

09/08/09

TIP NO.: R-5506

CONTRACT NO.: C203423

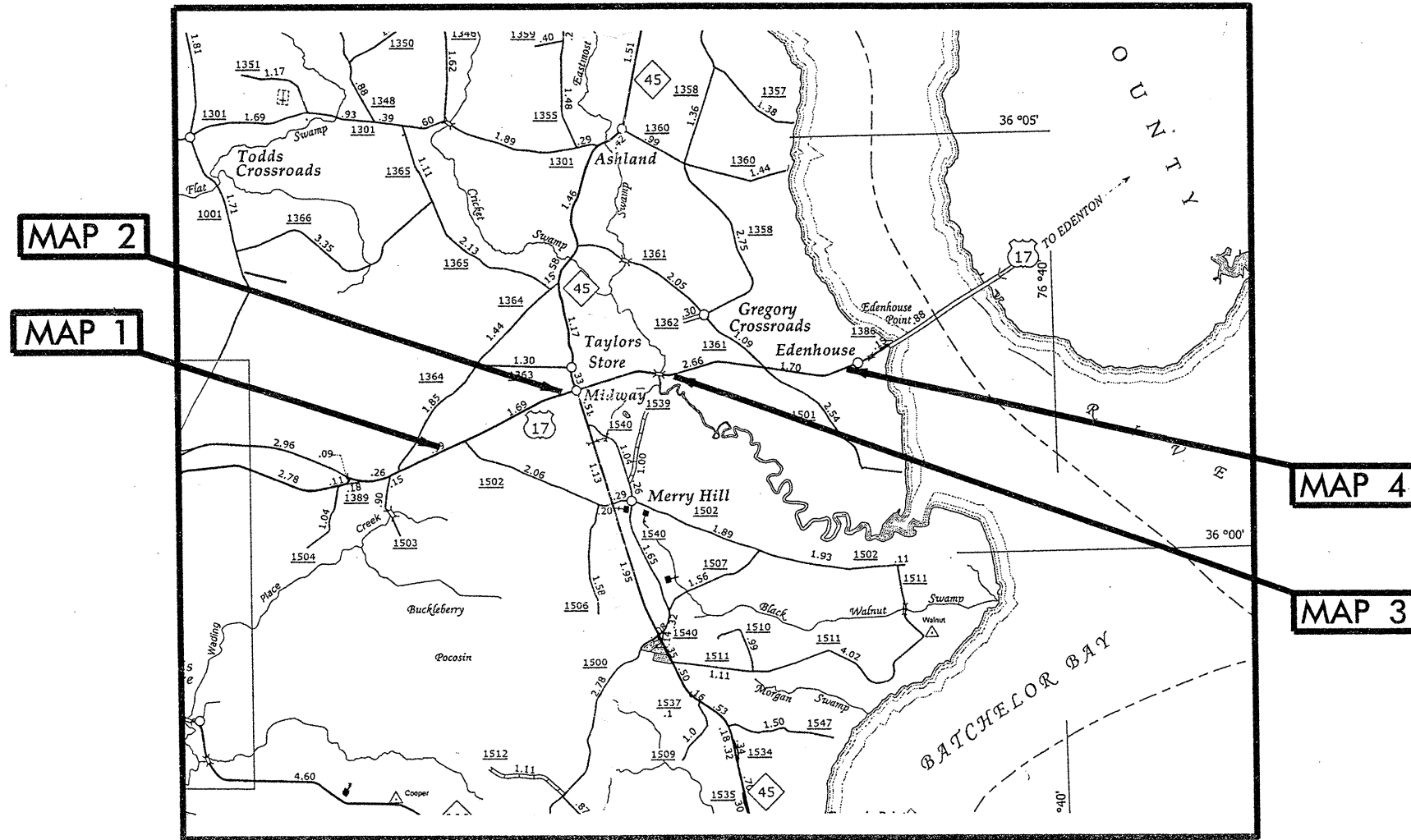
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

BERTIE COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5506	1	
STATE FUNDING	F.A.P. FUNDING	DESCRIPTION	
45457.3 ESI	NHS-0017(119)	MAP 1 - 4	

LOCATION: MAP 1 US 17 FROM SR 1364 TO BEGIN C&G
 MAP 2 US 17 FROM BEGIN C&G TO END C&G
 MAP 3 US 17 FROM END C&G TO BEGIN DIVIDED HIGHWAY
 MAP 4 US 17 FROM BEGIN DIVIDED HIGHWAY TO CHOWAN RIVER BRIDGE

TYPE OF WORK: MILLING, RESURFACING & PAVEMENT MARKINGS



NTS

PROJECT LENGTH	
LENGTH OF ROADWAY PROJECT MAP 1	= 1.54 MI.
LENGTH OF ROADWAY PROJECT MAP 2	= 2.16 MI.
LENGTH OF ROADWAY PROJECT MAP 3	= 0.42 MI.
LENGTH OF ROADWAY PROJECT MAP 4	= 3.10 MI.

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

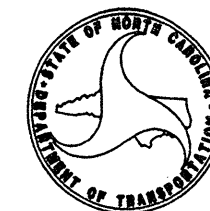
2012 STANDARD SPECIFICATIONS

LETTING DATE:
OCTOBER 15, 2013

W.B. HOBBS, P.E.
 DIVISION PROJECT MANAGER

C.E. SLACHTA
 DIVISION PROPOSALS ENGINEER

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA



PAVEMENT SCHEDULE

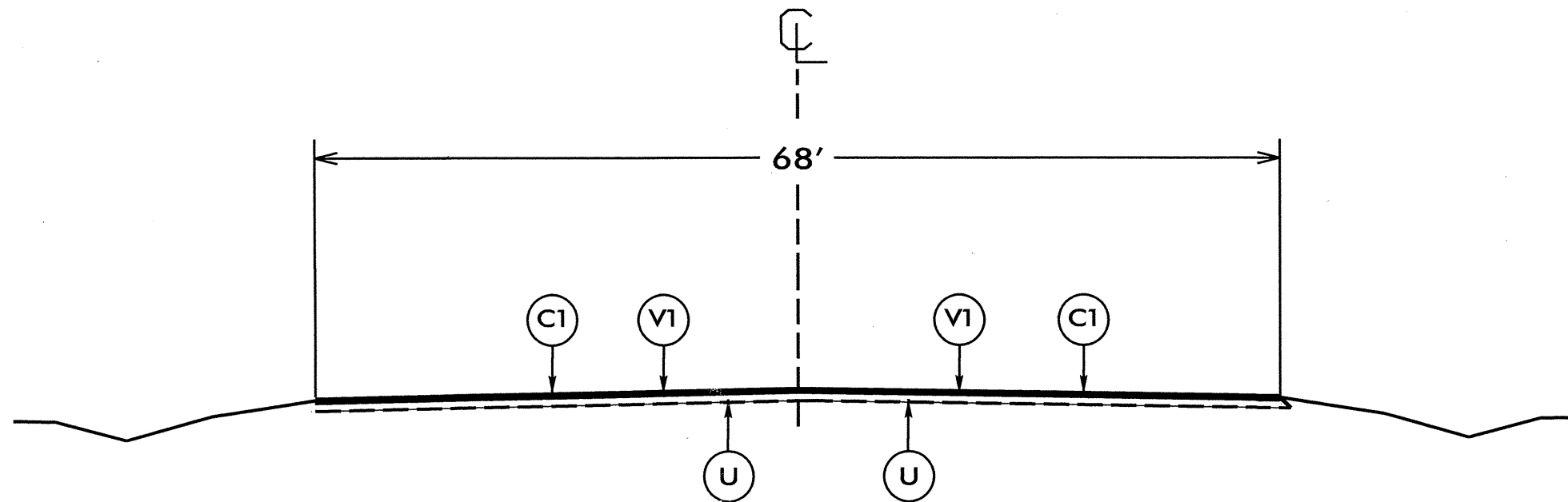
C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
V1	MILLING BITUMINOUS PAVEMENT. 2" IN DEPTH.

NOTES:

*ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII., OR AS DIRECTED BY THE ENGINEER

*EDGES, PAVEMENT WIDENING, INTERSECTIONS, AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES

*PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE



TYPICAL SECTION NO.1

USE WITH MAP 1 & 3

NTS

TIME

PROJECT NO.	SHEET NO.	TOTAL NO.
R-5506. 45457.3.1	5	

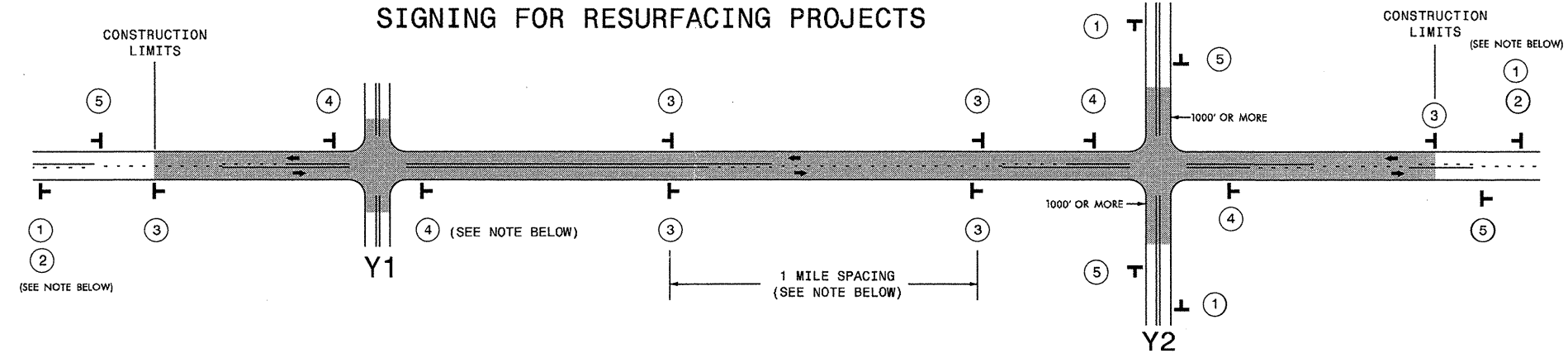
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	MOBILIZATION LS	FOUNDATION CONDITIONING MATERIAL TONS	FOUNDATION CONDITIONING GEOTEXTILE SY	15" RC PIPE CULVERTS, CLASS III LF	INCIDENTAL STONE BASE TON	2" MILLING SY	SURFACE COURSE, S9.5B TON	ASPHALT BINDER FOR PLANT MIX TON	AC PLANT MIX (REPAIR) TON	FRAME WITH GRATE, STD 840.24 EA	6" CONCRETE DRIVEWAY SY	ADJ. OF METER OR VALVE BOX EA	GUARDRAIL ANCHOR UNITS, TYPE 350 EA	INDUCTIVE LOOP SAWCUT LF	LEAD-IN CABLE (14-2) LF
R-5506	Bertie	1	US 17	FROM SR 1364 TO BEG. C&G	1	5	MU	NO	NO	1.54	68	0.21				35	66,000	7,862	472			50				
R-5506	Bertie	2	US 17	FROM BEG C&G TO END C&G	2	5	MU	NO	NO	2.16	58.5	0.30	6	20	60		77,750	9,522	571	30	2			2	1,400	500
R-5506	Bertie	3	US 17	FROM END C&G TO BEG 4 LANE DIVIDED	1	5	MU	NO	NO	0.42	68	0.06				35	16,509	2,039	122					2		
R-5506	Bertie	4	US 17	FROM BEG 4 LANE DIV TO CHOWAN RIVER BRIDGE	3	4	MD	NO	NO	3.1	30	0.43				35	125,300	14,889	893				1	6		
GRAND TOTAL										7.22		1	6	20	60	105	285,559	34,312	2,058	30	2	50	1	10	1,400	500

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	GEN. TRAFFIC CONTROL ITEM TEMP TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	4" X 90 M YELLOW THERMO LF	GEN. SIGNING ITEM WORK ZONE ADVANCE/GEN. WARNING SIGNING SF	4" X 120 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO LT ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	4" YELLOW PAINT LF	4" WHITE PAINT LF	24" WHITE PAINT LF	PAINT LT ARROW EA	PAINT RT ARROW EA	PAINT STR ARROW EA	PAINT STR & RT ARROW EA		
R-5506	Bertie	1	US 17	FROM SR 1364 TO BEG. C&G	1	5	MU	1.54	68	0.21	16,910		157.50	21,000	4,330		37	2			23,100	26,180		37	2				
R-5506	Bertie	2	US 17	FROM BEG C&G TO END C&G	2	5	MU	2.16	58.5	0.30			*	28,760	6,660	220	56	2	8	2	15,000	3,000	220	56	2	8	2		
R-5506	Bertie	3	US 17	FROM END C&G TO BEG 4 LANE DIVIDED	1	5	MU	0.42	67	0.06	4,450		*	5,550	1,110		8				6,300	7,140		8					
R-5506	Bertie	4	US 17	FROM BEG 4 LANE DIV TO CHOWAN RIVER BRIDGE	3	4	MD	3.1	30	0.43	33,000	32,750	*	2,220	13,210	80	36	5	48		32,860	55,800	80	36	5	48			
GRAND TOTAL										7.22		1	54,360	32,750	157.50	57,530	25,310	300	137	9	56	2	90,280	79,670	300	137	9	56	2
											87,110		82,840				204				169,950				204				

SIGNING FOR RESURFACING PROJECTS



LEGEND	
T	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.
	2	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)
	3	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.
	4	THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.
5	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

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.

PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

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RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

