

BEAUFORT, CRAVEN, JONES, PAMLICO, ONSLOW COUNTY

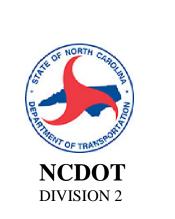
DB00385

WBS# 2018CPT.02.29.20071 2018CPT.02.30.20251 2018CPT.02.32.20521 2018CPT.02.34.20691

2018CPT.03.07.20671 (PARTIAL PAVING IN ONSLOW CO.)

TYPE OF WORK: MILL PATCHING, WIDENING, STRENGTHENING, RESURFACING,

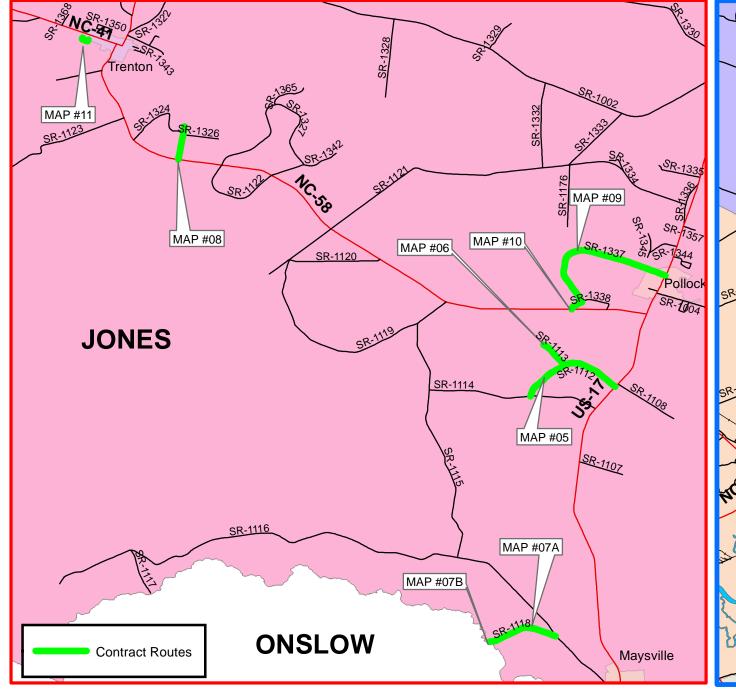
SHOULDER RECONSTRUCTION

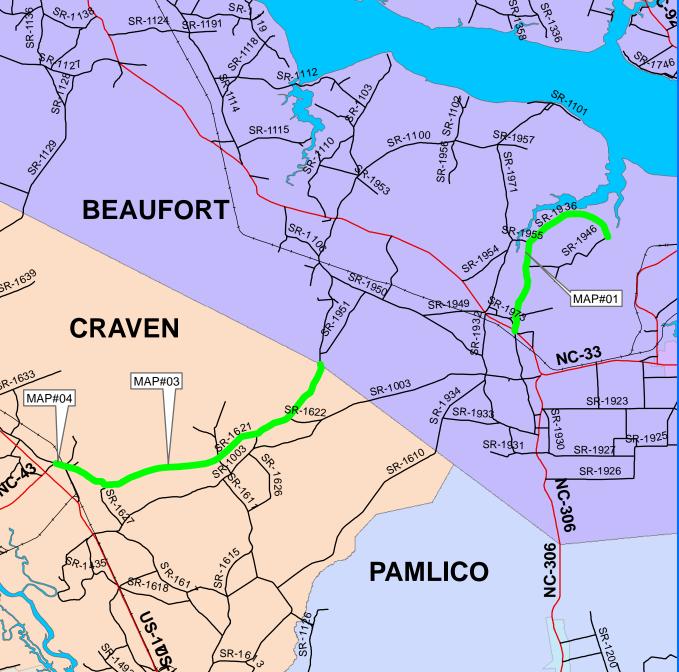


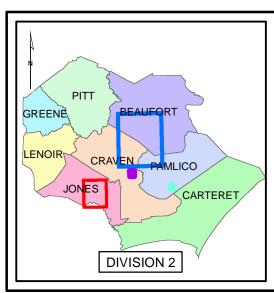
SHEET NO.

PROJECT REFERENCE NO.

DB00385







BEAUFORT, CRAVEN, JONES, PAMLICO, ONSLOW COUNTY

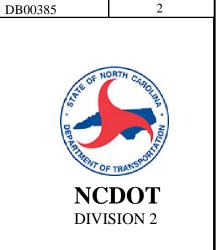
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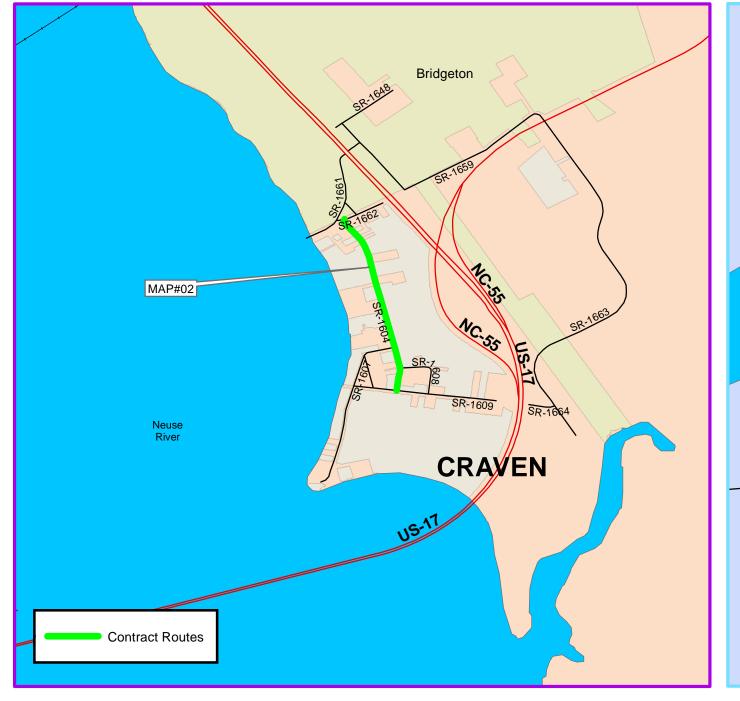
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SHOULDER RECONSTRUCTION



SHEET NO.

PROJECT REFERENCE NO.

