

WBS PROJECT: 2018CPT.01.07.10271.1

CONTRACT: DA00376

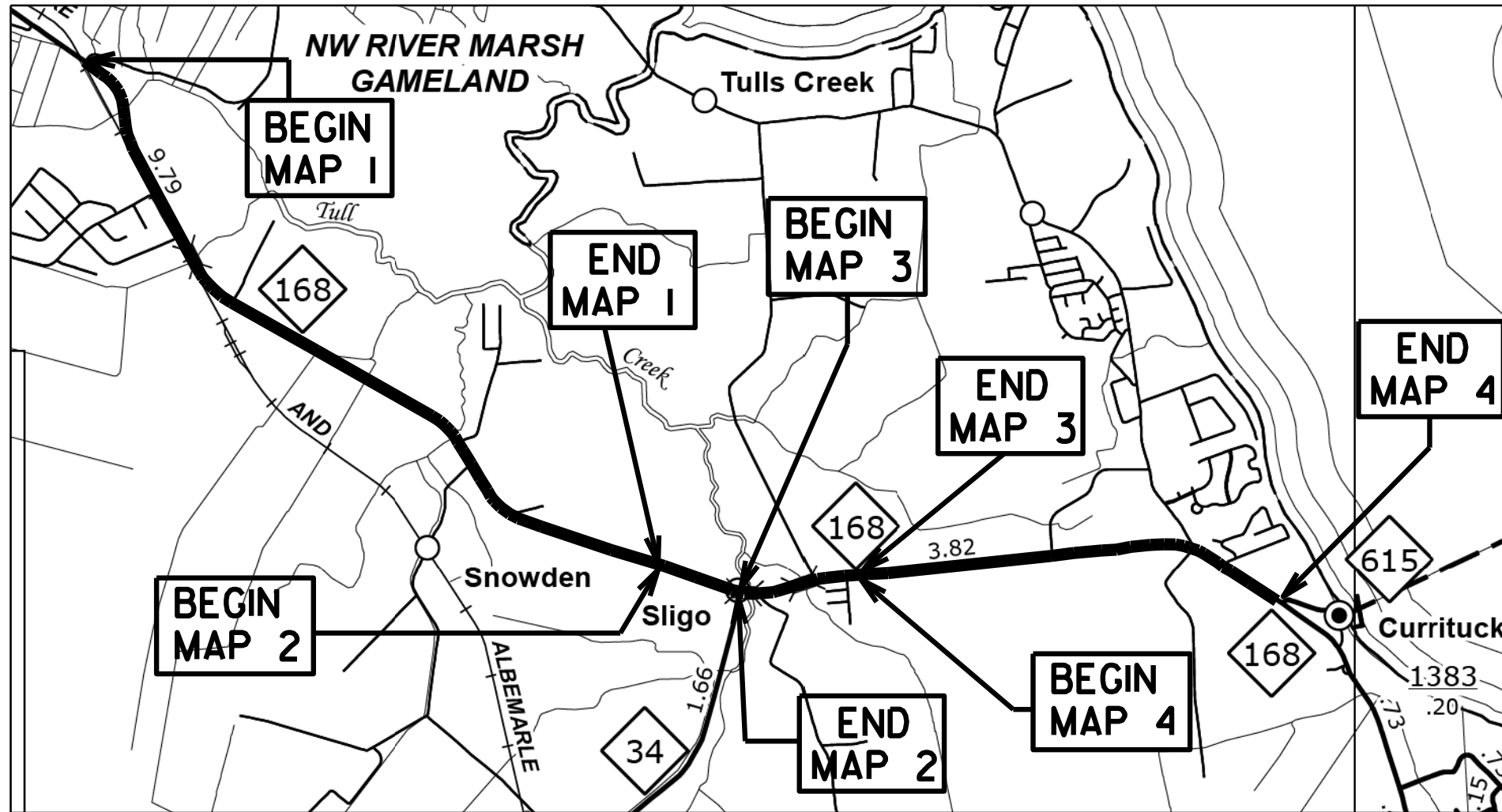


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CURRITUCK COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	2018CPT.01.07.10271.1	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
2018CPT.01.07.10271.1		MAP 1	
2018CPT.01.07.10271.1		MAP 2	
2018CPT.01.07.10271.1		MAP 3	
2018CPT.01.07.10271.1		MAP 4	

LOCATION: MAP 1 NC 168 FROM SR 1214 SOUTH TO BEGINNING OF CURB AND GUTTER
MAP 2 NC 168 FROM BEGINNING OF CURB AND GUTTER TO NC 34
MAP 3 NC 168 FROM NC 34 TO END CURB AND GUTTER
MAP 4 NC 168 FROM END CURB AND GUTTER TO SR 1242
TYPE OF WORK: MILLING, RESURFACING, OGAFC, & PAVEMENT MARKINGS



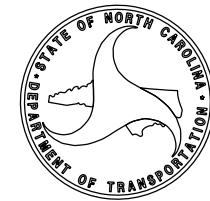
NOT TO SCALE

PROJECT LENGTH

LENGTH OF ROADWAY PROJECT MAP 1 = 4.59 MI.
 LENGTH OF ROADWAY PROJECT MAP 2 = 0.60 MI.
 LENGTH OF ROADWAY PROJECT MAP 3 = 0.63 MI.
 LENGTH OF ROADWAY PROJECT MAP 4 = 2.71 MI.

Prepared In the Office of:
DIVISION OF HIGHWAYS
 113 Airport Dr., Edenton NC, 27932

2012 STANDARD SPECIFICATIONS	W.B. HOBBS, P.E. DIVISION PROJECT MANAGER
LETTING DATE:	C.E. SLACHTA DIVISION PROPOSALS ENGINEER

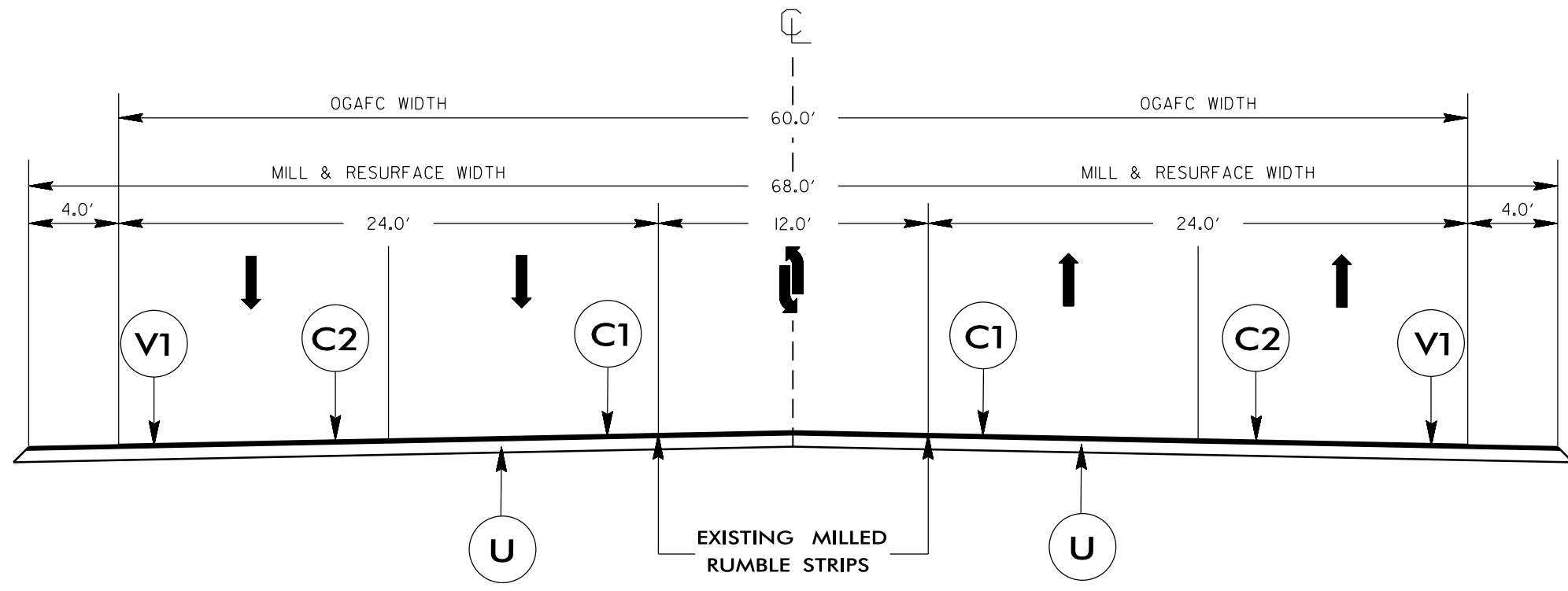


PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 0.75" OPEN GRADE ASPHALT FRICTION COURSE, TYPE FC-2 MODIFIED, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.
V1	MILLING BITUMINOUS PAVEMENT. 1.5" IN DEPTH.
U	EXISTING PAVEMENT.

NOTES:

- *ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER
- *EDGES, PAVEMENT WIDENING, INTERSECTIONS, AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES
- *EXISTING MILLED RUMBLE STRIPS TO BE MILLED AND REPLACED
- *1½" MILLING AND 1.5" OF S9.5B TO BE APPLIED ± 68' WIDE OR THE FULL WIDTH OF THE TRAVELWAY AND PAVED SHOULDERS
- *OPEN GRADE ASPHALT FRICTION COURSE TO BE APPLIED ± 60' WIDE OR THE ENTIRE WIDTH OF THE TRAVELWAY



TYPICAL SECTION NO. 1

USE WITH MAPS 1 & 4

NTS

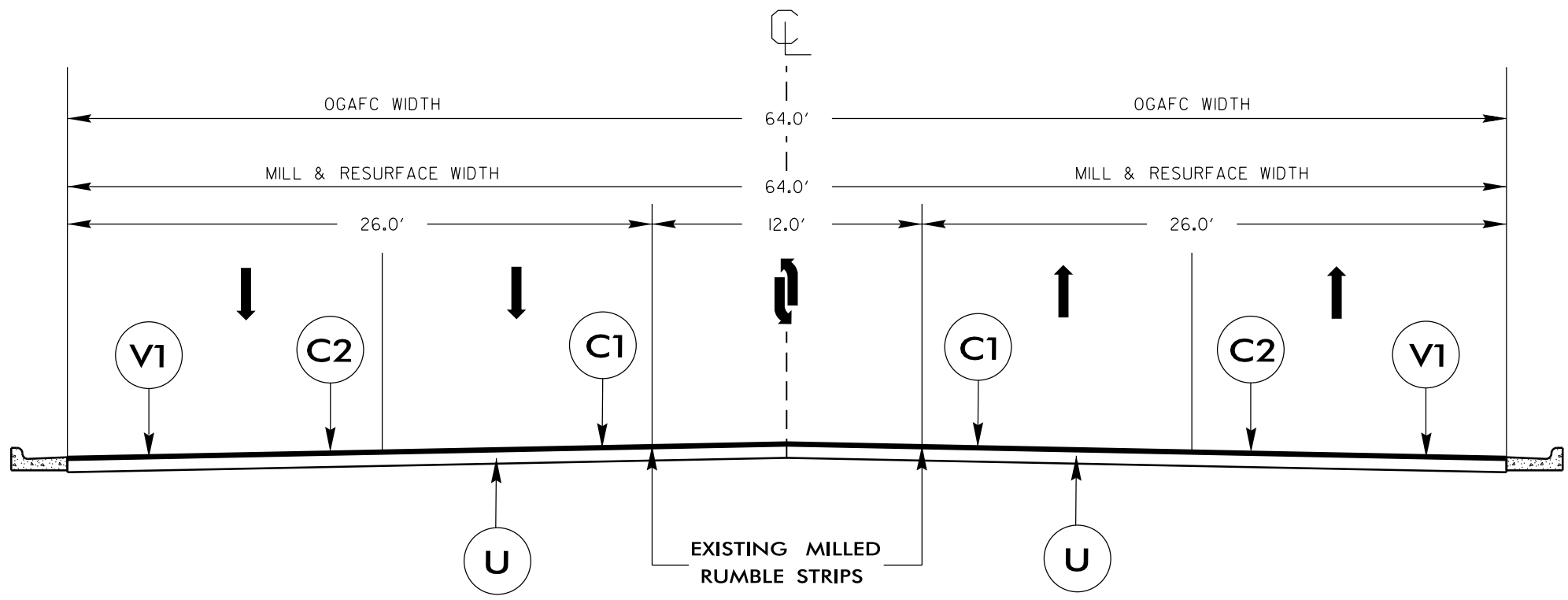
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PAVEMENT SCHEDULE

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- *EDGES, PAVEMENT WIDENING, INTERSECTIONS, AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES
- *EXISTING MILLED RUMBLE STRIPS TO BE MILLED AND REPLACED
- *1½" MILLING AND 1.5" OF S9.5B TO BE APPLIED ± 64' WIDE OR THE FULL WIDTH OF THE TRAVELWAY
- *OPEN GRADE ASPHALT FRICTION COURSE TO BE APPLIED ± 64' WIDE OR THE ENTIRE WIDTH OF THE TRAVELWAY



TYPICAL SECTION NO. 2

USE WITH MAPS 2 & 3

NTS

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PROJECT NO.	SHEET NO.
2018CPT.01.07.10271.1	3

SUMMARY OF QUANTITIES

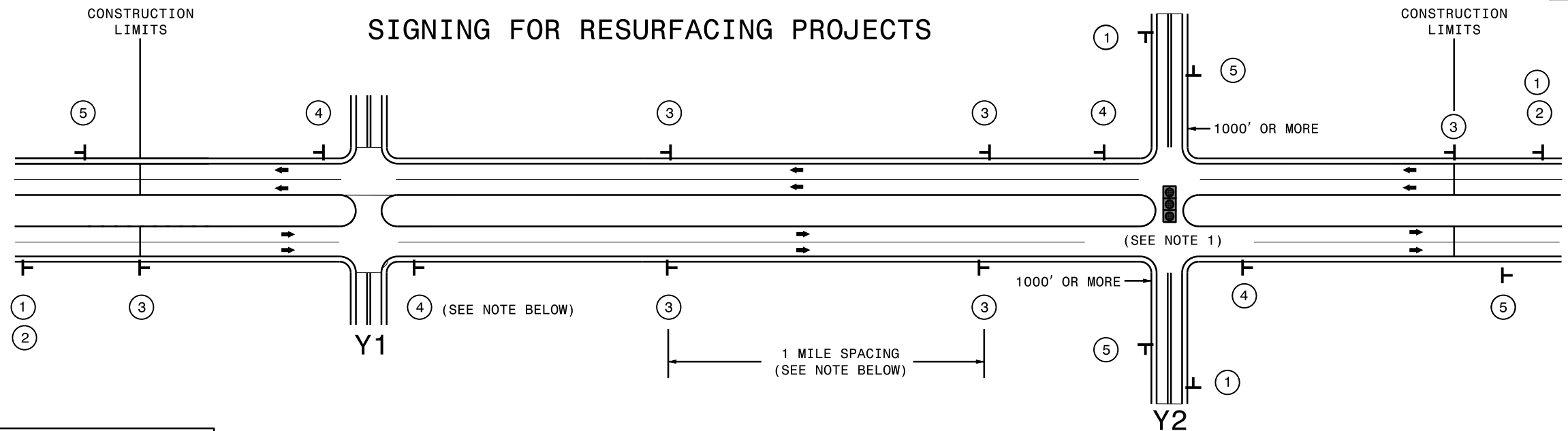
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	MATERIAL TRANSFER VEHICLE REQUIRED	LENGTH MI	WIDTH FT	MOBILIZATION LS	1½" MILLING SY	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX TONS	OGAFC, TYPE FC-1 MOD TONS	PATCHING EXISTING PAVEMENT TONS	MILLED RUMBLE STRIPS LF	INDUCTIVE LOOP SAWCUT LF	LEAD-IN CABLE LF	JUNCTION BOX (STANDARD) EA	UNPAVED TRENCHING (1 - 2") LF	UNPAVED TRENCHING (1 - 1") LF
2018CPT.01.07.10271.1	Currituck	1	NC 168	FROM SR 1214 SOUTH TO CURB & GUTTER	1	5	MU	NO	NO	YES	4.59	68	1	188,500	17,450	1,047	509	8,350	150	48,440					
2018CPT.01.07.10271.1	Currituck	2	NC 168	CURB & GUTTER TO NC 34	2	5	MU	NO	NO	YES	0.60	64	*	26,200	2,425	146	70	1,140	25	6,360	950	200	4	100	
2018CPT.01.07.10271.1	Currituck	3	NC 168	FROM NC 34 TO END CURB & GUTTER	2	5	MU	NO	NO	YES	0.63	64	*	25,800	2,400	144	76	1,250	25	6,700					
2018CPT.01.07.10271.1	Currituck	4	NC 168	FROM END CURB & GUTTER TO SR 1242	1	5	MU	NO	NO	YES	2.71	68	*	112,500	10,400	624	305	5,000	100	28,600	950	200	4	200	
GRAND TOTAL											8.53		1	353,000	32,675	1,961	960	15,740	300	90,100	1,900	400	8	100	200

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	MATERIAL TRANSFER VEHICLE REQUIRED	LENGTH MI	WIDTH FT	WORK ZONE ADVANCED / GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	4" X 120 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	8" X 90 M YELLOW THERMO LF	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO RXR 120 M EA	THERMO LT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA
2018CPT.01.07.10271.1	Currituck	1	NC 168	FROM SR 1214 SOUTH TO CURB & GUTTER	1	5	MU	NO	NO	YES	4.59	68	1,200	1	49,356	12,156	61,466	100	250	100	8	153			
2018CPT.01.07.10271.1	Currituck	2	NC 168	CURB & GUTTER TO NC 34	2	5	MU	NO	NO	YES	0.60	64	300	*	1,000	1,589	8,067	100		100		21	6	3	
2018CPT.01.07.10271.1	Currituck	3	NC 168	FROM NC 34 TO END CURB & GUTTER	2	5	MU	NO	NO	YES	0.63	64	300	*	1,200	1,680	8,496					21	4	2	
2018CPT.01.07.10271.1	Currituck	4	NC 168	FROM END CURB & GUTTER TO SR 1242	1	5	MU	NO	NO	YES	2.71	68	1,200	*	29,138	7,176	36,287			150		90	6		3
GRAND TOTAL											8.53		3,000	1	80,694	22,601	114,316	200	250	350	8	285	16	5	3
																136,917				309					

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	MATERIAL TRANSFER VEHICLE REQUIRED	LENGTH MI	WIDTH FT	4" WHITE PAINT LF	4" YELLOW PAINT LF	16" WHITE PAINT LF	24" WHITE PAINT LF	PAINT MSG RXR EA	PAINT LT ARROW EA	PAINT RT ARROW EA	PAINT STR ARROW EA	PAINT STR & RT ARROW EA	SNOW PLOWABLE MARKERS EA	
2018CPT.01.07.10271.1	Currituck	1	NC 168	FROM SR 1214 SOUTH TO CURB & GUTTER	1	5	MU	NO	NO	YES	4.59	68	122,932	122,932	250	100	8	153					1,212
2018CPT.01.07.10271.1	Currituck	2	NC 168	CURB & GUTTER TO NC 34	2	5	MU	NO	NO	YES	0.60	64	16,134	16,134		100		21	3	6			160
2018CPT.01.07.10271.1	Currituck	3	NC 168	FROM NC 34 TO END CURB & GUTTER	2	5	MU	NO	NO	YES	0.63	64	16,991	16,991				21	2	4			168
2018CPT.01.07.10271.1	Currituck	4	NC 168	FROM END CURB & GUTTER TO SR 1242	1	5	MU	NO	NO	YES	2.71	68	72,574	72,574		150		90		6	3		716
GRAND TOTAL											8.53		228,631	228,631	250	350	8	285	5	16	3	2,256	
																457,262				309			



LEGEND	
T	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

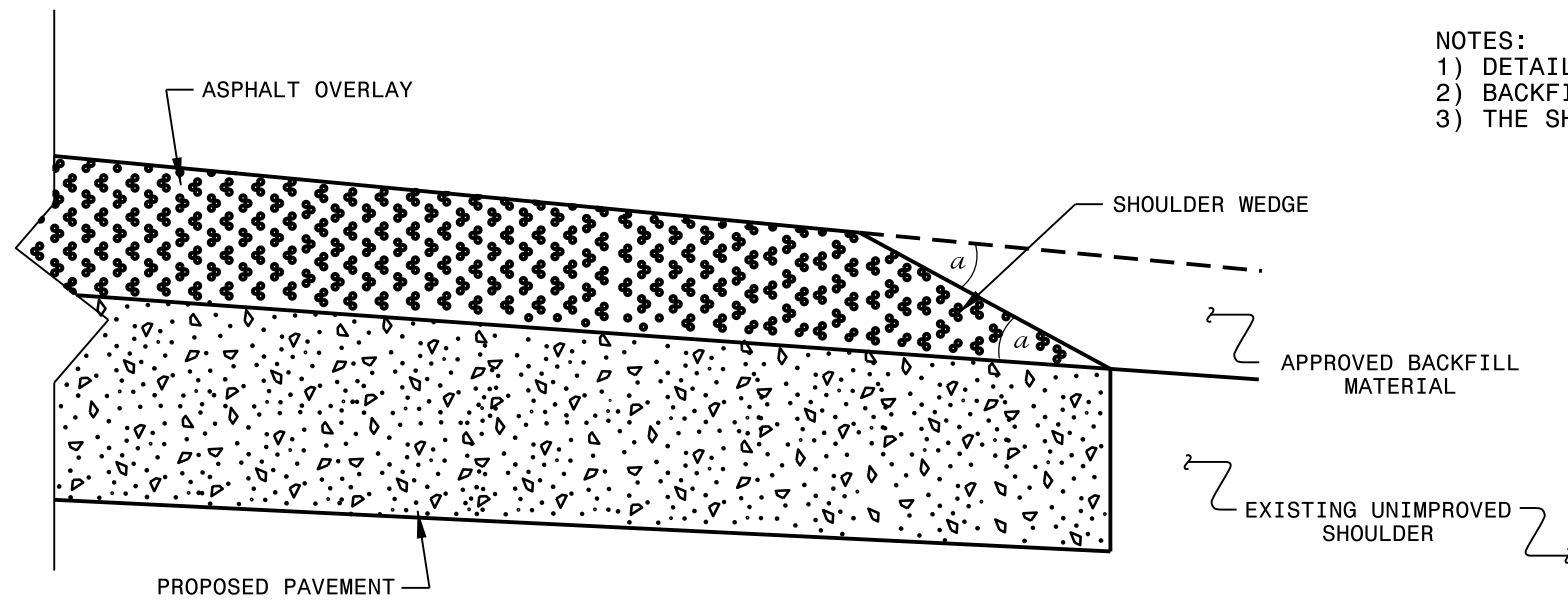
SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 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;"> 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.		
<p>NOTES:</p> <ol style="list-style-type: none"> MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION. 				

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**RESURFACING
 ADVANCE WARNING SIGNS
 FOR RURAL AND SUBURBAN
 MULTI-LANE ROADWAYS
 W/ SHOULDER SECTIONS**

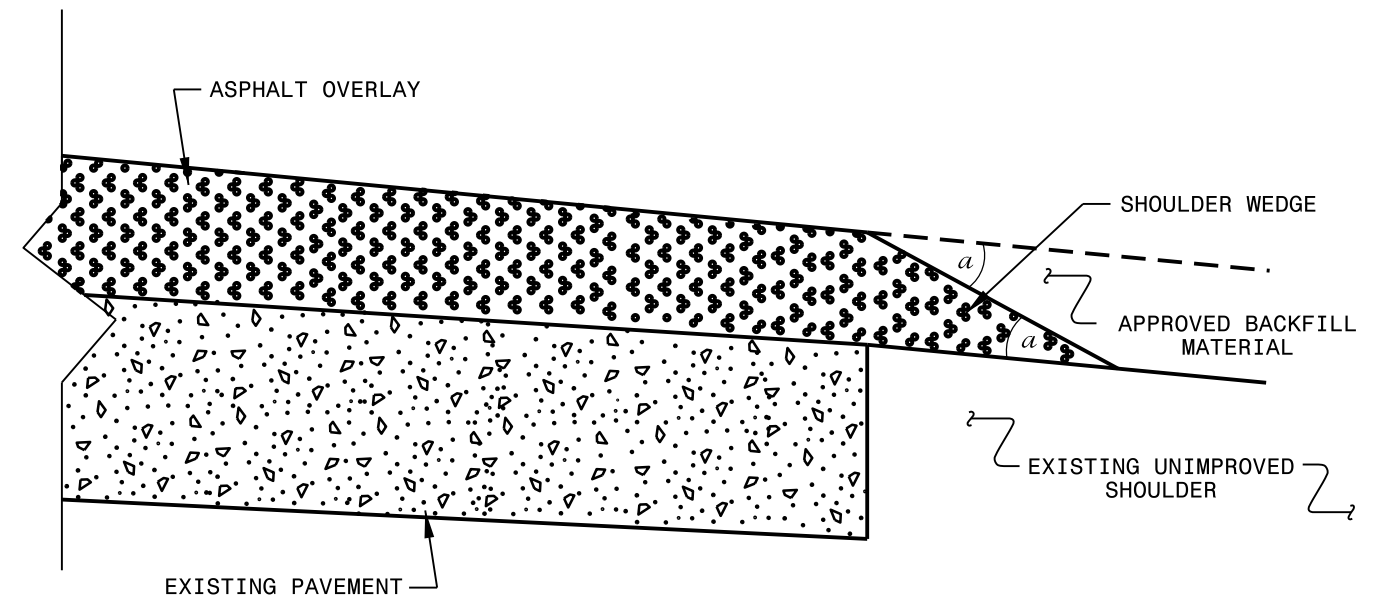
NOTES:

- 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.



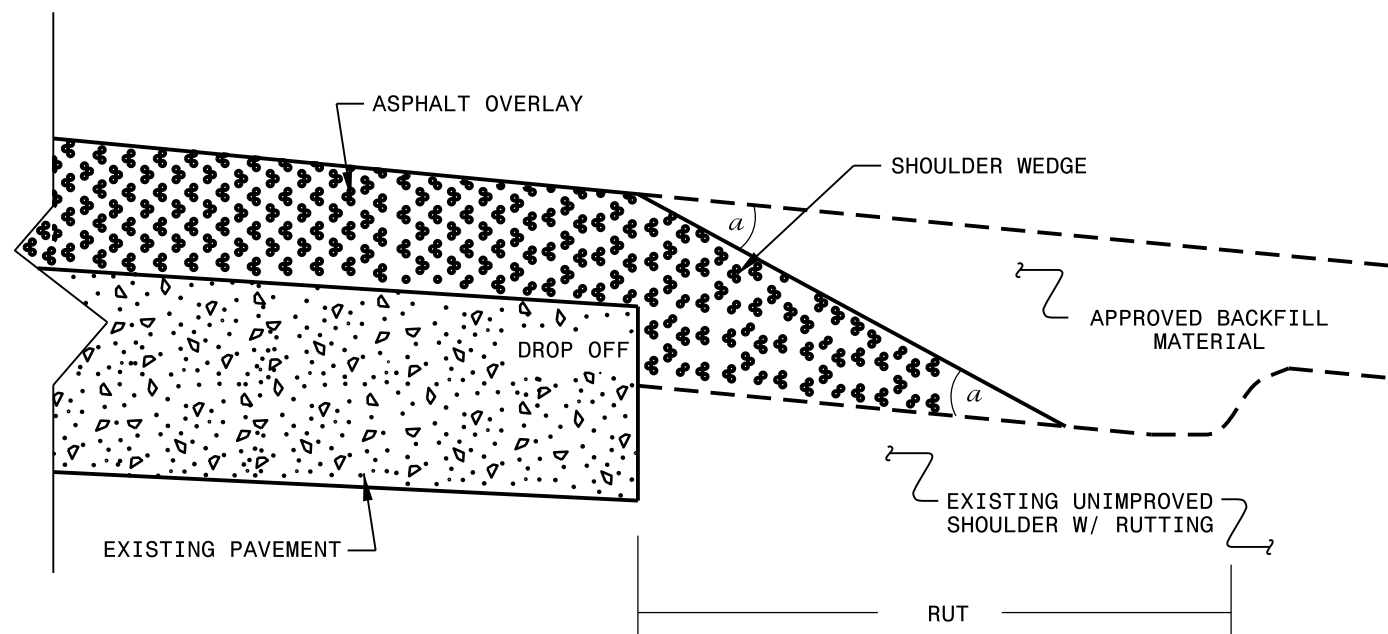
SHOULDER WEDGE DETAIL

(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