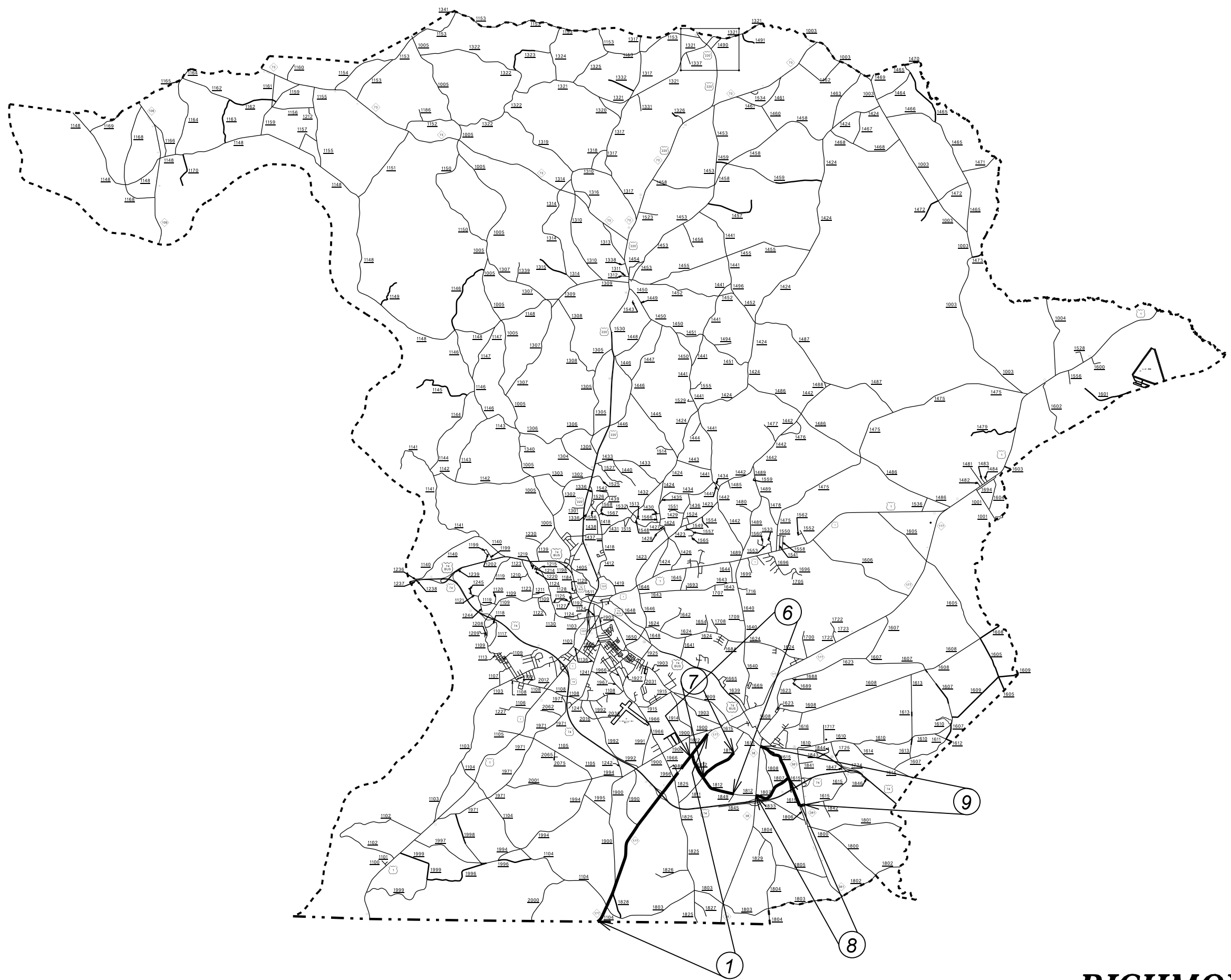


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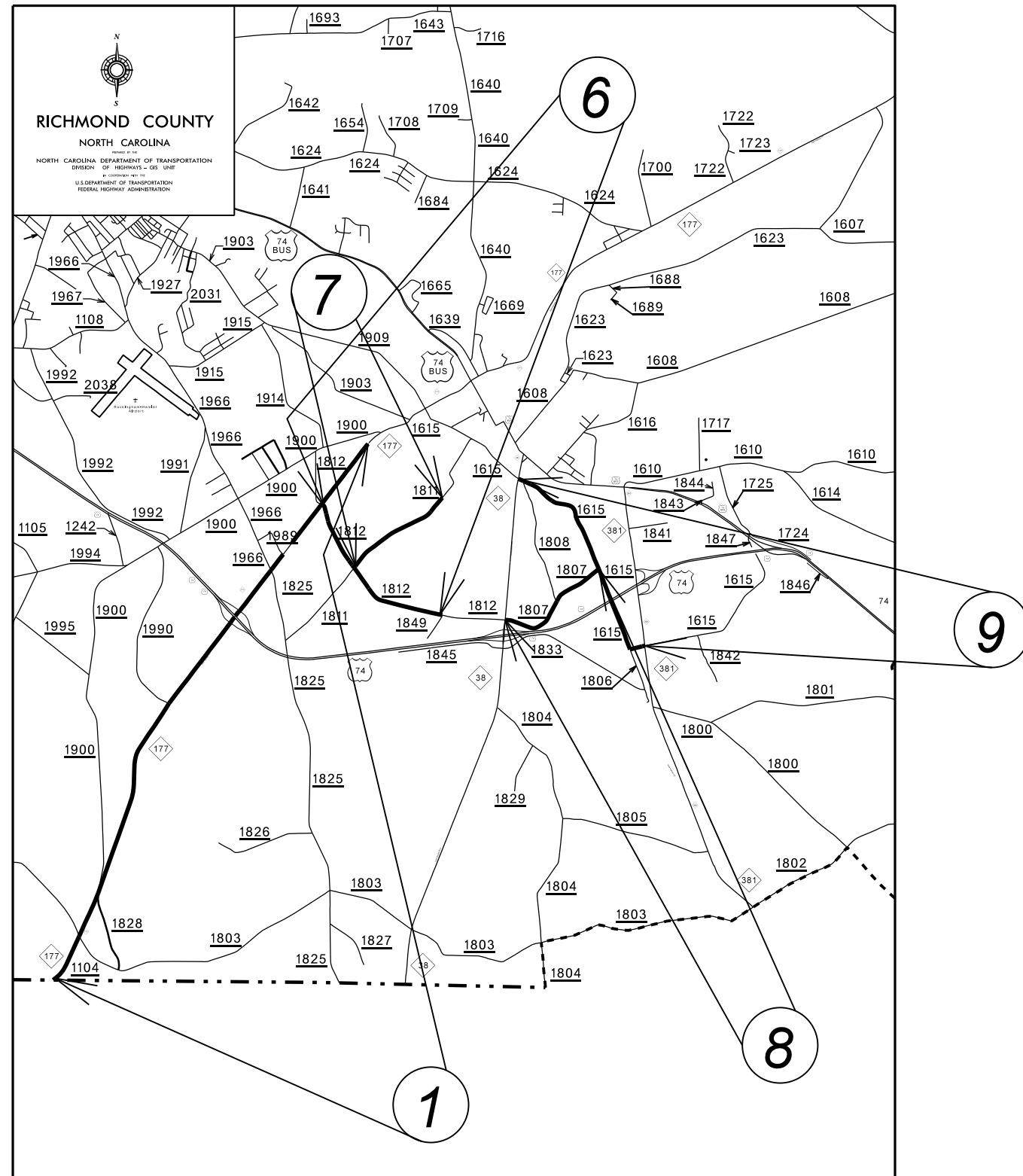
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RICHMOND COUNTY

