

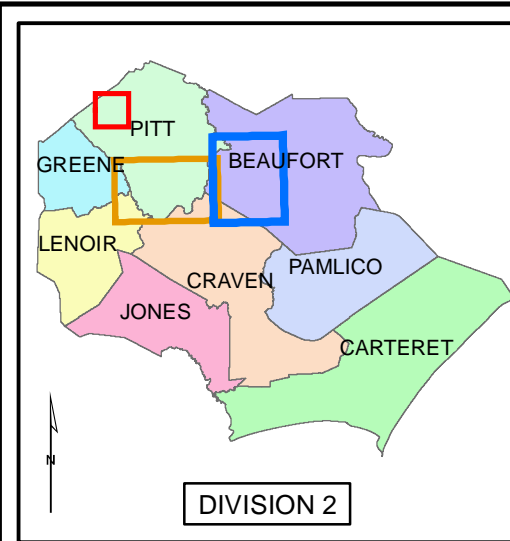
PROJECT REFERENCE NO.	SHEET NO.
DB00346	1

# BEAUFORT & PITT COUNTY

DB00346  
WBS: 2017CPT.02.47.20071.3  
WBS: 2017CPT.02.48.20741.5

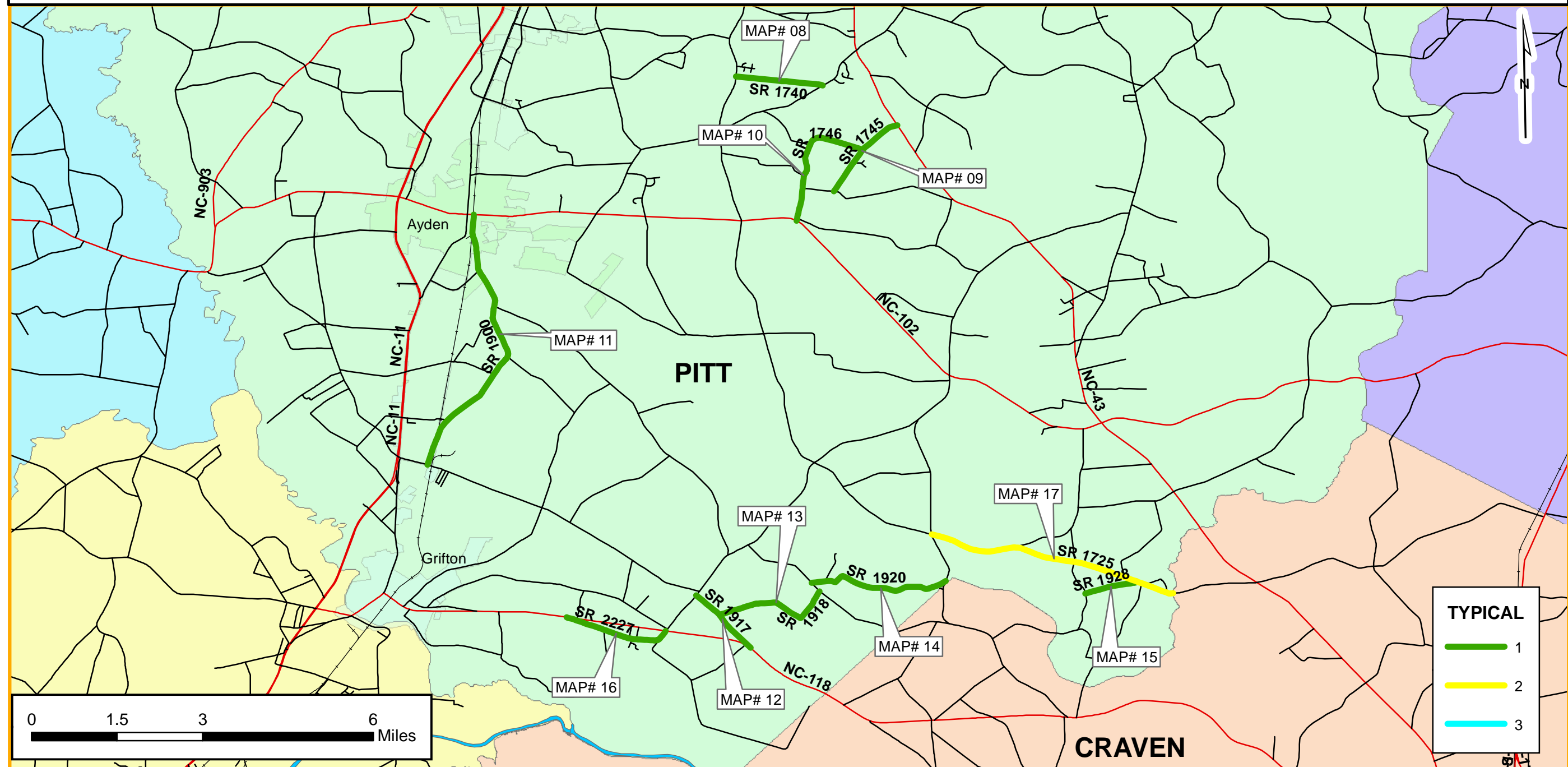


**NCDOT**  
DIVISION 2



**LOCATION: SEE NEXT PLAN SHEET FOR ROUTE LOCATIONS**

**TYPE OF WORK: FULL DEPTH PATCHING, STRENGTHENING, RESURFACING,  
SHOULDER RECONSTRUCTION**

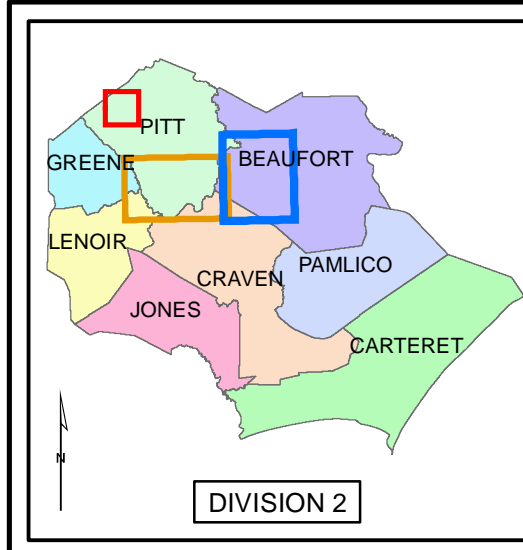


TYPICAL	
	1
	2
	3

PROJECT REFERENCE NO.	SHEET NO.
DB00346	2

# BEAUFORT & PITT COUNTY

DB00346  
WBS: 2017CPT.02.47.20071.3  
WBS: 2017CPT.02.48.20741.5

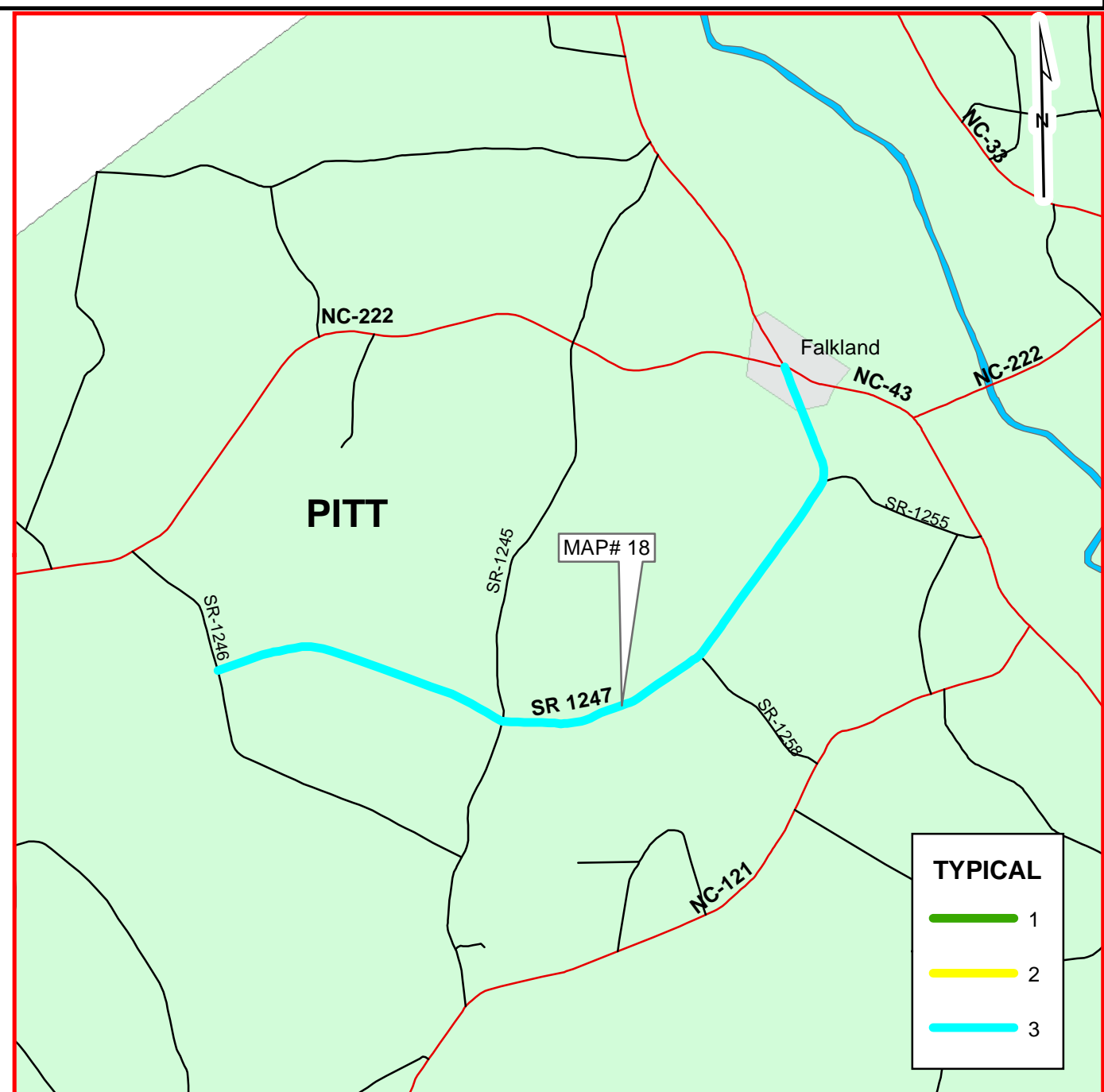
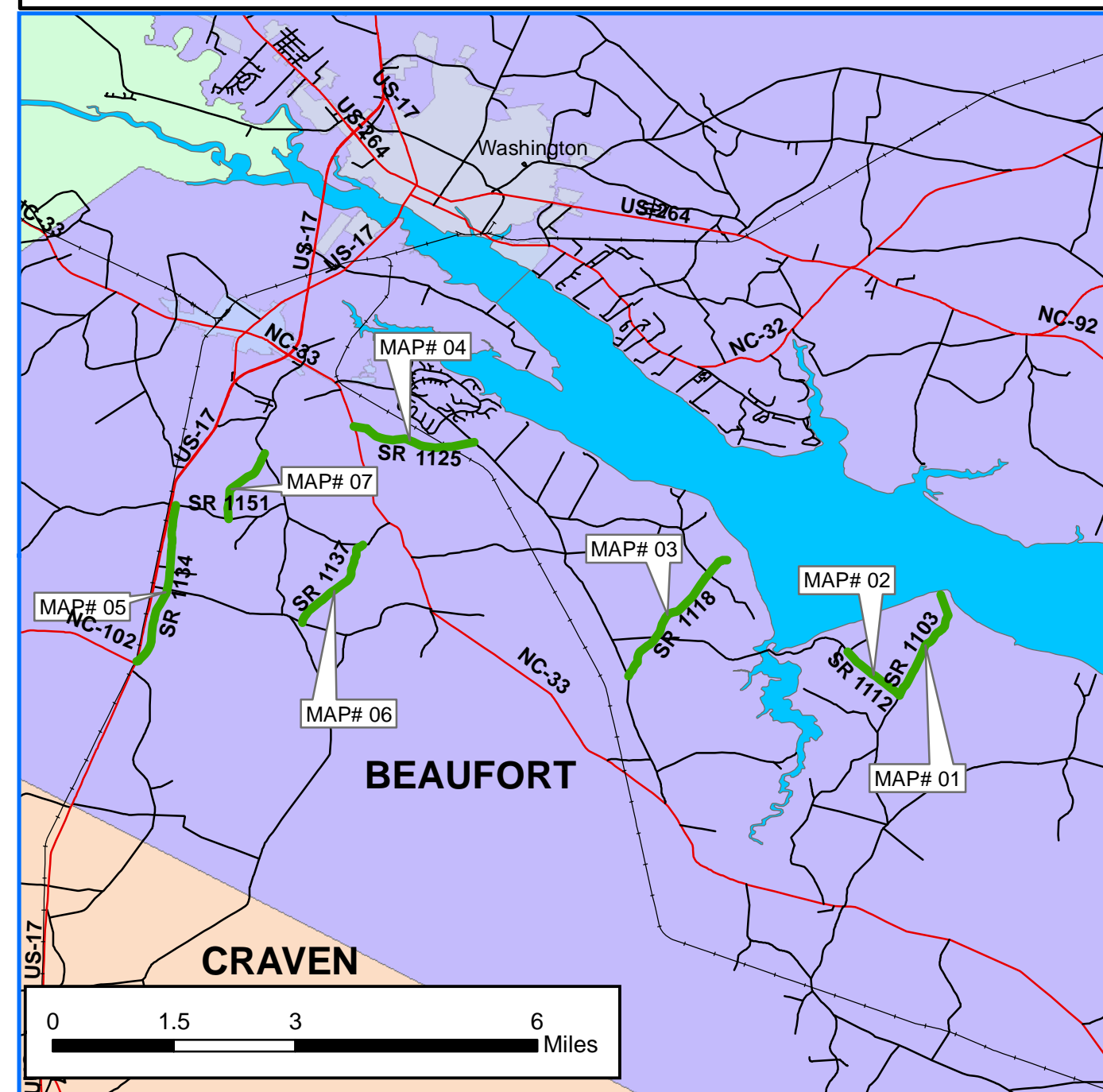


**LOCATION: SEE NEXT PLAN SHEET FOR ROUTE LOCATIONS**

**TYPE OF WORK: FULL DEPTH PATCHING, STRENGTHENING, RESURFACING, SHOULDER RECONSTRUCTION**



**NCDOT**  
DIVISION 2



Map Number	WBS	County	Route Name	From Description	To Description	Begin MP	To MP	Length	Width
01	2017CPT.02.47.20071.3	007-Beaufort	SR 1103	SR 1112	DEAD END	2.33	4.26	1.93	20.00
02	2017CPT.02.47.20071.3	007-Beaufort	SR 1112	SR 1103	SR 1189	0.00	1.05	1.05	18.00
03	2017CPT.02.47.20071.3	007-Beaufort	SR 1118	SR 1114	END MAINT	0.00	2.54	2.54	18.00
04	2017CPT.02.47.20071.3	007-Beaufort	SR 1125	NC 33	SR 1123	0.00	1.81	1.81	20.00
05	2017CPT.02.47.20071.3	007-Beaufort	SR 1134	US 17	SR 1152	0.00	2.80	2.80	20.00
06	2017CPT.02.47.20071.3	007-Beaufort	SR 1137	SR 1127	SR 1138	0.00	1.67	1.67	18.00
07	2017CPT.02.47.20071.3	007-Beaufort	SR 1151	SR 1152	SR 1136	0.00	1.32	1.32	20.00
08	2017CPT.02.48.20741.5	074-Pitt	SR 1740	SR 2241	SR 1725	0.00	1.26	1.26	20.00
09	2017CPT.02.48.20741.5	074-Pitt	SR 1745	NC 43	SR 1749	0.00	1.50	1.50	18.00
10	2017CPT.02.48.20741.5	074-Pitt	SR 1746	NC 102	SR 1751	0.00	2.22	2.22	20.00
11	2017CPT.02.48.20741.5	074-Pitt	SR 1900	SR 1110	NC 102	0.00	4.85	4.85	18.00
12	2017CPT.02.48.20741.5	074-Pitt	SR 1917	SR 1753	NC 118	0.00	1.21	1.21	24.00
13	2017CPT.02.48.20741.5	074-Pitt	SR 1918	SR 1917	SR 1919	0.00	1.84	1.84	20.00
14	2017CPT.02.48.20741.5	074-Pitt	SR 1920	SR 1919	SR 1921	0.00	2.09	2.09	24.00
15	2017CPT.02.48.20741.5	074-Pitt	SR 1928	SR 1725	SR 1929	0.00	0.77	0.77	20.00
16	2017CPT.02.48.20741.5	074-Pitt	SR 2227	NC 118	NC 118	0.00	1.58	1.58	18.00
17	2017CPT.02.48.20741.5	074-Pitt	SR 1725	SR 1923	CRAVEN CO	13.62	17.32	3.70	20.00
18	2017CPT.02.48.20741.5	074-Pitt	SR 1247	NC 43	SR 1246	0.00	5.60	5.60	18.00

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

MAP #	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)
01	13+84	14+26	10	
01	22+11	24+97		5
01	22+45	24+97	5	
01	36+38	36+49		5
01	45+85	46+36		5
01	73+14	74+45	10	
02	5+04	7+29	5	
02	6+21	7+29		5
02	13+56	14+82	5	
03	1+16	6+76	7	
03	6+26	6+76		5
03	8+94	9+45	7	
03	10+10	11+42	7	
03	13+82	14+93	7	
03	19+57	20+15	10	10
03	20+97	21+76		7
03	25+45	26+16		7
03	26+16	28+33	10	10
03	29+76	30+86	7	
03	33+05	34+11		7
03	37+78	39+66		7
03	38+96	39+66	7	
03	45+83	46+61		7
03	49+27	50+92	7	
03	76+96	77+87	10	10
03	77+87	78+11	7	
03	99+90	100+54	7	
03	112+86	115+41		7
03	116+69	117+25		7
03	121+79	122+77	7	
03	124+01	124+68	7	
06	38+66	39+10	8	
06	40+89	41+55	8	
07	10+33	11+21	5	
08	0+64	1+20	10	10
08	7+55	8+75		5
08	18+17	18+65	10	10
08	19+57	20+27	10	10
08	27+10	27+64	10	10
08	60+73	60+93	10	10
09	2+10	2+25	7.5	7.5
12	0+00	0+90	12	12
12	0+90	3+73	12	
12	4+80	5+60	12	12
12	7+00	9+64	6	
12	9+64	10+76	12	

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

MAP #	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)
12	15+99	16+75		6
12	16+42	17+77	6	
12	25+47	29+70	6	
12	57+49	60+23	6	
13	8+20	10+86	9	9
13	13+60	14+68	9	9
13	21+13	21+63	3	3
13	35+09	35+85	3	3
13	54+13	54+63	9	9
13	58+03	58+35	3	3
13	68+15	68+62	3	3
13	72+42	75+31	3	3
13	84+16	84+49	3	3
14	21+64	22+03	5	
14	23+96	24+61		5
14	34+11	34+83		5
14	42+24	43+84		5
14	48+75	53+71	5	
14	65+11	66+60	5	
14	97+33	97+80		5
14	98+83	99+39		5
14	100+00	100+30		5
15	0+00	0+78	10	10
15	0+78	1+14		10
15	8+46	9+50		5
15	8+50	9+09	5	
15	21+85	22+91		5
16	25+25	25+35	5	
16	73+48	73+70		10
16	74+65	75+20		5

**2.5" I 19.0B STRENGTHENING COURSE**

MAP #	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)
05	67+52	68+50	10	10
06	14+70	16+25	10	10
07	12+91	14+10	10	10
07	45+05	49+81	10	10
08	29+95	33+18	10	10
08	40+90	42+31	10	10
08	61+62	62+71	10	10
09	21+93	24+76	9.5	9.5
09	27+53	43+20	9.5	9.5
09	50+00	63+82	9.5	9.5
10	2+16	28+27	9.5	9.5
10	30+40	40+51	9.5	9.5
10	45+80	51+55	9.5	9.5
10	74+27	76+20	9.5	9.5
10	84+18	89+66	9.5	9.5
10	104+10	108+82	9.5	9.5
10	110+42	114+71	9.5	9.5
11	133+28	140+00	9.25	9.25
11	165+51	170+51	9.25	9.25
11	177+66	185+04	9.5	9.5
11	191+13	200+13	9.5	9.5
18	16+98	18+44	8.25	8.25
18	101+24	102+55	8.25	8.25
18	104+51	106+72	10	
18	122+72	123+55	10	10
18	126+20	127+05	10	10
18	199+14	200+63	10	10
18	252+10	255+26	10	10
18	259+82	261+07	10	10

**1" SF 9.5A LEVELING COURSE**

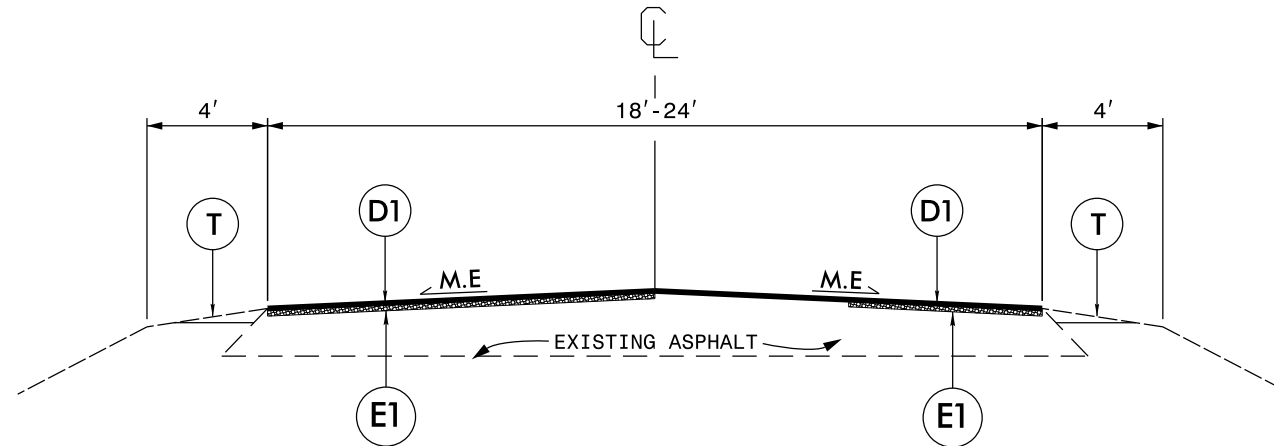
MAP #	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)
04	78+45	80+32	10	10

**0-3" I 19.0B WEDGING COURSE**

MAP #	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)
04	84+00	89+39	6	

## TYPICAL SECTION NO. 1

MAP NUMBER 1 THROUGH MAP NUMBER 16  
 \*\*WORK TO BE PERFORMED BEFORE AST TREATMENT CONTRACT



**NOTE:**

1. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER AND AS SHOWN IN THE ATTACHED TABLES.
2. PLACE 1" ASPHALT SURFACE COURSE SF 9.5A AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, ON MAP NUMBER 4 IN LEIU OF INTERMEDIATE COURSE AS SHOWN IN THE ATTACHED TABLE.
3. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN IN THE ATTACHED TABLES. PLACE ASPHALT BASE COURSE B 25.0B IN ONE LIFT TO BACKFILL.
4. PERFORM SHOULDER RECONSTRUCTION AT LOCATIONS WHERE INTERMEDIATE COURSE OF ASPHALT PAVEMENT IS REQUIRED FOR STRENGTHENING.

## PAVEMENT SCHEDULE

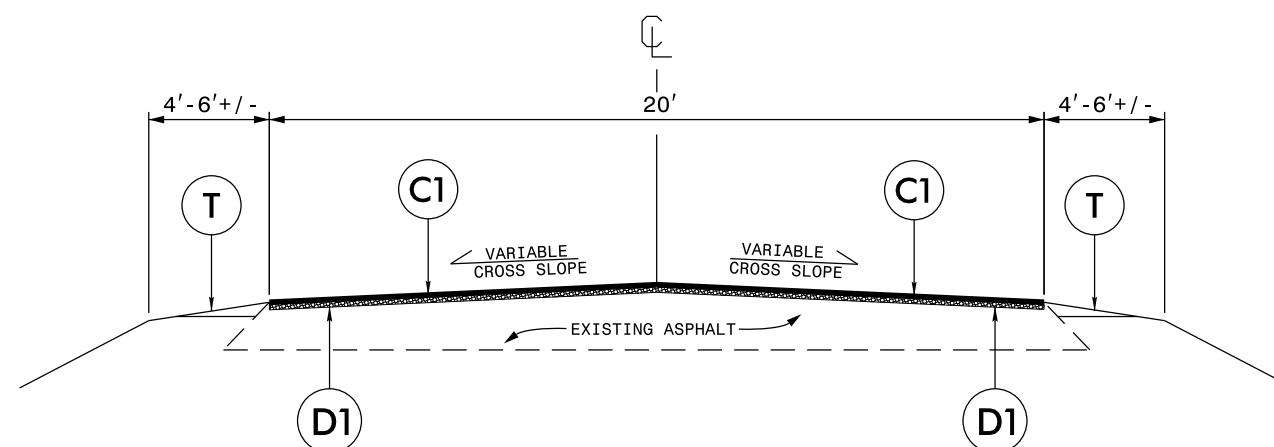
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 220.0 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
E1	FULL DEPTH MILL PATCHING AT A DEPTH OF 4" BACKFILL WITH A SINGLE LIFT OF ASPHALT CONCRETE BASE COURSE, TYPE B 25.0B
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.

**DRAWINGS NOT TO SCALE**

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

## TYPICAL SECTION NO. 2

MAP 17 - SR 1725 FROM SR 1923 TO CRAVEN COUNTY LINE

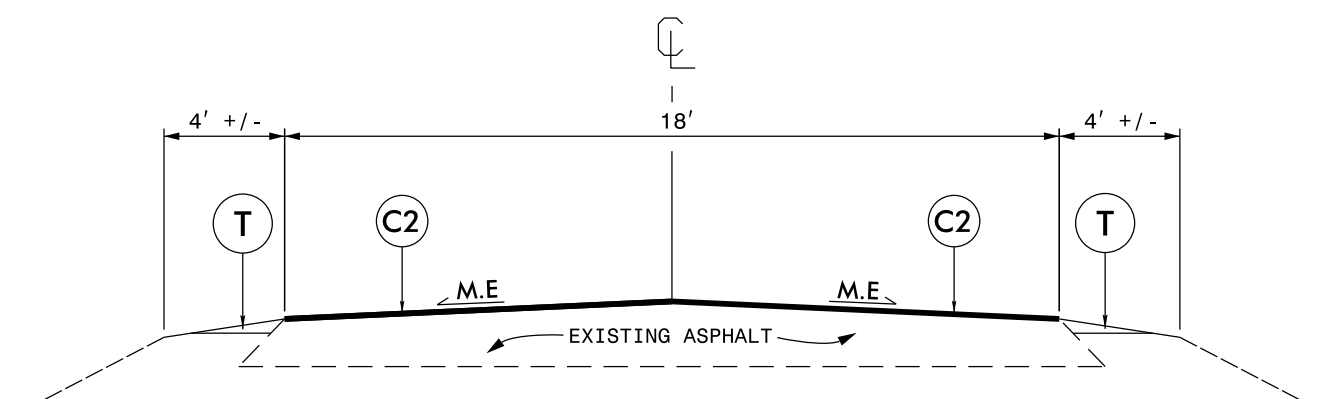


**NOTE:**

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
2. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. PERFORM SHOULDER RECONSTRUCTION AFTER RESURFACING.
4. INCLUDES INCIDENTAL MILLING AT TIE-INS AND Y-LINES.

## TYPICAL SECTION NO. 3

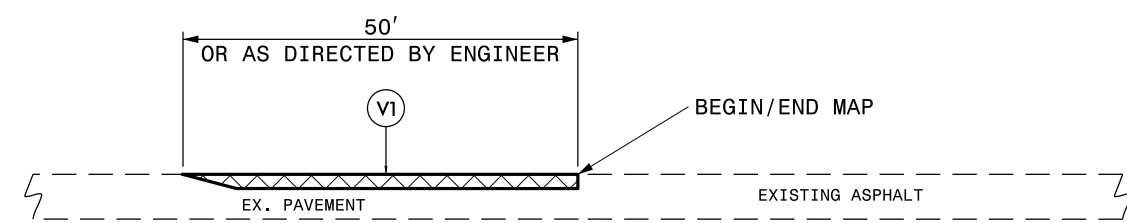
MAP 18 - SR 1247 FROM NC 43 TO SR 1246



**NOTE:**

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
2. PERFORM ASPHALT LEVELING AT LOCATIONS AS SHOWN IN THE ATTACHED TABLES.
3. PERFORM SHOULDER RECONSTRUCTION AFTER RESURFACING.
4. INCLUDES INCIDENTAL MILLING AT TIE-INS AND Y-LINES.

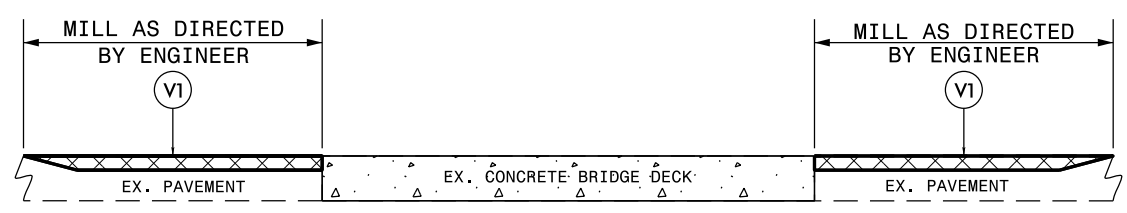
# MILLING TYPICALS



**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.

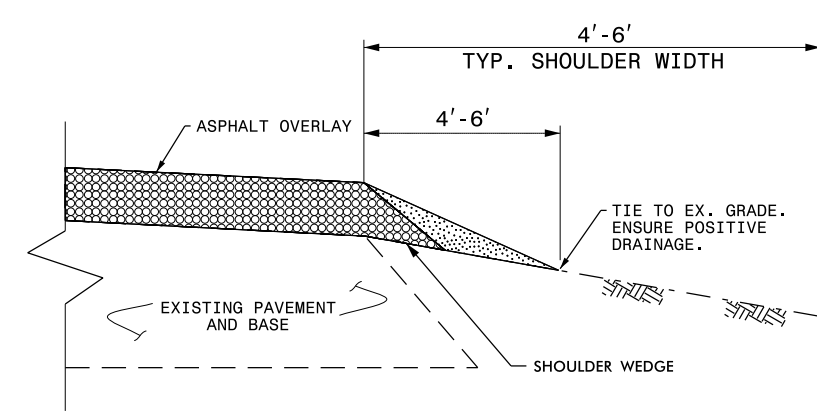


**DETAIL 2**  
BRIDGE MILLING

**NOTE:**

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

# SHOULDER RECONSTRUCTION TYPICAL

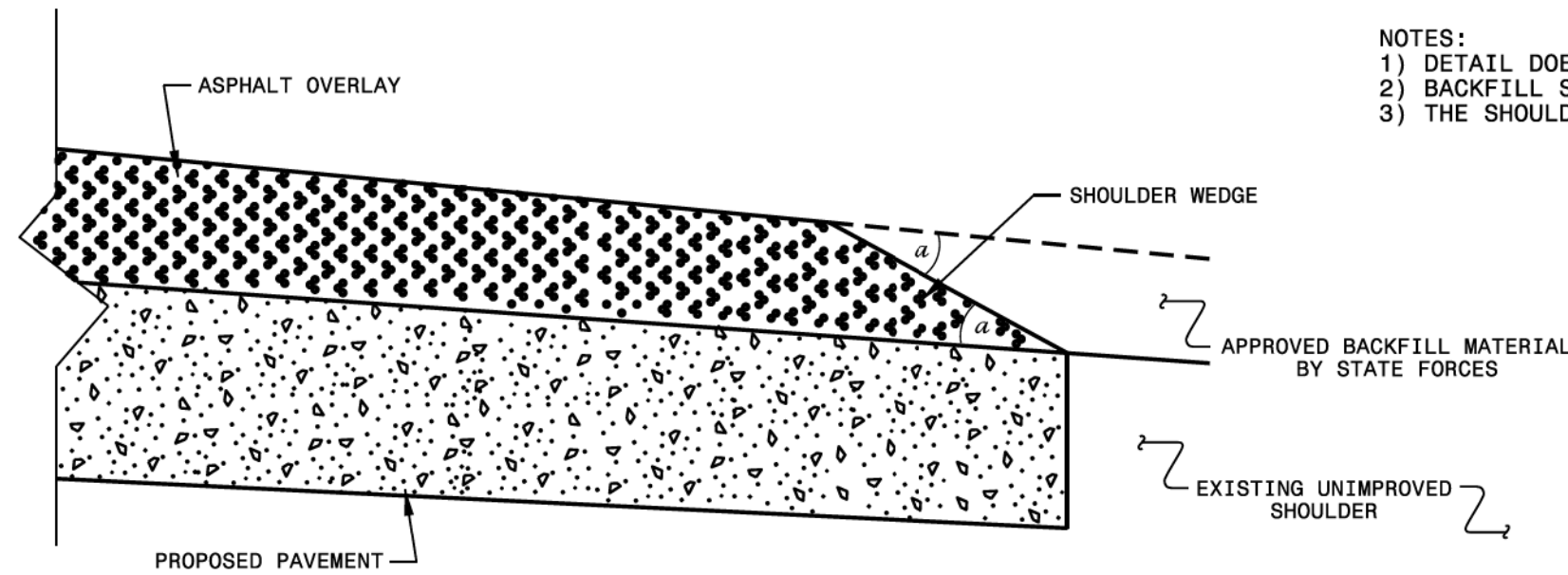


**SHOULDER RECONSTRUCTION DETAIL**

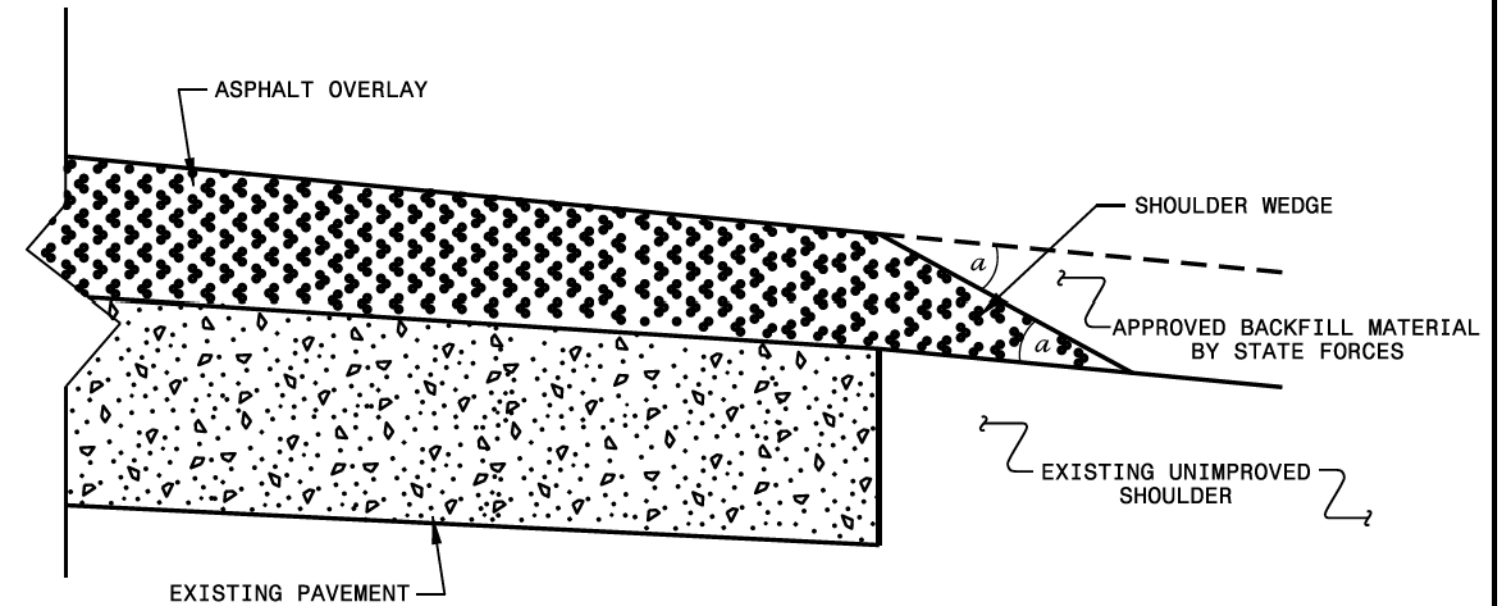
**NOTE:**

- 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.

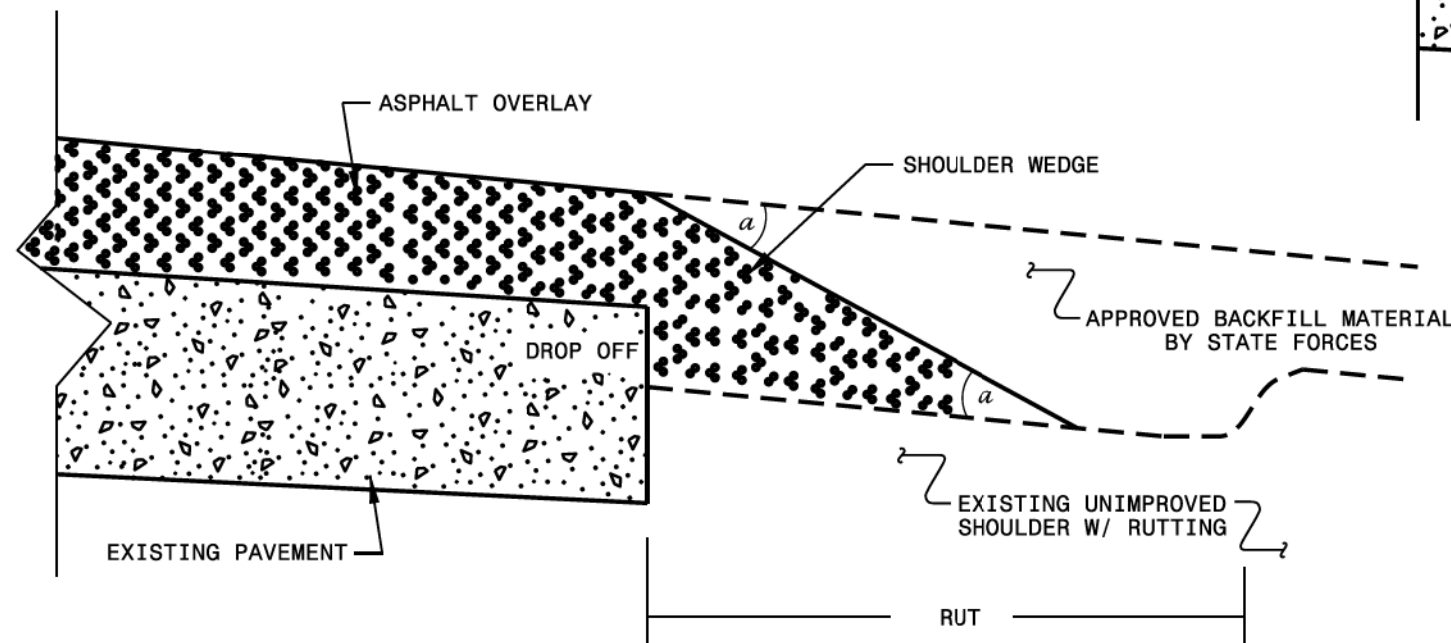
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

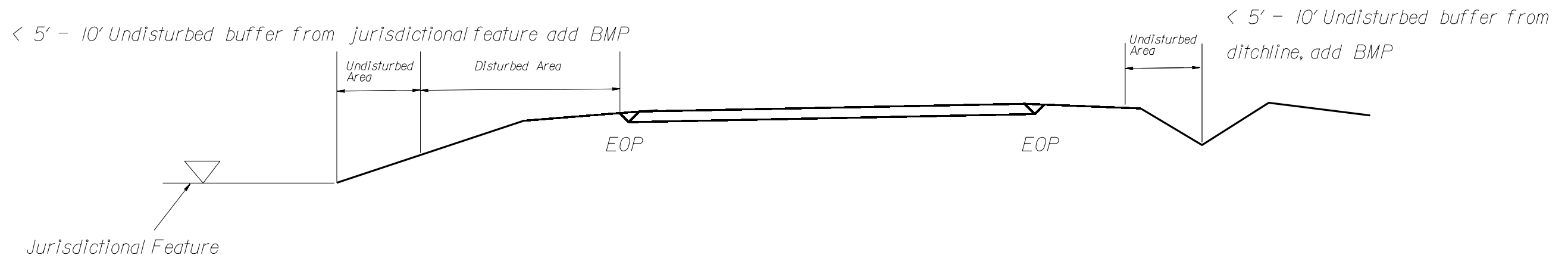
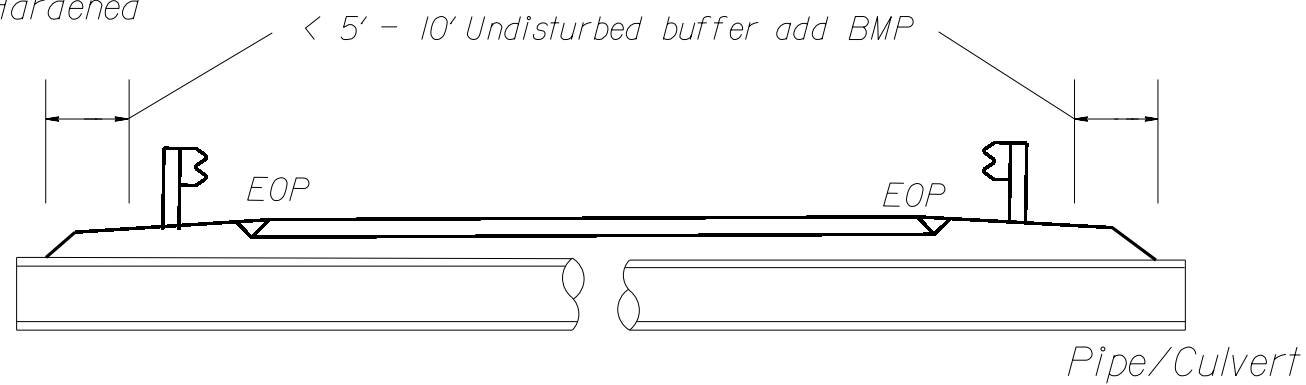
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950 FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/16/12
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\details\stand\shou1dcrwedgedetail.dgn	



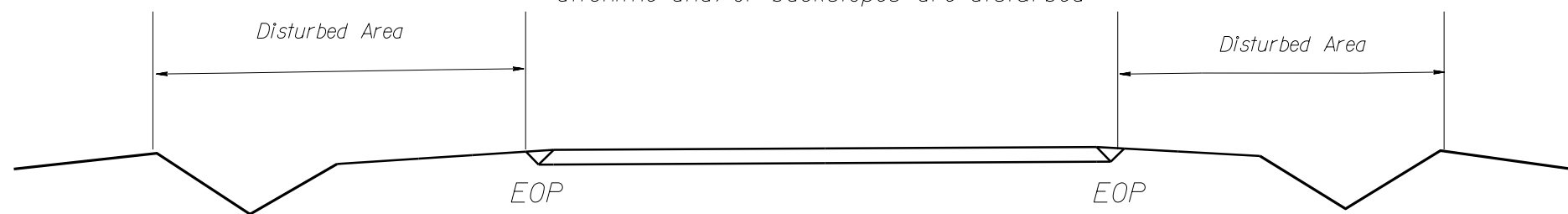
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

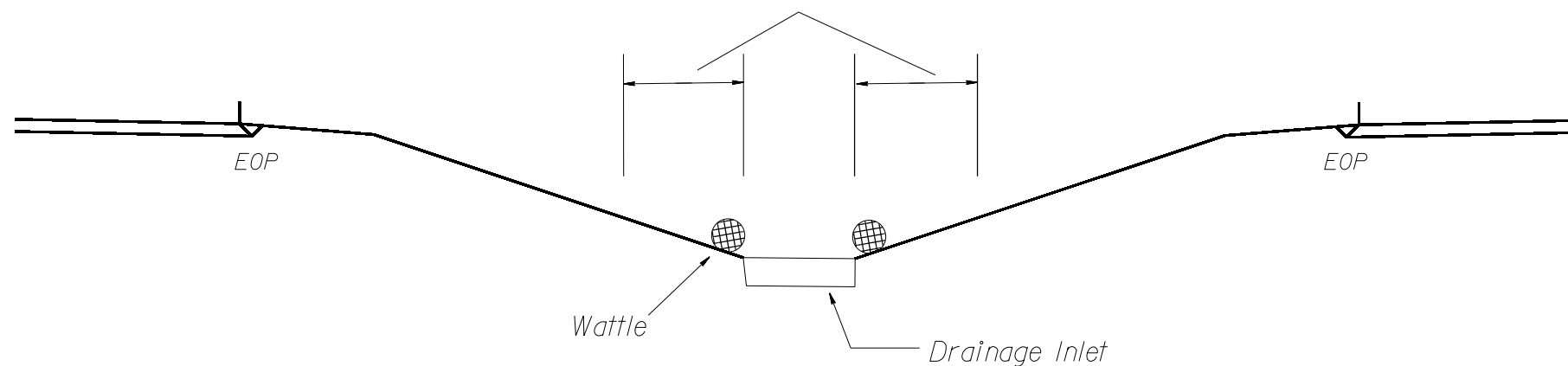
# EROSION CONTROL DETAIL



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

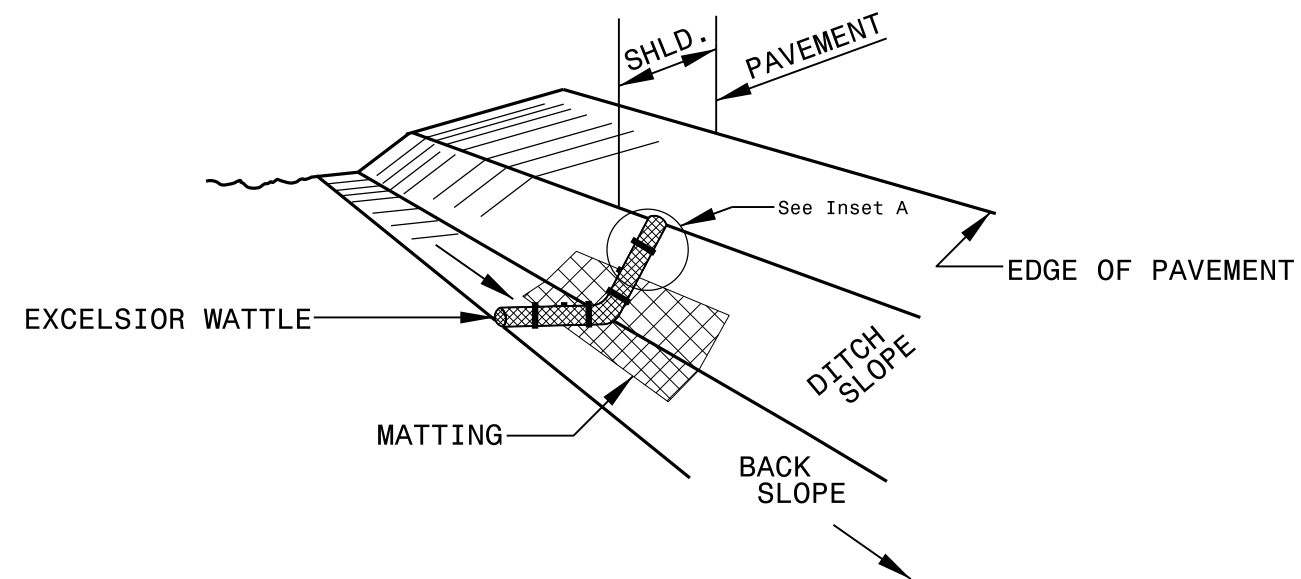


< 5' - 10' Undisturbed buffer from inlet, add wattle

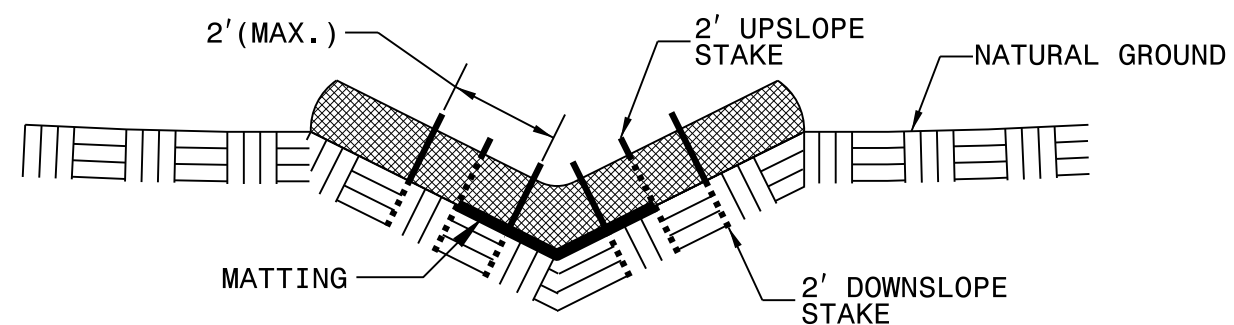


NOT TO SCALE

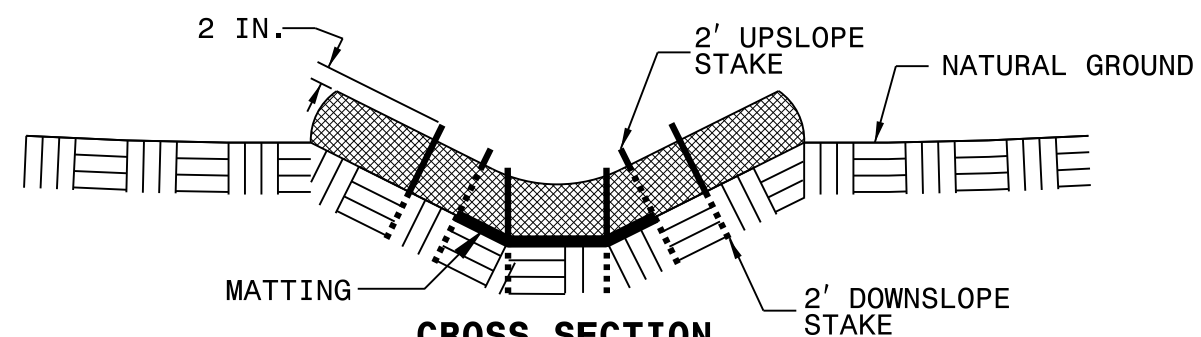
# WATTLE DETAIL



**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.

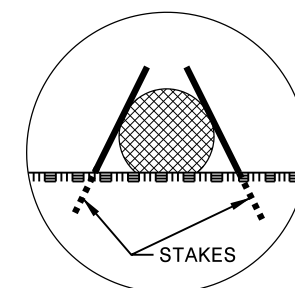
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

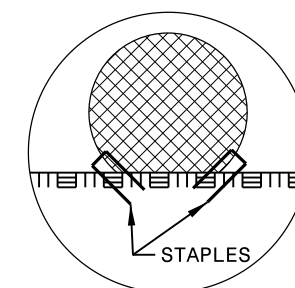
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

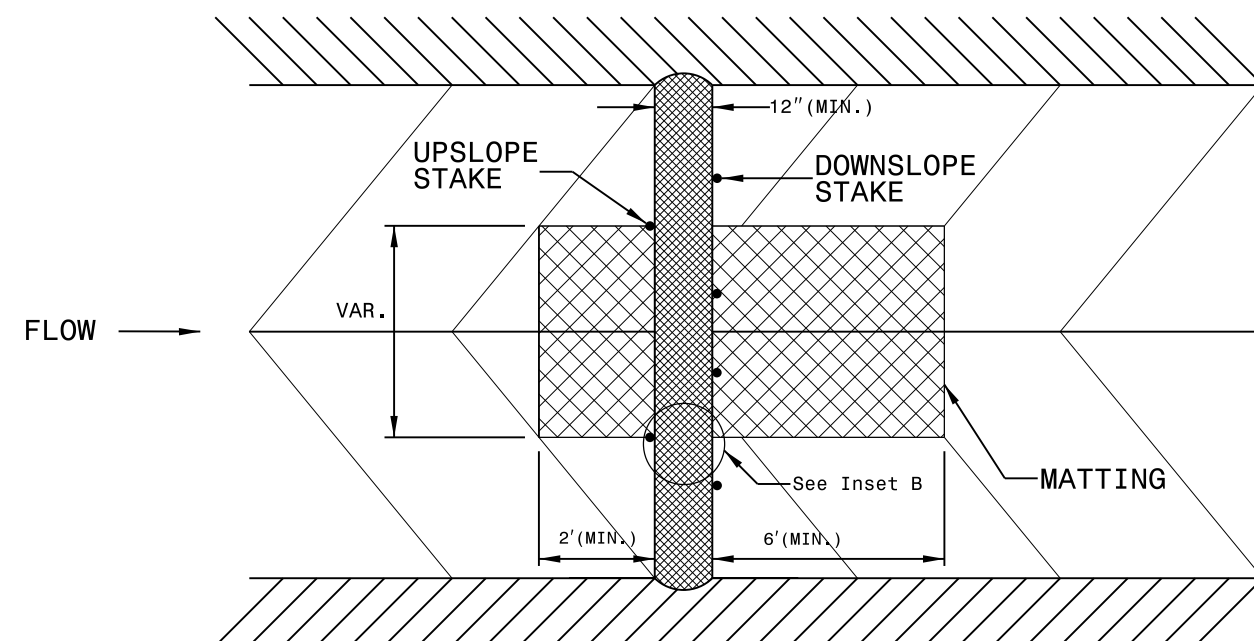
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



**INSET A**



**INSET B**



**TOP VIEW**

NOT TO SCALE

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00346		11

## SUMMARY OF QUANTITIES

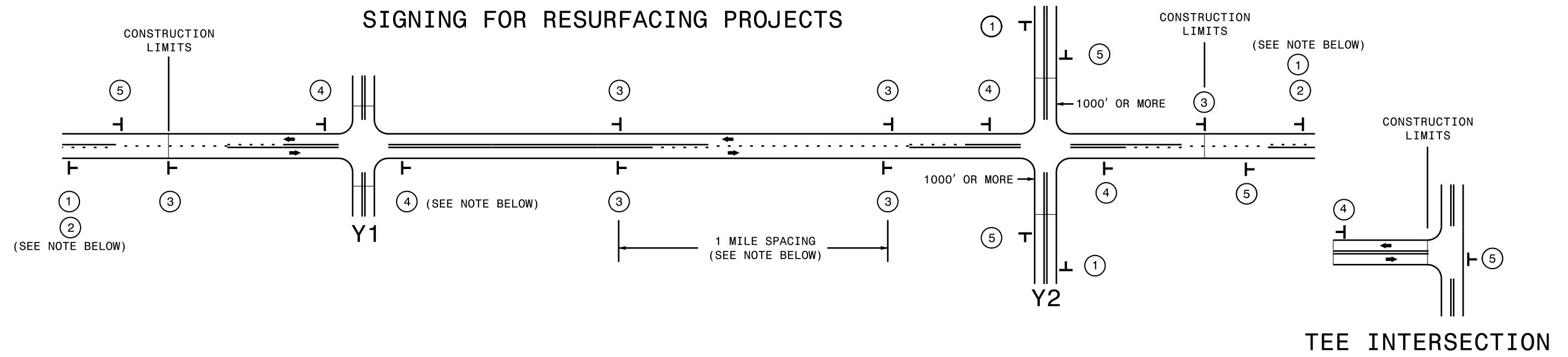
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	HAULING NCDOT SUPPLIED SHOULDER MATERIAL EA	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	INCIDENTAL MILLING SY	FULL DEPTH MILL PATCHING W/ B 25.0B TON	ASPHALT WEDGING COURSE, TYPE I19.0B TON	INTERMEDIATE COURSE, I19.0B TONS	LEVELING COURSE, I19.0B TONS	ASPHALT LEVELING COURSE - SF 9.5A TON	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC	RESPONSE FOR EROSION CONTROL EA
2017CPT.02.47.20071.3	Beaufort	1	SR 1103	FROM SR 1112 TO DEAD END	1	2	2WU	NO	NO	1.93	20					125						6				
<b>TOTAL FOR MAP NO. 1</b>										<b>1.93</b>						<b>125</b>						<b>6</b>				
2017CPT.02.47.20071.3	Beaufort	2	SR 1112	FROM SR 1103 TO SR 1189	1	2	2WU	NO	NO	1.05	18					60						3				
<b>TOTAL FOR MAP NO. 2</b>										<b>1.05</b>						<b>60</b>						<b>3</b>				
2017CPT.02.47.20071.3	Beaufort	3	SR 1118	FROM SR 1114 TO END MAINT	1	2	2WU	NO	NO	2.54	18					625						28				
<b>TOTAL FOR MAP NO. 3</b>										<b>2.54</b>						<b>625</b>						<b>28</b>				
2017CPT.02.47.20071.3	Beaufort	4	SR 1125	FROM NC 33 TO SR 1123	1	2	2WU	NO	NO	1.81	20	2		0.07			50			25		4			0.05	
<b>TOTAL FOR MAP NO. 4</b>										<b>1.81</b>		<b>2</b>		<b>0.07</b>			<b>50</b>			<b>25</b>		<b>4</b>			<b>0.05</b>	
2017CPT.02.47.20071.3	Beaufort	5	SR 1134	FROM US 17 TO SR 1152	1	2	2WU	NO	NO	2.80	20	3		0.04					35			2			0.04	
<b>TOTAL FOR MAP NO. 5</b>										<b>2.80</b>		<b>3</b>		<b>0.04</b>					<b>35</b>			<b>2</b>			<b>0.04</b>	
2017CPT.02.47.20071.3	Beaufort	6	SR 1137	FROM SR 1127 TO SR 1138	1	2	2WU	NO	NO	1.67	18	4		0.06		25			50			4			0.06	
<b>TOTAL FOR MAP NO. 6</b>										<b>1.67</b>		<b>4</b>		<b>0.06</b>		<b>25</b>			<b>50</b>			<b>4</b>			<b>0.06</b>	
2017CPT.02.47.20071.3	Beaufort	7	SR 1151	FROM SR 1152 TO SR 1136	1	2	2WU	NO	NO	1.32	20	4		0.23		15			190			13			0.23	
<b>TOTAL FOR MAP NO. 7</b>										<b>1.32</b>		<b>4</b>		<b>0.23</b>		<b>15</b>			<b>190</b>			<b>13</b>			<b>0.23</b>	
<b>TOTAL FOR PROJ NO. 2017CPT.02.47.20071.3</b>										<b>13.12</b>		<b>13</b>		<b>0.40</b>		<b>850</b>	<b>50</b>		<b>275</b>	<b>25</b>		<b>60</b>			<b>0.38</b>	
2017CPT.02.48.20741.5	Pitt	8	SR 1740	FROM SR 2241 TO SR 1725	1	2	2WU	NO	NO	1.26	20	4		0.22		145			200			19			0.22	
<b>TOTAL FOR MAP NO. 8</b>										<b>1.26</b>		<b>4</b>		<b>0.22</b>		<b>145</b>			<b>200</b>			<b>19</b>			<b>0.22</b>	
2017CPT.02.48.20741.5	Pitt	9	SR 1745	FROM NC 43 TO SR 1749	1	2	2WU	NO	NO	1.50	18	20		1.22		7			1,000			65			1.22	
<b>TOTAL FOR MAP NO. 9</b>										<b>1.50</b>		<b>20</b>		<b>1.22</b>		<b>7</b>			<b>1,000</b>			<b>65</b>			<b>1.22</b>	
2017CPT.02.48.20741.5	Pitt	10	SR 1746	FROM NC 102 TO SR 1751	1	2	2WU	NO	NO	2.22	20	40		2.21					1,800			117			2.20	
<b>TOTAL FOR MAP NO. 10</b>										<b>2.22</b>		<b>40</b>		<b>2.21</b>					<b>1,800</b>			<b>117</b>			<b>2.20</b>	
2017CPT.02.48.20741.5	Pitt	11	SR 1900	FROM SR 1110 TO NC 102	1	2	2WU	NO	NO	4.85	18	25		1.06					850			55			1.06	
<b>TOTAL FOR MAP NO. 11</b>										<b>4.85</b>		<b>25</b>		<b>1.06</b>					<b>850</b>			<b>55</b>			<b>1.06</b>	
2017CPT.02.48.20741.5	Pitt	12	SR 1917	FROM SR 1753 TO NC 118	1	2	2WU	NO	NO	1.21	24					410						18			0.00	
<b>TOTAL FOR MAP NO. 12</b>										<b>1.21</b>				<b>0.00</b>		<b>410</b>						<b>18</b>			<b>0.00</b>	
2017CPT.02.48.20741.5	Pitt	13	SR 1918	FROM SR 1917 TO SR 1919	1	2	2WU	NO	NO	1.84	20					275						12			0.00	
<b>TOTAL FOR MAP NO. 13</b>										<b>1.84</b>				<b>0.00</b>		<b>275</b>						<b>12</b>			<b>0.00</b>	
2017CPT.02.48.20741.5	Pitt	14	SR 1920	FROM SR 1919 TO SR 1921	1	2	2WU	NO	NO	2.09	24					150						7			0.00	
<b>TOTAL FOR MAP NO. 14</b>										<b>2.09</b>				<b>0.00</b>		<b>150</b>						<b>7</b>			<b>0.00</b>	
2017CPT.02.48.20741.5	Pitt	15	SR 1928	FROM SR 1725 TO SR 1929	1	2	2WU	NO	NO	0.77	20					85						4			0.00	
<b>TOTAL FOR MAP NO. 15</b>										<b>0.77</b>				<b>0.00</b>		<b>85</b>						<b>4</b>			<b>0.00</b>	
2017CPT.02.48.20741.5	Pitt	16	SR 2227	FROM NC 118 TO NC 118	1	2	2WU	NO	NO	1.58	18					15						1			0.00	
<b>TOTAL FOR MAP NO. 16</b>										<b>1.58</b>				<b>0.00</b>		<b>15</b>						<b>1</b>			<b>0.00</b>	
2017CPT.02.48.20741.5	Pitt	17	SR 1725	SR 1923 TO CRAVEN COUNTY	1	2	2WU	NO	NO	3.70	20	148	50	7.40	1,300			6,438			3,712	558	100	50	7.40	1
<b>TOTAL FOR MAP NO. 17</b>										<b>3.70</b>		<b>148</b>	<b>50</b>	<b>7.40</b>	<b>1,300</b>			<b>6,438</b>			<b>3,712</b>	<b>558</b>	<b>100</b>	<b>50</b>	<b>7.40</b>	<b>1</b>
2017CPT.02.48.20741.5	Pitt	18	SR 1247	NC 43 TO SR 1246	1	2	2WU	NO	NO	5.60	18	196	25	11.20	1,000				385		6,762	478	50	25	11.20	1
<b>TOTAL FOR MAP NO. 18</b>										<b>5.60</b>		<b>196</b>	<b>25</b>	<b>11.20</b>	<b>1,000</b>				<b>385</b>		<b>6,762</b>	<b>478</b>	<b>50</b>	<b>25</b>	<b>11.20</b>	<b>1</b>
<b>TOTAL FOR PROJ NO. 2017CPT.02.48.20741.5</b>										<b>26.62</b>		<b>433</b>	<b>75</b>	<b>23.31</b>	<b>2,300</b>	<b>1,087</b>		<b>6,438</b>	<b>4,235</b>		<b>10,474</b>	<b>1,334</b>	<b>150</b>	<b>75</b>	<b>23.30</b>	<b>2</b>
<b>GRAND TOTAL</b>										<b>39.74</b>		<b>446</b>	<b>75</b>	<b>23.71</b>	<b>2,300</b>	<b>1,937</b>	<b>50</b>	<b>6,438</b>	<b>4,510</b>	<b>25</b>	<b>10,474</b>	<b>1,394</b>	<b>150</b>	<b>75</b>	<b>23.68</b>	<b>2</b>

PROJECT NO.	SHEET NO.
DB00346	12

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" YELLOW PAINT LF
2017CPT.02.47.20071.3	Beaufort	1	SR 1103	FROM SR 1112 TO DEAD END	1	2	2WU	1.93	20	220	0.050	
<b>TOTAL FOR MAP NO. 1</b>							<b>1.93</b>			<b>220</b>	<b>0.050</b>	
2017CPT.02.47.20071.3	Beaufort	2	SR 1112	FROM SR 1103 TO SR 1189	1	2	2WU	1.05	18	120	0.030	
<b>TOTAL FOR MAP NO. 2</b>							<b>1.05</b>			<b>120</b>	<b>0.030</b>	
2017CPT.02.47.20071.3	Beaufort	3	SR 1118	FROM SR 1114 TO END MAINT	1	2	2WU	2.54	18	285	0.064	
<b>TOTAL FOR MAP NO. 3</b>							<b>2.54</b>			<b>285</b>	<b>0.064</b>	
2017CPT.02.47.20071.3	Beaufort	4	SR 1125	FROM NC 33 TO SR 1123	1	2	2WU	1.81	20	205	0.050	
<b>TOTAL FOR MAP NO. 4</b>							<b>1.81</b>			<b>205</b>	<b>0.050</b>	
2017CPT.02.47.20071.3	Beaufort	5	SR 1134	FROM US 17 TO SR 1152	1	2	2WU	2.80	20	315	0.070	
<b>TOTAL FOR MAP NO. 5</b>							<b>2.80</b>			<b>315</b>	<b>0.070</b>	
2017CPT.02.47.20071.3	Beaufort	6	SR 1137	FROM SR 1127 TO SR 1138	1	2	2WU	1.67	18	190	0.040	
<b>TOTAL FOR MAP NO. 6</b>							<b>1.67</b>			<b>190</b>	<b>0.040</b>	
2017CPT.02.47.20071.3	Beaufort	7	SR 1151	FROM SR 1152 TO SR 1136	1	2	2WU	1.32	20	150	0.030	
<b>TOTAL FOR MAP NO. 7</b>							<b>1.32</b>			<b>150</b>	<b>0.030</b>	
<b>TOTAL FOR PROJ NO. 2017CPT.02.47.20071.3</b>							<b>13.12</b>			<b>1,485</b>	<b>0.334</b>	
2017CPT.02.48.20741.5	Pitt	8	SR 1740	FROM SR 2241 TO SR 1725	1	2	2WU	1.26	20	145	0.030	
<b>TOTAL FOR MAP NO. 8</b>							<b>1.26</b>			<b>145</b>	<b>0.030</b>	
2017CPT.02.48.20741.5	Pitt	9	SR 1745	FROM NC 43 TO SR 1749	1	2	2WU	1.50	18	170	0.040	
<b>TOTAL FOR MAP NO. 9</b>							<b>1.50</b>			<b>170</b>	<b>0.040</b>	
2017CPT.02.48.20741.5	Pitt	10	SR 1746	FROM NC 102 TO SR 1751	1	2	2WU	2.22	20	250	0.060	
<b>TOTAL FOR MAP NO. 10</b>							<b>2.22</b>			<b>250</b>	<b>0.060</b>	
2017CPT.02.48.20741.5	Pitt	11	SR 1900	FROM SR 1110 TO NC 102	1	2	2WU	4.85	18	545	0.120	
<b>TOTAL FOR MAP NO. 11</b>							<b>4.85</b>			<b>545</b>	<b>0.120</b>	
2017CPT.02.48.20741.5	Pitt	12	SR 1917	FROM SR 1753 TO NC 118	1	2	2WU	1.21	24	135	0.030	
<b>TOTAL FOR MAP NO. 12</b>							<b>1.21</b>			<b>135</b>	<b>0.030</b>	
2017CPT.02.48.20741.5	Pitt	13	SR 1918	FROM SR 1917 TO SR 1919	1	2	2WU	1.84	20	210	0.050	
<b>TOTAL FOR MAP NO. 13</b>							<b>1.84</b>			<b>210</b>	<b>0.050</b>	
2017CPT.02.48.20741.5	Pitt	14	SR 1920	FROM SR 1919 TO SR 1921	1	2	2WU	2.09	24	235	0.050	
<b>TOTAL FOR MAP NO. 14</b>							<b>2.09</b>			<b>235</b>	<b>0.050</b>	
2017CPT.02.48.20741.5	Pitt	15	SR 1928	FROM SR 1725 TO SR 1929	1	2	2WU	0.77	20	90	0.020	
<b>TOTAL FOR MAP NO. 15</b>							<b>0.77</b>			<b>90</b>	<b>0.020</b>	
2017CPT.02.48.20741.5	Pitt	16	SR 2227	FROM NC 118 TO NC 118	1	2	2WU	1.58	18	180	0.040	
<b>TOTAL FOR MAP NO. 16</b>							<b>1.58</b>			<b>180</b>	<b>0.040</b>	
2017CPT.02.48.20741.5	Pitt	17	SR 1725	SR 1923 TO CRAVEN COUNTY	1	2	2WU	3.70	20	425	0.090	48,840
<b>TOTAL FOR MAP NO. 17</b>							<b>3.70</b>			<b>425</b>	<b>0.090</b>	<b>48,840</b>
2017CPT.02.48.20741.5	Pitt	18	SR 1247	NC 43 TO SR 1246	1	2	2WU	5.60	18	630	0.140	
<b>TOTAL FOR MAP NO. 18</b>							<b>5.60</b>			<b>630</b>	<b>0.140</b>	
<b>TOTAL FOR PROJ NO. 2017CPT.02.48.20741.5</b>							<b>26.62</b>			<b>3,015</b>	<b>0.670</b>	<b>48,840</b>
<b>GRAND TOTAL</b>							<b>39.74</b>			<b>4,500</b>	<b>1.004</b>	<b>48,840</b>

# SIGNING FOR RESURFACING PROJECTS



LEGEND	
⊥	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	<p>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:	
	2	<p>#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)</p>		<ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol>
	3	<p>- 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.</p>		<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>
	4	<p>- 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.</p>		<p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	5	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>		

**RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS**