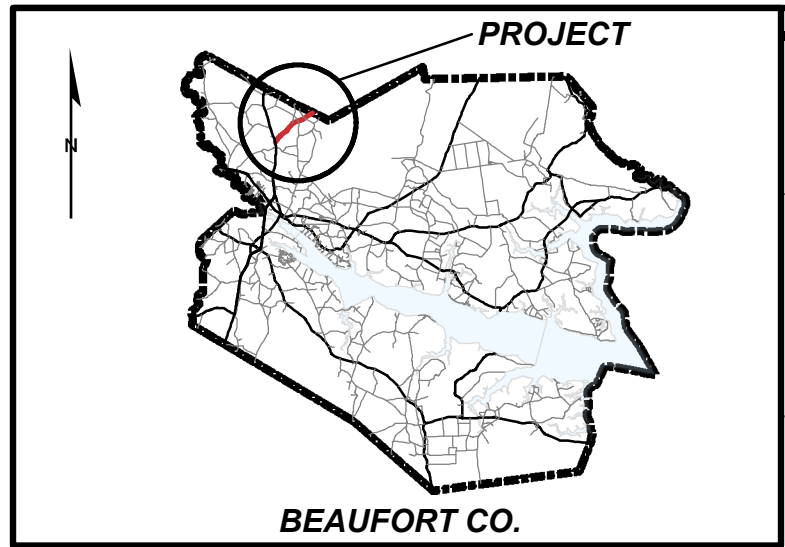


**BEAUFORT CO. RESURFACING PROJECT
WBS: 2016CPT.02.21.10071.1**



END MAP 1
NC 171

BRIDGE 012

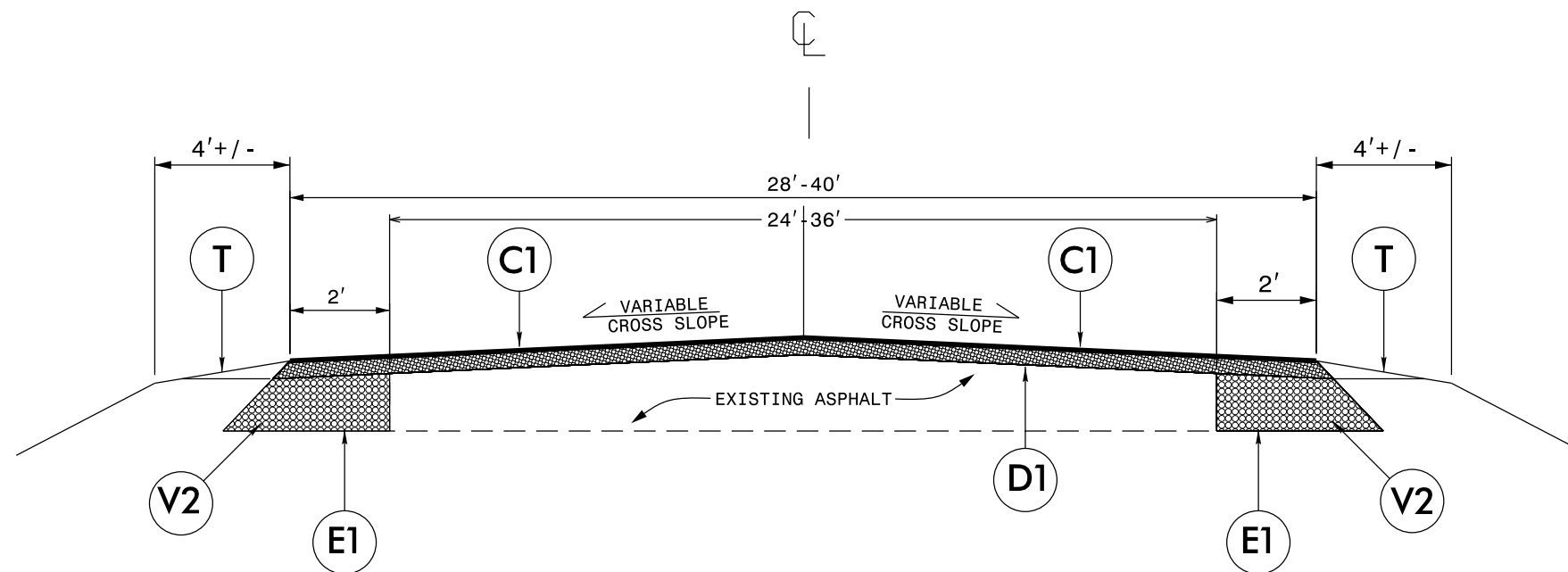
BEGIN MAP 1
NC 171

NOT TO SCALE

Map 1: NC 171 From US 171 to Martin Co. Line.

TYPICAL SECTION NO. 1

MAP 1: From US 17 to Martin Co. Line.



NOTE:

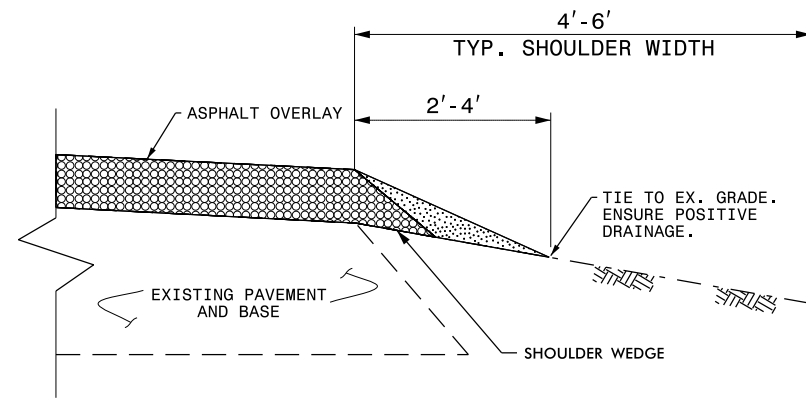
1. PLACE 2' SYMMETRICAL WIDENING. MAKE FLUSH WITH THE EXISTING ASPHALT.
2. TRENCHING SHALL BE PERFORMED USING A MILLING MACHINE OR SIMILAR DEVICE.
3. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
4. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
5. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 1.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2½" OF ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 5" OF ASPHALT CONCRETE BASE COURSE, TYPE B-25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING.
V2	MILLING EXISTING SOIL SHOULDER, TO A DEPTH OF 5", WITH A WIDTH OF 2' WHERE INDICATED BY TYPICAL, FOR SYMMETRICAL WIDENING.
T	SHOULDER RECONSTRUCTION AS DIRECTED BY THE ENGINEER.

DRAWINGS NOT TO SCALE

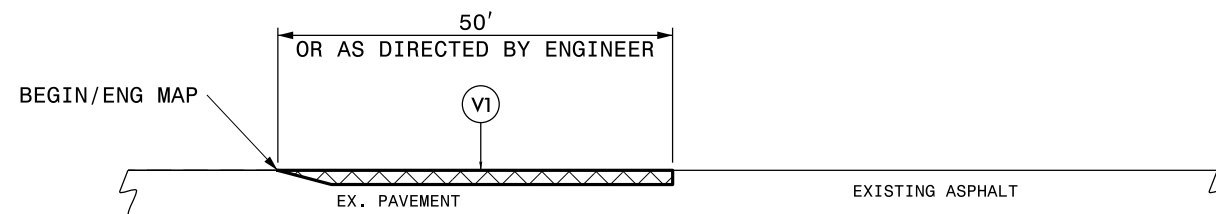
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



SHOULDER RECONSTRUCTION DETAIL

NOTE:

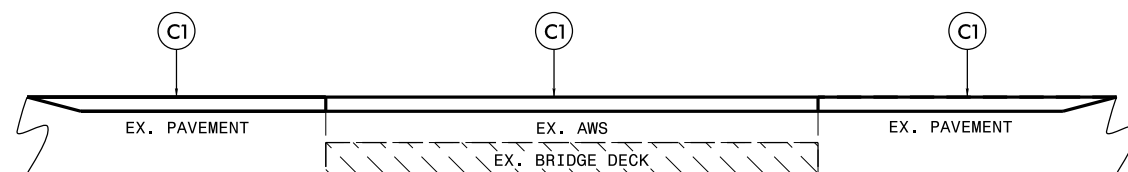
1. SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
2. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE 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.



