

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.11.06.10061	1	2
2022CPT.11.06.20061		

SUMMARY OF QUANTITIES

Project No.	County	Map No.	Route	Route Name	From Description	To Description	Mile Post From	Mile Post To	TYP NO	LANE TYPE	LENGTH	WIDTH	010600000-E	122000000-E	124600000-E	130800000-E	133000000-E	151900000-E	152000000-E	157500000-E	170400000-E	608400000-E						
													BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	0-1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, 59.58	LEVELING COURSE, 59.58	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING ASPHALT	SEED & MULCHING						
													MI	FT	CY	TON	SMB	SY	SY	TON	TON	TON	TON	AC				
2022CPT.11.06.10061	Avery	1	US 19 E	HWY 19E	NC 194	SR 1130	3.34	11.00	1	2WU	7.66	29	1,532	153	15.32	1,320	2,000	12,902		864	3,871	5.57						
TOTAL FOR PROJ NO. 2022CPT.11.06.20061																												
2022CPT.11.06.20061	Avery	2	SR 1132	Roaring Creek Rd	US 19E	SR 1133	0.00	2.28	1	2WU	2.28	16	456	10	4.56	1,320	100	2,119	883	142		1.66						
2022CPT.11.06.20061	Avery	3	SR 1135	Molles Branch Rd	SR 1132	EDM	0.00	0.50	1	2WU	0.50	16	100	10	1.00		100	468		31		0.36						
2022CPT.11.06.20061	Avery	4	SR 1190	Weatherman Rd	US 19E	EDM	0.00	0.10	1	2WU	0.10	20	20	2	0.20		100	116		8		0.07						
TOTAL FOR PROJ NO. 2022CPT.11.06.20061																												
GRAND TOTAL																												
												10.54		2,108	175	21.08	2,640	2,300	15,602	883	1,045	3,871	7.67					

PROJECT NO. 2022CPT.11.06.10061	SHEET NO. 2	TOTAL NO. 2
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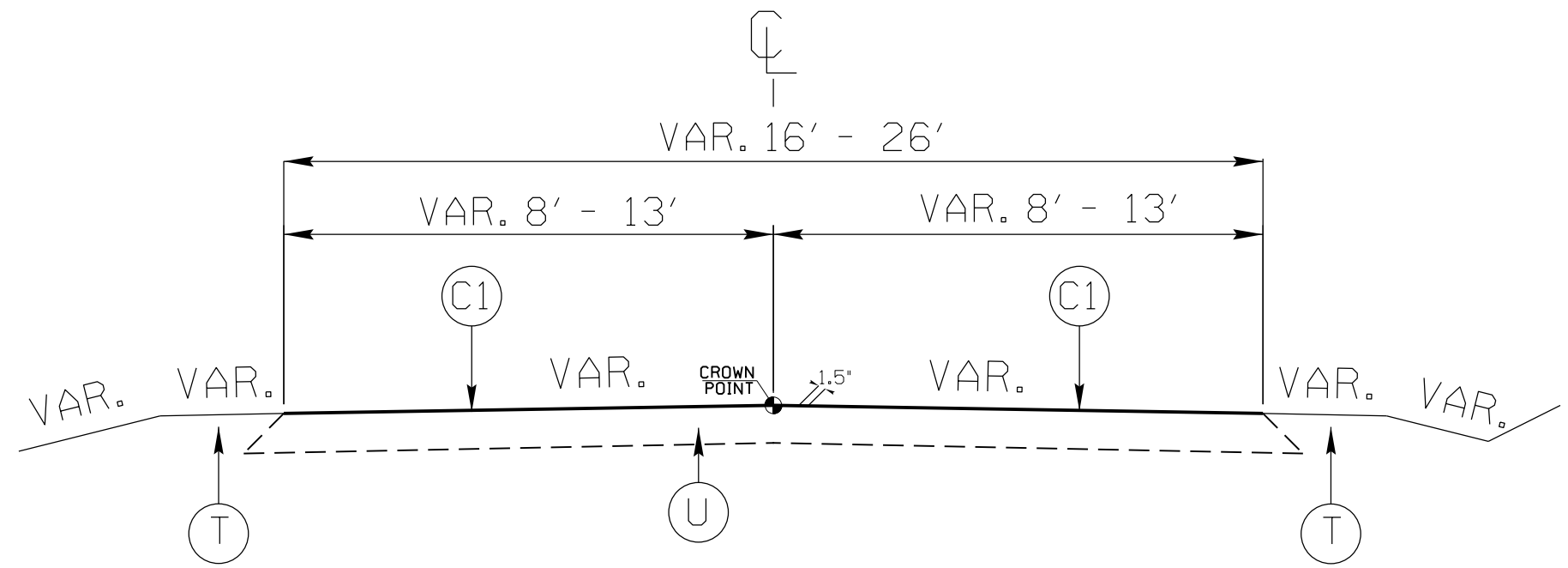
THERMOPLASTIC AND PAINT QUANTITIES

Project No.	County	Map No.	Route	Route Name	From Description	To Description	Mile Post From	Mile Post To	TYP NO	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E	4835000000-E	4840000000-N	4895000000-N		
													WORK ZONE ADVANCL/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	24" WHITE PAINT	PAINT CHARACTER 'SCHOOL'	NON-CAST IRON SNOW PLOWABLE MARKERS	
													SF	LS	LF	LF	LF	EA	EA	
												MI	FT	SF	LS	LF	LF	LF	EA	EA
2022CPT.11.06.10061	Avery	1	US 19 E	HWY 19E	NC 194	SR 1130	3.34	11.00	1	2WU	7.66	29	996	1	161,779	161,779	240	24	506	
TOTAL FOR PROJ NO. 2022CPT.11.06.10061												7.66		996	1	161,779	161,779	240	24	506
																323,558				
2022CPT.11.06.20061	Avery	2	SR 1132	Roaring Creek Rd	US 19E	SR 1133	0.00	2.28	1	2WU	2.28	16	296		48,154	48,154				
2022CPT.11.06.20061	Avery	3	SR 1135	Molles Branch Rd	SR 1132	EOM	0.00	0.50	1	2WU	0.50	16	65							
2022CPT.11.06.20061	Avery	4	SR 1190	Weatherman Rd	US 19E	EOM	0.00	0.10	1	2WU	0.10	20	13				12			
TOTAL FOR PROJ NO. 2022CPT.11.06.20061												2.88		375	0	48,154	48,154	0	12	0
																96,307				
GRAND TOTAL												10.54		1,370	1	209,933	209,933	240	36	506
																419,866				

