

# LENOIR COUNTY PITT COUNTY

**DB00316**  
**WBS: 2017CPT.02.08.20541.2**  
**2017CPT.02.11.20741.2**

**TYPE OF WORK: RESURFACING**

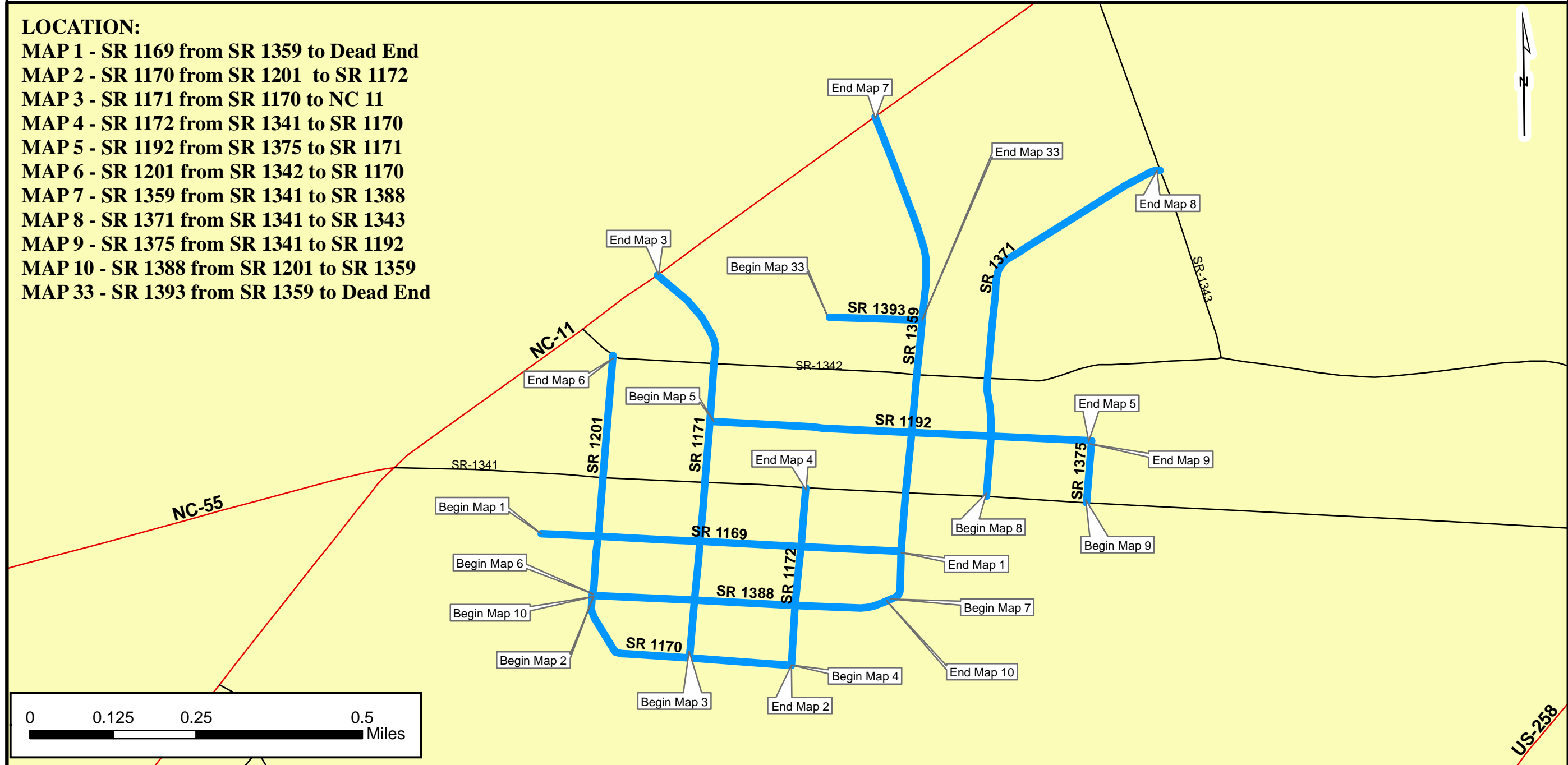
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.08.20541.2	1
2017CPT.02.11.20741.2	



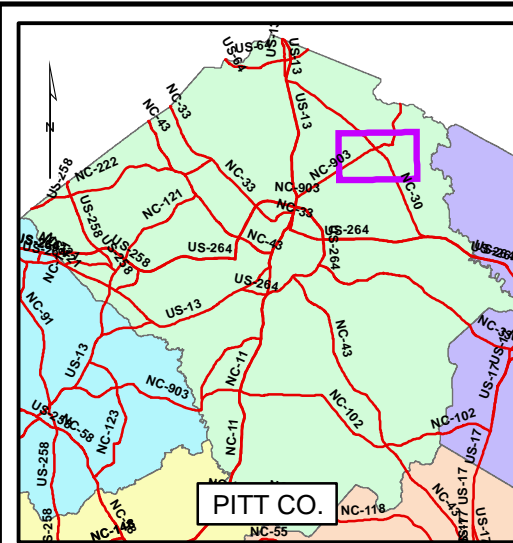
**NCDOT**  
DIVISION 2

**LOCATION:**

- MAP 1 - SR 1169 from SR 1359 to Dead End
- MAP 2 - SR 1170 from SR 1201 to SR 1172
- MAP 3 - SR 1171 from SR 1170 to NC 11
- MAP 4 - SR 1172 from SR 1341 to SR 1170
- MAP 5 - SR 1192 from SR 1375 to SR 1171
- MAP 6 - SR 1201 from SR 1342 to SR 1170
- MAP 7 - SR 1359 from SR 1341 to SR 1388
- MAP 8 - SR 1371 from SR 1341 to SR 1343
- MAP 9 - SR 1375 from SR 1341 to SR 1192
- MAP 10 - SR 1388 from SR 1201 to SR 1359
- MAP 33 - SR 1393 from SR 1359 to Dead End



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**2017CPT.02.11.20741.2**

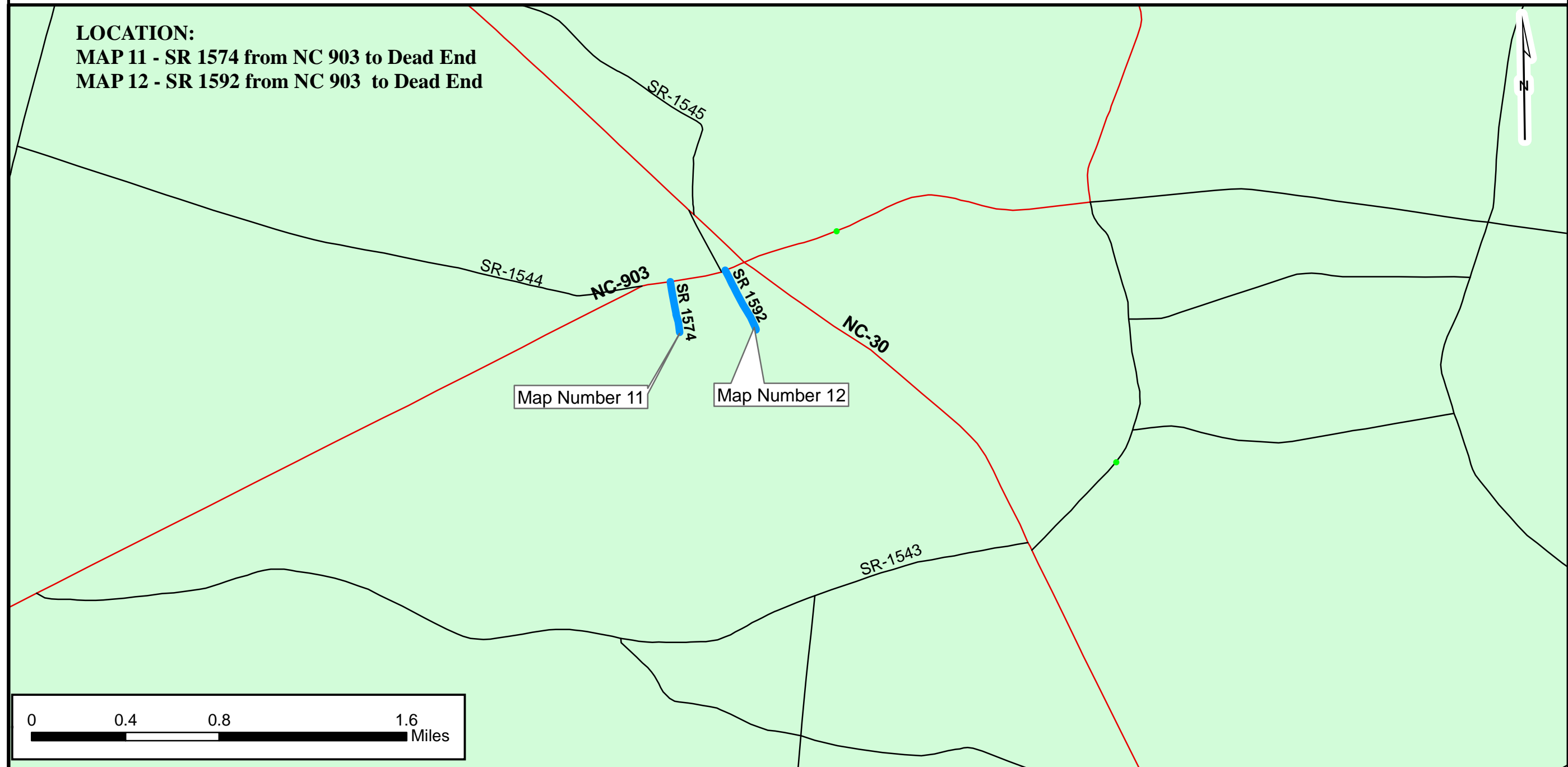
**TYPE OF WORK: RESURFACING**

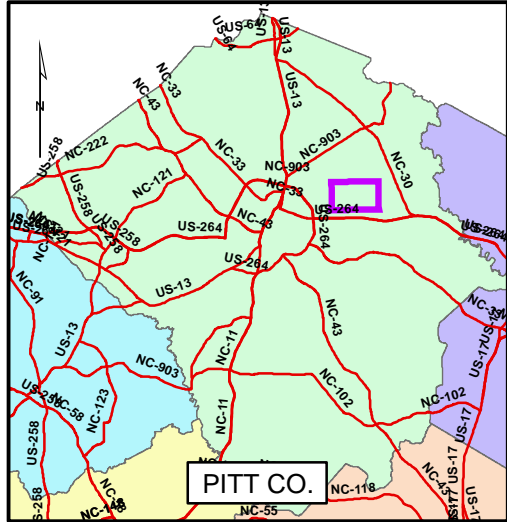
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.08.20541.2	2
2017CPT.02.11.20741.2	



**NCDOT**  
DIVISION 2

**LOCATION:**  
MAP 11 - SR 1574 from NC 903 to Dead End  
MAP 12 - SR 1592 from NC 903 to Dead End





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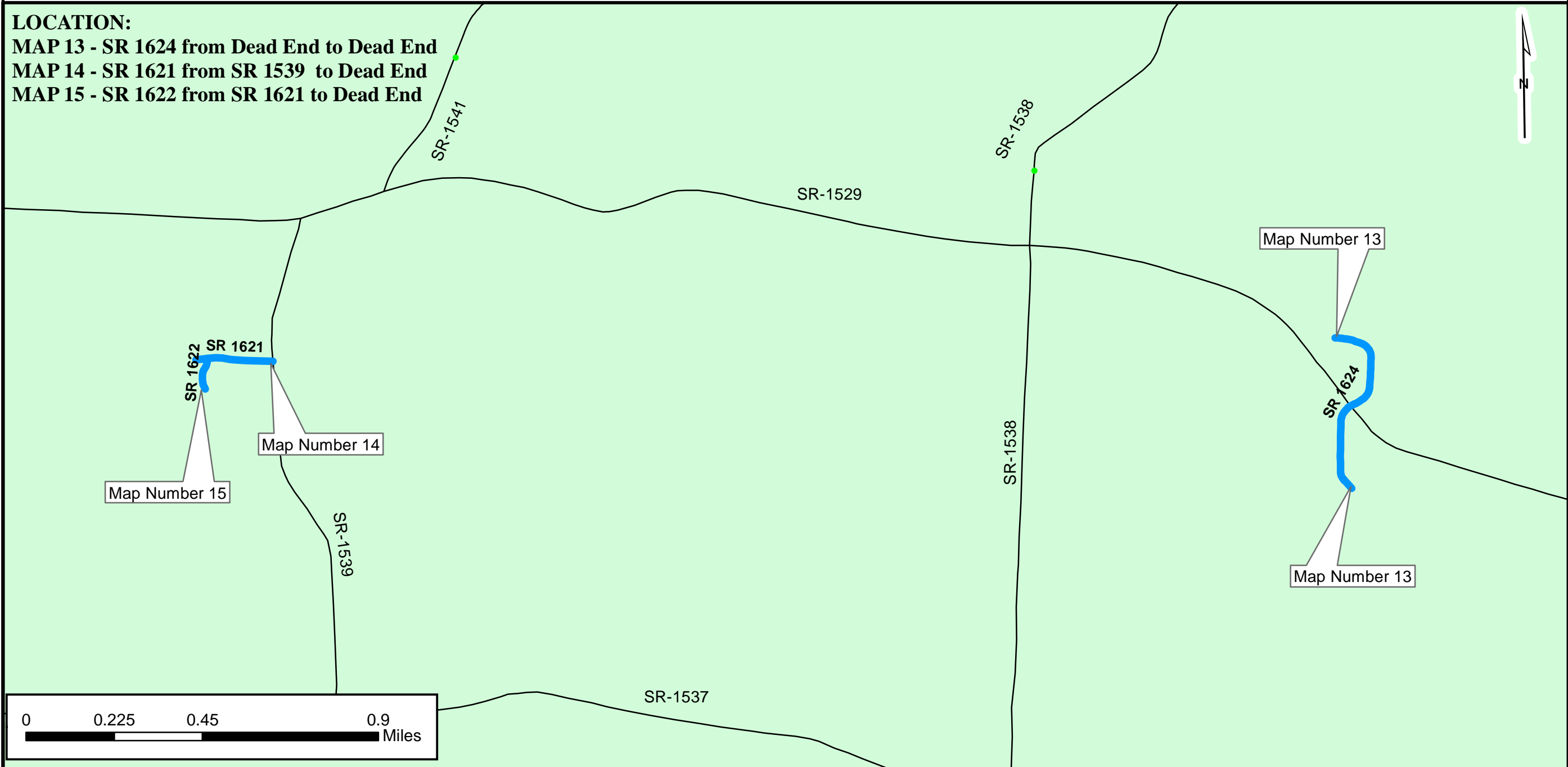
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2017CPT.02.08.20541.2	3
2017CPT.02.11.20741.2	

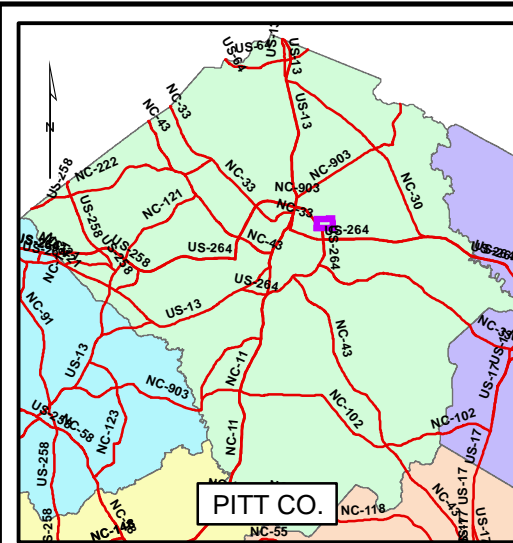


**NCDOT**  
DIVISION 2

**LOCATION:**

- MAP 13 - SR 1624 from Dead End to Dead End
- MAP 14 - SR 1621 from SR 1539 to Dead End
- MAP 15 - SR 1622 from SR 1621 to Dead End





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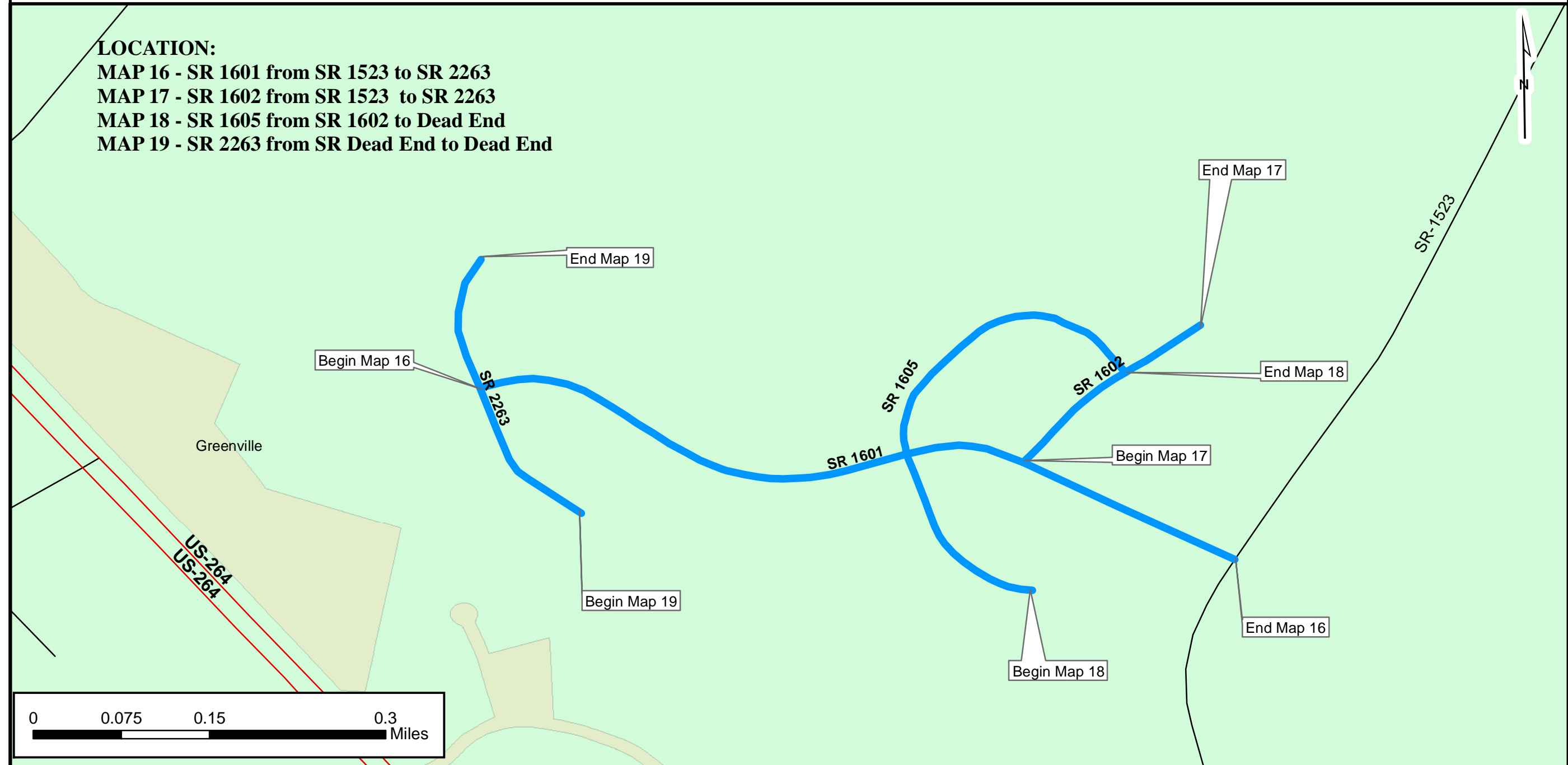
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.08.20541.2	4
2017CPT.02.11.20741.2	



**NCDOT**  
DIVISION 2

**LOCATION:**

- MAP 16 - SR 1601 from SR 1523 to SR 2263
- MAP 17 - SR 1602 from SR 1523 to SR 2263
- MAP 18 - SR 1605 from SR 1602 to Dead End
- MAP 19 - SR 2263 from SR Dead End to Dead End





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**TYPE OF WORK: RESURFACING**

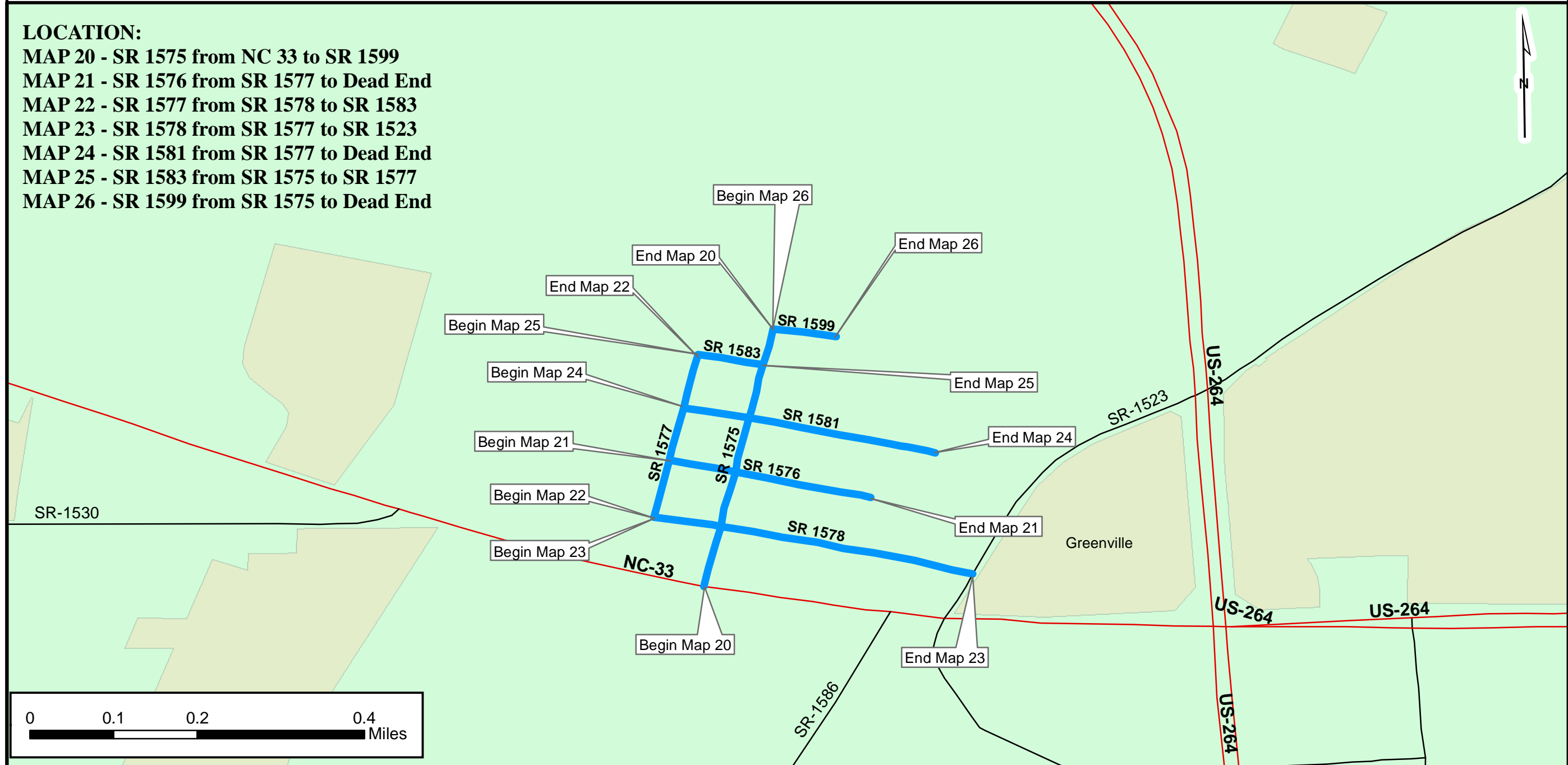
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.08.20541.2	5
2017CPT.02.11.20741.2	



**NCDOT**  
DIVISION 2

**LOCATION:**

- MAP 20 - SR 1575 from NC 33 to SR 1599
- MAP 21 - SR 1576 from SR 1577 to Dead End
- MAP 22 - SR 1577 from SR 1578 to SR 1583
- MAP 23 - SR 1578 from SR 1577 to SR 1523
- MAP 24 - SR 1581 from SR 1577 to Dead End
- MAP 25 - SR 1583 from SR 1575 to SR 1577
- MAP 26 - SR 1599 from SR 1575 to Dead End



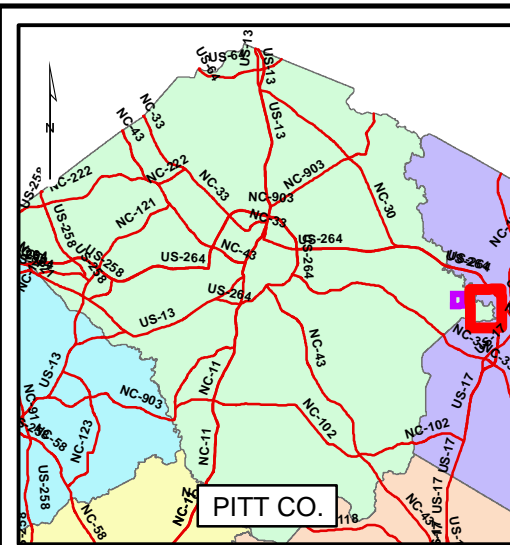
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.08.20541.2	6
2017CPT.02.11.20741.2	

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**2017CPT.02.11.20741.2**



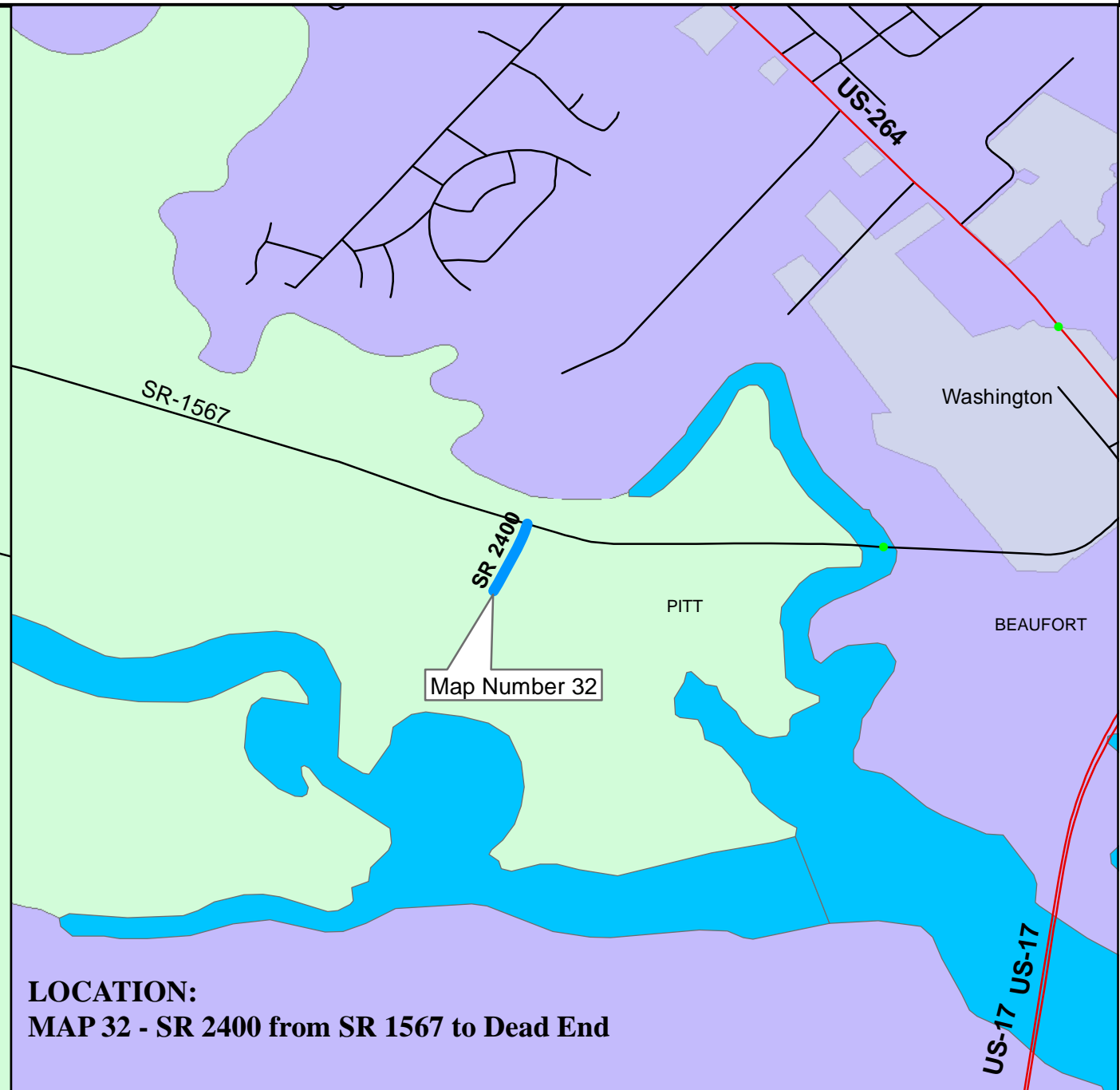
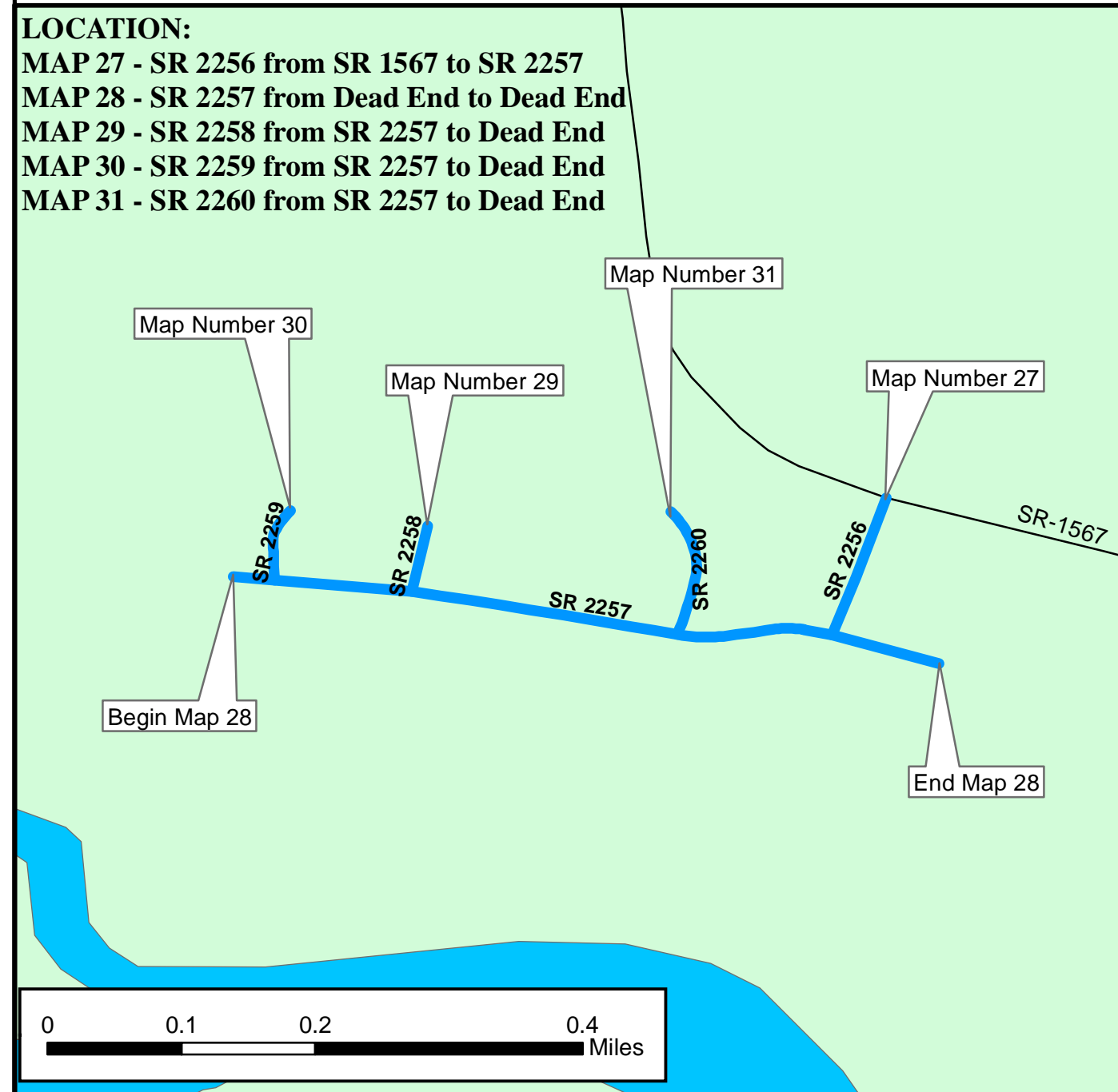
**NCDOT**  
DIVISION 2



## TYPE OF WORK: RESURFACING

**LOCATION:**

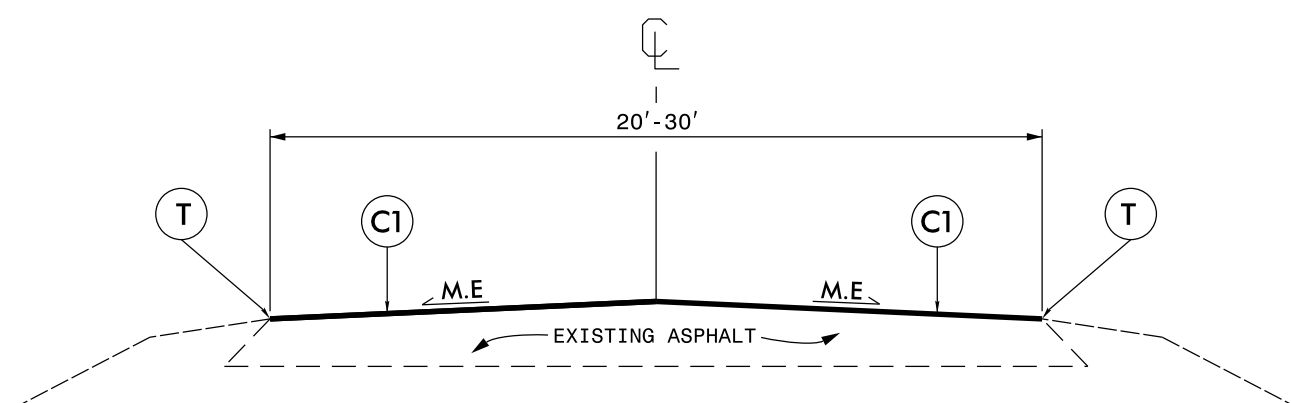
- MAP 27 - SR 2256 from SR 1567 to SR 2257
- MAP 28 - SR 2257 from Dead End to Dead End
- MAP 29 - SR 2258 from SR 2257 to Dead End
- MAP 30 - SR 2259 from SR 2257 to Dead End
- MAP 31 - SR 2260 from SR 2257 to Dead End



**LOCATION:**  
**MAP 32 - SR 2400 from SR 1567 to Dead End**

## TYPICAL SECTION NO. 1

ALL MAPS - #1 through #33

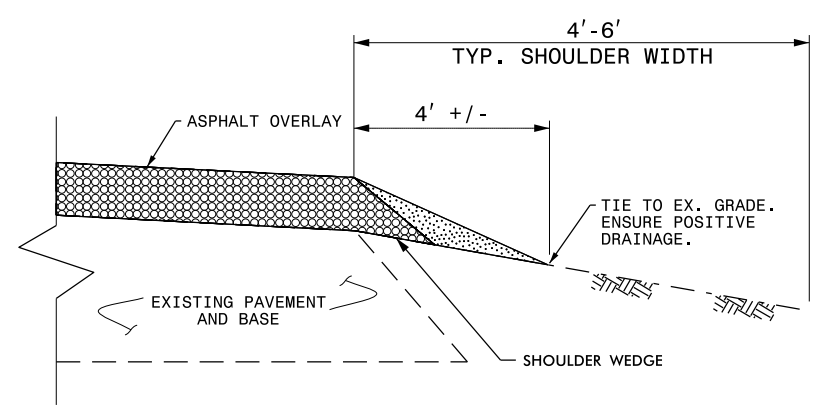


**NOTE:**

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
2. SHOULDER RECONSTRUCTION IS PROVIDED IN THE CONTRACT IN THE EVENT THAT WHEN THE CONTRACTOR REMOVES EXCESS VEGETATIVE MATERIAL FROM THE EDGE OF THE EXISTING PAVEMENT, THERE WILL BE A PAY ITEM TO PROVIDE COMPENSATION FOR THE REMOVAL OF THIS MATERIAL AS DIRECTED BY THE ENGINEER.
3. NCDOT SUPPLIED BACK FILL MATERIAL IS PROVIDED TO ADDRESS ANY PAVEMENT DROP OFF CONCERNS AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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



**SHOULDER RECONSTRUCTION DETAIL**

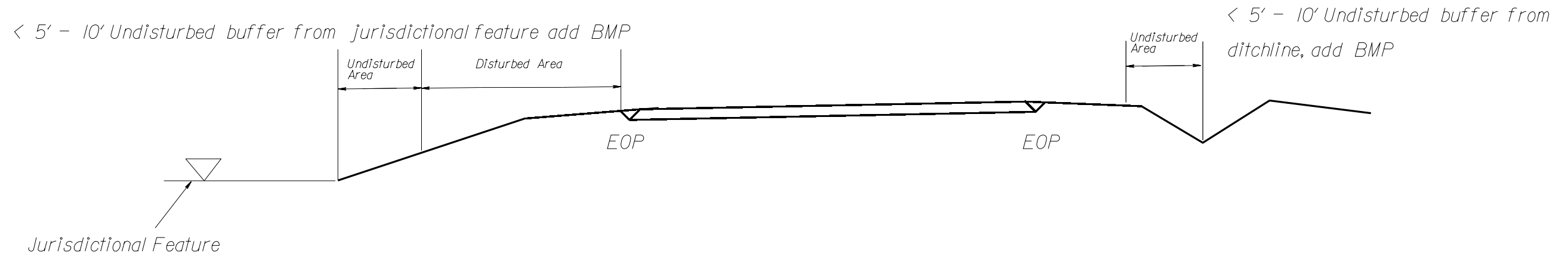
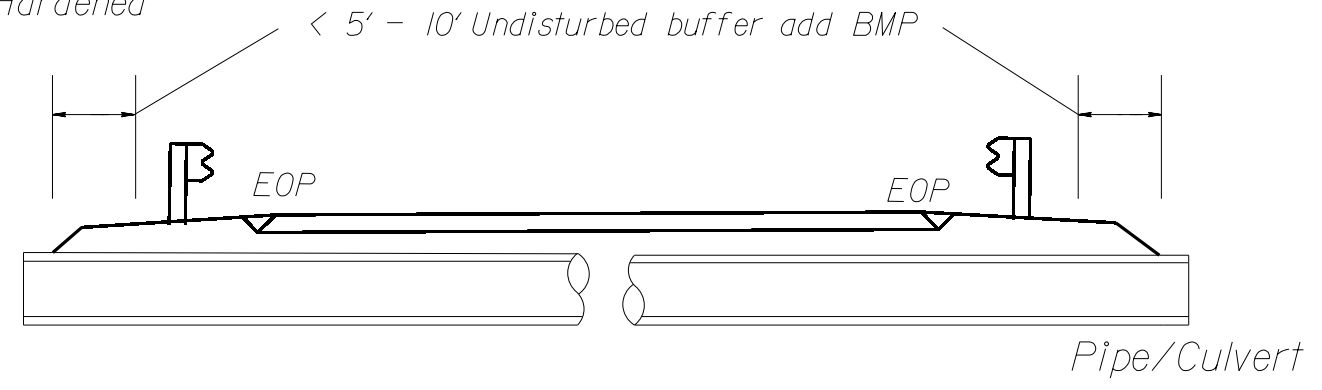
**NOTE:**

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.

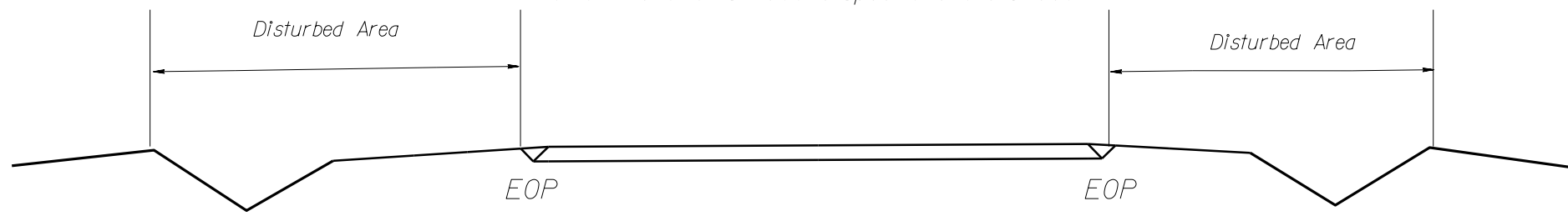
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

# EROSION CONTROL DETAIL

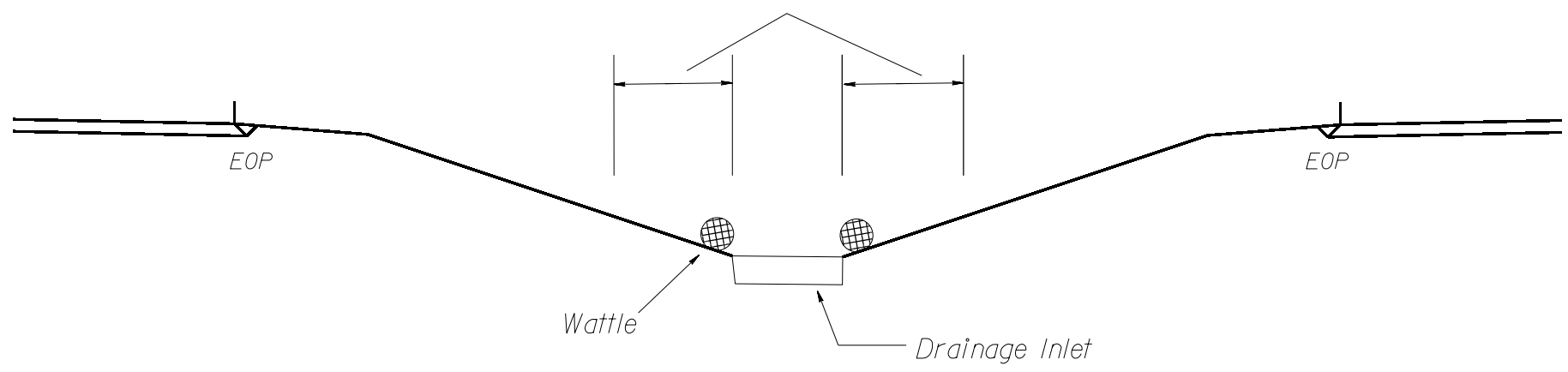
BMP Options: Wattle, Silt Fence or Hardened Aggregate.



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



## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH		HAULING NCDOT SUPPLIED SHOULDER MATERIAL EA	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION		SURFACE COURSE, SF9.5A		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
										MI	FT			SMI	TONS	TONS	EA						
2017CPT.02.08.20541.2	Lenoir	1	SR 1169	FROM SR 1359 TO DEAD END	1	2	2WU	NO	NO	0.45	20	7	25	0.90	372	25	5	50	25	0.45	2		
<b>TOTAL FOR MAP NO. 1</b>										<b>0.45</b>		<b>7</b>	<b>25</b>	<b>0.90</b>	<b>372</b>	<b>25</b>	<b>5</b>	<b>50</b>	<b>25</b>	<b>0.45</b>	<b>2</b>		
2017CPT.02.08.20541.2	Lenoir	2	SR 1170	FROM SR 1201 TO SR 1172	1	2	2WU	NO	NO	0.29	20	4		0.58	240	16	1	50		0.29			
<b>TOTAL FOR MAP NO. 2</b>										<b>0.29</b>		<b>4</b>		<b>0.58</b>	<b>240</b>	<b>16</b>	<b>1</b>	<b>50</b>		<b>0.29</b>			
2017CPT.02.08.20541.2	Lenoir	3	SR 1171	FROM SR 1170 TO NC 11	1	2	2WU	NO	NO	0.61	20	9		1.22	505	34		50		0.61			
<b>TOTAL FOR MAP NO. 3</b>										<b>0.61</b>		<b>9</b>		<b>1.22</b>	<b>505</b>	<b>34</b>		<b>50</b>		<b>0.61</b>			
2017CPT.02.08.20541.2	Lenoir	4	SR 1172	FROM SR 1341 TO SR 1170	1	2	2WU	NO	NO	0.27	20	4		0.54	223	15		50		0.27			
<b>TOTAL FOR MAP NO. 4</b>										<b>0.27</b>		<b>4</b>		<b>0.54</b>	<b>223</b>	<b>15</b>		<b>50</b>		<b>0.27</b>			
2017CPT.02.08.20541.2	Lenoir	5	SR 1192	FROM SR 1375 TO SR 1171	1	2	2WU	NO	NO	0.47	20	7		0.94	389	26		50	25	0.47			
<b>TOTAL FOR MAP NO. 5</b>										<b>0.47</b>		<b>7</b>		<b>0.94</b>	<b>389</b>	<b>26</b>		<b>50</b>	<b>25</b>	<b>0.47</b>			
2017CPT.02.08.20541.2	Lenoir	6	SR 1201	FROM SR 1342 TO SR 1170	1	2	2WU	NO	NO	0.38	20	6		0.76	314	21		50		0.38			
<b>TOTAL FOR MAP NO. 6</b>										<b>0.38</b>		<b>6</b>		<b>0.76</b>	<b>314</b>	<b>21</b>		<b>50</b>		<b>0.38</b>			
2017CPT.02.08.20541.2	Lenoir	7	SR 1359	FROM SR 1341 TO SR 1388	1	2	2WU	NO	NO	0.75	20	11		1.50	639	43		50		0.75			
<b>TOTAL FOR MAP NO. 7</b>										<b>0.75</b>		<b>11</b>		<b>1.50</b>	<b>639</b>	<b>43</b>		<b>50</b>		<b>0.75</b>			
2017CPT.02.08.20541.2	Lenoir	8	SR 1371	FROM SR 1341 TO SR 1343	1	2	2WU	NO	NO	0.59	20	9		1.18	493	33		50		0.59			
<b>TOTAL FOR MAP NO. 8</b>										<b>0.59</b>		<b>9</b>		<b>1.18</b>	<b>493</b>	<b>33</b>		<b>50</b>		<b>0.59</b>			
2017CPT.02.08.20541.2	Lenoir	9	SR 1375	FROM SR 1341 TO SR 1192	1	2	2WU	NO	NO	0.09	20	1		0.18	75	5		50		0.09			
<b>TOTAL FOR MAP NO. 9</b>										<b>0.09</b>		<b>1</b>		<b>0.18</b>	<b>75</b>	<b>5</b>		<b>50</b>		<b>0.09</b>			
2017CPT.02.08.20541.2	Lenoir	10	SR 1388	FROM SR 1201 TO SR 1359	1	2	2WU	NO	NO	0.36	20	5		0.72	298	20	4	50		0.36			
<b>TOTAL FOR MAP NO. 10</b>										<b>0.36</b>		<b>5</b>		<b>0.72</b>	<b>298</b>	<b>20</b>	<b>4</b>	<b>50</b>		<b>0.36</b>			
2017CPT.02.08.20541.2	Lenoir	33	SR 1393	FROM SR 1395 TO DEAD END	1	2	2WU	NO	NO	0.11	20	2		0.22	100	7		50	25	0.11			
<b>TOTAL FOR MAP NO. 33</b>										<b>0.11</b>		<b>2</b>		<b>0.22</b>	<b>100</b>	<b>7</b>		<b>50</b>	<b>25</b>	<b>0.11</b>			
<b>TOTAL FOR PROJ NO. 2017CPT.02.08.20541.2</b>										<b>4.37</b>		<b>65</b>	<b>25</b>	<b>8.74</b>	<b>3,648</b>	<b>245</b>	<b>10</b>	<b>550</b>	<b>75</b>	<b>4.37</b>	<b>2</b>		

## 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	HAULING NCDOT SUPPLIED SHOULDER MATERIAL EA	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	SURFACE COURSE, SF9.5A 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
2017CPT.02.11.20741.2	Pitt	11	SR 1574	FROM NC 903 TO DEAD END	1	2	2WU	NO	NO	0.22	20	3	25	0.44	182	12		50	25	0.22	2
<b>TOTAL FOR MAP NO. 11</b>										<b>0.22</b>		<b>3</b>	<b>25</b>	<b>0.44</b>	<b>182</b>	<b>12</b>		<b>50</b>	<b>25</b>	<b>0.22</b>	<b>2</b>
2017CPT.02.11.20741.2	Pitt	12	SR 1592	FROM NC 903 TO DEAD END	1	2	2WU	NO	NO	0.28	20	4		0.56	232	16		50		0.28	
<b>TOTAL FOR MAP NO. 12</b>										<b>0.28</b>		<b>4</b>		<b>0.56</b>	<b>232</b>	<b>16</b>		<b>50</b>		<b>0.28</b>	
2017CPT.02.11.20741.2	Pitt	13	SR 1624	FROM DEAD END TO DEAD END	1	2	2WU	NO	NO	0.47	20	7		0.94	389	26	4	50		0.47	
<b>TOTAL FOR MAP NO. 13</b>										<b>0.47</b>		<b>7</b>		<b>0.94</b>	<b>389</b>	<b>26</b>	<b>4</b>	<b>50</b>		<b>0.47</b>	
2017CPT.02.11.20741.2	Pitt	14	SR 1621	FROM SR 1539 TO DEAD END	1	2	2WU	NO	NO	0.16	20	2		0.32	132	9		50		0.16	
<b>TOTAL FOR MAP NO. 14</b>										<b>0.16</b>		<b>2</b>		<b>0.32</b>	<b>132</b>	<b>9</b>		<b>50</b>		<b>0.16</b>	
2017CPT.02.11.20741.2	Pitt	15	SR 1622	FROM SR 1621 TO DEAD END	1	2	2WU	NO	NO	0.08	20	1		0.16	66	4	2	50		0.08	
<b>TOTAL FOR MAP NO. 15</b>										<b>0.08</b>		<b>1</b>		<b>0.16</b>	<b>66</b>	<b>4</b>	<b>2</b>	<b>50</b>		<b>0.08</b>	
2017CPT.02.11.20741.2	Pitt	16	SR 1601	FROM SR 1523 TO SR 2263	1	2	2WU	NO	NO	0.58	20	9		1.16	480	32	2	50		0.58	
<b>TOTAL FOR MAP NO. 16</b>										<b>0.58</b>		<b>9</b>		<b>1.16</b>	<b>480</b>	<b>32</b>	<b>2</b>	<b>50</b>		<b>0.58</b>	
2017CPT.02.11.20741.2	Pitt	17	SR 1602	FROM SR 1601 TO DEAD END	1	2	2WU	NO	NO	0.18	20	3		0.36	149	10		50	25	0.18	
<b>TOTAL FOR MAP NO. 17</b>										<b>0.18</b>		<b>3</b>		<b>0.36</b>	<b>149</b>	<b>10</b>		<b>50</b>	<b>25</b>	<b>0.18</b>	
2017CPT.02.11.20741.2	Pitt	18	SR 1605	FROM SR 1602 TO DEAD END	1	2	2WU	NO	NO	0.40	20	6		0.80	331	22	3	50		0.40	
<b>TOTAL FOR MAP NO. 18</b>										<b>0.40</b>		<b>6</b>		<b>0.80</b>	<b>331</b>	<b>22</b>	<b>3</b>	<b>50</b>		<b>0.40</b>	
2017CPT.02.11.20741.2	Pitt	19	SR 2263	FROM DEAD END TO DEAD END	1	2	2WU	NO	NO	0.25	20	4		0.50	211	14		50		0.25	
<b>TOTAL FOR MAP NO. 19</b>										<b>0.25</b>		<b>4</b>		<b>0.50</b>	<b>211</b>	<b>14</b>		<b>50</b>		<b>0.25</b>	
2017CPT.02.11.20741.2	Pitt	20	SR 1575	FROM NC 33 TO SR 1599	1	2	2WU	NO	NO	0.31	20	5		0.62	261	18		50		0.31	
<b>TOTAL FOR MAP NO. 20</b>										<b>0.31</b>		<b>5</b>		<b>0.62</b>	<b>261</b>	<b>18</b>		<b>50</b>		<b>0.31</b>	
2017CPT.02.11.20741.2	Pitt	21	SR 1576	FROM SR 1577 TO DEAD END	1	2	2WU	NO	NO	0.21	20	3		0.42	177	12	3	50		0.21	
<b>TOTAL FOR MAP NO. 21</b>										<b>0.21</b>		<b>3</b>		<b>0.42</b>	<b>177</b>	<b>12</b>	<b>3</b>	<b>50</b>		<b>0.21</b>	
2017CPT.02.11.20741.2	Pitt	22	SR 1577	FROM SR 1578 TO SR 1583	1	2	2WU	NO	NO	0.20	20	3		0.40	169	11		50	25	0.20	
<b>TOTAL FOR MAP NO. 22</b>										<b>0.20</b>		<b>3</b>		<b>0.40</b>	<b>169</b>	<b>11</b>		<b>50</b>	<b>25</b>	<b>0.20</b>	
2017CPT.02.11.20741.2	Pitt	23	SR 1578	FROM SR 1577 TO SR 1523	1	2	2WU	NO	NO	0.32	20	5		0.64	270	18	3	50		0.32	
<b>TOTAL FOR MAP NO. 23</b>										<b>0.32</b>		<b>5</b>		<b>0.64</b>	<b>270</b>	<b>18</b>	<b>3</b>	<b>50</b>		<b>0.32</b>	
2017CPT.02.11.20741.2	Pitt	24	SR 1581	FROM SR 1577 TO DEAD END	1	2	2WU	NO	NO	0.26	20	4		0.52	219	15	4	50		0.26	
<b>TOTAL FOR MAP NO. 24</b>										<b>0.26</b>		<b>4</b>		<b>0.52</b>	<b>219</b>	<b>15</b>	<b>4</b>	<b>50</b>		<b>0.26</b>	
2017CPT.02.11.20741.2	Pitt	25	SR 1583	FROM SR 1575 TO SR 1577	1	2	2WU	NO	NO	0.06	20	1		0.12	51	3		50		0.06	
<b>TOTAL FOR MAP NO. 25</b>										<b>0.06</b>		<b>1</b>		<b>0.12</b>	<b>51</b>	<b>3</b>		<b>50</b>		<b>0.06</b>	
2017CPT.02.11.20741.2	Pitt	26	SR 1599	FROM SR 1575 TO DEAD END	1	2	2WU	NO	NO	0.06	20	1		0.12	51	3	1	50		0.06	
<b>TOTAL FOR MAP NO. 26</b>										<b>0.06</b>		<b>1</b>		<b>0.12</b>	<b>51</b>	<b>3</b>	<b>1</b>	<b>50</b>		<b>0.06</b>	
2017CPT.02.11.20741.2	Pitt	27	SR 2256	FROM SR 1567 TO SR 2257	1	2	2WU	NO	NO	0.11	20	2		0.22	93	6		50		0.11	
<b>TOTAL FOR MAP NO. 27</b>										<b>0.11</b>		<b>2</b>		<b>0.22</b>	<b>93</b>	<b>6</b>		<b>50</b>		<b>0.11</b>	
2017CPT.02.11.20741.2	Pitt	28	SR 2257	FROM DEAD END TO DEAD END	1	2	2WU	NO	NO	0.44	20	7		0.88	371	25		50	25	0.44	
<b>TOTAL FOR MAP NO. 28</b>										<b>0.44</b>		<b>7</b>		<b>0.88</b>	<b>371</b>	<b>25</b>		<b>50</b>	<b>25</b>	<b>0.44</b>	
2017CPT.02.11.20741.2	Pitt	29	SR 2258	FROM SR 2257 TO DEAD END	1	2	2WU	NO	NO	0.05	20	1		0.10	42	3	2	50		0.05	
<b>TOTAL FOR MAP NO. 29</b>										<b>0.05</b>		<b>1</b>		<b>0.10</b>	<b>42</b>	<b>3</b>	<b>2</b>	<b>50</b>		<b>0.05</b>	
2017CPT.02.11.20741.2	Pitt	30	SR 2259	FROM SR 2257 TO DEAD END	1	2	2WU	NO	NO	0.06	20	1		0.12	51	3	2	50		0.06	
<b>TOTAL FOR MAP NO. 30</b>										<b>0.06</b>		<b>1</b>		<b>0.12</b>	<b>51</b>	<b>3</b>	<b>2</b>	<b>50</b>		<b>0.06</b>	
2017CPT.02.11.20741.2	Pitt	31	SR 2260	FROM SR 2257 TO DEAD END	1	2	2WU	NO	NO	0.10	20	2		0.20	84	6		50		0.10	
<b>TOTAL FOR MAP NO. 31</b>										<b>0.10</b>		<b>2</b>		<b>0.20</b>	<b>84</b>	<b>6</b>		<b>50</b>		<b>0.10</b>	
2017CPT.02.11.20741.2	Pitt	32	SR 2400	FROM SR 1567 TO DEAD END	1	2	2WU	NO	NO	0.18	30	3		0.36	227	15		50	25	0.18	
<b>TOTAL FOR MAP NO. 32</b>										<b>0.18</b>		<b>3</b>		<b>0.36</b>	<b>227</b>	<b>15</b>		<b>50</b>	<b>25</b>	<b>0.18</b>	
<b>TOTAL FOR PROJ NO. 2017CPT.02.11.20741.2</b>										<b>4.98</b>		<b>76</b>	<b>25</b>	<b>9.96</b>	<b>4,238</b>	<b>283</b>	<b>26</b>	<b>1,100</b>	<b>200</b>	<b>4.98</b>	<b>2</b>
<b>GRAND TOTAL</b>										<b>9.35</b>		<b>141</b>	<b>50</b>	<b>18.70</b>	<b>7,886</b>	<b>528</b>	<b>36</b>	<b>1,650</b>	<b>200</b>	<b>9.35</b>	<b>4</b>

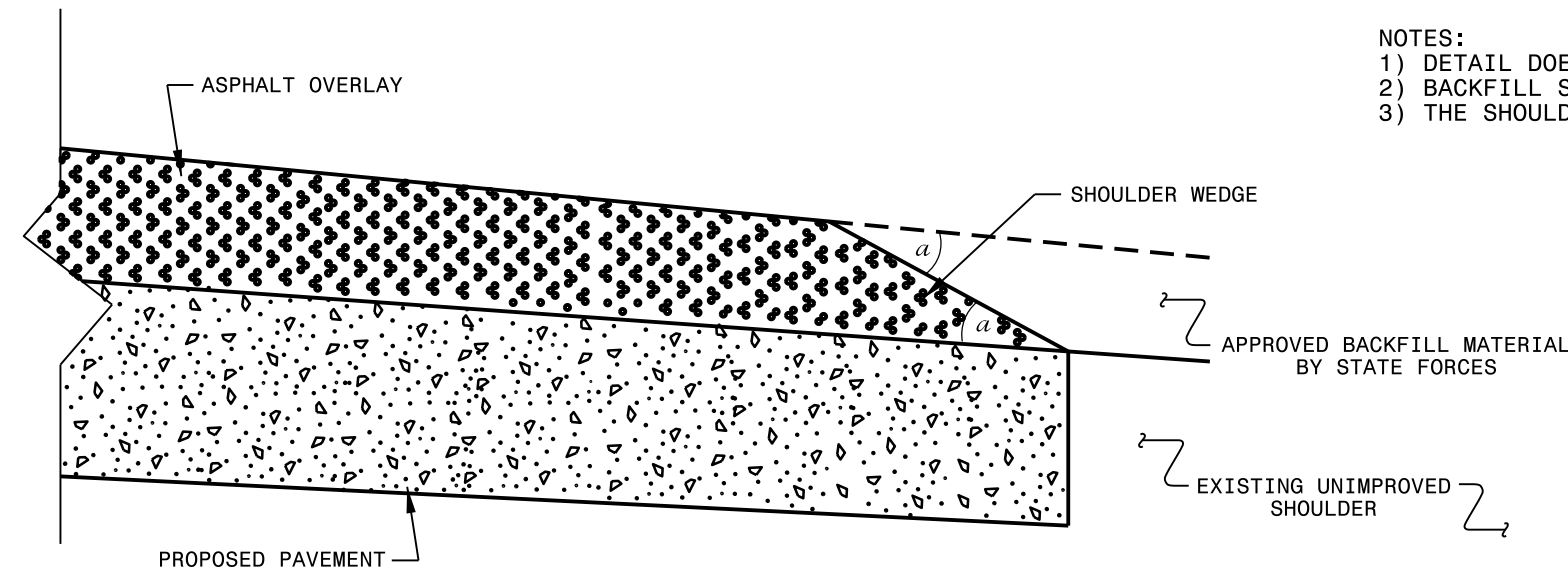
# THERMOPLASTIC AND PAINT QUANTITIES

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
2017CPT.02.08.20541.2	Lenoir	1	SR 1169	FROM SR 1359 TO DEAD END	1	2	2WU	0.45	20	55	0.05
<b>TOTAL FOR MAP NO. 1</b>										<b>55</b>	<b>0.05</b>
2017CPT.02.08.20541.2	Lenoir	2	SR 1170	FROM SR 1201 TO SR 1172	1	2	2WU	0.29	20	35	0.03
<b>TOTAL FOR MAP NO. 2</b>										<b>35</b>	<b>0.03</b>
2017CPT.02.08.20541.2	Lenoir	3	SR 1171	FROM SR 1170 TO NC 11	1	2	2WU	0.61	20	70	0.07
<b>TOTAL FOR MAP NO. 3</b>										<b>70</b>	<b>0.07</b>
2017CPT.02.08.20541.2	Lenoir	4	SR 1172	FROM SR 1341 TO SR 1170	1	2	2WU	0.27	20	35	0.03
<b>TOTAL FOR MAP NO. 4</b>										<b>35</b>	<b>0.03</b>
2017CPT.02.08.20541.2	Lenoir	5	SR 1192	FROM SR 1375 TO SR 1171	1	2	2WU	0.47	20	55	0.05
<b>TOTAL FOR MAP NO. 5</b>										<b>55</b>	<b>0.05</b>
2017CPT.02.08.20541.2	Lenoir	6	SR 1201	FROM SR 1342 TO SR 1170	1	2	2WU	0.38	20	45	0.04
<b>TOTAL FOR MAP NO. 6</b>										<b>45</b>	<b>0.04</b>
2017CPT.02.08.20541.2	Lenoir	7	SR 1359	FROM SR 1341 TO SR 1388	1	2	2WU	0.75	20	85	0.08
<b>TOTAL FOR MAP NO. 7</b>										<b>85</b>	<b>0.08</b>
2017CPT.02.08.20541.2	Lenoir	8	SR 1371	FROM SR 1341 TO SR 1343	1	2	2WU	0.59	20	70	0.06
<b>TOTAL FOR MAP NO. 8</b>										<b>70</b>	<b>0.06</b>
2017CPT.02.08.20541.2	Lenoir	9	SR 1375	FROM SR 1341 TO SR 1192	1	2	2WU	0.09	20	10	0.01
<b>TOTAL FOR MAP NO. 9</b>										<b>10</b>	<b>0.01</b>
2017CPT.02.08.20541.2	Lenoir	10	SR 1388	FROM SR 1201 TO SR 1359	1	2	2WU	0.36	20	40	0.04
<b>TOTAL FOR MAP NO. 10</b>										<b>40</b>	<b>0.04</b>
2017CPT.02.08.20541.2	Lenoir	33	SR 1393	FROM SR 1395 TO DEAD END	1	2	2WU	0.11	20	25	0.01
<b>TOTAL FOR MAP NO. 33</b>										<b>25</b>	<b>0.01</b>
<b>TOTAL FOR PROJ NO. 2017CPT.02.08.20541.2</b>										<b>525</b>	<b>0.47</b>

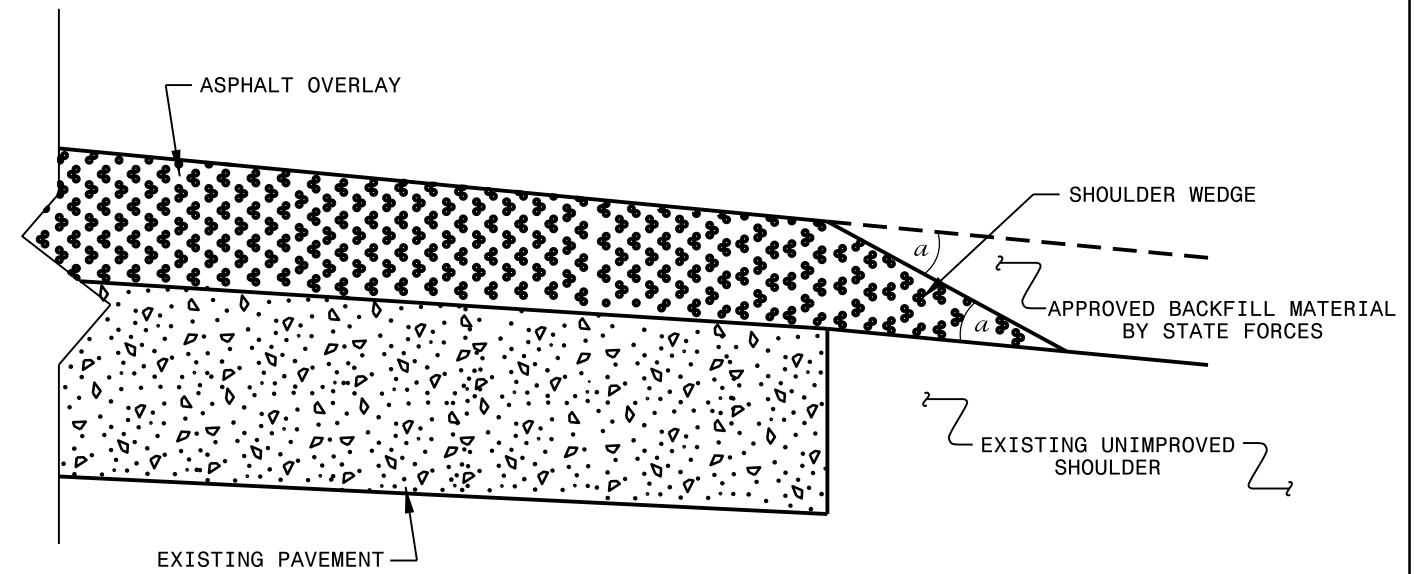
# THERMOPLASTIC AND PAINT QUANTITIES

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
2017CPT.02.11.20741.2	Pitt	11	SR 1574	FROM NC 903 TO DEAD END	1	2	2WU	0.22	20	25	0.02
<b>TOTAL FOR MAP NO. 11</b>									<b>0.22</b>	<b>25</b>	<b>0.02</b>
2017CPT.02.11.20741.2	Pitt	12	SR 1592	FROM NC 903 TO DEAD END	1	2	2WU	0.28	20	35	0.03
<b>TOTAL FOR MAP NO. 12</b>									<b>0.28</b>	<b>35</b>	<b>0.03</b>
2017CPT.02.11.20741.2	Pitt	13	SR 1624	FROM DEAD END TO DEAD END	1	2	2WU	0.47	20	55	0.05
<b>TOTAL FOR MAP NO. 13</b>									<b>0.47</b>	<b>55</b>	<b>0.05</b>
2017CPT.02.11.20741.2	Pitt	14	SR 1621	FROM SR 1539 TO DEAD END	1	2	2WU	0.16	20	20	0.02
<b>TOTAL FOR MAP NO. 14</b>									<b>0.16</b>	<b>20</b>	<b>0.02</b>
2017CPT.02.11.20741.2	Pitt	15	SR 1622	FROM SR 1621 TO DEAD END	1	2	2WU	0.08	20	10	0.01
<b>TOTAL FOR MAP NO. 15</b>									<b>0.08</b>	<b>10</b>	<b>0.01</b>
2017CPT.02.11.20741.2	Pitt	16	SR 1601	FROM SR 1523 TO SR 2263	1	2	2WU	0.58	20	65	0.06
<b>TOTAL FOR MAP NO. 16</b>									<b>0.58</b>	<b>65</b>	<b>0.06</b>
2017CPT.02.11.20741.2	Pitt	17	SR 1602	FROM SR 1601 TO DEAD END	1	2	2WU	0.18	20	25	0.02
<b>TOTAL FOR MAP NO. 17</b>									<b>0.18</b>	<b>25</b>	<b>0.02</b>
2017CPT.02.11.20741.2	Pitt	18	SR 1605	FROM SR 1602 TO DEAD END	1	2	2WU	0.40	20	45	0.04
<b>TOTAL FOR MAP NO. 18</b>									<b>0.40</b>	<b>45</b>	<b>0.04</b>
2017CPT.02.11.20741.2	Pitt	19	SR 2263	FROM DEAD END TO DEAD END	1	2	2WU	0.25	20	30	0.03
<b>TOTAL FOR MAP NO. 19</b>									<b>0.25</b>	<b>30</b>	<b>0.03</b>
2017CPT.02.11.20741.2	Pitt	20	SR 1575	FROM NC 33 TO SR 1599	1	2	2WU	0.31	20	35	0.03
<b>TOTAL FOR MAP NO. 20</b>									<b>0.31</b>	<b>35</b>	<b>0.03</b>
2017CPT.02.11.20741.2	Pitt	21	SR 1576	FROM SR 1577 TO DEAD END	1	2	2WU	0.21	20	25	0.02
<b>TOTAL FOR MAP NO. 21</b>									<b>0.21</b>	<b>25</b>	<b>0.02</b>
2017CPT.02.11.20741.2	Pitt	22	SR 1577	FROM SR 1578 TO SR 1583	1	2	2WU	0.20	20	25	0.02
<b>TOTAL FOR MAP NO. 22</b>									<b>0.20</b>	<b>25</b>	<b>0.02</b>
2017CPT.02.11.20741.2	Pitt	23	SR 1578	FROM SR 1577 TO SR 1523	1	2	2WU	0.32	20	40	0.03
<b>TOTAL FOR MAP NO. 23</b>									<b>0.32</b>	<b>40</b>	<b>0.03</b>
2017CPT.02.11.20741.2	Pitt	24	SR 1581	FROM SR 1577 TO DEAD END	1	2	2WU	0.26	20	35	0.03
<b>TOTAL FOR MAP NO. 24</b>									<b>0.26</b>	<b>35</b>	<b>0.03</b>
2017CPT.02.11.20741.2	Pitt	25	SR 1583	FROM SR 1575 TO SR 1577	1	2	2WU	0.06	20	10	0.01
<b>TOTAL FOR MAP NO. 25</b>									<b>0.06</b>	<b>10</b>	<b>0.01</b>
2017CPT.02.11.20741.2	Pitt	26	SR 1599	FROM SR 1575 TO DEAD END	1	2	2WU	0.06	20	10	0.01
<b>TOTAL FOR MAP NO. 26</b>									<b>0.06</b>	<b>10</b>	<b>0.01</b>
2017CPT.02.11.20741.2	Pitt	27	SR 2256	FROM SR 1567 TO SR 2257	1	2	2WU	0.11	20	20	0.01
<b>TOTAL FOR MAP NO. 27</b>									<b>0.11</b>	<b>20</b>	<b>0.01</b>
2017CPT.02.11.20741.2	Pitt	28	SR 2257	FROM DEAD END TO DEAD END	1	2	2WU	0.44	20	50	0.05
<b>TOTAL FOR MAP NO. 28</b>									<b>0.44</b>	<b>50</b>	<b>0.05</b>
2017CPT.02.11.20741.2	Pitt	29	SR 2258	FROM SR 2257 TO DEAD END	1	2	2WU	0.05	20	10	0.01
<b>TOTAL FOR MAP NO. 29</b>									<b>0.05</b>	<b>10</b>	<b>0.01</b>
2017CPT.02.11.20741.2	Pitt	30	SR 2259	FROM SR 2257 TO DEAD END	1	2	2WU	0.06	20	10	0.01
<b>TOTAL FOR MAP NO. 30</b>									<b>0.06</b>	<b>10</b>	<b>0.01</b>
2017CPT.02.11.20741.2	Pitt	31	SR 2260	FROM SR 2257 TO DEAD END	1	2	2WU	0.10	20	25	0.01
<b>TOTAL FOR MAP NO. 31</b>									<b>0.10</b>	<b>25</b>	<b>0.01</b>
2017CPT.02.11.20741.2	Pitt	32	SR 2400	FROM SR 1567 TO DEAD END	1	2	2WU	0.18	30	25	0.02
<b>TOTAL FOR MAP NO. 32</b>									<b>0.18</b>	<b>25</b>	<b>0.02</b>
<b>TOTAL FOR PROJ NO. 2017CPT.02.11.20741.2</b>									<b>4.98</b>	<b>630</b>	<b>0.54</b>
<b>GRAND TOTAL</b>									<b>9.35</b>	<b>1,155</b>	<b>1.00</b>

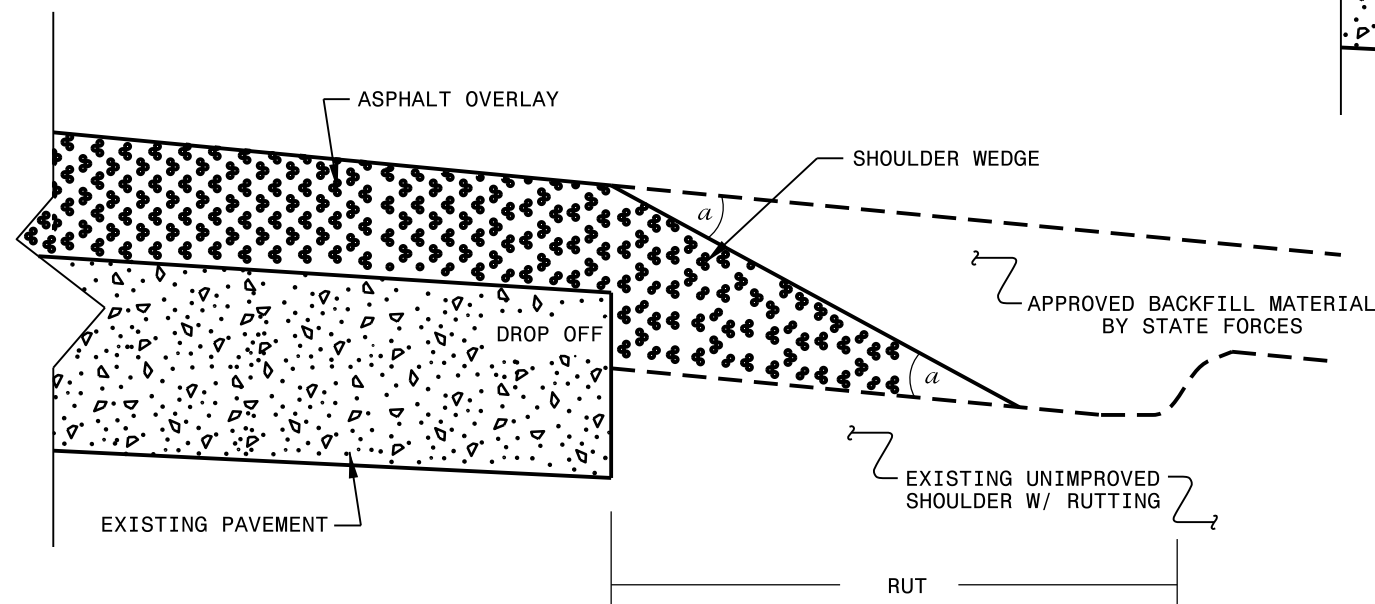
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



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



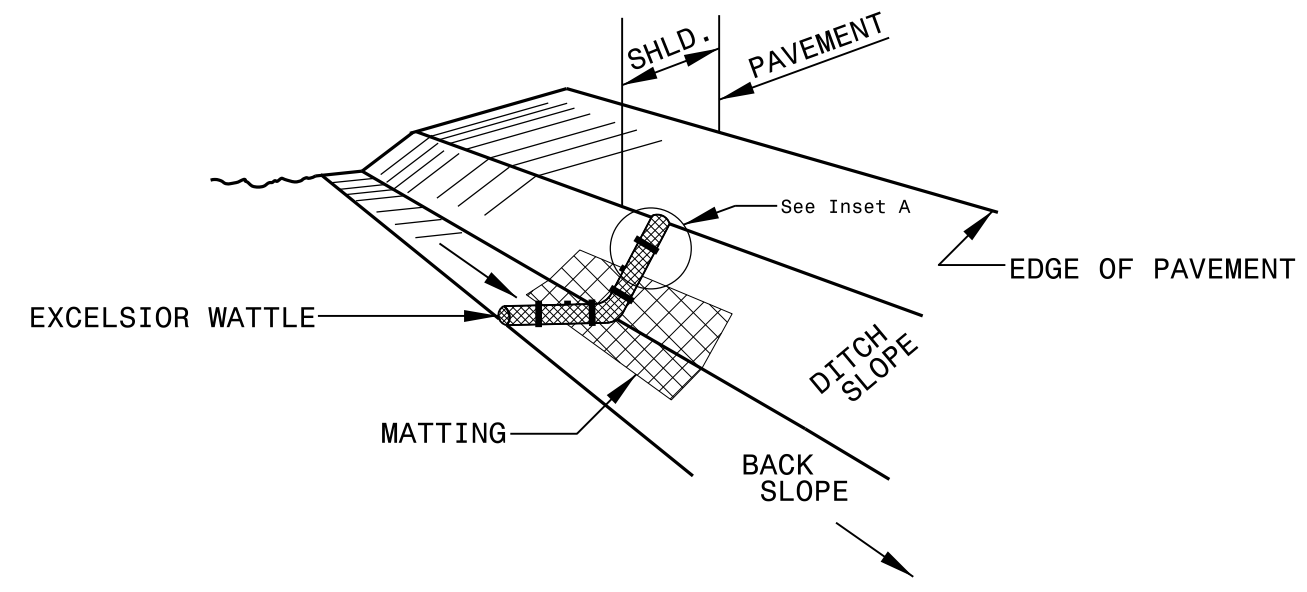
**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to  
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

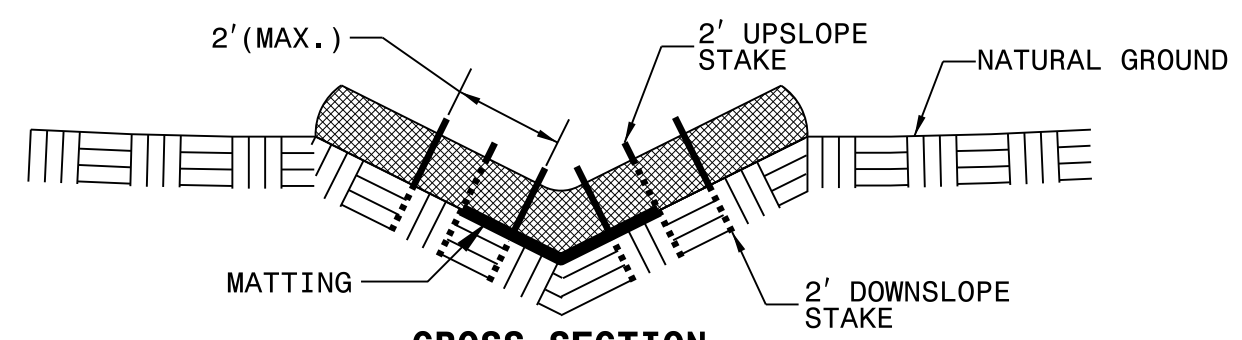
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>			
Office 919-707-6950		FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	szusr/details/stand/shoulderwedgedetail.dgn		

24-MAR-2016 11:46  
 S:\Contracts\Resurfacing Projects\Shoulder Wedge Details\Revised Shoulder Wedge Detail.dgn  
 \*\*\*\*\*USERNAME\*\*\*\*\*

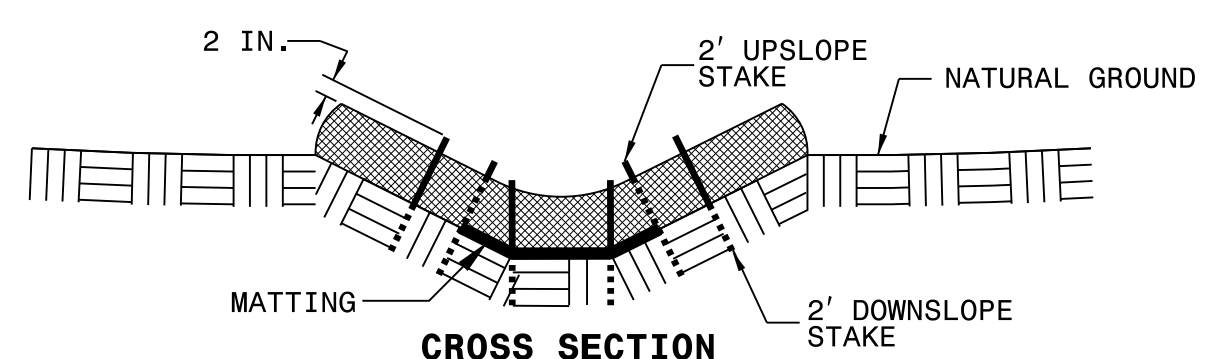
# WATTLE DETAIL



**ISOMETRIC VIEW**

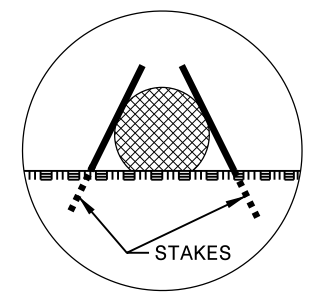


**CROSS SECTION  
VEE DITCH**

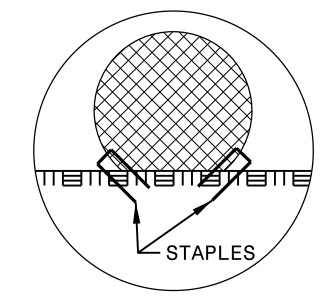


**CROSS SECTION  
TRAPEZOIDAL DITCH**

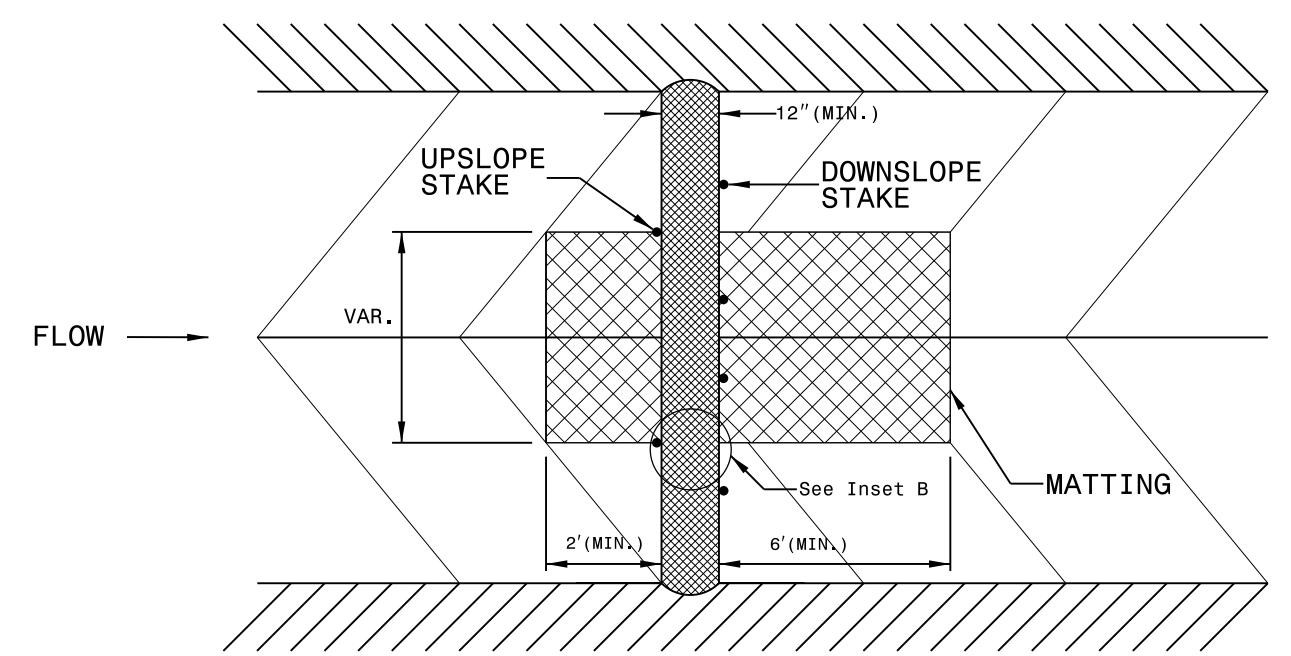
- NOTES:**
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
  - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
  - ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
  - INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 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.



**INSET A**



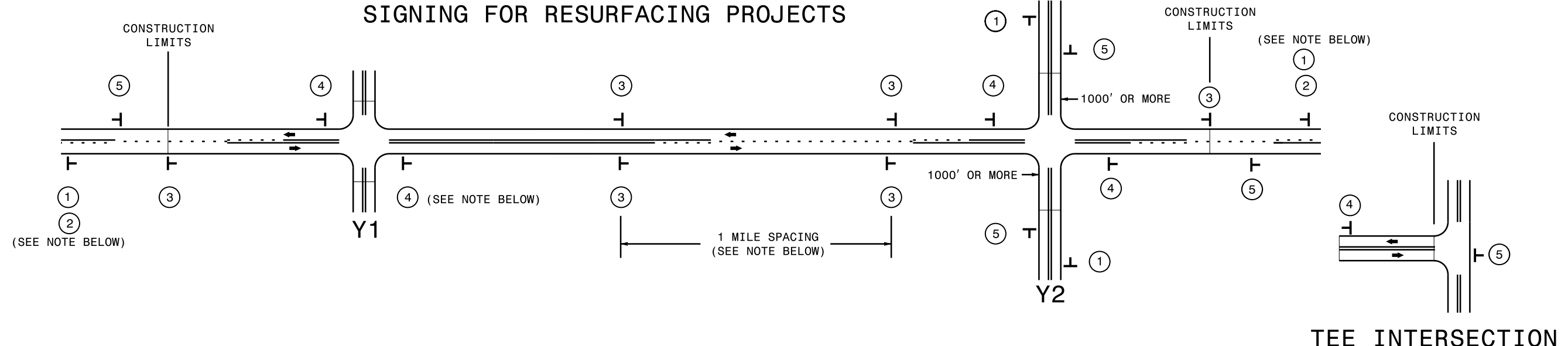
**INSET B**



**TOP VIEW**

NOT TO SCALE

# 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		NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:		
	②		1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS		
	③		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.		
	④		 PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.		
⑤		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.  #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)  - 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.  - 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.  PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.			



RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS