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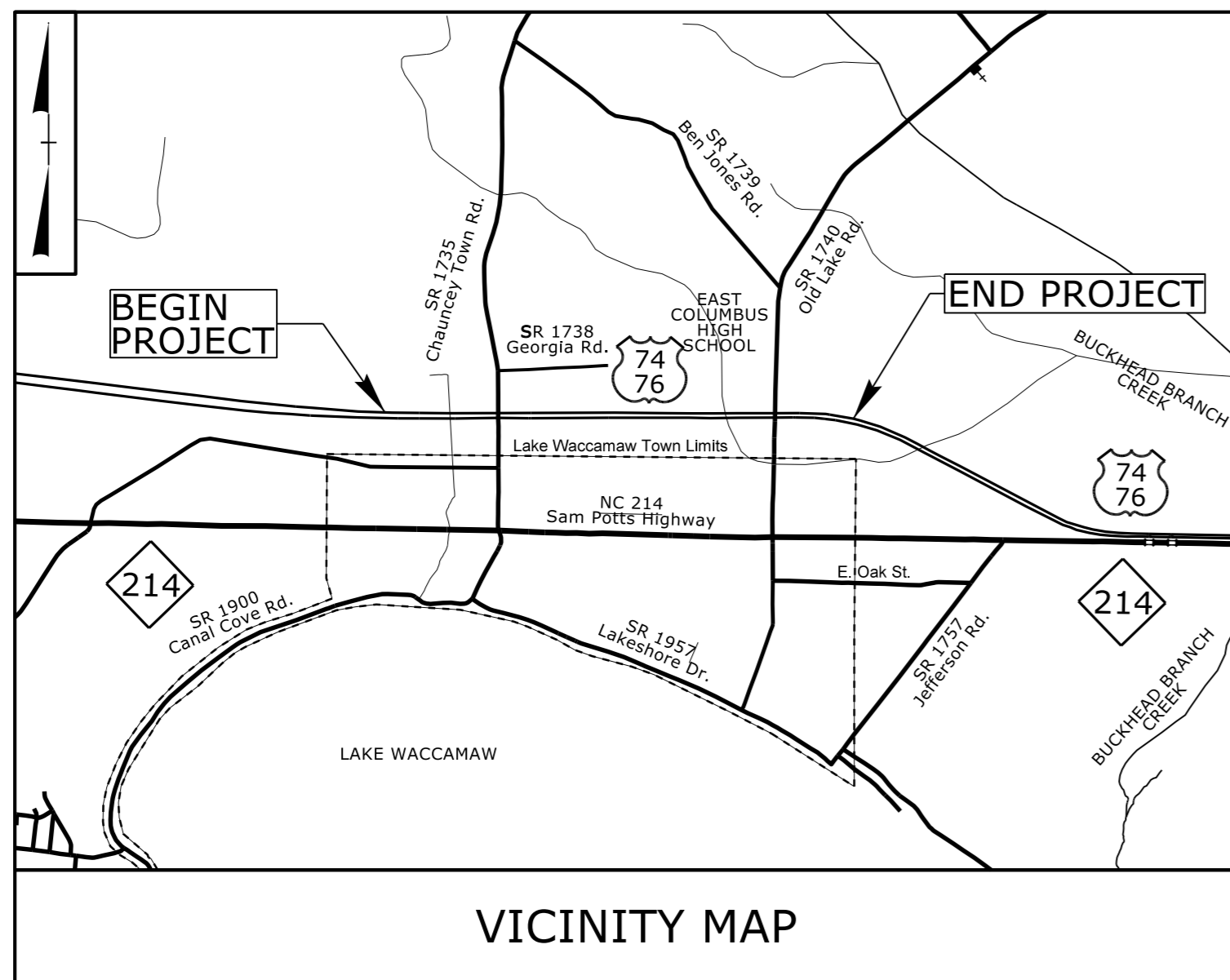
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shall not be considered a certified document.**

19-MAR-2021 14:03 S:\DDC\Projects\R-5819 & R-5820\DDC Cross-Overs\Roadway\Proj\R5819_R5820_RDY_TSH.dgn
 \$\$\$USERNAME\$\$\$

TIP PROJECT: R-5819A

CONTRACT: DF00272

See Sheet 1B For Conventional Plan Sheet Symbols



VICINITY MAP

NOT TO SCALE

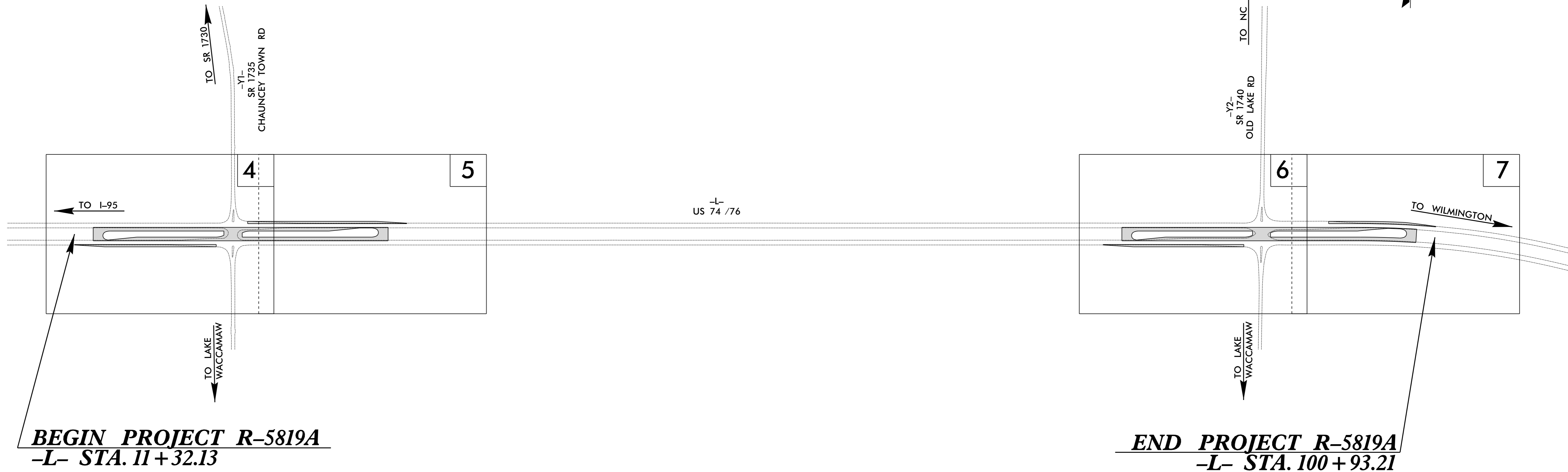
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

COLUMBUS COUNTY

**LOCATION: US 74 /76 AT SR 1735 (CHAUNCEY TOWN ROAD)
AND SR 1740 (OLD LAKE ROAD)**

TYPE OF WORK: GRADING, PAVING, DRAINAGE

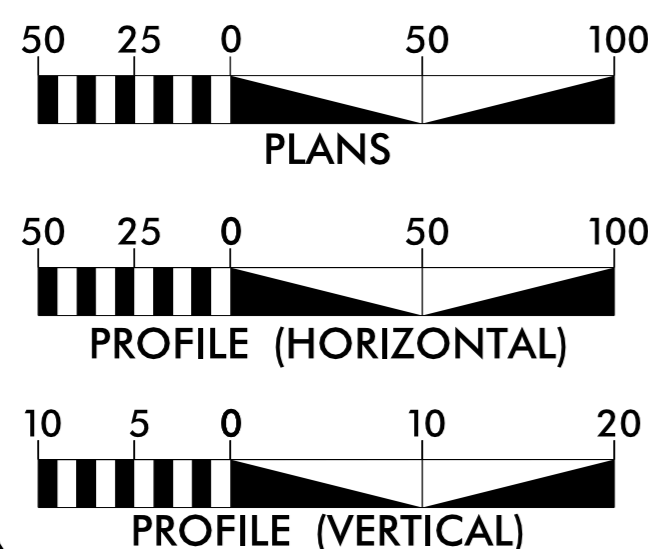
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5819A	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
47091.1.1		PE	
47091.3.2		CONST	



BEGIN PROJECT R-5819A
-L- STA. 11+32.13

END PROJECT R-5819A
-L- STA. 100+93.21

GRAPHIC SCALES



DESIGN DATA

ADT 2022 = 14,400
 ADT 2042 = 18,000
 K = 8 %
 D = 55 %
 T = 20 % *
 V = 60 MPH
 * 16% TTST + 4% DUAL
 FUNC CLASS = ARTERIAL

PROJECT LENGTH

TOTAL LENGTH PROJECT R-5819A = 1.697 MILES

Prepared in the Office of:
DIVISION OF HIGHWAYS
431 Transportation Dr., Fayetteville NC, 28301

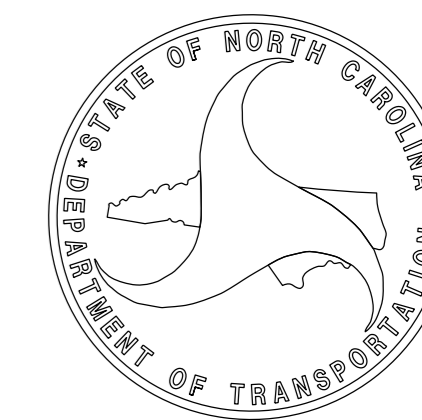
2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
N /A

LETTING DATE:
APRIL 21, 2021

JOHN GAUTHIER
PROJECT ENGINEER

ALEX HENDERSON
PROJECT DESIGN ENGINEER



STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS CONVENTIONAL PLAN SHEET SYMBOLS

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ EIP
Computed Property Corner	----->
Property Monument	□ EDM
Parcel/Sequence Number	⑫③
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	-----MLB
Proposed Wetland Boundary	-----MLB
Existing Endangered Animal Boundary	-----EAB
Existing Endangered Plant Boundary	-----EPB
Existing Historic Property Boundary	-----HPB
Known Contamination Area: Soil	☠-S-☠
Potential Contamination Area: Soil	??-S-??
Known Contamination Area: Water	☠-W-☠
Potential Contamination Area: Water	??-W-??
Contaminated Site: Known or Potential	-----

BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○ S
Well	○ W
Small Mine	✕
Foundation	□
Area Outline	□
Cemetery	□
Building	□
School	□
Church	□
Dam	-----

HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	-----
Jurisdictional Stream	-----JS
Buffer Zone 1	-----BZ 1
Buffer Zone 2	-----BZ 2
Flow Arrow	←
Disappearing Stream	-----
Spring	○
Wetland	-----
Proposed Lateral, Tail, Head Ditch	-----
False Sump	-----

RAILROADS:

Standard Gauge	-----
RR Signal Milepost	○ MILEPOST 35
Switch	□ SWITCH
RR Abandoned	-----
RR Dismantled	-----

Note: Not to Scale

*S.U.E. = Subsurface Utility Engineering

RIGHT OF WAY & PROJECT CONTROL:

Secondary Horiz and Vert Control Point	-----
Primary Horiz Control Point	-----
Primary Horiz and Vert Control Point	-----
Exist Permanent Easement Pin and Cap	◇
New Permanent Easement Pin and Cap	◇
Vertical Benchmark	△
Existing Right of Way Marker	△
Existing Right of Way Line	-----
New Right of Way Line	-----
New Right of Way Line with Pin and Cap	-----
New Right of Way Line with Concrete or Granite RW Marker	-----
New Control of Access Line with Concrete C/A Marker	-----
Existing Control of Access	-----
New Control of Access	-----
Existing Easement Line	-----E
New Temporary Construction Easement	-----E
New Temporary Drainage Easement	-----TDE
New Permanent Drainage Easement	-----PDE
New Permanent Drainage / Utility Easement	-----DUE
New Permanent Utility Easement	-----PUE
New Temporary Utility Easement	-----TUE
New Aerial Utility Easement	-----AUE

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	-----C
Proposed Slope Stakes Fill	-----F
Proposed Curb Ramp	-----
Existing Metal Guardrail	-----
Proposed Guardrail	-----
Existing Cable Guiderail	-----
Proposed Cable Guiderail	-----
Equality Symbol	⊕
Pavement Removal	-----

VEGETATION:

Single Tree	☼
Single Shrub	☼

Hedge	-----
Woods Line	-----
Orchard	-----
Vineyard	-----

EXISTING STRUCTURES:

MAJOR:	-----
Bridge, Tunnel or Box Culvert	-----
Bridge Wing Wall, Head Wall and End Wall	-----
MINOR:	-----
Head and End Wall	-----
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	-----
Paved Ditch Gutter	-----
Storm Sewer Manhole	-----
Storm Sewer	-----

UTILITIES:

POWER:	-----
Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	⊕
Power Line Tower	⊗
Power Transformer	⊗
U/G Power Cable Hand Hole	-----
H-Frame Pole	-----
U/G Power Line LOS B (S.U.E.*)	-----
U/G Power Line LOS C (S.U.E.*)	-----
U/G Power Line LOS D (S.U.E.*)	-----

TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	⊕
Telephone Pedestal	⊕
Telephone Cell Tower	⊗
U/G Telephone Cable Hand Hole	-----
U/G Telephone Cable LOS B (S.U.E.*)	-----
U/G Telephone Cable LOS C (S.U.E.*)	-----
U/G Telephone Cable LOS D (S.U.E.*)	-----
U/G Telephone Conduit LOS B (S.U.E.*)	-----
U/G Telephone Conduit LOS C (S.U.E.*)	-----
U/G Telephone Conduit LOS D (S.U.E.*)	-----
U/G Fiber Optics Cable LOS B (S.U.E.*)	-----
U/G Fiber Optics Cable LOS C (S.U.E.*)	-----
U/G Fiber Optics Cable LOS D (S.U.E.*)	-----

WATER:

Water Manhole	⊕
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
U/G Water Line LOS B (S.U.E.*)	-----
U/G Water Line LOS C (S.U.E.*)	-----
U/G Water Line LOS D (S.U.E.*)	-----
Above Ground Water Line	-----A/G Water

TV:

TV Pedestal	⊕
TV Tower	⊗
U/G TV Cable Hand Hole	-----
U/G TV Cable LOS B (S.U.E.*)	-----
U/G TV Cable LOS C (S.U.E.*)	-----
U/G TV Cable LOS D (S.U.E.*)	-----
U/G Fiber Optic Cable LOS B (S.U.E.*)	-----
U/G Fiber Optic Cable LOS C (S.U.E.*)	-----
U/G Fiber Optic Cable LOS D (S.U.E.*)	-----

GAS:

Gas Valve	◇
Gas Meter	◇
U/G Gas Line LOS B (S.U.E.*)	-----
U/G Gas Line LOS C (S.U.E.*)	-----
U/G Gas Line LOS D (S.U.E.*)	-----
Above Ground Gas Line	-----A/G Gas

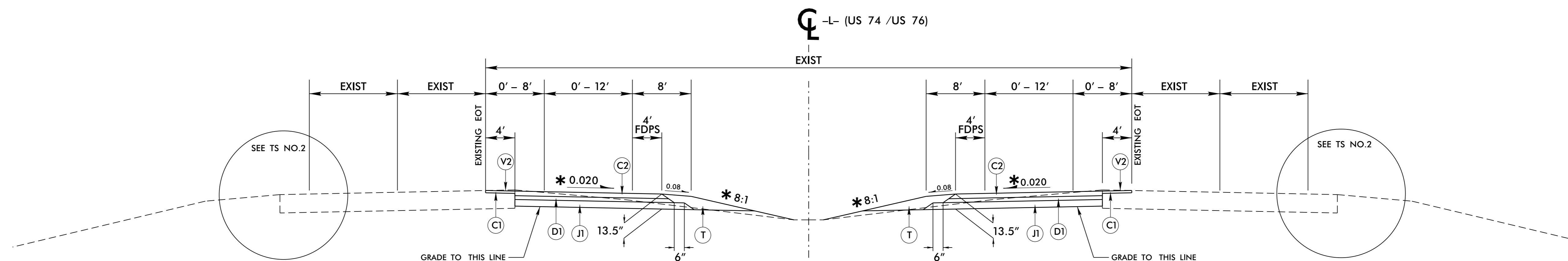
SANITARY SEWER:

Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	-----SS
Above Ground Sanitary Sewer	-----A/G Sanitary Sewer
SS Forced Main Line LOS B (S.U.E.*)	-----
SS Forced Main Line LOS C (S.U.E.*)	-----
SS Forced Main Line LOS D (S.U.E.*)	-----

MISCELLANEOUS:

Utility Pole	●
Utility Pole with Base	□
Utility Located Object	○
Utility Traffic Signal Box	⊕
Utility Unknown U/G Line LOS B (S.U.E.*)	-----
U/G Tank; Water, Gas, Oil	-----
Underground Storage Tank, Approx. Loc.	-----
A/G Tank; Water, Gas, Oil	-----
Geoenvironmental Boring	⊕
U/G Test Hole LOS A (S.U.E.*)	⊕
Abandoned According to Utility Records	AATUR
End of Information	E.O.I.

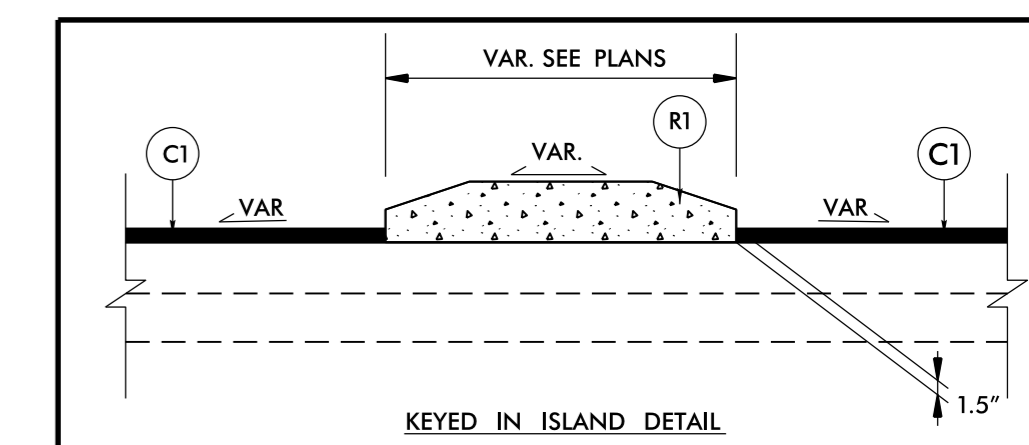
PAVEMENT SCHEDULE			
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	T	EARTH MATERIAL.
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	U	EXISTING PAVEMENT.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	V1	4' MILLING. 1.5" DEPTH.
J1	PROP. 8" AGGREGATE BASE COURSE.	V2	4' MILLING. 3" DEPTH.
R1	5" MONOLITHIC CONCRETE ISLAND (KEYED IN).	NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.	



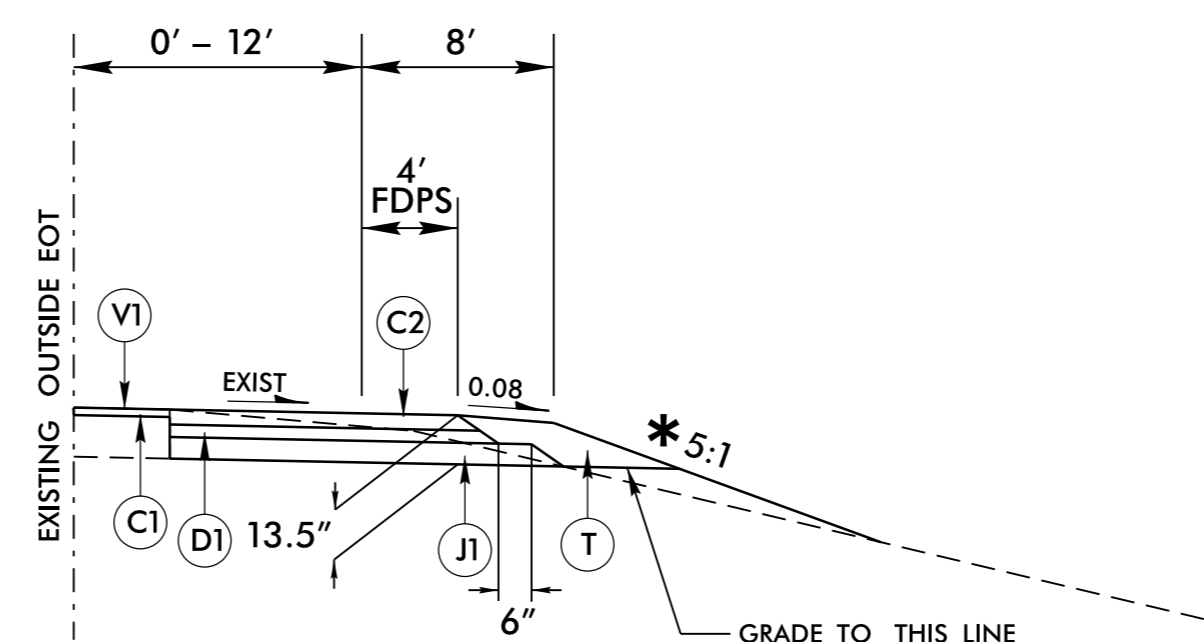
TYPICAL SECTION NO.1

-L- STA. 12+32.14 TO -L- STA. 32+20.36
 -L- STA. 80+07.44 TO -L- STA. 99+93.21
 * VARY AS NEEDED TO ENSURE DRAINAGE SEE PSH AND XSC

NOTES:
 SEE PLANS FOR TAPERS
 MILL AS NEEDED



USE WITH TS NO.1
 SEE PLANS FOR ISLAND LOCATIONS
 FOR SIGN LOCATIONS SEE SIGNING PLANS
 REFER TO STD. DRAWING 904.50



TYPICAL SECTION NO.2

-L- STA. 11+32.13 RT TO -L- STA. 20+65.52 RT
 -L- STA. 22+72.47 LT TO -L- STA. 33+20.36 LT (MIRROR)
 -L- STA. 79+07.43 RT TO -L- STA. 88+33.83 RT
 * 4:1 -L- STA. 93+92.34 LT TO -L- STA. 100+93.21 LT (MIRROR)

NOTES:
 SEE PLANS FOR TAPERS
 MILL AS NEEDED

PROJECT NOTES

- The Contractor shall not work on both sides of the road simultaneously within the same area.
- Ingress and egress shall be maintained to all businesses and dwellings on the project.
- At the end of each workday, the Contractor shall be required to backfill any area adjacent to existing travelway that has been graded leaving no more than a 1" drop-off.
- A minimum of two-way, two-lane traffic (plus all existing left and right turn lanes) shall be maintained during periods of construction inactivity.
- The Contractor shall not be allowed to stop traffic for more than 5 minutes at a time in any one direction.
- During periods of construction inactivity, the difference in elevation between lanes shall not exceed 1-1/2 inch.
- Access to police and fire stations, fire hydrants, and hospitals shall be maintained at all times.
- During periods of construction inactivity, place cones/drums 3' from existing edge of pavement (travelway) as directed by the Engineer.
- Channelizing devices in work areas shall be spaced not greater than 50' on center in tangent areas, 45' on center in tapers, and 10' on center in radii, and shall be set 3' off the edge of travelway, unless otherwise indicated on plans.
- Contractor to install Erosion Control devices as directed by the Engineer.
- Contractor must maintain operation of existing intersections until such time that traffic can be directed through the U-turn points. At that time, the contractor may close the median portion of the existing intersections for the purpose of completing work within the existing intersections.

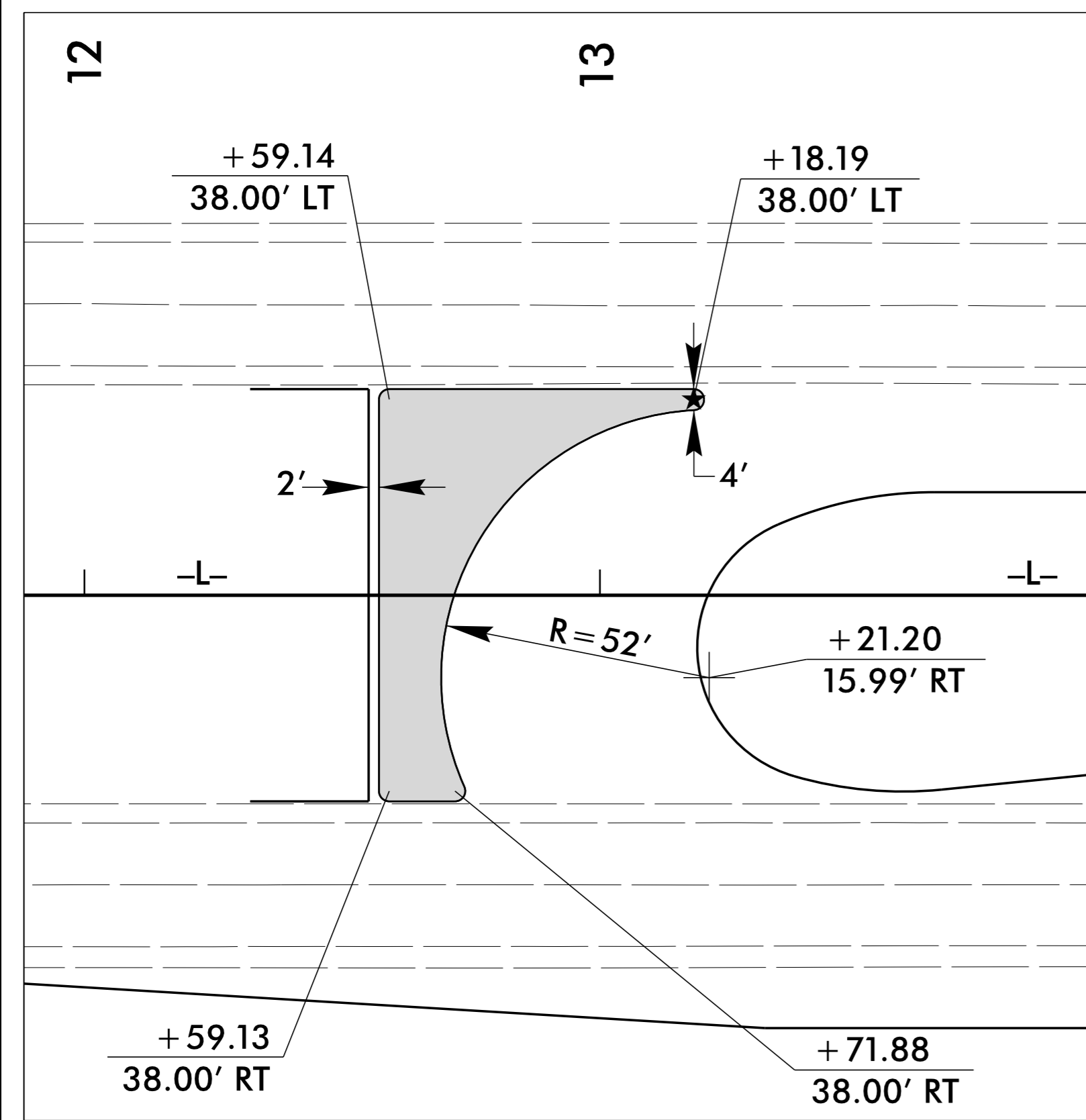
CONTRACTOR SHALL COORDINATE WITH LOCAL TRAFFIC SERVICES UNIT FOR PROPOSED SIGNS AND PLACEMENT OF ALL PAVEMENT MARKINGS.

FOR SIGNS AND PAVEMENT MARKINGS, CONTACT TRAFFIC SERVICES 910-364-0606, 14 DAYS PRIOR TO FINAL PLACEMENT.

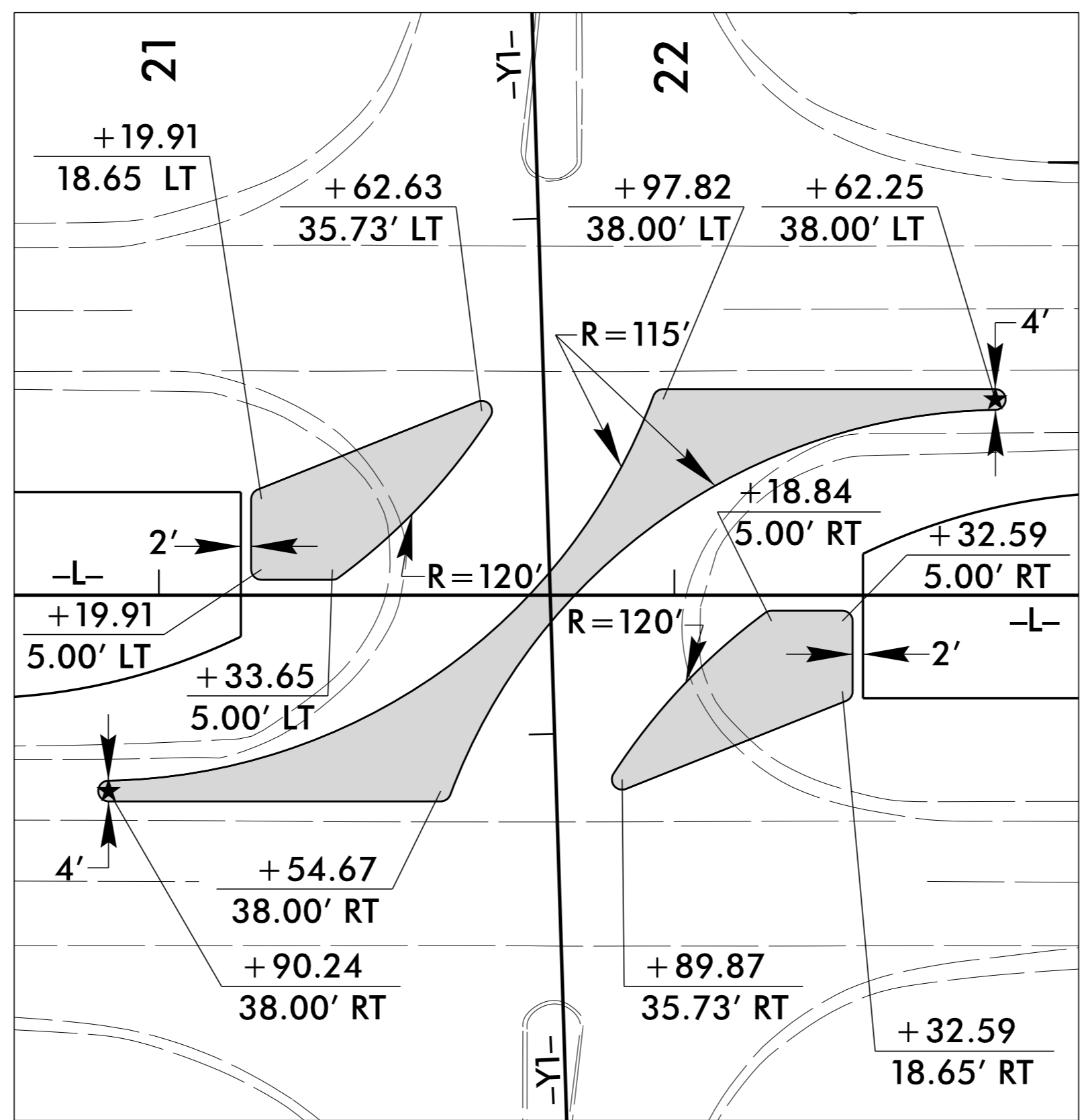
6/2/99

ISLAND DETAILS - NOT TO SCALE

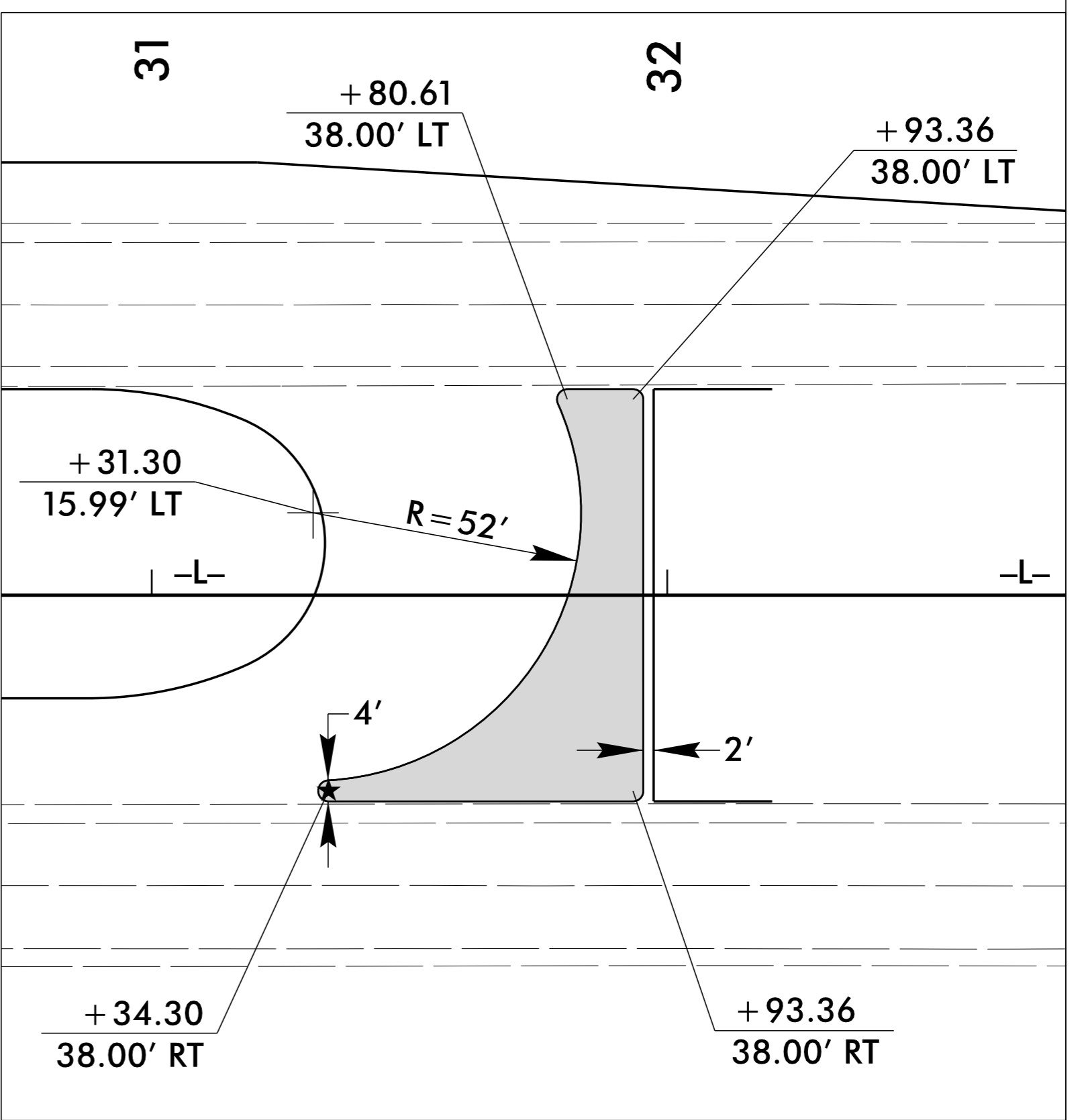
PROJECT REFERENCE NO. R-5819A	SHEET NO. 2B-1
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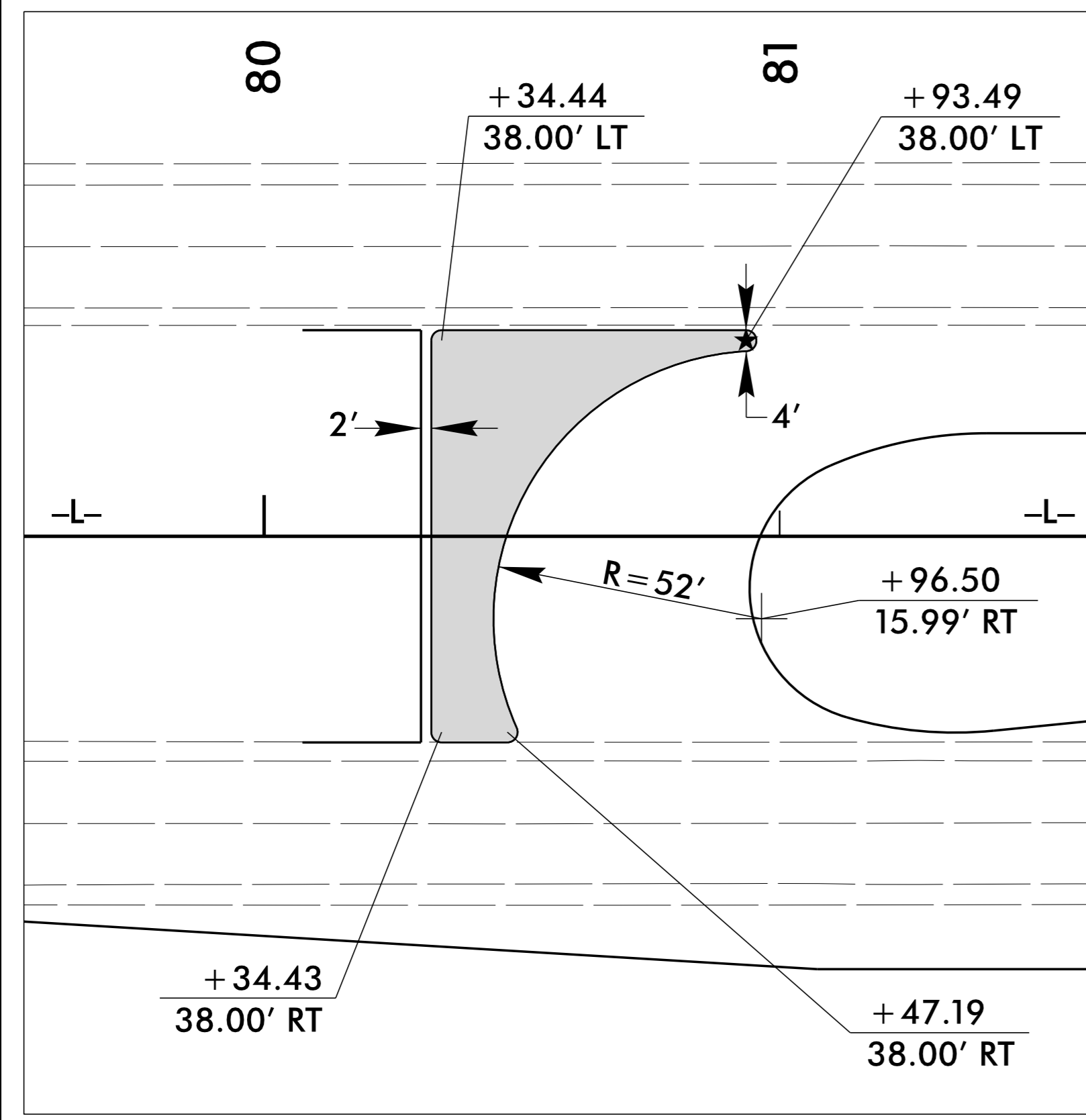
-L- STA. 13+00 +/-



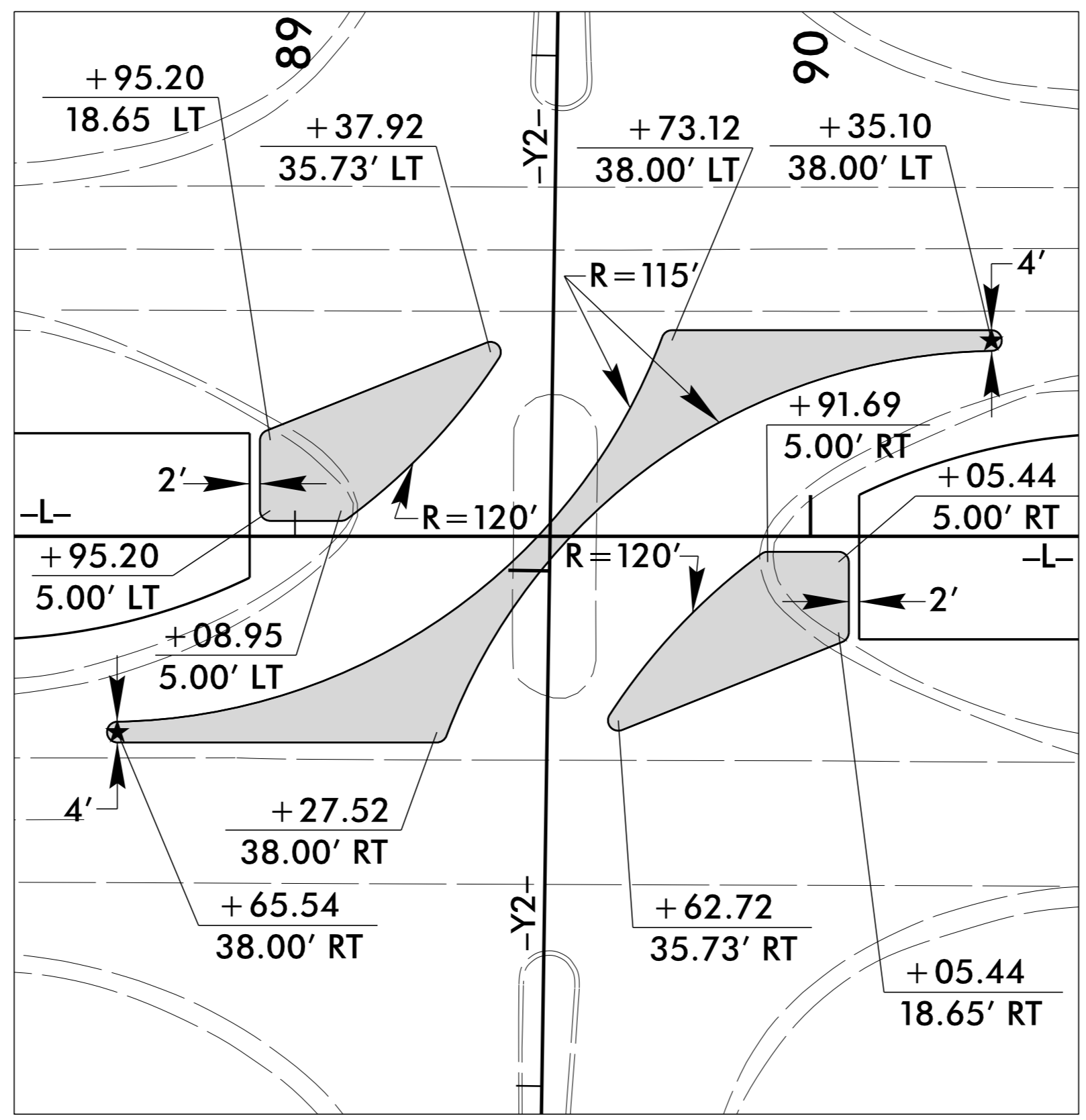
-L- STA. 22+00 +/-



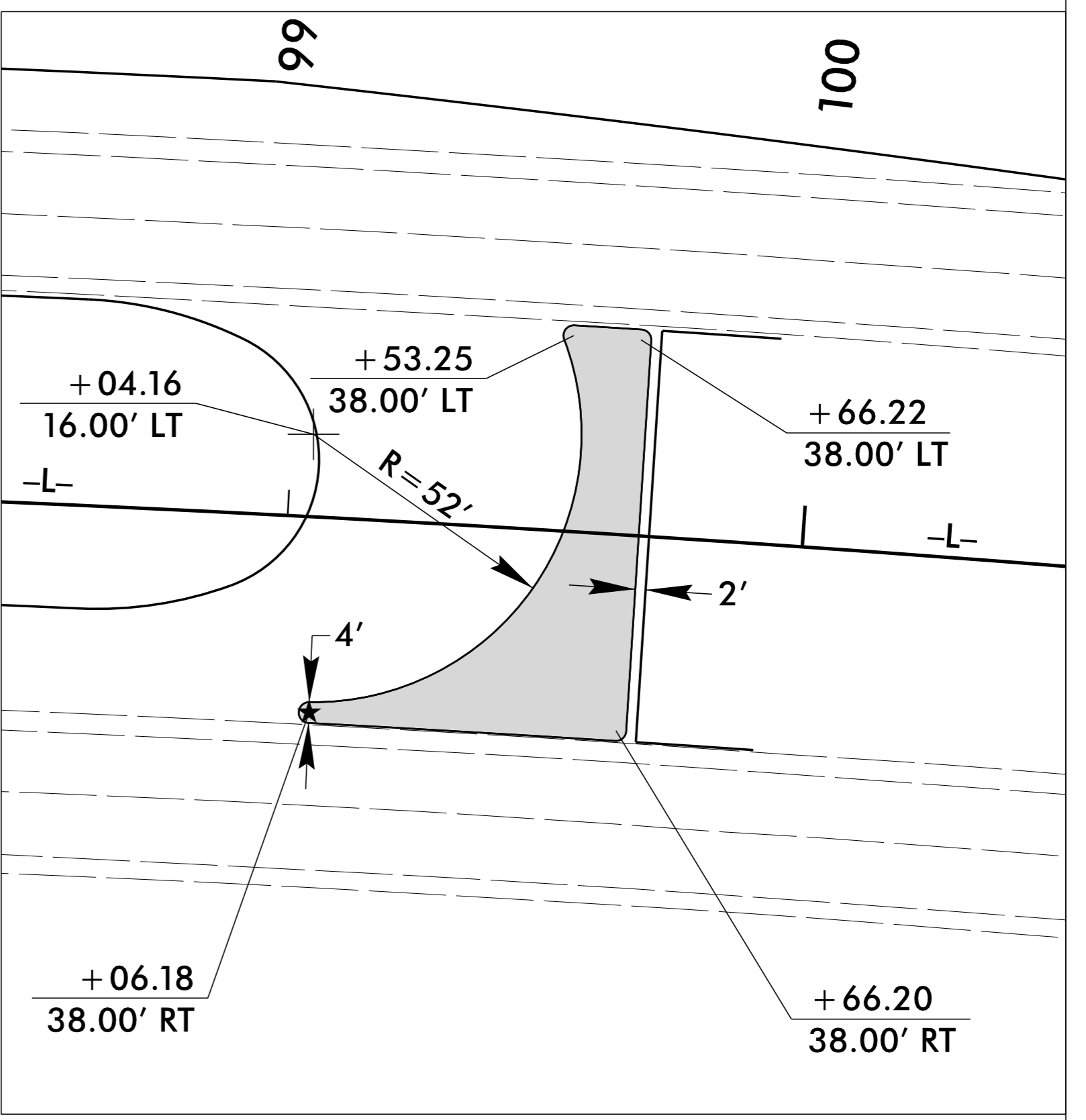
-L- STA. 32+00 +/-



-L- STA. 80+50 +/-



-L- STA. 89+50 +/-



-L- STA. 99+50 +/-

NOTE: ALL RADII ARE 2' UNLESS OTHERWISE LABELED



★ SIGN LOCATION - SEE STD. DRAWING 904.50. REFER TO SIGNING PLANS FOR ALL LOCATIONS

Q:\FEB-2001\09-51...ts\1R-5819 & R-5820\DDC Cross-Overs\Roadway\Proj\R5819_Rdy_psh_2B-1.dgn

6/21/2019

COMPUTED BY: BAH DATE: 10-07-2019
CHECKED BY: DATE:

PROJECT REFERENCE NO. SHEET NO.
R-5819A 3B

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

NOTE: Invert Elevations are for Bid Purposes only and shall not be used for project construction stakeout.
See "Standard Specifications For Roads and Structures, Section 300-5".

LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 48" & UNDER)

Table with columns for Station, Location, Structure No., Top Elevation, Invert Elevation, Slope Critical, Drainage Pipe, R.C. Pipe Class III, R.C. Pipe Class IV, Endwalls, Quantities, Frame, Grates and Hood Standard, Type of Grate, and Remarks. Includes project totals row.

SUMMARY OF EARTHWORK
IN CUBIC YARDS

Table for Earthwork Summary with columns: Location, Unclassified Excavation, Undercut, EMBT + %, Borrow, Waste. Includes Project Total and SAY rows.

ASPHALT PAVEMENT
REMOVAL SUMMARY

Table for Asphalt Pavement Removal Summary with columns: Survey Line, Station, Station, Location, SQ YD. Includes Total and SAY rows.

Note: Approximate quantities only. Unclassified Excavation, Borrow Excavation, Shoulder Borrow, Fine Grading, Clearing and Grubbing, Breaking of Existing Pavement, and Removal of Existing Pavement will be paid for at the contract lump sum price for "Grading."

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NAD 83 / NA 2011

8/17/99

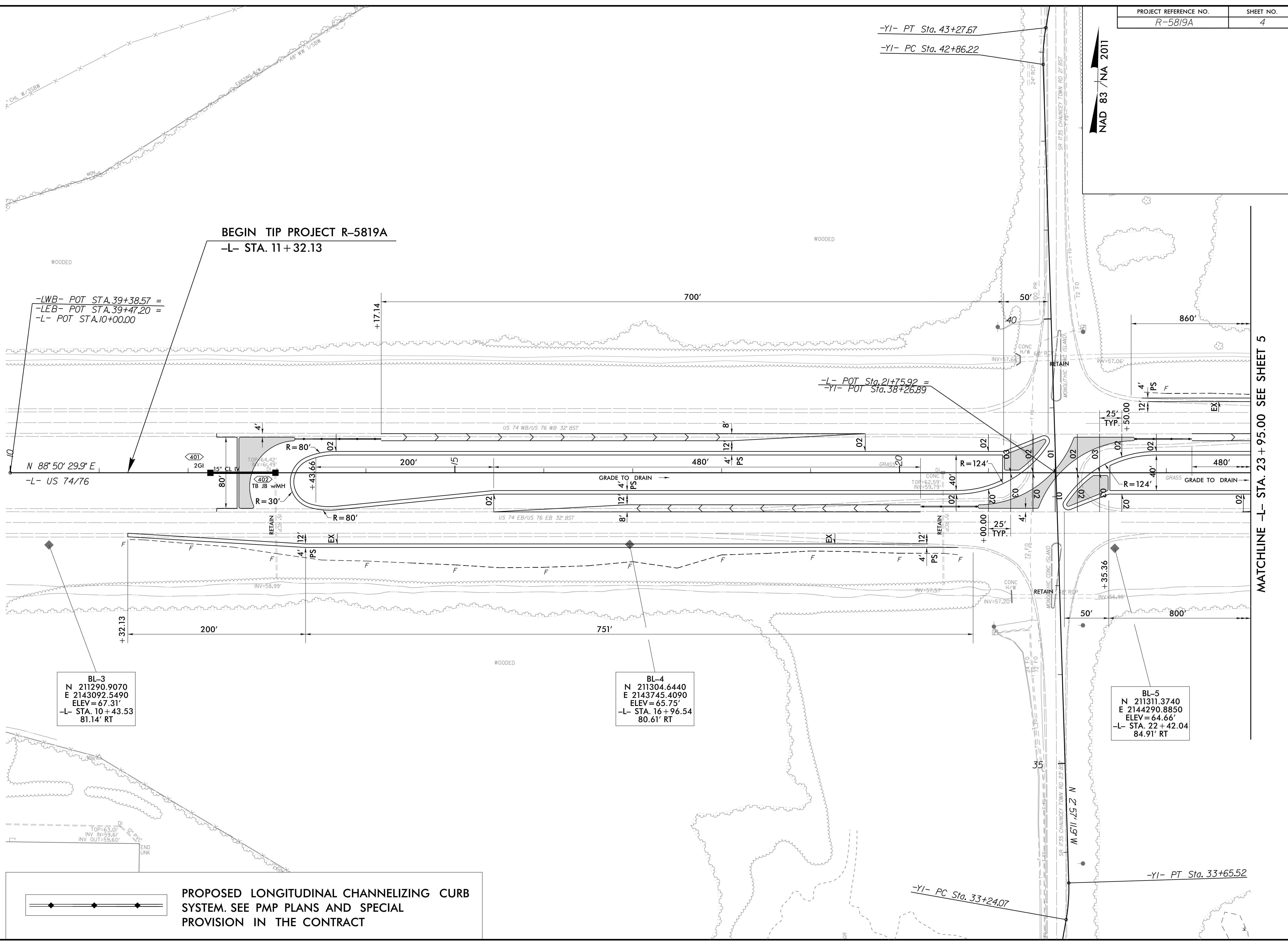
REVISIONS

-YI- PT Sta. 43+27.67
 -YI- PC Sta. 42+86.22

BEGIN TIP PROJECT R-5819A
 -L- STA. 11+32.13

-LWB- POT STA. 39+38.57 =
 -LEB- POT STA. 39+47.20 =
 -L- POT STA. 10+00.00

-L- POT Sta. 21+75.92 =
 -YI- PVI Sta. 38+26.89

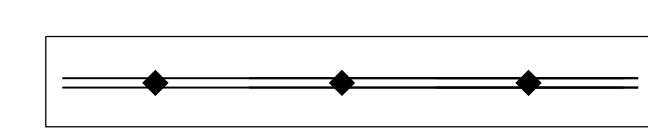


BL-3
 N 211290.9070
 E 2143092.5490
 ELEV = 67.31'
 -L- STA. 10+43.53
 81.14' RT

BL-4
 N 211304.6440
 E 2143745.4090
 ELEV = 65.75'
 -L- STA. 16+96.54
 80.61' RT

BL-5
 N 211311.3740
 E 2144290.8850
 ELEV = 64.66'
 -L- STA. 22+42.04
 84.91' RT

TOP=63.01'
 INV IN=59.61'
 INV OUT=59.60'



PROPOSED LONGITUDINAL CHANNELIZING CURB SYSTEM. SEE PMP PLANS AND SPECIAL PROVISION IN THE CONTRACT

MATCHLINE -L- STA. 23 + 95.00 SEE SHEET 5

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 01-FEB-2001 10:51:51
 3:38:53 PM 2/17/01
 01-FEB-2001 10:51:51
 3:38:53 PM 2/17/01

-YI- PT Sta. 33+65.52
 -YI- PC Sta. 33+24.07

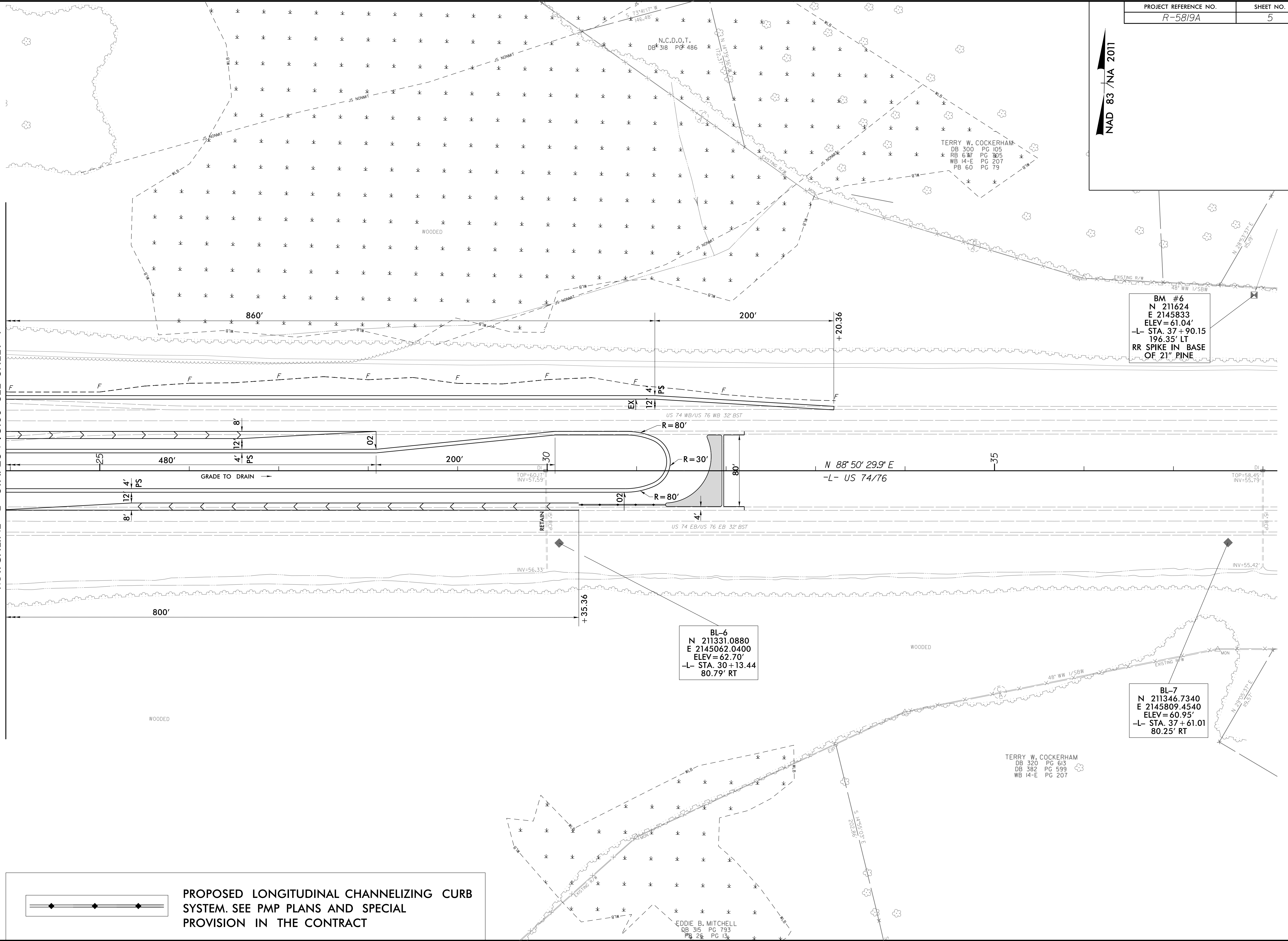
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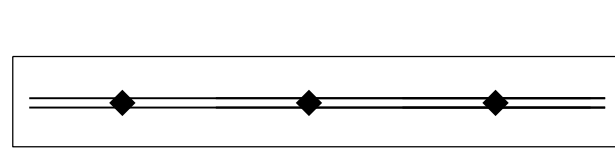
MATCHLINE -L- STA. 23 + 95.00 SEE SHEET 4

REVISIONS

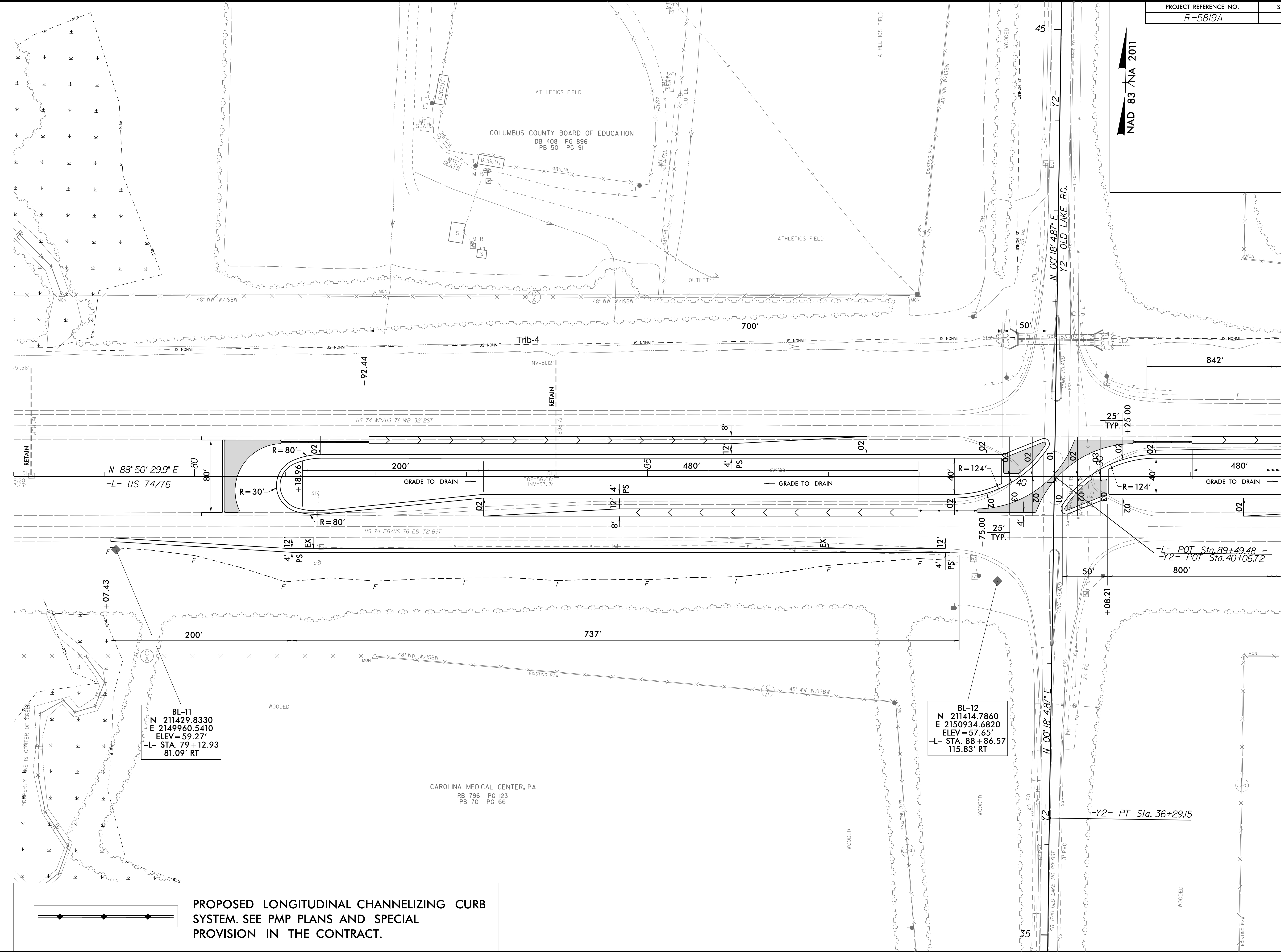
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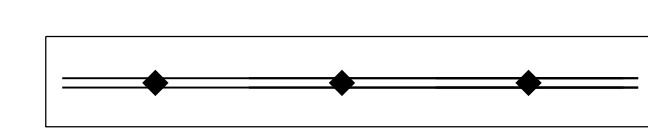
 PROPOSED LONGITUDINAL CHANNELIZING CURB SYSTEM. SEE PMP PLANS AND SPECIAL PROVISION IN THE CONTRACT

NAD 83 / NA 2011



BL-11
N 211429.8330
E 2149960.5410
ELEV = 59.27'
-L- STA. 79 + 12.93
81.09' RT

BL-12
N 211414.7860
E 2150934.6820
ELEV = 57.65'
-L- STA. 88 + 86.57
115.83' RT



PROPOSED LONGITUDINAL CHANNELIZING CURB SYSTEM. SEE PMP PLANS AND SPECIAL PROVISION IN THE CONTRACT.

REVISIONS

8/17/99

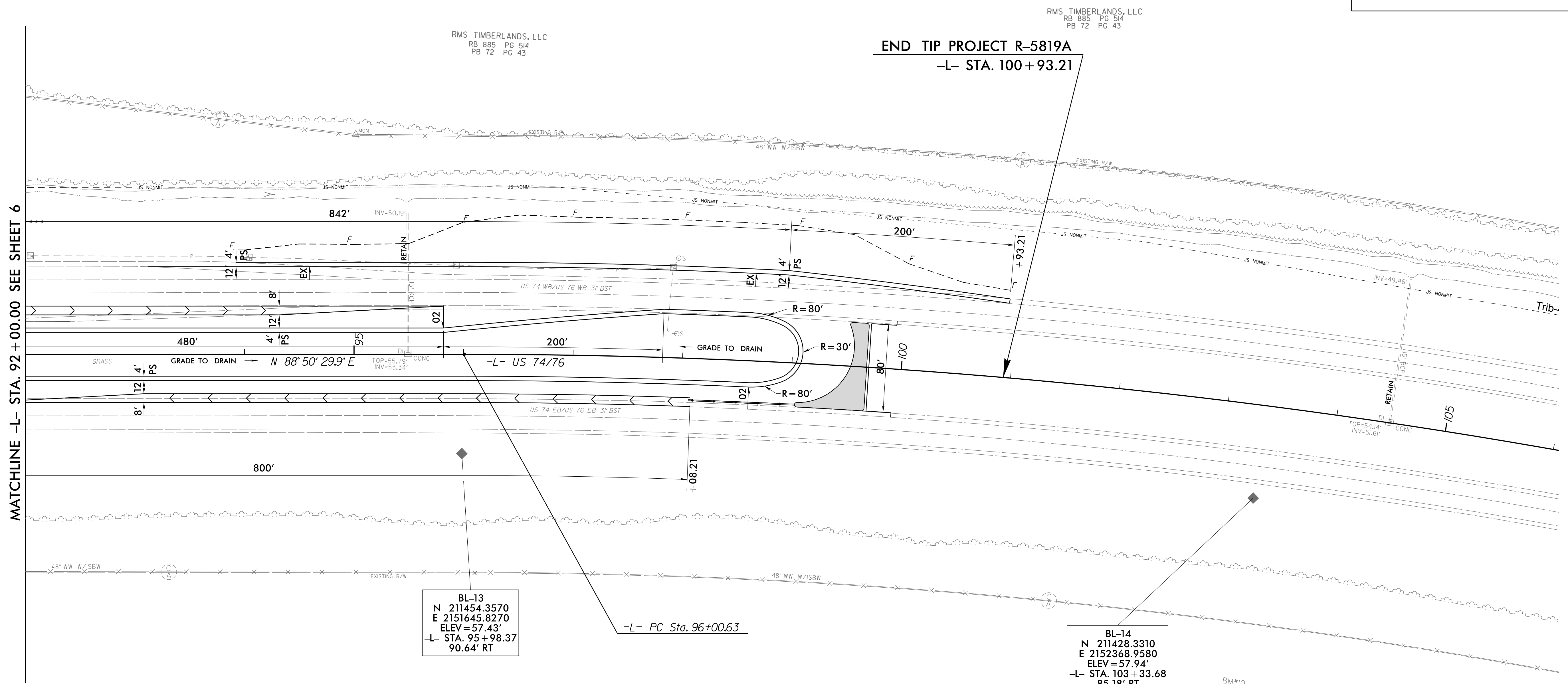
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3/8/2001 10:51 AM
3/8/2001 10:51 AM

MATCHLINE -L- STA. 92 + 00.00 SEE SHEET 7

NAD 83 / NA 2011

REVISIONS

8/17/99
01-FEB-2021 10:51
3:38:53
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RMS TIMBERLANDS, LLC
RB 885 PG 514
PB 72 PG 43

RMS TIMBERLANDS, LLC
RB 885 PG 514
PB 72 PG 43

END TIP PROJECT R-5819A
-L- STA. 100 + 93.21

MATCHLINE -L- STA. 92 + 00.00 SEE SHEET 6

BL-13
N 211454.3570
E 2151645.8270
ELEV = 57.43'
-L- STA. 95 + 98.37
90.64' RT

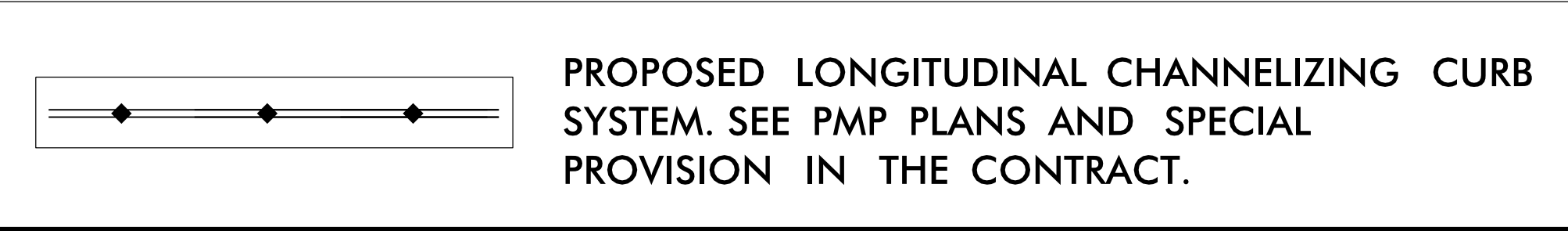
BL-14
N 211428.3310
E 2152368.9580
ELEV = 57.94'
-L- STA. 103 + 33.68
85.18' RT

BM #10
N 211235
E 2152399
ELEV = 56.25'
-L- STA. 103 + 86.76
274.22' RT
RR SPIKE IN BASE
OF 9" PINE

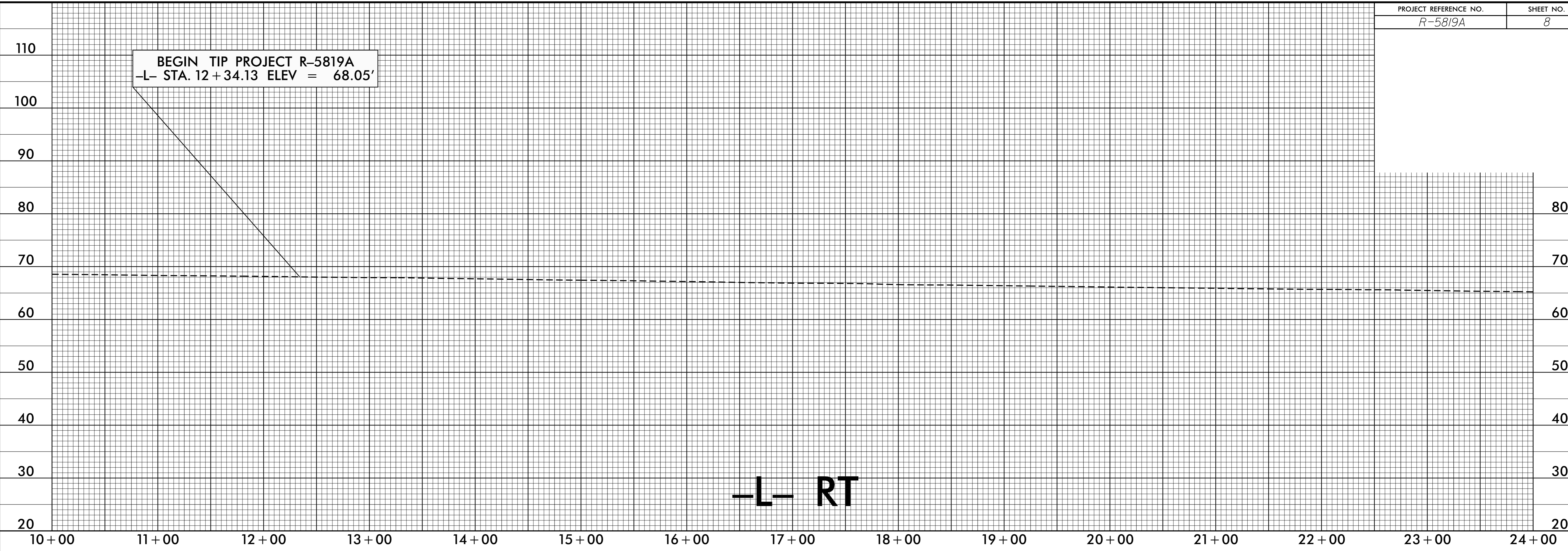
-L-
PI Sta 110+13.54
Δ = 27' 4" 10.3" (RT)
D = 0' 59' 57.4"
L = 2,770.62'
T = 1,412.91'
R = 5,733.71'

CAROLINA MEDICAL CENTER, PA
RB 796 PG 123
PB 70 PG 66

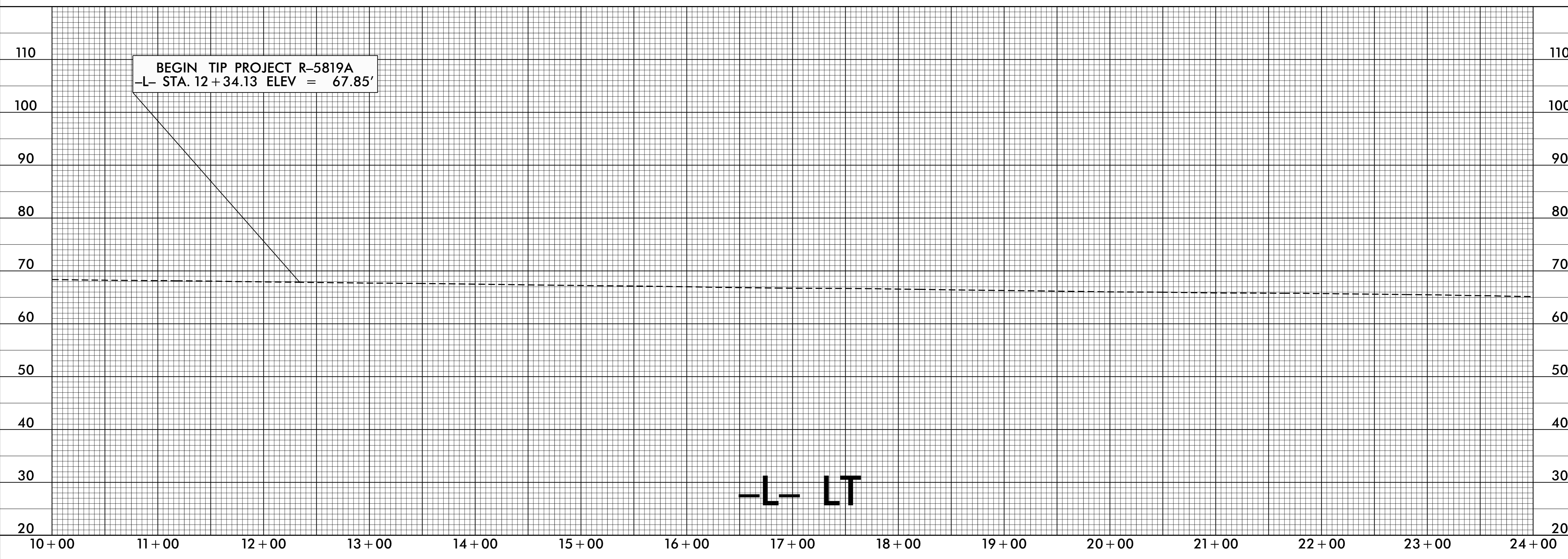
CAROLINA MEDICAL CENTER, PA
RB 796 PG 123
PB 70 PG 66



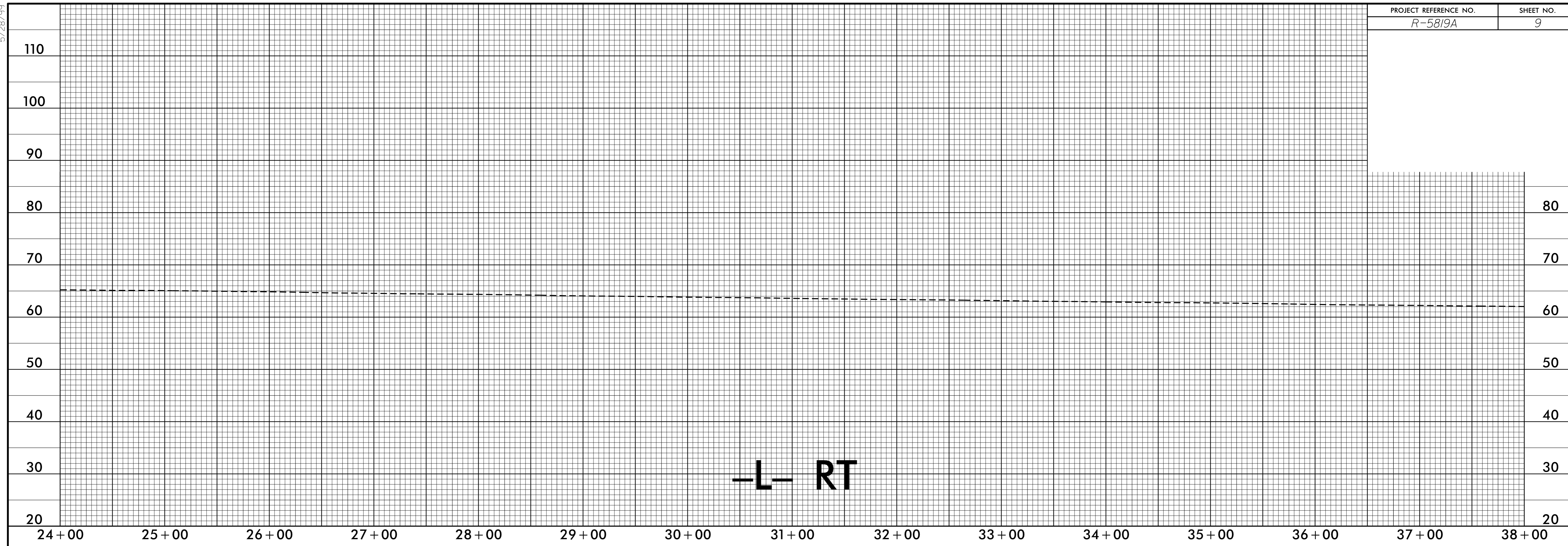
5/28/99



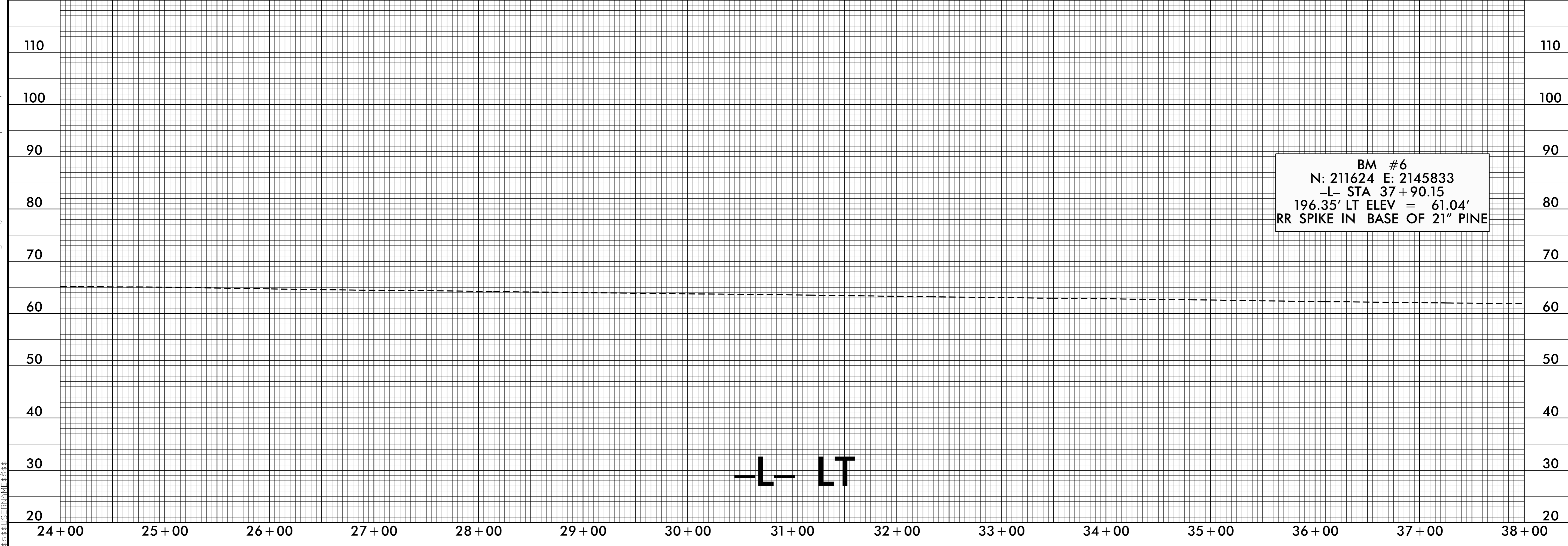
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5/28/99

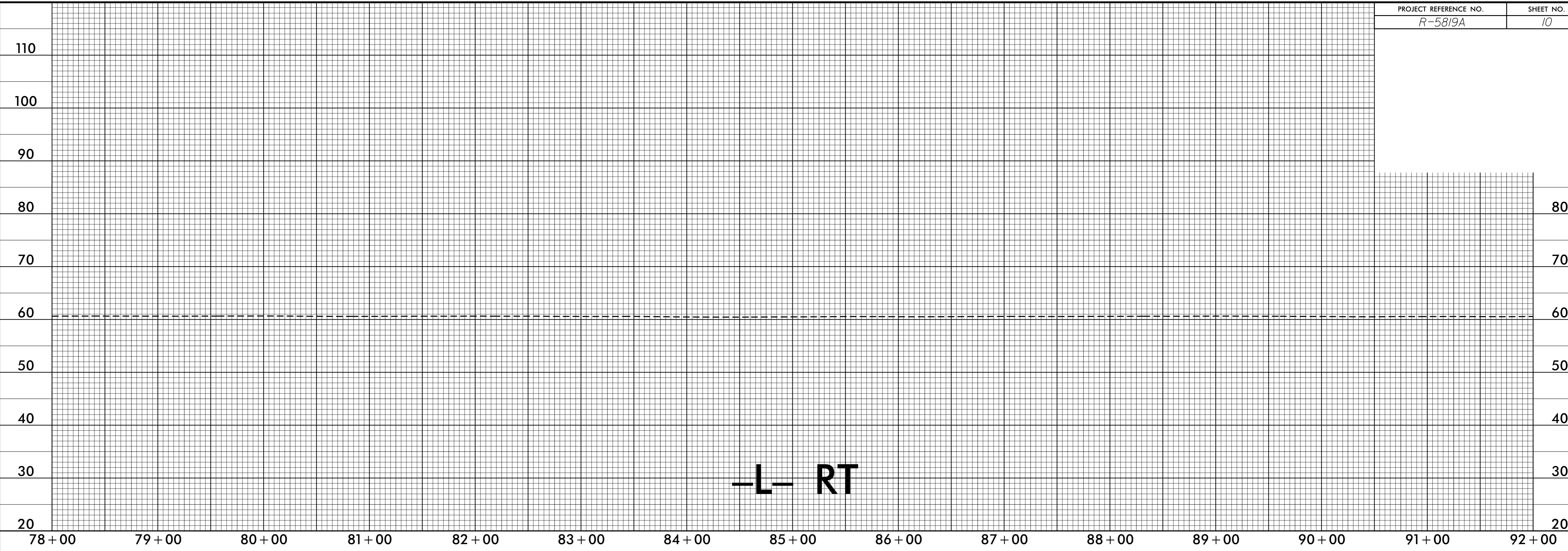


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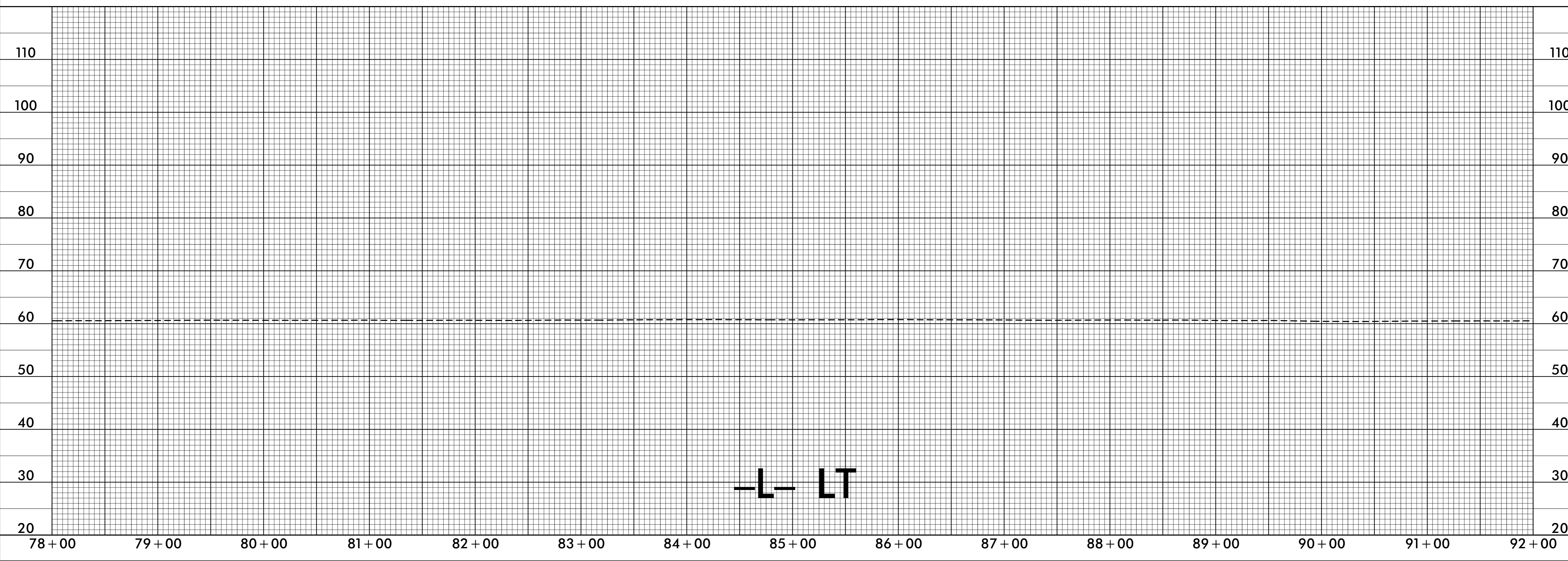


BM #6
 N: 211624 E: 2145833
 -L- STA 37+90.15
 196.35' LT ELEV = 61.04'
 RR SPIKE IN BASE OF 21" PINE

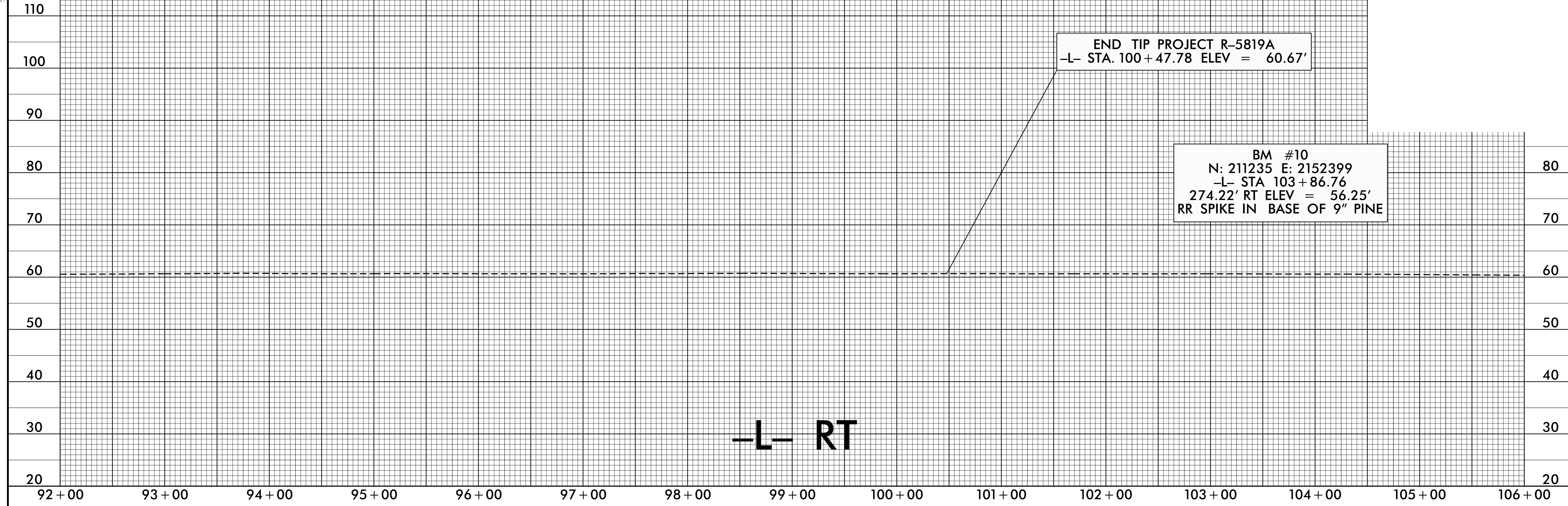
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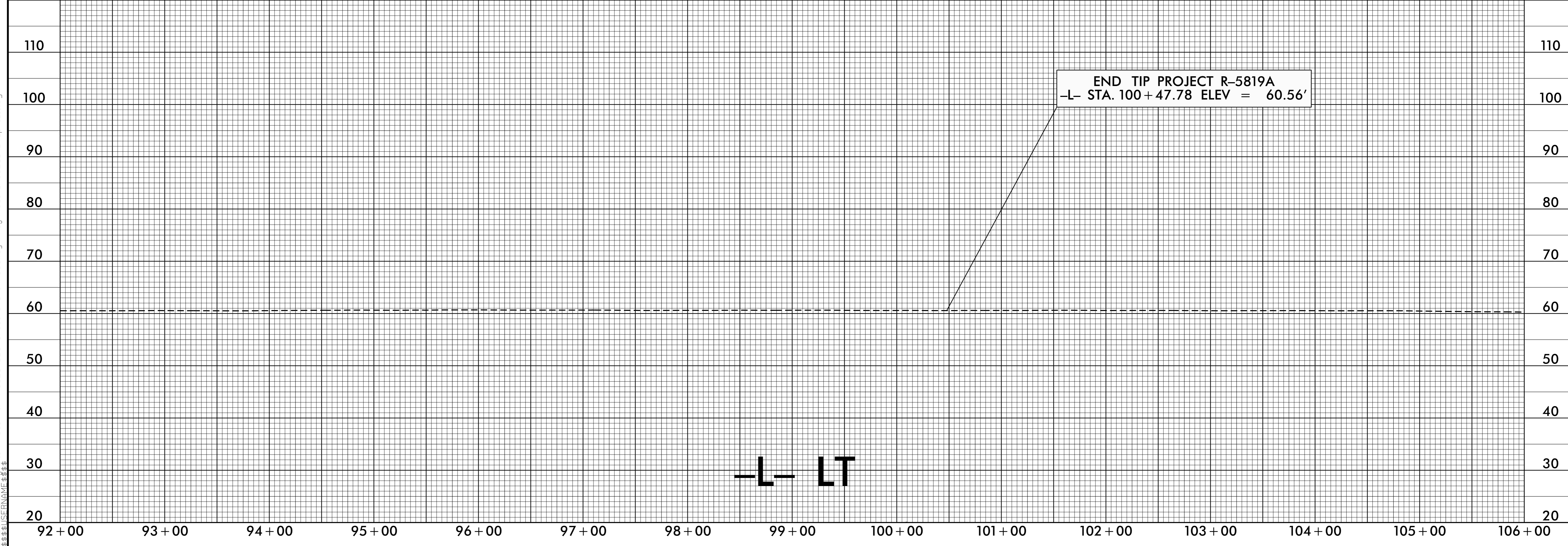
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5/28/99



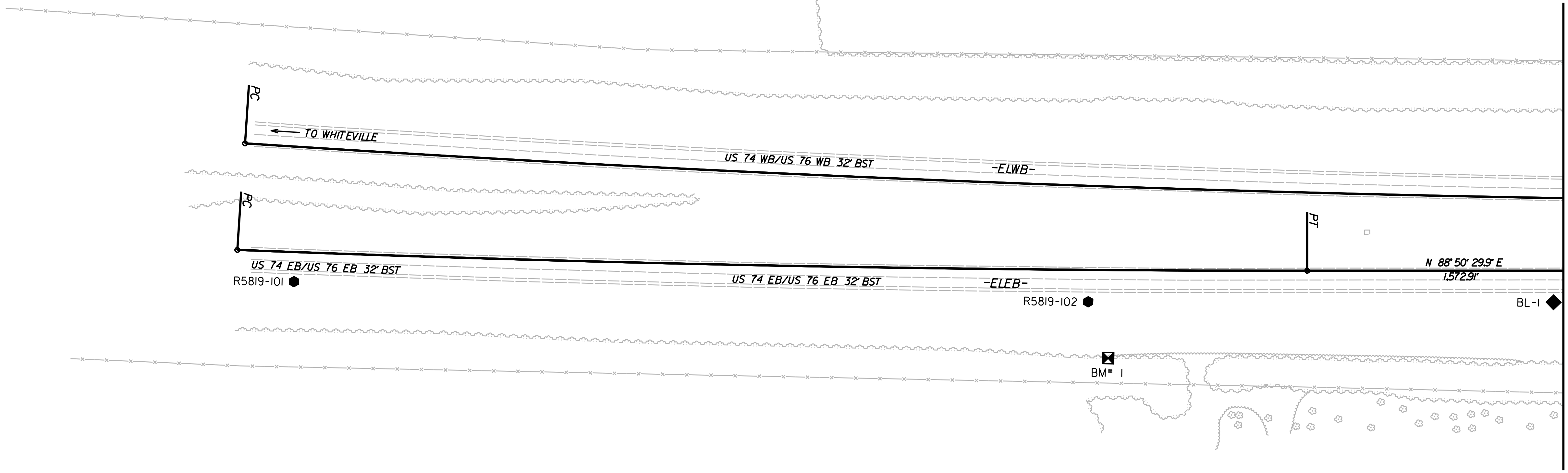
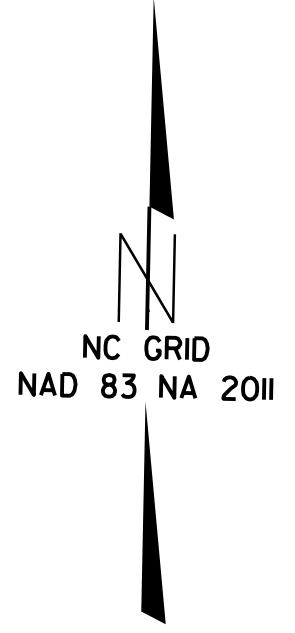
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PROJECT REFERENCE NO.	SHEET NO.
R-5819/R-5820	RW02C-1
Location and Surveys	
NCDOT	

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION



NOTES:

1. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
2. THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED FROM VARIOUS SOURCES. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

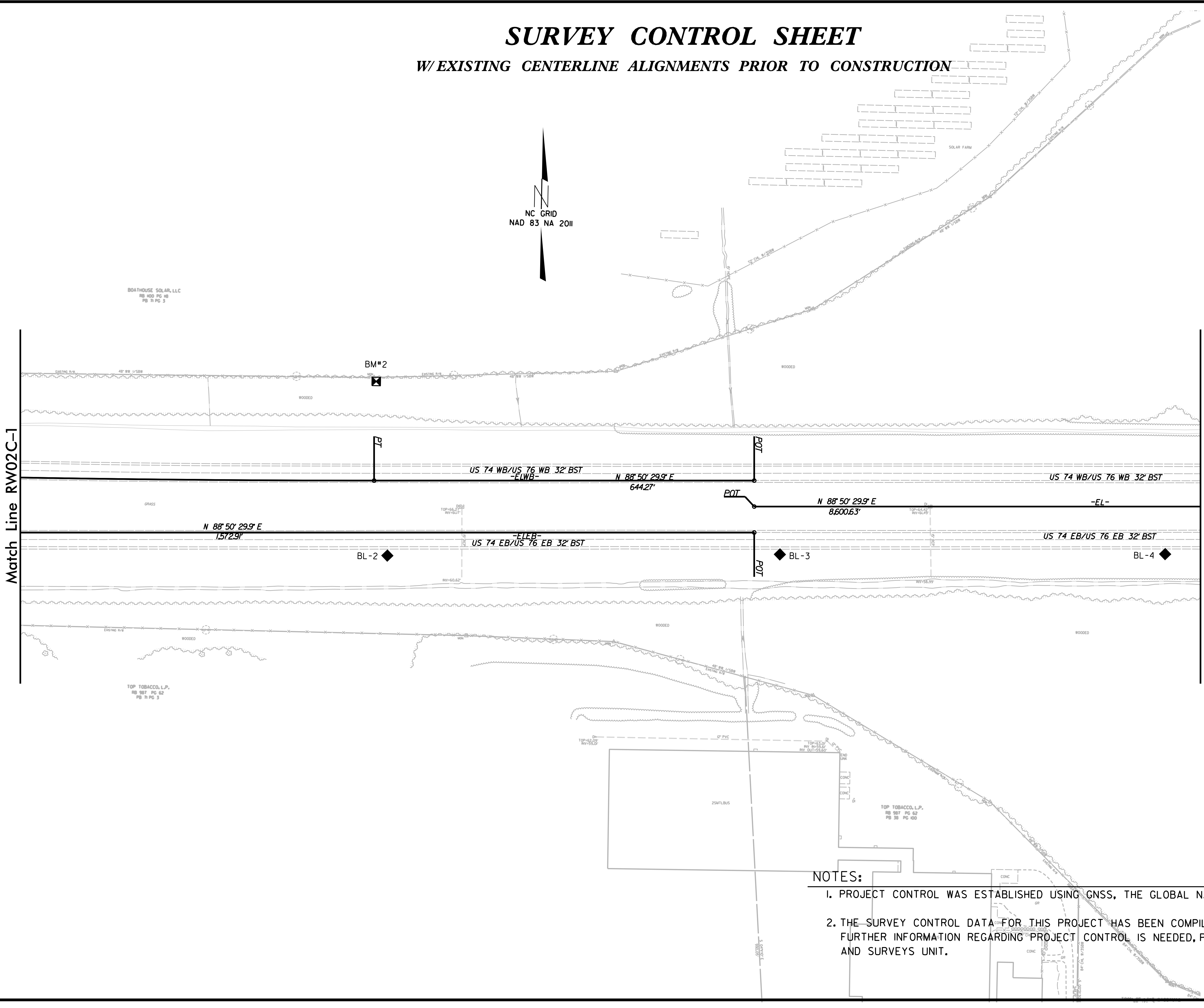
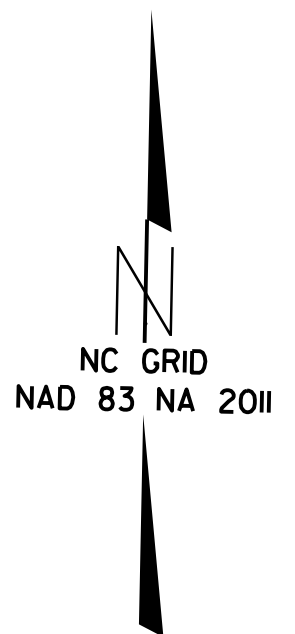
REVISIONS

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PROJECT REFERENCE NO.	SHEET NO.
R-5819/R-5820	RW02C-2
Location and Surveys	
NCDOT	

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION



- NOTES:**
- PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
 - THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED FROM VARIOUS SOURCES. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

REVISIONS

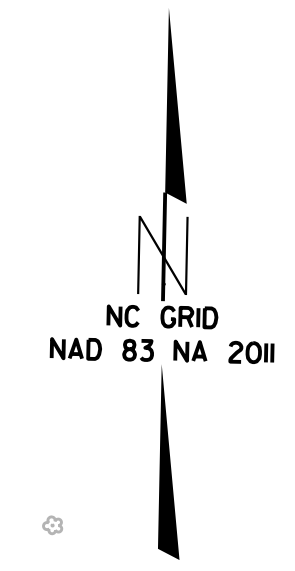
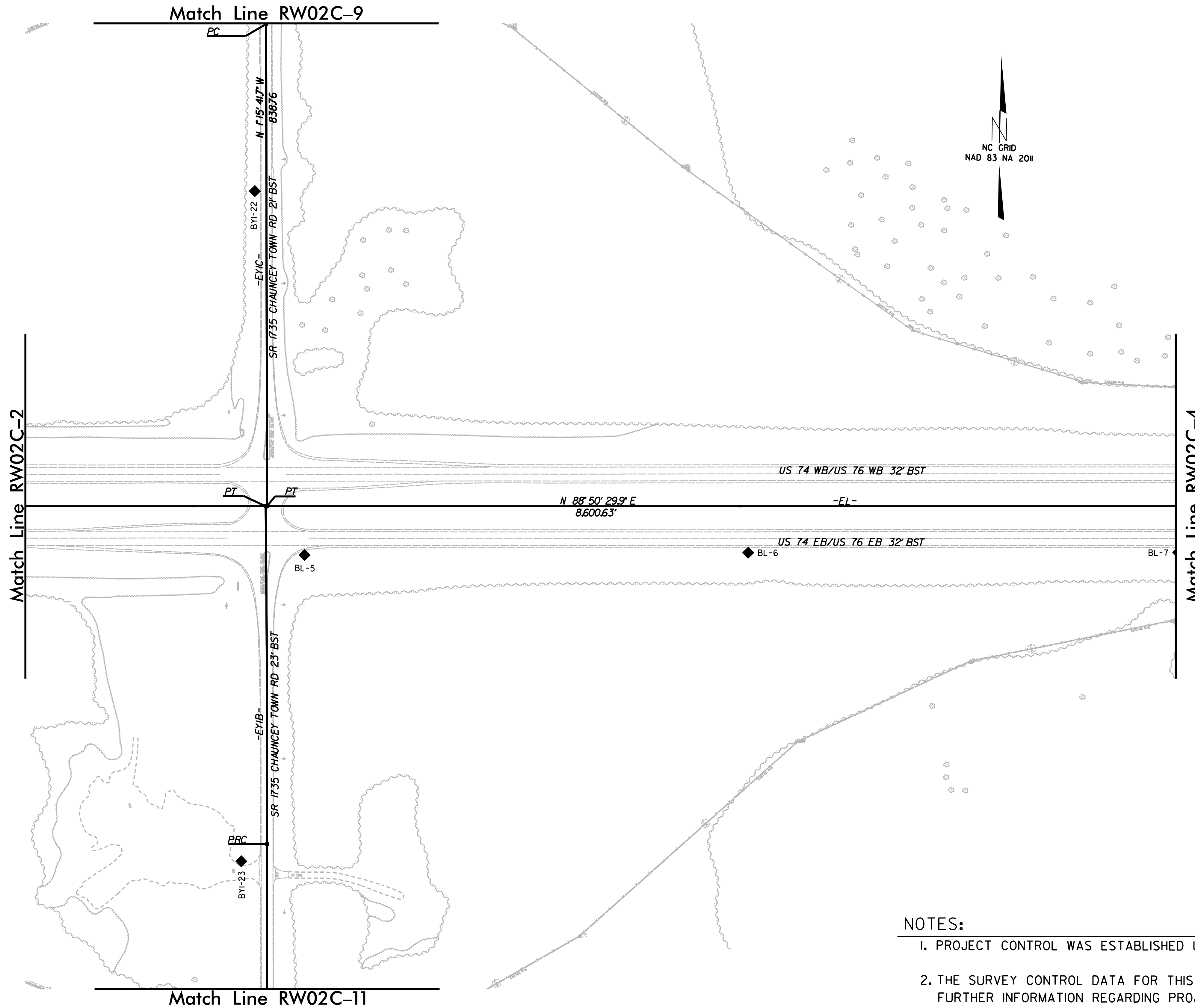
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PROJECT REFERENCE NO.	SHEET NO.
R-5819R-5820	RW02C-3
Location and Surveys	
NCDOT	

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION



NOTES:

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REVISIONS

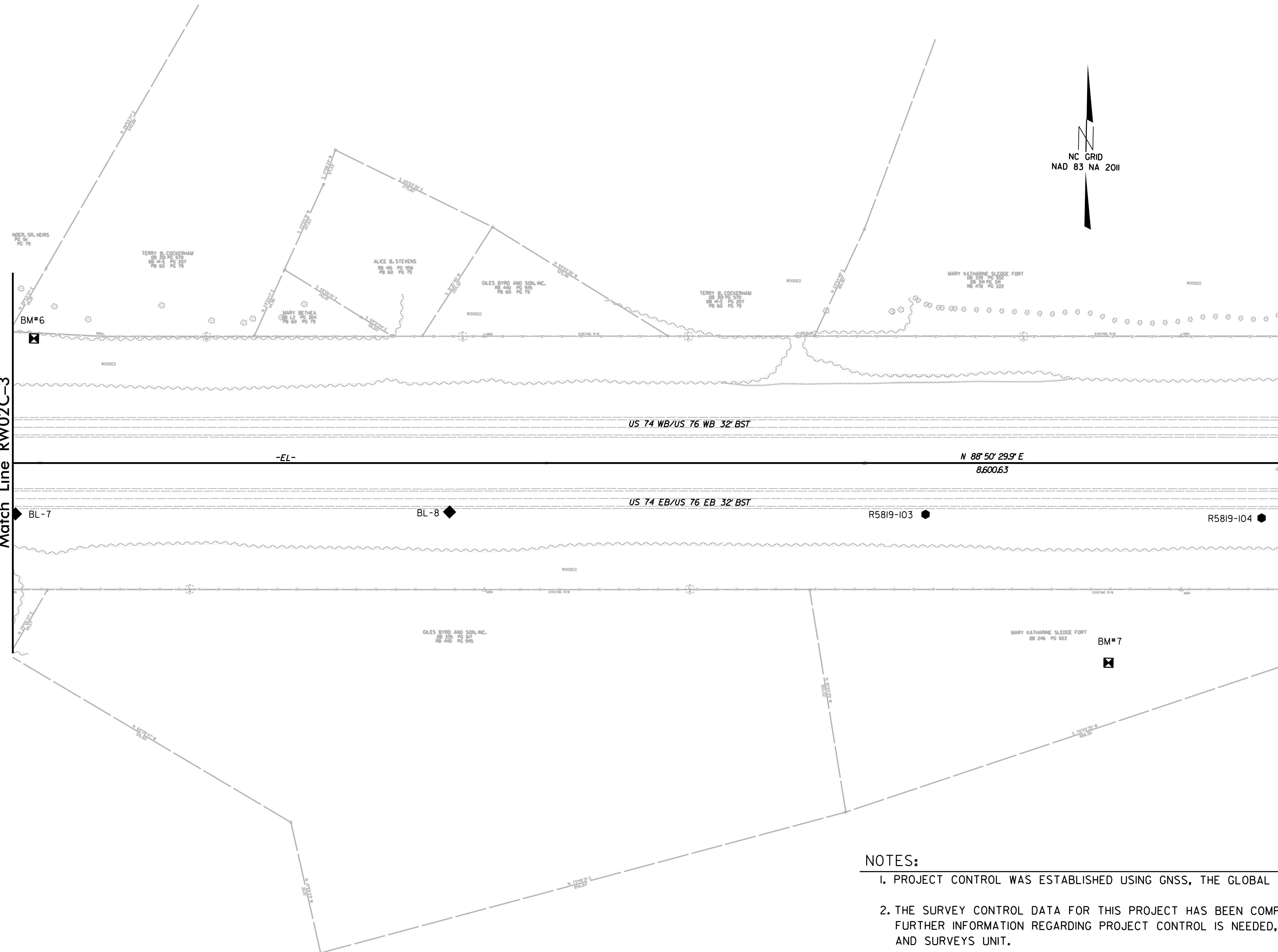
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 wilson AT L506-299086
 6/2/09

6/2/09

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
R-5819R-5820	RW02C-4
Location and Surveys	
NCDOT	



REVISIONS

Match Line RW02C-3

Match Line RW02C-5

NOTES:

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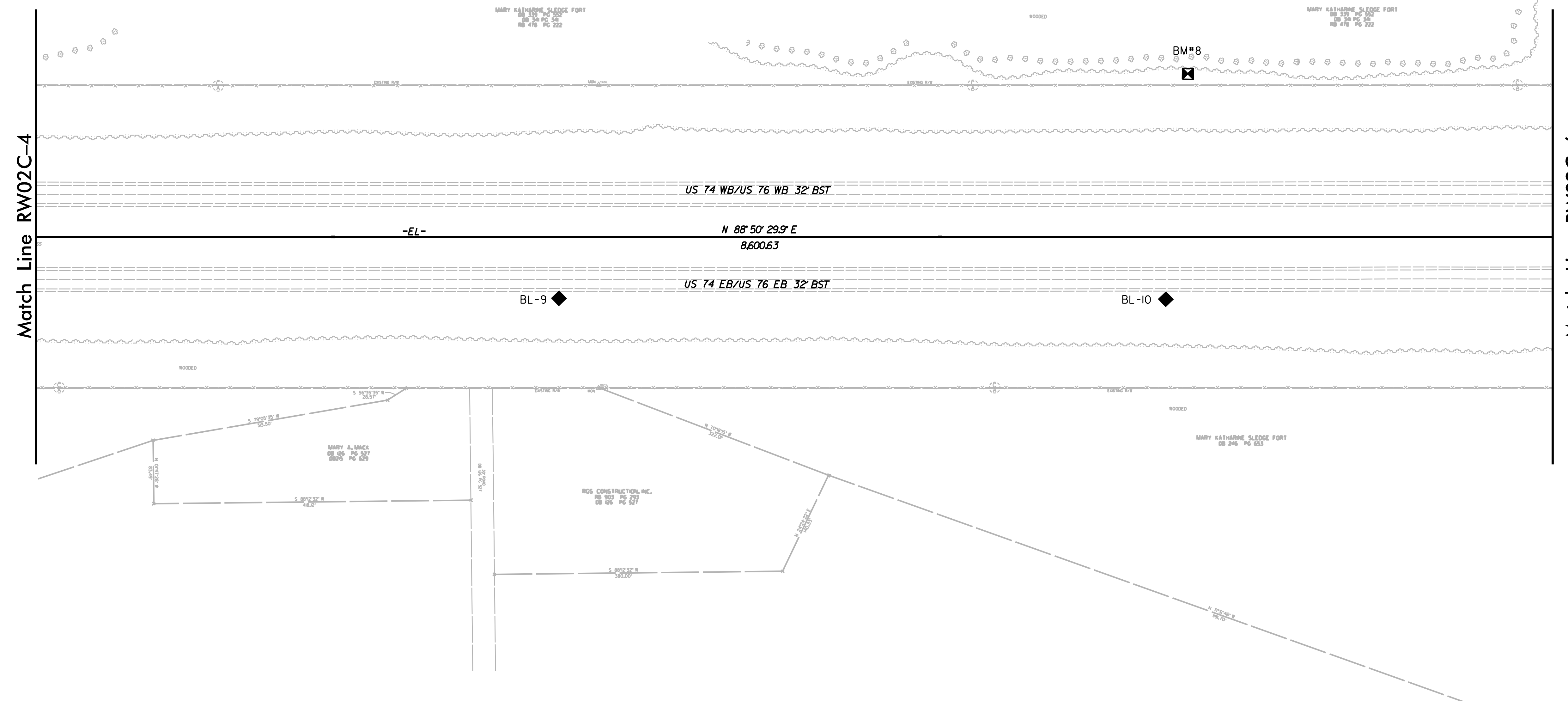
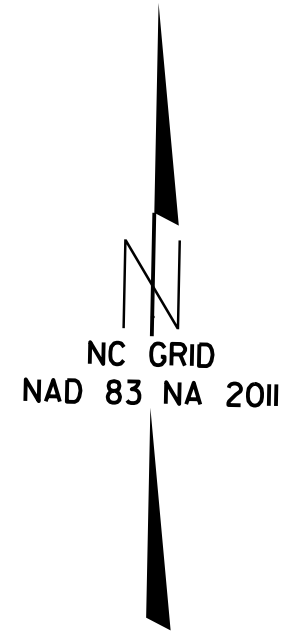
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 wilson AT LSD6-299086

6/2/09

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
R-5819R-5820	RW02C-5
Location and Surveys	
NCDOT	



Match Line RW02C-4

Match Line RW02C-6

REVISIONS

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 willson AT LSD6-299086

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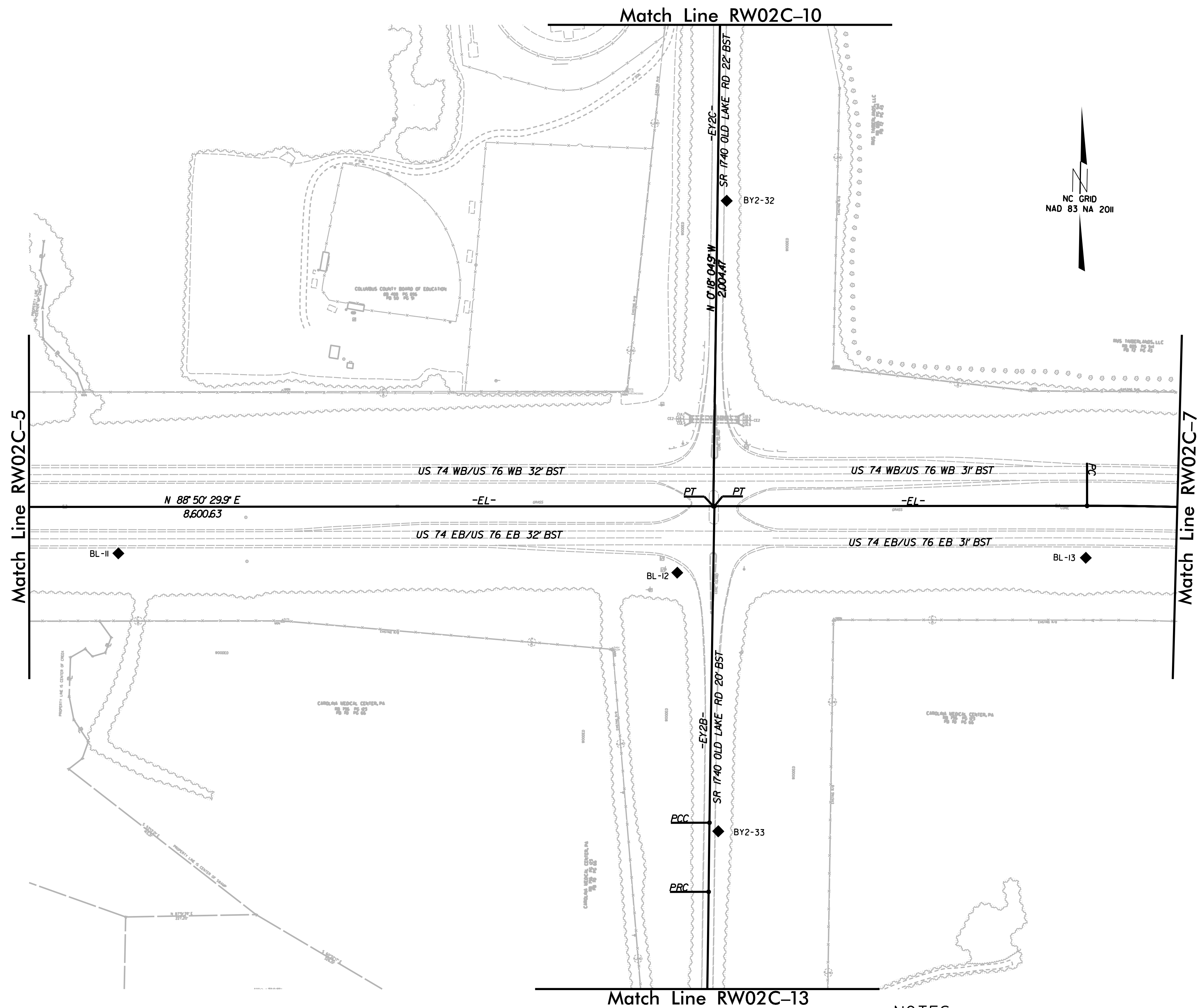
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2. THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED FROM VARIOUS SOURCES. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

6/2/09

PROJECT REFERENCE NO.	SHEET NO.
R-5819R-5820	RW02C-6
Location and Surveys	
NCDOT	

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION



REVISIONS

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 wilson AT LSD6-299086

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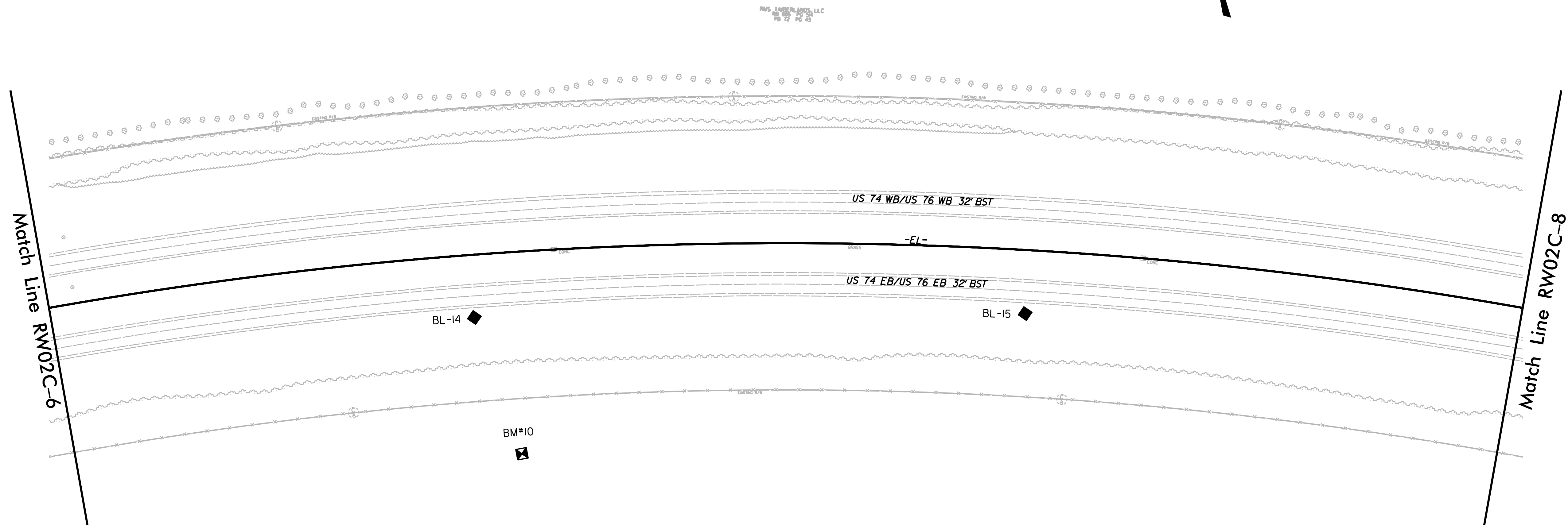
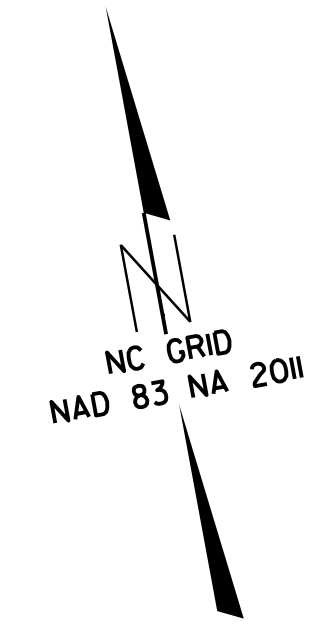
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6/2/09

PROJECT REFERENCE NO.	SHEET NO.
R-5819R-5820	RW02C-7
Location and Surveys	
NCDOT	

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION



REVISIONS

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 willson AT LSDG-299086

NOTES:

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2. THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED FROM VARIOUS SOURCES. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

6/2/09

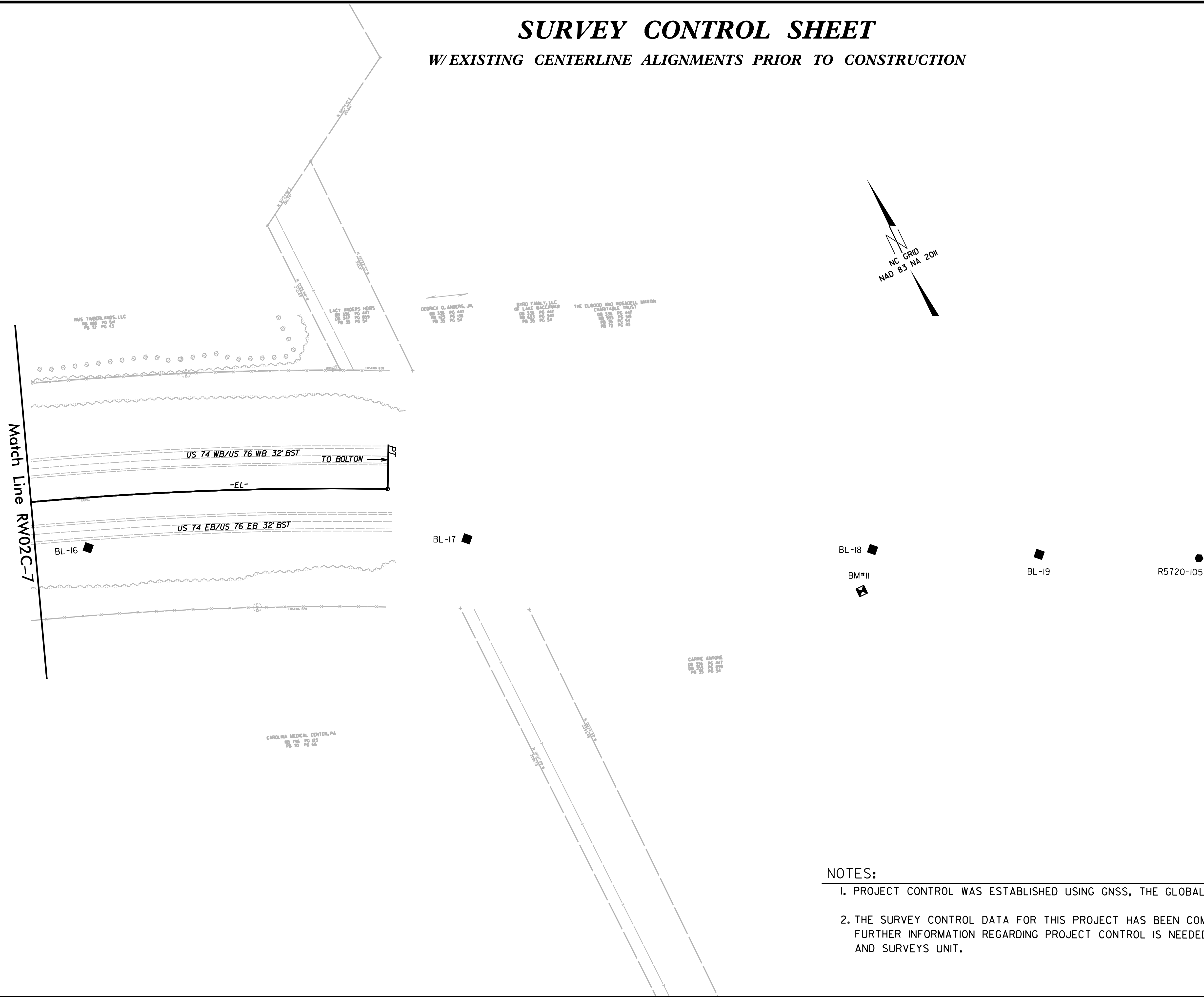
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PROJECT REFERENCE NO.	SHEET NO.
R-5819R-5820	RW02C-8
Location and Surveys	
NCDOT	

SURVEY CONTROL SHEET

W/EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION



NOTES:

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PROJECT REFERENCE NO.	SHEET NO.
R-5819R-5820	RW02C-9
Location and Surveys	
NCDOT	

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION



NOTES:

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REVISIONS

6/2/09

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6/2/09

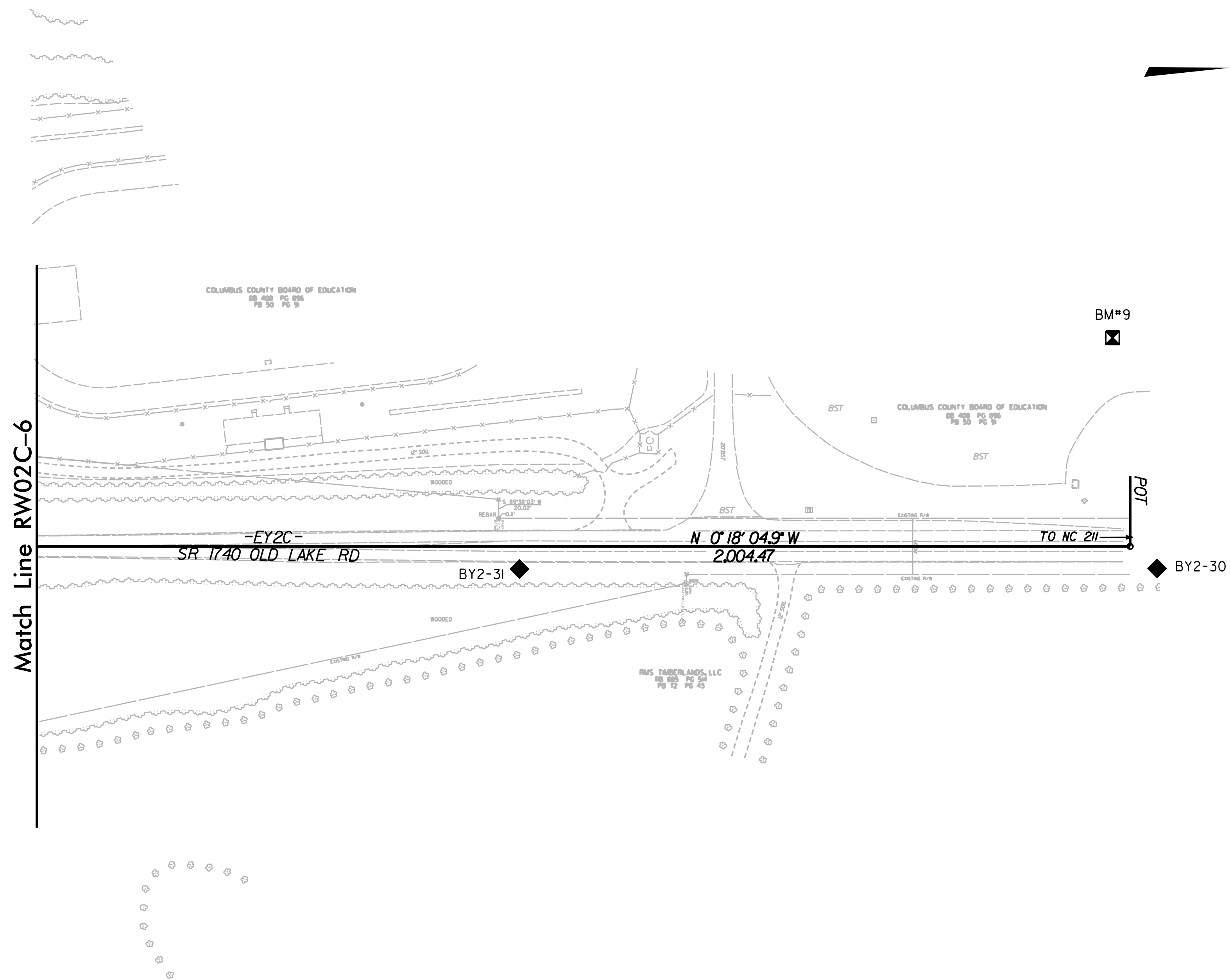
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wilson AT LSDG-299086

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
R-5819R-5820	RW02C-10
Location and Surveys	
NCDOT	



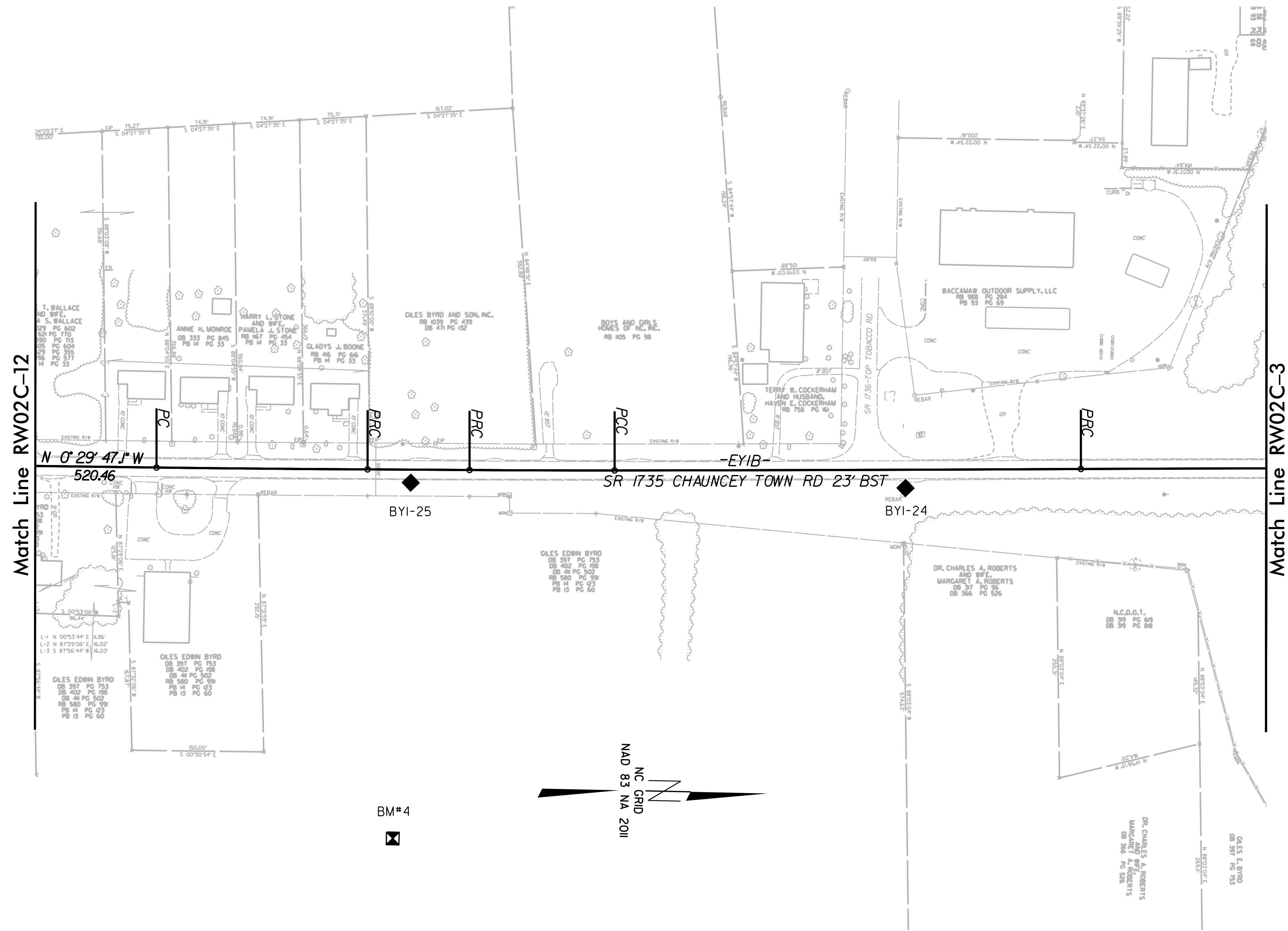
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PROJECT REFERENCE NO.	SHEET NO.
R-5819R-5820	RW02C-11
Location and Surveys	
NCDOT	

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION



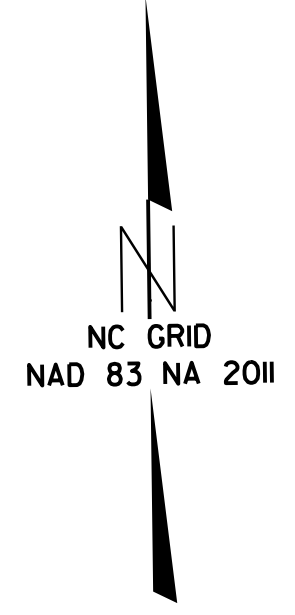
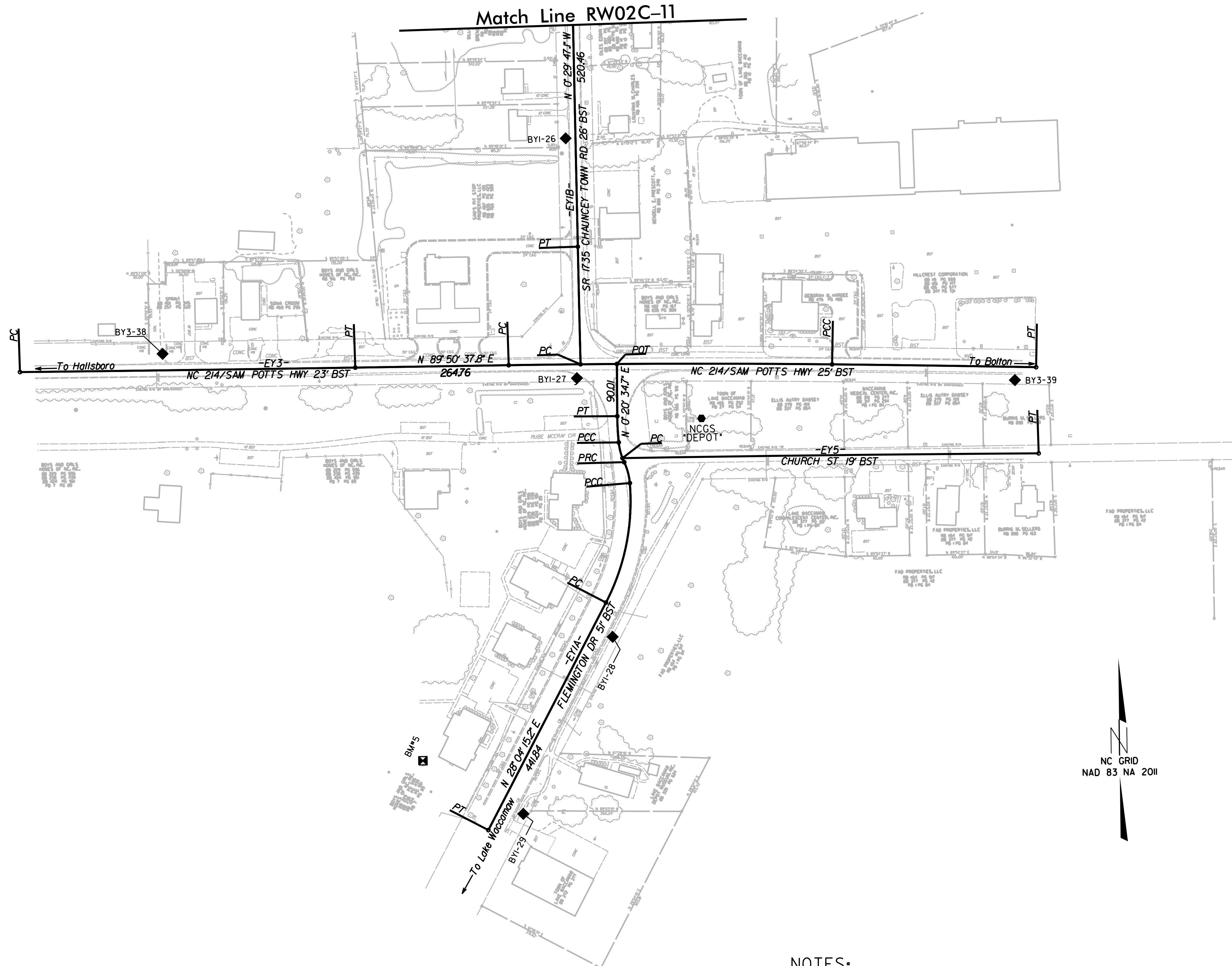
NOTES:

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PROJECT REFERENCE NO. R-5819R-5820	SHEET NO. RW02C-12
Location and Surveys	
NCDOT	

SURVEY CONTROL SHEET

W/EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION



NOTES:

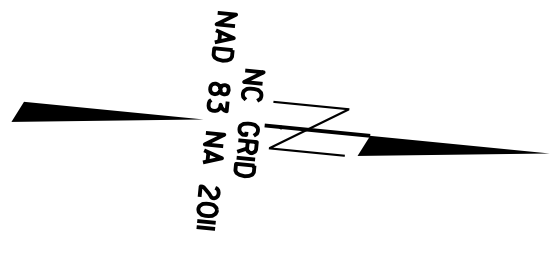
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REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
R-5819R-5820	RW02C-13
Location and Surveys	
NCDOT	

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION



Match Line RW02C-6

NOTES:

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REVISIONS

6/2/09

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 willison AT LSD6-299086

SURVEY CONTROL SHEET

W/EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION

PROJECT REFERENCE NO. R-5819R-5820	SHEET NO. RW02C-14
Location and Surveys	
NCDOT	

BL	POINT	DESC.	NORTH	EAST	ELEVATION
101		R5819-101	211255.1000	2140175.0370	69.45
102		R5819-102	211249.8810	2141195.3830	69.20
1		BL-1	211264.1650	2141800.7190	69.60
2		BL-2	211275.4670	2142427.4020	68.79
3		BL-3	211290.9070	2143092.5490	67.31
4		BL-4	211304.6440	2143745.4090	65.75
5		BL-5	211311.3740	2144290.8850	64.66
6		BL-6	211331.0880	2145062.0400	62.70
7		BL-7	211346.7340	2145809.4540	60.95
8		BL-8	211363.6330	2146493.2040	59.56
103		R5819-103	211375.0330	2147243.0600	59.17
104		R5819-104	211380.0450	2147772.6090	58.34
9		BL-9	211400.2250	2148494.9700	59.11
10		BL-10	211415.1970	2149295.1350	58.83
11		BL-11	211429.8330	2149960.5410	59.27
12		BL-12	211414.7860	2150934.6820	57.65
13		BL-13	211454.3570	2151645.8270	57.43
14		BL-14	211428.3310	2152368.9580	57.94
15		BL-15	211297.8790	2153105.0900	56.91
16		BL-16	211071.5670	2153824.3590	55.19
17		BL-17	210808.7620	2154407.1500	54.52
18		BL-18	210496.4240	2155016.6730	55.66
19		BL-19	210240.3810	2155536.1290	58.35
105		R5820-105	210015.9820	2155989.6510	59.61
106		R5820-106	209596.1720	2156816.1420	58.77

BY2	POINT	DESC.	NORTH	EAST	ELEVATION
30		BY2-30	213565.0650	2151008.0490	57.95
31		BY2-31	212885.2320	2151012.3180	57.30
32		BY2-32	212064.3000	2151008.3230	57.18
A12		BL-12	211414.7860	2150934.6820	57.65
33		BY2-33	210965.6760	2151014.7060	54.48
34		BY2-34	210101.4670	2151015.7040	52.88
35		BY2-35	209441.9780	2150964.9740	56.13
36		BY2-36	208574.7500	2151028.7470	58.69
37		BY2-37	207753.0380	2151034.6350	57.65

BY3	POINT	DESC.	NORTH	EAST	ELEVATION
38		BY3-38	208597.1640	2143552.9610	55.89
A27		BY1-27	208545.9850	2144267.1080	61.42
39		BY3-39	208532.9410	2145022.5490	61.80

BY4	POINT	DESC.	NORTH	EAST	ELEVATION
40		BY4-40	208530.4420	2150281.9300	58.99
A36		BY2-36	208574.7500	2151028.7470	58.69
41		BY4-41	208543.6990	2151758.7180	58.31

BY1	POINT	DESC.	NORTH	EAST	ELEVATION
20		BY1-20	213373.1640	2144023.8910	64.27
21		BY1-21	212476.1830	2144220.6330	63.70
22		BY1-22	211942.4660	2144191.4660	61.92
A5		BL-5	211311.3740	2144290.8850	64.66
23		BY1-23	210776.4580	2144191.5320	63.43
24		BY1-24	210145.3290	2144272.0820	61.66
25		BY1-25	209582.6210	2144278.1530	61.82
26		BY1-26	208959.9230	2144253.0950	60.12
27		BY1-27	208545.9850	2144267.1080	61.42
28		BY1-28	208098.9290	2144323.0100	60.37
29		BY1-29	207795.6240	2144164.9820	59.57

 BM1 ELEVATION = 66.38
 N 211178 E 2141222
 RRSPIKE IN 14' PINE

 BM2 ELEVATION = 67.81
 N 211570 E 2142403
 RRSPIKE IN 12' PINE

 BM3 ELEVATION = 65.70
 N 213427 E 2143962
 RRSPIKE IN 18' PINE

 BM4 ELEVATION = 63.28
 N 209571 E 2144683
 RRSPIKE IN 48' PINE

 BM5 ELEVATION = 61.76
 N 207890 E 2143993
 RRSPIKE IN 36' OAK

 BM6 ELEVATION = 61.04
 N 211624 E 2145833
 RRSPIKE IN 21' PINE

 BM7 ELEVATION = 59.25
 N 211147 E 2147536
 RRSPIKE IN 48' PINE

 BM8 ELEVATION = 54.85
 N 211713 E 2149318
 RRSPIKE IN 11' PINE

 BM9 ELEVATION = 61.33
 N 213516 E 2150762
 NE CORNER OF LP BASE

 BM10 ELEVATION = 56.25
 N 211235 E 2152399
 RRSPIKE IN 9' PINE

 BM11 ELEVATION = 53.04
 N 210441 E 2154970
 RRSPIKE IN 19' PINE

 BM12 ELEVATION = 59.17
 N 209515 E 2150696
 RRSPIKE IN 25' PINE

 BM13 ELEVATION = 60.72
 N 207692 E 2151058
 RRSPIKE IN 17' OAK

- NOTES:
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REVISIONS

6/2/09
SURVEY CONTROL SHEET

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS

COLUMBUS COUNTY

LOCATION: US 74 /76 AT SR 1735 (CHAUNCEY TOWN ROAD) AND SR 1740 (OLD LAKE ROAD)

PROJECT: R-5819A

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2018 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.15	PAVEMENT MARKINGS - SUPERSTREETS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

GENERAL NOTES

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT, EXCEPT WHEN OTHERWISE NOTED IN THE PLAN, OR DIRECTED BY THE ENGINEER.

- A) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS FOLLOWS:
- | ROAD NAME | MARKING | MARKER |
|------------------|---------------|--------|
| -L- (US 74 / 76) | THERMOPLASTIC | RAISED |
- B) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- C) REMOVE / REPLACE ANY CONFLICTING / DAMAGED PAVEMENT MARKINGS AND MARKERS THAT HAVE BEEN DAMAGED BY THE END OF EACH DAY'S OPERATION.
- D) PASSING ZONES WILL BE DETERMINED IN THE FIELD AND MUST BE APPROVED BY THE ENGINEER.
- E) MARKERS SHALL BE INSTALLED ACCORDING TO THE NCDOT ROADWAY STANDARD DRAWING 1250.01.
- F) STOP BAR LOCATIONS AT NON-SIGNALIZED INTERSECTIONS MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER.
- G) UNLESS OTHERWISE SPECIFIED, HEATED IN-PLACE THERMOPLASTIC MAY BE USED IN LIEU OF EXTRUDED THERMOPLASTIC FOR STOP BARS, SYMBOLS, CHARACTERS AND DIAGONALS. IF HEATED IN-PLACE IS USED, IT SHALL BE PAID FOR USING THE EXTRUDED THERMOPLASTIC PAY ITEM.
- H) THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE SPECIAL PROVISION IN THE CONTRACT FOR LONGITUDINAL CHANNELIZING CURB SYSTEM. SPACE VERTICAL MARKERS AT INTERVALS NOT EXCEEDING 10'.

FINAL PAVEMENT MARKING SCHEDULE

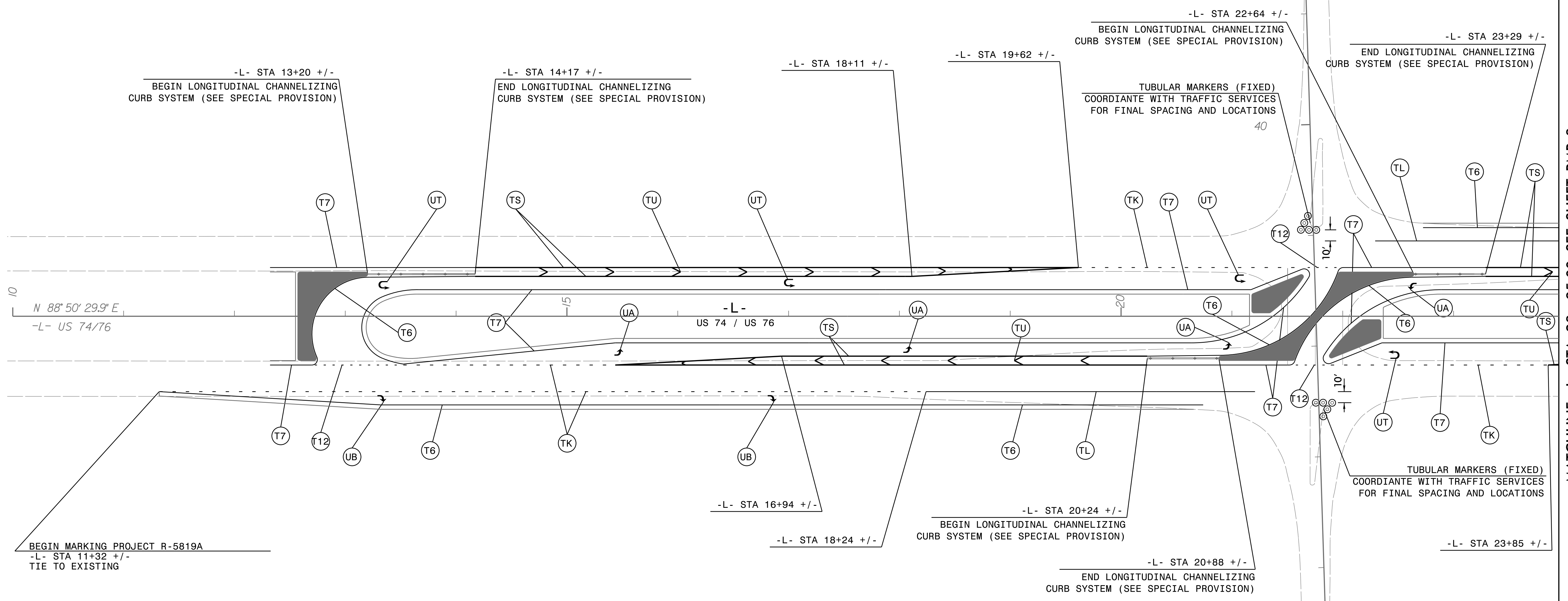
MATERIAL	SYMBOL	DESCRIPTION
<u>THERMOPLASTIC (6", 90 MILS)</u>		
	T6	WHITE EDGE LINE
	T7	YELLOW EDGE LINE
	T12	YELLOW MINI SKIP (2'/6')
	TK	WHITE MINI SKIP (3'/9')
	TL	WHITE SOLID LANE LINE
<u>THERMOPLASTIC (12", 90 MILS)</u>		
	TS	WHITE GORELINE
	TU	WHITE DIAGONAL
<u>THERMOPLASTIC PAVEMENT MARKING SYMBOLS (90 MILS)</u>		
	UA	LEFT TURN ARROW
	UB	RIGHT TURN ARROW
	UT	U-TURN ARROW

INDEX

SHEET NO.	DESCRIPTION
PMP-1	PAVEMENT MARKING PLAN COVER SHEET
PMP-2 THRU PMP-5	PAVEMENT MARKING DETAILS

NAD 83 / NA 2011

NOTE: VERTICAL MARKERS ON LONGITUDINAL CHANNELIZATION CURB SYSTEM SHOULD BE SPACED AT NO MORE THAN 10' INTERVALS.



PAVEMENT MARKING DETAIL

REVISIONS

01-FEB-2021 09:52
 3385USCENWAYE 2.855
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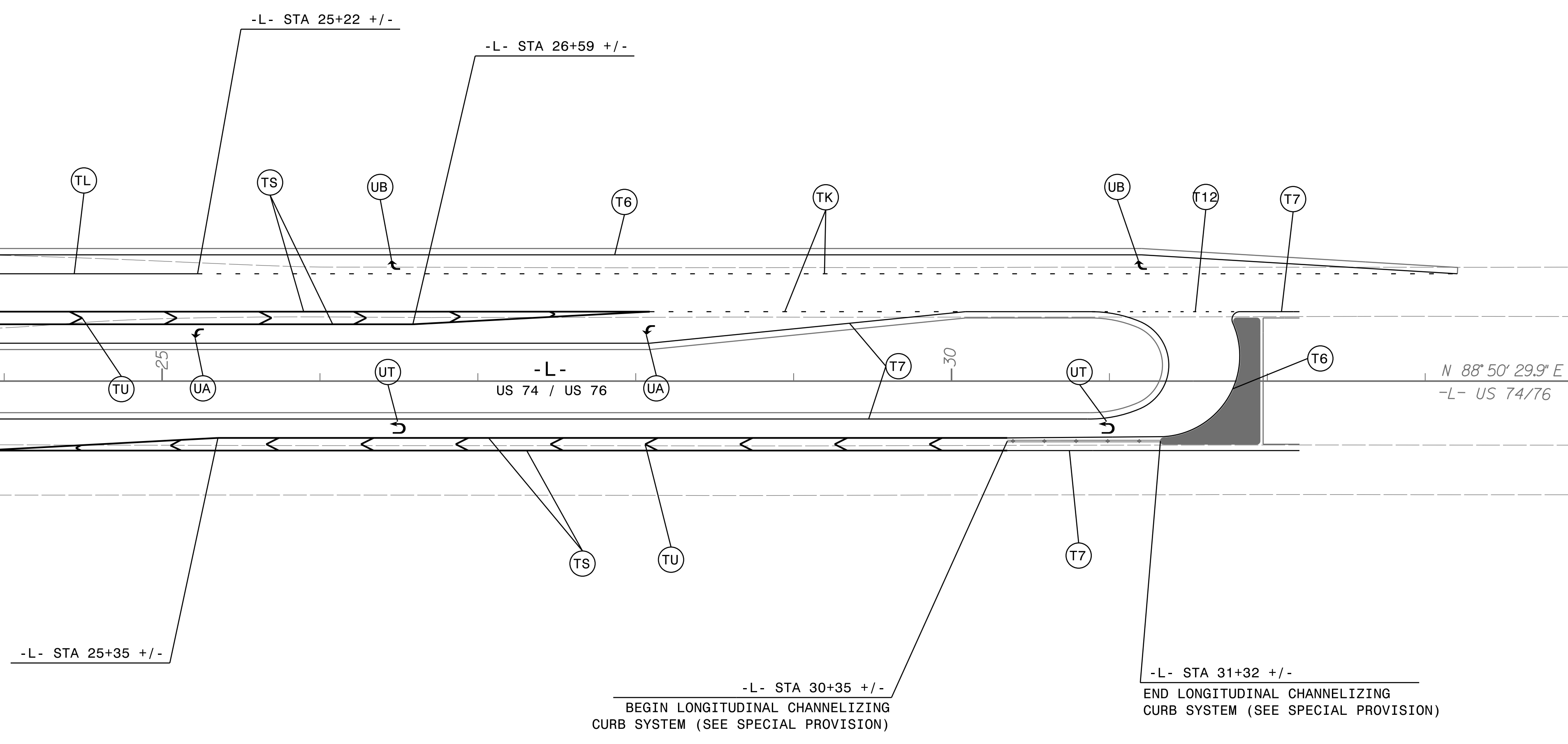
MATCHLINE -L- STA. 23+95.00 SEE SHEET PMP-3

NAD 83 / NA 2011

REVISIONS

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MATCHLINE -L- STA. 23 + 95.00 SEE SHEET PMP-2



NOTE: VERTICAL MARKERS ON LONGITUDINAL CHANNELIZATION CURB SYSTEM SHOULD BE SPACED AT NO MORE THAN 10' INTERVALS.

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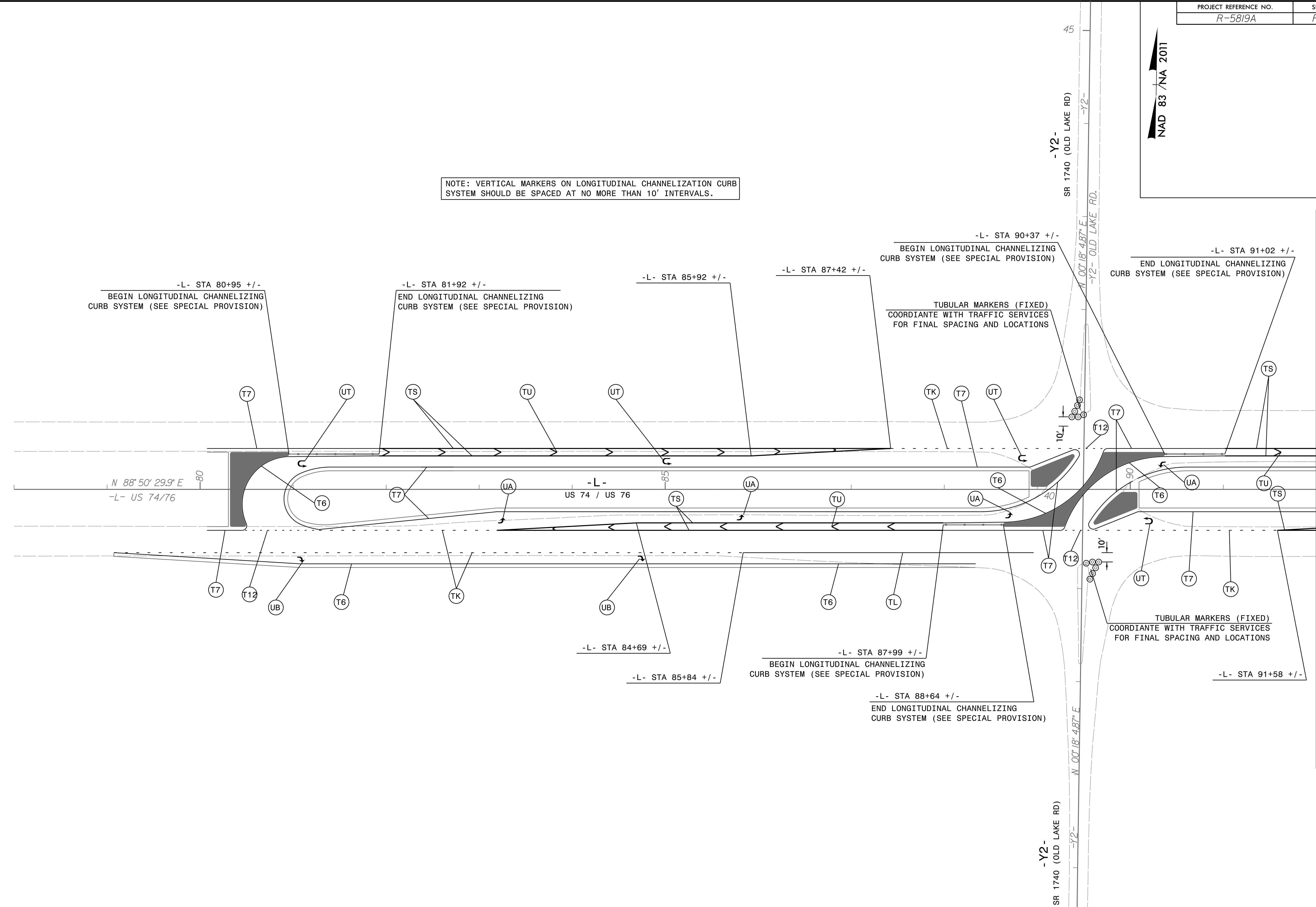
NAD 83 / NA 2011

8/17/99

REVISIONS

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2001-09-52\Projects\R-5819 & R-5820\DDC-Cross-Overs\Signing-PMP\R5819_R5820_pmp_psh_4.dgn

NOTE: VERTICAL MARKERS ON LONGITUDINAL CHANNELIZATION CURB SYSTEM SHOULD BE SPACED AT NO MORE THAN 10' INTERVALS.



PAVEMENT MARKING DETAIL

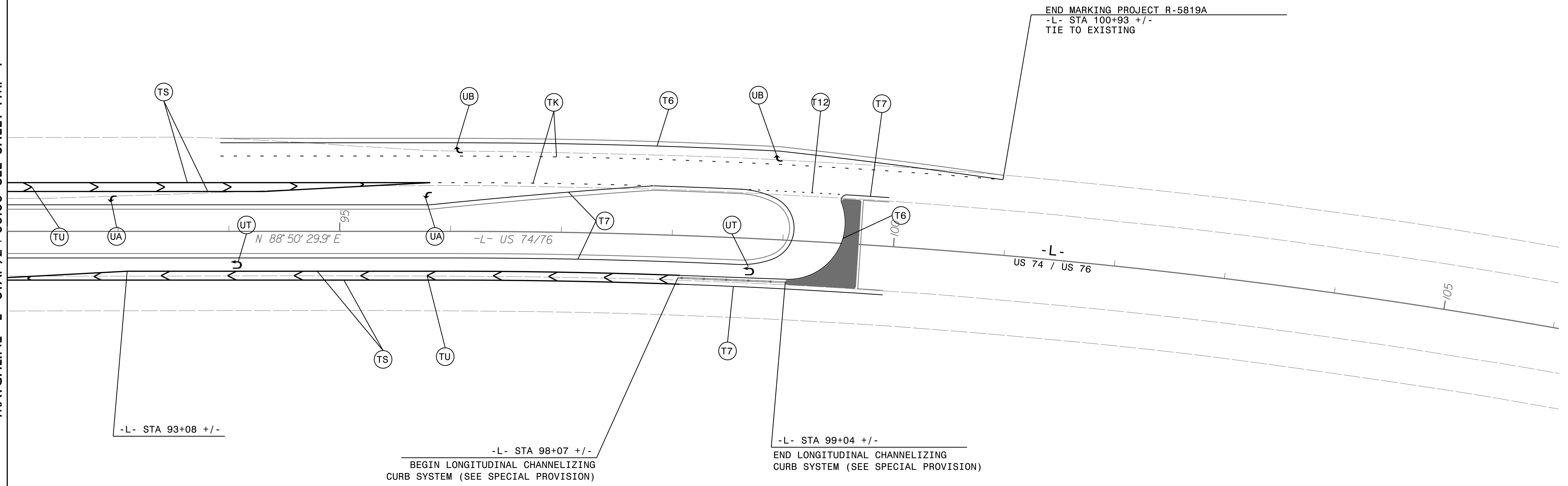
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NAD 83 / NA 2011

REVISIONS

8/17/99
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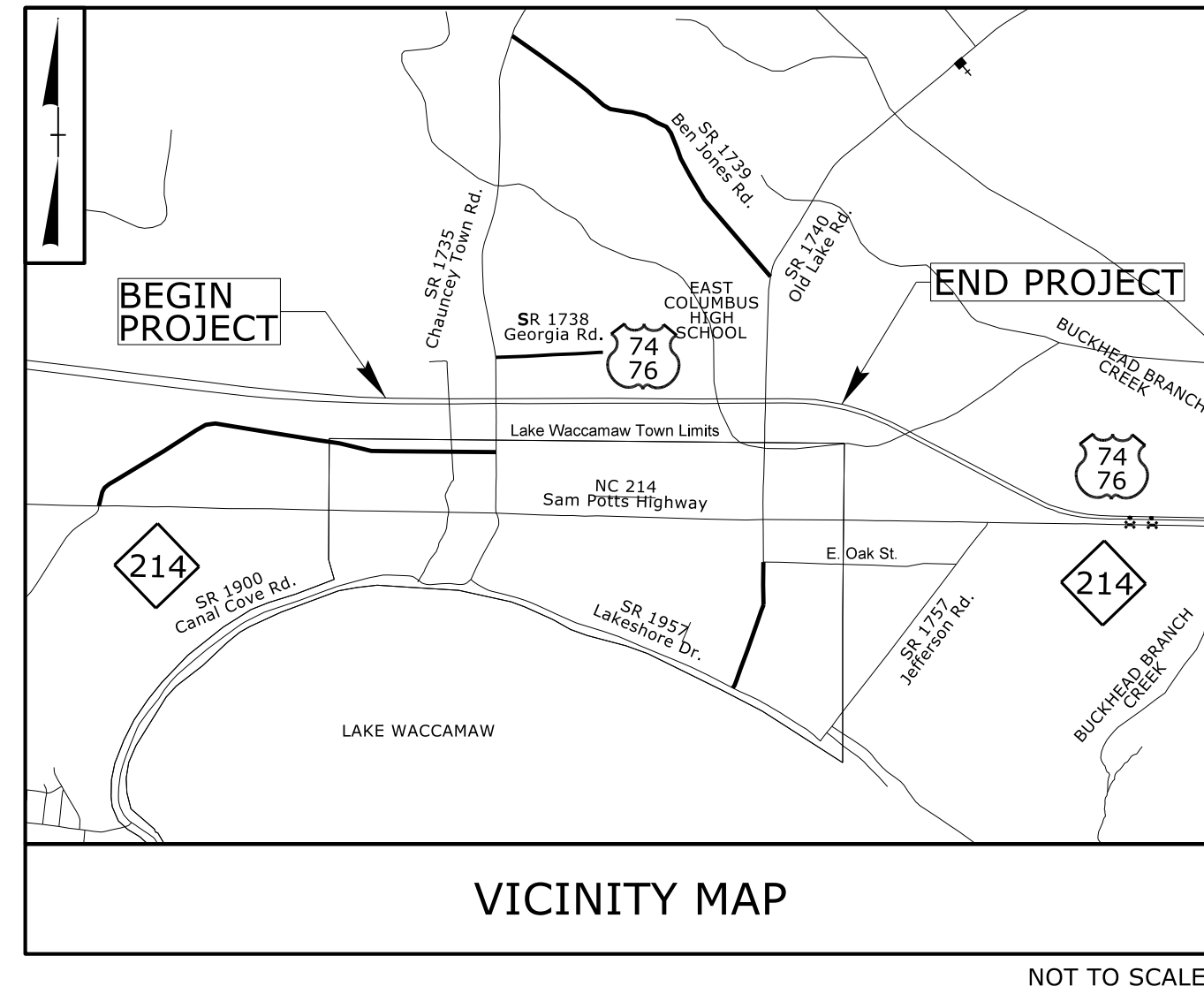
MATCHLINE -L- STA. 92 + 00.00 SEE SHEET PMP-4



NOTE: VERTICAL MARKERS ON LONGITUDINAL CHANNELIZATION CURB SYSTEM SHOULD BE SPACED AT NO MORE THAN 10' INTERVALS.

PAVEMENT MARKING DETAIL

TIP PROJECT: R-5819A

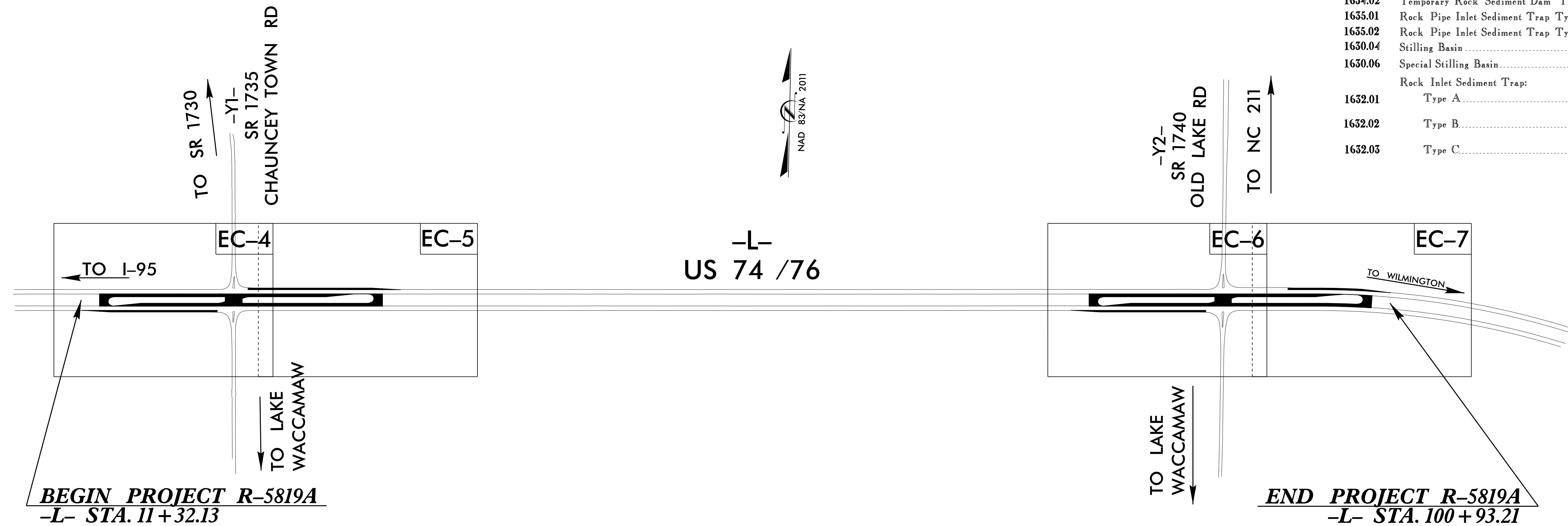


STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS PLAN FOR PROPOSED HIGHWAY EROSION CONTROL

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5819A	EC-1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
47091.1.1		PE	
47091.3.2		CONST	

EROSION AND SEDIMENT CONTROL MEASURES

Std. #	Description	Symbol
1630.03	Temporary Silt Ditch	TS
1630.05	Temporary Diversion	TD
1605.01	Temporary Silt Fence	TSF
1606.01	Special Sediment Control Fence	SSCF
1622.01	Temporary Berms and Slope Drains	TBSD
1630.02	Silt Basin Type B	SBS
1633.01	Temporary Rock Silt Check Type-A	TRSCA
	Temporary Rock Silt Check Type-A with Matting and Polyacrylamide (PAM)	TRSCA-PAM
1633.02	Temporary Rock Silt Check Type-B	TRSCB
	Wattle/Coir Fiber Wattle	WCFW
	Wattle/Coir Fiber Wattle with Polyacrylamide (PAM)	WCFW-PAM
1634.01	Temporary Rock Sediment Dam Type-A	TRSDA
1634.02	Temporary Rock Sediment Dam Type-B	TRSDB
1635.01	Rock Pipe Inlet Sediment Trap Type-A	RPISTRA
1635.02	Rock Pipe Inlet Sediment Trap Type-B	RPISTRB
1630.04	Stilling Basin	SB
1630.06	Special Stilling Basin	SSB
Rock Inlet Sediment Trap:		
1632.01	Type A	A
1632.02	Type B	B
1632.03	Type C	C



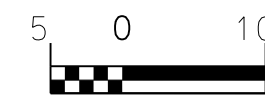
GRAPHIC SCALE



PLANS



PROFILE (HORIZONTAL)



PROFILE (VERTICAL)

Prepared in the Office of:

DIVISION OF HIGHWAYS

431 Transportation Dr.
Fayetteville, NC 28301

2018 STANDARD SPECIFICATIONS

Roadway Standard Drawings

The following roadway english standards as appear in "Roadway Standard Drawings"- Roadway Design Unit - N. C. Department of Transportation - Raleigh, N. C., dated January 2018 and the latest revision thereto are applicable to this project and by reference hereby are considered a part of these plans.

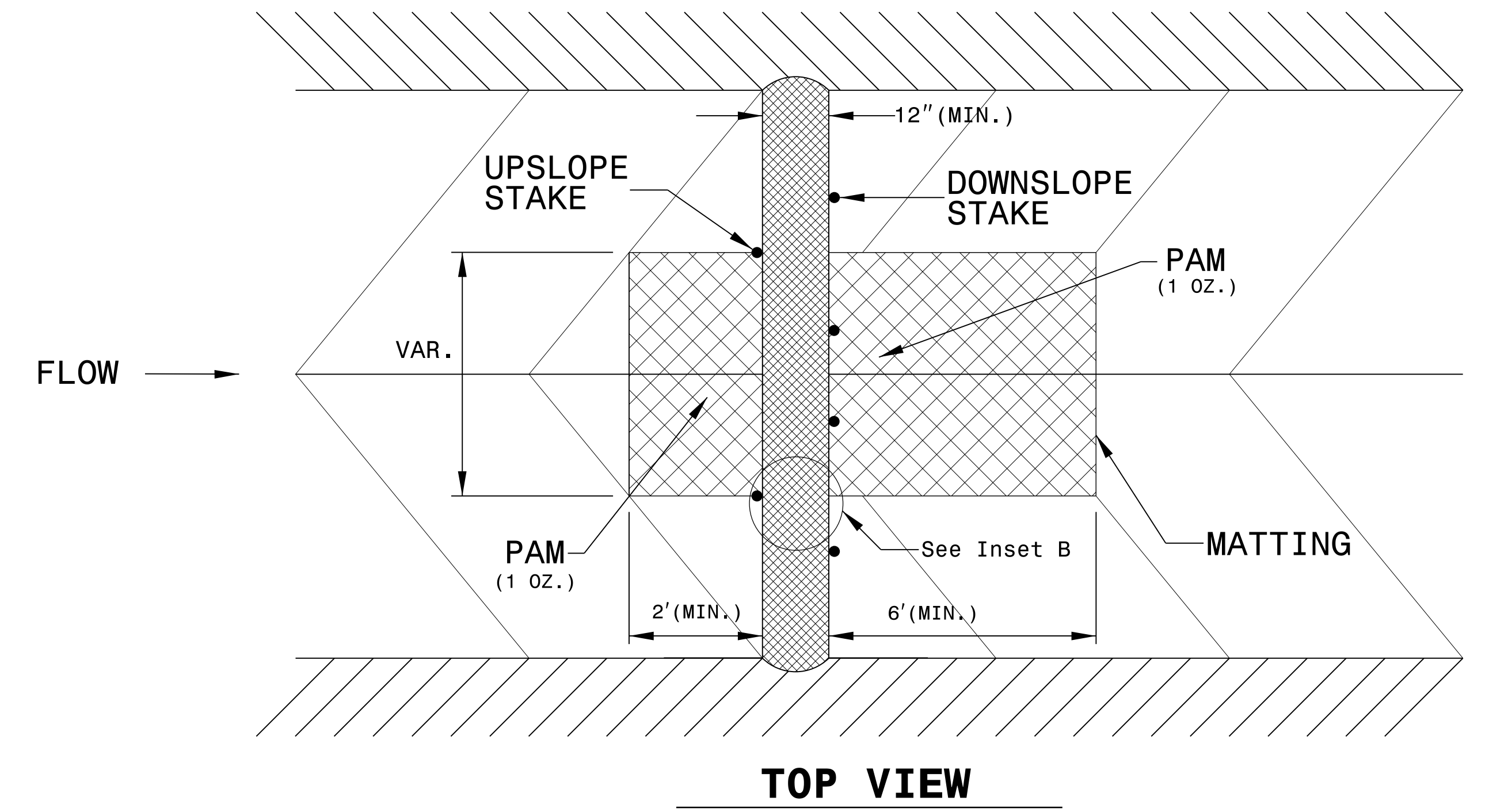
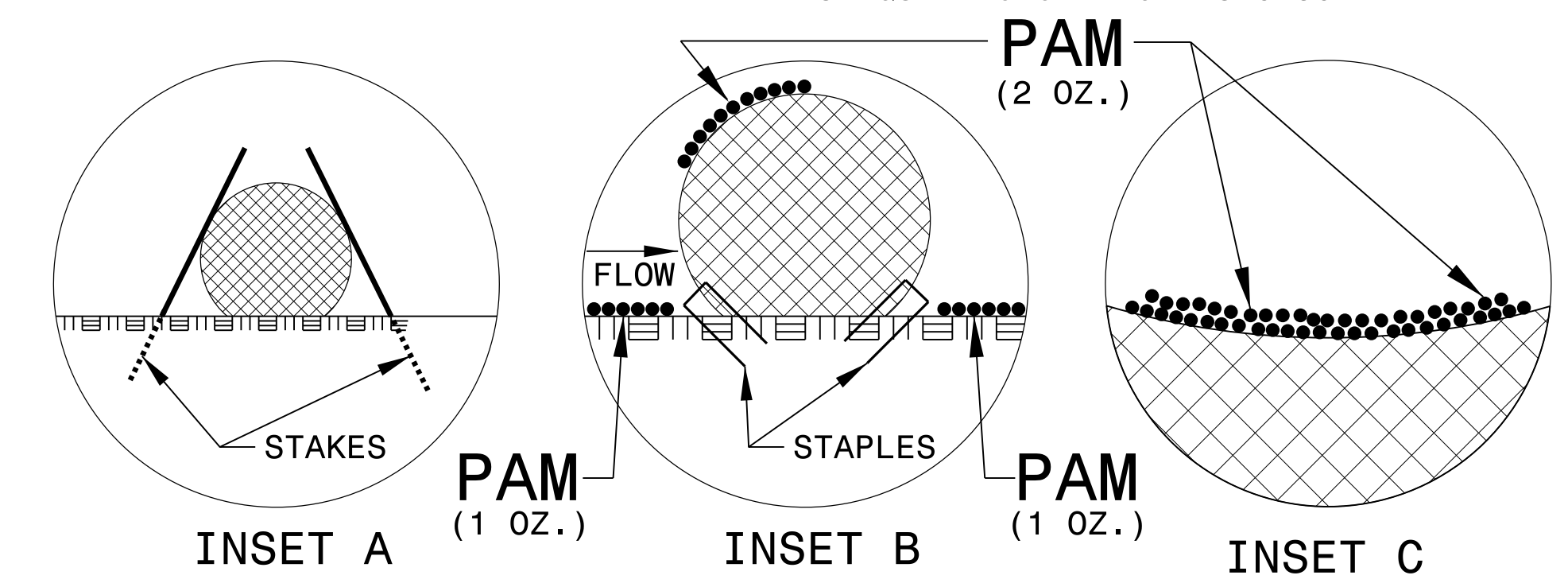
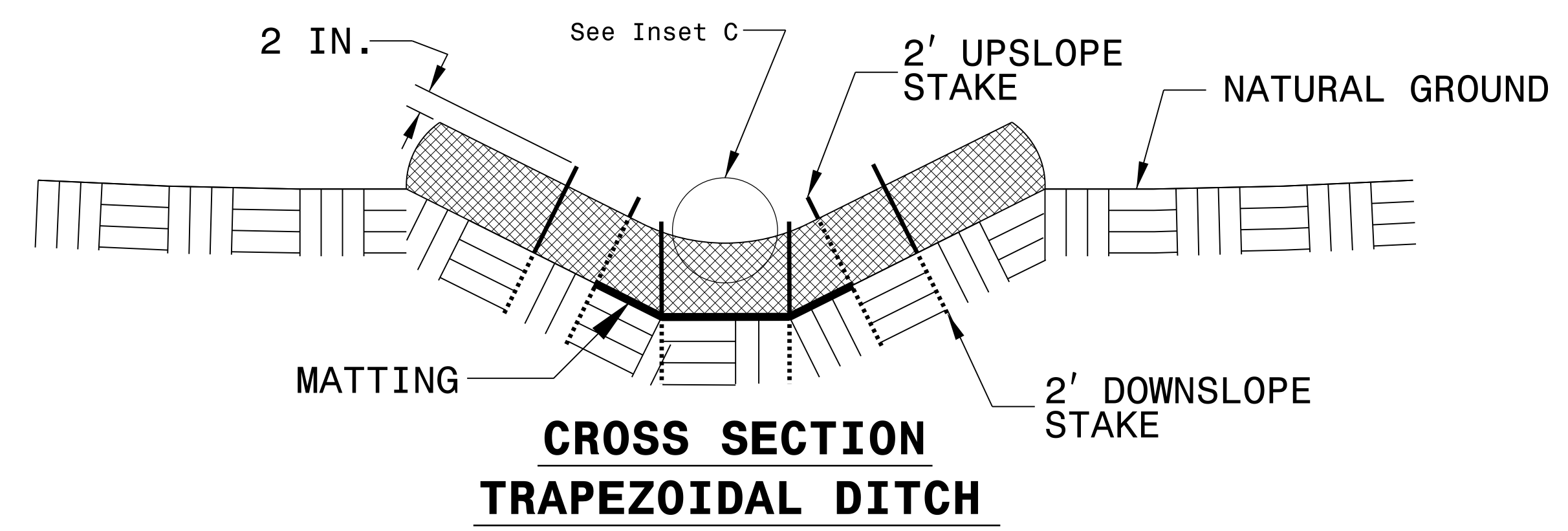
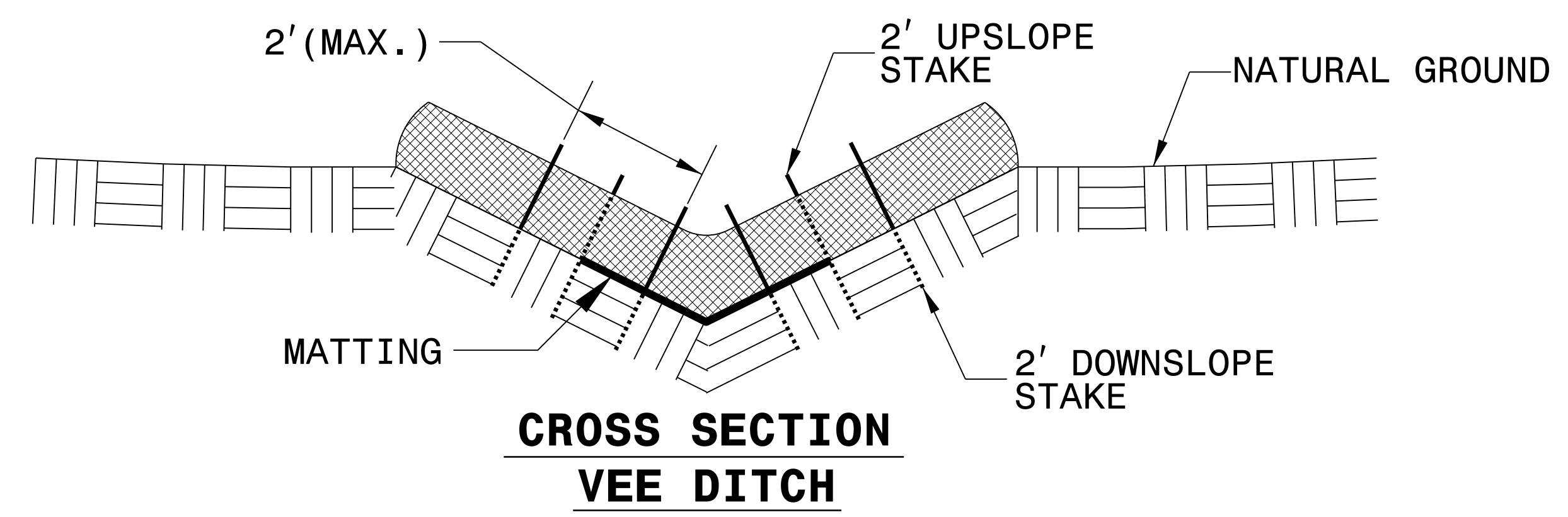
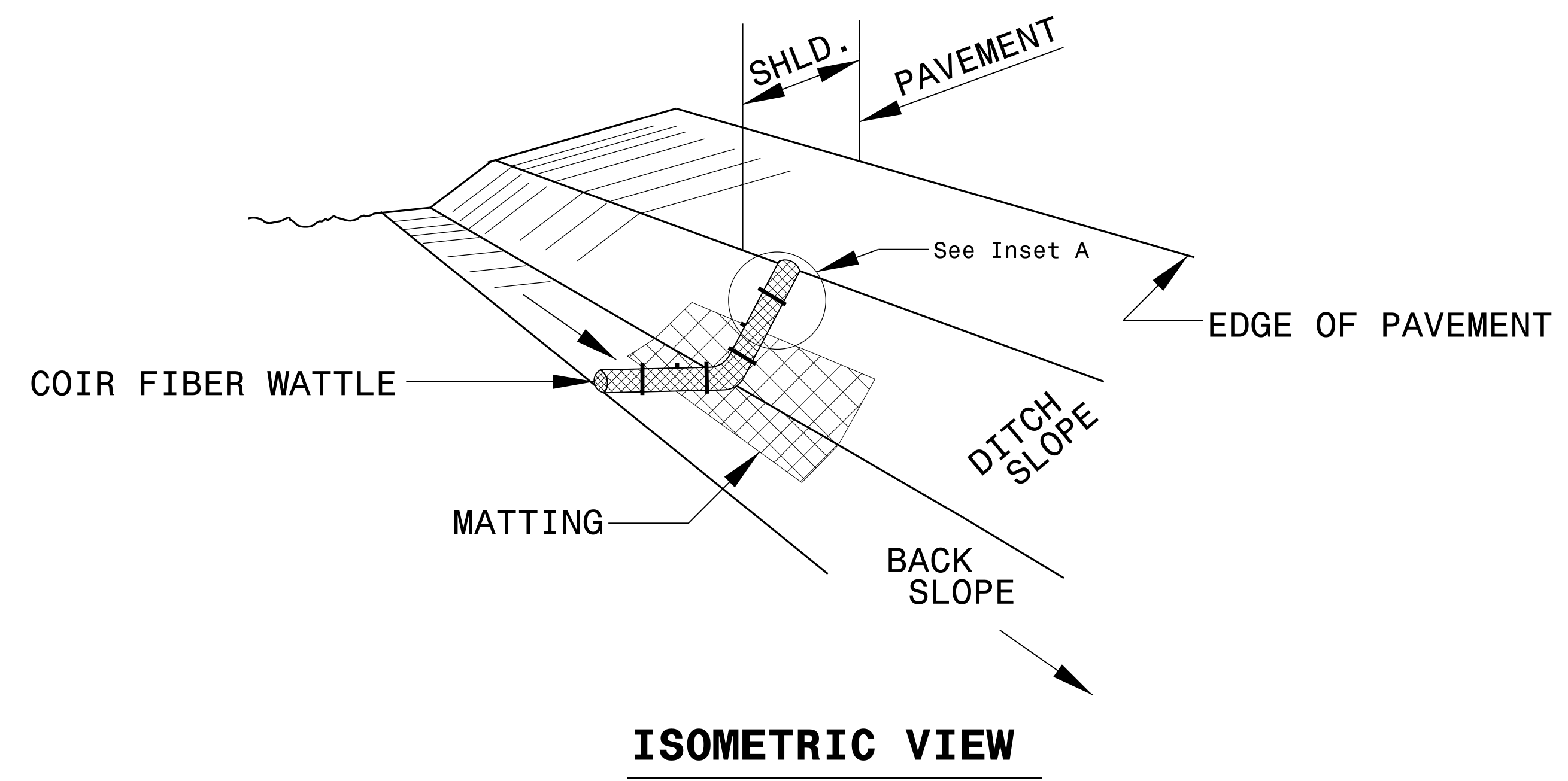
1604.01 Railroad Erosion Control Detail	1632.01 Rock Inlet Sediment Trap Type A
1605.01 Temporary Silt Fence	1632.02 Rock Inlet Sediment Trap Type B
1606.01 Special Sediment Control Fence	1632.03 Rock Inlet Sediment Trap Type C
1607.01 Gravel Construction Entrance	1633.01 Temporary Rock Silt Check Type A
1622.01 Temporary Berms and Slope Drains	1633.02 Temporary Rock Silt Check Type B
1630.01 Riser Basin	1633.03 Temporary Rock Silt Check Type C
1630.02 Silt Basin Type 3	1634.01 Temporary Rock Sediment Dam Type A
1630.03 Temporary Silt Ditch	1634.02 Temporary Rock Sediment Dam Type B
1630.04 Stilling Basin	1635.01 Rock Pipe Inlet Sediment Trap Type A
1630.05 Temporary Diversion	1635.02 Rock Pipe Inlet Sediment Trap Type B
1630.06 Special Stilling Basin	1640.01 Coir Fiber Jaffle
1631.01 Matting Installation	1645.01 Temporary Stream Crossing

PROJECT REFERENCE NO. R-5819A	SHEET NO. EC-2A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

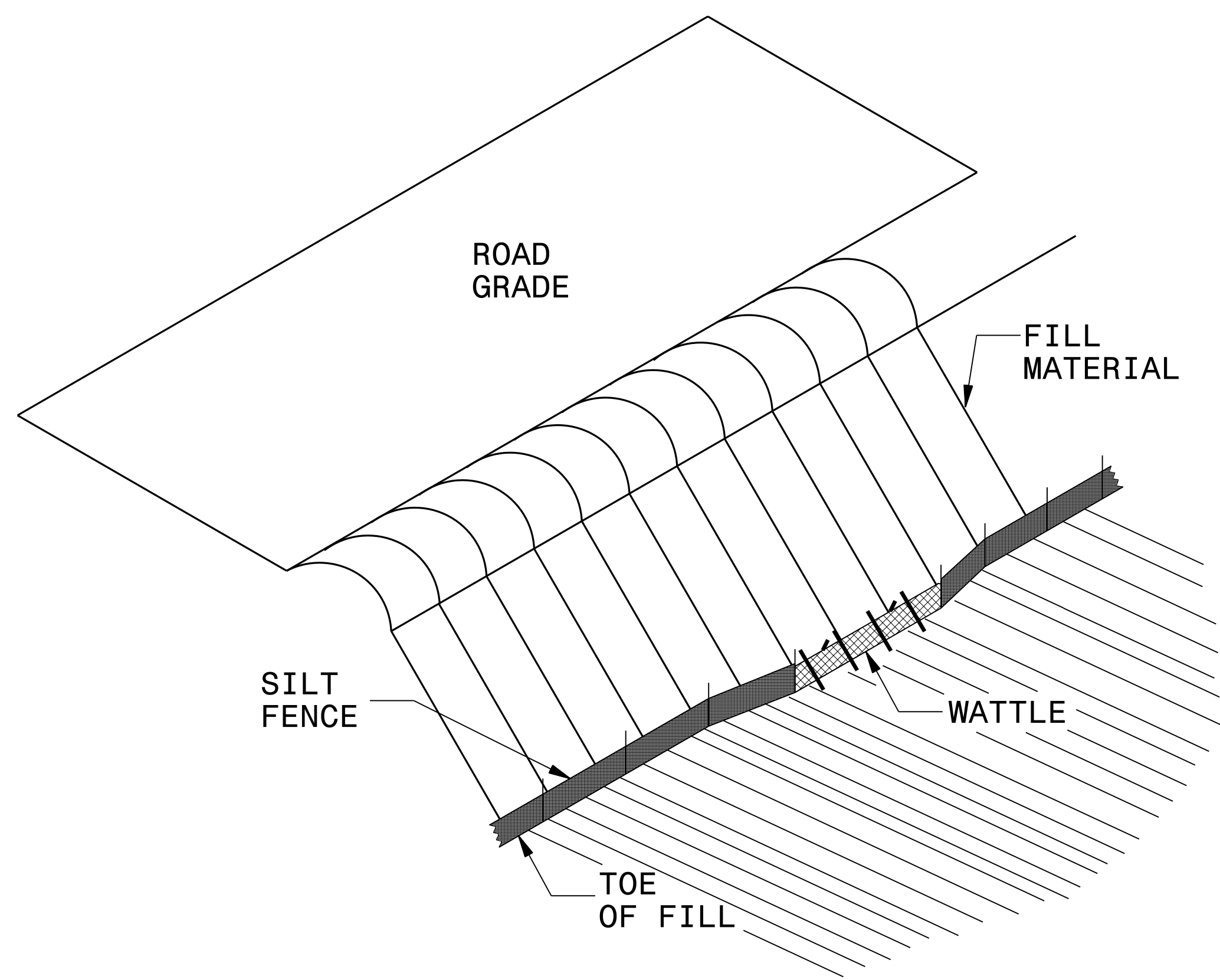
COIR FIBER WATTLE WITH POLYACRYLAMIDE (PAM) DETAIL

NOTES:

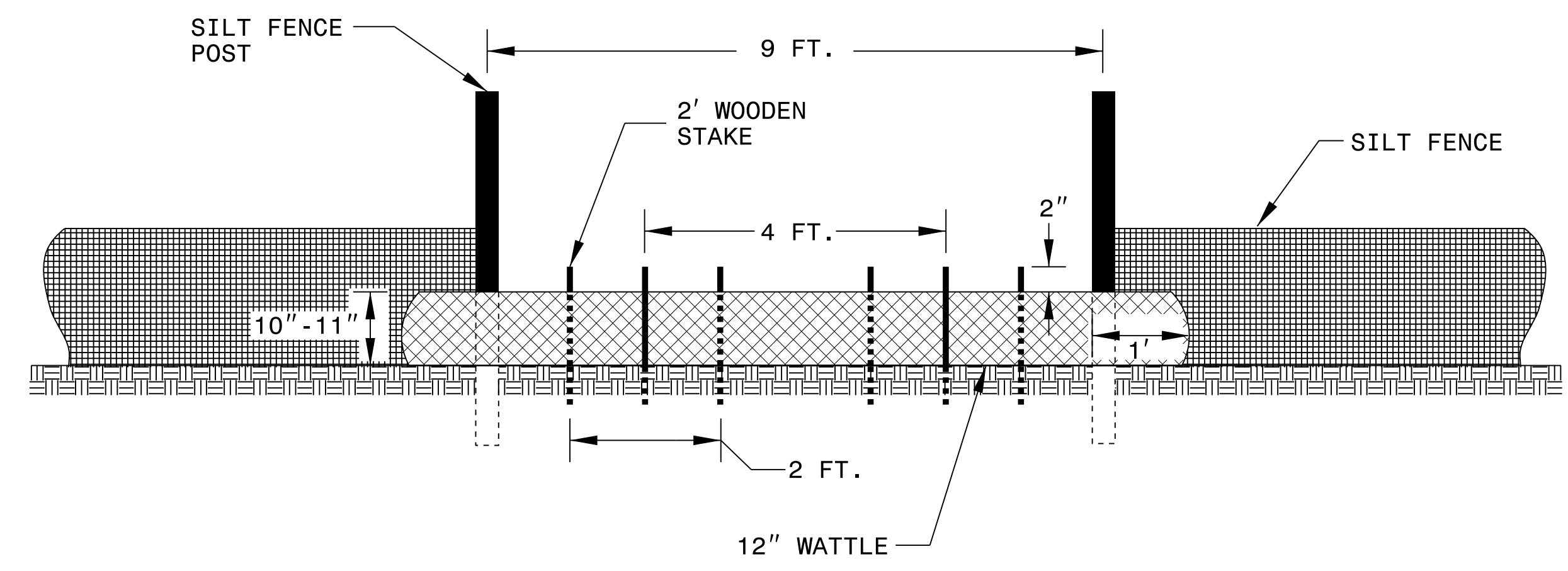
- USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE.
- USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
- ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
- INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.
- PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.
- INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.
- INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.
- PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.
- INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.



SILT FENCE COIR FIBER WATTLE BREAK DETAIL



ISOMETRIC VIEW

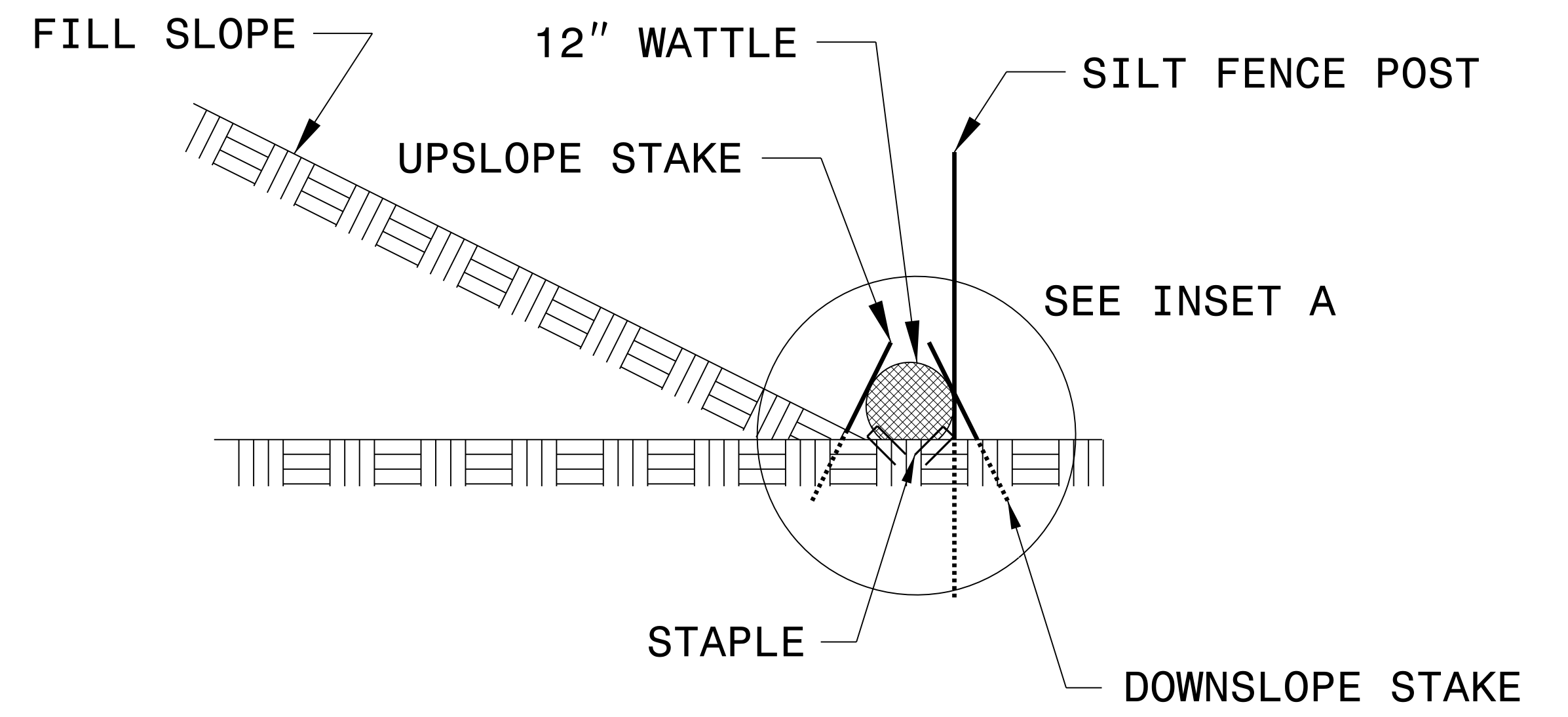
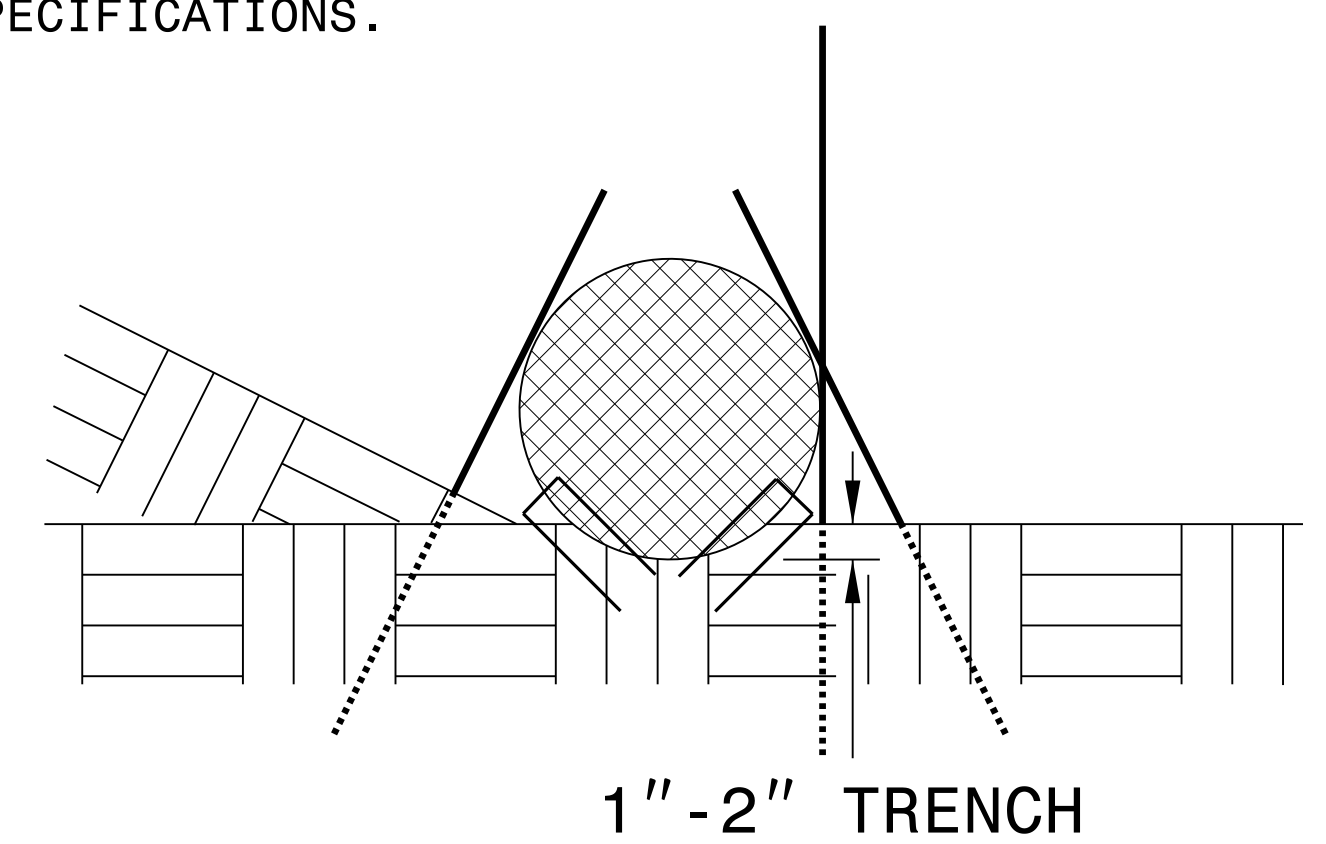


VIEW FROM SLOPE

NOTES:

- USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE AND LENGTH OF 10 FT.
- EXCAVATE A 1 TO 2 INCH TRENCH FOR WATTLE TO BE PLACED.
- DO NOT PLACE WATTLE ON TOE OF SLOPE.
- USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
- INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO GROUND.
- PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.
- INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.
- WATTLE INSTALLATION CAN BE ON OUTSIDE OF THE SILT FENCE AS DIRECTED.
- INSTALL TEMPORARY SILT FENCE IN ACCORDANCE WITH SECTION 1605 OF THE STANDARD SPECIFICATIONS.

INSET A



SIDE VIEW

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

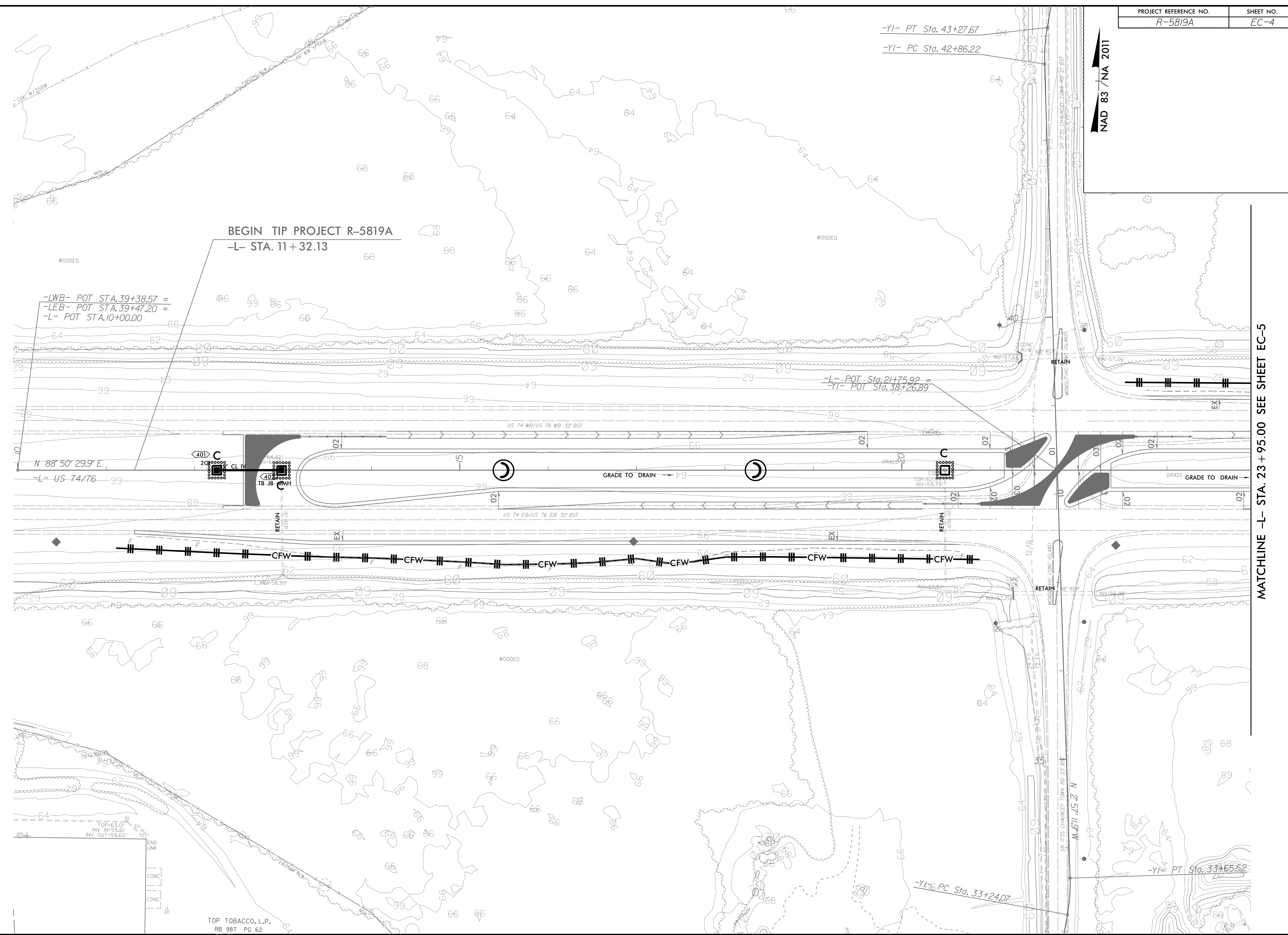
SOIL STABILIZATION TIMEFRAMES

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) 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 HQW ZONES.

NAD 83 / NA 2011

8/17/99

REVISIONS



-LWB- POT STA. 39+38.57 =
-LEB- POT STA. 39+47.20 =
-L- POT STA. 10+00.00

BEGIN TIP PROJECT R-5819A
-L- STA. 11+32.13

N 88° 50' 29.9" E
-L- US 74/76

US 74 WB/US 76 WB 32' BST

US 74 EB/US 76 EB 32' BST

GRADE TO DRAIN

GRADE TO DRAIN

CFW

CFW

CFW

CFW

CFW

CFW

CFW

CFW

CFW

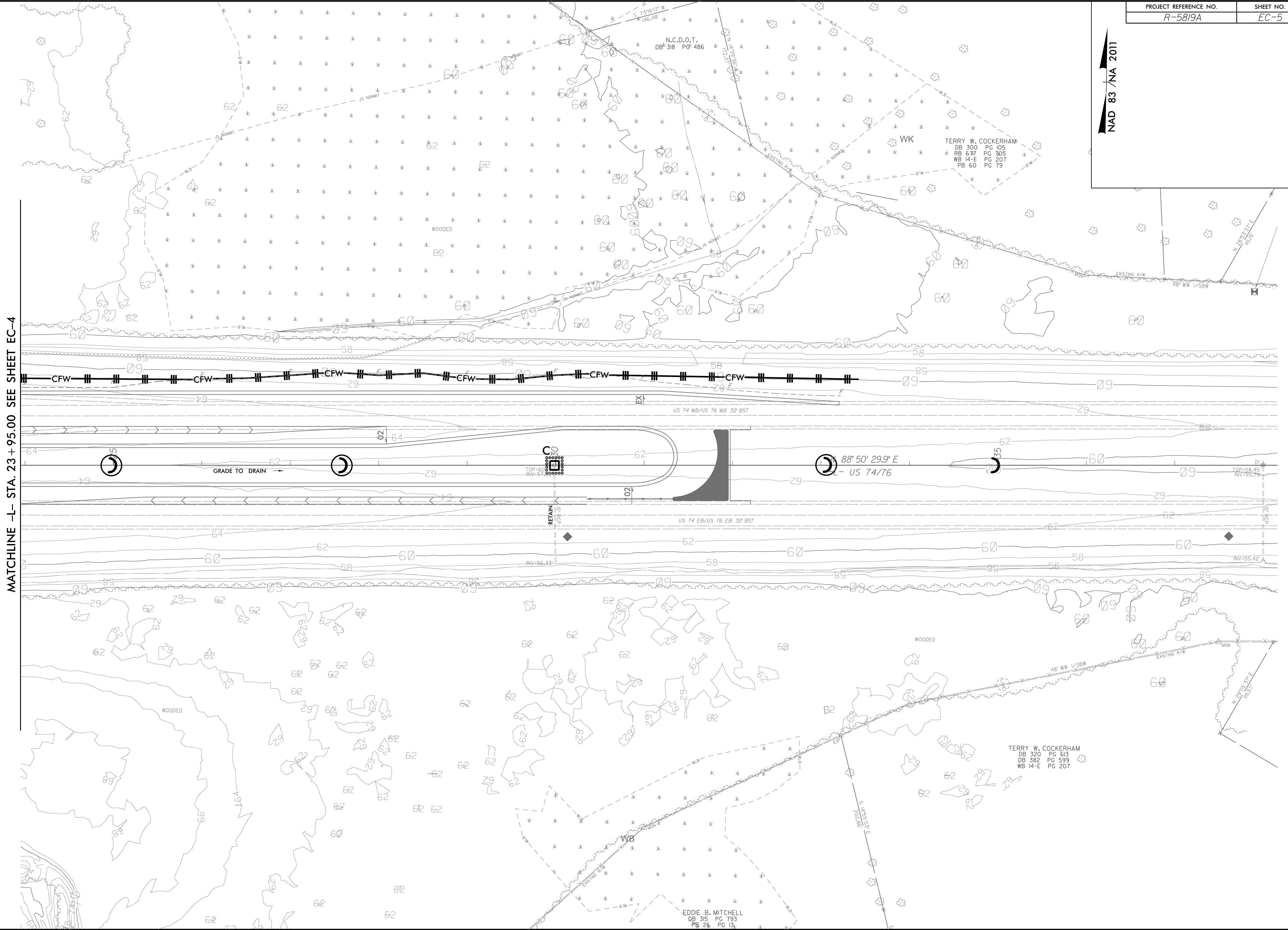
TOP+63.01'
INV IN=59.61'
INV OUT=59.60'

-YI- PC Sta. 33+24.07

-YI- PT Sta. 33+65.52

MATCHLINE -L- STA. 23 + 95.00 SEE SHEET EC-5

NAD 83 / NA 2011



MATCHLINE -L- STA. 23 + 95.00 SEE SHEET EC-4

REVISIONS

8/17/99

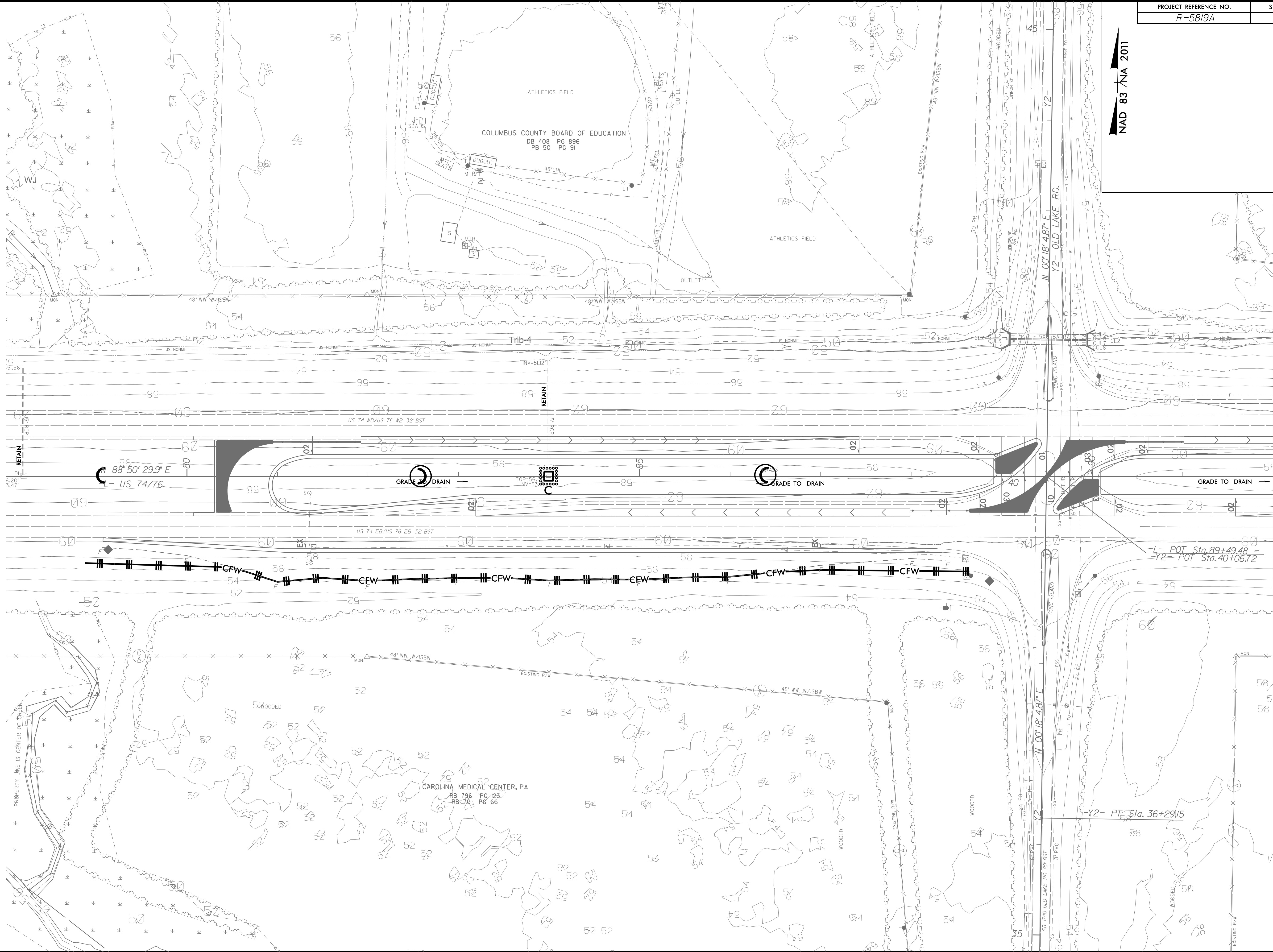
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EDDIE B. MITCHELL
DB 315 PG 793
PB 26 PG 13

TERRY W. COCKERHAM
DB 300 PG 105
RB 677 PG 705
WB 14-E PG 207
PB 60 PG 79

TERRY W. COCKERHAM
DB 320 PG 613
DB 382 PG 599
WB 14-E PG 207

REVISIONS



PROJECT REFERENCE NO.	SHEET NO.
R-5819A	EC-6

NAD 83 / NA 2011

MATCHLINE -L- STA. 92 + 00.00 SEE SHEET EC-7

NAD 83 / NA 2011

RMS TIMBERLANDS, LLC
RB 885 PG 514
PB 72 PG 43

END TIP PROJECT R-5819A
-L- STA. 100 + 93.21

RMS TIMBERLANDS, LLC
RB 885 PG 514
PB 72 PG 43

CAROLINA MEDICAL CENTER, PA
RB 796 PG 123
PB 70 PG 66

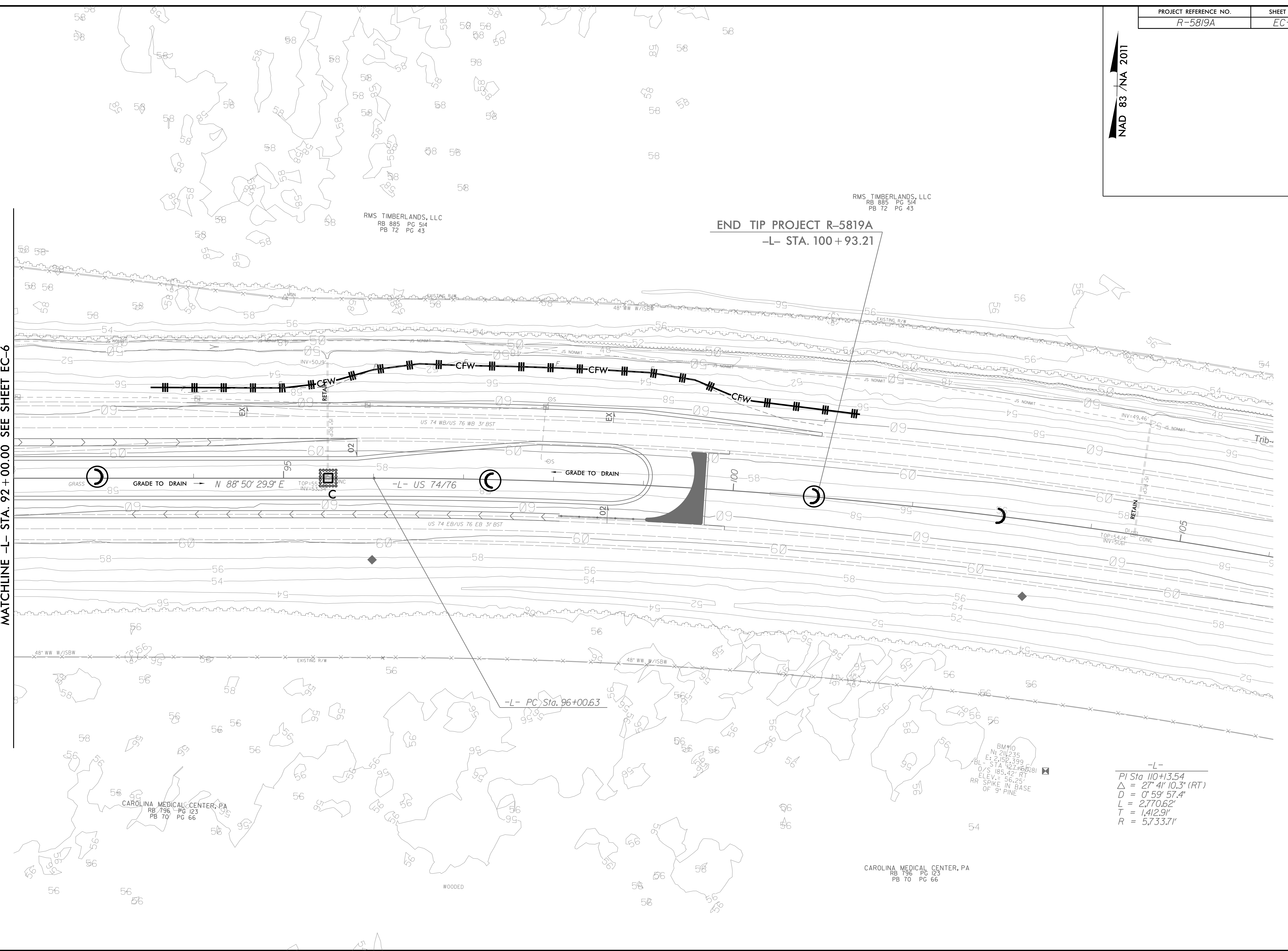
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MATCHLINE -L- STA. 92 + 00.00 SEE SHEET EC-6

REVISIONS

8/17/99

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-L-
 PI Sta 110+13.54
 $\Delta = 27' 41" 10.3" (RT)$
 $D = 0' 59' 57.4"$
 $L = 2,770.62'$
 $T = 1,412.91'$
 $R = 5,733.71'$

**STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION**

**SIGNING PLAN
COLUMBUS COUNTY**

LOCATION: US 74 /76 AT SR 1735 (CHAUNCEY TOWN ROAD) AND SR 1740 (OLD LAKE ROAD)

TIP PROJECT: R-5819A

GENERAL NOTES

- . SIGNS FURNISHED BY STATE
- . ALL TYPE 'D' SIGNS SHALL BE MOUNTED ON TWO U-CHANNEL POSTS UNLESS OTHERWISE INDICATED ON THE PLANS.
- . WHEN NOT STATIONED OR DIMENSIONED ON PLANS, ALL 'E' AND 'F' SIGNS SHALL BE FIELD LOCATED BY THE ENGINEER.
- . WHEN EXISTING SIGNS ARE REMOVED AND INSTALLED ON NEW SUPPORTS, THE RE-ERECTION SHALL IMMEDIATELY FOLLOW THE REMOVAL.
- . ALL EXISTING SIGNS ON "U" CHANNEL POST WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND DISPOSED OF UNLESS OTHERWISE NOTED ON PLANS OR INSTRUCTED BY THE ENGINEER.
- . THE BACKGROUND FOR TYPE E & F SIGNS SHALL BE TYPE C REFLECTIVE SHEETING.

SUMMARY OF QUANTITIES

ITEM NO.		ITEM DESCRIPTION	QUANTITY	UNIT
DESC. NO.	SECT. NO.			
4072000000	903	SUPPORTS, 3 LB STEEL U-CHANNEL	800	L.F.
4102000000	904	SIGN ERECTION, TYPE E	20	EA.
4108000000	904	SIGN ERECTION, TYPE F	8	EA.
4116100000	904	SIGN ERECTION, RELOCATE TYPE D	9	EA.
4155000000	907	DISPOSAL OF SIGN SYSTEM, U-CHANNEL	39	EA.
4192000000	907	DISPOSAL OF SUPPORT, U-CHANNEL	9	EA.
4370000000	SP	GENERIC SIGNING ITEM, DISPOSAL OF FLASHER SYSTEM	1	L.S.

ROADWAY STANDARD DRAWING

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2018 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

<u>STD. NO.</u>	<u>TITLE</u>
901.50	ARROWS AND SHIELDS
910.70	SIGN STRINGERS AND SUPPORT SPACING
903.10	GROUND MOUNTED SIGN SUPPORTS
904.10	ORIENTATION OF GROUND MOUNTED SIGNS
904.20	SECONDARY SIGN MOUNTING
904.30	SUPPLEMENTAL SIGN MOUNTING
904.50	MOUNTING OF TYPE 'D', 'E' AND 'F' SIGNS ON 'U' CHANNEL POSTS
910.30	SIGNING FOR SUPERSTREETS

INDEX

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
SIGN-1	TITLE SHEET
SIGN-2	TYPE "E" AND "F" SIGNS
SIGN-3-6	EXISTING AND PROPOSED SIGNS

401 QUANTITY REQ'D _4_



54 x 18
R6-1(L)

TWO "U" POSTS PER SIGN

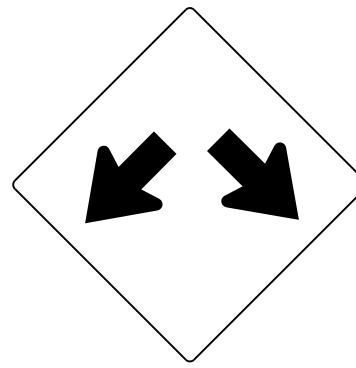
402 QUANTITY REQ'D _4_



54 x 18
R6-1(R)

TWO "U" POSTS PER SIGN

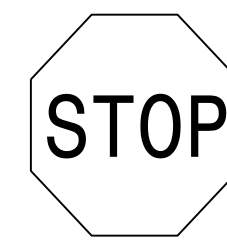
403 QUANTITY REQ'D _8_



36 X 36
W12-1

ONE "U" POST PER SIGN

404 QUANTITY REQ'D _4_

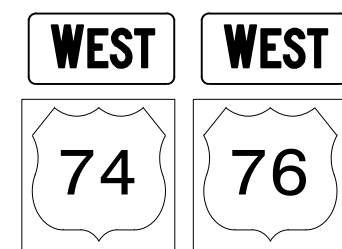


36 x 36
R1-1

MOUNTED BELOW SIGN 402
IN 4 INSTALLATIONS

TYPE "E" SIGNS

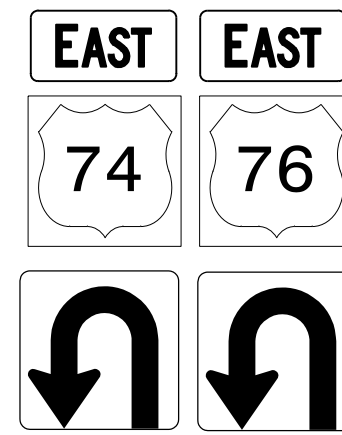
501 505



2 - 24" X 12"
2 - 24" X 24"

TWO "U" POSTS PER SIGN

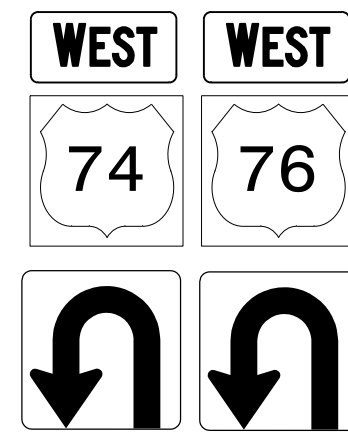
502 506



2 - 24" X 12"
2 - 24" X 24"
2 - 21" X 15"

TWO "U" POSTS PER SIGN

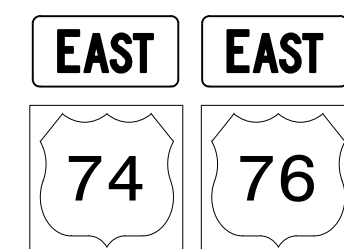
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2 - 24" X 12"
2 - 24" X 24"
2 - 21" X 15"

TWO "U" POSTS PER SIGN

504 508



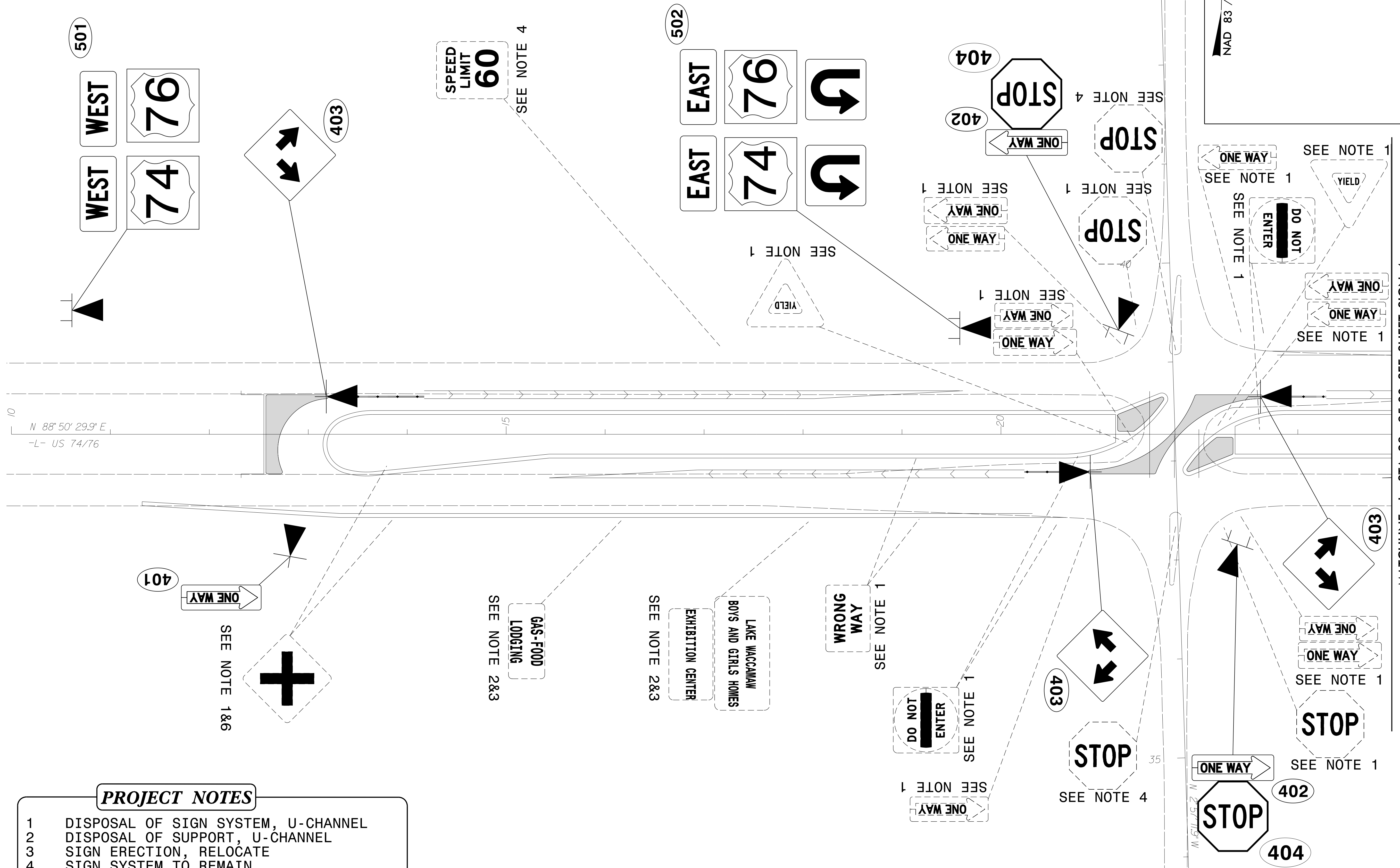
2 - 24" X 12"
2 - 24" X 24"

TWO "U" POSTS PER SIGN

TYPE "F" SIGNS

TYPE "E" AND "F" SIGNS

NAD 83 / NA 2011



- PROJECT NOTES**
- DISPOSAL OF SIGN SYSTEM, U-CHANNEL
 - DISPOSAL OF SUPPORT, U-CHANNEL
 - SIGN ERECTION, RELOCATE
 - SIGN SYSTEM TO REMAIN
 - DISPOSAL OF FLASHER SYSTEM, SEE SPECIAL PROVISION IN THE CONTRACT
 - STOCKPILE FLASHERS CALL TRAFFIC SERVICES PRIOR TO REMOVAL 910-364-0606

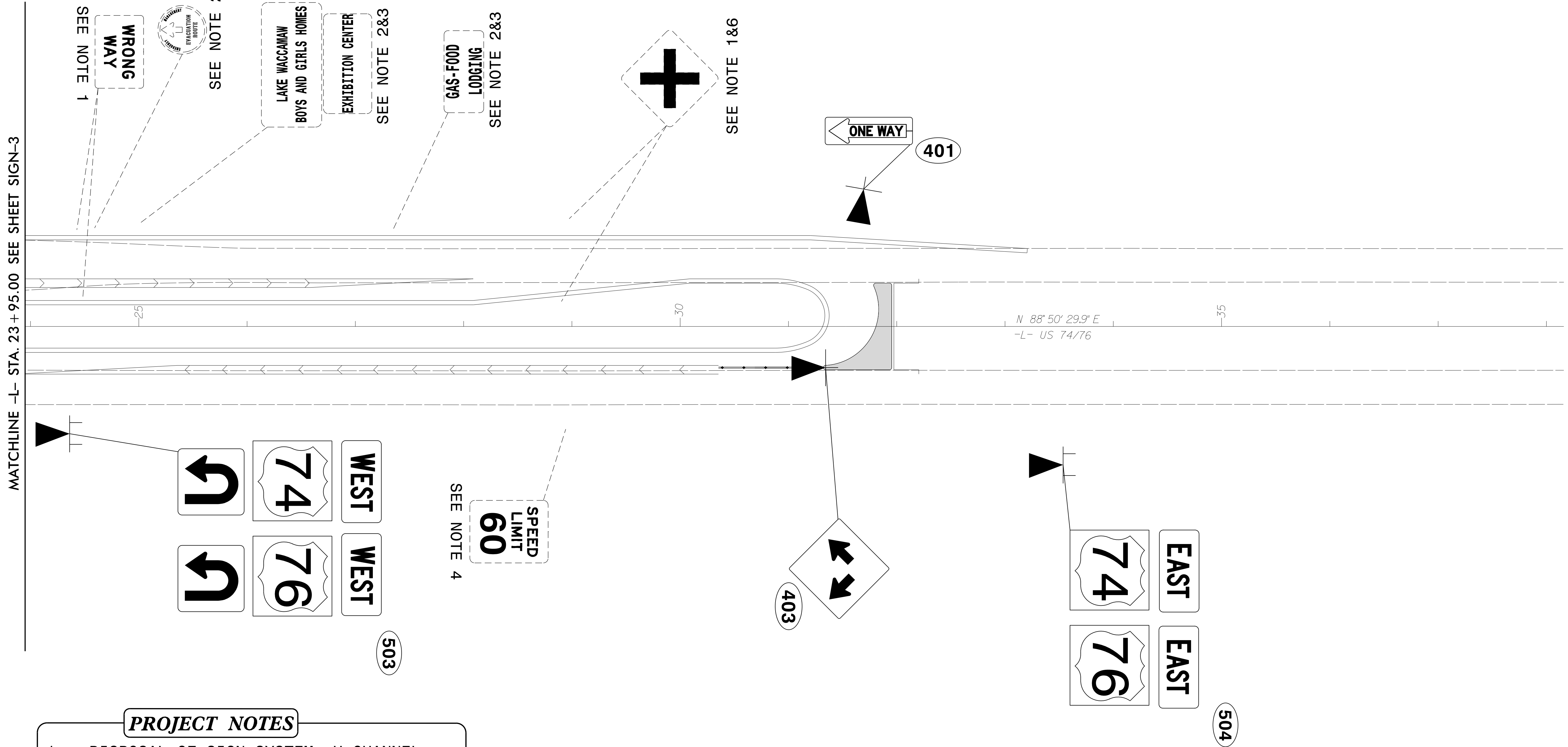
EXISTING AND PROPOSED SIGNS

MATCHLINE -L- STA. 23+95.00 SEE SHEET SIGN-4

REVISIONS

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NAD 83 / NA 2011



- PROJECT NOTES**
- 1 DISPOSAL OF SIGN SYSTEM, U-CHANNEL
 - 2 DISPOSAL OF SUPPORT, U-CHANNEL
 - 3 SIGN ERECTION, RELOCATE
 - 4 SIGN SYSTEM TO REMAIN
 - 5 DISPOSAL OF FLASHER SYSTEM, SEE SPECIAL PROVISION IN THE CONTRACT
 - 6 STOCKPILE FLASHERS CALL TRAFFIC SERVICES PRIOR TO REMOVAL 910-364-0606

EXISTING AND PROPOSED SIGNS

REVISIONS

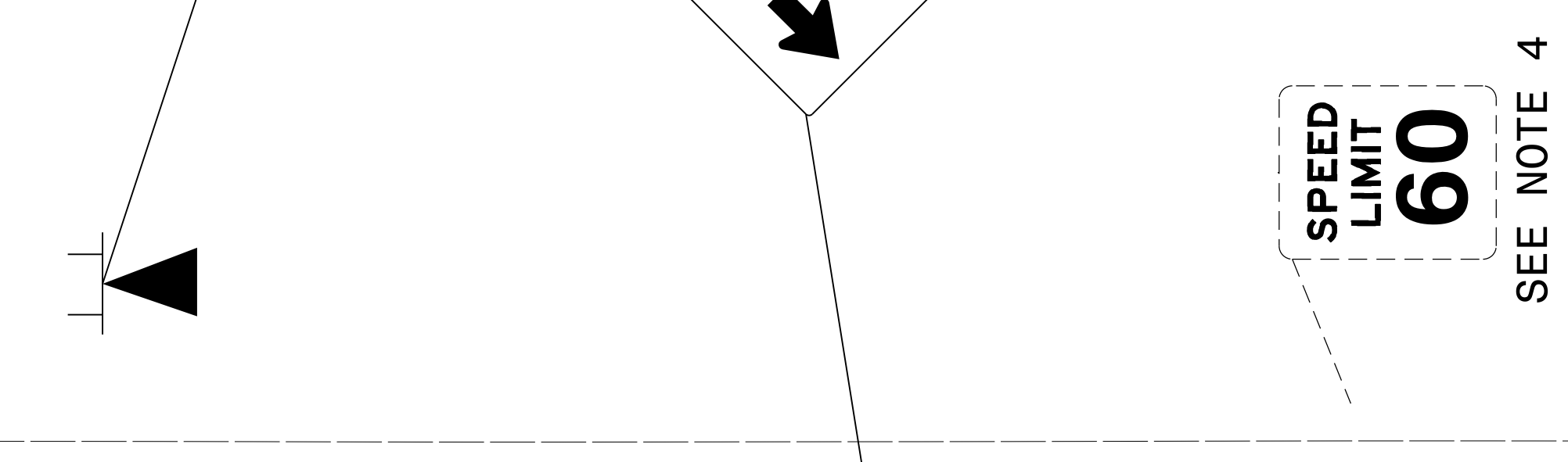
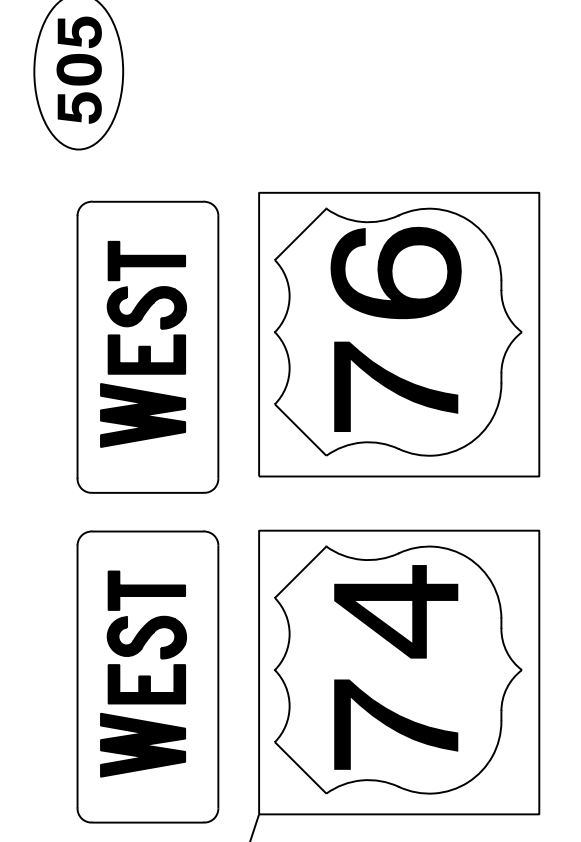
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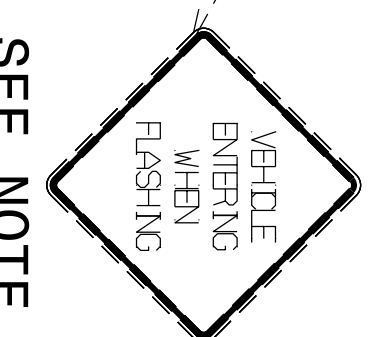
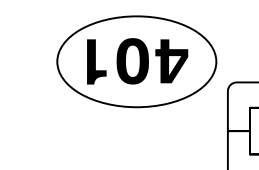
8/17/99

REVISIONS

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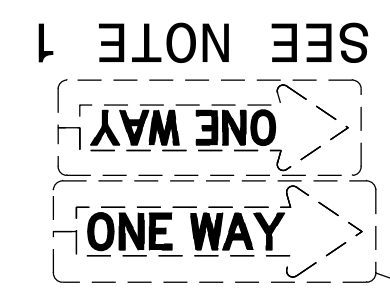
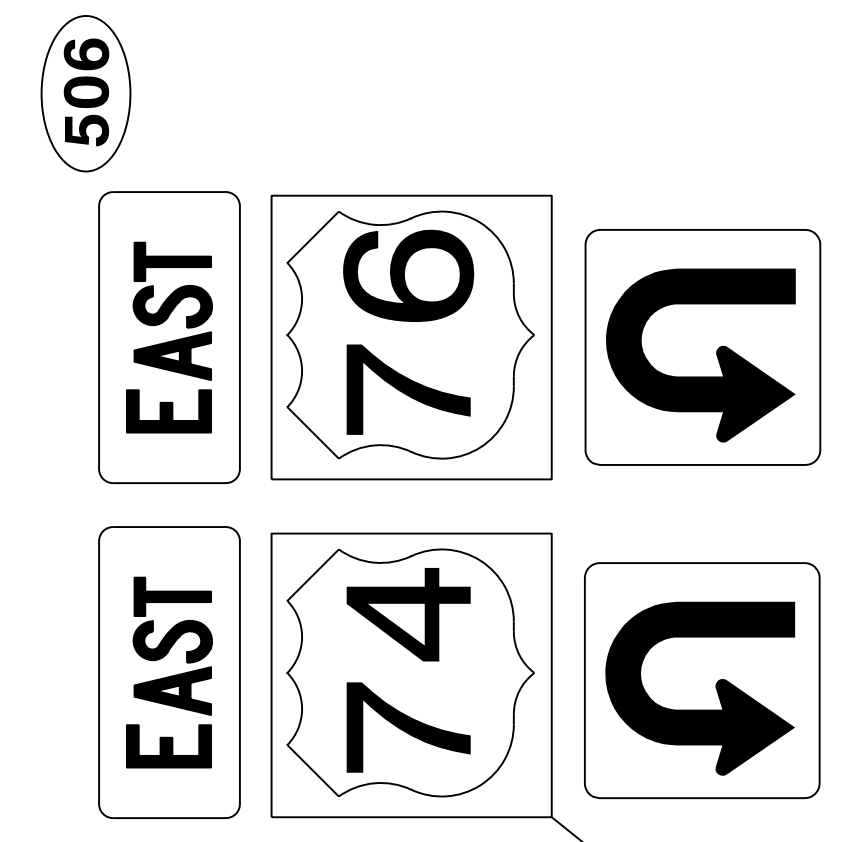


N 88° 50' 29.9" E
 -L- US 74/76
 -80-



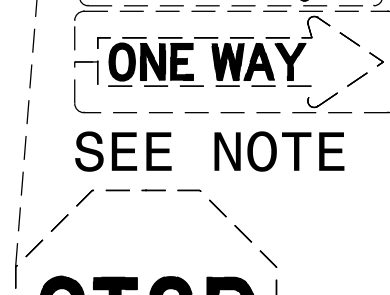
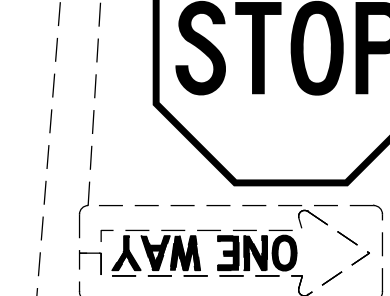
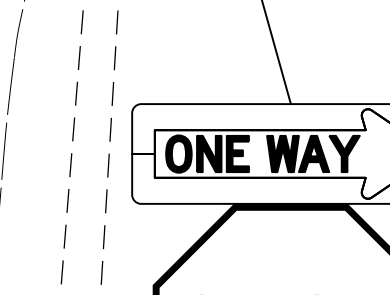
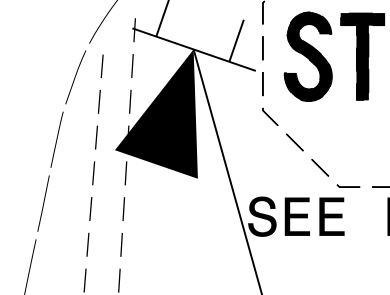
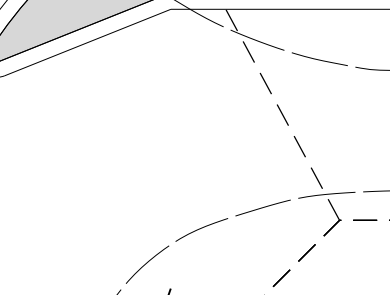
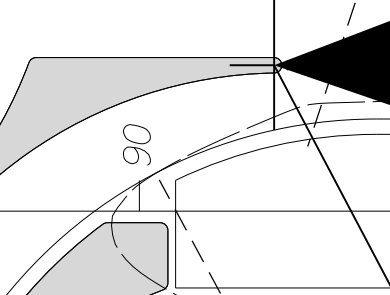
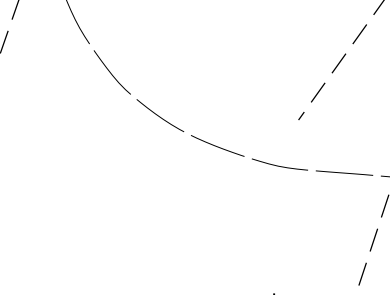
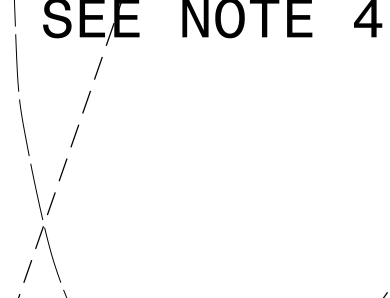
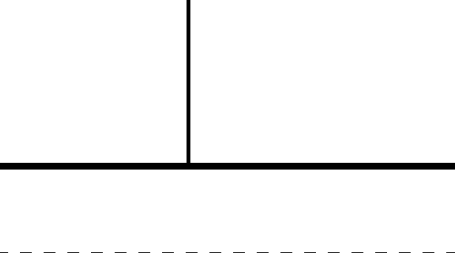
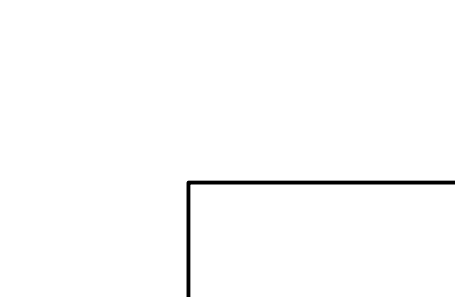
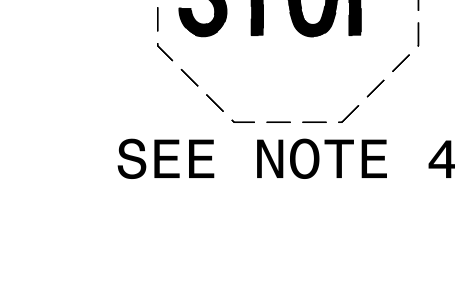
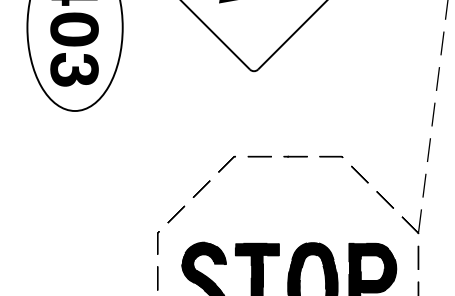
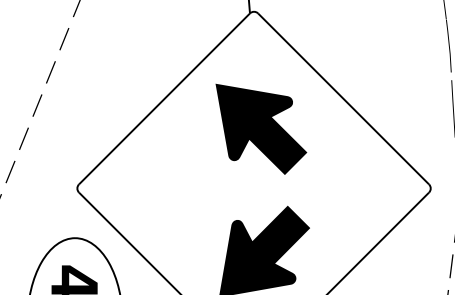
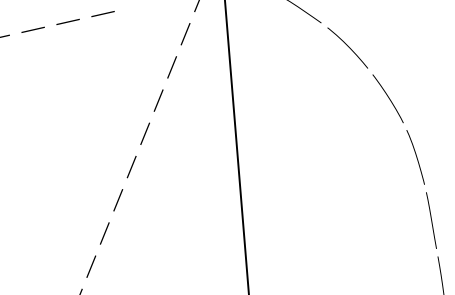
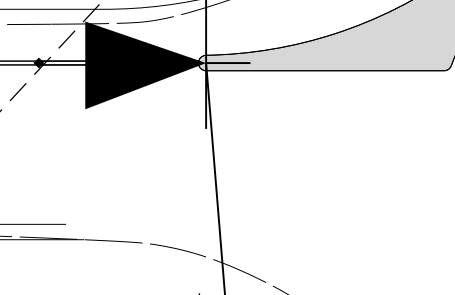
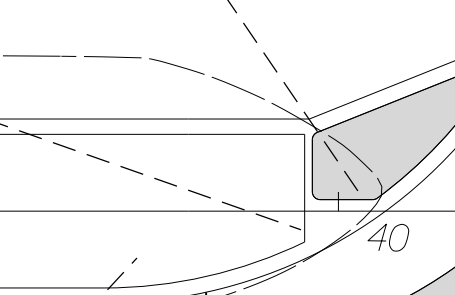
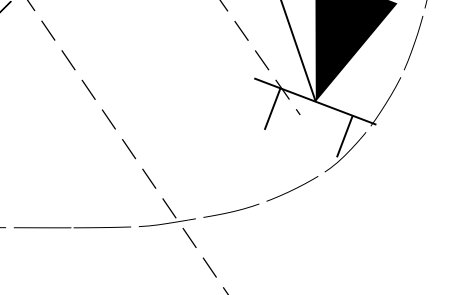
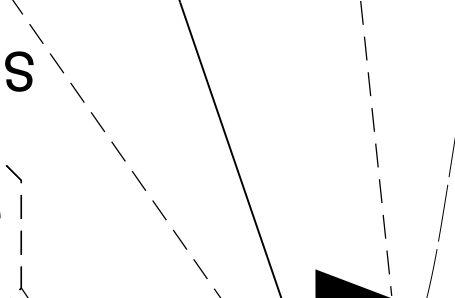
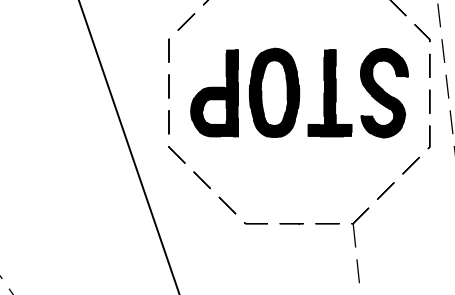
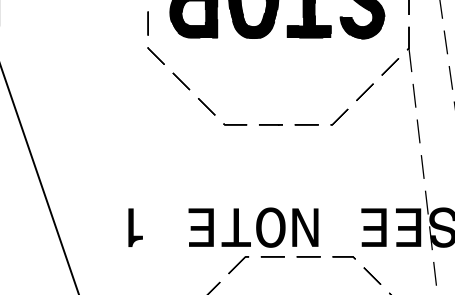
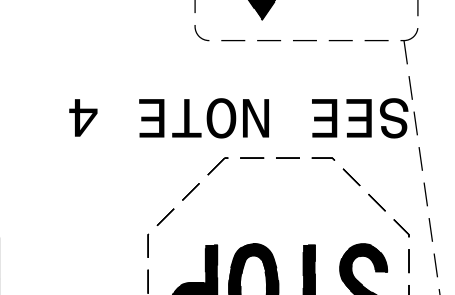
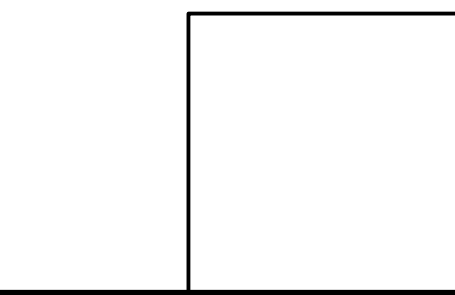
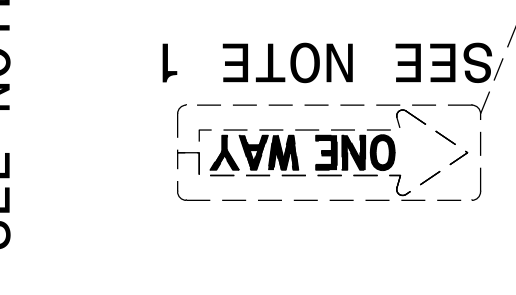
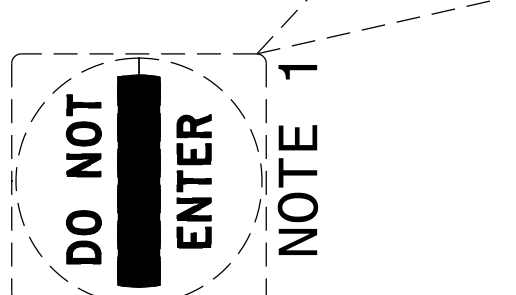
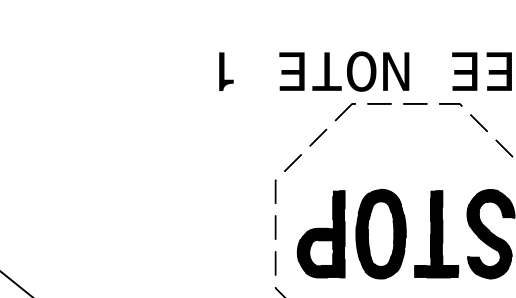
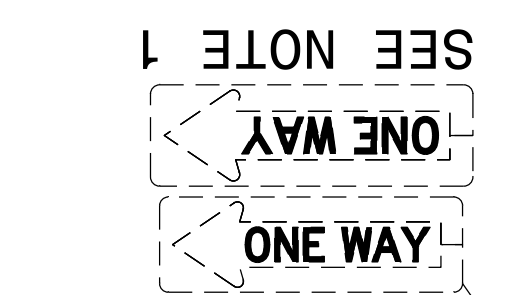
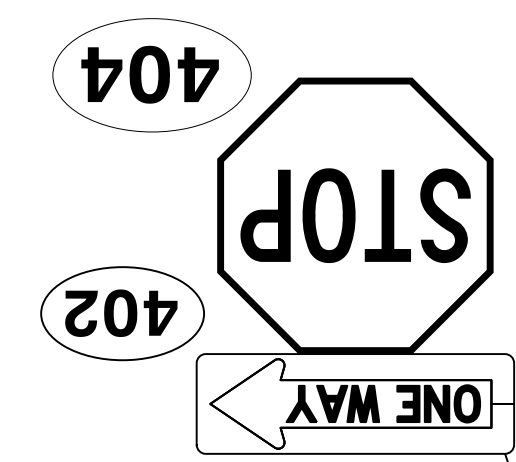
SEE NOTE 5

SEE NOTE 2&3
 EAST COLUMBUS
 HIGH SCHOOL



SEE NOTE 2&3
 LAKE WACCAHANAW
 STATE PARK

SEE NOTE 1
 WRONG
 WAY



PROJECT REFERENCE NO. R-5819A SHEET NO. SIGN-5

- PROJECT NOTES**
- 1 DISPOSAL OF SIGN SYSTEM, U-CHANNEL
 - 2 DISPOSAL OF SUPPORT, U-CHANNEL
 - 3 SIGN ERECTION, RELOCATE
 - 4 SIGN SYSTEM TO REMAIN
 - 5 DISPOSAL OF FLASHER SYSTEM, SEE SPECIAL PROVISION IN THE CONTRACT

EXISTING AND PROPOSED SIGNS

MATCHLINE -L- STA. 92 + 00.00 SEE SHEET SIGN-6

NAD 83 / NA 2011

REVISIONS

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MATCHLINE -L- STA. 92 + 00.00 SEE SHEET SIGN-5

SEE NOTE 1
 WRONG WAY
 LAKE WACCAMAW STATE PARK
 SEE NOTE 2&3
 LAKE WACCAMAW
 EAST COLUMBUS HIGH SCHOOL
 SEE NOTE 2&3

VEHICLE ENTERING WHEN FLASHING
 SEE NOTE 5

ONE WAY
 401

SEE NOTE 4
 SPEED LIMIT 60
 WEST 74
 WEST 76
 507

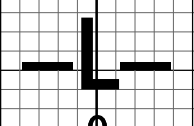
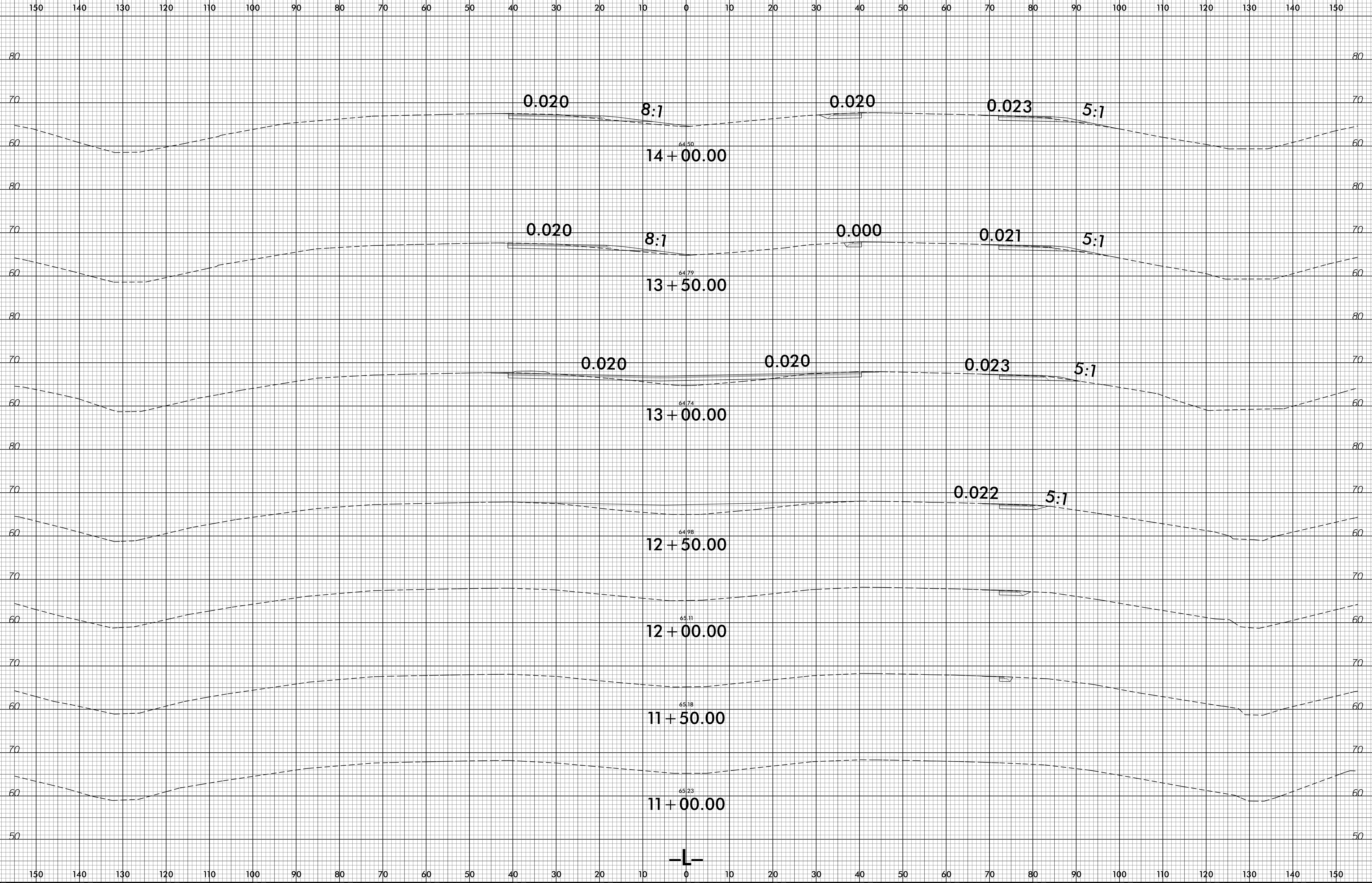
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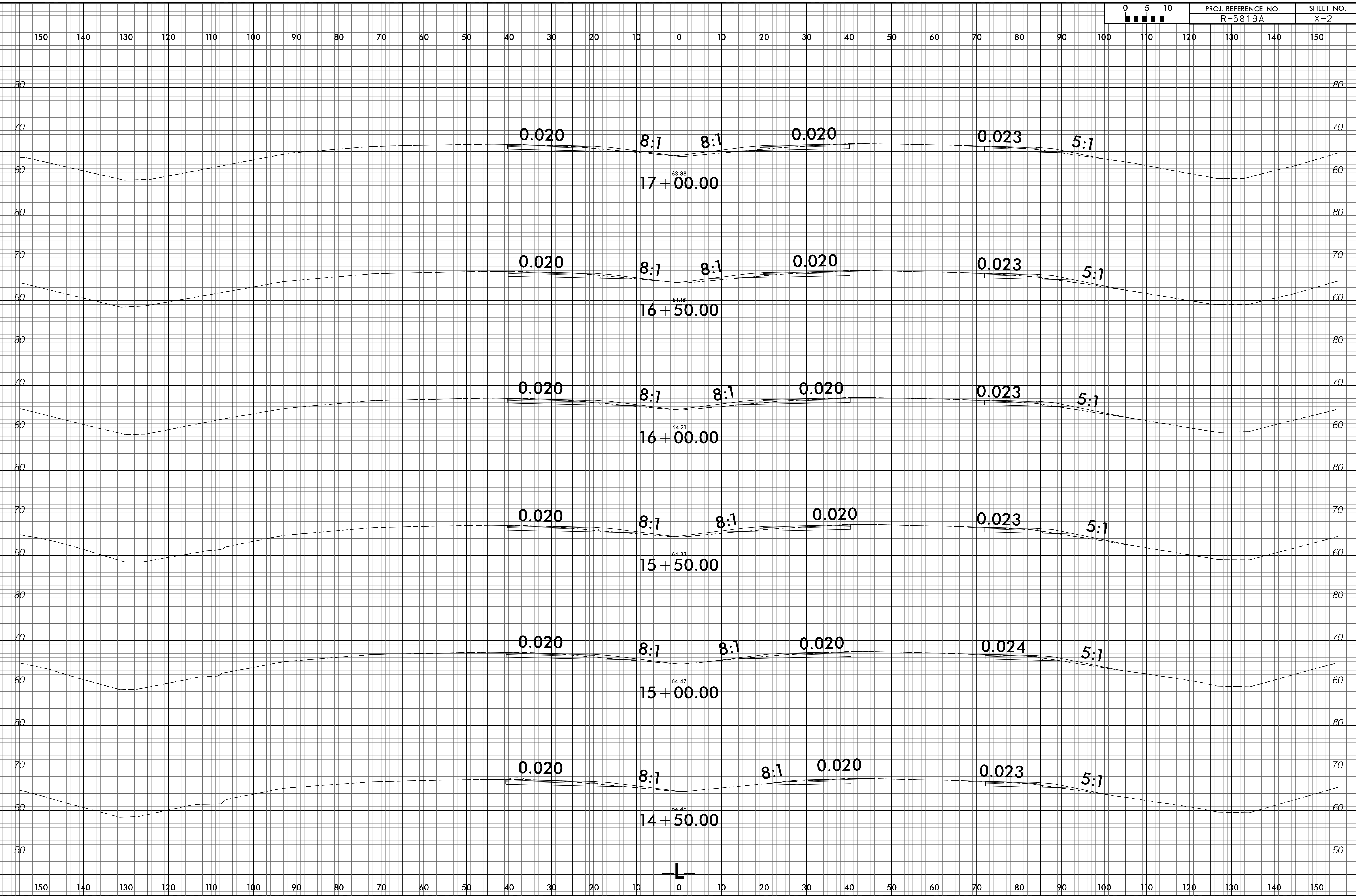
PROJECT NOTES

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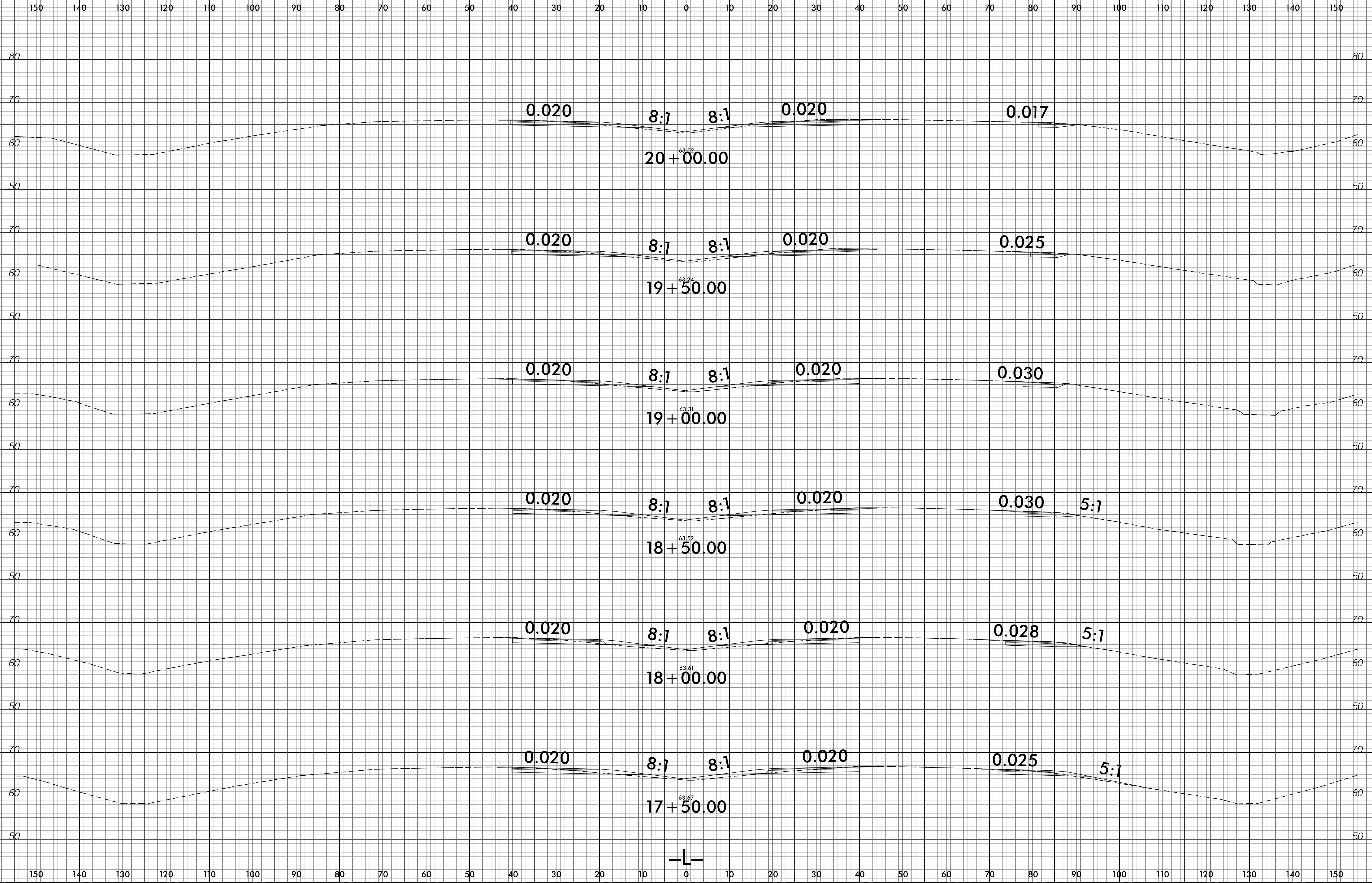


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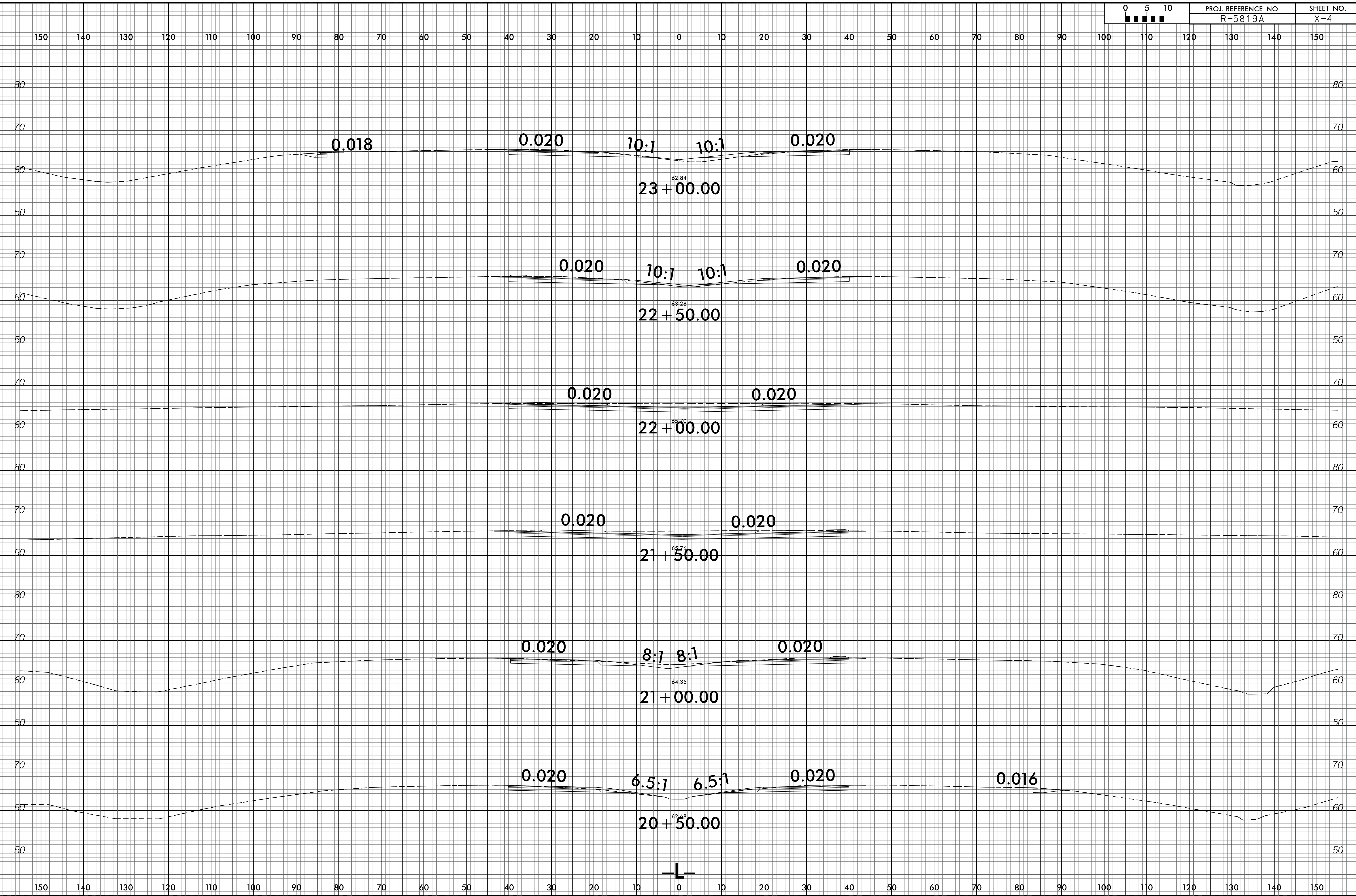
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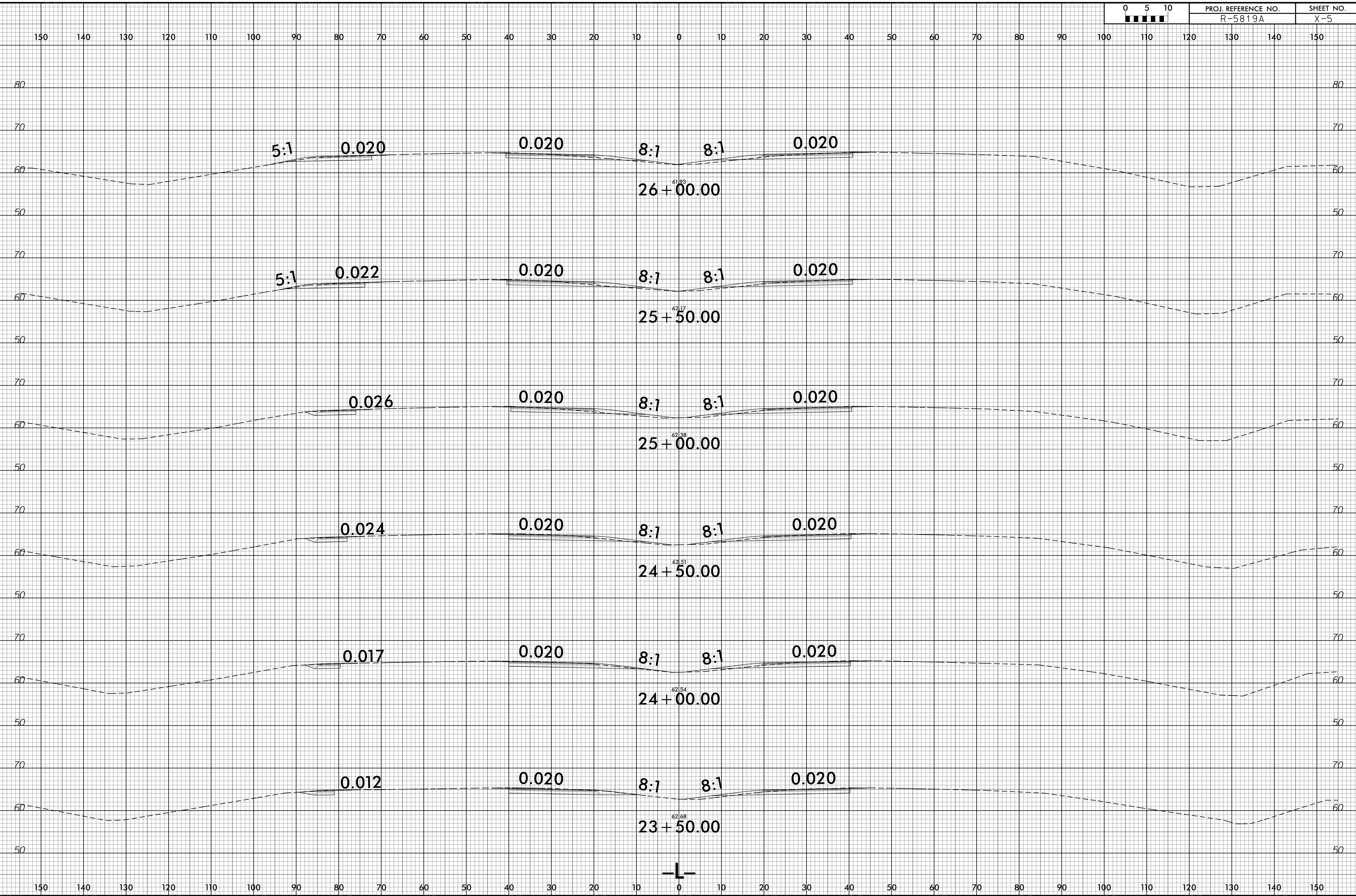
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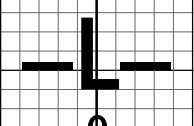


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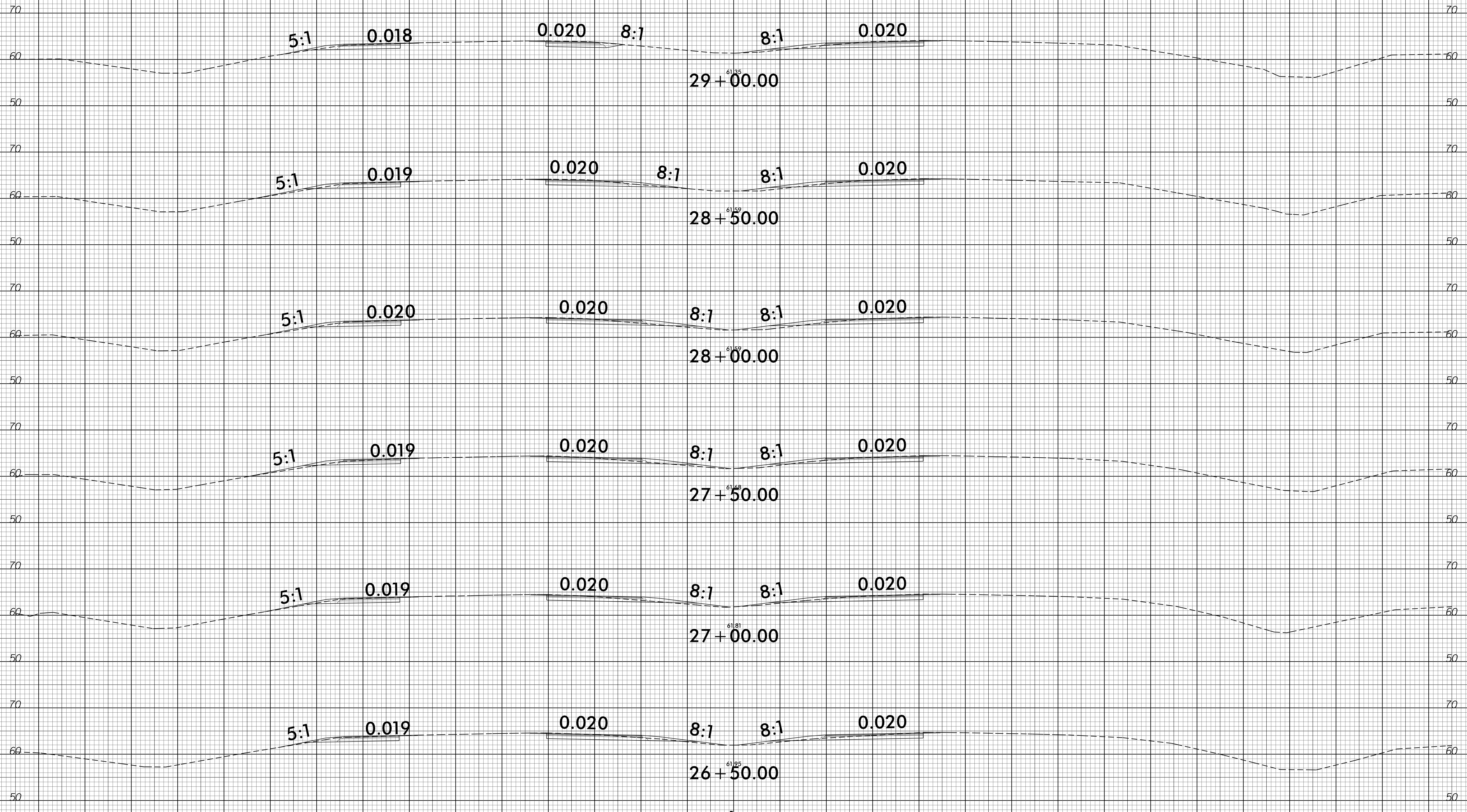


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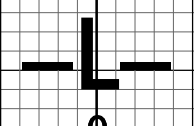


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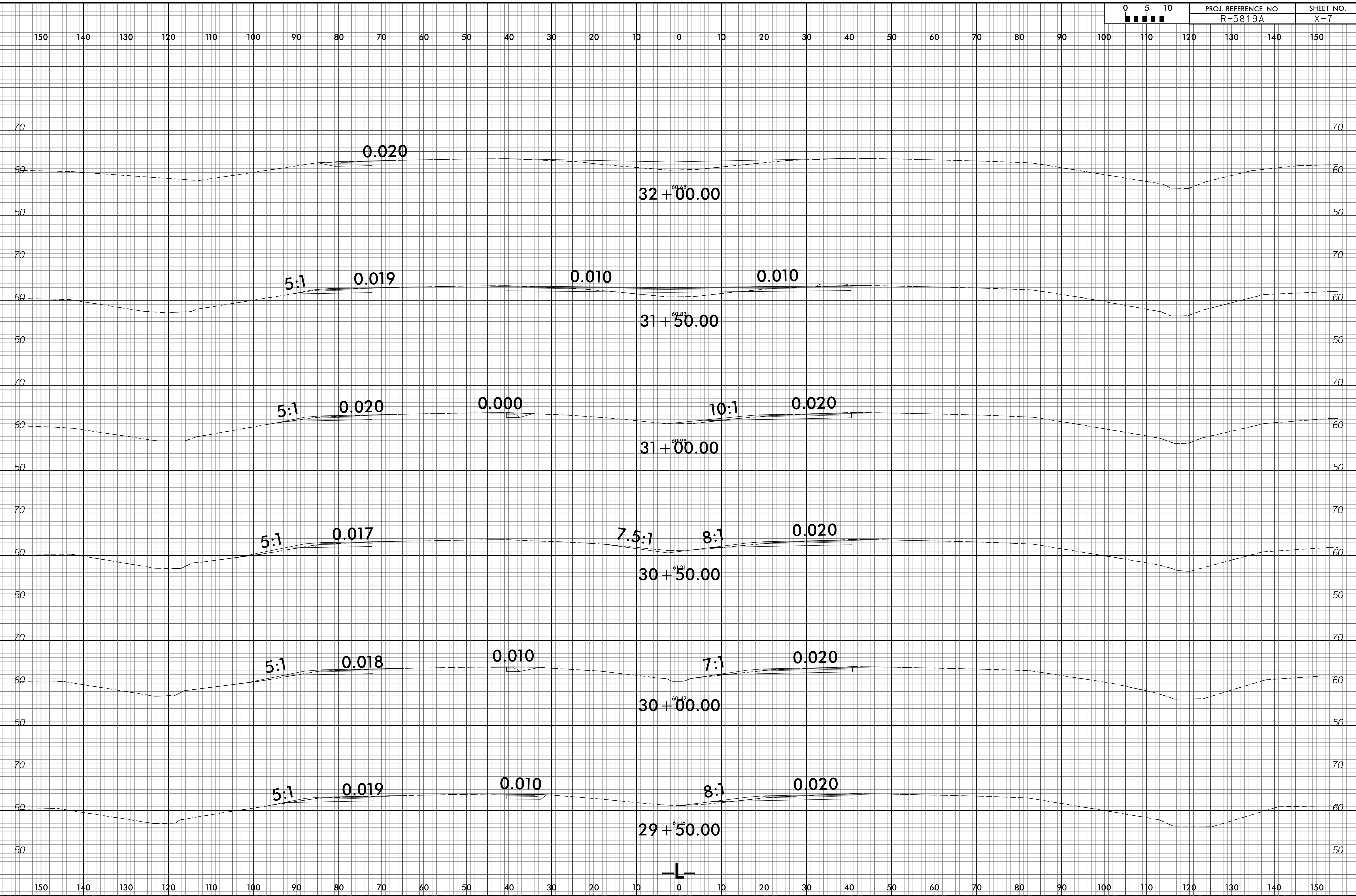
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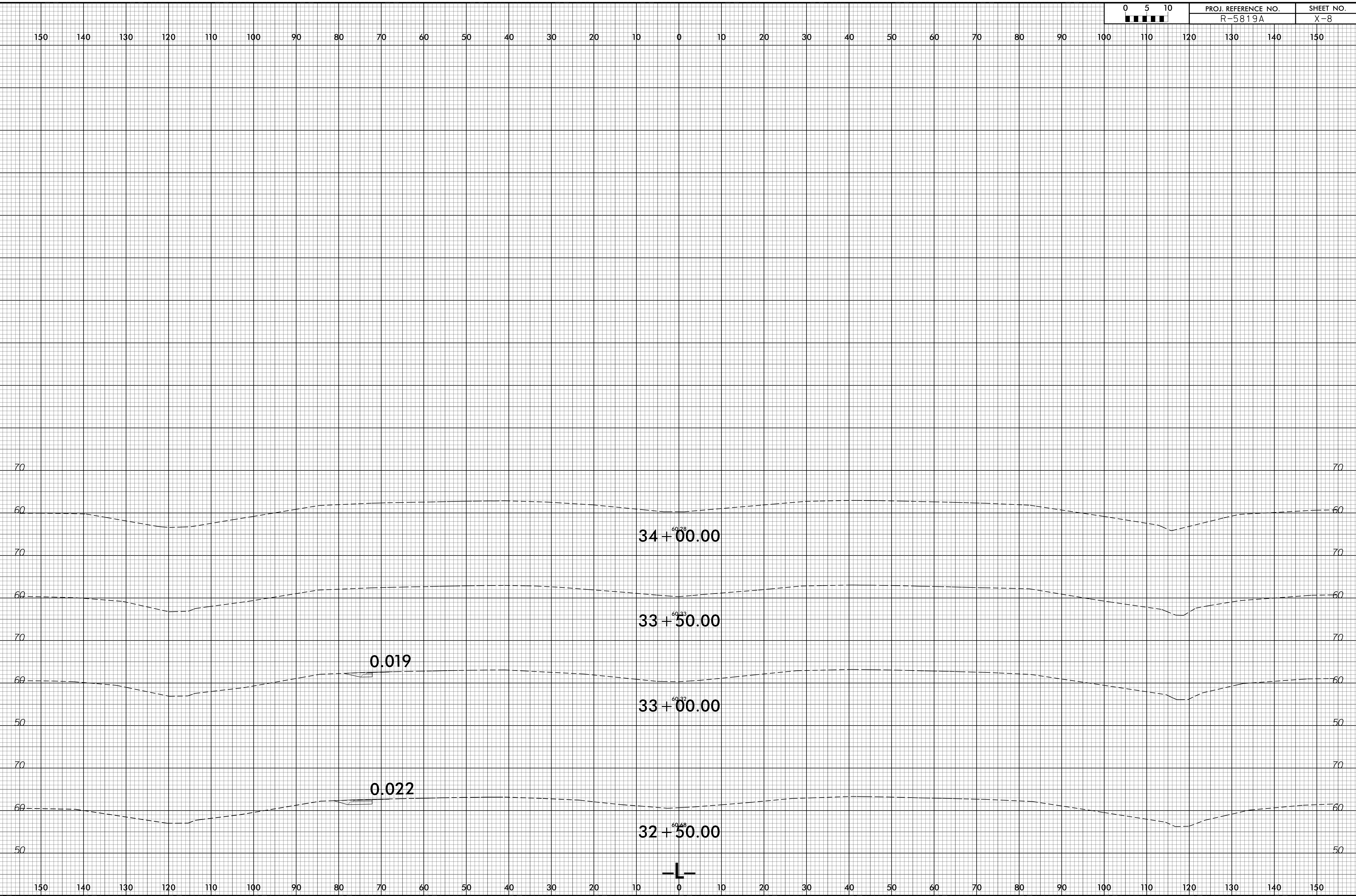


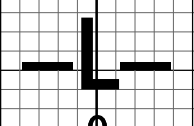
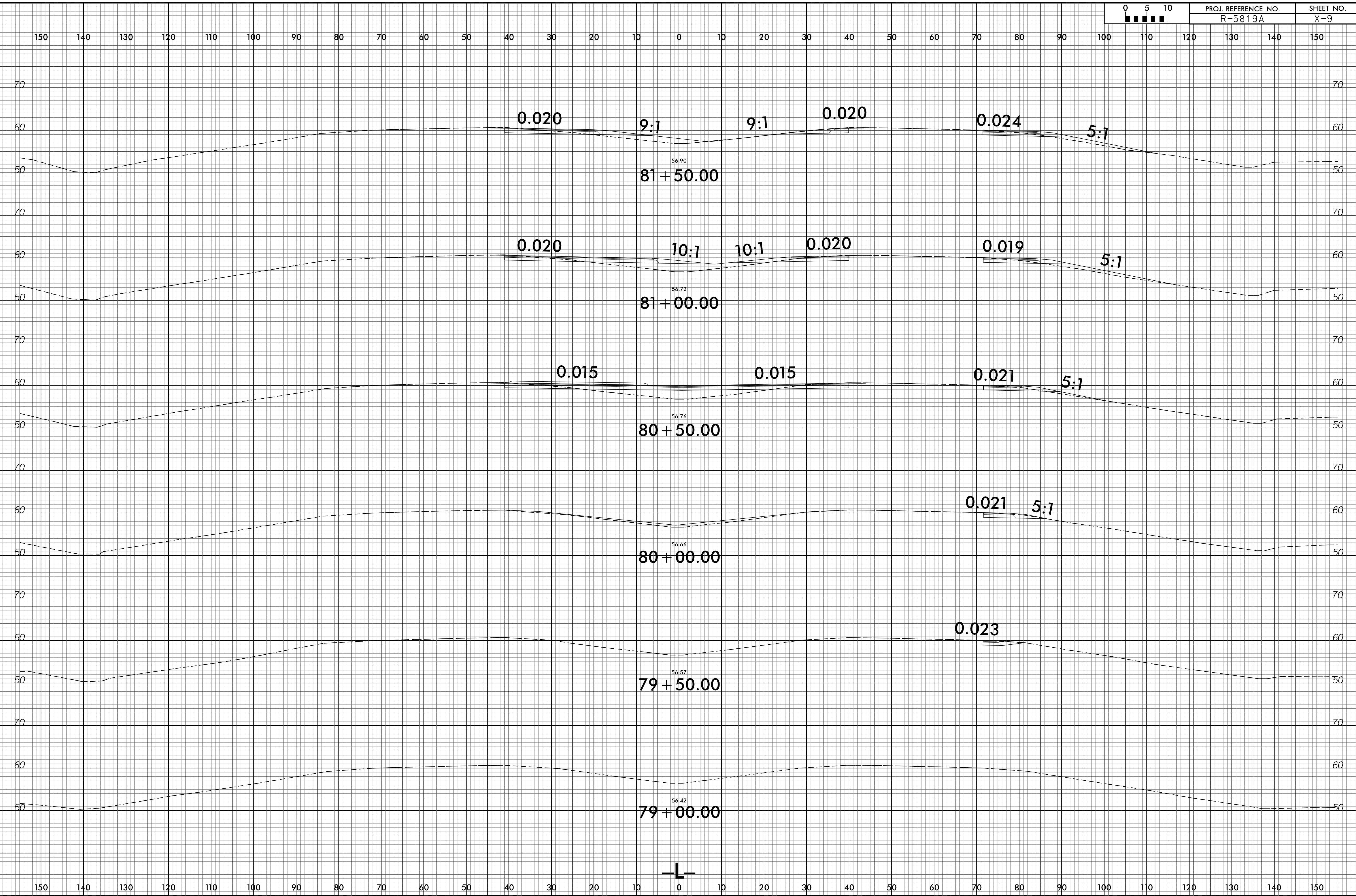
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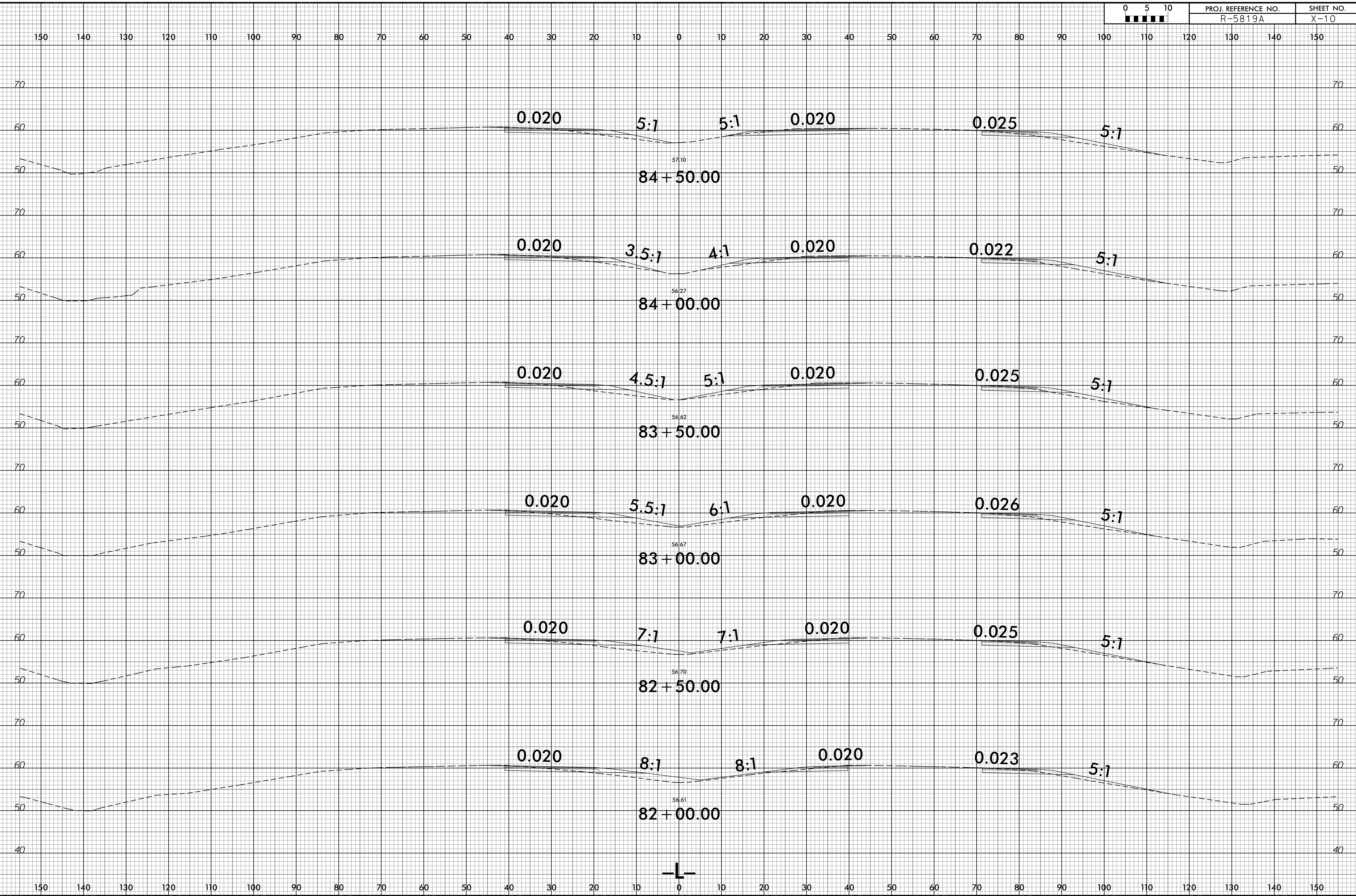


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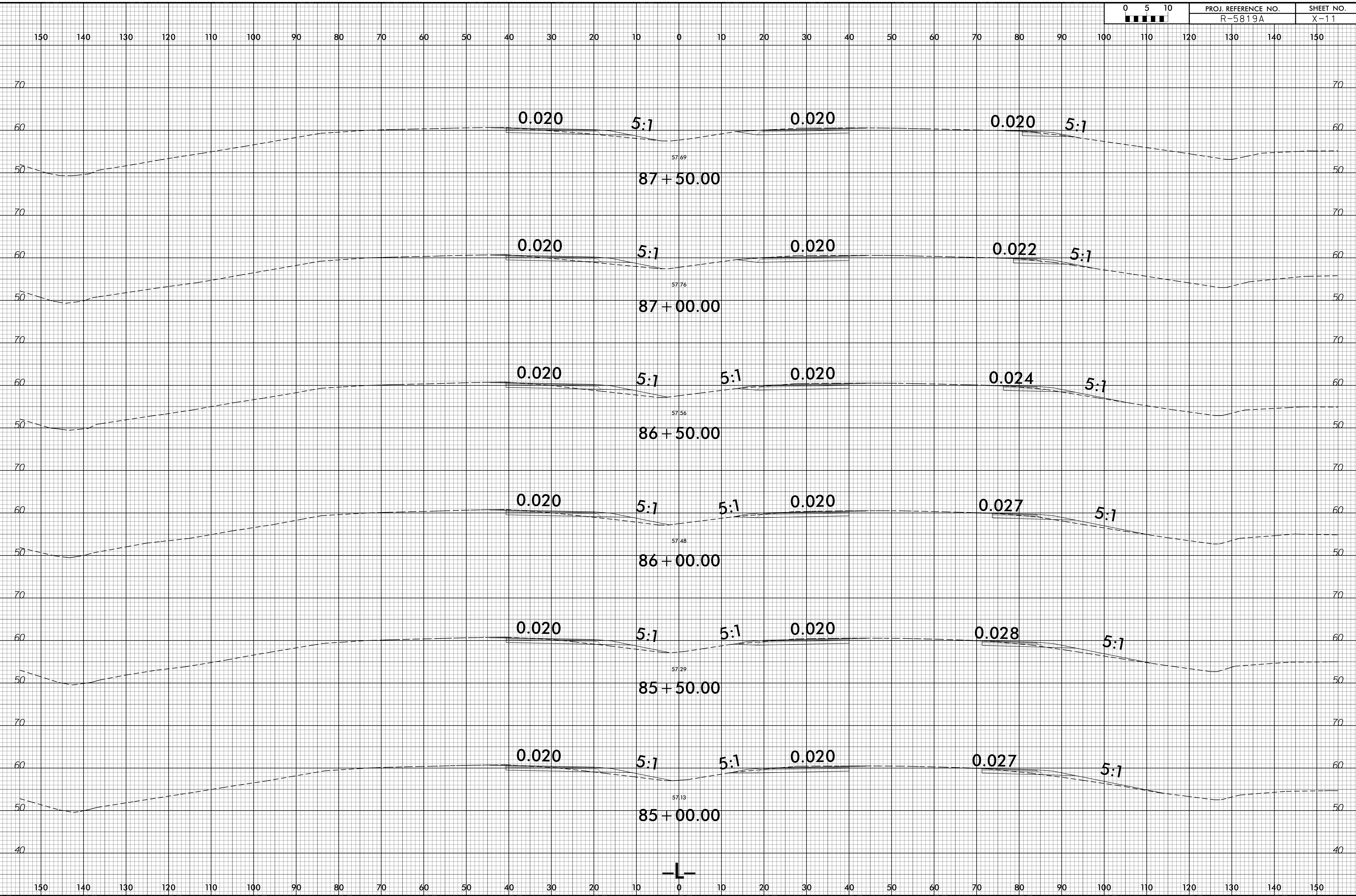






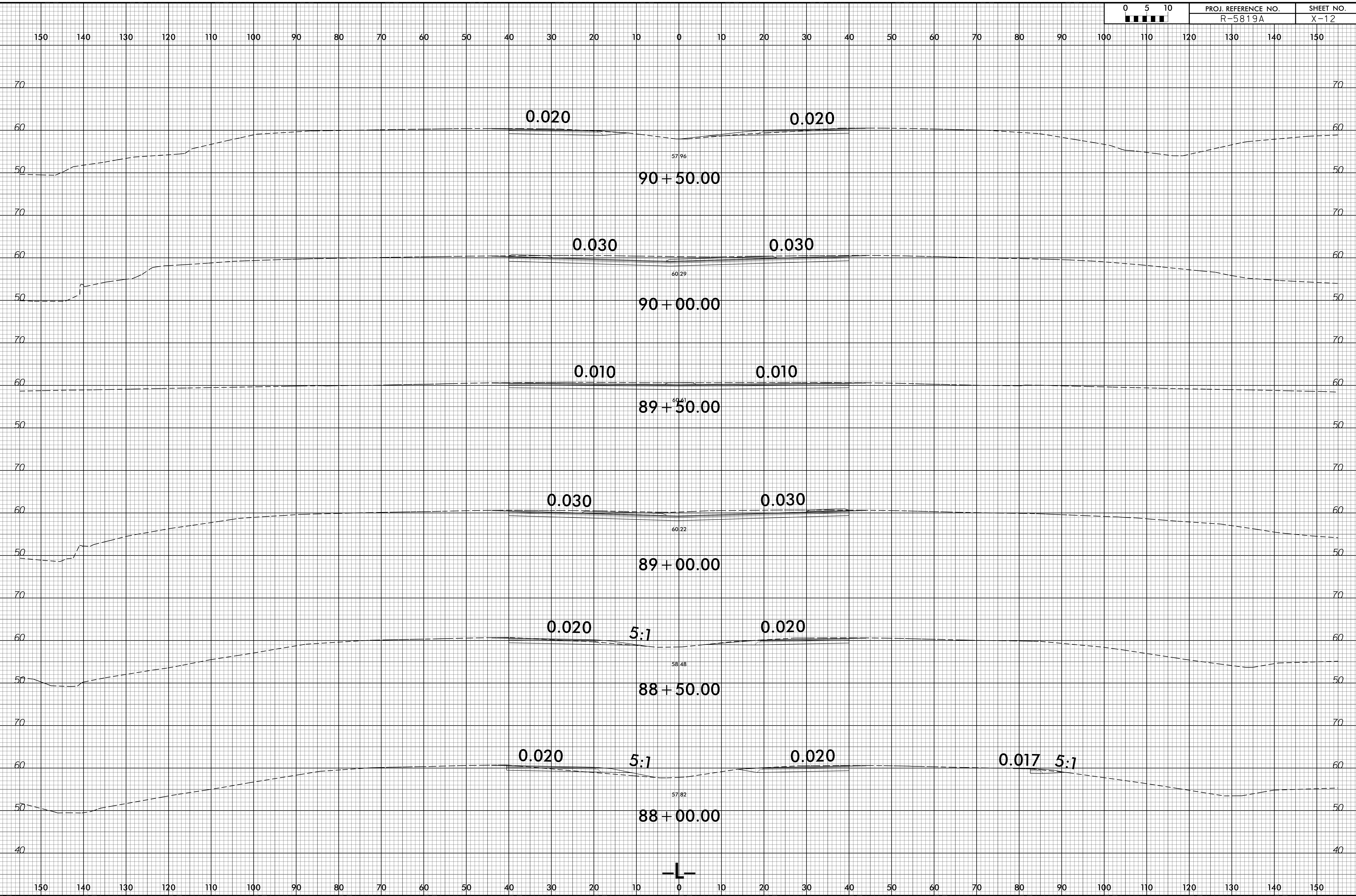


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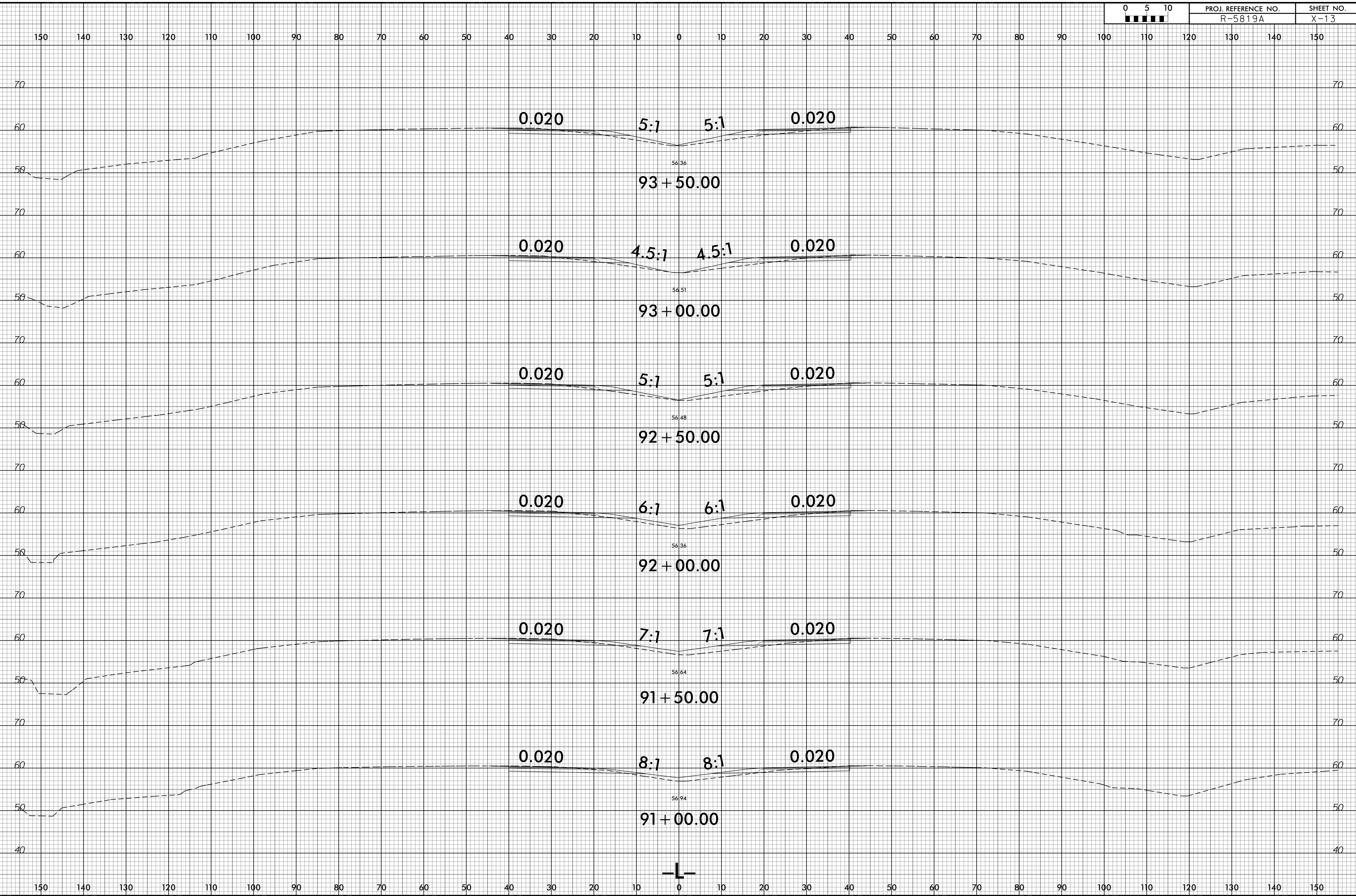
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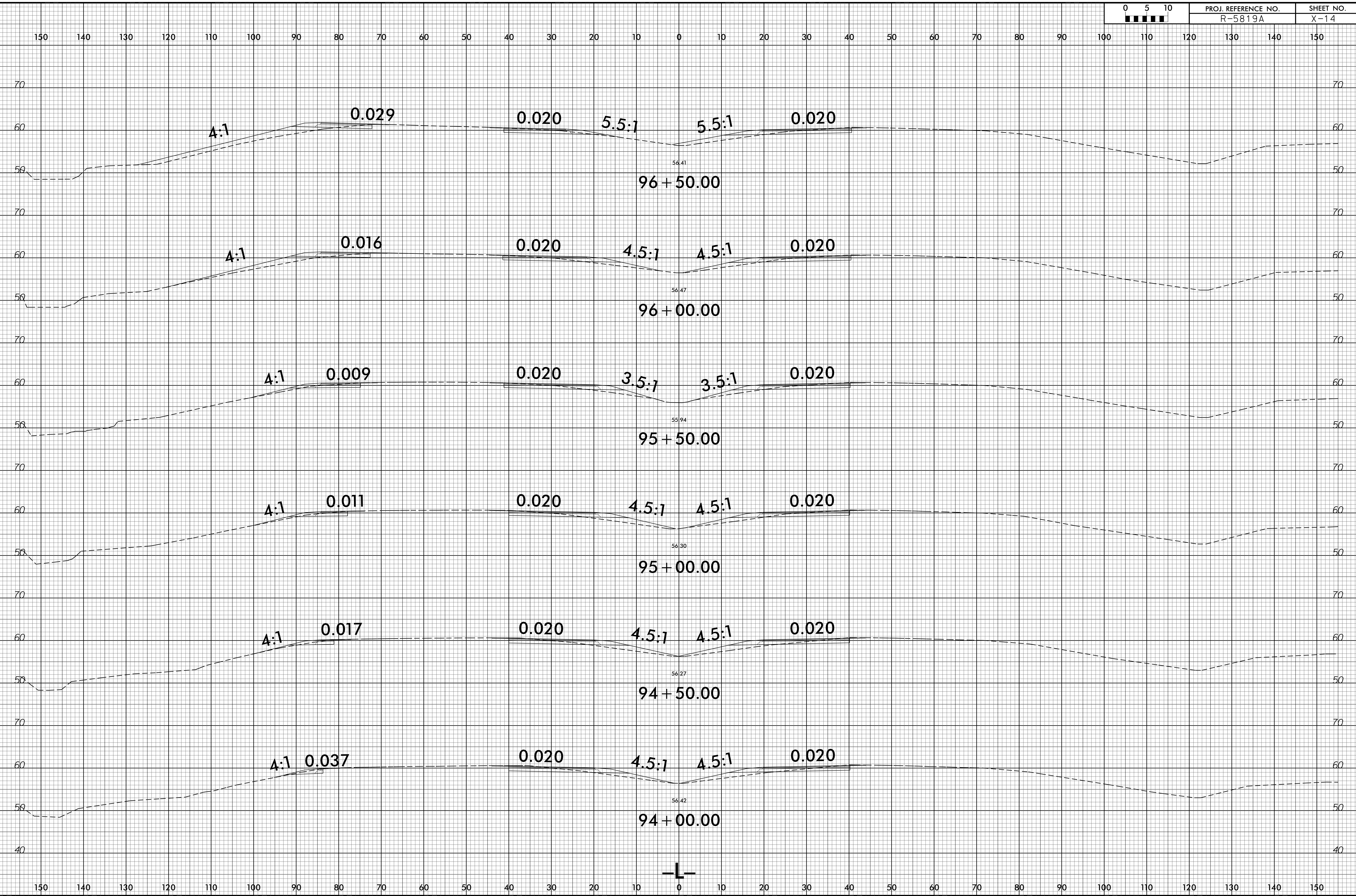
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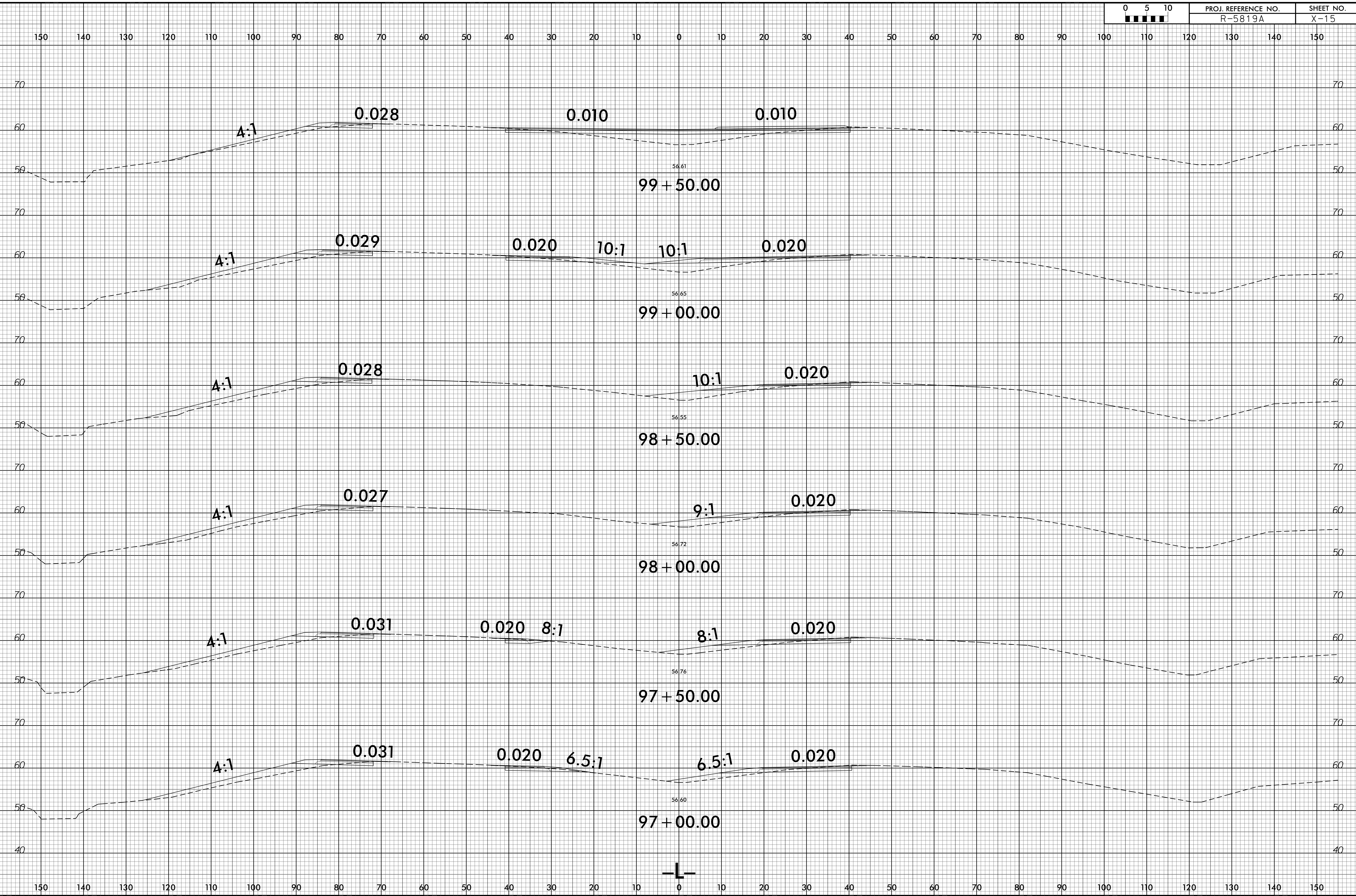
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