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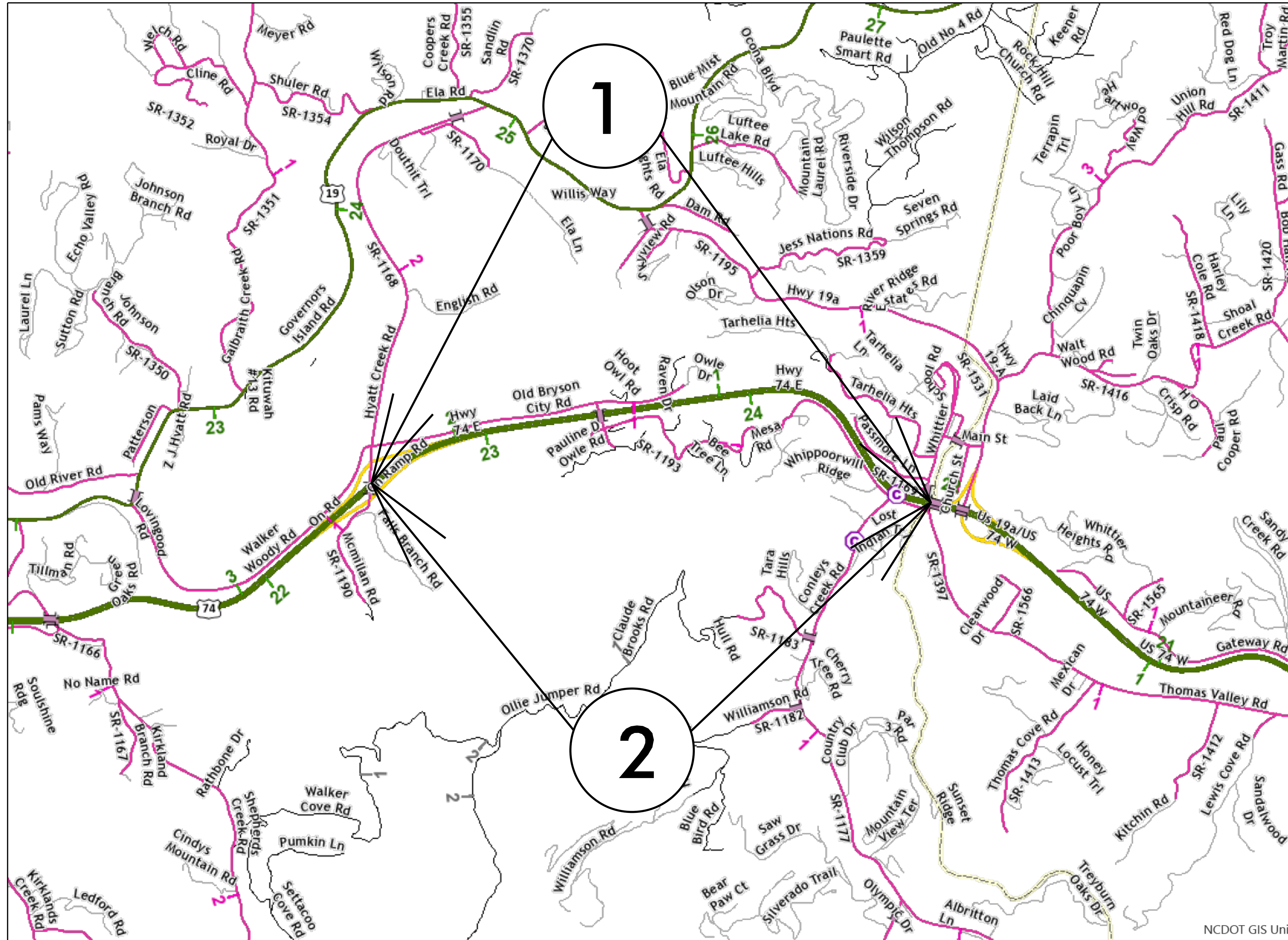
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09/08/09

| | | | |
|-----------------|-----------------------------|-------------|--------------|
| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
| N.C. | 2024CPT.14.07.10871 | 1 | 6 |
| STATE PROJ. NO. | F. A. PROJ. NO. | DESCRIPTION | |
| | | | |
| | | | |

SWAIN COUNTY



MAP 1



BEG

END

MAP 2



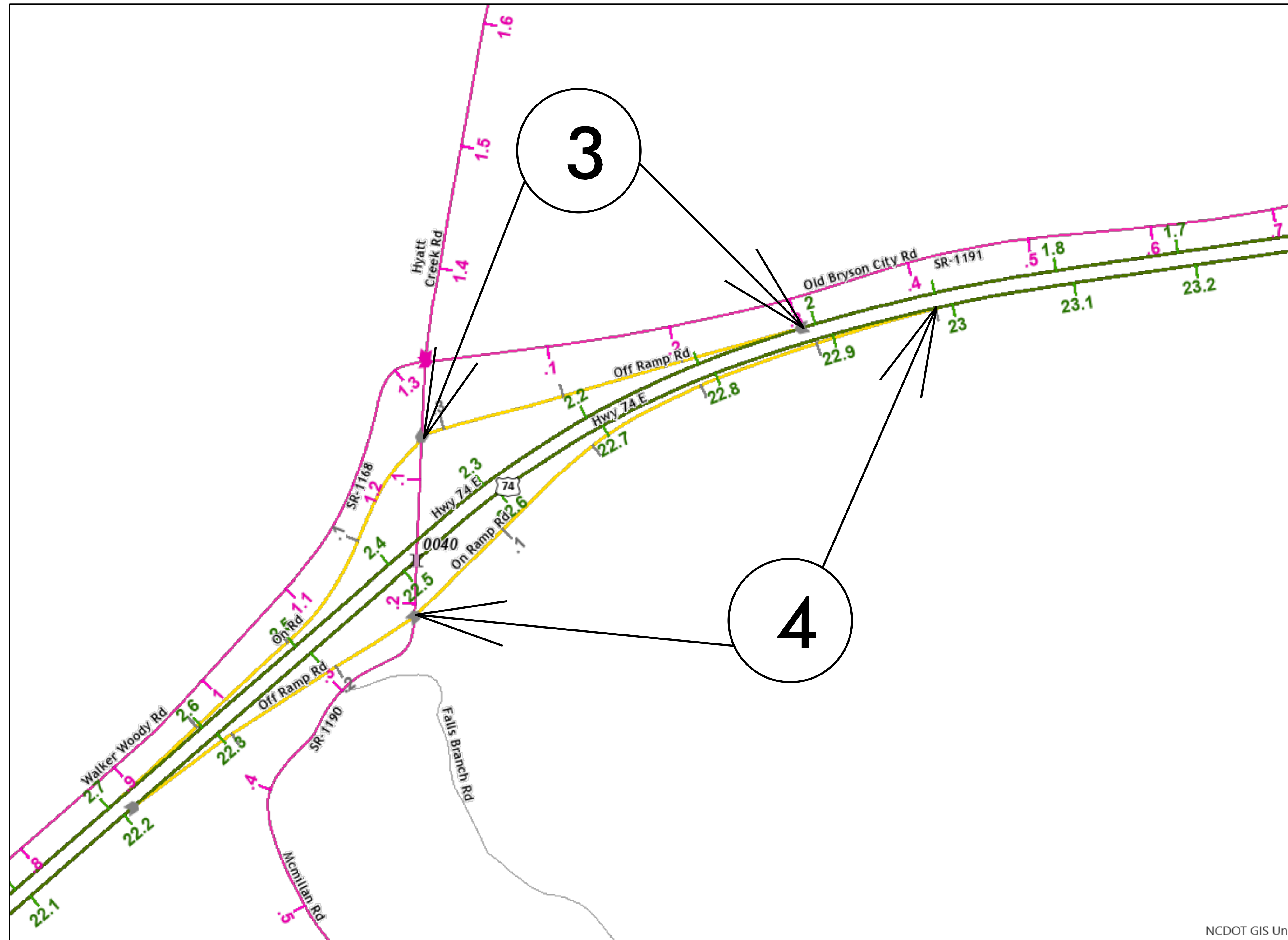
BEG

END

CONTRACT: DN01046

| | | | |
|-----------------|-----------------------------|-------------|--------------|
| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
| N.C. | 2024CPT.14.07.10871 | 2 | |
| STATE PROJ. NO. | F. A. PROJ. NO. | DESCRIPTION | |
| | | | |

SWAIN COUNTY



MAP 3



BEG

END

MAP 4



BEG

END

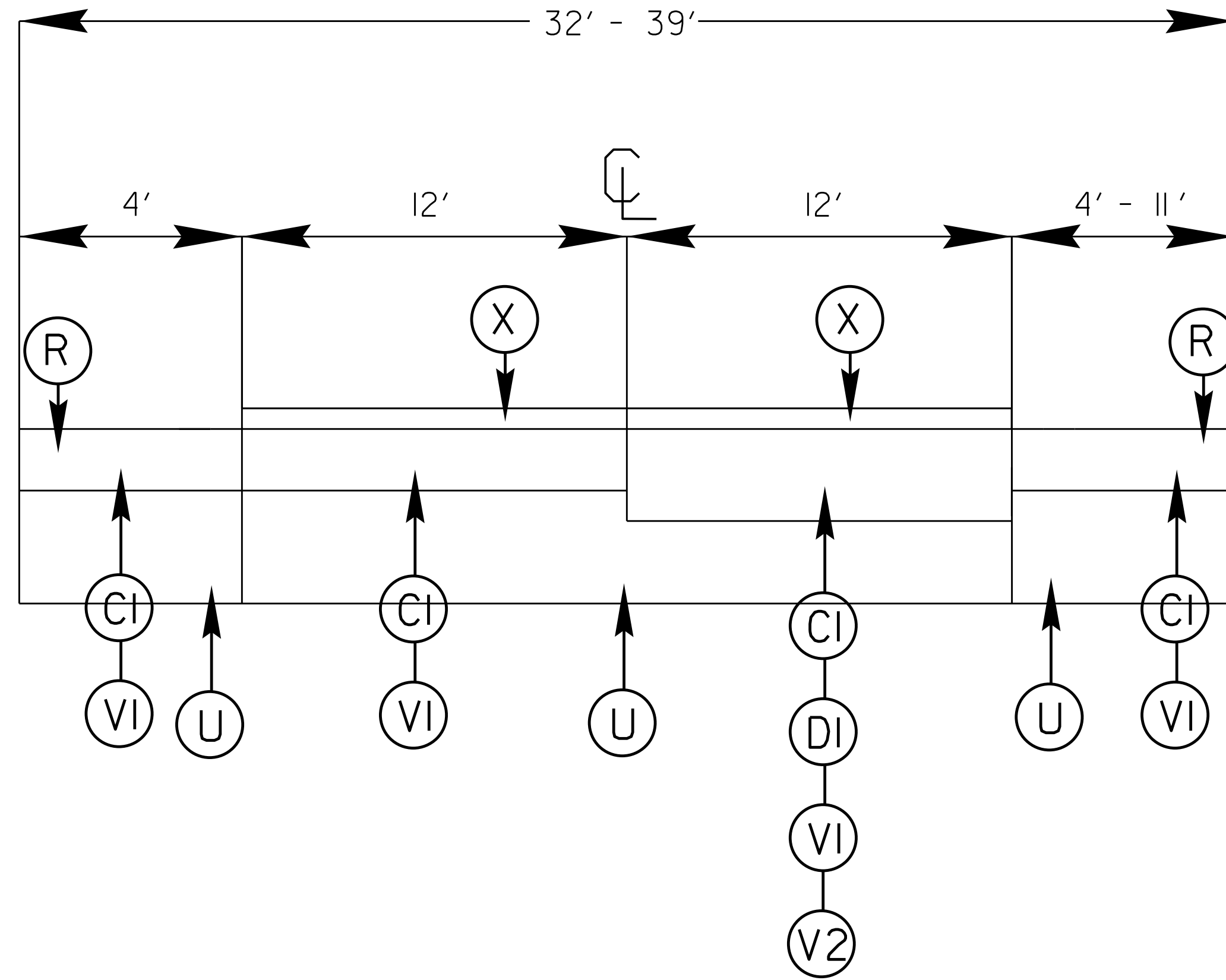
NCDOT GIS Unit

CONTRACT: DN01046

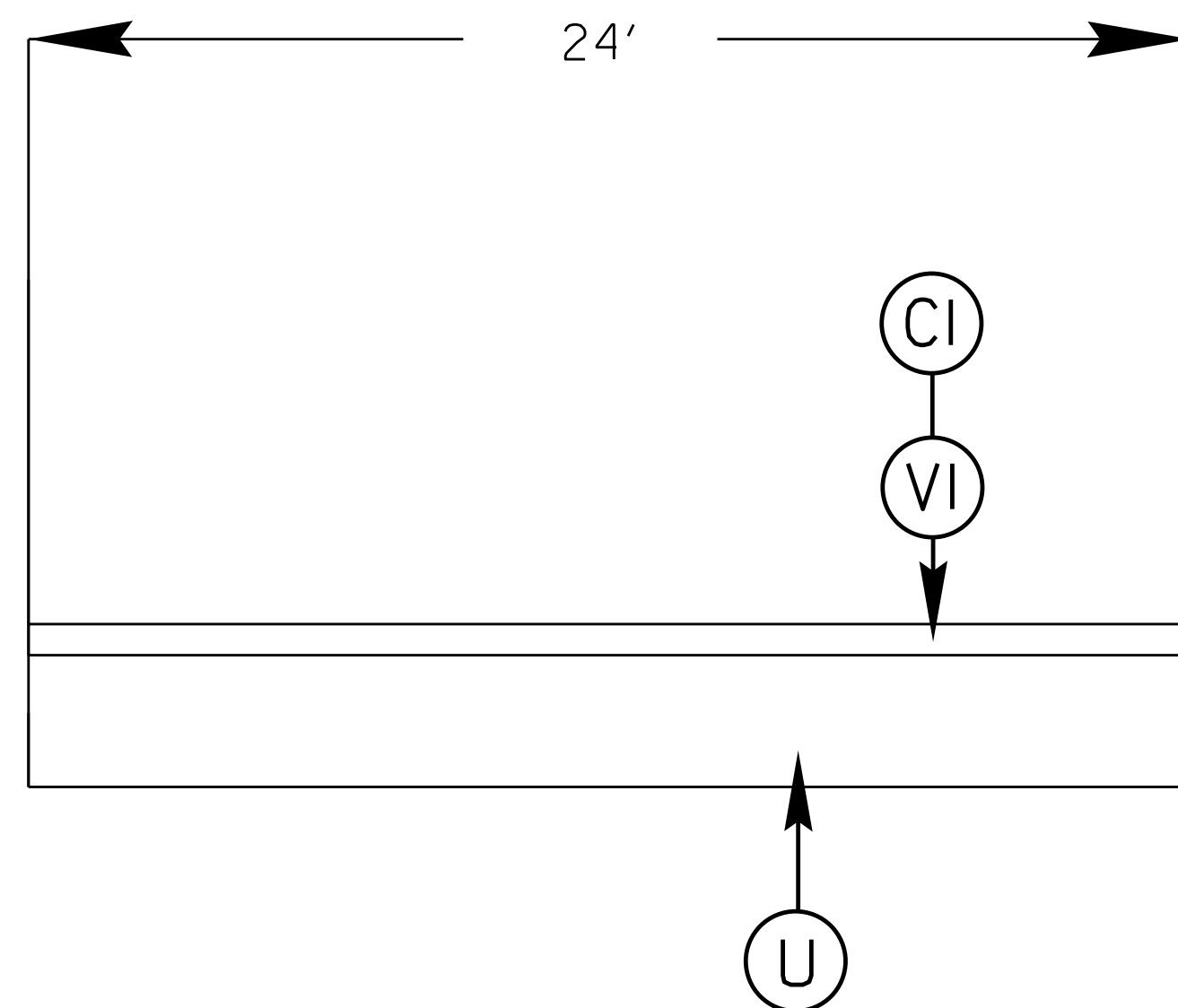
09/08/09

| | | | |
|-----------------|-----------------------------|-------------|--------------|
| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
| N.C. | 2024CPT.14.07.10871 | 3 | |
| STATE PROJ. NO. | F. A. PROJ. NO. | DESCRIPTION | |
| | | | |

TYPICAL 1



TYPICAL 2



SURFACING SCHEDULE

| | |
|----|--|
| C1 | PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| D1 | PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD. |
| R | MILLED RUMBLE STRIPS AS DIRECTED BY PROJECT ENGINEER |
| U | EXISTING PAVEMENT |
| V1 | MILLED ASPHALT PAVEMENT 1.5" IN DEPTH IN DISTRESSED AREAS AS DIRECTED BY THE ENGINEER |
| V2 | MILLED ASPHALT PAVEMENT 3" IN DEPTH IN DISTRESSED AREAS AS DIRECTED BY THE ENGINEER |
| X | PROP. APPROX. 3/4" ASPHALT CONCRETE ULTRA THIN BOND WEAR COURSE AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD. |

PHASING NOTES

- PHASE 1 MILL BOTH LANES AND SHOULDERS 1.5" (RUN TRAFFIC ON MILLED SURFACE)
- PHASE 2 MILL AN ADDITIONAL 3" IN RIGHT LANE
- PHASE 3 PLACE 3" I19.0C IN RIGHT LANE
- PHASE 4 PLACE SURFACE MIX IN BOTH LANES AND SHOULDERS
- PHASE 5 PLACE ULTRA THIN WEAR BOND COURSE ON BOTH LANES

CONTRACT: DN01046

09/08/09

| | | |
|---------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2024CPT.14.07.10871 | 4 | |

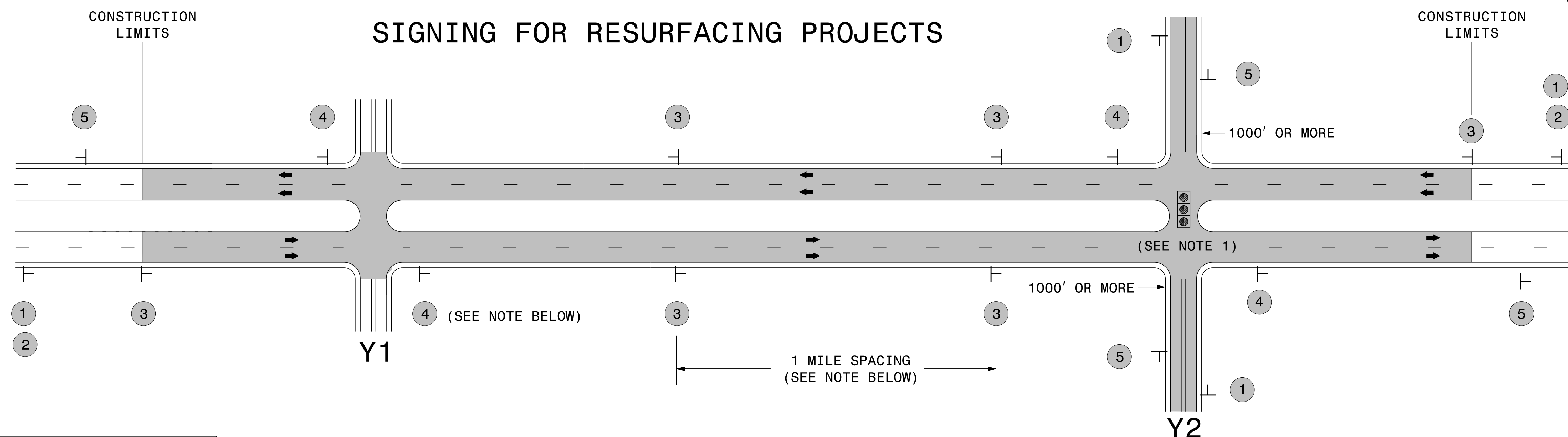
SUMMARY OF QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | LANES | LANE TYPE | FINAL SURFACE TESTING REQUIRED | WARM MIX ASPHALT REQUIRED | LENGTH | WIDTH | BEGIN MP | END MP | 1297000000-E | | 1503000000-E | 1523000000-E | 1575000000-E | 1577000000-E | 1839140000-E | 1840000000-E |
|---|--------|--------|-----------------------------|--|--------|-------|-----------|--------------------------------|---------------------------|--------------|-------|----------|--------|----------------|---------------|-----------------------------|-----------------------|------------------------------|---|----------------------------------|--|
| | | | | | | | | | | | | | | 1 1/2" MILLING | 3" MILLING | INTERMEDIATE COURSE, I19.0C | SURFACE COURSE, S9.5C | ASPHALT BINDER FOR PLANT MIX | POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX | ULTRA-THIN BONDED WEARING COURSE | MILLED RUMBLE STRIPS (ASPHALT CEMENT CONCRETE) |
| | | | | | | | | | | | | | | MI | FT | SY | SY | TONS | TONS | TONS | TONS |
| 2024CPT.14.07.10871 | Swain | 1 | US-74 W | FROM BRIDGE #22 (JACKSON CL) TO SR 1900 (HYATT CRK RD) | 1 | 2 | MD | NO | NO | 2.28 | 32 | 0.05 | 2.33 | 47,758 | 17,427 | 3,134 | 4,130 | 394 | 70 | 1,346 | 24,604 |
| TOTAL FOR MAP NO. 1 | | | | | | | | | | 2.28 | | | | 47,758 | 17,427 | 3,134 | 4,130 | 394 | 70 | 1,346 | 24,604 |
| 2024CPT.14.07.10871 | Swain | 2 | US-74 E | FROM SR 1900 (HYATT CRK) TO BRIDGE #23 (JACKSON CL) | 1 | 2 | MD | NO | NO | 2.335 | 32 | 22.5 | 24.835 | 48,187 | 17,466 | 3,075 | 4,167 | 393 | 70 | 1,349 | 24,658 |
| TOTAL FOR MAP NO. 2 | | | | | | | | | | 2.335 | | | | 48,187 | 17,466 | 3,075 | 4,167 | 393 | 70 | 1,349 | 24,658 |
| 2024CPT.14.07.10871 | Swain | 3 | EXIT 69 (US 74 WB) OFF RAMP | FROM US 74 TO SR 1190 | 2 | 2 | | NO | NO | 0.202 | 24 | 0.11 | 0.312 | 2,977 | | | 263 | 16 | | | |
| TOTAL FOR MAP NO. 3 | | | | | | | | | | 0.202 | | | | 2,977 | | | 263 | 16 | | | |
| 2024CPT.14.07.10871 | Swain | 4 | EXIT 69 (US 74 EB) ON RAMP | EXIT 69 (US 74 EB) ON RAMP | 2 | 2 | | NO | NO | 0.23 | 24 | 0 | 0.23 | 3,411 | | | 295 | 17 | | | |
| TOTAL FOR MAP NO. 4 | | | | | | | | | | 0.23 | | | | 3,411 | | | 295 | 17 | | | |
| TOTAL FOR PROJ NO. 2024CPT.14.07.10871 | | | | | | | | | | 5.047 | | | | 102,333 | 34,893 | 6,209 | 8,855 | 820 | 140 | 2,695 | 49,262 |
| | | | | | | | | | | | | | | 137,226 | | | | | | | |
| GRAND TOTAL | | | | | | | | | | 5.047 | | | | 102,333 | 34,893 | 6,209 | 8,855 | 820 | 140 | 2,695 | 49,262 |
| | | | | | | | | | | | | | | 137,226 | | | | | | | |

| | | |
|---------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2024CPT.14.07.10871 | 5 | |

THERMOPLASTIC AND PAINT QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | LANES | LANE TYPE | LENGTH | WIDTH | BEGIN MP | END MP | 4413000000-E | 4457000000-N | 4688000000-E | | 4695000000-E | 4700000000-E | 4709000000-E | 4725000000-E | | | 4810000000-E | | 4825000000-E | 4905100000-N | | | |
|---|--------|--------|-----------------------------|---|--------|-------|-----------|--------------|-------|----------|--------|---|---------------------------------|------------------------------|-------------------------------|------------------------------|-------------------------------|--|---|-------------------------------|----------------------------------|-------------------------------------|-------------------|--------------------|--------------------|---|------------|--|
| | | | | | | | | | | | | WORK ZONE ADVANCE/GENERAL WARNING SIGNING | TEMPORARY TRAFFIC CONTROL | 6" X 90 M WHITE THERMO | 6" X 90 M YELLOW THERMO | 8" X 90 M WHITE THERMO | 12" X 90 M WHITE THERMO | THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS) | 24" YIELD LINE TRIANGLE (90 MIL) | THERMO RT ARROW 90 M | THERMO STR & LT ARROW 90 M | WRONG-WAY RAMP ARROW (90 MIL) | 4" WHITE PAINT | 4" YELLOW PAINT | 12" WHITE PAINT | NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKER | | |
| | | | | | | | | MI | FT | | | SF | LS | LF | LF | LF | LF | EA | EA | EA | EA | EA | EA | EA | EA | | | |
| 2024CPT.14.07.10871 | Swain | 1 | US-74 W | FROM BRIDGE #22 (JACKSON CL) TO SR 1900 (HYATT CRK RD) | 1 | 2 | MD | 2.28 | 32 | 0.05 | 2.33 | 258 | 1.00 | 17,654 | 12,610 | | 540 | | | | | 108,504 | 51,669 | 2,160 | 179 | | | |
| TOTAL FOR MAP NO. 1 | | | | | | | | 2.28 | | | | 258 | 1 | 17,654 | 12,610 | | 540 | | | | | | 108,504 | 51,669 | 2,160 | 179 | | |
| 2024CPT.14.07.10871 | Swain | 2 | US-74 E | FROM SR 1900 (HYATT CRK) TO BRIDGE #23 (JACKSON CL) | 1 | 2 | MD | 2.335 | 32 | 22.5 | 24.835 | 258 | | 18,123 | 12,945 | | 520 | | | | | 108,742 | 51,781 | 2,080 | 194 | | | |
| TOTAL FOR MAP NO. 2 | | | | | | | | 2.335 | | | | 258 | | 18,123 | 12,945 | | 520 | | | | | | | 108,742 | 51,781 | 2,080 | 194 | |
| 2024CPT.14.07.10871 | Swain | 3 | EXIT 69 (US 74 WB) OFF RAMP | FROM US 74 TO SR 1190 | 2 | 2 | | 0.202 | 24 | 0.11 | 0.312 | 16 | | 1,080 | 1,069 | 510 | | 30 | 5.00 | 1 | 1 | 1.00 | | | | 14 | | |
| TOTAL FOR MAP NO. 3 | | | | | | | | 0.202 | | | | 16 | | 1,080 | 1,069 | 510 | | 30 | 5.00 | 1 | 1 | 1.00 | | | | | 14 | |
| 2024CPT.14.07.10871 | Swain | 4 | EXIT 69 (US 74 EB) ON RAMP | EXIT 69 (US 74 EB) ON RAMP | 2 | 2 | | 0.23 | 24 | 0 | 0.23 | 32 | | 1,255 | 1,255 | 500 | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 4 | | | | | | | | 0.23 | | | | 32 | | 1,255 | 1,255 | 500 | | | | | | | | | | | | |
| TOTAL FOR PROJ NO. 2024CPT.14.07.10871 | | | | | | | | 5.047 | | | | 564 | 1.000 | 38,112 | 27,879 | 1,010 | 1,060 | 30 | 5 | 1 | 1 | 1 | | 217,246.00 | 103,450 | 4,240 | 387 | |
| | | | | | | | | | | | | | | 65,991 | | | | | 8 | | | 320,696.00 | | | | | | |
| GRAND TOTAL | | | | | | | | 5.047 | | | | 564 | 1.000 | 38,112 | 27,879 | 1,010 | 1,060 | 30 | 5 | 1 | 1 | 1 | | 217,246.00 | 103,450 | 4,240 | 387 | |
| | | | | | | | | | | | | | | 65,991 | | | | | 8.00 | | | 320,696 | | | | | | |



| 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 | |
|--|--------------------------|--|---|--|
| | 1 | W20-1 48" X 48" | PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. | <p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <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, 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;"> <div style="text-align: center;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> |
| | 2 | W7-3aP 24" X 18" | #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 | SP 13107 48" X 48" | 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 | SP 13106 48" X 48" | 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 | G20-2 A 48" X 24" | PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS. | | |

NOTES:

- 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.

**RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS**