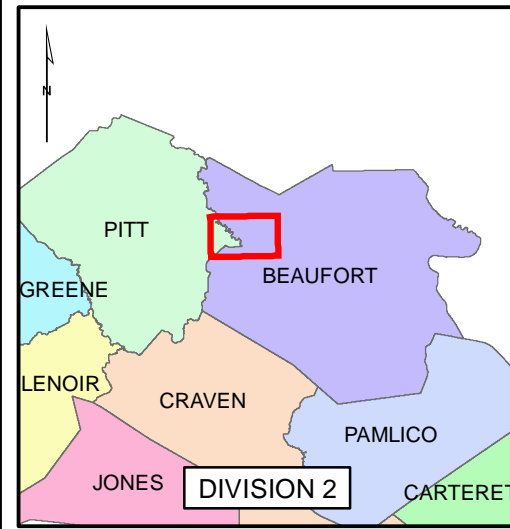


PROJECT REFERENCE NO.	SHEET NO.
DB00373	1

# BEAUFORT COUNTY

DB00373

WBS# 2018CPT.02.03.10071

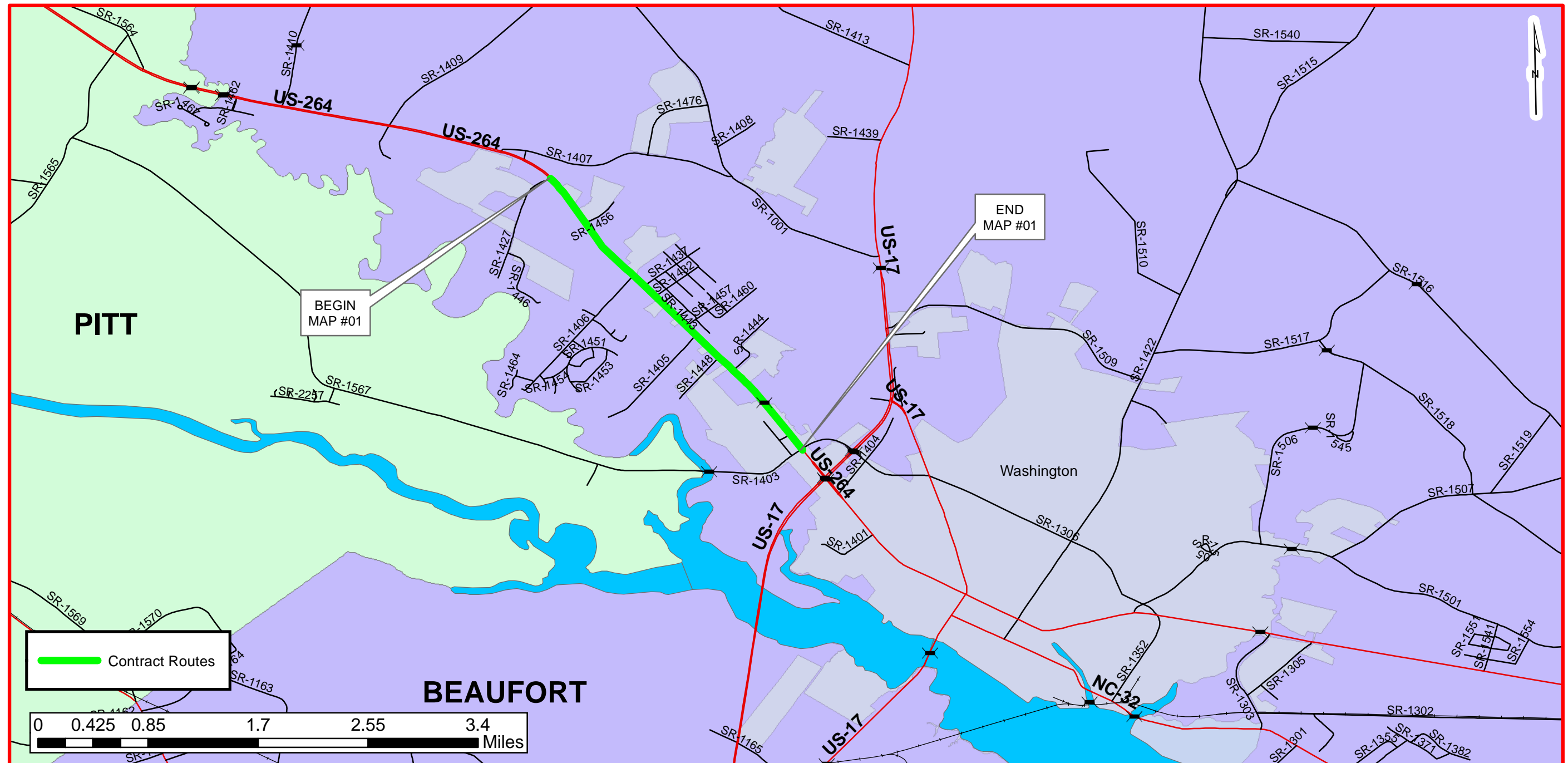


LOCATION:  
MAP 01 - US 264 FROM SR 1427 TO SR 1403 + .01 MILE

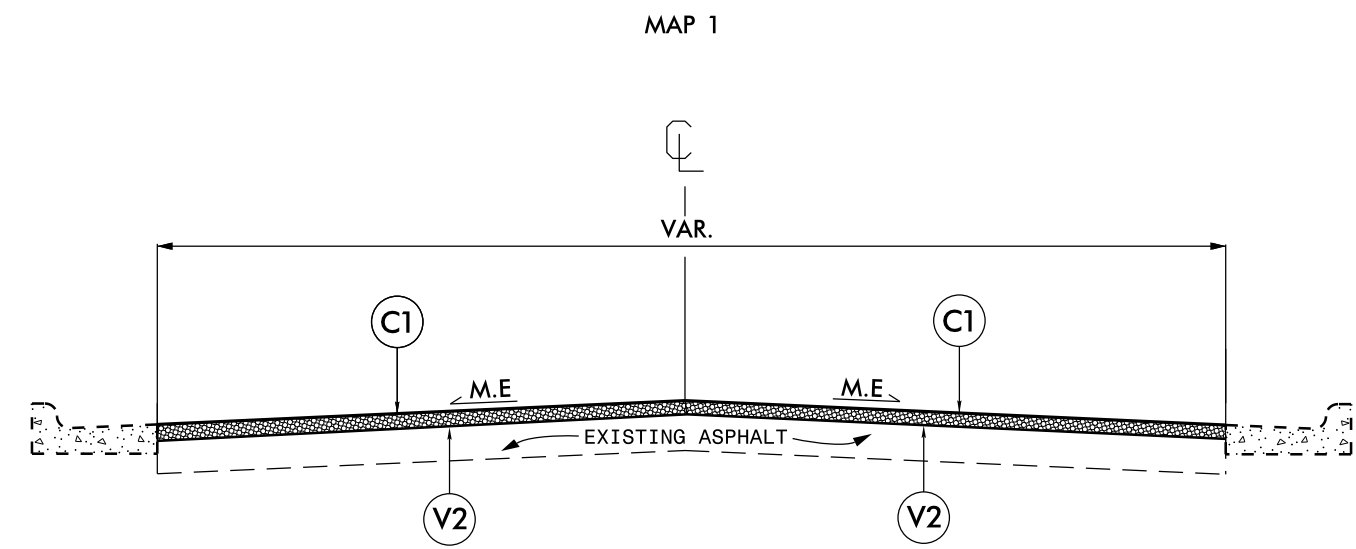
TYPE OF WORK: MILLING, RESURFACING, SHOULDER RECONSTRUCTION, PAVEMENT MARKINGS  
AND PAVEMENT MARKERS



**NCDOT**  
DIVISION 2



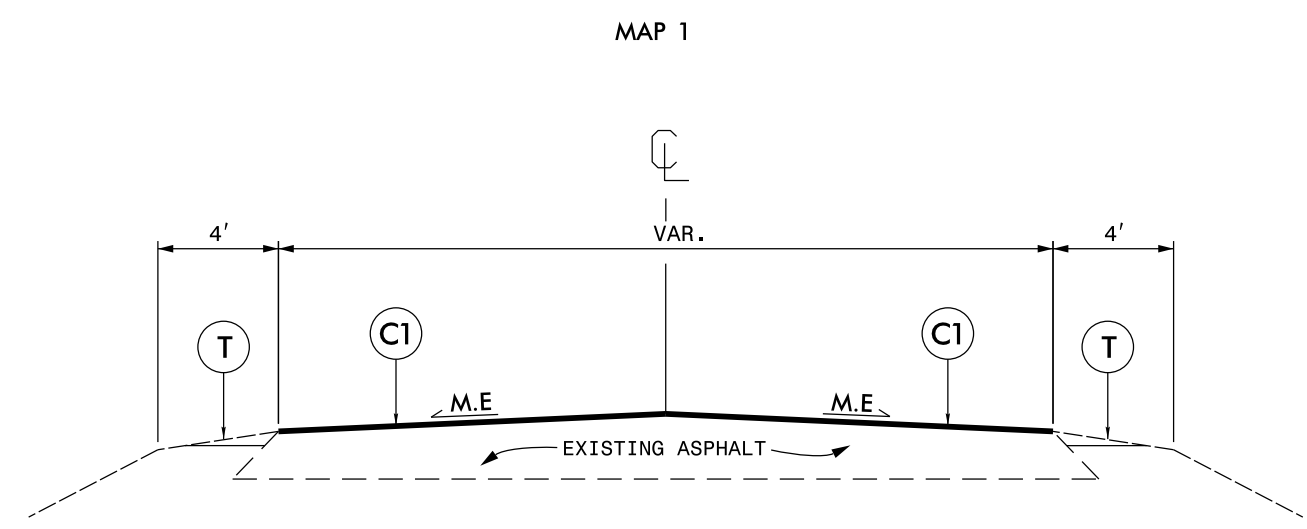
## TYPICAL SECTION NO. 1



**NOTE:**

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. 2" MILLING WILL BE PERFORMED, BUT NOT LIMITED TO, LOCATIONS AS SHOWN IN THE TABLE ON PAGE 3.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.

## TYPICAL SECTION NO. 2



**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. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

### PAVEMENT SCHEDULE

C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224.0 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 2" FOR THE ENTIRE WIDTH OF ROADWAY.
T	SHOULDER RECONSTRUCTION

**DRAWINGS NOT TO SCALE**

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

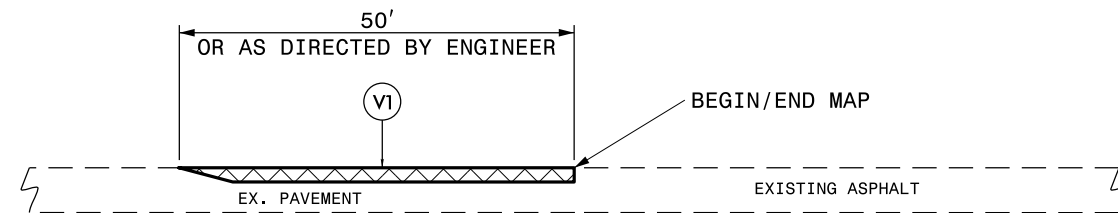


PROJECT NO.	SHEET NO.	TOTAL NO.
DB00373	4	

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4688000000-E	4690000000-E				4710000000-E	4725000000-E				4905000000-N
										WORK ZONE ADVANCE/GE NERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	6" X 90 M WHITE THERMO	6" X 120 M YELLOW THERMO	6" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO LT ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	SNOW PLOWABLE MARKERS		
										SF	LS	LF	LF	LF	LF	EA	EA	EA	EA	EA		
2018CPT.02.03.10071	Beaufort	1	US 264	FROM SR 1427 TO SR 1403	1	2	MU	2.64	65	220	1.000	9,500	3,900	8,000	140	100	5	6	3	750		
<b>TOTAL FOR MAP NO. 1</b>							<b>2.64</b>			<b>220</b>	<b>1</b>	<b>9,500</b>	<b>3,900</b>	<b>8,000</b>	<b>140</b>	<b>100</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>750</b>		
<b>TOTAL FOR PROJ NO. 2018CPT.02.03.10071</b>							<b>2.64</b>			<b>220</b>	<b>1</b>	<b>9,500</b>	<b>3,900</b>	<b>8,000</b>	<b>140</b>	<b>100</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>750</b>		
												<b>11,900</b>					<b>114</b>					
<b>GRAND TOTAL</b>							<b>2.64</b>			<b>220</b>	<b>1</b>	<b>9,500</b>	<b>3,900</b>	<b>8,000</b>	<b>140</b>	<b>100</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>750</b>		
												<b>11,900</b>					<b>114</b>					

