

CARTERET COUNTY

DB00511

WBS# 2022CPT.02.01.10161

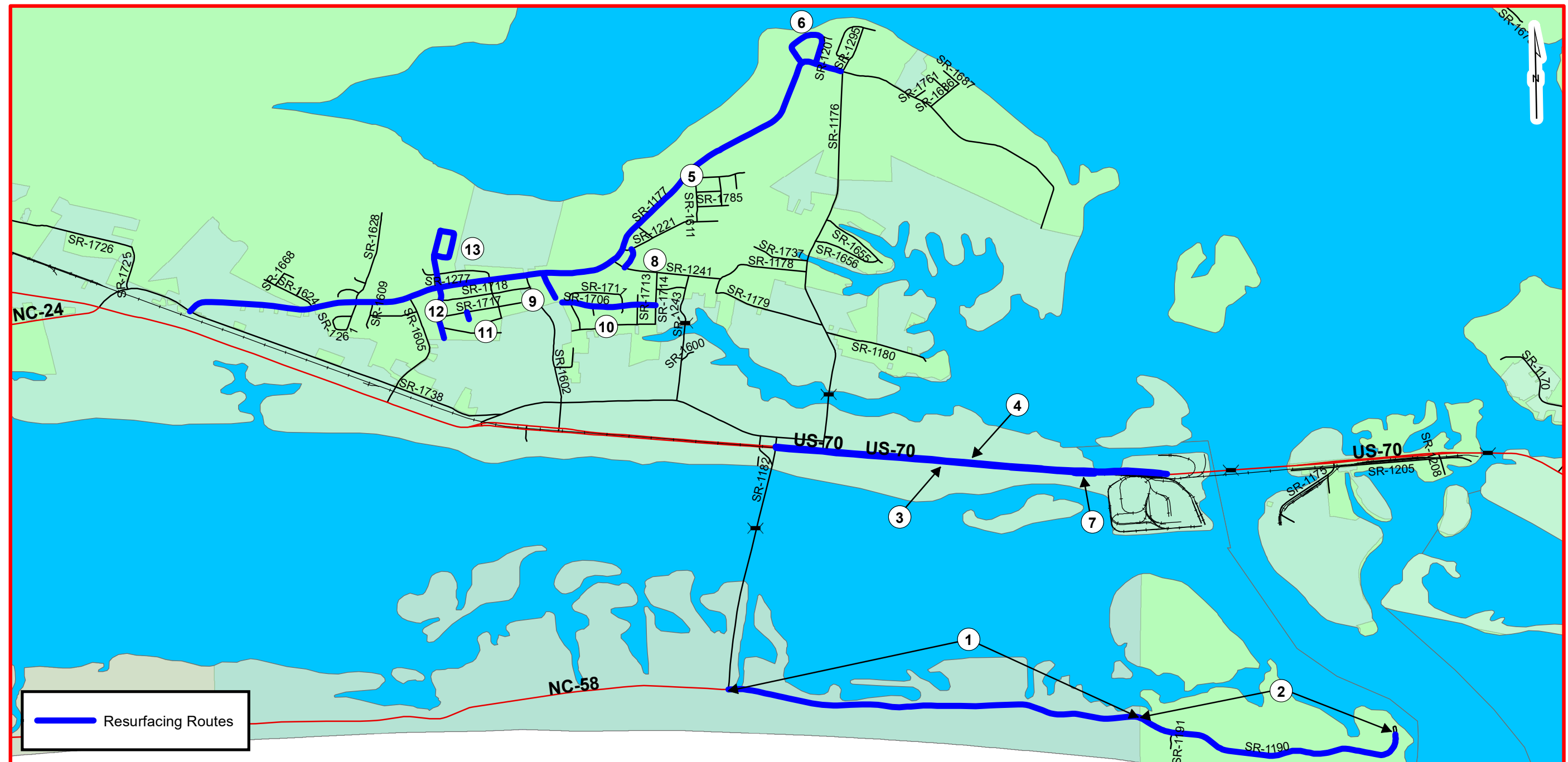
WBS# 2022CPT.02.02.20161

TYPE OF WORK: MILLING, RESURFACING, SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00511	1

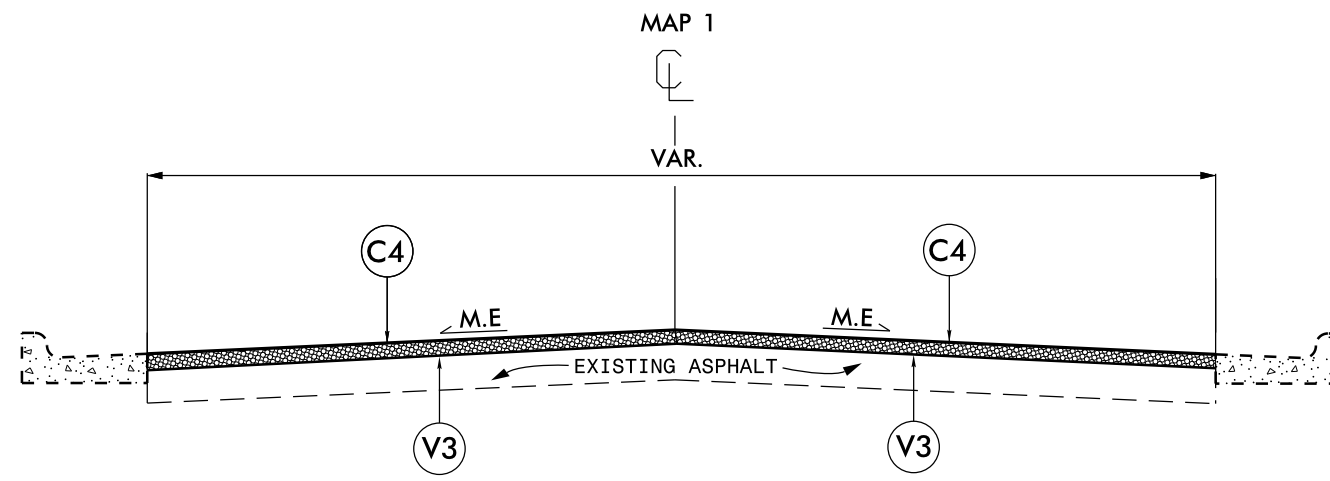


NCDOT
DIVISION 2



— Resurfacing Routes

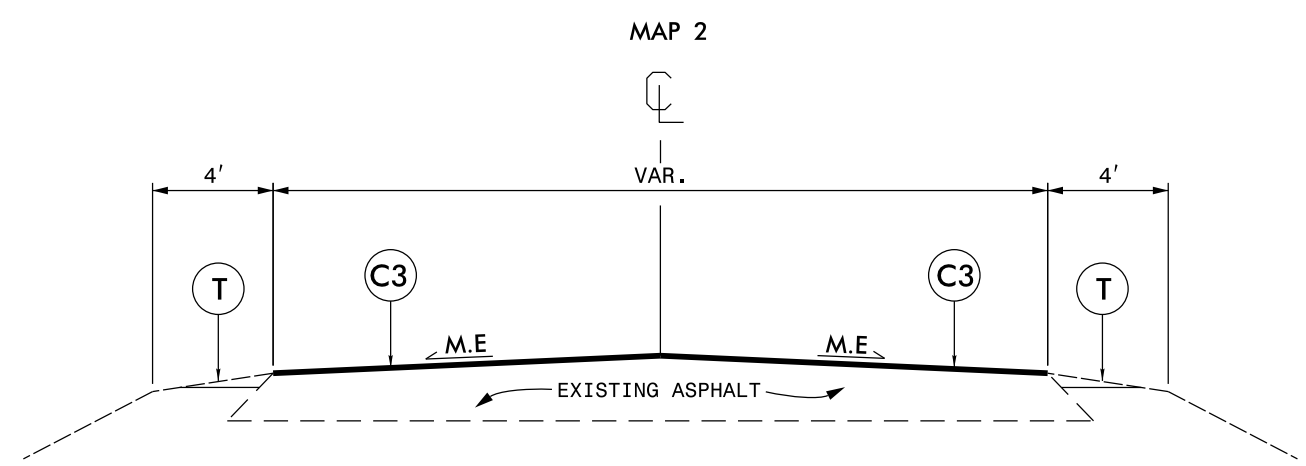
TYPICAL SECTION NO. 1



NOTE:

1. PERFORM 2" DEPTH MILLING FROM CURB AND GUTTER TO CURB AND GUTTER, FULL WIDTH.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, 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.

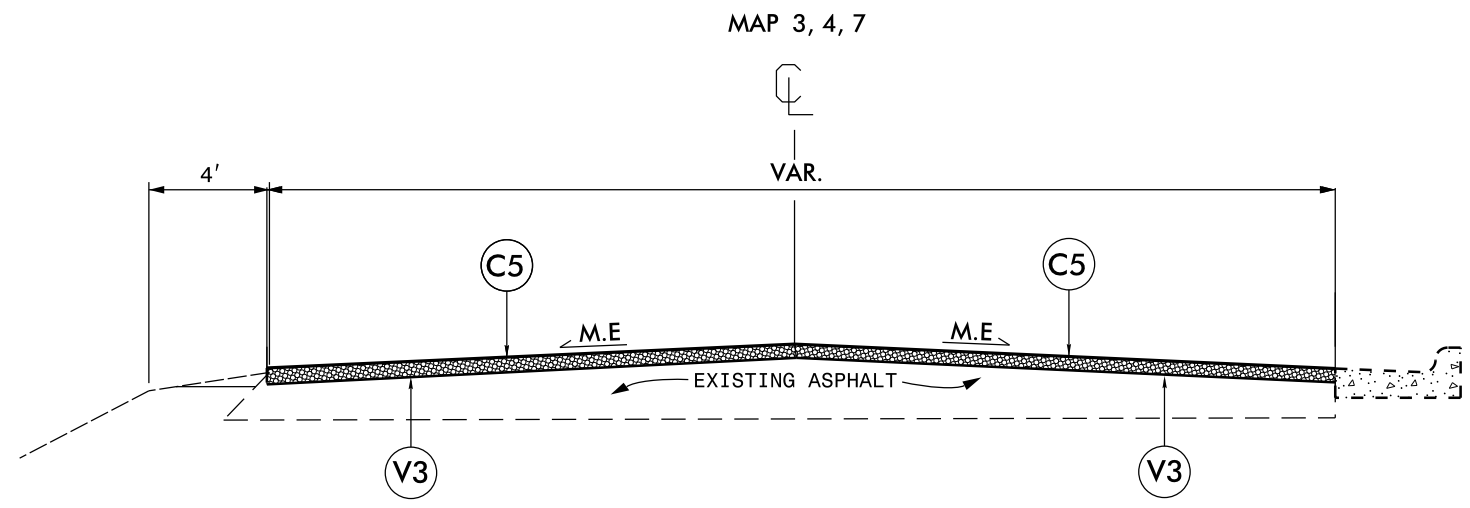
PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.75" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
C4	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 220 LBS. PER SQ. YD.
C5	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.5" FOR THE ENTIRE WIDTH OF ROADWAY.
V3	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.

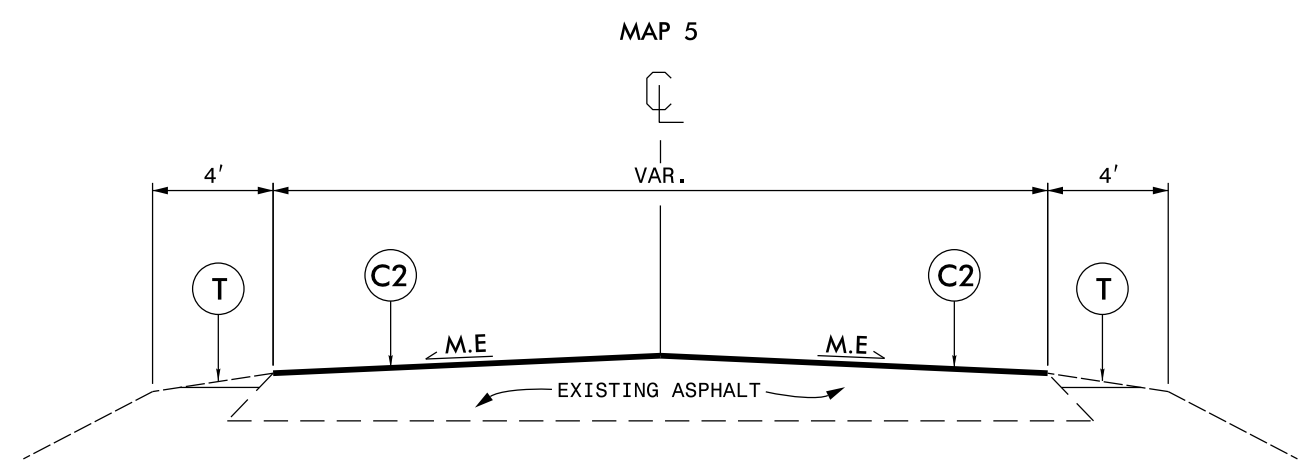
TYPICAL SECTION NO. 3



NOTE:

1. PERFORM 2" MILLING FROM EDGE OF PAVEMENT TO CURB AND GUTTER FULL WIDTH.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, OR AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.

TYPICAL SECTION NO. 4



NOTE:

1. MILL FULL WIDTH OF EXISTING ASPHALT PAVEMENT WITHIN THE CURB AND GUTTER SECTION, AS DIRECTED BY THE ENGINEER. SEE SHEET 5 FOR LOCATION.
2. PERFORM 4" DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 5. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
3. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE

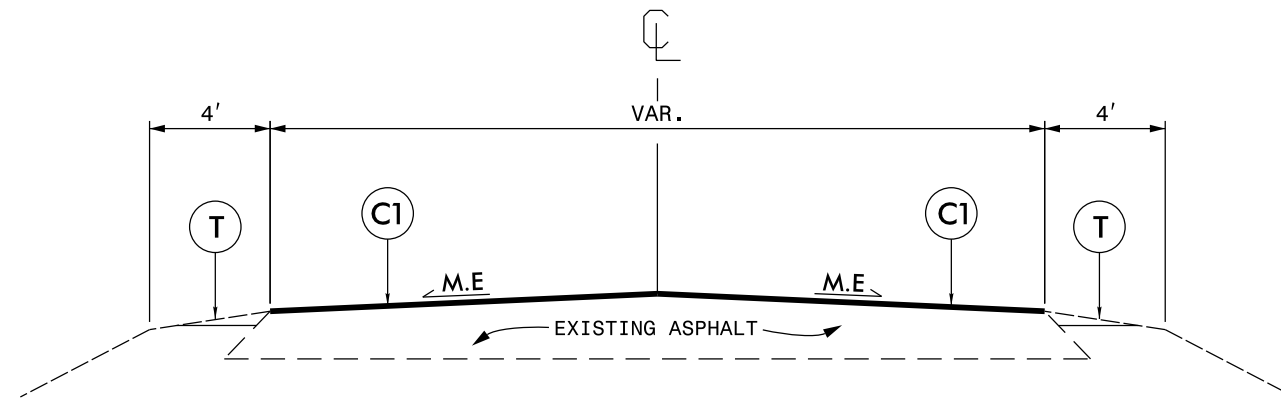
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V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.5" FOR THE ENTIRE WIDTH OF ROADWAY.
V3	MILLING DEPTH 2" FOR THE ENTIRE WIDTH OF ROADWAY.
T	SHOULDER RECONSTRUCTION.

DRAWINGS NOT TO SCALE

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

TYPICAL SECTION NO. 5

MAP 6, 8, 9, 10, 11, 12, 13



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
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

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T	SHOULDER RECONSTRUCTION.
DRAWINGS NOT TO SCALE	

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

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00511	5	

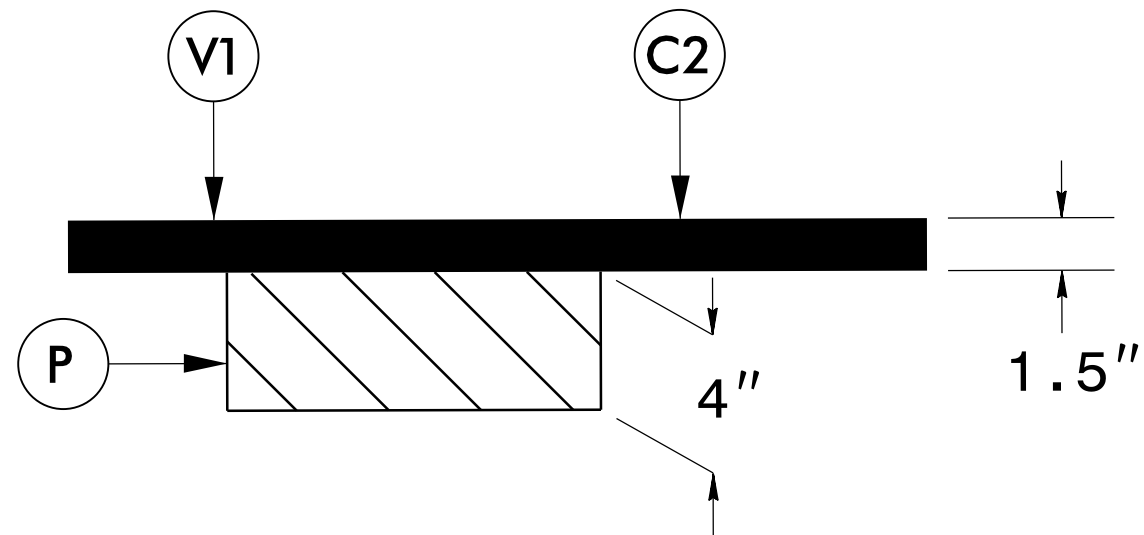
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	2759000000-N		2752000000-E		0262000000-N		1220000000-E		1245000000-E		1297000000-E		1330000000-E		1519000000-E		1523000000-E		1575000000-E		1880000000-E		2600000000-N		2845000000-N		6000000000-E		6071010000-E		6084000000-E		6117000000-N		4413000000-E		4457000000-N								
												CONCRETE CURB RAMP - REMOVE/REPLACE	2' 6" CURB & GUTTER - REMOVE/REPLACE	HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	2" MILLING	1 1/2" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	RETROFIT EXISTING CURB RAMP	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																									
												EA	LF	EA	TONS	SMI	SY	SY	SY	TONS	TONS	TONS	TON	EA	EA	LF	LF	AC	EA	SF	LS																									
2022CPT.02.01.10161	Carteret	1	NC 58 - ATLANTIC BEACH CAUSEWAY	FROM SR 1182 TO END OF CURB & GUTTER	1	5	MD	NO	NO	2.35	50			60						58,000					200	7,500			503											130	0.15															
TOTAL FOR MAP NO. 1													60							58,000					200	7,500			503															130	0.15											
2022CPT.02.01.10161	Carteret	2	NC 58 - EAST FORT MACON RD	FROM END OF CURB & GUTTER TO END MAINT	2	2	2WU	NO	NO	1.54	28			62	77	3.08									500	2,600			174					246	100			1.54	1		175	0.12														
TOTAL FOR MAP NO. 2													62	77	3.08					500	2,600																					246	100			1.54	1		175	0.12						
2022CPT.02.01.10161	Carteret	3	US 70 - ARENDELL STREET	EBL - FROM SR 1182 S 23RD ST TO NEWPORT RIVER BRIDGE 110	3	2	MU	NO	NO	2.05	28			38	300										500			4,500	540												250	0.12														
TOTAL FOR MAP NO. 3													38	300						500																										4,500	540			250	0.12					
2022CPT.02.01.10161	Carteret	4	US 70 - ARENDELL STREET	WBL - FROM SR 1182 S 23RD ST TO NEWPORT RIVER BRIDGE 110	3	2	MU	NO	NO	2.05	28			35	200										500			4,500	270												250	0.12														
TOTAL FOR MAP NO. 4													35	200						500																											4,500	270			250	0.12				
TOTAL FOR PROJ NO. 2022CPT.02.01.10161													73	560						7.99																														136,000			805	0.51		
GRAND TOTAL													73	560						14.09																																143,600			1,625	1

	STA.	STA.	WIDTH	MAP#
1.5" MILLING	22+57	35+06	FULL	5
4" MILL PATCH	48+15	50+25	FULL	5
	STA.	STA.	LENGTH	MAP#
CURB & GUTTER REPAIR	35+90	36+02	12'	1
	59+03	60+05	12'	1
	95+91	95+99	8'	1
	99+21	99+33	12'	1
	104+13	104+29	16'	1
	2+73	3+05	32'	3 / EBL
	8+27	8+70	43'	3 / EBL
	9+00	9+17	17'	3 / EBL
	11+38	12+00	62'	3 / EBL
	16+47	16+66	19'	3 / EBL
	17+06	17+31	25'	3 / EBL
	27+32	27+46	14'	3 / EBL
	34+06	34+17	11'	3 / EBL
	51+96	52+04	8'	3 / EBL
	52+23	52+41	21'	3 / EBL
	78+21	78+49	28'	3 / EBL
	29+72	29+94	22'	4 / WBL
	32+76	33+19	43'	4 / WBL
	33+68	33+74	6'	4 / WBL
	34+34	35+08	74'	4 / WBL
	35+85	35+99	14'	4 / WBL
	40+48	40+76	28'	4 / WBL
	70+37	70+43	6'	4 / WBL

4" DEPTH MILL PATCHING DETAIL

MAP 5

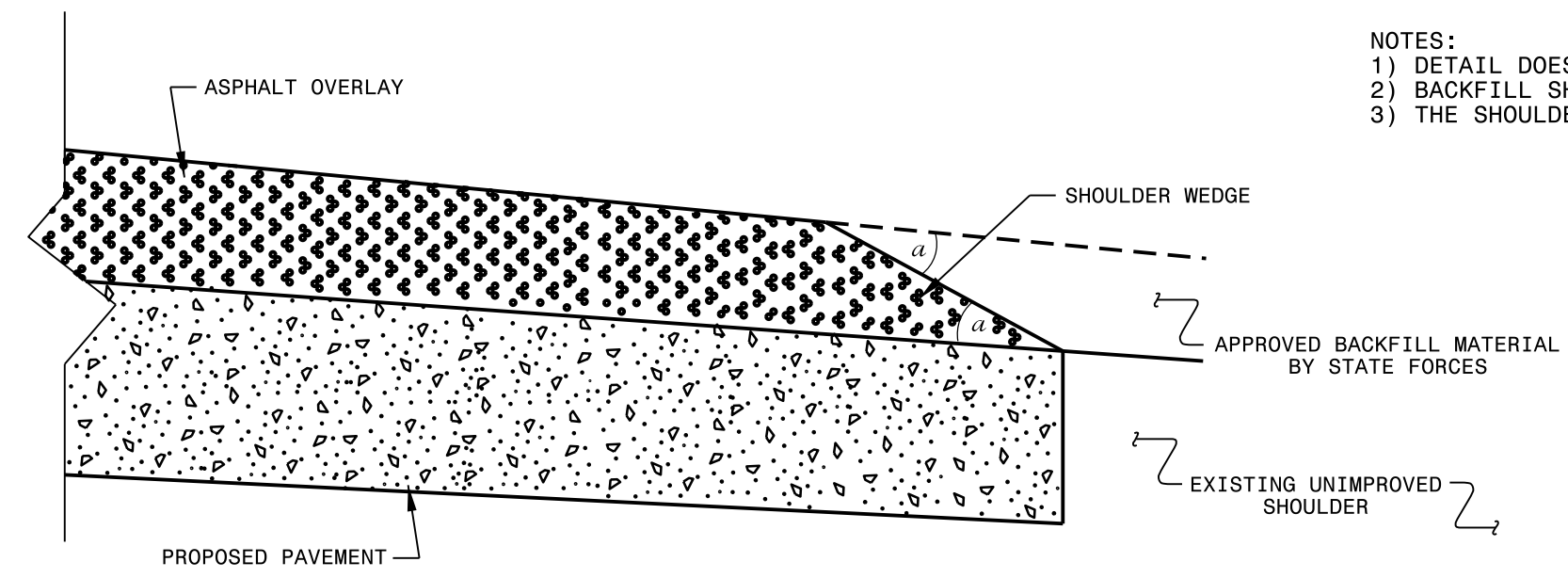


PAVEMENT SCHEDULE	
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168.0 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B 25.0C
DRAWINGS NOT TO SCALE	

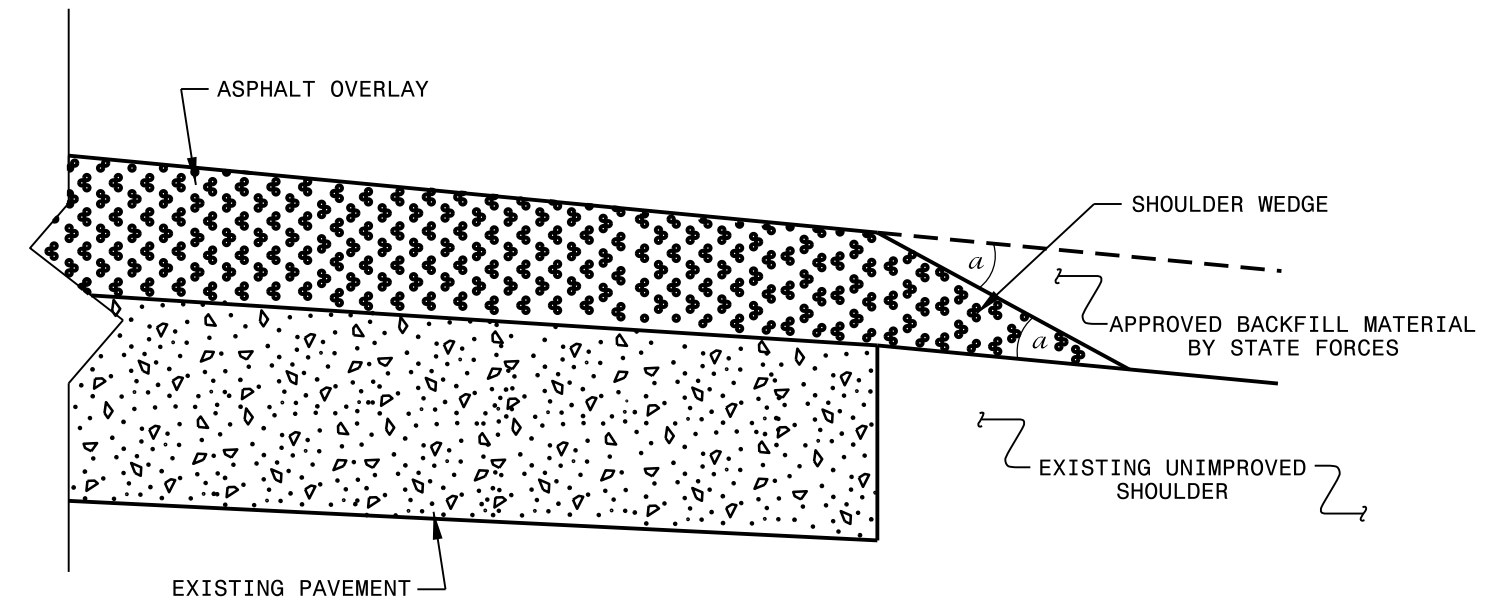
NOTE:

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 MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON SHEET 5, AND AS DIRECTED BY THE ENGINEER.

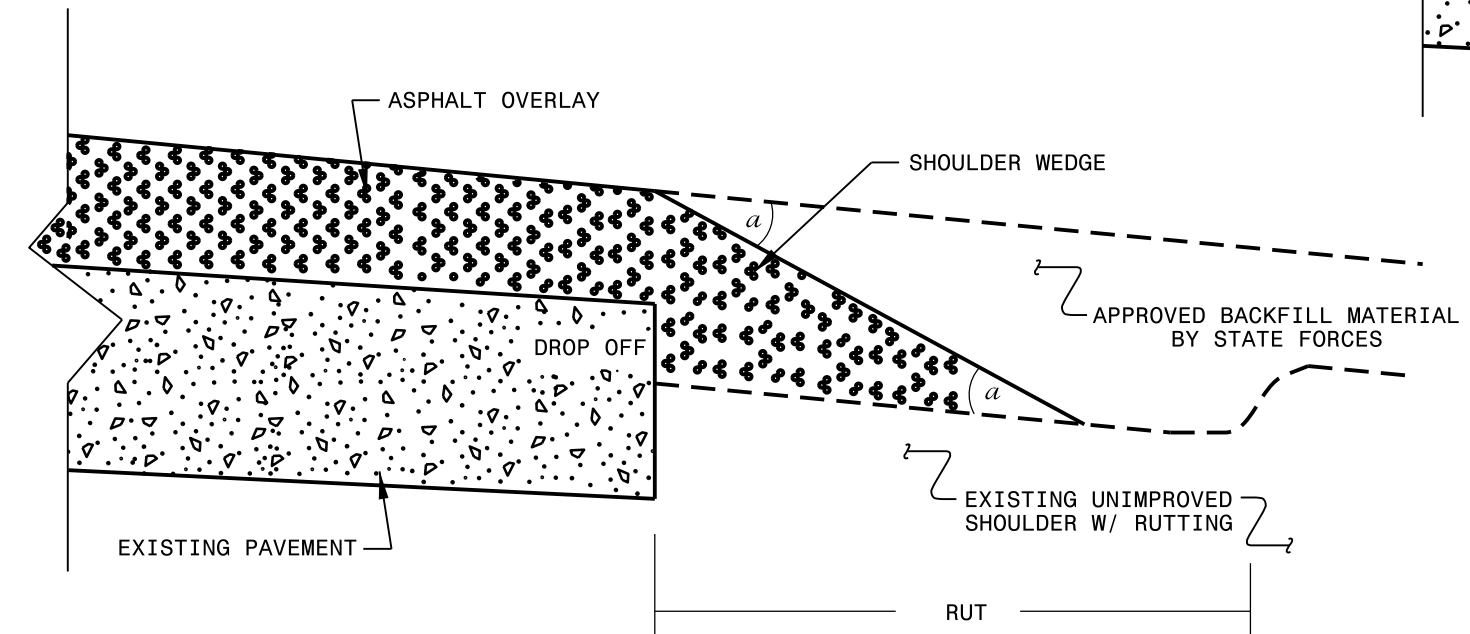
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)

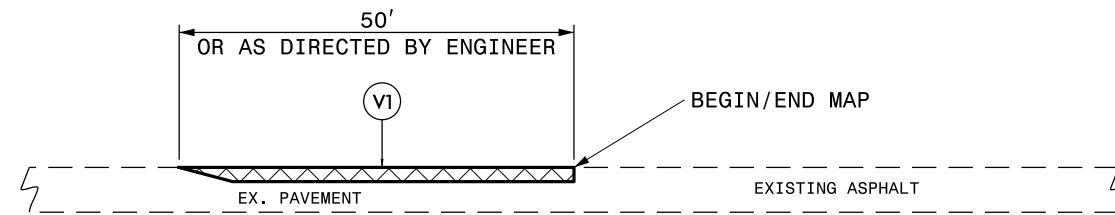


SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
SHOULDER WEDGE DETAILS	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/16/12
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn	

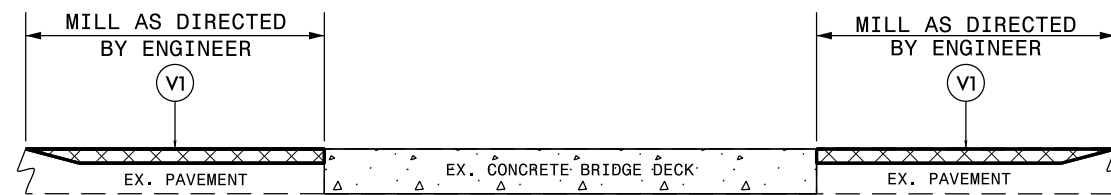
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

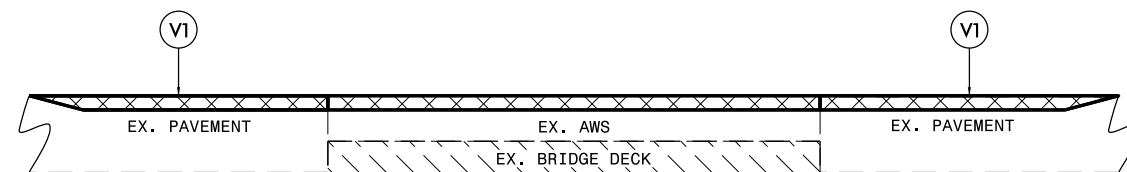
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

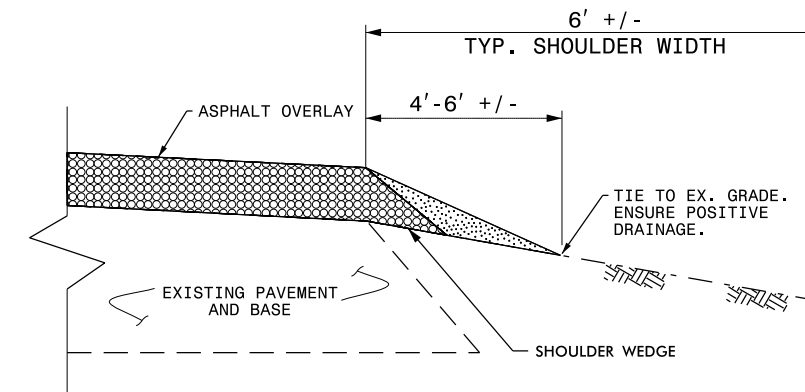


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL



SHOULDER RECONSTRUCTION DETAIL

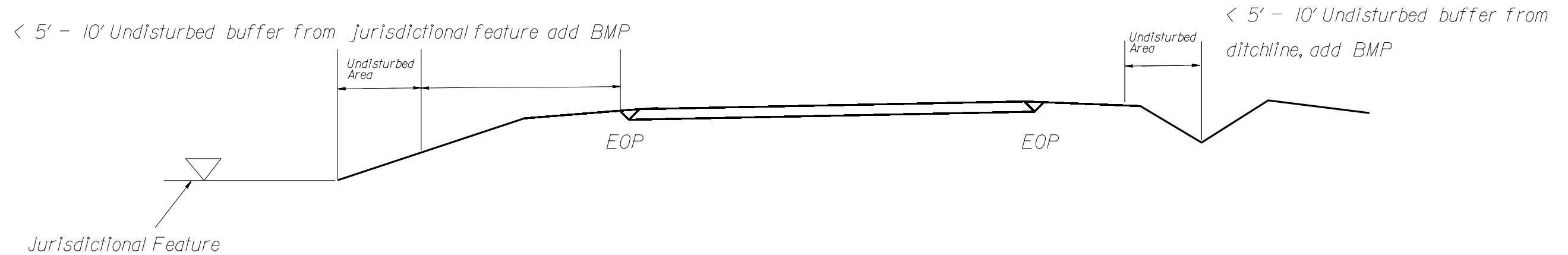
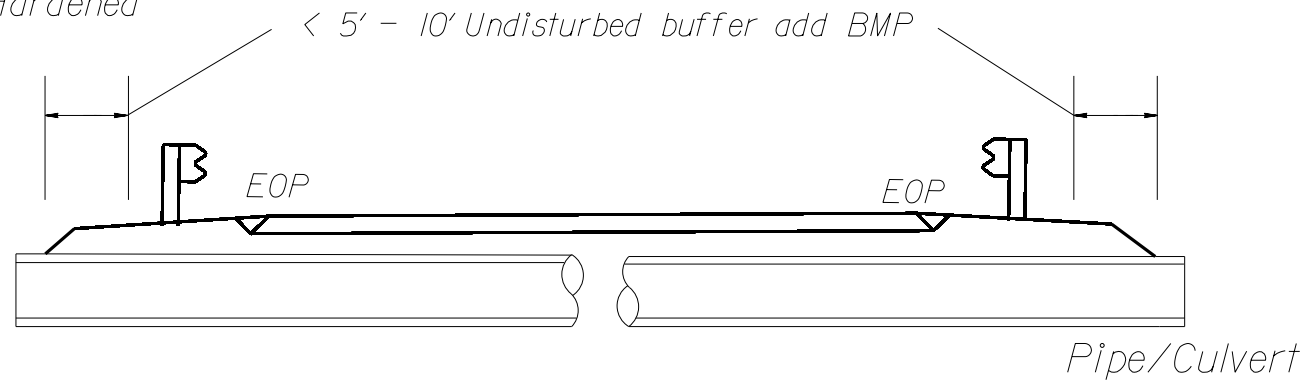
NOTE:

- 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.

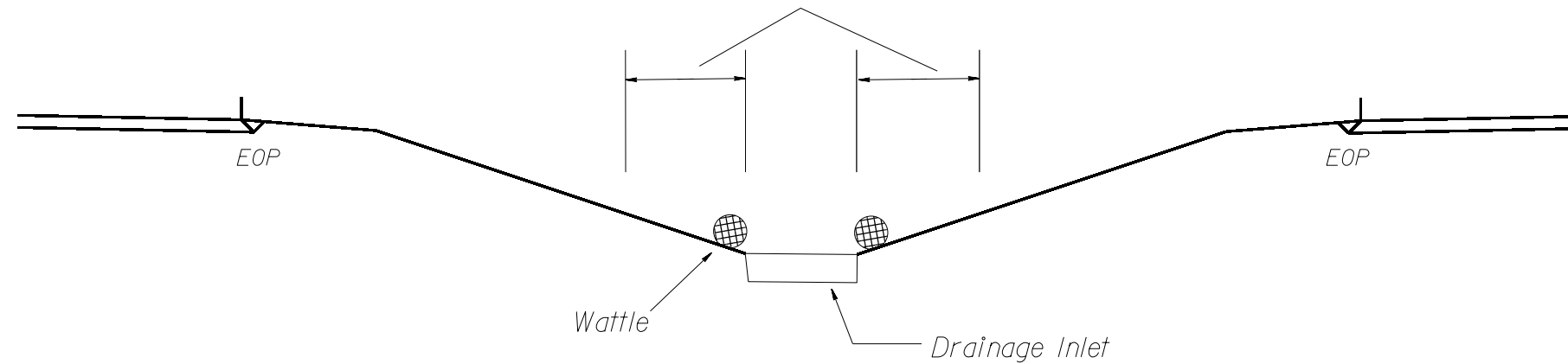
EROSION CONTROL DETAIL



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

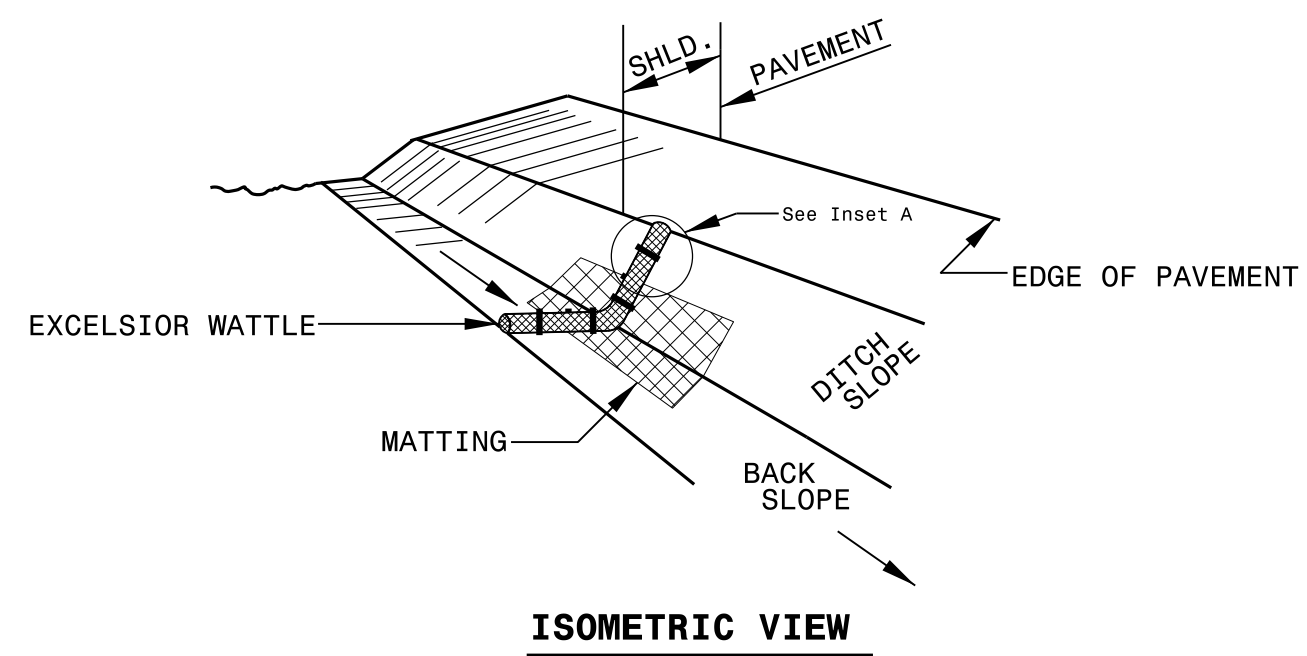


< 5' - 10' Undisturbed buffer from inlet, add wattle



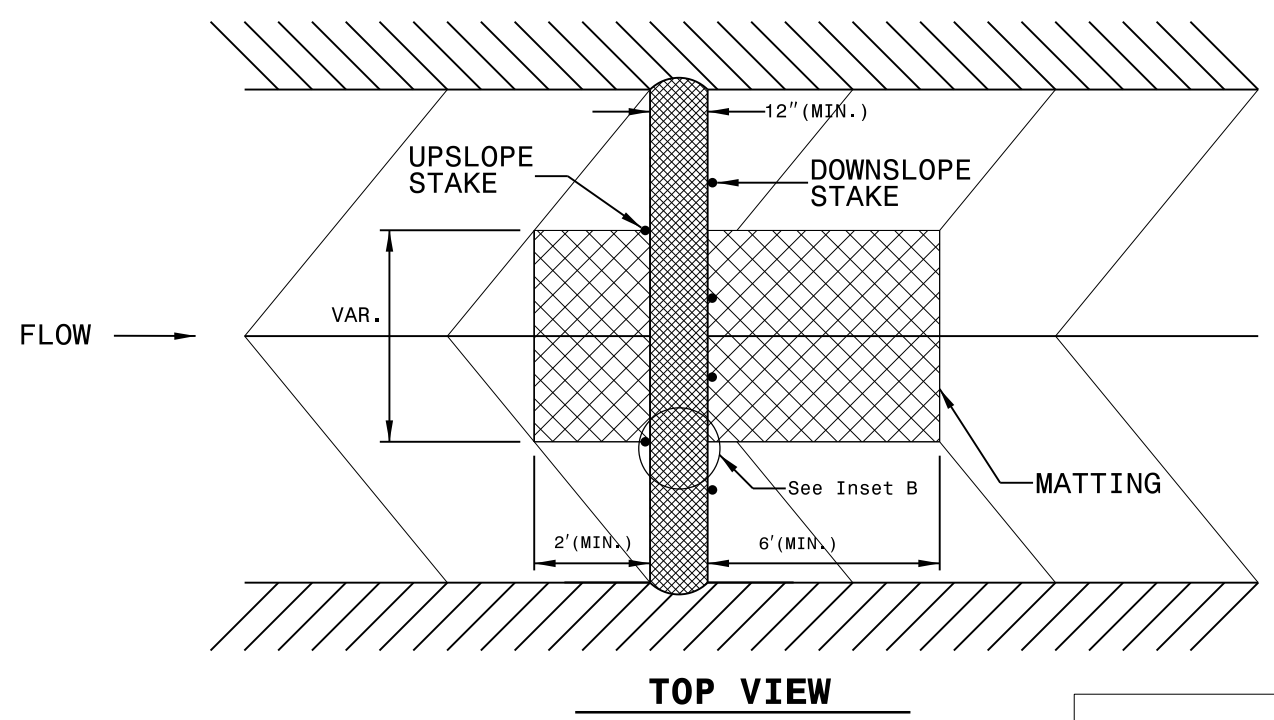
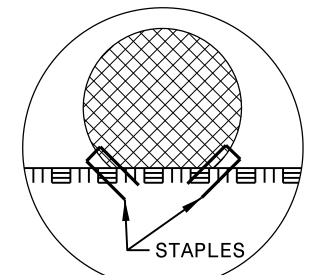
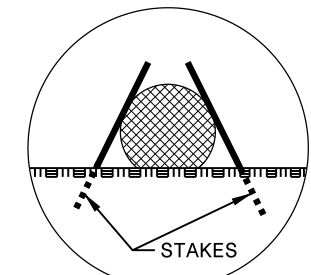
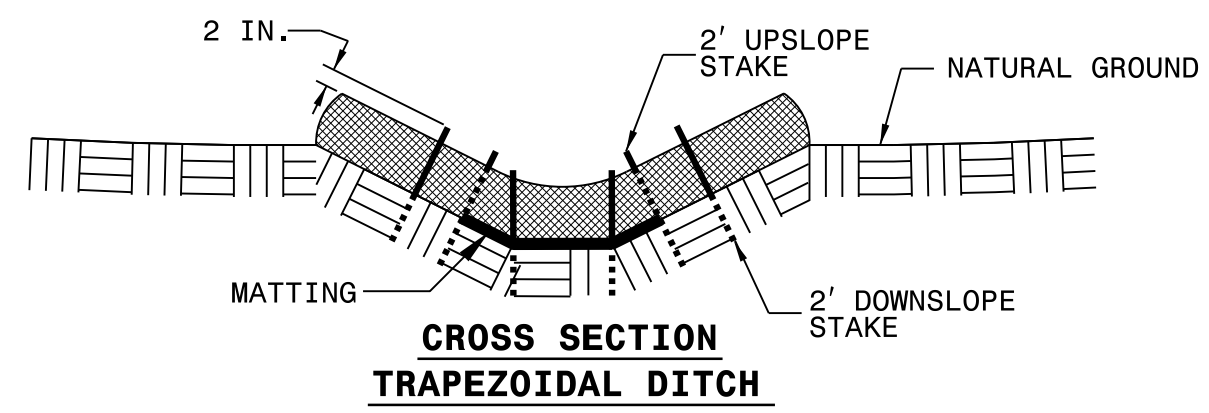
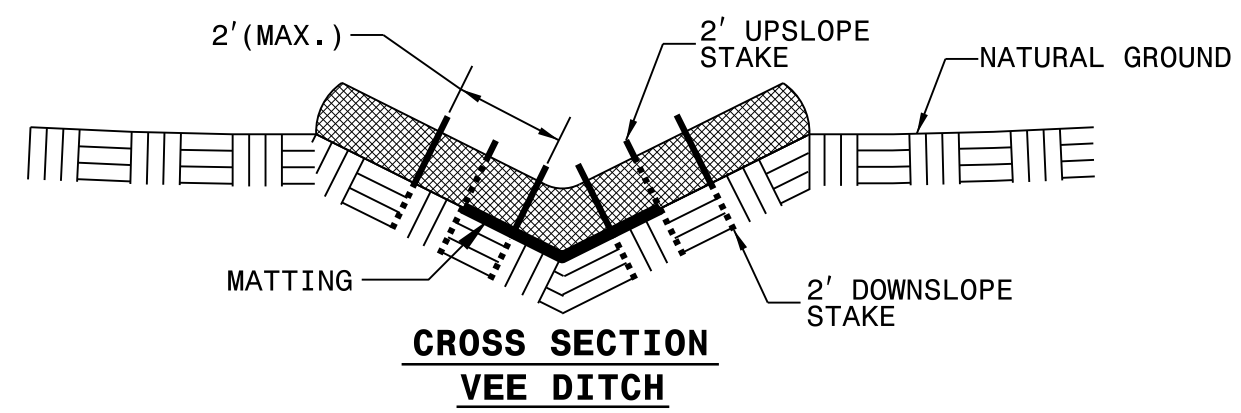
NOT TO SCALE

WATTLE DETAIL



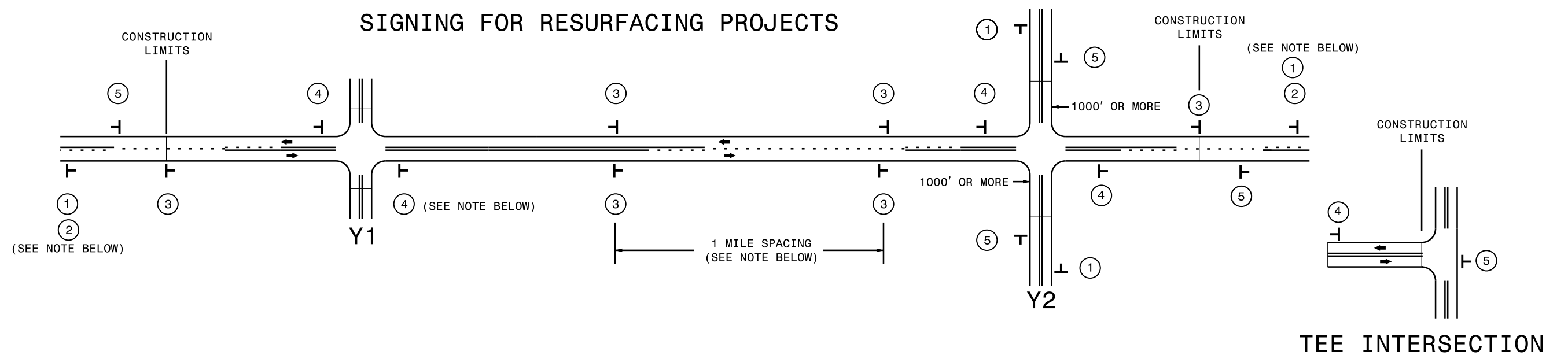
NOTES:

- 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

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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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> W20-1 48" X 48" </div> <div> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	#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)	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	- 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	
	W20-1 48" X 48"	W7-3gP 24" X 18"	SP 13107 48" X 48"	SP 13106 48" X 48"	G20-2 A 48" X 24"	