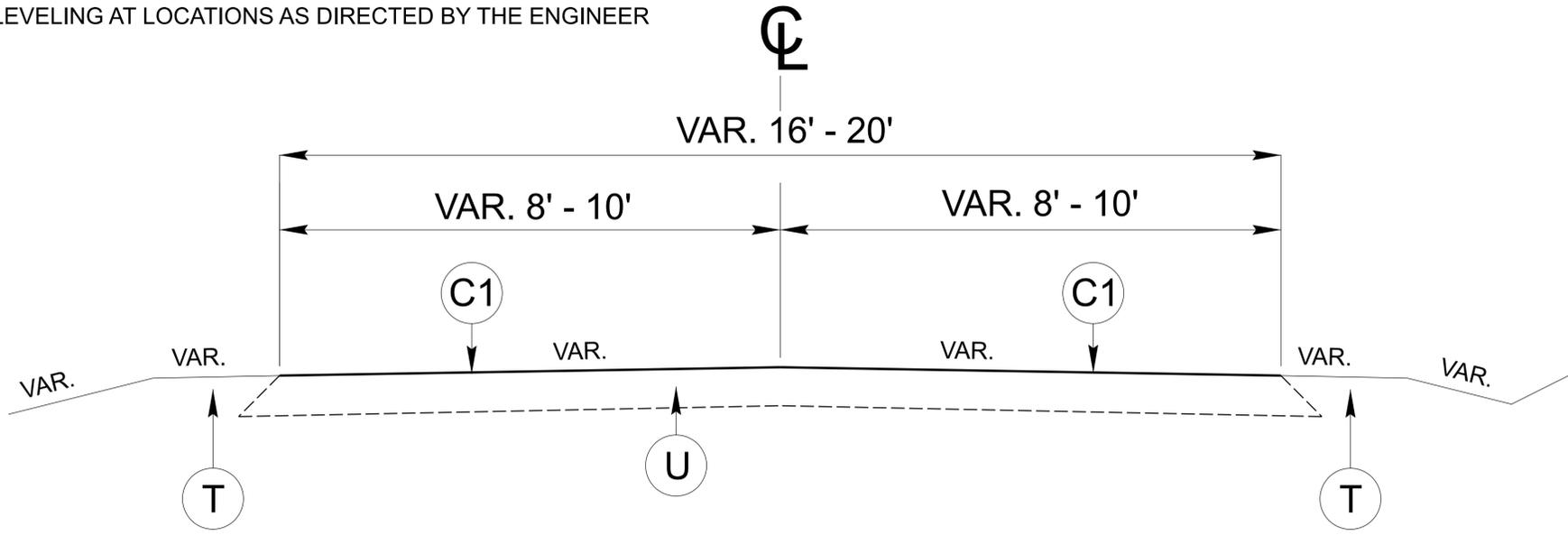


5/26/20

* "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.

* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER

*** LEVELING AT LOCATIONS AS DIRECTED BY THE ENGINEER



TYPICAL SECTION NO. 1

MAP 1 - SR 1114 GRANT HOUCK RD FROM SR 1112 TO NC 194

*** MAP 2 - SR 1128 CARL EASTRIDGE RD FROM NC 88 (WEST) TO NC 88 (EAST)

** MAP 3 - SR 1130 B C HUNTER RD FROM SR 1185 TO EOM

** (See Inset No.1A for additional info)

MAP 4 - SR 1169 CONLEY CHEEK RD FROM BRIDGE #334 TO SR 1176

** MAP 5 - SR 1185 DOLLAR RD FROM SR 1130 TO EOM

** (See Inset No.1A for additional info)

** MAP 6 - SR 1198 TOM PLESS RD FROM SR 1185 TO EOM

** (See Inset No.1A for additional info)

MAP 7 - SR 1208 LAUREL CREEK RD FROM NC 194 TO EOM

MAP 8 - SR 1209 TRACY RD FROM SR 1208 TO EOM

MAP 10 - SR 1292 B C HUNTER ROAD ACCESS RD FROM SR 1130 TO EOM

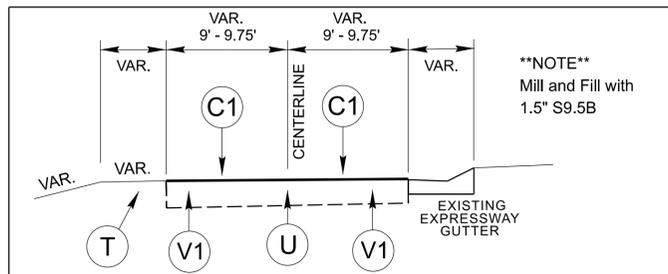
** MAP 11 - SR 1340 WEST MILL CREEK RD FROM NC 88 TO 2.15 MILES NORTH

** (See Typical No.3 for bridge overlay location)

MAP 12 - SR 1342 STAGGS CREEK RD FROM 0.36 MILES S. OF SR 1394 TO W. SIDE OF BRIDGE #53

MAP 13 - SR 1511 ASHE PARK RD FROM SR 1573 (N. MAIN ST) TO SR 1573 (OLD HWY 16)

MAP 18 - SR 1223 SPEAKS RD FROM US 221 BUS/NC 194 TO EOM



** INSET NO. 1A

NOTE - INSET NO.1A IS TO BE USED AT THE FOLLOWING LOCATIONS:

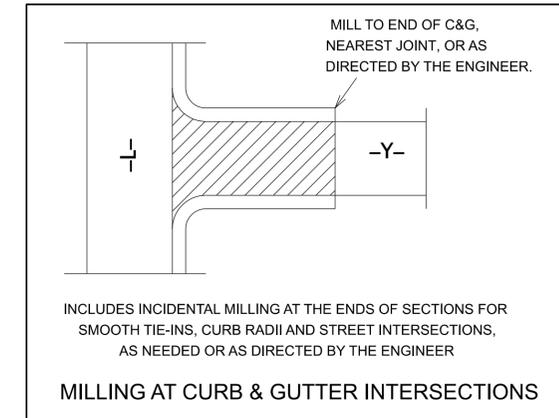
MAP 3 - MP 0.00 TO MP 0.18

MAP 5 - MP 0.00 TO MP 0.10

MAP 6 - MP 0.00 TO MP 0.05

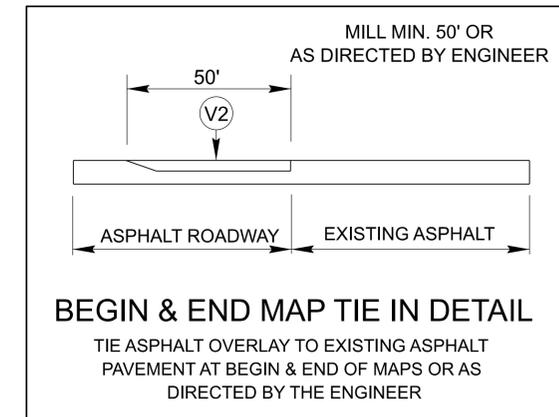
[NOTE: MP IS REFERENCED FROM GOINC MAPS]

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1 1/2"
V2	INCIDENTAL MILLING (See Tie in Detail)



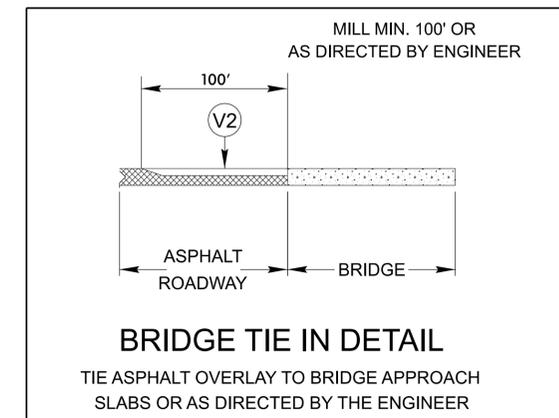
INCLUDES INCIDENTAL MILLING AT THE ENDS OF SECTIONS FOR SMOOTH TIE-INS, CURB RADII AND STREET INTERSECTIONS, AS NEEDED OR AS DIRECTED BY THE ENGINEER

MILLING AT CURB & GUTTER INTERSECTIONS



BEGIN & END MAP TIE IN DETAIL

TIE ASPHALT OVERLAY TO EXISTING ASPHALT PAVEMENT AT BEGIN & END OF MAPS OR AS DIRECTED BY THE ENGINEER



BRIDGE TIE IN DETAIL

TIE ASPHALT OVERLAY TO BRIDGE APPROACH SLABS OR AS DIRECTED BY THE ENGINEER

NOTE: TYPICALS ARE NOT TO SCALE

DK00463

001

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS



DIVISION ELEVEN

ASHE COUNTY

SECONDARY ROADS

2026 ASPHALT RESURFACING



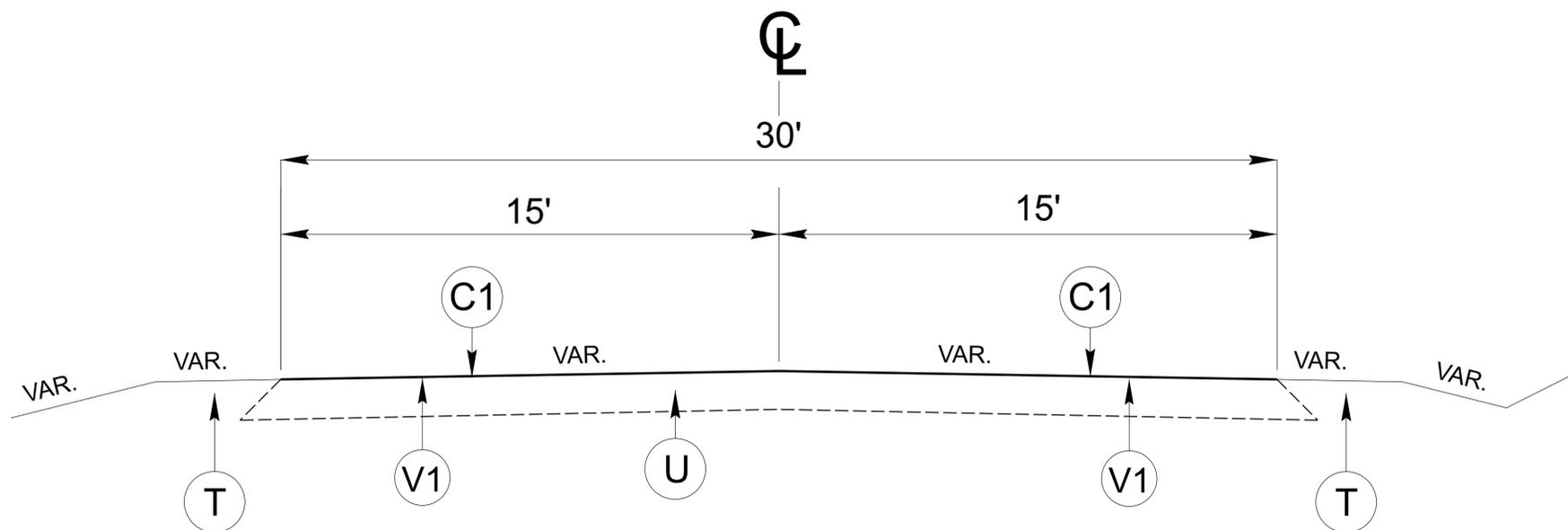
DATE: 1/6/2026

PREPARED BY: DLH

REVISIONS

5/26/20

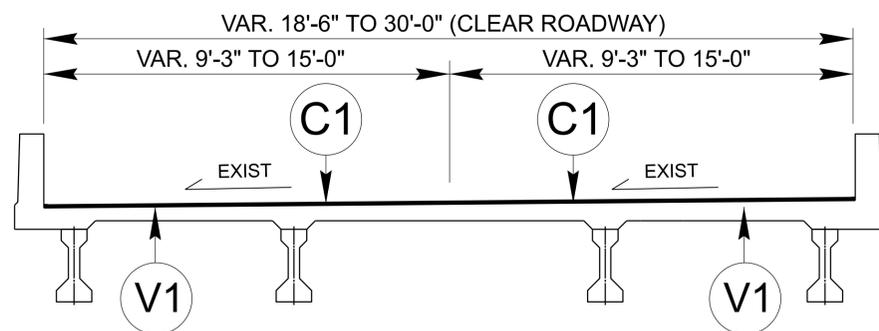
* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER



TYPICAL SECTION NO. 2

** MAP 9 - SR 1291 B C HUNTER RD FROM NC 88 TO SR 1185

** (See Typical No.3 for bridge overlay location)



NOTE: EXISTING BRIDGE SUPERSTRUCTURES #449, & 56

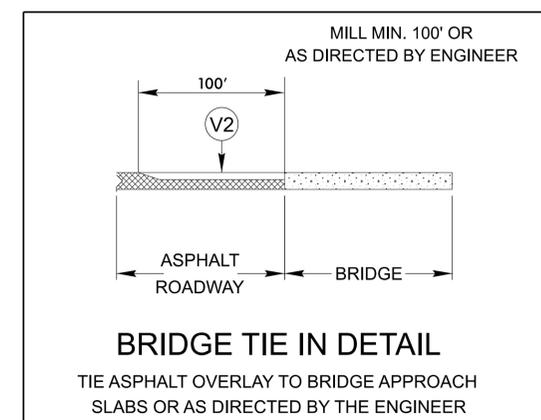
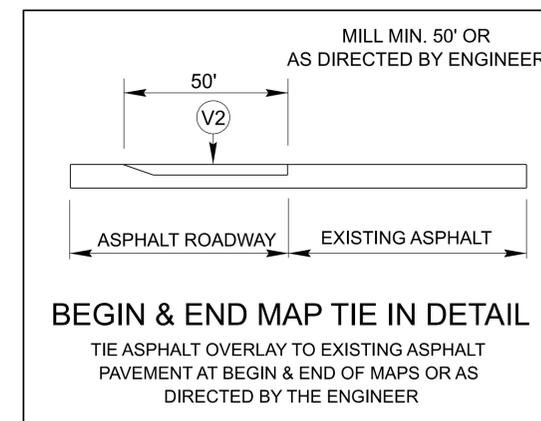
TYPICAL SECTION NO. 3

MAP 9 - SR 1291 FROM MP 0.015 TO 0.035

MAP 11 - SR 1340 FROM MP 0.070 TO 0.135

[NOTE: MP IS REFERENCED FROM GOINC MAPS]

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1 1/2"
V2	INCIDENTAL MILLING (See Tie in Detail)



NOTE: TYPICALS ARE NOT TO SCALE

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NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS



DIVISION ELEVEN

ASHE COUNTY

SECONDARY ROADS

2026
ASPHALT
RESURFACING



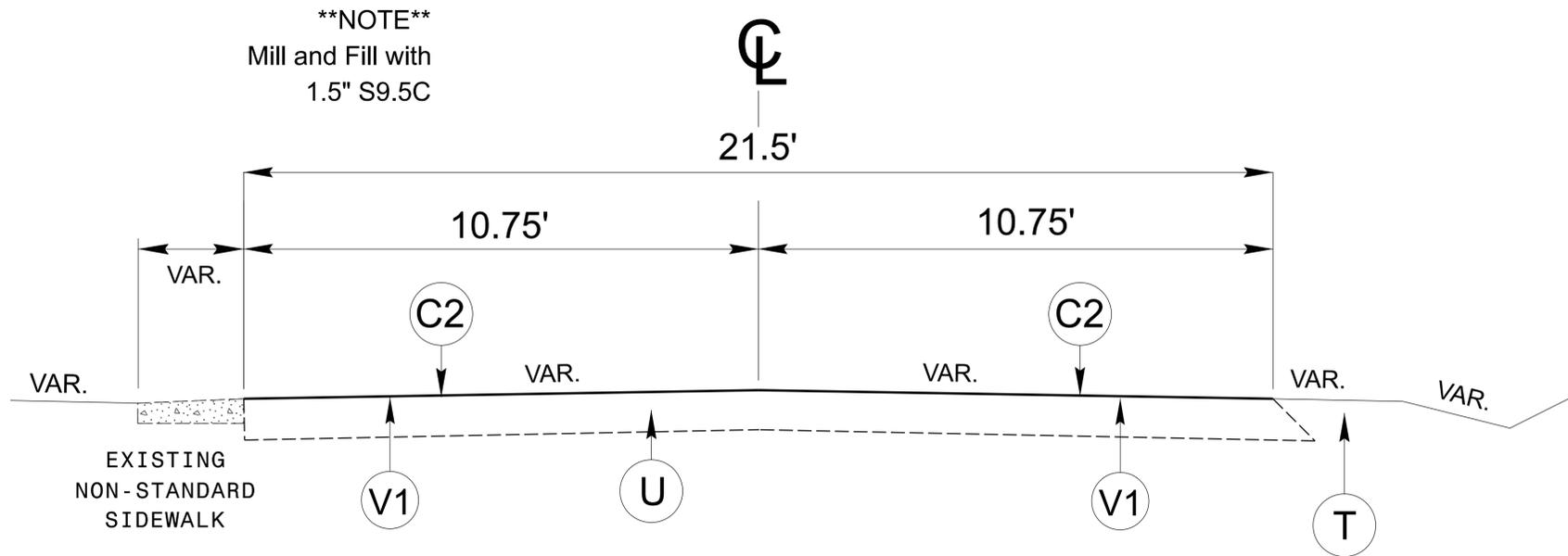
DATE: 1/6/2026

PREPARED BY: DLH

REVISIONS

5/26/20

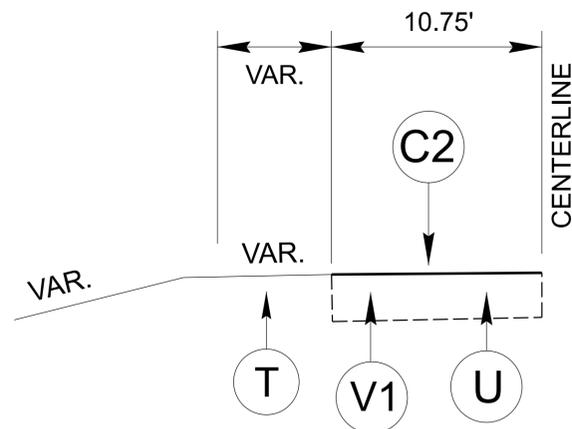
* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER



TYPICAL SECTION NO. 4

** MAP 14 - SR 1573 N. MAIN ST (OLD 16) FROM NC 88 TO SR 1511

**** Note:** An asphalt ditch is present on map 14 from MP 0.66 - 0.89 (RT Shld). The contractor is to clean the ditch and refer to the corresponding detail for resurfacing guidance as directed by the engineer.

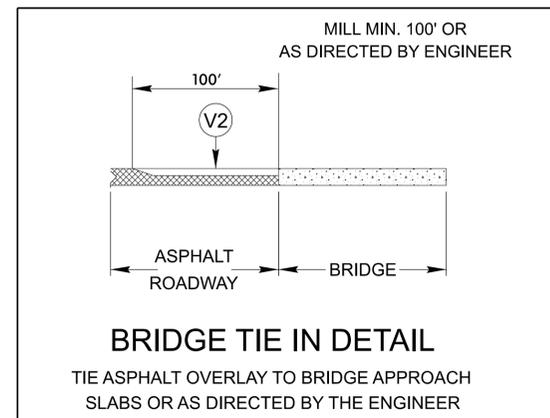
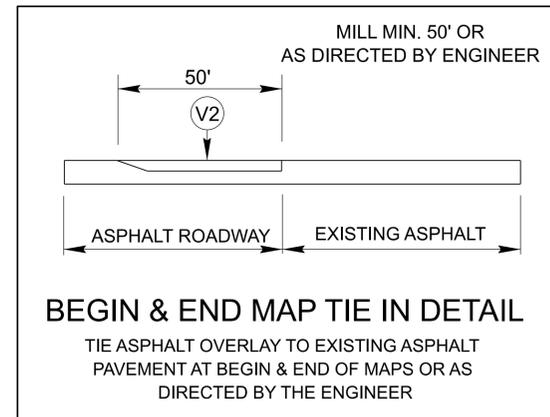
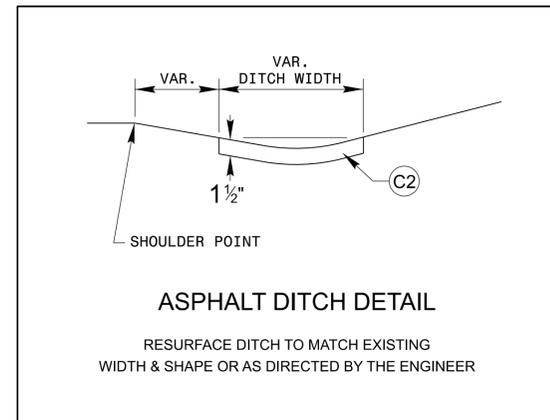


** INSET NO. 4A

NOTE - INSET NO. 4A IS TO BE USED AT THE FOLLOWING LOCATION:
MAP 14 - MP 0.66 - 0.89 (LT SHLD)

[NOTE: MP IS REFERENCED FROM GOINC MAPS]

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1 ½"
V2	INCIDENTAL MILLING (See Tie in Detail)



NOTE: TYPICALS ARE NOT TO SCALE

DK00463

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NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS



DIVISION ELEVEN

ASHE COUNTY

SECONDARY ROADS

2026 ASPHALT RESURFACING

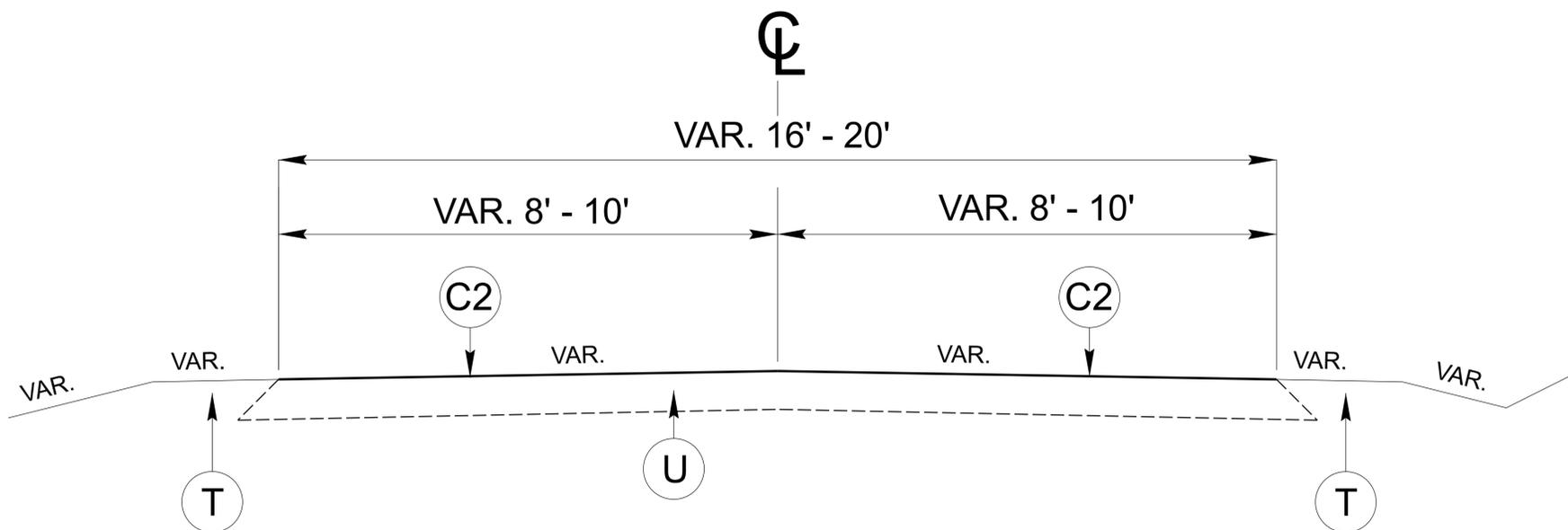


DATE: 1/6/2026
PREPARED BY: DLH

REVISIONS

5/26/20

* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER



TYPICAL SECTION NO. 5

** MAP 15 - SR 1134 EAST BUCK MOUNTAIN RD. FROM US 221 BUS./NC 194 TO SR 1133

** (See Inset No.5A and No.5B for additional info)

MAP 16 - SR 1133 BUCK MOUNTAIN RD FROM SR 1134 TO EOM

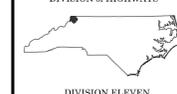
MAP 17 - SR 1226 BARNETT ST. FROM SR 1134 TO EOM

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1 ½"
V2	INCIDENTAL MILLING (See Tie in Detail)

DK00463

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NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS



DIVISION ELEVEN

ASHE COUNTY

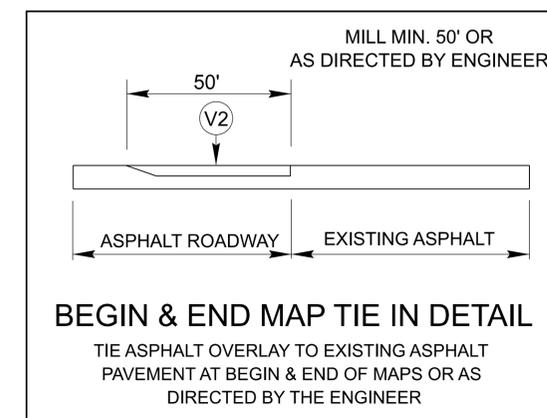
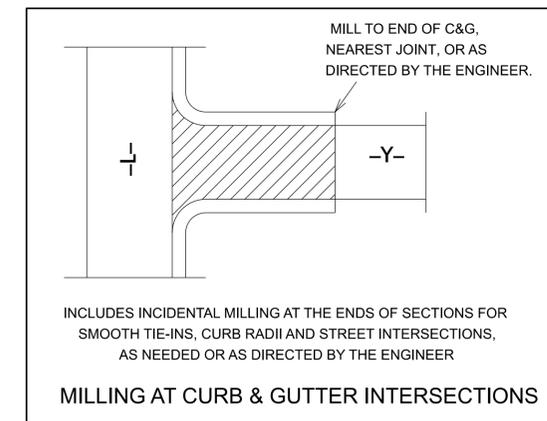
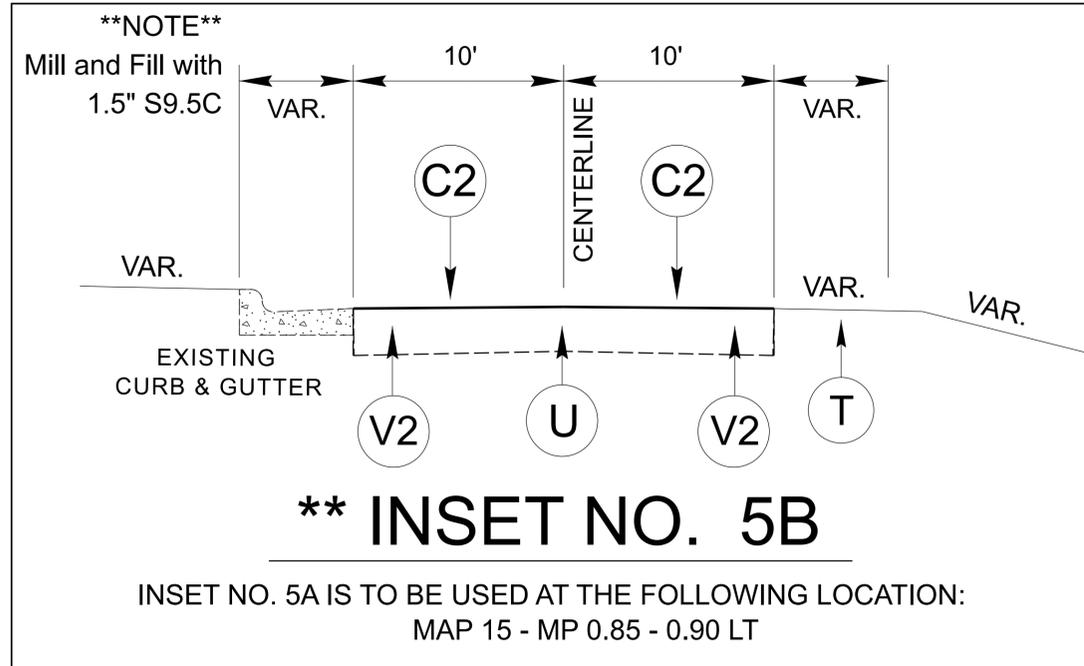
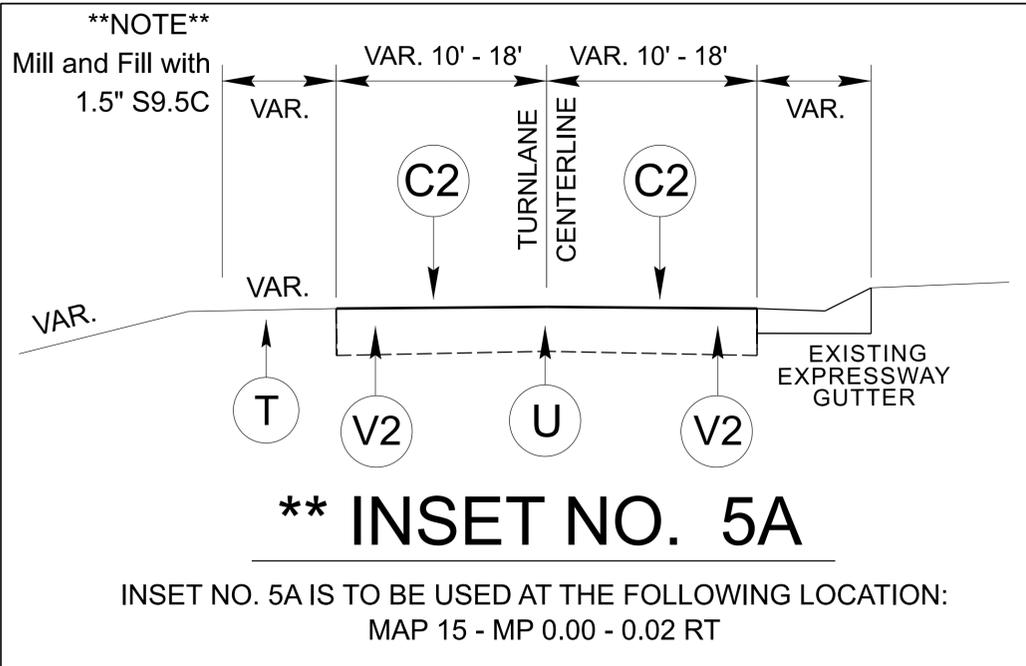
SECONDARY ROADS

2026 ASPHALT RESURFACING



DATE: 1/6/2026

PREPARED BY: DLH



[NOTE: MP IS REFERENCED FROM GO!NC MAPS]

NOTE: TYPICALS ARE NOT TO SCALE

REVISIONS

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1520000000-E	1523000000-E	1575000000-E	1704000000-E	1880000000-E	2830000000-N	2845000000-N	7444000000-E
												INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1 1/2" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	LEVELING COURSE, TYPE S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	GENERIC PAVING ITEM, RESURFACE EXISTING ASPHALT PAVED DITCH	ADJUST MANHOLES	ADJUST METER OR VALVE BOX	INDUCTIVE LOOP SAWCUT
												TONS	SMI	TON	SY	SY	TONS	TON	TONS	TONS	TONS	EA	EA	LF	
2026CPT.11.06.20051	Ashe	1	SR-1114 / GRANT HOUCK ROAD	FROM SR 1112 (WOODSTOWN ROAD) TO NC 194	1	2	2WU	0.700	19	0.000	0.700	21	1.4	385		215	713			46					
2026CPT.11.06.20051	Ashe	2	SR-1128 / CARL EASTRIDGE ROAD	FROM NC 88 (WEST END) TO NC 88 (EAST END)	1	2	2WU	1.000	19	0.000	1.000	30	2.0	550		240	1,018	245		86	80				
2026CPT.11.06.20051	Ashe	3	SR-1130 / B C HUNTER ROAD	FROM SR 1185 (DOLLAR ROAD) TO EOM (END OF PAVEMENT)	1	2	2WU	0.490	19.5	0.000	0.490	15	1.0	270	2,289		512			33					
2026CPT.11.06.20051	Ashe	4	SR-1169 / CONLEY CHEEK ROAD	FROM BRIDGE # 334 TO SR 1176 (ROCK QUARRY ROAD)	1	2	2WU	1.320	18.5	5.240	6.560	40	2.6	726		824	1,309			85					
2026CPT.11.06.20051	Ashe	5	SR-1185 / DOLLAR ROAD	FROM SR 1130 (B C HUNTER ROAD) TO END OF PAVEMENT	1	2	2WU	0.200	18	0.000	0.200	12	0.4	110	993		226			15					
2026CPT.11.06.20051	Ashe	6	SR-1198 / TOM PLESS ROAD	FROM SR 1185 (DOLLAR ROAD) TO END OF PAVEMENT	1	2	2WU	0.260	19	0.000	0.260	10	0.5	143	549		265			17					
2026CPT.11.06.20051	Ashe	7	SR-1208 / LAUREL CREEK ROAD	FROM NC 194 TO END OF PAVEMENT (EOM)	1	2	2WU	0.860	18.5	0.000	0.860	39	1.7	473		106	886			58					
2026CPT.11.06.20051	Ashe	8	SR-1209 / TRACY ROAD	FROM SR 1208 (LAUREL CREEK ROAD) TO END OF PAVEMENT (EOM)	1	2	2WU	0.240	16.5	0.000	0.240	7	0.5	132			245			16					
2026CPT.11.06.20051	Ashe	9	SR-1291 / B C HUNTER ROAD	FROM NC 88 TO SR 1185 (DOLLAR ROAD)	2, 3	2	2WU	0.060	30	0.000	0.060		0.1	33	1,195		129			8					
2026CPT.11.06.20051	Ashe	10	SR-1292 / B C HUNTER ACCESS ROAD	FROM SR 1130 TO END OF PAVEMENT (EOM)	1	2	2WU	0.090	16	0.000	0.090	10	0.2	50			77			5					
2026CPT.11.06.20051	Ashe	11	SR-1340 / WEST MILL CREEK ROAD	FROM NC 88 TO 2.15 MILES NORTH	1, 3	2	2WU	2.150	18.5	0.000	2.150	65	4.3	1,183		1,375	2,132			139					
2026CPT.11.06.20051	Ashe	12	SR-1342 / STAGGS CREEK ROAD	FROM 0.36 MILES SOUTH SR 1394 (GLENN MILLER ROAD) TO THE WEST SIDE OF BRIDGE # 53	1	2	2WU	0.820	20	1.600	2.420	25	1.6	451		233	912			59					
2026CPT.11.06.20051	Ashe	13	SR-1511 / ASHE PARK ROAD	FROM SR 1573 (NORTH MAIN STREET) TO SR 1573 (OLD HWY 16)	1	2	2WU	1.160	18	0.000	1.160	35	2.3	638		240	1,119			73					
2026CPT.11.06.20051	Ashe	14	SR-1573 / NORTH MAIN STREET (OLD 16)	FROM NC 88 TO SR 1511 (ASHE PARK ROAD)	4	2	2WU	0.910	21.5	0.000	0.910	27	0.2		11,226			1,067		63		80.00	24	4	146
2026CPT.11.06.20051	Ashe	15	SR-1134 / EAST BUCK MOUNTAIN ROAD	FROM US221 BUS./NC194 TO SR 1133 (RAY TAYLOR ROAD)	5	2	2WU	0.900	20	0.000	0.900	27	1.9			1,550			1,148	68			8	6	146
2026CPT.11.06.20051	Ashe	16	SR-1133 / BUCK MOUNTAIN ROAD	FROM SR 1134 EAST BUCK MOUNTAIN ROAD TO END OF PAVEMENT	5	2	2WU	1.570	19	0.900	2.470	47	3.1	864		550			1,628	104	158			2	
2026CPT.11.06.20051	Ashe	17	SR-1226 / BARNETT STREET	FROM SR 1134 (BUCK MT ROAD) TO END OF MAINTENANCE	5	2	2WU	0.200	16	0.000	0.200	6	0.4	110					198	12			2		
2026CPT.11.06.20051	Ashe	18	SR-1223 / SPEAKS ROAD	FROM US221 BUS./NC 194 TO END OF MAINTENANCE	1	2	2WU	0.220	17	0.000	0.220	7	0.4	121		129	201			13			2		
TOTAL FOR PROJ NO. 2026CPT.11.06.20051								13.150				423	24.7	6,239	16,252	5,462	9,744	245	4,041	900	238	80.00	36	12	292
GRAND TOTAL								13.150				423	24.7	6,239	16,252	5,462	9,744	245	4,041	900	238	80.00	36	12	292

MILE POST MAPS

PROJECT NO.	SHEET NO.
DK00463	6

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4725000000-E	4890000000-E			4895000000-N
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	THERMOPLASTIC LEFT ARROW, 90 MIL	GENERIC MARKING ITEM HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, 4", 65 MIL	GENERIC MARKING ITEM HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, 12", 65 MIL	GENERIC MARKING ITEM HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, 8", 65 MIL	GENERIC PAVEMENT MARKING ITEM, POLYCARBONATE H-SHAPED MARKER
												SF	EA	LF	LF	LF	EA
2026CPT.11.06.20051	Ashe	1	SR-1114 / GRANT HOUCK ROAD	FROM SR 1112 (WOODSTOWN ROAD) TO NC 194	1	2	2WU	0.7	19	0	0.7	112		14,784			
2026CPT.11.06.20051	Ashe	2	SR-1128 / CARL EASTRIDGE ROAD	FROM NC 88 (WEST END) TO NC 88 (EAST END)	1	2	2WU	1	19	0	1	176		21,120			
2026CPT.11.06.20051	Ashe	3	SR-1130 / B C HUNTER ROAD	FROM SR 1185 (DOLLAR ROAD) TO EOM (END OF PAVEMENT)	1	2	2WU	0.49	19.5	0	0.49	32					
2026CPT.11.06.20051	Ashe	4	SR-1169 / CONLEY CHEEK ROAD	FROM BRIDGE # 334 TO SR 1176 (ROCK QUARRY ROAD)	1	2	2WU	1.32	18.5	5.24	6.56	176		27,878			
2026CPT.11.06.20051	Ashe	5	SR-1185 / DOLLAR ROAD	FROM SR 1130 (B C HUNTER ROAD) TO END OF PAVEMENT	1	2	2WU	0.2	18	0	0.2	32					
2026CPT.11.06.20051	Ashe	6	SR-1198 / TOM PLESS ROAD	FROM SR 1185 (DOLLAR ROAD) TO END OF PAVEMENT	1	2	2WU	0.26	19	0	0.26	32					
2026CPT.11.06.20051	Ashe	7	SR-1208 / LAUREL CREEK ROAD	FROM NC 194 TO END OF PAVEMENT (EOM)	1	2	2WU	0.86	18.5	0	0.86	112					
2026CPT.11.06.20051	Ashe	8	SR-1209 / TRACY ROAD	FROM SR 1208 (LAUREL CREEK ROAD) TO END OF PAVEMENT (EOM)	1	2	2WU	0.24	16.5	0	0.24	64					
2026CPT.11.06.20051	Ashe	9	SR-1291 / B C HUNTER ROAD	FROM NC 88 TO SR 1185 (DOLLAR ROAD)	2,3	2	2WU	0.06	30	0	0.06	64					
2026CPT.11.06.20051	Ashe	10	SR-1292 / B C HUNTER ACCESS ROAD	FROM SR 1130 TO END OF PAVEMENT (EOM)	1	2	2WU	0.09	16	0	0.09	16					
2026CPT.11.06.20051	Ashe	11	SR-1340 / WEST MILL CREEK ROAD	FROM NC 88 TO 2.15 MILES NORTH	1,3	2	2WU	2.15	18.5	0	2.15	198		45,408			
2026CPT.11.06.20051	Ashe	12	SR-1342 / STAGGS CREEK ROAD	FROM 0.36 MILES SOUTH SR 1394 (GLENN MILLER ROAD) TO THE WEST SIDE OF BRIDGE # 53	1	2	2WU	0.82	20	1.6	2.42	112		17,318			
2026CPT.11.06.20051	Ashe	13	SR-1511 / ASHE PARK ROAD	FROM SR 1573 (NORTH MAIN STREET) TO SR 1573 (OLD HWY 16)	1	2	2WU	1.16	18	0	1.16	176		24,499			
2026CPT.11.06.20051	Ashe	14	SR-1573 / NORTH MAIN STREET (OLD 16)	FROM NC 88 TO SR 1511 (ASHE PARK ROAD)	4	2	2WU	0.91	21.5	0	0.91	112		19,219	15		65
2026CPT.11.06.20051	Ashe	15	SR-1134 / EAST BUCK MOUNTAIN ROAD	FROM US221 BUS./NC194 TO SR 1133 (RAY TAYLOR ROAD)	5	2	2WU	0.9	20	0	0.9	112	2	22,485	15	150	
2026CPT.11.06.20051	Ashe	16	SR-1133 / BUCK MOUNTAIN ROAD	FROM SR 1134 EAST BUCK MOUNTAIN ROAD TO END OF PAVEMENT	5	2	2WU	1.57	19	0.9	2.47			33,158			
2026CPT.11.06.20051	Ashe	17	SR-1226 / BARNETT STREET	FROM SR 1134 (BUCK MT ROAD) TO END OF MAINTENANCE	5	2	2WU	0.2	16	0	0.2						
2026CPT.11.06.20051	Ashe	18	SR-1223 / SPEAKS ROAD	FROM US221 BUS./NC 194 TO END OF MAINTENANCE	1	2	2WU	0.22	17	0	0.22						
TOTAL FOR PROJ NO. 2026CPT.11.06.20051								13.15				1,526	2	225,869	30	150	65
GRAND TOTAL								13.15				1,526	2	225,869	30	150	65

MILE POST MAPS

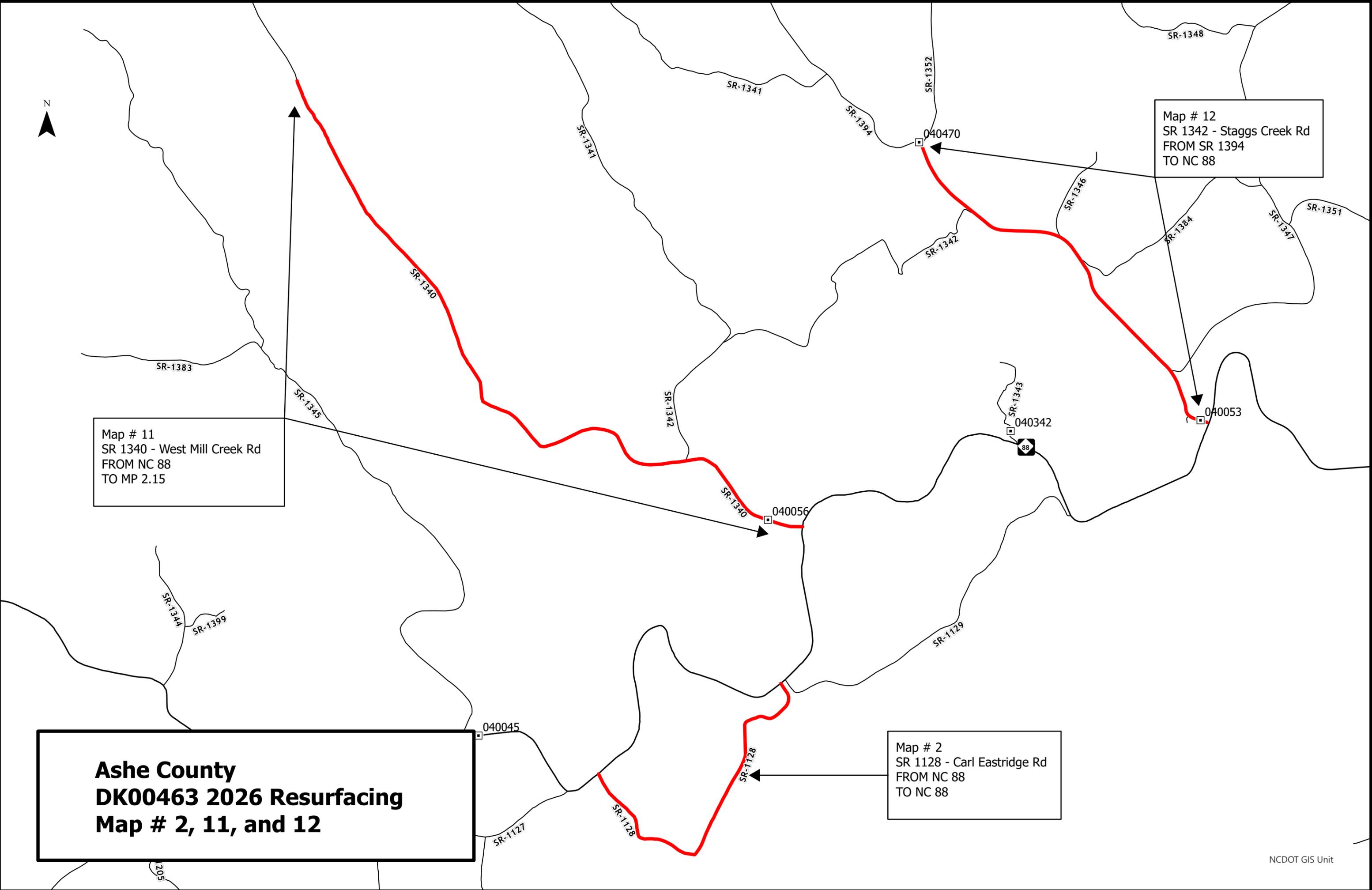


Map # 12
SR 1342 - Staggs Creek Rd
FROM SR 1394
TO NC 88

Map # 11
SR 1340 - West Mill Creek Rd
FROM NC 88
TO MP 2.15

Map # 2
SR 1128 - Carl Eastridge Rd
FROM NC 88
TO NC 88

**Ashe County
DK00463 2026 Resurfacing
Map # 2, 11, and 12**



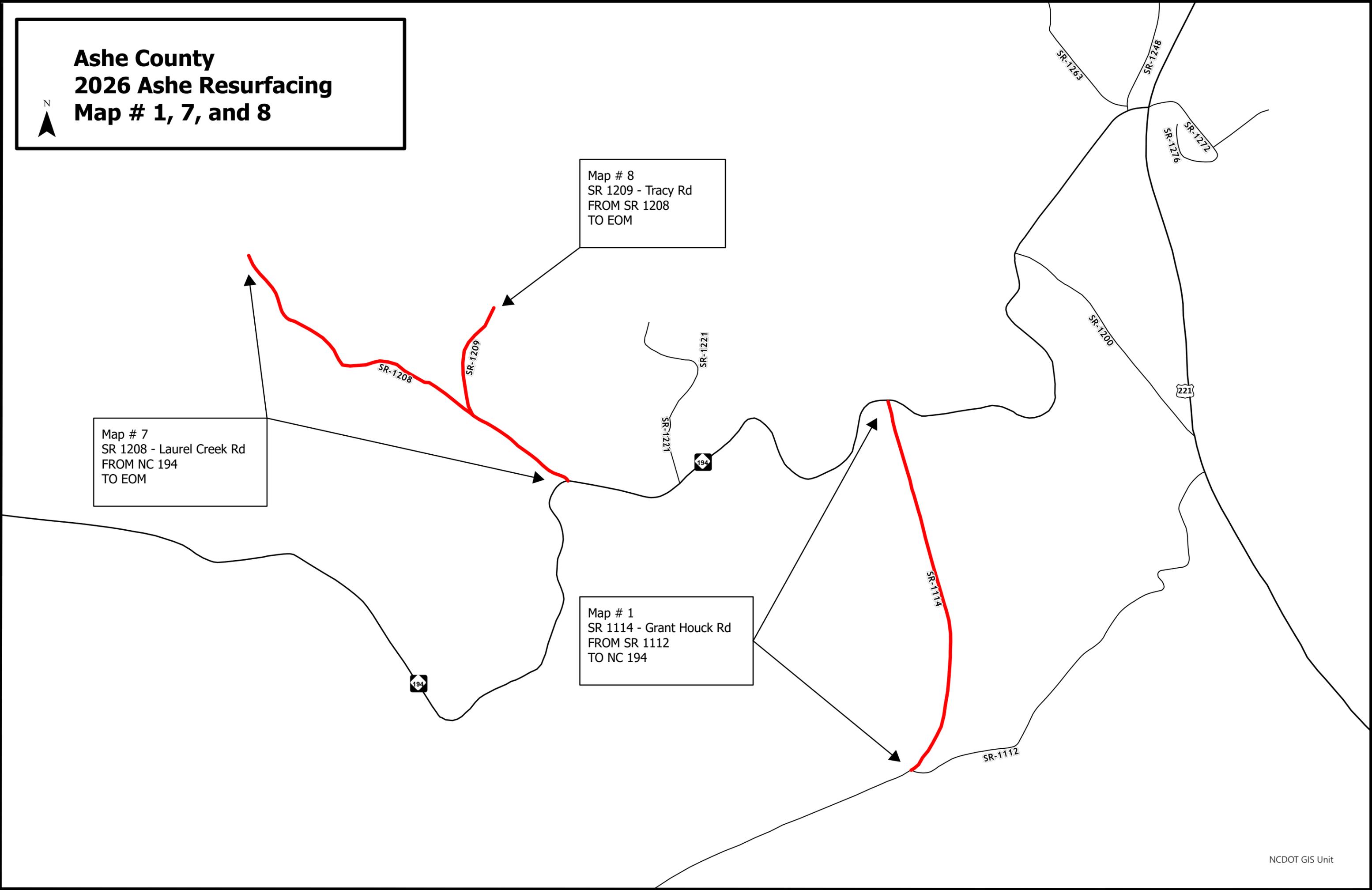
Ashe County 2026 Ashe Resurfacing Map # 1, 7, and 8

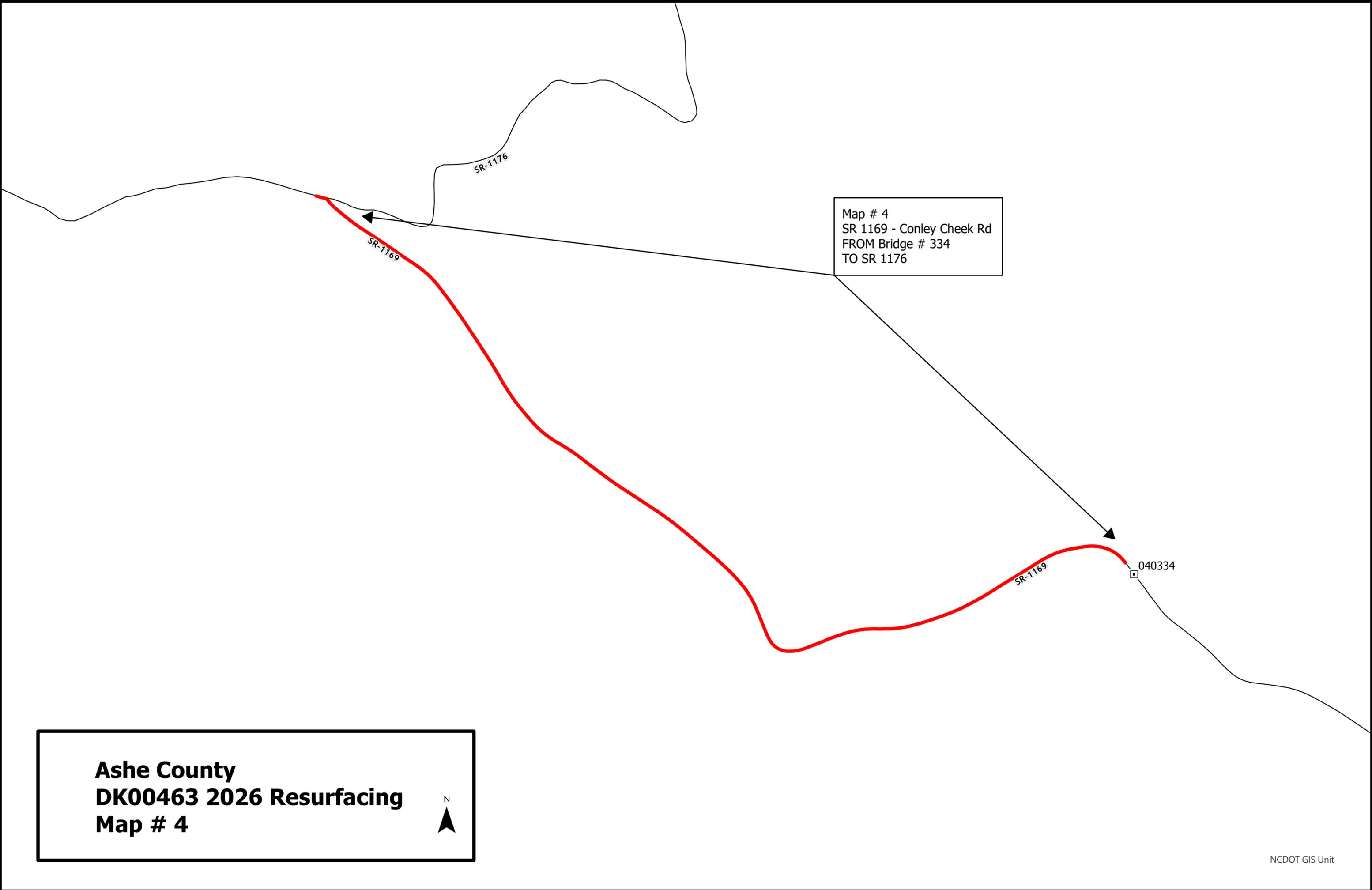


Map # 8
SR 1209 - Tracy Rd
FROM SR 1208
TO EOM

Map # 7
SR 1208 - Laurel Creek Rd
FROM NC 194
TO EOM

Map # 1
SR 1114 - Grant Houck Rd
FROM SR 1112
TO NC 194





Map # 4
SR 1169 - Conley Cheek Rd
FROM Bridge # 334
TO SR 1176

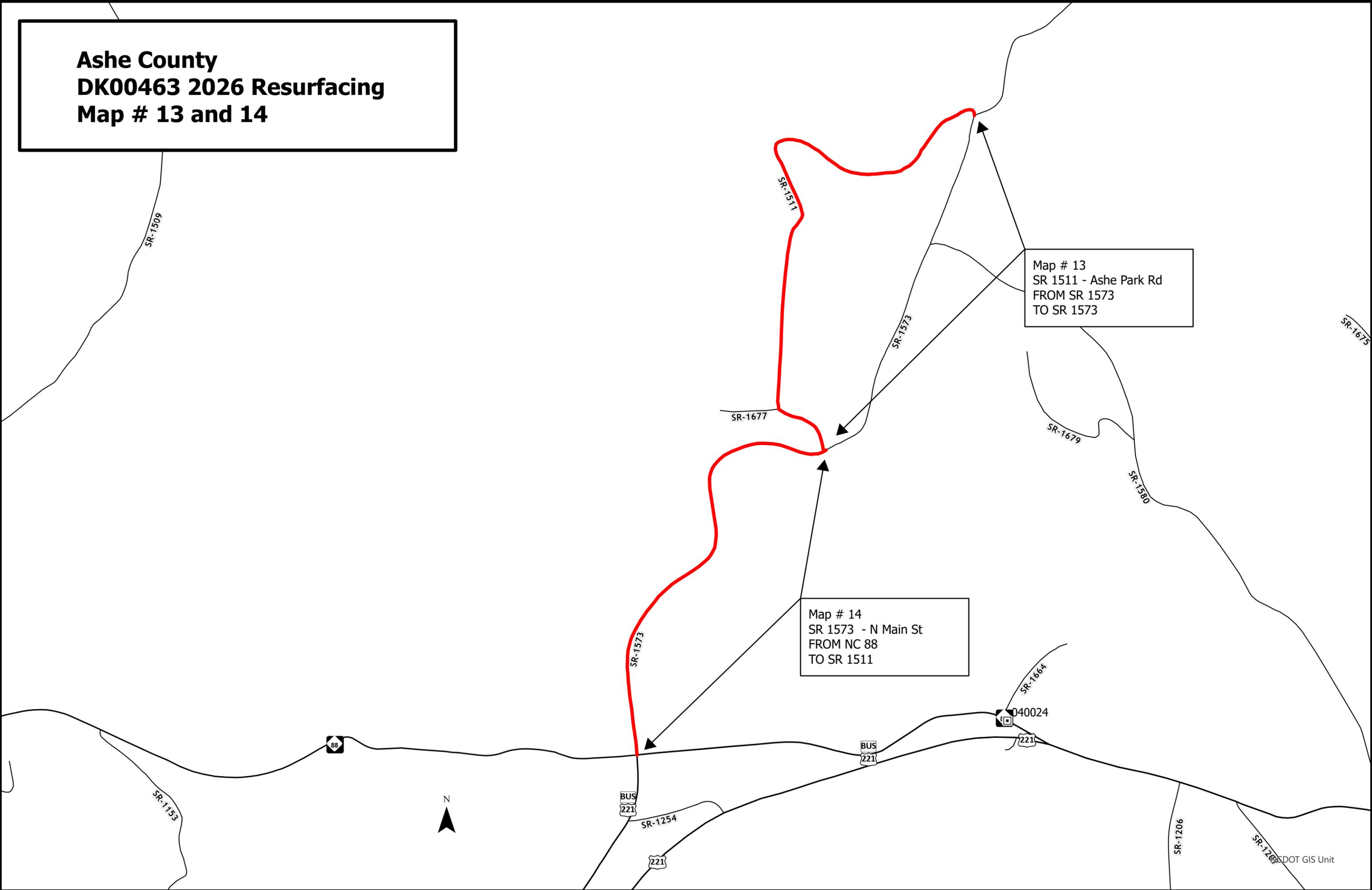
Ashe County
DK00463 2026 Resurfacing
Map # 4



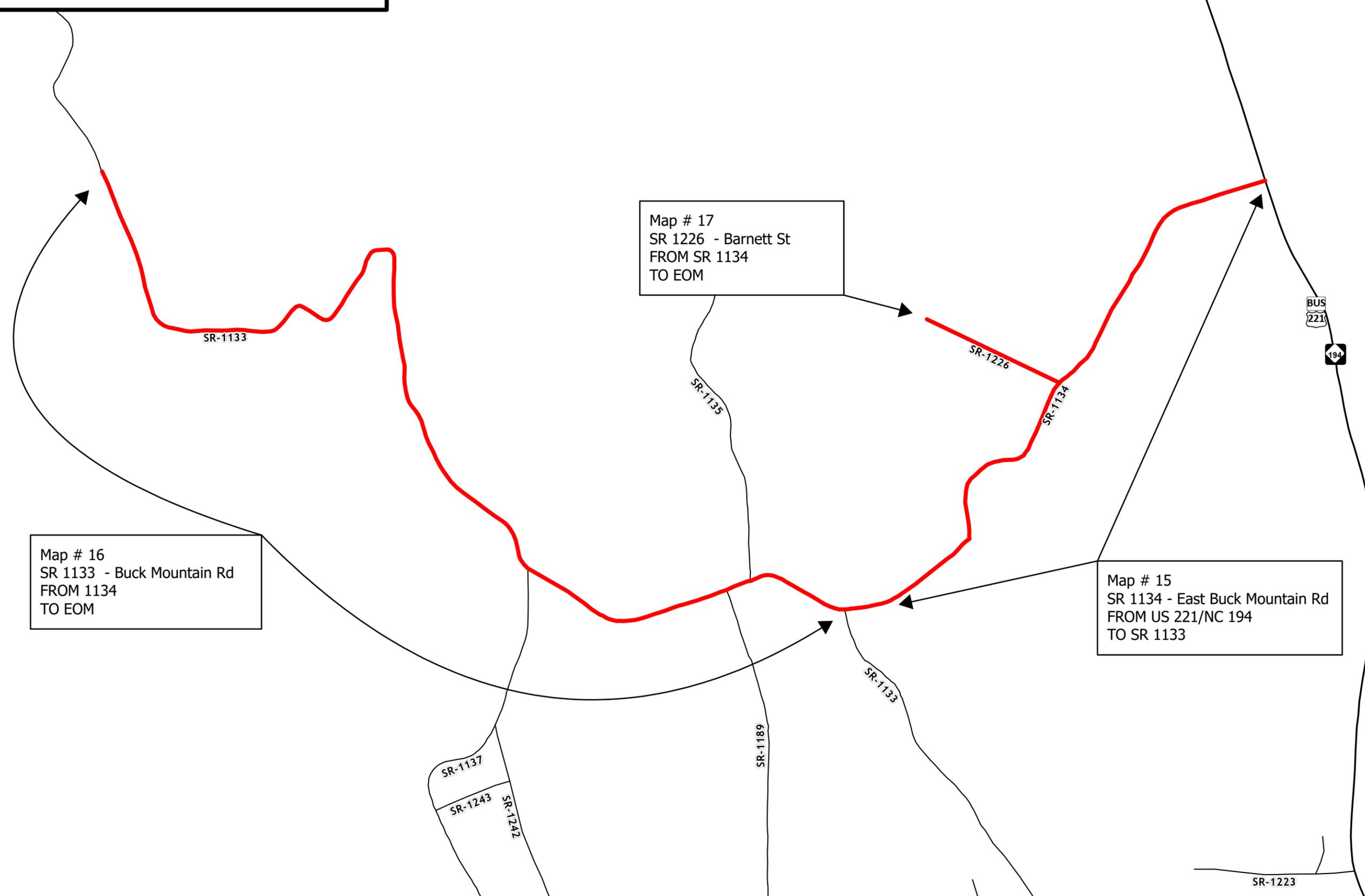
**Ashe County
DK00463 2026 Resurfacing
Map # 13 and 14**

Map # 13
SR 1511 - Ashe Park Rd
FROM SR 1573
TO SR 1573

Map # 14
SR 1573 - N Main St
FROM NC 88
TO SR 1511



**Ashe County
DK00463 2026 Resurfacing
Map # 15, 16, and 17**



Map # 17
SR 1226 - Barnett St
FROM SR 1134
TO EOM

Map # 16
SR 1133 - Buck Mountain Rd
FROM 1134
TO EOM

Map # 15
SR 1134 - East Buck Mountain Rd
FROM US 221/NC 194
TO SR 1133

Map # 10
SR 1292 - B C Hunter Access Rd
FROM SR 1130
TO EOM

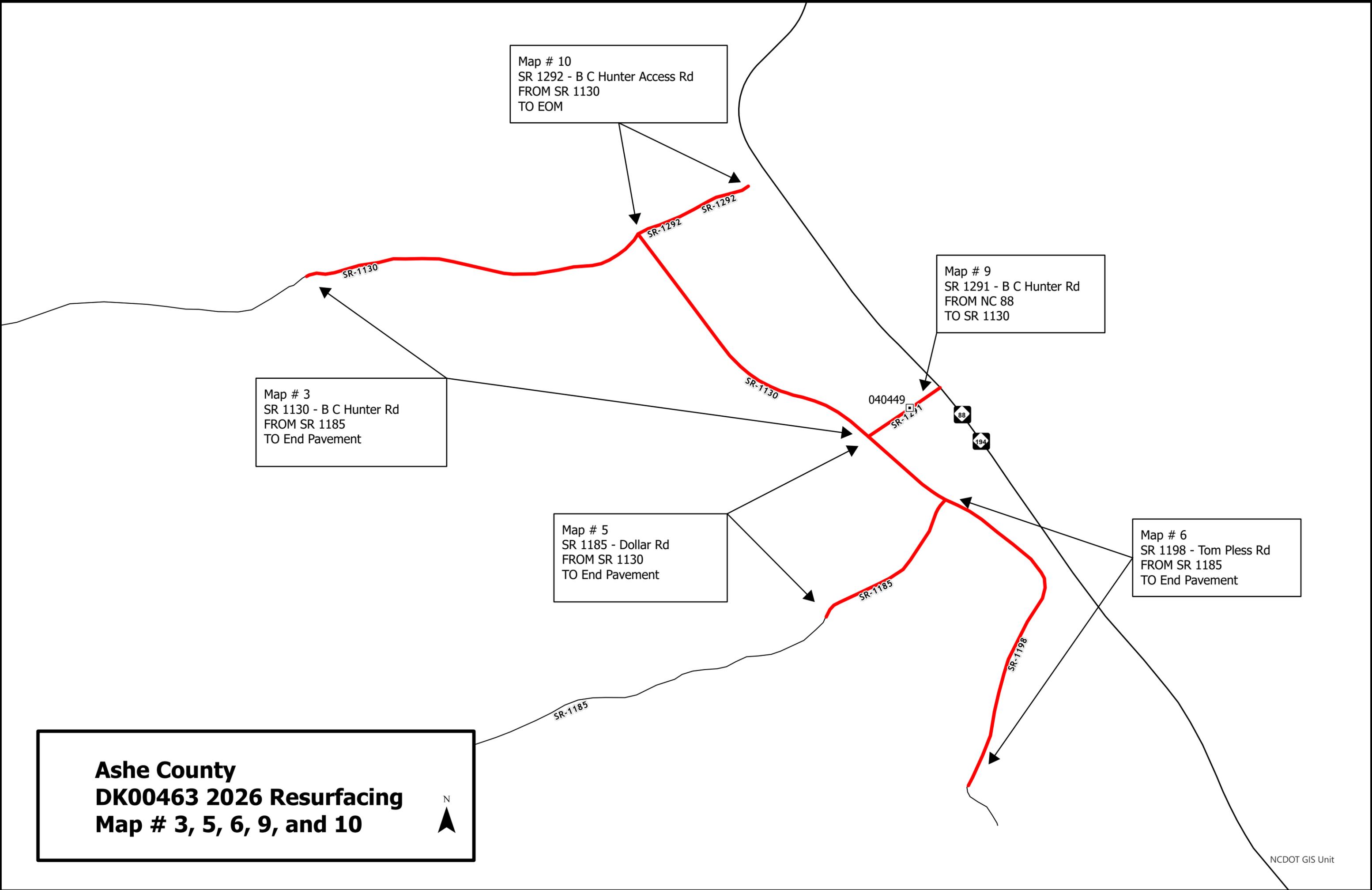
Map # 9
SR 1291 - B C Hunter Rd
FROM NC 88
TO SR 1130

Map # 3
SR 1130 - B C Hunter Rd
FROM SR 1185
TO End Pavement

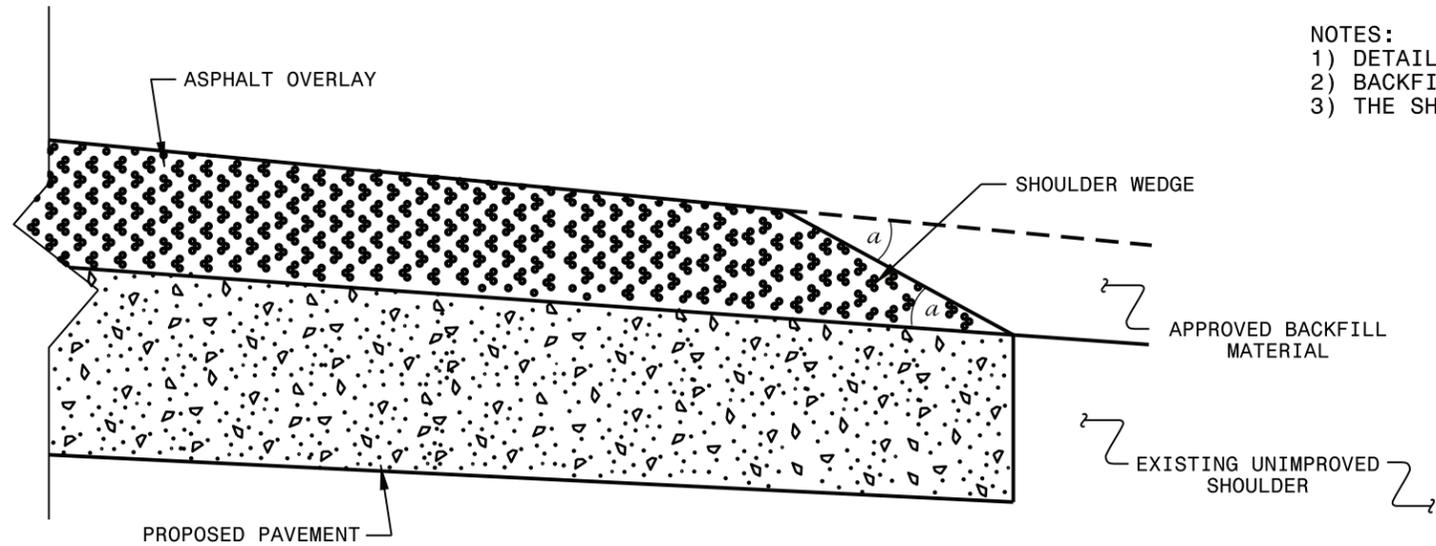
Map # 5
SR 1185 - Dollar Rd
FROM SR 1130
TO End Pavement

Map # 6
SR 1198 - Tom Pless Rd
FROM SR 1185
TO End Pavement

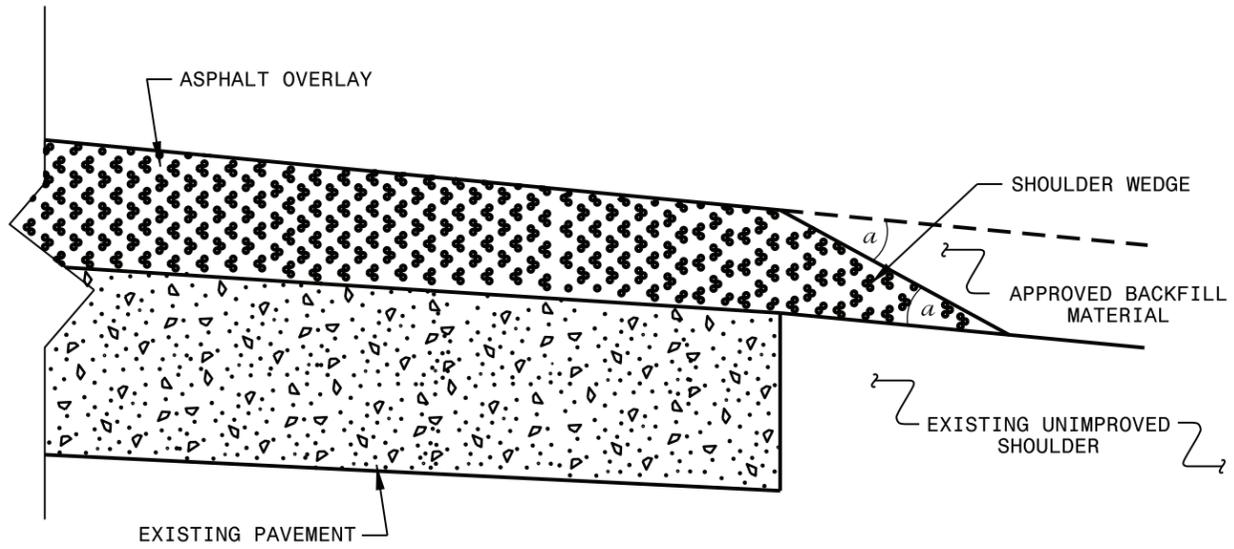
**Ashe County
DK00463 2026 Resurfacing
Map # 3, 5, 6, 9, and 10**



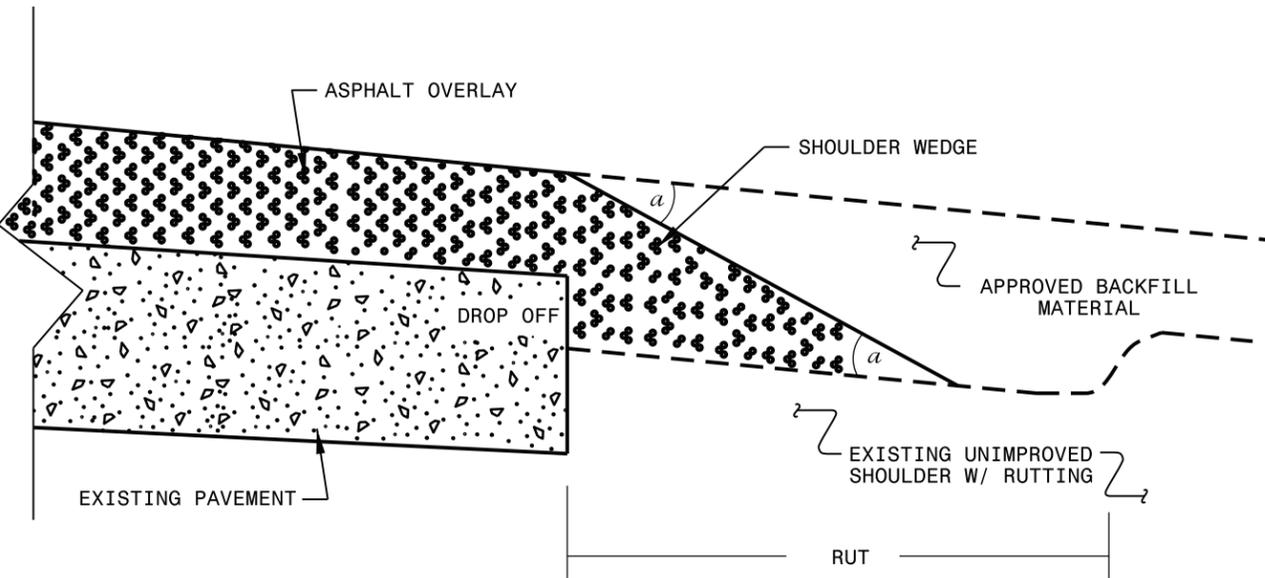
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

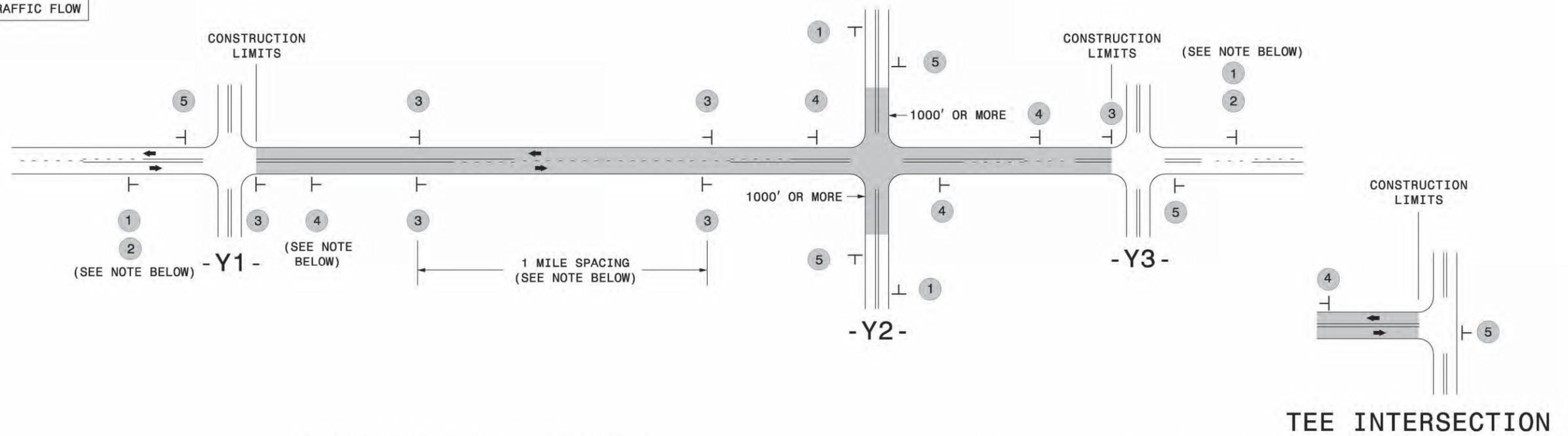
- SHOULDER WEDGE ANGLE = 30°

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

SYSTEMS DESIGN
 USER NAME

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

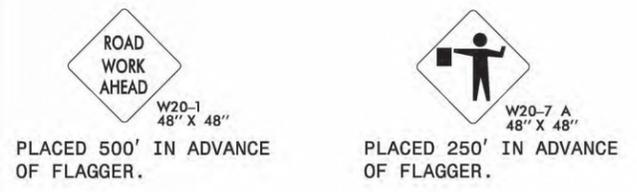


SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.		
	2	 <small>W7-3aP 24" X 18"</small>	#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)		
	3	 <small>SP 13107 48" X 48"</small>	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.		
	4	 <small>SP 13106 48" X 48"</small>	- 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	 <small>G20-2 A 48" X 24"</small>	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, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

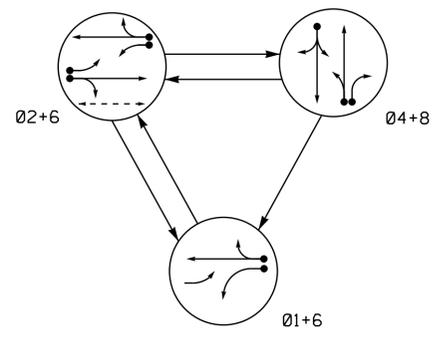
MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.

**ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2-LANE ROADWAY
RESURFACING**

5/15/2017
 S:\TMD\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn
 User:keads

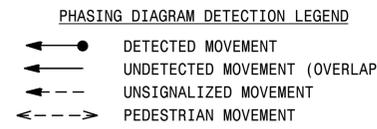
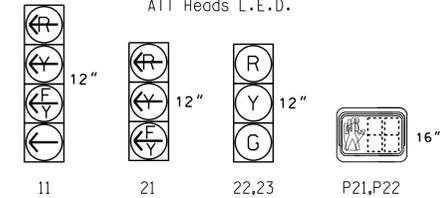
PHASING DIAGRAM



SIGNAL FACE	PHASE			
	01+6	02+6	04+8	FLASH
11	-	-	-	-
21	-	-	-	-
22,23	R	G	R	Y
41,42	R	R	G	R
61,62	G	G	R	Y
81,82	R	R	G	R
P21,P22	DW	W	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.

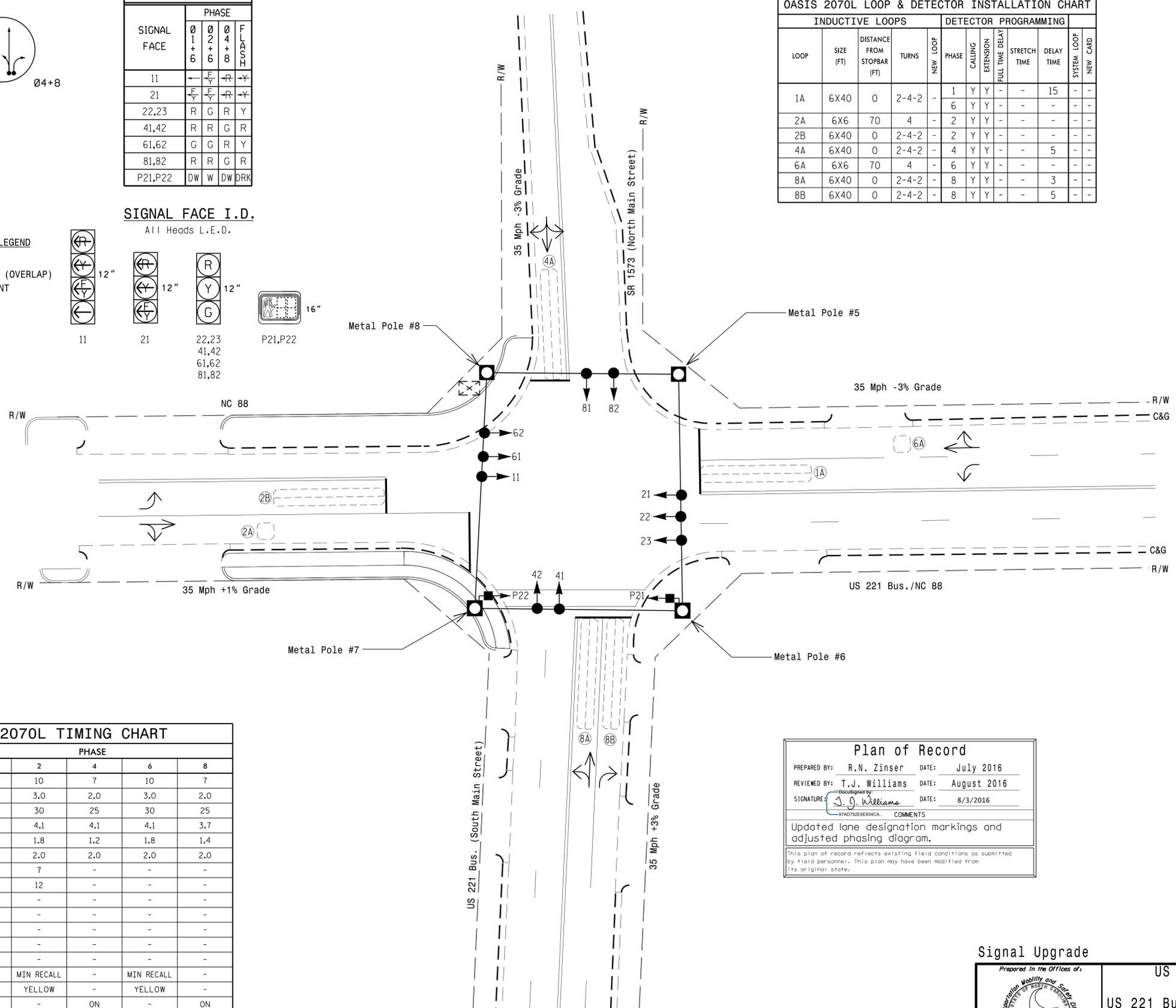


OASIS 2070L LOOP & DETECTOR INSTALLATION CHART												
INDUCTIVE LOOPS				DETECTOR PROGRAMMING								
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	0	2-4-2	-	1	Y	Y	-	-	15	-	-
2A	6X6	70	4	-	2	Y	Y	-	-	-	-	-
2B	6X40	0	2-4-2	-	2	Y	Y	-	-	-	-	-
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	5	-	-
6A	6X6	70	4	-	6	Y	Y	-	-	-	-	-
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	3	-	-
8B	6X40	0	2-4-2	-	8	Y	Y	-	-	5	-	-

3 Phase Fully Actuated (Isolated)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 may be lagged.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Pavement markings are existing.



OASIS 2070L TIMING CHART					
FEATURE	PHASE				
	1	2	4	6	8
Min Green 1 *	7	10	7	10	7
Extension 1 *	2.0	3.0	2.0	3.0	2.0
Max Green 1 *	15	30	25	30	25
Yellow Clearance	3.0	4.1	4.1	4.1	3.7
Red Clearance	1.9	1.8	1.2	1.8	1.4
Red Revert	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	7	-	-	-
Don't Walk 1	-	12	-	-	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	YELLOW	-
Dual Entry	-	-	ON	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Plan of Record

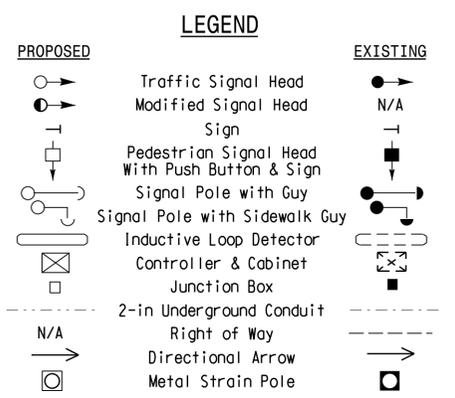
PREPARED BY: R.N. Zinser DATE: July 2016

REVIEWED BY: T.J. Williams DATE: August 2016

SIGNATURE: S.O. Williams DATE: 8/3/2016

Updated lane designation markings and adjusted phasing diagram.

This plan of record reflects existing field conditions as submitted by field personnel. This plan may have been modified from its original state.



Signal Upgrade

Prepared in the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE 1"=20'

US 221 Bus./NC 88 at US 221 Bus. (South Main St.) / SR 1573 (North Main Street)

Division 11 Ashe County Jefferson

PLAN DATE: July 2011 REVIEWED BY:

PREPARED BY: B.E. Wynn REVIEWED BY:

REVISIONS	INIT.	DATE

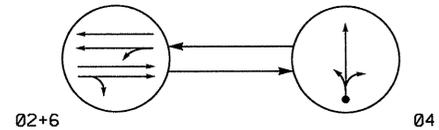
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Not a certified document. This document originally issued and sealed by Zachary M. Little, PE #30530 on 8/30/2011. This document shall not be considered a certified document.

SIG. INVENTORY NO. II-0006

09-AUG-2016 14:26
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PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

- ←●→ DETECTED MOVEMENT
- ←→ UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ←- - -> PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	FLTS
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22
41, 42
61, 62

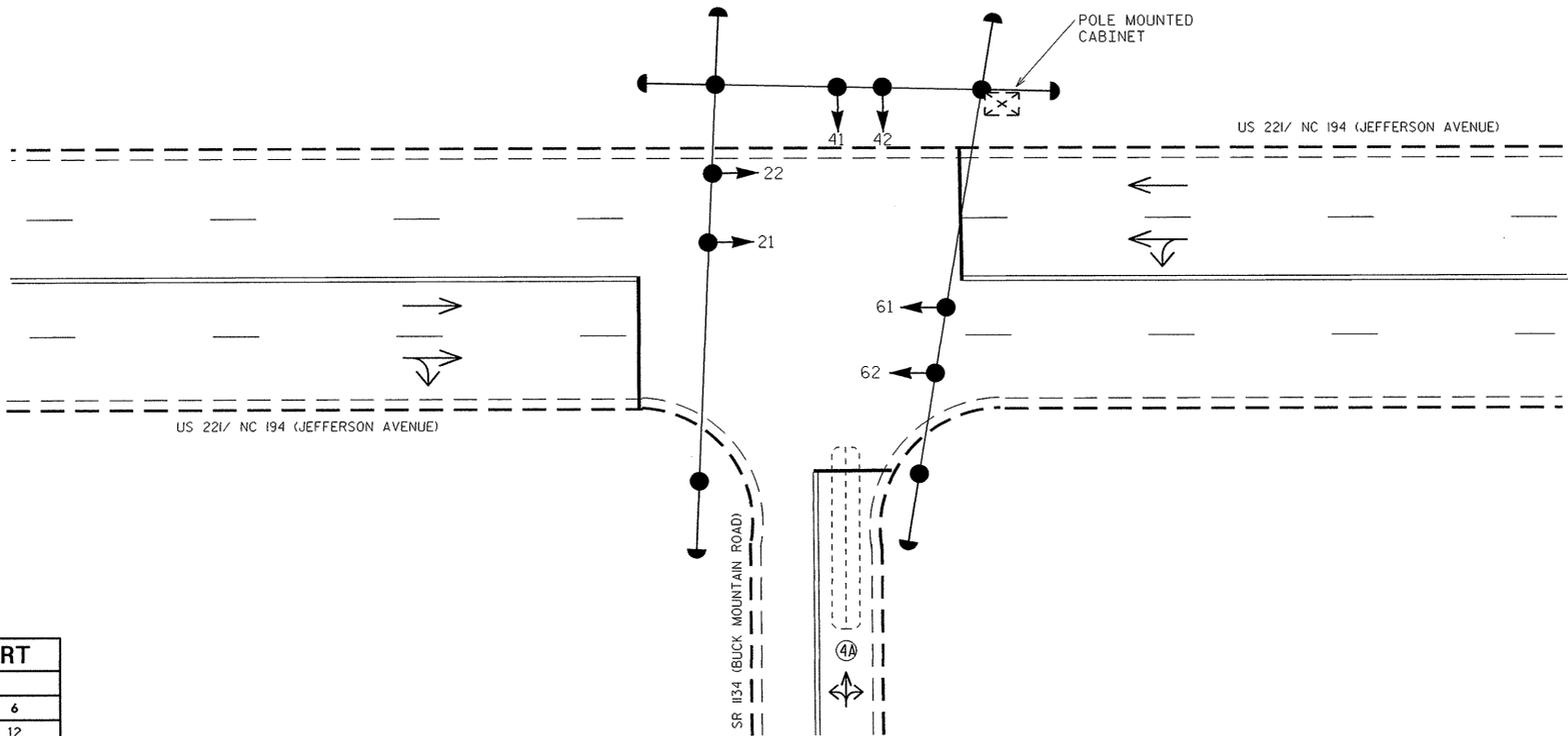
OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

LOOP	INDUCTIVE LOOPS			DETECTOR PROGRAMMING								
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
4A	6X40	+5	EXISTING	-	4	Y	Y	-	-	5	-	-

2 PHASE SEMI-ACTUATED (ISOLATED)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Pavement markings are existing.



OASIS 2070L TIMING CHART

FEATURE	PHASE		
	2	4	6
Min Green 1 *	12	9	12
Extension 1 *	2.0	2.0	2.0
Max Green 1 *	35	20	35
Yellow Clearance	4.0	4.0	4.0
Red Clearance	2.0	2.0	2.0
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	-	-	-
Max Variable Initial *	-	-	-
Time Before Reduction *	-	-	-
Time To Reduce *	-	-	-
Minimum Gap	-	-	-
Recall Mode	MAX RECALL	-	MAX RECALL
Vehicle Call Memory	-	-	-
Dual Entry	-	-	-
Simultaneous Gap	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → Traffic Signal Head
● → Modified Signal Head	N/A
⊥ Sign	⊥ Sign
⊥ Pedestrian Signal Head With Push Button & Sign	⊥ Pedestrian Signal Head With Push Button & Sign
○ Signal Pole with Guy	● Signal Pole with Guy
○ Signal Pole with Sidewalk Guy	● Signal Pole with Sidewalk Guy
⊠ Inductive Loop Detector	⊠ Inductive Loop Detector
□ Controller & Cabinet	□ Controller & Cabinet
□ Junction Box	□ Junction Box
- - - 2-in Underground Conduit	- - - 2-in Underground Conduit
N/A Right of Way	- - - Right of Way
→ Directional Arrow	→ Directional Arrow

Plan of Record

PREPARED BY: C. L. CARPER DATE: MAY 2010
 REVIEWED BY: B. E. WYNN DATE: MAY 2010
 SIGNATURE: *B.E. Wynn* DATE: 5-13-10

COMMENTS: Changed equipment to 2070L

This plan of record reflects existing field conditions as submitted by field personnel. This plan may have been modified from its original state.

Plan of Record

Prepared in the Offices of:
 Transportation Mobility and Safety Division
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

US 221 BUSINESS/ NC 194 (JEFFERSON AVENUE) AT SR 1134 (BUCK MOUNTAIN ROAD)

DIVISION 11 ASHE COUNTY WEST JEFFERSON

PLAN DATE: PREPARED BY: REVIEWED BY: DATE: INIT. DATE

REVISIONS

1" = 20'

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SIG. INVENTORY NO. 11-0005

13 MAY 2010 08:37 S:\ITS\Signal\Design\Western Region\11-1141-0005\11-0005por_s19_dsn_2010xxx.dgn clcarper