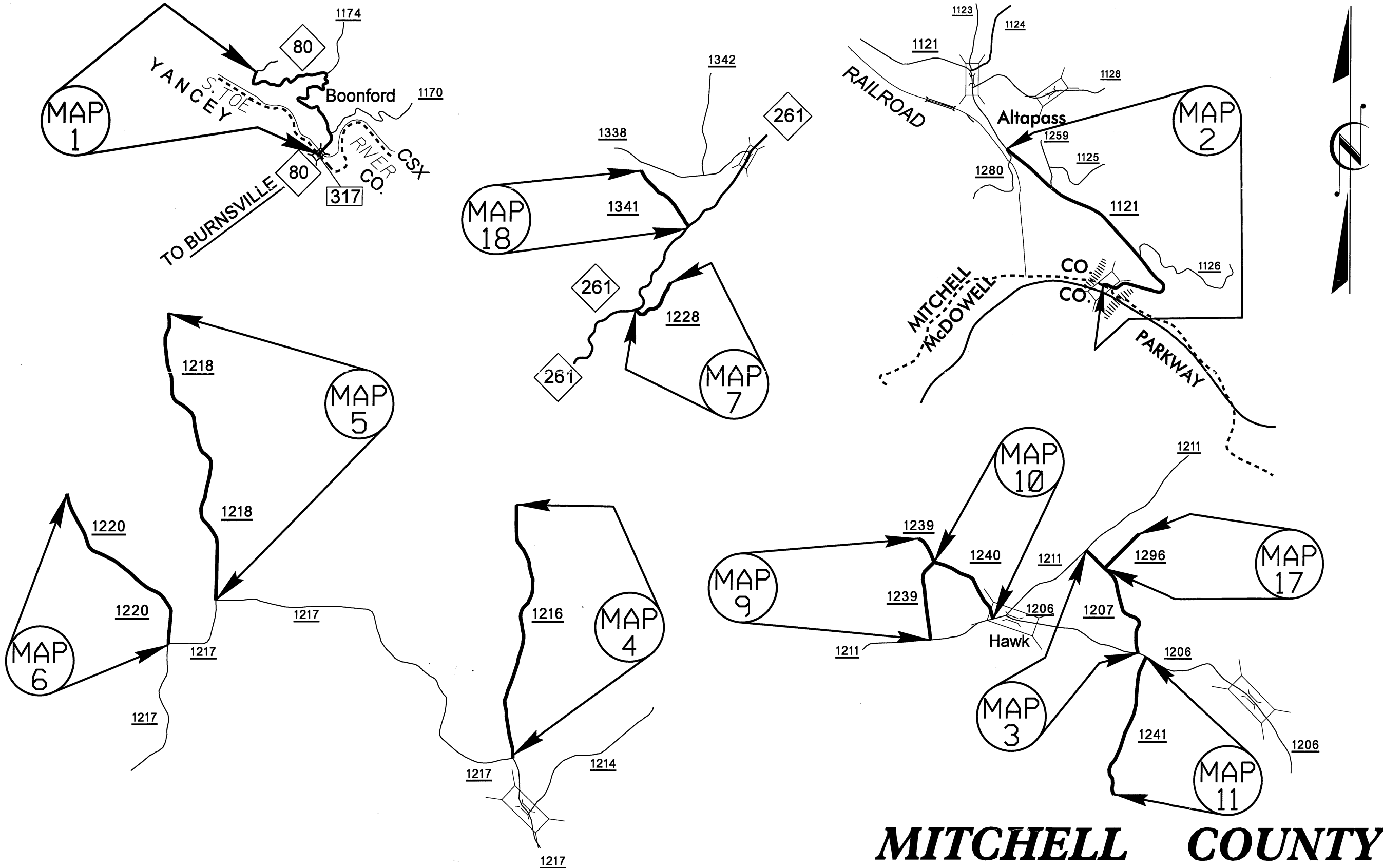
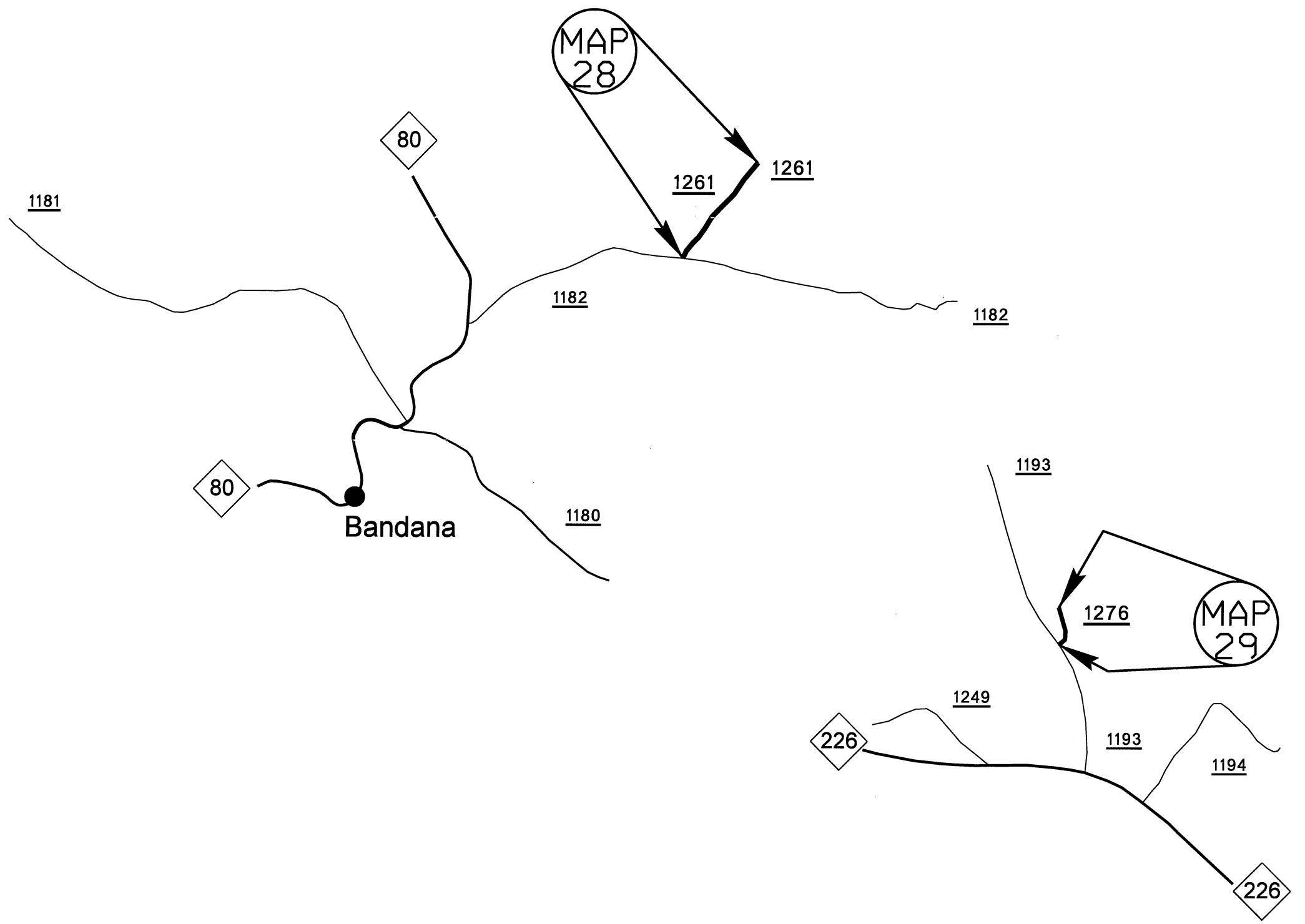


PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611, 2016CPT.13.13.20612, ETC.	1	



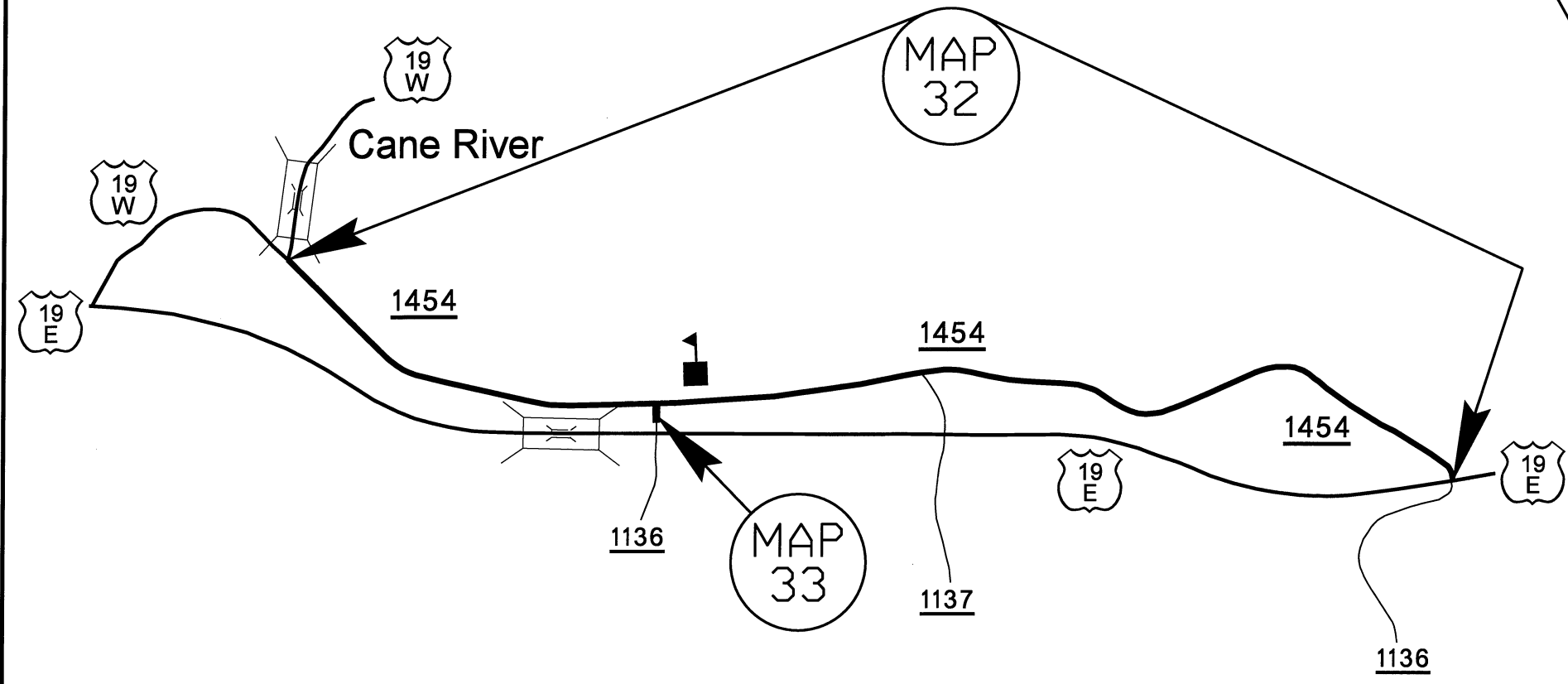
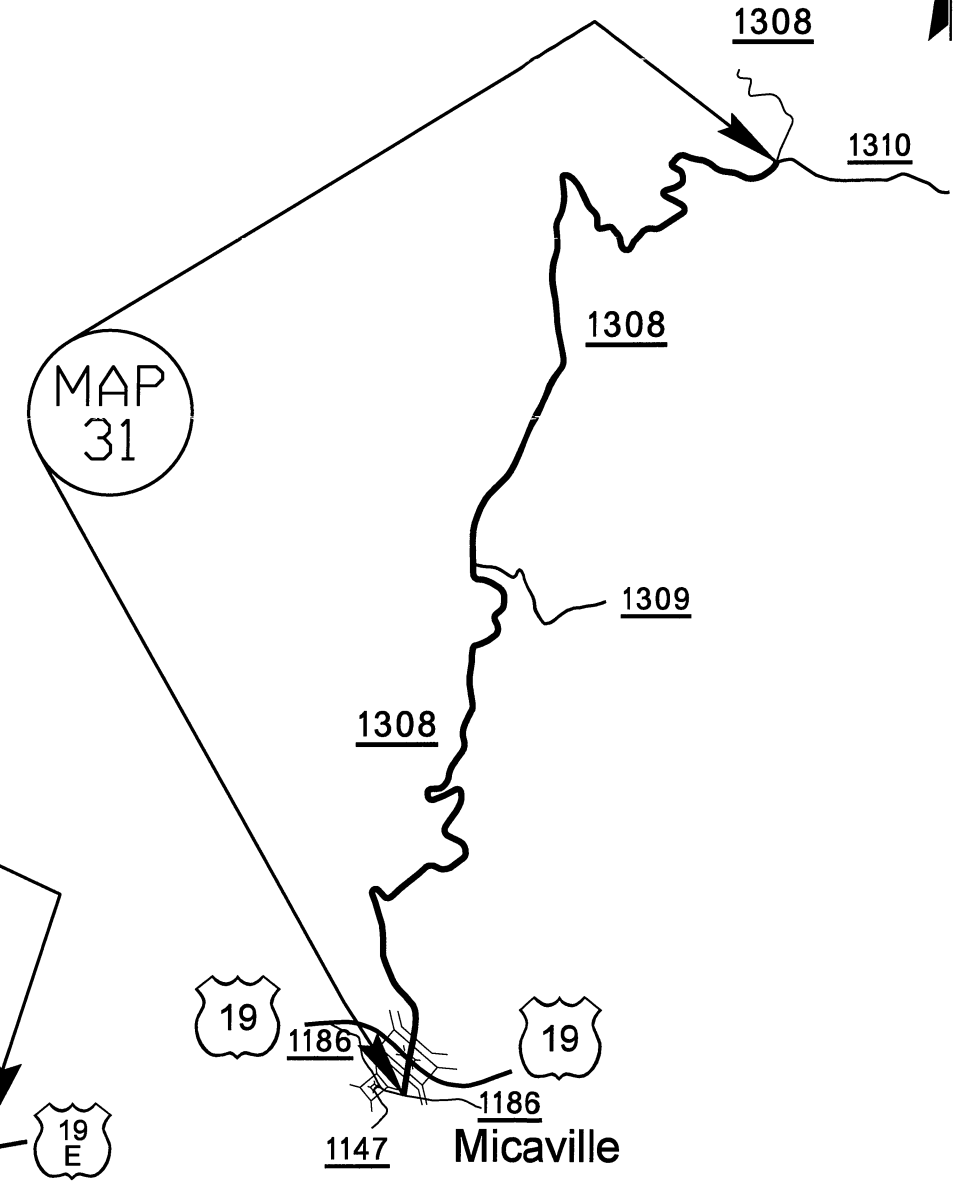
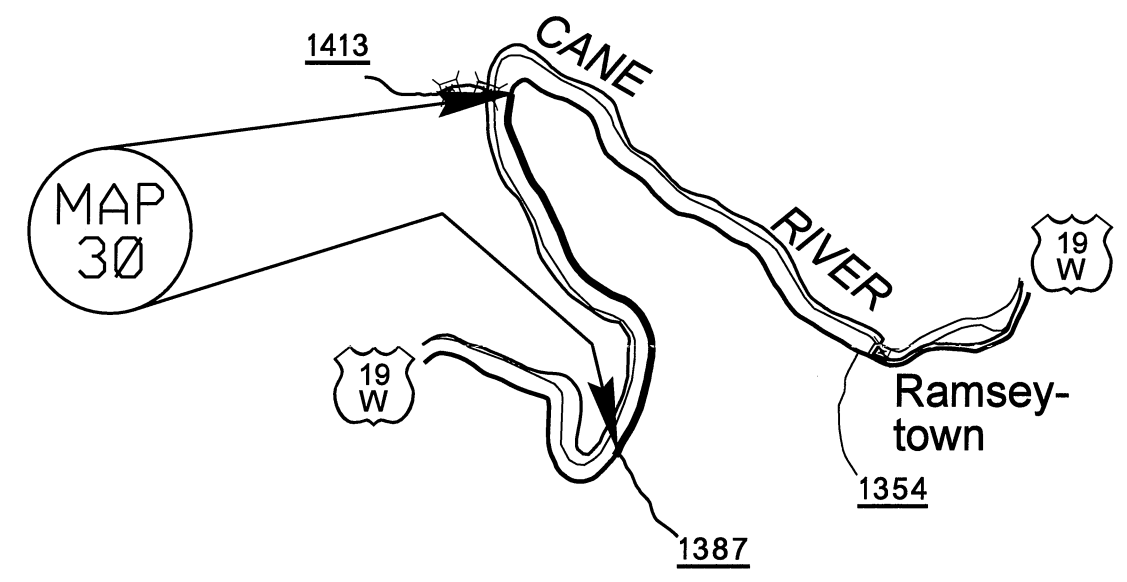
MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611, 2016CPT.13.13.20612, ETC.	3	



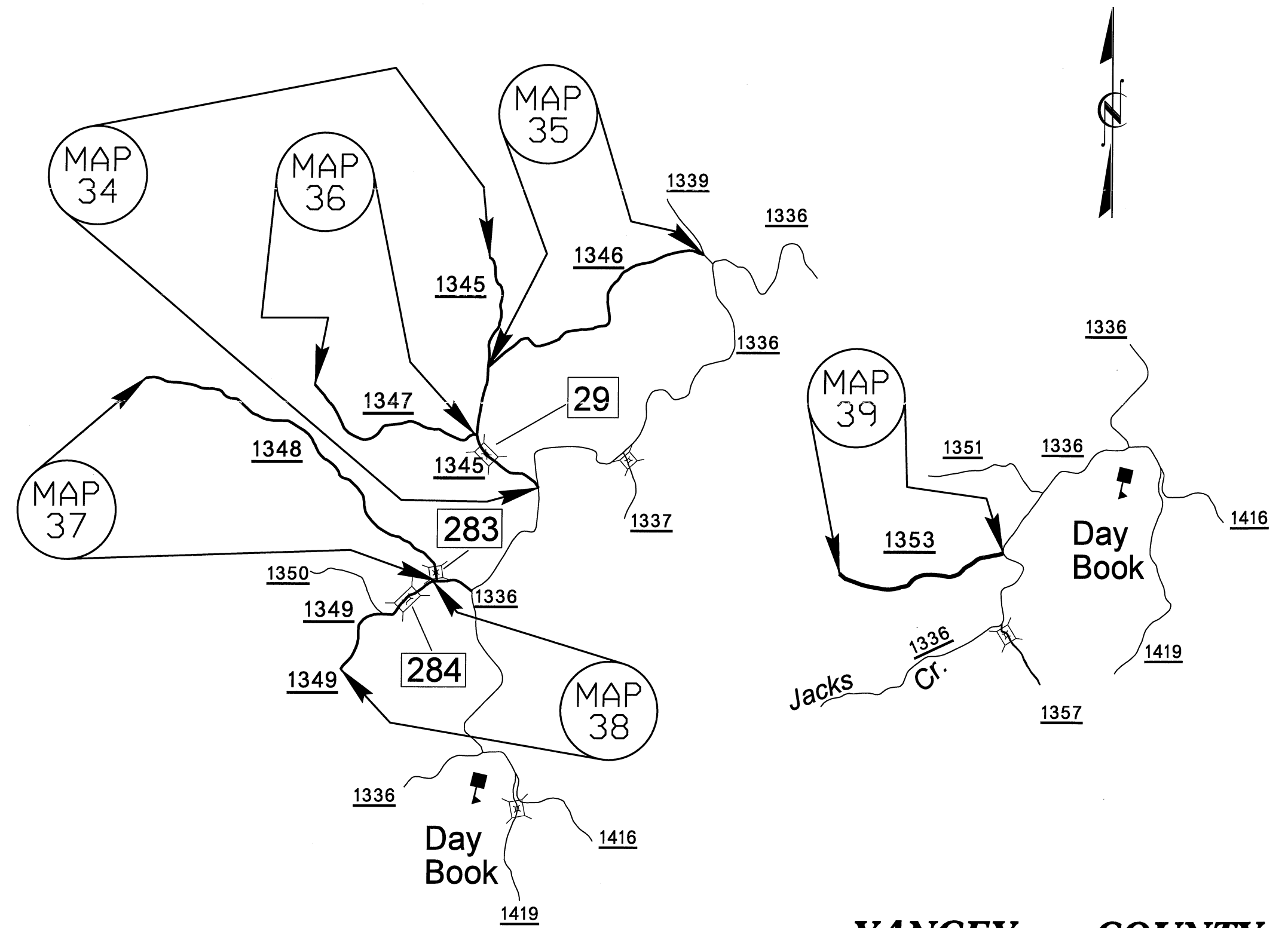
MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611, 2016CPT.13.13.20612, ETC.	4	



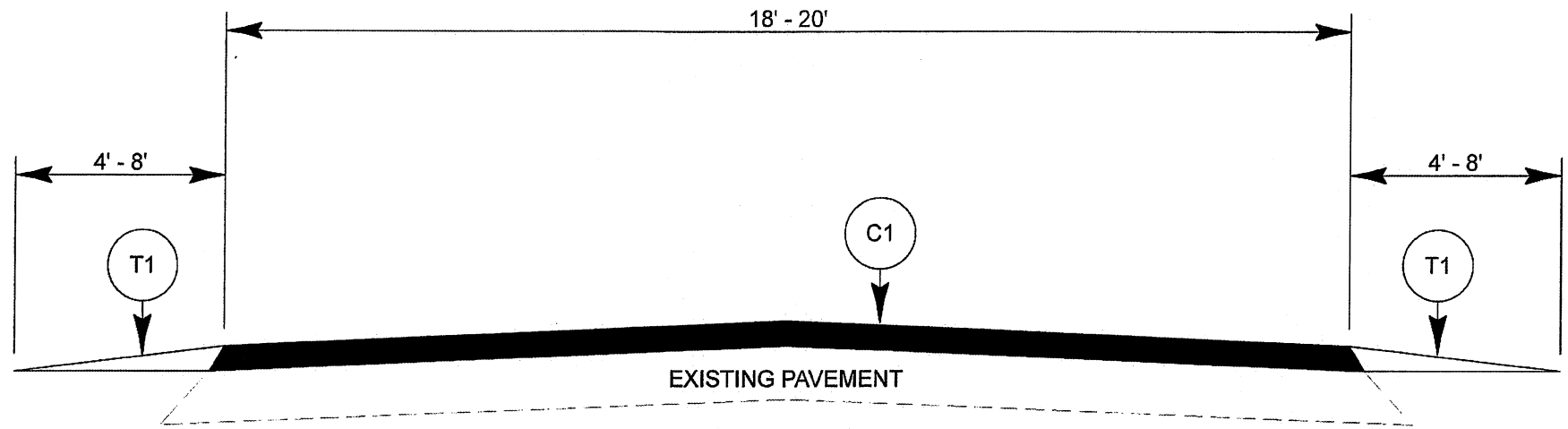
YANCEY COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611, 2016CPT.13.13.20612, ETC.	5	

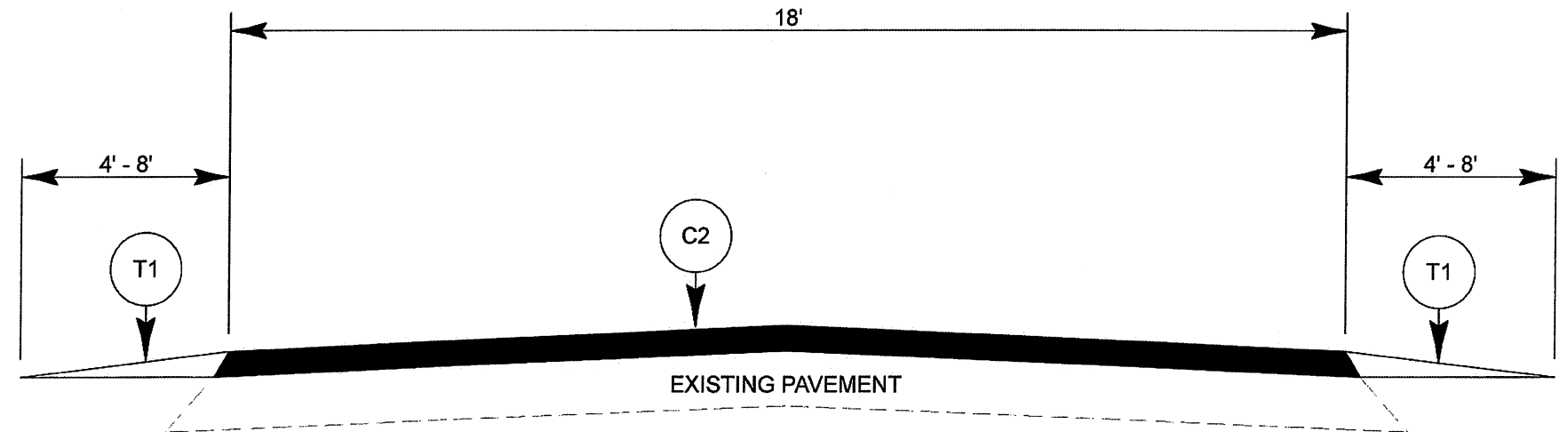


YANCEY COUNTY

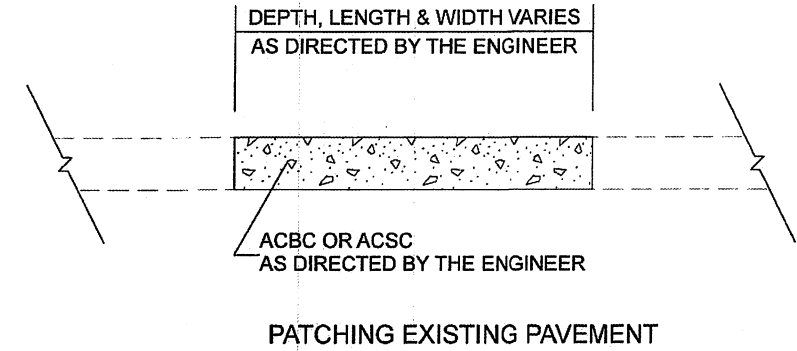
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611, 2016CPT.13.13.20612, ETC.	6	



TYPICAL SECTION NO. 1

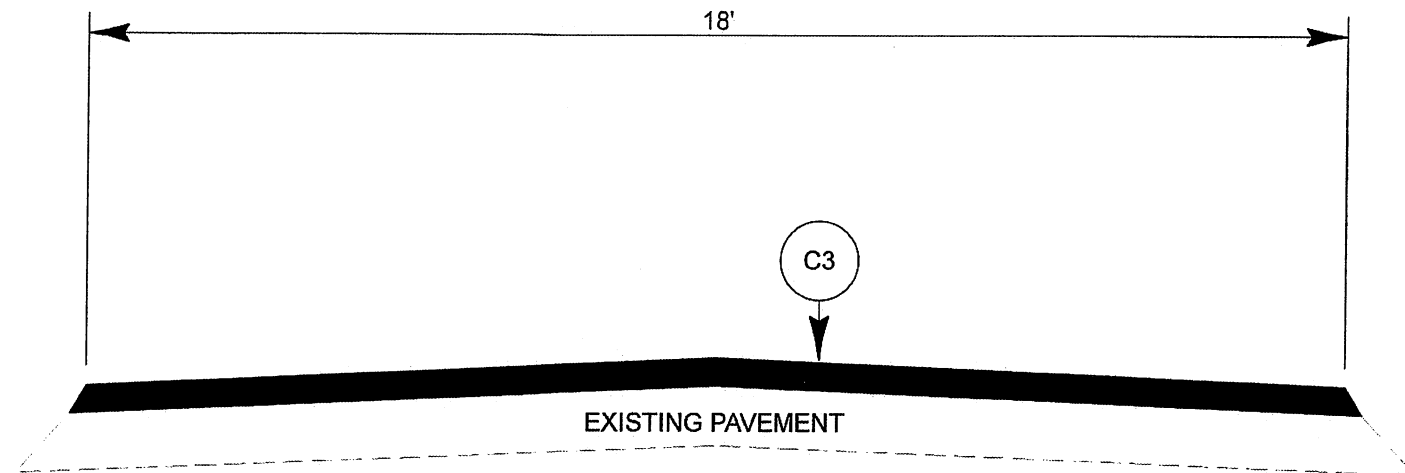


TYPICAL SECTION NO. 2

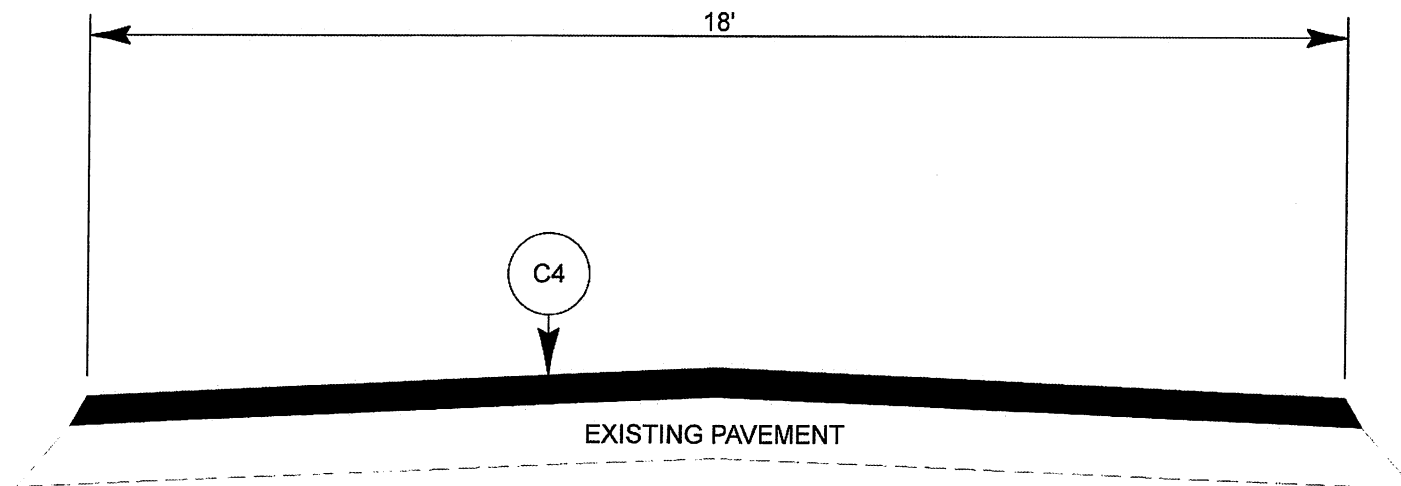


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD
C3	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YARD
C4	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YARD
F1	ASPHALT SURFACE TREATMENT, DOUBLE SEAL (LIGHTWEIGHT AGGREGATE)
F2	ASPHALT SURFACE TREATMENT, DOUBLE SEAL
F3	ASPHALT SURFACE TREATMENT, FOG SEAL
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT, 0 TO 1" DEPTH
V2	INCIDENTAL MILLING
Y1	LATEX MODIFIED MICROSURFACING, TYPE III

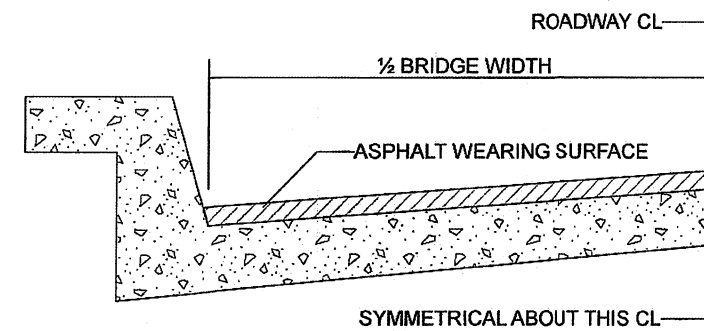
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611, 2016CPT.13.13.20612, ETC.	7	



TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4



BRIDGE HALF TYPICAL SECTION

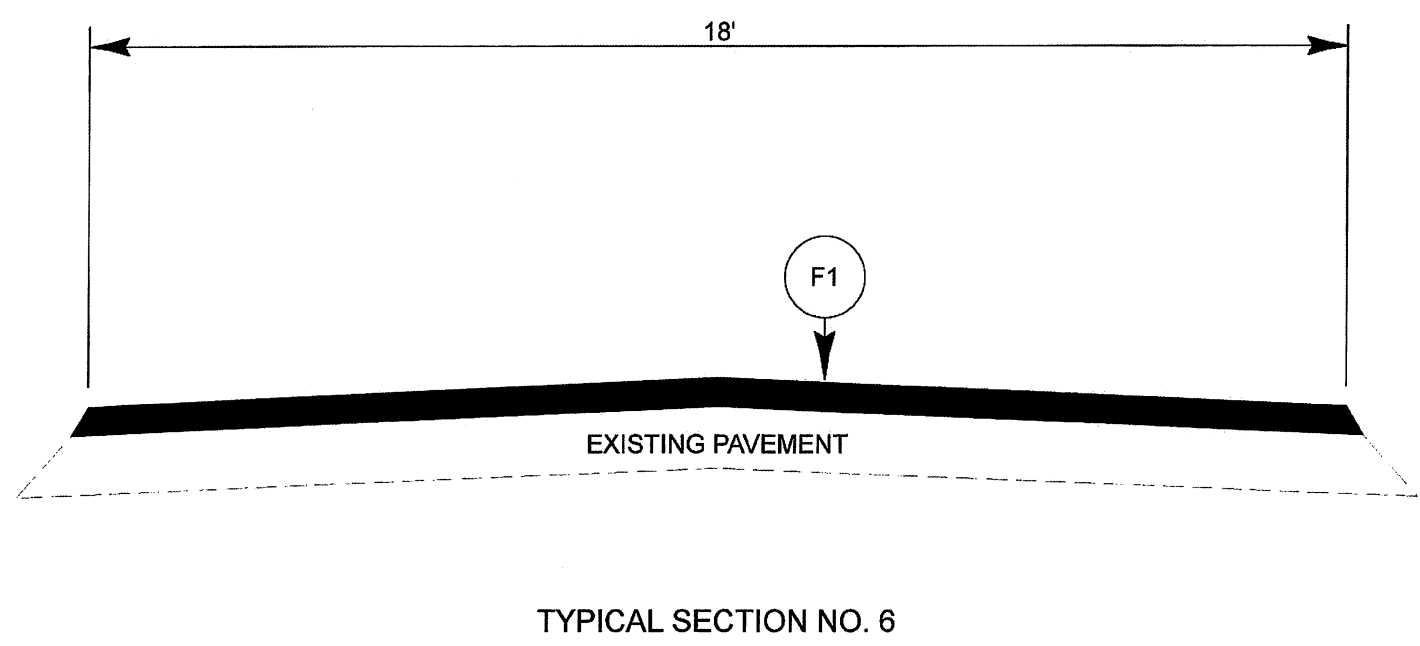
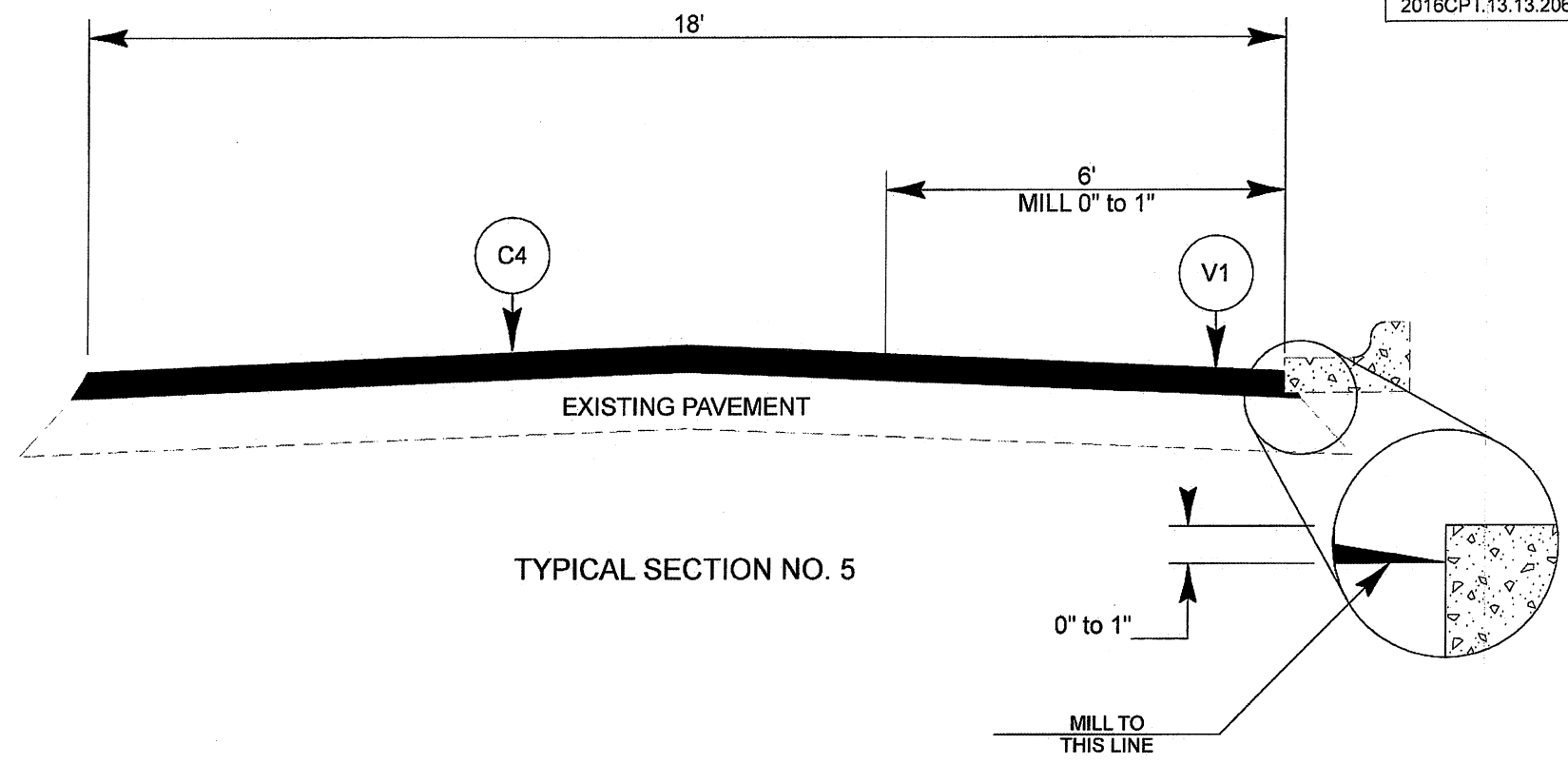
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

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

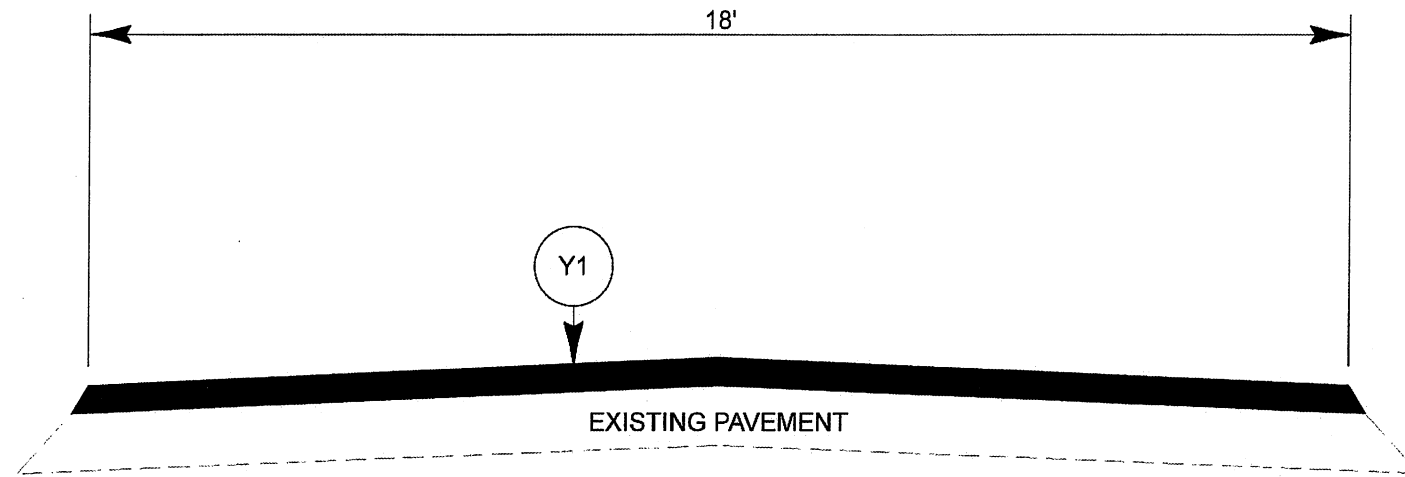
NOTES

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 DEPTHAS DIRECTED BY THE ENGINEER.

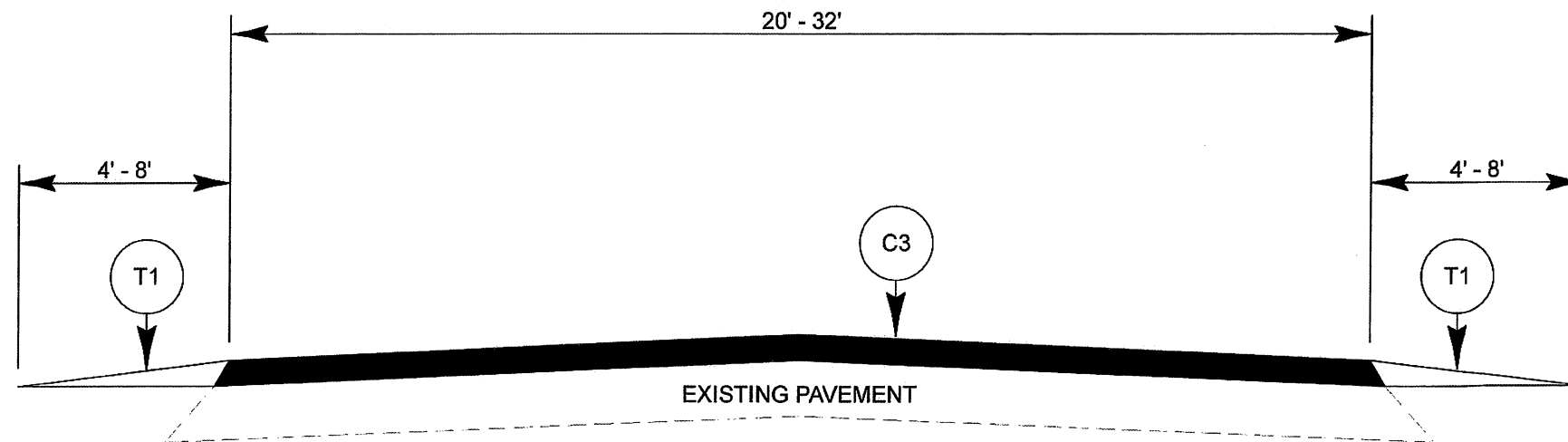
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611, 2016CPT.13.13.20612, ETC.	8	



PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611, 2016CPT.13.13.20612, ETC.	9	

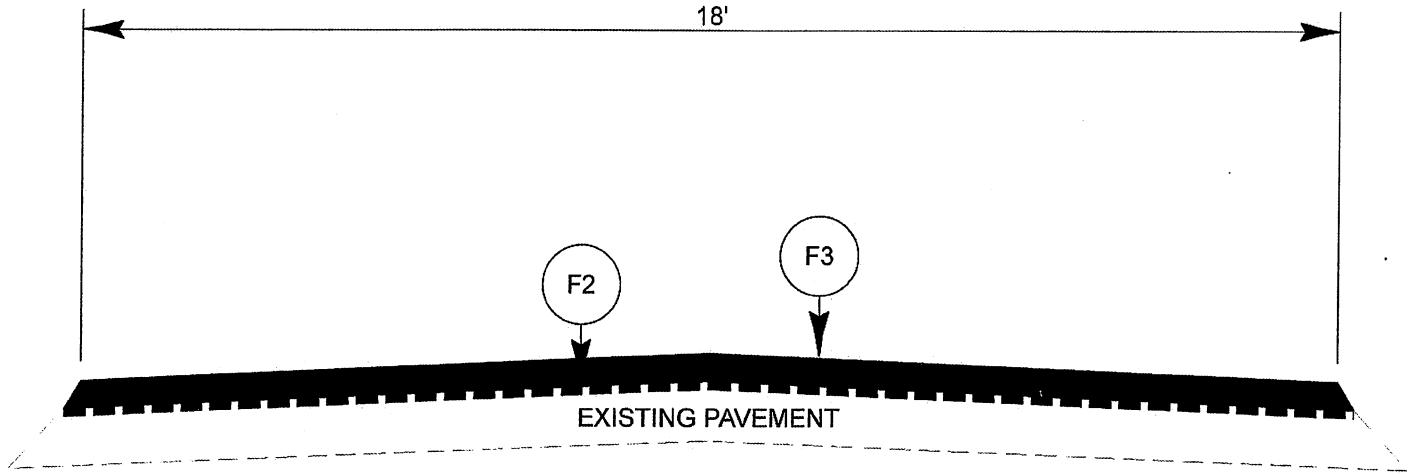


TYPICAL SECTION NO. 7



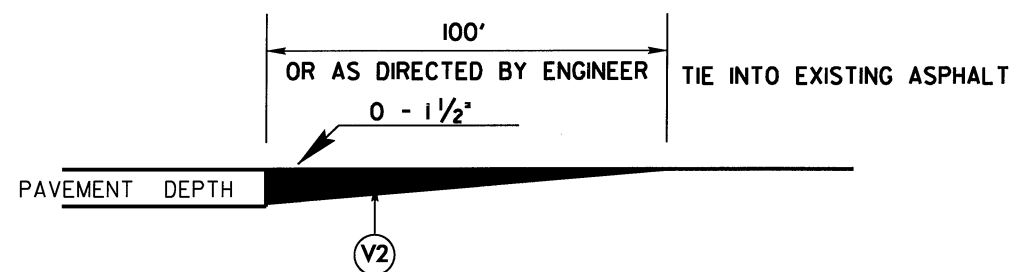
TYPICAL SECTION NO. 8

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611, 2016CPT.13.13.20612, ETC.	10	



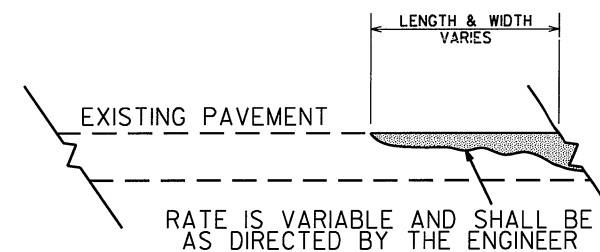
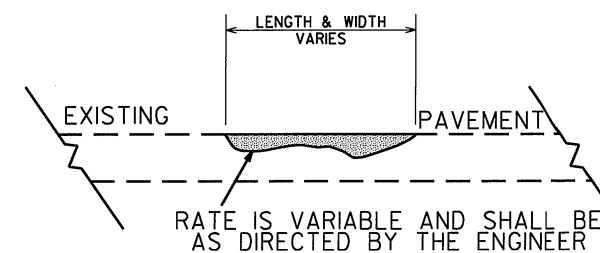
TYPICAL SECTION NO. 9

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611, 2016CPT.13.13.20612, ETC.	11	



DETAIL TO TIE INTO EXIST PAVEMENT

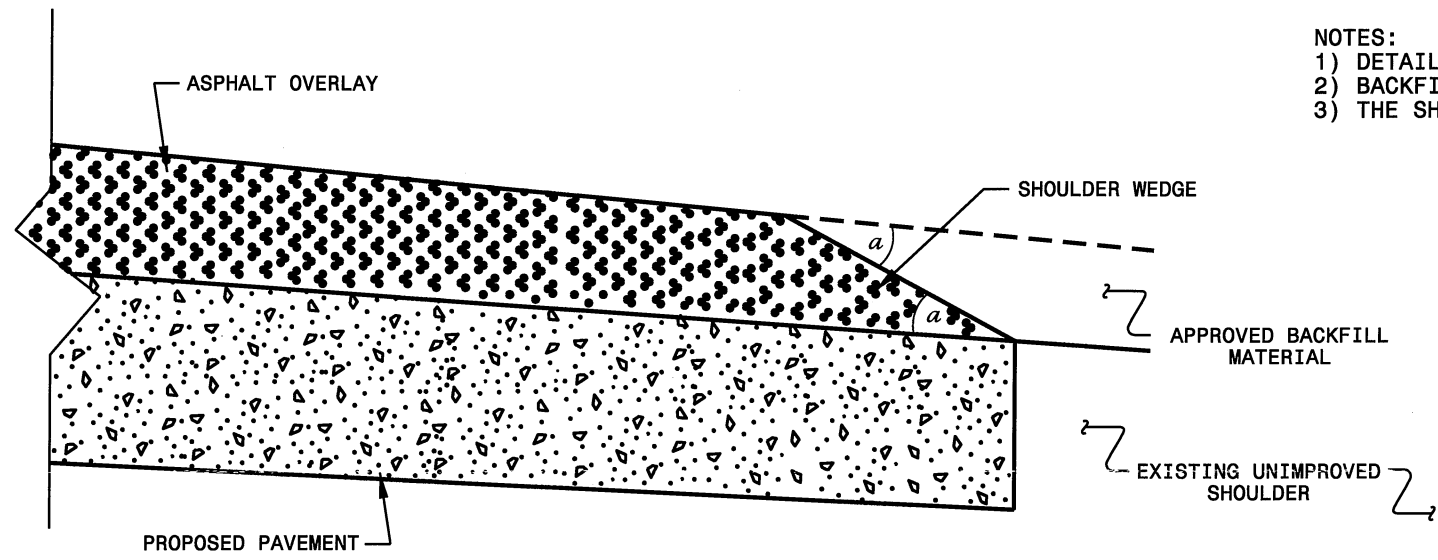
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE S9.5B. THIS WILL BE PAID FOR AS INCIDENTAL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



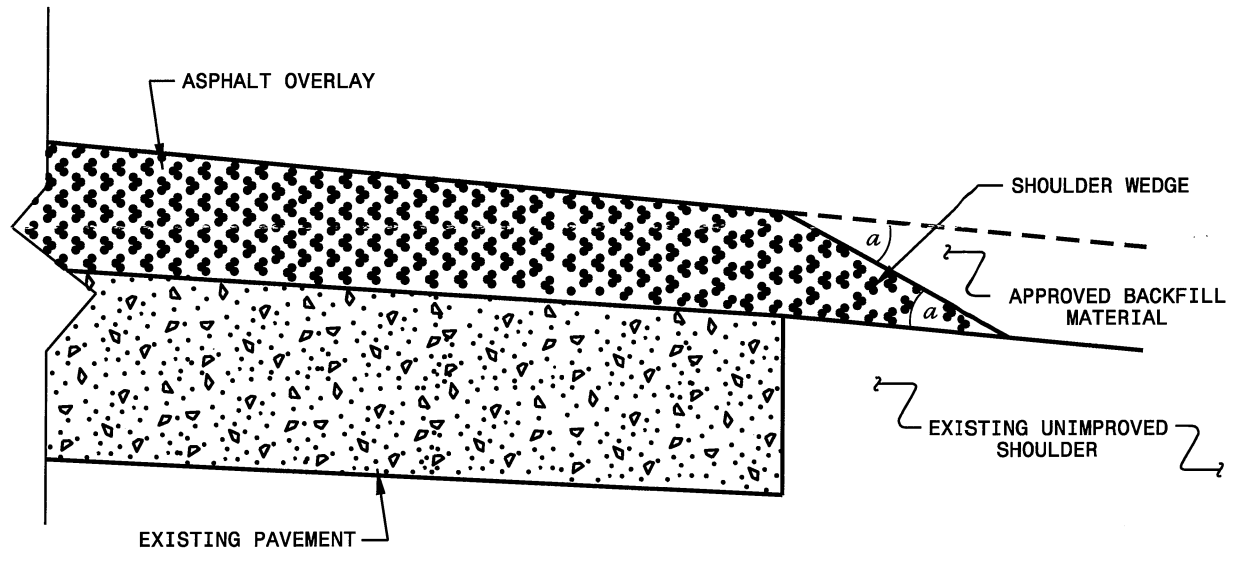
DETAIL SHOWING METHOD OF WEDGING

PROJECT	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611	12	
2016CPT.13.13.20612, ETC.		

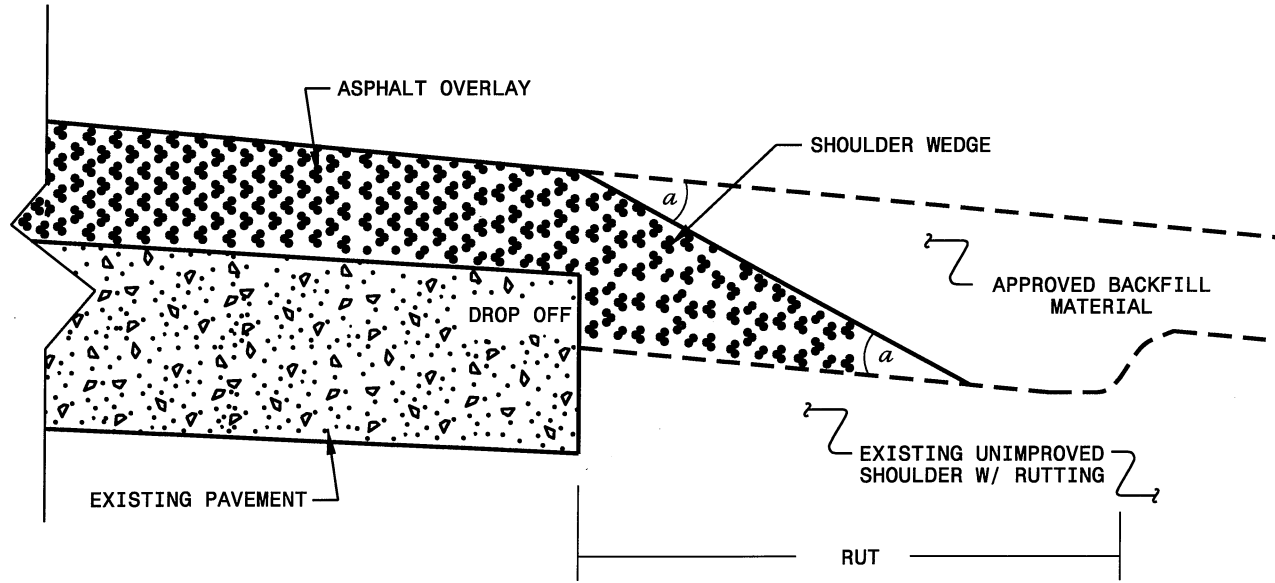
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

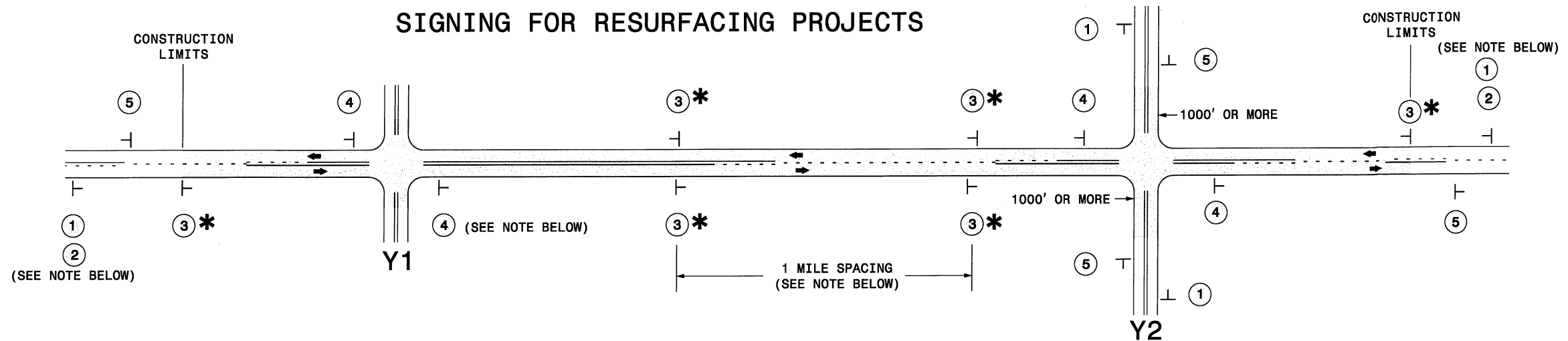
CONTRACT STANDARDS
 AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T. SPELL DATE: 7-19-11
 MODIFIED BY: DATE: 10/16/12
 CHECKED BY: DATE:
 FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn

 13
 12
 11
 10
 09
 08
 07
 06
 05
 04
 03
 02
 01

SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

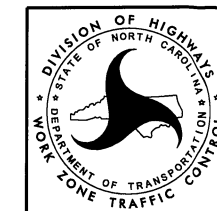
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING	-Y- LINE SIGNING
	<p>① PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>② #2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS
	<p>③* 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.</p>	<p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p>
	<p>④ 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.</p>	<p> PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	<p>⑤ PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

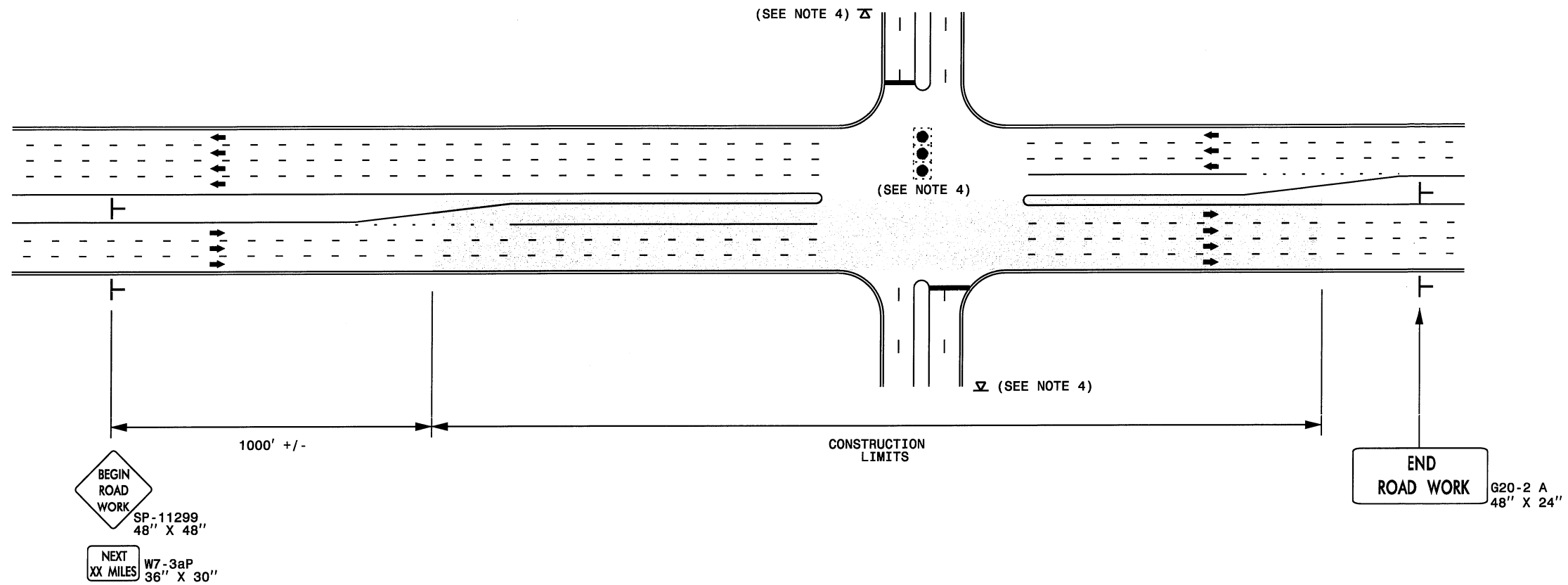
SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



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

PROJECT	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611	14	
2016CPT.13.13.20612, ETC.		

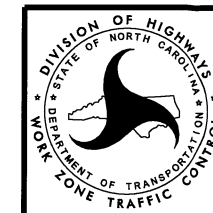
URBAN / SUBURBAN WORKZONES



NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) 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.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND	
└	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW

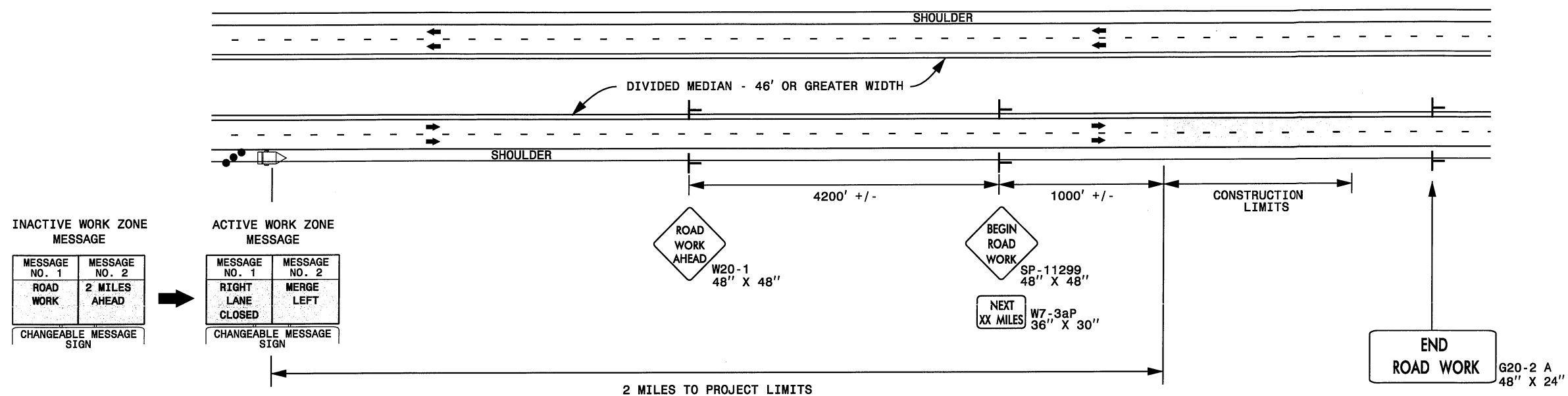


**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

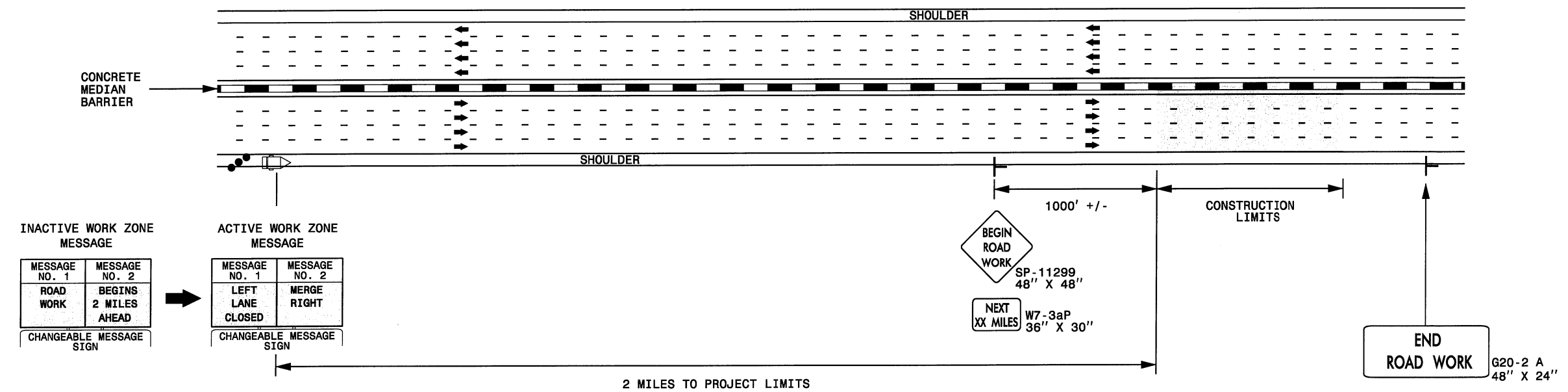
2/24/2014 S:\TMU\WZTC\Resurfacing\2013\Documents\New_Procedures_05_09_2013\Resurfacing_AdvWarn_UrSub.dgn

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER

PROJECT	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611 2016CPT.13.13.20612, ETC.	15	



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER



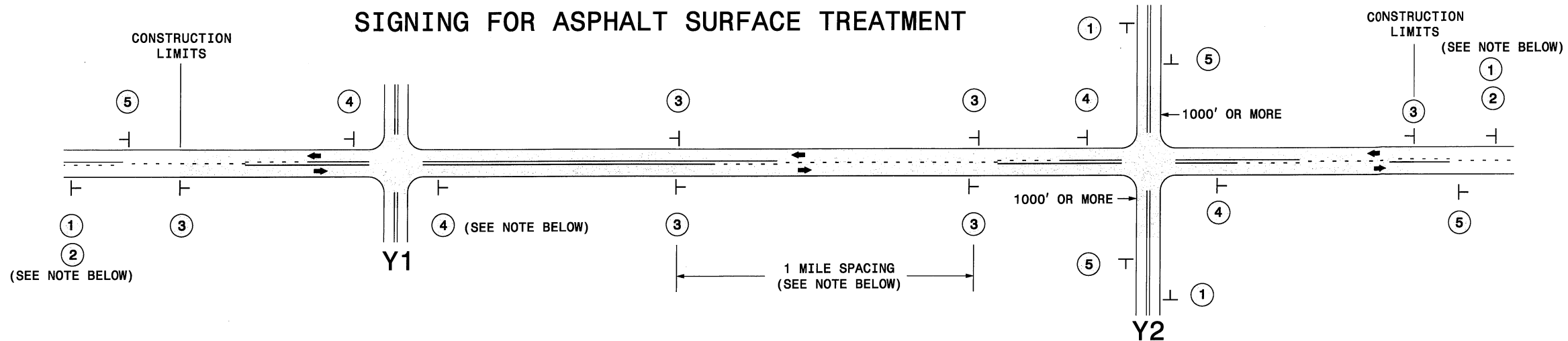
- NOTES:**
- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
 - 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
 - 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
 - 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
 - 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
 - 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

	CHANGEABLE MESSAGE SIGN (CMS)
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW
	TRAFFIC DRUM

RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH

C:\7\2013\Resurfacing\2013Documents\New_Procedures_05_09_2013\Resurfacing_AdvWarn_HSpd.cgm
 User: rmgf, 6/11/13



LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.
	②		#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	 	ALTERNATE THE FOLLOWING TWO SIGNS: STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT". PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.
	④		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		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- SUBDIVISION ROADS
- DEAD END ROADS

WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.

W20-1
48" X 48"

W20-7 A
48" X 48"

PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

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

ADVANCE WARNING SIGNS FOR ASPHALT SURFACE TREATMENTS 2 LANE ROADWAYS

12/22/2014 5:11:00 PM S:\YIMU\WZTC\Apps\WorkZoneGenerator\ExternalWebPage\DesRes\Documents\Resurfacing\AdvWarn_2Ln - AST.dgn User:mgarrrett

SIGN NUMBER: SP13107
 TYPE: STATIONARY
 QUANTITY: SEE PLANS

BACKG COLOR: Fluorescent Orange
 COPY COLOR: Black

DESIGN BY: B. RASHID
 PROJECT ID:

CHECKED BY: AIA
 DIV:

DATE: Apr 26, 2013

SIGN WIDTH: 4'-0"
 HEIGHT: 4'-0"
 TOTAL AREA: 16.00 Sq.Ft.

BORDER TYPE: INSET
 RECESS: 0.75"
 WIDTH: 1.25"
 RADII: 3"

NO. Z BARS:
 LENGTH:

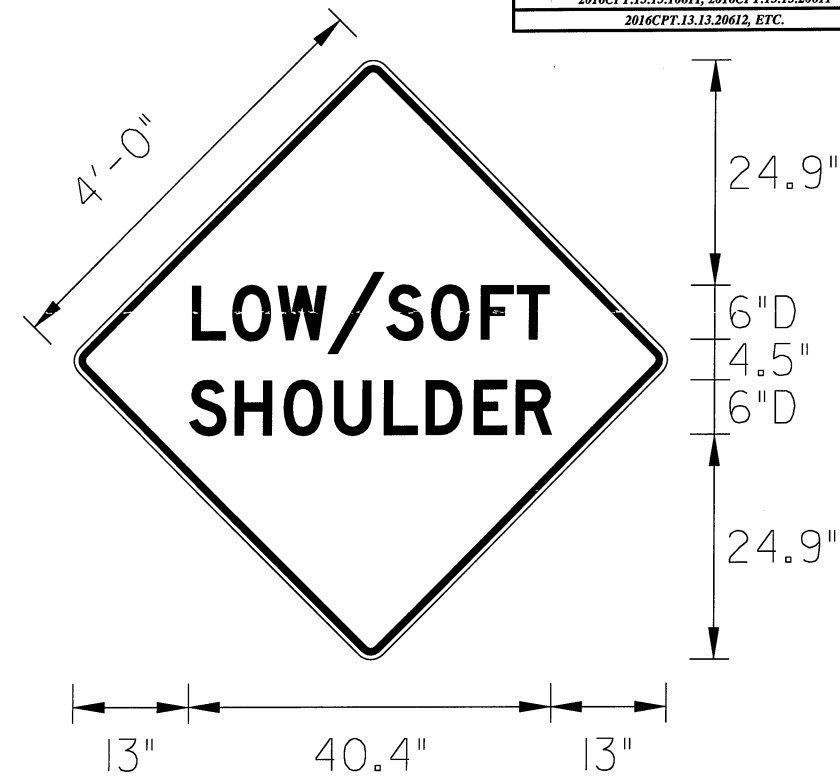
SYMBOL	X	Y	WID	HT

MAT'L: 0.080" (2.0 mm) ALUMINUM

USE NOTES: 1,2

- Legend and border shall be direct applied black non-reflective sheeting.
- Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

PROJECT	SHEET NO.	TOTAL SHEETS
2016CPT.13.13.10611, 2016CPT.13.13.20611	19	
2016CPT.13.13.20612, ETC.		



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter											Series/Size	
											Text Length	
	L	O	W	/	S	O	F	T				D 2000
13.2	4.5	5	5.5	6.5	5	5.6	4.1	3.7	13.2			39.9
	S	H	O	U	L	D	E	R				D 2000
13	5.1	5.4	5.6	5.5	4.6	5.4	4.7	4.1	13			40.4

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.13.13.10611, 2016CPT.13.13.20611 2016CPT.13.13.20612, ETC.	20	

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	INCIDENTAL STONE BASE TON	SHOULDER RECONSTRUCTION SMI	MILLING ASPHALT PAVEMENT, 0" TO 1" DEPTH SY	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT CONC SURFACE COURSE, TYPE S4.75A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ASPHALT SURFACE TREATMENT, DOUBLE SEAL SY	ASPHALT SURFACE TREATMENT, FOG SEAL SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	GENERIC PAVING ITEM LATEX MODIFIED MICRO-SURFACING, TYPE III SY
2016CPT.13.13.10611	Mitchell	1	NC 80	FROM YANCEY COUNTY LINE TO SR 1174 + 0.82 MILES (MP 0.00 - MP 1.99)	1	2	2WU	NO	NO	1.99	19	100	3.98		775	2,063			124	450				
TOTAL FOR PROJ NO. 2016CPT.13.13.10611										1.99	19	100	3.98	775	2,063				124	450				
2016CPT.13.13.20611	Mitchell	2	SR 1121	FROM SR 1280 TO MCDOWELL COUNTY LINE (MP 3.78 - MP 4.88)	2	2	2WU	NO	NO	1.1	18	55	2.20				1,061		71	220				
		3	SR 1207	FROM SR 1211 TO SR 1206 (MP 0.00 - MP 0.33)	3	2	2WU	NO	NO	0.33	18						212		14	20				
		4	SR 1216	FROM SR 1217 TO DEAD END (MP 0.00 - MP 0.70)	3	2	2WU	NO	NO	0.7	18						449		30	60				
		5	SR 1218	FROM SR 1217 TO EOM (MP 0.00 - MP 0.80)	3	2	2WU	NO	NO	0.8	18						513		34	75				
		6	SR 1220	FROM SR 1217 TO EOM (MP 0.00 - MP 0.52)	3	2	2WU	NO	NO	0.52	18						334		22	80				
		7	SR 1228	FROM NC 261 TO EOM (MP 0.00 - MP 0.27)	3	2	2WU	NO	NO	0.27	18						173		12	20				
		8	SR 1232	FROM SR 1211 TO DEAD END (MP 0.00 - MP 0.26)	3	2	2WU	NO	NO	0.26	18						167		11	20				
		9	SR 1239	FROM SR 1211 TO EOM (MP 0.00 - MP 0.30)	3	2	2WU	NO	NO	0.3	18						193		13	20				
		10	SR 1240	FROM SR 1211 TO SR 1239 (MP 0.00 - MP 0.23)	3	2	2WU	NO	NO	0.23	18						148		10	10				
		11	SR 1241	FROM SR 1206 TO EOM (MP 0.00 - MP 0.38)	3	2	2WU	NO	NO	0.38	18						244		16	20				
		12	SR 1210	FROM SR 1211 TO EOP (MP 0.00 - MP 0.37)	3	2	2WU	NO	NO	0.37	18						237		16	75				
		13	SR 1211	FROM SR 1210 TO EOM (MP 5.50 - MP 6.38)	3	2	2WU	NO	NO	0.88	18						565		38	85				
		14	SR 1253	FROM NC 226 TO NC 226 (MP 0.00 - MP 1.12)	3	2	2WU	NO	NO	1.12	18						719		48	130				
		15	SR 1267	FROM SR 1190 TO EOM (MP 0.00 - MP 0.09)	3	2	2WU	NO	NO	0.09	18						58		4	15				
		16	SR 1287	FROM SR 1211 TO EOM (MP 0.00 - MP 0.04)	3	2	2WU	NO	NO	0.04	18						26		2	10				
		17	SR 1296	FROM SR 1207 TO DEAD END (MP 0.00 - MP 0.14)	3	2	2WU	NO	NO	0.14	18						90		6	15				
		18	SR 1341	FROM NC 261 TO DEAD END (MP 0.00 - MP 0.43)	3	2	2WU	NO	NO	0.43	18						276		18	45				
		19	SR 1244	FROM GREEN WEST RD TO HARRIS ST (MP 0.00 - MP 0.15)	3	2	2WU	NO	NO	0.15	18						96		6	35				
		20	SR 1120	FROM MP 0.15 TO EOP (MP 0.15 - MP 0.20)	3	2	2WU	NO	NO	0.05	18						32		2	15				
		21	SR 1120	FROM BEGIN PVMT TO EOM (MP 0.27 - MP 1.17)	3	2	2WU	NO	NO	0.9	18						578		39	40				
TOTAL FOR PROJ NO. 2016CPT.13.13.20611										9.06	18	55	2.20				6,171		412	1,010				
2016CPT.13.13.20612	Mitchell	22	SR 1153	FROM SR 1277 TO EOM (MP 0.00 - MP 0.17)	4	2	2WU	NO	NO	0.17	18						99		7	5				
		23	SR 1277	FROM SR 1153 TO EOM (MP 0.00 - MP 0.21)	5	2	2WU	NO	NO	0.21	18			735			123		9	50				
		24	SR 1288	FROM SR 1277 TO EOM (MP 0.00 - MP 0.20)	4	2	2WU	NO	NO	0.2	18						117		8	5				
		25	SR 1269	FROM SR 1106 TO EOM (MP 0.00 - MP 0.25)	6	2	2WU	NO	NO	0.25	18								15	2,640		1,455		
		26	SR 1140	FROM SR 1143 TO EOP (MP 0.00 - MP 0.80)	6	2	2WU	NO	NO	0.8	18								130	8,448		4,650		
		27	SR 1192	FROM NC 226 TO EOM (MP 0.00 - MP 1.01)	6	2	2WU	NO	NO	1.01	18								45	10,666		5,870		
		28	SR 1261	FROM SR 1182 TO EOM (MP 0.00 - MP 0.17)	6	2	2WU	NO	NO	0.17	18								5	1,795		990		
		29	SR 1276	FROM SR 1193 TO EOM (MP 0.00 - MP 0.06)	6	2	2WU	NO	NO	0.06	18								10	634		350		
TOTAL FOR PROJ NO. 2016CPT.13.13.20612										2.87	18			735			339	24	265	24,183		13,315		
2016CPT.13.15.11001	Yancey	30	US 19W	FROM SR 1387 TO SR 1413 (MP 10.43 - MP 11.92)	7	2	2WU	NO	NO	1.49	18	25								40				15,734
TOTAL FOR PROJ NO. 2016CPT.13.15.11001										1.49	18	25								40				15,734
2016CPT.13.15.21001	Yancey	31	SR 1308	FROM SR 1186 TO SR 1310 (MP 0.00 - MP 4.44)	2	2	2WU	NO	NO	4.44	18	222	8.88				4,284		287	700				
		32	SR 1454	FROM US 19W TO US 19E (MP 0.00 - MP 2.04)	8	2	2WU	NO	NO	2.04	20	51	4.08				1,454		97	200				
		33	SR 1136	FROM SR 1454 TO PVMT CHANGE (MP 0.00 - MP 0.03)	8	2	2WU	NO	NO	0.03	32	2	0.06				34		2	30				
TOTAL FOR PROJ NO. 2016CPT.13.15.21001										6.51	275	275	13.02				5,772		386	930				
2016CPT.13.15.21002	Yancey	34	SR 1345	FROM SR 1336 TO EOP (MP 0.00 - MP 1.03)	9	2	2WU	NO	NO	1.03	18								75	10,877		10,877		5,985
		35	SR 1346	FROM SR 1339 TO SR 1345 (MP 0.00 - MP 1.10)	9	2	2WU	NO	NO	1.1	18								30	11,616		11,616		6,390
		36	SR 1347	FROM SR 1345 TO EOP (MP 0.00 - MP 0.74)	9	2	2WU	NO	NO	0.74	18								30	7,814		7,814		4,300
		37	SR 1348	FROM SR 1349 TO EOP (MP 0.00 - MP 1.10)	9	2	2WU	NO	NO	1.1	18								75	11,616		11,616		6,505
		38	SR 1349	FROM SR 1336 TO EOP (MP 0.00 - MP 0.71)	9	2	2WU	NO	NO	0.71	18								75	7,498		7,498		4,125
		39	SR 1353	FROM SR 1336 TO EOP (MP 0.00 - MP 0.64)	9	2	2WU	NO	NO	0.64	18								50	6,758		6,758		3,720
TOTAL FOR PROJ NO. 2016CPT.13.15.21002										5.32	18								335	56,179		56,179		31,025
GRAND TOTAL										27.24		455	19.20	735	775	2,063	11,943	339	946	3,030	80,362	56,179	44,340	15,734

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.13.13.10611, 2016CPT.13.13.20611, 2016CPT.13.13.20612, ETC.	1	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	441300000-E	445700000-N	469700000-E	471000000-E	472100000-E	481000000-E	484700000-E		485000000-E	490500000-N			
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (8", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) SCHOOL	PAINT PAVEMENT MARKING LINES (4") WHITE	PAINT PAVEMENT MARKING LINES (4") YELLOW	POLYUREA PAVEMENT MARKING LINES (4") WHITE (HIGHLY REFLECTIVE ELEMENTS) LF	POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HIGHLY REFLECTIVE ELEMENTS) LF	REMOVAL OF PAVEMENT MARKING LINES (4")	SNOWPLOWABLE PAVEMENT MARKERS		
NO		NO			NO					SF	LS	LF	LF	EA	LF	LF	LF	EA	EA			
2016CPT.13.13.10611	Mitchell	1	NC 80	FROM YANCEY COUNTY LINE TO SR 1174 + 0.82 MILES (MP 0.00 - MP 1.99)	1	2	2WU	1.99	19	224	*						21,014	21,014	263			
TOTAL FOR PROJ NO. 2016CPT.13.13.10611										224	1						21,014	21,014	263			
																	42,028					
2016CPT.13.13.20611	Mitchell	2	SR 1121	FROM SR 1280 TO MCDOWELL COUNTY LINE (MP 3.78 - MP 4.88)	2	2	2WU	1.1	18								11,616	11,616				
		3	SR 1207	FROM SR 1211 TO SR 1206 (MP 0.00 - MP 0.33)	3	2	2WU	0.33	18								3,485	3,485				
		4	SR 1216	FROM SR 1217 TO DEAD END (MP 0.00 - MP 0.70)	3	2	2WU	0.7	18													
		5	SR 1218	FROM SR 1217 TO EOM (MP 0.00 - MP 0.80)	3	2	2WU	0.8	18								8,448	8,448				
		6	SR 1220	FROM SR 1217 TO EOM (MP 0.00 - MP 0.52)	3	2	2WU	0.52	18								5,491	5,491				
		7	SR 1228	FROM NC 261 TO EOM (MP 0.00 - MP 0.27)	3	2	2WU	0.27	18													
		8	SR 1232	FROM SR 1211 TO DEAD END (MP 0.00 - MP 0.26)	3	2	2WU	0.26	18								2,746	2,746				
		9	SR 1239	FROM SR 1211 TO EOM (MP 0.00 - MP 0.30)	3	2	2WU	0.3	18													
		10	SR 1240	FROM SR 1211 TO SR 1239 (MP 0.00 - MP 0.23)	3	2	2WU	0.23	18													
		11	SR 1241	FROM SR 1206 TO EOM (MP 0.00 - MP 0.38)	3	2	2WU	0.38	18	1,027	*											
		12	SR 1210	FROM SR 1211 TO EOP (MP 0.00 - MP 0.37)	3	2	2WU	0.37	18								3,907	3,907				
		13	SR 1211	FROM SR 1210 TO EOM (MP 3.50 - MP 6.38)	3	2	2WU	0.88	18								9,293	9,293				
		14	SR 1259	FROM NC 226 TO NC 226 (MP 0.00 - MP 1.12)	3	2	2WU	1.12	18								11,827	11,827				
		15	SR 1267	FROM SR 1190 TO EOM (MP 0.00 - MP 0.09)	3	2	2WU	0.09	18													
		16	SR 1287	FROM SR 1211 TO EOM (MP 0.00 - MP 0.04)	3	2	2WU	0.04	18													
		17	SR 1296	FROM SR 1207 TO DEAD END (MP 0.00 - MP 0.14)	3	2	2WU	0.14	18													
		18	SR 1341	FROM NC 261 TO DEAD END (MP 0.00 - MP 0.43)	3	2	2WU	0.43	18													
		19	SR 1244	FROM GREEN WEST RD TO HARRIS ST (MP 0.00 - MP 0.15)	3	2	2WU	0.15	18													
		20	SR 1120	FROM MP 0.15 TO EOP (MP 0.15 - MP 0.20)	3	2	2WU	0.05	18													
		21	SR 1120	FROM BEGIN PAVMT TO EOM (MP 0.27 - MP 1.17)	3	2	2WU	0.9	18													
TOTAL FOR PROJ NO. 2016CPT.13.13.20611										1,027	1						56,813	56,813				
																	113,626					
2016CPT.13.13.20612	Mitchell	22	SR 1153	FROM SR 1277 TO EOM (MP 0.00 - MP 0.17)	4	2	2WU	0.17	18													
		23	SR 1277	FROM SR 1153 TO EOM (MP 0.00 - MP 0.21)	5	2	2WU	0.21	18			40					2,218	2,218				
		24	SR 1288	FROM SR 1277 TO EOM (MP 0.00 - MP 0.20)	4	2	2WU	0.2	18								2,112	2,112				
		25	SR 1269	FROM SR 1106 TO EOM (MP 0.00 - MP 0.25)	6	2	2WU	0.25	18													
		26	SR 1140	FROM SR 1143 TO EOP (MP 0.00 - MP 0.80)	6	2	2WU	0.8	18					16,896	16,896							
		27	SR 1192	FROM NC 226 TO EOM (MP 0.00 - MP 1.01)	6	2	2WU	1.01	18					21,331	21,331							
		28	SR 1261	FROM SR 1182 TO EOM (MP 0.00 - MP 0.17)	6	2	2WU	0.17	18													
		29	SR 1276	FROM SR 1193 TO EOM (MP 0.00 - MP 0.06)	6	2	2WU	0.06	18													
TOTAL FOR PROJ NO. 2016CPT.13.13.20612										328	1	40					38,227	38,227	4,330	4,330		
																	76,454	8,660				
2016CPT.13.15.11001	Yancey	30	US 19W	FROM SR 1387 TO SR 1413 (MP 10.43 - MP 11.92)	7	2	2WU	1.49	18	168	*						15,734	15,734	31,469			
TOTAL FOR PROJ NO. 2016CPT.13.15.11001										168	1						15,734	15,734	31,469			
																	31,468					
2016CPT.13.15.21001	Yancey	31	SR 1308	FROM SR 1186 TO SR 1310 (MP 0.00 - MP 4.44)	2	2	2WU	4.44	18								46,886	46,886				
		32	SR 1454	FROM US 19W TO US 19E (MP 0.00 - MP 2.04)	8	2	2WU	2.04	20	732	*	48	12				21,542	21,542				
		33	SR 1136	FROM SR 1454 TO PAVMT CHANGE (MP 0.00 - MP 0.03)	8	2	2WU	0.03	32								317	317				
TOTAL FOR PROJ NO. 2016CPT.13.15.21001										732	1	48	12				68,745	68,745				
																	137,490					
2016CPT.13.15.21002	Yancey	34	SR 1345	FROM SR 1336 TO EOP (MP 0.00 - MP 1.03)	9	2	2WU	1.03	18						21,754	21,754						
		35	SR 1346	FROM SR 1339 TO SR 1345 (MP 0.00 - MP 1.10)	9	2	2WU	1.1	18						23,232	23,232						
		36	SR 1347	FROM SR 1345 TO EOP (MP 0.00 - MP 0.74)	9	2	2WU	0.74	18													
		37	SR 1348	FROM SR 1349 TO EOP (MP 0.00 - MP 1.10)	9	2	2WU	1.1	18						23,232	23,232						
		38	SR 1349	FROM SR 1336 TO EOP (MP 0.00 - MP 0.71)	9	2	2WU	0.71	18						14,995	14,995						
		39	SR 1353	FROM SR 1336 TO EOP (MP 0.00 - MP 0.64)	9	2	2WU	0.64	18													
TOTAL FOR PROJ NO. 2016CPT.13.15.21002										600	1						83,213	83,213				
																	166,426					
GRAND TOTAL											27.24	3,079	1	40	48	12	121,440	121,440	166,636	166,636	31,469	363
																	242,880	333,272				