

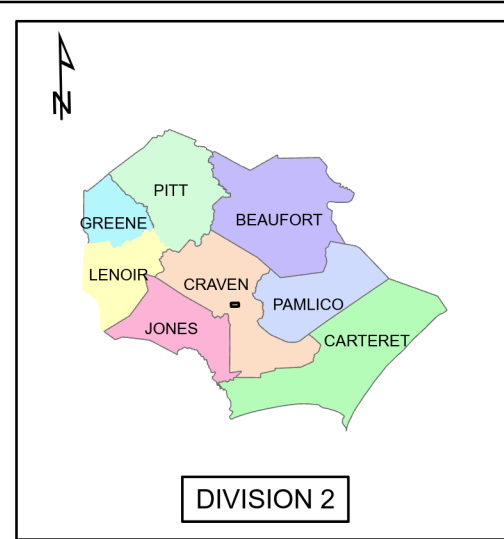
PROJECT REFERENCE NO.	SHEET NO.
DB00588	1

CRAVEN COUNTY DB00588

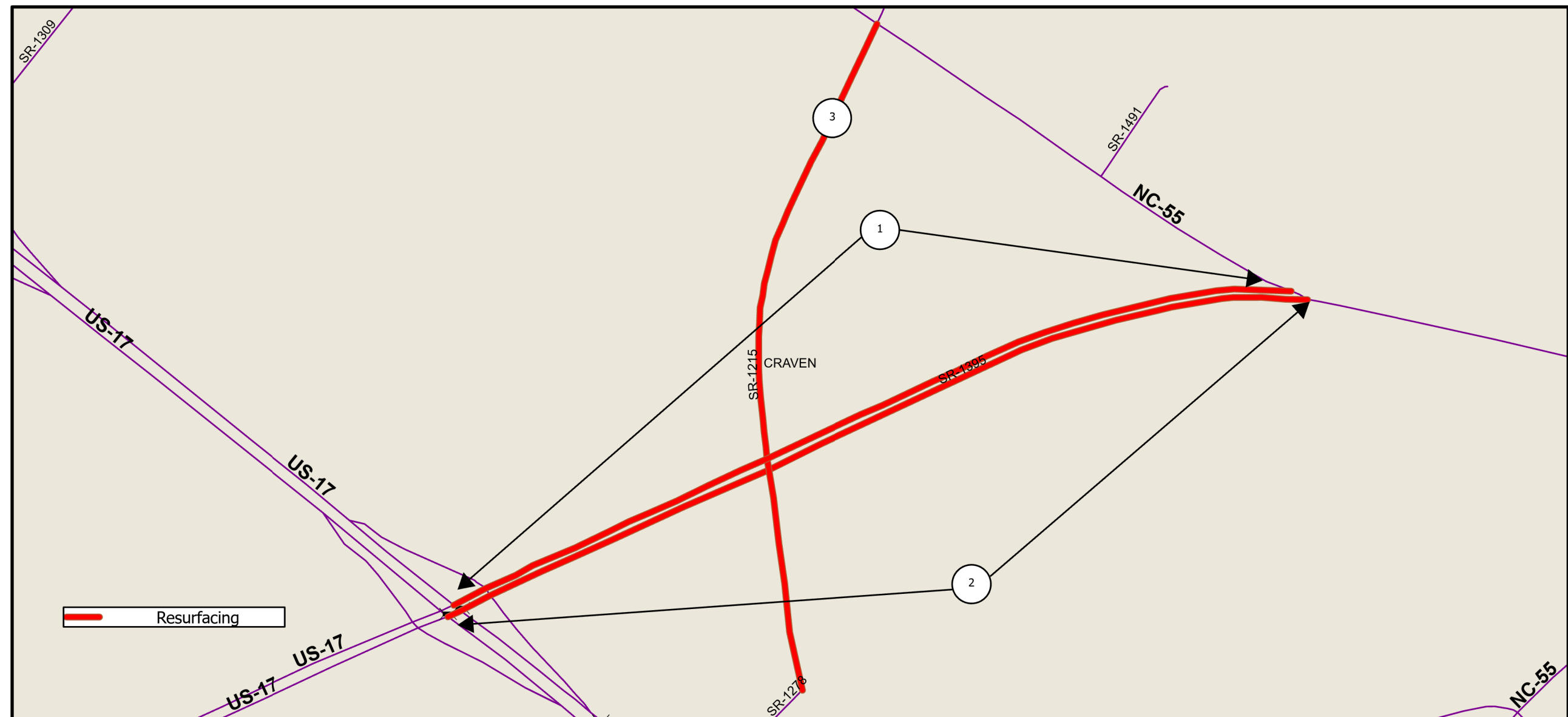
WBS# 2025CPT.02.16.20251



NCDOT
DIVISION 2

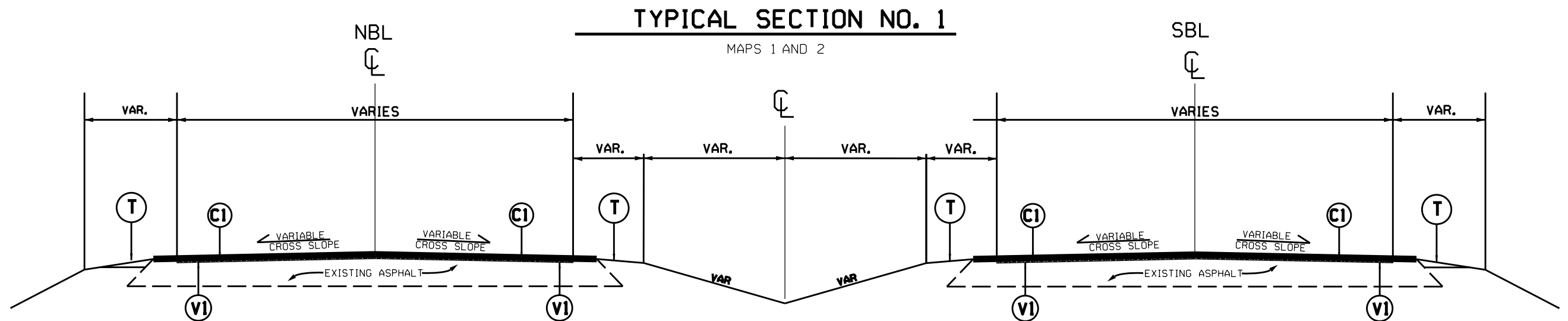


TYPE OF WORK : MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION



PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	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	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
V2	MILLING DEPTH 3" FOR ENTIRE WIDTH OF THE ROADWAY.
DRAWINGS NOT TO SCALE	

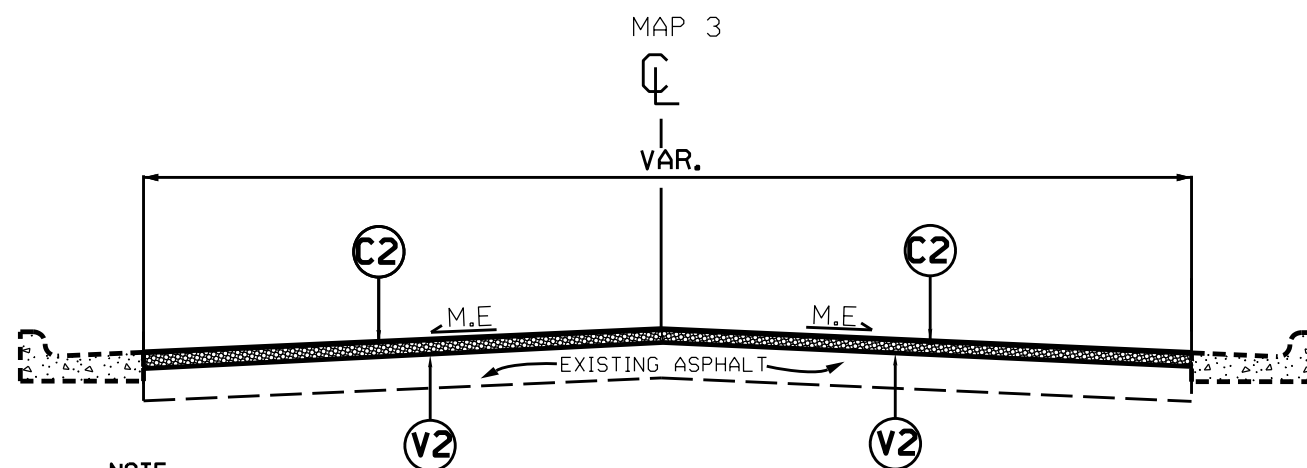
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



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 BACK OF RADIUS.
2. PLACE 1.5 INCHES OF ASPHALT SURFACE COURSE S9.5C 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.
5. VARIOUS CURB AND GUTTER SECTIONS WILL APPEAR THROUGHOUT BOTH MAPS.
6. VARIOUS MEDIAN ISLANDS WILL APPEAR THROUGHOUT BOTH MAPS.

TYPICAL SECTION NO. 2



NOTE:

1. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 3 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.
4. REMOVAL OF RISERS/ADJUSTMENTS OF MANHOLES AND WATER VALVES TO BE COMPLETED AFTER MILLING AND BEFORE COMPLETION OF PAVING, AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE

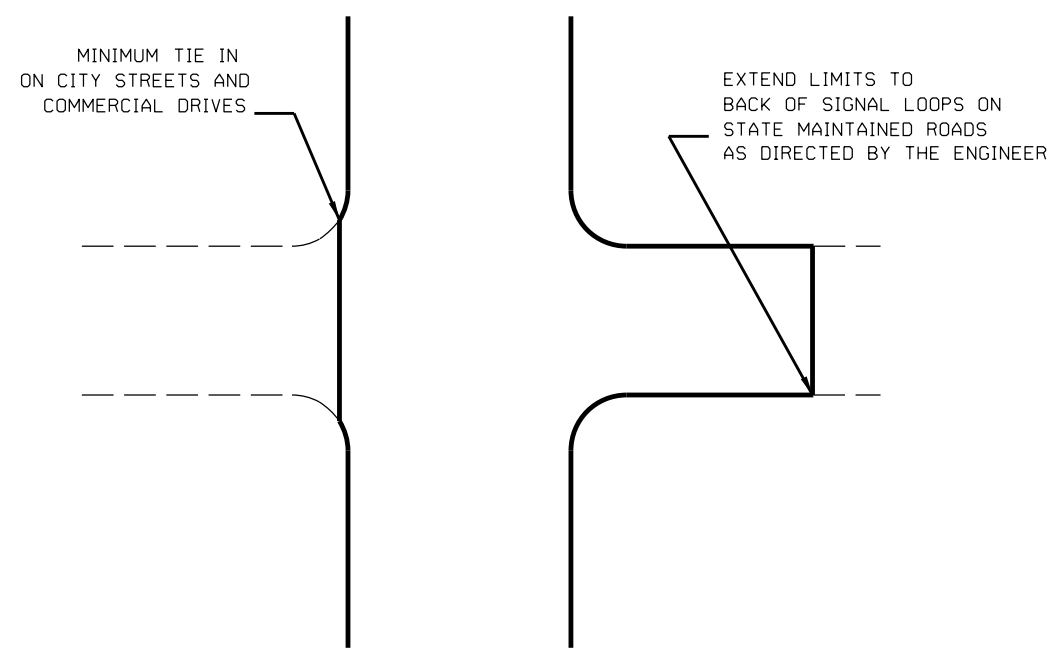
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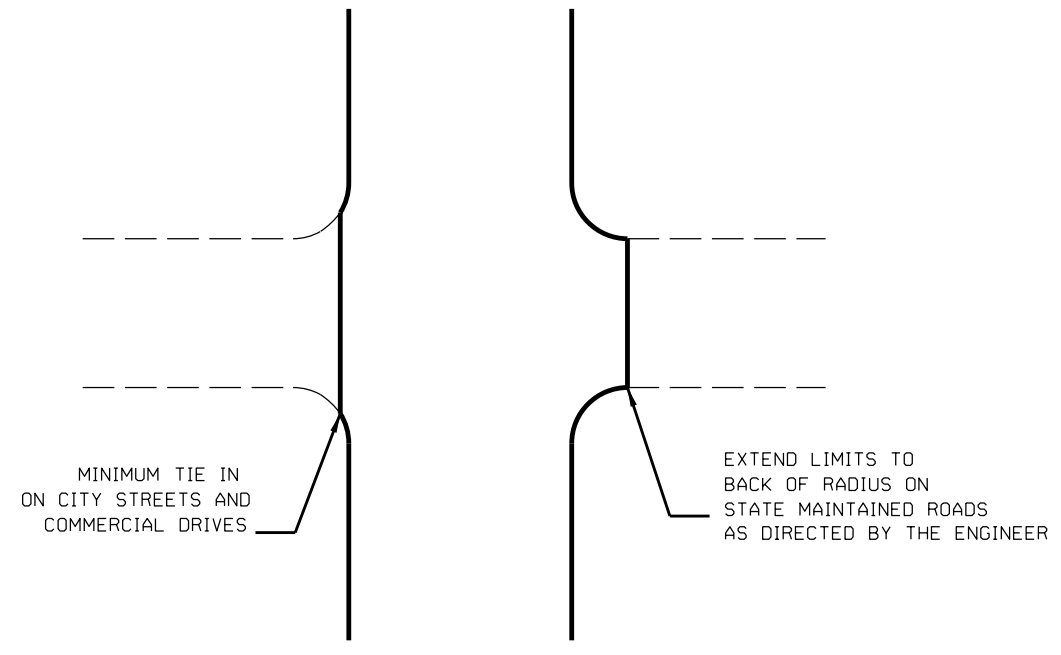
PROJECT NO.	SHEET NO.	TOTAL NO.
DB00588	4	

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	1½" MILLING	3" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	ADJ. OF MANHOLES	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	LAW ENFORCEMENT			
								MI	FT	EA	TONS	SMI	SY	SY	SY	TONS	TONS	TONS	EA	EA	LF	LF	AC	EA	SF	LS	HR			
2025CPT.02.16.20251	Craven	1	SR-1395 ML KING JR BLVD (SOUTHBOUND)	FROM PAV'T JOINT AT NC 55 TO 356' SOUTH OF US 70 WEST RAMP	1	4	MD	1.21	42	48	48	1.21	29,692		6,327		3,026	179			121	100	0.61	1	195	0.35	120			
TOTAL FOR MAP NO. 1								1.21		48	48	1.21	29,692		6,327		3,026	179			121	100	0.61	1	195	0.35	120			
2025CPT.02.16.20251	Craven	2	SR-1395 ML KING JR BLVD (NORTHBOUND)	FROM 356' SOUTH OF US 70 WEST RAMP TO PAV'T JOINT AT NC 55	1	4	MD	1.21	42	48	48	1.21	30,563		4,690		2,962	175					0.61	1	195	0.35	120			
TOTAL FOR MAP NO. 2								1.21		48	48	1.21	30,563		4,690		2,962	175								0.61	1	195	0.35	120
2025CPT.02.16.20251	Craven	3	SR-1215 / SIMMONS ST	FROM NC 55 TO TRENT RD	2	4	MU	0.92	44	37	18			25,499	2,527	2,357		153	23	24					130	0.30	120			
TOTAL FOR MAP NO. 3								0.92		37	18				25,499	2,527	2,357		153	23	24							130	0.30	120
TOTAL FOR PROJ NO. 2025CPT.02.16.20251								3.34		133	114	2.42	60,255	25,499	13,544	2,357	5,988	507	23	24	121	100	1.21	2	520	1	360			
GRAND TOTAL								3.34		133	114	2.42	60,255	25,499	13,544	2,357	5,988	507	23	24	121	100	1.21	2	520	1	360			



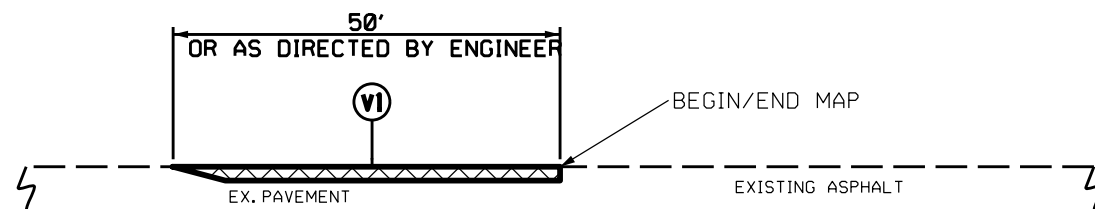
TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



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
1	DEGRAFENRIED AVE	PAVE TO JOINT AT BACK OF ISLAND
1	TATUM DR	PAVE TO JOINT AT BACK OF RADIUS
1	GROVER C FIELDS MIDDLE SCHOOL	PAVE TO JOINT AT BACK OF RADIUS
1	9TH ST	PAVE TO JOINT APPROX. 55' FROM -L-
1	MEADOWS ST	PAVE TO JOINT APPROX. 62' FROM -L-
1	PINETREE DR	PAVE TO JOINT AT BACK OF RADIUS
1	ENTRANCE AT POPEYES	PAVE TO JOINT APPROX. 75' FROM -L-
1	US 70 WESTBOUND ON RAMP	PAVE TO JOINT APPROX. 85' FROM -L-
2	US 70 WESTBOUND EXIT RAMP	PAVE TO JOINT APPROX. 115' FROM -L-
2	8TH ST	PAVE TO JOINT AT BACK OF RADIUS
2	JEFFERSON AVE	PAVE TO JOINT APPROX. 65' FROM -L-

MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

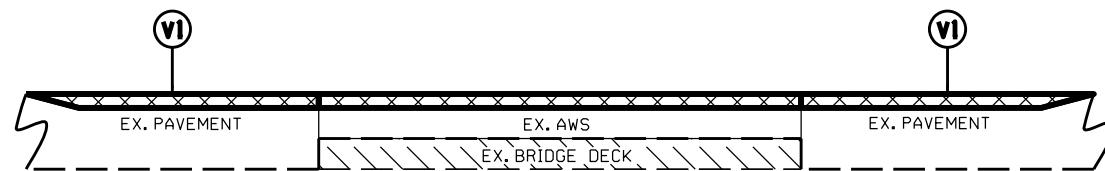
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

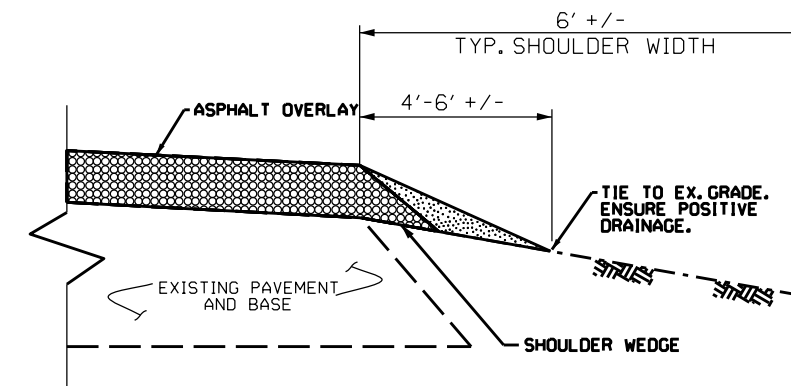


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL

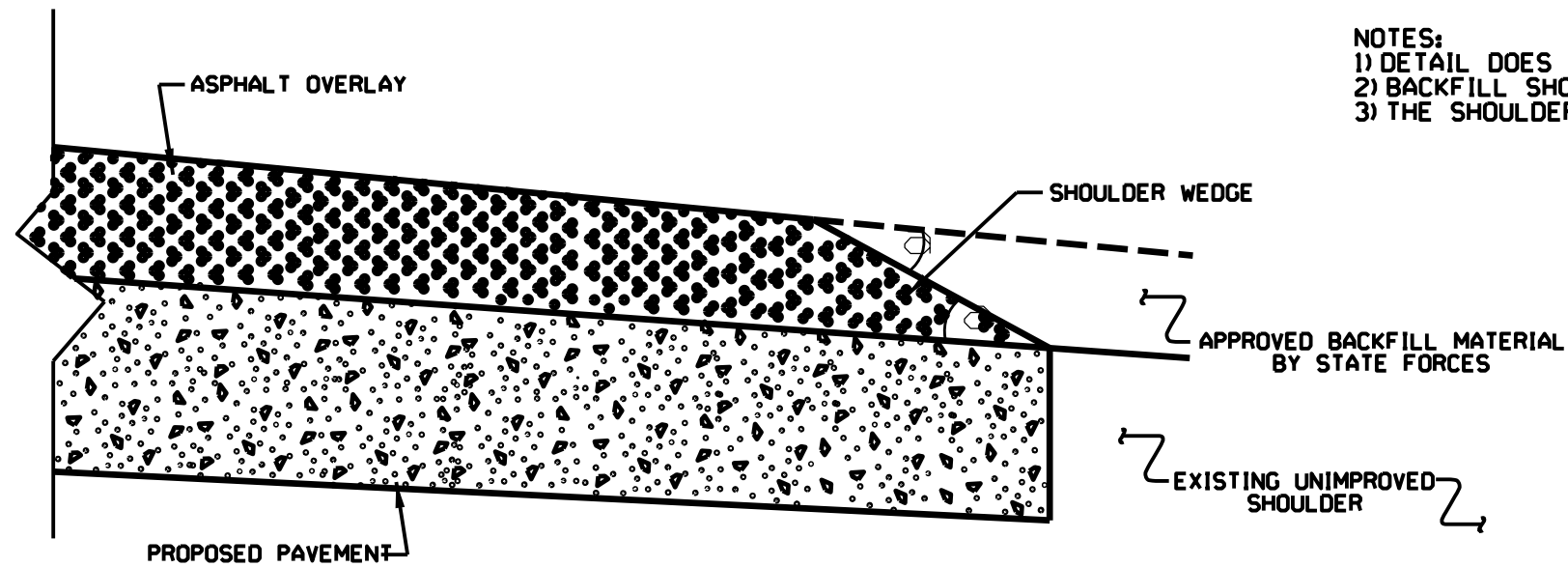


SHOULDER RECONSTRUCTION DETAIL

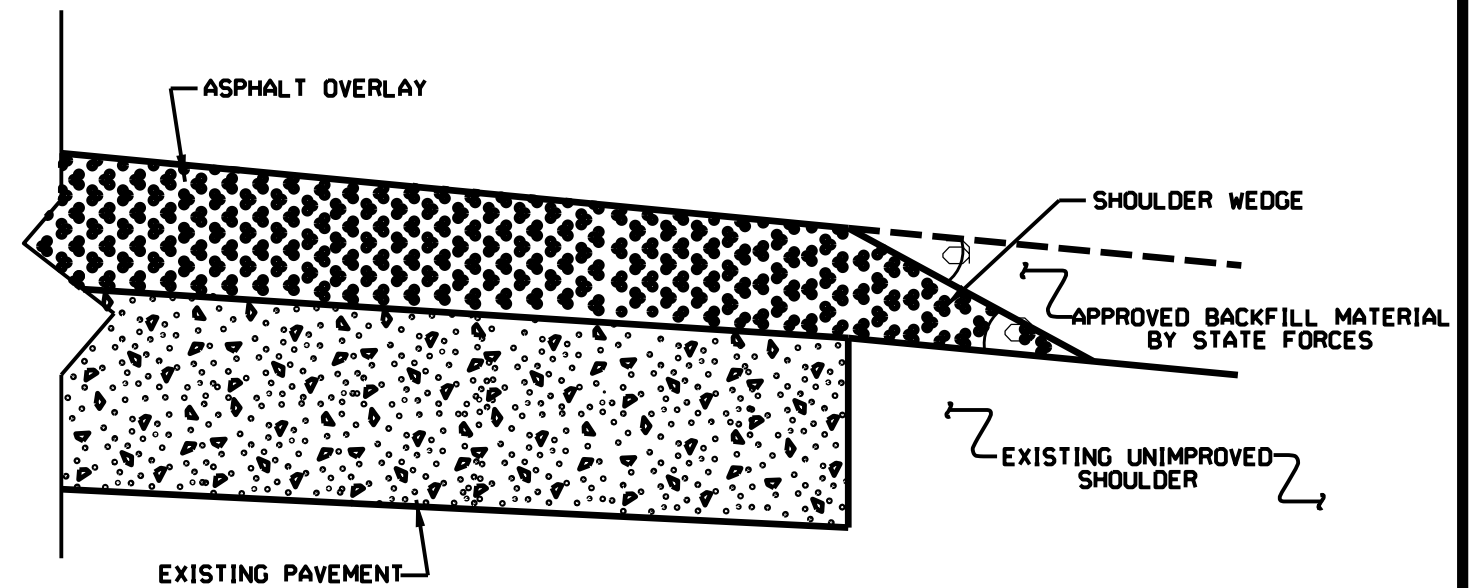
NOTE:

