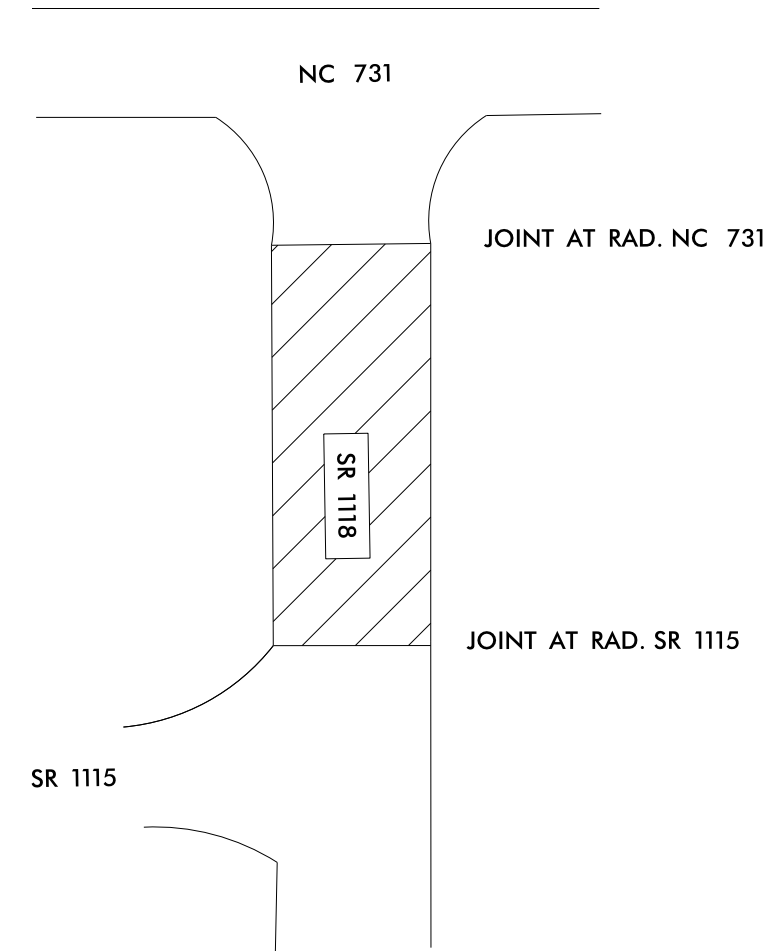
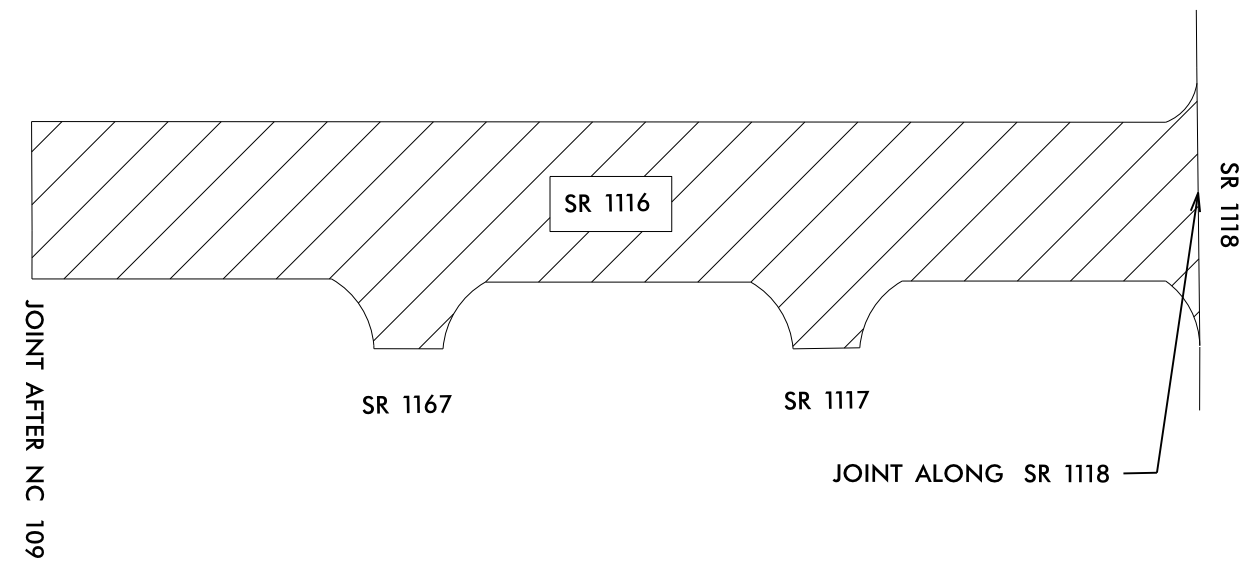
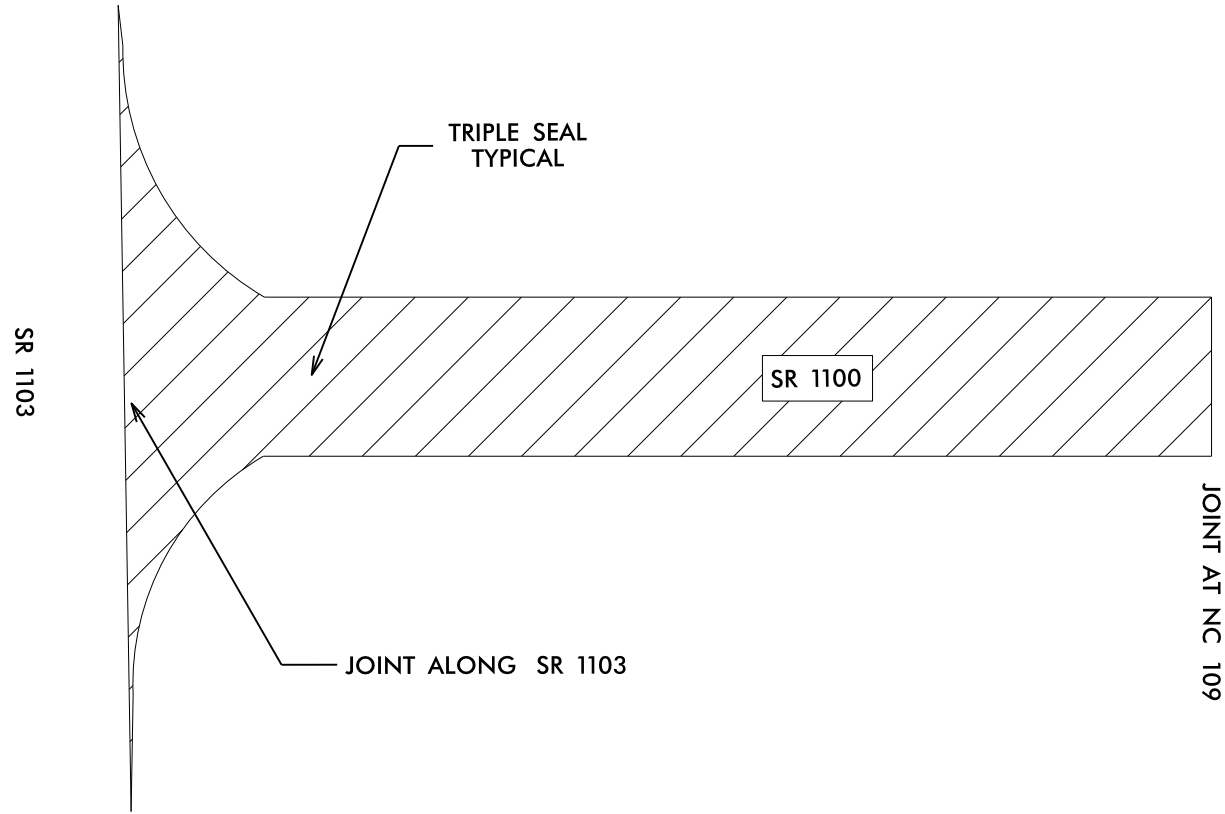


**RICHMOND COUNTY**

# MONTGOMERY COUNTY MAPS

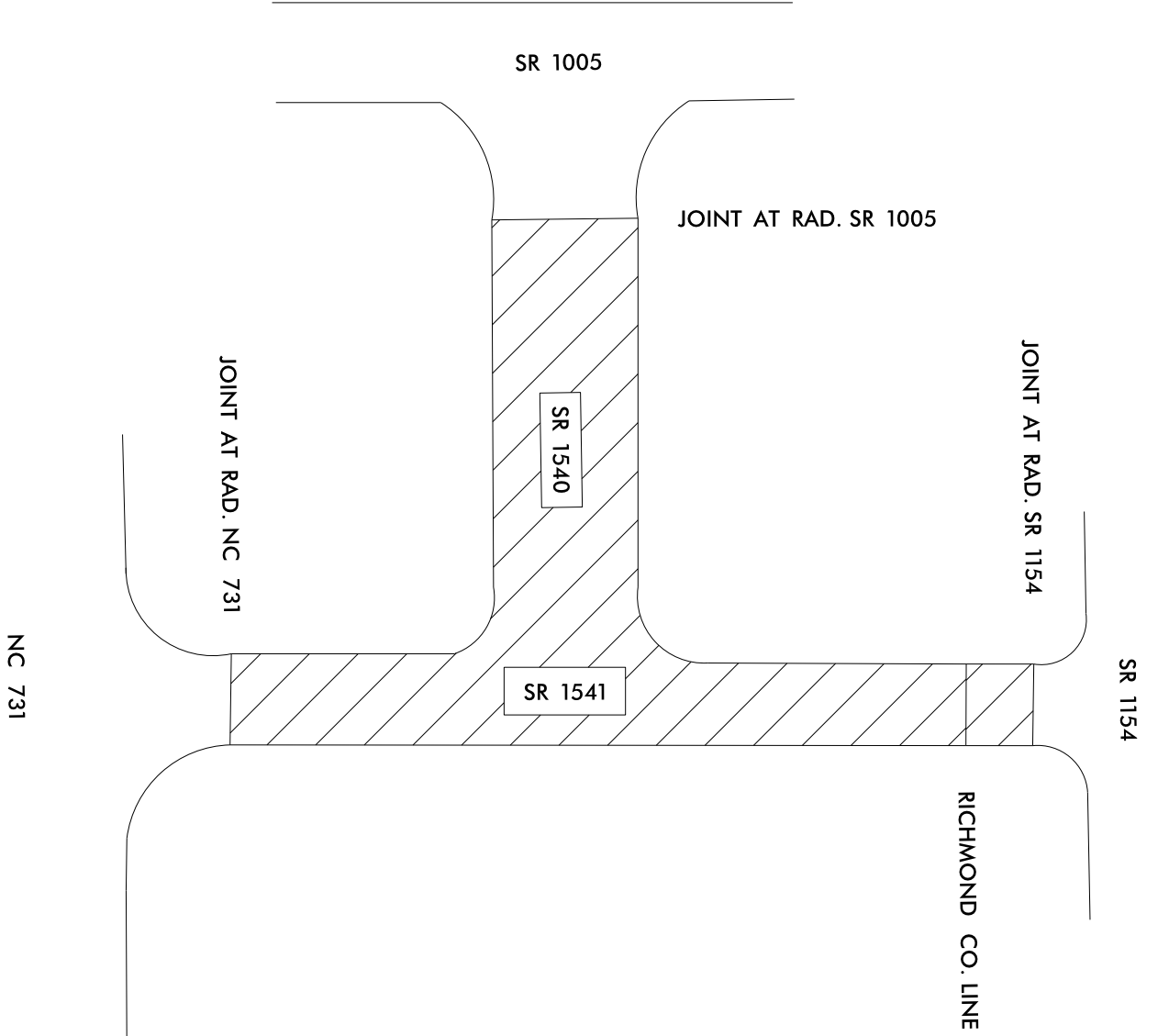
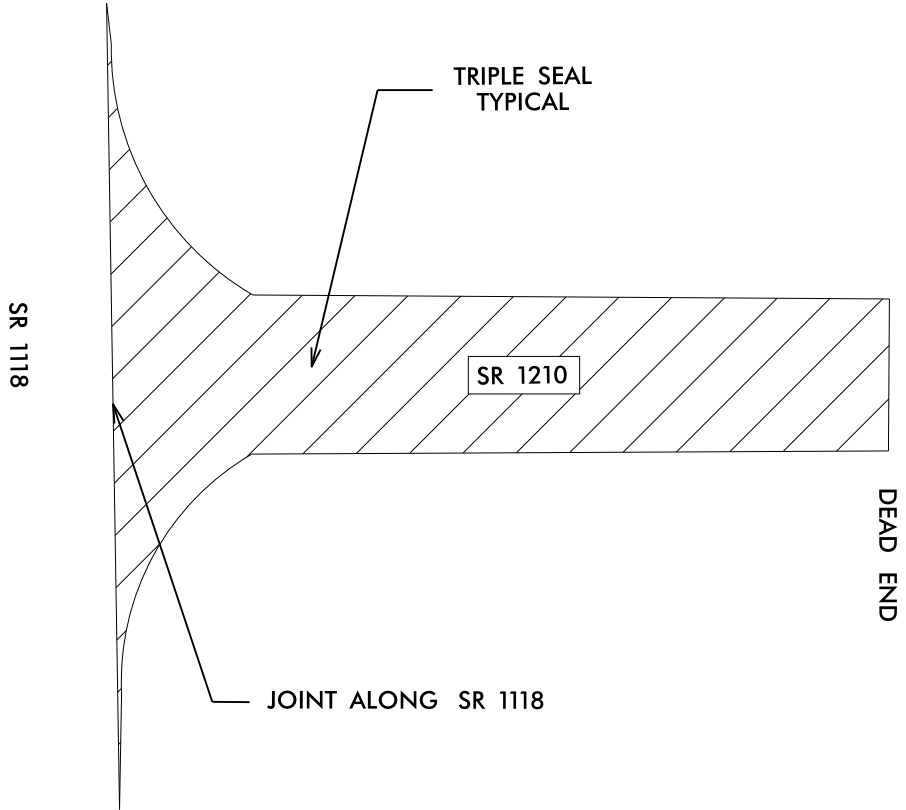
WBS ELEMENT  
8C.062016, 8C.077072

SHEET NO.  
3

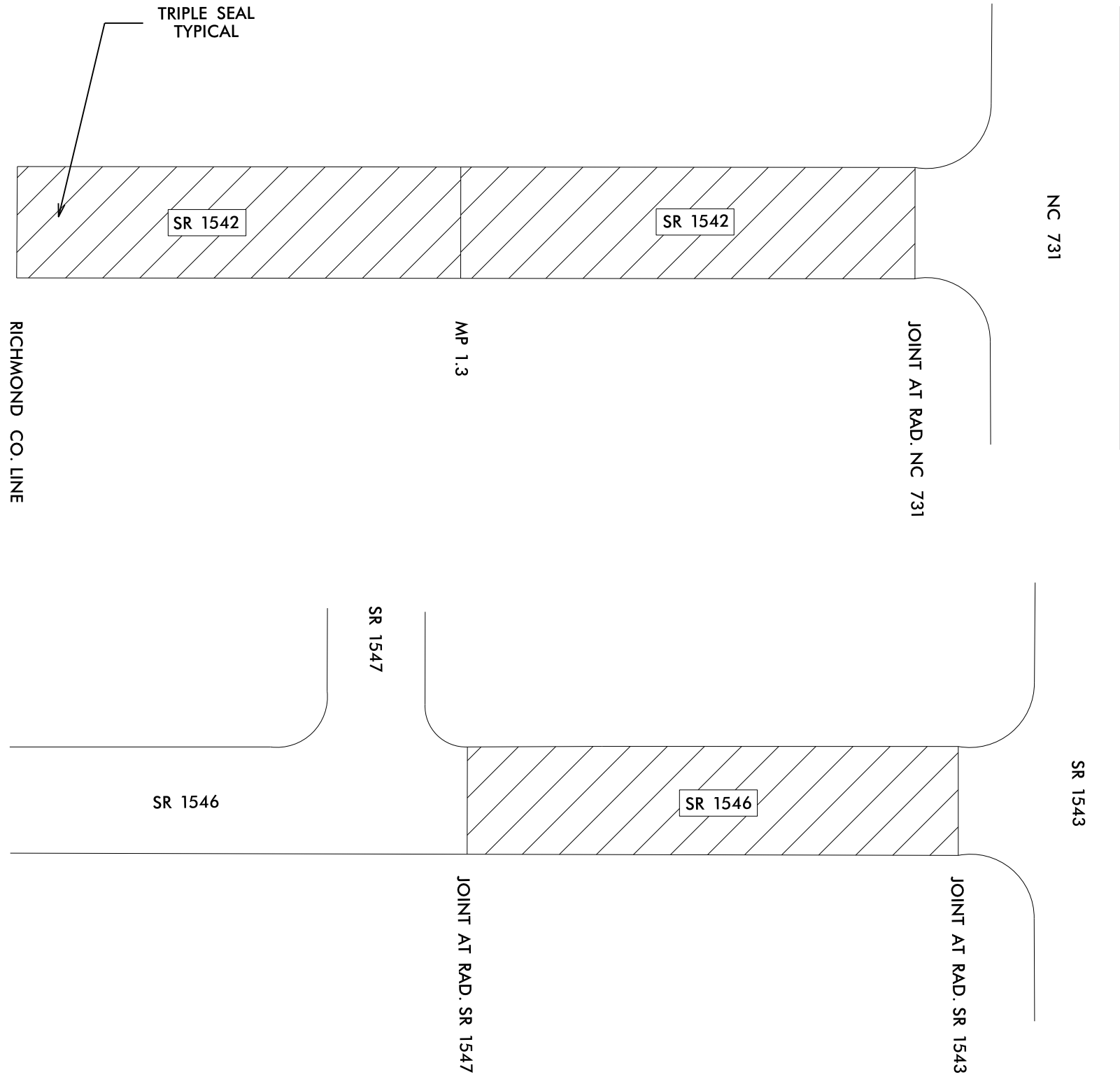


# MONTGOMERY COUNTY MAPS

WBS ELEMENT	SHEET NO.
8C.062016, 8C.077072	4

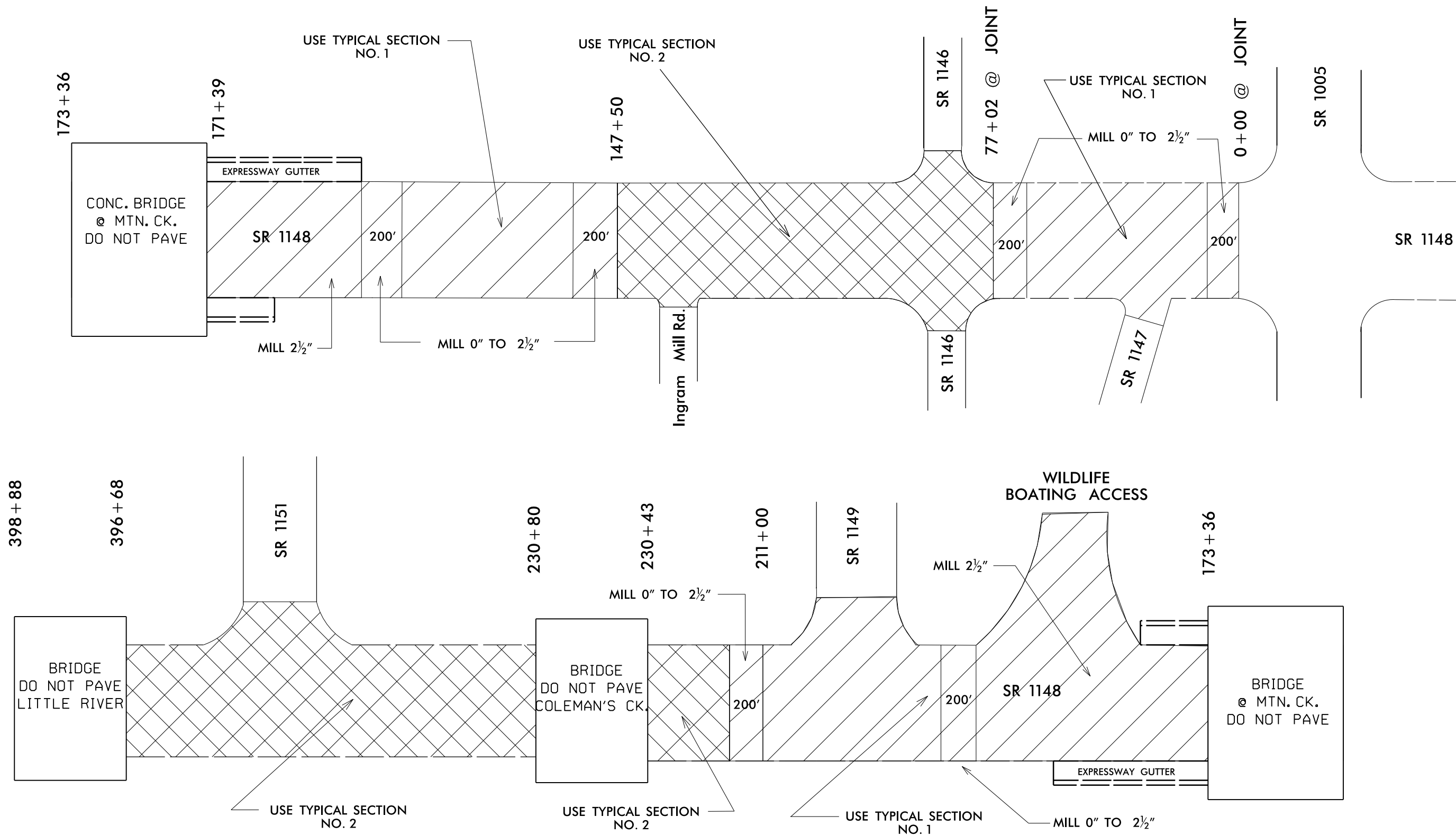


# MONTGOMERY COUNTY MAPS



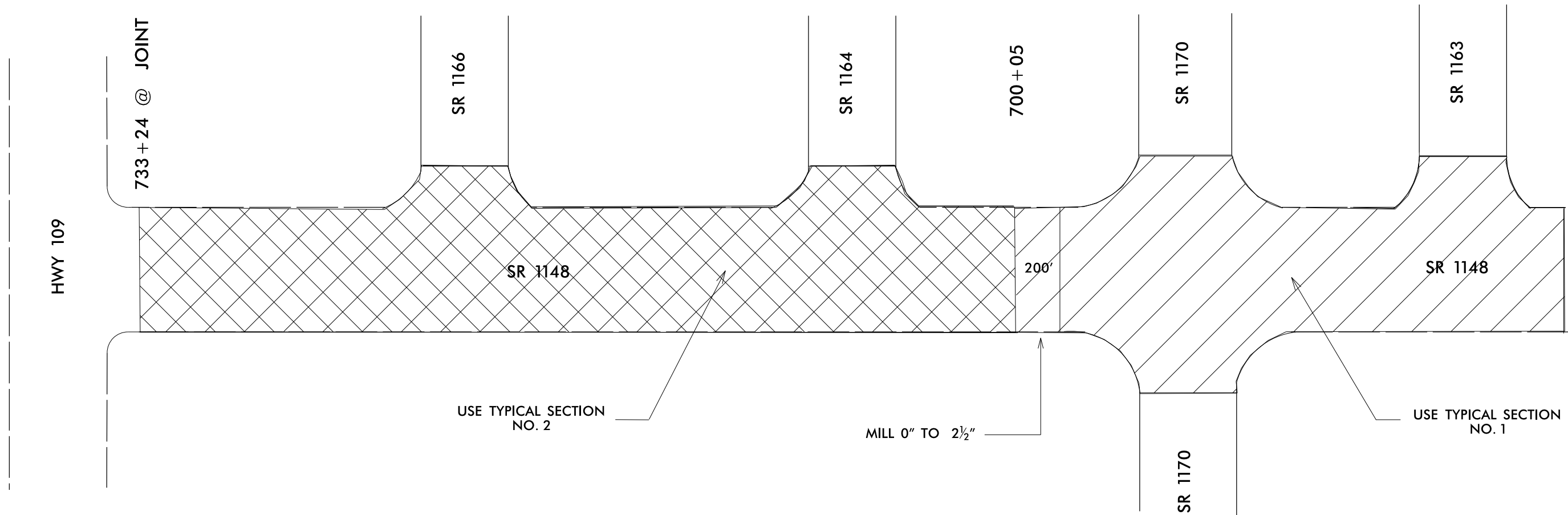
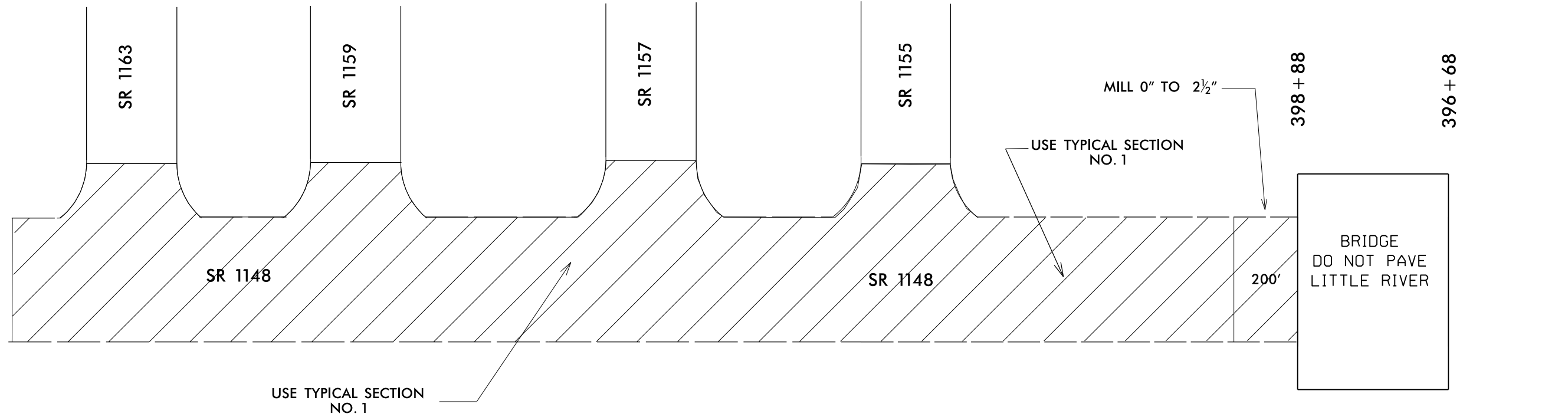
# RICHMOND COUNTY TYPICAL SECTIONS

WBS ELEMENT	SHEET NO.
8C.062016	6
8C.077072	



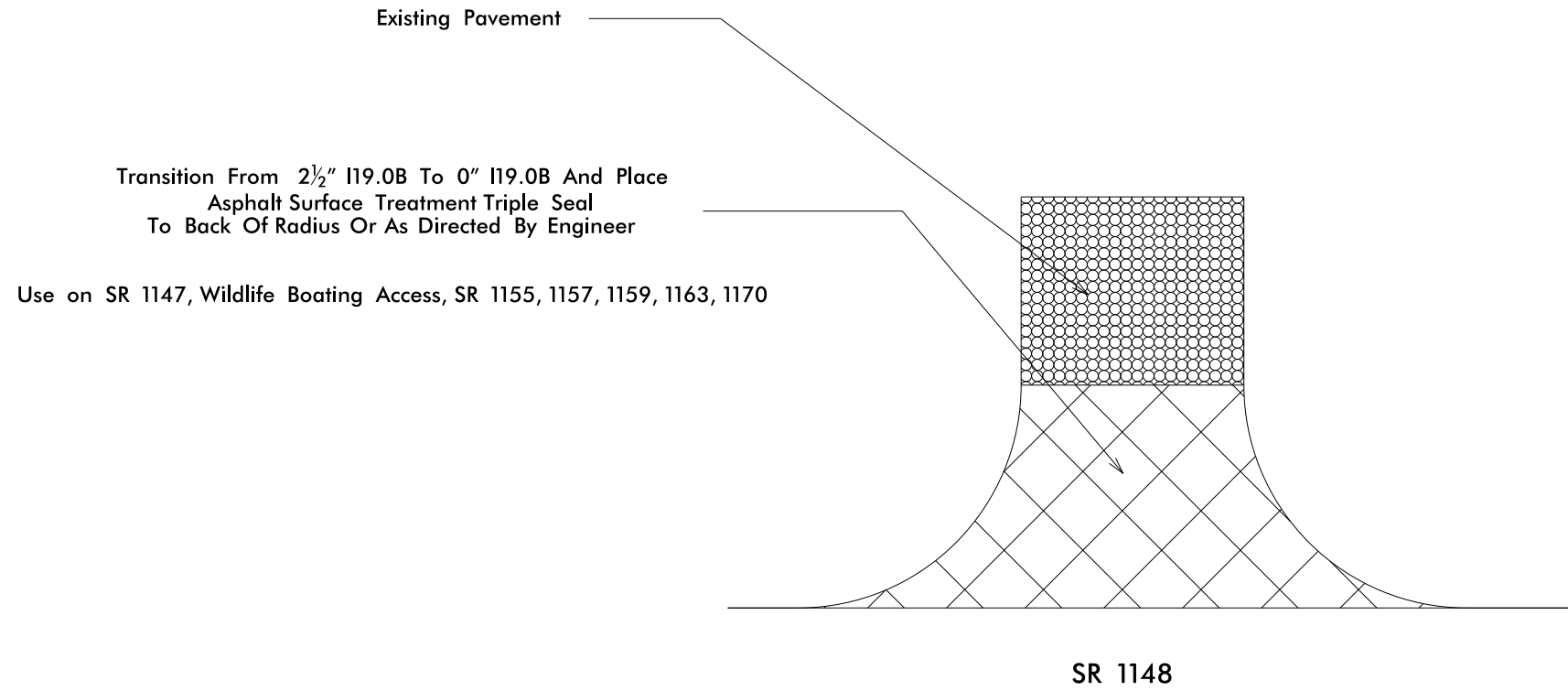
# RICHMOND COUNTY TYPICAL SECTIONS

WBS ELEMENT	SHEET NO.
8C.062016 8C.077072	7

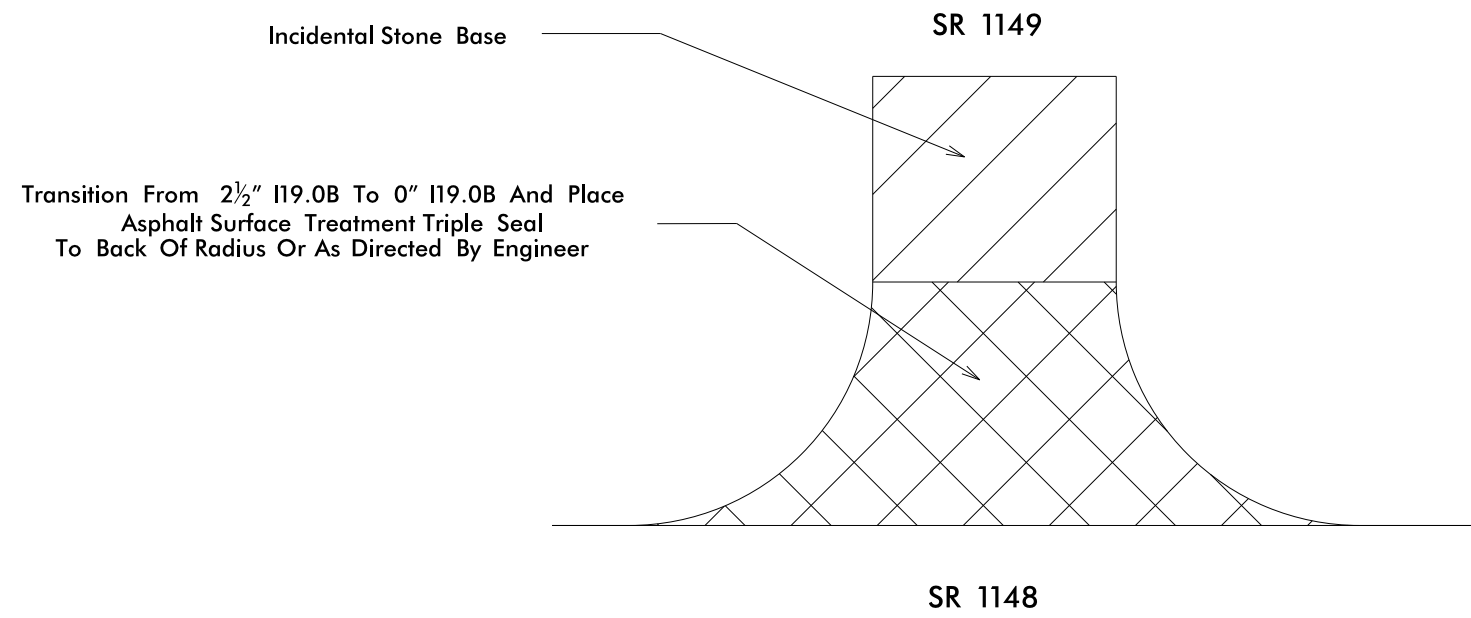


# RICHMOND COUNTY TYPICAL SECTIONS

WBS ELEMENT	SHEET NO.
8C.062016	8
8C.077072	



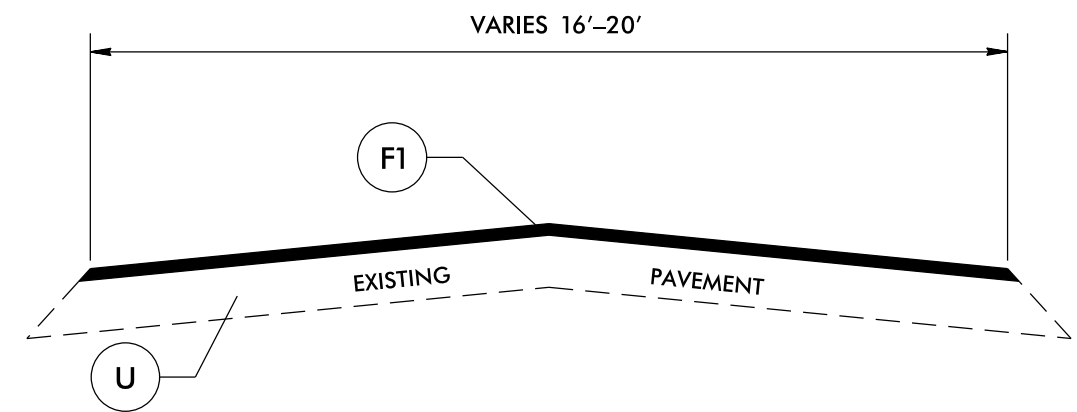
Typical Section #1



Typical Section #1



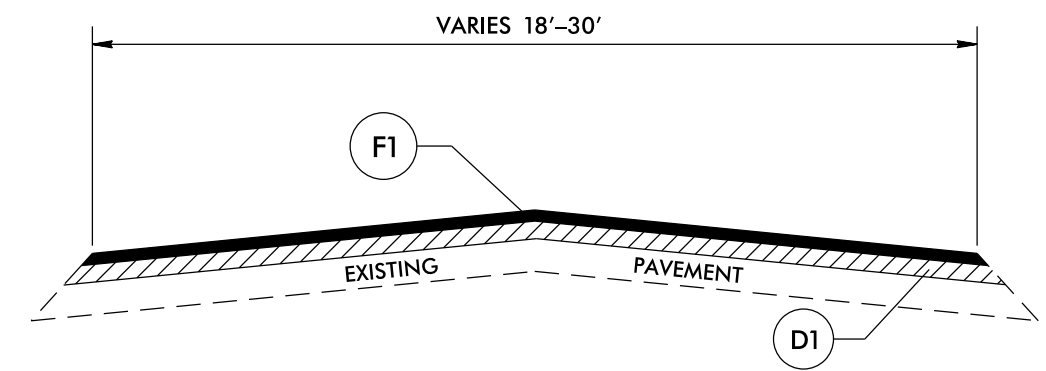
# MONTGOMERY COUNTY TYPICAL SECTION



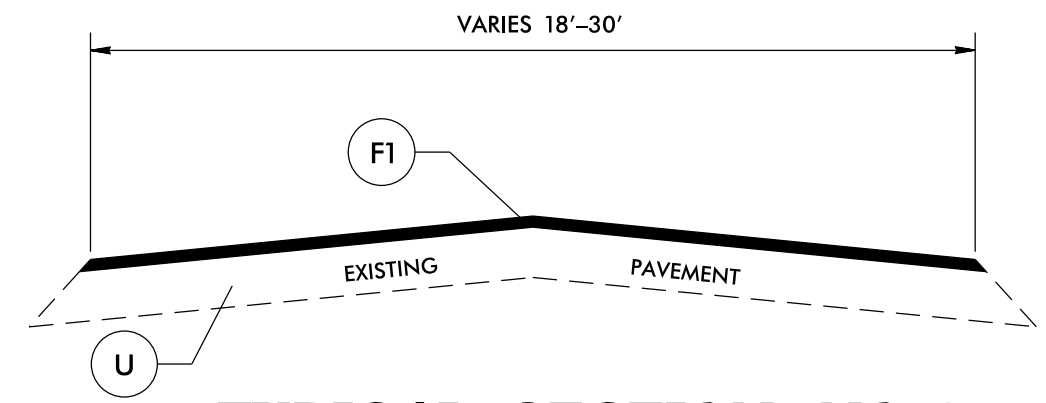
**TYPICAL SECTION NO. 1**

<b>PAVEMENT SCHEDULE</b>	
<b>F1</b>	ASPHALT SURFACE TREATMENT, TRIPLE SEAL TWO LAYERS 78M, TOP LAYER SCREENINGS
<b>U</b>	EXISTING PAVEMENT

# RICHMOND COUNTY TYPICAL SECTIONS



## TYPICAL SECTION NO. 2

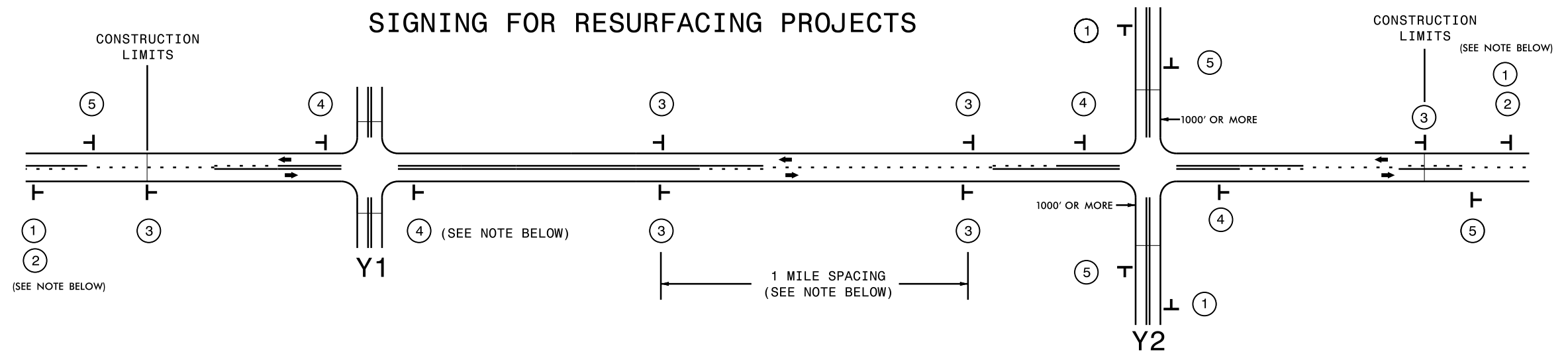


## TYPICAL SECTION NO. 3

PAVEMENT SCHEDULE	
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE. TYPE 119.0B AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, TRIPLE SEAL TWO LAYERS 78M, TOP LAYER SCREENINGS

NOTE: SHOULDER RECONSTRUCTION TO BE DONE BY STATE FORCES

## SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">1</div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">2</div> </div>		<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#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>
<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">3</div>		<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.</p>
<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">4</div>		<p>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.</p>
<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">5</div>		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>
		<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <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; align-items: center;"> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>

16-DEC-2014 16:31  
 c:\div8\_projects\resurfacing\February\2015\SR 1148 8C-077072\Resurfacing\_AdvWarn\_2Ln.dgn  
 gsdavis - AT D8CAD-210410

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

PROJECT NO.	SHEET NO.	TOTAL NO.
8C.062016, 8C.077072	12	

## 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	INCIDENTAL STONE BASE TONS	2.5" MILLING SY	0" TO 2.5" MILLING SY	INTERMEDIATE COURSE, I19.0B TONS	ASPHALT BINDER FOR PLANT MIX TONS	ASPHALT SURFACE TREATMENT, TRIPLE SEAL SY	4413000000-E	4457000000-N	4810000000-E	4810000000-E
																		WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" WHITE PAINT LF	4" YELLOW PAINT LF
8C.062016	Montgomery	1	SR 1100	FROM JT AT SR 1103 TO JT @ NC 109	1	2	2WU	NO	NO	1.03	16						9,795.00	120	0.04	21,698	20,054
<b>TOTAL FOR MAP NO. 1</b>																		<b>120</b>	<b>0.04</b>	<b>21,698</b>	<b>20,054</b>
8C.062016	Montgomery	2	SR 1116	FROM JT AT SR 1118 TO JT AT NC 109	1	2	2WU	NO	NO	2.2	18						23,893.00	247	0.08	46,969	41,674
<b>TOTAL FOR MAP NO. 2</b>																		<b>247</b>	<b>0.08</b>	<b>46,969</b>	<b>41,674</b>
8C.062016	Montgomery	3	SR 1118	FROM JT AT NC 731 TO BEGIN RADIUS AT SR 1115	1	2	2WU	NO	NO	1.38	20						16,203.00	155	0.05	29,164	27,370
<b>TOTAL FOR MAP NO. 3</b>																		<b>155</b>	<b>0.05</b>	<b>29,164</b>	<b>27,370</b>
8C.062016	Montgomery	4	SR 1210	FROM JT AT SR 1118 TO DEAD END	1	2	2WU	NO	NO	0.08	18						978.00	9	0.01		
<b>TOTAL FOR MAP NO. 4</b>																		<b>9</b>	<b>0.01</b>		
8C.062016	Montgomery	5	SR 1540	FROM JT AT SR 1005 TO JOINT AT SR 1541	1	2	2WU	NO	NO	1.72	18						18,413.00	193	0.06	36,452	36,324
<b>TOTAL FOR MAP NO. 5</b>																		<b>193</b>	<b>0.06</b>	<b>36,452</b>	<b>36,324</b>
8C.062016	Montgomery	6	SR 1541	FROM THE END OF RADIUS IN RICHMOND COUNTY TO BEGIN RADIUS AT SR 1540	1	2	2WU	NO	NO	1.44	20						15,494.00	195	0.05	27,888	15,410
<b>TOTAL FOR MAP NO. 6</b>																		<b>195</b>	<b>0.05</b>	<b>27,888</b>	<b>15,410</b>
8C.062016	Montgomery	7	SR 1541	FROM RADIUS AT SR 1540 TO JT AT SR 1540	1	2	2WU	NO	NO	1.46	15						13,853.00	162	0.05	31,168	27,966
<b>TOTAL FOR MAP NO. 7</b>																		<b>162</b>	<b>0.05</b>	<b>31,168</b>	<b>27,966</b>
8C.062016	Montgomery	8	SR 1542	FROM RICHMOND CO LINE TO MP 1.3	1	2	2WU	NO	NO	1.3	18						13,728.00	164	0.04	27,456	18,752
<b>TOTAL FOR MAP NO. 8</b>																		<b>164</b>	<b>0.04</b>	<b>27,456</b>	<b>18,752</b>
8C.062016	Montgomery	9	SR 1542	FROM MP 1.3 TO JT AT BEGIN OF RADIUS AT NC 731	1	2	2WU	NO	NO	1.42	18						15,044.00	160	0.05	29,922	26,782
<b>TOTAL FOR MAP NO. 9</b>																		<b>160</b>	<b>0.05</b>	<b>29,922</b>	<b>26,782</b>
8C.062016	Montgomery	10	SR 1546	FROM JT PAST SR 1547 TO JT AT SR 1543	1	2	2WU	NO	NO	1.76	18						18,636.00	198	0.07	37,272	30,710
<b>TOTAL FOR MAP NO. 10</b>																		<b>198</b>	<b>0.07</b>	<b>37,272</b>	<b>30,710</b>
<b>TOTAL FOR PROJ NO. 8C.062016</b>																		<b>1,603</b>	<b>0.50</b>	<b>287,989</b>	<b>245,042</b>
																		<b>533,031</b>			
8C.077072	Richmond	11	SR 1148	FROM SR 1005 TO NC 109	2,3	2	2WU	NO	NO	13.89	18-30	60	3,556	2,000	14,687	705	164,800.00	1,296	0.50	293,296	293,296
<b>TOTAL FOR MAP NO. 11</b>																		<b>1,296</b>	<b>0.50</b>	<b>293,296</b>	<b>293,296</b>
																		<b>586,592</b>			
<b>TOTAL FOR PROJ NO. 8C.077072</b>																		<b>1,296</b>	<b>0.50</b>	<b>293,296</b>	<b>293,296</b>
																		<b>586,592</b>			
<b>GRAND TOTAL</b>										<b>27.68</b>		<b>60</b>	<b>3556</b>	<b>2000</b>	<b>14687</b>	<b>705</b>	<b>310837</b>	<b>2899</b>	<b>1.00</b>	<b>581285</b>	<b>538338</b>
																		<b>1119623</b>			