

CARTERET COUNTY

DB00551

WBS# 2023CPT.02.13.20161

TYPE OF WORK: WIDENING, RESURFACING, AND SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00551	1

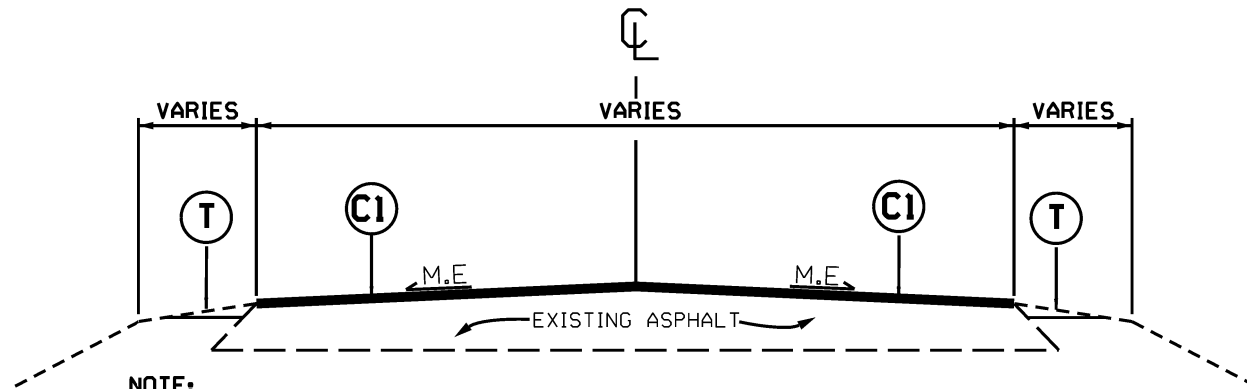


NCDOT
DIVISION 2



TYPICAL SECTION NO. 1

MAPS 1,3,4,5,6,7,8

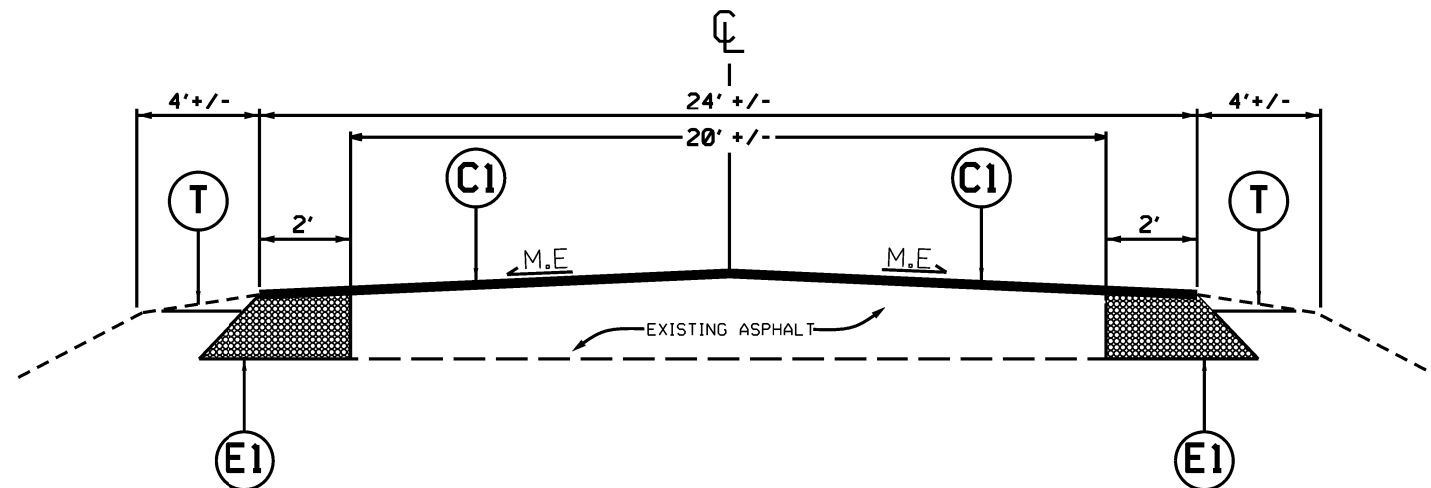


NOTE:

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 AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. FOR MILL PATCHING ON MAPS 1,5,AND 8, REFER TO SUMMARY OF QUANTITES FOR LOCATIONS.
4. FOR SHOULDER RECONSTRUCTION, REFER TO SUMMARY OF QUANTITES FOR LOCATIONS.

TYPICAL SECTION NO. 2

MAP 2



NOTE:

1. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
4. FOR MILL PATCHING ON MAP 2, REFER TO SUMMARY OF QUANTITES FOR LOCATIONS.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 684.0 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.
DB00551	3	

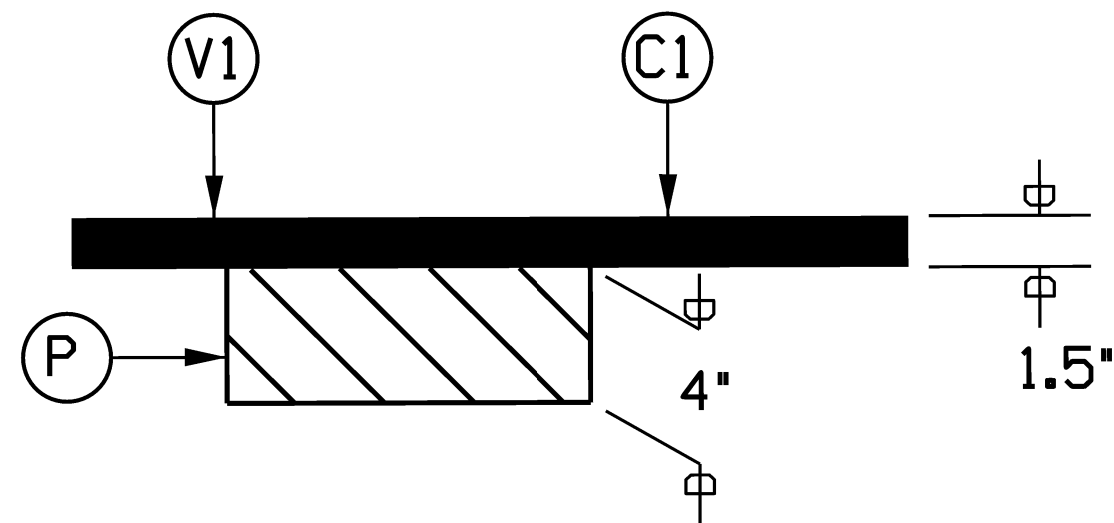
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0262000000-N	1220000000-E	1245000000-E	1330000000-E	1491000000-E	1519000000-E	1575000000-E	1880000000-E	2845000000-N	6000000000-E	6071010000	6084000000	6117000000-N	6413000000	4457000000-N		
												HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5B	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	TON	EA	LF	LF	AC	EA	SF	LS
2023CPT.02.13.20161	Carteret	1	SR 1113 OLD NC 58	FROM NC24 TO SR 1114 VFW RD	1	2	2WU	NO	NO	0.75	20.3	30	38	1.50	200		800	66	250		120	40	0.75	1	100	0.11		
TOTAL FOR MAP NO. 1												0.75		30	38	1.50	200		800	66	250		120	40	0.75	1	100	0.11
2023CPT.02.13.20161	Carteret	2	SR 1119 RED BARN RD.	FROM SR 1215 TO NC 24	2	2	2WU	NO	NO	0.87	20.1	22	44	1.74	200	700	1,068	116	275				0.87		100	0.12		
TOTAL FOR MAP NO. 2												0.87		22	44	1.74	200	700	1,068	116	275				0.87		100	0.12
2023CPT.02.13.20161	Carteret	3	SR 1215 LIVE OAK RD	FROM END OF PAVEMENT TO SR 1119	1	2	2WU	NO	NO	0.73	20.2	18	37	1.46			800	54		3			0.73		100	0.11		
TOTAL FOR MAP NO. 3												0.73		18	37	1.46			800	54		3			0.73		100	0.11
2023CPT.02.13.20161	Carteret	4	SR 1773 COASTAL VIEW CT	FROM CUL-DE-SAC TO SR 1119	1	2	2WU	NO	NO	0.19	20.5	5	10	0.38			230	15					0.19		100	0.07		
TOTAL FOR MAP NO. 4												0.19		5	10	0.38			230	15					0.19		100	0.07
2023CPT.02.13.20161	Carteret	5	SR 1111 WHITEHOUSE	FROM NC 58 TO DEAD END	1	2	2WU	NO	NO	2.09	20.5	84	105	4.18	200		2,250	169	375		209	50	2.09	1	250	0.22		
TOTAL FOR MAP NO. 5												2.09		84	105	4.18	200		2,250	169	375		209	50	2.09	1	250	0.22
2023CPT.02.13.20161	Carteret	6	SR 1118 BOGUE LOOP RD	FROM NC 24 TO NC 24	1	2	2WU	NO	NO	1.52	21	61	76	3.04	200		1,700	114		1	243	50	1.52		175	0.18		
TOTAL FOR MAP NO. 6												1.52		61	76	3.04	200		1,700	114		1	243	50	1.52		175	0.18
2023CPT.02.13.20161	Carteret	7	SR 1202 CEDAR LN	FROM NC 24 TO END OF MAINTENANCE	1	2	2WU	NO	NO	0.29	19	7	14	0.58	200		300	20			200	50	0.29		100	0.08		
TOTAL FOR MAP NO. 7												0.29		7	14	0.58	200		300	20			200	50	0.29		100	0.08
2023CPT.02.13.20161	Carteret	8	SR 1294 HIDDEN BAY DR	FROM NC 58 TO END MAINTENANCE	1	2	2WU	NO	NO	0.6	20.1	15	30	1.20	250		700	50	60	4			0.60		100	0.11		
TOTAL FOR MAP NO. 8												0.6		15	30	1.20	250		700	50	60	4			0.60		100	0.11
TOTAL FOR PROJ NO. 2023CPT.02.13.20161												7.04		242	354	14.08	1,250	700	7,848	604	960	8	772	190	7.04	2	1,025	1
GRAND TOTAL												7.04		242	354	14.08	1,250	700	7,848	604	960	8	772	190	7.04	2	1,025	1

4" MILL PATCH	STA.	STA.	WIDTH	MAP
	0+38	1+22	7' LT	1
	0+38	1+10	7' RT	1
	5+63	6+69	10' RT	1
	7+45	8+35	10' RT	1
	8+84	10+43	7' LT	1
	8+84	9+74	7' RT	1
	16+24	16+41	7' CL	1
	17+25	17+40	7' CL	1
	22+16	22+32	7' RT	1
	25+51	26+81	7' LT	1
	26+10	26+81	7' RT	1
	27+50	28+98	7' RT	1
	30+18	30+83	7' RT	1
	31+21	31+60	10' RT	1
	34+71	35+00	7' CL	1
	13+26	13+91	7' LT	2
	17+01	17+86	10' LT	2
	18+41	20+69	7' LT	2
	20+93	21+30	7' LT	2
	22+63	23+37	7' LT	2
	23+80	24+62	7' LT	2
	26+38	29+70	7' LT	2
	30+65	32+92	7' LT	2
	33+90	34+67	7' LT	2
	35+10	36+57	7' LT	2
	14+50	15+53	7' RT	5
	20+32	20+71	7' LT	5
	25+77	29+08	7' LT	5
	29+08	30+49	20' LT/RT	5
	30+49	31+86	7' LT	5
	31+33	31+79	7' RT	5
	32+48	34+24	7' RT	5
	35+72	36+34	7' LT	5
	42+93	43+50	20' LT/RT	5
	46+80	47+50	10' LT	5
	48+53	49+90	20' LT/RT	5
	0+61	0+92	7' LT	8
	8+08	9+82	10' LT	8

4" DEPTH MILL PATCHING DETAIL

MAPS 1,2,5,8

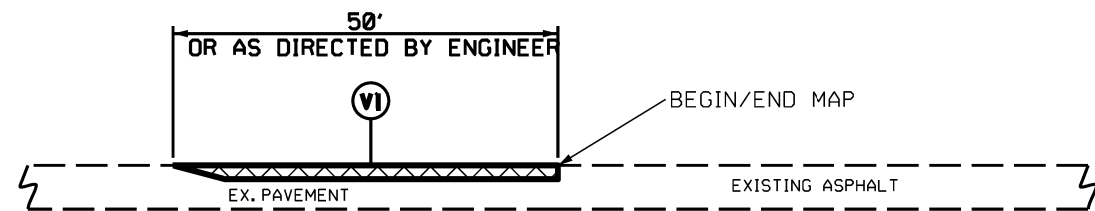


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. PER LAYER
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B 25.0C
DRAWINGS NOT TO SCALE	

NOTE:

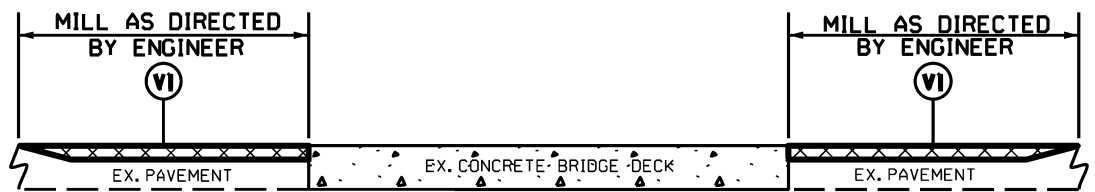
1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 4" DEPTH MILL PATCHING.
2. THE CONTRACTOR SHALL PERFORM THE 4" DEPTH MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

MILLING TYPICALS



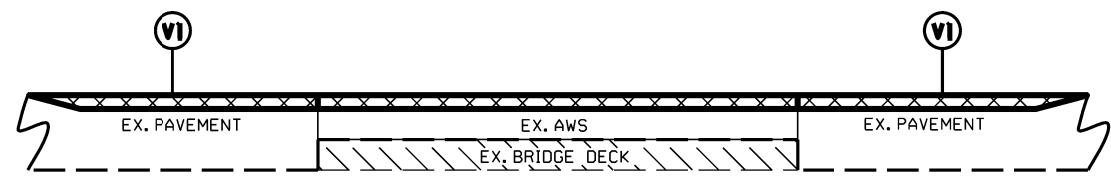
DETAIL 1
BEGIN/END MAP TIE-IN

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

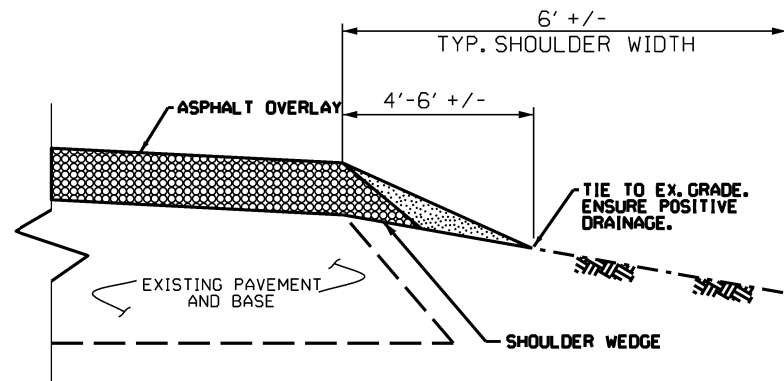
NOTE:
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



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

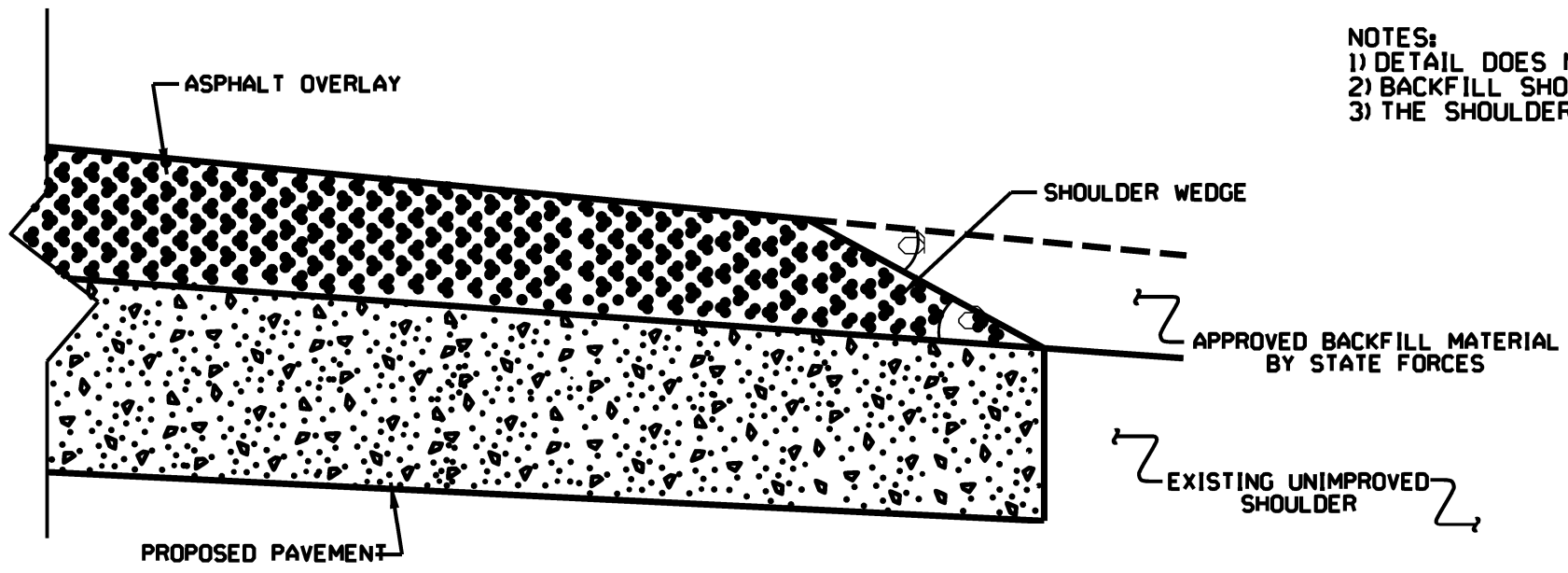


SHOULDER RECONSTRUCTION DETAIL

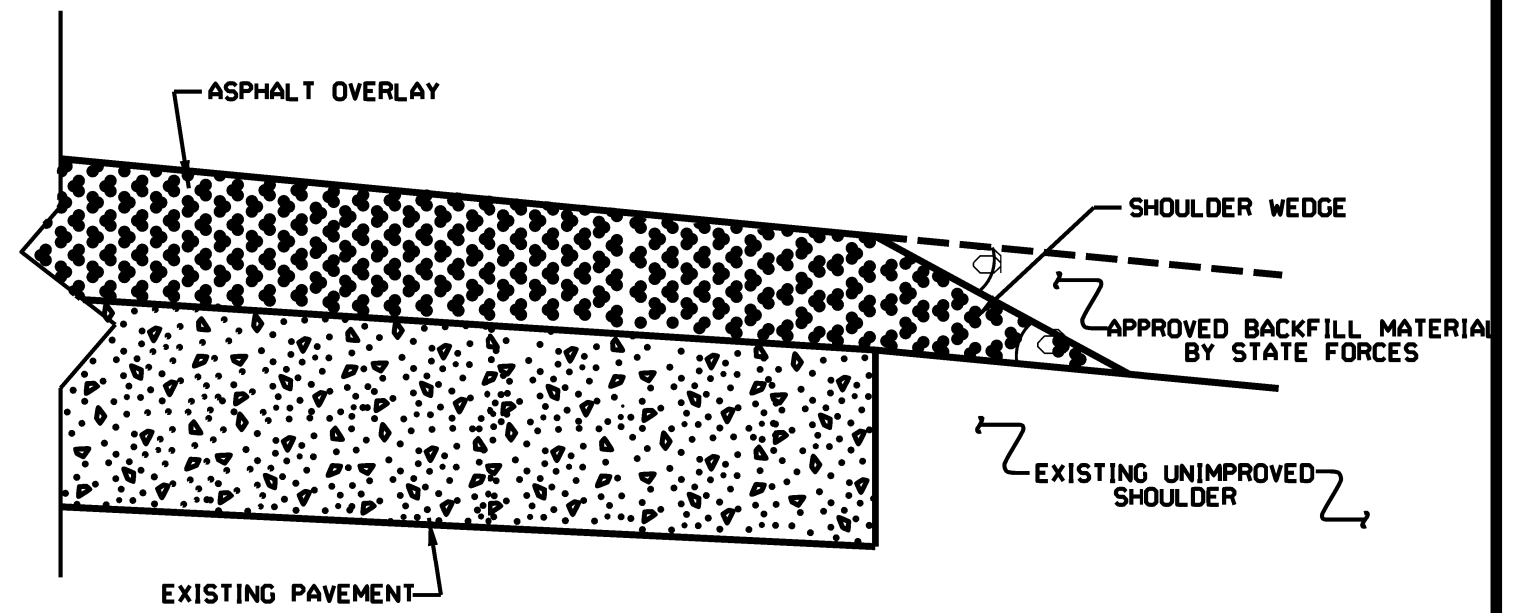
NOTE:

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 SHOULDERS 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.

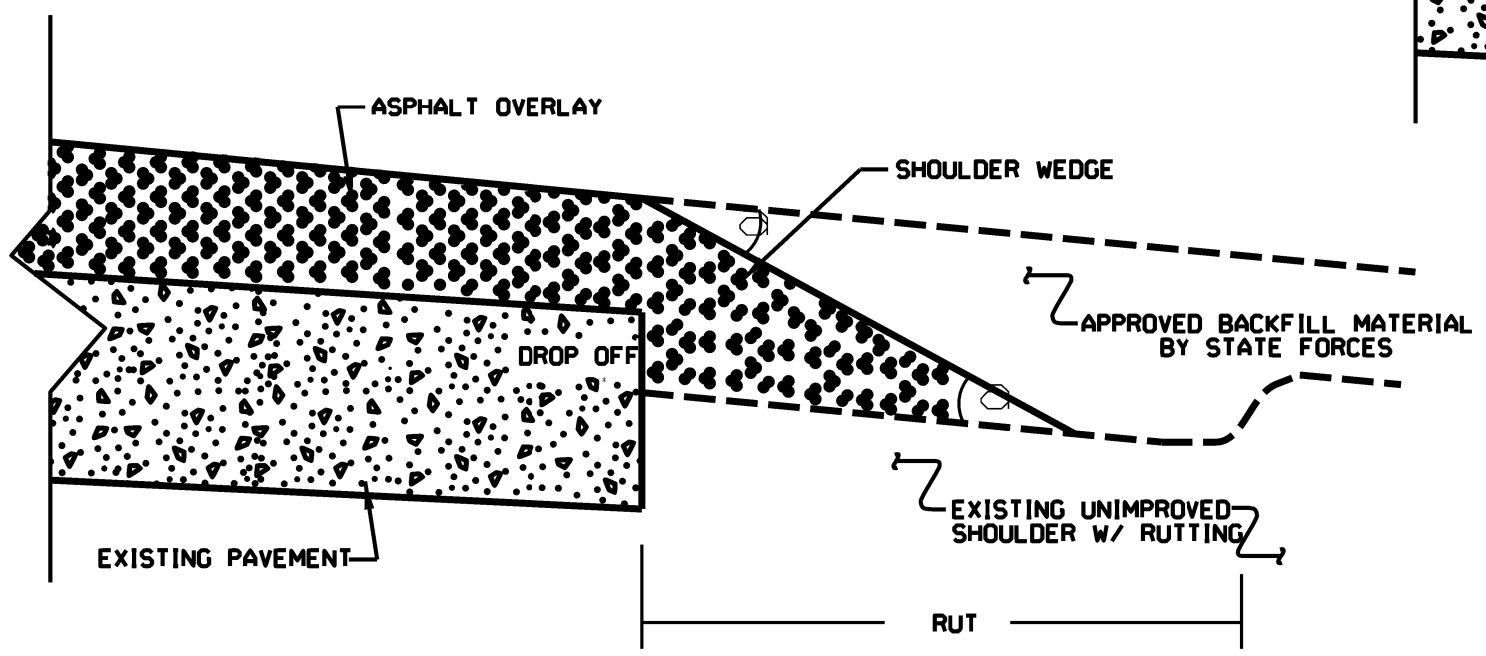
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS



SHOULDER WEDGE 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)

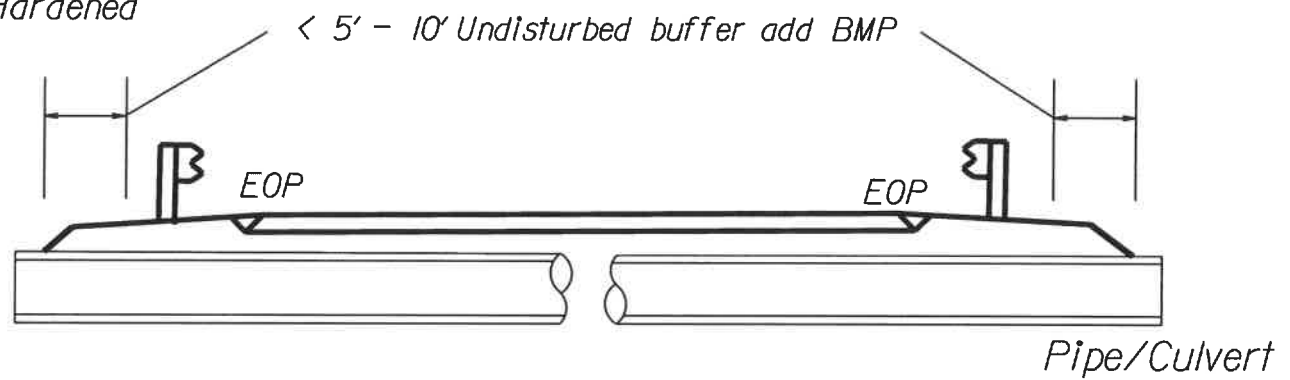
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-787-6430	Fax 919-230-4119
SHOULDER WEDGE DETAILS	
ORIGINAL BY: I.SPELL	DATE: 7/15/11
MODIFIED BY: _____	DATE: 10/16/12
CHECKED BY: _____	DATE: _____
FILE SPEC: www.construction.com/resources/specs/	

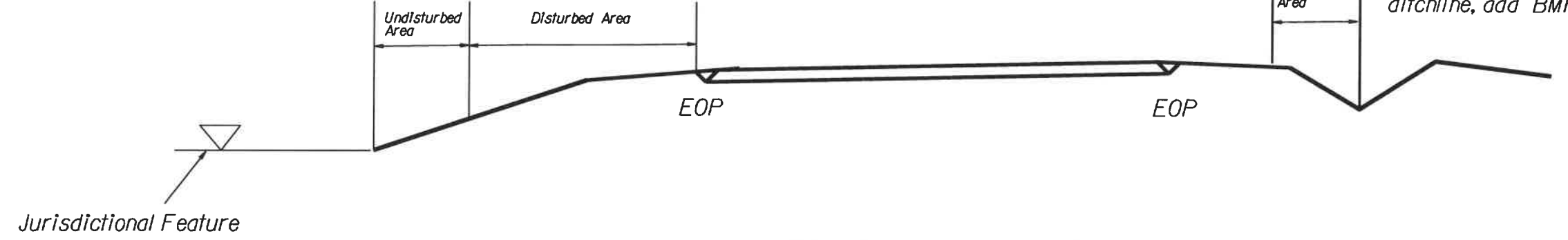
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

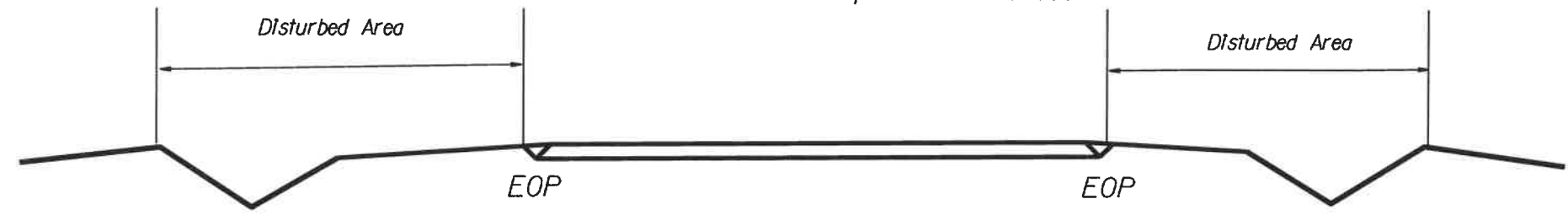
EROSION CONTROL DETAIL



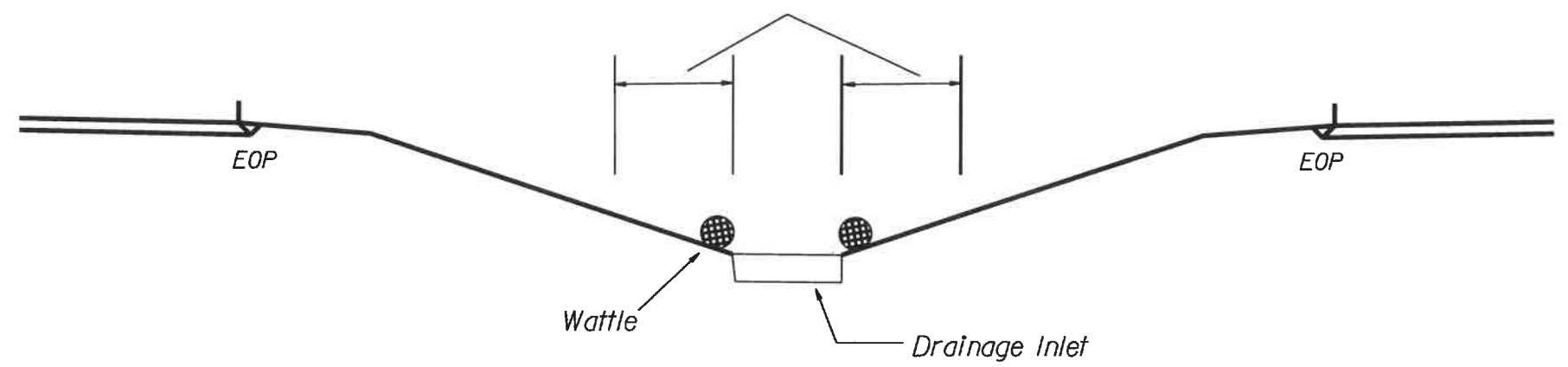
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP



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

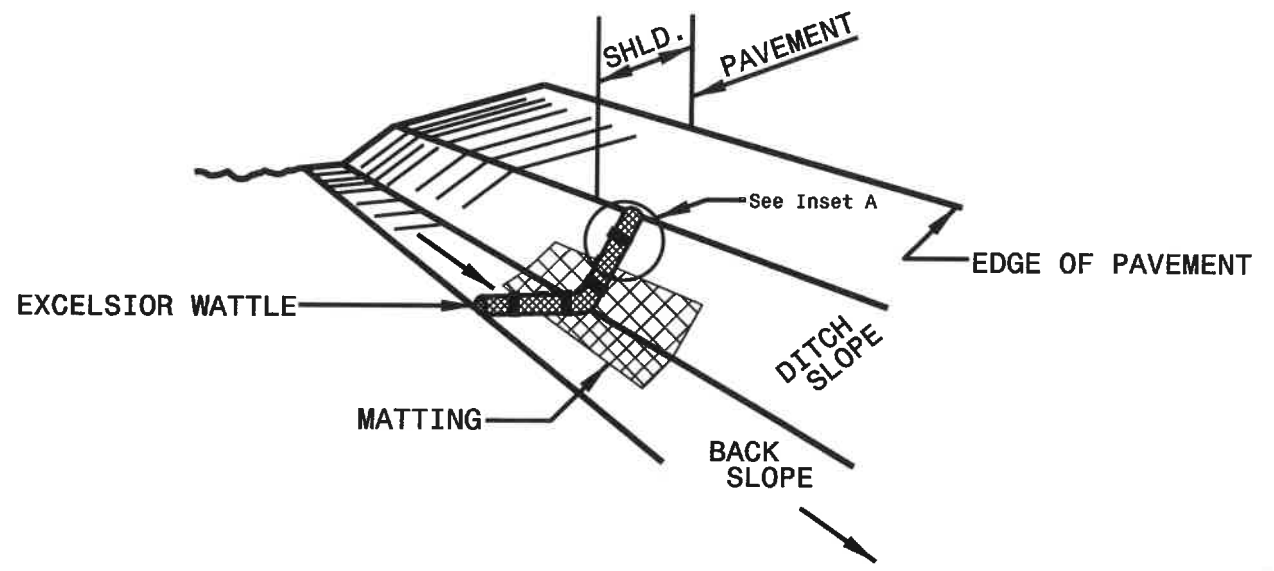


< 5' - 10' Undisturbed buffer from inlet, add wattle

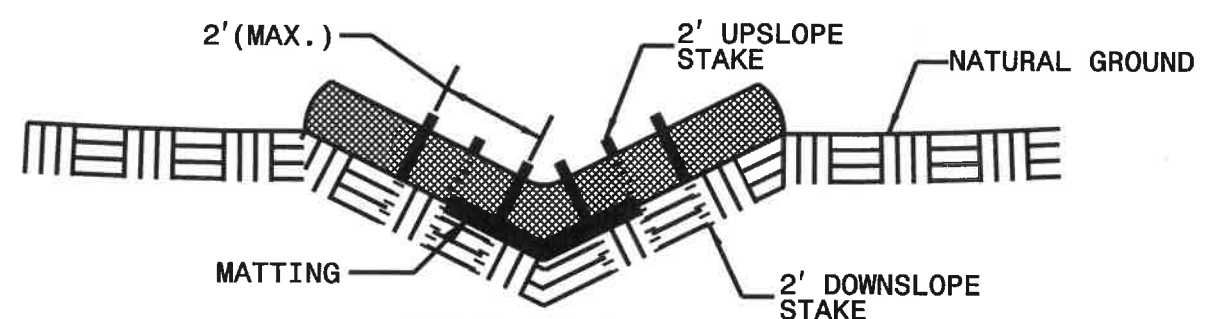


NOT TO SCALE

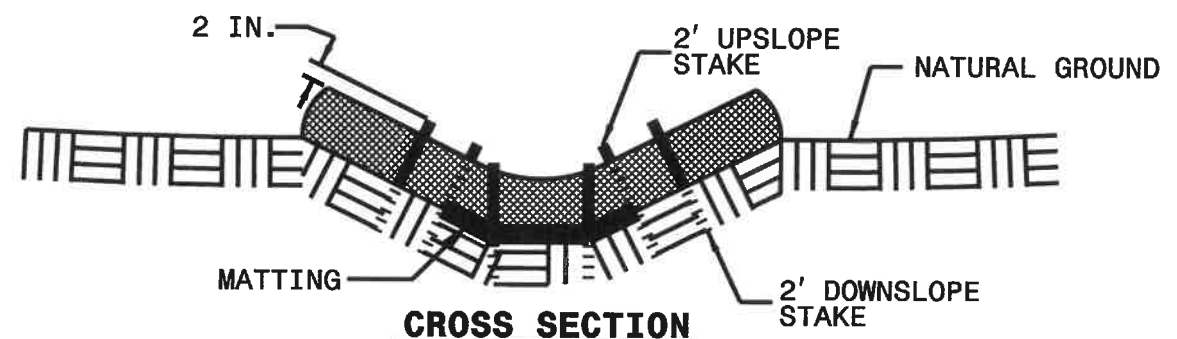
WATTLE DETAIL



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.

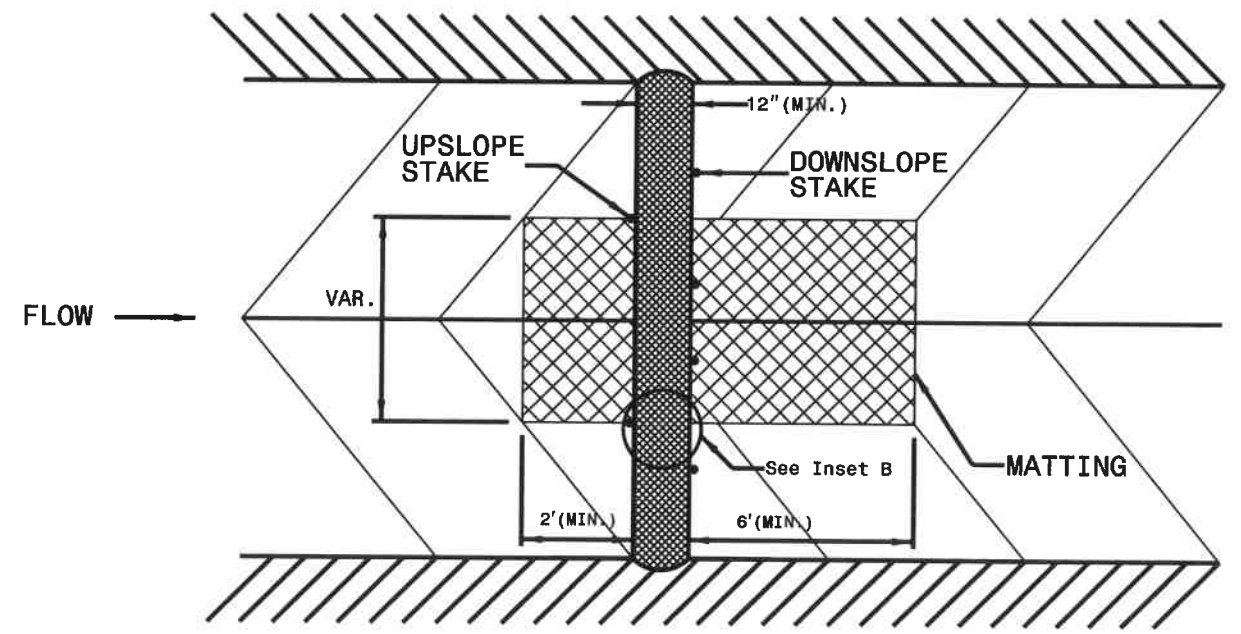
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



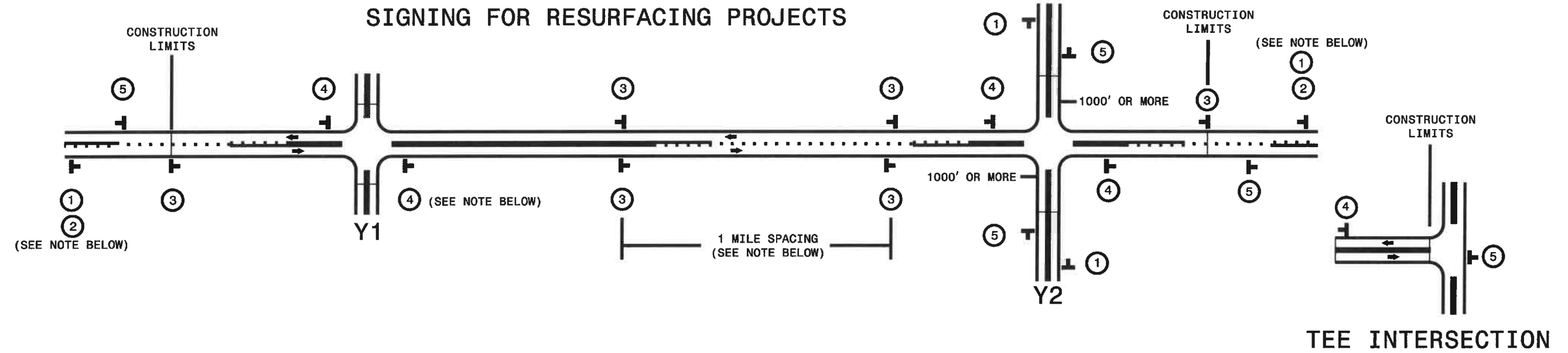
INSET B



TOP VIEW

NOT TO SCALE

SIGNING FOR RESURFACING PROJECTS

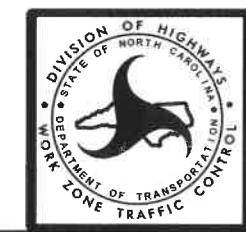


LEGEND
 STATIONARY SIGN
 DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		<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"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) 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> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> </div> <div style="text-align: center;"> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</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>- 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