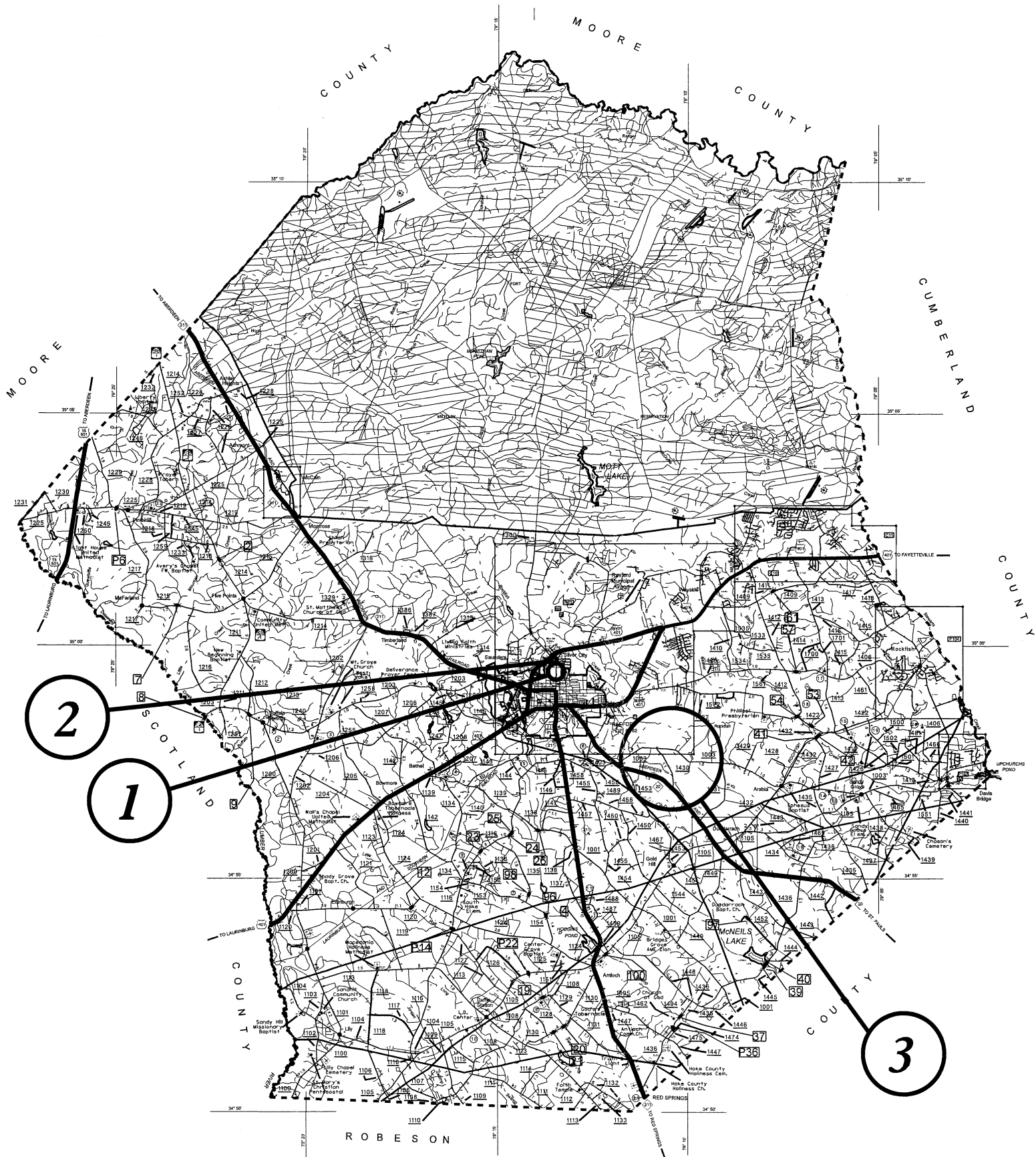
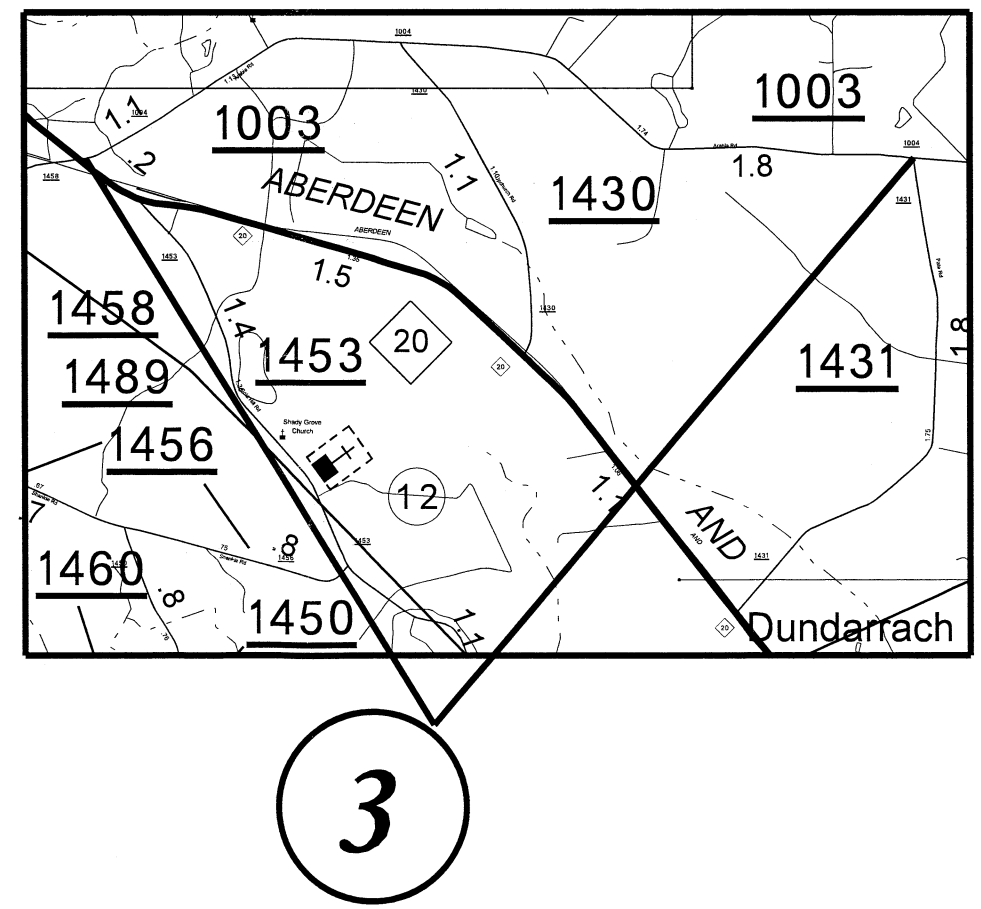
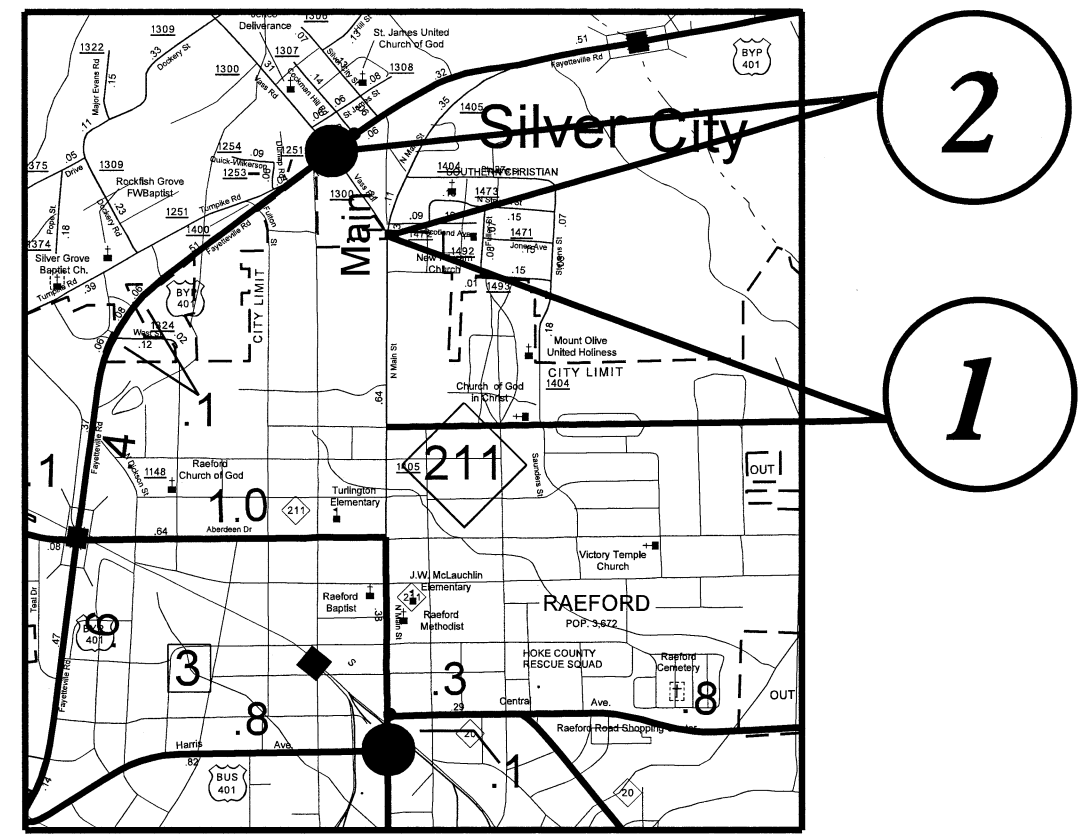


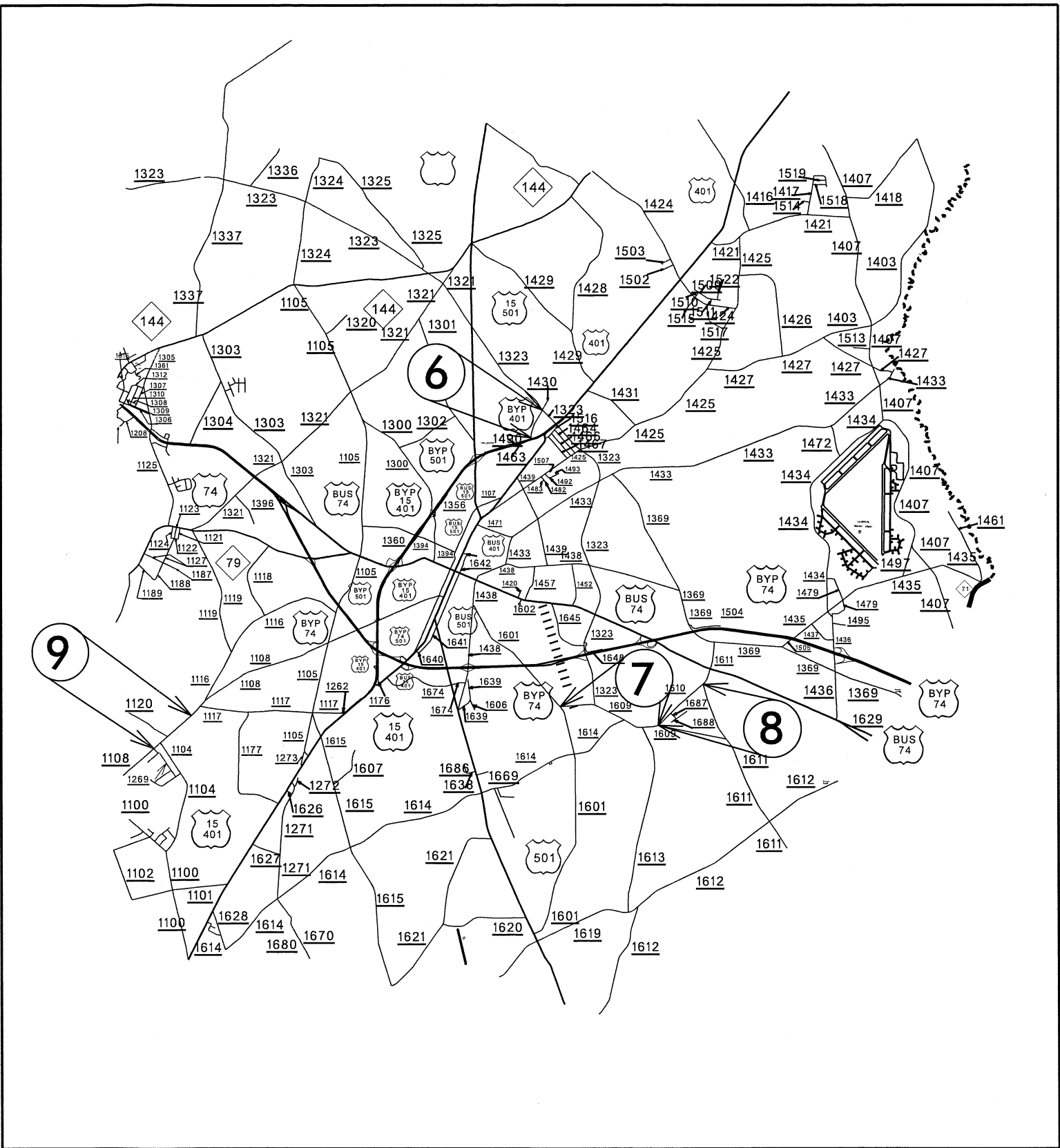
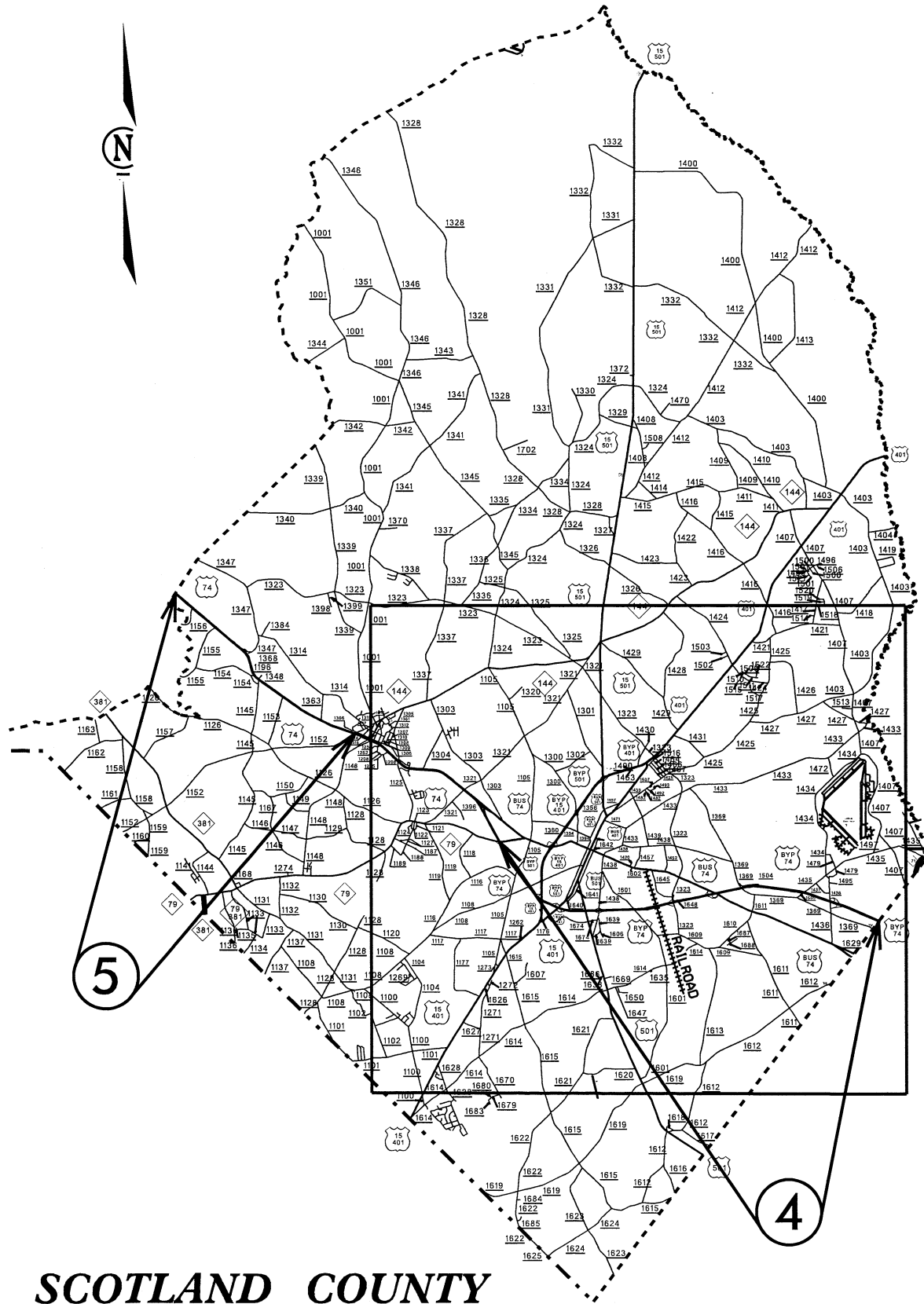
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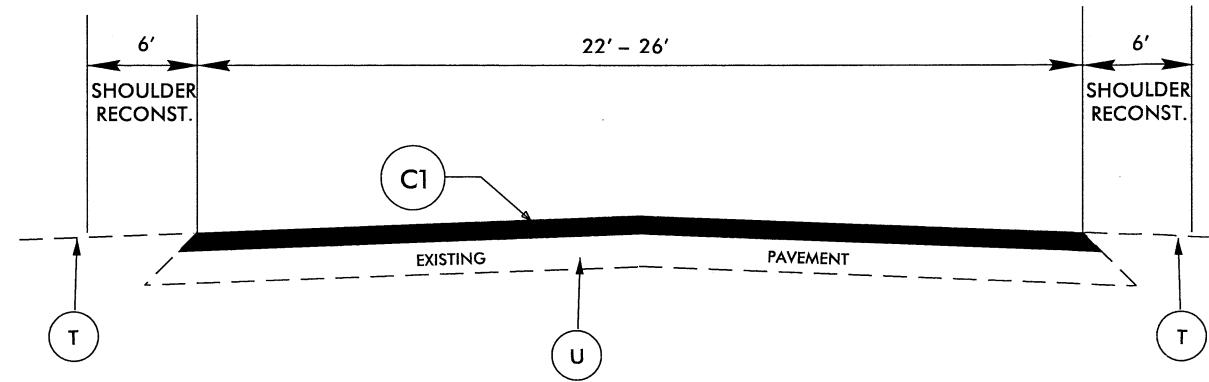
HOKE COUNTY

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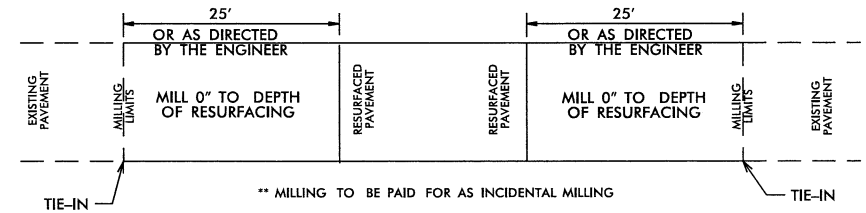




SCOTLAND COUNTY



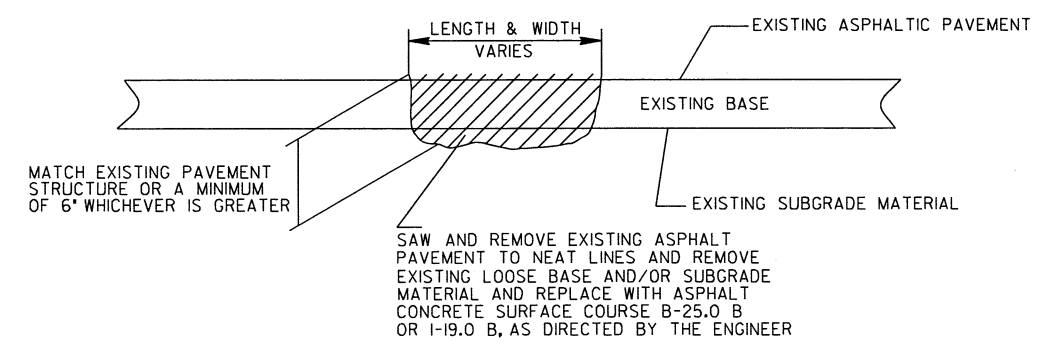
TYPICAL SECTION NO.1



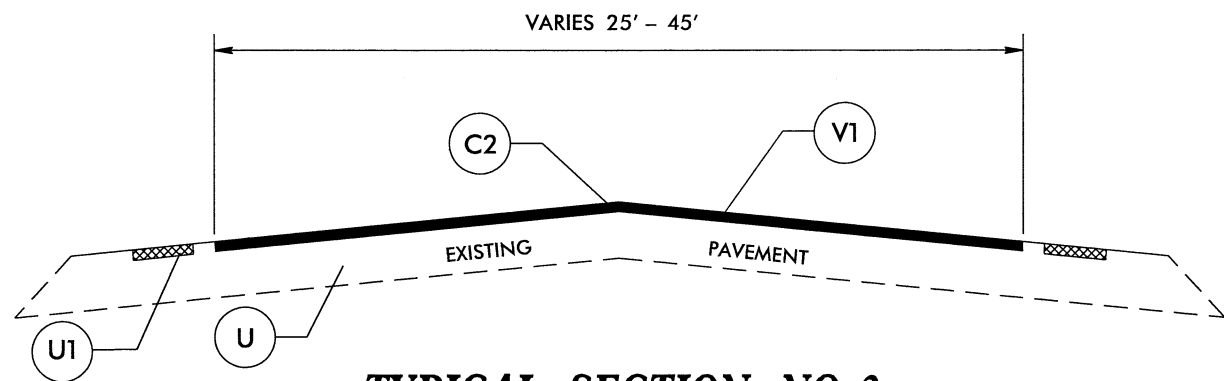
PAVEMENT TIE-IN DETAIL

PAVEMENT SCHEDULE	
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

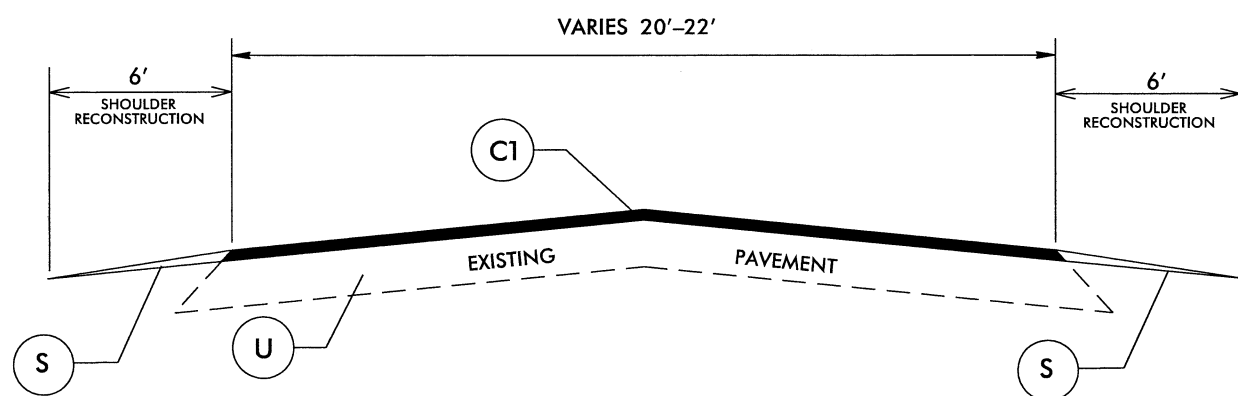
DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING



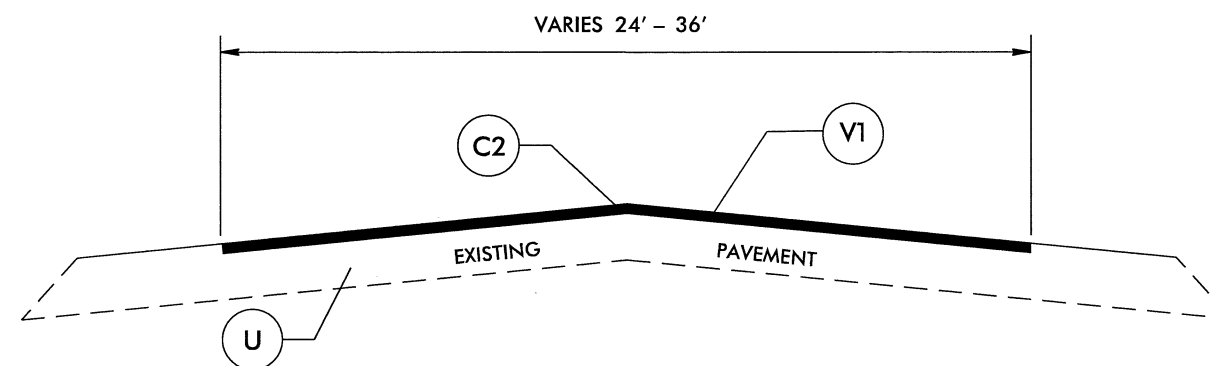
**HOKE COUNTY
TYPICAL SECTIONS**



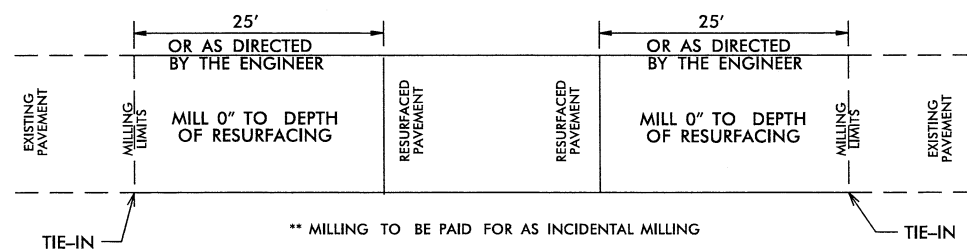
TYPICAL SECTION NO. 2



TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4

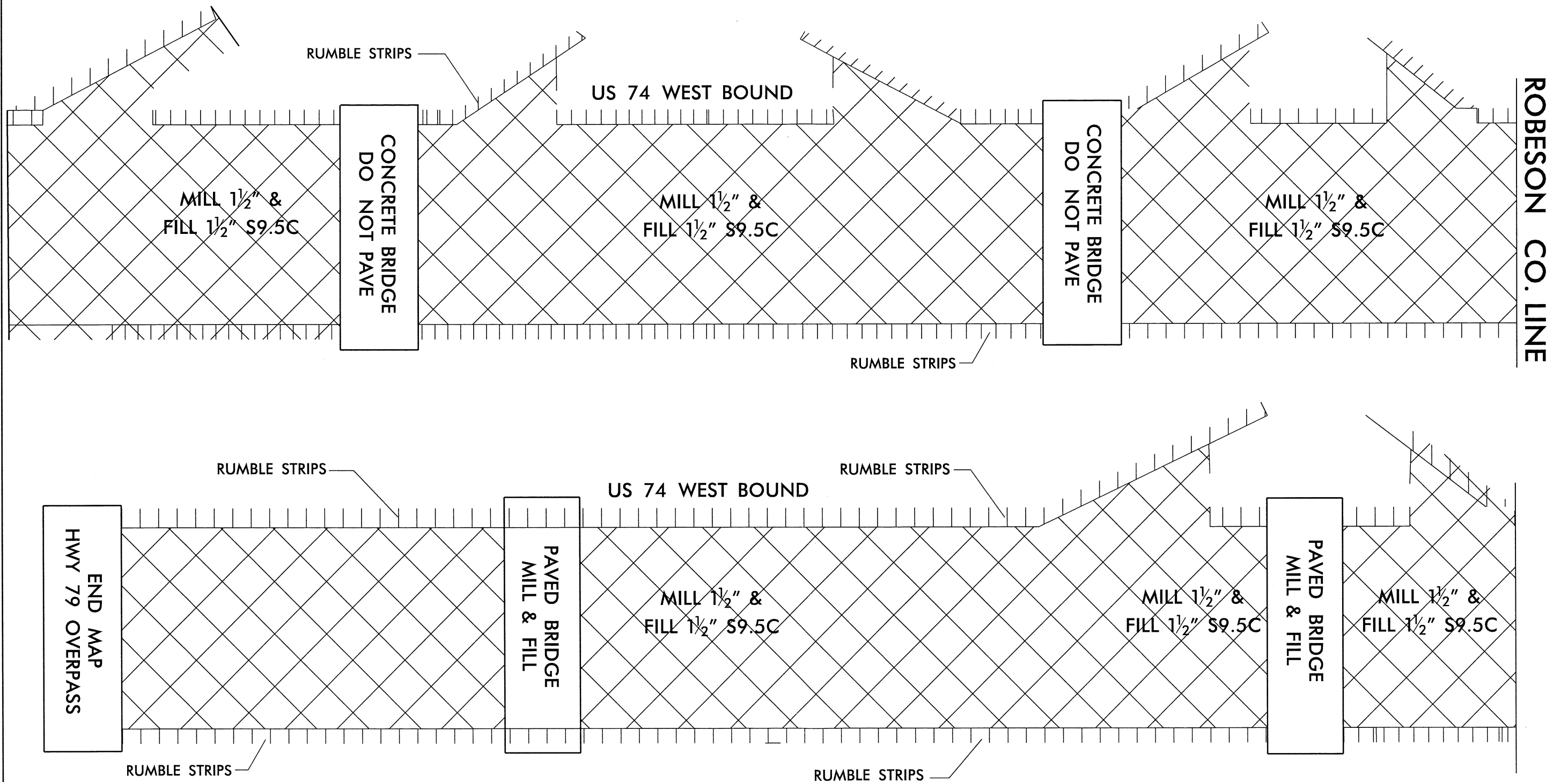


PAVEMENT TIE-IN DETAIL

PAVEMENT SCHEDULE

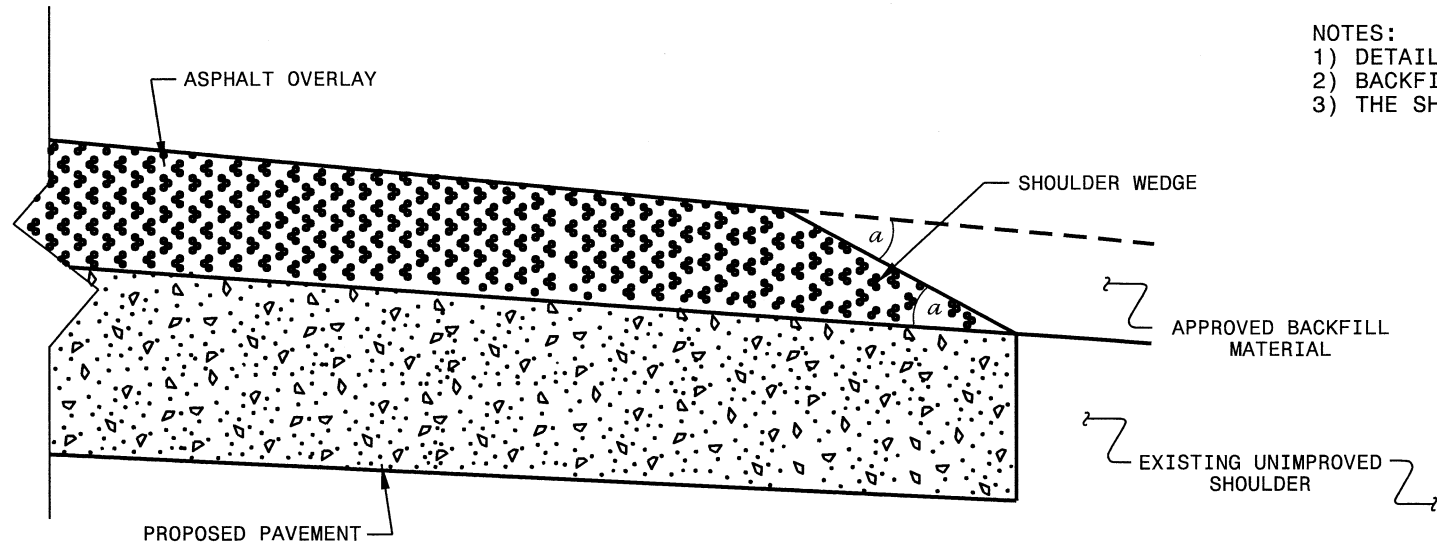
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE. TYPE SF9.5A AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE. TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	EARTH MATERIAL
S	AGGREGATE SHOULDER BORROW (ASB)
U	EXISTING PAVEMENT
U1	EXISTING MILLED RUMBLE STRIPS
V1	MILLING 1/2" IN DEPTH.

SCOTLAND COUNTY TYPICAL SECTIONS

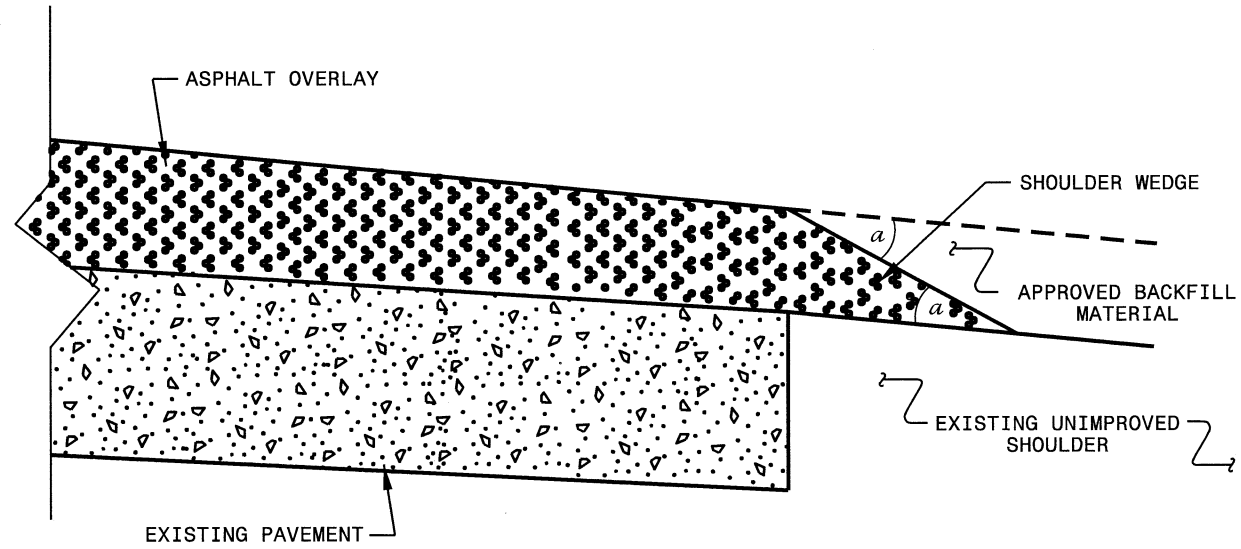


USE WITH MAP #4

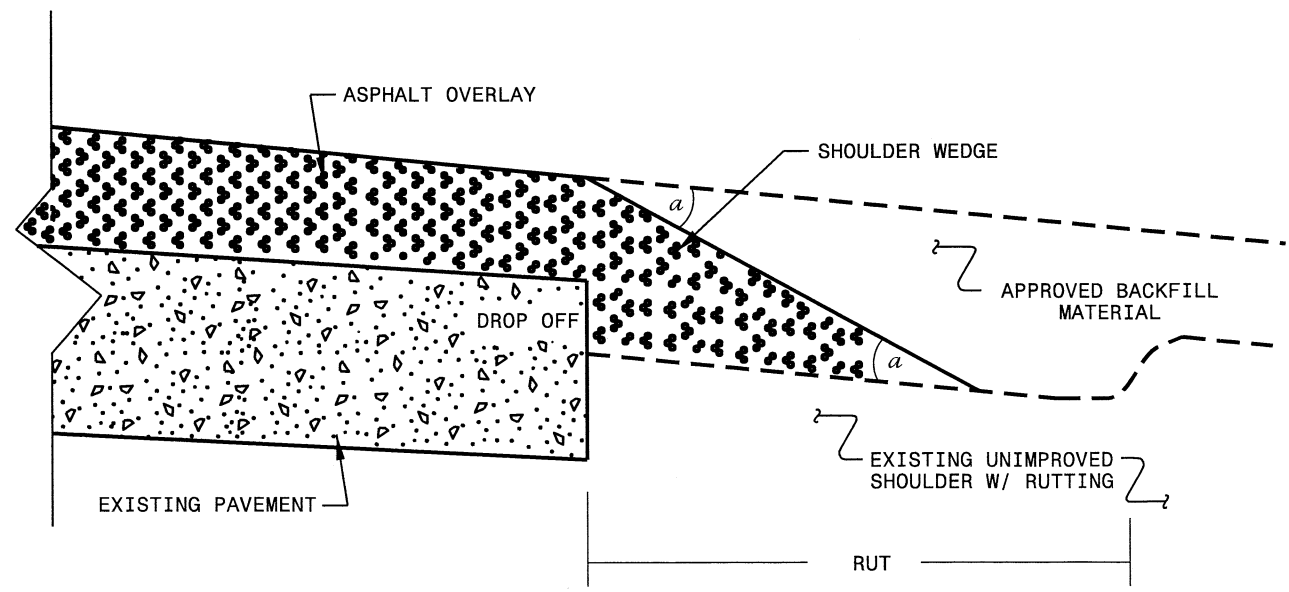
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T.SPELL	DATE:	7-18-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
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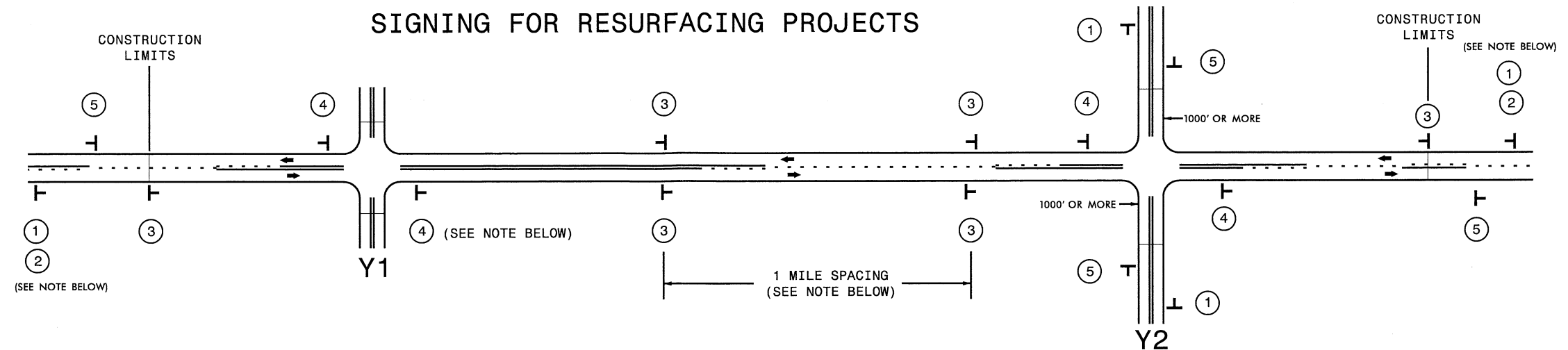
SYSTEMS\DESIGN\STANDARDS\CONTRACT STANDARDS AND DEVELOPMENT UNIT\STANDARDS\SHOULDER WEDGE DETAILS.dgn

PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.10831.24	9	
8CR.20471.24, 8CR.20831.24,		

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	BORROW EXCAVATION CY	GENERIC GRADING ITEM - AGGREGATE SHOULDER BORROW TON	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1.5" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5C TONS	SURFACE COURSE, SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ADJUST MANHOLES EA	ADJUST METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC
8CR.20471.24	Hoke	1	SR 1405 (N MAIN ST)	FROM MAIN ST TO SR 1300(VASS RD)	1	2	2WU	NO	NO	0.609	26	90		140	1.22		300		905	61	20	3	4	90	230	0.88
TOTAL FOR MAP NO. 1										0.609		90		140	1.22		300		905	61	20	3	4	90	230	0.88
8CR.20471.24	Hoke	2	SR 1300 (VASS ROAD)	FROM SR 1405 (MAIN STREET) TO US 401	1	2	2WU	NO	NO	0.379	26	60		35	0.76		110		600	40	20	1		55	140	0.55
TOTAL FOR MAP NO. 2										0.379		60		35	0.76		110		600	40	20	1		55	140	0.55
8CR.20471.24	Hoke	3	SR 1003 (ARABIA ROAD)	FROM NC 20 TO SR 1431(PATE RD)	1	2	2WU	NO	NO	2.869	22	420		145	5.75		100		3,430	230	200			420	1,050	4.20
TOTAL FOR MAP NO. 3										2.869		420		145	5.75		100		3,430	230	200			420	1,050	4.20
TOTAL FOR PROJ NO. 8CR.20471.24										3.857		570		320	7.73		510		4,935	331	240	4	4	565	1,420	5.63
8CR.10831.24	Scotland	4	US 74 BYP (WBL)	FROM ROBESON CO. LINE TO NC 79	2,4	2	MD	NO	NO	9.24	25-45					152,116		12,835		757						
TOTAL FOR MAP NO. 4										9.24						152,116		12,835		757						
8CR.10831.24	Scotland	5	US 74 BUS. (WBL)	FROM SR 1319 (OLD WIRE RD.) TO RICHMOND CO. LINE	4	2	MD	NO	NO	5.16	24-36					77,008		6,500		384						
TOTAL FOR MAP NO. 5										5.16						77,008		6,500		384						
TOTAL FOR PROJ NO. 8CR.10831.24										14.4						229,124		19,335		1,141						
8CR.20831.24	Scotland	6	SR 1430 (HECK NORTON RD.)	FROM SR 1319 (OLD WIRE RD.) TO US 401 BYP	3	2	2WU	NO	NO	0.43	20		120		0.86		100		420	28						
TOTAL FOR MAP NO. 6										0.43			120		0.86		100		420	28						
8CR.20831.24	Scotland	7	SR 1609 (HARRY MALLOY RD.)	FROM SR 1601 (STEWARTSVILLE RD.) TO SR 1610 (ROCKY FORD RD.)	3	2	2WU	NO	NO	1.41	22		393		2.82		100		1,570	105						
TOTAL FOR MAP NO. 7										1.41			393		2.82		100		1,570	105						
8CR.20831.24	Scotland	8	SR 1610 (ROCKY FORD RD.)	FROM SR 1609 (HARRY MALLOY RD.) TO SR 1611 (N. ROCKY FORD RD.)	3	2	2WU	NO	NO	0.87	22		243		1.74		100		955	64						
TOTAL FOR MAP NO. 8										0.87			243		1.74		100		955	64						
8CR.20831.24	Scotland	9	SR 1108 (X WAY RD.)	FROM PVMT JOINT AT BRIDGE TO SR 1269 (LYNCH RD.)	3	2	2WU	NO	NO	0.55	22		154		1.10		100		610	41						
TOTAL FOR MAP NO. 9										0.55			154		1.10		100		610	41						
TOTAL FOR PROJ NO. 8CR.20831.24										3.26			910		6.52		400		3,555	238						
GRAND TOTAL										21.517		570	910	320	14.25	229,124	910	19,335	8,490	1,710	240	4	4	565	1,420	5.63

SIGNING FOR RESURFACING PROJECTS



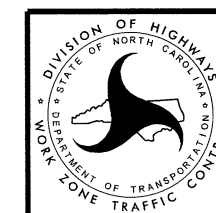
LEGEND	
T	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

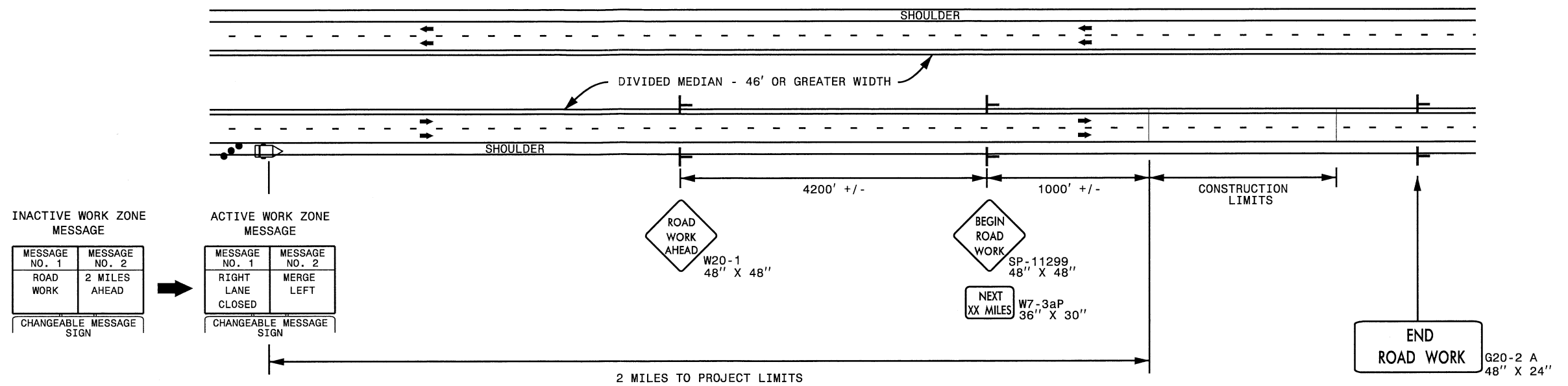
SIGNING NOTES AND PLACEMENT PER DIRECTION	①	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p style="text-align: center;">NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <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;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p style="text-align: center;">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.		

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 GSDavis AT DBCAD-21040

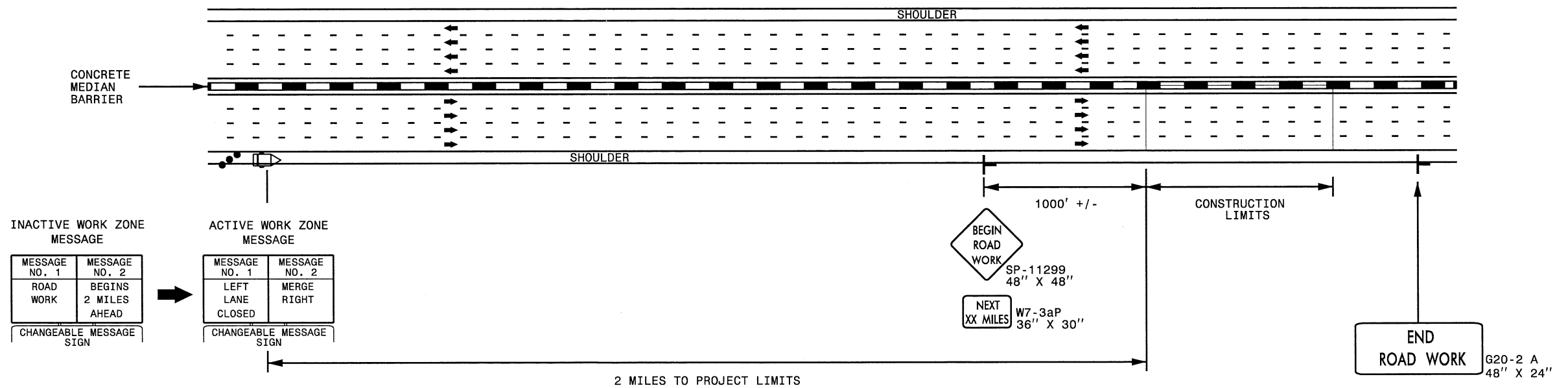


RESURFACING
 ADVANCE WARNING SIGNS
 FOR
 RURAL AND SUBURBAN
 2 LANE ROADWAYS

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

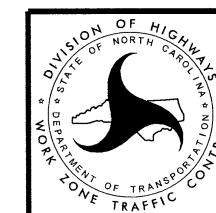


NOTES:

- 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



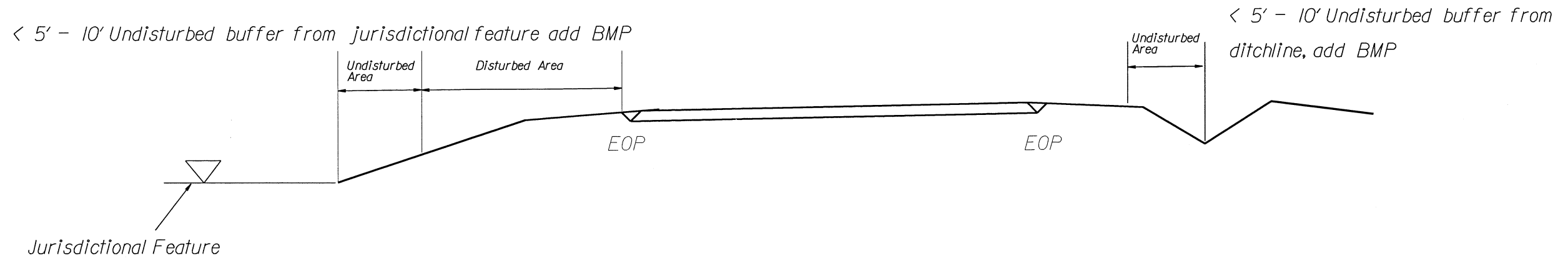
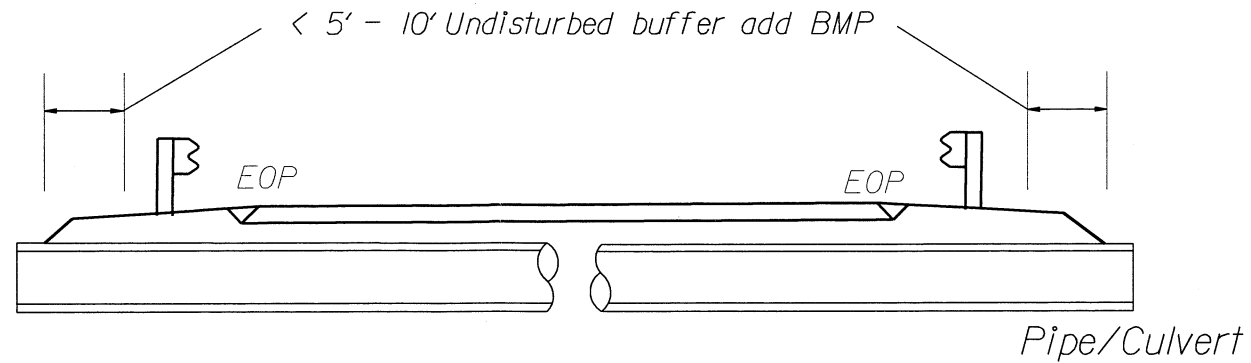
RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH

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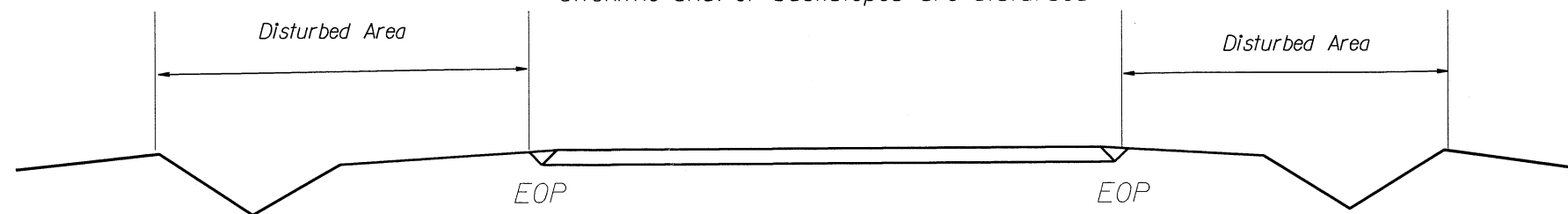
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

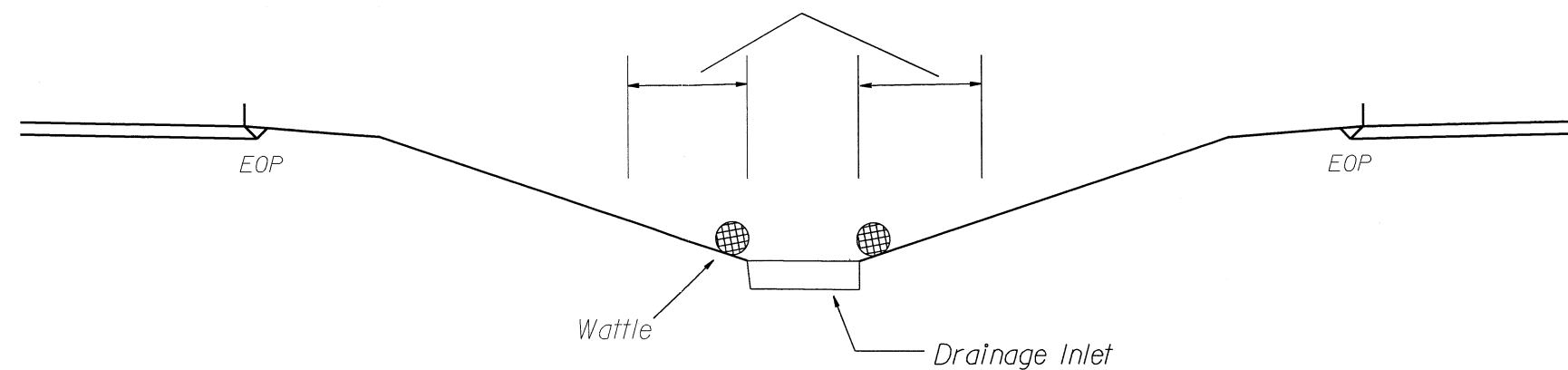
EROSION CONTROL DETAIL



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

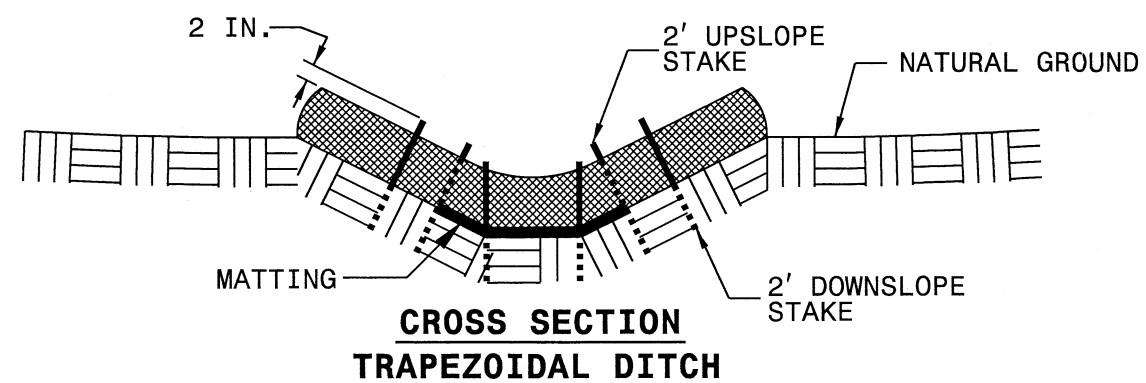
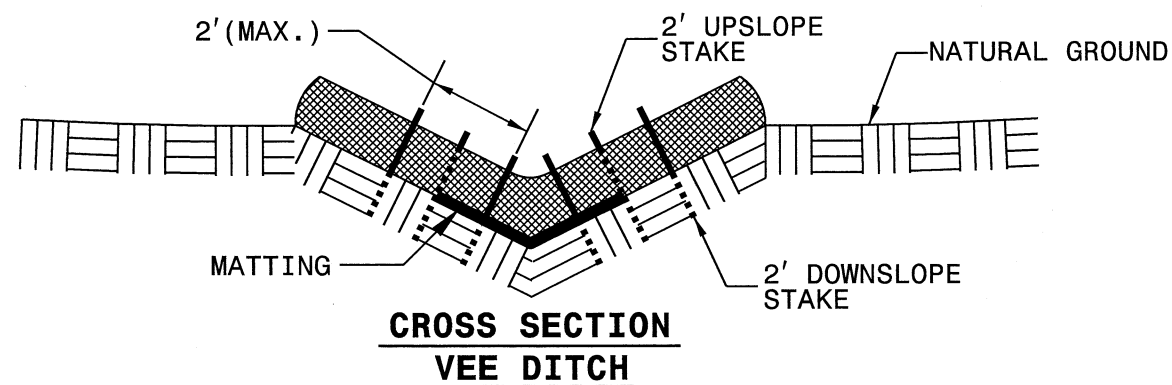
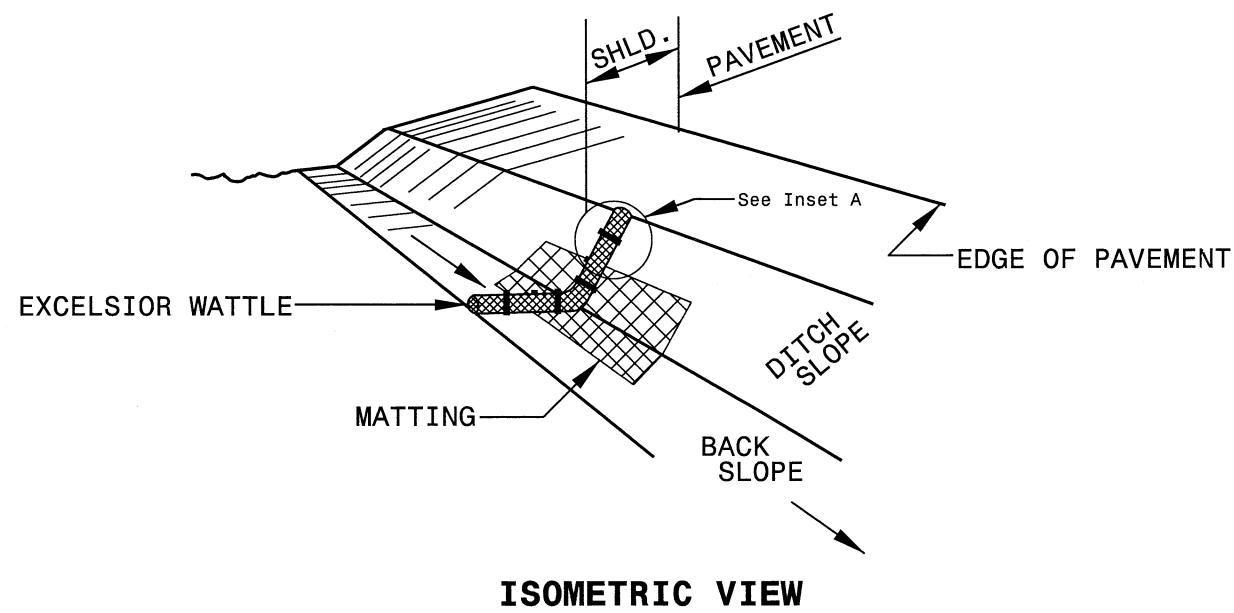


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