8/17/99

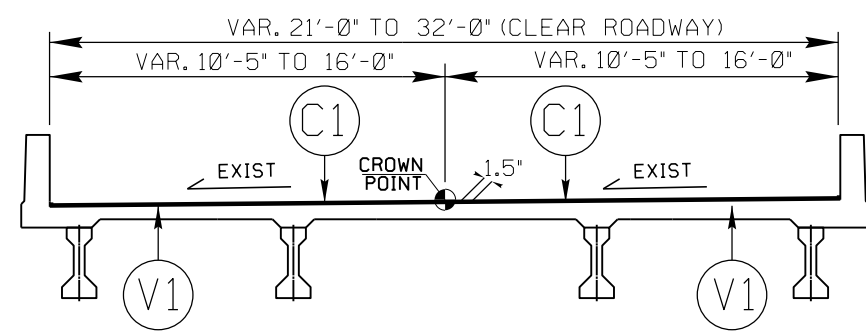
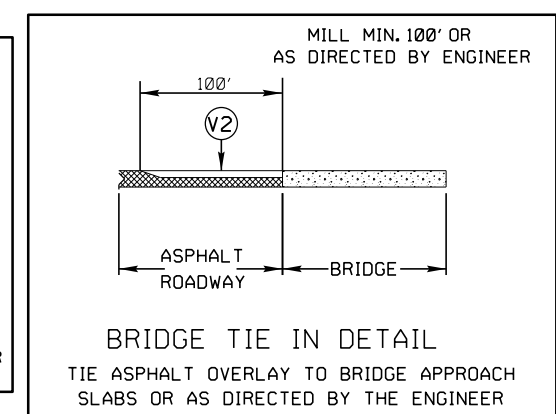
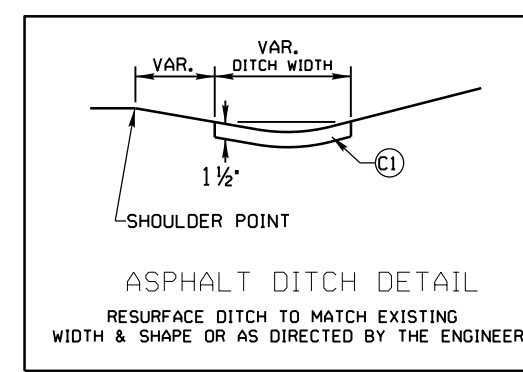
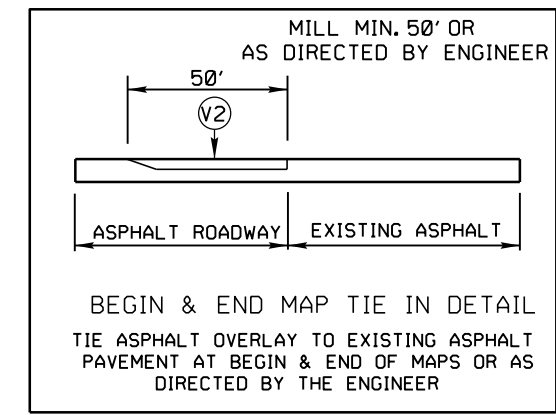
- * "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.
- * INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER
- * LEVELING COURSE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

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0 TO 1½"
V2	INCIDENTAL MILLING (See Tie in Detail)



TYPICAL SECTION NO. 1 **

- *MAP 1 - US 19E FROM NC 194 TO SR 1130
*(See Typical No.2 for bridge overlay locations)
 - *MAP 2 - SR 1132 FROM US 19E TO SR 1133
*(See Typical No.2 for bridge overlay locations)
 - MAP 3 - SR 1135 FROM SR 1132 TO EOM
 - MAP 4 - SR 1190 FROM US 19E TO EOM
- ** (Note: See Asphalt Ditch Detail - locations TBD in the field)



NOTE: EXISTING BRIDGE SUPERSTRUCTURES #40, #44, & #53

TYPICAL SECTION NO. 2

- MAP 1 - US 19E FROM MP 10.91 TO 11.00 (INCLUDES APPROACH & SR 1130 INTERSECTION)
- MAP 2 - SR 1132 FROM MP 1.64 TO 1.70 AND MP 2.23 TO 2.26 (INCLUDES APPROACHES)

AVERY COUNTY
PRIMARY AND SECONDARY ROADS
ASPHALT RESURFACING

REVISIONS	INIT.	DATE

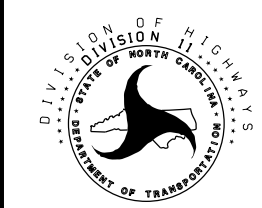
SCALE: N/A DATE: 2/14/2022

PREPARED BY: DLH

REVIEWED BY:

REVIEWED BY:

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

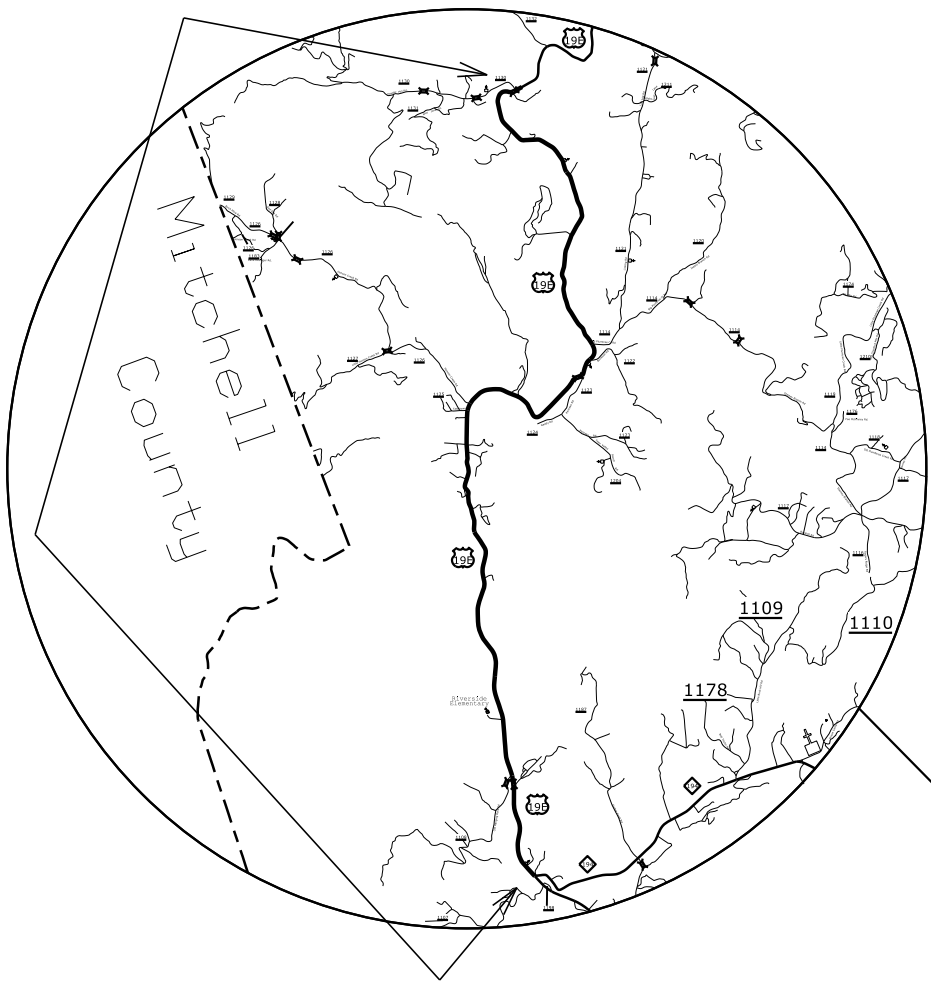
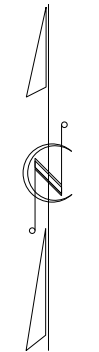


DESIGNED BY: J. W. HARRIS
CHECKED BY: J. W. HARRIS
DATE: 8/17/99

AVERY COUNTY

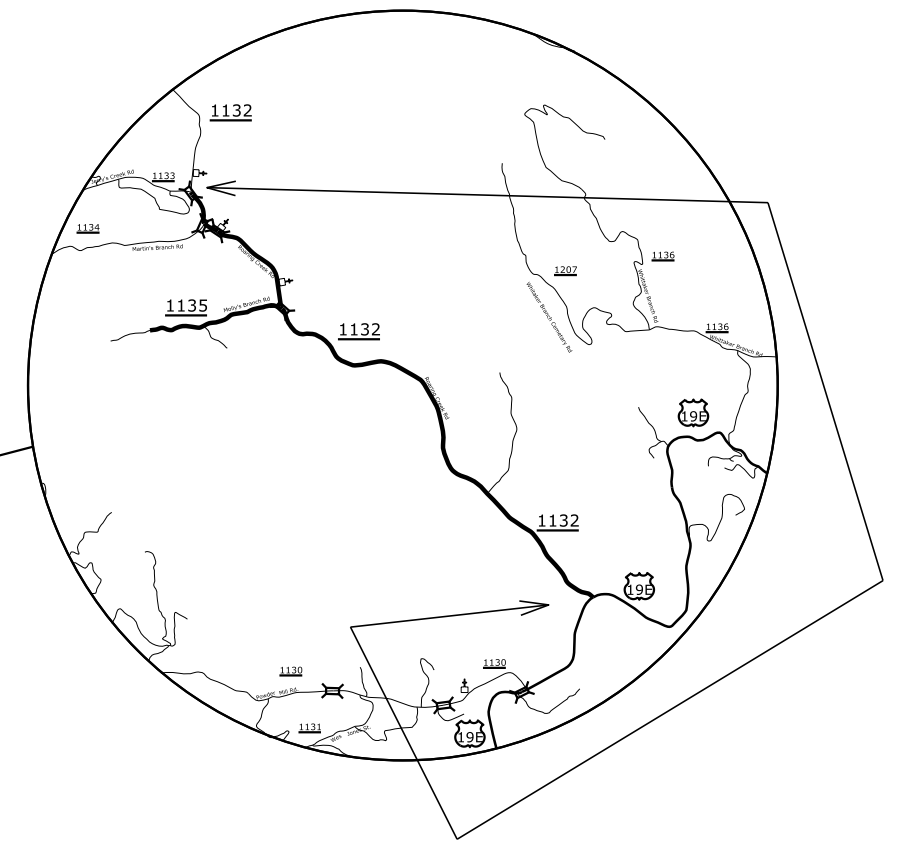
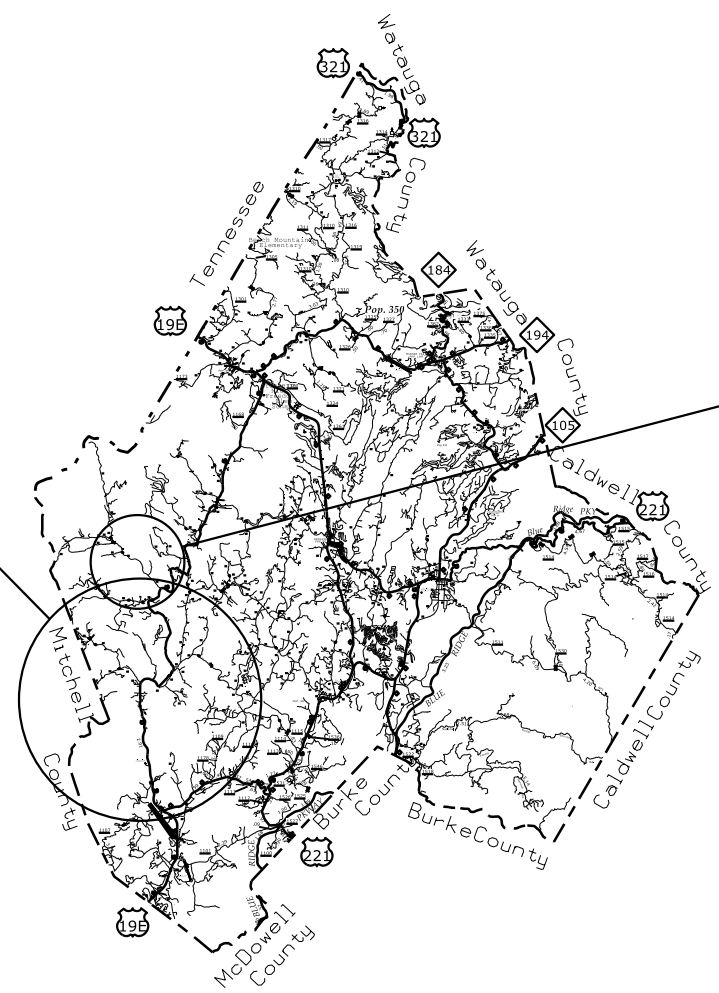
2022 RESURFACING
MAPS # 1 - #3

2022



MAP #1

* US HWY 19E - (7.66 mi.)
(FROM NC 194 TO SR 1130)



MAP #2 & #3

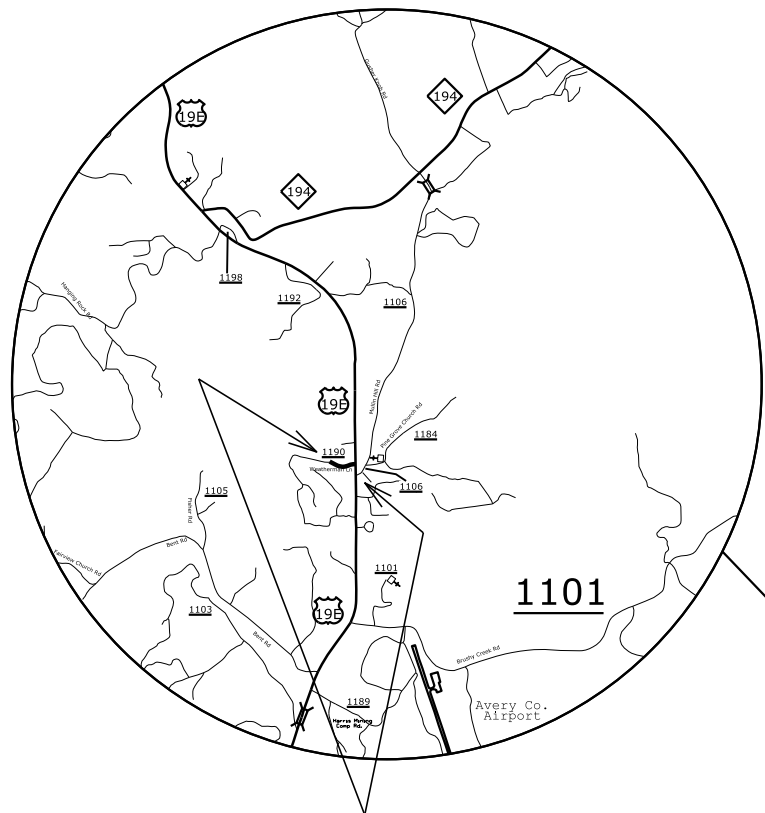
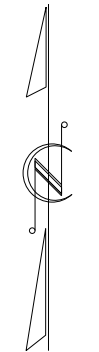
* SR 1132 - (2.28 mi.)
(FROM US 19E TO SR 1133)

* SR 1135 - (0.50 mi.)
(FROM SR 1132 TO EOM)

AVERY COUNTY

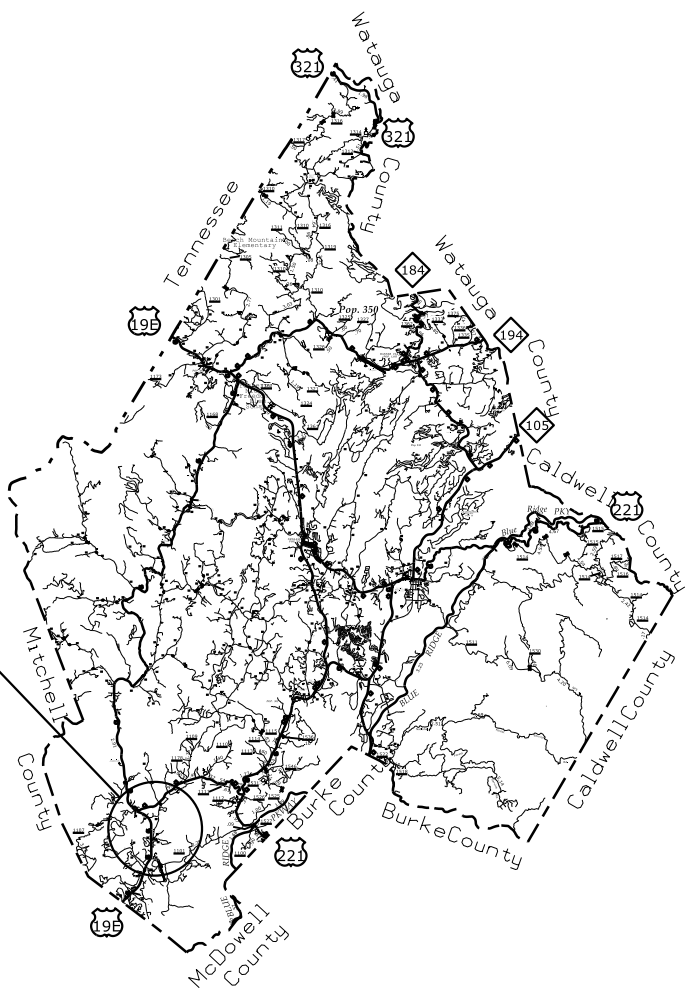
2022 RESURFACING
MAP #4

2022

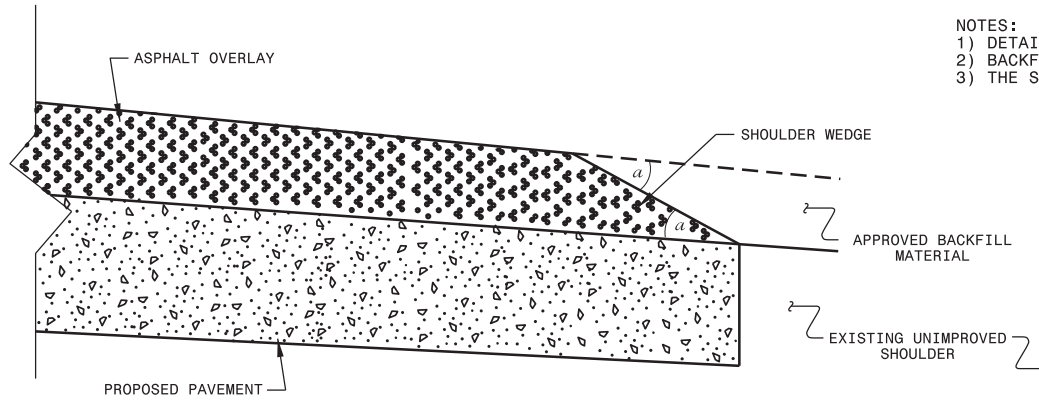


MAP #4

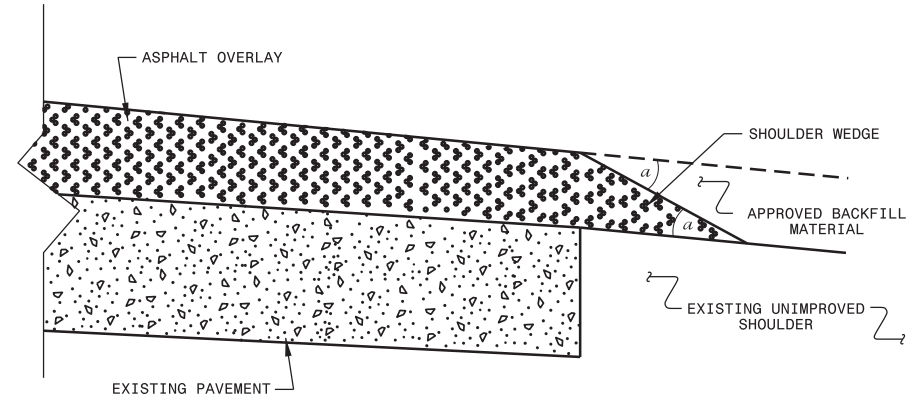
* SR 1190 - (0.10 mi.)
(FROM US 19E TO EOM)



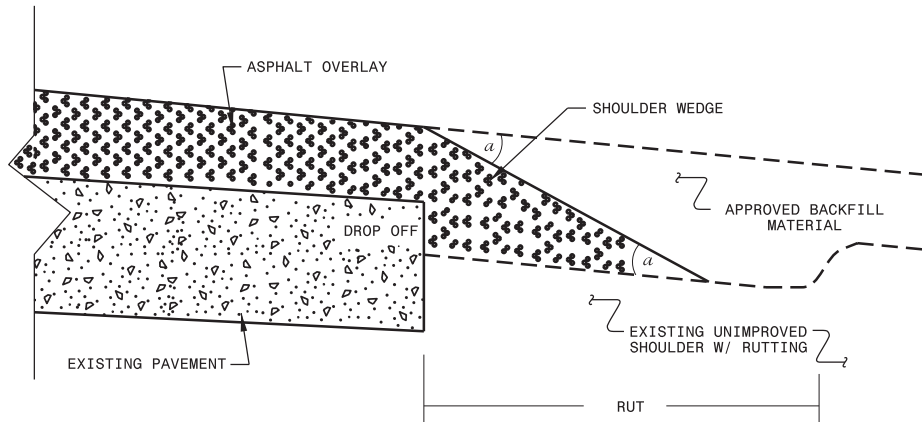
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



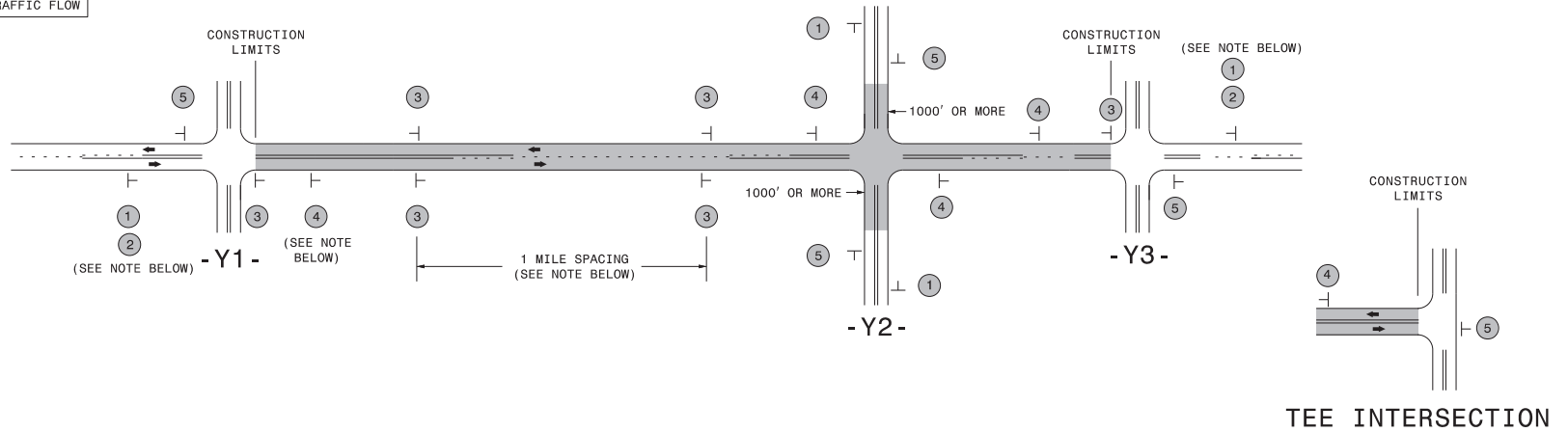
SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY: T.SPILL	DATE: 7-19-11	CHECKED BY:	DATE: 10/18/12
FILE SPEC.: s:\usr\details\stand\shoulderwedge\detail.dgn			

SIGNING FOR RESURFACING PROJECTS

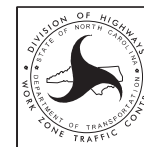
LEGEND
 STATIONARY SIGN
 DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

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>	<ul style="list-style-type: none"> - 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>	<ul style="list-style-type: none"> - 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.	
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.			NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>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.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>	
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 WARNING SIGNS.			



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