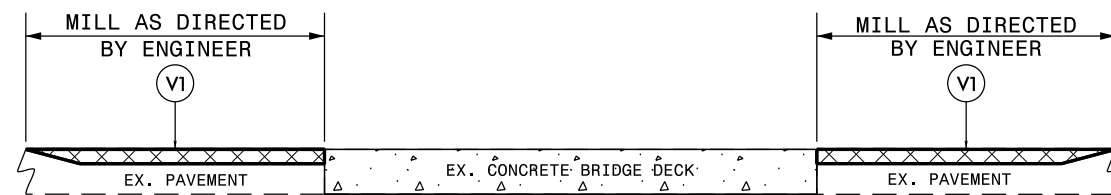
# MILLING TYPICALS



**DETAIL 1**  
BEGIN/END MAP TIE-IN

**NOTE:**

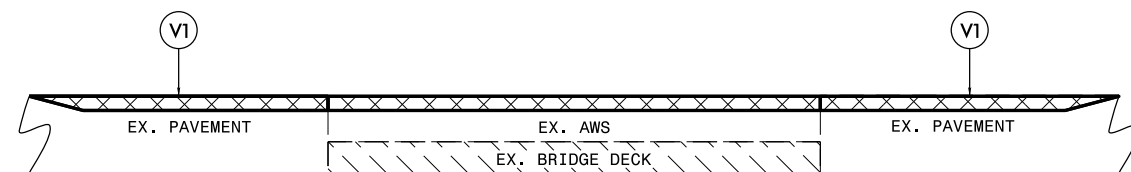
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 2**  
BRIDGE MILLING

**NOTE:**

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

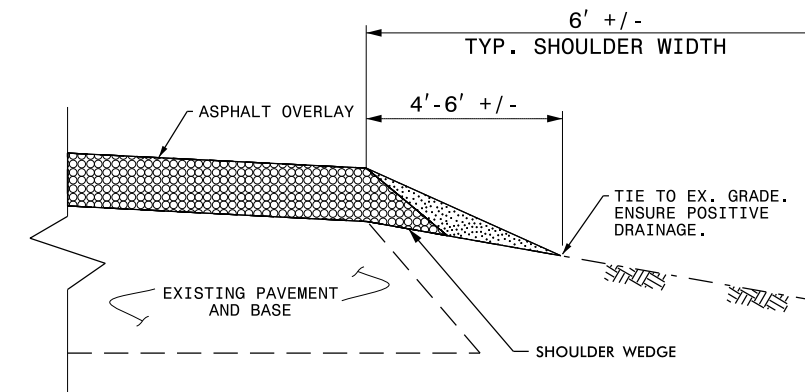


**DETAIL 3**  
BRIDGE MILLING

**NOTE:**

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

# SHOULDER RECONSTRUCTION TYPICAL



**SHOULDER RECONSTRUCTION DETAIL**

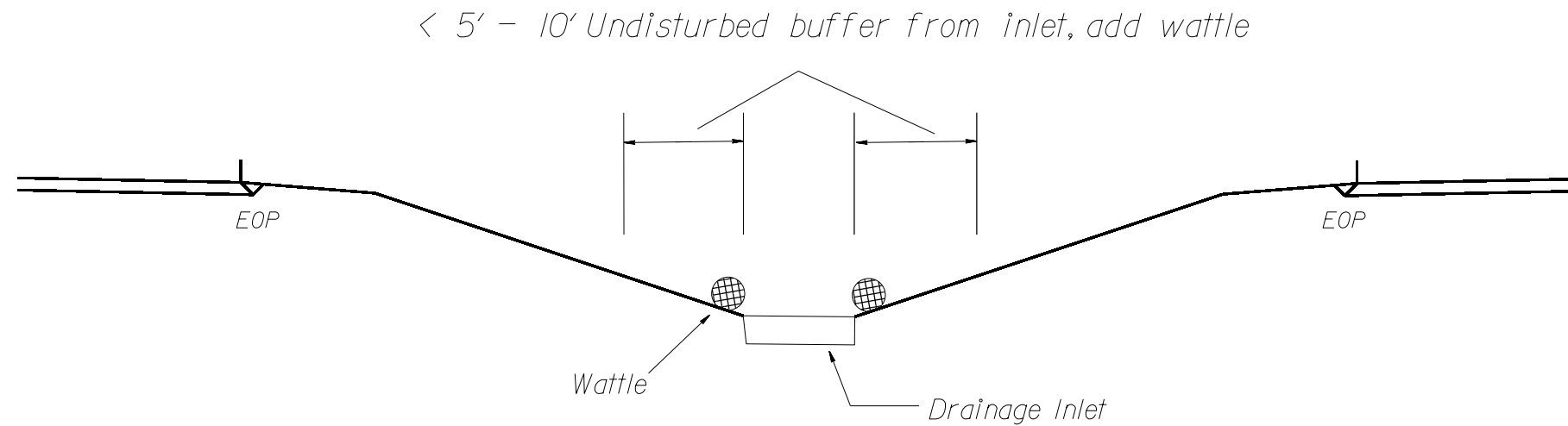
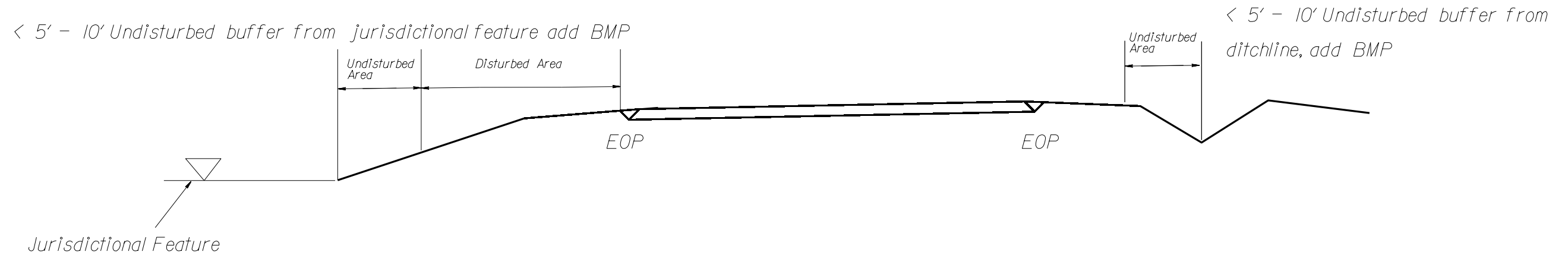
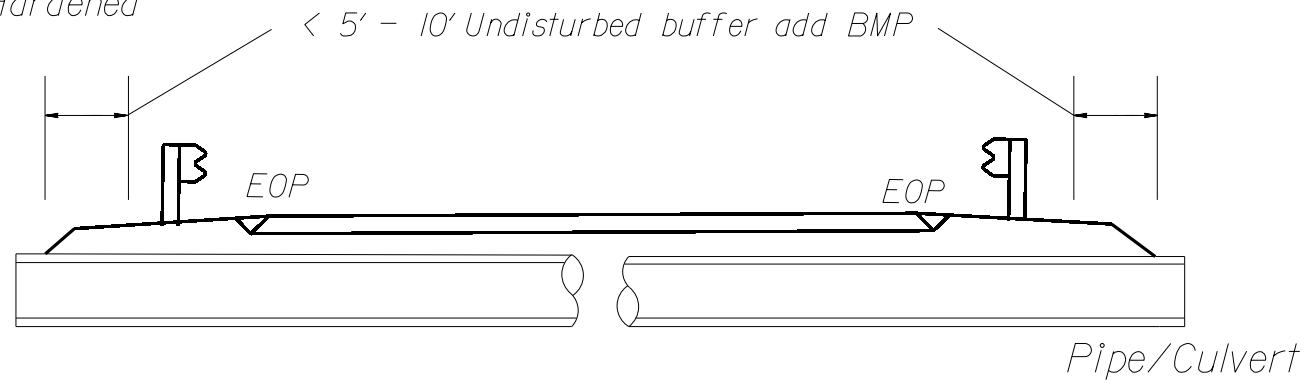
**NOTE:**

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

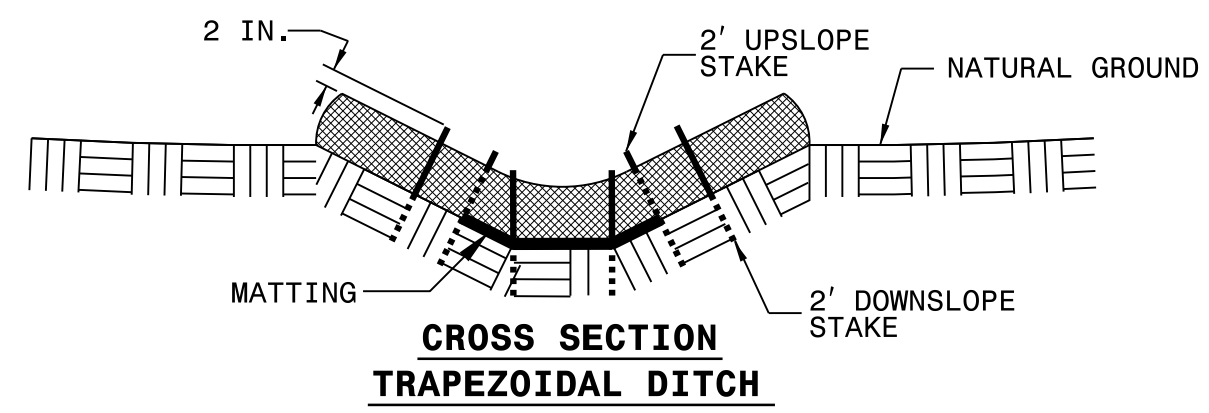
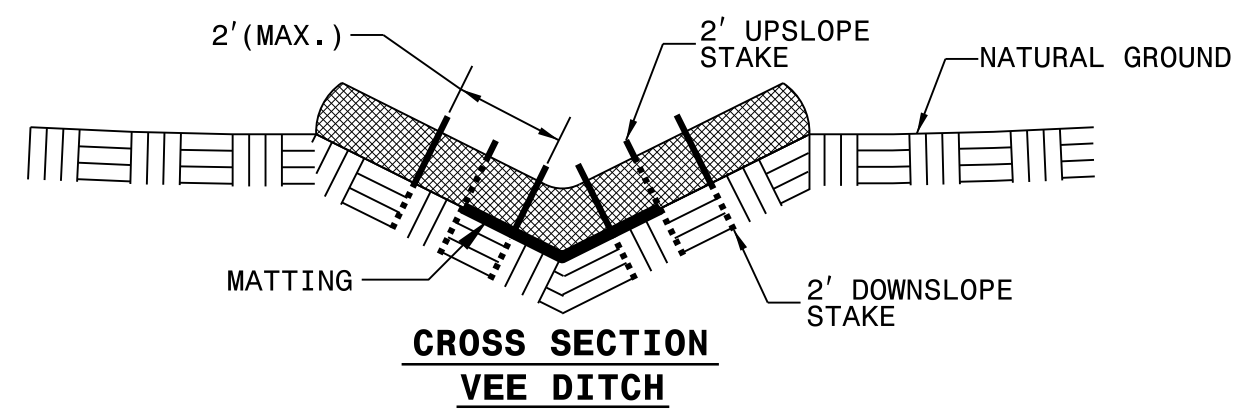
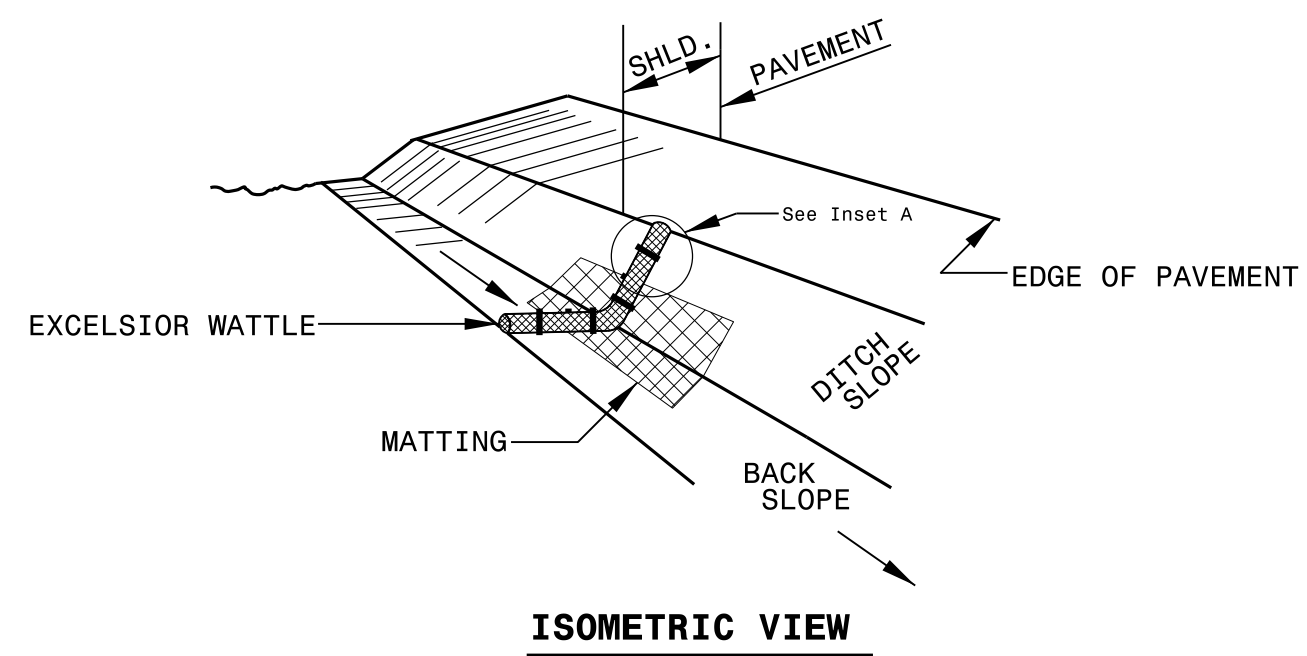
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

# EROSION CONTROL DETAIL

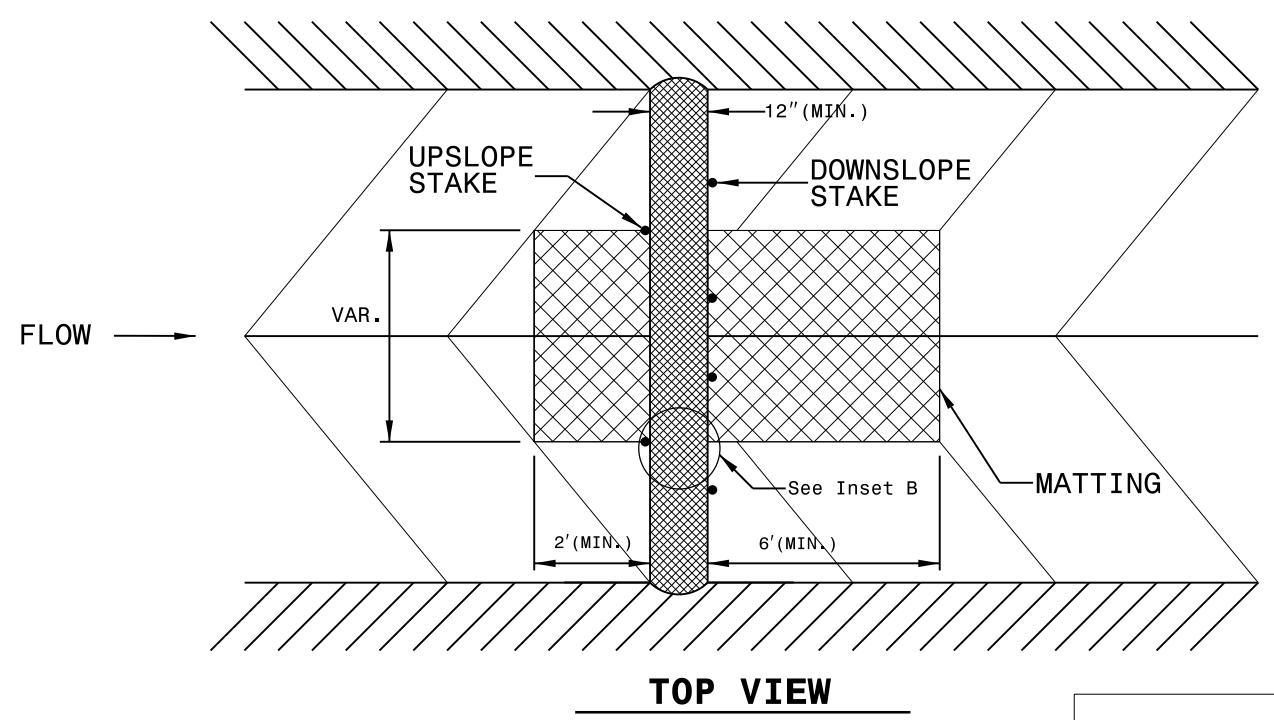
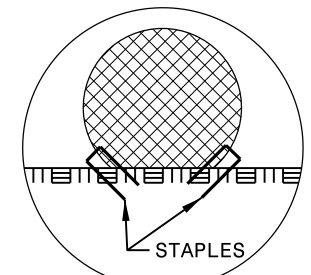
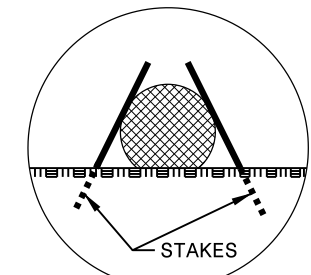


NOT TO SCALE

# WATTLE DETAIL

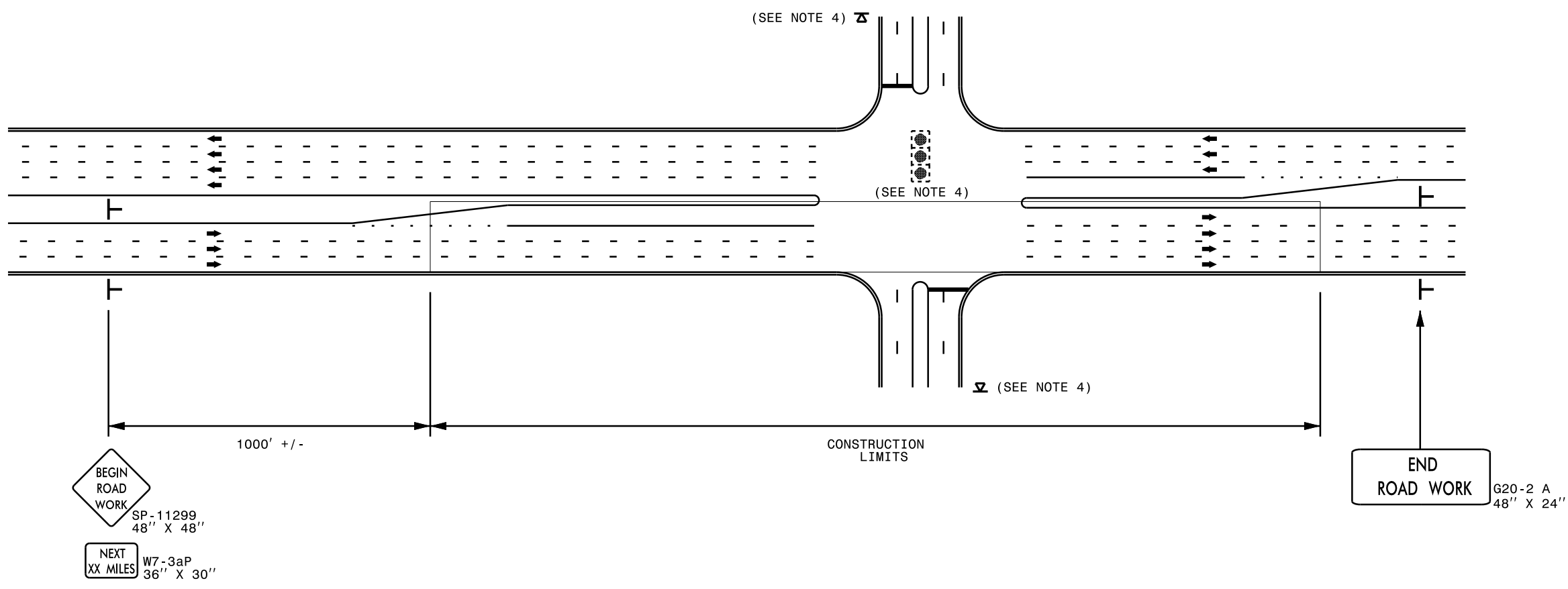


- NOTES:**
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
  - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
  - ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
  - INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 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

## 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**