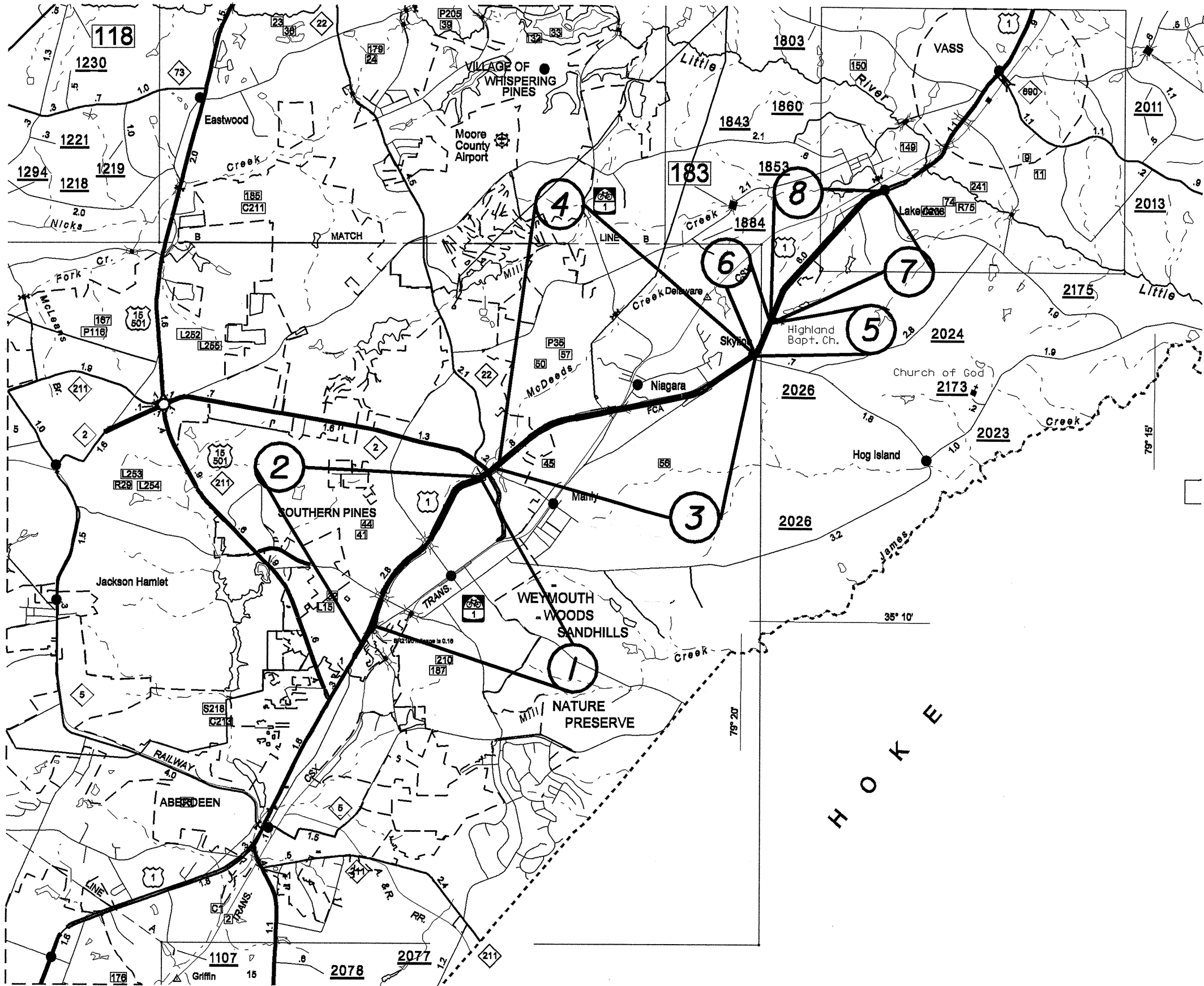
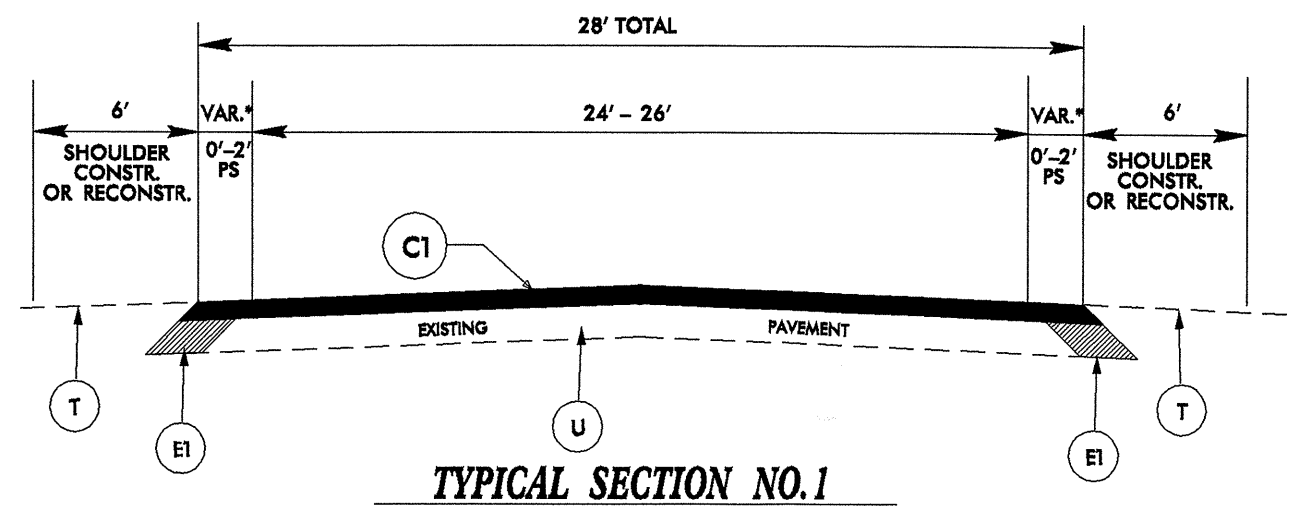
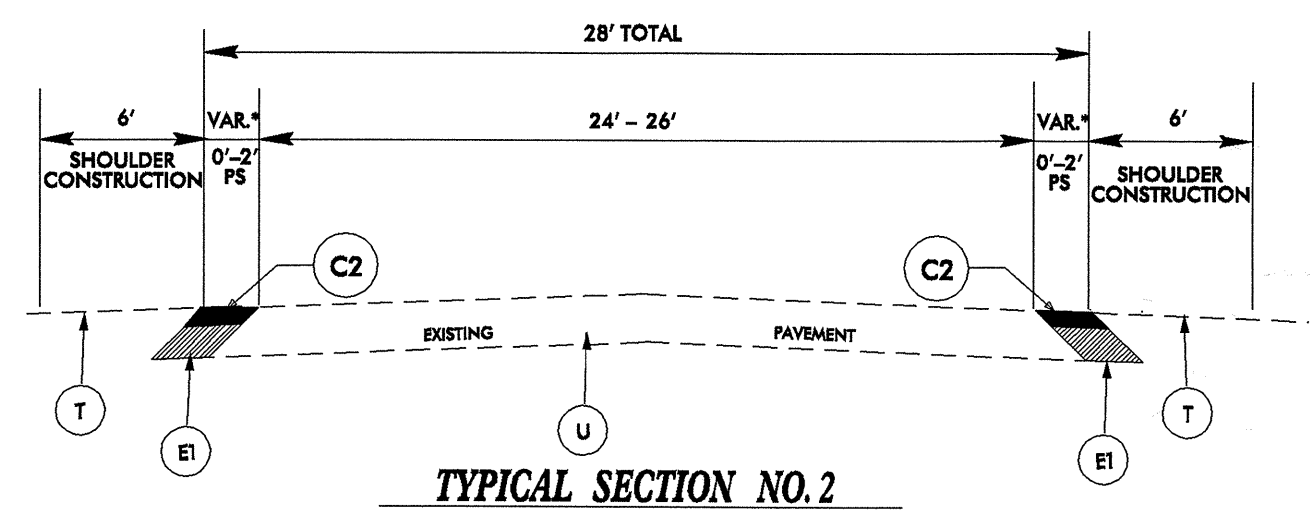


Moore County





* NOTE: PAVED SHOULDER SHALL BE CONSTRUCTED AT THE DIRECTION OF THE ENGINEER. WHERE THE PAVED SHOULDER IS NOT WIDENED, THE CONTRACTOR SHALL RECONSTRUCT THE SHOULDER



* NOTE: PAVED SHOULDER SHALL BE CONSTRUCTED AT THE DIRECTION OF THE ENGINEER. SOME AREAS WILL REQUIRE NO WIDENING AND SHOULDER RECONSTRUCTION WILL NOT BE NECESSARY.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.5" ASPHALT CONC. BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
T	EARTH MATERIAL
U	EXISTING PAVEMENT

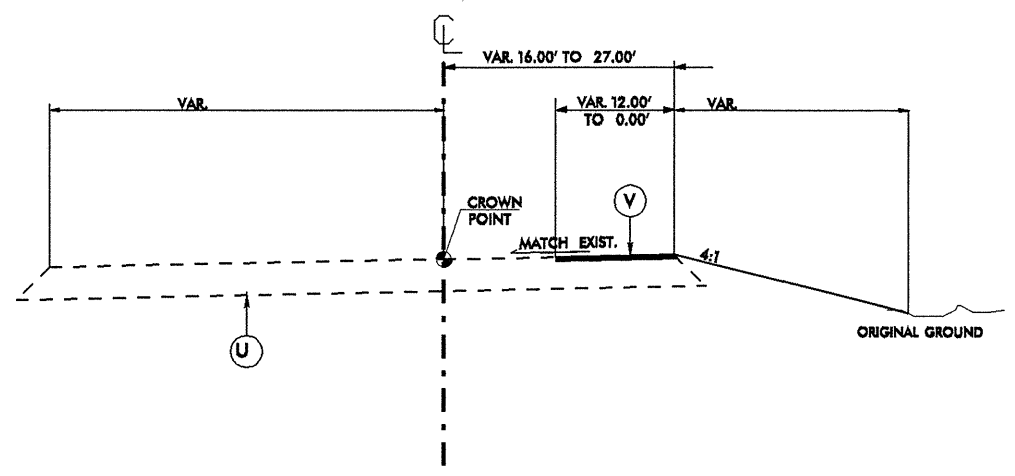
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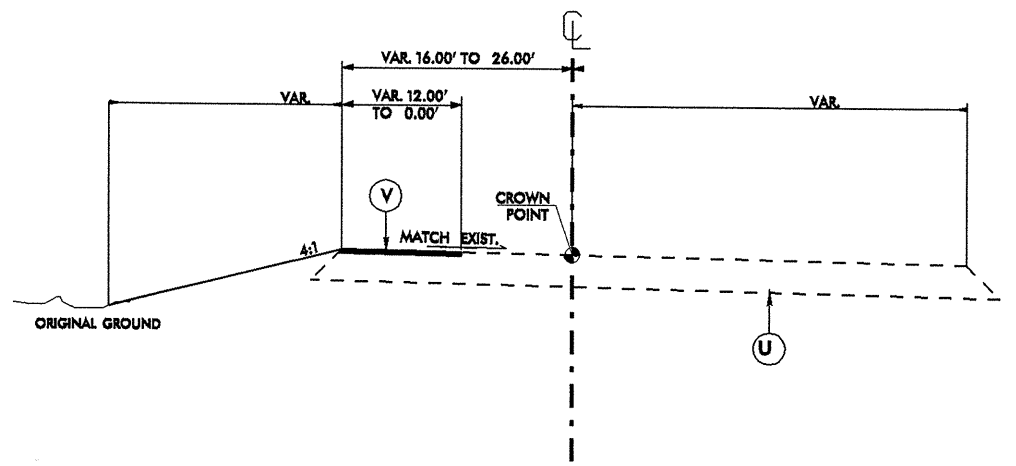
PROJECT REFERENCE NO.	SHEET NO.
R-5140	3
RW SHEET NO.	

DIVISION DESIGN / CONSTRUCT ENGINEER

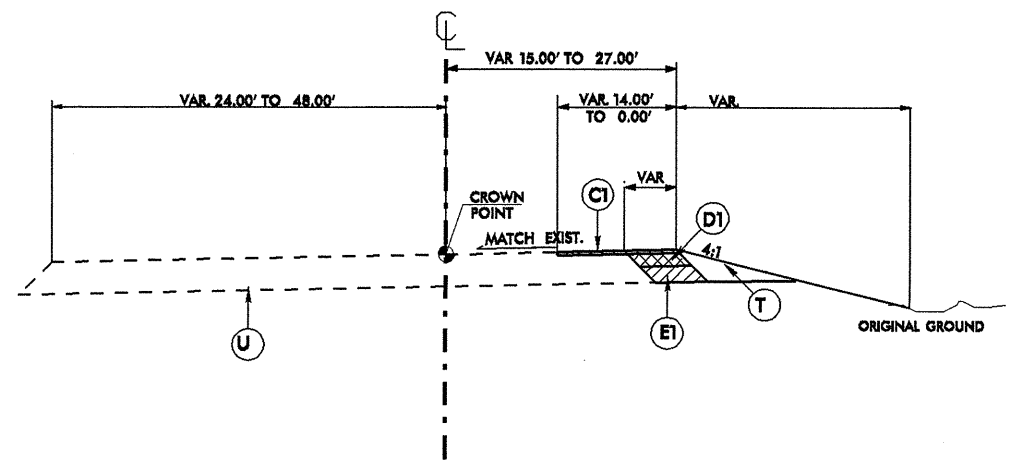
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 USE TYPICAL SECTION NO. 3
 VARIABLE WIDTH MILLING
 -L1- 11+20.00 TO -L1- 15+70.00



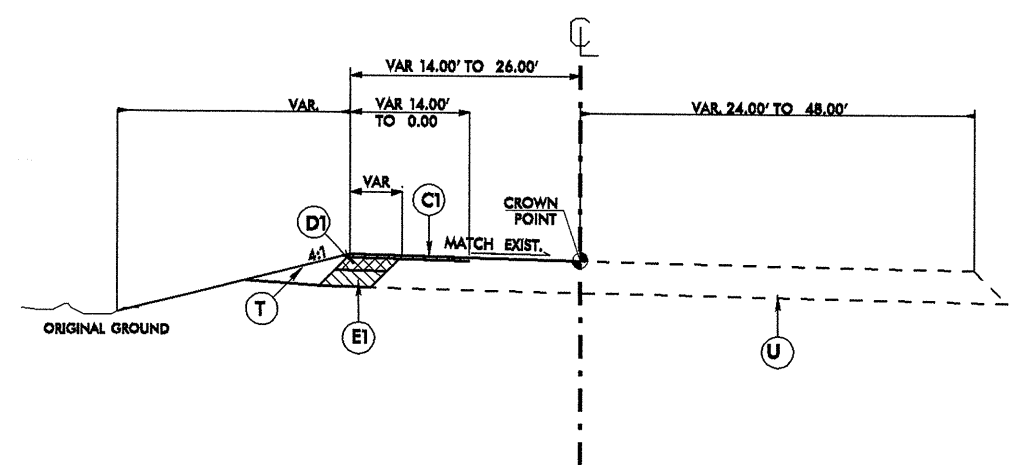
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 USE TYPICAL SECTION NO. 5
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 -L2- 19+49.00 TO -L2- 23+99.00



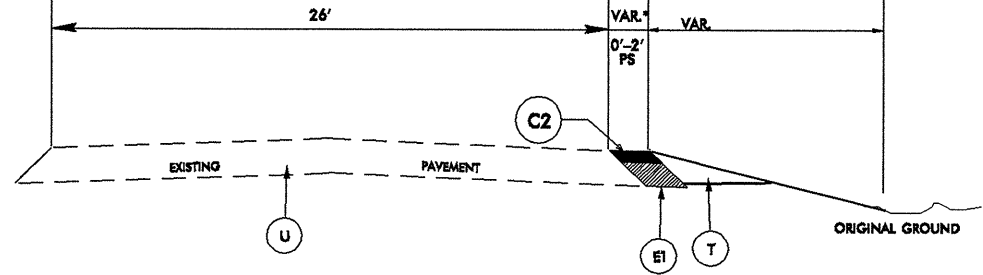
TYPICAL SECTION NO. 4
 USE TYPICAL SECTION NO. 4
 -L1- 11+20.00 TO -L1- 15+70.00



TYPICAL SECTION NO. 6
 USE TYPICAL SECTION NO. 6
 -L2- 19+49.00 TO -L2- 23+99.00



TYPICAL SECTION NO. 7
 USE TYPICAL SECTION NO. 7
 -L1- 15+70.00 TO -L1- 23+70.00



PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.8C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E1	PROP. APPROX. 5 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
V	MILLING BITUMINOUS PAVEMENT. 1.5" DEPTH.
T	EARTH MATERIAL.

NOTE:
 ALL SLOPES ARE 4:1 UNLESS NOTED ON THE CROSS SECTIONS.
 ALL SLOPES ARE SUBJECT TO CHANGE AT THE ENGINEERS DIRECTIONS.

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

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PROJECT NO.	SHEET NO.	TOTAL NO.
R-5140	4	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	GRADING LS	PIPE REMOVAL LF	SHOULDER CONSTRUCTION SMI	SHOULDER RECONSTRUCTION SMI	1½" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	INTER-MEDIATE COURSE, I19.0B TONS	SURFACE COURSE, S9.5C TONS	SURFACE COURSE, SF9.5A TONS	PG 64-22 PLANT MIX TONS	PG 70-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS
R-5140	Moore	1	US1 - NBL	FROM CJ NORTH OF BRIDGE AT SR 2190 TO CJ. SOUTH OF NC 2	1	No	2.2	28			2.46	1.94		1,700	1,110		3,640		48	218	175
		2	US1 - SBL	FROM CJ SOUTH OF NC 2 TO CJ AT SR 2190	1	No	2.3	28			1.5	3.1		1,700	1,370		3,660		59	220	158
		3	US1 - NBL	FROM NC 2 TO SR 2026	2	No	3.3	2			4.75				1,890			440	110		
		4	US1 - SBL	FROM NC 2 TO SR 2026	2	No	3.3	2			6.65				1,975			440	114		
		5	US1 - NBL	FROM SR 2026 TO 0.26 MI NORTH	5,6	No	0.26	14	*				305		105	75	60		8	4	
		6	US1 - SBL	FROM SR 2026 TO 0.26 MI NORTH	3,4,7	No	0.26	14	*	4			335		185	70	55	20	13	4	
		7	US1 - NBL	FROM 0.26 MI NORTH OF SR 2026 TO SR 2175	2	No	2.23	2			3.19				1,235			340	75		
		8	US1 - SBL	FROM 0.26 MI NORTH OF SR 2026 TO SR 2175	2	No	2.23	2			2.54				985			260	59		
TOTAL FOR PROJ NO. R-5140							16.08		1	4	21.09	5.04	640	3,400	8,855	145	7,415	1,500	486	446	333
GRAND TOTAL							16.08		1	4	21.09	5.04	640	3,400	8,855	145	7,415	1,500	486	446	333

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH MI	WIDTH FT	MASONRY DRAINAGE STRUCTURE EA	FRAME WITH 2 GRATES, STD. 840.22 EA	ADJ. OF MANHOLES EA	EROSION CONTROL STONE, CLASS B TON	SEDIMENT CONTROL STONE TON	1/4" HARDWARE CLOTH LF	COIR FIBER BAFFLES LF	SEED & MULCHING AC
R-5140	Moore	1	US1 - NBL	FROM CJ NORTH OF BRIDGE AT SR 2190 TO CJ. SOUTH OF NC 2	1	2.2	28								3.20
		2	US1 - SBL	FROM CJ SOUTH OF NC 2 TO CJ AT SR 2190	1	2.3	28			5					3.25
		3	US1 - NBL	FROM NC 2 TO SR 2026	2	3.3	2								3.45
		4	US1 - SBL	FROM NC 2 TO SR 2026	2	3.3	2								4.90
		5	US1 - NBL	FROM SR 2026 TO 0.26 MI NORTH	5,6	0.26	14				24	12	16	41	
		6	US1 - SBL	FROM SR 2026 TO 0.26 MI NORTH	3,4	0.26	14	1	1		14	8	16	13	0.38
		7	US1 - NBL	FROM 0.26 MI NORTH OF SR 2026 TO SR 2175	2	2.23	2								2.32
		8	US1 - SBL	FROM 0.26 MI NORTH OF SR 2026 TO SR 2175	2	2.23	2								1.85
TOTAL FOR PROJ NO. R-5140						16.08		1	1	5	38	20	32	54	19.35
GRAND TOTAL						16.08		1	1	5	38	20	32	54	19.35

PROJECT NO.	SHEET NO.	TOTAL NO.
R-5140	5	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4589000000-N	4685000000-E		4686000000-E	4697000000-E	4725000000-E			4900000000-N
					TRAFFIC CONTROL LS	4" X 90 M YELLOW THERMO LF	4" X 90 M WHITE THERMO LF	4" X 120 M WHITE THERMO LF	8" X 120 M WHITE THERMO LF	THERMO STR ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO LT ARROW 90 M EA	CYAN & RED MARKERS EA
R-5140	Moore	1	US1 - NBL	FROM CJ NORTH OF BRIDGE AT SR2190 TO CJ. SOUTH OF NC 2		12,000	12,000	3,410	1,400	6	1		250
		2	US1 - SBL	FROM CJ SOUTH OF NC 2 TO CJ AT SR 2190		12,300	12,300	3,440	1,300	11	1		250
		3	US1 - NBL	FROM NC 2 TO SR 2026									
		4	US1 - SBL	FROM NC 2 TO SR 2026									
		5	US1 - NBL	FROM SR 2026 TO 0.26 MI NORTH		405		235				2	10
		6	US1 - SBL	FROM SR 2026 TO 0.26 MI NORTH		405		235				2	10
		7	US1 - NBL	FROM 0.26 MI NORTH OF SR 2026 TO SR 2175									
		8	US1 - SBL	FROM 0.26 MI NORTH OF SR 2026 TO SR 2175									
TOTAL FOR PROJ NO. R-5140					1	25,110	24,300	7,320	2,700	17	2	4	520
						49,410				23			
GRAND TOTAL						25,110	24,300	7,320	2,700	17	2	4	520
						49,410				23			

COMPUTED BY: MRT DATE: 04/01/09
 CHECKED BY: GSD DATE: 4-7-09

PROJECT NO.	SHEET NO.
R-5140	7

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

SUMMARY OF EARTHWORK

Station	Station	Uncl. Excav.	Embank. +%	Borrow CU.YD.	Waste CU.YD.
-L1-11+25	-L1-16+00	25	382	357	
-L1-15+70	-L1-23+70	49	10		39
-L2-19+50	-L2-24+00	33	245	212	
SUBTOTALS:		107		569	39
WASTE TO REPLACE BORROW				-39	-39
Project Total				530	
EST. 5% TO REPLACE TOPSOIL ON BORROW PITS				27	
PROJECT TOTALS:				557	
GRAND TOTALS:		107		557	
SAY:		110		560	

Approximate quantities only. Unclassified excavation, borrow excavation, fine grading, clearing and grubbing, and removal of existing concrete paved ditch will be paid for at the lump sum price for "Grading".

SUMMARY OF EXISTING ASPHALT PAVEMENT MILLING

LINE	Station	Station	LOC LT/RT/CL	SF
-L1-	11+20	15+70	RT	3002.01
-L2-	19+49	24+99	LT	2727.75
TOTAL:				5729.76
SAY:				5730

SUMMARY OF REMOVAL OF EXISTING CONCRETE PAVED DITCH

LINE	Station	Station	LOC LT/RT/CL	SF
-L1-	13+85	14+22	RT	219
-L2-	20+77	21+44	LT	397
TOTAL:				616.00
SAY:				620

2006 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch N. C. Department of Transportation - Raleigh, N. C., Dated July 18, 2006 are applicable to this project and by reference hereby are considered a part of these plans:

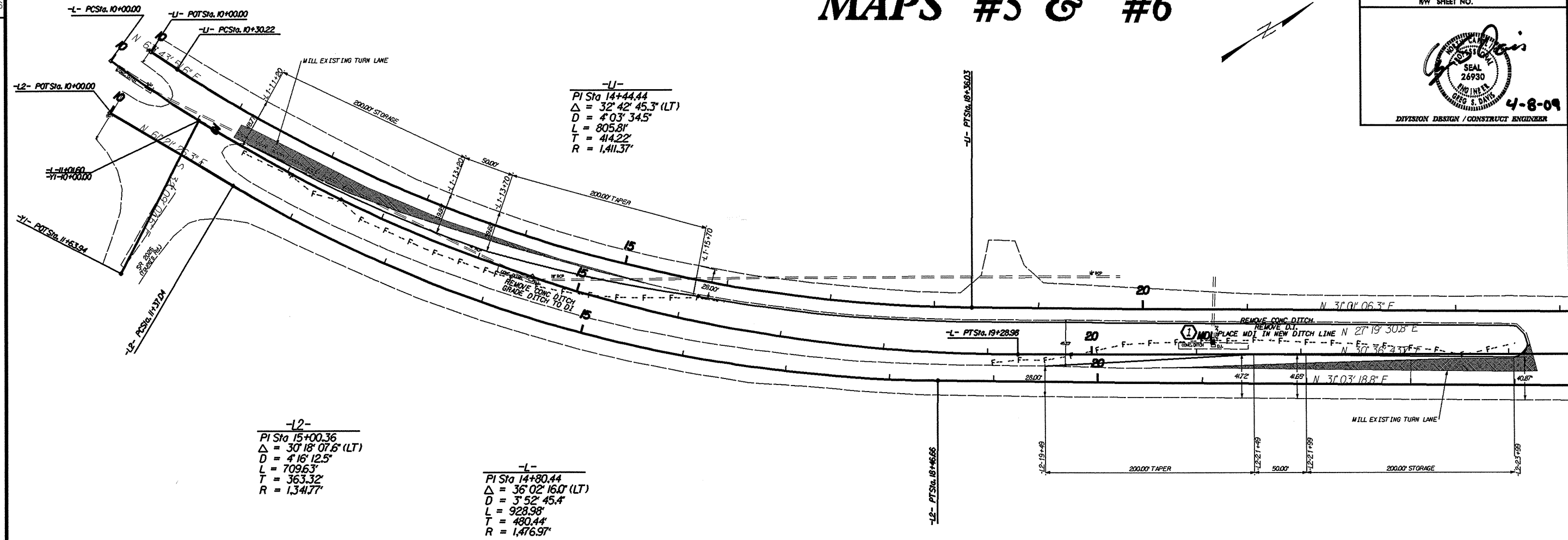
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|-----------------------------------|---|
| DIVISION 3 - PIPE CULVERTS | |
| 300.01 | Method of Pipe Installation - Method 'A' |
| DIVISION 8 - INCIDENTALS | |
| 840.18 | Concrete Grated Drop Inlet Type 'B' - 12" thru 36" Pipe |
| 840.22 | Frames and Wide Slot Sag Grates |
| 840.27 | Brick Grated Drop Inlet Type 'B' - 12" thru 36" Pipe |
| 840.45 | Precast Drainage Structure |
| 840.66 | Drainage Structure Steps |

MAPS #5 & #6

PROJECT REFERENCE NO. R-5140	SHEET NO. 8
RW SHEET NO.	

DIVISION DESIGN / CONSTRUCT ENGINEER

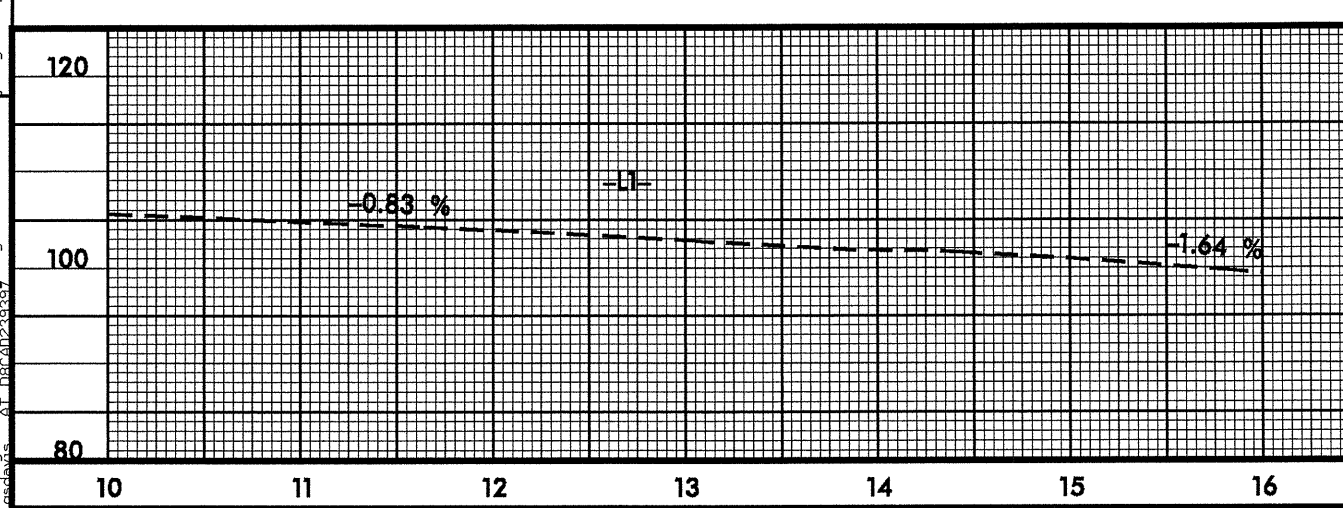
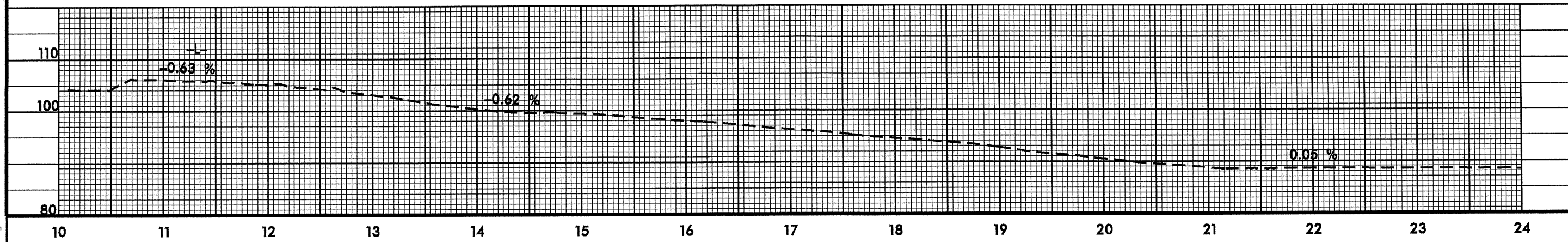
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-L-
PI Sta 14+44.44
 $\Delta = 32^\circ 42' 45.3" (LT)$
D = 4' 03' 34.5"
L = 805.81'
T = 414.22'
R = 1,411.37'

-L2-
PI Sta 15+00.36
 $\Delta = 30^\circ 18' 07.6" (LT)$
D = 4' 16' 12.5"
L = 709.63'
T = 363.32'
R = 1,341.77'

-L-
PI Sta 14+80.44
 $\Delta = 36^\circ 02' 16.0" (LT)$
D = 3' 52' 45.4"
L = 928.98'
T = 480.44'
R = 1,476.97'



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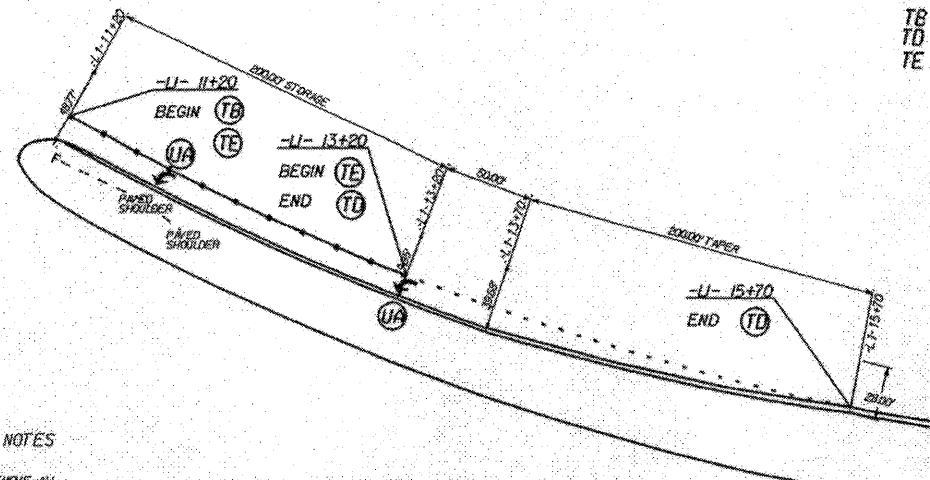
MAPS #5 & #6

PAVEMENT MARKING LINES

TB - THERMOPLASTIC (4" YELLOW, 90 MILS)
 TD - THERMOPLASTIC (4" WHITE, 120 MILS)
 TE - THERMOPLASTIC (4" WHITE, 120 MILS)
 EDGELINE
 4" X 2" MINISKIP
 SOLID LANE LINE



PROJECT REFERENCE NO.	SHEET NO.
R-5140	9
RAW SHEET NO.	
DIVISION DESIGN / CONSTRUCT ENGINEER	
PAVEMENT MARKING LEGEND	
	CRYSTAL / RED PAVEMENT MARKER
	YELLOW / YELLOW PAVEMENT MARKER
	CRYSTAL / CRYSTAL PAVEMENT MARKER



PAVEMENT MARKING SYMBOLS

UA - THERMOPLASTIC (LEFT TURN ARROW)

SPECIAL PAVEMENT MARKING NOTES

THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL CONFLICTING PAVEMENT MARKINGS BY THE END OF THE WORKDAY.

THE CONTRACTOR SHALL INSTALL ALL PAVEMENT LINES AND SYMBOLS AS REQUIRED (SEE ROADWAY STANDARD DRAWINGS 120501 THRU 120512).

THE CONTRACTOR SHALL BE REQUIRED TO REPLACE ANY PAVEMENT MARKINGS WHICH HAVE BEEN OBLITERATED BY CONSTRUCTION PROCEDURES BY THE END OF THE WORKDAY.

THE CONTRACTOR SHALL BE REQUIRED TO COVER ALL CONFLICTING STATIONARY CONSTRUCTION SIGNING WHEN A LANE CLOSURE UTILIZING PORTABLE CONSTRUCTION SIGNS IS IN EFFECT. THE CONTRACTOR SHALL NOT HAVE AN OVERLAP IN THE SEQUENCE OF CONSTRUCTION SIGNING.

THE CONTRACTOR SHALL PLACE ALL FINAL PAVEMENT MARKING LINES AND SYMBOLS (THERMOPLASTIC ALLOY-WALET) USING THE EXTRUSION METHOD. CHANGES TO PAVEMENT MARKINGS MAY AND SHALL BE MADE AT THE DIRECTION OF THE ENGINEER.