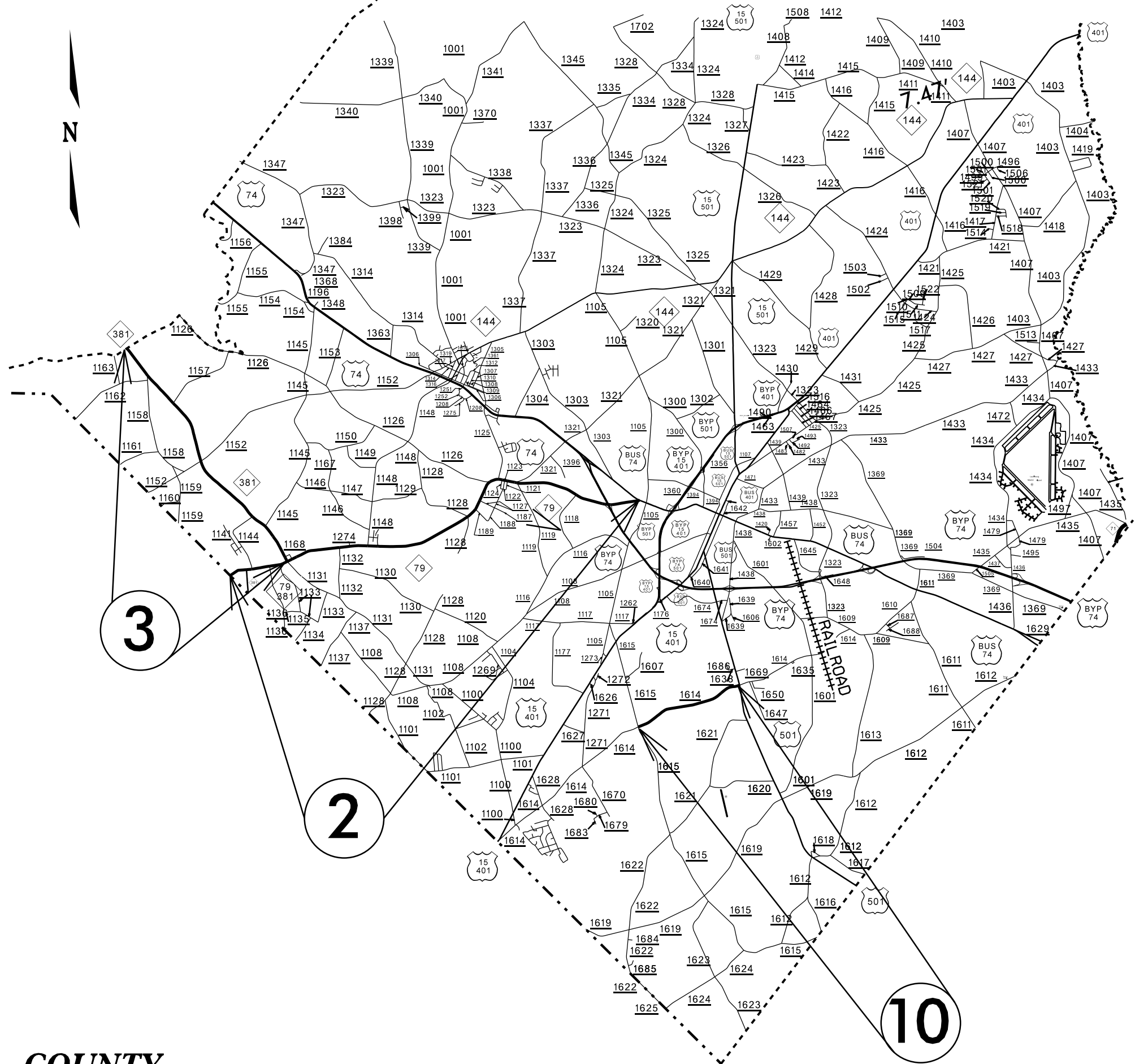
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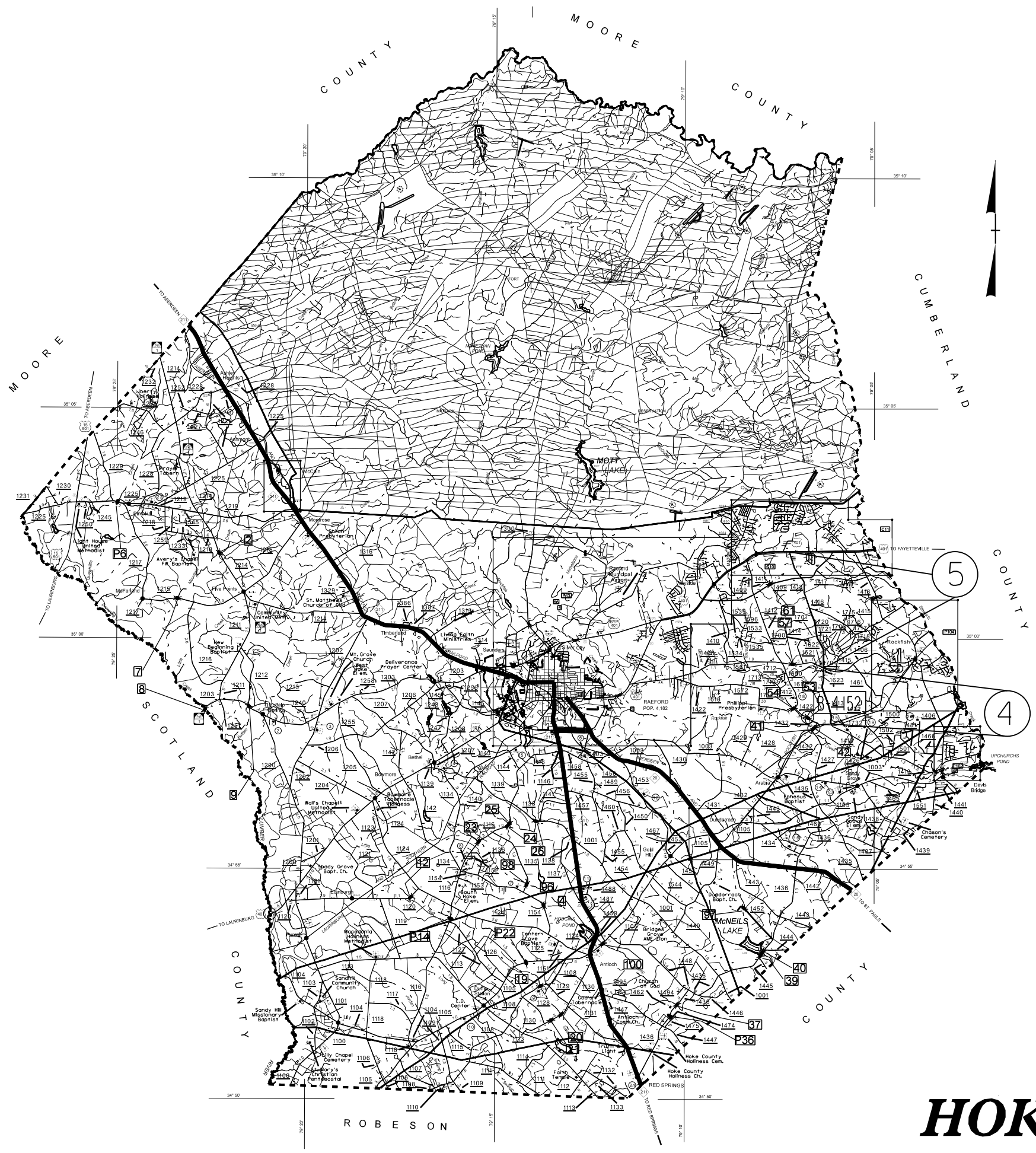
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SCOTLAND COUNTY

