

PROJECT REFERENCE NO.	SHEET NO.
DB00496	1

# GREENE COUNTY

## DB00496

### WBS# 2021CPT.02.14.10401

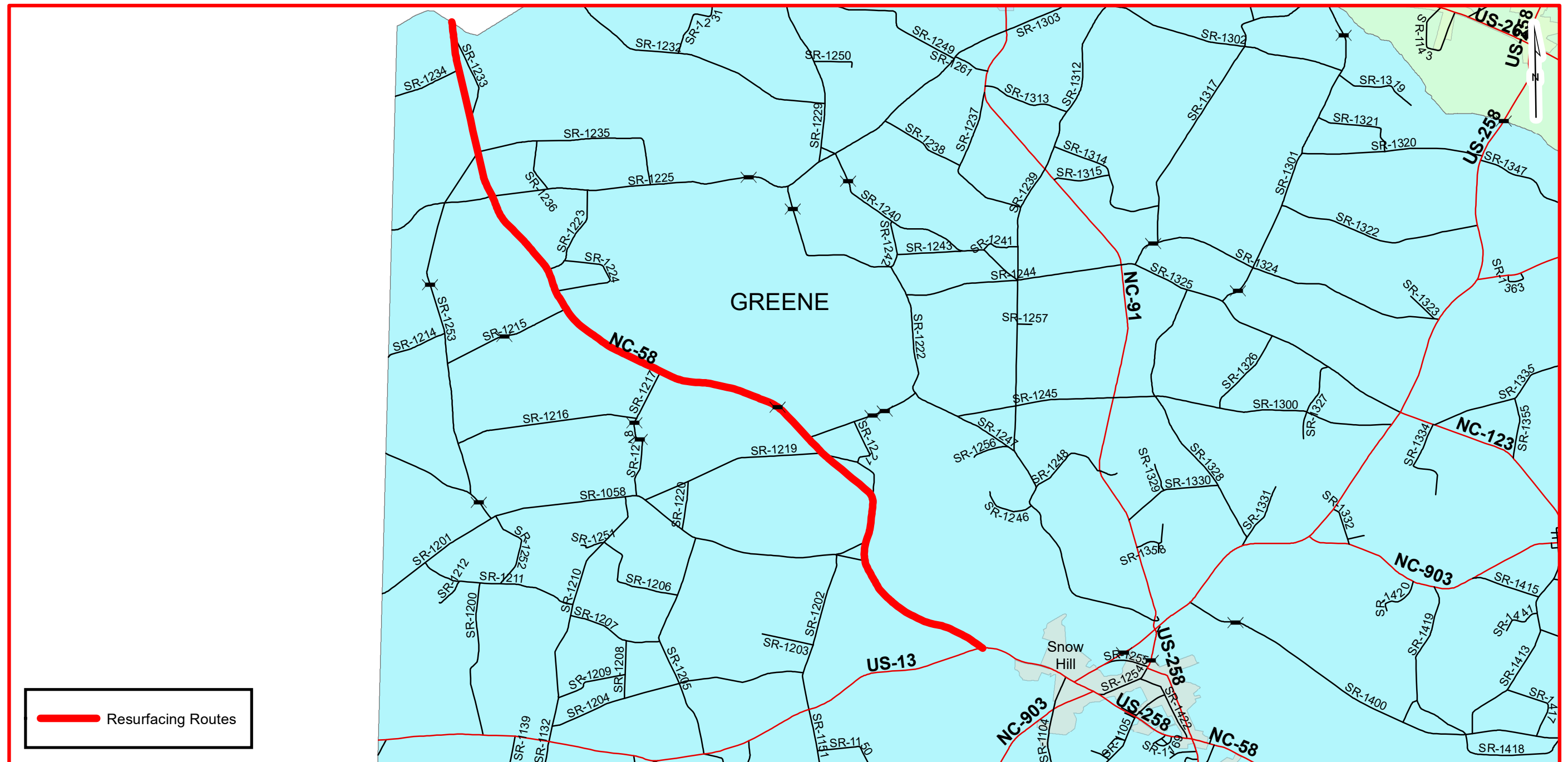


LOCATION: NC-58 FROM US-13 TO WILSON COUNTY LINE

TYPE OF WORK: MILLING, RESURFACING



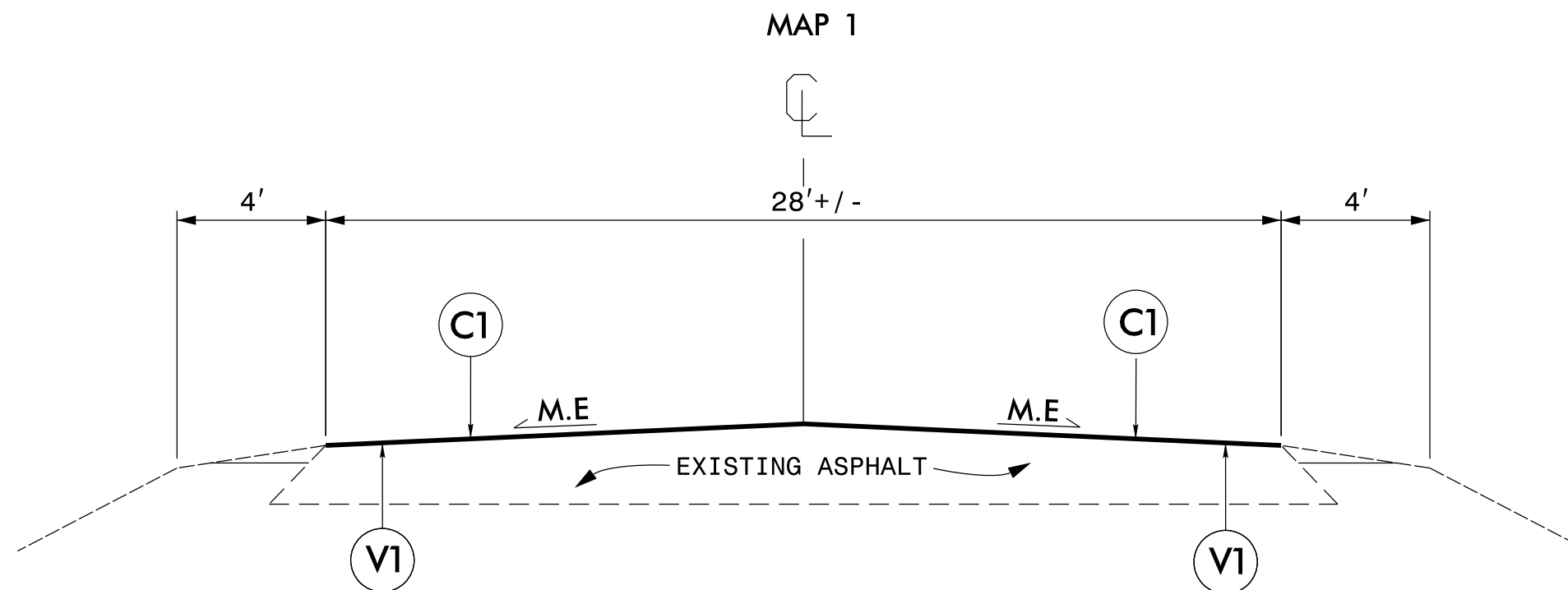
**NCDOT**  
DIVISION 2



PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
V1	1 1/2" INCH MILLING FOR THE ENTIRE WIDTH OF ROADWAY.
DRAWINGS NOT TO SCALE	

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

## TYPICAL SECTION NO. 1



**NOTE:**

1. INCLUDED 1.5" MILLING FOR THE ENTIRE WIDTH OF THE ROADWAY, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.

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## SUMMARY OF QUANTITIES

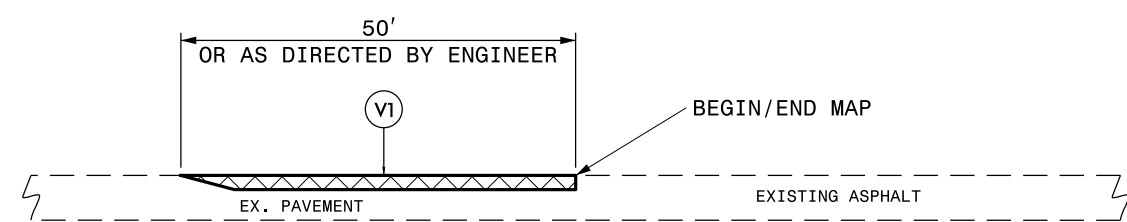
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1220000000-E	1297000000-E	1523000000-E	1575000000-E
												INCIDENTAL STONE BASE	1½" MILLING	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX
												TONS	SY	TONS	TONS
2021CPT.02.14.10401	Greene	1	NC-58 (MP 8.25 TO 19.83)	US-13 TO THE WILSON COUNTY LINE	1	2	2WU	NO	NO	11.58	28	290	190,221	17,494	1,050
<b>TOTAL FOR MAP NO. 1</b>										<b>11.58</b>		<b>290</b>	<b>190,221</b>	<b>17,494</b>	<b>1,050</b>
<b>TOTAL FOR PROJ NO. 2021CPT.02.14.10401</b>										<b>11.58</b>		<b>290</b>	<b>190,221</b>	<b>17,494</b>	<b>1,050</b>
<b>GRAND TOTAL</b>										<b>11.58</b>		<b>290</b>	<b>190,221</b>	<b>17,494</b>	<b>1,050</b>

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## TRAFFIC CONTROL

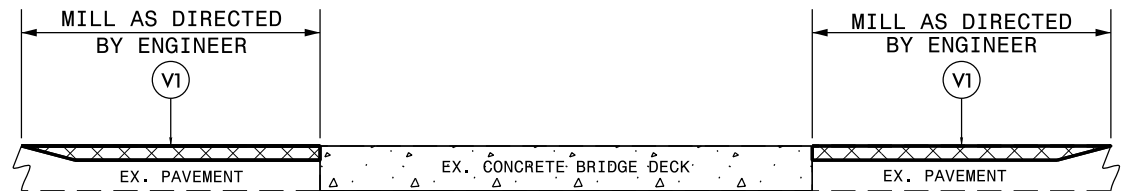
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	441300000-E WORK ZONE ADVANCE/GENERAL WARNING SIGNING	445700000-N TEMPORARY TRAFFIC CONTROL
								MI	FT	SF	LS
2021CPT.02.14.10401	Greene	1	NC-58 (MP 8.25 TO 19.83)	US-13 TO THE WILSON COUNTY LINE	1	2	2WU	11.58	28	1,300	1.00
<b>TOTAL FOR MAP NO. 1</b>								<b>11.58</b>		<b>1,300</b>	<b>1</b>
<b>TOTAL FOR PROJ NO. 2021CPT.02.14.10401</b>								<b>11.58</b>		<b>1,300</b>	<b>1</b>
<b>GRAND TOTAL</b>								<b>11.58</b>		<b>1,300</b>	<b>1</b>

# MILLING TYPICALS



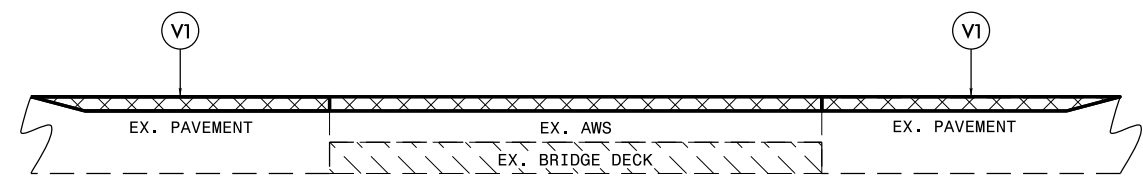
**DETAIL 1**  
BEGIN/END MAP TIE-IN

**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

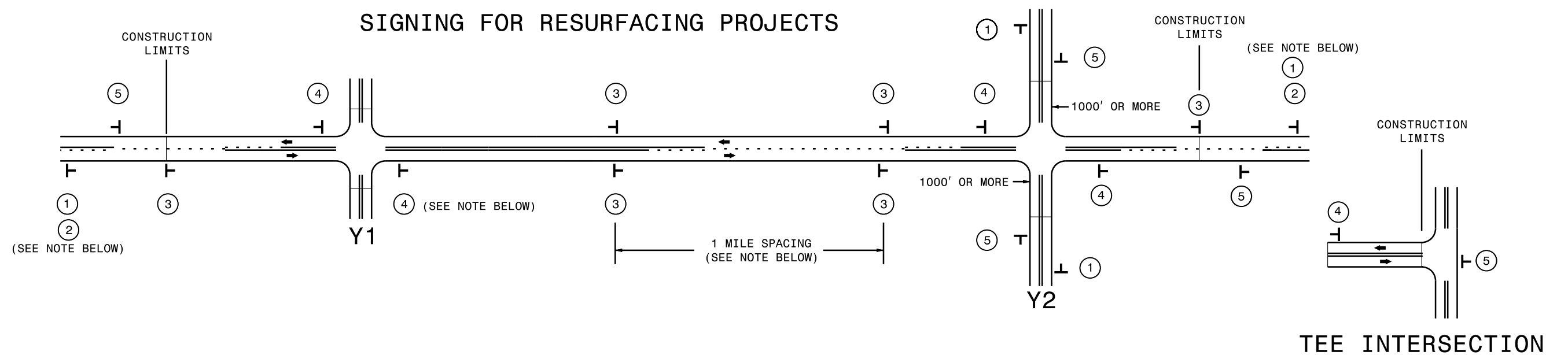
**NOTE:**  
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 3**  
BRIDGE MILLING

**NOTE:**  
1. INCLUDES MILLING FOR THE ENTIRE WIDTH OF THE BRIDGE WEARING SURFACE, AS DIRECTED BY THE ENGINEER.

# 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.	<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> <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>
	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>	<ul style="list-style-type: none"> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	④	 <small>SP 13106 48" X 48"</small>	<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
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.		

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