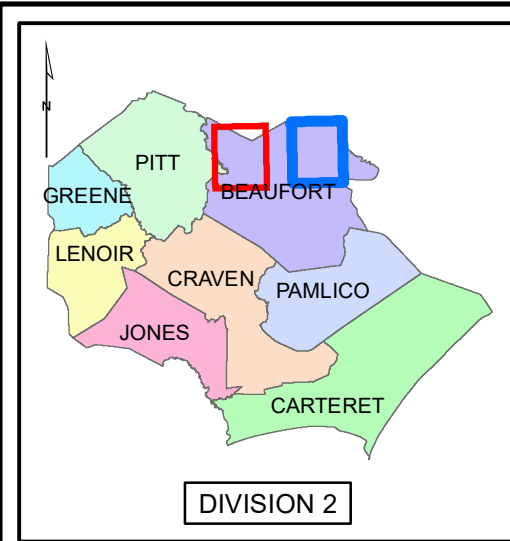


PROJECT REFERENCE NO.	SHEET NO.
DB00500	1

BEAUFORT COUNTY

DB00500

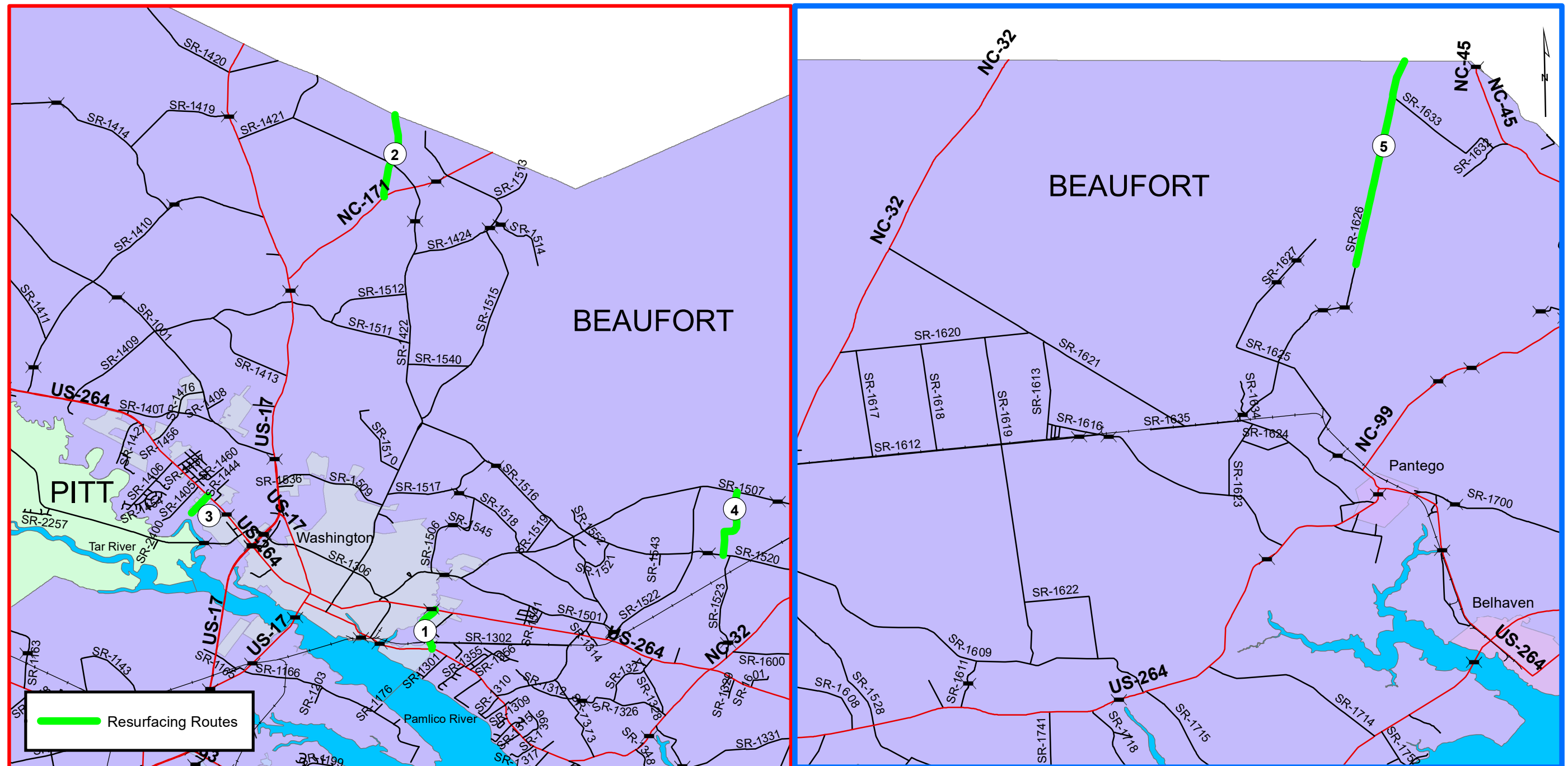
WBS# 2021CPT.02.27.20071



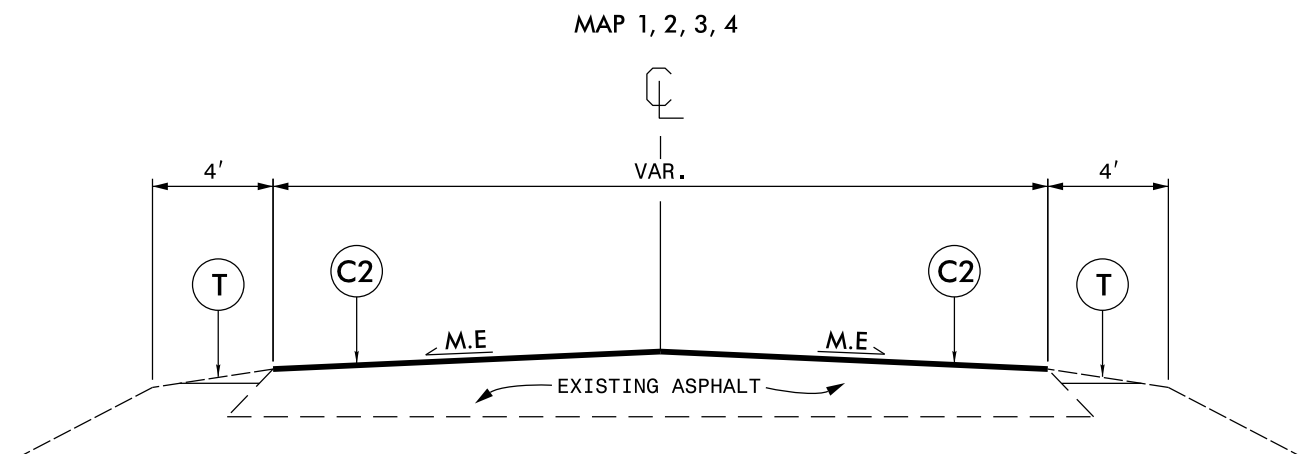
TYPE OF WORK: STRENGTHENING, RESURFACING, SHOULDER RECONSTRUCTION



NCDOT
DIVISION 2



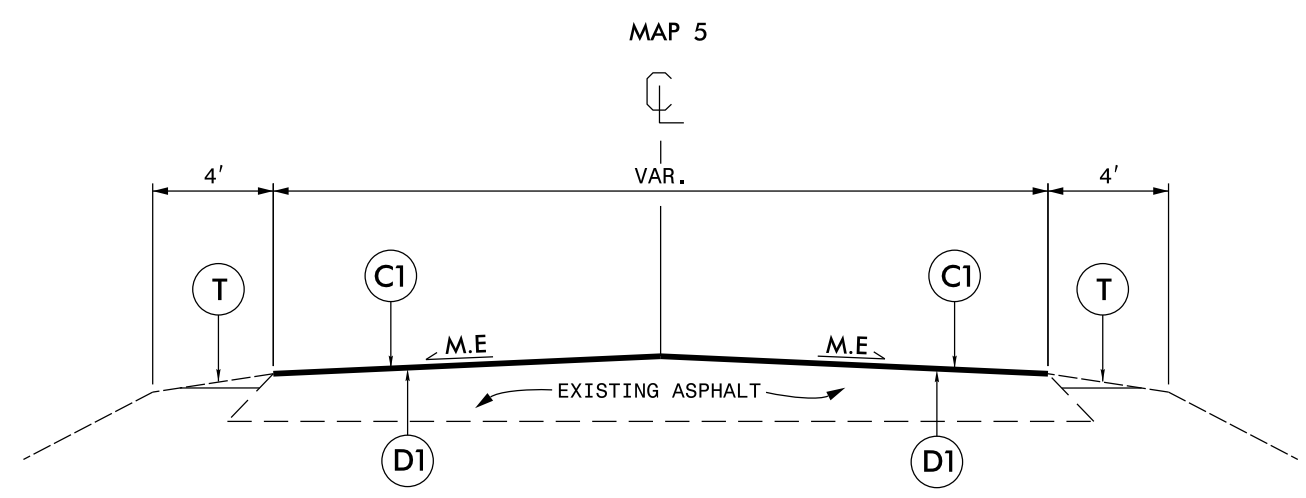
TYPICAL SECTION NO. 1



NOTE:

1. MAPS 1, 2, 4: PERFORM 4" DEPTH MILL PATCHING AT LOCATIONS SHOWN ON SHEET 3.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 2



NOTE:

1. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.75" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION.
V1	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00500	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		0262000000-N		1220000000-E		1245000000-E		1330000000-E		1503000000-E		1519000000-E		1575000000-E		1880000000-E		2845000000-N		6000000000-E		6071010000-E		6084000000-E		6117000000-N							
										MI	FT	EA	TONS	SMI	SY	TONS	TONS	TONS	TONS	TONS	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
2021CPT.02.27.20071	Beaufort	1	SR 1303 BRICK KILN RD	FROM NC 32 TO US 264	1	2	2WU	NO	NO	0.70	22	28	35	1.40	500			1,000	67	285	1	100	60	0.88	1																		
TOTAL FOR MAP NO. 1										0.70		28	35	1.40	500			1,000	67	285	1	100	60	0.88	1																		
2021CPT.02.27.20071	Beaufort	2	SR 1423 THOROUGHFARE RD	FROM NC 171 TO MARTIN COUNTY LINE	1	2	2WU	NO	NO	1.56	20	62	78	3.12				1,850	124	750		100	60	1.95																			
TOTAL FOR MAP NO. 2										1.56		62	78	3.12				1,850	124	750		100	60	1.95																			
2021CPT.02.27.20071	Beaufort	3	SR 1448 CREEKSID DR	FROM END MAINTENENCE TO US 264	1	2	2WU	NO	NO	0.34	24	14	17	0.68	300			500	34					0.43																			
TOTAL FOR MAP NO. 3										0.34		14	17	0.68	300			500	34				0.43																				
2021CPT.02.27.20071	Beaufort	4	SR 1524 BETSY ELBOW RD	FROM SR 1520 TO SR 1507	1	2	2WU	NO	NO	1.26	20	50	63	2.52				1,500	101	80		100	60	1.58																			
TOTAL FOR MAP NO. 4										1.26		50	63	2.52				1,500	101	80		100	60	1.58																			
2021CPT.02.27.20071	Beaufort	5	SR 1626 RAILROAD BED RD	FROM PAVEMENT CHANGE TO WASHINGTON COUNTY LINE	2	2	2WU	NO	NO	3.83	20	230	192	7.66				6,725	3,900	584		200	80	4.79																			
TOTAL FOR MAP NO. 5										3.83		230	192	7.66				6,725	3,900	584		200	80	4.79																			
TOTAL FOR PROJ NO. 2021CPT.02.27.20071										7.69		384	385	15.38				6,725	8,750	910		500	260	9.62		1																	
GRAND TOTAL										7.69		384	385	15.38				6,725	8,750	910		500	260	9.62		1																	

MAP	4" FULL DEPTH PATCH - B25.0C	STATION	STATION	LT	RT
1		10+52	11+17		22'
1		24+71	25+89		22'
1		27+08	27+83	7'	
1		28+40	28+87		11'
1		29+81	31+49		7'
1		32+28	36+95	7'	
1		34+96	35+96		11'
2		33+64	37+70	10'	
2		34+38	37+70		10'
2		40+25	48+05	10'	
2		44+22	49+64		7'
2		57+08	59+61	10'	
2		71+98	73+41	10'	
2		74+29	76+26	7'	
2		77+22	79+53		20'
2		80+93	81+54		10'
4		33+40	34+62		10'
4		36+16	36+81		7'
4		38+17	38+57	10'	
4		38+17	39+07		10'

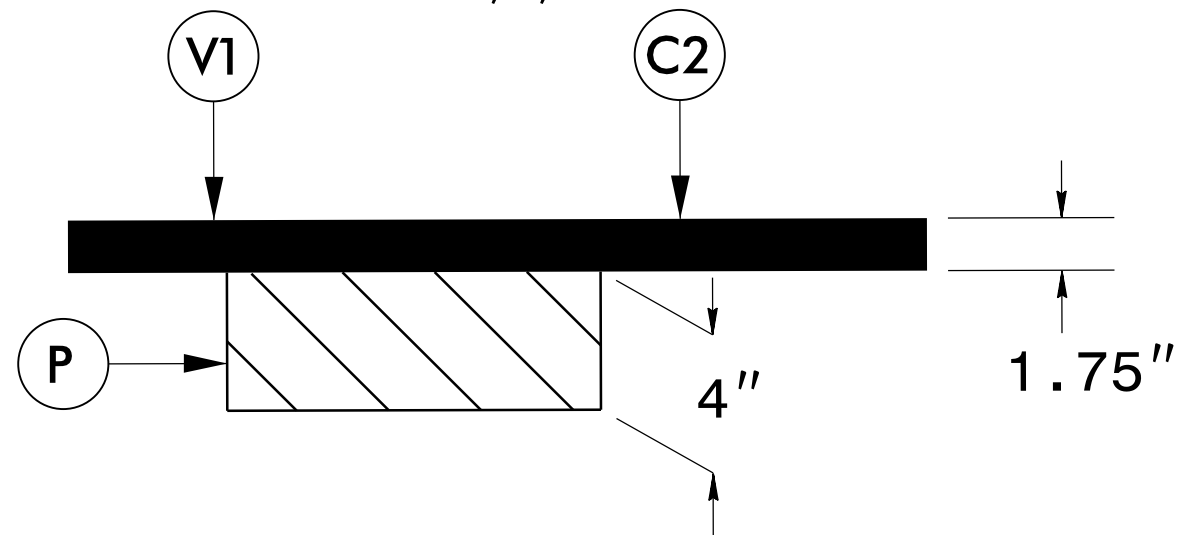
PROJECT NO.	SHEET NO.	TOTAL NO.
DB00500	4	

TRAFFIC CONTROL

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	441300000-E		445700000-N	
								WORK ZONE ADVANCE/GENERAL WARNING SIGNING		TEMPORARY TRAFFIC CONTROL	
								MI	FT	SF	LS
2021CPT.02.27.20071	Beaufort	1	SR 1303 BRICK KILN RD	FROM NC 32 TO US 264	1	2	2WU	0.70	22	80	0.09
TOTAL FOR MAP NO. 1								0.70		80	0.09
2021CPT.02.27.20071	Beaufort	2	SR 1423 THOROUGHFARE RD	FROM NC 171 TO MARTIN COUNTY LINE	1	2	2WU	1.56	20	175	0.20
TOTAL FOR MAP NO. 2								1.56		175	0.20
2021CPT.02.27.20071	Beaufort	3	SR 1448 CREEKSIDE DR	FROM END MAINTENENCE TO US 264	1	2	2WU	0.34	24	40	0.05
TOTAL FOR MAP NO. 3								0.34		40	0.05
2021CPT.02.27.20071	Beaufort	4	SR 1524 BETSY ELBOW RD	FROM SR 1520 TO SR 1507	1	2	2WU	1.26	20	145	0.16
TOTAL FOR MAP NO. 4								1.26		145	0.16
2021CPT.02.27.20071	Beaufort	5	SR 1626 RAILROAD BED RD	FROM PAVEMENT CHANGE TO WASHINGTON COUNTY LINE	2	2	2WU	3.83	20	450	0.50
TOTAL FOR MAP NO. 5								3.83		450	0.50
TOTAL FOR PROJ NO. 2021CPT.02.27.20071								7.69		890	1.00
GRAND TOTAL								7.69		890	1

4" DEPTH MILL PATCHING DETAIL

MAP 1, 2, 4

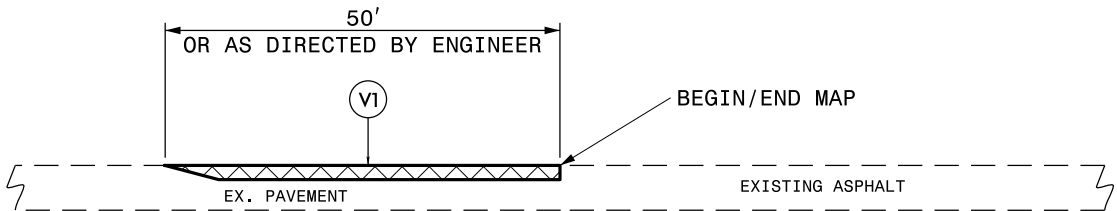


PAVEMENT SCHEDULE	
C2	PROP. APPROX. 1.75" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B 25.0C
DRAWINGS NOT TO SCALE	

NOTE:

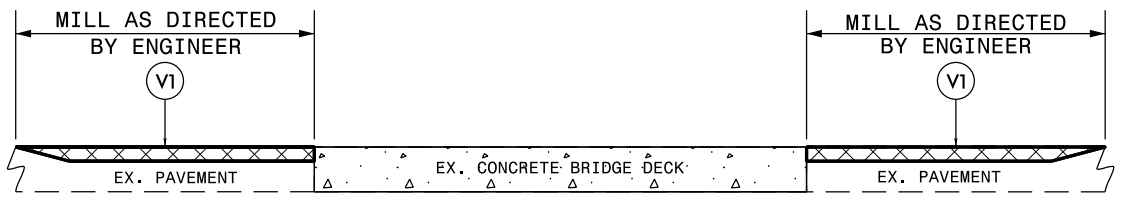
1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 4" DEPTH MILL PATCHING.
2. THE CONTRACTOR SHALL PERFORM THE MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON SHEET 3, AND AS DIRECTED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

MILLING TYPICALS



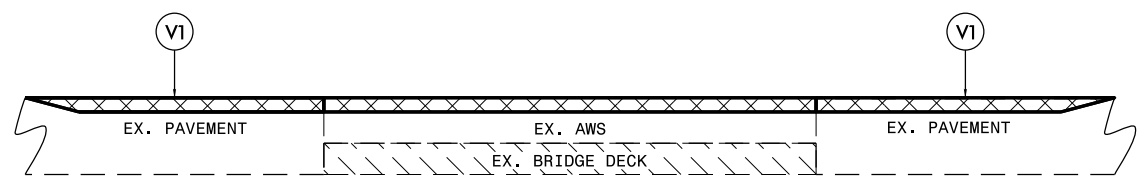
DETAIL 1
BEGIN/END MAP TIE-IN

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

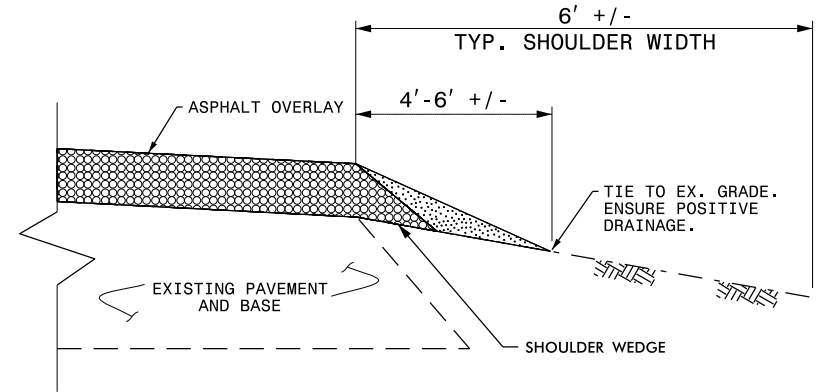
NOTE:
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 3
BRIDGE MILLING

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

SHOULDER RECONSTRUCTION TYPICAL

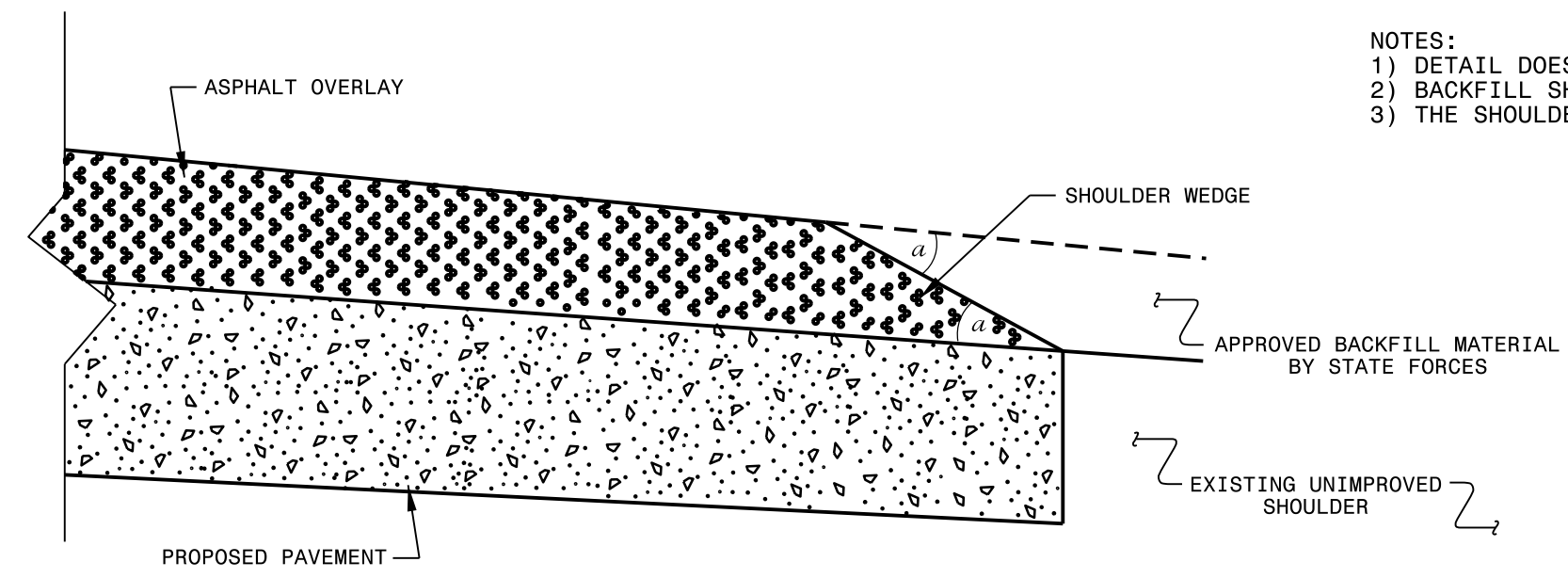


SHOULDER RECONSTRUCTION DETAIL

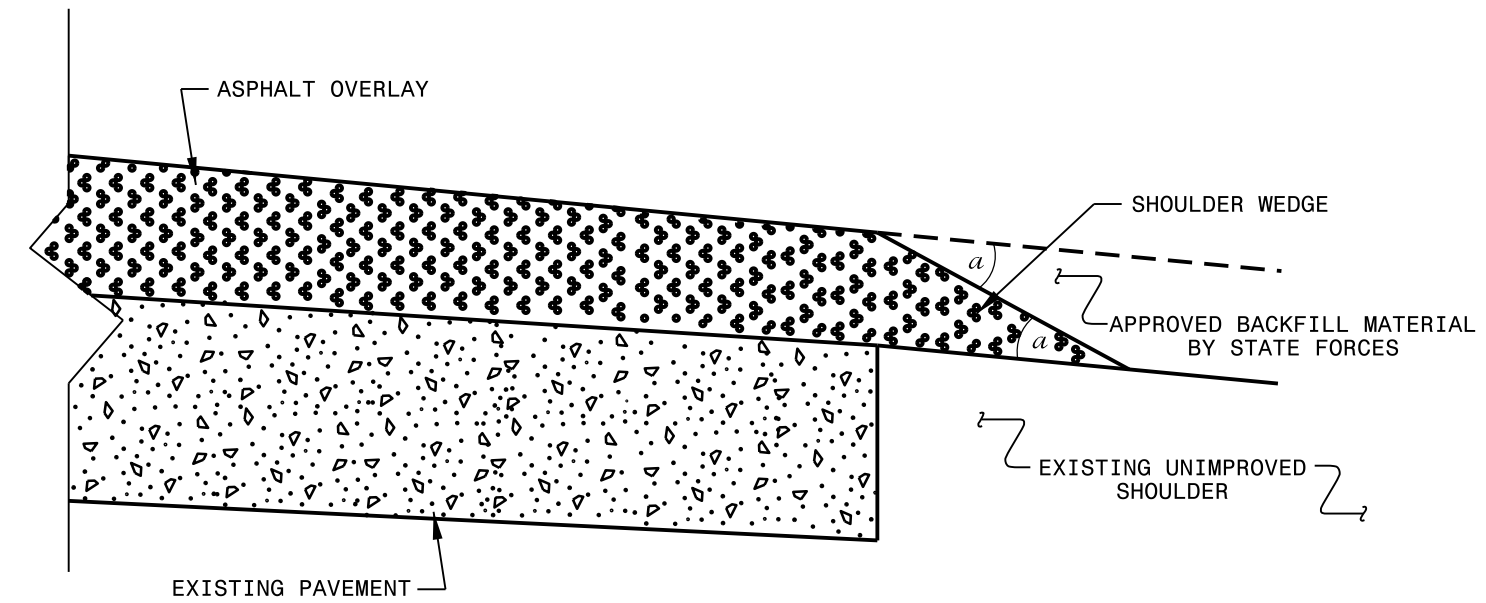
NOTE:

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.

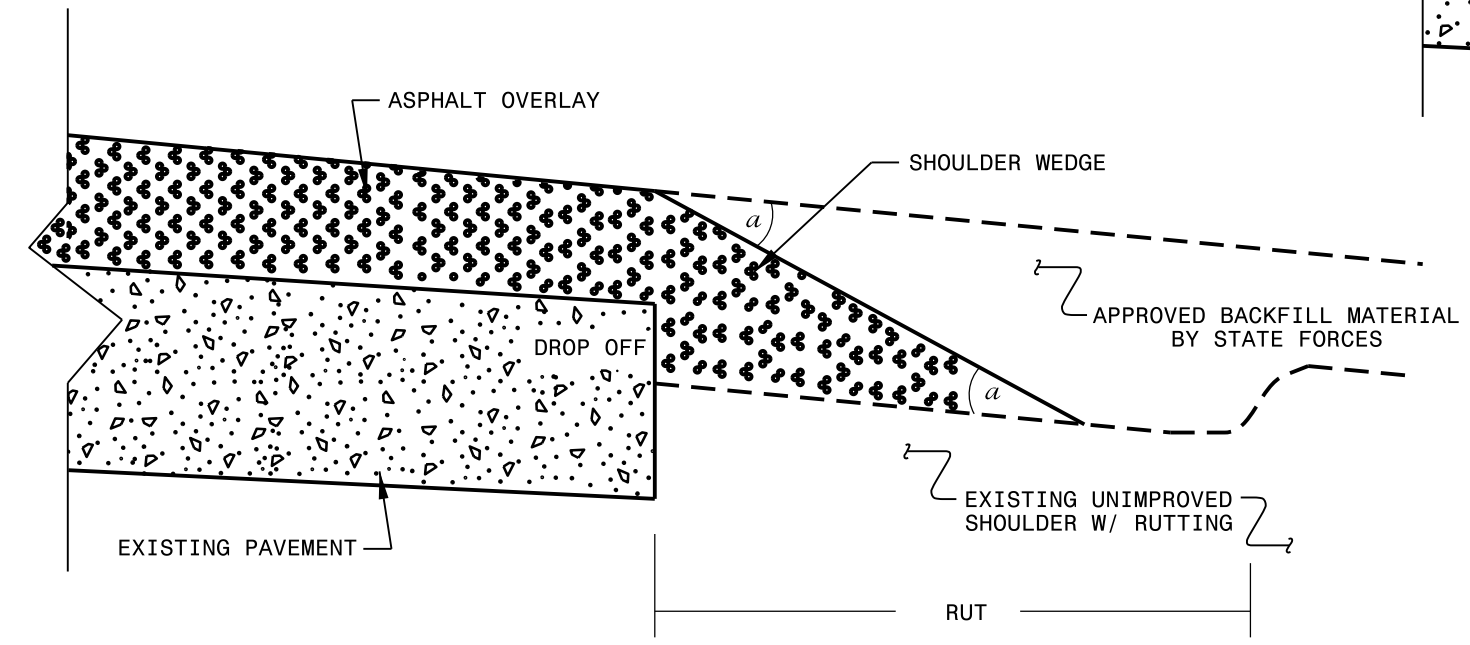
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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)

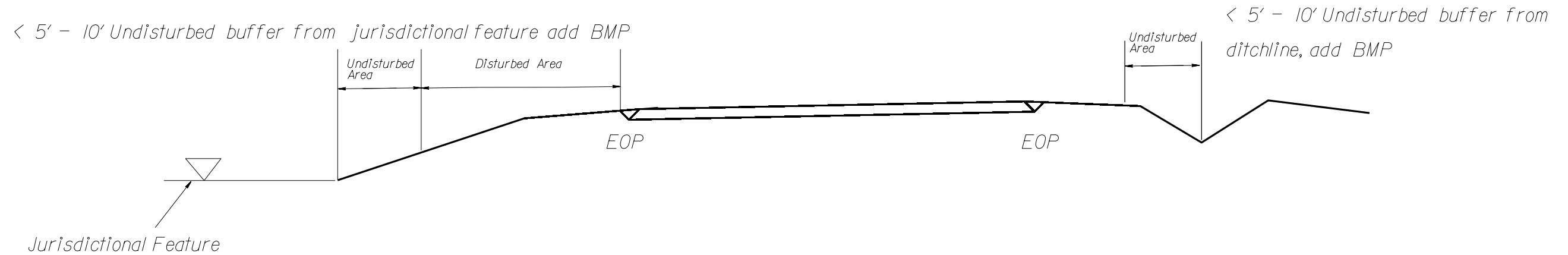
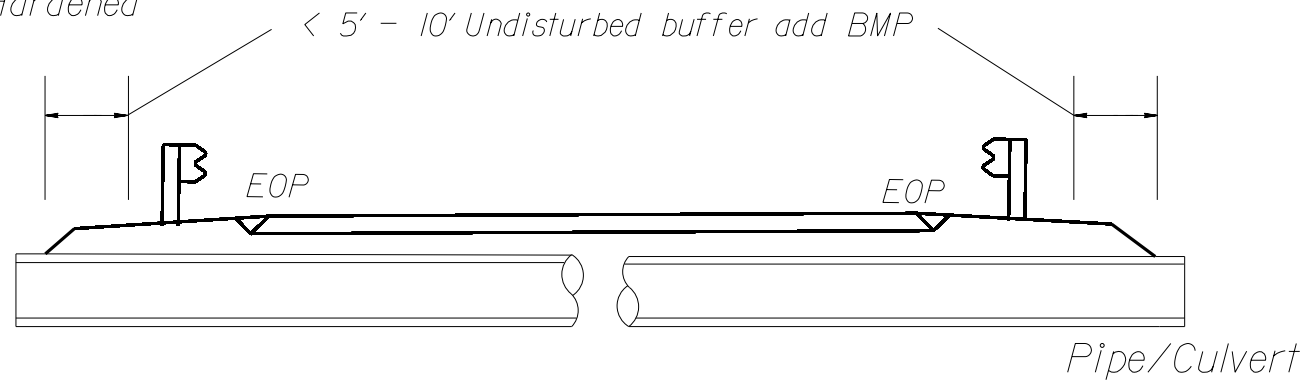
- SHOULDER WEDGE ANGLE = 30°

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

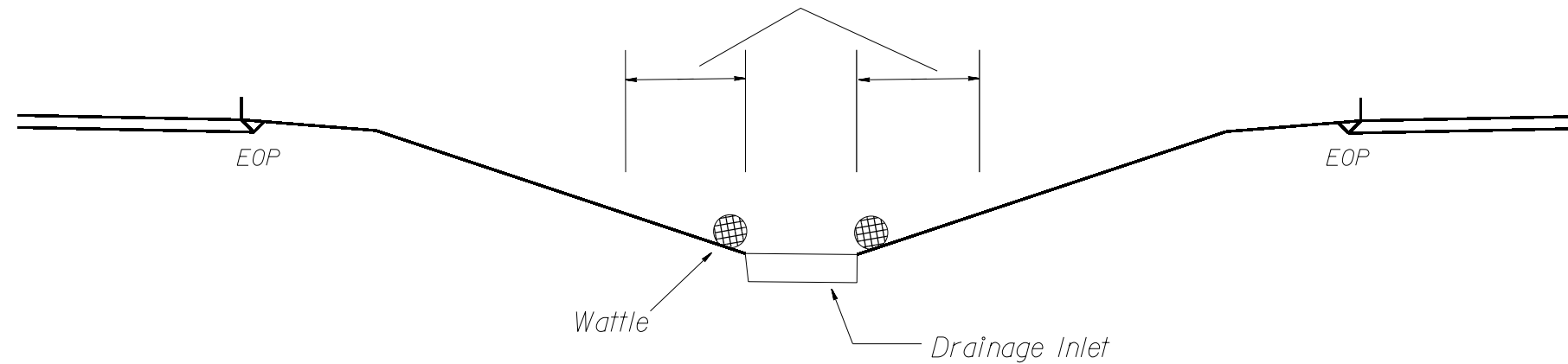
EROSION CONTROL DETAIL



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

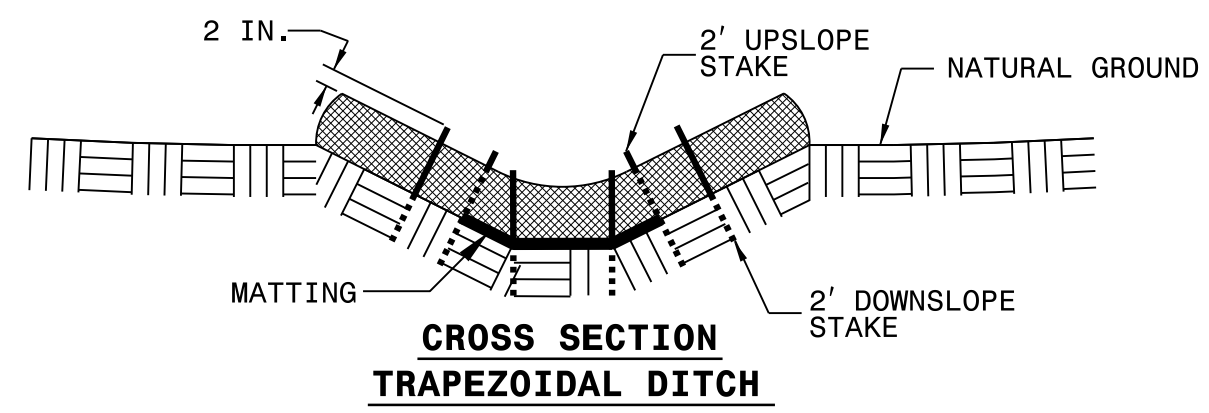
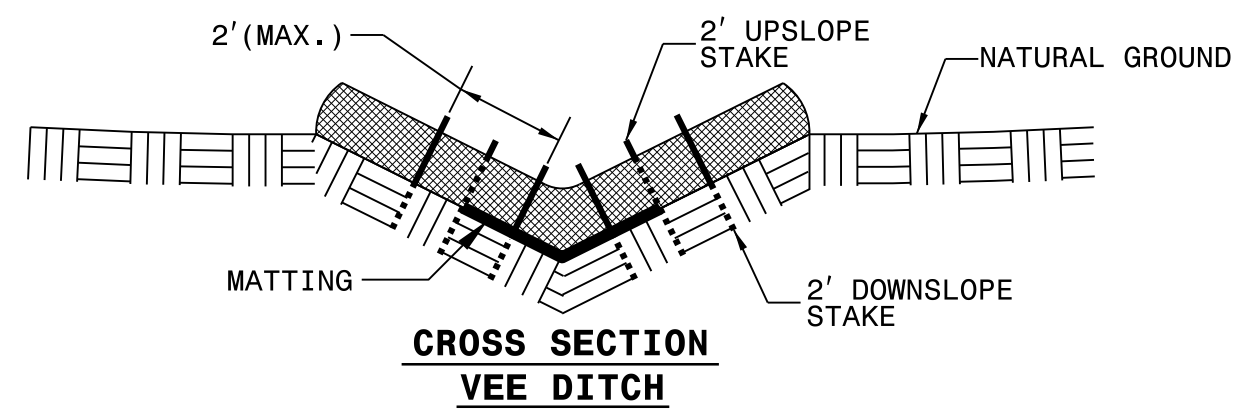
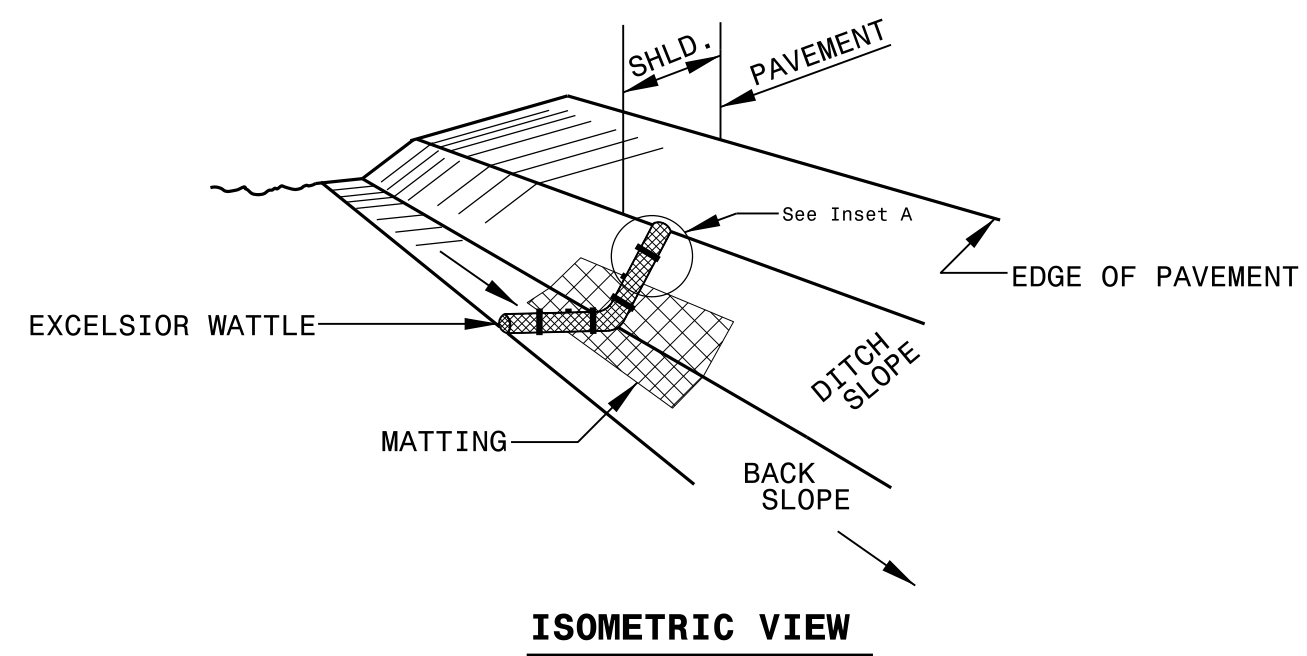


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

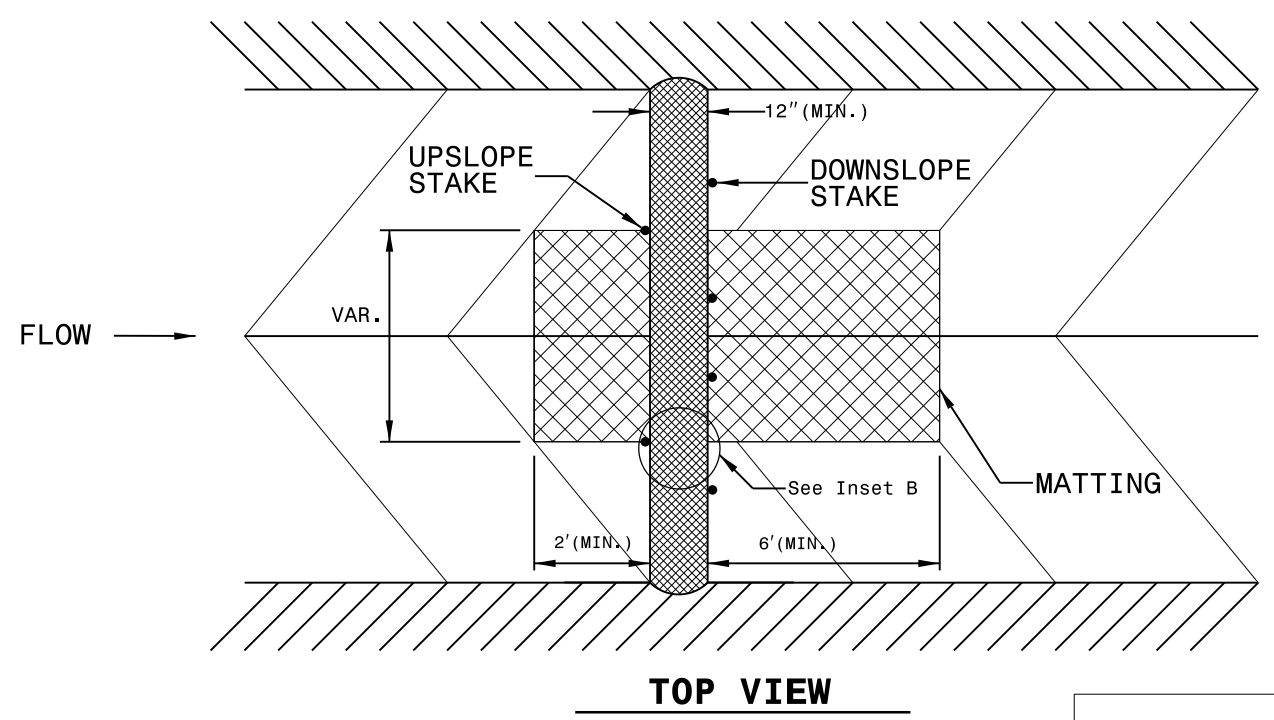
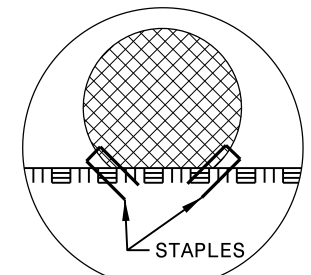
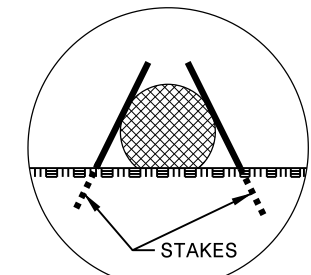
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

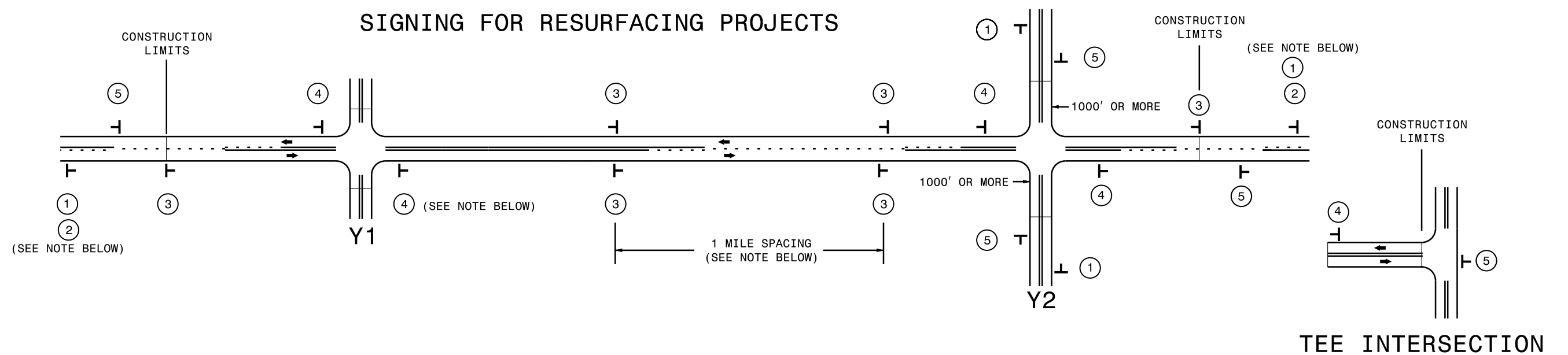
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



NOT TO SCALE

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"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) 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>	