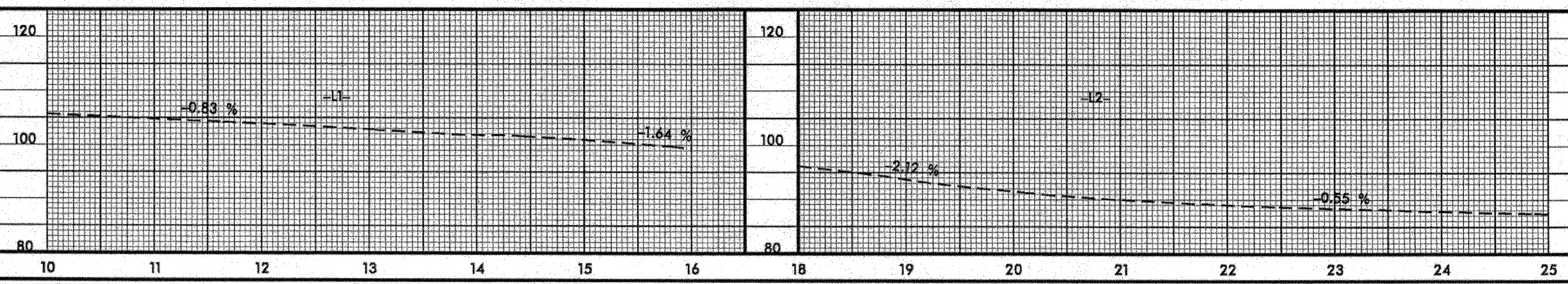
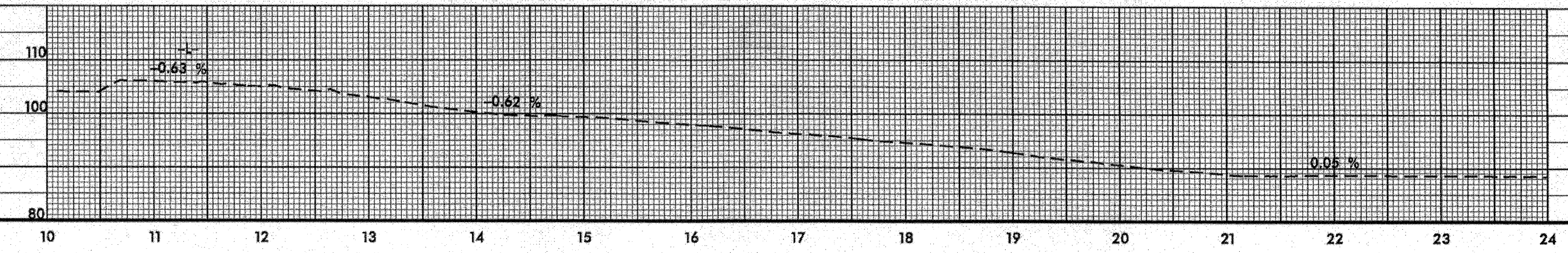
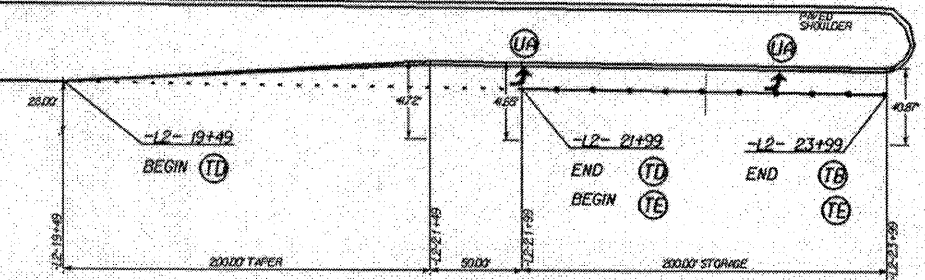
SPECIAL PAVEMENT MARKER NOTES

PAVEMENT MARKERS SHOULD NOT BE PLACED CLOSER THAN 2 INCHES TO A PAVEMENT CONSTRUCTION JOINT (AS FEASIBLE), EXCEPT WHEN PLACED BETWEEN DOUBLE YELLOW CENTER LINES AND ALONG YELLOW SKIP LINES AND TWO-LANE, TWO-WAY ROADWAYS WHERE PASSING IS ALLOWED IN BOTH DIRECTIONS.

PAVEMENT MARKERS SHALL NOT BE PLACED DIRECTLY ON PAVEMENT MARKING LINES.

PAVEMENT MARKERS USED IN CONJUNCTION WITH DOUBLE YELLOW CENTER LINES SHALL BE PLACED MIDWAY BETWEEN THE LINES, PROVIDED WITH A GAP BETWEEN THE LINES AND THE MARKER TO REDUCE OVERSPRAYING THE MARKER DURING THE REPAINTING OPERATIONS.

MARKERS ARE NOT REQUIRED ALONG MINISKIP LINES IN TAPERS. CHANGES TO PAVEMENT MARKERS MAY AND SHALL BE MADE AT THE DIRECTION OF THE ENGINEER.

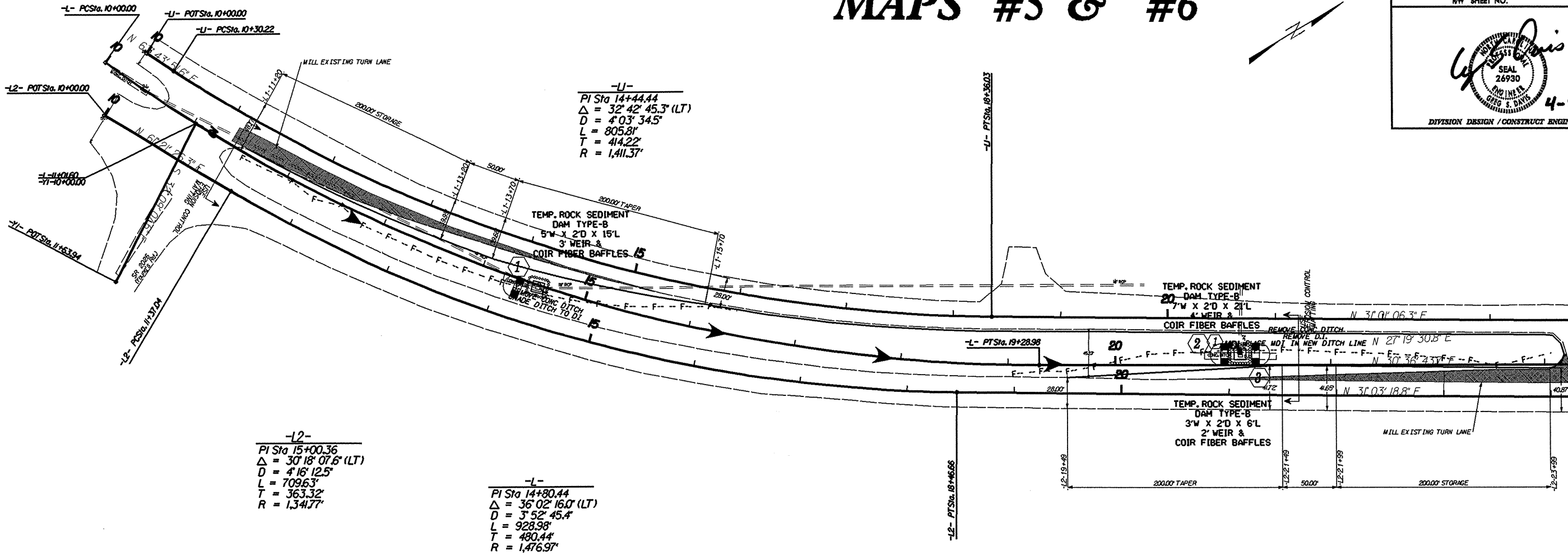


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MAPS #5 & #6

PROJECT REFERENCE NO.	SHEET NO.
R-5140	10
RW SHEET NO.	
DIVISION DESIGN / CONSTRUCT ENGINEER	



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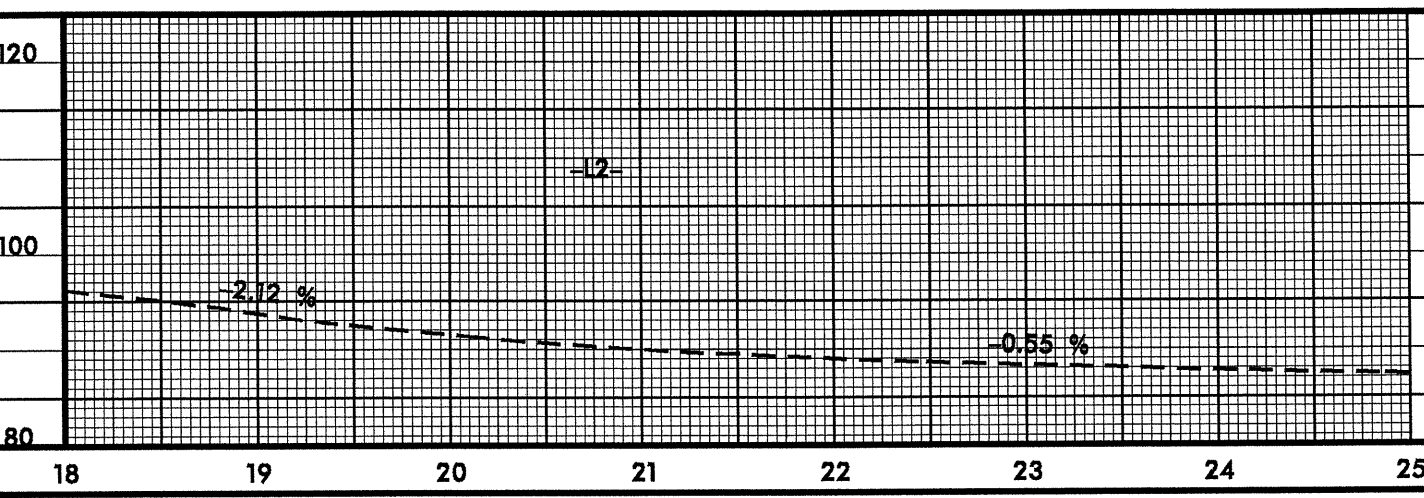
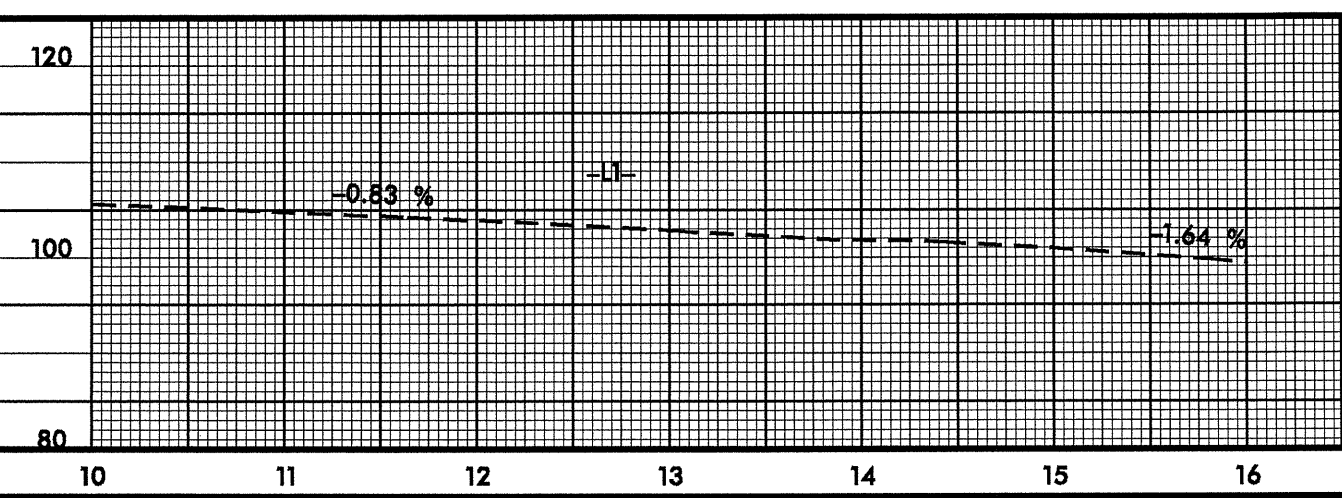
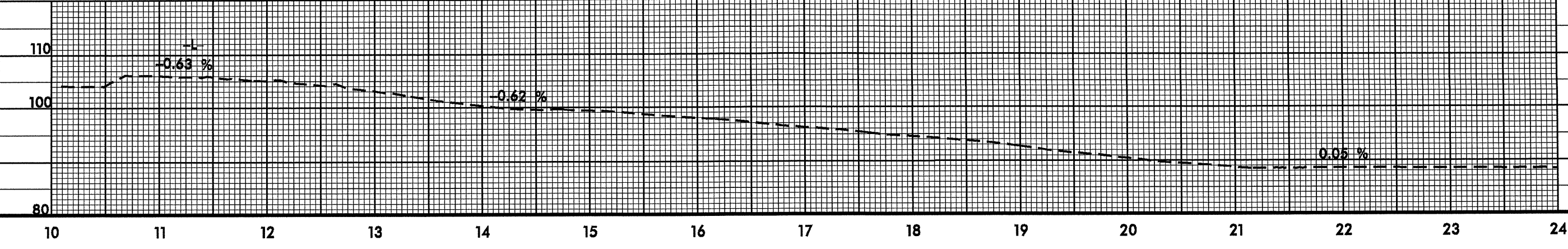
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Δ	= 32° 42' 45.3" (LT)
D	= 4' 03' 34.5"
L	= 805.81'
T	= 414.22'
R	= 1,411.37'

-L2-

PI Sta	15+00.36
Δ	= 30° 18' 07.6" (LT)
D	= 4' 16' 12.5"
L	= 709.63'
T	= 363.32'
R	= 1,341.77'

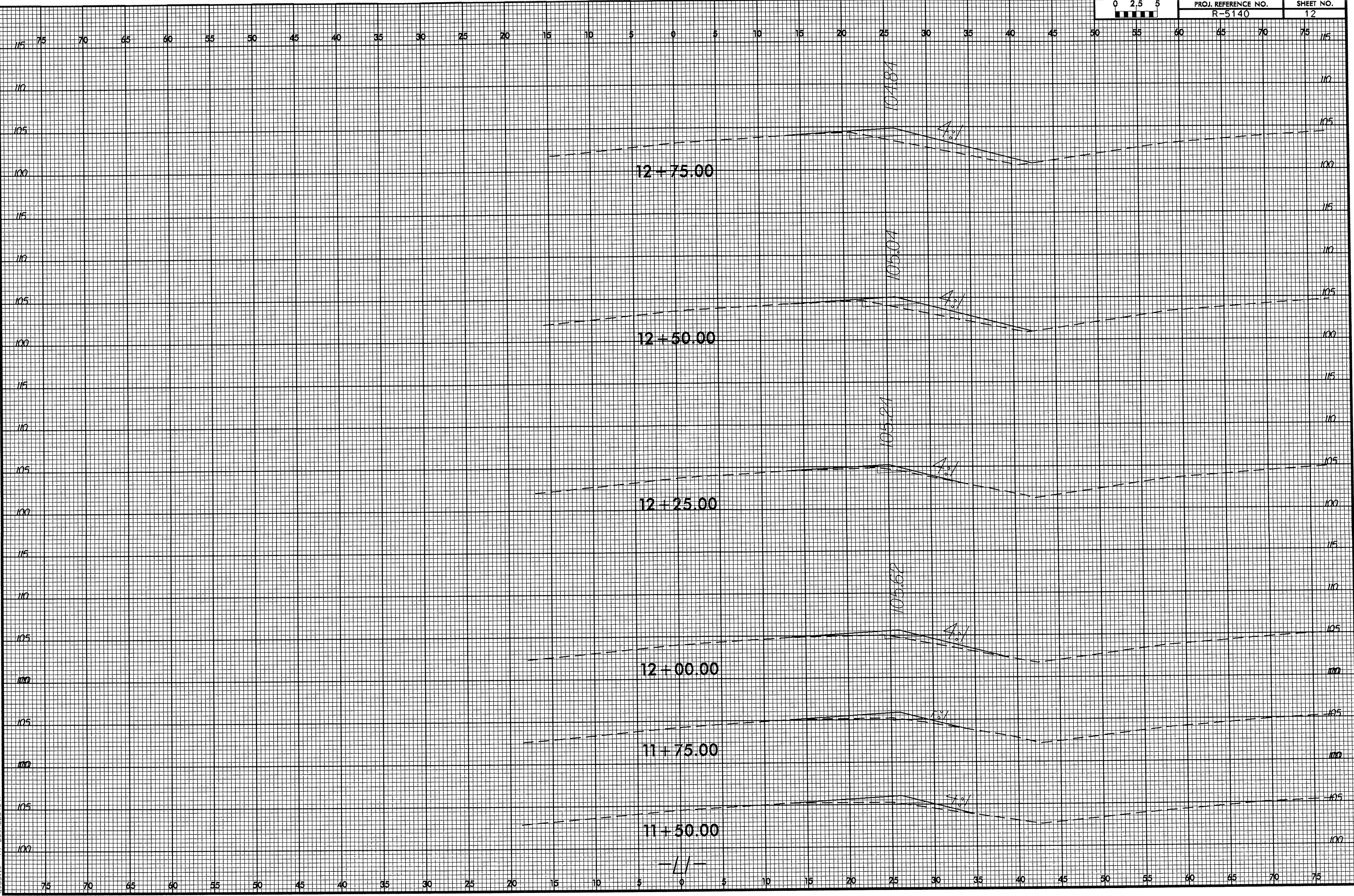
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PI Sta	14+80.44
Δ	= 36° 02' 16.0" (LT)
D	= 3' 52' 45.4"
L	= 928.98'
T	= 480.44'
R	= 1,476.97'



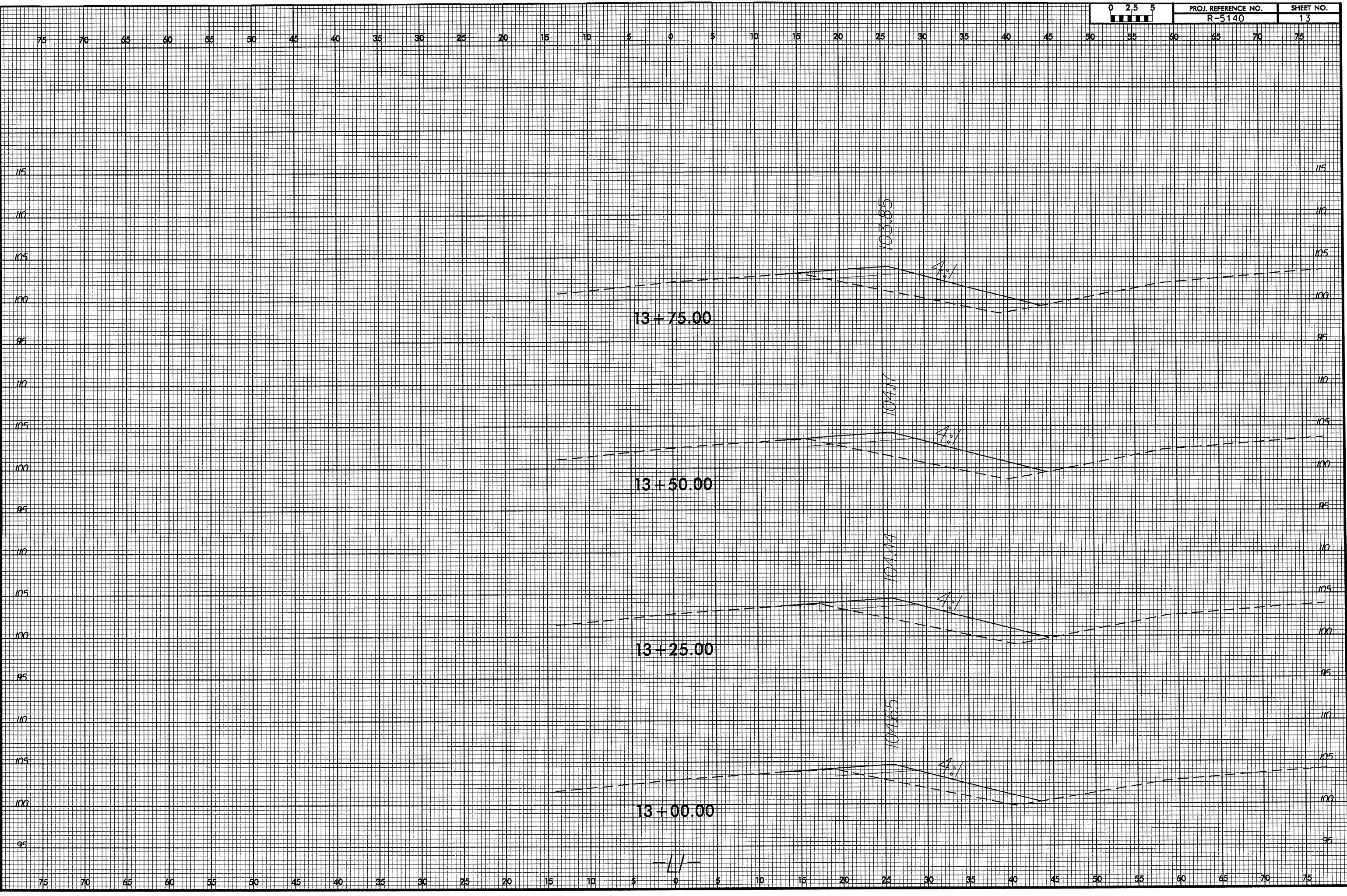
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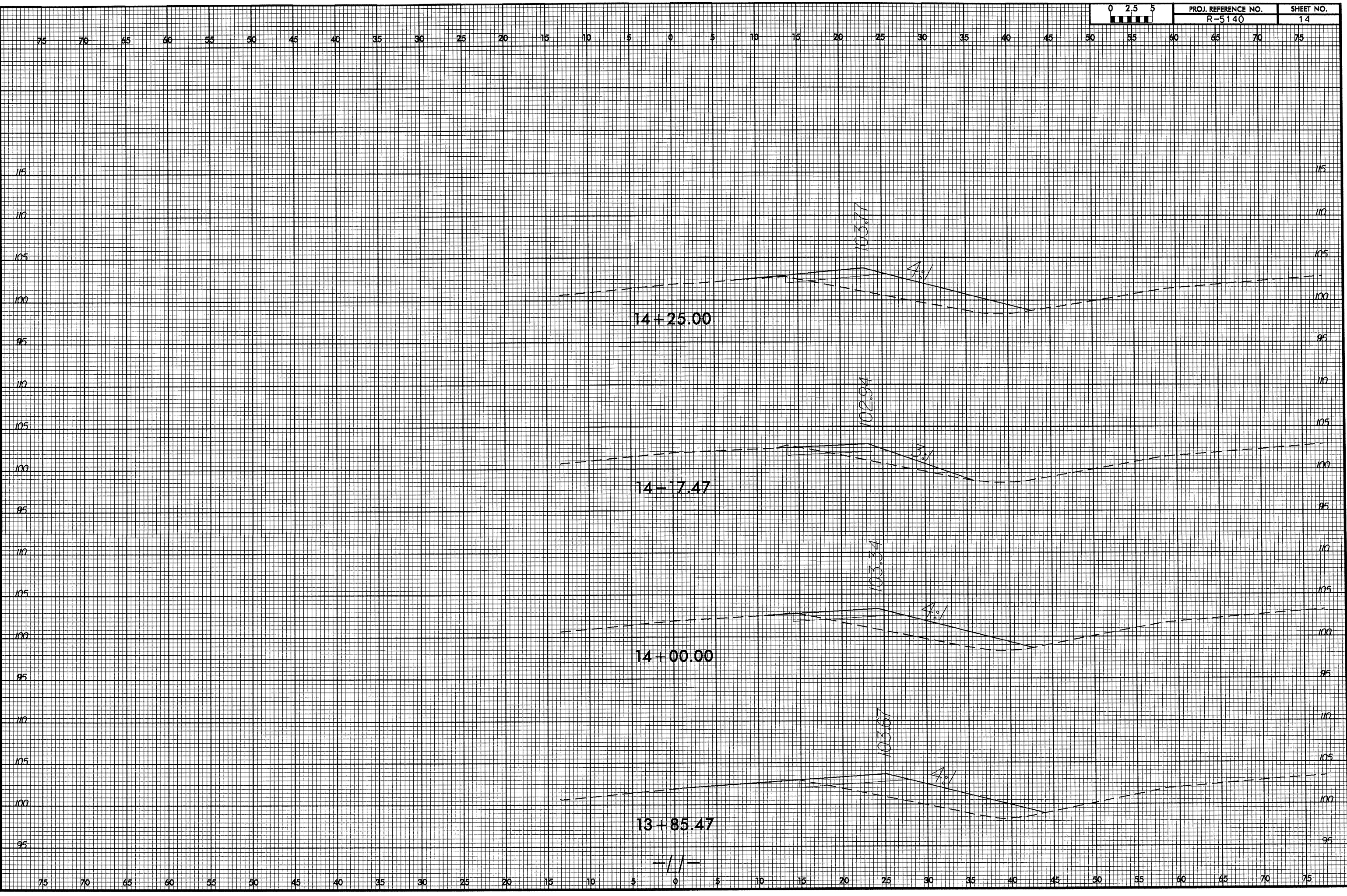
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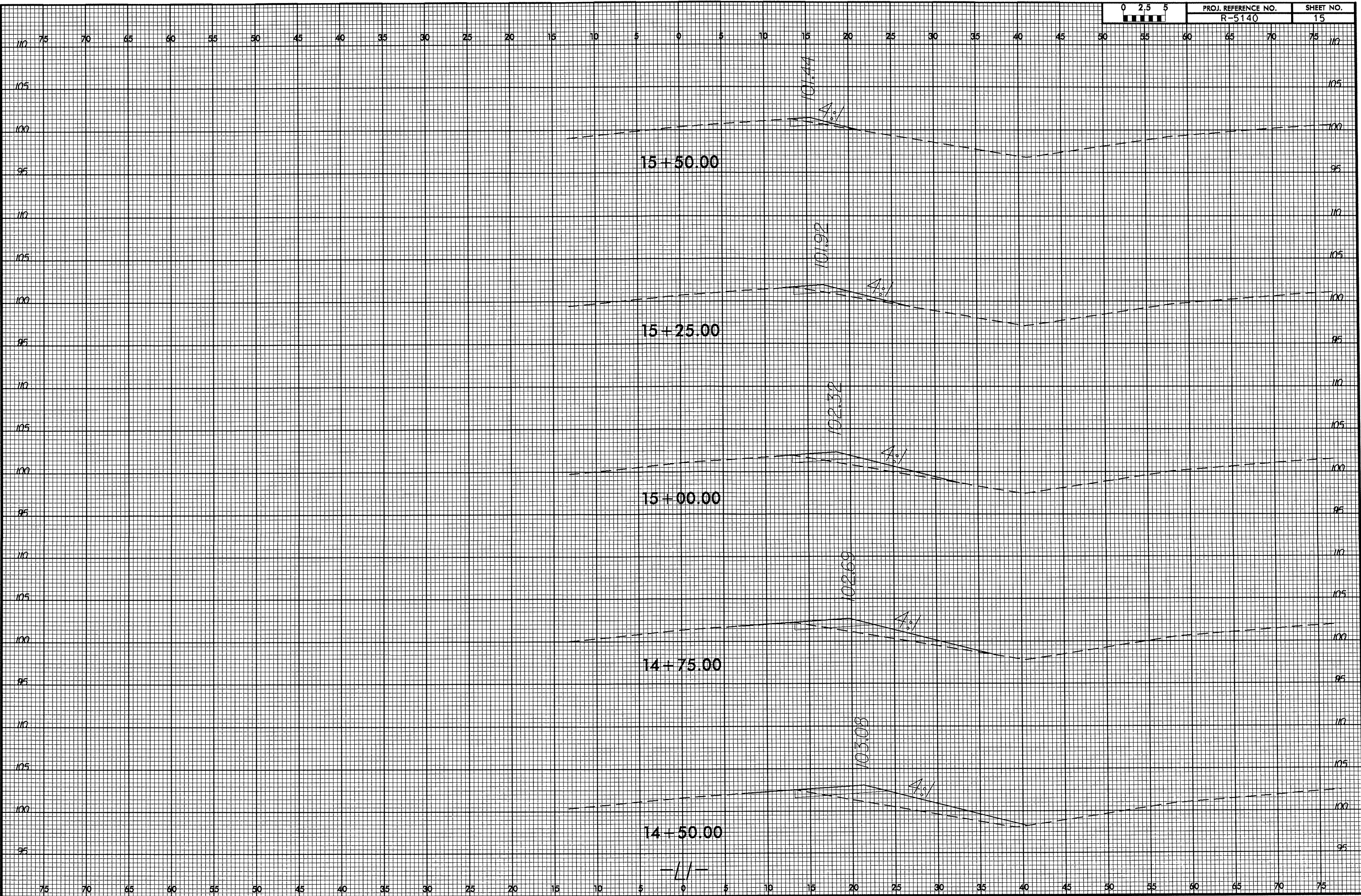
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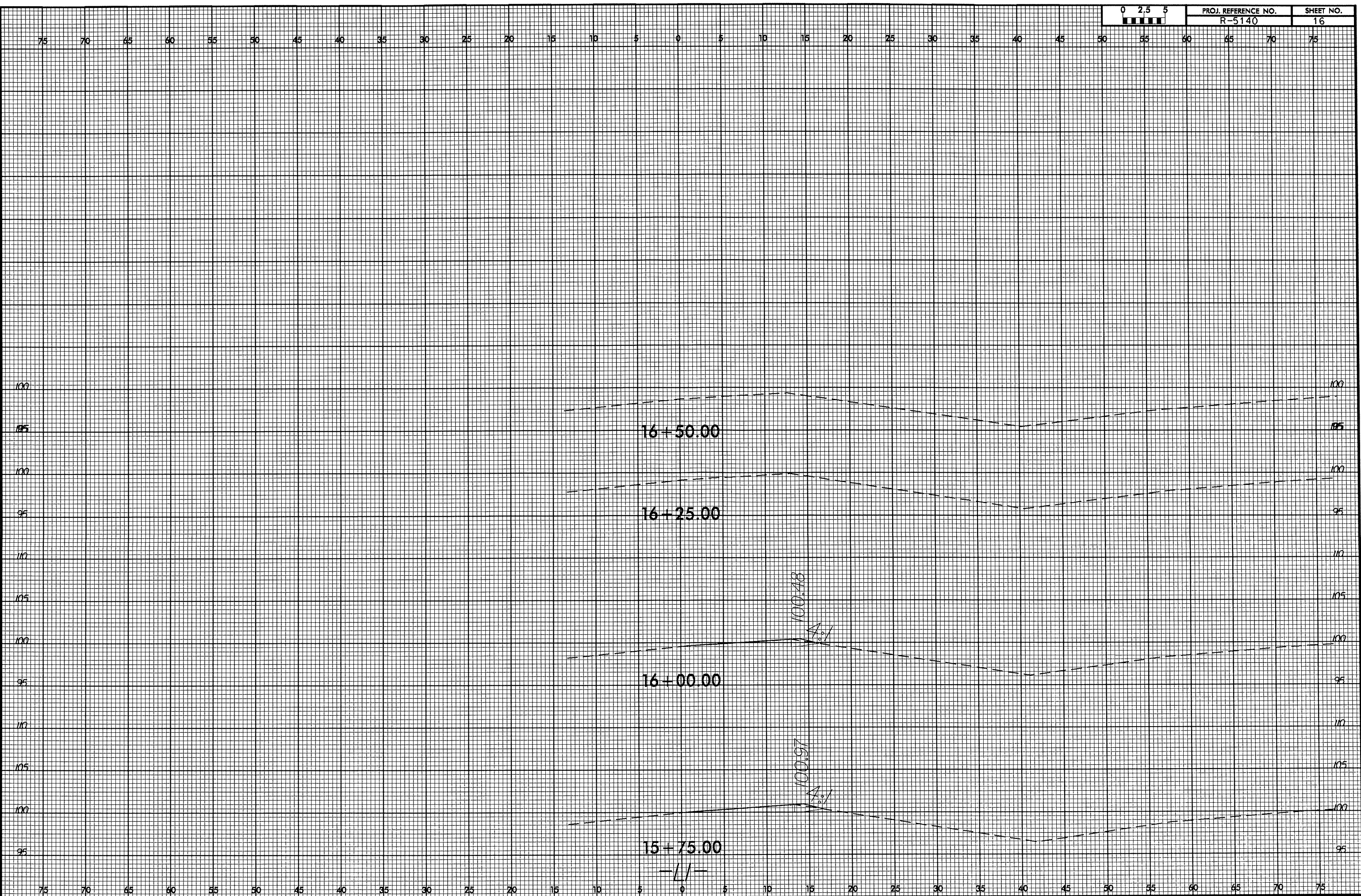
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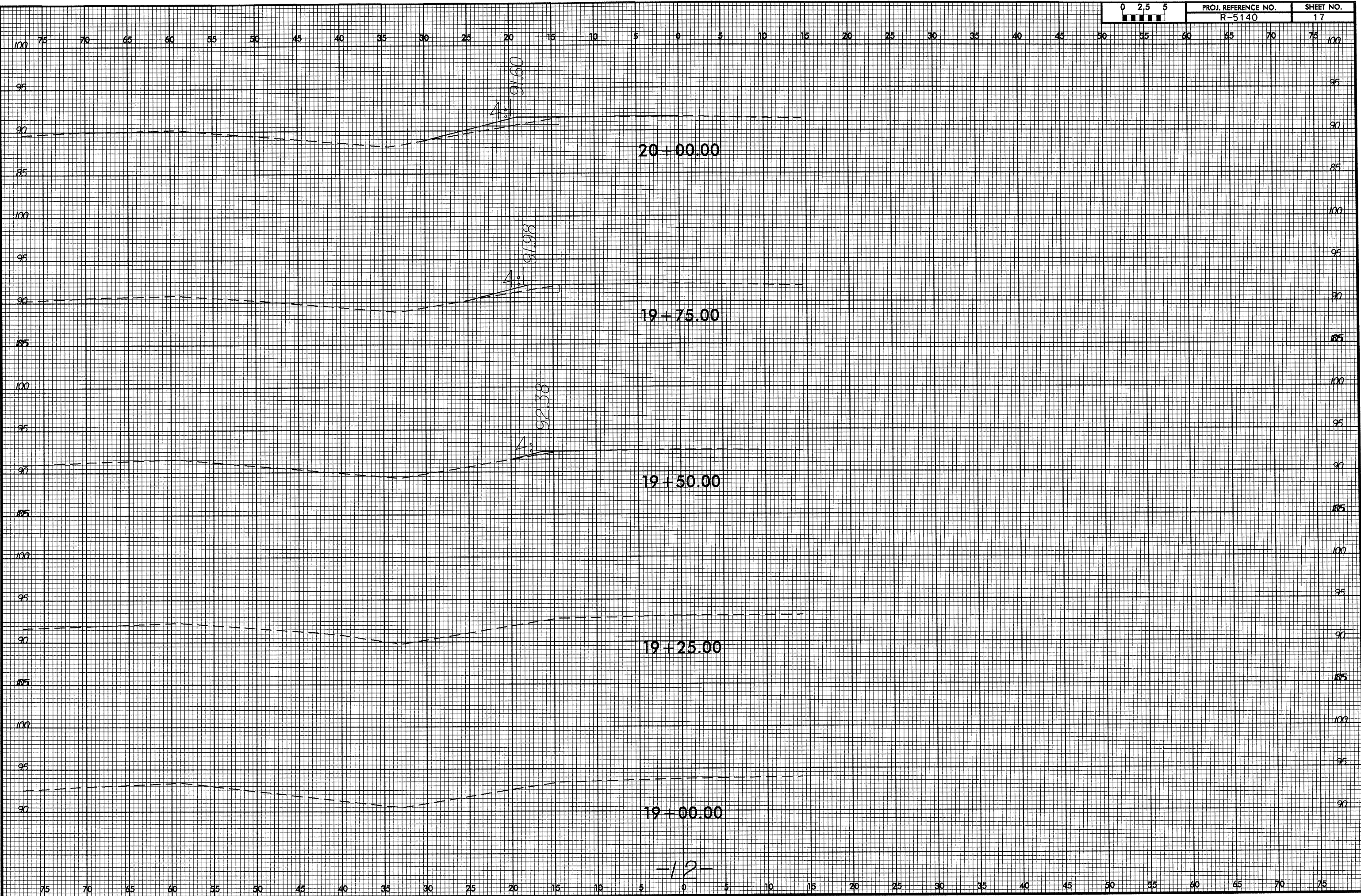


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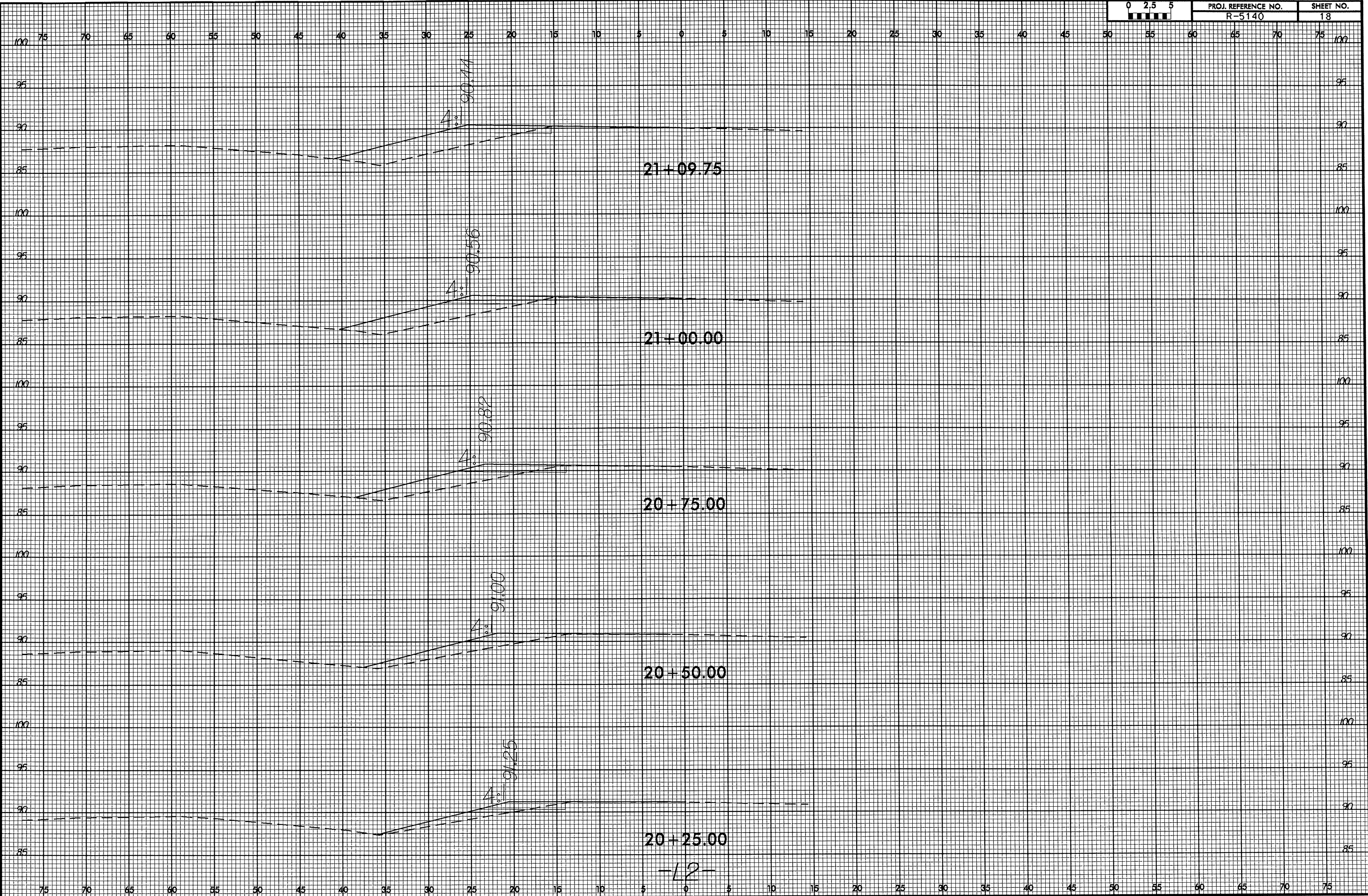


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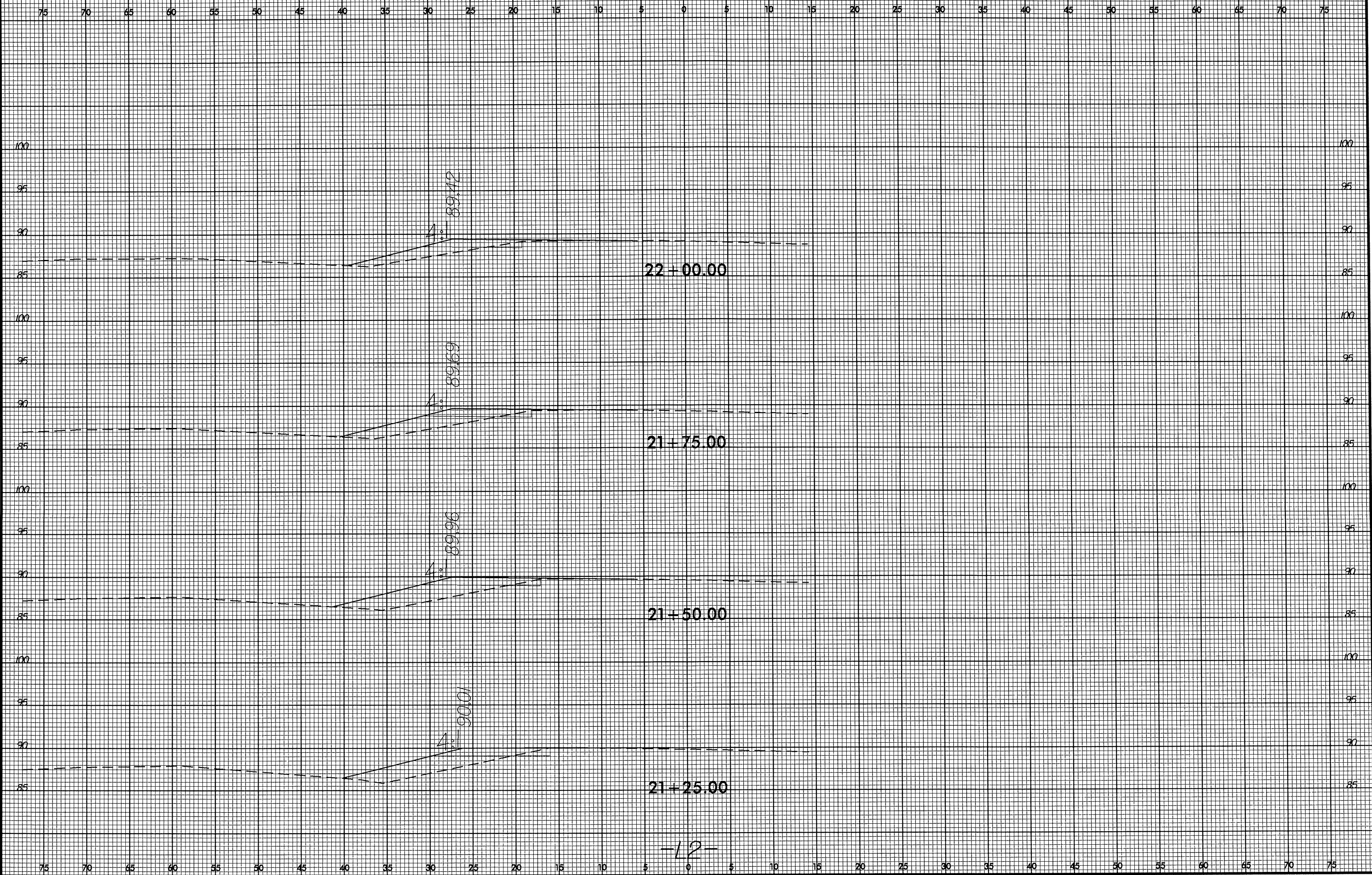
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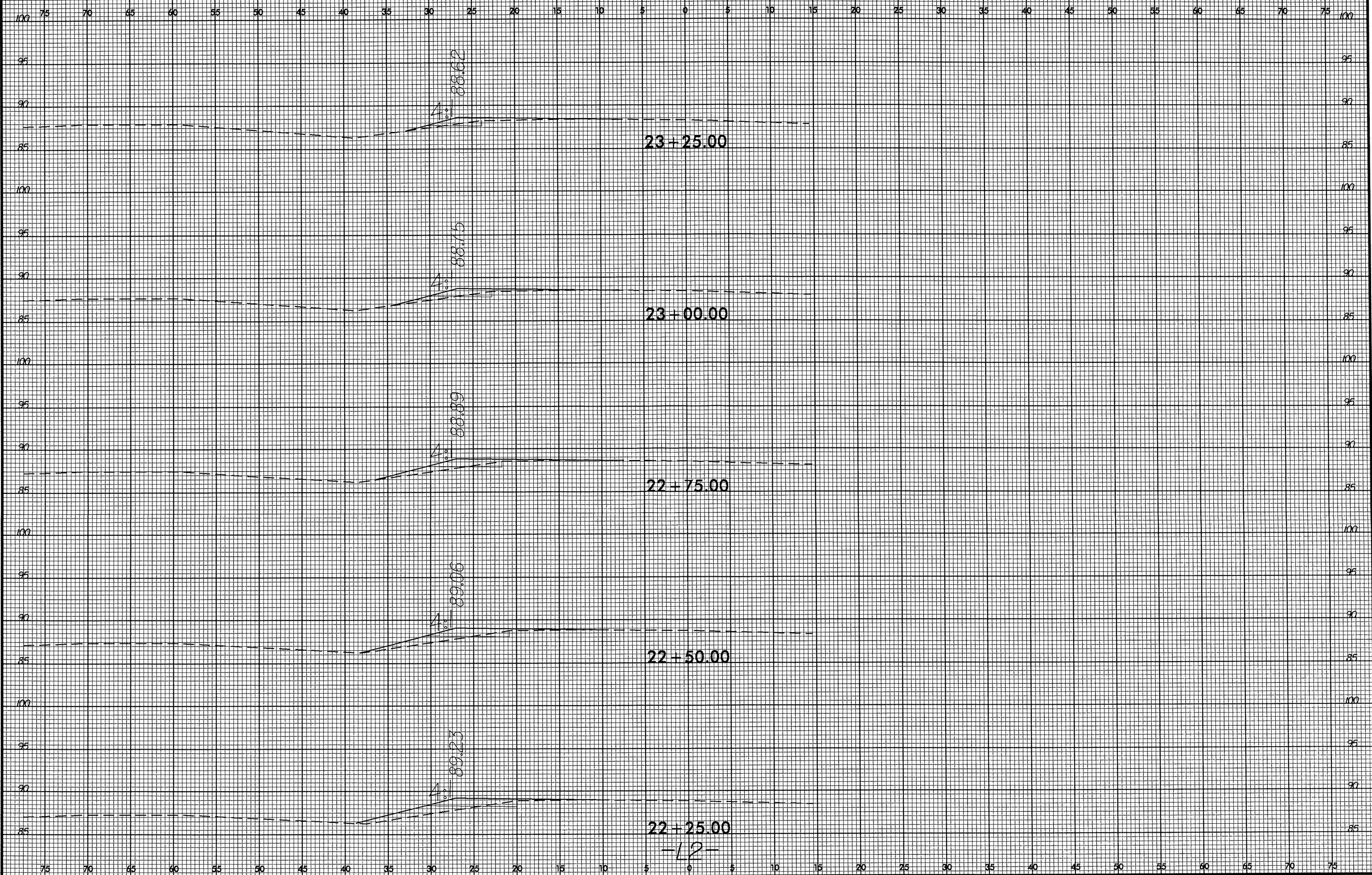
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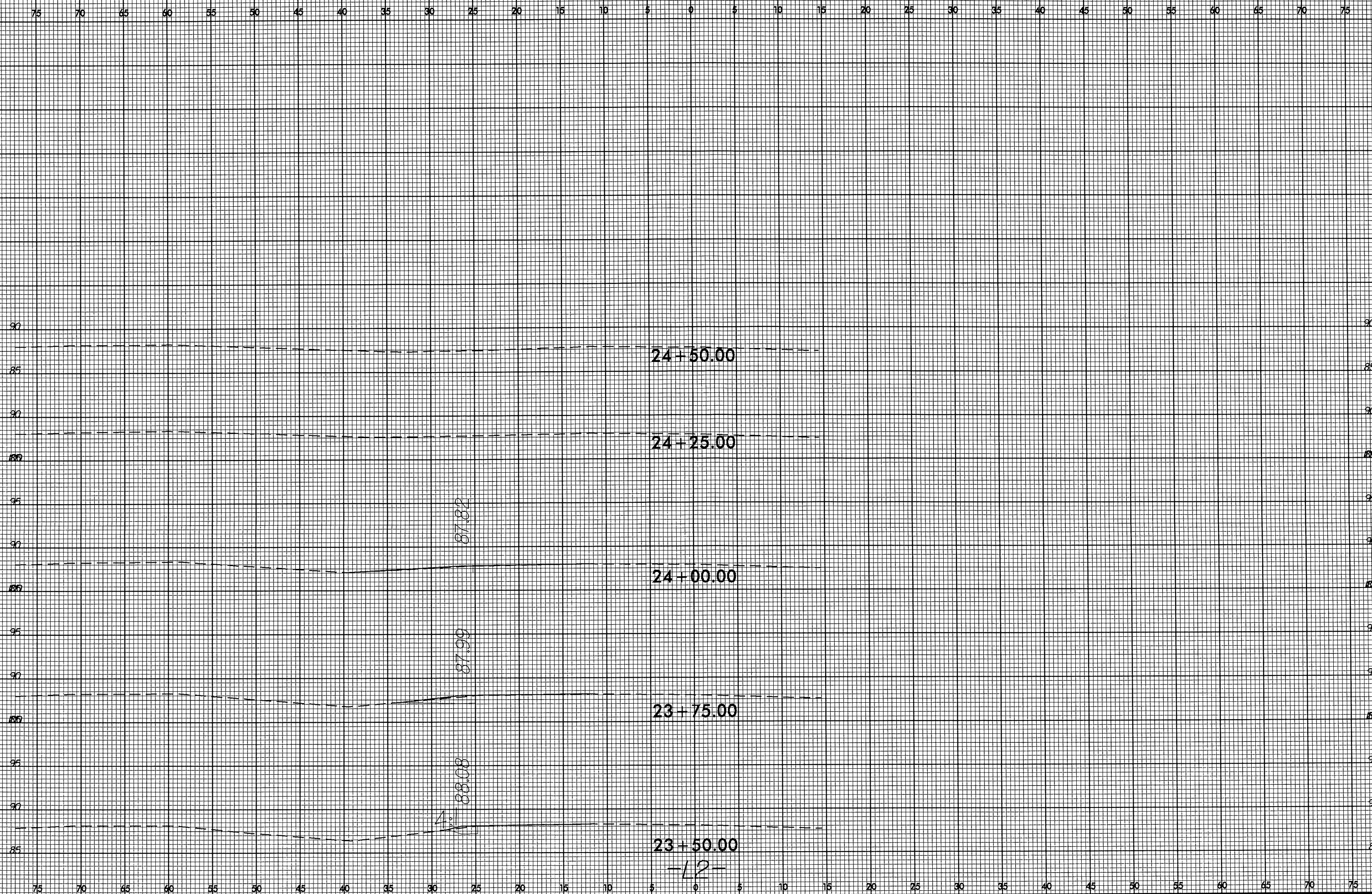
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csdov's AT 08C002333y



8/23/98

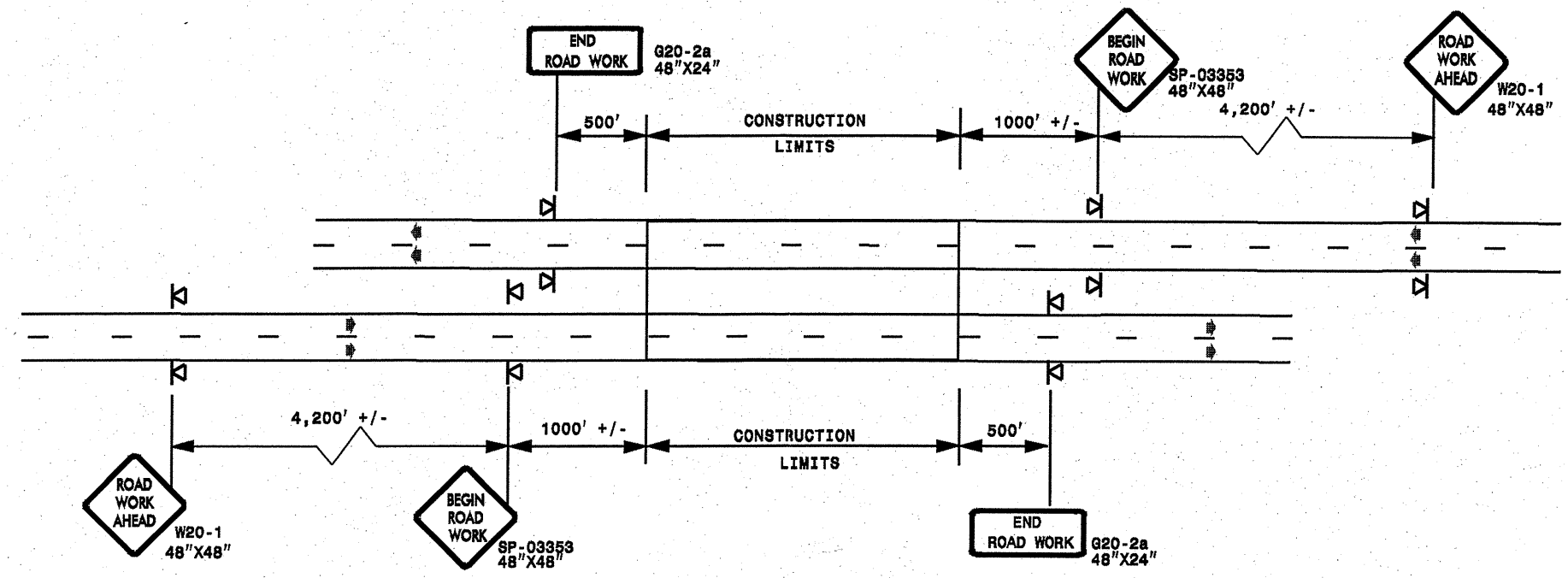
0 2.5 5	PROJ. REFERENCE NO.	SHEET NO.
	R-5140	21



09-APR-2009 07:49
D:\rdu\moore\y3103r\2026\youngs-rd\l2-xpl.dgn
asdevis AT 08/23/98

ADVANCE WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

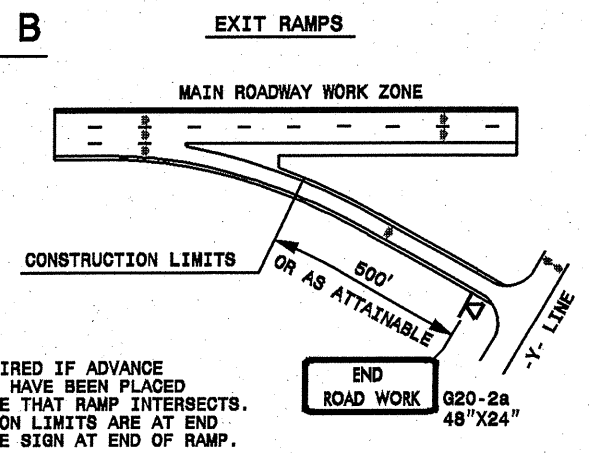
DETAIL A



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

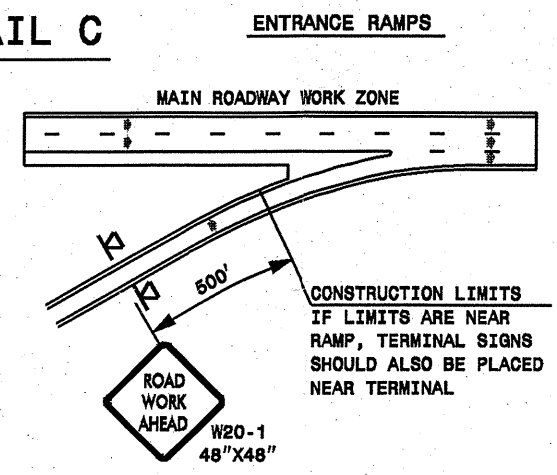
ROADWAYS INTERSECTING ALONG FREEWAY WORK ZONE (Y-LINES)

DETAIL B



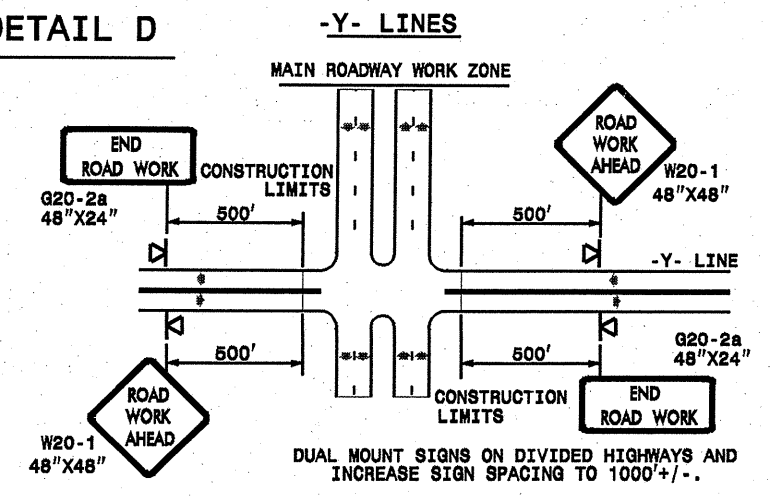
NOTE:
SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



CONSTRUCTION LIMITS IF LIMITS ARE NEAR RAMP, TERMINAL SIGNS SHOULD ALSO BE PLACED NEAR TERMINAL

DETAIL D



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 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 MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

◀ PORTABLE SIGN

➡ DIRECTION OF TRAFFIC FLOW

**DETAIL DRAWING
FOR FREEWAYS
WORK ZONE WARNING SIGNS
(SHORT-DURATION LANE CLOSURES)**

SHEET 1 OF 1

APPROVED: _____ DATE: _____	DETAIL DRAWING FOR FREEWAYS 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: _____		<small>CHG FILE</small>

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