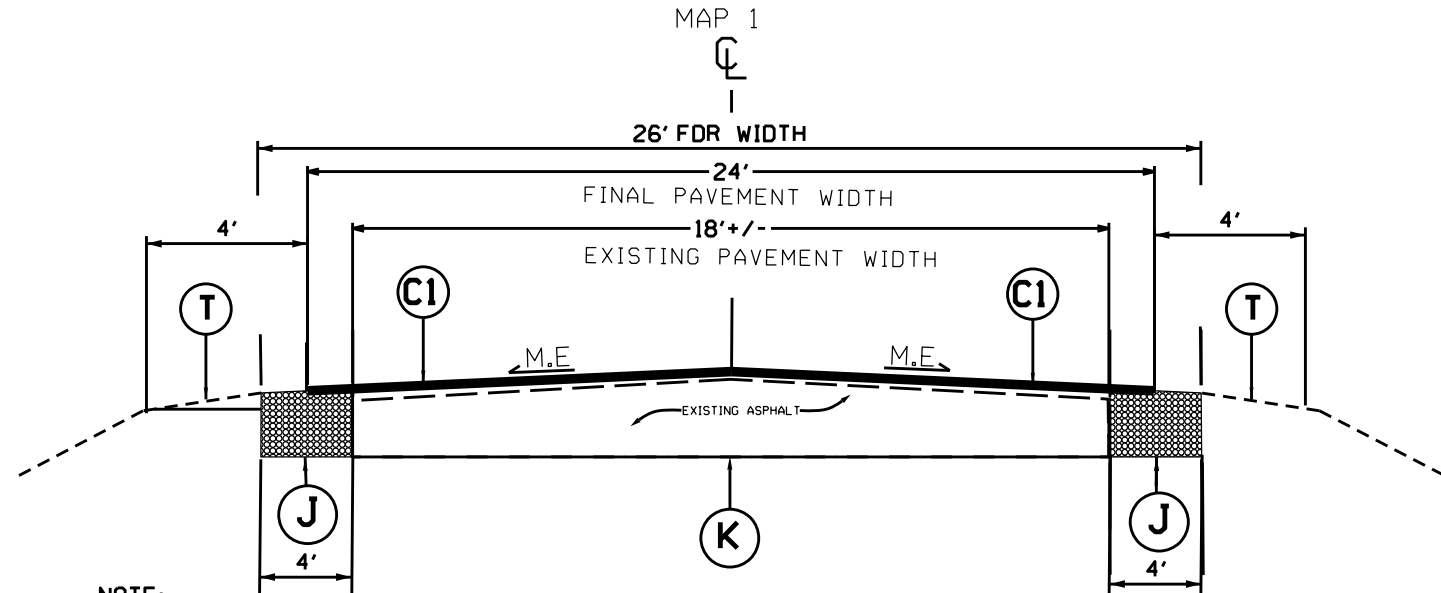


TYPICAL SECTION NO. 1



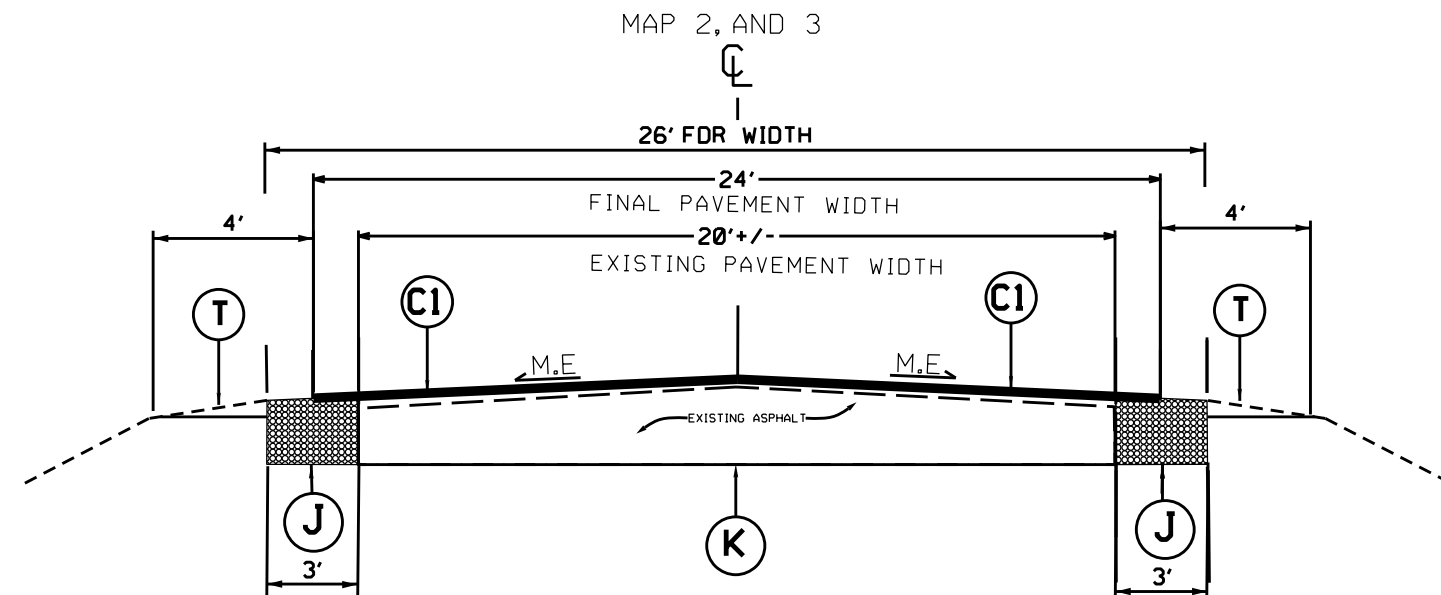
NOTE:

1. PLACE ASYMMETRICAL CLASS 3 SELECT MATERIAL AT A DEPTH OF 12" INCHES, AS DIRECTED BY THE ENGINEER.
2. 12" FULL DEPTH RECLAMATION: FOR CEMENT RATE REFER TO SHEET 3.
3. STATE FORCES WILL INSTALL ASPHALT SURFACE TREATMENT IMMEDIATELY FOLLOWING THE FDR. THE ASPHALT SURFACE TREATMENT SHALL BE COMPLETED BEFORE MOVING TO THE NEXT MAP.
4. ANY EXCESS MATERIAL FROM THE WIDENING PROCESS SHALL BE REMOVED IMMEDIATELY.
5. FDR UP TO INTERSECTION OF OLD CREEK ROAD AND FROM THE PAVING JOINT NORTH OF THE GRINDLE CREEK BRIDGE. THIS AREA TO BE RESURFACED ONLY.
6. PERFORM SHOULDER RECONSTRUCTION WHEN PAVING OPERATIONS ARE COMPLETED, AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
J	SELECT GRANULAR MATERIAL, CLASS 3.
V1	INCIDENTAL MILLING.
K	PROP. 12" FULL DEPTH RECLAMATION
T	SHOULDER RECONSTRUCTION.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 2

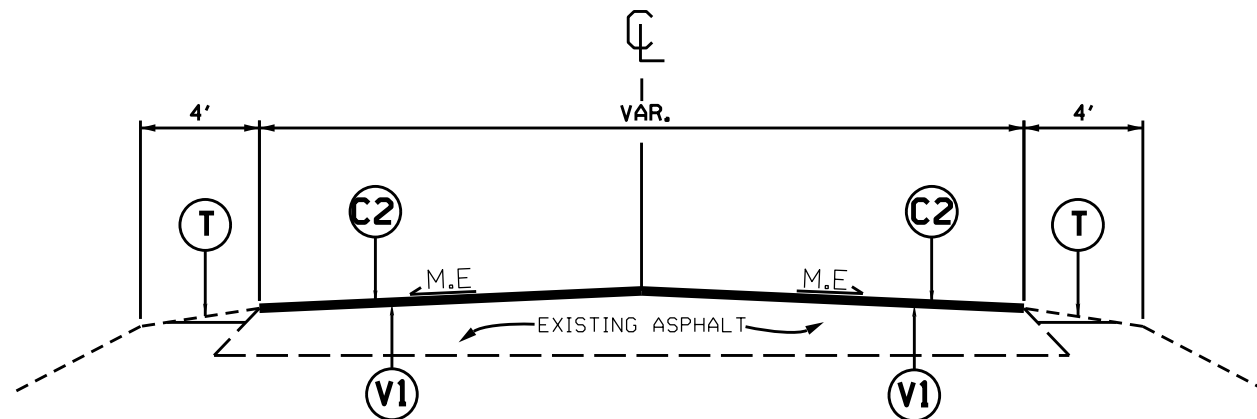


NOTE:

1. PLACE ASYMMETRICAL CLASS 3 SELECT MATERIAL AT A DEPTH OF 12" INCHES, AS DIRECTED BY THE ENGINEER.
2. 12" FULL DEPTH RECLAMATION: FOR CEMENT RATE REFER TO SHEET 3.
3. STATE FORCES WILL INSTALL ASPHALT SURFACE TREATMENT IMMEDIATELY FOLLOWING THE FDR. THE ASPHALT SURFACE TREATMENT SHALL BE COMPLETED BEFORE MOVING TO THE NEXT MAP.
4. ANY EXCESS MATERIAL FROM THE WIDENING PROCESS SHALL BE REMOVED IMMEDIATELY.
5. PERFORM SHOULDER RECONSTRUCTION WHEN PAVING OPERATIONS ARE COMPLETED, AS DIRECTED BY THE ENGINEER.

TYPICAL SECTION NO. 3

MAP 1- FROM OLD CREEK RD. TO THE PAVING JOINT NORTH OF THE GRINDLE CREEK BRIDGE



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. 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.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
J	SELECT GRANULAR MATERIAL, CLASS 3.
V1	INCIDENTAL MILLING.
K	PROP. 12" FULL DEPTH RECLAMATION
T	SHOULDER RECONSTRUCTION.
DRAWINGS NOT TO SCALE	

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

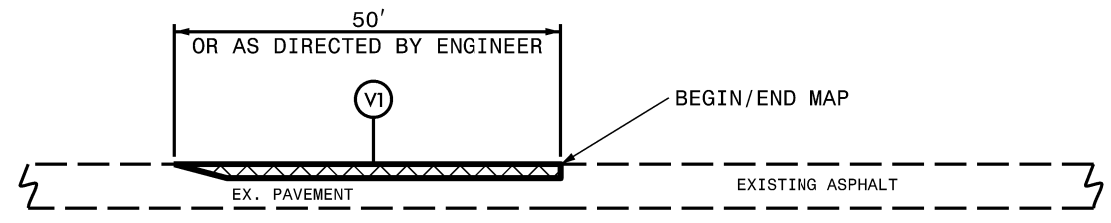
PROJECT NO.	SHEET NO.	TOTAL NO.
DB00569	4	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	0194000000-E		0241000000-E		0262000000-N		1220000000-E		1245000000-E		1330000000-E		1523000000-E		1575000000-E		6000000000-E		0710100000-E		5084000000-E		6117000000-N		4130000000-E		4457000000-N									
										LENGTH	WIDTH	SELECT GRANULAR MATERIAL, CLASS 3	FLEXIBLE PAVEMENT RECLAMATION	HAULING NCDOT SUPPLIED SHOULDER MATERIAL	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	CY	SY	EA	TONS	SMI	SY	TONS	TONS	LF	LF	AC	EA	SF	LS																				
2023CPT.02.22.20742	Pitt	1	SR-1538 / WHICHARD-CHERRY LANE RD	FROM SR 1537 RAMS HORN RD. TO SR 1543 WORTHINGTON-WARREN RD.	1,3	2	2WU	NO	NO	4.3	26	6,950	69,028																																
TOTAL FOR MAP NO. 1										4.3		6,950	69,028									344	60		1	500																			
2023CPT.02.22.20742	Pitt	2	SR-1525 / LEWIS DUDLEY RD	FROM SR 1529 OLD CREEK RD. TO SR 1523 WHICHARD RD.	2	2	2WU	NO	NO	0.78	26	950	12,411																																
TOTAL FOR MAP NO. 2										0.78		950	12,411											62	60																				
2023CPT.02.22.20742	Pitt	3	SR-1537 / RAMS HORN RD	FROM US 264 TO SR 1523 WHICHARD RD.	2	2	2WU	NO	NO	3.59	26	4,350	56,559																																
TOTAL FOR MAP NO. 3										3.59		4,350	56,559												287	60																			
TOTAL FOR PROJ NO. 2023CPT.02.22.20742										8.67		12,250	137,998															693	180		1	1,027													
2023CPT.02.18.20741	Pitt	1	SR-1538 / WHICHARD-CHERRY LANE RD	FROM SR 1537 RAMS HORN RD. TO SR 1543 WORTHINGTON-WARREN RD.	1,3	2		NO	NO	4.3	24			172	129	8.60	5,500	7,140	421																										
TOTAL FOR MAP NO. 1										4.3				172	129	8.60	5,500	7,140	421					344	60	4.30	1	500																	
2023CPT.02.18.20741	Pitt	2	SR-1525 / LEWIS DUDLEY RD	FROM SR 1529 OLD CREEK RD. TO SR 1523 WHICHARD RD.	2	2	2WU	NO	NO	0.78	24			31	47	1.56	500	1,285	76																										
TOTAL FOR MAP NO. 2										0.78				31	47	1.56	500	1,285	76					62	60	0.78																			
2023CPT.02.18.20741	Pitt	3	SR-1537 / RAMS HORN RD	FROM US 264 TO SR 1523 WHICHARD RD.	2	2	2WU	NO	NO	3.59	24			144	144	7.18	500	5,855	345																										
TOTAL FOR MAP NO. 3										3.59				144	144	7.18	500	5,855	345					287	60	3.59																			
TOTAL FOR PROJ NO. 2023CPT.02.18.20741										8.67				347	320	17.34	6,500	14,280	842					693	180	8.67	1	1,027																	
GRAND TOTAL										17.34		12,250	137,998	347	320	17.34	6,500	14,280	842					1,386	360	8.67	2	2,054																	

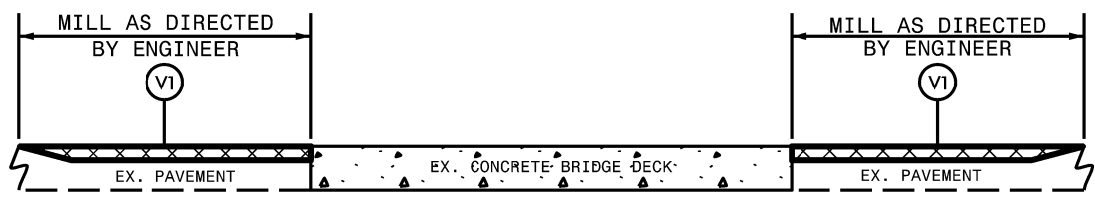
MAP NO		Cement Rate (LBS/SY)	Cement Percent	Mixing Depth
1	FROM SR 1537 RAMS HORN RD. TO SR 1543	74	6.5	12"
2	FROM SR 1529 OLD CREEK RD. TO SR 1523 WHICHARD RD.	70	6.0	12"
3	FROM US 264 TO SR 1523 WHICHARD RD.	79	7.5	12"

MILLING TYPICALS



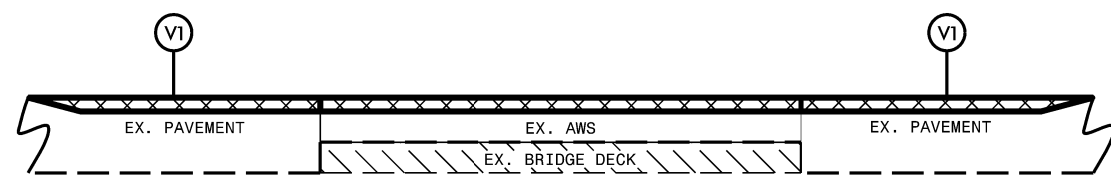
DETAIL 1
BEGIN/END MAP TIE-IN

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

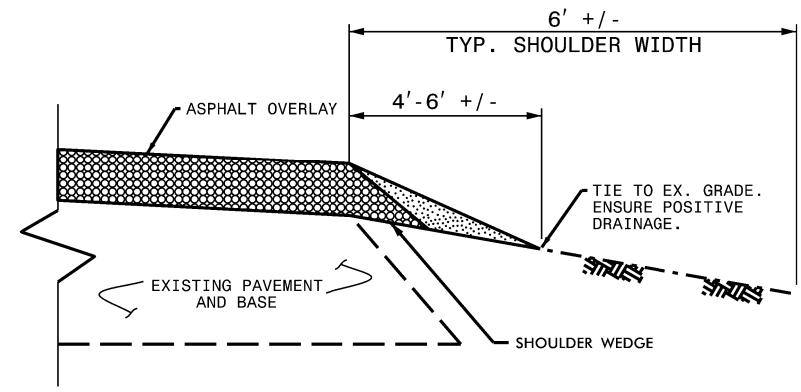
NOTE:
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



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

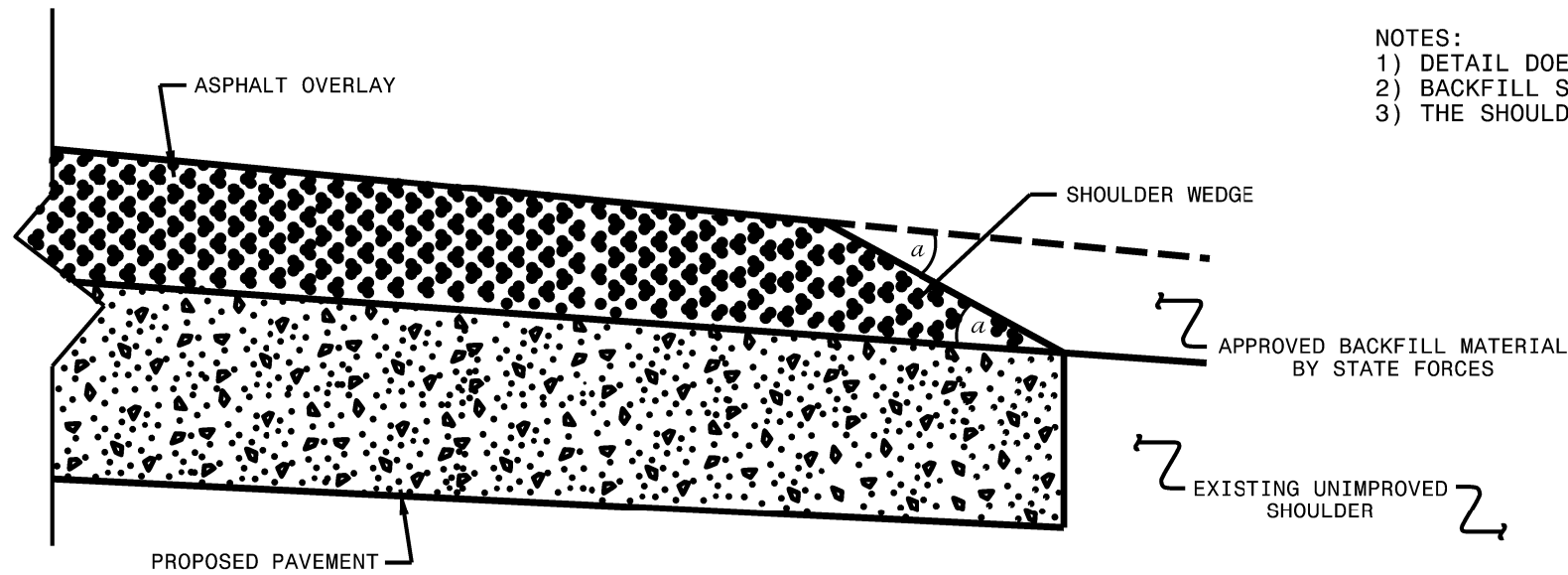


SHOULDER RECONSTRUCTION DETAIL

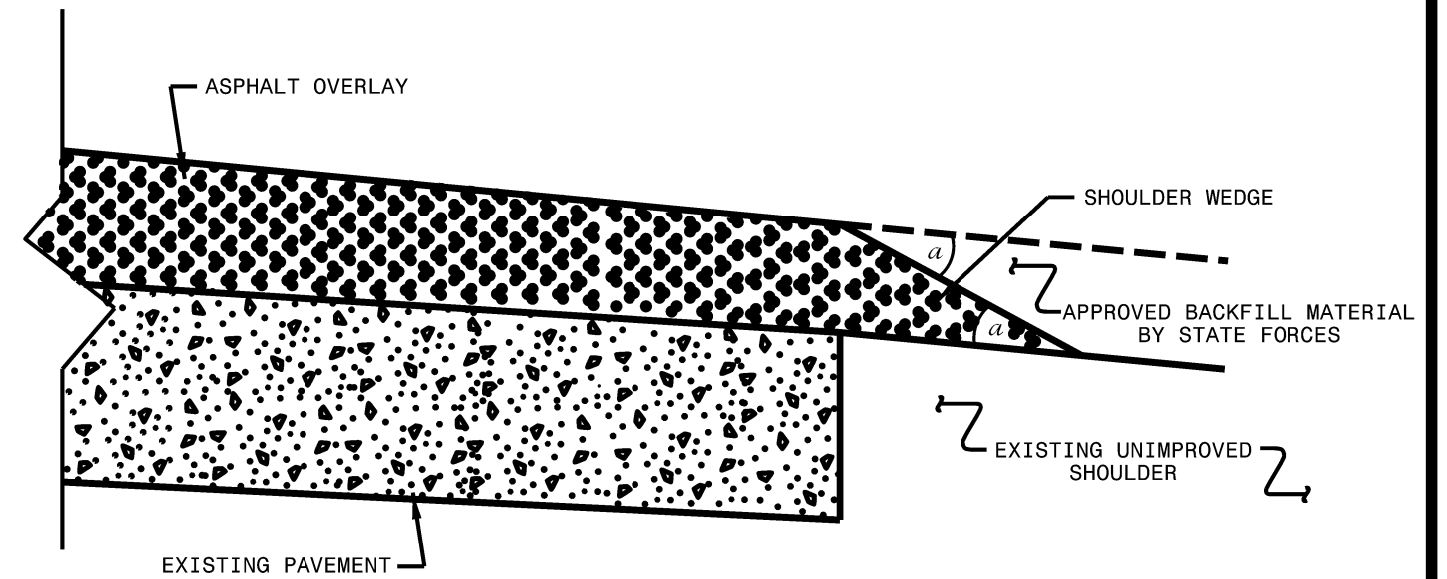
NOTE:

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.

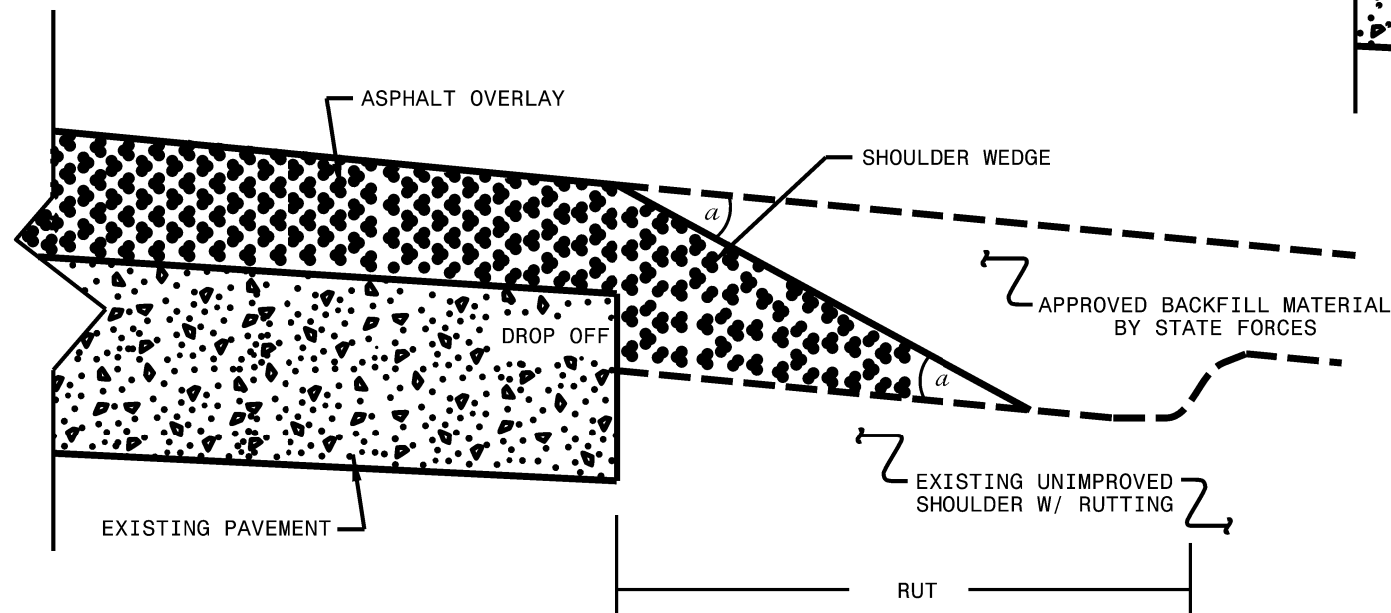
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFCC AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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)

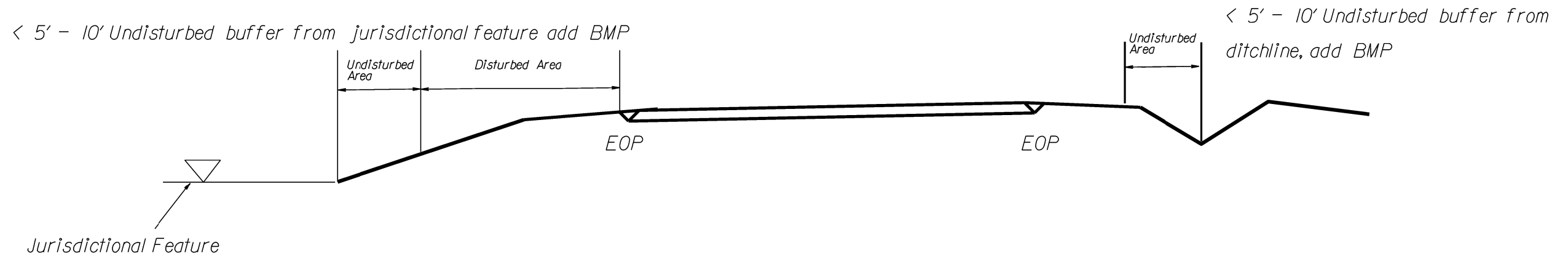
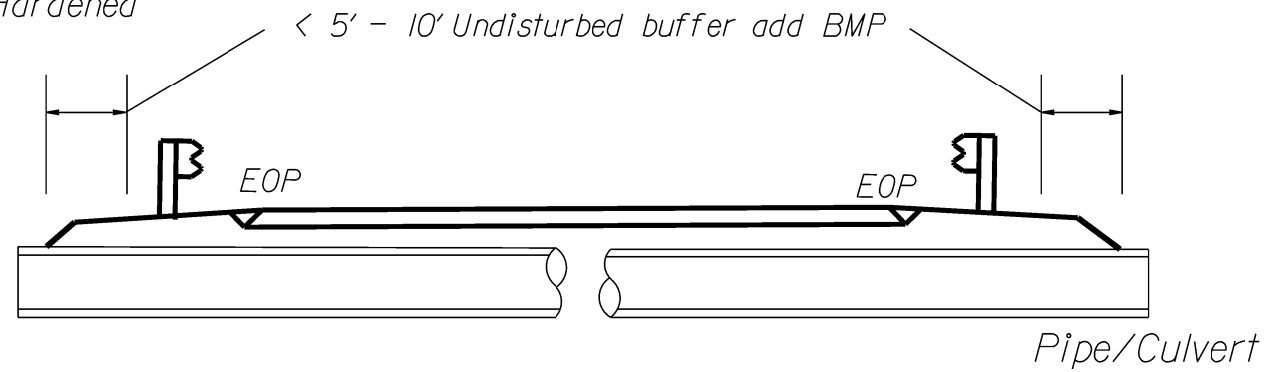
- SHOULDER WEDGE ANGLE = 30°

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\shoulder\dwg\sdgdetail1.dwg			

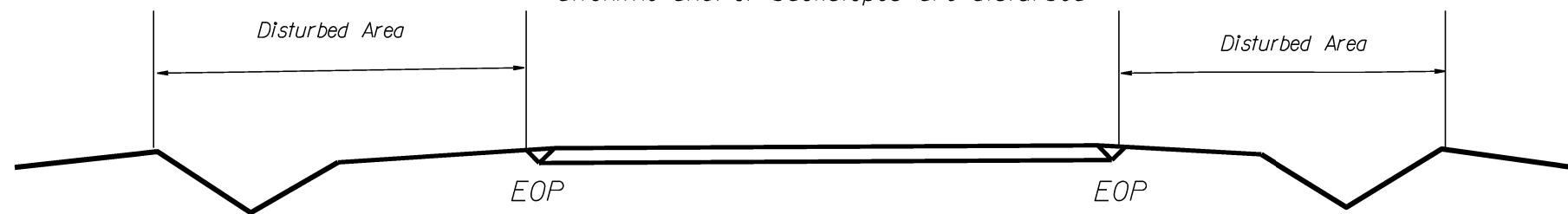
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

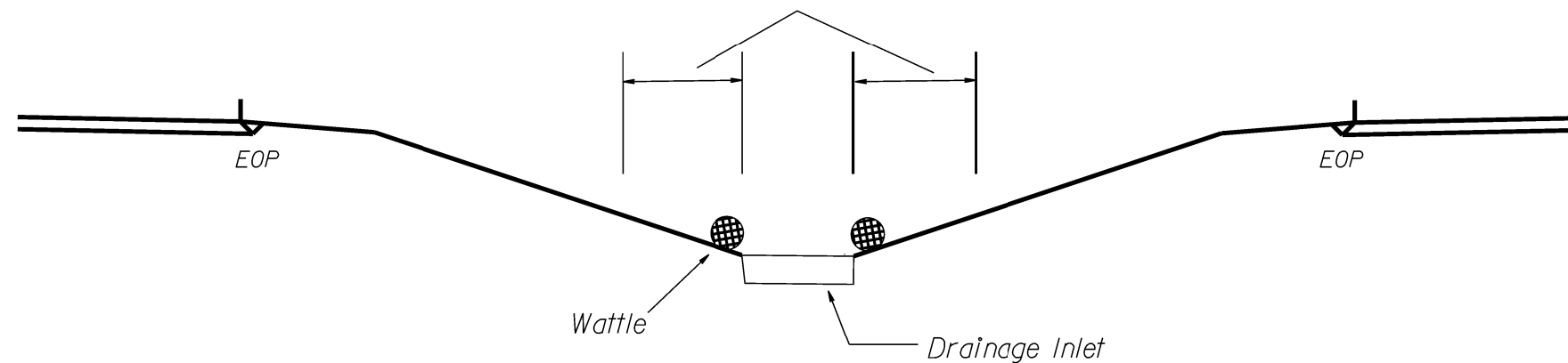
EROSION CONTROL DETAIL



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

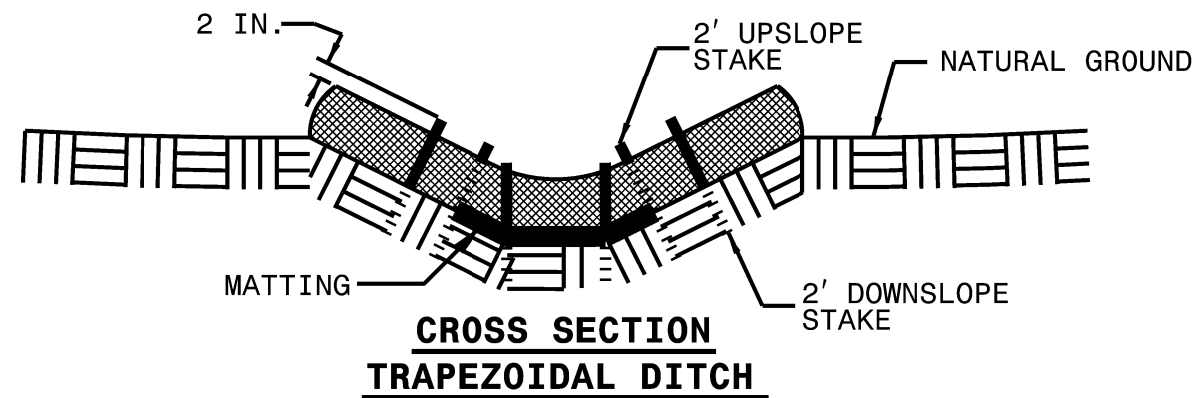
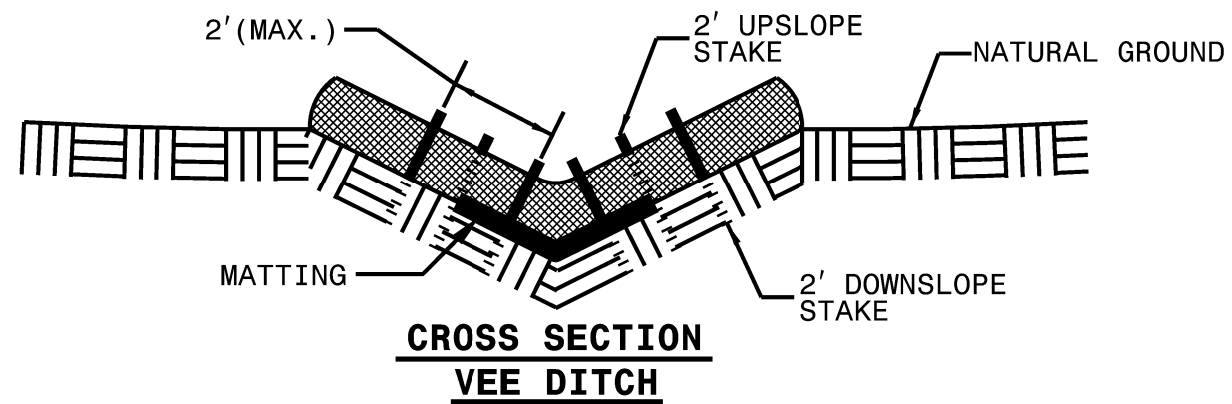
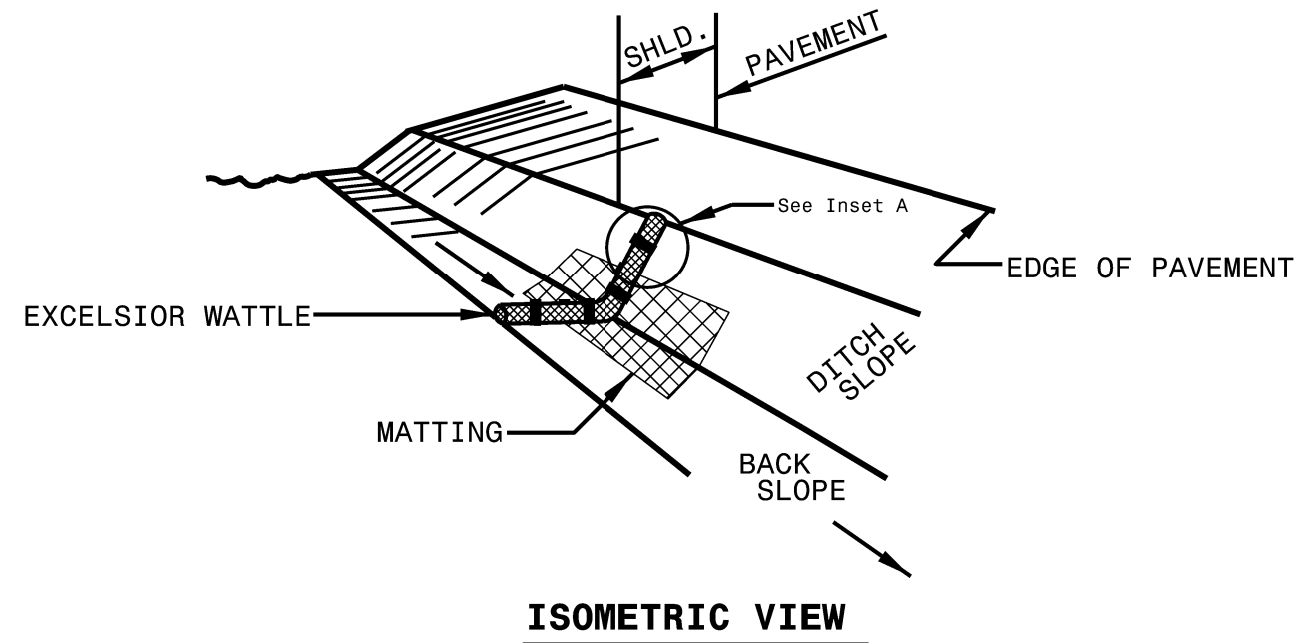


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

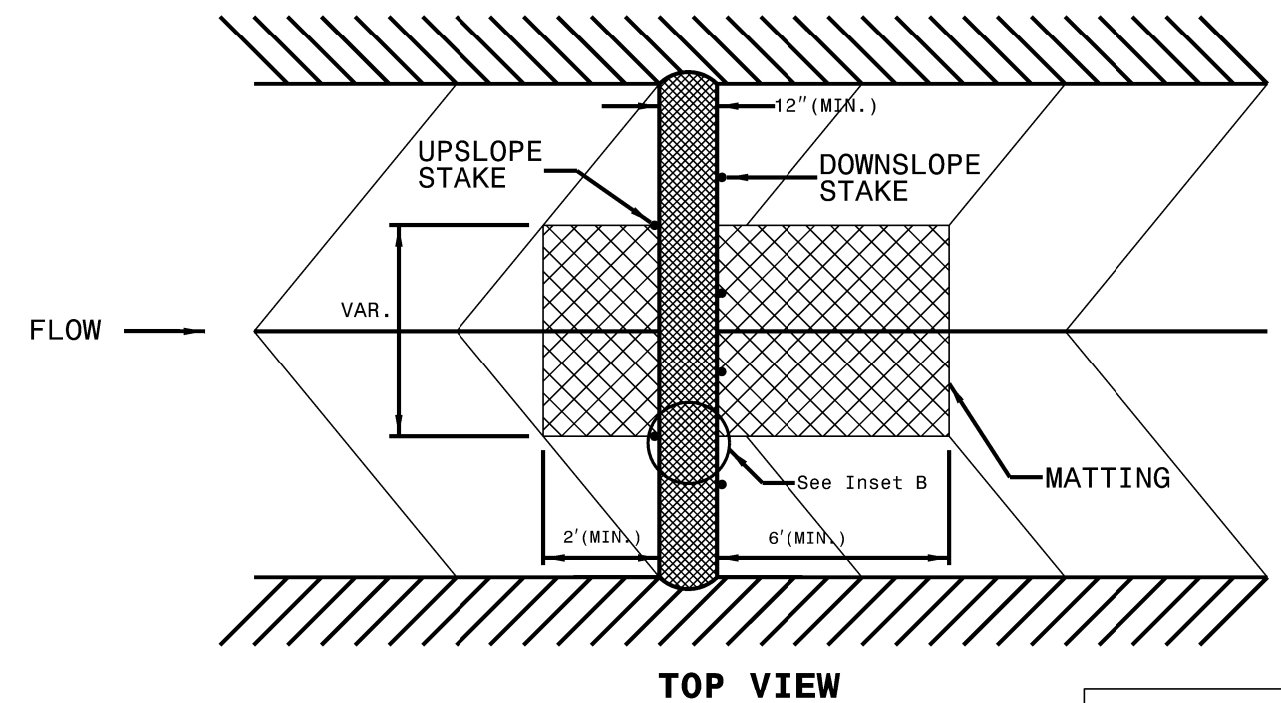
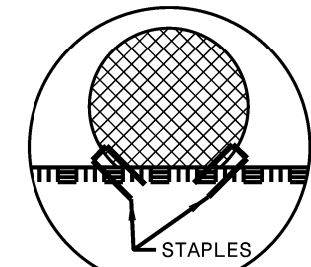
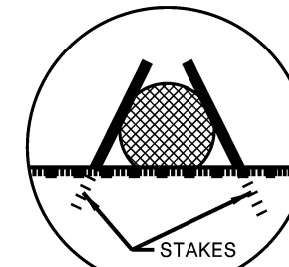
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

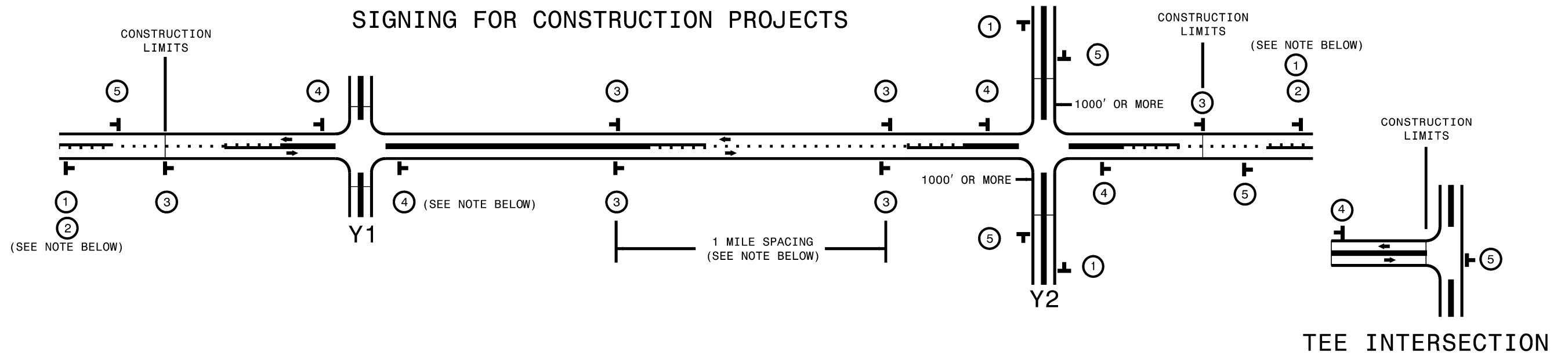
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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



NOT TO SCALE

SIGNING FOR CONSTRUCTION PROJECTS



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<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;"> <p>W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p>W20-7 A 48" X 48"</p> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</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)	
		<ul style="list-style-type: none"> - 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. 	
		<ul style="list-style-type: none"> - 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. 	
	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.		



CONSTRUCTION PROJECT
 ADVANCE WARNING SIGNS
 FOR
 RURAL AND SUBURBAN
 2 LANE ROADWAYS