

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.40.20401.2	1

# GREENE COUNTY

DB00334

WBS: 2017CPT.02.40.20401.2

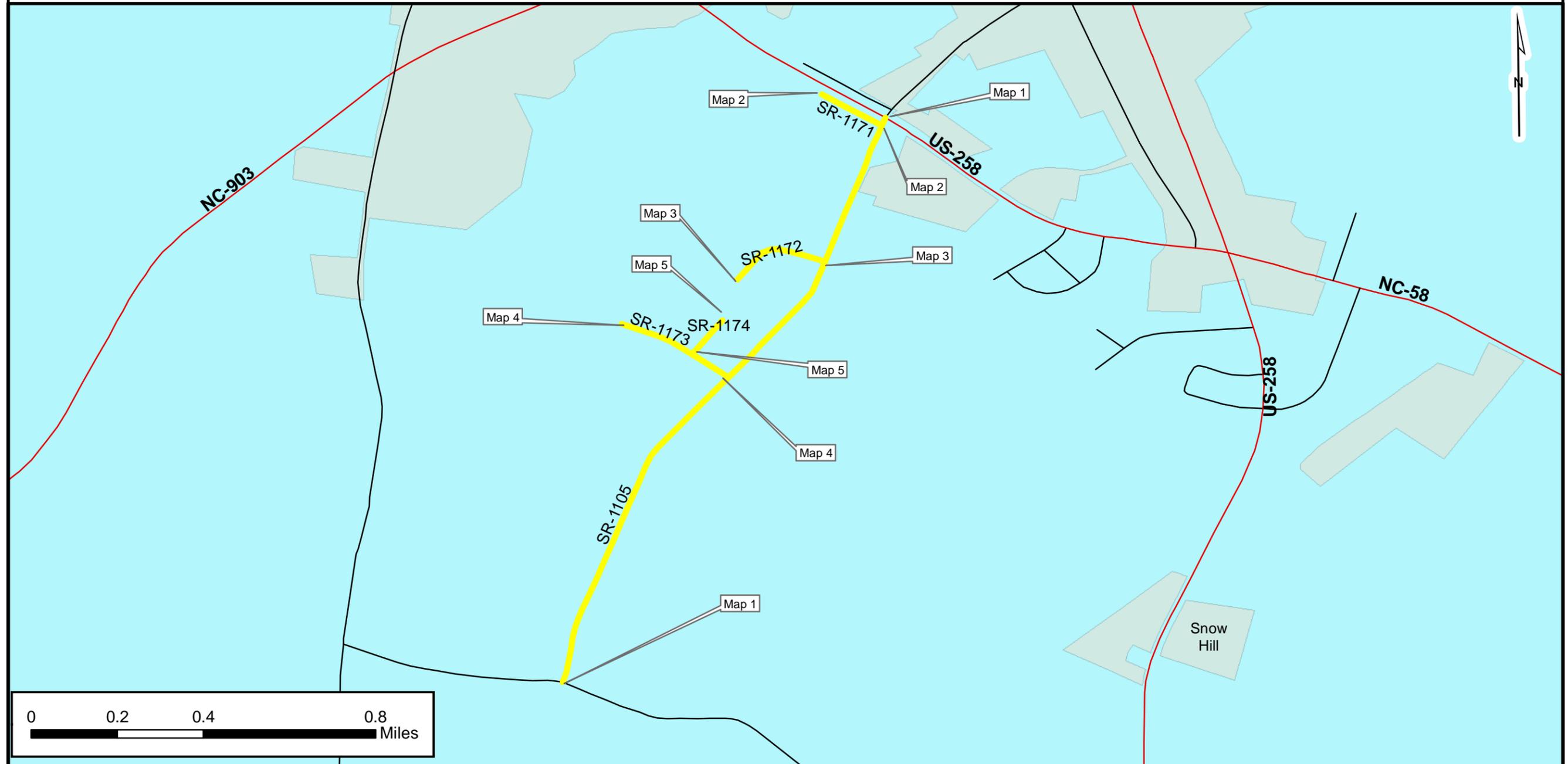
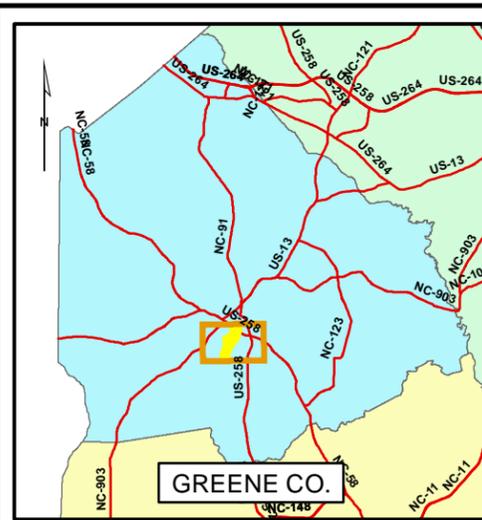
**LOCATION:**

- MAP 1 - SR 1105 from US 258 BUS to SR 1106
- MAP 2 - SR 1171 from SR 1105 to Dead End
- MAP 3 - SR 1172 from SR 1105 to Dead End
- MAP 4 - SR 1173 from SR 1105 to Dead End
- MAP 5 - SR 1174 from SR 1173 to Dead End

**TYPE OF WORK: WIDENING, STRENGTHENING, RESURFACING & SHOULDER RECONSTRUCTION.**

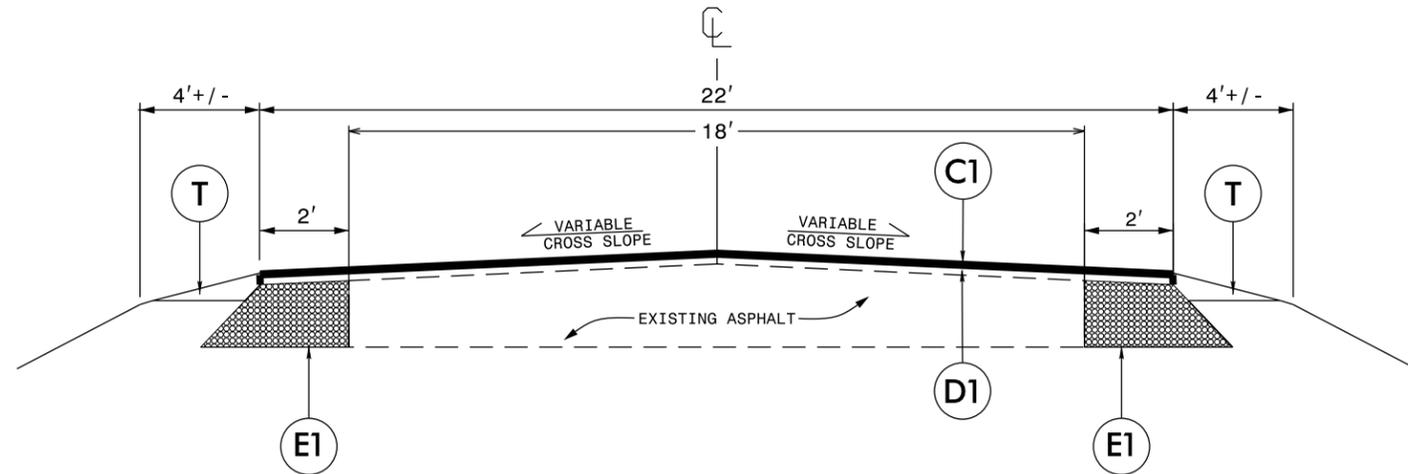


**NCDOT**  
DIVISION 2



## TYPICAL SECTION NO. 1

MAP 1 - SR-1105 FROM US-258 BUS TO SR-1106.

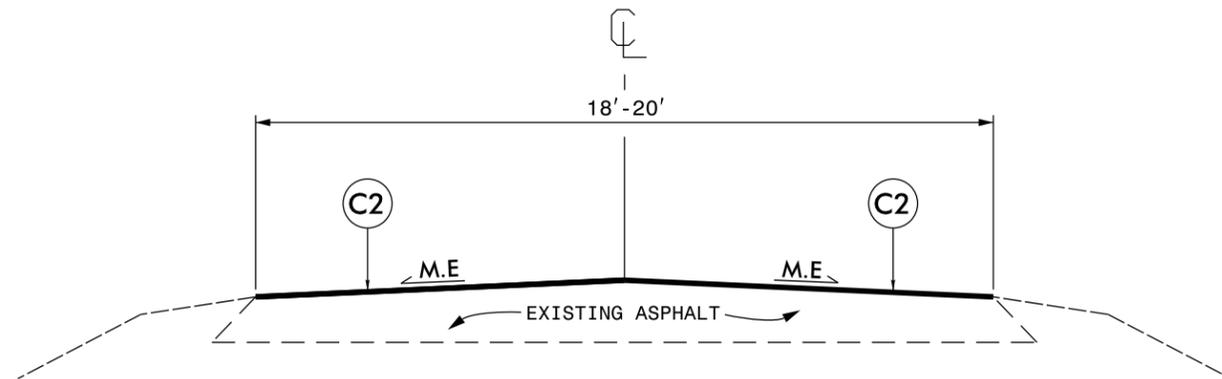


**NOTE:**

1. PLACE SYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
2. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
3. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
4. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 1 & 2
5. TRENCHING FOR WIDENING SHALL BE PERFORMED USING A MILLING MACHINE OR SIMILAR DEVICE.

