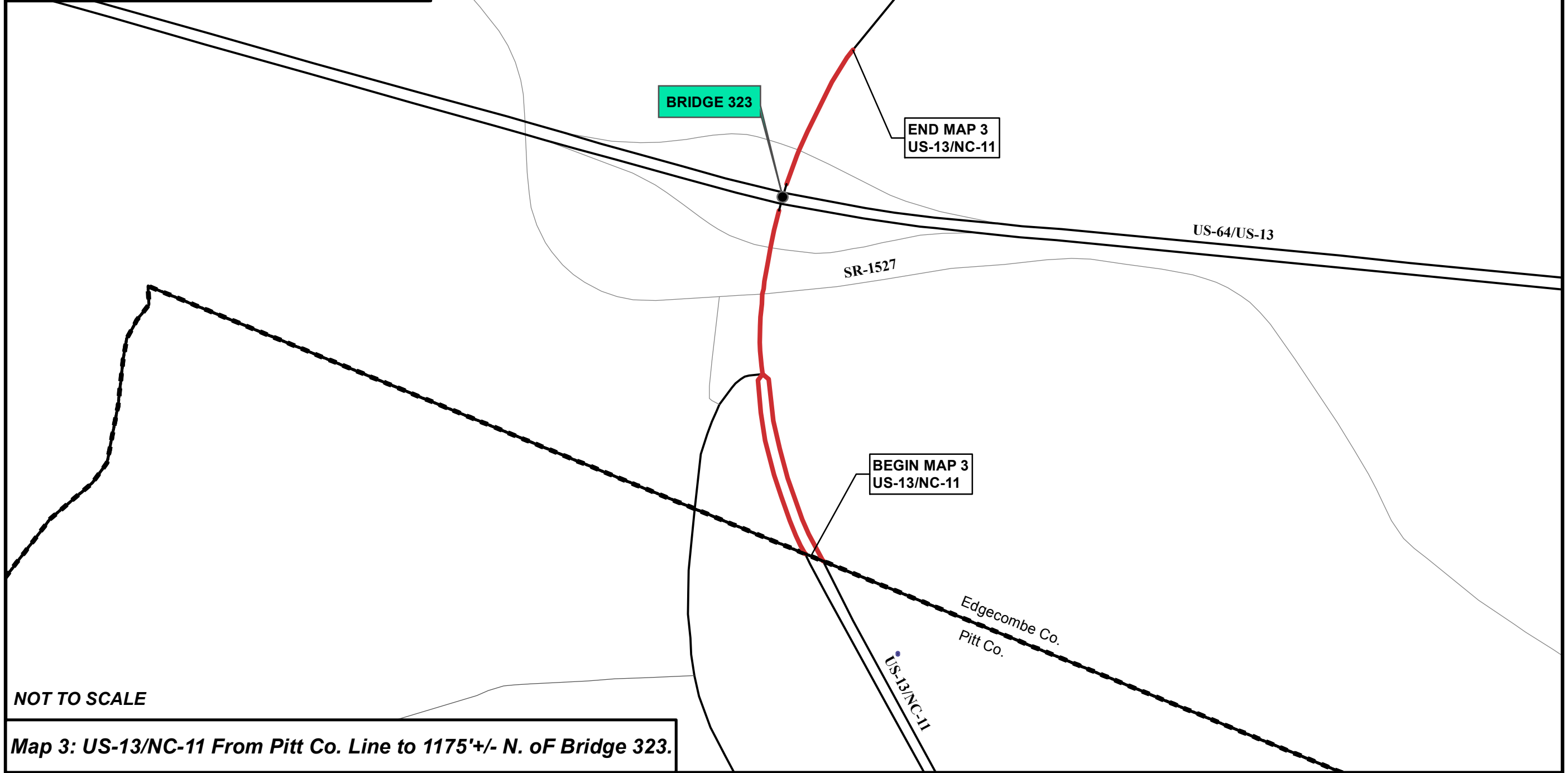
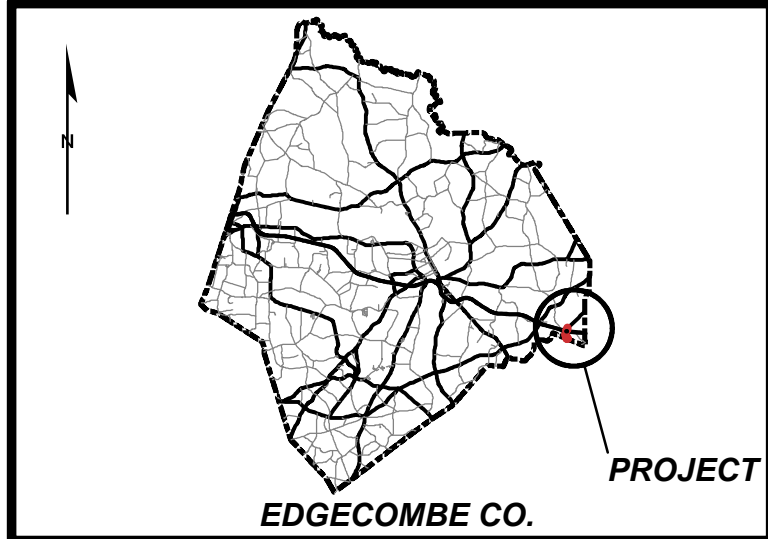




**EDGECOMBE CO. RESURFACING PROJECT  
MAP 3 - WBS: 2016CPT.04.09.10331.1**

Sheet 2

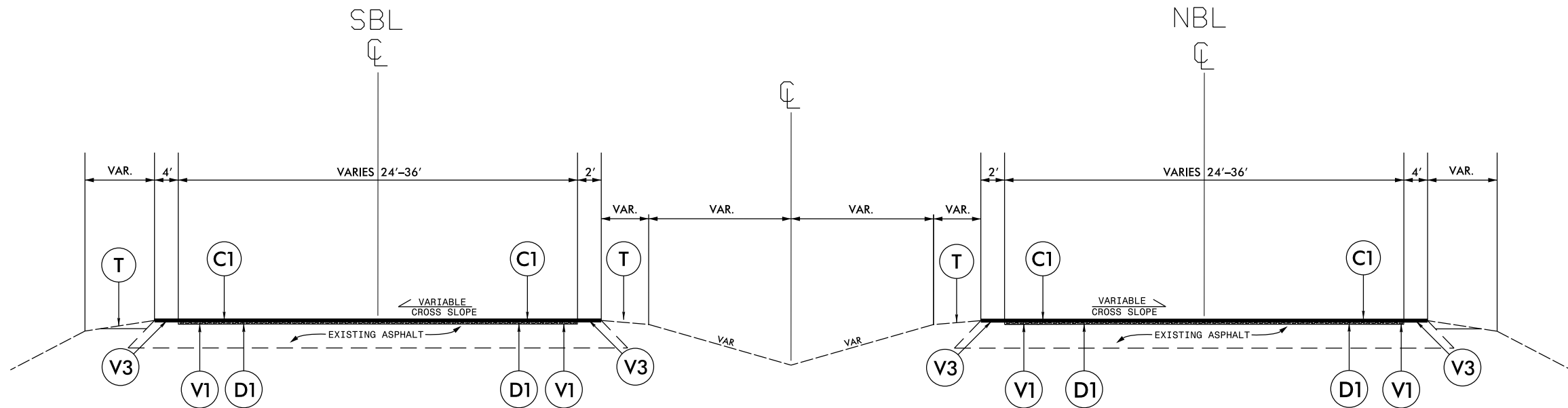


NOT TO SCALE

Map 3: US-13/NC-11 From Pitt Co. Line to 1175'+/- N. of Bridge 323.

### TYPICAL SECTION NO. 1

MAP 1: US 13 /NC 11 FROM NC 903 TO SR-1512 \*(MILLED RUMBLE STRIPS ONLY)  
 MAP 2: US 13 /NC 11 FROM SR-1512 TO THE EDGEcombe CO. LINE  
 MAP 3: US 13 /NC 11 FROM PITT CO. LINE TO END MEDIAN SECTION. (0+00 - 13+96)

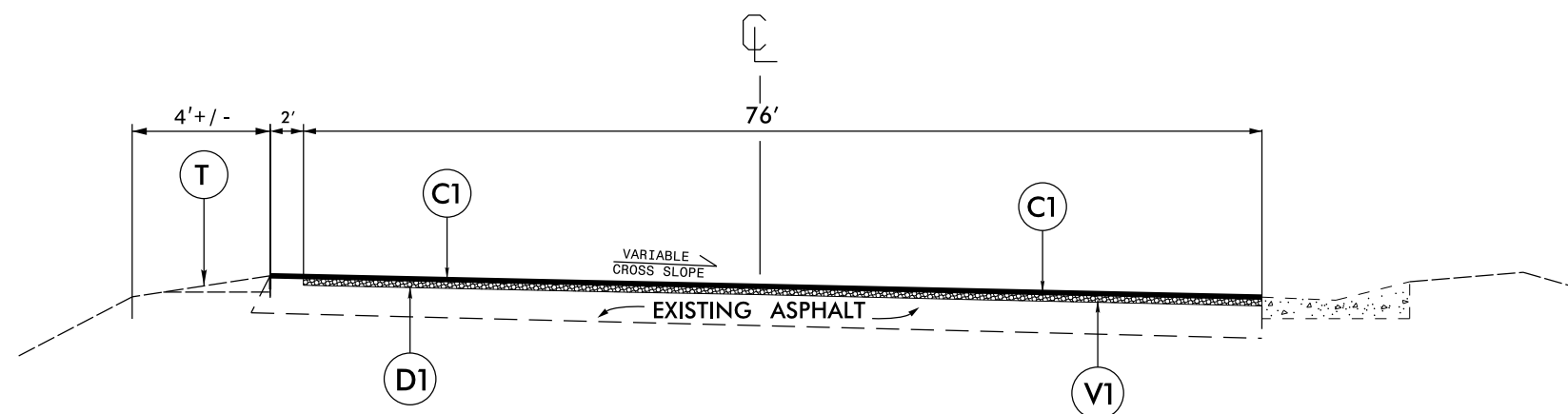


**NOTE:**  
 1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 2 1/2" FOR THE WIDTH OF TRAVEL LANE.
V2	INCIDENTAL MILLING
V3	MILLED RUMBLE STRIPS
DRAWINGS NOT TO SCALE	

### TYPICAL SECTION NO. 2

MAP 3: US 13 /NC 11 FROM END MEDIAN SECTION TO BEGIN BRIDGE 323. (13+96 +/- - 27+12 +/-)

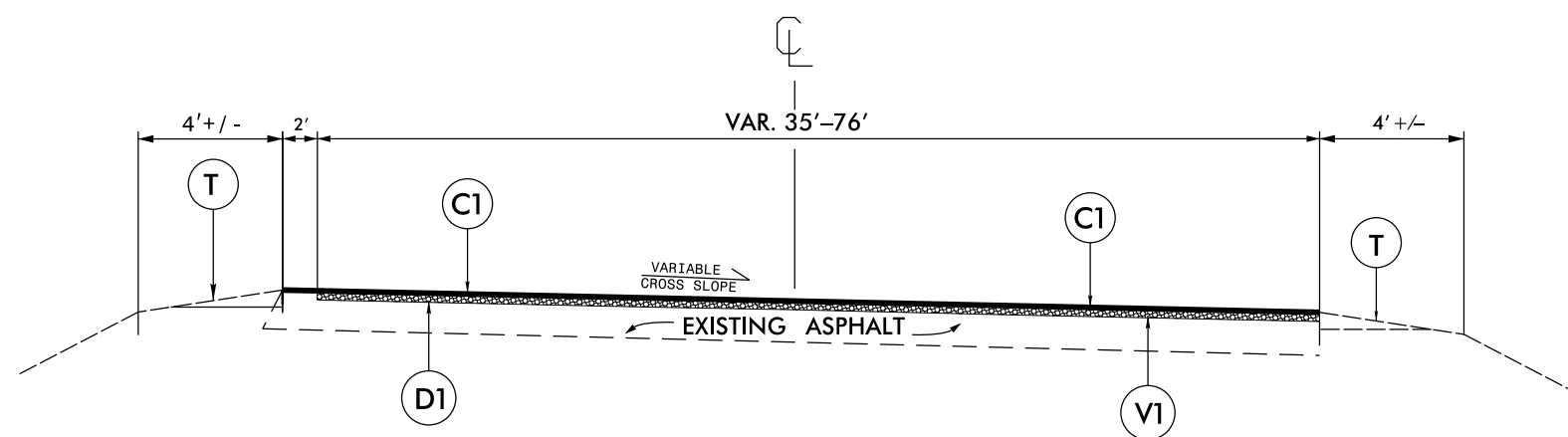


**NOTE:**

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. 3

MAP 3: US 13 /NC 11 FROM END BRIDGE 323 TO 1175' +/- N. OF BRIDGE 323. (27+12 +/- - 41+05 +/-)

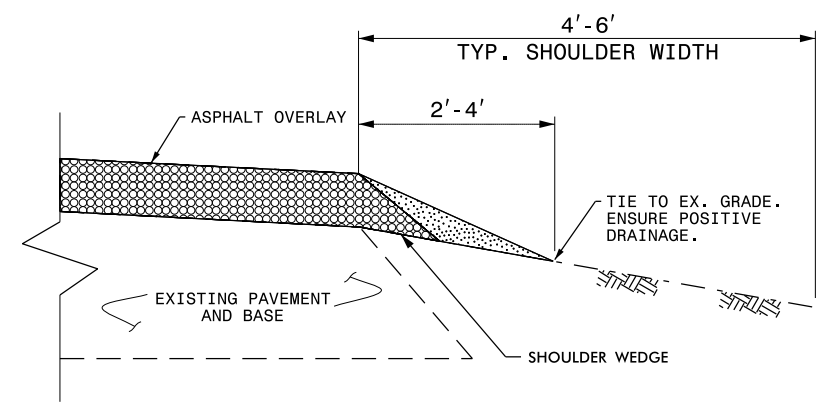


**NOTE:**

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

### PAVEMENT SCHEDULE

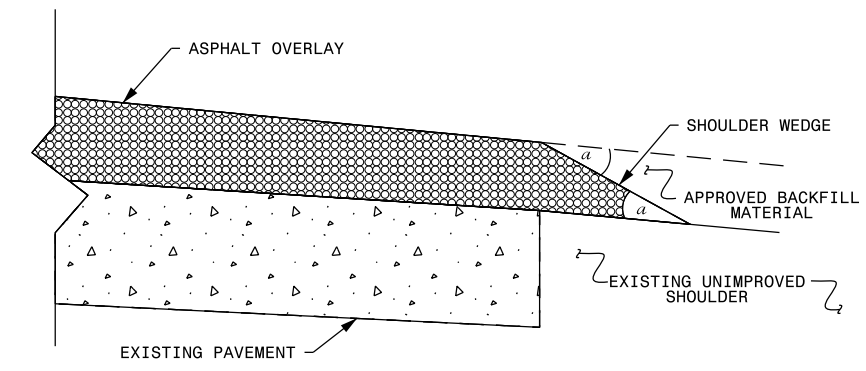
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 2½" FOR THE WIDTH OF TRAVEL LANE.
V2	INCIDENTAL MILLING
V3	MILLED RUMBLE STRIPS
DRAWINGS NOT TO SCALE	



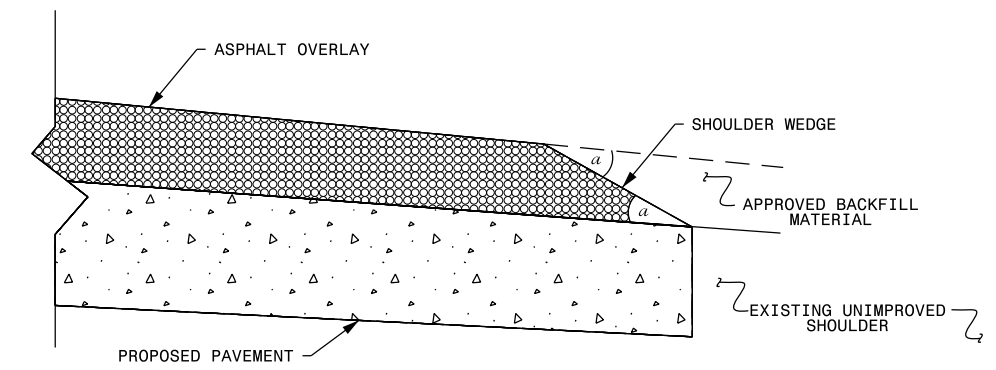
**SHOULDER RECONSTRUCTION DETAIL**

**NOTE:**

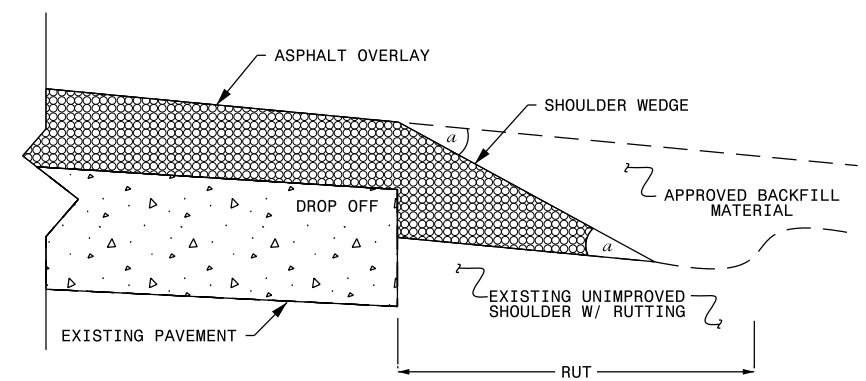
1. SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
2. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
3. REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.



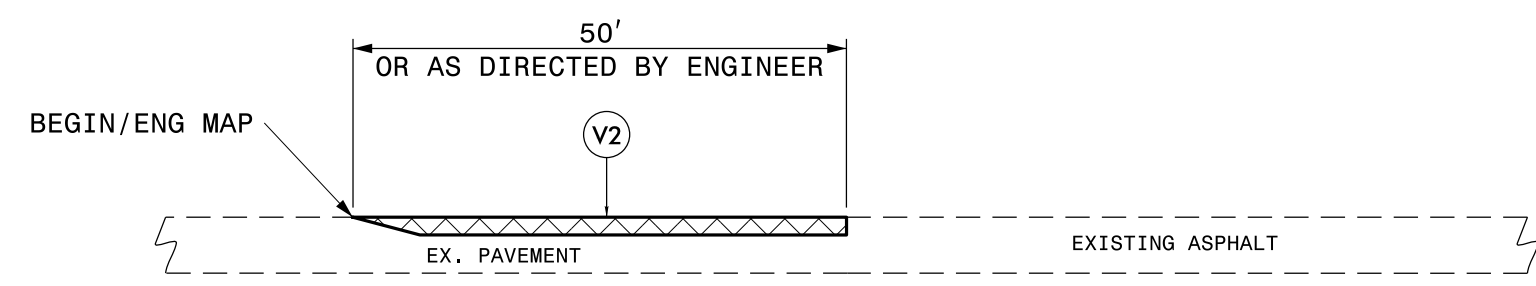
**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ no Widening)



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)



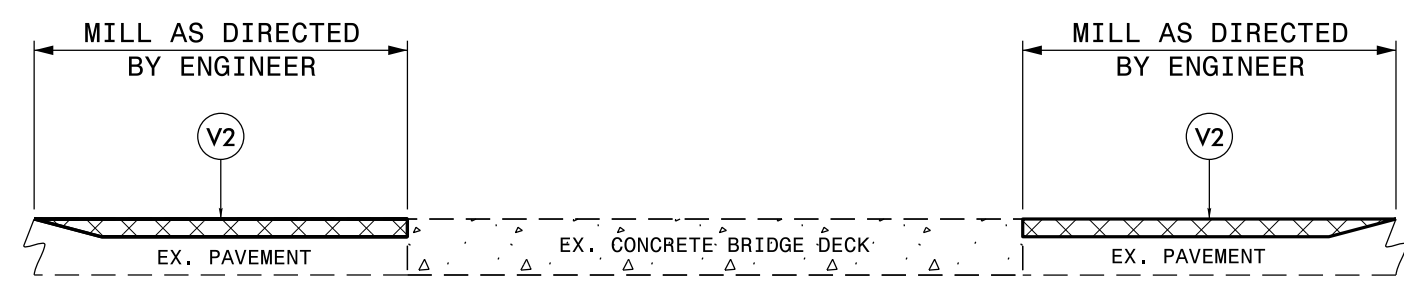
**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to Rutted Shoulder)



**DETAIL 1**  
 BEGIN END MAP TIE-IN

**NOTE:**

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:**

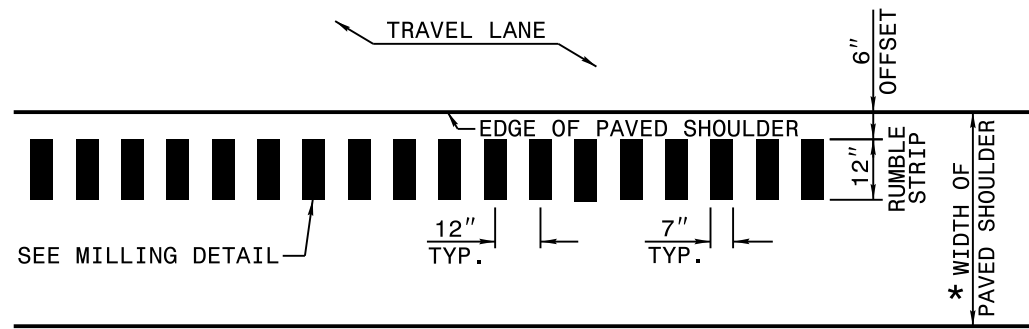
1. MILLING SHALL BE PERFORMED AT BRIDGE DECKS AND BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.

**NOTES:**

1. DETAIL DOES NOT APPLY TO OGAFD 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.

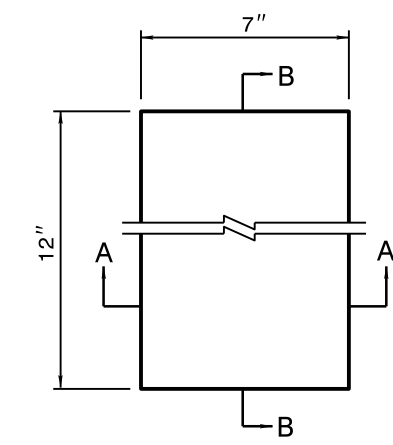
- SHOULDER WEDGE ANGLE = 30°

## ASPHALT SHOULDERS MILLED RUMBLE STRIPS

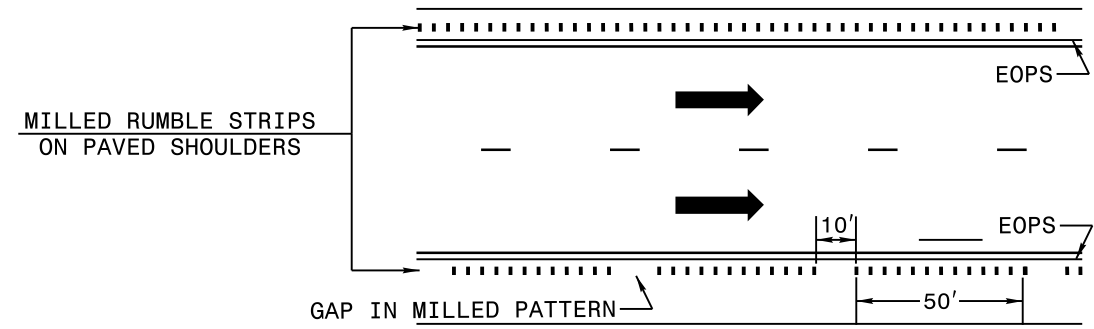


\* FOR WIDTHS SEE TYPICAL SECTIONS AND PLAN SHEETS

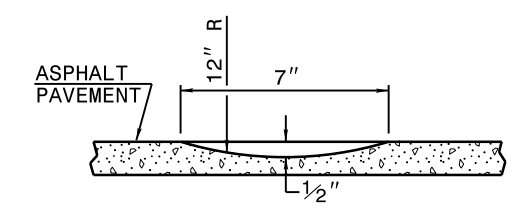
**PLAN VIEW  
PAVED SHOULDER**



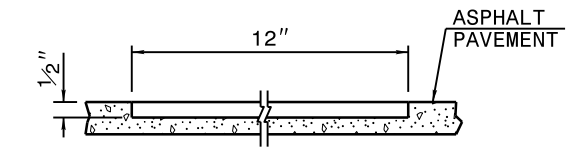
**PLAN VIEW  
MILLING DETAIL**



**LANE TREATMENT**



**SECTION A-A**



**SECTION B-B**

\* THE BEGINNING OF A RUMBLE STRIP/STRIPE PATTERN SHOULD BE DELINEATED IN ACCORDANCE WITH MUTCD CRITERIA (SECTION 9C.06) ON ANY FACILITY THAT BICYCLES ARE LEGALLY ALLOWED TO OPERATE.

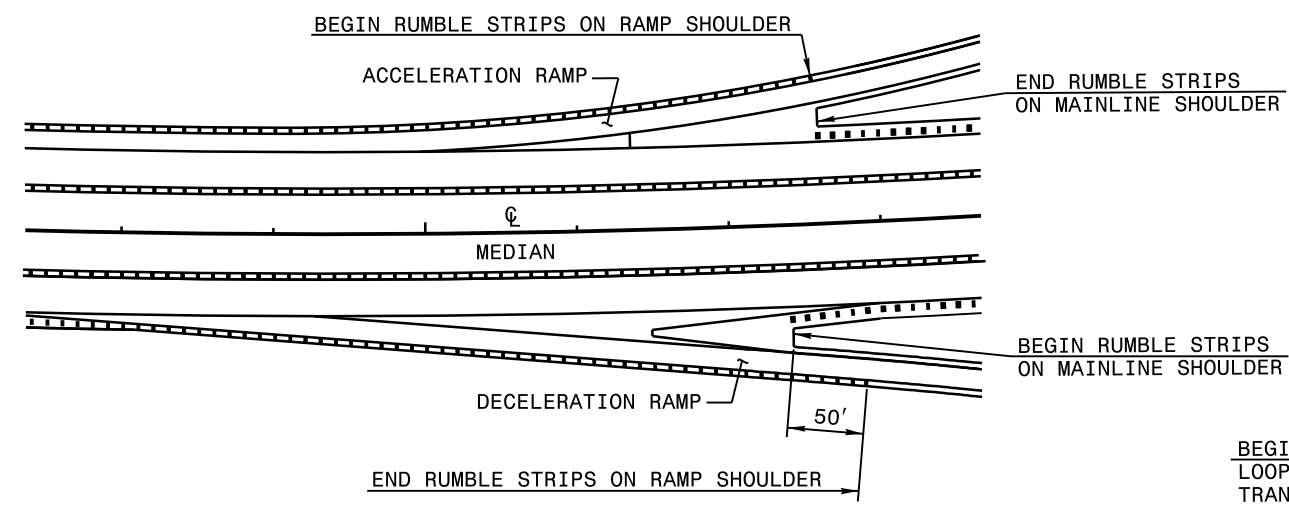
NOT TO SCALE

STATE OF NORTH CAROLINA  
 DEPT. OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 RALEIGH, N.C.

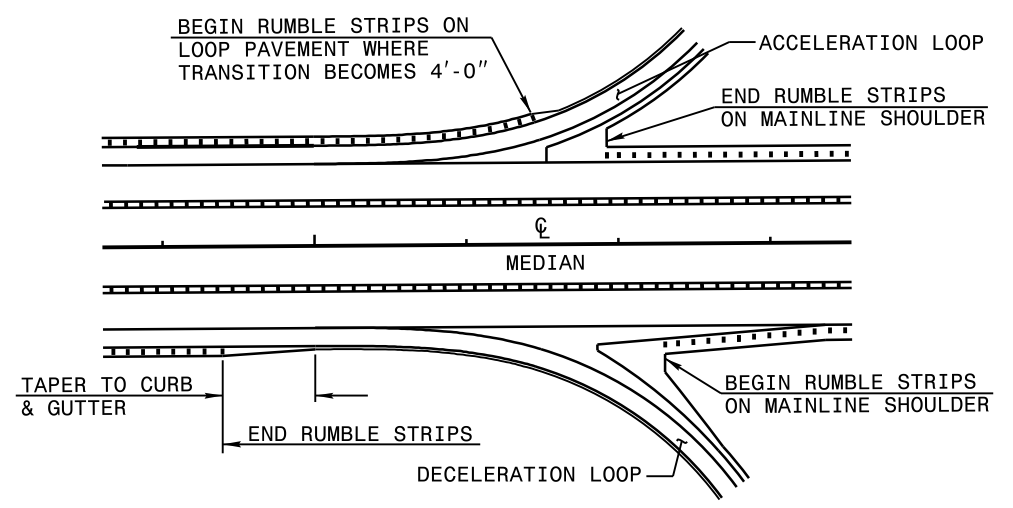
1-12

ENGLISH STANDARD DRAWING FOR  
**ASPHALT SHOULDERS  
 MILLED RUMBLE STRIPS**

SHEET 2 OF 2  
**665.01**

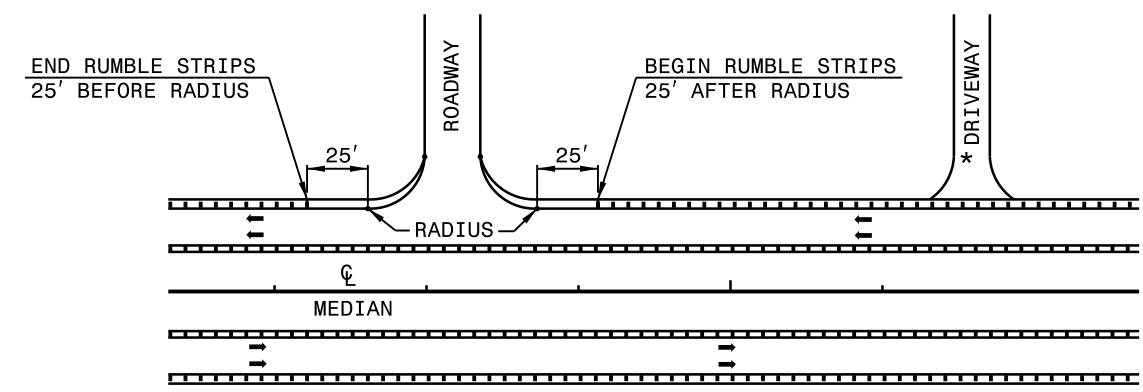


**TREATMENT AT RAMP TERMINALS**



**TREATMENT AT LOOP TERMINALS**

\* TERMINATE AT DRIVEWAYS AS DIRECTED BY THE ENGINEER.



**TREATMENT AT INTERSECTIONS**  
 (ROADWAY OR DRIVEWAY)

STATE OF NORTH CAROLINA  
 DEPT. OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 RALEIGH, N.C.

1-12

ENGLISH STANDARD DRAWING FOR  
**ASPHALT SHOULDERS  
 MILLED RUMBLE STRIPS**

SHEET 2 OF 2  
**665.01**

NOT TO SCALE

Project No.	Sheet No.
2016CPT.02.04.10741.2, ETC.	8

## SUMMARY OF QUANTITIES

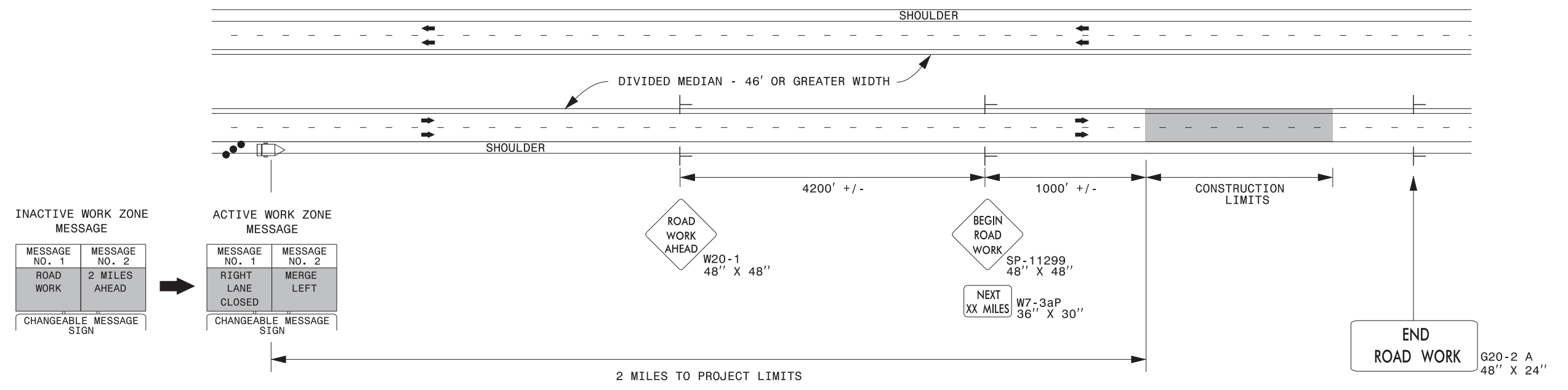
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	2.5" MILLING SY	INCIDENTAL MILLING SY	INTER-MEDIATE COURSE, 119.0B TONS	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	MILLED RUMBLE STRIPS (ASPHALT CEMENT CONCRETE) LF	ADJ. OF METER OR VALVE BOX EA	WATTLE LF	SEED & MULCHING AC	RESPONSE FOR EROSION CONTROL EA
2016CPT.02.04.10741.2	Pitt	1	US 13 / NC 11	US 13/ NC 11 FROM NC-903 TO SR-1512	1	4	MD	NO	NO	5.92									125,000				
<b>TOTAL FOR MAP NO. 1</b>										<b>5.92</b>									<b>125,000</b>				
<b>TOTAL FOR PROJ NO. 2016CPT.02.04.10741.2</b>										<b>5.92</b>									<b>125,000</b>				
2016CPT.02.07.10741.5	Pitt	2	US 13 / NC 11	US 13 / NC 11 FROM SR 1512 TO THE EDGECOMBE CO. LINE	1	4	MD	NO	NO	5.36	VAR.	840	21.50	166,404	2,226	23,545	20,888	2,383	113,204	2	200	11	4
<b>TOTAL FOR MAP NO. 2</b>										<b>5.36</b>		<b>840</b>	<b>21.50</b>	<b>166,404</b>	<b>2,226</b>	<b>23,545</b>	<b>20,888</b>	<b>2,383</b>	<b>113,204</b>	<b>2</b>	<b>200</b>	<b>11</b>	<b>4</b>
<b>TOTAL FOR PROJ NO. 2016CPT.02.07.10741.5</b>										<b>5.36</b>		<b>840</b>	<b>21.50</b>	<b>166,404</b>	<b>2,226</b>	<b>23,545</b>	<b>20,888</b>	<b>2,383</b>	<b>113,204</b>	<b>2</b>	<b>200</b>	<b>11</b>	<b>4</b>
2016CPT.04.09.10331.1	Edgecombe	3	US 13 / NC 11	LINE TO 1180' +/- N. OF BRIDGE 383	1,2,3	4	MD	NO	NO	0.78	VAR.		1.60	21,320	1,900	3,213	2,977	333	15,650		50	2	2
<b>TOTAL FOR MAP NO. 3</b>										<b>0.78</b>			<b>1.60</b>	<b>21,320</b>	<b>1,900</b>	<b>3,213</b>	<b>2,977</b>	<b>333</b>	<b>15,650</b>		<b>50</b>	<b>2</b>	<b>2</b>
<b>TOTAL FOR PROJ NO. 2016CPT.04.09.10331.1</b>										<b>0.78</b>			<b>1.60</b>	<b>21,320</b>	<b>1,900</b>	<b>3,213</b>	<b>2,977</b>	<b>333</b>	<b>15,650</b>		<b>50</b>	<b>2</b>	<b>2</b>
<b>GRAND TOTAL</b>										<b>12.06</b>		<b>840</b>	<b>23.10</b>	<b>187,724</b>	<b>4,126</b>	<b>26,758</b>	<b>23,865</b>	<b>2,716</b>	<b>253,854</b>	<b>2</b>	<b>250</b>	<b>13</b>	<b>6</b>



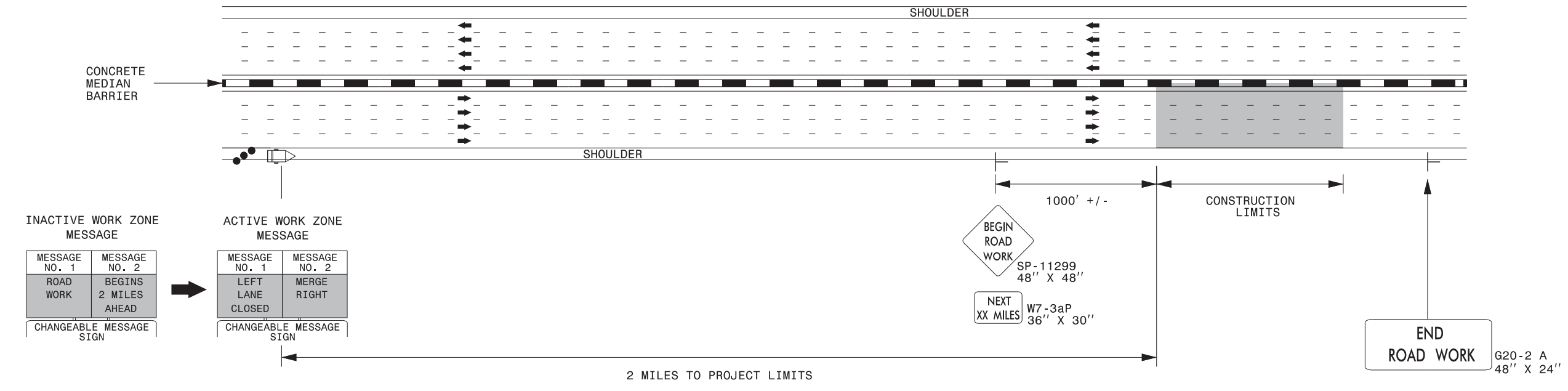
### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4688000000-E	4690000000-E	4700000000-E	4710000000-E	4721000000-E	4725000000-E	4810000000-E	4847100000-E	4847120000-E	4905000000-N	
										WORK ZONE ADVANCE / GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMO PVT MKG LINE, 6" 90 MILS	THERMO PVT MKG LINES 6" 120 MILS	THERMO PVT MKG LINES, 12" 90 MILS	24' WIDE THERMO 120 MILS	THERMO PVT MKG CHARACTER 120 MILS	THERMO PVT SYMBOL 90 MILS	TEMP PAINT PVT MKG 4"	POLYUREA LINES 6" (HIGHLY REFLECTIVE ELEMENTS)	POLYUREA LINES 12" (HIGHLY REFLECTIVE ELEMENTS)	SNOWPLB PVT MRKER	
										SF	LS	LF	LF	LF	LF	EA	EA	LF	LF	LF	EA	
2016CPT.02.04.10741.2	Pitt	1	US 13 / NC 11	US 13/ NC 11 FROM NC-903 TO SR-1512	1	4	MD	5.92		270	0.480											
<b>TOTAL FOR MAP NO. 1</b>										270	0.480											
<b>TOTAL FOR PROJ NO. 2016CPT.02.04.10741.2</b>										270	0.480											
2016CPT.02.07.10741.5	Pitt	2	US 13 / NC 11	US 13 / NC 11 FROM SR 1512 TO THE EDGECOMBE CO. LINE	1	4	MD	5.36	VAR.	270	0.450	118,724	15,008		500	4	275	134,000	1,500		1,555.00	
<b>TOTAL FOR MAP NO. 2</b>										270	0.450	118,724	15,008		500	4	275	134,000	1,500		1,555.00	
<b>TOTAL FOR PROJ NO. 2016CPT.02.07.10741.5</b>										270	0.450	118,724	15,008		500	4	275	134,000	1,500		1,555.00	
2016CPT.04.09.10331.1	Edgecombe	3	US 13 / NC 11	US 13/ NC 11 FROM THE PITT CO. LINE TO 1180' +/- N. OF BRIDGE 383	1,2,3	4	MD	0.78	VAR.	302	0.070	17,231	2,176	150	200		20	20,000	1,050	40	200.00	
<b>TOTAL FOR MAP NO. 3</b>										302	0.070	17,231	2,176	150	200		20	20,000	1,050	40	200	
<b>TOTAL FOR PROJ NO. 2016CPT.04.09.10331.1</b>										302	0.070	17,231	2,176	150	200		20	20,000	1,050	40	200	
<b>GRAND TOTAL</b>									12.06		842	1.00	135,955	17,184	150	700	4	295	154,000	2,550	40	1,755

### DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



### DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

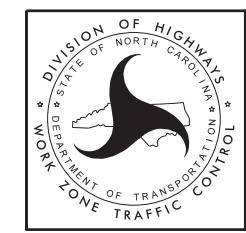


**NOTES:**

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

**LEGEND**

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



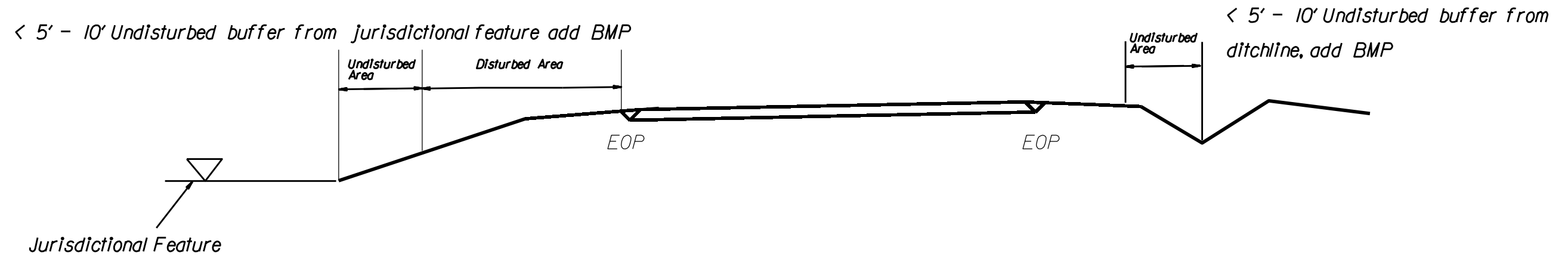
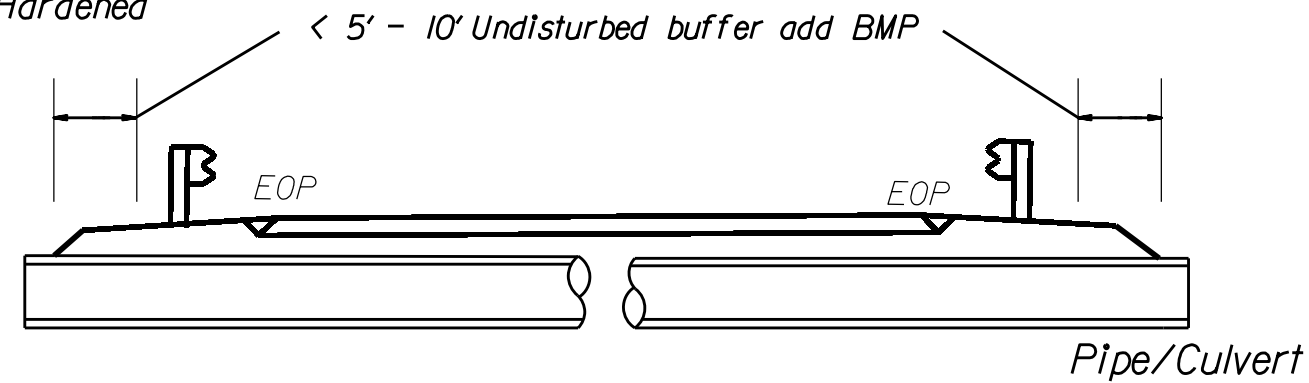
**RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH**

3/23/2015 C:\Users\rmgarrrett\Downloads\Resurfacing\_AdvWarn\_HSpd.dgn User:rmgarrrett

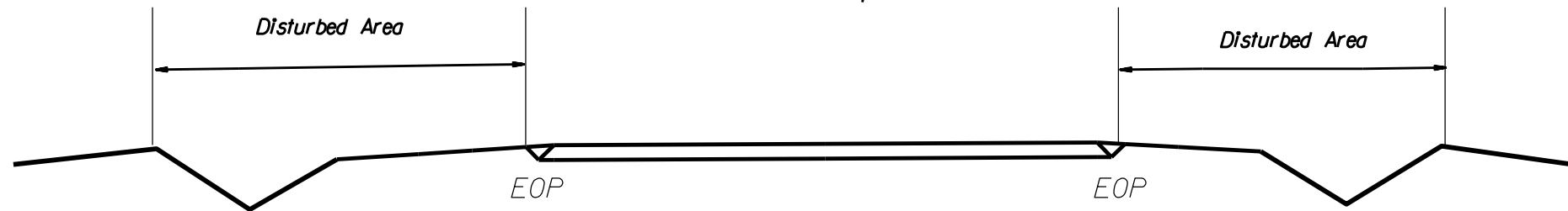
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

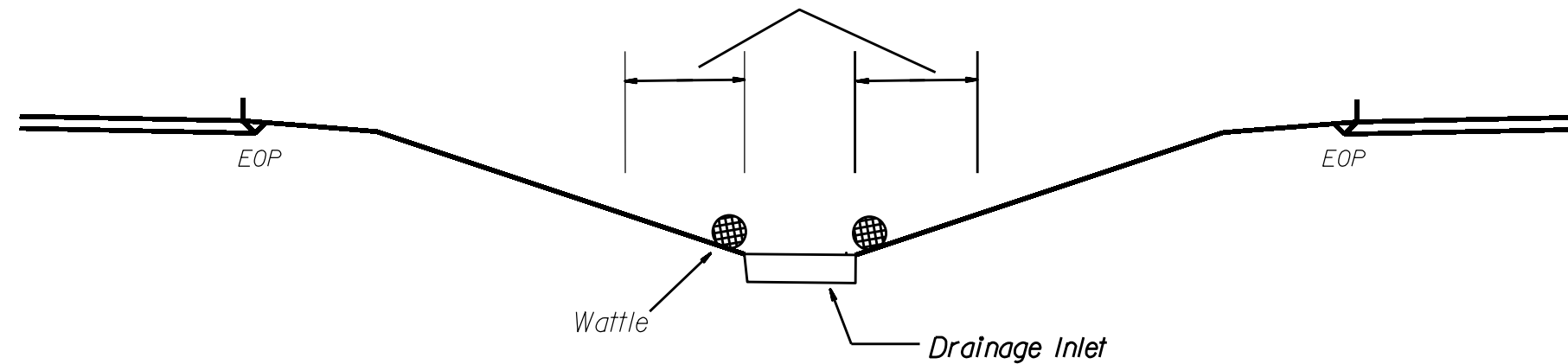
# EROSION CONTROL DETAIL



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

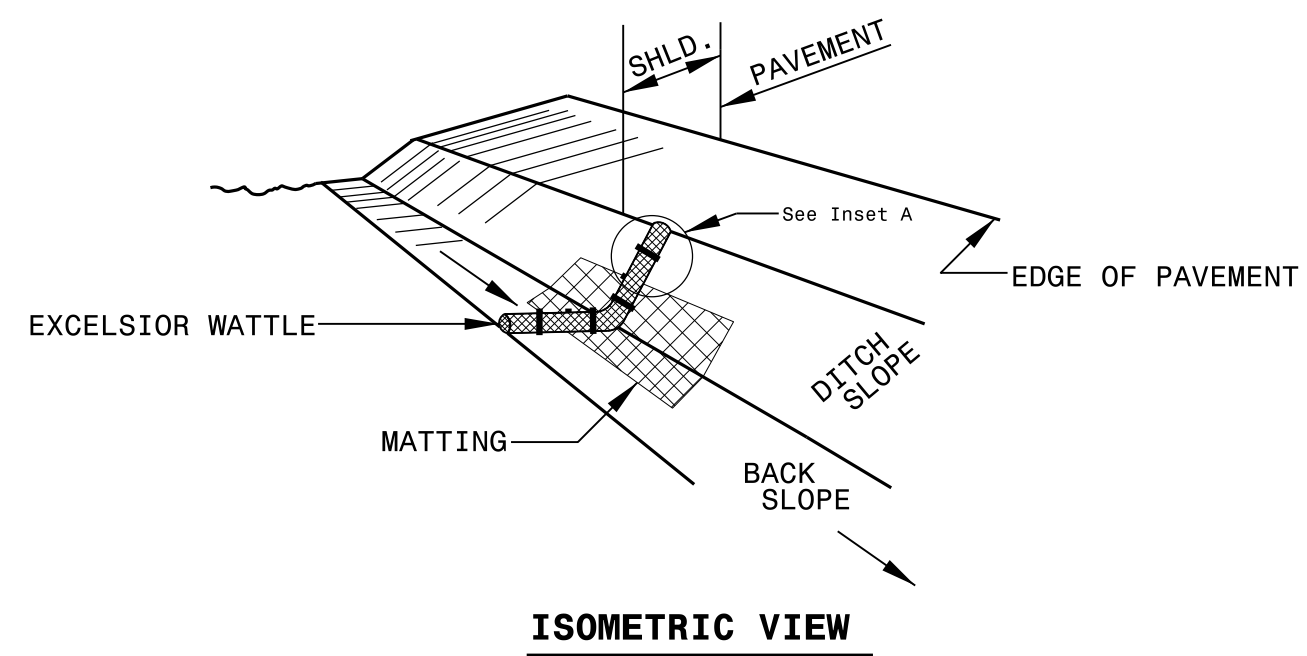


< 5' - 10' Undisturbed buffer from inlet, add wattle



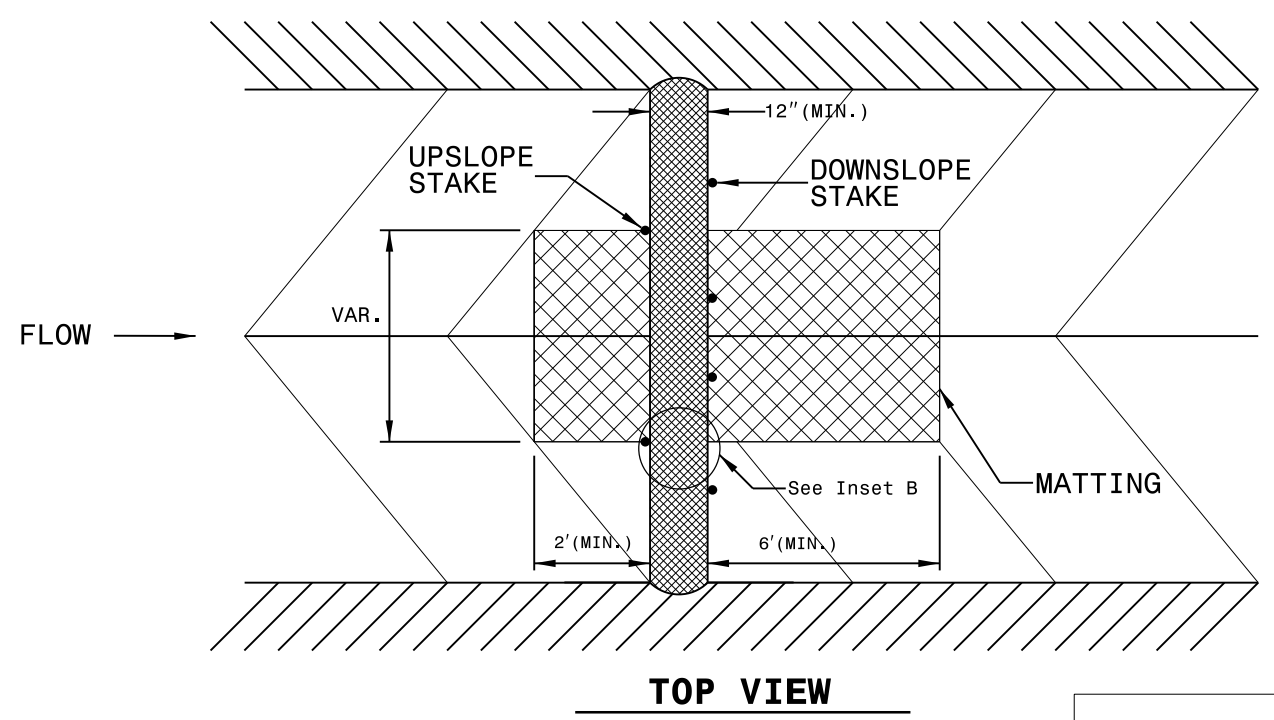
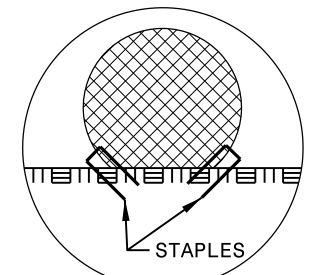
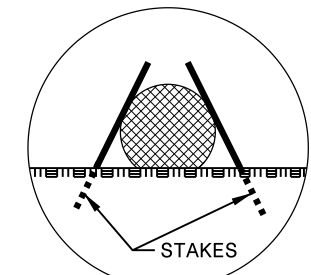
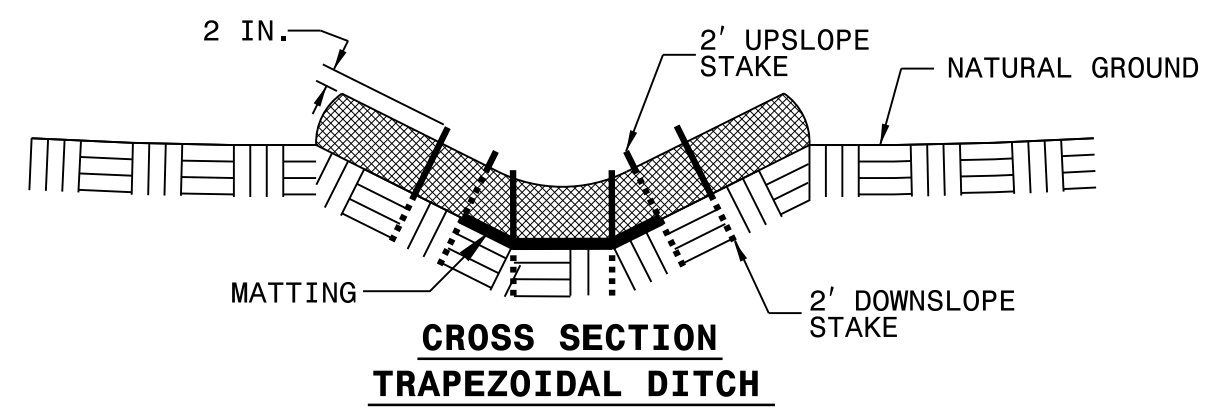
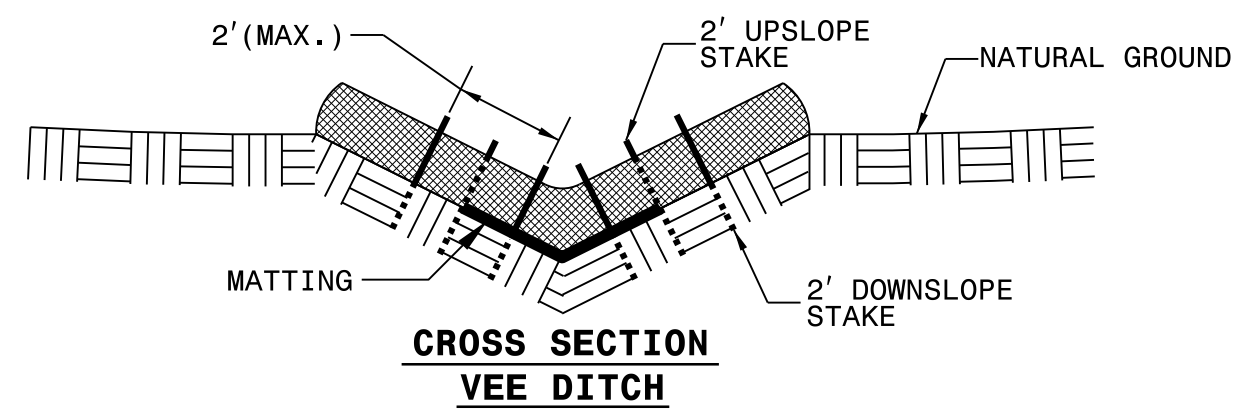
NOT TO SCALE

# 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.
- 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.



NOT TO SCALE