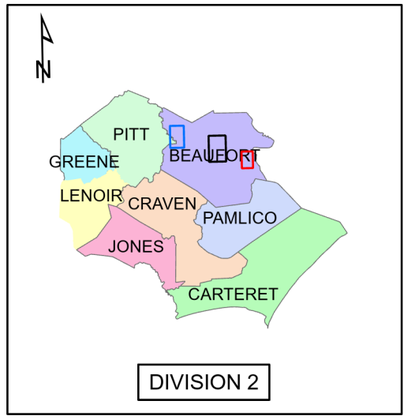


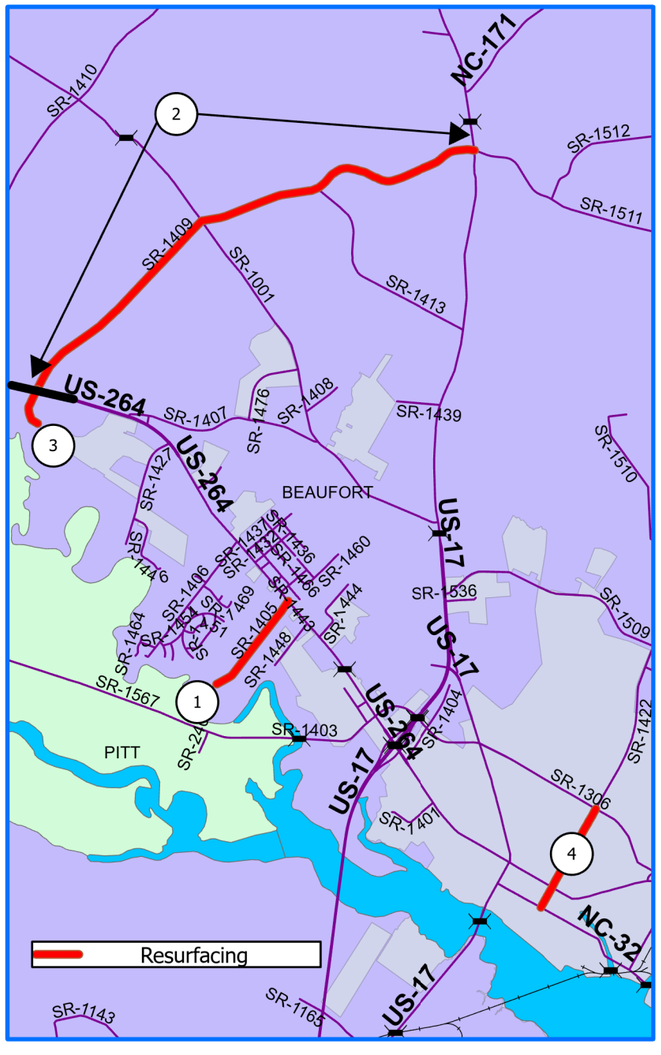
BEAUFORT COUNTY
DB00587

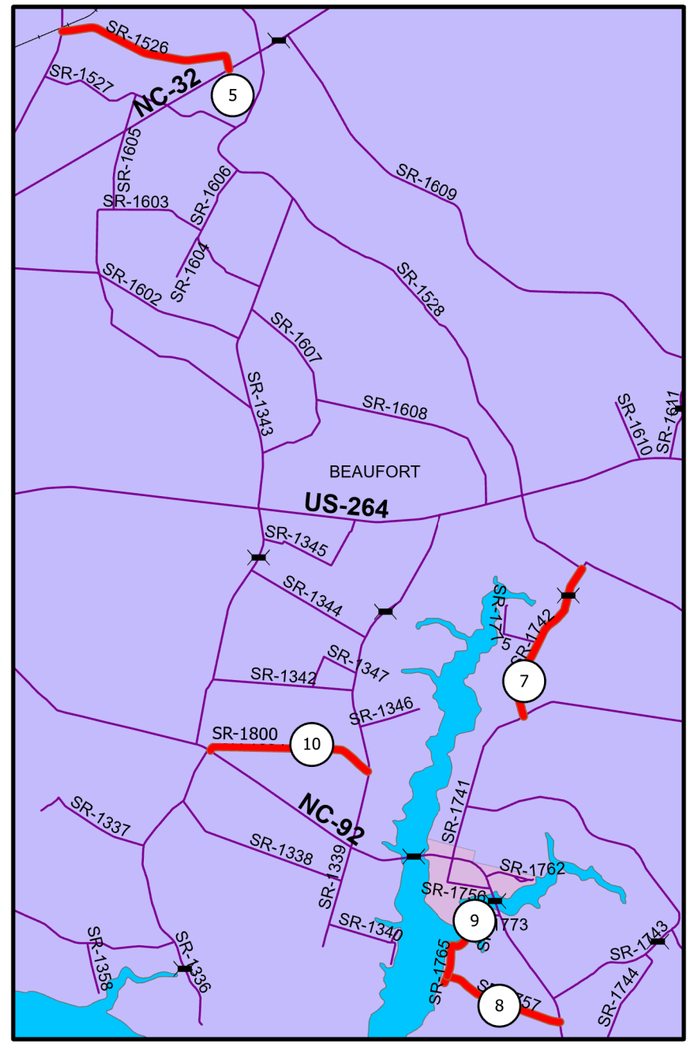
PROJECT REFERENCE NO.	SHEET NO.
DB00587	1

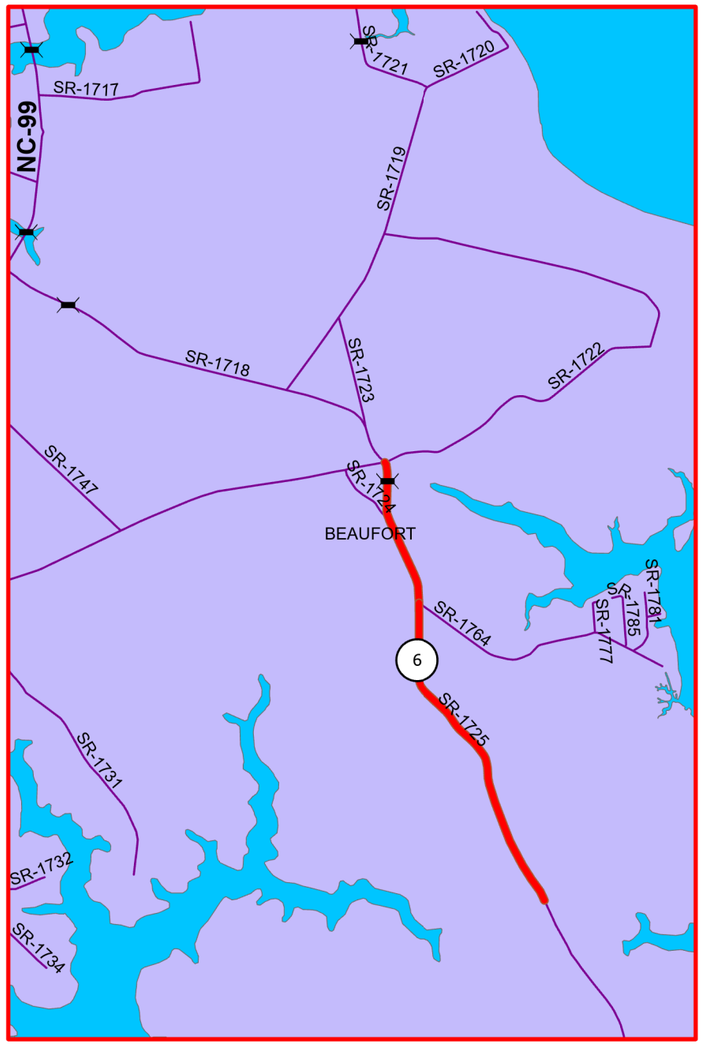
WBS# 2025CPT.02.10.20071

TYPE OF WORK : MILLING, MILL PATCHING, RESURFACING, AND SHOULDER RECONSTRUCTION

NCDOT
DIVISION 2



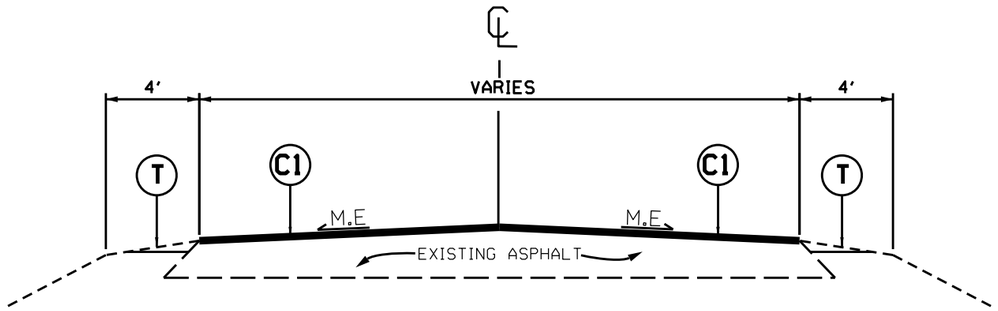




PROJECT REFERENCE NO.	SHEET NO.
DB00587	2

TYPICAL SECTION NO. 1

MAPS 1, 2, 3, 5, 6, 7, 8, 9, AND 10



NOTE:

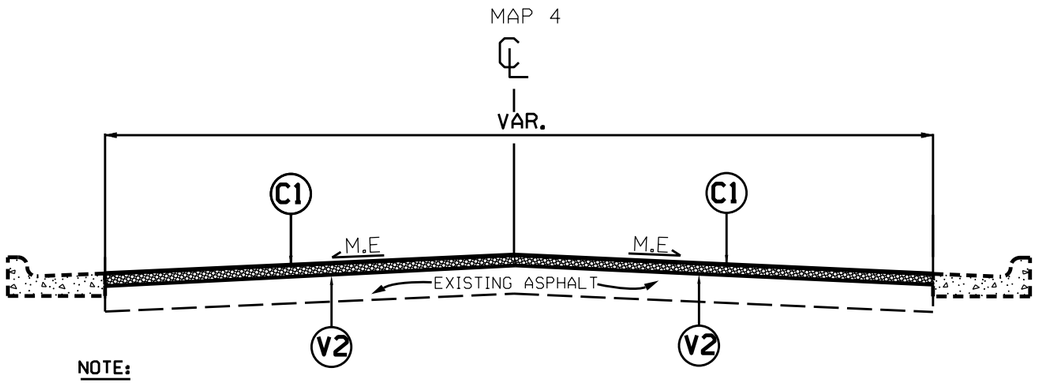
1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 3. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE 1.5 INCHES OF ASPHALT SURFACE COURSE S9.5B AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE 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.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 2

MAP 4



NOTE:

1. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 1.5 INCHES, MILLING TO INCLUDE BOTH NCDOT AND CITY SIDE STREETS TO THE BACK OF THE RADIUS.
2. PLACE 1.5 INCHES OF ASPHALT SURFACE COURSE S9.5B AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00587	3	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	INCIDENTAL MILLING	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
								MI	FT	EA	TONS	SMI	SY	SY	TONS	TONS	TON	LF	LF	AC	EA	SF	LS
2025CPT.02.10.20071	Beaufort	1	SR-1405 / CHERRY LANE RD	FROM DEAD END TO US 264	1	2	2WU	0.81	21	32	41	1.62		250	867	60	81	130	100	0.81	1	125	0.06
TOTAL FOR MAP NO. 1								**0.81**		**32**	**41**	**1.62**		**250**	**867**	**60**	**81**	**130**	**100**	**0.81**	**1**	**125**	**0.06**
2025CPT.02.10.20071	Beaufort	2	SR-1409 / WHARTON STATION RD	FROM US 264 TO US 17	1	2	2WU	3.99	23	160	200	7.98		500	4,746	326	368	638	100	3.99	1	450	0.27
TOTAL FOR MAP NO. 2								**3.99**		**160**	**200**	**7.98**		**500**	**4,746**	**326**	**368**	**638**	**100**	**3.99**	**1**	**450**	**0.27**
2025CPT.02.10.20071	Beaufort	3	SR-1409 / S WHARTON STATION RD	FROM END MAINTENANCE TO US 264	1	2	2WU	0.33	19	13	17	0.66		250	342	23	14			0.33		125	0.02
TOTAL FOR MAP NO. 3								**0.33**		**13**	**17**	**0.66**		**250**	**342**	**23**	**14**			**0.33**		**125**	**0.02**
2025CPT.02.10.20071	Beaufort	4	SR-1422 / N MARKET ST	FROM NC 32 TO SR 1306 E 15TH ST	2	2	2WU	0.81	34		24		17,352	1,829	1,614	105						125	0.06
TOTAL FOR MAP NO. 4								**0.81**			**24**		**17,352**	**1,829**	**1,614**	**105**						**125**	**0.06**
2025CPT.02.10.20071	Beaufort	5	SR-1526 / BIGGS RD	FROM SR 1528 N BOYD RD TO NC 32	1	2	2WU	1.62	21	81	65	3.24		250	1,729	112		259		1.62	1	185	0.11
TOTAL FOR MAP NO. 5								**1.62**		**81**	**65**	**3.24**		**250**	**1,729**	**112**		**259**		**1.62**	**1**	**185**	**0.11**
2025CPT.02.10.20071	Beaufort	6	SR-1725 / PAMLICO BEACH RD	FROM NEW PAV'T TO SR 1722 WOODSTOCK RD	1	2	2WU	2.68	23	134	107	5.36		1,139	3,208	222	261	429		2.68	1	305	0.18
TOTAL FOR MAP NO. 6								**2.68**		**134**	**107**	**5.36**		**1,139**	**3,208**	**222**	**261**	**429**		**2.68**	**1**	**305**	**0.18**
2025CPT.02.10.20071	Beaufort	7	SR-1742 / POST RD	FROM SR 1741 JACKSON SWAMP RD TO SR 1528 BOYD RD	1	2	2WU	1.55	22	62	78	3.10		500	1,615	138	678	248		1.55		175	0.10
TOTAL FOR MAP NO. 7								**1.55**		**62**	**78**	**3.10**		**500**	**1,615**	**138**	**678**	**248**		**1.55**		**175**	**0.10**
2025CPT.02.10.20071	Beaufort	8	SR-1757 / SOUTH TEACHS POINT RD	FROM DEAD END TO NC 92	1	2	2WU	1.16	22	46	58	2.32		250	1,274	111	568	186		1.16		130	0.08
TOTAL FOR MAP NO. 8								**1.16**		**46**	**58**	**2.32**		**250**	**1,274**	**111**	**568**	**186**		**1.16**		**130**	**0.08**
2025CPT.02.10.20071	Beaufort	9	SR-1765 / NORTH TEACHS POINT RD	FROM SR 1757 S TEACHS POINT RD TO DEAD END	1	2	2WU	0.27	22	11	14	0.54			302	23	59	43		0.27		125	0.02
TOTAL FOR MAP NO. 9								**0.27**		**11**	**14**	**0.54**			**302**	**23**	**59**	**43**		**0.27**		**125**	**0.02**
2025CPT.02.10.20071	Beaufort	10	SR-1800 / DELIA WALLACE RD	FROM NC 92 TO SR 1339 CREEK RD	1	2	2WU	1.46	21	58	73	2.92		776	1,571	113	228	234		1.46		165	0.10
TOTAL FOR MAP NO. 10								**1.46**		**58**	**73**	**2.92**		**776**	**1,571**	**113**	**228**	**234**		**1.46**		**165**	**0.10**
TOTAL FOR PROJ NO. 2025CPT.02.10.20071								**14.68**		**597**	**677**	**27.74**	**17,352**	**5,744**	**17,268**	**1,233**	**2,257**	**2,167**	**200**	**13.87**	**4**	**1,910**	**1**
GRAND TOTAL								**14.68**		**597**	**677**	**27.74**	**17,352**	**5,744**	**17,268**	**1,233**	**2,257**	**2,167**	**200**	**13.87**	**4**	**1,910**	**1**

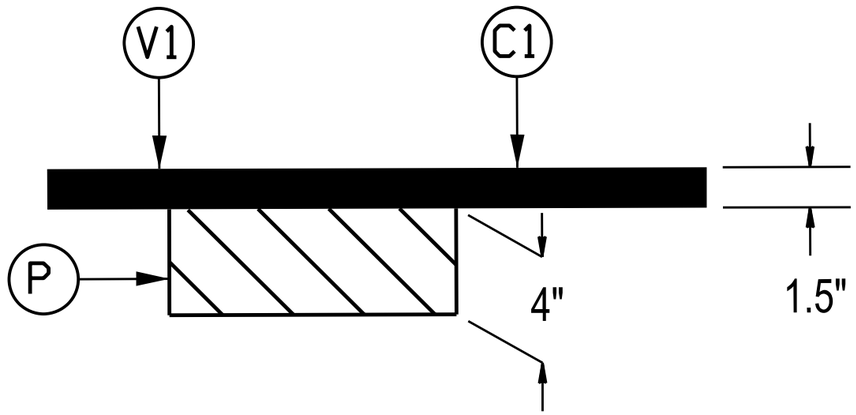
4" MILL PATCHING	STA.	STA.	WIDTH	LOC.	MAP
	18+14	21+58	7'	LT	1
	32+85	33+72	7'	LT	1
	2+10	4+12	12'	RT	2
	2+83	3+55	12'	LT	2
	16+77	18+00	7'	RT	2
	46+87	47+64	12'	RT	2
	48+26	49+46	12'	RT	2
	63+33	63+86	12'	RT	2
	89+94	92+98	12'	LT	2
	90+70	91+18	12'	RT	2
	93+19	93+91	12'	RT	2
	106+62	107+80	7'	RT	2
	110+41	111+47	7'	LT	2
	2+39	2+90	10'	RT	3
	1+36	2+02	13'	RT	6
	1+71	2+25	7'	LT	6
	3+51	4+00	7'	RT	6
	4+37	5+20	7'	RT	6
	44+52	45+11	7'	RT	6
	44+69	45+43	7'	LT	6
	50+57	51+59	7'	LT	6
	50+97	51+59	7'	RT	6
	75+39	76+17	13'	LT	6
	88+49	88+99	7'	LT	6
	93+30	94+68	7'	RT	6
	111+79	112+86	7'	RT	6
	126+60	127+73	13'	RT	6
	128+67	129+89	7'	LT	6
	133+90	134+30	7'	LT	6

STA.	STA.	WIDTH	LOC.	MAP
1+84	2+29	7'	LT	7
5+02	6+42	7'	LT	7
10+67	11+67	7'	LT	7
11+77	12+09	7'	RT	7
15+41	17+45		FULL WIDTH	7
17+45	18+30	7'	LT	7
18+04	20+42	11'	RT	7
18+68	20+42	11'	LT	7
20+68	21+17	7'	LT	7
42+52	47+33	11'	RT	7
75+37	76+38	11'	RT	7
77+18	78+69	10'	RT	7
78+69	80+57		FULL WIDTH	7
80+57	81+76	10'	RT	7
23+84	25+41	7'	LT	8
24+52	24+76	11'	RT	8
25+53	25+76	7'	RT	8
25+87	26+35	11'	LT	8
30+01	31+06	7'	RT	8
30+01	31+06	7'	LT	8
36+83	39+14	7'	LT	8
38+24	39+77	7'	RT	8
46+98	48+17	11'	RT	8
38+24	48+93	7'	LT	8
51+29	52+60		FULL WIDTH	8
53+34	54+46		FULL WIDTH	8
56+09	56+32	7'	RT	8
57+66	58+83	7'	RT	8
0+00	0+25	11'	LT	9
4+41	5+29		FULL WIDTH	9
45+88	48+17	7'	RT	10
58+05	59+36	7'	RT	10
60+78	63+95	11'	RT	10
64+91	65+41	7'	RT	10
66+03	66+68	7'	RT	10
71+24	73+97	7'	RT	10

PROJECT REFERENCE NO.	SHEET NO.
DB00587	4

4" DEPTH MILL PATCHING DETAIL

MAPS 1, 2, 3, 6, 7, 8, 9, AND 10

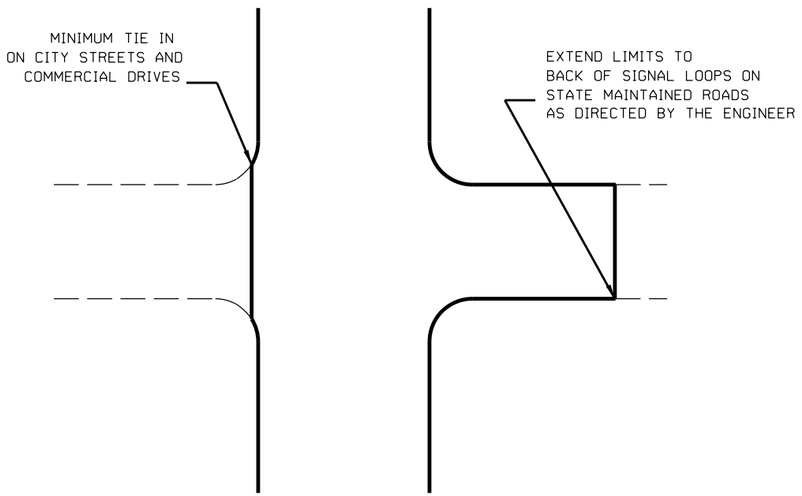


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B25.0C
DRAWINGS NOT TO SCALE	

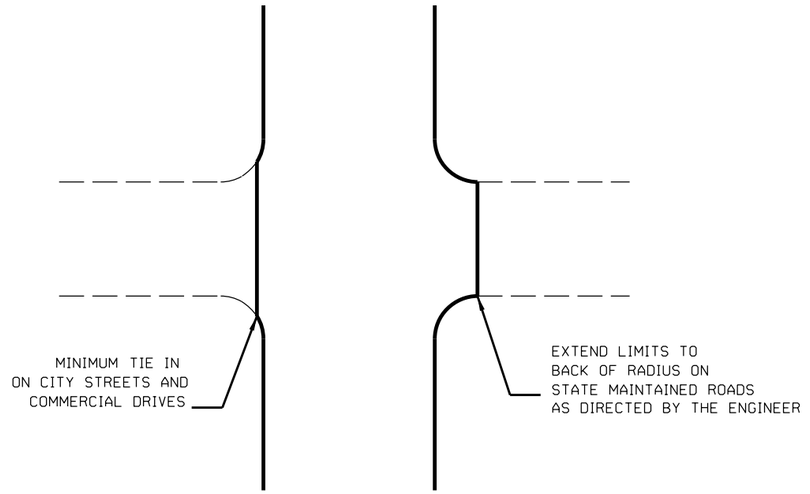
NOTE:

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.

PROJECT REFERENCE NO.	SHEET NO.
DB00587	5



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



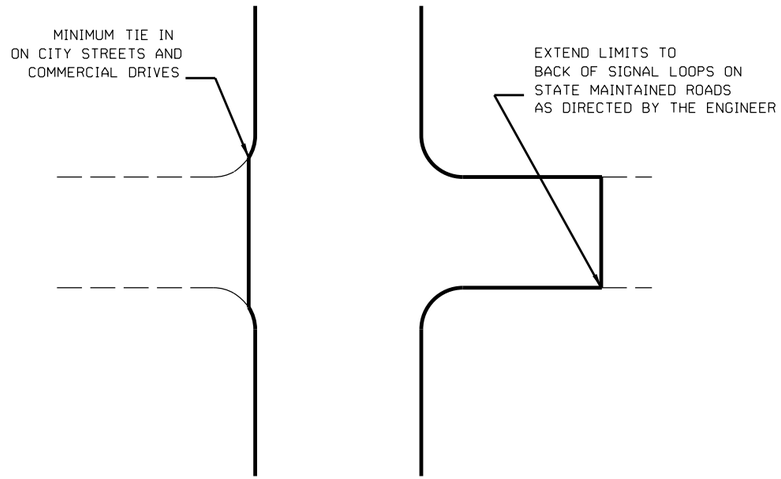
TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

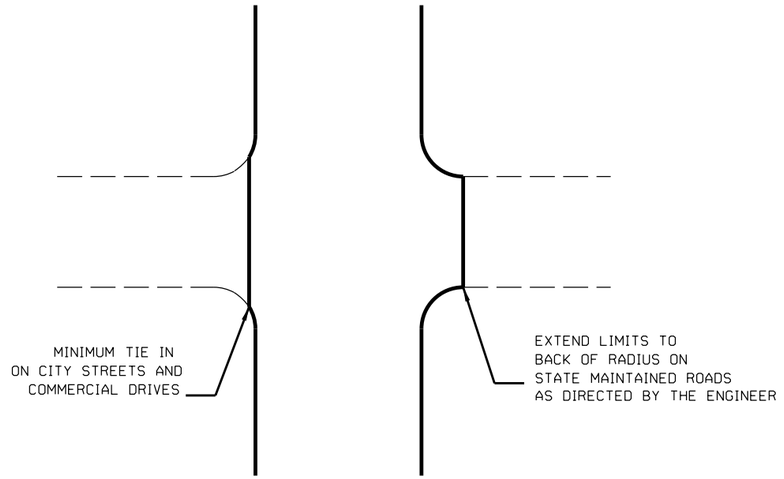
Extend paving limits to back of radius
or loop on the following intersections:

MAP*	STREET NAME	COMMENTS
4	W MARTIN LUTHER KING JR BLVD	PAVE TO JOINT AT BACK OF RADIUS
4	E MARTIN LUTHER KING JR BLVD	PAVE TO JOINT AT BACK OF RADIUS
4	HARDING ST	PAVE TO BACK OF RADIUS
4	E 6TH ST	PAVE TO JOINT AT BACK OF RADIUS
4	W 6TH ST	PAVE TO JOINT AT BACK OF RADIUS
4	E 7TH ST	PAVE TO JOINT AT BACK OF RADIUS
4	W 7TH ST	PAVE TO BACK OF RADIUS
4	E 8TH ST	PAVE TO JOINT AT BACK OF RADIUS
4	W 9TH ST	PAVE TO JOINT AT BACK OF RADIUS
4	E 9TH ST	PAVE TO JOINT AT BACK OF RADIUS
4	E 10TH ST	PAVE TO JOINT AT BACK OF RADIUS
4	W 11TH ST	PAVE TO JOINT AT BACK OF RADIUS
4	E 11TH ST	PAVE TO JOINT AT BACK OF RADIUS
4	E 12TH ST	PAVE TO JOINT AT BACK OF RADIUS
4	W 12TH ST	PAVE TO JOINT AT BACK OF RADIUS
4	E 13TH ST	PAVE TO JOINT AT BACK OF RADIUS

PROJECT REFERENCE NO.	SHEET NO.
DB00587	6



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES

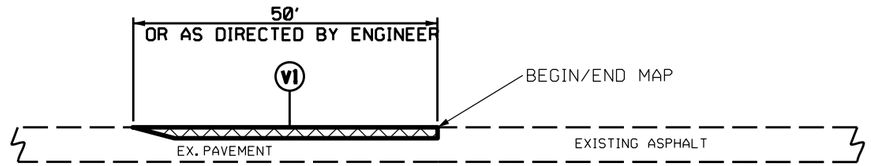


TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)		
Extend paving limits to back of radius or loop on the following intersections:		
MAP*	STREET NAME	COMMENTS
4	W 13TH ST	PAVE TO JOINT AT BACK OF RADIUS
4	E 14TH ST	PAVE TO JOINT AT BACK OF RADIUS

PROJECT REFERENCE NO.	SHEET NO.
DB00587	DIV2-1

MILLING TYPICALS

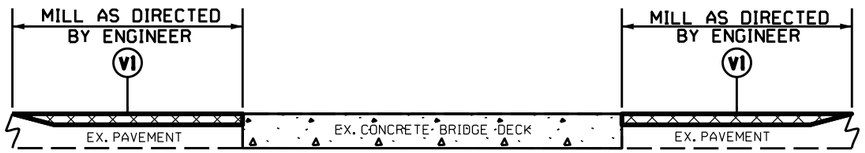


DETAIL 1

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.

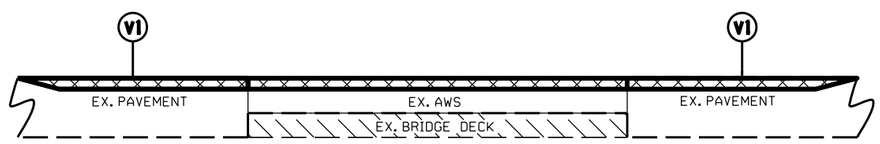


DETAIL 2

BRIDGE MILLING

NOTE:

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



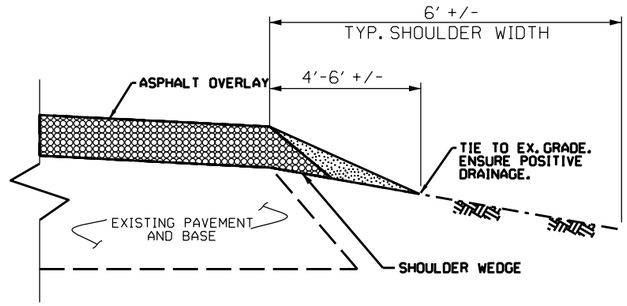
DETAIL 3

BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL



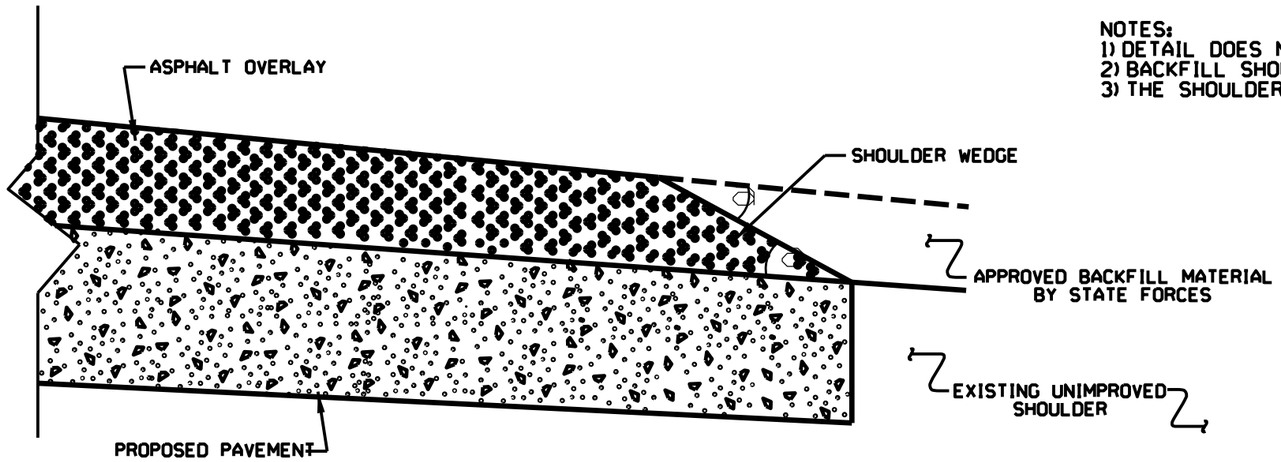
SHOULDER RECONSTRUCTION DETAIL

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.

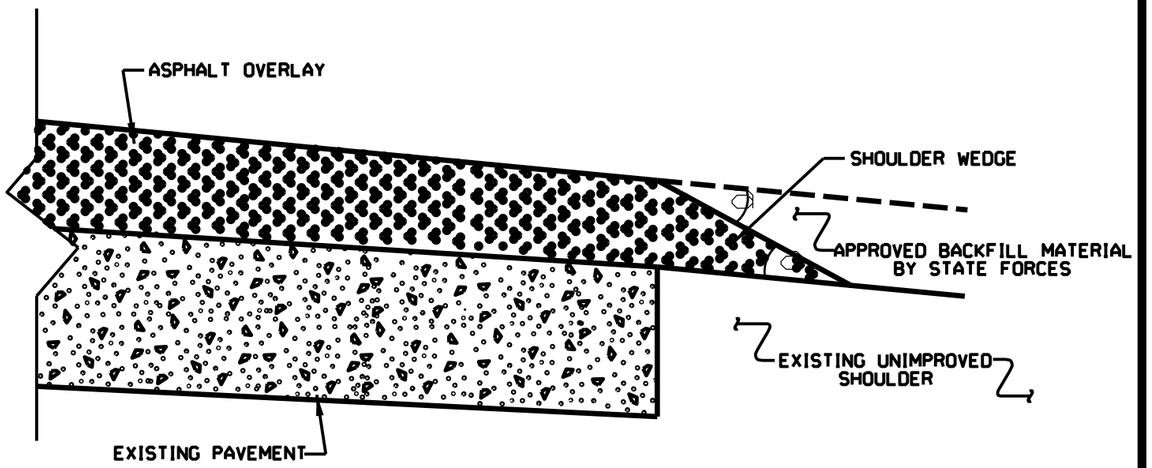
PROJECT REFERENCE NO.	SHEET NO.
DB00587	DIV2-2

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.



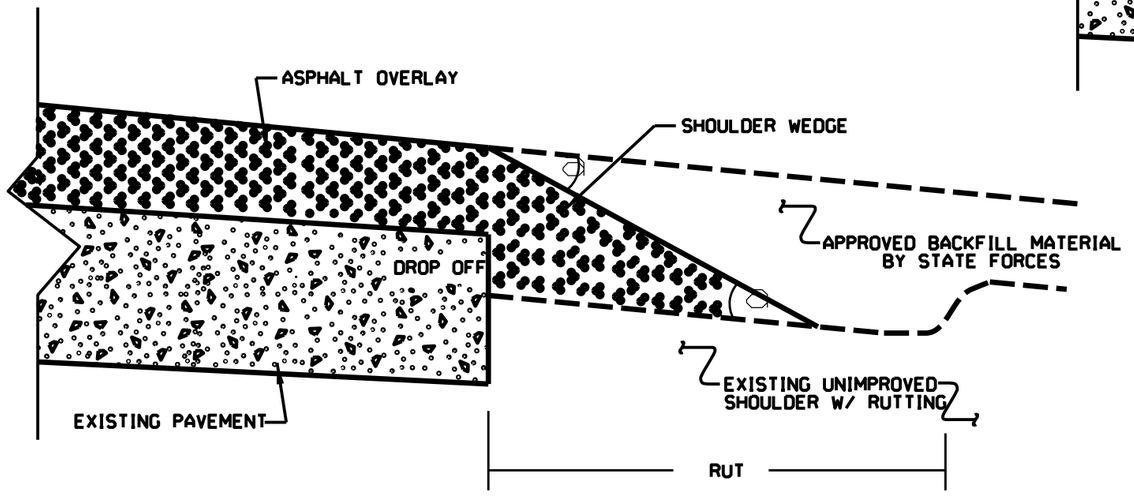
SHOULDER WEDGE DETAIL

(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: 10/15/12
CHECKED BY: DATE:
FILE SPEC:

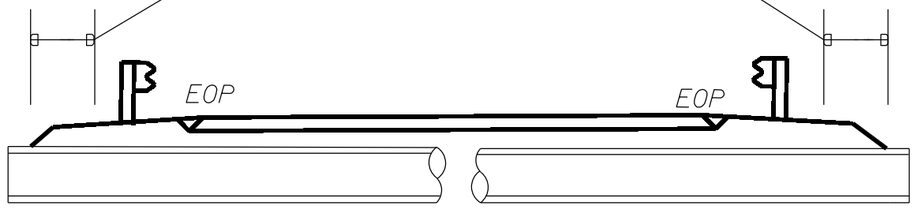
PROJECT REFERENCE NO.	SHEET NO.
DB00587	EC-1

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

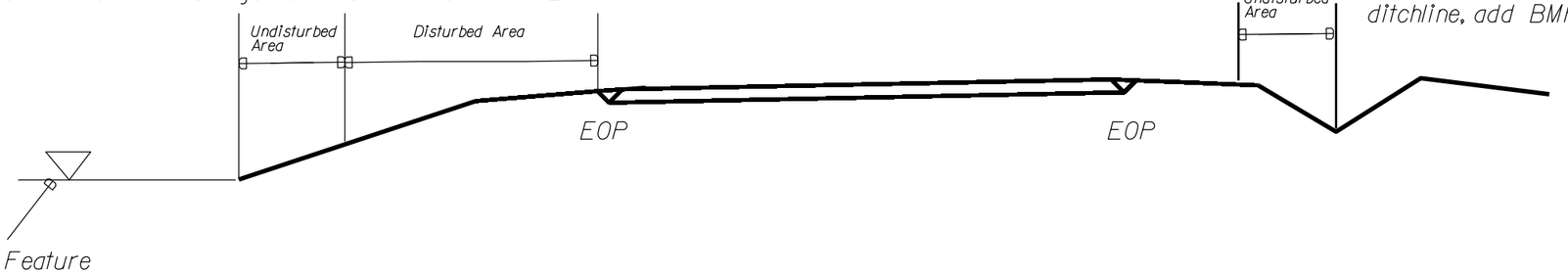
< 5' - 10' Undisturbed buffer add BMP



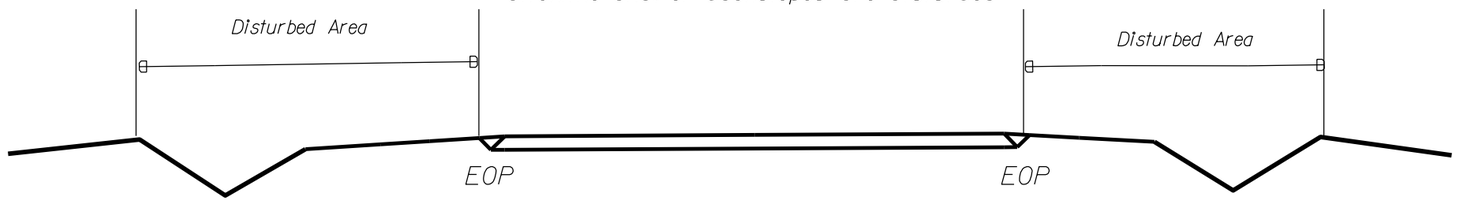
Pipe/Culvert

< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

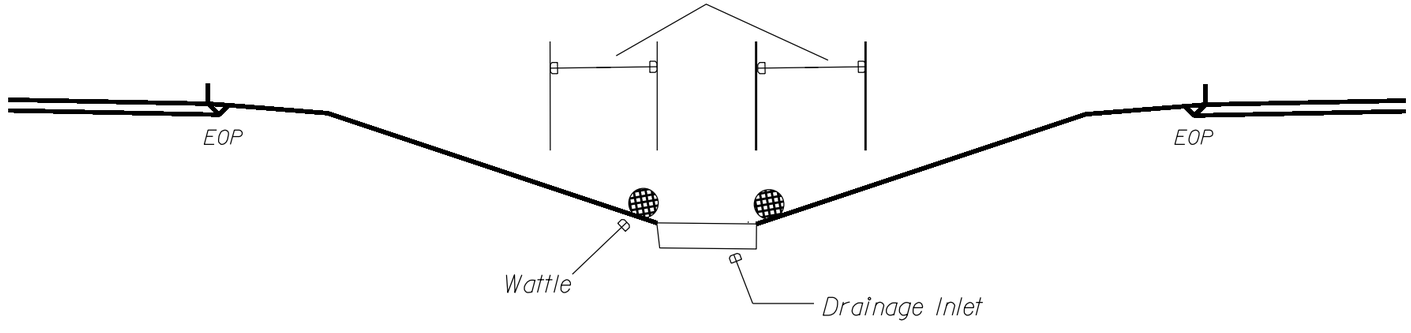
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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



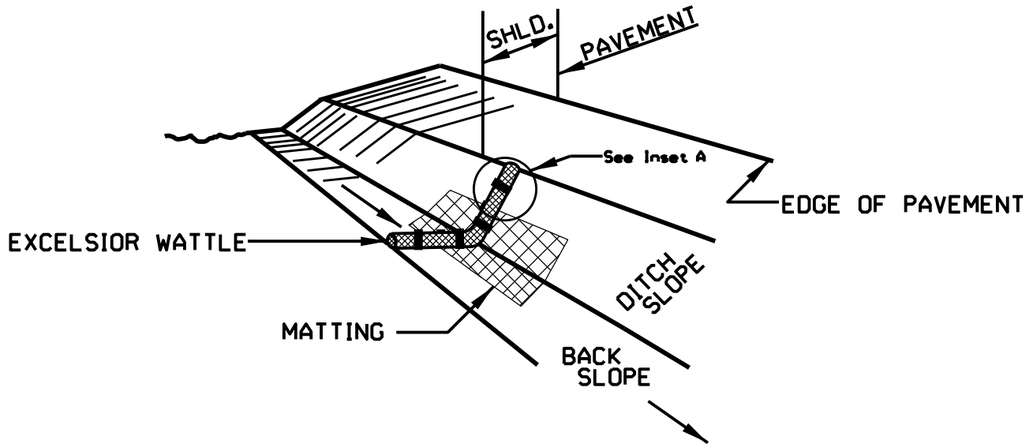
< 5' - 10' Undisturbed buffer from inlet, add wattle



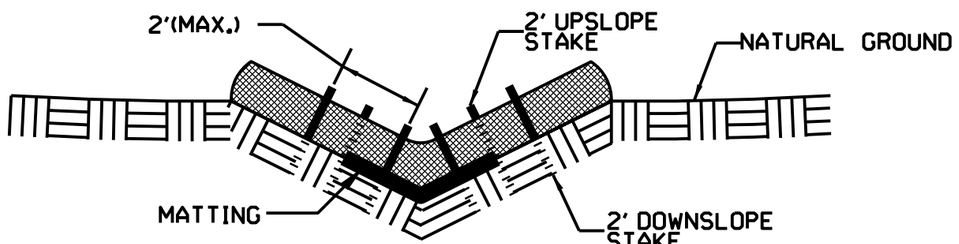
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DB00587	EC-2

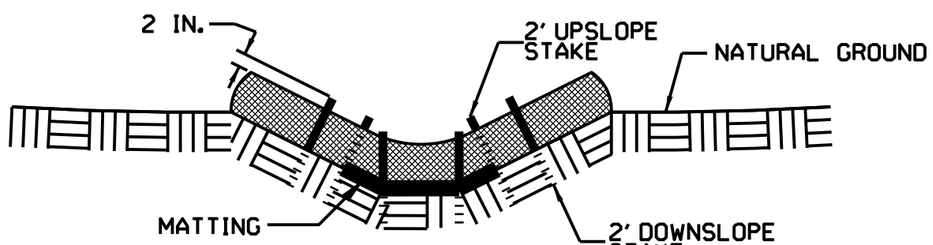
WATTLE DETAIL



ISOMETRIC VIEW



CROSS SECTION
VEE DITCH



CROSS SECTION
TRAPEZOIDAL DITCH

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.

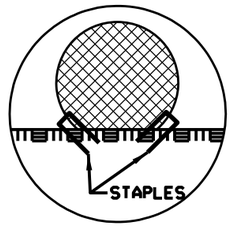
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

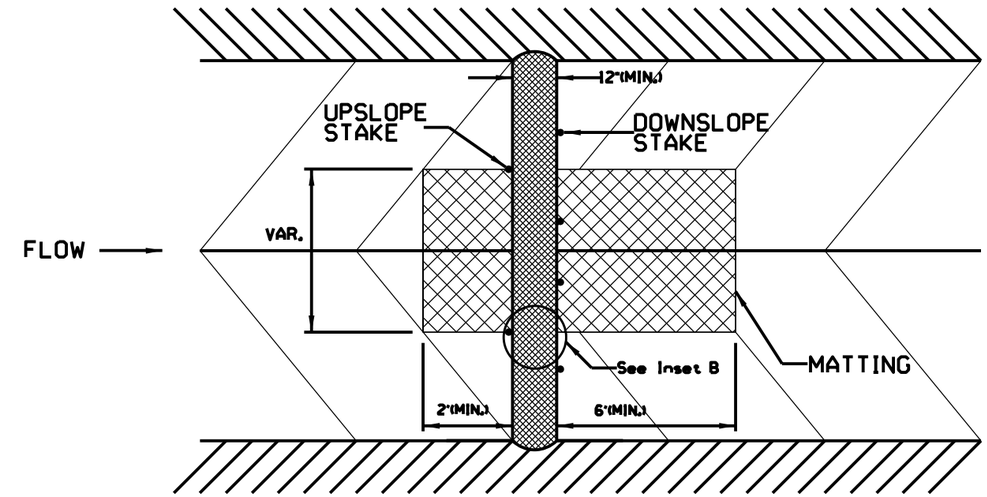
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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

INSET A



INSET B

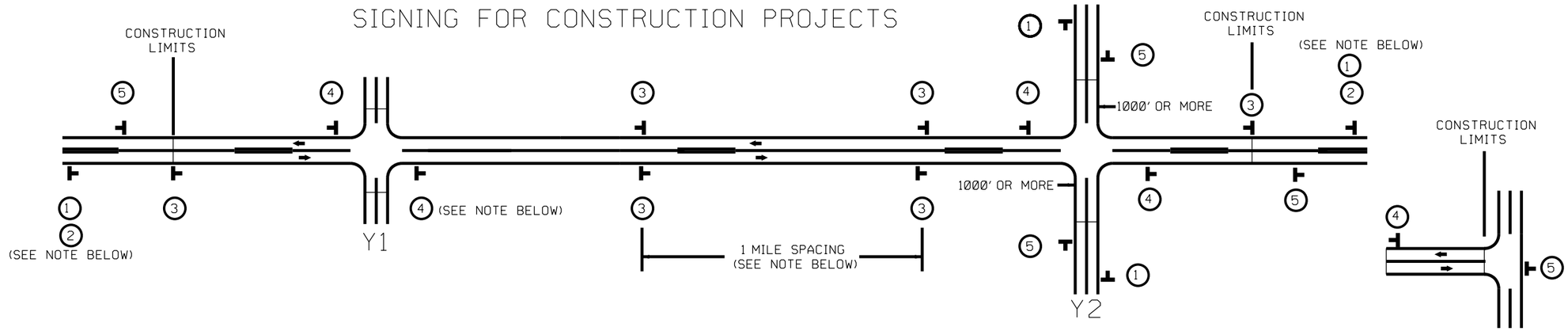


TOP VIEW

NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DB00587	TCP-1

SIGNING FOR CONSTRUCTION PROJECTS



LEGEND
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1	ROAD WORK AHEAD 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.
2	NEXT XX MILES W7-3aP 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	LOW/SOFT SHOULDER SP 13107 48" X 48"	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.
4	ROAD UNDER CONST SP 13106 48" X 48"	- 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.
5	END ROAD WORK 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.

-Y- LINE SIGNING

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

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

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.

ROAD WORK AHEAD W20-1 48" X 48"

W20-7 A 48" X 48"

PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

DIVISION OF HIGHWAYS • STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION • WORK ZONE TRAFFIC CONTROL

CONSTRUCTION PROJECTS
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS