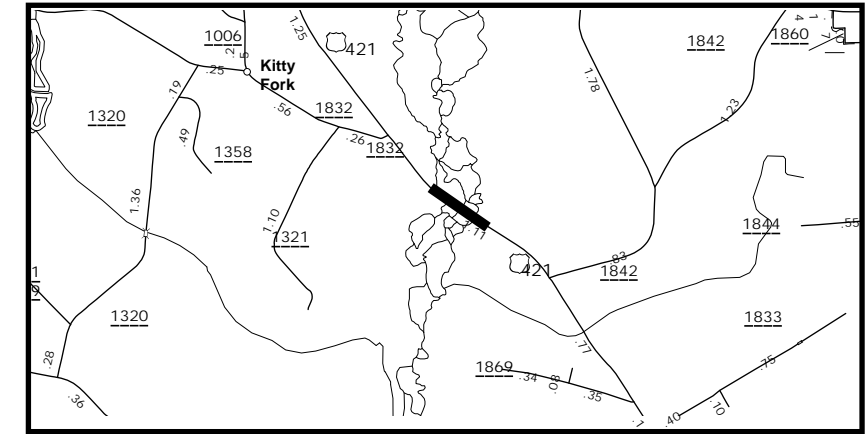
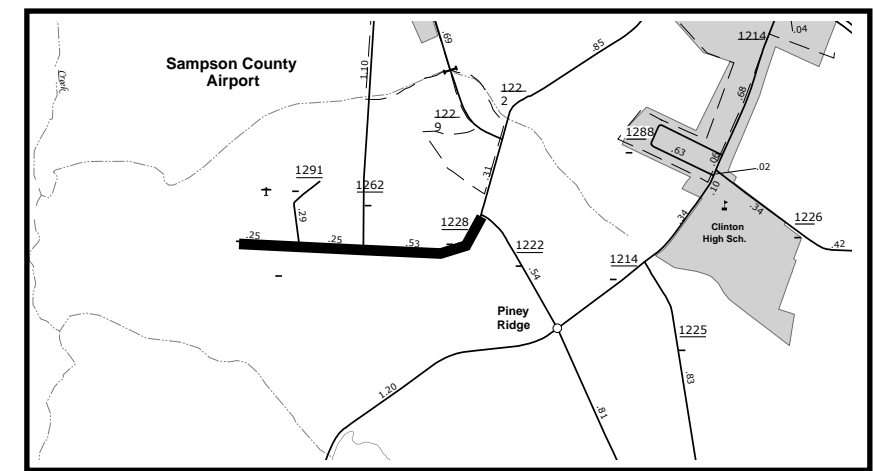


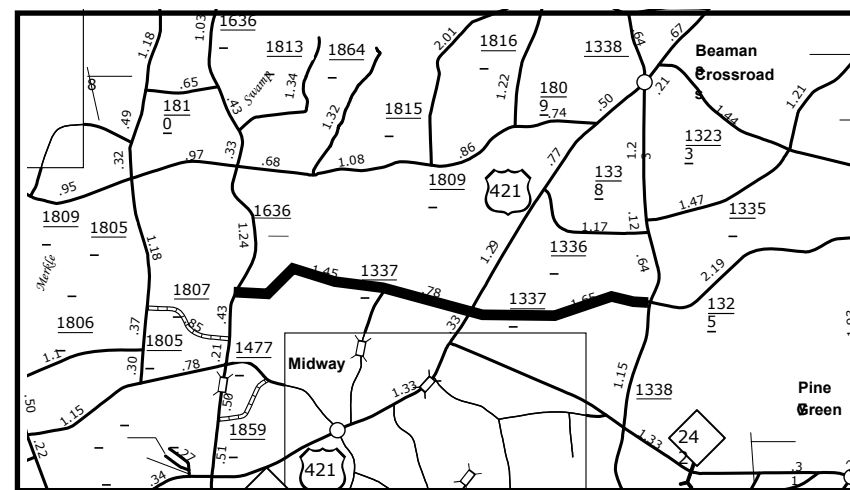
# SAMPSON COUNTY



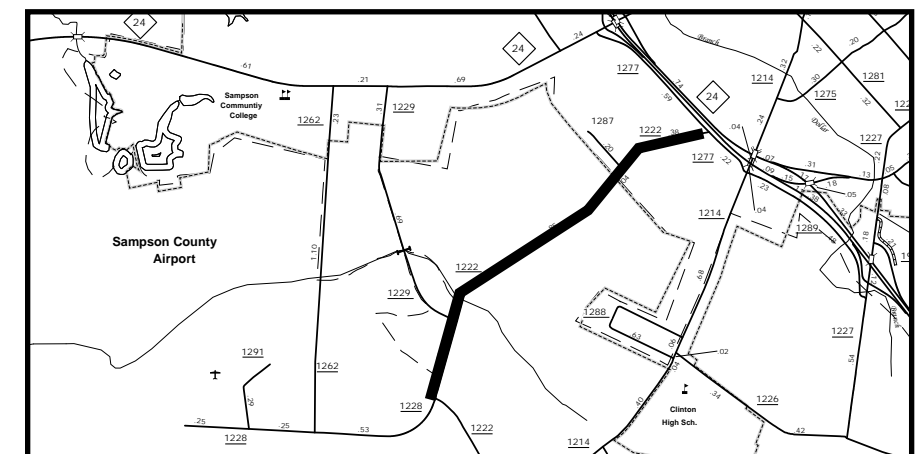
Map No. 1



Map No. 2

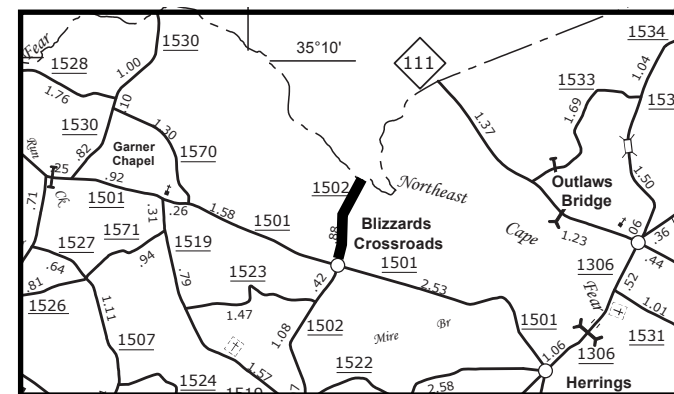
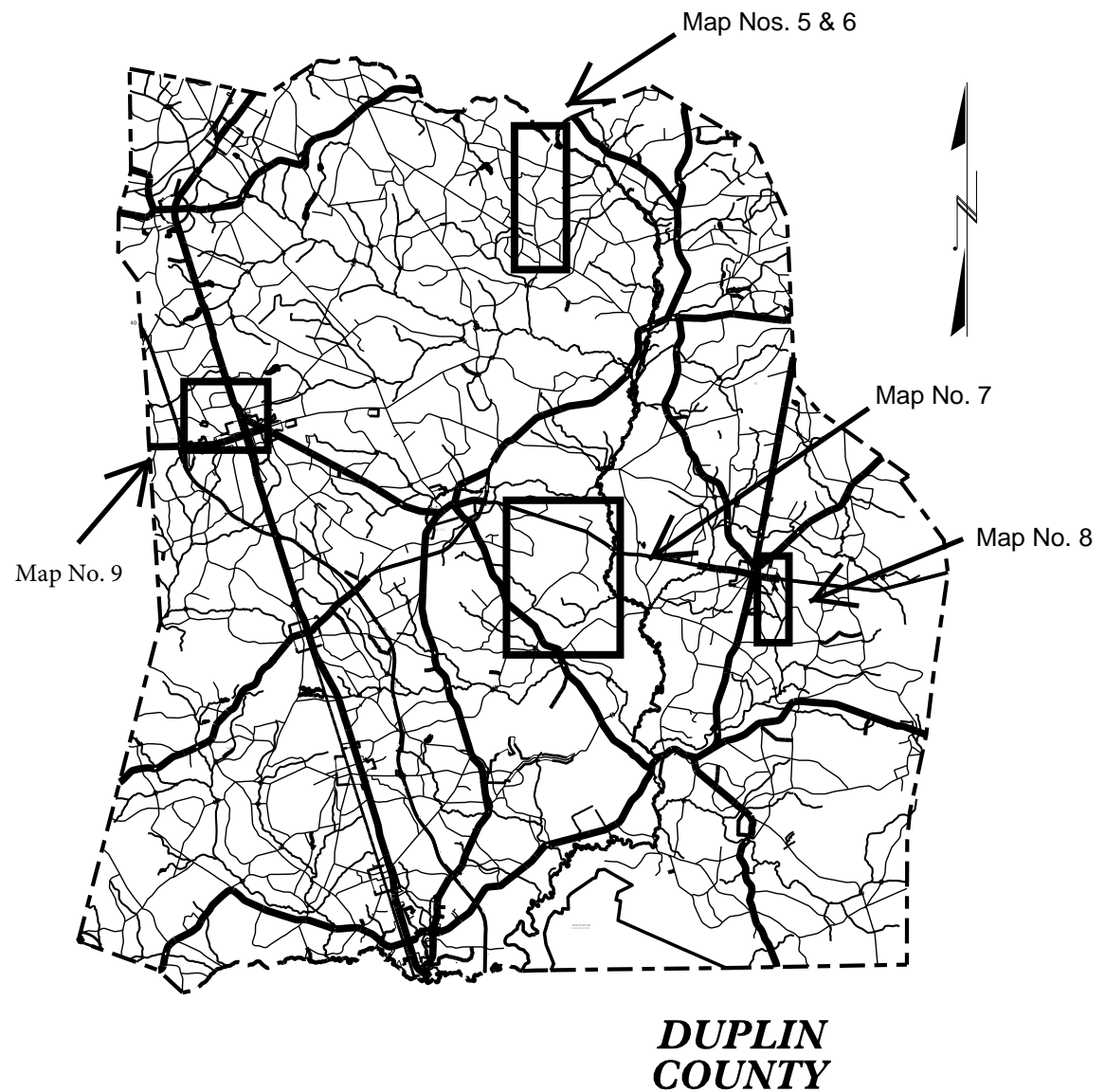


Map No. 4

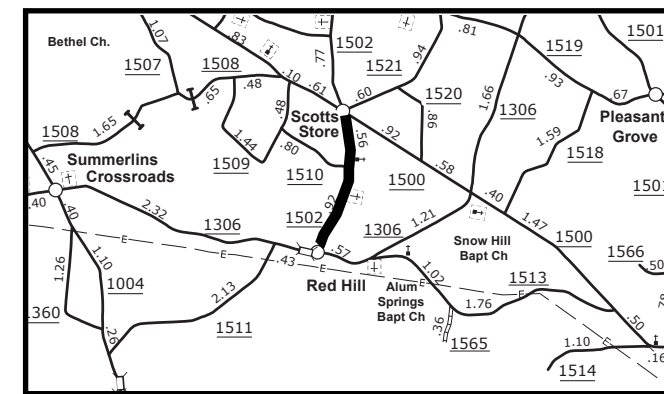


Map No. 3

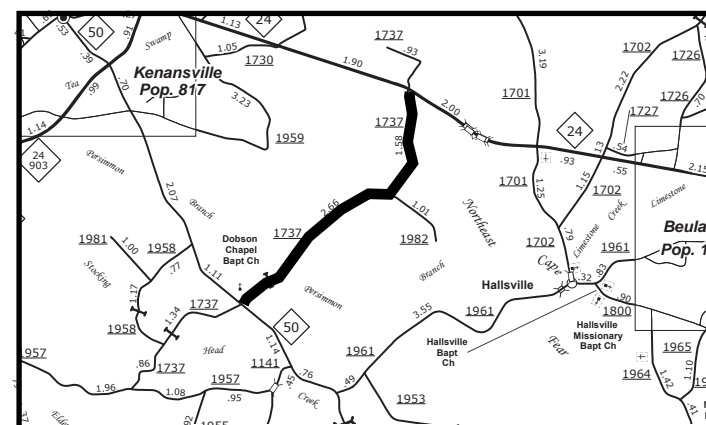
# DUPLIN COUNTY



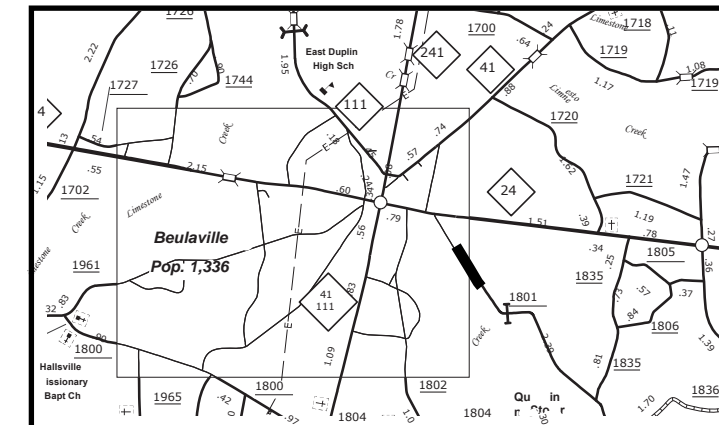
Map No. 5



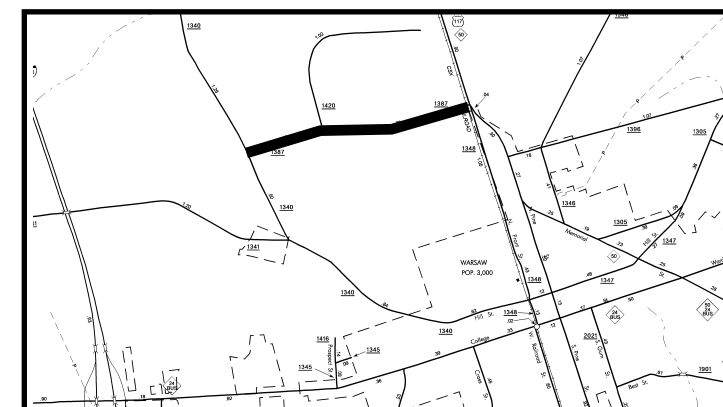
Map No. 6



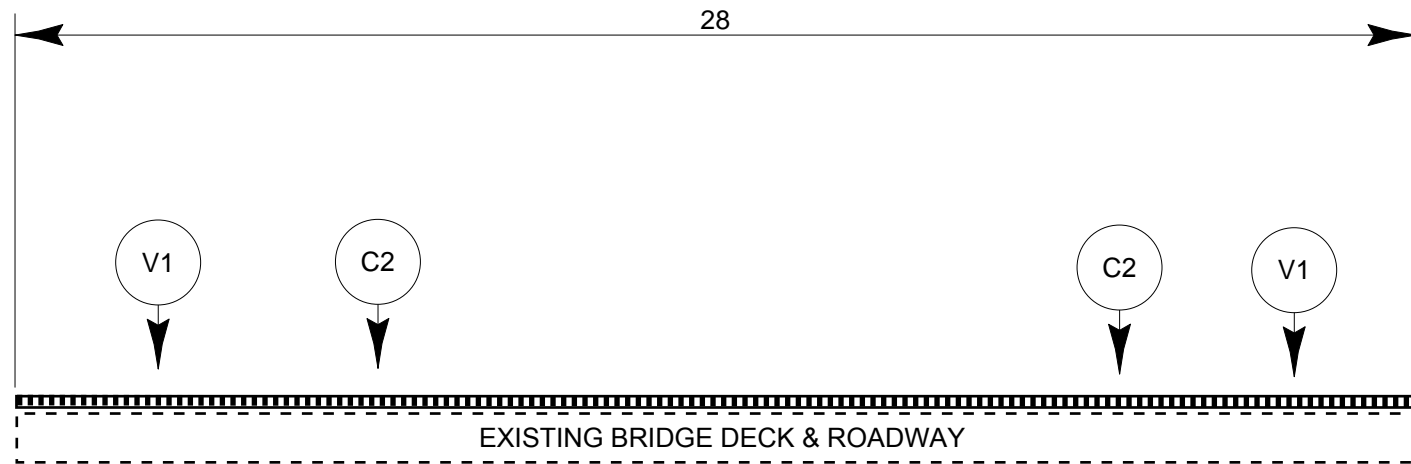
Map No. 7



Map No. 8



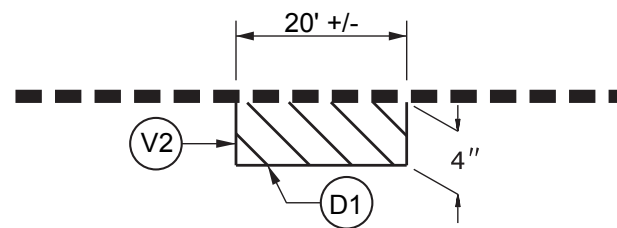
Map No. 9



TYPICAL SECTION NO. 1

MAP NO. 1  
 US 421  
 MP 29.74 - 29.97

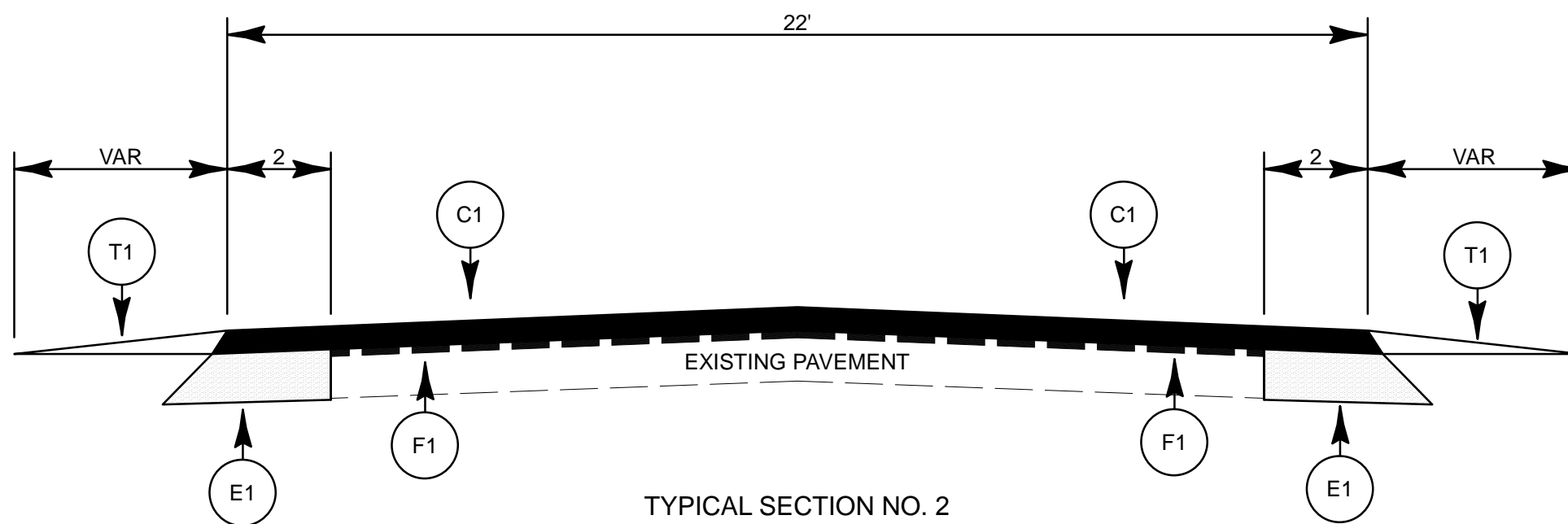
**PATCHING EXISTING  
 PAVEMENT DETAIL MAP 1**



MILL EXISTING ASPHALT PAVEMENT 4" DEPTH AND  
 FILL WITH INTERMEDIATE COURSE I19.0C AT  
 LOCATIONS MARKED BY THE ENGINEER  
 (BRIDGE APPROACHES)

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ.YD.
C2	PROP. APPROX. 1.5" DEPTH ASPHALT CONCRETE SURFACE COURSE TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.
C3	PROP. APPROX. 1.0" DEPTH ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ.YD.
D1	PATCH WITH APPROX. 4.0" DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ.YD.
F1	ASPHALT SURFACE TREATMENT, MATCOAT #6 STONE (GRANITE)
T1	EXISTING EARTH SHOULDER
V1	MILLING ASPHALT PAVEMENT 1.5" DEPTH
V2	MILLING ASPHALT PAVEMENT 4.0" DEPTH

**NOTE: ALL MAPS  
 SHOULDER WORK TO BE  
 DONE BY STATE FORCES**

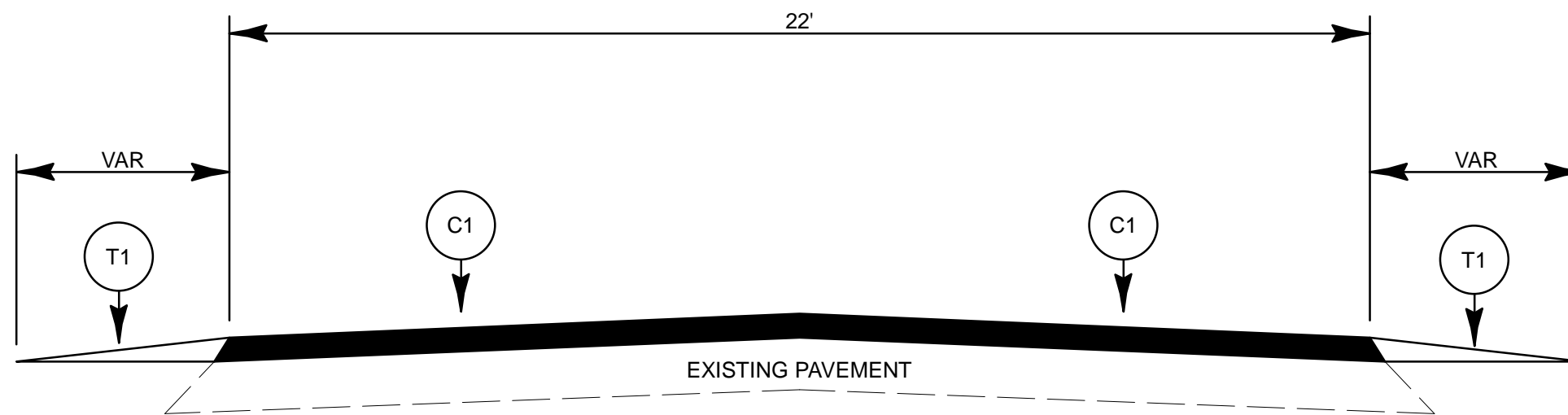


TYPICAL SECTION NO. 2

MAP NO. 2  
 SR-1228 (WEST MAIN ST.)  
 MP 0.00 - 1.03

MAP NO. 3  
 SR-1222 (W. MAIN ST.)  
 MP 4.275 - 5.85

MAP NO. 4  
 SR-1335 (BUD JOHNSON RD.)  
 MP 0.00 - 3.87



TYPICAL SECTION NO. 3

MAP NO. 5  
 SR-1502 (BENNETTS BRIDGE RD.)  
 MP 0.00 - 0.88

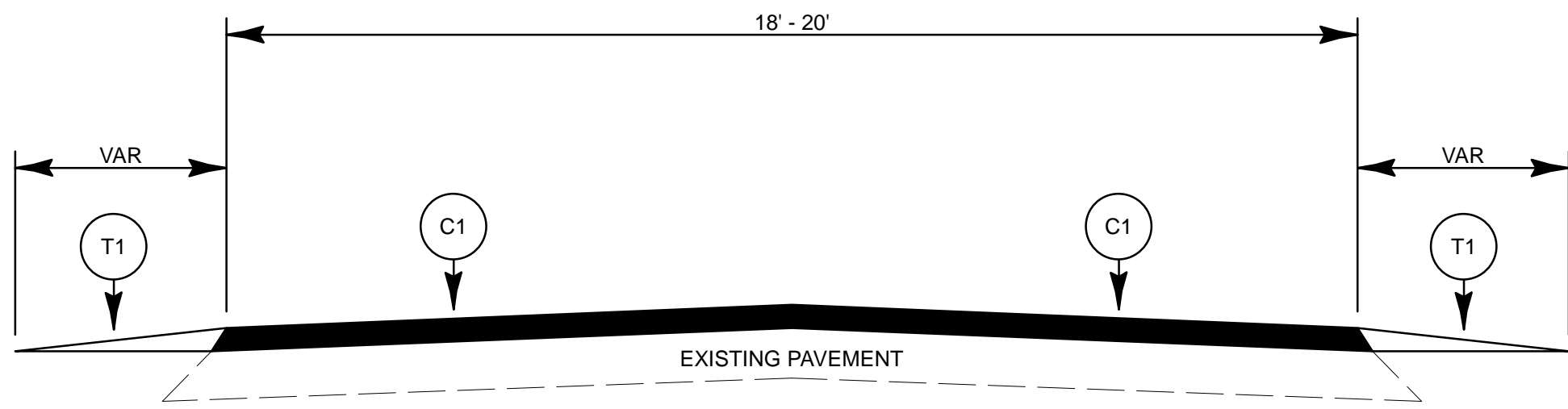
MAP NO. 8  
 SR-1801 (LYMAN RD.)  
 MP 8.09 - 8.50

MAP NO. 9  
 SR-1387 (BRUCE COSTIN RD.)  
 MP 0.00 - 1.19  
 (SEE TYPICAL 5)

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ.YD.
C2	PROP. APPROX. 1.5" DEPTH ASPHALT CONCRETE SURFACE COURSE TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.
C3	PROP. APPROX. 1.0" DEPTH ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ.YD.
D1	PATCH WITH APPROX. 4.0" DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ.YD.
E1	PROP. APPROX, 4" DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ.YD.
F1	ASPHALT SURFACE TREATMENT, MATCOAT #6 STONE (GRANITE)
T1	EXISTING EARTH SHOULDER
V1	MILLING ASPHALT PAVEMENT 1.5" DEPTH
V2	MILLING ASPHALT PAVEMENT 4.0" DEPTH

**NOTE: ALL MAPS SHOULDER WORK TO BE DONE BY STATE FORCES**

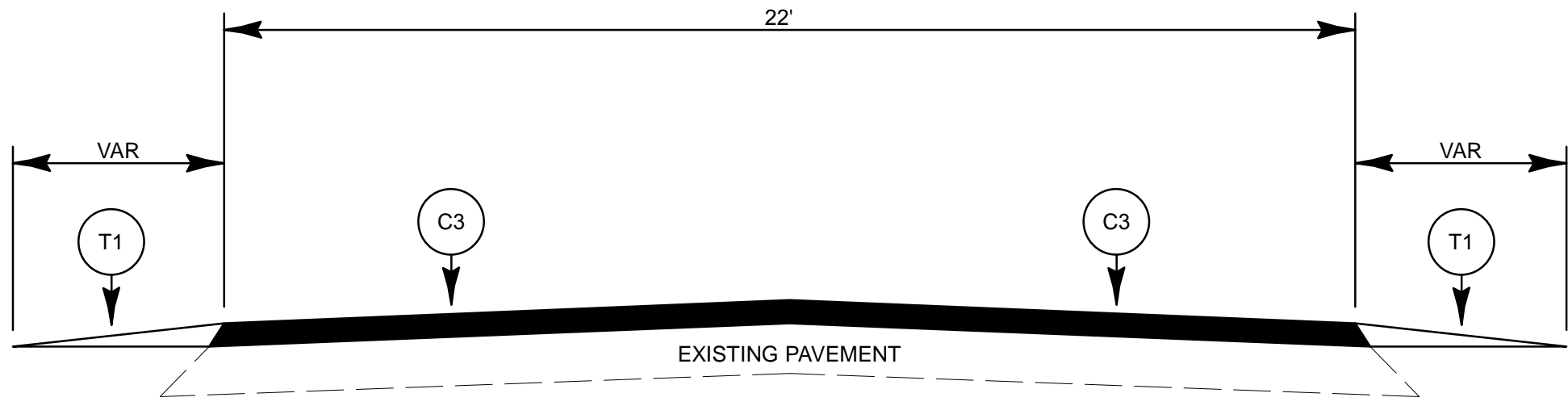
**NOTE: 1.5" SURFACE LIFT TO BE PLACED ON SR-1387 AFTER 1" SURFACE LIFT IS PLACED FROM US-117 TO CROSSLINE**



TYPICAL SECTION NO. 4

MAP NO. 6  
 SR-1502 (BENNETTS BRIDGE RD.)  
 MP 3.92 - 5.40

MAP NO. 7  
 SR-1737 (DOBSON CHAPEL RD.)  
 MP 2.20 - 6.42



TYPICAL SECTION NO. 5

MAP NO. 9  
 SR-1387 (BRUCE COSTIN RD.)  
 MP 0.00 - 0.80  
 FROM CROSSLINE TO US-117  
 (SEE TYPICAL 3)

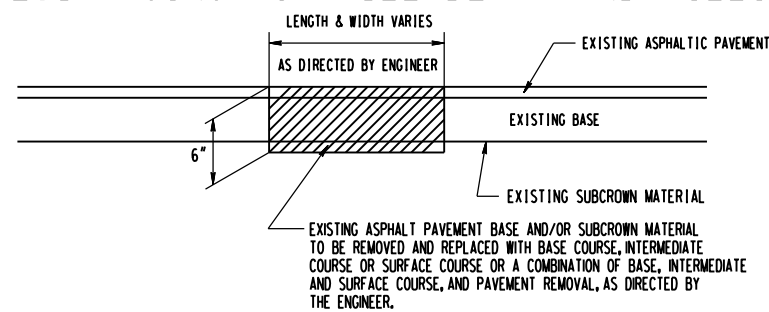
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ.YD.
C2	PROP. APPROX. 1.5" DEPTH ASPHALT CONCRETE SURFACE COURSE TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.
C3	PROP. APPROX. 1.0" DEPTH ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ.YD.
D1	PATCH WITH APPROX. 4.0" DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ.YD.
F1	ASPHALT SURFACE TREATMENT, MATCOAT #6 STONE (GRANITE)
T1	EXISTING EARTH SHOULDER
V1	MILLING ASPHALT PAVEMENT 1.5" DEPTH
V2	MILLING ASPHALT PAVEMENT 4.0" DEPTH

NOTE: ALL MAPS SHOULD WORK TO BE DONE BY STATE FORCES

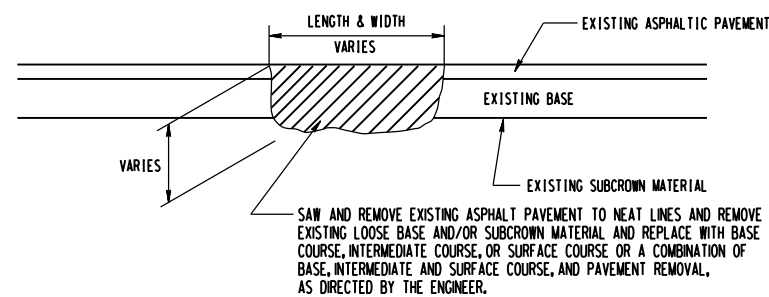
NOTE: 1.5" SURFACE LIFT TO BE PLACED ON SR-1387 AFTER 1" SURFACE LIFT IS PLACED FROM US-117 TO CROSSLINE

DC00233 Sampson & Duplin County

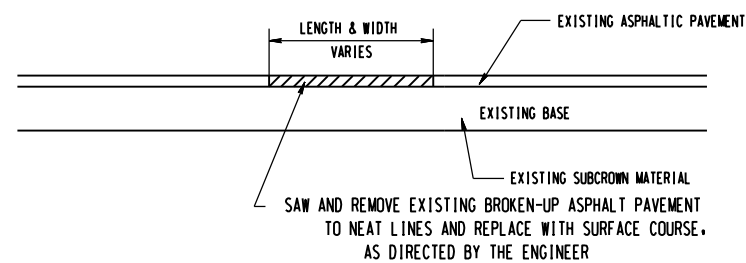
DETAILS OF REPAIRING EXISTING PAVEMENT PRIOR TO RESURFACING FOR FULL DEPTH AND MILLING



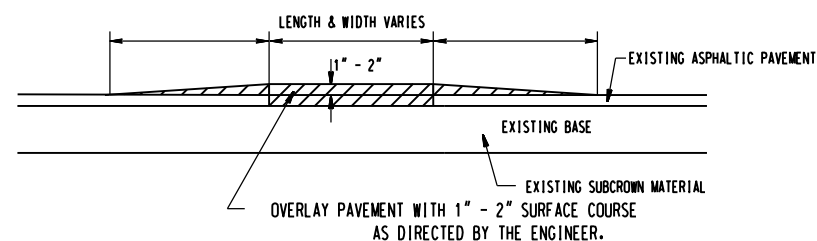
DETAIL NO. 1



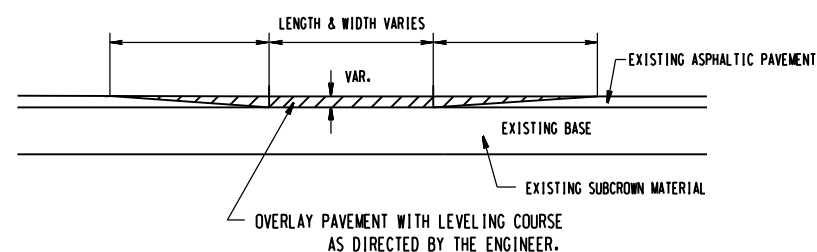
DETAIL NO. 2



DETAIL NO. 3



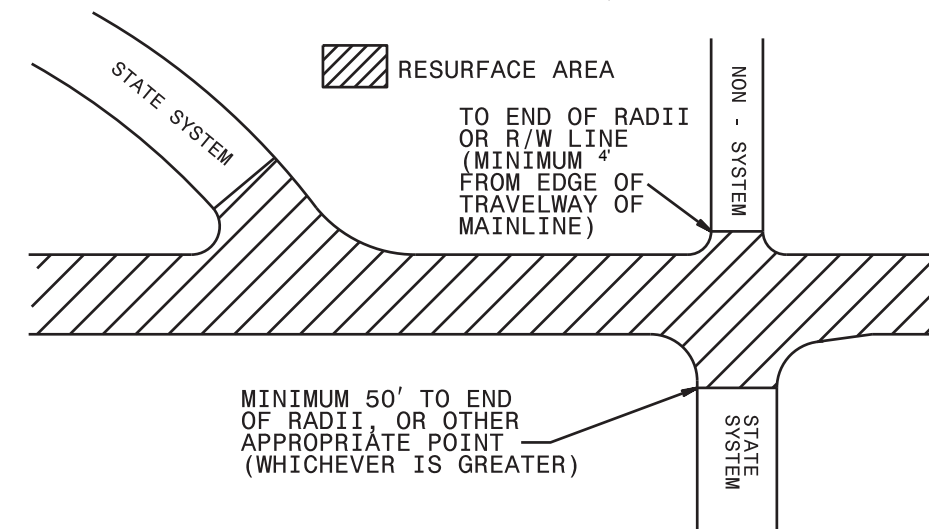
DETAIL NO. 4



DETAIL NO. 5

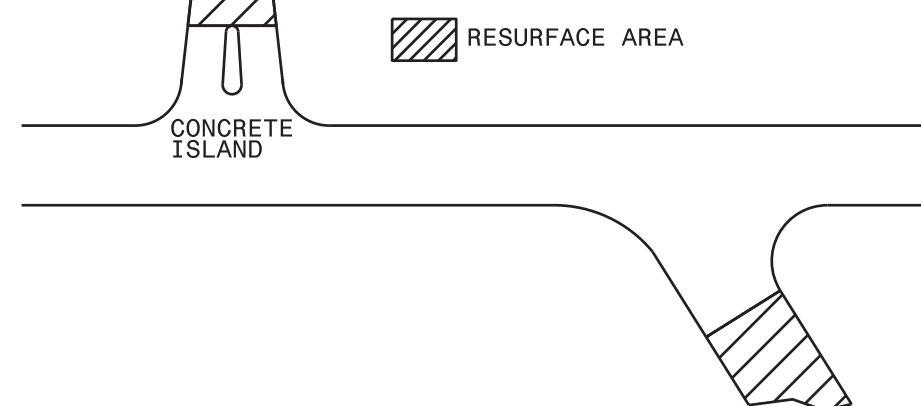
MAIN LINE IS BEING RESURFACED

NOTE: NON-SYSTEM (CITY STREET, PRIVATE DRIVE, SCHOOL BUS DRIVE)



MAIN LINE IS NOT BEING RESURFACED

MAPS ENDING IN A TEE INTERSECTION



BUTT JOINTS TO BE MILLED AT ALL MAINLINE & -Y- LINE TIE-INS

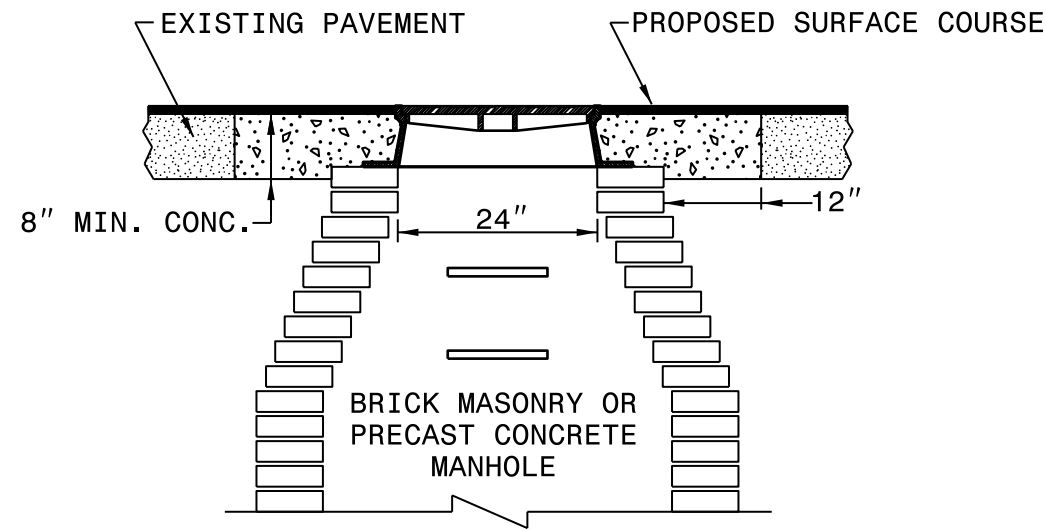
STATE OF  
 NORTH CAROLINA  
 DEPT. OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR  
**MANHOLE AND VALVE BOX ADJUSTMENTS**

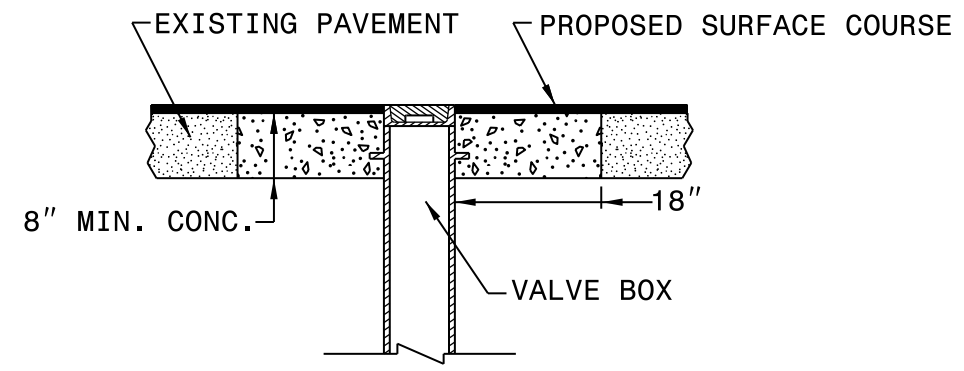
SHEET 1 OF 1  
**840D55**

**GENERAL NOTES:**

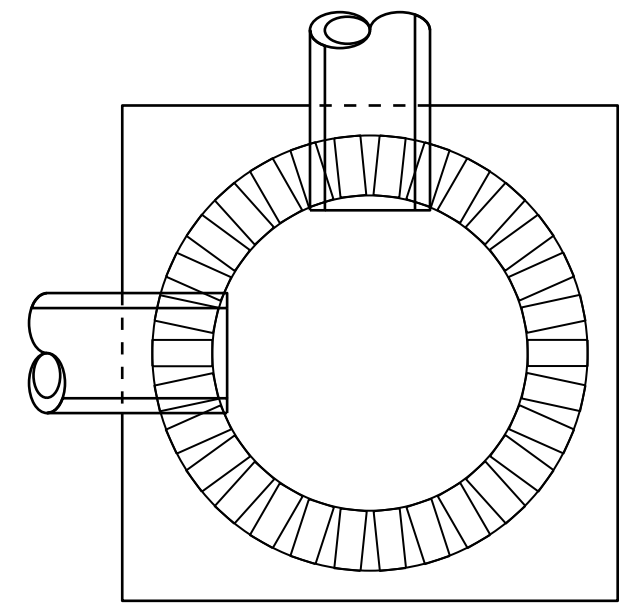
1. USE RAPID SET GROUT, MORTAR, OR CONCRETE THAT WILL TAKE FULL SET AND BECOME LOAD BEARING WITHIN SIXTY MINUTES OF PLACEMENT WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.
2. REMOVE ALL FAULTY EXISTING BRICKWORK AND REPLACE WITH NEW BRICK MASONRY.
3. SHEER CUT EXCAVATION FOR THE ADJUSTMENT ON ALL SIDES.
4. FILL AREA BELOW 8" DEPTH WITH 78M OR NO. 57 CLEAN STONE.
5. MIX MORTAR TO NCDOT SPECIFICATIONS.
6. MORTAR JOINTS  $\frac{1}{2}$ " +/-  $\frac{1}{8}$ "
7. CONSTRUCT AN ASPHALT RAMP IN ACCORDANCE WITH SECTION 858-3 OF THE 2012 STANDARD SPECIFICATIONS.



**MANHOLE CONCRETE ENCASEMENT**



**VALVE BOX CONCRETE ENCASEMENT**



**ELEVATION VIEW**

PLACE BRICK ACCORDING TO ELEVATION VIEW

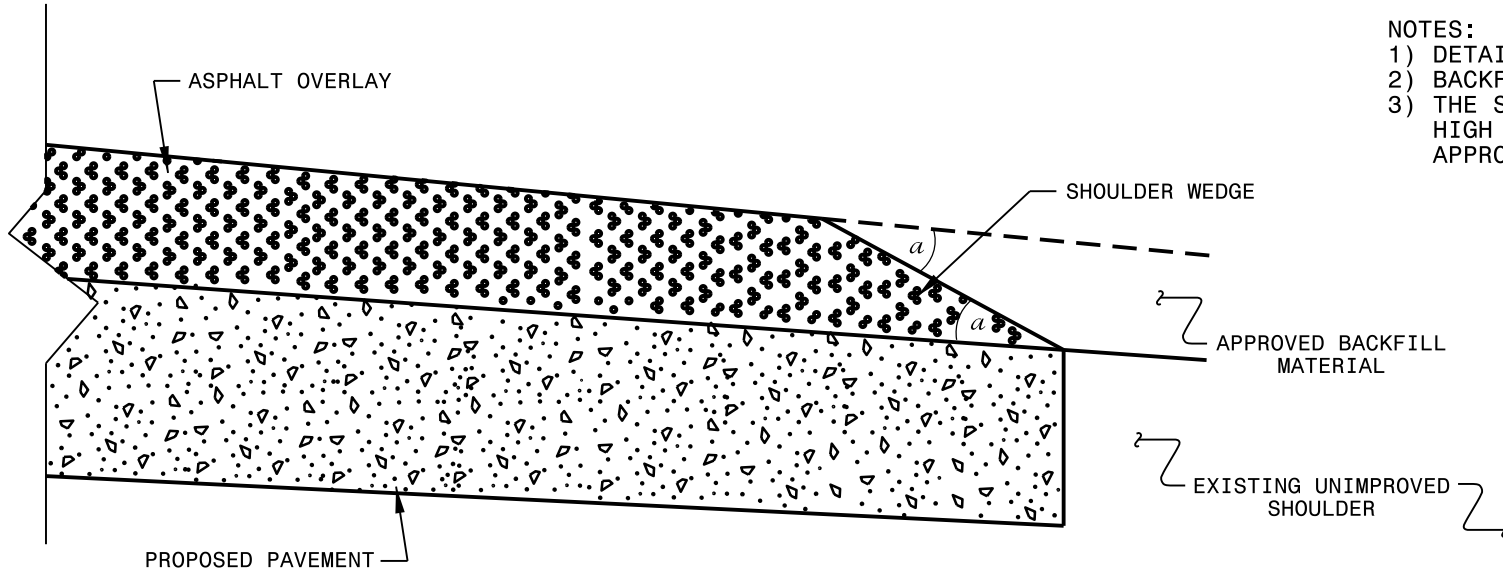
STATE OF  
 NORTH CAROLINA  
 DEPT. OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR  
**MANHOLE AND VALVE BOX ADJUSTMENTS**

SHEET 1 OF 1  
**840D55**

DC00233 Sampson & Duplin County

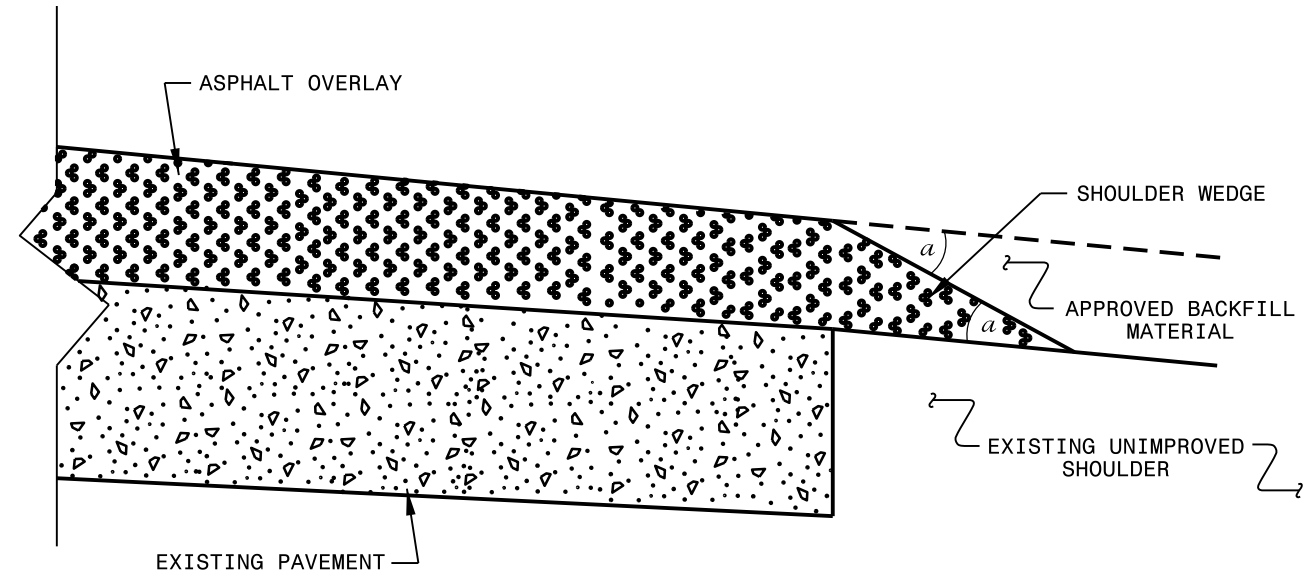
DC00233 Sampson & Duplin County



- 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, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.

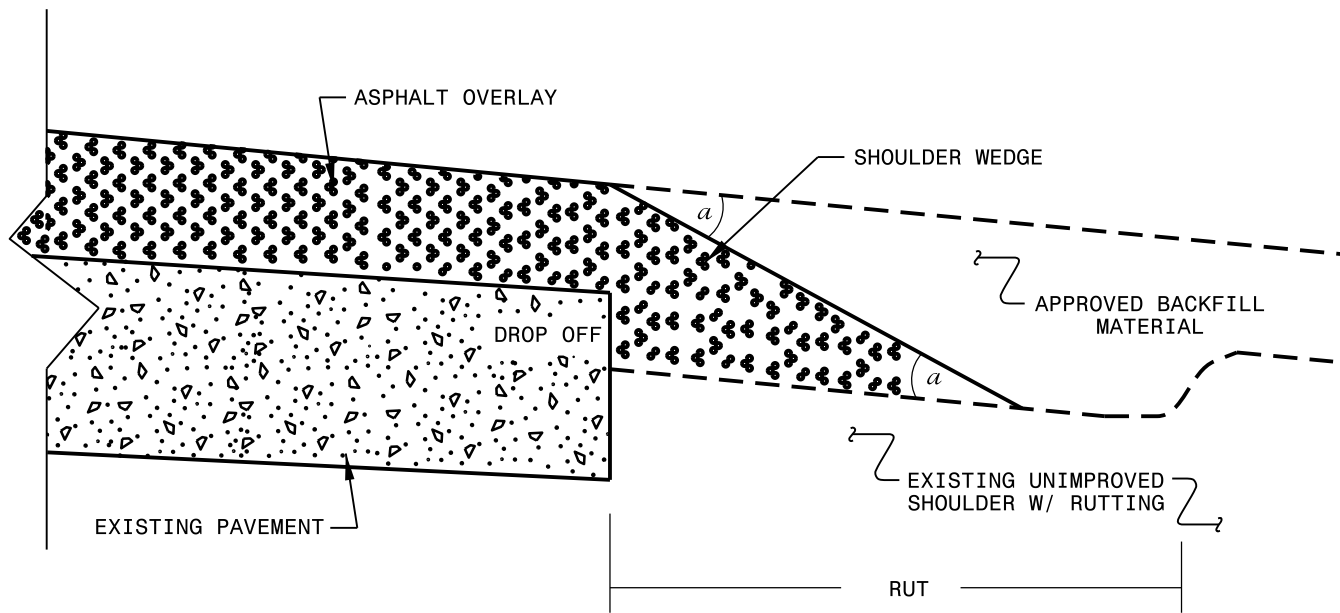
**SHOULDER WEDGE DETAIL**

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



**SHOULDER WEDGE DETAIL**

(Resurfacing Projects w/ NO Widening)



**SHOULDER WEDGE DETAIL**

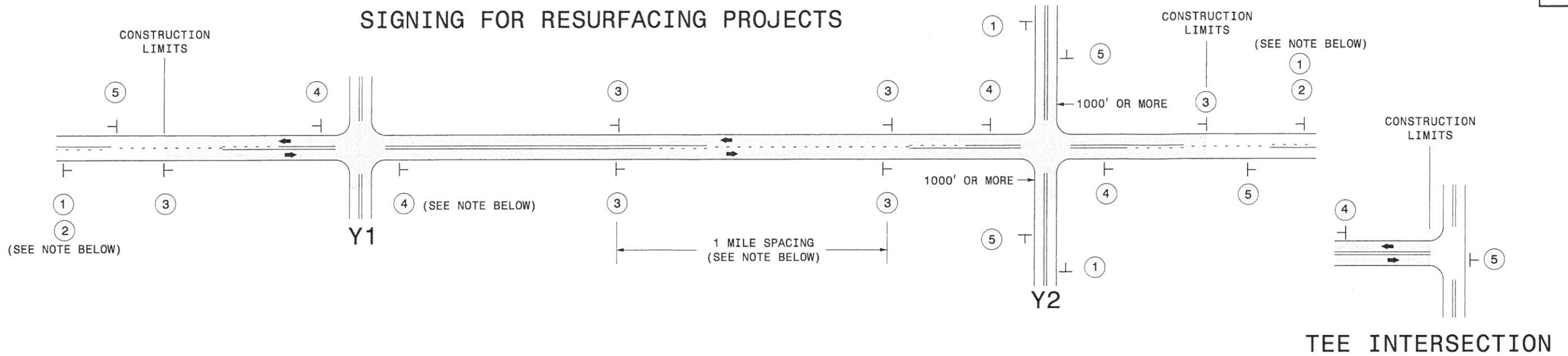
(Resurfacing Adjacent to Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>			
Office 919-707-6950		FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>			
ORIGINAL BY: T.SPELL	DATE: 7-19-11		
MODIFIED BY:	DATE: 2/2/16		
CHECKED BY:	DATE:		
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn			



# SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

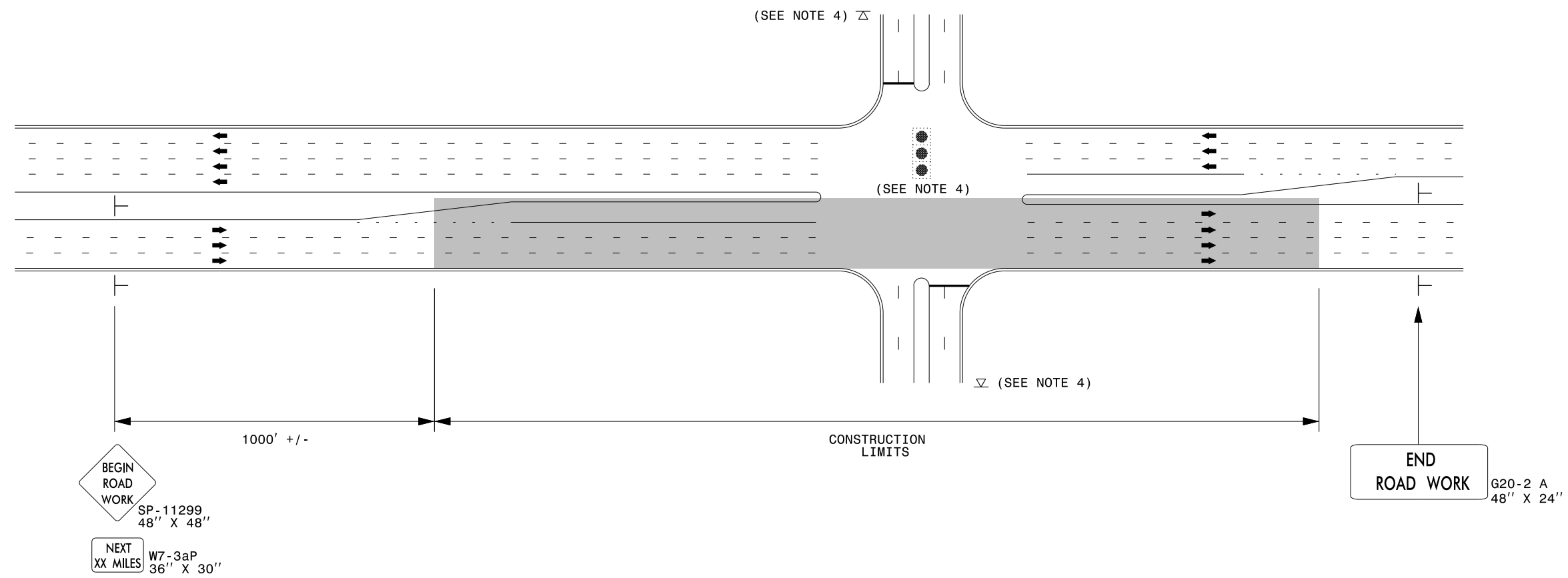
## -Y- LINE SIGNING

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>#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 INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</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>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>						



RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS

## URBAN / SUBURBAN WORKZONES



**NOTES:**

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND	
├	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES**

4/8/2015 C:\Users\rimgarrrett\Downloads\Resurfacing\_AdvWarn\_UrSu (2).dgn User:rimgarrrett

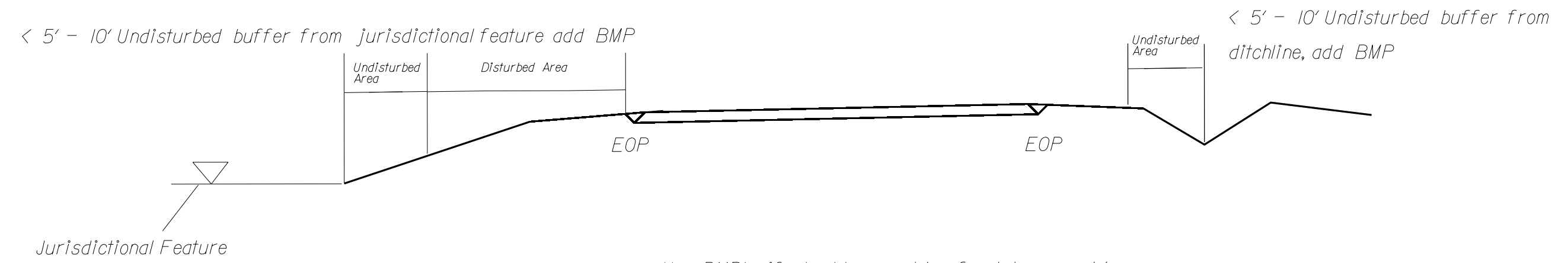
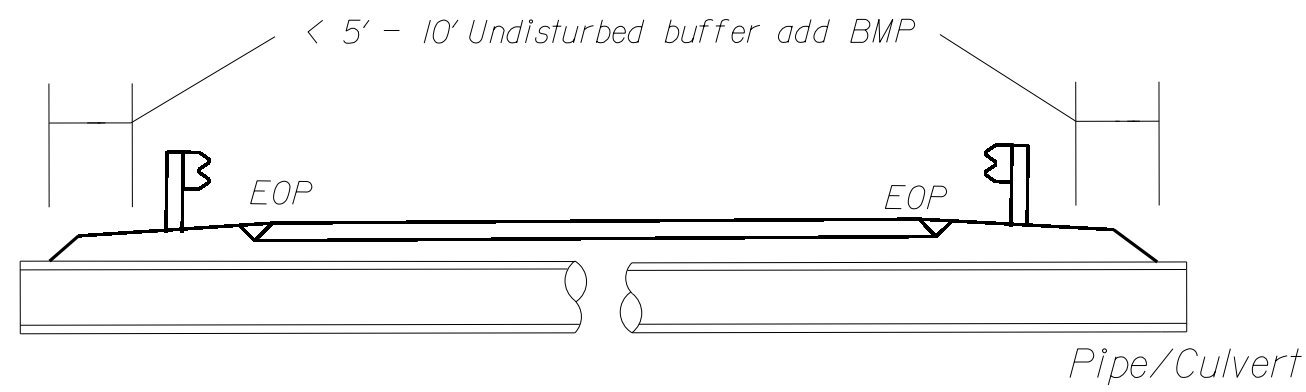
DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA***SOIL STABILIZATION TIMEFRAMES***

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.

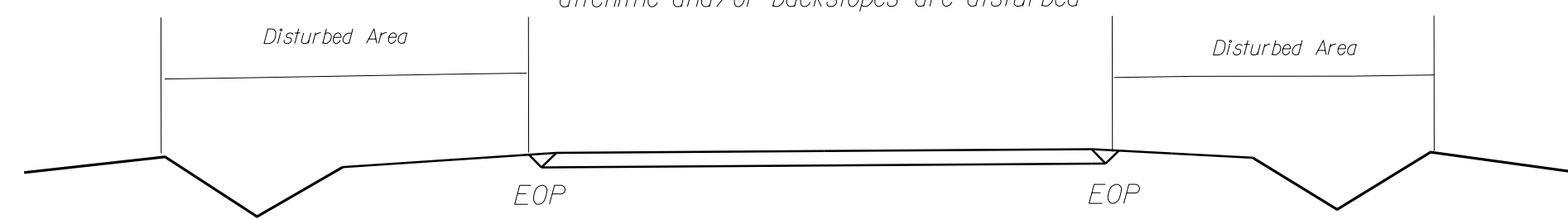
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

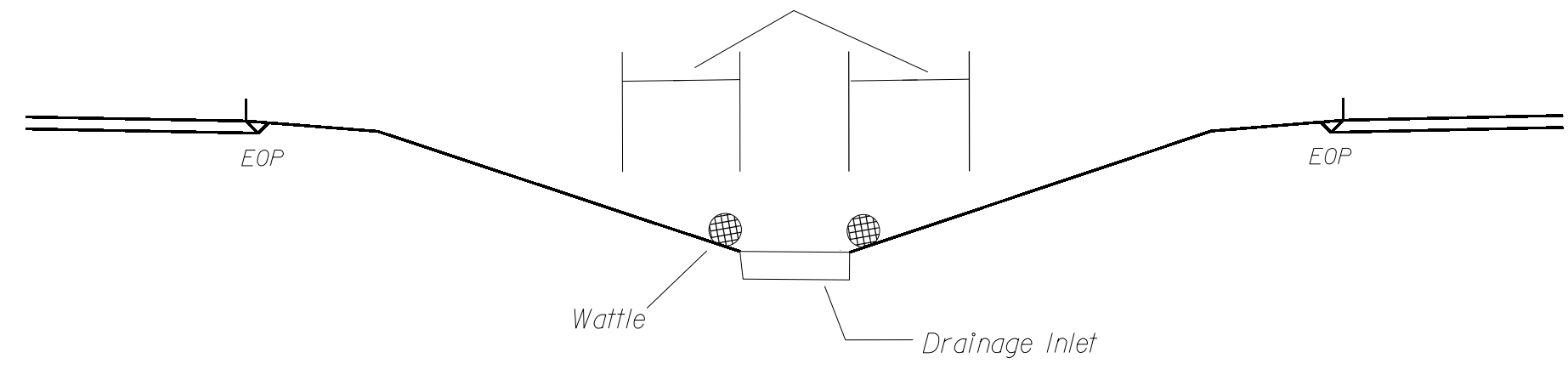
# EROSION CONTROL DETAIL



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

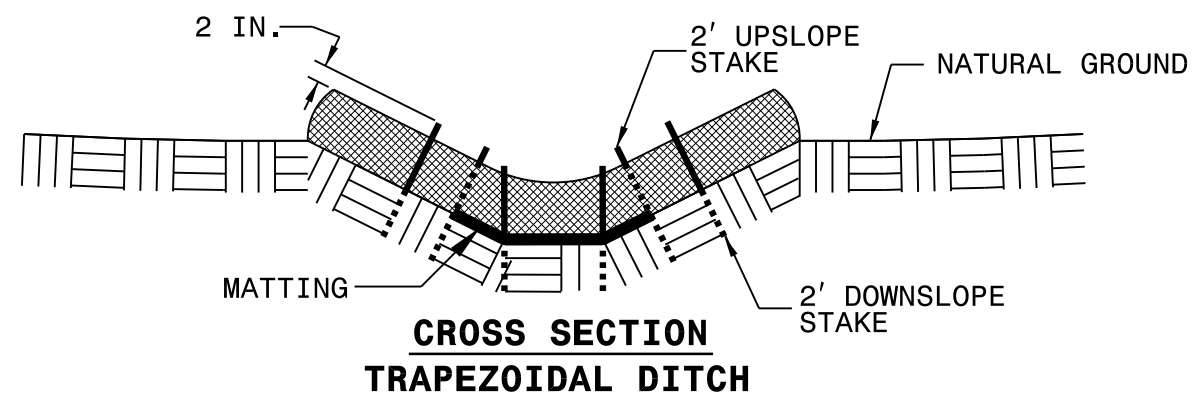
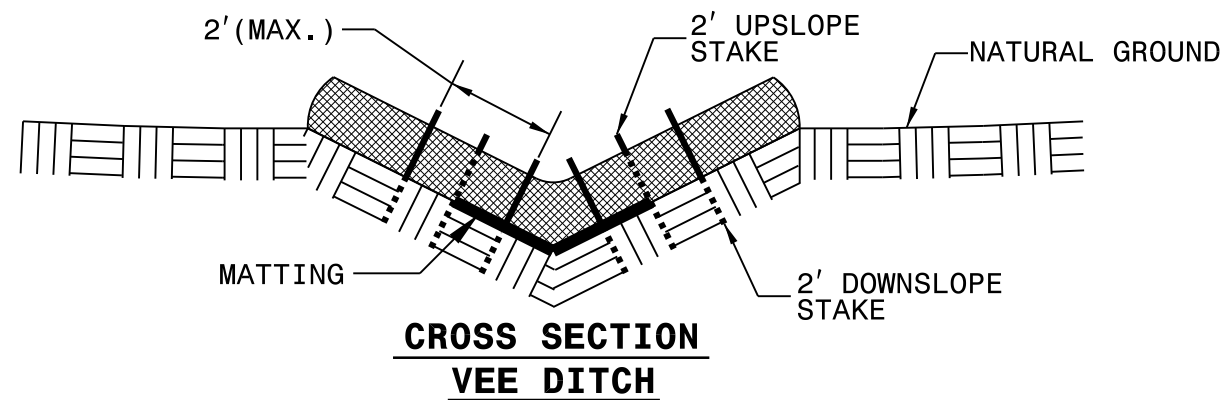
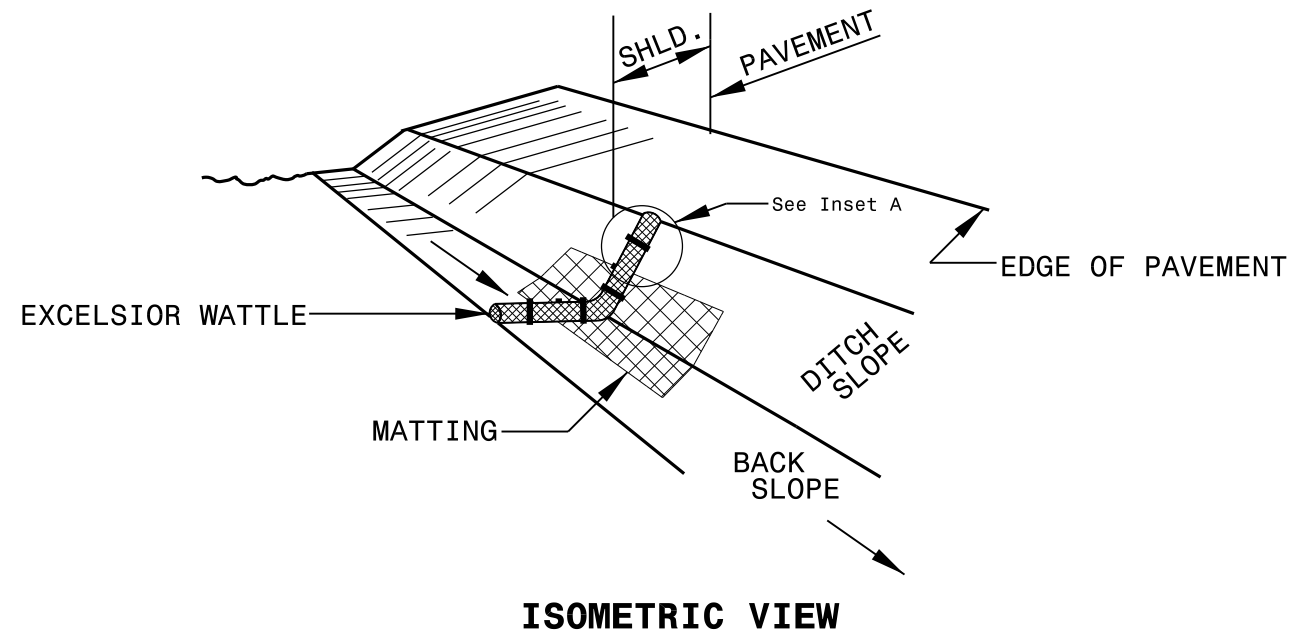


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

