

PITT COUNTY

DB00415

WBS# 2018CPT.02.26.10741
2018CPT.02.55.20741

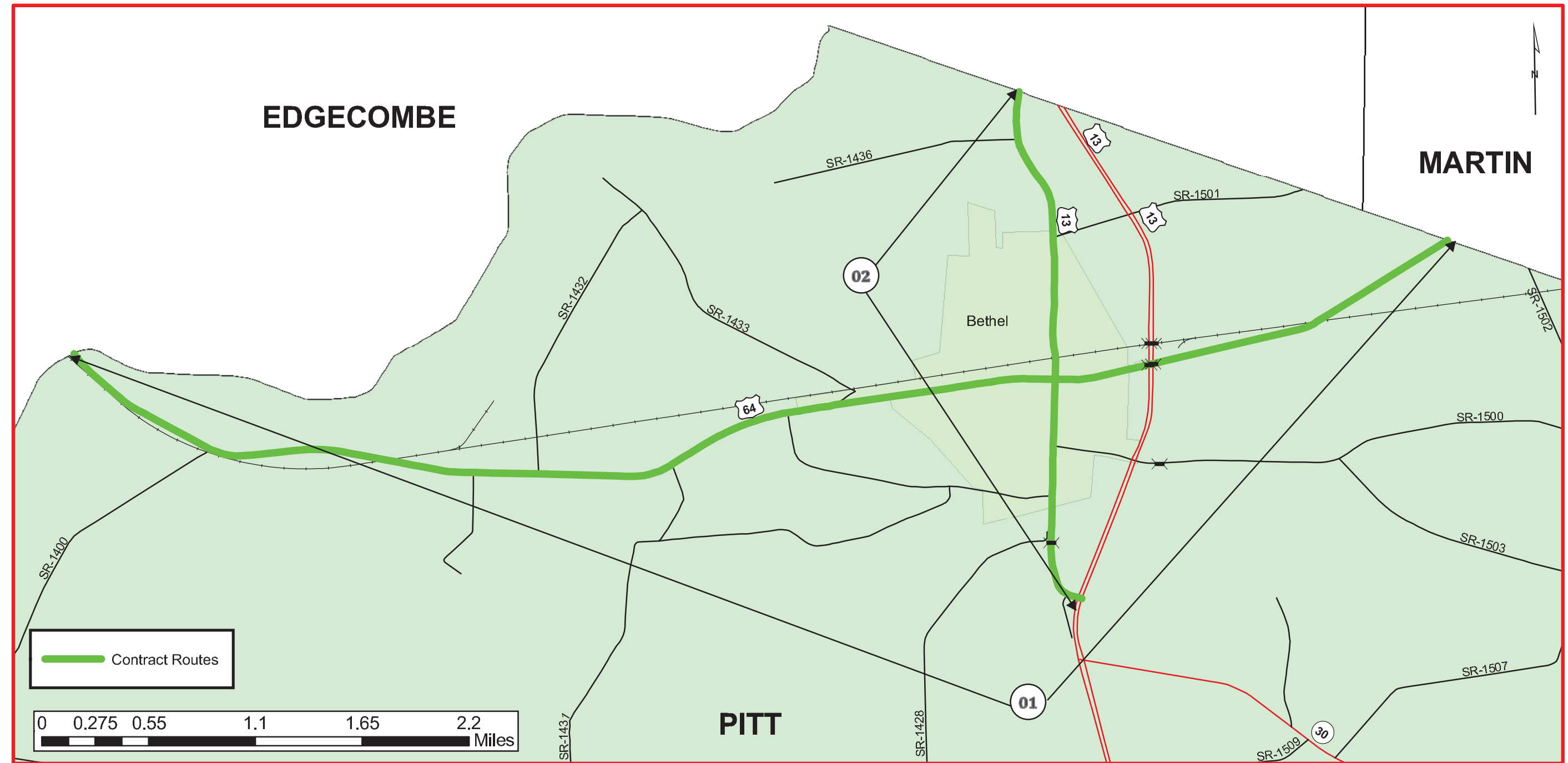
PROJECT REFERENCE NO.	SHEET NO.
DB00415	1



NCDOT
DIVISION 2

LOCATION:
MULTIPLE MAPS - PLEASE SEE PAGE 3 FOR MAP LOCATIONS

**TYPE OF WORK: PATCHING, DRAINAGE STRUCTURE REHABILITATION, MILLING,
ASPHALT BASE, STRENGTHENING, RESURFACING, PAVEMENT MARKINGS,
PAVEMENT MARKERS**

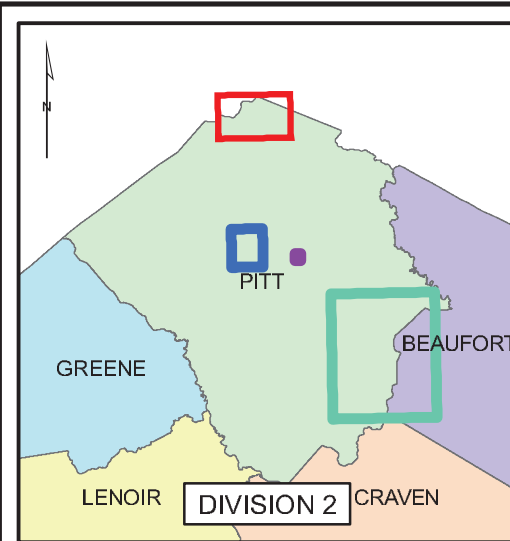


PITT COUNTY

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WBS# 2018CPT.02.26.10741

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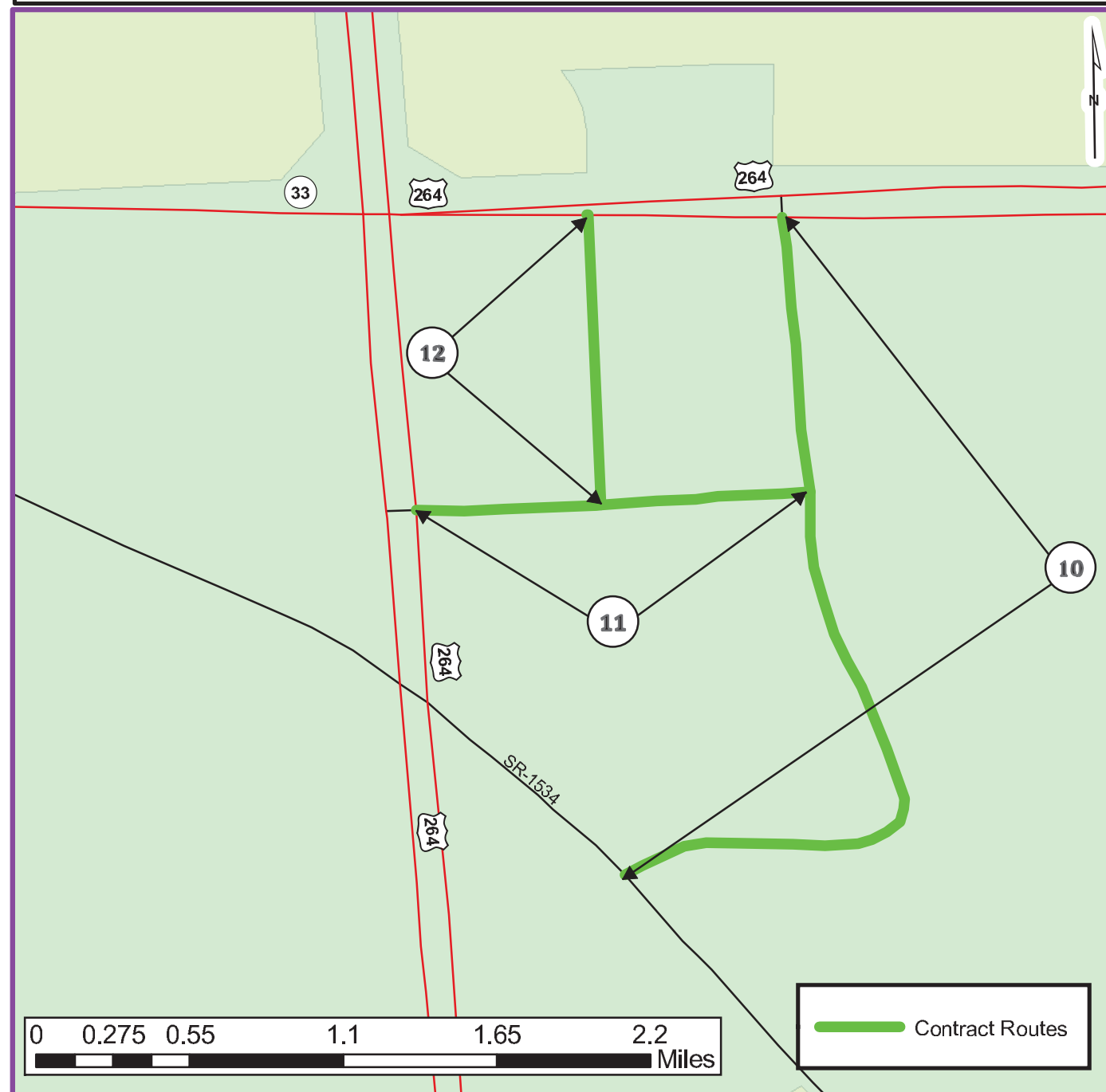


LOCATION:
MULITPLE MAPS - PLEASE SEE PAGE 3 FOR MAP LOCATIONS

TYPE OF WORK: PATCHING, DRAINAGE STRUCTURE REHABILITATION, MILLING, ASPHALT BASE, STRENGTHENING, RESURFACING, PAVEMENT MARKINGS, PAVEMENT MARKERS



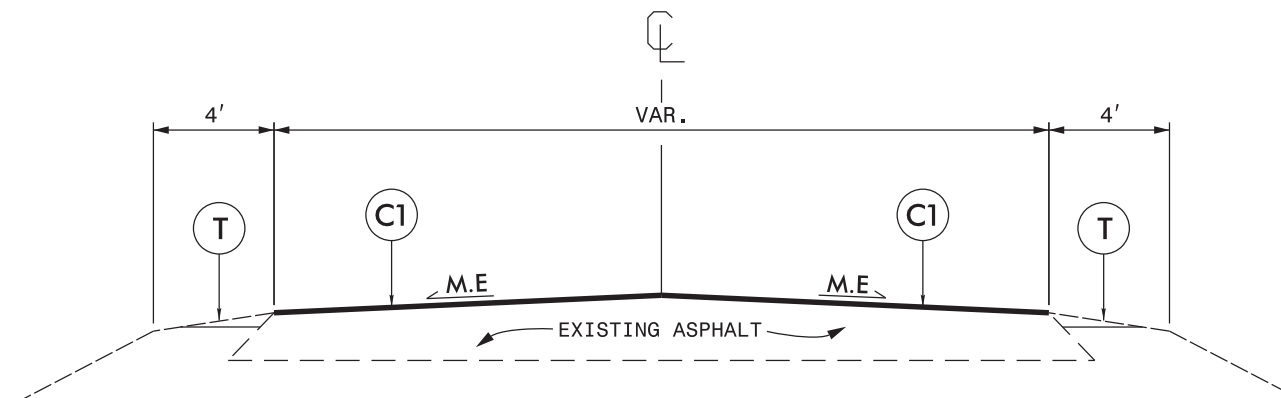
NCDOT
DIVISION 2



Map Number	WBS	Route	Route Name	From Description	To Description	Length
01	2018CPT.02.26.10741	21000064	NC 64 ALT	Edgecombe Co	Martin Co	6.25
02	2018CPT.02.26.10741	29000013	US 13 BUS	US 13/NC 11	Edgecombe County	2.70
03	2018CPT.02.55.20741	40001786	SR 1786	SR 1800	NC 43	4.50
04	2018CPT.02.55.20741	40001779	SR 1779	NC 33	SR 1565	1.40
05	2018CPT.02.55.20741	40001420	SR 1420	SR 1441	DEAD END	0.52
06	2018CPT.02.55.20741	40001441	SR 1441	SR 1401	SR 1420	0.11
07	2018CPT.02.55.20741	40001453	SR 1453	NC 43	DEAD END	0.40
08	2018CPT.02.55.20741	40001461	SR 1461	SR 1420	HILLSDL ST	0.13
09	2018CPT.02.55.20741	40001462	SR 1462	SR 1441	DEAD END	0.14
10	2018CPT.02.55.20741	40002245	SR 2245	SR 1534	US 264	0.50
11	2018CPT.02.55.20741	40002246	SR 2246	SR 2245	US 264	0.19
12	2018CPT.02.55.20741	40001631	SR 1631	US 264	SR 2246	0.15

TYPICAL SECTION NO. 1

MAP 1,2,10

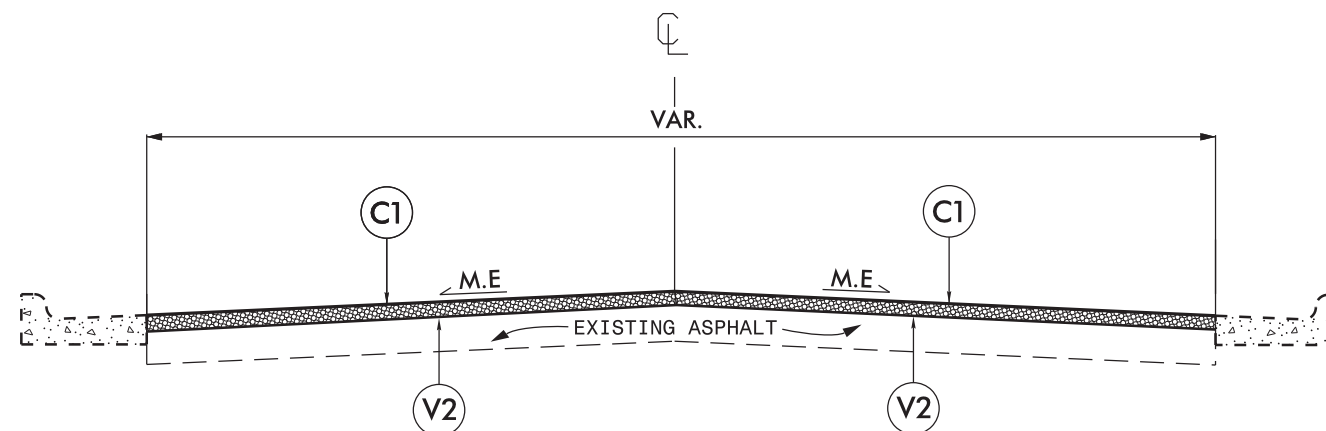


NOTE:

1. PERFORM FULL DEPTH MILL PATCHING AT LOCATION AND WIDTH AS SHOWN ON PAGE 9. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 2

MAP 1,2



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. DUE TO EXISTING SURFACE CONDITIONS, 3" MILLING WILL BE PERFORMED AT FULL WIDTH AS TO MAINTAIN A 2" ASPHALT SURFACE COURSE.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.

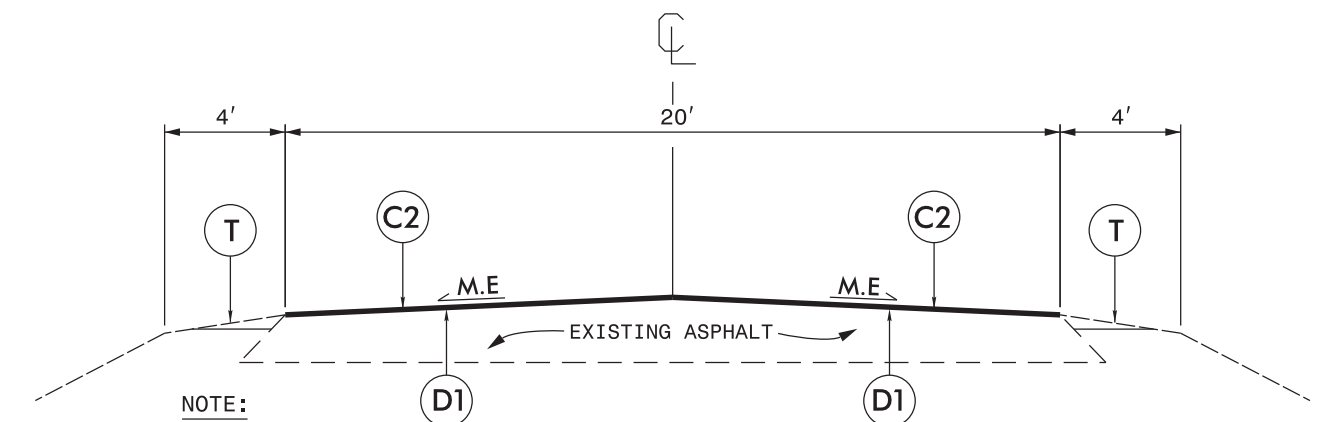
PAVEMENT SCHEDULE

C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 220.0 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 3/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456.0 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	3" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY
V3	6" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY
V4	0 - 1 1/2" DEPTH MILLING IN 7 FT.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 3

MAP 3,4

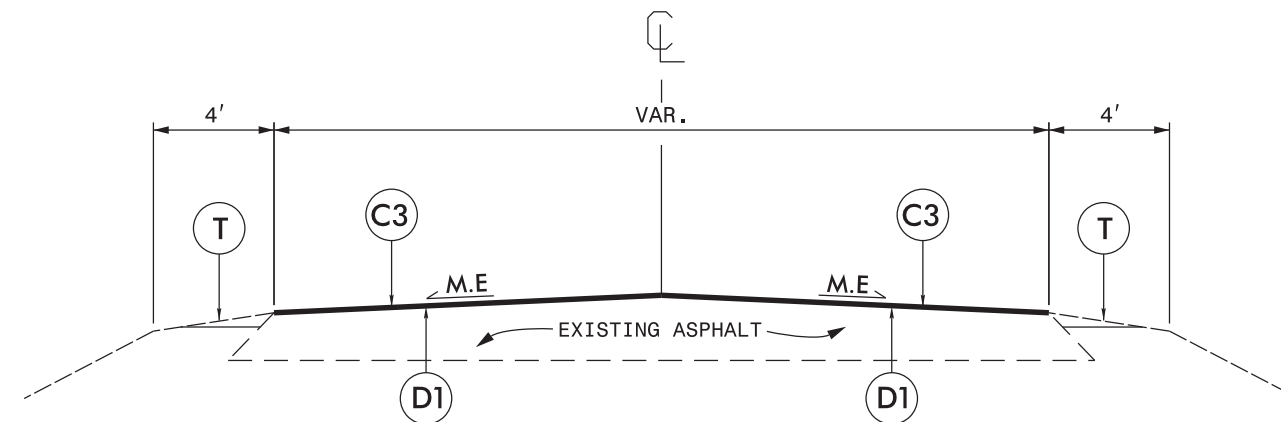


NOTE:

1. PERFORM FULL DEPTH MILL PATCHING AT LOCATION AND WIDTH AS SHOWN ON PAGE 9. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
4. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 4

MAP 5,6,7

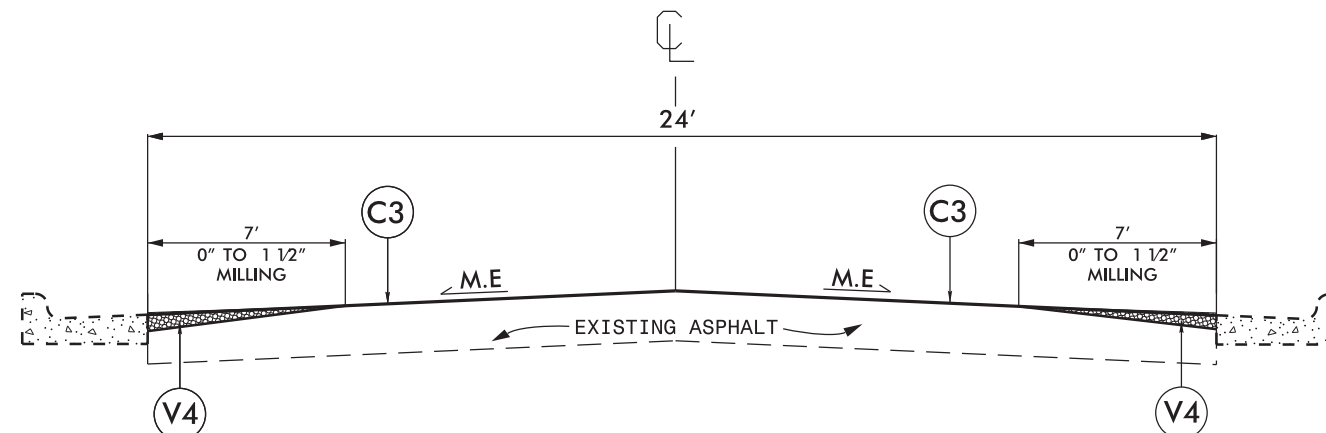


NOTE:

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

TYPICAL SECTION NO. 5

MAP 8



NOTE:

1. MILL ASPHALT PAVEMENT TO A DEPTH OF 0" TO 1 1/2" WITHIN 7' TO TIE TO EXISTING C&G FROM STA 0+00 TO 7+36, OR AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, OR AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 220.0 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 3/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456.0 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	3" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY
V3	6" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY
V4	0 - 1 1/2" DEPTH MILLING IN 7 FT.
DRAWINGS NOT TO SCALE	

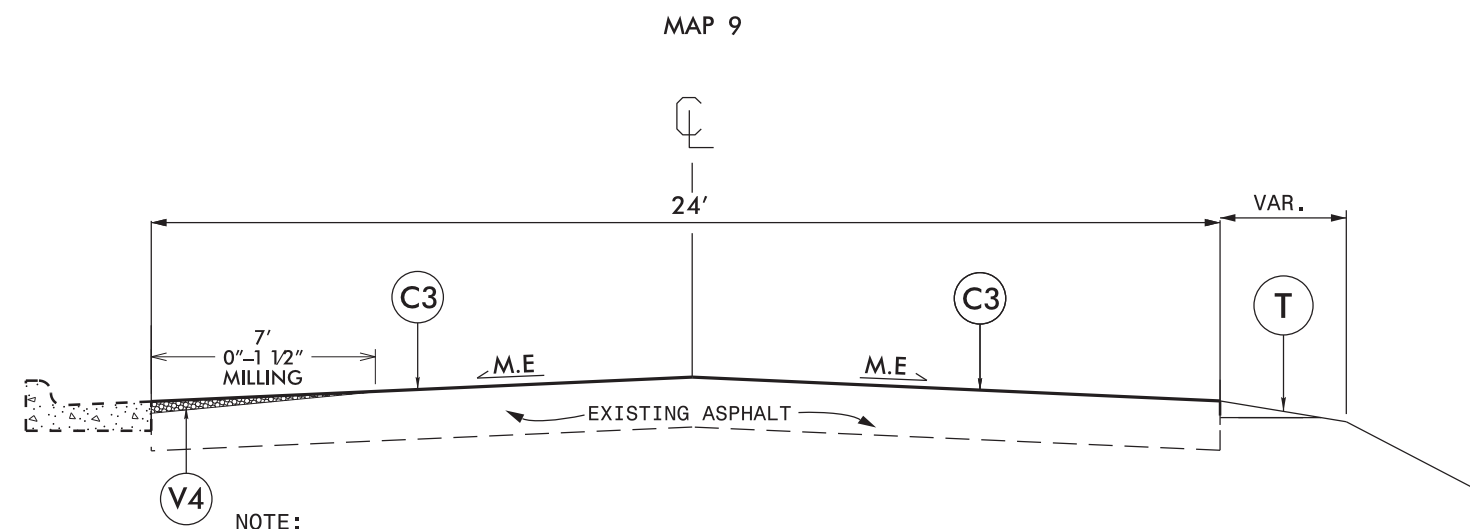
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 220.0 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 3/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456.0 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	3" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY
V3	6" DEPTH MILLING FOR THE ENTIRE WIDTH OF ROADWAY
V4	0 - 1 1/2" DEPTH MILLING IN 7 FT.
DRAWINGS NOT TO SCALE	

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

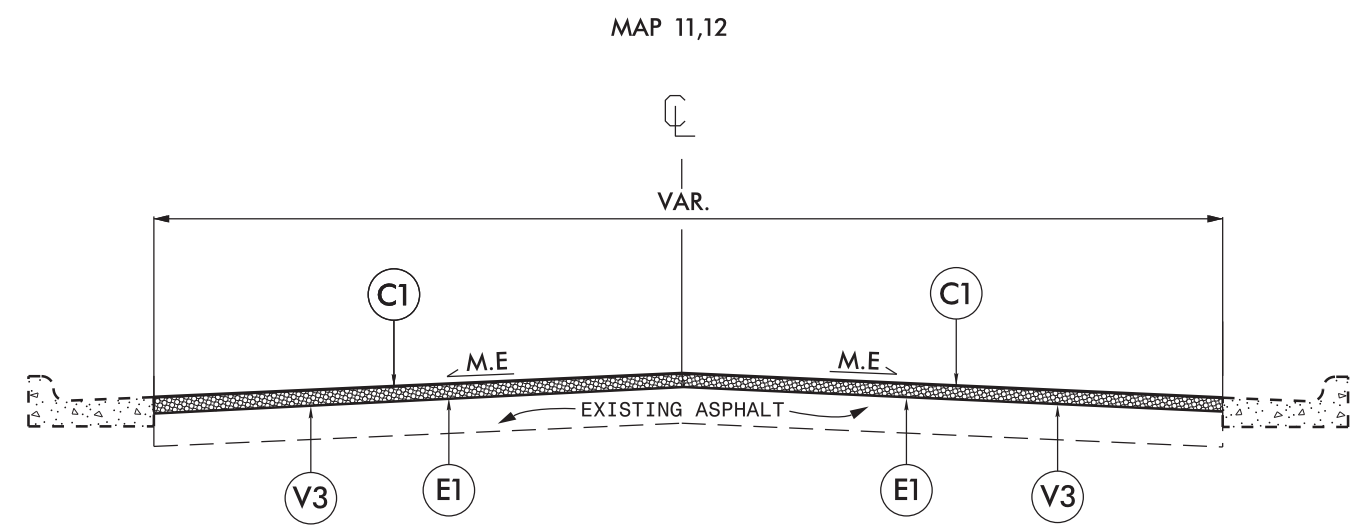
TYPICAL SECTION NO. 6



NOTE:

1. MILL ASPHALT PAVEMENT TO A DEPTH OF 0" TO 1 1/2" WITHIN 7' TO TIE TO EXISTING C&G FROM STA 0+00 TO 8+35, OR AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, OR AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.

TYPICAL SECTION NO. 7

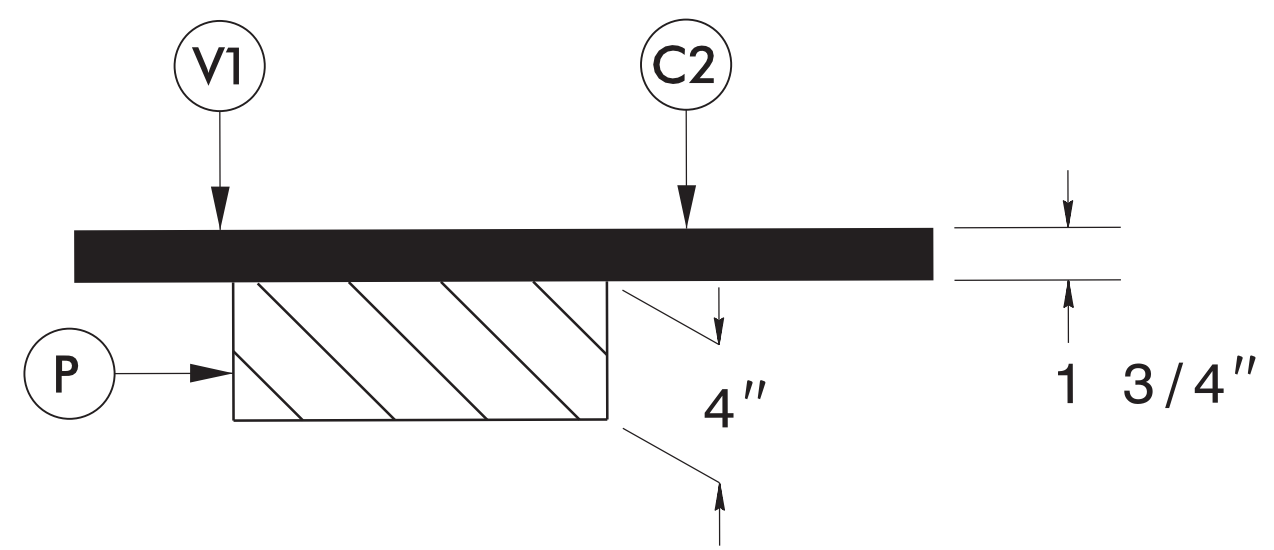


NOTE:

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

PAVEMENT SCHEDULE	
C2	PROP. APPROX. 1 3/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD. PER LAYER
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B 25.0C
DRAWINGS NOT TO SCALE	

4" DEPTH MILL PATCHING DETAIL

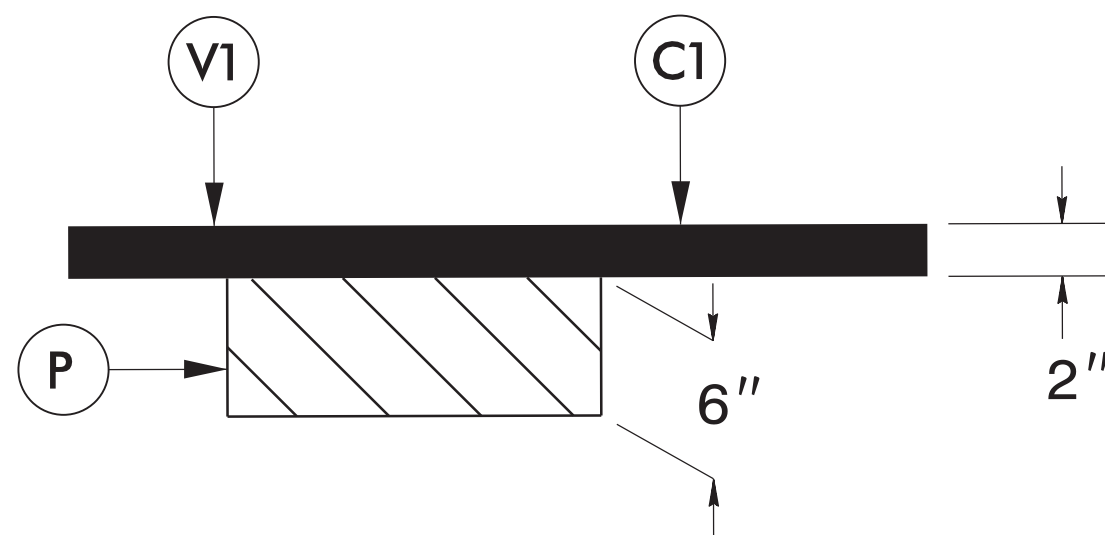


NOTE:

1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 4" DEPTH MILL PATCHING.
2. THE CONTRACTOR SHALL PERFORM THE 4" DEPTH MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 220.0 LBS. PER SQ. YD. PER LAYER
V1	INCIDENTAL MILLING
P	6" DEPTH MILL PATCHING W/ B 25.0C
DRAWINGS NOT TO SCALE	

6" DEPTH MILL PATCHING DETAIL



NOTE:

1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 6" DEPTH MILL PATCHING.
2. THE CONTRACTOR SHALL PERFORM THE 6" DEPTH MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 6" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

FULL DEPTH MILL PATCHING - 4" DEPTH - B 25.0C MIX

MAP #	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)
3	42+35	46+69	7'	
3	43+85	46+04		7'
3	47+94	48+34	7'	
3	49+49	52+53	7'	
3	49+49	52+53		7'
3	56+40	57+55	7'	
3	57+55	58+10		14'
3	78+95	79+25		12'
3	85+82	86+23		7'
3	86+35	86+67	7'	
3	86+89	89+51		7'
3	88+28	89+39		7'
3	89+39	89+75	7'	
3	111+45	112+10	7'	
3	159+51	160+25		7'
3	188+02	188+40	7'	
3	202+25	202+63	7'	
3	219+35	232+87		12'
3	234+41	234+57	-L-	
4	4+24	6+94		20'
4	41+28	42+04	7'	
4	42+04	42+42		10'
4	43+39	46+70		20'
4	52+48	54+28		20'
4	61+83	62+33	12'	
4	62+33	63+33		20'
4	63+33	65+03	7'	
10	17+54	18+11		21'
10	24+79	25+06		21'

CURB & GUTTER REPAIR

MAP #	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)
1	219+80	220+02	22'	
1	220+27	220+37	10'	
1	221+34	221+40		6'
1	222+60	222+79	19'	
1	227+71	227+91	20'	
1	231+38	231+46	8'	
1	231+75	231+85	10'	
2	33+23	34+10		87'
2	34+31	34+41		10'
2	34+80	35+26		46'
2	37+30	37+74		44'
2	39+46	39+66		20'
2	40+40	40+60		20'
2	44+39	44+61		22'
2	46+63	47+03		40'
2	51+60	51+78		18'
2	53+33	53+66		33'
2	56+39	56+45		6'
2	60+30	60+54		24'
2	72+48	72+76		28'
2	74+41	74+48		7'
2	75+39	75+51		12'
2	91+11	91+30		19'
2	35+24	35+30	6'	
2	49+47	49+50	3'	
2	55+93	55+98	5'	
2	71+39	71+48	9'	
2	72+26	72+73	47'	
2	80+75	80+81	6'	
2	90+17	90+41	24'	
2	90+51	90+68	17'	
2	91+50	91+59	9'	
8	2+24	2+48		24'

FULL DEPTH MILL PATCHING - 6" DEPTH - B 25.0C MIX

MAP #	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)
2	13+29	13+61		14'

SUMMARY OF QUANTITIES

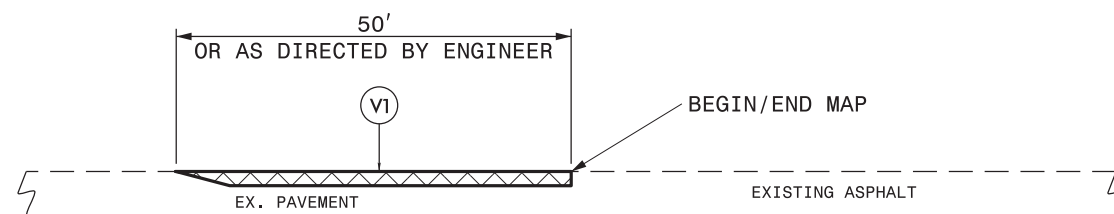
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	000930000-E	026200000-N	122000000-E	124500000-E	129700000-E		130800000-E	133000000-E	149100000-E	150300000-E	151900000-E	157500000-E					
												2'6" CURB & GUTTER - REMOVE/REPLACE	HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	3" MILLING	6" MILLING	0" TO 1.5" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX					
												MI	FT	LF	EA	TONS	SMI	SY	SY	SY	SY	TONS	TONS	TONS	TONS			
2018CPT.02.26.10741	Pitt	1	US 64 ALT.	FROM EDGEcombe CO. TO MARTIN CO.	1&2	2	2WU	NO	NO	6.25	24	100	278	313	11.10	11,000			300			11,000	660					
TOTAL FOR MAP NO. 1												6.25		100	278	313	11.10	11,000			300			11,000	660			
2018CPT.02.26.10741	Pitt	2	US 13 BUS	FROM US 13/NC 11 TO EDGEcombe CO.	1&2	2	2WU	NO	NO	2.70	31	600	75	135	3.00	27,000			700	400			5,100	306				
TOTAL FOR MAP NO. 2												2.70		600	75	135	3.00	27,000			700	400			5,100	306		
TOTAL FOR PROJ NO. 2018CPT.02.26.10741												8.95		700	353	448	14.10	38,000			700	700			16,100	966		
												38,000																
2018CPT.02.55.20741	Pitt	3	SR 1786	FROM SR 1800 TO NC 43	3	2	2WU	NO	NO	4.50	20		225	225	9.00					500		1,600	6,000	437				
TOTAL FOR MAP NO. 3												4.50			225	225	9.00				500		1,600	6,000	437			
2018CPT.02.55.20741	Pitt	4	SR 1779	FROM NC 33 TO SR 1565	3	2	2WU	NO	NO	1.40	20		70	70	2.80					125		2,500	1,700	222				
TOTAL FOR MAP NO. 4												1.40			70	70	2.80				125		2,500	1,700	222			
2018CPT.02.55.20741	Pitt	5	SR 1420	FROM SR 1441 TO DEAD END	4	2	2WU	NO	NO	0.52	23		26	26	1.04					200		850	500	71				
TOTAL FOR MAP NO. 5												0.52			26	26	1.04				200		850	500	71			
2018CPT.02.55.20741	Pitt	6	SR 1441	FROM SR 1401 TO SR 1420	4	2	2WU	NO	NO	0.11	21		9	6	0.22					200		140	100	13				
TOTAL FOR MAP NO. 6												0.11			9	6	0.22				200		140	100	13			
2018CPT.02.55.20741	Pitt	7	SR 1453	FROM NC 43 TO DEAD END	4	2	2WU	NO	NO	0.40	20		32	20	0.80					200		550	350	47				
TOTAL FOR MAP NO. 7												0.40			32	20	0.80				200		550	350	47			
2018CPT.02.55.20741	Pitt	8	SR 1461	FROM SR 1420 TO HILLSDALE STREET	5	2	2WU	NO	NO	0.13	24		7	7	0.26				1,200	200			170	10				
TOTAL FOR MAP NO. 8												0.13			7	7	0.26				1,200	200			170	10		
2018CPT.02.55.20741	Pitt	9	SR 1462	FROM SR 1441 TO DEAD END	6	2	2WU	NO	NO	0.14	24		7	7	0.28				700	200			200	12				
TOTAL FOR MAP NO. 9												0.14			7	7	0.28				700	200			200	12		
2018CPT.02.55.20741	Pitt	10	SR 2245	FROM SR 1534 TO US 264	1	2	2WU	NO	NO	0.50	22		25	25	1.00					250	60		700	45				
TOTAL FOR MAP NO. 10												0.50			25	25	1.00				250	60		700	45			
2018CPT.02.55.20741	Pitt	11	SR 2246	FROM SR 2245 TO US 264	7	2	2WU	NO	NO	0.19	39		10		0.38					200	1,000		500	75				
TOTAL FOR MAP NO. 11												0.19			10		0.38				4,347	200	1,000		500	75		
2018CPT.02.55.20741	Pitt	12	SR 1631	FROM US 264 TO SR 2246	7	2	2WU	NO	NO	0.15	39									4,000	900		450	68				
TOTAL FOR MAP NO. 12												0.15									4,000	900		450	68			
TOTAL FOR PROJ NO. 2018CPT.02.55.20741												8.04			411	386	15.78				8,347	1,900	2,275	1,960	5,640	10,670	1,000	
												8,347																
GRAND TOTAL												16.99			700	764	834	29.88			38,000	8,347	2,600	2,975	1,960	5,640	26,770	1,966
												46,347																

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	170400000-E		247200000-N	260000000-N	260500000-N	280000000-N	281500000-N	283000000-N	284500000-N	600000000-E	6071010000-E	608400000-E	511700000-N							
												6" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	GENERIC DRAINAGE ITEM - REMOVE / REPLACE MASONARY DRAINAGE STRUCTURE	RETROFIT EXISTING CURB RAMP	WHEELCHAI R RAMPS	ADJ. OF CATCH BASIN	ADJ. OF DROP INLET	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL							
												MI	FT	TON	TON	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA					
2018CPT.02.26.10741	Pitt	1	US 64 ALT.	FROM EDGEcombe CO. TO MARTIN CO.	1&2	2	2WU	NO	NO	6.25	24											100	100	6.25	1						
TOTAL FOR MAP NO. 1												6.25															100	100	6.25	1	
2018CPT.02.26.10741	Pitt	2	US 13 BUS	FROM US 13/NC 11 TO EDGEcombe CO.	1&2	2	2WU	NO	NO	2.70	31	20		2	12	15	4	1	1	1	100	100	2.70	1							
TOTAL FOR MAP NO. 2												2.70		20		2	12	15	4	1	1	100	100	2.70	1						
TOTAL FOR PROJ NO. 2018CPT.02.26.10741												8.95		20		2	12	27	4	1	1	200	200	8.95	1						
												20																			
2018CPT.02.55.20741	Pitt	3	SR 1786	FROM SR 1800 TO NC 43	3	2	2WU	NO	NO	4.50	20			900								100	100	5.63	1						
TOTAL FOR MAP NO. 3												4.50				900										100	100	5.63	1		
2018CPT.02.55.20741	Pitt	4	SR 1779	FROM NC 33 TO SR 1565	3	2	2WU	NO	NO	1.40	20			525								100	100	1.75	1						
TOTAL FOR MAP NO. 4												1.40				525										100	100	1.75	1		
2018CPT.02.55.20741	Pitt	5	SR 1420	FROM SR 1441 TO DEAD END	4	2	2WU	NO	NO	0.52	23											50	40	0.65	1						
TOTAL FOR MAP NO. 5												0.52														50	40	0.65	1		
2018CPT.02.55.20741	Pitt	6	SR 1441	FROM SR 1401 TO SR 1420	4	2	2WU	NO	NO	0.11	21											50	40	0.14	1						
TOTAL FOR MAP NO. 6												0.11														50	40	0.14	1		
2018CPT.02.55.20741	Pitt	7	SR 1453	FROM NC 43 TO DEAD END	4	2	2WU	NO	NO	0.40	20											50	40	0.50	1						
TOTAL FOR MAP NO. 7												0.40														50	40	0.50	1		
2018CPT.02.55.20741	Pitt	8	SR 1461	FROM SR 1420 TO HILLSDALE STREET	5	2	2WU	NO	NO	0.13	24									1	3	50	40	0.13	1						
TOTAL FOR MAP NO. 8												0.13														50	40	0.13	1		
2018CPT.02.55.20741	Pitt	9	SR 1462	FROM SR 1441 TO DEAD END	6	2	2WU	NO	NO	0.14	24									2	1	50	40	0.14	1						
TOTAL FOR MAP NO. 9												0.14														50	40	0.14	1		
2018CPT.02.55.20741	Pitt	10	SR 2245	FROM SR 1534 TO US 264	1	2	2WU	NO	NO	0.50	22											3	40	0.50	1						
TOTAL FOR MAP NO. 10												0.50														3	40	0.50	1		
2018CPT.02.55.20741	Pitt	11	SR 2246	FROM SR 2245 TO US 264	7	2	2WU	NO	NO	0.19	39											1	50	0.19	1						
TOTAL FOR MAP NO. 11												0.19														1	50	0.19	1		
2018CPT.02.55.20741	Pitt	12	SR 1631	FROM US 264 TO SR 2246	7	2	2WU	NO	NO	0.15	39											1	50	0.19	1						
TOTAL FOR MAP NO. 12												0.15														1	50	0.19	1		
TOTAL FOR PROJ NO. 2018CPT.02.55.20741												8.04			1,425											3	8	400	480	9.63	1
												1,425																			
GRAND TOTAL												16.99			20	1,425	2	12	27	4	1	4	9	600	680	18.58	2				
												1,445																			

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	4702000000-E	4705000000-E	4710000000-E	4721000000-E		4725000000-E			4905000000-N				
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	6" X 90 M WHITE THERMO	6" X 120 M YELLOW THERMO	12" X 120 M WHITE THERMO	16" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO RXR 120 M	THERMO MSG SCHOOL 120 M	THERMO STR ARROW 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & RT ARROW 90 M	SNOW PLOWABLE MARKERS			
									MI	FT	SF	LS	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA				
2018CPT.02.26.10741	Pitt	1	US 64 ALT.	FROM EDGECOMBE CO. TO MARTIN CO.	1&2	2	2WU	6.25	24	700	0.37	59,000	38,000	150	200	360	8	12	3	9	3		450			
TOTAL FOR MAP NO. 1									6.25		700	0.37	59,000	38,000	150	200	360	8	12	3	9	3		450		
2018CPT.02.26.10741	Pitt	2	US 13 BUS	FROM US 13/NC 11 TO EDGECOMBE CO.	1&2	2	2WU	2.70	31	300	0.16	16,500	29,000	300	100	100	4			2		2	200			
TOTAL FOR MAP NO. 2									2.70		300	0.16	16,500	29,000	300	100	100	4			2		2	200		
TOTAL FOR PROJ NO. 2018CPT.02.26.10741									8.95		1,000	0.53	75,500	67,000	450	300	460	12	12	3	11	3	2		650	
																	24		19							
2018CPT.02.55.20741	Pitt	3	SR 1786	FROM SR 1800 TO NC 43	3	2	2WU	4.50	20	510	0.26															
TOTAL FOR MAP NO. 3									4.50		510	0.26														
2018CPT.02.55.20741	Pitt	4	SR 1779	FROM NC 33 TO SR 1565	3	2	2WU	1.40	20	160	0.08															
TOTAL FOR MAP NO. 4									1.40		160	0.08														
2018CPT.02.55.20741	Pitt	5	SR 1420	FROM SR 1441 TO DEAD END	4	2	2WU	0.52	23	60	0.03															
TOTAL FOR MAP NO. 5									0.52		60	0.03														
2018CPT.02.55.20741	Pitt	6	SR 1441	FROM SR 1401 TO SR 1420	4	2	2WU	0.11	21	15	0.01															
TOTAL FOR MAP NO. 6									0.11		15	0.01														
2018CPT.02.55.20741	Pitt	7	SR 1453	FROM NC 43 TO DEAD END	4	2	2WU	0.40	20	45	0.02															
TOTAL FOR MAP NO. 7									0.40		45	0.02														
2018CPT.02.55.20741	Pitt	8	SR 1461	FROM SR 1420 TO HILLSDALE STREET	5	2	2WU	0.13	24	15	0.01															
TOTAL FOR MAP NO. 8									0.13		15	0.01														
2018CPT.02.55.20741	Pitt	9	SR 1462	FROM SR 1441 TO DEAD END	6	2	2WU	0.14	24	16	0.01															
TOTAL FOR MAP NO. 9									0.14		16	0.01														
2018CPT.02.55.20741	Pitt	10	SR 2245	FROM SR 1534 TO US 264	1	2	2WU	0.50	22	60	0.03															
TOTAL FOR MAP NO. 10									0.50		60	0.03														
2018CPT.02.55.20741	Pitt	11	SR 2246	FROM SR 2245 TO US 264	7	2	2WU	0.19	39	25	0.01															
TOTAL FOR MAP NO. 11									0.19		25	0.01														
2018CPT.02.55.20741	Pitt	12	SR 1631	FROM US 264 TO SR 2246	7	2	2WU	0.15	39	20	0.01															
TOTAL FOR MAP NO. 12									0.15		20	0.01														
TOTAL FOR PROJ NO. 2018CPT.02.55.20741									8.04		926	0.47														
GRAND TOTAL									16.99		1,926	1.00	75,500	67,000	450	300	460	12	12	3	11	3	2		650	
																	24		19							

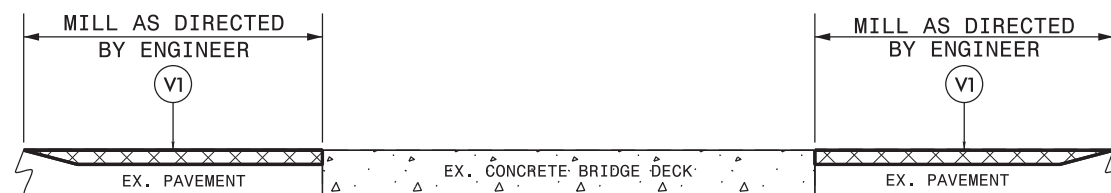
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

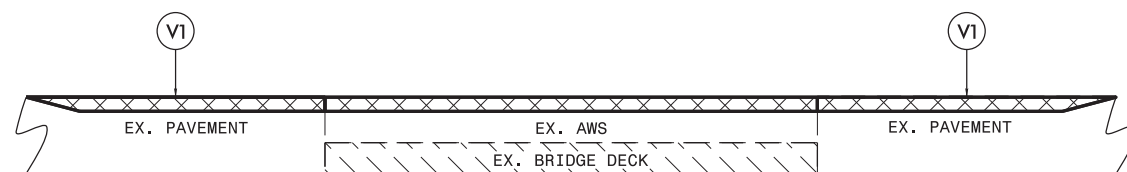
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

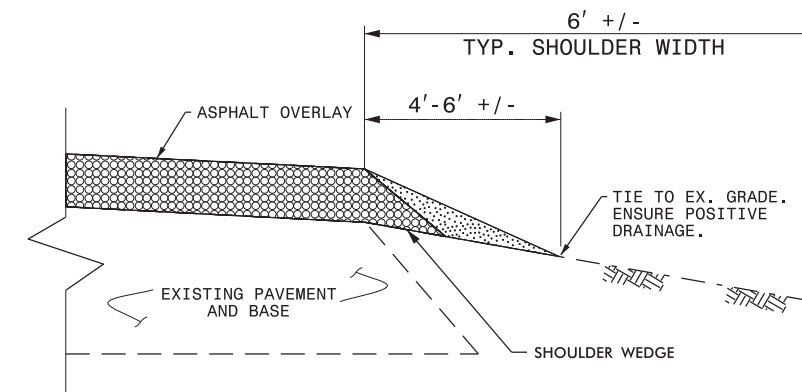


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL

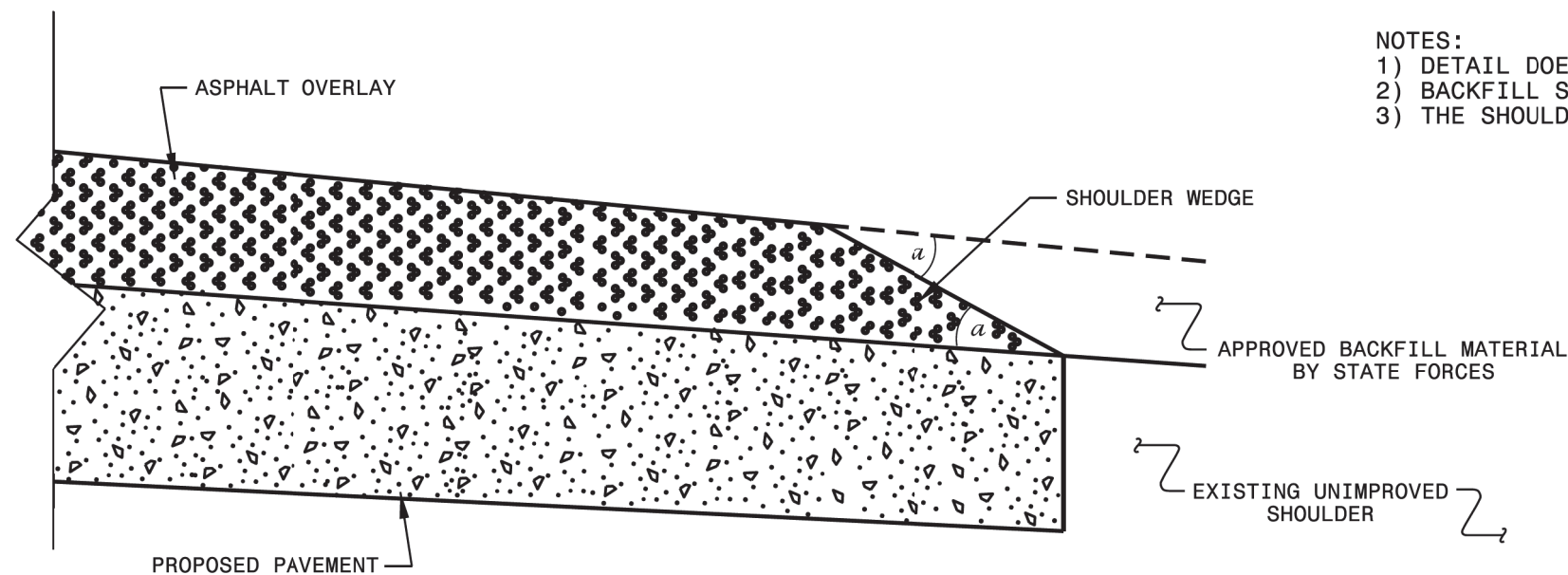


SHOULDER RECONSTRUCTION DETAIL

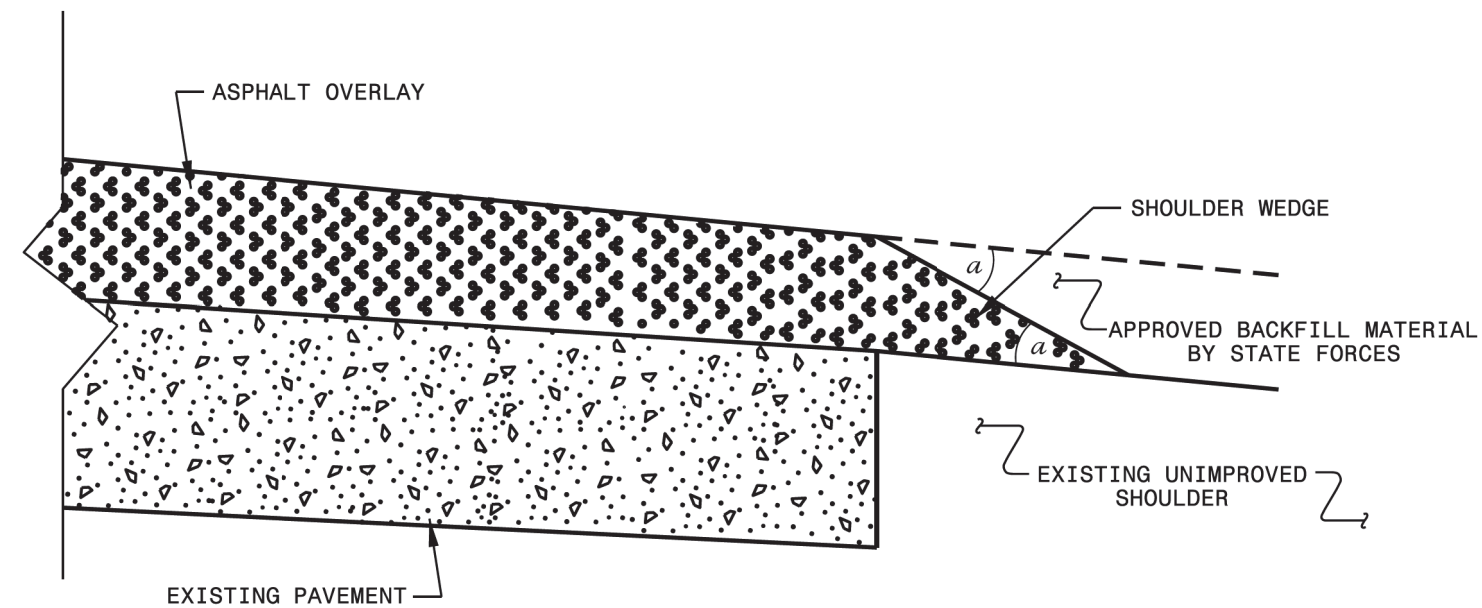
NOTE:

- 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.
- 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.
- REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

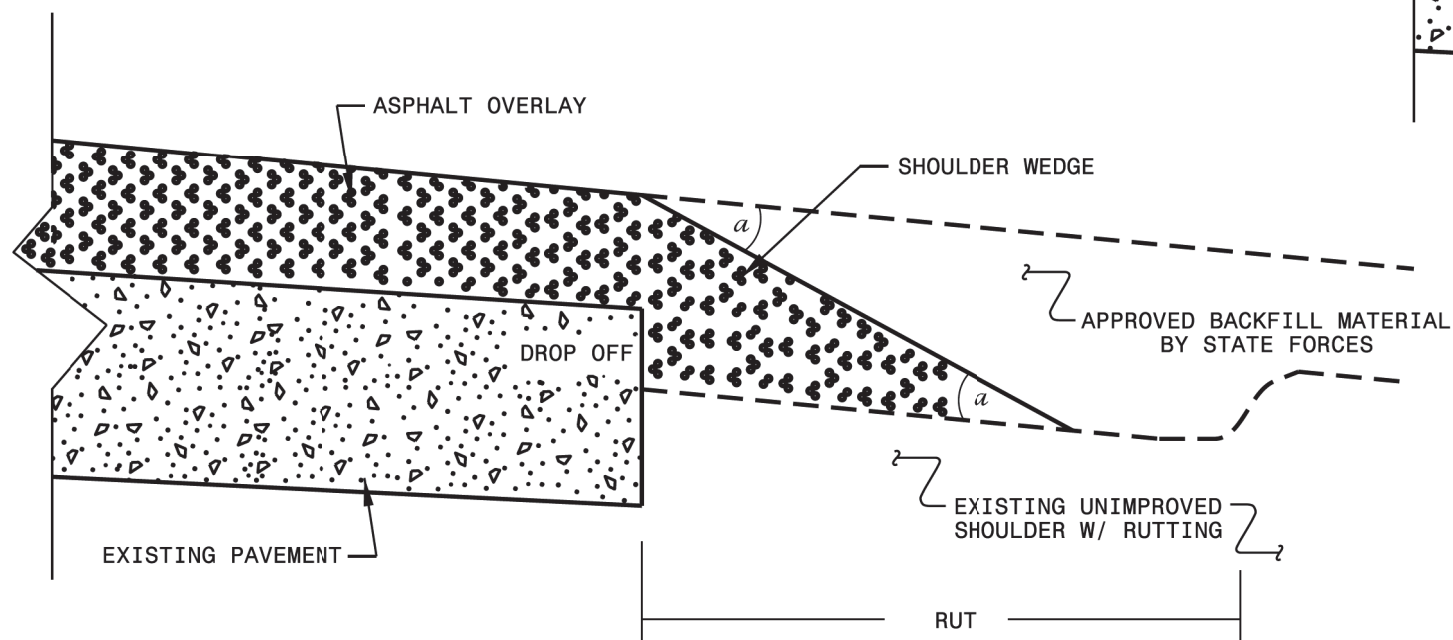
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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 919-707-6950 FAX 919-250-4119

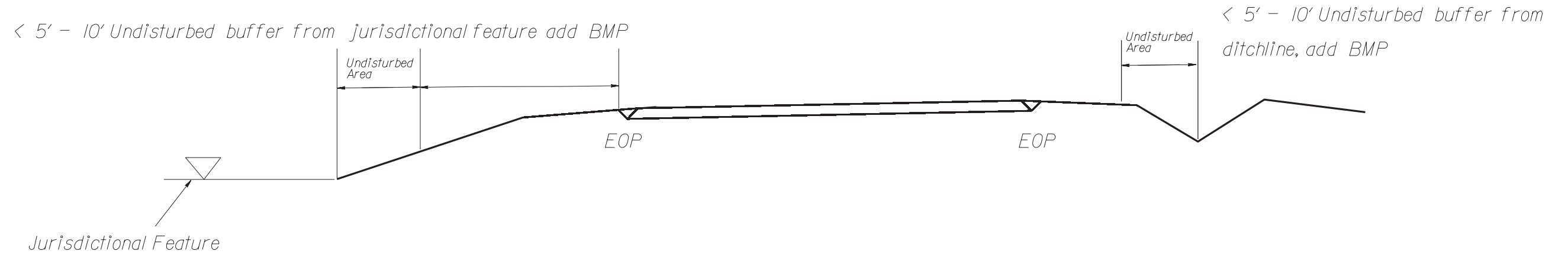
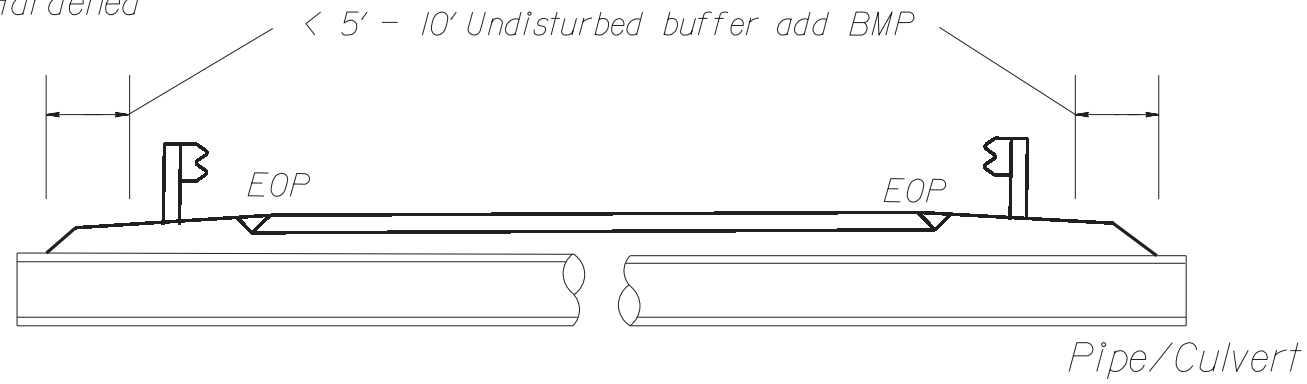
**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11
 MODIFIED BY: DATE: 10/16/12
 CHECKED BY: DATE:
 FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn

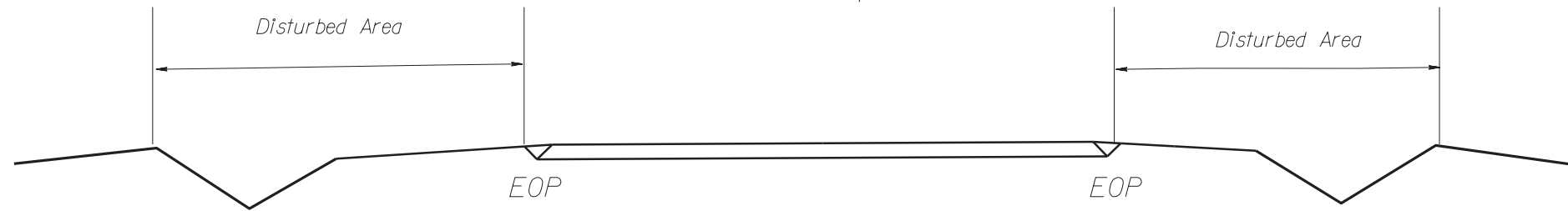
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

