

BEAUFORT COUNTY

DB00425

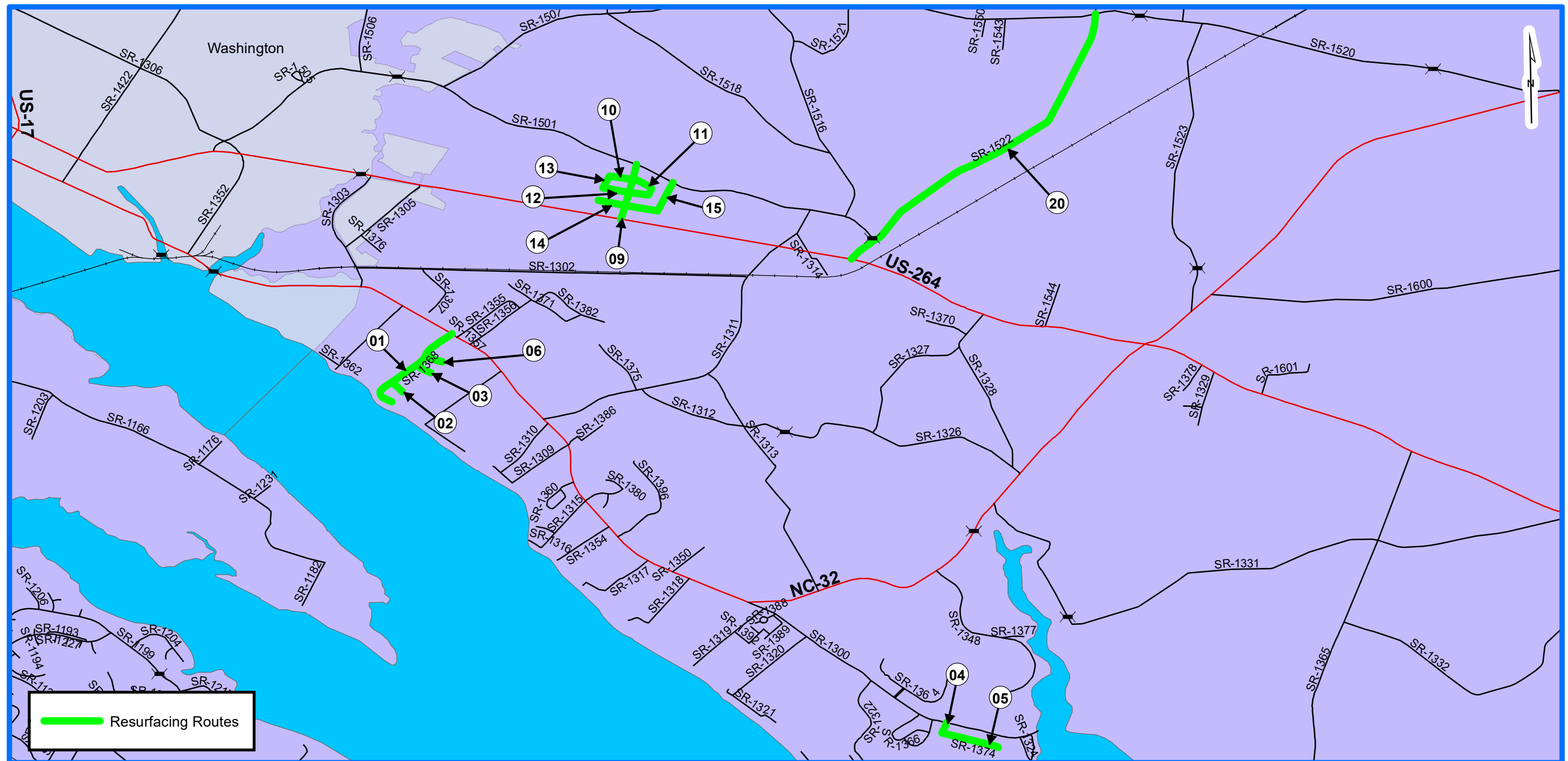
WBS# 2019CPT.02.01.20072
2019CPT.02.02.20071

**TYPE OF WORK: MILLING, STRENGTHENING, WIDENING, RESURFACING,
SHOULDER RECONSTRUCTION**

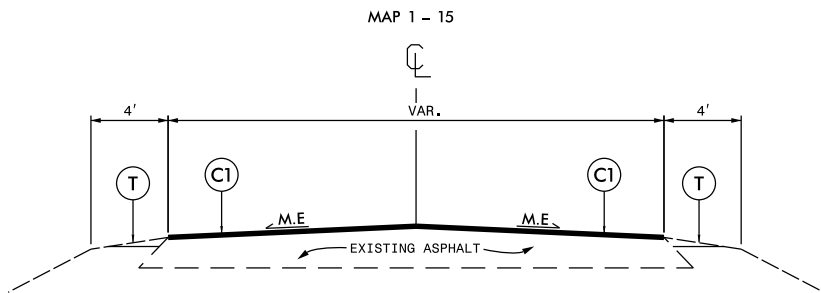
PROJECT REFERENCE NO.	SHEET NO.
DB00425	1



NCDOT
DIVISION 2



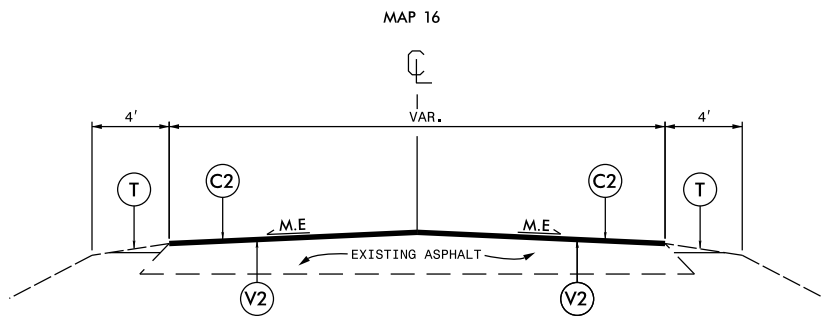
TYPICAL SECTION NO. 1



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, OR AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. MAP 1 - PERFORM FULL DEPTH PATCHING USING B25.0C AT LOCATIONS AND WIDTHS SHOWN IN THE TABLE ON PAGE 7.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 2



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, OR AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PERFORM 1.5" MILLING FROM STA. 0+00 TO STA. 8+10 AND FROM STA. 33+58 TO STA. 37+20.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE

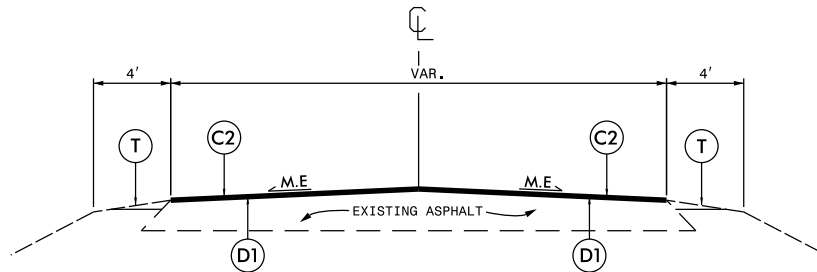
C1	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.75" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
C4	PROP. APPROX. 1.75" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 196 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 4" ACBC, TYPE B25.0C AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	1.5" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY
V3	1.75" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY

DRAWINGS NOT TO SCALE

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

TYPICAL SECTION NO. 3

MAP 17,18,19,21

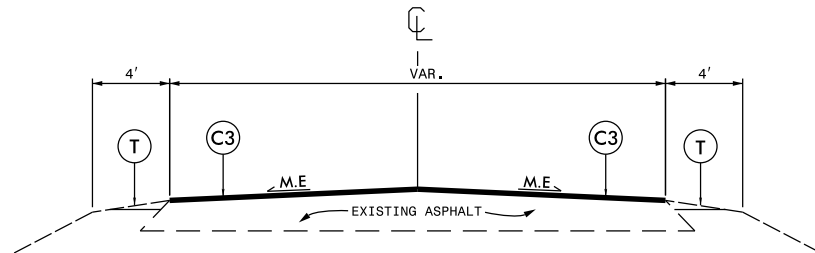


NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, OR AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. STRENGTHENING USING I19.0C AT LOCATIONS AND WIDTHS AS SHOWN IN THE TABLE ON PAGE 7.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 4

MAP 20



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, OR AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PERFORM FULL DEPTH PATCHING USING B25.0C AT LOCATIONS AND WIDTHS SHOWN IN THE TABLE ON PAGE 7.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

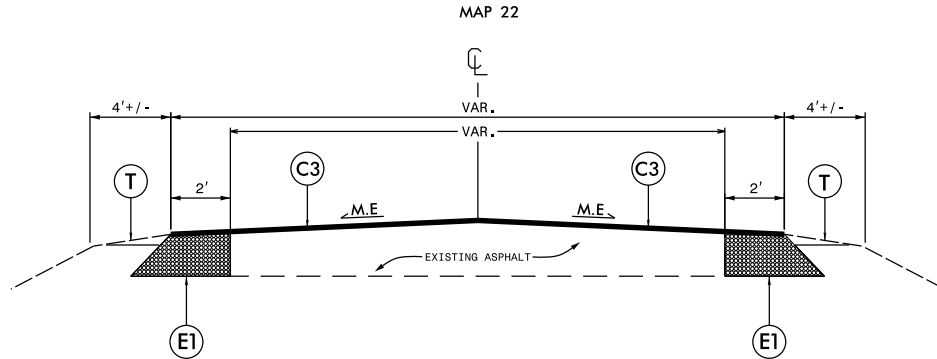
PAVEMENT SCHEDULE

C1	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YD.
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E1	PROP. APPROX. 4" ACBC, TYPE B25.0C AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
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V2	1.5" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY
V3	1.75" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY

DRAWINGS NOT TO SCALE

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

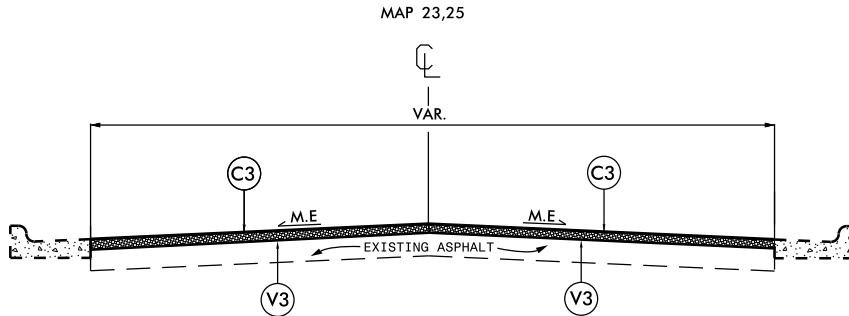
TYPICAL SECTION NO. 5



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 6



NOTE:

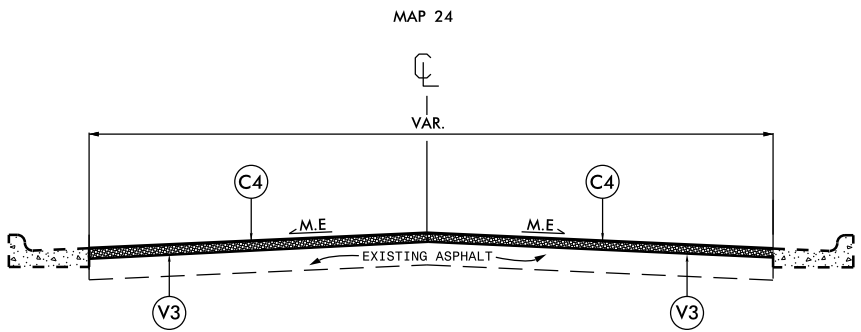
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, OR AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. MAP 23 - MILL ASPHALT PAVEMENT TO A DEPTH OF 1.75" AT FULL WIDTH FOR ENTIRE MAP.
4. MAP 25 - MILL ASPHALT PAVEMENT TO A DEPTH OF 1.75" AT FULL WIDTH FROM STA. 0+00 TO STA. 14+58.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
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D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 4" ACBC, TYPE B25.0C AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	1.5" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY
V3	1.75" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY
DRAWINGS NOT TO SCALE	

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

TYPICAL SECTION NO. 7



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, OR AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100 LBS. PER SQ. YD.
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D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
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V1	INCIDENTAL MILLING.
V2	1.5" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY
V3	1.75" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY
DRAWINGS NOT TO SCALE	

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

PROJECT NO. DB00425	SHEET NO. 7	TOTAL NO.
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SUMMARY OF QUANTITIES

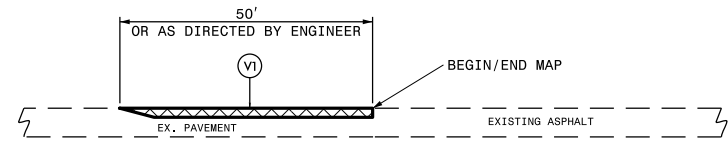
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARMX ASPHALT REQUIRED	LENGTH	WIDTH	0262000000-N	1220000000-E	1245000000-E	1297000000-E	1330000000-E	1491000000-E	1503000000-E	1519000000-E	1523000000-E	1526000000-E	1575000000-E	1704000000-E	2845000000-N	6000000000-E	6071010000-E	6084000000-E	6117000000-N						
												HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1 1/2" MILLING	1.75" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	SURFACE COURSE, S4.75A	ASPHALT BINDER FOR PLANT MK	4" DEPTH MLL PATCHING EXISTING PAVEMENT - B 25.0 C	ADI. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL					
												EA	TONS	SM	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	TON	EA	LF	LF	AC	EA					
2019CPT.02.01.20072	Beaufort	1	SR 1368	FROM NC 32 TO CUL-DE-SAC	1	2	2WU	NO	NO	0.66	22	26		1.32		125					450	32	750		106	80	0.66	1						
TOTAL FOR MAP NO. 1										0.66		26		1.32		125				450	32	750		106	80	0.66	1							
2019CPT.02.01.20072	Beaufort	2	SR 1369	FROM SR 1368 TO CUL-DE-SAC	1	2	2WU	NO	NO	0.08	20	3	10	0.16							80	6			13	20	0.08							
TOTAL FOR MAP NO. 2										0.08		3	10	0.16						80	6			13	20	0.08								
2019CPT.02.01.20072	Beaufort	3	SR 1372	FROM SR 1368 TO CUL-DE-SAC	1	2	2WU	NO	NO	0.09	20	4		0.18							85	6			14	20	0.09							
TOTAL FOR MAP NO. 3										0.09		4		0.18						85	6			14	20	0.09								
2019CPT.02.01.20072	Beaufort	4	SR 1373	FROM SR 1300 TO SR 1374	1	2	2WU	NO	NO	0.07	20	3		0.14							200	14			11	20	0.07							
TOTAL FOR MAP NO. 4										0.07		3		0.14						200	14			11	20	0.07								
2019CPT.02.01.20072	Beaufort	5	SR 1374	FROM SR 1373 TO END MAINTENANCE	1	2	2WU	NO	NO	0.32	20	13	16	0.64		100					210	15			51	20	0.32							
TOTAL FOR MAP NO. 5										0.32		13	16	0.64		100				210	15			51	20	0.32								
2019CPT.02.01.20072	Beaufort	6	SR 1383	FROM SR 1368 TO CUL-DE-SAC	1	2	2WU	NO	NO	0.10	20	4		0.20							85	6			16	20	0.10							
TOTAL FOR MAP NO. 6										0.10		4		0.20						85	6			16	20	0.10								
2019CPT.02.01.20072	Beaufort	7	SR 1469	FROM SR 1406 TO CUL-DE-SAC	1	2	2WU	NO	NO	0.30	20	12		0.60		140					220	15			48	20	0.30							
TOTAL FOR MAP NO. 7										0.30		12		0.60		140				220	15			48	20	0.30								
2019CPT.02.01.20072	Beaufort	8	SR 1470	FROM SR 1469 TO CUL-DE-SAC	1	2	2WU	NO	NO	0.05	20	2		0.10							50	4			8		0.05							
TOTAL FOR MAP NO. 8										0.05		2		0.10						50	4			8		0.05								
2019CPT.02.01.20072	Beaufort	9	SR 1541	FROM SR 1501 TO US 264	1	2	2WU	NO	NO	0.37	20	15		0.74		130					200	14			59	20	0.37							
TOTAL FOR MAP NO. 9										0.37		15		0.74		130				200	14			59	20	0.37								
2019CPT.02.01.20072	Beaufort	10	SR 1547	FROM SR 1541 TO SR 1551	1	2	2WU	NO	NO	0.13	20	5		0.26							70	5			21	20	0.13							
TOTAL FOR MAP NO. 10										0.13		5		0.26						70	5			21	20	0.13								
2019CPT.02.01.20072	Beaufort	11	SR 1548	FROM SR 1541 TO SR 1541	1	2	2WU	NO	NO	0.27	25	11	14	0.54		150					170	12			43	20	0.27							
TOTAL FOR MAP NO. 11										0.27		11	14	0.54		150				170	12			43	20	0.27								
2019CPT.02.01.20072	Beaufort	12	SR 1549	FROM SR 1541 TO SR 1551	1	2	2WU	NO	NO	0.14	20	6		0.28							180	13			22	20	0.14							
TOTAL FOR MAP NO. 12										0.14		6		0.28						180	13			22	20	0.14								
2019CPT.02.01.20072	Beaufort	13	SR 1551	FROM SR 1549 TO SR 1547	1	2	2WU	NO	NO	0.09	18	4		0.18							60	4			14	20	0.09							
TOTAL FOR MAP NO. 13										0.09		4		0.18						60	4			14	20	0.09								
2019CPT.02.01.20072	Beaufort	14	SR 1553	FROM SR 1554 TO END MAINTENANCE	1	2	2WU	NO	NO	0.33	20	13	17	0.66		100					425	30			53	20	0.33							
TOTAL FOR MAP NO. 14										0.33		13	17	0.66		100				425	30			53	20	0.33								
2019CPT.02.01.20072	Beaufort	15	SR 1554	FROM SR 1553 TO SR 1501	1	2	2WU	NO	NO	0.21	18	8	11	0.42		60					120	8			34	20	0.21							
TOTAL FOR MAP NO. 15										0.21		8	11	0.42		60				120	8			34	20	0.21								
TOTAL FOR PROJ NO. 2019CPT.02.01.20072												129	68	6.42			805									2,605	184	750			513	340	3.21	1
2019CPT.02.02.20071	Beaufort	16	SR 1430	FROM US 264 TO PITT CO. LINE	2	2	2WU	NO	NO	0.66	27	26	33	1.32	4,600						1,100			3	106	100	0.66	1						
TOTAL FOR MAP NO. 16										0.66		26	33	1.32	4,600					1,100			3	106	100	0.66	1							
2019CPT.02.02.20071	Beaufort	17	SR 1411	FROM SR 1410 TO SR 1001	3	2	2WU	NO	NO	3.17	20	190	159	6.34		170		5,700			3,300			3	507	200	3.96							
TOTAL FOR MAP NO. 17										3.17		190	159	6.34		170		5,700		3,300			3	507	200	3.96								
2019CPT.02.02.20071	Beaufort	18	SR 1427	FROM US 264 TO DEAD END	3	2	2WU	NO	NO	0.87	20	44	44	1.74		60		1,500			850			139	100	1.09								
TOTAL FOR MAP NO. 18										0.87		44	44	1.74		60		1,500		850			139	100	1.09									
2019CPT.02.02.20071	Beaufort	19	SR 1446	FROM SR 1427 TO END MAINTENANCE	3	2	2WU	NO	NO	0.53	20	27	27	1.06		100		300			550			85	20	0.53								
TOTAL FOR MAP NO. 19										0.53		27	27	1.06		100		300		550			85	20	0.53									
2019CPT.02.02.20071	Beaufort	20	SR 1522	FROM SR 1520 TO US 264	4	2	2WU	NO	NO	2.18	20	87	109	4.36		120					2,700		150	349	200	2.18								
TOTAL FOR MAP NO. 20										2.18		87	109	4.36		120				2,700		150	349	200	2.18									
2019CPT.02.02.20071	Beaufort	21	SR 1401	FROM 3RD STREET TO END OF MAINTENANCE	3	2	2WU	NO	NO	0.16	25	6	8	0.32		75		500			300			26	20	0.16								
TOTAL FOR MAP NO. 21										0.16		6	8	0.32		75		500		300			26	20	0.16									
2019CPT.02.02.20071	Beaufort	22	SR 1130	FROM US 17 TO SR 1131	5	2	2WU	NO	NO	1.18	20	47	59	2.36		175	700				1,500			189	100	1.18								
TOTAL FOR MAP NO. 22										1.18		47	59	2.36		175	700			1,500			189	100	1.18									
2019CPT.02.02.20071	Beaufort	23	SR 1401	FROM US 264 TO 3RD STREET	6	2	2WU	NO	NO	0.24	23	10	12	0.48		3,700					400			38	20	0.24								
TOTAL FOR MAP NO. 23										0.24		10	12	0.48		3,700				400			38	20	0.24									
2019CPT.02.02.20071	Beaufort	24	SR 1403	FROM US 17 TO US 264	7	2	MD	NO																										

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00425	8	

THERMOPLASTIC AND PAINT QUANTITIES

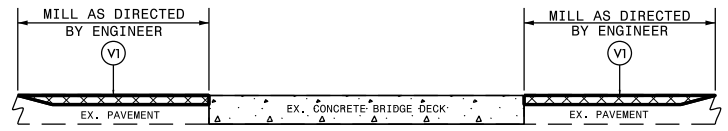
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	
									MI	FT	SF	LS
2019CPT.02.01.20072	Beaufort	1	SR 1368	FROM NC 32 TO CUL-DE-SAC	1	2	2WU	0.66	22	75	0.05	
TOTAL FOR MAP NO. 1									0.66		75	0.05
2019CPT.02.01.20072	Beaufort	2	SR 1369	FROM SR 1368 TO CUL-DE-SAC	1	2	2WU	0.08	20	10	0.01	
TOTAL FOR MAP NO. 2									0.08		10	0.01
2019CPT.02.01.20072	Beaufort	3	SR 1372	FROM SR 1368 TO CUL-DE-SAC	1	2	2WU	0.09	20	10	0.01	
TOTAL FOR MAP NO. 3									0.09		10	0.01
2019CPT.02.01.20072	Beaufort	4	SR 1373	FROM SR 1300 TO SR 1374	1	2	2WU	0.07	20	8	0.01	
TOTAL FOR MAP NO. 4									0.07		8	0.01
2019CPT.02.01.20072	Beaufort	5	SR 1374	FROM SR 1373 TO END MAINTENANCE	1	2	2WU	0.32	20	35	0.02	
TOTAL FOR MAP NO. 5									0.32		35	0.02
2019CPT.02.01.20072	Beaufort	6	SR 1383	FROM SR 1368 TO CUL-DE-SAC	1	2	2WU	0.10	20	11	0.01	
TOTAL FOR MAP NO. 6									0.10		11	0.01
2019CPT.02.01.20072	Beaufort	7	SR 1469	FROM SR 1406 TO CUL-DE-SAC	1	2	2WU	0.30	20	35	0.02	
TOTAL FOR MAP NO. 7									0.30		35	0.02
2019CPT.02.01.20072	Beaufort	8	SR 1470	FROM SR 1469 TO CUL-DE-SAC	1	2	2WU	0.05	20	6		
TOTAL FOR MAP NO. 8									0.05		6	
2019CPT.02.01.20072	Beaufort	9	SR 1541	FROM SR 1501 TO US 264	1	2	2WU	0.37	20	45	0.03	
TOTAL FOR MAP NO. 9									0.37		45	0.03
2019CPT.02.01.20072	Beaufort	10	SR 1547	FROM SR 1541 TO SR 1551	1	2	2WU	0.13	20	15	0.01	
TOTAL FOR MAP NO. 10									0.13		15	0.01
2019CPT.02.01.20072	Beaufort	11	SR 1548	FROM SR 1541 TO SR 1541	1	2	2WU	0.27	25	30	0.02	
TOTAL FOR MAP NO. 11									0.27		30	0.02
2019CPT.02.01.20072	Beaufort	12	SR 1549	FROM SR 1541 TO SR 1551	1	2	2WU	0.14	20	16	0.01	
TOTAL FOR MAP NO. 12									0.14		16	0.01
2019CPT.02.01.20072	Beaufort	13	SR 1551	FROM SR 1549 TO SR 1547	1	2	2WU	0.09	18	10	0.01	
TOTAL FOR MAP NO. 13									0.09		10	0.01
2019CPT.02.01.20072	Beaufort	14	SR 1553	FROM SR 1554 TO END MAINTENANCE	1	2	2WU	0.33	20	40	0.02	
TOTAL FOR MAP NO. 14									0.33		40	0.02
2019CPT.02.01.20072	Beaufort	15	SR 1554	FROM SR 1553 TO SR 1501	1	2	2WU	0.21	18	25	0.02	
TOTAL FOR MAP NO. 15									0.21		25	0.02
TOTAL FOR PROJ NO. 2019CPT.02.01.20072									3.21		371	0.25
2019CPT.02.02.20071	Beaufort	16	SR 1430	FROM US 264 TO PITT CO. LINE	2	2	2WU	0.66	27	75	0.05	
TOTAL FOR MAP NO. 16									0.66		75	0.05
2019CPT.02.02.20071	Beaufort	17	SR 1411	FROM SR 1410 TO SR 1001	3	2	2WU	3.17	20	400	0.24	
TOTAL FOR MAP NO. 17									3.17		400	0.24
2019CPT.02.02.20071	Beaufort	18	SR 1427	FROM US 264 TO DEAD END	3	2	2WU	0.87	20	100	0.06	
TOTAL FOR MAP NO. 18									0.87		100	0.06
2019CPT.02.02.20071	Beaufort	19	SR 1446	FROM SR 1427 TO END MAINTENANCE	3	2	2WU	0.53	20	60	0.04	
TOTAL FOR MAP NO. 19									0.53		60	0.04
2019CPT.02.02.20071	Beaufort	20	SR 1522	FROM SR 1520 TO US 264	4	2	2WU	2.18	20	250	0.16	
TOTAL FOR MAP NO. 20									2.18		250	0.16
2019CPT.02.02.20071	Beaufort	21	SR 1401	FROM 3RD STREET TO END OF MAINTENANCE	3	2	2WU	0.16	25	20	0.01	
TOTAL FOR MAP NO. 21									0.16		20	0.01
2019CPT.02.02.20071	Beaufort	22	SR 1130	FROM US 17 TO SR 1131	5	2	2WU	1.18	20	135	0.08	
TOTAL FOR MAP NO. 22									1.18		135	0.08
2019CPT.02.02.20071	Beaufort	23	SR 1401	FROM US 264 TO 3RD STREET	6	2	2WU	0.24	23	30	0.02	
TOTAL FOR MAP NO. 23									0.24		30	0.02
2019CPT.02.02.20071	Beaufort	24	SR 1403	FROM US 17 TO US 264	7	2	MD	0.92	55	105	0.07	
TOTAL FOR MAP NO. 24									0.92		105	0.07
2019CPT.02.02.20071	Beaufort	25	SR 1456	FROM US 264 TO END MAINTENANCE	6	2	2WU	0.25	32	30	0.02	
TOTAL FOR MAP NO. 25									0.25		30	0
TOTAL FOR PROJ NO. 2019CPT.02.02.20071									10.16		1,205	1
GRAND TOTAL									13.37		1,576	1

MILLING TYPICALS



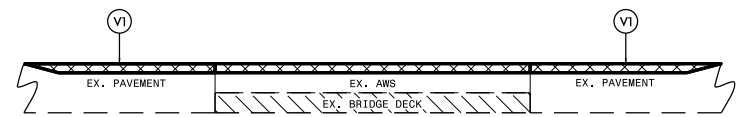
DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

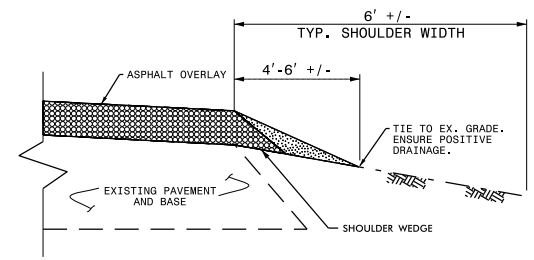
NOTE:
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 3
BRIDGE MILLING

NOTE:
1. INCLUDES MILLING FOR THE ENTIRE WIDTH OF THE BRIDGE WEARING SURFACE, AS DIRECTED BY THE ENGINEER.

SHOULDER RECONSTRUCTION TYPICAL

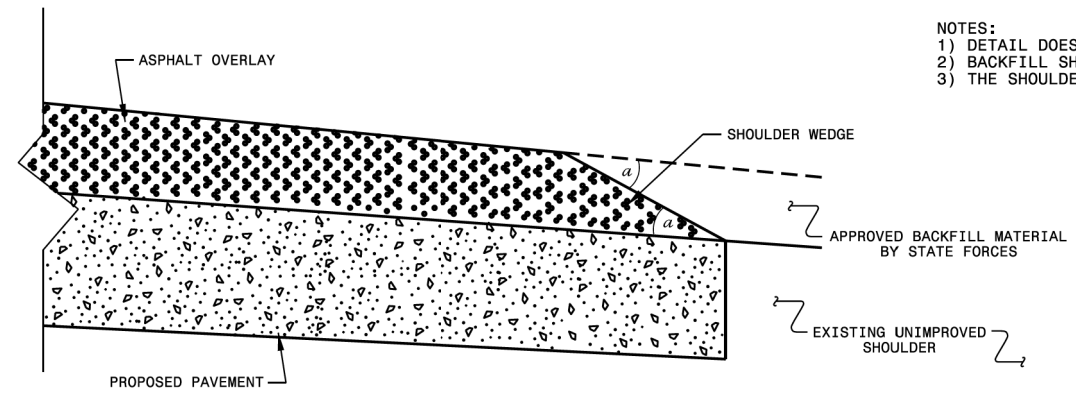


SHOULDER RECONSTRUCTION DETAIL

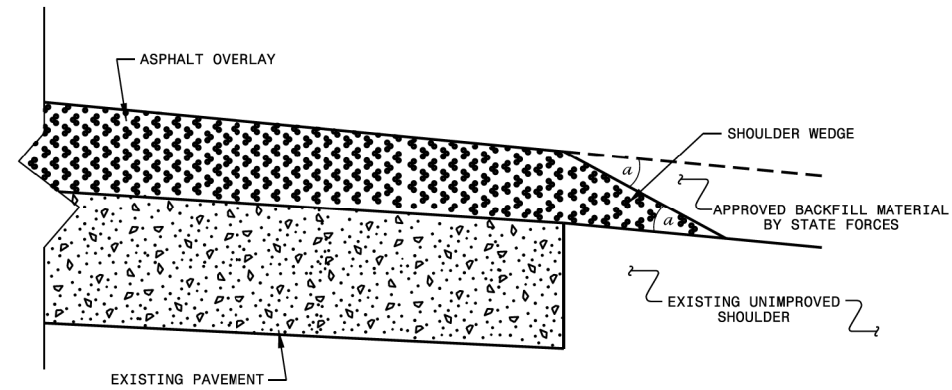
NOTE:

1. SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
2. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDERS POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
3. REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

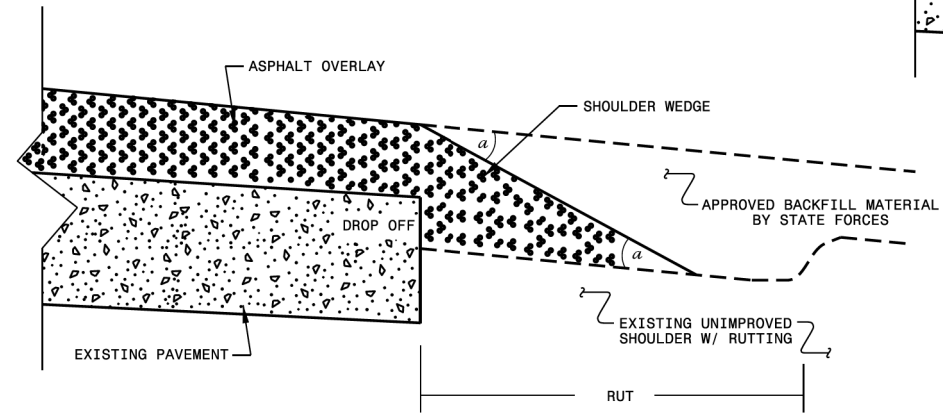
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

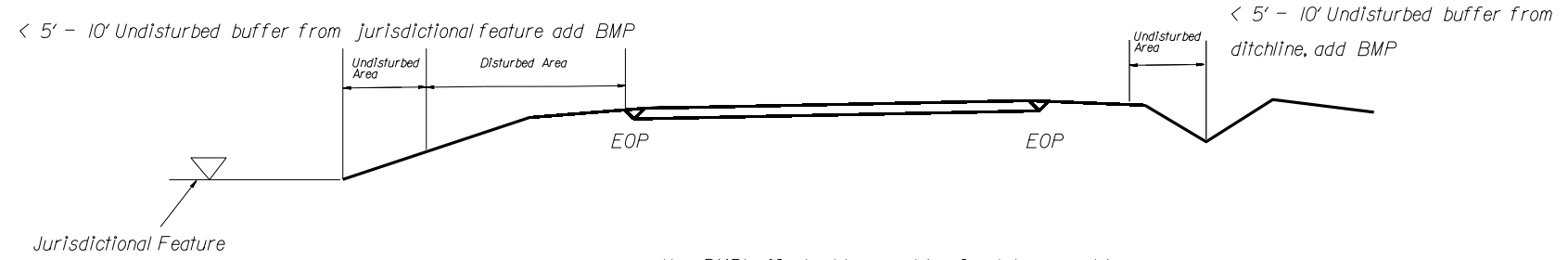
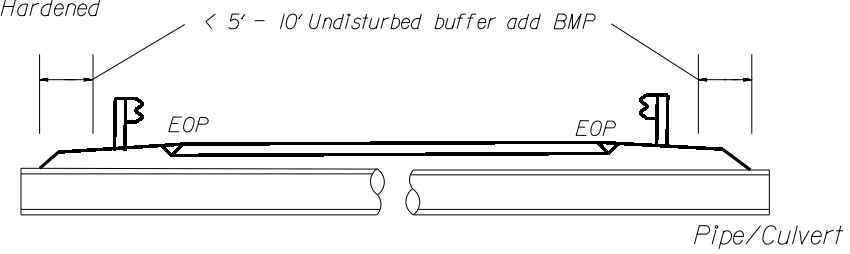
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 319-707-6950 FAX 319-250-4119			
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T.SPELL	DATE:	7-18-11
MODIFIED BY:		DATE:	10/18/12
CHECKED BY:		DATE:	
FILE SPEC:	s:\pr\state\stand\shoulderwedge\st1.dgn		

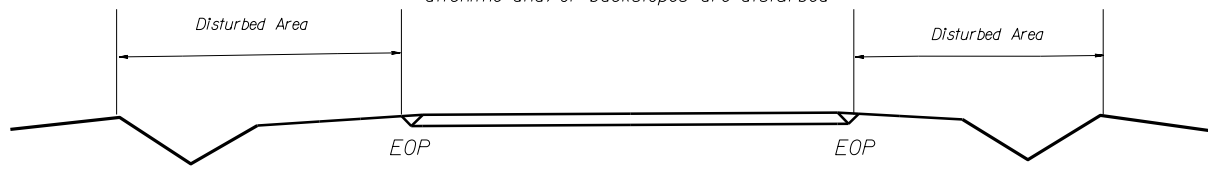
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

EROSION CONTROL DETAIL

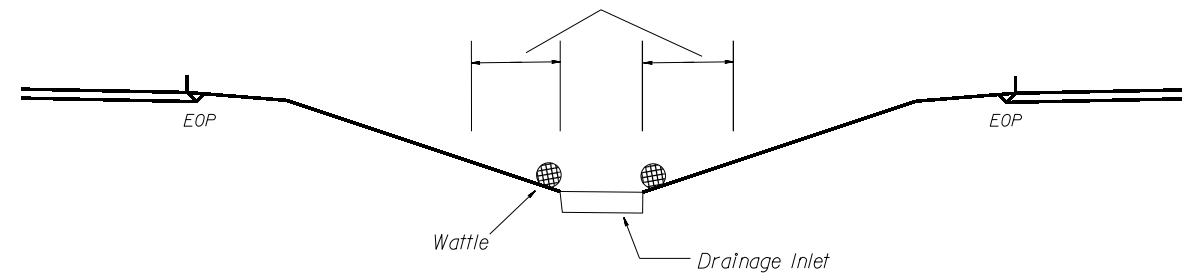
BMP Options: Wattle, Silt Fence or Hardened Aggregate.



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

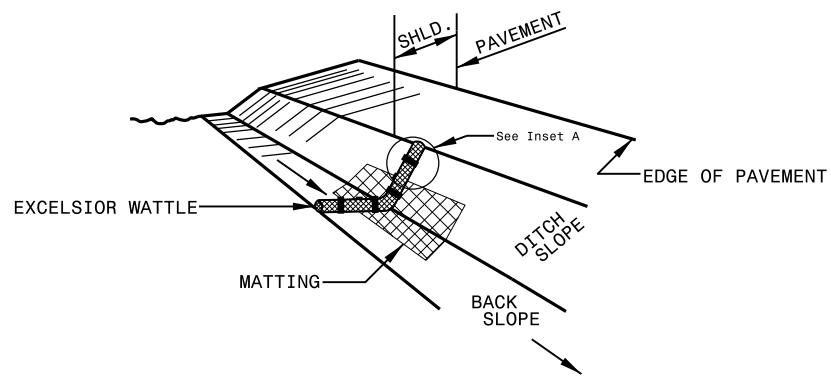


< 5' - 10' Undisturbed buffer from inlet, add wattle

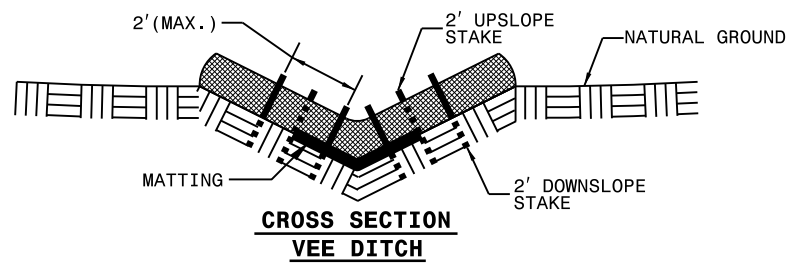


NOT TO SCALE

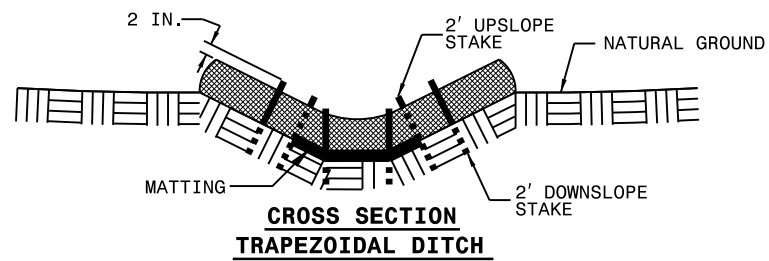
WATTLE DETAIL



ISOMETRIC VIEW



**CROSS SECTION
VEE DITCH**



**CROSS SECTION
TRAPEZOIDAL DITCH**

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR 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.

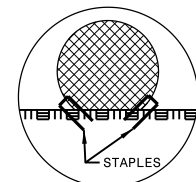
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

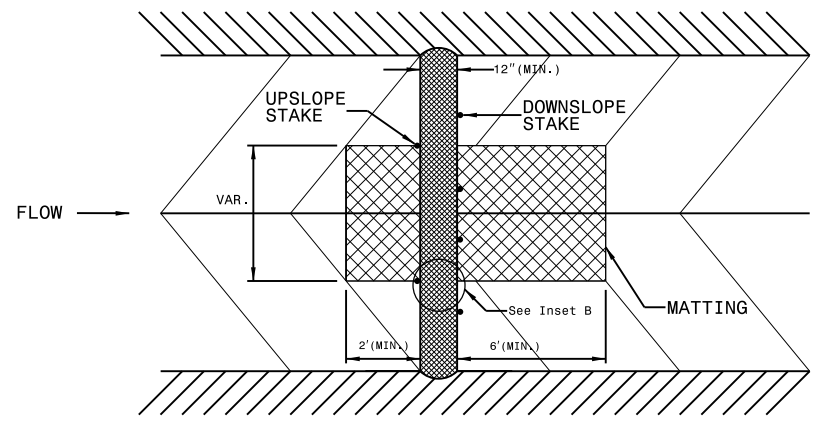
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



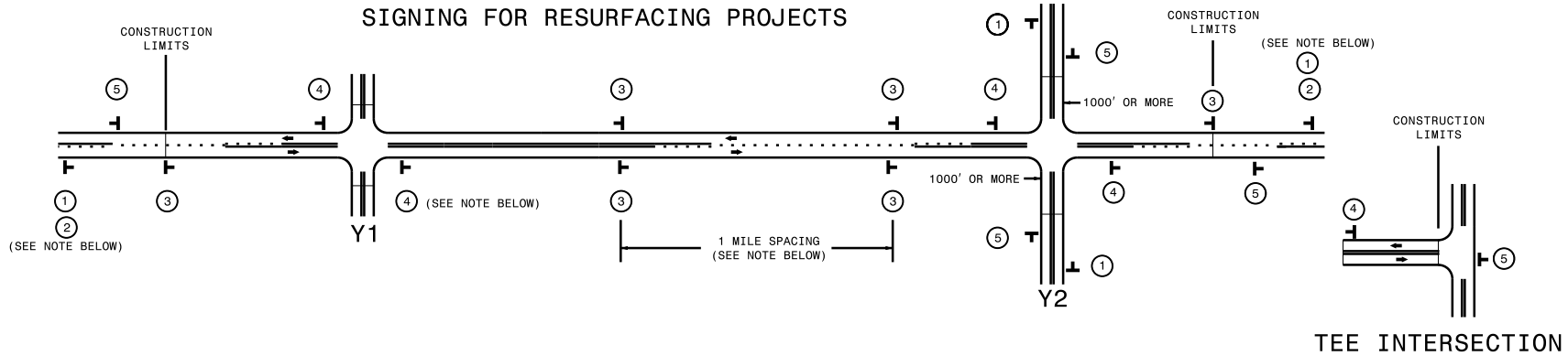
INSET B



TOP VIEW

NOT TO SCALE

SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p>W20-7 A 48" X 48"</p> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
		<p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	
		<ul style="list-style-type: none"> 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. 	
		<ul style="list-style-type: none"> 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. 	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	