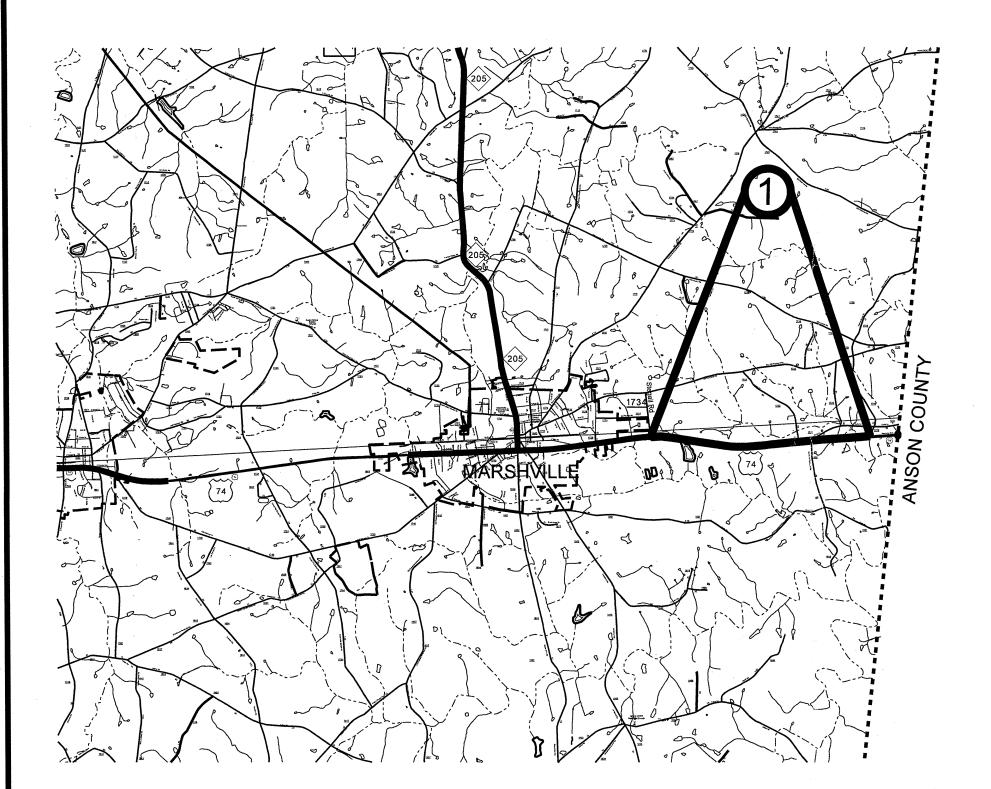
		SHEETS
N.C. IOCR.10901.26	I	





UNION COUNTY

NORTH CAROLINA

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - GIS UNIT

MAP #1 US HWY 74 WB 2.47 MILES

N.C. IOCR.IO90I.27 2 F.A. PROJECT NO.			STATE	PROJECT NO.		TOTAL SHEETS
F.A. PROJECT NO.					2	
			F.A. PRO	DECT NO.		



UNION COUNTY

NORTH CAROLINA

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - GIS UNIT

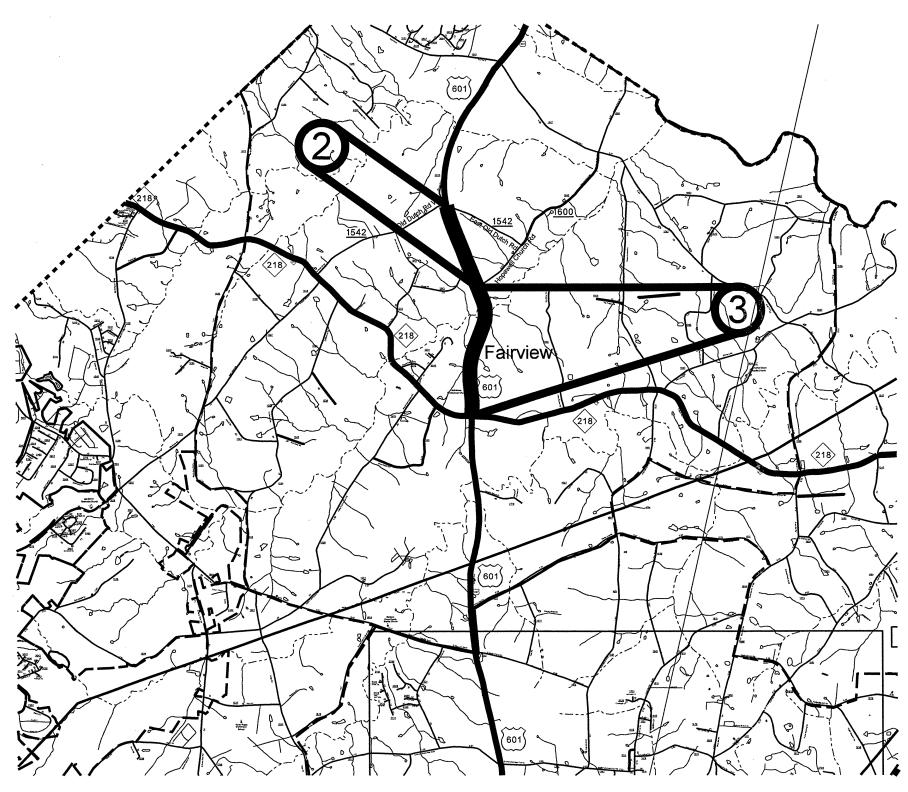
SCALE

0 1

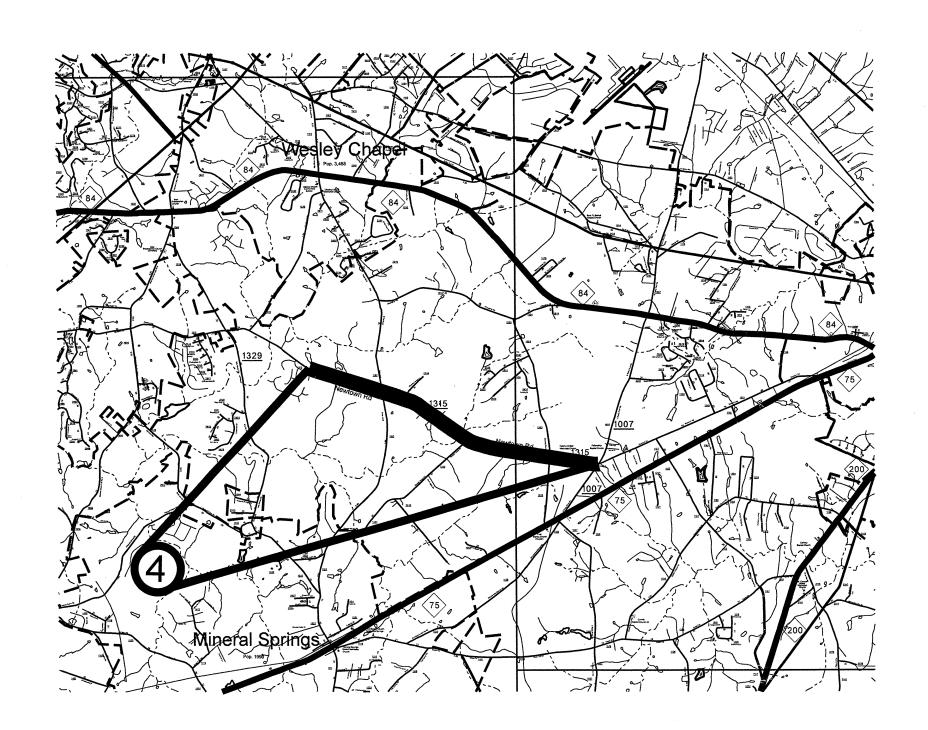
MILE

MAP #2 US HWY 601 N 0.92 MILES

MAP #3 US HWY 601 N 1.25 MILES



STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	IOCR.2090I.68	3	
F.A. PRO	JECT NO.		





UNION COUNTY

NORTH CAROLINA

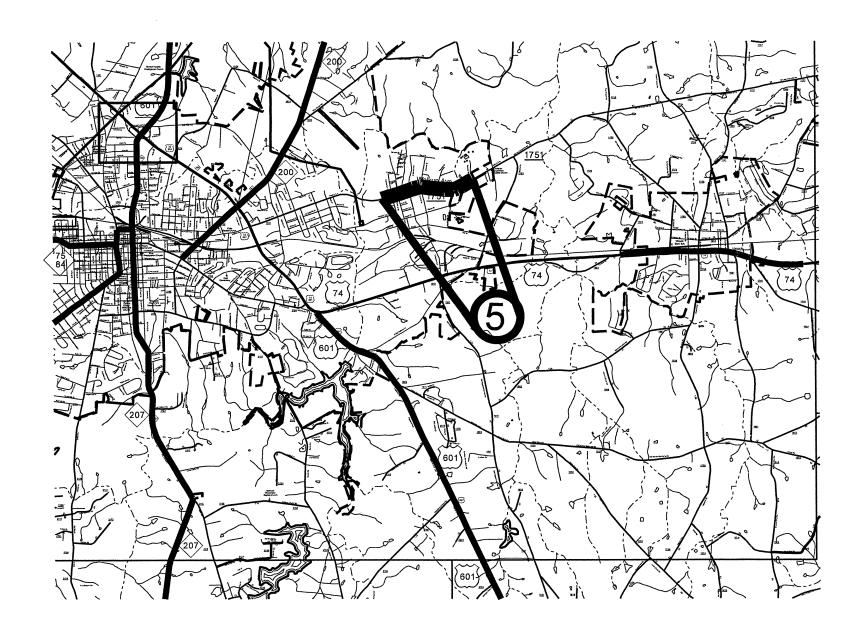
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - GIS UNIT

SCALE

1 0 1 MILES

MAP #4 SR-1315 (NEWTOWN RD) 2.84 MILES

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	IOCR.2090I.69	4	
F.A. PRO	JECT NO.		





UNION COUNTY

NORTH CAROLINA

PREPARED BY THE

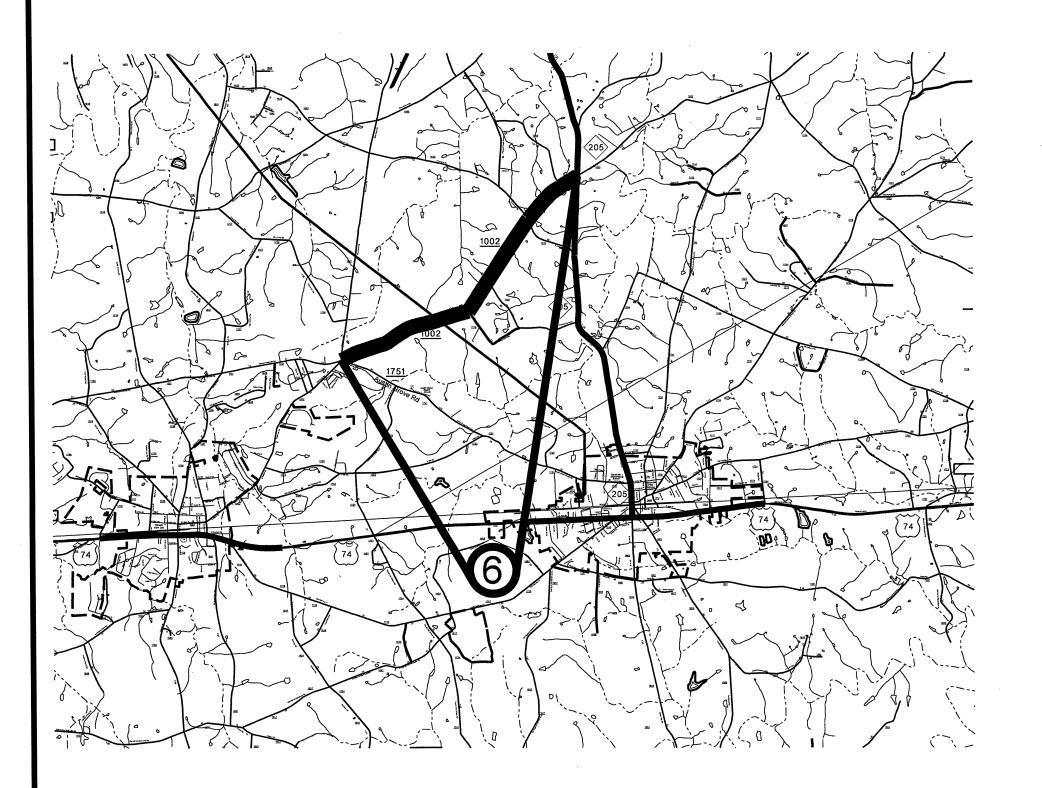
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - GIS UNIT

SCALE

O I MILES

MAP #5 SR-1751 (WALKUP AVE) 1.1 MILES

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	IOCR.2090I.70	5	





UNION COUNTY

NORTH CAROLINA

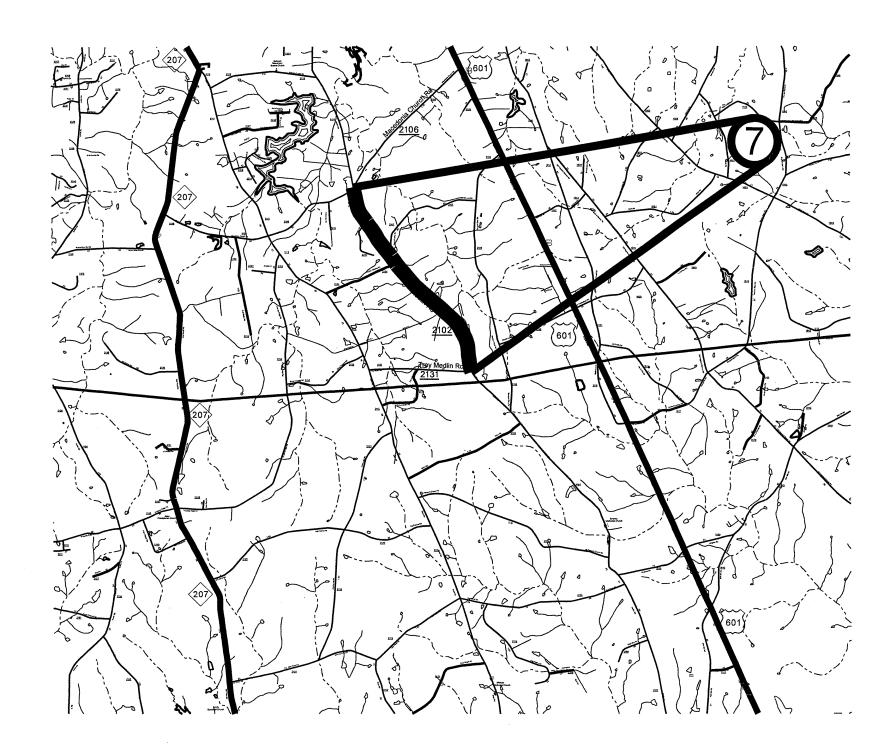
PREPARED BY THE

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS - GIS UNIT

SCALE
0 MILES

MAP #6 SR-1002 (ANSONVILLE RD) 3.12 MILES

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	IOCR.2090I.7I	6	
F.A. PRO	JECT NO.		



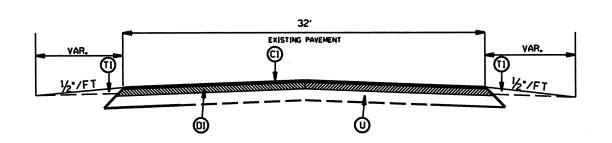


UNION COUNTY

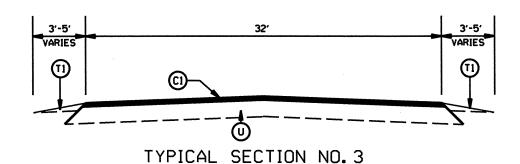
NORTH CAROLINA
PREPARED BY THE

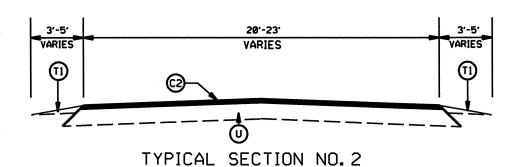
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS - GIS UNIT

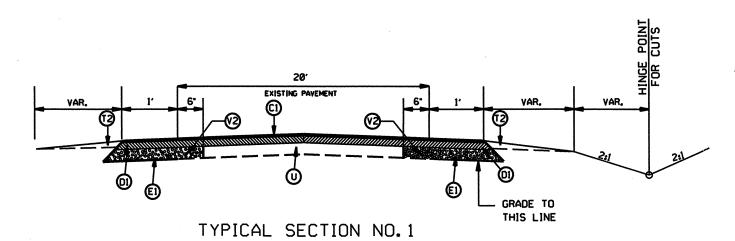
MAP #7 SR-2102 (MEDLIN RD) 2.25 MILES



TYPICAL SECTION NO. 4





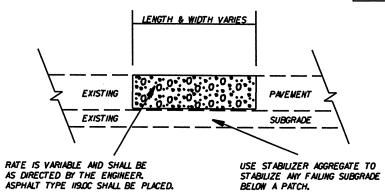


PATCHING DETAIL

STATE PROJECT NO. SHEET NO. SHEETS

N.C. 10CR.10901.26 7

F.A. PROJECT NO.



PAVEMENT SCHEDULE

(1)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SO. YD.
(5)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SO. YD.
(D1)	PROP. APPROX. 2.5" ASPHALT CONC. INTERMEDIATE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 285 LBS. PER SO. YD.
El	PROP. APPROX. 5.0° ASPHALT CONC. BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
(1)	SHOULDER RECONSTRUCTION
(72)	SHOULDER CONSTRUCTION
Θ	EXISTING PAVEMENT
(s)	MILLING OF EXISTING PAVEMENT, 1.5" IN DEPTH
(V2)	MILLING 6' OF EXISTING PAVEMENT, 5' IN DEPTH. (SEE S.P. FOR 'TRENCHING FOR BASE COURSE BY MILLING.')

NOTES: I: MAP *3 CROSSES OVER GOOSE CREEK, AN ENVIRONMENTAL SENSITIVE AREA.

EROSION CONTROL MEASURES MUST BE IN PLACE AND MAINTAINED AT ALL TIMES.

2: LEVELING COURSE TO BE PLACED AT LOCATIONS AS

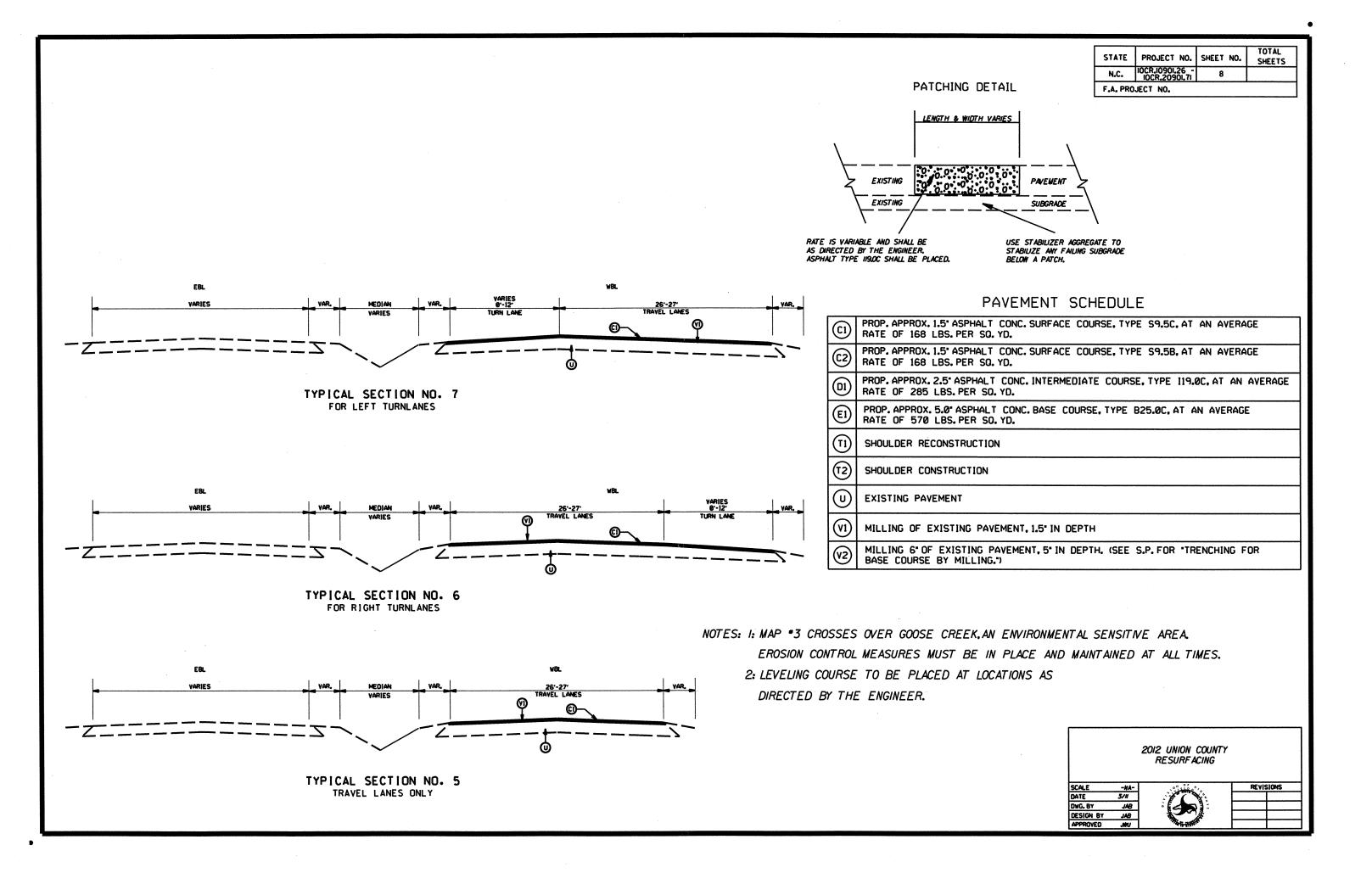
DIRECTED BY THE ENGINEER.

2012 UNION COUNTY RESURFACING	

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ATE	3/11	ı
WG. BY	JAB	ı
ESION BY	JAB	ı
PPROVED	JNU	L



REVISIONS



PROJECT NO. SHEET NO. TOTAL NO. 10CR.10901.26, 10CR.20901.71, ETC. 9

SUMMARY OF QUANTITIES

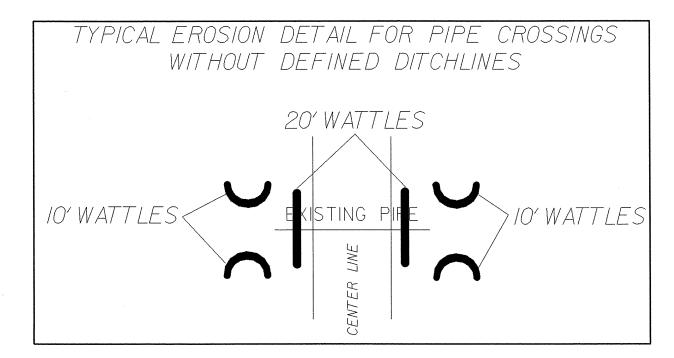
													3 0 141												,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,									
PROJECT	COUNTY	Y MAP	ROUTE	DESCRIPTION	TYP	FINAL	LENGTH	WIDTH				SHOULDER	SHOULDER	DITCHING		INCIDENTAL			SURFACE	LEVELING	SURFACE				PATCHING			ADJ. OF	TEMP-		SEDIMENT		POLY-	SEED &
						SURFACE				AGGREGATE	STONE BASE	CONSTRUCTIO	RECONSTRUCTI		MILLING	MILLING		MEDIATE	COURSE,	COURSE,	COURSE,	COURSE,	PLANT	PLANT	EXISTING	REMOVAL			ORARY	FOR	CONTROL		ACRYLAMIDE	MULCHING
	l					TESTING						N	ON		1		B25.0C	COURSE,	S9.5B	\$9.5B	S9.5C	S9.5C	MIX	MIX	PAVEMENT	1	WAYS	OR	SILT	EROSION	STONE		(PAM)	l
	1	1 1				REQUIRED		l	1	1					1			119.0C			1							VALVE	FENCE	CONTROL,				
								1							1			1 1										вох		CLASS B				
NO	l	NO			NO		MI	FT	CY	TONS	TONS	SMI	SMI	LF	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	SY	SY	EA	LF	TN	TN	LF	LB	AC
		\top		FROM SR-1734 (STEGALL																							T							
		1 1		RD) TO PAVEMENT JOINT											1 1			1								1					1			
		1 1	US HWY 74	APPROX. 2200' WEST OF					1 1																	ı	1					1		l
10CR.10901.26	Union	1	WB	OLD US 74.	5,6,7	NO	2.47	26		105	62				40,250						3,900			234	550	<u> </u>								
				FROM THE PAVEMENT	1 1				1 1						1						1					l	1	1 1			l	1 1		
		1 1		JOINT AT SR-1542 (OLD			1		1 1						1											l								l
	l	1 1		DUTCH RD) TO 100' NORTH			ł		1 1									1 1							1	1 -	1				İ		*	
	1	1 1	US HWY 601	OF SR-1600 (HOPEWELL			l		1 1									1 1																
10CR.10901.27	Union	2	N	CHURCH RD)	4	NO	0.92	32	400		46		2.0			40		3,430		1	2,090	ŀ	165	125	l	222	1		138	20	10	138	0.3	
	T			FROM 100' NORTH OF SR-																	1						T							
		1 1		1600 (HOPEWELL CHURCH						l		1			1		1				l					1	1				l			1
	l	1 1	US HWY 601															1 1		1											l			
10CR.10901.28	Union	1 1	N.	JOINT AT NC HWY 218	3	NO	1.25	32	40	80	40	1	2.5			50				İ	2,300	190		150	390		20		190	26	13	190	0.5	
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	l	1 1		FROM THE PAVEMENT						·					1 1			1								1					l	1 1		
	1	1 1		JOINT AT SR-1007 (ROCKY											į į						1	1	1			1					l	1 1		
	l		SR-1315	RIVER RD) TO THE															Ì	į.	İ]				1					1			1
			NEWTOWN	PAVEMENT JOINT EAST OF	1 1		l	1		1															l	1	1							ì
10CR.20901.68	Union	1 1	RD	SR-1329 (BILLY HOWIE RD)	1 1	NO	2.84	20	775	200	190	5.7		852		90	1,700	5,800			3,350		353	198	1.150		220		852	58	29	426	1.0	2.8
10011.20301.00	0111011	+		FROM THE PAVEMENT	1-			 -	1								-/	1-7		†	1 -/	 			,	 	+==-				 			
ļ				JOINT AT THE MONROE																												1		
		1 1		CITY GARAGE TO THE										•				1							1	}	1				1	l I		1
			SR-1751	PAVEMENT JOINT AT THE				ł												ĺ				1		1						1 1		ł
		1 1	WALK-UP	EAST CITY LIMITS OF		1			1					1						l	1		l			1								j
10CR.20901.69	Union	5	AVE	MONROF.	2	NO	1.1	21.5	50	95	85		2.2			30		1	1,600	330	1	l	117		475	1	36	3	165	22	11	165	0.4	1
	†			FROM THE PAVEMENT			<u> </u>	1																		1	1				1			
ļ				JOINT AFTER SR-1751																		1	1											1
	1		SR-1002	(AUSTIN GROVE CHURCH				1									1					1	1	ĺ	1	1	1		·	1				
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10CR.20901.70	Union	1 1	RD	JOINT AT NC HWY 205.	1 2	NO	3.12	21	130	275	210		6.2			30			3,675	780	1	1	271	l	1,275		1		468	64	32	468	1.0	
10CK.20901.70	Union	1 0	תט		 -	NO	3.14		130	2,3	210	 	U.2				 	 	3,0,3	 	-	 	+ -'-	 	1,273	- 		 		 ~ -	 	1 700	1.0	
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1				MEDLIN RD) TO THE			ł				l	1					1	1			1				l		1			l	1			I
				PAVEMENT JOINT AT SR-		l	1	1				l									1	l				1	1				1			1
				2106 (MACEDONIA CHURCH		l		1				l						1	0.550	250	1		1			1	1							1
10CR.20901.71	Union	7	MEDLIN RD	RD)	2	NO	2.25	21	95	170	135		4.5		ļ	30	ļ	ļ	2,650	350		ļ	182		850			ļ	338	46	23	338	8.0	ļ
	RAND TO	OTAL			1		13.95	1	1,490	925	768	5.7	17.4	852	40,250	270	1,700	9,230	7,925	1,460	11,640	190	1,088	707	4,690	222	276	3	2,151	236	118	1,725	4.0	2.8

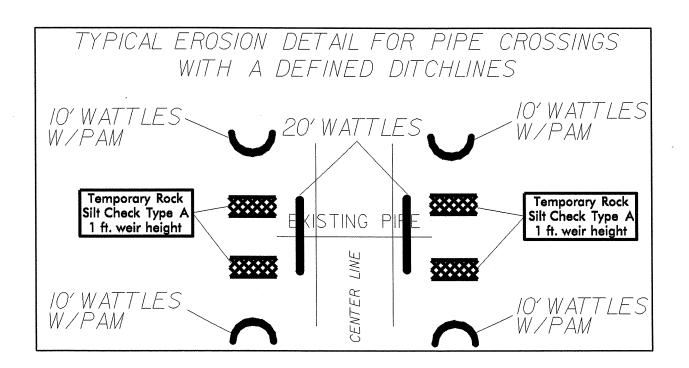
THERMOPLASTIC AND PAINT QUANTITIES

	Т	Ι					T	468500	nnn-F	46860	00000-E	4697000000-E	4710000000-E	4721000600-E			472500	0000-E	481000	00000-E	4820000000- 4835000000		490000000-N	
PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	LENGTH	WIDTH	GENERAL	4" X 90 M	4" X 90 M	4" X 120 M	4" X 120 M	8" X 120 M	24" X 120 M	THERMO	THERMO	THERMO		THERMO	4" YELLOW	4" WHITE	8" WHITE	24" WHITE	CRYSTAL	
							TRAFFIC	WHITE	YELLOW	WHITE	YELLOW	WHITE	WHITE	MSG	MSG STOP	MSG AHEAD		STR & RT	PAINT	PAINT	PAINT	PAINT	& RED	
		l					CONTROL	THERMO	THERMO	THERMO	THERMO	THERMO	THERMO	SCHOOL	120 M	120 M	90 M	ARROW		ĺ			MARKERS	MARKERS
	1				:									120 M				90 M		İ				
NO		NO					LS	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	LF	LF	LF	LF	EA	EA
İ	1			FROM SR-1734 (STEGALL																				1
		1	US HWY 74	RD) TO PAVEMENT JOINT			1													l				
	l	١.	WB WB	APPROX. 2200' WEST OF	247	20	*	12.042	12.042	E 750							6						248	
10CR.10901.26	Union	1	WB	OLD US 74. FROM THE PAVEMENT	2.47	26	ļ	13,042	13,042	5,750				ļ			0		ļ	ļ	<u> </u>		240	
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	1		į į	JOINT AT SR-1542 (OLD DUTCH RD) TO 100' NORTH	1															l				
			US HWY 601	OF SR-1600 (HOPEWELL																		l		
10CR.10901.27	Union	2	N N	CHURCH RD)	0.92	32		9,716		210	7,916	460	175	12			2	4	9,716		460	75	60	61
100///120501/27	1	一		FROM 100' NORTH OF SR-	10.52			3,7 = 0						 		l				 				
	1			1600 (HOPEWELL CHURCH												ļ								
			US HWY 601																		1	ļ		
10CR.10901.28	Union	1	N N	JOINT AT NC HWY 218	1.25	32	ĺ	13,200			11,500									j			83	
200.02002	1	 					<u> </u>						 	<u> </u>						l				
				FROM THE PAVEMENT																	1			
				JOINT AT SR-1007 (ROCKY RIVER RD) TO THE													l			1				
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			I WE WILL OWN	SR-1329 (BILLY HOWIE RD)	l l	l				i		}				l					ļ	l		
10CR.20901.68	Union	4	RD	FROM THE PAVEMENT	2.84	20		30,500			23,837		48		8				30,000	ļ	ļ	ļ		375
		1		JOINT AT THE MONROE			l	l					1			į								
				CITY GARAGE TO THE			ŀ	1					1							l				
			SR-1751	PAVEMENT JOINT AT THE			Ì					İ				l					1			
			WALK-UP	EAST CITY LIMITS OF			1													1		ĺ		
10CR.20901.69	Union	5	AVE	MONROF.	1.1	21.5		11,800	l	Ī	11,700		24			1						į		146
				FROM THE PAVEMENT																				
		1		JOINT AFTER SR-1751			İ	1		}	}	1	1	İ						ł	ł	1		
		1	SR-1002	(AUSTIN GROVE CHURCH				Ì			1									1		1		
		1	ANSONVILLE	RD) TO THE PAVEMENT		1							l]		
10CR.20901.70	Union	6	RD	JOINT AT NC HWY 205.	3.12	21									4	5			59,810	65,896	ļ	<u> </u>		206
				FROM SR-2131 (TROY			1						1											
	1			MEDLIN RD) TO THE									l						1					
	1			PAVEMENT JOINT AT SR-						l														
				2106 (MACEDONIA CHURCH													i		47.500	47.500	1			207
10CR.20901.71	Union	7	MEDLIN RD	RD)	2.25	21								 	 		<u> </u>	 	47,520	47,520	 	 	<u> </u>	297
6	SRAND TO	TAL			13.95		1	78,258	13,042	5,960	54,953	460	247	12	12	5	8	1 4	147,046	113,416	460	75	391	1,085
1					1	I	1	91,3	300	60,	913	1	1	1	29		1 :	12	260),462	1	L	1,4	176

GENERAL EROSION DE	: / A/LS	
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	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
- CONTROL OF THE PERSON NAMED IN	N.C.	IOCR.10901.26, ETC	EC-I	
	E A PROJECT NO			





NOTES: MAP *3 CROSSES GOOSE CREEK AND MUST HAVE PROPER EROSION CONTROL MEASURES IN PLACE.

FIELD MODIFICATIONS MAY BE NECESSARY AS DIRECTED BY THE ENGINEER.

WATTLE LENGTHS MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.

EROSION CONTROL MATTING SHALL BE USED IN THE CONSTRUCTION OF DITCHLINE WATTLES. SEE SHEET EC-2

POLYACRYLAMIDE (PAM) SHOULD NOT BE USED ON WATTLES
THAT WILL OUTLET DIRECTLY TO JURISDICTIONAL STREAMS.

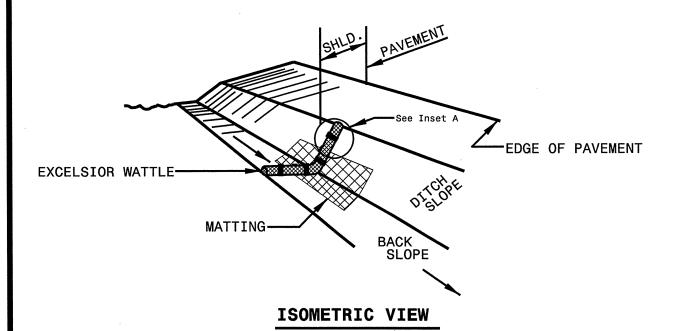
GENERAL EROSION DETAILS

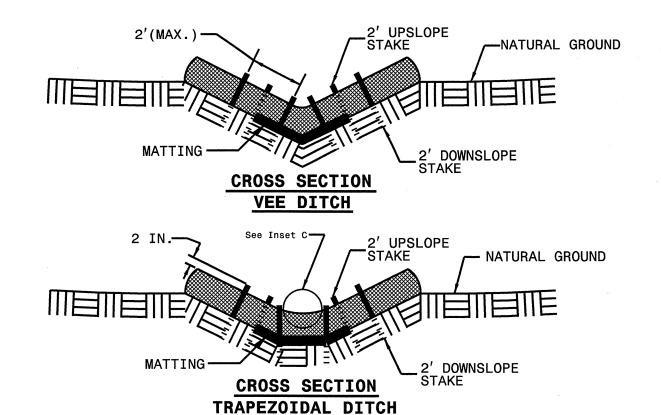
\$	
SCALE	-NA-
DATE	12/10
DWG. BY	JAB
DESIGN BY	JAB
APPROVED	JWU



WATTLE WITH POLYACRYLAMIDE DETAIL

SHEET NO.				
C				
RW SHEET NO.				
HYDRAULICS ENGINEER				





NOTES

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

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

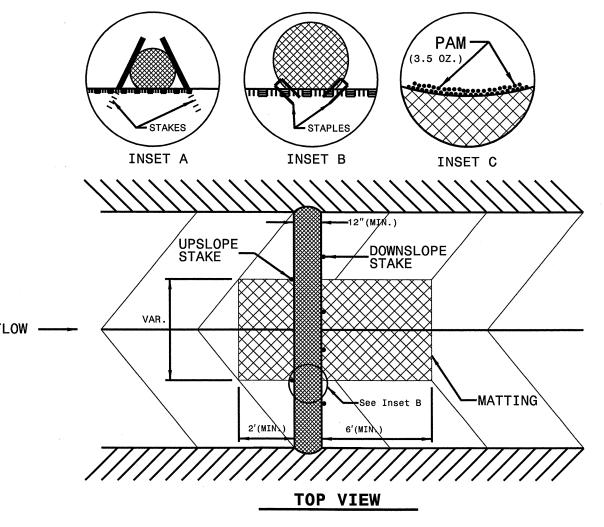
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

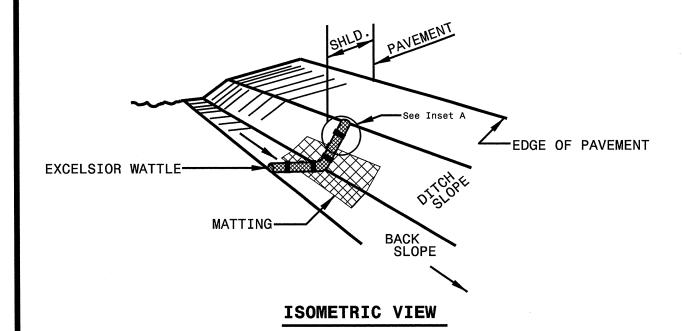
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

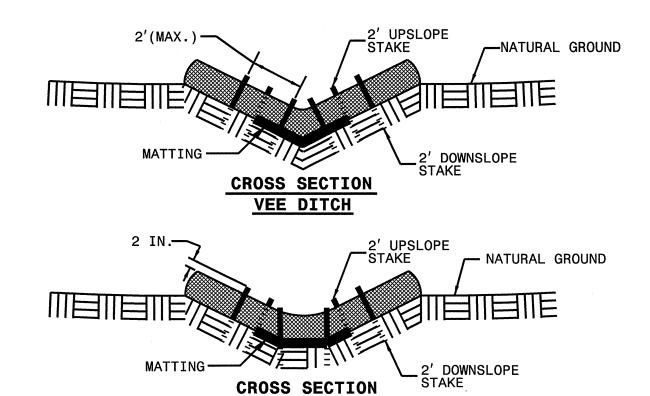
PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.

INITIALLY APPLY 3.5 OUNCES OF ANIONIC OR NEUTRALLY CHARGED POLYACRYLAMIDE (PAM) OVER WATTLE WHERE WATER WILL FLOW AND AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.



WATTLE DETAIL





TRAPEZOIDAL DITCH

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

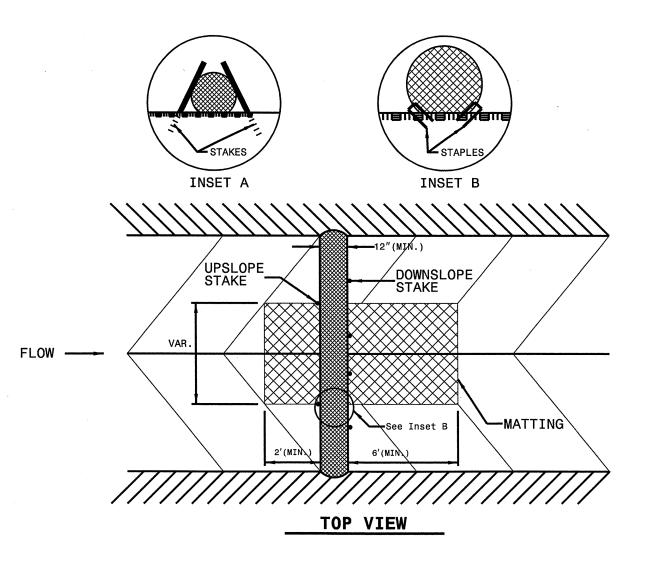
USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. CROSS SECTION.

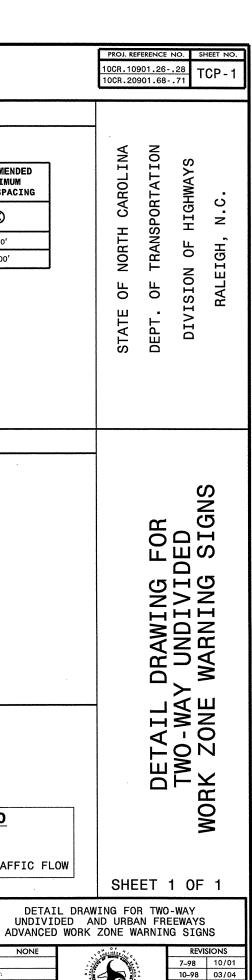
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

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

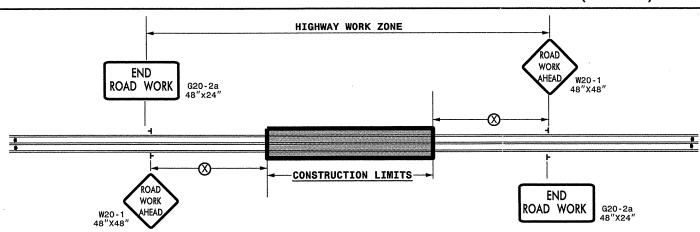
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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



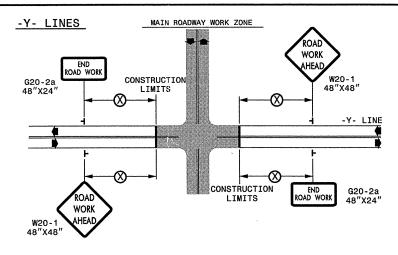


TWO-WAY UNDIVIDED ** (L-LINES)



RECOMMENDED MINIMUM SIGN SPACING POSTED SPEED LIMIT ⊗ (M.P.H.) 500 ≥ 55 1000'

ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)



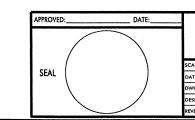
GENERAL NOTES

- 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



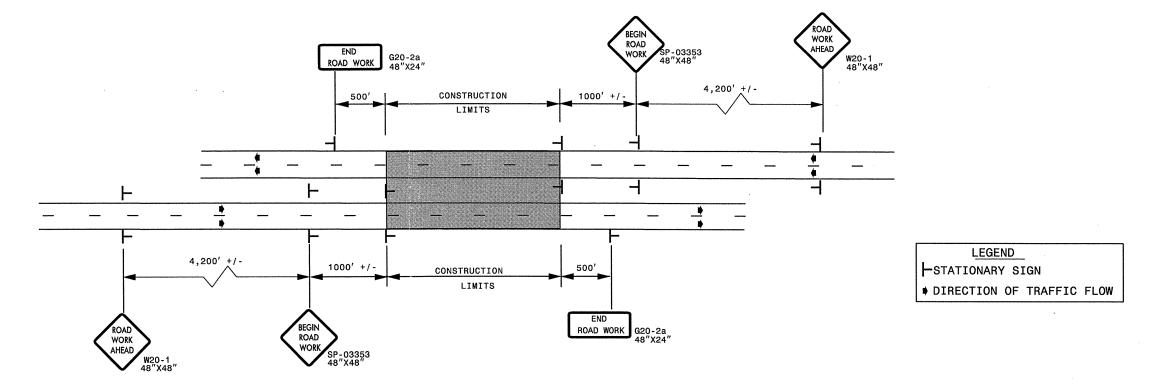
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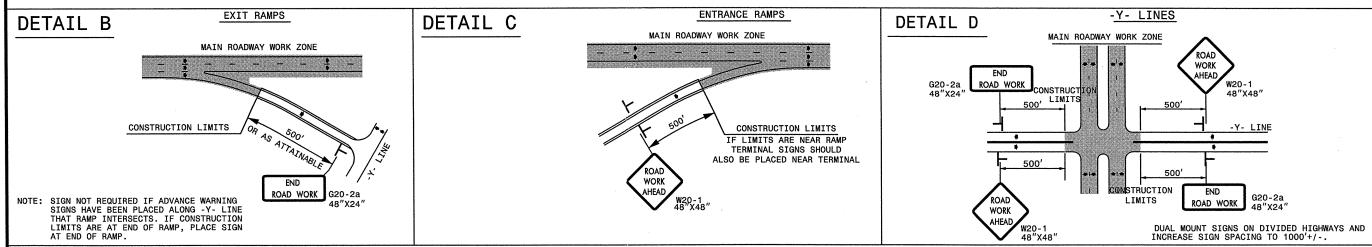
ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

PROJ. REFERENCE NO. SHEET NO. 10CR.10901.26-.28 10CR.20901.68-.71

DETAIL A



* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.



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.
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- DO NOT BACK BRACE SIGN SUPPORTS.

