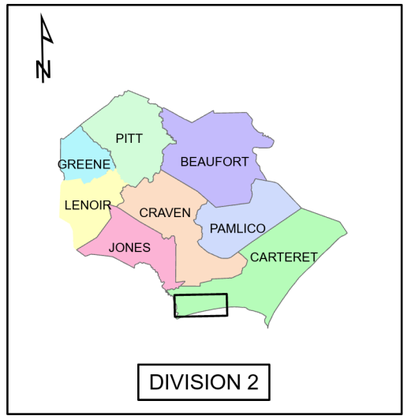


CARTERET COUNTY

PROJECT REFERENCE NO.	SHEET NO.
2025CPT.02.01.10161	1

WBS# 2025CPT.02.01.10161

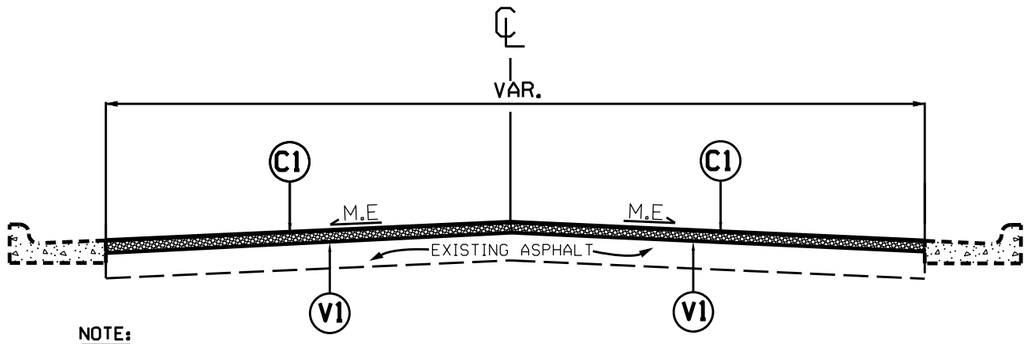
TYPE OF WORK : MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION

NCDOT
DIVISION 2

PROJECT REFERENCE NO.	SHEET NO.
2025CPT.02.01.10161	2

TYPICAL SECTION NO. 1

MAP 1 & MAP 2 (STA. 145+95 TO STA 220+08)



NOTE:

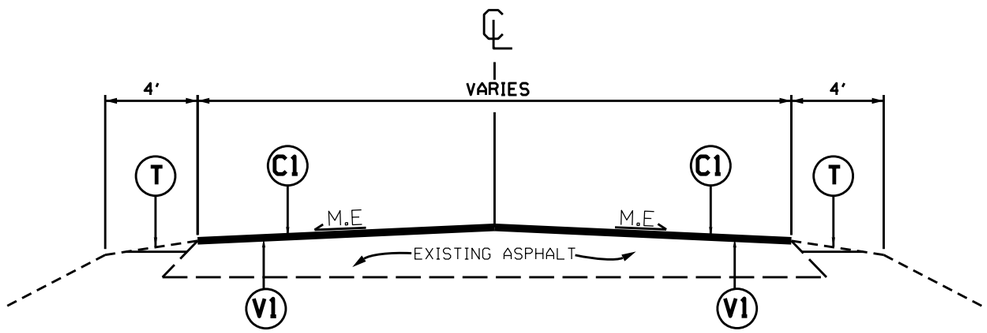
1. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 1.5 INCHES, MILLING TO INCLUDE BOTH NCDOT AND CITY SIDE STREETS TO THE BACK OF THE RADIUS.
2. PLACE 1.5 INCHES OF ASPHALT SURFACE COURSE S9.5C AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 2

MAP 2 (STA. 220+08 TO 993+35)

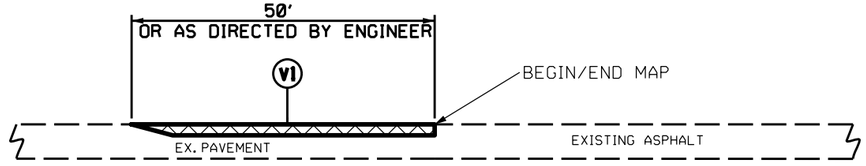


NOTE:

1. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 1.5 INCHES. MILLING TO INCLUDE BOTH NCDOT AND CITY SIDE STREETS TO BACK OF RADIUS.
2. PLACE 1.5 INCHES OF ASPHALT SURFACE COURSE S9.5C AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
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.
5. VARIOUS CURB AND GUTTER SECTIONS WILL APPEAR THROUGHOUT ENTIRE MAP.
6. SEE TABLE ON SUMMARY OF QUANTITIES FOR APPROX. STATIONS OF MANHOLE ADJUSTMENTS.
7. LEVELING COURSE I19.0C NOTED ON SUMMARY OF QUANTITIES IS TO BE COMPLETED PRIOR TO MILL AND FILL, INCIDENTAL MILLING TO BE COMPLETED AT TIE-IN ON EACH SIDE. AS DIRECTED BY THE ENGINEER

PROJECT REFERENCE NO.	SHEET NO.
2025CPT.02.01.10161	3

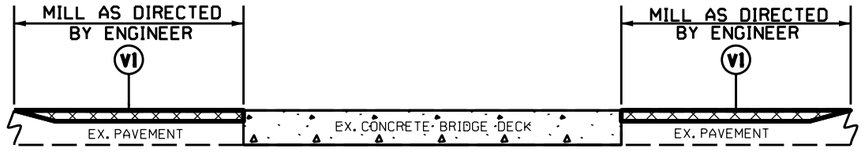
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

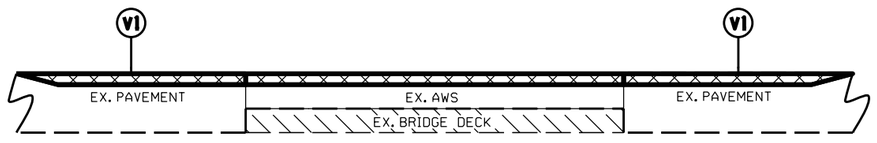
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

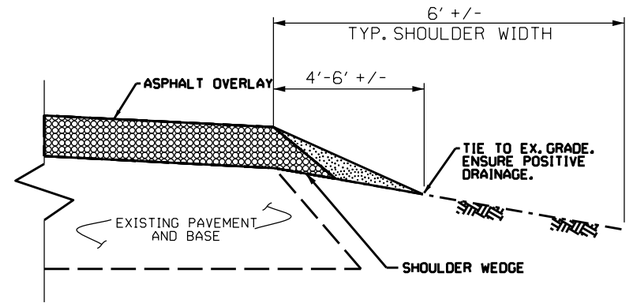


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL

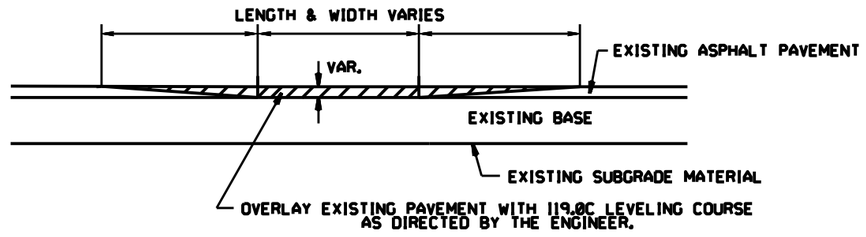


SHOULDER RECONSTRUCTION DETAIL

NOTE:

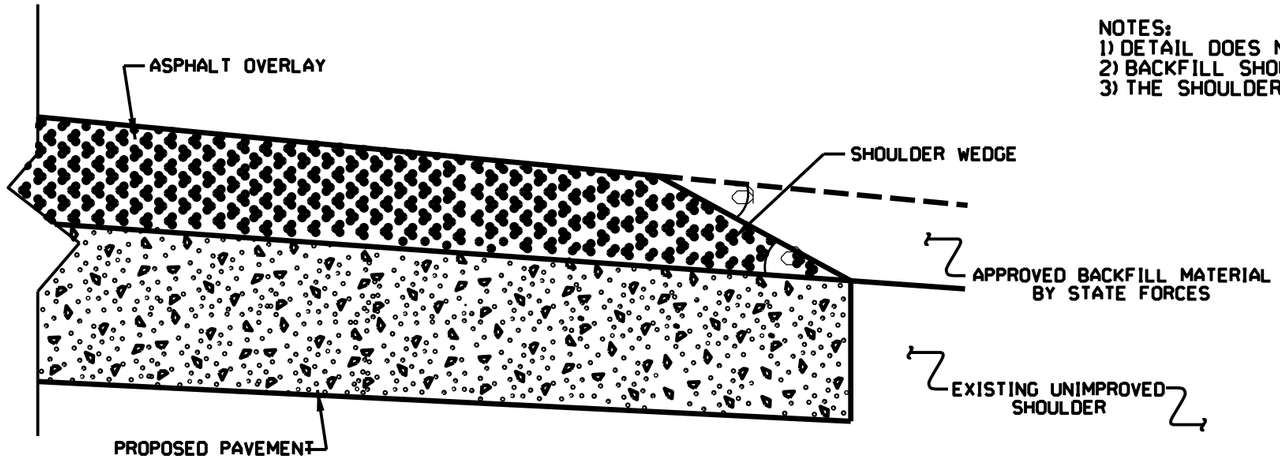
1. SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
2. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE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

DETAILS OF LEVELING EXISTING PAVEMENT PRIOR TO RESURFACING



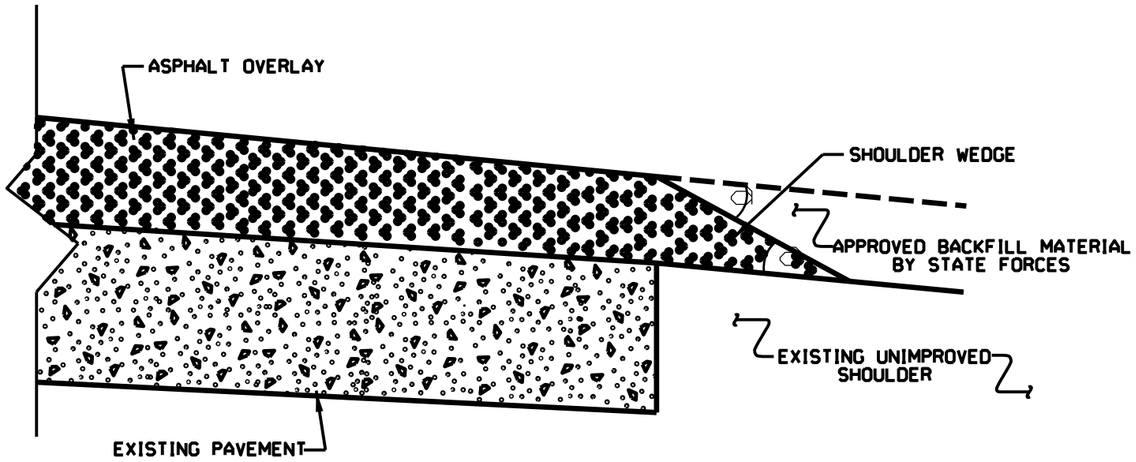
PROJECT REFERENCE NO.	SHEET NO.
2025CPT.02.01.10161	4

NOTES:
1) DETAIL DOES NOT APPLY TO OGAFC 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.



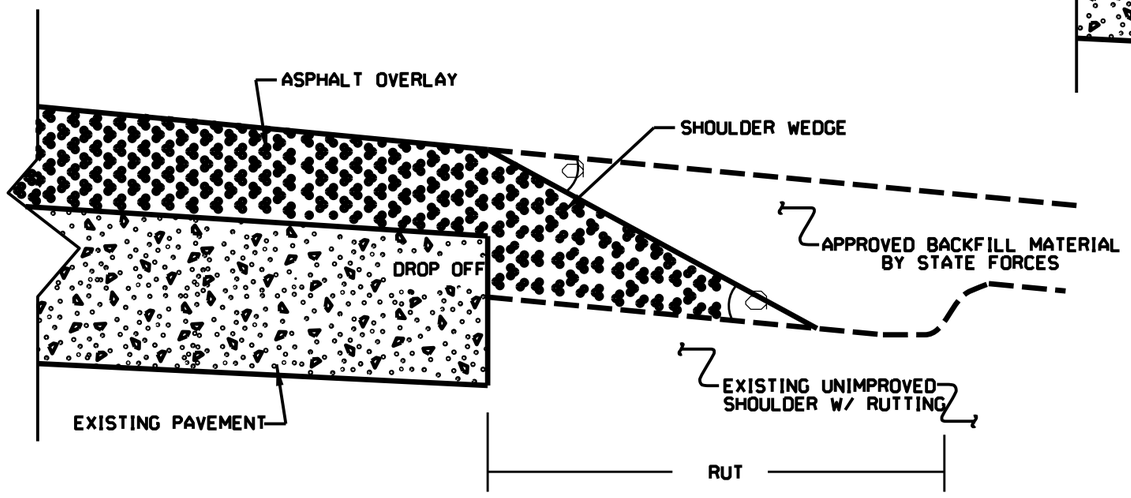
SHOULDER WEDGE DETAIL

(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)

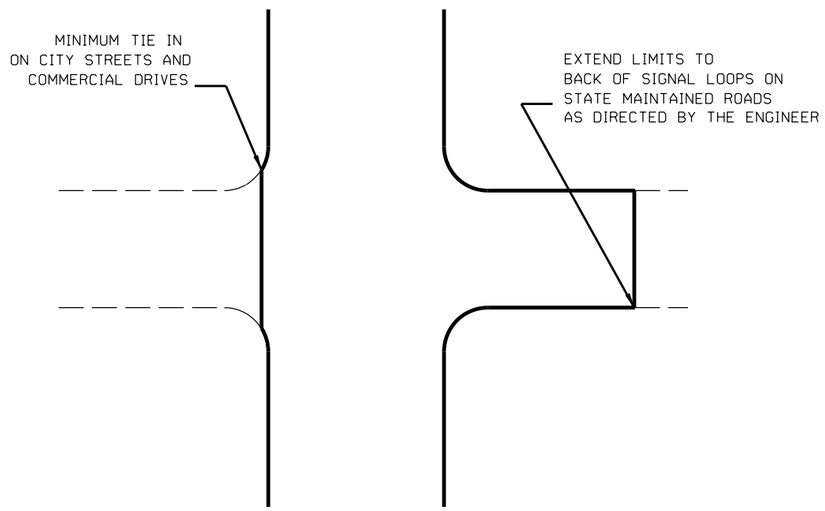
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-2950 Fax 919-250-4119

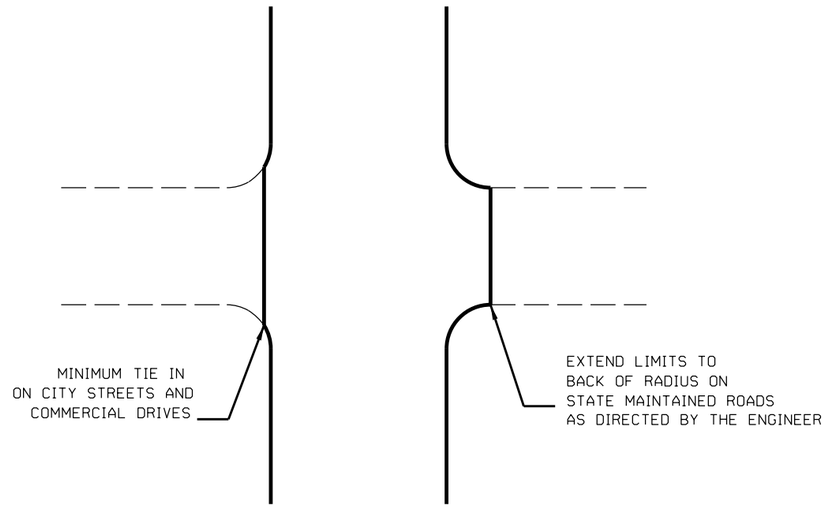
SHOULDER WEDGE DETAILS

ORIGINAL BY: T.SPELL DATE: 7-19-11
MODIFIED BY: DATE: 10/15/12
CHECKED BY: DATE:
FILE SPEC:

PROJECT REFERENCE NO.	SHEET NO.
2025CPT.02.01.10161	5



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



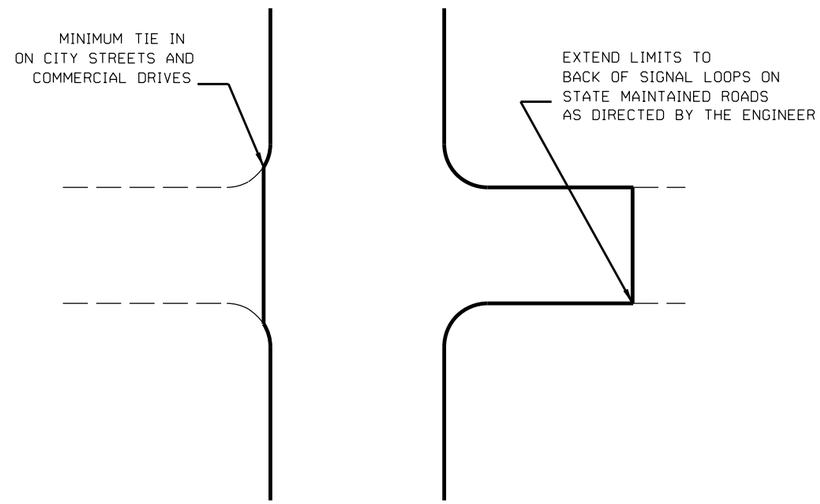
TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

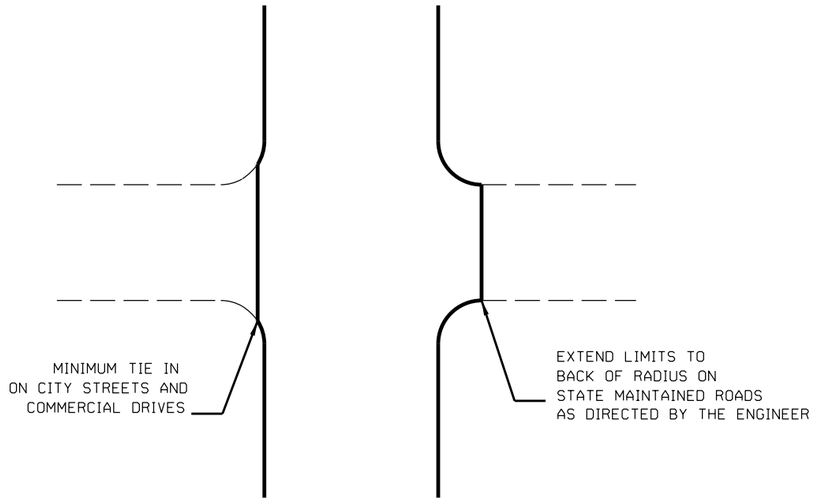
Extend paving limits to back of radius
or loop on the following intersections:

MAP*	STREET NAME	COMMENTS
1	HERRING LN	PAVE TO JOINT AT BACK OF RADIUS
1	PALMETTO DR	PAVE TO JOINT APPROX. 55' FROM -L-
1	DOLPHIN BAY ESTATES	PAVE TO JOINT AT BACK OF RADIUS
1	HILL ST	PAVE TO JOINT AT BACK OF RADIUS
1	BUDS LN	PAVE TO JOINT AT BACK OF RADIUS
1	BELL ST	PAVE TO JOINT APPROX. 31' FROM -L-
1	BLUFF RD	PAVE TO JOINT APPROX. 74' FROM -L-
1	JONES ST	PAVE TO BACK OF RADIUS
1	SHERWOOD AVE	PAVE TO JOINT APPROX. 49' FROM -L-
2	GOLFIN DOLPHIN DR	PAVE TO JOINT APPROX. 26' FROM -L-
2	MANATEE ST	PAVE TO JOINT APPROX. 34' FROM -L-
2	DOLPHIN ST	PAVE TO JOINT AT BACK OF RADIUS
2	ANITA FORTE DR	PAVE TO JOINT APPROX. 140' FROM -L-
2	YAUPON DR	PAVE TO JOINT AT BACK OF RADIUS
2	CHANNEL VIEW CT	PAVE TO JOINT APPROX. 82' FROM -L-
2	BOGUE SOUND DR	PAVE TO BACK OF RADIUS

PROJECT REFERENCE NO.	SHEET NO.
2025CPT.02.01.10161	6



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)		
Extend paving limits to back of radius or loop on the following intersections:		
MAP#	STREET NAME	COMMENTS
2	LEJEUNE RD	PAVE TO JOINT AT BACK OF RADIUS
2	US MARINE CORPS AUX LANDING FIELD	PAVE TO JOINT APPROX. 118' FROM -L-
2	PRINGLE RD	PAVE TO JOINT APPROX. 68' FROM -L-
2	WALMART/MURPHY USA ENTRANCE	PAVE TO BACK OF SIGNAL LOOPS
2	BRYAN ST	PAVE TO JOINT APPROX. 48' FROM -L-
2	HODGES ST	PAVE TO APPROX. 76' FROM -L-

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.02.01.10161	7	

SUMMARY OF QUANTITIES

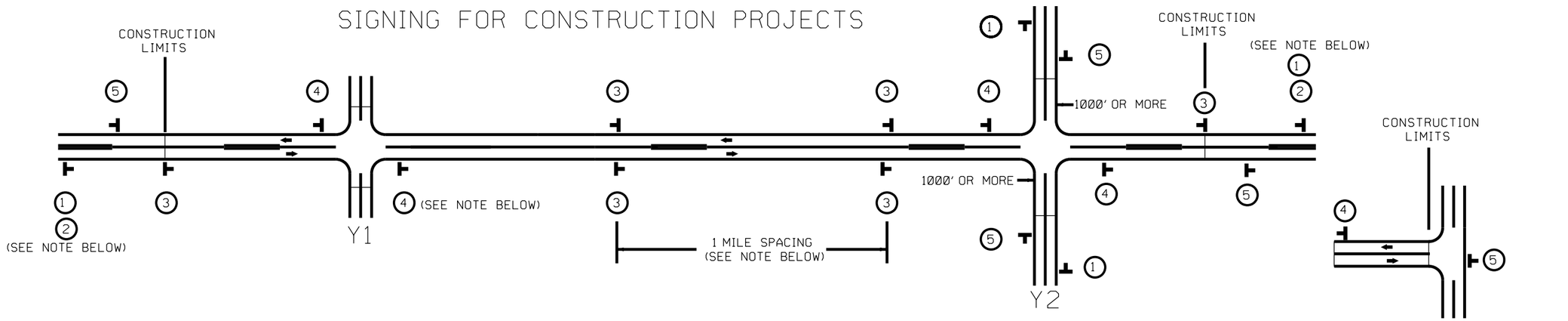
										0262000000-N	1220000000-E	1245000000-E	1297000000-E	1330000000-E	1880000000-E	1523000000-E	1575000000-E	2830000000-N	5255000000-N	6000000000-E	6071010000-E	6084000000-E	6117000000-N	4413000000-E	4457000000-N	4510000000-N
PROJECT NO	**COUNTY**	**MAP NO**	**ROUTE**	**DESCRIPTION**	**TYP NO**	**LANES**	**LANE TYPE**	**LENGTH**	**WIDTH**	**HAULING NCDOT SUPPLIED SHOULDER MATERIAL**	**INCIDENTAL STONE BASE**	**SHOULDER RECONSTRUCTION**	**1½" MILLING**	**INCIDENTAL MILLING**	**INTERMEDIATE COURSE, I19.0C (LEVELING COURSE)**	**SURFACE COURSE, S9.5C**	**ASPHALT BINDER FOR PLANT MIX**	**ADJ. OF MANHOLES**	**PORTABLE LIGHTING**	**TEMPORARY SILT FENCE**	**WATTLE**	**SEED & MULCHING**	**RESPONSE FOR EROSION CONTROL**	**WORK ZONE ADVANCE/ GENERAL WARNING SIGNING**	**TEMPORARY TRAFFIC CONTROL**	**LAW ENFORCEMENT**
								MI	**FT**	**EA**	**TONS**	**SMI**	**SY**	**SY**	**TONS**	**TONS**	**TONS**	**EA**	**LS**	**LF**	**LF**	**AC**	**EA**	**SF**	**LS**	**HR**
2025CPT.02.01.10161	Carteret	1	NC-24	FROM ONSLOW COUNTY TO SR 1113 OLD NC-58	1	5	MU	2.59	60				92,711	2,010		7,957	469							130		
TOTAL FOR MAP NO. 1								**2.59**					**92,711**	**2,010**		**7,957**	**469**							**130**		
2025CPT.02.01.10161	Carteret	2	NC-24	FROM APPROX. 450' EAST OF NC-24/NC-58 INT. TO US 70	1&2	5	MU	16	67	586	733	29.3	648,476	20,353	1,060	56,050	3,360	13	1	1,600	300	14.65	3	1,765	*	100
TOTAL FOR MAP NO. 2								**16**		**586**	**733**	**29.3**	**648,476**	**20,353**	**1,060**	**56,050**	**3,360**	**13**	**1**	**1,600**	**300**	**14.65**	**3**	**1,765**		**100**
TOTAL FOR PROJ NO. 2025CPT.02.01.10161								**18.59**		**586**	**733**	**29.3**	**741,187**	**22,363**	**1,060**	**64,007**	**3,829**	**13**	**1**	**1,600**	**300**	**14.65**	**3**	**1,895**	**1**	**100**
GRAND TOTAL								**18.59**		**586**	**733**	**29.3**	**741,187**	**22,363**	**1,060**	**64,007**	**3,829**	**13**	**1**	**1,600**	**300**	**14.65**	**3**	**1,895**	**1**	**100**

MANHOLE ADJUSTMENTS	QTY.	STA.
Outside RTLN (Eastbound)	1	861+35 +/-
Outside RTLN (Eastbound)	1	870+70 +/-
Outside RTLN (Eastbound)	1	877+35 +/-
Outside RTLN (Eastbound)	1	882+95 +/-
Outside RTLN (Eastbound)	1	885+45 +/-
Outside RTLN (Eastbound)	1	890+15 +/-
Outside RTLN (Eastbound)	1	895+85 +/-
Outside RTLN (Eastbound)	1	910+55 +/-
Outside RTLN (Eastbound)	1	920+80 +/-
Outside RTLN (Eastbound)	1	940+35 +/-
Outside RTLN (Eastbound)	1	962+75 +/-
Outside RTLN (Eastbound)	1	971+25 +/-
Outside RTLN (Eastbound)	1	981+20 +/-

LEVELING COURSE I19.0C	MAP	STA.	WIDTH
	2	295+45 TO 297+39	FULL WIDTH
	2	338+06 TO 339+30	FULL WIDTH
	2	346+50 TO 348+60	FULL WIDTH
	2	442+75 TO 445+10	FULL WIDTH
	2	468+40 TO 469+85	FULL WIDTH

PROJECT REFERENCE NO.	SHEET NO.
2025CPT.02.01.10161	TMP-1

SIGNING FOR CONSTRUCTION PROJECTS



LEGEND
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1 2	ROAD WORK AHEAD W20-1 48" X 48" NEXT XX MILES W7-3aP 24" X 18"	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)
3	LOW/SOFT SHOULDER SP 13107 48" X 48"	- 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.
4	ROAD UNDER CONST SP 13106 48" X 48"	- 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	END ROAD WORK G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

-Y- LINE SIGNING

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.

ROAD WORK AHEAD W20-1 48" X 48"
PLACED 500' IN ADVANCE OF FLAGGER.

W20-7 A 48" X 48"
PLACED 250' IN ADVANCE OF FLAGGER.

DIVISION OF HIGHWAYS • STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION • WORK ZONE TRAFFIC CONTROL

CONSTRUCTION PROJECTS ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2 LANE ROADWAYS

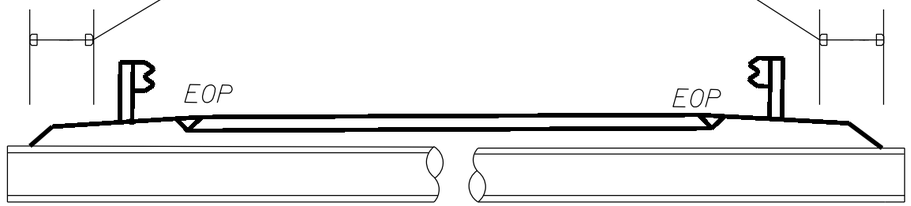
PROJECT REFERENCE NO.	SHEET NO.
2025CPT.02.01.10161	EC-1

EROSION CONTROL DETAIL

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

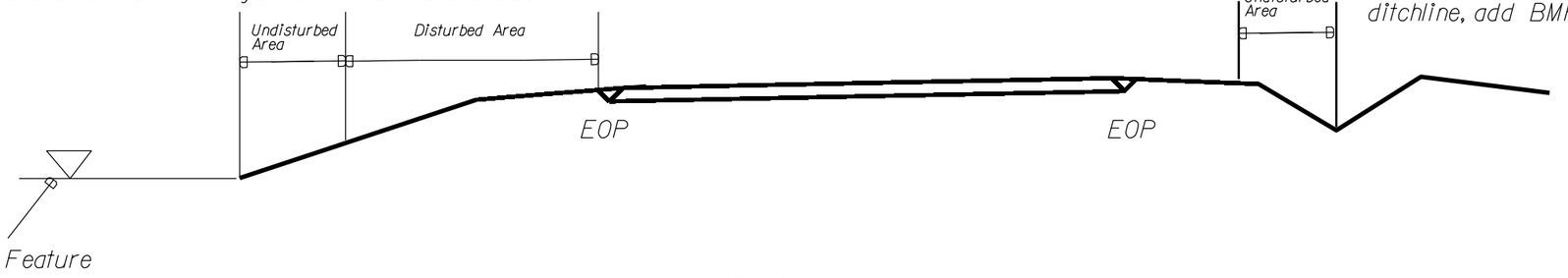
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

< 5' - 10' Undisturbed buffer add BMP



Pipe/Culvert

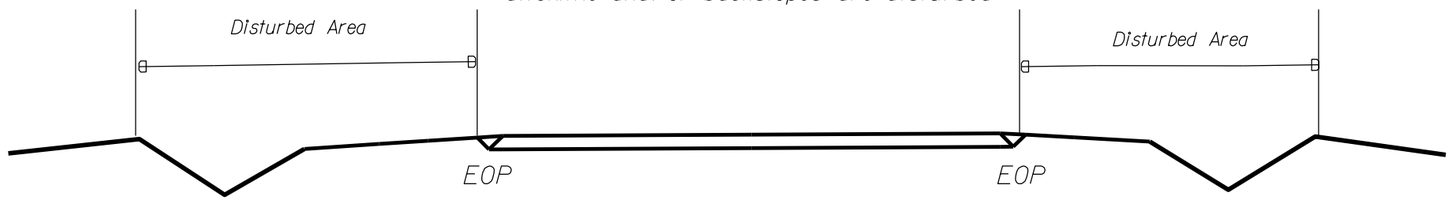
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP



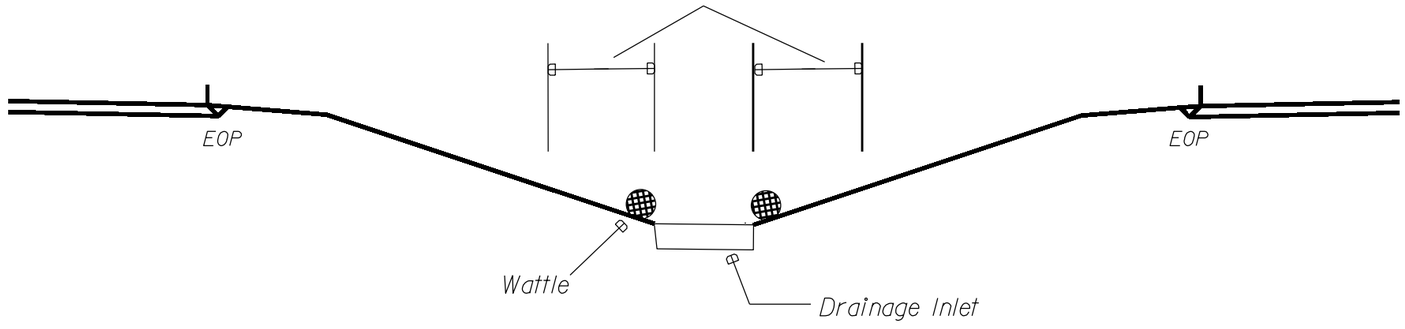
< 5' - 10' Undisturbed buffer from ditchline, add BMP

Jurisdictional Feature

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



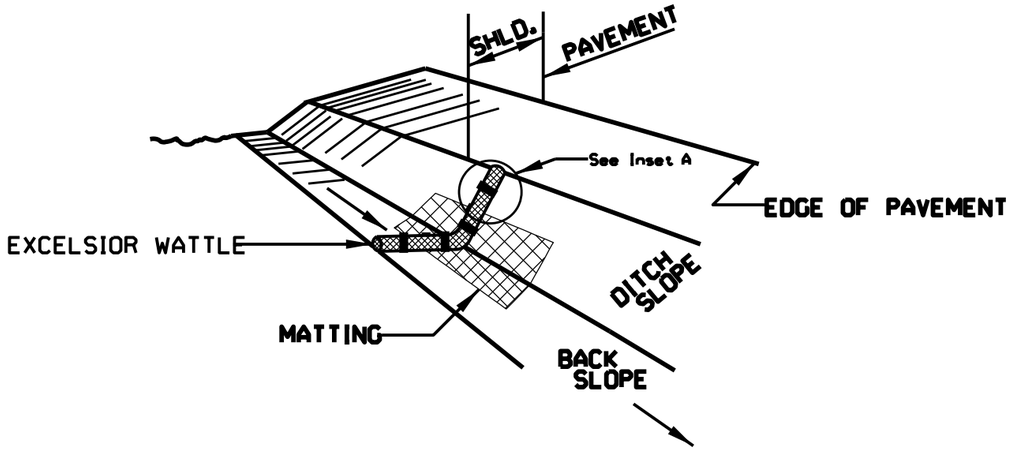
< 5' - 10' Undisturbed buffer from inlet, add wattle



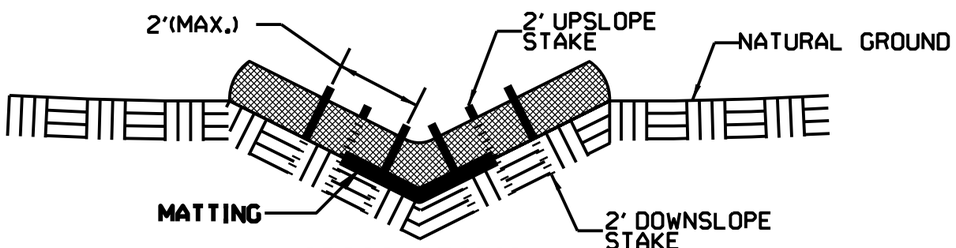
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
2025CPT020J0161	EC-2

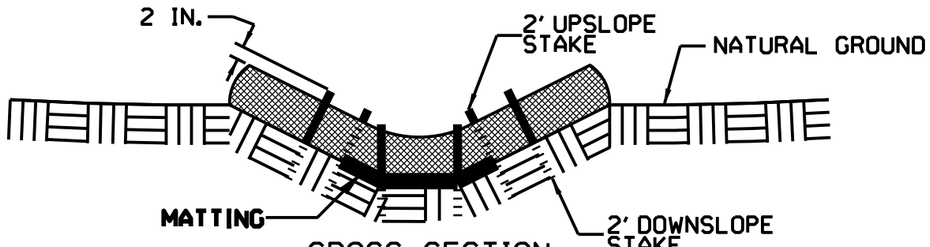
WATTLE DETAIL



ISOMETRIC VIEW



CROSS SECTION
VEE DITCH



CROSS SECTION
TRAPEZOIDAL DITCH

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.

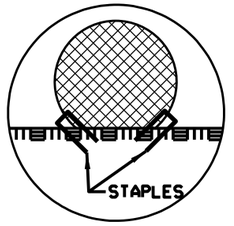
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

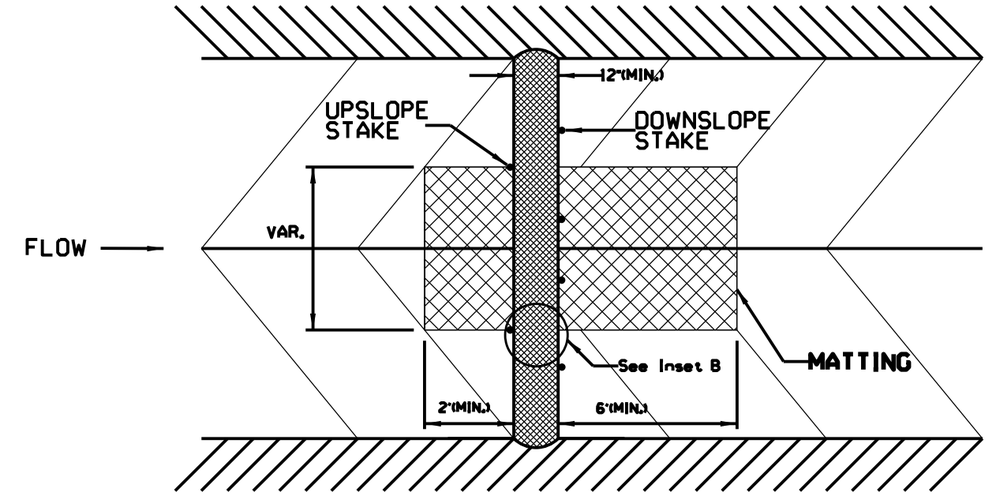
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

INSET A



INSET B



TOP VIEW

NOT TO SCALE