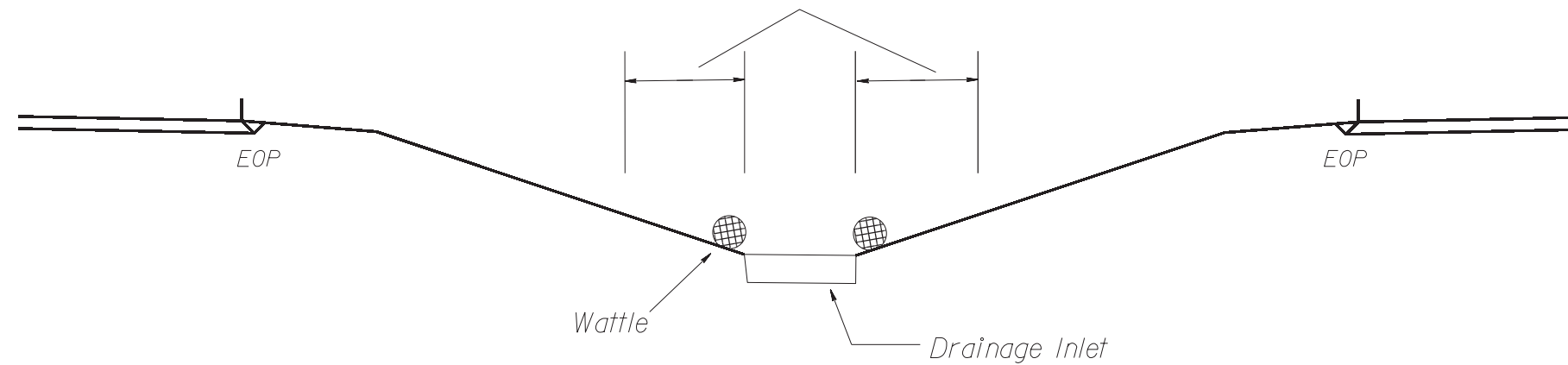
EROSION CONTROL DETAIL



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

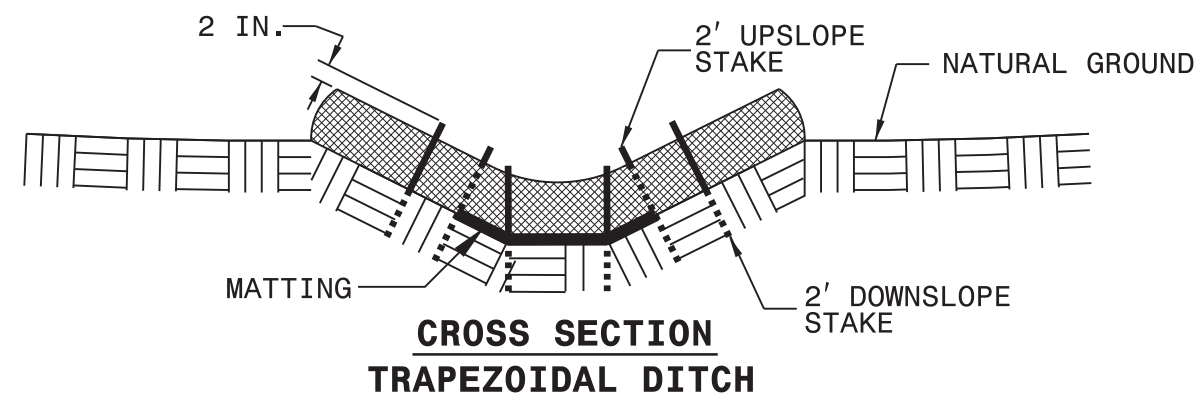
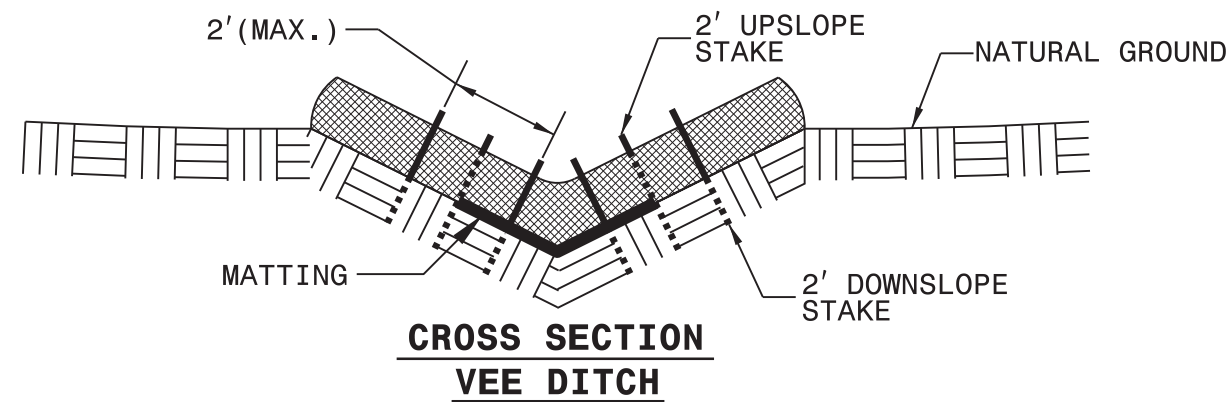
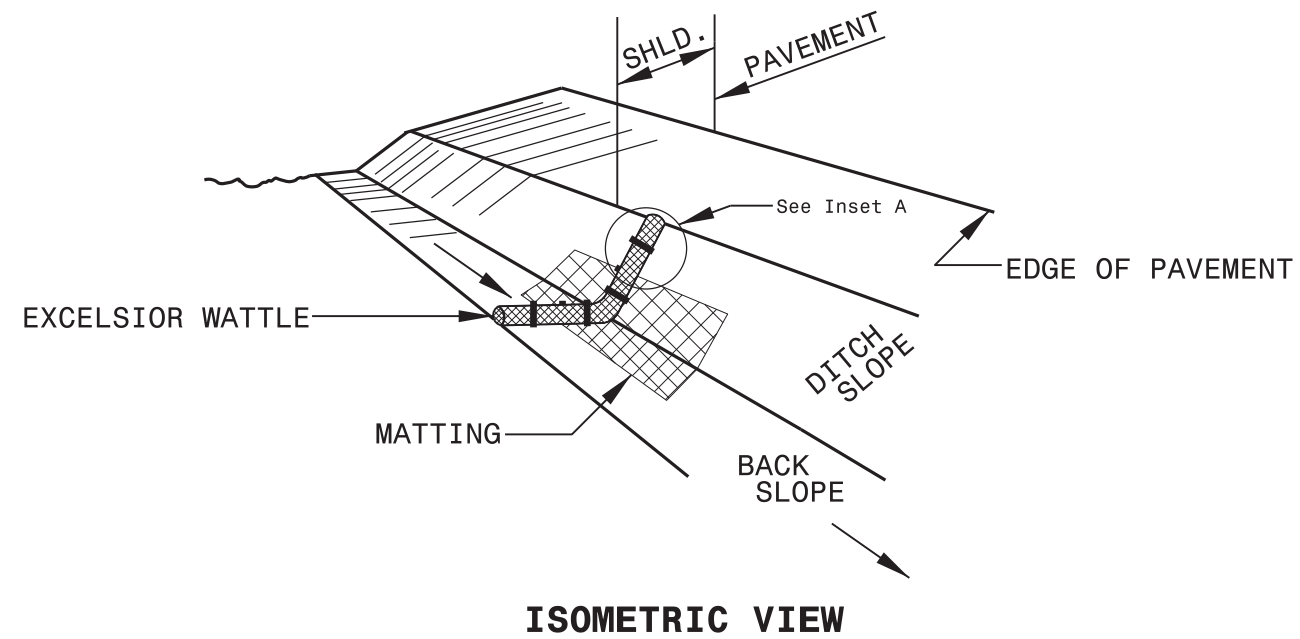


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

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.

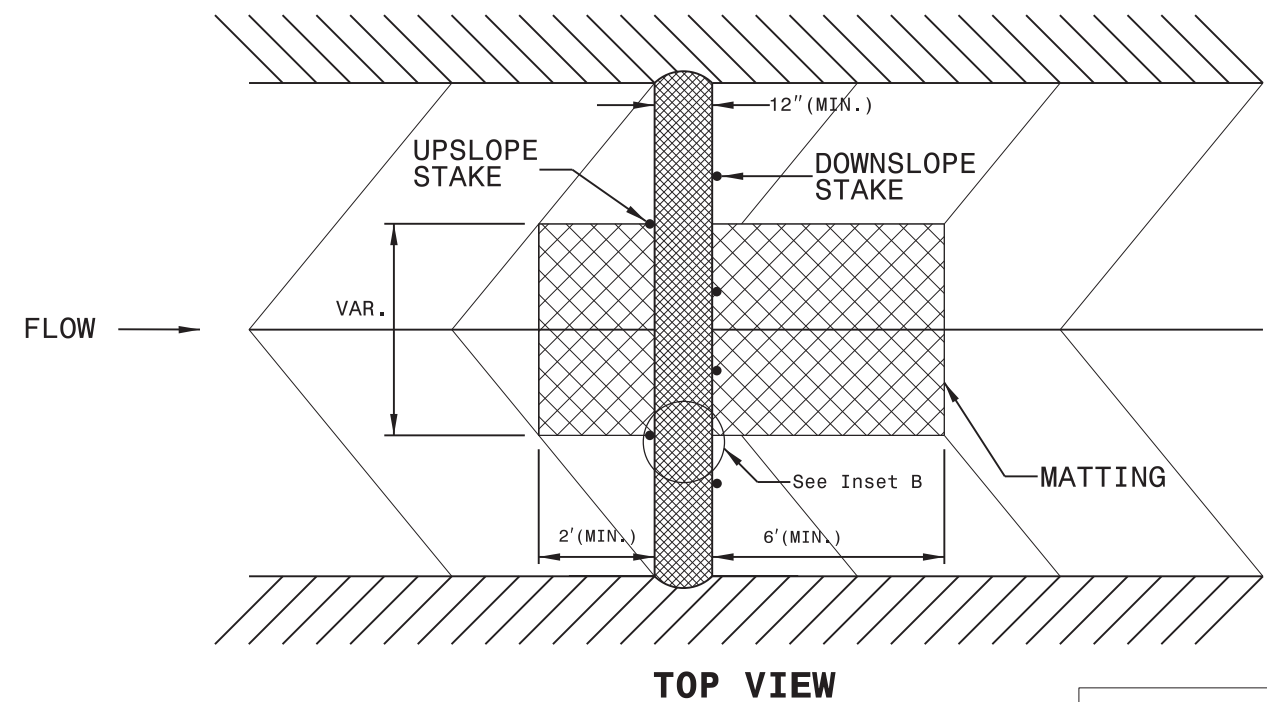
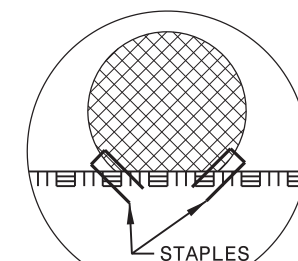
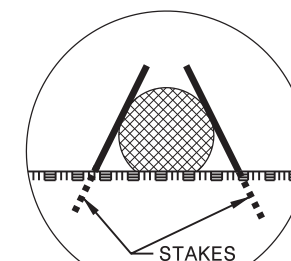
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

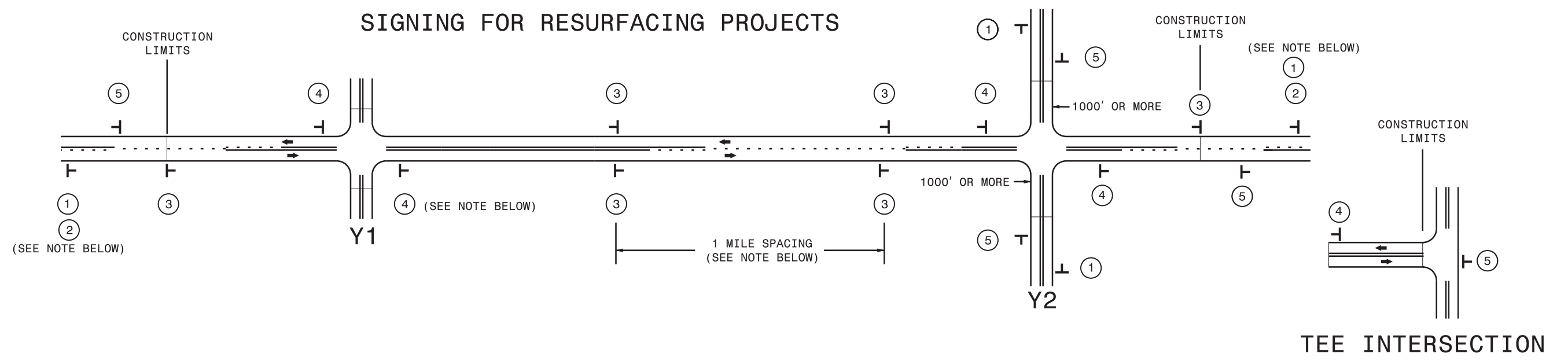
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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



NOT TO SCALE

SIGNING FOR RESURFACING PROJECTS



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①	 <small>W20-1 48" X 48"</small>	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, 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;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	②	 <small>W7-3aP 24" X 18"</small>	#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)	
	③	 <small>SP 13107 48" X 48"</small>	<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. 	
	④	 <small>SP 13106 48" X 48"</small>	<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. 	
	⑤	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	