**DETAIL 1
BEGIN END MAP TIE-IN**

NOTE:

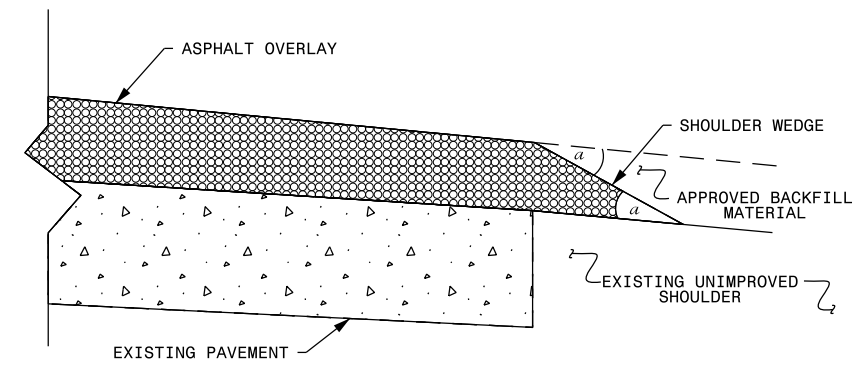
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



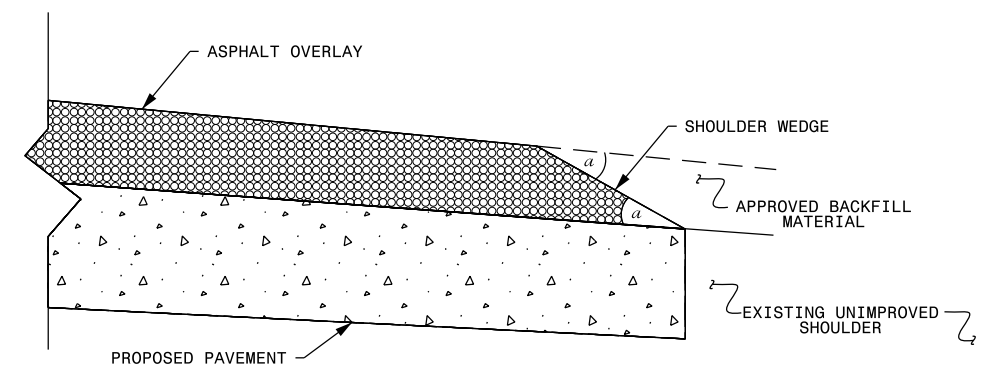
**DETAIL 2
BRIDGE OVERLAY**

NOTE:

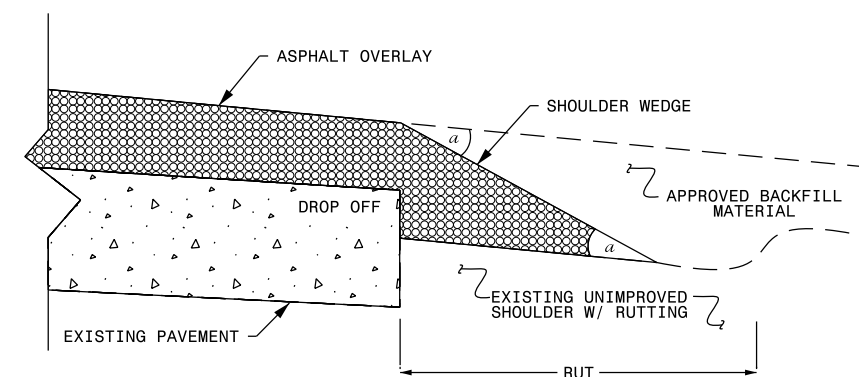
1. PAVING AT BEAUFORT CO. BRIDGE NUMBER 12 AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ no Widening)**



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



**SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)**

NOTES:

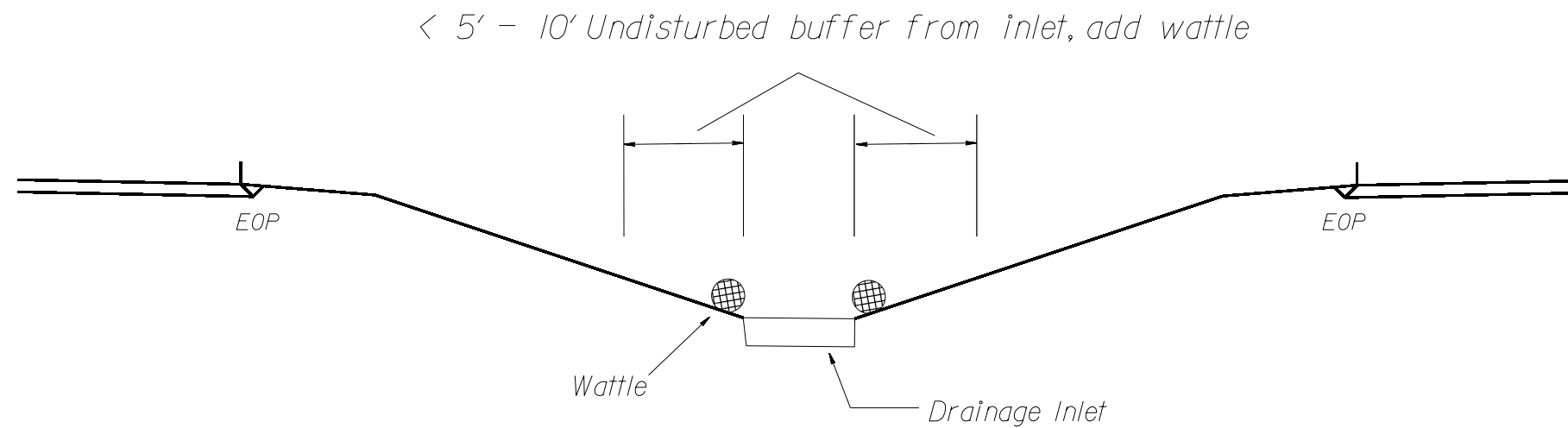
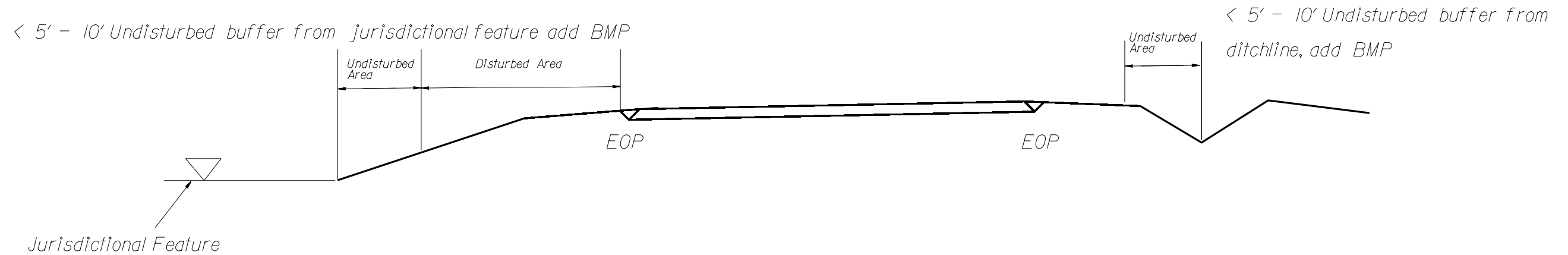
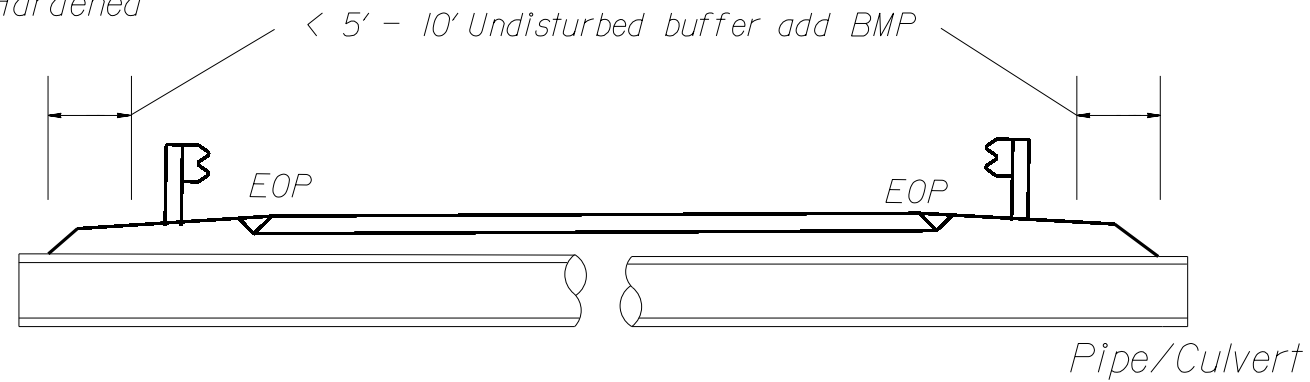
1. DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
2. BACKFILL SHOULDER WITH APPROVED MATERIAL.
3. THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.

- SHOULDER WEDGE ANGLE = 30°

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

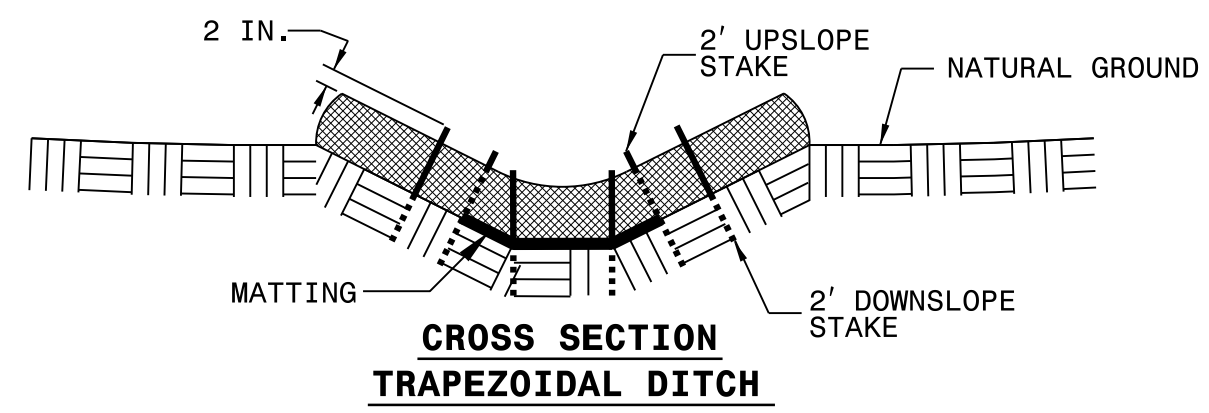
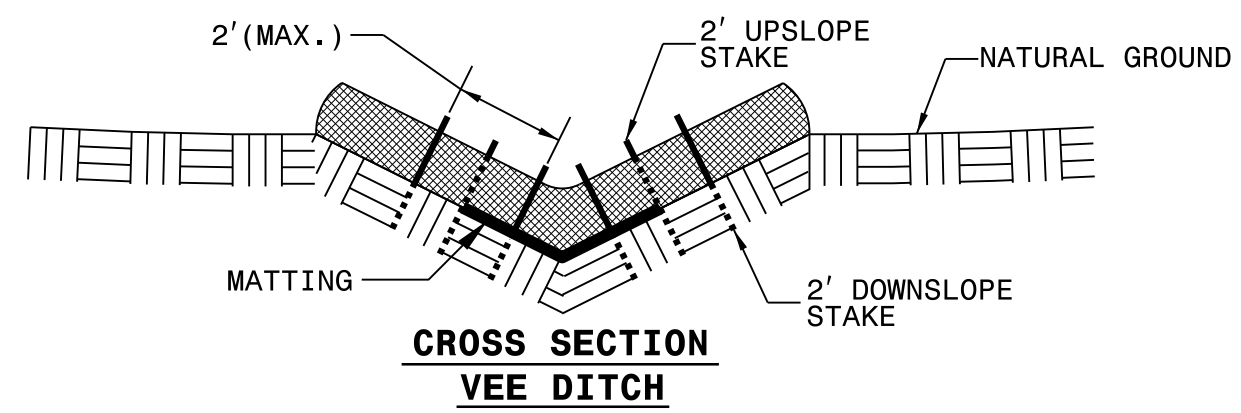
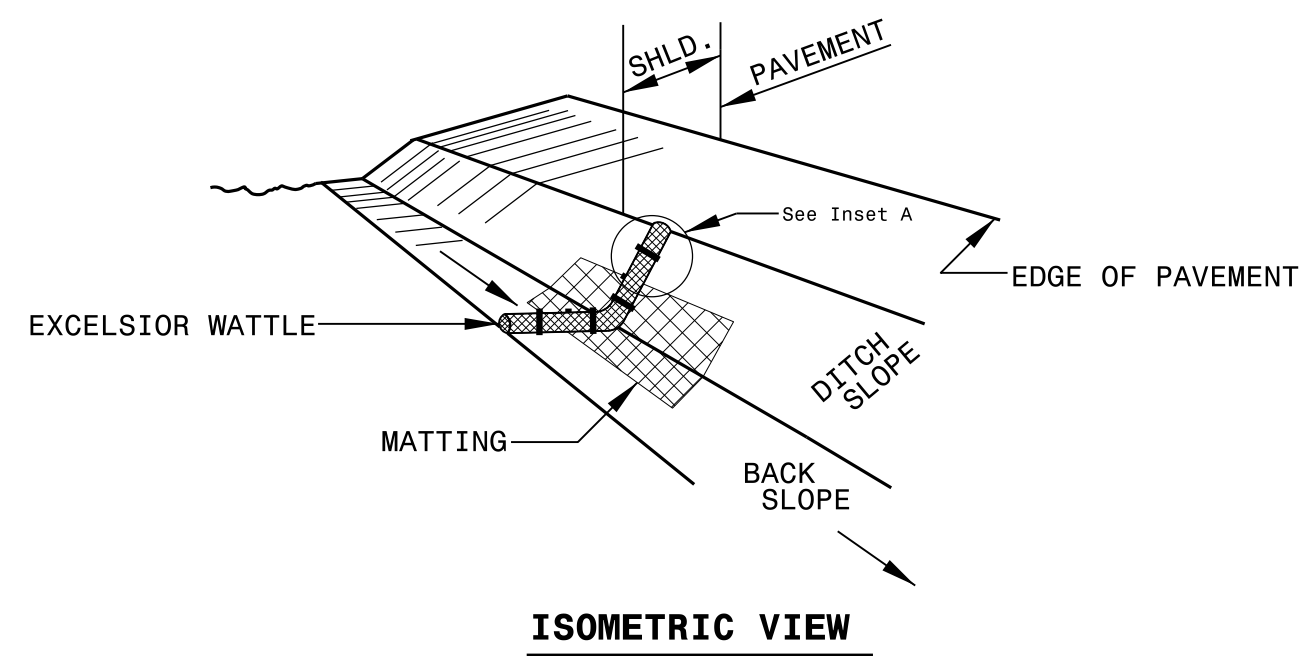
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

EROSION CONTROL DETAIL



NOT TO SCALE

WATTLE DETAIL



NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

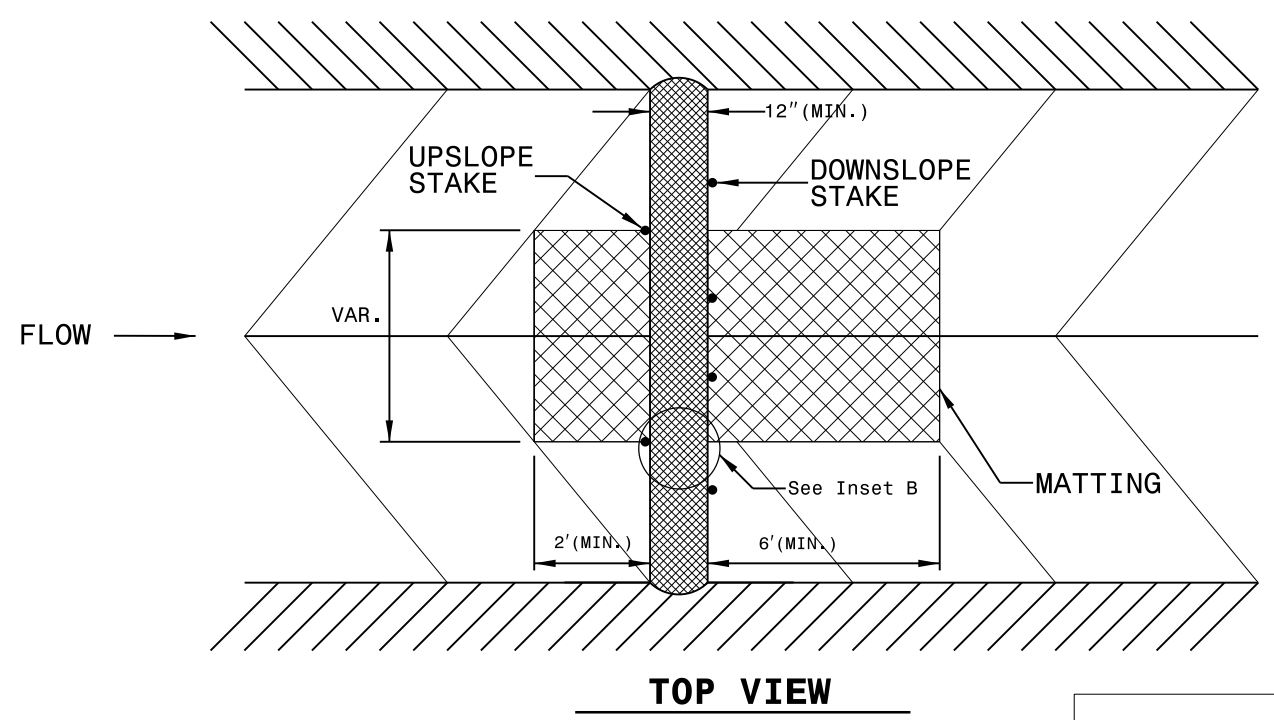
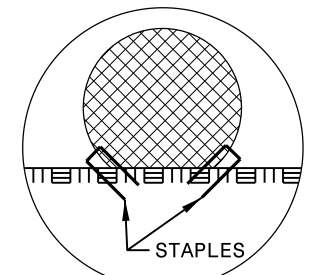
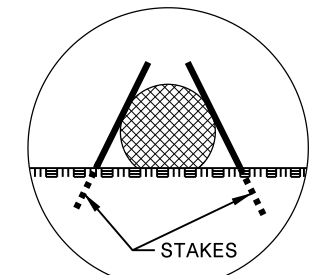
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.



