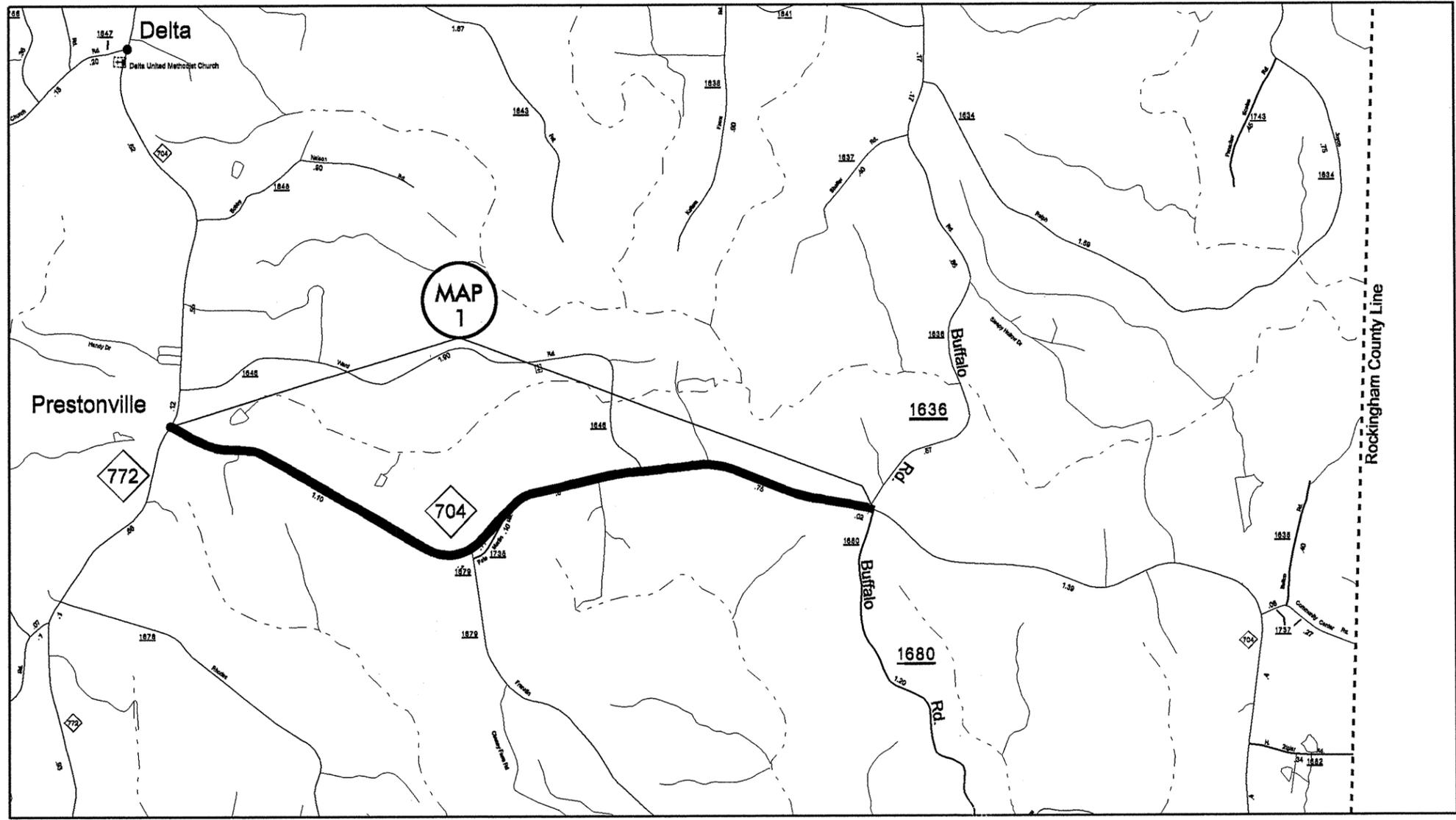
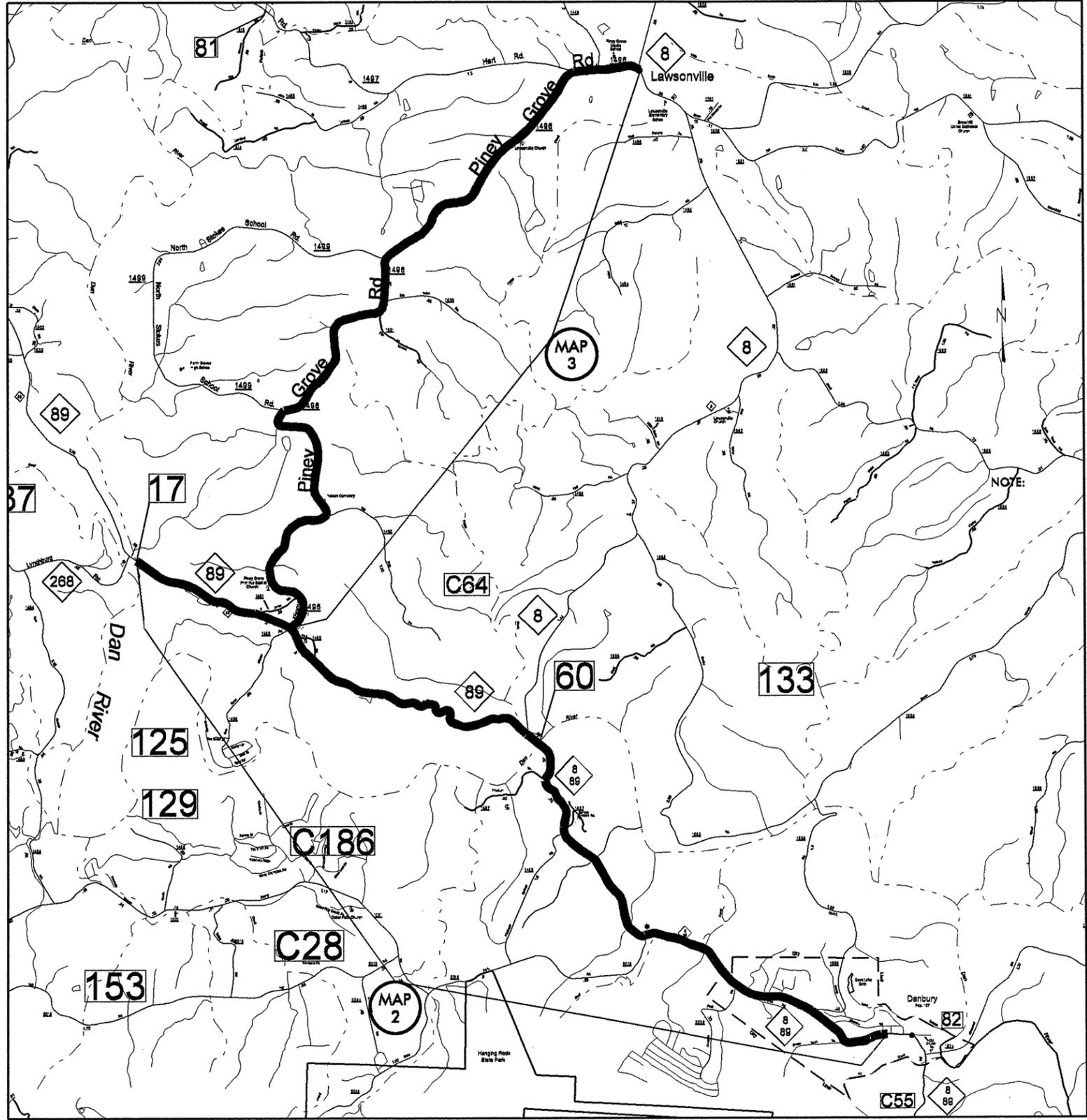


PROJECT REFERENCE NO.	SHEET NO.
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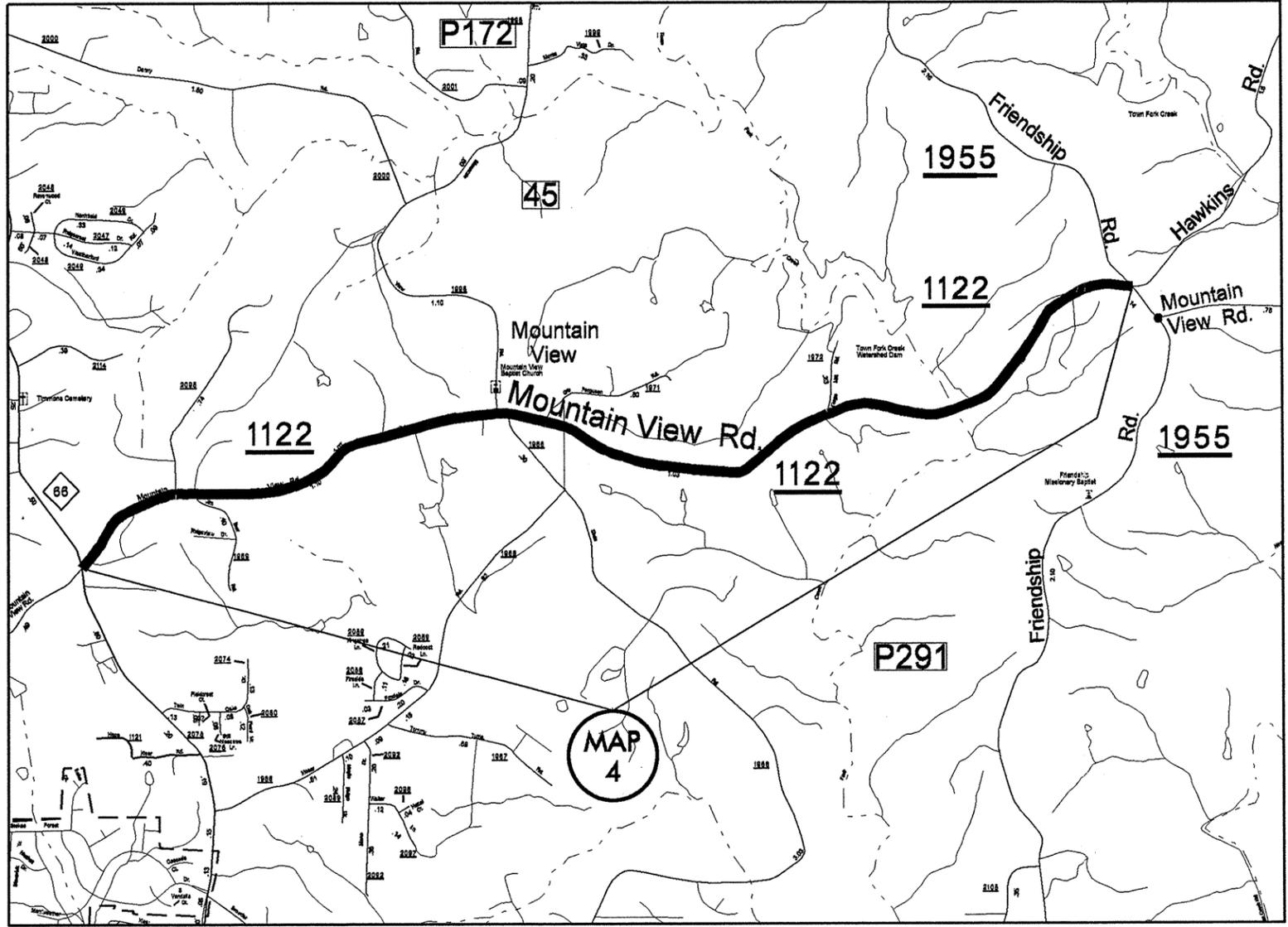
MAP 1
 NC 704
 All Patching done by state forces.

STOKES COUNTY
 NORTH CAROLINA



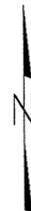
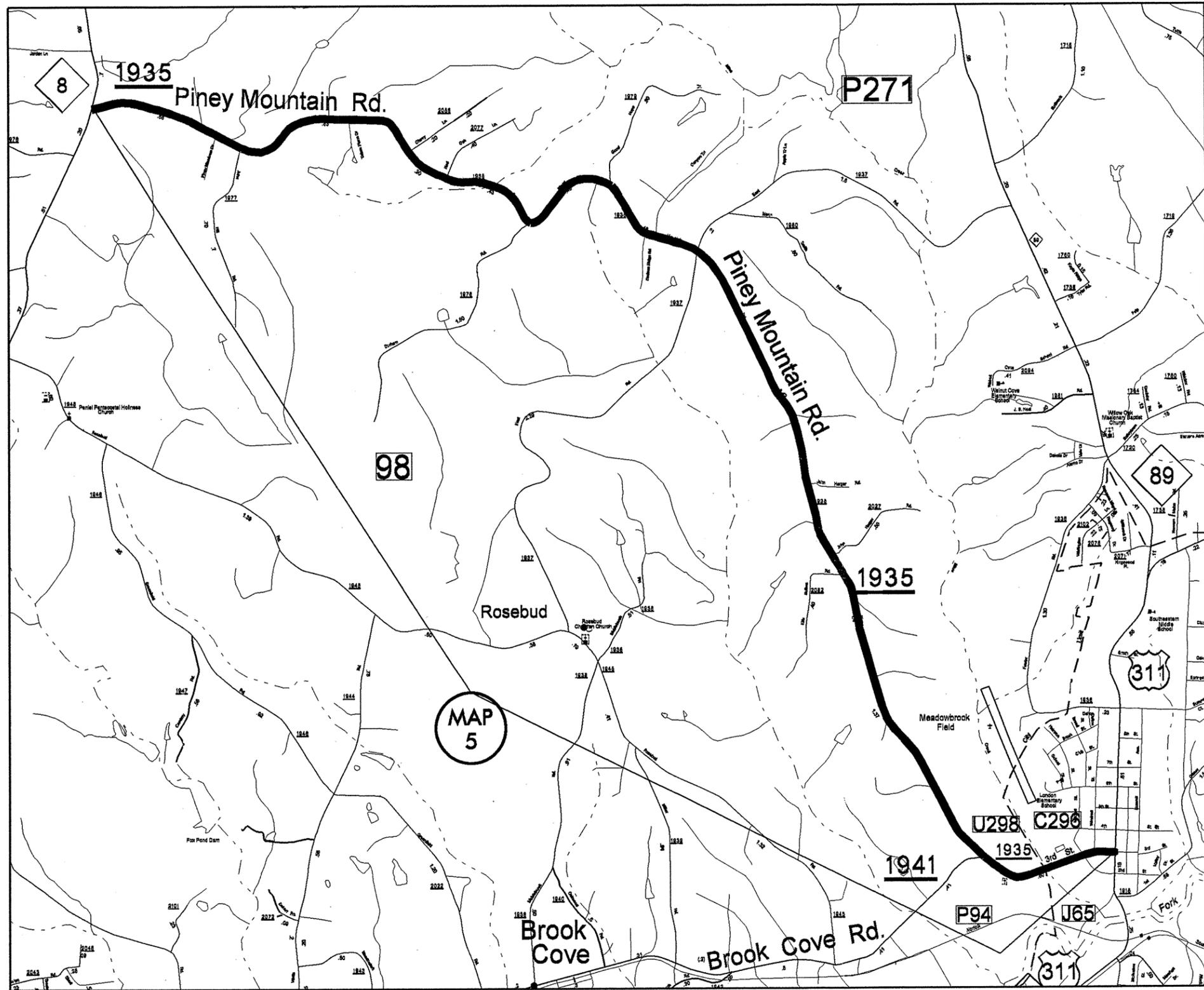
MAP 2
 NC 8
 NC 89
 All Patching done by state forces.
 MAP 3
 SR 1496 PINEY GROVE CHURCH ROAD
 All Patching done by state forces.

