





- 5. PLACE 2.0" OF ASPHALT SURFACE COURSE TYPE S9.5C 22' WIDE, CENTER OF FULL DEPTH RECLAMATION BASE, AS DIRECTED BY THE ENGINEER.
- 6. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

NOTE: PAVEMENT EDGE SLOPES ARE I: IUNLESS SHOWN OTHERWISE.

	PROJECT REFERENCE NO.	SHEET NO.
	DB00597	2
PAVEMENT SCHEDULE		
X. 2' ASPHALT CONCRETE SURFACE COURS AGE RATE OF 224 LBS.PER SO.YD.	E,TYPE S9.5C,	
X.1.5" ASPHALT CONCRETE SURFACE COUR AGE RATE OF 168 LBS.PER SO.YD.	SE, TYPE S9.5C,	
K. 2.5" ASPHALT CONCRETE INTERMEDIATE , AT AN AVERAGE RATE OF 285 LBS.PER	COURSE, SQ.YD.	
X.6"ASPHALT CONCRETE BASE COURSE,T AGE RATE OF 684 LBS.PER SQ.YD.	YPE B25.0C,	
BASE COURSE		
LL DEPTH RECLAMATION BASE		
RECONSTRUCTION		
MILLING.]
DRAWINGS NOT TO SCALE]



PROJECT REFERENCE NO. SHEET DB00597 3	NO.
PAVEMENT SCHEDULE	
DX. 2' ASPHALT CONCRETE SURFACE COURSE,TYPE S9.5C RAGE RATE OF 224 LBS. PER S0. YD.	
DX.1.5" ASPHALT CONCRETE SURFACE COURSE,TYPE S9.5C RAGE RATE OF 168 LBS.PER SQ.YD.	
X.2.5' ASPHALT CONCRETE INTERMEDIATE COURSE, AT AN AVERAGE RATE OF 285 LBS.PER SO.YD.	
X.6" ASPHALT CONCRETE BASE COURSE,TYPE B25.0C AGE RATE OF 684 LBS.PER SQ.YD.	
BASE COURSE	
LL DEPTH RECLAMATION BASE	
RECONSTRUCTION	
MILLING.	
DRAWINGS NOT TO SCALE	

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

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE	LENGTH	WIDTH	AGGREGATE BASE	FULL DEPTH	HAULING	INCIDENTAL	SHOULDER	INCIDENTAL	BASE	INTERMEDIATE	SURFACE	ASPHALT	TEMPORARY	WATTLE	SEED &	RESPONSE	WORK	TEMPORARY
							TYPE			COURSE	RECLAMATION	NCDOT	STONE BASE	RECONSTRUCTION	MILLING	COURSE,	COURSE, 119.0C	COURSE,	BINDER FOR	SILT FENCE	1 1	MULCHING	FOR	ZONE	TRAFFIC
											BASE	SUPPLIED				B25.0C		\$9.5C	PLANT MIX		1 1	1 '	EROSION	ADVANCE/	CONTROL
												SHOULDER									1 1	1 '	CONTROL	GENERAL	1
												MATERIAL									1	1 '		WARNING	1
																					1	1 '		SIGNING	1
											<u></u>										<u> </u>	<u> '</u>			
								IVII	FI	TONS	51	EA	TONS	SIVII	SY	TONS	TONS	TONS	TONS	LF		AC	EA	51	15
				FROM SR 1414 ROOSEVELT SPAIN RD																	1 1	1 '			1
2025CPT.02.20.20742	Pitt	2	SR-1415 / BRILEY RD	TO US 13	1	2	2WU	4.09	24	4,045	55,625									654	100	<u> </u>	1		0.42
T	OTAL FOR I	MAP NO. 2						4.09		4,045	55,625									654	100	1 '	1		0.42
TOTAL FOR	PROJ NO. 2	025CPT.02	.20.20742					4.09		4,045	55,625									654	100	[1		0.42
				FROM NC 33																	[]	[
2025CPT.02.21.20741	Pitt	1	SR-1415 / BRILEY RD	TO SR 1414 ROOSEVELT SPAIN RD	2	2	2WU	0.8	23			48	40	1.60	400	674	1,782	1,050	178	128	100	1.00	1	125	0.16
Т	OTAL FOR I	MAP NO. 1						0.8				48	40	1.60	400	674	1,782	1,050	178	128	100	1.00	1	125	0.16
				FROM SR 1414 ROOSEVELT SPAIN RD																	1 1	1			1
2025CPT.02.21.20741	Pitt	2	SR-1415 / BRILEY RD	TO US 13	1	2	2WU	4.09	22			164	205	8.18	900			6,809	402	654	100	4.09	1	460	0.42
Т	OTAL FOR I	MAP NO. 2						4.09				164	205	8.18	900			6,809	402	654	100	4.09	1	460	0.42
TOTAL FOR	PROJ NO. 2	025CPT.02	.21.20741					4.89				212	245	9.78	1,300	674	1,782	7,859	580	782	200	5.09	2	585	0.58
															1						,	[]			
	GRAND	TOTAL								4,045	55,625	212	245	9.78	1,300	674	1,782	7,859	580	1,436	300	5.09	3	585	1

MAP NO			Cement Rate (LBS/SY)	Cement Percent	Mixing Depth
2	SR 1415	FROM SR 1414 ROOSEVELT SPAIN RD TO US 13	80	7.0%	12"

PROJECT NO.	SHEET NO.	TOTAL NO.
DR00507	4	
0600337		

LING TYPICALS



DETAIL 1 BEGIN/END MAP TIE-IN

NOIE:

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





NOTE:

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





NOTE:

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



NOTE:

- 1.
- 2.
- З.



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.





PROJECT REFERENCE NO.	SHEET NO.
DB00597	EC-1

< 5' - 10' Undisturbed buffer from ditchline, add BMP





CI REFERENCE NO. SHEET NO.
DB00597 EC-2
DB00397







FOR RURAL AND SUBURBAN 2 LANE ROADWAYS