## TYPICAL SECTION NO. 2

MAP 2 - SR-1171 from SR-1105 to Dead End  
 MAP 3 - SR-1172 from SR-1105 to Dead End  
 MAP 4 - SR-1173 from SR-1105 to Dead End  
 MAP 5 - SR-1174 from SR-1105 to Dead End



**NOTE:**

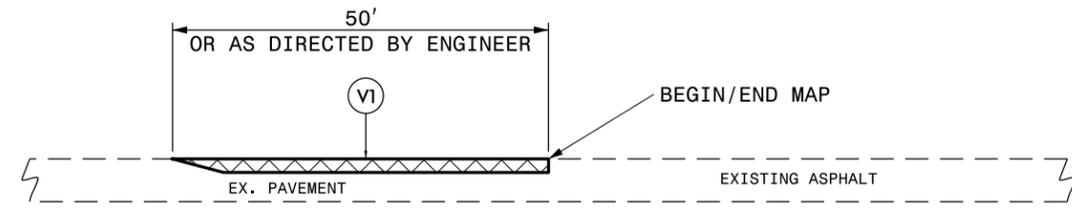
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.

### PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
C2	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110.0 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 684.0 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.

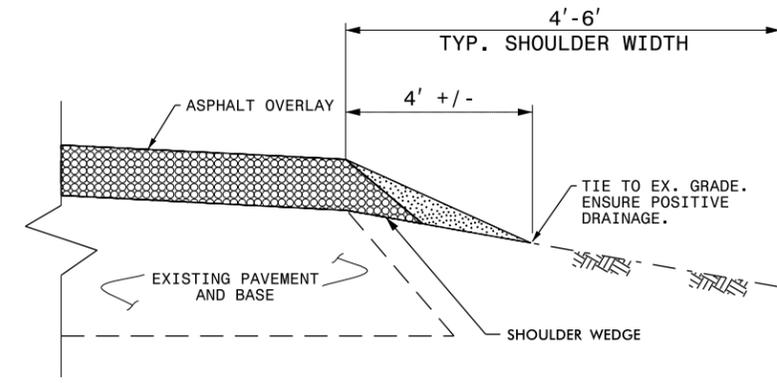
**DRAWINGS NOT TO SCALE**

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



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

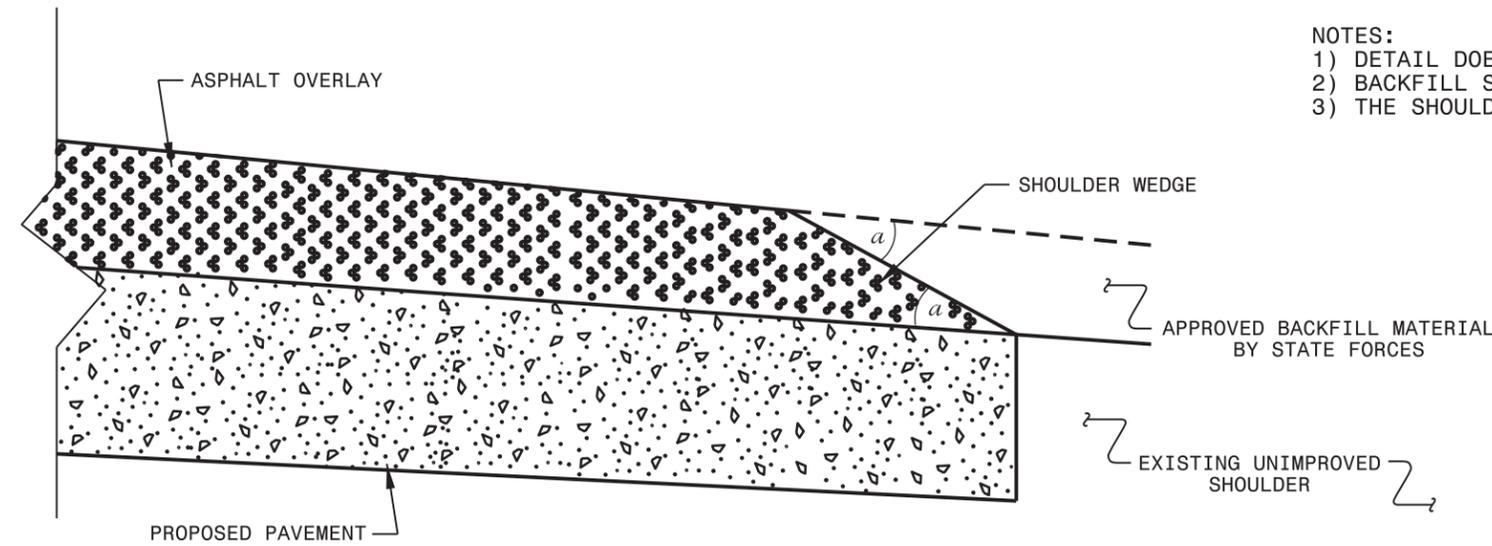
- NOTE:**
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



