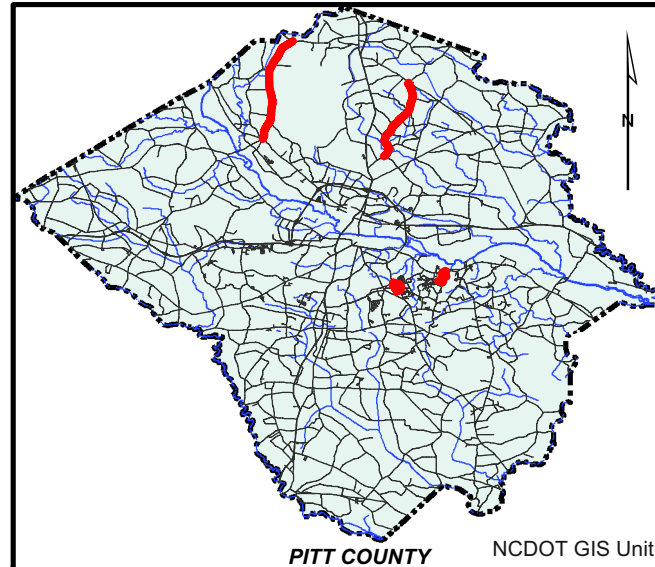
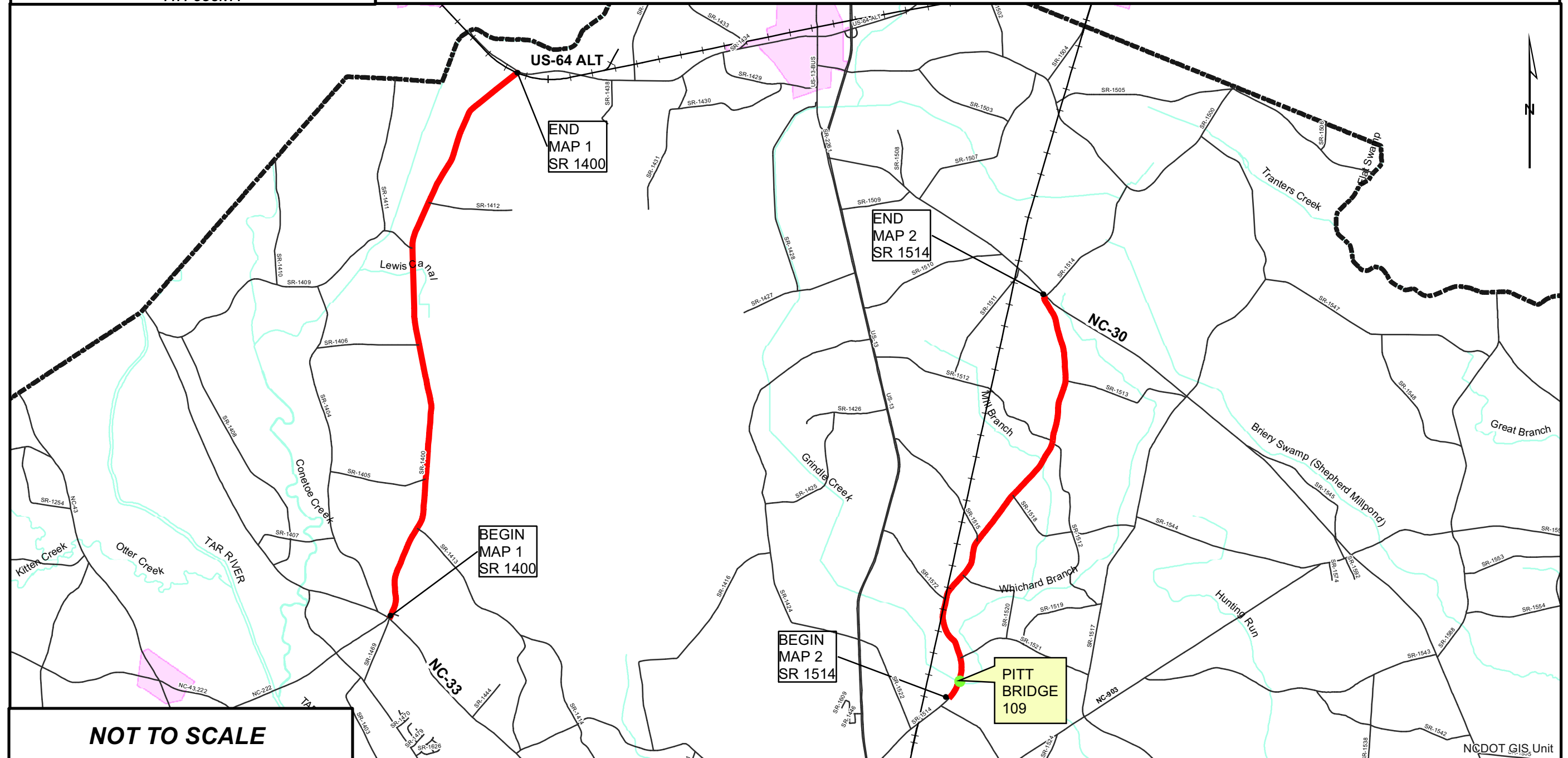


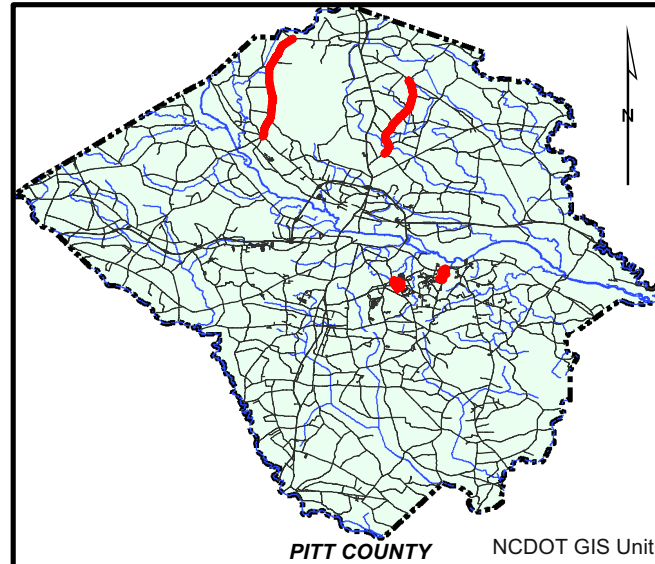
Map 1: SR 1400 From US NC 33 to US 64 Bus.
Map 2: SR 1514 From SR 1523 to NC 30.



PITT COUNTY NCDOT GIS Unit

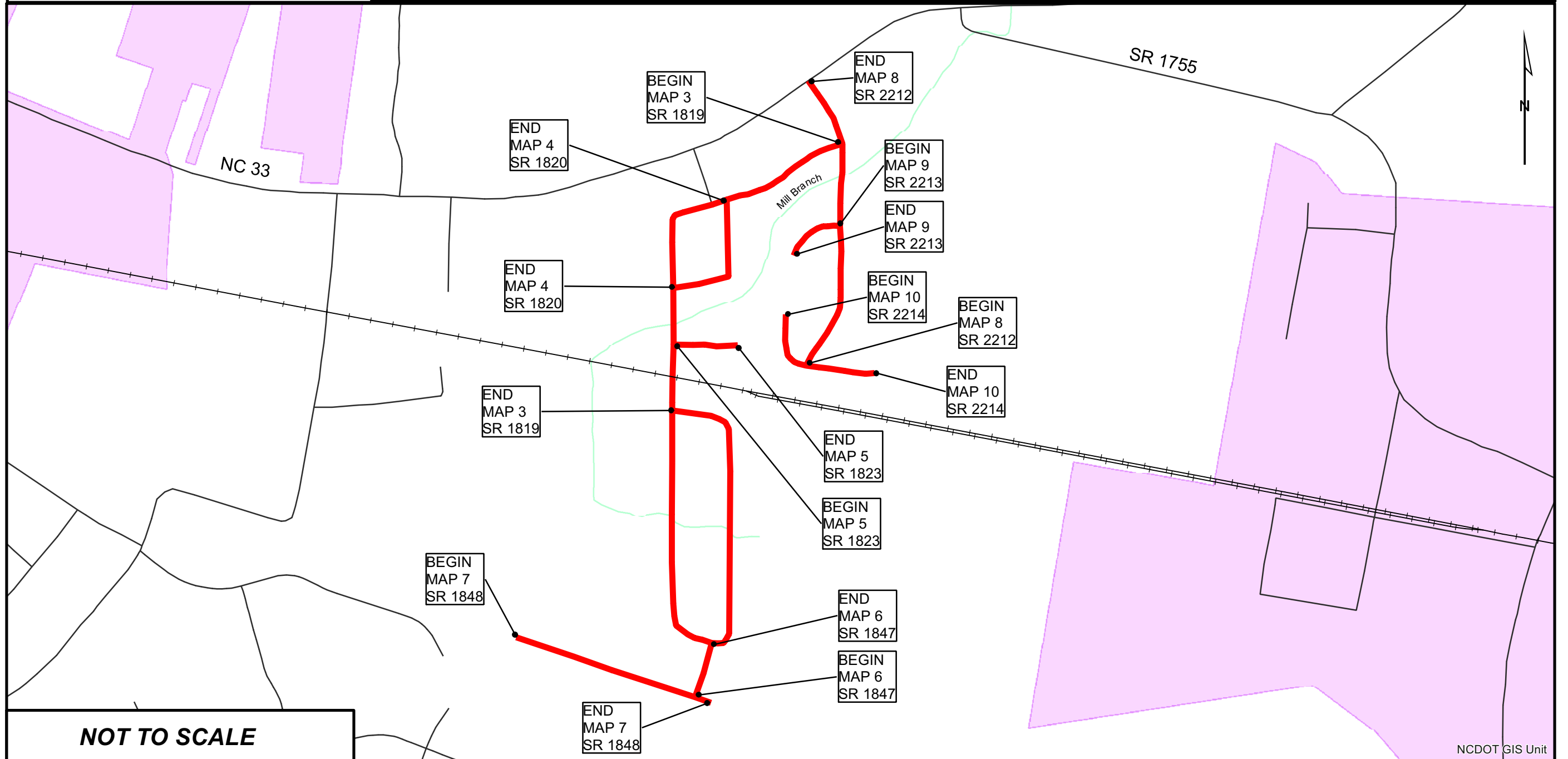


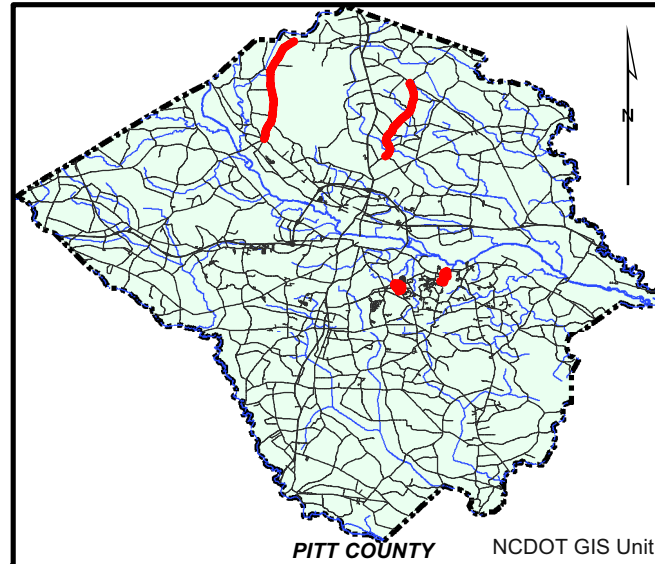
NOT TO SCALE



Ridgewood Subdivision:

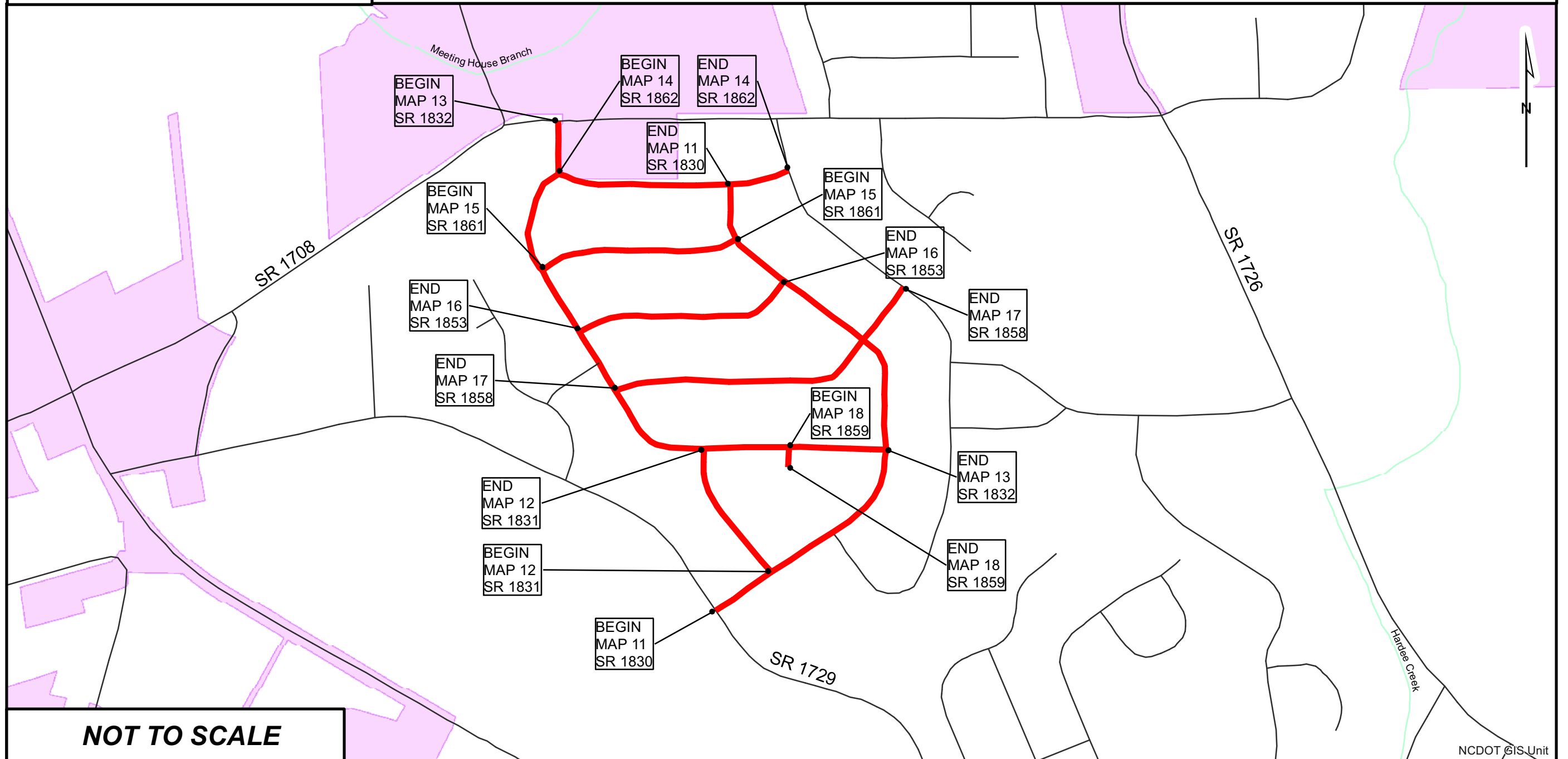
- Map 3: SR 1819 From SR 2212 to End SR 1819.
- Map 4: SR 1820 From SR 1819 to SR 1819.
- Map 5: SR 1823 From SR 1819 to Dead End.
- Map 6: SR 1847 From SR 1848 to SR 1819.
- Map 7: SR 1848 From Dead End to Dead End.
- Map 8: SR 2212 From SR 2214 to NC 33.
- Map 9: SR 2213 From Dead End to SR 2212.
- Map 10: SR 2214 From Dead End to Dead End.





Cherry Oaks Subdivision:

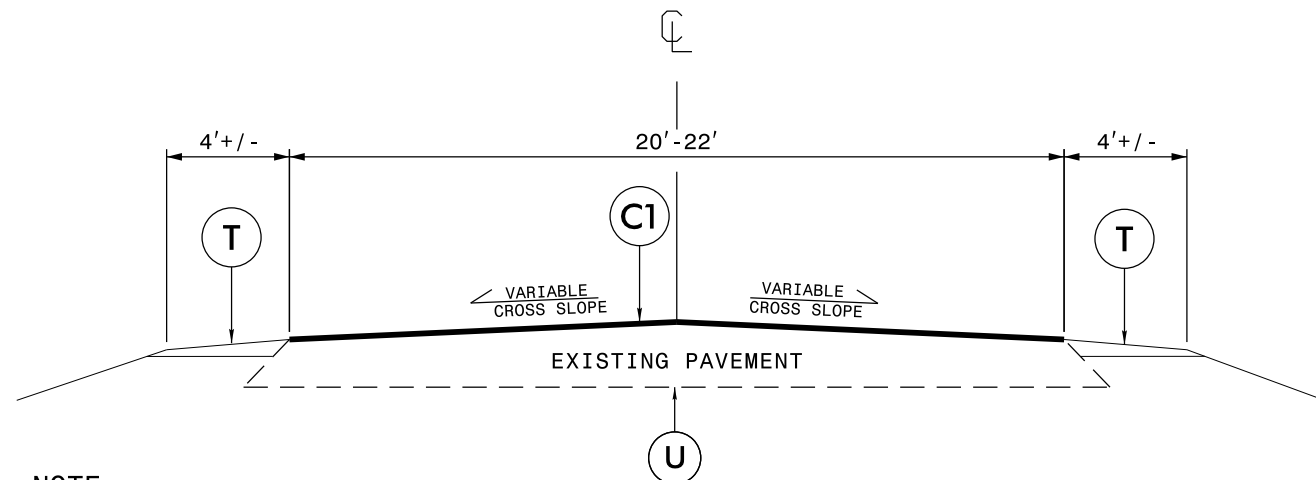
- Map 11: SR 1830 From SR 1729 to SR 1862.
- Map 12: SR 1831 From SR 1830 to SR 1832.
- Map 13: SR 1832 From SR 1708 to SR 1830.
- Map 14: SR 1862 From SR 1832 to SR 1827.
- Map 15: SR 1861 From SR 1832 to SR 1830.
- Map 16: SR 1853 From SR 1832 to SR 1830.
- Map 17: SR 1858 From SR 1832 to SR 1827.
- Map 18: SR 1859 From SR 1832 to Cul-de-sac.



NOT TO SCALE

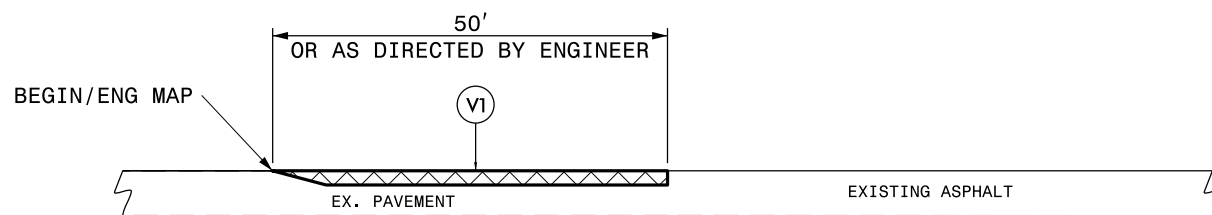
TYPICAL SECTION NO. 1

MAP 1: SR 1400 - FROM NC 33 TO US 64 BUS.
MAP 2: SR 1514 - FROM SR 1523 TO NC 30.



NOTE:

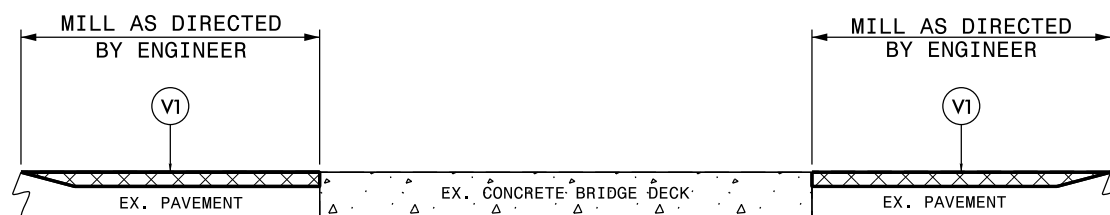
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIL LINE SECTIONS AND BRIDGE APPROACHES OR AS DIRECTED BY THE ENGINEER.
3. MAPS 1 & 2, WILL REQUIRE A WEDGE COURSE USING I19.0B IN VARIOUS LOCATIONS PER THE WEDGE DETAIL AND SHORT OVERLAYS USING I19.0B IN VARIOUS LOCATIONS AS DIRECTED BY THE ENGINEER.



MAIN LINE MILLING

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.



BRIDGE MILLING

NOTE:

1. MILLING SHALL BE PERFORMED AT BRIDGE APPROACHES FOR BRIDGE 109 AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.

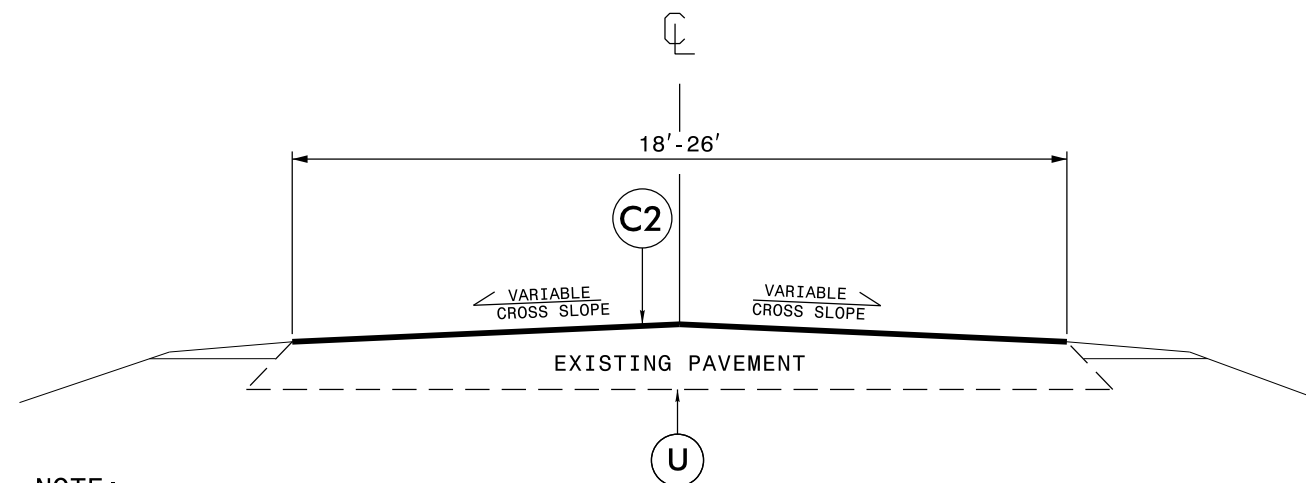
TYPICAL SECTION NO. 2

Ridgewood Subdivision:

- Map 3: SR 1819 From SR 2212 to End SR 1819.
- Map 4: SR 1820 From SR 1819 to SR 1819.
- Map 5: SR 1823 From SR 1819 to Dead End.
- Map 6: SR 1847 From SR 1848 to SR 1819.
- Map 7: SR 1848 From Dead End to Dead End.
- Map 8: SR 2212 From SR 2214 to NC 33.
- Map 9: SR 2213 From Dead End to SR 2212.
- Map 10: SR 2214 From Dead End to Dead End.

Cherry Oats Subdivision:

- Map 11: SR 1830 From SR 1729 to SR 1862.
- Map 12: SR 1831 From SR 1830 to SR 1832.
- Map 13: SR 1832 From SR 1708 to SR 1830.
- Map 14: SR 1862 From SR 1832 to SR 1827.
- Map 15: SR 1861 From SR 1832 to SR 1830.
- Map 16: SR 1853 From SR 1832 to SR 1830.
- Map 17: SR 1858 From SR 1832 to SR 1827.
- Map 18: SR 1859 From SR 1832 to Cul-de-sac.



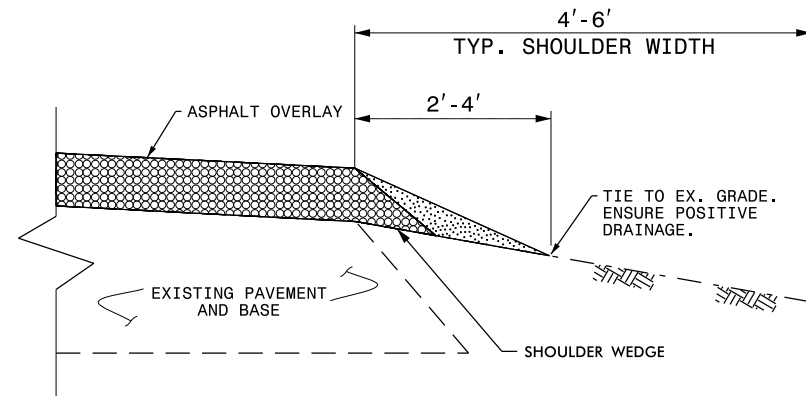
NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 3/4" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5A, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
C2	PROP. APPROX. 3/4" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 75 LBS. PER SQ. YD.
D1	PROP. APPROX. 0"-4" OF ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B.
V1	INCIDENTAL MILLING AT BRIDGE APPROACHES AND MAP TIE-INS, OR AS DIRECTED BY THE ENGINEER.
U	EXISTING PAVEMENT
T	SHOULDER RECONSTRUCTION AS DIRECTED BY THE ENGINEER.
DRAWINGS NOT TO SCALE	

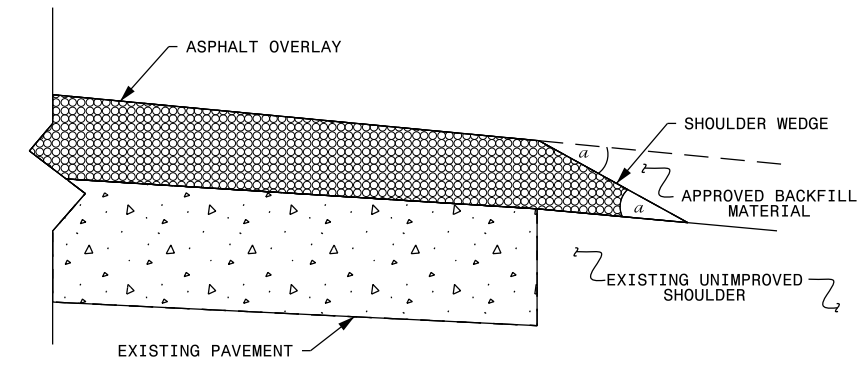
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



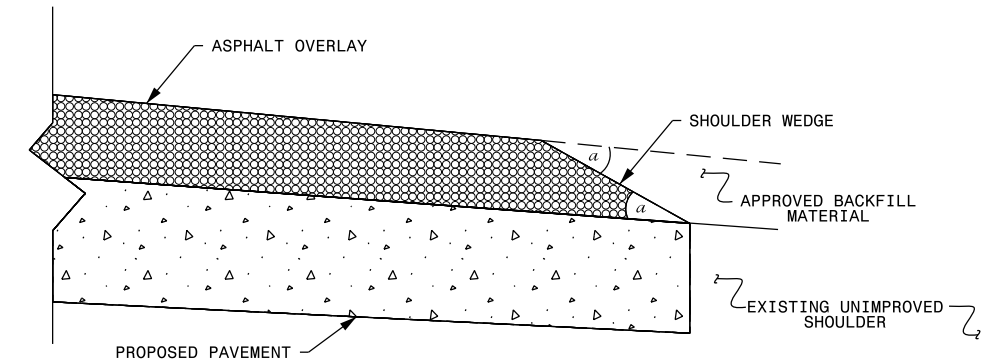
SHOULDER RECONSTRUCTION DETAIL

NOTE:

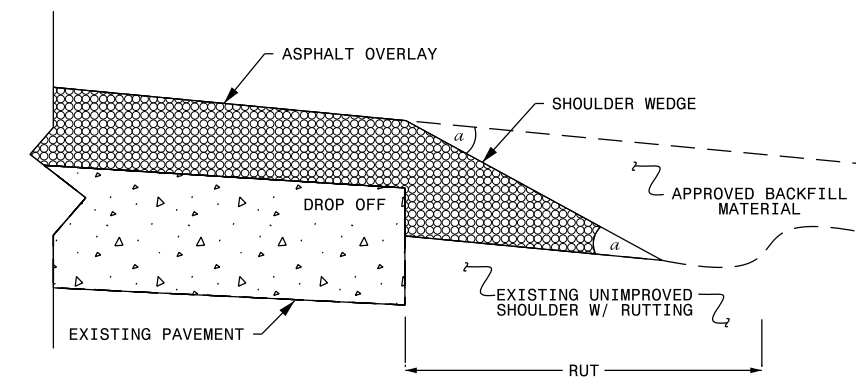
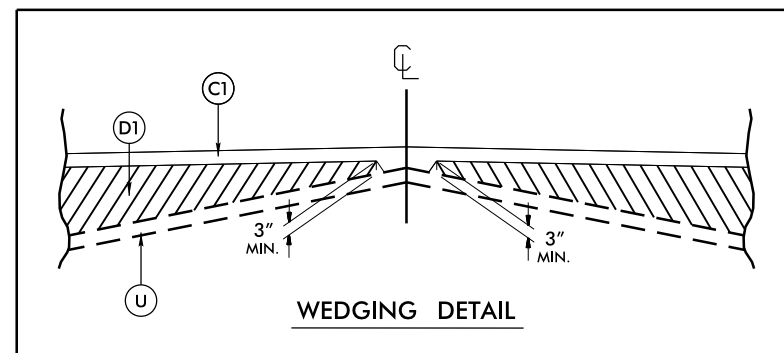
1. SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
2. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ no Widening)



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



SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)

NOTES:

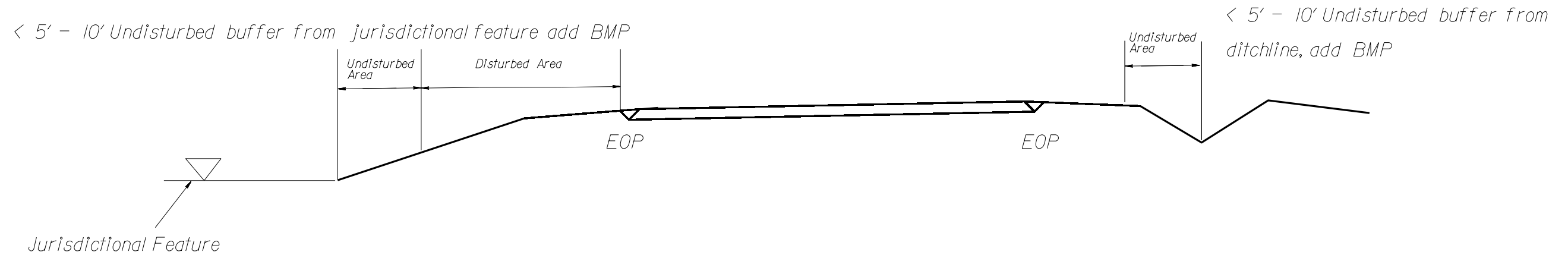
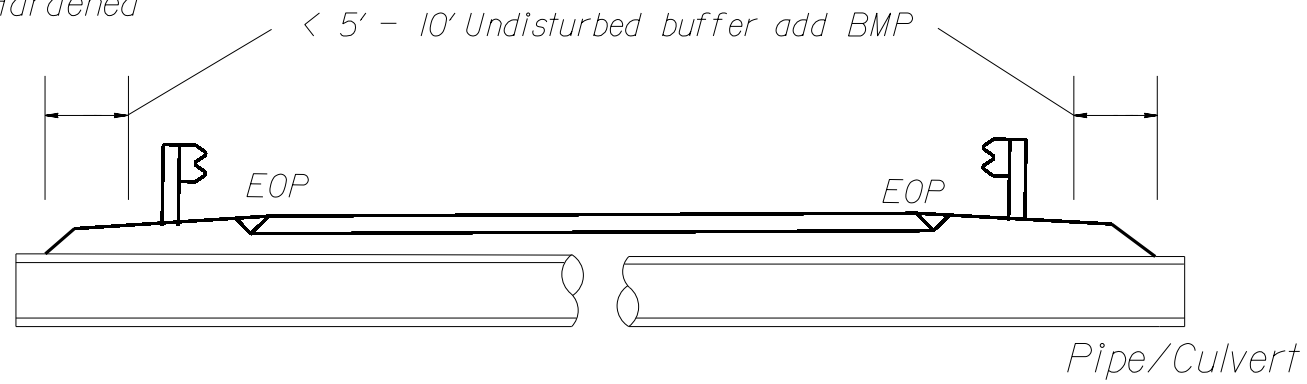
1. DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
2. BACKFILL SHOULDER WITH APPROVED MATERIAL.
3. THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.

- 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.

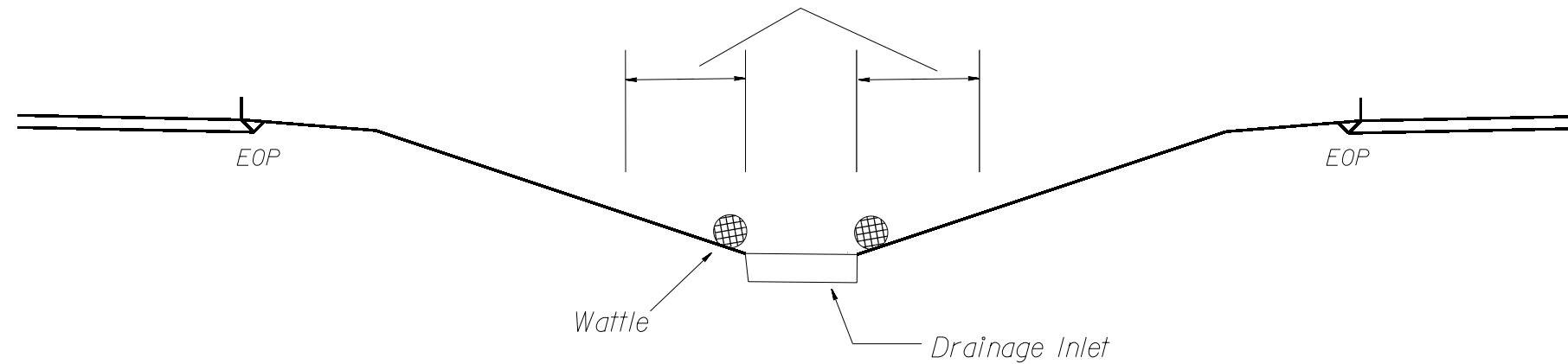
EROSION CONTROL DETAIL



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

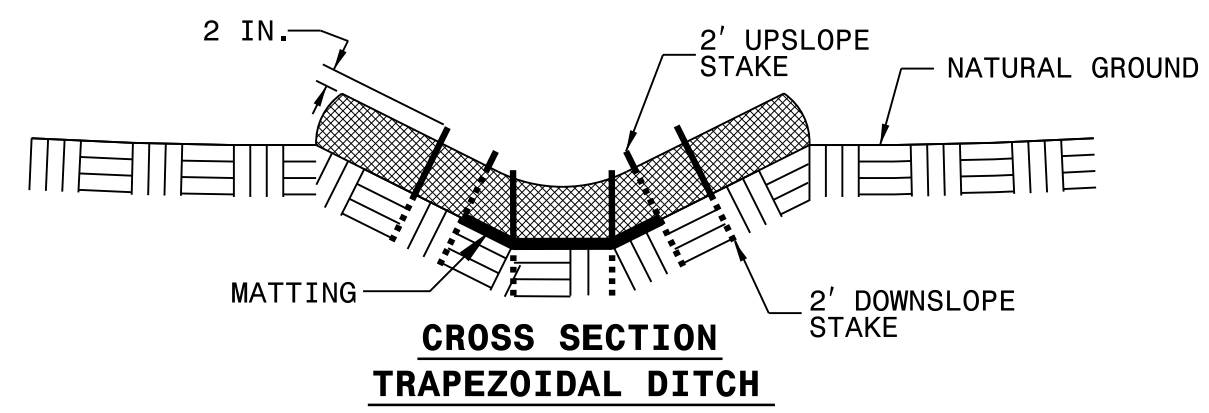
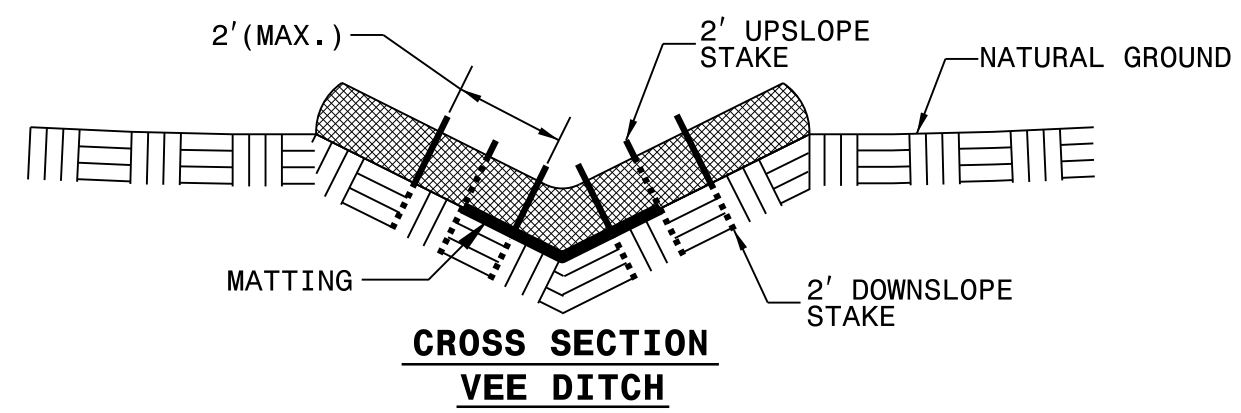
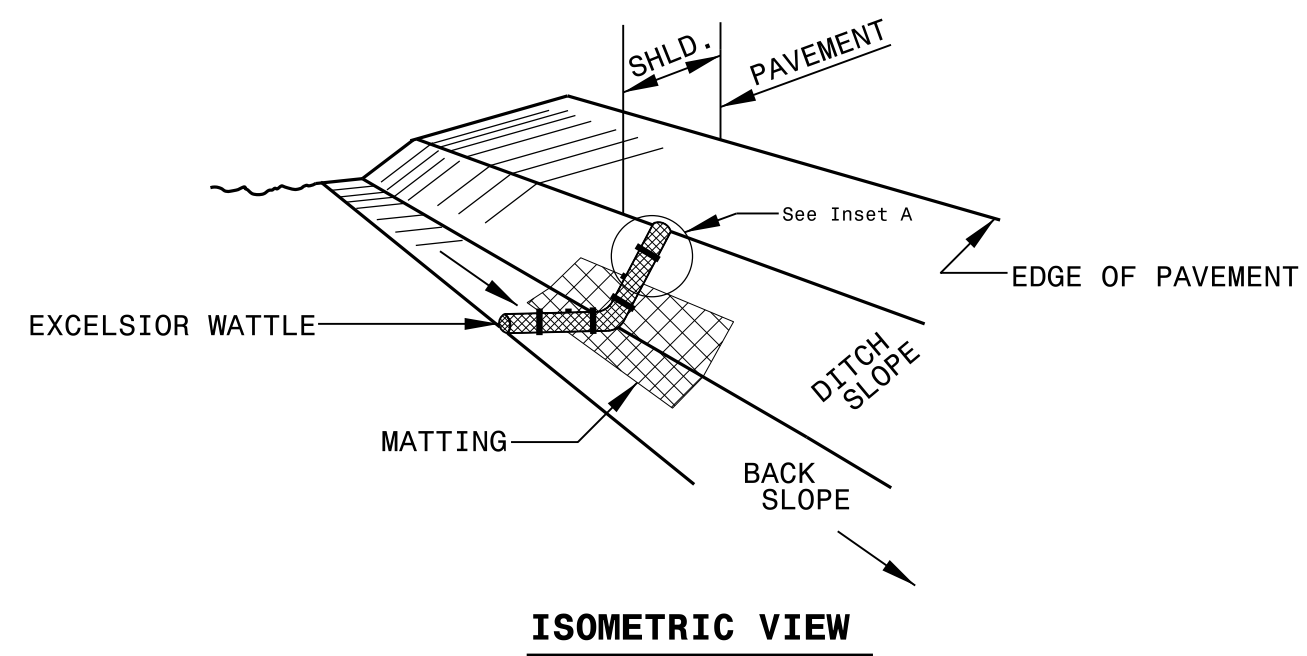


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

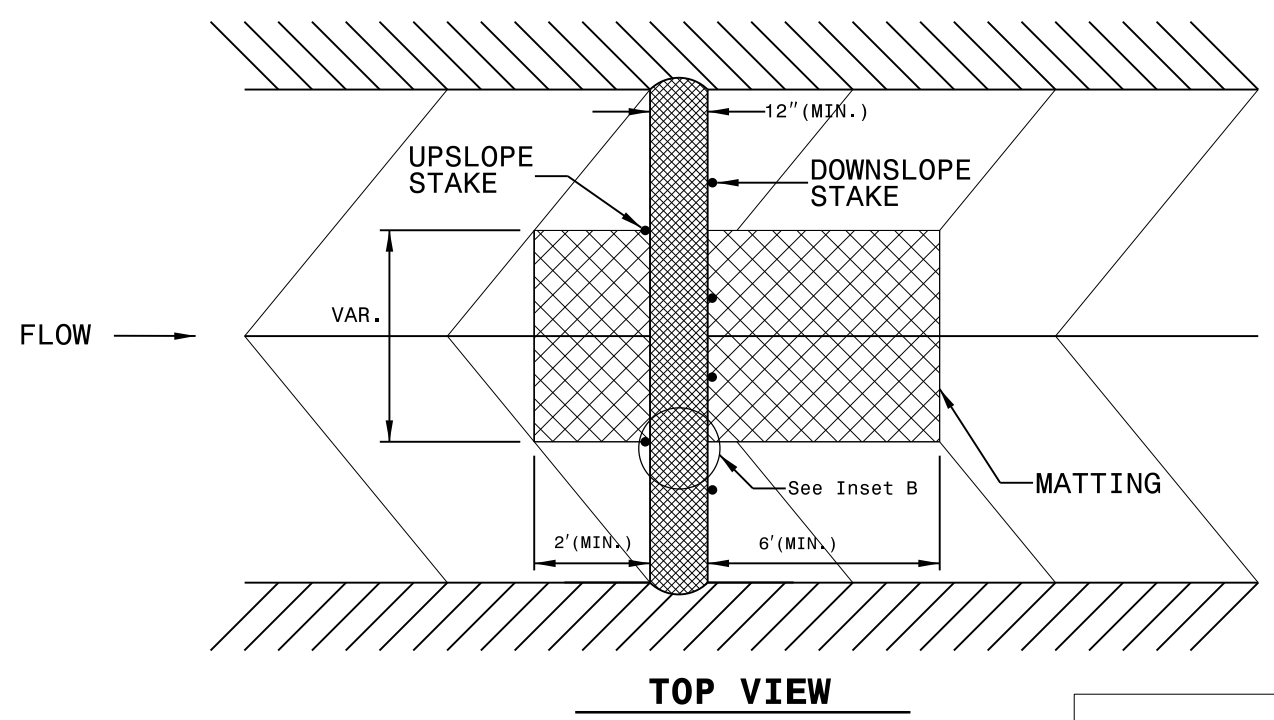
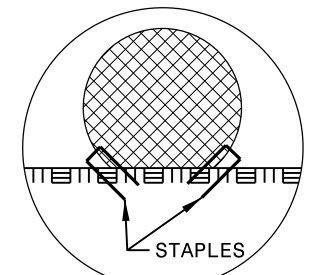
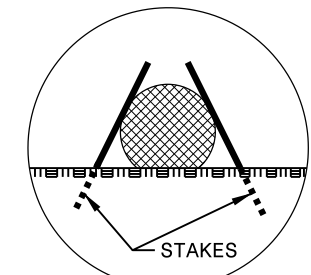
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

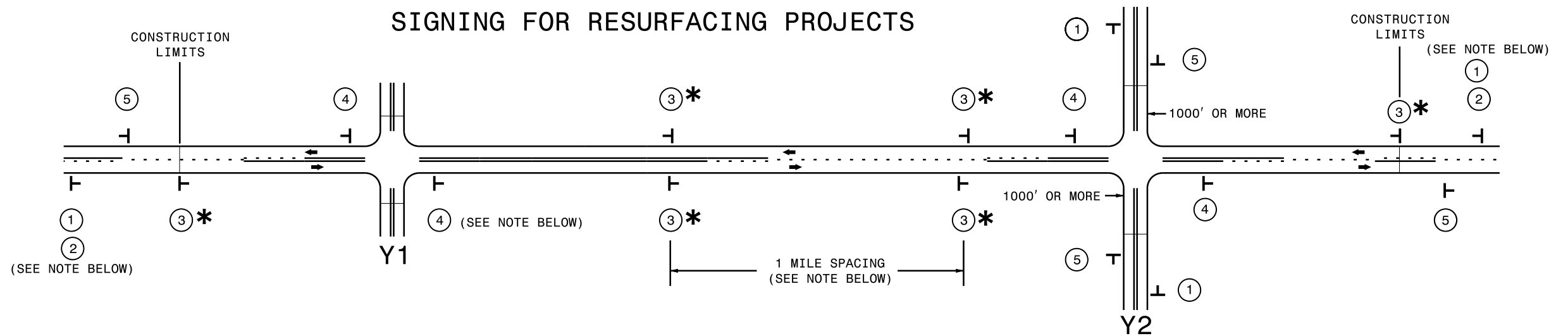
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	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	INTERMEDIATE COURSE, I19.0B TONS	SURFACE COURSE, SF9.5A TONS	SURFACE COURSE, S4.75A TONS	ASPHALT BINDER FOR PLANT MIX TONS	ADJ. OF METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC	RESPONSE FOR EROSION CONTROL EA	
2016CPT.02.18.20741.1	Pitt	1	SR 1400	FROM NC 33 TO US 64 BUS.	1	2	2WU	NO	NO	6.98	22	72	14.00	650	150	9,759		661	3	700.00	150.00	7.00	2.00	
TOTAL FOR MAP NO. 1										6.98		72	14.00	650	150	9,759		661	3	700.00	150.00	7.00	2.00	
2016CPT.02.18.20741.1	Pitt	2	SR 1514	FROM 600' N. OF SR 1523 TO NC 30.	1	2	2WU	NO	NO	5.35	18	54	11.00	650	225	6,420		441		600.00	100.00	6.00	2.00	
TOTAL FOR MAP NO. 2										5.35		54	11.00	650	225	6,420		441		600.00	100.00	6.00	2.00	
2016CPT.02.18.20741.1	Pitt	3	SR 1819	FROM SR 2212 TO END SR 1819	2	2	2WU	NO	NO	1.07	20			250			543	37						
TOTAL FOR MAP NO. 3										1.07				250			543	37						
2016CPT.02.18.20741.1	Pitt	4	SR 1820	FROM SR 1819 TO END SR 1819	2	2	2WU	NO	NO	0.15	20						77	5	1					
TOTAL FOR MAP NO. 4										0.15							77	5	1					
2016CPT.02.18.20741.1	Pitt	5	SR 1823	FROM SR 1819 TO DEAD END	2	2	2WU	NO	NO	0.08	20						60	4						
TOTAL FOR MAP NO. 5										0.08							60	4						
2016CPT.02.18.20741.1	Pitt	6	SR 1847	FROM SR 1848 TO SR 1819	2	2	2WU	NO	NO	0.06	21						40	3						
TOTAL FOR MAP NO. 6										0.06							40	3						
2016CPT.02.18.20741.1	Pitt	7	SR 1848	FROM DEAD END TO DEAD END	2	2	2WU	NO	NO	0.28	20						140	10						
TOTAL FOR MAP NO. 7										0.28							140	10						
2016CPT.02.18.20741.1	Pitt	8	SR 2212	FROM SR 2214 TO NC 33	2	2	2WU	NO	NO	0.34	26			225			223	15						
TOTAL FOR MAP NO. 8										0.34				225			223	15						
2016CPT.02.18.20741.1	Pitt	9	SR 2213	FROM DEAD END TO SR 2212	2	2	2WU	NO	NO	0.08	26						53	4						
TOTAL FOR MAP NO. 9										0.08							53	4						
2016CPT.02.18.20741.1	Pitt	10	SR 2214	FROM DEAD END TO DEAD END	2	2	2WU	NO	NO	0.16	26						105	7						
TOTAL FOR MAP NO. 10										0.16							105	7						
2016CPT.02.18.20741.1	Pitt	11	SR 1830	FROM SR 1729 TO SR 1862	2	2	2WU	NO	NO	0.68	20			150			347	24						
TOTAL FOR MAP NO. 11										0.68				150			347	24						
2016CPT.02.18.20741.1	Pitt	12	SR 1831	FROM SR 1830 TO SR 1832	2	2	2WU	NO	NO	0.17	20						87	6						
TOTAL FOR MAP NO. 12										0.17							87	6						
2016CPT.02.18.20741.1	Pitt	13	SR 1832	FROM SR 1708 TO SR 1830	2	2	2WU	NO	NO	0.69	20			150			351	24						
TOTAL FOR MAP NO. 13										0.69				150			351	24						
2016CPT.02.18.20741.1	Pitt	14	SR 1862	FROM SR 1832 TO SR 1827	2	2	2WU	NO	NO	0.28	20			150			143	10						
TOTAL FOR MAP NO. 14										0.28				150			143	10						
2016CPT.02.18.20741.1	Pitt	15	SR 1861	FROM SR 1832 TO SR 1830	2	2	2WU	NO	NO	0.23	20						119	8						
TOTAL FOR MAP NO. 15										0.23							119	8						
2016CPT.02.18.20741.1	Pitt	16	SR 1853	FROM SR 1832 TO SR 1830	2	2	2WU	NO	NO	0.26	20						133	9						
TOTAL FOR MAP NO. 16										0.26							133	9						
2016CPT.02.18.20741.1	Pitt	17	SR 1858	FROM SR 1832 TO SR 1827	2	2	2WU	NO	NO	0.39	20			150			199	14	1					
TOTAL FOR MAP NO. 17										0.39				150			199	14	1					
2016CPT.02.18.20741.1	Pitt	18	SR 1859	FROM SR 1832 TO CUL DE SAC	2	2	2WU	NO	NO	0.05	20						24	2						
TOTAL FOR MAP NO. 18										0.05							24	2						
TOTAL FOR PROJ NO. 2016CPT.02.18.20741.1										17.27			126	25.00	2,375	375	16,179	2,644	1,284	5	1,300.00	250.00	13.00	4.00
GRAND TOTAL										17.27		126	25.00	2,375	375	16,179	2,644	1,284	5	1,300.00	250.00	13.00	4.00	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	441300000-E	445700000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS
2016CPT.02.18.20741.1	Pitt	1	SR 140	FROM NC 33 TO US 64 B	1	2	2WV	6.98	22	800	0.453
TOTAL FOR MAP NO. 1										800	0.453
2016CPT.02.18.20741.1	Pitt	2	SR 1514	FROM 600' N. OF SR 1523 TO NC 301		2	2WV	5.35	18	616	0.354
TOTAL FOR MAP NO. 2										616	0.354
2016CPT.02.18.20741.1	Pitt	3	SR 1815	FROM SR 2212 TO END SR 1815	2	2	2WV	1.07	20	128	0.035
TOTAL FOR MAP NO. 3										128	0.035
2016CPT.02.18.20741.1	Pitt	4	SR 1820	FROM SR 1819 TO END SR 1820	2	2	2WV	0.15	20	32	0.010
TOTAL FOR MAP NO. 4										32	0.010
2016CPT.02.18.20741.1	Pitt	5	SR 1820	FROM SR 1819 TO DEAD EN	2	2	2WV	0.08	20	16	0.005
TOTAL FOR MAP NO. 5										16	0.005
2016CPT.02.18.20741.1	Pitt	6	SR 1840	FROM SR 1848 TO SR 18	2	2	2WV	0.06	21	16	0.005
TOTAL FOR MAP NO. 6										16	0.005
2016CPT.02.18.20741.1	Pitt	7	SR 1840	FROM DEAD END TO DEAD ENI	2	2	2WV	0.28	20	32	0.018
TOTAL FOR MAP NO. 7										32	0.018
2016CPT.02.18.20741.1	Pitt	8	SR 2210	FROM SR 2214 TO NC	2	2	2WV	0.34	26	38	0.022
TOTAL FOR MAP NO. 8										38	0.022
2016CPT.02.18.20741.1	Pitt	9	SR 2210	FROM DEAD END TO SR 221	2	2	2WV	0.08	26	16	0.005
TOTAL FOR MAP NO. 9										16	0.005
2016CPT.02.18.20741.1	Pitt	10	SR 2210	FROM DEAD END TO DEAD ENI	2	2	2WV	0.16	26	32	0.010
TOTAL FOR MAP NO. 10										32	0.010
2016CPT.02.18.20741.1	Pitt	11	SR 1830	FROM SR 1729 TO SR 18	2	2	2WV	0.68	20	32	0.010
TOTAL FOR MAP NO. 11										32	0.010
2016CPT.02.18.20741.1	Pitt	12	SR 1830	FROM SR 1830 TO SR 18	2	2	2WV	0.17	20	32	0.010
TOTAL FOR MAP NO. 12										32	0.010
2016CPT.02.18.20741.1	Pitt	13	SR 1830	FROM SR 1708 TO SR 18	2	2	2WV	0.69	20	32	0.010
TOTAL FOR MAP NO. 13										32	0.010
2016CPT.02.18.20741.1	Pitt	14	SR 1860	FROM SR 1832 TO SR 18	2	2	2WV	0.28	20	32	0.010
TOTAL FOR MAP NO. 14										32	0.010
2016CPT.02.18.20741.1	Pitt	15	SR 1860	FROM SR 1832 TO SR 18	2	2	2WV	0.23	20	32	0.010
TOTAL FOR MAP NO. 15										32	0.010
2016CPT.02.18.20741.1	Pitt	16	SR 1850	FROM SR 1832 TO SR 18	2	2	2WV	0.26	20	32	0.010
TOTAL FOR MAP NO. 16										32	0.010
2016CPT.02.18.20741.1	Pitt	17	SR 1850	FROM SR 1832 TO SR 18	2	2	2WV	0.39	20	32	0.010
TOTAL FOR MAP NO. 17										32	0.010
2016CPT.02.18.20741.1	Pitt	18	SR 1850	FROM SR 1832 TO CUL DE S	2	2	2WV	0.05	20	32	0.010
TOTAL FOR MAP NO. 18										32	0.010
TOTAL FOR PROJ NO. 2016CPT.02.18.20741.1									17.27	1,982	1.000
GRAND TOTAL									17.27	1,982	1.000

SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

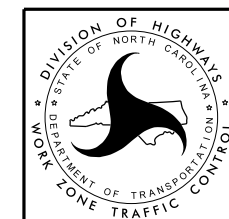
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	①	 W20-1 48" X 48"	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;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	②	 NEXT XX MILES W7-3aP 24" X 18"	#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*	 SP 13107 48" X 48"	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.	
④	 SP 13106 48" X 48"	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.		
⑤	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

* 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