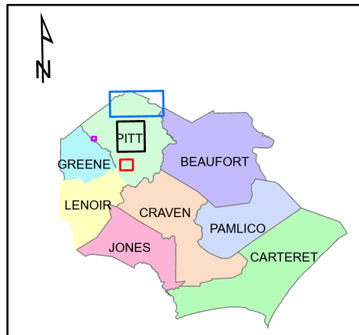


DIVISION 2

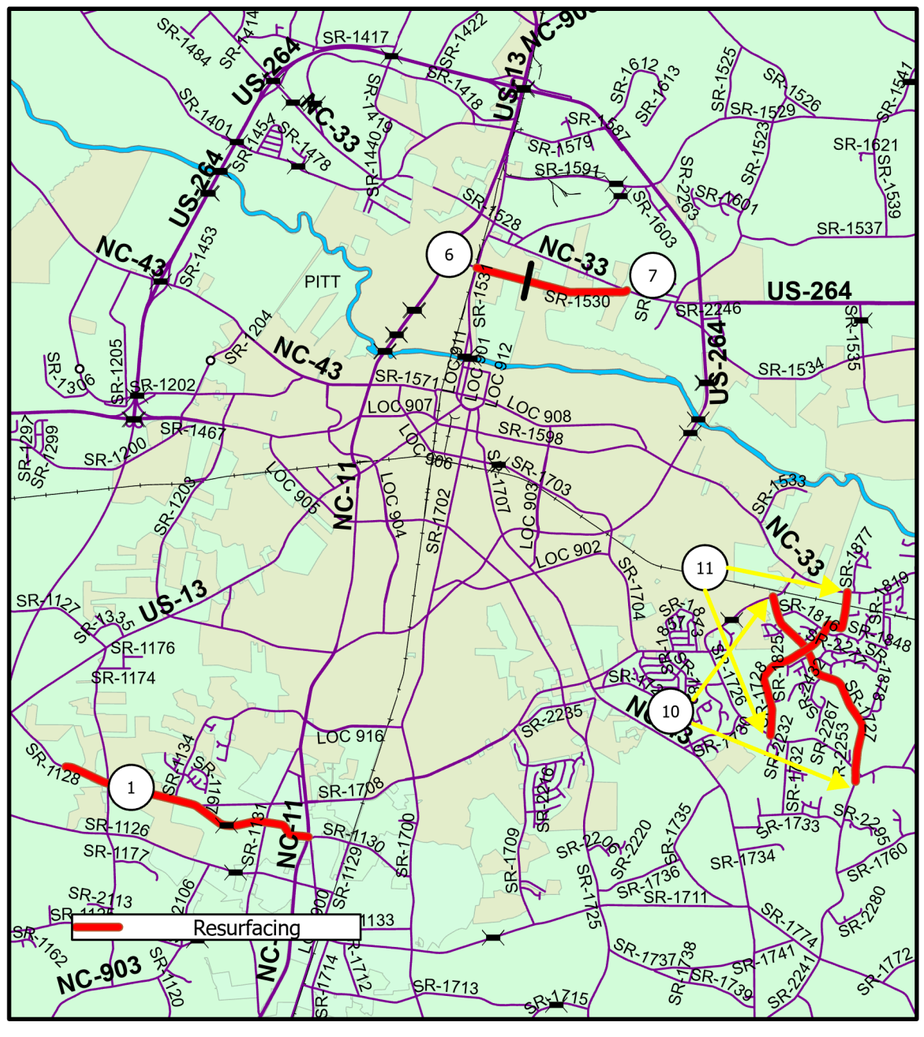
PITT COUNTY
DB00595

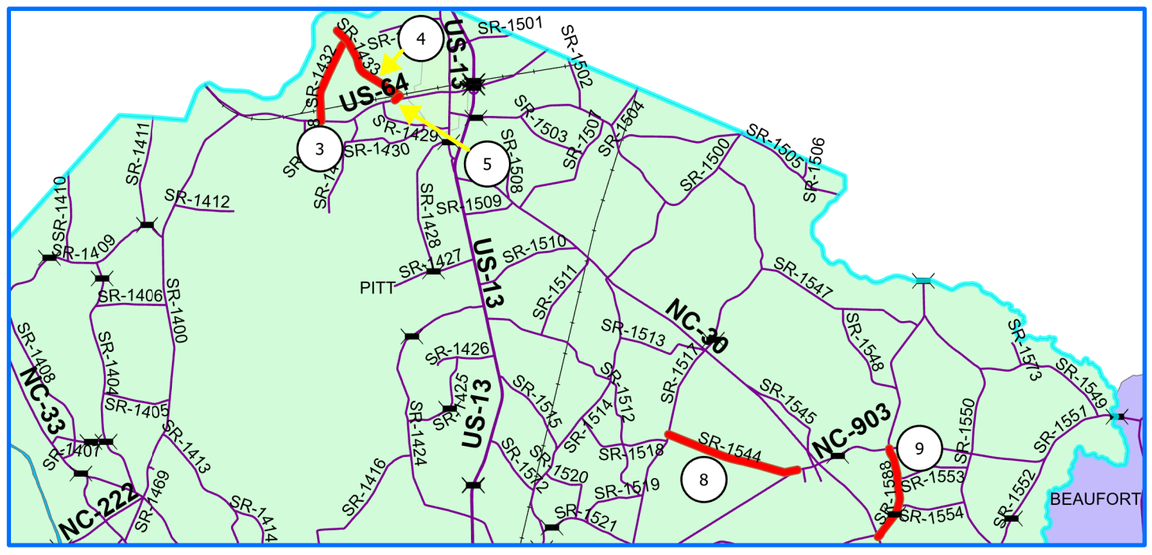
PROJECT REFERENCE NO.	SHEET NO.
DB00595	1

