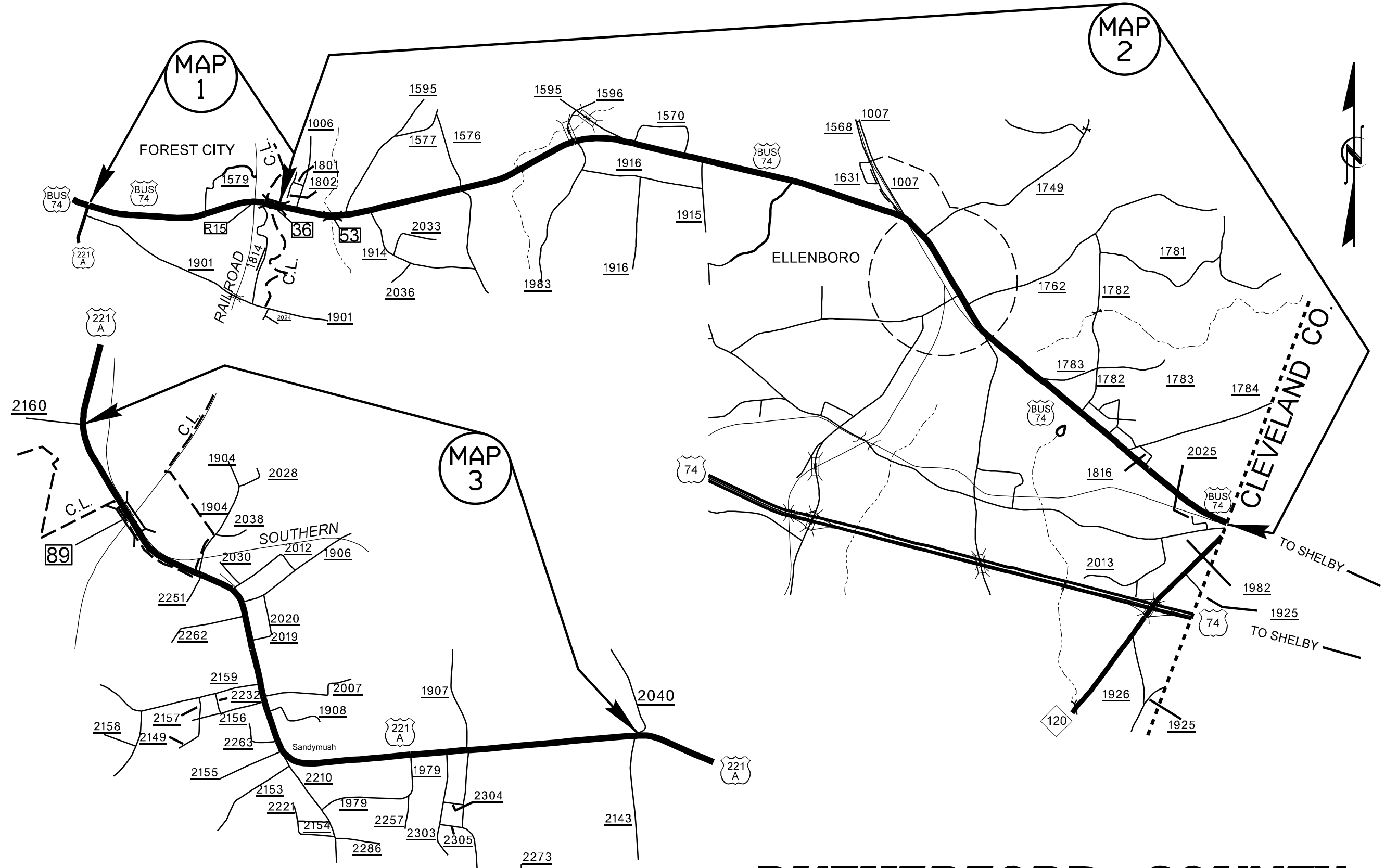
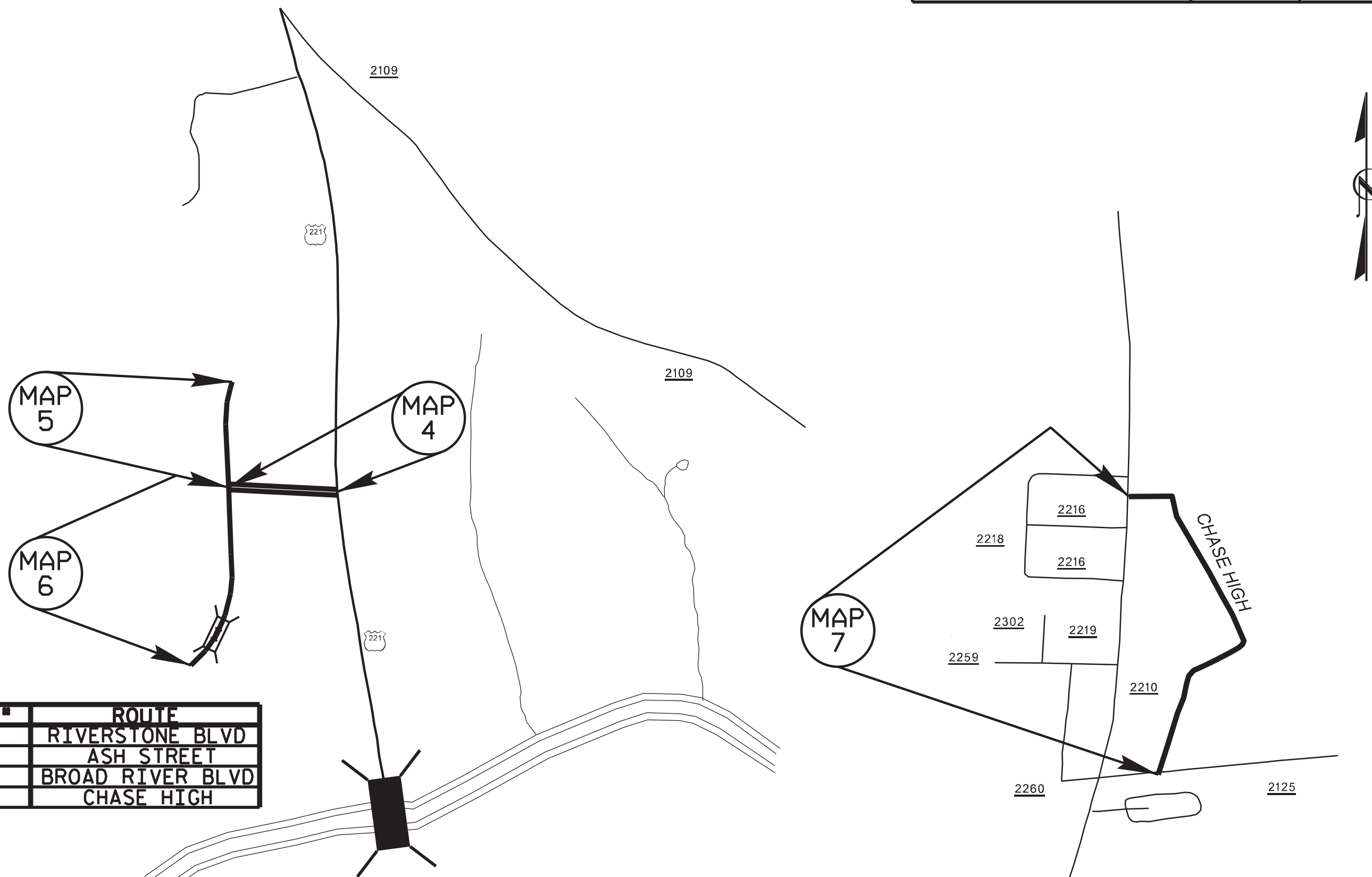


PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.06.10811, 2018CPT.13.06.20811, 2018CPT.13.06.20812	1	



# RUTHERFORD COUNTY



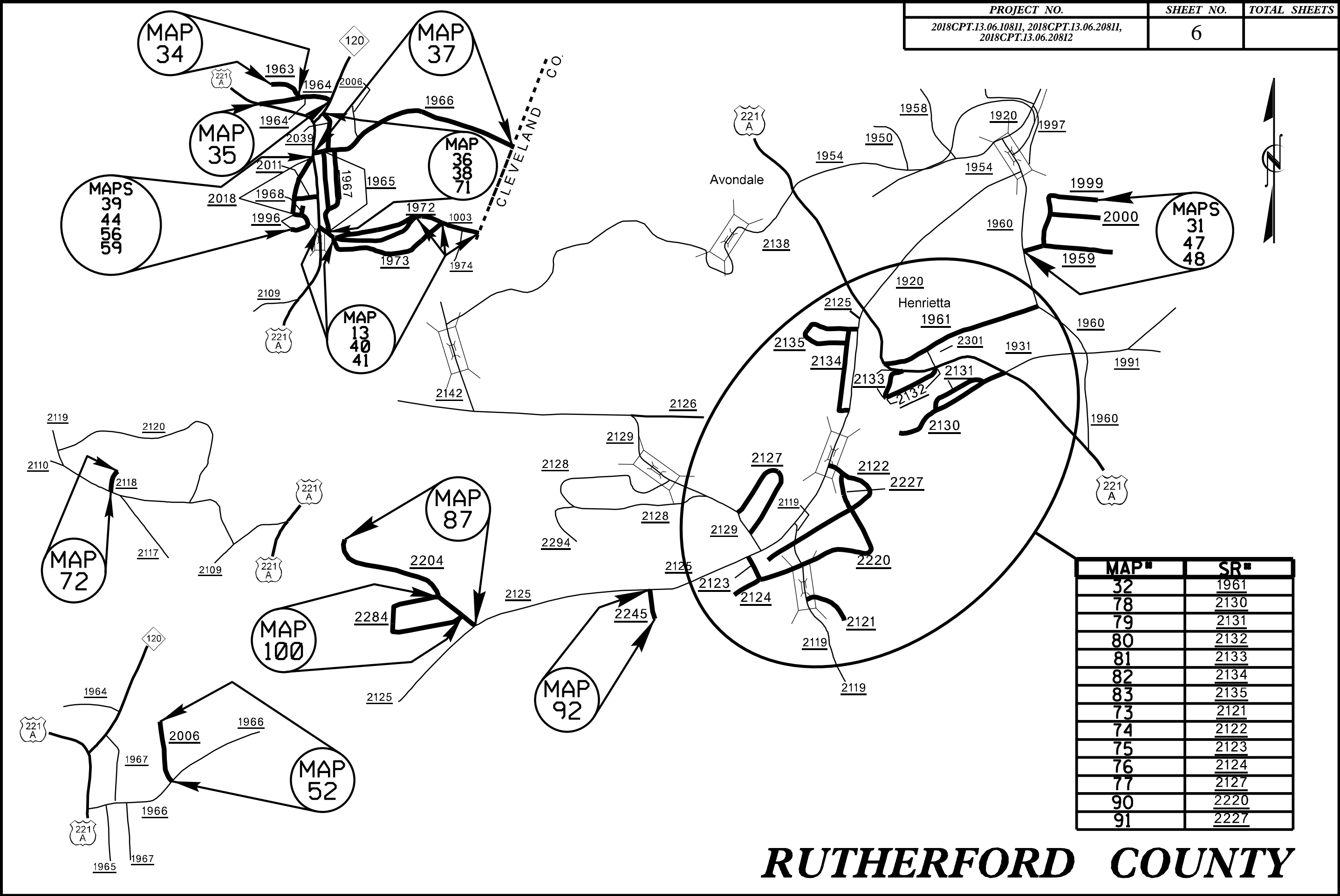
MAP#	ROUTE
4	RIVERSTONE BLVD
5	ASH STREET
6	BROAD RIVER BLVD
7	CHASE HIGH

# RUTHERFORD COUNTY









MAP#	SR#
32	1961
78	2130
79	2131
80	2132
81	2133
82	2134
83	2135
73	2121
74	2122
75	2123
76	2124
77	2127
90	2220
91	2227

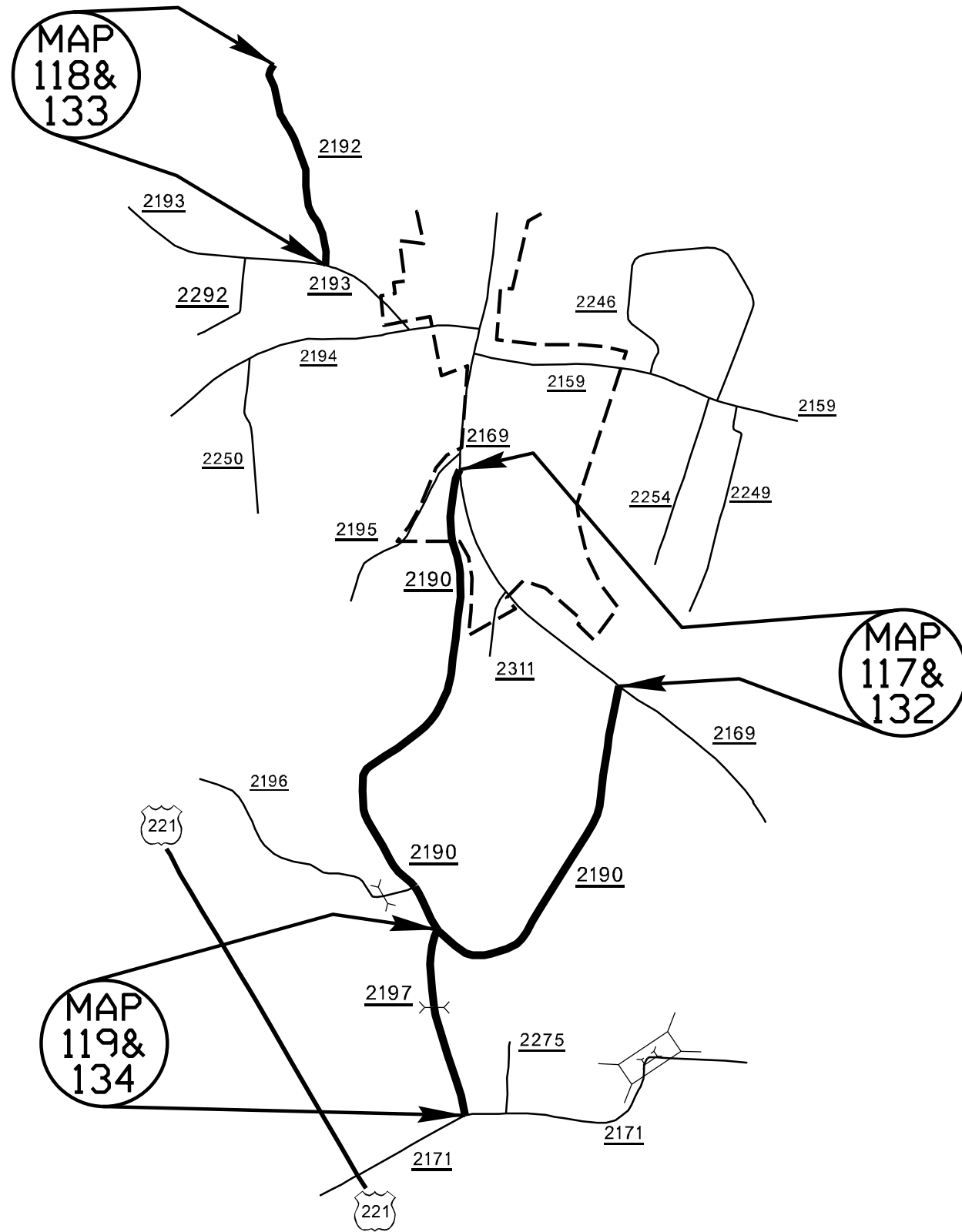
# RUTHERFORD COUNTY



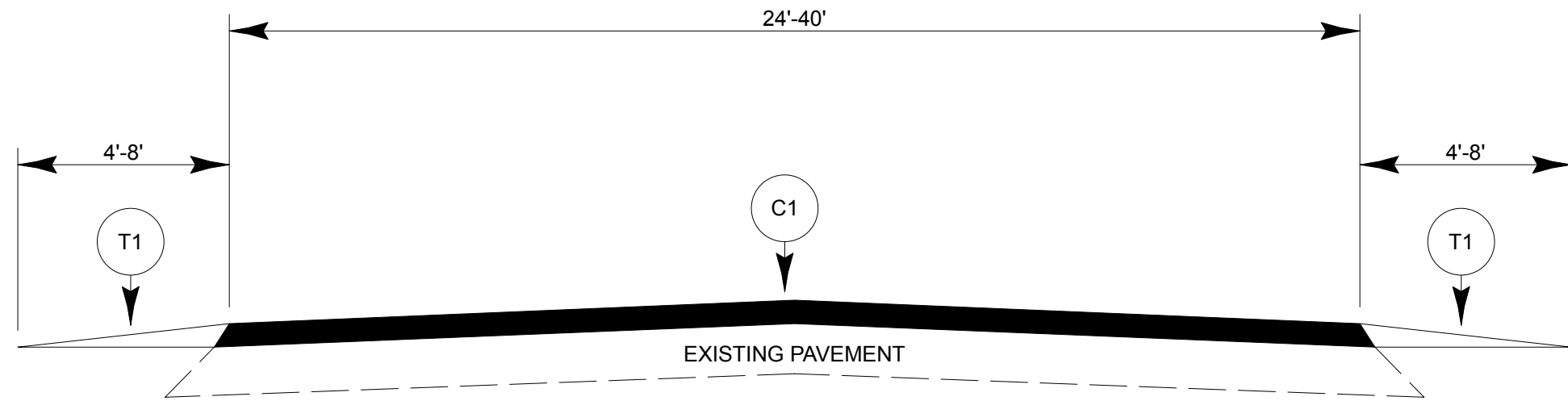




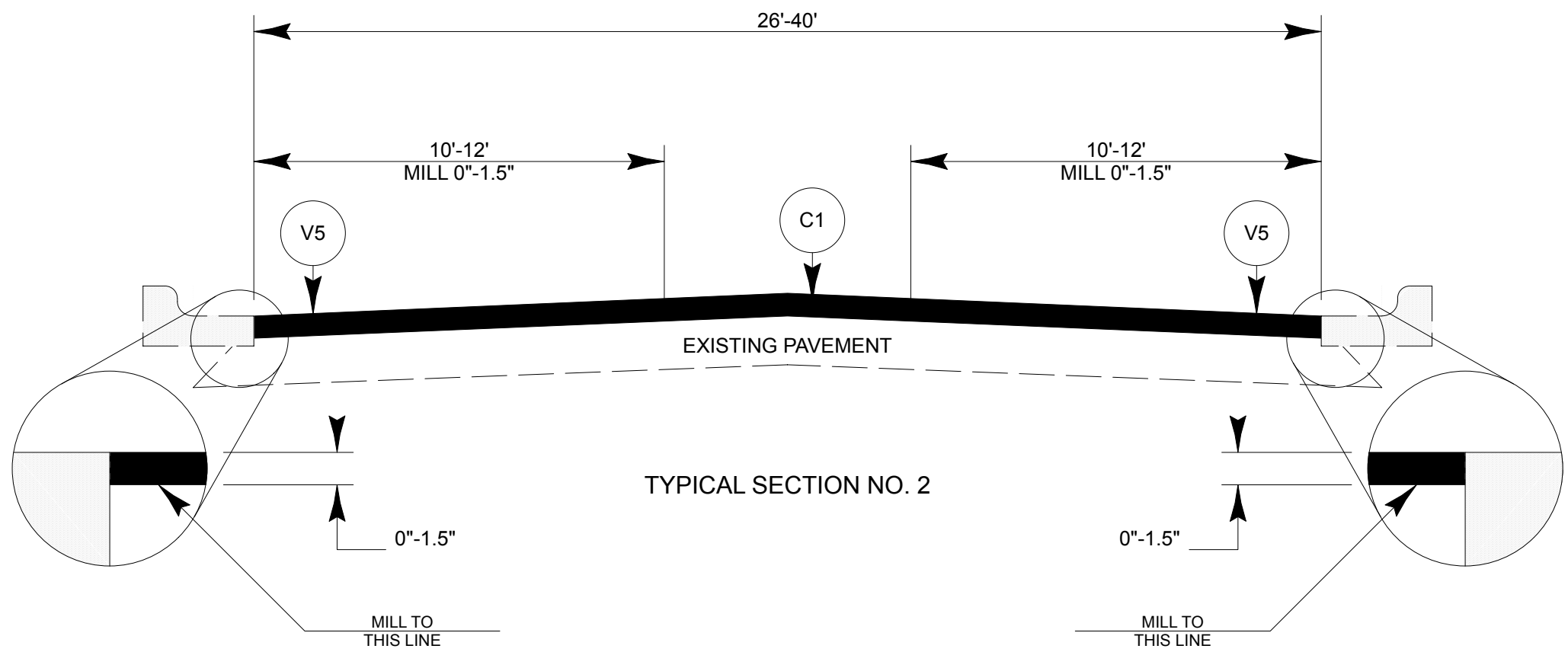
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.06.10811, 2018CPT.13.06.20811, 2018CPT.13.06.20812	9	



**RUTHERFORD COUNTY**



TYPICAL SECTION NO. 1

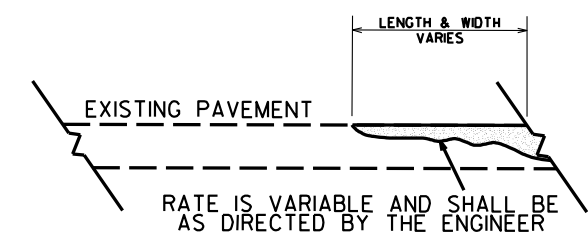
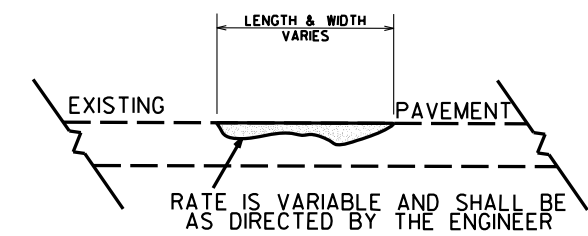
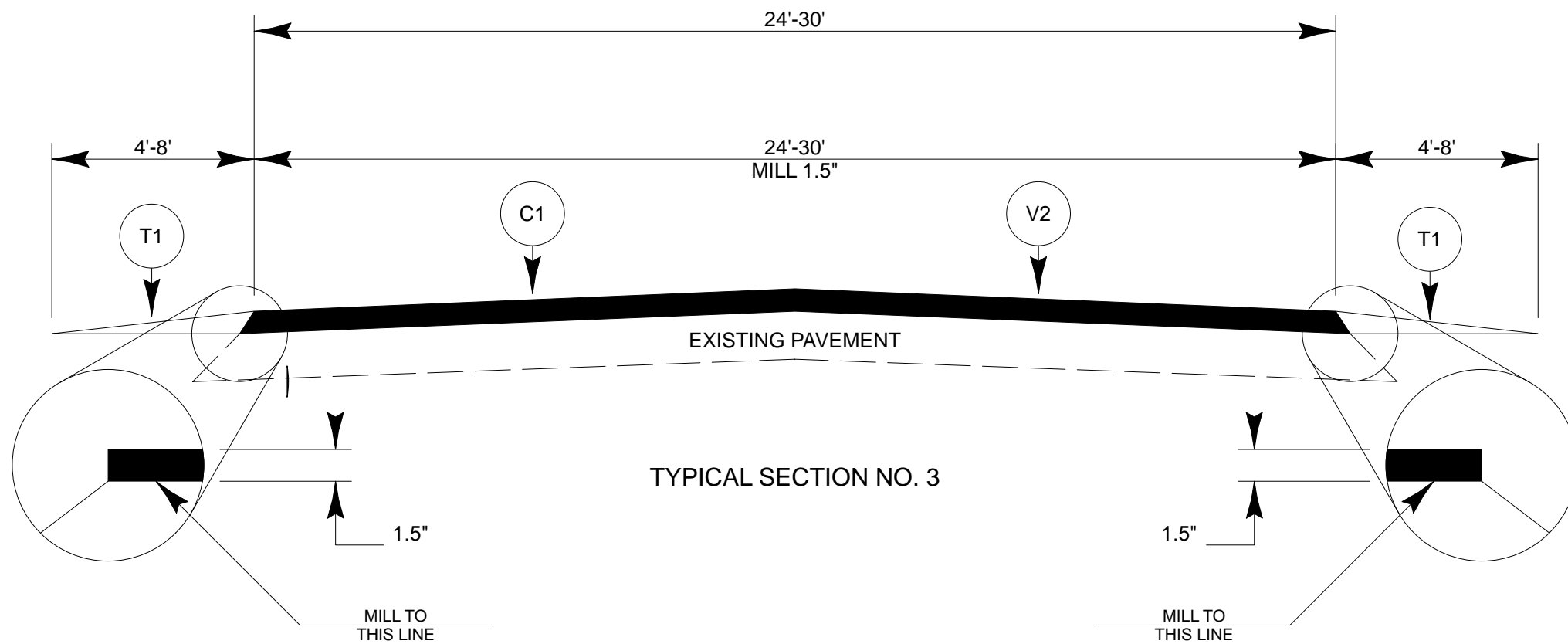


TYPICAL SECTION NO. 2

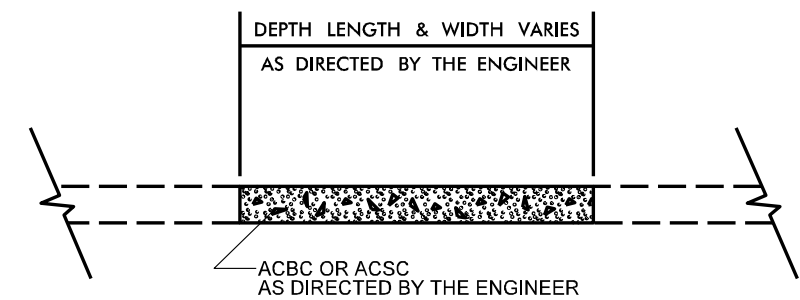
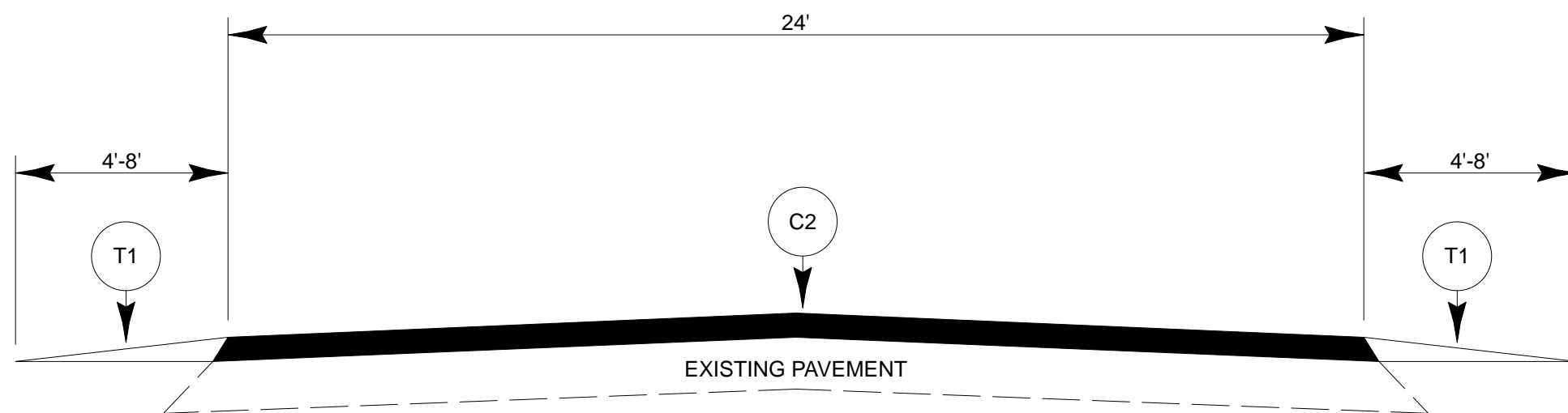
**NOTES**  
 ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.  
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADI, OR AS DIRECTED BY THE ENGINEER.  
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.  
 SHOULDERS 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.

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. 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 138 LBS. PER SQ. YARD
C4	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 (5/16" LW / 78M)
T1	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING
V2	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH
V3	MILLING ASPHALT PAVEMENT, 1-1/4" DEPTH
V4	MILLING ASPHALT PAVEMENT, 1" DEPTH
V5	MILLING ASPHALT PAVEMENT, 0 TO 1-1/2" DEPTH
V6	MILLING ASPHALT PAVEMENT, 0 TO 1" DEPTH

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.06.10811, 2018CPT.13.06.20811, 2018CPT.13.06.20812	11	

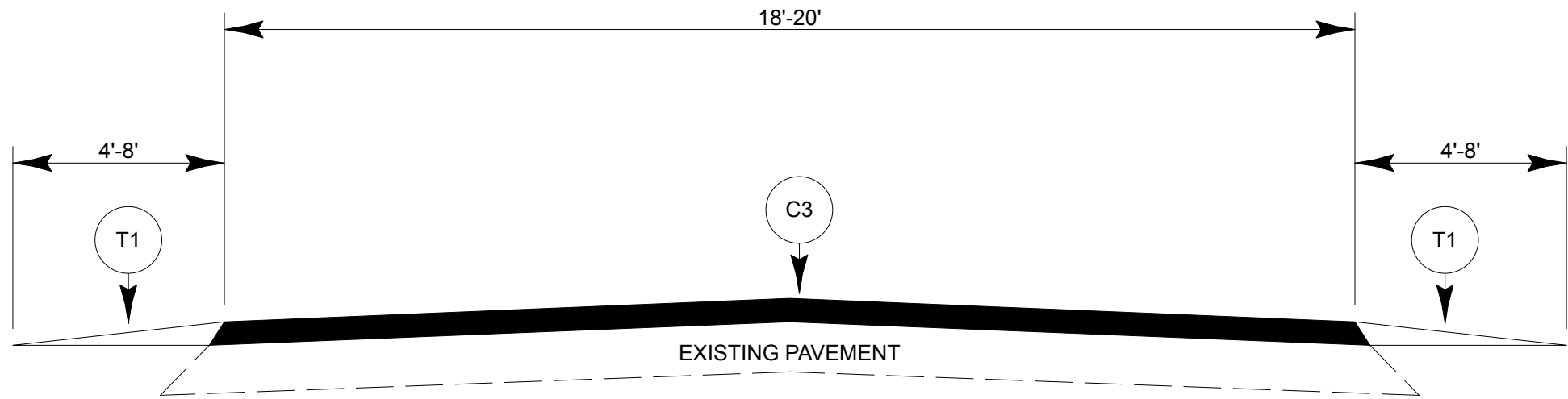


**DETAIL SHOWING  
METHOD OF WEDGING**

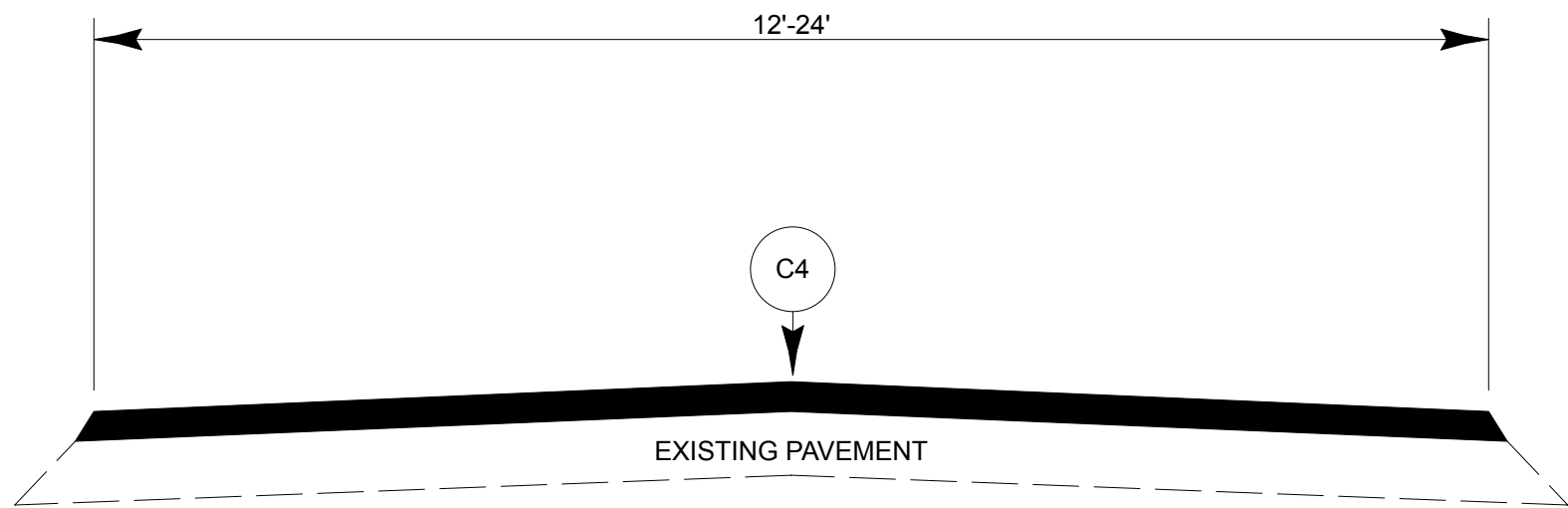


**PATCHING EXISTING  
PAVEMENT**

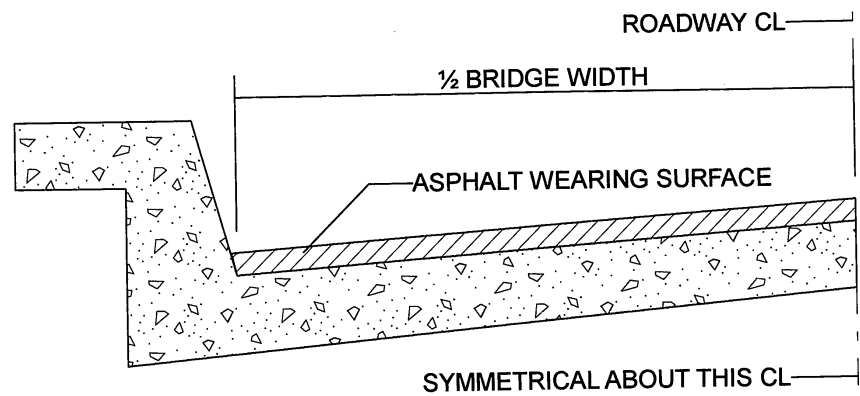
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.06.10811, 2018CPT.13.06.20811, 2018CPT.13.06.20812	12	



TYPICAL SECTION NO. 5



TYPICAL SECTION NO. 6

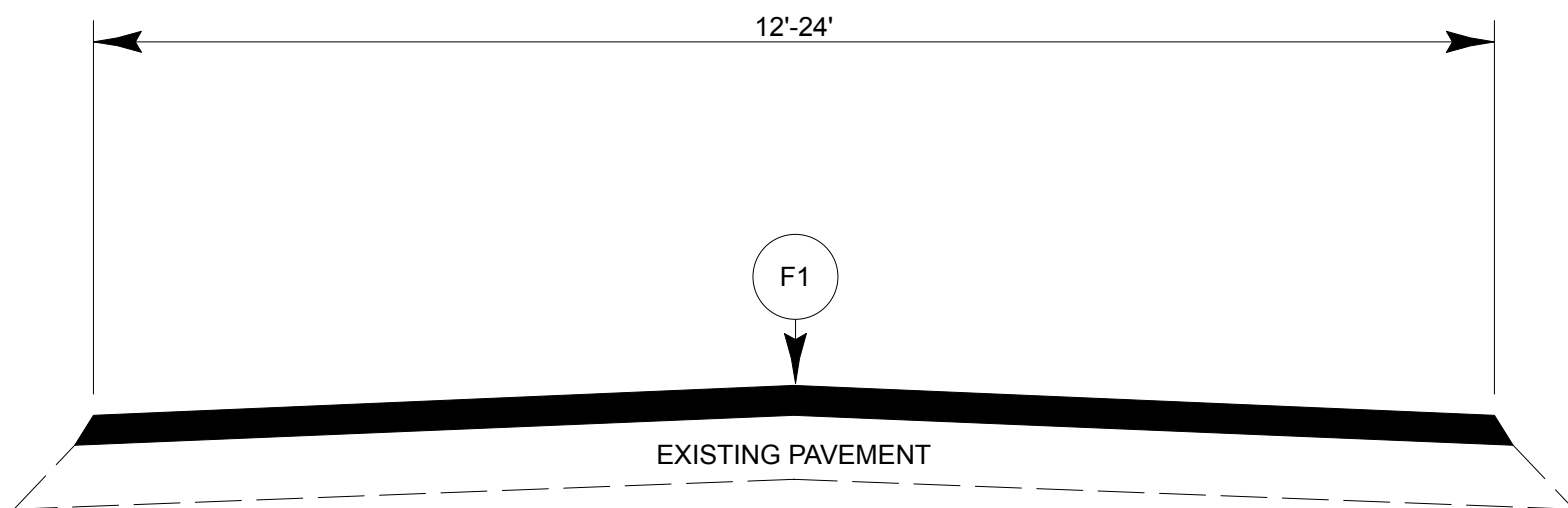
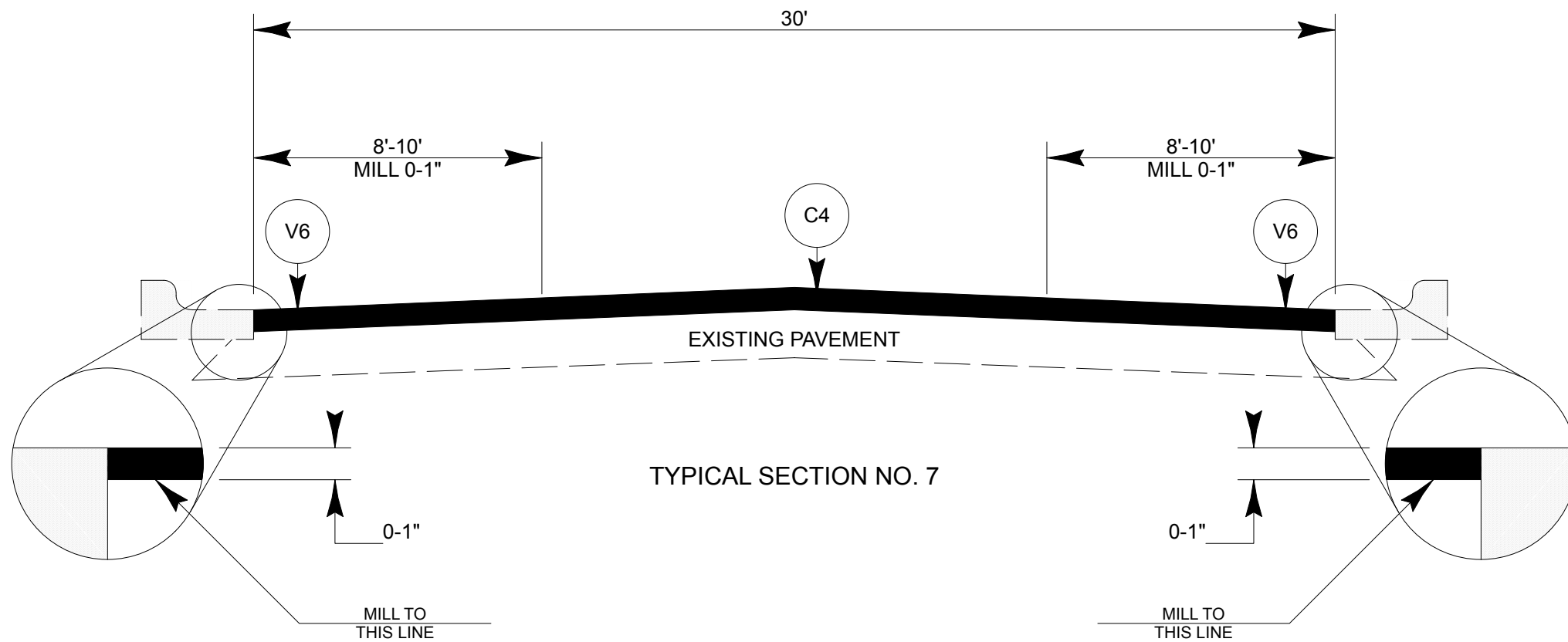


BRIDGE HALF TYPICAL SECTION

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

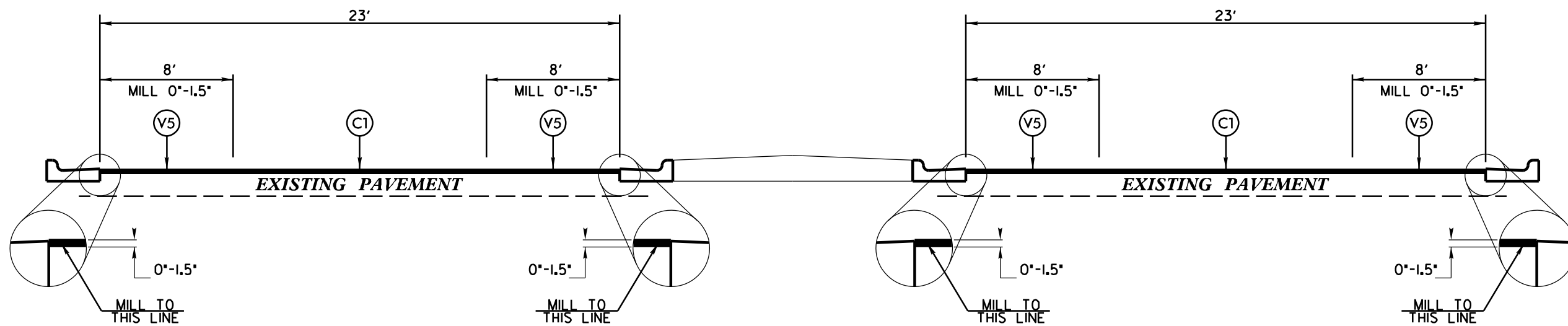
THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN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

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.06.10811, 2018CPT.13.06.20811, 2018CPT.13.06.20812	13	



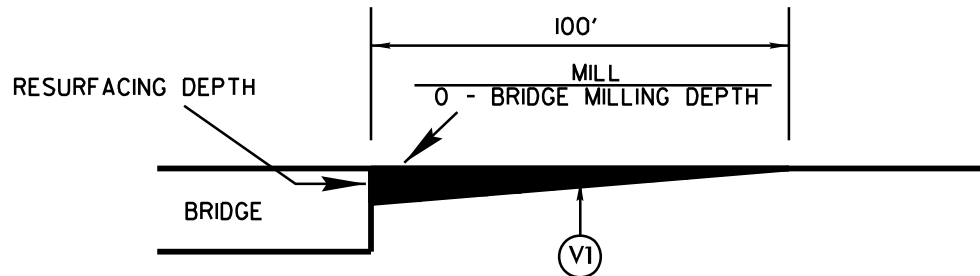
TYPICAL SECTION NO. 8

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.06.10811, 2018CPT.13.06.20811, 2018CPT.13.06.20812	14	



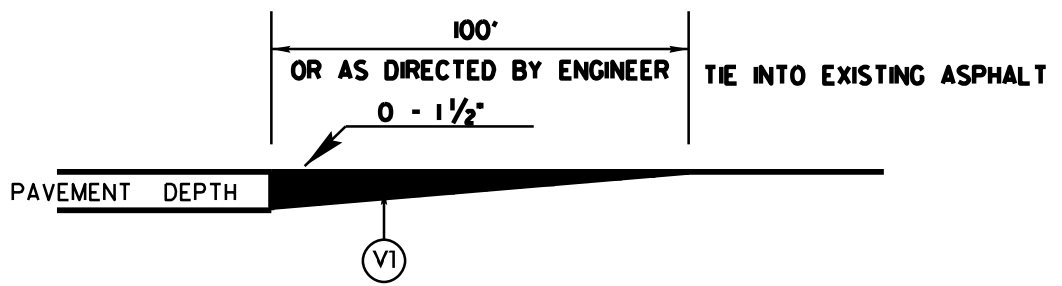
**TYPICAL SECTION NO. 9**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2018CPT.13.06.10811, 2018CPT.13.06.20811, 2018CPT.13.06.20812	15	



**MILLING DETAIL AT BRIDGE APPROACHES**

**WHERE BRIDGES WILL NOT BE RESURFACED, OR WILL BE MILLED AND RESURFACED. THIS WILL BE PAID FOR AS INCIDENTAL MILLING. USE AT BRIDGE NUMBERS: 36 AND 53 ON MAP 2, BRIDGE ON MAP 6, 162 AND 289 ON MAP 11, 46 ON MAP 115/130, 41 ON MAP 12.**

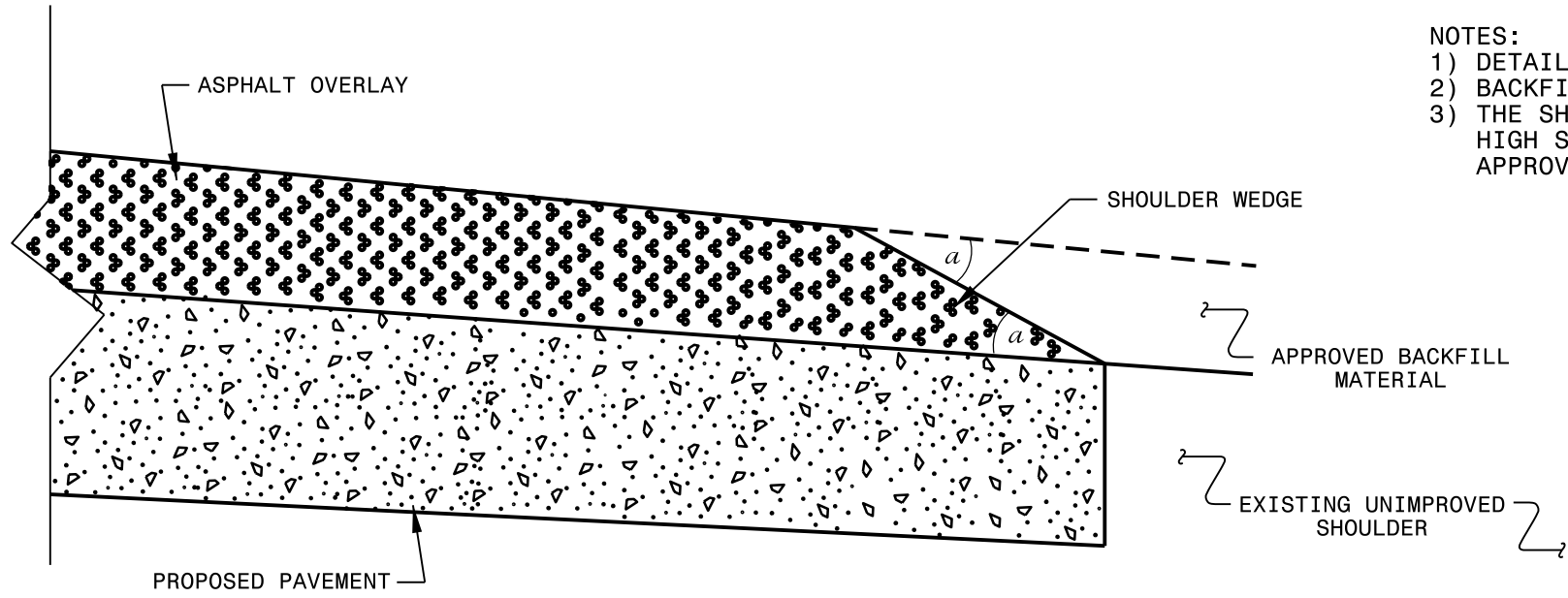


**DETAIL TO TIE INTO EXIST PAVEMENT**

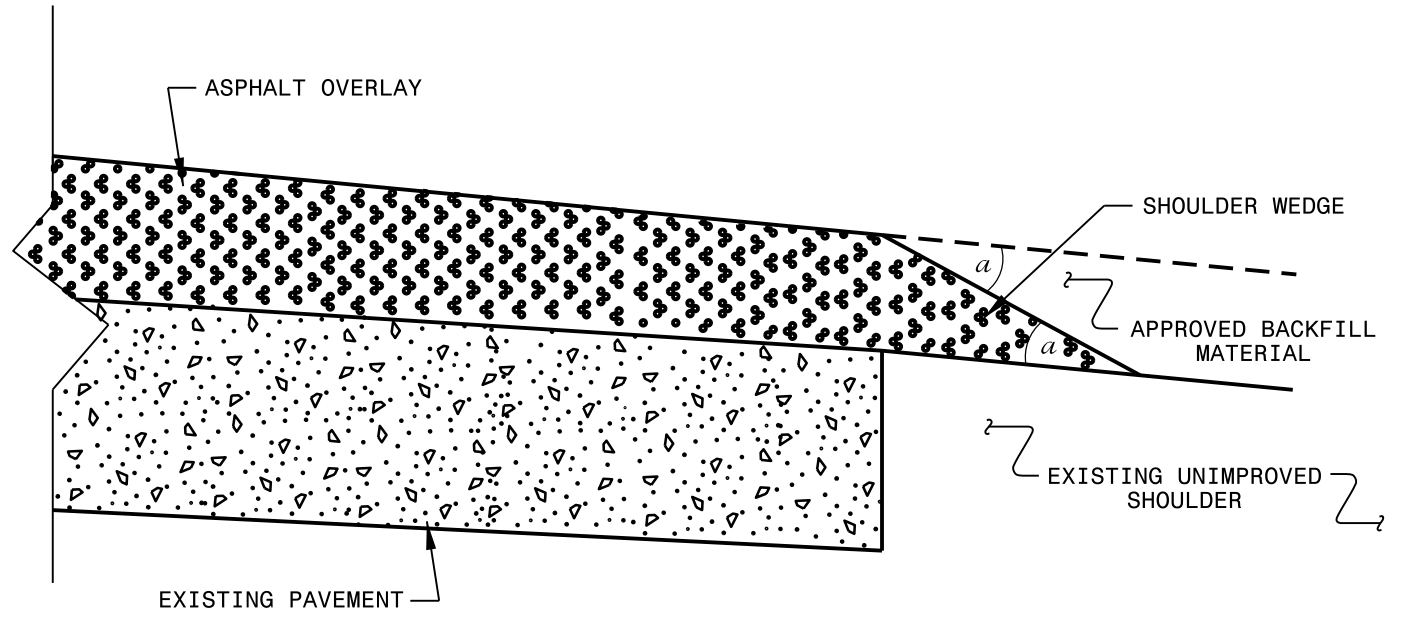
**THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE S9.5B. THIS WILL BE PAID FOR AS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



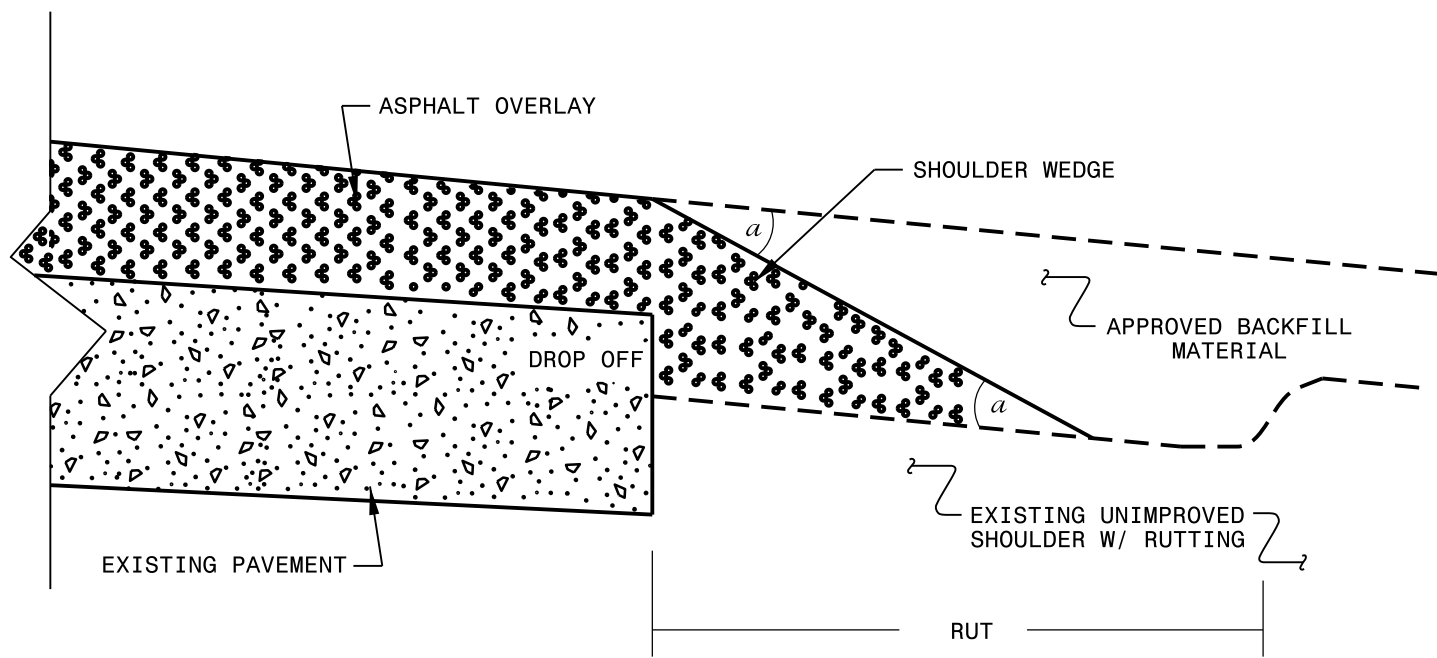
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



**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**

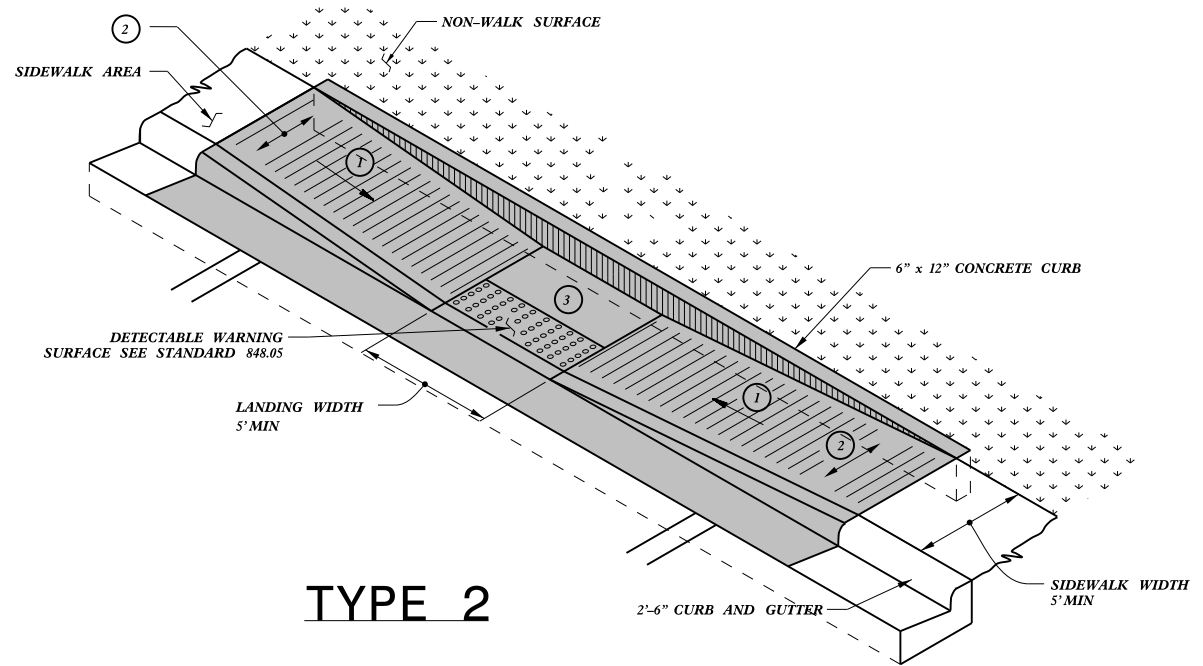
ORIGINAL BY: T.SPELL DATE: 7-19-11  
 MODIFIED BY: DATE: 2/2/16  
 CHECKED BY: DATE:  
 FILE SPEC.: s:\usr\details\stand\shoulderwedgedeta11.dgn

DOCUMENT NOT CONSIDERED FINAL  
 UNLESS ALL SIGNATURES COMPLETED

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



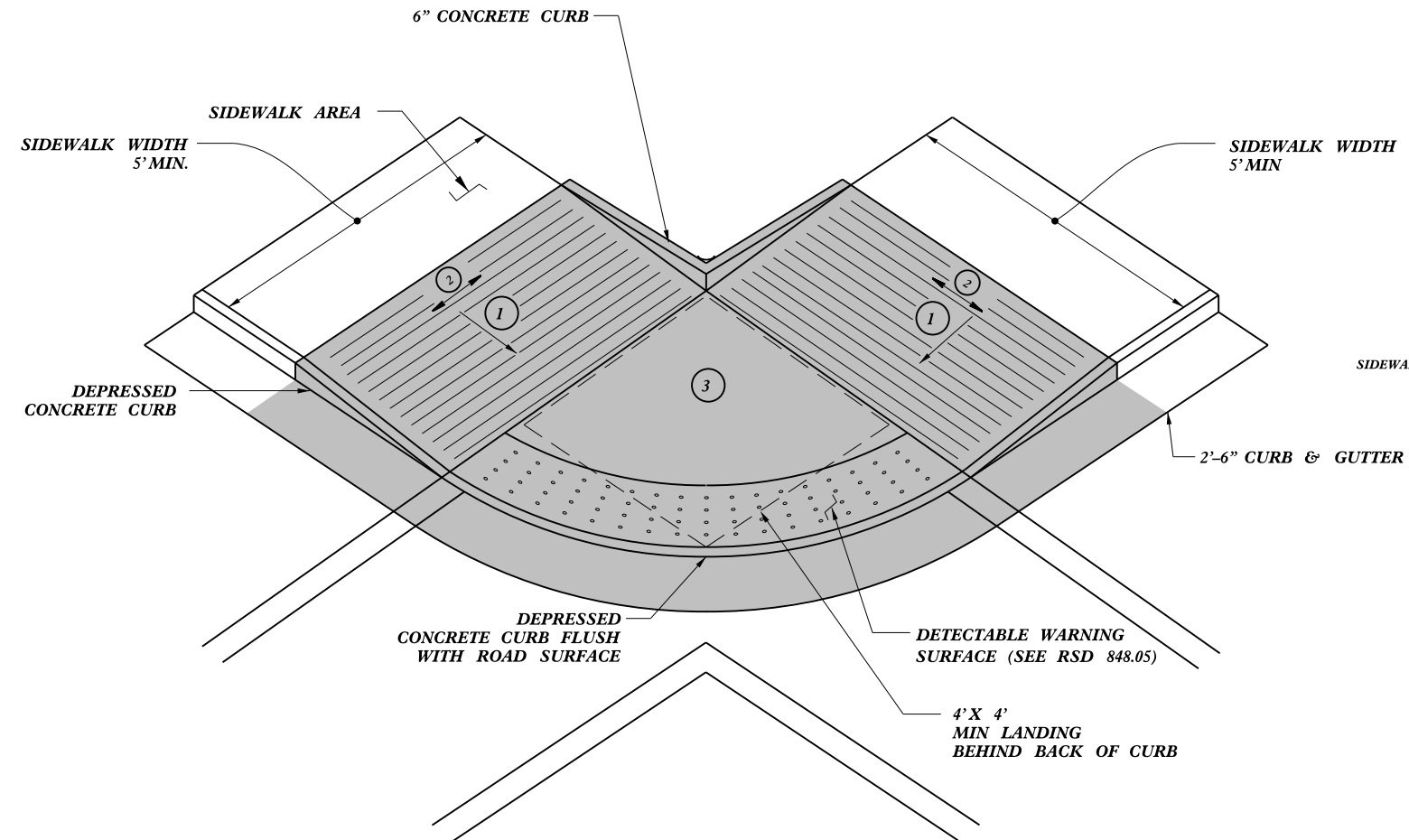




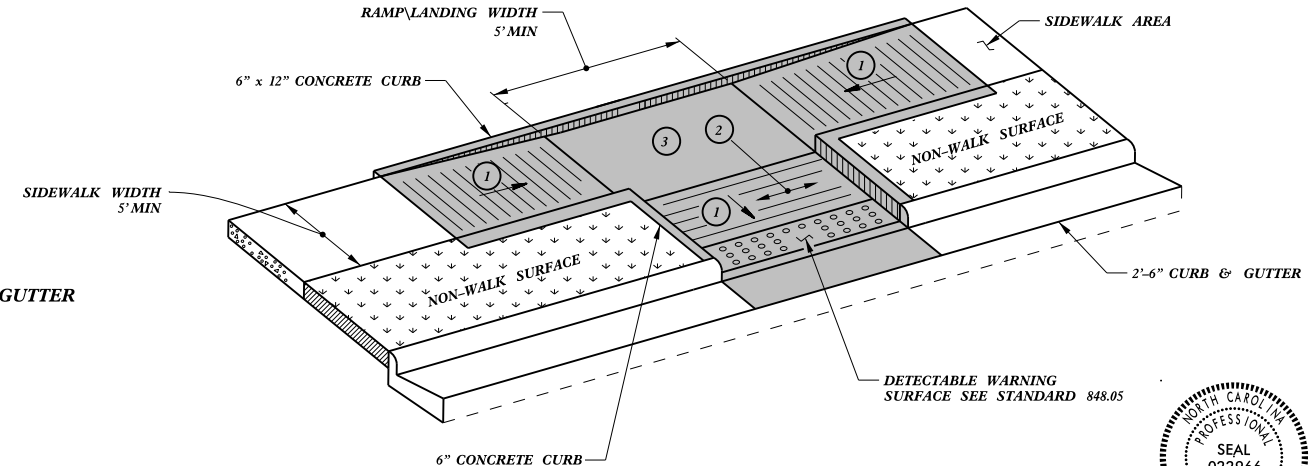
**TYPE 2**

PAY LIMITS FOR 1 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**



11/18/2015

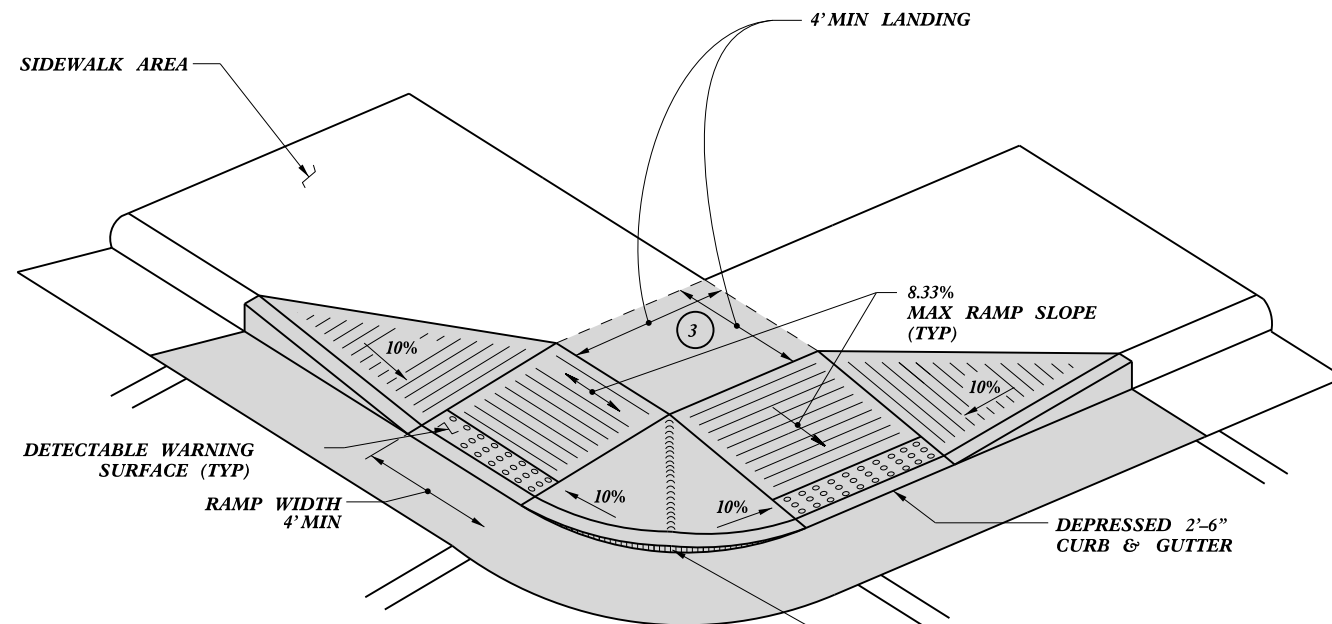
CONTRACT STANDARDS AND DEVELOPMENT UNIT  
Office 919-707-6950 FAX 919-250-4119

**CURB RAMPS**  
Parallel Ramps

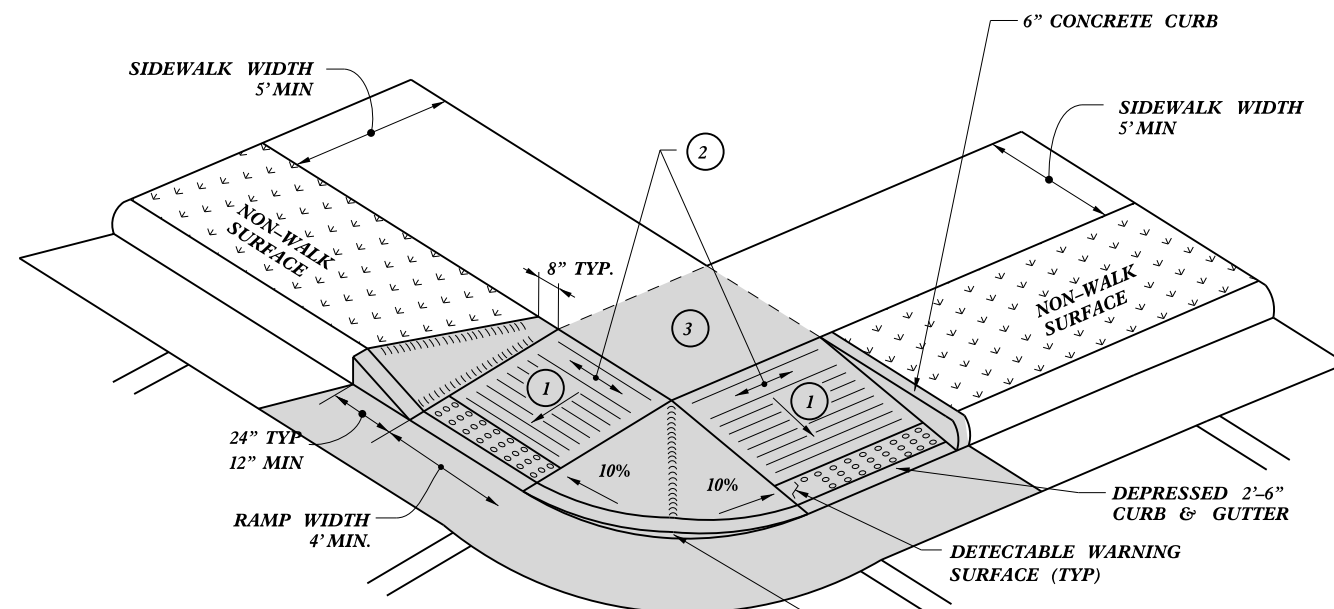
ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11  
MODIFIED BY: DATE:  
CHECKED BY: DATE:  
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dwg

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

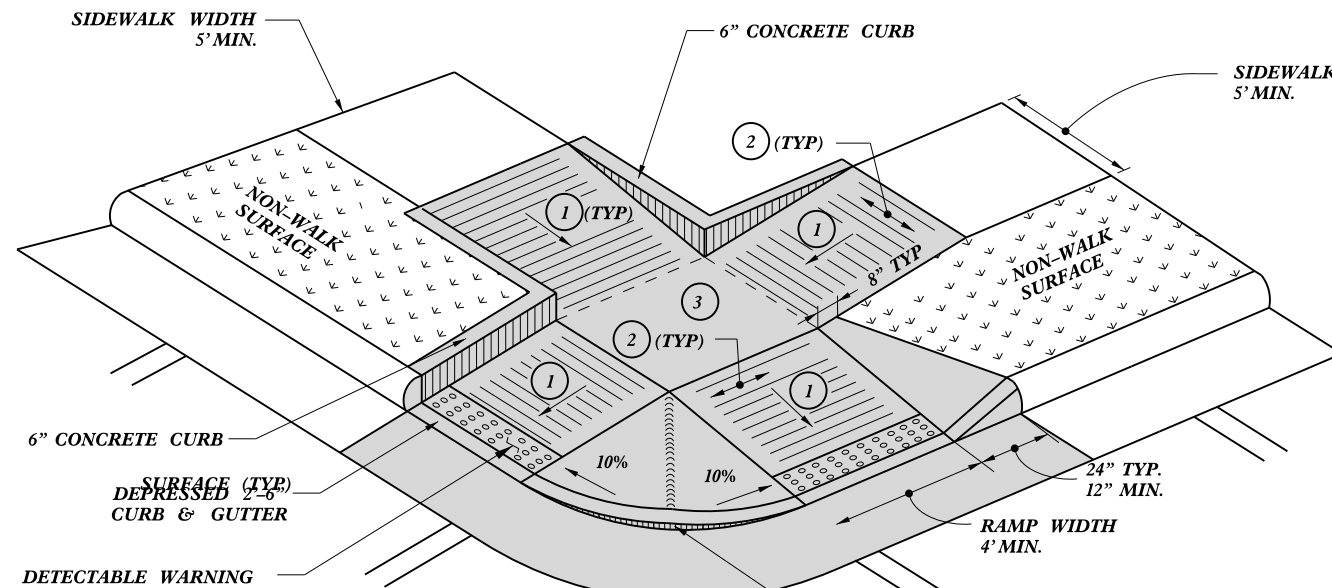
5/14/99  
SYNOPSIS OF CONSTRUCTION PERMITS  
TIME TO CONSTRUCTION PERMITS



TYPE 4



TYPE 4A



TYPE 5

PAY LIMITS FOR 2 CURB RAMPS

- 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.

DocuSigned by:  
Joel S Howerton  
449E8E25522144F...



11/18/2015

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

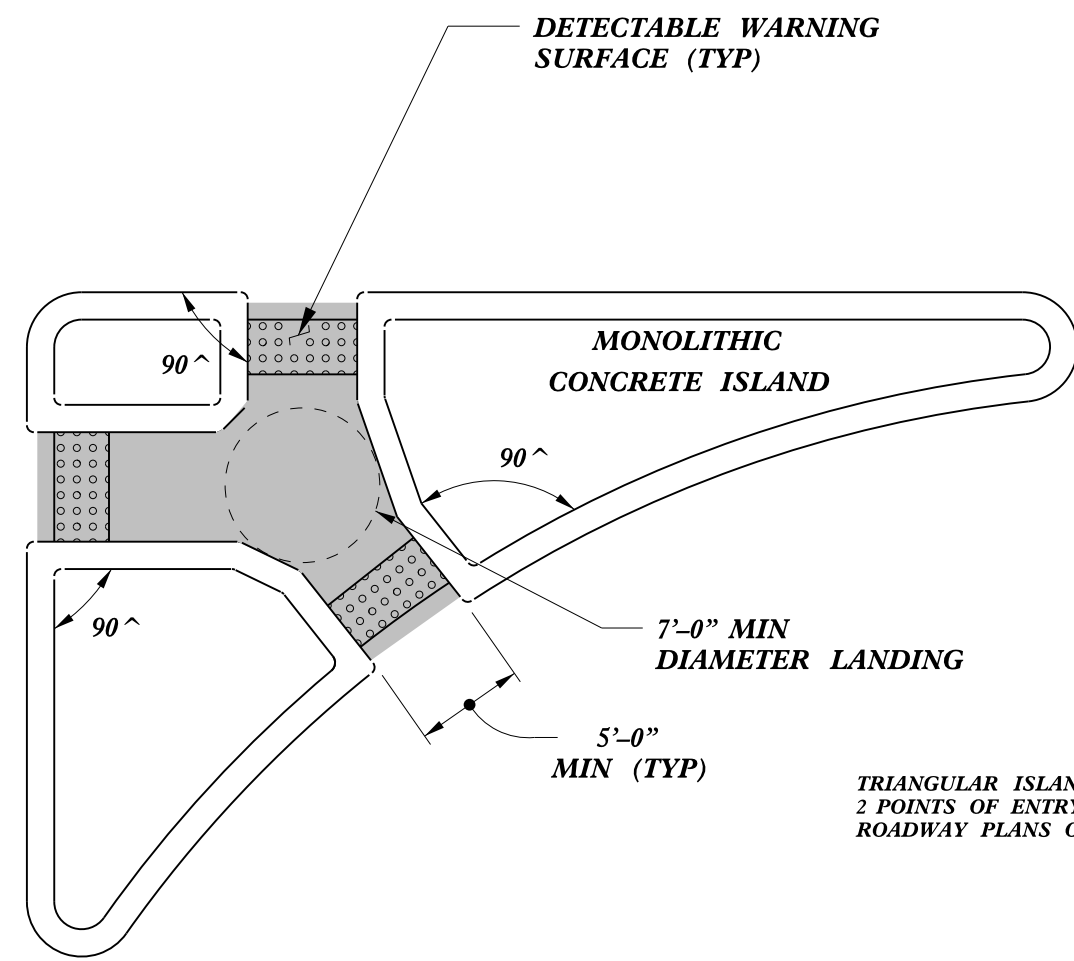
**CURB RAMPS**  
Shared Landing

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11  
MODIFIED BY: DATE:   
CHECKED BY: DATE:   
FILE SPEC. :stds/2012CurbRamp/CurbRampDetails.dwg

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

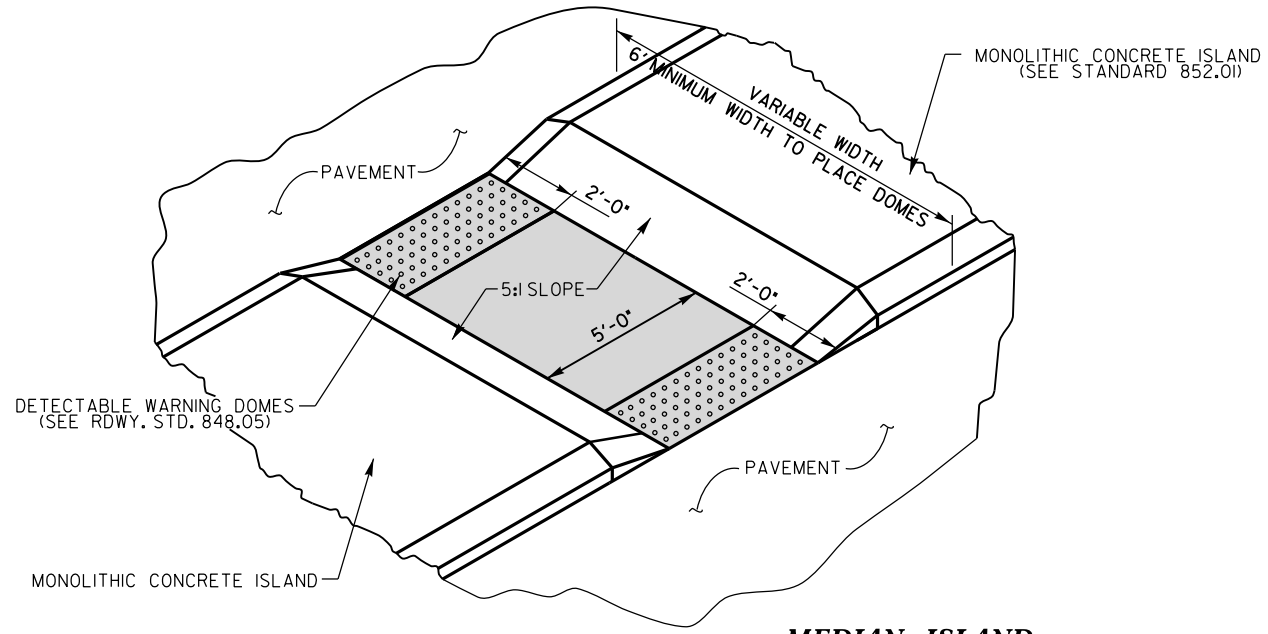
5/14/1999  
SYTIMECONSUNUSRNAME

PAY LIMITS FOR 2 OR 3 CURB RAMPS  
(CALCULATE BASED ON NUMBER OF  
SETS OF TRUNCATED DOMES)

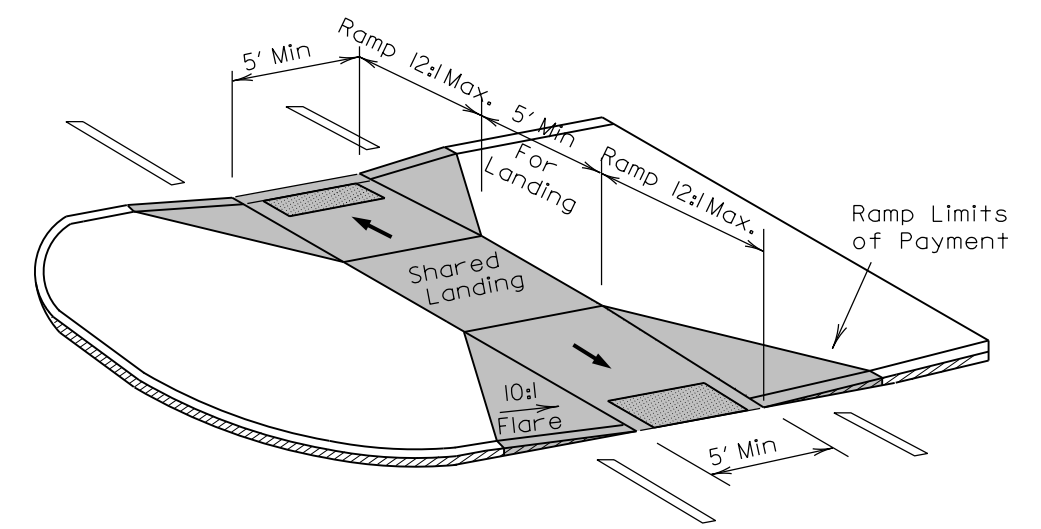


TRIANGULAR ISLANDS MAY BE CONSTRUCTED WITH ONLY  
2 POINTS OF ENTRY AND EXIT AS SHOWN IN THE  
ROADWAY PLANS OR AS DIRECTED BY THE ENGINEER.

**TRIANGULAR ISLAND  
WITH CUT THROUGH**



**MEDIAN ISLAND  
WITH CUT THROUGH**



**MEDIAN ISLAND  
CURB RAMPS**

5/14/99  
SYTIME  
SERIAL  
DATE  
C:\P\2018\2018CPT.13.06.10811\2018CPT.13.06.10811.dwg  
J.S.HOWERTON  
J.S.HOWERTON

11/18/2015

DocuSign  
Seal  
Joel S. Howerton  
449E8E25522144F...

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>CURB RAMPS</b>	
Median or Turn Lane Islands	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dwg	



PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.13.06.10811, 2018CPT.13.06.20811	22	
2018CPT.13.06.20812,		

## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH	MILLING ASPHALT PAVEMENT, 1-1/4" DEPTH	MILLING ASPHALT PAVEMENT, 1" DEPTH	MILLING ASPHALT PAVEMENT, 0" TO 1-1/2" DEPTH	MILLING ASPHALT PAVEMENT, 0" TO 1" DEPTH	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A (Leveling Course)	ASPHALT BINDER FOR PLANT MIX
2018CPT.13.06.10811	Rutherford	1	US 74 BUS	FROM US 221 ALT TO ECL FOREST CITY ( MP 11.289 - MP 12.60 )	1, 2	2	2WU	NO	NO	1.311	38-40	66	0.45				8,090		1,290	2,772		166	
2018CPT.13.06.10811	Rutherford	2	US 74 BUS	FROM ECL FOREST CITY TO CLEVELAND COUNTY ( MP 12.600 - MP 20.074 )	1, 3	2	2WU	NO	NO	7.474	24-28	374	14.95	2,200					8,000	10,939		656	
2018CPT.13.06.10811	Rutherford	3	US 221 ALT	FROM SR 2040 TO SR 2160 ( MP 10.080 - MP 13.050 )	1	2	2WU	NO	NO	2.970	24	149	5.94						3,000	4,063		244	
<b>TOTAL FOR PROJ NO. 2018CPT.13.06.10811</b>										<b>11.755</b>		<b>589</b>	<b>21.34</b>	<b>2,200</b>			<b>8,090</b>		<b>12,290</b>	<b>17,774</b>		<b>1,066</b>	
2018CPT.13.06.20811	Rutherford	4	RIVERSTONE BLVD.	FROM US 221 TO INTERSECTION ( MP 0.000 - MP 0.180 )	9	2	2WD	NO	NO	0.180	46	9					3,380		800	450		27	
		5	ASH STREET	FROM RIVERSTONE BLVD. TO CUL-DE-SAC ( MP 0.000 - MP 0.183 )	1	2	2WU	NO	NO	0.183	30	9	0.37							354		21	
		6	BROAD RIVER BLVD.	FROM RIVERSTONE BLVD. TO GATE / END MAINT ( MP 0.000 - MP 0.300 )	1	2	2WU	NO	NO	0.300	30	15	0.60	590					760	490		29	
		7	CHASE HIGH	BUS DRIVE FROM SR 2210 TO SR 2125 ( MP 0.000 - MP 0.600 )	1	2	2WU	NO	NO	0.600	17-20	30	1.20				445		90	958		57	
		8	SR 1002	FROM CLEVELAND CO. TO US 221 ALT ( MP 0.000 - MP 0.888 )	4	2	2WU	NO	NO	0.888	20	44	1.78								951	64	
		9	SR 1901	FROM BEG 18' PVM TO US 221 ALT ( MP 2.440 - MP 4.937 )	4	2	2WU	NO	NO	2.497	18	125	4.99								2,464	165	
		10	SR 1903	FROM US 221 ALT TO SR 1906 ( MP 0.000 - MP 1.450 )	4	2	2WU	NO	YES	1.450	18-20	73	2.90								1,554	104	
		11	SR 1538	FROM US 74 ALT TO SR 1510 ( MP 0.000 - MP 3.340 )	5	2	2WU	NO	YES	3.340	20	167	6.68		610				890	2,979		200	
		12	SR 1549	FROM SR 1538 TO SR 1510 ( MP 1.050 - MP 4.818 )	5	2	2WU	NO	NO	3.768	18	188	7.54						400	3,269		219	
		13	SR 1003	FROM CLEVELAND CO. TO US 221 ALT ( MP 0.000 - MP 0.898 )	5	2	2WU	NO	NO	0.898	18-20	45	1.80								801	54	
		14	SR 1981	FROM SR 1920 TO US 221 ALT ( MP 0.000 - MP 1.220 )	5	2	2WU	NO	NO	1.220	18	61	2.44								980	66	
		15	SR 1904	FROM US 221 ALT TO DEAD END ( MP 0.000 - MP 0.480 )	6	2	2WU	NO	NO	0.480	20										342	23	
		16	SR 1908	FROM US 221 ALT TO DEAD END ( MP 0.000 - MP 0.240 )	6	2	2WU	NO	NO	0.240	18										154	10	
		17	SR 1933	FROM SR 1920 TO SR 1931 ( MP 0.000 - MP 1.010 )	6	2	2WU	NO	NO	1.010	18										648	43	
		18	SR 1938	FROM US 221 ALT TO SR 1939 ( MP 0.000 - MP 0.100 )	6	2	2WU	NO	NO	0.100	18										64	4	
		19	SR 1939	FROM SR 1943 TO SR 1941 ( MP 0.000 - MP 0.580 )	6	2	2WU	NO	NO	0.580	16										331	22	
		20	SR 1940	FROM US 221 ALT TO SR 1939 ( MP 0.000 - MP 0.100 )	6	2	2WU	NO	NO	0.100	16										57	4	
		21	SR 1941	FROM US 221 ALT TO SR 1939 ( MP 0.000 - MP 0.120 )	6	2	2WU	NO	NO	0.120	16										69	5	
		22	SR 1942	FROM SR 1981 TO SR 1939 ( MP 0.000 - MP 0.730 )	6	2	2WU	NO	NO	0.730	16										417	28	
		23	SR 1943	FROM SR 1981 TO SR 1942 ( MP 0.000 - MP 0.370 )	6	2	2WU	NO	NO	0.370	18										237	16	
		24	SR 1944	FROM SR 1981 TO SR 1981 ( MP 0.000 - MP 0.360 )	6	2	2WU	NO	NO	0.360	18										231	15	
		25	SR 1945	FROM SR 1946 TO SR 1981 ( MP 0.000 - MP 0.230 )	6	2	2WU	NO	NO	0.230	17										139	9	
		26	SR 1946	FROM SR 1920 TO SR 1981 ( MP 0.000 - MP 0.410 )	6	2	2WU	NO	NO	0.410	18										263	18	
		27	SR 1947	FROM SR 1920 TO SR 1958 ( MP 0.000 - MP 0.550 )	6	2	2WU	NO	NO	0.550	18										353	24	
		28	SR 1948	FROM SR 1958 TO SR 1958 ( MP 0.000 - MP 0.320 )	6	2	2WU	NO	YES	0.320	16										183	12	
		29	SR 1949	FROM US 221 ALT TO SR 1958 ( MP 0.000 - MP 0.200 )	6	2	2WU	NO	NO	0.200	16-18										128	9	
		30	SR 1958	FROM US 221 ALT TO SR 1954 ( MP 0.000 - MP 0.740 )	6	2	2WU	NO	NO	0.740	20										527	35	
		31	SR 1959	FROM SR 1960 TO END MAINT ( MP 0.000 - MP 0.250 )	6	2	2WU	NO	NO	0.250	16										143	10	
		32	SR 1961	FROM US 221 ALT TO SR 1960 ( MP 0.000 - MP 0.470 )	6	2	2WU	NO	NO	0.470	20										335	22	
		33	SR 1962	FROM NC 120 TO SR 1991 ( MP 0.000 - MP 0.820 )	6	2	2WU	NO	YES	0.820	18										526	35	
		34	SR 1963	FROM SR 1964 TO END MAINT ( MP 0.000 - MP 0.180 )	6	2	2WU	NO	NO	0.180	18										116	8	
		35	SR 1964	FROM US 221 ALT TO NC 120 ( MP 0.000 - MP 0.370 )	6	2	2WU	NO	NO	0.370	18										237	16	
		36	SR 1965	FROM SR 1003 TO SR 1966 ( MP 0.000 - MP 0.430 )	6	2	2WU	NO	NO	0.430	20										307	21	
		37	SR 1966	FROM CLEVELAND CO TO US 221 ALT ( MP 0.000 - MP 1.130 )	6	2	2WU	NO	NO	1.130	19										765	51	
		38	SR 1967	FROM SR 1965 TO SR 1966 ( MP 0.000 - MP 0.340 )	6	2	2WU	NO	NO	0.340	18										218	15	
		39	SR 1968	FROM SR 1996 TO END MAINT ( MP 0.000 - MP 0.050 )	6	2	2WU	NO	NO	0.050	16										29	2	
		40	SR 1972	FROM SR 1003 TO SR 1003 ( MP 0.000 - MP 0.430 )	6	2	2WU	NO	NO	0.430	18										276	18	
		41	SR 1973	FROM SR 1003 TO SR 1003 ( MP 0.000 - MP 0.670 )	6	2	2WU	NO	NO	0.670	17										406	27	
		42	SR 1979	FROM SR 2210 TO US 221 ALT ( MP 0.000 - MP 0.510 )	6	2	2WU	NO	NO	0.510	18										327	22	
		43	SR 1989	FROM SR 2003 TO US 221 ALT ( MP 0.330 - MP 0.510 )	6	2	2WU	NO	NO	0.180	16										103	7	
		44	SR 1996	FROM SR 2018 TO END MAINT ( MP 0.000 - MP 0.210 )	6	2	2WU	NO	NO	0.210	18										135	9	
		45	SR 1997	FROM SR 1920 TO END MAINT ( MP 0.000 - MP 0.170 )	6	2	2WU	NO	NO	0.170	16										97	7	
		46	SR 1998	FROM US 221 ALT TO DEAD END ( MP 0.000 - MP 0.100 )	6	2	2WU	NO	NO	0.100	18										64	4	
		47	SR 1999	FROM SR 1959 TO END MAINT ( MP 0.000 - MP 0.280 )	6	2	2WU	NO	NO	0.280	18										180	12	
		48	SR 2000	FROM SR 1999 TO END MAINT ( MP 0.000 - MP 0.140 )	6	2	2WU	NO	NO	0.140	18										90	6	
		49	SR 2003	FROM US 221 ALT TO SR 1989 ( MP 0.000 - MP 0.290 )	6	2	2WU	NO	NO	0.290	18										186	12	
		50	SR 2004	FROM SR 1989 TO US 221 ALT ( MP 0.000 - MP 0.100 )	6	2	2WU	NO	NO	0.100	18										64	4	
		51	SR 2005	FROM SR 1981 TO END MAINT ( MP 0.000 - MP 0.100 )	6	2	2WU	NO	NO	0.100	18										64	4	
		52	SR 2006	FROM SR 1966 TO END MAINT ( MP 0.000 - MP 0.170 )	6	2	2WU	NO	NO	0.170	18										109	7	
		53	SR 2007	FROM US 221 ALT TO DEAD END ( MP 0.000 - MP 0.380 )	6	2	2WU	NO	NO	0.380	18										244	16	
		54	SR 2008	FROM SR 1991 TO END MAINT ( MP 0.000 - MP 0.190 )	6	2	2WU	NO	NO	0.190	18										122	8	
		55	SR 2009	FROM SR 1918 TO DEAD END ( MP 0.000 - MP 0.150 )	6	2	2WU	NO	NO	0.150	18										96	6	
		56	SR 2011	FROM SR 2018 TO US 221 ALT ( MP 0.000 - MP 0.120 )	6	2	2WU	NO	NO	0.120	24										103	7	
		57	SR 2012	FROM US 221 ALT TO SR 1906 ( MP 0.000 - MP 0.310 )	6	2	2WU	NO	NO	0.310	20										221	15	
		58	SR 2015	FROM SR 1920 TO END MAINT ( MP 0.000 - MP 0.310 )	6	2	2WU	NO	YES	0.310	17										188	13	
		59	SR 2018	FROM US 221 ALT TO SR 1996 ( MP 0.000 - MP 0.320 )																			

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.13.06.10811, 2018CPT.13.06.20811	23	
2018CPT.13.06.20812		

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH	MILLING ASPHALT PAVEMENT, 1-1/4" DEPTH	MILLING ASPHALT PAVEMENT, 1" DEPTH	MILLING ASPHALT PAVEMENT, 0" TO 1-1/2" DEPTH	MILLING ASPHALT PAVEMENT, 0" TO 1" DEPTH	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A (Leveling Course)	ASPHALT BINDER FOR PLANT MIX		
										MI	FT	TON	SMI	SY	SY	SY	SY	SY	SY	TON	TON	TON			
2018CPT.13.06.20811	Rutherford	79	SR 2131	FROM SR 2130 TO SR 2130 ( MP 0.000 - MP 0.170 )	6	2	2WU	NO	NO	0.170	16											97	7		
		80	SR 2132	FROM US 221 ALT TO SR 2133 ( MP 0.000 - MP 0.170 )	6	2	2WU	NO	NO	0.170	16												97	7	
		81	SR 2133	FROM US 221 ALT TO SR 2132 ( MP 0.000 - MP 0.100 )	6	2	2WU	NO	NO	0.100	14												50	3	
		82	SR 2134	FROM SR 2125 TO SR 2135 ( MP 0.000 - MP 0.255 )	6	2	2WU	NO	NO	0.255	16												146	10	
		83	SR 2135	FROM SR 2125 TO SR 2134 ( MP 0.000 - MP 0.300 )	6	2	2WU	NO	NO	0.300	14												150	10	
		84	SR 2141	FROM SR 2143 TO END MAINT ( MP 0.000 - MP 0.530 )	6	2	2WU	NO	NO	0.530	18												340	23	
		85	SR 2144	FROM US 221 ALT TO US 221 ALT ( MP 0.000 - MP 0.230 )	6	2	2WU	NO	NO	0.230	18												148	10	
		86	SR 2146	FROM SR 2129 TO SR 2210 ( MP 0.000 - MP 1.460 )	6	2	2WU	NO	NO	1.460	18												937	63	
		87	SR 2204	FROM SR 2125 TO END MAINT ( MP 0.000 - MP 0.470 )	6	2	2WU	NO	NO	0.470	20												335	22	
		88	SR 2212	FROM SR 2143 TO US 221 ALT ( MP 0.000 - MP 0.180 )	6	2	2WU	NO	NO	0.180	20												128	9	
		89	SR 2217	FROM SR 2146 TO DEAD END ( MP 0.000 - MP 0.110 )	6	2	2WU	NO	NO	0.110	20												78	5	
		90	SR 2220	FROM SR 2122 TO SR 2119 ( MP 0.000 - MP 0.340 )	6	2	2WU	NO	NO	0.340	18												218	15	
		91	SR 2227	FROM SR 2122 TO SR 2122 ( MP 0.000 - MP 0.110 )	6	2	2WU	NO	NO	0.110	16												63	4	
		92	SR 2245	FROM SR 2125 TO DEAD END ( MP 0.000 - MP 0.080 )	6	2	2WU	NO	NO	0.080	18												51	3	
		93	SR 2252	FROM SR 2143 TO SR 2253 ( MP 0.000 - MP 0.020 )	6	2	2WU	NO	YES	0.020	20												14	1	
		94	SR 2253	FROM SR 2252 TO DEAD END ( MP 0.000 - MP 0.150 )	6	2	2WU	NO	YES	0.150	20												107	7	
		95	SR 2255	FROM SR 2117 TO END MAINT ( MP 0.000 - MP 0.160 )	6	2	2WU	NO	NO	0.160	18												103	7	
		96	SR 2256	FROM SR 2255 TO DEAD END ( MP 0.000 - MP 0.080 )	6	2	2WU	NO	YES	0.080	18												51	3	
		97	SR 2257	FROM SR 1979 TO DEAD END ( MP 0.000 - MP 0.130 )	6	2	2WU	NO	NO	0.130	20												93	6	
		98	SR 2269	FROM US 221 TO DEAD END ( MP 0.000 - MP 0.430 )	6	2	2WU	NO	NO	0.430	17												261	17	
		99	SR 2274	FROM SR 2117 TO DEAD END ( MP 0.000 - MP 0.290 )	6	2	2WU	NO	NO	0.290	20												207	14	
		100	SR 2284	FROM SR 2204 TO SR 2204 ( MP 0.000 - MP 0.410 )	6	2	2WU	NO	NO	0.410	17												249	17	
		101	SR 2286	FROM SR 2210 TO DEAD END ( MP 0.000 - MP 0.170 )	6	2	2WU	NO	YES	0.170	20												121	8	
		102	SR 2291	FROM SR 2143 TO DEAD END ( MP 0.000 - MP 0.040 )	6	2	2WU	NO	NO	0.040	18												26	2	
		103	SR 2307	FROM SR 2255 TO END MAINT ( MP 0.000 - MP 0.130 )	6	2	2WU	NO	NO	0.130	18												83	6	
		104	SR 2309	FROM SR 2141 TO END MAINT ( MP 0.000 - MP 0.110 )	6	2	2WU	NO	YES	0.110	18												71	5	
		105	SR 1106	FROM SR 1112 TO SC STATE LINE ( MP 7.000 - MP 8.930 )		2	2WU	NO	NO	1.930	20														
		106	SR 1112	FROM SR 1111 TO SR 1101 ( MP 0.000 - MP 4.378 )		2	2WU	NO	NO	4.378	18														
		107	SR 1122	FROM SR 1111 TO SR 1119 ( MP 0.000 - MP 2.480 )		2	2WU	NO	NO	2.480	18														
		108	SR 1144	FROM SR 1141 TO DEAD END ( MP 0.000 - MP 1.270 )		2	2WU	NO	NO	1.270	18														
		109	SR 1149	FROM SR 1004 TO SR 1153 ( MP 0.000 - MP 3.360 )		2	2WU	NO	NO	3.360	20														
		110	SR 1162	FROM NC 108 TO DEAD END ( MP 0.000 - MP 0.312 )		2	2WU	NO	NO	0.312	12													25	2
		111	SR 1213	FROM SR 1004 TO END MAINT ( MP 0.000 - MP 0.310 )		2	2WU	NO	NO	0.310	24														
		112	SR 1350	FROM SR 1001 TO US 64 ( MP 0.000 - MP 1.560 )		2	2WU	NO	NO	1.560	20													30	2
		113	SR 2148	FROM SR 2149 TO DEAD END ( MP 1.540 - MP 2.100 )		2	2WU	NO	NO	0.560	18														
		114	SR 2151	FROM US 221 TO END MAINT ( MP 0.000 - MP 0.960 )		2	2WU	NO	NO	0.960	18														
		115	SR 2152	FROM US 221 TO SR 2159 ( MP 0.000 - MP 2.457 )		2	2WU	NO	NO	2.457	18							110			300			25	2
		116	SR 2167	FROM SR 2164 TO END MAINT ( MP 0.000 - MP 0.370 )		2	2WU	NO	NO	0.370	18														
		117	SR 2190	FROM SR 2169 TO SR 2169 ( MP 0.000 - MP 1.870 )		2	2WU	NO	NO	1.870	18														
		118	SR 2192	FROM SR 2193 TO END MAINT ( MP 0.000 - MP 0.450 )		2	2WU	NO	NO	0.450	18														
119	SR 2197	FROM SR 2171 TO SR 2190 ( MP 0.000 - MP 0.400 )		2	2WU	NO	NO	0.400	18																
<b>TOTAL FOR PROJ NO. 2018CPT.13.06.20811</b>										<b>63.942</b>		<b>766</b>	<b>30.30</b>	<b>590</b>	<b>610</b>	<b>110</b>	<b>3,825</b>	<b>4,500</b>	<b>3,240</b>	<b>2,252</b>	<b>29,694</b>	<b>115</b>	<b>2,132</b>		
2018CPT.13.06.20812	Rutherford	120	SR 1106	FROM SR 1112 TO SC STATE LINE ( MP 7.000 - MP 8.930 )	8	2	2WU	NO	NO	1.930	20														
		121	SR 1112	FROM SR 1111 TO SR 1101 ( MP 0.000 - MP 4.378 )	8	2	2WU	NO	NO	4.378	18														
		122	SR 1122	FROM SR 1111 TO SR 1119 ( MP 0.000 - MP 2.480 )	8	2	2WU	NO	NO	2.480	18														
		123	SR 1144	FROM SR 1141 TO DEAD END ( MP 0.000 - MP 1.270 )	8	2	2WU	NO	NO	1.270	18														
		124	SR 1149	FROM SR 1004 TO SR 1153 ( MP 0.000 - MP 3.360 )	8	2	2WU	NO	NO	3.360	20														
		125	SR 1162	FROM NC 108 TO DEAD END ( MP 0.000 - MP 0.312 )	8	2	2WU	NO	NO	0.312	12														
		126	SR 1213	FROM SR 1004 TO END MAINT ( MP 0.000 - MP 0.310 )	8	2	2WU	NO	NO	0.310	24														
		127	SR 1350	FROM SR 1001 TO US 64 ( MP 0.000 - MP 1.560 )	8	2	2WU	NO	NO	1.560	20														
		128	SR 2148	FROM SR 2149 TO DEAD END ( MP 1.540 - MP 2.100 )	8	2	2WU	NO	NO	0.560	18														
		129	SR 2151	FROM US 221 TO END MAINT ( MP 0.000 - MP 0.960 )	8	2	2WU	NO	NO	0.960	18														
		130	SR 2152	FROM US 221 TO SR 2159 ( MP 0.000 - MP 2.457 )	8	2	2WU	NO	NO	2.457	18														
		131	SR 2167	FROM SR 2164 TO END MAINT ( MP 0.000 - MP 0.370 )	8	2	2WU	NO	NO	0.370	18														
		132	SR 2190	FROM SR 2169 TO SR 2169 ( MP 0.000 - MP 1.870 )	8	2	2WU	NO	NO	1.870	18														
		133	SR 2192	FROM SR 2193 TO END MAINT ( MP 0.000 - MP 0.450 )	8	2	2WU	NO	NO	0.450	18														
134	SR 2197	FROM SR 2171 TO SR 2190 ( MP 0.000 - MP 0.400 )	8	2	2WU	NO	NO	0.400	18																
<b>TOTAL FOR PROJ NO. 2018CPT.13.06.20812</b>										<b>22.667</b>															
<b>GRAND TOTAL</b>										<b>98.364</b>		<b>1,355</b>	<b>51.64</b>	<b>2,790</b>	<b>610</b>	<b>110</b>	<b>11,915</b>	<b>4,500</b>	<b>15,530</b>	<b>20,026</b>	<b>29,694</b>	<b>115</b>	<b>3,198</b>		





PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.13.06.10811, 2018CPT.13.06.20811 2018CPT.13.06.20812,	25	

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, DOUBLE SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	VACUUM TRUCK	CONCRETE CURB RAMP	ADJUSTMENT OF DROP INLET	ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES	INDUCTIVE LOOP SAWCUT		
										MI	FT	TON	SY	GAL	WK	EA	EA	EA	EA	LF		
2018CPT.13.06.20811	Rutherford	79	SR 2131	FROM SR 2130 TO SR 2130 ( MP 0.000 - MP 0.170 )	6	2	2WU	NO	NO	0.170	16	60										
		80	SR 2132	FROM US 221 ALT TO SR 2133 ( MP 0.000 - MP 0.170 )	6	2	2WU	NO	NO	0.170	16	20										
		81	SR 2133	FROM US 221 ALT TO SR 2132 ( MP 0.000 - MP 0.100 )	6	2	2WU	NO	NO	0.100	14	15										
		82	SR 2134	FROM SR 2125 TO SR 2135 ( MP 0.000 - MP 0.255 )	6	2	2WU	NO	NO	0.255	16	50										
		83	SR 2135	FROM SR 2125 TO SR 2134 ( MP 0.000 - MP 0.300 )	6	2	2WU	NO	NO	0.300	14	30									2	
		84	SR 2141	FROM SR 2143 TO END MAINT ( MP 0.000 - MP 0.530 )	6	2	2WU	NO	NO	0.530	18	25										
		85	SR 2144	FROM US 221 ALT TO US 221 ALT ( MP 0.000 - MP 0.230 )	6	2	2WU	NO	NO	0.230	18	30										
		86	SR 2146	FROM SR 2129 TO SR 2210 ( MP 0.000 - MP 1.460 )	6	2	2WU	NO	NO	1.460	18	300									1	
		87	SR 2204	FROM SR 2125 TO END MAINT ( MP 0.000 - MP 0.470 )	6	2	2WU	NO	NO	0.470	20	70									1	
		88	SR 2212	FROM SR 2143 TO US 221 ALT ( MP 0.000 - MP 0.180 )	6	2	2WU	NO	NO	0.180	20	50										
		89	SR2217	FROM SR 2146 TO DEAD END ( MP 0.000 - MP 0.110 )	6	2	2WU	NO	NO	0.110	20	5										
		90	SR 2220	FROM SR 2122 TO SR 2119 ( MP 0.000 - MP 0.340 )	6	2	2WU	NO	NO	0.340	18	30										
		91	SR 2227	FROM SR 2122 TO SR 2122 ( MP 0.000 - MP 0.110 )	6	2	2WU	NO	NO	0.110	16	5									3	
		92	SR 2245	FROM SR 2125 TO DEAD END ( MP 0.000 - MP 0.080 )	6	2	2WU	NO	NO	0.080	18	15										
		93	SR 2252	FROM SR 2143 TO SR 2253 ( MP 0.000 - MP 0.020 )	6	2	2WU	NO	YES	0.020	20	10										
		94	SR 2253	FROM SR 2252 TO DEAD END ( MP 0.000 - MP 0.150 )	6	2	2WU	NO	YES	0.150	20	20										
		95	SR 2255	FROM SR 2117 TO END MAINT ( MP 0.000 - MP 0.160 )	6	2	2WU	NO	NO	0.160	18	5									1	
		96	SR 2256	FROM SR 2255 TO DEAD END ( MP 0.000 - MP 0.080 )	6	2	2WU	NO	YES	0.080	18	5										
		97	SR 2257	FROM SR 1979 TO DEAD END ( MP 0.000 - MP 0.130 )	6	2	2WU	NO	NO	0.130	20	5										
		98	SR 2269	FROM US 221 TO DEAD END ( MP 0.000 - MP 0.430 )	6	2	2WU	NO	NO	0.430	17	30										
99	SR 2274	FROM SR 2117 TO DEAD END ( MP 0.000 - MP 0.290 )	6	2	2WU	NO	NO	0.290	20	25												
100	SR 2284	FROM SR 2204 TO SR 2204 ( MP 0.000 - MP 0.410 )	6	2	2WU	NO	NO	0.410	17	35									3			
101	SR 2286	FROM SR 2210 TO DEAD END ( MP 0.000 - MP 0.170 )	6	2	2WU	NO	YES	0.170	20	5									1			
102	SR 2291	FROM SR 2143 TO DEAD END ( MP 0.000 - MP 0.040 )	6	2	2WU	NO	NO	0.040	18	5												
103	SR 2307	FROM SR 2255 TO END MAINT ( MP 0.000 - MP 0.130 )	6	2	2WU	NO	NO	0.130	18	5												
104	SR 2309	FROM SR 2141 TO END MAINT ( MP 0.000 - MP 0.110 )	6	2	2WU	NO	YES	0.110	18	15												
105	SR 1106	FROM SR 1112 TO SC STATE LINE ( MP 7.000 - MP 8.930 )		2	2WU	NO	NO	1.930	20	115												
106	SR 1112	FROM SR 1111 TO SR 1101 ( MP 0.000 - MP 4.378 )		2	2WU	NO	NO	4.378	18	115												
107	SR 1122	FROM SR 1111 TO SR 1119 ( MP 0.000 - MP 2.480 )		2	2WU	NO	NO	2.480	18	195												
108	SR 1144	FROM SR 1141 TO DEAD END ( MP 0.000 - MP 1.270 )		2	2WU	NO	NO	1.270	18	55												
109	SR 1149	FROM SR 1004 TO SR 1153 ( MP 0.000 - MP 3.360 )		2	2WU	NO	NO	3.360	20	400												
110	SR 1162	FROM NC 108 TO DEAD END ( MP 0.000 - MP 0.312 )		2	2WU	NO	NO	0.312	12	115												
111	SR 1213	FROM SR 1004 TO END MAINT ( MP 0.000 - MP 0.310 )		2	2WU	NO	NO	0.310	24	60												
112	SR 1350	FROM SR 1001 TO US 64 ( MP 0.000 - MP 1.560 )		2	2WU	NO	NO	1.560	20	380												
113	SR 2148	FROM SR 2149 TO DEAD END ( MP 1.540 - MP 2.100 )		2	2WU	NO	NO	0.560	18	45												
114	SR 2151	FROM US 221 TO END MAINT ( MP 0.000 - MP 0.960 )		2	2WU	NO	NO	0.960	18	120												
115	SR 2152	FROM US 221 TO SR 2159 ( MP 0.000 - MP 2.457 )		2	2WU	NO	NO	2.457	18	480												
116	SR 2167	FROM SR 2164 TO END MAINT ( MP 0.000 - MP 0.370 )		2	2WU	NO	NO	0.370	18	35												
117	SR 2190	FROM SR 2169 TO SR 2169 ( MP 0.000 - MP 1.870 )		2	2WU	NO	NO	1.870	18	340												
118	SR 2192	FROM SR 2193 TO END MAINT ( MP 0.000 - MP 0.450 )		2	2WU	NO	NO	0.450	18	60												
119	SR 2197	FROM SR 2171 TO SR 2190 ( MP 0.000 - MP 0.400 )		2	2WU	NO	NO	0.400	18	130												
<b>TOTAL FOR PROJ NO. 2018CPT.13.06.20811</b>										<b>63.942</b>		<b>11,413</b>						<b>3</b>	<b>11</b>	<b>30</b>		
2018CPT.13.06.20812	Rutherford	120	SR 1106	FROM SR 1112 TO SC STATE LINE ( MP 7.000 - MP 8.930 )	8	2	2WU	NO	NO	1.930	20		22,645	12,455								
		121	SR 1112	FROM SR 1111 TO SR 1101 ( MP 0.000 - MP 4.378 )	8	2	2WU	NO	NO	4.378	18		46,232	25,427								
		122	SR 1122	FROM SR 1111 TO SR 1119 ( MP 0.000 - MP 2.480 )	8	2	2WU	NO	NO	2.480	18		26,189	14,404								
		123	SR 1144	FROM SR 1141 TO DEAD END ( MP 0.000 - MP 1.270 )	8	2	2WU	NO	NO	1.270	18		13,411	7,376								
		124	SR 1149	FROM SR 1004 TO SR 1153 ( MP 0.000 - MP 3.360 )	8	2	2WU	NO	NO	3.360	20		39,424	21,683								
		125	SR 1162	FROM NC 108 TO DEAD END ( MP 0.000 - MP 0.312 )	8	2	2WU	NO	NO	0.312	12		2,196	1,208								
		126	SR 1213	FROM SR 1004 TO END MAINT ( MP 0.000 - MP 0.310 )	8	2	2WU	NO	NO	0.310	24		4,365	2,401								
		127	SR 1350	FROM SR 1001 TO US 64 ( MP 0.000 - MP 1.560 )	8	2	2WU	NO	NO	1.560	20		18,304	10,067								
		128	SR 2148	FROM SR 2149 TO DEAD END ( MP 1.540 - MP 2.100 )	8	2	2WU	NO	NO	0.560	18		5,914	3,252								
		129	SR 2151	FROM US 221 TO END MAINT ( MP 0.000 - MP 0.960 )	8	2	2WU	NO	NO	0.960	18		10,138	5,576								
		130	SR 2152	FROM US 221 TO SR 2159 ( MP 0.000 - MP 2.457 )	8	2	2WU	NO	NO	2.457	18		25,946	14,270								
		131	SR 2167	FROM SR 2164 TO END MAINT ( MP 0.000 - MP 0.370 )	8	2	2WU	NO	NO	0.370	18		3,907	2,149								
		132	SR 2190	FROM SR 2169 TO SR 2169 ( MP 0.000 - MP 1.870 )	8	2	2WU	NO	NO	1.870	18		19,747	10,861								
		133	SR 2192	FROM SR 2193 TO END MAINT ( MP 0.000 - MP 0.450 )	8	2	2WU	NO	NO	0.450	18		4,752	2,614								
134	SR 2197	FROM SR 2171 TO SR 2190 ( MP 0.000 - MP 0.400 )	8	2	2WU	NO	NO	0.400	18		4,224	2,323										
<b>TOTAL FOR PROJ NO. 2018CPT.13.06.20812</b>										<b>22.667</b>		<b>247,394</b>	<b>136,066</b>	<b>3</b>								
<b>GRAND TOTAL</b>										<b>98.364</b>		<b>13,138</b>	<b>247,394</b>	<b>136,066</b>	<b>3</b>	<b>21</b>	<b>4</b>	<b>30</b>	<b>65</b>	<b>1,560</b>		

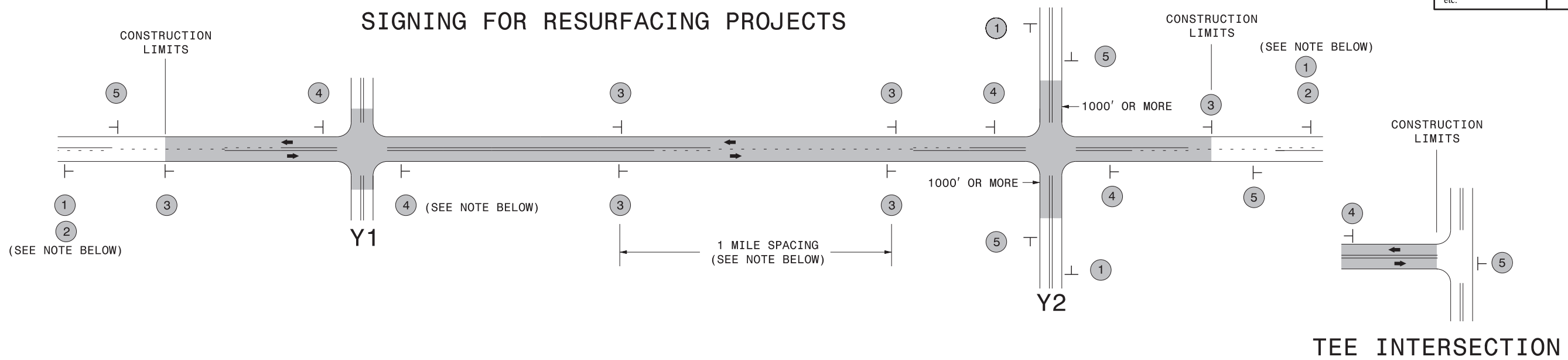


PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.13.06.10811, 2018CPT.13.06.20811	27	
2018CPT.13.06.20812		

**THERMOPLASTIC AND PAINT QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	441300000-E	445700000-N	469500000-E	470000000-E	470500000-E	471000000-E	472100000-E		472500000-E				481000000-E		483500000-E	484700000-E		490500000-N						
										WORK ZONE ADVANCE / GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (8", 90 MILS) YELLOW	THERMOPLASTIC PAVEMENT MARKING LINES (12", 90 MILS) YELLOW	THERMOPLASTIC PAVEMENT MARKING LINES (16", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) RXR	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) SCHOOL	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT ARROW	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RT ARROW	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR ARROW	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) STR & RT ARROW	PAINT PAVEMENT MARKING LINES (4") WHITE	PAINT PAVEMENT MARKING LINES (4") YELLOW	PAINT PAVEMENT MARKING LINES (24") WHITE	POLYUREA PAVEMENT MARKING LINES (4") WHITE (HIGHLY REFLECTIVE ELEMENTS)	POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HIGHLY REFLECTIVE ELEMENTS)	SNOWFLOWABLE PAVEMENT MARKERS						
								MI	FT	SF	LS	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA						
2018CPT.13.06.20811	Rutherford	97	SR 2257	FROM SR 1979 TO DEAD END ( MP 0.000 - MP 0.130 )	6	2	2WU	0.130	20	5,335	*																						
		98	SR 2269	FROM US 221 TO DEAD END ( MP 0.000 - MP 0.430 )	6	2	2WU	0.430	17																								
		99	SR 2274	FROM SR 2117 TO DEAD END ( MP 0.000 - MP 0.290 )	6	2	2WU	0.290	20																								
		100	SR 2284	FROM SR 2204 TO SR 2204 ( MP 0.000 - MP 0.410 )	6	2	2WU	0.410	17																								
		101	SR 2286	FROM SR 2210 TO DEAD END ( MP 0.000 - MP 0.170 )	6	2	2WU	0.170	20																								
		102	SR 2291	FROM SR 2143 TO DEAD END ( MP 0.000 - MP 0.040 )	6	2	2WU	0.040	18																								
		103	SR 2307	FROM SR 2255 TO END MAINT ( MP 0.000 - MP 0.130 )	6	2	2WU	0.130	18																								
		104	SR 2309	FROM SR 2141 TO END MAINT ( MP 0.000 - MP 0.110 )	6	2	2WU	0.110	18																								
		105	SR 1106	FROM SR 1112 TO SC STATE LINE ( MP 7.000 - MP 8.930 )	8	2	2WU	1.930	20																								
		106	SR 1112	FROM SR 1111 TO SR 1101 ( MP 0.000 - MP 4.378 )	8	2	2WU	4.378	18																								
		107	SR 1122	FROM SR 1111 TO SR 1119 ( MP 0.000 - MP 2.480 )	8	2	2WU	2.480	18																								
		108	SR 1144	FROM SR 1141 TO DEAD END ( MP 0.000 - MP 1.270 )	8	2	2WU	1.270	18																								
		109	SR 1149	FROM SR 1004 TO SR 1153 ( MP 0.000 - MP 3.360 )	8	2	2WU	3.360	20																								
		110	SR 1162	FROM NC 108 TO DEAD END ( MP 0.000 - MP 0.312 )	8	2	2WU	0.312	12																								
		111	SR 1213	FROM SR 1004 TO END MAINT ( MP 0.000 - MP 0.310 )	8	2	2WU	0.310	24																								
		112	SR 1350	FROM SR 1001 TO US 64 ( MP 0.000 - MP 1.560 )	8	2	2WU	1.560	20																								
		113	SR 2148	FROM SR 2149 TO DEAD END ( MP 1.540 - MP 2.100 )	8	2	2WU	0.560	18																								
		114	SR 2151	FROM US 221 TO END MAINT ( MP 0.000 - MP 0.960 )	8	2	2WU	0.960	18																								
		115	SR 2152	FROM US 221 TO SR 2159 ( MP 0.000 - MP 2.457 )	8	2	2WU	2.457	18																								
116	SR 2167	FROM SR 2164 TO END MAINT ( MP 0.000 - MP 0.370 )	8	2	2WU	0.370	18																										
117	SR 2190	FROM SR 2169 TO SR 2169 ( MP 0.000 - MP 1.870 )	8	2	2WU	1.870	18																										
118	SR 2192	FROM SR 2193 TO END MAINT ( MP 0.000 - MP 0.450 )	8	2	2WU	0.450	18																										
119	SR 2197	FROM SR 2171 TO SR 2190 ( MP 0.000 - MP 0.400 )	8	2	2WU	0.400	18																										
<b>TOTAL FOR PROJ NO. 2018CPT.13.06.20811</b>									<b>63.942</b>			<b>240</b>		<b>120</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>579,248</b>	<b>585,256</b>	<b>60</b>										
2018CPT.13.06.20812	Rutherford	120	SR 1106	FROM SR 1112 TO SC STATE LINE ( MP 7.000 - MP 8.930 )	8	2	2WU	1.930	20	2,538	*																						
		121	SR 1112	FROM SR 1111 TO SR 1101 ( MP 0.000 - MP 4.378 )	8	2	2WU	4.378	18																								
		122	SR 1122	FROM SR 1111 TO SR 1119 ( MP 0.000 - MP 2.480 )	8	2	2WU	2.480	18																								
		123	SR 1144	FROM SR 1141 TO DEAD END ( MP 0.000 - MP 1.270 )	8	2	2WU	1.270	18																								
		124	SR 1149	FROM SR 1004 TO SR 1153 ( MP 0.000 - MP 3.360 )	8	2	2WU	3.360	20																								
		125	SR 1162	FROM NC 108 TO DEAD END ( MP 0.000 - MP 0.312 )	8	2	2WU	0.312	12																								
		126	SR 1213	FROM SR 1004 TO END MAINT ( MP 0.000 - MP 0.310 )	8	2	2WU	0.310	24																								
		127	SR 1350	FROM SR 1001 TO US 64 ( MP 0.000 - MP 1.560 )	8	2	2WU	1.560	20																								
		128	SR 2148	FROM SR 2149 TO DEAD END ( MP 1.540 - MP 2.100 )	8	2	2WU	0.560	18																								
		129	SR 2151	FROM US 221 TO END MAINT ( MP 0.000 - MP 0.960 )	8	2	2WU	0.960	18																								
		130	SR 2152	FROM US 221 TO SR 2159 ( MP 0.000 - MP 2.457 )	8	2	2WU	2.457	18																								
		131	SR 2167	FROM SR 2164 TO END MAINT ( MP 0.000 - MP 0.370 )	8	2	2WU	0.370	18																								
		132	SR 2190	FROM SR 2169 TO SR 2169 ( MP 0.000 - MP 1.870 )	8	2	2WU	1.870	18																								
		133	SR 2192	FROM SR 2193 TO END MAINT ( MP 0.000 - MP 0.450 )	8	2	2WU	0.450	18																								
		134	SR 2197	FROM SR 2171 TO SR 2190 ( MP 0.000 - MP 0.400 )	8	2	2WU	0.400	18																								
<b>TOTAL FOR PROJ NO. 2018CPT.13.06.20812</b>									<b>22.667</b>																								
<b>GRAND TOTAL</b>									<b>98.364</b>		<b>1</b>	<b>60</b>	<b>555</b>	<b>100</b>	<b>665</b>	<b>12</b>	<b>24</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1,020,748</b>	<b>1,026,756</b>	<b>60</b>	<b>115,988</b>	<b>124,132</b>	<b>890</b>						
															<b>36</b>			<b>31</b>			<b>2,047,504</b>			<b>240,120</b>									

# SIGNING FOR RESURFACING PROJECTS



LEGEND	
—	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

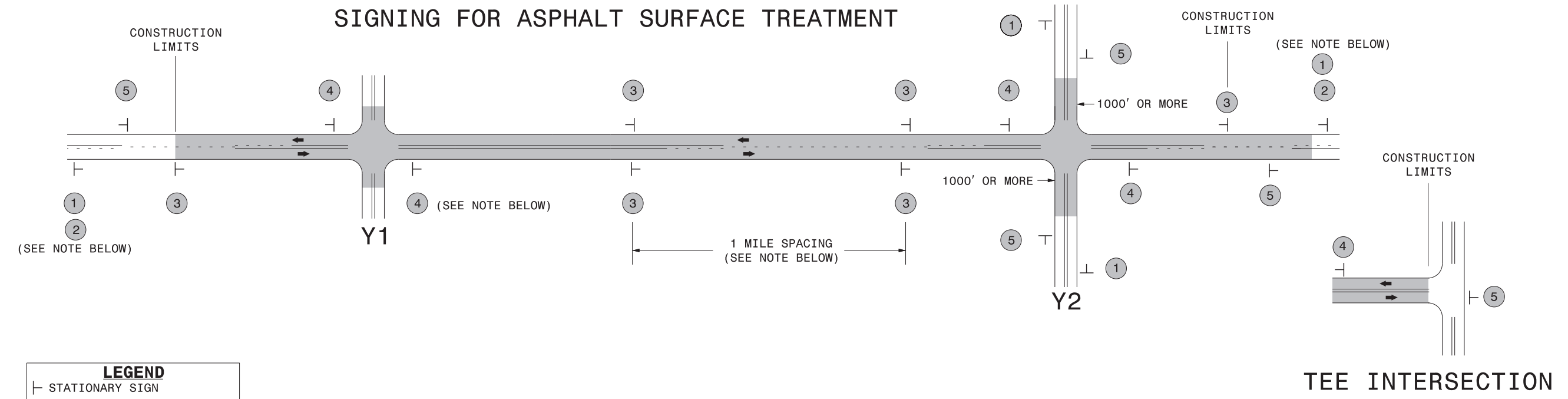
## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <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"	<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	 SP 13107 48" X 48"	<ul style="list-style-type: none"> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	4	 SP 13106 48" X 48"	<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
5	 G20-2 A 48" X 24"	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>		

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**RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS**



### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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.
	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	 W8-7 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.
		 SP 48" X 48"	
	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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.
5	 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.	

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**

