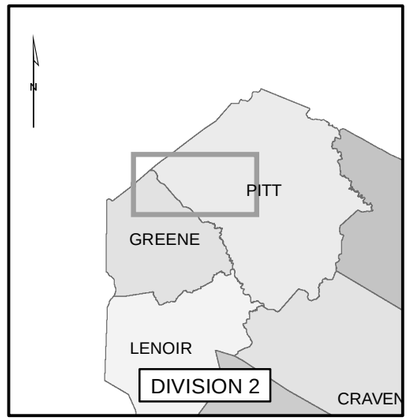


GREENE & PITT COUNTY

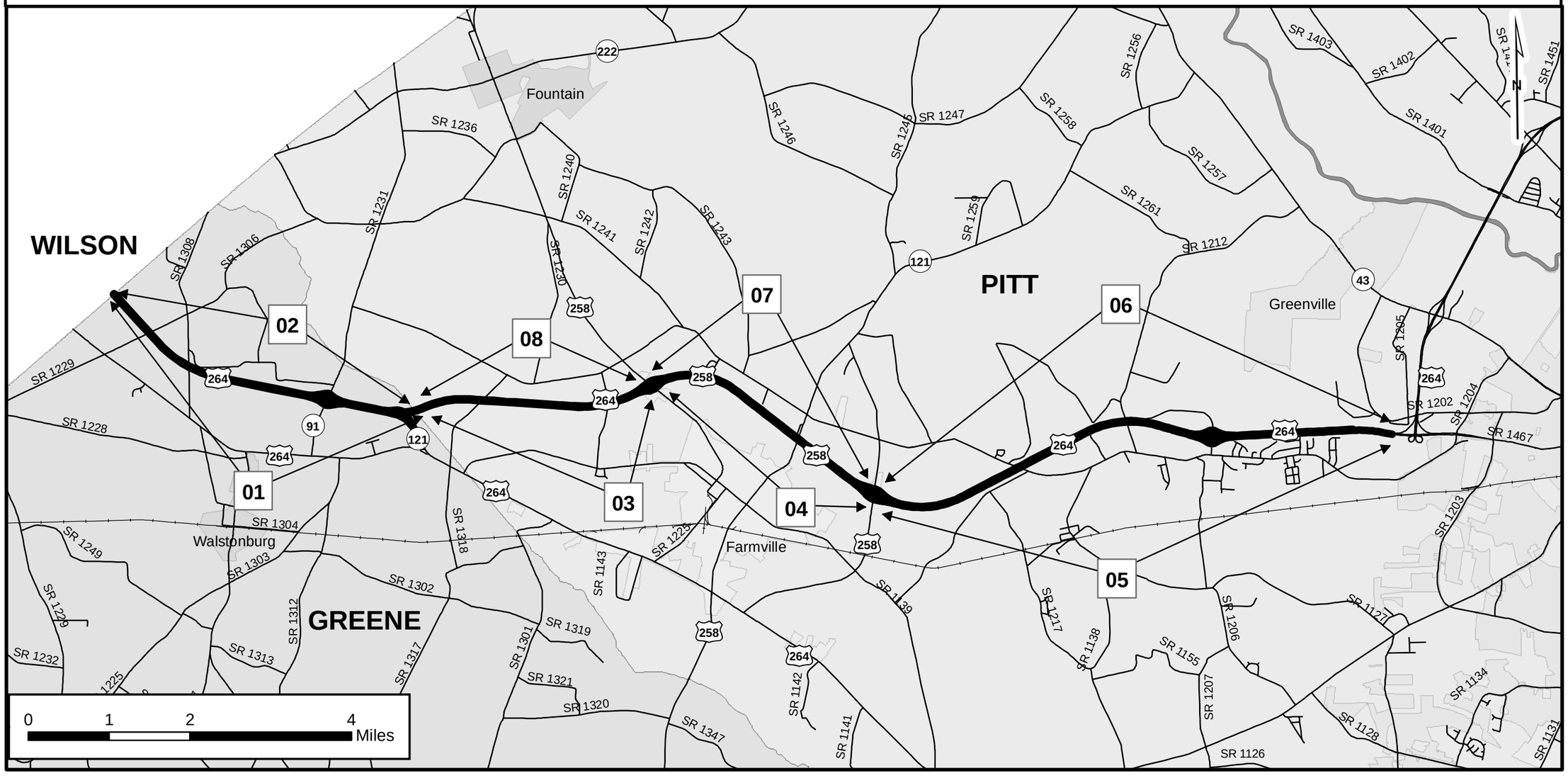
PROJECT REFERENCE NO.	SHEET NO.
I-6032 / I-6035	1

WBS: 47981.3.GV1 - Greene County
47984.3.GV1 - Pitt County

LOCATION: I-6032 - US-264 EB/WB FROM THE WILSON COUNTY LINE TO THE PITT COUNTY LINE
I-6035 - US-264/US-258 EB/WB FROM THE GREENE COUNTY LINE
TO THE S/W BYPASS PROJECT LIMITS IN PITT COUNTY

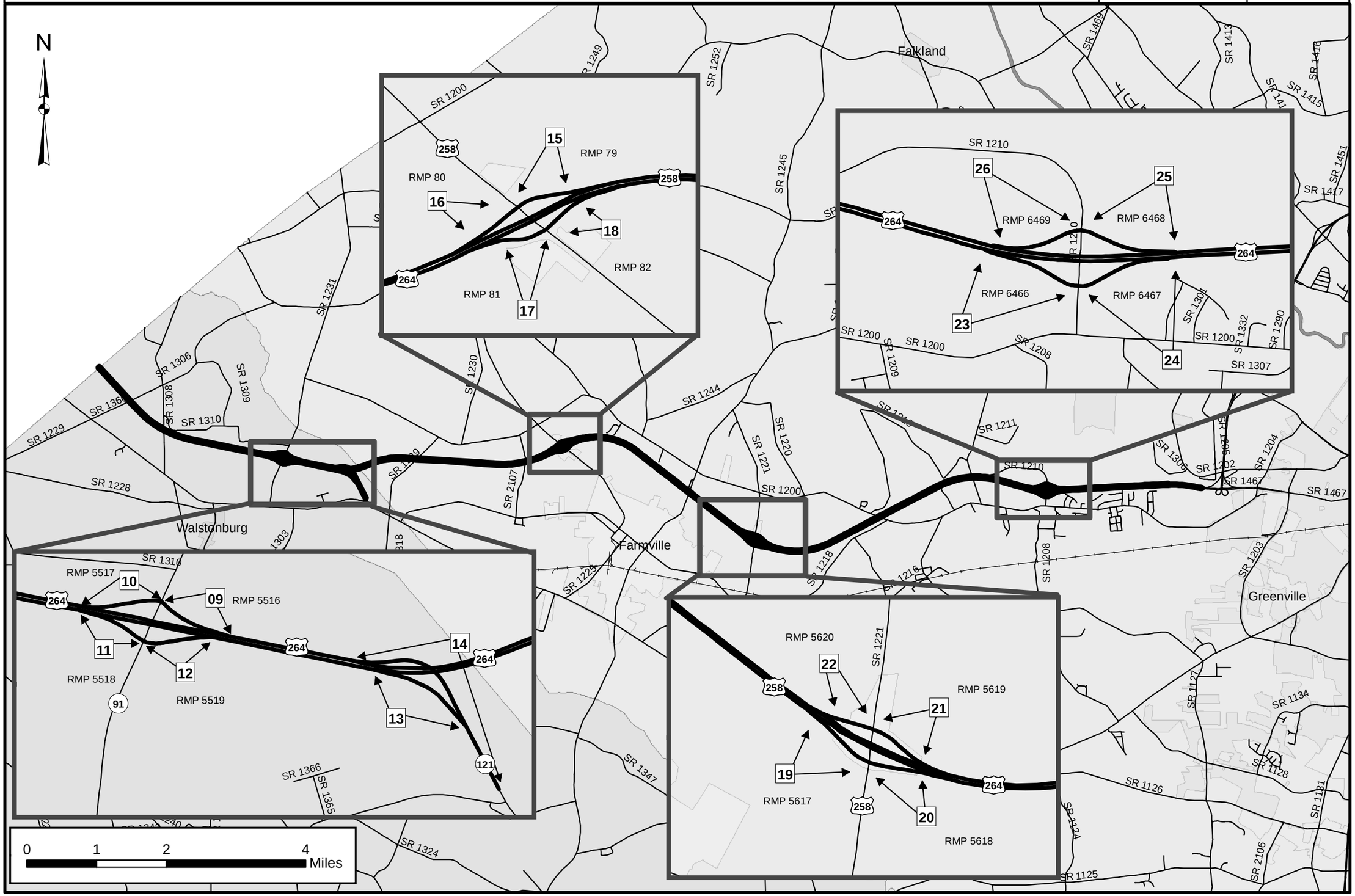
TYPE OF WORK: WIDENING, MILLING, RESURFACING, PAVEMENT MARKINGS, PAVEMENT MARKERS, SHOULDER RECONSTRUCTION

NCDOT
DIVISION 2



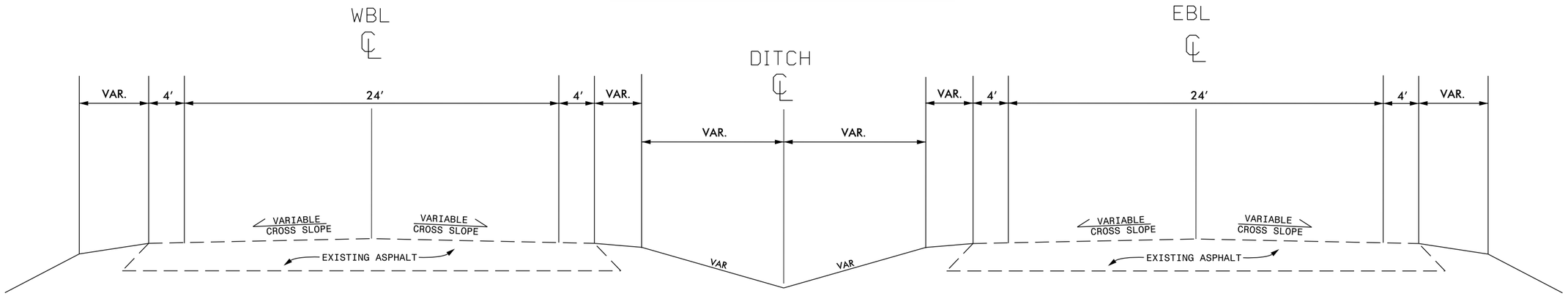
INTERCHANGE RAMP LOCATIONS

PROJECT REFERENCE NO.	SHEET NO.
I-6032 / I-6035	2



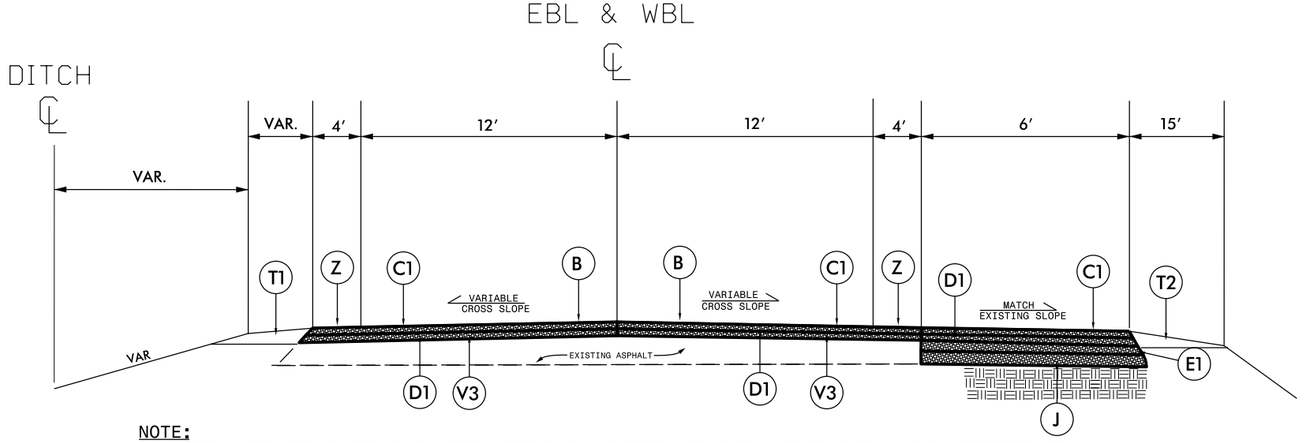
PROJECT REFERENCE NO.	SHEET NO.
I-6032 / I-6035	3

EXISTING US-258/US-264 TYPICAL SECTION



TYPICAL SECTION NO. 1

MAP 1: US-264 EB FROM THE WILSON COUNTY LINE TO THE GREENE COUNTY LINE.
MAP 2: US-264 WB FROM THE GREENE COUNTY LINE TO THE WILSON COUNTY LINE.
MAP 3: US-264 EB FROM THE GREENE COUNTY LINE TO THE US-258 INTERCHANGE.
MAP 4: US-258 EB FROM THE US-258 INTERCHANGE TO THE US-258 TRUCK ROUTE INTERCHANGE.
MAP 5: US-264 EB FROM THE US-258 TRUCK ROUTE INTERCHANGE TO THE S/W BYPASS PROJECT LIMITS.
MAP 6: US-264 WB FROM THE S/W BYPASS PROJECT LIMITS TO THE US-258 TRUCK ROUTE INTERCHANGE.
MAP 7: US-258 WB FROM THE US-258 TRUCK ROUTE INTERCHANGE TO THE US-258 INTERCHANGE.
MAP 8: US-264 WB FROM THS US-258 INTERCHANGE TO THE GREENE COUNTY LINE.



NOTE:
1. EXCAVATE FOR PAVED SHOULDER WIDENING. BOTTOM OF EXCAVATION SHOULD BE APPROXIMATELY SEVEN (7) FEET WIDE TO ACCOMODATE SIX (6) FEET OF ADDITIONAL PAVED SHOULDER FOR A TOTAL OF TEN (10) FEET OF PAVED SHOULDER.
2. PLACE CLASS IV SUBGRADE STABILIZATION IN ONE LAYER AT AN APPROXIMATE DEPTH OF 4 INCHES.
3. PLACE ASPHALT BASE COURSE LAYER IN PAVED SHOULDER WIDENING.
4. PLACE ASPHALT INTERMEDIATE LAYER OF ASPHALT IN PAVED SHOULDER WIDENING.
5. PERFORM SHOULDER RECONSTRUCTION PRIOR TO REMOVAL OF TRAFFIC CONTROL DEVICES TO THE ELEVATION OF THE PAVED SHOULDER INTERMEDIATE COURSE LAYER.
6. MILL TRAVEL LANES FOUR (4) INCHES AND PLACE INTERMEDIATE LAYER OF ASPHALT IN A CONTINUOUS OPERATION.
6. PLACE SURFACE COURSE ASPHALT LAYER FULL WIDTH OF TRAVEL LANES, PAVED SHOULDERS, AND GORE AREAS.
7. COMPLETE SHOULDER RECONSTRUCTION BY BACKFILLING INTERMEDIATE AND SURFACE COURSE LAYERS OF ASPHALT.
8. PLACE OPEN-GRADED ASPHALT FRICTION COURSE - TYPE FC-1 MODIFIED.
9. INSTALL PAVEMENT MARKINGS AND MILLED RUMBLE STRIPS.

PAVEMENT SCHEDULE

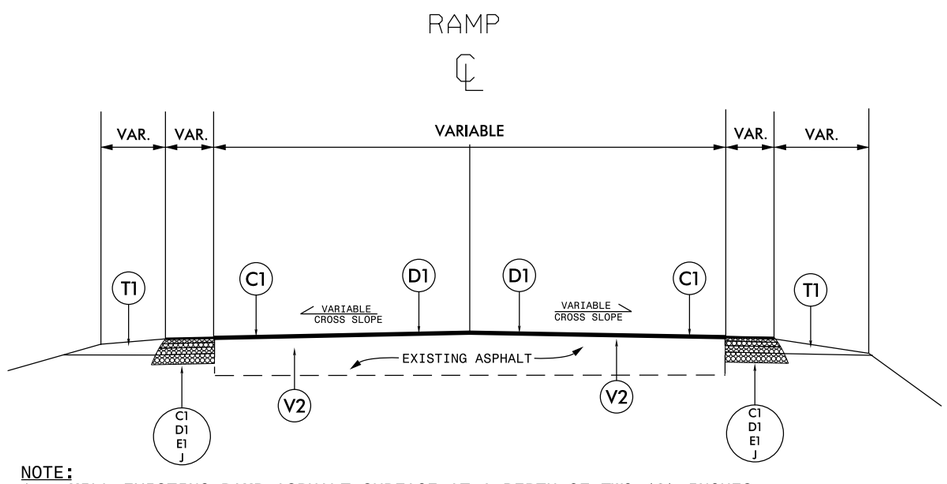
B	PROP. OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. PER LAYER
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I 19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, ONE LAYER OF TYPE B 25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
J	PROP. APPROX. 4" OF CLASS IV SUBGRADE STABILIATION IN ONE LIFT
T1	MEDIAN SHOULDER RECONSTRUCTION
T2	OUTSIDE SHOULDER RECONSTRUCTION
V2	2" DEPTH MILLING
V3	4" DEPTH MILLING
Z	MILLED RUMBLE STRIPS

DRAWINGS NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
I-6032 / I-6035	4

TYPICAL SECTION NO. 2

MAP 09 THRU MAP 26



NOTE:
1. MILL EXISTING RAMP ASPHALT SURFACE AT A DEPTH OF TWO (2) INCHES.
2. CLOSE THE RAMP AND PERFORM SYMMETRICAL SHOULDER WIDENING. INSTALL FOUR (4) INCHES OF CLASS IV SUBGRADE STABILIZATION STONE AND FOUR (4) INCHES ASPHALT BASE COURSE.
3. PLACE THE ASPHALT INTERMEDIATE COURSE FULL WIDTH OF THE WIDENING SECTION AND EXISTING ASPHALT PAVEMENT.
4. PLACE THE ASPHALT SURFACE COURSE FULL WIDTH OF THE WIDENING SECTION AND THE EXISTING ASPHALT PAVEMENT.
5. PERFORM SHOULDER RECONSTRUCTION.
6. INSTALL PAVEMENT MARKINGS

Map Number	Ramp Number	Nominal Existing Width	Left Ramp Widening	Right Ramp Widening	
09	5516	20.0 FT	4.0 FT		**Curb & Gutter present. Widening to be performed on opposite shoulder.
10	5517	18.0 FT	2.0 FT	2.0 FT	**Curb & Gutter present. Widening to be performed on opposite shoulder.
11	5518	20.0 FT	4.0 FT		**Curb & Gutter present. Widening to be performed on opposite shoulder.
12	5519	18.0 FT	2.0 FT	2.0 FT	**Curb & Gutter present. Widening to be performed on opposite shoulder.
13	NC-121 NB	19.0 FT	2.5 FT	2.5 FT	
14	NC-121 SB	17.0 FT	3.5 FT	3.5 FT	
15	79	18.0 FT	3.0 FT	3.0 FT	
16	80	18.0 FT	3.0 FT	3.0 FT	
17	81	20.0 FT	2.0 FT	2.0 FT	
18	82	20.0 FT	2.0 FT	2.0 FT	
19	5617	18.0 FT	3.0 FT	3.0 FT	
20	5618	17.0 FT	3.5 FT	3.5 FT	
21	5619	18.0 FT	3.0 FT	3.0 FT	
22	5620	18.0 FT	3.0 FT	3.0 FT	
23	6466	20.0 FT	2.0 FT	2.0 FT	
24	6467	19.0 FT	2.5 FT	2.5 FT	
25	6468	18.0 FT	3.0 FT	3.0 FT	
26	6469	18.0 FT	3.0 FT	3.0 FT	

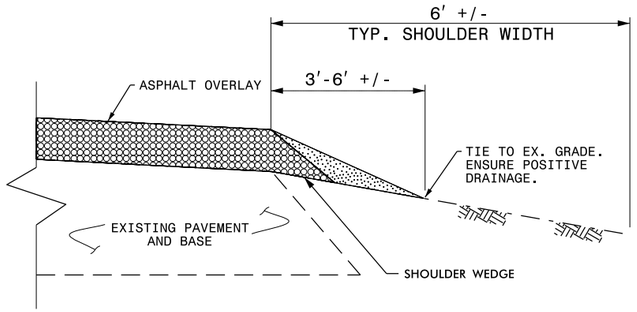
PAVEMENT SCHEDULE

B	PROP. OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD. PER LAYER
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. PER LAYER
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I 19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, ONE LAYER OF TYPE B 25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
J	PROP. APPROX. 4" OF CLASS IV SUBGRADE STABILIZATION IN ONE LIFT
T1	MEDIAN SHOULDER RECONSTRUCTION
T2	OUTSIDE SHOULDER CONSTRUCTION
V2	2 " DEPTH MILLING
V3	4 " DEPTH MILLING
Z	MILLED RUMBLE STRIPS

DRAWINGS NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
I-6032 / I-6035	5

SHOULDER RECONSTRUCTION TYPICAL

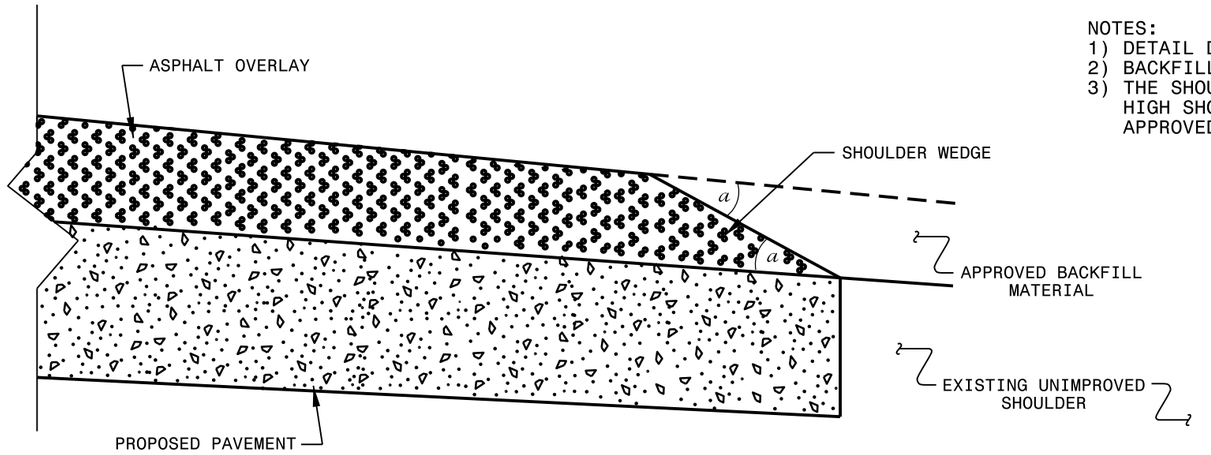


SHOULDER RECONSTRUCTION DETAIL

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. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

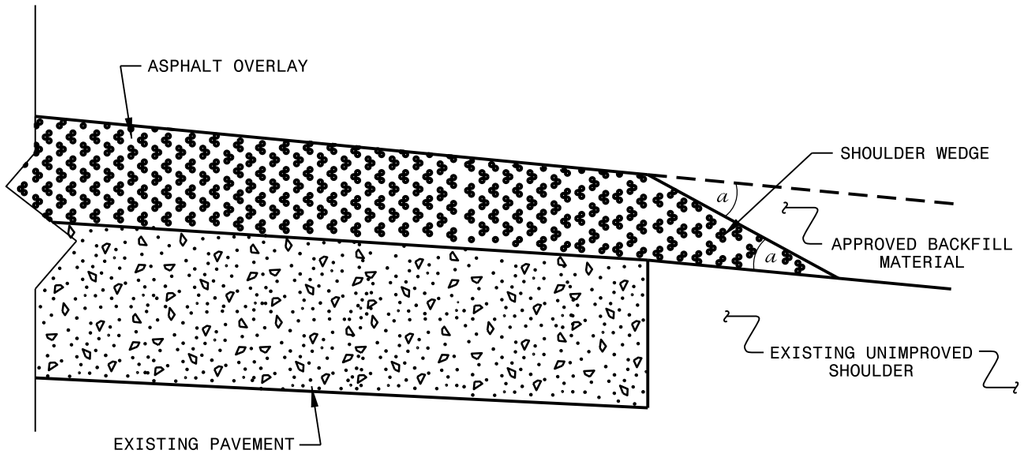
PROJECT REFERENCE NO.	SHEET NO.
I-6032 I-6035	6



NOTES:
1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.

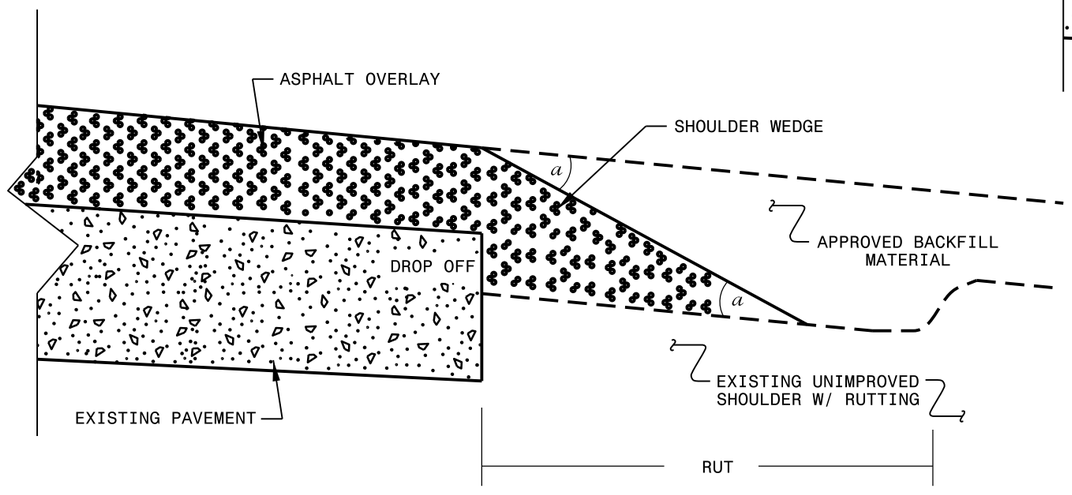
SHOULDER WEDGE DETAIL

(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°

CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

SHOULDER WEDGE DETAILS

ORIGINAL BY: T.SPELL DATE: 7-19-11
MODIFIED BY: DATE: 2/2/16
CHECKED BY: DATE:
FILE SPEC.: s:usr/details/stand/shoulderwedgedetail.dgn

22-JAN-2018 09:41
S:\Contracts\Contracts\Resurfacing Projects\Division 4\I-5937 Wilson March 2018\Revised Shoulder Wedge Detail.dgn
pporter AI CSD-2925/2

Guardrail Summary

Map Number	STA	STA	RT/LT	Guardrail / End Unit Removal Length	GREU - TYPE TL-3	CAT-1	B-83 Anchor Unit	Guardrail Length Needed	Shop Curve Guardrail Length
1	68+20	69+12	LT	92	1	1		112.5	
1	68+24	69+17	RT	93	1		1	25	
1	121+27	128+55	RT	728	1	1		675	
1	137+12	139+68	RT	256	1	1		200	
1	161+33	162+93	LT	160	1	1		112.5	
1	196+25	208+40	RT	1215	1	1		1162.5	
1	211+92	214+32	RT	240	1		1	175	
1	212+91	214+58	LT	167	1	1		112.5	
2	729+82	732+21	RT	239	1		1	175	
2	730+76	732+42	LT	166	1	1		112.5	
2	782+09	783+68	LT	159	1	1		112.5	
2	804+35	807+26	RT	291	1	1		237.5	
2	875+55	876+44	RT	89	1		1	25	
2	875+64	876+53	LT	89	1	1		112.5	
3	224+52	254+20	RT	2968	1	1		2912.5	
3	262+04	265+07	RT	303	1		1	237.5	
3	264+83	266+29	LT	146	1	1		100	
3	280+91	284+07	RT	316	1	1		262.5	
3	316+31	324+11	RT	780	1	1		725	
3	376+72	378+88	RT	216	1		1	150	
3	376+92	378+70	LT	178	1		1	112.5	
4	380+04	381+46	LT	142		1	1	112.5	
4	393+45	414+13	RT	2068	1	1		2012.5	
4	463+99	469+38	RT	539	1	1		487.5	
4	480+65	483+05	RT	240	1	1		187.5	
4	485+56	488+84	RT	328	1		1	262.5	
4	487+85	489+29	LT	144	1	1		100	
4	549+31	550+96	LT	165	1	1		112.5	
5	589+13	593+77	RT	464	1	1		412.5	
5	651+31	652+87	RT	156	1		1	112.5	
5	651+65	652+97	LT	132	1	1		112.5	
5	681+33	686+49	RT	516	1	1		462.5	
5	714+40	729+09	RT	1469	1		1	1400	
5	727+41	729+09	LT	168	1		1	100	
5	729+87	730+98	LT	111		1	1	87.5	
5	729+94	737+04	RT	710		1	1	687.5	
5	756+98	765+87	RT	889	1	1		837.5	
5	785+52	787+27	LT	175	1	1		125	
5	802+27	807+30	RT	503	1	1		450	
5	825+38	827+68	RT	230	1	1		175	
6	138+71	145+80	RT	709	1	1		662.5	
6	158+11	159+87	LT	176	1	1		125	
6	178+10	184+59	RT	649	1	1		600	
6	208+57	215+71	RT	714	1		1	650	

Note 1:
Station Numbers for Maps 1, 3, 4, 5, and 6 begin at the Wilson County Line and continue Eastbound to Stantonsburg Road

Note 2:
Station Numbers for Maps 2, 6, 7, and 8 begin at the Stantonsburg Road (SR-1200) Intersection and continue Westbound to the Wilson County Line

Guardrail Summary

Map Number	STA	STA	RT/LT	Guardrail / End Unit Removal Length	GREU - TYPE TL-3	CAT-1	B-83 Anchor Unit	Guardrail Length Needed	Shop Curve Guardrail Length
6	213+93	215+64	LT	171	1		1	100	
6	216+81	227+81	RT	1100		1	1	1075	
6	216+72	218+12	LT	140		1	1	112.5	
6	258+91	263+43	RT	452	1	1		400	
6	292+36	293+88	RT	152	1		1	87.5	
6	292+77	294+21	LT	144	1	1		100	
6	349+53	355+52	RT	599	1	1		550	
6	393+65	395+29	LT	164	1	1		112.5	
7	453+02	456+06	RT	304	1		1	237.5	
7	455+10	456+51	LT	141	1	1		112.5	
7	460+57	463+22	RT	265	1	1		212.5	
7	473+89	480+82	RT	693	1	1		637.5	
7	537+80	558+27	RT	2047	1	1		2000	
7	564+15	566+30	RT	215	1		1	150	
7	564+34	566+11	LT	177	1		1	112.5	
8	567+41	568+82	LT	141		1	1	112.5	
8	622+82	628+23	RT	541	1	1		487.5	
8	660+19	663+88	RT	369	1	1		325	
8	676+38	679+18	RT	280	1		1	212.5	
8	678+95	680+37	LT	142	1	1		87.5	
8	692+46	720+99	RT	2853	1	1		2800	
9			RT	545	1	1		412.5	75
9			LT	350	1		1	175	100
10			RT	530	1	1		325	150
10			LT	320		1	1	175	112.5
11			LT	350	1		1	150	125
12			RT	1155	1	1		975	125
12			LT	350		1	1	250	75
14			RT	820	1		1	750	
14			LT	175	1		1	100	
14			RT	1475		1	1	1450	
14			LT	590		1	1	562.5	
19			RT	1125	1		1	962.5	87.5
20			RT	1525		1	1	1375	125
21			RT	975	1	1		800	125
22			RT	925	1	1		762.5	112.5
23			RT	540	2			375	75
24			RT	475	1	1		325	100
25			RT	650	2			462.5	87.5
26			RT	425	1	1		287.5	87.5
			Totals =	**44678 LF**	**75 EA**	**59 EA**	**34 EA**	**38825 LF**	**1563 LF**

PROJECT NO.	SHEET NO.	TOTAL NO.
I-6032 / I-6035	9	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BORROW	MEDIAN SHOULDER RECONSTRUCTION (T1)	OUTSIDE SHOULDER RECONSTRUCTION (T2)	SHALLOW UNDERCUT	CLASS IV SUBGRADE STABILIZATION	4" MILLING	2" MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	POLYMER MOD ASPH BINDER FOR PLANT MIX	OGAFC, TYPE FC-1 MOD	MILLED RUMBLE STRIPS	STEEL BEAM GUARD RAIL	STEEL BEAM GUARDRAIL, SHOP CURVED	CAT-1	TL-3	B-83 (std dwg 862.03)	REMOVE EXISTING GUARDRAIL	LANE CLOSURE	NON-METALLIC SNOWPLOWABLE MARKERS	RAMP/LOOP CLOSURE	TEMP. SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL
										MI	FT	CY	SMI	SMI	CY	TON	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	LF	LF	LF	EA	EA	EA	LF	EA	EA	EA	LF	LF	AC	EA
47981.3.GV1	Greene	1	US 264 EB	WILSON CO LINE TO PITT CO LINE	1	2	MD	YES	NO	4.178	32	3,134	4.20	4.20	1,922	3,700	83,000		3,600	14,200	7,000	1,264	177	2,896	44,120	2,575		6	8	2	2,951	276	349		627	418	6.27	1
		2	US 264 WB	PITT CO LINE TO WILSON CO LINE	1	2	MD	YES	NO	4.153	32	3,115	4.15	4.15	1,910	3,600	83,100		3,600	14,250	7,000	1,266	176	2,879	43,856	775		4	6	2	1,033	6	349		623	415	6.23	1
		9	RAMP 5516	US 264 WB TO SR 1311	2	2		NO	NO	0.27	20	108	0.22		105	110		1,860	215	320	200	37			50	588	175	1	2	1	895		14	4	150	100	0.22	
		10	RAMP 5517	SR 1311 TO US 264 WB	2	2		NO	NO	0.29	18	116	0.21		113	320		2,450	145	420	250	42				500	262.5	2	1	1	850			4	150	100	0.23	
		11	RAMP 5518	US 264 EB TO NC 91	2	2		NO	NO	0.25	20	100	0.22		98	155		2,200	165	385	230	40			50	150	125		1	1	350		14	4	150	100	0.20	
		12	RAMP 5519	NC 91 TO US 264 EB	2	2		NO	NO	0.23	18	92	0.25		90	150		2,600	160	470	275	46				1,225	200	2	1	1	1,505			4	150	100	0.18	
		13	NC 121 NB	US 264 EB TO NC 121 SPLIT	2	2		NO	NO	0.38	19	152	0.76		148	225		5,300	235	915	540	87			50									4	200	100	0.57	
		14	NC 121 SB	US 264 WB TO NC 121 SPLIT	2	2		NO	NO	0.61	17	244	1.02		238	260		6,900	275	1,000	600	96				2,863		2	2	4	3,060			4	200	100	0.92	
TOTAL FOR PROJ NO. 47981.3.GV1, I-6032										**10.361**		**7,061**	**11.03**	**8.35**	**4,624**	**8,520**	**166,100**	**21,310**	**8,395**	**31,960**	**16,095**	**2,878**	**353**	**5,775**	**88,126**	**8,675**	**762.5**	**17**	**21**	**12**	**10,644**	**282**	**726**	**24**	**2,250**	**1,433**	**14.82**	**2**
47984.3.GV1	Pitt	3	US 264 EB	GREENE CO LINE TO US 258 INTERCHANGE	1	2	MD	YES	NO	3.004	32	2,253	3.00	3.00	1,382	2,600	57,500		2,900	9,700	5,600	932	127	2,082	31,722	4,500		4	7	3	4,907	6	230		451	300	4.51	1
		4	US 258 EB	US 258 INTERCHANGE TO US 258 TRK RTE INTERCHANGE	1	2	MD	YES	NO	3.258	32	2,444	3.26	3.26	1,499	2,700	64,000		2,760	10,800	6,100	1,009	138	2,258	34,404	3,275		6	6	2	3,626	6	275		489	326	4.89	1
		5	US 264 EB	US 258 TRK RTE INTERCHANGE TO S/W BYPASS PROJECT LIMITS	1	2	MD	YES	NO	6.713	32	5,035	6.72	6.72	3,088	5,600	132,095		5,825	21,900	13,000	2,093	284	4,653	70,889	4,963		9	10	5	5,523	15	534		1,007	671	10.07	
		6	US 264 WB	S/W BYPASS PROJECT LIMITS TO US 258 TRK RTE INTERCHANGE	1	2	MD	YES	NO	7.045	32	5,284	7.05	7.05	3,241	5,640	130,000		6,000	22,450	13,150	2,137	298	4,883	74,395	4,575		9	10	5	5,170	15	597		1,057	705	10.57	
		7	US 258 WB	US 258 TRK RTE INTERCHANGE TO US 258 INTERCHANGE	1	2	MD	YES	NO	3.273	32	2,455	3.27	3.27	1,506	2,780	63,920		2,830	11,000	6,400	1,039	138	2,269	34,563	3,463		4	7	3	3,842	6	271		491	327	4.91	
		8	US 264 WB	US 258 INTERCHANGE TO GREENE CO LINE	1	2	MD	YES	NO	2.994	32	2,246	3.00	3.00	1,377	2,500	58,000		2,700	10,000	6,000	962	127	2,075	31,617	4,025		5	5	2	4,326	6	228		449	299	4.49	
		15	RAMP 79	US 264 WB TO US 258	2	2		NO	NO	0.28	18	112	0.56		109	160		2,200	160	420	240	42			50								14	4	200	100	0.42	
		16	RAMP 80	US 258 TO US 264 WB	2	2		NO	NO	0.26	18	104	0.52		101	155		2,200	160	410	235	41												4	200	100	0.39	
		17	RAMP 81	US 264 EB TO US 258	2	2		NO	NO	0.28	20	112	0.56		109	95		1,815	95	350	210	34			50								14	4	200	100	0.42	
		18	RAMP 82	US 258 TO US 264 EB	2	2		NO	NO	0.28	20	112	0.56		109	100		1,800	105	320	185	31												4	200	100	0.42	
		19	RAMP 5617	US 264 EB TO US 258 TRK RTE	2	2		NO	NO	0.32	18	128	0.64		125	170		2,000	160	640	265	54			50	963	87.5		1	1	1,125		14	4	200	100	0.48	
		20	RAMP 5618	US 258 TRK RTE TO US 264 EB	2	2		NO	NO	0.32	17	128	0.64		125	200		1,000	215	475	275	49				1,375	125	1		1	1,525			4	200	100	0.48	
		21	RAMP 5619	US 264 WB TO SR 1221	2	2		NO	NO	0.34	18	136	0.68		133	160		2,100	170	490	285	48			50	800	125	1	1		975		14	4	200	100	0.51	
		22	RAMP 5620	SR 1221 TO US 264 WB	2	2		NO	NO	0.26	18	104	0.52		101	190		2,300	205	450	260	46				763	112.5	1	1		925			4	200	100	0.39	
		23	RAMP 6466	US 264 EB TO SR 1210	2	2		NO	NO	0.3	20	120	0.60		117	150		2,700	160	485	285	48			50	375	75		2		540		14	4	200	100	0.45	
		24	RAMP 6467	SR 1210 TO US 264 EB	2	2		NO	NO	0.28	19	112	0.56		109	150		2,100	160	400	235	41				325	100	1	1		475			4	200	100	0.42	
		25	RAMP 6468	US 264 WB TO SR 1210	2	2		NO	NO	0.29	18	116	0.58		113	200		2,300	210	460	265	47			50	463	87.5		2		650		14	4	200	100	0.44	
		26	RAMP 6469	SR 1210 TO US 264 WB	2	2		NO	NO	0.27	18	108	0.54		105	175		2,000	180	400	230	41				288	87.5	1	1		425			4	200	100	0.41	
TOTAL FOR PROJ NO. 47984.3.GV1, I-6035										**29.767**		**21,109**	**33.26**	**26.30**	**13,449**	**23,725**	**505,515**	**24,515**	**24,995**	**91,150**	**53,220**	**8,694**	**1,112**	**18,219**	**277,890**	**30,150**	**800**	**42**	**54**	**22**	**34,034**	**54**	**2,219**	**48**	**6,344**	**3,828**	**44.66**	**2**
GRAND TOTAL										**40.128**		**28,170**	**44.29**	**34.65**	**18,073**	**32,245**	**671,615**	**45,825**	**33,390**	**123,110**	**69,315**	**11,572**	**1,465**	**23,994**	**366,016**	**38,825**	**1,562.5**	**59**	**75**	**34**	**44,678**	**336**	**2,945**	**72**	**8,594**	**5,261**	**59.48**	**4**

PROJECT NO.	SHEET NO.
I-6032 / I-6035	10

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4400000(WZ SIGNS (STATIONARY)	4423000(WZ DIGITAL SPEED LIMIT SIGNS	44240(WZ PRESENCE LIGHTING	4434000(SEQ. FLASHING WARNING LIGHTS	45100 LAW ENFORCEMENT	4725000000-E THERMO MERGE ARROW 90 M	4725000000-E THERMO WRONG WAY ARROW (90 MILS)	4815000000-E 6" WHITE PAINT	4815000000-E 6" YELLOW PAINT	4825000(12" WHITE PAINT	4845(PAINT MERGE ARROW	4847040000-E POLYUREAPM YELLOW LINES (6", 30 MILS)	4847040000-E POLYUREA PM WHITE LINES (6", 30 MILS)	48470..-E POLYUREA PM WHITE LINES (12", 30 MILS)
								MI	FT	SF	EA	EA	EA	HR	EA	EA	LF	LF	LF	EA	LF	LF	LF
47981.3.GV1	Greene	1	US 264 EB	WILSON CO LINE TO PITT CO LINE	1	2	MD	4.178	32	192	3	20	15	250	3		27,575	22,060	2,000	3	22,060	27,575	2,000
		2	US 264 WB	PITT CO LINE TO WILSON CO LINE	1	2	MD	4.153	32	192					6		27,410	21,928	1,500	6	21,928	27,410	1,500
		9	RAMP 5516	US 264 WB TO SR 1311	2	2		0.27	20							1	920	920			920	920	
		10	RAMP 5517	SR 1311 TO US 264 WB	2	2		0.29	18								1,156	1,156			1,156	1,156	
		11	RAMP 5518	US 264 EB TO NC 91	2	2		0.25	20							1	1,320	1,320			1,320	1,320	
		12	RAMP 5519	NC 91 TO US 264 EB	2	2		0.23	18								1,214	1,214			1,214	1,214	
		13	NC 121 NB	US 264 EB TO NC 121 SPLIT	2	2		0.38	19								2,006	2,660			2,660	2,006	
		14	NC 121 SB	US 264 WB TO NC 121 SPLIT	2	2		0.61	17								2,512	2,512			2,512	2,512	
TOTAL FOR PROJ NO. 47981.3.GV1, I-6032								**10.361**		**384**	**3**	**20**	**15**	**250**	**9**	**2**	**64,113**	**53,770**	**3,500**	**9**	**53,770**	**64,113**	**3,500**
															11		**117,883**				**117,883**		
47984.3.GV1	Pitt	3	US 264 EB	GREENE CO LINE TO US 258 INTERCHANGE	1	2	MD	3.004	32	192				250			19,826	15,861	630		15,861	19,826	630
		4	US 258 EB	US 258 INTERCHANGE TO US 258 TRK RTE INTERCHANGE	1	2	MD	3.258	32	192					3		21,503	17,202	1,200	3	17,202	21,503	1,200
		5	US 264 EB	US 258 TRK RTE INTERCHANGE TO S/W BYPASS PROJECT LIMITS	1	2	MD	6.713	32	192					6		44,306	35,445	1,820	6	35,445	44,306	1,820
		6	US 264 WB	S/W BYPASS PROJECT LIMITS TO US 258 TRK RTE INTERCHANGE	1	2	MD	7.045	32	192					6		46,497	37,198	2,634	6	37,198	46,497	2,634
		7	US 258 WB	US 258 TRK RTE INTERCHANGE TO US 258 INTERCHANGE	1	2	MD	3.273	32	192					3		21,602	17,281	1,100	3	17,281	21,602	1,100
		8	US 264 WB	US 258 INTERCHANGE TO GREENE CO LINE	1	2	MD	2.994	32	192					3		19,760	15,808	610	3	15,808	19,760	610
		15	RAMP 79	US 264 WB TO US 258	2	2		0.28	18							1	1,428	1,428			1,478	1,478	
		16	RAMP 80	US 258 TO US 264 WB	2	2		0.26	18								1,373	1,373			1,373	1,373	
		17	RAMP 81	US 264 EB TO US 258	2	2		0.28	20							1	1,210	1,210			1,210	1,210	
		18	RAMP 82	US 258 TO US 264 EB	2	2		0.28	20								1,181	1,181			1,181	1,181	
		19	RAMP 5617	US 264 EB TO US 258 TRK RTE	2	2		0.32	18							1	1,430	1,430			1,430	1,430	
		20	RAMP 5618	US 258 TRK RTE TO US 264 EB	2	2		0.32	17								1,690	1,690			1,690	1,690	
		21	RAMP 5619	US 264 WB TO SR 1221	2	2		0.34	18							1	1,795	1,795			1,795	1,795	
		22	RAMP 5620	SR 1221 TO US 264 WB	2	2		0.26	18								1,373	1,373			1,373	1,373	
		23	RAMP 6466	US 264 EB TO SR 1210	2	2		0.3	20							1	1,584	1,584			1,584	1,584	
		24	RAMP 6467	SR 1210 TO US 264 EB	2	2		0.28	19								1,478	1,478			1,478	1,478	
		25	RAMP 6468	US 264 WB TO SR 1210	2	2		0.29	18							1	1,531	1,531			1,531	1,531	
		26	RAMP 6469	SR 1210 TO US 264 WB	2	2		0.27	18								1,426	1,426			1,426	1,426	
TOTAL FOR PROJ NO. 47984.3.GV1, I-6035								**29.767**		**1,152**				**250**	**21**	**6**	**190,993**	**156,294**	**7,994**	**21**	**156,344**	**191,043**	**7,994**
															27		**347,287**				**347,387**		
GRAND TOTAL								**40.128**		**1,536**	**3**	**20**	**15**	**500**	**30**	**8**	**255,106**	**210,064**	**11,494**	**30**	**210,114**	**255,156**	**11,494**
															38		**465,170**				**465,270**		

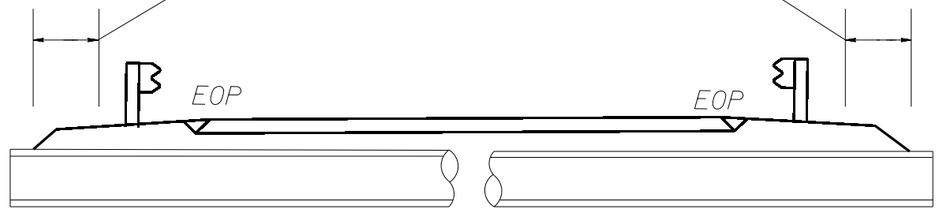
PROJECT REFERENCE NO.	SHEET NO.
I-6032 / I-6035	EC-1

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.

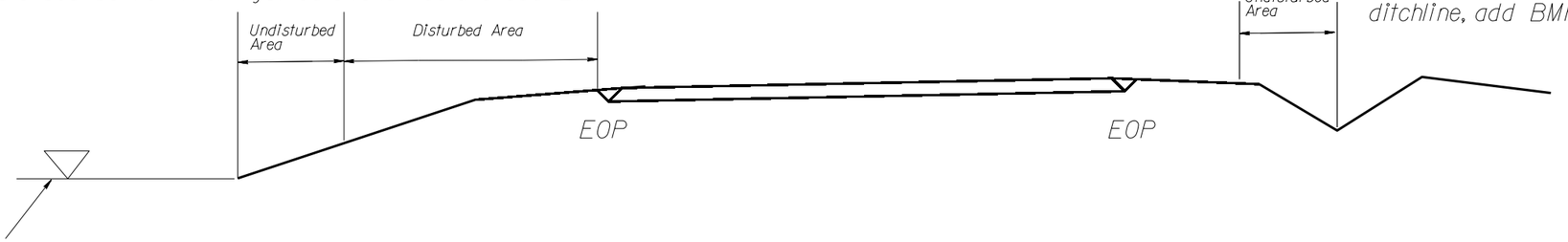
EROSION CONTROL DETAIL

< 5' - 10' Undisturbed buffer add BMP



Pipe/Culvert

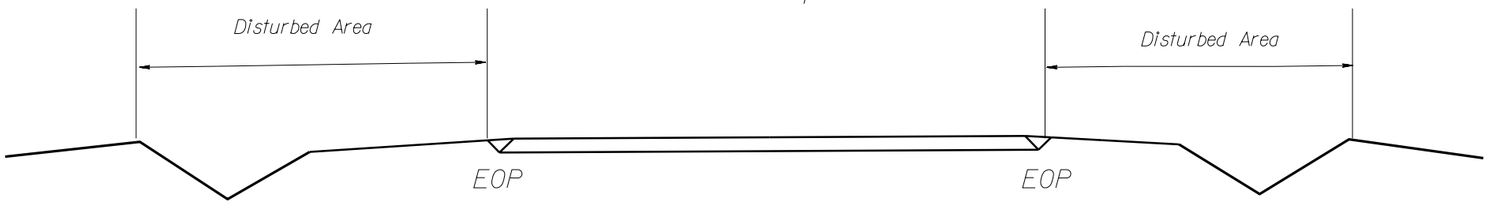
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP



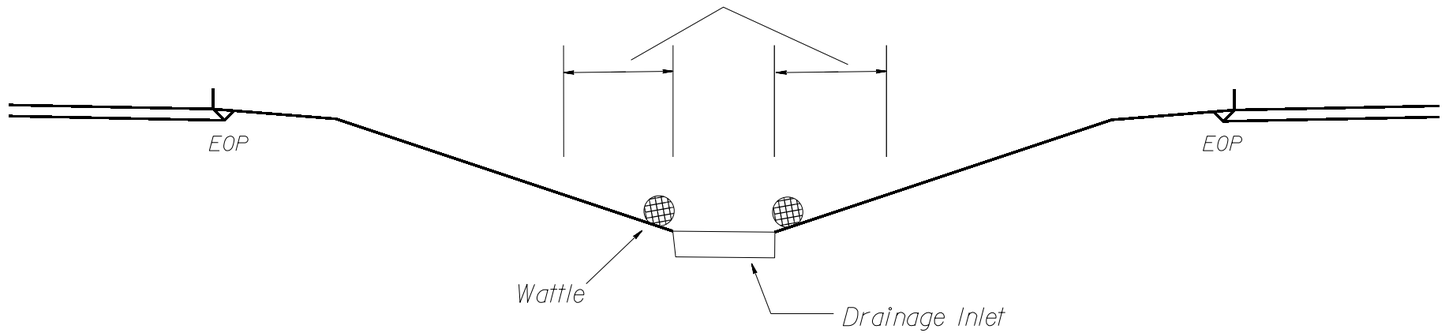
< 5' - 10' Undisturbed buffer from ditchline, add BMP

Jurisdictional Feature

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



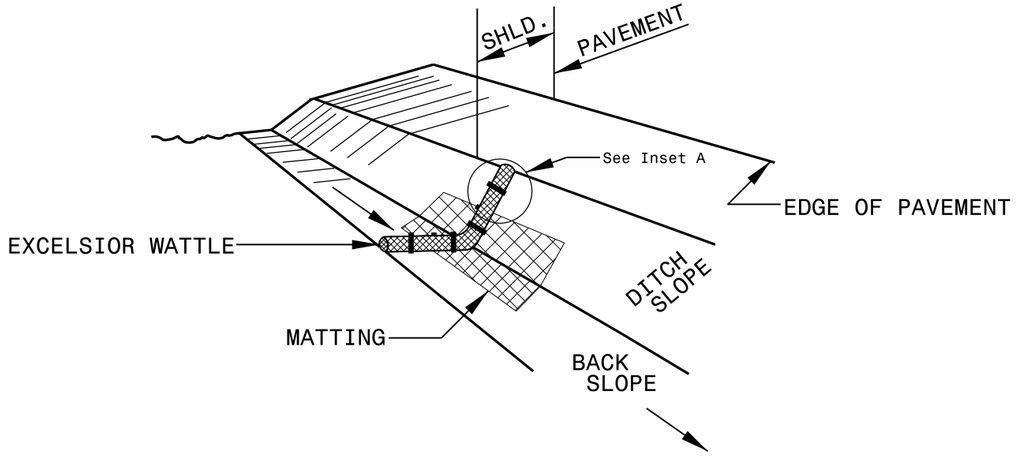
< 5' - 10' Undisturbed buffer from inlet, add wattle



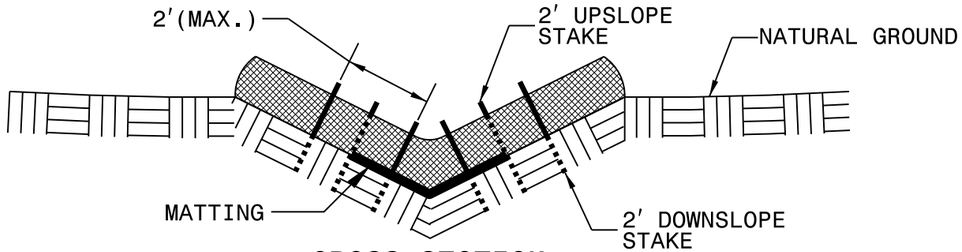
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
I-6032 / I-6035	EC-2

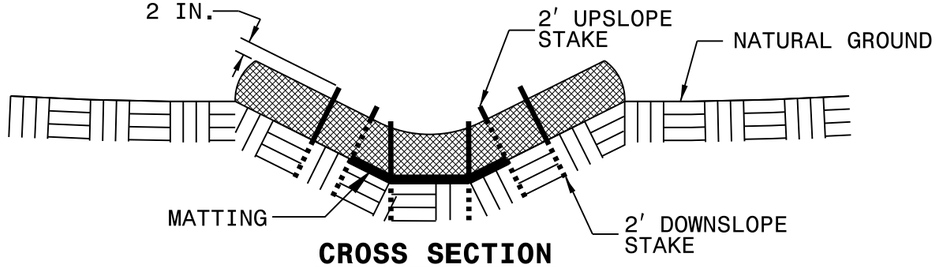
WATTLE DETAIL



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.

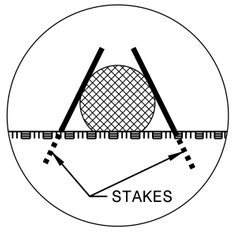
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

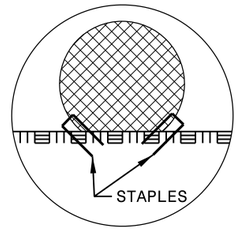
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12″ IN LENGTH.

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

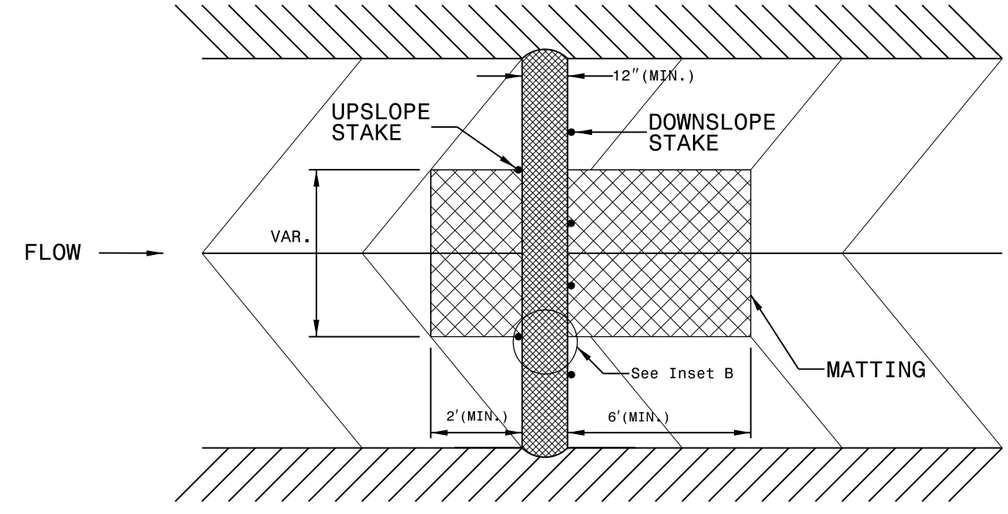
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW

NOT TO SCALE