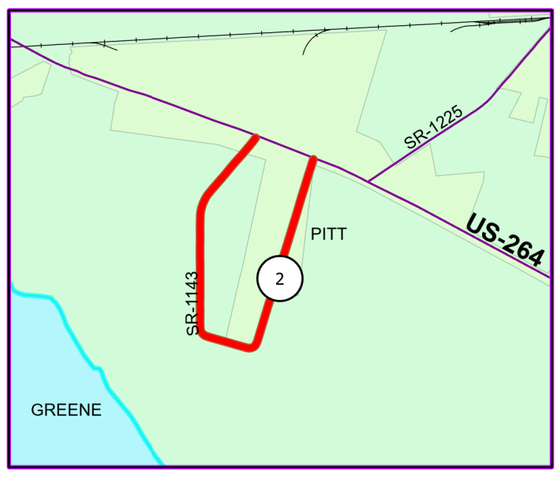
WBS# 2025CPT.02.03.20741

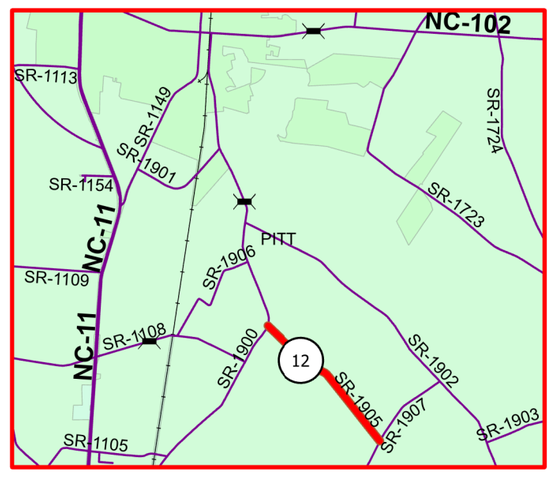
TYPE OF WORK : MILLING, MILL PATCHING, WIDENING, STRENGTHENING, RESURFACING, AND SHOULDER RECONSTRUCTION

NCDOT
DIVISION 2





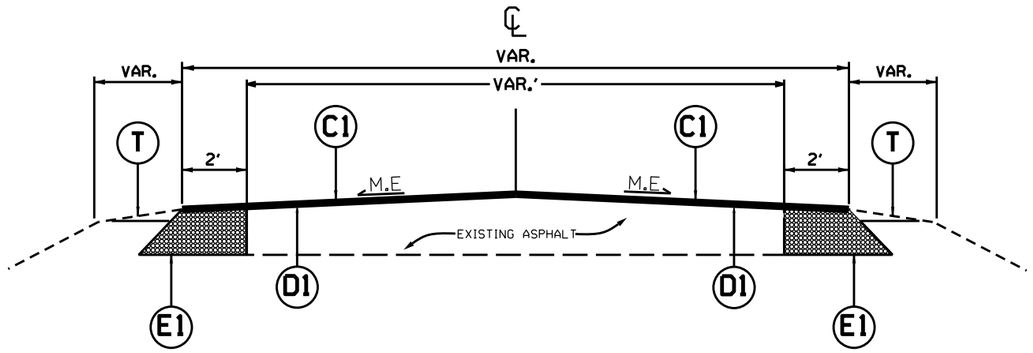




PROJECT REFERENCE NO.	SHEET NO.
DB00595	2

TYPICAL SECTION NO. 1

MAP 1 (STA. 0+00 TO STA. 142+45)



NOTE:

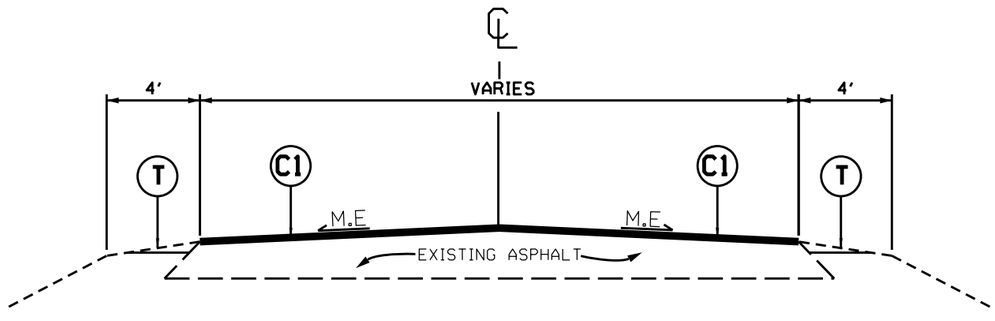
1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 5. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASYMMETRICAL WIDENING, AS SHOWN ON SHEET 5 AND AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PLACE ASPHALT INTERMEDIATE COURSE TYPE I19.0C AT FULL WIDTH OF PAVEMENT, INCLUDING NEW WIDENING AS SHOWN ON SHEET 5 AND AS DIRECTED BY THE ENGINEER.
5. PLACE ASPHALT SURFACE COURSE TYPE S9.5B AT FULL WIDTH OF PAVEMENT, INCLUDING NEW WIDENING.
6. 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.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
V2	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 2

MAPS 2, 3 (STA. 16+14 TO STA. 75+52) 5, 7, 9, 10, 11 (STA. 0+00 TO STA. 62+26) AND 12



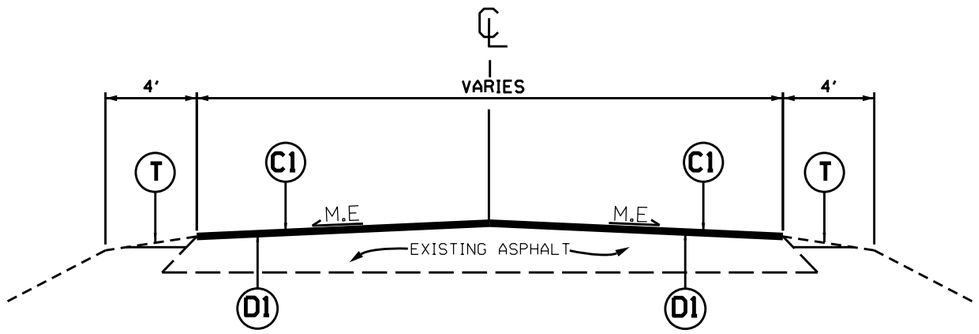
NOTE:

1. PERFORM FULL 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 S9.5B 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.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PROJECT REFERENCE NO.	SHEET NO.
DB00595	3

TYPICAL SECTION NO. 3

MAP 3 (STA. 0+00 TO STA. 16+14 AND STA. 75+52 TO 76+30),
MAP 4, AND MAP 11 (STA. 62+26 TO STA. 107+91)



NOTE:

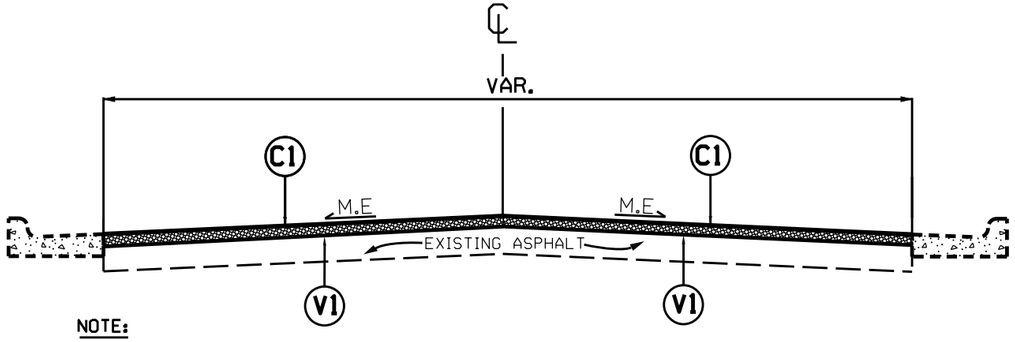
1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 5. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT INTERMEDIATE COURSE I19.0C AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PLACE ASPHALT SURFACE COURSE S9.5B AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
5. 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.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
V2	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 4

MAP 1 (STA. 142+45 TO 146+61) AND MAP 6



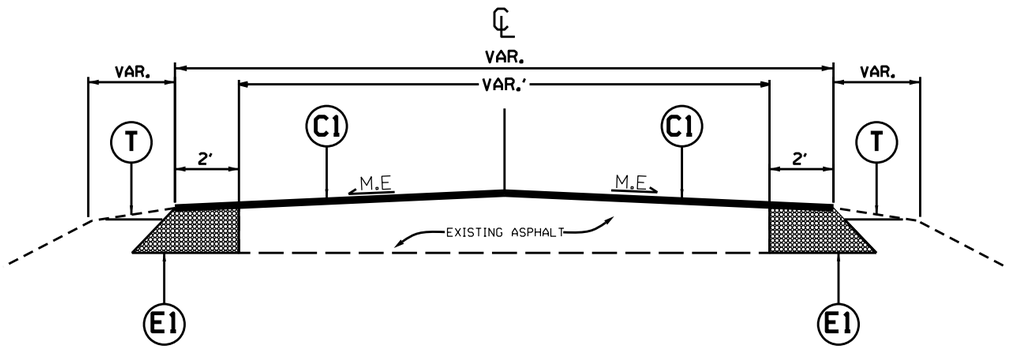
NOTE:

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 ASPHALT SURFACE COURSE S9.5B 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.

PROJECT REFERENCE NO.	SHEET NO.
DB00595	4

TYPICAL SECTION NO. 5

MAP 8



NOTE:

1. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PLACE ASPHALT SURFACE COURSE TYPE S9.5B AT FULL WIDTH OF PAVEMENT, INCLUDING NEW WIDENING.
4. 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.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
V2	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00595	5	

SUMMARY OF QUANTITIES

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	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	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	TON	EA	EA	LF	LF	AC	EA	SF	LS
2025CPT.02.03.20741	Pitt	1	SR-1128 / DAVENPORT FARM RD	FROM PAV'T JOINT APPROX. 770' E OF SR 1189 CRAWFORD SMITH FARM RD TO NC 11	1,4	2	2WU	2.74	22	110	137	5.48	1,710	4,610	1,985	920	4,209	416	193	3		438	100	3.15	1	310	0.15
TOTAL FOR MAP NO. 1								**2.74**		**110**	**137**	**5.48**	**1,710**	**4,610**	**1,985**	**920**	**4,209**	**416**	**193**	**3**		**438**	**100**	**3.15**	**1**	**310**	**0.15**
2025CPT.02.03.20741	Pitt	2	SR-1143 / GREEN PINE RD	FROM US 264 ALT TO US 264 ALT	2	2	2WU	1.25	21	50	63	2.50		250			1,338	101	310			63		1.25		140	0.07
TOTAL FOR MAP NO. 2								**1.25**		**50**	**63**	**2.50**		**250**			**1,338**	**101**	**310**			**63**		**1.25**		**140**	**0.07**
2025CPT.02.03.20741	Pitt	3	SR-1432 / J.A. MANNING RD	FROM US 64 ALT TO SR 1433 WHITFIELD RD	2,3	2	2WU	1.45	21	73	73	2.90		250		599	1,556	141	226			145	100	1.67	1	165	0.08
TOTAL FOR MAP NO. 3								**1.45**		**73**	**73**	**2.90**		**250**		**599**	**1,556**	**141**	**226**			**145**	**100**	**1.67**	**1**	**165**	**0.08**
2025CPT.02.03.20741	Pitt	4	SR-1433 / WHITFIELD RD	FROM PAV'T JOINT ON NORTHWEST SIDE OF RR TRACKS TO DEAD END	3	2	2WU	1.55	21	93	78	3.10		125		2,838	1,649	243				248		1.94		175	0.08
TOTAL FOR MAP NO. 4								**1.55**		**93**	**78**	**3.10**		**125**		**2,838**	**1,649**	**243**				**248**		**1.94**		**175**	**0.08**
2025CPT.02.03.20741	Pitt	5	SR-1434 / W RAILROAD ST	FROM US 64 ALT TO EAST SIDE OF SR 1433 WHITFIELD RD	2	2	2WU	0.1	22	4	5	0.20		250			138	9						0.10		125	0.01
TOTAL FOR MAP NO. 5								**0.1**		**4**	**5**	**0.20**		**250**			**138**	**9**						**0.10**		**125**	**0.01**
2025CPT.02.03.20741	Pitt	6	SR-1530 / MUMFORD RD	FROM SR 1531 N GREENE ST TO END C&G	4	2	M2	0.56	40				14,269				1,318	86								125	0.04
TOTAL FOR MAP NO. 6								**0.56**					**14,269**				**1,318**	**86**								**125**	**0.04**
2025CPT.02.03.20741	Pitt	7	SR-1530 / MUMFORD RD	FROM END C&G TO NC 33	2	2	2WU	1.05	26	42	53	2.10		250			1,396	94	62			168		1.05	1	125	0.06
TOTAL FOR MAP NO. 7								**1.05**		**42**	**53**	**2.10**		**250**			**1,396**	**94**	**62**			**168**		**1.05**	**1**	**125**	**0.06**
2025CPT.02.03.20741	Pitt	8	SR-1544 / STOKES ELEMENTARY SCHOOL RD	FROM NC 903 TO SR 1517 OAKLEY RD	5	2	2WU	2.2	18	132	110	4.40		250	1,854		2,422	241				352	100	2.75	1	250	0.12
TOTAL FOR MAP NO. 8								**2.2**		**132**	**110**	**4.40**		**250**	**1,854**		**2,422**	**241**				**352**	**100**	**2.75**	**1**	**250**	**0.12**
2025CPT.02.03.20741	Pitt	9	SR-1588 / BRIERY SWAMP RD	FROM NC 30 TO NC 903	2	2	2WU	1.57	20	63	79	3.14		1,005			1,704	144	721			251		1.57		180	0.09
TOTAL FOR MAP NO. 9								**1.57**		**63**	**79**	**3.14**		**1,005**			**1,704**	**144**	**721**			**251**		**1.57**		**180**	**0.09**
2025CPT.02.03.20741	Pitt	10	SR-1727 / EASTERN PINES RD	FROM SR 2241 IVY RD TO SR 1726 PORTERTOWN RD	2	2	2WU	2.31	22	92	116	4.62		500			2,774	186	131		3	370	100	2.31	1	260	0.12
TOTAL FOR MAP NO. 10								**2.31**		**92**	**116**	**4.62**		**500**			**2,774**	**186**	**131**		**3**	**370**	**100**	**2.31**	**1**	**260**	**0.12**
2025CPT.02.03.20741	Pitt	11	SR-1728 / L T HARDEE RD	FROM SR 1726 PORTERTOWN RD TO NC 33	2,3	2	2WU	2.05	21	102	102	4.10		500		1,591	2,389	233	49		4	328		2.36		230	0.11
TOTAL FOR MAP NO. 11								**2.05**		**102**	**102**	**4.10**		**500**		**1,591**	**2,389**	**233**	**49**		**4**	**328**		**2.36**		**230**	**0.11**
2025CPT.02.03.20741	Pitt	12	SR-1905 / BILL JONES RD	FROM SR 1900 WEYERHAEUSER RD TO SR 1907 MARVIN TAYLOR RD	2	2	2WU	1.36	20	54	68	2.72		250			1,399	101	216			136		1.36		155	0.07
TOTAL FOR MAP NO. 12								**1.36**		**54**	**68**	**2.72**		**250**			**1,399**	**101**	**216**			**136**		**1.36**		**155**	**0.07**
TOTAL FOR PROJ NO. 2025CPT.02.03.20741								**18.19**		**815**	**884**	**35.26**	**15,979**	**8,240**	**3,839**	**5,948**	**22,292**	**1,995**	**1,908**	**3**	**7**	**2,499**	**400**	**19.51**	**5**	**2,240**	**1**
GRAND TOTAL								**18.19**		**815**	**884**	**35.26**	**15,979**	**8,240**	**3,839**	**5,948**	**22,292**	**1,995**	**1,908**	**3**	**7**	**2,499**	**400**	**19.51**	**5**	**2,240**	**1**

4" MILL PATCHING	STA.	STA.	WIDTH	LOC.	MAP
	23+41	24+87	11'	RT	1
	24+87	26+05	FULL WIDTH		1
	47+09	47+22	10'	LT	1
	117+56	119+79	11'	RT	1
	2+58	3+78	7'	RT	2
	32+50	34+20	FULL WIDTH		2
	48+50	49+40	FULL WIDTH		2
	51+84	52+04	7'	LT	2
	53+31	53+76	11'	RT	2
	57+71	59+22	11'	LT	2
	61+42	63+60	11'	LT	2
	63+60	64+51	11'	LT	2
	21+64	22+19	FULL WIDTH		3
	29+34	32+62	FULL WIDTH		3
	34+26	34+46	FULL WIDTH		3
	47+94	48+83	FULL WIDTH		7
	16+79	17+31	7'	CTR	9
	17+51	17+95	12'	LT	9
	19+05	19+74	7'	CTR	9
	30+99	33+94	FULL WIDTH		9
	41+15	42+01	7'	CTR	9
	45+28	46+49	11'	LT	9
	47+31	47+73	7'	LT	9
	47+94	48+41	FULL WIDTH		9
	48+41	50+48	10'	RT	9
	48+97	49+56	10'	LT	9
	51+16	52+25	10'	LT	9
	52+69	53+70	10'	LT	9
	55+31	56+97	FULL WIDTH		9
	61+97	65+43	12'	LT	9
	69+57	69+78	12'	LT	9
	69+95	70+79	FULL WIDTH		9
	77+27	78+63	10'	RT	9
	82+15	83+10	15'	LT	9

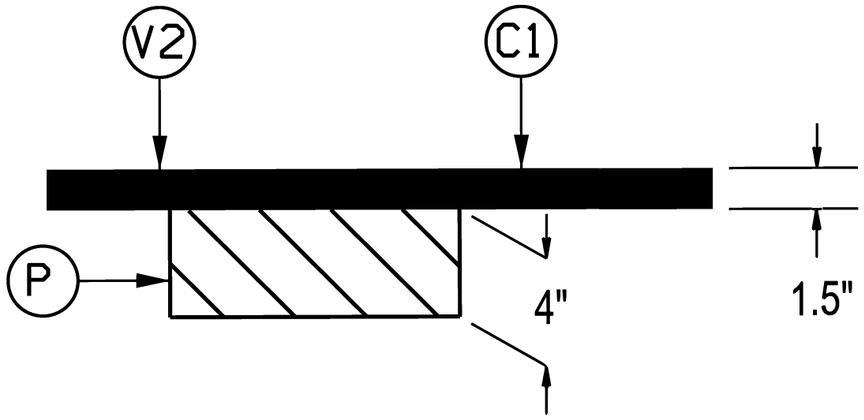
	STA.	STA.	WIDTH	LOC.	MAP
	12+56	13+89	12'	RT	10
	25+28	25+72	11'	RT	10
	36+75	37+04	FULL WIDTH		10
	44+72	45+95	11'	LT	10
	75+47	75+88	FULL WIDTH		10
	28+93	29+76	7'	LT	11
	29+96	31+08	7'	LT	11
	30+40	31+08	7'	LT	11
	2+78	3+24	7'	LT	12
	12+77	13+40	10'	RT	12
	18+20	18+39	7'	RT	12
	22+24	22+46	11'	RT	12
	23+00	23+18	7'	RT	12
	23+78	24+14	7'	LT	12
	25+97	26+63	7'	LT	12
	26+91	27+13	7'	RT	12
	27+41	27+71	10'	RT	12
	28+23	28+52	7'	LT	12
	28+38	28+63	10'	RT	12
	29+86	30+90	7'	LT	12
	44+63	45+46	7'	RT	12
	47+46	48+83	10'	RT	12
	49+49	49+71	7'	RT	12
	50+86	51+20	FULL WIDTH		12
	52+25	53+34	10'	RT	12
	66+88	67+25	11'	RT	12

2' WIDENING 6" B25.0C	STA.	STA.	MAP
	0+35	10+35	1
	11+73	25+37	1
	33+42	34+19	1
	60+05	65+95	1
	68+29	120+93	1
	120+93	141+62	1

Including radii at the intersections of SR 1127 Frog Level Rd, SR 1134 Thomas Langston Rd, & SR 1131 Reedy Branch Rd & as Directed by the Engineer.

STRENGTHENING 2.5" I19.0C	STA.	STA.	MAP
	121+85	142+20	1

4" DEPTH MILL PATCHING DETAIL
MAPS 1, 2, 3, 7, 9, 10, 11, AND 12

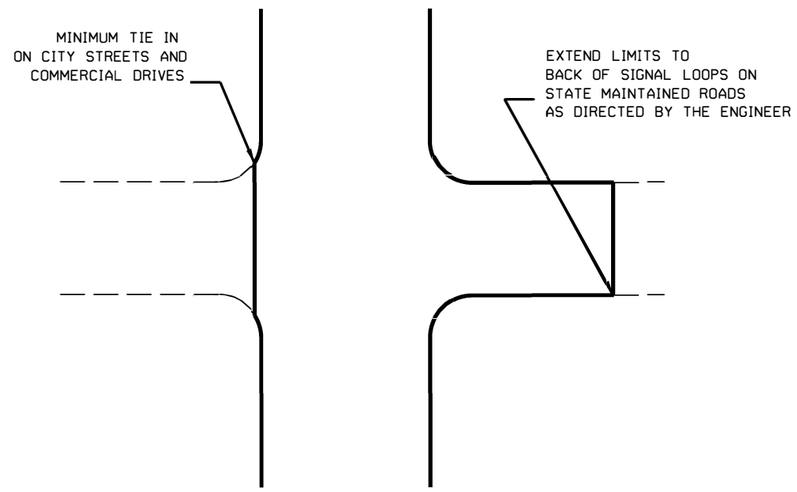


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
V2	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ BASE, INTERMEDIATE, OR SURFACE COURSE, AS DIRECTED BY THE ENGINEER
DRAWINGS NOT TO SCALE	

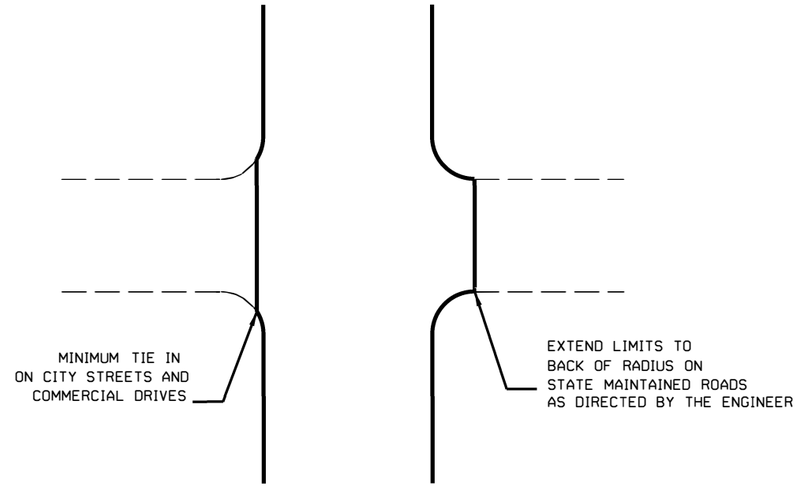
NOTE:

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.

PROJECT REFERENCE NO.	SHEET NO.
DB00595	7



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



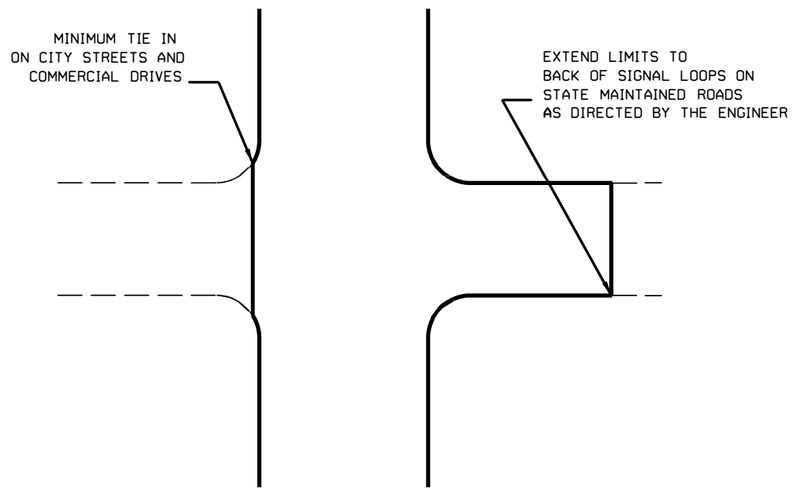
TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

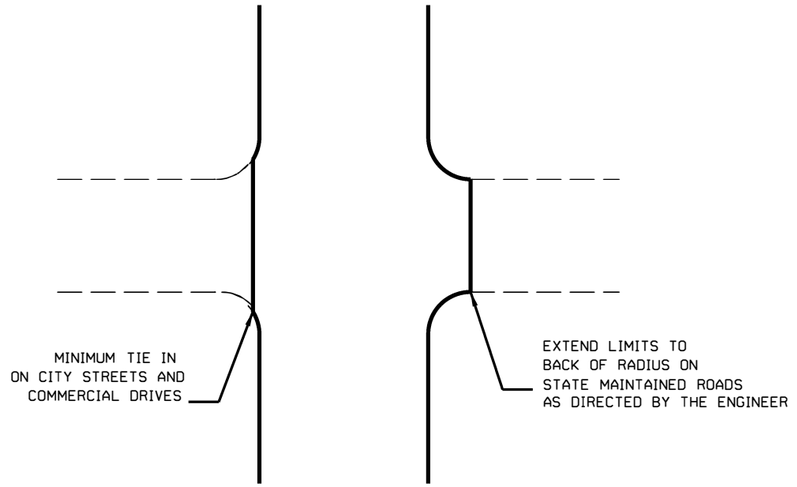
Extend paving limits to back of radius or loop on the following intersections:

MAP#	STREET NAME	COMMENTS
1	TABERNA DR	PAVE TO NOSE OF ISLAND
1	SEAGRAVE DR	PAVE TO BACK OF RADIUS
1	GARNET WAY	PAVE TO NOSE OF ISLAND
1	SAWGRASS DR	PAVE TO BACK OF RADIUS
1	SADDLEBACK DR	PAVE TO BACK OF RADIUS
1	SR 1134 THOMAS LANGSTON RD	PAVE TO BACK OF ISLAND
1	CANYON DR	PAVE TO JOINT AT BACK OF RADIUS
6	N PITT ST (RT -L-)	PAVE TO BACK OF RADIUS
6	N PITT ST (LT -L-)	PAVE TO JOINT AT BACK OF RADIUS
6	ALLEN ST	PAVE TO JOINT AT BACK OF RADIUS
6	N WASHINGTON ST	PAVE TO JOINT APPROX. 31' FROM -L-
6	VAN DYKE ST (RT -L-)	PAVE TO JOINT AT BACK OF RADIUS
6	VAN DYKE ST (LT -L-)	PAVE TO JOINT AT BACK OF RADIUS
6	MEADOWBROOK DR	PAVE TO JOINT AT BACK OF RADIUS
6	DRUM AVE	PAVE TO JOINT AT BACK OF RADIUS
6	POWELL ST	PAVE TO JOINT AT BACK OF RADIUS

PROJECT REFERENCE NO.	SHEET NO.
DB00595	8



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

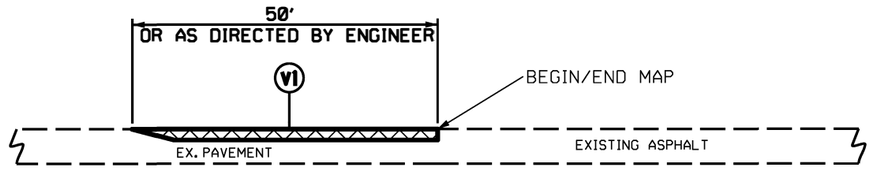
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

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

MAP#	STREET NAME	COMMENTS
11	FOX RUN CI	PAVE TO JOINT AT BACK OF RADIUS
11	FOX RUN CI	PAVE TO JOINT AT BACK OF RADIUS

PROJECT REFERENCE NO.	SHEET NO.
DB00595	DIV2-1

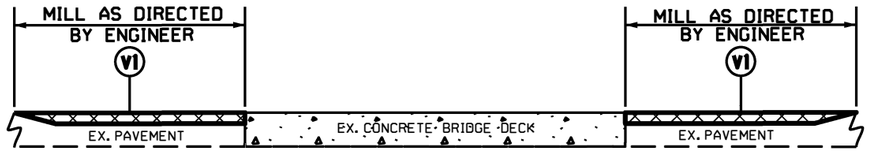
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

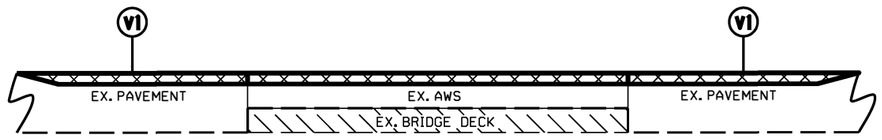
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

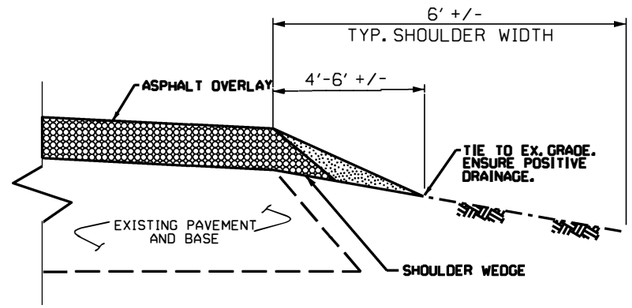


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL



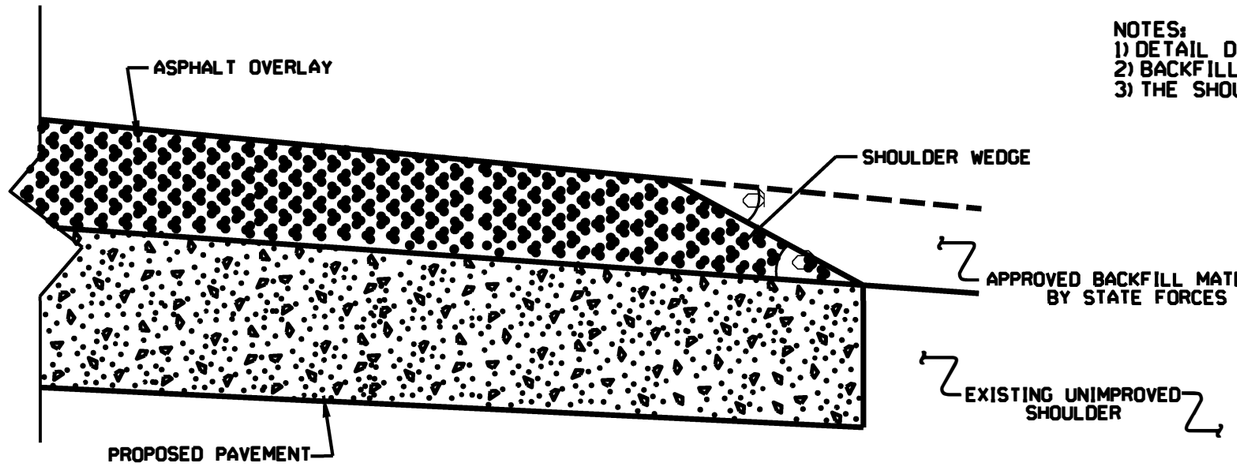
SHOULDER RECONSTRUCTION DETAIL

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.

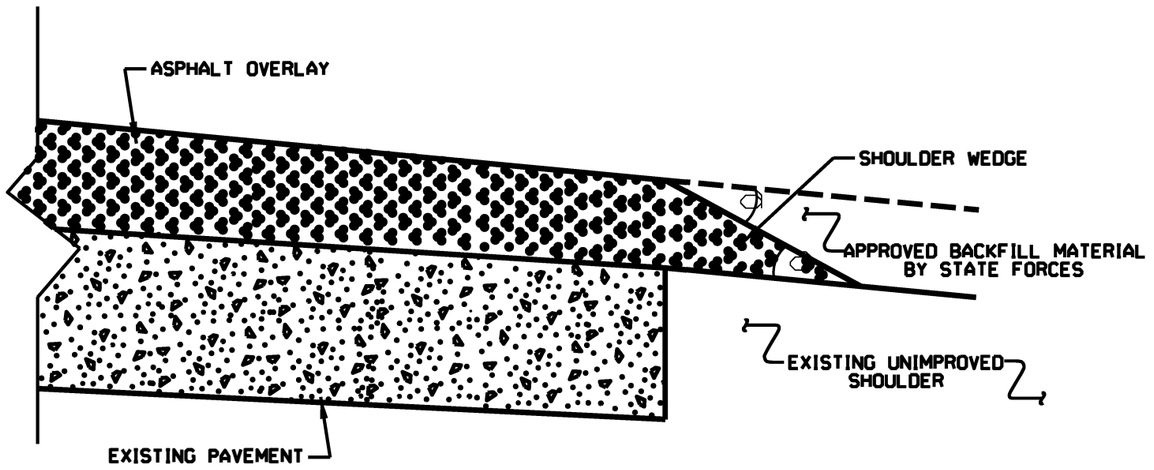
PROJECT REFERENCE NO.	SHEET NO.
DB00595	DIV2-2

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.



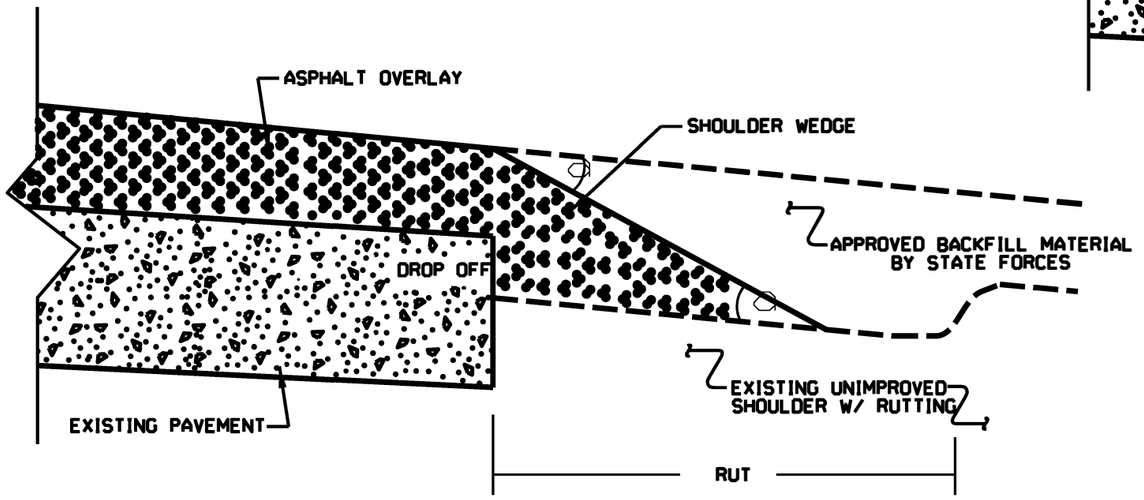
SHOULDER WEDGE DETAIL

(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°

SHOULDER WEDGE DETAILS

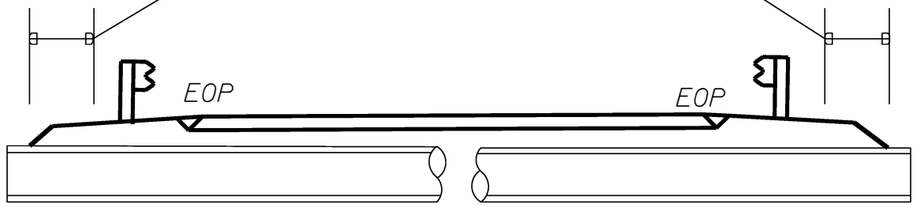
PROJECT REFERENCE NO.	SHEET NO.
DB00595	EC-1

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.

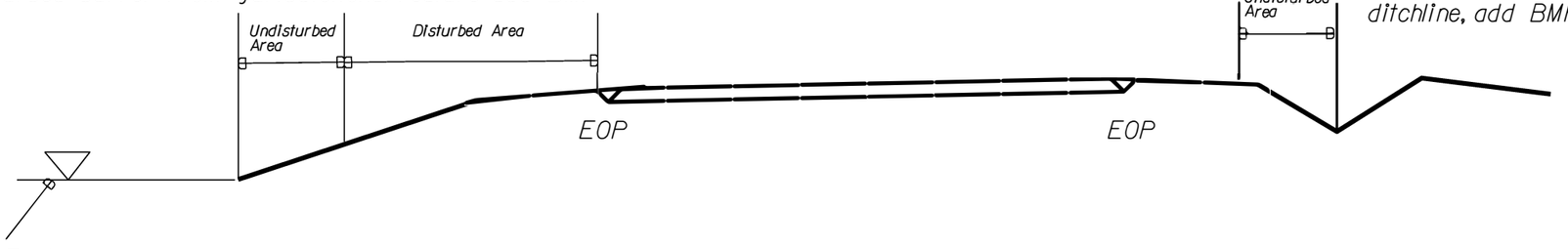
< 5' - 10' Undisturbed buffer add BMP



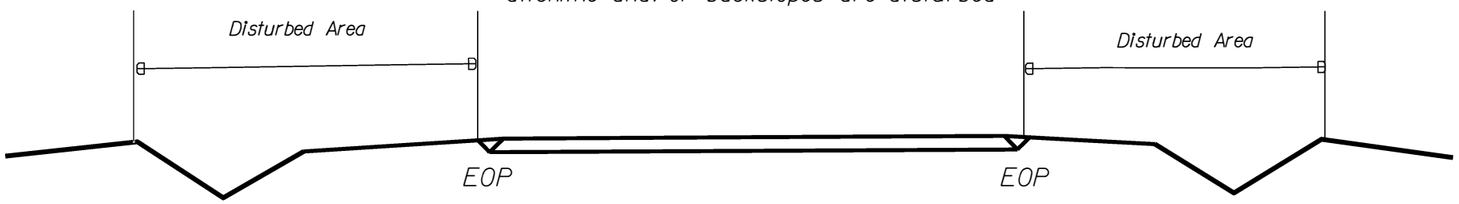
Pipe/Culvert

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

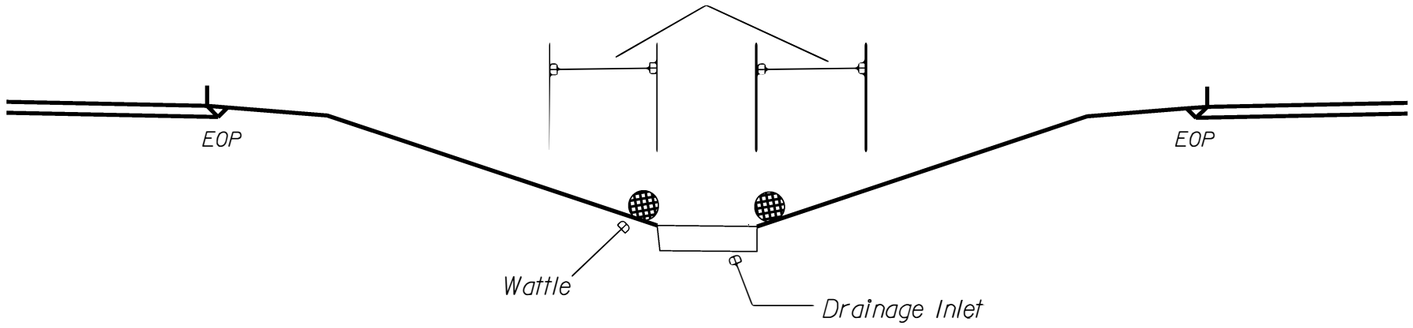
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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



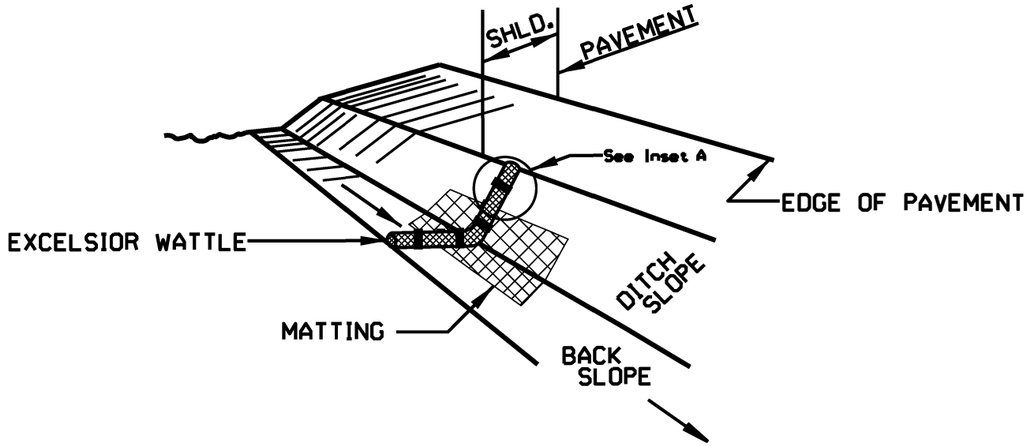
< 5' - 10' Undisturbed buffer from inlet, add wattle



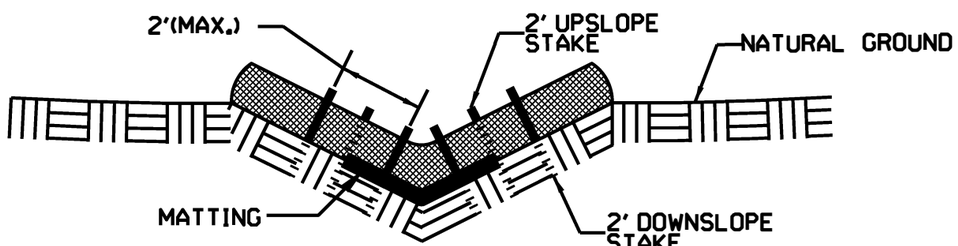
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DB00595	EC-2

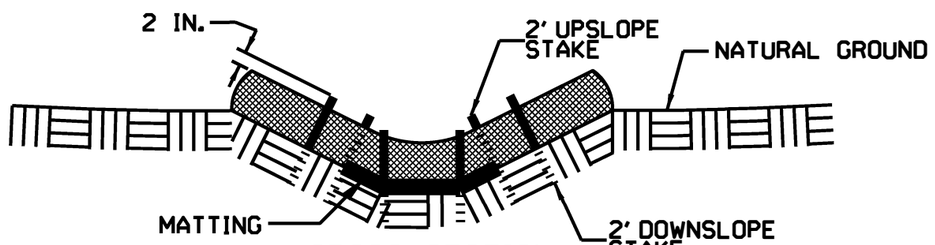
WATTLE DETAIL



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.

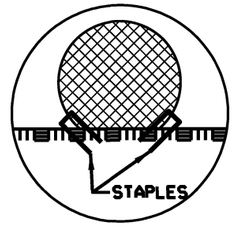
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

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

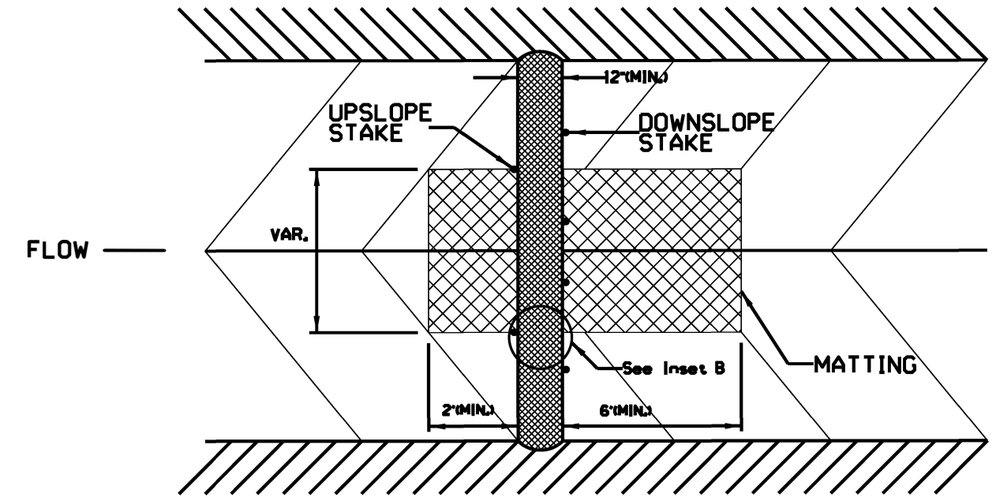
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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

INSET A



INSET B

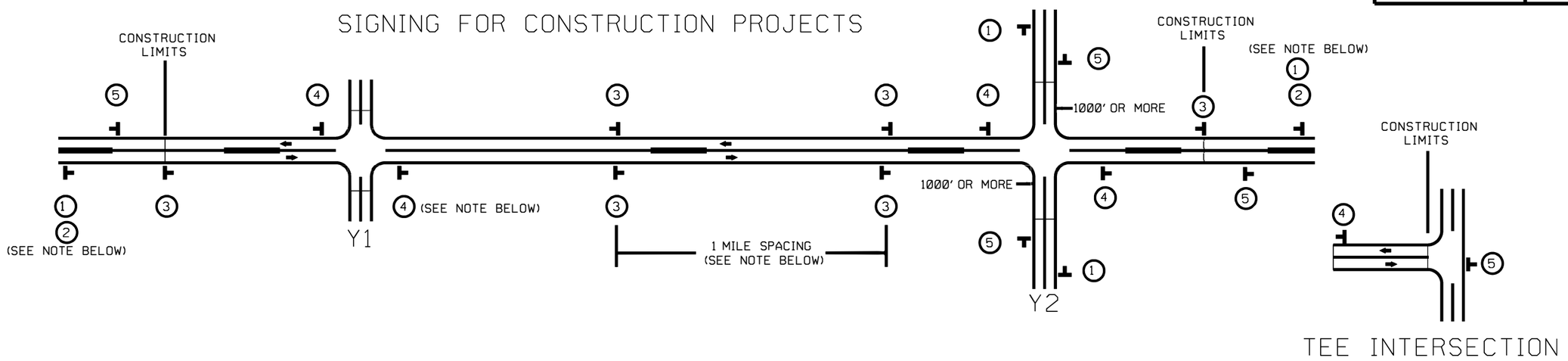


TOP VIEW

NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DB00595	TCP-1

SIGNING FOR CONSTRUCTION PROJECTS



LEGEND
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1	ROAD WORK AHEAD W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.
2	NEXT XX MILES W7-3aP 24" X 18"	#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