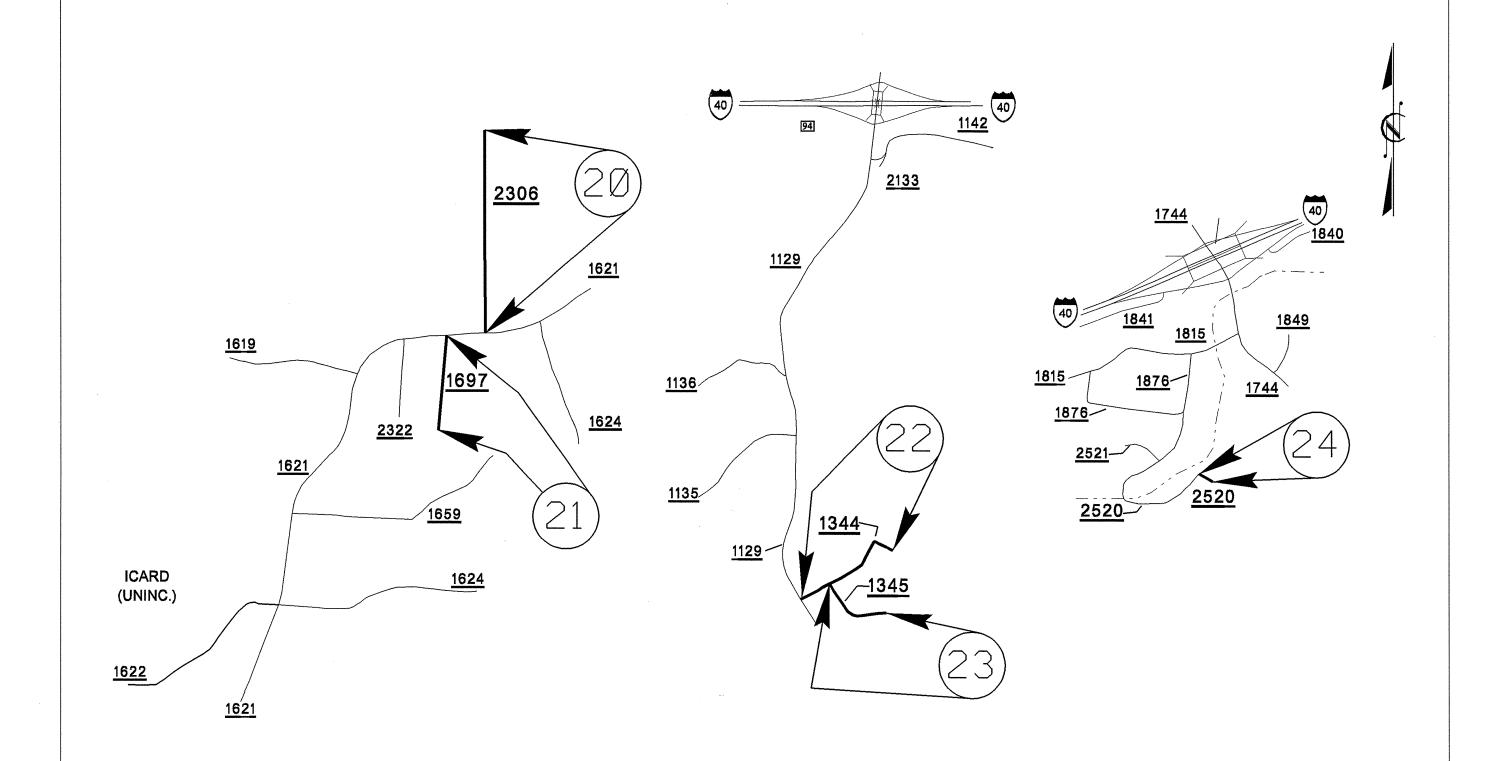
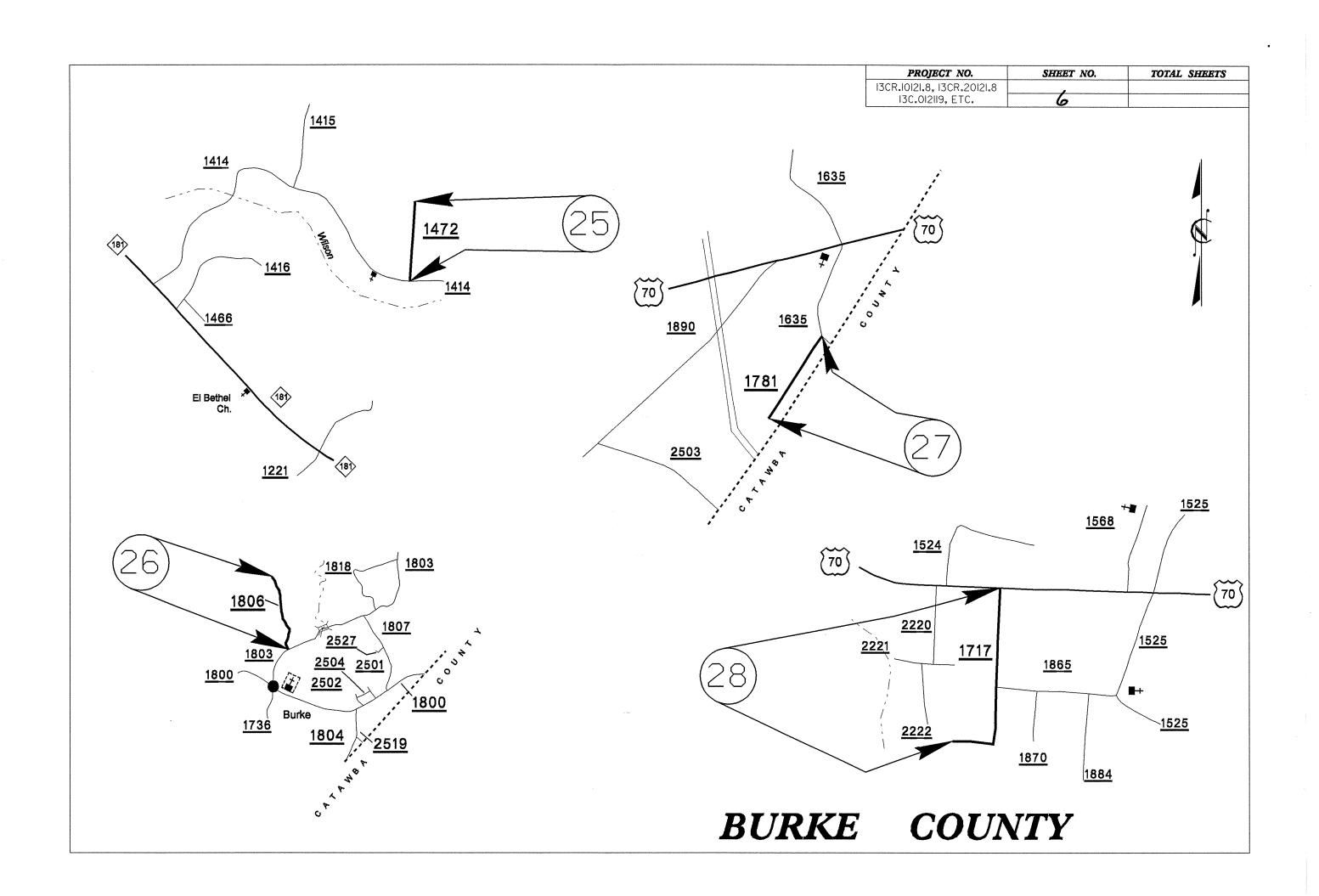


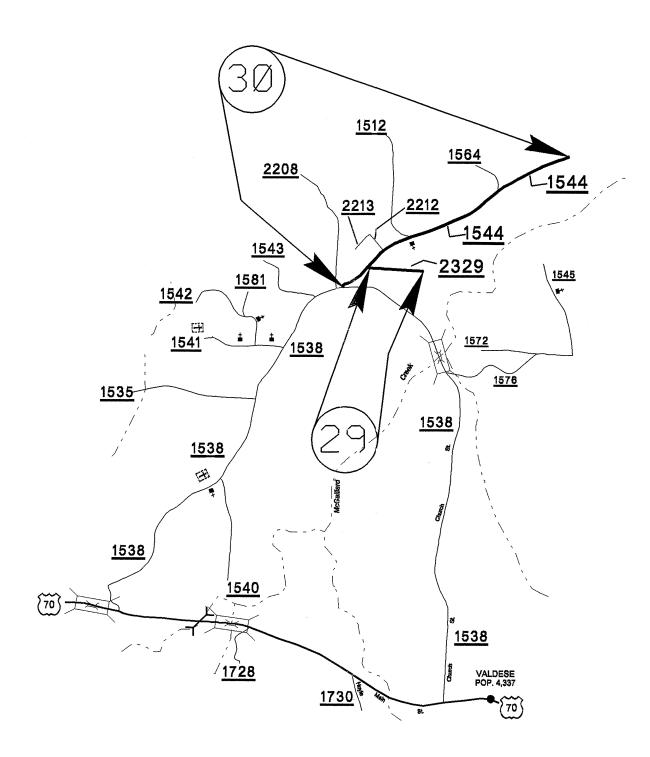
| PROJECT NO.                | SHEET NO. | TOTAL SHEETS |
|----------------------------|-----------|--------------|
| 13CR.10121.8, 13CR.20121.8 |           |              |
| 13C.012119, ETC.           | 3         |              |



# BURKE COUNTY

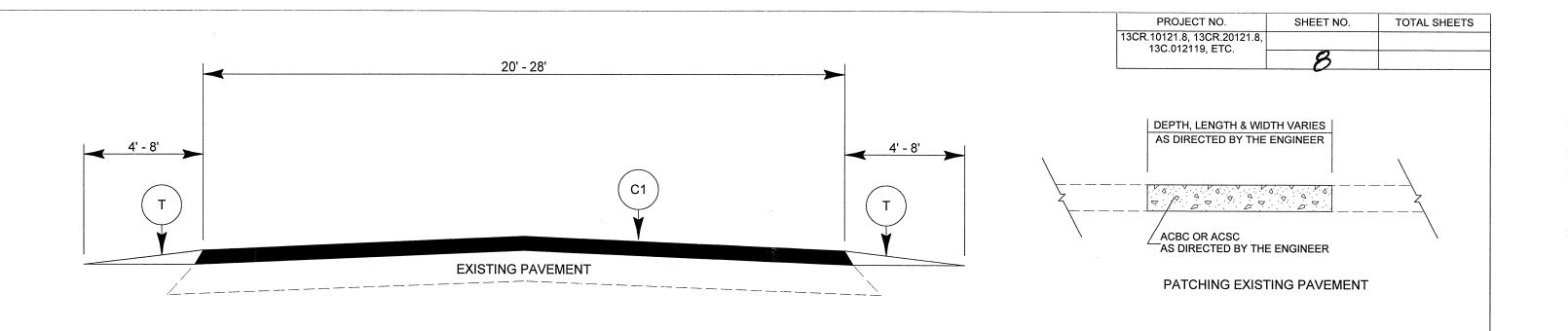


| PROJECT NO.                | SHEET NO. | TOTAL SHEETS |
|----------------------------|-----------|--------------|
| 13CR.10121.8, 13CR.20121.8 | _         |              |
| 13C.012119, ETC.           | 7         |              |

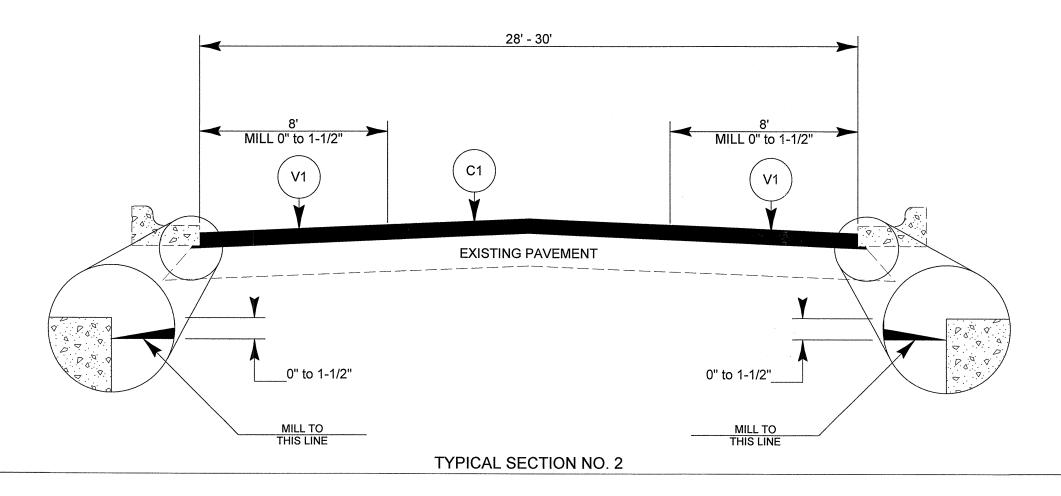




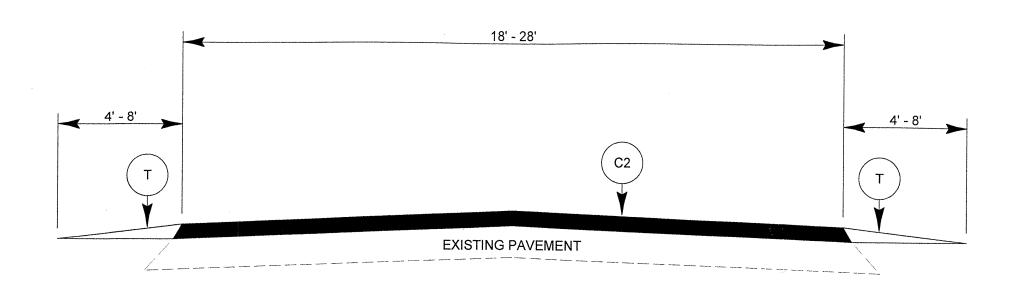
# BURKE COUNTY



## TYPICAL SECTION NO. 1

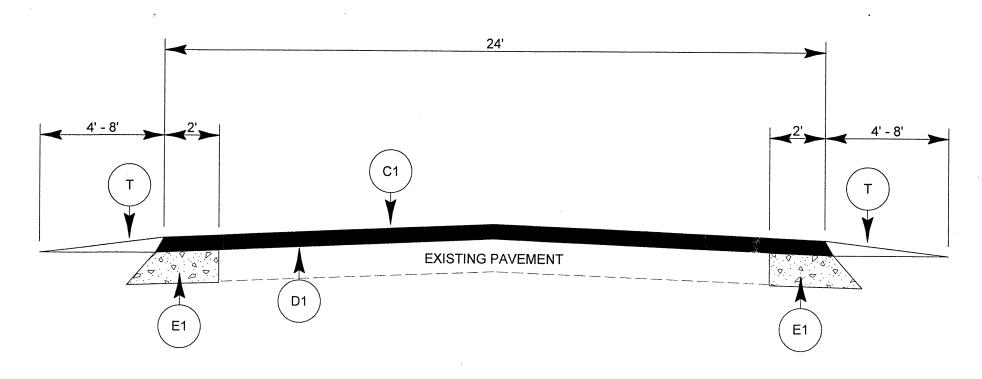


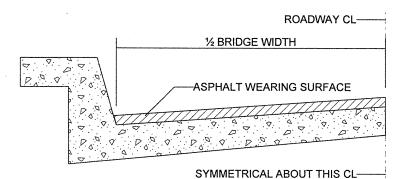
| PAVEMENT SCHEDULE   |
|---|
| PROP. APPROX. 1-1/2" ASPHALT<br>CONCRETE SURFACE COURSE, TYPE<br>S9.5B, AT AN AVERAGE RATE OF 168<br>LBS. PER SQ. YD.                     |
| PROP. APPROX. 1-1/2" ASPHALT<br>CONCRETE SURFACE COURSE, TYPE<br>SF9.5A, AT AN AVERAGE RATE OF 165<br>LBS. PER SQ. YD.                    |
| PROP. APPROX. 1" ASPHALT<br>CONCRETE SURFACE COURSE, TYPE<br>SF9.5A, AT AN AVERAGE RATE OF 110<br>LBS PER SQ. YD.                         |
| PROP. APPROX. 2-1/2" ASPHALT<br>CONCRETE INTERMEDIATE COURSE,<br>TYPE I19.0B, AT AN AVERAGE RATE OF<br>285 LBS. PER SQ. YD.               |
| PROP. APPROX. 6" ASPHALT<br>CONCRETE BASE COURSE, TYPE<br>B25.0B, AT AN AVERAGE RATE OF 342<br>LBS. PER SQ. YD. IN EACH OF TWO<br>LAYERS. |
| EARTH MATERIAL  |
| MILLING ASPHALT PAVEMENT, 0" TO<br>1-1/2" DEPTH   |
|   |



MILLING DETAIL AT BRIDGE APPROACHES
WHERE BRIDGE WILL NOT BE RESURFACED
COST OF MILLING IS INCIDENTAL TO OTHER ITEMS

## TYPICAL SECTION NO. 3





BRIDGE

## 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: \$4.75A ½", \$F9.5A 1.0", \$9.5X 1.5", \$12.5X 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 A 5 FOLLOWS: \$4.75A 1.0", \$F9.5A 1.5", \$9.5X 2.0", \$12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A ½", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C ½".

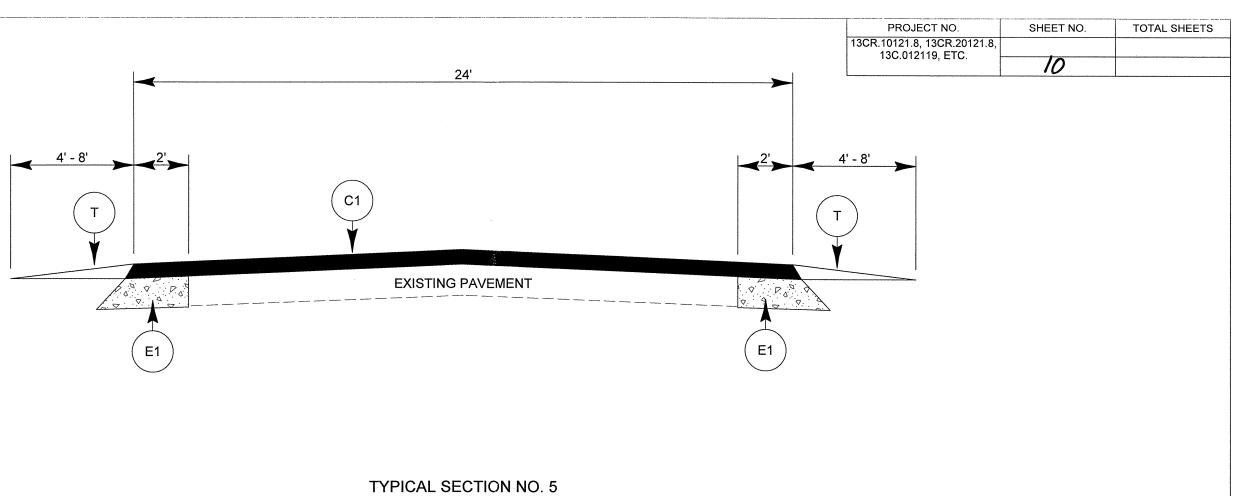
#### NOTES

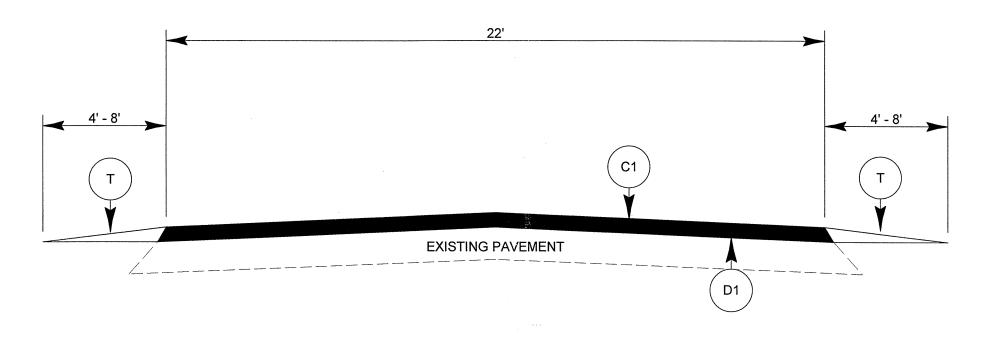
ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT. ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.

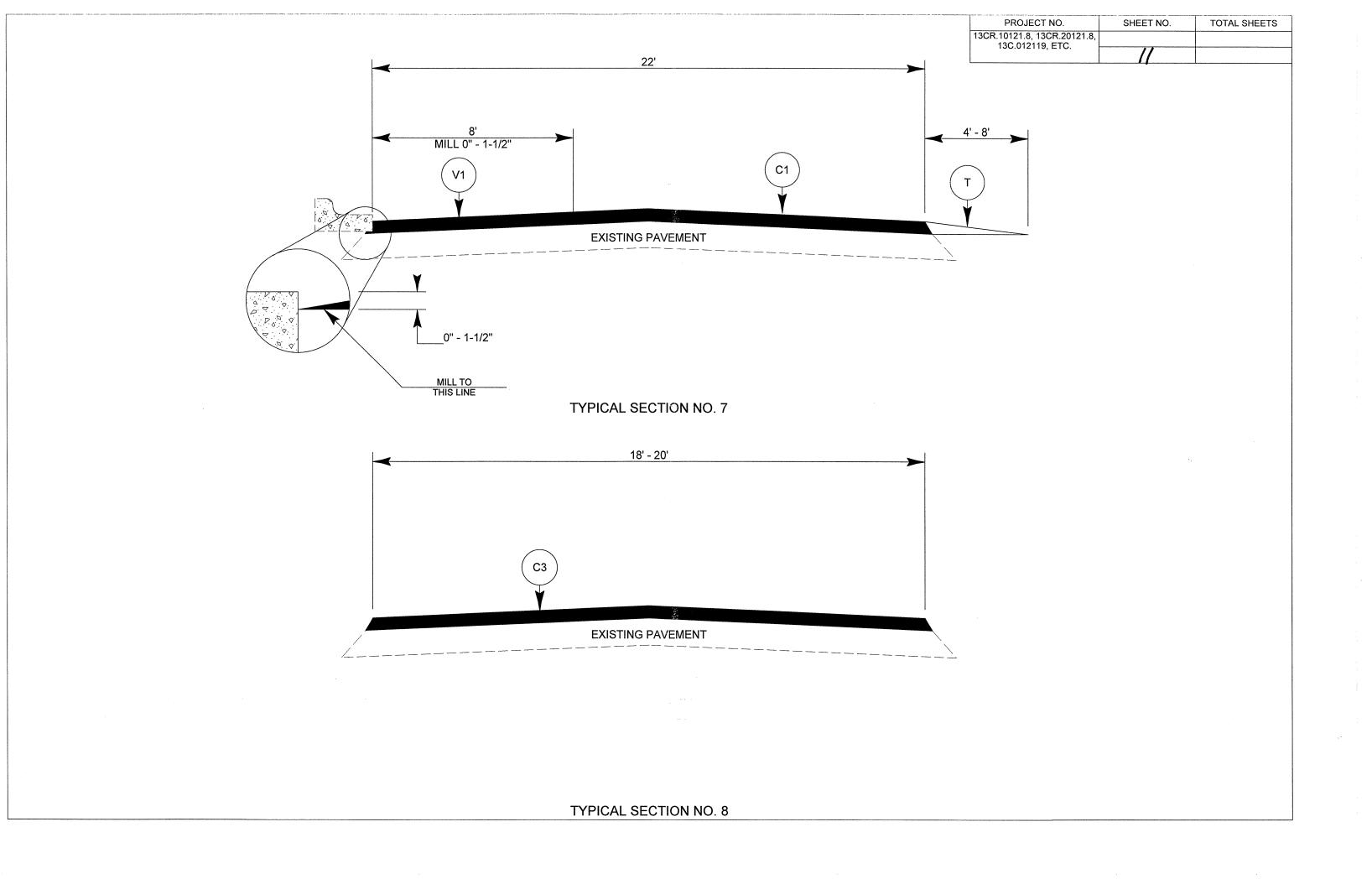
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

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 NO. |
|--------------------|-----------|-----------|
| 13CR.10121.8, etc. | 12        |           |

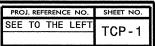
## SUMMARY OF QUANTITIES

| PROJECT COUNTY MAP RO          | OUTE               | DESCRIPTION   | ТҮР           | FINAL<br>SURFACE<br>TESTING<br>REQUIRED | LENGTH              | WIDTH    | INCIDENTAL<br>STONE BASE |              | MILLING<br>ASPHALT<br>PAVEMENT,<br>0" TO 1.5"<br>DEPTH | ASPHALT<br>CONC BASE<br>COURSE,<br>TYPE B25.0B | ASPHALT<br>CONC INTER-<br>MEDIATE<br>COURSE,<br>TYPE 119.0B | ASPHALT<br>CONC<br>SURFACE<br>COURSE,<br>TYPE S9.5B | ASPHALT<br>CONC<br>SURFACE<br>COURSE,<br>TYPE SF9.5A | ASPHALT<br>BINDER FOR<br>PLANT MIX,<br>GRADE<br>PG64-22 | PATCHING<br>EXISTING<br>PAVEMENT | RETROFIT<br>EXIST.<br>WHEEL<br>CHAIR<br>RAMPS | ADJUSTMENT<br>OF DROP<br>INLETS | ADJUSTMENT<br>OF MANHOLES             | ADJUSTMENT OF<br>METER BOXES<br>OR VALVE<br>BOXES |
|--------------------------------|--------------------|---|---------------|---|---------------------|----------|--------------------------|--------------|--|--|---|---|--|---|----------------------------------|---|---------------------------------|---------------------------------------|---|
| NO NO                          |                    |   | NO            |   | MI                  | FT       | TONS                     | SMI          | SY   | TONS   | TONS  | TONS  | TON  | TONS  | TONS                             | EA  | EA                              | EA                                    | EA  |
|                                |                    | FROM NC 181 TO MCDOWELL COUNTY LINE<br>FROM NC 181 TO NC 18/US 64 | 1,2           | No<br>No                                | 4.09<br>1.58        | 20<br>28 | 204.50<br>79.00          | 8:18<br>3:16 | 45   |  |   | 4,462<br>2,409                                      |  | 268<br>145  | 2,175<br>330                     |   |                                 | 8                                     | 4   |
|                                | JS 64<br>4 BUS W   | FROM N. KING STREET TO 3 LANE                                     | 2             | No                                      | 0.2                 | 30       | 79.00                    | 3.10         | 1,880  |  |   | 327   |  | 20  | 55                               | 5   | 6                               | 5                                     | 7   |
| TOTAL FOR PROJ NO. 13CR.1013   |                    | THOMA. NING STREET TO SERVE                                       | T-            |   | 5.87                |          | 283.50                   | 11.34        | 1,925  |  |   | 7,198   |  | 433   | 2,560                            | 5   | 6                               | 13                                    | 4   |
|                                |                    |   |               |   |                     |          |                          |              |  |  |   |   |  |   |                                  |   |                                 |                                       |   |
|                                | R 1102             | FROM US 64 TO BRIDGE NO. 369                                      | 3             | No                                      | 0.48                | 20       | 24.00<br>29.00           | 0.96<br>1.16 |  |  |   |   | 514<br>560   | 33<br>36  | 230<br>230                       |   |                                 |                                       |   |
|                                | R 2338<br>R 2341   | FROM SR 1653 TO CUL-DE-SAC<br>FROM SR 2338 TO CUL-DE-SAC          | 3 3           | No<br>No                                | 0.58                | 18<br>19 | 10.00                    | 0.40         |  |  |   |   | 204  | 13  | 70                               |   |                                 |                                       | 1   |
|                                | R 1268             | FROM NC 181 TO NC 183   | 3             | No                                      | 1.32                | 18       | 66.00                    | 2.64         |  |  |   |   | 1,274  | 83  | 235                              |   |                                 |                                       |   |
|                                | R 1414             | FROM NC 181 TO NC 181   | 3             | No                                      | 2.49                | 20       | 124.50                   | 4.98         |  |  |   |   | 2,668  | 173   | 430                              |   | 1                               | 2                                     | 4   |
|                                | R 1418             | FROM NC 181 TO SR 1485  | 3             | No                                      | 0.31                | 18       | 15.50                    | 0.62         |  |  |   |   | 299  | 19  | 45                               |   |                                 |                                       |   |
|                                | R 1536             | FROM SR 1535 TO NEW PAVEMENT                                      | 3             | No                                      | 0.9                 | 18       | 45.00                    | 1.80<br>0.80 |  |  |   |   | 868<br>599   | 56<br>39  | 170<br>200                       |   |                                 | 1                                     | 1   |
|                                | R 2035<br>R 2036   | FROM US 64 TO CUL-DE-SAC<br>FROM SR 2035 TO CUL-DE-SAC            | 3 3           | No<br>No                                | 0.4                 | 28<br>28 | 20.00<br>6.50            | 0.80         |  |  |   |   | 195  | 13  | 25                               |   |                                 |                                       |   |
|                                | R 1744             | FROM NEW PAVEMENT TO SR 1001                                      | 3             | No                                      | 0.7                 | 22       | 35.00                    | 1,40         |  |  |   |   | 825  | 54  | 150                              |   |                                 |                                       | 3   |
| TOTAL FOR PROJ NO. 13CR.201    |                    |   | 1             |   | 7.51                |          | 375.50                   | 15.02        |  |  |   |   | 8,006  | 519   | 1,785                            |   | 1                               | 3                                     | 11  |
|                                |                    |   |               |   |                     |          |                          |              |  |  | 1   |   |  |   |                                  |   |                                 |                                       |   |
| 100 040440   Burling   44   SE | D 4400             | FROM MCDOWELL COUNTY LINE TO SR 1133                              | 4.5           | No                                      | 2.2                 | 24       | 110.00                   | 4.40         |  | 2,000  | 600   | 2,877   |  | 287   | 125                              |   |                                 |                                       |   |
|                                | R 1129 F<br>R 1129 | FROM SR 1133 TO US 70   | 1 4,5         | No                                      | 2.37                | 23       | 118.50                   | 4.74         |  | 2,000  | 1 000   | 2,971   | <b></b>  | 178   | 100                              |   |                                 |                                       |   |
| TOTAL FOR PROJ NO. 13C.012     |                    | TROM OR TIOU TO GO 70   | $\pm \pm 1$   | .,,,                                    | 4.57                |          | 228.50                   | 9.14         |  | 2,000  | 600   | 5,848   |  | 465   | 225                              |   |                                 |                                       |   |
|                                |                    |   | T . T         |   |                     |          | 1                        |              |  | ·  | T   | T   | T  |   |                                  |   |                                 |                                       |   |
|                                | R 1223             | FROM BRIDGE NO. 45 TO SR 1225                                     | 6             | No                                      | 1.69<br>0.43        | 22<br>22 | 84.50<br>21.50           | 3.38<br>0.86 | 1,700  |  | 3,420   | 2,027<br>516  |  | 282<br>31   | 200<br>50                        |   |                                 |                                       |   |
| 17   SF                        | R 1223             | FROM SR 1225 TO SR 1319   | 1,7           | No                                      | 2.12                |          | 106.00                   | 4.24         | 1,700  |  | 3,420   | 2,543   |  | 313   | 250                              |   |                                 |                                       |   |
| TOTAL FOR PROJ NO. 13C.012     | 2137               |   |               |   | 2.12                |          | 100.00                   | 7.27         | 1,700  | L  | 1 0,420   | 2,040   |  |   | 200                              |   |                                 |                                       |   |
| 13SP.20124.72 Burke 18 SF      |                    | FROM SR 2338 TO SR 2340   | 8             | No                                      | 0.1                 | 19       |                          |              |  |  |   |   | 68   | 4   |                                  |   |                                 |                                       |   |
| TOTAL FOR PROJ NO. 13SP.2012   | 24.72              |   |               |   | 0.1                 |          |                          |              |  | L  | <u> </u>  | L   | 68   | 4   |                                  |   |                                 |                                       |   |
| 1000 00101 TOL 10 1 10 1 10 1  | D 0040             | EDOM OD 0000 TO CILL DE CAC                                       | 1 0           | NI                                      | 0.00                | - 10     | ·                        |              |  | T  | 1   | 1   | 54   | 4   |                                  |   |                                 | T                                     |   |
| 13SP.20124.73 Burke 19 SF      |                    | FROM SR 2339 TO CUL-DE-SAC  | 8             | No                                      | 0.08<br><b>0.08</b> | 19       |                          |              |  |  | <del> </del>  |   | 54   | 4   |                                  |   |                                 |                                       |   |
| 101AL FOR FROS NO. 133F.2012   | 124.73             |   |               |   | 0.00                |          | <u></u>                  | L            | L  | <u> </u>                                       | <del>1</del>  | <u> </u>  |  |   | L                                |   |                                 | t                                     |   |
| 13SP.20124.74 Burke 20 SF      | R 2306             | FROM SR 1621 TO E.O.M.  | 8             | No                                      | 0.44                | 20       |                          |              |  |  |   |   | 314  | 20  |                                  |   | :                               |                                       |   |
| TOTAL FOR PROJ NO. 13SP.2012   | 124.74             |   |               |   | 0.44                |          |                          |              | <u> </u>   | <u> </u>                                       |   | L   | 314  | 20  |                                  |   |                                 |                                       |   |
| 1000 00101 751 0 1 0 1 0 0     | D 4007             | FROM CR 4004 TO F O M   | 1 6           | Na                                      | 0.10                | 10       | 1                        |              | I  |  | T   | T   | 122  |   |                                  |   |                                 | Γ                                     |   |
| 13SP.20124.75 Burke 21 SF      |                    | FROM SR 1621 TO E.O.M.  | 8             | No                                      | 0.19<br><b>0.19</b> | 18       | <del> </del>             |              |  | <b> </b>                                       | <del> </del>  | <del> </del>  | 122  | 8   |                                  |   |                                 |                                       |   |
| 101AL1 OK FROS NO. 1301 .2012  | 124.10             |   |               |   | 0.10                |          |                          |              | L  |  |   | <del></del>   | 1  |   | L                                |   |                                 | <u> </u>                              |   |
| 13SP.20124.76 Burke 22 SF      | R 1344             | FROM SR 1129 TO E.O.M.  | 8             | No                                      | 0.32                | 18       |                          |              |  |  |   |   | 205  | 13  |                                  |   |                                 |                                       | 1   |
| TOTAL FOR PROJ NO. 13SP.201    | 124.76             |   |               |   | 0.32                |          | <u> </u>                 |              | <u> </u>   | <u> </u>                                       | <u> </u>  | <u> </u>  | 205  | 13  | <u> </u>                         |   |                                 | <u> </u>                              | 11  |
| 13SP.20124.77 Burke 23 SF      | D 4245             | FROM SR 1344 TO E.O.M.  | 8             | No                                      | 0.2                 | 18       | <del></del>              | T            | <u> </u>   | T  | 1   | T   | 128  | l 8   | [                                |   |                                 | 1                                     |   |
| TOTAL FOR PROJ NO. 13SP.201    | R 1345             | PROWSK 1344 TO E.O.M.   | <del> °</del> | NO                                      | 0.2                 | 10       | <del> </del>             |              |  |  |   |   | 128  | 8   |                                  |   |                                 |                                       |   |
| 101AL1 0K1 K00 K0. 1001 .201.  | 12-111             |   |               | L                                       | <u> </u>            |          |                          |              |  |  |   |   |  |   | L                                |   |                                 | · · · · · · · · · · · · · · · · · · · |   |
| 13SP.20124.78 Burke 24 SI      |                    | FROM MONTAYA DR. TO E.O.M.  | 8             | No                                      | 0.06                | 20       |                          |              |  |  |   |   | 43   | 3   |                                  |   |                                 |                                       |   |
| TOTAL FOR PROJ NO. 13SP.201    | 124.78             |   |               |   | 0.06                |          | 1                        | L            | <u> </u>   | <u> </u>                                       | <u> </u>  |   | 43   | ] 3   | ll                               |   |                                 | l                                     | L   |
| 13SP.20124.79 Burke 25 SI      | R 1472             | FROM SR 1414 TO E.O.M.  | 1 8           | No                                      | 0.17                | 18       | T                        |              | I  | T  | T   | T   | 109  | 7   |                                  |   | 1                               | Γ                                     |   |
| TOTAL FOR PROJ NO. 13SP.201    |                    | THOM ON 1414 TO L.O.M.  | Ť             | 110                                     | 0.17                |          |                          |              |  | <u> </u>                                       |   |   | 109  | 7   |                                  |   | 1                               |                                       |   |
|                                | ·                  |   |               |   |                     |          |                          |              |  |  |   | ·   |  | γ   |                                  |   |                                 |                                       |   |
| 13SP.20124.80 Burke 26 SI      |                    | FROM 1803 TO E.O.M.   | 8             | No                                      | 0.8                 | 18       |                          |              |  |  |   | ļ   | 513  | 33  |                                  |   |                                 |                                       |   |
| TOTAL FOR PROJ NO. 13SP.201    | 124.80             |   |               | İ                                       | 0.8                 | ·        |                          | L            | L  |  | 1   | <u> </u>  | 513  | 33  | L                                |   | <u> </u>                        | <u> </u>                              |   |
| 13SP.20124.81 Burke 27 S       | SR 1781            | FROM SR 1635 TO E.O.M.  | 8             | No                                      | 0.2                 | 18       | T                        | l            | I .  | 1  |   |   | 128  | 8   | [                                |   |                                 | T                                     | [   |
| TOTAL FOR PROJ NO. 13SP.201    |                    |   | Ţ             |   | 0.2                 |          |                          |              |  |  |   |   | 128  | 8   |                                  |   |                                 |                                       |   |
|                                |                    |   |               | <b></b>                                 |                     |          |                          |              | ·  |  |   | ·   |  |   |                                  |   |                                 |                                       | ,   |
| 13SP.20124.82 Burke 28 S       | SR 1717            | FROM US 70 TO E.O.M.  | 8             | No                                      | 0.35                | 18       | -                        |              |  | ļ  | -   |   | 225  | 15  |                                  |   |                                 |                                       | 1 1   |
| TOTAL FOR PROJ NO. 13SP.201    | 124.82             |   |               | <u> </u>                                | 0.35                |          |                          | 1            | L  | <u> </u>                                       |   | 1   | 225  | 15  | i                                |   | <u> </u>                        |                                       | 11  |
| 13SP.20124.83 Burke 29 S       | SR 2329            | FROM SR 1544 TO DEAD END  | 8             | No                                      | 0.21                | 18       | 1                        | T            | Γ  |  | T   |   | 135  | 9   | I I                              |   | T                               |                                       |   |
| TOTAL FOR PROJ NO. 13SP.201    |                    |   | Ţ             |   | 0.21                |          |                          |              |  |  |   | <u> </u>  | 135  | 9   |                                  |   |                                 |                                       |   |
|                                |                    |   |               |   | ,                   |          |                          |              |  |  |   |   |  |   |                                  |   | 1                               |                                       |   |
| 13SP.20124.84 Burke 30 S       | SR 1544            | FROM SR 1538 TO DEAD END  | 8             | No                                      | 1.02                | 18       | -                        |              |  |  | -   | <b> </b>  | 655<br><b>655</b>                                    | 43<br>43  |                                  |   |                                 |                                       |   |
| TOTAL FOR PROJ NO. 13SP.201    | 124.84             |   |               | L                                       | 1.02                |          |                          | 1            | <u> </u>   | 1  |   | 1   | 1 000  | 43  | l                                |   | I                               |                                       | l   |
| GRAND TOTAL                    | Т                  |   | Т             | I                                       | 24.21               |          | 993.50                   | 39.74        | 3,625  | 2,000  | 4,020   | 15,589  | 10,705   | 1,905   | 4,820                            | 5   | 8                               | 16                                    | 17  |
|                                |                    |   |               | ·                                       |                     |          |                          | <u> </u>     |  |  |   |   |  |   |                                  |   |                                 |                                       |   |

## THERMOPLASTIC AND PAINT QUANTITIES

|  |  | 4685000000-E                                       |  | 0000-E   | 4697000000-E  |  | 0000-E  | 4721000000-E                                  |  | 4725000000-E                                    |   | 481000                                     | 00000-E                                    | 4835000000-E                                | 484500                                  | 00000-N                           |
|--|--|--|--|--|---|--|---|---|--|---|---|--|--|---|---|-----------------------------------|
| PROJECT COUNTY MAP ROUTE   | DESCRIPTION  | THERMOPLASTIC PAVEMENT MARKING LINES (4", 90 MILS) | THERMOPLASTIC<br>PAVEMENT<br>MARKING LINES<br>(4", 120 MILS) | THERMOPLASTIC<br>PAVEMENT<br>MARKING LINES<br>(4", 120 MILS) | THERMOPLASTIC PAVEMENT MARKING LINES (8", 120 MILS) | PAVEMENT<br>MARKING LINES<br>(24", 120 MILS) | PAVEMENT<br>MARKING LINES<br>(24" X 120 MILS) | THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 | PAVEMENT<br>MARKING<br>SYMBOL (90 MILS | THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS, | PAVEMENT<br>MARKING<br>SYMBOL (90 MILS, | PAINT<br>PAVEMENT<br>MARKING<br>LINES (4") | PAINT<br>PAVEMENT<br>MARKING<br>LINES (4") | PAINT<br>PAVEMENT<br>MARKING<br>LINES (24") | PAINT PAVEMENT MARKING SYMBOL (LT       | PAINT PAVEMENT MARKING SYMBOL (RT |
|  |  | WHITE  | YELLOW   | WHITE  | WHITE   | WHITE  | WHITE   | MILS, SCHOOL)                                 | LT ARROW)                              | RT ARROW)                                       | STR ARROW)                              | WHITE                                      | YELLOW '                                   | WHITE                                       | ARROW)                                  | ARROW)                            |
| NO NO  |  | LF   | LF   | LF   | LF  | LF   | LF  | EA  | EA                                     | EA  | EA                                      | LF   | LF   | LF  | EA                                      | EA                                |
| 13CR.10121.8 Burke 1 NC 183<br>2 US 64   | FROM NC 181 TO MCDOWELL COUNTY LINE<br>FROM NC 181 TO NC 18/US 64  | 43,190<br>16,685                                   | 43,190<br>16,685   | ····   |   | 124  |   | 1   | 5                                      | 3   | 2                                       |  |  |   |   |                                   |
| 3 US 64 BUS W  | FROM N. KING STREET TO 3 LANE  | 50.075   | E0 97E   | 264<br><b>264</b>  | 580<br><b>580</b>                                   | 124  | 40<br><b>40</b>                               | 1   | 7                                      | 3   | 2                                       |  |  |   |   |                                   |
| TOTAL FOR PROJ NO. 13CR.10121.8  |  | 59,875   | 59,875<br>60   | 139  | 560   |  | 64  |   |  | 12  |   |  | 1  |   |   |                                   |
| 13CR.20121.8 Burke 4 SR 1102   | FROM US 64 TO BRIDGE NO. 369   | T  | I  | 1  |   | 1  | 1   | 1   | I                                      | 1   | <u> </u>                                | 10,138                                     | 10,138                                     | 1   | 1                                       | 1                                 |
| 5 SR 2338  | FROM SR 1653 TO CUL-DE-SAC   |  |  |  |   |  |   |   |  |   |   | 10,100                                     | 10,100                                     |   |   |                                   |
| 6 SR 2341<br>7 SR 1268   | FROM SR 2338 TO CUL-DE-SAC<br>FROM NC 181 TO NC 183  | <del> </del>                                       |  |  | ļ   | <u> </u>                                     |   |   |  |   |   | 27,878                                     | 27,878                                     |   |   | <b> </b>                          |
| 8 SR 1414  | FROM NC 181 TO NC 181  |  |  |  |   |  |   |   |  |   |   | 52,589                                     | 52,589                                     | 75  |   |                                   |
| 9 SR 1418<br>10 SR 1536  | FROM NC 181 TO SR 1485<br>FROM SR 1535 TO NEW PAVEMENT   | <b></b>  |  |  |   |  |   | <del> </del>                                  |  |   |   | 6,547<br>19,008                            | 6,547<br>19,008                            |   |   |                                   |
| 11 SR 2035   | FROM US 64 TO CUL-DE-SAC   |  |  |  |   |  |   |   |  |   |   |  |  |   |   |                                   |
| 12 SR 2036<br>13 SR 1744   | FROM SR 2035 TO CUL-DE-SAC<br>FROM NEW PAVEMENT TO SR 1001   | <u> </u>   |  |  |   |  |   | <u> </u>                                      |  |   |   | 14,784                                     | 14,784                                     |   |   | <del> </del>                      |
| TOTAL FOR PROJ NO. 13CR.20121.8  |  |  |  |  |   |  |   |   |  |   |   | 130,944                                    | 130,944                                    | 75  | 11                                      | 1                                 |
|  |  | 1  | L  |  | 1   |  | ·····   | L   | l                                      |   | ······                                  | 261  | 1,888                                      | <u> </u>                                    |   | 2                                 |
| 100.040440   B. J.   44   00.4400  | EDOM MCDOWELL COUNTY LINE TO SE 1422   |  |  |  |   |  |   |   |  |   |   | 46,464                                     | 46,464                                     |   |   | 1                                 |
| 13C.012119 Burke 14 SR 1129<br>15 SR 1129  | FROM MCDOWELL COUNTY LINE TO SR 1133<br>FROM SR 1133 TO US 70  |  |  |  |   |  |   |   |  |   |   | 50,054                                     | 50,054                                     |   |   |                                   |
| TOTAL FOR PROJ NO. 13C.012119  |  |  |  | J  |   |  |   |   |  |   |   | 96,518                                     | 96,518<br>3,036                            |   | *************************************** |                                   |
|  | L  |  | L  |  |   |  |   | <u> </u>                                      | ·                                      | ·   | <b>*</b>                                |  |  | <u> </u>                                    |   |                                   |
| 13C.012137 Burke 16 SR 1223<br>17 SR 1223  | FROM BRIDGE NO. 45 TO SR 1225<br>FROM SR 1225 TO SR 1319   | -  | -  |  | <del> </del>  | 1  | <b> </b>                                      | 1   |  | <del> </del>                                    |   | 35,693<br>9,082                            | 35,693<br>9,082                            | <b> </b>                                    |   |                                   |
| TOTAL FOR PROJ NO. 13C.012137  | 1110110111220100111019   |  |  |  |   | <u> </u>                                     |   |   |  |   |   | 44,775                                     | 44,775                                     |   |   |                                   |
| TOTAL TOTAL HOUSE TO TOTAL TOT |  | <u> </u>   | <u> </u>   |  | <u> </u>  | 1  |   | <u>.l</u>                                     | 1                                      |   |   | 89   | ,550                                       | <u> </u>                                    |   |                                   |
| 13SP.20124.72 Burke 18 SR 2339   | FROM SR 2338 TO SR 2340  |  |  |  |   |  |   |   |  |   |   |  |  |   |   |                                   |
| TOTAL FOR PROJ NO. 13SP.20124.72   |  |  |  | 1  |   |  | <u> </u>                                      | -   |  | 1   | l                                       |  | <u> </u>                                   |   |   |                                   |
|  |  | <del></del>  | · · · · · · · · · · · · · · · · · · ·                        | 7  | 7   | T  | 7   | 1   | T                                      |   | 1                                       | r  |  | T   | r                                       |                                   |
| 13SP.20124.73 Burke 19 SR 2340  TOTAL FOR PROJ NO. 13SP.20124.73   | FROM SR 2339 TO CUL-DE-SAC   |  |  |  |   |  |   |   |  |   |   |  |  |   |   |                                   |
| 101AL FOR PROJ NO. 135P.20124.73   |  | 1  |  |  |   |  |   |   |  |   |   |  |  |   |   |                                   |
| 13SP.20124.74 Burke 20 SR 2306   | FROM SR 1621 TO E.O.M.   |  | 1  |  |   |  |   |   |  |   |   |  |  |   |   |                                   |
| TOTAL FOR PROJ NO. 13SP.20124.74   |  | -  | <u> </u>   | L  | -   |  | <u> </u>                                      |   |  | <u> </u>  | L                                       | <b></b>                                    | <u> </u>                                   | <del> </del>                                |   | <b> </b>                          |
|  |  | _  |  |  |   |  |   |   |  | ·   | ······································  | ······································     | <b></b>                                    |   |   | <b></b>                           |
| 13SP.20124.75 Burke 21 SR 1697   | FROM SR 1621 TO E.O.M.   |  |  | <u> </u>   |   |  | <b>_</b>                                      |   |  |   | <u> </u>                                |  |  |   |   |                                   |
| TOTAL FOR PROJ NO. 13SP.20124.75   |  |  |  |  | 1   |  |   |   |  |   | ·                                       |  |  |   |   |                                   |
| 13SP.20124.76 Burke 22 SR 1344   | FROM SR 1129 TO E.O.M.   | <del>`</del>                                       | 1  | T  | T   | 1  | 1   | T   | T                                      | 1   | T                                       | Γ  | Γ  | T   |   | [                                 |
| TOTAL FOR PROJ NO. 13SP.20124.76   |  |  |  |  |   |  | 1   |   |  |   |   |  |  |   |   |                                   |
|  |  |  | L  |  |   |  |   |   | <u> </u>                               |   |   | <u> </u>                                   |  | <u> </u>                                    |   |                                   |
| 13SP.20124.77 Burke 23 SR 1345   | FROM SR 1344 TO E.O.M.   |  |  |  |   |  |   |   |  |   |   |  |  |   | *************************************** |                                   |
| TOTAL FOR PROJ NO. 13SP.20124.77   |  |  |  |  | <u> </u>  |  |   |   |  |   | L                                       |  |  |   |   |                                   |
| 13SP.20124.78 Burke 24 SR 2520   | FROM MONTAYA DR. TO E.O.M.   |  | 1  | <del></del>  | Т   | 1  | T   | <u> </u>                                      | <u> </u>                               | T   | T                                       | 1  | T  | T   |   | ·                                 |
| TOTAL FOR PROJ NO. 13SP.20124.78   | THOM WOLL TO LIST.   |  |  |  |   |  |   |   |  |   |   |  | <u> L</u>                                  |   |   |                                   |
|  |  |  | <u> </u>   |  |   |  |   | <u> </u>                                      | <u> </u>                               |   | ······                                  | L  |  | <u> </u>                                    | I                                       | <u></u>                           |
| 13SP.20124.79 Burke 25 SR 1472   | FROM SR 1414 TO E.O.M.   |  |  |  |   |  |   |   |  |   |   |  |  |   |   |                                   |
| TOTAL FOR PROJ NO. 13SP.20124.79   |  |  | <del> </del>   | 1  |   |  |   |   |  |   | <u> </u>                                |  | 1  |   |   |                                   |
| 13SP.20124.80 Burke 26 SR 1806   | FROM 1803 TO E.O.M.  |  |  |  |   | <del></del>                                  | T   | T   | T                                      | T   | T                                       | 1  | r  | 1   | T                                       |                                   |
| TOTAL FOR PROJ NO. 13SP.20124.80   | FROW 1003 TO E.U.W.  |  |  |  |   |  |   |   |  |   |   |  |  |   |   |                                   |
| 10 IAL FOR FROJ NO. 133F.20124.00  |  |  |  |  |   |  |   |   | L                                      |   |   | L  |  | <u> </u>                                    | L                                       |                                   |
| 13SP.20124.81 Burke 27 SR 1781   | FROM SR 1635 TO E.O.M.   |  |  |  |   |  |   |   |  |   |   |  |  |   |   |                                   |
| TOTAL FOR PROJ NO. 13SP.20124.81   |  |  | -  | 1  | -   |  |   | <del> </del>                                  | <del> </del>                           | <u> </u>  | 1                                       | <b></b>                                    | 1  | <del> </del>                                |   | <u> </u>                          |
|  |  |  |  | ····   | <del></del>   |  |   | <del></del>                                   | ·                                      | <b></b>   | 1                                       | ·  | т  | 1   | Г                                       | T                                 |
| 13SP.20124.82 Burke 28 SR 1717   | FROM US 70 TO E.O.M.   |  |  | <b>_</b>   |   |  |   |   | <del> </del>                           |   |   | <del> </del>                               | <del> </del>                               |   | 1                                       | <b> </b>                          |
| TOTAL FOR PROJ NO. 13SP.20124.82   |  |  |  |  |   |  |   |   | I                                      |   |   | <u> </u>                                   |  | <u>T</u>                                    |   |                                   |
| 13SP.20124.83 Burke 29 SR 2329   | FROM SR 1544 TO DEAD END   |  | T  | T  | 1   |  | 1   | 1   | T                                      | T   | T                                       |  |  | 1   |   |                                   |
| TOTAL FOR PROJ NO. 13SP.20124.83   | Section 15 to 15 t |  |  |  |   |  | <u> </u>                                      |   |  | I   |   |  |  |   |   |                                   |
|  |  |  |  |  |   |  |   |   | .1                                     |   | i v                                     |  |  |   | <u> </u>                                | <u> </u>                          |
| 13SP.20124.84 Burke 30 SR 1544   | FROM SR 1538 TO DEAD END   |  |  |  |   |  |   |   |  |   |   | 21,542<br>21,542                           | 21,542                                     | ļ   |   |                                   |
| TOTAL FOR PROJ NO. 13SP.20124.84   |  | +  | <del>                                     </del>             | 1,   |   |  |   |   |  |   |   |  | 21,542                                     |   |   |                                   |
|  |  | E0 07E   | 59,875   | 264  | 580   | 124  | 40  | 1 1   | 7                                      | 3   | 2                                       | 293 770                                    | 293,779                                    | 75  | 1 1                                     | 1 1                               |
| GRAND TOTAL  |  | 59,875   |  | 0,139  | 300   |  | 164   |   | <u> </u>                               | 12  |   |  | 7,558                                      | <u> </u>                                    | <del></del>                             | 2                                 |
|  |  |  |  |  |   |  |   |   |  |   |   |  |  |   |   |                                   |

13CR.012119, 13CR.012137, 13CR.10121.8, 13CR.20121.8, 13SP.20124.72, 13SP. 20124.73, 13SP. 20124.74, 13SP20124.75, 13SP. 20124.76, 13SP. 20124.77, 13SP. 20124.78, 13SP. 20124.79, 13SP. 20124.80, 13SP. 20124.81, 13SP. 20124.82, 13SP. 20124.83 & 13SP. 20124.84



HIGHWAYS

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DIVI

DRAWING FOR Y UNDIVIDED WARNING SIGNS

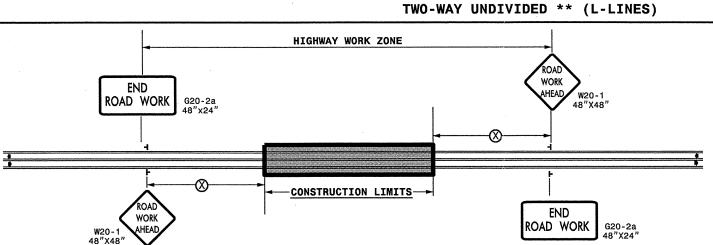
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WORK

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Z

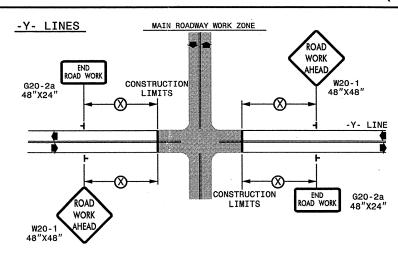
RALEIGH,



|                             | RECOMMENDED<br>Minimum<br>Sign Spacing |
|-----------------------------|--|
| POSTED SPEED LIMIT (M.P.H.) | ⊗                                      |
| ≤ 50                        | 500'                                   |
| ≥ 55                        | 1000'                                  |

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION

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

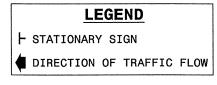


## **GENERAL NOTES**

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

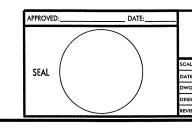
14-DEC-2010 16:37 \\DOT\DFSR00101\GR0UPS-WZTC snoreen AT WZTC244733

- \*\* TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.



SHEET 1 OF 1

DE.



| DETAIL   | . DRAV | VING  | FOR | TWO-V | VAY   |
|----------|--------|-------|-----|-------|-------|
| UNDIVID  | ED A   | ND UR | BAN | FREE  | WAYS  |
| ADVANCED | WORK   | ZONE  | WAR | NING  | SIGNS |
|          |        |       |     |       |       |

| NONE | " HOINEER |
|------|-----------|
|      |           |
|      |           |
|      |           |
| :    | CONT SOL  |

| REVISIONS    |       |  |  |  |  |
|--------------|-------|--|--|--|--|
| 7-98         | 10/01 |  |  |  |  |
| 1098         | 03/04 |  |  |  |  |
| 01/01        | 11/04 |  |  |  |  |
| CADD<br>FILE |       |  |  |  |  |

#### **GENERAL NOTES**

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

W26\_ICSP

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

## **LEGEND**

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





APPLICATION VEHICLE WITH LIGHT BAR



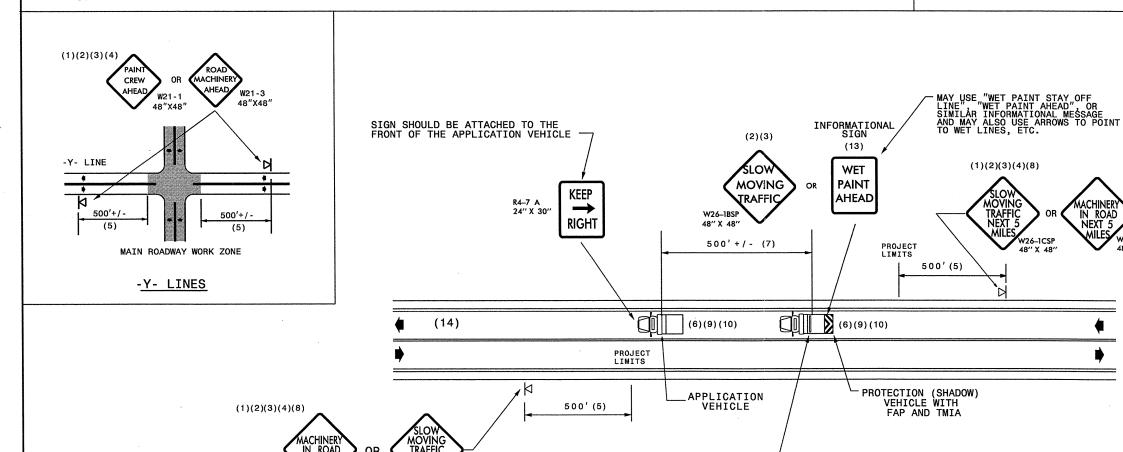
PROTECTION VEHICLE WITH TRUCK MOUNTED IMPACT ATTENUATOR (TMIA) AND LIGHT BAR (SEE ROADWAY STANDARD NO. 1165.01). TMIA MUST BE NCHRP-350 TEST LEVEL 3 (60+MPH)

IN ROAD NEXT 5

W21-3RSP



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



## MOVING OPERATION CARAVAN

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

DRAWING NUMBER 6 IMPLEMENTATION DATE: 07/01/97

REVISED: 11/03/04