

PITT COUNTY

DB00519

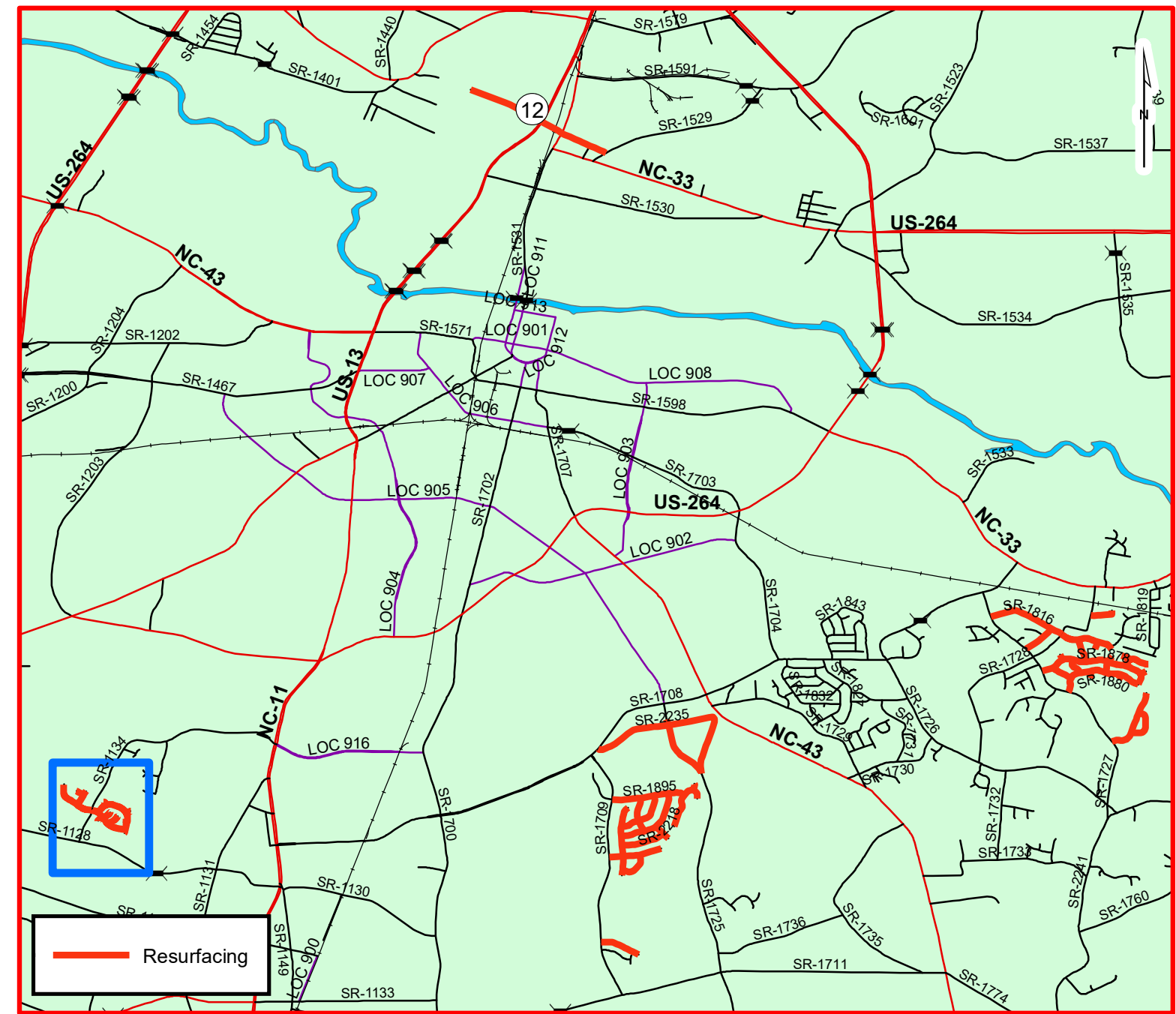
PROJECT REFERENCE NO.	SHEET NO.
DB00519	1

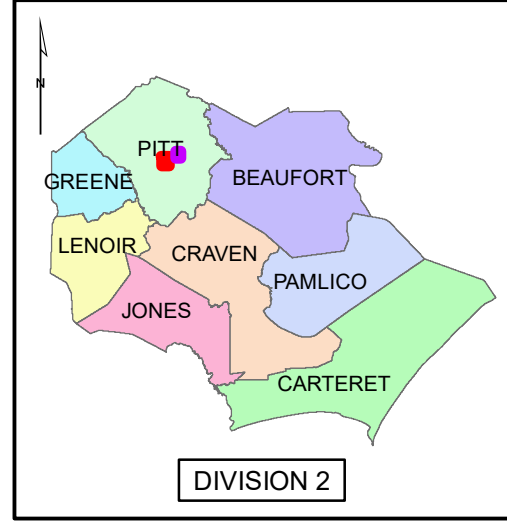
WBS# 2023CPT.02.04.20741



NCDOT
DIVISION 2

TYPE OF WORK: MILLING AND RESURFACING





PITT COUNTY

DB00519

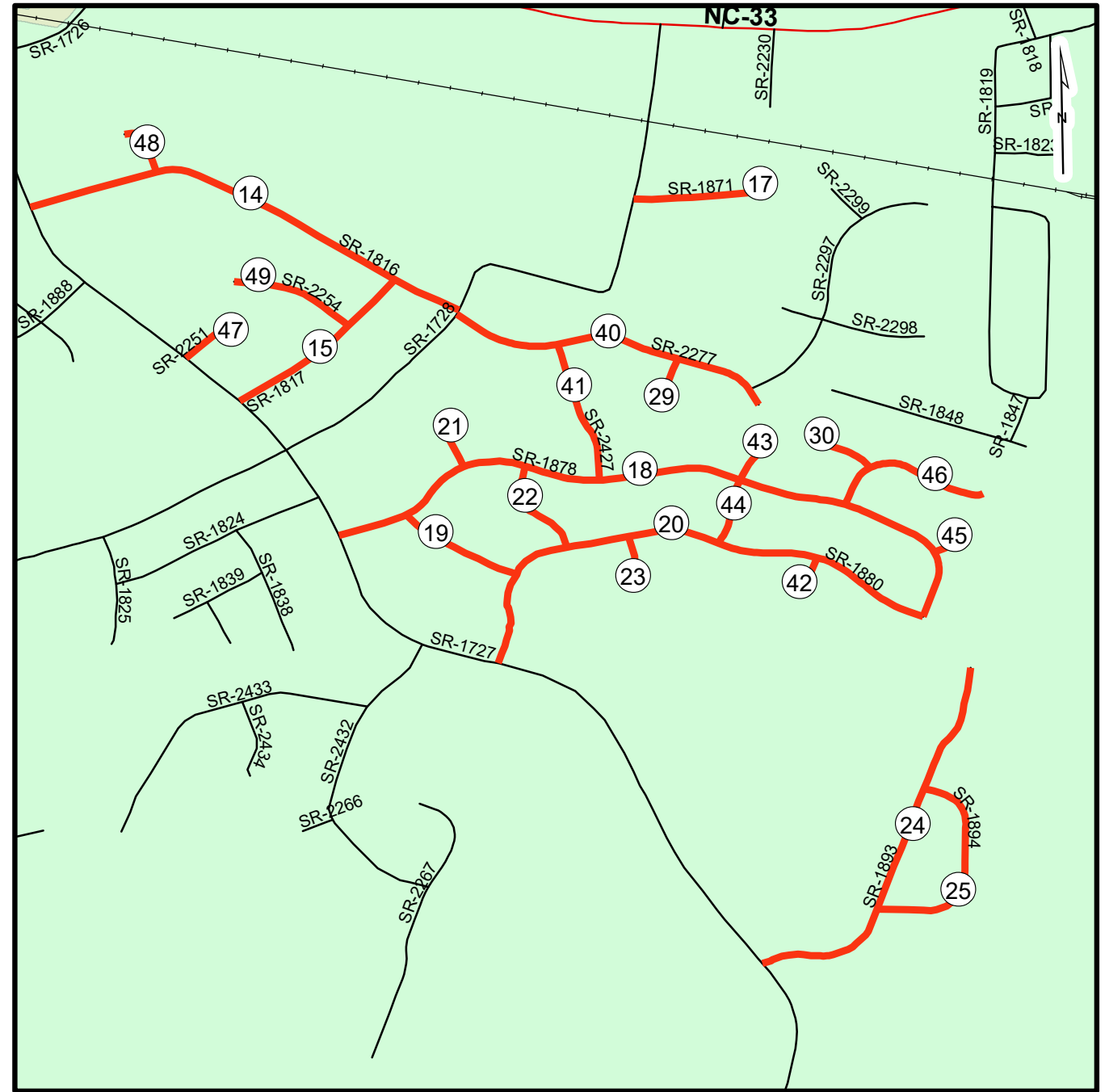
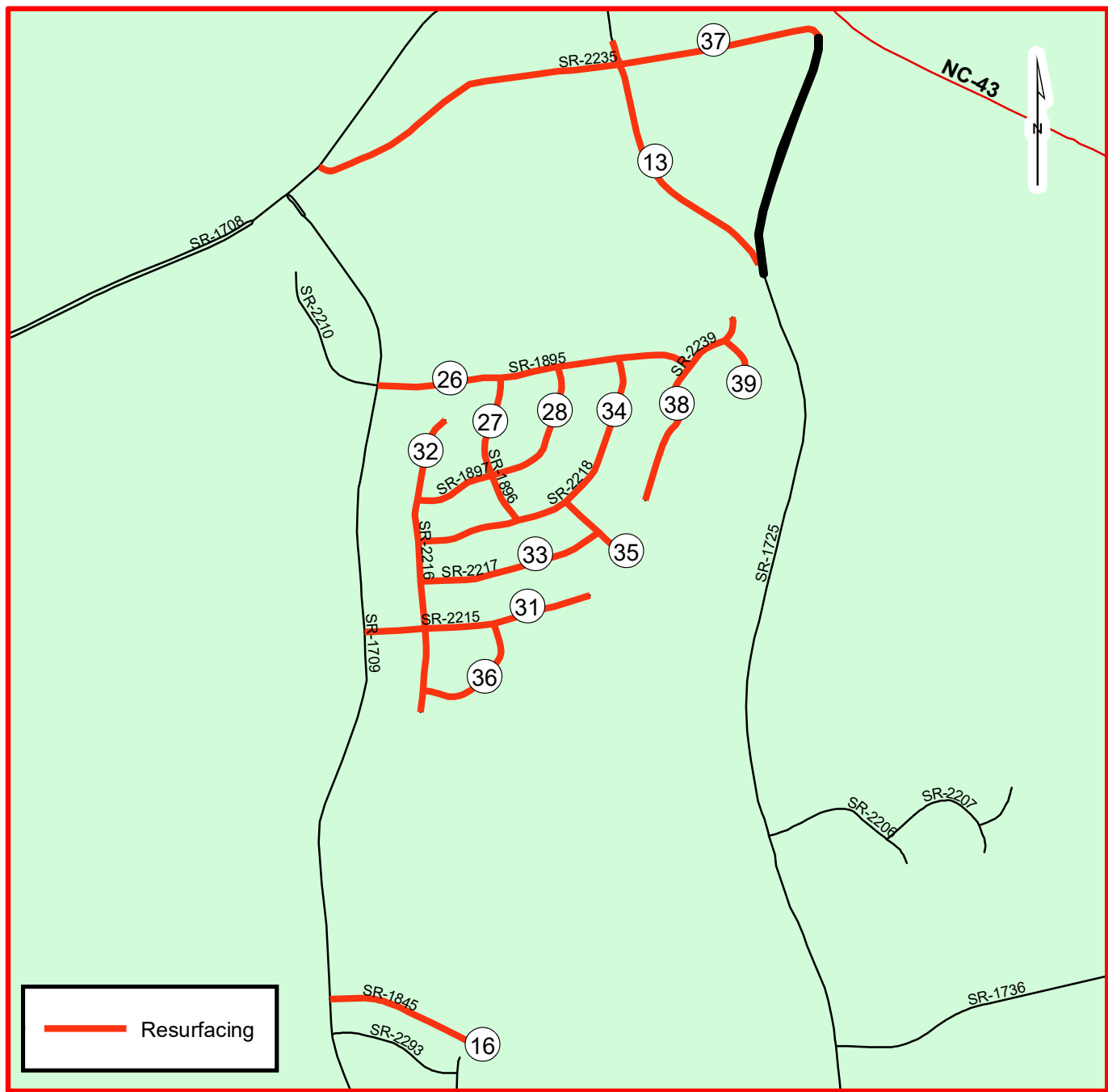
PROJECT REFERENCE NO. DB00519	SHEET NO. 2
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WBS# 2023CPT.02.04.20741



