

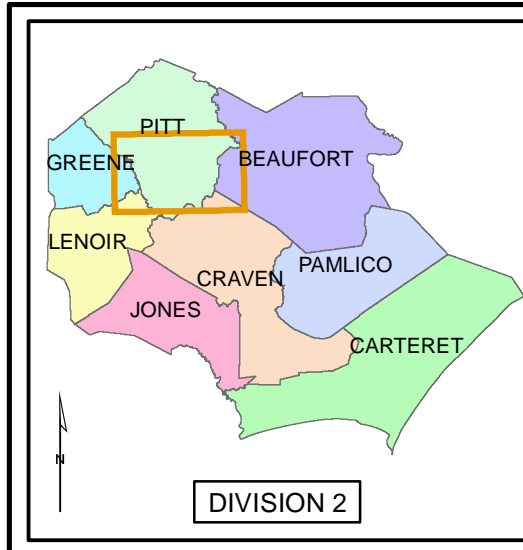
PROJECT REFERENCE NO.	SHEET NO.
DB00343	1

# BEAUFORT & PITT COUNTY

DB00343  
WBS: 2017CPT.02.45.20741.4  
WBS: 2017CPT.02.46.20071.2

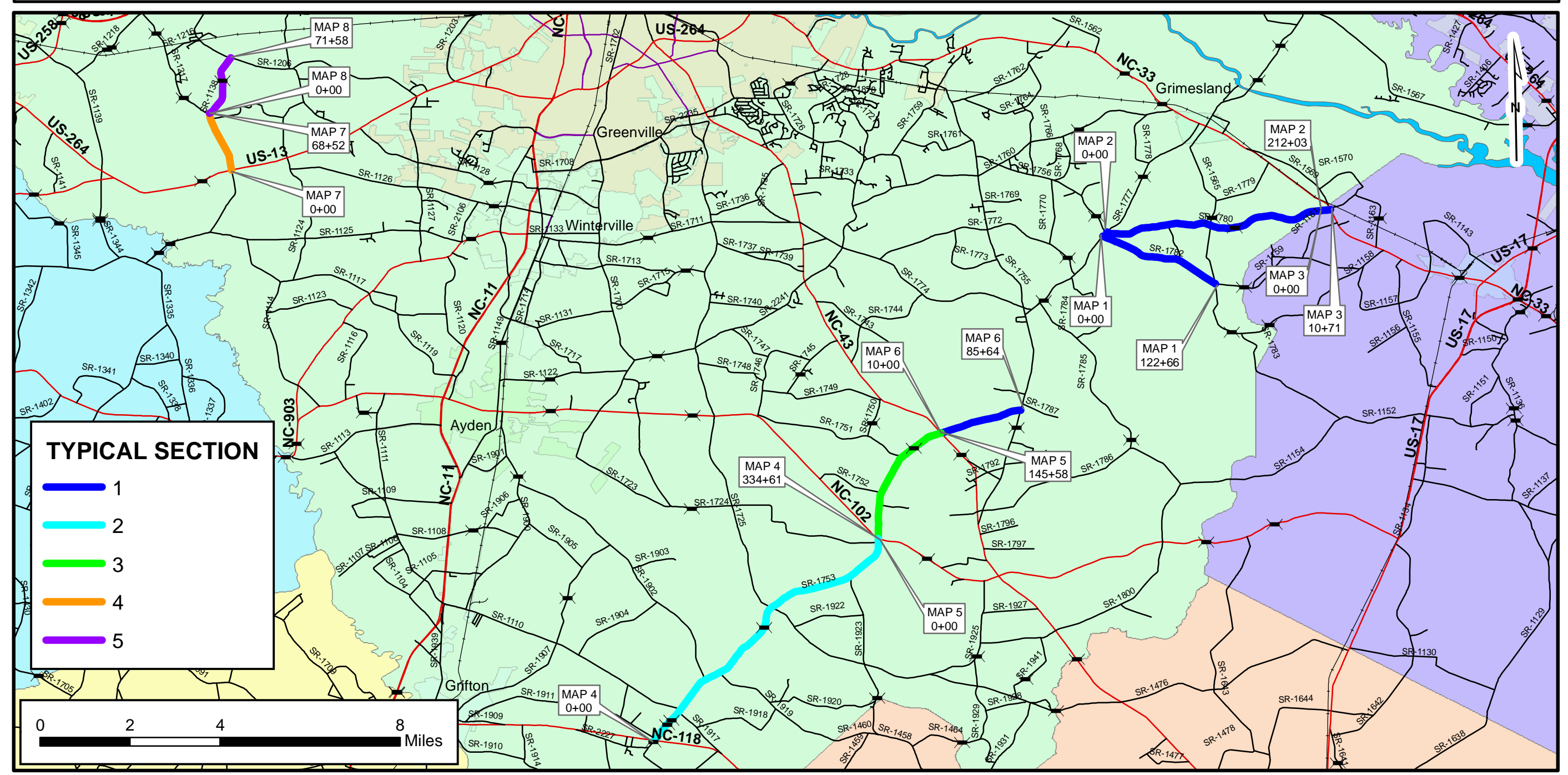


**NCDOT**  
DIVISION 2



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

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

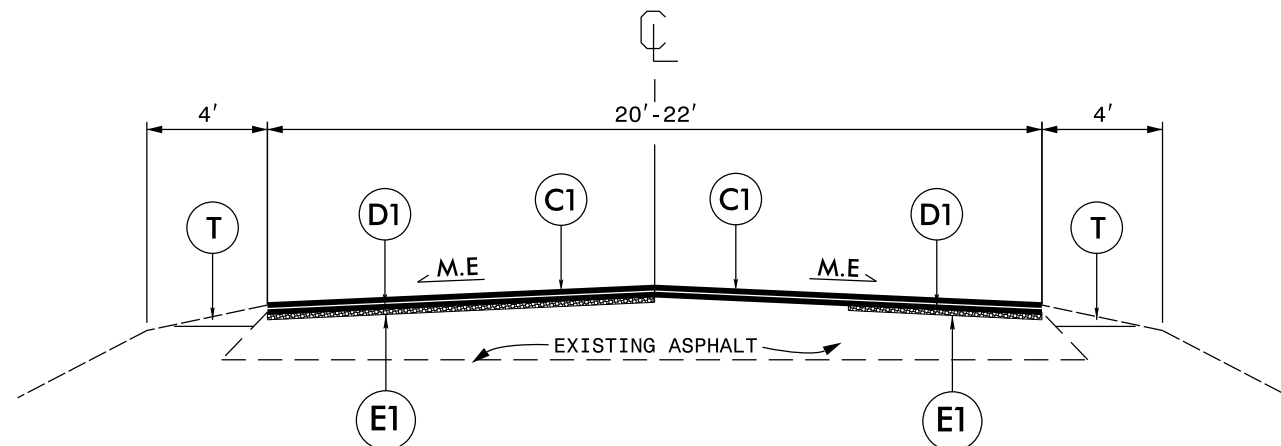


## Location Information

Map Number	WBS	County	Route Name	From Description	To Description	Begin MP	To MP	Length	Width
01	2017CPT.02.45.20741.4	074-Pitt	SR 1782	SR 1565	SR 1777	0.510	2.870	2.360	20.0
02	2017CPT.02.45.20741.4	074-Pitt	SR 1780	SR 1777	BEAUFORT COUNTY	0.000	4.077	4.077	20.0
03	2017CPT.02.46.20071.2	007-Beaufort	SR 1162	NC 33	PITT COUNTY	0.000	0.200	0.200	20.0
04	2017CPT.02.45.20741.4	074-Pitt	SR 1753	SR 1110	NC 118	9.871	10.721	0.850	24.0
04	2017CPT.02.45.20741.4	074-Pitt	SR 1753	SR 1919	SR 1110	8.771	9.871	1.100	20.0
04	2017CPT.02.45.20741.4	074-Pitt	SR 1753	SR 1725	SR 1919	6.991	8.771	1.780	22.0
04	2017CPT.02.45.20741.4	074-Pitt	SR 1753	NC 102	SR 1725	4.331	6.991	2.660	20.0
05	2017CPT.02.45.20741.4	074-Pitt	SR 1753	NC 43	NC 102	1.533	4.331	2.798	20.0
06	2017CPT.02.45.20741.4	074-Pitt	SR 1753	SR 1755	NC 43	0.000	1.533	1.533	22.0
07	2017CPT.02.45.20741.4	074-Pitt	SR 1138	US 13 / US 264 ALT	SR 1217	1.496	2.836	1.340	18.0
08	2017CPT.02.45.20741.4	074-Pitt	SR 1138	SR 1217	SR 1206	2.836	4.186	1.350	18.0

## TYPICAL SECTION NO. 1

MAP NUMBER 01, 02, 03 AND 06

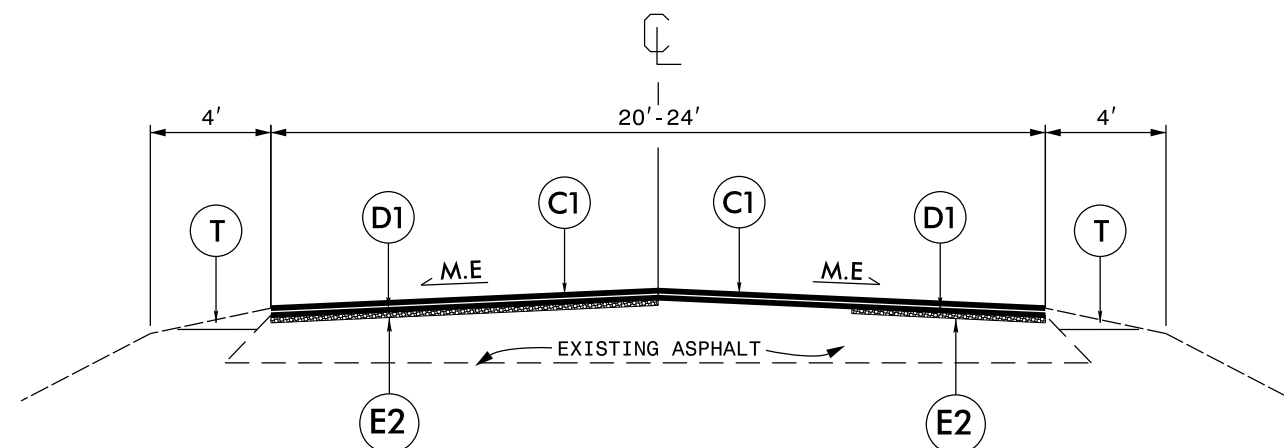


**NOTE:**

1. 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.
2. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

## TYPICAL SECTION NO. 2

MAP NUMBER 04



**NOTE:**

1. 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.
2. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

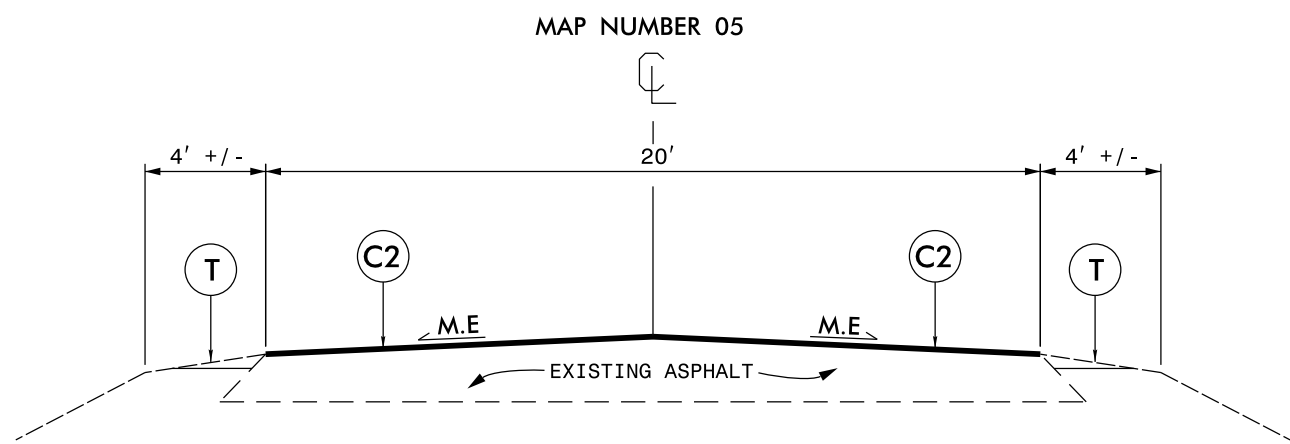
### PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF 9.5A, AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
C2	PROP. APPROX. 1¾" ASPHALT CONCRETE SURFACE COURSE, TYPE SF 9.5A, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S 9.5 B, AT AN AVERAGE RATE OF 168.0 LBS. PER SQ. YD.
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I 19.0 B, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
E1	FULL DEPTH MILL PATCHING - 4" ASPHALT CONCRETE BASE COURSE, TYPE B 25.0 B
E2	FULL DEPTH MILL PATCHING - 6" ASPHALT CONCRETE BASE COURSE, TYPE B 25.0 B
E3	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, B 25.0 B, AT AN AVERAGE RATE OF 684.0 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.

**DRAWINGS NOT TO SCALE**

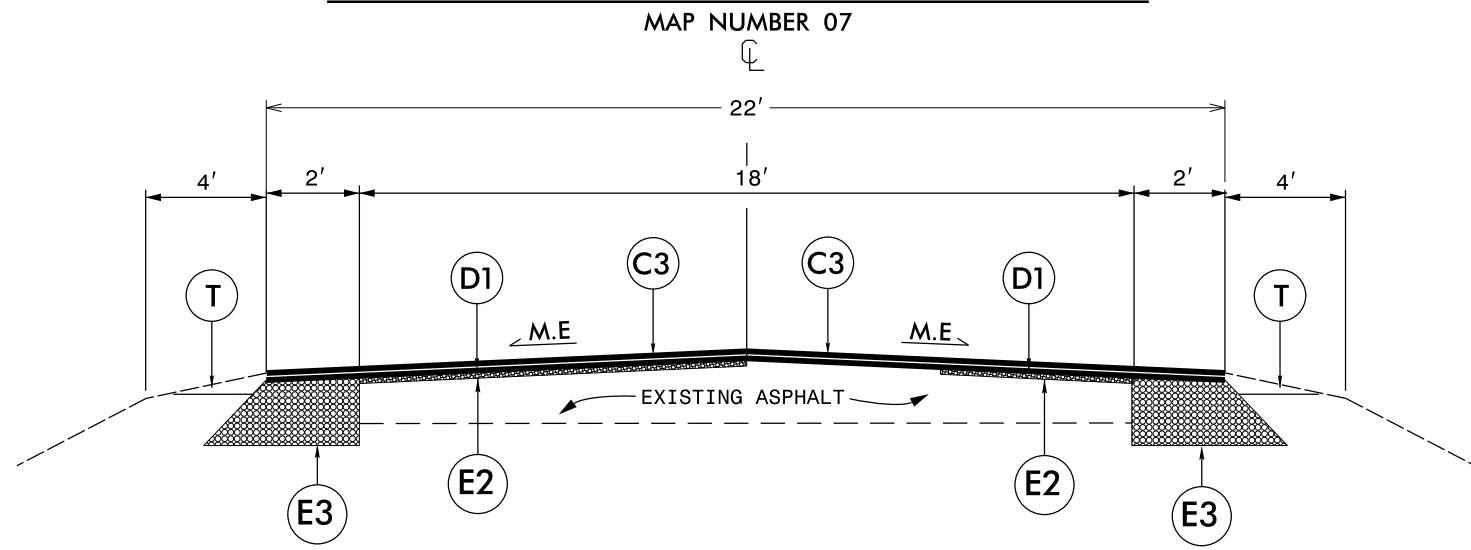
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

### TYPICAL SECTION NO. 3



- NOTE:**
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
  2. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

### TYPICAL SECTION NO. 4



- NOTE:**
1. 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.
  2. PLACE ASPHALT BASE COURSE FOR WIDENING AFTER ASPHALT MILL PATCHING IS COMPLETE.  
**\*\*WIDENING IS ONLY TO BE PERFORMED BETWEEN STA 0+00 TO STA 7+03\*\***
  3. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT AND WIDENING.
  4. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT AND WIDENING.
  5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

### PAVEMENT SCHEDULE

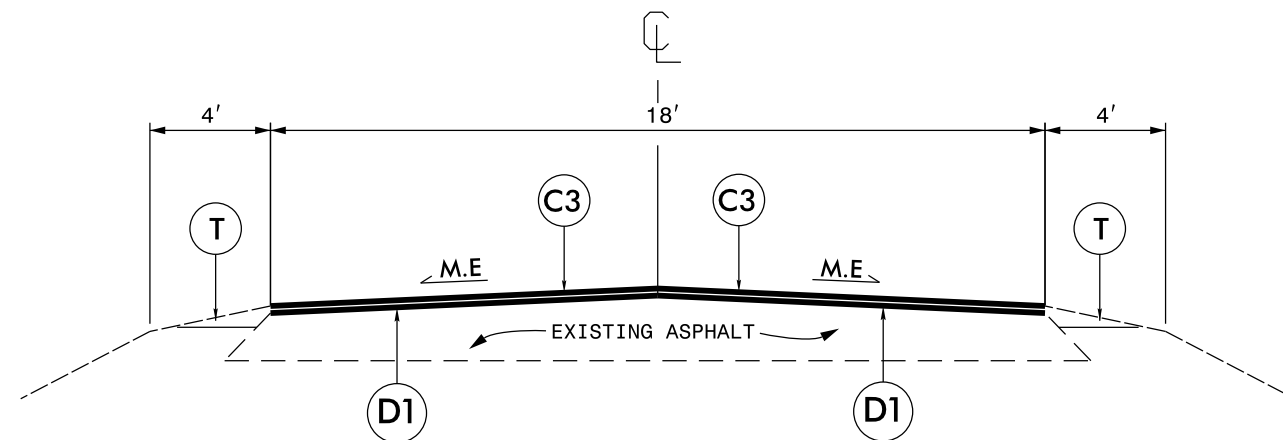
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF 9.5A, AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
C2	PROP. APPROX. 1¾" ASPHALT CONCRETE SURFACE COURSE, TYPE SF 9.5A, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
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D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I 19.0 B, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
E1	FULL DEPTH MILL PATCHING - 4" ASPHALT CONCRETE BASE COURSE, TYPE B 25.0 B
E2	FULL DEPTH MILL PATCHING - 6" ASPHALT CONCRETE BASE COURSE, TYPE B 25.0 B
E3	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, B 25.0 B, AT AN AVERAGE RATE OF 684.0 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.

**DRAWINGS NOT TO SCALE**

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

## TYPICAL SECTION NO. 5

MAP NUMBER 08



**NOTE:**

1. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF 9.5A, AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
C2	PROP. APPROX. 1¾" ASPHALT CONCRETE SURFACE COURSE, TYPE SF 9.5A, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S 9.5 B, AT AN AVERAGE RATE OF 168.0 LBS. PER SQ. YD.
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I 19.0 B, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
E1	FULL DEPTH MILL PATCHING - 4" ASPHALT CONCRETE BASE COURSE, TYPE B 25.0 B
E2	FULL DEPTH MILL PATCHING - 6" ASPHALT CONCRETE BASE COURSE, TYPE B 25.0 B
E3	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, B 25.0 B, AT AN AVERAGE RATE OF 684.0 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

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

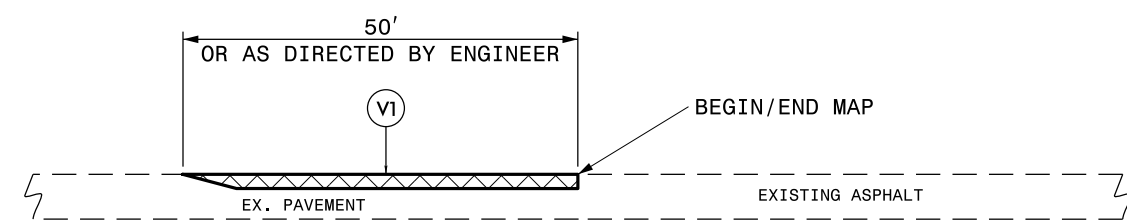
MAP #	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)
01	1+95	2+91	7	
01	9+48	9+87	7	
01	18+26	20+22	7	
01	18+26	22+29		7
01	22+29	24+68	7	
01	24+68	25+30	10	10
01	30+55	32+91	7	
01	47+04	47+80	10	
01	48+06	50+16		7
01	62+00	64+58	7	
01	62+00	63+34		7
01	69+82	70+74	7	
01	80+81	82+44	7	
01	89+58	90+36	7	
01	95+66	96+79	7	
01	99+46	101+18		10
01	101+99	103+58		10
01	103+81	106+95	7	
01	105+04	105+57		7
01	115+14	115+58		7
02	0+00	0+30	9.5	9.5
02	15+47	16+90	7	7
02	45+25	46+85		7
02	69+92	70+45		10
02	70+45	71+40		7
02	72+45	72+68	9.5	9.5
02	72+68	73+20		7
02	77+14	77+87	9.5	9.5
02	100+50	101+57	9.5	9.5
02	111+06	111+64	9.5	9.5
02	127+77	129+04	9.5	9.5
02	131+27	133+86	9.5	9.5
02	133+86	134+89	7	
02	139+32	140+64	7	
02	143+12	144+31		10
02	146+55	147+75		10
02	153+06	154+45	7	
02	154+45	157+32	9.5	9.5
02	163+05	165+54		10
02	169+69	170+22	9.5	9.5
02	171+02	172+41	7	
02	177+80	178+40	7	
02	179+87	180+26	7	
02	197+04	197+30		10

**FULL DEPTH MILL PATCHING - 6" DEPTH - B 25.0B MIX**

MAP #	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)
04	12+38	13+90	12	6
04	13+90	16+60		5
04	23+30	23+50		7
04	24+53	25+43	12	12
04	34+23	35+76		12
04	38+85	43+79	12	12
04	87+22	88+07	7	
04	89+52	94+93	7	
04	99+76	106+89	7	
04	114+48	120+73	7	
04	124+05	125+66		7
04	129+79	136+47	7	
04	130+87	132+34		7
04	141+44	144+77		7
04	152+42	153+64	7	
04	152+42	163+87	7	
04	183+70	185+13	7	
04	291+80	294+26	10.5	10.5
04	294+26	295+95		7
04	295+95	297+39	10.5	10.5
04	298+50	305+75	7	
04	298+96	299+48		7
04	300+38	302+38		7
04	305+75	307+44	10.5	10.5
04	308+40	309+32	10.5	10.5
04	308+40	310+23	7	
04	315+51	319+24	7	
04	327+90	329+65	7	
04	327+90	328+75		7
04	330+78	334+61	7	7
07	0+23	4+02		7
07	3+12	3+78	7	
07	5+87	11+33		7
07	10+84	11+33	7	
07	27+90	32+85		7
07	60+52	61+68		7

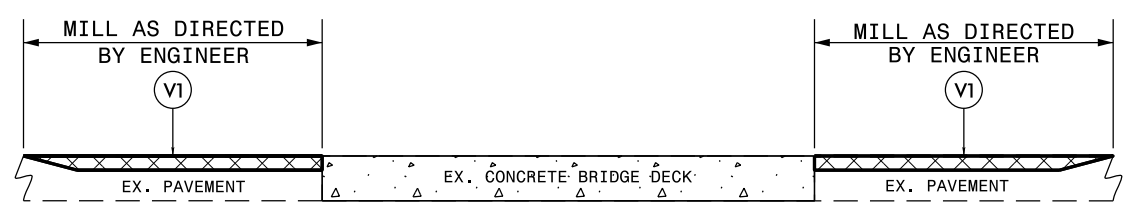
NOTE: All Patching Locations are approximate and should be field verified by the Engineer.

# MILLING TYPICALS



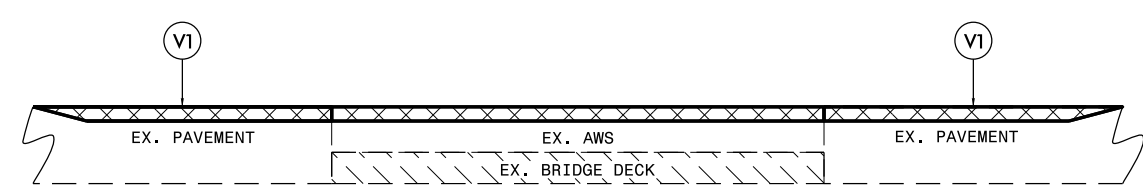
**DETAIL 1**  
BEGIN/END MAP TIE-IN

**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.



**DETAIL 2**  
BRIDGE MILLING

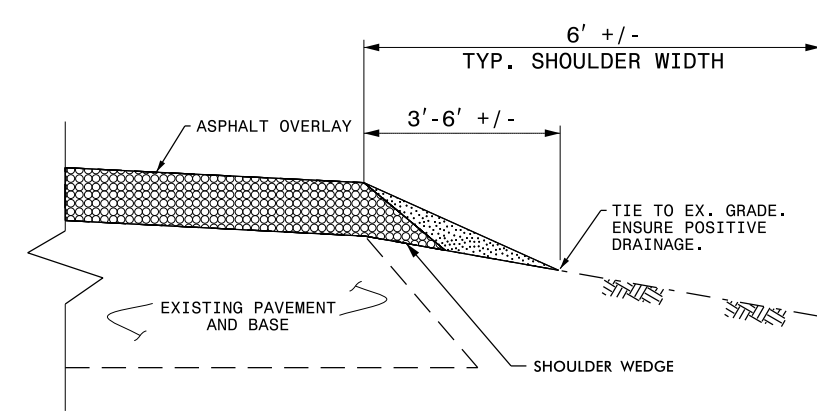
**NOTE:**  
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 3**  
BRIDGE MILLING

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

# SHOULDER RECONSTRUCTION TYPICAL

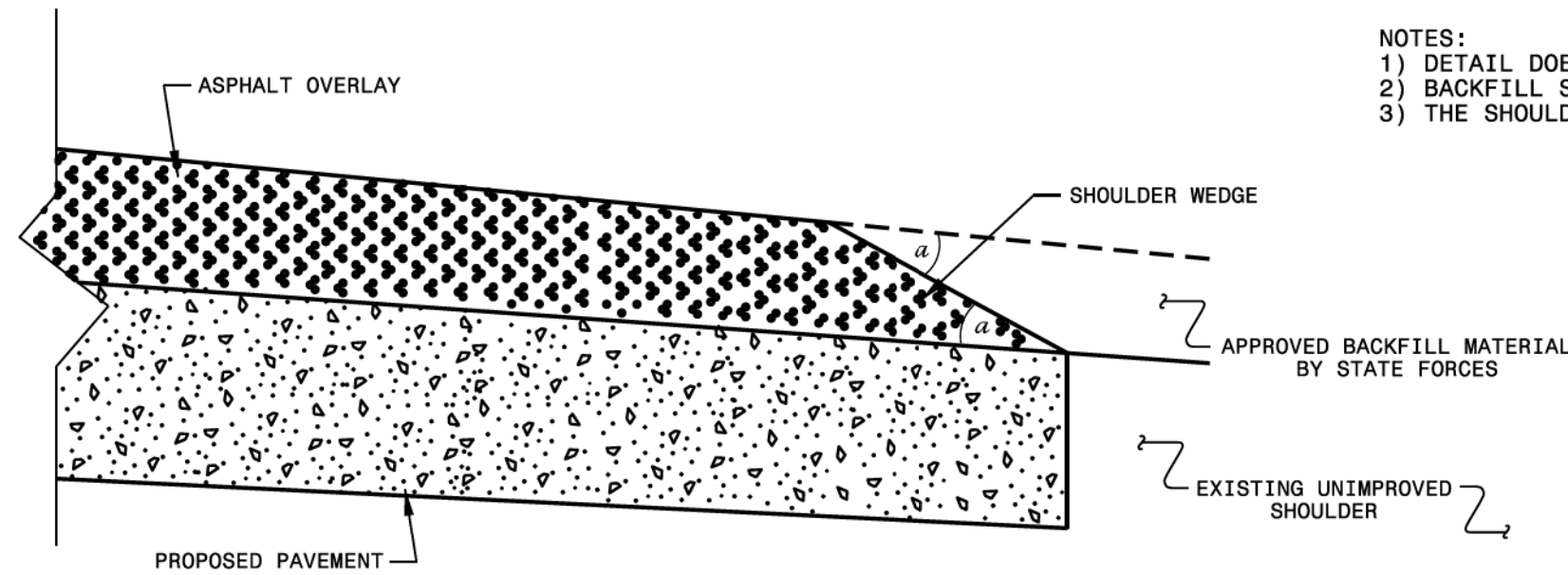


**SHOULDER RECONSTRUCTION DETAIL**

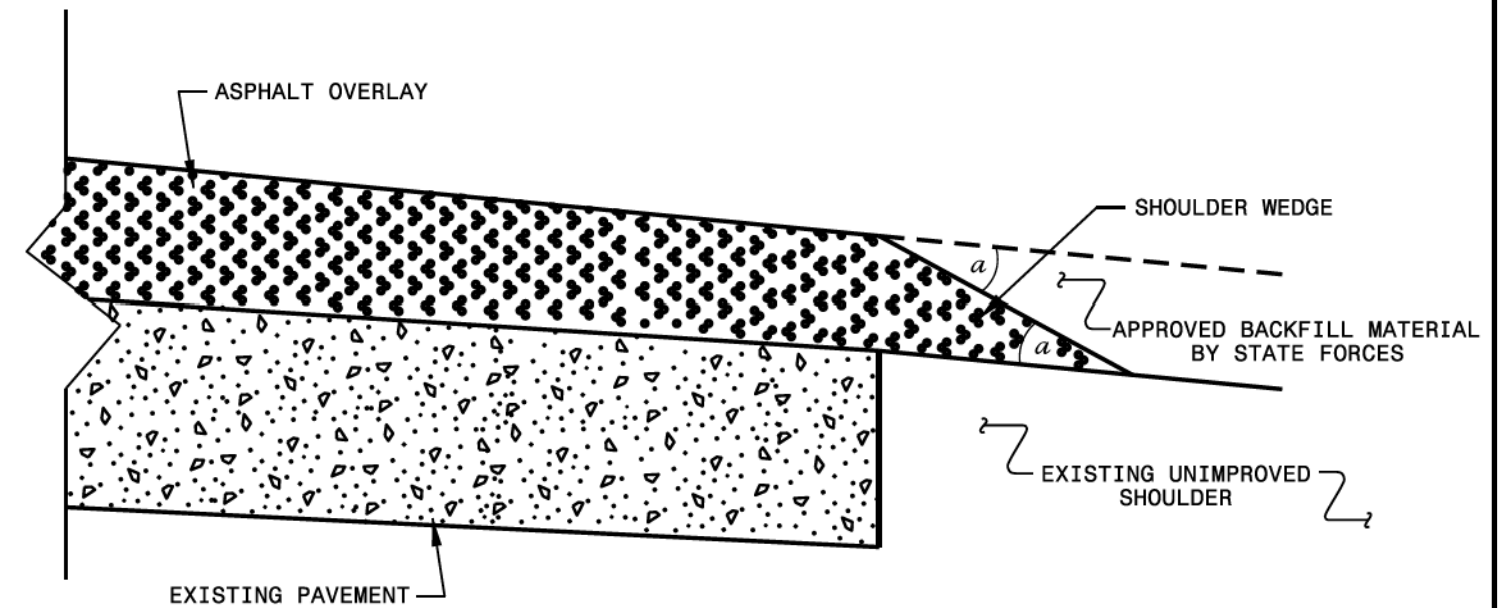
**NOTE:**

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.

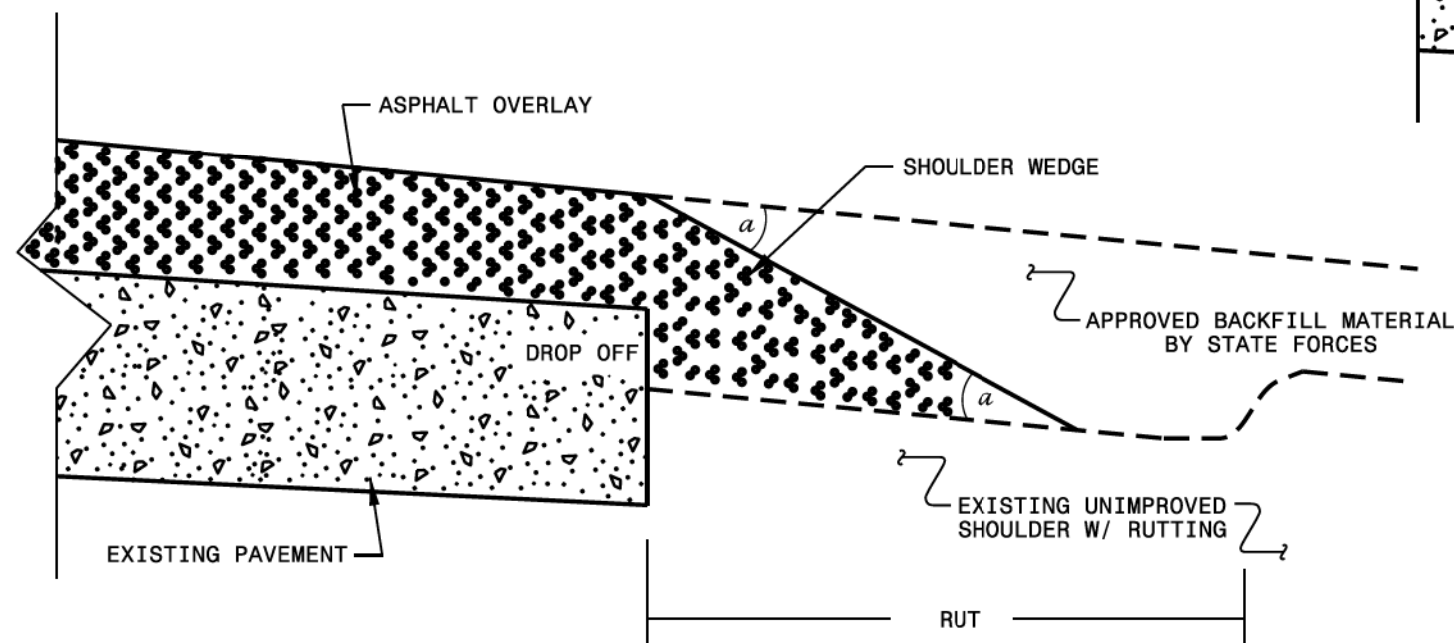
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**SHOULDER WEDGE 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°

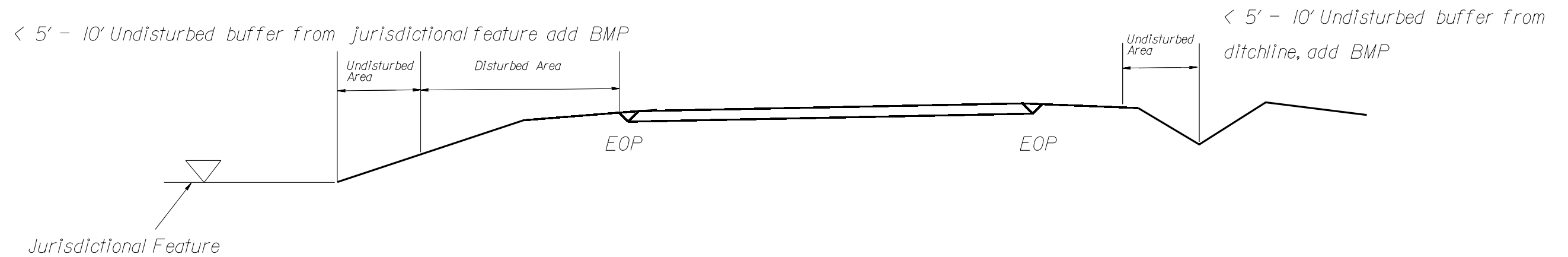
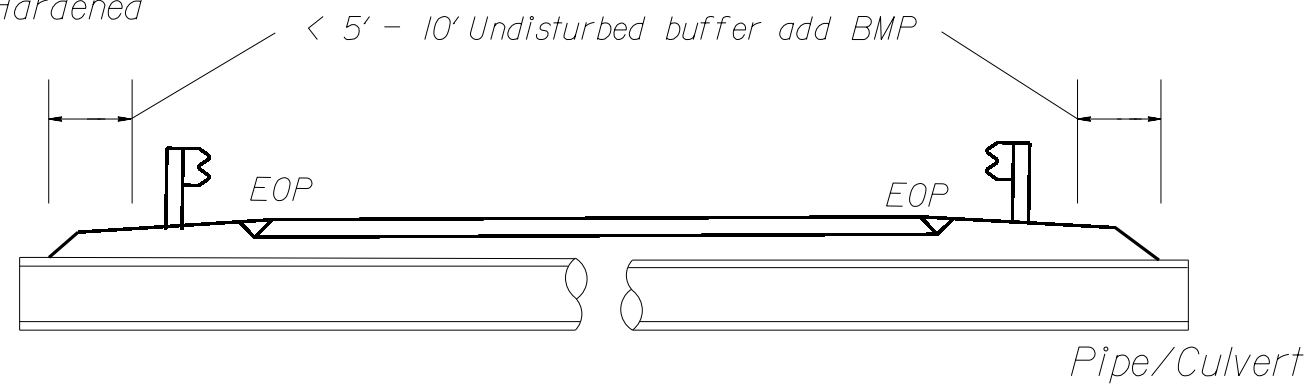
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950 FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/16/12
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\details\stand\shou1dcrwedgedetail.dgn	



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.

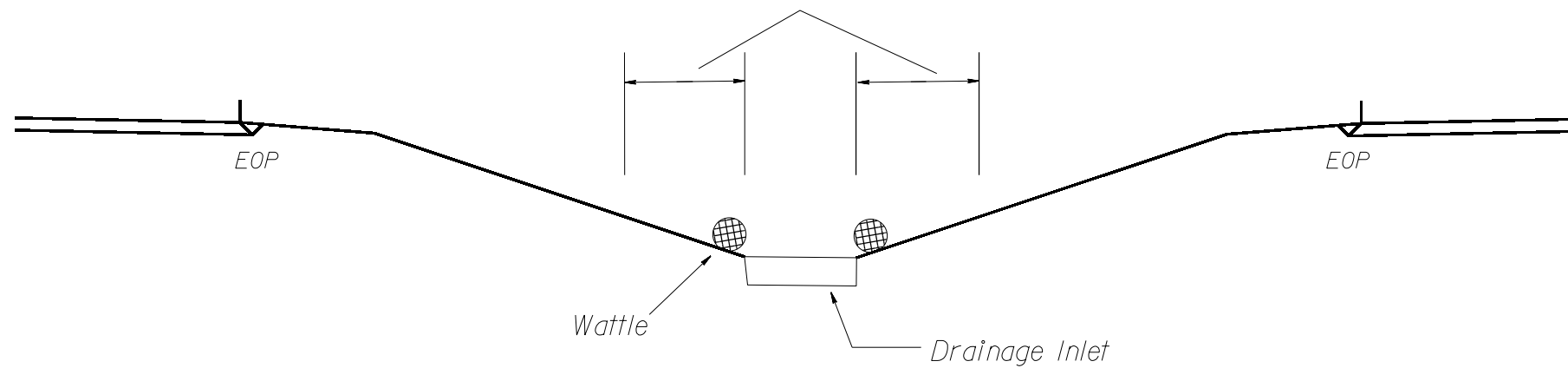
# EROSION CONTROL DETAIL



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

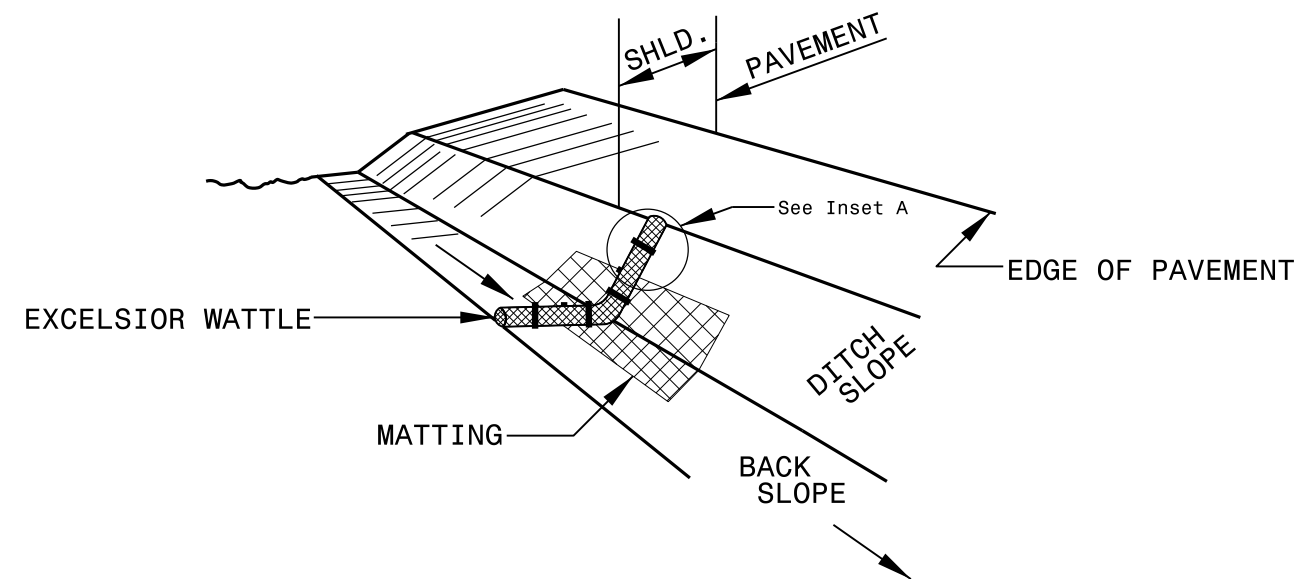


< 5' - 10' Undisturbed buffer from inlet, add wattle

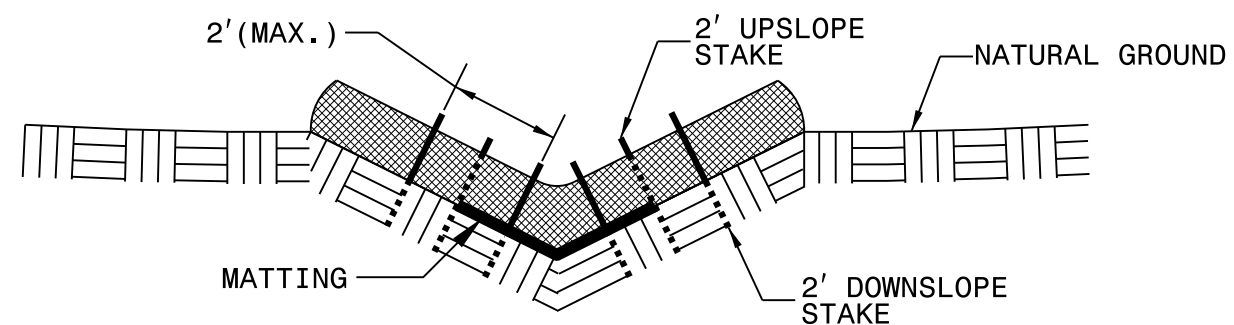


NOT TO SCALE

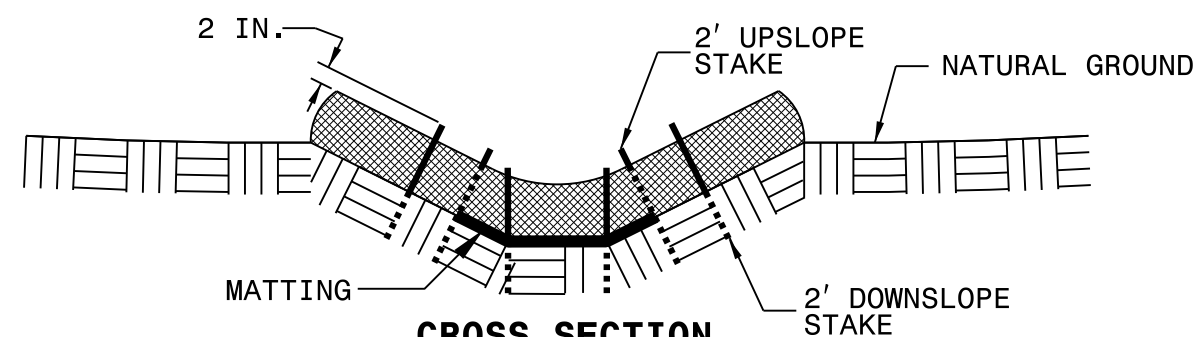
# WATTLE DETAIL



**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.

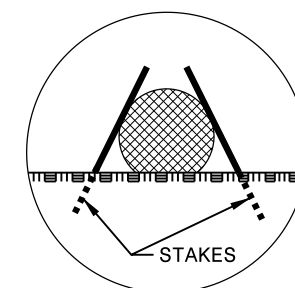
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

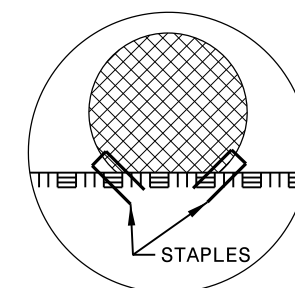
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

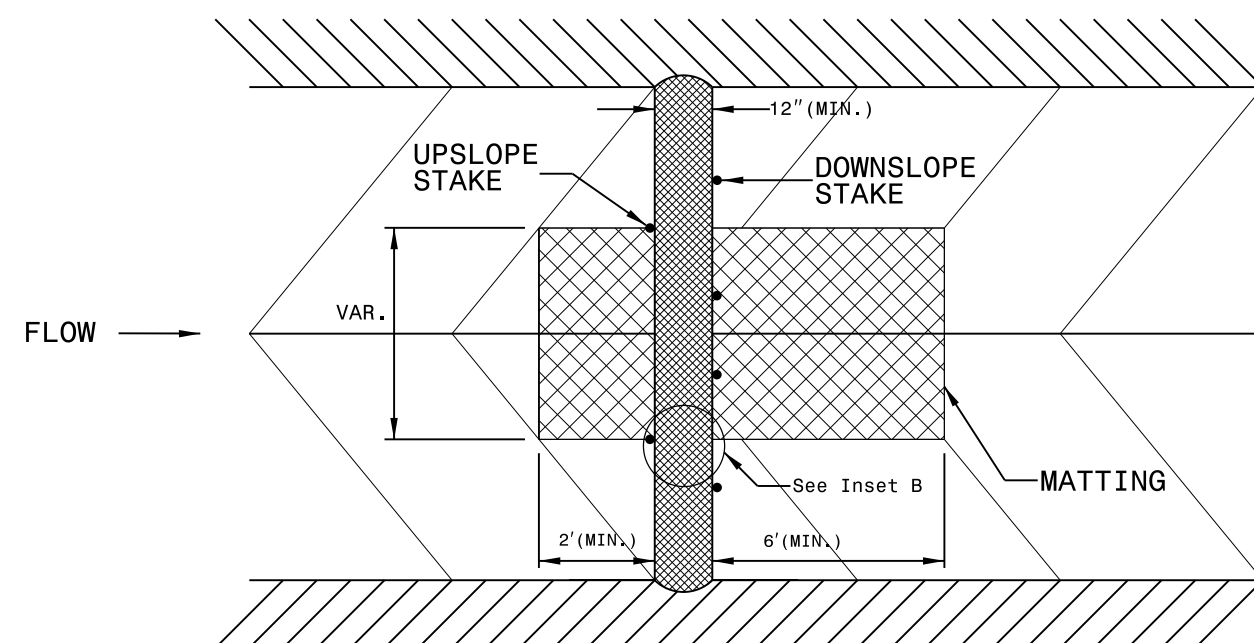
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



**INSET A**



**INSET B**



**TOP VIEW**

NOT TO SCALE

## SUMMARY OF QUANTITIES

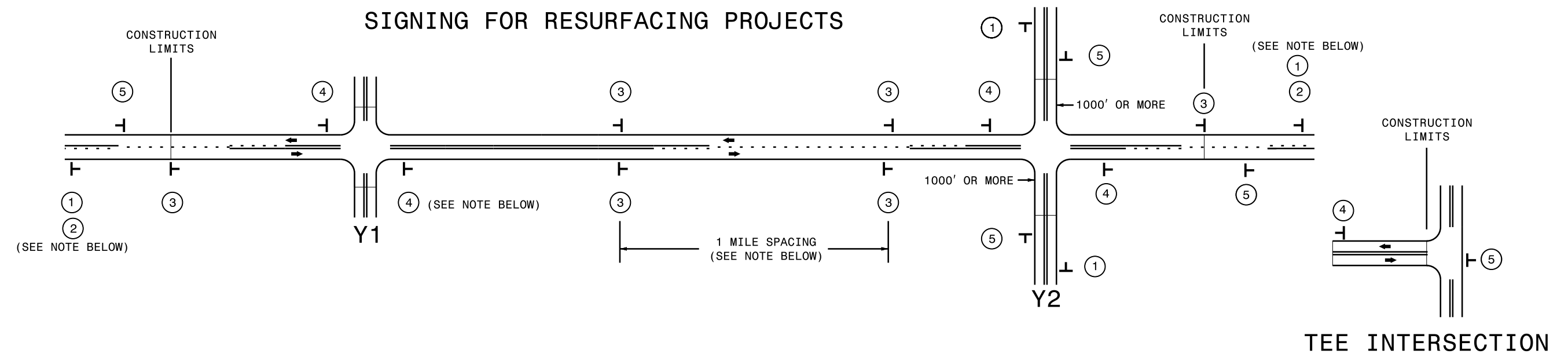
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	HAULING NCDOT SUPPLIED SHOULDER MATERIAL EA	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	INTERMEDIATE COURSE, I19.0B TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	FULL DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0B TON	5" MONOLITHIC CONCRETE ISLANDS(KEYED IN) SY	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC	RESPONSE FOR EROSION CONTROL EA
2017CPT.02.45.20741.4	Pitt	1	SR 1782	FROM SR 1565 TO SR 1777	1	2	2WU	NO	NO	2.36	20	142	100	4.72	250	4,200	2,500	369	600	100	50	2.95	1			
<b>TOTAL FOR MAP NO. 1</b>										<b>2.36</b>		<b>142</b>	<b>100</b>	<b>4.72</b>	<b>250</b>	<b>4,200</b>	<b>2,500</b>	<b>369</b>	<b>600</b>	<b>100</b>	<b>50</b>	<b>2.95</b>	<b>1</b>			
2017CPT.02.45.20741.4	Pitt	2	SR 1780	FROM SR 1777 TO BEAUFORT COUNTY LINE	1	2	2WU	NO	NO	4.08	20	245	100	8.16	1,100	7,025	4,100	612	840	100	50	5.10				
<b>TOTAL FOR MAP NO. 2</b>										<b>4.08</b>		<b>245</b>	<b>100</b>	<b>8.16</b>	<b>1,100</b>	<b>7,025</b>	<b>4,100</b>	<b>612</b>	<b>840</b>	<b>100</b>	<b>50</b>	<b>5.10</b>				
2017CPT.02.45.20741.4	Pitt	4	SR 1753	FROM NC 118 TO NC 102	2	2	2WU	NO	NO	6.39	22	383	300	12.78	1,100	12,700	7,100	1,085	3,400	300	100	7.99	1			
<b>TOTAL FOR MAP NO. 4</b>										<b>6.39</b>		<b>383</b>	<b>300</b>	<b>12.78</b>	<b>1,100</b>	<b>12,700</b>	<b>7,100</b>	<b>1,085</b>	<b>3,400</b>	<b>300</b>	<b>100</b>	<b>7.99</b>	<b>1</b>			
2017CPT.02.45.20741.4	Pitt	5	SR 1753	FROM NC 102 TO NC 43	3	2	2WU	NO	NO	2.80	20	112	50	5.60	1,800			3,540	237		32	100	25	3.50		
<b>TOTAL FOR MAP NO. 5</b>										<b>2.80</b>		<b>112</b>	<b>50</b>	<b>5.60</b>	<b>1,800</b>			<b>3,540</b>	<b>237</b>		<b>32</b>	<b>100</b>	<b>25</b>	<b>3.50</b>		
2017CPT.02.45.20741.4	Pitt	6	SR 1753	FROM NC 43 TO SR 1755	1	2	2WU	NO	NO	1.53	22	92	50	3.06	575	2,600		1,450	222			100	25	1.91		
<b>TOTAL FOR MAP NO. 6</b>										<b>1.53</b>		<b>92</b>	<b>50</b>	<b>3.06</b>	<b>575</b>	<b>2,600</b>		<b>1,450</b>	<b>222</b>			<b>100</b>	<b>25</b>	<b>1.91</b>		
2017CPT.02.45.20741.4	Pitt	7	SR 1138	FROM US 13 TO SR 1217	4	2	2WU	NO	NO	1.34	18	80	100	2.68		140	2,250	1,310	193	500	100	25	1.68			
<b>TOTAL FOR MAP NO. 7</b>										<b>1.34</b>		<b>80</b>	<b>100</b>	<b>2.68</b>		<b>140</b>	<b>2,250</b>	<b>1,310</b>	<b>193</b>	<b>500</b>	<b>100</b>	<b>25</b>	<b>1.68</b>			
2017CPT.02.45.20741.4	Pitt	8	SR 1138	FROM SR 1217 TO SR 1206	5	2	2WU	NO	NO	1.35	18	81	100	2.70	600	2,250	1,265		184			100	50	1.69		
<b>TOTAL FOR MAP NO. 8</b>										<b>1.35</b>		<b>81</b>	<b>100</b>	<b>2.70</b>	<b>600</b>	<b>2,250</b>	<b>1,265</b>		<b>184</b>			<b>100</b>	<b>50</b>	<b>1.69</b>		
<b>TOTAL FOR PROJ NO. 2017CPT.02.45.20741.4</b>										<b>19.85</b>		<b>1,135</b>	<b>800</b>	<b>39.70</b>	<b>5,425</b>	<b>140</b>	<b>31,025</b>	<b>2,575</b>	<b>18,690</b>	<b>2,902</b>	<b>5,340</b>	<b>32</b>	<b>900</b>	<b>325</b>	<b>24.82</b>	<b>2</b>
2017CPT.02.46.20071.2	Beaufort	3	SR 1162	FROM NC 33 TO PITT COUNTY LINE	1	2	2WU	NO	NO	0.20	20	12		0.40	265		310		200	28				0.25		
<b>TOTAL FOR MAP NO. 3</b>										<b>0.20</b>		<b>12</b>		<b>0.40</b>	<b>265</b>		<b>310</b>		<b>200</b>	<b>28</b>				<b>0.25</b>		
<b>TOTAL FOR PROJ NO. 2017CPT.02.46.20071.2</b>										<b>0.20</b>		<b>12</b>		<b>0.40</b>	<b>265</b>		<b>310</b>		<b>200</b>	<b>28</b>				<b>0.25</b>		
<b>GRAND TOTAL</b>										<b>20.05</b>		<b>1,147</b>	<b>800</b>	<b>40.10</b>	<b>5,690</b>	<b>140</b>	<b>31,335</b>	<b>2,575</b>	<b>18,890</b>	<b>2,930</b>	<b>5,340</b>	<b>32</b>	<b>900</b>	<b>325</b>	<b>25.07</b>	<b>2</b>

PROJECT NO.	SHEET NO.
DB00343	12

# 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.02.45.20741.4	Pitt	1	SR 1782	FROM SR 1565 TO SR 1777	1	2	2WU	2.36	20	265	0.11
<b>TOTAL FOR MAP NO. 1</b>							<b>2.36</b>			<b>265</b>	<b>0.11</b>
2017CPT.02.45.20741.4	Pitt	2	SR 1780	FROM SR 1777 TO BEAUFORT COUNTY LINE	1	2	2WU	4.08	20	460	0.20
<b>TOTAL FOR MAP NO. 2</b>							<b>4.08</b>			<b>460</b>	<b>0.20</b>
2017CPT.02.45.20741.4	Pitt	4	SR 1753	FROM NC 118 TO NC 102	2	2	2WU	6.39	22	720	0.32
<b>TOTAL FOR MAP NO. 4</b>							<b>6.39</b>			<b>720</b>	<b>0.32</b>
2017CPT.02.45.20741.4	Pitt	5	SR 1753	FROM NC 102 TO NC 43	3	2	2WU	2.80	20	315	0.14
<b>TOTAL FOR MAP NO. 5</b>							<b>2.80</b>			<b>315</b>	<b>0.14</b>
2017CPT.02.45.20741.4	Pitt	6	SR 1753	FROM NC 43 TO SR 1755	1	2	2WU	1.53	22	175	0.08
<b>TOTAL FOR MAP NO. 6</b>							<b>1.53</b>			<b>175</b>	<b>0.08</b>
2017CPT.02.45.20741.4	Pitt	7	SR 1138	FROM US 13 TO SR 1217	4	2	2WU	1.34	18	150	0.07
<b>TOTAL FOR MAP NO. 7</b>							<b>1.34</b>			<b>150</b>	<b>0.07</b>
2017CPT.02.45.20741.4	Pitt	8	SR 1138	FROM SR 1217 TO SR 1206	5	2	2WU	1.35	18	150	0.07
<b>TOTAL FOR MAP NO. 8</b>							<b>1.35</b>			<b>150</b>	<b>0.07</b>
<b>TOTAL FOR PROJ NO. 2017CPT.02.45.20741.4</b>							<b>19.85</b>			<b>2,235</b>	<b>0.99</b>
2017CPT.02.46.20071.2	Beaufort	3	SR 1162	FROM NC 33 TO PITT COUNTY LINE	1	2	2WU	0.20	20	25	0.01
<b>TOTAL FOR MAP NO. 3</b>							<b>0.20</b>			<b>25</b>	<b>0.01</b>
<b>TOTAL FOR PROJ NO. 2017CPT.02.46.20071.2</b>							<b>0.20</b>			<b>25</b>	<b>0.01</b>
<b>GRAND TOTAL</b>							<b>20.05</b>			<b>2,260</b>	<b>1.00</b>

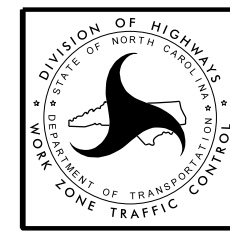
# SIGNING FOR RESURFACING PROJECTS



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>①</p> <p>ROAD WORK AHEAD W20-1 48" X 48"</p> <p>②</p> <p>NEXT XX MILES W7-3aP 24" X 18"</p> <p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <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>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>DEAD END ROADS</li> </ol> <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> <p>ROAD WORK AHEAD W20-1 48" X 48"</p> <p>W20-7 A 48" X 48"</p> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	<p>③</p> <p>LOW/SOFT SHOULDER SP 13107 48" X 48"</p> <p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
	<p>④</p> <p>ROAD UNDER CONST SP 13106 48" X 48"</p> <p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</p> <p>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p> <p>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</p>	
	<p>⑤</p> <p>END ROAD WORK G20-2 A 48" X 24"</p> <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