

CRAVEN COUNTY

DB00549

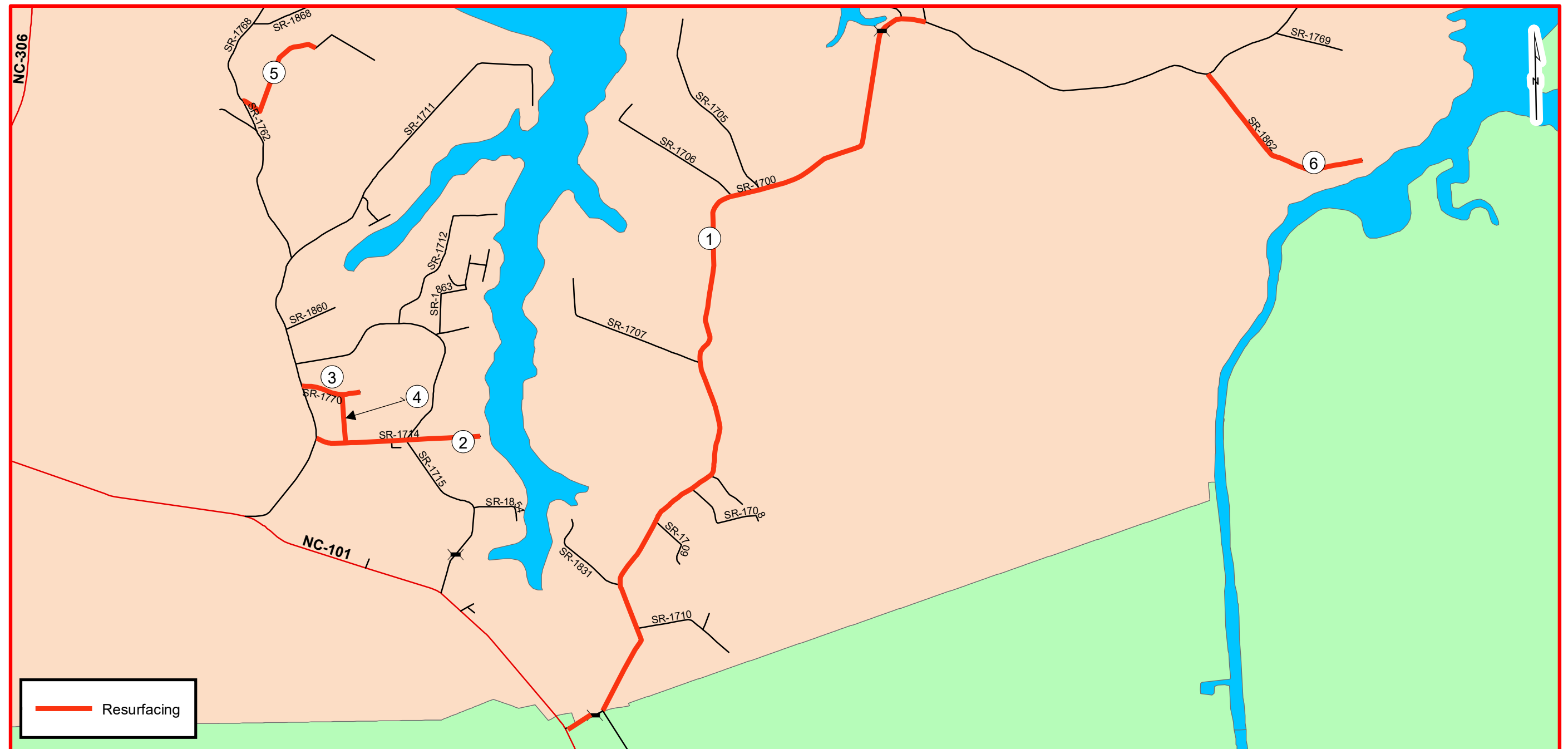
WBS# 2023CPT.02.02.20251

PROJECT REFERENCE NO.	SHEET NO.
DB00549	1

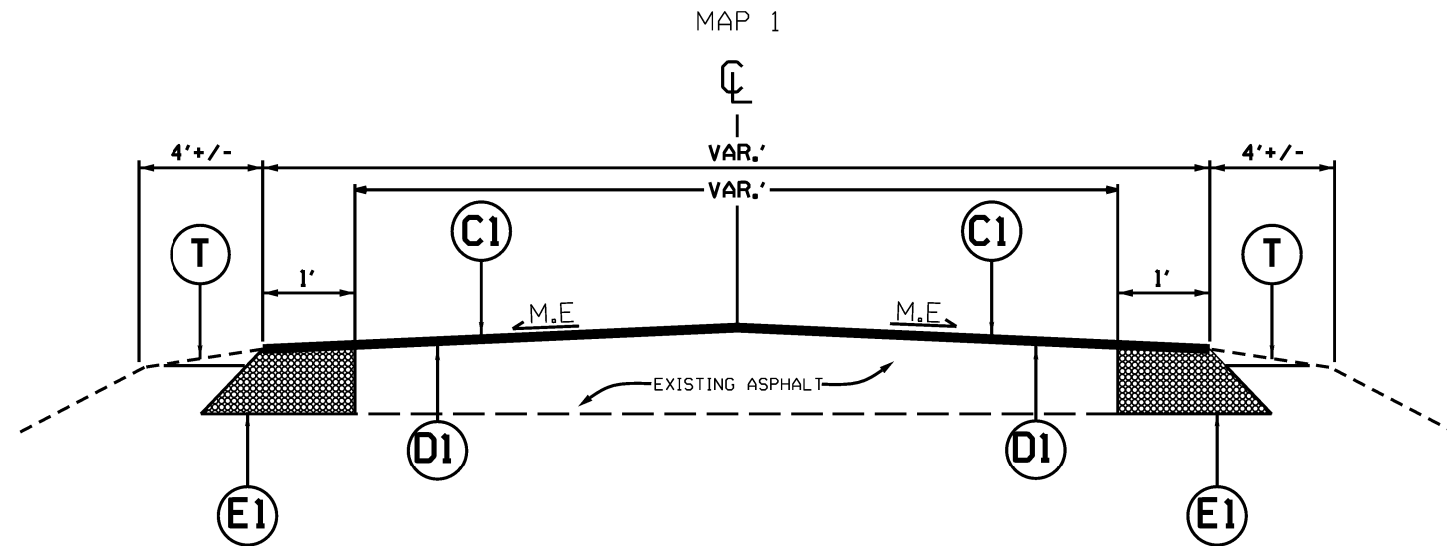


NCDOT
DIVISION 2

TYPE OF WORK: STRENGTHENING, RESURFACING, WIDENING, AND SHOULDER RECONSTRUCTION



TYPICAL SECTION NO. 1



NOTE:

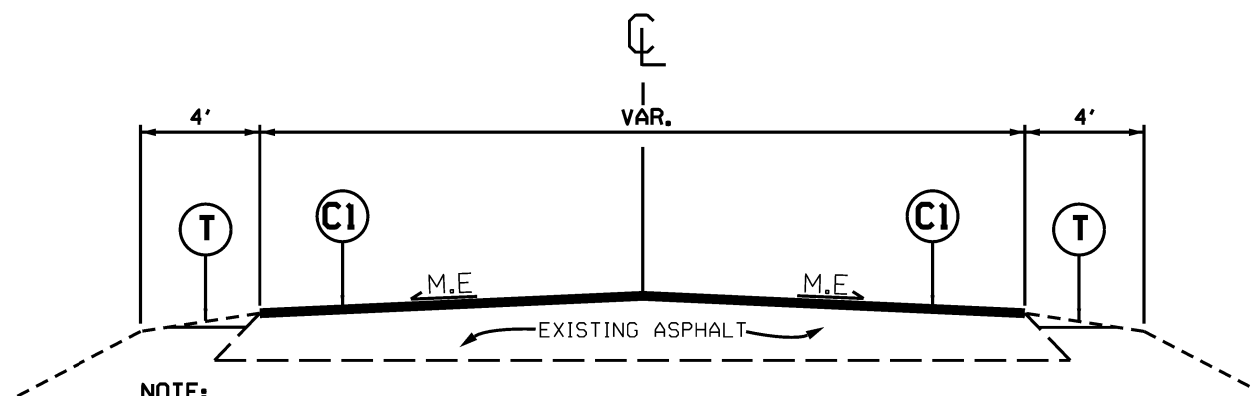
1. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
4. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.
6. REFER TO SHEET 3 FOR 2' WIDENING SECTION AND 4" MILL PATCH LOCATIONS.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 684.0 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION.
V1	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 2

MAP 2,3,4,5,6



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 AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.
4. REFER TO SHEET 3 FOR 4" MILL PATCHING AND 2.5" I19.0C LOCATIONS.

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00549	3	

SUMMARY OF QUANTITIES

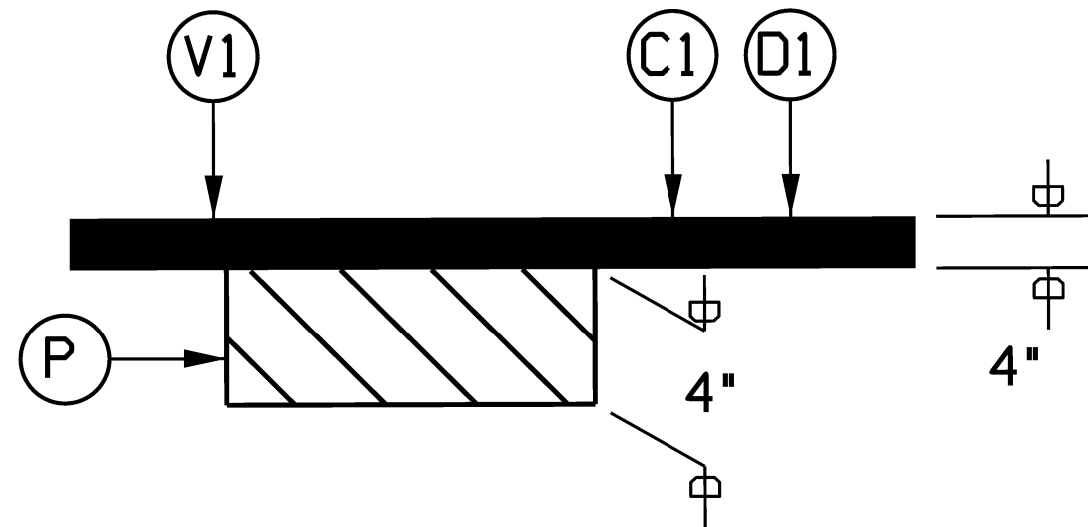
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0262000000-N	1220000000-E	1245000000-E	1330000000-E	1491000000-E	1503000000-E	1519000000-E	1575000000-E	1880000000-E	6000000000-E	0710100000-	6084000000-E	6117000000-N	4130000000-	4457000000-N													
												HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	INCIDENTAL MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL													
												EA	TONS	SMI	SY	TONS	TONS	TONS	TONS	TON	LF	LF	AC	EA	SF	LS													
2023CPT.02.02.20251	Craven	1	SR 1700 ADAMS CREEK RD	FROM NC 101 TO SR 1704	1	2	2WU	NO	NO	5.91	21	355	296	11.82	2,000	3,750	11,900	7,200	1,282	1,200	250	80	7.39	1	675	0.48													
TOTAL FOR MAP NO. 1																																							
2023CPT.02.02.20251	Craven	2	SR 1714 - GODETTE SCHOOL RD	FROM SR 1711 TO END MAINT	2	2	2WU	NO	NO	0.97	19	39	49	1.94	500			1,000	67		155	80	0.97	1	125	0.13													
TOTAL FOR MAP NO. 2																																							
2023CPT.02.02.20251	Craven	3	SR 1770 - CARTER RD	FROM SR 1711 TO END MAINT	2	2	2WU	NO	NO	0.34	18	14	17	0.68	500			400	27		54	80	0.34	1	40	0.08													
TOTAL FOR MAP NO. 3																																							
2023CPT.02.02.20251	Craven	4	SR 1795 - BOONE RD	FROM SR 1714 TO SR 1770	2	2	2WU	NO	NO	0.34	21	14	17	0.68	500			400	27		55	80	0.34	1	40	0.08													
TOTAL FOR MAP NO. 4																																							
2023CPT.02.02.20251	Craven	5	SR 1857 - SWAMP RD	FROM SR 1768 TO SR 1858	2	2	2WU	NO	NO	0.78	21	31	39	1.56	500			850	112		125	60	1.56	1	100	0.11													
TOTAL FOR MAP NO. 5																																							
2023CPT.02.02.20251	Craven	6	SR 1862 - JOYNER DR	FROM END OF CUL-DE-SAC TO SR 1700	2	2	2WU	NO	NO	1.23	20	49	62	2.46	500		1,250	1,300	152	80	197	80	2.46	1	150	0.12													
TOTAL FOR MAP NO. 6																																							
TOTAL FOR PROJ NO. 2023CPT.02.02.20251																																							
GRAND TOTAL																																							
												9.57																											
												502	480	19.14	4,500	3,750	13,150	11,150	1,667	2,380	836	300	13.06	3	1,130	1													

MAP	STA.	STA.	LT	RT
1	242+60	244+83		2'
1	15+87	16+66	7'	
1	21+23	22+39		7'
1	22+03	23+10	10'	
1	23+55	25+28		7'
1	24+44	24+80	7'	
1	103+17	104+00	10'	
1	119+85	120+82	7'	
1	125+95	135+36	7'	
1	132+86	133+48		7'
1	147+01	148+90		7'
1	164+00	165+52	7'	
1	167+43	171+02	7'	
1	182+20	184+53	7'	
1	187+94	192+10	7'	
1	190+00	191+65		7'
1	193+99	195+41	7'	
1	193+99	196+78		7'
1	199+05	200+74	7'	
1	201+37	202+67		7'
1	205+47	206+19		7'
1	210+22	212+45		7'
1	217+30	217+96		7'
1	223+84	224+42		7'
1	225+09	225+40		7'
1	246+00	246+38	7'	
1	255+15	257+16	10'	
1	258+73	259+41	7'	
1	267+44	269+54		7'
1	268+81	275+43	7'	
1	272+92	274+06		7'
1	276+72	277+99	7'	
1	276+90	277+99		7'

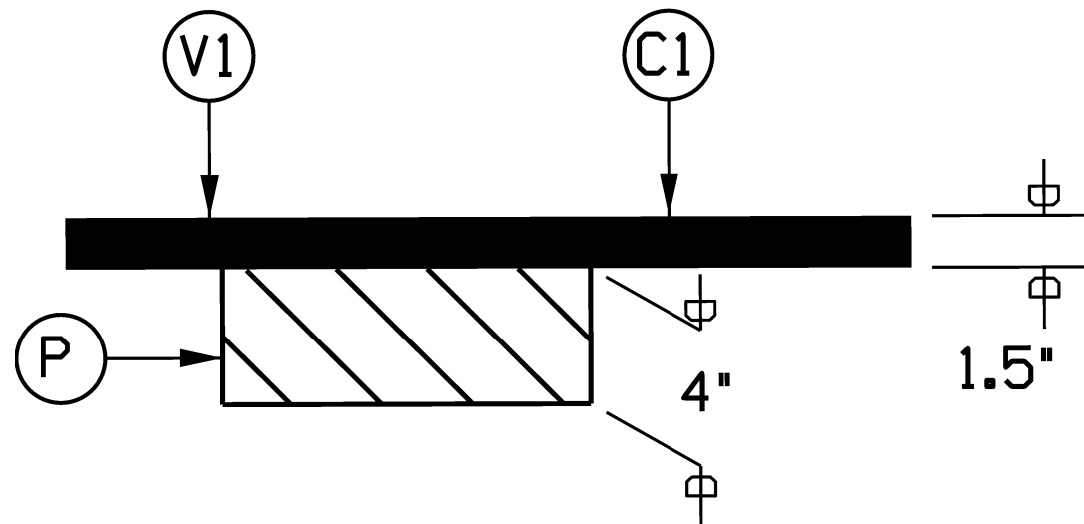
MAP	STA.	STA.	LT	RT
5	0+34	2+22	7'	
5	6+08	6+34	7'	
5	6+77	6+94	14'	
5	6+94	7+32		29'
5	7+32	7+64		20.5'
5	7+64	33+00		14'
5	37+18	39+55		7'
5	38+41	38+60	7'	
6	3+62	3+92		7'
6	16+24	17+05	7'	
6	17+51	18+25	7'	
6	21+63	22+92	7'	
6	64+84	65+00	7'	
6	28+50	64+75		20'

4" DEPTH MILL PATCHING DETAIL

MAP 1



MAP 5 AND 6

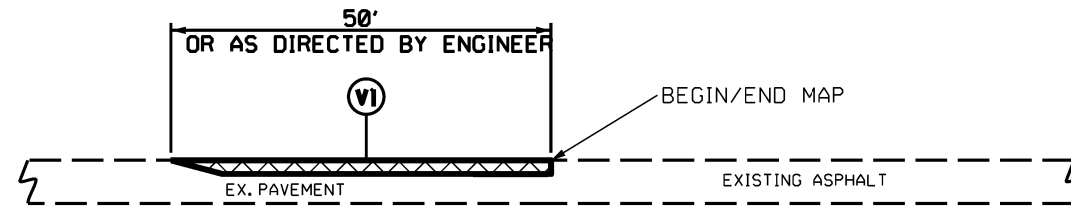


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING.
P	4" DEPTH MILL PATCHING W/ B 25.0C
DRAWINGS NOT TO SCALE	

NOTE:

1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 4" DEPTH MILL PATCHING.
2. THE CONTRACTOR SHALL PERFORM THE MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON SHEET 10, AND AS DIRECTED BY THE ENGINEER.

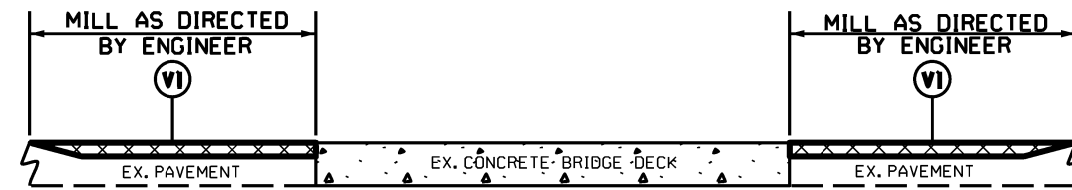
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

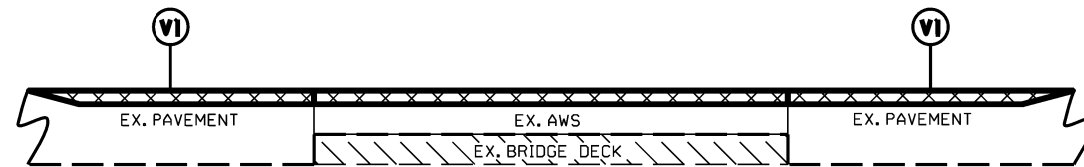
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

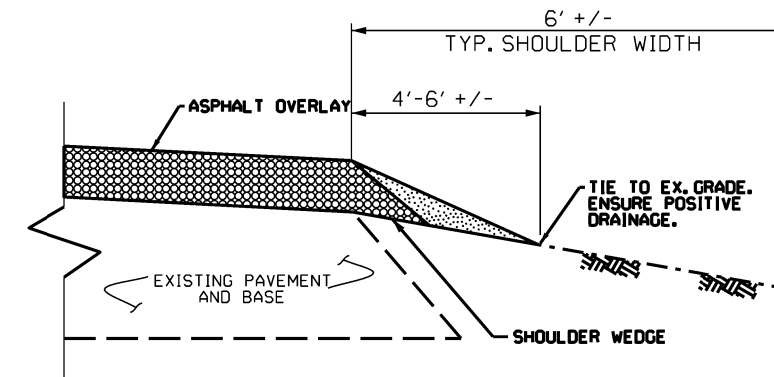


DETAIL 3
BRIDGE MILLING

NOTE:

- INCLUDES MILLING FOR THE ENTIRE WIDTH OF THE BRIDGE WEARING SURFACE, AS DIRECTED BY THE ENGINEER.

SHOULDER RECONSTRUCTION TYPICAL

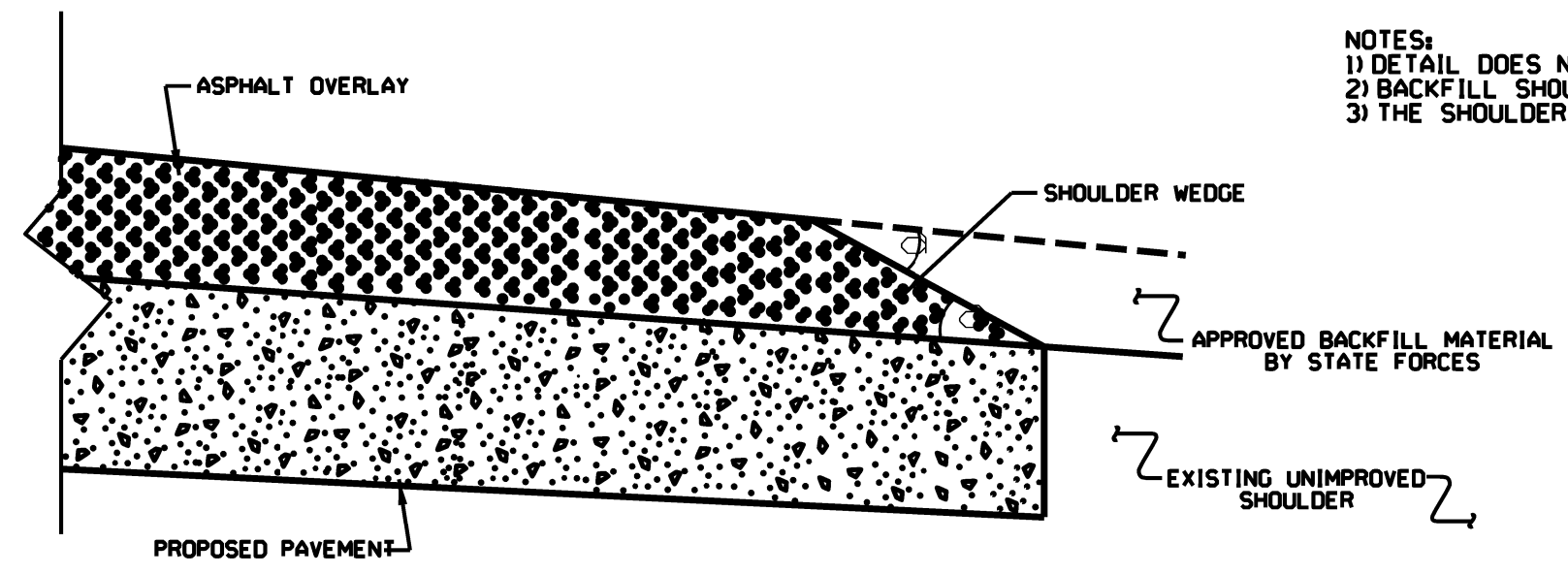


SHOULDER RECONSTRUCTION DETAIL

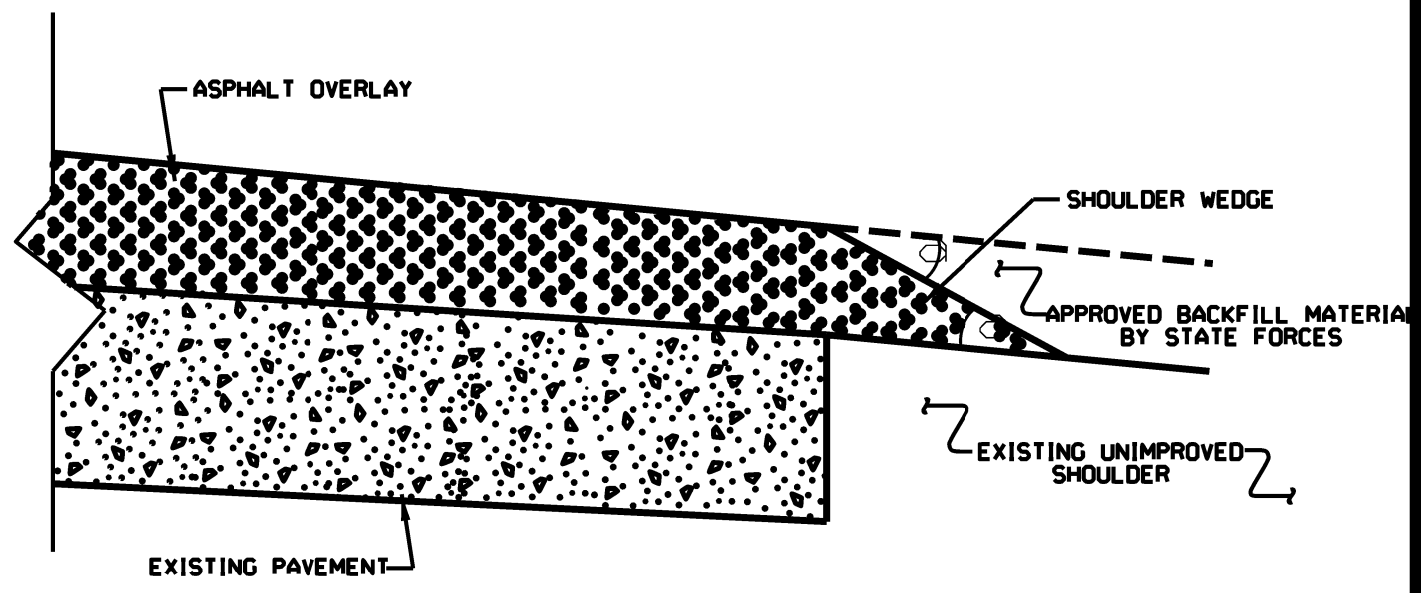
NOTE:

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

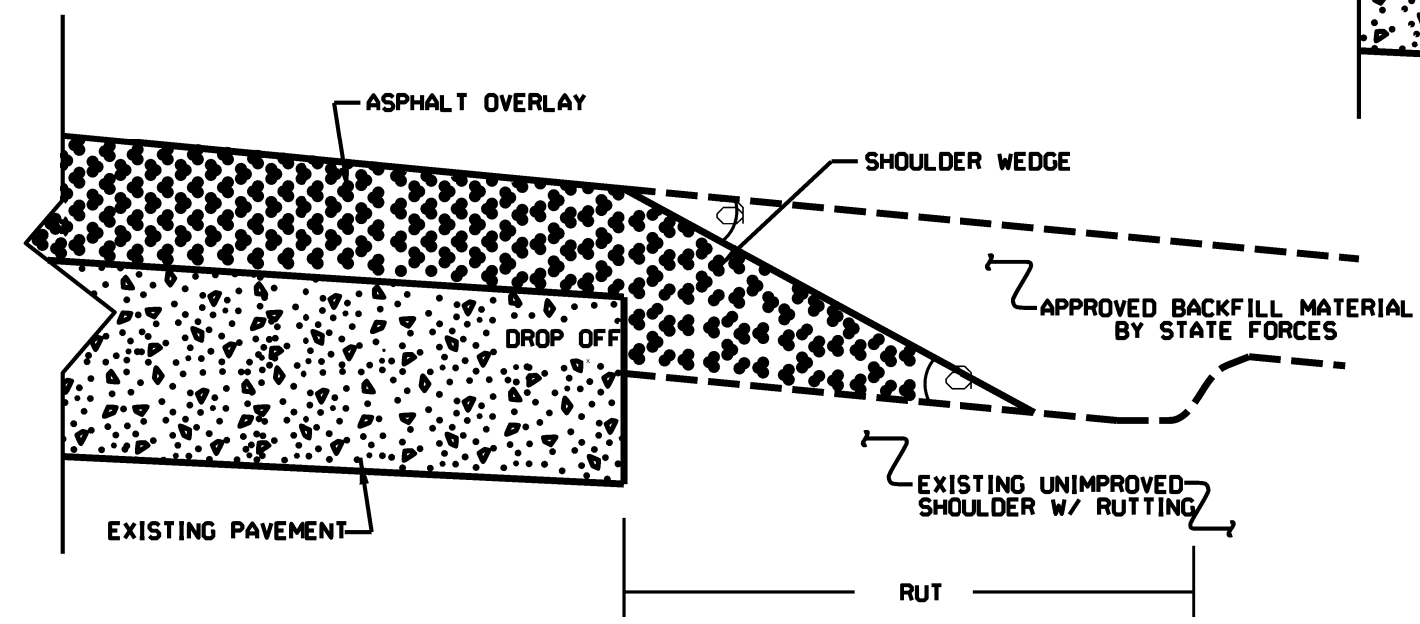
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS



SHOULDER WEDGE 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)

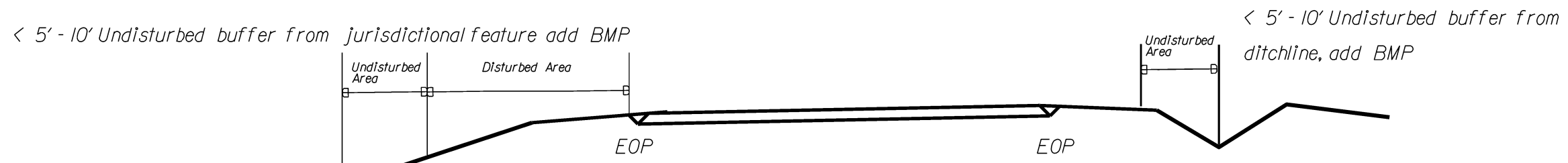
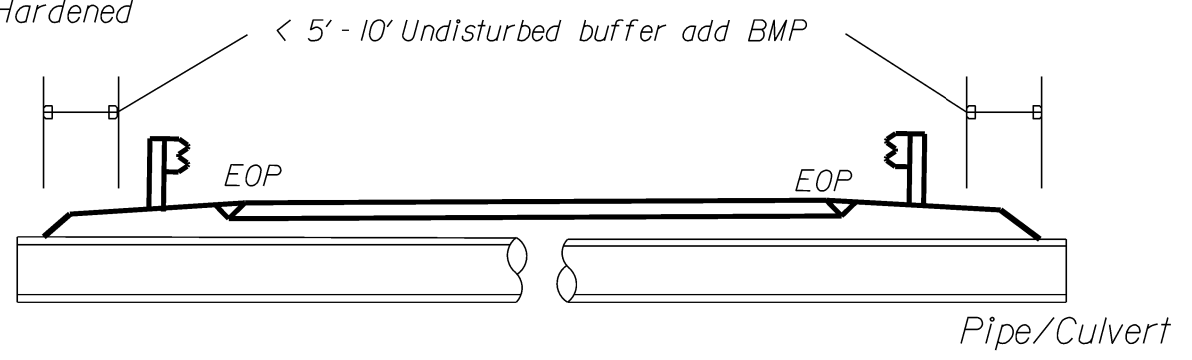
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 914-767-6420		FAX 914-230-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	LSPL	DATE:	7-13-11
MODIFIED BY:		DATE:	12/18/12
CHECKED BY:		DATE:	
FILE SPEC:	msc/road/shoulder/shoulder		

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

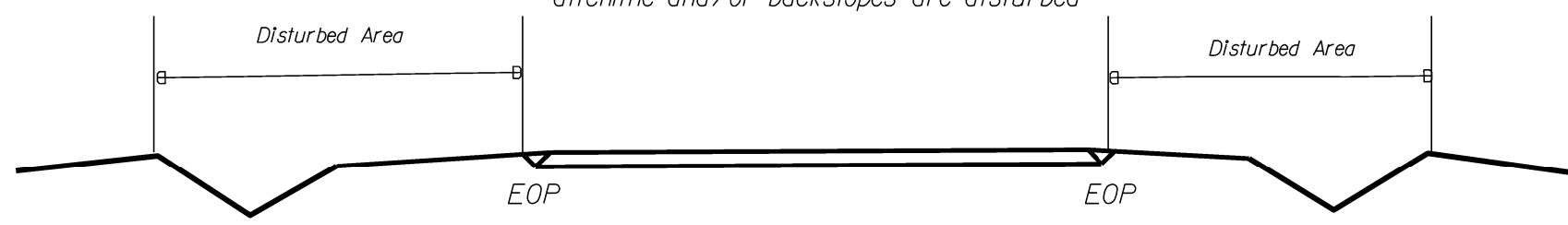
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

EROSION CONTROL DETAIL

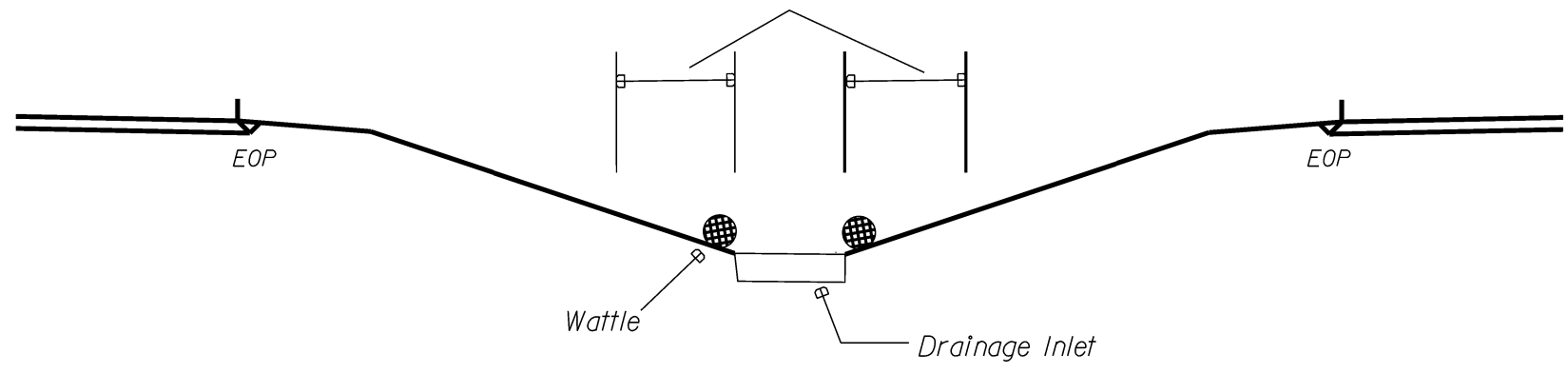


Jurisdictional Feature

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

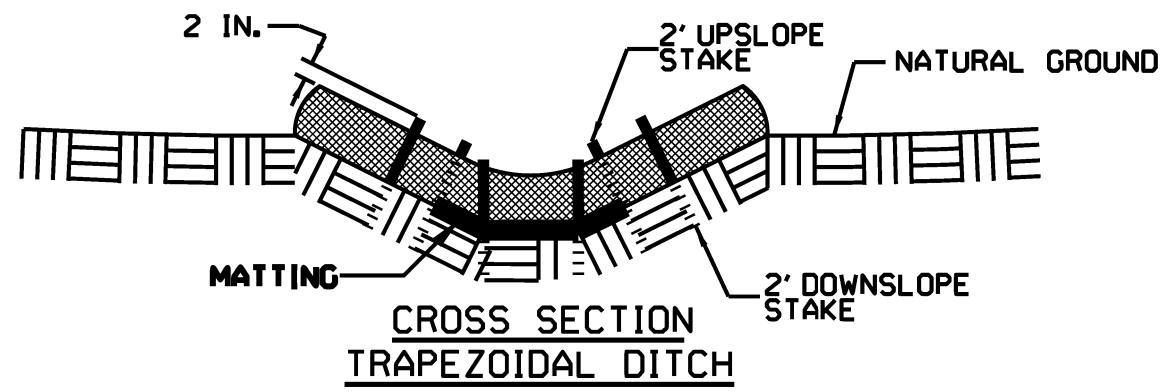
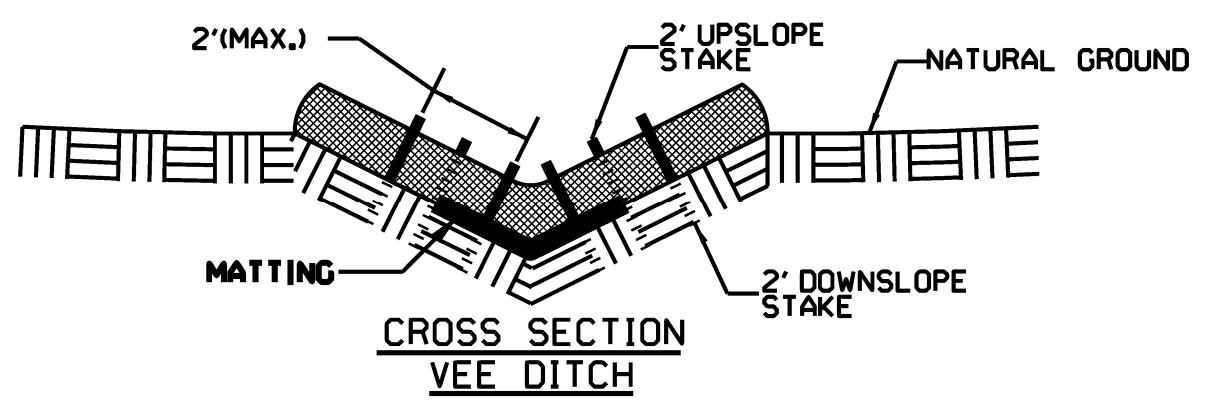
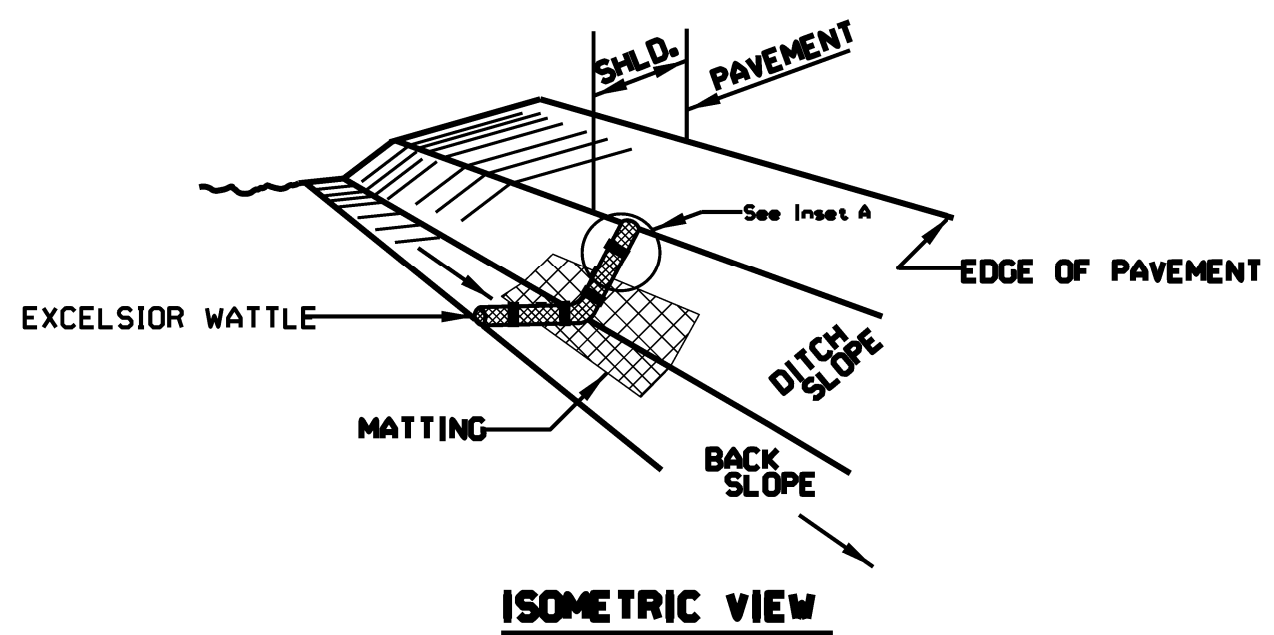


< 5' - 10' Undisturbed buffer from inlet, add wattle

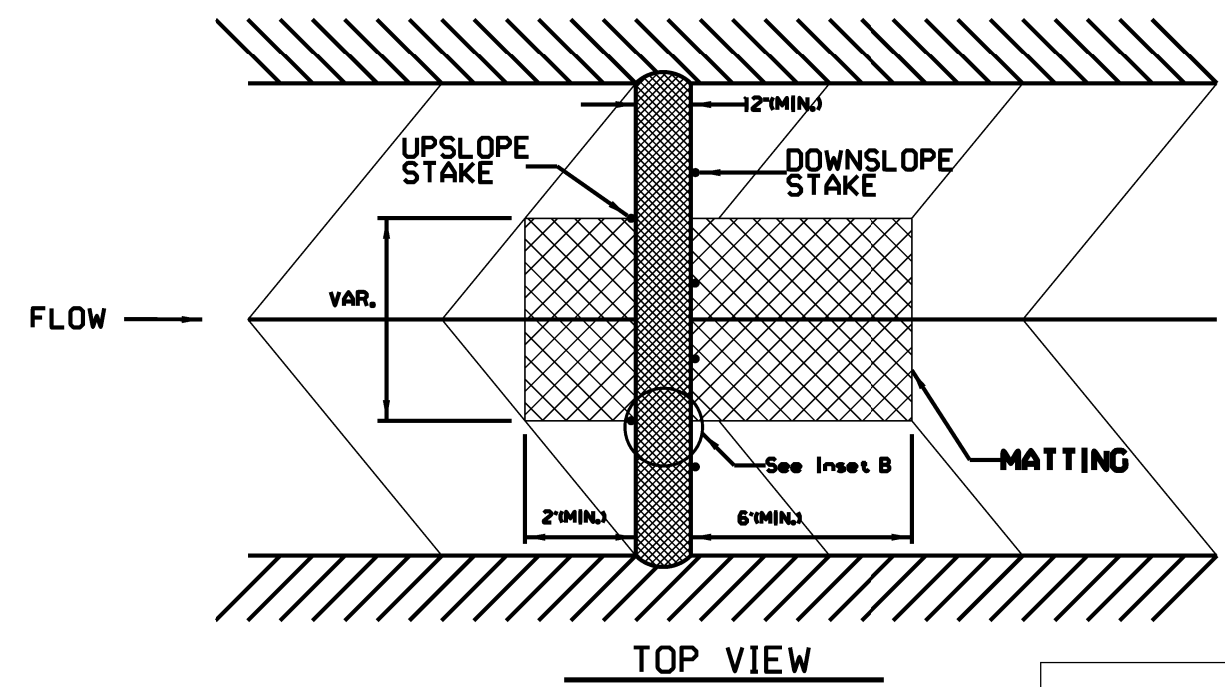
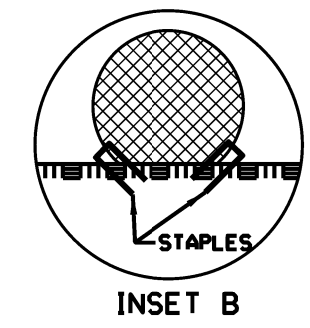
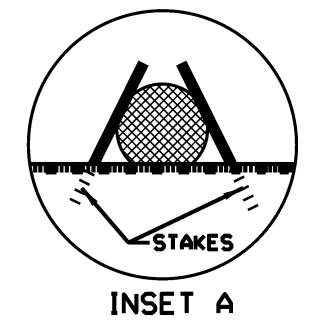


NOT TO SCALE

WATTLE DETAIL

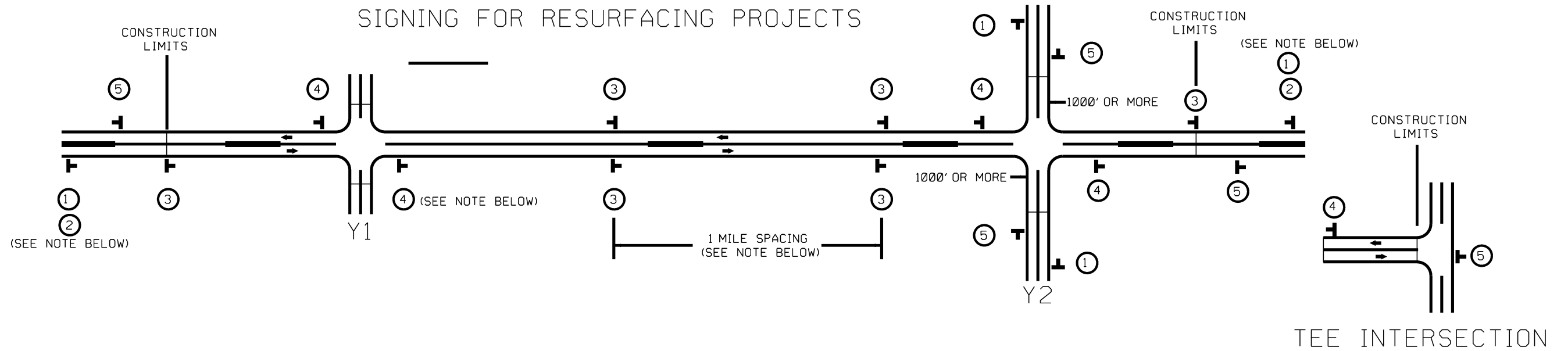


- NOTES:**
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
 - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
 - ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
 - INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 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

SIGNING FOR RESURFACING PROJECTS



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>1</p> <p>2</p> <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> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	<p>3</p> <p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
	<p>4</p> <p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</p> <p>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- 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>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</p>	
	<p>5</p> <p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	



RESURFACING
 ADVANCE WARNING SIGNS
 FOR
 RURAL AND SUBURBAN
 2 LANE ROADWAYS