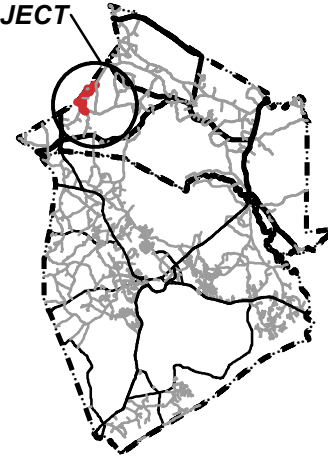


PROJECT



JONES COUNTY

# JONES COUNTY RESURFACING CONTRACT: DB00305 WBS: 2017CPT.02.06.20521.1

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.06.20521.1	1

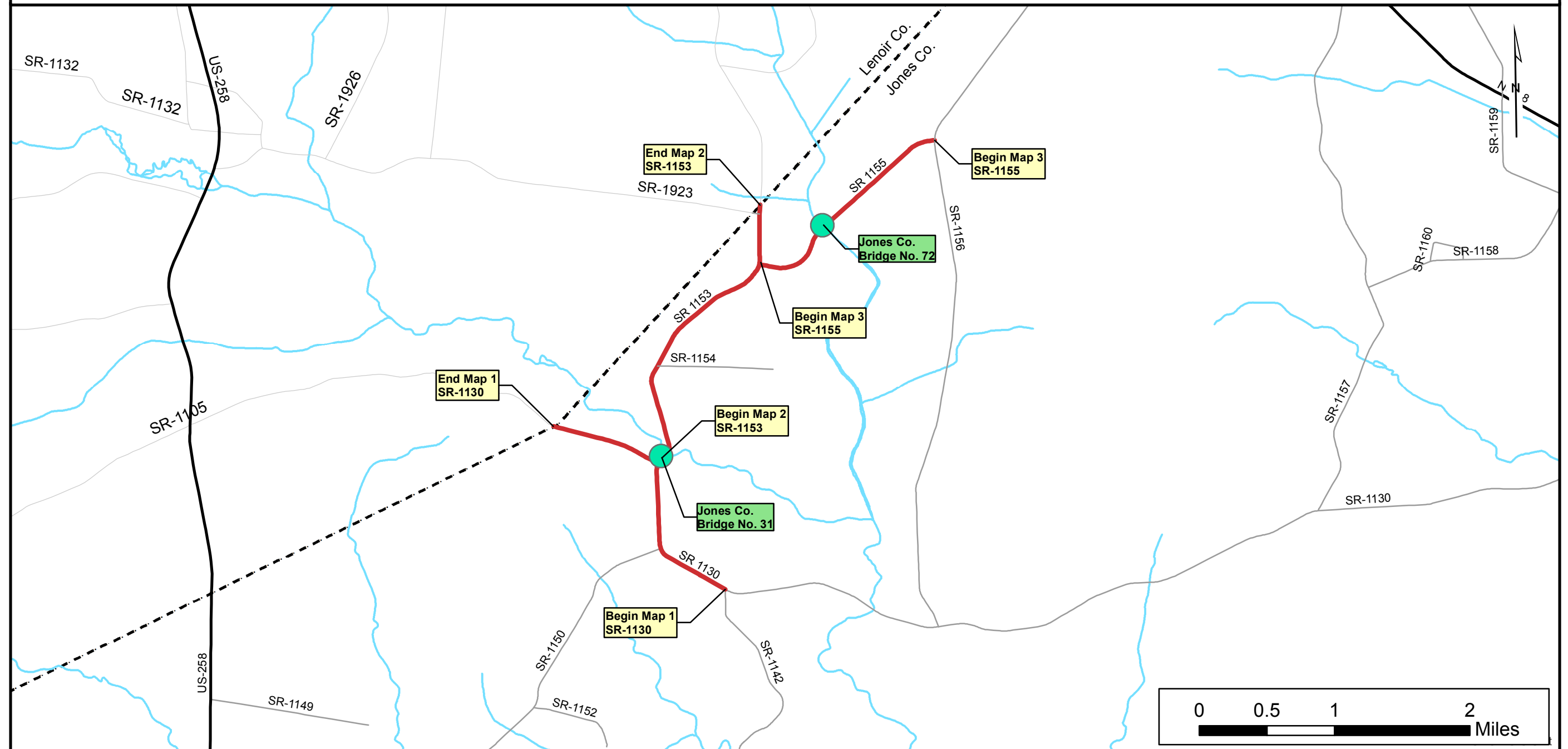


**NCDOT**  
DIVISION 2

**LOCATION:**

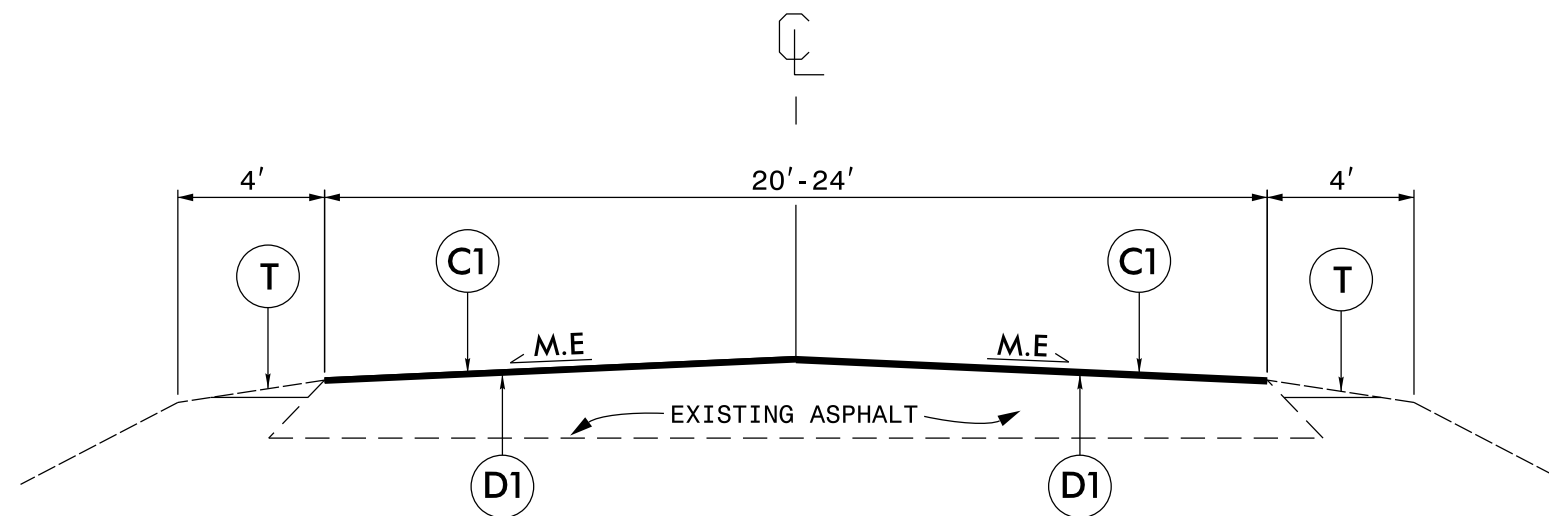
- MAP 1 - SR-1130 FROM THE LENOIR CO. LINE TO SR-1142.
- MAP 2 - SR-1153 FROM SR-1130 TO THE LENOIR CO. LINE.
- MAP 3 - SR-1155 FROM SR-1153 TO SR-1146

**TYPE OF WORK: PAVEMENT REPAIR, RESURFACING AND SHOULDER RECONSTRUCTION.**



# TYPICAL SECTION NO. 1

MAP 1 - SR-1130 FROM THE LENOIR CO. LINE(0+00) TO SR-1142(97+90).  
 MAP 2 - SR-1153 FROM BRIDGE 31(0+00) TO THE LENOIR CO. LINE(108+75).  
 MAP 3 - SR-1155 FROM SR-1153(0+00) TO SR-1156(78+60).



**NOTE:**

1. PLACE 2- $\frac{1}{2}$ " INTERMEDIATE WEDGE COURSE AT SPECIFIED LOCATIONS, SEE PLAN SHEET 3 FOR PROPOSED LOCATIONS.
2. PLACE 2- $\frac{1}{2}$ " INTERMEDIATE OVERLAY COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT AT SPECIFIED LOCATIONS, SEE PLAN SHEET 3 FOR PROPOSED LOCATIONS.
3. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
4. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
5. INCLUDES 1- $\frac{3}{4}$ " MILLING AT THE APPROACHES OF JONES CO. BRIDGE NO. 31 AND 1- $\frac{3}{4}$ " MILLING OF APPROACHES AND BRIDGE DECK AT JONES CO. BRIDGE NO. 72.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 $\frac{3}{4}$ " ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 $\frac{1}{2}$ " ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1 $\frac{3}{4}$ ", FOR THE ENTIRE WIDTH OF THE ROADWAY.
<b>DRAWINGS NOT TO SCALE</b>	

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

PROPOSED 2.5" INTERMIDATE WEDGING LOCATIONS - SR-1130 - MAP 1

LT/RT CL	STATION	LENGTH	WIDTH	LT/RT CL	STATION	LENGTH	WIDTH
LT	2+90 - 6+02	312	5	RT	54+84 - 60+06	522	10
LT	13+90 - 19+48	558	5				

PROPOSED 2.5" INTERMIDATE OVERLAY LOCATIONS - SR-1130 - MAP 1

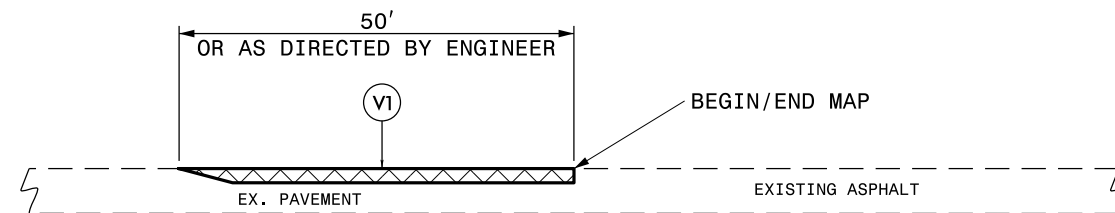
LT/RT CL	STATION	LENGTH	WIDTH	LT/RT CL	STATION	LENGTH	WIDTH
LT	22+45 - 29.02	657	10	RT	22+45 - 29.02	657	10
LT	36+59 - 46+25	966	10	RT	36+59 - 46+25	966	10
LT	50+72 - 54+84	412	10	RT	50+72 - 54+84	412	10
LT	83+40 - 84+70	130	10	RT	83+40 - 84+70	130	10
LT	96+72 - 97+70	98	10	RT	96+72 - 97+70	98	10

PROPOSED 2.5" INTERMEDIATE OVERLAY LOCATIONS - SR-1155 - MAP 3

LT/RT CL	STATION	LENGTH	WIDTH	LT/RT CL	STATION	LENGTH	WIDTH
LT	2+02 - 4+35	233	10	RT	2+02 - 4+35	233	10
LT	7+50 - 11+38	388	10	RT	7+50 - 11+38	388	10
LT	17+69 - 22+86	517	10	RT	17+69 - 22+86	517	10
LT	33+42 - 44+07	1065	10	RT	33+42 - 44+07	1065	10
LT	58+21 - 65+92	771	10	RT	58+21 - 65+92	771	10
LT	68+49 - 70+16	167	10	RT	68+49 - 70+16	167	10
LT	72+56 - 73+98	142	10	RT	72+56 - 73+98	142	10

PROPOSED 2.5" INTERMIDATE OVERLAY LOCATIONS - SR-1153 - MAP 2

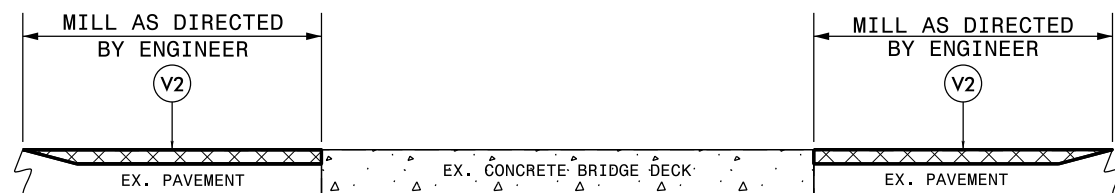
LT/RT CL	STATION	LENGTH	WIDTH	LT/RT CL	STATION	LENGTH	WIDTH
LT	7+69 - 8+82	113	10	RT	7+69 - 8+82	113	10
LT	10+18 - 12+78	260	10	RT	10+18 - 12+78	260	10
LT	27+22 - 27+73	51	10	RT	27+22 - 27+73	51	10
LT	70+39 - 71+79	140	10	RT	70+39 - 71+79	140	10
LT	94+24 - 85+99	175	10	RT	94+24 - 85+99	175	10
LT	97+88 - 98+98	110	10	RT	97+88 - 98+98	110	10



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

**NOTE:**

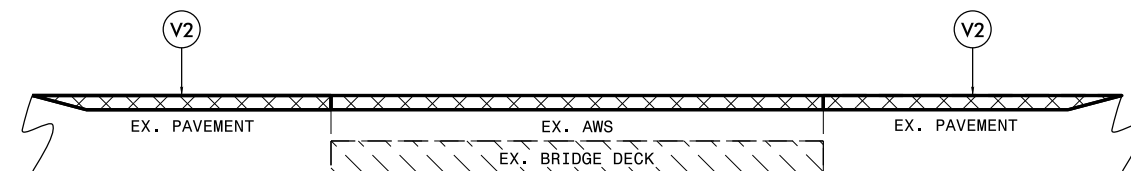
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 2**  
BRIDGE MILLING

**NOTE:**

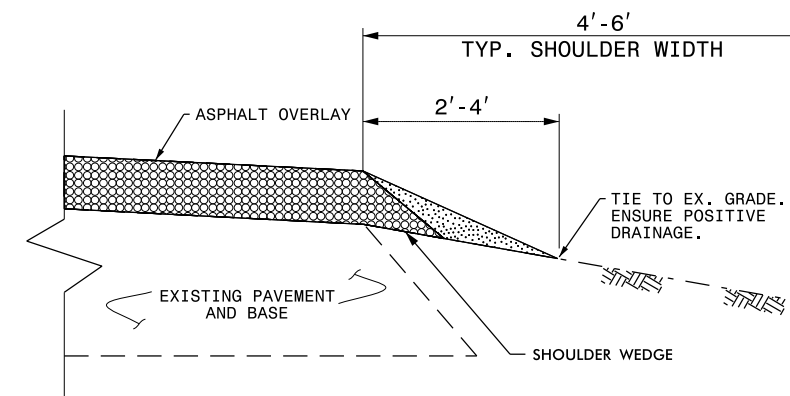
- MILLING SHALL BE PERFORMED AT JONES CO. BRIDGE NO. 31 AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 3**  
BRIDGE MILLING

**NOTE:**

- MILLING SHALL BE PERFORMED AT JONES CO. BRIDGE 71, AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.

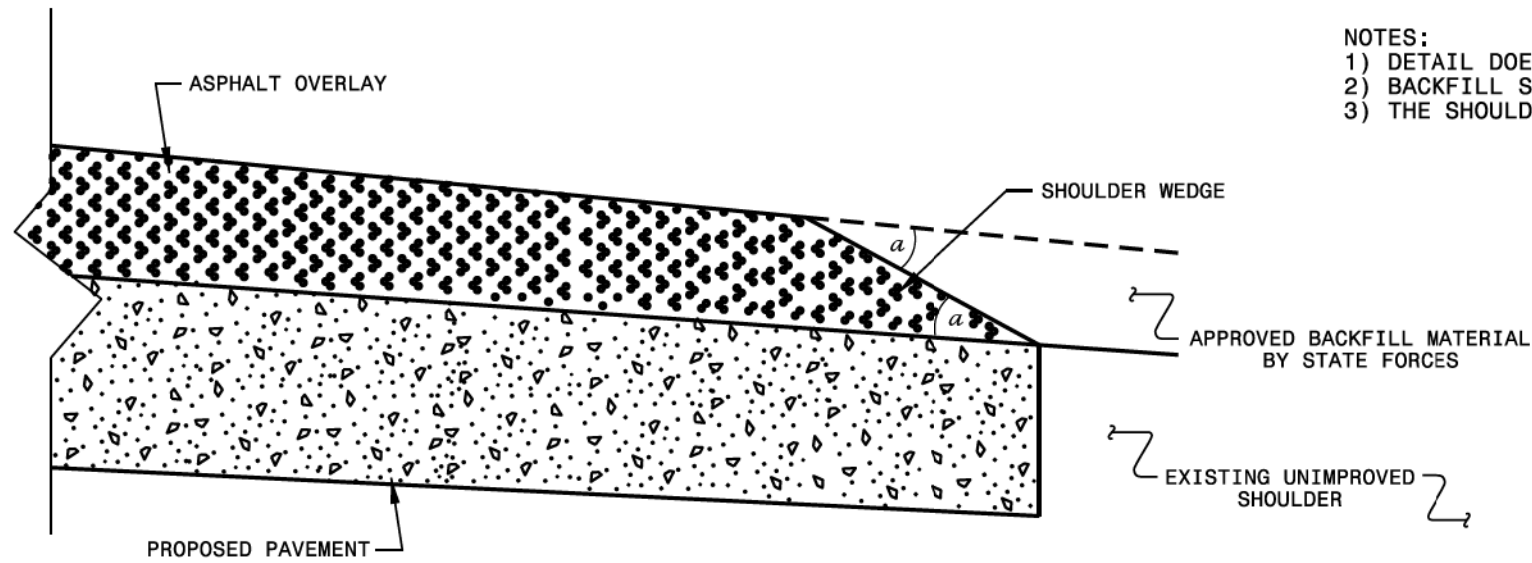


**SHOULDER RECONSTRUCTION DETAIL**

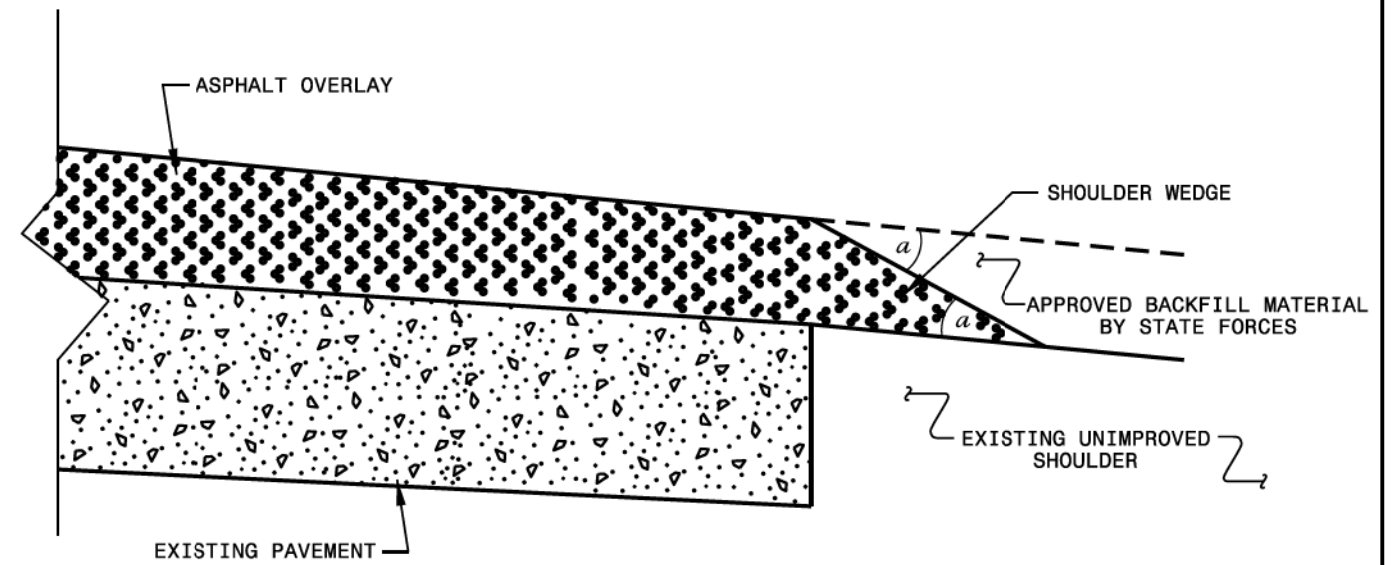
**NOTE:**

- 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.

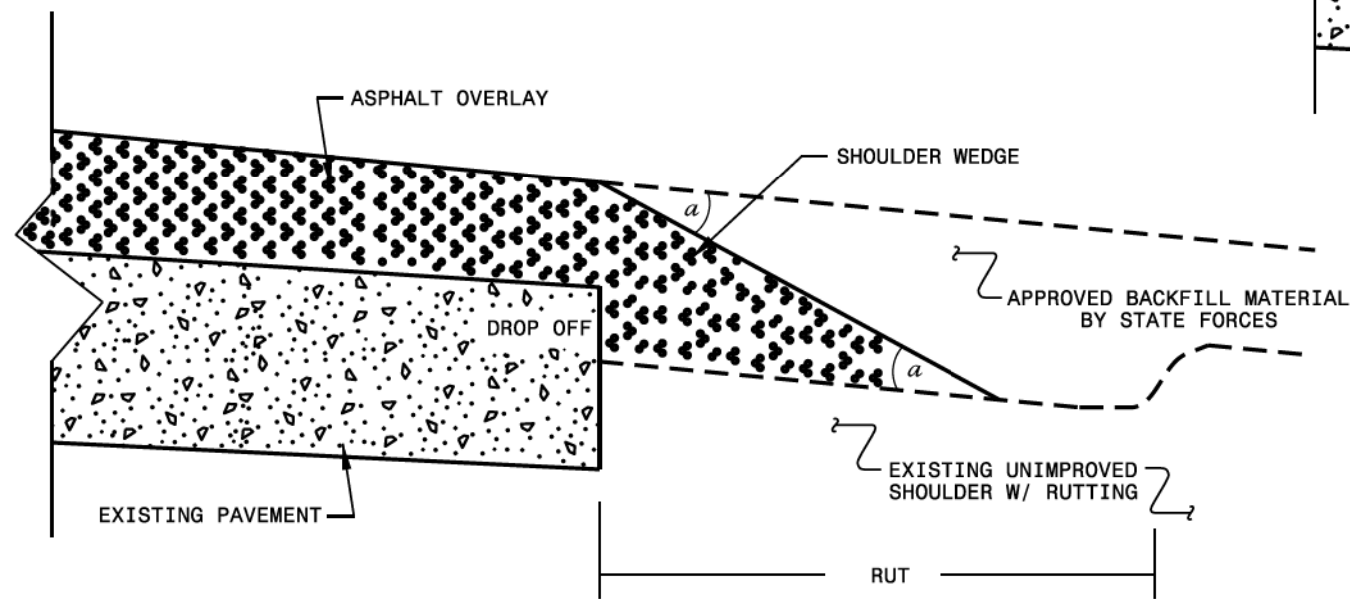
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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)

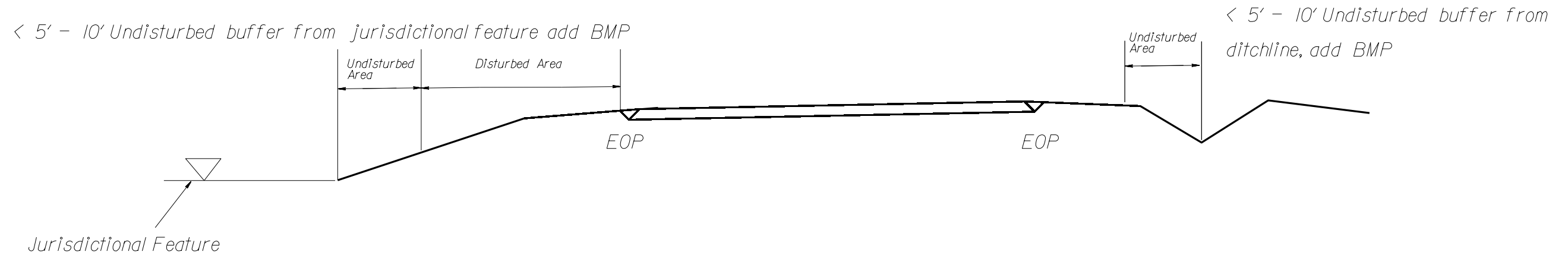
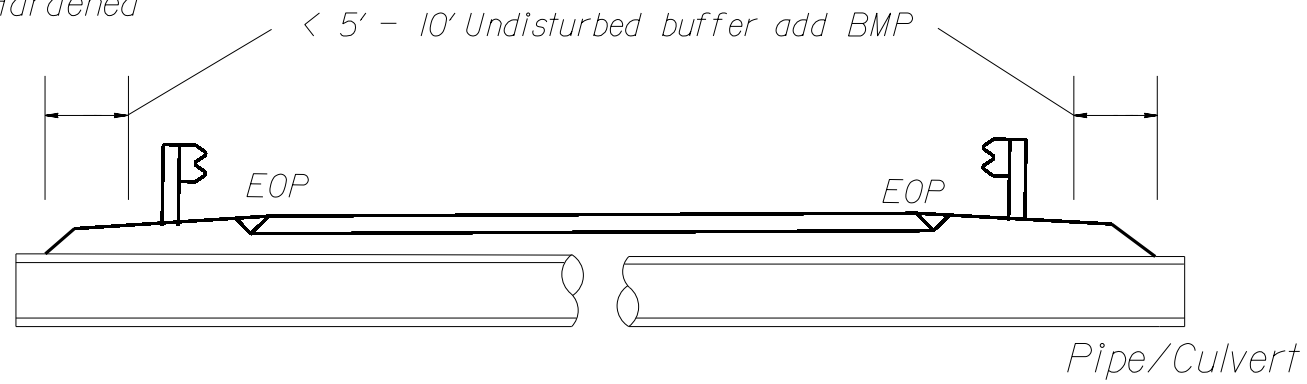
- SHOULDER WEDGE ANGLE = 30°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>			
Office 919-707-6950		FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>			
ORIGINAL BY: T.SPELL	DATE: 7-19-11		
MODIFIED BY:	DATE: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC.: s:\wrc\details\stand\shoulderwedgedata1.dgn			

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.

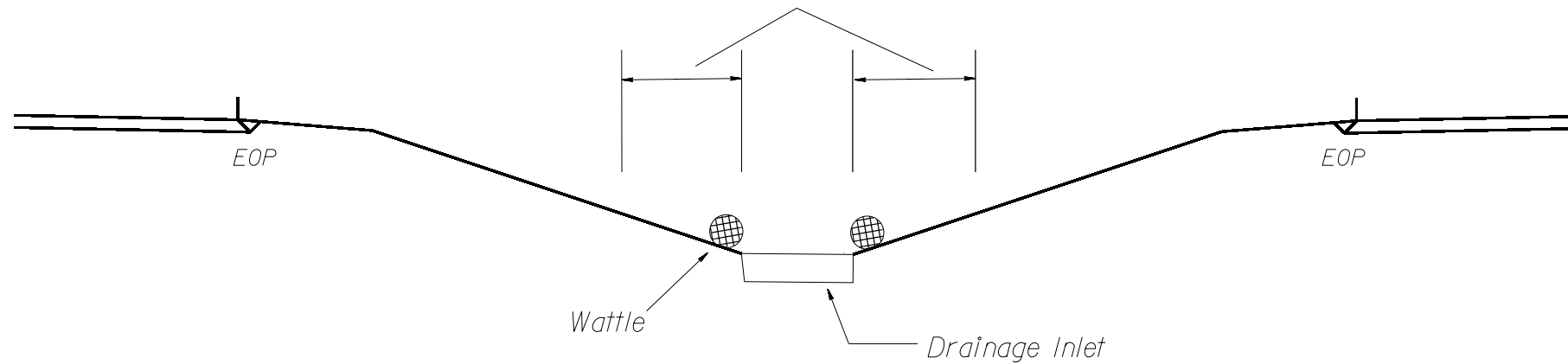
# EROSION CONTROL DETAIL



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

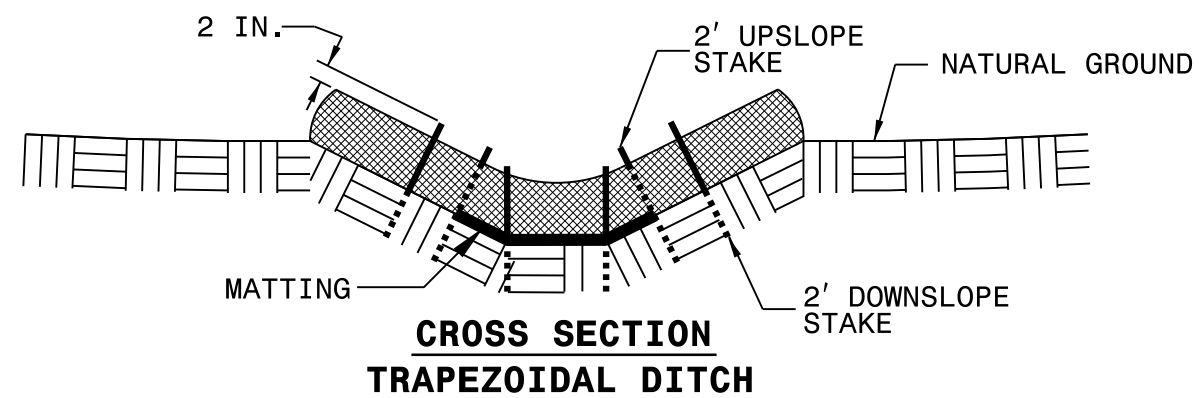
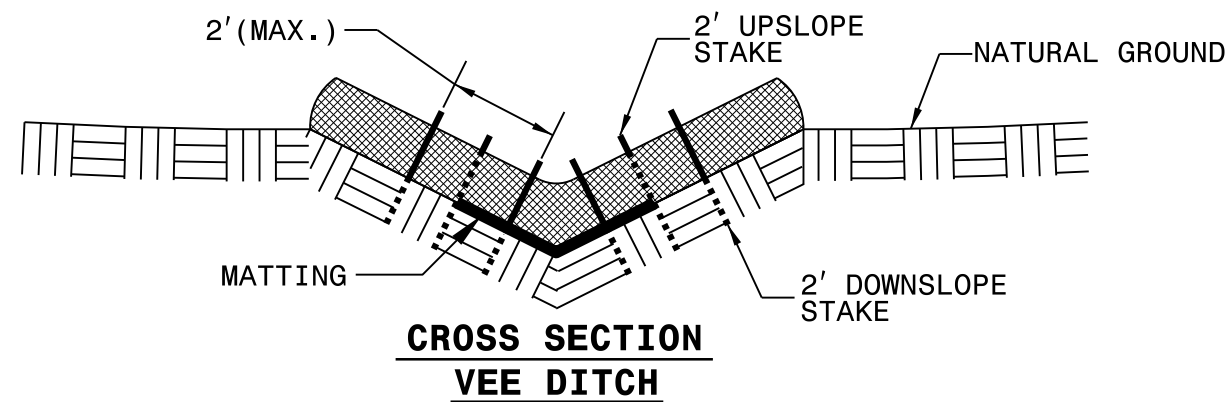
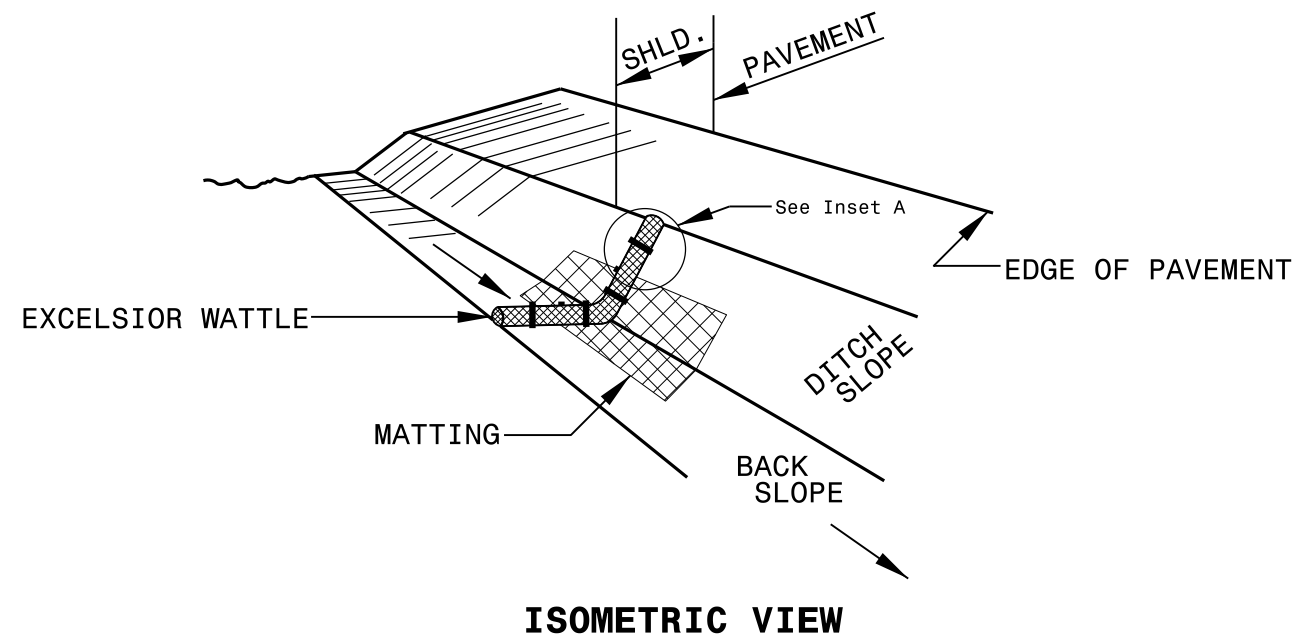


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

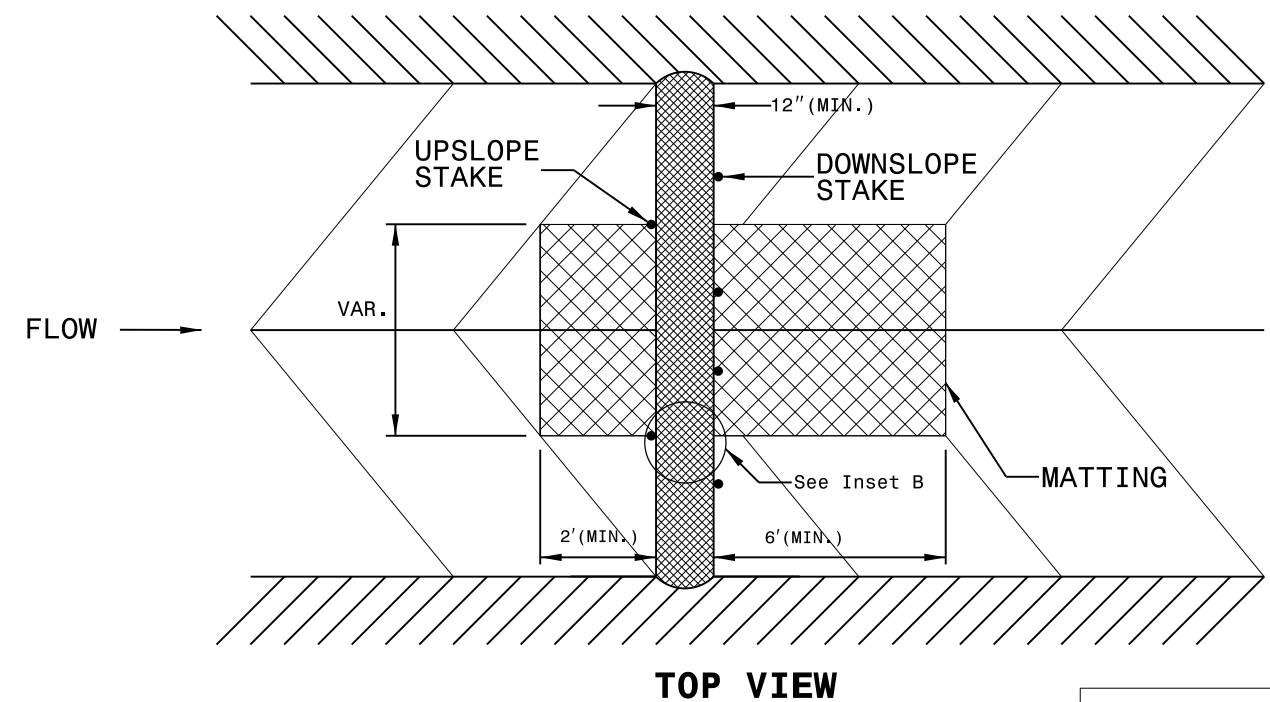
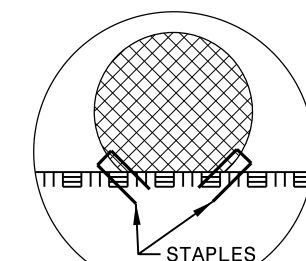
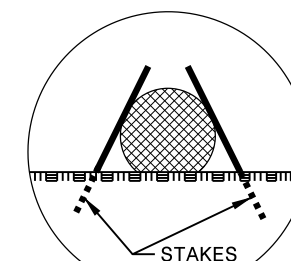
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

## SUMMARY OF QUANTITIES

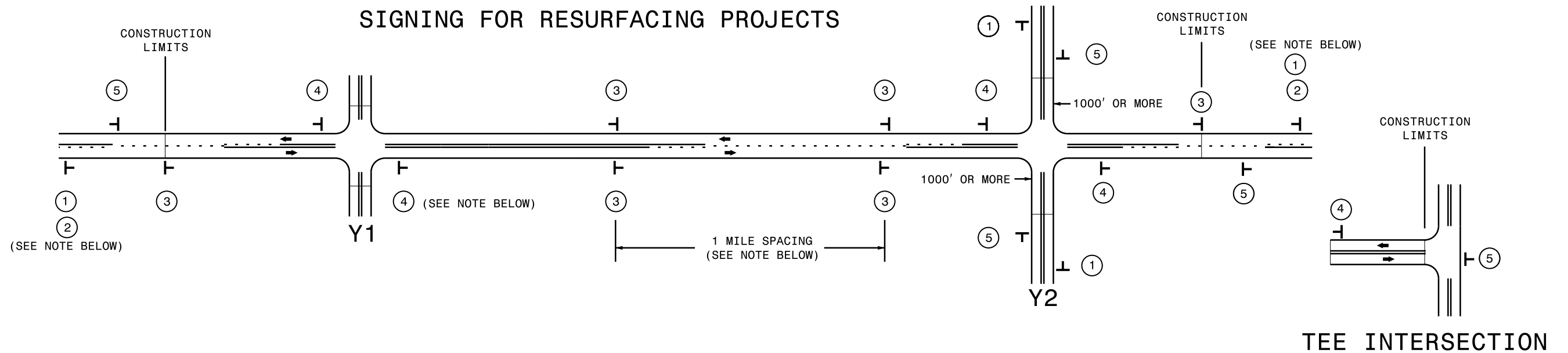
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	HAULING NCDOT SUPPLIED SHOULDER LOAD	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1.75" MILLING SY	INCIDENTAL MILLING SY	INTERMEDIATE COURSE, I19.0B - 2.5" OVERLAY CRS TONS	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	INTERMEDIATE COURSE, I19.0B - 2.5" WEDGING CRS TON	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC	RESPONSE FOR EROSION CONTROL EA
2017.CPT.02.06.20521.1	Jones	1	SR-1130	FROM THE LENOIR CO. LINE TO SR-1142	1	2	2WU	NO	NO	1.85	20	60	60	3		350	789	2,429	201	167	120.0	20	1.20	1
TOTAL FOR MAP NO. 1										1.85		60	60	3		350	789	2,429	201	167	120.0	20	1.20	1
2017.CPT.02.06.20521.1	Jones	2	SR-1153	FROM BRIDGE 31 TO THE LENOIR CO. LINE	1	2	2WU	NO	NO	2.06	20	70	70	5		550	296	2,576	187		210.0	40	2.10	1
TOTAL FOR MAP NO. 2										2.06		70	70	5		550	296	2,576	187		210.0	40	2.10	1
2017.CPT.02.06.20521.1	Jones	3	SR-1155	FROM SR-1153 TO SR-1156	1	2	2WU	NO	NO	1.49	20	50	50	3	575	250	1,144	1,879	181		150.0	30	1.50	1
TOTAL FOR MAP NO. 3										1.49		50	50	3	575	250	1,144	1,879	181		150.0	30	1.50	1
TOTAL FOR PROJ NO. 2017.CPT.02.06.20521.1										5.40		180	180	11	575	1,150	2,229	6,884	569	167	480.0	90	4.80	3
GRAND TOTAL										5.40		180	180	11	575	1,150	2,229	6,884	569	167	480.00	90	4.80	3



## WORK ZONE TRAFFIC CONTROL

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	441300000-E	445700000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL
										SF	LS
2017.CPT.02.06.20521.1	Jones	1	SR-1130	FROM THE LENOIR CO. LINE TO SR-1142	1	2	2WU	1.85	20	134	0
<b>TOTAL FOR MAP NO. 1</b>										<b>134</b>	<b>0</b>
2017.CPT.02.06.20521.1	Jones	2	SR-1153	FROM BRIDGE 31 TO THE LENOIR CO. LINE	1	2	2WU	2.06	20	236	0
<b>TOTAL FOR MAP NO. 2</b>										<b>236</b>	<b>0</b>
2017.CPT.02.06.20521.1	Jones	3	SR-1155	FROM SR-1153 TO SR-1156	1	2	2WU	1.49	20	168	0
<b>TOTAL FOR MAP NO. 3</b>										<b>168</b>	<b>0</b>
<b>TOTAL FOR PROJ NO. 2017.CPT.02.06.20521.1</b>										<b>538</b>	<b>1</b>
<b>GRAND TOTAL</b>										<b>538</b>	<b>1</b>

# SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	①	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <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>                       W20-1                      48" X 48"                 </div> <div>                       W20-7 A                      48" X 48"                 </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	②	 W7-3gP 24" X 18"	#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)	
	③	 SP 13107 48" X 48"	<ul style="list-style-type: none"> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	④	 SP 13106 48" X 48"	<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</li> <li>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
⑤	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.		



RESURFACING  
 ADVANCE WARNING SIGNS  
 FOR  
 RURAL AND SUBURBAN  
 2 LANE ROADWAYS