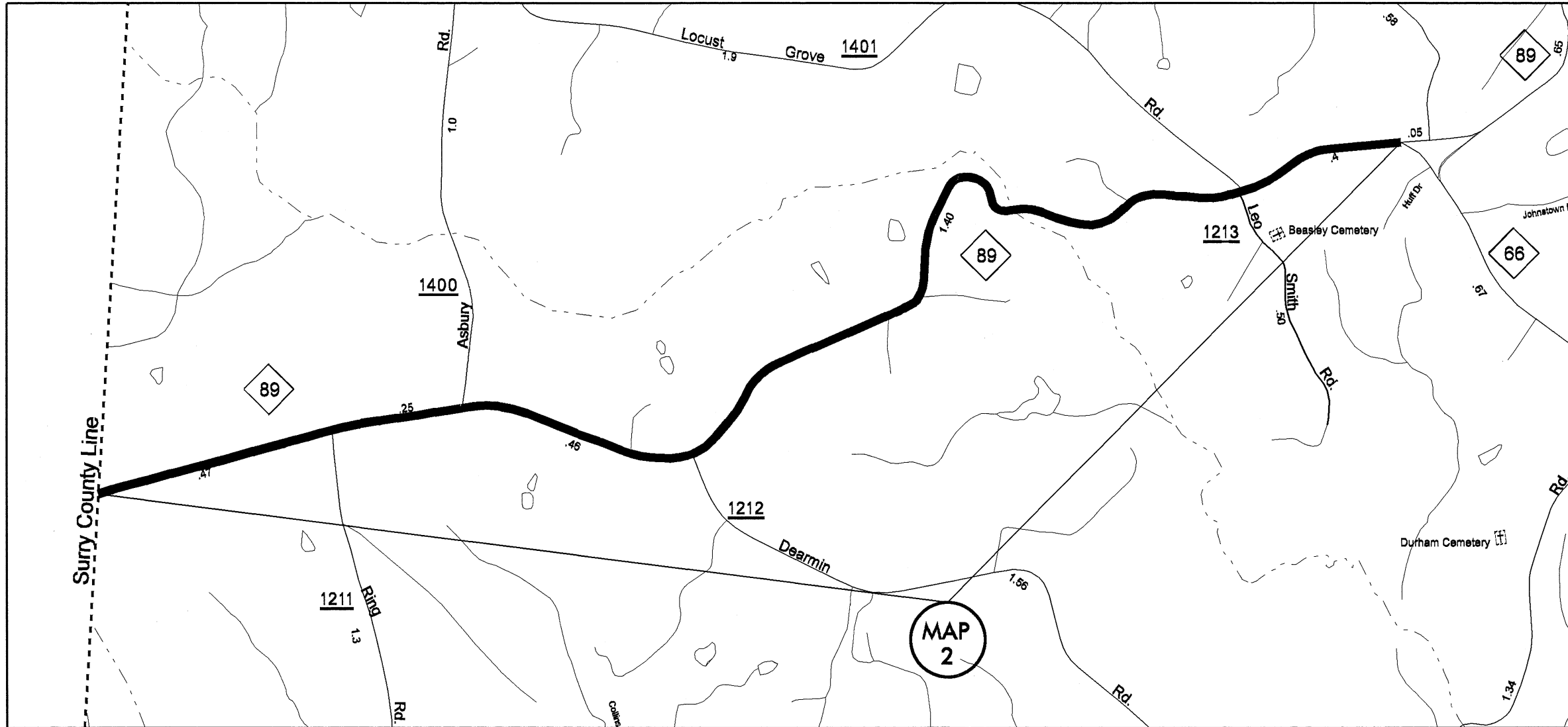


MAP 1 NC 704

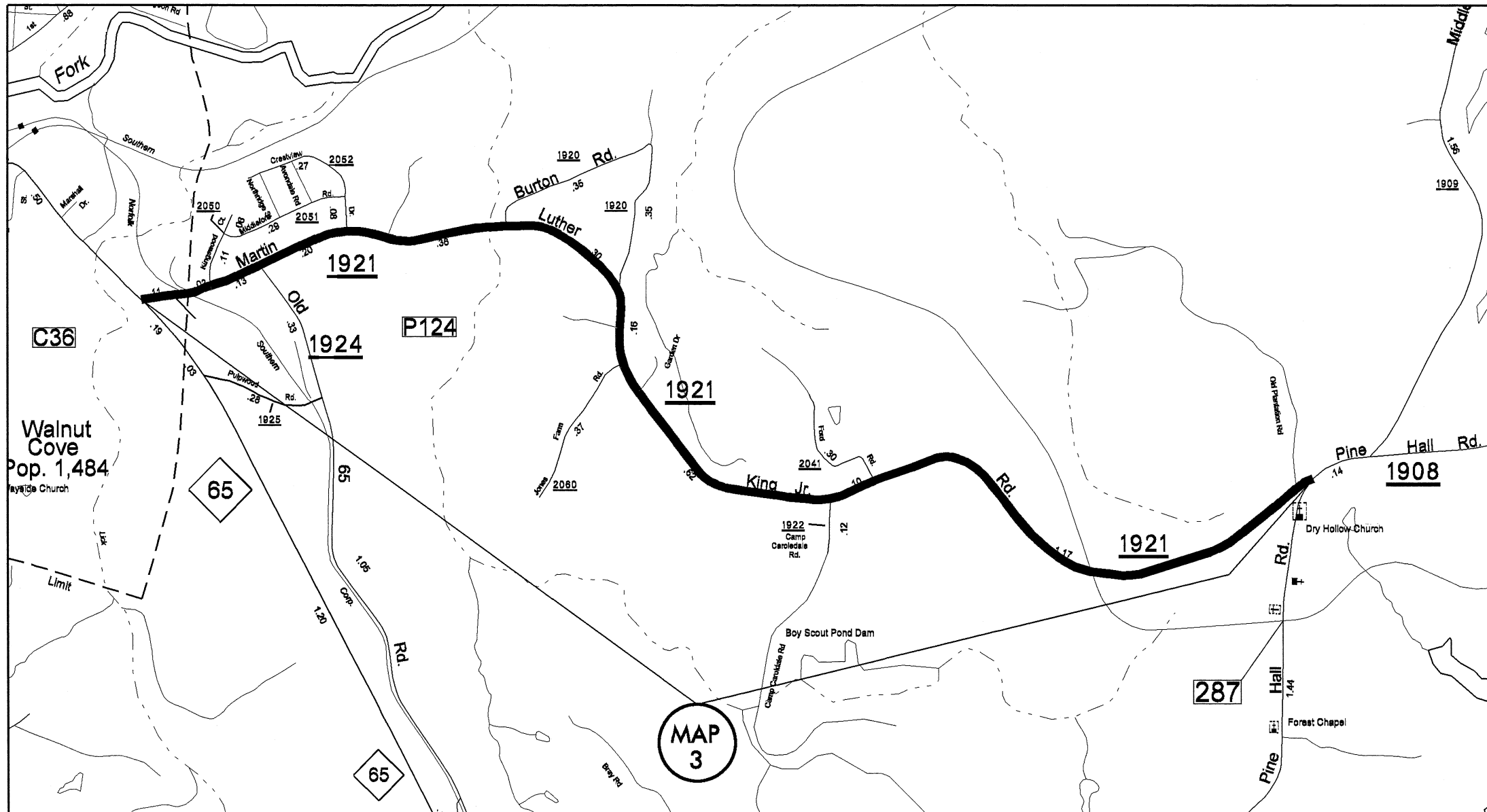
Tie in Mill at Map ends.
Pave through intersection at
Aaron's Church Rd.

STOKES COUNTY
NORTH CAROLINA

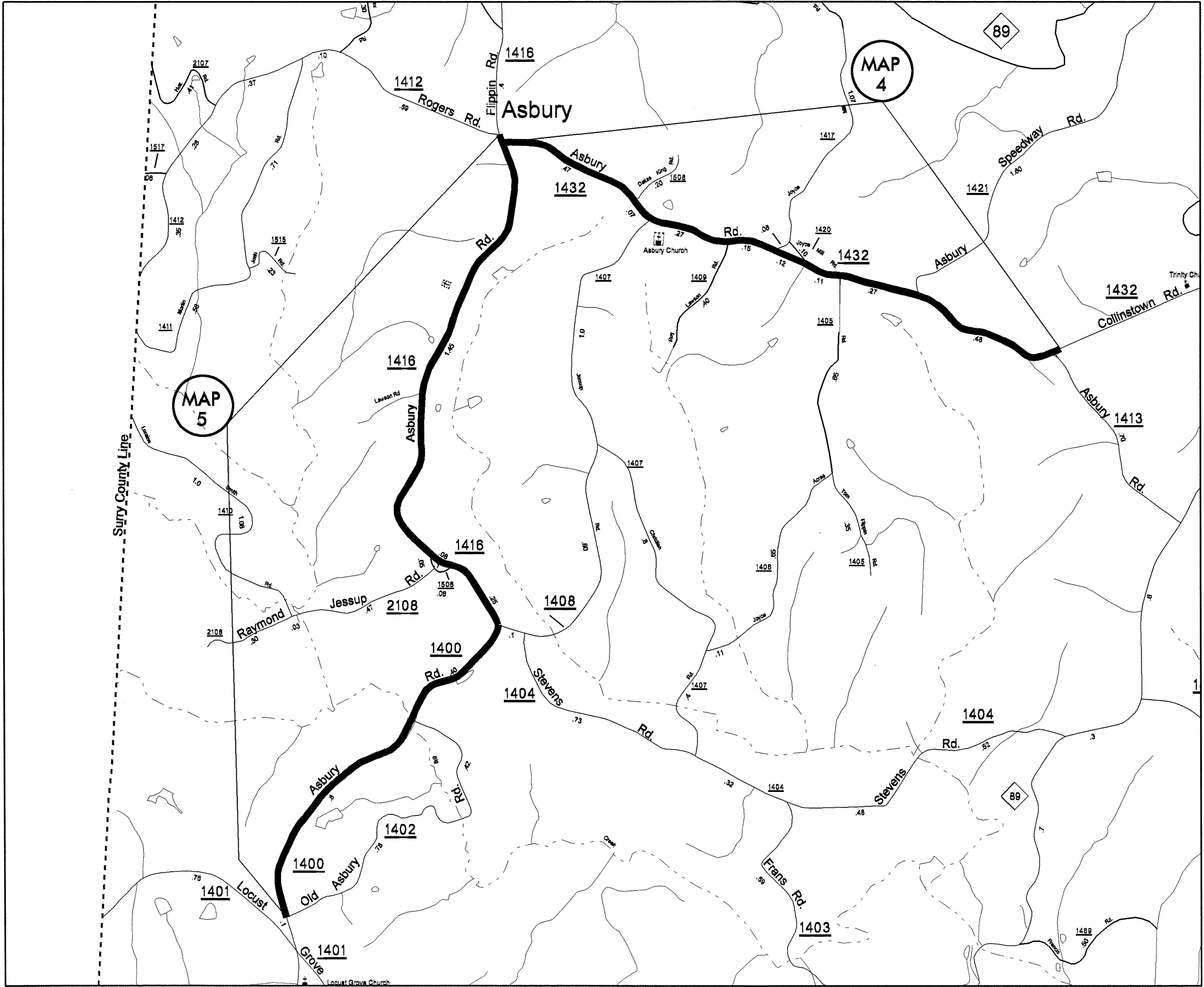


MAP 2 NC 89
Tie in Mill at Map ends.

STOKES COUNTY
NORTH CAROLINA

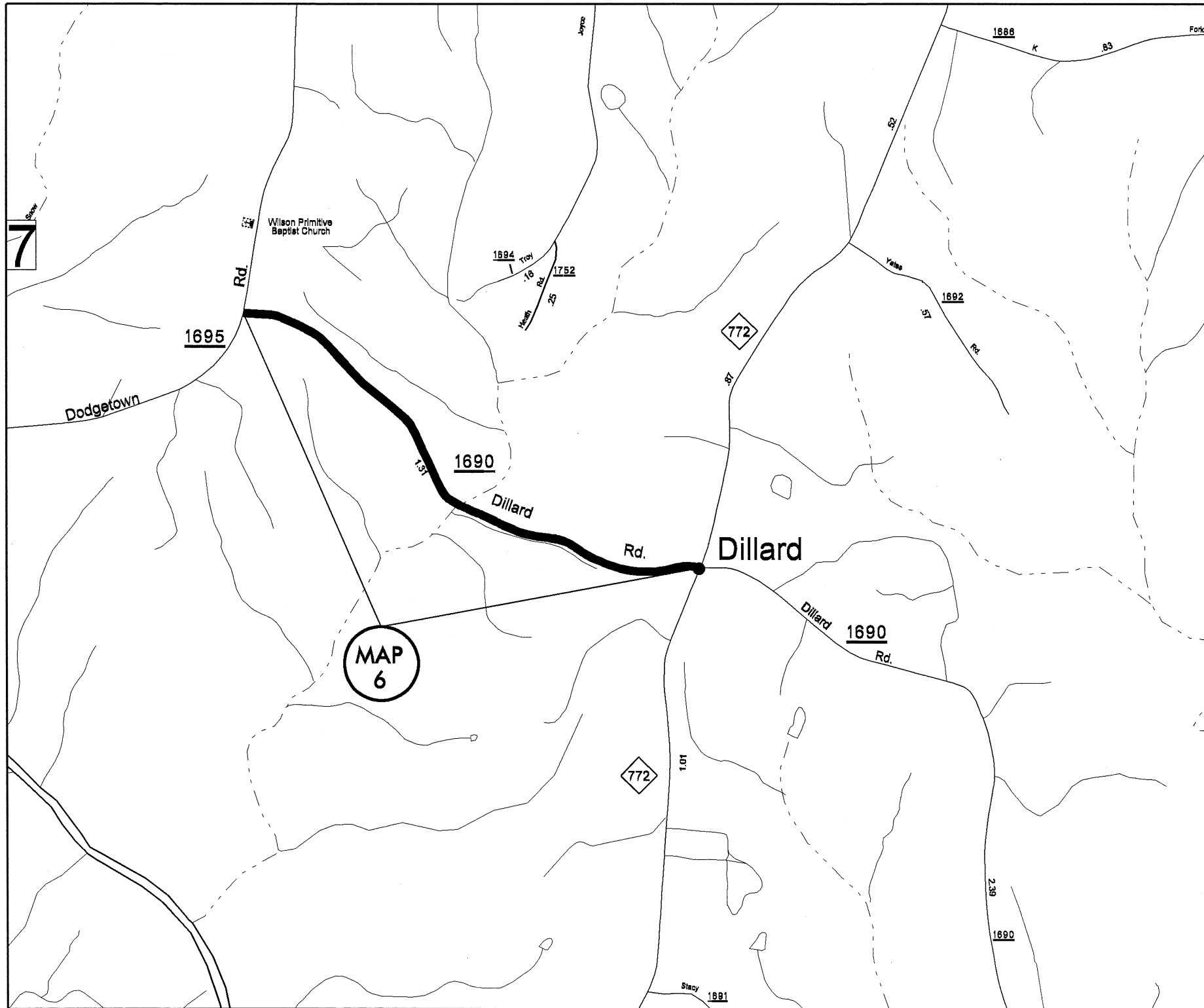


Map 3
 MLK Jr. Rd. SR 1921
 Tie In Mill at edge of pavement
 of Pine Hall Road to tie In new
 overlay.
 Tie In Mill at edge of pavement
 of NC 65 to tie In new
 overlay.



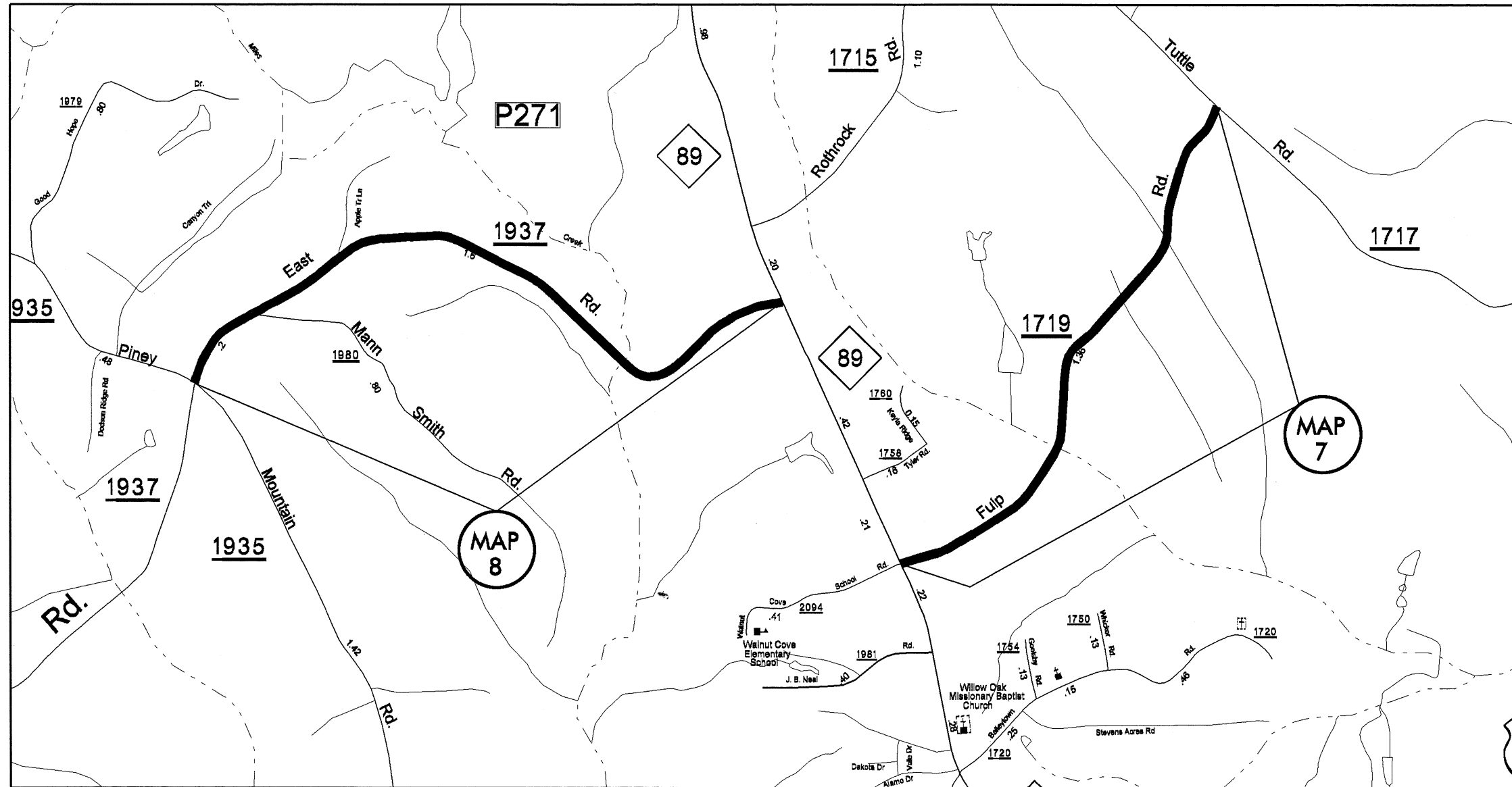
MAP 4 Asbury Road SR 1432
 MAP 5 Asbury Road SR 1400/SR 1416

STOKES COUNTY
 NORTH CAROLINA



MAP 6
Dillard Rd. SR 1690

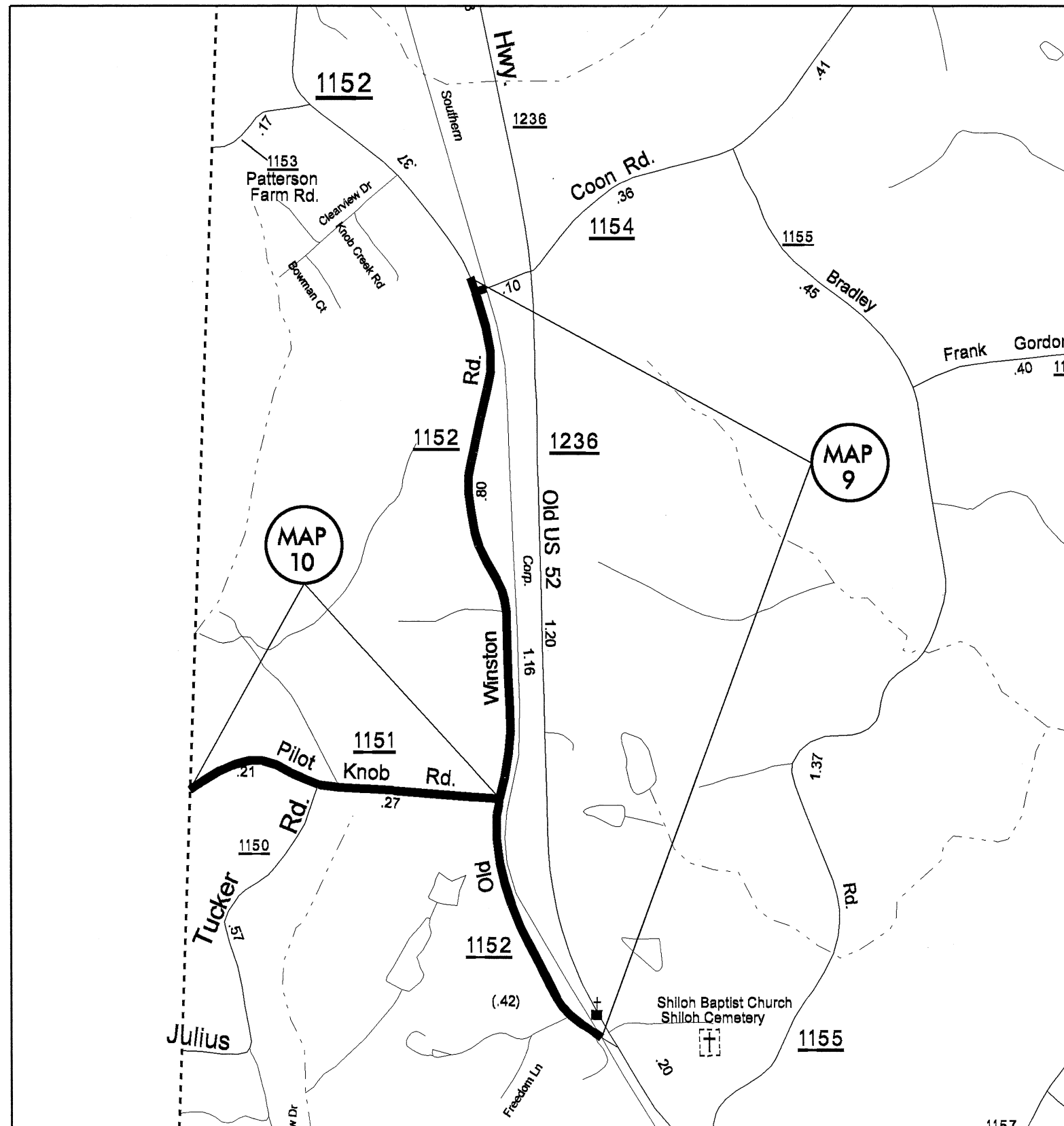
STOKES COUNTY
NORTH CAROLINA



Map 7
Fulp Rd. SR 1719

Map 8
East Rd. SR 1937

STOKES COUNTY
NORTH CAROLINA

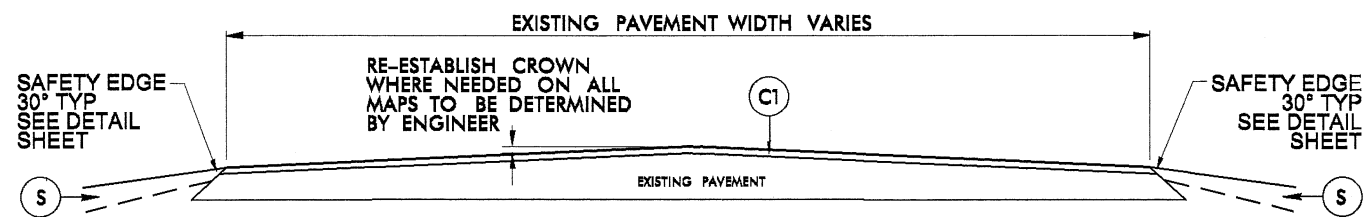


MAP 9 Old Winston Road SR 1152

Tie in Mill and Pave through intersection approximately 50 feet at Coon Rd.
Tie in Mill and Pave to RxR Crossing at Coon Rd.

Tie in Mill and Pave to RxR Crossing near Old US 52 Intersection.
DO not pave beyond RxR to Old US 52.

MAP 10 Pilot Knob Road SR 1151

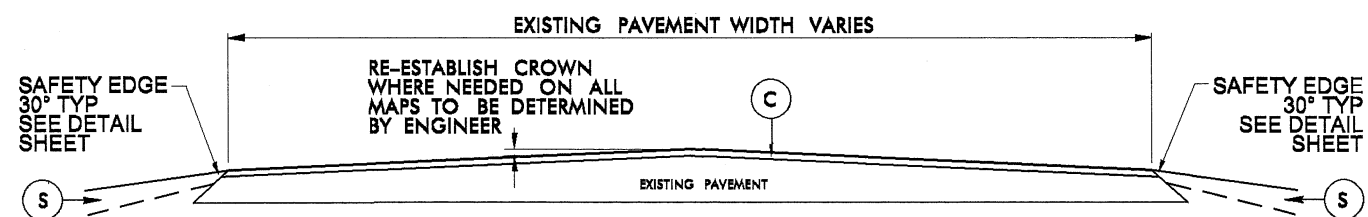


SHOULDER RECONSTRUCTION
IN AREAS ONLY WITH
NO OUTSIDE CURB (TYP.)

TYPICAL SECTION NO. 1

- MAP NO.1 NC 704
- MAP NO.2 NC 89
- MAP NO.3 SR 1921 MARTIN LUTHER KING JR. RD.
- MAP NO.6 SR 1937 EAST RD.
- MAP NO.7 SR 1719 FULP RD.
- MAP NO.8 SR 1690 DILLARD RD.
- MAP NO.9 SR 1152 OLD WINSTON RD.
- MAP NO.10 SR 1151 PILOT KNOB PARK RD.

SHOULDER RECONSTRUCTION
IN AREAS ONLY WITH
NO OUTSIDE CURB (TYP.)

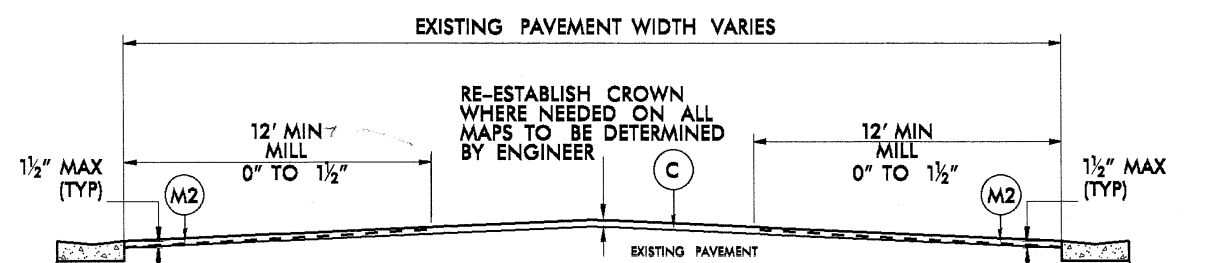


SHOULDER RECONSTRUCTION
IN AREAS ONLY WITH
NO OUTSIDE CURB (TYP.)

TYPICAL SECTION NO. 2

- MAP NO.4 SR 1432 ASBURY RD.
- MAP NO.5 SR 1400/SR 1416 ASBURY RD.

SHOULDER RECONSTRUCTION
IN AREAS ONLY WITH
NO OUTSIDE CURB (TYP.)



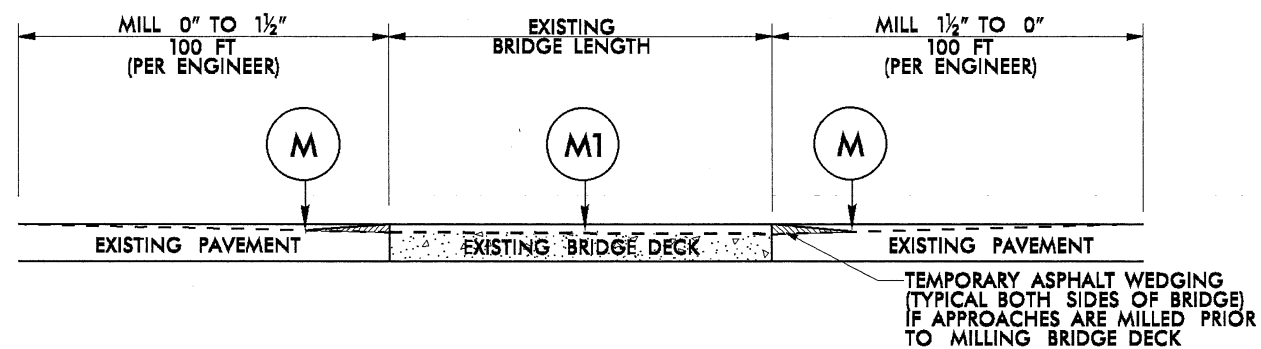
NOTE: ALL CURB AND GUTTER IS EXISTING

M2
M2

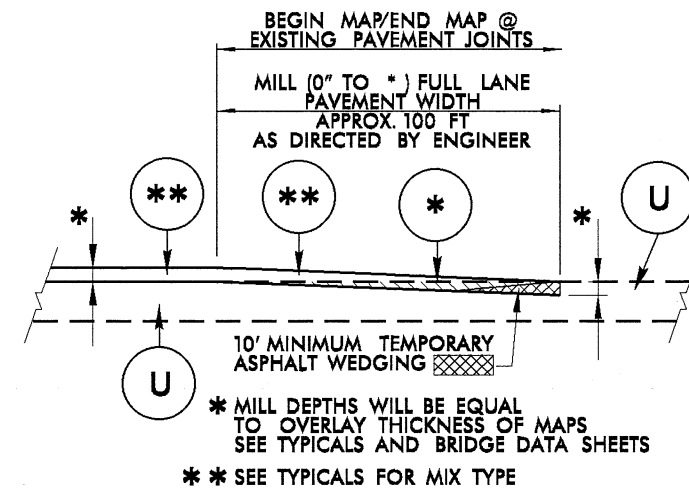
TYPICAL SECTION NO. 3

- MAP NO.5 SR 1400/SR 1416 ASBURY RD.

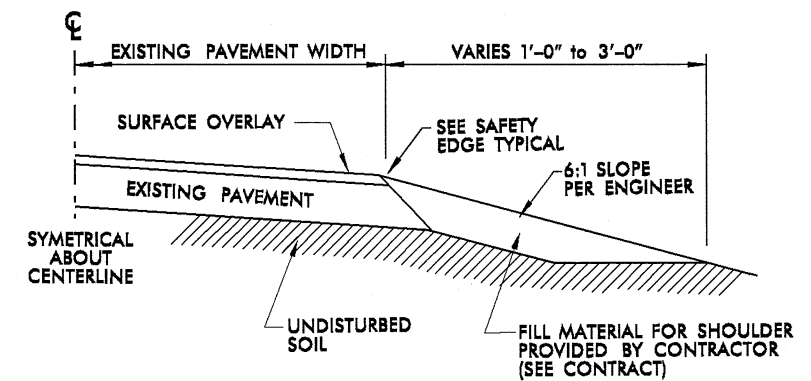
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
M	INCIDENTAL MILLING
M1	MILL ASPHALT PAVEMENT, 1½" DEPTH
M2	MILL ASPHALT PAVEMENT, 0" TO 1½" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



Map No. 1 NC 704
MILLING BRIDGE DECK AND APPROACHES
 (SEE BRIDGE DATA SHEET)



INCIDENTAL TIE-IN MILLING DETAIL



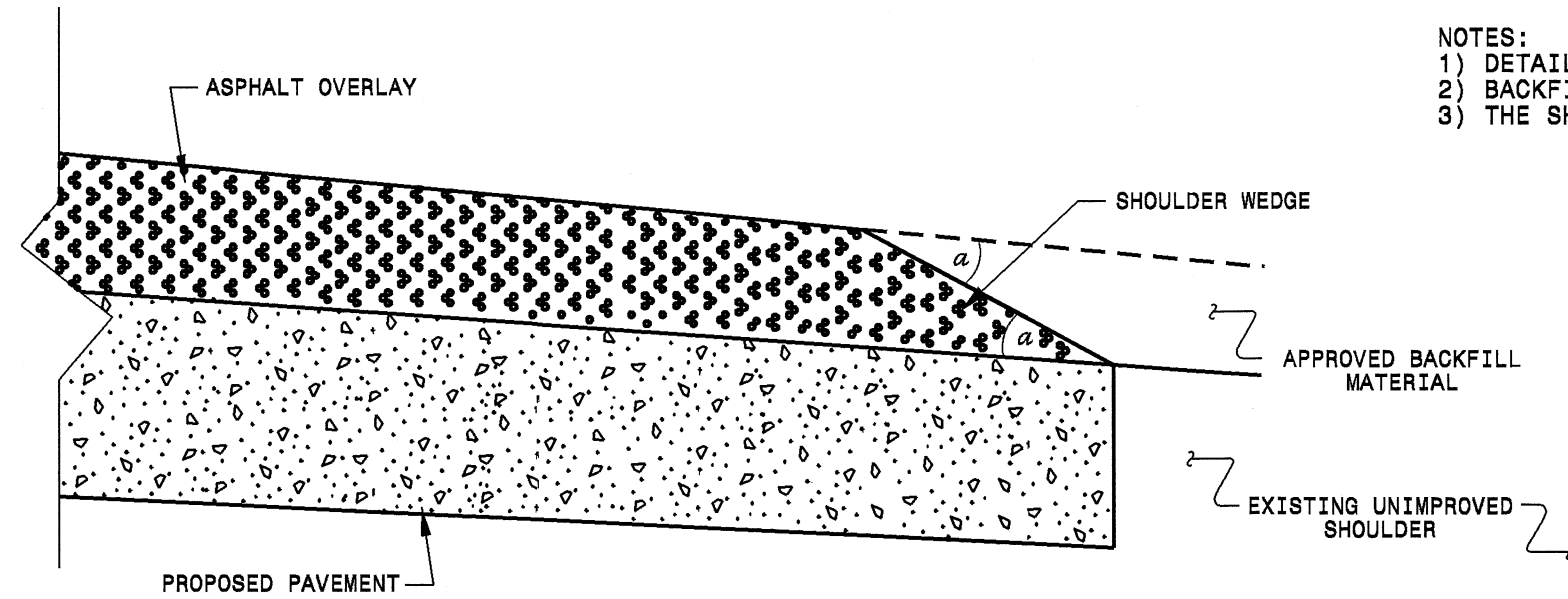
SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
9CR.10851.150, 9CR.20851.150	10

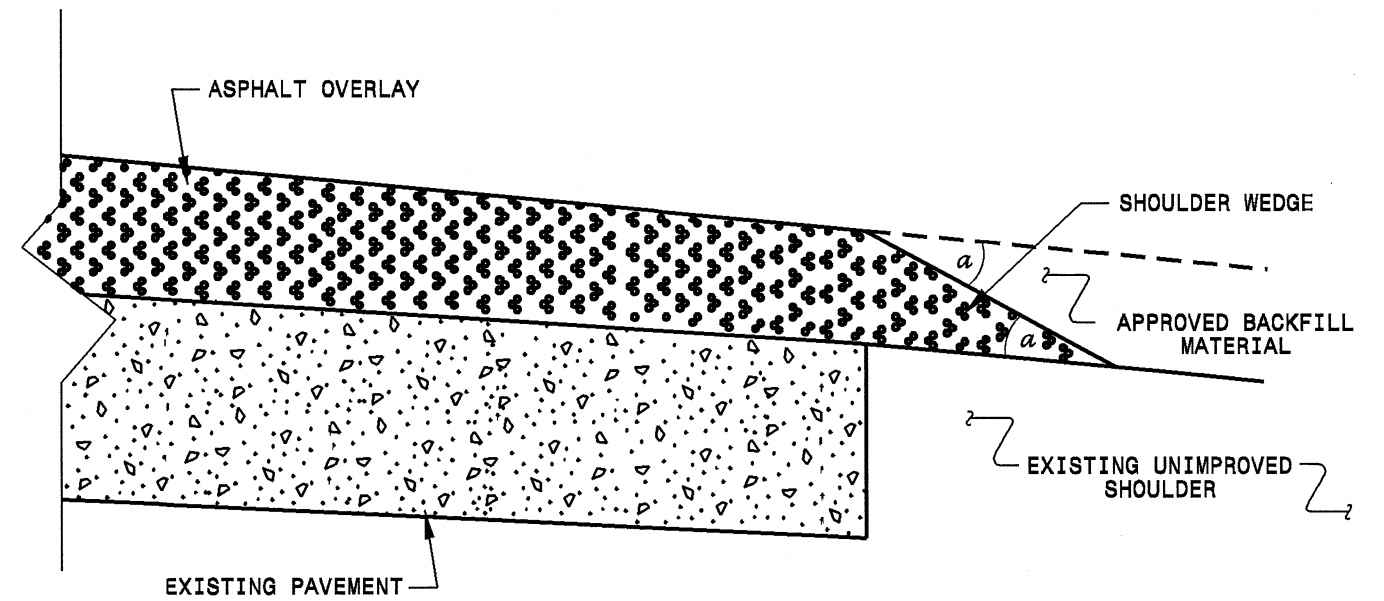
CONSTRUCTION NOTES:

1. ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".
2. CONSTRUCTION SHALL PROGRESS IN PHASES, IN THE ORDER INDICATED BELOW:
 - PHASE 1 - MILLING AND PATCHING (WHEN REQUIRED)
 - PHASE 2 - SURFACE OVERLAY
 - PHASE 3 - SHOULDER DROP-OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)
 - PHASE 4 - UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVE/METER BOX RING/COVER, CATCH BASIN GRATE/COVER, DROP INLET GRATE/COVER, ETC.) WHEN REQUIRED.
3. BRIDGES THAT HAVE FLOOR DRAINS, SHALL HAVE ALL FLOOR DRAINS LEFT OPEN. EXTRA CARE SHALL BE EXERCISED IN MILLING (IF REQUIRED) AND IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE.
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).
5. FOR TWO-LANE ROADWAYS - IT SHALL BE UNDERSTOOD THAT TYPICALLY ON A ROADWAY MEASURING 20 FEET OR LESS IN WIDTH, THE CENTER OF THE WHITE EDGELINE SHALL BE LOCATED SIX INCHES FROM THE EDGE OF PAVEMENT ON EITHER SIDE OF THE ROADWAY; ON A ROADWAY MEASURING 22 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 10 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 24 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 11 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 26 FEET OR MORE IN WIDTH, TRAVEL LANES SHALL MEASURE 12 FEET AND THE WHITE EDGELINE SHALL BE LOCATED NO LESS THAN ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE. THIS SHALL BE STANDARD PRACTICE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
6. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.
7. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.
8. REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y-LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION

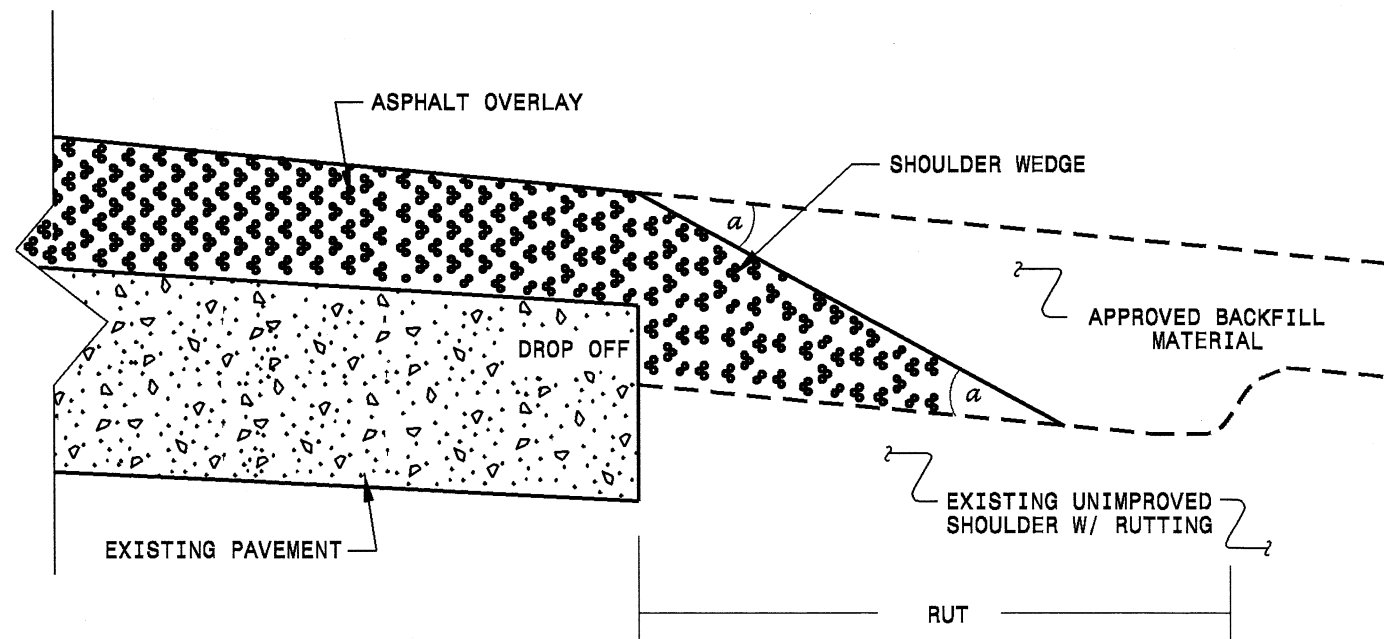
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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: 7-19-11		
MODIFIED BY:	DATE: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC: s:\user\details\scans\shoulderwedge\details.dgn			

PROJECT NO.	SHEET NO.	TOTAL NO.
9CR.10851.150,	13	14
9CR.20851.150		

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	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	TEMPORARY SILT FENCE LF	WATTLE LF
9CR.10851.150	Stokes	1	NC 704	FROM NC 8 TO AARONS CORNER CHURCH RD. (SR 1434)	1	2	2WU	NO	NO	4.762	20	571	216	9.52	323		977	5,195		312	20	1,905	190
TOTAL FOR MAP NO. 1										4.762		571	216	9.52	323		977	5,195		312	20	1,905	190
9CR.10851.150	Stokes	2	NC 89	FROM NC 66 TO SURRY COUNTY LINE	1	2	2WU	NO	NO	2.916	21	350	159	5.83			233	3,339		200	20	1,166	117
TOTAL FOR MAP NO. 2										2.916		350	159	5.83			233	3,339		200	20	1,166	117
TOTAL FOR PROJ NO. 9CR.10851.150										7.678		921	375	15.35	323		1,210	8,534		512	40	3,071	307
9CR.20851.150	Stokes	3	SR 1921 MARTIN LUTHER KING JR. RD.	FROM PINE HALL RD. (SR 1908) TO NC 65	1	2	2WU	NO	NO	3.215	20	386	318	6.43			2,610	3,507		210	20	1,286	129
TOTAL FOR MAP NO. 3										3.215		386	318	6.43			2,610	3,507		210	20	1,286	129
9CR.20851.150	Stokes	4	SR 1432 ASBURY RD.	FROM COLLINSTOWN RD. (SR 1432) TO ASBURY RD. (SR 1400)	2	2	2WU	NO	NO	1.961	20	235	150	3.92			222		2,101	141	20	784	78
TOTAL FOR MAP NO. 4										1.961		235	150	3.92			222		2,101	141	20	784	78
9CR.20851.150	Stokes	5	SR 1400/SR 1416 ASBURY RD.	FROM FLIPPIN RD. (SR 1416) TO OLD ASBURY RD. (SR 1402)	2,3	2	2WU	NO	NO	3.018	19	362	96	6.04		1,240	422		3,073	206	20	1,207	121
TOTAL FOR MAP NO. 5										3.018		362	96	6.04		1,240	422		3,073	206	20	1,207	121
9CR.20851.150	Stokes	6	SR 1690 DILLARD RD.	FROM NC 772 TO DODGETOWN RD. (SR 1695)	1	2	2WU	NO	NO	1.3	20	156	54	2.60			444	1,418		85	20	520	52
TOTAL FOR MAP NO. 6										1.3		156	54	2.60			444	1,418		85	20	520	52
9CR.20851.150	Stokes	7	SR 1719 FULP RD.	FROM NC 89 TO TUTTLE RD. (SR 1717)	1	2	2WU	NO	NO	1.344	20	161	123	2.69			444	1,466		88	20	538	54
TOTAL FOR MAP NO. 7										1.344		161	123	2.69			444	1,466		88	20	538	54
9CR.20851.150	Stokes	8	SR 1937 EAST RD.	FROM NC 89 TO PINEY MOUNTAIN RD. (SR 1935)	1	2	2WU	NO	NO	1.607	19	193	60	3.21			422	1,666		100	20	643	64
TOTAL FOR MAP NO. 8										1.607		193	60	3.21			422	1,666		100	20	643	64
9CR.20851.150	Stokes	9	SR 1152 OLD WINSTON RD.	FROM COON RD. (SR 1154) TO RXR CROSSING APPROACH	1	2	2WU	NO	NO	1.189	20	143	186	2.38			709	1,322		79	20	476	48
TOTAL FOR MAP NO. 9										1.189		143	186	2.38			709	1,322		79	20	476	48
9CR.20851.150	Stokes	10	SR 1151 PILOT KNOB RD.	FROM OLD WINSTON RD. (SR 1152) TO SURRY COUNTY LINE	1	2	2WU	NO	NO	0.593	19	71	27	1.19			211	615		37	20	237	24
TOTAL FOR MAP NO. 10										0.593		71	27	1.19			211	615		37	20	237	24
TOTAL FOR PROJ NO. 9CR.20851.150										14.227		1,707	1,014	28.46		1,240	5,484	9,994	5,174	946	160	5,691	570
GRAND TOTAL										21.905		2,628	1,389	43.81	323	1,240	6,694	18,528	5,174	1,458	200	8,762	877

PROJECT NO.	SHEET NO.	TOTAL NO.
9CR.10851.150, 9CR.20851.150	14	14

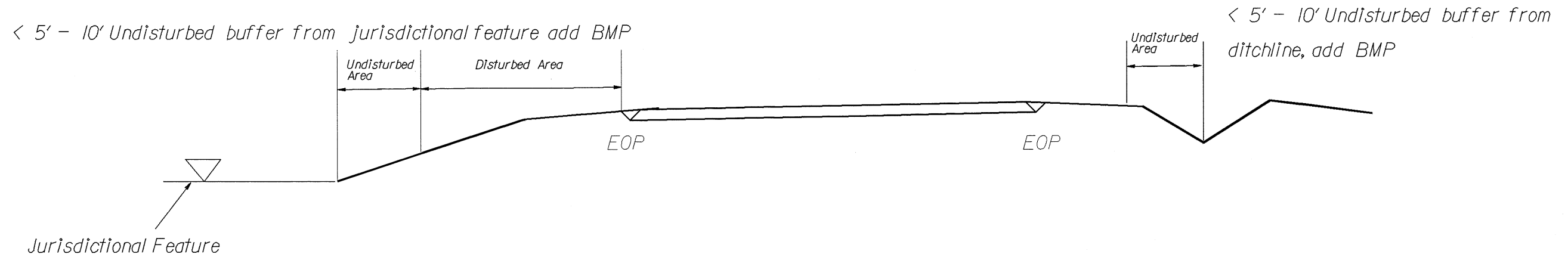
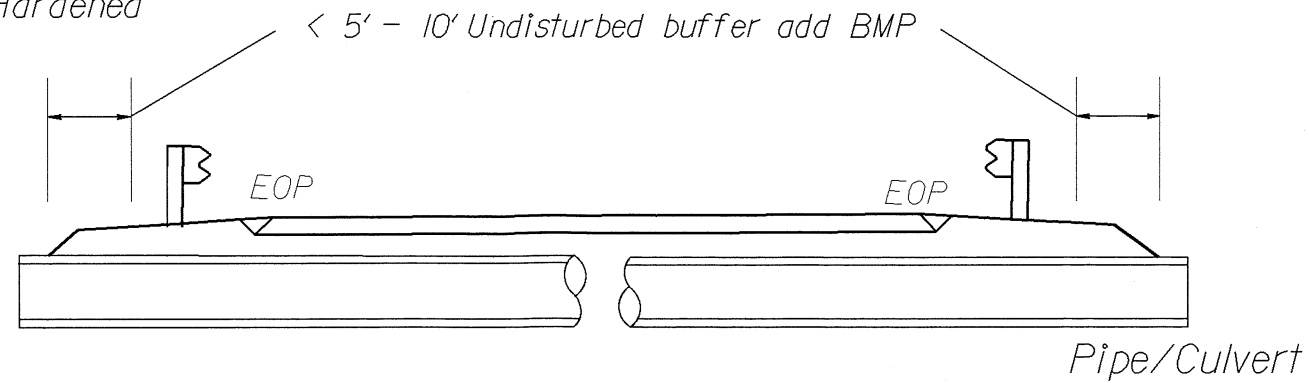
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E	4686000000-E			4705000000-E	4710000000-E	4721000000-E	4830000000-E	4835000000-E	4840000000-N	4905000000-N	
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	4" X 120 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO RXR 120 M EA	16" WHITE PAINT LF	24" WHITE PAINT LF	PAINT MSG RXR EA	SNOW PLOWABLE MARKERS EA		
9CR.10851.150	Stokes	1	NC 704	FROM NC 8 TO AARONS CORNER CHURCH RD. (SR 1434)	1	2	2WU	4.762	20	533	1	51,239	108	50,287								629	
TOTAL FOR MAP NO. 1									533	1	51,239	108	50,287									629	
9CR.10851.150	Stokes	2	NC 89	FROM NC 66 TO SURRY COUNTY LINE	1	2	2WU	2.916	21	327	*	31,376	62	30,793								385	
TOTAL FOR MAP NO. 2									327		31,376	62	30,793									385	
TOTAL FOR PROJ NO. 9CR.10851.150									860	1	82,615	170	81,080										1,014
												81,250											
9CR.20851.150	Stokes	3	SR 1921 MARTIN LUTHER KING JR. RD.	FROM PINE HALL RD. (SR 1908) TO NC 65	1	2	2WU	3.215	20	360	*	34,593	92	33,950	100	90	4	100	50	4			
TOTAL FOR MAP NO. 3									360		34,593	92	33,950	100	90	4	100	50	4				
9CR.20851.150	Stokes	4	SR 1432 ASBURY RD.	FROM COLLINSTOWN RD. (SR 1432) TO ASBURY RD. (SR 1400)	2	2	2WU	1.961	20	220	*	21,100	92	20,708									
TOTAL FOR MAP NO. 4									220		21,100	92	20,708										
9CR.20851.150	Stokes	5	SR 1400/SR 1416 ASBURY RD.	FROM FLIPPIN RD. (SR 1416) TO OLD ASBURY RD. (SR 1402)	2,3	2	2WU	3.018	19	338	*	32,474	38	31,870									
TOTAL FOR MAP NO. 5									338		32,474	38	31,870										
9CR.20851.150	Stokes	6	SR 1690 DILLARD RD.	FROM NC 772 TO DODGETOWN RD. (SR 1695)	1	2	2WU	1.3	20	146	*	13,988		13,728									
TOTAL FOR MAP NO. 6									146		13,988		13,728										
9CR.20851.150	Stokes	7	SR 1719 FULP RD.	FROM NC 89 TO TUTTLE RD. (SR 1717)	1	2	2WU	1.344	20	151	*	14,461		14,193									
TOTAL FOR MAP NO. 7									151		14,461		14,193										
9CR.20851.150	Stokes	8	SR 1937 EAST RD.	FROM NC 89 TO PINEY MOUNTAIN RD. (SR 1935)	1	2	2WU	1.607	19	180	*	17,291	12	16,970									
TOTAL FOR MAP NO. 8									180		17,291	12	16,970										
9CR.20851.150	Stokes	9	SR 1152 OLD WINSTON RD.	FROM COON RD. (SR 1154) TO RXR CROSSING APPROACH	1	2	2WU	1.189	20	133	*	12,794	28	12,556	50	25	2	50	25	2			
TOTAL FOR MAP NO. 9									133		12,794	28	12,556	50	25	2	50	25	2				
9CR.20851.150	Stokes	10	SR 1151 PILOT KNOB RD.	FROM OLD WINSTON RD. (SR 1152) TO SURRY COUNTY LINE	1	2	2WU	0.593	19	66	*	6,381	10	6,262									
TOTAL FOR MAP NO. 10									66		6,381	10	6,262										
TOTAL FOR PROJ NO. 9CR.20851.150									1,594		153,082	272	150,237	150	115	6	150	75	6				
												150,509											
GRAND TOTAL									2,454	1	235,697	442	231,317	150	115	6	150	75	6	1,014			
												231,759											

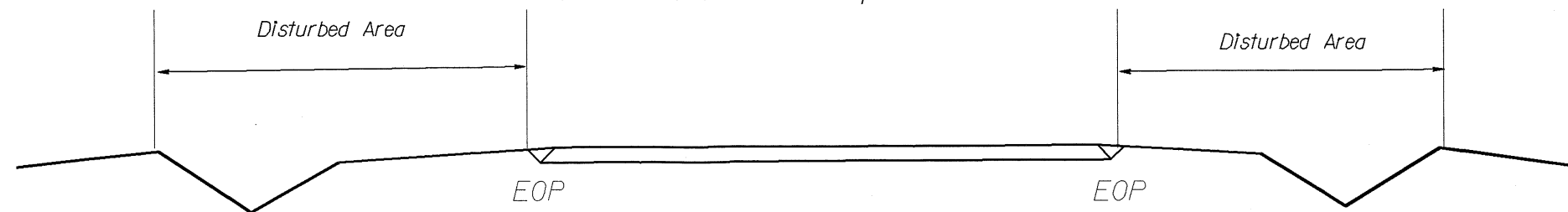
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

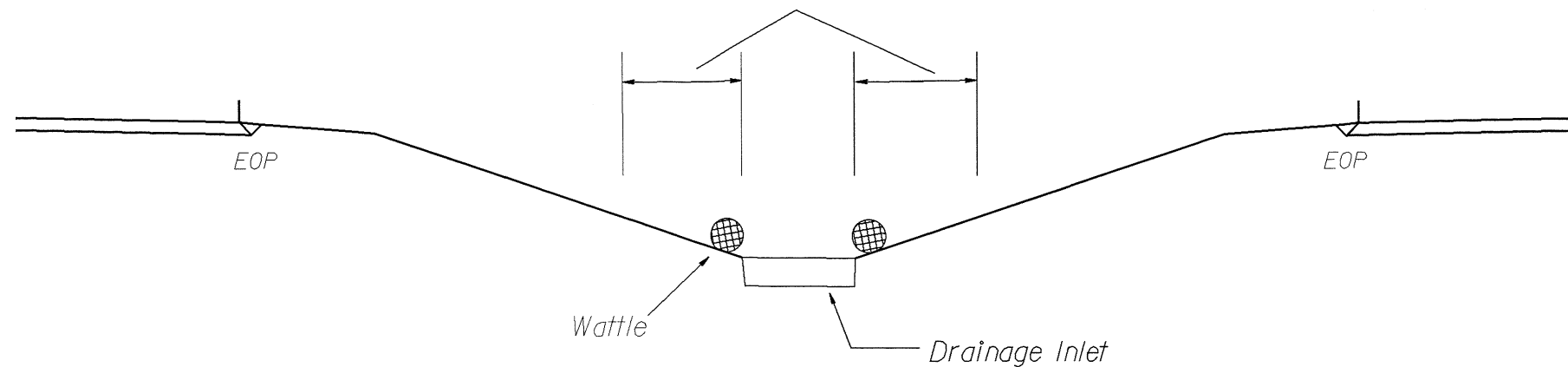
EROSION CONTROL DETAIL



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

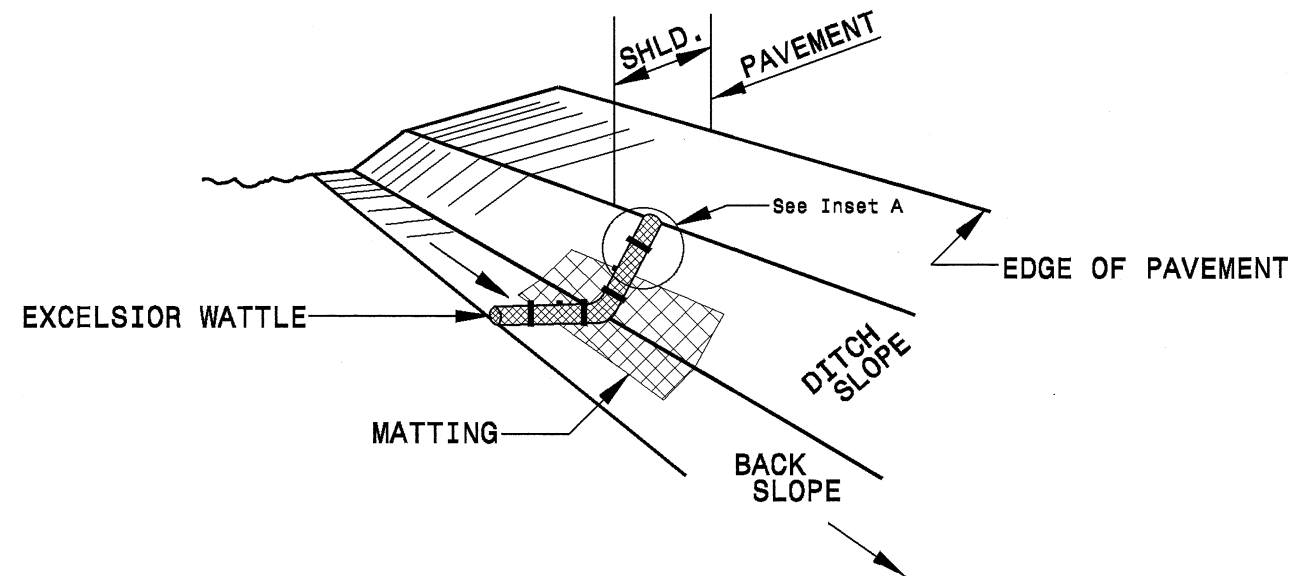


< 5' - 10' Undisturbed buffer from inlet, add wattle

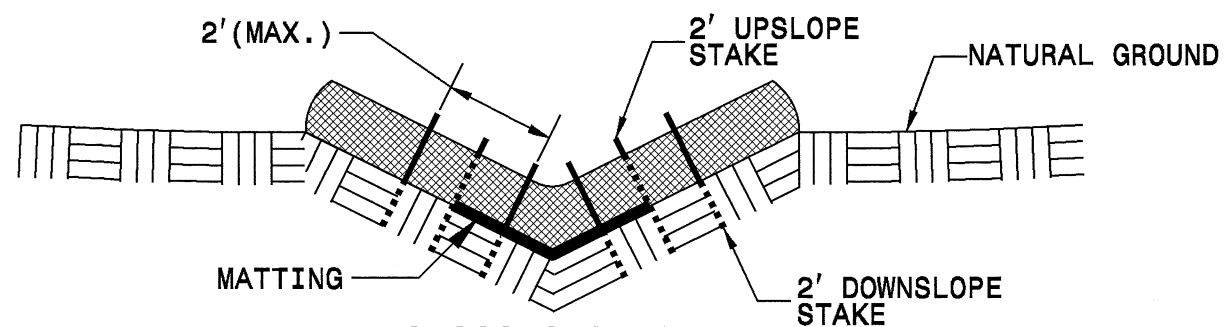


NOT TO SCALE

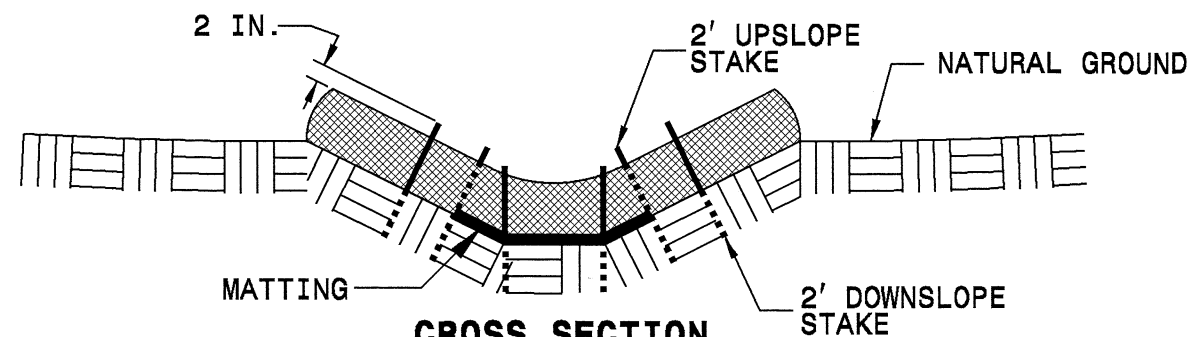
WATTLE DETAIL



ISOMETRIC VIEW



**CROSS SECTION
VEE DITCH**



**CROSS SECTION
TRAPEZOIDAL DITCH**

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

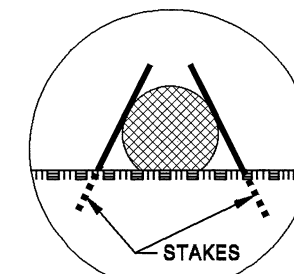
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

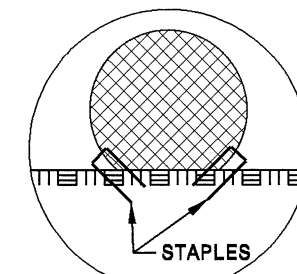
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

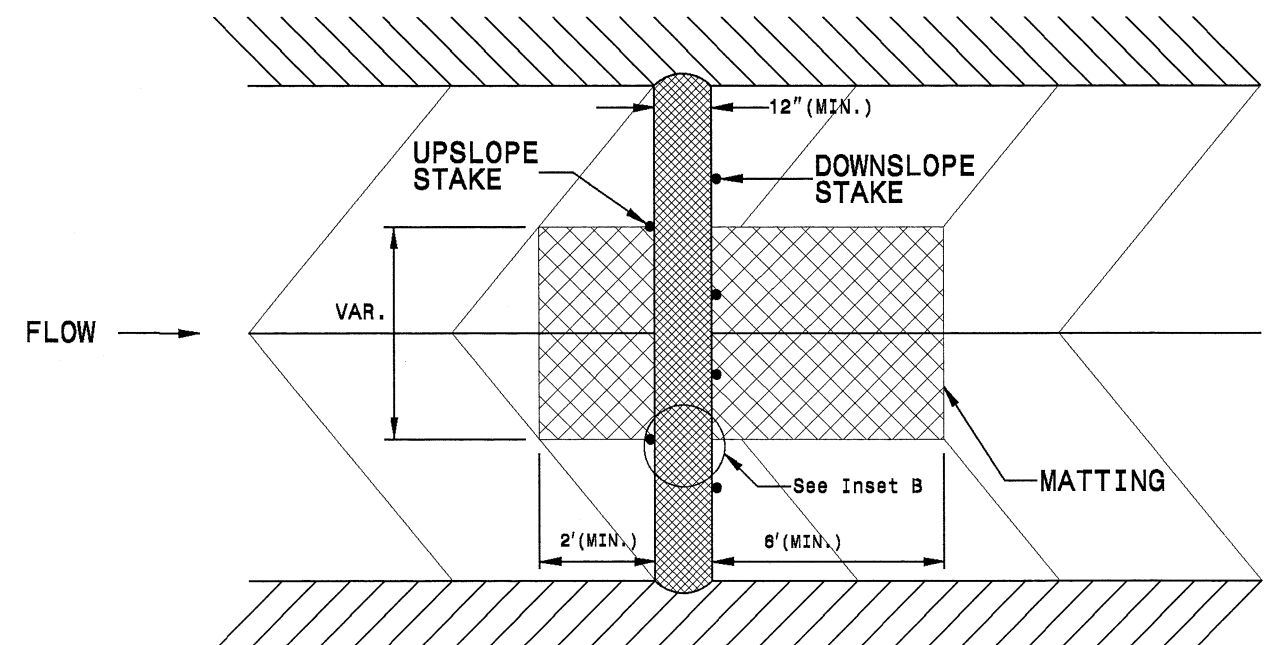
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A

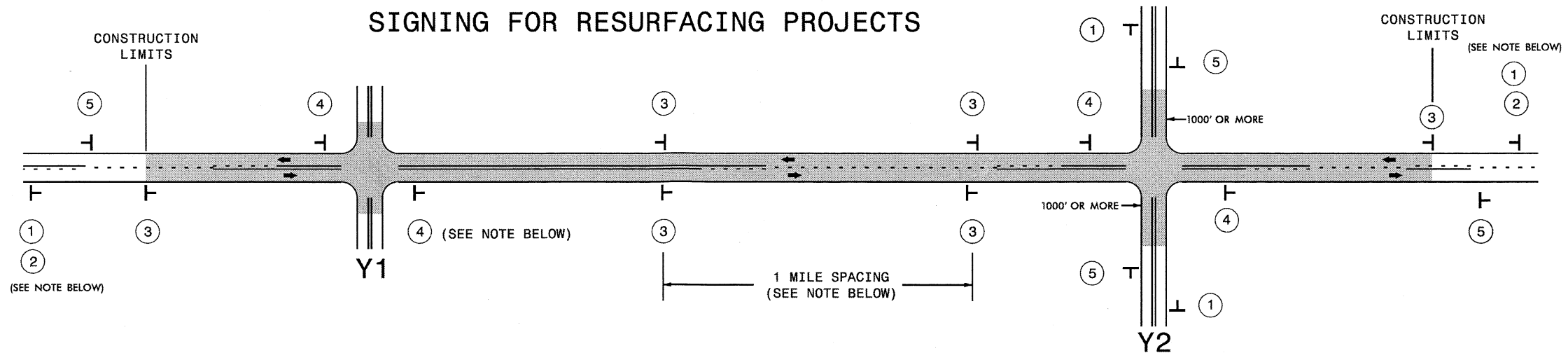


INSET B



TOP VIEW

SIGNING FOR RESURFACING PROJECTS



LEGEND	
T	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#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)</p>	<p>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>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;"> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> </div> <div style="text-align: center;"> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p> </div> </div>
		<p>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.</p>	
		<p>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.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

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RESURFACING
 ADVANCE WARNING SIGNS
 FOR
 RURAL AND SUBURBAN
 2 LANE ROADWAYS