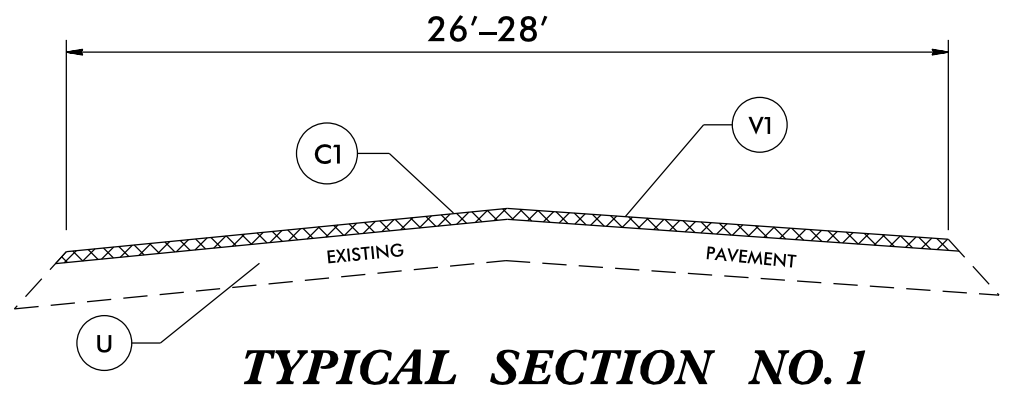
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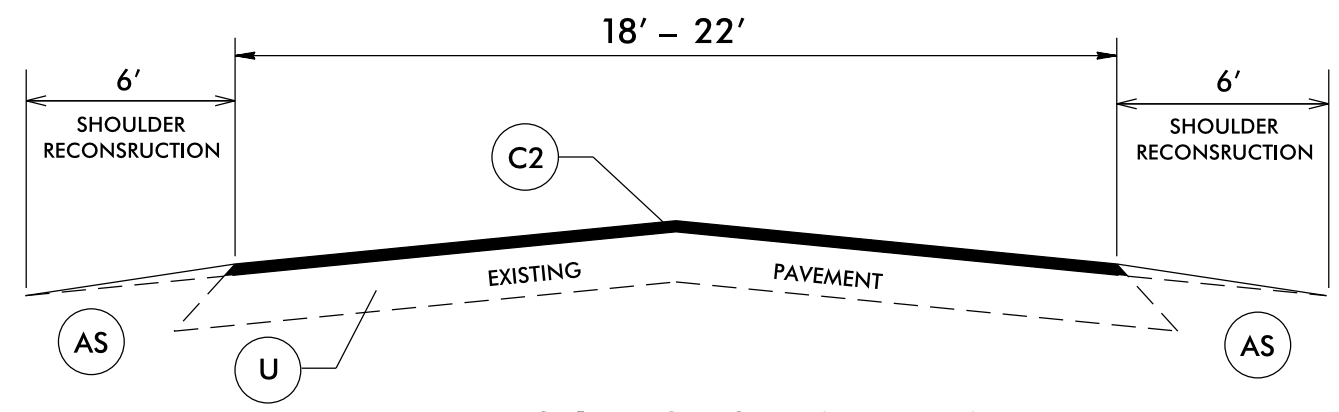
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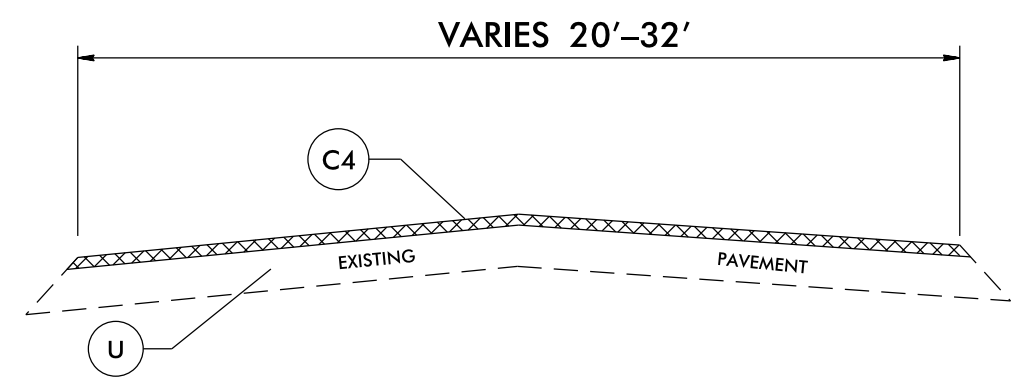
TYPICAL SECTIONS



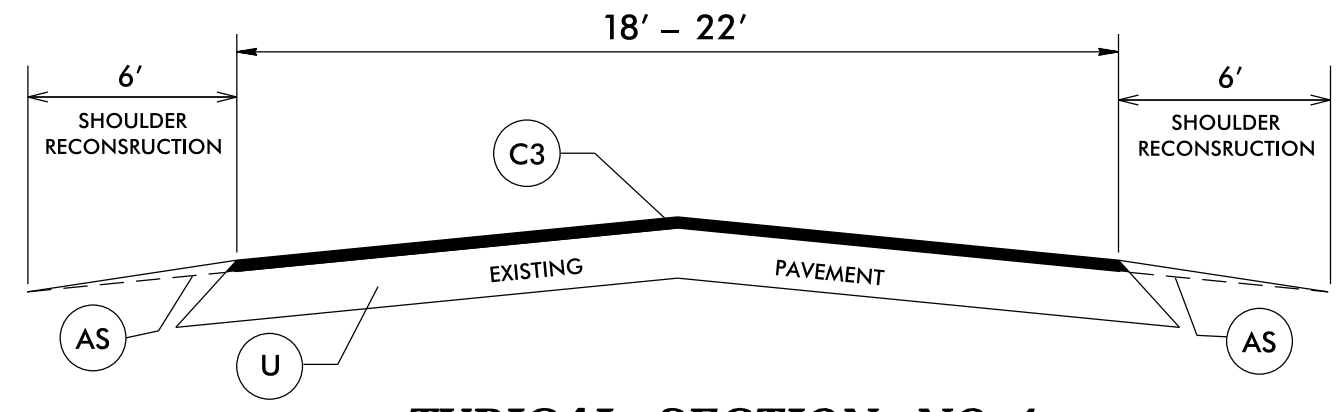
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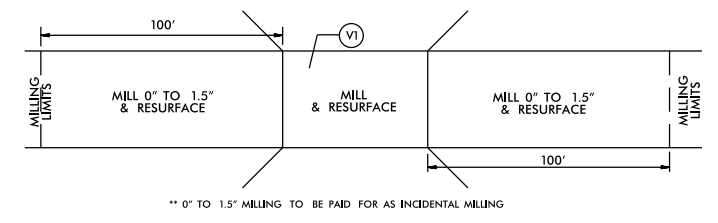
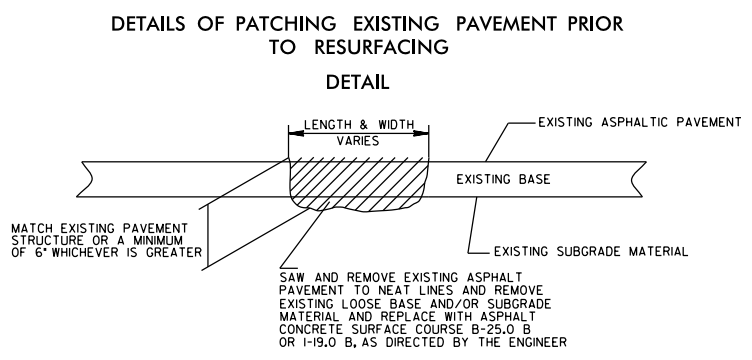
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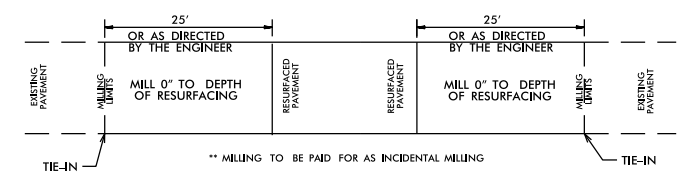
TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4



**BRIDGE (#58)
USE FOR MAP #10**



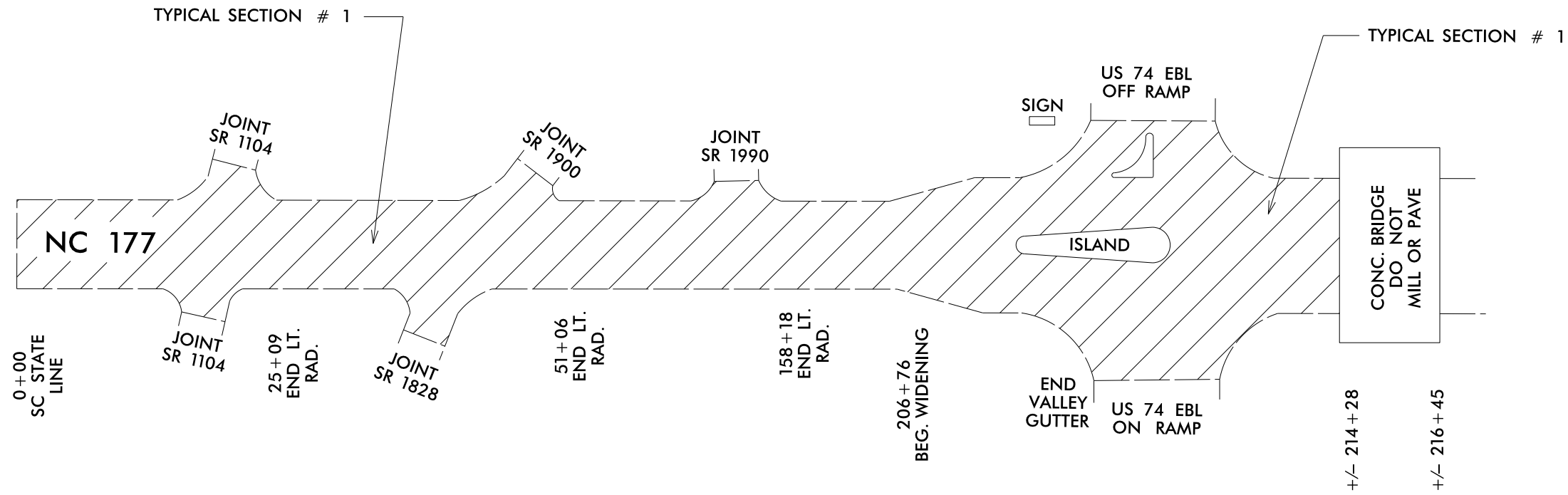
PAVEMENT TIE-IN DETAIL

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C4	PROP. LATEX MODIFIED MICRO-SURFACING, TYPE II
AS	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT.
VI	MILLING 1.5" IN DEPTH

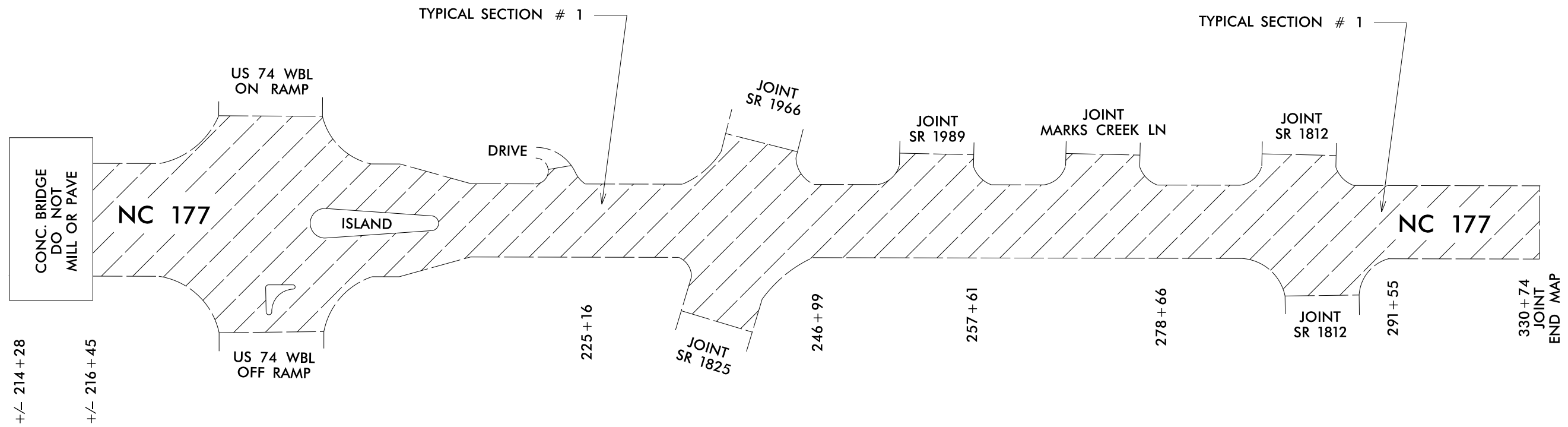
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RICHMOND COUNTY

