

CRAVEN AND JONES COUNTIES

DB00547

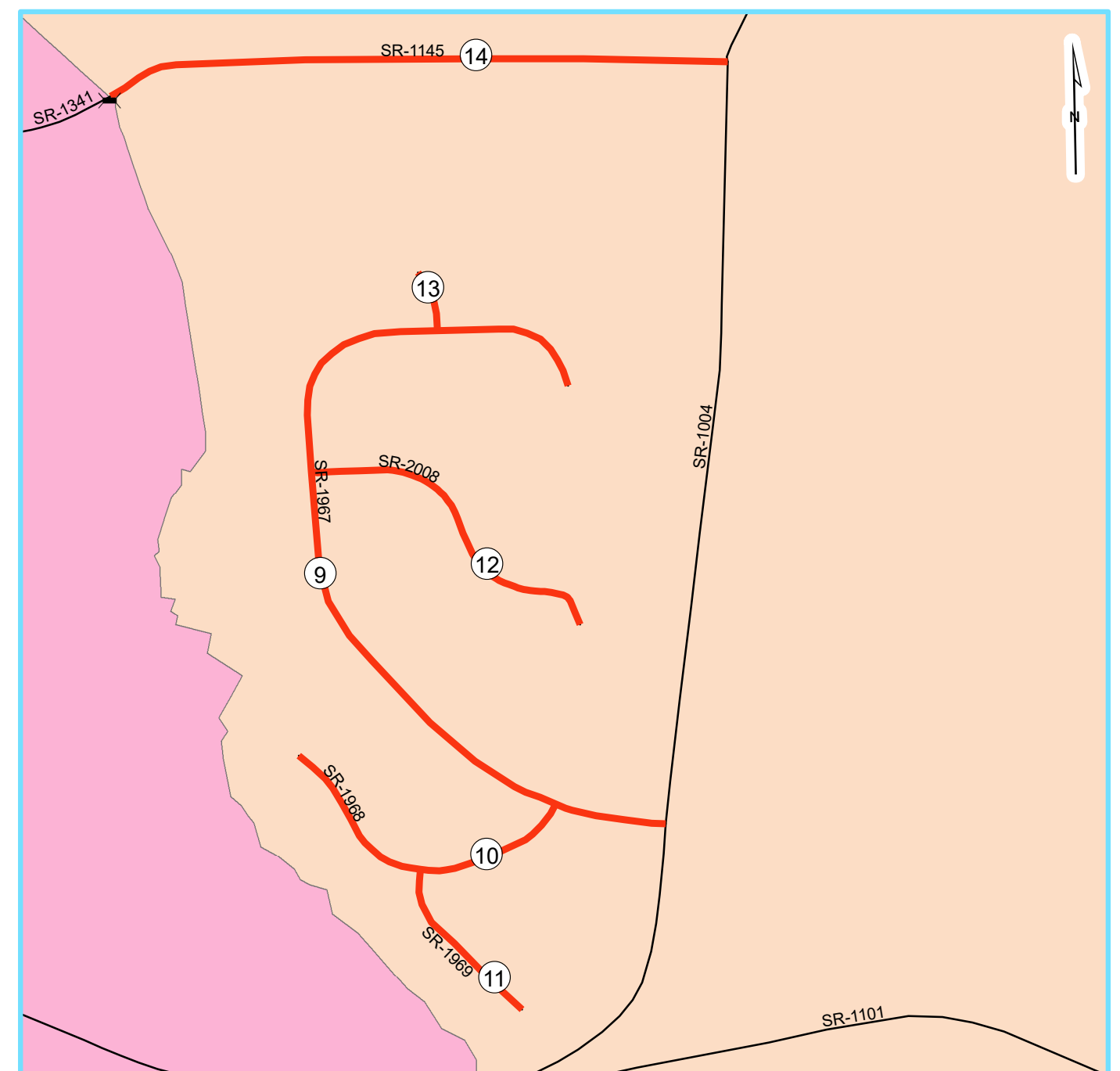
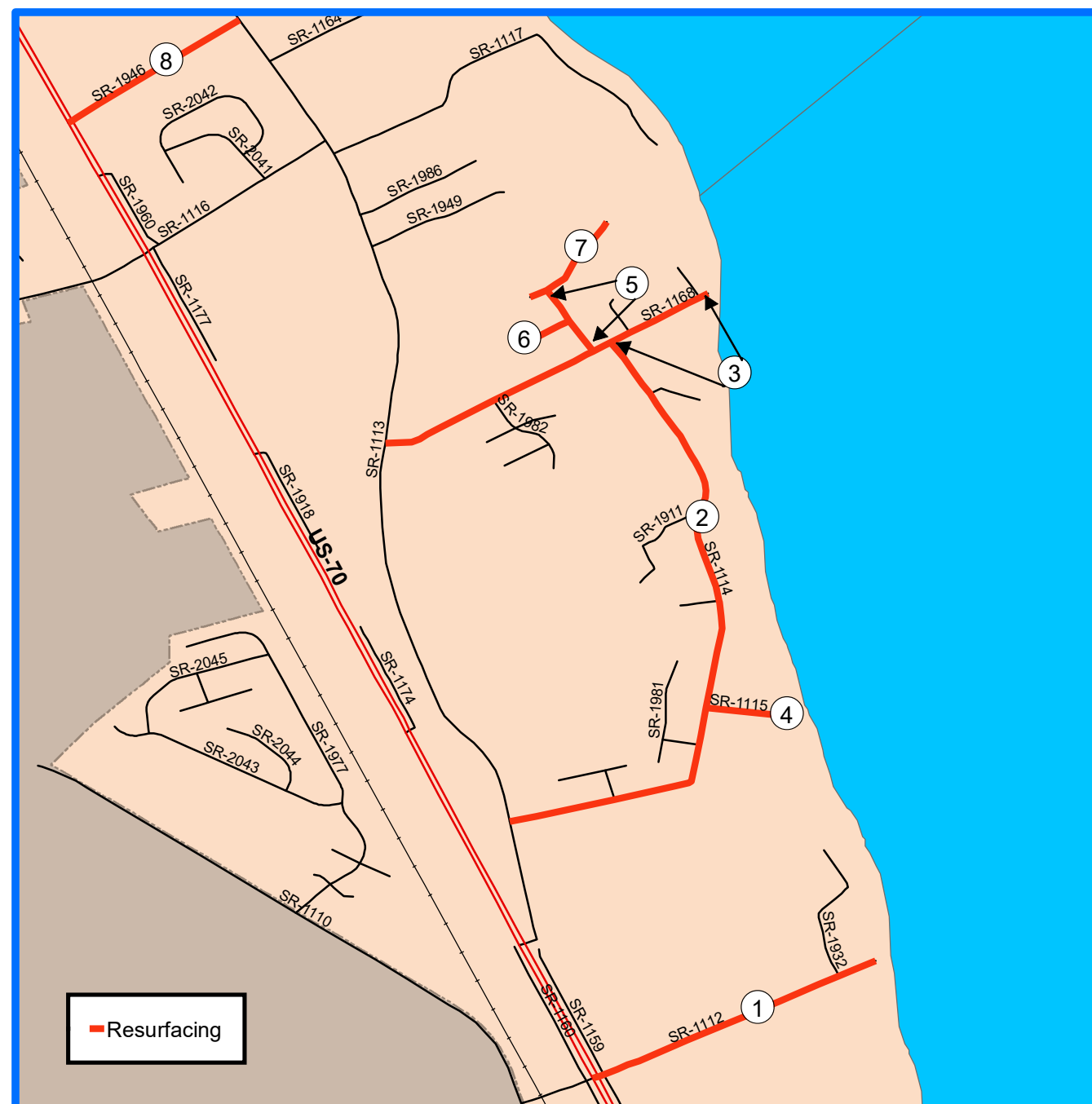
WBS# 2023CPT.02.06.20251
2023CPT.02.07.10521
2023CPT.02.08.20521

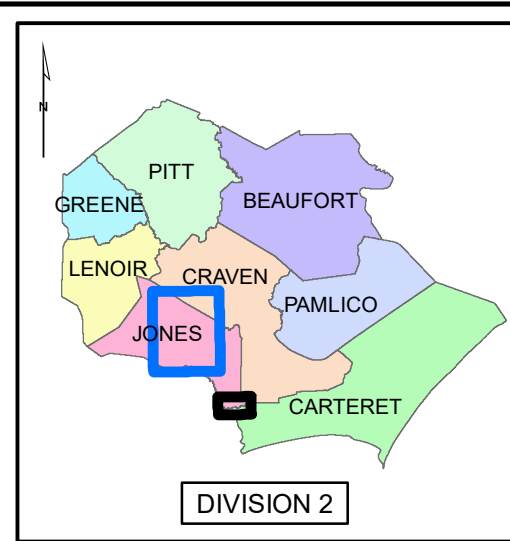
TYPE OF WORK: STRENGTHENING, RESURFACING, AND SHOULDER RECONSTRUCTION

| PROJECT REFERENCE NO. | SHEET NO. |
|-----------------------|-----------|
| DB00547 | 1 |



NCDOT
DIVISION 2





CRAVEN AND JONES COUNTIES

DB00547

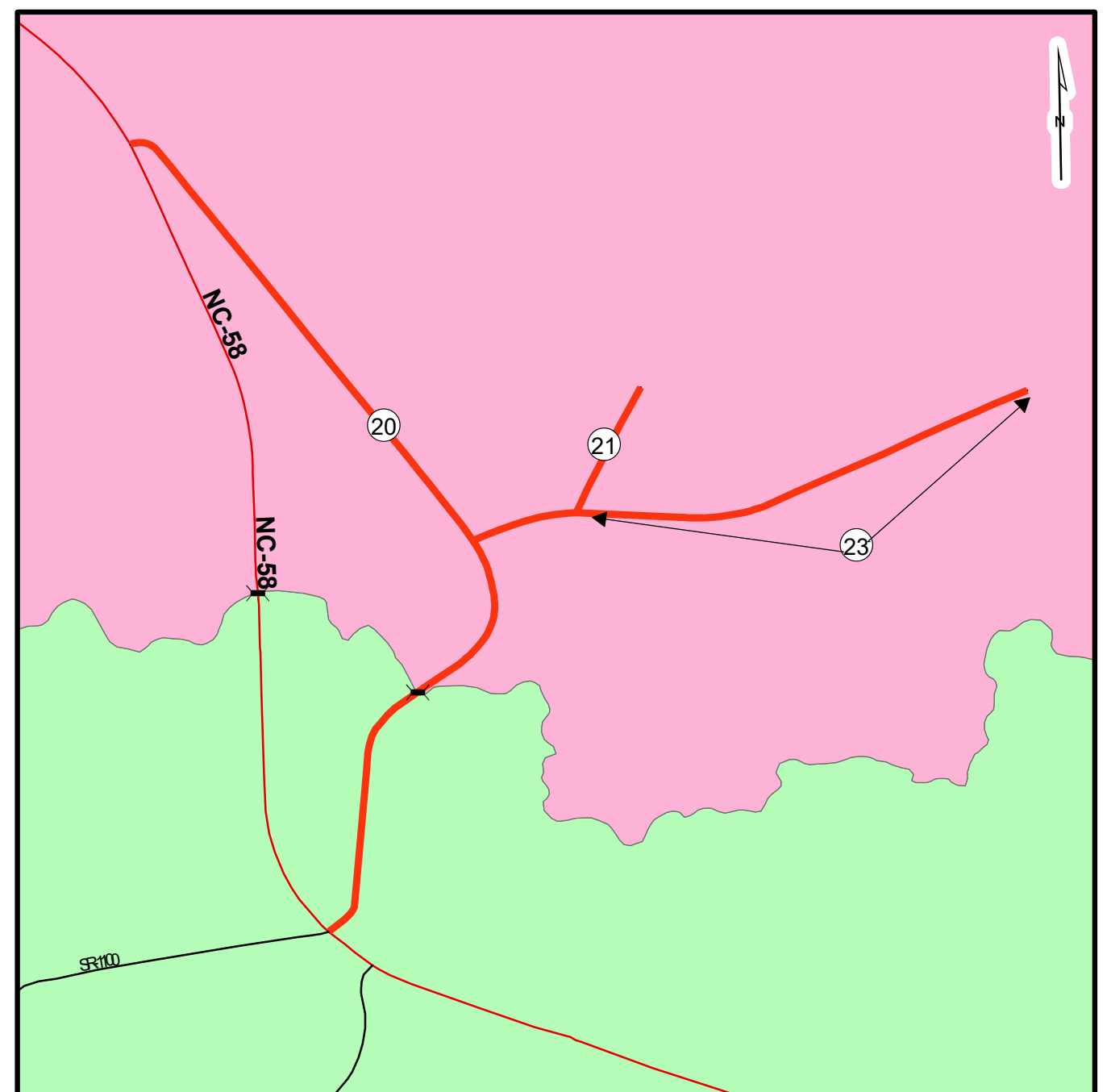
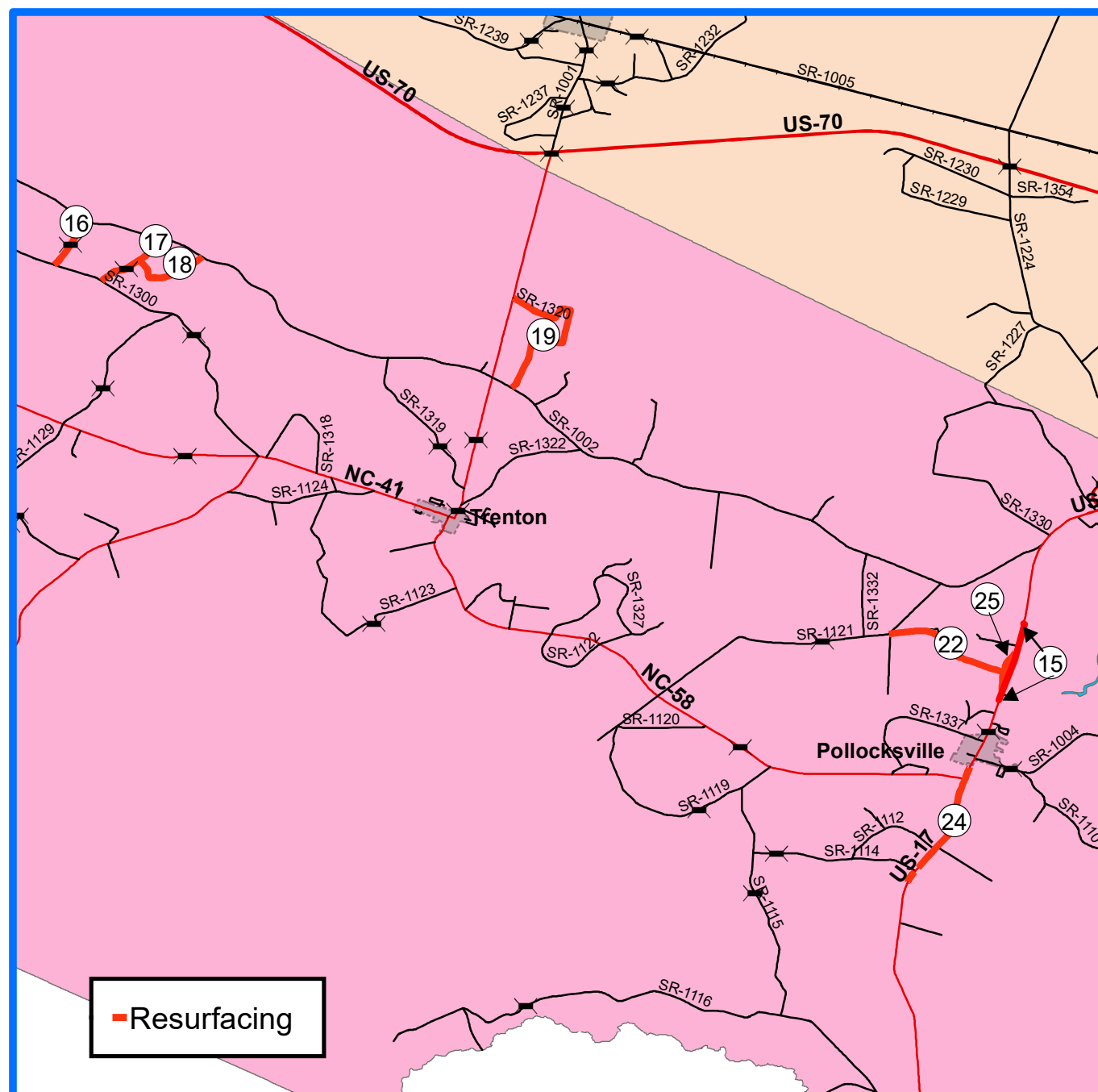
WBS# 2023CPT.02.06.20251
2023CPT.02.07.10521
2023CPT.02.08.20521

TYPE OF WORK: STRENGTHENING, RESURFACING, AND SHOULDER RECONSTRUCTION

| PROJECT REFERENCE NO. | SHEET NO. |
|-----------------------|-----------|
| DB00547 | 2 |

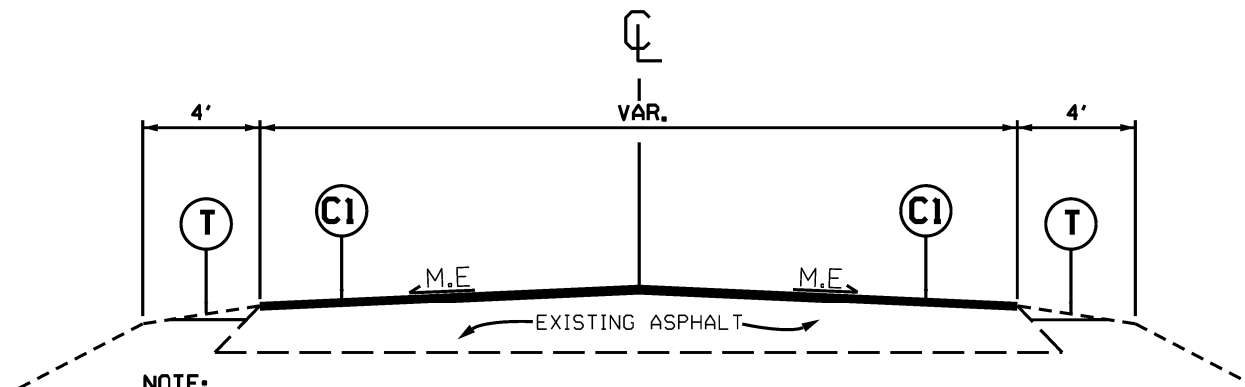


NCDOT
DIVISION 2



TYPICAL SECTION NO. 1

MAPS 1 THRU 14, 17, 22 AND 24

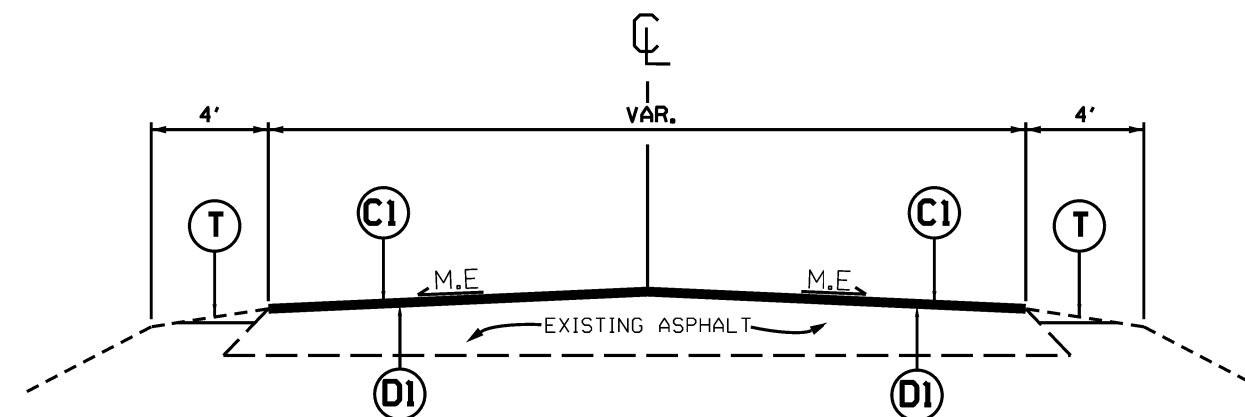


NOTE:

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, AS DIRECTED BY THE ENGINEER.
4. REFER TO SHEET 5 FOR 4\"/>

TYPICAL SECTION NO. 2

MAP 25



NOTE:

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

PAVEMENT SCHEDULE

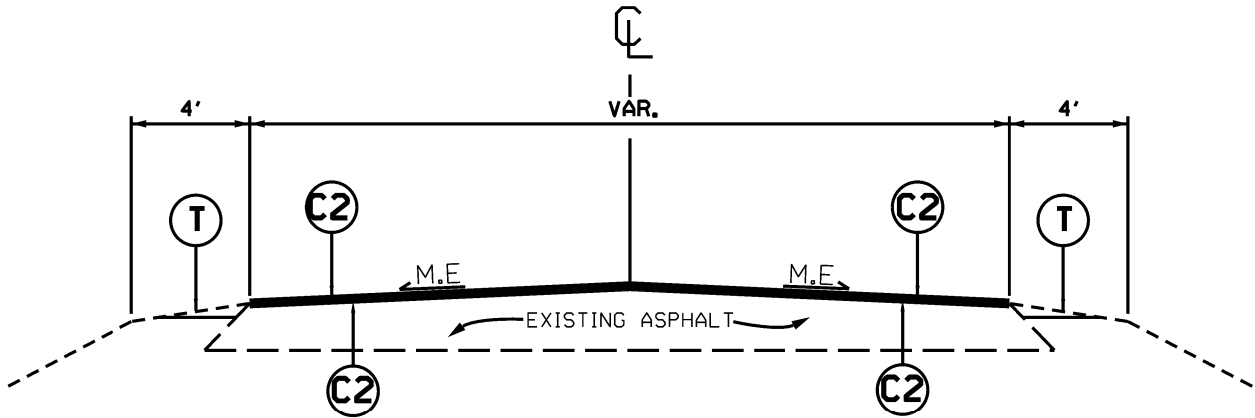
| | |
|----|--------------------------|
| C1 | PROP. APPROX. 1.5\"/> |
| C2 | PROP. APPROX. 2\"/> |
| C3 | PROP. APPROX. 1.5\"/> |
| D1 | PROP. APPROX. 2.5\"/> |
| T | SHOULDER RECONSTRUCTION. |
| V1 | INCIDENTAL MILLING. |

DRAWINGS NOT TO SCALE

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

TYPICAL SECTION NO. 3

MAPS 16,18, 19, 20, 21 AND 23

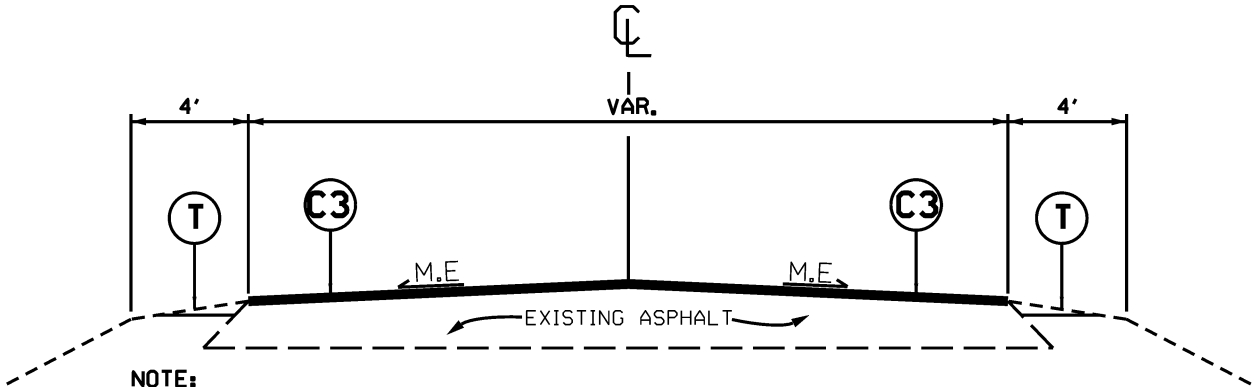


NOTE:

- 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, AS DIRECTED BY THE ENGINEER.

TYPICAL SECTION NO. 4

MAPS 15



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, 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. |
| C2 | PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, PLACE IN TWO 1" LIFTS, AT AN AVG. RATE OF 110 LBS. PER SQ. YD. PER LIFT. |
| C3 | PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. |
| D1 | PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I 19.0C, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD. |
| T | SHOULDER RECONSTRUCTION. |
| V1 | INCIDENTAL MILLING. |

DRAWINGS NOT TO SCALE

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

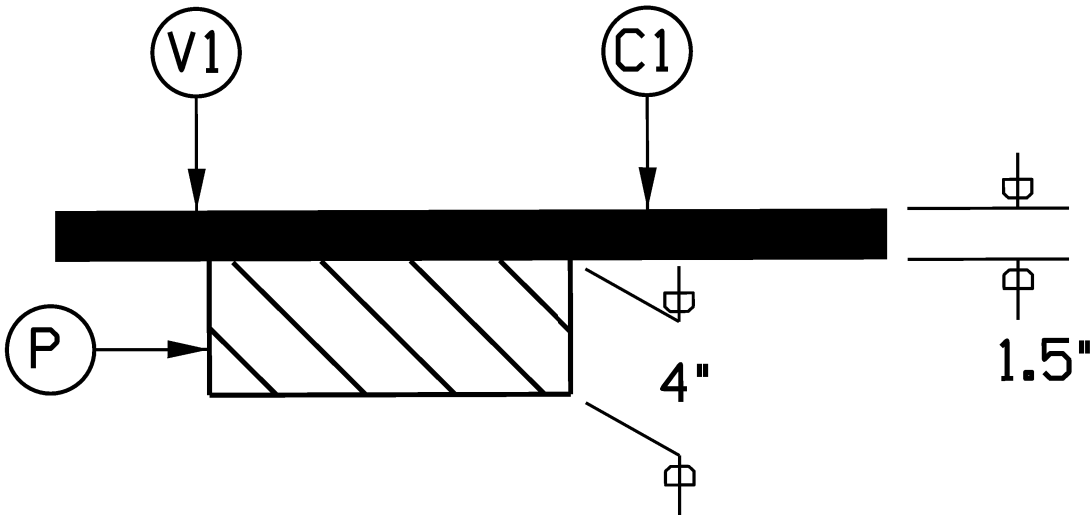
| PROJECT NO. | SHEET NO. | TOTAL NO. |
|-------------|-----------|-----------|
| DB00547 | 5 | |
| | | |

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 | 1330000000-E | 1503000000-E | 5190000000-SURFACE COURSE, \$9.5B | 5230000000-SURFACE COURSE, \$9.5C | 1575000000-E ASPHALT BINDER FOR PLANT MIX | 1880000000-E 4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C | JOINT REPAIR | 2845000000-N ADJ. OF METER OR VALVE BOX | 6000000000-E TEMPORARY SILT FENCE | 0710100000-WATTLE | 6084000000-SEED & MULCHING | 6117000000-N RESPONSE FOR EROSION CONTROL | 1413000000-N WORK ZONE ADVANCE/ GENERAL WARNING SIGNING | 4457000000-N TEMPORARY TRAFFIC CONTROL | | |
|--|--------|--------|-----------------------------------|---|--------|-------|-----------|--------------------------------|---------------------------|---------------------|--------|--------------|----------------------------|-------------------------------------|--------------|--------------|-----------------------------------|-----------------------------------|---|--|--------------|---|-----------------------------------|-------------------|----------------------------|---|---|--|-------|------|
| | | | | | | | | | | | | MI | FT | EA | TONS | SMI | SY | TONS | TONS | TONS | | TONS | TON | TONS | EA | LF | LF | AC | EA | SF |
| | | | | | | | | | | 2023CPT.02.06.20251 | Craven | 1 | SR 1112 EAST CAMP KIRO RD. | FROM HWY 70 SERVICE RD. TO DEAD END | 1 | 2 | 2WU | NO | NO | 0.58 | 20 | 23 | 29 | 1.16 | 200 | | 600 | | 49 | 180 |
| TOTAL FOR MAP NO. 1 | | | | | | | | | | | | 0.58 | 23 | 29 | 1.16 | 200 | | 600 | | 49 | 180 | | 1 | | | 0.58 | 1 | 65 | 0.03 | |
| 2023CPT.02.06.20251 | Craven | 2 | SR 1114 RIVERSHORE RD./ GIBBS RD. | FROM SR 1113 OLD CHERRY POINT RD TO SR1113 OLD CHERRY POINT RD. | 1 | 2 | 2WU | NO | NO | 2 | 20 | 80 | 100 | 4.00 | 500 | | 2,100 | | 149 | 165 | | | 320 | 100 | 2.00 | | 225 | 0.08 | | |
| TOTAL FOR MAP NO. 2 | | | | | | | | | | | | 2 | 80 | 100 | 4.00 | 500 | | 2,100 | | 149 | 165 | | | 320 | 100 | 2.00 | | 225 | 0.08 | |
| 2023CPT.02.06.20251 | Craven | 3 | SR 1168 GIBBS RD. | FROM DEADEND TO SR 1114 RIVERSHORE RD. | 1 | 2 | 2WU | NO | NO | 0.21 | 20 | 8 | 11 | 0.42 | 200 | | 220 | | 15 | | | 1 | | | 0.21 | | 25 | 0.01 | | |
| TOTAL FOR MAP NO. 3 | | | | | | | | | | | | 0.21 | 8 | 11 | 0.42 | 200 | | 220 | | 15 | | | 1 | | | 0.21 | | 25 | 0.01 | |
| 2023CPT.02.06.20251 | Craven | 4 | SR 1115 RIVER RIDGE RD. | FROM SR 1114 RIVERSHORE DR. TO DEADEND | 1 | 2 | 2WU | NO | NO | 0.17 | 18 | 7 | 9 | 0.34 | 200 | | 180 | | 12 | | | 2 | | | 0.17 | | 25 | 0.01 | | |
| TOTAL FOR MAP NO. 4 | | | | | | | | | | | | 0.17 | 7 | 9 | 0.34 | 200 | | 180 | | 12 | | | 2 | | | 0.17 | | 25 | 0.01 | |
| 2023CPT.02.06.20251 | Craven | 5 | SR 1197 RAWLEY RD. | FROM SR 1114 GIBBS RD. TO SR 1919 LITTLE ROSSIE RD | 1 | 2 | 2WU | NO | NO | 0.17 | 21 | 7 | 9 | 0.34 | 200 | | 200 | | 13 | | | 1 | | | 0.17 | | 25 | 0.01 | | |
| TOTAL FOR MAP NO. 5 | | | | | | | | | | | | 0.17 | 7 | 9 | 0.34 | 200 | | 200 | | 13 | | | 1 | | | 0.17 | | 25 | 0.01 | |
| 2023CPT.02.06.20251 | Craven | 6 | SR 1198 STADIEM DR. | FROM SR 1197 RAWLEY RD.TO DEADEND | 1 | 2 | 2WU | NO | NO | 0.12 | 18 | 10 | 6 | 0.48 | 100 | | 125 | | 8 | | | | | | 0.12 | | 25 | 0.01 | | |
| TOTAL FOR MAP NO. 6 | | | | | | | | | | | | 0.12 | 10 | 6 | 0.48 | 100 | | 125 | | 8 | | | | | | 0.12 | | 25 | 0.01 | |
| 2023CPT.02.06.20251 | Craven | 7 | SR 1919 LITTLE ROSSIE RD. | FROM CUL-DE-SAC TO CUL-DE-SAC | 1 | 2 | 2WU | NO | NO | 0.25 | 20 | 10 | 13 | 0.50 | 200 | | 325 | | 22 | | | | | | 0.25 | | 155 | 0.01 | | |
| TOTAL FOR MAP NO. 7 | | | | | | | | | | | | 0.25 | 10 | 13 | 0.50 | 200 | | 325 | | 22 | | | | | | 0.25 | | 155 | 0.01 | |
| 2023CPT.02.06.20251 | Craven | 8 | SR 1946 AUDREY LANE | FROM US 70 TO SR 1113 OLD CHERRY POINT RD. | 1 | 2 | 2WU | NO | NO | 0.4 | 21 | 16 | 20 | 0.80 | 500 | | 450 | | 34 | 75 | | | | | 0.40 | | 50 | 0.02 | | |
| TOTAL FOR MAP NO. 8 | | | | | | | | | | | | 0.4 | 16 | 20 | 0.80 | 500 | | 450 | | 34 | 75 | | | | | 0.40 | | 50 | 0.02 | |
| 2023CPT.02.06.20251 | Craven | 9 | SR 1967 WILDFOWER WAY | FROM DEADEND TO SR 1004 BRICES CREEK RD. | 1 | 2 | 2WU | NO | NO | 0.77 | 20 | 31 | 39 | 1.54 | 500 | | 825 | | 65 | 215 | | | | | 0.77 | | 100 | 0.04 | | |
| TOTAL FOR MAP NO. 9 | | | | | | | | | | | | 0.77 | 31 | 39 | 1.54 | 500 | | 825 | | 65 | 215 | | | | | 0.77 | | 100 | 0.04 | |
| 2023CPT.02.06.20251 | Craven | 10 | SR 1968 COLUMBINE CROSSING | FROM SR 1967 WILDFLOWER WAY TO CUL-DE-SAC | 1 | 2 | 2WU | NO | NO | 0.27 | 20 | 11 | 14 | 0.54 | 200 | | 325 | | 22 | | | | | | 0.27 | | 35 | 0.01 | | |
| TOTAL FOR MAP NO. 10 | | | | | | | | | | | | 0.27 | 11 | 14 | 0.54 | 200 | | 325 | | 22 | | | | | 0.27 | | 35 | 0.01 | | |
| 2023CPT.02.06.20251 | Craven | 11 | SR 1969 DAY LILLY LANE | FROM SR 1968 COLUMBINE CROSSING TO CUL-DE-SAC | 1 | 2 | 2WU | NO | NO | 0.16 | 20 | 6 | 8 | 0.32 | 200 | | 200 | | 13 | | | | | | 0.16 | | 20 | 0.01 | | |
| TOTAL FOR MAP NO. 11 | | | | | | | | | | | | 0.16 | 6 | 8 | 0.32 | 200 | | 200 | | 13 | | | | | 0.16 | | 20 | 0.01 | | |
| 2023CPT.02.06.20251 | Craven | 12 | SR 2008 RUSTIC COURT | FROM SR 1967 WILDFLOWER WAY TO CUL-DE-SAC | 1 | 2 | 2WU | NO | NO | 0.28 | 20 | 11 | 14 | 0.56 | 200 | | 325 | | 22 | | | | | | 0.28 | | 35 | 0.01 | | |
| TOTAL FOR MAP NO. 12 | | | | | | | | | | | | 0.28 | 11 | 14 | 0.56 | 200 | | 325 | | 22 | | | | | 0.28 | | 35 | 0.01 | | |
| 2023CPT.02.06.20251 | Craven | 13 | SR 2011 CATUS COURT | FROM SR 1967 WILDFLOWER WAY TO DEADEND | 1 | 2 | 2WU | NO | NO | 0.06 | 20 | 2 | 3 | 0.12 | 200 | | 100 | | 7 | | | | | | 0.06 | | 25 | 0.01 | | |
| TOTAL FOR MAP NO. 13 | | | | | | | | | | | | 0.06 | 2 | 3 | 0.12 | 200 | | 100 | | 7 | | | | | 0.06 | | 25 | 0.01 | | |
| 2023CPT.02.06.20251 | Craven | 14 | SR 1145 MURPHY RD. | FROM JONES COUNTY TO SR 1004 BRICES CREEK RD. | 1 | 2 | 2WU | NO | NO | 0.47 | 16 | 19 | 24 | 0.94 | 200 | | 100 | | 11 | 85 | | | 75 | 50 | 0.47 | | 55 | 0.02 | | |
| TOTAL FOR MAP NO. 14 | | | | | | | | | | | | 0.47 | 19 | 24 | 0.94 | 200 | | 100 | | 11 | 85 | | | 75 | 50 | 0.47 | | 55 | 0.02 | |
| TOTAL FOR PROJ NO. 2023CPT.02.06.20251 | | | | | | | | | | | | 5.91 | 241 | 299 | 12.06 | 3,600 | | 6,075 | | 442 | 720 | | 5 | 395 | 150 | 5.91 | 1 | 865 | 0.28 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023CPT.02.07.10521 | Jones | 15 | US 17 BUSINESS | FROM PAV'T JOINT 45' N OF TECHCON WAY TO PAV'T JOINT OGFC | 4 | 2 | 2WU | NO | NO | 1.97 | 28 | 79 | 99 | 3.94 | 500 | | | 4,000 | 240 | | 40 | | | | | 1.97 | 1 | 200 | 0.08 | |
| TOTAL FOR MAP NO. 15 | | | | | | | | | | | | 1.97 | 79 | 99 | 3.94 | 500 | | 4,000 | 240 | | 40 | | | | 1.97 | 1 | 200 | 0.08 | | |
| TOTAL FOR PROJ NO. 2023CPT.02.07.10521 | | | | | | | | | | | | 1.97 | 79 | 99 | 3.94 | 500 | | 4,000 | 240 | | 40 | | | | 1.97 | 1 | 200 | 0.08 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2023CPT.02.08.20521 | Jones | 16 | SR 1315 TAYLOR RD. | FROM SR 1300 MIDDLE RD. TO SR 1002 WYSE FORK RD. | 3 | 2 | 2WU | NO | NO | 0.86 | 20 | 34 | 43 | 1.72 | 500 | | 1,025 | | 69 | | | | | 138 | 100 | 0.86 | 1 | 100 | 0.04 | |
| TOTAL FOR MAP NO. 16 | | | | | | | | | | | | 0.86 | 34 | 43 | 1.72 | 500 | | 1,025 | | 69 | | | | | 138 | 100 | 0.86 | 1 | 100 | 0.04 |
| 2023CPT.02.08.20521 | Jones | 17 | SR 1316 MCDANIEL FORK | FROM SR1300 MIDDLE RD. TO SR 1002 WYSE FORK RD. | 1 | 2 | 2WU | NO | NO | 1.14 | 20 | 46 | 57 | 2.28 | 500 | | 1,200 | | 80 | | | | | 182 | 100 | 1.14 | | 135 | 0.06 | |
| TOTAL FOR MAP NO. 17 | | | | | | | | | | | | 1.14 | 46 | 57 | 2.28 | 500 | | 1,200 | | 80 | | | | 182 | 100 | 1.14 | | 135 | 0.06 | |
| 2023CPT.02.08.20521 | Jones | 18 | SR 1317 GREEN RD. | FROM SR 1316 MCDANIEL FORK RD. TO SR 1002 WYSE FORK RD. | 3 | 2 | 2WU | NO | NO | 1.2 | 20 | 48 | 60 | 2.40 | 200 | | 1,635 | | 110 | | | | | | | 1.20 | | 135 | 0.06 | |
| TOTAL FOR MAP NO. 18 | | | | | | | | | | | | 1.2 | 48 | 60 | 2.40 | 200 | | 1,635 | | 110 | | | | | | 1.20 | | 135 | 0.06 | |
| 2023CPT.02.08.20521 | Jones | 19 | SR 1320 KINGFIELD RD. | FROM SR 1002 WYSE FORK RD. TO NC 41 | 3 | 2 | 2WU | NO | NO | 2.87 | 18 | 115 | 144 | 5.74 | 200 | | 3,600 | | 241 | | | | | | | 2.87 | | 325 | 0.14 | |
| TOTAL FOR MAP NO. 19 | | | | | | | | | | | | 2.87 | 115 | 144 | 5.74 | 200 | | 3,600 | | 241 | | | | | | 2.87 | | 325 | 0.14 | |
| 2023CPT.02.08.20521 | Jones | 20 | SR 1100 HUNTER CREEK RD | FROM NC 58 TO NC 58 | 3 | 2 | 2WU | NO | NO | 1.38 | 22 | 55 | 69 | 2.76 | 750 | | 2,200 | | 147 | | | | 250 | 80 | 1.73 | 1 | 160 | 0.07 | | |
| TOTAL FOR MAP NO. 20 | | | | | | | | | | | | 1.38 | 55 | 69 | 2.76 | 750 | | 2,200 | | 147 | | | | 250 | 80 | 1.73 | 1 | 160 | 0.07 | |
| 2023CPT.02.08.20521 | Jones | 21 | SR 1101 GREAT LAKE/HILL RD | FROM SR 1100 TO HILL RD TO END MAINTENANCE | 3 | 2 | 2WU | NO | NO | 0.35 | 20 | 14 | 18 | 0.70 | 200 | | 600 | | 40 | | | | | | | 0.44 | | 50 | 0.02 | |
| TOTAL FOR MAP NO. 21 | | | | | | | | | | | | 0.35 | 14 | 18 | 0.70 | 200 | | 600 | | 40 | | | | | | 0.44 | | 50 | 0.02 | |
| 2023CPT.02.08.20521 | Jones | 22 | SR 1121 OAK GROVE RD | FROM SR 1333 TO SR 1336 | 1 | 2 | 2WU | NO | NO | 1.76 | 20 | 70 | 88 | 3.52 | 500 | | 1,825 | | 122 | | | | | | | 2.20 | | 200 | 0.09 | |
| TOTAL FOR MAP NO. 22 | | | | | | | | | | | | 1.76 | 70 | 88 | 3.52 | 500 | | 1,825 | | 122 | | | | | | 2.20 | | 200 | 0.09 | |
| 2023CPT.02.08.20521 | Jones | 23 | SR 1163 GREAT LAKE RD | FROM SR 1101 TO END MAINTENANCE | 3 | 2 | 2WU | NO | NO | 0.54 | 20 | 22 | 27 | 1.08 | 200 | | 775 | | 52 | | | | | | | 0.68 | | 65 | 0.03 | |
| TOTAL FOR MAP NO. 23 | | | | | | | | | | | | 0.54 | 22 | 27 | 1.08 | 200 | | 775 | | 52 | | | | | | 0.68 | | 65 | 0.03 | |
| 2023CPT.02.08.20521 | Jones | 24 | SR 1181/ OLD US 17 BUSINESS | FROM 245' NORTH OF SR 1179 TO 835' SOUTH OF US 17 BUSINESS | 1 | 2 | 2WU | NO | NO | 1.56 | 28 | 62 | 78 | 3.12 | 500 | | 2,325 | | 156 | | | | | | | 1.95 | | 225 | 0.10 | |
| TOTAL FOR MAP NO. 24 | | | | | | | | | | | | 1.56 | 62 | 78 | 3.12 | 500 | | 2,325 | | 156 | | | | | | 1.95 | | 225 | 0.10 | |
| 2023CPT.02.08.20521 | Jones | 25 | SR 1336 KILLIS MURPHY RD | FROM US 17 TO US 17 | 2 | 2 | 2WU | NO | NO | 0.66 | 20 | 26 | 33 | 1.32 | 100 | 1,150 | 675 | | 100 | | | | | | | 0.83 | | 75 | 0.03 | |
| TOTAL FOR MAP NO. 25 | | | | | | | | | | | | 0.66 | 26 | 33 | 1.32 | 100 | 1,150 | 675 | | 100 | | | | | | 0.83 | | 75 | 0.03 | |
| TOTAL FOR PROJ NO. 2023CPT.02.08.20521 | | | | | | | | | | | | 12.32 | 492 | 617 | 24.64 | 3,650 | 1,150 | 15,860 | | 1,117 | | | | | 570 | 280 | 13.89 | 2 | 1,470 | 0.64 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GRAND TOTAL | | | | | | | | | | 20.2 | | | 812 | 1,015 | 40.64 | 7,750 | 1,150 | 21,935 | 4,000 | 1,799 | 720 | 40 | 5 | 965 | 430 | 21.77 | 4 | 2,535 | 1.00 | |

4" DEPTH MILL PATCHING DETAIL

MAPS: 1, 2, 8, 9, AND 14



NOTE:

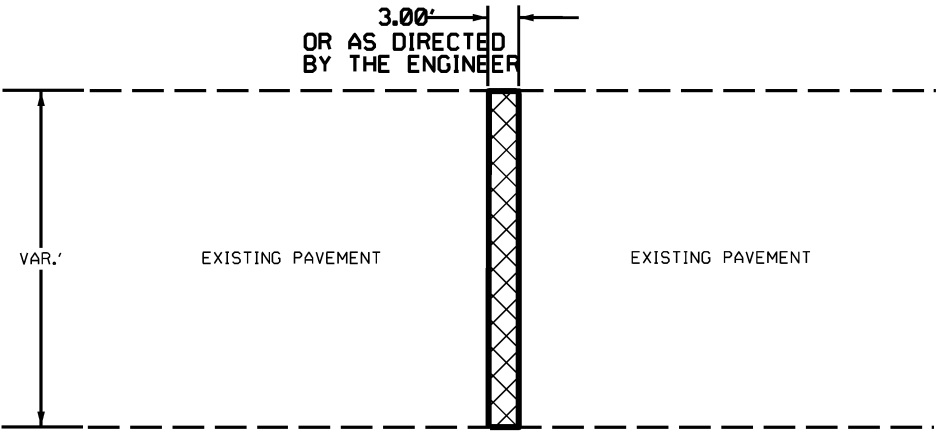
1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 4" DEPTH MILL PATCHING.
2. THE CONTRACTOR SHALL PERFORM THE 4" DEPTH MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON THE PLANS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

| 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 | |

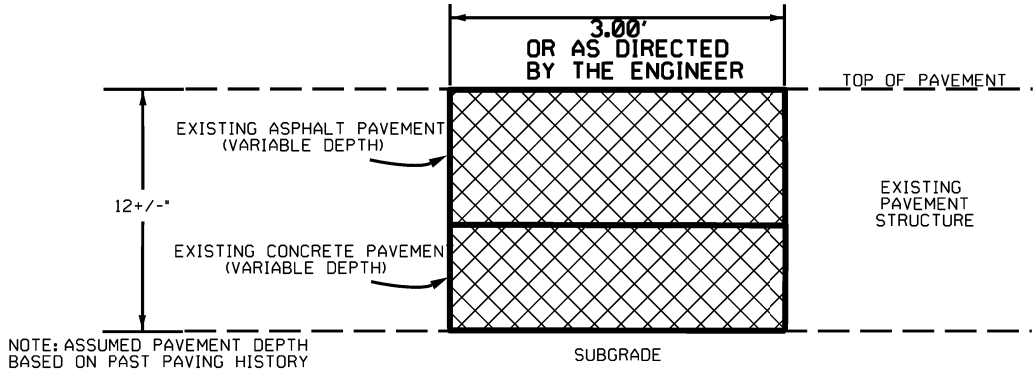
JOINT REPAIR DETAIL

| JOINT SCHEDULE | |
|----------------|----------|
| MAP | # JOINTS |
| 15 | 15 |

CONTRACTOR SHALL COORDINATE WITH RESIDENT ENGINEER'S OFFICE FOR LOCATION OF JOINTS TO BE REPAIRED.

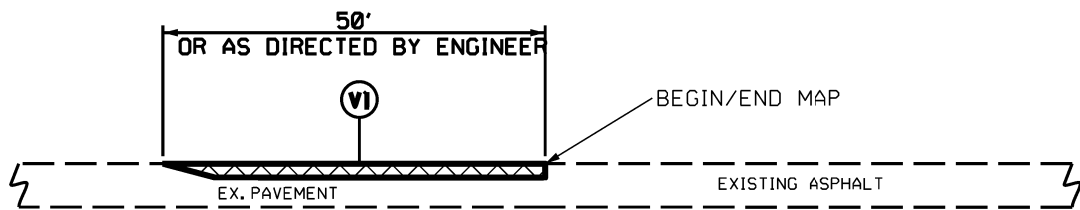


CROSS-SECTION



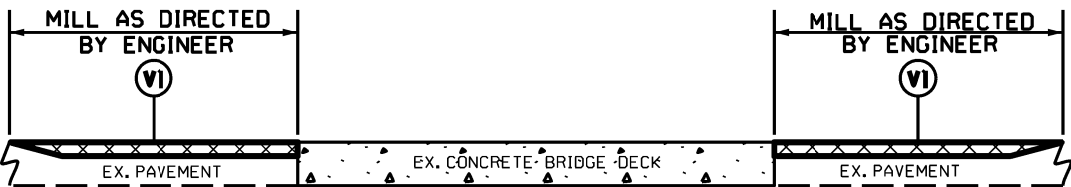
NOTE:
REMOVE ASPHALT AND CONCRETE AT JOINT LOCATIONS AS DIRECTED BY THE ENGINEER(BY SAWING CLEAN JOINTS). REMOVE A TOTAL WIDTH OF 3' (APPROX. 1.5' EACH SIDE OF JOINT). REMOVE AND REPLACE WITH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C. THERE WILL BE NO DIRECT PAY FOR THIS WORK AS IT WILL BE CONSIDERED INCIDENTAL TO THE LINE ITEM, JOINT REPAIR (TONS)

MILLING TYPICALS



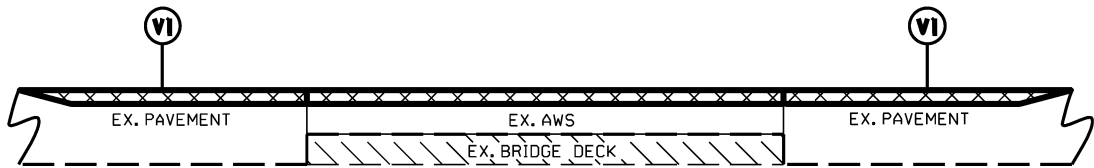
DETAIL 1
BEGIN/END MAP TIE-IN

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

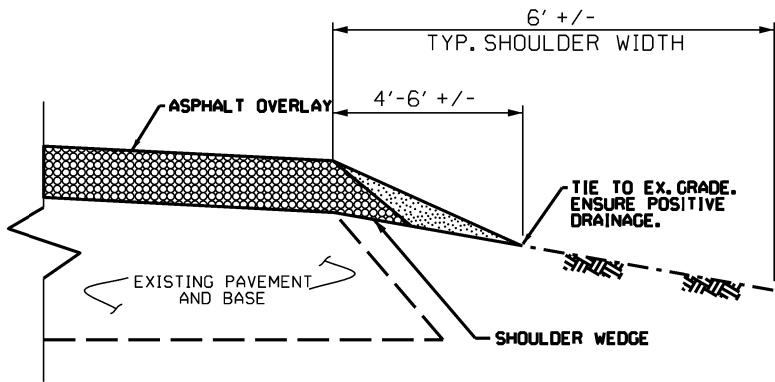
NOTE:
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 3
BRIDGE MILLING

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

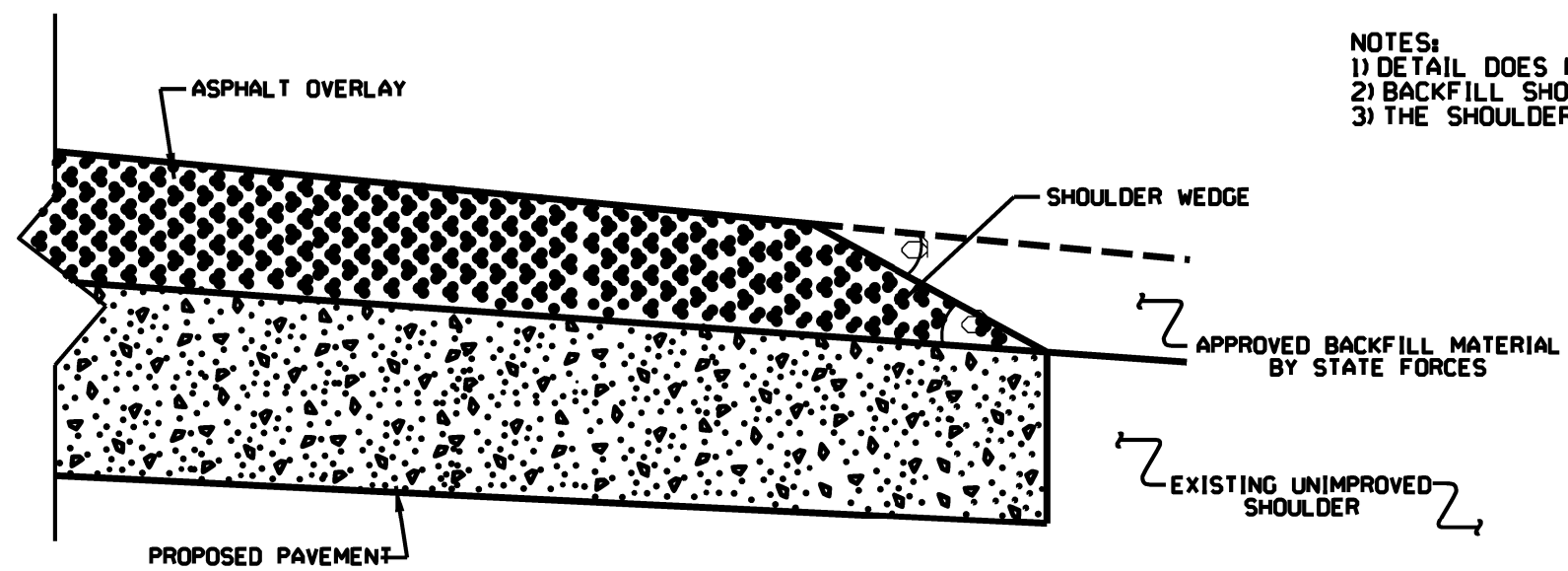
SHOULDER RECONSTRUCTION TYPICAL



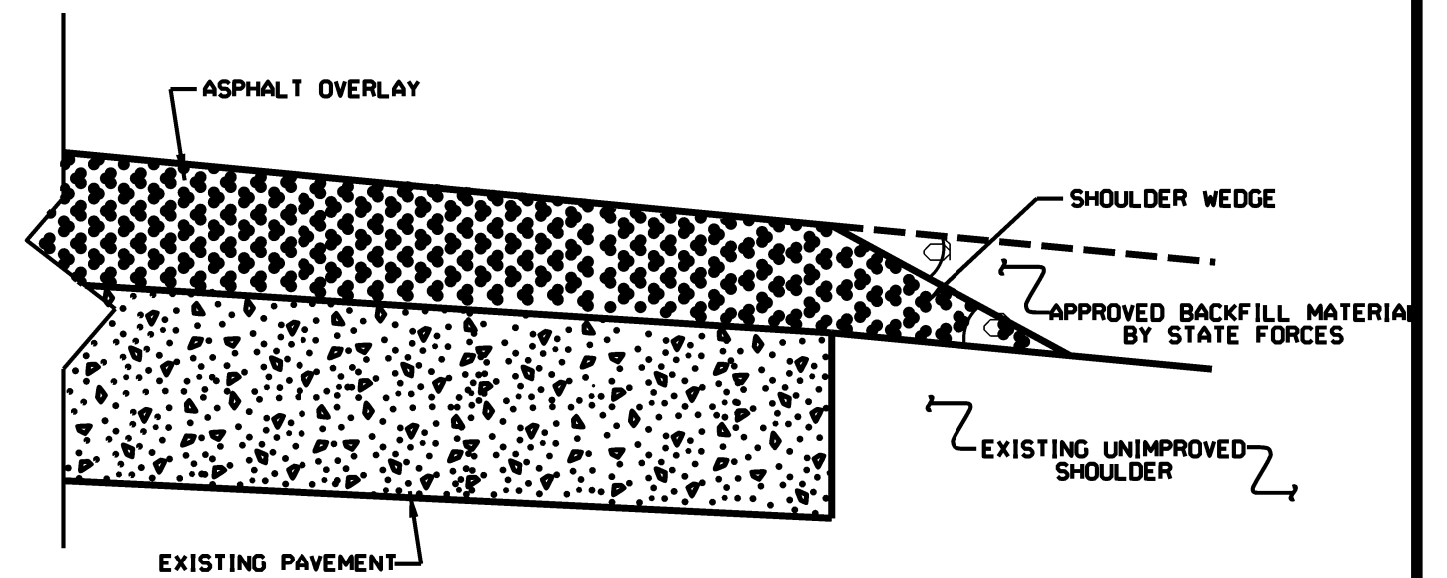
SHOULDER RECONSTRUCTION DETAIL

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 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.

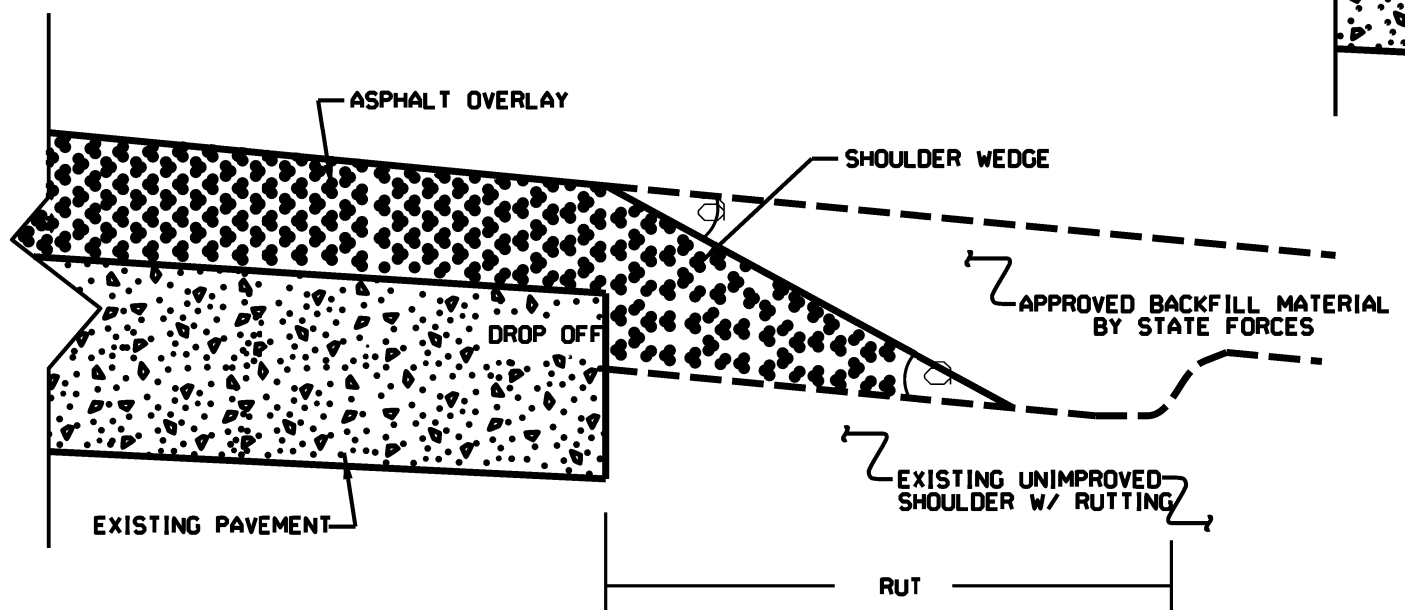
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS



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)

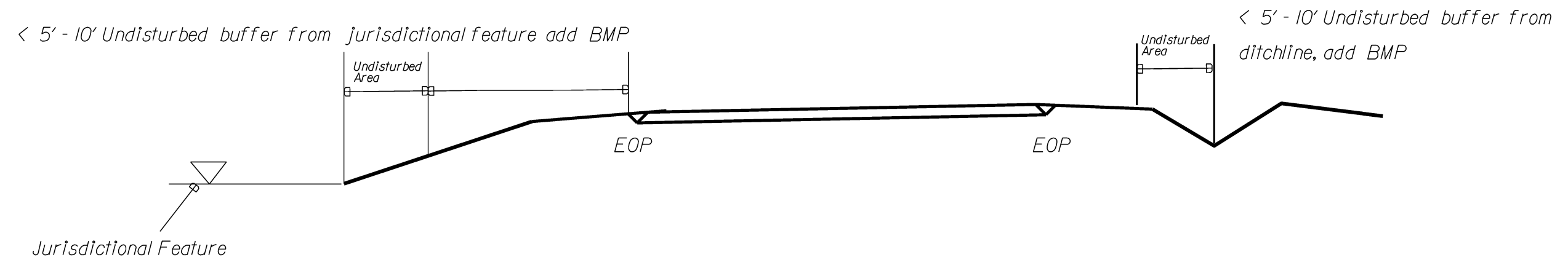
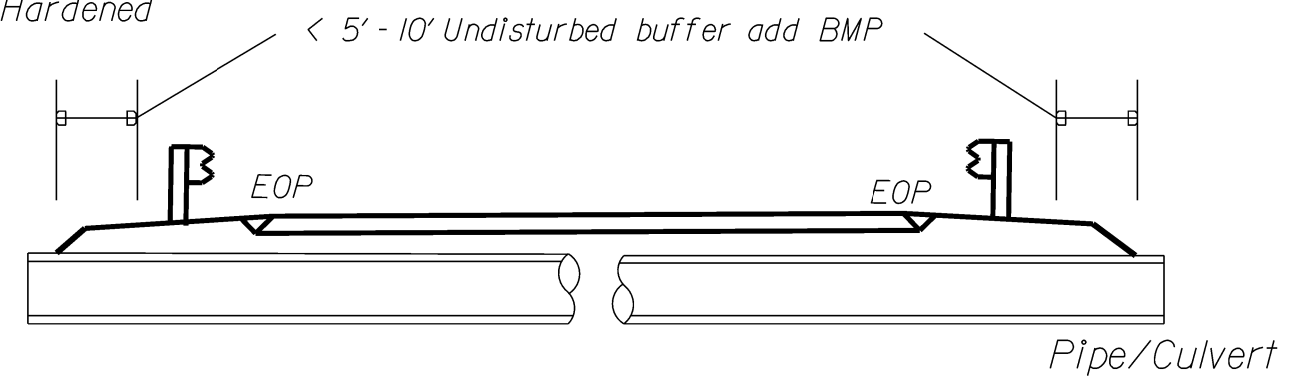
- SHOULDER WEDGE ANGLE = 30°

| | |
|--|------------------|
| CONTRACT STANDARDS AND DEVELOPMENT UNIT | |
| Office 919-707-6150 | FAX 919-239-4119 |
| SHOULDER WEDGE DETAILS | |
| ORIGINAL BY: J.SELL | DATE: 7/13/11 |
| MODIFIED BY: | DATE: 12/16/12 |
| CHECKED BY: | DATE: |
| FILE: SEC 1 - sec/standards/shoulderwedge | |

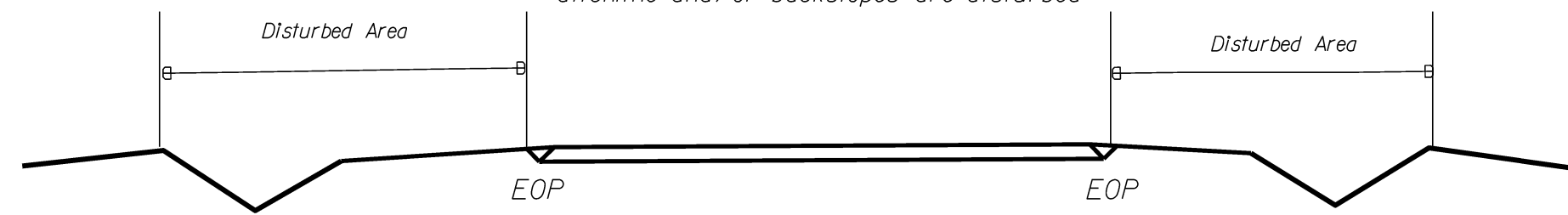
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

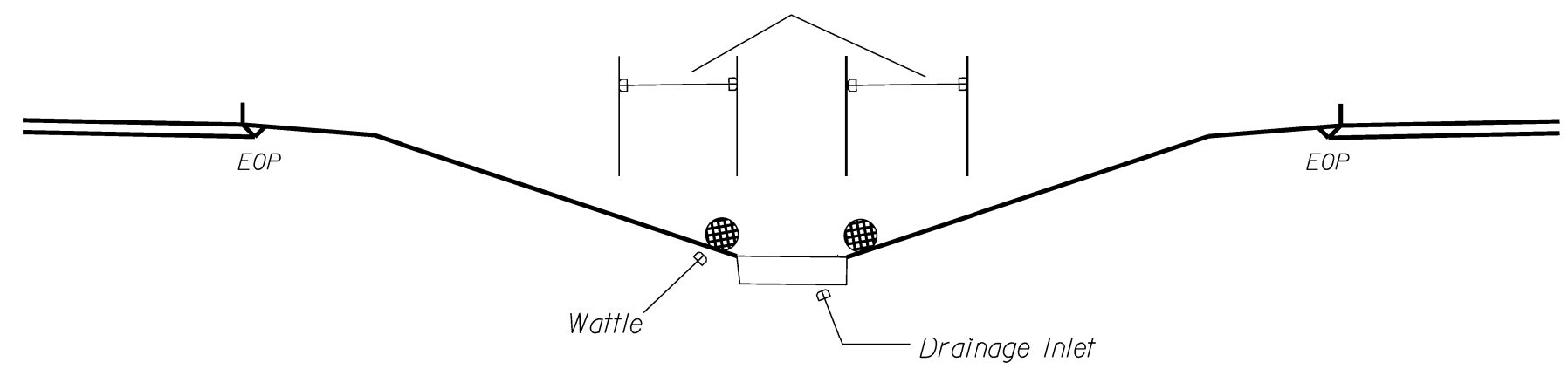
EROSION CONTROL DETAIL



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

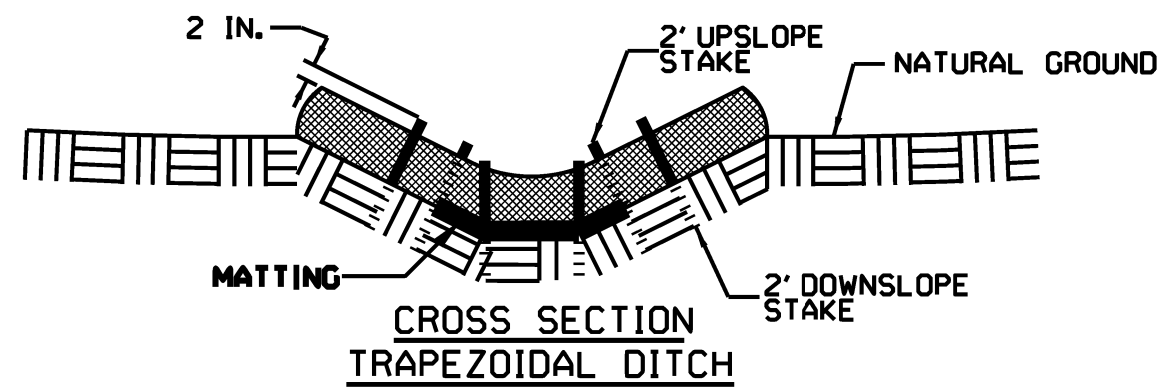
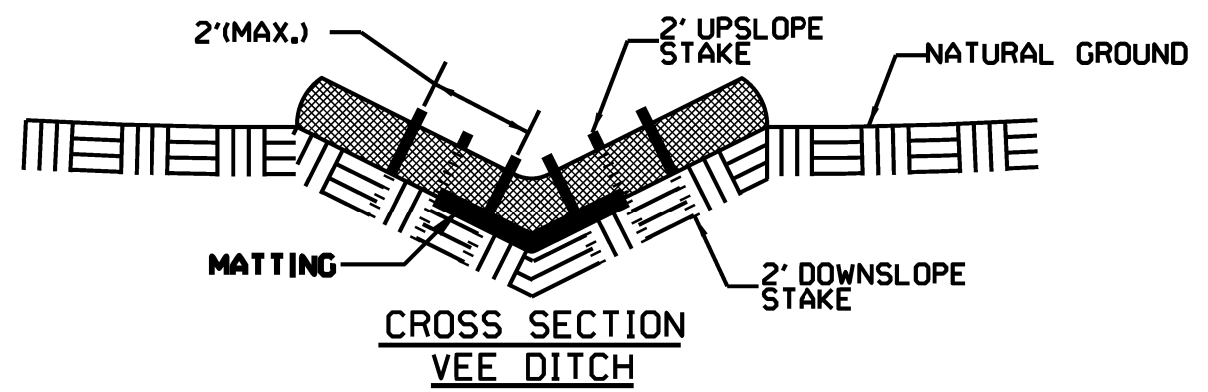
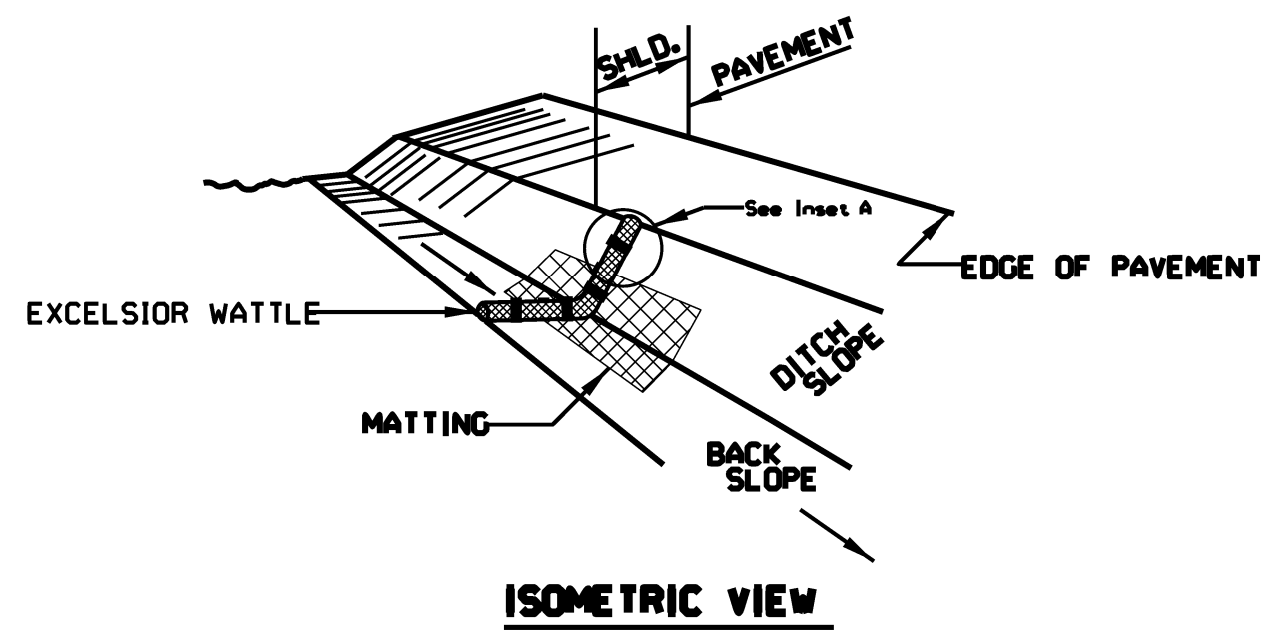


< 5' - 10' Undisturbed buffer from inlet, add wattle

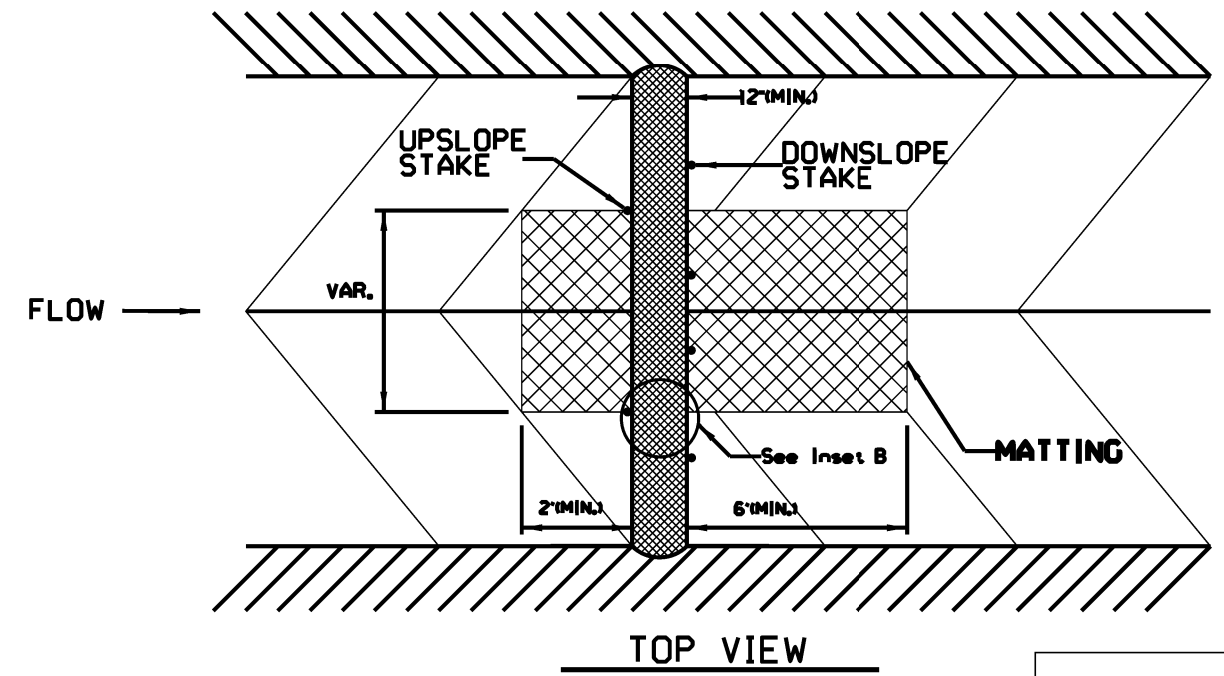
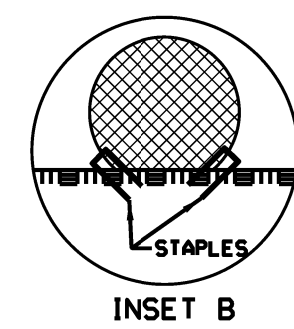
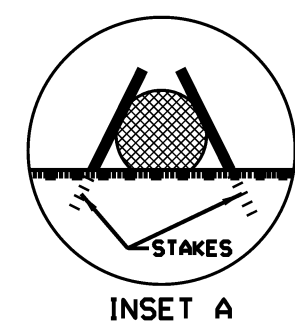


NOT TO SCALE

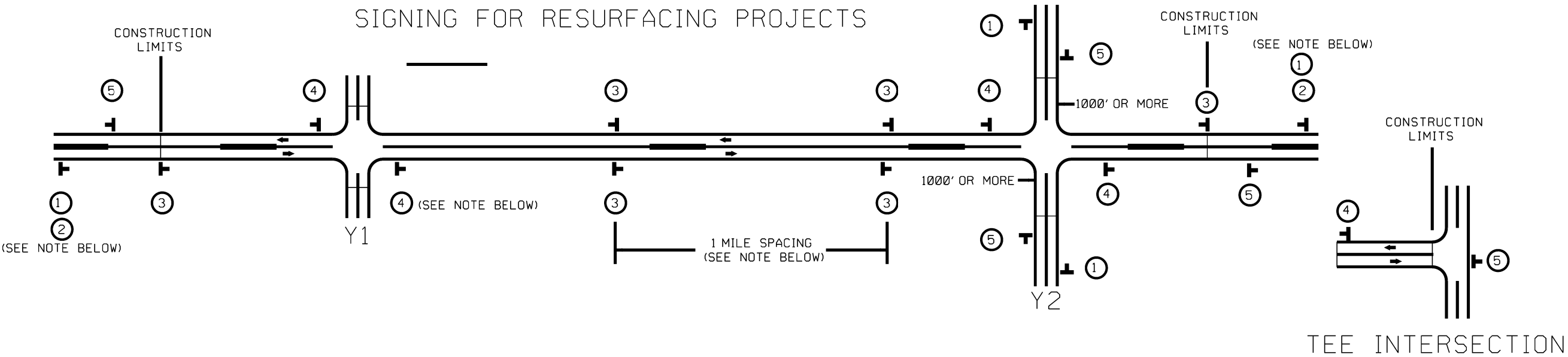
WATTLE DETAIL



- 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



LEGEND

T

STATIONARY SIGN

→

DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

| | | | |
|--|---|---|--|
| SIGNING NOTES AND PLACEMENT PER DIRECTION | <div>1</div> <div>ROAD WORK AHEAD</div> <div>W20-1 48" X 48"</div> | PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE | NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS 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. |
| | <div>2</div> <div>NEXT XX MILS</div> <div>W7-3aP 24" X 18"</div> | #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) | |
| | <div>3</div> <div>LOW/SOFT SHOULDER</div> <div>SP.13107 48" X 48"</div> | - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER. | |
| | <div>4</div> <div>ROAD UNDER CONST</div> <div>SP.13106 48" X 48"</div> | - 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. | |
| | <div>5</div> <div>END ROAD WORK</div> <div>G20-2 A 48" X 24"</div> | PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION. | |

ROAD WORK AHEAD

W20-1
48" X 48"

ROAD WORK AHEAD

W20-7 A
48" X 48"

PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.