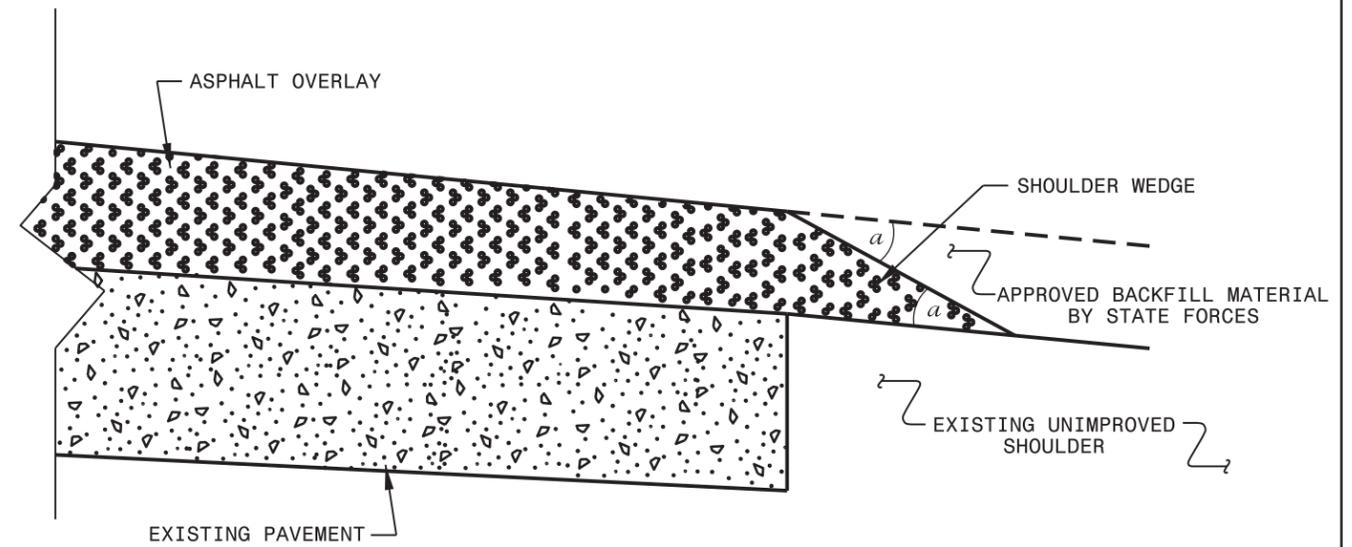
**SHOULDER RECONSTRUCTION DETAIL**

- 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.

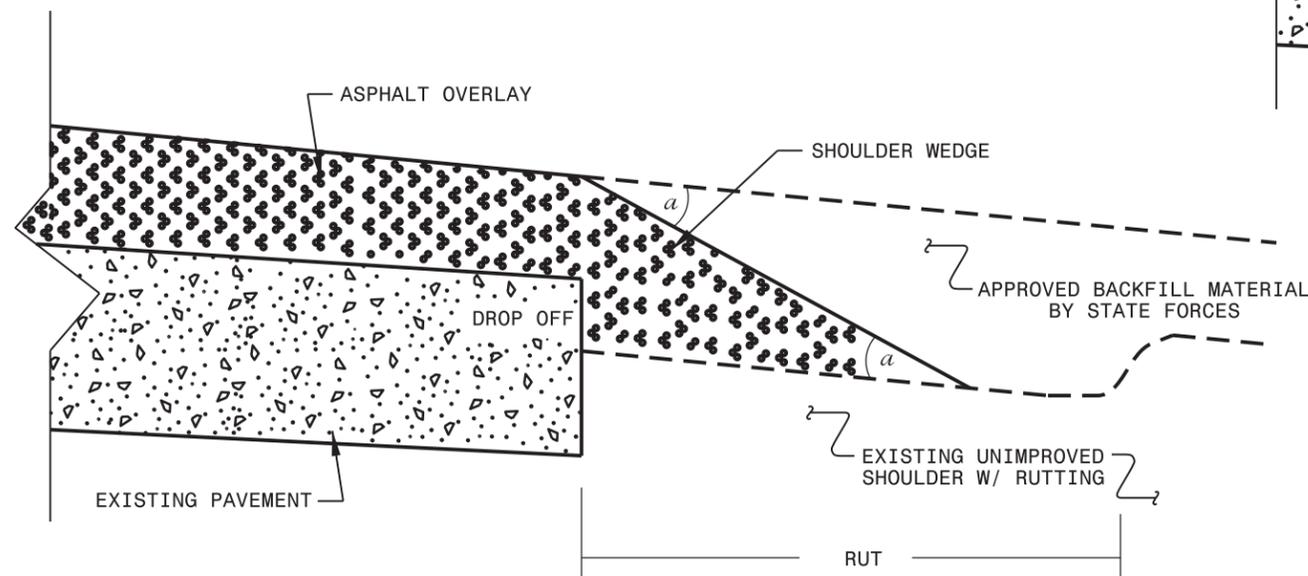
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

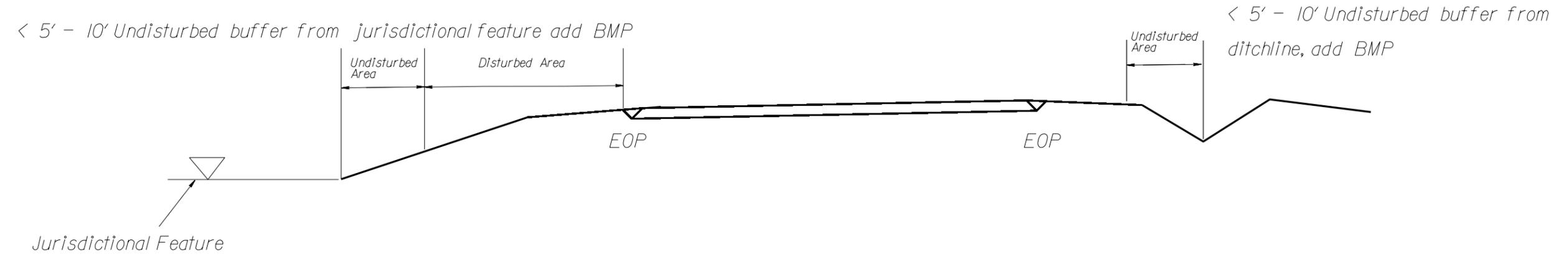
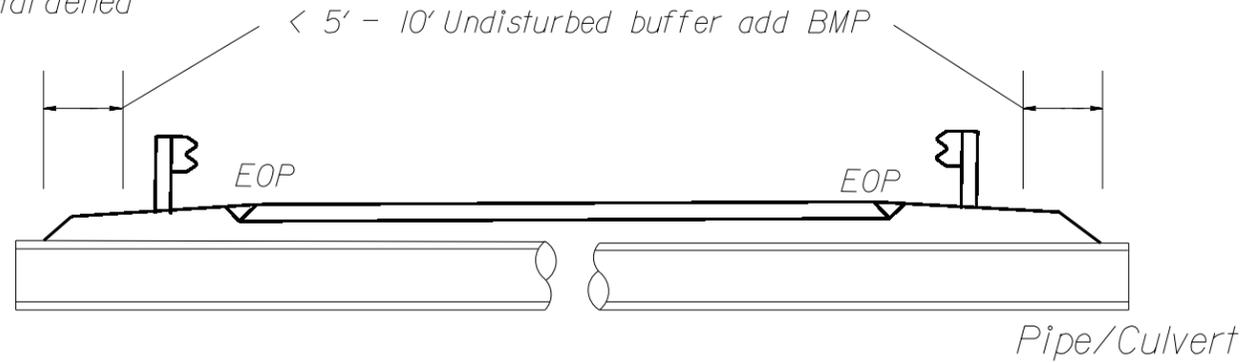
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>			
Office 919-707-6950		FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	s:usr/details/stand/shoulderwedgedetail.dgn		

24-MAR-2016 11:46  
 S:\Contracts\Resurfacing Projects\Shoulder Wedge Details\Revised Shoulder Wedge Detail.dgn  
 \*\*\*\*\*USERNAME\*\*\*\*\*

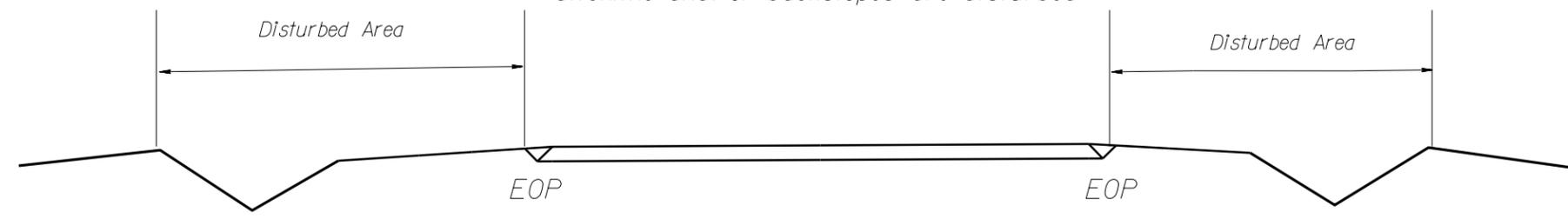
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

# EROSION CONTROL DETAIL

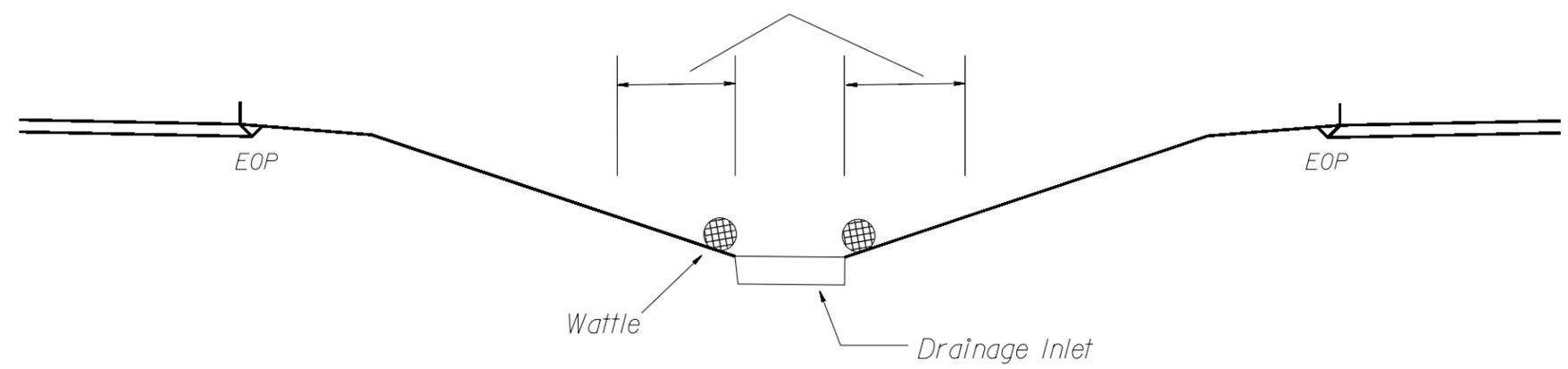
BMP Options: Wattle, Silt Fence or Hardened Aggregate.



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

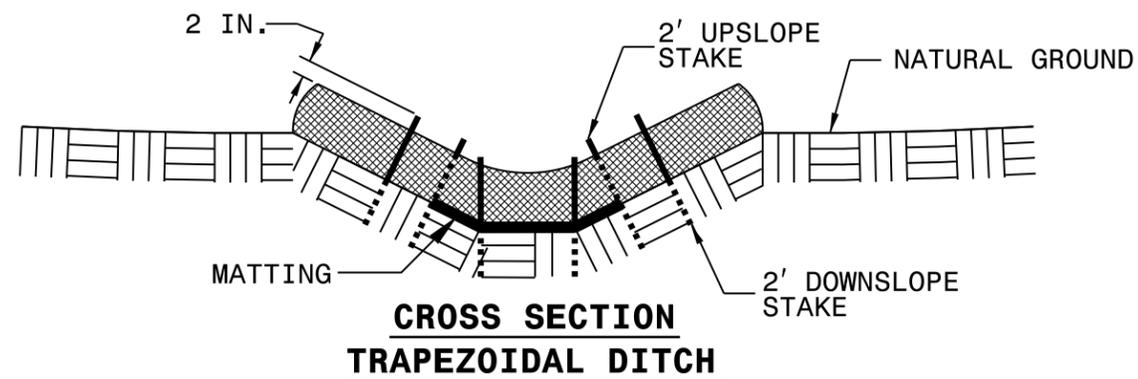
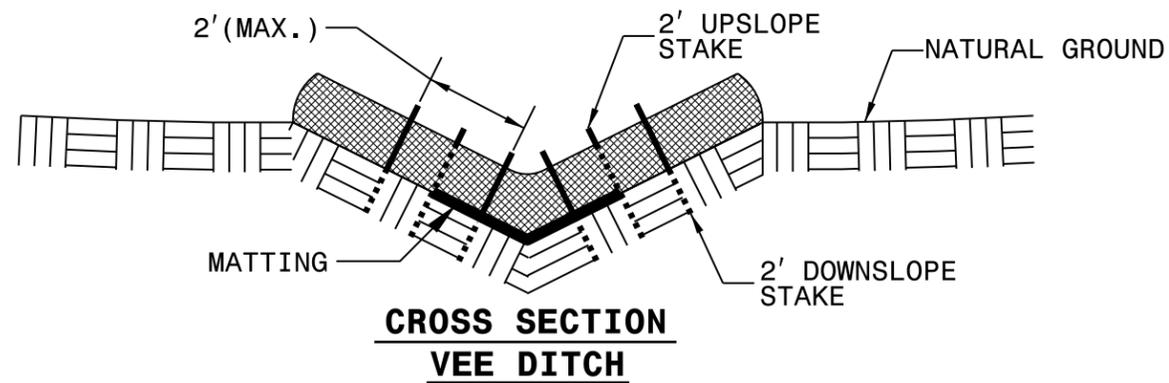
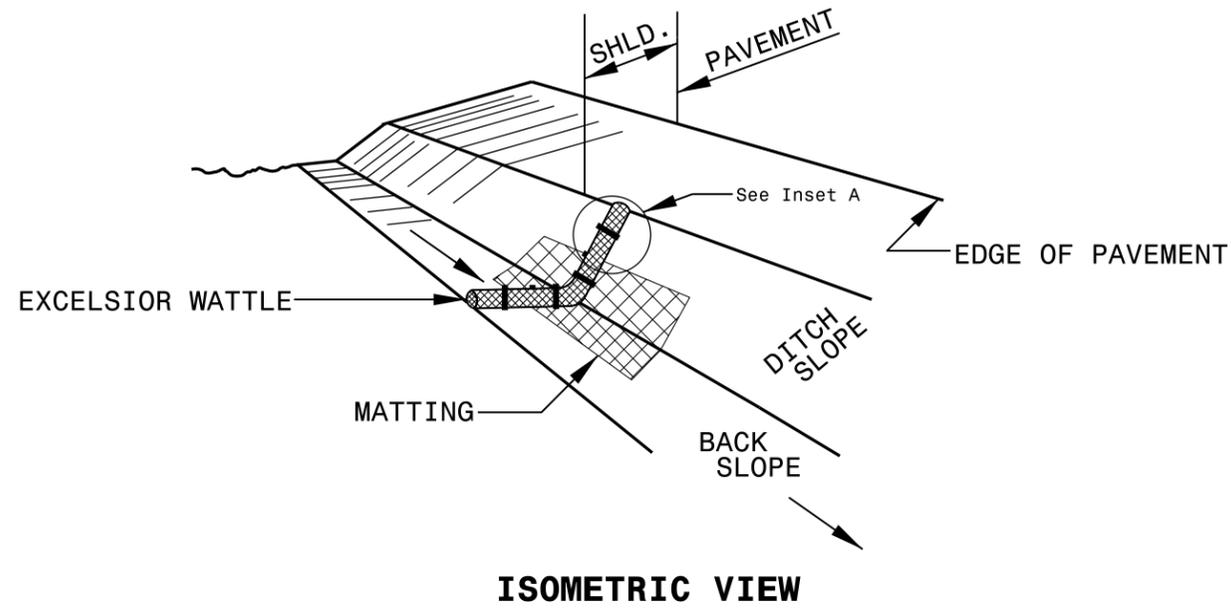


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

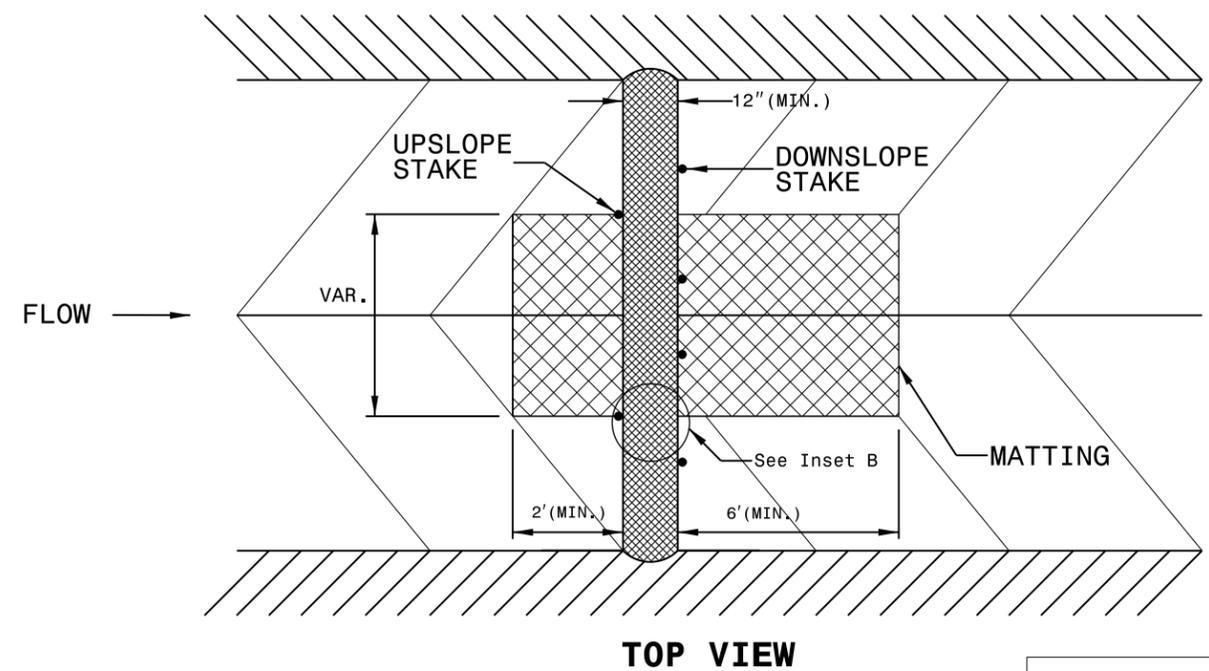
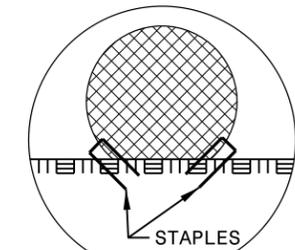
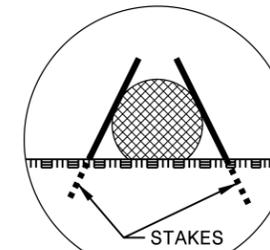
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

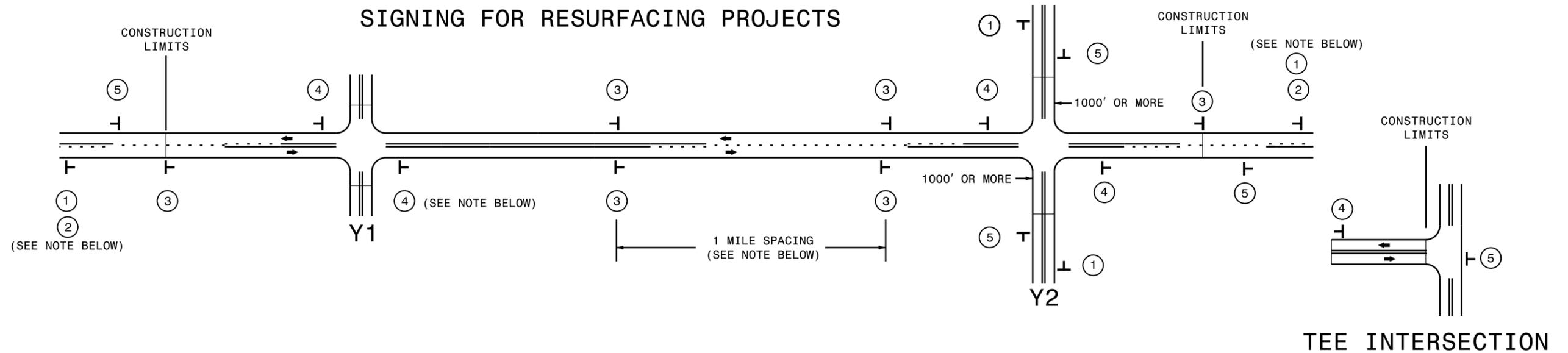
## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	INCIDENTAL MILLING	BASE COURSE, B25.0B	INTERMEDIATE COURSE, I19.0B	SURFACE COURSE, SF9.5A	ASPHALT BINDER FOR PLANT MIX	6" DRIVEWAYS	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL
					NO					MI	FT	EA	TONS	SMI	SY	TONS	TONS	TONS	TONS	SY	EA	LF	LF	AC	EA
2017CPT.02.40.20401.2	Greene	1	SR 1105	WIDEN, STRENGTHEN, RESURFACE, SHOULDER RECONSTRUCTION	1	2	2WU	NO	NO	1.46	18	58	150	2.92	400	1,445	2,850	1,610	308	300		110	58	2.92	2
TOTAL FOR MAP NO. 1										1.46		58	150	2.92	400	1,445	2,850	1,610	308	300		110	58	2.92	2
2017CPT.02.40.20401.2	Greene	2	SR 1171	RESURFACE	2	2	2WU	NO	NO	0.13	18							76	5		1				
TOTAL FOR MAP NO. 2										0.13								76	5		1				
2017CPT.02.40.20401.2	Greene	3	SR 1172	RESURFACE	2	2	2WU	NO	NO	0.20	18							124	8		1				
TOTAL FOR MAP NO. 3										0.20								124	8		1				
2017CPT.02.40.20401.2	Greene	4	SR 1173	RESURFACE	2	2	2WU	NO	NO	0.24	20							176	12						
TOTAL FOR MAP NO. 4										0.24								176	12						
2017CPT.02.40.20401.2	Greene	5	SR 1174	RESURFACE	2	2	2WU	NO	NO	0.10	20							65	4						
TOTAL FOR MAP NO. 5										0.10								65	4						
TOTAL FOR PROJ NO. 2017CPT.02.40.20401.2										2.13		58	150	2.92	400	1,445	2,850	2,051	337	300	2	110	58	2.92	2
GRAND TOTAL										2.13		58	150	2.92	400	1,445	2,850	2,051	337	300	2	110	58	2.92	2

# THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS
2017CPT.02.40.20401.2	Greene	1	SR 1105	WIDEN, STRENGTHEN, RESURFACE, SHOULDER RECONSTRUCTION	1	2	2WU	1.46	18	164	0.20
<b>TOTAL FOR MAP NO. 1</b>							<b>1.46</b>			<b>164</b>	<b>0.20</b>
2017CPT.02.40.20401.2	Greene	2	SR 1171	RESURFACE	2	2	2WU	0.13	18	15	0.20
<b>TOTAL FOR MAP NO. 2</b>							<b>0.13</b>			<b>15</b>	<b>0.20</b>
2017CPT.02.40.20401.2	Greene	3	SR 1172	RESURFACE	2	2	2WU	0.2	18	24	0.20
<b>TOTAL FOR MAP NO. 3</b>							<b>0.2</b>			<b>24</b>	<b>0.20</b>
2017CPT.02.40.20401.2	Greene	4	SR 1173	RESURFACE	2	2	2WU	0.24	20	28	0.20
<b>TOTAL FOR MAP NO. 4</b>							<b>0.24</b>			<b>28</b>	<b>0.20</b>
2017CPT.02.40.20401.2	Greene	5	SR 1174	RESURFACE	2	2	2WU	0.1	20	12	0.20
<b>TOTAL FOR MAP NO. 5</b>							<b>0.1</b>			<b>12</b>	<b>0</b>
<b>TOTAL FOR PROJ NO. 2017CPT.02.40.20401.2</b>							<b>2.13</b>			<b>243</b>	<b>1</b>
<b>GRAND TOTAL</b>							<b>2.13</b>			<b>243</b>	<b>1</b>

# SIGNING FOR RESURFACING PROJECTS

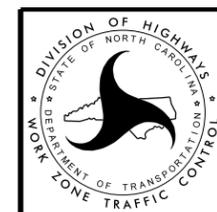


LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	2	3	4	5	
						<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>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>
	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	#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)	- 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.	- 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.	



RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS