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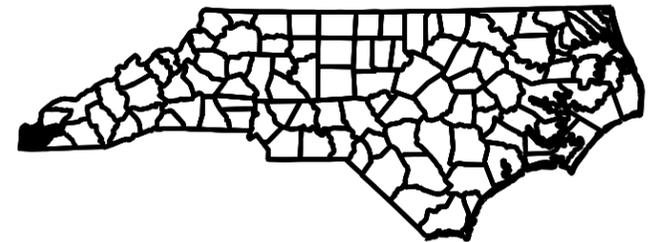
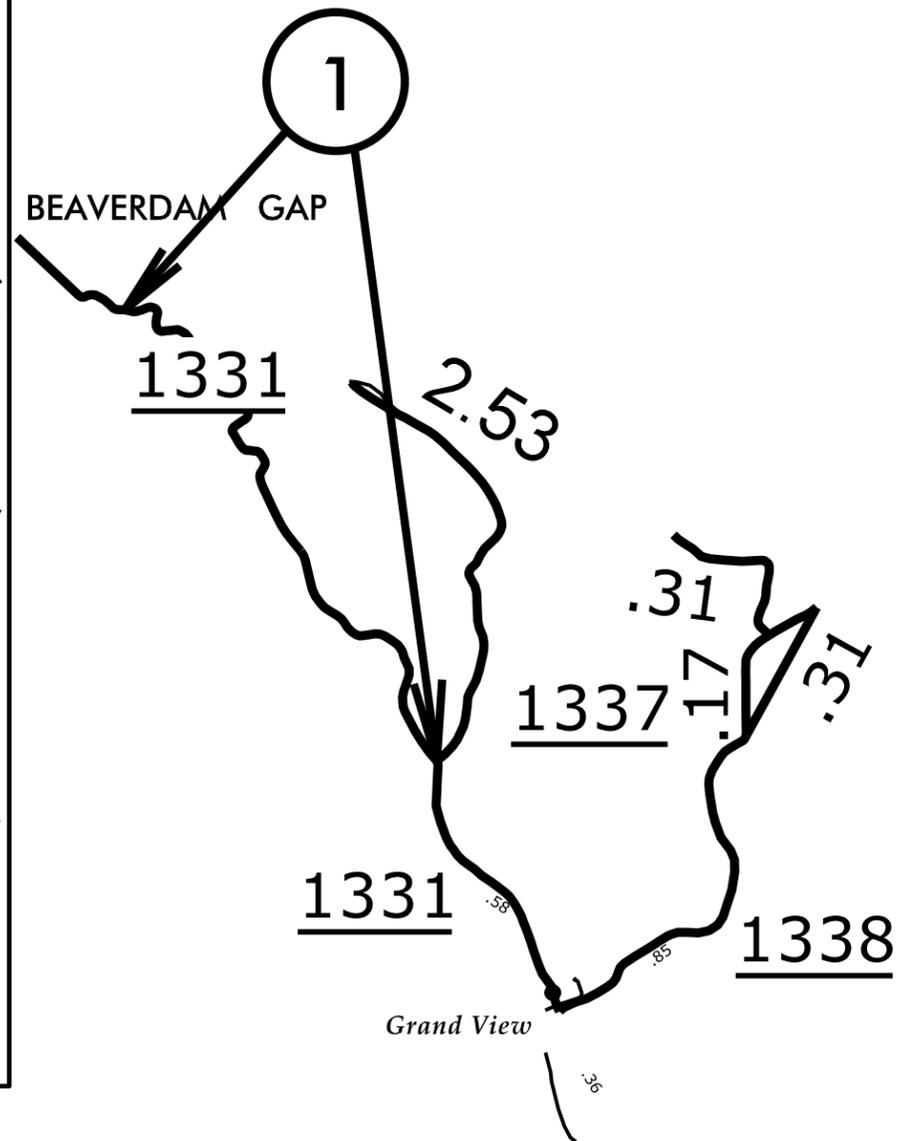
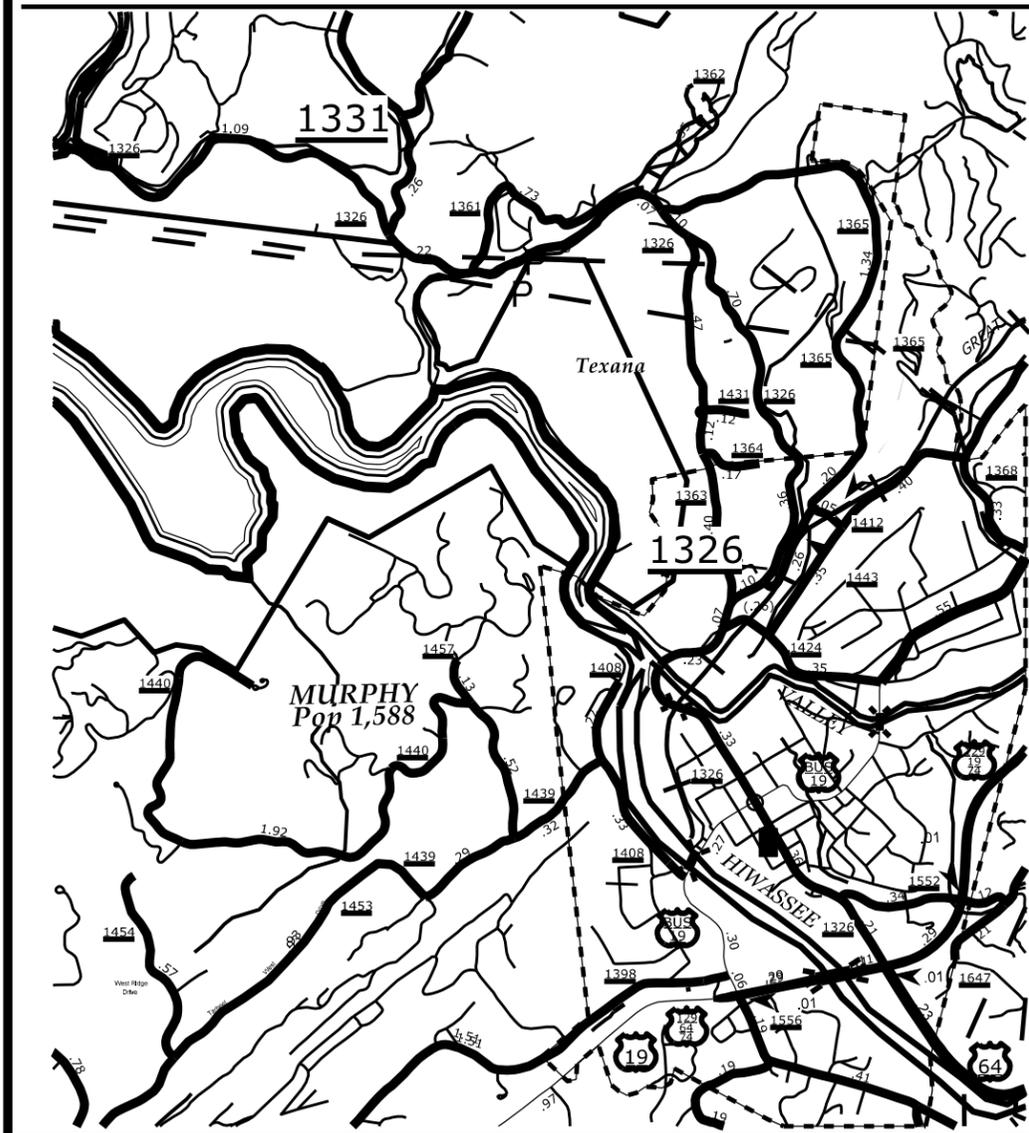
# CHEROKEE COUNTY

