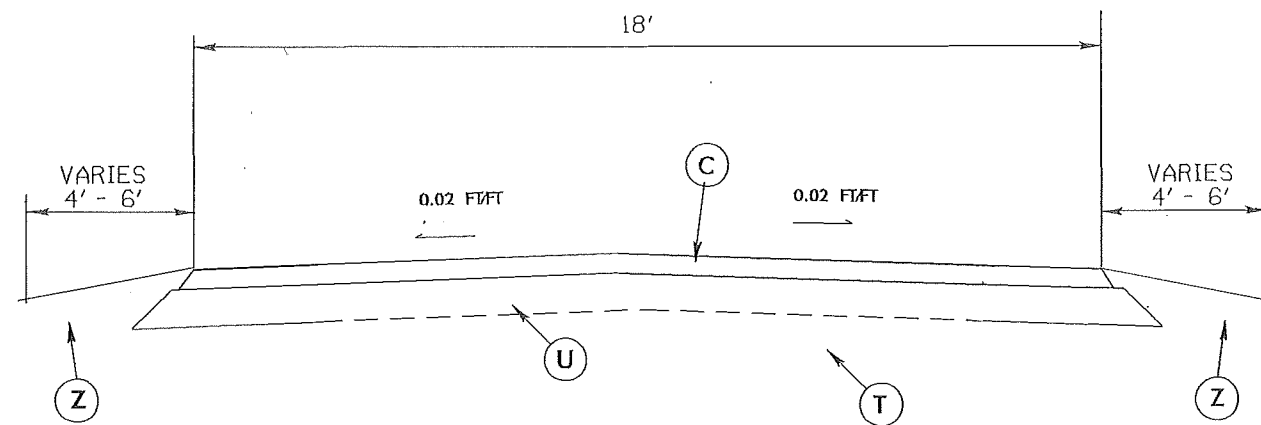


TYPICAL SECTIONS
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AND 36249.3294

