

**CARTERET COUNTY**  
**RESURFACING CONTRACT:**  
**DB00289**  
**WBS: 2016CPT.02.50.10161.1**

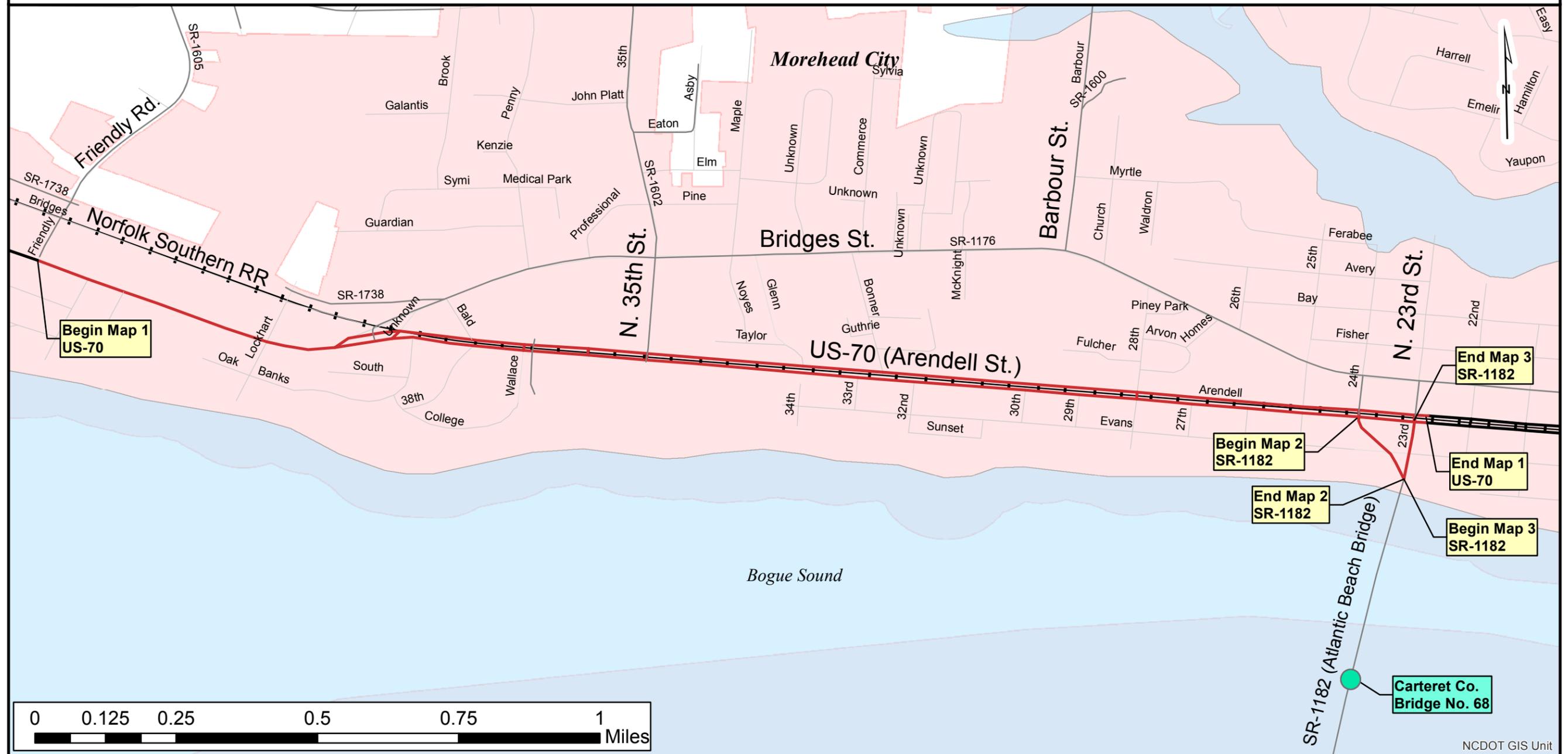
PROJECT REFERENCE NO.	SHEET NO.
2016CPT.02.50.10161.1	1



**NCDOT**  
 DIVISION 2

**LOCATION:**  
**MAP 1 - US-70 (ARENDELL ST) - FROM FRIENDLY RD. TO N. 23RD ST.**  
**MAP 2 - SR-1182 - FROM US-70 TO BEGIN BRIDGE (SBL).**  
**MAP 3 - SR-1182 - FROM END BRIDGE (NBL) TO US-70.**

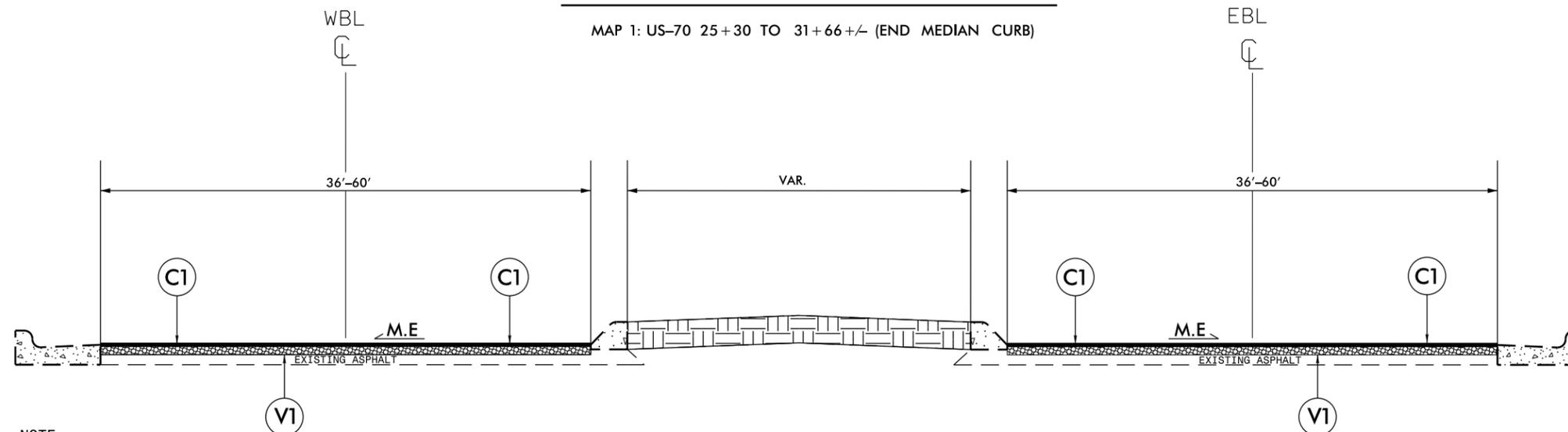
**TYPE OF WORK: MILLING, PAVEMENT REPAIR, RESURFACING & PAVEMENT MARKINGS.**





### TYPICAL SECTION NO. 3

MAP 1: US-70 25+30 TO 31+66+/- (END MEDIAN CURB)

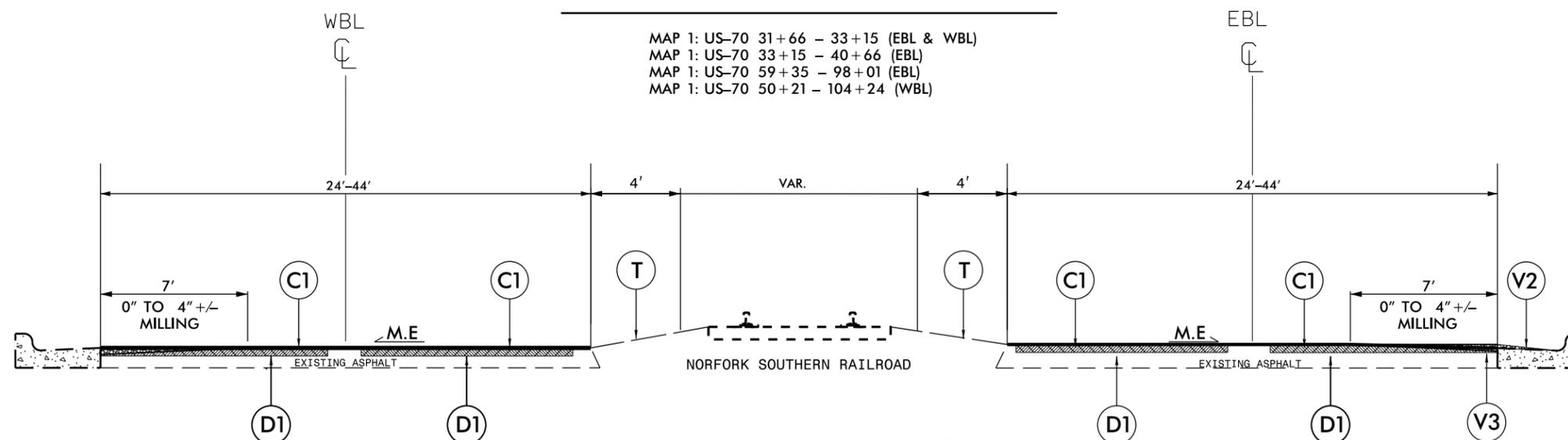


**NOTE:**

1. INCLUDES 2" MILLING FOR THE ENTIRE WIDTH OF THE ROADWAY, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINES, AS DIRECTED BY THE ENGINEER. (SEE DETAIL 1, SHEET 5).
3. INCLUDES 2" MILLING FOR CROSSOVERS AT THE FOLLOWING STATIONS: 28+80.
4. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.

### TYPICAL SECTION NO. 4

MAP 1: US-70 31+66 - 33+15 (EBL & WBL)  
 MAP 1: US-70 33+15 - 40+66 (EBL)  
 MAP 1: US-70 59+35 - 98+01 (EBL)  
 MAP 1: US-70 50+21 - 104+24 (WBL)



**NOTE 1:**

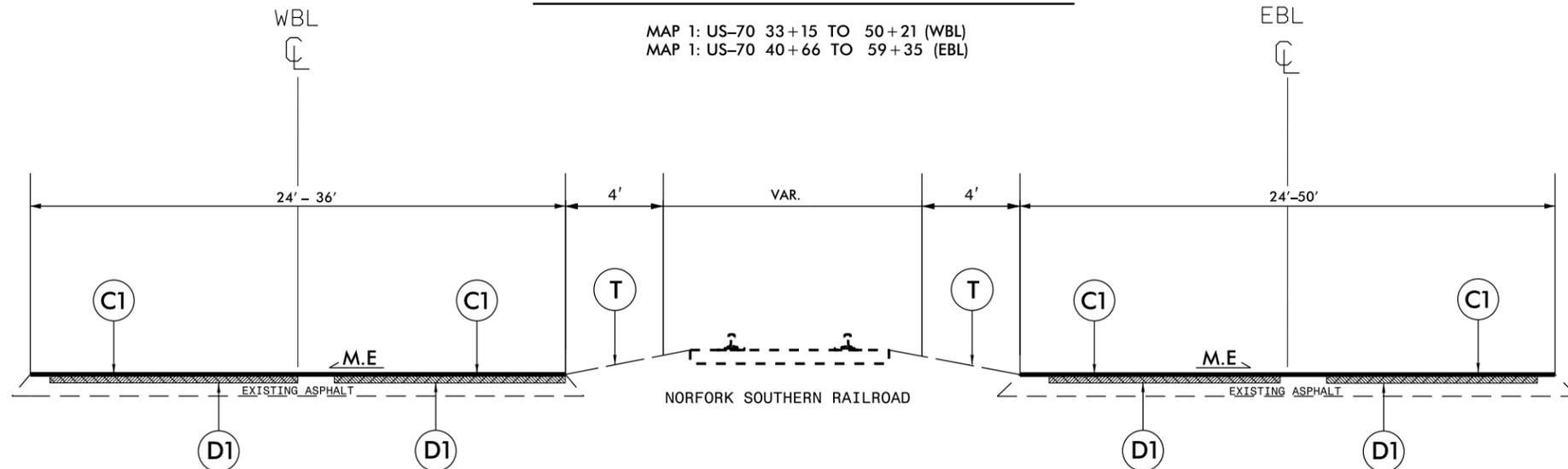
1. MILL 0" TO 4" +/- FOR 7' WIDE SECTION, TO OBTAIN A MINIMUM OF 2" MILLED DEPTH AT THE LIP OF CURB AND GUTTER, AS DIRECTED BY THE ENGINEER.
2. INCLUDES MILL AND PATCH AT VARIOUS WIDTHS AND LOCATIONS OF EBL AND WBL, AS DIRECTED BY THE ENGINEER. (SEE NOTE 2 FOR APPROX. LOCATION OF MILL AND PATCH)
3. INCLUDES 2" MILLING FOR CROSSOVERS AT THE FOLLOWING STATIONS: 41+00, 45+10, 49+85, 62+10, 68+20, 83+45 AND 87+65.
4. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINES, AS DIRECTED BY THE ENGINEER. (SEE DETAIL 1, SHEET 5).
5. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
6. EXISTING RAILROAD FACILITY OWNED BY NC RAILROAD CO. AND OPERATED BY NORFOLK SOUTHERN.

**NOTE 2:**

APPROXIMATE LOCATIONS OF MILL AND PATCH. EXACT LOCATIONS TO BE FIELD VERIFIED BY THE ENGINEER.

EBL	LANE	WIDTH	WBL	LANE	WIDTH
72+00 - 72+30	ITL	12'	50+90 - 56+30	OTRL	12'
79+10 - 79+70	ITL	12'	58+20 - 62+00	OTRL	12'
			62+00 - 68+60	OTRL	12'
			68+60 - 71+50	BOTH	24'
			71+50 - 74+30	OTRL	12'
			75+90 - 82+80	OTRL	12'
			82+80 - 84+30	ITRL	12'
			85+40 - 87+60	OTRL	12'
			87+60 - 88+20	OTRL	12'
			88+40 - 88+50	OTRL	12'
			91+80 - 92+40	OTRL	12'

### TYPICAL SECTION NO. 5



MAP 1: US-70 33+15 TO 50+21 (WBL)  
 MAP 1: US-70 40+66 TO 59+35 (EBL)

**NOTE 1:**

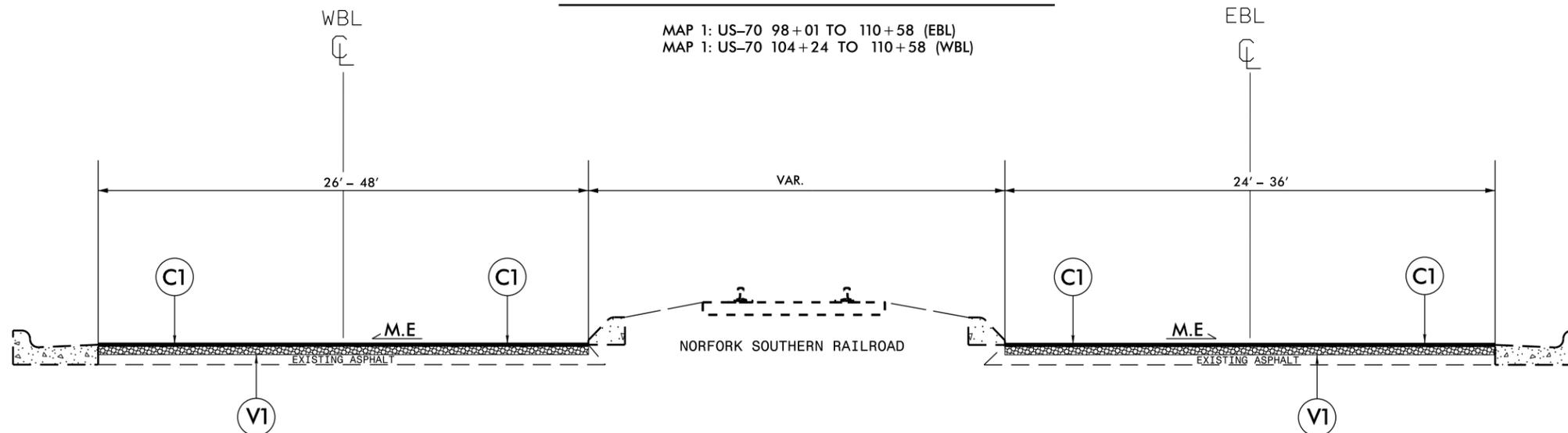
1. INCLUDES MILL AND PATCH AT VARIOUS WIDTHS AND LOCATIONS OF EBL AND WBL, AS DIRECTED BY THE ENGINEER. (SEE NOTE 2 FOR APPROX. LOCATION OF MILL AND PATCH AREAS).
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINES, AS DIRECTED BY THE ENGINEER. (SEE DETAIL 1, SHEET 5).
4. EXISTING RAILROAD FACILITY OWNED BY NC RAILROAD CO. AND OPERATED BY NORFOLK SOUTHERN.

**NOTE 2:**

APPROXIMATE LOCATIONS OF MILL AND PATCH. EXACT LOCATIONS TO BE FIELD VERIFIED BY THE ENGINEER.

EBL	LANE	WIDTH	WBL	LANE	WIDTH
41+00 - 41+50	TRLN	12'	38+29 - 39+39	OTRL	12'
47+70 - 48+00	TRLN	12'	39+39 - 40+39	OTRL	12'
51+30 - 52+00	ITRL	12'			

### TYPICAL SECTION NO. 6



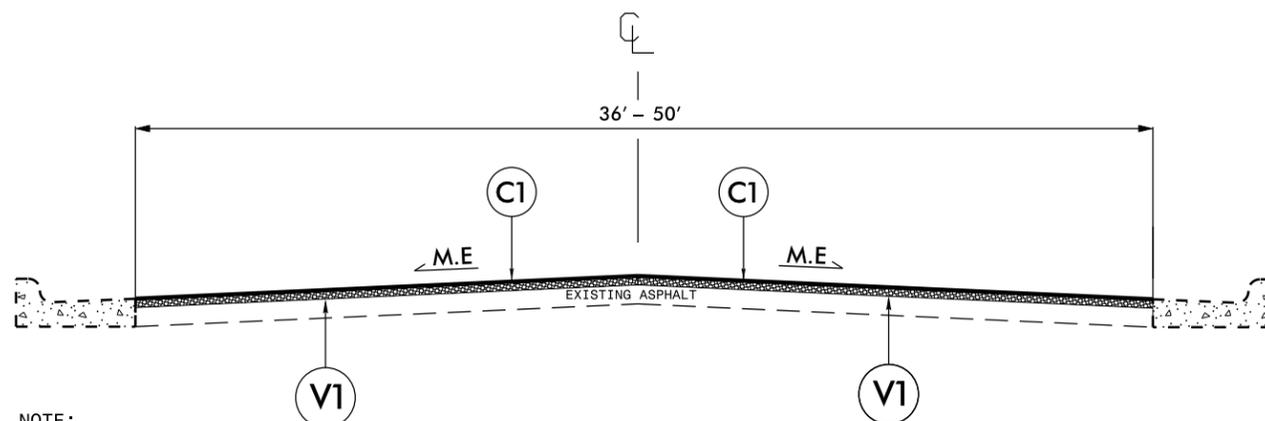
MAP 1: US-70 98+01 TO 110+58 (EBL)  
 MAP 1: US-70 104+24 TO 110+58 (WBL)

**NOTE 1:**

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINES, AS DIRECTED BY THE ENGINEER. (SEE DETAIL 1, SHEET 5).
3. EXISTING RAILROAD FACILITY OWNED BY NC RAILROAD CO. AND OPERATED BY NORFOLK SOUTHERN.

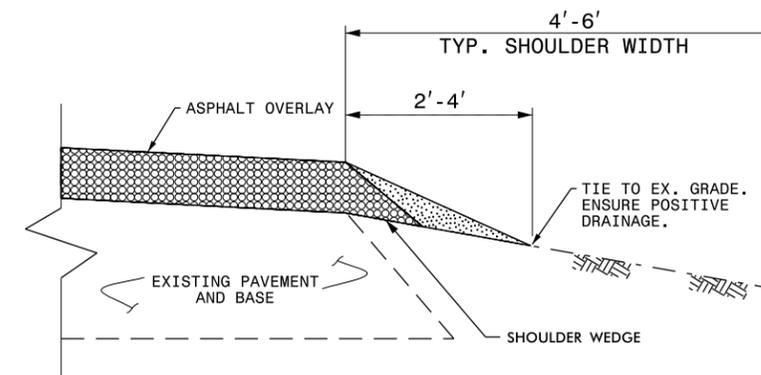
### TYPICAL SECTION NO. 7

MAP 2 - SR-1182 (SBL) 0+00 - 4+80 (BRIDGE NO. 68)  
 MAP 3 - SR-1182 (NBL) 0+00 (BRIDGE NO. 68) - 3+38



**NOTE:**

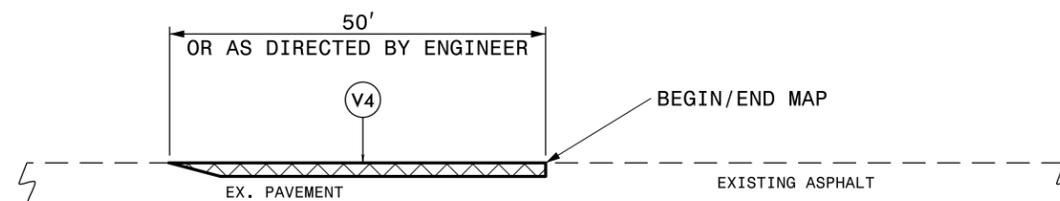
1. INCLUDES MILLING 2" FOR THE ENTIRE WIDTH OF THE ROADWAY, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE FOR THE ENTIRE WIDTH OF THE ROADWAY, AS DIRECTED BY THE ENGINEER.



### SHOULDER RECONSTRUCTION DETAIL

**NOTE:**

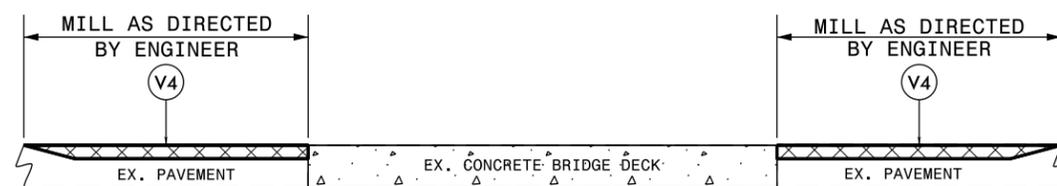
1. SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
2. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE 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.



### 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:**

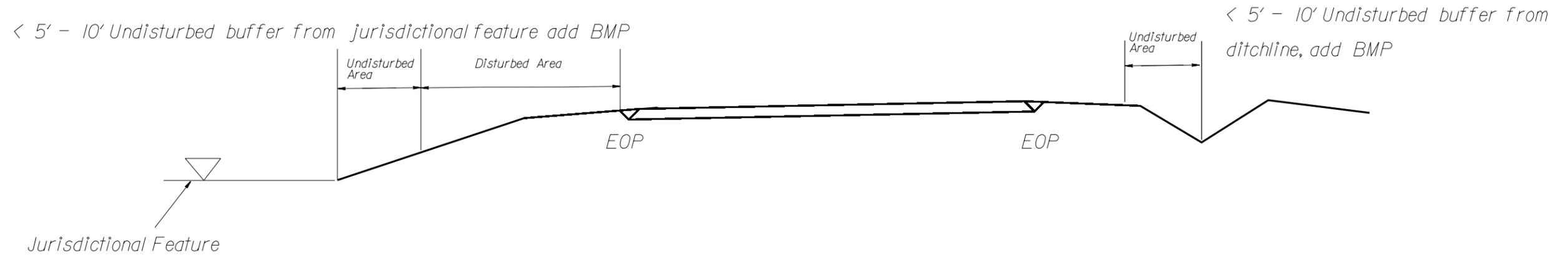
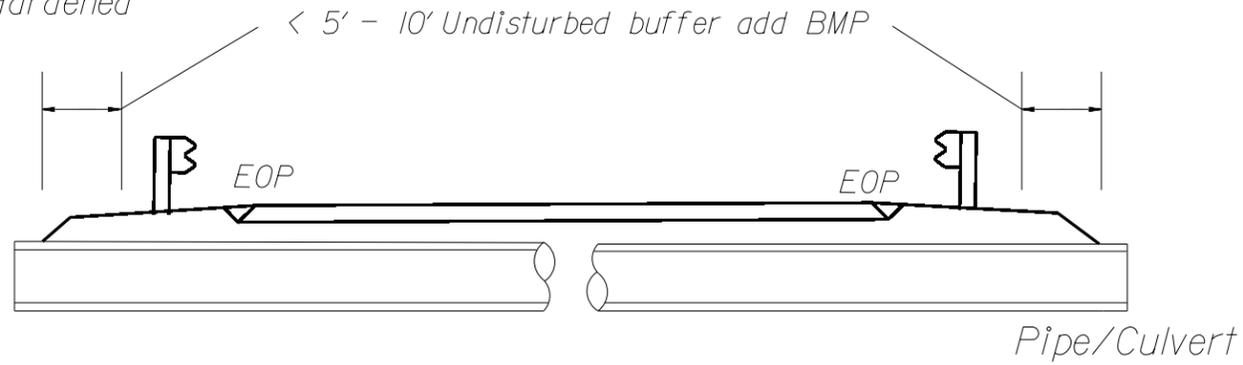
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACH FOR CARTERET CO. BRIDGE NUMBER 68 AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



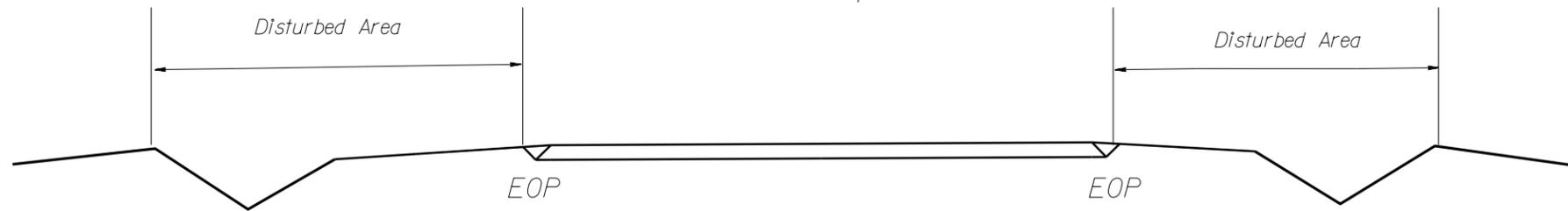
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

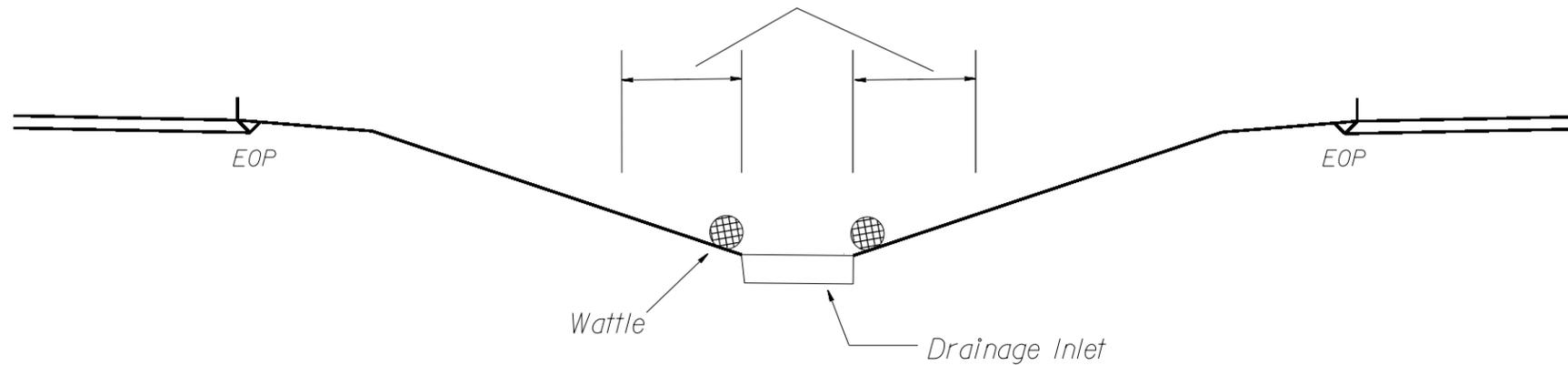
# EROSION CONTROL DETAIL



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

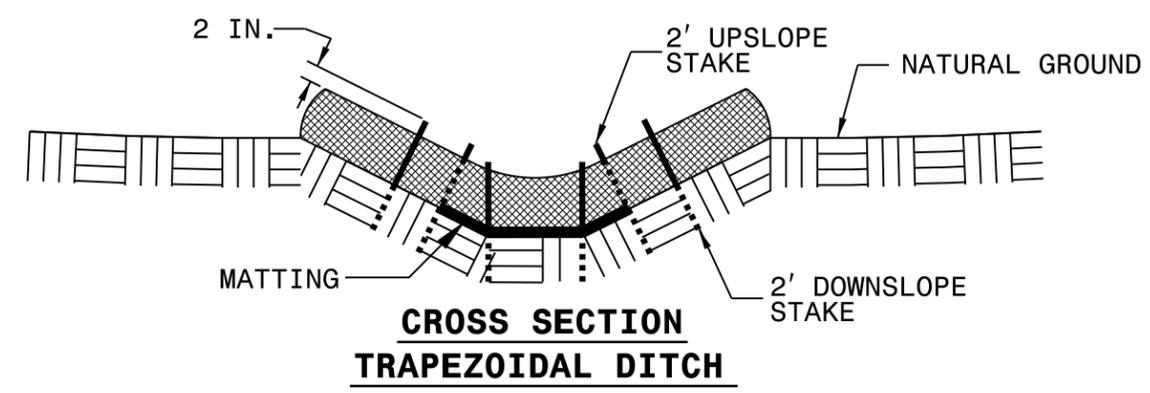
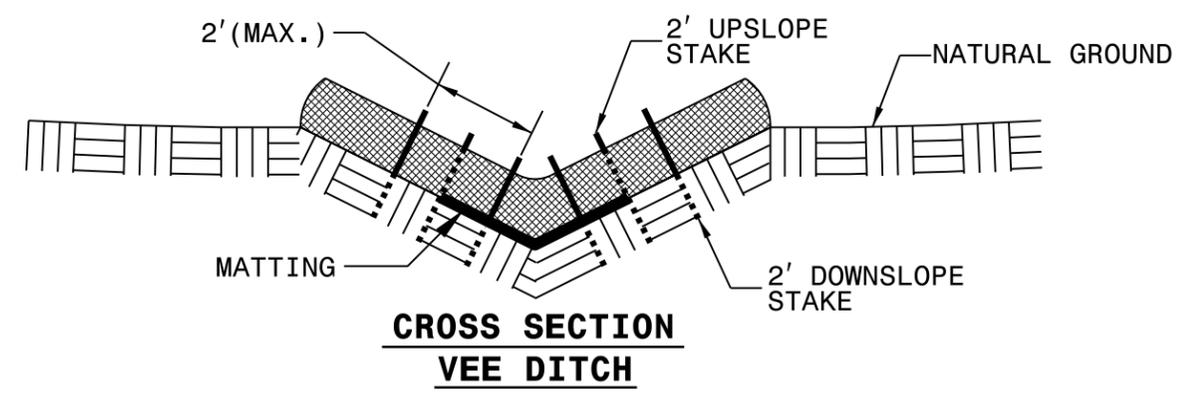
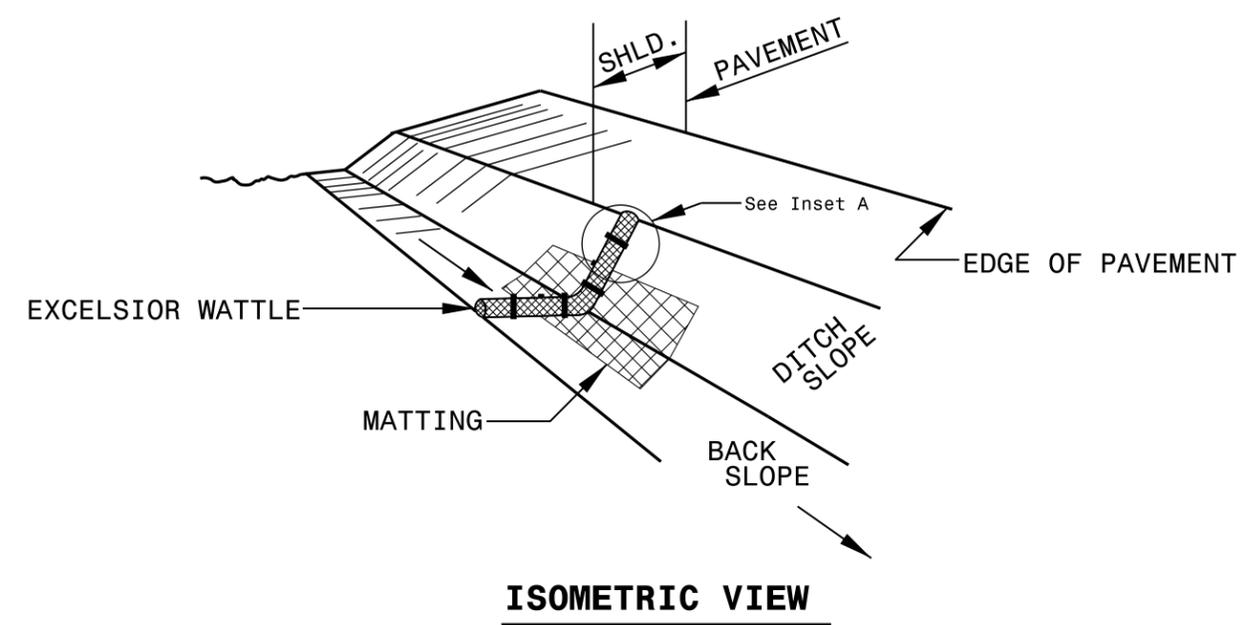


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

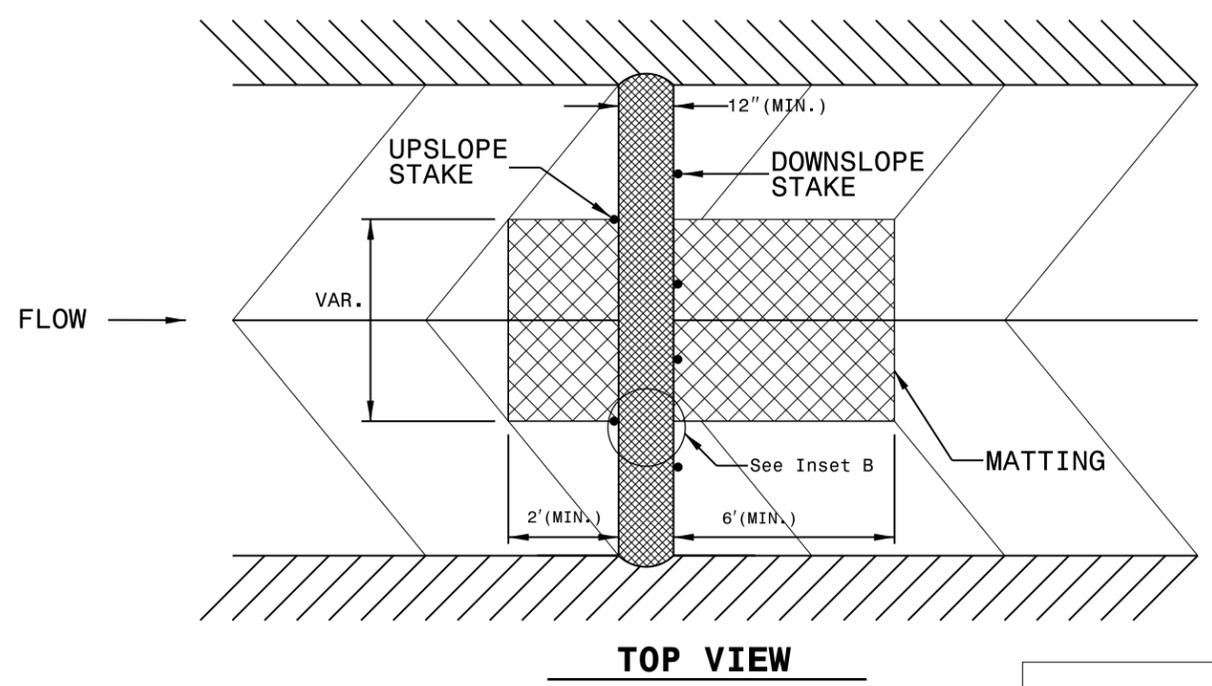
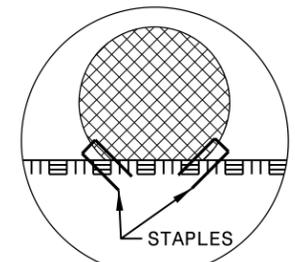
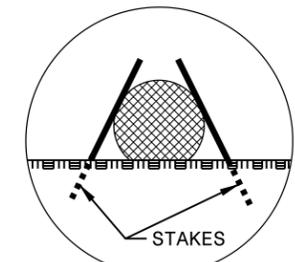
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.



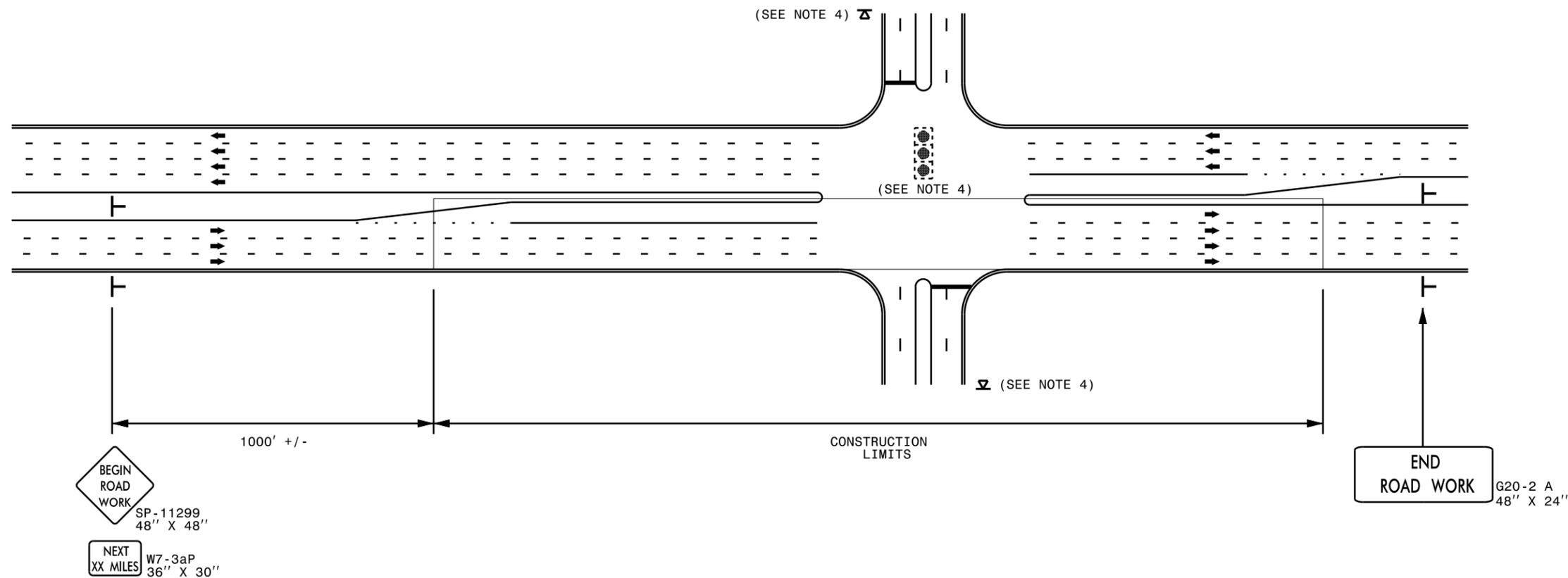
NOT TO SCALE

## 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	SHOULDER RECONSTRUCTION SMI	2" MILLING SY	0" TO 4" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT, I19.0B TONS	TEMPORARY SILT FENCE LF	SEED & MULCHING AC	RESPONSE FOR EROSION CONTROL EA
2016CPT.02.50.10161.1	Carteret	1	US-70	US-70 FROM FRIENDLY RD. TO N. 23RD ST.	1-6	4	MD	NO	NO	2.09	24-64	2	19,600	14,300	3,100	9,800	588	1,100	200.00	1.00	1.00
<b>TOTAL FOR MAP NO. 1</b>										<b>2.09</b>		<b>2</b>	<b>19,600</b>	<b>14,300</b>	<b>3,100</b>	<b>9,800</b>	<b>588</b>	<b>1,100</b>	<b>200.00</b>	<b>1.00</b>	<b>1.00</b>
2016CPT.02.50.10161.1	Carteret	2	SR-1182/SR1749	SR-1182 FROM US-70 TO BEGIN BRIDGE	7	4	MU	NO	NO	0.09	24-36		3,515			412	25				
<b>TOTAL FOR MAP NO. 2</b>										<b>0.09</b>			<b>3,515</b>			<b>412</b>	<b>25</b>				
2016CPT.02.50.10161.1	Carteret	3	SR-1182	SR-1182 FROM END BRIDGE TO US-70	7	4	MU	NO	NO	0.06	40-50					150	9				
<b>TOTAL FOR MAP NO. 3</b>										<b>0.06</b>						<b>150</b>	<b>9</b>				
<b>TOTAL FOR PROJ NO. 2016CPT.02.50.10161.1</b>										<b>2.25</b>		<b>2</b>	<b>23,115</b>	<b>14,300</b>	<b>3,100</b>	<b>10,362</b>	<b>622</b>	<b>1,100</b>	<b>200.00</b>	<b>1.00</b>	<b>1.00</b>
<b>GRAND TOTAL</b>										<b>2.25</b>		<b>2</b>	<b>23,115</b>	<b>14,300</b>	<b>3,100</b>	<b>10,362</b>	<b>622</b>	<b>1,100</b>	<b>200.00</b>	<b>1.00</b>	<b>1.00</b>



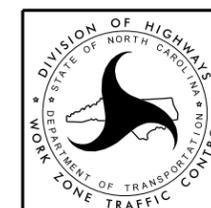
## URBAN / SUBURBAN WORKZONES



### 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	
T	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW



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