STOKES COUNTY
 NORTH CAROLINA



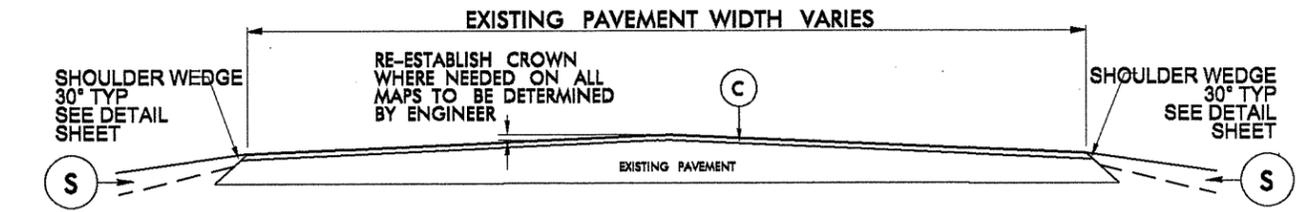
MAP 4
SR 1122 MOUNTAINVIEW ROAD
All Patching done by state forces.

STOKES COUNTY
NORTH CAROLINA



MAP 5
 SR 1935 PINEY MOUNTAIN ROAD
 All Patching done by state forces.

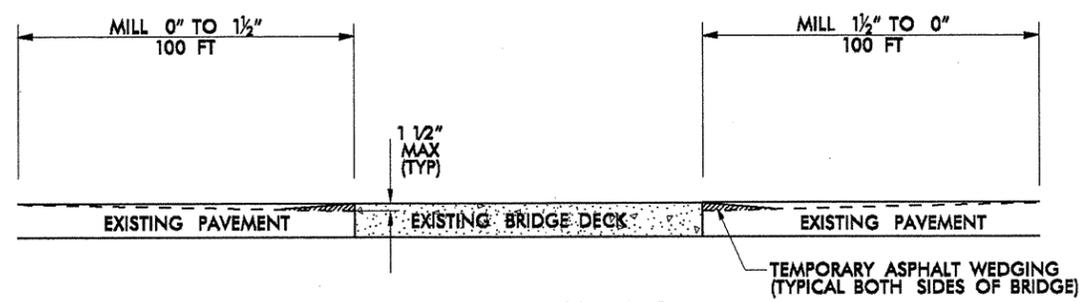
STOKES COUNTY
 NORTH CAROLINA



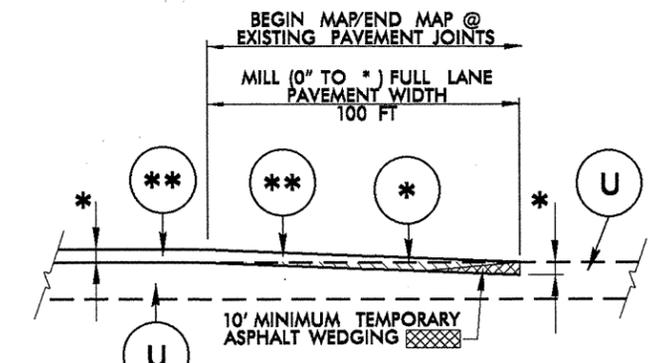
Shoulder reconstruction in areas only with no outside curb (typ.)

TYPICAL SECTION NO. 1
MAP NO.1 NC 704
MAP NO.2 NC8 /NC 89
MAP NO.3 SR 1496 PINEY GROVE CHURCH ROAD
MAP NO.4 SR 1122 MOUNTAIN VIEW ROAD
MAP NO.5 SR 1935 PINEY MOUNTAIN ROAD

Shoulder reconstruction in areas only with no outside curb (typ.)



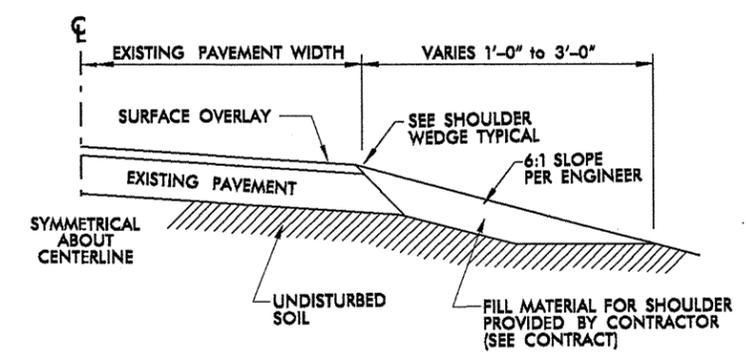
INCIDENTAL MILLING BRIDGE APPROACHES
(SEE BRIDGE DATA SHEET)



* MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS AND BRIDGE DATA SHEETS

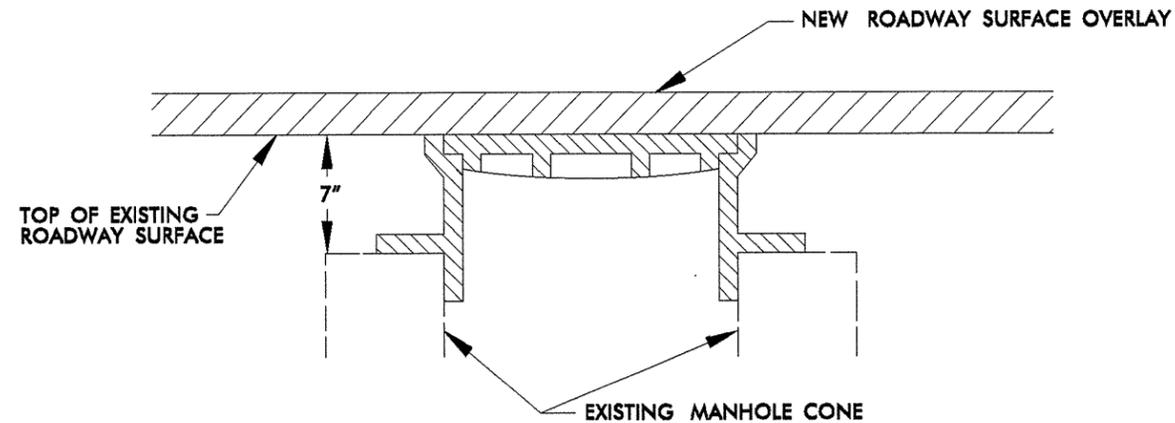
** SEE TYPICALS FOR MIX TYPE

INCIDENTAL MILLING TIE-IN DETAIL

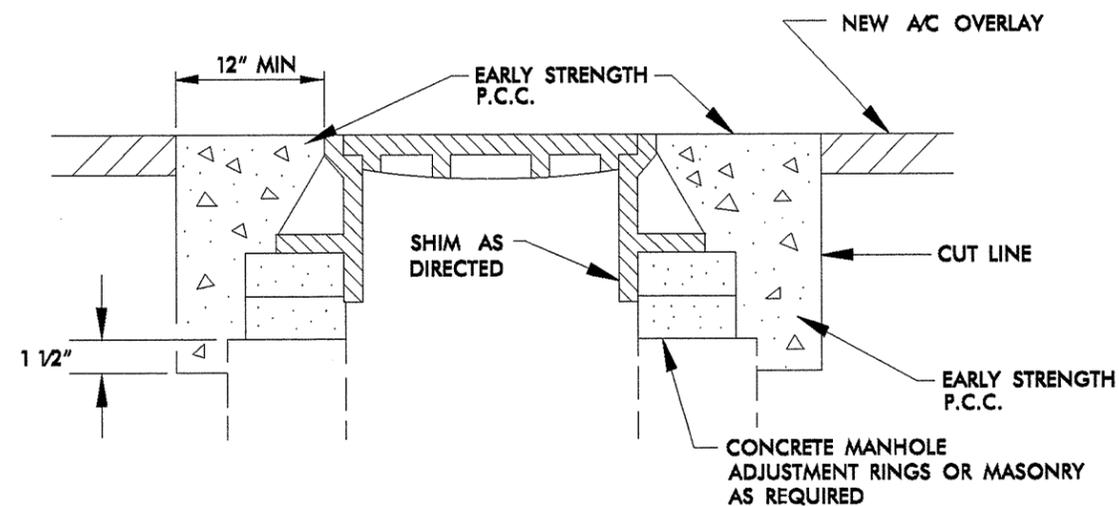


SHOULDER RECONSTRUCTION

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
M	MILL ASPHALT PAVEMENT, 0 TO 1 1/2" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



STEP 1



STEPS 2,3, & 4

- STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE
- STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.
- STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.
- STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS AS DIRECTED.

MANHOLE ADJUSTMENT DETAIL

CONSTRUCTION NOTES:

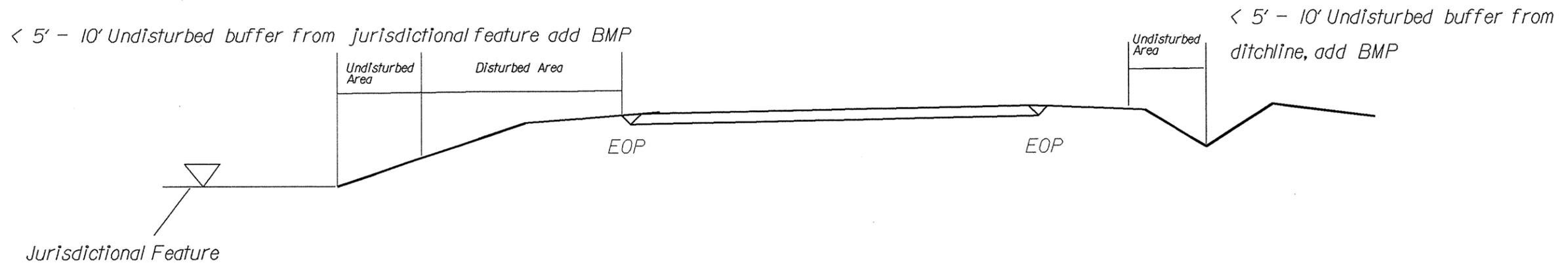
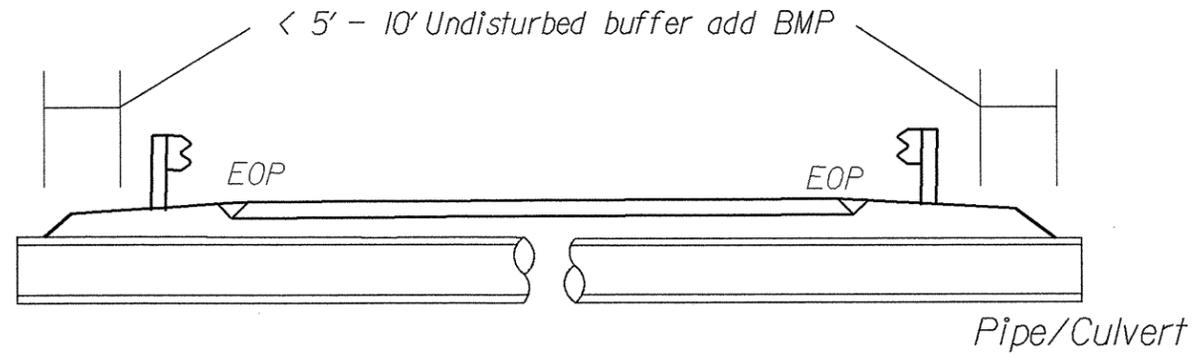
- ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".
- CONSTRUCTION SHALL PROGRESS IN PHASES, IN THE ORDER INDICATED BELOW:
 - PHASE 1 - MILLING AND PATCHING (WHEN REQUIRED)
 - PHASE 2 - SURFACE OVERLAY
 - PHASE 3 - SHOULDER DROP-OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)
 - PHASE 4 - UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVE/METER BOX RING/COVER, CATCH BASIN GRATE/COVER, DROP INLET GRATE/COVER, ETC.) WHEN REQUIRED.
- 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.
- 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).
- 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.
- PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.
- ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.
- 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: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

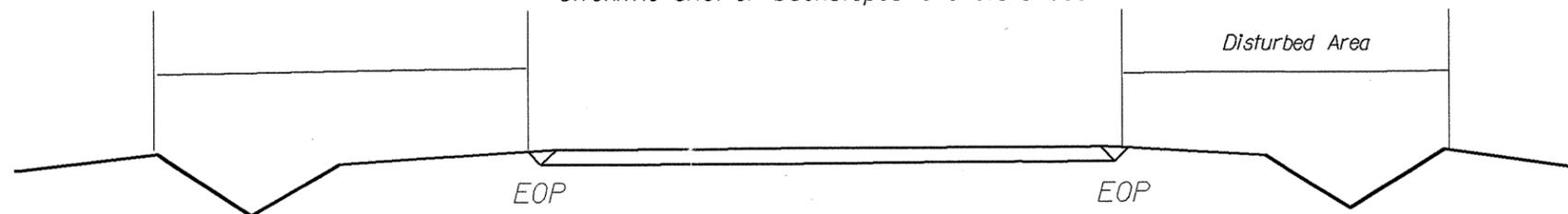
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

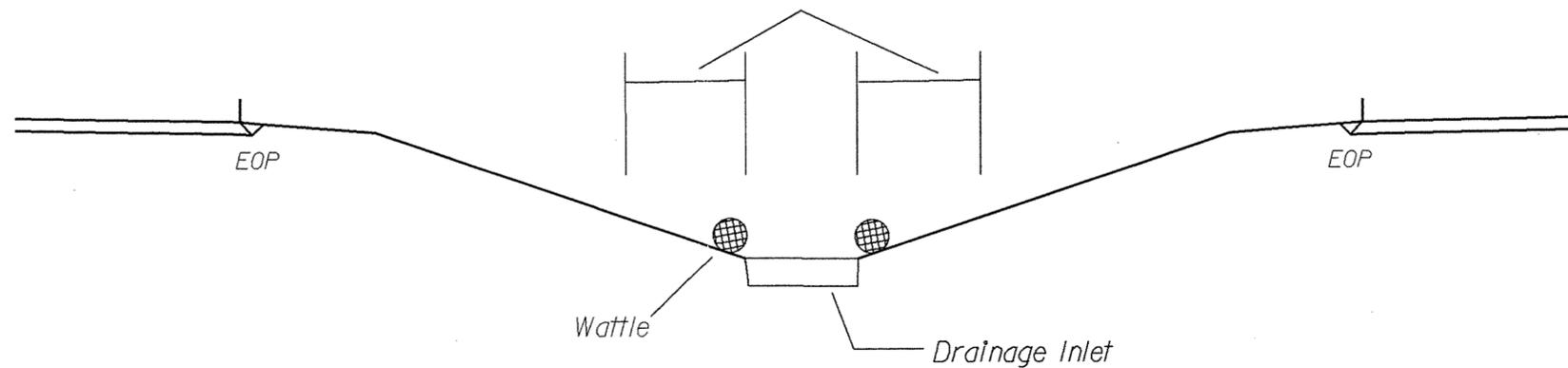
PROJECT REFERENCE NO.	SHEET NO.
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Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed

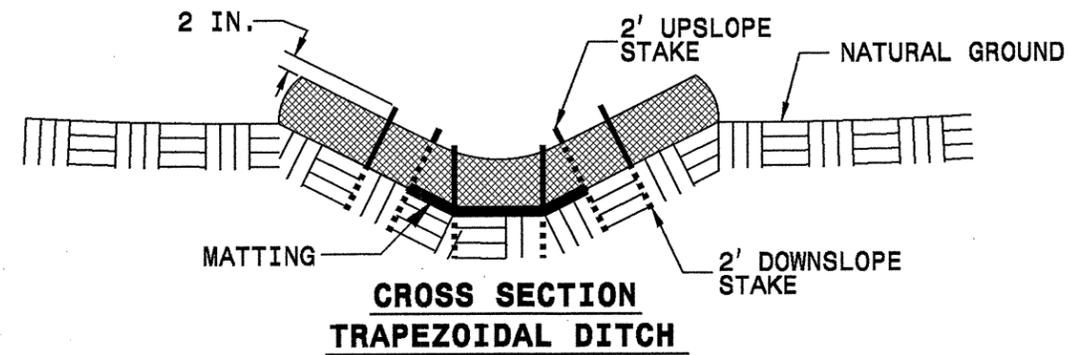
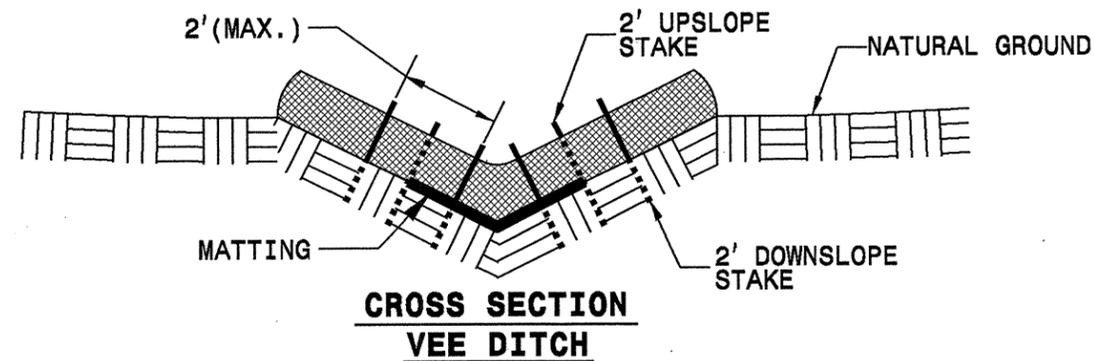
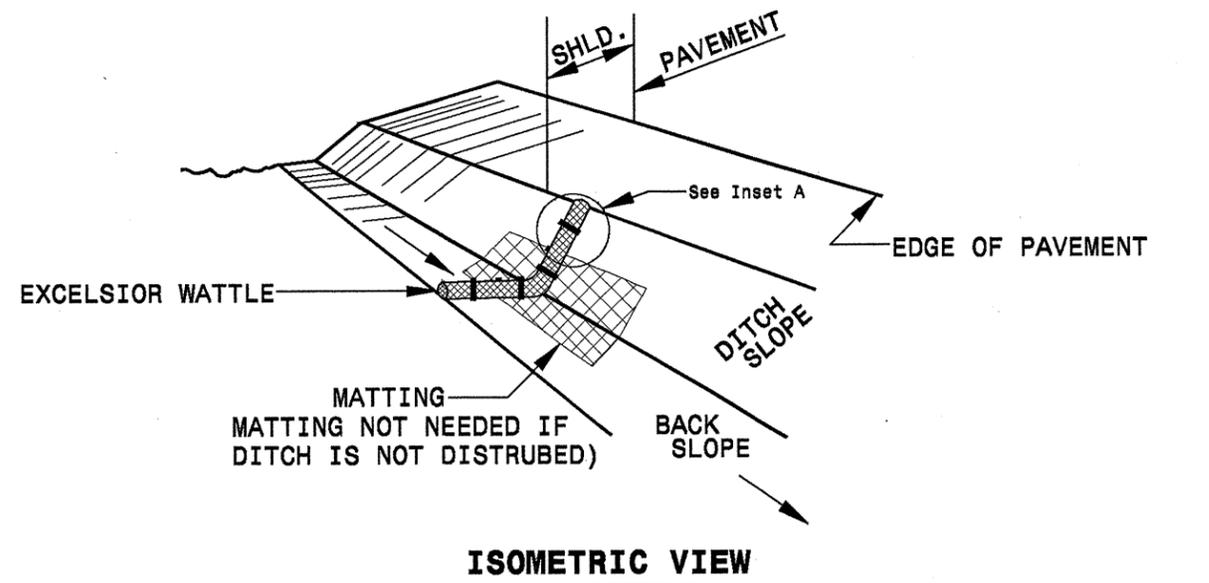


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

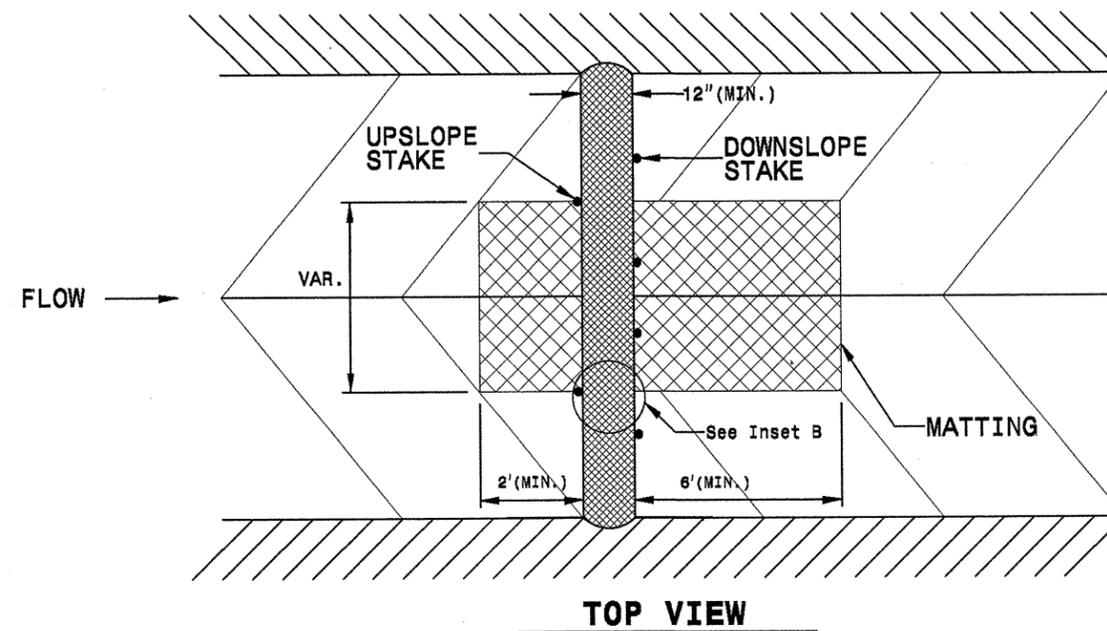
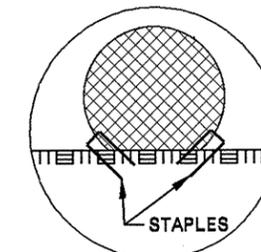
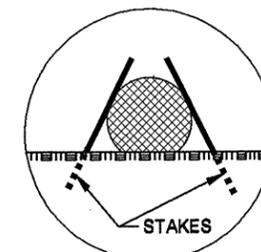
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

IF DITCH WILL BE DISTURBED, INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



PROJECT NO.	SHEET NO.	TOTAL NO.
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SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	AGGREGATE SHOULDER BORROW ALLOWED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	BORROW EXCAVATION CY	SHOULDER RECONSTRUCTION SMI	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	ADJ. OF METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	WATTLE LF
9CR.10851.130	Stokes	1	NC 704	FROM NC 772 TO SR 1680 BUFFALO ROAD	1	NO	YES	2.44	24	123	293	4.88	534	3,191	191		976	98
		2	NC 8/NC 89	FROM BANK STREET TO NC 268/LYNCHBURG RD	1	NO	YES	5.659	24	268	679	11.32	534	7,521	451		2,264	226
TOTAL FOR PROJ NO. 9CR.10851.130								8.099		391	972	16.20	1,068	10,712	642		3,240	324
9CR.20851.130	Stokes	3	SR 1496 PINEY GROVE CHURCH ROAD	FROM NC8 TO NC89	1	NO	YES	4.97	24	285	596	9.94	534	6,500	390		1,988	199
		4	SR 1122 MOUNTAIN VIEW ROAD	FROM NC 66 TO SR 1955 FRIENDSHIP ROAD	1	NO	YES	3.97	24	264	476	7.94	534	5,192	312	8	1,588	159
		5	SR 1935 PINEY MOUNTAIN ROAD/SR 1935 BROOK COVE ROAD/THIRD ST.	FROM NC 8 TO US 311	1	NO	YES	6.502	22	297	780	13.00	489	7,838	470		2,601	260
TOTAL FOR PROJ NO. 9CR.20851.130								15.442		846	1,852	30.88	1,557	19,530	1,172	8	6,177	618
GRAND TOTAL								23.541		1,237	2,824	47.08	2,625	30,242	1,814	8	9,417	942

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	LENGTH	WIDTH	4685000000-E	4686000000-E	4695000000-E	4710000000-E	4721000000-E	4725000000-E	4810000000-E	4905000000-N		
							4" X 90 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	8" X 90 M YELLOW THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG SCHOOL 120 M EA	THERMO LT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	SNOW PLOWABLE MARKERS EA
9CR.10851.130	Stokes	1	NC 704	FROM NC 772 TO SR 1680 BUFFALO ROAD	2.44	24	26,254	25,766						161		
		2	NC 8/NC 89	FROM BANK STREET TO NC 268/LYNCHBURG RD	5.659	24	60,891	63,484	210	99	226	1	1,672	1,672	373	
TOTAL FOR PROJ NO. 9CR.10851.130					8.099		87,145	89,250	210	99	226	1	1,672	1,672	534	
							89,460						3,344			
9CR.20851.130	Stokes	3	SR 1496 PINEY GROVE CHURCH ROAD	FROM NC8 TO NC89	4.97	24	53,477	52,483			126	12				
		4	SR 1122 MOUNTAIN VIEW ROAD	FROM NC 66 TO SR 1955 FRIENDSHIP ROAD	3.97	24	42,717	41,923			29					
		5	SR 1935 PINEY MOUNTAIN ROAD/SR 1935 BROOK COVE ROAD/THIRD ST.	FROM NC 8 TO US 311	6.502	22	69,962	68,661			18					
TOTAL FOR PROJ NO. 9CR.20851.130					15.442		166,156	163,067			173	12				
							163,067						3,344			
GRAND TOTAL					23.541		253,301	252,317	210	99	399	12	1	1,672	1,672	534
							252,527						3,344			