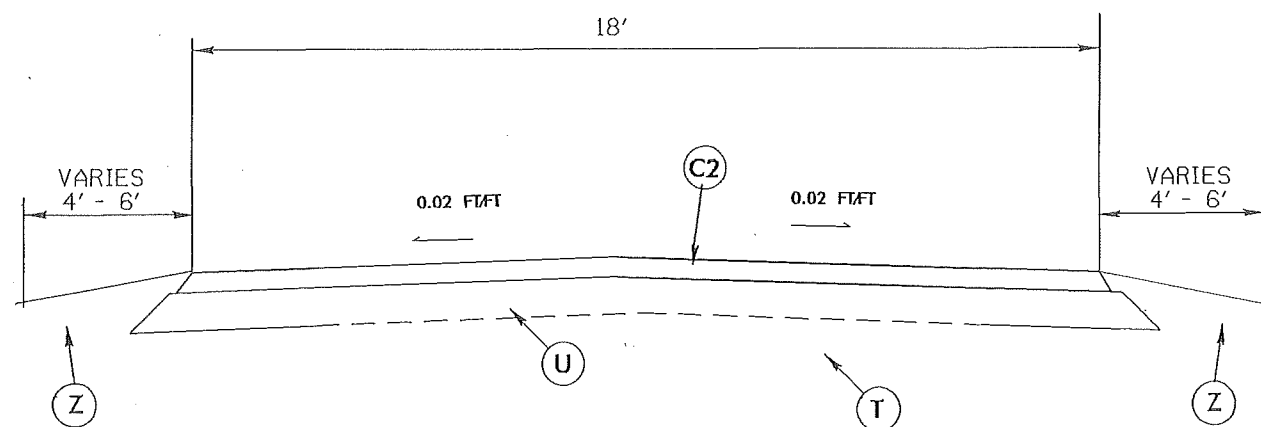
MAPS NO. 1 & 7



TYPICAL SECTION NO. 1

USE ON SR 1102 AND SR 1216

MAP NO. 2

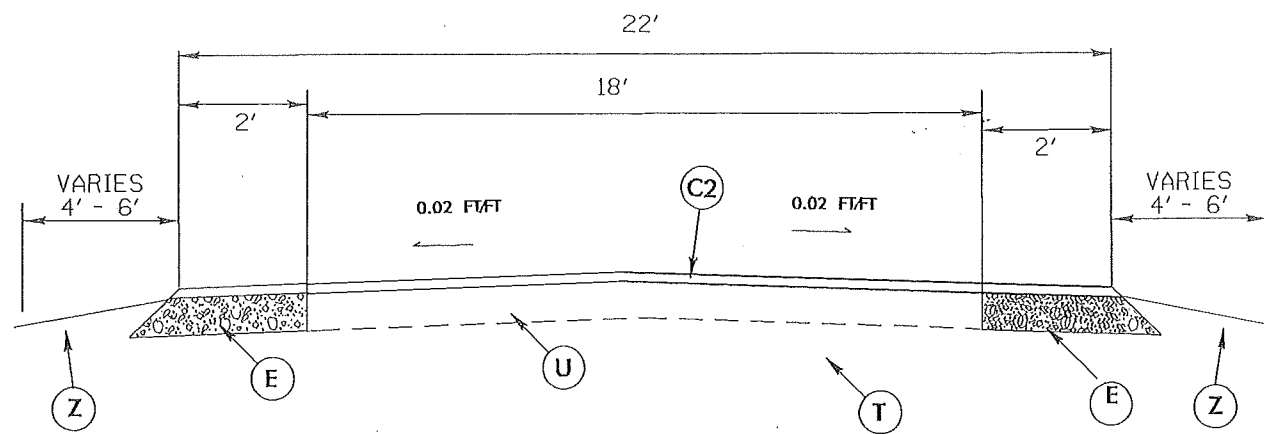


TYPICAL SECTION NO. 2

USE ON SR 1104

TYPICAL SECTIONS
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AND 36249.3294

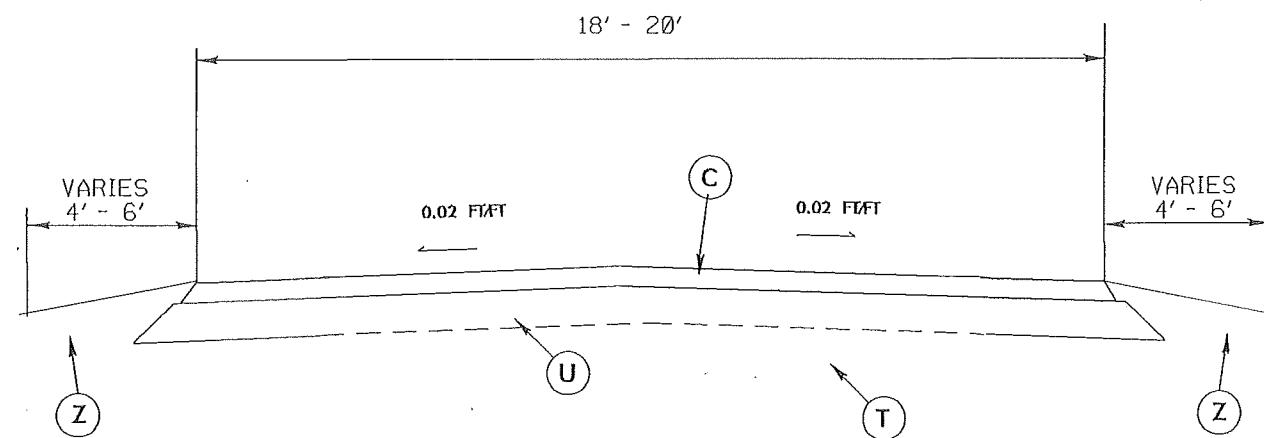
MAP NO. 3



TYPICAL SECTION NO. 3

USE FOR SR 1128

MAP NO. 4,5,6,8&9

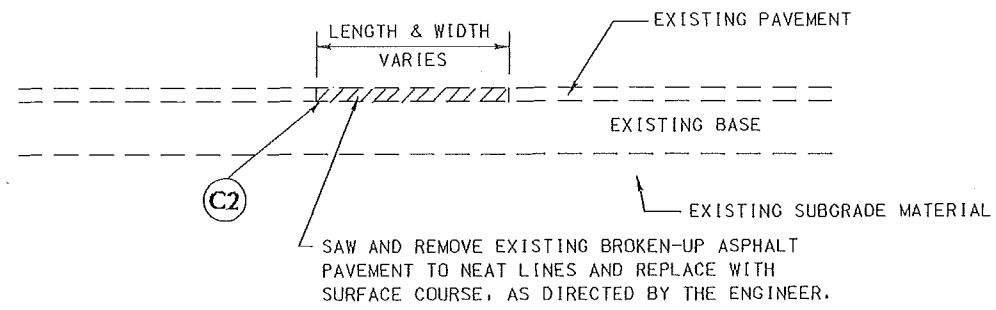


TYPICAL SECTION NO. 4

OVERLAYS AS MARKED
USE ON SR 1201, SR 1212, SR 1215, SR 1217 & SR 1336

TYPICAL SECTIONS
 WBS ELEMENTS 3CR.20711.154, 3C.071088
 AND 36249.3294

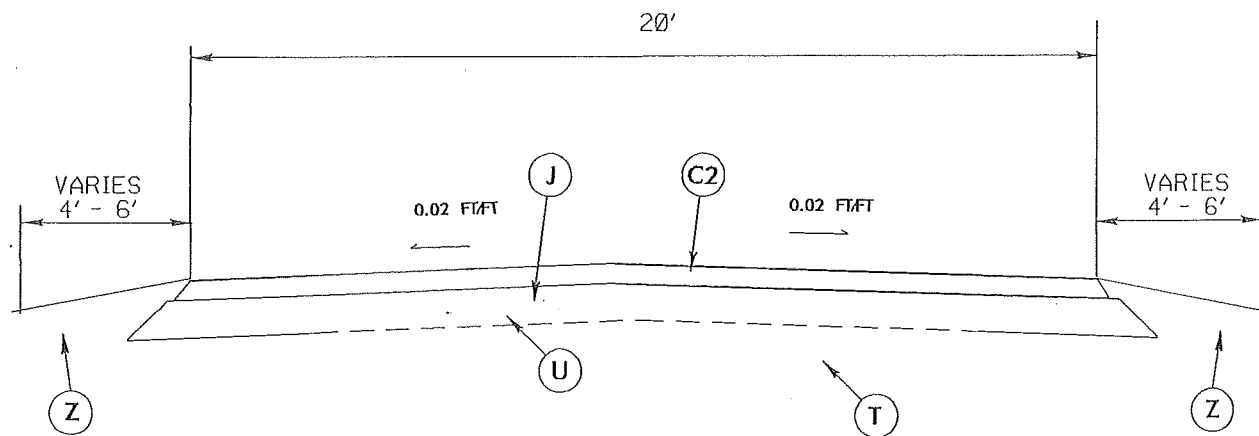
MAP NO. 10



TYPICAL SECTION NO. 5

USE ON SR 1569

MAP NO. 11

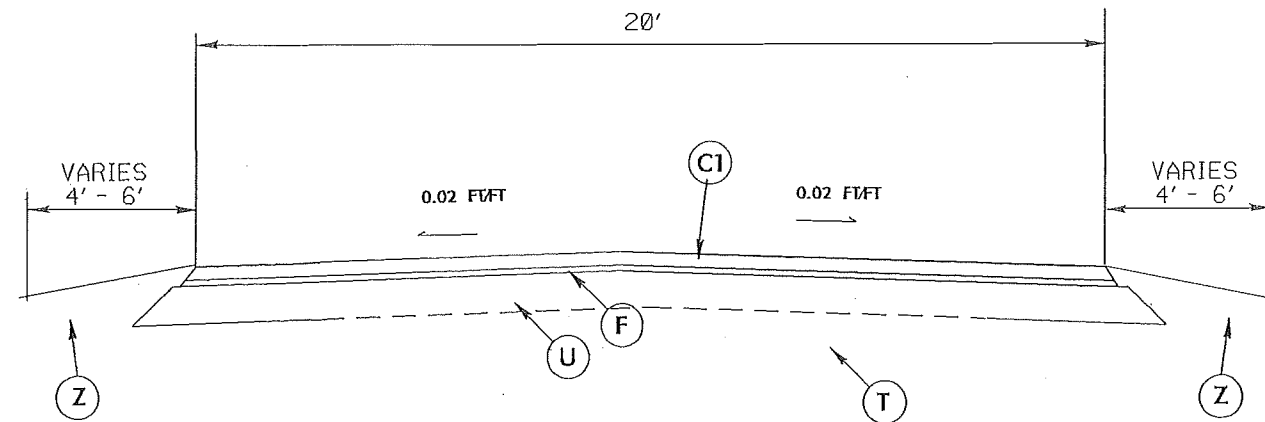


TYPICAL SECTION NO. 6

CONDITION EXISTING BASE AND PAVE
 USE ON SR 1401

TYPICAL SECTIONS
WBS ELEMENTS 3CR.20711.154, 3C.071088
AND 36249.3294

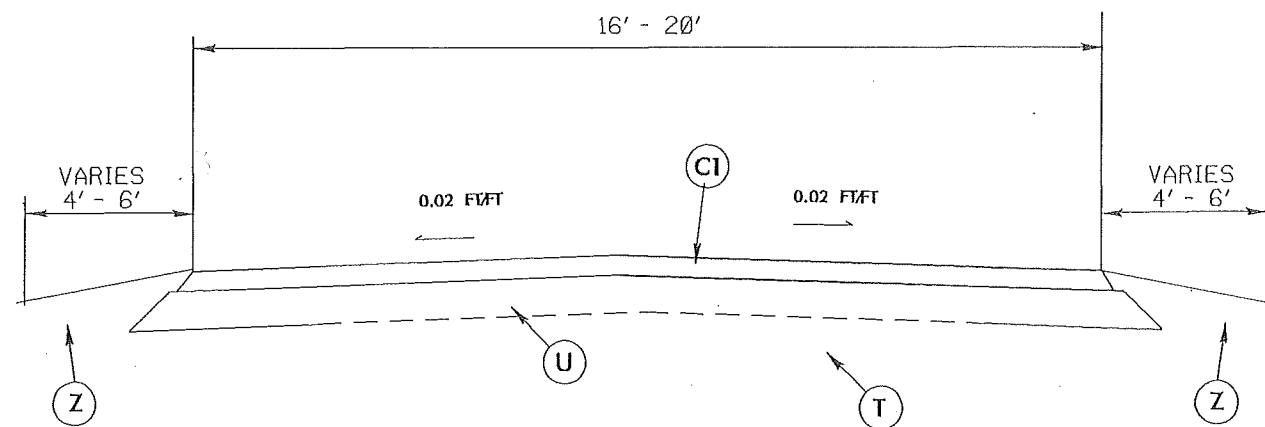
MAP NO. 12



