

WBS NO: 2025CPT.01.17.10581, ETC.

CONTRACT: DA00625

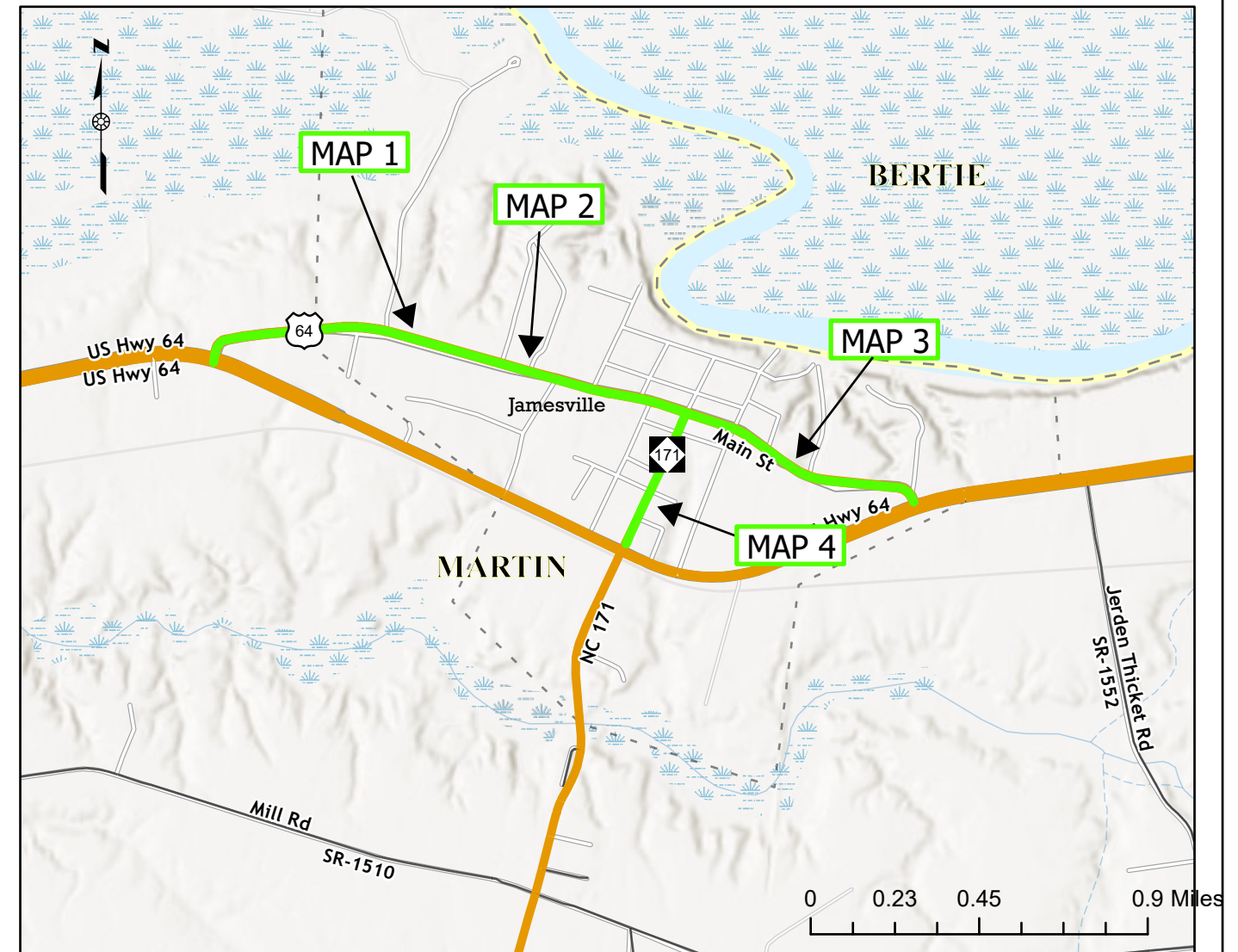
**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

MARTIN

| | | |
|----------------------|--------------------------------|--------------|
| STATE | STATE PROJECT REFERENCE NUMBER | SHEET NO. |
| NC | 2025CPT.01.17.10581, ETC. | 1 |
| STATE PROJECT NUMBER | | DESCRIPTION |
| 2025CPT.01.17.10581 | | P.E., CONST. |
| | | |
| | | |

TYPE OF WORK: RESURFACING, THIN-LIFT RESURFACING, SHOULDER RECONSTRUCTION, & PAVEMENT MARKINGS

| MAP | ROUTE | FROM | TO |
|-----|------------|--------------|--------------|
| 01 | US 64 Bus. | US 64 Bypass | Sunset Ave |
| 02 | US 64 Bus. | Sunset Ave | End C&G |
| 03 | US 64 Bus. | End C&G | US 64 Bypass |
| 04 | NC 171 | US 64 Bypass | US 64 Bus. |



PROJECT LENGTH

| MAP | MILES |
|-----|-------|
| 01 | 0.99 |
| 02 | 0.23 |
| 03 | 0.41 |
| 04 | 0.311 |

Prepared in the Office of:
DIVISION OF HIGHWAYS
113 AIRPORT DR., EDENTON, NC 27932

B. N. BRASWELL, PE
DIV. PROJ. DEVELOPMENT ENGINEER

M. S. WINSLOW
DIVISION CONTRACT ENGINEER

W.B. HOBBS, PE
DIVISION PROJECT TEAM LEAD

D. H. STALLINGS
DIVISION DESIGN ENGINEER



WBS NO: 2025CPT.01.17.10581, ETC.

CONTRACT: DA00625

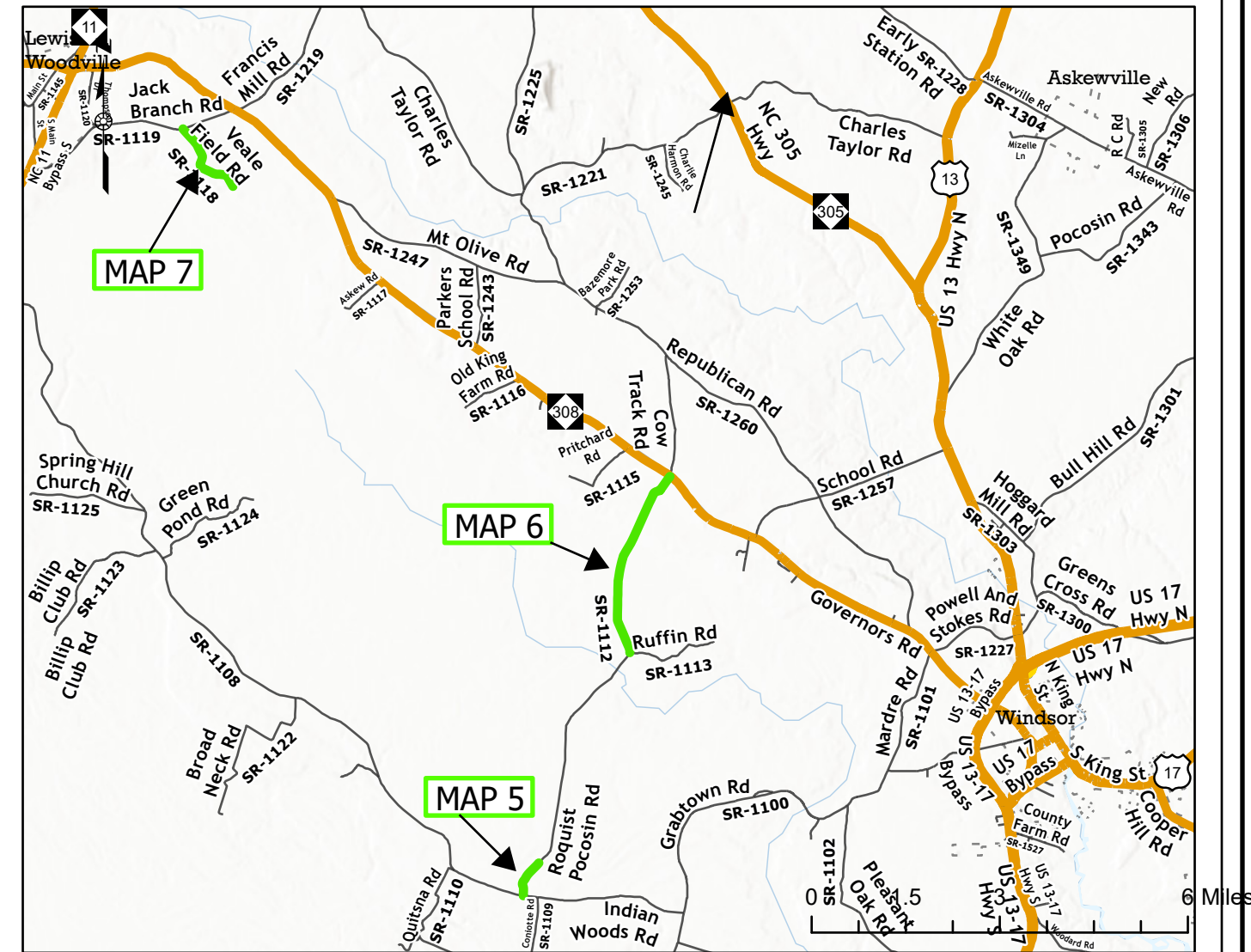
**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

BERTIE

| | | |
|----------------------|--------------------------------|--------------|
| STATE | STATE PROJECT REFERENCE NUMBER | SHEET NO. |
| NC | 2025CPT.01.17.10581, ETC | 2 |
| STATE PROJECT NUMBER | | DESCRIPTION |
| 2025CPT.01.17.20081 | | P.E., CONST. |
| | | |
| | | |

TYPE OF WORK: MILLING, RESURFACING, SHOULDER RECONSTRUCTION, & PAVEMENT MARKINGS

| MAP | ROUTE | FROM | TO |
|-----|-------------------------------|--------------|---------|
| 05 | SR 1112 (Roquist Pocosin Rd.) | End Pavement | SR 1108 |
| 06 | SR 1112 (Roquist Pocosin Rd.) | SR 1113 | NC 308 |
| 07 | SR 1118 (Veale Field Rd.) | Dead End | SR 1119 |



PROJECT LENGTH

| MAP | MILES |
|-----|-------|
| 05 | 0.5 |
| 06 | 2.476 |
| 07 | 1.09 |

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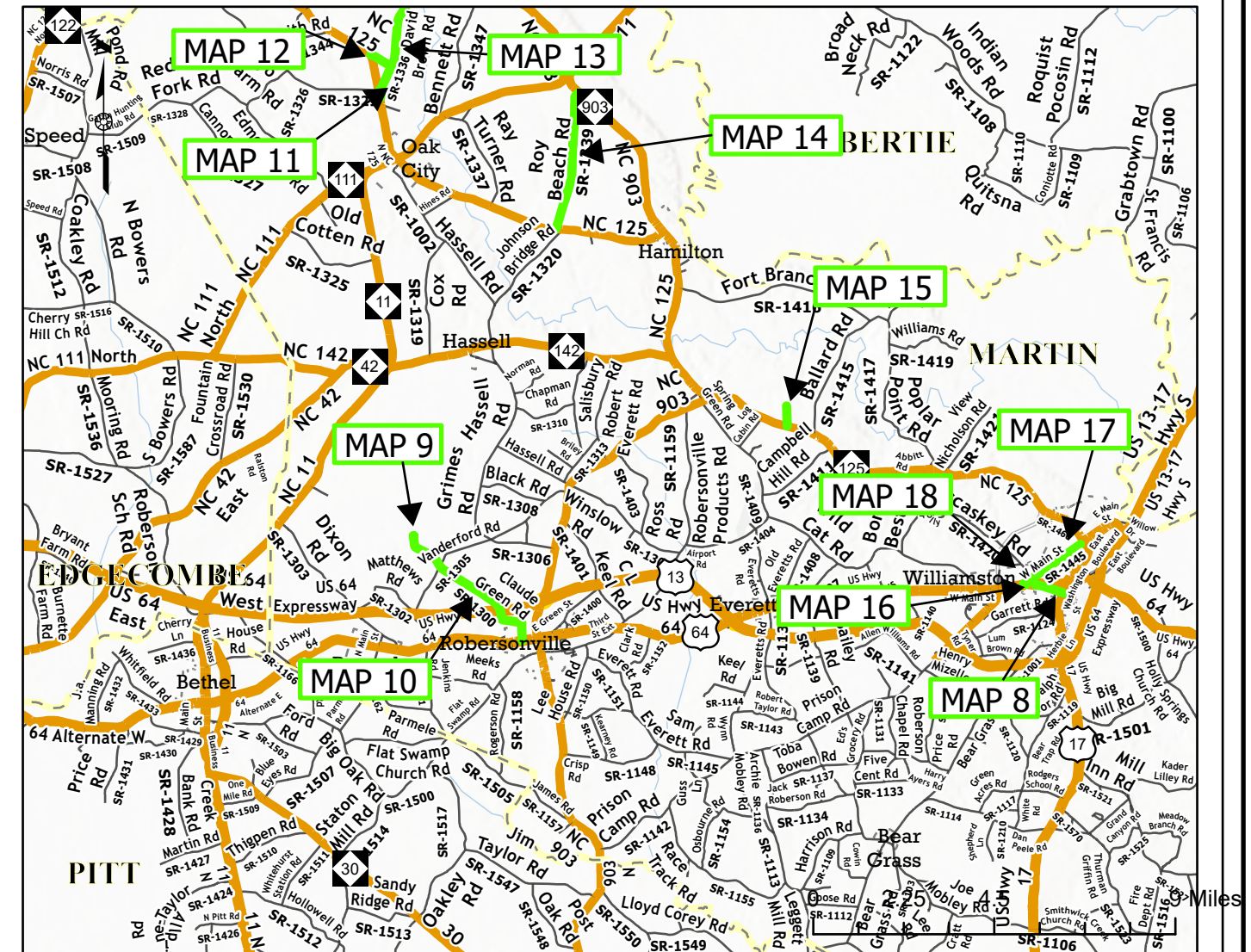
STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

MARTIN

| | | |
|-------|--------------------------------|--------------|
| STATE | STATE PROJECT REFERENCE NUMBER | SHEET NO. |
| NC | 2025CPT.01.17.10581, ETC. | 3 |
| | STATE PROJECT NUMBER | DESCRIPTION |
| | 2025CPT.01.17.20581 | P.E., CONST. |
| | | |

TYPE OF WORK: RESURFACING, THIN-LIFT RESURFACING, SHOULDER RECONSTRUCTION, & PAVEMENT MARKINGS

| MAP | ROUTE | FROM | TO |
|-----|----------------------------|--------------------------|----------------------------|
| 08 | SR 1123 (S. McCaskey Rd.) | US 64 Alt. | US 17 Bus. |
| 09 | SR 1300 (Claude Green Rd.) | Begin Maint | SR 1305 (Vanderford Rd.) |
| 10 | SR 1300 (Claude Green Rd.) | SR 1305-Vanderford Rd. | US 64 Alt |
| 11 | SR 1329 (Mayo Farm Rd) | NC 125 | SR 1336 (David Brown Rd) |
| 12 | SR 1335 (Williams Rd) | SR 1336 (David Brown Rd) | NC 125 |
| 13 | SR 1336 (David Brown Rd.) | NC 125 | NC 903 |
| 14 | SR 1339 (Roy Beach Rd) | NC 903 | NC 125 |
| 15 | SR 1414 (Speight Road) | NC 152 | End of Maintenance |
| 16 | SR 1434 (S McCaskey Rd.) | SR 1445 (West Main St) | SR 1123 (S McCaskey Rd.) |
| 17 | SR 1445 (West Main St.) | US 64 Alt. (West Blvd.) | US 17 Bus. (South Elm St.) |
| 18 | SR 1449 | SR 1445 (West Main St.) | Dead End |



PROJECT LENGTH

| MAP | MILES | MAP | MILES | MAP | MILES |
|-----|-------|-----|-------|-----|-------|
| 08 | 0.62 | 12 | 0.48 | 16 | 0.136 |
| 09 | 0.89 | 13 | 3.24 | 17 | 1.37 |
| 10 | 2.48 | 14 | 2.83 | 18 | 0.067 |
| 11 | 0.04 | 15 | 0.41 | | |

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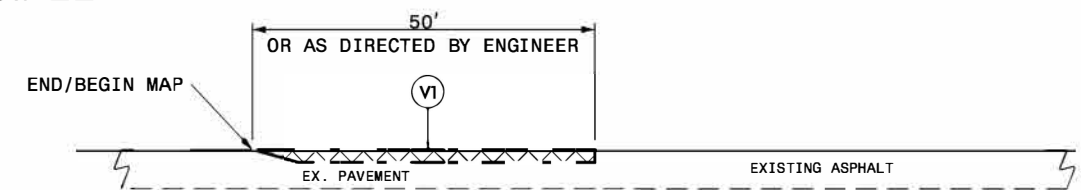
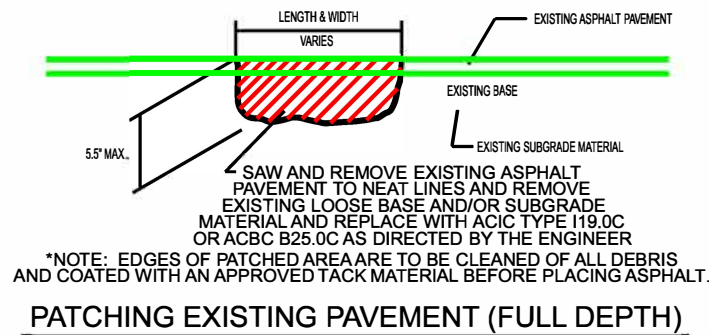


PAVEMENT SCHEDULE

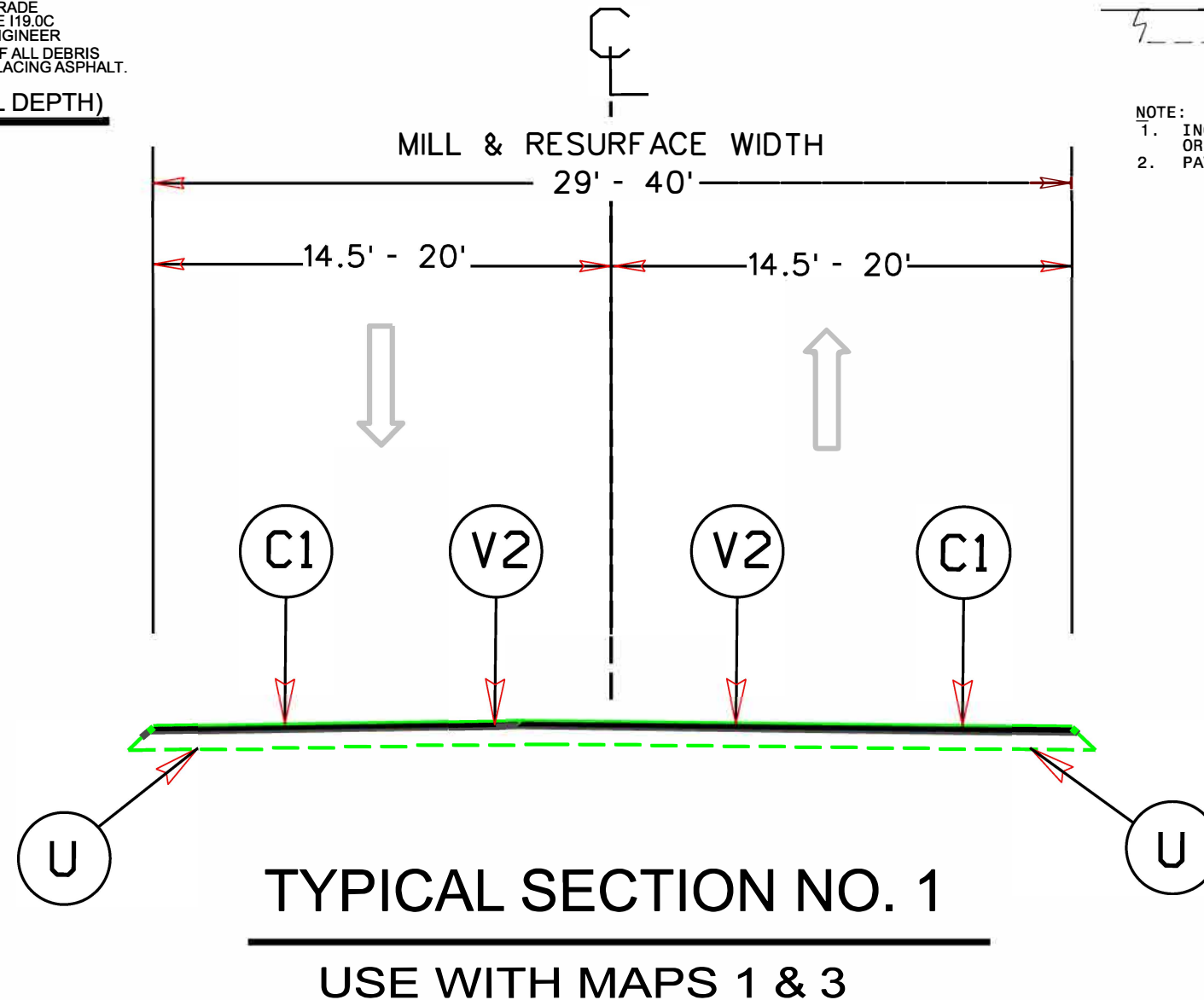
| | |
|-----------|--|
| C1 | PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| V1 | INCIDENTAL MILLING |
| V2 | MILLING ASPHALT PAVEMENT, 1.5" DEPTH |
| U | EXISTING PAVEMENT. |

NOTES:

- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * 1.5" OF S9.5C TO BE APPLIED THE FULL WIDTH OF THE ROADWAY
- * CONTRACTOR SHALL PERFORM PATCHING EXISTING PAVEMENT, FULL DEPTH BEFORE APPLICATION OF 1.5" OF S9.5C
- * SHOULDER WEDGE SHALL BE USED ON ALL ROADS 22' OR WIDER OR AS DIRECTED BY THE ENGINEER



- NOTE:
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
 2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.



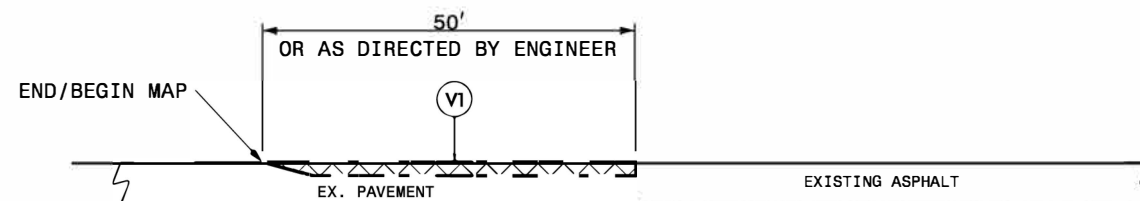
SYSTEMS
DESIGN
INCORPORATING
SOLUTIONS

PAVEMENT SCHEDULE

| | |
|----|--|
| C1 | PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| V1 | INCIDENTAL MILLING |
| V2 | MILLING ASPHALT PAVEMENT, 1.5" DEPTH |
| U | EXISTING PAVEMENT |

NOTES:

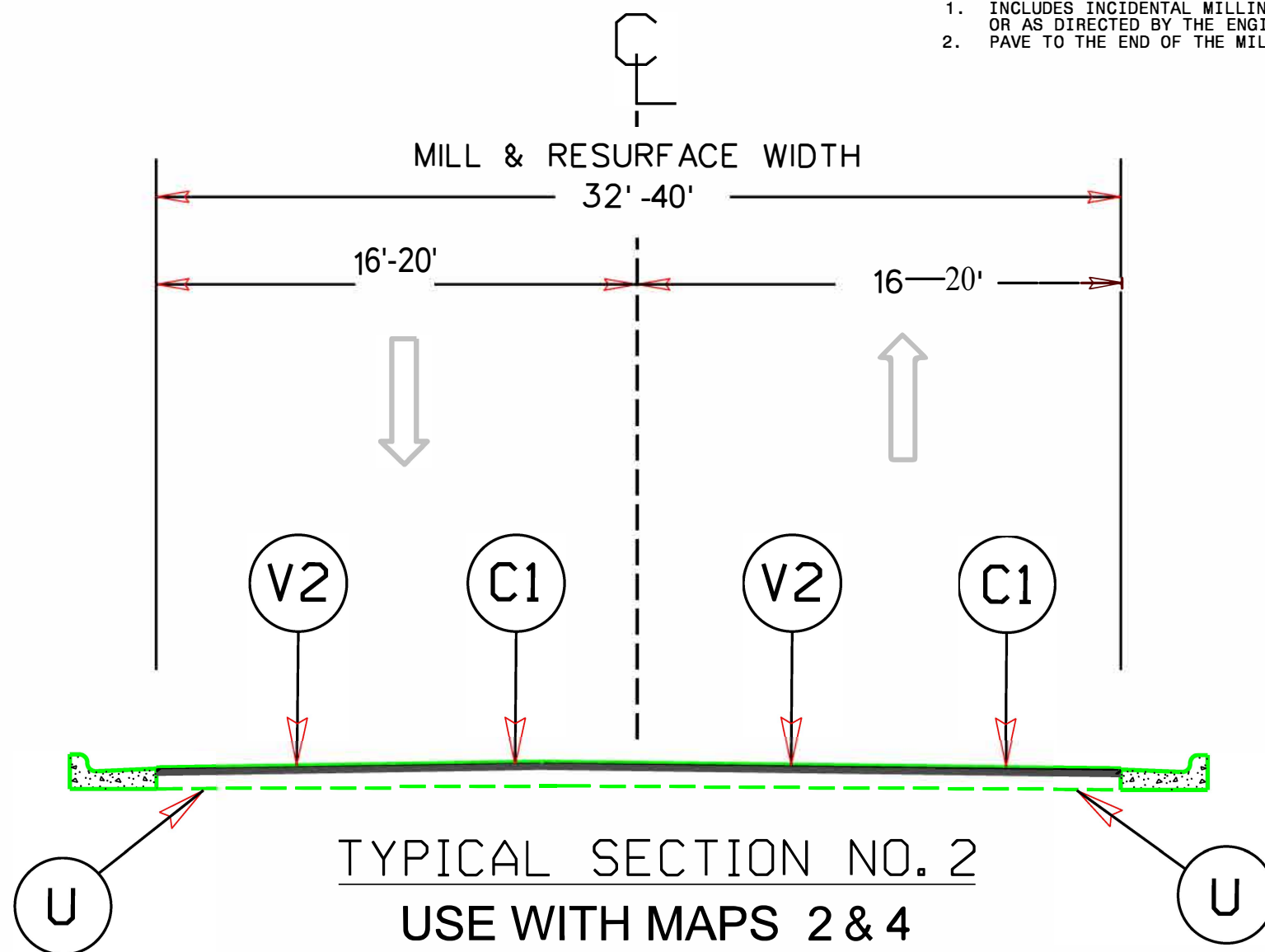
- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * 1.5" OF S9.5C TO BE APPLIED THE FULL WIDTH OF THE ROADWAY
- * CONTRACTOR SHALL PERFORM PATCHING EXISTING PAVEMENT, FULL DEPTH BEFORE APPLICATION OF 1.5" OF S9.5C



DETAIL 1

MAIN LINE MILLING

- NOTE:
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
 2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.

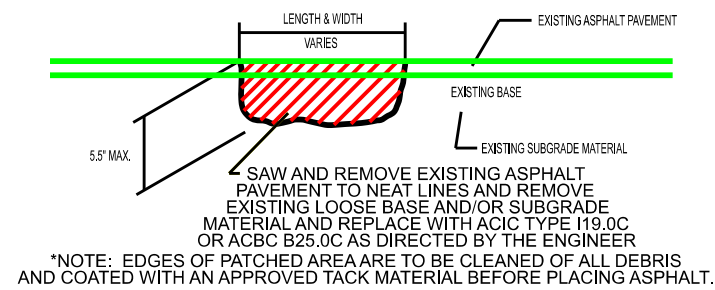


PAVEMENT SCHEDULE

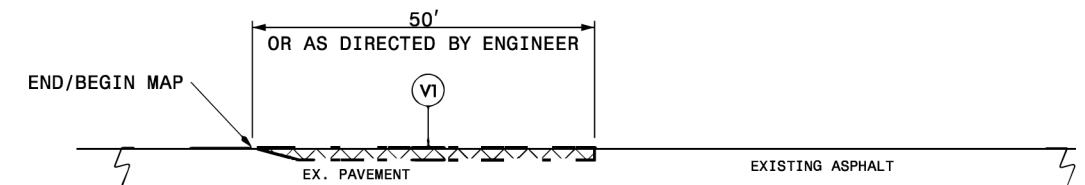
| | |
|-----------|--|
| C2 | PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. |
| U | EXISTING PAVEMENT |
| T | SHOULDER RECONSTRUCTION |
| V1 | INCIDENTAL MILLING |

NOTES:

- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * 1.5" OF S9.5B TO BE APPLIED THE FULL WIDTH OF THE ROADWAY
- * CONTRACTOR SHALL PERFORM PATCHING EXISTING PAVEMENT, FULL DEPTH BEFORE APPLICATION OF 1.5" OF S9.5B
- * SHOULDER WEDGE SHALL BE USED ON ALL ROADS 22' OR WIDER OR AS DIRECTED BY THE ENGINEER



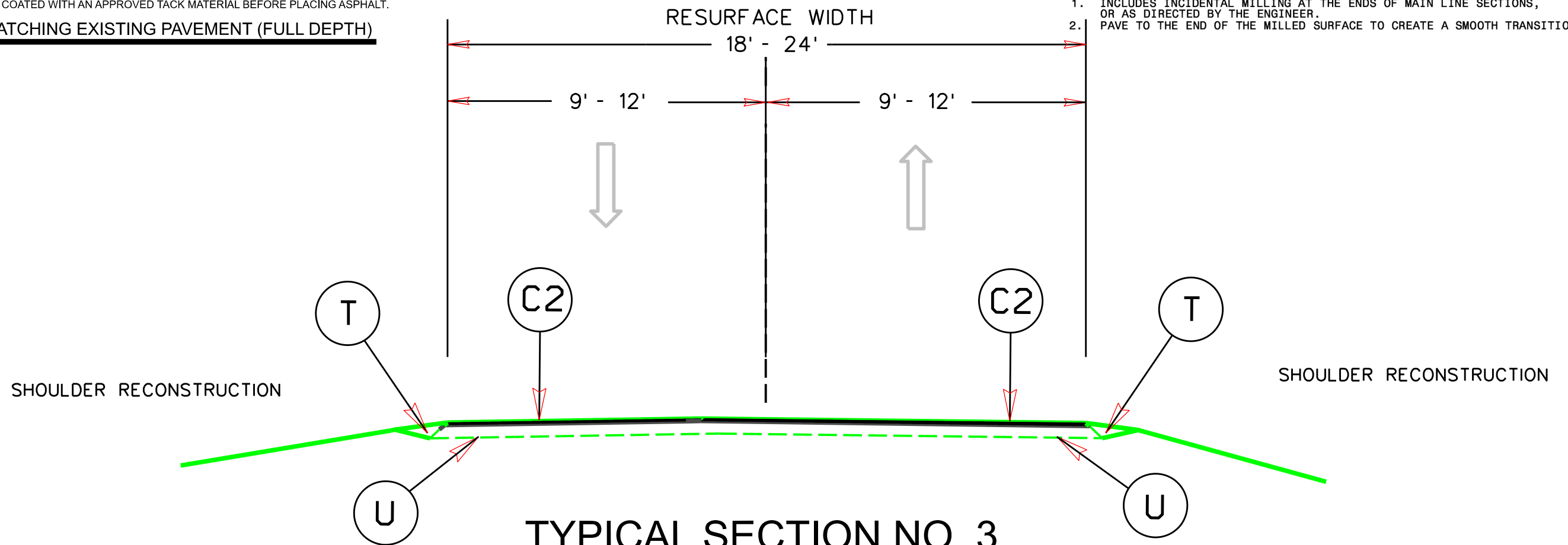
PATCHING EXISTING PAVEMENT (FULL DEPTH)



DETAIL 1

MAIN LINE MILLING

- NOTE:
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
 2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.



TYPICAL SECTION NO. 3

USE WITH MAPS 5 - 15 & 18

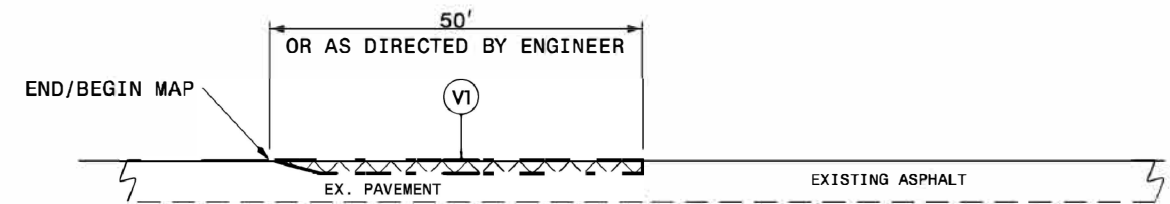
SYSTEMS DESIGN

PAVEMENT SCHEDULE

| | |
|----|--|
| C2 | PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. |
| V1 | INCIDENTAL MILLING |
| V2 | MILLING ASPHALT PAVEMENT, 1.5" DEPTH |
| U | EXISTING PAVEMENT |

NOTES:

- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * 1.5" OF S9.5B TO BE APPLIED THE FULL WIDTH OF THE ROADWAY

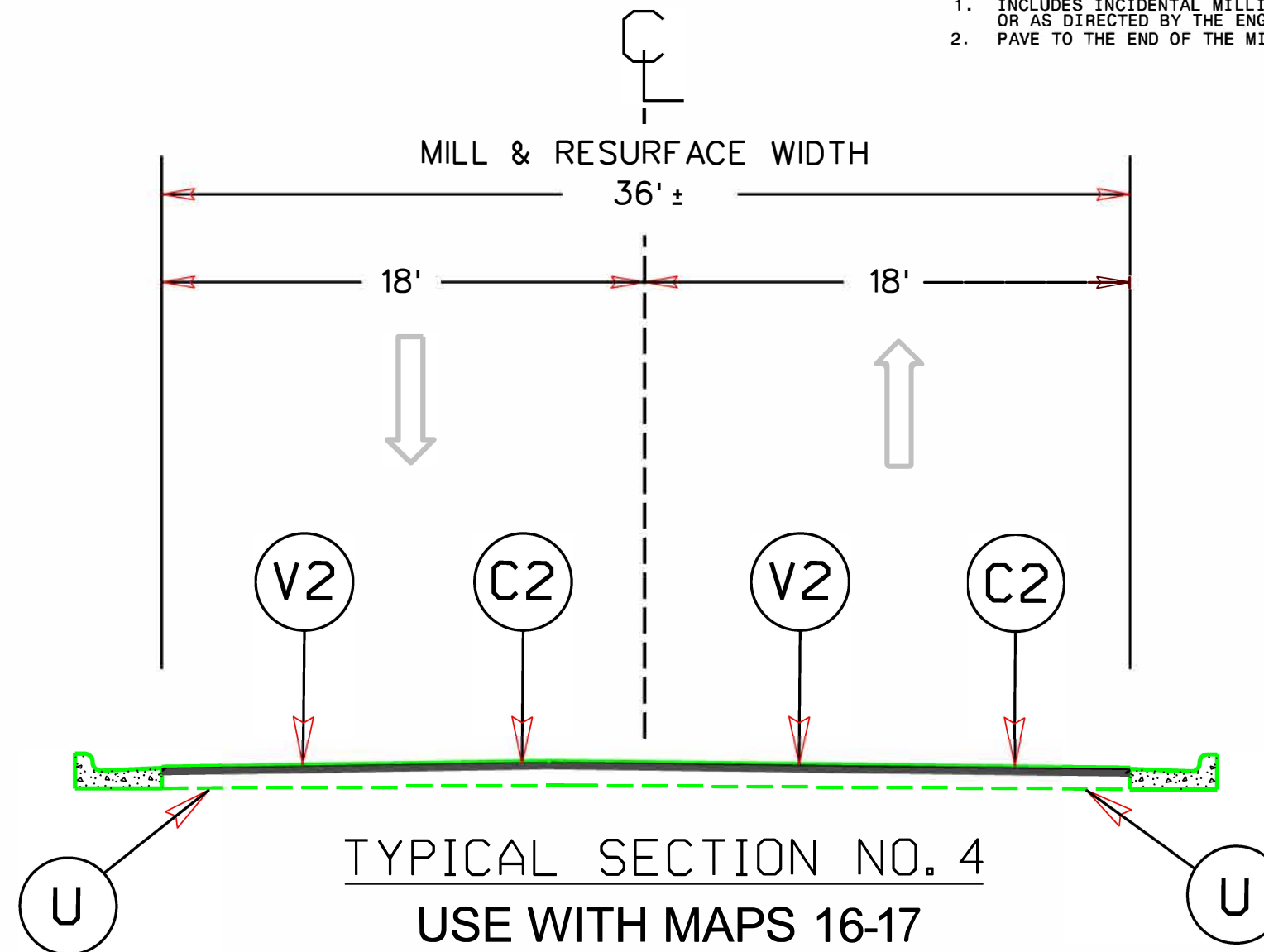


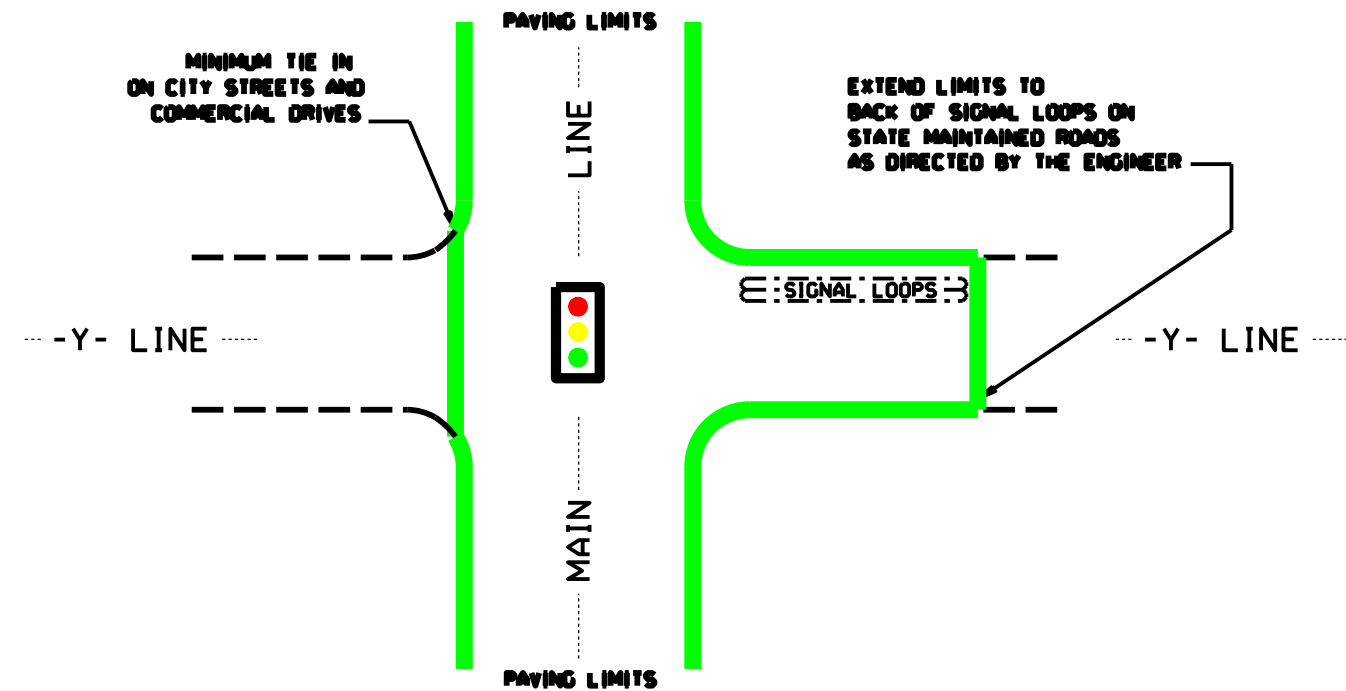
DETAIL 1

MAIN LINE MILLING

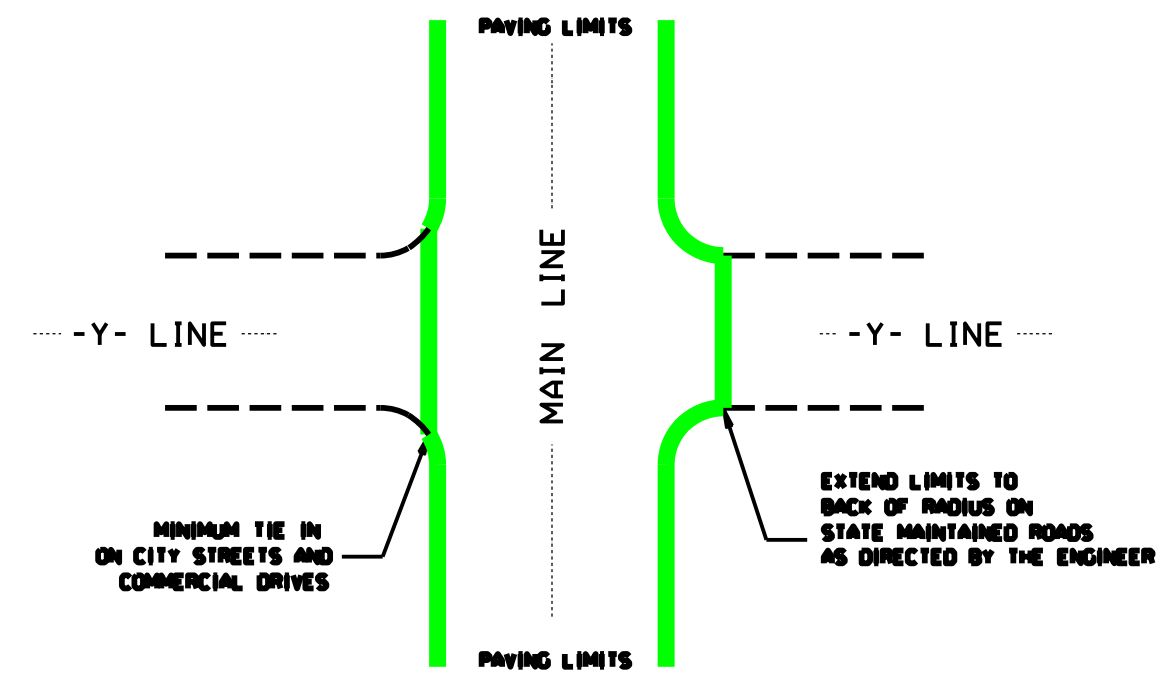
NOTE:

1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.





TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

| ADDITIONAL INTERSECTIONS (NON-TYPICAL) | | |
|--|--------------------|-----------------|
| Extend paving limits to back of radius or loop on the following intersections: | | |
| MAP# | STREET NAME | COMMENTS |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

PAVE ALL STATE OWNED & TOWN STREETS TO BACK OF RADIUS FOR THIS PROJECT

| | |
|--------------------------|-----------|
| PROJECT NO. | SHEET NO. |
| 2025CPT.01.17.10581, ETC | 8 |

SUMMARY OF QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | LANES | LANE TYPE | LENGTH | WIDTH | BEGIN MP | END MP | 0106000000-E | 1222000000-E | 1245000000-E | 1297000000-E | 1330000000-E | 1519000000-E | 1522000000-E | 1575000000-E | 1705000000-E | | | | | | |
|---|--------|--------|---|--|--------|-------|-----------|--------|-------|----------|--------|-------------------|-----------------------|-------------------------|-----------------------------------|--------------------|------------------------------------|------------------------------------|------------------------------|---|---------------|--------------|---------------|--------------|--------------|------------|
| | | | | | | | | | | | | BORROW EXCAVATION | INCIDENTAL STONE BASE | SHOULDER RECONSTRUCTION | MILLING ASPHALT PAVEMENT (1 1/2") | INCIDENTAL MILLING | ASPHALT CONC SURFACE COURSE, S9.5B | ASPHALT CONC SURFACE COURSE, S9.5C | ASPHALT BINDER FOR PLANT MIX | PATCHING EXISTING PAVEMENT (FULL DEPTH) | | | | | | |
| | | | | | | | | | | | | MI | FT | MP | MP | SY | TONS | TONS | TONS | TON | | | | | | |
| 2025CPT.01.17.10581 | Martin | 1 | US-64 BUS E / MAIN ST | FROM US 64 BYPASS TO SUNSET AVE | 1 | 2 | 2WU | 0.99 | 29 | 0 | 0.99 | | | | | | | 1,599 | 95 | 9 | | | | | | |
| 2025CPT.01.17.10581 | Martin | 2 | US-64 BUS | FROM SUNSET AVE TO END C&G | 2 | 2 | 2WU | 0.23 | 32 | 0.99 | 1.22 | | | | | | | 475 | 28 | | | | | | | |
| 2025CPT.01.17.10581 | Martin | 3 | US-64 BUS | FROM END C&G TO US 64 BYPASS | 1 | 2 | 2WU | 0.41 | 29 | 1.22 | 1.63 | | | | | | | 657 | 39 | | | | | | | |
| 2025CPT.01.17.10581 | Martin | 4 | NC-171 N / SAINT ANDREWS ST/NC 171 | FROM US 64 BYPASS TO US 64 BUS. | 2 | 3 | 2WU | 0.311 | 40 | 12.887 | 13.198 | | | | | | | 720 | 43 | 35 | | | | | | |
| TOTAL FOR PROJ NO. 2025CPT.01.17.10581 | | | | | | | | | | | | 1.941 | | | | | | 35,435 | 1,759 | | 3,451 | 205 | 44 | | | |
| 2025CPT.01.17.20081 | Bertie | 5 | SR-1112 / ROQUIST POCOSIN RD | FROM END PAVEMENT TO SR 1108 | 3 | 2 | 2WU | 0.5 | 21 | 0 | 0.5 | | | | | | | 562 | | 37 | 12 | | | | | |
| 2025CPT.01.17.20081 | Bertie | 6 | SR-1112 / ROQUIST POCOSIN RD | FROM SR 1113 TO NC 308 | 3 | 2 | 2WU | 2.476 | 21 | 3.603 | 6.079 | 74 | 19 | 4.95 | | | | 2,805 | | 190 | 159 | | | | | |
| 2025CPT.01.17.20081 | Bertie | 7 | SR-1118 / VEALE FIELD RD | FROM DEAD END TO SR 1119 | 3 | 2 | 2WU | 1.09 | 18 | 0 | 1.09 | | | | | | | 1,052 | | 72 | 67 | | | | | |
| TOTAL FOR PROJ NO. 2025CPT.01.17.20081 | | | | | | | | | | | | 4.066 | | | | | | 89 | 38 | 8.13 | | 4,419 | 299 | 238 | | |
| 2025CPT.01.17.20581 | Martin | 8 | SR-1123 / S MCCASKEY RD | FROM US 64 ALT. TO US 17 BUS. | 3 | 2 | 2WU | 0.62 | 22 | 0 | 0.62 | | | 1.24 | | | | 752 | | 49 | 1 | | | | | |
| 2025CPT.01.17.20581 | Martin | 9 | SR-1300 / CLAUDE GREEN RD | FROM BEGIN MAINT TO SR 1305 (VANDERFORD RD.) | 3 | 2 | 2WU | 0.89 | 19 | 0 | 0.89 | 27 | 16 | 1.78 | | | | 906 | | 59 | | | | | | |
| 2025CPT.01.17.20581 | Martin | 10 | SR-1300 / CLAUDE GREEN RD/N ROBERSON ST | FROM SR 1305-VANDERFORD RD. TO US 64 ALT | 3 | 2 | 2WU | 2.48 | 20 | 0.89 | 3.37 | 74 | 41 | 4.96 | | | | 2,679 | | 175 | 11 | | | | | |
| 2025CPT.01.17.20581 | Martin | 11 | SR-1329 / MAYO FARM RD | FROM NC 125 TO SR 1329 (MAYO FARM RD) | 3 | 2 | 2WU | 0.04 | 18 | 5.37 | 5.41 | 1 | | 0.08 | | | | 39 | | 3 | 18 | | | | | |
| 2025CPT.01.17.20581 | Martin | 12 | SR-1335 / WILLIAMS RD | FROM SR 1336 (DAVID BROWN RD) TO NC 125 | 3 | 2 | 2WU | 0.48 | 20 | 0 | 0.48 | 14 | | 0.96 | | | | 514 | | 33 | | | | | | |
| 2025CPT.01.17.20581 | Martin | 13 | SR-1336 / DAVID BROWN RD | FROM NC 125 TO NC 903 | 3 | 2 | 2WU | 3.24 | 19 | 0 | 3.24 | 97 | 40 | 6.48 | 492 | | | 3,299 | | 215 | 7 | | | | | |
| 2025CPT.01.17.20581 | Martin | 14 | SR-1339 / ROY BEACH RD | FROM NC 903 TO NC 125 | 3 | 2 | 2WU | 2.83 | 20 | 0 | 2.83 | 57 | 58 | 5.66 | | | | 3,032 | | 200 | 53 | | | | | |
| 2025CPT.01.17.20581 | Martin | 15 | SR-1414 / SPEIGHT RD | FROM NC 152 TO END OF MAINTENANCE | 3 | 2 | 2WU | 0.41 | 19 | 0 | 0.41 | 12 | 6 | 0.82 | | | | 417 | | 29 | 34 | | | | | |
| 2025CPT.01.17.20581 | Martin | 16 | SR-1434 / S MCCASKEY RD | FROM SR 1445 (WEST MAIN ST) TO SR 1123 (S MCCASKEY RD) | 4 | 2 | 2WU | 0.136 | 22 | 0 | 0.136 | | | | 1.755 | 380 | | 195 | | 13 | 3 | | | | | |
| 2025CPT.01.17.20581 | Martin | 17 | SR-1445 / W MAIN ST | FROM US 64 ALT. (WEST BLVD.) TO US 17 BUS. (SOUTH ELM ST.) | 4 | 3 | 2WU | 1.37 | 36 | 0 | 1.37 | | | | 28,934 | 1,746 | | 2,811 | | 185 | 50 | | | | | |
| 2025CPT.01.17.20581 | Martin | 18 | SR-1449 | FROM SR 1445 (WEST MAIN ST.) TO DEAD END | 3 | 2 | 2WU | 0.067 | 24 | 0 | 0.067 | | | | 0.13 | | | 86 | | 6 | 6 | | | | | |
| TOTAL FOR PROJ NO. 2025CPT.01.17.20581 | | | | | | | | | | | | 12.563 | | | | | | 282 | 167 | 22.11 | 30,689 | 2,618 | 14,730 | | 967 | 183 |
| GRAND TOTAL | | | | | | | | | | | | 18.57 | | | | | | 371 | 205 | 30.24 | 66,124 | 4,377 | 19,149 | 3,451 | 1,471 | 465 |

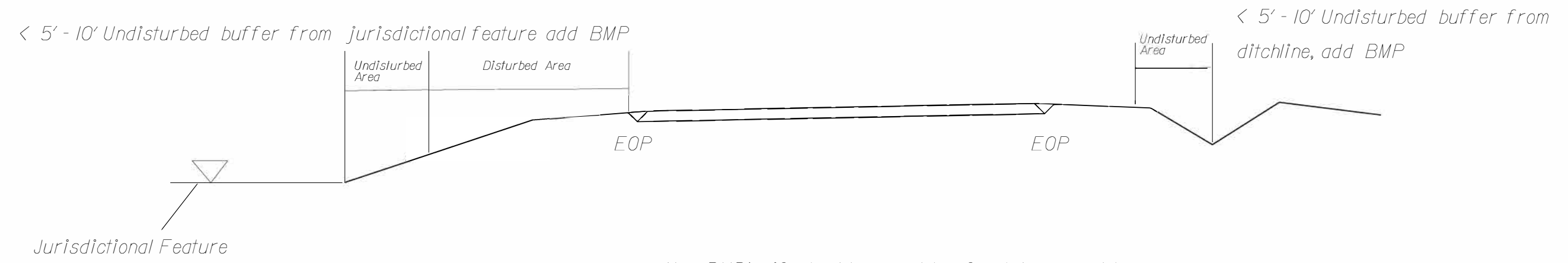
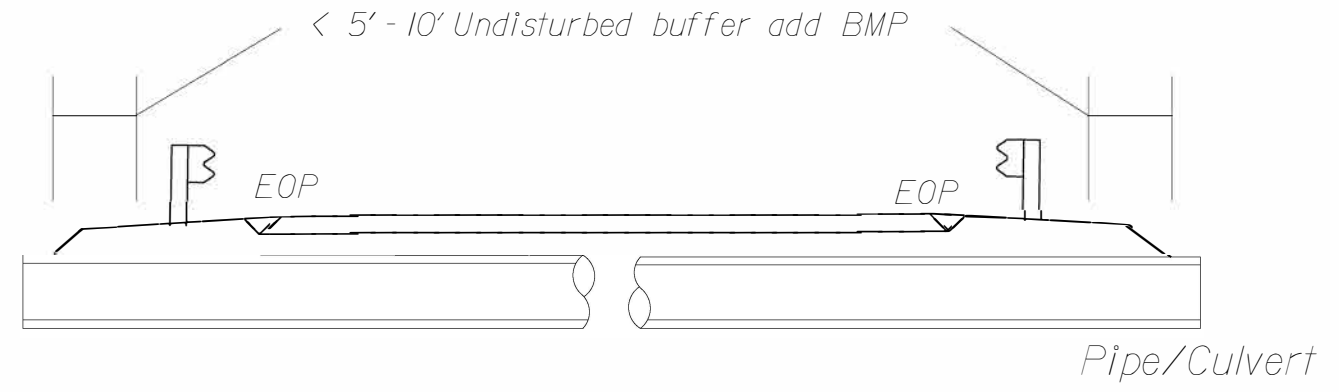
SUMMARY OF QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | LANES | LANE TYPE | LENGTH | WIDTH | BEGIN MP | END MP | 2253000000-N | 0156000000-E | 2549000000-E | 2830000000-N | 2845000000-N | 6084000000-E | 6117000000-N | | | | | | |
|---|--------|--------|---|--|--------|-------|-----------|--------|-------|----------|--------|---------------|--------------------------------------|-----------------------------|------------------------|------------------------------------|--------------------|----------------------------|-----------|------------|-------------|----------|-------------|-----------|
| | | | | | | | | | | | | PIPE COLLARS | REMOVAL OF EXISTING ASPHALT PAVEMENT | 2-6" CONCRETE CURB & GUTTER | ADJUSTMENT OF MANHOLES | ADJUSTMENT OF METER OR VALVE BOXES | SEEDING & MULCHING | RESPON FOR EROSION CONTROL | | | | | | |
| | | | | | | | | | | | | CY | SY | LF | EA | EA | ACR | EA | | | | | | |
| 2025CPT.01.17.10581 | Martin | 1 | US-64 BUS E / MAIN ST | FROM US 64 BYPASS TO SUNSET AVE | 1 | 2 | 2WU | 0.99 | 29 | 0 | 0.99 | | | | | | | | | | | | | |
| 2025CPT.01.17.10581 | Martin | 2 | US-64 BUS | FROM SUNSET AVE TO END C&G | 2 | 2 | 2WU | 0.23 | 32 | 0.99 | 1.22 | | | | | | | | | | | | | |
| 2025CPT.01.17.10581 | Martin | 3 | US-64 BUS | FROM END C&G TO US 64 BYPASS | 1 | 2 | 2WU | 0.41 | 29 | 1.22 | 1.63 | | | | | | | | | | | | | |
| 2025CPT.01.17.10581 | Martin | 4 | NC-171 N / SAINT ANDREWS ST/NC 171 | FROM US 64 BYPASS TO US 64 BUS. | 2 | 3 | 2WU | 0.311 | 40 | 12.887 | 13.198 | 1 | 12 | 73 | | | | | | | | | | |
| TOTAL FOR PROJ NO. 2025CPT.01.17.10581 | | | | | | | | | | | | 1.941 | 1 | 12 | 73 | | | 2 | | | | | | |
| 2025CPT.01.17.20081 | Bertie | 5 | SR-1112 / ROQUIST POCOSIN RD | FROM END PAVEMENT TO SR 1108 | 3 | 2 | 2WU | 0.5 | 21 | 0 | 0.5 | | | | | | 0.5 | 1 | | | | | | |
| 2025CPT.01.17.20081 | Bertie | 6 | SR-1112 / ROQUIST POCOSIN RD | FROM SR 1113 TO NC 308 | 3 | 2 | 2WU | 2.476 | 21 | 3.603 | 6.079 | | | | | | 2.4 | 1 | | | | | | |
| 2025CPT.01.17.20081 | Bertie | 7 | SR-1118 / VEALE FIELD RD | FROM DEAD END TO SR 1119 | 3 | 2 | 2WU | 1.09 | 18 | 0 | 1.09 | | | | | | 1.1 | 1 | | | | | | |
| TOTAL FOR PROJ NO. 2025CPT.01.17.20081 | | | | | | | | | | | | 4.066 | | | | | | 4.0 | 3 | | | | | |
| 2025CPT.01.17.20581 | Martin | 8 | SR-1123 / S MCCASKEY RD | FROM US 64 ALT. TO US 17 BUS. | 3 | 2 | 2WU | 0.62 | 22 | 0 | 0.62 | | | | | 1 | 0.6 | 1 | | | | | | |
| 2025CPT.01.17.20581 | Martin | 9 | SR-1300 / CLAUDE GREEN RD | FROM BEGIN MAINT TO SR 1305 (VANDERFORD RD.) | 3 | 2 | 2WU | 0.89 | 19 | 0 | 0.89 | | | | | | 0.9 | 1 | | | | | | |
| 2025CPT.01.17.20581 | Martin | 10 | SR-1300 / CLAUDE GREEN RD/N ROBERSON ST | FROM SR 1305-VANDERFORD RD. TO US 64 ALT | 3 | 2 | 2WU | 2.48 | 20 | 0.89 | 3.37 | | | | 4 | 1 | 2.4 | 1 | | | | | | |
| 2025CPT.01.17.20581 | Martin | 11 | SR-1329 / MAYO FARM RD | FROM NC 125 TO SR 1329 (MAYO FARM RD) | 3 | 2 | 2WU | 0.04 | 18 | 5.37 | 5.41 | | | | | | 0.1 | 1 | | | | | | |
| 2025CPT.01.17.20581 | Martin | 12 | SR-1335 / WILLIAMS RD | FROM SR 1336 (DAVID BROWN RD) TO NC 125 | 3 | 2 | 2WU | 0.48 | 20 | 0 | 0.48 | | | | | | 0.5 | 1 | | | | | | |
| 2025CPT.01.17.20581 | Martin | 13 | SR-1336 / DAVID BROWN RD | FROM NC 125 TO NC 903 | 3 | 2 | 2WU | 3.24 | 19 | 0 | 3.24 | | | | | | 3.1 | 1 | | | | | | |
| 2025CPT.01.17.20581 | Martin | 14 | SR-1339 / ROY BEACH RD | FROM NC 903 TO NC 125 | 3 | 2 | 2WU | 2.83 | 20 | 0 | 2.83 | | | | | | 2.7 | 1 | | | | | | |
| 2025CPT.01.17.20581 | Martin | 15 | SR-1414 / SPEIGHT RD | FROM NC 152 TO END OF MAINTENANCE | 3 | 2 | 2WU | 0.41 | 19 | 0 | 0.41 | | | | | | 0.4 | 1 | | | | | | |
| 2025CPT.01.17.20581 | Martin | 16 | SR-1434 / S MCCASKEY RD | FROM SR 1445 (WEST MAIN ST) TO SR 1123 (S MCCASKEY RD) | 4 | 2 | 2WU | 0.136 | 22 | 0 | 0.136 | | | | | | | | | | | | | |
| 2025CPT.01.17.20581 | Martin | 17 | SR-1445 / W MAIN ST | FROM US 64 ALT. (WEST BLVD.) TO US 17 BUS. (SOUTH ELM ST.) | 4 | 3 | 2WU | 1.37 | 36 | 0 | 1.37 | | | 50 | | | 2 | | | | | | | |
| 2025CPT.01.17.20581 | Martin | 18 | SR-1449 | FROM SR 1445 (WEST MAIN ST.) TO DEAD END | 3 | 2 | 2WU | 0.067 | 24 | 0 | 0.067 | | | | | | 0.1 | 1 | | | | | | |
| TOTAL FOR PROJ NO. 2025CPT.01.17.20581 | | | | | | | | | | | | 12.563 | | | | | | 50 | 5 | 4 | 10.6 | 9 | | |
| GRAND TOTAL | | | | | | | | | | | | 18.57 | | | | | | 1 | 12 | 123 | 5 | 6 | 14.6 | 12 |

NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

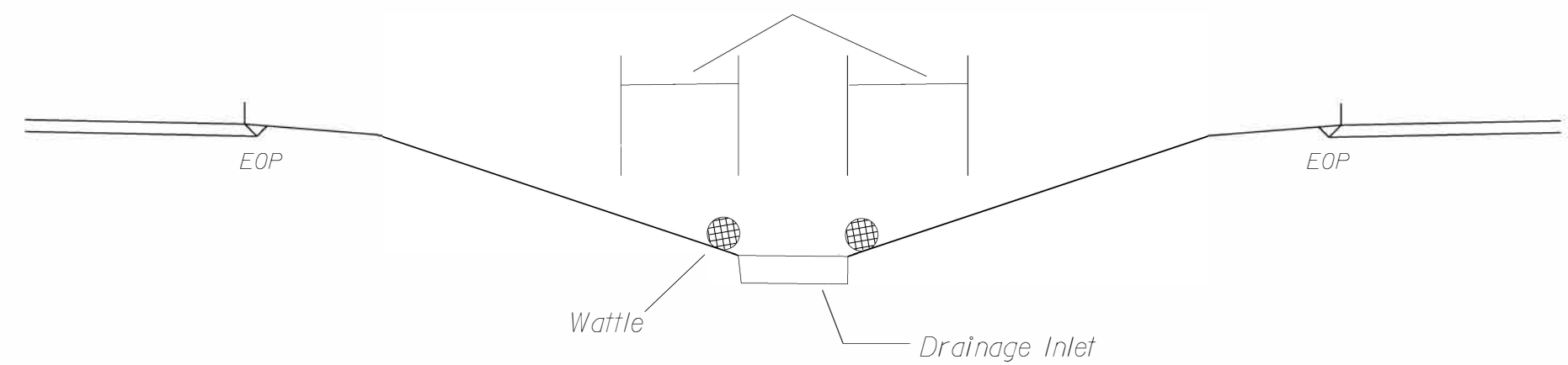
EROSION CONTROL DETAIL



Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed



< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

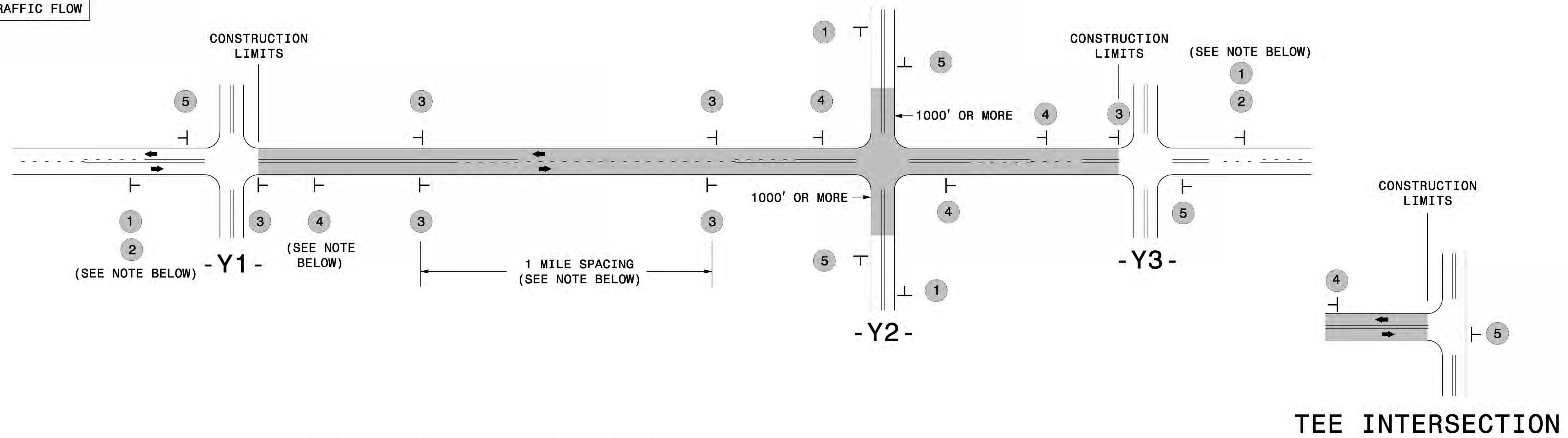
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION TIMEFRAMES

| SITE DESCRIPTION | STABILIZATION TIME | TIMEFRAME EXCEPTIONS |
|--|--------------------|--|
| 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. |

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

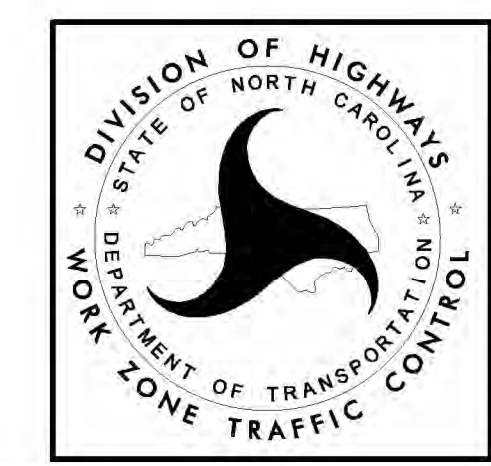
-Y- LINE SIGNING

| | | | | |
|---|---|--|---|---|
| SIGNING NOTES AND PLACEMENT PER DIRECTION | 1 | | PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. | <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, PORTABLE ADVANCE WARNING 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" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div> |
| | 2 | | #2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS) | |
| | 3 | | - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER. | |
| | 4 | | - 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE. | |
| | 5 | | PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION. | |

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

5/15/2017 5:11:10 PM \\NCDOT\resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:keads