

PITT COUNTY

DB00584

WBS# 51304

PROJECT REFERENCE NO.	SHEET NO.
DB00584	1



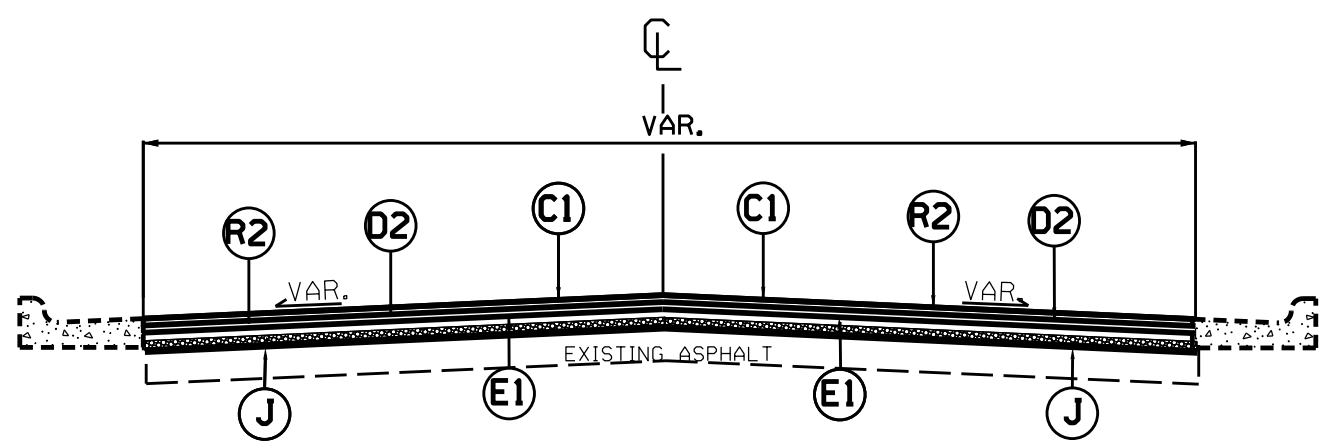
NCDOT
DIVISION 2

TYPE OF WORK : CONCRETE PAVEMENT REMOVAL, MILLING , AND RESURFACING



TYPICAL SECTION NO. 1

MAP 1 - NC 258 INTERSECTION TO N. JEFFERSON ST. INTERSECTION (13+26 TO 17+68)



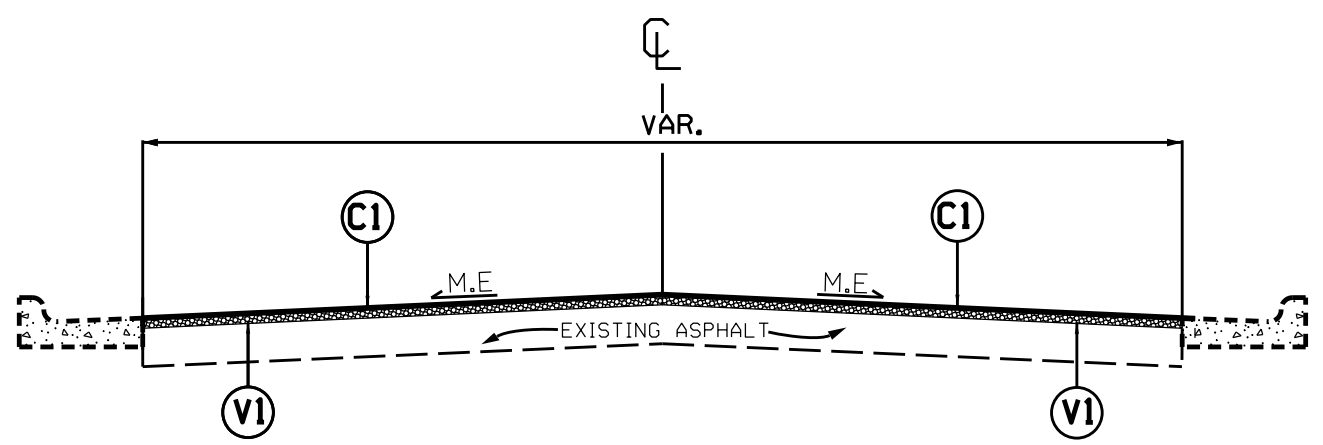
- NOTE:**
1. REMOVE 12" DEPTH AND FULL WIDTH OF EXISTING CONCRETE PAVEMENT WITHIN THE CURB AND GUTTER SECTION, AS DIRECTED BY THE ENGINEER.
 2. PLACE APPROX. 4" OF AGGREGATE BASE COURSE, AS DIRECTED BY THE ENGINEER.
 3. PLACE ASPHALT BASE COURSE B25.0C AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
 4. PLACE ASPHALT INTERMEDIATE COURSE I19.0C AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
 5. PLACE ASPHALT SURFACE COURSE S9.5C AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
 6. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168.0 LBS. PER SQ. YD.
D2	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 456.0 LBS. PER SQ. YD.
J	PROP. APPROX. 4" AGGREGATE BASE COURSE (ABC)
R2	REMOVE APPROX. 12" OF CONCRETE PAVEMENT THE ENTIRE WIDTH OF ROADWAY.
V1	MILLING DEPTH 1 1/2" FOR THE ENTIRE WIDTH OF ROADWAY.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 2

MAP 1- BEGIN OF CURB AND GUTTER TO NC 258 (0+00 TO 13+26)
AND
N. JEFFERSON ST. TO THE END OF THE CURB AND GUTTER (17+68 TO 28+06)



- NOTE:**
1. INCLUDES 1.5" MILLING FOR THE ENTIRE WIDTH OF THE ROADWAY, AS DIRECTED BY THE ENGINEER.
 2. PLACE 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.

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00584	3	

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	163000000-E	1121000000-E	297000000	1330000000-E	491000000	1503000000-E	1523000000-E	1575000000-E	2605000000-N	752000000	2753000000-E	2761000000-E			6000000000-E	071010000	6117000000-N	413000000	4457000000-N	
												REMOVAL OF EXISTING CONCRETE PAVEMENT	AGGREGATE BASE COURSE	1 1/2" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	CONCRETE CURB RAMPS	2'6" CURB & GUTTER - REMOVE/REPLACE	CONCRETE VALLEY GUTTER - REMOVE/REPLACE	6" CONCRETE DRIVEWAY - REMOVE/REPLACE	4" CONCRETE SIDEWALK - REMOVE/REPLACE	TEMPORARY SILT FENCE	WATTLE	RESPONSE FOR EROSION CONTROL	WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL		
												MI	FT	SY	TONS	SY	SY	TONS	TONS	TONS	TONS	EA	LF	LF	SY	SY	LF	LF	EA	SF	LS
51304	Pitt	1	NC-222	BEGINNING OF CURB & GUTTER (WEST) TO END OF CURB & GUTTER (EAST)	1&2	2	2WU	NO	NO	0.53	36	1,890	415	9,250	600	454	285	980	92	1	1,002	884	236	304	85	50	1	500	1		
TOTAL FOR MAP NO. 1												0.53		1,890	415	9,250	600	454	285	980	92	1	1,002	884	236	304	85	50	1	500	1
TOTAL FOR PROJ NO. 51304												0.53		1,890	415	9,250	600	454	285	980	92	1	1,002	884	236	304	85	50	1	500	1
GRAND TOTAL												0.53		1,890	415	9,250	600	454	285	980	92	1	1,002	884	236	304	85	50	1	500	1

4" Sidewalk	STA.	STA.	WIDTH	LOC.
	3+17	3+23	4'	LT.
	3+64	3+69	4'	LT.
	5+20	5+25	4'	LT.
	5+72	5+77	4'	LT.
	6+86	6+96	4'	LT.
	9+25	9+30	4'	LT.
	11+08	11+25	4'	LT.
	12+06	12+11	4'	LT.
	13+32	13+48	4'	LT.
	18+26	18+34	4'	LT.
	18+50	18+57	4'	LT.
	18+96	19+10	4'	LT.
	19+52	19+62	4'	LT.
	23+72	24+02	4'	LT.
	24+18	24+38	4'	LT.
	25+11	25+16	4'	LT.
	25+66	25+71	4'	LT.
	25+86	26+02	4'	LT.
	26+12	26+94	4'	LT.
	27+73	27+97	4'	LT.

Concrete Driveway	STA.	STA.	WIDTH	LOC.
	0+15	0+34	4'	RT.
	0+80	0+96	4'	RT.
	1+16	1+24	4'	RT.
	1+40	1+46	4'	RT.
	1+77	1+90	4'	RT.
	2+18	2+34	4'	RT.
	2+48	2+54	4'	RT.
	3+15	3+32	4'	RT.
	3+55	3+65	4'	RT.
	4+26	4+35	4'	RT.
	4+48	4+53	4'	RT.
	5+03	5+23	4'	RT.
	5+34	5+72	4'	RT.
	5+83	6+06	4'	RT.
	8+62	8+67	4'	RT.
	10+05	10+97	4'	RT.
	11+22	11+27	4'	RT.
	12+20	12+48	4'	RT.
	13+22	13+50	4'	RT.
	25+60	25+70	4'	RT.
	26+84	26+89	4'	RT.
	27+73	27+85	4'	RT.

Concrete Driveway	STA.	STA.	WIDTH	LOC.
	6+96	7+10	7'	LT.
	7+52	7+66	7'	LT.
	8+02	8+16	7'	LT.
	12+95	13+19	7'	LT.
	18+34	18+46	10'	LT.
	22+19	22+32	10'	LT.

2' 6" Curb and Gutter	STA.	STA.	LENGTH	LOC.
	2+04	2+22	18'	LT.
	5+36	5+50	14'	LT.
	10+62	10+72	10'	LT.
	11+45	11+75	30'	LT.
	12+28	12+42	14'	LT.
	13+18	13+28	10'	LT.
	14+48	17+00	252'	LT.
	22+96	23+06	10'	LT.
	23+98	24+08	10'	LT.
	25+66	25+84	18'	LT.
	25+95	26+15	20'	LT.
	26+85	27+09	24'	LT.
	27+76	28+04	28'	LT.

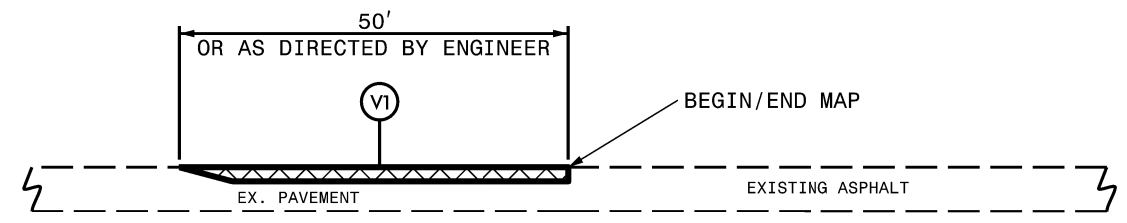
Concrete Driveway	STA.	STA.	WIDTH	LOC.
	0+34	0+48	7'	RT.
	1+62	1+77	7'	RT.
	2+34	2+48	7'	RT.
	3+32	3+52	7'	RT.
	4+35	4+48	7'	RT.
	7+97	8+11	7'	RT.
	8+72	8+86	7'	RT.
	12+95	13+19	7'	RT.
	14+14	14+38	7'	RT.
	18+77	18+91	10'	RT.
	22+36	22+46	10'	RT.
	26+72	26+82	10'	RT.

2' 6" Curb and Gutter	STA.	STA.	LENGTH	LOC.
	0+15	0+33	18'	RT.
	0+46	0+52	6'	RT.
	2+22	2+36	14'	RT.
	2+72	2+82	10'	RT.
	5+28	5+40	12'	RT.
	12+15	12+23	8'	RT.
	13+18	13+28	10'	RT.
	14+42	17+06	264'	RT.
	17+76	17+86	10'	RT.
	19+08	19+18	10'	RT.
	20+50	20+70	20'	RT.
	21+64	21+84	20'	RT.
	22+96	23+16	20'	RT.
	23+58	23+88	30'	RT.
	24+28	24+34	6'	RT.
	24+94	25+04	10'	RT.
	26+42	26+68	26'	RT.
	26+80	26+90	10'	RT.
	27+00	27+40	40'	RT.

Curb ramp	STA.	STA.	WIDTH	LOC.
	13+48	13+62	14'	LT.

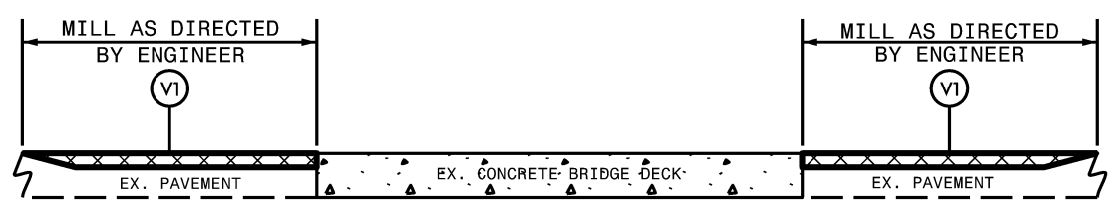
Valley Gutter	STA.	STA.	LENGTH	LOC.
	0+21	0+39	18'	LT.
	2+33	2+51	18'	LT.
	5+80	6+32	52'	LT.
	9+41	10+01	60'	LT.
	11+04	11+26	22'	LT.
	11+52	12+30	78'	LT.
	12+96	13+22	26'	LT.
	20+70	21+32	62'	LT.
	24+33	24+93	60'	LT.
	0+34	0+52	18'	RT.
	1+63	1+79	16'	RT.
	3+34	3+58	24'	RT.
	6+92	7+36	44'	RT.
	9+51	10+79	128'	RT.
	11+26	12+16	90'	RT.
	12+96	13+22	26'	RT.
	14+15	14+41	26'	RT.
	20+70	21+32	62'	RT.
	24+33	24+93	60'	RT.

MILLING TYPICALS



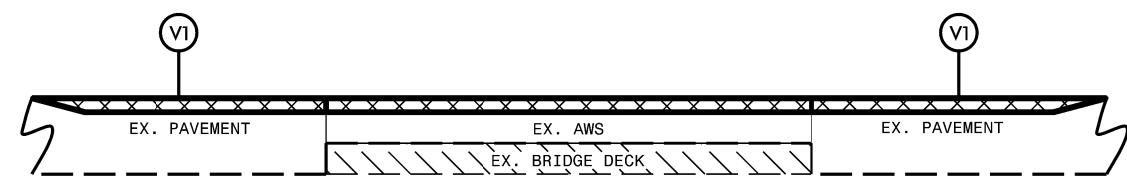
DETAIL 1
BEGIN/END MAP TIE-IN

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

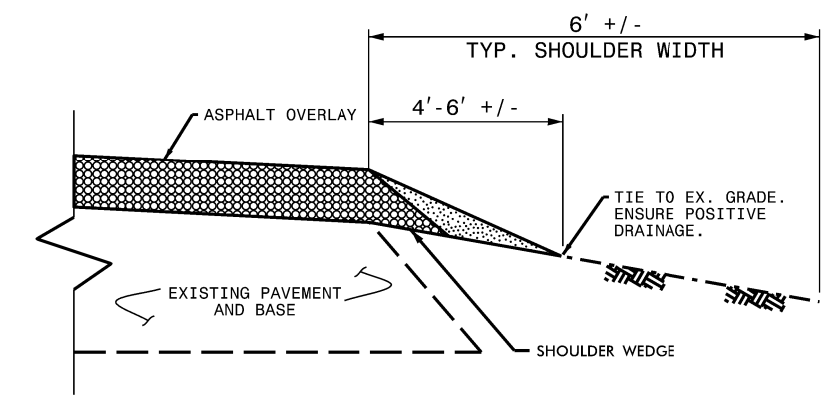
NOTE:
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



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

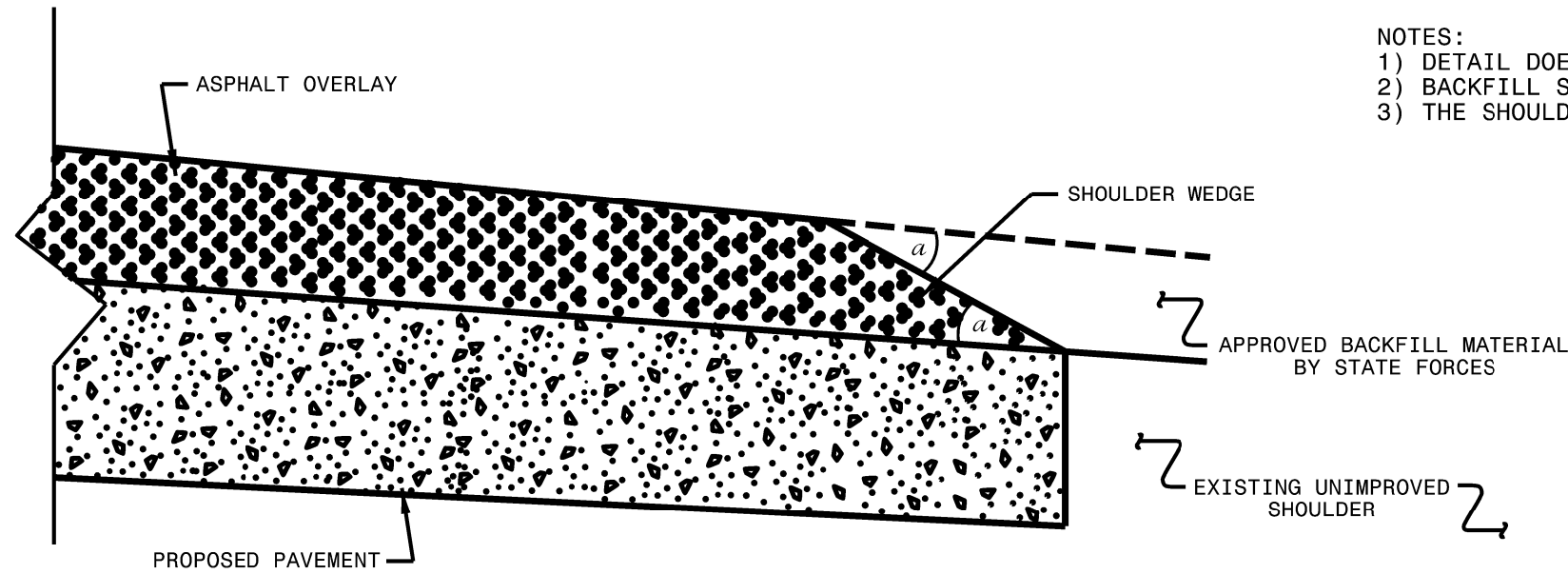


SHOULDER RECONSTRUCTION DETAIL

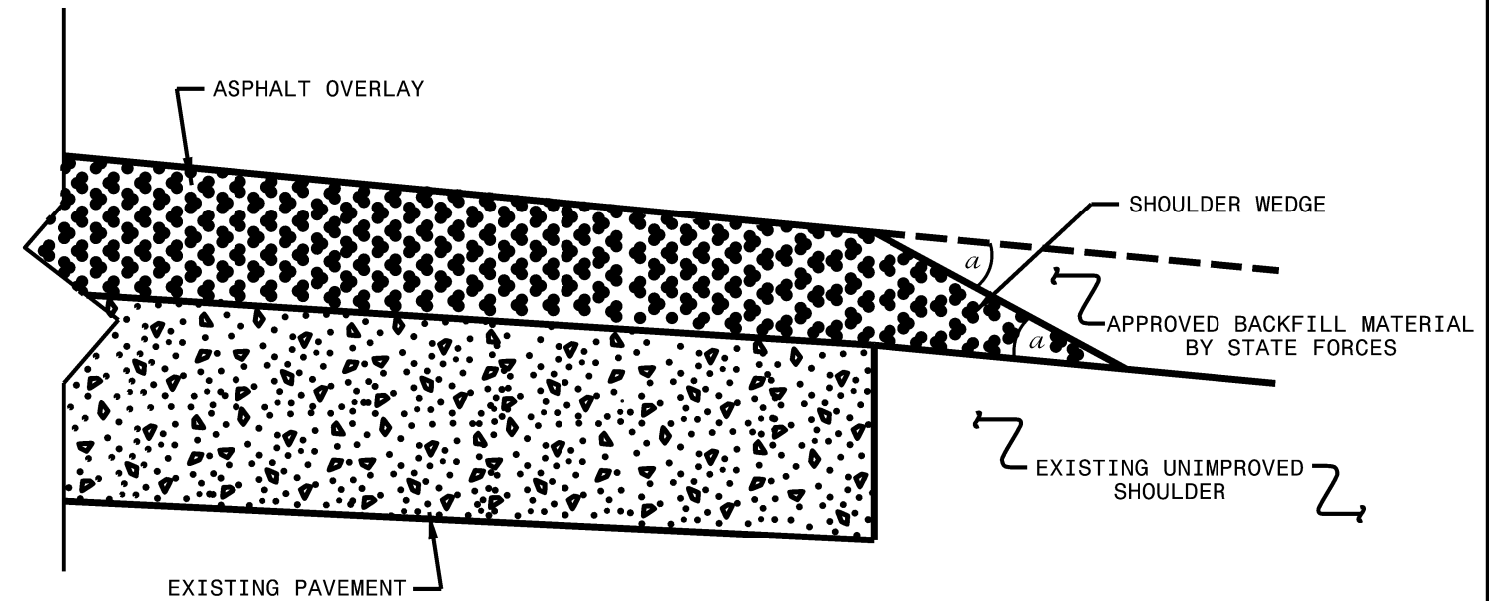
NOTE:

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.

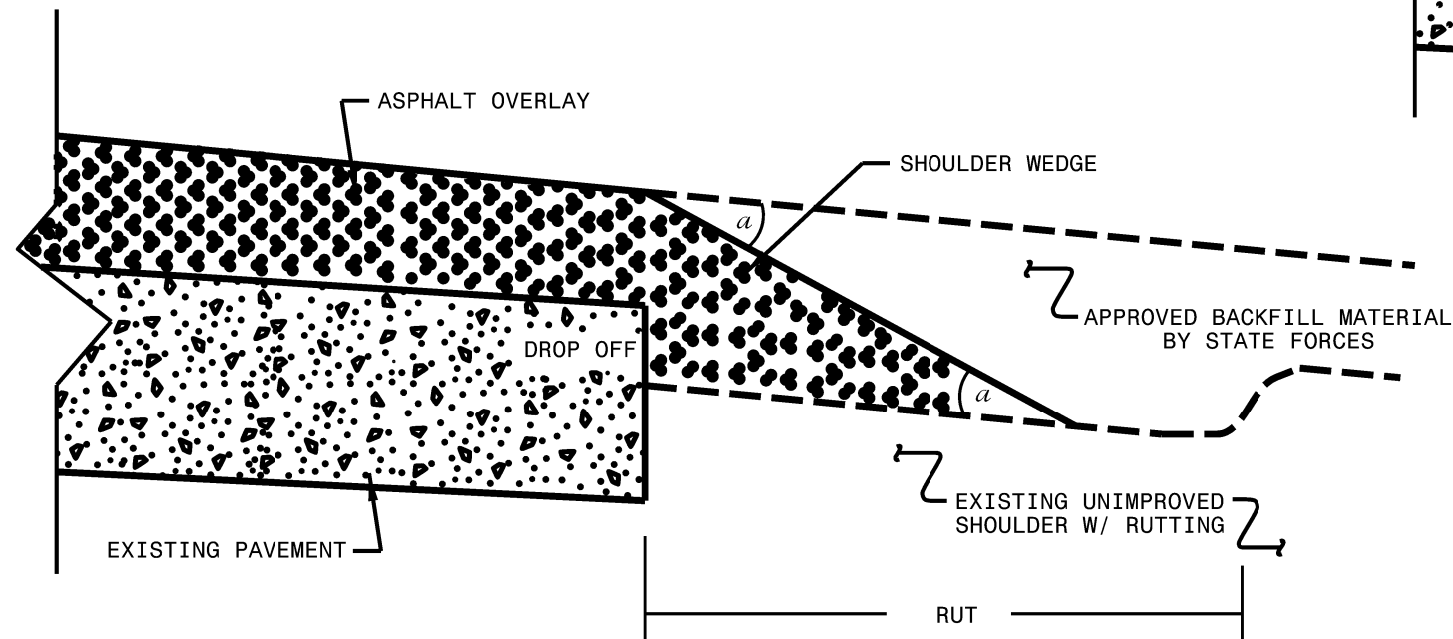
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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)

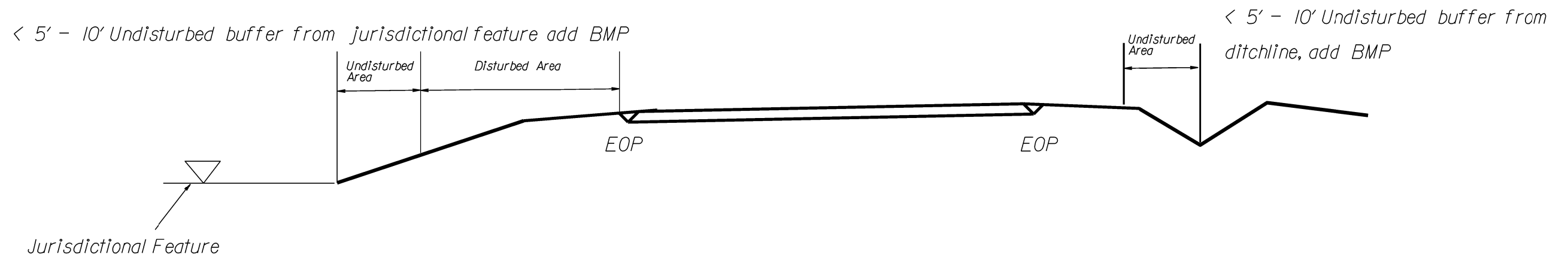
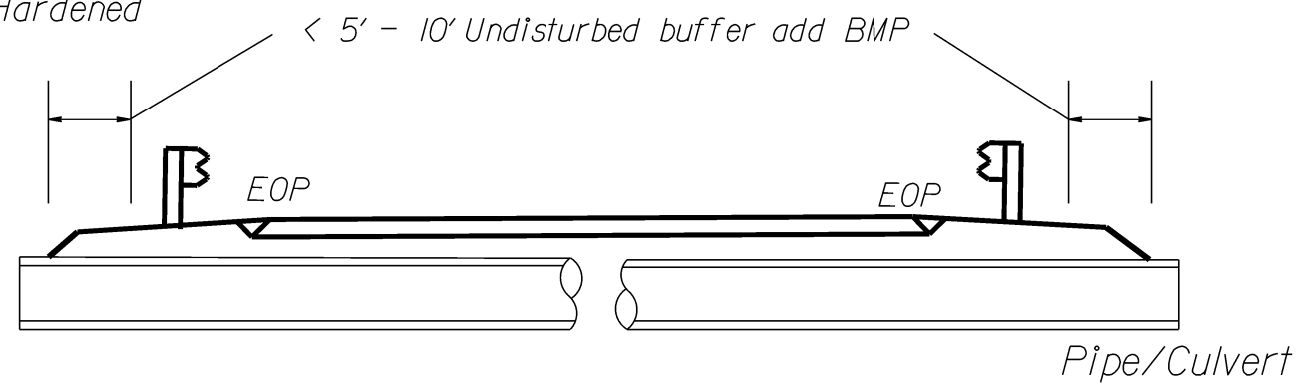
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		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			

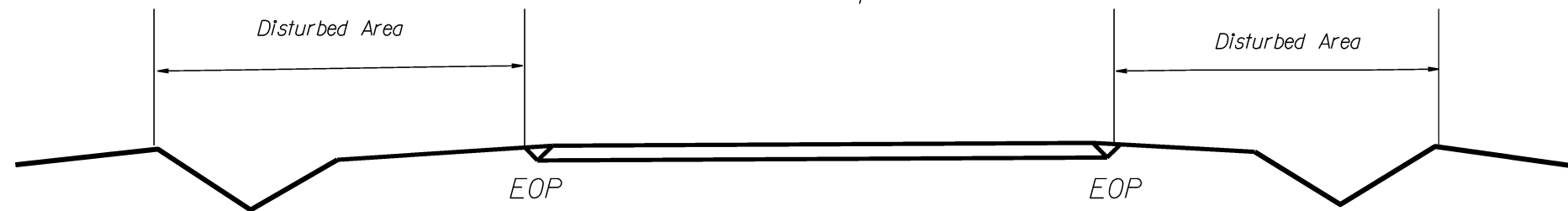
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

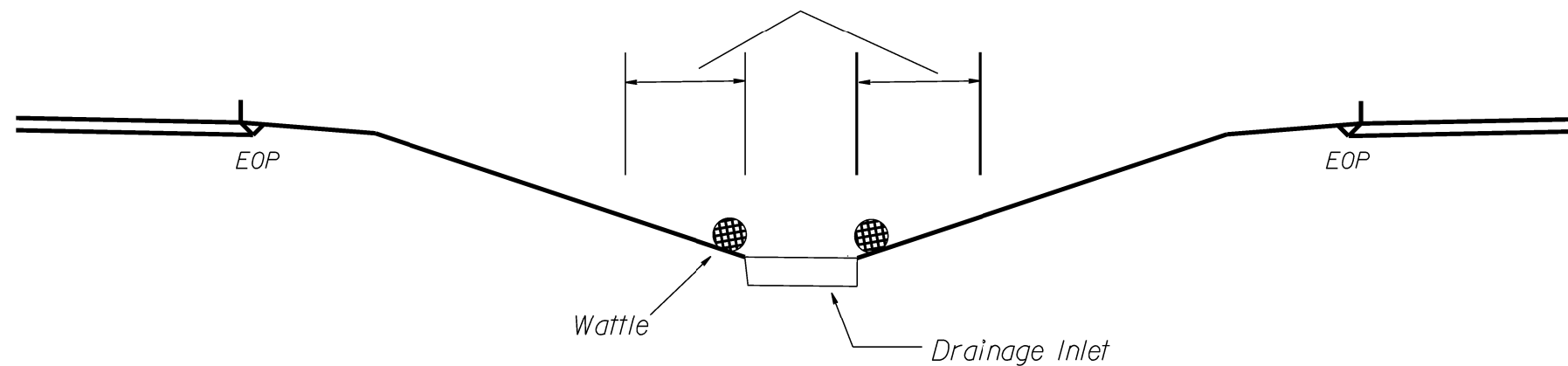
EROSION CONTROL DETAIL



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

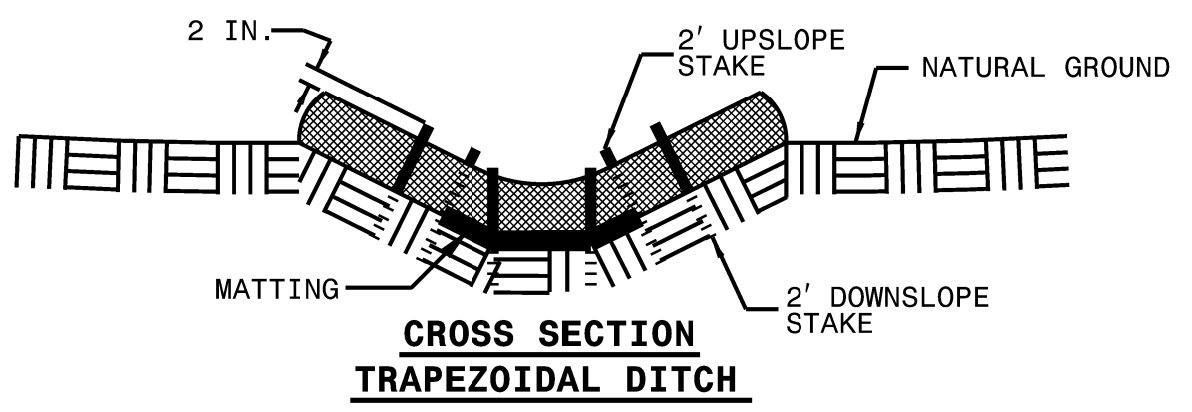
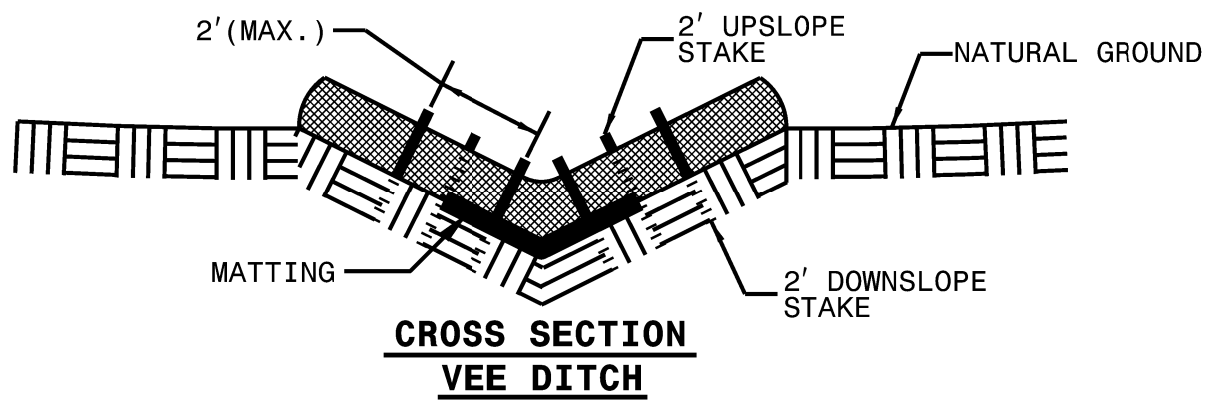
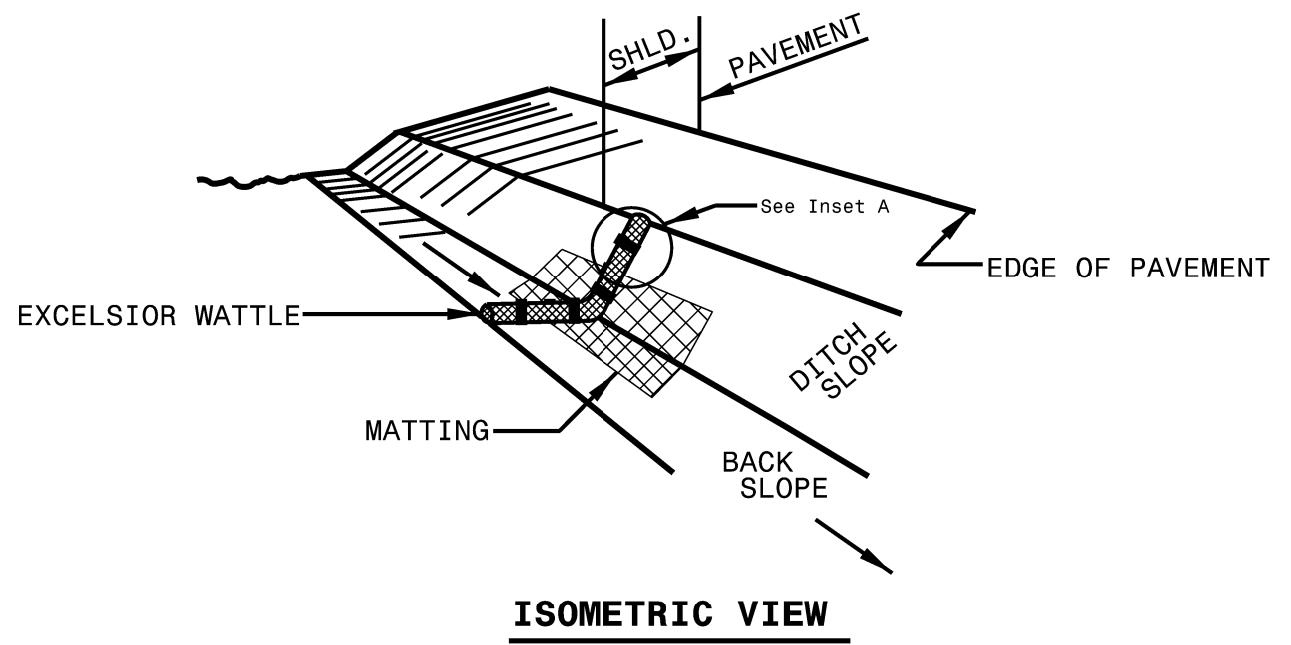


< 5' - 10' Undisturbed buffer from inlet, add wattle



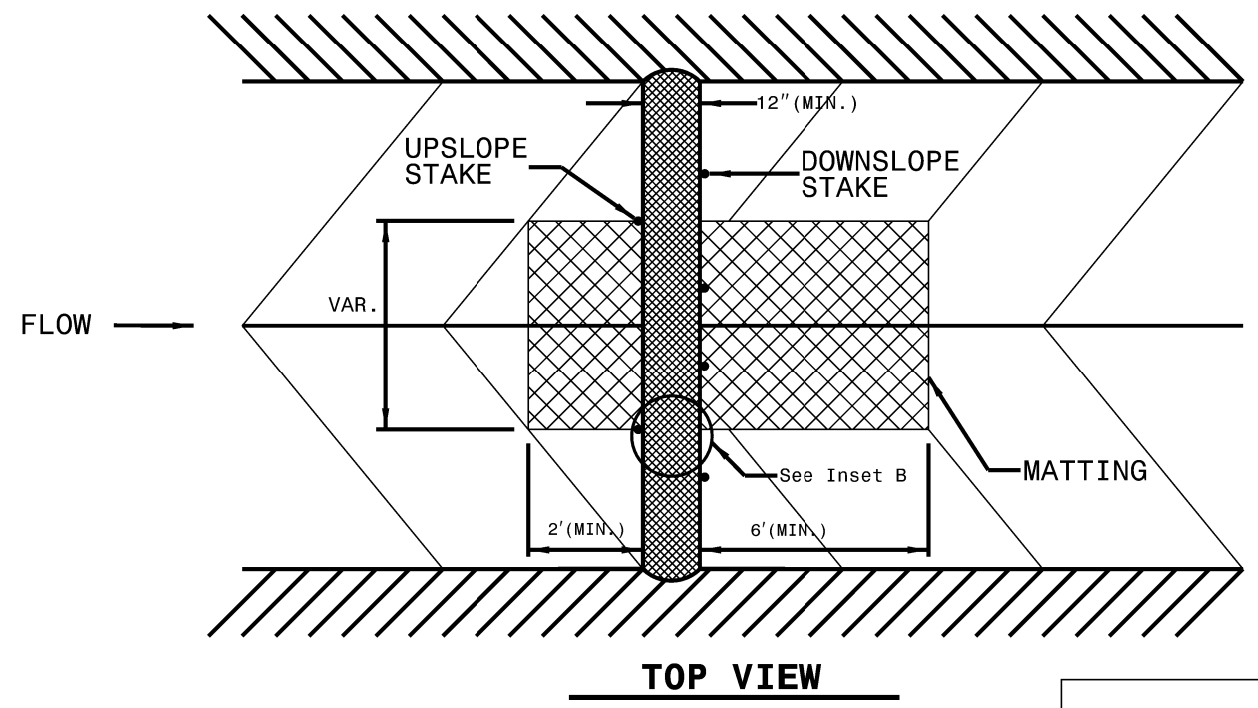
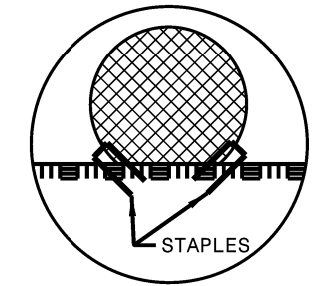
NOT TO SCALE

WATTLE DETAIL



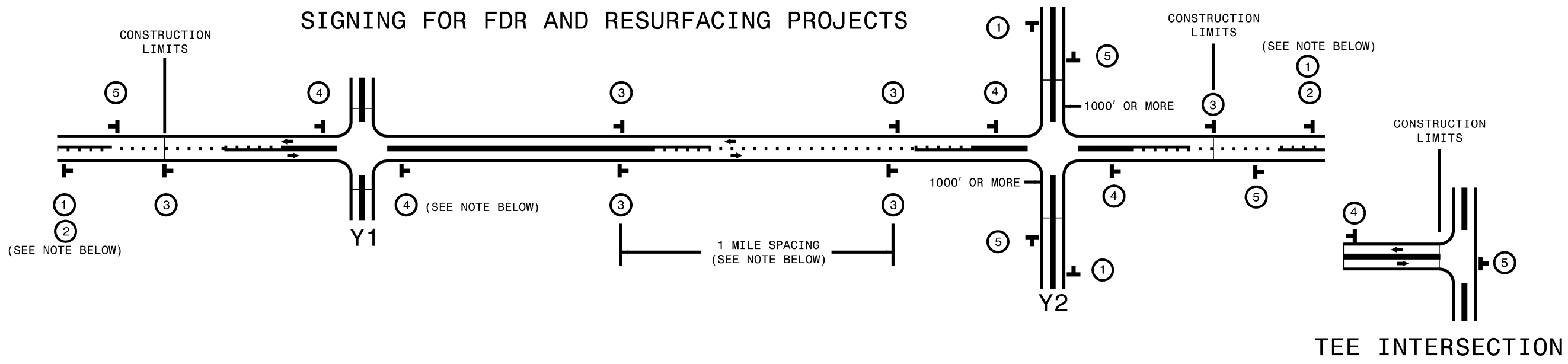
NOTES:

- 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 FDR AND RESURFACING PROJECTS



LEGEND
 STATIONARY SIGN
 DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<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>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>
		<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>	



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