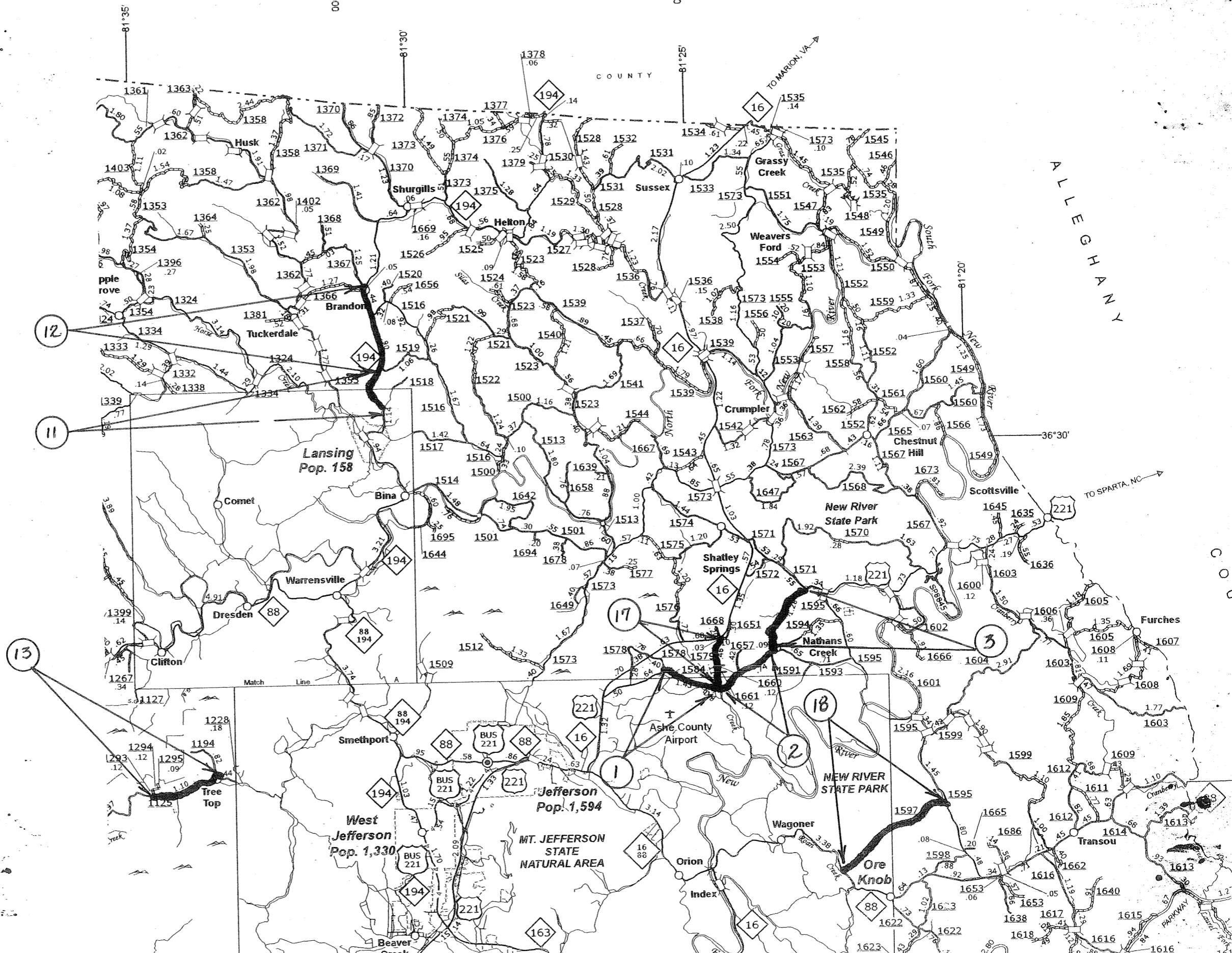


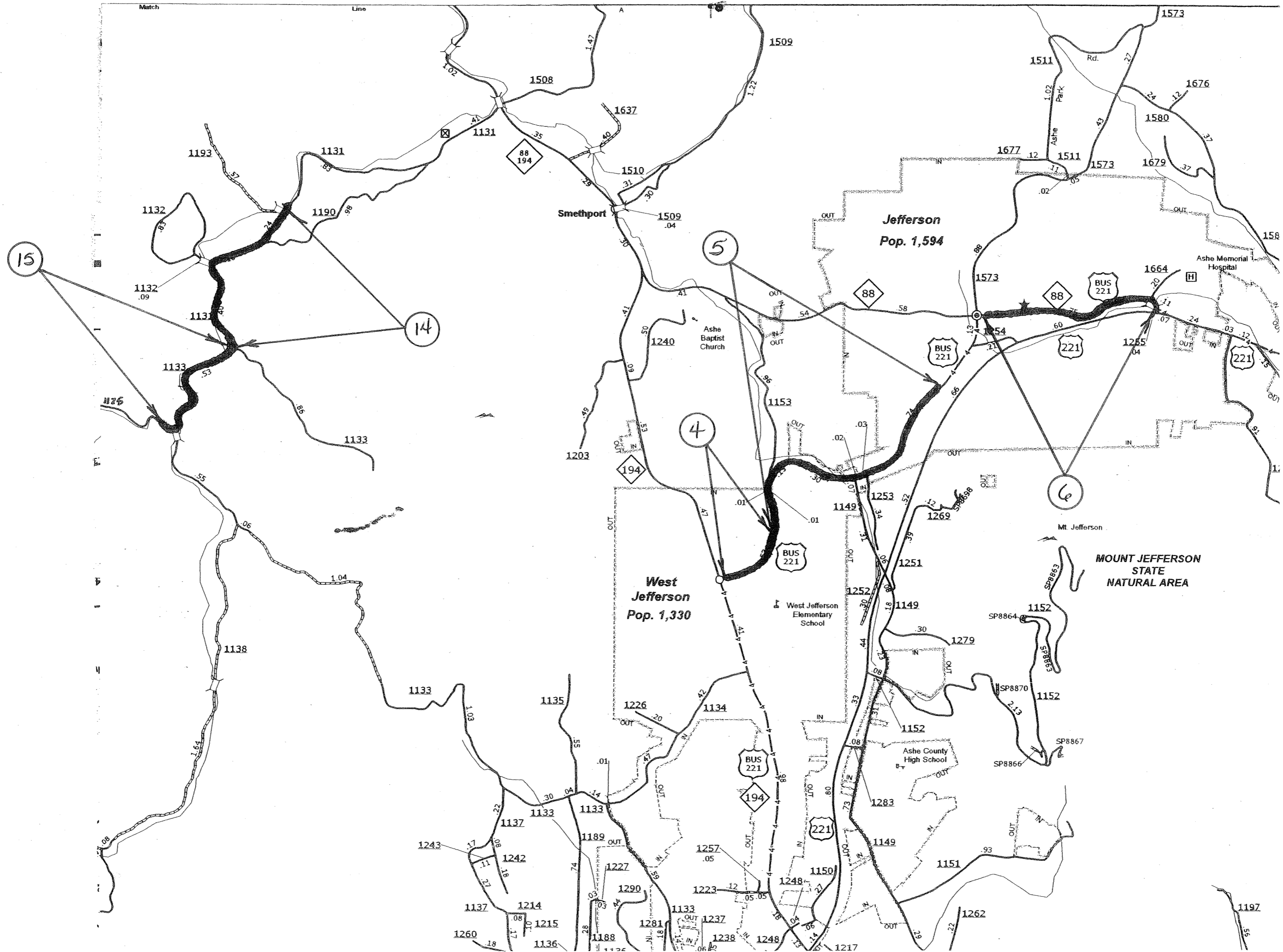
VIRGINIA

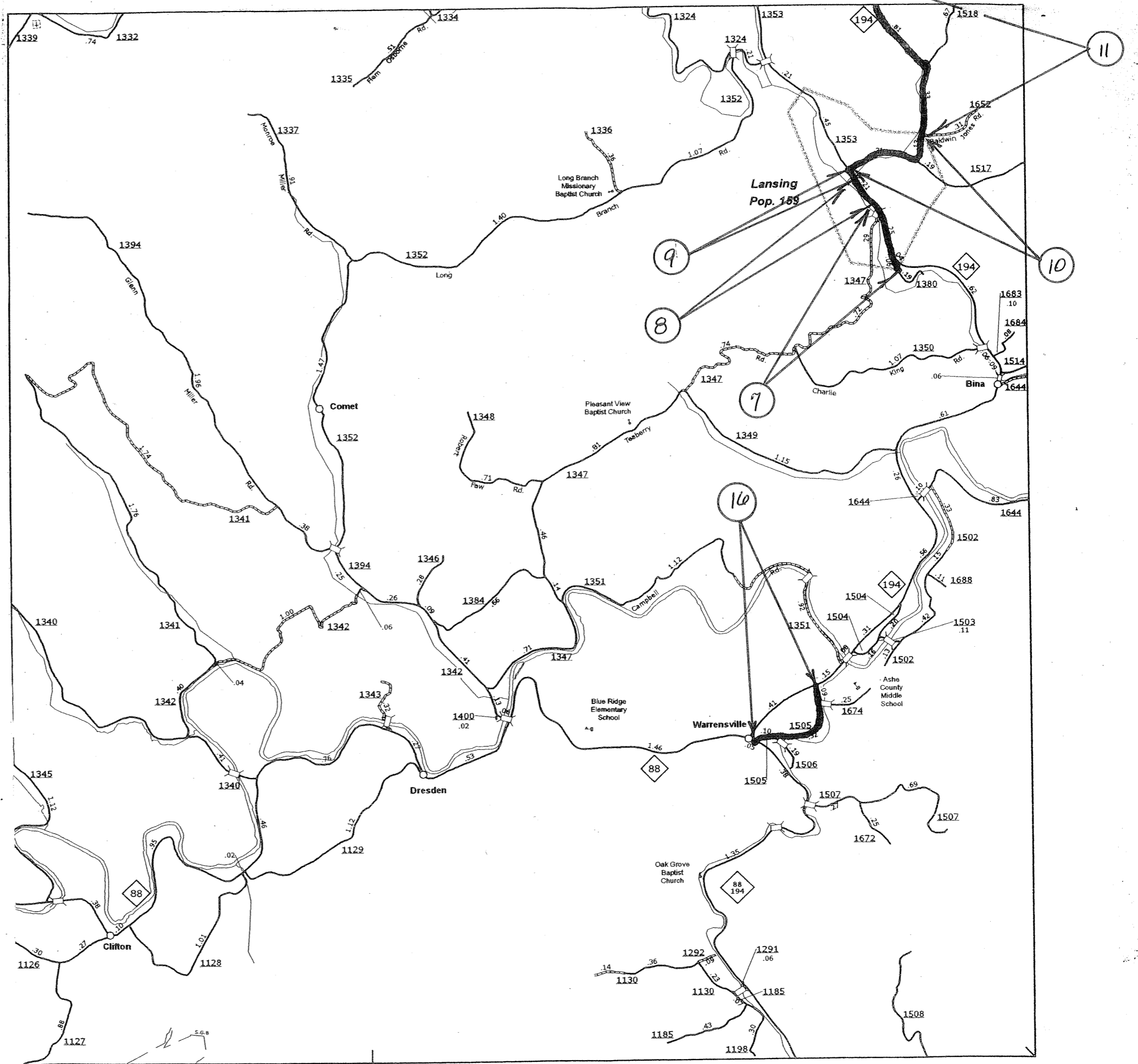
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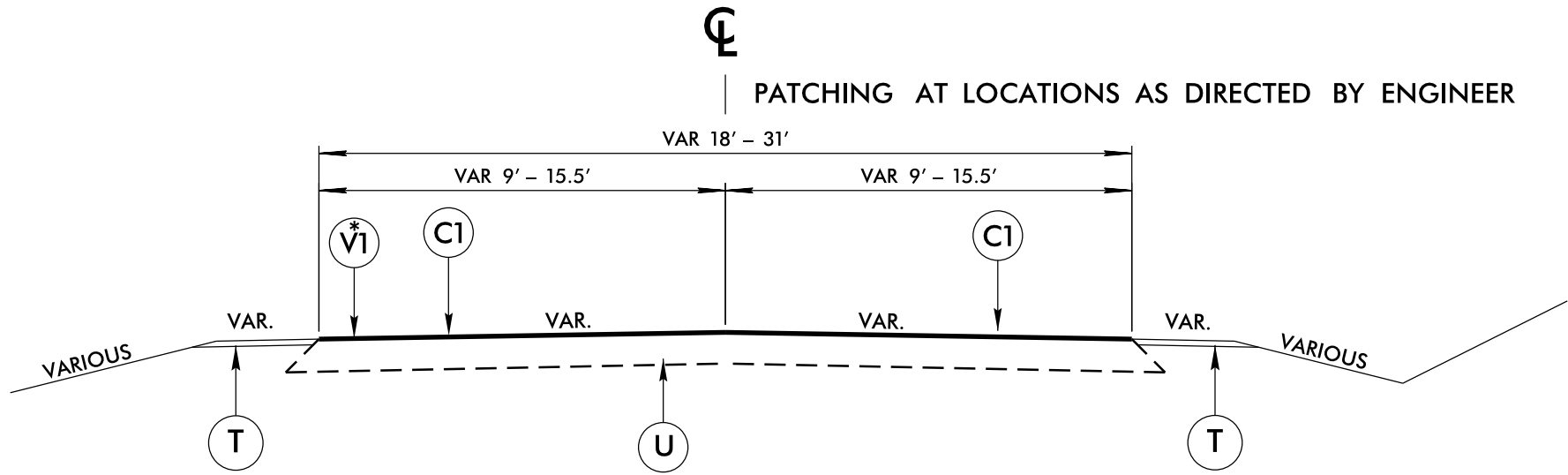
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Lansing and Vicinity

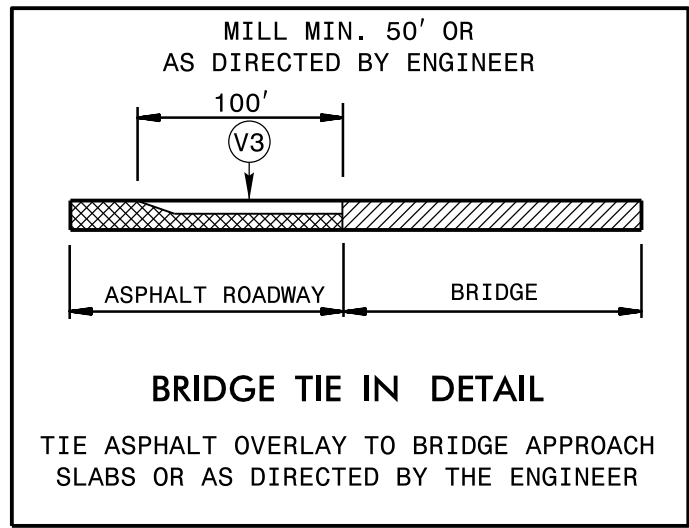
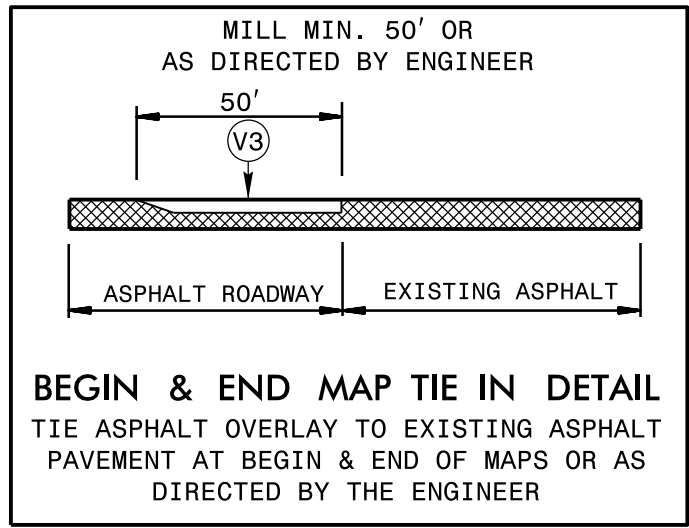


### TYPICAL SECTION NO. 1

- MAP 1 – US 221 FROM SR 1578 TO SR 1592\*
- MAP 2 – US 221 FROM SR 1592 TO SR 1594
- MAP 3 – US 221 FROM SR 1594 TO SR 1571
- MAP 7 – NC 194 FROM LANSING ECL TO WIDTH CHANGE
- MAP 8 – NC 194 FROM WIDTH CHANGE TO BRIDGE
- MAP 9 – NC 194 FROM BRIDGE TO SR 1353\*
- MAP 10 – NC 194 FROM SR 1353 TO LANSING NCL\*\*
- MAP 11 – NC 194 FROM LANSING NCL TO SR 1519
- MAP 12 – NC 194 FROM SR 1519 TO SR 1367
- MAP 13 – SR 1125 FROM SR 1194 TO SR 1293
- MAP 14 – SR 1131 FROM SR 1193 TO SR 1133
- MAP 15 – SR 1133 FROM SR 1125 TO SR 1131\*\*\*
- MAP 16 – SR 1505 FROM NC 194 TO NC 88\*\*\*\*
- MAP 17 – SR 1579 FROM NC 16 TO US 221
- MAP 18 – SR 1597 FROM NC 88 TO SR 1595

\*Mill 1½" at Bridge and Approaches  
 \*\*Mill 1½" for Approx. 350' Full Width from Beginning of Map  
 \*\*\*Mill 1½" at Bridge and Approaches – Steel Bridge Deck  
 \*\*\*\*Incidental Milling at Bridge Approach and Intersection

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0" - 3"
V3	INCIDENTAL MILLING



