

# GREENE COUNTY/PITT COUNTY

RESURFACING CONTRACT:

DB00310

WBS:2017CPT.02.15.10401.1 - GREENE CO.

WBS:2017CPT.02.18.10741.2 - PITT CO.

**LOCATION:**

MAP 1 - US-264-ALT FROM THE WILSON CO. LINE TO THE PITT CO. LINE.

MAP 2 - US-264-ALT FROM THE GREENE CO. LINE TO US-258-BUS.

MAP 3 - US-258 FROM US-264-ALT TO US-264-ALT.

MAP 4 - US-264-ALT FROM US-258 TO US-13.

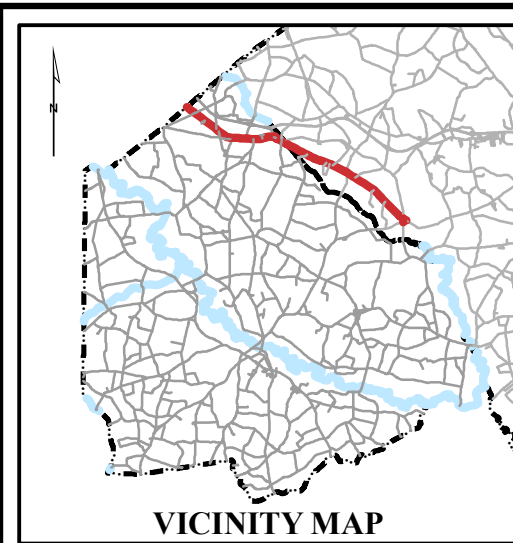
MAP 5 - SR-1139 FROM US-13 TO US-264-ALT.

MAP 6 - SR-1362 FROM US-264-ALT TO US-264-ALT.

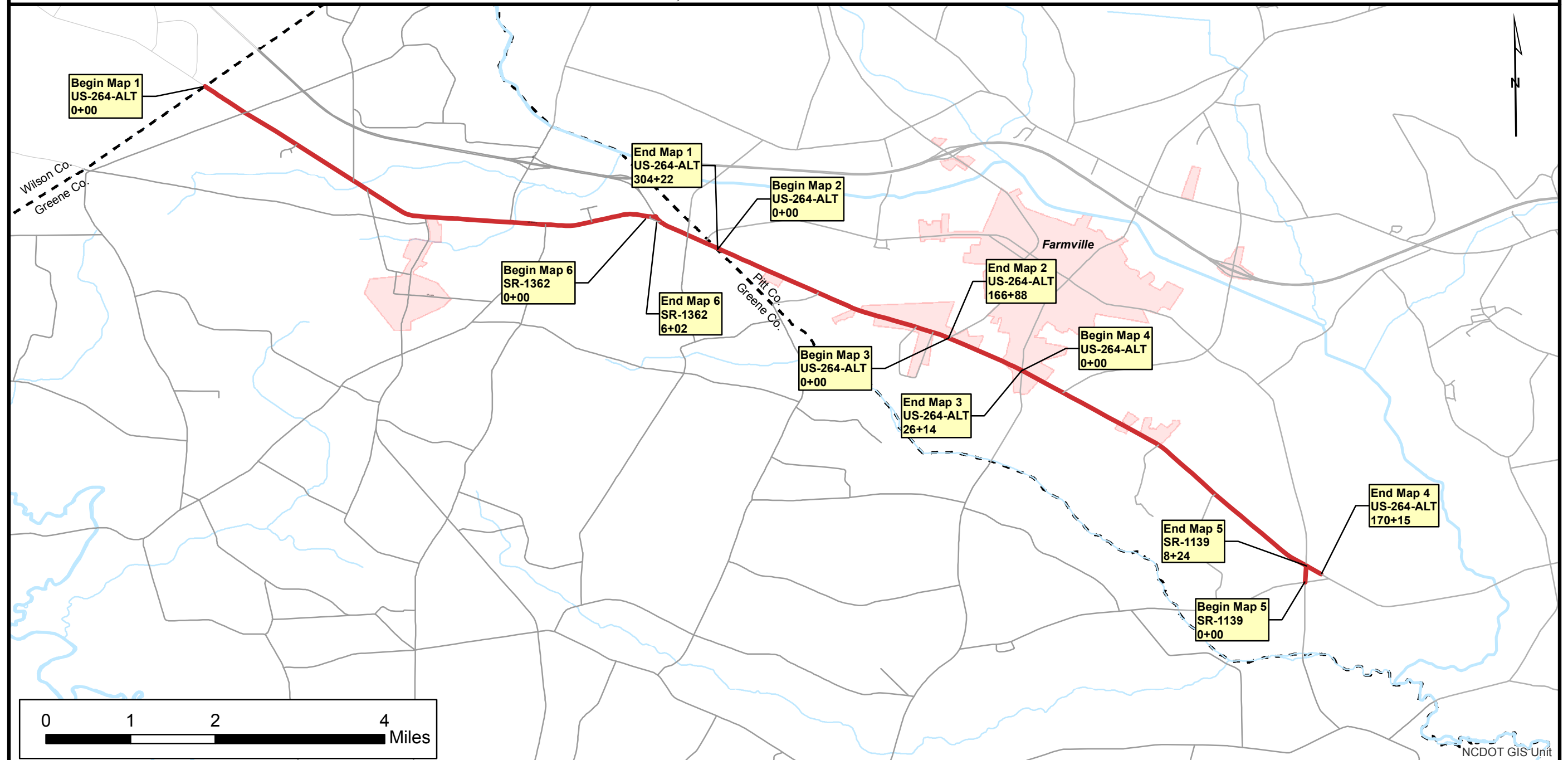
**TYPE OF WORK: RESURFACING, PAVEMENT MARKINGS & SHOULDER RECONSTRUCTION.**



**NCDOT**  
DIVISION 2

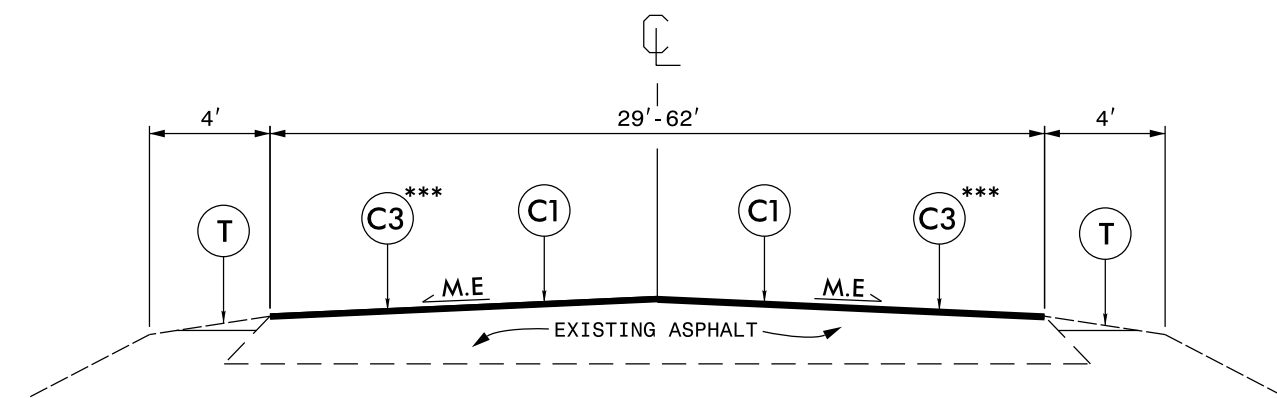


VICINITY MAP



## TYPICAL SECTION NO. 1

- MAP 1 - US-264-ALT FROM THE WILSON CO.(0+00) LINE TO THE PITT CO. LINE(304+22).  
 MAP 2 - US-264-ALT FROM PITT CO. LINE(0+00) TO BEG C&G(52+88).  
 MAP 3 - US-264-ALT FROM END C&G(9+27) TO 325' W. OF INTERSECTION OF US-258/WESLEY CH. RD.(26+14).  
 MAP 5 - SR-1139 FROM US-246-ALT(0+00) TO US-13(8+24).  
 MAP 6 - \*\*\*SR-1362 FROM US-264-ALT(0+00) TO US-264-ALT(6+02).

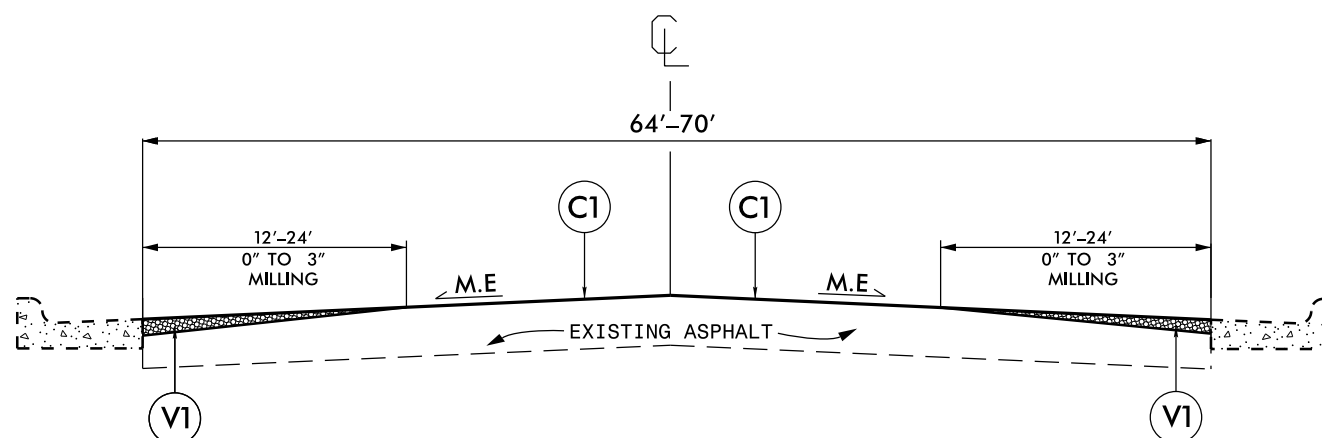


**NOTE:**

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. \*\*\*1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5B, TO BE PLACE ON MAP 6 ONLY.

## TYPICAL SECTION NO. 2

- MAP 2 - US-264-ALT FROM BEG C&G(52+88) TO INTERSECTION OF US-258BUS(END RAD EBL=166+88).  
 MAP 3 - US-264-ALT FROM INTERSECTION OF US-258BUS(END RAD EBL=0+00) TO END C&G(9+27).



**NOTE:**

1. MILL 0" TO 3" FOR 12'-24' WIDE SECTION, TO OBTAIN A MINIMUM OF 1 3/4" MILLED DEPTH AT THE LIP OF CURB AND GUTTER, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE, Y-LINE SECTIONS AND BRIDGE APPROACHES, AS DIRECTED BY THE ENGINEER. SEE DETAIL 1 & 2.

## PAVEMENT SCHEDULE

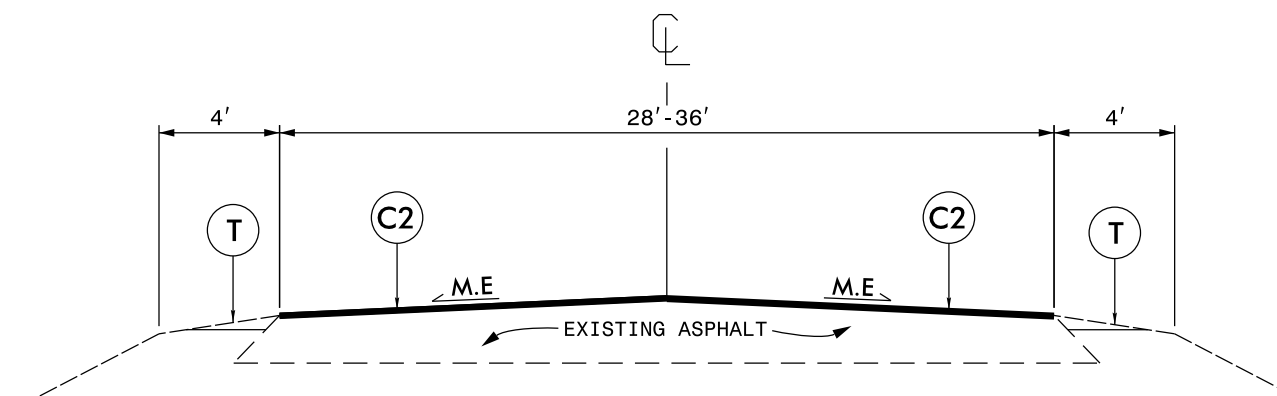
C1	PROP. APPROX. 1 3/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 196.0 LBS. PER SQ. YD.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224.0 LBS. PER SQ. YD.
C3	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168.0 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 0" TO 3" +/-, FOR A WIDTH AS SHOWN IN THE TYPICAL, FROM THE LIP OF THE CURB & GUTTER, OR AS DIRECTED BY THE ENGINEER.
V2	INCIDENTAL MILLING.

**DRAWINGS NOT TO SCALE**

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

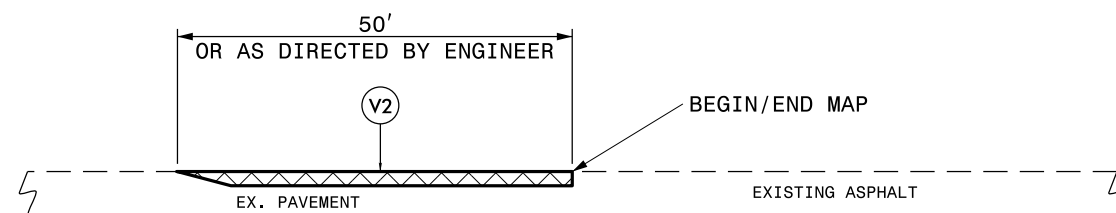
## TYPICAL SECTION NO. 3

- MAP 4 - US-264-ALT FROM 325' W. OF INTER. OF US-258(0+00) TO 500' +/- W. OF INTER. OF US-13(170+15).



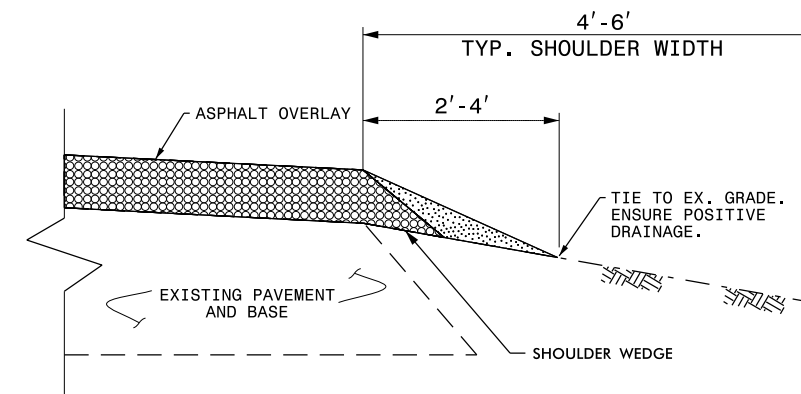
**NOTE:**

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.



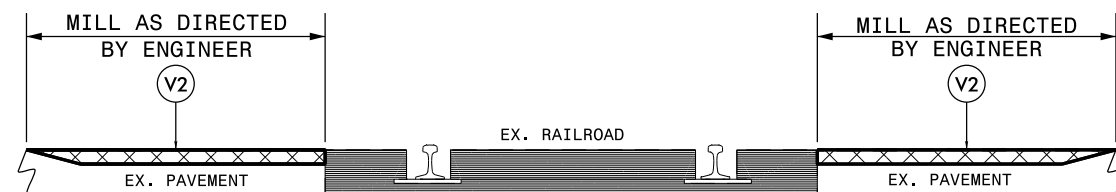
**DETAIL 1**  
BEGIN/END MAP TIE-IN

- 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.



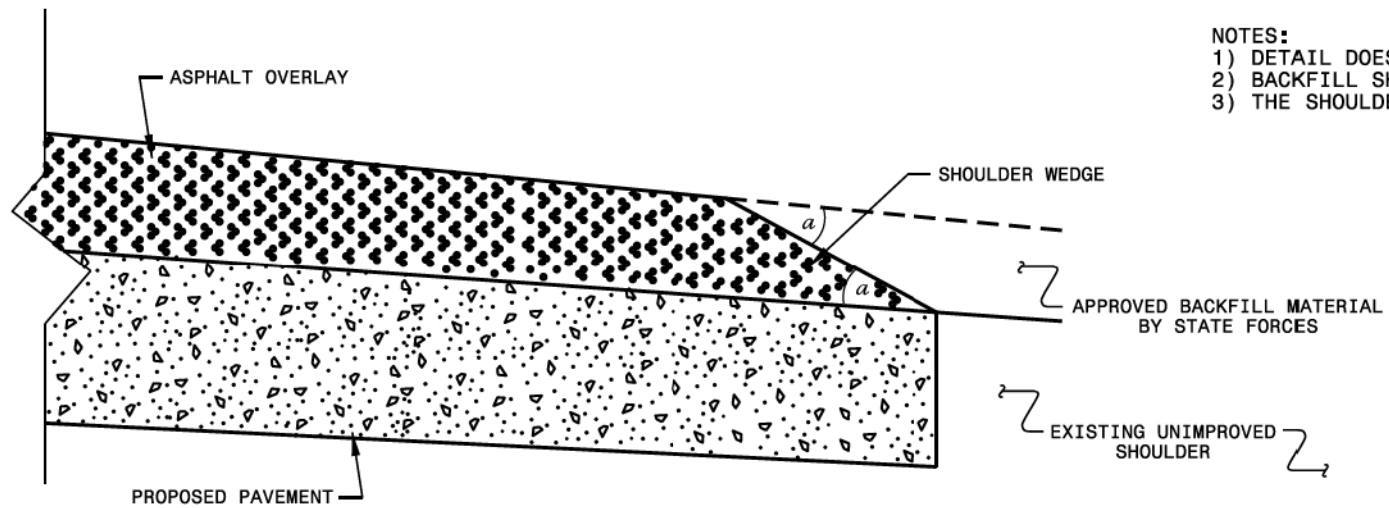
**SHOULDER RECONSTRUCTION DETAIL**

- 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.



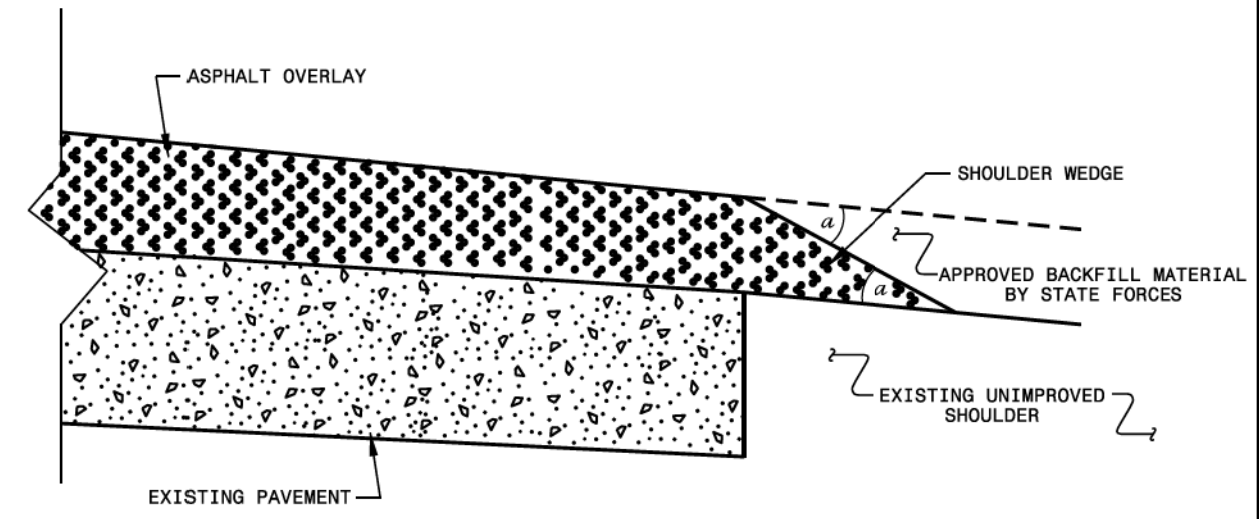
**DETAIL 2**  
RAILROAD MILLING

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

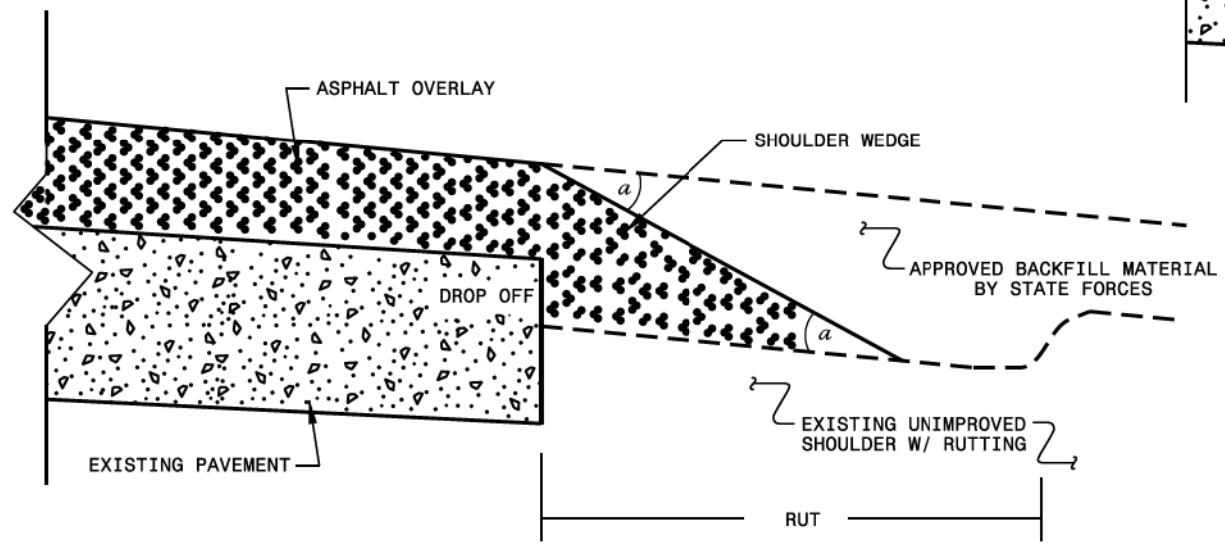


- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.

**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°

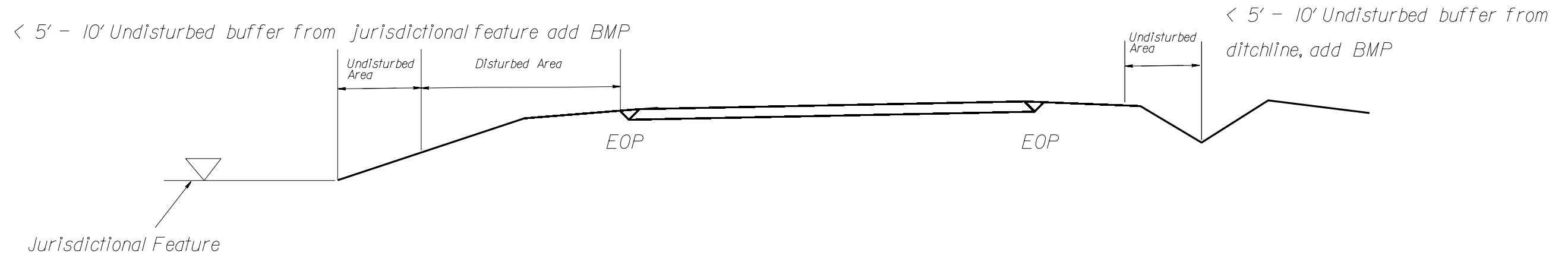
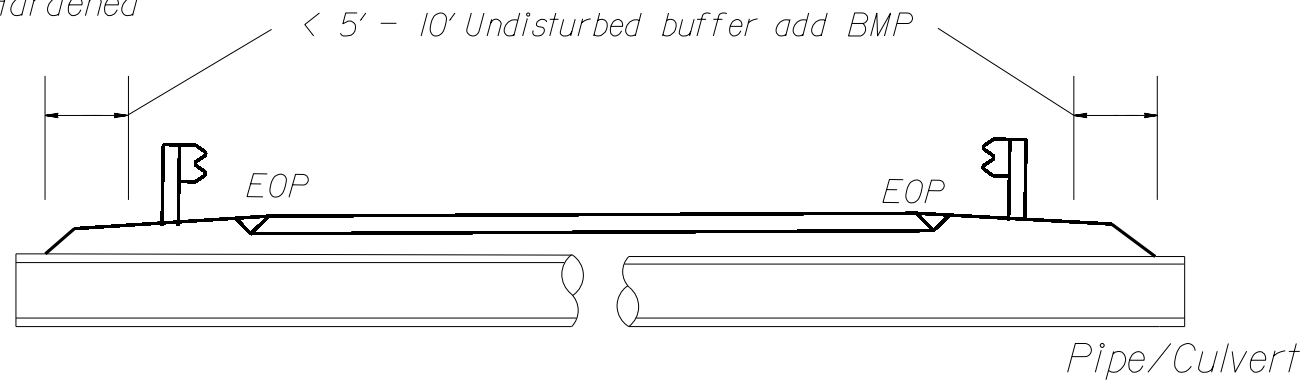
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/16/12
CHECKED BY:	DATE:
FILE SPEC: s:\sr\details\stand\shoulderwedgedetail.dwg	

24-MAR-2016 14:15 s:\sr\details\stand\shoulderwedgedetail.dwg

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

# EROSION CONTROL DETAIL

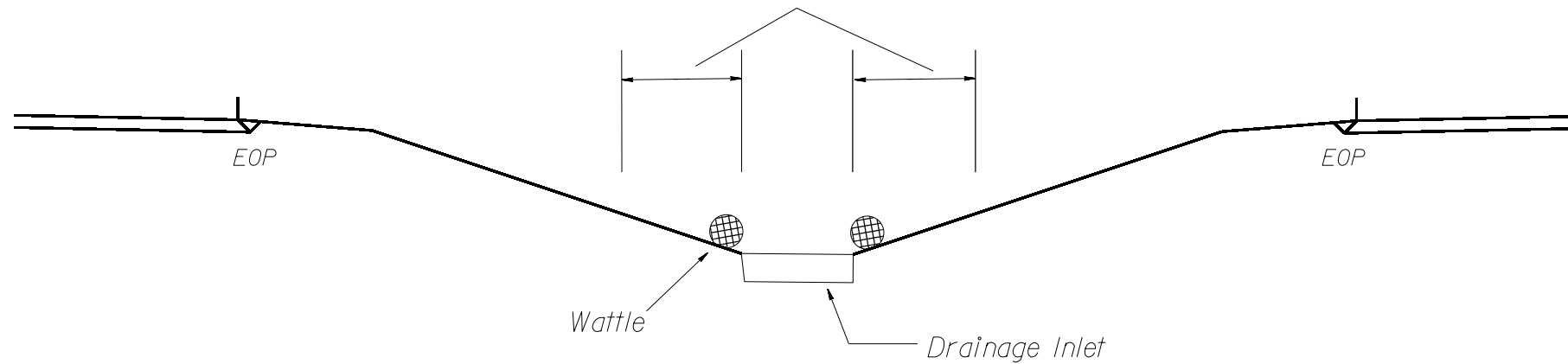
BMP Options: Wattle, Silt Fence or Hardened Aggregate.



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

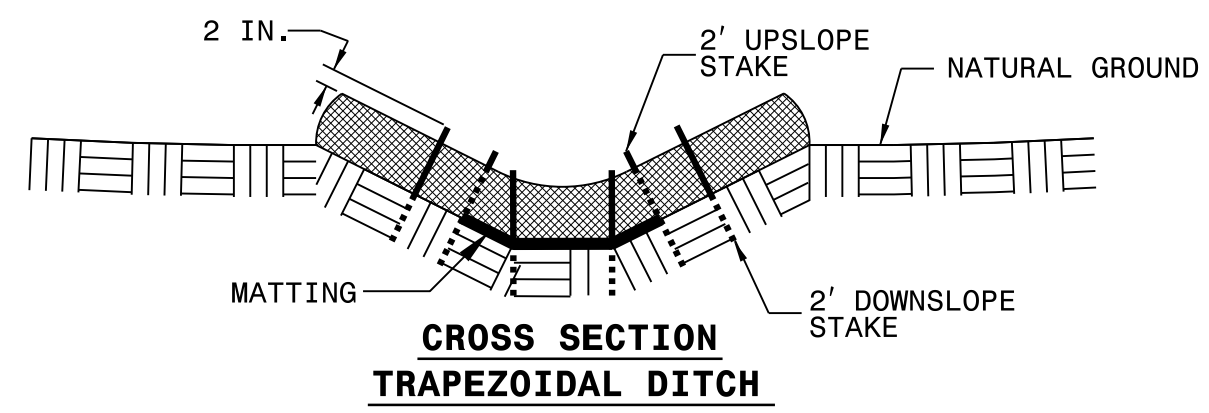
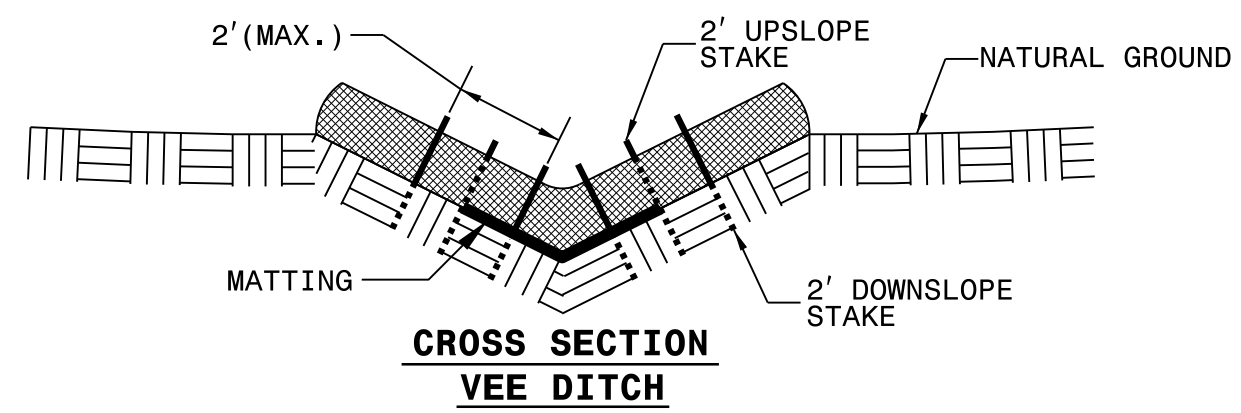
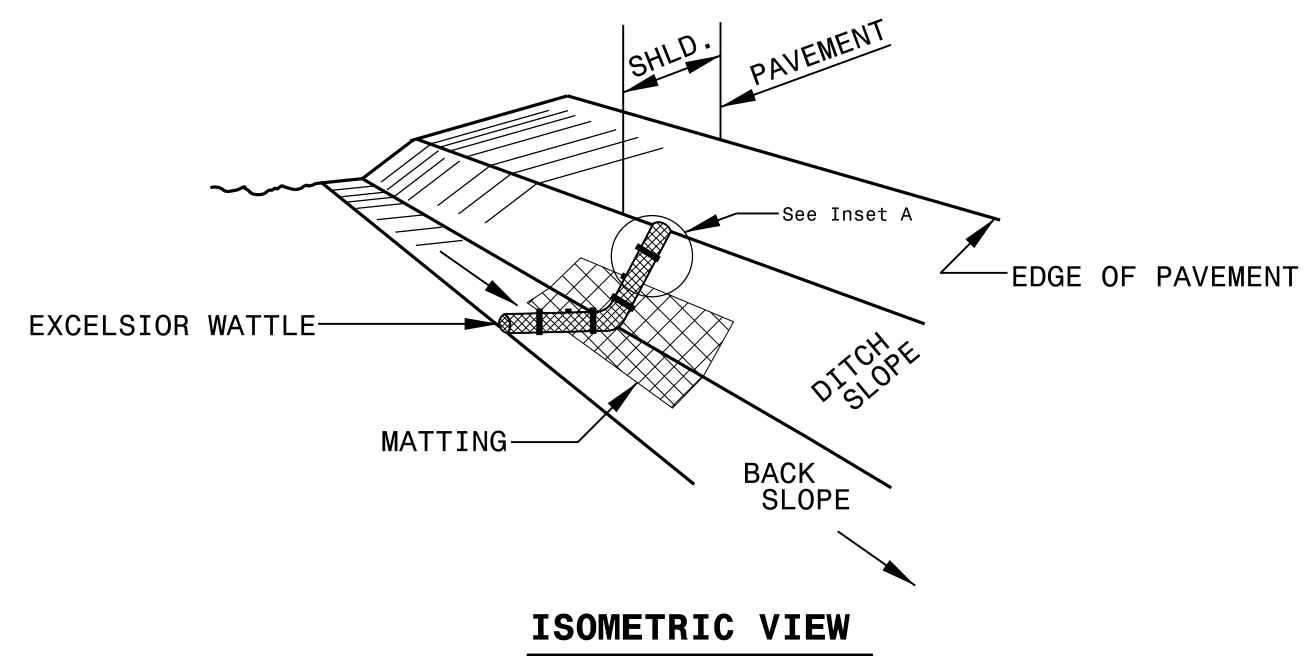


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

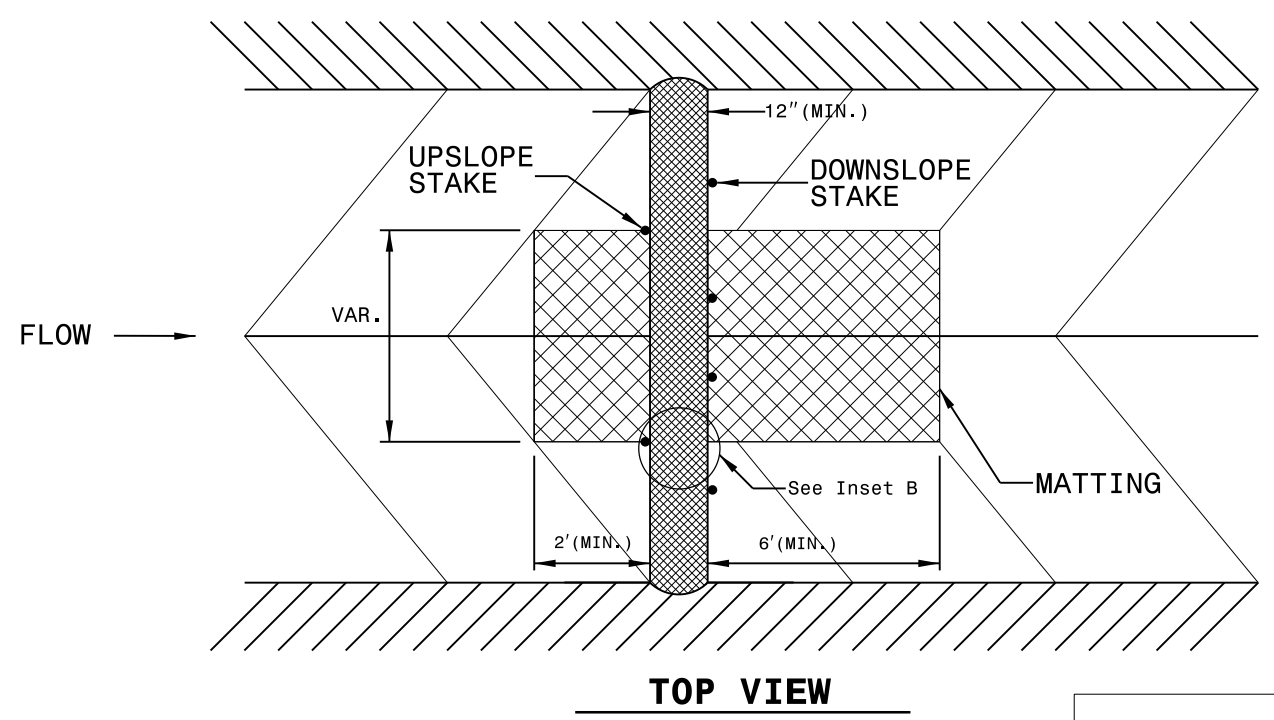
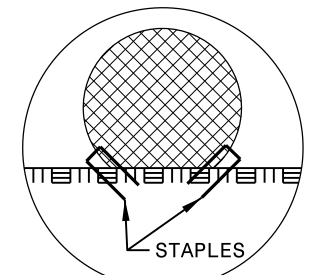
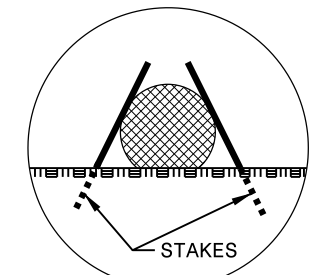
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

## SUMMARY OF QUANTITIES

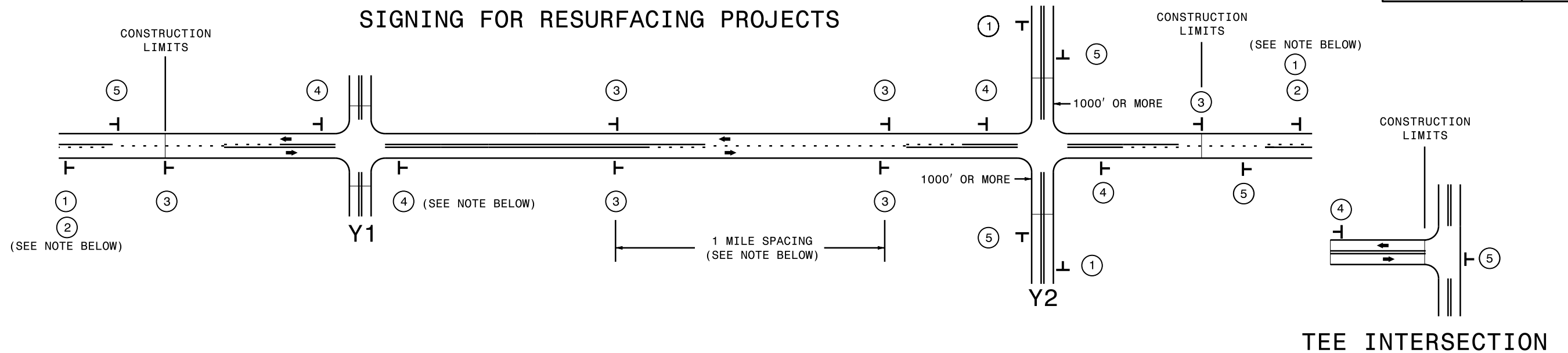
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	HAULING NCDOT SUPPLIED SHOULDER MATERIAL LOADS	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	0" TO 3" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	REM & REPL 2'-6" C&G, LF	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC	RESPONSE FOR EROSION CONTROL EA
2017.CPT.02.15.10401.1	Greene	1	US-264-ALT	FROM THE WILSON CO. LINE TO THE PITT CO. LINE	1	2	2WU	NO	NO	5.76	29	170	320	12		2,300	11,226	674		3	5	600	100	5.80	4
TOTAL FOR MAP NO. 1										5.76		170	320	12		2,300	11,226	674		3	5	600	100	5.80	4
2017.CPT.02.15.10401.1	Pitt	2	US-264-ALT	FROM THE GREENE CO. LINE TO US-258-BUS	1,2	4	MU	NO	NO	3.16	66	35	80	2	38,000	1	11,025	662	70	2	10	110	40	1.10	1
TOTAL FOR MAP NO. 2										3.16		35	80	2	38,000	1	11,025	662	70	2	10	110	40	1.10	1
2017.CPT.02.15.10401.1	Pitt	3	US-258	FROM THE US-264-ALT TO US-264-ALT	1,2	4	MU	NO	NO	0.50	48	6		1	2,500	400	1,545	93						0.25	1
TOTAL FOR MAP NO. 3										0.50		6		1	2,500	400	1,545	93						0.25	1
2017.CPT.02.15.10401.1	Pitt	4	US-264-ALT	FROM THE US-258 TO US-13	3	2	MU	NO	NO	3.22	30	95	70	7		850	6,950	417				325	50	3.25	1
TOTAL FOR MAP NO. 4										3.22		95	70	7		850	6,950	417			325	50	3.25	1	
2017.CPT.02.15.10401.1	Pitt	5	SR-1139	FROM THE US-13 TO US-264-ALT	1	2	MU	NO	NO	0.16	22	4		1		175	195	12						0.50	
TOTAL FOR MAP NO. 5										0.16		4		1		175	195	12					0.50		
2017.CPT.02.15.10401.1	Greene	6	SR-1362	FROM US-264-ALT TO US-264-ALT	1	2	MU	NO	NO	0.11	26	3	1	1			152	9						0.25	
TOTAL FOR MAP NO. 6										0.11		3	1	1			152	9					0.25		
TOTAL FOR PROJ NO. 2017.CPT.02.15.10401.1										12.91		313	471	23	40,500	3,726	31,093	1,867	70	5	15	1,035.0	190	11.15	7
GRAND TOTAL										12.91		313	471	23	40,500	3,726	31,093	1,867	70	5	15	1,035.0	190.0	11.15	7

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	441300000-E	445700000-N	468800000-E	469000000-E			469500000-E	470500000-E	471000000-E	472100000-E			472500000-E			481000000-E		490500000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	6" X 90 M WHITE THERMO LF	6" X 120 M YELLOW THERMO LF	6" X 120 M WHITE THERMO LF	8" X 90 M YELLOW THERMO LF	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG ONLY 120 M EA	THERMO RXR 120 M EA	THERMO LT ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	SNOW PLOWABLE MARKERS EA	
2017.CPT.02.15.10401.1	Greene	1	US-264-ALT	FROM THE WILSON CO. LINE TO THE PITT CO. LINE	1	2	2WU	5.8	29	650	1.00	61,999	40,853	1,100	200			50			21	4					400
TOTAL FOR MAP NO. 1									650	1.00	61,999	40,853	1,100	200			50			21	4					400	
2017.CPT.02.15.10401.1	Pitt	2	US-264-ALT	FROM THE GREENE CO. LINE TO US-258-BUS	1,2	4	MU	3.2	66	360	1.00	12,200	32,100	6,800	200	160	500	4	6	82	7	14	6			680	
TOTAL FOR MAP NO. 2									360	1.00	12,200	32,100	6,800	200	160	500	4	6	82	7	14	6					680
2017.CPT.02.15.10401.1	Pitt	3	US-258	FROM THE US-264-ALT TO US-264-ALT	1,2	4	MU	0.5	48	56	1.00	2,200	6,300	950	220					10	4	5	2			100	
TOTAL FOR MAP NO. 3									56	1.00	2,200	6,300	950	220					10	4	5	2					100
2017.CPT.02.15.10401.1	Pitt	4	US-264-ALT	FROM THE US-258 TO US-13	3	2	MU	3.2	30	364	1.00	35,453	21,272	330	150			35		2	2					250	
TOTAL FOR MAP NO. 4									364	1.00	35,453	21,272	330	150			35		2	2							250
2017.CPT.02.15.10401.1	Pitt	5	SR-1139	FROM THE US-13 TO US-264-ALT	1	2	MU	0.2	22	18	1.00															1,654	
TOTAL FOR MAP NO. 5									18	1.00																	1,654
2017.CPT.02.15.10401.1	Greene	6	SR-1362	FROM US-264-ALT TO US-264-ALT	1	2	MU	0.1	26	14	1.00															1,208	
TOTAL FOR MAP NO. 6									14	1.00																1,208	
TOTAL FOR PROJ NO. 2017.CPT.02.15.10401.1									12.9		1,462	6	111,852	100,525	9,180	770	160	585	4	6	115	17	19	8	2,862	2,862	1,430
GRAND TOTAL									12.91		1,462	6	111,852	100,525	9,180	770	160	585	4	6	115	17	19	8	2,862	2,862	1,430



# 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"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>DEAD END ROADS</li> </ol> <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>
	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#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)</p>		<p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>			
			<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</p> <p>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p> <p>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</p>			
			<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>			



RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS