

CRAVEN & JONES COUNTIES
DB00591

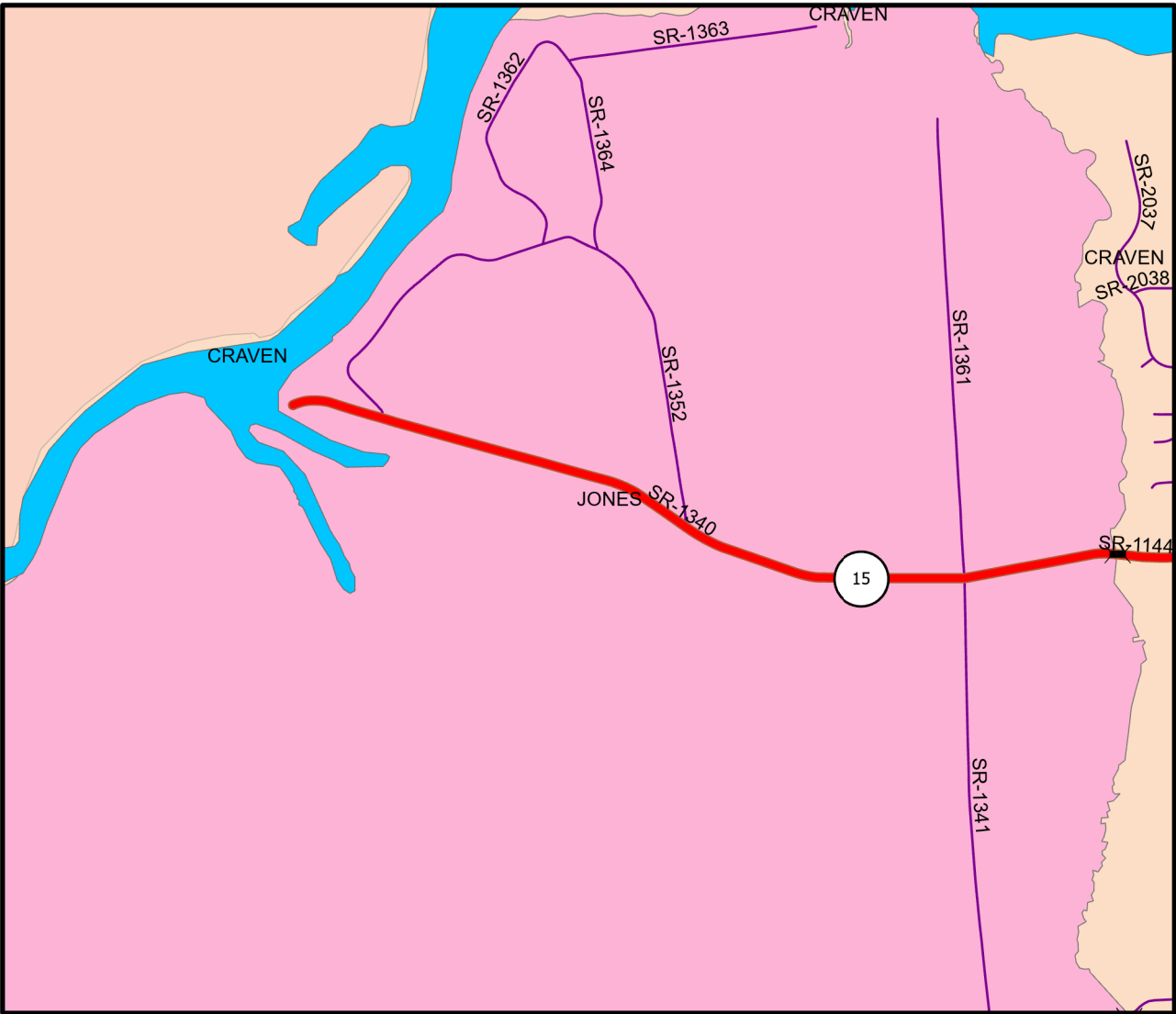
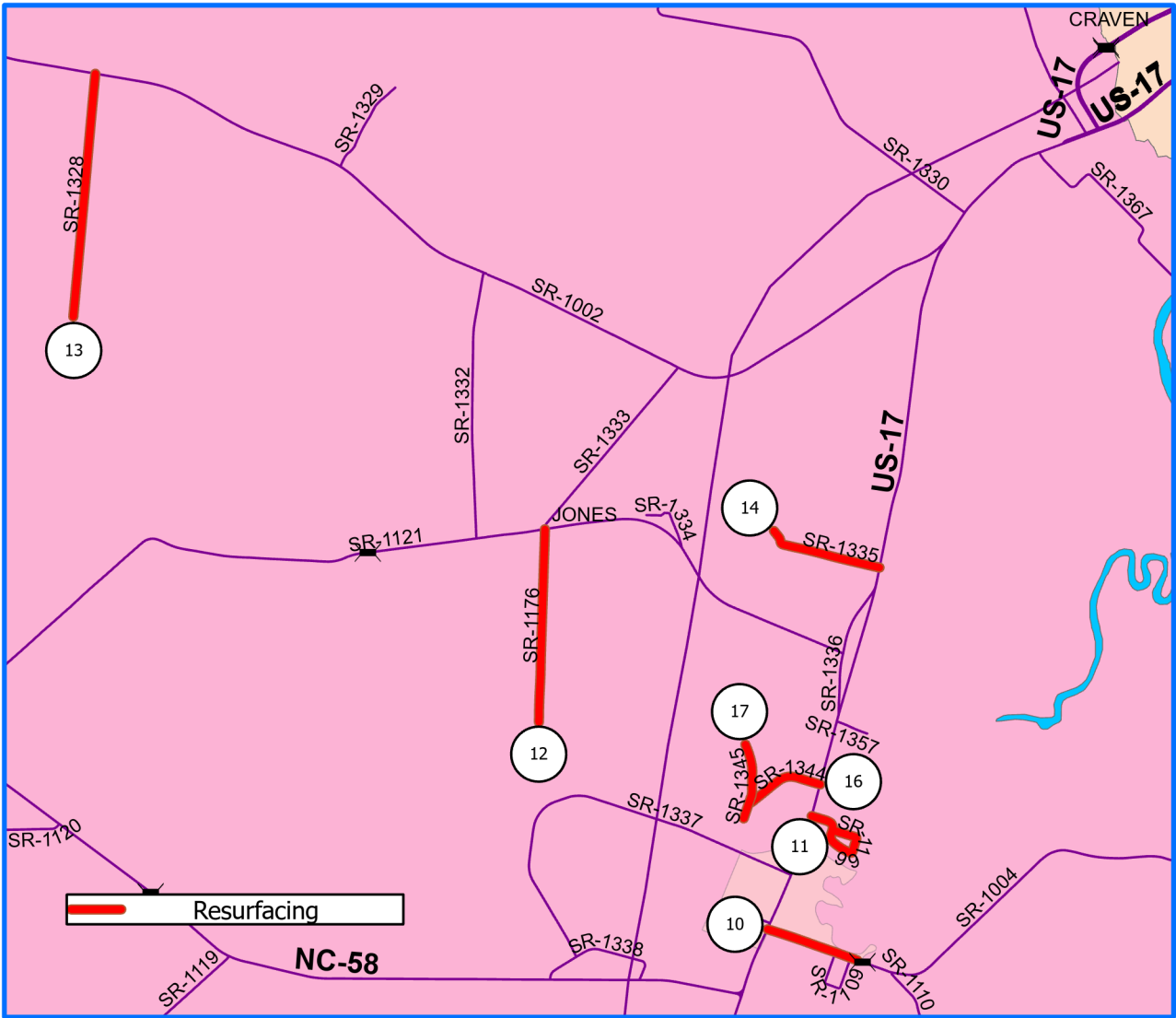
WBS# 2025CPT.02.13.20251
2025CPT.02.14.20521

**TYPE OF WORK : MILL PATCHING, STRENGTHENING, RESURFACING,
AND SHOULDER RECONSTRUCTION**

PROJECT REFERENCE NO.	SHEET NO.
DB00591	2

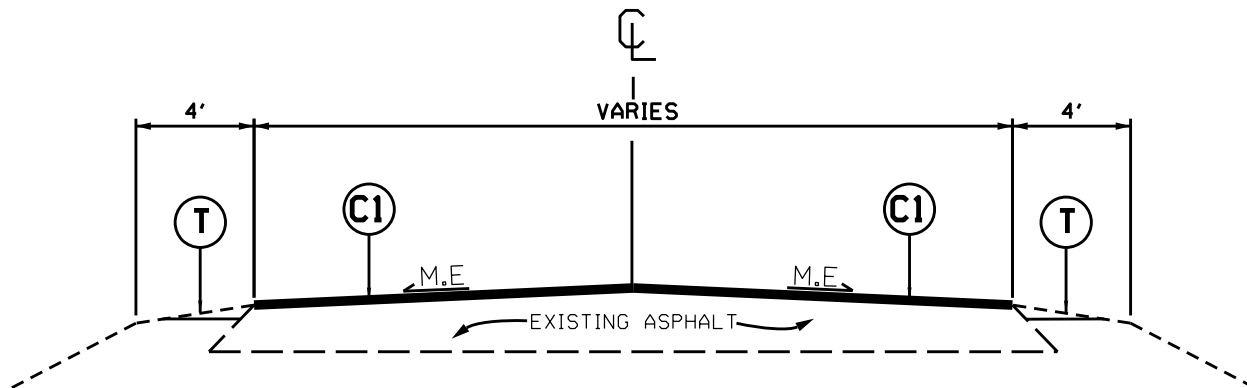


NCDOT
DIVISION 2



TYPICAL SECTION NO. 1

MAPS 1, 2, 3, 4, 5, 6, 7, 9, 11, 12, 13, AND 15

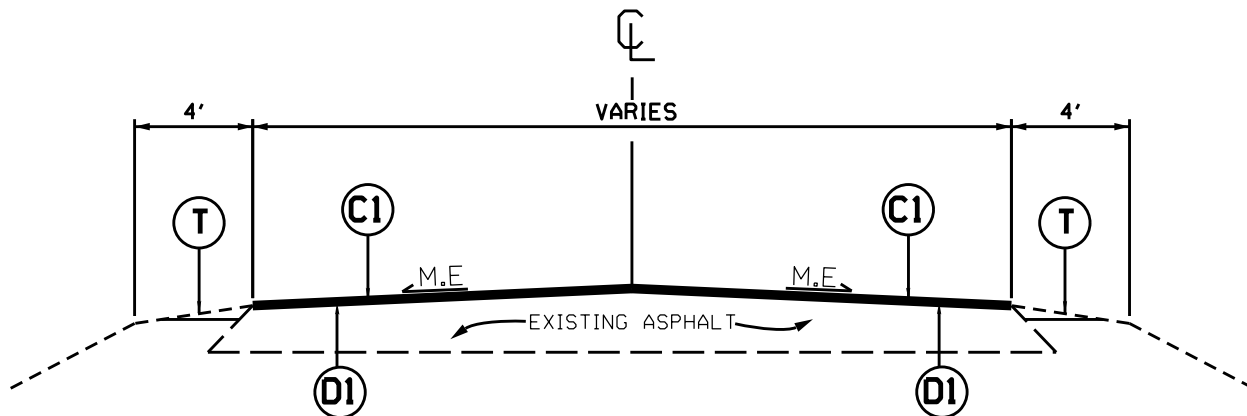


NOTE:

- PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 4. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
- PLACE 1.5 INCHES OF ASPHALT SURFACE COURSE S9.5B AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
- INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
- PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 2

MAPS 8, 10, 14, 16, AND 17



NOTE:

- PLACE 2.5 INCHES OF ASPHALT INTERMEDIATE COURSE I19.0C AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
- INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
- PLACE 1.5 INCHES OF ASPHALT SURFACE COURSE TYPE S9.5B AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
- 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.
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.

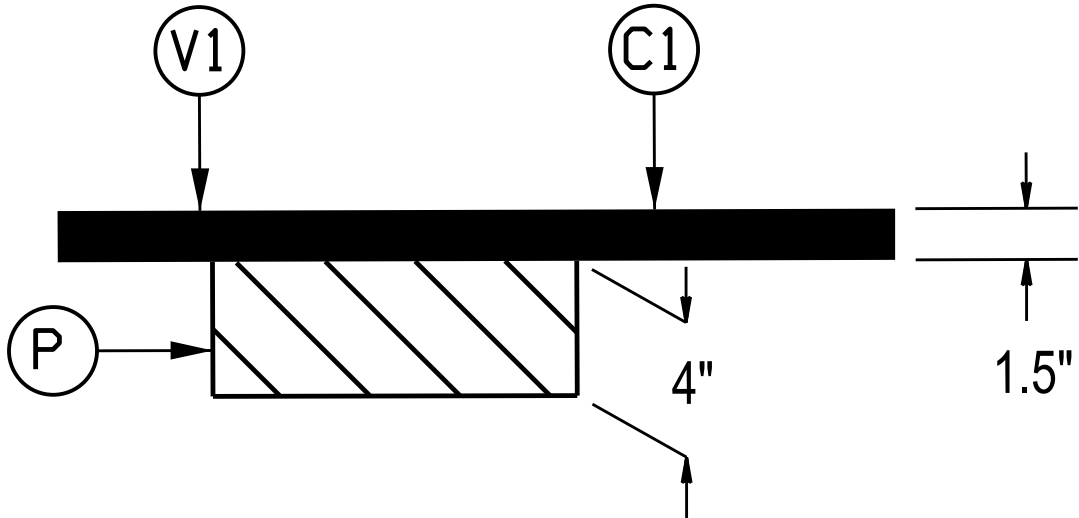
PROJECT NO.	SHEET NO.	TOTAL NO.
DB00591	4	

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	INCIDENTAL MILLING	INTERMEDIATE COURSE, 119.0C	SURFACE COURSE, 59.5B	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	ADJ. OF METER OR VALVE BOX	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	TONS	TONS	TONS	EA	LF	LF	AC	EA	SF	LS
2025CPT.02.13.20251	Craven	1	SR-1143 / PERRYTOWN RD	FROM END MAINTENANCE TO SR 1004 BRICES CREEK RD	1	2	ZWU	1.64	20	66	82	3.28	250		1,727	128	324	1	262	100	1.64	1	185	0.10
TOTAL FOR MAP NO. 1								1.64		66	82	3.28	250		1,727	128	324	1	262	100	1.64	1	185	0.10
2025CPT.02.13.20251	Craven	2	SR-1144 / CRUMP FARM RD/PERRYTOWN LOOP RD	FROM JONES COUNTY TO SR 1143 PERRYTOWN RD	1	2	ZWU	2.33	21	93	117	4.66	330		2,572	193	523	1			2.33		265	0.14
TOTAL FOR MAP NO. 2								2.33		93	117	4.66	330		2,572	193	523	1			2.33		265	0.14
2025CPT.02.13.20251	Craven	3	SR-1186 / BARON POINT RD	FROM SR 1004 BRICES CREEK RD TO DEAD END	1	2	ZWU	0.07	20	3	4	0.14	125		73	5					0.07		125	0.01
TOTAL FOR MAP NO. 3								0.07		3	4	0.14	125		73	5					0.07		125	0.01
2025CPT.02.13.20251	Craven	4	SR-1187 / WILLIAMSON DR	FROM SR 1004 BRICES CREEK RD TO DEAD END	1	2	ZWU	0.41	20	16	21	0.82	125		420	29	25				0.41		125	0.03
TOTAL FOR MAP NO. 4								0.41		16	21	0.82	125		420	29	25				0.41		125	0.03
2025CPT.02.13.20251	Craven	5	SR-1188 / WHITFORD LN	FROM SR 1187 WILLIAMSON DR TO SR 1004 BRICES CREEK RD	1	2	ZWU	0.16	20	6	8	0.32	125		186	12					0.16		125	0.01
TOTAL FOR MAP NO. 5								0.16		6	8	0.32	125		186	12					0.16		125	0.01
2025CPT.02.13.20251	Craven	6	SR-1189 / DORCHESTER LN	FROM SR 1187 WILLIAMSON DR TO SR 1004 BRICES CREEK RD	1	2	ZWU	0.14	20	6	7	0.28	125		152	10					0.14		125	0.01
TOTAL FOR MAP NO. 6								0.14		6	7	0.28	125		152	10					0.14		125	0.01
2025CPT.02.13.20251	Craven	7	SR-1244 / HYMAN RD	FROM SR 1005 OLD US 70 TO NC 55	1	2	ZWU	1.54	18	62	77	3.08	250		1,417	104	243				1.54		175	0.09
TOTAL FOR MAP NO. 7								1.54		62	77	3.08	250		1,417	104	243				1.54		175	0.09
2025CPT.02.13.20251	Craven	8	SR-1425 / VAN MOREADITH RD	FROM NC 55 TO SR 1401 SPRING GARDEN RD	2	2	ZWU	2.16	21	130	108	4.32	250	3,967	2,308	340			346		2.70	1	245	0.13
TOTAL FOR MAP NO. 8								2.16		130	108	4.32	250	3,967	2,308	340			346		2.70	1	245	0.13
2025CPT.02.13.20251	Craven	9	SR-1426 / SIM DAWSON RD	FROM NC 55 TO SR 1401 SPRING GARDEN RD	1	2	ZWU	1.4	20	56	70	2.80	250		1,419	98	124				1.40		160	0.08
TOTAL FOR MAP NO. 9								1.4		56	70	2.80	250		1,419	98	124				1.40		160	0.08
TOTAL FOR PROJ NO. 2025CPT.02.13.20251								9.85		438	494	19.70	1,830	3,967	10,274	919	1,239	2	608	100	10.39	2	1,530	0.60
2025CPT.02.14.20521	Jones	10	SR-1004 / BEAUFORT RD/ISLAND CREEK RD	FROM US 17 BUS TO BRIDGE #19	2	2	ZWU	0.49	21	29	25	0.98	500	876	553	78		5	78	100	0.61	1	125	0.03
TOTAL FOR MAP NO. 10								0.49		29	25	0.98	500	876	553	78		5	78	100	0.61	1	125	0.03
2025CPT.02.14.20521	Jones	11	SR-1166 / TRENT ACRES DR	FROM US 17 BUS TO SR 1166 TRENT ACRES RD	1	2	ZWU	0.54	20	22	27	1.08	125		552	36					0.54		125	0.03
TOTAL FOR MAP NO. 11								0.54		22	27	1.08	125		552	36					0.54		125	0.03
2025CPT.02.14.20521	Jones	12	SR-1176 / MAGG SMITH LN	FROM END MAINTENANCE TO SR 1121 OAK GROVE RD	1	2	ZWU	1.02	20	41	51	2.04	125		1,036	84	351				1.02		125	0.06
TOTAL FOR MAP NO. 12								1.02		41	51	2.04	125		1,036	84	351				1.02		125	0.06
2025CPT.02.14.20521	Jones	13	SR-1338 / JOHNSON FIELD RD	FROM DEAD END TO SR 1002 TEN MILE FORK RD	1	2	ZWU	1.4	20	56	70	2.80	125		1,422	92					1.40		160	0.08
TOTAL FOR MAP NO. 13								1.4		56	70	2.80	125		1,422	92					1.40		160	0.08
2025CPT.02.14.20521	Jones	14	SR-1335 / SIMMONS DR	FROM DEAD END TO US 17 BUS	2	2	ZWU	0.61	18	37	31	1.22	125	957	563	83					0.76		125	0.04
TOTAL FOR MAP NO. 14								0.61		37	31	1.22	125	957	563	83					0.76		125	0.04
2025CPT.02.14.20521	Jones	15	SR-1340 / CRUMP FARM RD	FROM END MAINTENANCE TO CRAVEN COUNTY	1	2	ZWU	1.7	20	68	85	3.40	125		1,821	118					1.70		195	0.10
TOTAL FOR MAP NO. 15								1.7		68	85	3.40	125		1,821	118					1.70		195	0.10
2025CPT.02.14.20521	Jones	16	SR-1344 / HUGHES FARM RD	FROM SR 1345 HUGHES PLANTATION RD TO US 17 BUS	2	2	ZWU	0.43	24	26	22	0.86	125	776	508	70					0.54		125	0.03
TOTAL FOR MAP NO. 16								0.43		26	22	0.86	125	776	508	70					0.54		125	0.03
2025CPT.02.14.20521	Jones	17	SR-1345 / HUGHES PLANTATION RD	FROM BEGIN MAINTENANCE TO DEAD END	2	2	ZWU	0.46	21	28	23	0.92		861	499	74					0.58		125	0.03
TOTAL FOR MAP NO. 17								0.46		28	23	0.92		861	499	74					0.58		125	0.03
TOTAL FOR PROJ NO. 2025CPT.02.14.20521								6.65		307	394	13.30	1,250	3,470	6,954	635	351	5	78	100	7.15	1	1,105	0.40
GRAND TOTAL								16.5		745	828	33.00	3,080	7,437	17,228	1,554	1,590	7	686	200	17.54	3	2,635	1

4" MILL PATCHING	STA.	STA.	WIDTH	LOC.	MAP	STA.	STA.	WIDTH	LOC.	MAP
	11+14	12+51	FULL WIDTH	RT	1	0+58	1+48	10'	LT	4
	12+86	14+22	7'	RT	1	4+76	6+42	7'	LT	7
	17+58	18+49	12'	LT	1	6+96	9+29	7'	LT	7
	20+04	21+54	7'	LT	1	12+56	16+35	7'	LT	7
	21+89	22+33	7'	RT	1	16+81	18+02	7'	LT	7
	28+87	29+27	7'	RT	1	39+38	40+66	7'	LT	7
	29+86	30+32	7'	RT	1	54+85	56+59	7'	LT	7
	30+88	31+79	FULL WIDTH	RT	1	55+77	56+79	7'	RT	7
	47+30	48+23	7'	RT	1	0+54	4+10	10'	RT	9
	48+23	49+85	10'	RT	1	22+99	24+09	10'	RT	9
	60+01	61+07	7'	RT	1	9+67	10+78	7'	RT	12
SR-1193 Lilliput Dr on MAP 1	0+00	0+37	FULL WIDTH	1A		10+78	11+71	FULL WIDTH		12
	2+08	2+78	11'	LT	2	15+01	18+14	7'	LT	12
	38+80	40+22	7'	LT	2	19+76	20+51	7'	LT	12
	54+37	55+61	FULL WIDTH		2	21+16	22+13	7'	RT	12
	57+22	58+02	11'	RT	2	22+07	23+25	7'	LT	12
	58+37	61+46	FULL WIDTH		2	24+32	25+15	7'	LT	12
	103+31	104+53	FULL WIDTH		2	25+09	27+03	7'	RT	12
	105+54	106+79	11'	RT	2	27+03	28+33	FULL WIDTH		12
	107+86	108+47	FULL WIDTH		2	31+95	33+14	7'	RT	12
	112+04	112+49	7'	LT	2	33+17	34+50	7'	LT	12
	114+04	114+54	7'	LT	2					
	115+40	116+54	7'	LT	2					
	121+39	122+30	7'	RT	2					

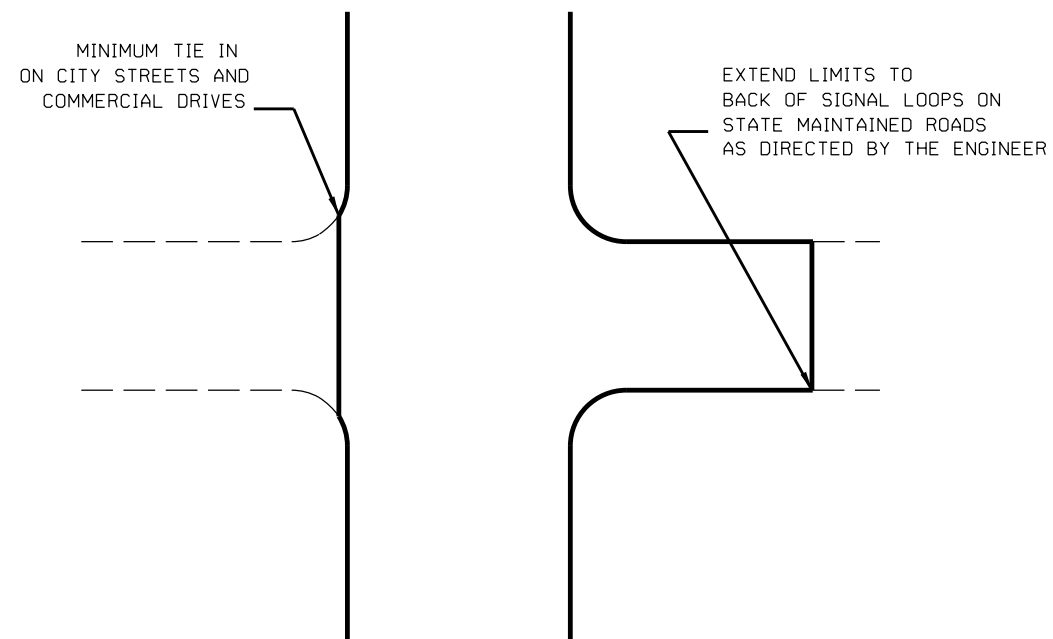
4" DEPTH MILL PATCHING DETAIL
MAPS 1, 2, 4, 7, 9, AND 12



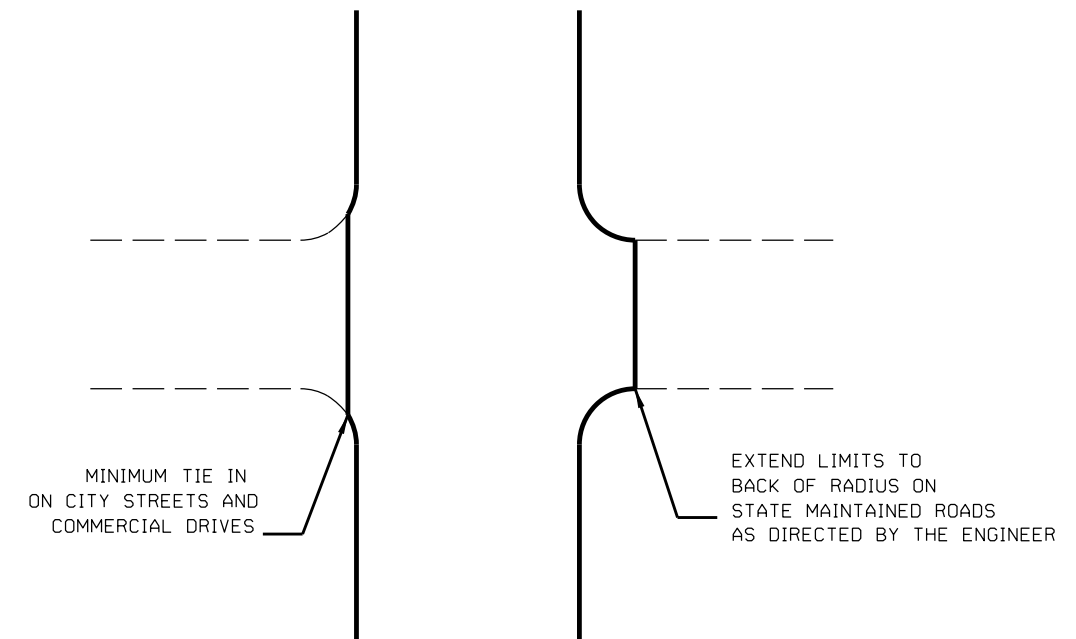
NOTE:

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 4, AND AS DIRECTED BY THE ENGINEER.

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	



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



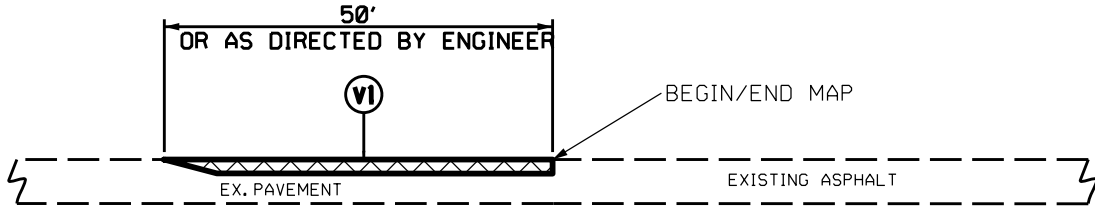
TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

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

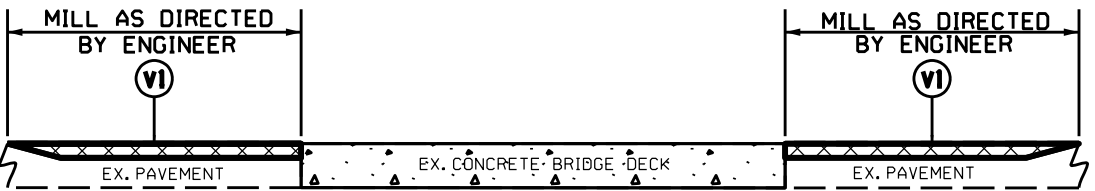
[illegible]

MILLING TYPICALS



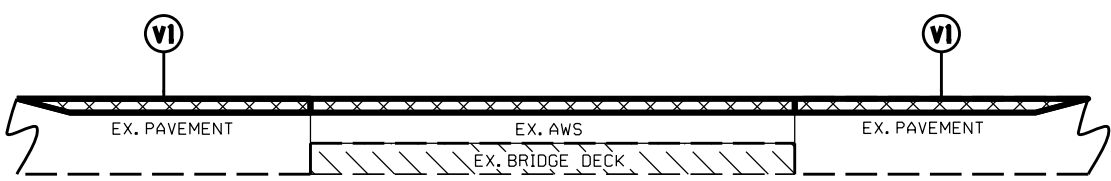
DETAIL 1
BEGIN/END MAP TIE-IN

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

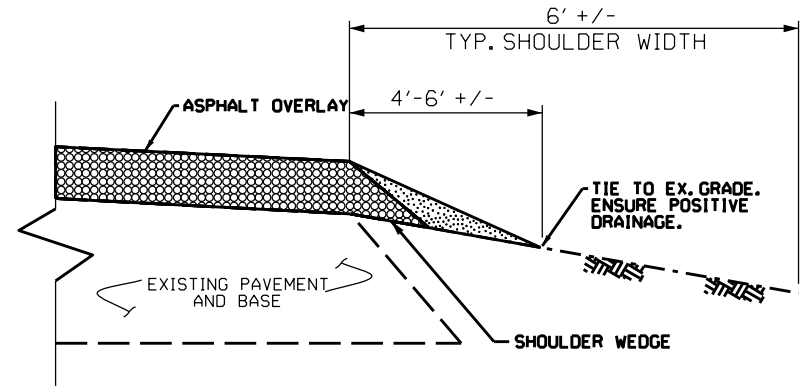
NOTE:
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



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 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.



(Resurfacing Projects w/ Widening or
with Existing Paved Shoulder having no dropoffs)



(Resurfacing Projects w/ NO Widening)



(Resurfacing Adjacent to Rutted Shoulder)

**CONTRACT STANDARDS
AND DEVELOPMENT UNIT**
Office 919-767-6430 FAX 919-250-4111

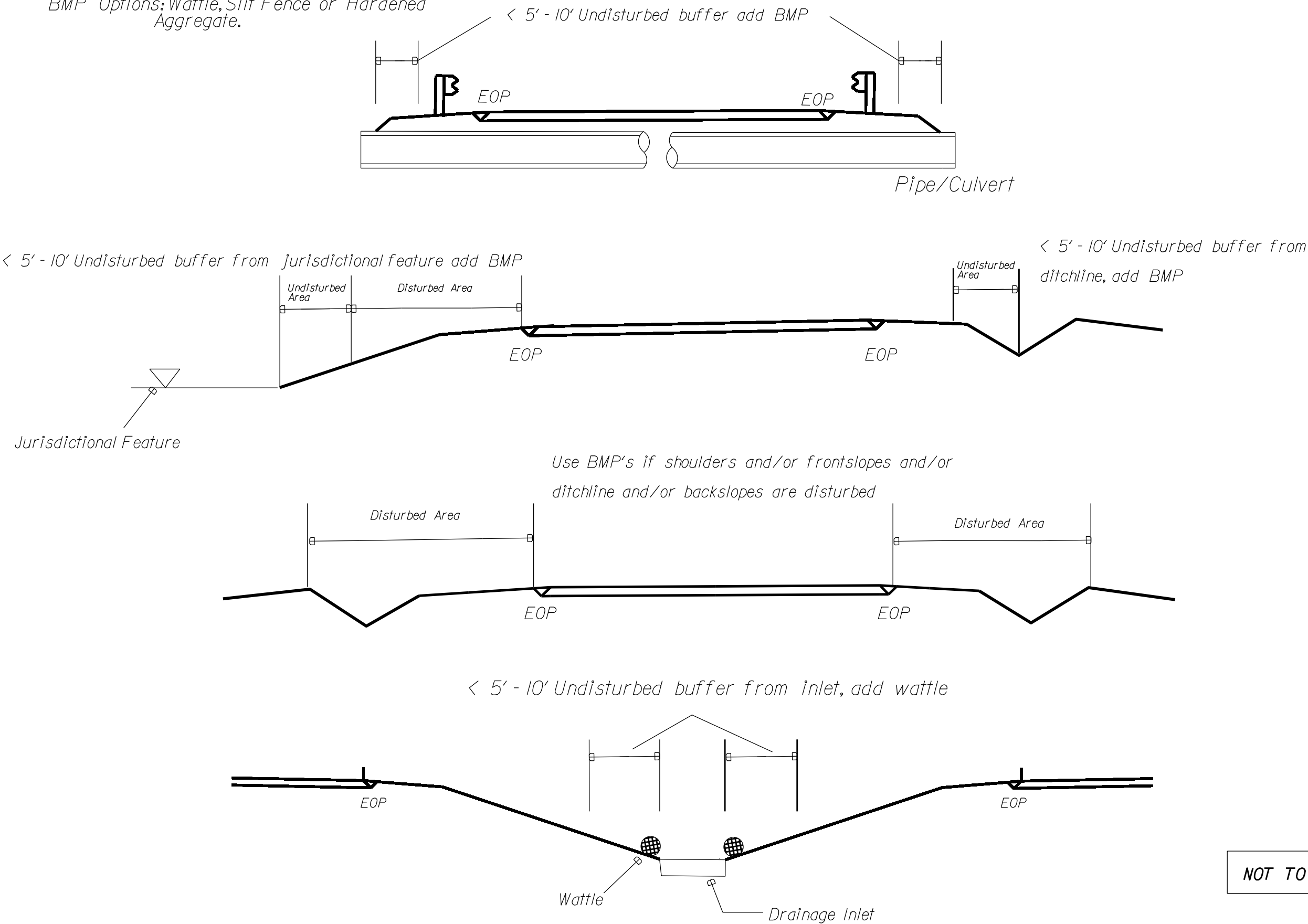
SHOULDER WEDGE DETAILS

ORIGINAL BY: T.SPELL **DATE:** 7-19-11
MODIFIED BY: **DATE:** 10/16/12
CHECKED BY: **DATE:** _____
FILE SPEC: /usr/local/src/cvs/cvs-1.10.8/cvs-1.10.8.tar.gz

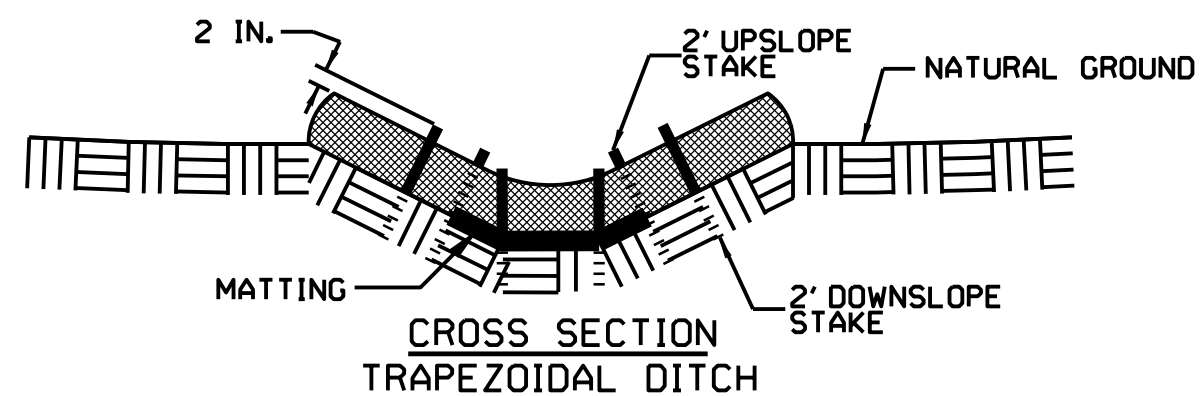
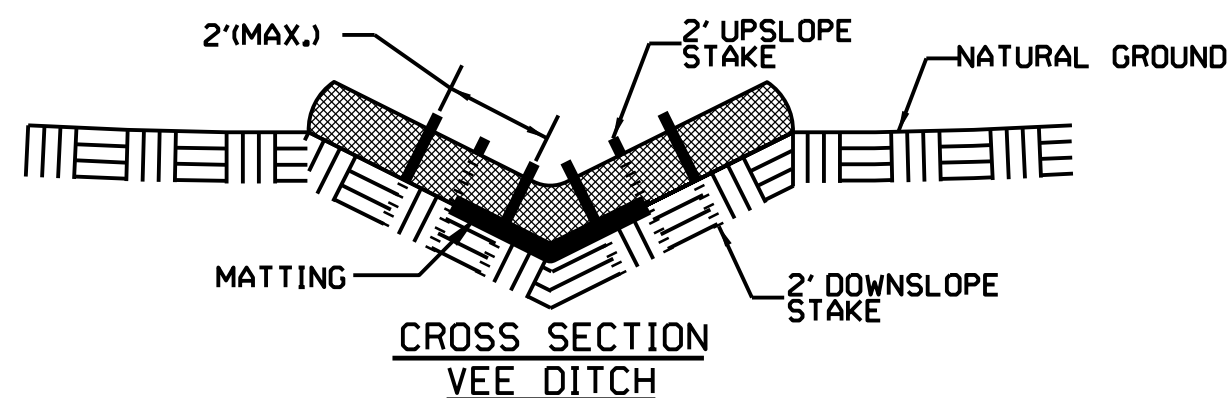
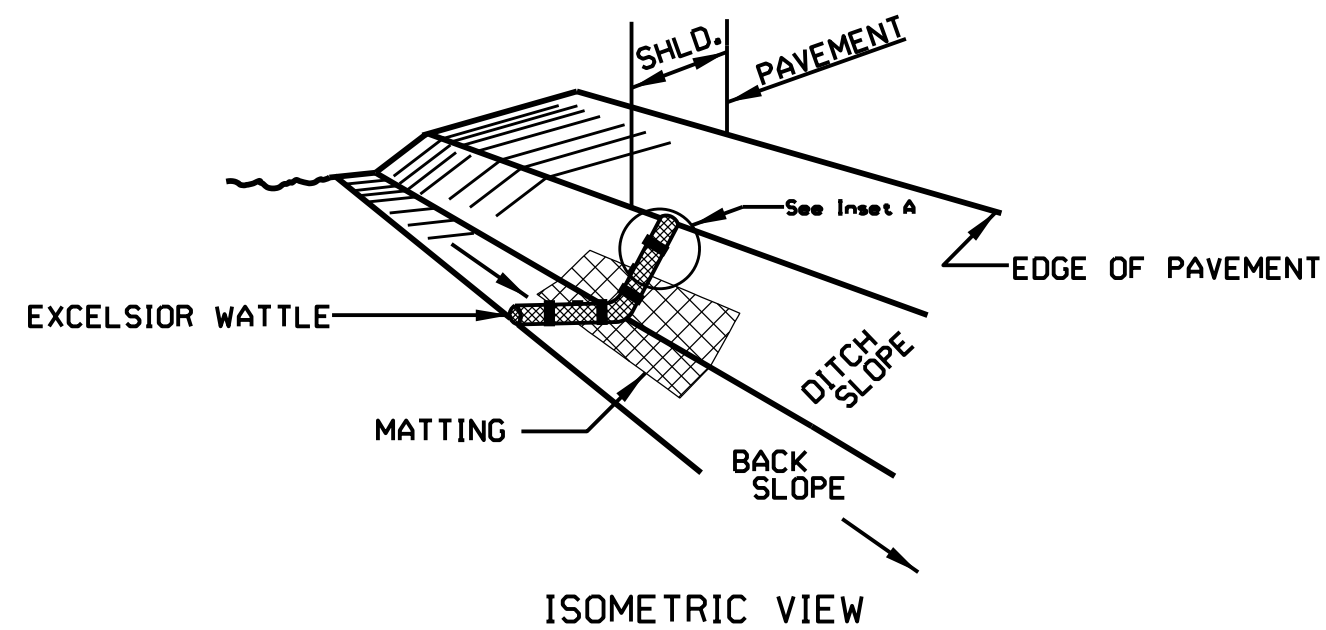
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

EROSION CONTROL DETAIL



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.

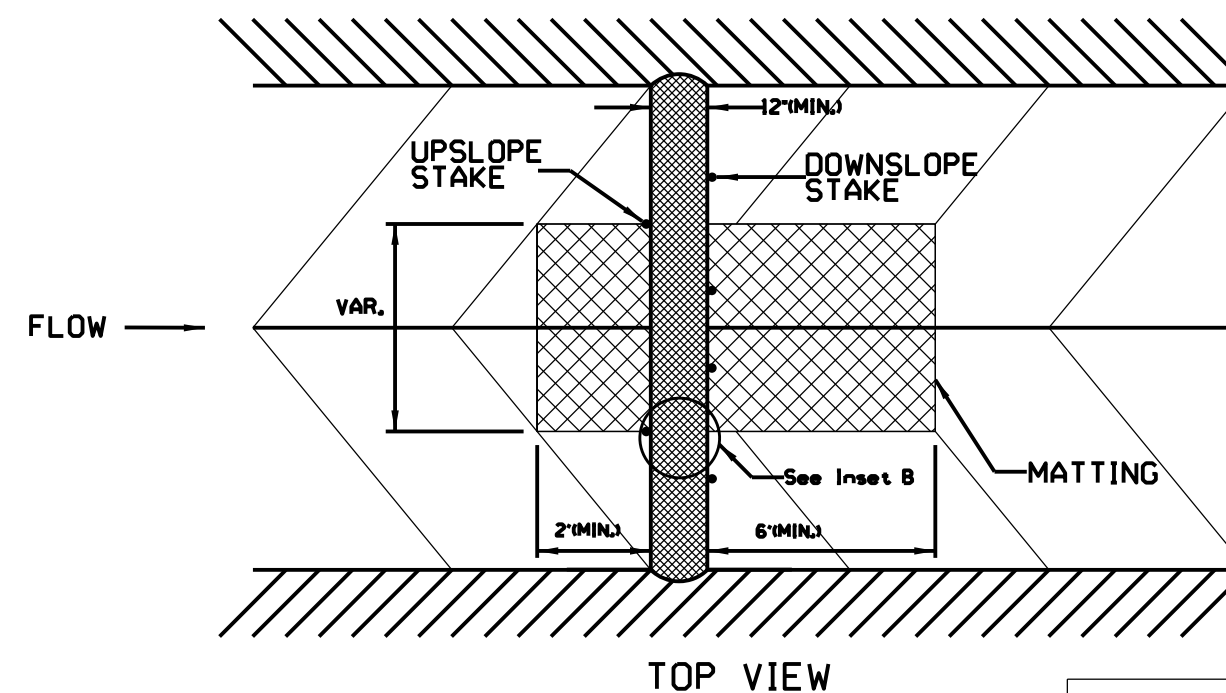
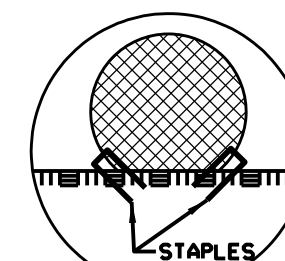
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

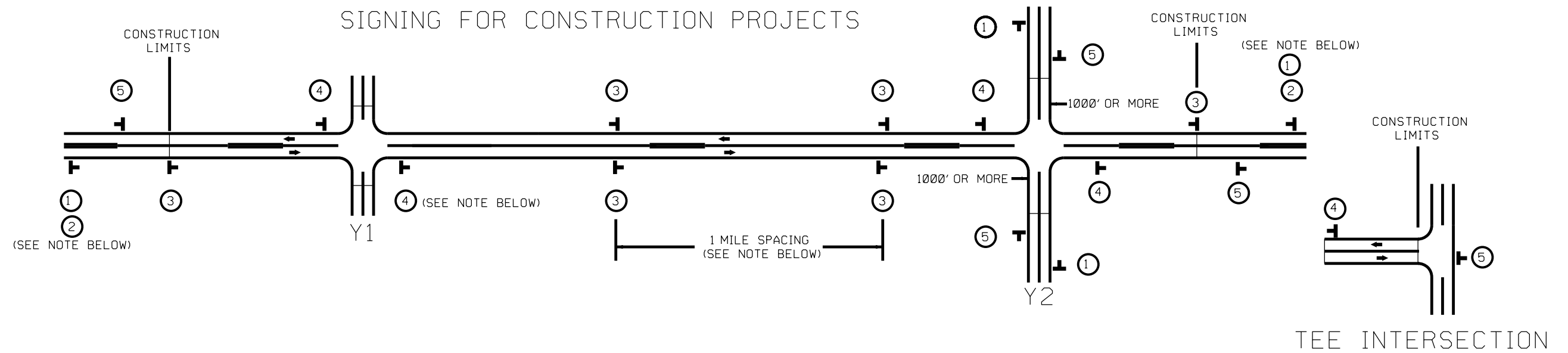
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div>2</div> <div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#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)</div>	<div>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</div> <div>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS</div> <div>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.</div> <div></div> <div>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</div>
	<div>3</div> <div></div> <div>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</div>	
	<div>4</div> <div></div> <div>- 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.</div>	
	<div>5</div> <div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div>	



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