**ASHE COUNTY  
PRIMARY & SECONDARY  
RESURFACING**

DIVISION II

REVISIONS	INT.	DATE

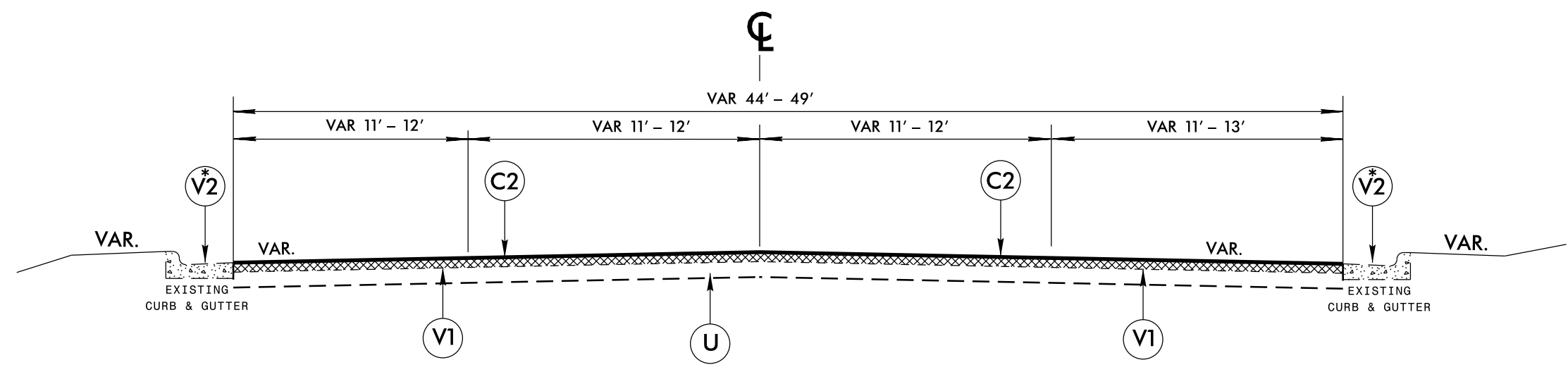
**N.C. DEPARTMENT of TRANSPORTATION  
DIVISION of HIGHWAYS  
DIVISION ELEVEN**

SCALE: N/A    DATE: 01/2016

PREPARED BY: J. L. LAWS

REVIEWED BY: \_\_\_\_\_

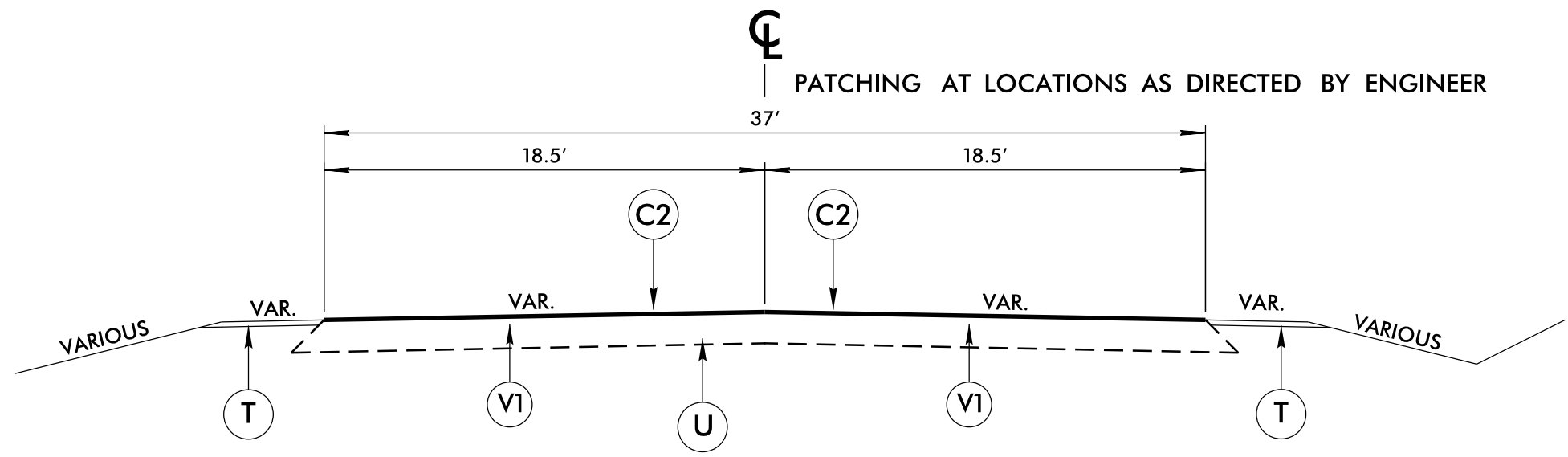
REVIEWED BY: \_\_\_\_\_



**TYPICAL SECTION NO. 3**

MAP 5 – US 221 BUS FROM WIDTH CHANGE TO WIDTH CHANGE\*  
 MAP 6 – US 221 BUS FROM NC 88 TO US 221\*\*  
 \*Mill 1½" Full Width – Mill 0 – 3" in Gutterline  
 RT – Sta. 46+12 (+/-) to 64+72 – Approx 1,475'  
 LT – Sta. 46+12 (+/-) to 64+72 – Approx 1,860'  
 \*\*Mill 1½" Full Width – Mill 0 – 3" in Gutterline BOP to EOP

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0" - 3"
V3	INCIDENTAL MILLING



**TYPICAL SECTION NO. 2**

MAP 4 – US 221 BUS FROM 2ND ST TO WIDTH CHANGE

**ASHE COUNTY  
 PRIMARY & SECONDARY  
 RESURFACING**

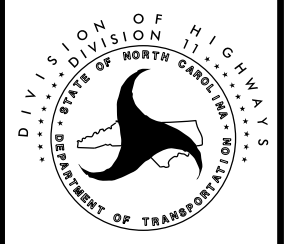
DIVISION II

REVISIONS	INT.	DATE

SCALE: N/A DATE: 01/2016

PREPARED BY: J. L. LAWS  
 REVIEWED BY: \_\_\_\_\_  
 REVIEWED BY: \_\_\_\_\_

**N.C. DEPARTMENT of TRANSPORTATION  
 DIVISION of HIGHWAYS  
 DIVISION ELEVEN**



PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.11.03.10051, 2017CPT.11.04.20051		

### SUMMARY OF QUANTITIES

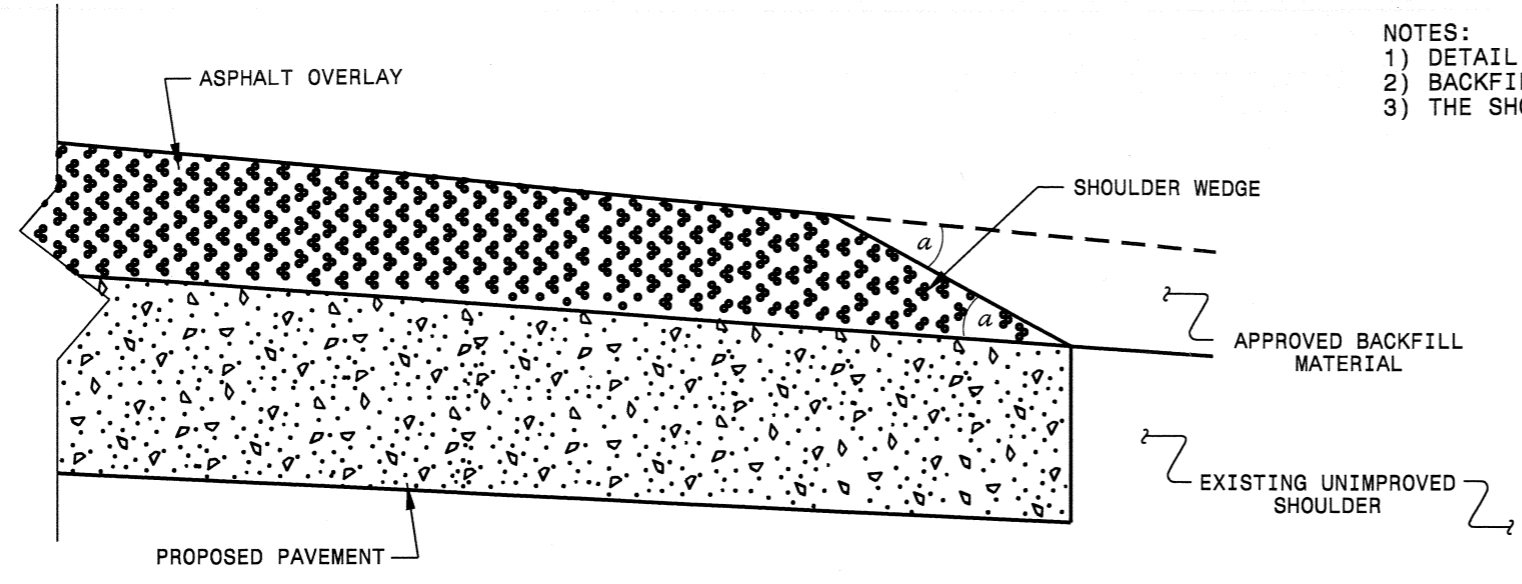
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW EXCAVATION CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1 1/2" MILLING SY	0" TO 3" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ADJ. OF CATCH BASIN EA	ADJ. OF DROP INLET EA	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	SEED & MULCHING AC	PAVED TRENCHING (1, 2") LF	UNPAVED TRENCHING (1, 2") LF	JUNCTION BOX (STANDARD SIZE) EA	INDUCTIVE LOOP LF	LEAD-IN CABLE LF	
2017CPT.11.03.10051	Ashe	1	US 221	FROM SR 1578 TO SR 1592	1	2	2WU	NO	NO	1.02	20	2	50	2.04	390		111		1,075	72	90					1.00						
2017CPT.11.03.10051	Ashe	2	US 221	FROM SR 1592 TO SR 1594	1	2	2WU	NO	NO	1.23	20	246	75	2.46					1,270	85	109					1.20						
2017CPT.11.03.10051	Ashe	3	US 221	FROM SR 1594 TO SR 1571	1	2	2WU	NO	NO	1.25	20	250	75	2.50			111		1,220	82	115					1.20						
2017CPT.11.03.10051	Ashe	4	US 221 BUS	FROM 2ND ST TO WIDTH CHANGE	2	3	2WU	NO	NO	0.16	37				3,540			300		18			1	2	1				1	344		
2017CPT.11.03.10051	Ashe	5	US 221 BUS	FROM WIDTH CHANGE TO WIDTH CHANGE	3	4	MU	NO	NO	1.23	49				35,240	1,485		3,144		189		6		1			30	30	2	434	25	
2017CPT.11.03.10051	Ashe	6	US 221 BUS	FROM NC 88 TO US 221	3	4	MU	NO	NO	0.74	40				17,378	3,480		1,580		95		16		10	5							
2017CPT.11.03.10051	Ashe	7	NC 194	FROM LANSING ECL TO WIDTH CHANGE	1	2	2WU	NO	NO	0.38	23	76	50	0.76			128		450	30	37					0.35						
2017CPT.11.03.10051	Ashe	8	NC 194	FROM WIDTH CHANGE TO BRIDGE	1	2	2WU	NO	NO	0.09	31								136	9	8											
2017CPT.11.03.10051	Ashe	9	NC 194	FROM BRIDGE TO SR 1353	1	2	2WU	NO	NO	0.05	24		15		400		133		58	4	2											
2017CPT.11.03.10051	Ashe	10	NC 194	FROM SR 1353 TO LANSING NCL	1	2	2WU	NO	NO	0.45	20	90	40	0.90	780				450	30	37			1			0.44					
2017CPT.11.03.10051	Ashe	11	NC 194	FROM LANSING NCL TO SR 1519	1	2	2WU	NO	NO	1.14	20	228	75	2.28					1,135	76	103					1.10						
2017CPT.11.03.10051	Ashe	12	NC 194	FROM SR 1519 TO SR 1367	1	2	2WU	NO	NO	1.37	20	274	75	2.74			111		1,350	90	124					1.32						
<b>TOTAL FOR PROJ NO. 2017CPT.11.03.10051</b>										<b>9.11</b>		<b>1,166</b>	<b>455</b>	<b>13.68</b>	<b>57,728</b>	<b>4,965</b>	<b>594</b>	<b>5,024</b>	<b>7,144</b>	<b>780</b>	<b>625</b>	<b>22</b>	<b>2</b>	<b>13</b>	<b>6</b>	<b>6.61</b>	<b>30</b>	<b>30</b>	<b>3</b>	<b>778</b>	<b>25</b>	
2017CPT.11.04.20051	Ashe	13	SR 1125	FROM SR 1194 TO SR 1293	1	2	2WU	NO	NO	1.1	20	220	75	2.20			222		1,100	74	104					1.06						
2017CPT.11.04.20051	Ashe	14	SR 1131	FROM SR 1193 TO SR 1133	1	2	2WU	NO	NO	0.84	19	168	50	1.68			490		878	59	71					0.82						
2017CPT.11.04.20051	Ashe	15	SR 1133	FROM SR 1125 TO SR 1131	1	2	2WU	NO	NO	0.53	19	106	50	1.06	380		117		525	35	47					0.52						
2017CPT.11.04.20051	Ashe	16	SR 1505	FROM NC 194 TO NC 88	1	2	2WU	NO	NO	0.49	18	98	50	0.98			400		510	34	46		1			0.48						
2017CPT.11.04.20051	Ashe	17	SR 1579	FROM NC 16 TO US 221	1	2	2WU	NO	NO	0.84	22	168	50	1.68			272		945	63	77					0.82						
2017CPT.11.04.20051	Ashe	18	SR 1597	FROM NC 88 TO SR 1595	1	2	2WU	NO	NO	2.18	20	436	150	4.36			222		2,145	144	197					2.12						
<b>TOTAL FOR PROJ NO. 2017CPT.11.04.20051</b>										<b>5.98</b>		<b>1,196</b>	<b>425</b>	<b>11.96</b>	<b>380</b>		<b>1,723</b>		<b>6,103</b>	<b>409</b>	<b>542</b>		<b>1</b>			<b>5.82</b>						
<b>GRAND TOTAL</b>										<b>15.09</b>		<b>2,362</b>	<b>880</b>	<b>25.64</b>	<b>58,108</b>	<b>4,965</b>	<b>2,317</b>	<b>5,024</b>	<b>13,247</b>	<b>1,189</b>	<b>1,167</b>	<b>22</b>	<b>3</b>	<b>13</b>	<b>6</b>	<b>12.43</b>	<b>30</b>	<b>30</b>	<b>3</b>	<b>778</b>	<b>25</b>	

PROJECT NO.	SHEET NO.	TOTAL NO.
CPT.11.03.10051, 2017CPT.11.04.2		

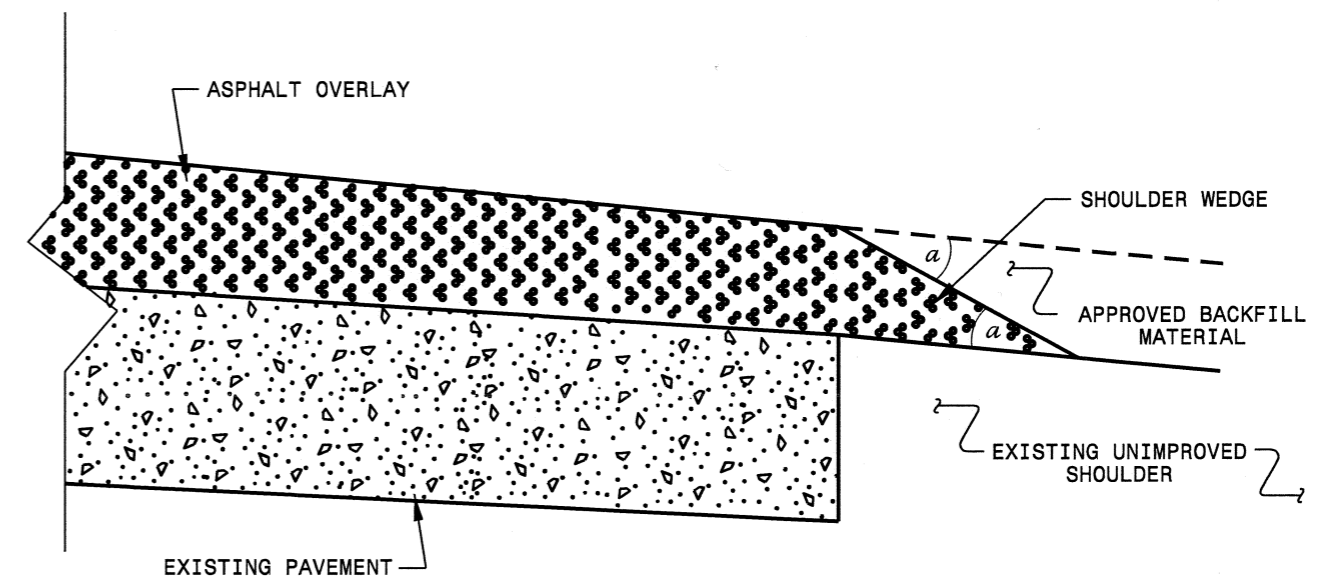
### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E		4820000000-E		4835000000-E	4840000000-N		4845000000-N				4900000000-N	4905000000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	8" YELLOW PAINT	24" WHITE PAINT	PAINT M&G ONLY	PAINT M&G SCHOOL	PAINT LT ARROW	PAINT STR & RT ARROW	PAINT STR ARROW	PAINT STR & LT ARROW	CRYSTAL & RED MARKERS	SNOW PLOWABLE MARKERS
										SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	
2017CPT.11.03.10051	Ashe	1	US 221	FROM SR 1578 TO SR 1592	1	2	2WU	1.02	20	168	1.00	22,100	22,100										68	
2017CPT.11.03.10051	Ashe	2	US 221	FROM SR 1592 TO SR 1594	1	2	2WU	1.23	20	128	*	26,702	24,880										82	
2017CPT.11.03.10051	Ashe	3	US 221	FROM SR 1594 TO SR 1571	1	2	2WU	1.25	20	96	*	26,900	25,054										83	
2017CPT.11.03.10051	Ashe	4	US 221 BUS	FROM 2ND ST TO WIDTH CHANGE	2	3	2WU	0.16	37	72	*	3,610	3,388			50		14	2				25	
2017CPT.11.03.10051	Ashe	5	US 221 BUS	FROM WIDTH CHANGE TO WIDTH CHANGE	3	4	MU	1.23	49	96	*	6,794	25,942	525	170	220	8		4	4	8	4	30	243
2017CPT.11.03.10051	Ashe	6	US 221 BUS	FROM NC 88 TO US 221	3	4	MU	0.74	40	96	*	3,920	15,640			60	8		2	2			147	
2017CPT.11.03.10051	Ashe	7	NC 194	FROM LANSING ECL TO WIDTH CHANGE	1	2	2WU	0.38	23	80	*	8,178	8,000										25	
2017CPT.11.03.10051	Ashe	8	NC 194	FROM WIDTH CHANGE TO BRIDGE	1	2	2WU	0.09	31		*	1,937	1,800	100		100							6	
2017CPT.11.03.10051	Ashe	9	NC 194	FROM BRIDGE TO SR 1353	1	2	2WU	0.05	24	24	*	1,076	900	225		50							4	
2017CPT.11.03.10051	Ashe	10	NC 194	FROM SR 1353 TO LANSING NCL	1	2	2WU	0.45	20	72	*	9,684	9,534	105		22							30	
2017CPT.11.03.10051	Ashe	11	NC 194	FROM LANSING NCL TO SR 1519	1	2	2WU	1.14	20	56	*	24,533	24,220										76	
2017CPT.11.03.10051	Ashe	12	NC 194	FROM SR 1519 TO SR 1367	1	2	2WU	1.37	20	136	*	29,482	29,068										91	
<b>TOTAL FOR PROJ NO. 2017CPT.11.03.10051</b>									<b>9.11</b>	<b>1,024</b>	<b>1.00</b>	<b>164,916</b>	<b>190,526</b>	<b>955</b>	<b>170</b>	<b>502</b>	<b>16</b>		<b>20</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>30</b>	<b>880</b>
										<b>355,442</b>		<b>1,125</b>		<b>16</b>		<b>40</b>								
2017CPT.11.04.20051	Ashe	13	SR 1125	FROM SR 1194 TO SR 1293	1	2	2WU	1.1	20	80	*	23,672	22,376											
2017CPT.11.04.20051	Ashe	14	SR 1131	FROM SR 1193 TO SR 1133	1	2	2WU	0.84	19	80	*	18,600	17,894											
2017CPT.11.04.20051	Ashe	15	SR 1133	FROM SR 1125 TO SR 1131	1	2	2WU	0.53	19	80	*	11,404	11,282											
2017CPT.11.04.20051	Ashe	16	SR 1505	FROM NC 194 TO NC 88	1	2	2WU	0.49	18	104	*	11,280	11,068			150		24						
2017CPT.11.04.20051	Ashe	17	SR 1579	FROM NC 16 TO US 221	1	2	2WU	0.84	22	136	*	18,077	17,680											
2017CPT.11.04.20051	Ashe	18	SR 1597	FROM NC 88 TO SR 1595	1	2	2WU	2.18	20	160	*	46,914	46,040											
<b>TOTAL FOR PROJ NO. 2017CPT.11.04.20051</b>									<b>5.98</b>	<b>640</b>		<b>129,947</b>	<b>126,340</b>			<b>150</b>		<b>24</b>						
										<b>256,287</b>				<b>24</b>										
<b>GRAND TOTAL</b>									<b>15.09</b>	<b>1,664</b>	<b>1</b>	<b>294,863</b>	<b>316,866</b>	<b>955</b>	<b>170</b>	<b>652</b>	<b>16</b>	<b>24</b>	<b>20</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>30</b>	<b>880</b>
										<b>611,729</b>		<b>1,125</b>		<b>40</b>		<b>40</b>								

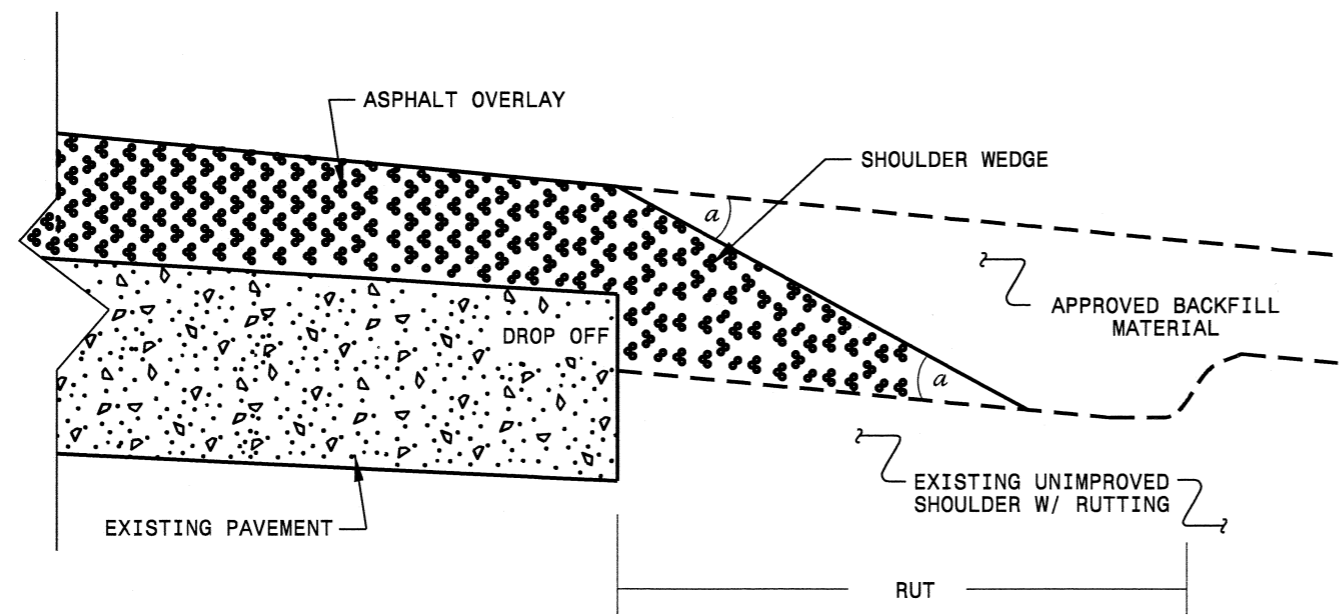
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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)

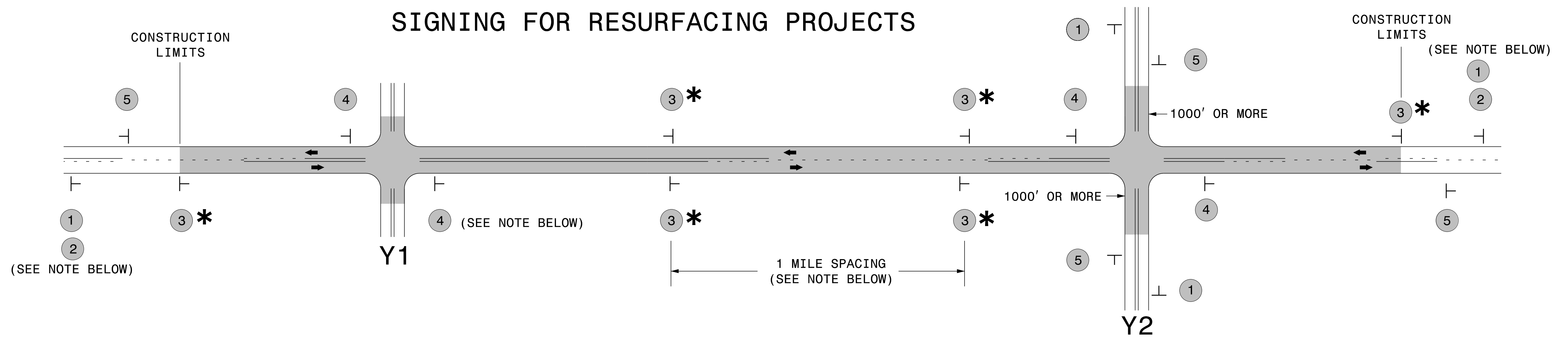
- SHOULDER WEDGE ANGLE = 30°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950 FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/18/12
CHECKED BY:	DATE:
FILE SPEC.: s:\user\details\stand\shoulderwedgedetail.dgn	

SYSTEMS CONSULTANTS  
 11/18/12



## SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2		<p style="text-align: center;"><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></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 style="text-align: center;">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; align-items: center;"> <div style="text-align: center;"> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> </div> <div style="text-align: center;"> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p> </div> </div>
3 *		
4		
5		

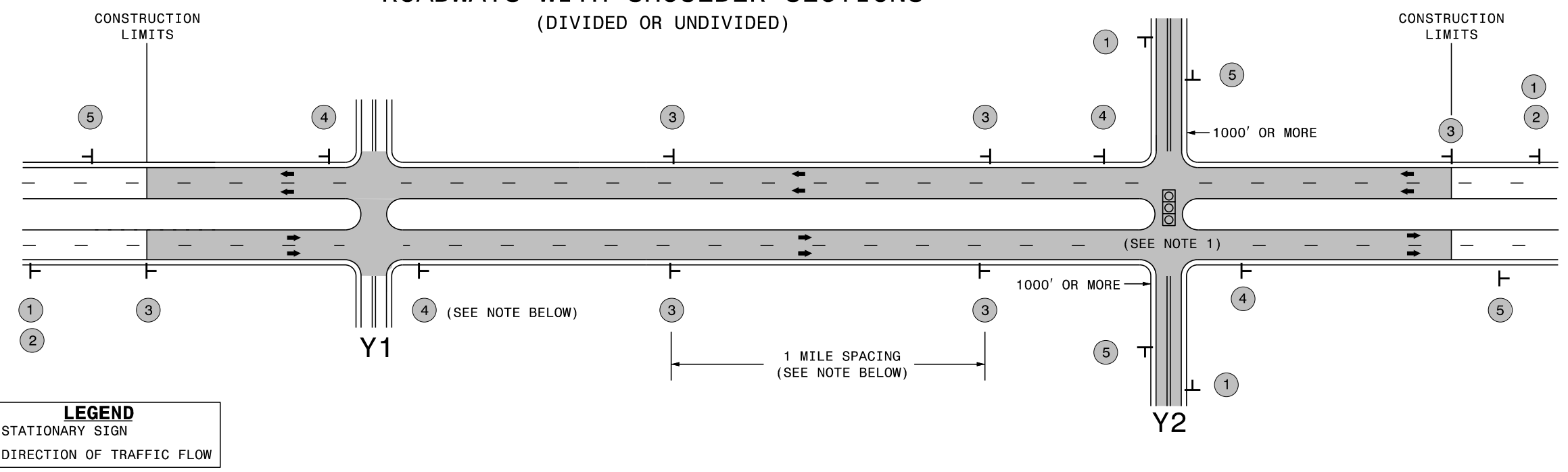
### \* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS:  
STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



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

## SIGNING FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS WITH SHOULDER SECTIONS (DIVIDED OR UNDIVIDED)



### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	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.	<p style="text-align: center;"><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></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 style="text-align: center;">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; align-items: center;"> <div style="text-align: center;">   <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;">   <small>W20-7 A 48" X 48"</small> </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.</li> </ol>
	2	 <small>W7-3aP 24" X 18"</small>	#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	 <small>SP 13107 48" X 48"</small>	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	4	 <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.	
	5	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

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

**RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS W/ SHOULDER SECTIONS (DIVIDED OR UNDIVIDED)**

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