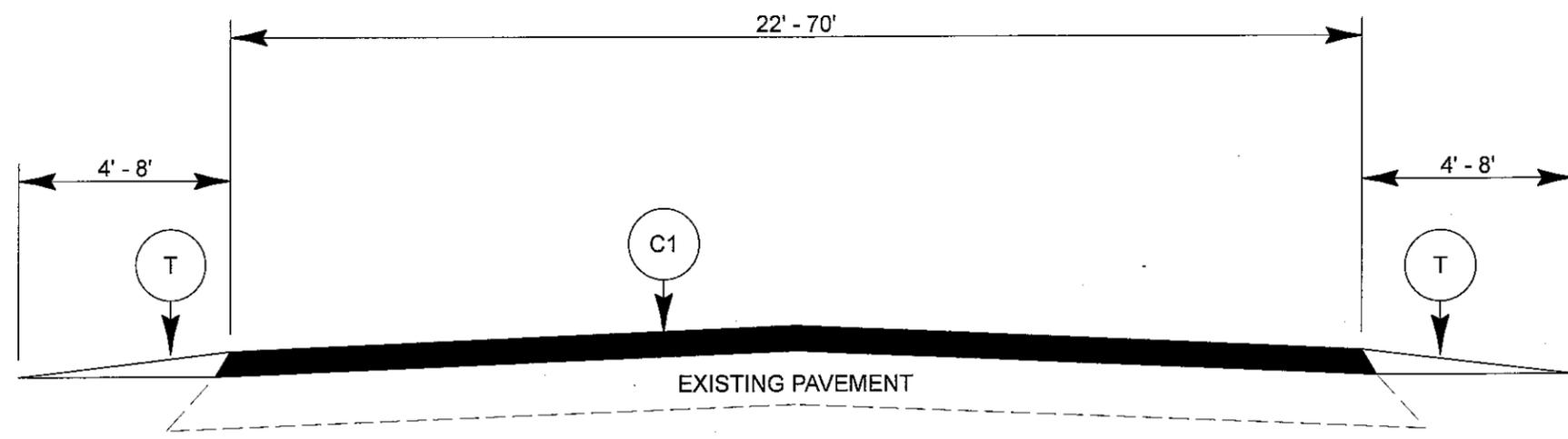




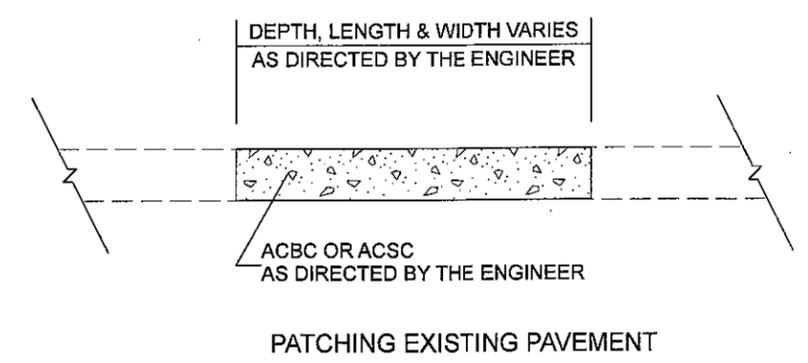




PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10111.18	4	15

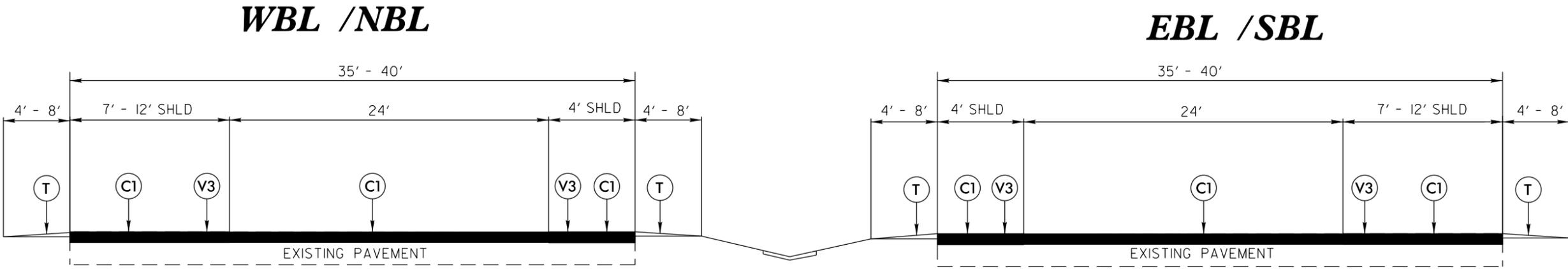


TYPICAL SECTION NO. 1  
SEE DETAIL A FOR AREAS WITH  
CURB & GUTTER

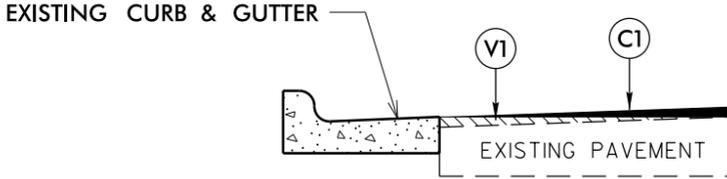


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
T	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT, 0 TO 1-1/2" DEPTH
V2	INCIDENTAL MILLING
V3	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10111.18	5	15

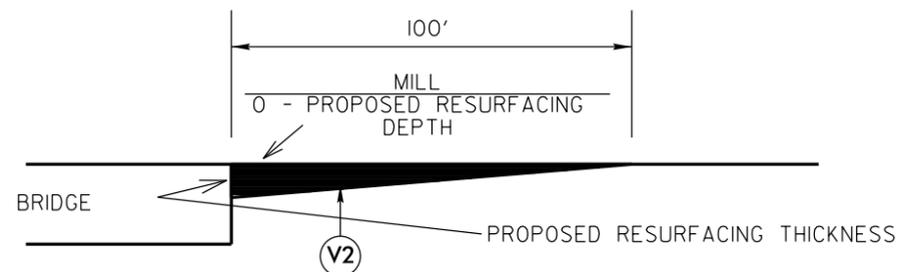


**TYPICAL SECTION NO. 2**  
 USE DETAIL A FOR AREAS WITH CURB & GUTTER



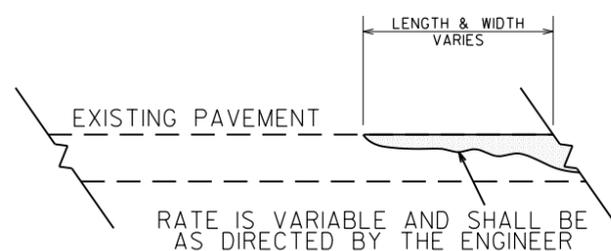
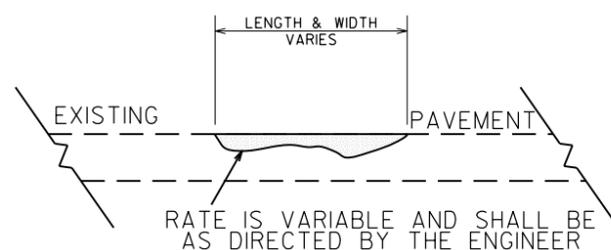
**DETAIL A**  
 VARIOUS LOCATIONS  
 WITH CURB & GUTTER

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10111.18	6	15

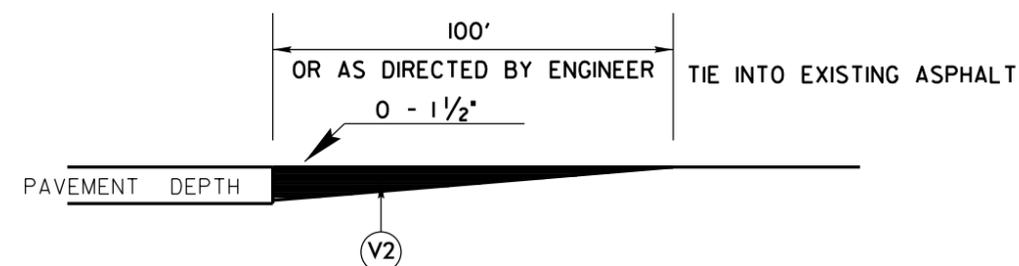


**INCIDENTAL MILLING DETAIL AT BRIDGE APPROACHES**

**WHERE BRIDGES WILL NOT BE RESURFACED.  
THIS WILL BE PAID FOR AS INCIDENTAL MILLING.**



**DETAIL SHOWING  
METHOD OF WEDGING**

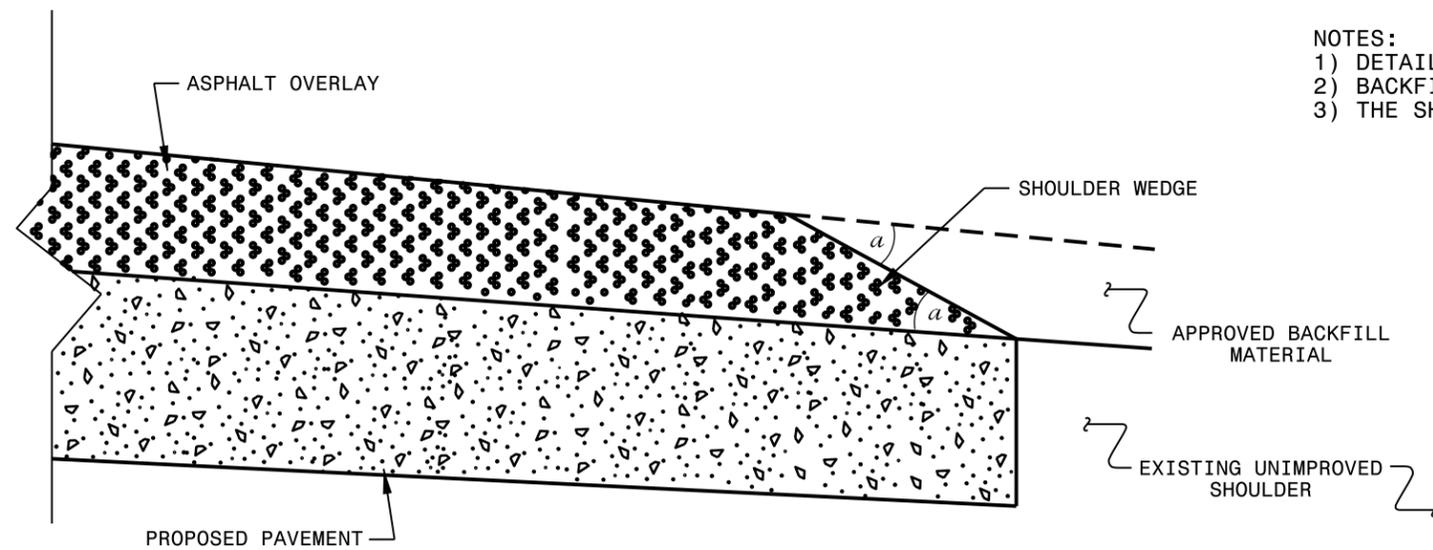


**DETAIL TO TIE INTO EXIST PAVEMENT**

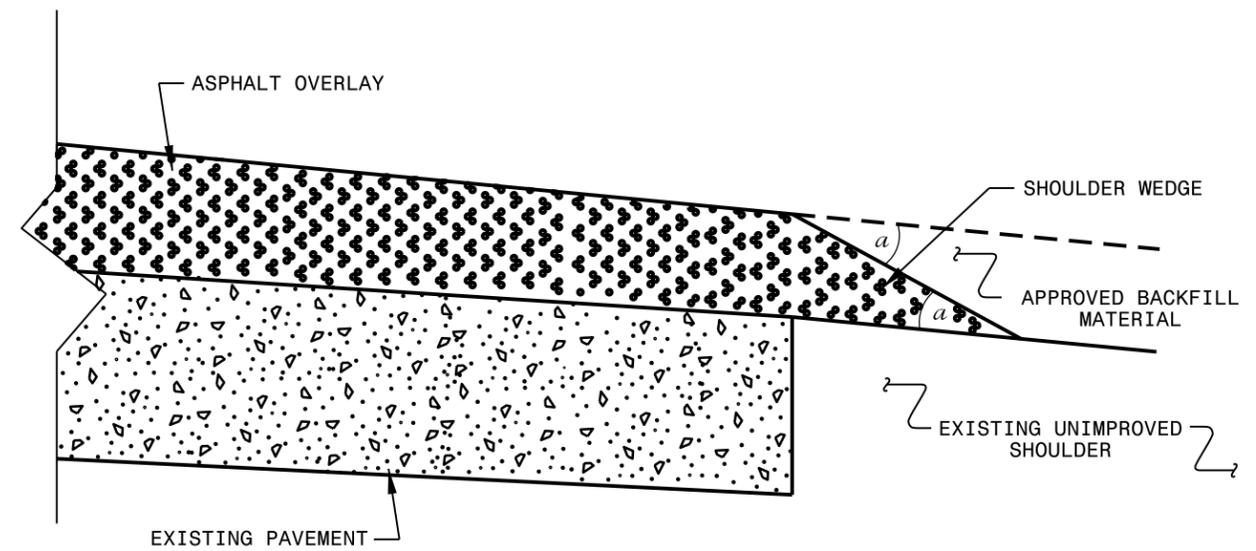
**THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE S9.5B. THIS WILL BE PAID FOR AS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

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10111.18	7	15

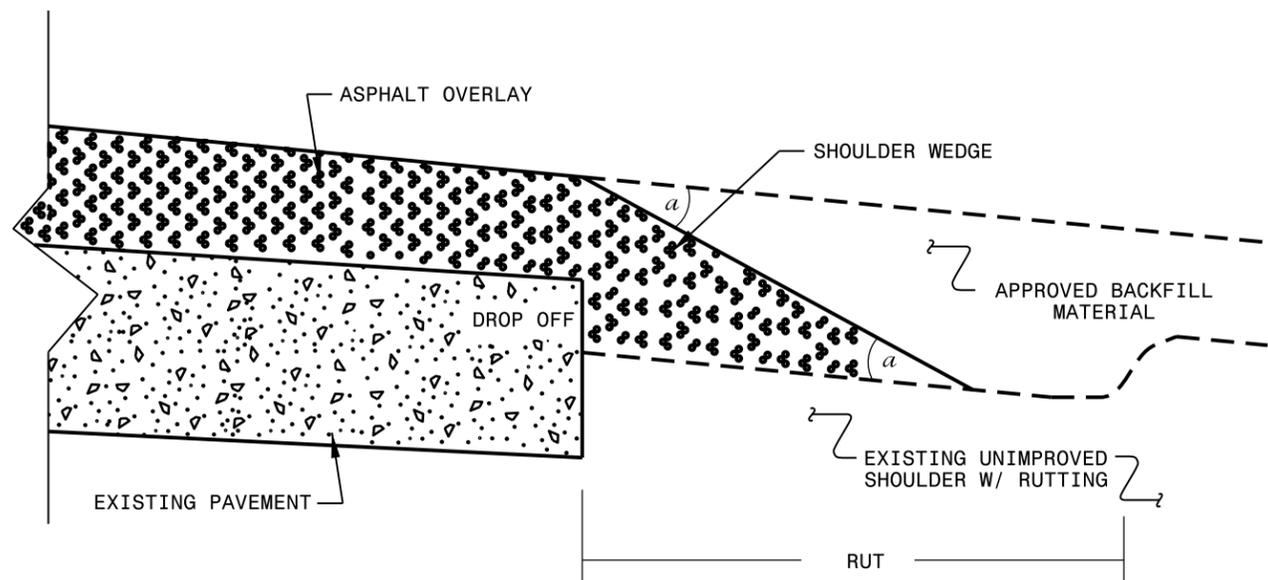
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ NO Widening)



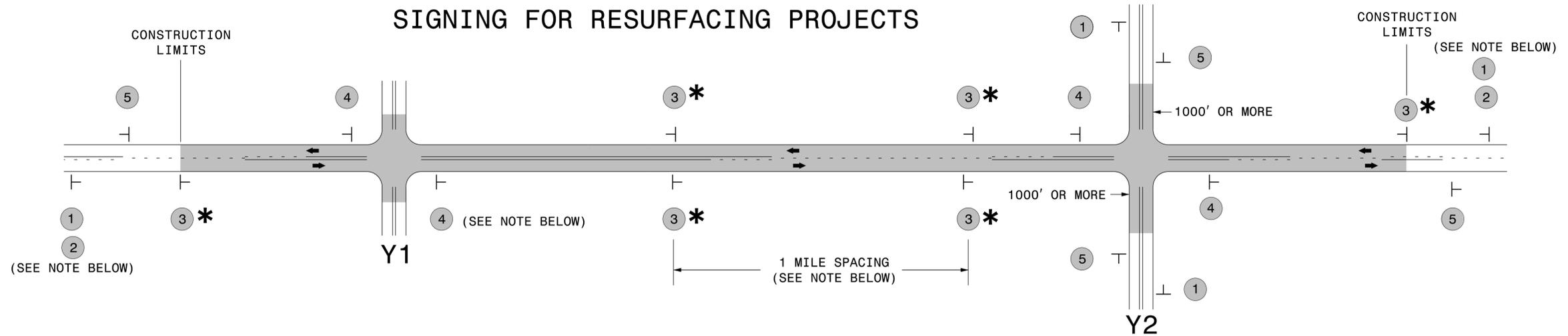
**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to  
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

<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: 10/16/12
CHECKED BY:	DATE:
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn	

SYSTEMS DESIGN  
 USER NAME

## SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

### 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.					
	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.	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.					
			 <small>W20-1 48" X 48"</small>			 <small>W20-7 A 48" X 48"</small>		
			PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.					

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

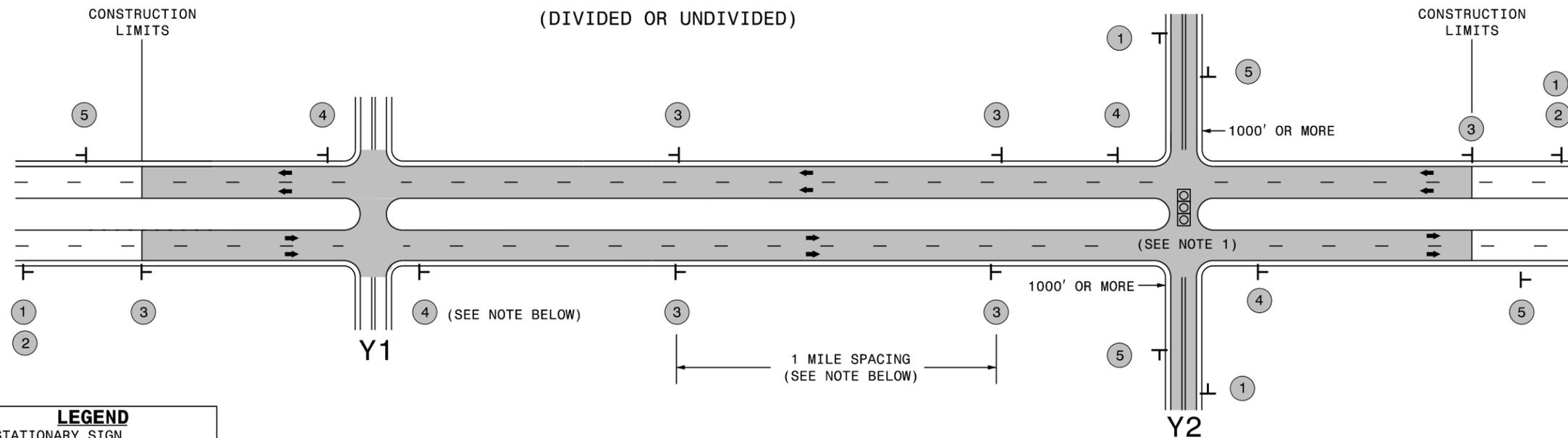
SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS:  
 STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).

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

6/3/2014 S:\T\U\WZTC\Apps\WorkZoneGeneral\ExternalWebPage\DesRes\Resurfacing\Resurfacing\_AdvWarn\_2Ln.dgn User:rmgarr

# SIGNING FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS WITH SHOULDER SECTIONS

(DIVIDED OR UNDIVIDED)



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

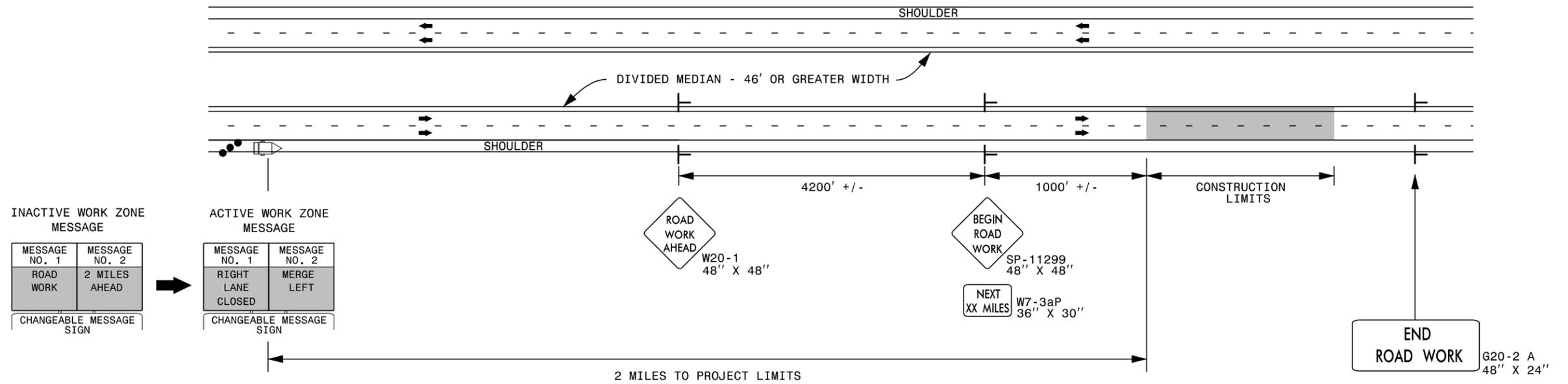
<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p style="text-align: center;"><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE 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

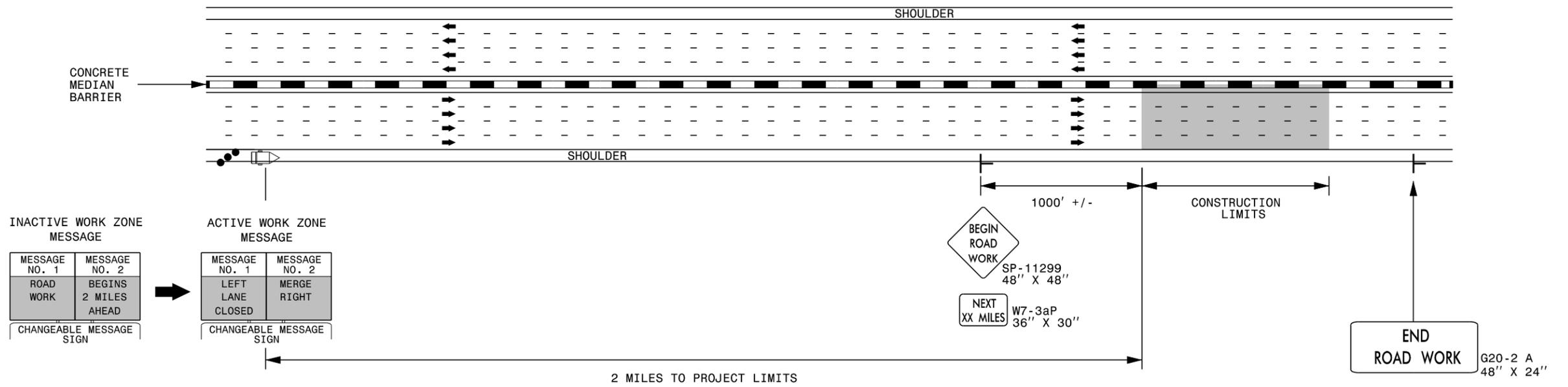
**RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS W/ SHOULDER SECTIONS (DIVIDED OR UNDIVIDED)**

2/24/2014 S:\TMU\WZTC\Resurfacing\2013Documents\New\_Procedures\_05\_09\_2013\Resurfacing\_AdvWarn\_UrSu\_Shldr.dgn User:rmgarratt

## DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



## 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.

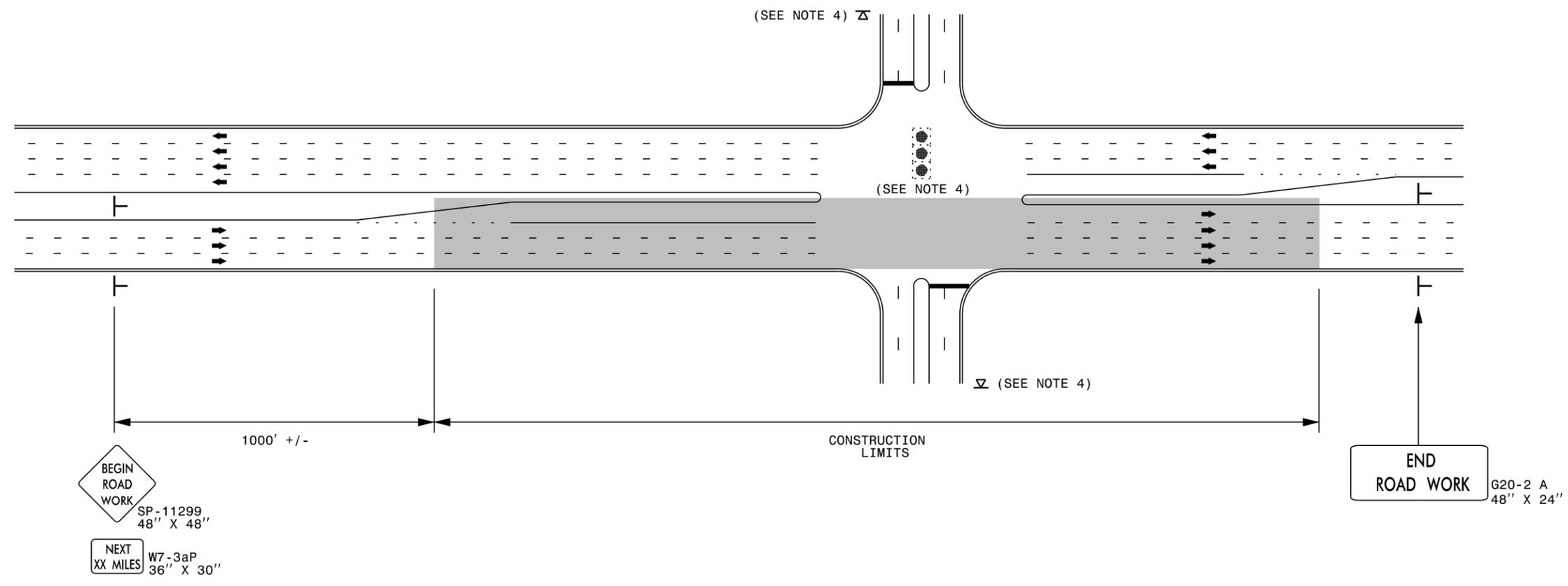
### LEGEND

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



**RESURFACING ADVANCE  
WARNING SIGNS FOR  
HIGH SPEED FACILITIES  
≥ 60 MPH**

## 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\2013Documents\New\_Procedures\_05\_09\_2013\Resurfacing\_AdvWarn\_UrSub.dgn

SIGN NUMBER: 11299

BACKG COLOR: Fluorescent Orange

DESIGN BY: WJ

CHECKED BY:

DATE: Jun 22, 2011

TYPE: B

COPY COLOR: Black

PROJECT ID: ALL

DIV: ALL

QUANTITY: SEE PLANS

SYMBOL	X	Y	WID	HT

SIGN WIDTH: 5'-6"

HEIGHT: 5'-6"

TOTAL AREA: 30.5 Sq.Ft.

BORDER TYPE: INSET

RECESS: 0.59"

WIDTH: 0.75"

RADII: 1.38"

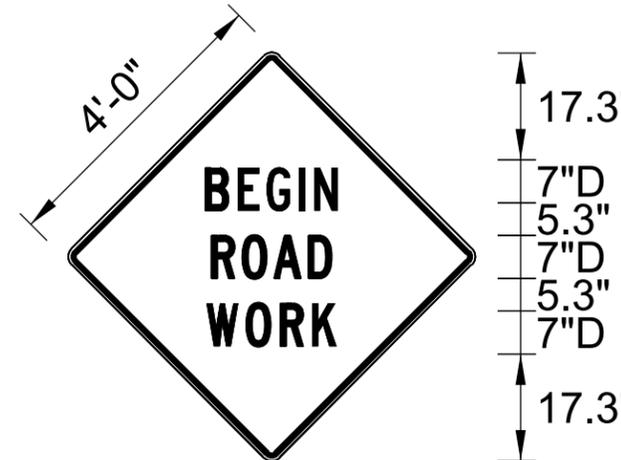
NO. Z BARS: N/A

LENGTH: N/A

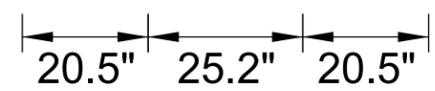
MAT'L: 0.125" (3.2 mm) ALUMINUM

# SP 11299

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10111.18	12	15



BORDER  
R=1.38"  
TH=0.75"  
IN=0.59"



Spacing Factor is 1 unless specified otherwise

USE NOTES: 1,2

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

LETTER POSITIONS

Letter spacings are to start of next letter																	Series/Size	
																	Text Length	
		B	E	G	I	N												D 2000
	20.5	6	5.4	6.3	2.8	4.8	20.5											25.2
		R	O	A	D													D 2000
	21.4	5.8	5.9	7	4.8	21.4												23.5
		W	O	R	K													D 2000
	20.9	7.1	6.5	5.9	4.9	20.9												24.5

SIGN NUMBER: SP13106  
 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

SYMBOL	X	Y	WID	HT

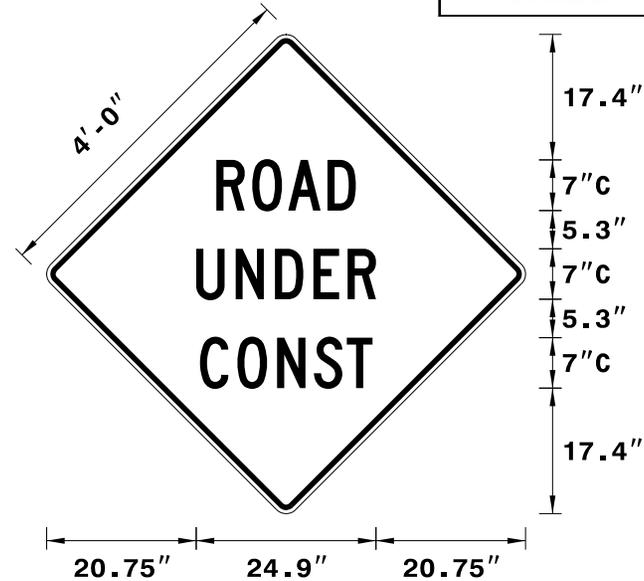
SIGN WIDTH: 4'-0"  
 HEIGHT: 4'-0"  
 TOTAL AREA: 16.00 Sq.Ft.

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

NO. Z BARS:  
 LENGTH:

MAT'L: 0.080" (2.0 mm) ALUMINUM

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10111.18	13	15



Spacing Factor is 1 unless specified otherwise

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.

LETTER POSITIONS

Letter spacings are to start of next letter

Letter spacings are to start of next letter																	Series/Size Text Length	
		R	O	A	D													C 2000
	23.5	5	5	5.5	3.9	23.5												19.3
		U	N	D	E	R												C 2000
	20.7	5.5	5.5	5.3	4.8	3.9	20.7											24.9
		C	O	N	S	T												C 2000
	21.2	5.2	5.5	5.1	4.6	3.6	21.2											23.9



PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10111.18	15	15

### 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 1/2" DEPTH SY	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	MILLED RUMBLE STRIPS (ASPHALT CONCRETE) LF	CONCRETE CURB RAMP EA	ADJUSTMENT OF MANHOLES EA	PORTABLE LIGHTING LS
13CR.10111.18	Buncombe	1	NC 146	FROM NC 191 TO 0.17 MILE BEFORE SR 3501 (MP 0.00 - MP 0.92)	1	2	2WU	NO	NO	0.92	22	46	1.84		780	1,103	66	460				
		2	US 25A	FROM SR 3188 TO SR 3116 (MP 0.18 - MP 2.93)	1	2	2WU	NO	NO	2.75	25	138	5.50		2,730	3,745	225	375		4		1
		3	US 25/70	FROM BRIDGE #382 TO SR 1834 (MP 20.26 - MP 21.24)	2,3	2	MD	NO	NO	0.98	70	49	3.92	4,553	2,235	4,350	261	120	5,040		2	
		4	US 25/70	FROM SR 1834 TO 1.75 MILES NORTH OF SR 1834 (MP 21.24 - MP 22.99)	2	2	MD	NO	NO	1.75	80	88	7.00		350	7,601	456	150	18,480			
TOTAL FOR PROJ NO. 13CR.10111.18										6.4		321	18.26	4,553	6,095	16,799	1,008	1,105	23,520	4	2	1
GRAND TOTAL										6.4		321	18.26	4,553	6,095	16,799	1,008	1,105	23,520	4	2	1

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4710000000-E	4725000000-E		4847000000-E		4905000000-N
										WORK ZONE ADVANCE/ GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE LF	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RT ARROW EA	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT ARROW EA	POLYUREA PAVEMENT MARKING LINES (4") WHITE (HIGHLY REFLECTIVE ELEMENTS) LF	POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HIGHLY REFLECTIVE ELEMENTS) LF	SNOWPLOWABLE PAVEMENT MARKERS EA
13CR.10111.18	Buncombe	1	NC 146	FROM NC 191 TO 0.17 MILE BEFORE SR 3501 (MP 0.00 - MP 0.92)	1	2	2WU	0.92	22	443		52			9,715	9,715	114
		2	US 25A	FROM SR 3188 TO SR 3116 (MP 0.18 - MP 2.93)	1	2	2WU	2.75	25			104	10		29,455	29,006	225
		3	US 25/70	FROM BRIDGE #382 TO SR 1834 (MP 20.26 - MP 21.24)	2,3	2	MD	0.98	70			155	5	13	16,120	5,906	253
		4	US 25/70	FROM SR 1834 TO 1.75 MILES NORTH OF SR 1834 (MP 21.24 - MP 22.99)	2	2	MD	1.75	80			155	4	8	20,480	20,480	261
TOTAL FOR PROJ NO. 13CR.10111.18								6.4		443	LS	466	19	21	75,770	65,107	853
GRAND TOTAL								6.4		443	1	466	19	21	75,770	65,107	853