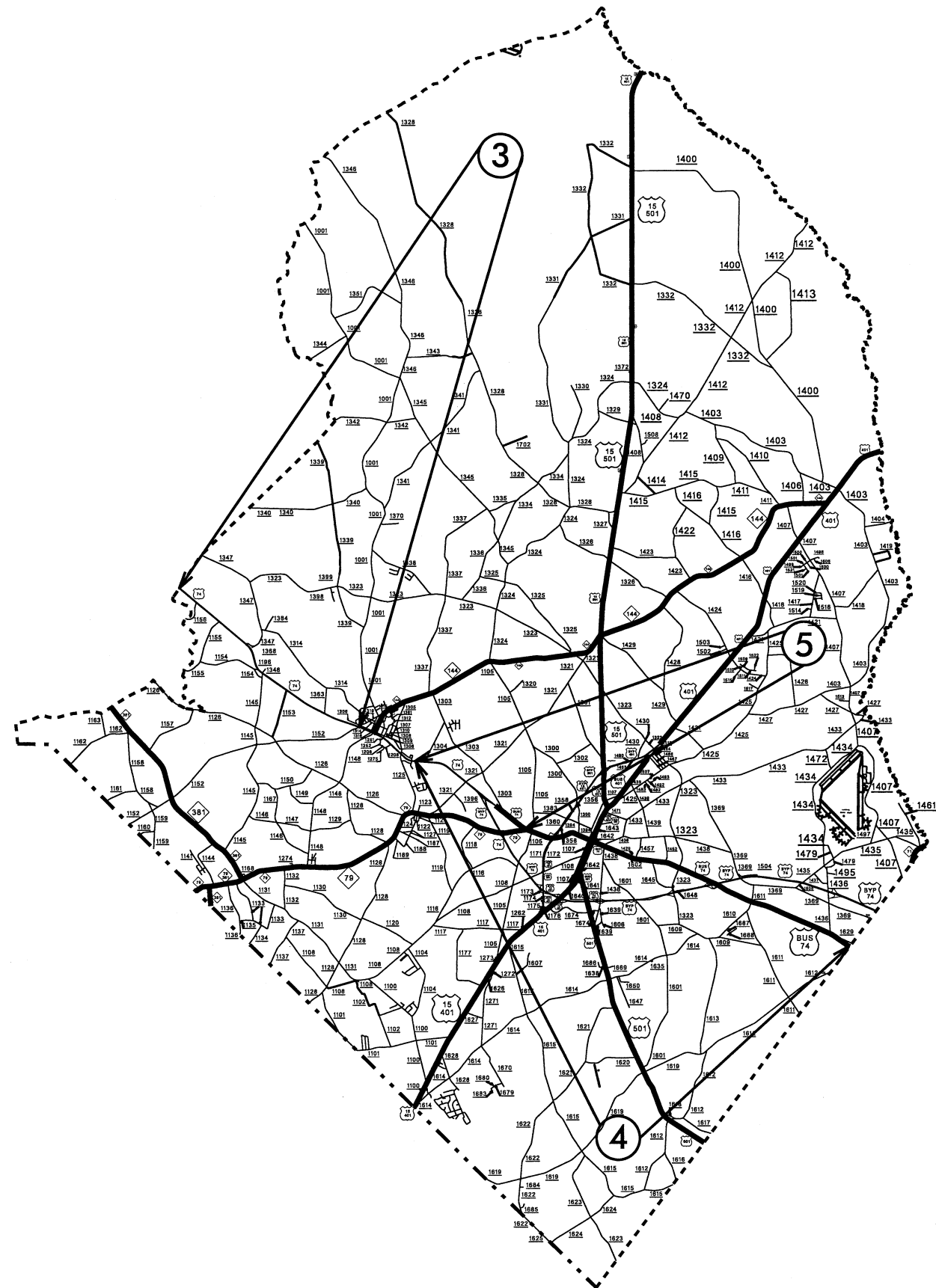
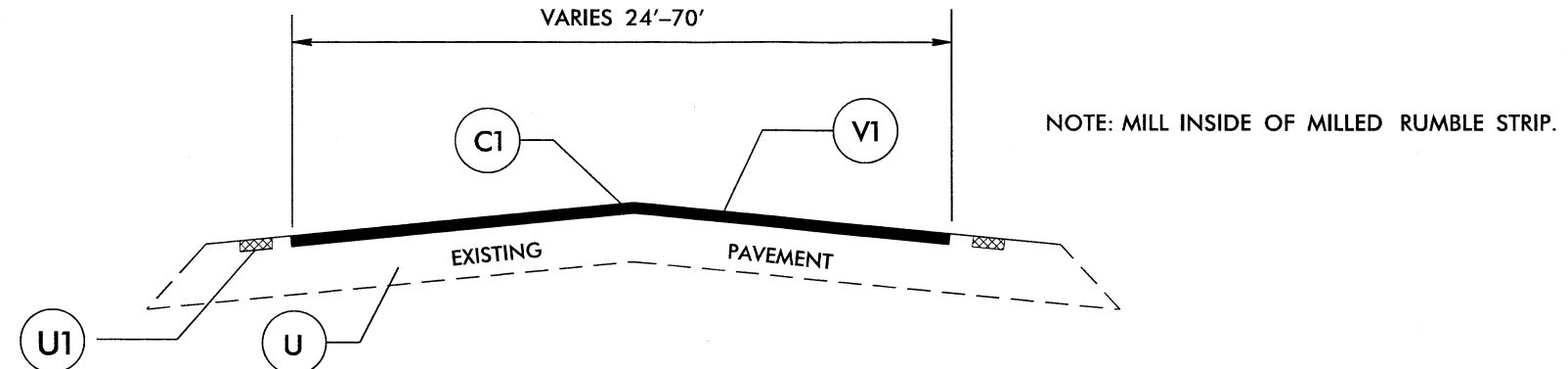


RICHMOND COUNTY

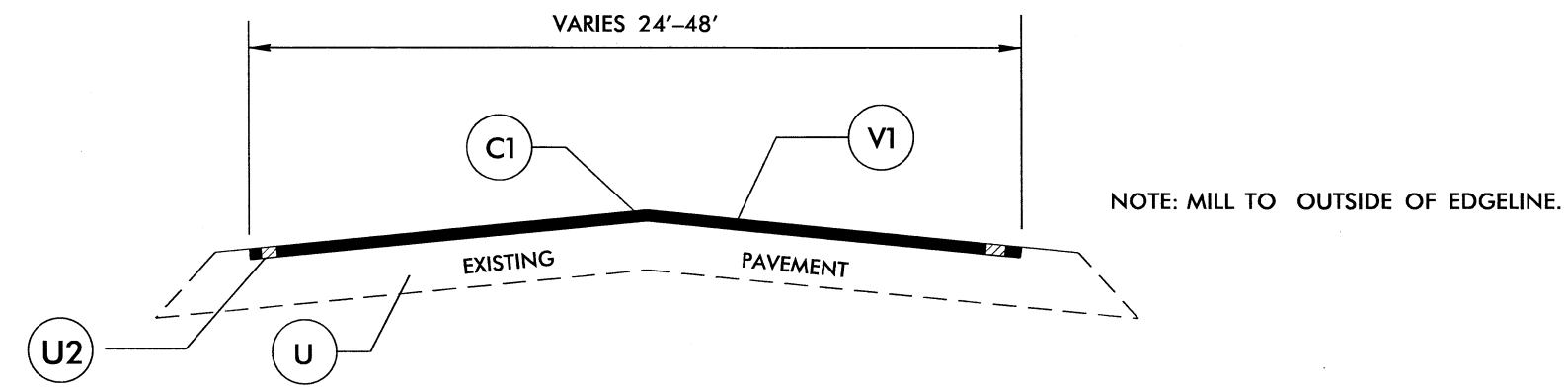


SCOTLAND COUNTY

RICHMOND AND SCOTLAND COUNTY TYPICAL SECTIONS



TYPICAL SECTION NO. 1



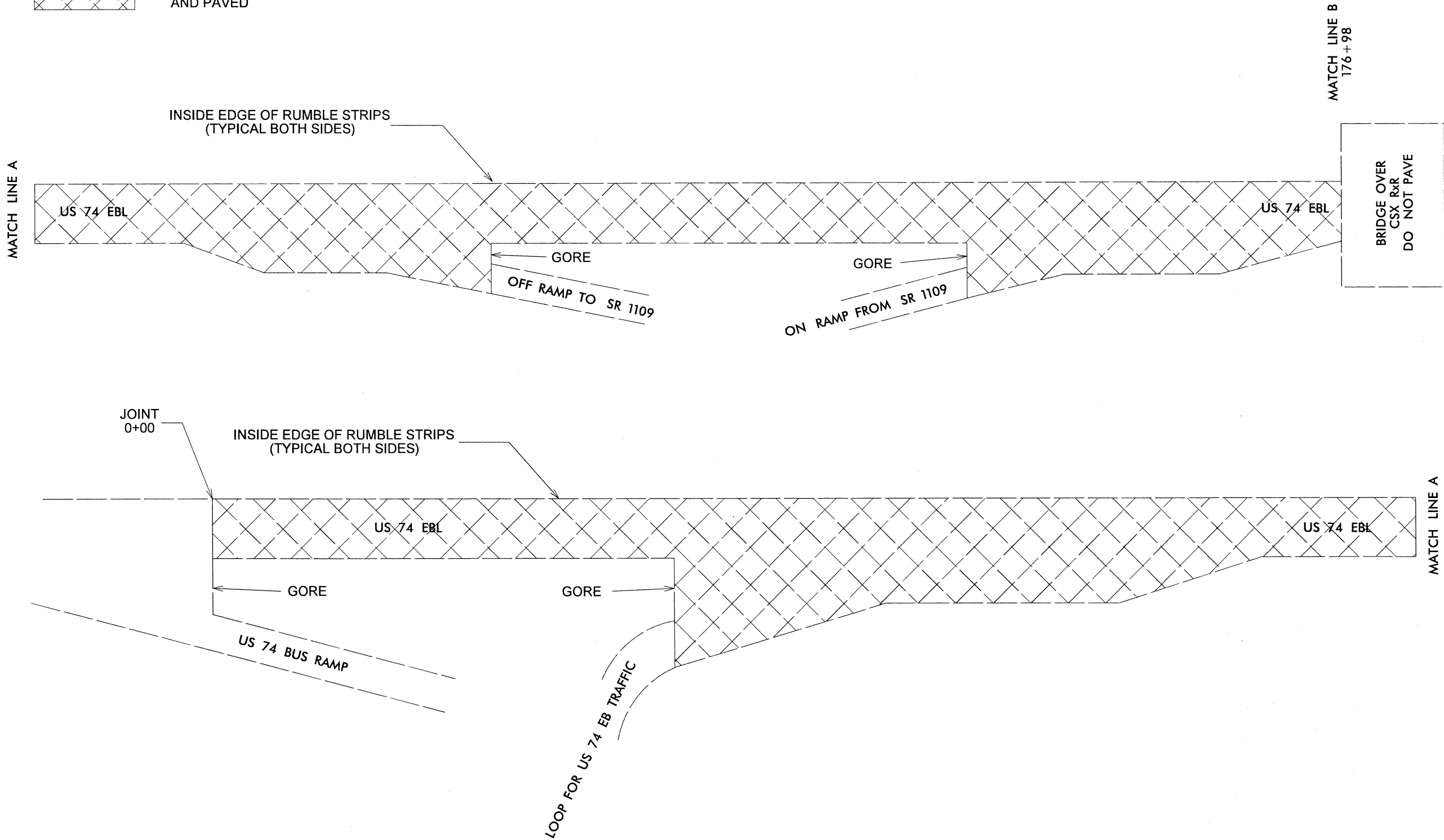
TYPICAL SECTION NO. 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT SURFACE COURSE TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
U1	EXISTING MILLED RUMBLE STRIPS
U2	EXISTING EDGE LINES
V1	MILLING 1.5" IN DEPTH

RICHMOND COUNTY US 74 BYPASS EBL MAP #1

WBS ELEMENT	SHEET NO.
8CR.10771.25 8CR.10831.25	4

 AREA TO BE MILLED AND PAVED



WBS ELEMENT	SHEET NO.
8CR.10771.25 8CR.10831.25	5

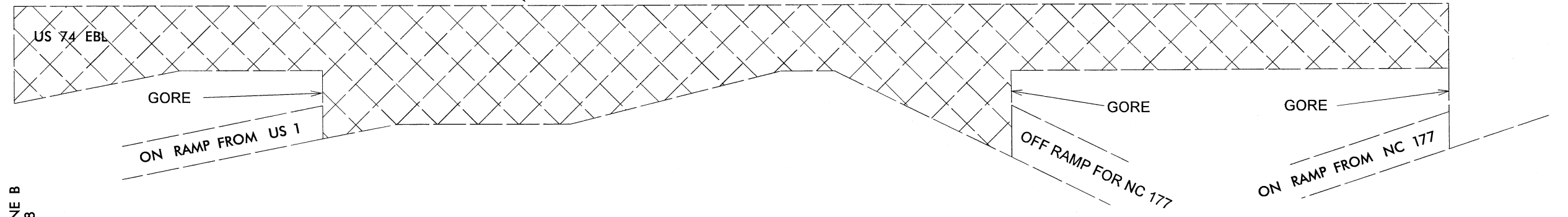
RICHMOND COUNTY US 74 BYPASS EBL MAP #1

 AREA TO BE MILLED AND PAVED

MATCH LINE C

INSIDE EDGE OF RUMBLE STRIPS
(TYPICAL BOTH SIDES)

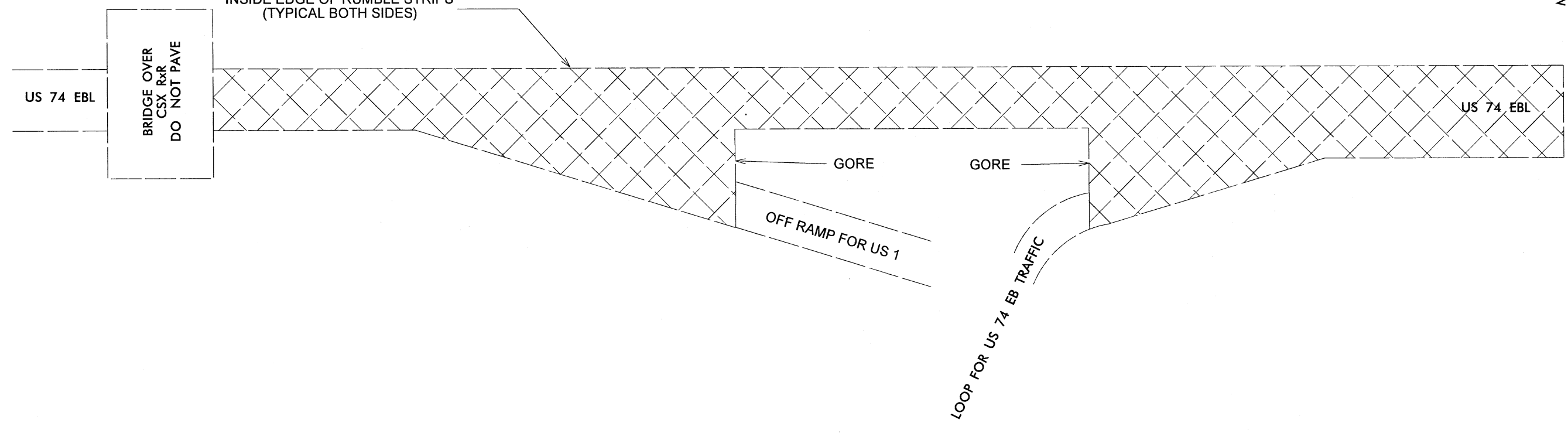
JOINT
529+56



MATCH LINE B
176+98

INSIDE EDGE OF RUMBLE STRIPS
(TYPICAL BOTH SIDES)

MATCH LINE C



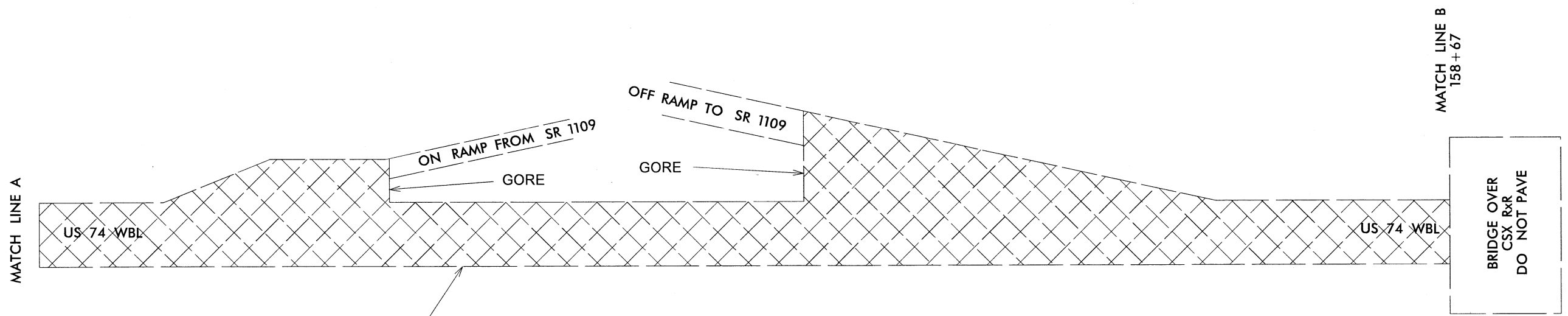
US 74 EBL

US 74 EBL

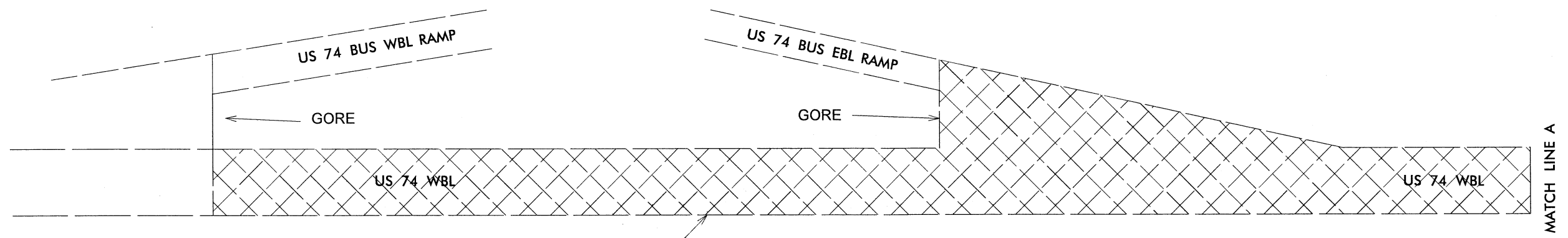
WBS ELEMENT	SHEET NO.
8CR.10771.25 8CR.10831.25	6

RICHMOND COUNTY US 74 BYPASS WBL MAP #2

 AREA TO BE MILLED AND PAVED



INSIDE EDGE OF RUMBLE STRIPS
(TYPICAL BOTH SIDES)

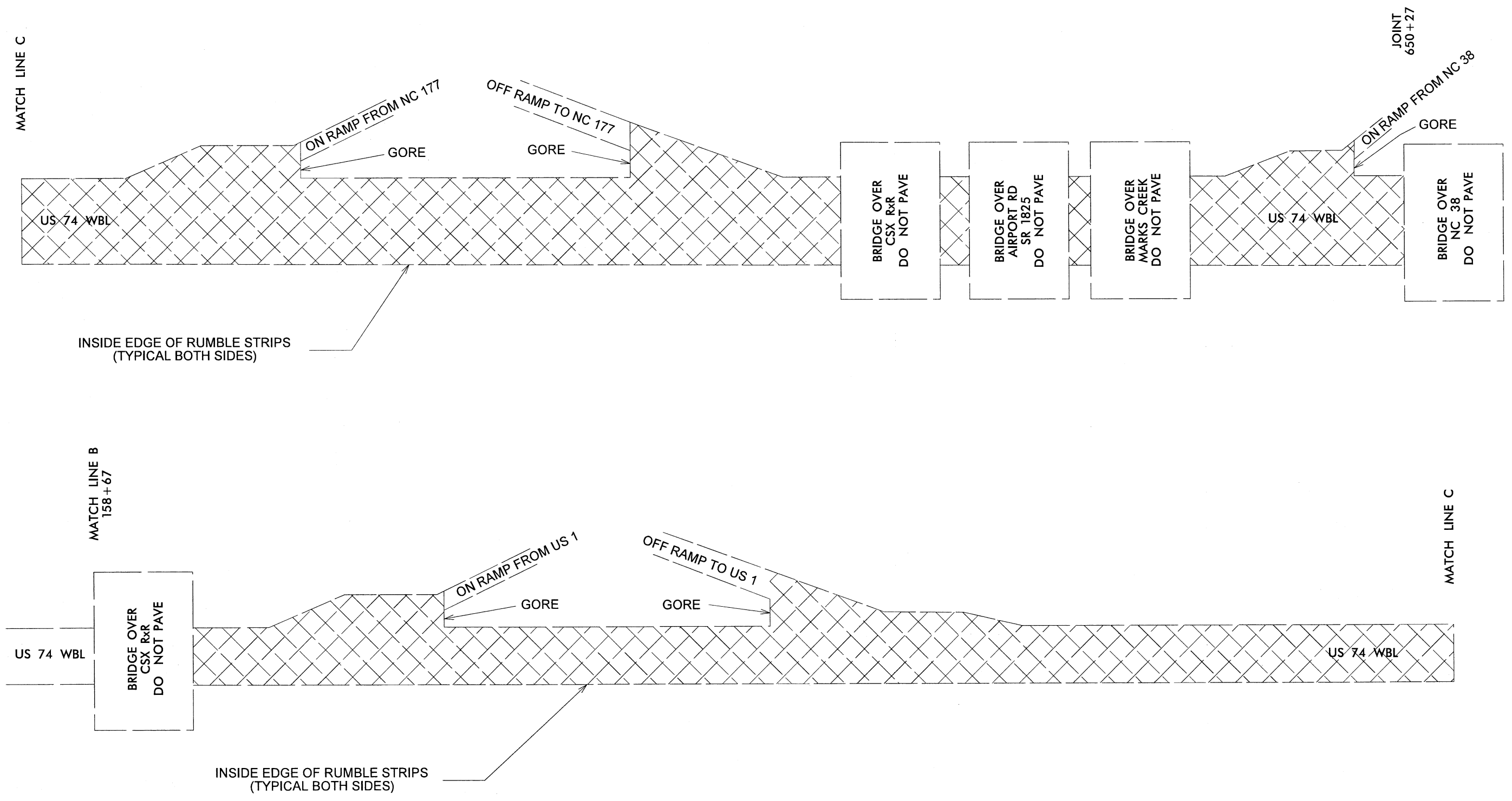


INSIDE EDGE OF RUMBLE STRIPS
(TYPICAL BOTH SIDES)

WBS ELEMENT	SHEET NO.
8CR.10771.25 8CR.10831.25	7

RICHMOND COUNTY US 74 BYPASS WBL MAP #2

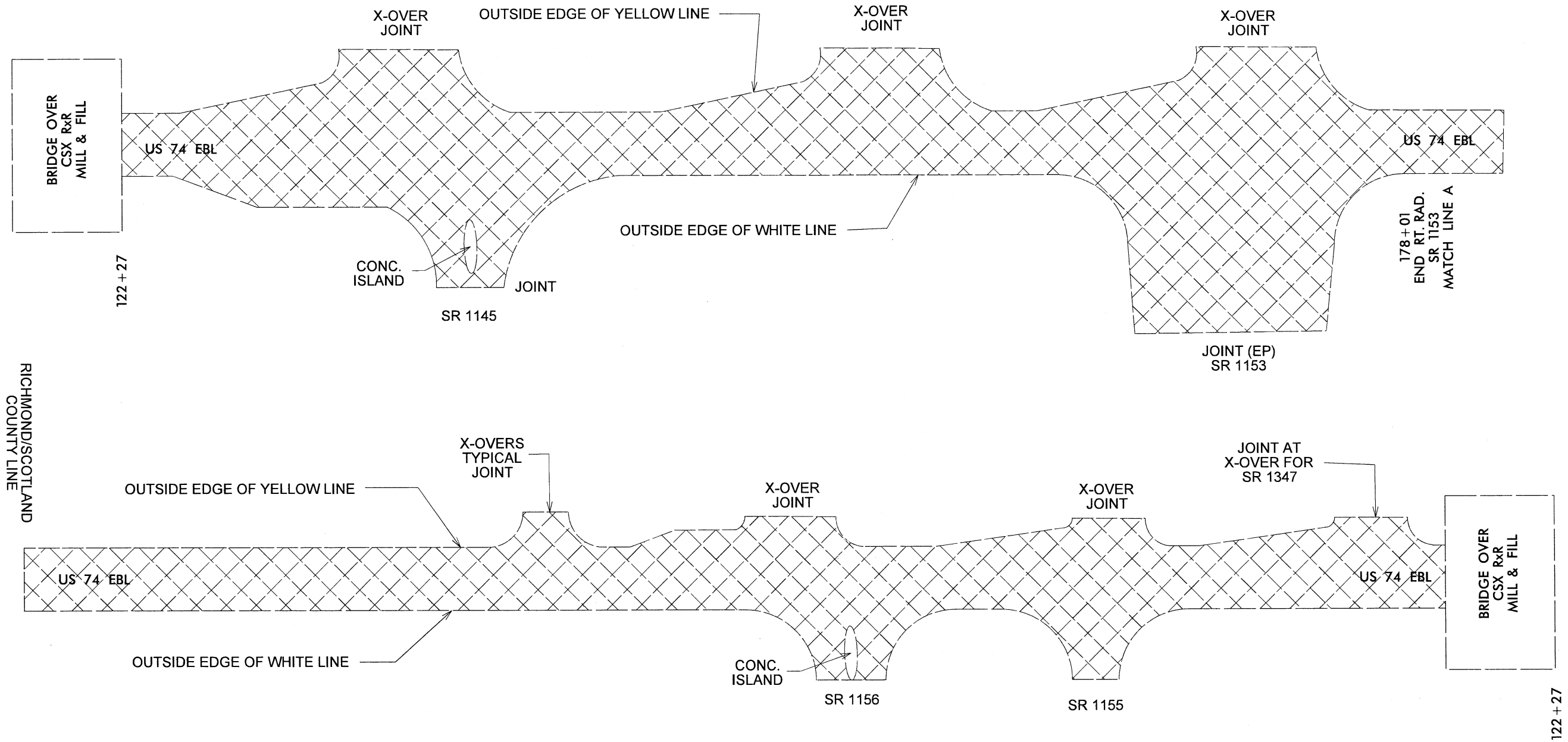
 AREA TO BE MILLED AND PAVED



SCOTLAND COUNTY US 74 EBL MAP #3

WBS ELEMENT	SHEET NO.
8CR.10771.25 8CR.10831.25	8

 AREA TO BE MILLED AND PAVED



NOTE: AT BEGINNING OF TAPERS FOR TURN LANES, MILL THE ASPHALT TO THE EP, THRU THE X-OVER, TO THE END OF THE RADIUS ON THE OPPOSITE SIDE

SCOTLAND COUNTY

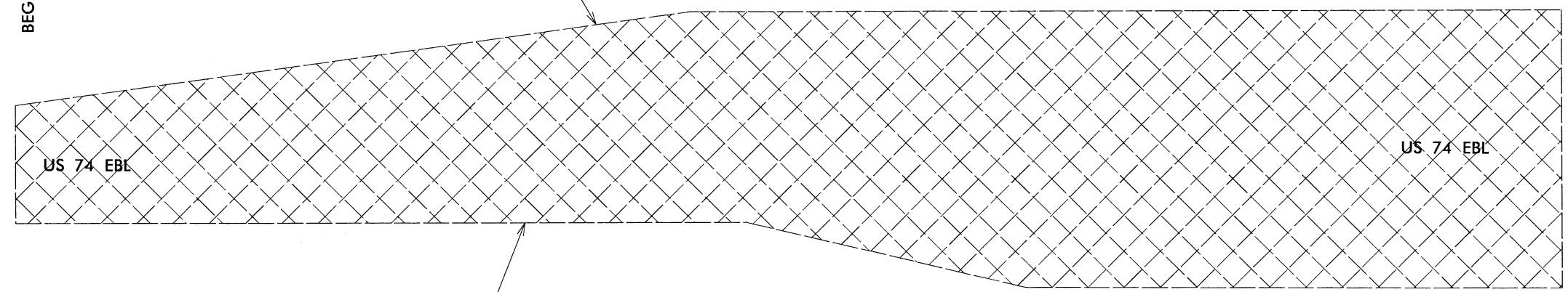
US 74 EBL

MAP #3

 AREA TO BE MILLED AND PAVED

MATCH LINE B
265+81
BEG. TAPER LT. FOR
SR 1319

OUTSIDE EDGE OF YELLOW LINE



OUTSIDE EDGE OF WHITE LINE

MATCH LINE C
270+78
BEG. LT. CONC. ISLANDS
& RT. RAD. FOR
SR 1152

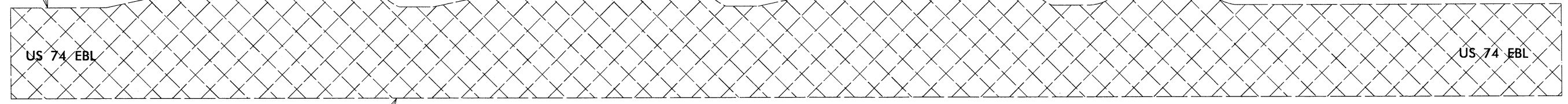
OUTSIDE EDGE OF YELLOW LINE

X-OVER JOINT

X-OVER JOINT

X-OVER JOINT TO
SR 1363

X-OVER JOINT



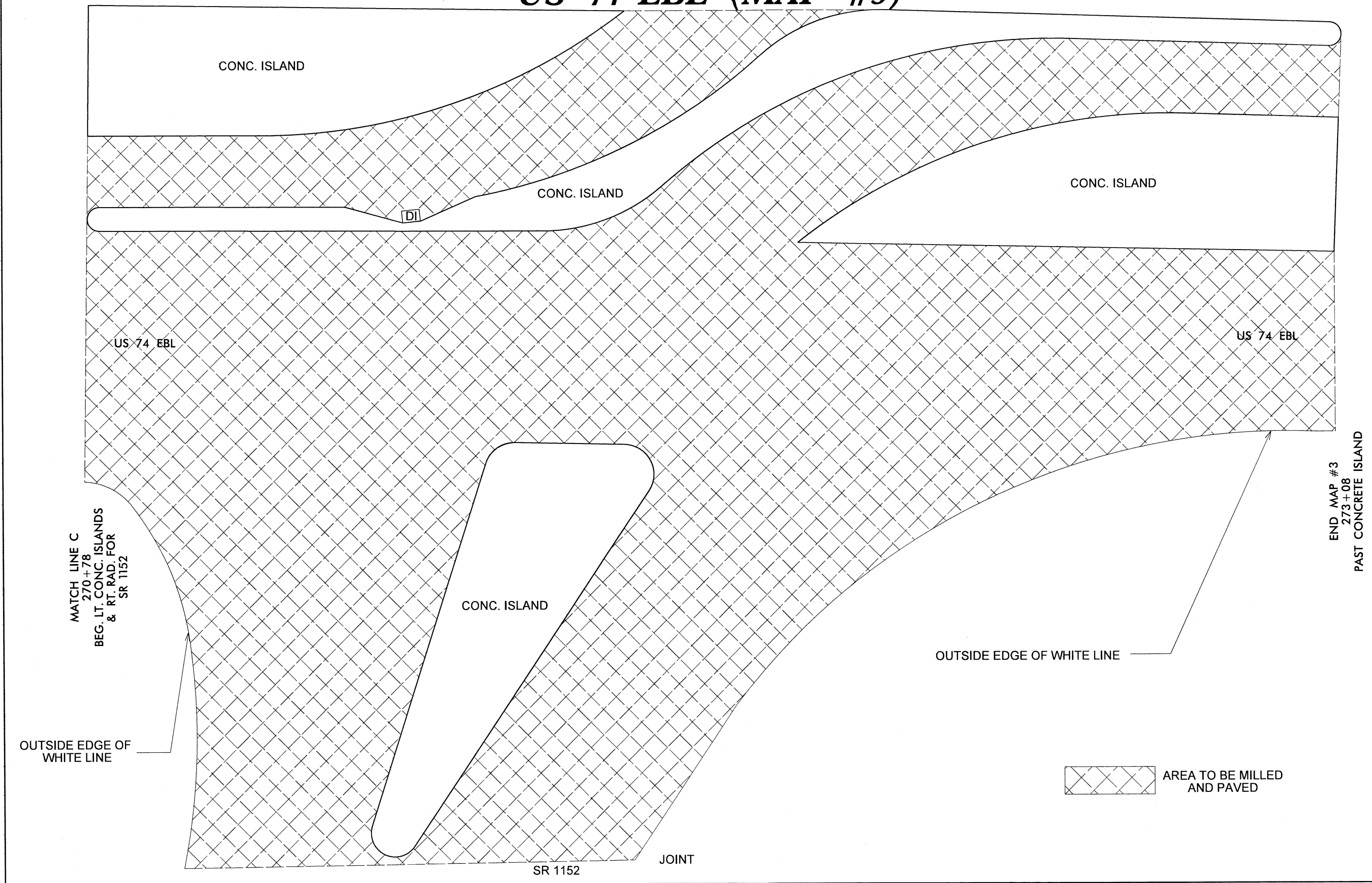
178+01
END RT. RAD.
SR 1153
MATCH LINE A

OUTSIDE EDGE OF WHITE LINE

MATCH LINE B
265+81
BEG. TAPER LT. FOR
SR 1319

SCOTLAND COUNTY US 74 EBL (MAP #3)

WBS ELEMENT	SHEET NO.
8CR.10771.25 8CR.10831.25	10



MATCH LINE C
270+78
BEG. LT. CONC. ISLANDS
& RT. RAD. FOR
SR 1152

OUTSIDE EDGE OF
WHITE LINE

US 74 EBL

CONC. ISLAND

CONC. ISLAND

US 74 EBL

CONC. ISLAND

SR 1152

JOINT

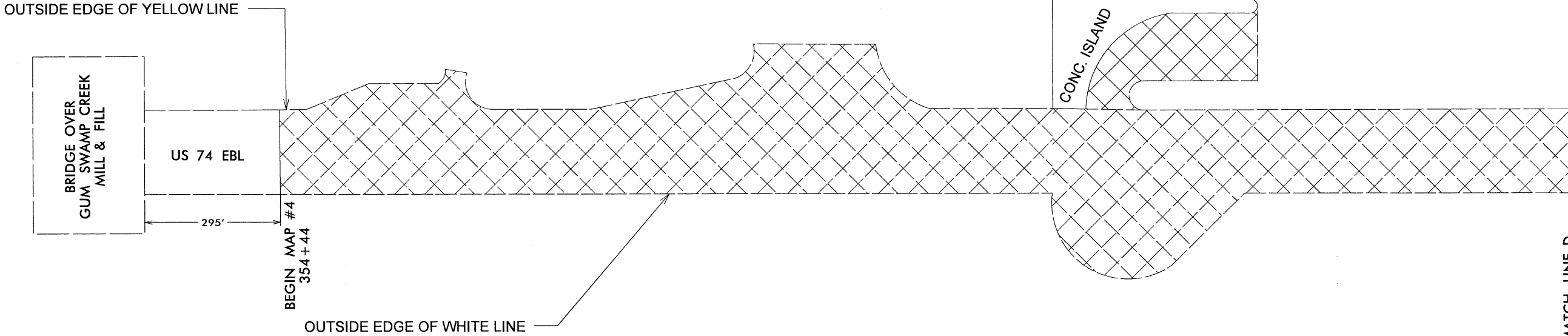
OUTSIDE EDGE OF WHITE LINE

END MAP #3
273+08
PAST CONCRETE ISLAND

 AREA TO BE MILLED
AND PAVED

SCOTLAND COUNTY
US 74 EBL
MAP #4

WBS ELEMENT	SHEET NO.
8CR.10771.25 8CR.10831.25	11



BEGIN MAP #4
354+44

MATCH LINE D
412+40
BEG. TAPER LT. FOR
SR 1321

WBS ELEMENT	SHEET NO.
8CR.10771.25 8CR.10831.25	12

SCOTLAND COUNTY

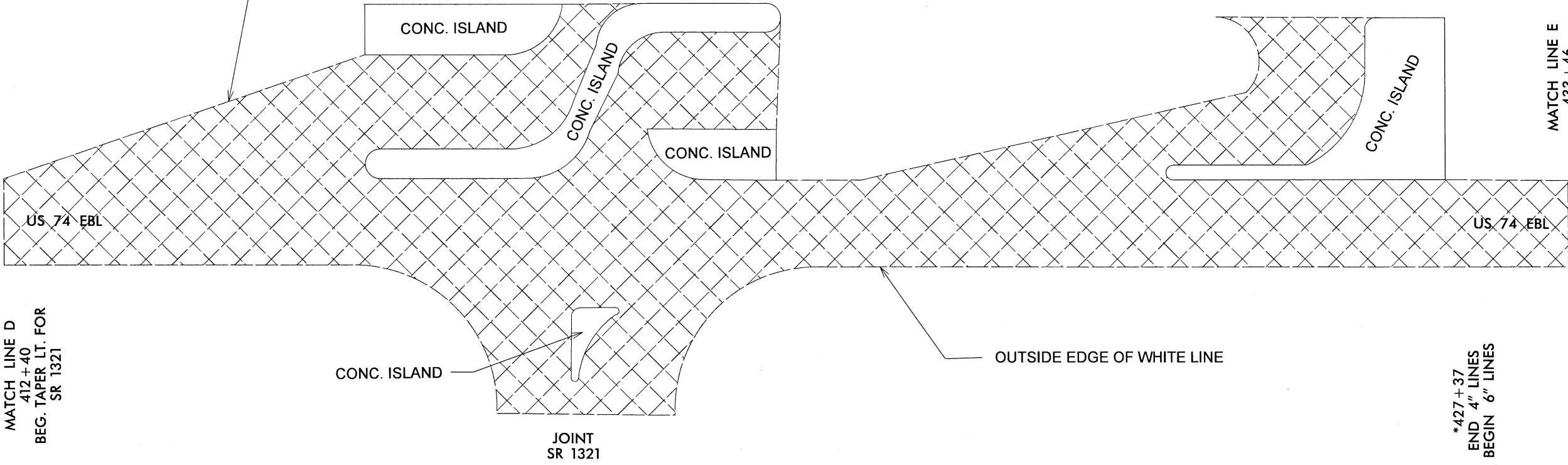
US 74 EBL

MAP #4

 AREA TO BE MILLED AND PAVED

OUTSIDE EDGE OF YELLOW LINE

JOINT FOR U-TURN ON US 74 WBL



MATCH LINE E
433 + 46
BEG. TAPER LT. FOR
US 74 BUS.

MATCH LINE D
412 + 40
BEG. TAPER LT. FOR
SR 1321

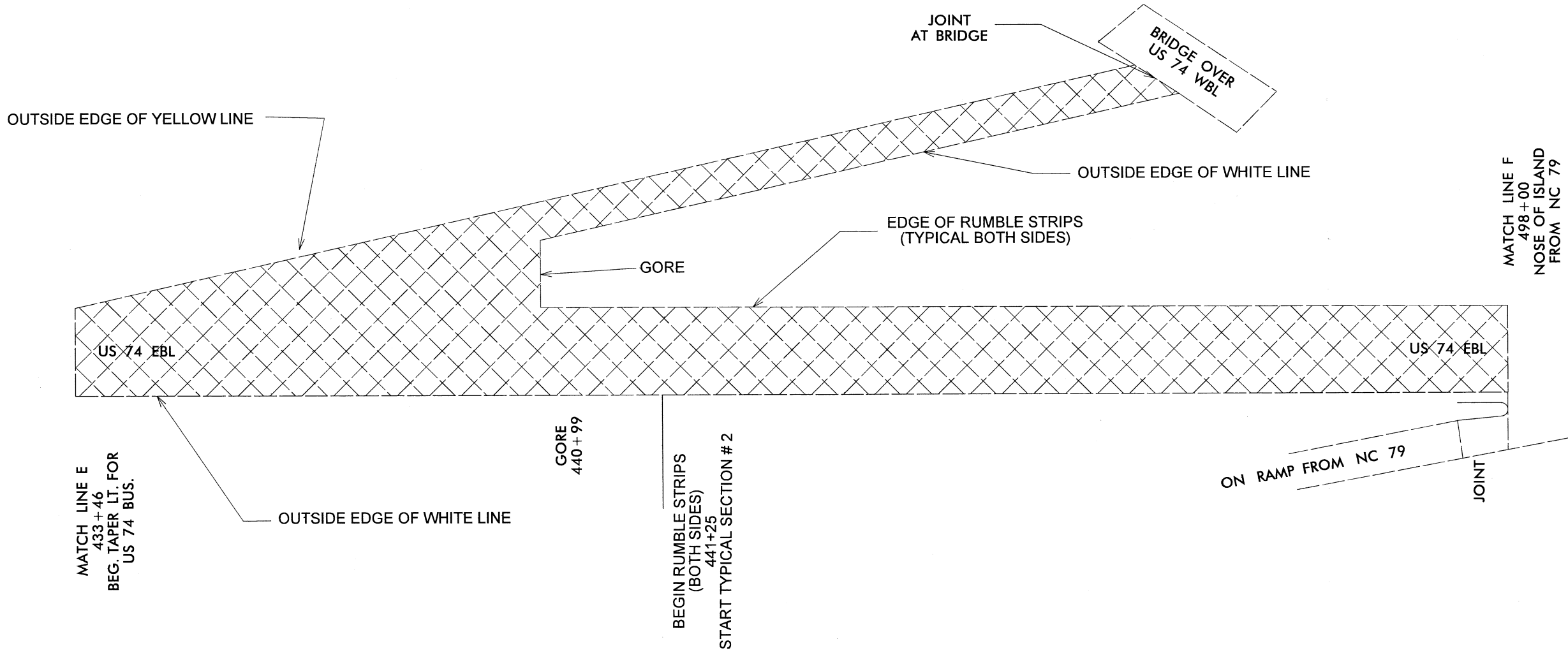
*427 + 37
END 4" LINES
BEGIN 6" LINES

SCOTLAND COUNTY

US 74 EBL

MAP #4

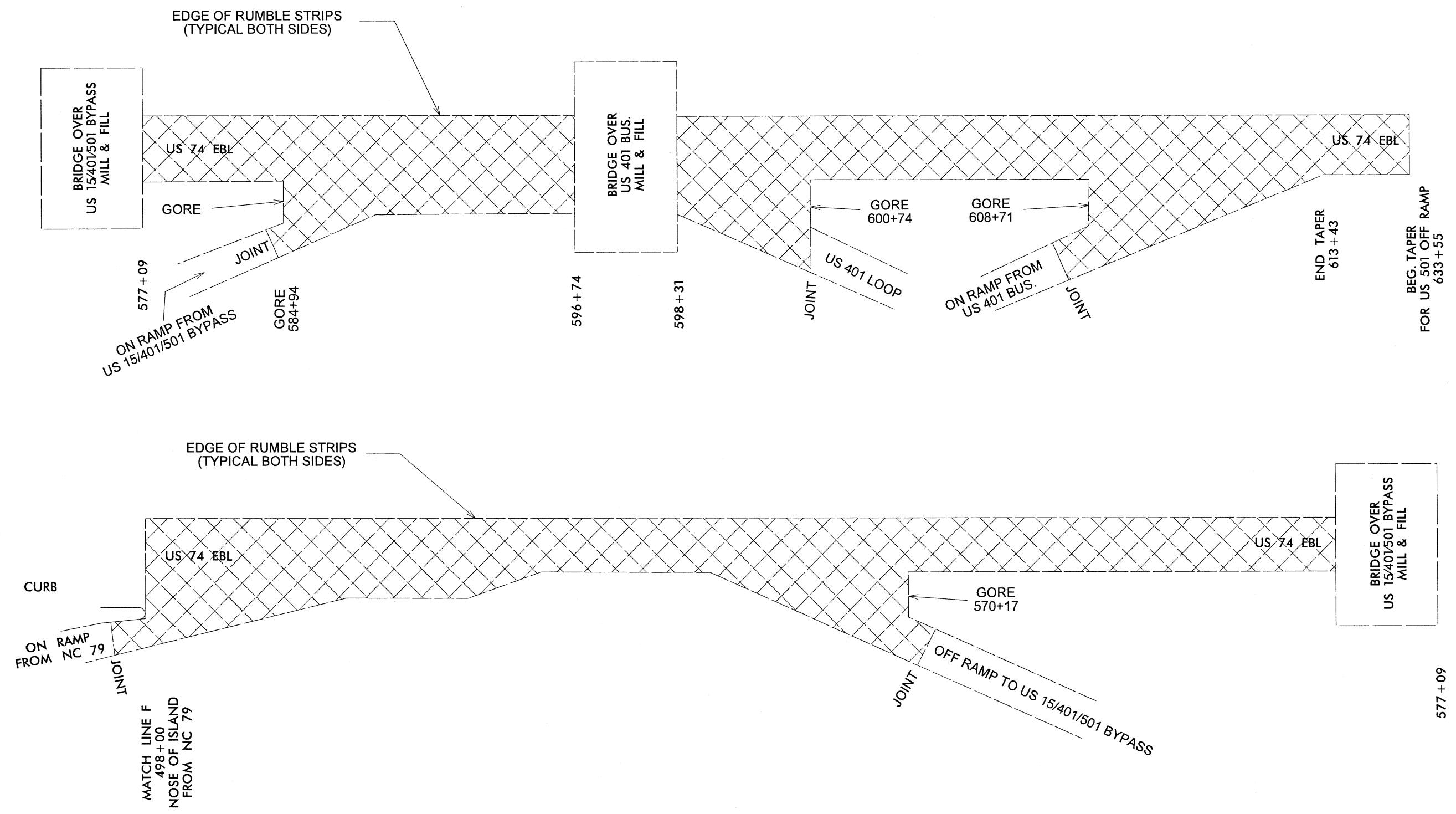
 AREA TO BE MILLED AND PAVED



NOTE: TYPICAL SECTION # 1 IS FROM THE START OF THE RUMBLE STRIPS TO THE ROBESON COUNTY LINE

SCOTLAND COUNTY US 74 EBL MAP #4

 AREA TO BE MILLED AND PAVED

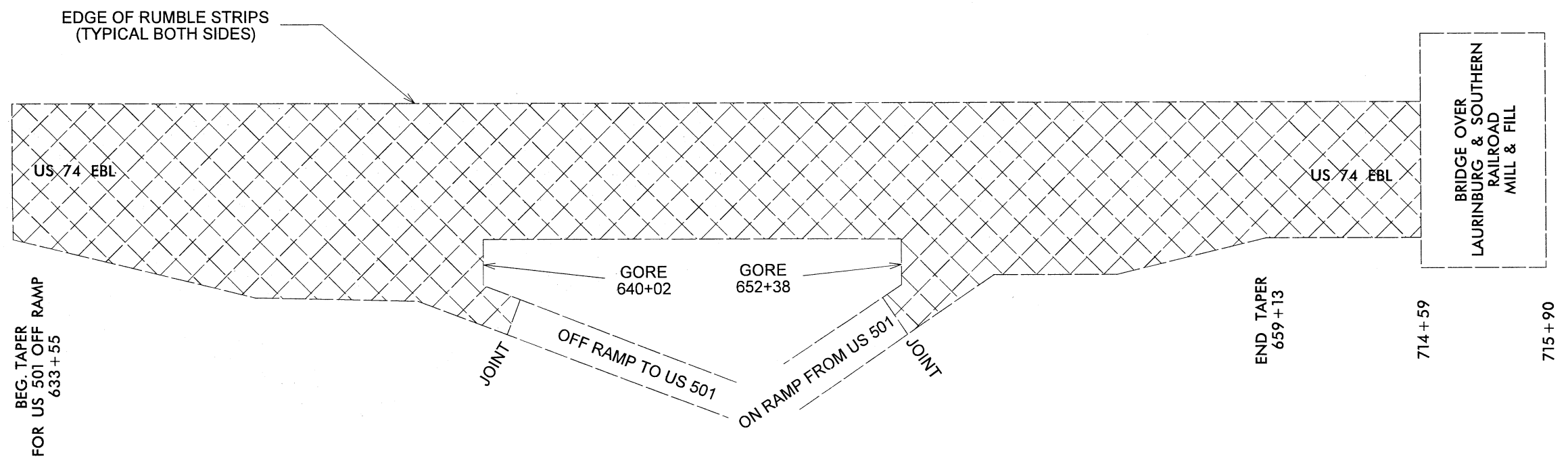
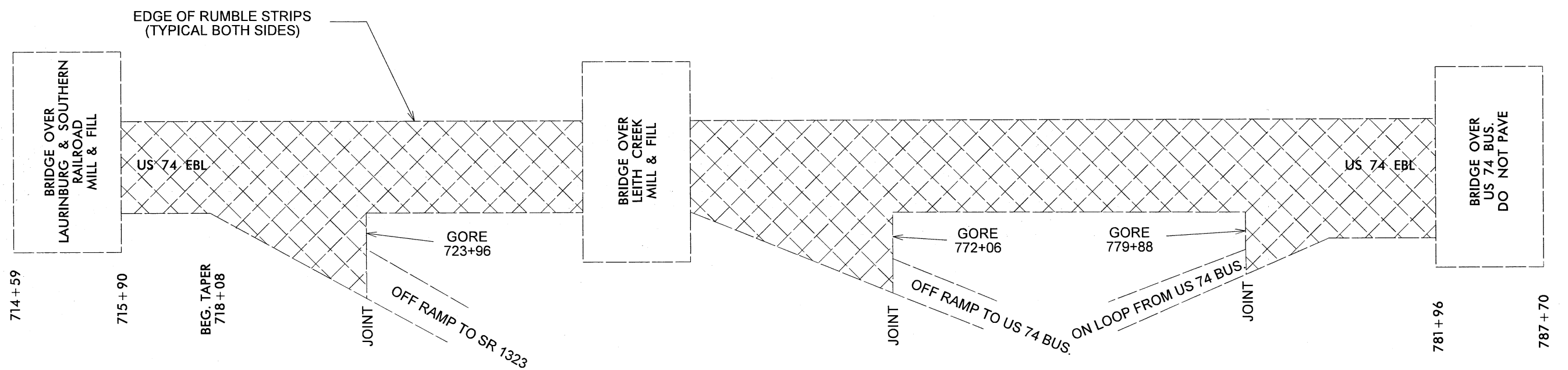


SCOTLAND COUNTY

US 74 EBL

MAP #4

 AREA TO BE MILLED AND PAVED



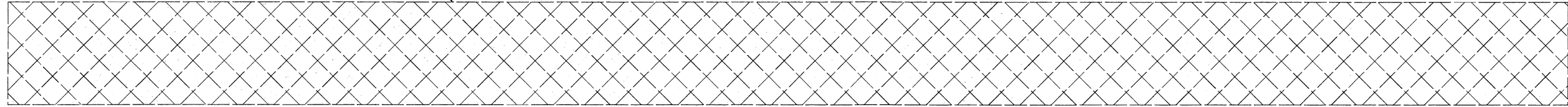
SCOTLAND COUNTY

US 74 EBL

MAP #4

 AREA TO BE MILLED AND PAVED

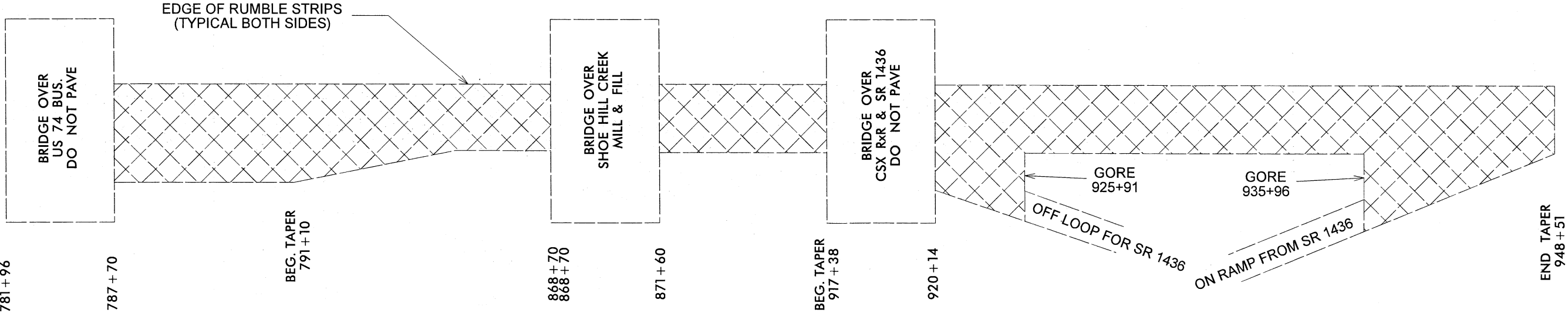
EDGE OF RUMBLE STRIPS
(TYPICAL BOTH SIDES)



END TAPER
948 + 51

ROBESON CO LINE
END MAP #4
978 + 59

EDGE OF RUMBLE STRIPS
(TYPICAL BOTH SIDES)



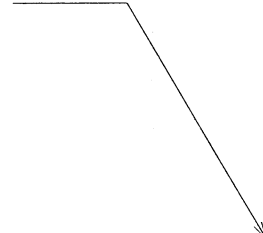
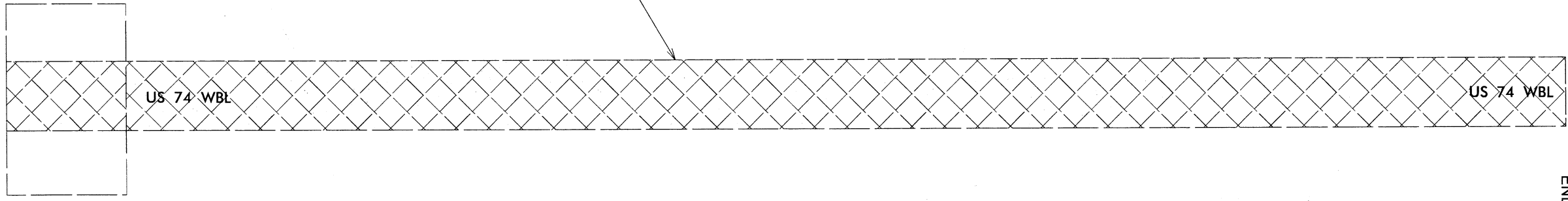
WBS ELEMENT	SHEET NO.
8CR.10771.25 8CR.10831.25	17

**SCOTLAND COUNTY
US 74 WBL
MAP #5**

 AREA TO BE MILLED AND PAVED

NC 79 OVERHEAD BRIDGE
BEGIN MAP #5
0+00

EDGE OF RUMBLE STRIPS
(TYPICAL BOTH SIDES)

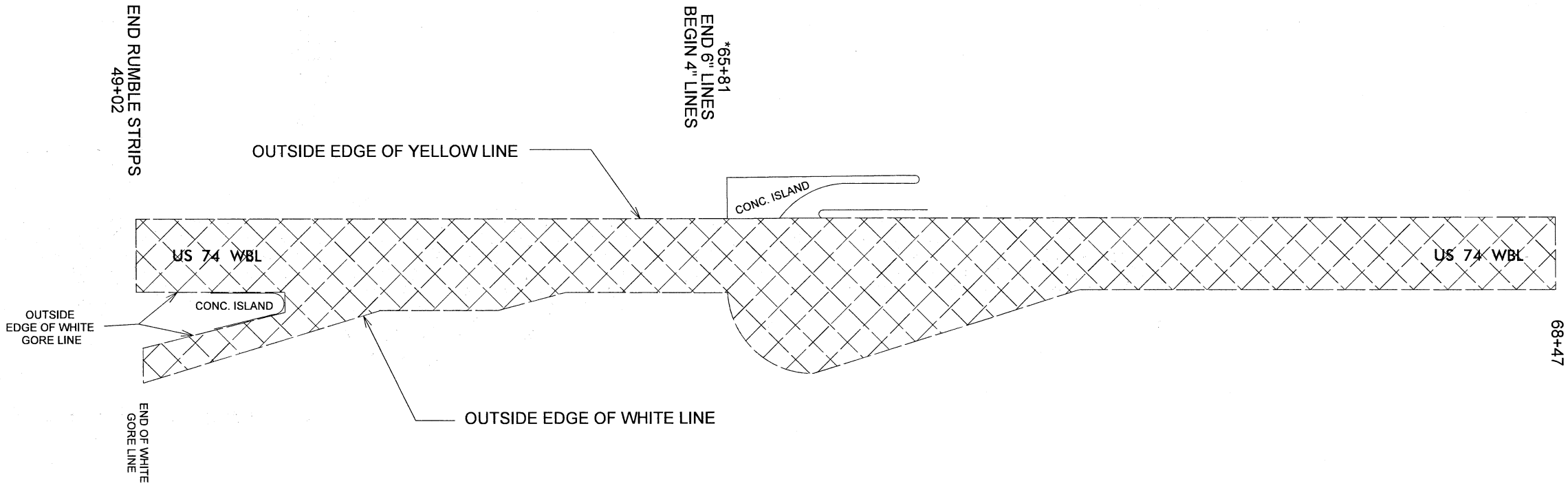
END RUMBLE STRIPS
49+02

NOTE: TYPICAL SECTION #1 IS THIS PAGE ONLY

WBS ELEMENT	SHEET NO.
8CR.10771.25 8CR.10831.25	18

SCOTLAND COUNTY US 74 WBL MAP #5

 AREA TO BE MILLED AND PAVED

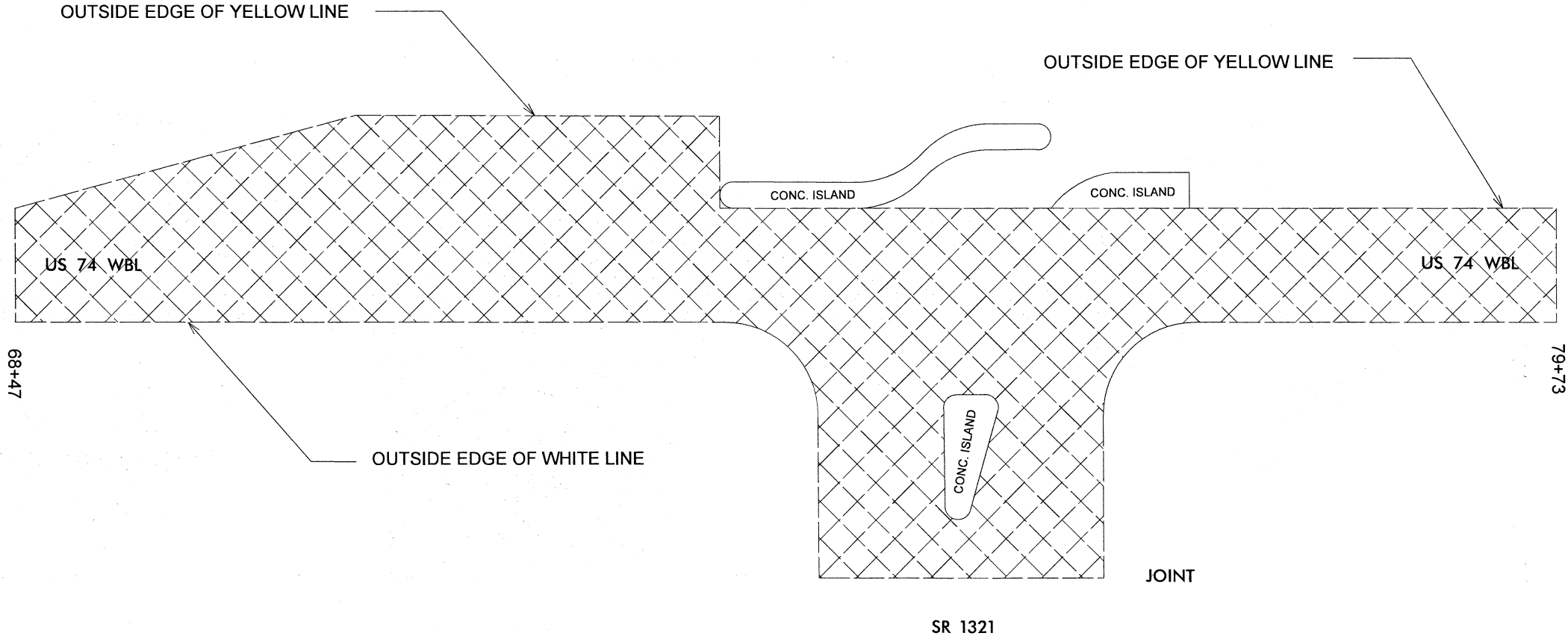


NOTE: AT BEGINNING OF TAPERS FOR TURN LANES, MILL THE ASPHALT TO THE EP, THRU THE X-OVER, TO THE END OF THE RADIUS ON THE OPPOSITE SIDE

WBS ELEMENT	SHEET NO.
8CR.10771.25 8CR.10831.25	19

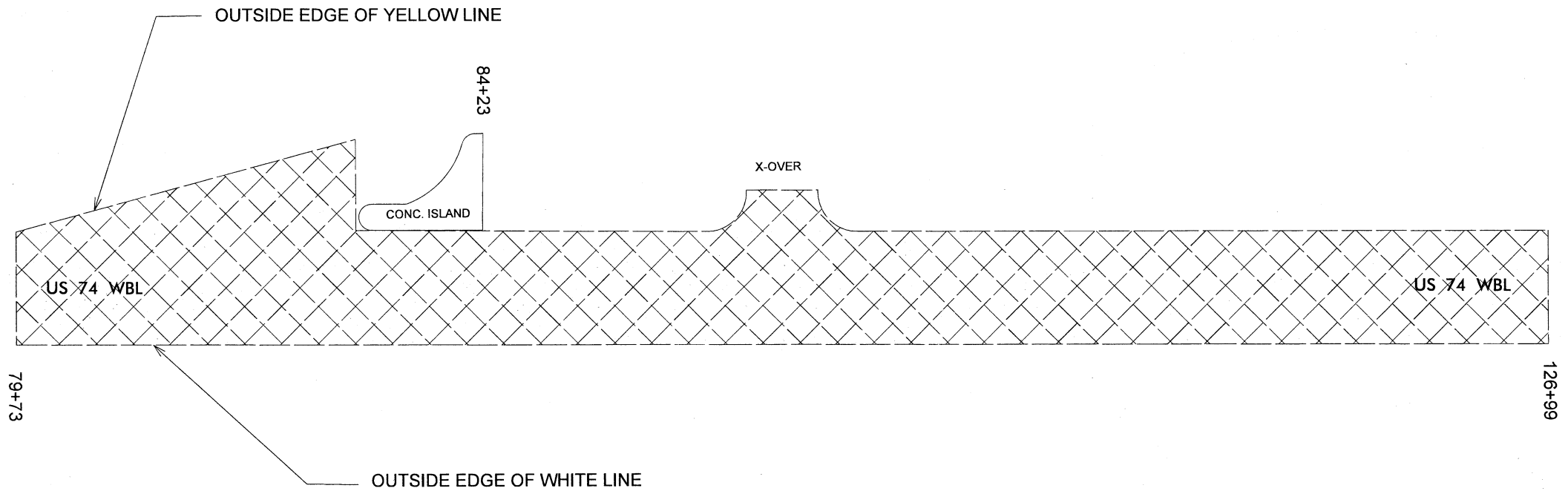
SCOTLAND COUNTY US 74 WBL MAP #5

 AREA TO BE MILLED AND PAVED



SCOTLAND COUNTY US 74 WBL MAP #5

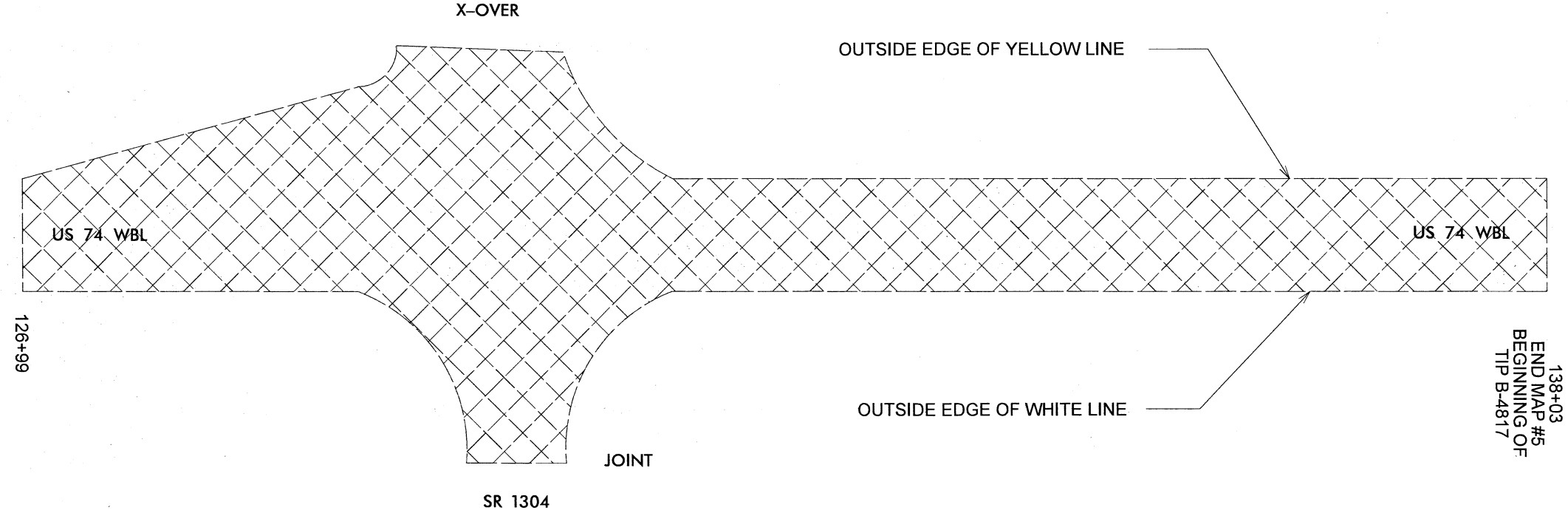
 AREA TO BE MILLED
AND PAVED



WBS ELEMENT	SHEET NO.
8CR.10771.25 8CR.10831.25	21

SCOTLAND COUNTY US 74 WBL MAP #5

 AREA TO BE MILLED AND PAVED

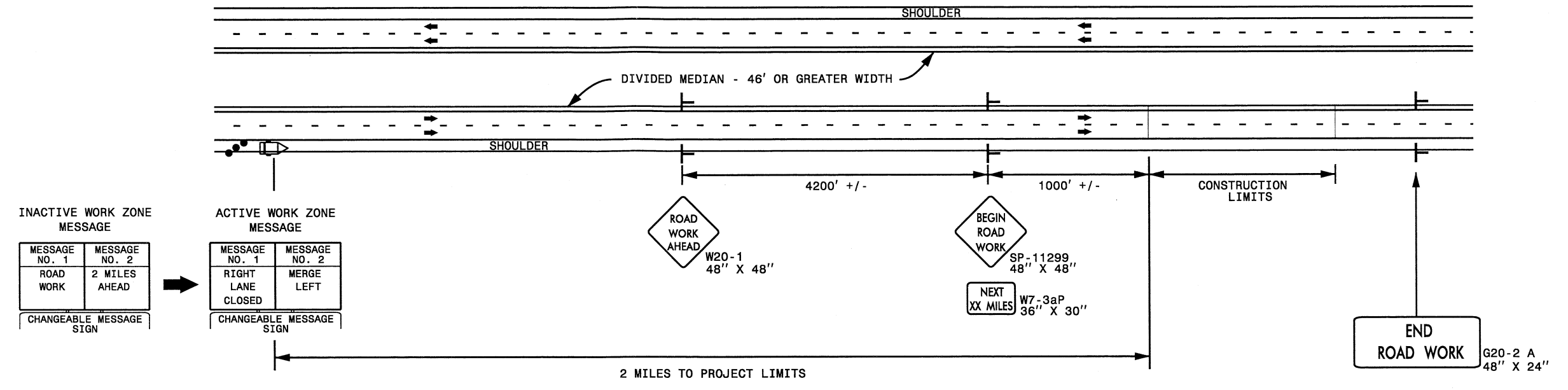


PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.10771.25	22	
8CR.10831.25		

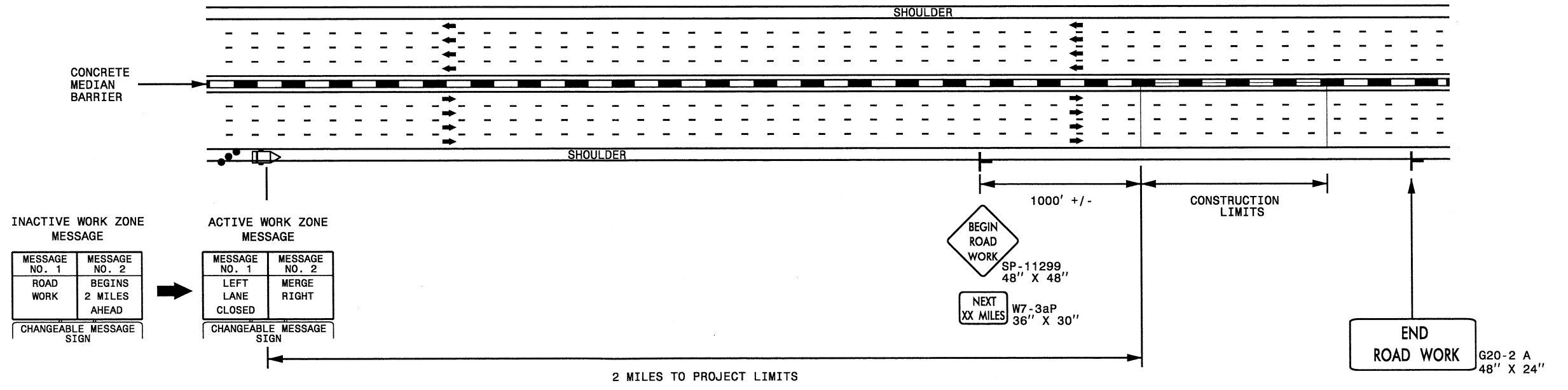
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH MI	WIDTH FT	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	1.5" MILLING SY	SURFACE COURSE, S9.5C TONS	ASPHALT BINDER FOR PLANT MIX TONS
8CR.10771.25	Richmond	1	US 74 BYP. EBL	FROM JOINT AT US 74 BUS. LOOP GORE TO JOINT AT ON RAMP TO NC 177 GORE	1	2	MD	10.03	24	NO	NO	154,774	12,713	750
TOTAL FOR MAP NO. 1								10.03				154,774	12,713	750
8CR.10771.25	Richmond	2	US 74 BYP. WBL	FROM JOINT AT US 74 BUS TO BRIDGE AT NC 38	1	2	MD	12.32	24	NO	NO	187,665	16,112	951
TOTAL FOR MAP NO. 2								12.32				187,665	16,112	951
TOTAL FOR PROJ NO. 8CR.10771.25								22.35				342,439	28,825	1,701
8CR.10831.25	Scotland	3	US 74 BYP. EBL	FROM RICHMOND COUNTY LINE TO END OF CONCRETE ISLAND AT SR 1152 (OLD WIRE RD).	2	2	MD	5.17	24	NO	NO	71,275	6,290	371
TOTAL FOR MAP NO. 3								5.17				71,275	6,290	371
8CR.10831.25	Scotland	4	US 74 BYP. EBL	FROM 295 FT EAST OF BRIDGE NO. 22 TO ROBESON CO. LINE	1,2	2	MD	11.82	24	NO	NO	199,700	18,855	1,112
TOTAL FOR MAP NO. 4								11.82				199,700	18,855	1,112
8CR.10831.25	Scotland	5	US 74 BYP. WBL	FROM CONSTRUCTION JOINT 295 EAST OF BRIDGE NO. 23 TO BRIDGE AT NC 79	1,2	2	MD	2.61	24	NO	NO	43,860	3,870	228
TOTAL FOR MAP NO. 5								2.61				43,860	3,870	228
TOTAL FOR PROJ NO. 8CR.10831.25								19.6				314,835	29,015	1,711
GRAND TOTAL								41.95				657,274	57,840	3,412

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



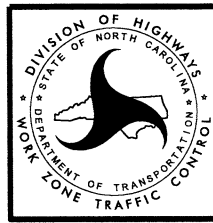
DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER



NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

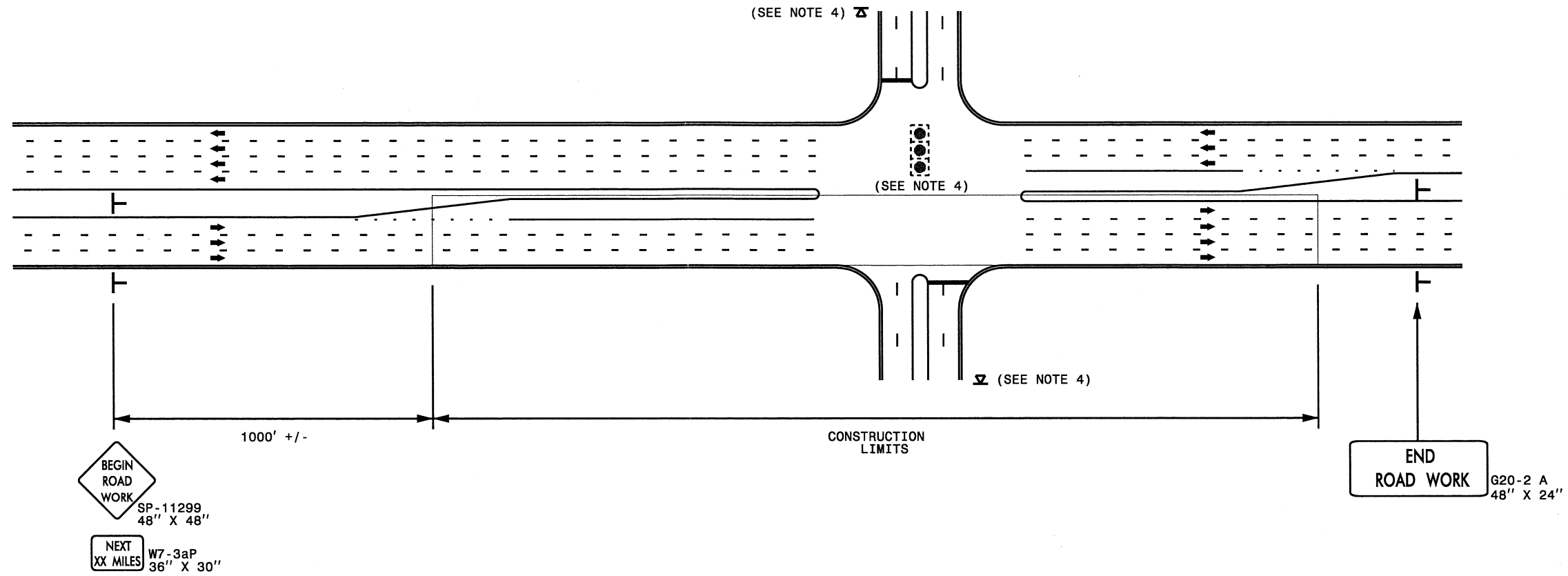
LEGEND	
	CHANGEABLE MESSAGE SIGN (CMS)
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW
	TRAFFIC DRUM



RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH

12-DEC-2014 11:41 CA:\div6-proj\resurfacing\february_2015\Richmond_Scotland_US74\Resurfacing_AdvWarn_HSP.dgn gscavis - AT 10:42:20 AM

URBAN / SUBURBAN WORKZONES

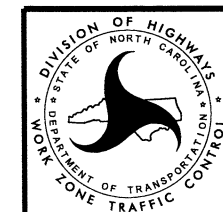


NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AND PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**