

# PITT COUNTY

## DB00508

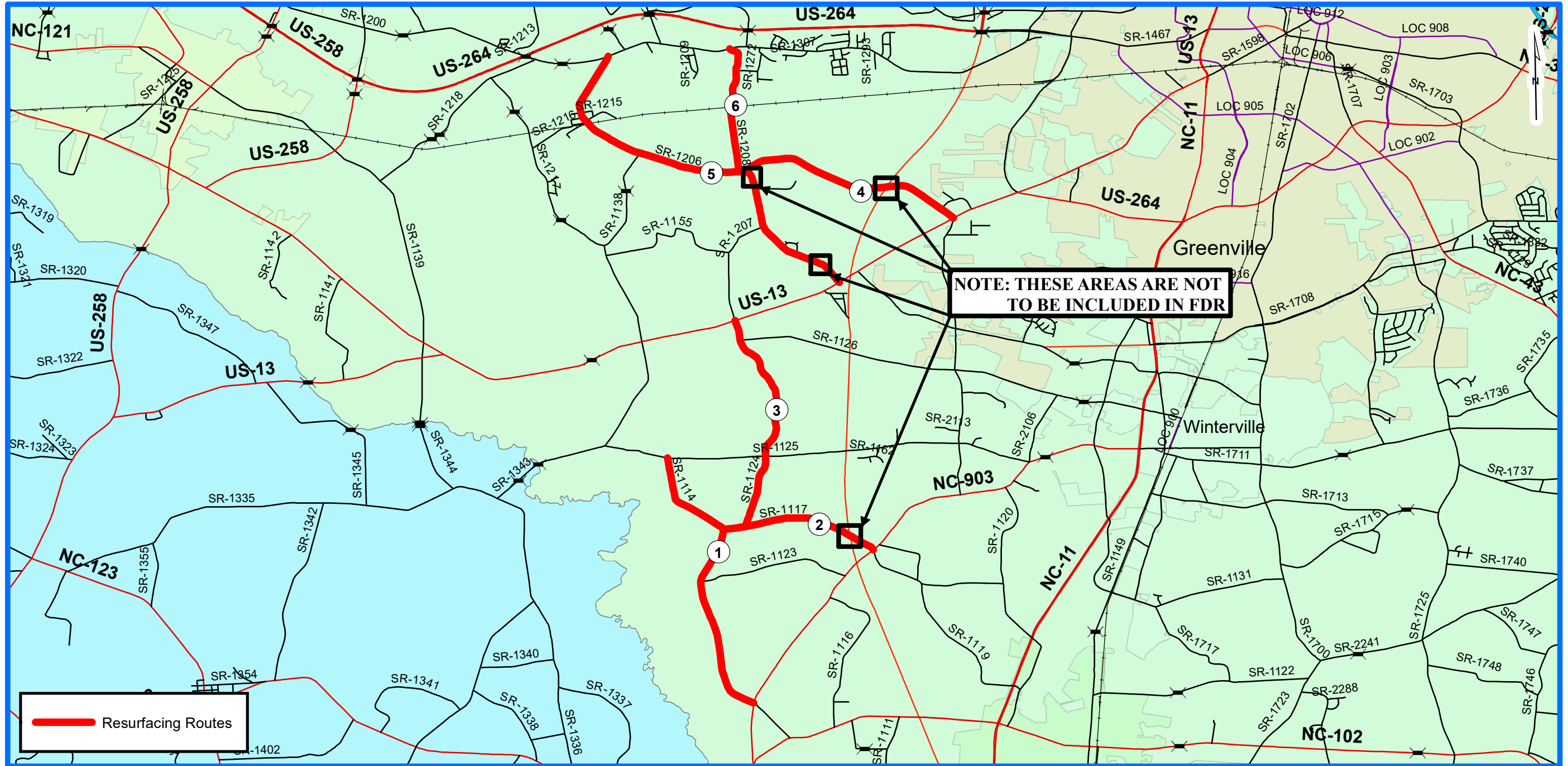
WBS# 2021CPT.02.37.20742  
WBS# 2021CPT.02.38.20741

**TYPE OF WORK: FULL DEPTH RECLAMATION, PAVING, SHOULDER RECONSTRUCTION**

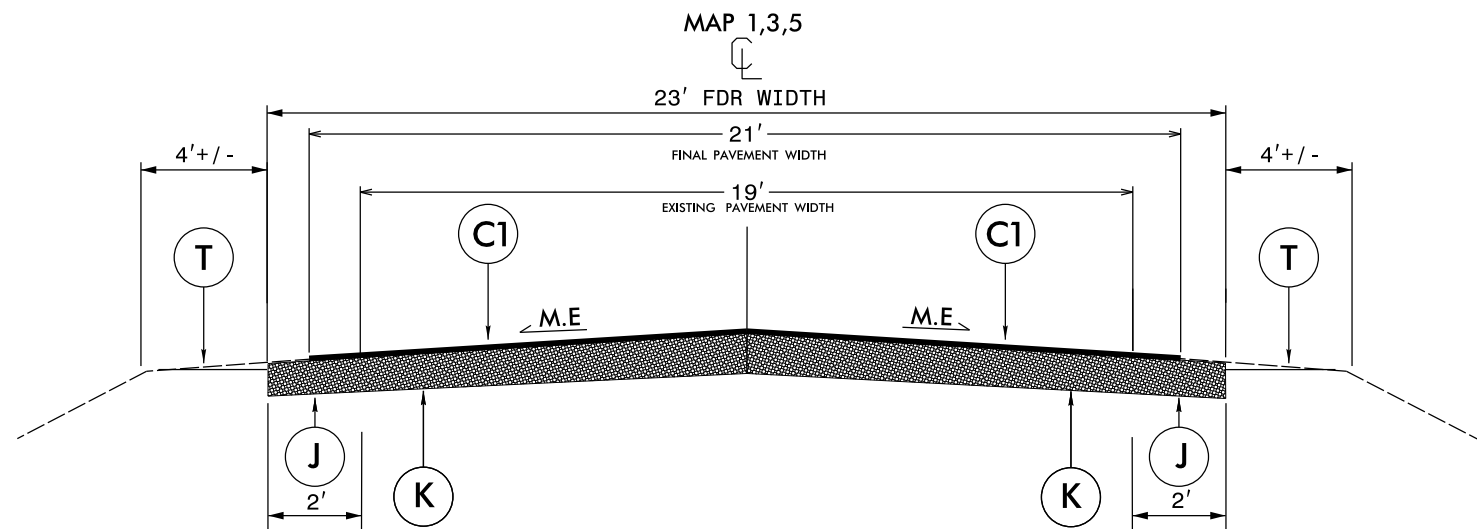
PROJECT REFERENCE NO.	SHEET NO.
DB00508	1



**NCDOT**  
DIVISION 2



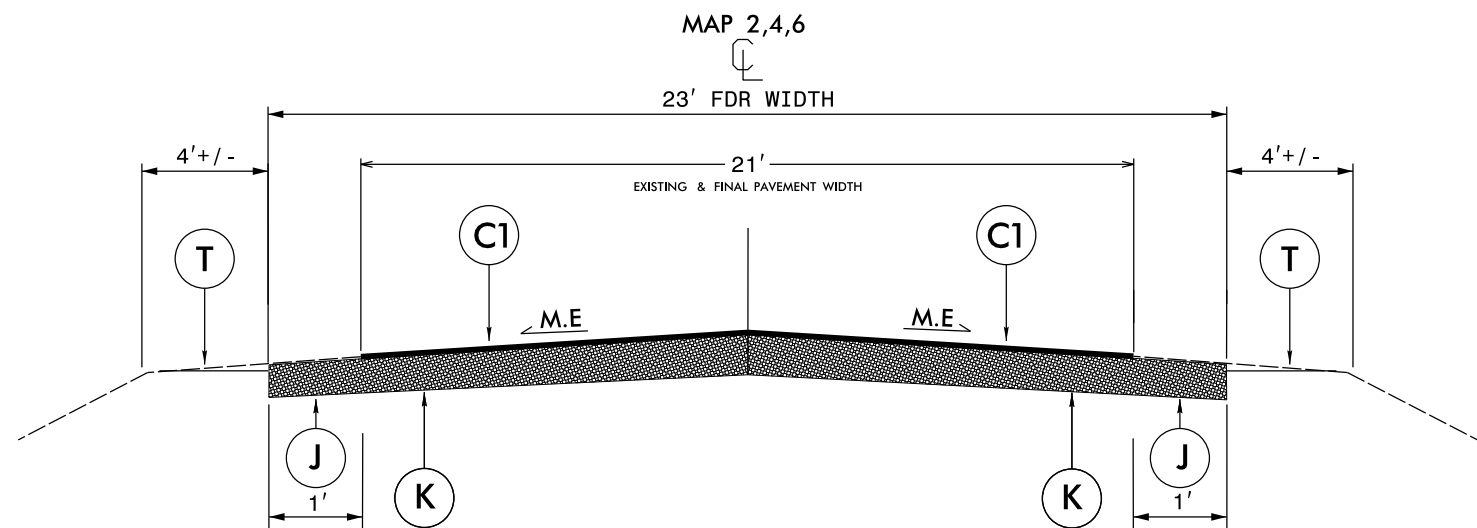
## TYPICAL SECTION NO. 1



**NOTE:**

1. PLACE ASYMMETRICAL AGGREGATE BASE COURSE, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT. FOR DEPTH REFER TO SHEET 3.
2. 12" FULL DEPTH RECLAMATION: FOR CEMENT RATE REFER TO SHEET 3.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PLACE A FRESH TACK COAT BETWEEN FDR LAYER AND SURFACE LAYER.
5. PLACE 21' OF ASPHALT SURFACE COURSE.
6. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

## TYPICAL SECTION NO. 2



**NOTE:**

1. PLACE ASYMMETRICAL AGGREGATE BASE COURSE, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT. FOR DEPTH REFER TO SHEET 3.
2. 12" FULL DEPTH RECLAMATION: FOR CEMENT RATE REFER TO SHEET 3.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PLACE A FRESH TACK COAT BETWEEN FDR LAYER AND SURFACE LAYER.
5. PLACE 21' OF ASPHALT SURFACE COURSE.
6. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

### PAVEMENT SCHEDULE

C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
J	AGGREGATE BASE COURSE.
K	PROP. 12" FULL DEPTH RECLAMATION.
T	SHOULDER RECONSTRUCTION.

**DRAWINGS NOT TO SCALE**

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

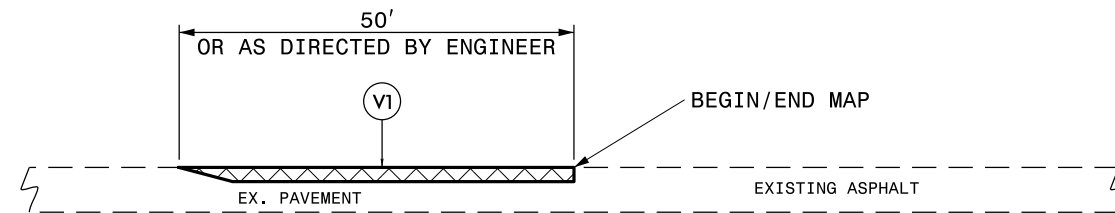
PROJECT NO.	SHEET NO.	TOTAL NO.
DB00508	3	

## 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	0241000000-E	0262000000-N	1121000000-E	1220000000-E	1245000000-E	1330000000-E	1523000000-E	1575000000-E	6000000000-E	6071010000-E	6084000000-E	6117000000-N	4413000000-E	4457000000-N			
												FLEXIBLE PAVEMENT RECLAMATION	HAULING NCDOT SUPPLIED SHOULDER MATERIAL	AGGREGATE BASE COURSE	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	INCIDENTAL MILLING	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL			
												MI	FT	SY	EA	TONS	TONS	SMI	SY	TONS	TONS	LF	LF	AC	EA	SF	LS	
2021CPT.02.37.20742	Pitt	1	SR 1114 ROUNDTREE RD	FROM SR 1125 TO NC 903	1	2	2WU	NO	NO	3.72	21	50,200		2,500	186										210	0.11		
<b>TOTAL FOR MAP NO. 1</b>												<b>3.72</b>		<b>50,200</b>		<b>2,500</b>	<b>186</b>									<b>210</b>	<b>0.11</b>	
2021CPT.02.37.20742	Pitt	2	SR 1117 ABBOTT FARM RD	FROM SR 1114 TO NC 903	2	2	2WU	NO	NO	1.72	21	23,250		425	86										100	0.05		
<b>TOTAL FOR MAP NO. 2</b>												<b>1.72</b>		<b>23,250</b>		<b>425</b>	<b>86</b>									<b>100</b>	<b>0.05</b>	
2021CPT.02.37.20742	Pitt	3	SR 1124 SPEIGHT SEED FARM RD	FROM US 264A/US 13 TO SR 1117	1	2	2WU	NO	NO	2.85	21	38,400		1,900	143										160	0.09		
<b>TOTAL FOR MAP NO. 3</b>												<b>2.85</b>		<b>38,400</b>		<b>1,900</b>	<b>143</b>									<b>160</b>	<b>0.09</b>	
2021CPT.02.37.20742	Pitt	4	SR 1127 FROG LEVEL RD	FROM SR 1206 TO US 264A/US 13	2	2	2WU	NO	NO	2.22	21	30,000		375	111										125	0.07		
<b>TOTAL FOR MAP NO. 4</b>												<b>2.22</b>		<b>30,000</b>		<b>375</b>	<b>111</b>									<b>125</b>	<b>0.07</b>	
2021CPT.02.37.20742	Pitt	5	SR 1206 BELL ARTHUR RD	FROM SR 1200 TO US 264A/US 13	1	2	2WU	NO	NO	4.36	21	58,900		2,850	218										250	0.13		
<b>TOTAL FOR MAP NO. 5</b>												<b>4.36</b>		<b>58,900</b>		<b>2,850</b>	<b>218</b>									<b>250</b>	<b>0.13</b>	
2021CPT.02.37.20742	Pitt	6	SR 1208 KINSAUL-WILLOUGHBY RD	FROM SR 1200 TO SR 1206	2	2	2WU	NO	NO	1.66	21	22,500		275	83										95	0.05		
<b>TOTAL FOR MAP NO. 6</b>												<b>1.66</b>		<b>22,500</b>		<b>275</b>	<b>83</b>									<b>95</b>	<b>0.05</b>	
<b>TOTAL FOR PROJ NO. 2021CPT.02.37.20742</b>												<b>16.53</b>		<b>223,250</b>		<b>8,325</b>	<b>827</b>									<b>940</b>	<b>0.50</b>	
2021CPT.02.38.20741	Pitt	1	SR 1114 ROUNDTREE RD	FROM SR 1125 TO NC 903	1	2	2WU	NO	NO	3.72	21		149	186	7.44	500	5,200	312	446	120	4.65	1	210	0.11				
<b>TOTAL FOR MAP NO. 1</b>												<b>3.72</b>			<b>149</b>	<b>186</b>	<b>7.44</b>	<b>500</b>	<b>5,200</b>	<b>312</b>	<b>446</b>	<b>120</b>	<b>4.65</b>	<b>1</b>	<b>210</b>	<b>0.11</b>		
2021CPT.02.38.20741	Pitt	2	SR 1117 ABBOTT FARM RD	FROM SR 1114 TO NC 903	2	2	2WU	NO	NO	1.72	21		69	86	3.44	500	2,450	147	206	100	2.15		100	0.05				
<b>TOTAL FOR MAP NO. 2</b>												<b>1.72</b>			<b>69</b>	<b>86</b>	<b>3.44</b>	<b>500</b>	<b>2,450</b>	<b>147</b>	<b>206</b>	<b>100</b>	<b>2.15</b>		<b>100</b>	<b>0.05</b>		
2021CPT.02.38.20741	Pitt	3	SR 1124 SPEIGHT SEED FARM RD	FROM US 264A/US 13 TO SR 1117	1	2	2WU	NO	NO	2.85	21		114	143	5.70	500	4,100	246	342	120	3.56		160	0.09				
<b>TOTAL FOR MAP NO. 3</b>												<b>2.85</b>			<b>114</b>	<b>143</b>	<b>5.70</b>	<b>500</b>	<b>4,100</b>	<b>246</b>	<b>342</b>	<b>120</b>	<b>3.56</b>		<b>160</b>	<b>0.09</b>		
2021CPT.02.38.20741	Pitt	4	SR 1127 FROG LEVEL RD	FROM SR 1206 TO US 264A/US 13	2	2	2WU	NO	NO	2.22	21		89	111	4.44	500	3,100	186	266	100	2.78		125	0.07				
<b>TOTAL FOR MAP NO. 4</b>												<b>2.22</b>			<b>89</b>	<b>111</b>	<b>4.44</b>	<b>500</b>	<b>3,100</b>	<b>186</b>	<b>266</b>	<b>100</b>	<b>2.78</b>		<b>125</b>	<b>0.07</b>		
2021CPT.02.38.20741	Pitt	5	SR 1206 BELL ARTHUR RD	FROM SR 1200 TO US 264A/US 13	1	2	2WU	NO	NO	4.36	21		174	218	8.72	500	6,200	372	523	180	5.45		250	0.13				
<b>TOTAL FOR MAP NO. 5</b>												<b>4.36</b>			<b>174</b>	<b>218</b>	<b>8.72</b>	<b>500</b>	<b>6,200</b>	<b>372</b>	<b>523</b>	<b>180</b>	<b>5.45</b>		<b>250</b>	<b>0.13</b>		
2021CPT.02.38.20741	Pitt	6	SR 1208 KINSAUL-WILLOUGHBY RD	FROM SR 1200 TO SR 1206	2	2	2WU	NO	NO	1.66	21		66	83	3.32	500	2,350	141	199	100	2.07		95	0.05				
<b>TOTAL FOR MAP NO. 6</b>												<b>1.66</b>			<b>66</b>	<b>83</b>	<b>3.32</b>	<b>500</b>	<b>2,350</b>	<b>141</b>	<b>199</b>	<b>100</b>	<b>2.07</b>		<b>95</b>	<b>0.05</b>		
<b>TOTAL FOR PROJ NO. 2021CPT.02.38.20741</b>												<b>16.53</b>			<b>661</b>	<b>827</b>	<b>33.06</b>	<b>3,000</b>	<b>23,400</b>	<b>1,404</b>	<b>1,982</b>	<b>720</b>	<b>20.66</b>	<b>1</b>	<b>940</b>	<b>0.50</b>		
<b>GRAND TOTAL</b>												<b>33.06</b>		<b>223,250</b>		<b>661</b>	<b>8,325</b>	<b>1,654</b>	<b>33.06</b>	<b>3,000</b>	<b>23,400</b>	<b>1,404</b>	<b>1,982</b>	<b>720</b>	<b>20.66</b>	<b>1</b>	<b>1,880</b>	<b>1</b>

MAP NO			ABC Depth	Cement Rate (LBS/SY)	Cement Percent	Mixing Depth
1	SR 1114	Rountree Rd	8"	77	7.0	12"
2	SR 1117	Abbott Farm Rd	6"	71	6.0	12"
3	SR 1124	Speight Seed Farm Rd	8"	77	7.0	12"
4	SR 1127	Frog Level Rd	4"	81	7.0	12"
5	SR 1206	Bell Arthur Rd	8"	74	6.5	12"
6	SR 1208	Kinsaul-Willoughby Rd	4"	70	6.0	12"

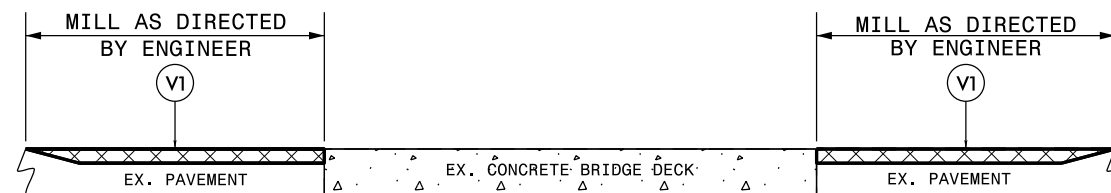
# MILLING TYPICALS



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

**NOTE:**

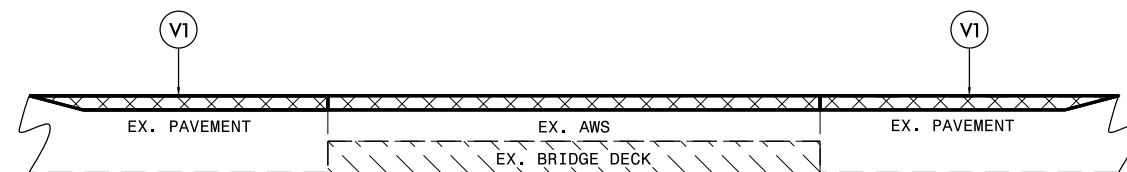
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 2**  
BRIDGE MILLING

**NOTE:**

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

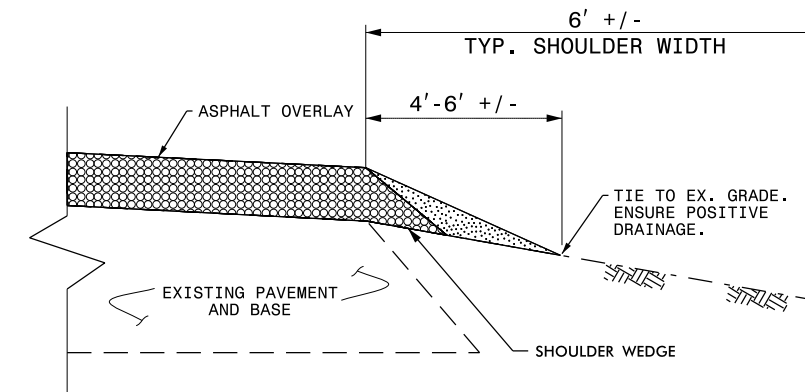


**DETAIL 3**  
BRIDGE MILLING

**NOTE:**

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

# SHOULDER RECONSTRUCTION TYPICAL

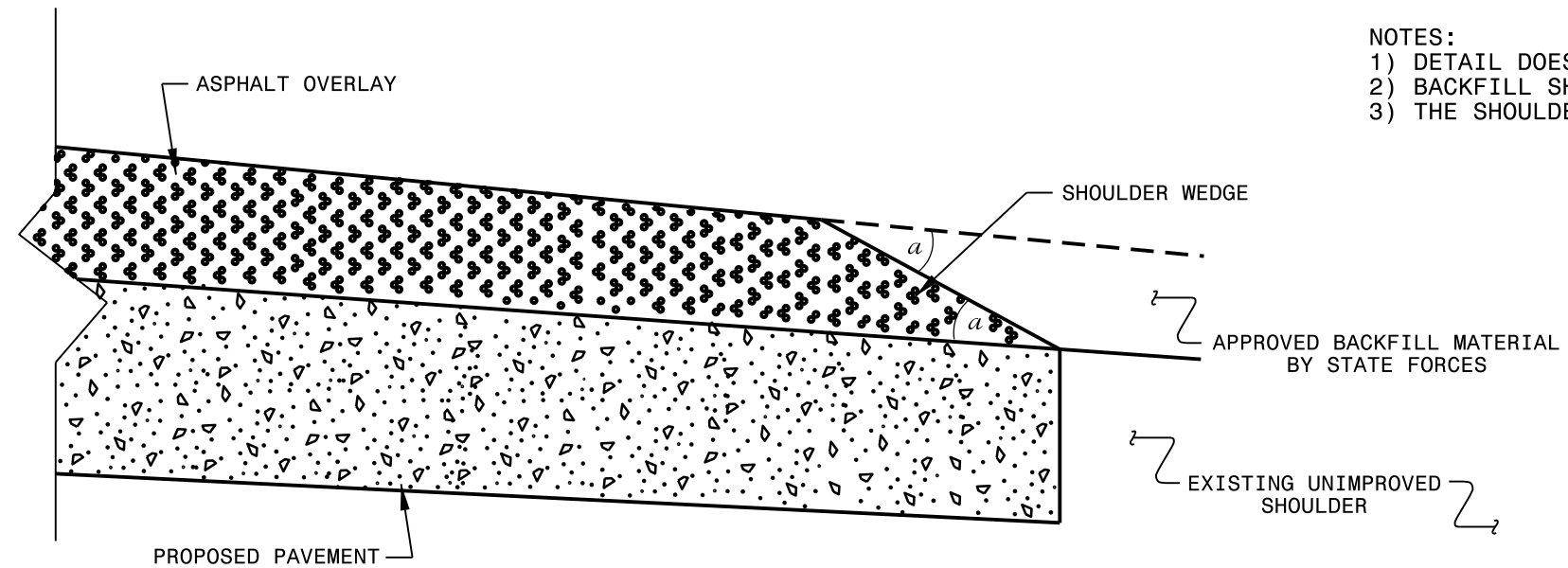


**SHOULDER RECONSTRUCTION DETAIL**

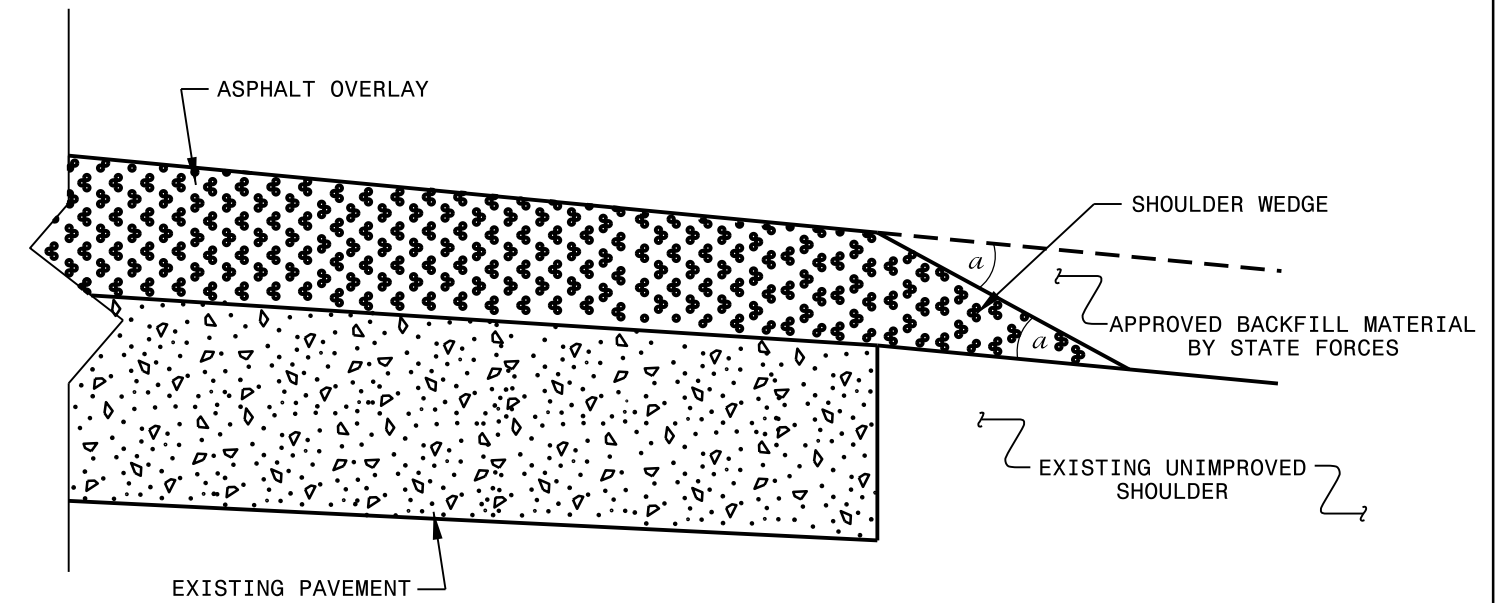
**NOTE:**

- 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.

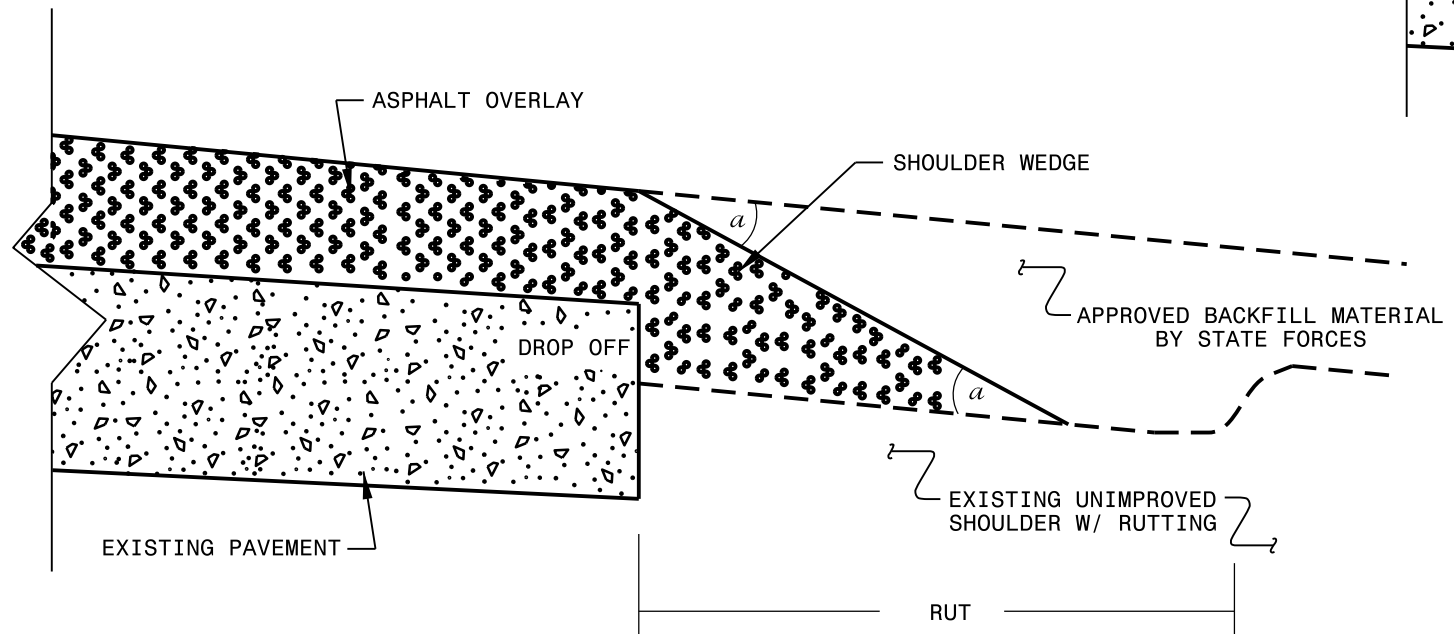
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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)

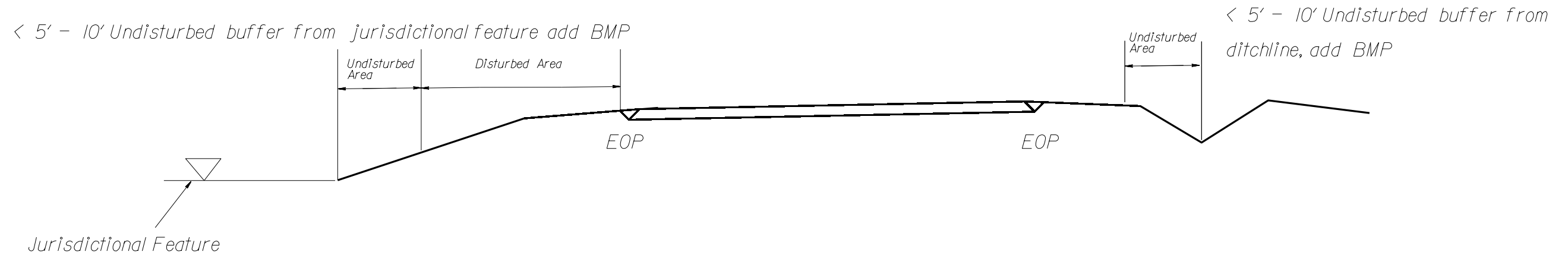
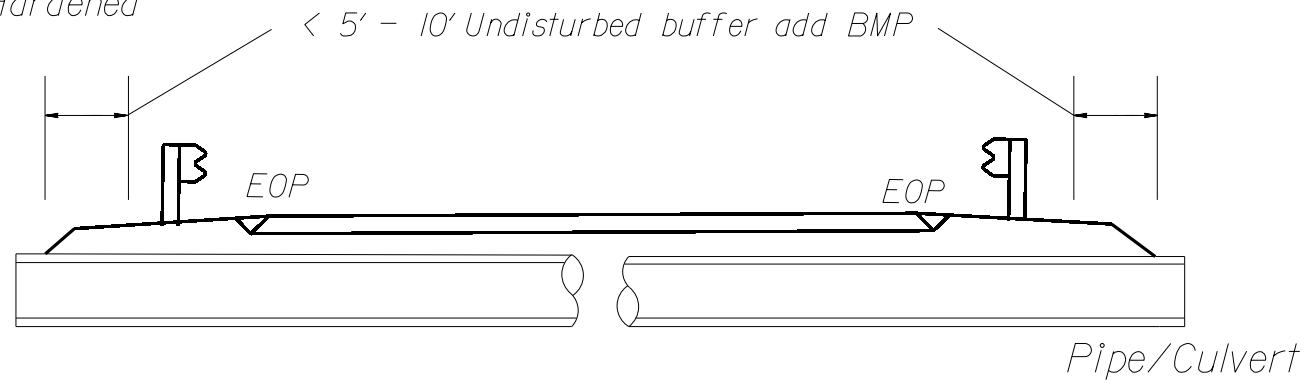
- SHOULDER WEDGE ANGLE = 30°

<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\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.

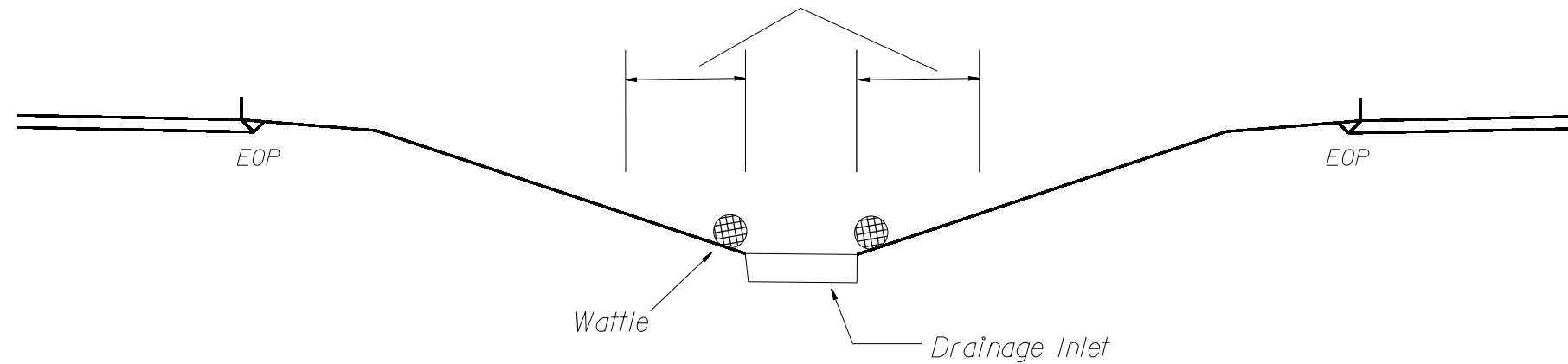
# EROSION CONTROL DETAIL



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

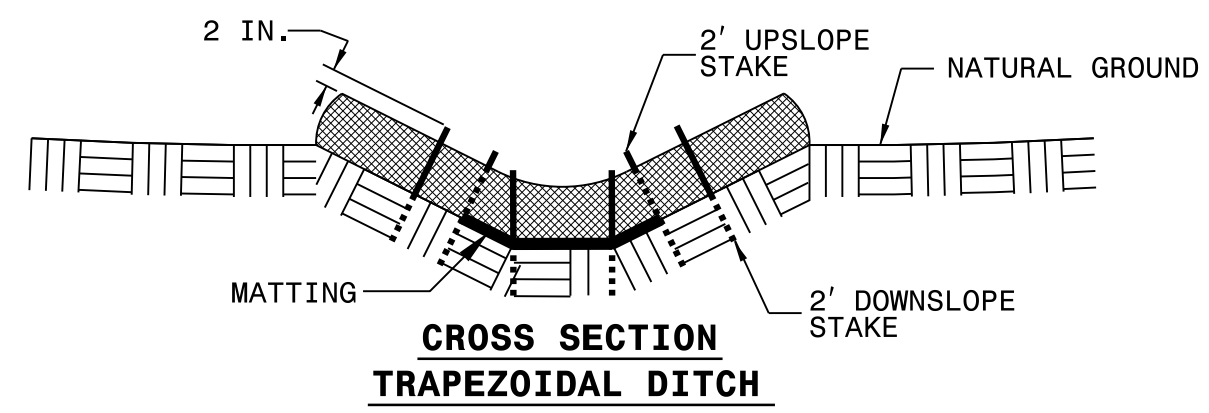
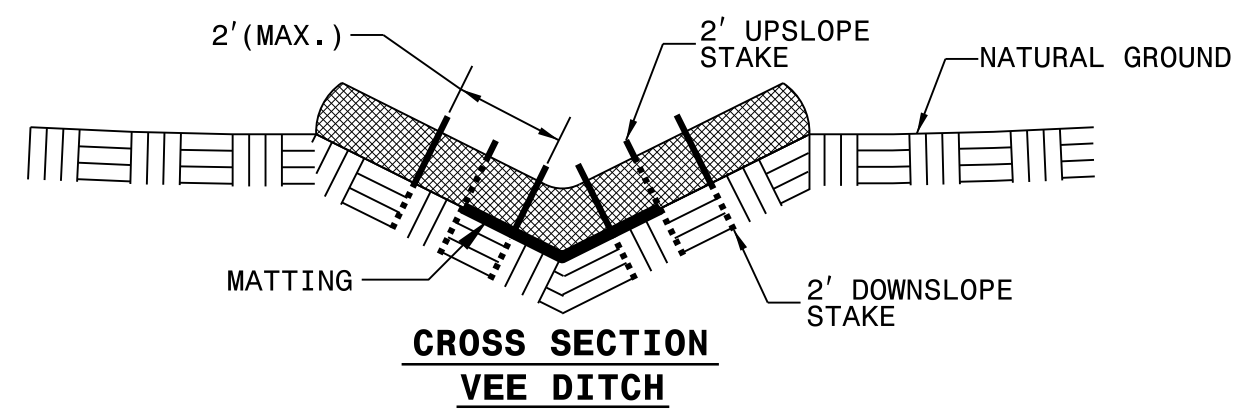
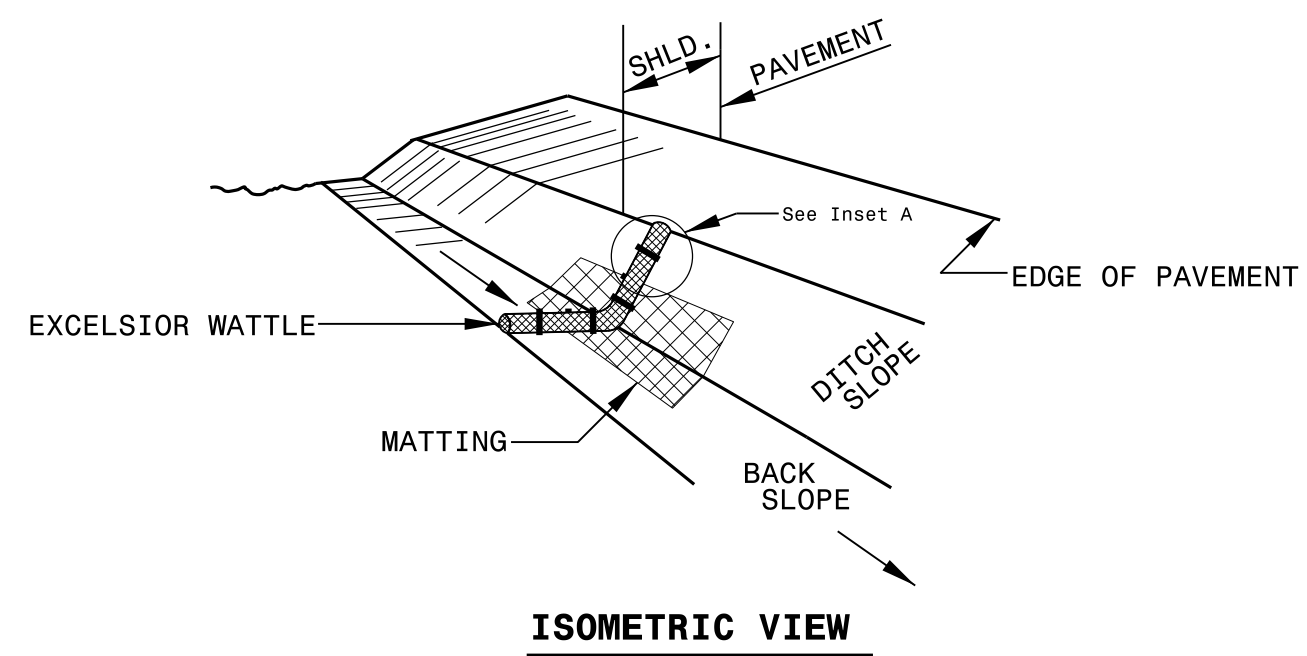


< 5' - 10' Undisturbed buffer from inlet, add wattle

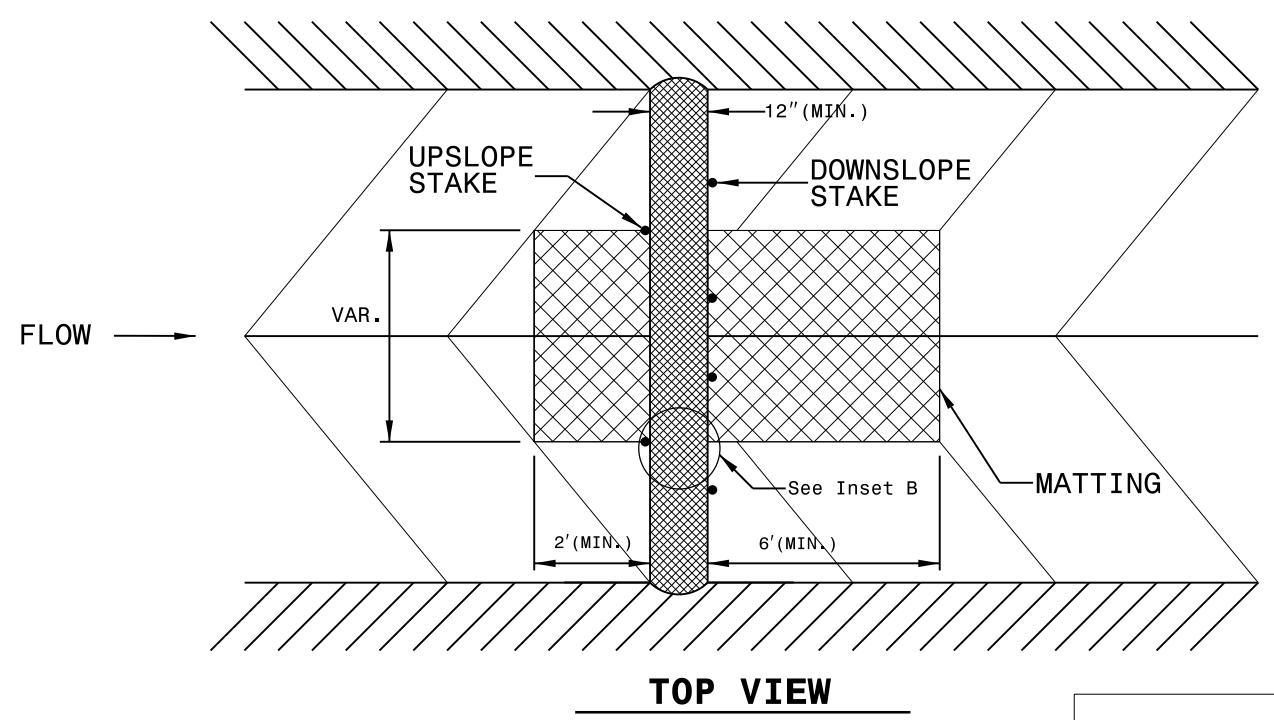
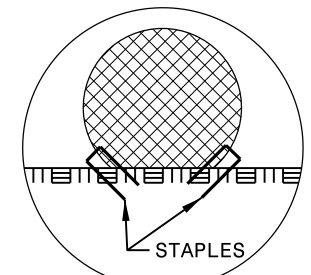
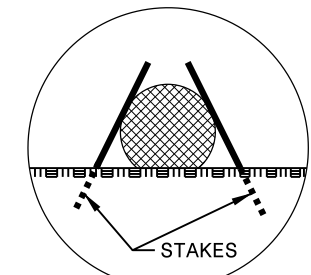


NOT TO SCALE

# WATTLE DETAIL

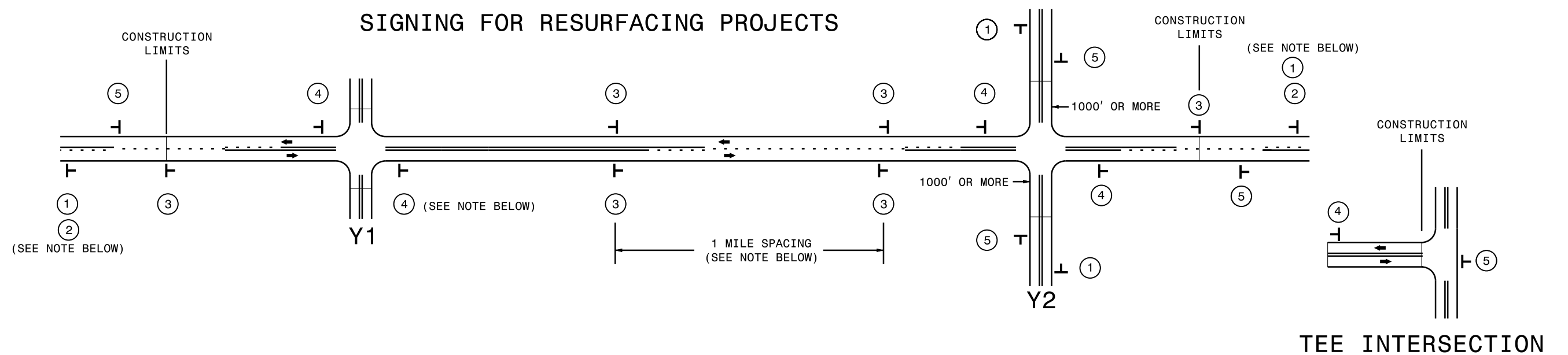


- NOTES:**
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
  - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
  - ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
  - INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 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 RESURFACING PROJECTS



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>1</p> <p>2</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>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) 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> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	<p>3</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>4</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>5</p> <p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	