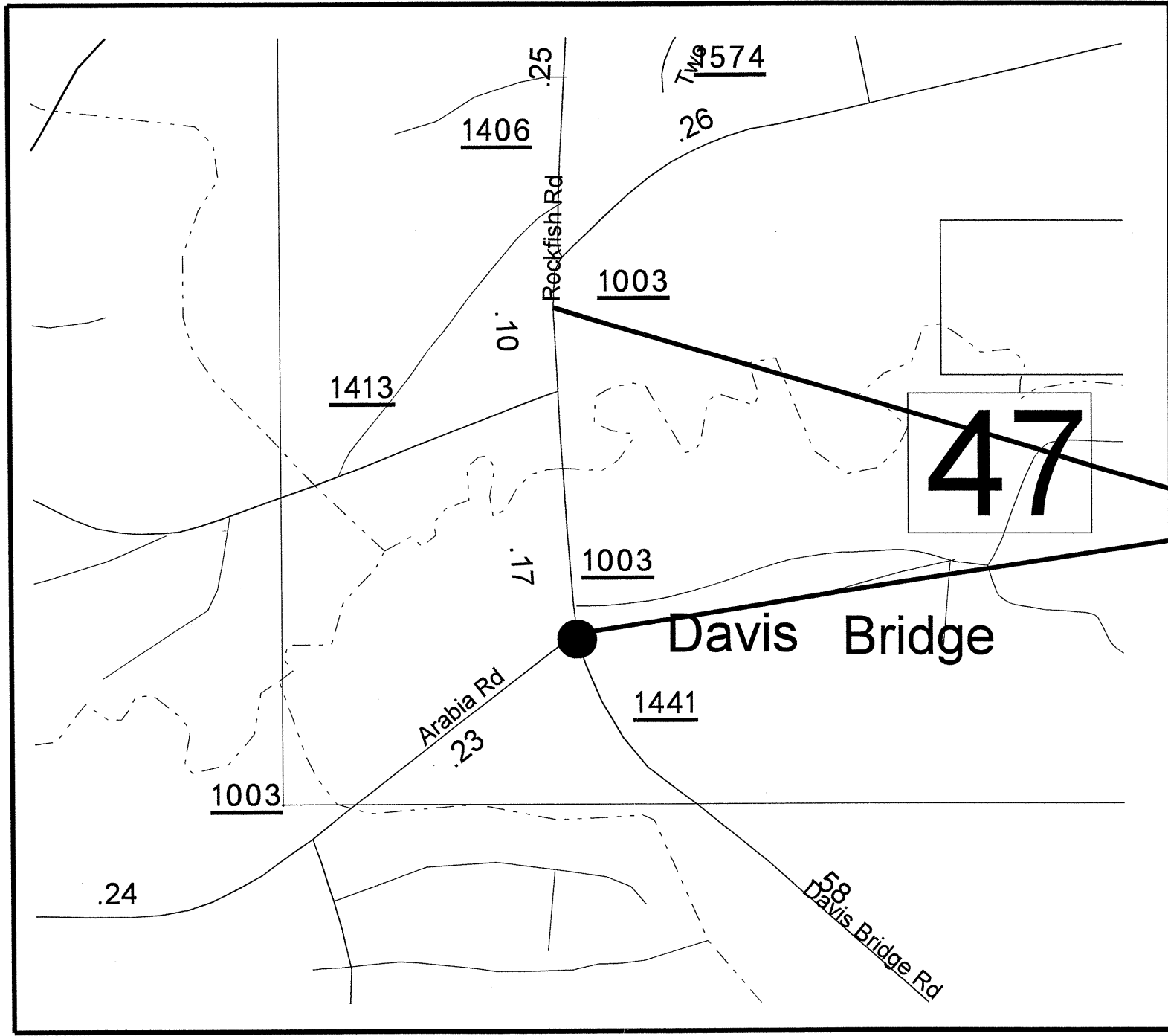
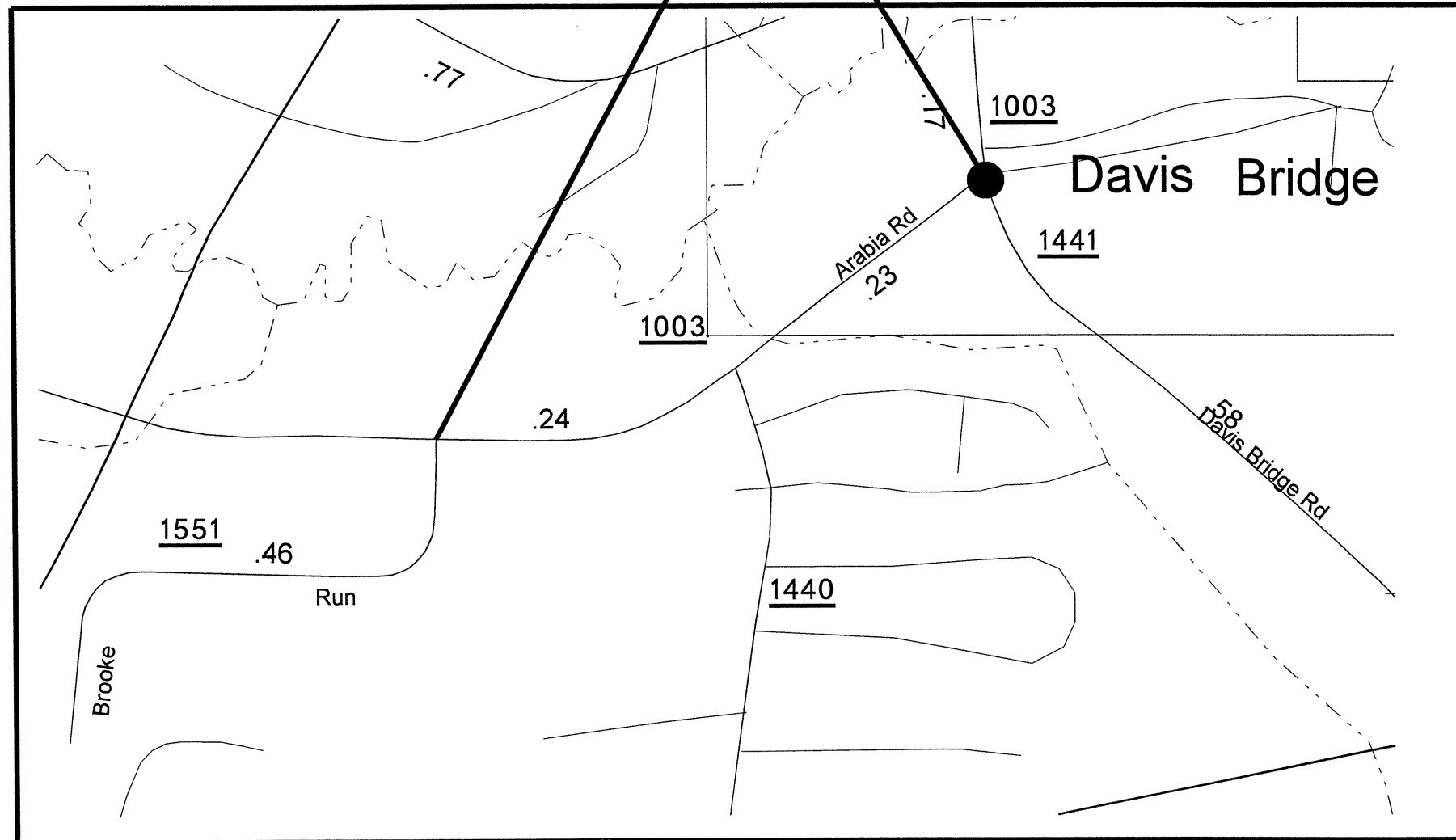


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MAP NO. 1

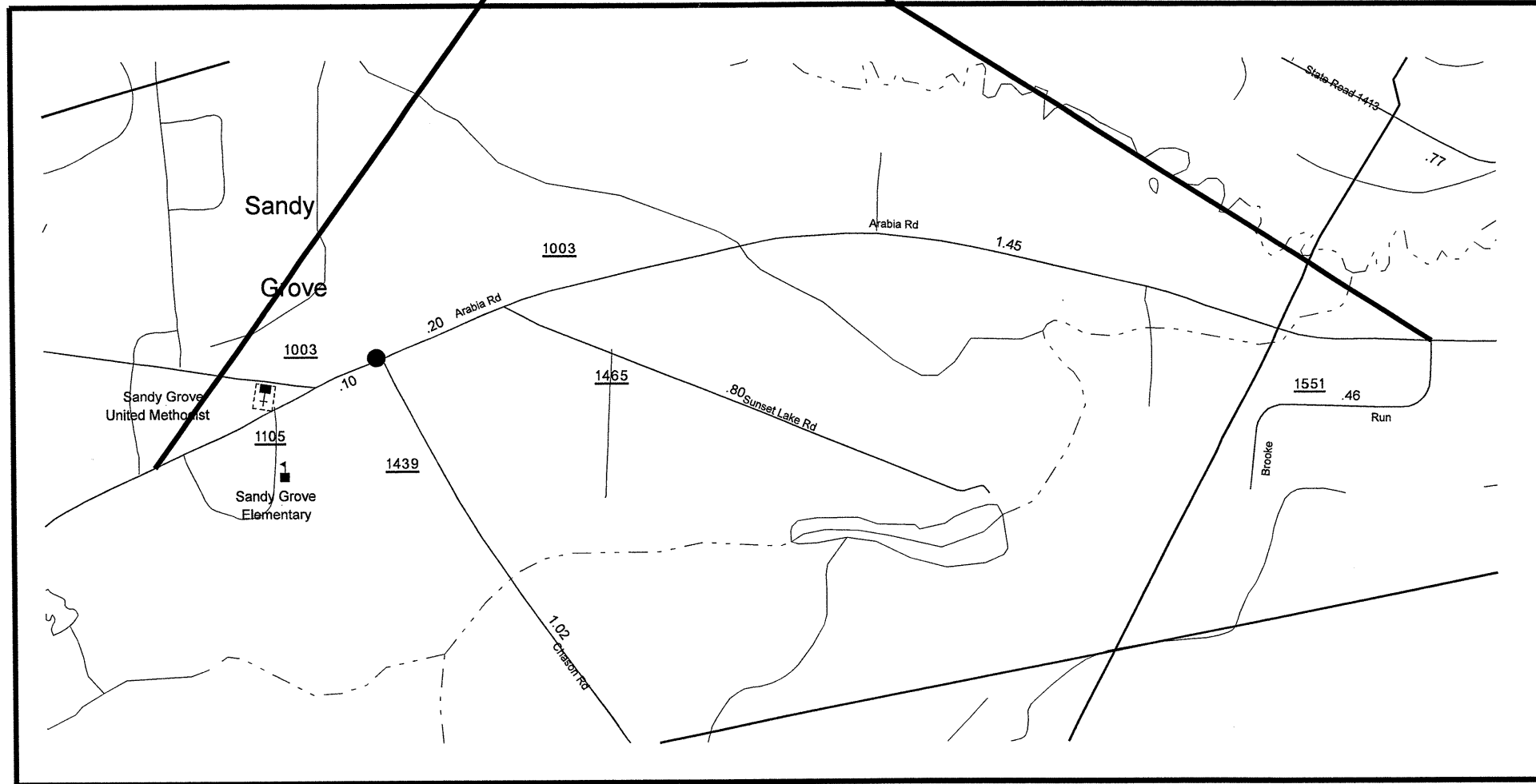
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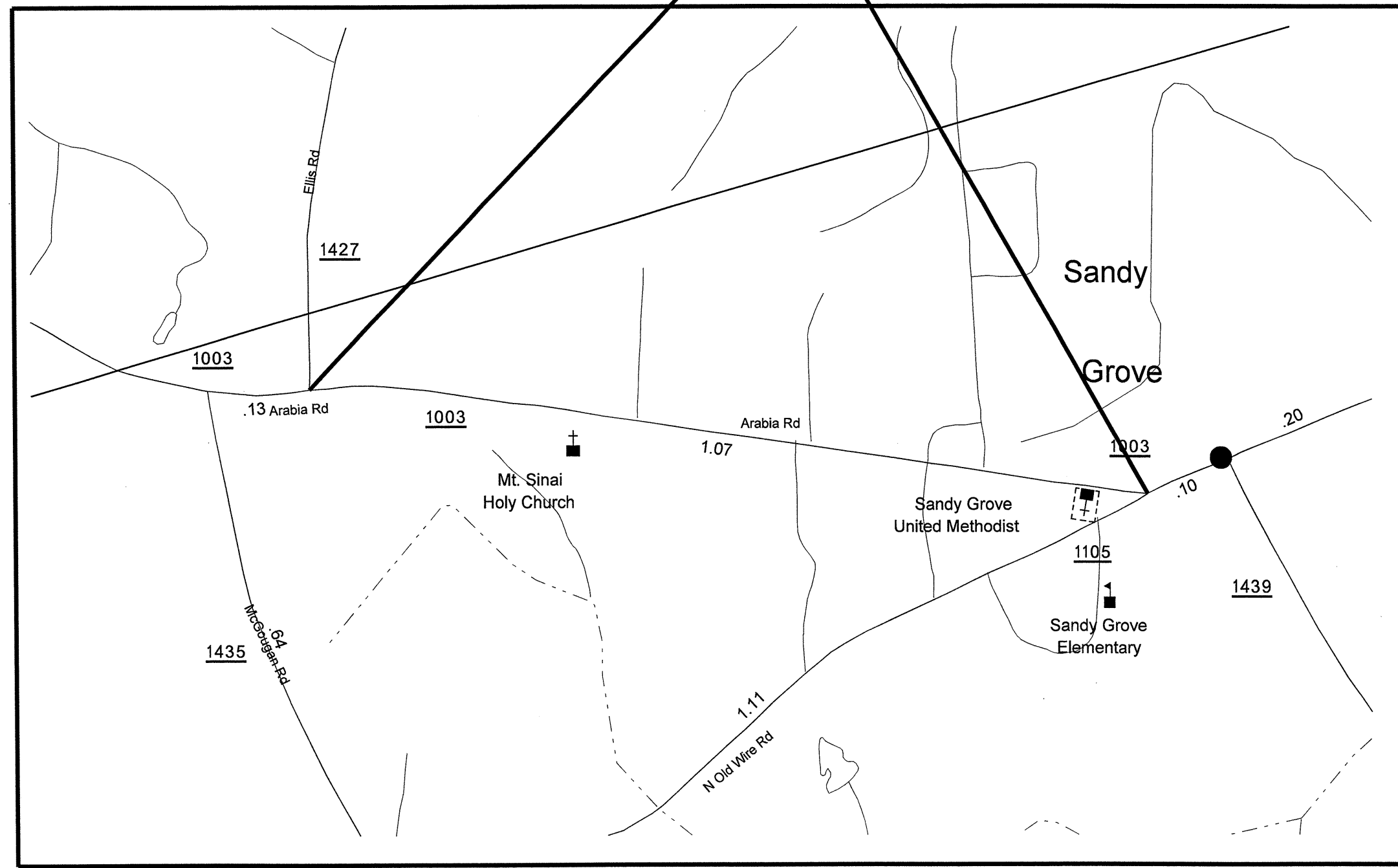
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5/14/99

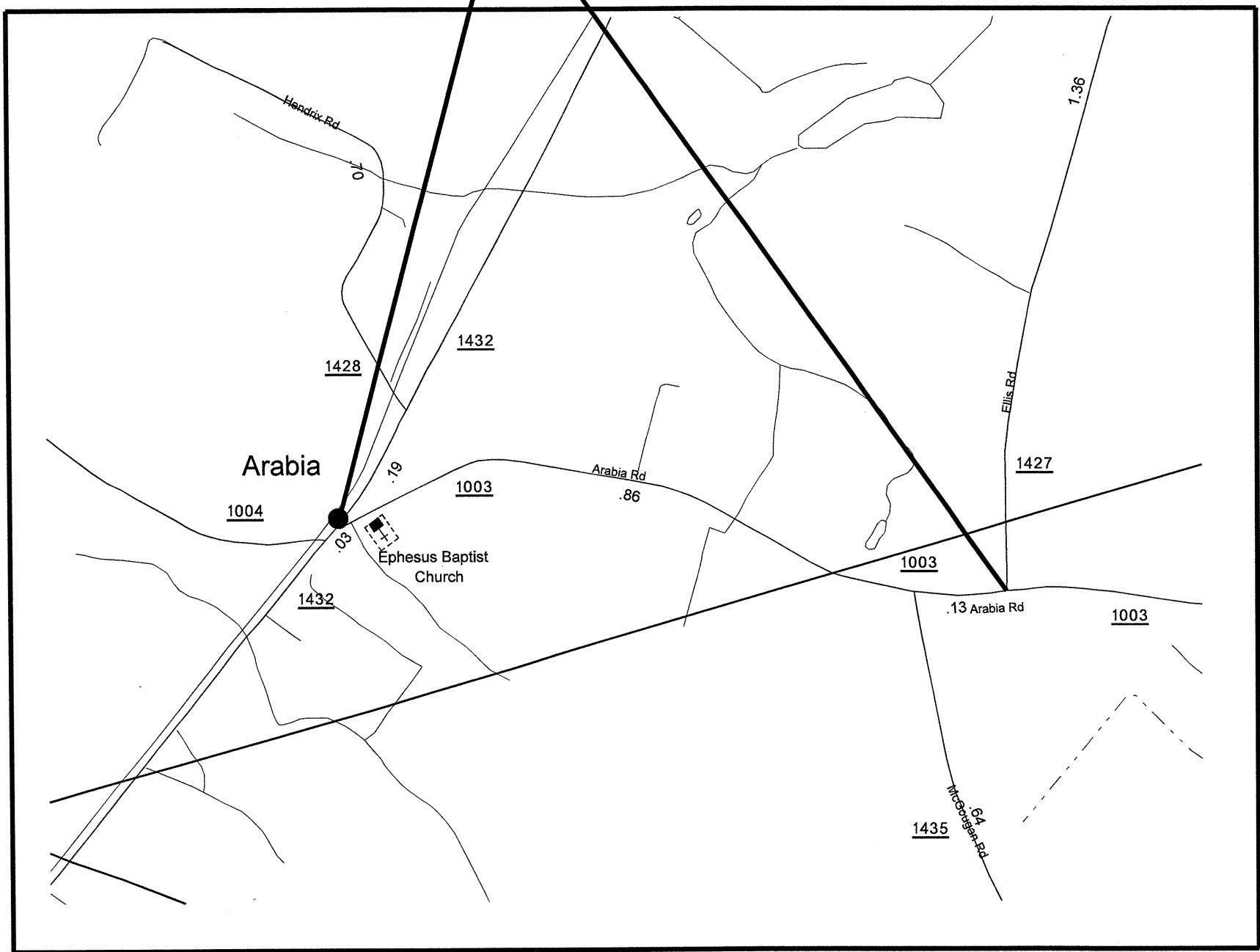
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MAP NO. 4

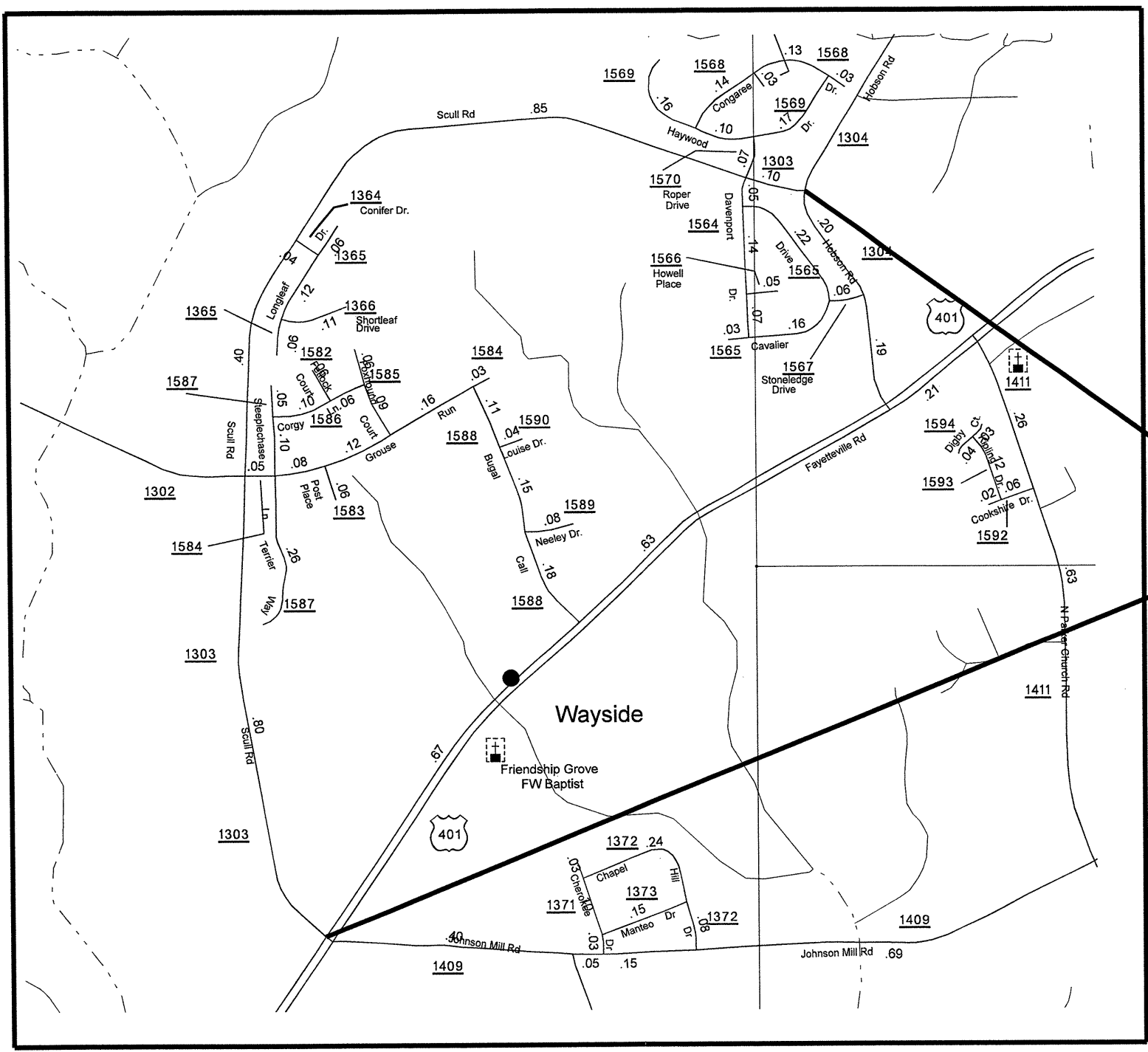


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MAP NO. 5



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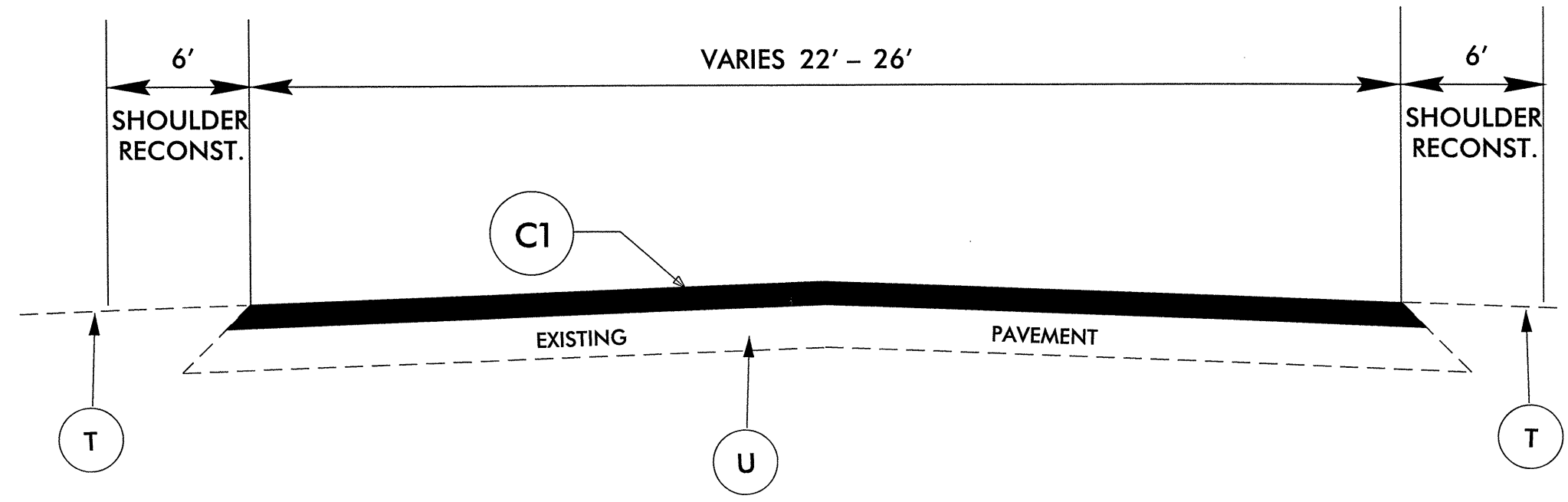


MAP NO. 6

NOTE: SKIP AREAS AT SUBDIVISIONS

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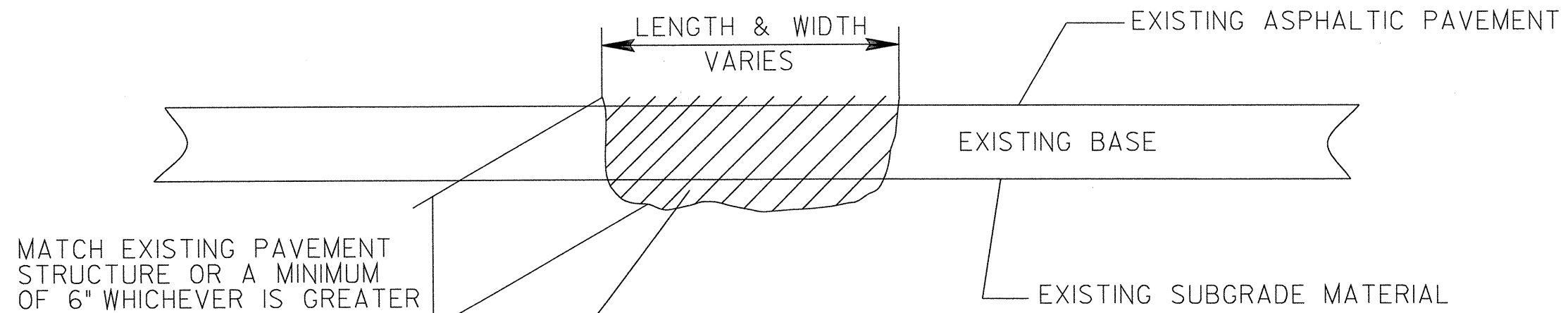
TYPICAL SECTION NO. 1

<i>PAVEMENT SCHEDULE</i>	
C1	PROP. APPROX 1.5" ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT

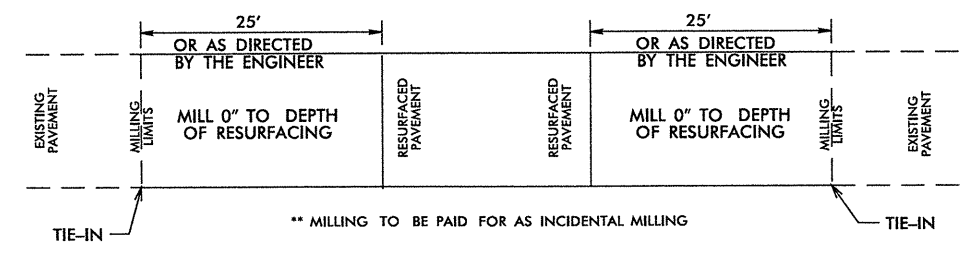
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DETAILS OF REPAIRING EXISTING PAVEMENT PRIOR TO RESURFACING

DETAIL



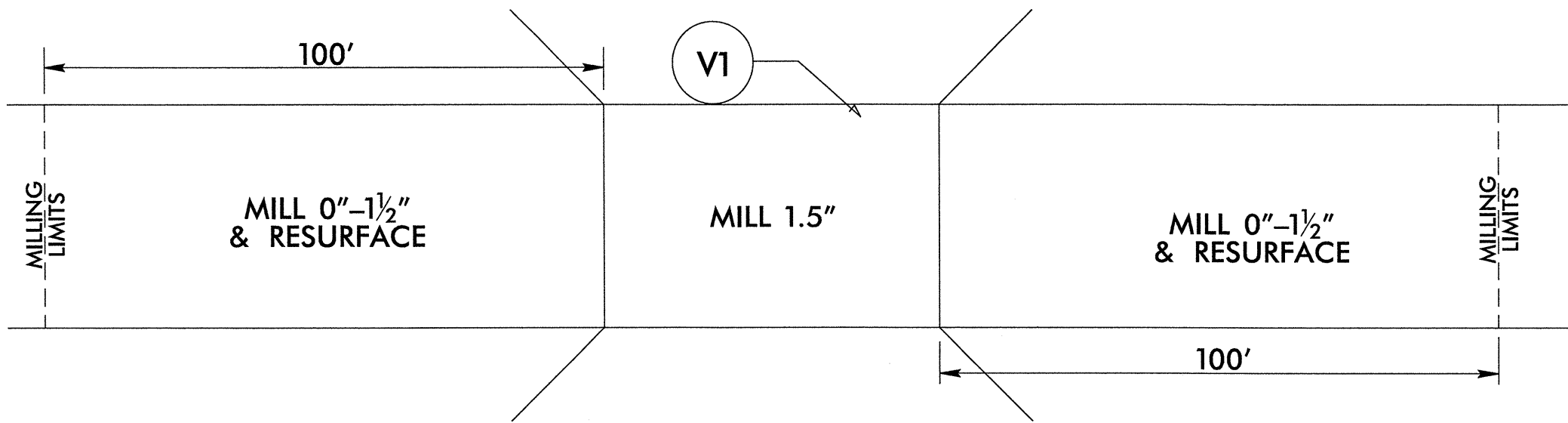
SAW AND REMOVE EXISTING ASPHALT PAVEMENT TO NEAT LINES AND REMOVE EXISTING LOOSE BASE AND/OR SUBGRADE MATERIAL AND REPLACE WITH ASPHALT CONCRETE BASE COURSE B-25.0 B, OR ASPHALT CONCRETE INTERMEDIATE COURSE I-19.0 B, AS DIRECTED BY THE ENGINEER



** MILLING TO BE PAID FOR AS INCIDENTAL MILLING

PAVEMENT TIE-IN DETAIL

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BRIDGE MILLING

MAP NO. 1

** - MILLING AT BRIDGE APPROACHES TO BE PAID AS INCIDENTAL MILLING

PAVEMENT SCHEDULE	
V1	MILLING 1.5"

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PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.20471.17	11	13

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	BORROW EXCAVATION CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1.5" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX, GRADE PG 64-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ADJUSTMENT OF METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	EROSION CONTROL STONE, CLASS B TON	SEDIMENT CONTROL STONE TON	WATTLE LF	SEED & MULCHING AC	SEED FOR REPAIR SEEDING LB	FERTILIZER FOR REPAIR SEEDING TON	
8CR.20471.17	Hoke	1	SR 1003	FROM CONST JT EAST OF SR 1003 TO SR 1441	1	NO	0.201	22	10		0.40	535	250	270	18	50		20			10	0.30	10	0.25	
TOTAL FOR MAP NO. 1							0.201		10		0.40	535	250	270	18	50		20			10	0.30	10	0.25	
		2	SR 1003	FROM SR 1441 TO SR 1551	1	NO	0.492	22	20	30	0.98		500	625	41	60		50			10	0.72	25	0.25	
TOTAL FOR MAP NO. 2							0.492		20	30	0.98		500	625	41	60		50			10	0.72	25	0.25	
		3	SR 1003	FROM SR 1551 TO CONST. JT. ON SR 1105	1	NO	1.799	22	75	200	3.60		400	2,365	154	170		180			30	2.65	90	0.50	
TOTAL FOR MAP NO. 3							1.799		75	200	3.60		400	2,365	154	170		180			30	2.65	90	0.50	
		4	SR 1003	FROM SR 1105 TO SR 1427	1	NO	1.048	22	45	190	2.10		335	1,265	82	20		110			20	1.52	55	0.25	
TOTAL FOR MAP NO. 4							1.048		45	190	2.10		335	1,265	82	20		110			20	1.52	55	0.25	
		5	SR 1003	FROM 1427 TO SR 1432	1	NO	1.004	22	40	120	2.00		500	1,200	78	20		100			20	1.43	50	0.25	
TOTAL FOR MAP NO. 5							1.004		40	120	2.00		500	1,200	78	20		100			20	1.43	50	0.25	
		6	SR 1303	FROM US 401 TO SR 1304(SKIP AREA AT SUBDIVISIONS)	1	NO	2.008	22	80	50	4.02		300	2,400	156	15	3	200			40	2.95	100	0.50	
TOTAL FOR MAP NO. 6							2.008		80	50	4.02		300	2,400	156	15	3	200			40	2.95	100	0.50	
		7	SR 1304	FROM US 401 TO GATE AT FORT BRAGG	1	NO	1.515	26	60	90	3.10		635	2,050	133	10	6	150	50.0	50	30	2.20	80	0.50	
TOTAL FOR MAP NO. 7							1.515		60	90	3.10		635	2,050	133	10	6	150	50.0	50	30	2.20	80	0.50	
TOTAL FOR PROJ NO. 8CR.20471.17							8.067		330	680	16.20		535	2,920	10,175	662	345	9	810	50.0	50	160	11.77	410	2.50
GRAND TOTAL							8.067		330	680	16.20		535	2,920	10,175	662	345	9	810	50.0	50	160	11.77	410	2.50

PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.20471.17	12	13

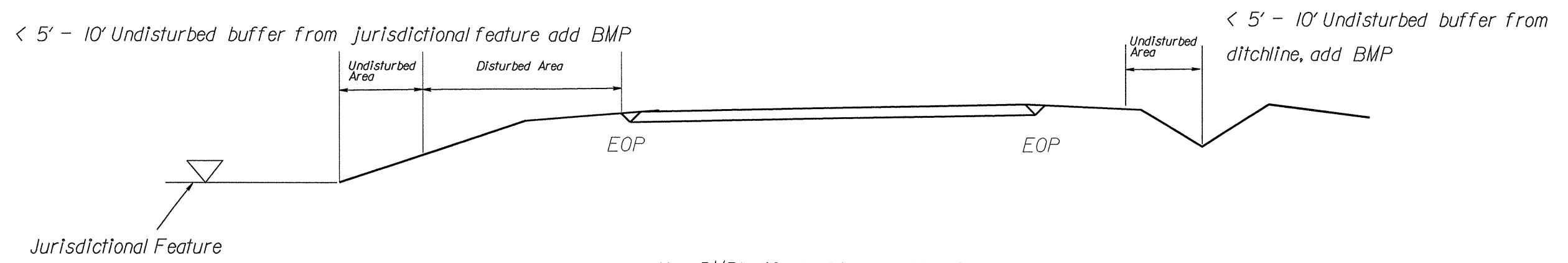
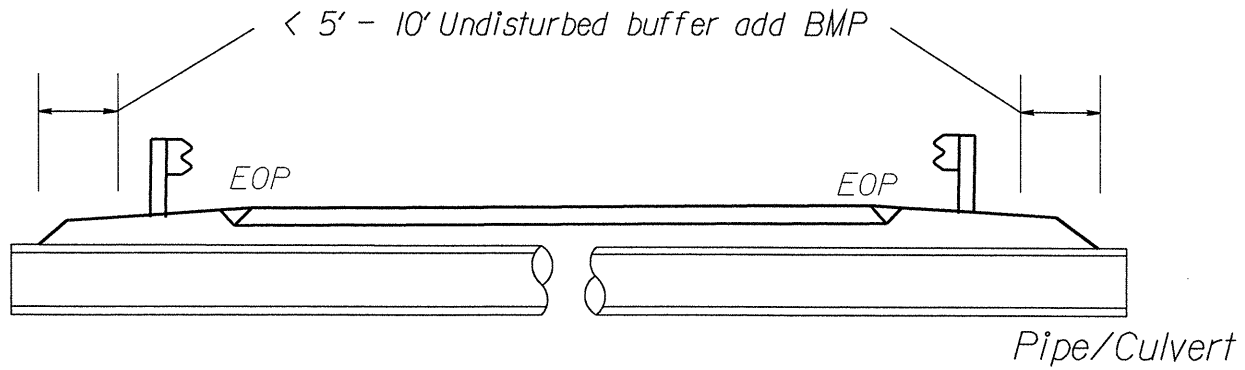
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4589000000-N	4685000000-E	4686000000-E	4710000000-E	4721000000-E	4725000000-E		4810000000-E		4820000000-E	4900000000-N		
					GENERIC TRAFFIC CONTROL ITEM - TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG SCHOOL 120 M EA	THERMO LT ARROW 90 M EA	THERMO STR & LT ARROW 90 M EA	THERMO RT ARROW 90 M EA	4" YELLOW PAINT LF	4" WHITE PAINT LF	8" YELLOW PAINT LF	YELLOW & YELLOW MARKERS EA	
8CR.20471.17	Hoke	1	SR 1003	FROM CONST JT EAST OF SR 1003 TO SR 1441										4,300	4,300		
TOTAL FOR MAP NO. 1														4,300	4,300		
		2	SR 1003	FROM SR 1441 TO SR 1551										9,200	10,400		
TOTAL FOR MAP NO. 2														9,200	10,400		
		3	SR 1003	FROM SR 1551 TO CONST. JT. ON SR 1105				50	6	10				30,800	38,000	800	
TOTAL FOR MAP NO. 3								50	6	10				30,800	38,000	800	
		4	SR 1003	FROM SR 1105 TO SR 1427								1	1	16,990	22,150		
TOTAL FOR MAP NO. 4												1	1	16,990	22,150		
		5	SR 1003	FROM 1427 TO SR 1432										21,200	21,200		
TOTAL FOR MAP NO. 5														21,200	21,200		
		6	SR 1303	FROM US 401 TO SR 1304(SKIP AREA AT SUBDIVISIONS)										28,500	42,400	200	
TOTAL FOR MAP NO. 6														28,500	42,400	200	
		7	SR 1304	FROM US 401 TO GATE AT FORT BRAGG		16,000	16,000										100
TOTAL FOR MAP NO. 7						16,000	16,000										100
TOTAL FOR PROJ NO. 8CR.20471.17					1	16,000	16,000	50	6	10	1	1	110,990	138,450	1,000	100	
GRAND TOTAL					1	16,000	16,000	50	6	10	1	1	110,990	138,450	1,000	100	

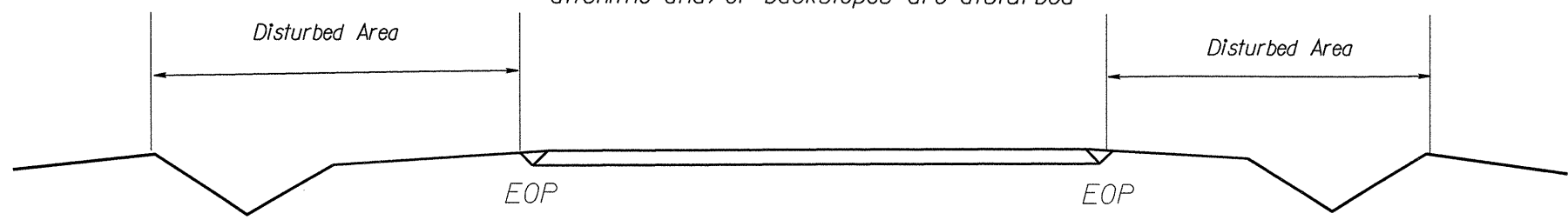
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

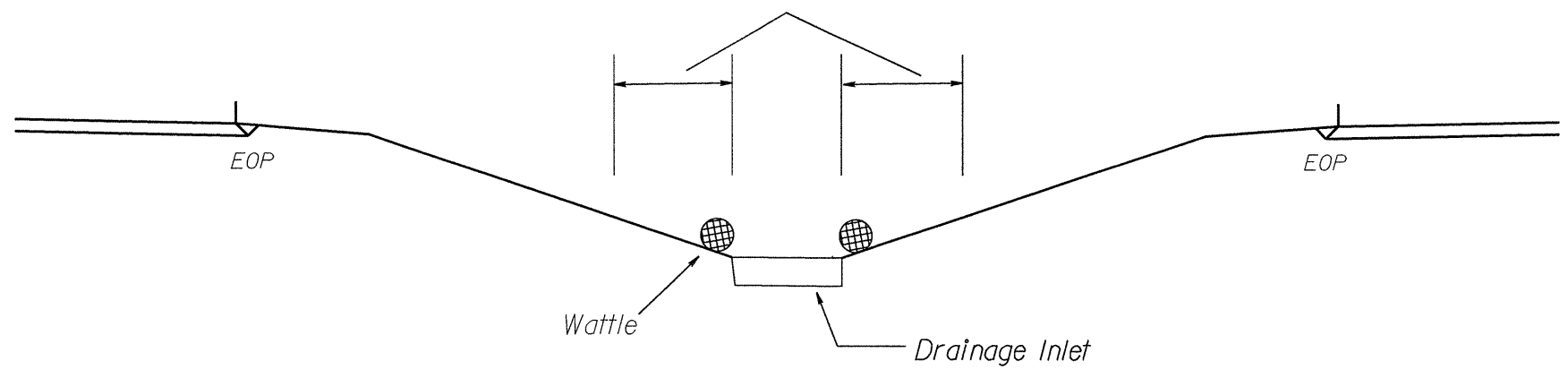
EROSION CONTROL DETAIL



Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed

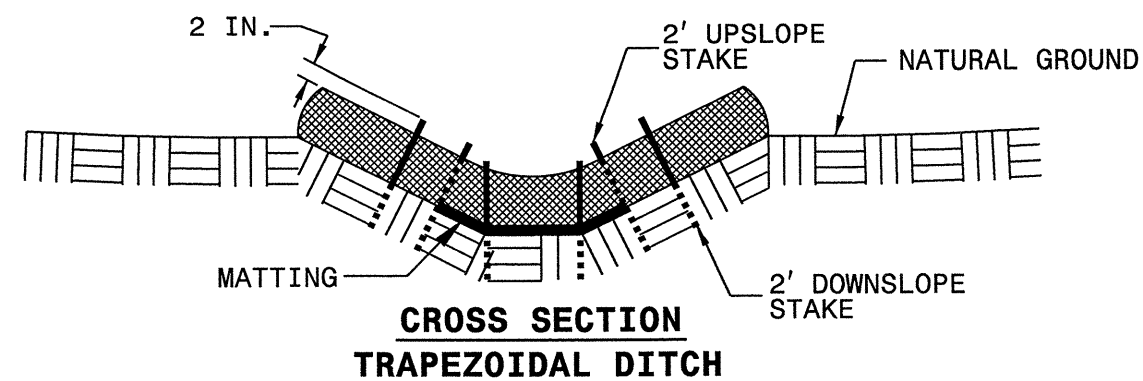
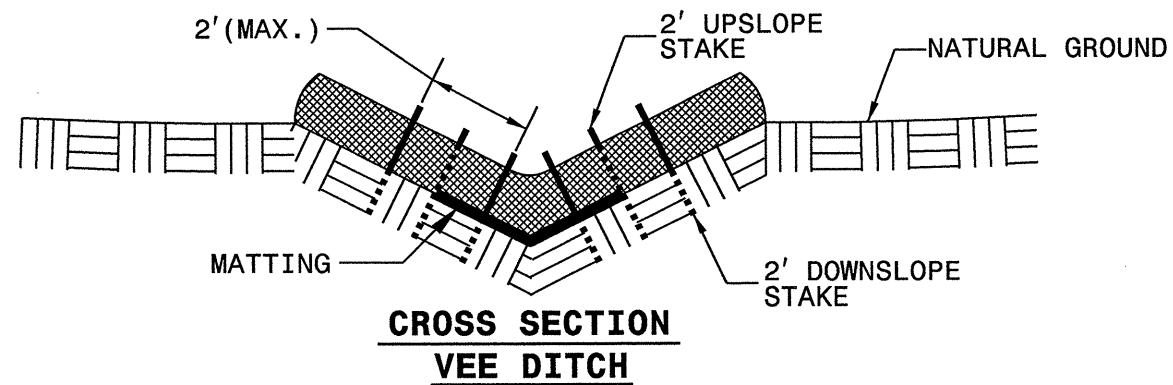
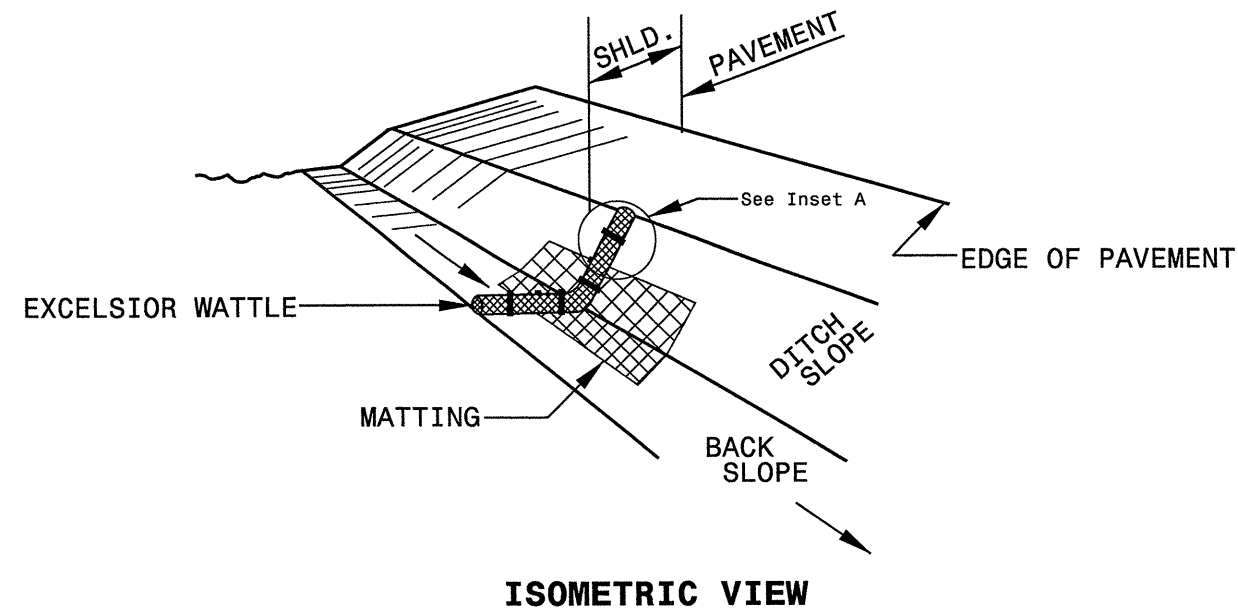


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

WATTLE DETAIL



NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

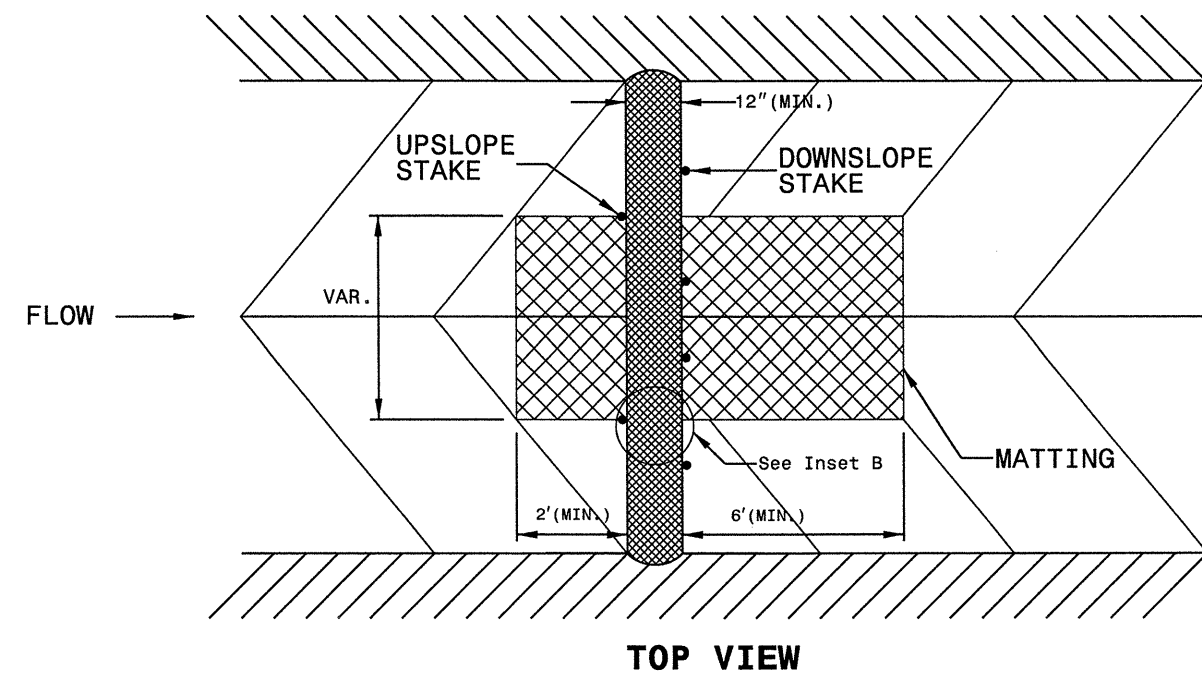
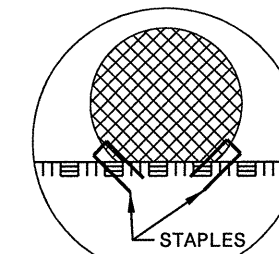
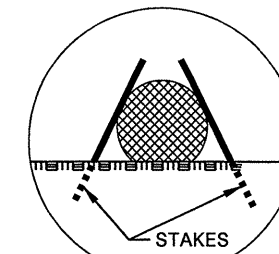
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

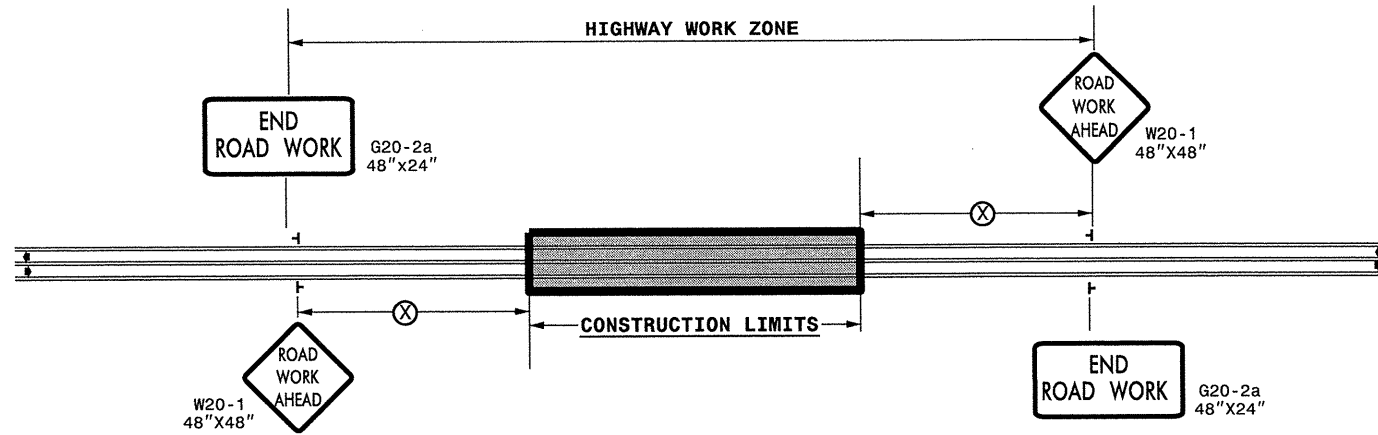
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



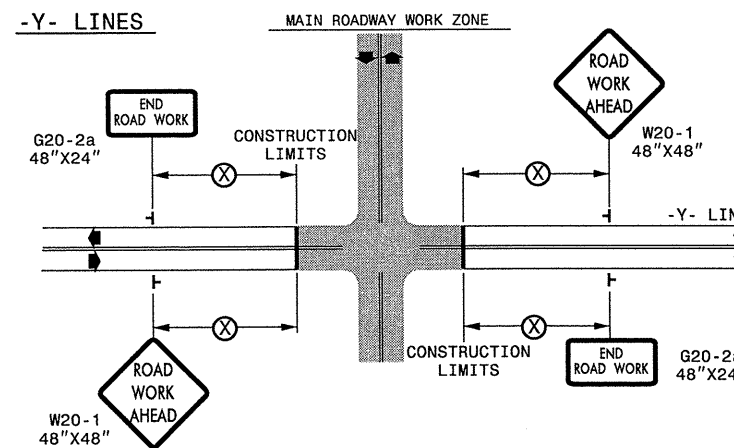
TWO-WAY UNDIVIDED ** (L-LINES)



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 ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** 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

┆ STATIONARY SIGN

◄ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

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

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