TYPICAL SECTION NO. 7

USE ON DRUM AVENUE (CITY STREET) TOPSAIL BEACH

MAPS NO. 13 & 14



TYPICAL SECTION NO. 8

USE ON BARWICK AVENUE & CANADY AVENUE
(CITY STREETS) TOPSAIL BEACH

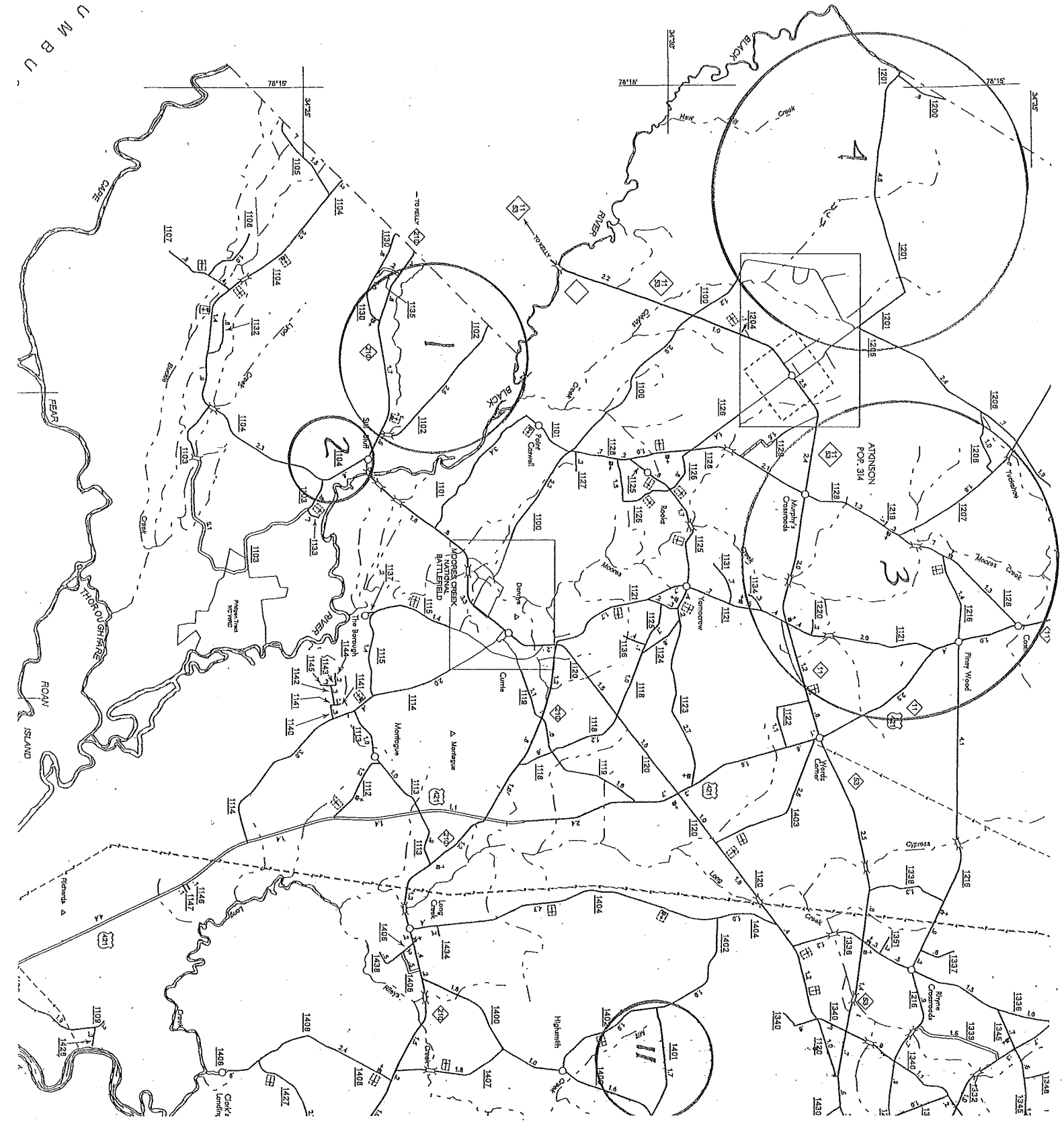
PAVEMENT SCHEDULE

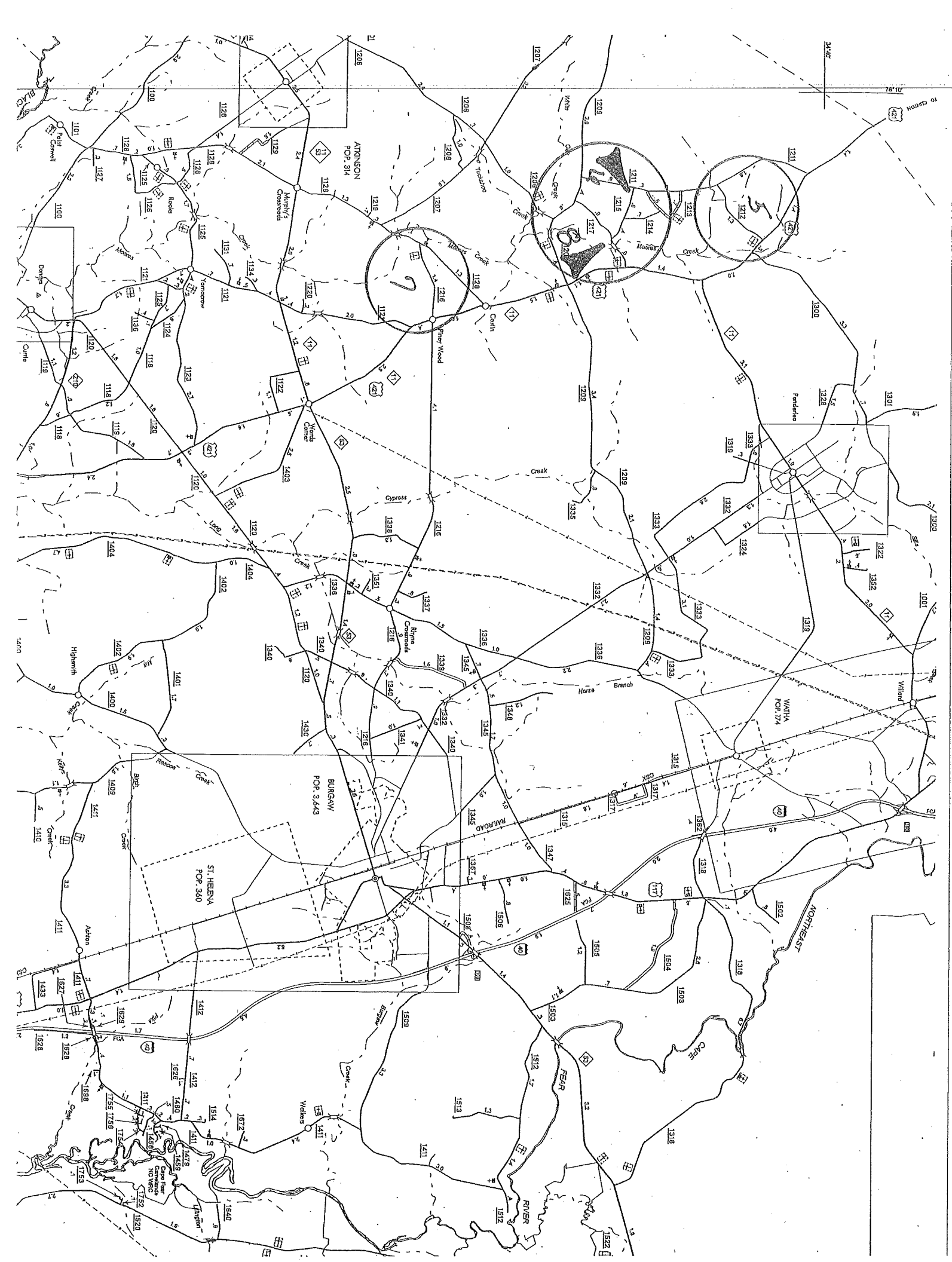
WBS ELEMENTS 3CR.20711.154, 3C.071088
AND 36249.3294

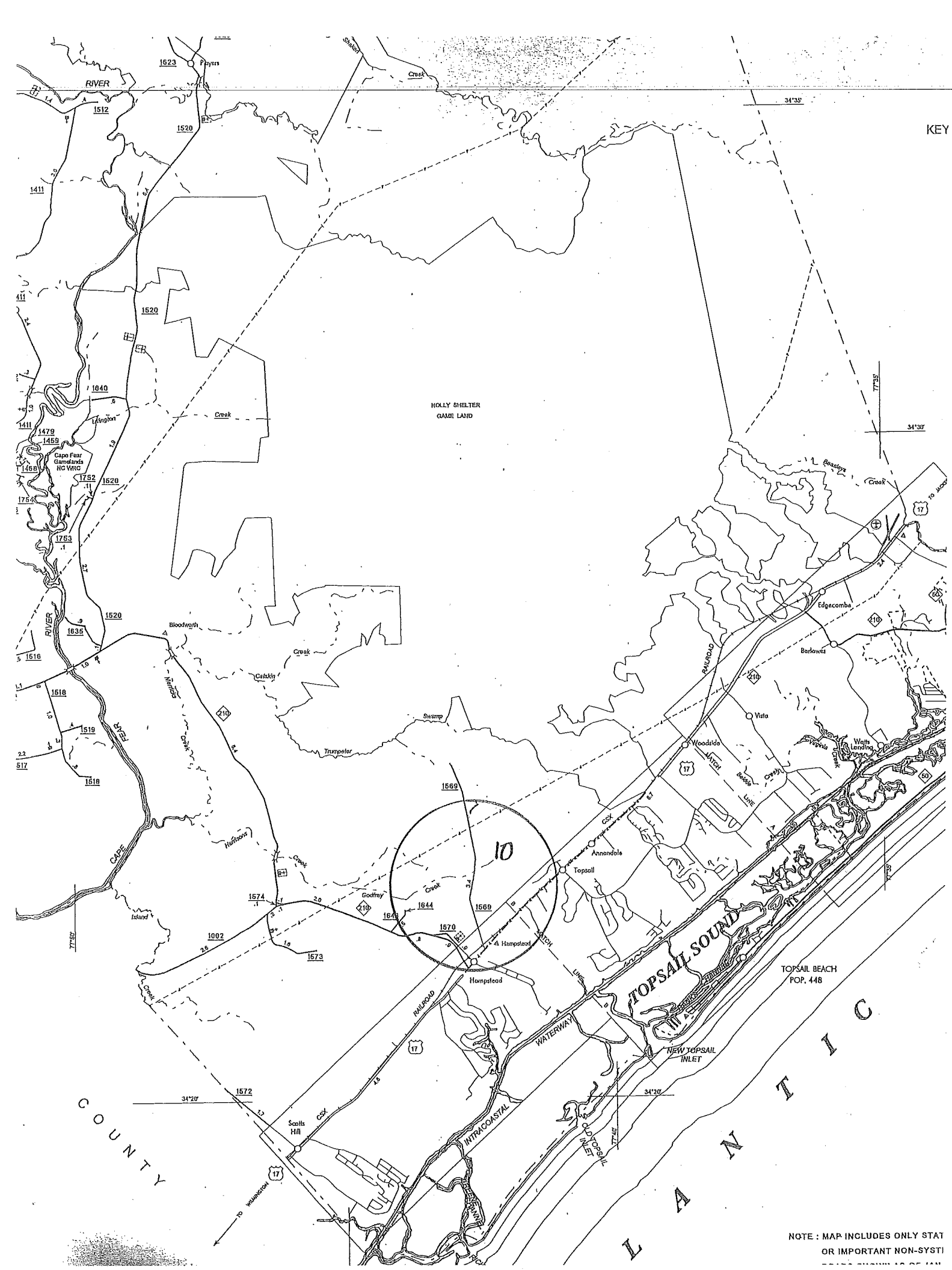
C	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF 9.5 A , AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
F	MAT WITH NO. 6 STONE BY STATE FORCES DURING RESURFACING
J	CONDITION EXISTING BASE
T	EXISTING SUBGRADE MATERIAL
U	EXISTING PAVEMENT
Z	SHOULDER RECONSTRUCTION BY STATE FORCES

BLADEN COUNTY

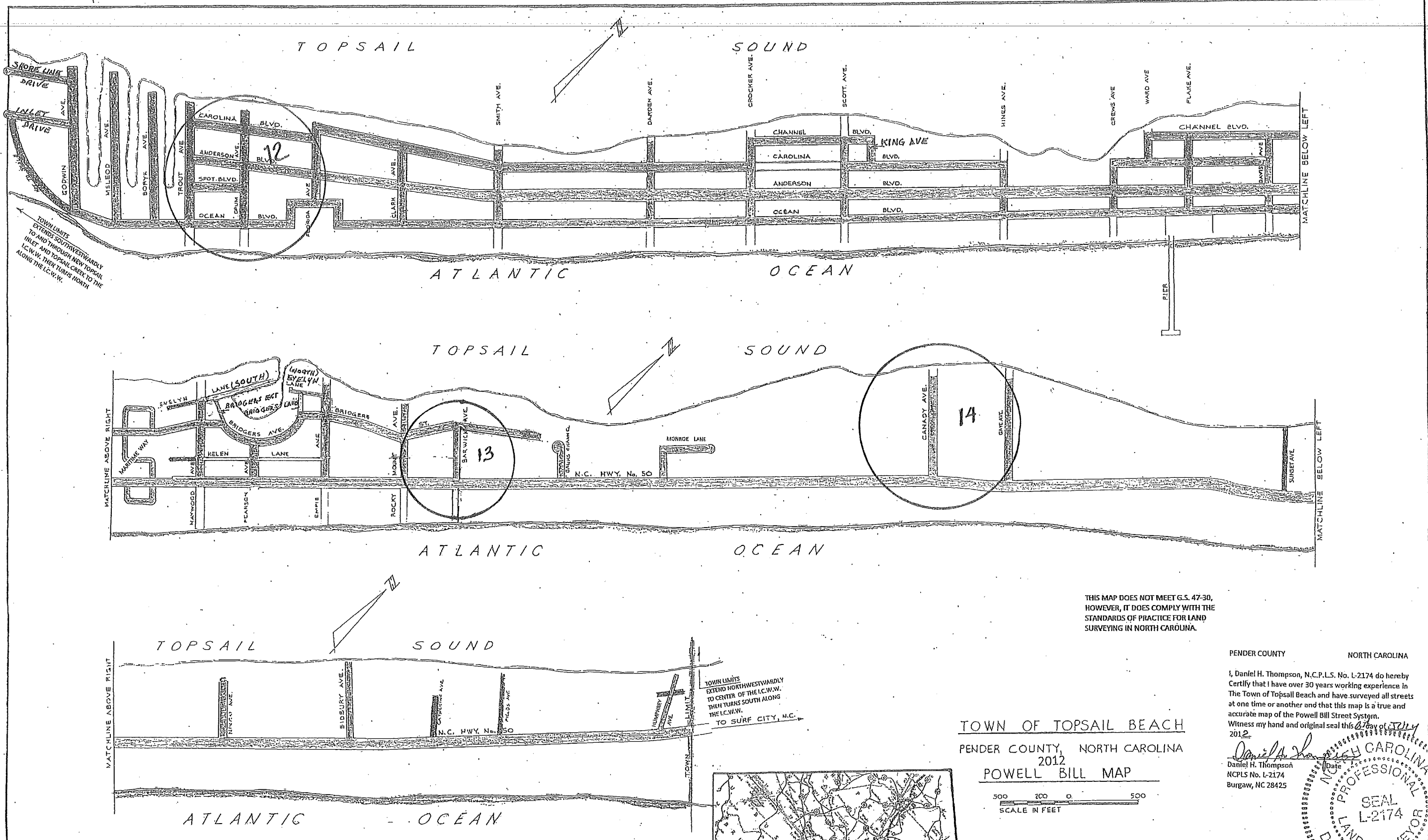
COLUMBUS







NOTE : MAP INCLUDES ONLY STAT
OR IMPORTANT NON-SYSTI

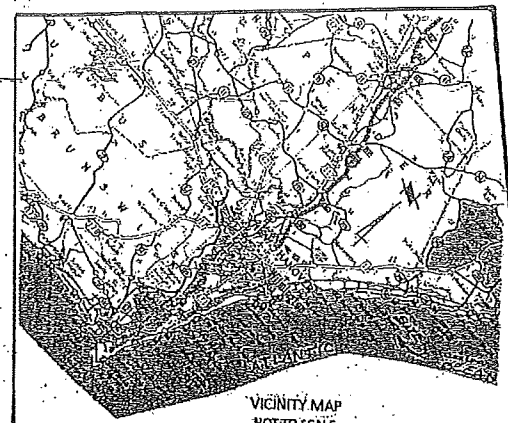
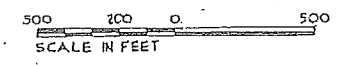


TOWN LIMITS
EXTENDS SOUTHWESTWARDLY
TO AND THROUGH NEW TOPSAIL
INLET AND TOPSAIL CREEK TO THE
I.C.W.W. THEN TURNS NORTH
ALONG THE I.C.W.W.

TOWN LIMITS
EXTEND NORTHWESTWARDLY
TO CENTER OF THE I.C.W.W.
THEN TURNS SOUTH ALONG
THE I.C.W.W.
TO SURF CITY, N.C.

THIS MAP DOES NOT MEET G.S. 47-30,
HOWEVER, IT DOES COMPLY WITH THE
STANDARDS OF PRACTICE FOR LAND
SURVEYING IN NORTH CAROLINA.

TOWN OF TOPSAIL BEACH
PENDER COUNTY, NORTH CAROLINA
2012
POWELL BILL MAP



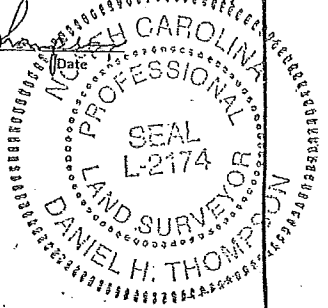
The Town of Topsail Beach was incorporated on the
19th day of March 1963 by Session Law 1963-67.

- LEGEND:
- STATE SYSTEM STREET
 - TOWN OF TOPSAIL BEACH STREET SYSTEM—DIRT, STONE OR GRAVEL
 - TOWN OF TOPSAIL BEACH STREET SYSTEM—HARD SURFACE
 - TOWN OF TOPSAIL BEACH CORPORATE LIMIT LINE
 - TOWN OF TOPSAIL BEACH—PRIVATE ROAD

PENDER COUNTY NORTH CAROLINA

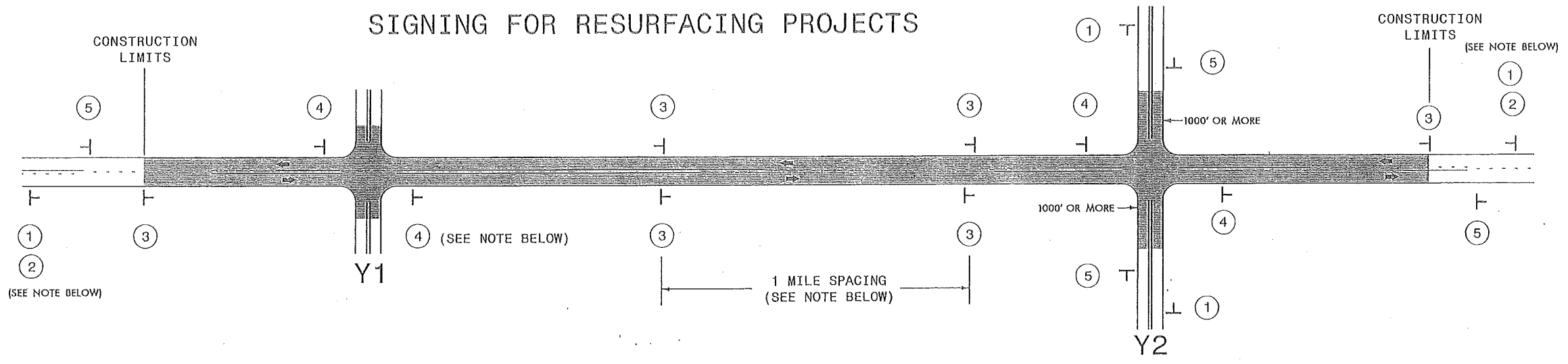
I, Daniel H. Thompson, N.C.P.L.S. No. L-2174 do hereby
Certify that I have over 30 years working experience in
The Town of Topsail Beach and have surveyed all streets
at one time or another and that this map is a true and
accurate map of the Powell Bill Street System.
Witness my hand and original seal this 27th day of JULY
2012.

Daniel H. Thompson
Daniel H. Thompson
NCPLS No. L-2174
Burgaw, NC 28425



THOMPSON SURVEYING CO., P.A.
209 S. WALKER STREET
BURGAW, N.C. 28425
910-250-3427
NC CORP. No.
C-0235

SIGNING FOR RESURFACING PROJECTS



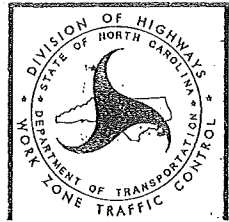
LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

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 style="text-align: center;">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 style="text-align: center;">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.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	②	 W7-3aP 24" X 18"	#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	 SP 13107 48" X 48"	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	 SP 13106 48" X 48"	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	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

8/20/07 \\MTC\Resurfacing\2013\Documents\New_Procedures\05_09_2013\Resurfacing_AdvWarn_2Ln.dgn



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS