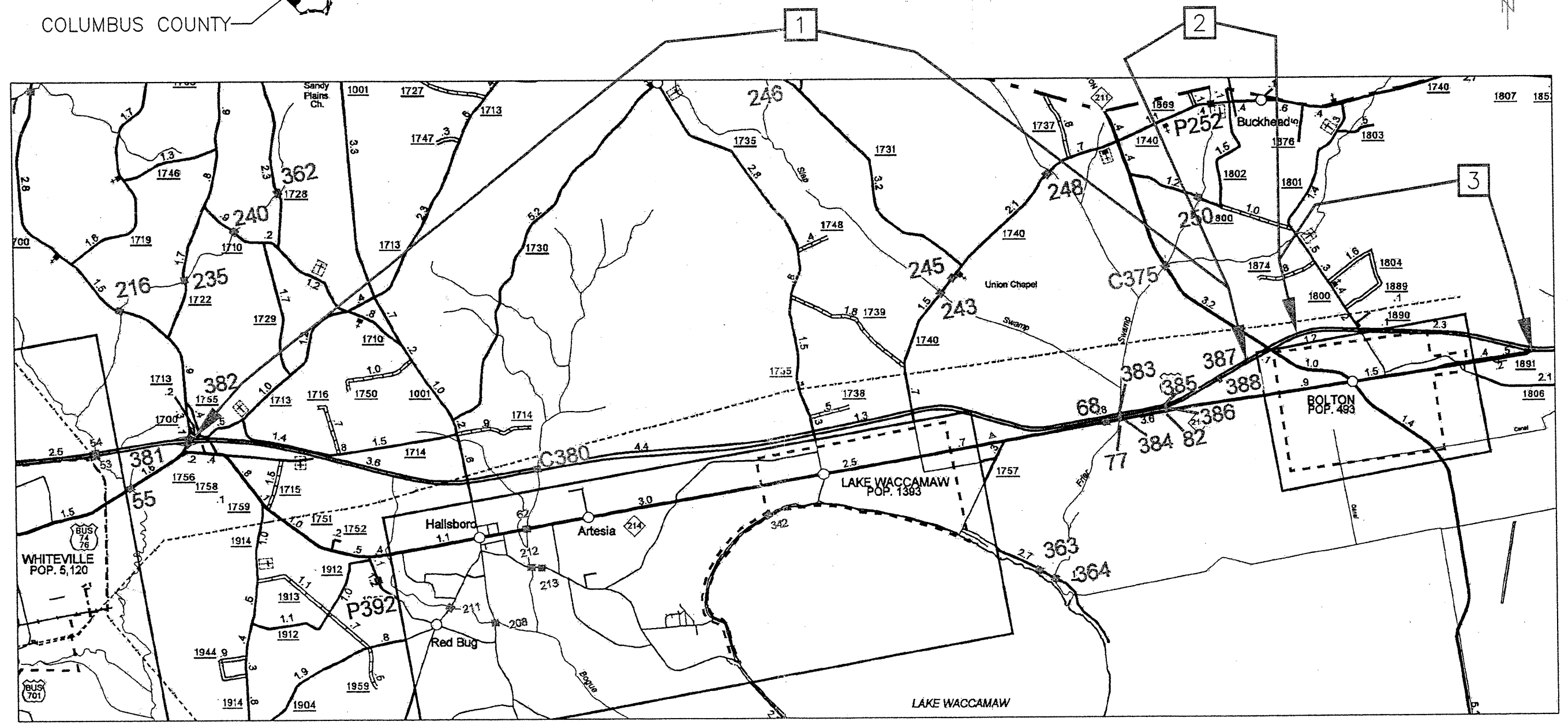
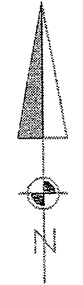
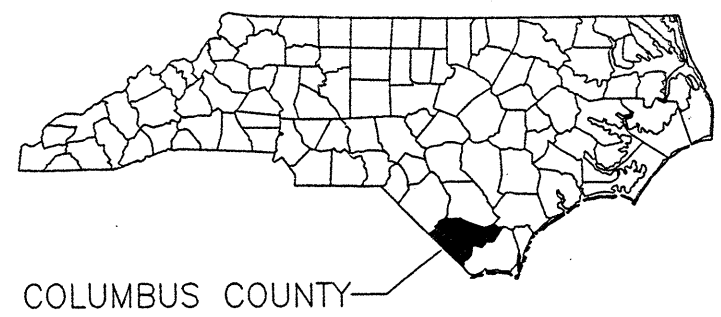
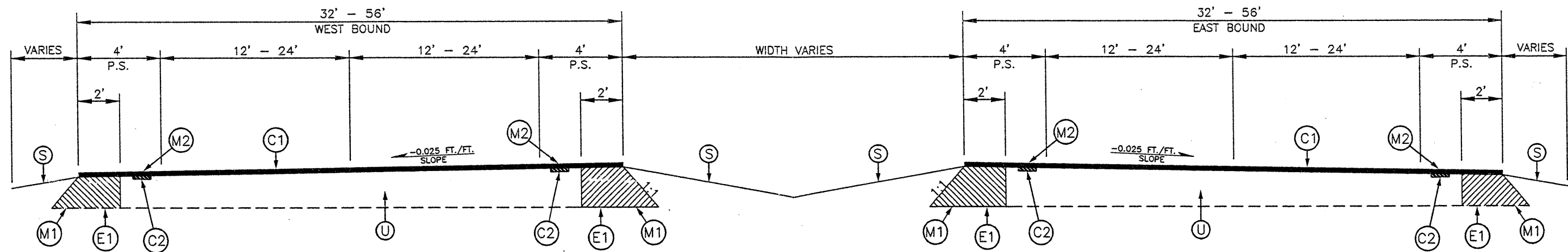


RESURFACING MAP - COLUMBUS COUNTY

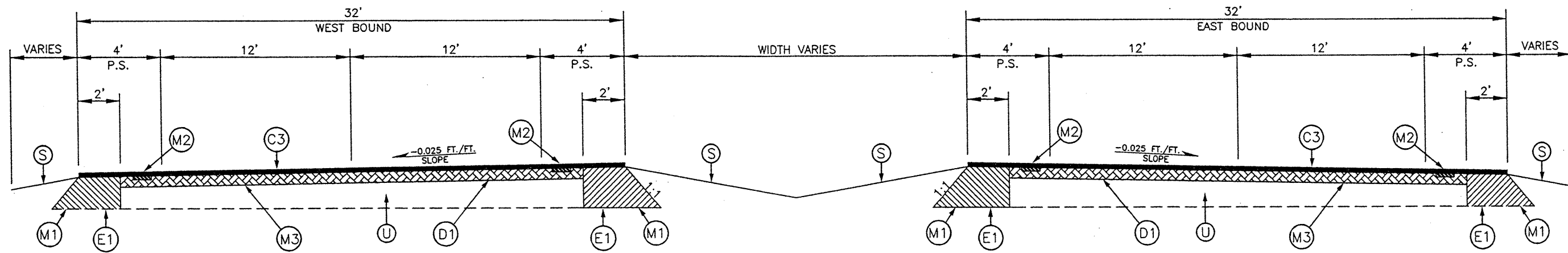




TYPICAL SECTION NO. 1

- NOTES:
1. INCLUDES MILLING ON BRIDGE APPROACHES, AS NEEDED, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 2.
 2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF SECTIONS FOR SMOOTH TIE-INS, CURB RADII, AND STREET INTERSECTIONS, AS NEEDED, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 3.
 3. INCLUDES MILL & FILL PATCHING AT AREAS DESIGNATED BY THE ENGINEER. SEE DETAIL 5.

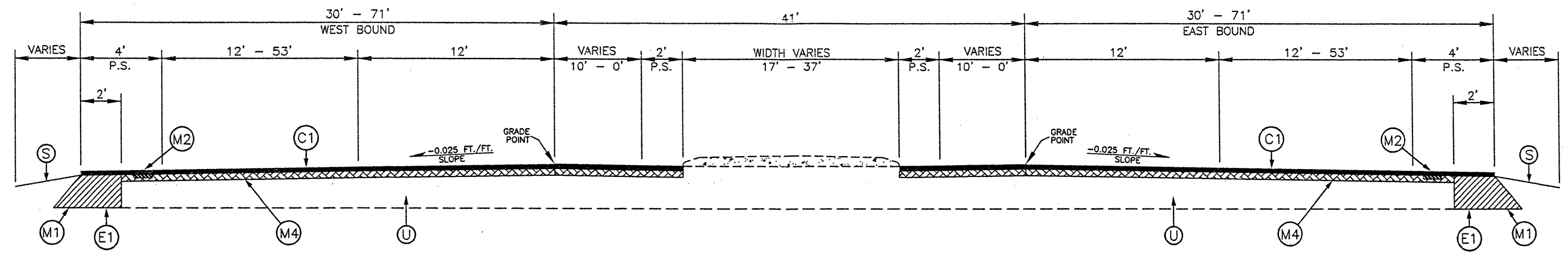
USE TYPICAL SECTION NO. 1
 -L- STA. 0+00 TO -L- STA. 583+07
 -L- STA. 679+00 TO -L- STA. 692+01
 -L- STA. 739+51 TO -L- STA. 767+84
 -L- STA. 786+84 TO -L- STA. 914+81



TYPICAL SECTION NO. 2

- NOTES:
1. CONTRACTOR SHALL USE AN ERECTED STRINGLINE, OR OTHER ENGINEER APPROVED METHOD, TO REESTABLISH A LEVEL PROFILE OF THE EXISTING ROADWAY WHEN MILLING M3, AS DETAILED IN THE PAVEMENT SCHEDULE. STRINGLINE AND/OR GRADE PROFILE SHALL BE PROVIDED BY STATE FORCES.
 2. CONTRACTOR SHALL BE REQUIRED TO EVEN UP THE ROADWAY PROFILE ACROSS LANES AT THE END OF EACH WORK DAY.

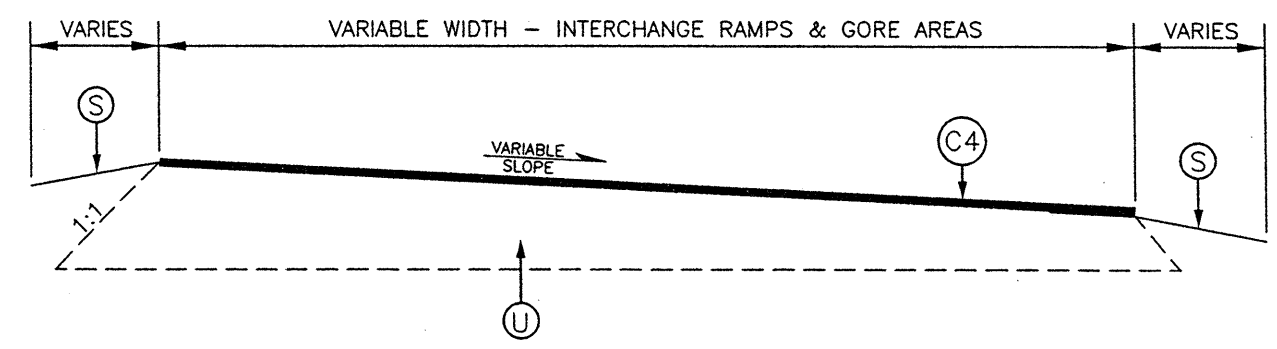
USE TYPICAL SECTION NO. 2
 -L- STA. 583+07 TO -L- STA. 679+00



TYPICAL SECTION NO. 3

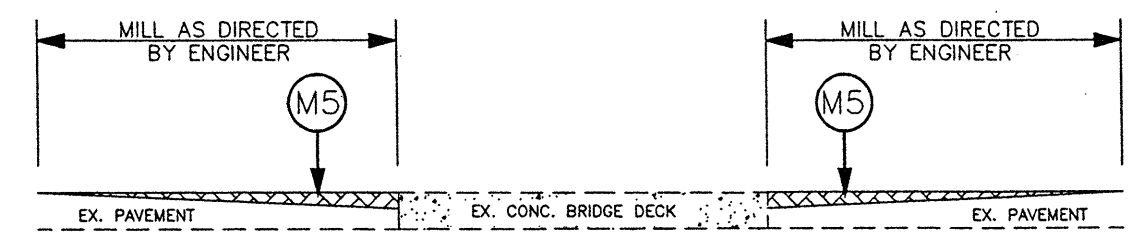
USE TYPICAL SECTION NO. 3
-L- STA. 767+84 TO -L- STA. 786+84

NOTES:
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF SECTIONS FOR SMOOTH TIE-INS, CURB RADII, AND STREET INTERSECTIONS, AS NEEDED, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 3.



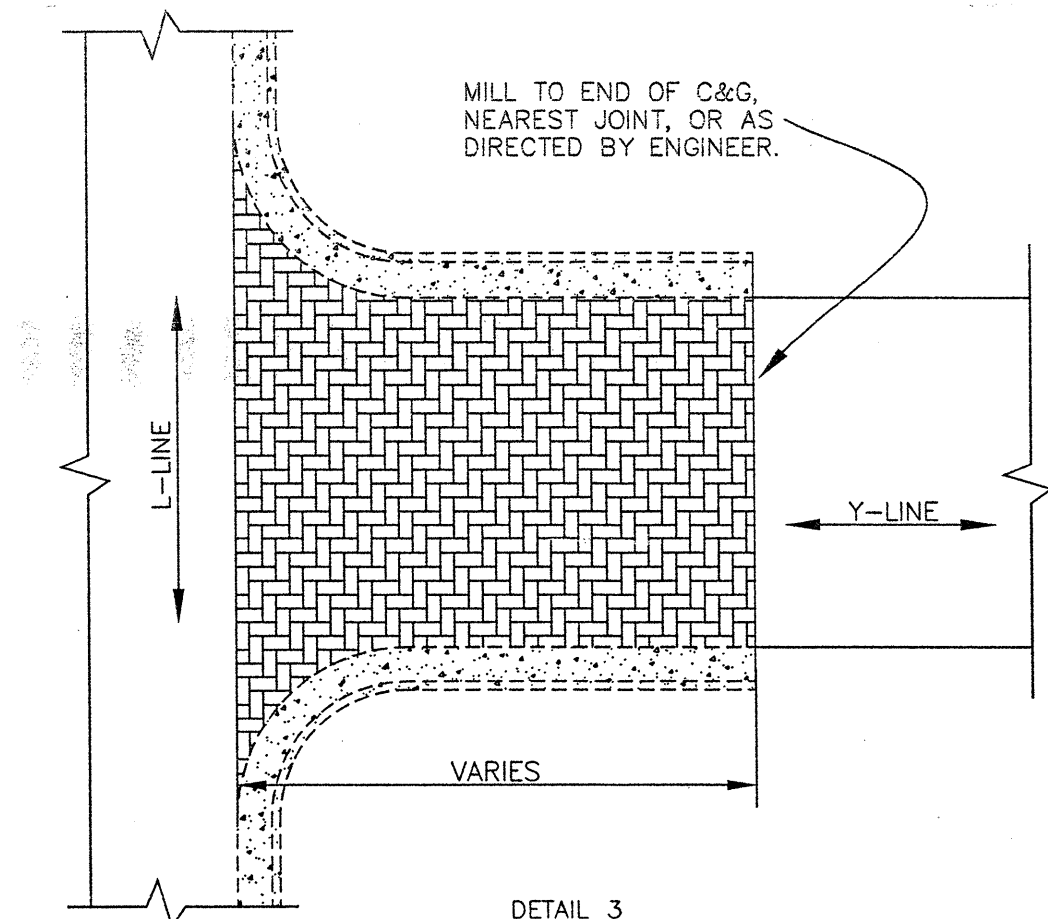
DETAIL 1
RAMPS & GORE AREAS

NOTES:
1. FOR USE WITH ALL INTERCHANGE RAMPS AND GORE AREAS.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF SECTIONS FOR SMOOTH TIE-INS, CURB RADII, AND STREET INTERSECTIONS, AS NEEDED, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 3.



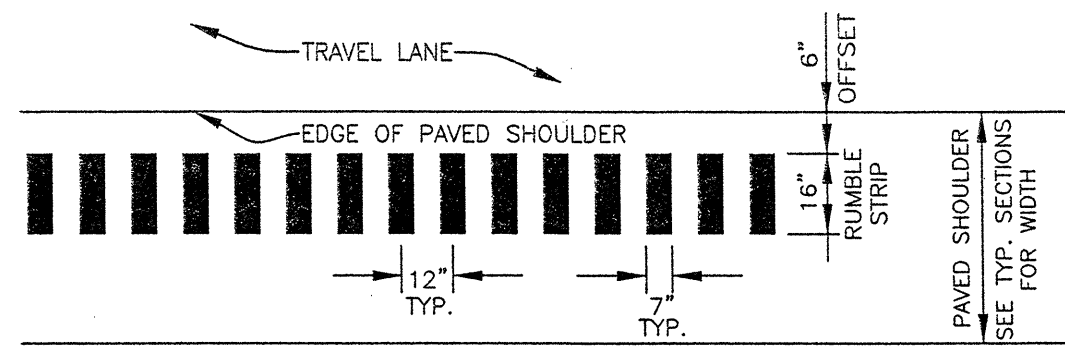
DETAIL 2
BRIDGE MILLING

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



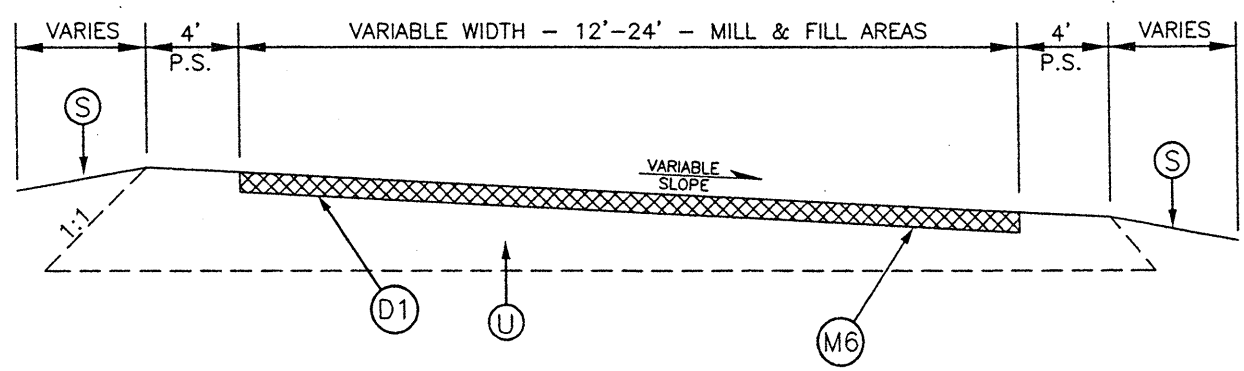
DETAIL 3
Y-LINE / END JOINT MILLING

NOTE: INCLUDES INCIDENTAL MILLING AT THE ENDS OF SECTIONS FOR SMOOTH TIE-INS, CURB RADII, AND STREET INTERSECTIONS, AS NEEDED, OR AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH THIS DETAIL.



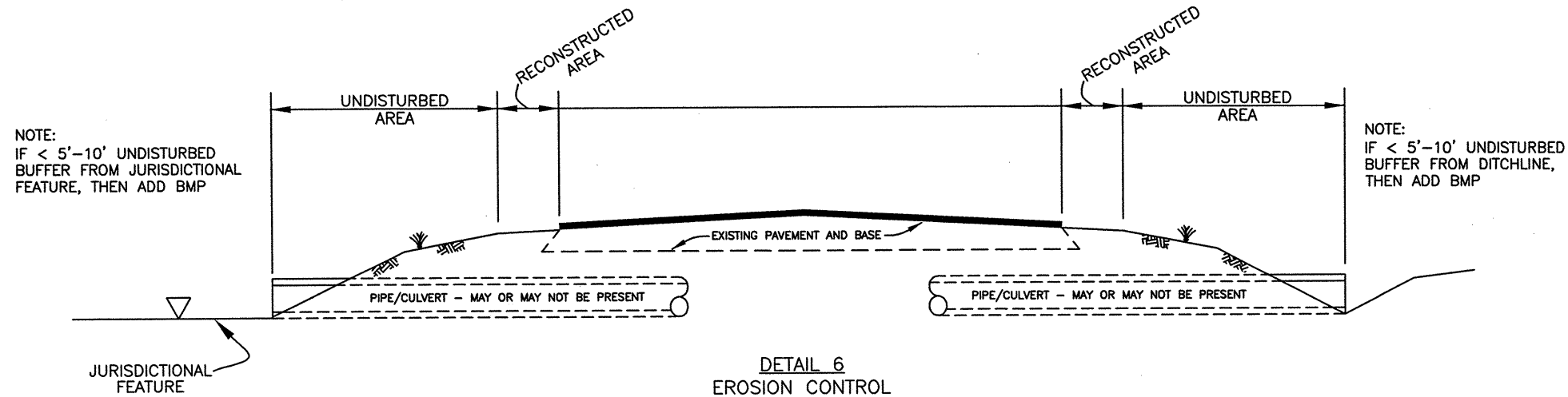
DETAIL 4
PAVED SHOULDER - PLAN VIEW

NOTE:
REFER TO STD. DWG. NO. 665.01 - "ASPHALT SHOULDERS MILLED RUMBLE STRIPS", IN THE NCDOT ROADWAY STANDARD DRAWINGS, LATEST EDITION, FOR ADDITIONAL INFORMATION.

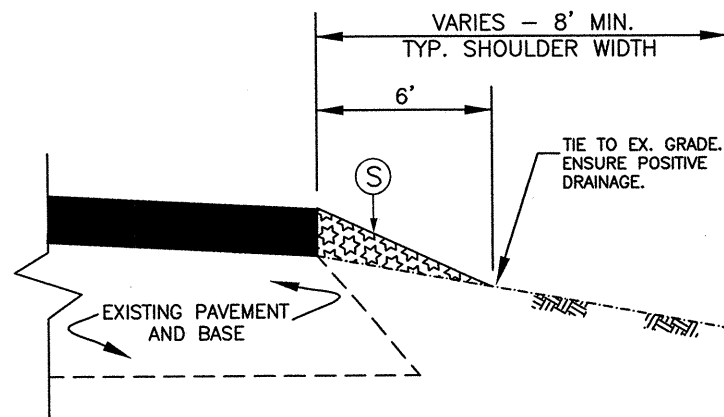


DETAIL 5
MILL & FILL PATCHING

NOTE:
1. DISTRESSED AREAS TO BE PATCHED SHALL BE DESIGNATED BY THE ENGINEER.
2. MILL DISTRESSED AREAS TO A DEPTH AS INDICATED.
3. FILL MILLED AREAS WITH ASPHALT CONCRETE INTERMEDIATE COURSE BACK FLUSH WITH THE EXISTING ASPHALT LEFT IN PLACE.



- NOTES:**
1. MAINTAIN A 5'-10' VEGETATED, UNDISTURBED BUFFER FROM ROW, DITCHLINE, WATER FEATURE OR DRAINAGE INLET, WHICH ELIMINATES THE NEED FOR BMP'S.



DETAIL 7
SHOULDER RECONSTRUCTION

- NOTES:**
1. SHOULDER SHALL BE RECONSTRUCTED FROM THE EDGE OF PAVEMENT OUT TO A WIDTH OF 6'. ENSURE POSITIVE DRAINAGE AWAY FROM ROADWAY.
 2. ASB MATERIAL SHALL BE PLACED USING A WIDENING MACHINE OR SIMILAR DEVICE.
 3. 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.
 4. REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM WIDENING OPERATIONS WITHIN THE PROJECT LIMITS, OR FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

PAVEMENT SCHEDULE	
C1	Proposed approximately 2" of Asphalt Concrete Surface Course, Type S-9.5-C, at an average rate of 224 pounds per square yard.
C2	Proposed approximately 1/2" of Asphalt Concrete Surface Course, Type SA-1, at an average rate of 50 pounds per square yard, for filling existing Milled Rumble Strips prior to placement of C1.
C3	Proposed approximately 3 1/2" of Asphalt Concrete Surface Course, Type S-9.5-C, placed with a 1 1/2" initial lift at an average rate of 168 pounds per square yard, and a final cap lift of 2" at an average rate of 224 pounds per square yard.
C4	Proposed approximately 2" of Asphalt Concrete Surface Course, Type S9.5B, at an average rate of 224 pounds per square yard.
D1	Proposed approximately 2 1/2" of Asphalt Concrete Intermediate Course, Type I-19.0-C, at an average rate of 285 pounds per square yard.
E1	Proposed approximately 5 1/2" of Asphalt Concrete Base Course, Type B-25.0-C, at an average rate of 627 pounds per square yard for standard widening.
M1	Milling existing soil shoulder, to a depth of 5 1/2", with a width of 2' where indicated by Typical, for standard symmetrical widening.
M2	Proposed Milled Rumble Strips, placed in the final asphalt surface, in accordance with Standard Drawing 665.01 of the <u>Roadway Standard Drawings</u> .
M3	Milling existing asphalt to a depth of 0" - 3" for the entire width of the roadway, or as Directed by the Engineer, for roadway profile correction.
M4	Milling existing asphalt to a depth of 2" for the entire width of the roadway, or as Directed by the Engineer.
M5	Milling existing asphalt to a depth of 0" - 2" at all Bridge Approaches, for the entire width of the roadway, or as Directed by the Engineer.
M6	Milling existing asphalt to a depth of 2 1/2" at all designated Mill & Fill Patch Areas, with a variable width from 12' to 24', or as Directed by the Engineer.
S	Shoulder Reconstruction
U	Existing Pavement and Base or Earth Subgrade.

DRAWINGS NOT TO SCALE

PROJECT NO.	SHEET NO.	TOTAL NO.
R-5509	6	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	BORROW CY	SHOULDER RECONSTRUCTION SMI	AGGREGATE SHOULDER BORROW TONS	2.5" MILLING SY	2" MILLING SY	0" TO 2" MILLING SY	0" TO 3" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0C TONS	INTERMEDIATE COURSE, I19.0C TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	
R-5509	Columbus	1	US 74-A	FROM US 74 BUS (STA 0+00) TO BEGIN FRIAR SWAMP (STA 583+07)	1	NO	11.04	64	1,000	44.16	28,842	7,040		939		5,600	16,410	1,003	1,199	49,459	
		"	"	FROM BEGIN FRIAR SWAMP (STA 583+07) TP END FRIAR SWAMP (STA 679+00)	2	NO	1.82	64		7.28					59,793	2,500	2,724	8,521		13,059	
		"	"	FROM END FRIAR SWAMP (STA 679+00) TO CONST JT WEST OF NC 211 (STA 692+01)	1	NO	0.25	64		1.00		352				711	372	50		1,137	
TOTAL FOR MAP NO. 1							13.11		1,000	52.44	28,842	7,392		939	59,793	8,811	19,506	9,574	1,199	63,655	
		2	US74-D	FROM CONST JT WEST OF NC 211 (STA 692+01) TO CONST JT EAST OF NC 211 (STA 739+51)	0	NO	0.9	1													
TOTAL FOR MAP NO. 2							0.9														
		3	US 74-E	FROM CONST JT EAST OF NC 211 (STA 739+51) TO BEGIN SR 1800 (STA 767.84)	1	NO	0.54	64		2.16		352				711	802	50		2,418	
		"	"	FROM BEGIN SR 1800 (STA 767.84) TO END SR 1800 (STA 767+84)	3	NO	0.36	84		1.44	7,304		16,896			1,333	270			2,160	
		"	"	FROM END SR1800 (STA 767+84) TO NC 214 (STA 914+81)	1	NO	2.42	64		9.68		1,408				711	3,597	201		10,719	
TOTAL FOR MAP NO. 3							3.32			13.28	7,304	1,760	16,896			2,755	4,669	251		15,297	
TOTAL FOR PROJ NO. R-5509							17.33		1,000	65.72	36,146	9,152	16,896	939	59,793	11,566	24,175	9,825	1,199	78,952	
GRAND TOTAL							17.33		1,000	65.72	36,146	9,152	16,896	939	59,793	11,566	24,175	9,825	1,199	78,952	

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	MILLED RUMBLE STRIPS (ASPHALT CEMENT CONCRETE) LF	SURFACE COURSE, TYPE SA-1 TON	SEEDING AND MULCHING AC
R-5509	Columbus	1	US 74-A	FROM US 74 BUS (STA 0+00) TO BEGIN FRIAR SWAMP (STA 583+07)	1	NO	11.04	64	3,760	166	365,000	874	2.00
		"	"	FROM BEGIN FRIAR SWAMP (STA 583+07) TP END FRIAR SWAMP (STA 679+00)	2	NO	1.82	64	1,299	46			
		"	"	FROM END FRIAR SWAMP (STA 679+00) TO CONST JT WEST OF NC 211 (STA 692+01)	1	NO	0.25	64	86	4		20	
TOTAL FOR MAP NO. 1									5,145	216	365,000	894	2.00
		2	US74-D	FROM CONST JT WEST OF NC 211 (STA 692+01) TO CONST JT EAST OF NC 211 (STA 739+51)	0	NO	0.9	1					
		3	US 74-E	FROM CONST JT EAST OF NC 211 (STA 739+51) TO BEGIN SR 1800 (STA 767.84)	1	NO	0.54	64	180	8		43	
		"	"	FROM BEGIN SR 1800 (STA 767.84) TO END SR 1800 (STA 767+84)	3	NO	0.36	84	139	5			
		"	"	FROM END SR1800 (STA 767+84) TO NC 214 (STA 914+81)	1	NO	2.42	64	800	36		192	
TOTAL FOR MAP NO. 3									49	265	365,000	1,129	2
TOTAL FOR PROJ NO. R-5509							17.33		6264	265	365,000	1,129	2
GRAND TOTAL							17.33		6264	265	365,000	1,129	2

PROJECT NO.	SHEET NO.	TOTAL NO.
R-5509	7	

THERMOPLASTIC AND PAINT QUANTITIES

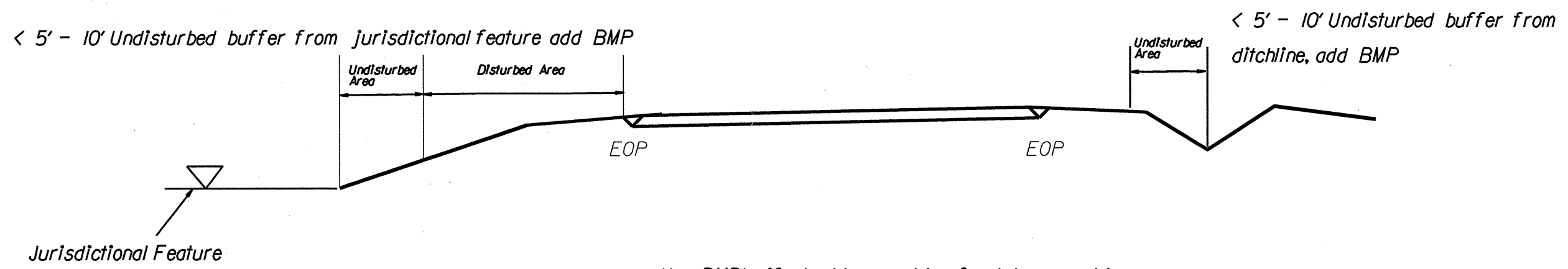
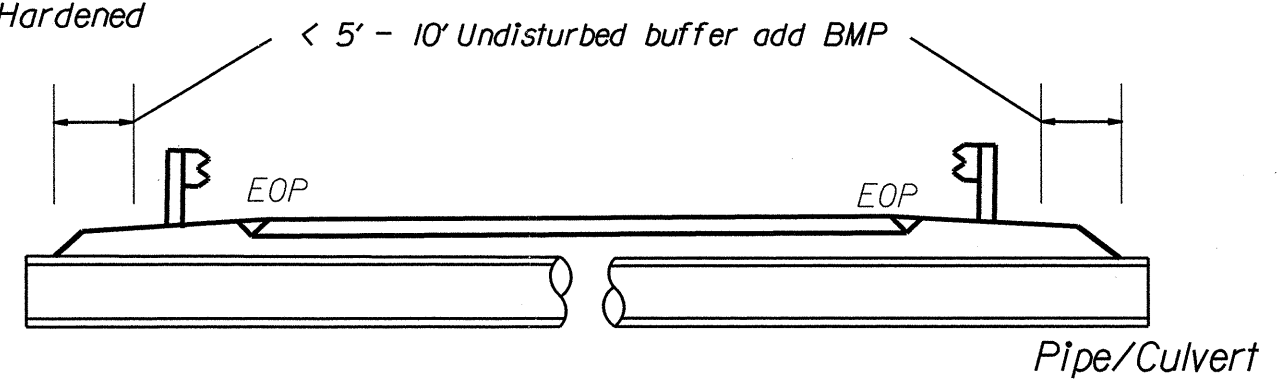
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	LENGTH	WIDTH	4589000000-N	4686000000-E	4688000000-E			4690000000-E	4697000000-E	4700000000-E	4710000000-E	4721000000-E
							TRAFFIC CONTROL LS	4" X 120 M YELLOW THERMO LF	6" X 90 M WHITE THERMO LF	6" X 90 M YELLOW THERMO LF	6" X 120 M WHITE THERMO LF	8" X 120 M YELLOW THERMO LF	12" X 90 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG ONLY 120 M EA	
US 74	Columbus	1	US 74-A	FROM US 74 BUS (STA 0+00) TO BEGIN FRIAR SWAMP (STA 583+07)	11.04	64	1	1,600	122,100	120,000	33,570		80	950	560	8
		"	"	FROM BEGIN FRIAR SWAMP (STA 583+07) TP END FRIAR SWAMP (STA 679+00)	1.82	64			19,200	19,200	4,800					
		"	"	FROM END FRIAR SWAMP (STA 679+00) TO CONST JT WEST OF NC 211(STA 692+01)	0.25	64			2,700	2,700	700					
TOTAL FOR MAP NO. 1					13.11		1	1,600	144,000	141,900	39,070		80	950	560	8
US 74	Columbus	2	US74-D	FROM CONST JT WEST OF NC 211 (STA 692+01) TO CONST JT EAST OF NC 211 (STA 739+51)	0.9	1			9,500	9,500	2,400					
TOTAL FOR MAP NO. 2					0.9				9,500	9,500	2,400					
US 74	Columbus	3	US 74-E	FROM CONST JT EAST OF NC 211 (STA 739+51) TO BEGIN SR 1800 (STA 767.84)	0.54	64			5,700	5,700	3,000					
		"	"	FROM BEGIN SR 1800 (STA 767.84) TO END SR1800 (STA 767+84)	0.36	64			4,000	6,525	2,400		1,920	220		
		"	"	FROM END SR1800 (STA 767+84) TO NC 214 (STA 914+81)	2.42	84			25,500	27,120	6,850		730	25		
TOTAL FOR MAP NO. 3					3.32				35,200	39,345	12,250		2,650	245		
TOTAL FOR PROJ NO. US 74					17.33		1	1,600	188,700	190,745	53,720		80	3,600	805	8
GRAND TOTAL					17.33		1	1,600	188,700	190,745	53,720		80	3,600	805	8

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	LENGTH	WIDTH	4725000000-E				4810000000-E		4845000000-N			4900000000-N	
							THERMO LT ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO STR & LT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	PAINT LT ARROW EA	PAINT STR ARROW EA	PAINT RT ARROW EA	CRYSTAL & RED MARKERS EA	YELLOW & YELLOW MARKERS EA
US 74	Columbus	1	US 74-A	FROM US 74 BUS (STA 0+00) TO BEGIN FRIAR SWAMP (STA 583+07)	11.04	64	11	11	40	2						1,667	28
		"	"	FROM BEGIN FRIAR SWAMP (STA 583+07) TP END FRIAR SWAMP (STA 679+00)	1.82	64					57,600	57,600				240	
		"	"	FROM END FRIAR SWAMP (STA 679+00) TO CONST JT WEST OF NC 211(STA 692+01)	0.25	64										40	
TOTAL FOR MAP NO. 1					13.11		11	11	40	2	57,600	57,600				1,947	28
US 74	Columbus	2	US74-D	FROM CONST JT WEST OF NC 211 (STA 692+01) TO CONST JT EAST OF NC 211 (STA 739+51)	0.9	1										120	
TOTAL FOR MAP NO. 2					0.9											120	
US 74	Columbus	3	US 74-E	FROM CONST JT EAST OF NC 211 (STA 739+51) TO BEGIN SR 1800 (STA 767.84)	0.54	64										75	
		"	"	FROM BEGIN SR 1800 (STA 767.84) TO END SR1800 (STA 767+84)	0.36	64	12	6	12		4,000	4,000	12	12	12	250	
		"	"	FROM END SR1800 (STA 767+84) TO NC 214 (STA 914+81)	2.42	84	3	1	14		4,000	4,000	12	12	12	420	
TOTAL FOR MAP NO. 3					3.32		15	7	26	2	4,000	4,000	12	12	12	745	
TOTAL FOR PROJ NO. US 74					17.33		26	18	66	2	61,600	61,600	12	12	12	2,812	28
GRAND TOTAL					17.33		26	18	66	2	61,600	61,600	12	12	12	2,812	28

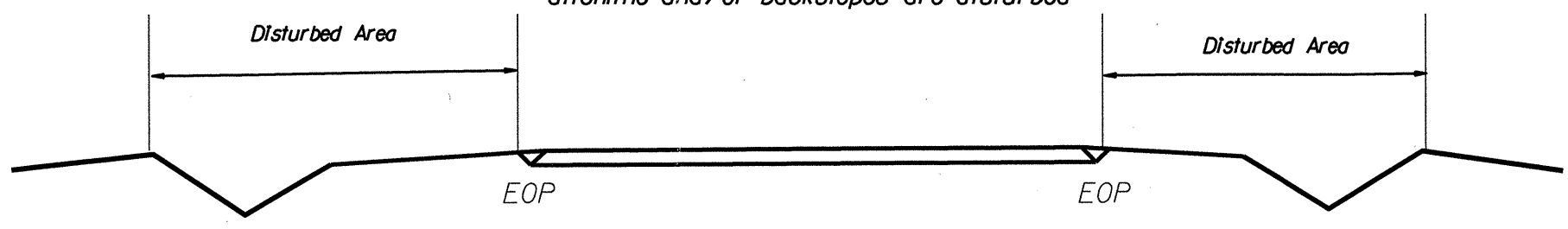
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

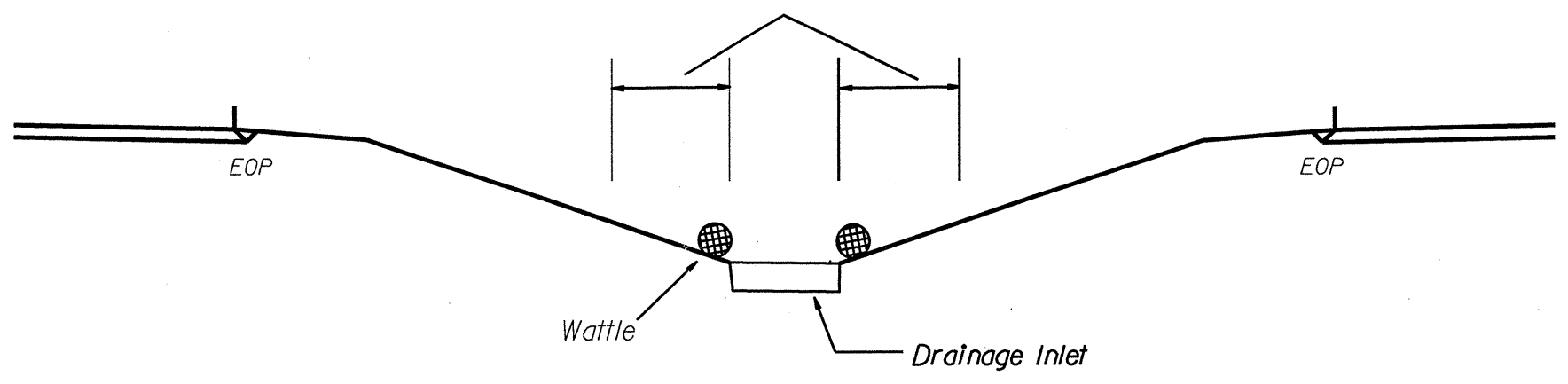
EROSION CONTROL DETAIL



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