

# PITT COUNTY

## DB00362

### WBS# 2017CPT.02.59.10741.9

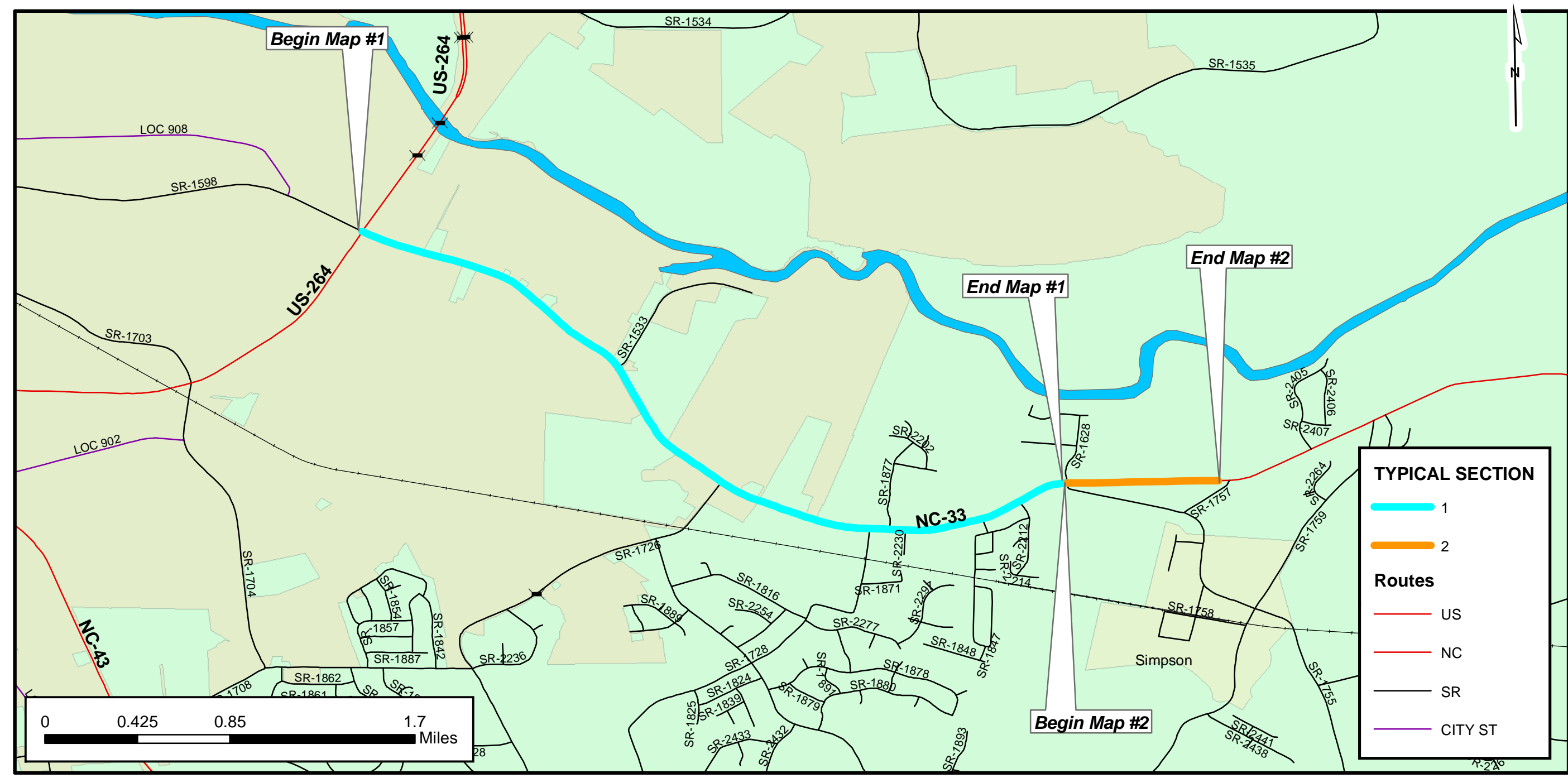
PROJECT REFERENCE NO.	SHEET NO.
DB00362	1

**LOCATION:**  
 MAP 1 - NC 33 (10TH STREET) FROM US 264 ALT (GREENVILLE BLVD) TO SR 1755  
 MAP 2 - NC 33 FROM SR 1755 C&G TO JOINT 300 FT WEST OF SR 1757

**TYPE OF WORK: MILLING, RESURFACING, PAVEMENT MARKINGS & PAVEMENT MARKERS**

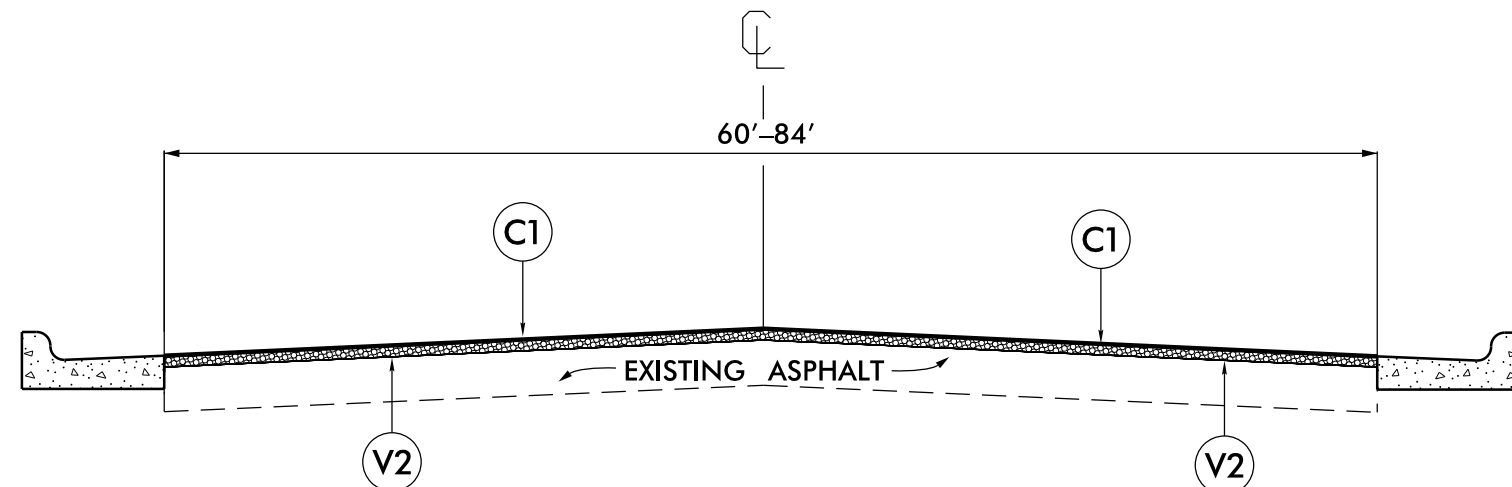


**NCDOT**  
 DIVISION 2



### TYPICAL SECTION NO. 1

MAP 1 - NC-33 (10TH STREET) FROM US-264 ALT (GREENVILLE BOULEVARD) TO END OF CURB AND GUTTER AT SR-1755

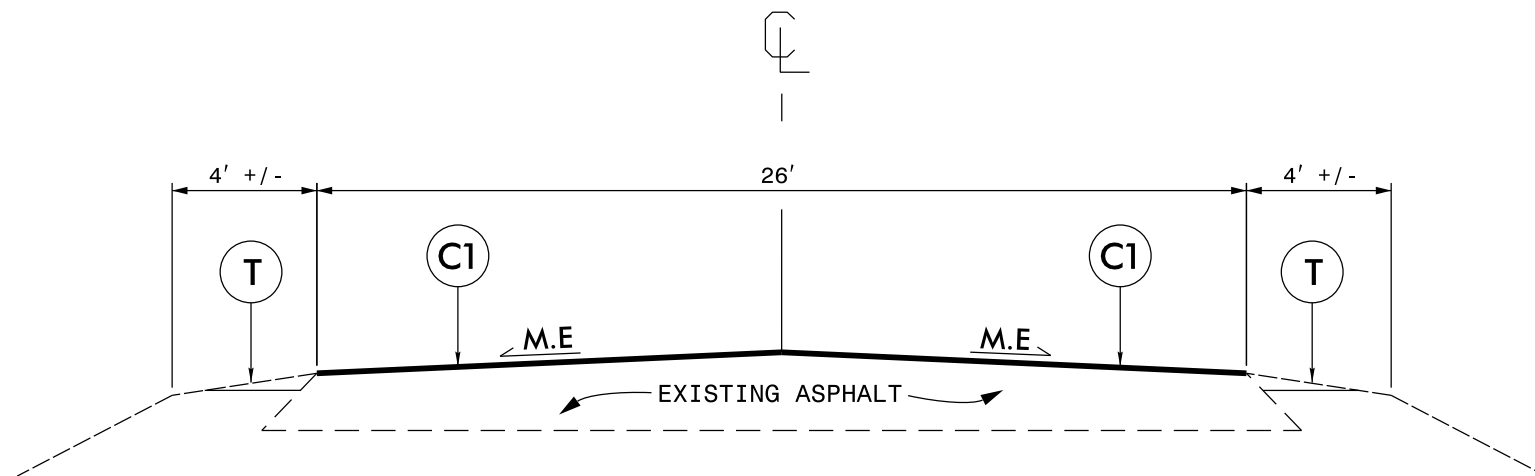


**NOTE:**

1. MILL FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.

### TYPICAL SECTION NO. 2

MAP 1 - NC-33 FROM THE END OF C&G AT SR 1755 TO THE PAVEMENT JOINT 300FT WEST OF SR 1757



**NOTE:**

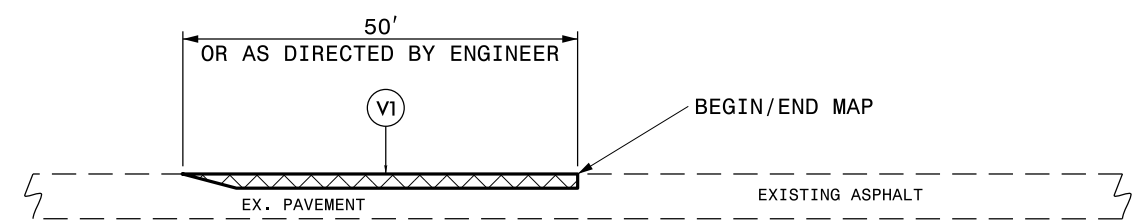
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER. SEE DETAIL 1.

### PAVEMENT SCHEDULE

C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S 9.5B, AT AN AVERAGE RATE OF 224.0 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
V2	2" DEPTH MILLING
<b>DRAWINGS NOT TO SCALE</b>	

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

# MILLING TYPICALS



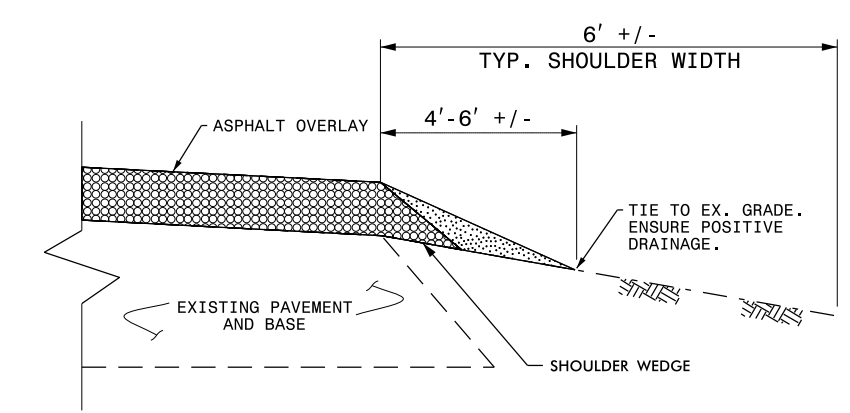
**DETAIL 1**  
BEGIN/END MAP TIE-IN

**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.

<b>Side Street Name</b>	<b>DISTANCE (FT)</b>
River Bluff Road	55
Eastgate Drive	35
Oxford Road	83
Old Courthouse Drive	28
Hawthorne Road	55
Fox Haven Drive	37
Port Terminal Road	80
River Hill Drive	37
Portertown Road	80
LT Hardee Road	115
Farmingwood Road	133
Eastpoint Drive	86
Ridgewood Drive	47
Britt Road	81
Blackjack Simpson Road	20
Edgebrook Drive	42

Note: Approximate distance from Main Line paving to end of paving limits on Y-lines. To be field verified by the Engineer.

# SHOULDER RECONSTRUCTION TYPICAL

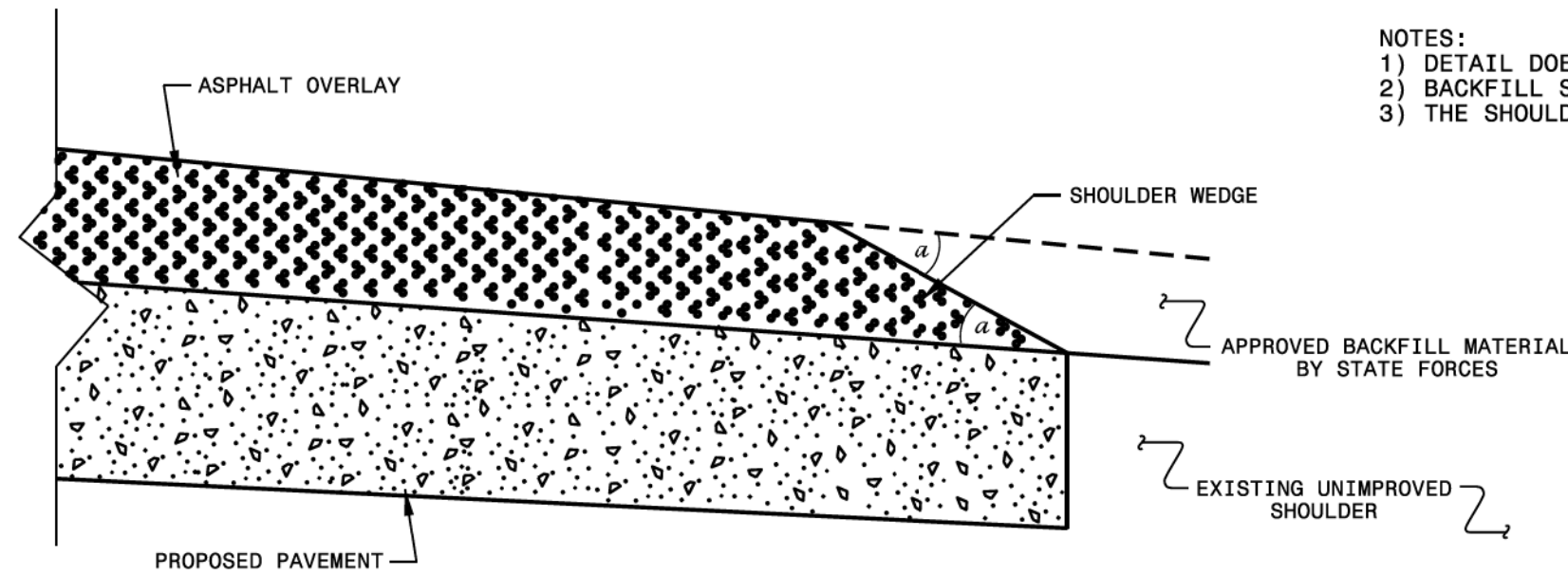


**SHOULDER RECONSTRUCTION DETAIL**

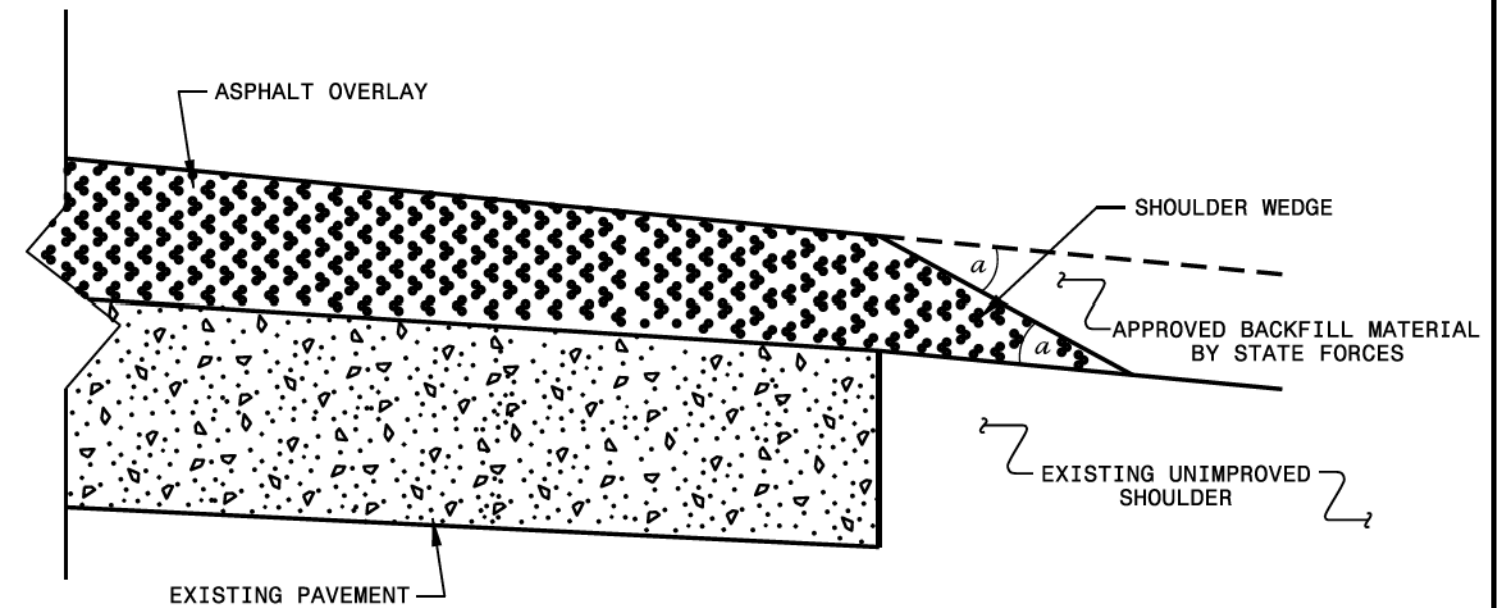
**NOTE:**

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.

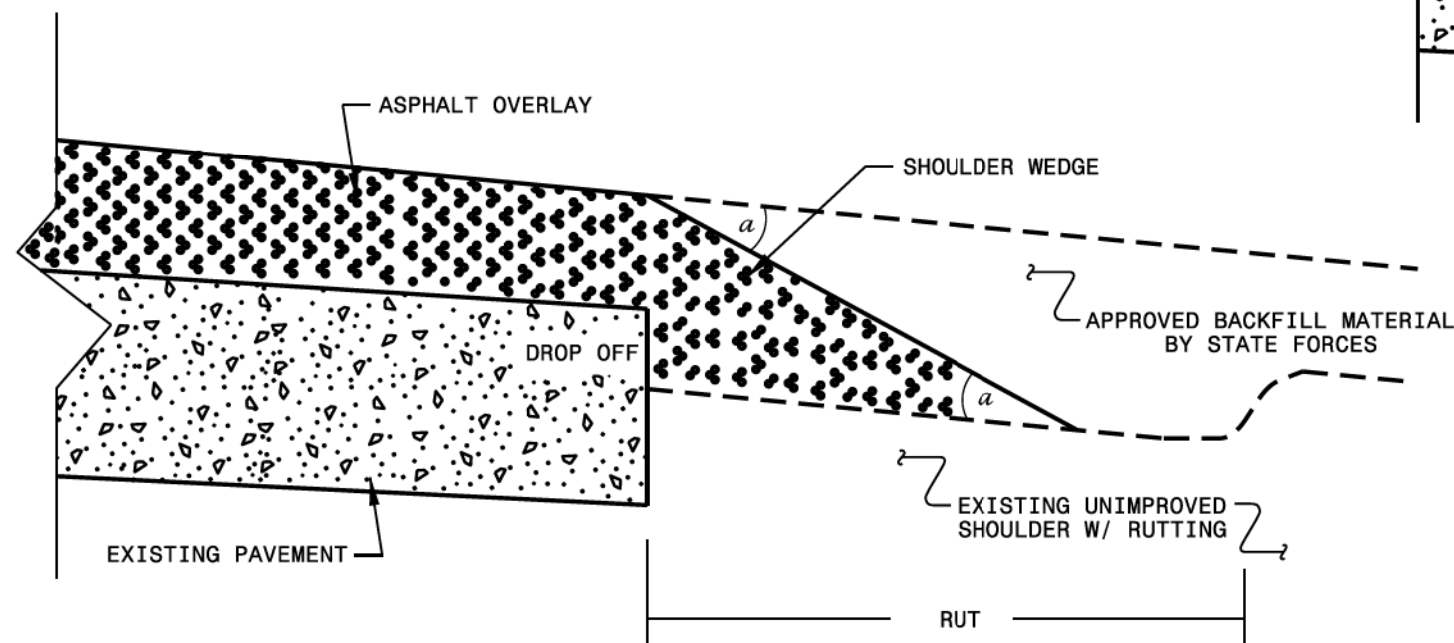
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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)

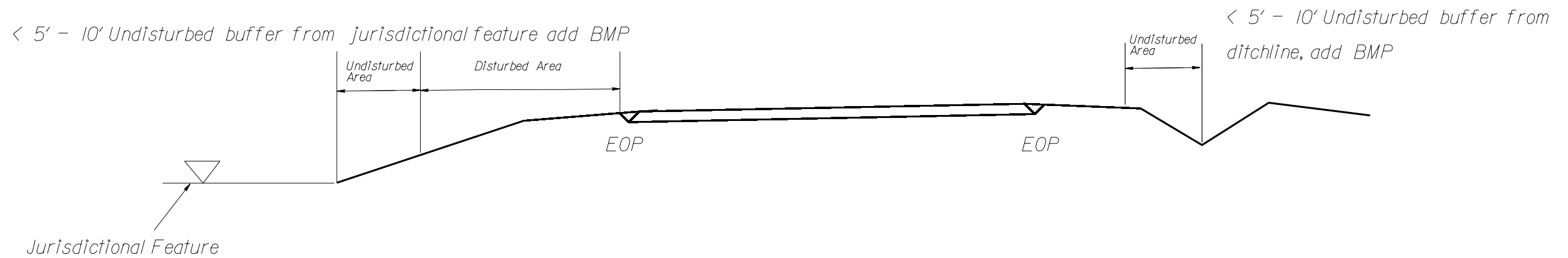
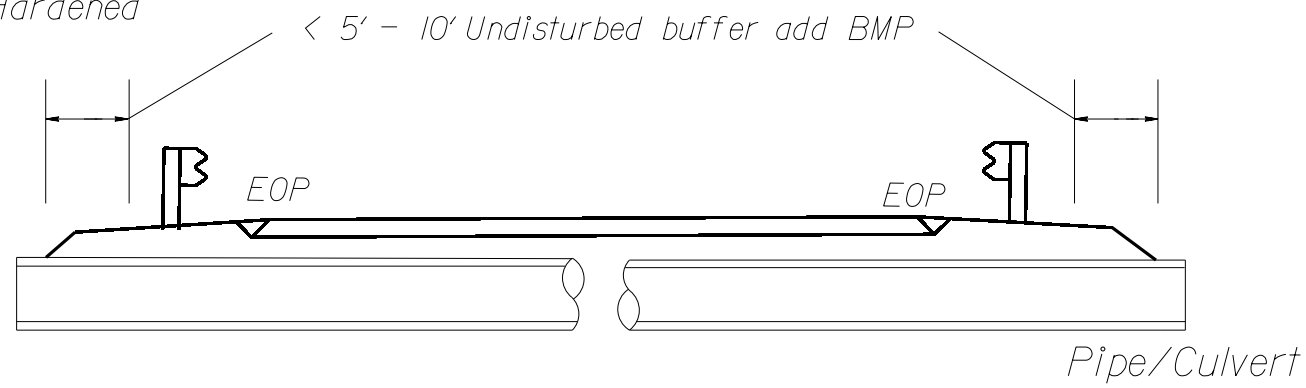
- SHOULDER WEDGE ANGLE = 30°

<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:\usr\details\stand\shou1dcrwedgedetail.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.

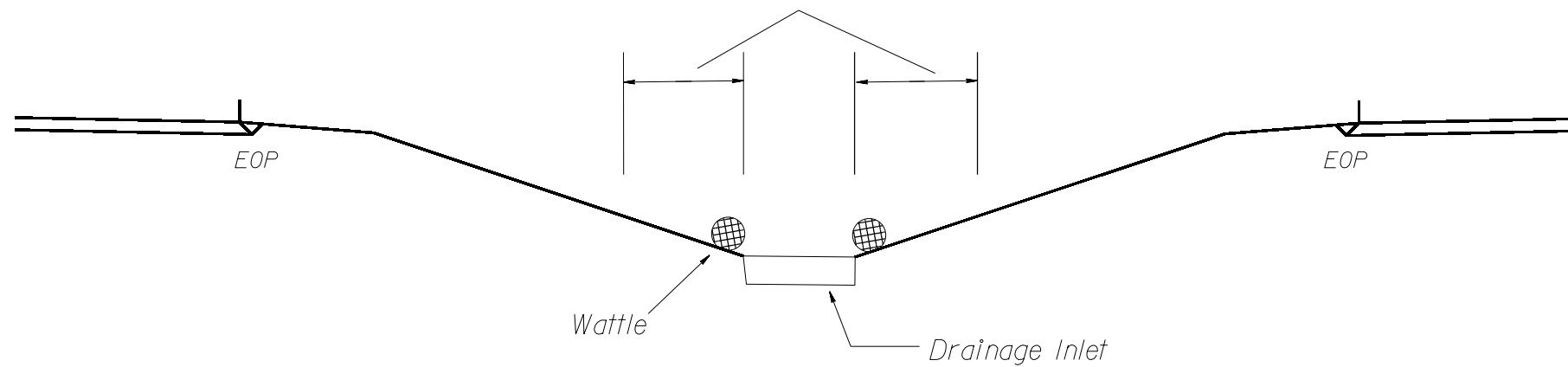
# EROSION CONTROL DETAIL



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

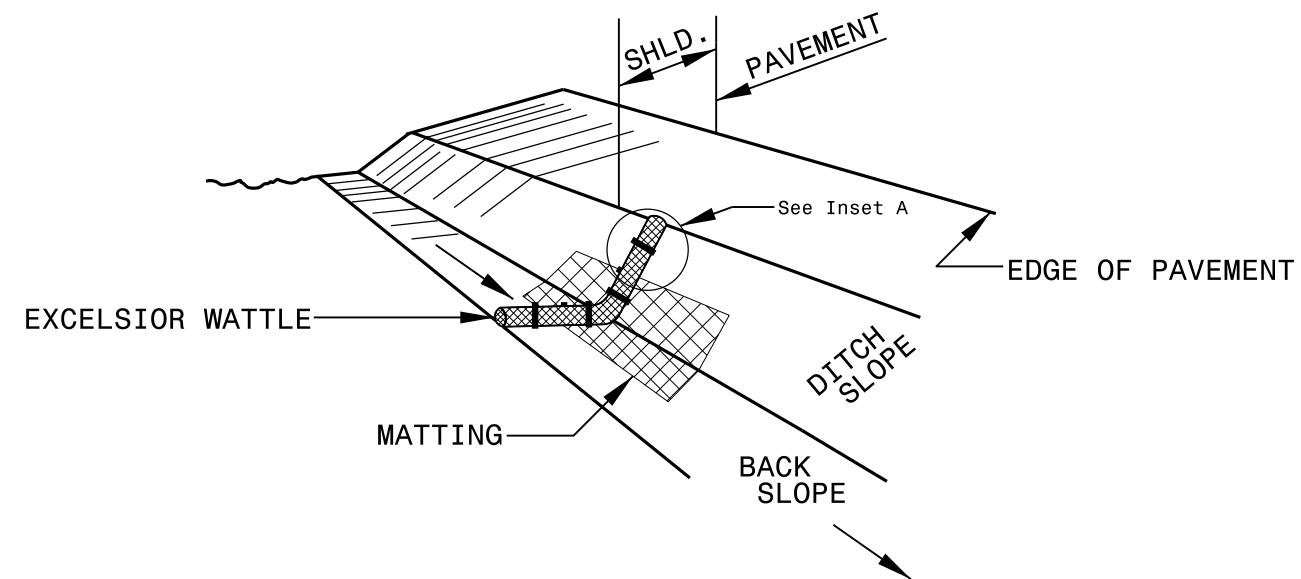


< 5' - 10' Undisturbed buffer from inlet, add wattle

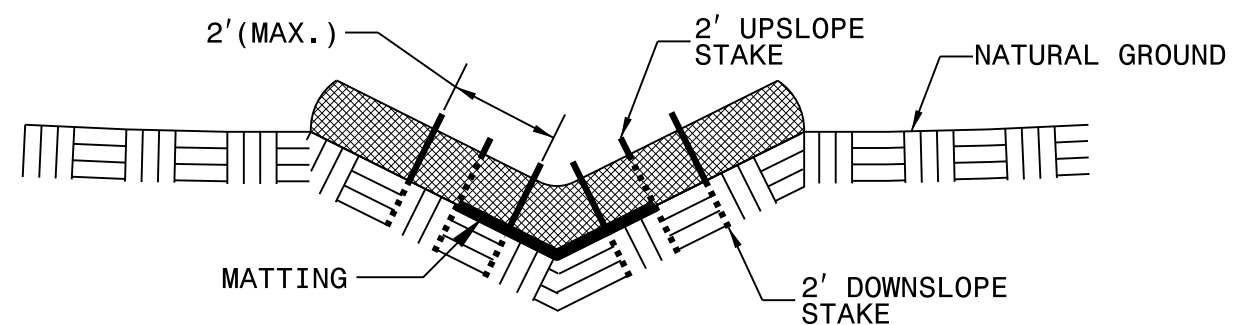


NOT TO SCALE

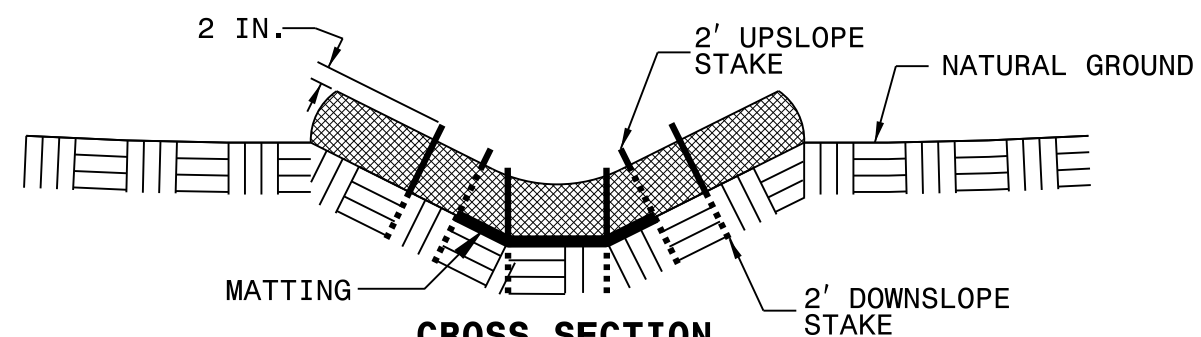
# WATTLE DETAIL



**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.

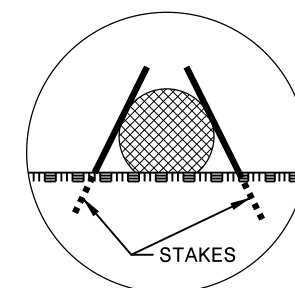
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

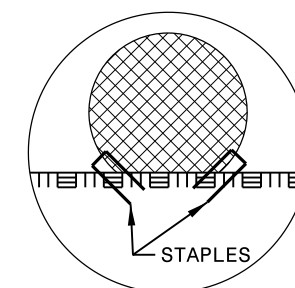
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

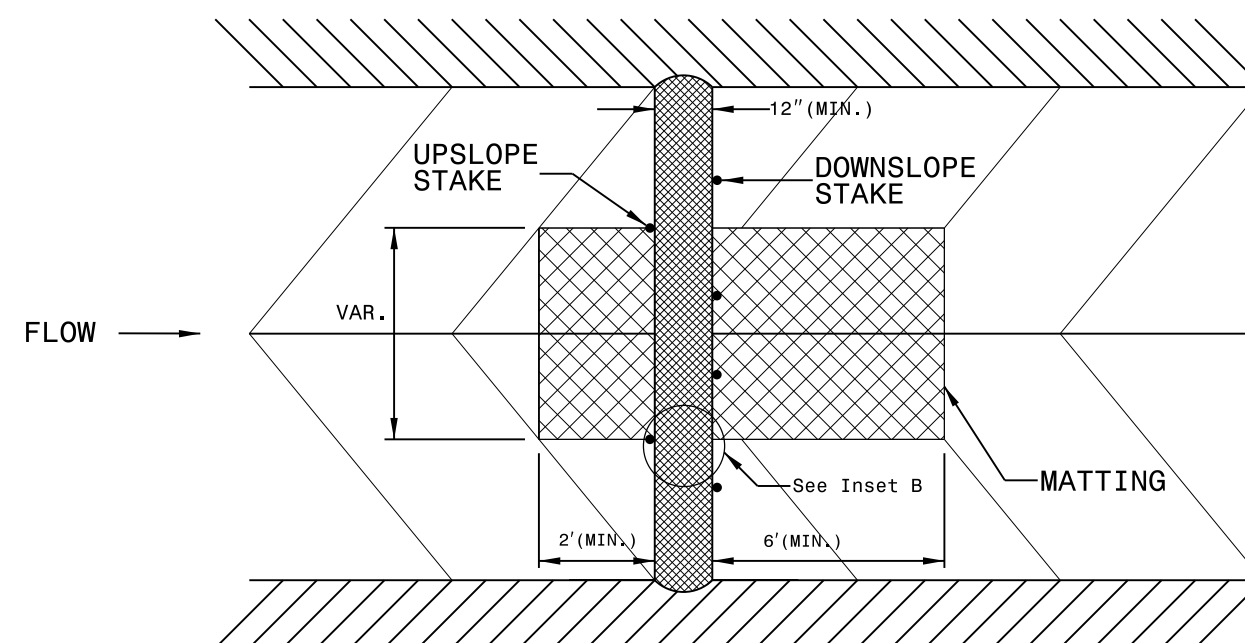
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



**INSET A**



**INSET B**



**TOP VIEW**

NOT TO SCALE

## SUMMARY OF QUANTITIES

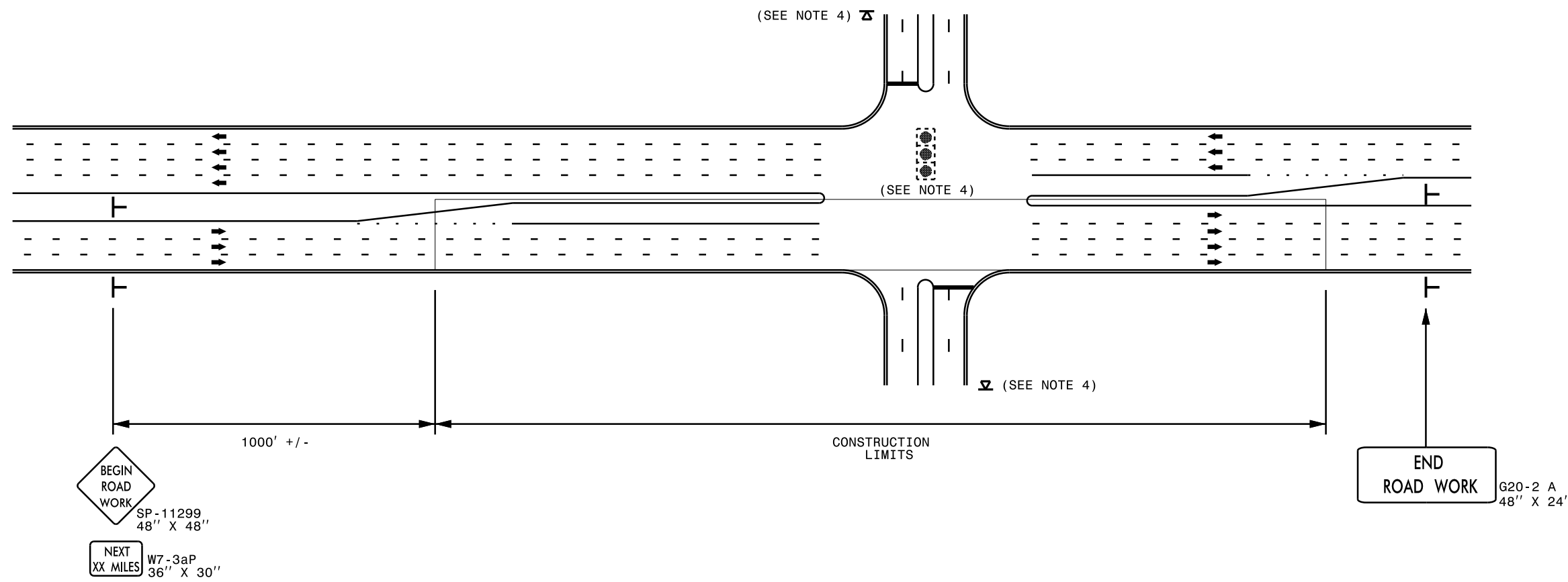
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	HAULING NCDOT SUPPLIED SHOULDER MATERIAL EA	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	2" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	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
2017CPT.02.59.10741.9	Pitt	1	NC 33 (10TH STREET)	FROM US 264 ALT (GREENVILLE BLVD) TO THE END OF C&G AT SR 1755	1	2	M2	NO	NO	3.230	66				124,500		14,750	885	2	1				
<b>TOTAL FOR MAP NO. 1</b>										<b>3.230</b>					<b>124,500</b>		<b>14,750</b>	<b>885</b>	<b>2</b>	<b>1</b>				
2017CPT.02.59.10741.9	Pitt	2	NC 33	FROM END C&G AT SR 1755 TO JOINT 300FT WEST OF SR 1757	2	2	2WU	NO	NO	0.607	26	30	25	1.21		100	1,096	66			100	50	0.76	1
<b>TOTAL FOR MAP NO. 2</b>										<b>0.607</b>		<b>30</b>	<b>25</b>	<b>1.21</b>		<b>100</b>	<b>1,096</b>	<b>66</b>			<b>100</b>	<b>50</b>	<b>0.76</b>	<b>1</b>
<b>TOTAL FOR PROJ NO. 2017CPT.02.59.10741.9</b>										<b>3.837</b>		<b>30</b>	<b>25</b>	<b>1.21</b>	<b>124,500</b>	<b>100</b>	<b>15,846</b>	<b>951</b>	<b>2</b>	<b>1</b>	<b>100</b>	<b>50</b>	<b>0.76</b>	<b>1</b>
<b>GRAND TOTAL</b>										<b>3.837</b>		<b>30</b>	<b>25</b>	<b>1.21</b>	<b>124,500</b>	<b>100</b>	<b>15,846</b>	<b>951</b>	<b>2</b>	<b>1</b>	<b>100</b>	<b>50</b>	<b>0.76</b>	<b>1</b>

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4510000000-N	4688000000-E	4690000000-E			4697000000-E	4710000000-E	4721000000-E	4725000000-E					4905000000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	LAW ENFORCEMENT HR	6" X 90 M WHITE THERMO LF	6" X 120 M WHITE THERMO LF	6" X 120 M YELLOW THERMO LF	8" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG LANE ENDS 120 M EA	THERMO LT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	SNOW PLOWABLE MARKERS EA		
2017CPT.02.59.10741.9	Pitt	1	NC 33 (10TH STREET)	FROM US 264 ALT (GREENVILLE BLVD) TO THE END OF C&G AT SR 1755	1	2	M2	3.230	66	125	0.95	20		6,783	48,450	425	750	8	112	37	28	4	900		
<b>TOTAL FOR MAP NO. 1</b>									<b>3.230</b>	<b>125</b>	<b>0.95</b>	<b>20</b>		<b>6,783</b>	<b>48,450</b>	<b>425</b>	<b>750</b>	<b>8</b>	<b>112</b>	<b>37</b>	<b>28</b>	<b>4</b>	<b>900</b>		
2017CPT.02.59.10741.9	Pitt	2	NC 33	FROM END C&G AT SR 1755 TO JOINT 300FT WEST OF SR 1757	2	2	2WU	0.607	26	40	0.05		6,531		4,006								40		
<b>TOTAL FOR MAP NO. 2</b>									<b>0.607</b>	<b>40</b>	<b>0.05</b>		<b>6,531</b>		<b>4,006</b>								<b>40</b>		
<b>TOTAL FOR PROJ NO. 2017CPT.02.59.10741.9</b>									<b>3.837</b>	<b>165</b>	<b>1.00</b>	<b>20</b>	<b>6,531</b>	<b>6,783</b>	<b>52,456</b>	<b>425</b>	<b>750</b>	<b>8</b>	<b>112</b>	<b>37</b>	<b>28</b>	<b>4</b>	<b>940</b>		
										<b>59,239</b>					<b>181</b>										
<b>GRAND TOTAL</b>									<b>3.837</b>	<b>165</b>	<b>1.00</b>	<b>20</b>	<b>6,531</b>	<b>6,783</b>	<b>52,456</b>	<b>425</b>	<b>750</b>	<b>8</b>	<b>112</b>	<b>37</b>	<b>28</b>	<b>4</b>	<b>940</b>		
										<b>59,239</b>					<b>181</b>										



## URBAN / SUBURBAN WORKZONES



### NOTES:

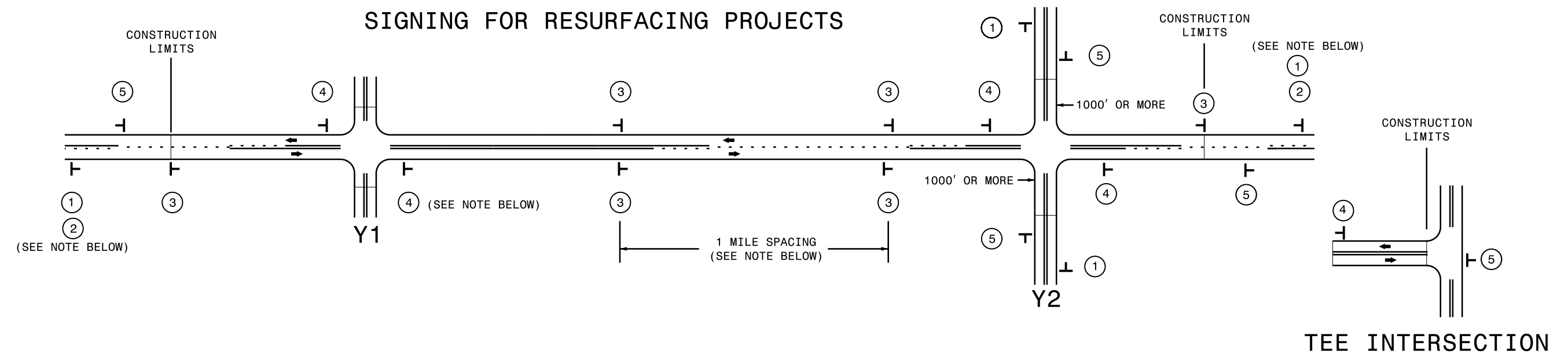
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND	
└	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES**

## SIGNING FOR RESURFACING PROJECTS



LEGEND	
┃	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.		
	②	 <small>W7-3aP 24" X 18"</small>	#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	 <small>SP 13107 48" X 48"</small>	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.		
	④	 <small>SP 13106 48" X 48"</small>	- 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	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	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.		
			 <small>W20-1 48" X 48"</small>		
			 <small>W20-7 A 48" X 48"</small>		
			PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.		