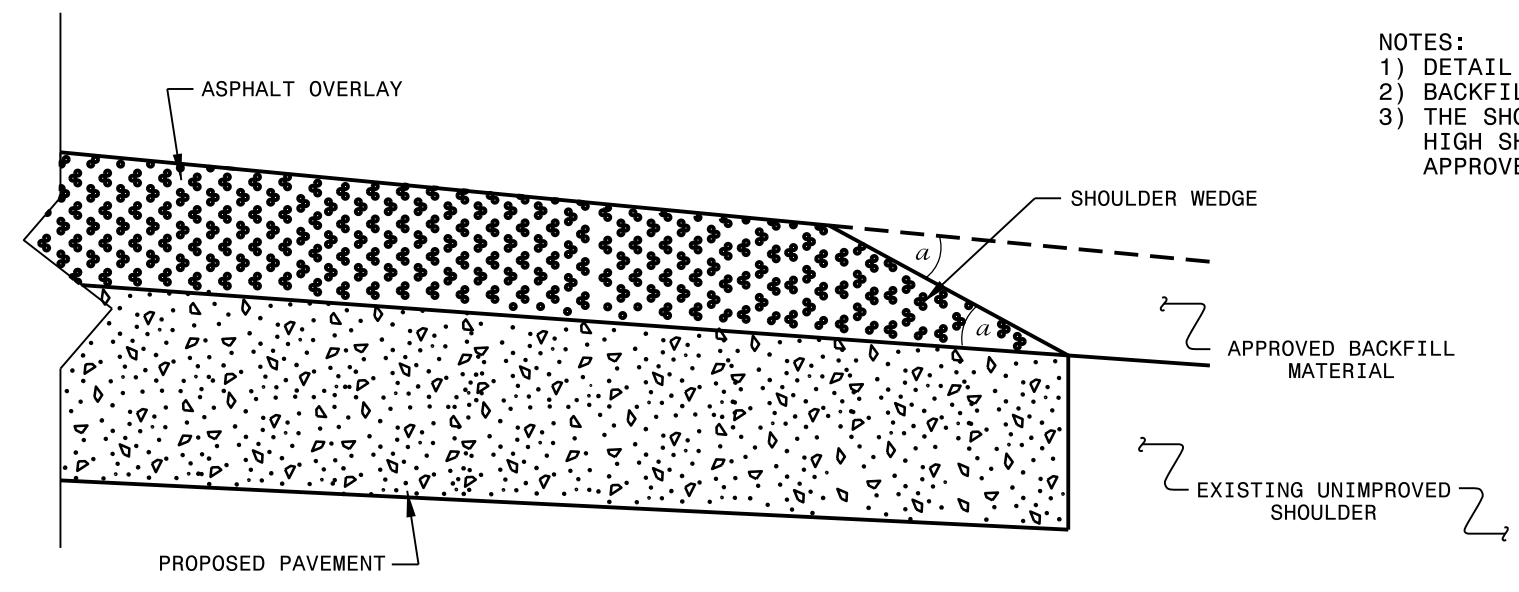
MAP 1
NC 177



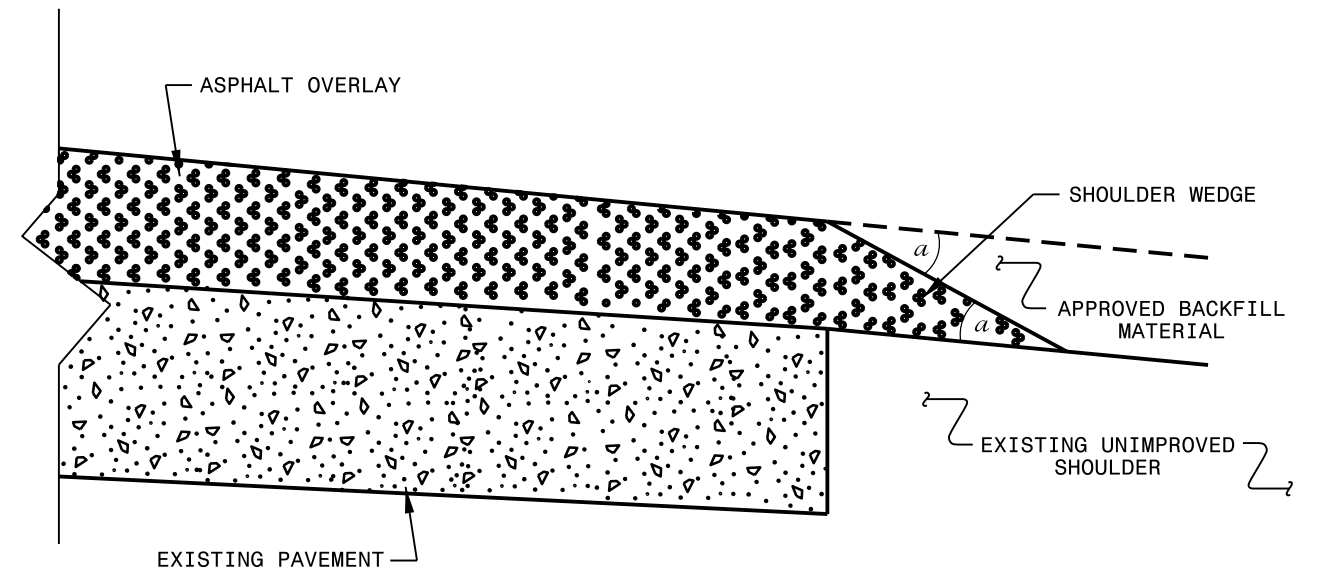
MAP 1
NC 177



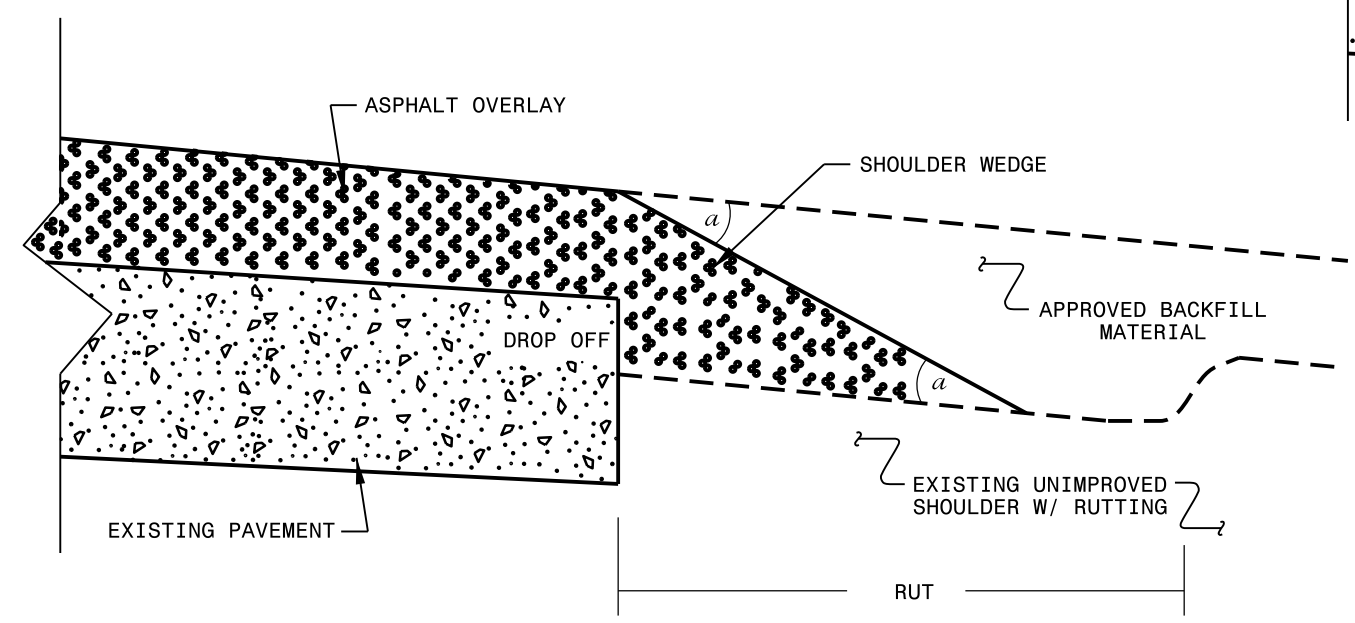
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950 FAX 919-250-4119	
SHOULDER WEDGE DETAILS	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn	

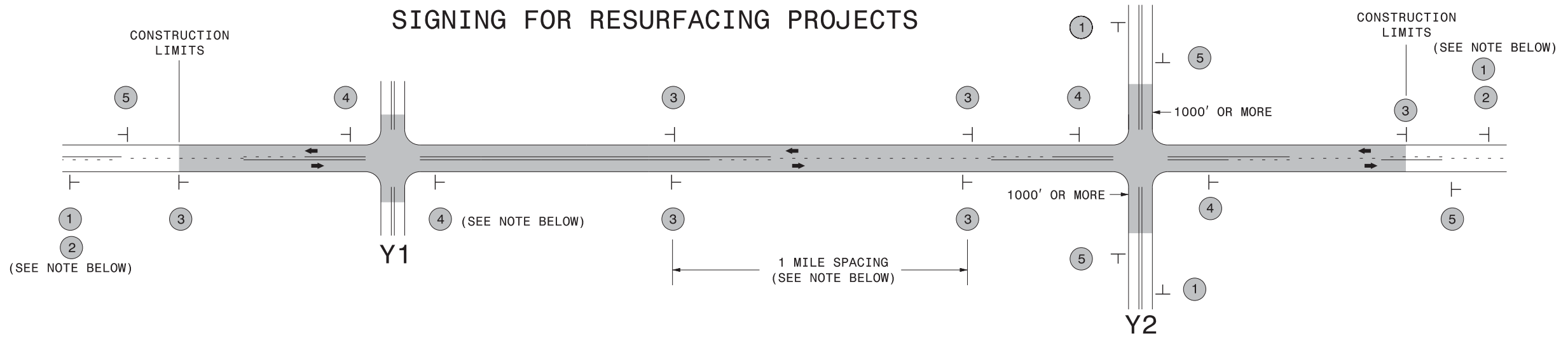
24-MAR-2016 11:45
 S:\Contracts\Resurfacing Projects\Shoulder Wedge Details\Revised Shoulder Wedge Detail.dgn
 *****USERNAME*****

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.08.14.10771, etc.	9	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	AGGREGATE SHOULDER BORROW TON	SHOULDER RECONSTRUCTION SMI	1.5" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	LATEX MODIFIED MICRO-SURFACING, TYPE II SY	ADJUST MANHOLES EA	ADJUST METER OR VALVE BOX EA
2017CPT.08.14.10771	Richmond	1	NC 177	FROM SC STATE LINE TO PVT. JT. +/- 0.18 MILES SOUTH OF SR 1900	1	2	2WU	NO	NO	6.26	26			102,361		9,460		568	50			1
TOTAL FOR MAP NO. 1										6.26				102,361		9,460		568	50			1
TOTAL FOR PROJ NO. 2017CPT.08.14.10771										6.26				102,361		9,460		568	50			1
2017CPT.08.14.10831	Scotland	2	NC 79	FROM SC STATE LINE TO US 74 BUS.	3	2	2WU	NO	NO	8.15	24-32								25	134,653	7	8
TOTAL FOR MAP NO. 2										8.15									25	134,653	7	8
2017CPT.08.14.10831	Scotland	3	NC 381	FROM NC 79 TO RICH. CO. LINE	3	2	2WU	NO	NO	4.95	21								25	61,198	1	
TOTAL FOR MAP NO. 3										4.95									25	61,198	1	
TOTAL FOR PROJ NO. 2017CPT.08.14.10831										13.1									50	195,851	8	8
2017CPT.08.14.20471	Hoke	4	SR 1413 (PITTMAN GROVE CHURCH RD)	FROM CONST JOINT @ SR 1422 (PHILLIPI CHURCH ROAD) TO CONST JOINT @ SR 1406 (ROCKFISH RD)	4	2	2WU	NO	NO	1.406	18	390	2.81		60		1,360	91	275			
TOTAL FOR MAP NO. 4										1.406		390	2.81		60		1,360	91	275			
2017CPT.08.14.20471	Hoke	5	SR 1413 (PITTMAN GROVE CHURCH ROAD)	FROM CONST JOINT @ SR 1406 (ROCKFISH ROAD) TO US 401	4	2	2WU	NO	NO	3.069	20	855	6.14		300		3,450	231	895			3
TOTAL FOR MAP NO. 5										3.069		855	6.14		300		3,450	231	895			3
TOTAL FOR PROJ NO. 2017CPT.08.14.20471										4.475		1,245	8.95		360		4,810	322	1,170			3
2017CPT.08.14.20771	Richmond	6	SR 1812 (FREEMAN MILL RD)	FROM CJ AT SR 1849 (DEVELOPMENT DR) TO NC 177	2	2	2WU	NO	NO	1.69	22	135	3.38		125		2,120	142				3
TOTAL FOR MAP NO. 6										1.69		135	3.38		125		2,120	142				3
2017CPT.08.14.20771	Richmond	7	SR 1811 (GIN MILL RD)	FROM SR 1812 (FREEMAN MILL RD) TO LEE ST	2	2	2WU	NO	NO	1.08	18	87	2.16		100		875	59	19			
TOTAL FOR MAP NO. 7										1.08		87	2.16		100		875	59	19			
2017CPT.08.14.20771	Richmond	8	SR 1807 (OAK RIDGE CH. RD)	FROM SR 1615 (OLD GIBSON RD) TO NC38	2	2	2WU	NO	NO	1.16	21	92	2.32		115		1,125	75	823			
TOTAL FOR MAP NO. 8										1.16		92	2.32		115		1,125	75	823			
2017CPT.08.14.20771	Richmond	9	SR 1615 (OLD GIBSON RD)	FROM NC 38 TO NC 381	2	2	2WU	NO	NO	2.27	21	181	4.54		115		2,280	153	15			
TOTAL FOR MAP NO. 9										2.27		181	4.54		115		2,280	153	15			
TOTAL FOR PROJ NO. 2017CPT.08.14.20771										6.2		495	12.40		455		6,400	429	857			3
2017CPT.08.14.20831	Scotland	10	SR 1614 (BARNES BRIDGE RD)	FROM US 501 TO SR 1615 (HASTY RD)	2	2	2WU	NO	NO	1.97	22	546	3.94	100	735		2,310	155				
TOTAL FOR MAP NO. 10										1.97		546	3.94	100	735		2,310	155				
TOTAL FOR PROJ NO. 2017CPT.08.14.20831										1.97		546	3.94	100	735		2,310	155				
GRAND TOTAL										32.005		2,286	25.29	102,461	1,550	9,460	13,520	1,474	2,127	195,851	8	15

SIGNING FOR RESURFACING PROJECTS



LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. #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)	<p>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>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;"> <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>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
		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.	
		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.	
		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

3/19/2015 C:\Users\rmgarrett\Downloads\Resurfacing_AdvWarn_2Ln (2).dgn User:rmgarrett

**RESURFACING
 ADVANCE WARNING SIGNS
 FOR
 RURAL AND SUBURBAN
 2 LANE ROADWAYS**