NOT TO SCALE

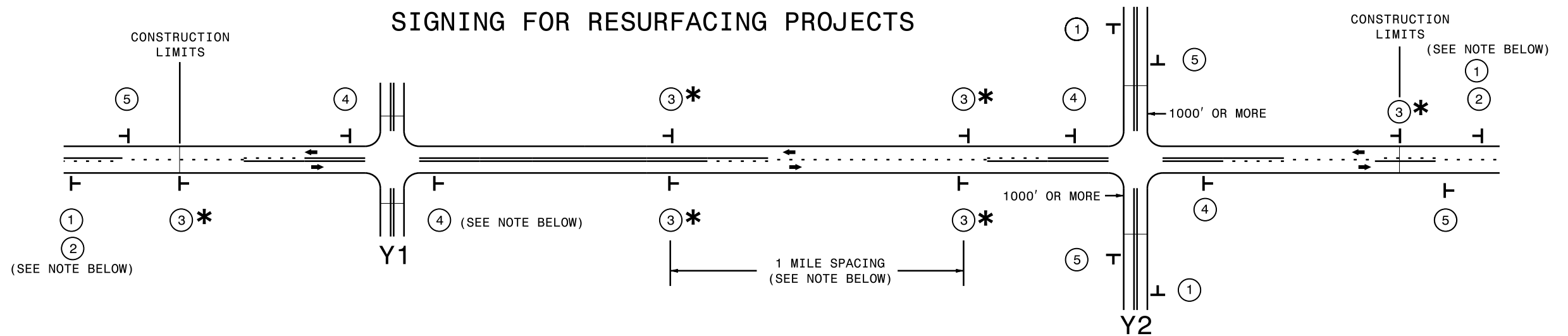
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	INTERMEDIATE COURSE, I19.0B TONS	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	ADJ. OF METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	WATTLE LF	SEEDING & MULCHING AC	RESPONSE FOR EROSION CONTROL EA
2016CPT.02.21.10071.1	Beaufort	1	NC 171	FROM US17 TO THE MARTIN CO. LINE	1	2	2WD	NO	NO	3.915	VAR.	100	8.00	1,100	3,531	10,515	3,241	855	1	400.00	100.00	4.00	2.00
TOTAL FOR MAP NO. 1										3.915		100	8.00	1,100	3,531	10,515	3,241	855	1	400.00	100.00	4.00	2.00
TOTAL FOR PROJ NO. 2016CPT.02.21.10071.1										3.915		100	8.00	1,100	3,531	10,515	3,241	855	1	400.00	100.00	4.00	2.00
GRAND TOTAL										3.915		100	8.00	1,100	3,531	10,515	3,241	855	1	400.00	100.00	4.00	2.00

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4688000000-E	4690000000-E	4905000000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNS SF	TEMPORARY TRAFFIC CONTROL LS	THERMO PVT MKG LINES, 6" 90 MILS LF	THERMO PVT MKG LINES, 6" 120 MILS LF	SNOWPLB PVT MARKER EA
2016CPT.02.21.10071.1	Beaufort	1	NC 171	FROM US17 TO THE MARTIN CO. LINE	1	2	2WD	3.915	VAR.	439	1	42,125	25,839	275.00
TOTAL FOR MAP NO. 1								3.915		439	1	42,125	25,839	275
TOTAL FOR PROJ NO. 2016CPT.02.21.10071.1								3.915		439	1	42,125	25,839	275
GRAND TOTAL								3.915		439	1	42,125	25,839	275

SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

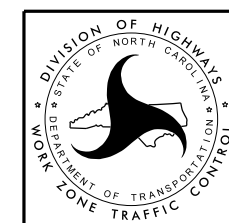
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	① ②	 <small>W20-1 48" X 48"</small> <small>W7-3aP 24" X 18"</small>	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<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
	③*	 <small>SP 13107 48" X 48"</small>	<p>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>	<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>
	④	 <small>SP 13106 48" X 48"</small>	<p>THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p>	 <small>W20-1 48" X 48"</small> <small>W20-7 A 48" X 48"</small> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
⑤	 <small>G20-2 A 48" X 24"</small>	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>		

* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2 LANE ROADWAYS