- 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 SHOULDERS 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.

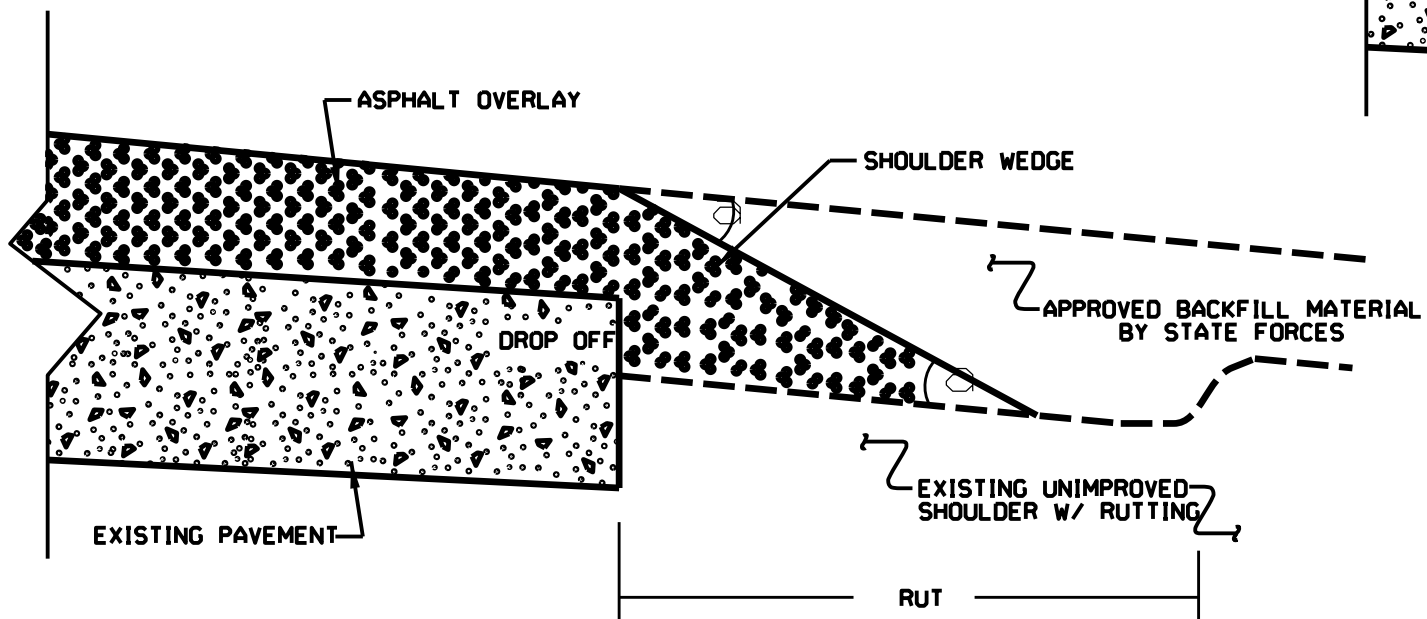
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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)

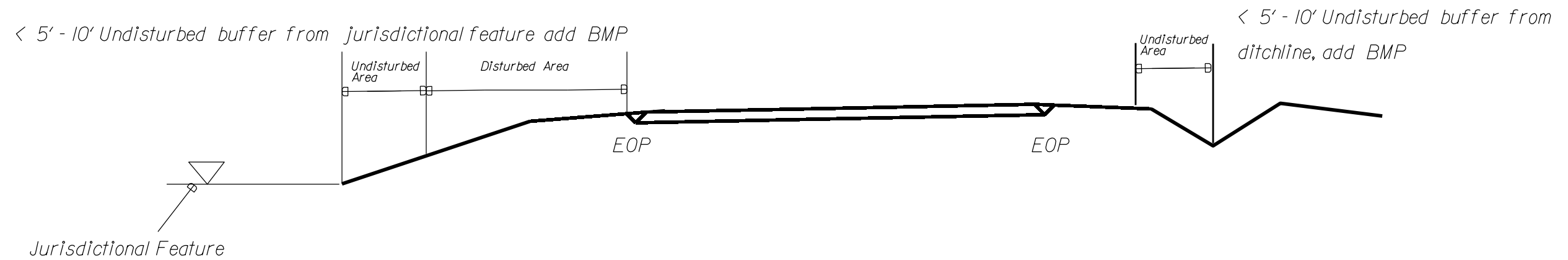
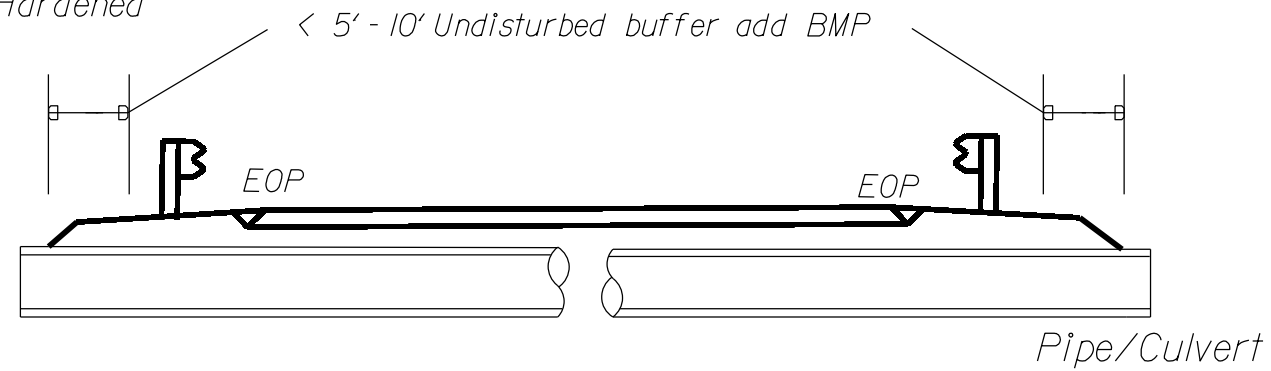
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-787-6400	Fax 919-220-4119
SHOULDER WEDGE DETAILS	
ORIGINAL BY: J.SPELL	DATE: 7/19/11
MODIFIED BY:	DATE: 12/18/12
CHECKED BY:	DATE:
FILE SPEC:	

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.

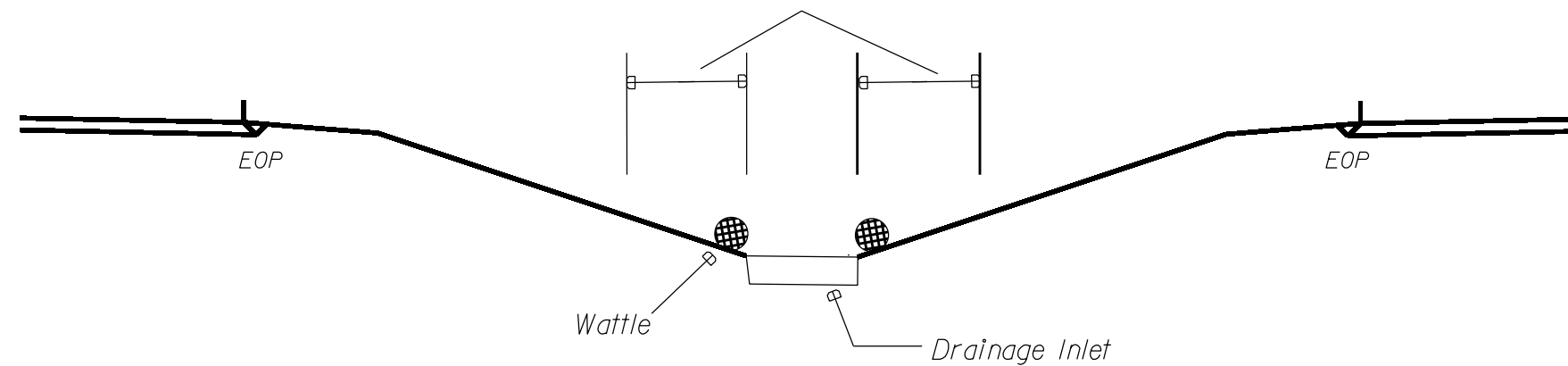
EROSION CONTROL DETAIL



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

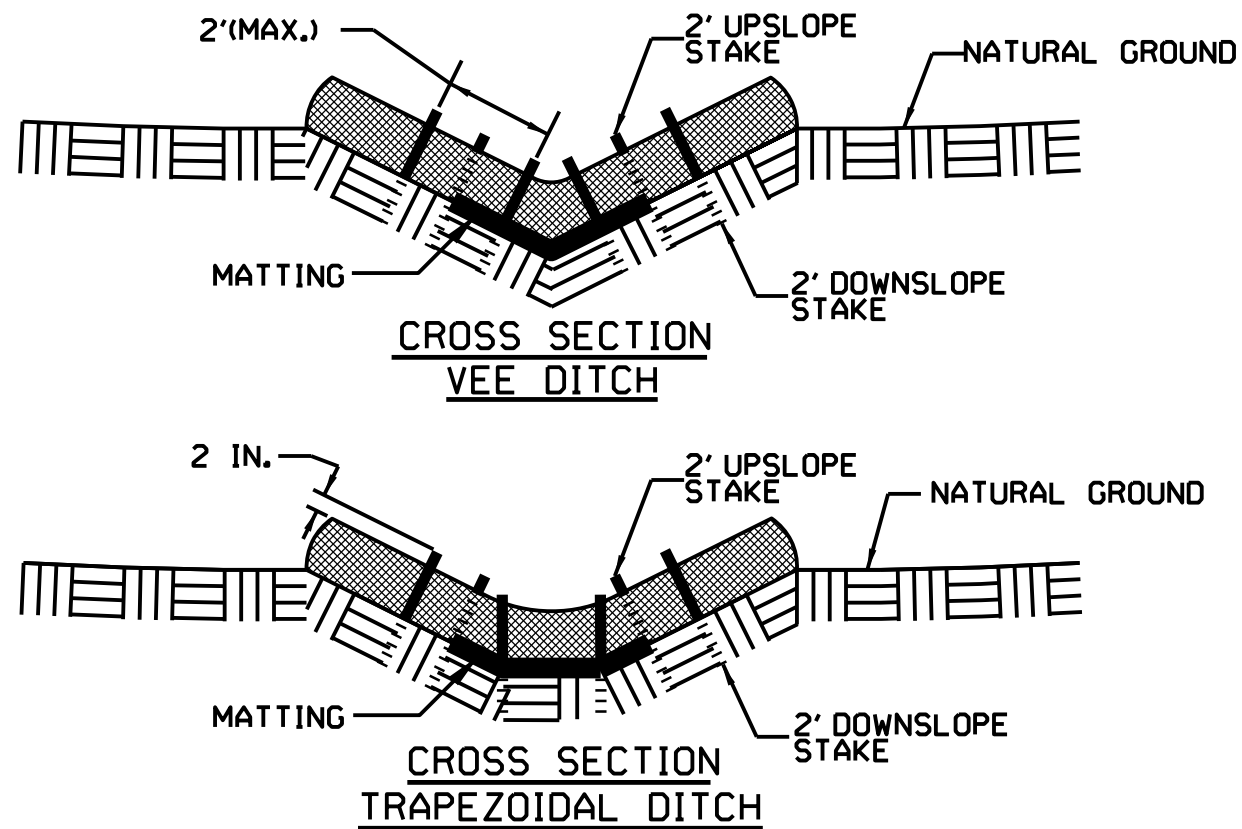
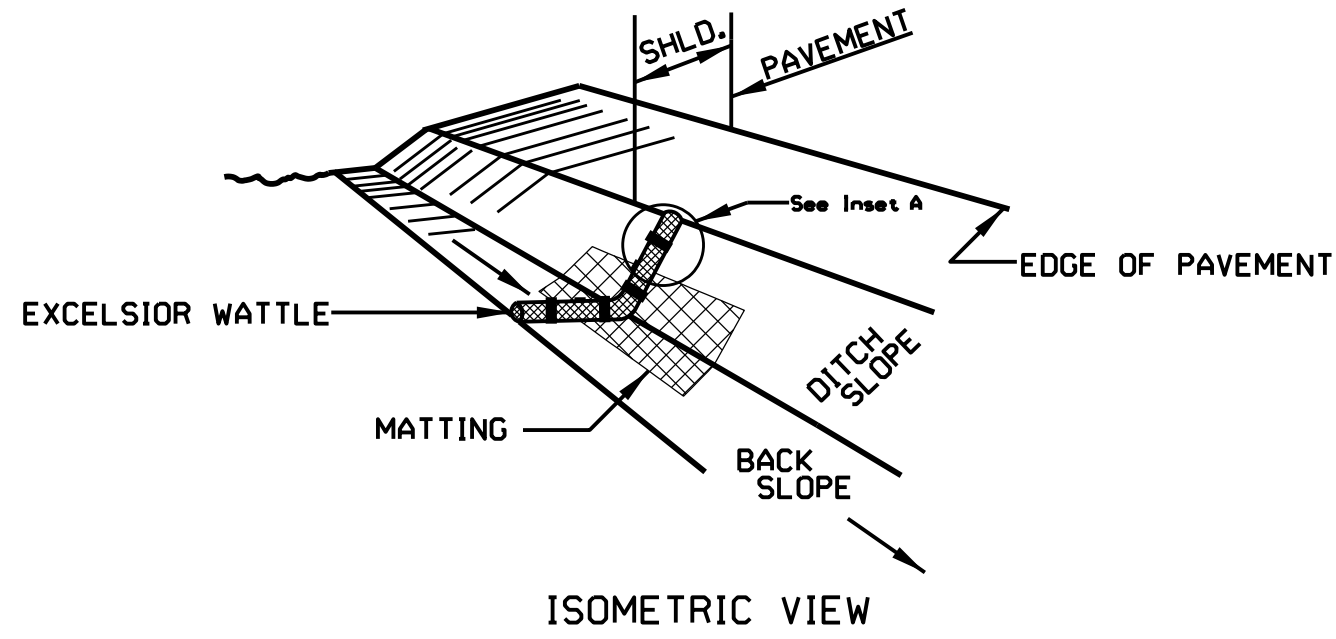


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

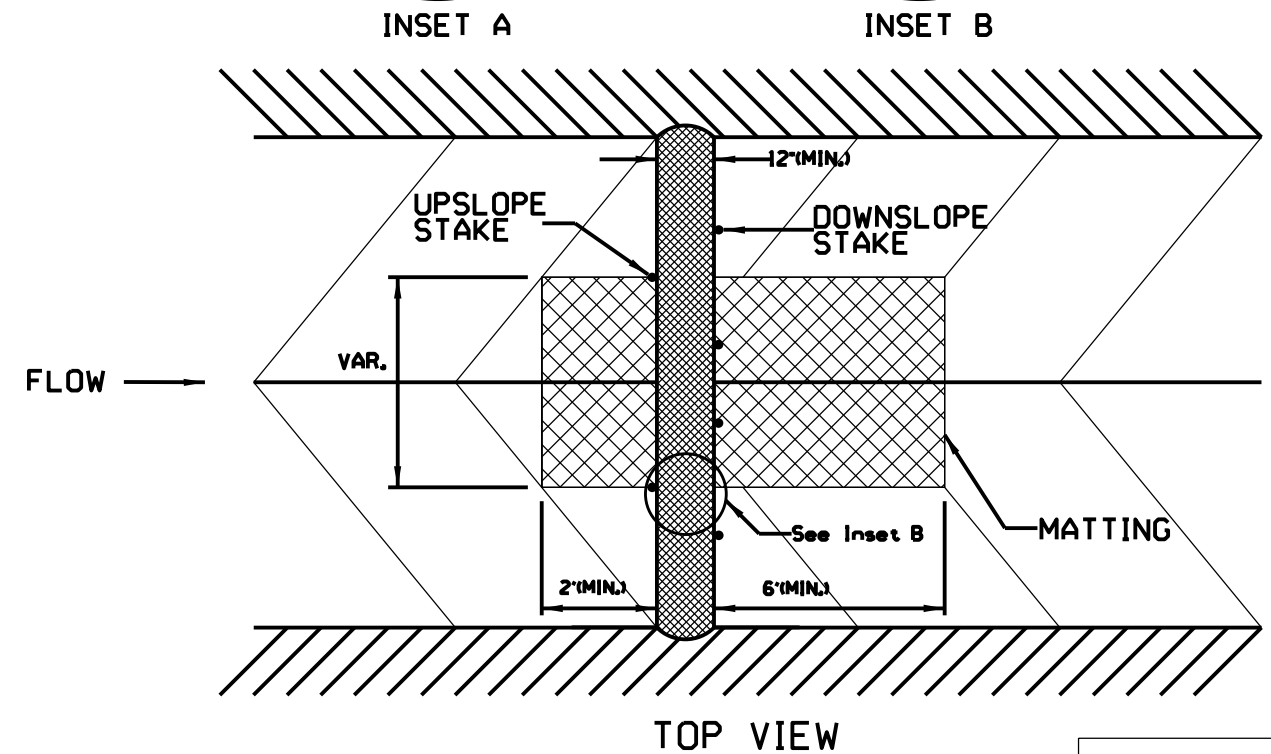
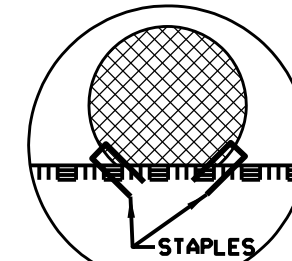
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

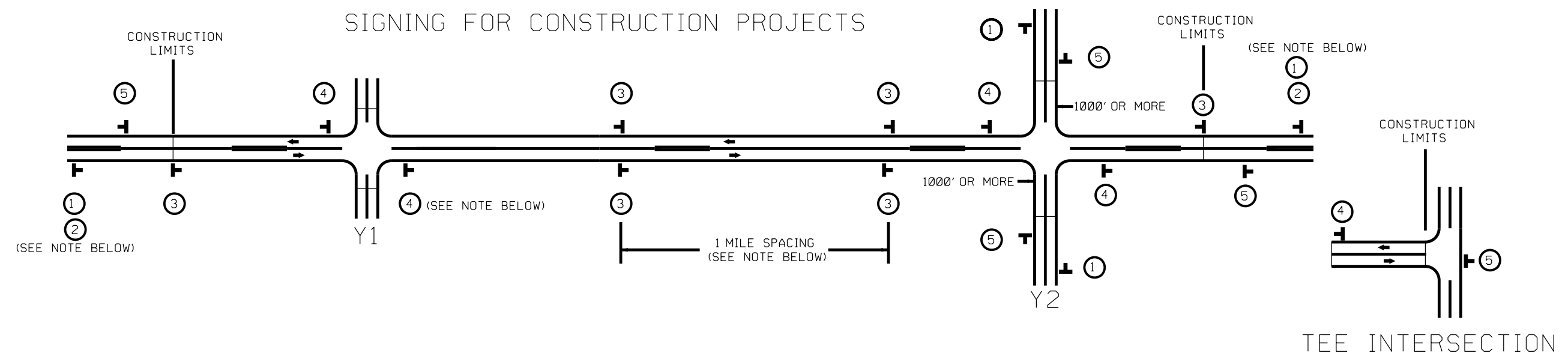
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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



NOT TO SCALE

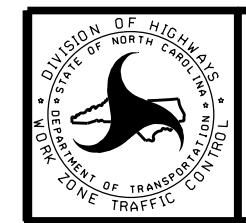
SIGNING FOR CONSTRUCTION PROJECTS



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>	



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