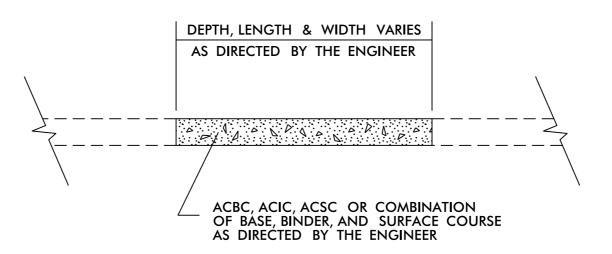
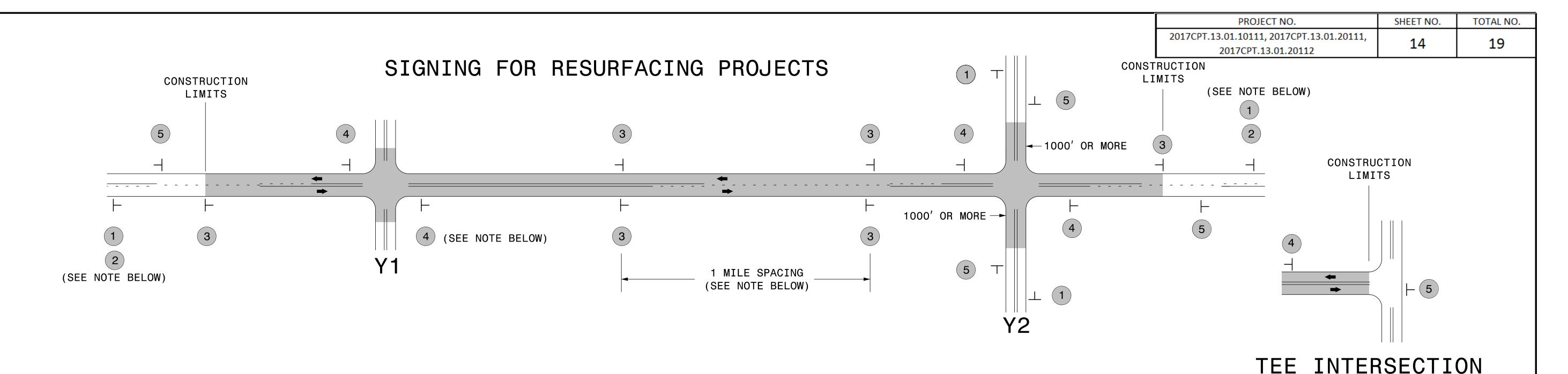


PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.13.01.10111, 2017CPT.13.01.20111,	12	19
2017CPT.13.01.20112	15	19



DETAIL FOR PATCHING EXISTING PAVEMENT



LEGEND

├ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

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, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE

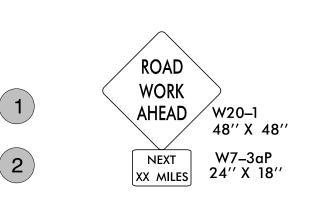
-Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.





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

SIGNING NOTES AND CEMENT PER DIRECTION



PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.
ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.

#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)

SP 13107 48" X 48"

ROAD

UNDER

- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.
- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.
- 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.

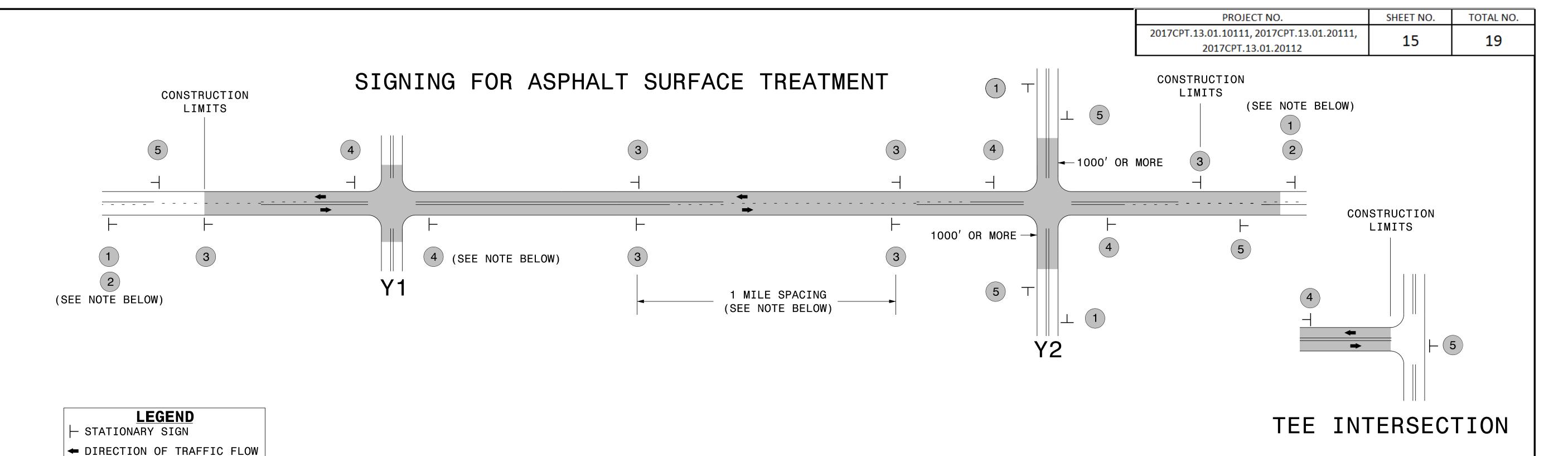
5 END ROAD WORK G20–2 A 48" X 24"

PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

OF HIGH NORTH CARD & NORTH CARD OF TRANSPOLO TRAFFIC

RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

++0_-



MAINLINE (-L-) SIGNING

PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. AHEAD W20-1 NO O XX MILES 24" X 18" ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS) ND Ш **LOOSE** - ALTERNATE THE FOLLOWING TWO SIGNS: \mathbf{T} **GRAVEL** SH - STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT". E 48" X 48" - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART 0 4 THEREAFTER. ŽШ (UNMARKED) \Box - AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION PAVEMENT ING AND SPACE 1 MILE APART THEREAFTER. 48'' X 48'' I GN EME - THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. **ROAD** - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. S UNDER - 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. PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN ROAD WORK WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION. G20–2 A 48" X 24"

-Y- LINE SIGNING

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

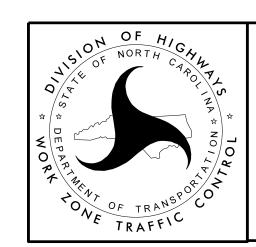
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE

-Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.





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



ADVANCE WARNING SIGNS
FOR
ASPHALT SURFACE TREATMENTS
2 LANE ROADWAYS

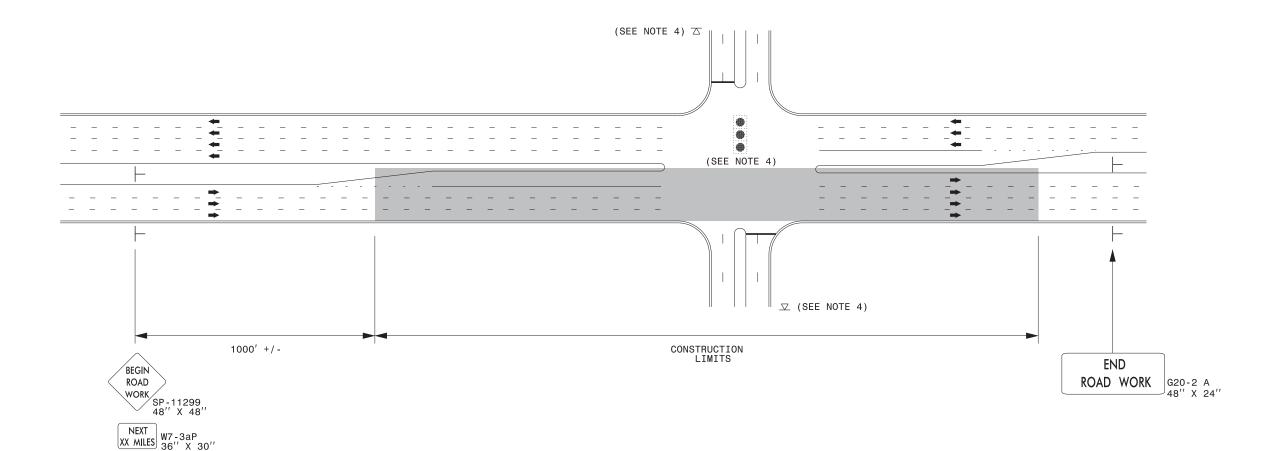
5++

PROJECT NO. SHEET NO. TOTAL NO.

2017CPT.13.01.10111, 2017CPT.13.01.20111,
2017CPT.13.01.20112

16
19

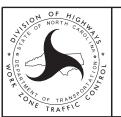
URBAN / SUBURBAN WORKZONES



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.





RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES SIGN NUMBER: 11299 TYPE: В

BACKG COLOR: Fluorescent Orange

COPY COLOR: Black

SYMBOL	Х	Υ	WID	НТ

BORDER TYPE: INSET RECESS: 0.59"

TOTAL AREA: 30.5 Sq.Ft.

SIGN WIDTH: 5'-6"

WIDTH: 0.75" RADII: 1.38"

QUANTITY: SEE PLANS

HEIGHT: 5'-6"

NO. Z BARS: N/A LENGTH: N/A MAT'L: 0.125" (3.2 mm) ALUMINUM

USE NOTES: 1,2

- 1 Legend and border shall be direct applied black non-reflective sheeting.
- 2. Background shall be Type VII, VIII, or IX (prismatic) fluorescent orange retroreflective sheeting.

DESIGN BY: WJ PROJECT ID:

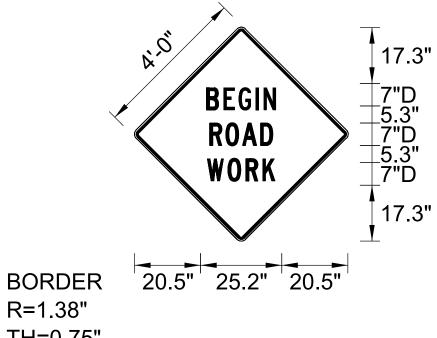
CHECKED BY: DIV: ALL

> PROJECT NO. SHEET NO. TOTAL NO. 2017CPT.13.01.10111, 2017CPT.13.01.20111, 17 19 2017CPT.13.01.20112

DATE: Jun 22, 2011

SP 11299

ALL



TH=0.75"

IN=0.59"

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

							Let	ter	spac	ings	s ar	e to	start	of	next	let	ter		_		Series/Size Text Length
	В	E	G	I	N																D 2000
20.5	6	5.4	6.3	2.8	4.8	20.5															25.2
	R	0	Α	D																	D 2000
21.4	5.8	5.9	7	4.8	21.4																23.5
	w	0	R	К																	D 2000
20.9	7.1	6.5	5.9	4.9	20.9																24.5

FILENAME: SP11299.PDF

NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SP13106 BACKG COLOR: Fluorescent Orange COPY COLOR: **Black** TYPE: STATIONARY QUANTITY: SEE PLANS SYMBOL Х WID HT SIGN WIDTH: 4'-0" HEIGHT: 4'-0" TOTAL AREA: 16.00 Sq.Ft. **BORDER TYPE: INSET** RECESS: 0.75" WIDTH: 1.25"

MAT'L: 0.080" (2.0 mm) ALUMINUM

NO. Z BARS: LENGTH:

RADII: 3"

USE NOTES: 1,2

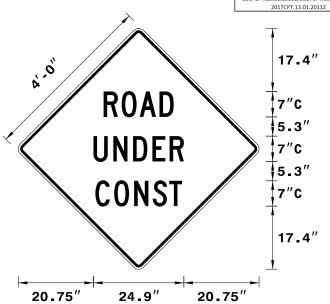
1. Legend and border shall be direct applied black non-reflective sheeting.

2. Background shall be NC GRADE B fluoresent orange retroreflective sheeting.

DESIGN BY: B. RASHID CHECKED BY: AIA DIV: PROJECT ID:

DATE: Apr 26, 2013

SHEET NO. TOTAL NO. PROJECT NO. 2017CPT.13.01.10111, 2017CPT.13.01.20111, 18 19



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

							Lett	er	spacings	are	e to	start	of	next	let	ter				Series/S: Text Leng
T	R	0	Α	D					<u>. </u>				Τ							C 200
23.5	5	5	5.5	3.9	23.5								+				_			19.
	U	N	D	E	R															C 20
20.7	5.5	5.5	5.3	4.8	3.9	20.7														24.
	С	0	N	S	Т															C 20
21.2	5.2	5.5	5.1	4.6	3.6	21.2														23.

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.13.01.10111, 2017CPT.13.01.20111,	10	19
2017CPT.13.01.20112	13	19

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP	ROUTE	DESCRIPTION	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	PATCHING EXISTING PAVEMENT TON	WORK ZONE ADVANCE/ GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL
				FROM HAYWOOD COUNTY LINE TO SR 1132								31	ы
2017CPT.13.01.10111	Buncombe	1	US 19/23/74	(MP 0.00 - MP 3.55) FROM SR 1727 TO SR 1684	3	MU	NO	NO	3.55	40	700		
		2	NC 251	(MP 7.65 - MP 3.15) FROM SR 1684 TO US 19/23/70	2	2WU	NO	NO	4.5	24	700	1,876	*
		3	NC 251	(MP 3.15 - MP 0.00) FROM SR 2412 TO SR 2500	2	2WU	NO	NO	3.15	24	900		
		4	US 70	(MP 22.19 - MP 27.72)	5	MU	NO	NO	5.53	50	1,500		
TOTAL FOR PRO	J NO. 2017C	PT.13.0	1.10111						16.73		3,800	1,876	1
2017CPT.13.01.20111	Runcombe	5	SR 2489	FROM SR 2474 TO US 70 (MP 0.00 - MP 0.97)	2	2WU	NO	NO	0.97	19	200		
		6	SR 2495	FROM SR 2500 TO SR 2474	2	2WU	NO	NO	0.9	18	100		
				(MP 0.00 - MP 0.90) FROM SR 2407 TO CUL-DE-SAC	2								
		7	SR 2497	(MP 0.00 - MP 0.11) FROM SR 2497 TO CUL-DE-SAC	2	2WU	NO	NO	0.11	22	15		
		8	SR 2498	(MP 0.00 - MP 0.10) FROM SR 2435 TO SR 2471	2	2WU	NO	NO	0.1	22	15		
		9	SR 2565	(MP 0.00 - MP 0.28)	2	2WU	NO	NO	0.28	21	200		
		10	SR 2471	FROM SR 2435 TO SR 2565 (MP 0.00 - MP 0.33)	2	2WU	NO	NO	0.33	21	170		
		11	SR 2464	FROM SR 2465 TO SR 2453 (MP 0.00 - MP 0.18)	2	2WU	NO	NO	0.18	18	20		
				FROM SR 2427 TO CUL-DE-SAC									
		12	SR 2555	(MP 0.00 - MP 0.39) FROM SR 2555 TO CUL-DE-SAC	2	2WU	NO	NO	0.39	20	100		
		13	SR 2595	(MP 0.00 - MP 0.38) FROM SR 2402 TO SR 2402	2	2WU	NO	NO	0.38	18	50		
		14	SR 2567	(MP 0.00 - MP 0.45)	2	2WU	NO	NO	0.45	20	45		
		15	SR 2776	FROM SR 2784 TO 1.26 MILES EAST OF SR 2851 (MP 5.54 - MP 9.07)	2	2WU	NO	NO	3.53	22	300		
		16	SR 2791	FROM SR 2794 TO MCDOWELL COUNTY LINE (MP 3.17 - MP 4.97)	2	2WU	NO	NO	1.8	20	275		
				FROM US 74 ALT TO SR 2811									
		17	SR 2813	(MP 0.00 - MP 0.36) FROM SR 2843 TO SR 2843	2	2WU	NO	NO	0.36	17	40		
		18	SR 2740	(MP 0.48 - MP 1.50) FROM SR 2843 TO PVMT CHANGE	2	2WU	NO	NO	1.02	18	105		
		19	SR 2749	(MP 0.00 - MP 1.47)	2	2WU	NO	NO	1.47	18	300		
		20	SR 2843	FROM SR 2749 TO SR 2740 (MP 0.40 - MP 2.15)	2	2WU	NO	NO	1.75	20	350		
		21	SR 2049	FROM NC 694 TO EOP (MP 0.00 - MP 0.28)	2	2WU	NO	NO	0.28	17	150		
		22	SR 2053	FROM SR 2070 TO EOP (MP 1.96 - MP 2.87)	2	2WU	NO	NO	0.91	18	100		
				FROM SR 2053 TO EOP									
		23	SR 2070	(MP 0.00 - MP 1.08) FROM SR 2053 TO EOP	2	2WU	NO	NO	1.08	17	375	5,934	*
		24	SR 2068	(MP 0.00 - MP 0.50) FROM SR 2053 TO EOM	2	2WU	NO	NO	0.5	16	200		
		25	SR 2069	(MP 0.00 - MP 0.29)	2	2WU	NO	NO	0.29	20	160		
		26	SR 2088	FROM US 19/23 BUS TO EOM (MP 0.00 - MP 0.77)	2	2WU	NO	NO	0.77	19	300		
		27	SR 2089	FROM SR 2088 TO EOP (MP 0.00 - MP 0.06)	2	2WU	NO	NO	0.06	18	20		
		28	SR 2094	FROM US 19/23 BUS TO SR 2098 (MP 0.00 - MP 1.30)	2	2WU	NO	NO					
				FROM SR 2094 TO EOM					1.3	18	250		
		29	SR 2095	(MP 0.00 - MP 0.30) FROM SR 2102 TO EOP	2	2WU	NO	NO	0.3	18	50		
		30	SR 2098	(MP 1.58 - MP 2.92) FROM SR 2098 TO EOP	2	2WU	NO	NO	1.34	18	400		
		31	SR 2100	(MP 0.00 - MP 0.10)	2	2WU	NO	NO	0.1	18	15		
		32	SR 2103	FROM SR 1003 TO EOM (MP 0.00 - MP 1.96)	2	2WU	NO	NO	1.96	18	450		
		33	SR 2115	FROM SR 1003 TO EOP (MP 0.00 - MP 1.77)	2	2WU	NO	NO	1.77	18	200		
				FROM SR 2207 TO NC 197								1	
		34	SR 2148	(MP 0.00 - MP 1.88) FROM SR 2207 TO SR 2207	2	2WU	NO	NO	1.88	20	300	-	
		35	SR 2134	(MP 0.00 - MP 1.15) FROM SR 2134 TO SR 2142	2	2WU	NO	NO	1.15	20	250		
		36	SR 2137	(MP 0.00 - MP 2.21)	2	2WU	NO	NO	2.21	20	350		
		37	SR 2142	FROM SR 2137 TO EOM (MP 0.00 - 0.21)	2	2WU	NO	NO	0.21	20	60		
		38	SR 1367	FROM SR 1368 TO SR 1002 (MP 0.00 - MP 0.80)	2	2WU	NO	NO	0.8	20	500		
				FROM A POINT 0.4 MILES NORTH OF US 19/23/74 TO US 19/23/74								1	
		39	SR 1200	(MP 0.76 - MP 1.16) FROM SR 1761 TO SR 2207	2	2WU	NO	NO	0.4	26	400		
		40	SR 1768	(MP 1.42 - MP 2.45) FROM PVMT CHANGE TO SR 2786	2	2WU	NO	NO	1.03	20	450		
		41	SR 2806	(MP 3.10 - MP 6.55)	2	2WU	NO	NO	3.45	19	1,000		
		42	SR 2230	FROM SR 2053 TO 1 MILE NORTH OF SR 2098 (MP 0.64 - MP 4.64)	2	2WU	NO	NO	4	19	400		

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	LANES	LANE TYPE	FINAL	WARM MIX	LENGTH	WIDTH	PATCHING	WORK ZONE	TEMPORAR
						TYPE	SURFACE TESTING REQUIRED	ASPHALT REQUIRED			EXISTING PAVEMENT	ADVANCE/ GENERAL WARNING	TRAFFIC CONTROL
NO		NO							МІ	FT	TON	SIGNING SF	LS
		43	SR 3315	FROM SR 3302 TO SR 3315 (MP 0.00 - MP 0.33)	2	2WU	NO	NO	0.33	18	600		
		44	SR 1380	FROM NC 63 TO SR 1378 (MP 0.00 - MP 1.40)	2	2WU	NO	NO	1.4	18	450		
				FROM SR 1882 TO US 19/23 BUS									
		45	SR 1720	(MP 0.00 - MP 1.23) FROM SR 1394 TO EOM	2	2WU	NO	NO	1.23	19	500		
		46	SR 1390	(MP 0.00 - MP 1.93) FROM SR 1883 TO NC 251	2	2WU	NO	NO	1.93	18	400		
		47	SR 1718	(MP 0.00 - MP 1.57) FROM SR 2182 TO SR 2159	2	2WU	NO	NO	1.57	22	400		
		48	SR 2158	(MP 0.00 - MP 0.67) FROM SR 2198 TO EOM	2	2WU	NO	NO	0.67	18	450		
		49	SR 2126	(MP 0.00 - MP 0.16)	2	2WU	NO	NO	0.16	17	350		
		50	SR 1392	FROM SR 1394 TO SR 1397 (MP 0.00 - MP 1.51)	2	2WU	NO	NO	1.51	18	300		
		51	SR 2871	FROM SR 2776 TO EOM (MP 0.00 - MP 3.40)	2	2WU	NO	NO	3.4	18	500		
		52	SR 1368	FROM SR 1369 TO SR 1367 (MP 0.00 - MP 0.43)	2	2WU	NO	NO	0.43	30	450		
TOTAL FOR PRO	I NO. 2017C			, , , , , , , , , , , , , , , , , , , ,					52.44		13,065	5,934	1
TOTAL FOR FRO	7 140. 20170	F1.13.01	20111				1	1	32.44	l	13,003	3,334	
				FROM SR 2416 TO EOM		1							
017CPT.13.01.20112	Buncombe	53	SR 2437	(MP 0.00 - MP 0.15) FROM SR 2416 TO EOM	2	2WU	NO	NO	0.15	17	20		
		54	SR 2438	(MP 0.00 - MP 0.48) FROM SR 2435 TO EOM	2	2WU	NO	NO	0.48	19	60		
		55	SR 2442	(MP 0.00 - MP 0.34) FROM SR 2474 TO SR 2471	2	2WU	NO	NO	0.34	17	30		
		56	SR 2470	(MP 0.00 - MP 0.31)	2	2WU	NO	NO	0.31	16	60		
		57	SR 2477	FROM SR 2476 TO EOM (MP 0.00 - MP 0.15)	2	2WU	NO	NO	0.15	16	30		
		58	SR 2703	FROM US 74A TO US 74A (MP 0.00 - MP 0.47)	2	2WU	NO	NO	0.47	20	40		
		59	SR 2704	FROM SR 2703 TO DEAD END (MP 0.00 - MP 0.46)	2	2WU	NO	NO	0.46	17	5		
		60	SR 2793	FROM BEG PVMT TO EOP (MP 0.40 - MP 1.40)	2	2WU	NO	NO	1	18	150		
				FROM US 74A TO EOM									
		61	SR 2814	(MP 0.00 - MP 0.72) FROM SR 2820 TO DEAD END	2	2WU	NO	NO	0.72	16	60		
		62	SR 2821	(MP 0.00 - MP 0.43) FROM SR 2703 TO EOM	2	2WU	NO	NO	0.43	17	25		
		63	SR 2827	(MP 0.00 - MP 0.46) FROM SR 3136 TO EOM	2	2WU	NO	NO	0.46	18	40		
		64	SR 2829	(MP 0.00 - MP 0.24) FROM SR 1003 TO EOM	2	2WU	NO	NO	0.24	18	20		
		65	SR 2117	(MP 0.00 - MP 0.20)	2	2WU	NO	NO	0.2	18	15		
		66	SR 2154	FROM SR 2153 TO EOM (MP 0.00 - MP 0.15)	2	2WU	NO	NO	0.15	18	100		
		67	SR 2545	FROM SR 3137 TO SR 3380 (MP 0.00 - MP 0.29)	2	2WU	NO	NO	0.19	20	20	1,955	*
		68	SR 3379	FROM SR 3379 TO EOM (MP 0.00 - MP 0.10)	2	2WU	NO	NO	0.29	18	160		
		69	SR 3380	FROM SR 2173 TO EOP (MP 0.00 - MP 1.30)	2	2WU		NO	0.1	18	25		
				FROM SR 1003 TO EOM									
		70	SR 2165	(MP 0.00 - MP 0.41) FROM SR 2776 TO SR 2820	2	2WU		NO	1.3	18	600		
		71	SR 2170	(MP 0.00 - MP 0.51) FROM SR 2815 TO SR 2782	2	2WU		NO	0.41	18	250		
		72	SR 2782	(MP 0.00 - MP 1.90) FROM SR 2797 TO EOM	2	2WU	NO	NO	0.51	18	300		
		73	SR 2816	(MP 0.00 - MP 2.60) FROM PVMT CHANGE TO EOM	2	2WU	NO	NO	1.9	18	500		
		74	SR 2796	(MP 0.66 - MP 1.01) FROM SR 2053 TO EOM	2	2WU	NO	NO	2.6	18	300		
		75	SR 2725	(MP 0.00 - MP 0.22)	2	2WU	NO	NO	0.35	18	150		
		76	SR 2190	FROM MADISON COUNTY LINE TO NC 197 (MP 0.00 - MP 2.74	2	2WU	NO	NO	0.22	18	330		
		77	SR 2153	FROM SR 1003 TO SR 1003 (MP 0.00 - MP 0.17)	2	2WU	NO	NO	2.74	18	320		
		78	SR 2198	FROM SR 1257 TO EOM (MP 0.00 - MP 0.44)	2	2WU		NO	0.17	18	300		
				FROM NC 197 TO DEAD END									
		79	SR 1259	(MP 0.00 - MP 0.40) FROM SR 2198 TO SR 2127	2	2WU	NO	NO	0.44	18	100		
		80	SR 2143	(MP 0.00 - MP 0.24) FROM SR 2535 TO EOM	2	2WU	NO	NO	0.4	18	50		
		81	SR 2128	(MP 0.00 - MP 0.19)	2	2WU	NO	NO	0.24	18	250		
TOTAL FOR PRO	J NO. 2017C	PT.13.01	1.20112						17.42		4,310	1,955	1