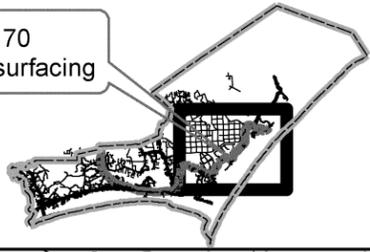


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US 70
Resurfacing



MAP 1

WBS: 2CR.10161.14
Resurface US 70 from SR 1429 (Olga Rd)
to 1500' west of Bridge 33, picking back up
1300' east of Bridge 33 to Atlantic

MAP 3

WBS: 2CR.20161.12
Resurface SR 1300 (Merrimon Rd) from
Intersection with US 70 500' north
to Intersection with US 70 500' north

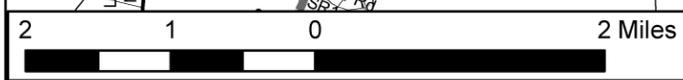


End
Map 1

End
Map 3

Begin
Map 3

Begin
Map 1

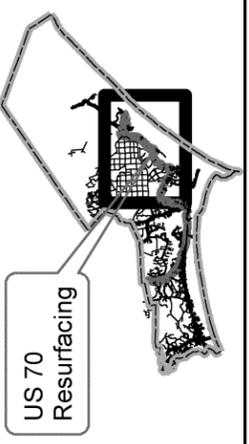




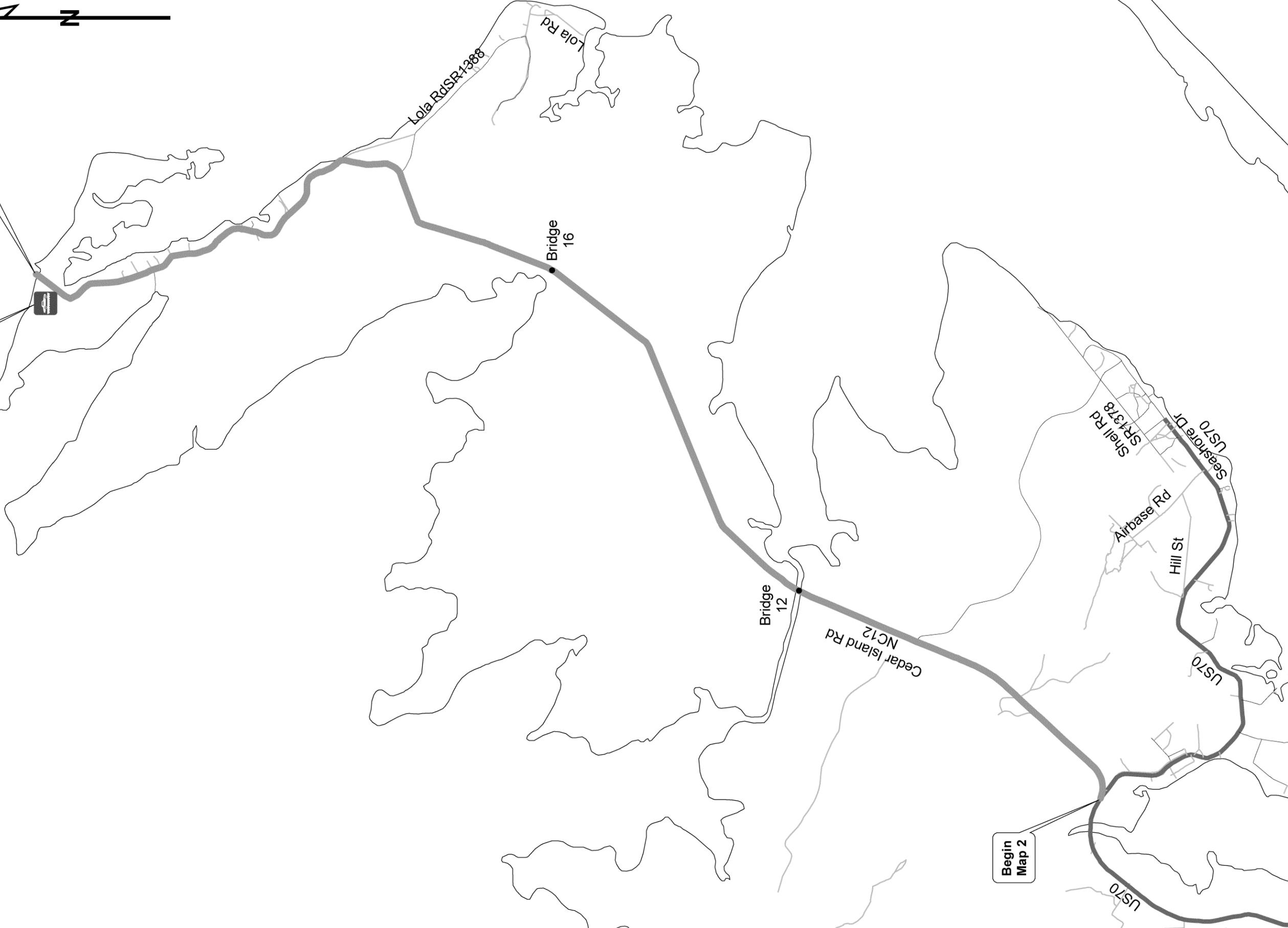
Ferry Terminal

End Map 2

MAP 2
WBS: 2CR.10161.15
Resurface NC 12 from US 70
to End including Ferry Terminal



US 70
Resurfacing



Bridge 12

Bridge 16

Cedar Island Rd
NC12

US70

US70

Snell Rd
SR1378

Airbase Rd

Hill St

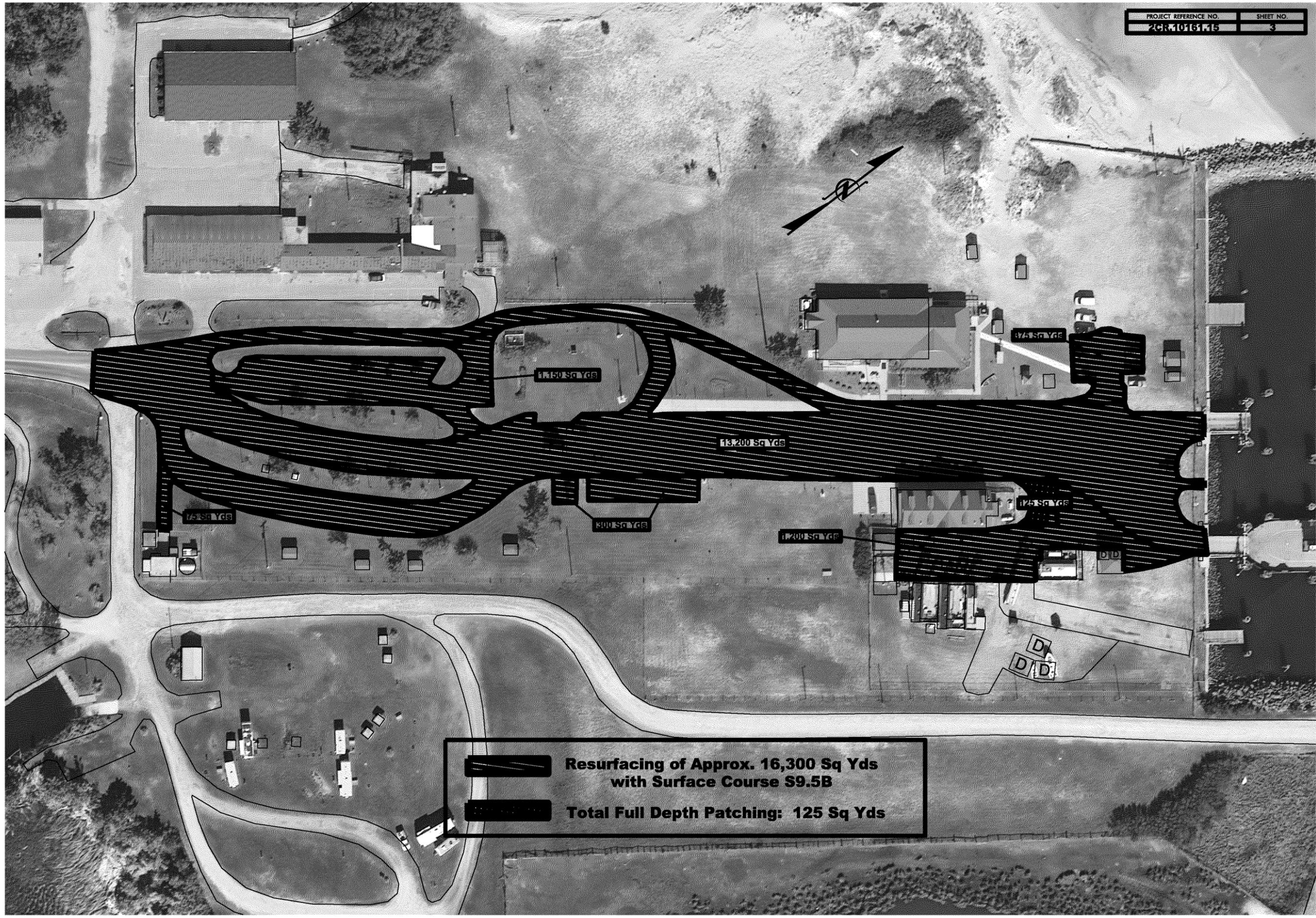
Seastore Dr
US70

Lola Rd
SR1388

Lola Rd

Begin Map 2





 Resurfacing of Approx. 16,300 Sq Yds with Surface Course S9.5B

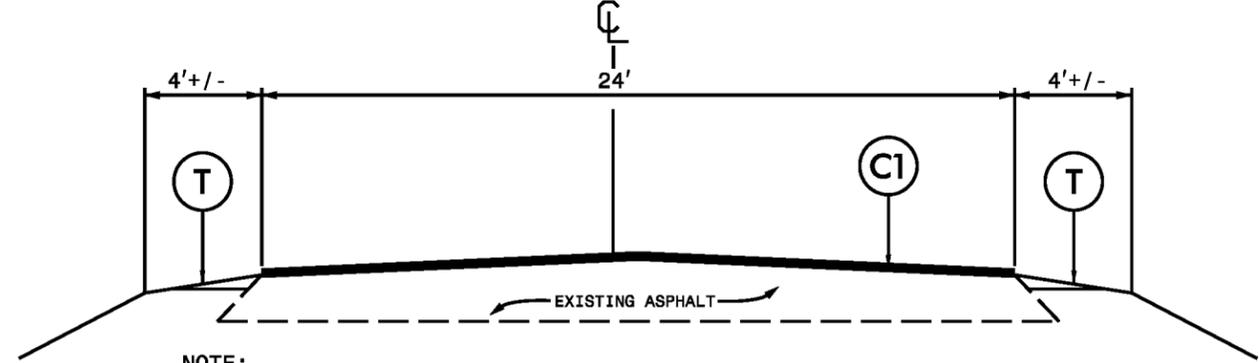
 Total Full Depth Patching: 125 Sq Yds

5/11/99

*****SYSTEMS*****
*****CONSTRUCTION*****
*****MAY*****

TYPICAL SECTION NO. 1

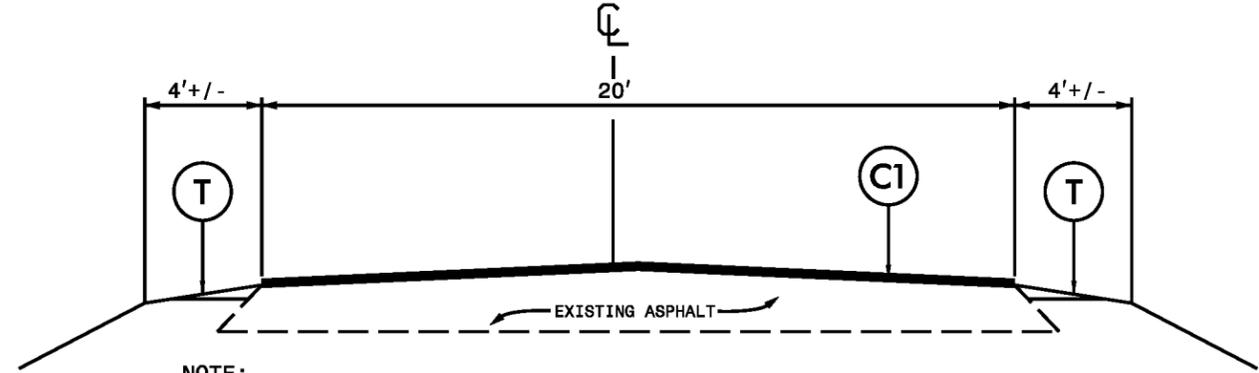
MAP 1: US 70 FROM SR 1429 (OLGA RD) TO 1500' WEST OF BRIDGE 33, PICKING BACK UP 1300' EAST OF BRIDGE 33 TO END IN ATLANTIC



- NOTE:**
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
 2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAILS 1 & 2

TYPICAL SECTION NO. 2

MAP 2: NC 12 FROM US 70 TO END



- NOTE:**
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
 2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAILS 1 & 2

TYPICAL SECTION NO. 3

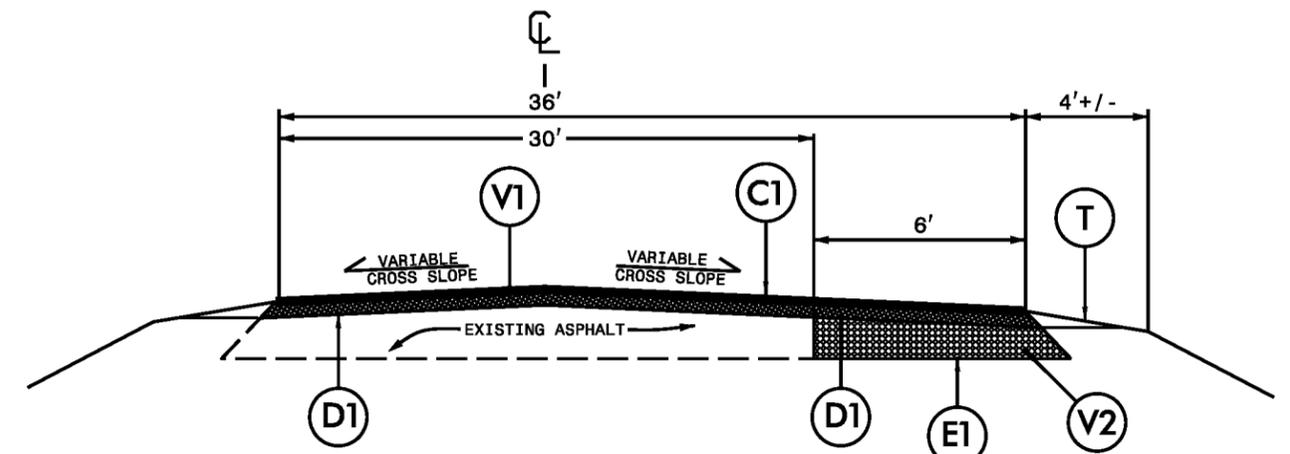
MAP 2: CEDAR ISLAND FERRY TERMINAL



- NOTE:**
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
 2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 1 & 2

TYPICAL SECTION NO. 4

MAP 3: SR 1300 (MERRIMON RD) FROM INTERSECTION WITH US 70 TO 500' NORTH



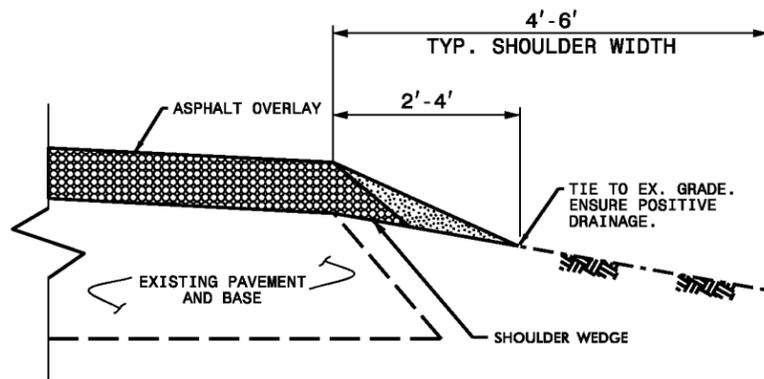
- NOTE:**
1. PLACE 6' ASSYMMETRICAL WIDENING. MAKE FLUSH WITH THE EXISTING ASPHALT.
 2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
 3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAILS 1 & 2

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1¾" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 196 LBS. PER SQ. YD.
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
V1	MILLING DEPTH 1¾ FOR THE ENTIRE WIDTH OF ROADWAY.
V2	MILLING EXISTING SOIL SHOULDER, TO A DEPTH OF 5", WITH A WIDTH OF 6' WHERE INDICATED BY TYPICAL, FOR ASSYMMETRICAL WIDENING.
T	SHOULDER RECONSTRUCTION

DRAWINGS NOT TO SCALE

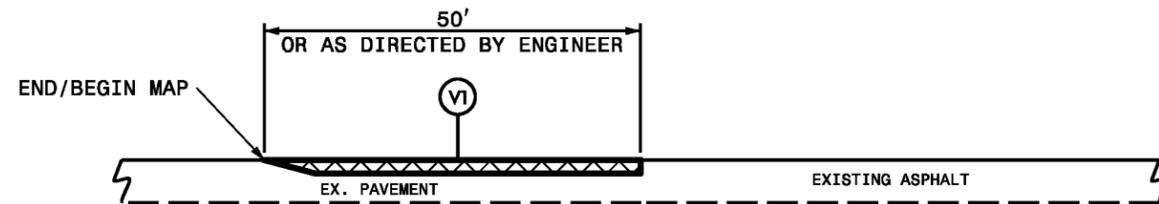
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



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 SHALL BE OBTAINED FROM NCDOT APPROVED BORROW PITS OR FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

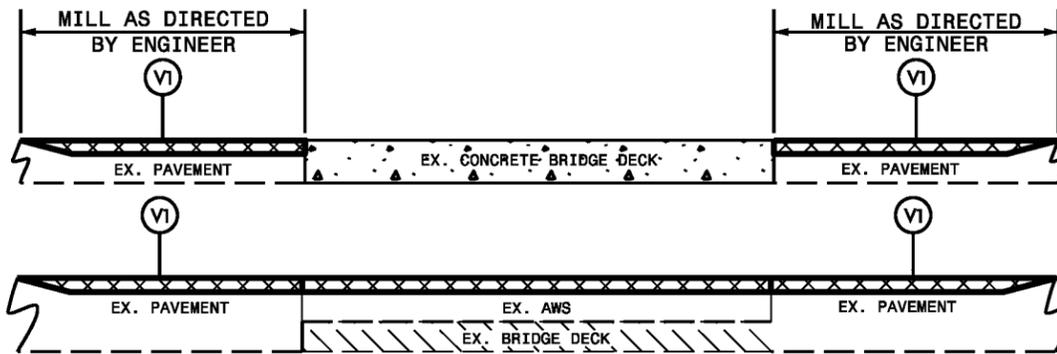


DETAIL 1

MAIN LINE MILLING

NOTE:

1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.

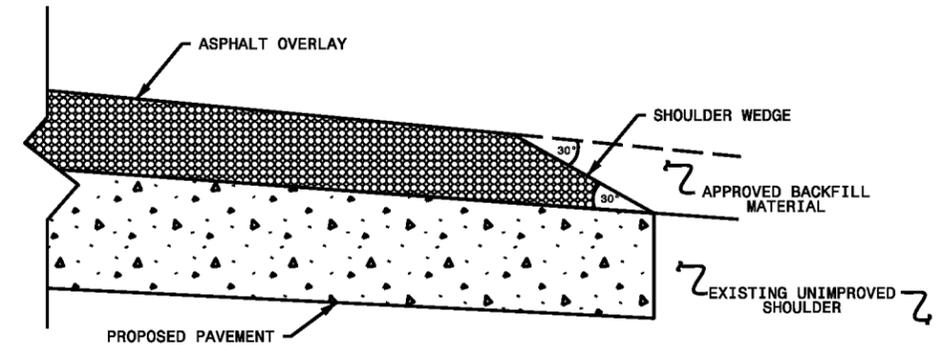


DETAIL 2

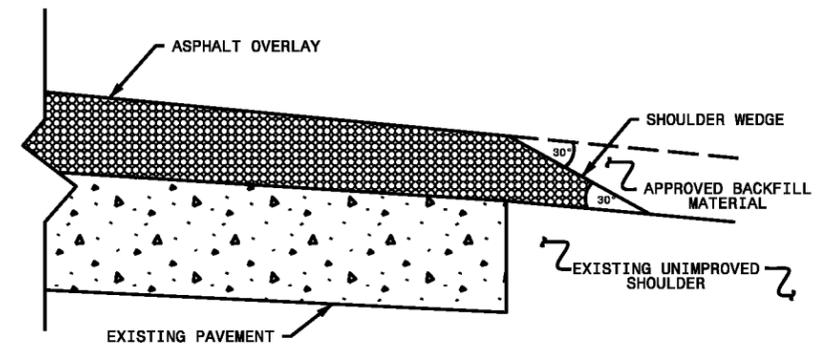
BRIDGE MILLING

NOTE:

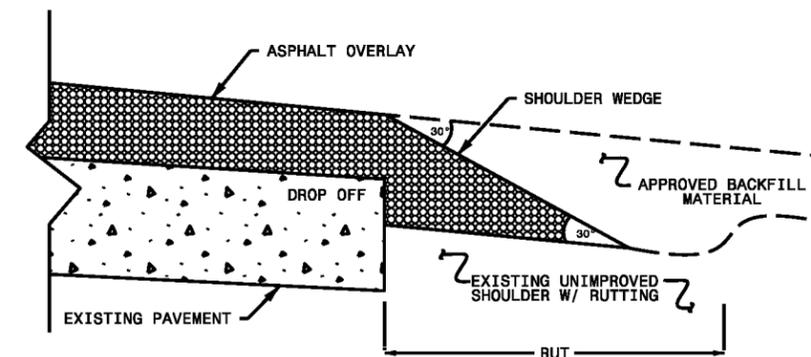
1. MILLING SHALL BE PERFORMED AT BRIDGE APPROACHES AT CARTERET CO. BRIDGE NUMBERS 12, 16, 35, 39 AND 45 AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.
2. MILLING SHALL BE PERFORMED AT BRIDGE DECKS AND BRIDGE APPROACHES AT CARTERET CO. BRIDGE NUMBERS 37, 38 AND 41 AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED 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)

DETAIL SHOULDER WEDGE DETAILS

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 AND SIDE STREETS.

PROJECT NO.	SHEET NO.	TOTAL NO.
2CR.10161.14, 2CR.10161.15 2CR.20161.12,	6	

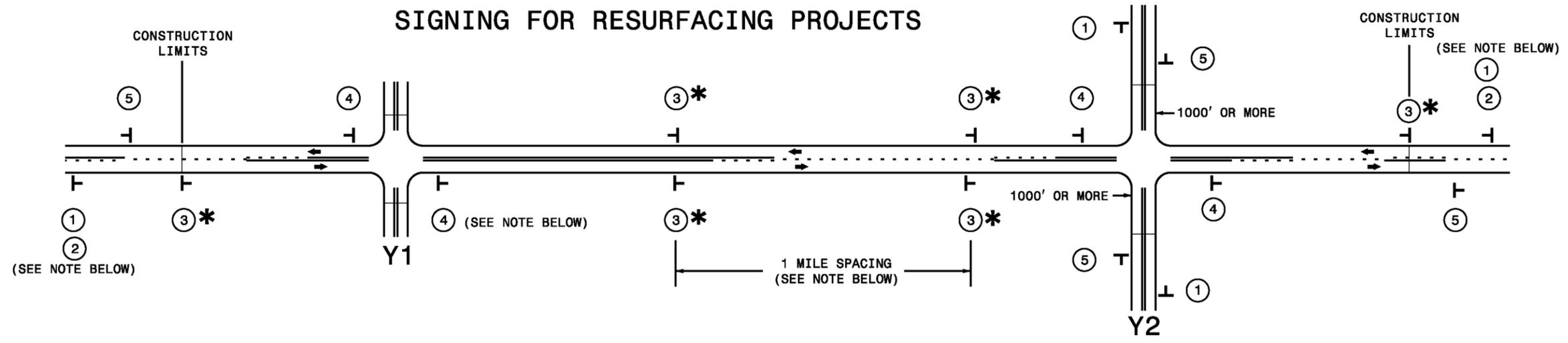
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1 3/4" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	INTERMEDIATE COURSE, I19.0B TONS	SURFACE COURSE, S9.5B TONS	LEVELING COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TN	ADJ. OF METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	WATTLE LF	POLYACRYLAMIDE (PAM) LB	SEED & MULCHING AC	RESPONSE FOR EROSION CONTROL EA
2CR.10161.14	Carteret	1	US 70	RESURFACE US 70 FROM SR 1429 TO 1500' WEST OF BRIDGE 33, PICKING BACK UP 1300' EAST OF BRIDGE 33 TO END US 70 IN ATLANTIC	1	2	2WU	NO	NO	28.19	24	200	56.380	3,545	4,000			41,482		2,489		3	1,500	250	150.0	14.10	3.00
TOTAL FOR MAP NO. 1										28.19		200	56.380	3,545	4,000			41,482		2,489		3	1,500	250	150.0	14.10	3.00
TOTAL FOR PROJ NO. 2CR.10161.14										28.19		200	56.380	3,545	4,000			41,482		2,489		3	1,500	250	150.0	14.10	3.00
2CR.10161.15	Carteret	2	NC 12	RESURFACE NC 12 TO END INCLUDING FERRY TERMINAL @ CEDAR ISLAND	2,3	2	2WU	NO	NO	12.04	20	100	24.080		680			17,575	100	1,061	115.00		1,000	250	50.0	6.02	3.00
TOTAL FOR MAP NO. 2										12.04		100	24.080		680			17,575	100	1,061	115.00		1,000	250	50.0	6.02	3.00
TOTAL FOR PROJ NO. 2CR.10161.15										12.04		100	24.080		680			17,575	100	1,061	115.00		1,000	250	50.0	6.02	3.00
2CR.20161.12	Carteret	3	SR 1300 MERRIMON RD.	WIDEN STRENGTHEN AND RESURFACE FROM INTERSECTION WITH U.S. 70 TO 500' NORTH	4	2	2WU	NO	NO	0.095	36	25	0.095			108	296	203		31			500	20	10.0	0.05	2.00
TOTAL FOR MAP NO. 3										0.095		25	0.095			108	296	203		31			500	20	10.0	0.05	2.00
TOTAL FOR PROJ NO. 2CR.20161.12										0.095		25	0.095			108	296	203		31			500	20	10.0	0.05	2.00
GRAND TOTAL										40.325		325	80.555	3,545	4,680	108	296	59,260	100	3,581	115.00	3	3,000	520	210.0	20.17	8.00

WORK ZONE SIGNING AND TRAFFIC CONTROL QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E WORK ZONE ADVANCE / GENERAL WARNING SIGNING SF	4457000000-N TRAFFIC CONTROL LS
2CR.10161.14	Carteret	1	US 70	RESURFACE US 70 FROM SR 1429 TO 1500' WEST OF BRIDGE 33, PICKING BACK UP 1300' EAST OF BRIDGE 33 TO END US 70 IN ATLANTIC	1	2	2WU	28.19	24	3,158.00	0.70
TOTAL FOR MAP NO. 1								28.19		3,158.00	0.70
TOTAL FOR PROJ NO. 2CR.10161.14								28.19		3,158.00	0.70
2CR.10161.15	Carteret	2	NC 12	RESURFACE NC 12 TO END INCLUDING FERRY TERMINAL @ CEDAR ISLAND	2,3	2	2WU	12.04	20	1,348.00	0.30
TOTAL FOR MAP NO. 2								12.04		1,348.00	0.30
TOTAL FOR PROJ NO. 2CR.10161.15								12.04		1,348.00	0.30
2CR.20161.12	Carteret	3	SR 1300 MERRIMON RD.	WIDEN STRENGTHEN AND RESURFACE FROM INTERSECTION WITH U.S. 70 TO 500' NORTH	4	2	2WU	0.095	36	11.00	0.01
TOTAL FOR MAP NO. 3								0.095		11	0
TOTAL FOR PROJ NO. 2CR.20161.12								0.095		11	0
GRAND TOTAL								40.325		4,517	1

SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <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> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
		<p>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.</p>	
		<p>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.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (WB-7).



**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**

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