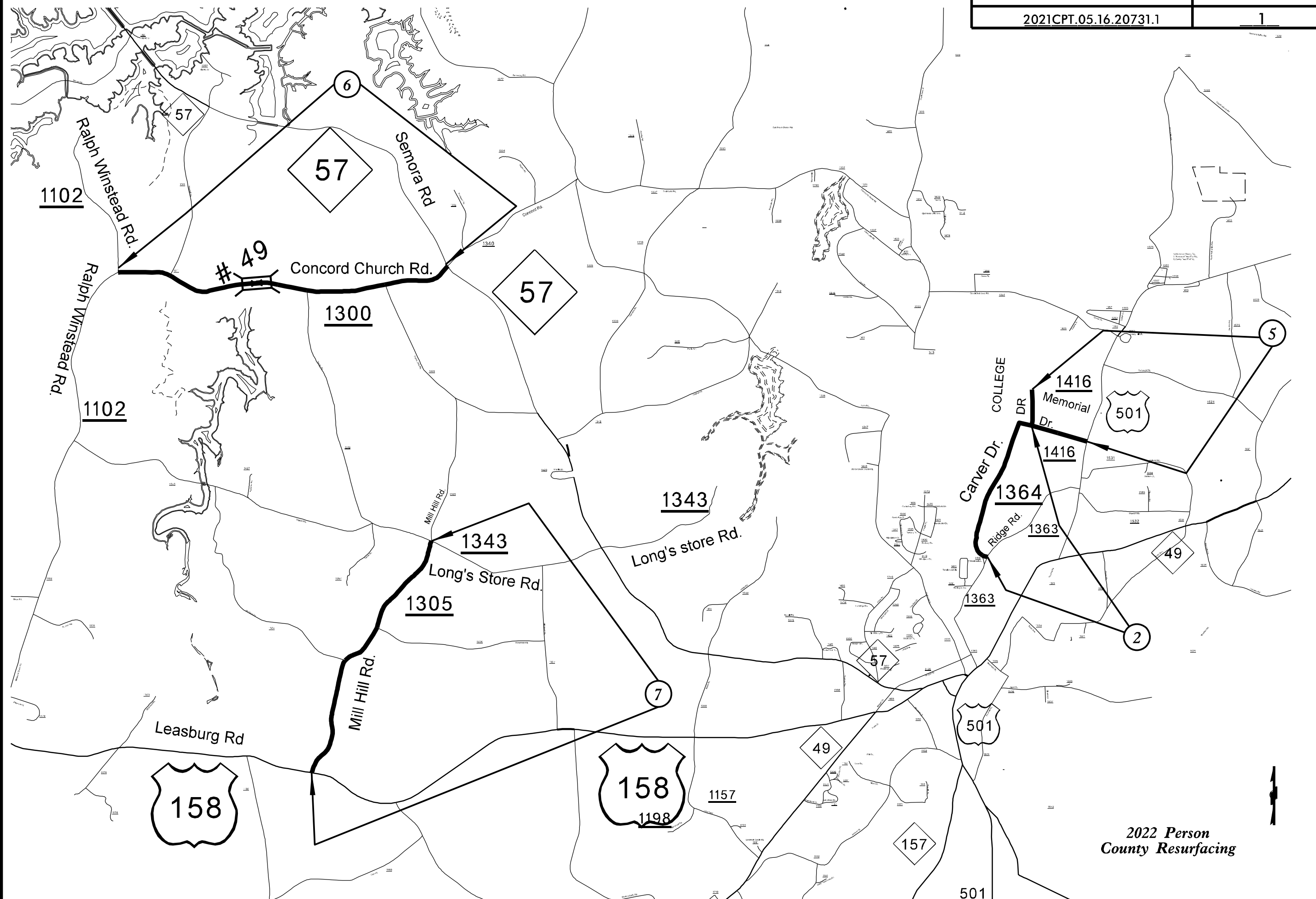


Meseret Senbeta
DCNS
5/14/2021



2022 Person
County Resurfacing

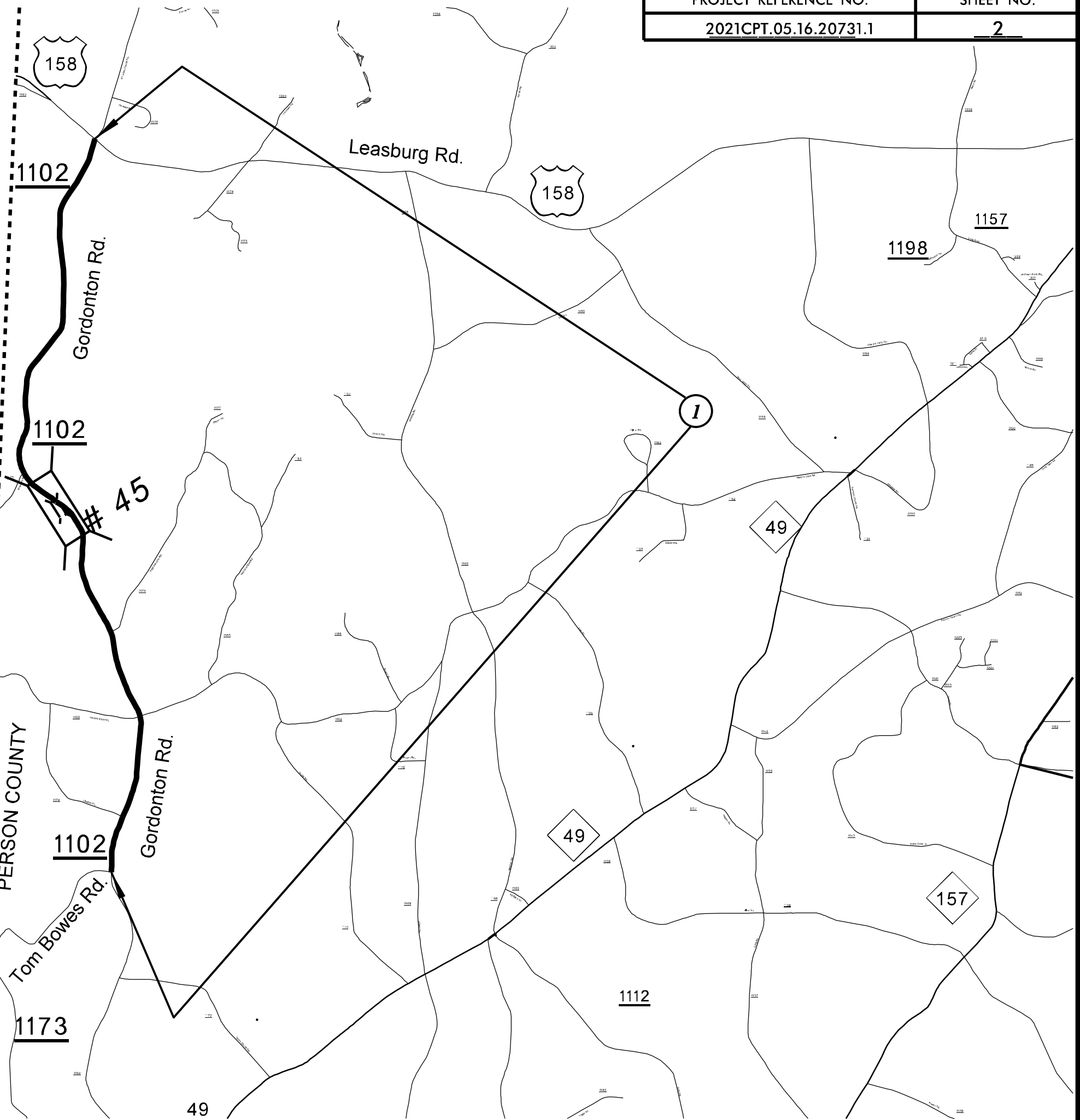
PROJECT REFERENCE NO.	SHEET NO.
2021CPT.05.16.20731.1	<u>2</u>

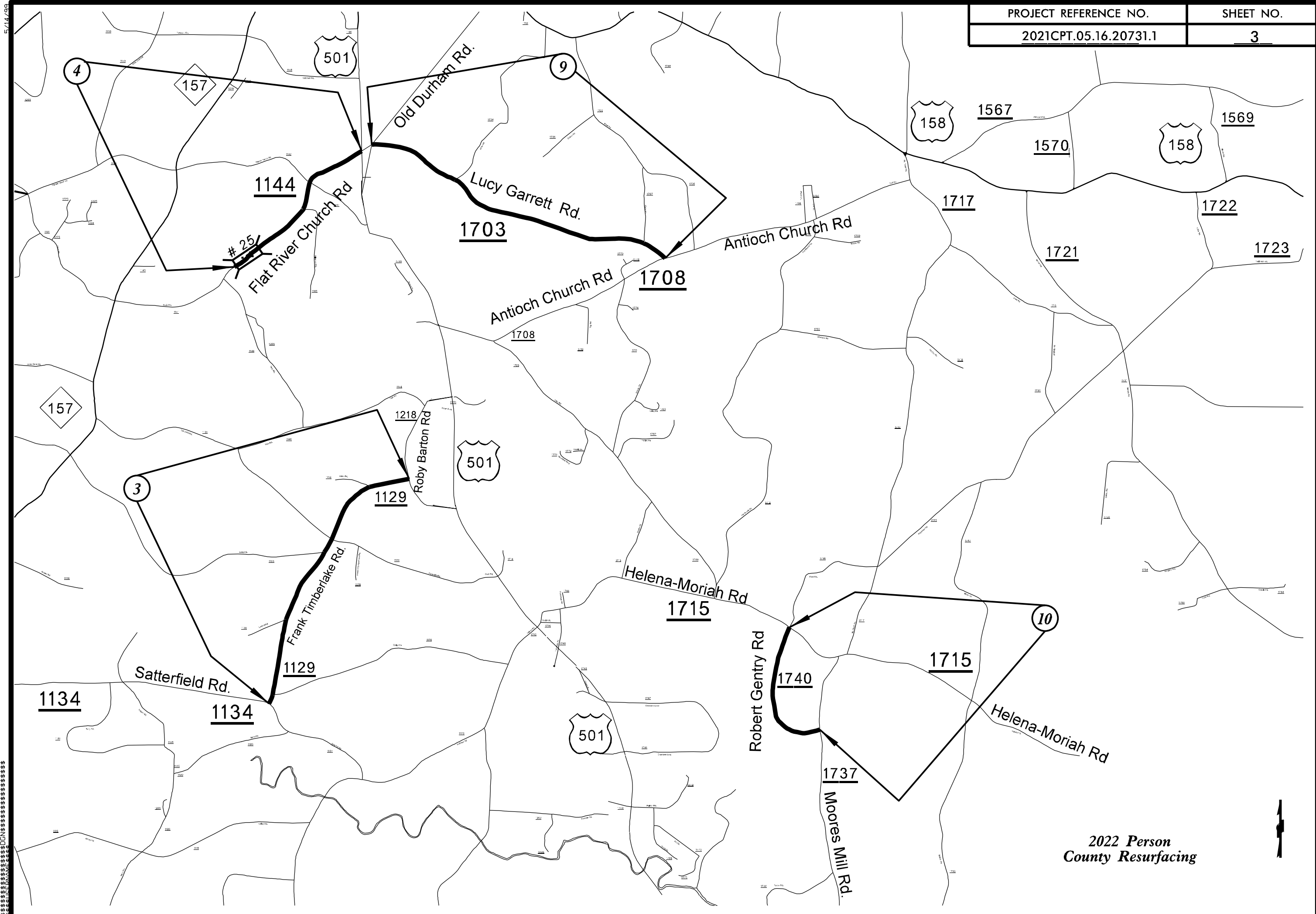


*2022 Person
County Resurfacing*

CASWELL COUNTY

PERSON COUNTY

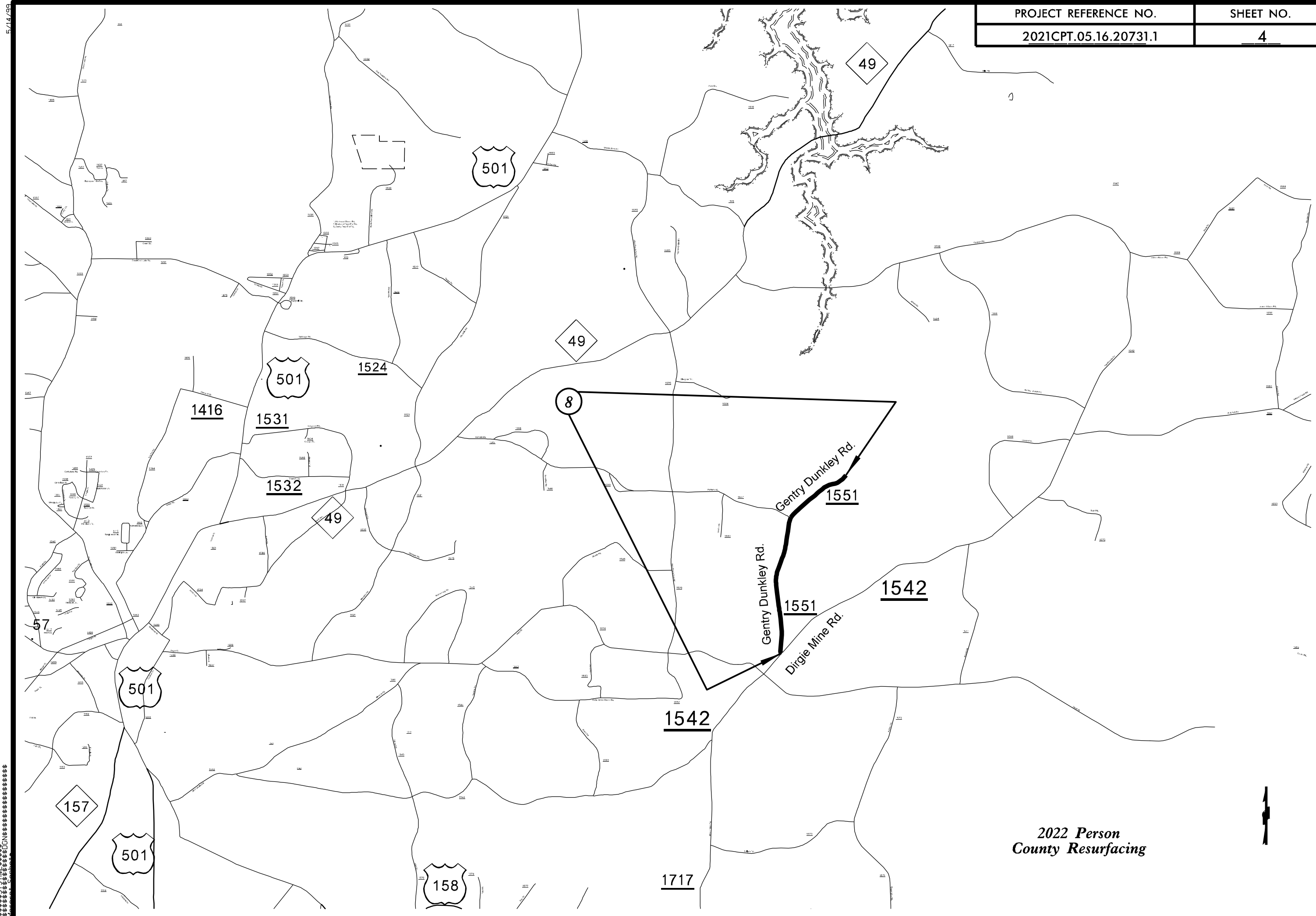




Meseret Sanbet@DGN

**2022 Person
County Resurfacing**





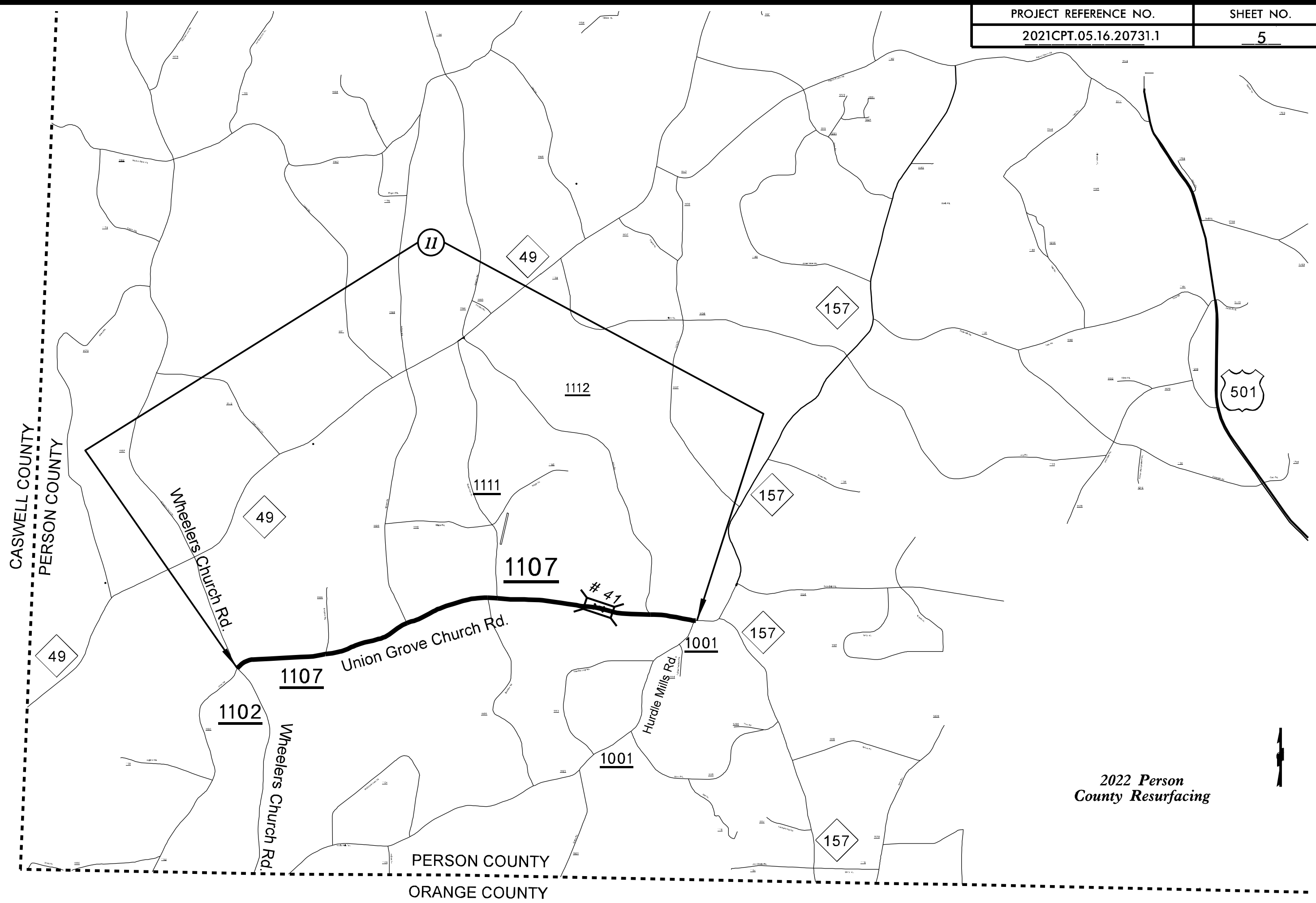
2022 Person
County Resurfacing



*****SYTIME*****

5/14/20

5/14/23
Meseret Sorbet
\$\$\$\$\$DON\$\$\$\$\$
\$\$\$\$\$USDA\$\$\$\$\$



*2022 Person
County Resurfacing*

PAVEMENT SCHEDULE

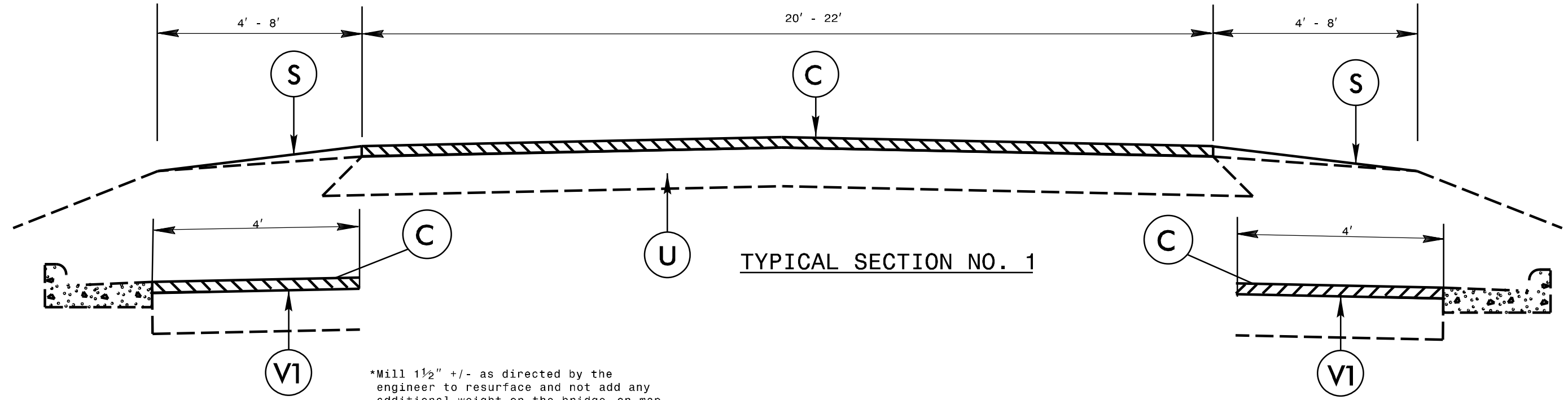
PROJECT REFERENCE NO.

SHEET NO.

2021CPT.05.16.20731.1

6

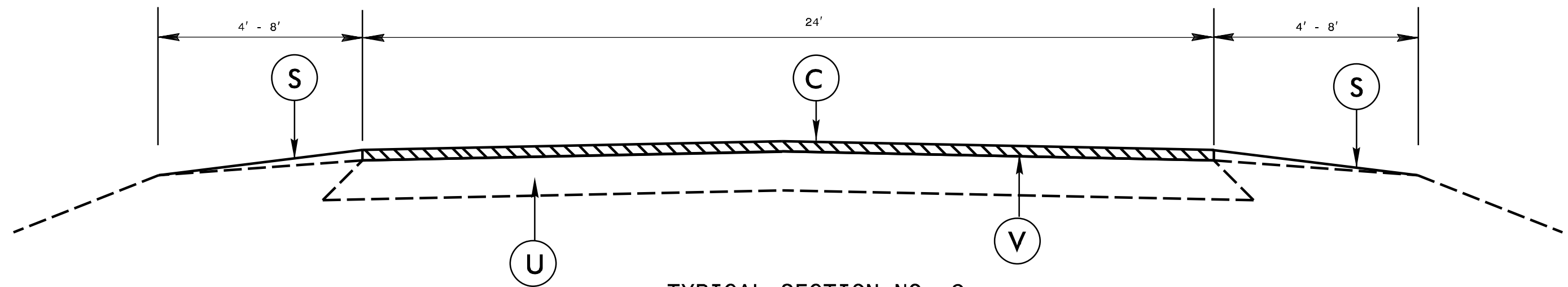
C	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
S	SHOULDER GRADING ASB REQUIRED (EXCEPT AT RESIDENTIAL AREAS)
U	EXISTING PAVEMENT
V	1½" MILLING
V1	0-1½" MILLING



TYPICAL SECTION NO. 1

*Mill 1½" +/- as directed by the engineer to resurface and not add any additional weight on the bridge on map #11 SR 1107 bridge #41 and MAP# 1 SR 1102 bridge #45

*0-1½" MILLING on map# 4 and map# 8 only.



TYPICAL SECTION NO. 2

PAVEMENT SCHEDULE

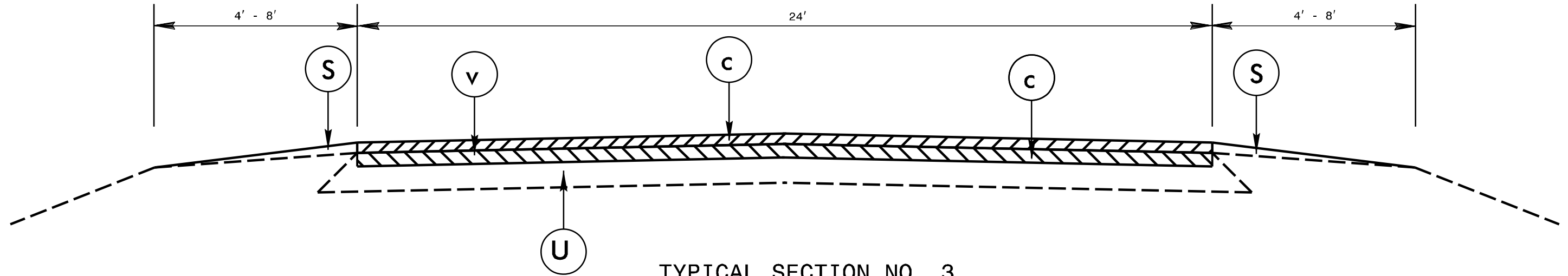
PROJECT REFERENCE NO.

SHEET NO.

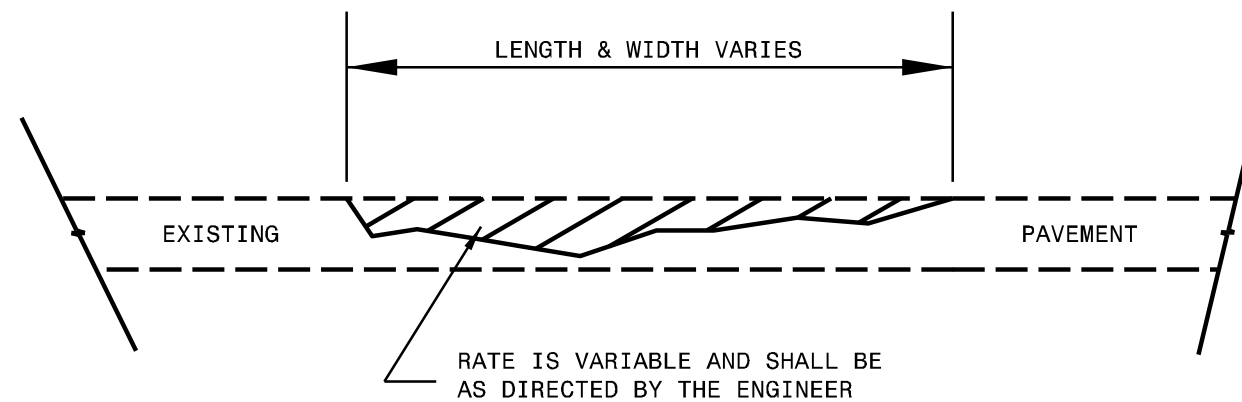
2021CPT.05.16.20731.1

7

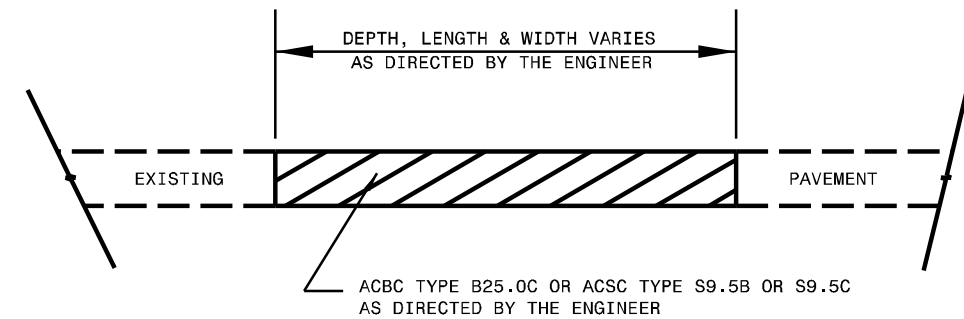
C	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
S	SHOULDER GRADING ASB REQUIRED (EXCEPT AT RESIDENTIAL AREAS)
U	EXISTING PAVEMENT
V	1½" MILLING
V1	0-1½" MILLING



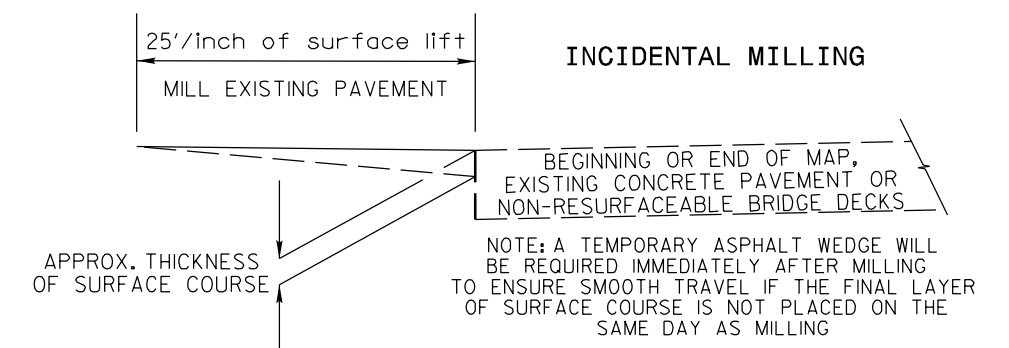
* Mill 1.5" fill with 1.5" surface and overlay an additional 1.5" surface course as directed by Engineer to strengthen 2230' on map # 9 SR 1703. starting from SR 1704 Sta93+00 to Sta115+30



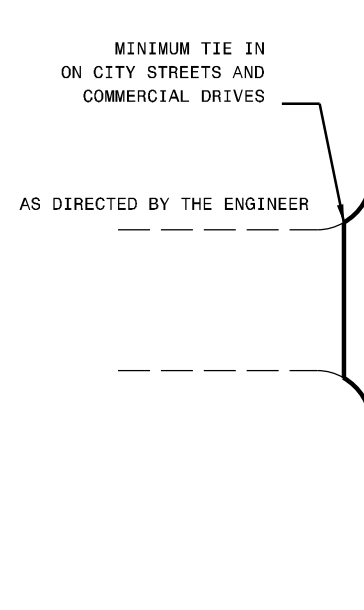
ASPHALT CONCRETE SURFACE COURSE (LEVELING COURSE)



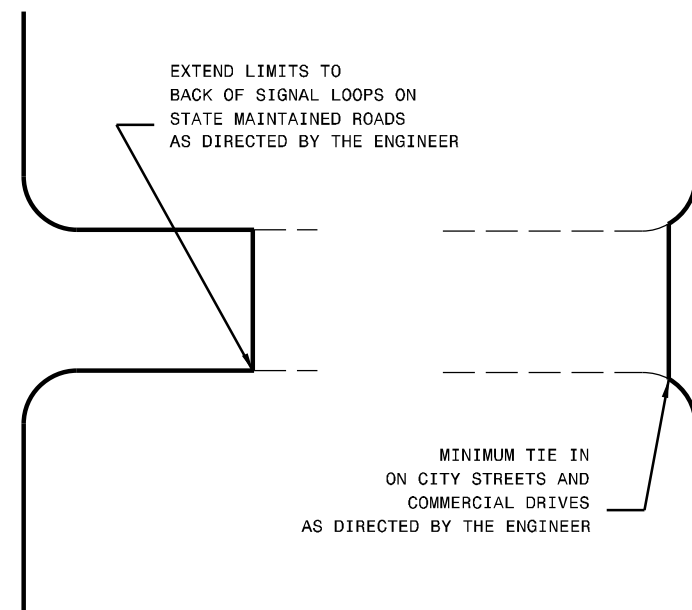
PATCHING EXISTING PAVEMENT
MILLING TO BE PERFORMED PRIOR TO PATCHING



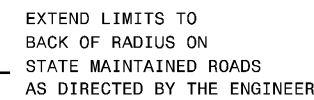
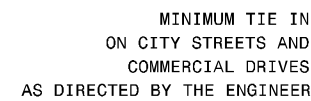
INCIDENTAL MILLING



DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES



NOTES

ALL UNPAVED S.R. ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADIUS OR AS DIRECTED BY THE ENGINEER.
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
 BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

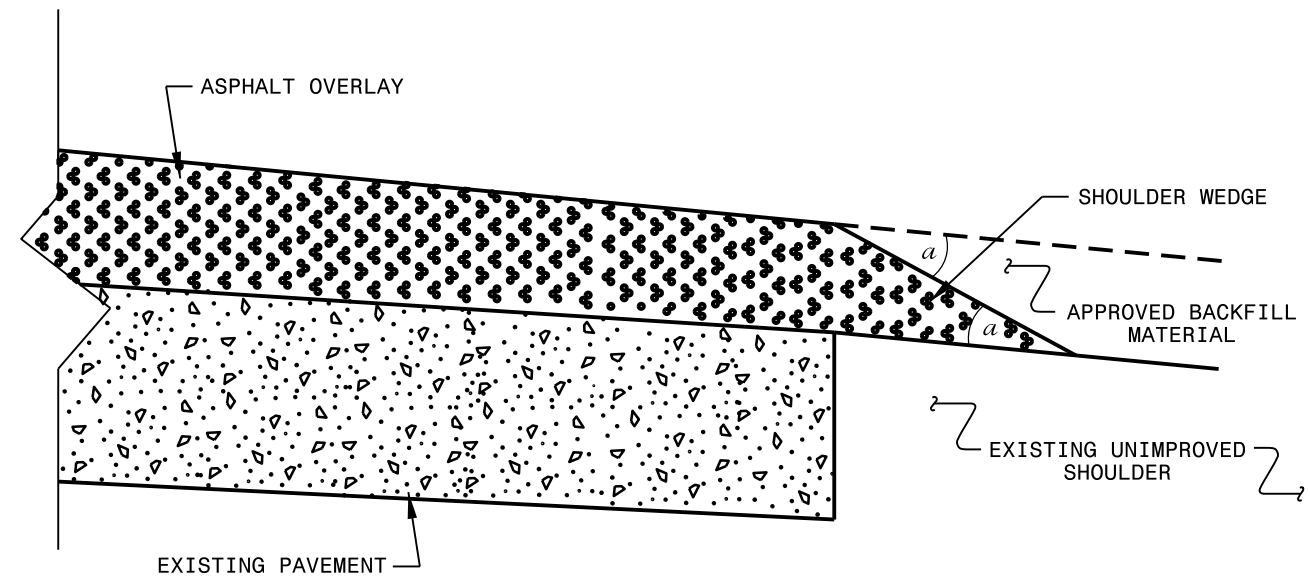
NOTES:

- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



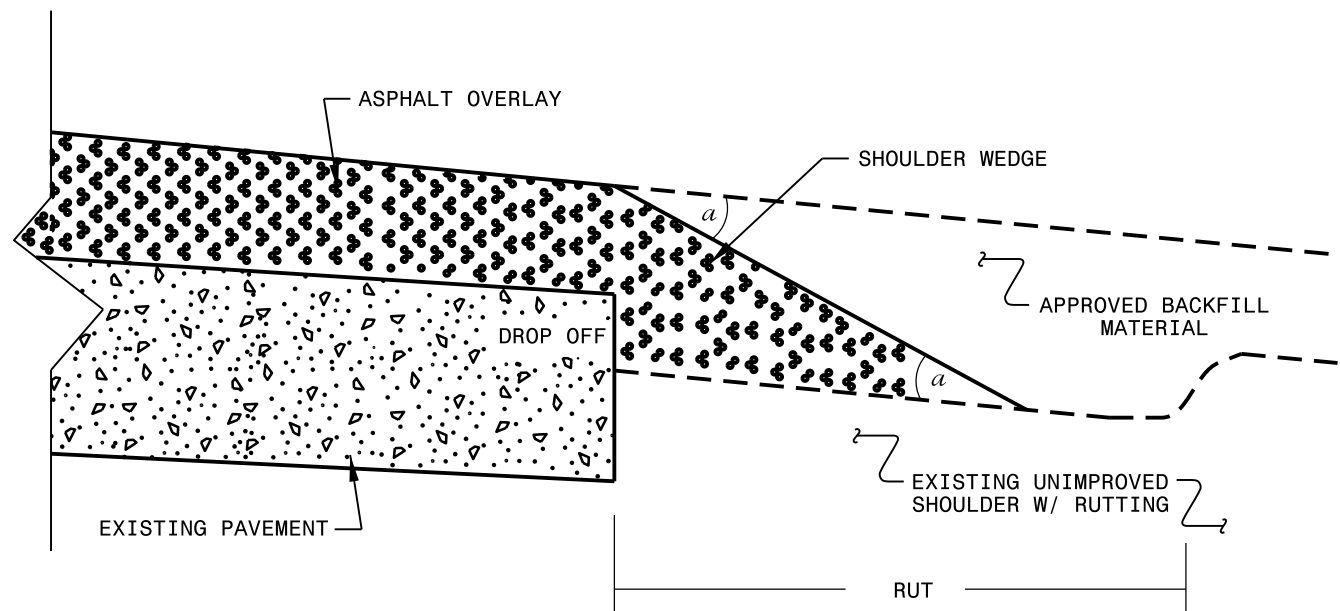
SHOULDER WEDGE DETAIL

(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: 2/2/16	
CHECKED BY:	DATE:	
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn		

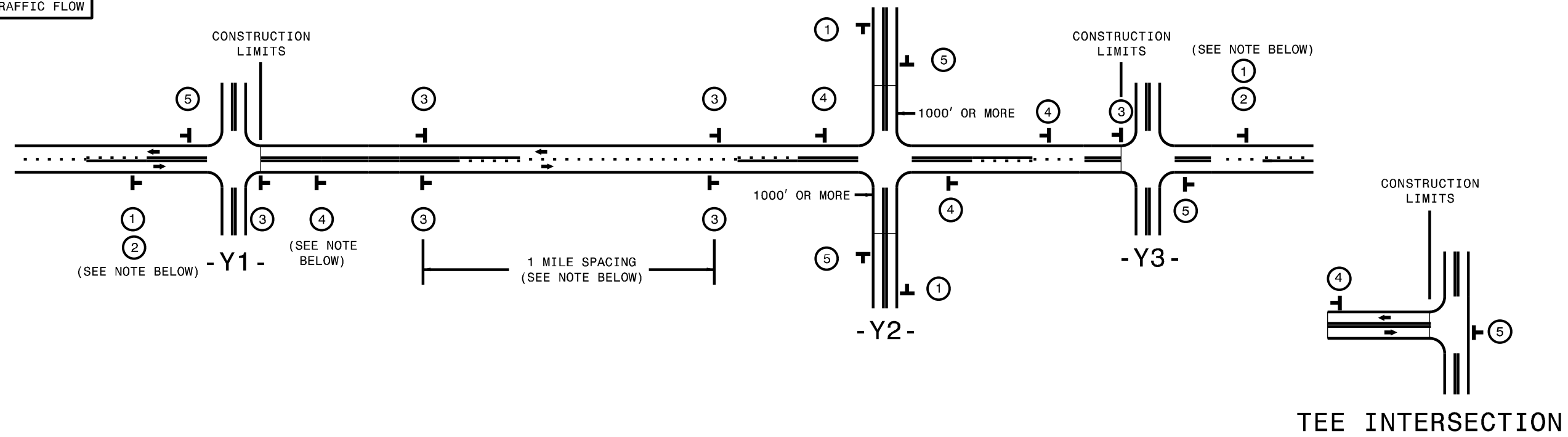
PROJECT NO.	SHEET NO.	TOTAL NO.
2021CPT.05.16.20731.1	11	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E		4720000000-E			4770000000-E		4850000000-E	4890000000-E
									WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M YELLOW THERMO	4" X 90 M WHITE THERMO	THERMO MSG AHEAD 90 M	THERMO MSG STOP 90 M	THERMO MSG SCHOOL 90 M	4" YELLOW COLD APPLIED PLASTIC, TYPE II	4" WHITE COLD APPLIED PLASTIC, TYPE II	4" LINE REMOVAL	24" X 90 M WHITE THERMO
									SF	LS	LF	LF	EA	EA	EA	LF	LF	LF	LF
2021CPT.05.16.20731.1	Person	1	SR 1102 - GORDONTON RD	SR 1173 - TOM BOWES RD TO US 158 - LEASBURG RD	1	2	5.556	20	622	0.17	56,277	59,783	5	4					
		2	SR 1364 - CARVER DR/MEMORIAL DR	SR 1363 - RIDGE RD TO SR 1416 - COLLEGE DR	1	2	1.383	20	126	0.10	14,604	14,881			6				42
		3	SR 1129 - FRANK TIMBERLAKE RD	SR 1134 - SATTERFIELD RD TO SR 1218 - ROBY BARTON RD	1	2	2.49	20	279	0.10	23,389	26,792							
		4	SR 1144 - FLAT RIVER CHURCH RD	US 501-DURHAM RD TO PVMT JT AT BRIDGE	1	2	1.59	20	178	0.06	16,790	17,108							35
		5	SR 1416 - MEMORIAL DR/COLLEGE DR	SR 1605 MAIN ST TO END MAINT	1	2	0.802	22	90	0.06	8,470	8,630			12				84
		6	SR 1300 - CONCORD CHURCH RD	NC 57 - SEMORA RD TO SR 1102 - RALPH WINSTEAD RD	1	2	2.938	20	329	0.10	30,520	31,217				406	406	812	
		7	SR 1305 - MILL HILL RD	SR 1343 - LONG'S STORE RD TO US 158 - LEASBURG RD	1	2	2.34	20	262	0.08	24,710	25,178							
		8	SR 1551 - GENTRY DUNKLEY RD	SR 1542 - DIRGIE MINE RD TO DEAD END	1	2	1.814	20	203	0.06	19,156	19,519							
		9	SR 1703 - LUCY GARRETT RD	SR 1708 - ANTIOCH CHURCH RD TO OLD DURHAM ROAD	2 & 3	2	2.83	24	317	0.11	29,884	30,451							
		10	SR 1740 - ROBERT GENTRY RD	SR 1715 - HELENA-MORIAH RD TO SR 1737 - MOORES MILL RD	1	2	1.24	20	139	0.04	13,094	13,342							
		11	SR 1107 - UNION GROVE CHURCH RD	SR 1102 - WHEELERS CHURCH RD TO SR 1001 - HURDLE MILLS RD	1	2	4.049	20	139	0.12	42,758	43,567		4					45
TOTAL FOR PROJ NO. 2021CPT.05.16.20731.1							27.032		2,684	1.00	279,652	290,468	5	8	18	406	406	812	206
GRAND TOTAL							27.032		2,684	1.00	279,652	290,468	5	8	18	406	406	812	206







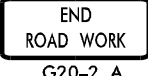
SIGNING FOR RESURFACING PROJECTS

LEGEND
 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>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, PORTABLE ADVANCE WARNING 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" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;">  W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	②	 W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN CONSTRUCTION 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"	<ul style="list-style-type: none"> - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER. 	
	④	 SP 13106 48" X 48"	<ul style="list-style-type: none"> - 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE. 	
⑤	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.		

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$DCON\$\$\$\$\$
\$\$\$\$\$USERNAME\$\$\$\$\$

**DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA**

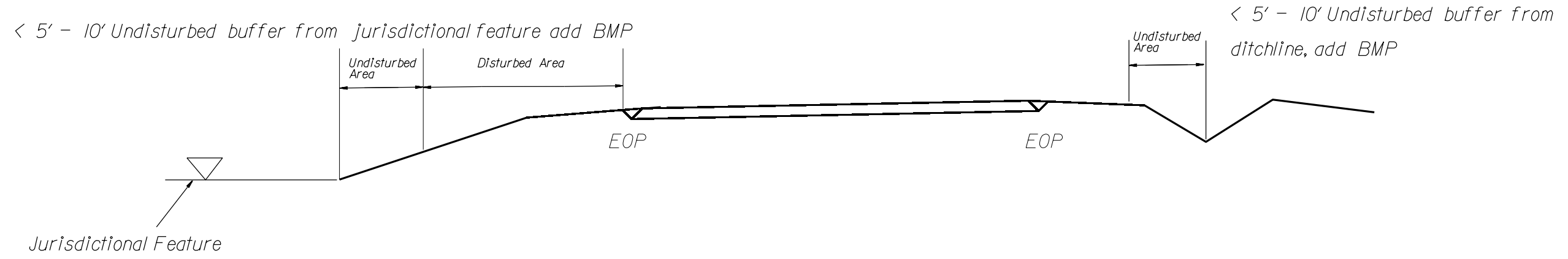
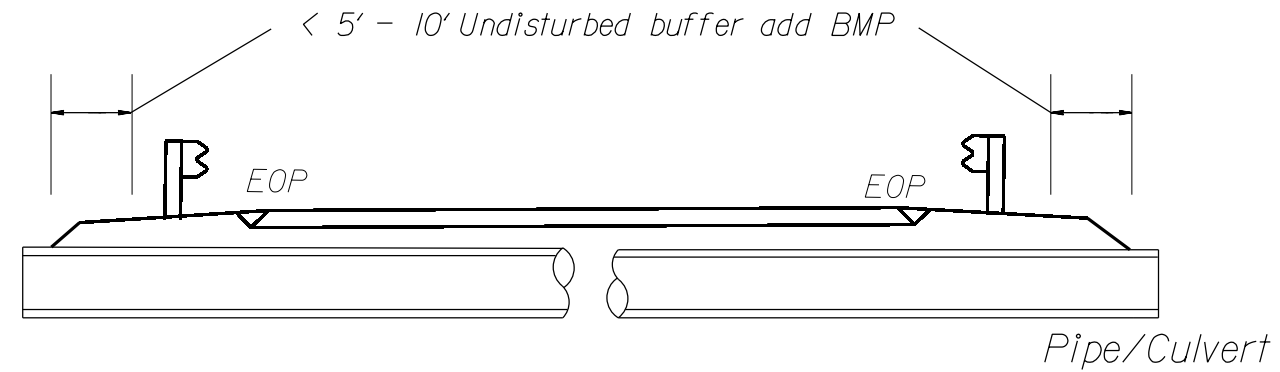
SOIL STABILIZATION TIMEFRAMES

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HOW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HOW ZONES.

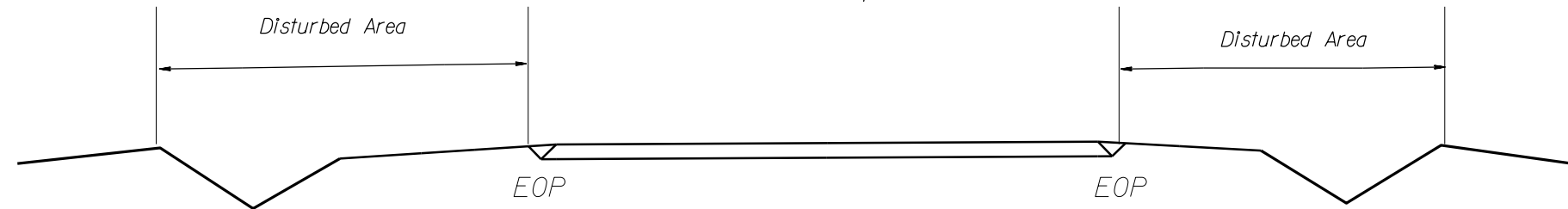
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

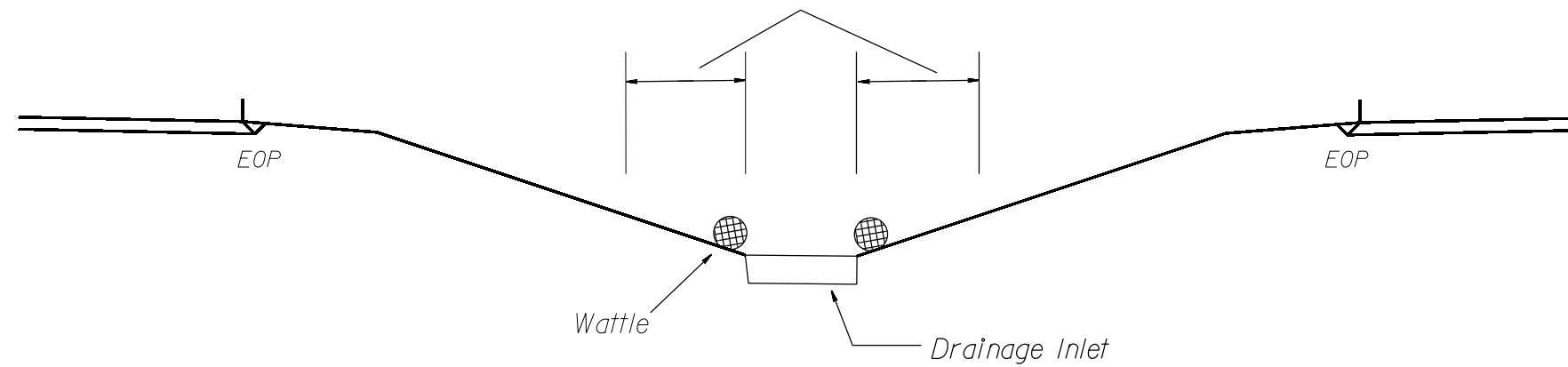
EROSION CONTROL DETAIL



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

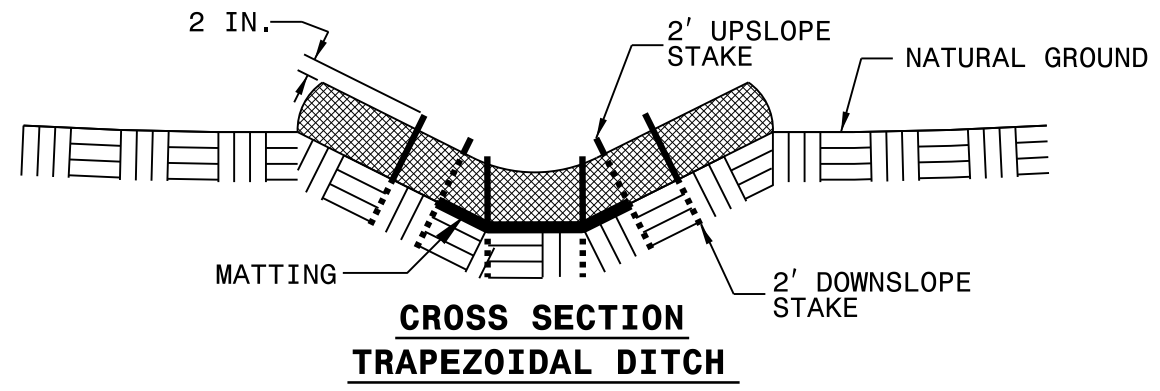
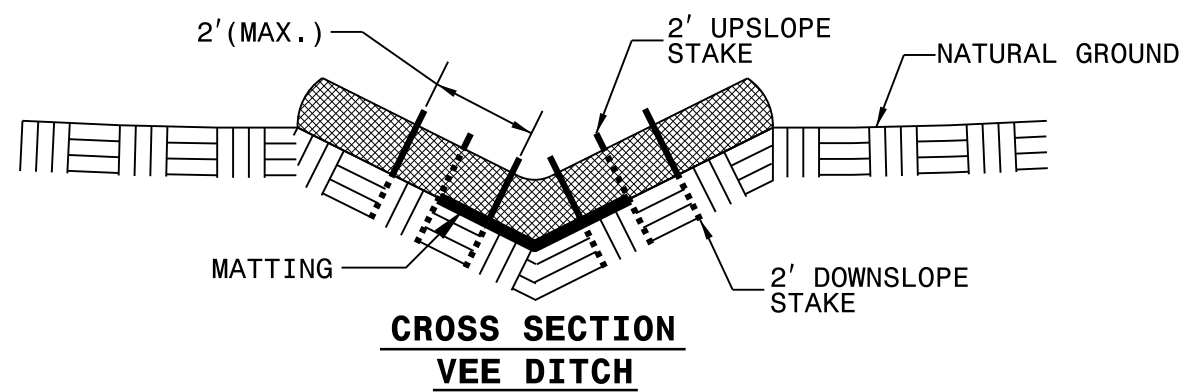
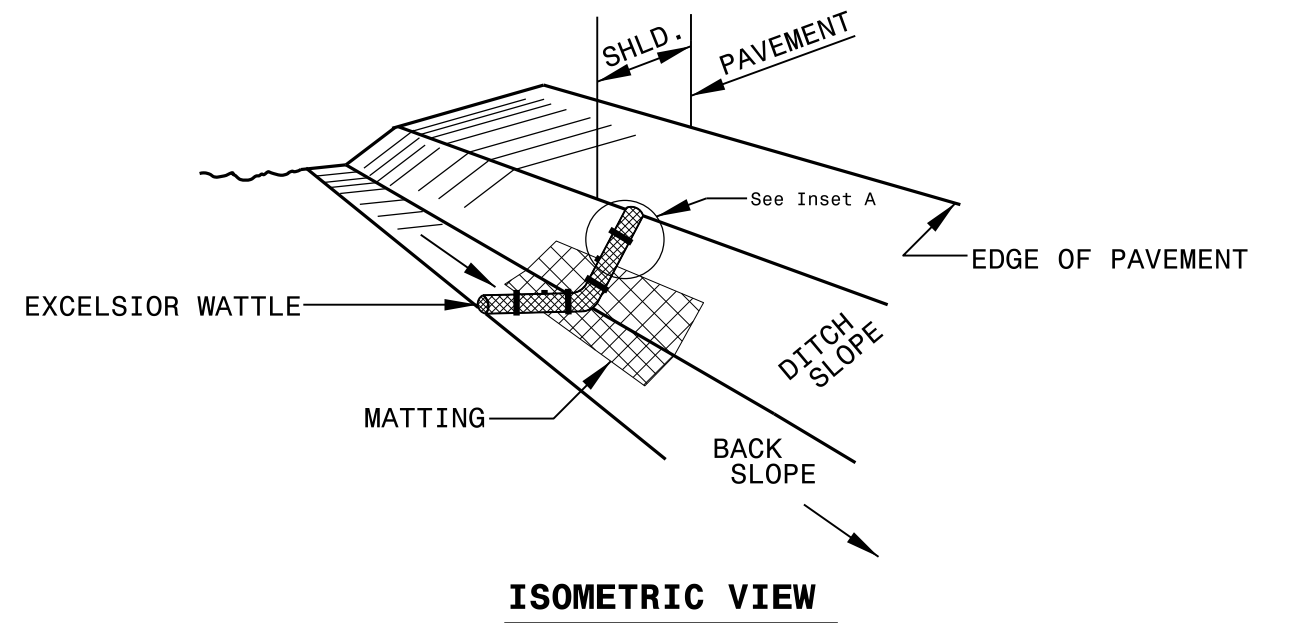


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

