

CARTERET COUNTY

DB00513

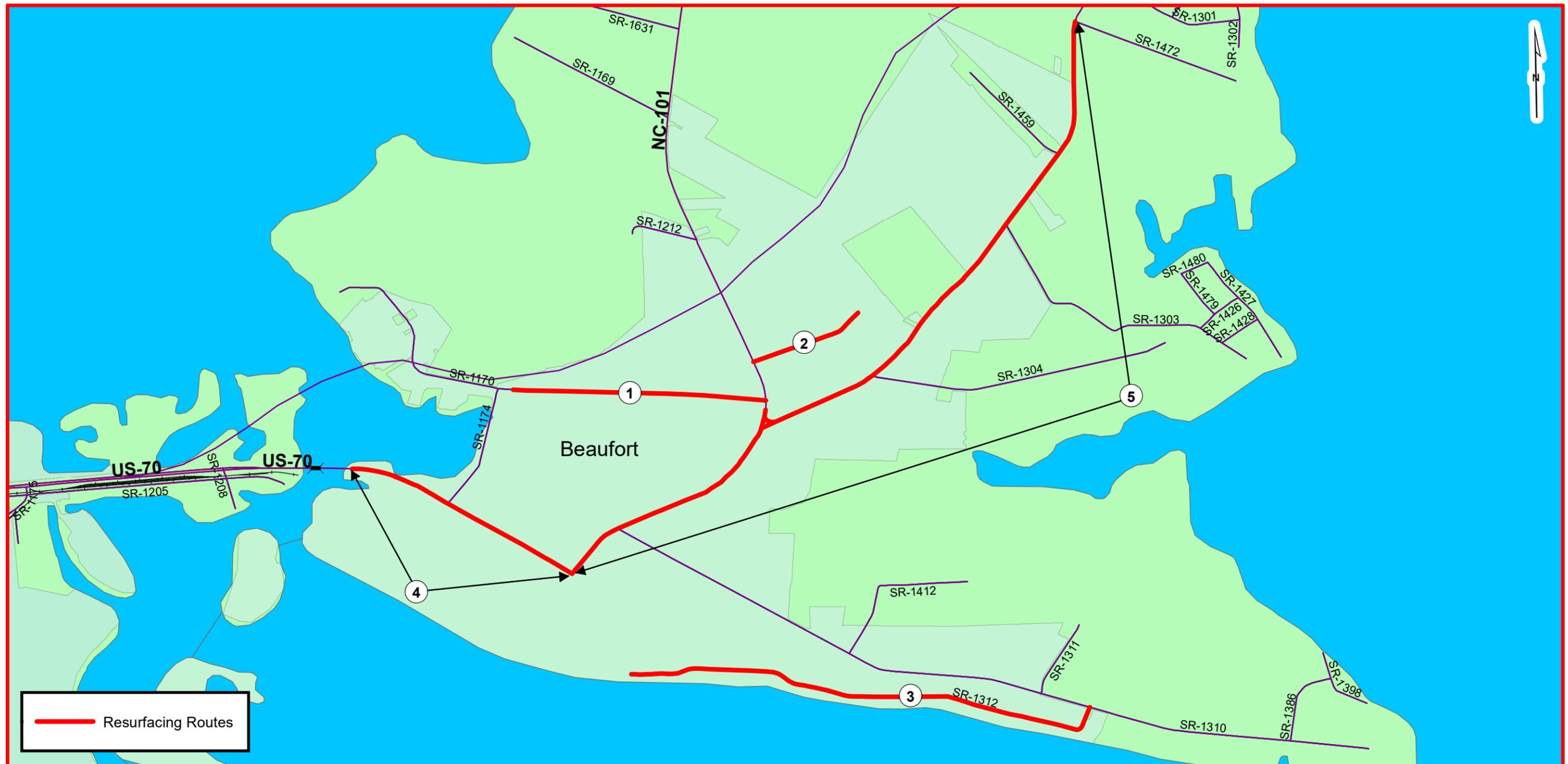
WBS# 2022CPT.02.05.20161

PROJECT REFERENCE NO.	SHEET NO.
DB00513	1

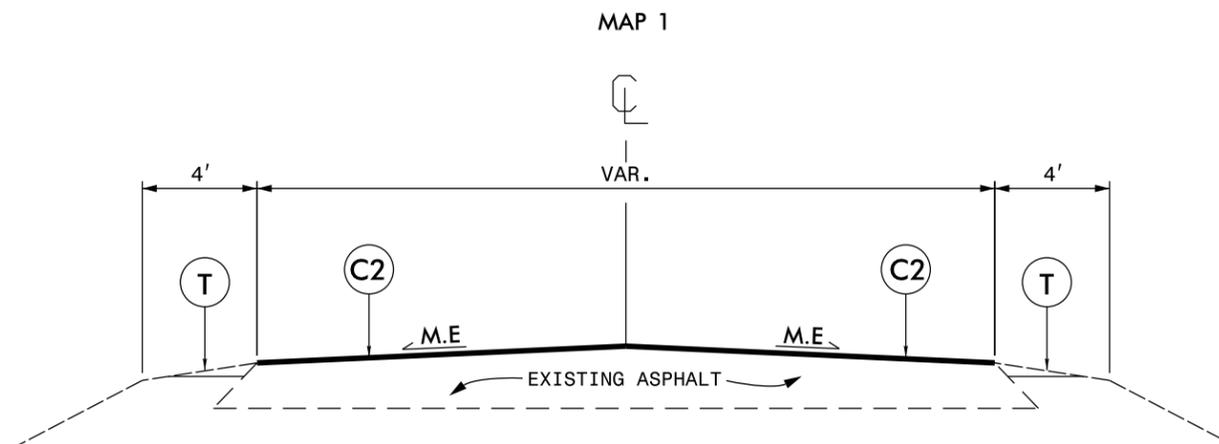


NCDOT
DIVISION 2

TYPE OF WORK: MILLING, STRENGTHENING, RESURFACING, SHOULDER RECONSTRUCTION



TYPICAL SECTION NO. 1



NOTE:

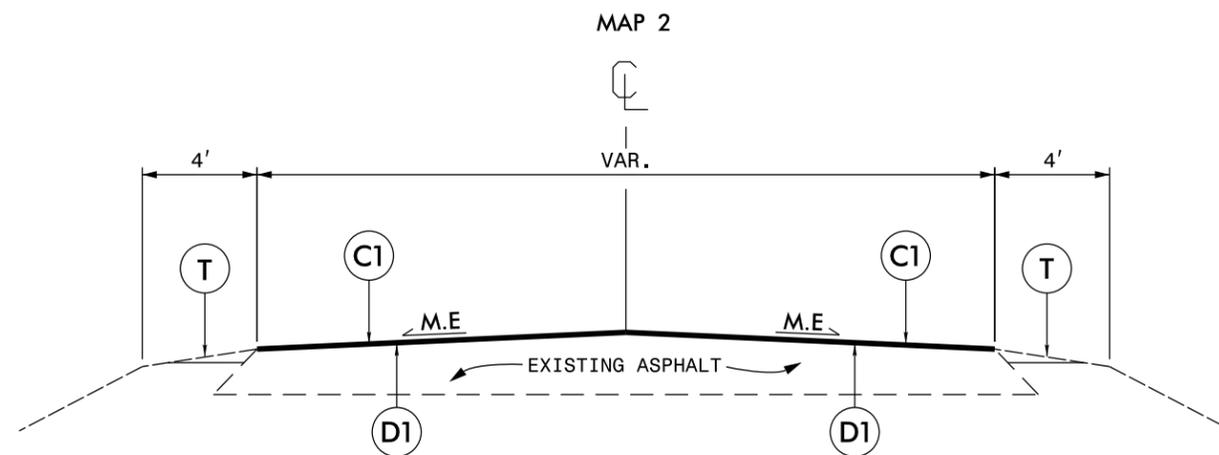
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

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. 1.75" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.75" FOR THE ENTIRE WIDTH OF ROADWAY.
T	SHOULDER RECONSTRUCTION.
DRAWINGS NOT TO SCALE	

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

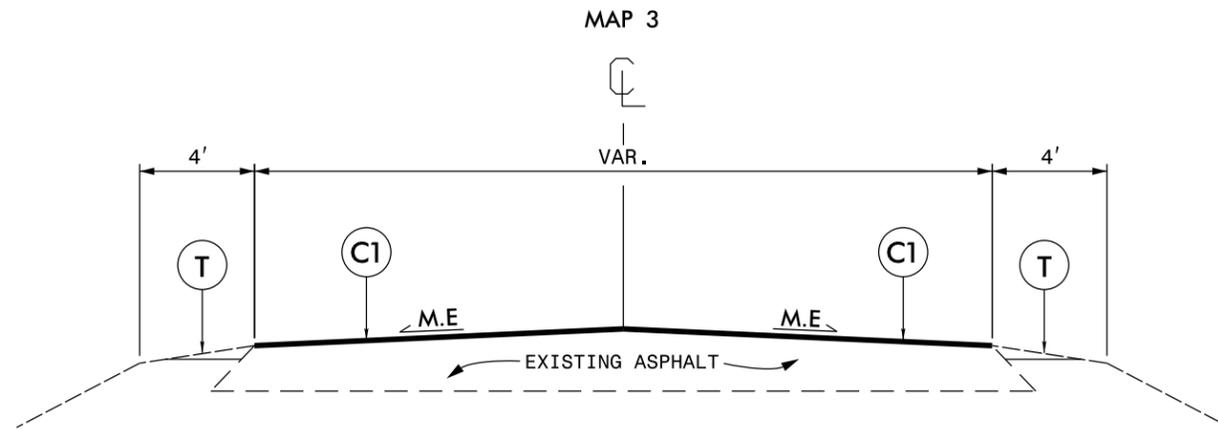
TYPICAL SECTION NO. 2



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.

TYPICAL SECTION NO. 3



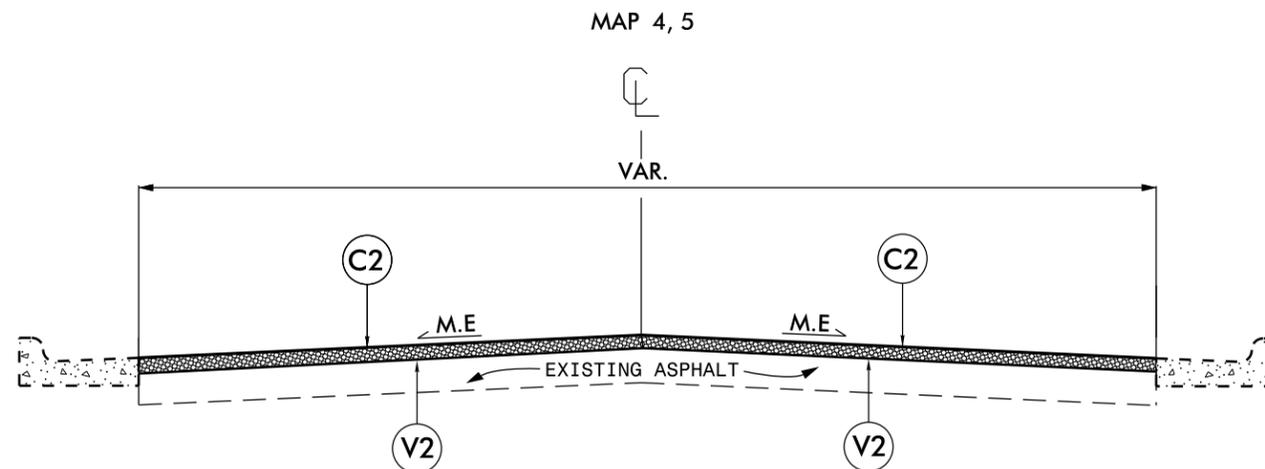
NOTE:

1. 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.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. PERFORM SHOULD RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE	
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D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.75" FOR THE ENTIRE WIDTH OF ROADWAY.
T	SHOULDER RECONSTRUCTION.
DRAWINGS NOT TO SCALE	

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

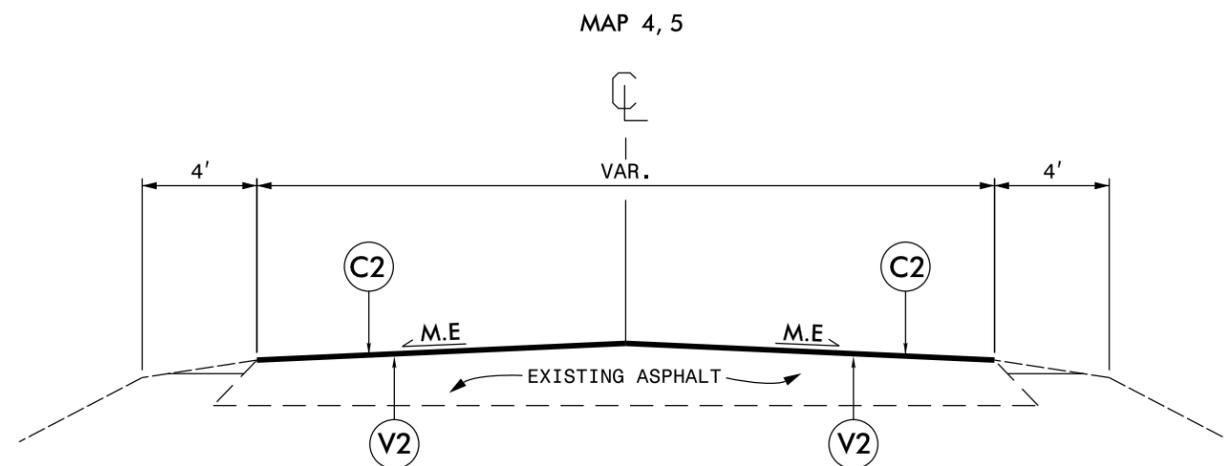
TYPICAL SECTION NO. 4



NOTE:

1. PERFORM 1.75" 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. 5



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.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
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V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.75" 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.
DB00513	5	

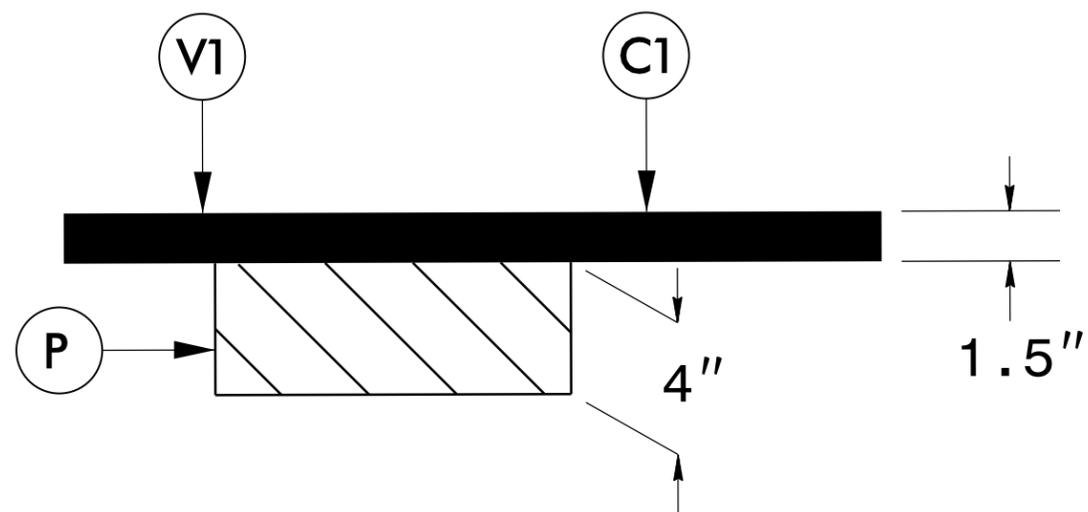
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0262000000-N	1220000000-E	1245000000-E	1297000000-E	1330000000-E	1503000000-E	1519000000-E	1575000000-E	1880000000-E	2752000000-E	2759000000-N	2830000000-N	2845000000-N	6000000000-E	6071010000-E	6084000000-E	6117000000-N	4413000000-E	4457000000-N			
												HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1.75" MILLING	INCIDENTAL MILLING	INTERMEDIATE COURSE, 119.0C	SURFACE COURSE, 59.5B	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	2'6" CURB & GUTTER - REMOVE/REPLACE	CONCRETE CURB RAMP - REMOVE/REPLACE	ADJ. OF MANHOLES	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	SY	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	LF	EA	EA	EA	EA	LF	LF	AC	EA	SF	LS		
2022CPT.02.05.20161	Carteret	1	SR 1170 - WEST BEAUFORT RD	FROM HWY 101 TO BULB OUT	1	2	2WU	NO	NO	0.62	20	25	31	1.24		200		800	54						99	40	0.62	1	70	0.15			
TOTAL FOR MAP NO. 1																																	
2022CPT.02.05.20161	Carteret	2	SR 1299 - CARRAWAY RD	FROM NC 101 TO CAMPEN RD	2	2	2WU	NO	NO	0.35	25	14	18	0.70		500	800	500	72						56	40	0.35	1	70	0.15			
TOTAL FOR MAP NO. 2																																	
2022CPT.02.05.20161	Carteret	3	SR 1312 - FRONT ST	FROM HILL ST TO SR 1310 LENNOXVILLE RD	3	2	2WU	NO	NO	1.34	20	54				300		1,500	101	150				8	4	214	40	1.34	150	0.21			
TOTAL FOR MAP NO. 3																																	
2022CPT.02.05.20161	Carteret	4	SR 1493 - CEDAR ST	FROM DEAD END TO SR 1493 LIVE OAK RD	4,5	2	MU	NO	NO	0.70	40				17,000	300		1,700	114		53	12							80	0.15			
TOTAL FOR MAP NO. 4																																	
2022CPT.02.05.20161	Carteret	5	SR 1493 - LIVE OAK ST	FROM CEDAR ST TO SR 1472 PIVER RD	4,5	2	MU	NO	NO	2.44	35		85		60,000	500		6,000	402		166	2	12		390	40	2.44	1	130	0.37			
TOTAL FOR MAP NO. 5																																	
TOTAL FOR PROJ NO. 2022CPT.02.05.20161																																	
										5.45		93	134	4.62	77,000	1,800	800	10,500	743	150	219	14	20	4	759	160	4.75	2	470	1.00			
GRAND TOTAL																																	

STA.	STA.	WIDTH	MAP
0+10	0+52	8' RT	3
4+01	6+23	8' RT	3
20+33	22+96	8' RT	3
STA.	STA.	LENGTH	MAP
6+13	6+33	20' RT	4
25+47	25+66	19' RT	4
25+47	25+61	14' LT	4
19+10	19+18	8' LT	5
26+10	27+20	110' LT	5
26+53	26+84	31 RT	5
27+06	27+23	17 RT	5

4" DEPTH MILL PATCHING DETAIL

MAP 3

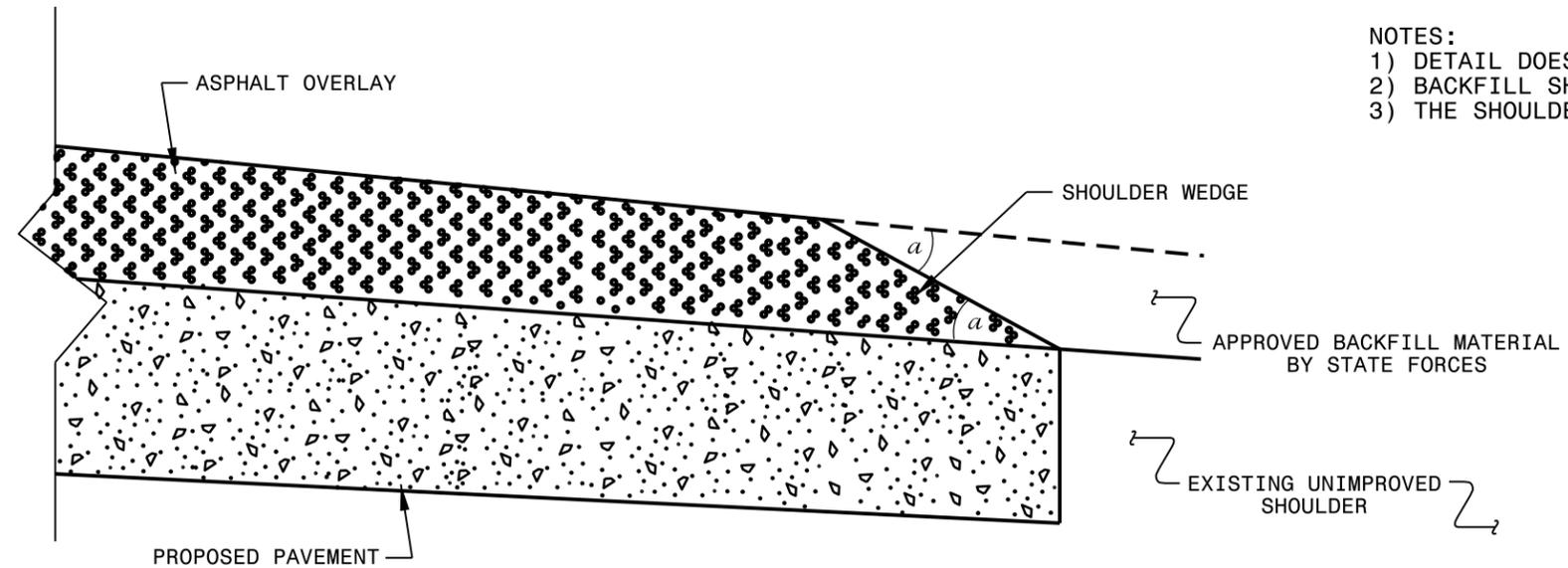


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B 25.0C
DRAWINGS NOT TO SCALE	

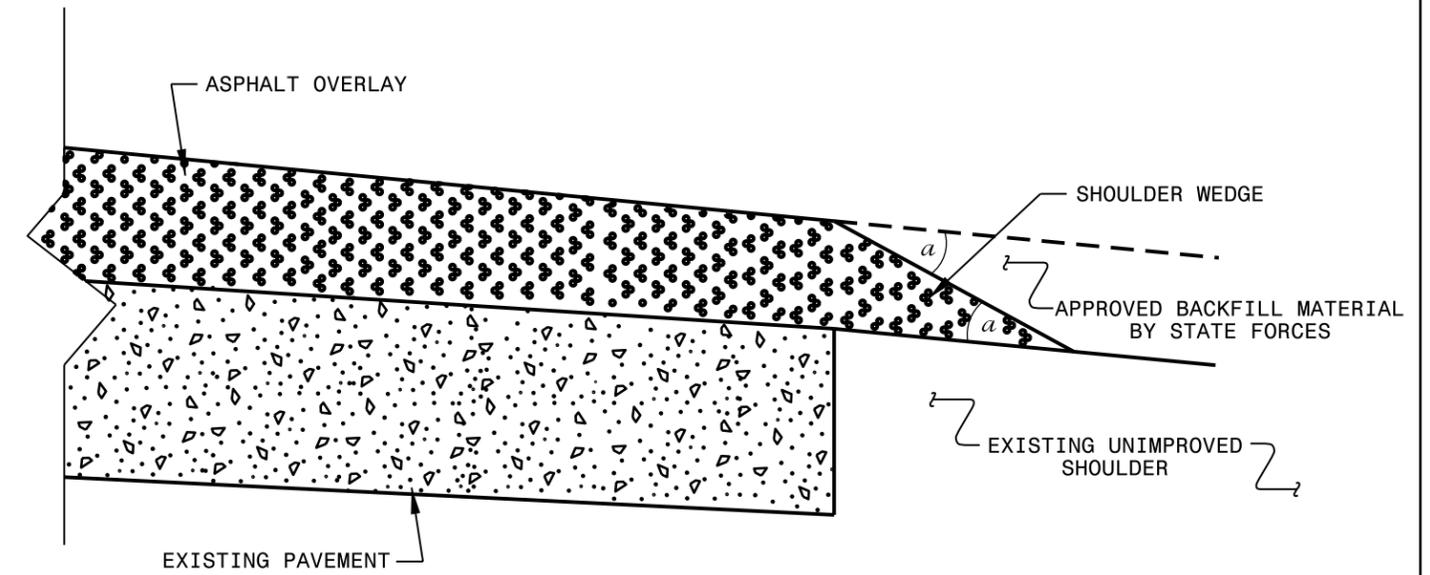
NOTE:

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.

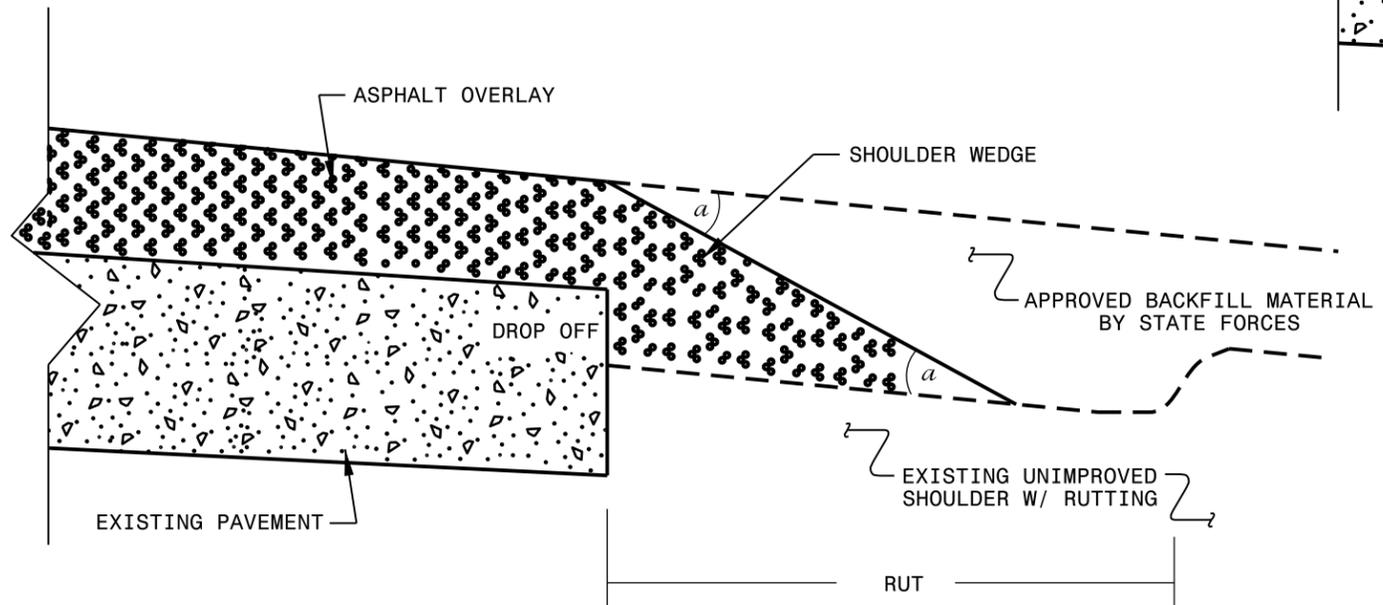
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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)

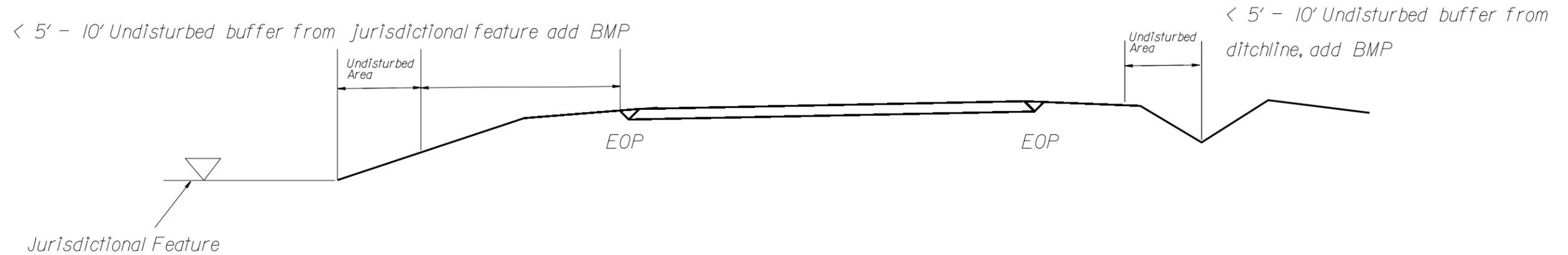
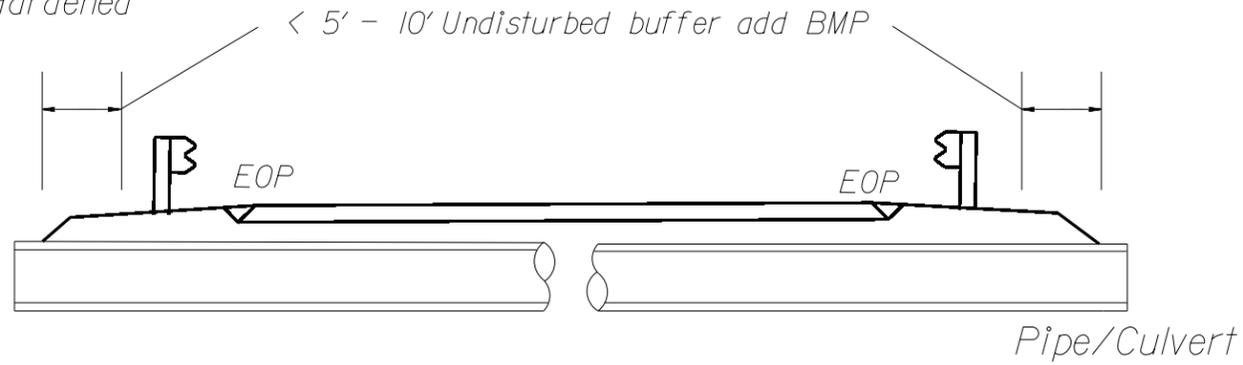
- SHOULDER WEDGE ANGLE = 30°

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	

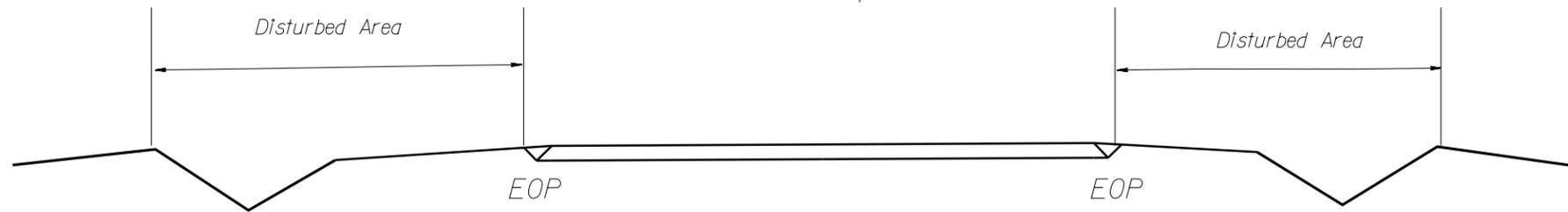
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

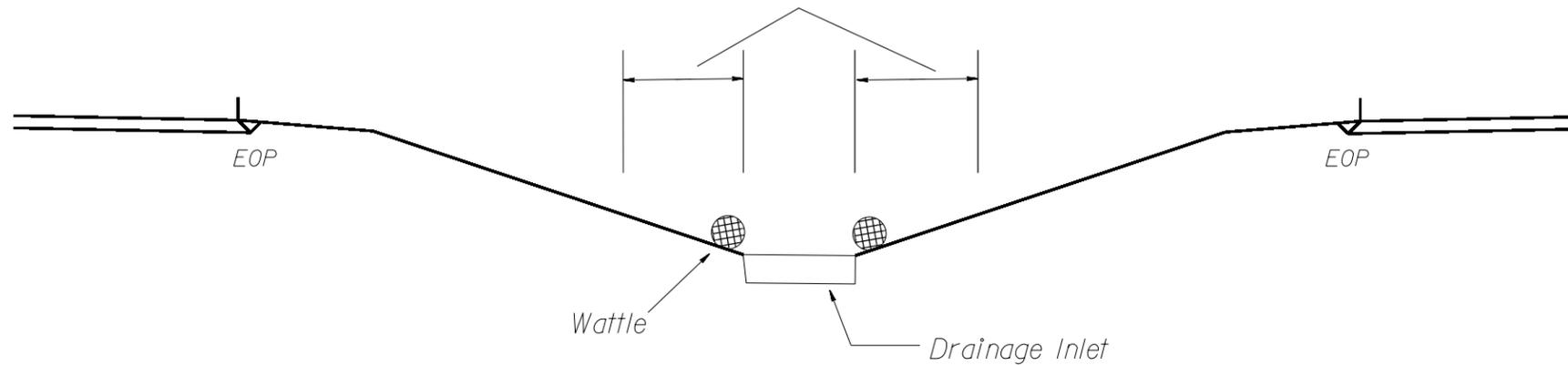
EROSION CONTROL DETAIL



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

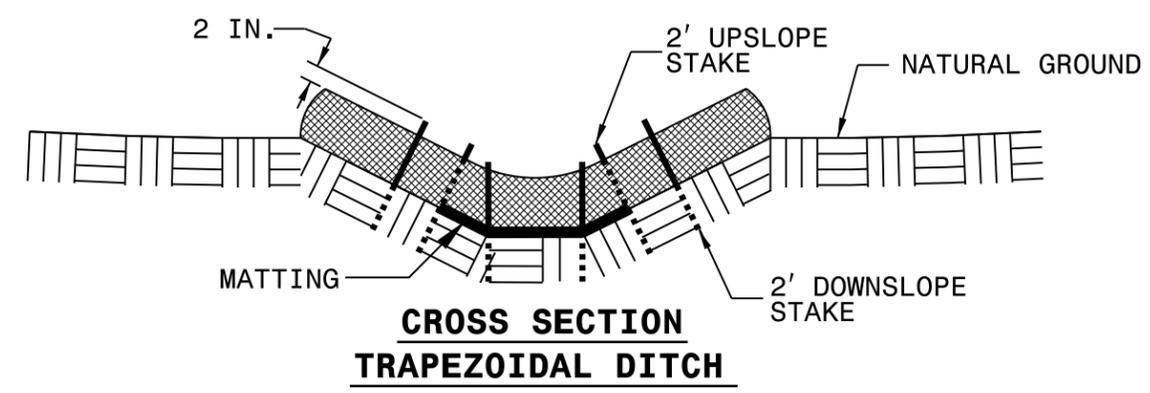
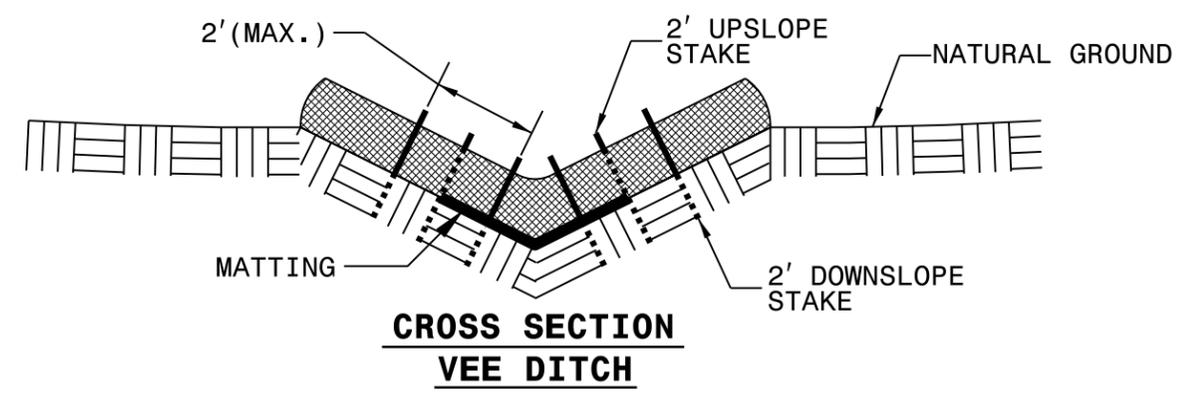
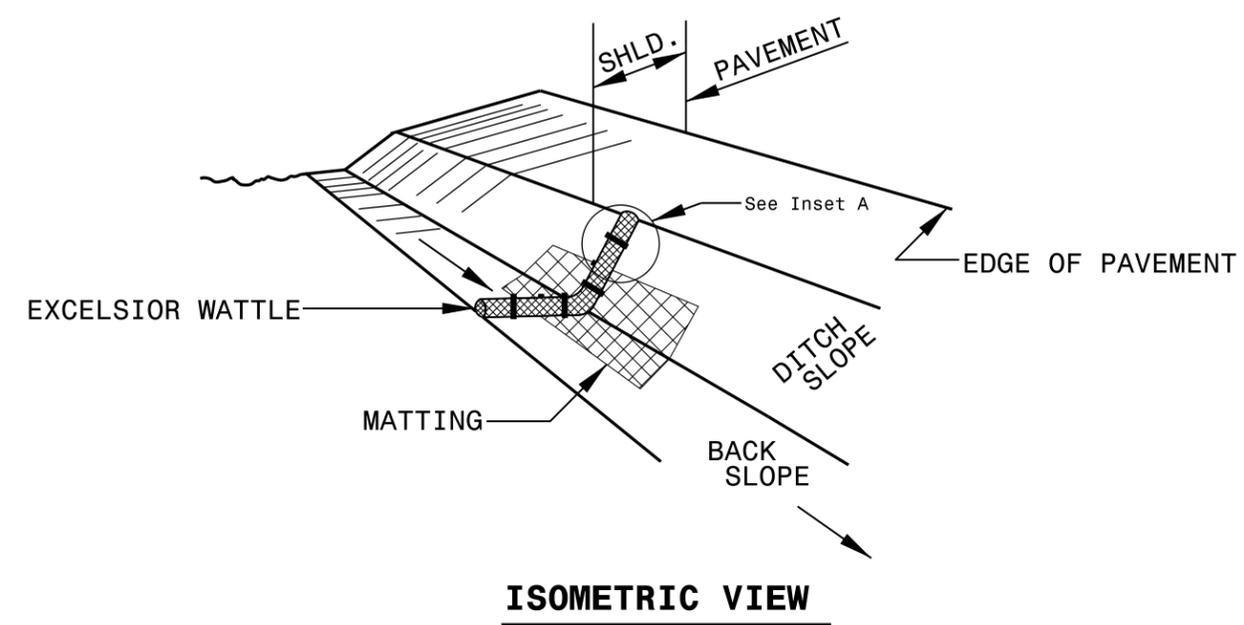


< 5' - 10' Undisturbed buffer from inlet, add wattle

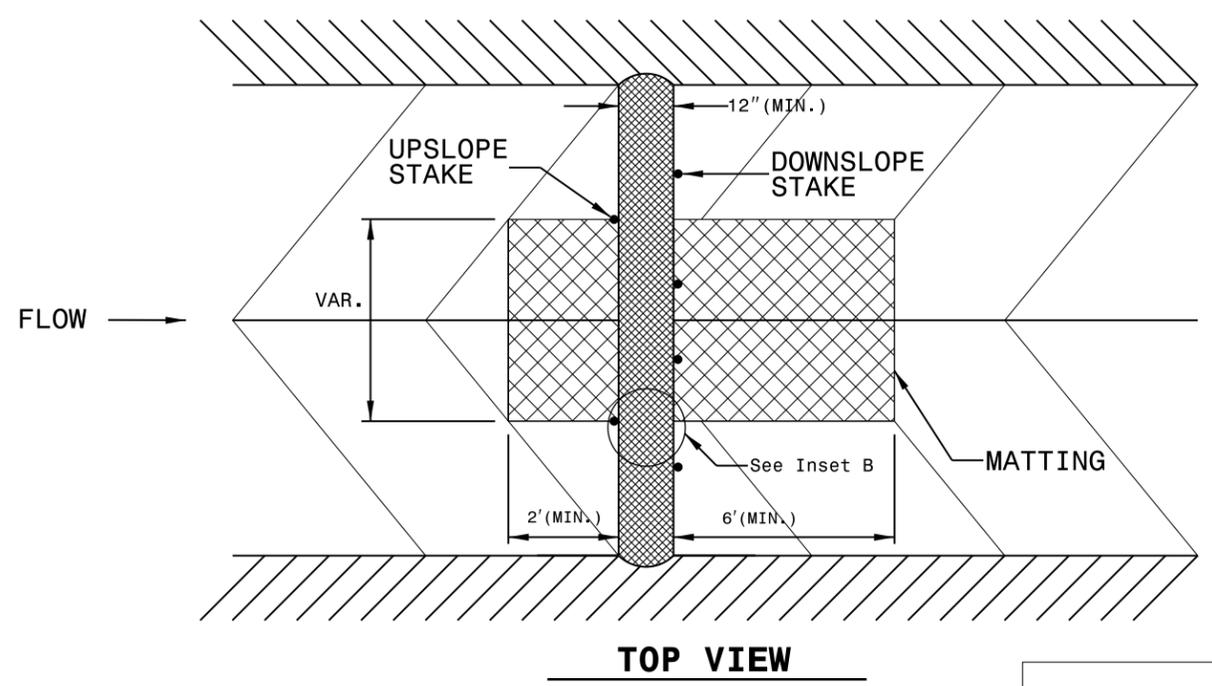
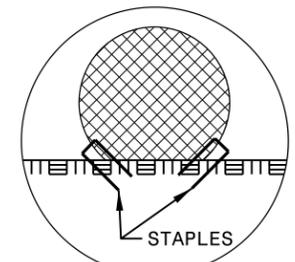
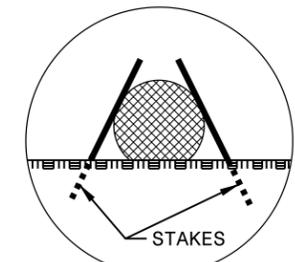


NOT TO SCALE

WATTLE DETAIL

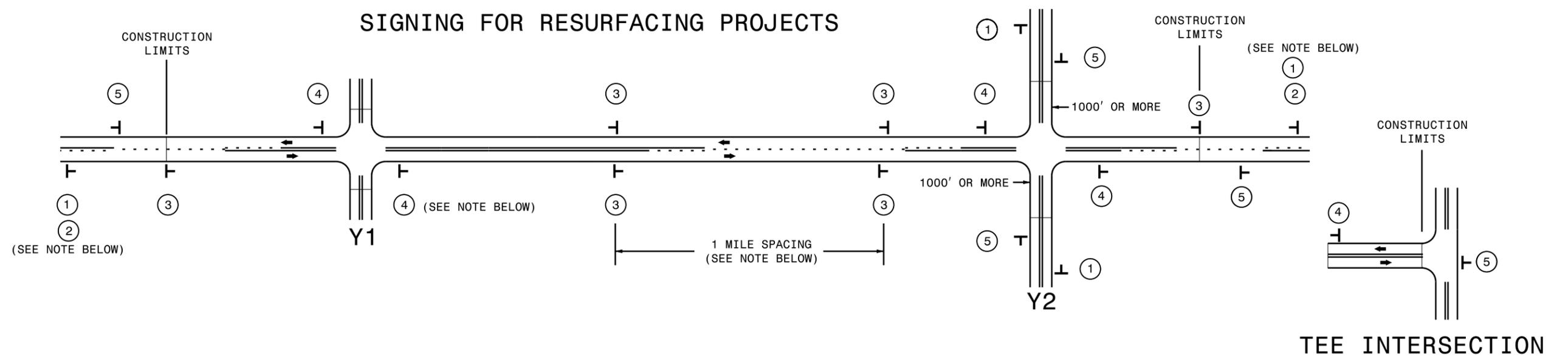


- NOTES:**
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
 - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
 - ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
 - INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 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	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<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;"> <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>
	②	 <small>W7-3aP 24" X 18"</small>	#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)	
	③	 <small>SP 13107 48" X 48"</small>	<ul style="list-style-type: none"> - 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. 	
	④	 <small>SP 13106 48" X 48"</small>	<ul style="list-style-type: none"> - 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. 	
⑤	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.		

**RESURFACING
 ADVANCE WARNING SIGNS
 FOR
 RURAL AND SUBURBAN
 2 LANE ROADWAYS**