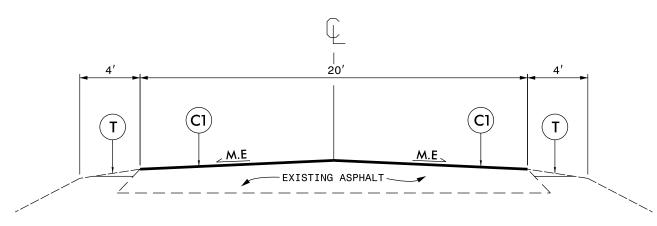




PROJECT REFERENCE NO. SHEET NO. DB00385 3

TYPICAL SECTION NO. 1

MAPS 1,3,5,6,8,9,10,11,12,13,14

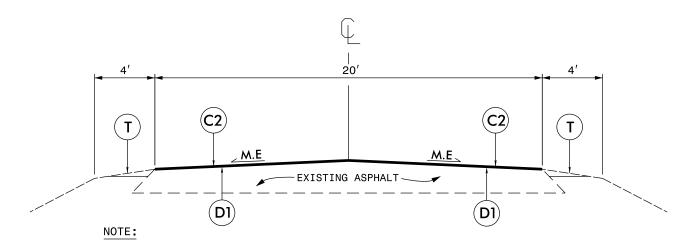


NOTE:

- 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.
- PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
- 3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
- 4. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
- 5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 2

MAPS 2,4



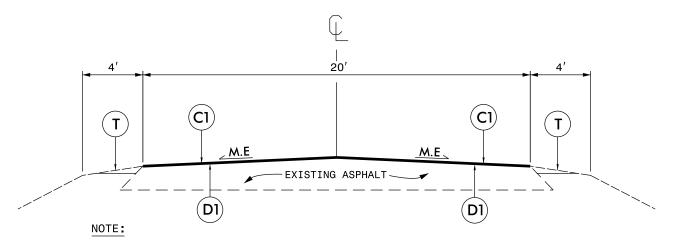
- 1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN IN THE ATTACHED TABLES. PLACE ASPHALT BASE COURSE B 25.0B IN ONE LIFT TO BACKFILL.
- 2. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
- INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
- 4. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
- 5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

	PAVEMENT SCHEDULE		
C1	PROP. APPROX. 1 3/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165.0 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.		
V1	INCIDENTAL MILLING.		
V2	MILLING DEPTH 1 1/2" FOR THE ENTIRE WIDTH OF ROADWAY.		
Т	SHOULDER RECONSTRUCTION		
DRAWINGS NOT TO SCALE			

NOTE: PAVEMENT EDGE SLOPES ARE I: IUNLESS SHOWN OTHERWISE.

TYPICAL SECTION NO. 3

MAP 7A

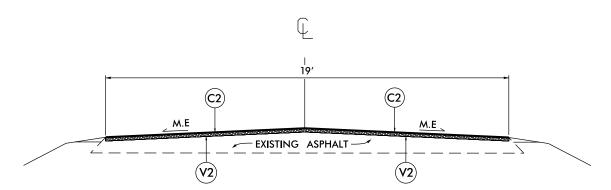


- 1. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
- PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
- 3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
- 4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

ROJECT REFERENCE NO.	SHEET NO.
DB00385	3A

TYPICAL SECTION NO. 4

MAP 7B



NOTE:

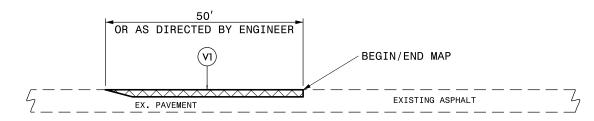
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.

PAVEMENT SCHEDULE		
C1	PROP. APPROX. 1 3/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.	
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165.0 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.	
V1	INCIDENTAL MILLING.	
V2	MILLING DEPTH 1 1/2" FOR THE ENTIRE WIDTH OF ROADWAY.	
Т	SHOULDER RECONSTRUCTION	
DRAWINGS NOT TO SCALE		

NOTE: PAVEMENT EDGE SLOPES ARE I: IUNLESS SHOWN OTHERWISE.

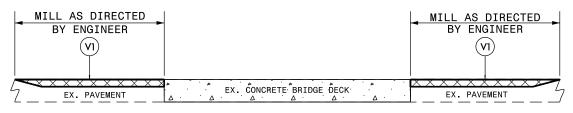
PROJECT REFERENCE NO.	SHEET NO.
DB00385	4

MILLING TYPICALS



DETAIL 1 BEGIN/END MAP TIE-IN

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.

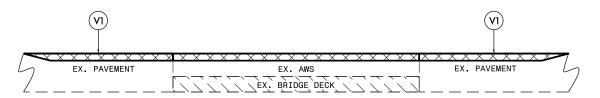


DETAIL 2

BRIDGE MILLING

NOTE:

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



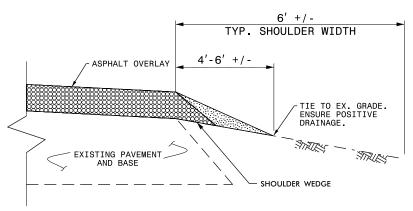
DETAIL 3

BRIDGE MILLING

NOTE:

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

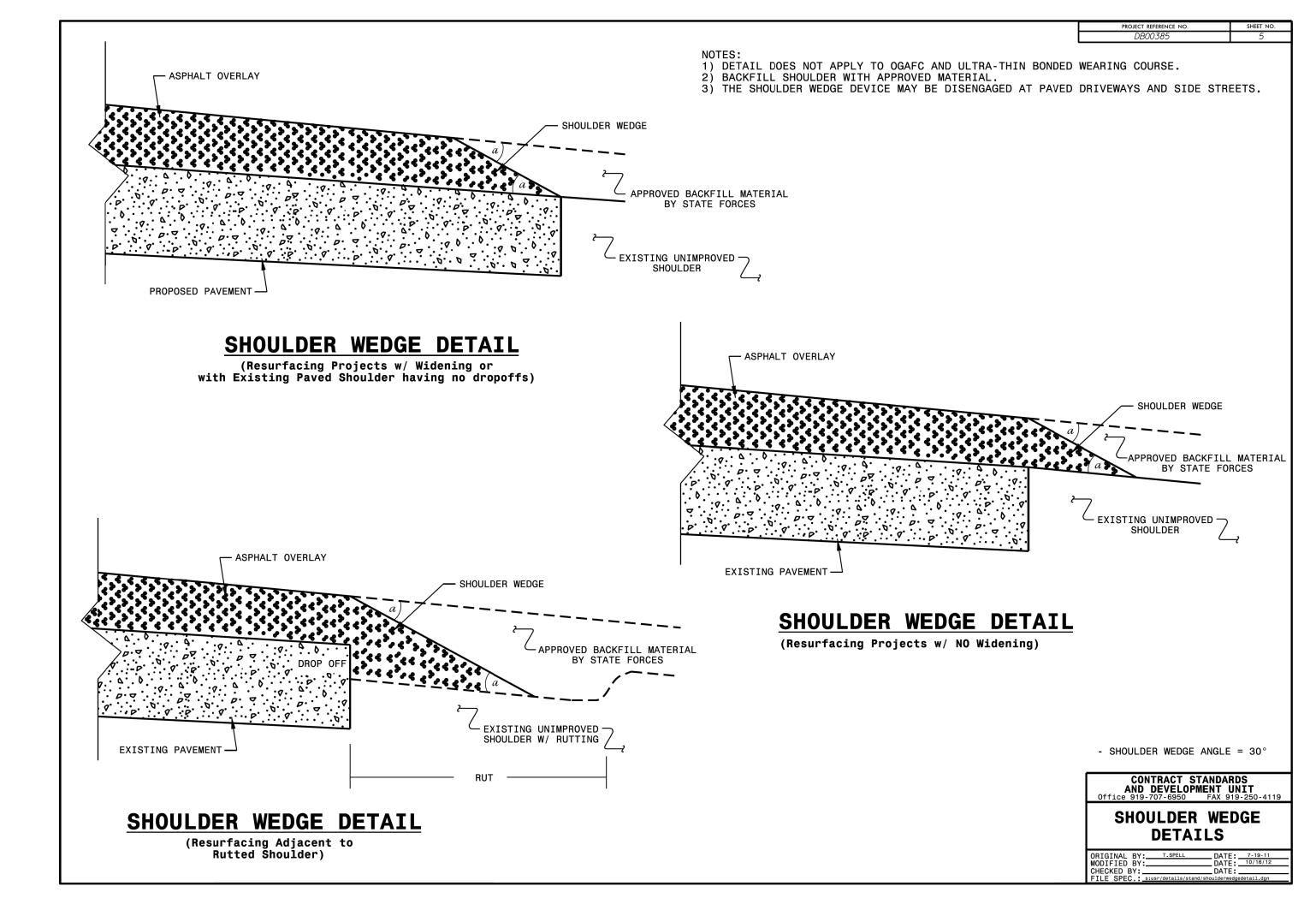
SHOULDER RECONSTRUCTION **TYPICAL**

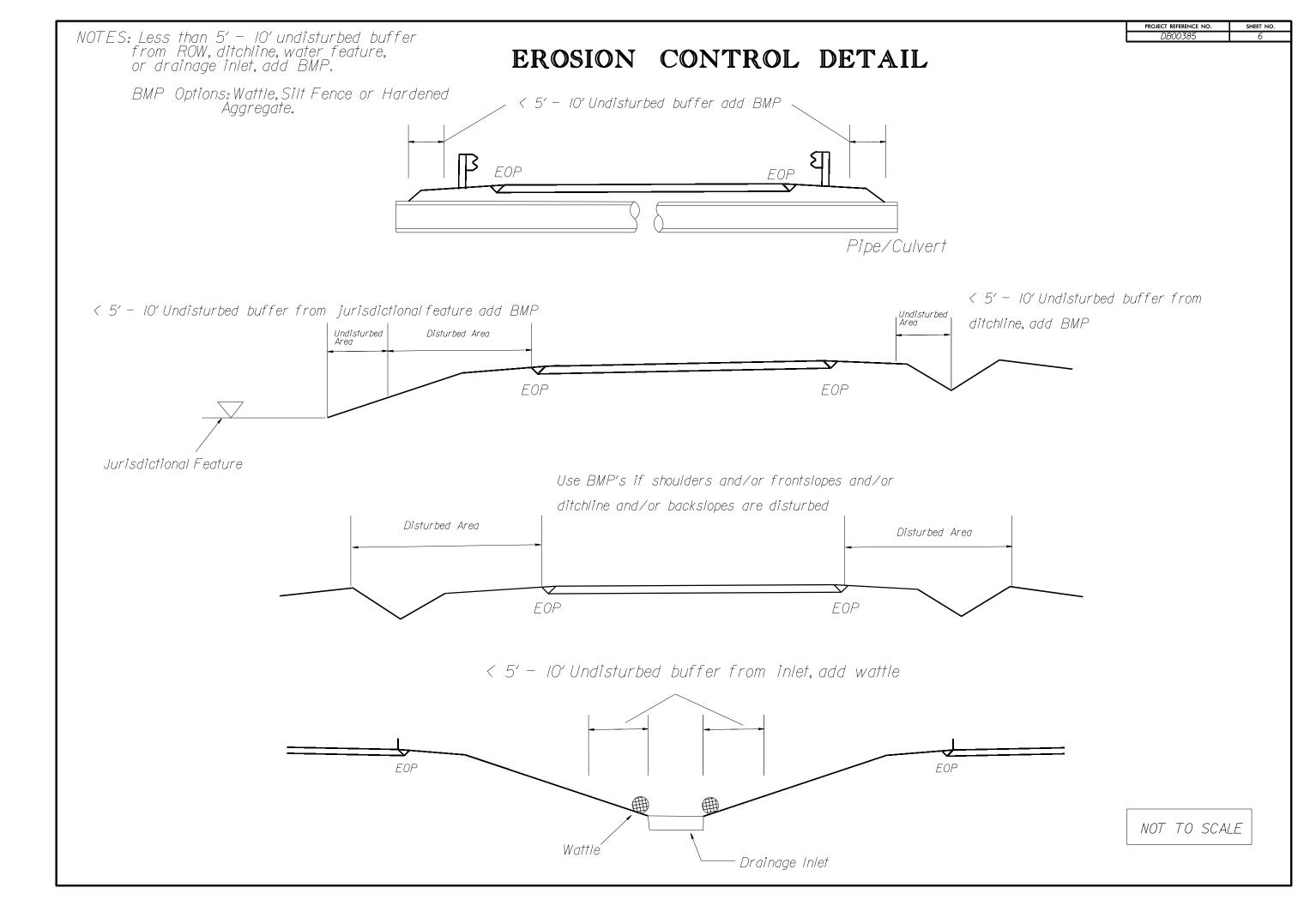


SHOULDER RECONSTRUCTION DETAIL

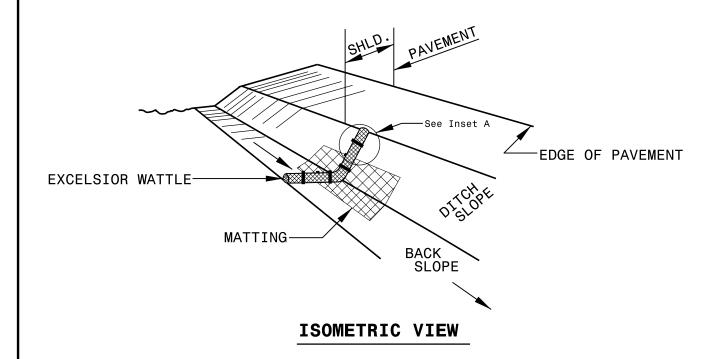
NOTE:

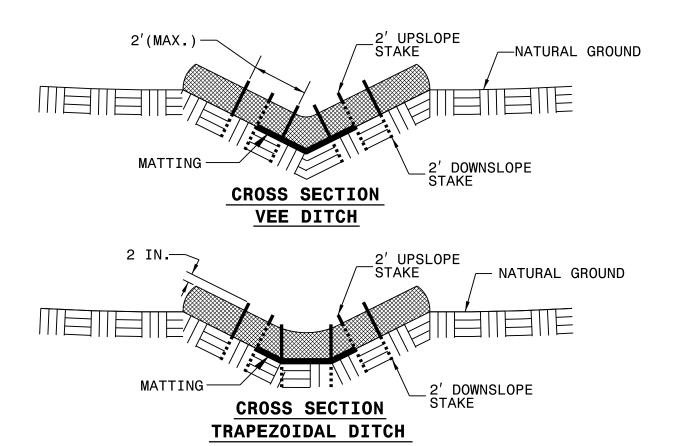
- SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT
- TO MINIMIZE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





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.

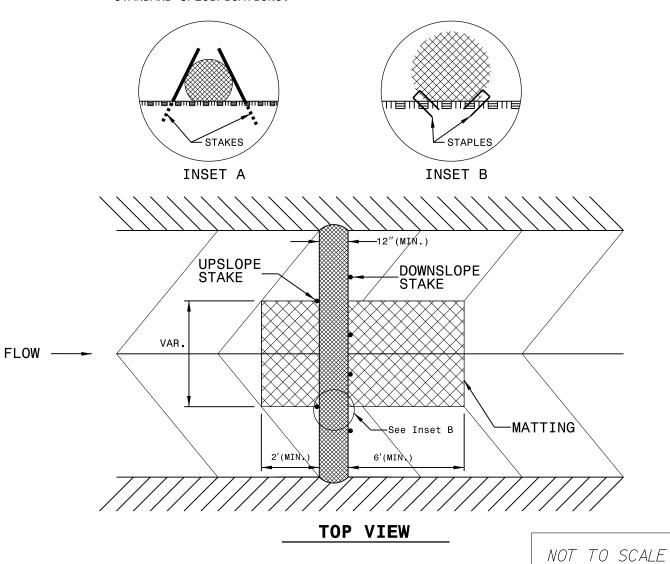
 $\underline{\text{ONLY}}$ INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

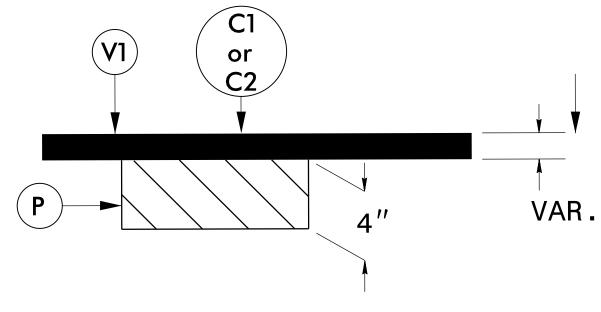
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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



PROJECT REFERENCE NO.	SHEET NO.
DB00385	8

4" DEPTH MILL PATCHING DETAIL



	PAVEMENT SCHEDULE		
C1	PROP. APPROX. $1lash2"$ OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
C2	PROP. APPROX. $1^3\!4''$ OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5A, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.		
V1	INCIDENTAL MILLING		
Р	P 4" DEPTH MILL PATCHING W/ B 25.0B		

DRAWINGS NOT TO SCALE

NOTE:

- 1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 4" DEPTH MILL PATCHING.
- 2. THE CONTRACTOR SHALL PERFORM THE 4" DEPTH MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
- 3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

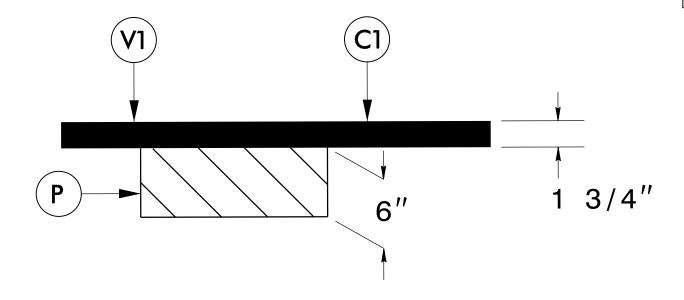
PROJECT REFERENCE NO.	SHEET NO.
DB00385	9

C1	PROP. APPROX. 134" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5A, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
Р	6" DEPTH MILL PATCHING W/ B 25.0B

DRAWINGS NOT TO SCALE

PAVEMENT SCHEDULE

6" DEPTH MILL PATCHING DETAIL



NOTE:

- 1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 6" DEPTH MILL PATCHING.
- 2. THE CONTRACTOR SHALL PERFORM THE 6" DEPTH MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
- 3. 6" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

PROJECT REFERENCE NO.	SHEET NO.
DB00385	10

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

_===		ATCHING - 4	DEFIII - D Z	
MAP#	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)
01	0+00	1+68	7	,
01	4+21	5+29	7	
01	6+15	6+59	7	
01	8+01	15+59	7	
01	10+34	11+02		7
01	15+59	17+08	18'	-L-
01	22+25	22+81	7	
01	23+99	24+92		7
01	26+42	27+15		7
01	31+55	34+36	7	-
01	31+95	33+68	•	7
01	37+23	43+41	7	•
01	43+41	49+22	7	
01	43+41	44+76	•	7
01	45+51	48+79		7
01	50+29	51+60	7	
01	56+48	64+71	7	
01	62+71	64+71	•	7
01	68+83	69+64	18'	-L-
01	69+64	70+98	10	7
01	71+71	72+46		7
01	73+45	75+60	18'	-L-
01	75+60	79+51	7	
01	77+89	79+51	·	7
01	91+69	92+25		7
01	94+87	95+90		7
01	98+55	99+16		7
01	101+87	113+24	7	•
01	103+85	104+80		7
01	107+24	108+49		7
01	111+36	113+24		7
01	115+79	117+31	7	'
01	116+53	117+31	<u>'</u>	7
01	121+98	124+03	7	· ·
01	123+19	125+60	<u> </u>	7
01	129+01	129+76		7
01	130+10	133+43	7	
01	132+42	132+91	•	7
01	136+19	136+83	7	
01	136+83	138+60	•	7
01	140+77	141+86		7
01	143+53	146+26	7	
01	147+61	148+36	7	
04	1+86	2+32	7	
04	7+42	11+78	<u> </u>	7
04	7+94	11+78	7	· ·

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

<u> </u>	L DEP IN WILL I	71101111110 1		
MAP #	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)

PROJECT REFERENCE NO.	SHEET NO.
DB00385	11

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

I OL	L DEFINIVILL F	ATCHING - 0	DEI III- D Z	J.UD WIIA
MAP#	FROM STATION	TO STATION	-LT- WIDTH (FT)	-RT- WIDTH (FT)
03	5+13	11+48	i i	7
03	7+49	11+48	7	
03	14+23	17+31	7	
03	14+23	16+00		7
03	17+31	31+71		7
03	20+56	31+71	7	
03	31+71	36+32	10	10
03	36+32	38+27	7	
03	38+93	45+84	7	
03	40+35	41+15		7
03	42+27	43+29		7
03	69+26	70+74		7
03	69+26	70+74	7	
03	70+74	71+65	10	10
03	71+65	76+66	7	
03	76+66	77+57	10	
03	77+57	84+59	7	
03	89+62	91+77	7	
03	89+62	90+80		7
03	92+76	103+83	7	
03	92+76	94+40		7
03	108+48	110+71	7	
03	118+94	125+11	7	
03	126+30	127+89	7	
03	132+65	133+45		7
03	133+45	137+84	7	
03	140+21	146+24		7
03	141+62	143+31	7	
03	153+66	156+99		10
03	157+54	160+68		7
03	160+68	166+08	7	
03	161+40	162+89		7
03	168+18	175+40	7	
03	168+18	169+52		7
03	170+48	171+33		7
03	172+96	177+90		7
03	179+23	181+34	7	
03	187+93	191+83	7	
03	193+19	194+03	7	
03	193+93	194+82		7
03	196+94	206+20	7	
03	199+07	200+68		7
03	208+54	209+33	7	
03	208+54	209+73		7
03	210+32	210+81		7
03	210+81	212+56	7	

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

MAP # FROM STATION TO STATION -LT- WIDTH (FT) -RT- WIDTH (FT) 03 211+22 212+56 7 03 219+39 220+77 7 03 223+48 225+24 7 03 228+87 229+45 7 03 242+32 243+40 7 03 246+20 247+66 7 03 253+17 259+16 7 03 258+47 262+86 7 03 265+80 266+21 7 03 272+30 274+16 7 03 274+96 277+97 7 03 278+84 279+74 7 03 299+08 299+97 7 03 299+63 301+08 7 03 304+89 308+23 7 03 309+28 311+52 7 03 309+48 310+00 7 03 339+48 310+00	<u> FUL</u>	L DEPTH MILL	PAICHING - 6	<u> </u>	D.UD IVIIA
03 211+22 212+56 7 03 219+39 220+77 7 03 223+48 225+24 7 03 228+87 229+45 7 03 242+32 243+40 7 03 246+20 247+66 7 03 253+17 259+16 7 03 258+47 262+86 7 03 265+80 266+21 7 03 268+91 270+33 7 03 272+30 274+16 7 03 274+96 277+97 7 03 291+00 292+14 7 03 299+08 299+97 7 03 299+63 301+08 7 03 304+56 306+65 7 03 309+28 311+52 7 03 309+48 310+00 7 03 319+31 320+58 7 03	MAP#	FROM STATION	TO STATION		
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03 274+96 277+97 7 03 278+84 279+74 7 03 291+00 292+14 7 03 299+08 299+97 7 03 299+63 301+08 7 03 304+56 306+65 7 03 304+89 308+23 7 03 309+28 311+52 7 03 309+48 310+00 7 03 317+46 321+86 7 03 319+31 320+58 7 03 325+04 328+05 7 03 330+63 331+31 7 03 334+04 337+52 7 03 346+32 350+99 7 03 359+08 361+10 7 03 361+85 363+09 10					
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03 291+00 292+14 7 03 299+08 299+97 7 03 299+63 301+08 7 03 304+56 306+65 7 03 304+89 308+23 7 03 309+28 311+52 7 03 309+48 310+00 7 03 317+46 321+86 7 03 319+31 320+58 7 03 325+04 328+05 7 03 330+63 331+31 7 03 334+04 337+52 7 03 346+32 350+99 7 03 359+08 361+10 7 03 361+85 363+09 10					
03 299+08 299+97 7 03 299+63 301+08 7 03 304+56 306+65 7 03 304+89 308+23 7 03 309+28 311+52 7 03 309+48 310+00 7 03 317+46 321+86 7 03 319+31 320+58 7 03 325+04 328+05 7 03 330+63 331+31 7 03 334+04 337+52 7 03 346+32 350+99 7 03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10				7	
03 299+63 301+08 7 03 304+56 306+65 7 03 304+89 308+23 7 03 309+28 311+52 7 03 309+48 310+00 7 03 317+46 321+86 7 03 319+31 320+58 7 03 325+04 328+05 7 03 330+63 331+31 7 03 334+04 337+52 7 03 346+32 350+99 7 03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10					
03 304+56 306+65 7 03 304+89 308+23 7 03 309+28 311+52 7 03 309+48 310+00 7 03 317+46 321+86 7 03 319+31 320+58 7 03 325+04 328+05 7 03 330+63 331+31 7 03 334+04 337+52 7 03 346+32 350+99 7 03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10					7
03 304+89 308+23 7 03 309+28 311+52 7 03 309+48 310+00 7 03 317+46 321+86 7 03 319+31 320+58 7 03 325+04 328+05 7 03 330+63 331+31 7 03 334+04 337+52 7 03 346+32 350+99 7 03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10					
03 309+28 311+52 7 03 309+48 310+00 7 03 317+46 321+86 7 03 319+31 320+58 7 03 325+04 328+05 7 03 330+63 331+31 7 03 334+04 337+52 7 03 346+32 350+99 7 03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10				7	
03 309+48 310+00 7 03 317+46 321+86 7 03 319+31 320+58 7 03 325+04 328+05 7 03 330+63 331+31 7 03 334+04 337+52 7 03 346+32 350+99 7 03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10					7
03 317+46 321+86 7 03 319+31 320+58 7 03 325+04 328+05 7 03 330+63 331+31 7 03 334+04 337+52 7 03 346+32 350+99 7 03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10	03	309+28	311+52	7	
03 319+31 320+58 7 03 325+04 328+05 7 03 330+63 331+31 7 03 334+04 337+52 7 03 346+32 350+99 7 03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10	03	309+48	310+00		
03 325+04 328+05 7 03 330+63 331+31 7 03 334+04 337+52 7 03 346+32 350+99 7 03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10	03	317+46	321+86		7
03 330+63 331+31 7 03 334+04 337+52 7 03 346+32 350+99 7 03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10	03	319+31	320+58	7	
03 334+04 337+52 7 03 346+32 350+99 7 03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10	03	325+04	328+05		7
03 346+32 350+99 7 03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10	03	330+63	331+31	7	
03 358+06 358+70 7 03 359+08 361+10 7 03 361+85 363+09 10	03	334+04	337+52	7	
03 359+08 361+10 7 03 361+85 363+09 10	03	346+32	350+99	7	
03 361+85 363+09 10	03	358+06	358+70	7	
	03	359+08	361+10		7
03 365+57 368+34 7	03	361+85	363+09	10	
	03	365+57	368+34	7	

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00385	12	

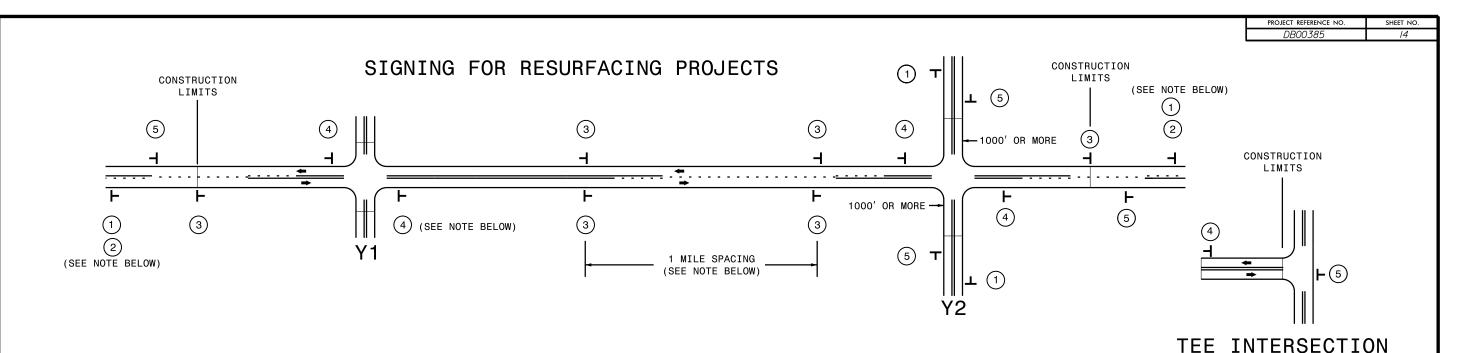
SUMMARY OF QUANTITIES

								0262000000-N	122000000-E	1245000000-E	1297000000-E	1308000000-E	1330000000-E	1498000000-E	1525000000-E	1575000000-E	170400000	0-E	600000000-E	6071010000-E	6084000000-E	6117000000-N
PROJECT NO COUNTY MAP NO ROUTE	DESCRIPTION	TYP NO L	ANES LANE	FINAL	WARM MIX	LENGTH	WIDTH	HAULING	INCIDENTAL	SHOULDER	1½" MILLING	0" TO 1.75"	INCIDENTAL	INTERMEDIATE	SURFACE	ASPHALT	4" DEPTH 6'	' DEPTH	TEMPORARY	WATTLE	SEED &	RESPONSE FOR
			TYPE	SURFACE	ASPHALT			NCDOT	STONE BASE	RECONSTRUCTI		MILLING	MILLING	COURSE, 119.0B	COURSE, SF9.5A	BINDER FOR	MILL	MILL	SILT FENCE		MULCHING	EROSION
				TESTING	REQUIRED			SUPPLIED		ON				,	,	PLANT MIX	PATCHING PA	TCHING	1		1 '	CONTROL
				REQUIRED				SHOULDER										CISTING	1		1 '	
								MATERIAL										/EMENT -	1		1 '	
																		25.0B	1		1 '	
						MI	FT	EA	TONS	SMI	SY	SY	SY	TONS	TONS	TONS		TON	LF	LF	AC	EA
2018CPT.02.29.20071 Beaufort 1 SR 1936	FROM SR 1955 TO SR 1946	1	2 2WU	NO	NO	5.84	18	468	292	11.69	- 31		300	10165	6,600	442	2,000	1011	 	80	7.31	1
TOTAL FOR MAP NO. 1	1 KOW 3K 1333 TO 3K 1340		2 2000	NO	NO	5.84	10	468	292	11.69			300		6,600	442	2,000			80	7.31	1
TOTALTON MAI NO. 1						5.84		468	292	11.69			300		6,600	442	2,000			80	7.31	1
TOTAL FOR PROJ NO. 2018CPT.02.29.20071		-				3.64		400	232	11.09			300	+	0,000	442	2,000		\vdash	80	7.51	1
						l		l				l.	l.				2,000					
2018CPT.02.30.20251 Craven 2 SR 1604	FROM SR 1662 TO SR 09	2	2 2WU	NO	NO	0.62	18	50	31	1.24			450	950	600	86			50	40	0.78	1
2018CPT.02.30.20251 Craven 2 SR 1604 TOTAL FOR MAP NO. 2	PROIVI 3R 1002 TO 3R 09	2	2 2000	INO	NO	0.62	10	50	31	1.24			450 450		600	86			50	40	0.78	
TOTAL FOR MAP NO. 2	FROM REALIFORT COLUMITY TO CR					0.62		50	31	1.24			450	950	600	80			30	40	0.78	
0040007 00 00 00054	FROM BEAUFORT COUNTY TO SR	_				0.00				47.76			500		44.400	744		7.000	1 400	400		
2018CPT.02.30.20251 Craven 3 SR 1621	1628	1	2 2WU	NO	NO	8.88	20	444	444	17.76			600		11,100	744		7,000	100	100	8.88	
TOTAL FOR MAP NO. 3	50014001465		2			8.88		444	444	17.76		 	600		11,100	744		7,000	100	100	8.88	
2018CPT.02.30.20251 Craven 4 SR 1628	FROM SR 1482 TO SR 1621	2	2 2WU	NO	NO	0.24	20	19	12	0.48		ļ	120	450	500	55	210		\vdash	40	0.30	
TOTAL FOR MAP NO. 4		1				0.24		19	12	0.48			120	450	500	55	210			40	0.30	
TOTAL FOR PROJ NO. 2018CPT.02.30.20251		1				9.74		513	487	19.48			1,170	1,400	12,200	885		7,000	150	180	9.96	
																	7,210				L	
<u> </u>												1	1	1			1					ı
2018CPT.02.32.20521 Jones 5 SR 1112	FROM SR 1114 TO US 17	1	2 2WU	NO	NO	1.56	20	78	78	3.12			250		1,800	121			100	80	1.56	
TOTAL FOR MAP NO. 5						1.56		78	78	3.12			250		1,800	121			100	80	1.56	
2018CPT.02.32.20521 Jones 6 SR 1113	FROM SR 1112 TO DEAD END	1	2 2WU	NO	NO	0.46	18	23	50	0.92			250		550	37			1	40	0.46	
TOTAL FOR MAP NO. 6						0.46		23	50	0.92			250		550	37			1	40	0.46	
	FROM SR 1116 TO 326FT WEST OF																		1		1 '	
2018CPT.02.32.20521 Jones 7A SR 1118	GIBSON BRIDGE	3	2 2WU	NO	NO	0.95	21	48	48	1.90		700		780	1,250	121			100	60	1.19	
TOTAL FOR MAP NO. 7A						0.95		48	48	1.90		700		780	1,250	121			100	60	1.19	
2018CPT.02.32.20521 Jones 8 SR 1325	FROM NC 58 TO DEAD END	1	2 2WU	NO	NO	0.56	20	28	50	1.12			250	780	1,250	121			100	40	0.70	
TOTAL FOR MAP NO. 8						0.56		28	50	1.12			250	780	1,250	121			100	40	0.70	
2018CPT.02.32.20521 Jones 9 SR 1337	FROM SR 1338 TO US 17	1	2 2WU	NO	NO	2.30	20	115	115	4.60			400	780	1,250	121			100	100	2.88	
TOTAL FOR MAP NO. 9						2.30		115	115	4.60			400	780	1,250	121			100	100	2.88	
2018CPT.02.32.20521 Jones 10 SR 1338	FROM SR 1337 TO NC 58	1	2 2WU	NO	NO	0.20	19	10	10	0.40			200		200	13			50	40	0.20	
TOTAL FOR MAP NO. 10						0.20		10	10	0.40			200		200	13			50	40	0.20	
2018CPT.02.32.20521 Jones 11 SR 1354	FROM COLONIAL STREET TO NC 58	1	2 2WU	NO	NO	0.13	16	7	7	0.26			180		125	8			50	40	0.13	
TOTAL FOR MAP NO. 11		1 - 1		1		0.13		7	7	0.26			180		125	8			50	40	0.13	
						6.16		309	358	12.32		700	1,530	2,340	6,425	542			500	400	7.12	
TOTAL FOR PROJ NO. 2018CPT.02.32.20521						0.20		555		12.02		,	2,000	2,5 .5	0,120						7.22	
		ı			I	1								I	I							
2018.CPT.02.34.20691 Pamlico 12 SR 1363	FROM SR 1308 TO DEAD END	1	2 2WU	NO	NO	0.50	18	25	25	1.00			200		530	36			100	40	0.50	
TOTAL FOR MAP NO. 12		+ - +		1		0.50		25	25	1.00		1	200		530	36			100	40	0.50	
2018.CPT.02.34.20691 Pamlico 13 SR 1364	FROM SR 1363 TO SR 1363	1	2 2WU	NO	NO	0.34	18	17	17	0.68		1	200		370	25			50	40	0.34	
TOTAL FOR MAP NO. 13		+ - +		.,,		0.34	1 20	17	17	0.68		 	200		370	25	 		50	40	0.34	
2018.CPT.02.34.20691 Pamlico 14 SR 1390	FROM SR 1363 TO DEAD END	1	2 2WU	NO	NO	0.22	18	11	11	0.44		 	200	+	225	15	 		50	40	0.22	
TOTAL FOR MAP NO. 14	. NOW SK 1969 TO BEAD END	1	2 2000	140	110	0.22	10	11	11	0.44		 	200	+	225	15	 		50 50	40	0.22	
		+		-		1.06		53	53	2.12		 	600	+	1,125	76	 		200	120	1.06	
TOTAL FOR PROJ NO. 2018.CPT.02.34.20691						1.00		33	<i>J</i> 3	2.12		1	000		1,123	70			200	120	1.00	
			1	I	<u> </u>	1	<u> </u>			1	1	1	1	1	ı		1					1
	FROM JONES COUNTY TO 326' WEST	- 1				1		ı														I
2018CPT.03.07.20671 Onslow 7B SR 1332	OF GIBSON BRIDGE	4	2 2WU	NO	NO	0.06	20				700	1	1		60	4			1		1 '	
TOTAL FOR MAP NO. 7B	OF GIBSON BRIDGE	+	2 2000	INU	INU	0.06	20			1	700 700	1	+		60	4	 				 '	
TOTAL FOR WAY NO. 78		+								-		 	 		60	4	 		\vdash		 	
TOTAL FOR PROJ NO. 2018CPT.03.07.20671		+				0.06	<u> </u>			-	700	1	-	+	90	4	 				 '	
				l	<u> </u>	<u> </u>	<u> </u>					1	1		l l		1				<u> </u>	
		1 1	-		l	22.004	1	1 242	1 100	AE C1	700	700	3.000	2 740	26.440	1.040	2 210	7.000	050	700	25 45	1 4
GRAND TOTAL				-		22.864		1,343	1,190	45.61	700	700	3,600	3,740	26,410	1,949		7,000	850	780	25.45	1
					l	1						<u> </u>	<u> </u>				9,210					l

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00385	13	

THERMOPLASTIC AND PAINT QUANTITIES

										4413000000-E	4457000000-N
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE	LENGTH	WIDTH	WORK ZONE	TEMPORARY TRAFFIC
							TYPE			ADVANCE/GE	CONTROL
										NERAL	
										WARNING	
										SIGNING	
								MI	FT	SF	LS
2018CPT.02.29.20071 Beaufort 1 SR 1936				FROM SR 1955 TO SR 1946	1	2	2WU	5.84	18	325	0.15
	OR MAP N							5.84		325	0.15
TOTAL FOR PROJ N	NO. 2018CP	T.02.29.20	071					5.84		325	0.15
2018CPT.02.30.20251	Craven	2	SR 1604	FROM SR 1662 TO SR 09	2	2	2WU	0.62	18		0.03
	OR MAP N		3N 1004	1 KOW 3K 1002 TO 3K 03			2000	0.62	10		0.03
IOIALI	I	0. <u>2</u>	1	FROM BEAUFORT COUNTY TO SR				0.02			0.03
2018CPT.02.30.20251	Craven	3	SR 1621	1628	1	2	2WU	8.88	20	1,000	0.44
	OR MAP N		02022					8.88		1,000	0.44
2018CPT.02.30.20251		4	SR 1628	FROM SR 1482 TO SR 1621	2	2	2WU	0.24	20	30	0.01
	OR MAP N	O. 4						0.24	-	30	0.01
TOTAL FOR PROJ N			251					9.74		1,030	0.48
2018CPT.02.32.20521	Jones	5	SR 1112	FROM SR 1114 TO US 17	1	2	2WU	1.56	20	175	0.08
TOTAL F	OR MAP N	O. 5						1.56		175	0.08
2018CPT.02.32.20521	Jones	6	SR 1113	FROM SR 1112 TO DEAD END	1	2	2WU	0.46	18	55	0.02
TOTAL F	OR MAP N	O. 6						0.46		55	0.02
				FROM SR 1116 TO 326FT WEST OF							
2018CPT.02.32.20521	Jones	7A	SR 1118	GIBSON BRIDGE	3	2	2WU	0.95	21	110	0.05
	OR MAP NO	T	·					0.95		110	0.05
2018CPT.02.32.20521	Jones	8	SR 1325	FROM NC 58 TO DEAD END	1	2	2WU	0.56	20	110	0.03
	OR MAP N	1	I			_		0.56		110	0.03
2018CPT.02.32.20521	Jones	9	SR 1337	FROM SR 1338 TO US 17	1	2	2WU	2.30	20	300	0.12
	OR MAP N		CD 1220	FROM SR 1337 TO NC 58	1	2	2/4/11	2.30	10	300	0.12
2018CPT.02.32.20521	Jones OR MAP NO	10	SR 1338	FROM SR 1337 TO NC 58	1	2	2WU	0.20 0.20	19	25 25	0.01 0.01
IUIALF	OR WAP NO	J. 10						0.20		25	0.01
2018CPT.02.32.20521	Jones	11	SR 1354	FROM COLONIAL STREET TO NC 58	1	2	2WU	0.13	16	15	0.01
	OR MAP NO		31(1334	TROW COLONIAL STREET TO NO 38			2000	0.13	10	15	0.01
TOTAL FOR PROJ N			1521					6.16		790	0.32
13.7.213.11001								0.20		750	J.J.
2018.CPT.02.34.20691	Pamlico	12	SR 1363	FROM SR 1308 TO DEAD END	1	2	2WU	0.50	18	60	0.02
	OR MAP NO				1			0.50		60	0.02
2018.CPT.02.34.20691		13	SR 1364	FROM SR 1363 TO SR 1363	1	2	2WU	0.34	18	40	0.02
	OR MAP NO	D. 13						0.34		40	0.02
2018.CPT.02.34.20691	Pamlico	14	SR 1390	FROM SR 1363 TO DEAD END	1	2	2WU	0.22	18	25	0.01
TOTAL F	OR MAP NO	D. 14						0.22		25	0.01
TOTAL FOR PROJ N	IO. 2018.CF	T.02.34.20	0691					1.06		125	0.05
				FROM JONES COUNTY TO 326' WEST							
2018CPT.03.07.20671	Onslow	7B	SR 1332	OF GIBSON BRIDGE	4	2	2WU	0.06	20		
	OR MAP NO							0.06			
TOTAL FOR PROJ N	NO. 2018CP	T.03.07.20	671					0.06			
	<u> </u>		<u> </u>								
GR/	AND TOTAL							22.864		2,270	1



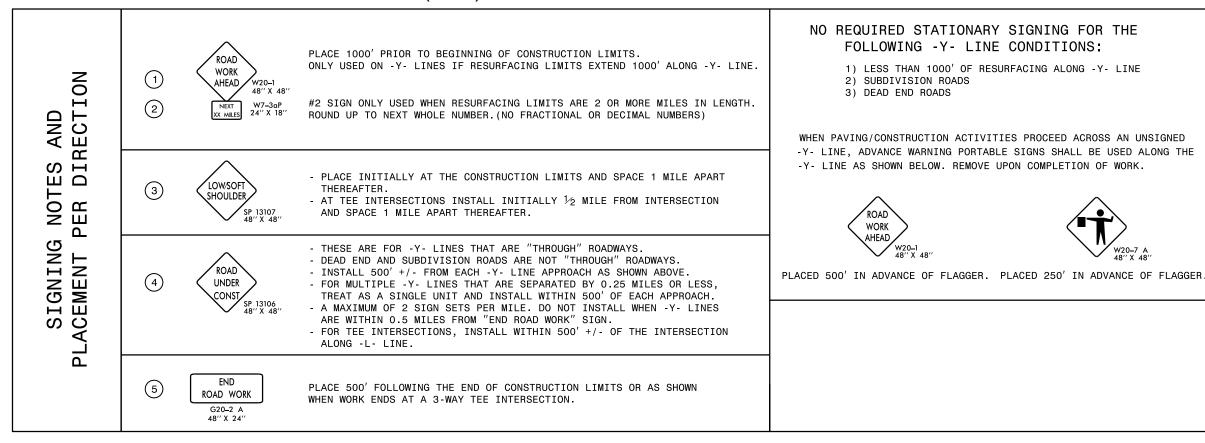
<u>LEGEND</u>

→ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING





RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS