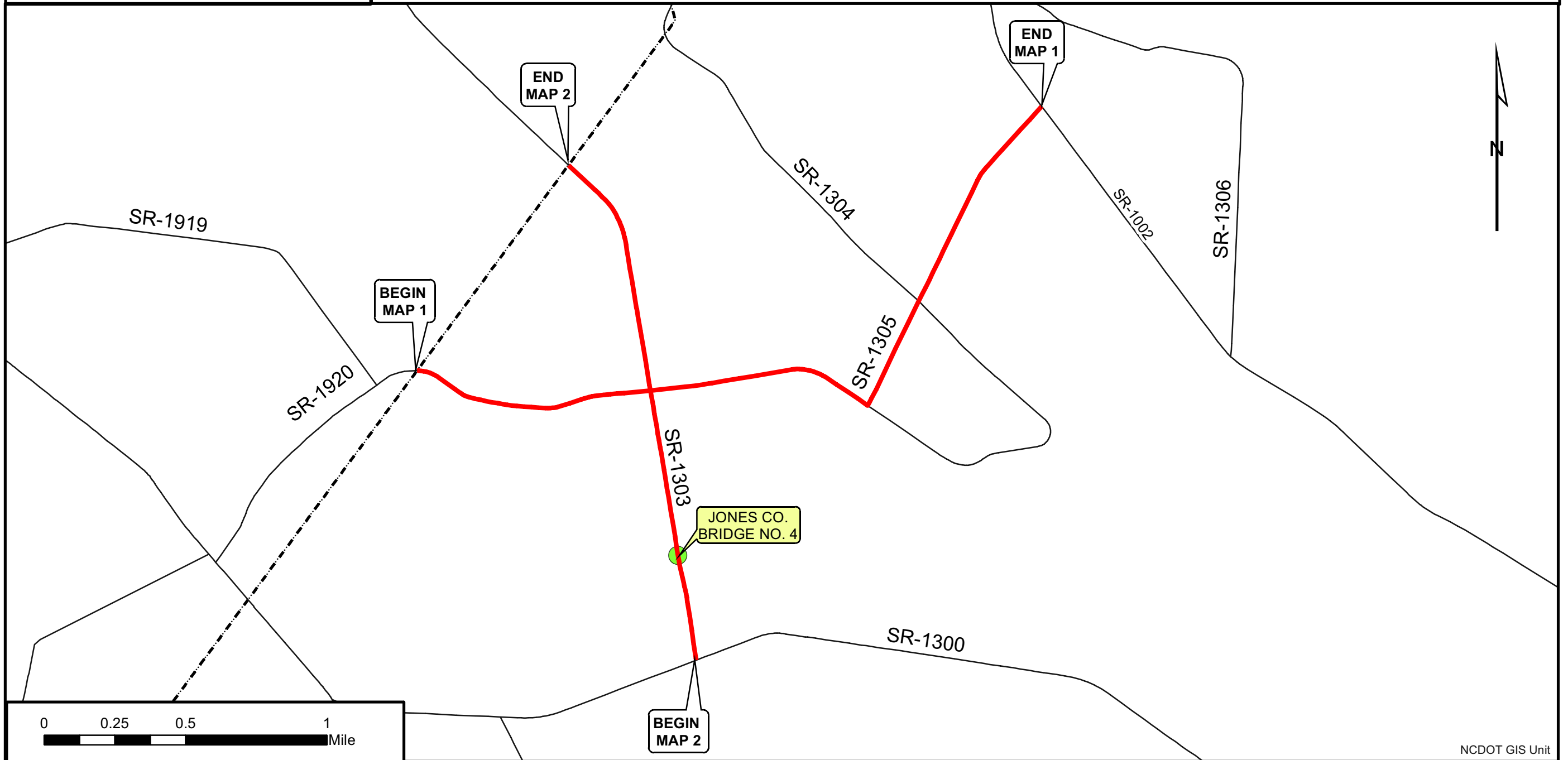
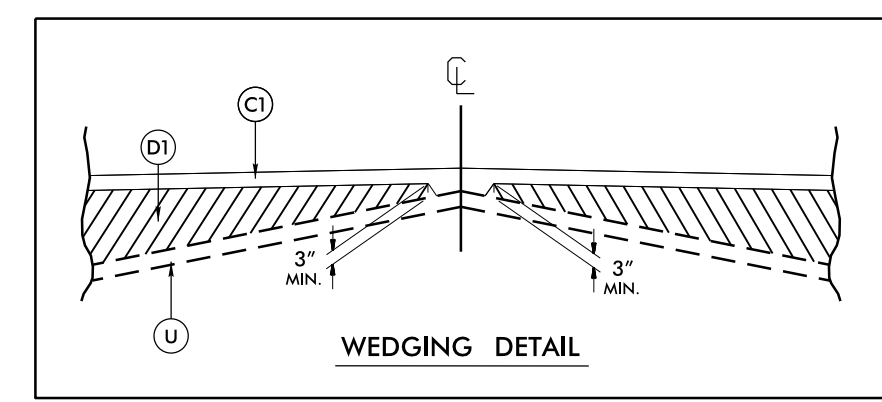
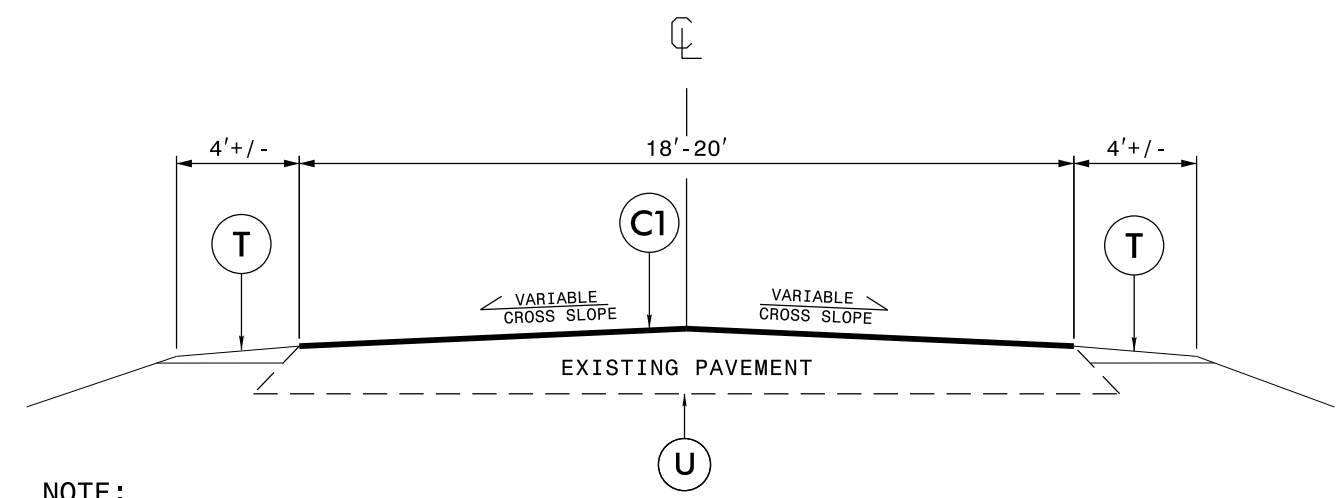


**WBS: 2016CPT.02.16.20521.1**  
**Map 1: SR-1305 - FROM THE LENOIR CO. LINE TO SR-1002**  
**Map 2: SR-1303 - FROM SR-1300 TO THE LENOIR CO. LINE.**



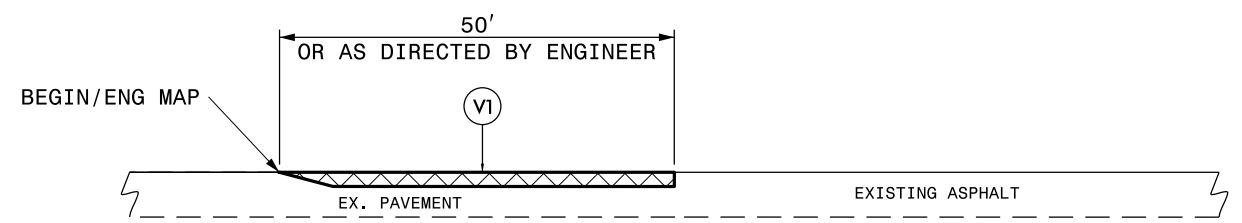
### TYPICAL SECTION NO. 1

MAP 1: SR 1305 FROM THE LENOIR CO. LINE TO SR 1002.  
 MAP 2: SR 1303 - FROM SR 1300 TO THE LENOIR CO. LINE.

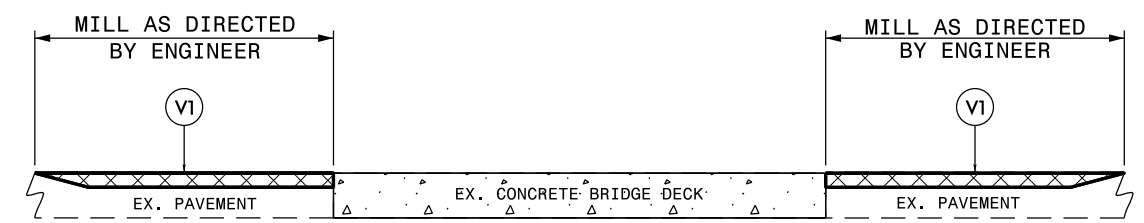


**NOTE:**

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS OR AS DIRECTED BY THE ENGINEER, SEE DETAIL 1.
3. MAPS 1, WILL REQUIRE A WEDGE COURSE USING I19.0B IN VARIOUS LOCATIONS PER THE WEDGE DETAIL AND SHORT OVERLAYS USING I19.0B IN VARIOUS LOCATIONS AS DIRECTED BY THE ENGINEER.



**DETAIL 1**  
INCIDENTAL MAIN LINE MILLING



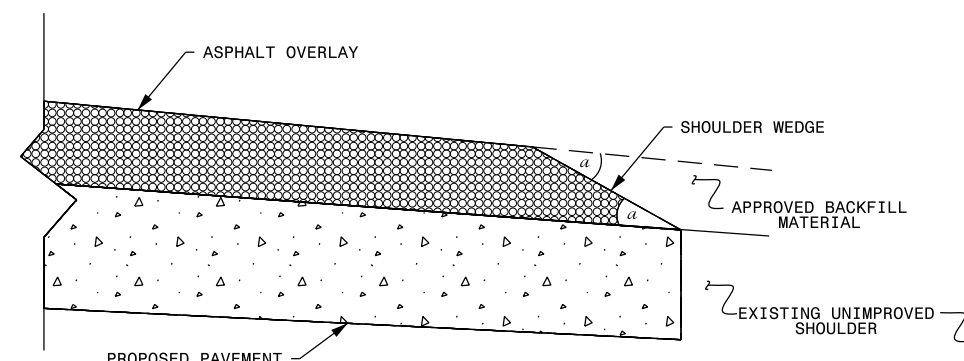
**BRIDGE MILLING**

**NOTE:**

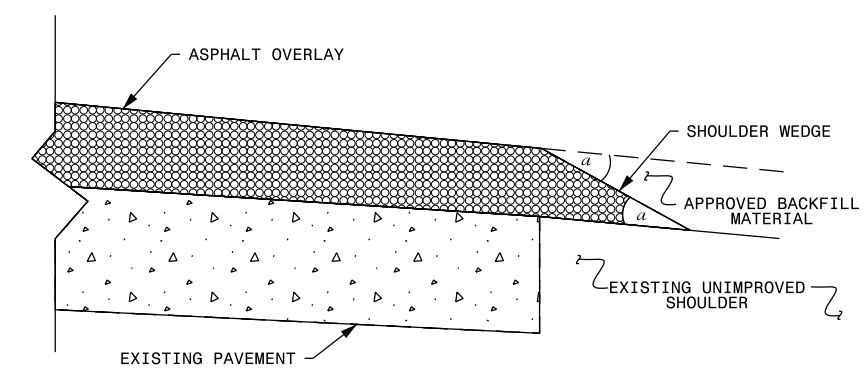
1. MILLING SHALL BE PERFORMED AT BRIDGE DECKS AND BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 3/4" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5A, AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
D1	PROP. APPROX. 0"-4" OF ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B.
V1	INCIDENTAL MILLING AT BRIDGE APPROACHES AND MAP TIE-INS, OR AS DIRECTED BY THE ENGINEER.
U	EXISTING PAVEMENT
T	SHOULDER RECONSTRUCTION AS DIRECTED BY THE ENGINEER.
<b>DRAWINGS NOT TO SCALE</b>	

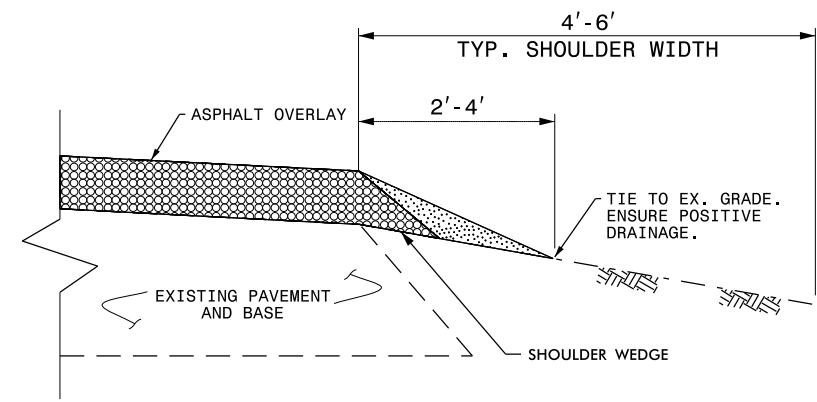
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



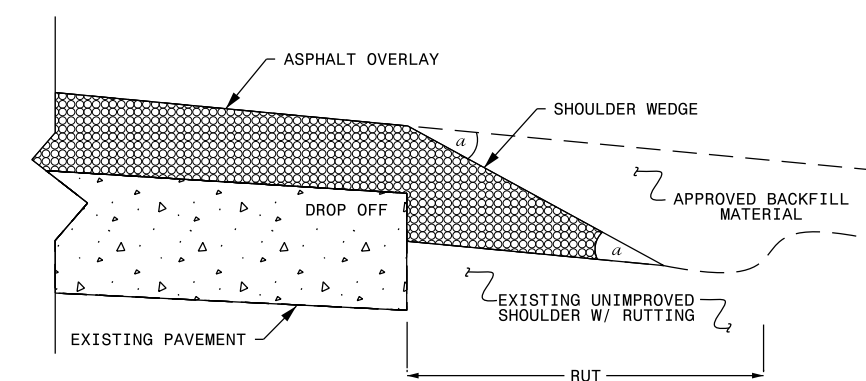
**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)



**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ no Widening)



**SHOULDER RECONSTRUCTION DETAIL**



**SHOULDER WEDGE DETAIL**  
(Resurfacing Adjacent to Rutted Shoulder)

**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:**

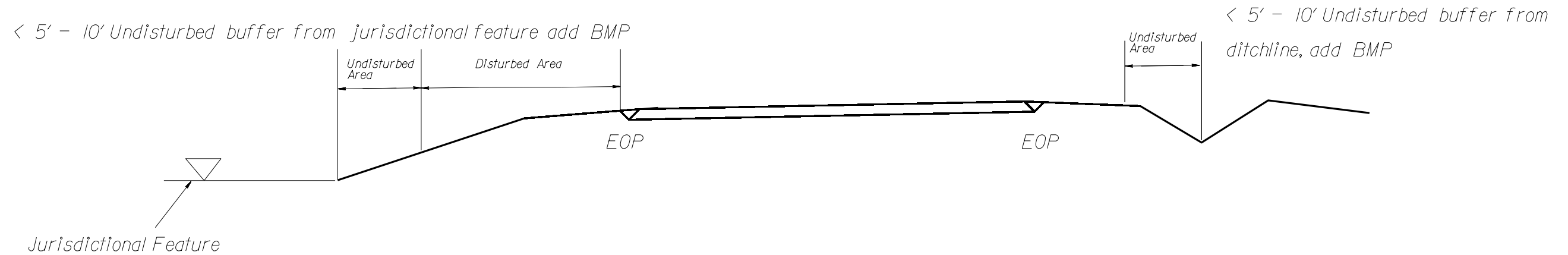
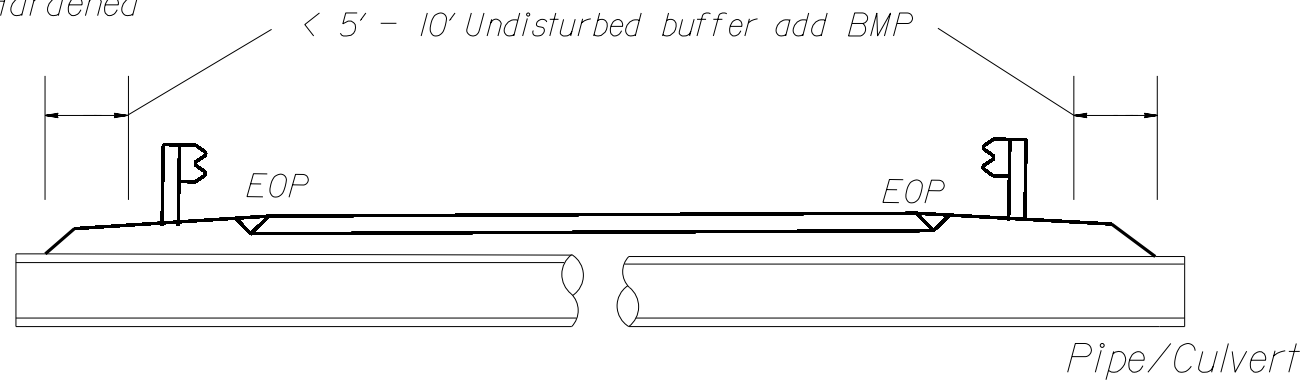
1. DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
2. BACKFILL SHOULDER WITH APPROVED MATERIAL.
3. THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.

- SHOULDER WEDGE ANGLE = 30°

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.

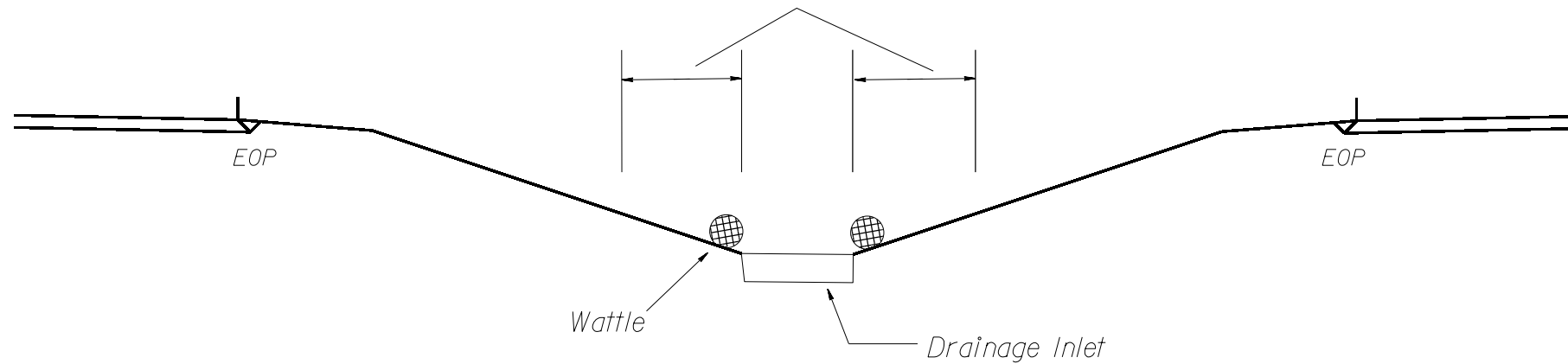
# EROSION CONTROL DETAIL



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

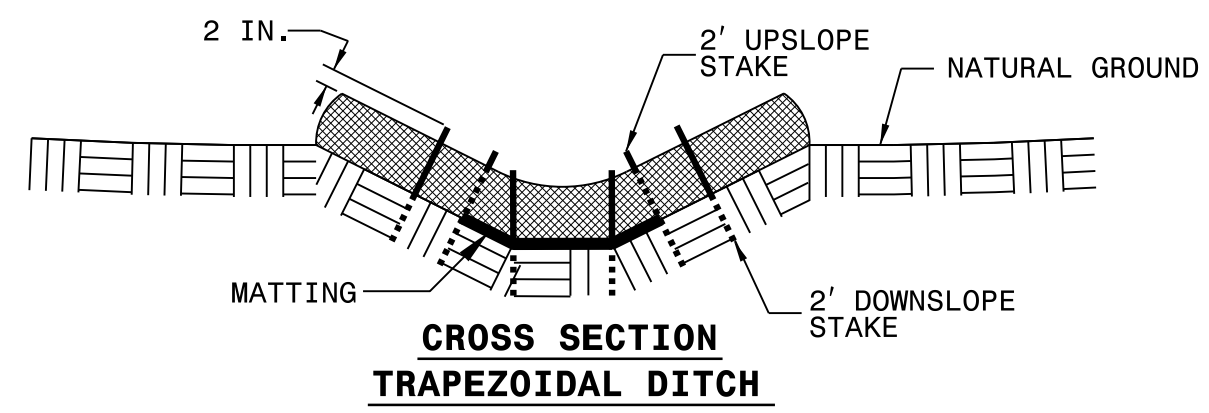
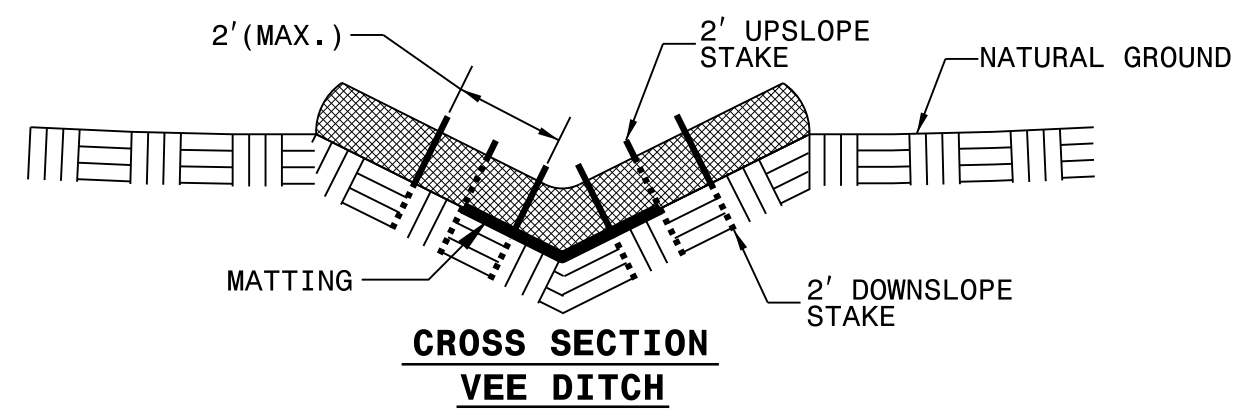
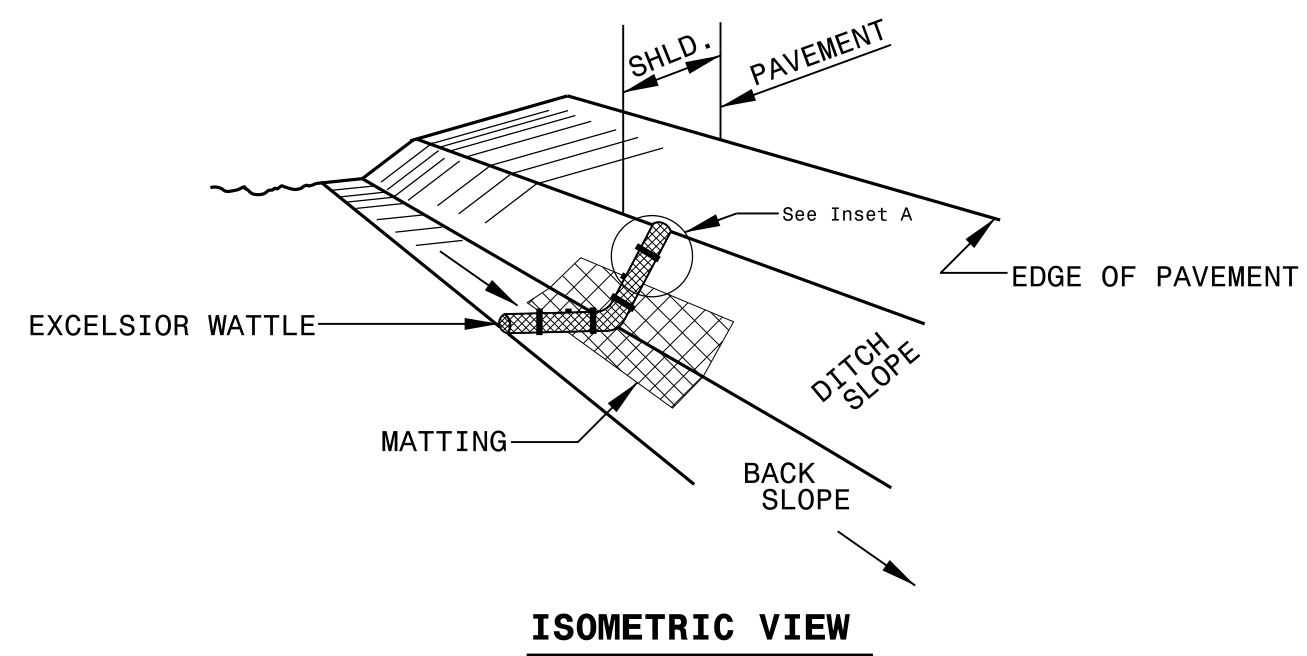


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

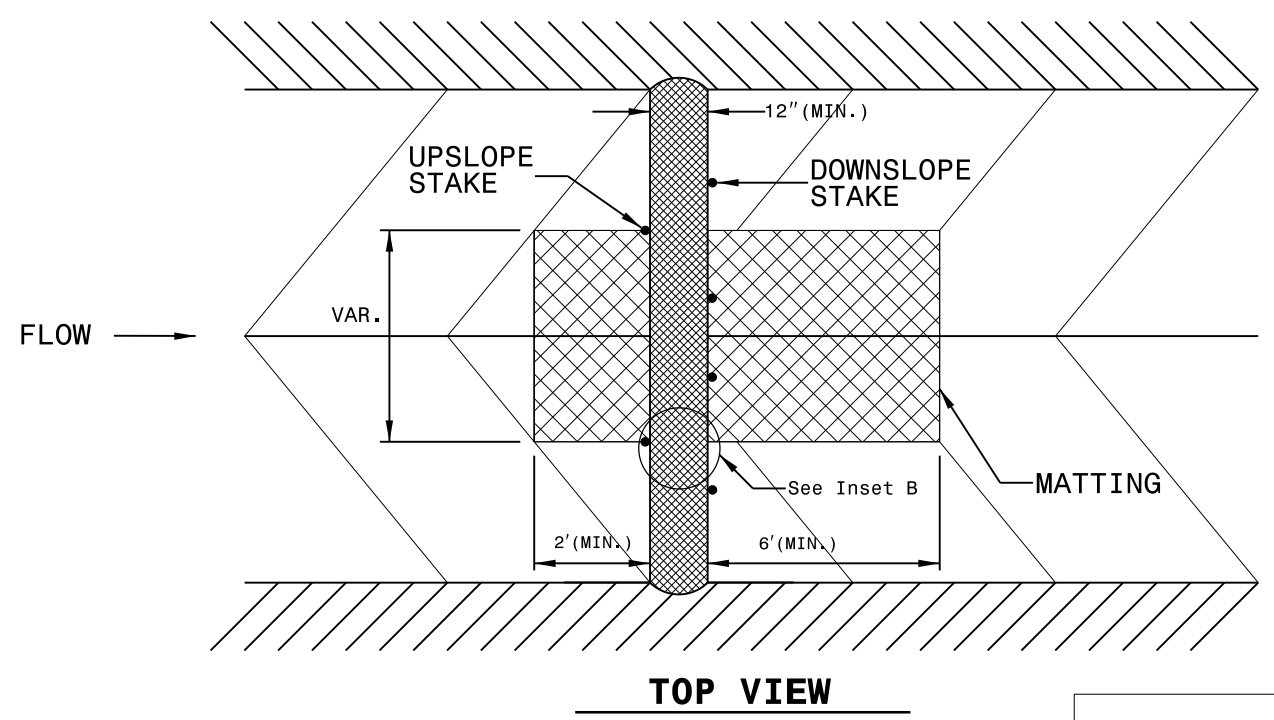
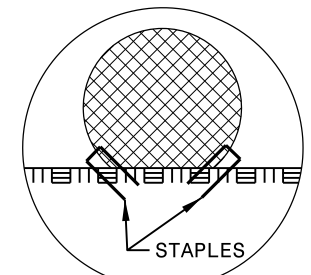
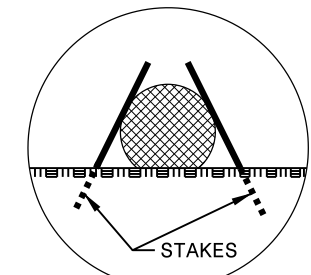
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

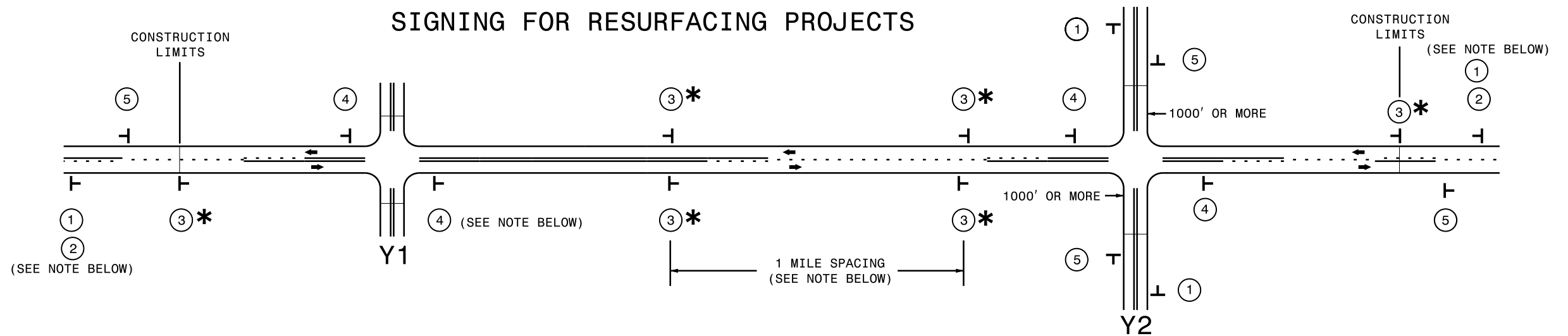
## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	INCIDENTAL MILLING SY	INTERMEDIATE COURSE, I19.0B TONS	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC	RESPONSE FOR EROSION CONTROL EA
2016CPT.02.16.20521.1	Jones	1	SR 1305	FROM LENOIR CO. LINE TO SR 1002	1	2	2WJ	NO	NO	2.97	18	50	6.00	300	700	3,415	262	500.00	100.00	3.50	2.00
<b>TOTAL FOR MAP NO. 1</b>										2.97		50	6.00	300	700	3,415	262	500.00	100.00	3.50	2.00
2016CPT.02.16.20521.1	Jones	2	SR 1303	FROM SR 1300 TO THE LENOIR CO. LINE	1	2	2WJ	NO	NO	1.86	20	50	4.00	700		2,350	157	300.00	50.00	2.50	2.00
<b>TOTAL FOR MAP NO. 2</b>										1.86		50	4.00	700		2,350	157	300.00	50.00	2.50	2.00
<b>TOTAL FOR PROJ NO. 2016CPT.02.16.20521.1</b>										4.83		100	10.00	1,000	700	5,765	419	800.00	150.00	6.00	4.00
<b>GRAND TOTAL</b>										4.83		100	10.00	1,000	700	5,765	419	800.00	150.00	6.00	4.00

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4399000000-N	4413000000-E
										TEMPORARY TRAFFIC CONTROL	WORK ZONE ADVANCE/GENERAL WARNING SIGNING
										LS	SF
2016CPT.02.16.20521.1	Jones	1	SR 1305	FROM LENOIR CO. LINE TO SR 100	2	2	2WU	2.97	18	0.60	352
<b>TOTAL FOR MAP NO. 1</b>								<b>2.97</b>		<b>0.60</b>	<b>352</b>
2016CPT.02.16.20521.1	Jones	2	SR 1303	FROM SR 1300 TO THE LENOIR C LINE	1	2	2WU	1.86	20	0.40	224
<b>TOTAL FOR MAP NO. 2</b>								<b>1.86</b>		<b>0.40</b>	<b>224</b>
<b>TOTAL FOR PROJ NO. 2016CPT.02.16.20521.1</b>								<b>4.83</b>		<b>1.00</b>	<b>576</b>
<b>GRAND TOTAL</b>								<b>4.83</b>		<b>1.00</b>	<b>576</b>

### SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

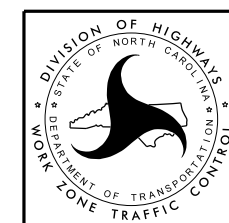
#### MAINLINE (-L-) SIGNING

#### -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	2	3*	4	5		
						<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>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 style="text-align: center;">   <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;">   <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</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>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>		<p>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.</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>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>				

#### \* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS