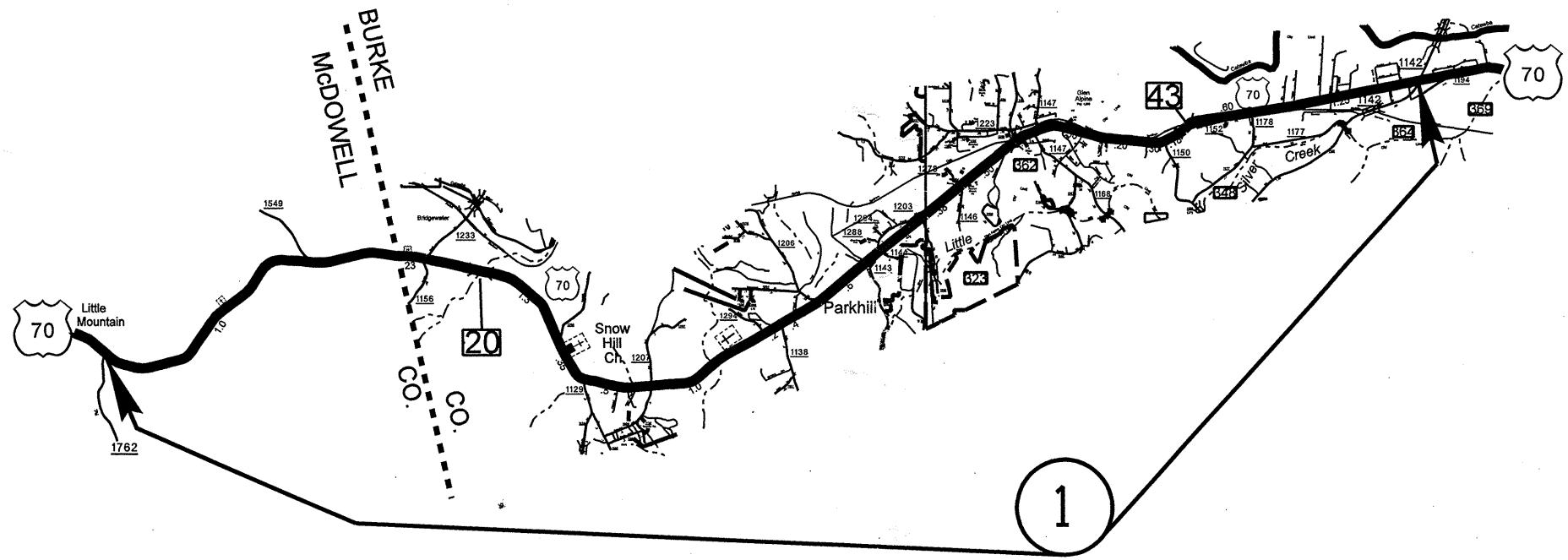
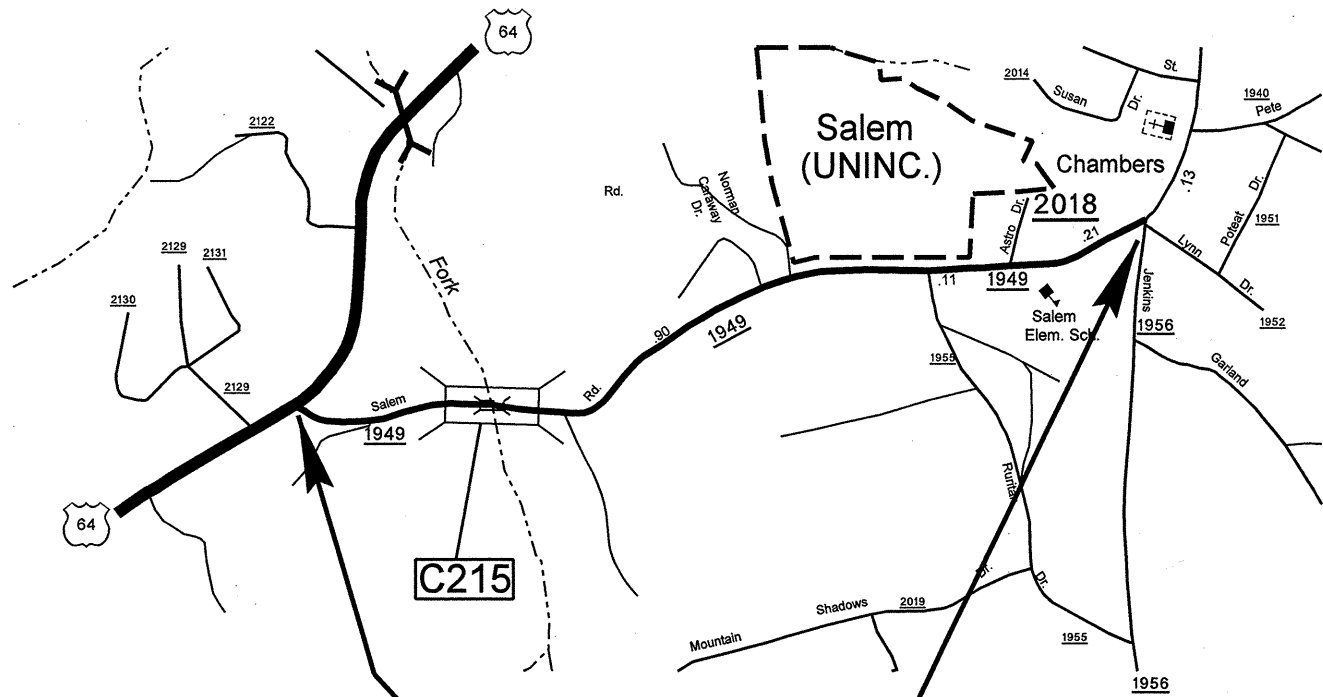


PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10121.7 13CR.20121.7	1	

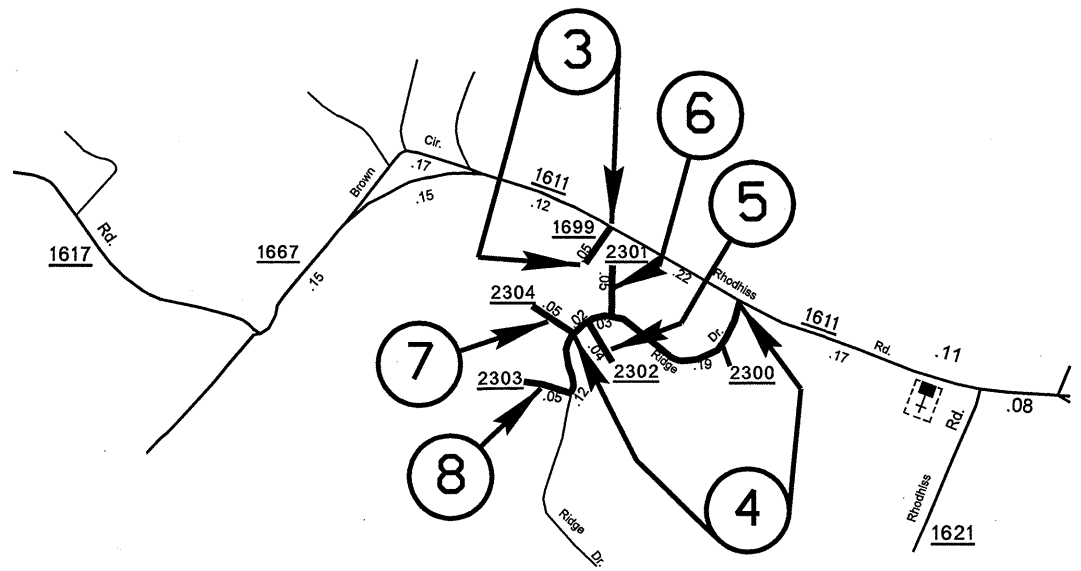


BURKE COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10121.7 13CR.20121.7	2	

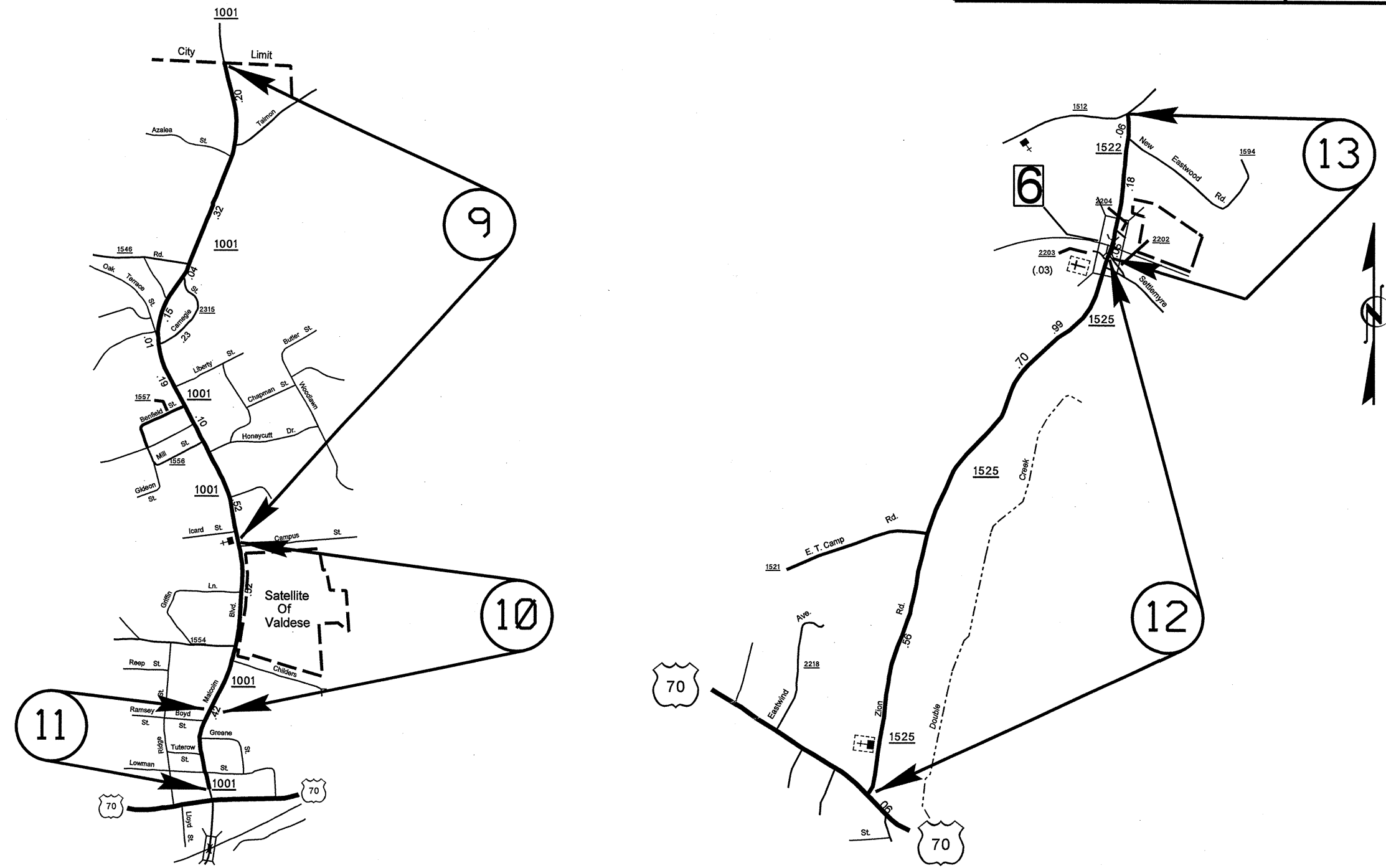


2



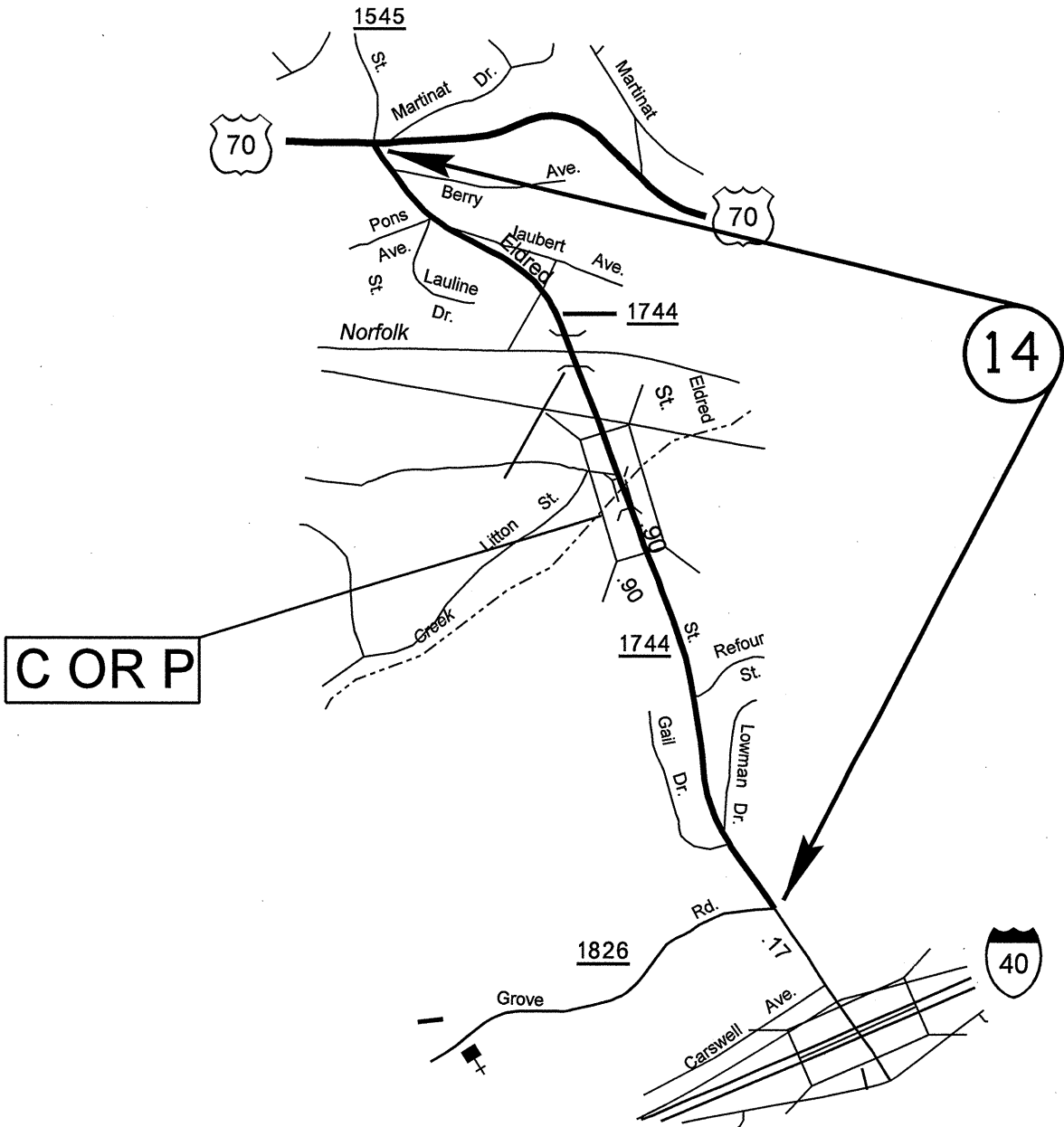
BURKE COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10121.7	3	
13CR.20121.7		



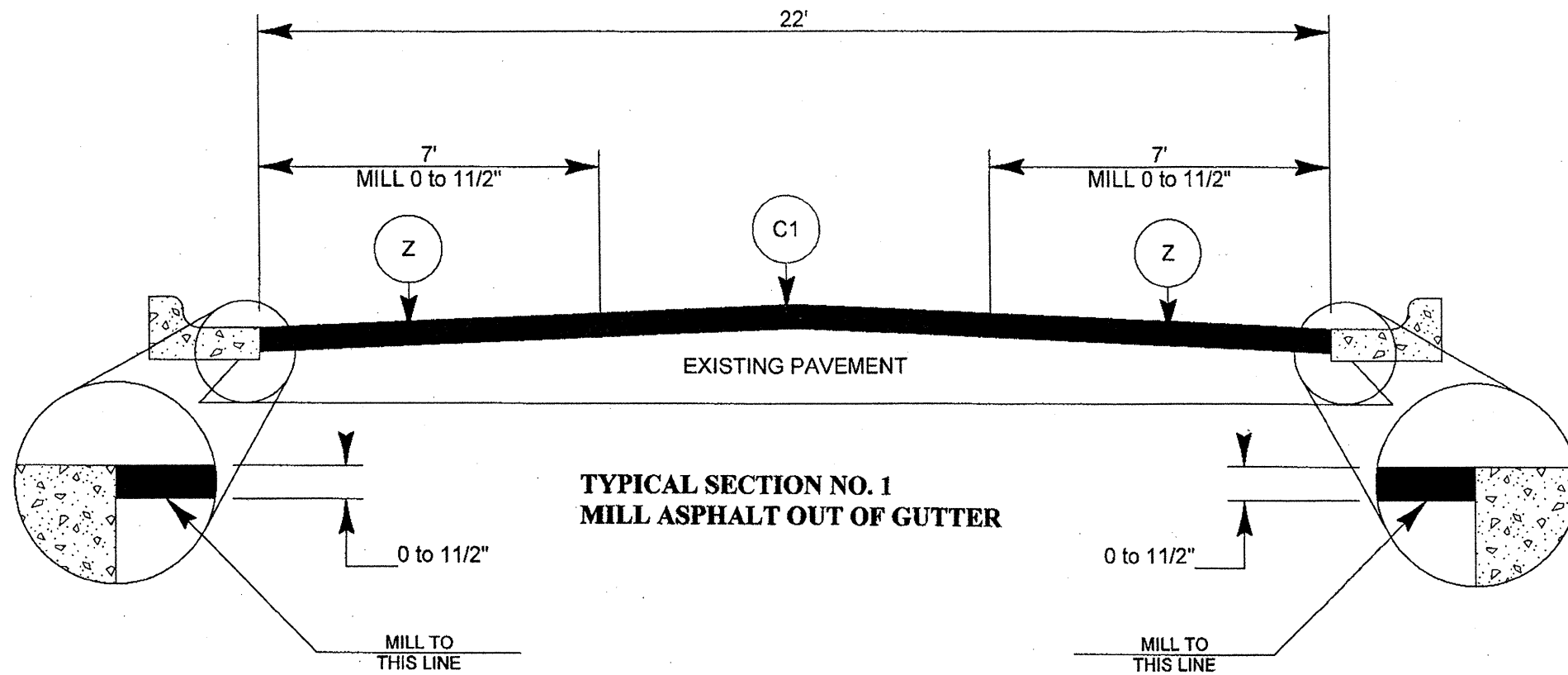
BURKE COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10121.7 13CR.20121.7	4	

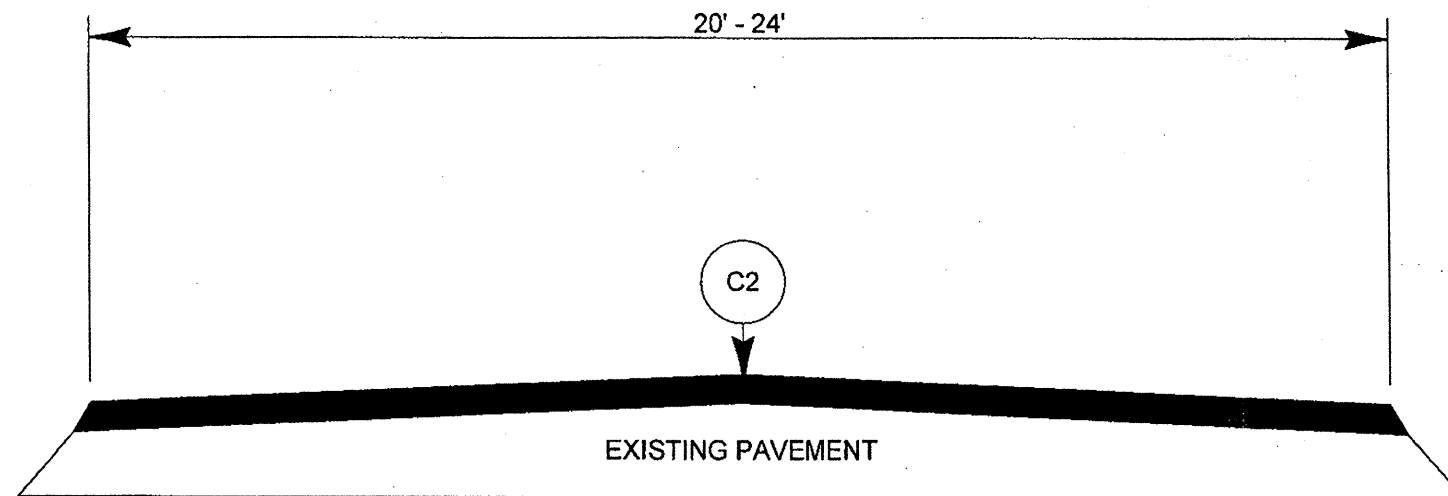


BURKE COUNTY

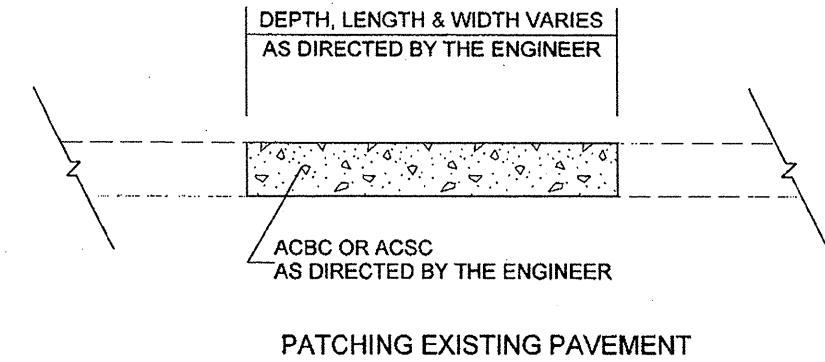
PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10121.7, 13CR.20121.7	5	



TYPICAL SECTION NO. 1

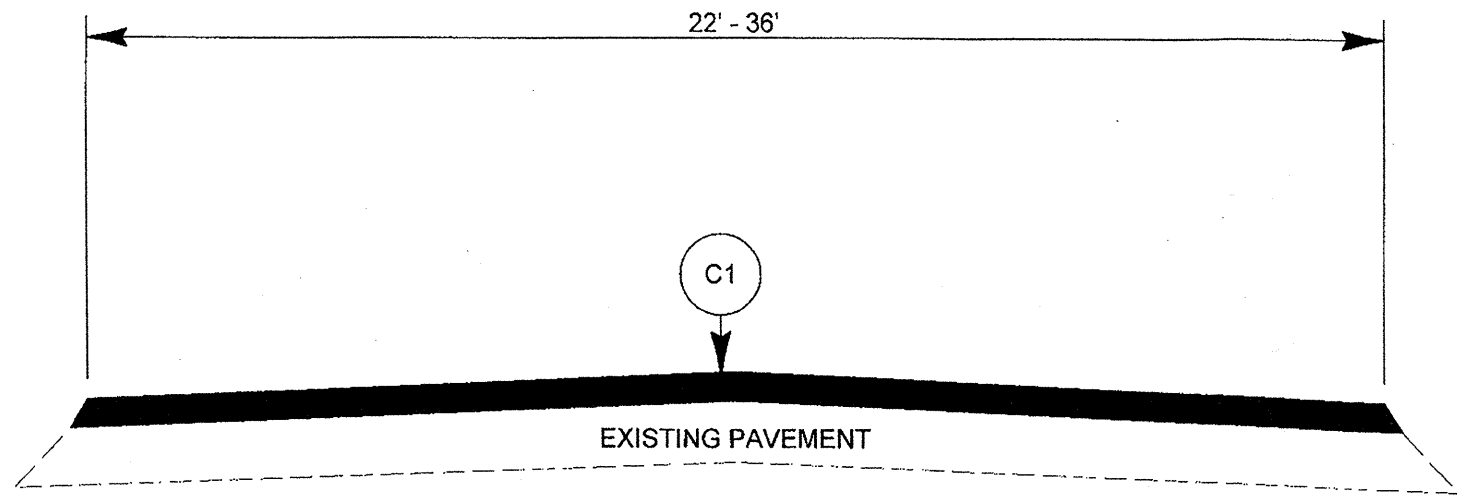


TYPICAL SECTION NO. 2

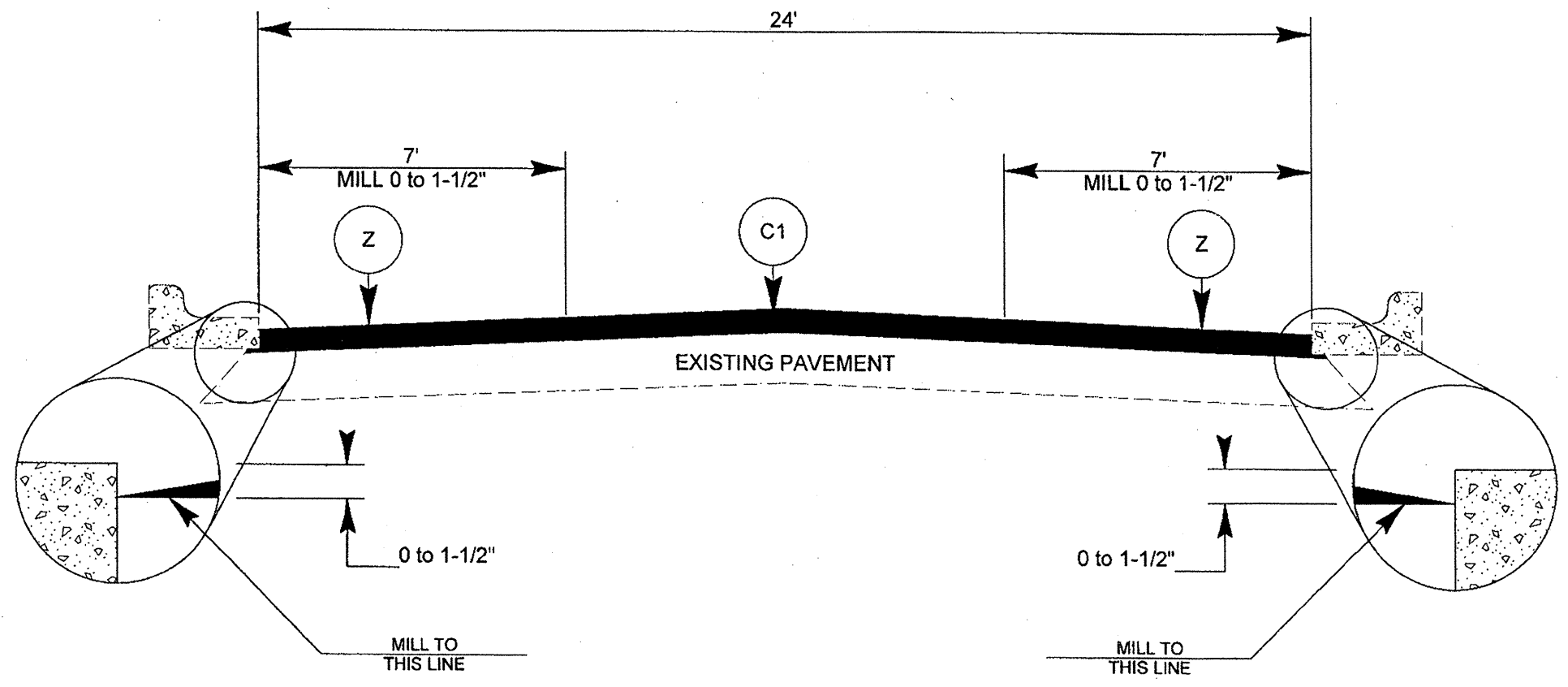


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ACSC, TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS PER SY
C2	PROP. APPROX. 1 1/2" ACSC, TYPE SF9.5A AT AN AVERAGE RATE OF 165 LBS. PER SY
E1	PROP. APPROX. 6" ACBC, TYPE B25.0B AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
Z	MILL 0" TO 1 1/2"

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10121.7, 13CR.20121.7	6	



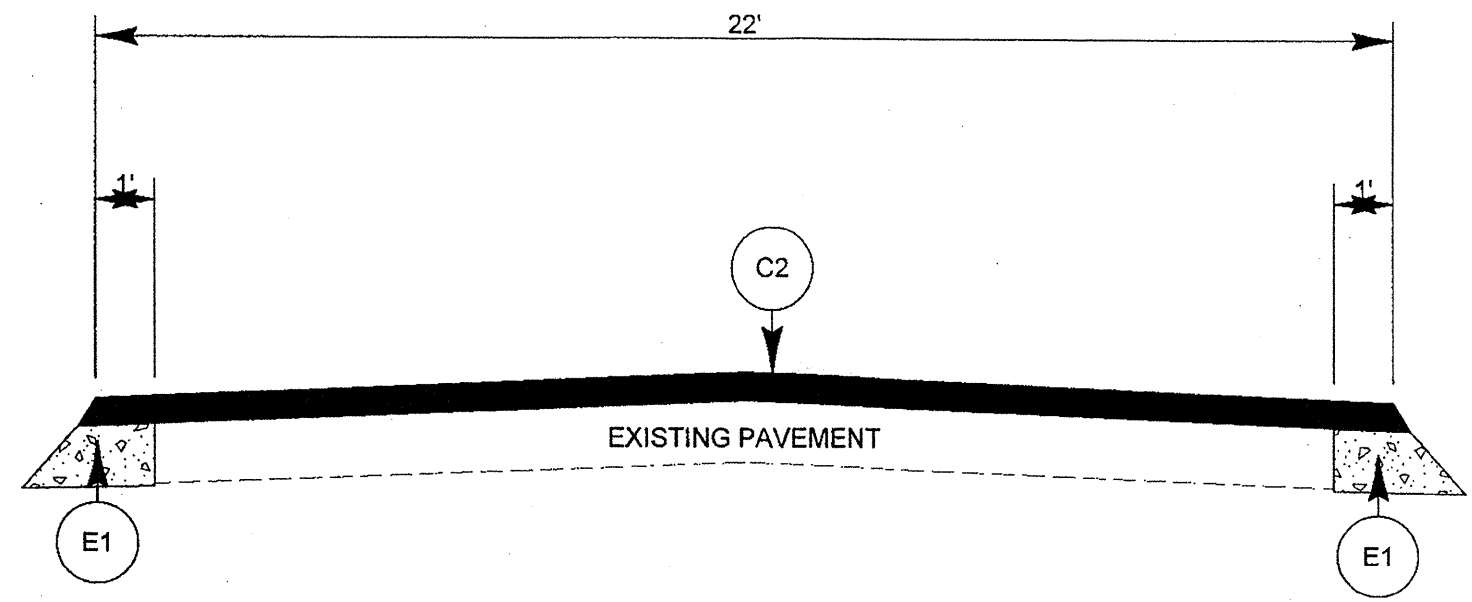
TYPICAL SECTION NO. 3



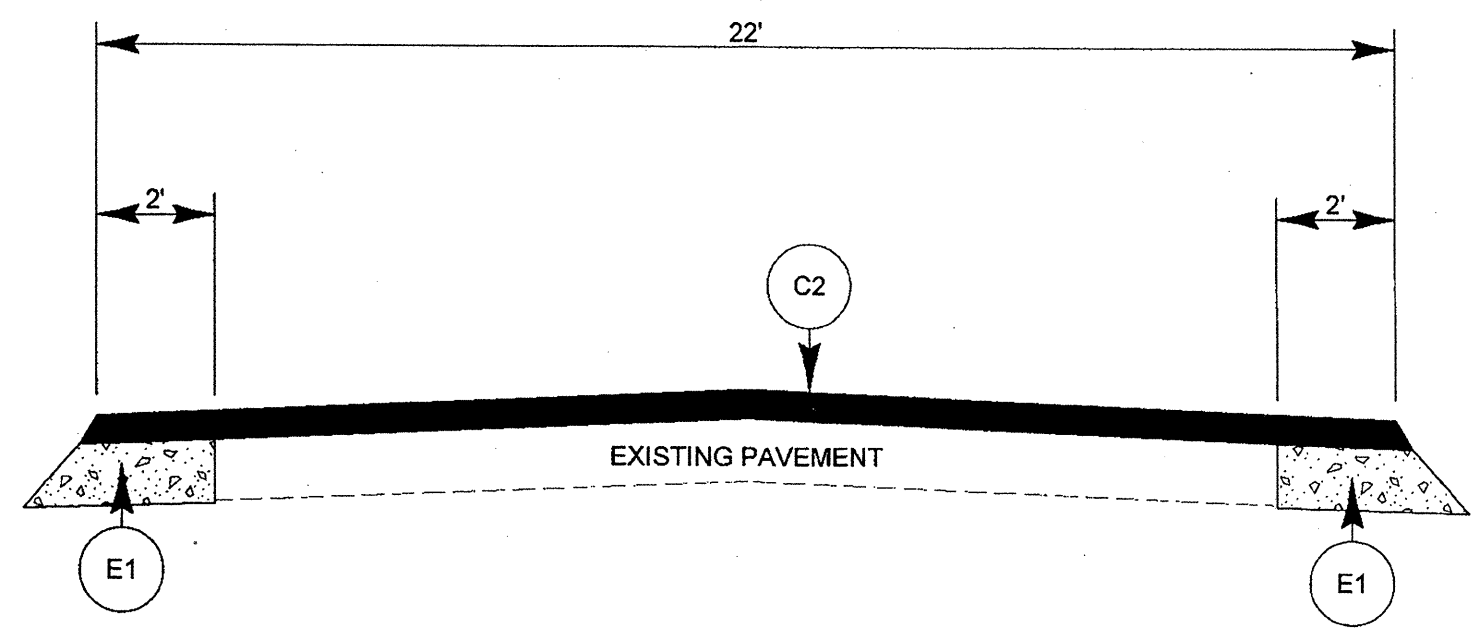
TYPICAL SECTION NO. 4

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ACSC, TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS PER SY
C2	PROP. APPROX. 1 1/2" ACSC, TYPE SF9.5A AT AN AVERAGE RATE OF 165 LBS. PER SY
E1	PROP. APPROX. 6" ACBC, TYPE B25.0B AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
Z	MILL 0" TO 1 1/2"

PROJECT NO. 13CR.10121.7, 13CR.20121.7	SHEET NO. 7	TOTAL SHEETS
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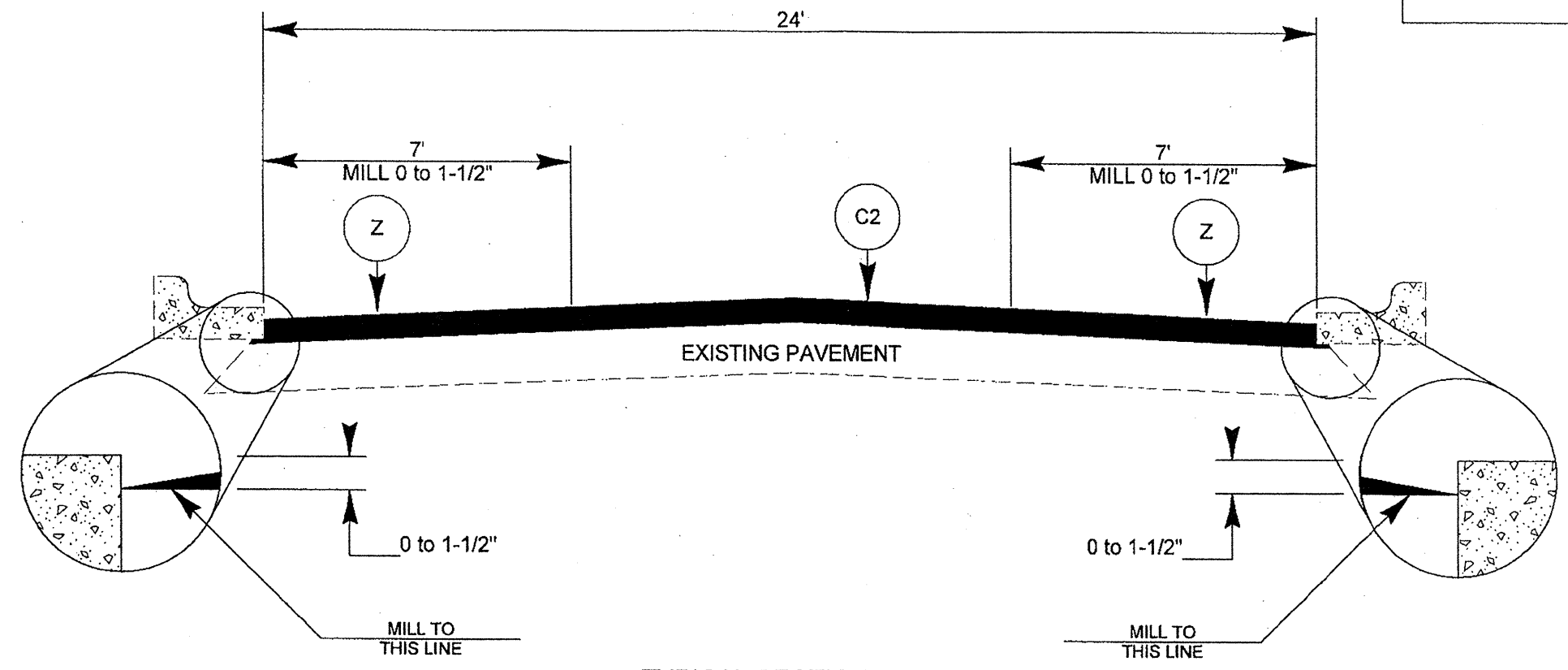
TYPICAL SECTION NO. 5



TYPICAL SECTION NO. 6

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ACSC, TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS PER SY
C2	PROP. APPROX. 1 1/2" ACSC, TYPE SF9.5A AT AN AVERAGE RATE OF 165 LBS. PER SY
E1	PROP. APPROX. 6" ACBC, TYPE B25.0B AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
Z	MILL 0" TO 1 1/2"

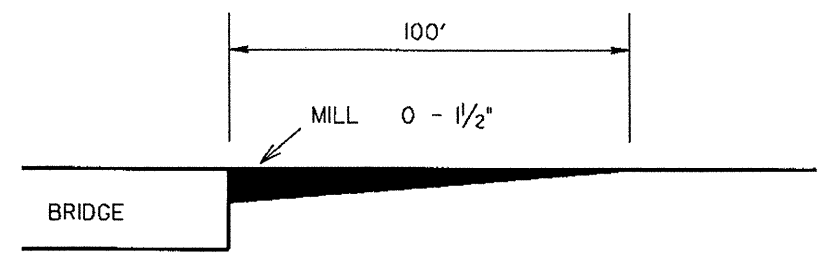
PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10121.7, 13CR.20121.7	8	



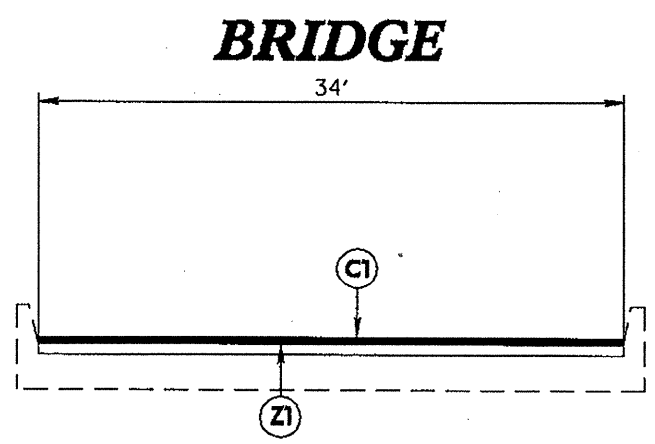
TYPICAL SECTION NO. 7

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ACSC, TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS PER SY
C2	PROP. APPROX. 1 1/2" ACSC, TYPE SF9.5A AT AN AVERAGE RATE OF 165 LBS. PER SY
E1	PROP. APPROX. 6" ACBC, TYPE B25.0B AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
Z	MILL 0" TO 1 1/2"

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10121.7, 13CR.20121.7	9	



**MILLING DETAIL AT BRIDGE APPROACHES
WHERE BRIDGE WILL NOT BE RESURFACED
COST OF MILLING IS INCIDENTAL TO OTHER ITEMS**



BRIDGE DETAIL

BRIDGE NO. 20 MAP 1
MILL 1 1/2" OFF EXISTING PAVEMENT ON BRIDGE
THEN RESURFACE BRIDGE DECK WITH 1 1/2" OF S9.5B
SEE MAPS FOR BRIDGE NO. 20 LOCATION

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ACSC, TYPE S9.5B, AT AN AVERAGE RATE OF 188 LBS. PER SQ. YD.
Z1	MILL 1 1/2"

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10121.7, 13CR.20121.7	10	

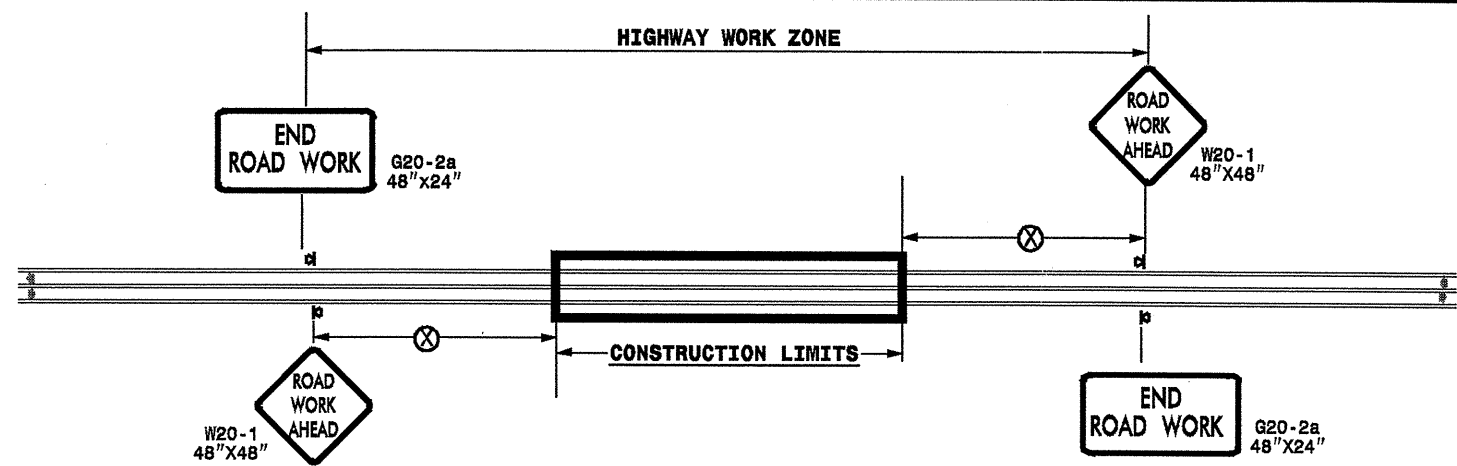
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	1-1/2" MILLING SY	0" TO 1 1/2" MILLING SY	BASE COURSE, B25.0B TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TON	PG 64-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	RETROFIT EXIST. WHEEL CHAIR RAMPS EA	ADJUSTMENT OF DROP INLET EA	ADJUSTMENT OF MANHOLES EA	ADJUSTMENT OF METER OR VALVE BOX EA
13CR.10121.7	Burke	1	US 70	FROM SR 1762 TO SR 1142	1,3	10.45	22		1,072	4,000		12,533		752	230			1	3
TOTAL FOR PROJ NO. 13CR.10121.7						10.45			1,072	4,000		12,533		752	230			1	3
13CR.20121.7	Burke	2	SR 1949	FROM US 64 TO SR 1956	2	1.04	20	52					1,114	72	10		2	1	2
		3	SR 1699	FROM SR 1611 TO DEAD END	2	0.05	20	3					54	3					
		4	SR 2300	FROM SR 1611 TO SR 2304	2	0.24	20	12					257	17	50				1
		5	SR 2302	FROM SR 2300 TO DEAD END	2	0.04	20	2					43	3					1
		6	SR 2301	FROM SR 2300 TO DEAD END	2	0.05	20	3					54	3					
		7	SR 2304	FROM SR 2300 TO DEAD END	2	0.05	20	3					54	3					
		8	SR 2303	FROM SR 2304 TO DEAD END	2	0.12	20	6					129	8					
		9	SR 1001	FROM NCL R. COLLEGE TO BEGIN 36' PVMT	3,4	1.28	24	64		5,260		1,674		100	40				2
		10	SR 1001	FROM BEGIN 36' PVMT TO END 36' PVMT	3	0.41	36	21				803		48	20	14			2
		11	SR 1001	FROM END 36' PVMT TO NEW PVMT	3	0.23	24	12				301		18	20				
		12	SR 1525	US 70 TO SR 1522	5	1.26	22	63			632		1,484	124	40			11	1
		13	SR 1522	FROM SR 1525 TO SR 1512	6	0.23	22	12			208		271	27	60				
		14	SR 1744	FROM US 70 TO SR 1826	2,7	0.9	24	45		1,200			1,156	75	300			4	2
TOTAL FOR PROJ NO. 13CR.20121.7						5.9		298		6,460	840	2,778	4,616	501	540	14	2	16	11
GRAND TOTAL						16.35		298	1,072	10,460	840	15,311	4,616	1,253	770	14	2	17	14

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	468500000-E	468600000-E	471000000-E	472500000-E				481000000-E		482000000-E	483500000-E	484000000-N	484500000-N	
					4" X 90 M WHITE THERMO	4" X 120 M WHITE THERMO	4" X 120 M YELLOW THERMO	24" X 120 M WHITE THERMO	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	24" WHITE PAINT	PAINT MSG SCHOOL	PAINT LT ARROW
NO		NO			LF	LF	LF	LF	EA	EA	EA	EA	LF	LF	LF	LF	EA	EA
13CR.10121.7	Burke	1	US 70	FROM SR 1762 TO SR 1142	112,327	44	111,222	155	13	4	6	4						
TOTAL FOR PROJ NO. 13CR.10121.7					112,327	44	111,222	155	13	4	6	4						
					111,266				27									
13CR.20121.7	Burke	2	SR 1949	FROM US 64 TO SR 1956									21,965	21,965		100	12	
		3	SR 1699	FROM SR 1611 TO DEAD END														
		4	SR 2300	FROM SR 1611 TO SR 2304														
		5	SR 2302	FROM SR 2300 TO DEAD END														
		6	SR 2301	FROM SR 2300 TO DEAD END														
		7	SR 2304	FROM SR 2300 TO DEAD END														
		8	SR 2303	FROM SR 2304 TO DEAD END														
		9	SR 1001	FROM NCL R. COLLEGE TO BEGIN 36' PVMT									27,034	27,034				
		10	SR 1001	FROM BEGIN 36' PVMT TO END 36' PVMT									8,659	8,659	36	28		10
		11	SR 1001	FROM END 36' PVMT TO NEW PVMT									4,858	4,858				
		12	SR 1525	US 70 TO SR 1522									26,611	26,611				
		13	SR 1522	FROM SR 1525 TO SR 1512									4,858	4,858				
		14	SR 1744	FROM US 70 TO SR 1826									19,008	19,008		18		
TOTAL FOR PROJ NO. 13CR.20121.7													112,992	112,992	36	146	12	10
									225,984									
GRAND TOTAL					112,327	44	111,222	155	13	4	6	4	112,992	112,992	36	146	12	10
					111,266				27				225,984					

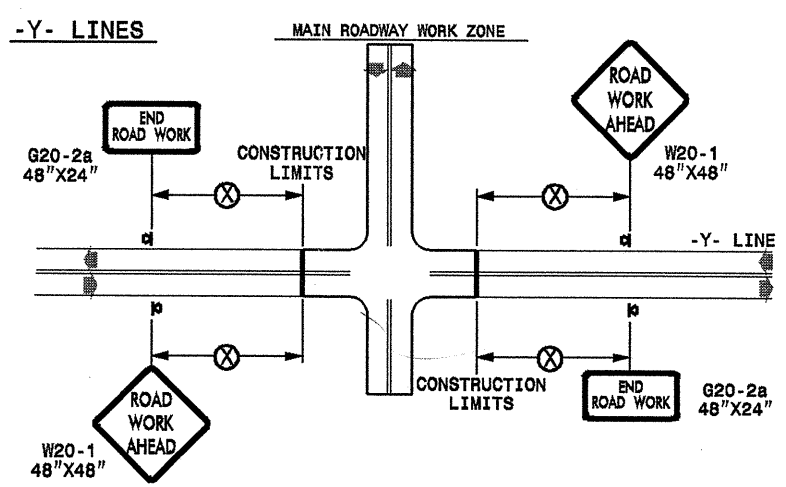
TWO-WAY UNDIVIDED ** (L-LINES)



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	500'
≥ 55	1000'

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)



DETAIL DRAWING
FOR TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH PORTABLE WORK ZONE SIGN STANDS SPECIFICALLY DESIGNED FOR ONE ANOTHER. PORTABLE WORK ZONE SIGNS MAY BE ROLL UP OR APPROVED COMPOSITE.
- PROVIDE PORTABLE WORK ZONE SIGN STANDS, PORTABLE SIGNS AND SIGN SHEETING WHICH ARE LISTED ON THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S APPROVED PRODUCT LIST OR ACCEPTED AS TRAFFIC QUALIFIED BY THE TRAFFIC CONTROL UNIT.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

◀ PORTABLE SIGN

➔ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED ADVANCED WORK ZONE WARNING SIGNS	
SEAL	SCALE: NONE	REVISIONS	
	DATE: _____	7-98	10/01
	DWG. BY: _____	10-98	03/04
	DESIGN BY: _____	01/01	11/04
REVIEWED BY: _____			

26-OCT-2009 15:15
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