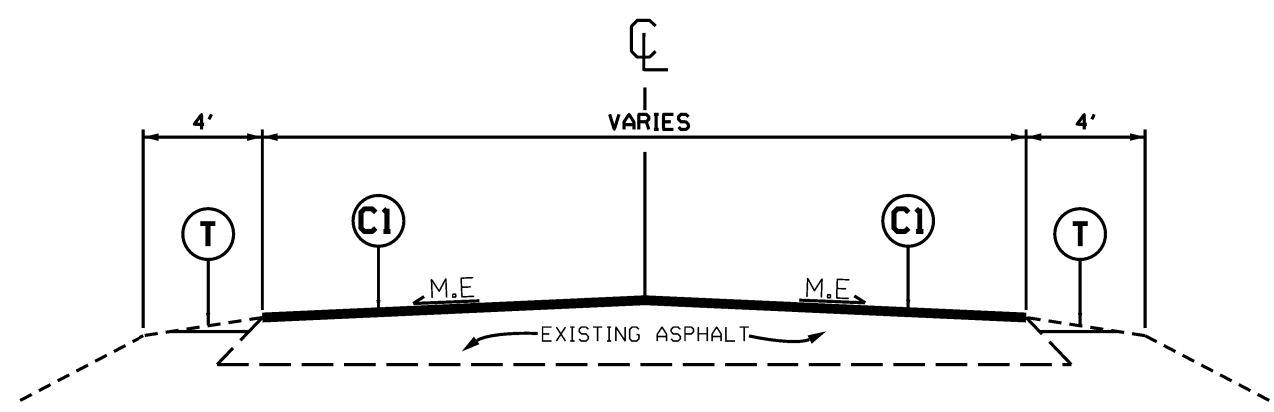
NCDOT
DIVISION 2

TYPE OF WORK: MILLING AND RESURFACING



TYPICAL SECTION NO. 1

MAPS 1 THRU 11,14,15,17,18,19,21 THRU 36, 38 THRU 49

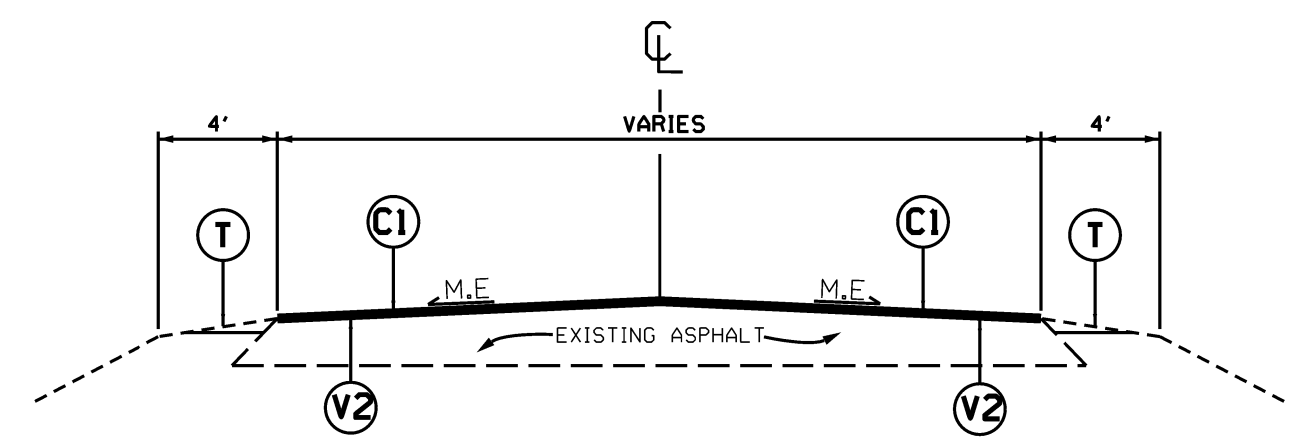


NOTE:

1. PERFORM 4" DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 7. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT SURFACE COURSE 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. LOCATIONS TO PERFORM SHOULDER RECONSTRUCTION IS SHOWN ON SHEET 5 AND 6.

TYPICAL SECTION NO. 2

MAP 12,16,37



NOTE:

1. PERFORM 4" DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 7. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT SURFACE COURSE 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. LOCATIONS TO PERFORM SHOULDER RECONSTRUCTION IS SHOWN ON SHEET 5 AND 6.
5. 1.5" MILLING: MAP 12: ONLY FROM 33+41 TO 50+62 (NO PAVING BETWEEN RAILROADS TRACKS TO GREENE ST).
 MAP 16: ONLY FROM 13+20 TO 15+64
 MAP 37: ONLY FROM 0+00 TO 46+90

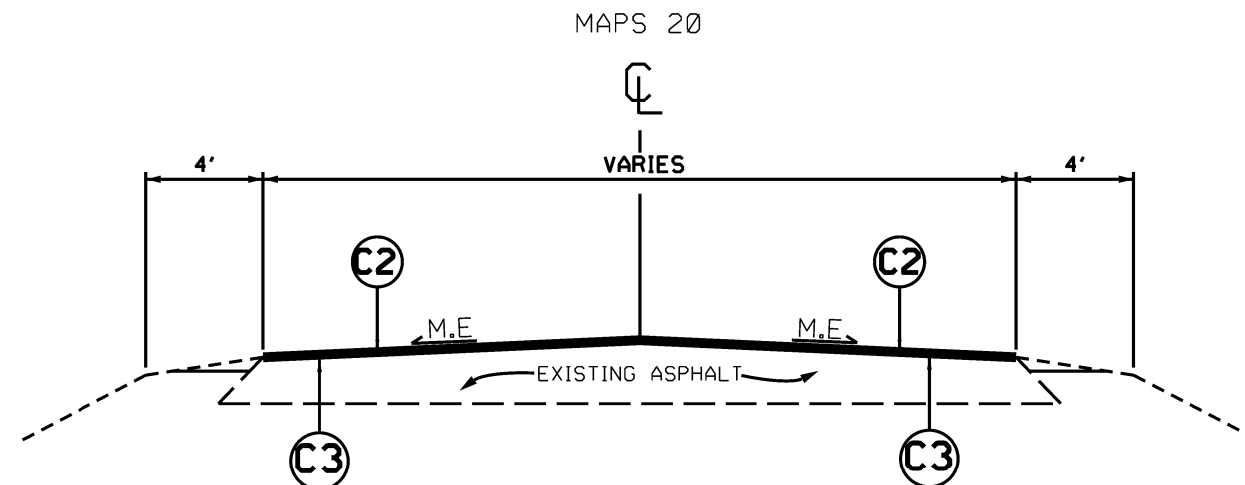
PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C3	PROP. APPROX. 1" LEVELING ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C4	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.5" FOR THE ENTIRE WIDTH OF ROADWAY.
V3	MILLING DEPTH 2" FOR THE ENTIRE WIDTH OF ROADWAY.
T	SHOULDER RECONSTRUCTION.

DRAWINGS NOT TO SCALE

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

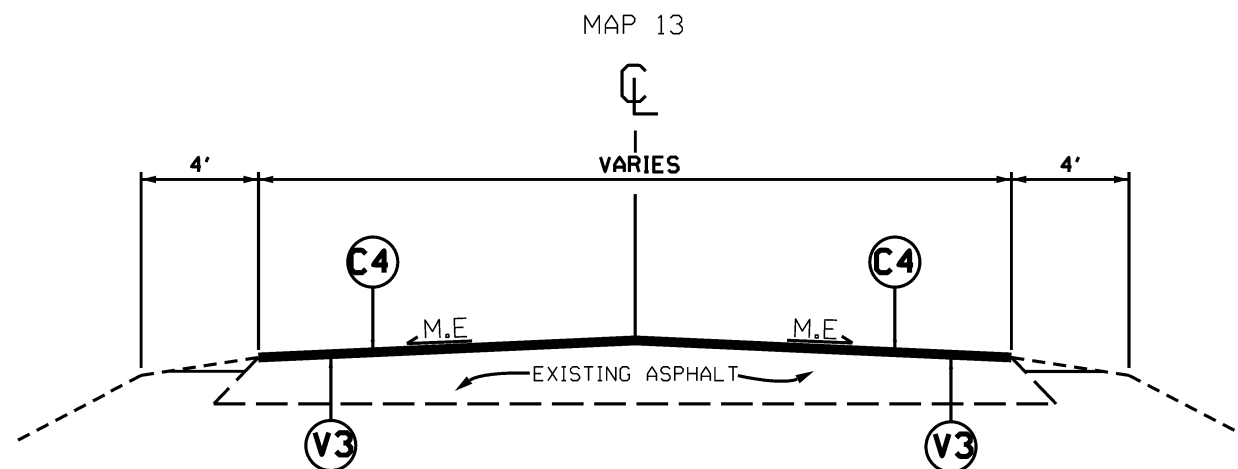
TYPICAL SECTION NO. 3



NOTE:

1. PERFORM 4" DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 7. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT SURFACE COURSE 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. LOCATIONS TO PERFORM SHOULDER RECONSTRUCTION IS SHOWN ON SHEET 5 AND 6.

TYPICAL SECTION NO. 4



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.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE RS9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE RS9.5B AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C3	PROP. APPROX. 1" LEVELING ASPHALT CONCRETE SURFACE COURSE, TYPE RS9.5B AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C4	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE RS9.5C AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.5" FOR THE ENTIRE WIDTH OF ROADWAY.
V3	MILLING DEPTH 2" FOR THE ENTIRE WIDTH OF ROADWAY.
T	SHOULDER RECONSTRUCTION.

DRAWINGS NOT TO SCALE

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

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00519	7	

4" MILL PATCHING	STA.	STA.	AVG. WIDTH	MAP
	5+41	5+79	7' RT	1
	7+12	8+13	20' LT/RT	1
	13+79	13+99	7' LT	1
	15+11	15+57	7' LT	1
	15+88	16+54	20' LT/RT	1
	5+24	5+97	20' LT/RT	2
	0+57	0+72	7' LT	3
	1+85	2+09	11' LT	4
	2+41	2+90	7' RT	4
	5+34	6+00	10.5' LT	4
	7+64	9+11	10.5' LT	4
	12+98	13+82	10.5' LT	4
	15+64	15+77	25' LT	4
	0+00	0+31	15' LT	5
	1+71	2+69	11' LT	5
	8+52	9+14	21' LT/RT	5
	17+55	17+87	10' RT	5
	18+04	18+22	7' RT	5
	0+91	0+95	24' LT/RT	6
	1+21	1+64	7' LT	6
	2+22	2+42	10' LT	6
	5+34	6+51	12' RT	12
	10+70	10+93	12' CNTR	12
	14+02	15+31	12' LT	12
	15+11	15+95	12' RT	12
	16+05	16+92	7' LT	12
	16+92	18+96	12' LT	12
	19+02	21+56	12' RT	12
	20+44	21+40	7' LT	12
	26+98	28+55	10' RT	12
	27+94	28+51	7' LT	12
	0+34	1+20	20' LT/RT	14
	5+22	6+72	11' RT	14
	8+79	9+08	10' RT	14
	9+05	9+64	10' LT	14
	10+15	10+77	7' RT	14
	13+97	14+44	7' RT	14
	17+60	17+99	7' RT	14
	21+41	22+15	20' LT/RT	14
	22+61	23+06	20' LT/RT	14
	23+94	24+16	7' CNTR	14
	0+00	0+58	20' LT/RT	15
	0+77	0+92	7' RT	15
	1+24	1+61	20' LT/RT	15
	3+93	4+66	7' LT	15
	4+20	4+46	7' RT	15
	5+27	5+46	7' LT	15
	6+23	7+00	11' RT	15
	10+23	11+63	10' RT	15
	11+63	12+04	20' LT/RT	15
	12+04	12+55	10' RT	15
	12+55	12+78	27.5' LT/RT	15
	12+78	12+95	56.5' LT/RT	15
	0+57	1+53	10' LT	16
	4+05	4+91	20' LT/RT	16
	7+70	8+48	20' LT/RT	16
	9+97	10+44	10' LT	16
	2+24	2+72	7' RT	18
	2+38	3+71	11' LT	18
	3+71	4+56	20' LT/RT	18
	5+28	5+71	7' CNTR	18
	5+90	6+41	11' LT	18
	12+86	14+49	20' LT/RT	18
	14+49	15+27	10' RT	18
	22+08	23+84	20' LT/RT	18
	32+11	33+20	20' LT/RT	18
	42+42	43+80	10' RT	18
	44+38	45+26	20' LT/RT	18
	1+89	3+20	20' LT/RT	19
	4+01	4+31	7' LT	19
	6+69	7+22	20' LT/RT	19

4" MILL PATCHING	STA.	STA.	AVG. WIDTH	MAP
	2+42	2+54	7' RT	20
	6+94	7+46	10' RT	20
	7+83	8+62	20' LT/RT	20
	9+72	10+41	7' RT	20
	19+03	21+53	7' CNTR	20
	25+39	25+77	10' LT	20
	2+37	2+82	7' CNTR	22
	2+42	3+02	7'	23
	4+60	7+56	20' LT/RT	24
	7+81	8+02	7' RT	24
	12+24	12+87	20' LT/RT	24
	14+45	14+81	7' LT	24
	15+12	15+55	20' LT/RT	24
	21+15	21+76	20' LT/RT	24
	23+88	25+15	20' LT/RT	24
	26+22	27+43	20' LT/RT	24
	0+00	0+15	55' LT/RT	25
	0+15	0+42	29' LT/RT	25
	0+42	0+72	21' LT/RT	25
	0+72	1+05	20' LT/RT	25
	1+79	2+02	7' CNTR	25
	0+85	1+35	7' LT	26
	1+60	1+94	10' LT	26
	4+37	5+21	10.5' RT	26
	5+97	6+29	20' LT/RT	26
	6+29	6+81	10' LT	26
	11+51	11+90	7' LT	26
	15+17	17+54	20' LT/RT	26
	17+78	18+72	7' RT	26
	19+63	21+86	20' LT/RT	26
	23+57	24+05	7' LT	26
	25+83	26+28	10' RT	26
	6+53	6+70	20' LT/RT	31
	7+15	7+82	20' LT/RT	31
	10+85	11+06	7' LT	31
	14+76	16+16	20.5' LT/RT	31
	8+66	8+86	25.5' LT/RT	32
	8+86	9+07	56' LT/RT	32
	9+07	9+25	63.5' LT/RT	32
	9+25	9+56	28.5' LT/RT	32
	13+54	15+25	20' LT/RT	32
	0+00	0+13	59' LT/RT	33
	0+13	0+37	28.5' LT/RT	33
	3+91	4+64	20' LT/RT	33
	5+13	6+04	20' LT/RT	33
	6+53	7+78	20' LT/RT	33
	12+77	13+12	20' LT/RT	34
	13+40	14+20	20' LT/RT	34
	18+46	20+21	20' LT/RT	34
	27+43	28+76	20' LT/RT	34
	29+04	30+08	20' LT/RT	34
	30+08	30+26	23' LT/RT	34
	30+26	30+43	41' LT/RT	34
	0+00	0+12	52.5' LT/RT	35
	0+12	0+35	27.5' LT/RT	35
	1+75	1+92	7' LT	35
	4+12	5+20	20' LT/RT	36
	7+12	7+29	7' LT	36
	1+18	2+13	20' LT/RT	38
	0+00	0+16	44' LT/RT	39
	0+16	0+39	24' LT/RT	39
	3+94	4+88	20' LT/RT	39
	2+15	2+56	7' RT	40
	2+76	3+79	20' LT/RT	40
	4+25	4+68	20' LT/RT	40
	7+63	8+75	20' LT/RT	40
	1+34	1+71	10' LT	41
	2+15	2+64	10' RT	41
	2+67	2+88	7' LT	41
	3+00	3+34	7' LT	44
	1+32	1+49	7' RT	47
	2+88	3+01	7' CT	47
	7+02	7+57	55'	49

1.5" Milling	STA.	STA.	MAP
	33+41	50+62	12
	13+20	15+64	16
	0+00	46+90	37

CUL-DE-SAC

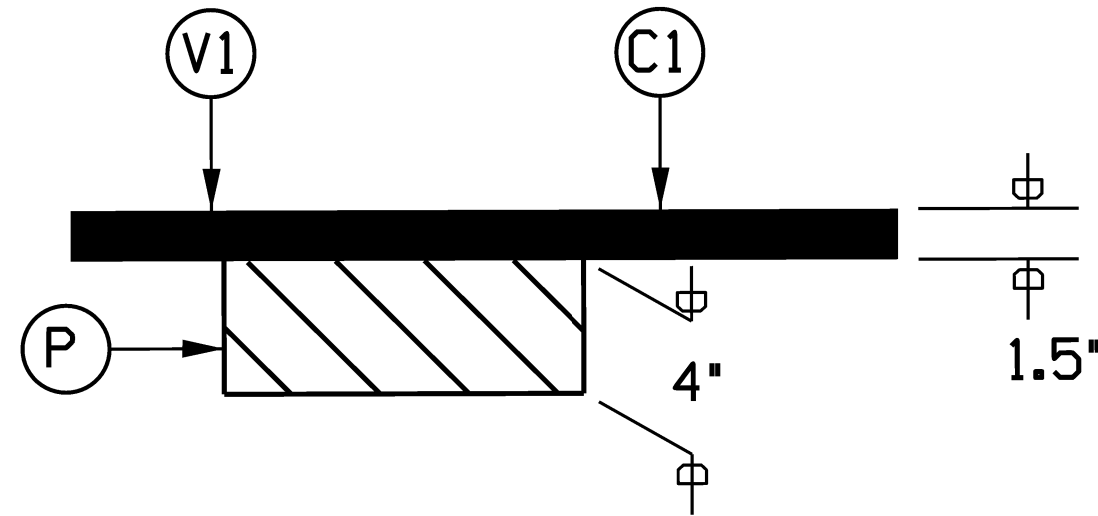
Tree Roots

CUL-DE-SAC

CUL-DE-SAC

4" DEPTH MILL PATCHING DETAIL

MAPS: 1 THRU 6,12,14,15,16,18,19,22 THRU 26,31 THRU 36, 38 THRU 41,
44,47,49



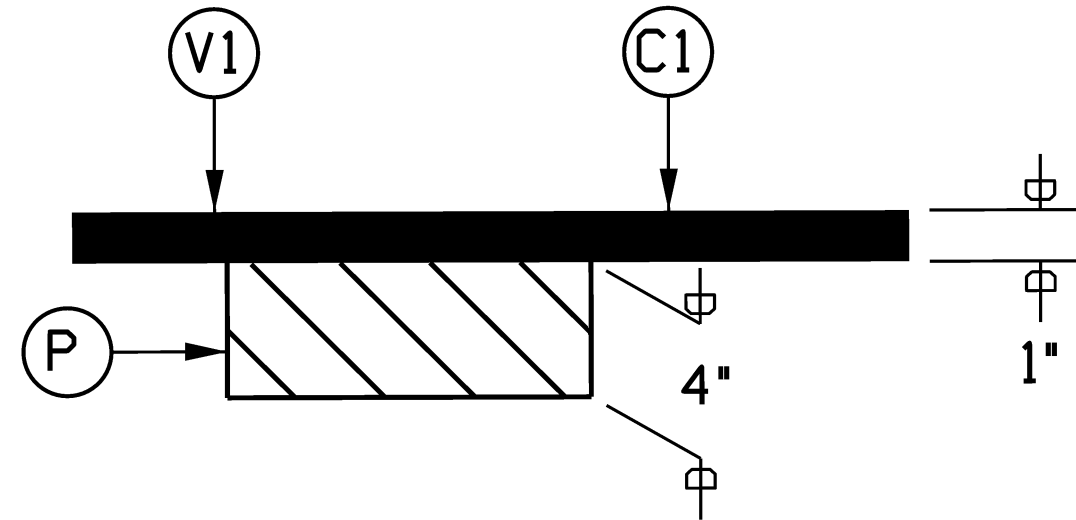
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. PER LAYER
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B 25.0C
DRAWINGS NOT TO SCALE	

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 4" DEPTH MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

4" DEPTH MILL PATCHING DETAIL

MAPS: 20

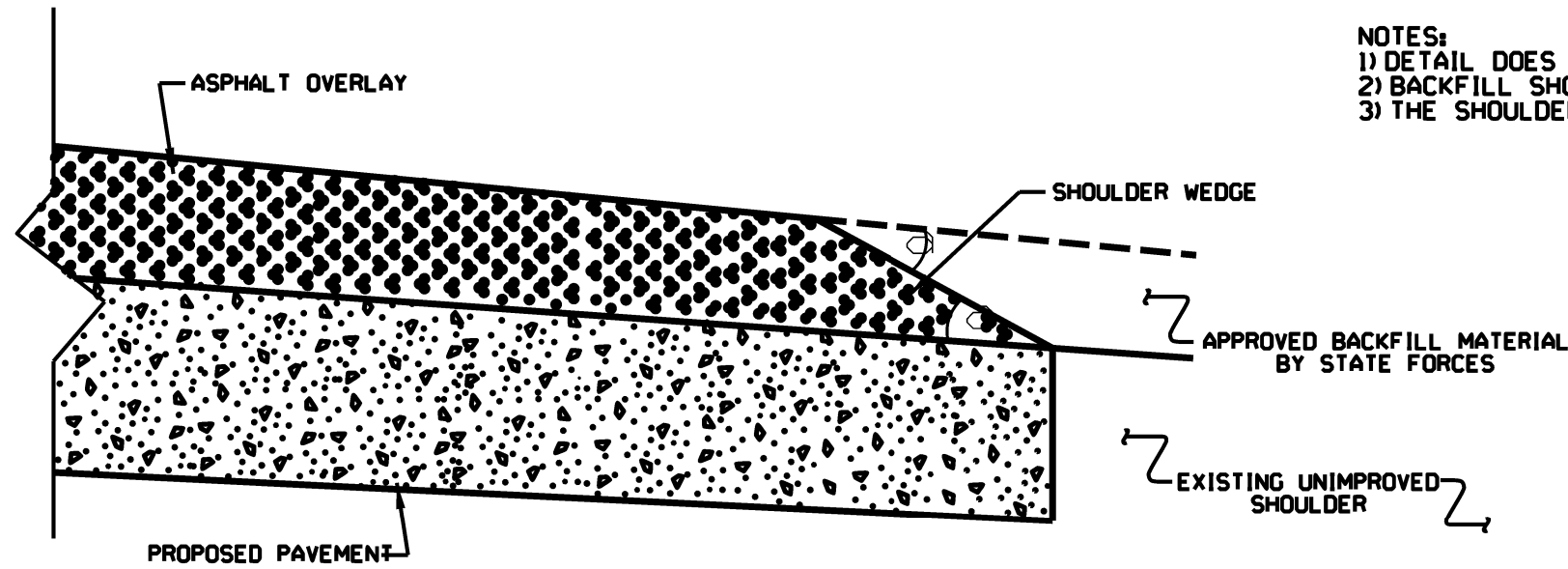


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1" LEVELING ASPHALT CONCRETE SURFACE COURSE, TYPE RS9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER LAYER
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B 25.0C
DRAWINGS NOT TO SCALE	

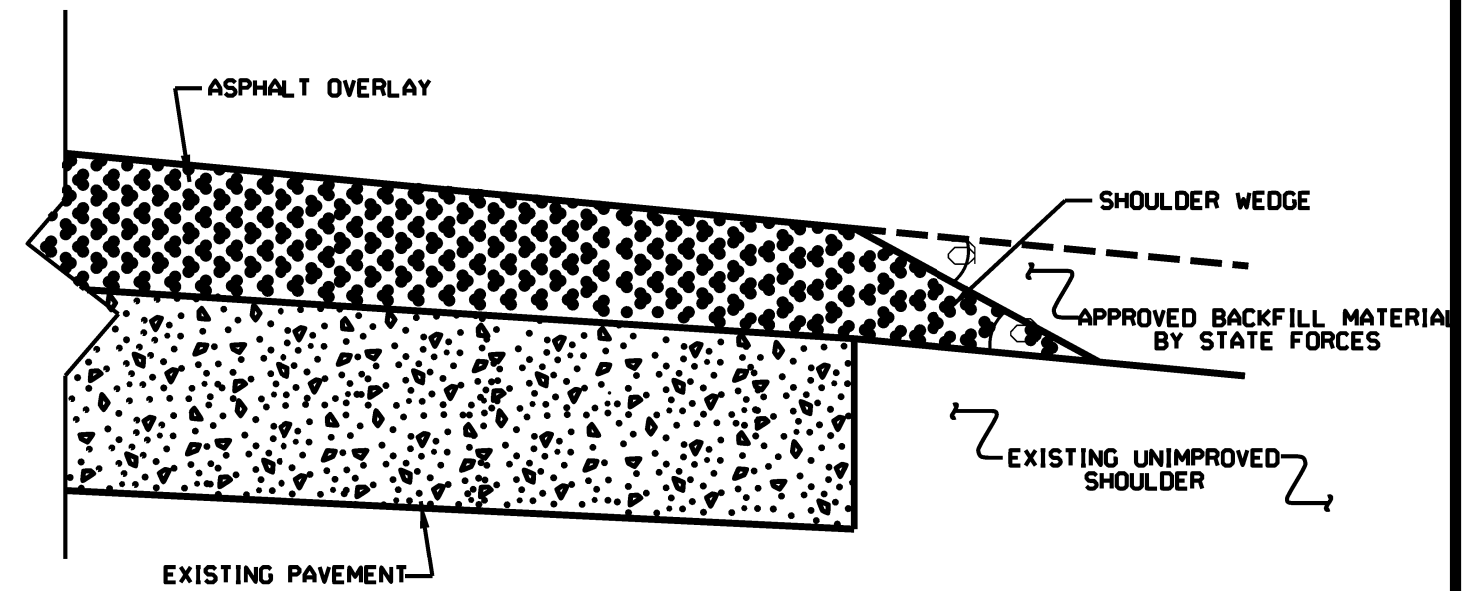
NOTE:

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 4" DEPTH MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

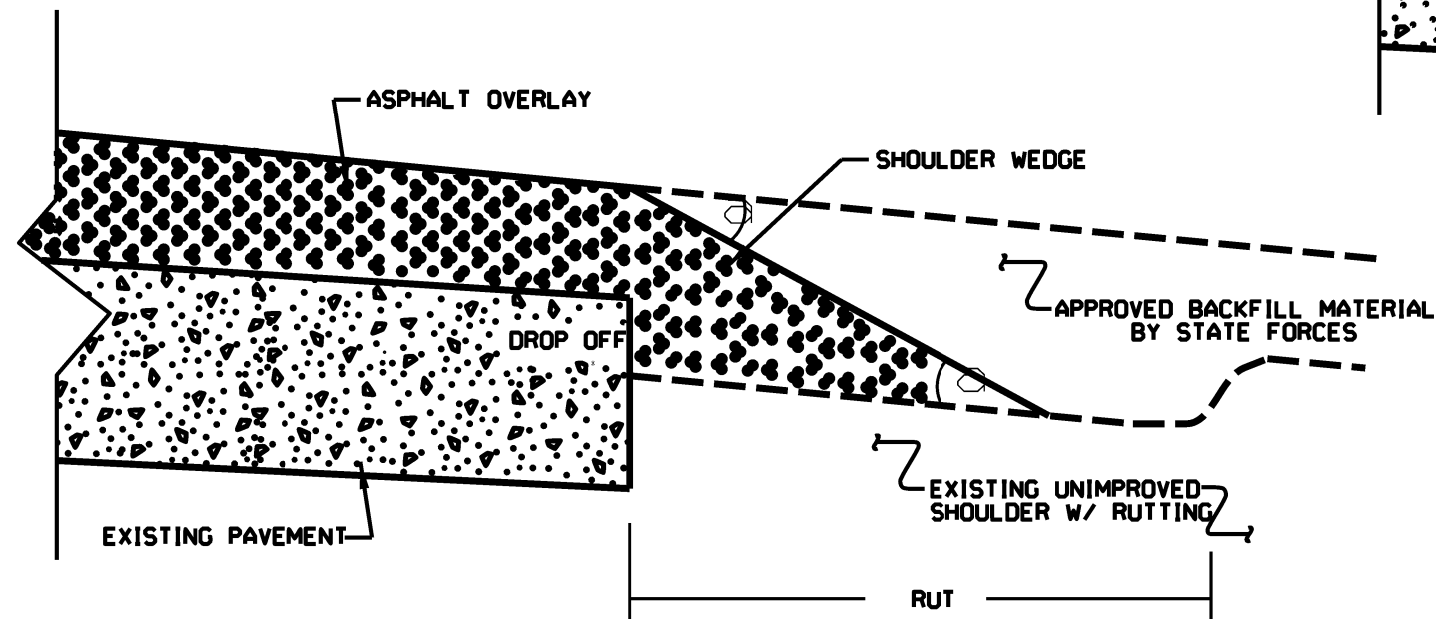
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS



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°

CONTRACT STANDARDS
 AND DEVELOPMENT UNIT
 Office 914-767-6430 Fax 914-238-4119

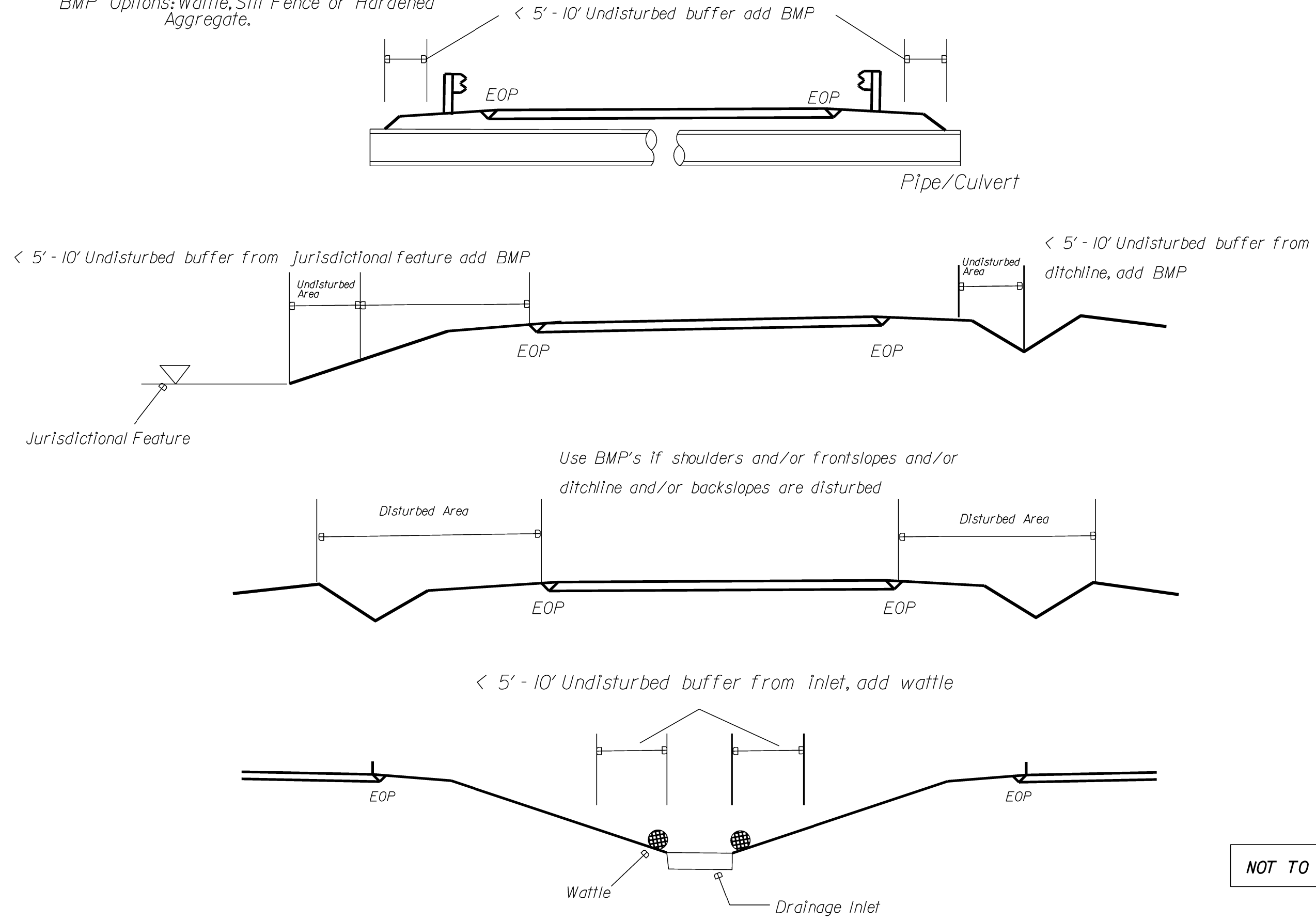
**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: LSPILL	DATE: 7-13-11
MODIFIED BY:	DATE: 12/18/12
CHECKED BY:	DATE:
FILE SPEC: 1. mcr/mult/unt/001/00000001.dwg	

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

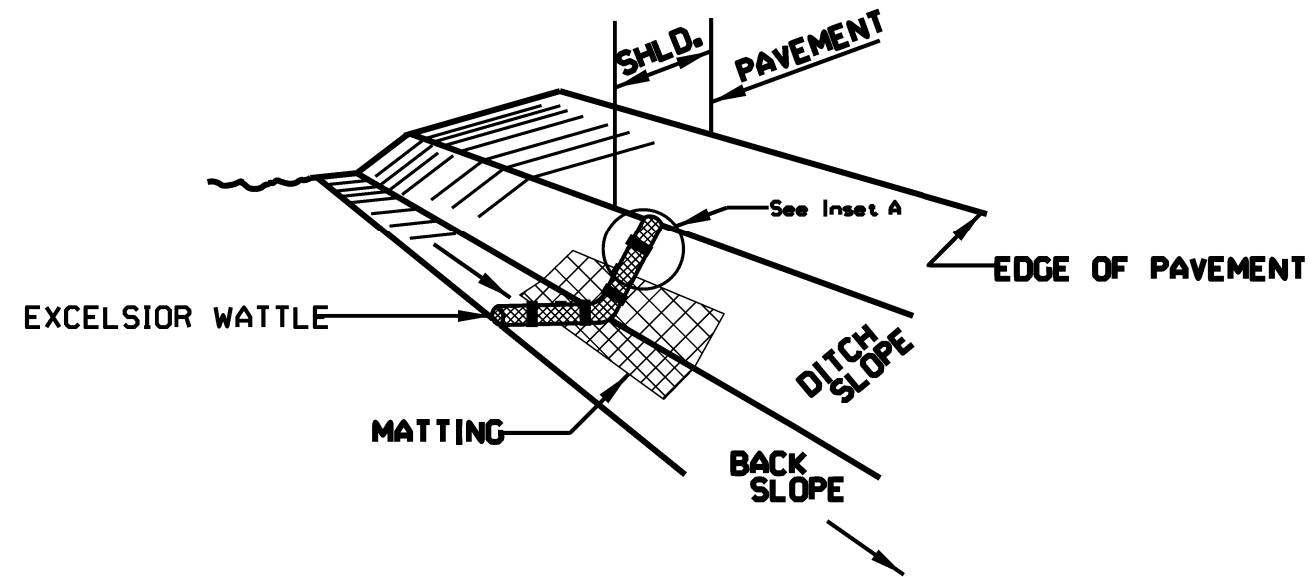
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

EROSION CONTROL DETAIL

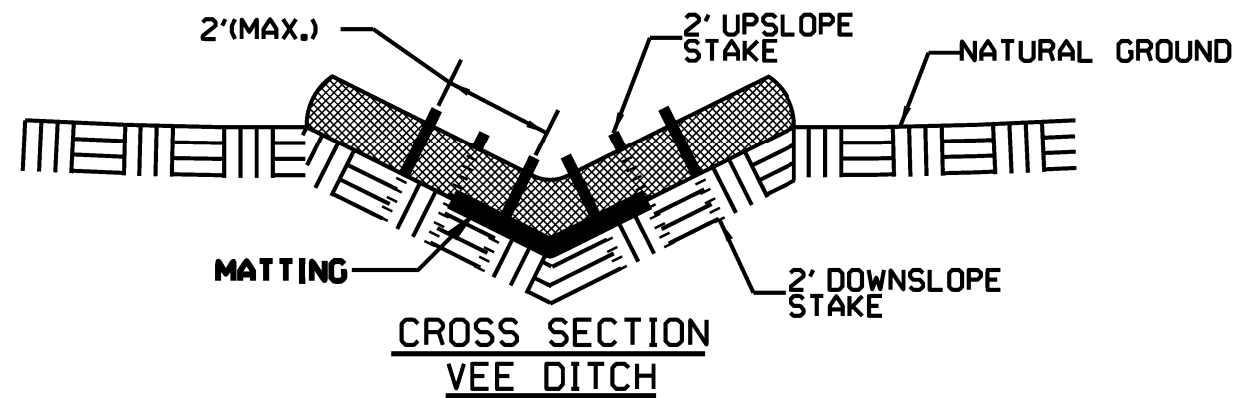


NOT TO SCALE

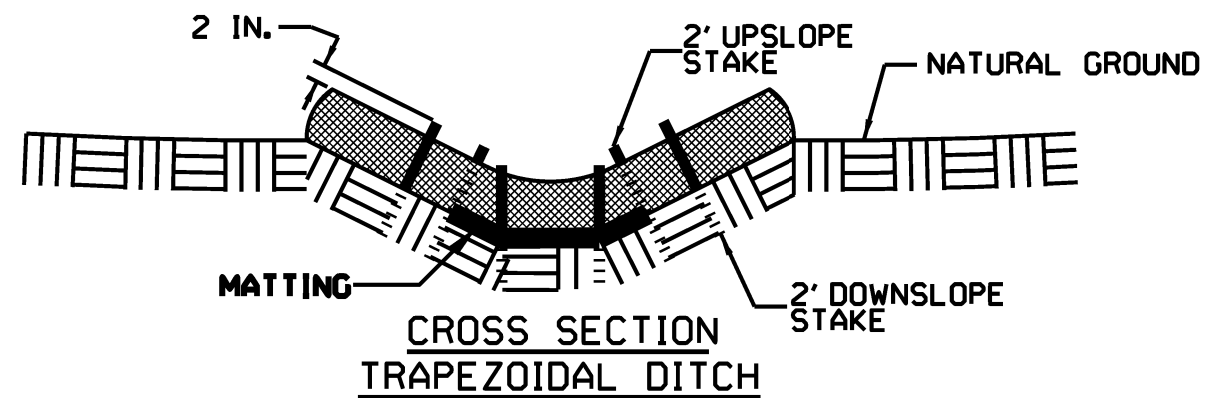
WATTLE DETAIL



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.

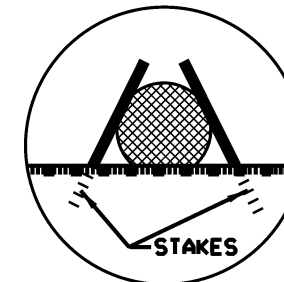
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

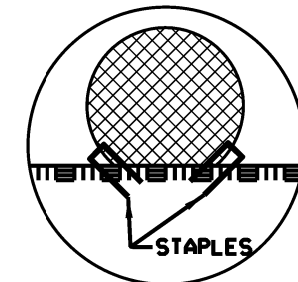
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

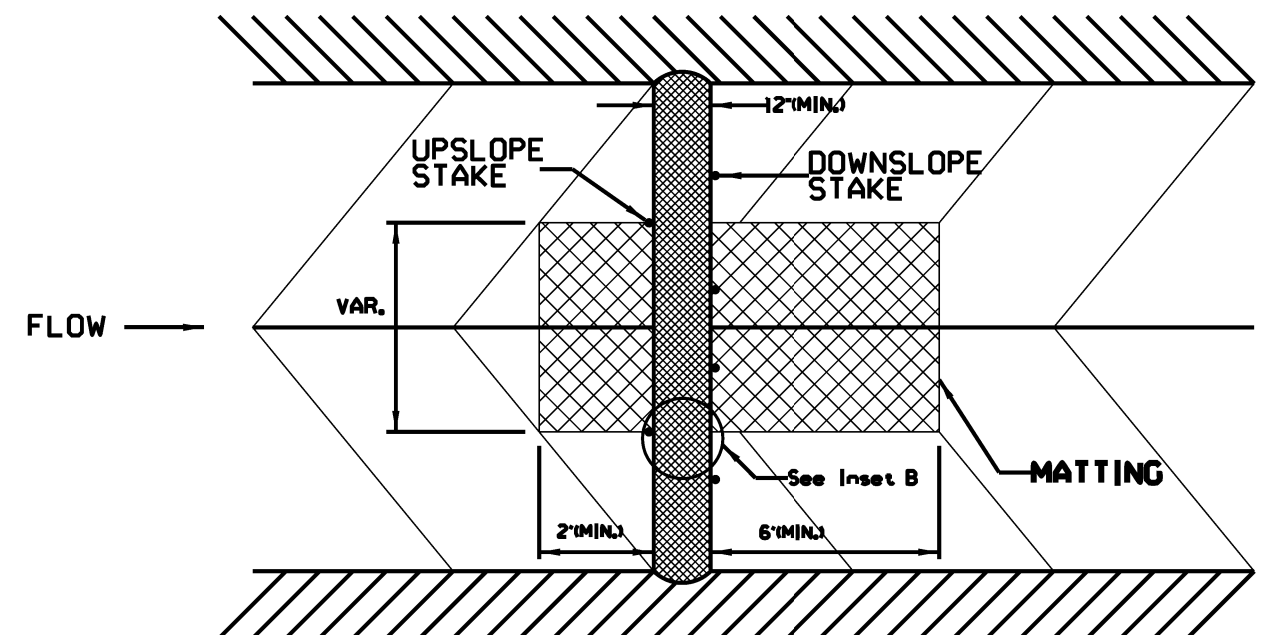
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



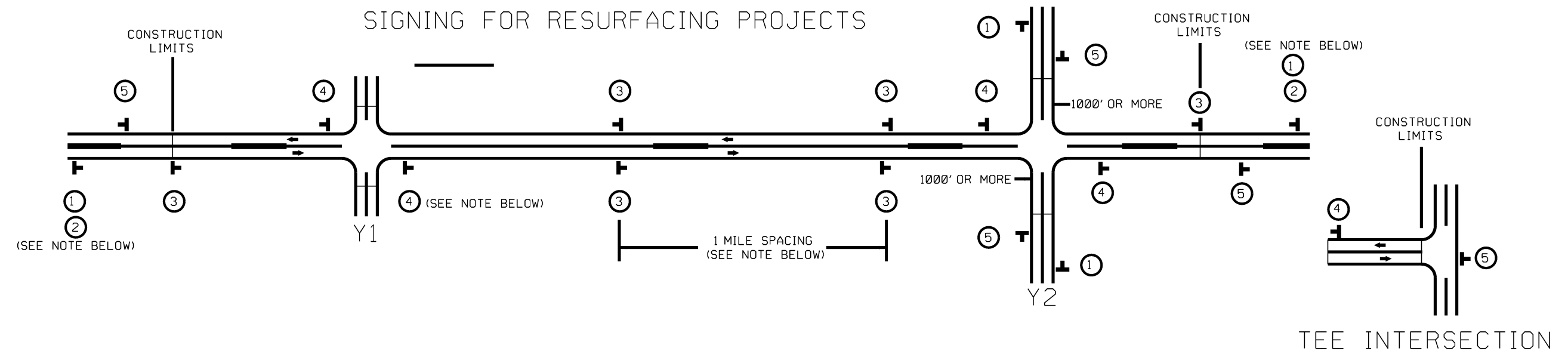
INSET B



TOP VIEW

NOT TO SCALE

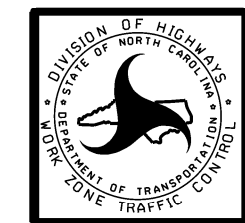
SIGNING FOR RESURFACING PROJECTS



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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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> <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>	



RESURFACING
 ADVANCE WARNING SIGNS
 FOR
 RURAL AND SUBURBAN
 2 LANE ROADWAYS