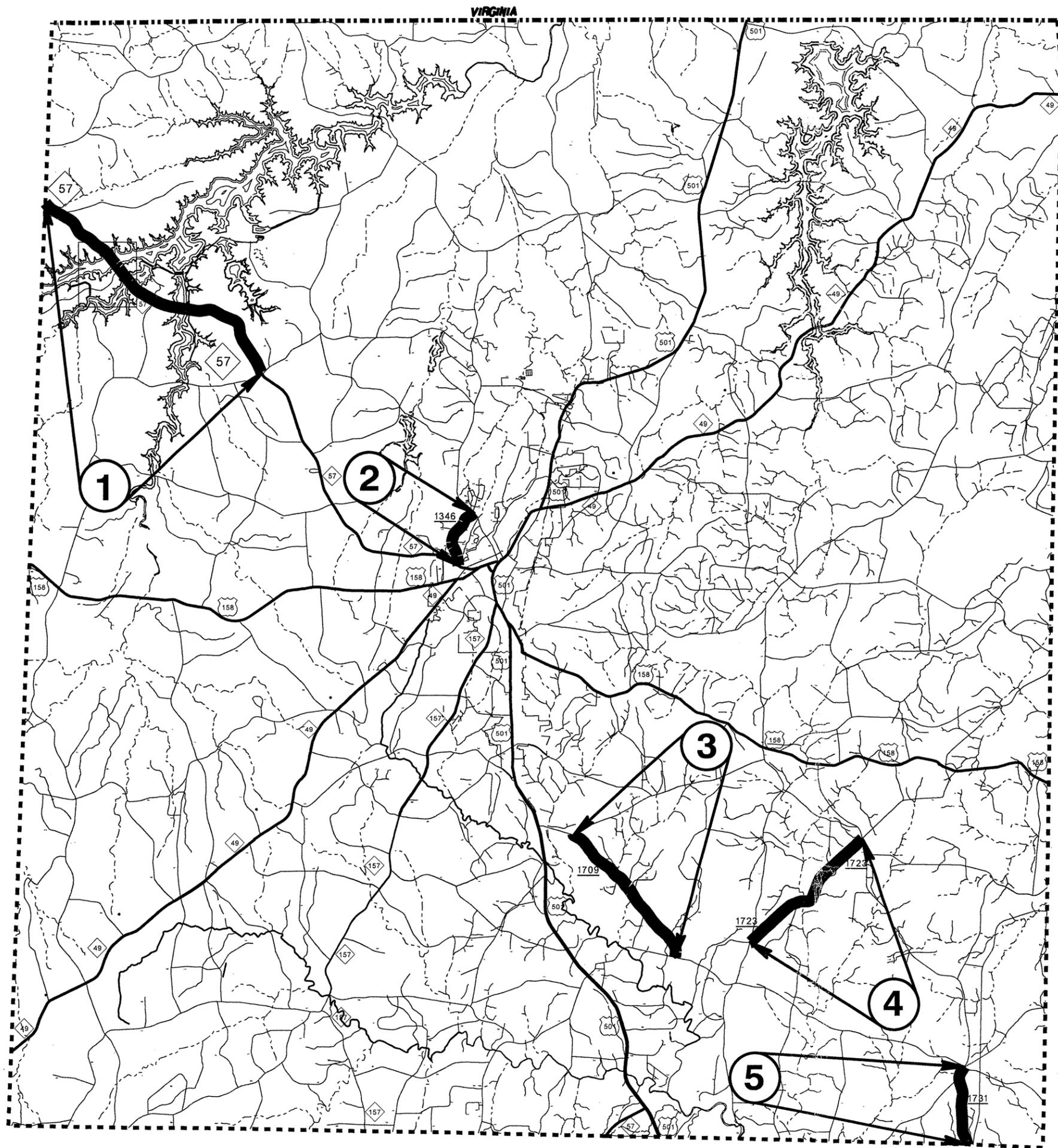
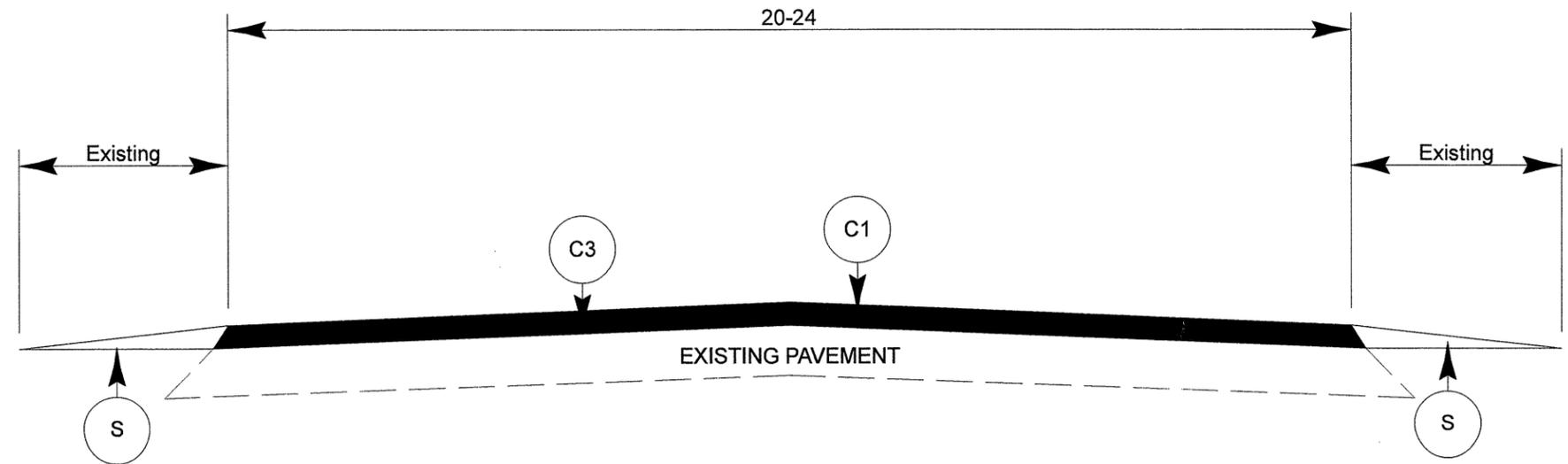


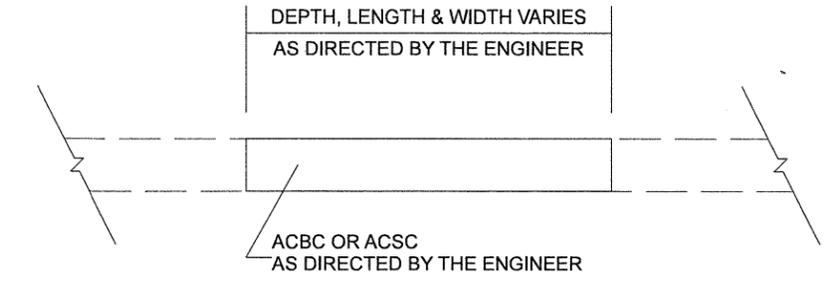
2013-2014 PERSON COUNTY RESURFACING



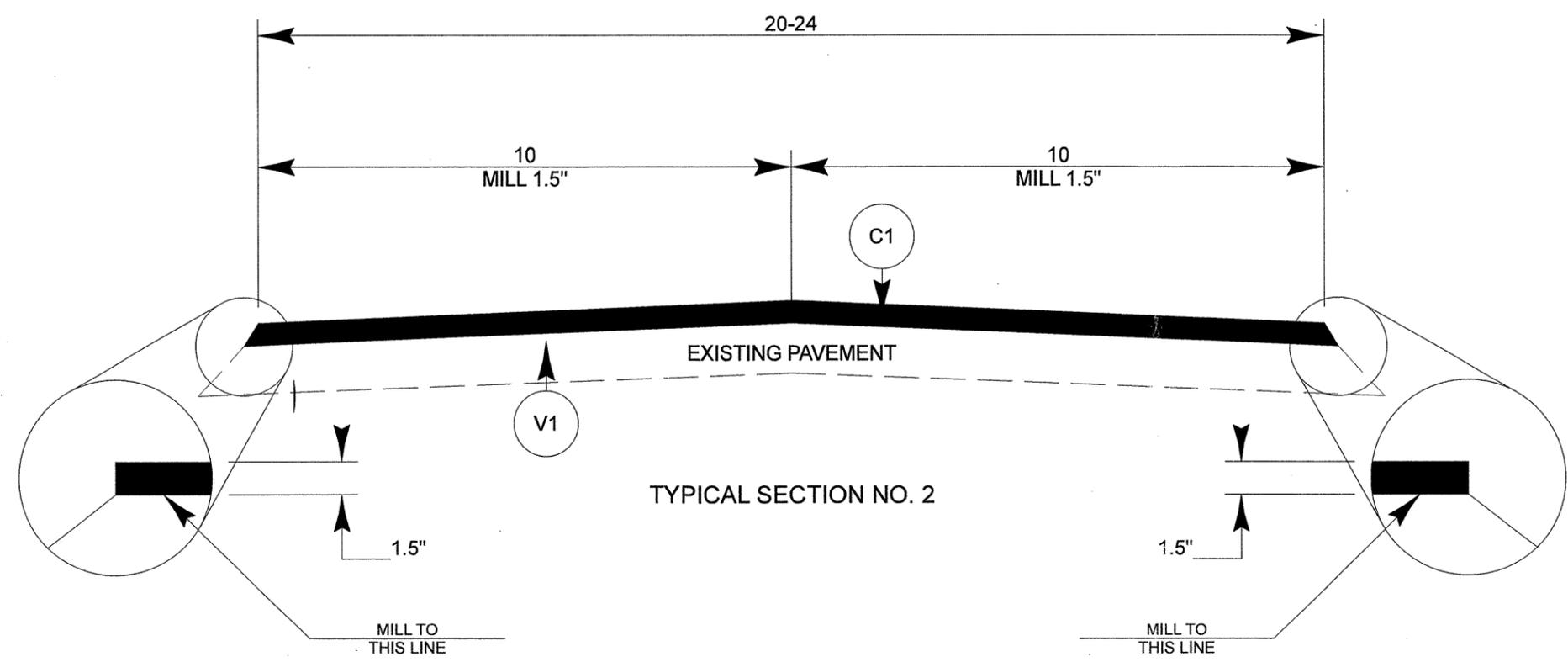
PROJECT NO. 5CR.10731.13, 5CR.20731.13	SHEET NO. 2	TOTAL SHEETS
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TYPICAL SECTION NO. 1



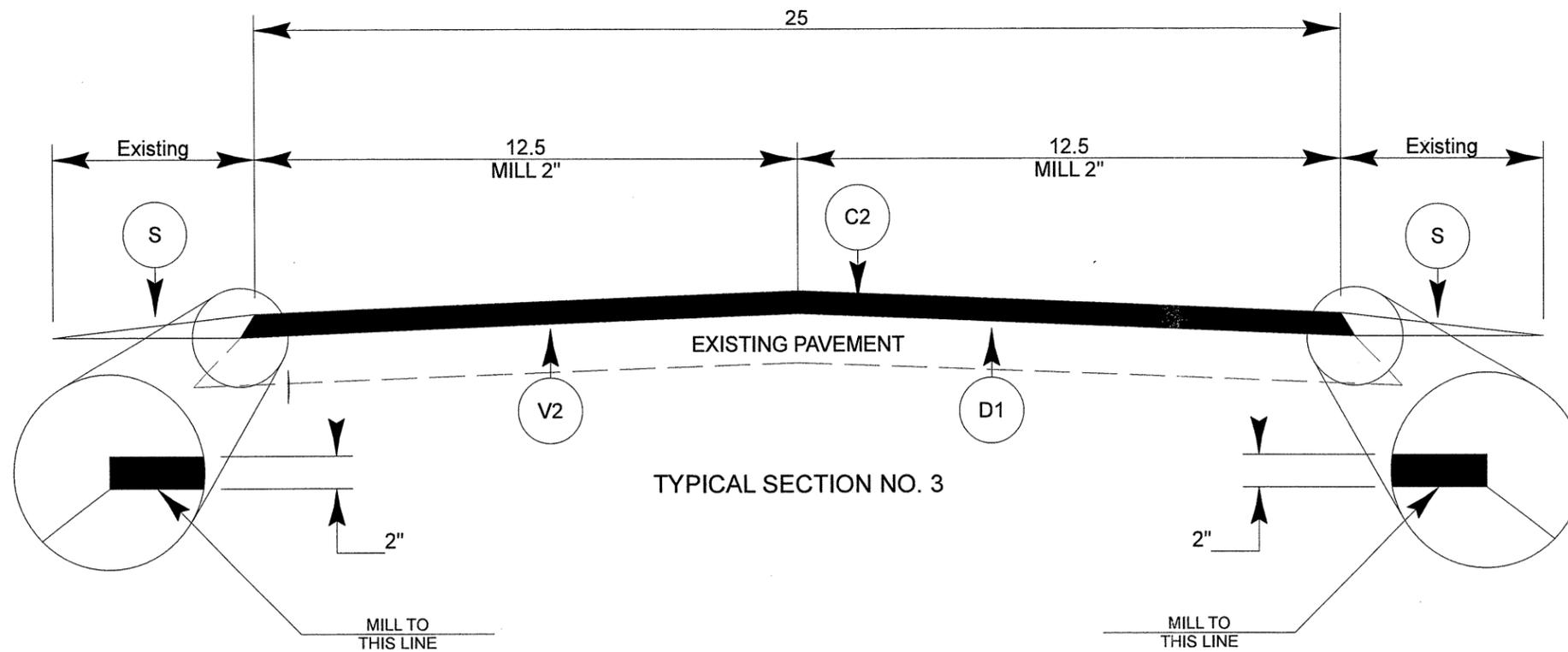
PATCHING EXISTING PAVEMENT



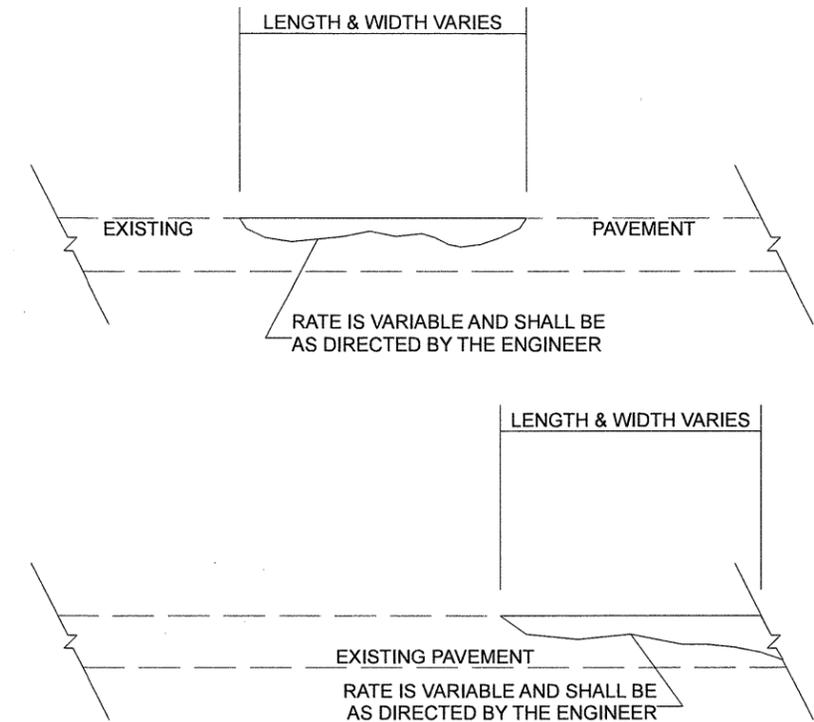
TYPICAL SECTION NO. 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SY.
C2	PROP. APPROX 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SY.
C3	PROP. LEVELING COURSE, TYPE SF9.5A, AS DIRECTED BY THE ENGINEER
D1	PROP. APPROX 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SY.
S	SHOULDER RECONSTRUCTION
V1	PROP. 1.5" MILLING EXISTING PAVEMENT
V2	PROP. 2" MILLING EXISTING PAVEMENT

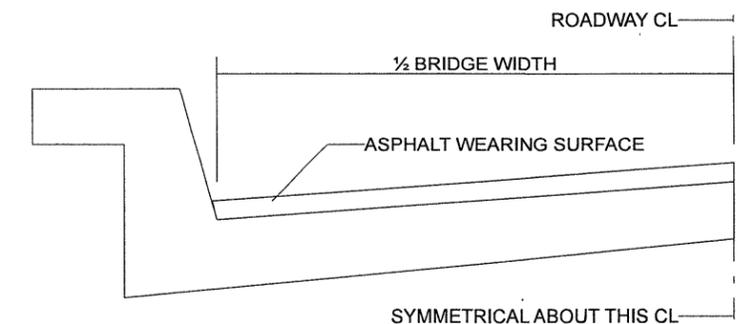
PROJECT NO. 5CR.10731.13, 5CR.20731.13	SHEET NO. 3	TOTAL SHEETS
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TYPICAL SECTION NO. 3



ASPHALT CONCRETE SURFACE COURSE
(LEVELING COURSE)



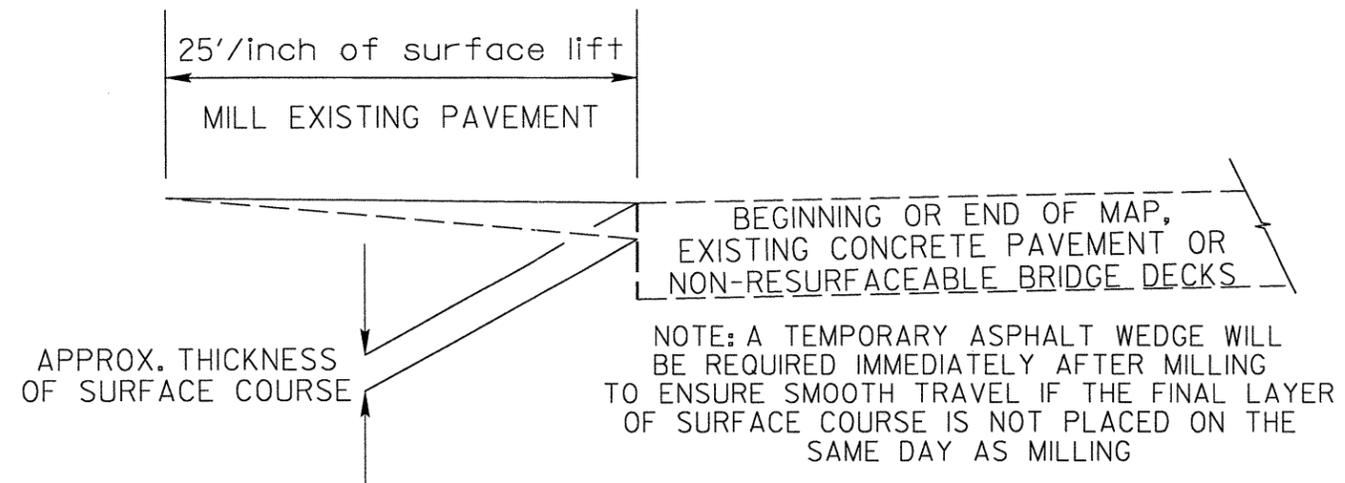
BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

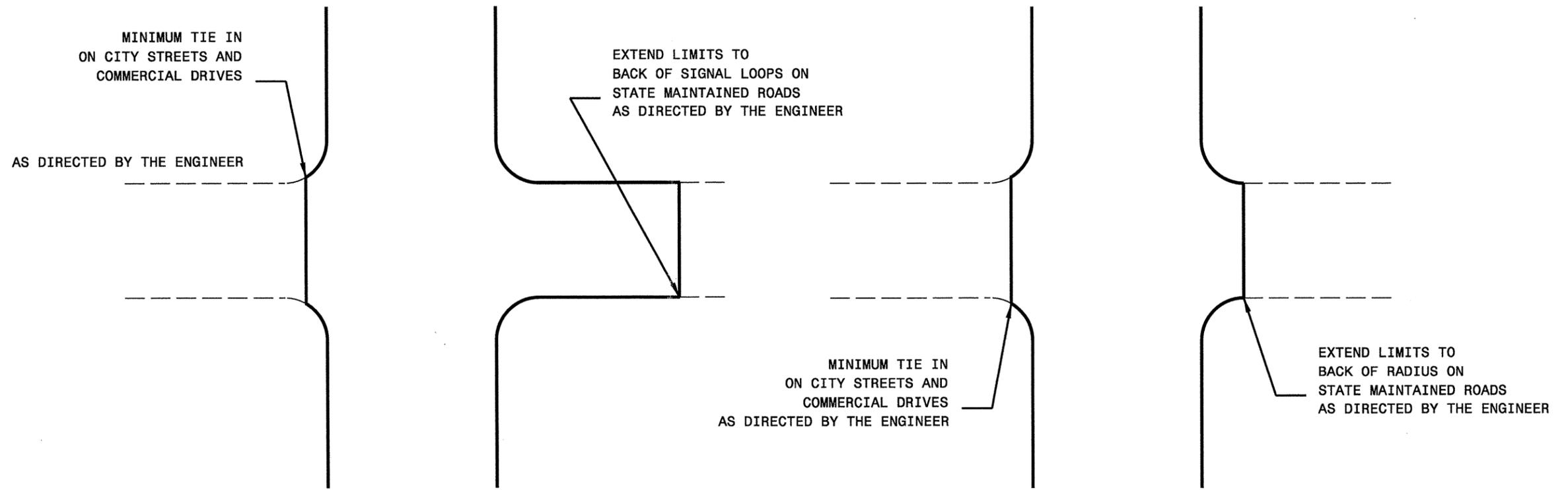
THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SF9.5A 1.5", S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2".

NOTES

ALL UNPAVED 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 RADII, OR AS DIRECTED BY THE ENGINEER. EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES. SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED. BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



DETAIL OF INCIDENTAL MILLING



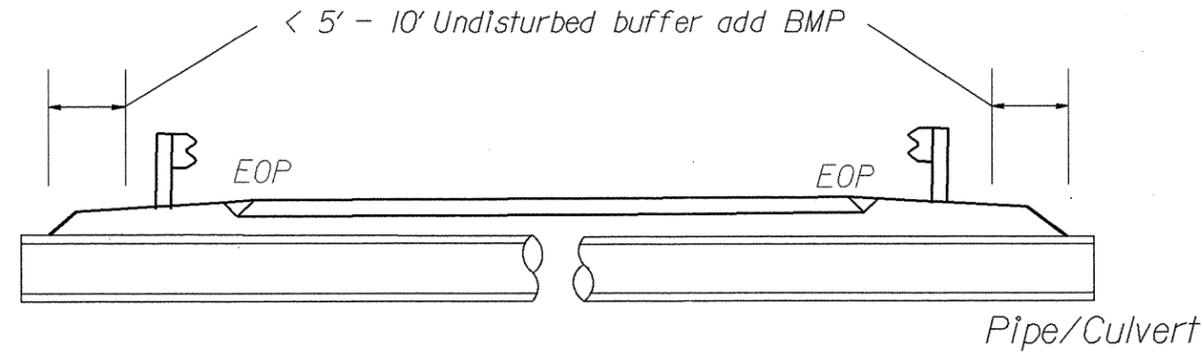
DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

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

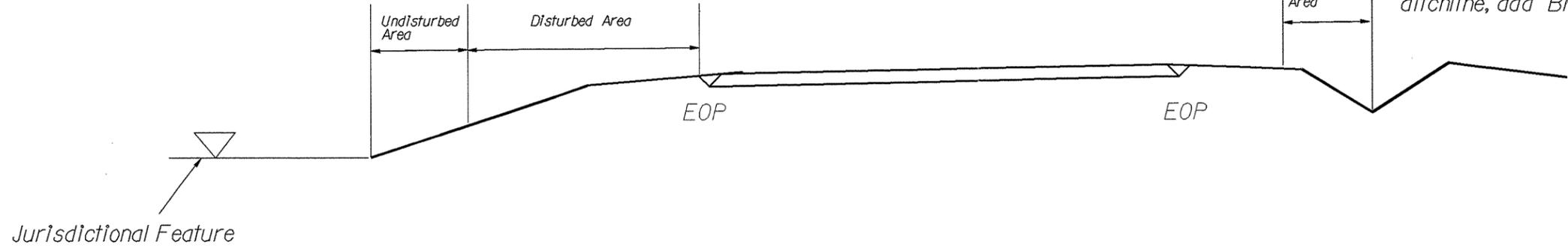
BMP Options: Wattle, Silt Fence, or Hardened Aggregate.

EROSION CONTROL DETAIL

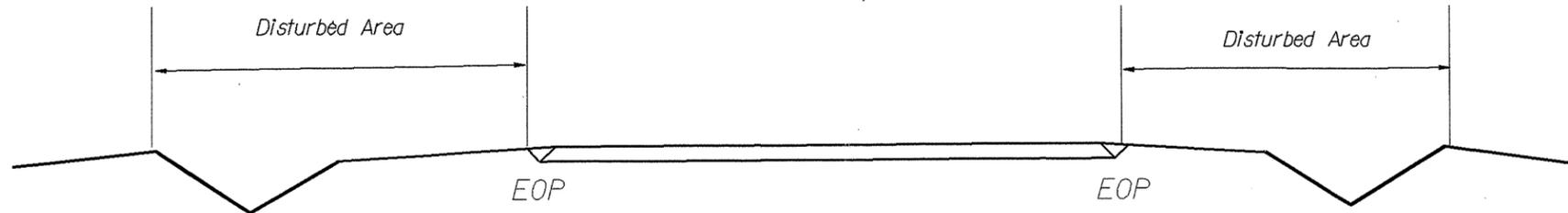


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

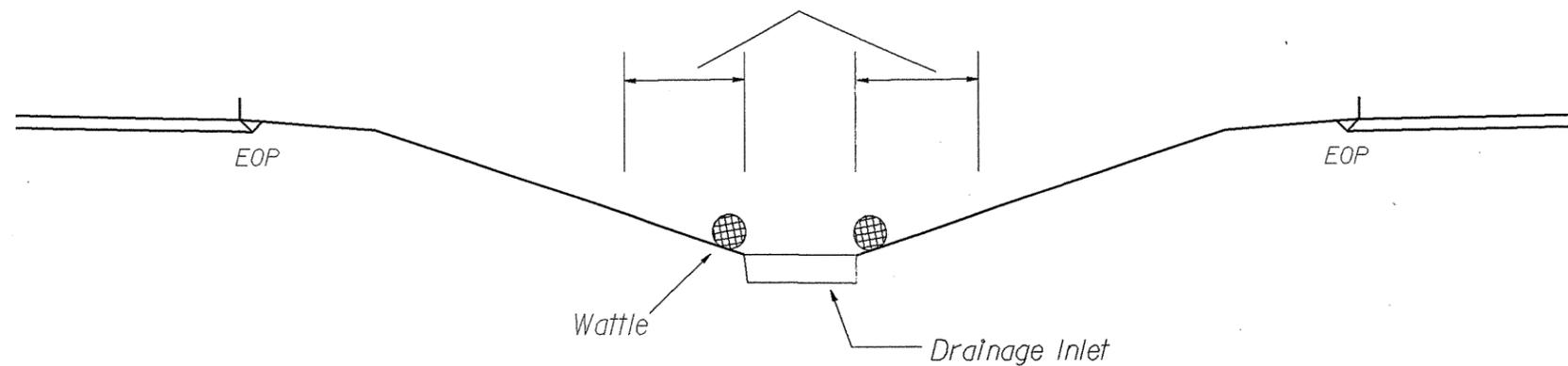
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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

**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.

PROJECT NO.	SHEET NO.	TOTAL NO.
5CR.10731.13, 5CR.20731.13	8	

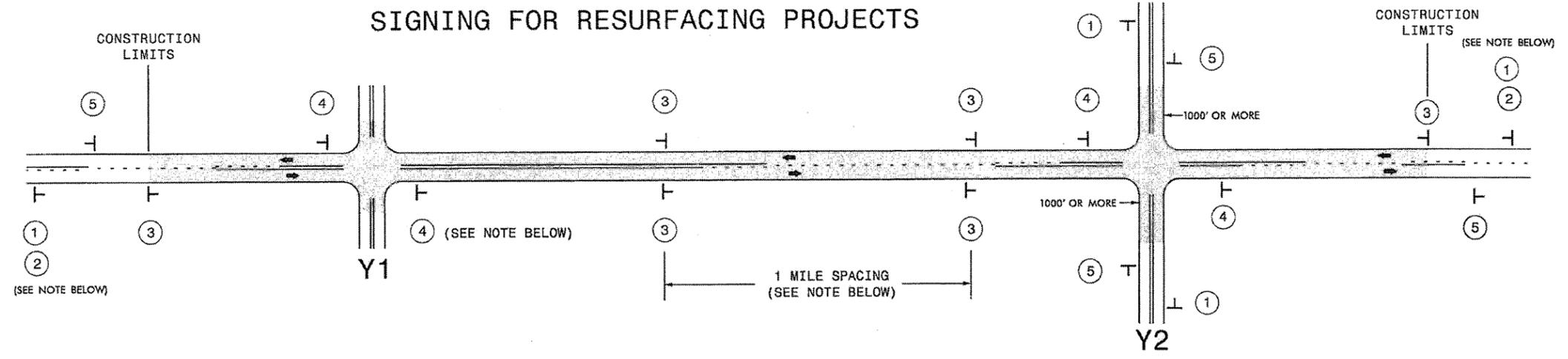
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	2" MILLING SY	1½" MILLING SY	INCIDENTAL MILLING SY	INTER-MEDIATE COURSE, I19.0B TONS	SURFACE COURSE, S9.5B TON	SURFACE COURSE, SF9.5A TON	LEVELING COURSE, TYPE SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TONS	ADJUST METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	SEED & MULCHING AC
5CR.10731.13	Person	1	NC 57	FROM PROJECT LIMIT AT SR 1340 (APPROX 775' NORTH) TO THE CASWELL CL	3	YES	NO	5.5	25	2,600	90	11.00	80,667		450	11,823	6,889			981			400	8.0
TOTAL FOR PROJ NO. 5CR.10731.13								5.5		2,600	90	11.00	80,667		450	11,823	6,889			981			400	8.0
5CR.20731.13	Person	2	SR 1346 YOUNGER ROAD	FROM SR 1333 TO NC 57	1	NO	NO	1.19	23	550	35	2.38			500			1,372		92	250	10		1.7
5CR.20731.13	Person	3	SR 1709 DINK ASHLEY RD	FROM SR 1708 TO 1715	1	NO	NO	3	20	1,400	100	6.00			480			3,010		202	800		600	4.4
5CR.20731.13	Person	4	SR 1723 JIM LATTA RD	FROM SR 1717 TO SR 1721	1	NO	NO	2.85	20	1,337	50	5.70		270	800			2,859	700	234	200		600	4.1
5CR.20731.13	Person	5	SR 1731 MORIAH RD	FROM 1715 TO THE DCL	2	NO	NO	1.5	20		60		17,600					1,505		101	100			
TOTAL FOR PROJ NO. 5CR.20731.13								8.54		3,287	245	14.08		17,870	1,780			8,746	700	629	1,350	10	1,200	10.2
GRAND TOTAL								14.04		5,887	335	25.08	80,667	17,870	2,230	11,823	6,889	8,746	700	1,610	1,350	10	1,600	18.2

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	WIDTH	4589000000-N	4366000000-E	4685000000-E	4686000000-E	4770000000-E		4810000000-E		4850000000-E	4905000000-N	
									TEMPORARY TRAFFIC CONTROL LS	WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	4" X 90 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	4" WHITE COLD APPLIED PLASTIC, TYPE III LF	4" YELLOW COLD APPLIED PLASTIC, TYPE III LF	4" YELLOW PAINT LF	4" WHITE PAINT LF	4" LINE REMOVAL LF	SNOW PLOWABLE MARKERS EA	
5CR.10731.13	Person	1	NC 57	FROM PROJECT LIMIT AT SR 1340 (APPROX 775' NORTH) TO THE CASWELL CL	3	2	5.5	25	*	496	59,180	36,300	800	800	36,300	59,180	1,600	363	
TOTAL FOR PROJ NO. 5CR.10731.13								5.5		1	496	59,180	36,300	800	800	36,300	59,180	1,600	363
5CR.20731.13	Person	2	SR 1346 YOUNGER ROAD	FROM SR 1333 TO NC 57	1	2	1.19	23		150	12,804	7,854							
5CR.20731.13	Person	3	SR 1709 DINK ASHLEY RD	FROM SR 1708 TO 1715	1	2	3	20	*	378	32,280	19,800							
5CR.20731.13	Person	4	SR 1723 JIM LATTA RD	FROM SR 1717 TO SR 1721	1	2	2.85	20		359	30,666	18,810							
5CR.20731.13	Person	5	SR 1731 MORIAH RD	FROM 1715 TO THE DCL	2	2	1.5	20		189	16,140	9,900							
TOTAL FOR PROJ NO. 5CR.20731.13								8.54		1	1,076	91,890	56,364						
GRAND TOTAL								14.04		1	1,572	151,070	92,664	800	800	36,300	59,180	1,600	363

SIGNING FOR RESURFACING PROJECTS



LEGEND	
└	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.		
	②	 <small>W7-3aP 24" X 18"</small>	#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)		
	③	 <small>SP 13107 48" X 48"</small>	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.		
	④	 <small>SP 13106 48" X 48"</small>	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.		
	⑤	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

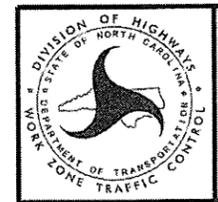
NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

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.



PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

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