PROJECT REFERENCE NO.		SHEET NO.
2016CPT.14.18.20201.1		1
STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION
2016CPT.14.18.20201.1		

TIP PROJECT: NA

CONTRACT: DN00461

VICINITY MAP  
TO SR 1331

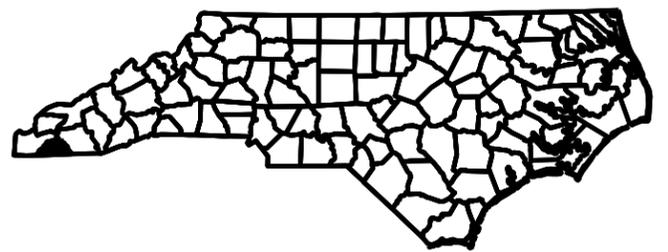
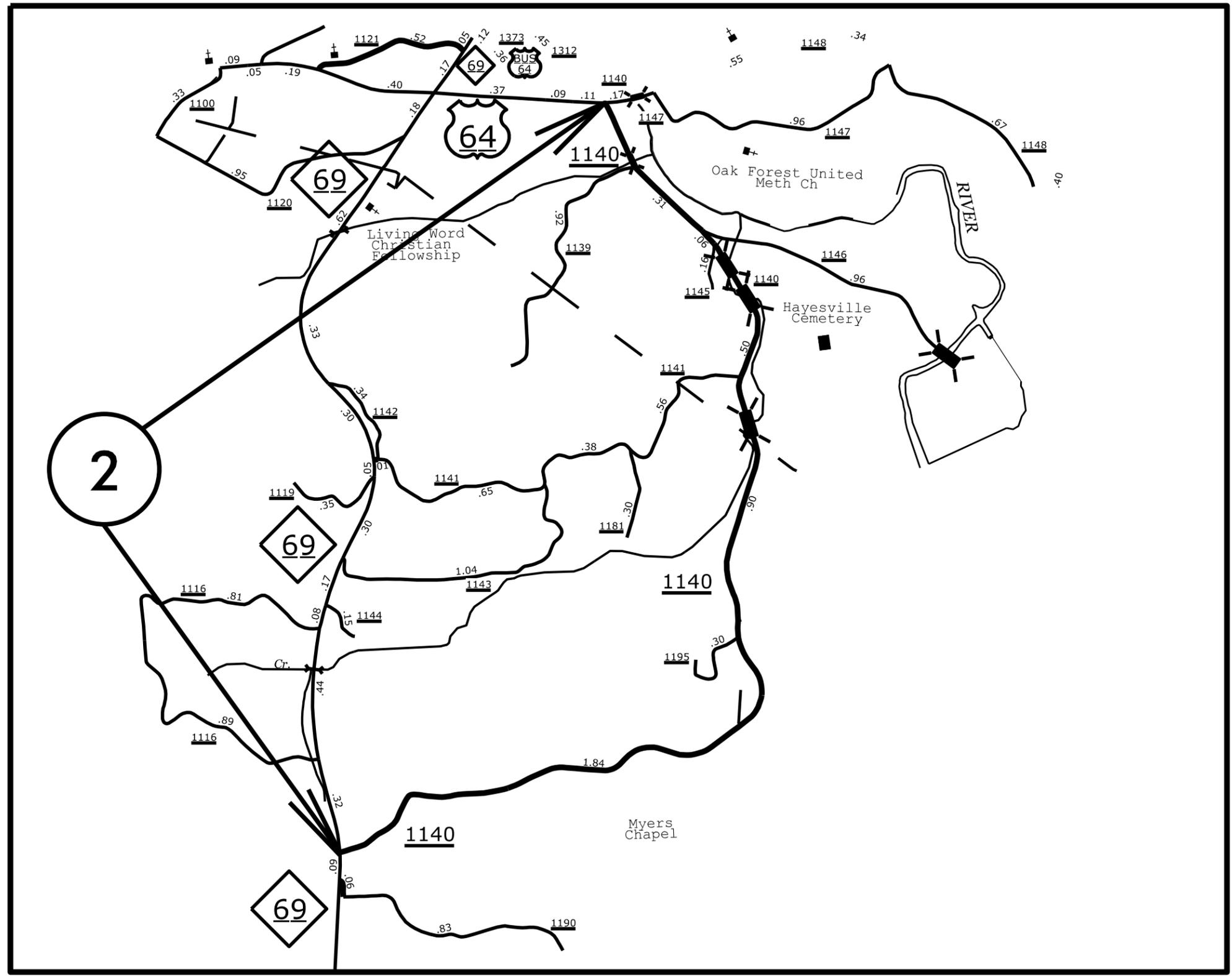


TIP PROJECT: N/A

CONTRACT: DN00461

# CLAY COUNTY

PROJECT REFERENCE NO.	SHEET NO.	
2016CPT.14.18.20221.1	2	
STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION
2016CPT.14.18.20221.1		

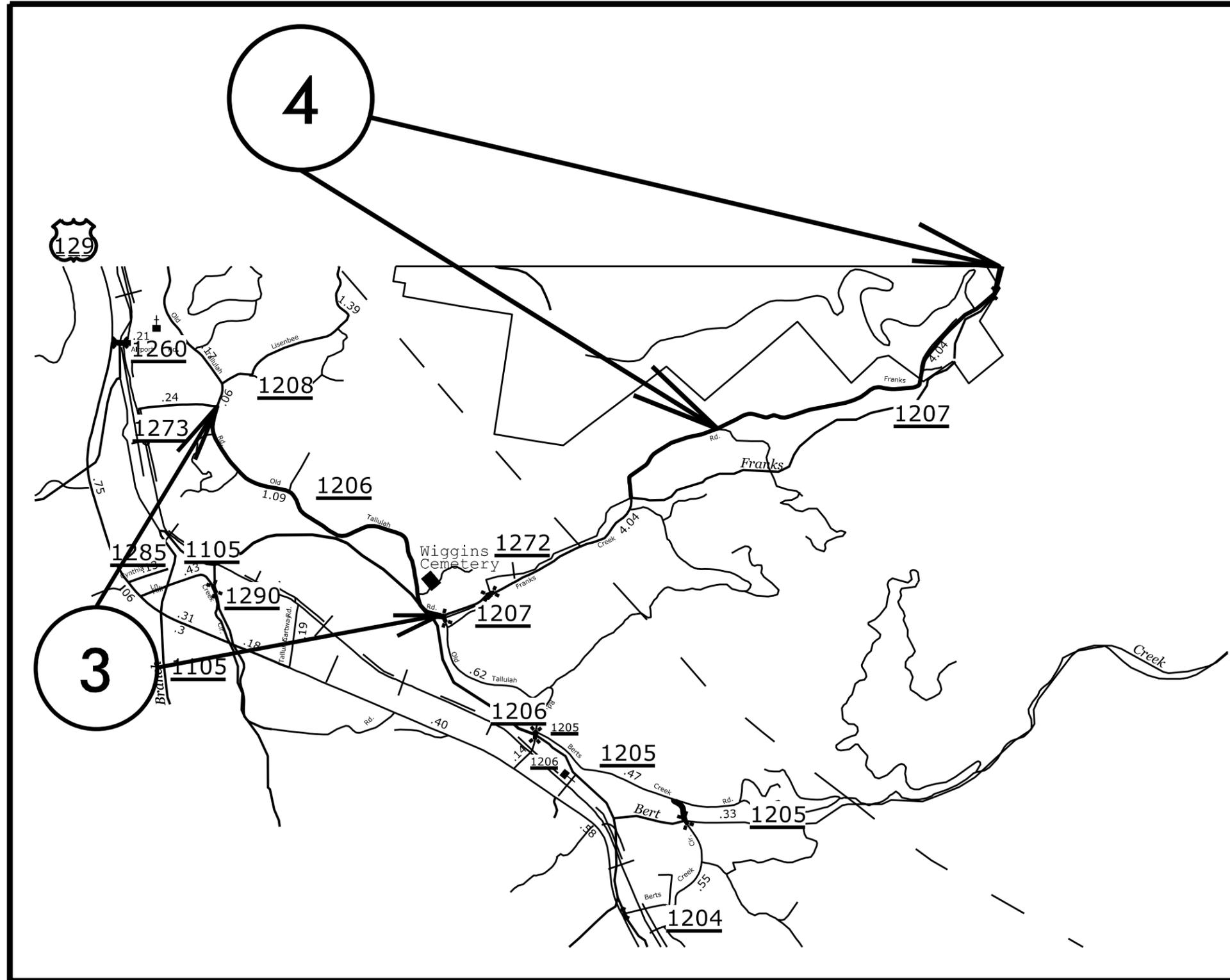


TIP PROJECT: N/A

CONTRACT: DN00461

# GRAHAM COUNTY

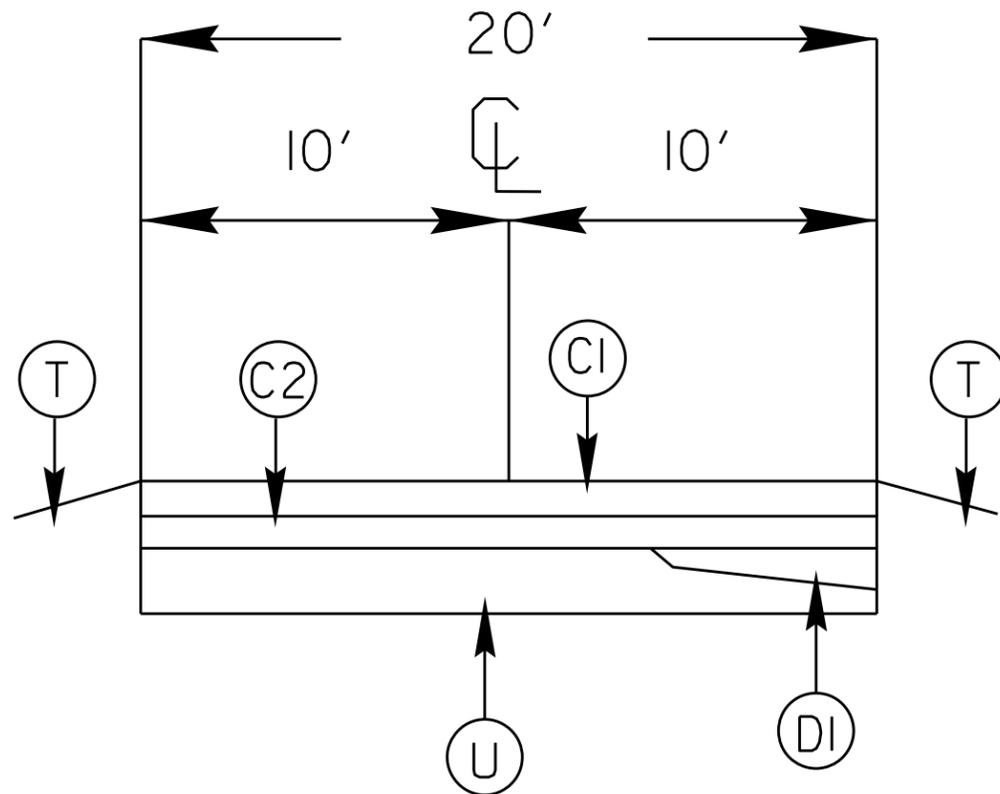
PROJECT REFERENCE NO.		SHEET NO.
2016CPT.14.19.20381.1		3
STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION
2016CPT.14.19.20381.1		



PROJECT REFERENCE NO.		SHEET NO.
DN00461		4
STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION
2016CPT.14.18.20201.1		
2016CPT.14.18.20221.1		
2016CPT.14.19.20381.1		

## SURFACING SCHEDULE

# TYPICAL 1



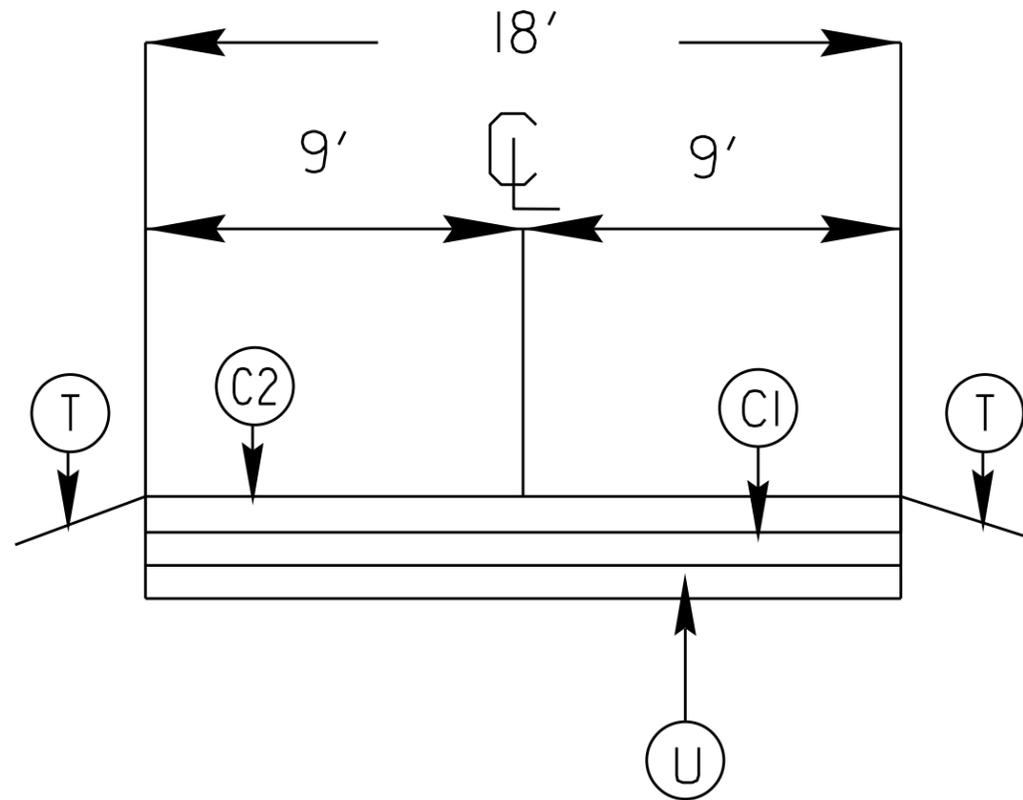
ITEM NO	DESCRIPTION
C1	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD
C2	PROP. APPROX. 3/4" ASPHALT CONCRETE SURFACE COURSE, (LEVELING) TYPE SF9.5A, AT AN AVERAGE RATE OF 70 LBS PER SQ. YD.
D1	PROP. VAR DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, WEDGING TYPE I19.0B, SQ. YARD. AT LOCATIONS AS DIRECTED BY PROJECT ENGINEER
T	SHOULDER RECONSTRUCTION
U	EXISTING ASPHALT

\*NOTE\* MAP 2 THE 0" TO 3" MILLING IS FOR TIE IN AT  
BRIDGE # 86,#87 AND #88

PROJECT REFERENCE NO.		SHEET NO.
DN00461		5
STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION
2016CPT.14.18.20201.1		
2016CPT.14.18.20221.1		
2016CPT.14.19.20381.1		

## SURFACING SCHEDULE

### TYPICAL 2

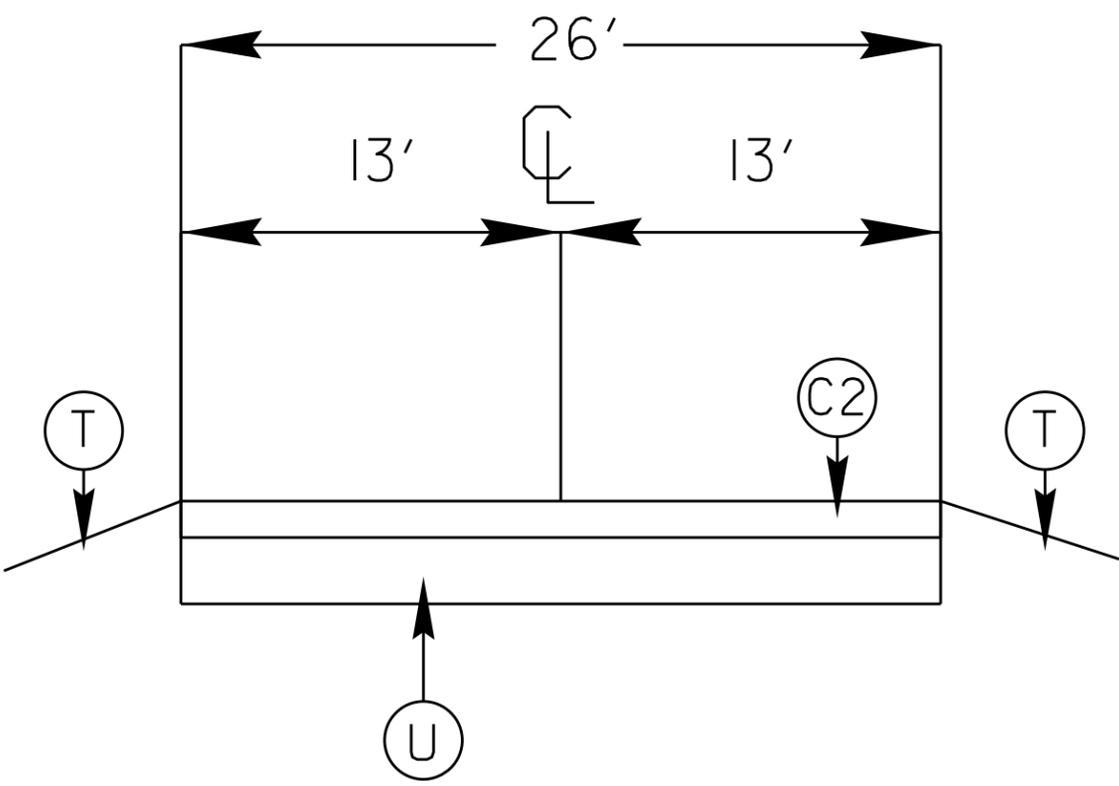


ITEM NO	DESCRIPTION
C1	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD
C2	PROP. APPROX. 3/4" ASPHALT CONCRETE SURFACE COURSE, (LEVELING) TYPE SF9.5A, AT AN AVERAGE RATE OF 70 LBS PER SQ. YD.
D1	PROP. VAR DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, WEDGING TYPE I19.0B, SQ.YARD. AT LOCATIONS AS DIRECTED BY PROJECT ENGINEER
T	SHOULDER RECONSTRUCTION
U	EXISTING ASPHALT
<p>*NOTE* MAP 2 THE 0" TO 3" MILLING IS FOR TIE IN AT BRIDGE # 86,#87 AND #88</p>	

PROJECT REFERENCE NO.		SHEET NO.
DN00461		6
STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION
2016CPT.14.18.20201.		
2016CPT.14.18.20221.		
2016CPT.14.19.20381.		

## SURFACING SCHEDULE

### TYPICAL 3



ITEM NO	DESCRIPTION
C1	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD
C2	PROP. APPROX. 3/4" ASPHALT CONCRETE SURFACE COURSE, (LEVELING) TYPE SF9.5A, AT AN AVERAGE RATE OF 70 LBS PER SQ. YD.
D1	PROP. VAR DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, WEDGING TYPE I19.0B, SQ.YARD. AT LOCATIONS AS DIRECTED BY PROJECT ENGINEER
T	SHOULDER RECONSTRUCTION
U	EXISTING ASPHALT

\*NOTE\* MAP 2 THE 0" TO 3" MILLING IS FOR TIE IN AT BRIDGE # 86,#87 AND #88

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.14.18.20201.1,	7	
2016CPT.14.18.20221.1,		
2016CPT.14.19.20381.1,		

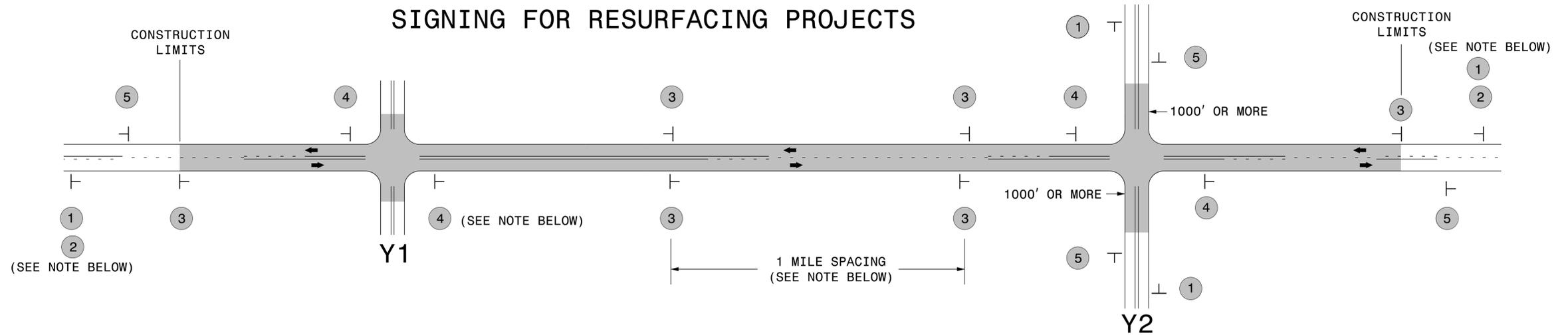
## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARMMX ASPHALT REQUIRED	LENGTH M	WIDTH FT	SHOULDER RECONSTRUCTION SM	0" TO 3" PROFILE MILLING SY	INTERMEDIATE COURSE, (WEDGING) I19.0B TONS	SURFACE COURSE, SF9.5A TONS	SURFACE COURSE, (LEVELING), SF9.5A TN	ASPHALT BINDER FOR PLANT MX TONS	PATCHING EXISTING PAVEMENT TONS
2016CPT.14.18.20201.1	Cherokee	1	SR-1331 BEAVERDAM ROAD	FROM SR-1337 TO BEAVERDAM GAP	1	2	2WU	NO	NO	1.96	20	3.92		1,200	1,748	800	223	550
<b>TOTAL FOR MAP NO. 1</b>										<b>1.96</b>		<b>3.92</b>		<b>1,200</b>	<b>1,748</b>	<b>800</b>	<b>223</b>	<b>550</b>
<b>TOTAL FOR PROJ NO. 2016CPT.14.18.20201.1</b>										<b>1.96</b>		<b>3.92</b>		<b>1,200</b>	<b>1,748</b>	<b>800</b>	<b>223</b>	<b>550</b>
2016CPT.14.18.20221.1	Clay	2	SR-1140 MYERS CHAPEL ROAD	FROM NC 69 TO US 64	2	2	2WU	NO	NO	3.72	18		600		2,988	1,324	280	
<b>TOTAL FOR MAP NO. 2</b>										<b>3.72</b>			<b>600</b>		<b>2,988</b>	<b>1,324</b>	<b>280</b>	
<b>TOTAL FOR PROJ NO. 2016CPT.14.18.20221.1</b>										<b>3.72</b>			<b>600</b>		<b>2,988</b>	<b>1,324</b>	<b>280</b>	
2016CPT.14.19.20381.1	Graham	3	SR-1206 OLD TALLULAH ROAD	FROM SR-1273 TO SR-1207	3	2	2WU	NO	NO	1.09	18	2.18			876		59	
<b>TOTAL FOR MAP NO. 3</b>										<b>1.09</b>		<b>2.18</b>			<b>876</b>		<b>59</b>	
2016CPT.14.19.20381.1	Graham	4	SR-1207 FRANKS CREEK	FROM 1.06 MILES EAST OF SR-1206 TO END OF MAINT.	2	2	2WU	NO	NO	2.34	18	4.68			1,880	1,041	188	
<b>TOTAL FOR MAP NO. 4</b>										<b>2.34</b>		<b>4.68</b>			<b>1,880</b>	<b>1,041</b>	<b>188</b>	
<b>TOTAL FOR PROJ NO. 2016CPT.14.18.20381.1</b>										<b>3.43</b>		<b>6.86</b>			<b>2,756</b>	<b>1,041</b>	<b>247</b>	
<b>GRANDTOTAL</b>										<b>9.11</b>		<b>10.78</b>	<b>600</b>	<b>1,200</b>	<b>7,492</b>	<b>3,165</b>	<b>750</b>	<b>550</b>

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4400000000-E	4570000000-	4810000000-E		4835000000-E
										STATIONARY WORK ZONE SIGN SF	TEMPORARY TRAFFIC CONTROL LS	4" WHITE PAINT LF	4" YELLOW PAINT LF	24" WHITE PAINT LF
2016CPT.14.18.20201.1	Cherokee	1	SR-1331 BEAVERDAM ROAD	FROM SR-1337 TO BEAVERDAM GAP	1	2	2WU	1.96	20	220	0	42,179	46,570	200
<b>TOTAL FOR MAP NO. 1</b>								<b>1.96</b>		<b>220</b>	<b>0</b>	<b>42,179</b>	<b>46,570</b>	<b>200</b>
<b>TOTAL FOR PROJ NO. 2016CPT.14.18.20201.1</b>								<b>1.96</b>		<b>220</b>	<b>0</b>	<b>42,179</b>	<b>46,570</b>	<b>200</b>
											<b>88,749</b>			
2016CPT.14.18.20221.1	Clay	2	SR-1140 MYERS CHAPEL ROAD	FROM NC 69 TO US 64	2	2	2WU	3.72	18	417	0	80,054	88,387	200
<b>TOTAL FOR MAP NO. 2</b>								<b>3.72</b>		<b>417</b>	<b>0</b>	<b>80,054</b>	<b>88,387</b>	<b>200</b>
<b>TOTAL FOR PROJ NO. 2016CPT.14.18.20221.1</b>								<b>3.72</b>		<b>417</b>	<b>0</b>	<b>80,054</b>	<b>88,387</b>	<b>200</b>
											<b>168,441</b>			
2016CPT.14.19.20381.1	Graham	3	SR-1206 OLD TALLULAH ROAD	FROM SR-1273 TO SR-1207	3	2	2WU	1.09	18	122	0	23,457	25,898	160
<b>TOTAL FOR MAP NO. 3</b>								<b>1.09</b>		<b>122</b>	<b>0</b>	<b>23,457</b>	<b>25,898</b>	<b>160</b>
2016CPT.14.19.20381.1	Graham	4	SR-1207 FRANKS CREEK	FROM 1.06 MILES EAST OF SR-1206 TO END OF MAINT.	2	2	2WU	2.34	18	262		50,357	55,598	
<b>TOTAL FOR MAP NO. 4</b>								<b>2.34</b>		<b>262</b>		<b>50,357</b>	<b>55,598</b>	
<b>TOTAL FOR PROJ NO. 2016CPT.14.18.20381.1</b>								<b>3.43</b>		<b>384</b>	<b>0</b>	<b>73,814</b>	<b>81,496</b>	<b>160</b>
											<b>155,310</b>			
<b>GRANDTOTAL</b>								<b>9.11</b>		<b>1,021</b>	<b>1</b>	<b>196,047</b>	<b>216,453</b>	<b>560</b>
											<b>412,500</b>			

# SIGNING FOR RESURFACING PROJECTS

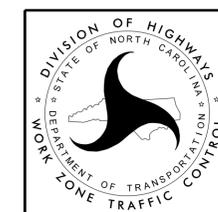


LEGEND	
T	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

## 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"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <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.		



RESURFACING  
 ADVANCE WARNING SIGNS  
 FOR  
 RURAL AND SUBURBAN  
 2 LANE ROADWAYS