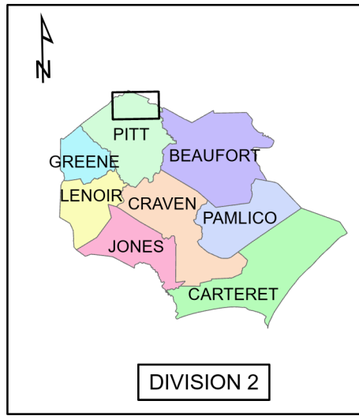


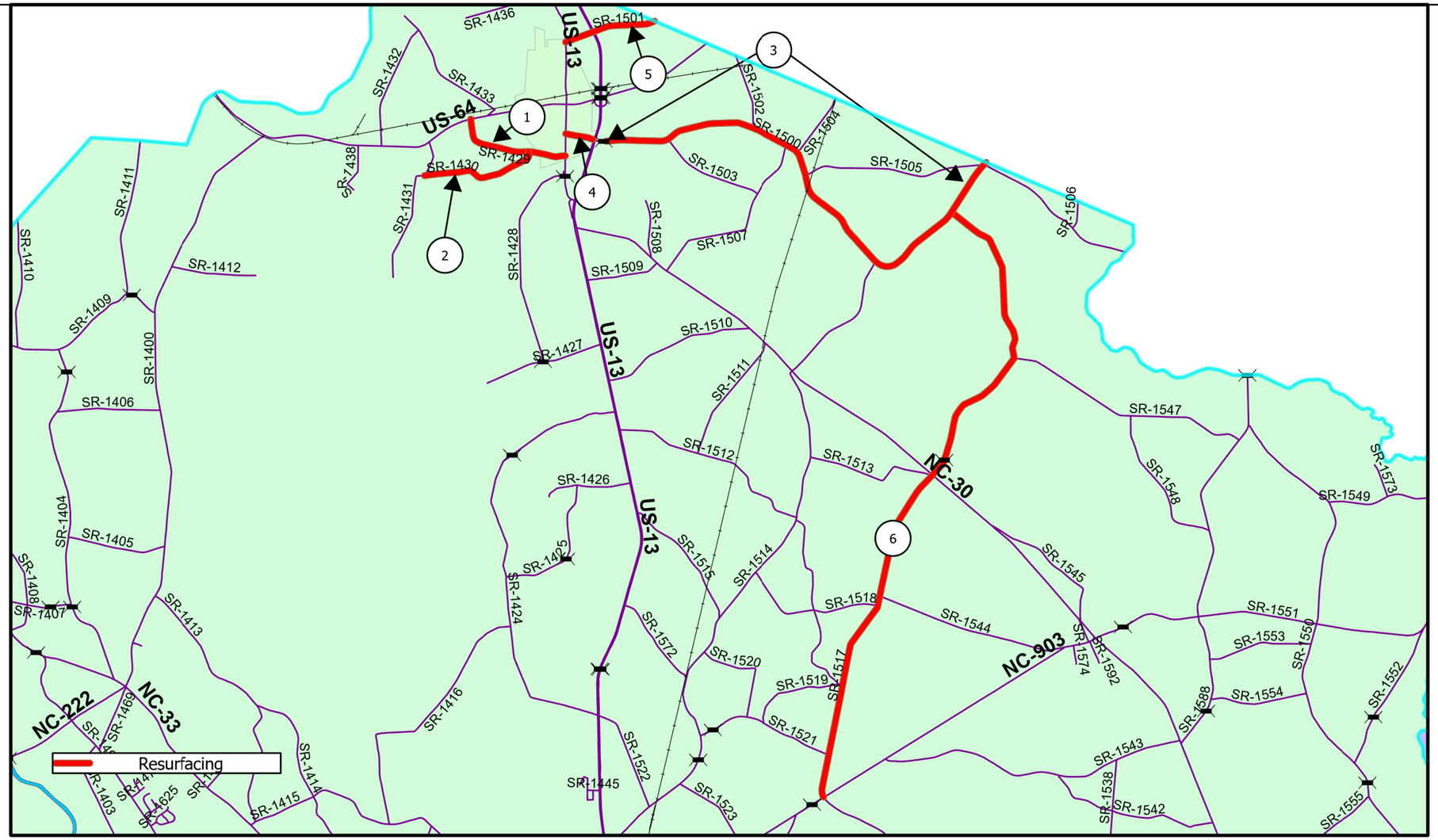
PITT COUNTY
DB00581

WBS# 2024CPT.02.15.20741

PROJECT REFERENCE NO.	SHEET NO.
DB00581	1

NCDOT
DIVISION 2

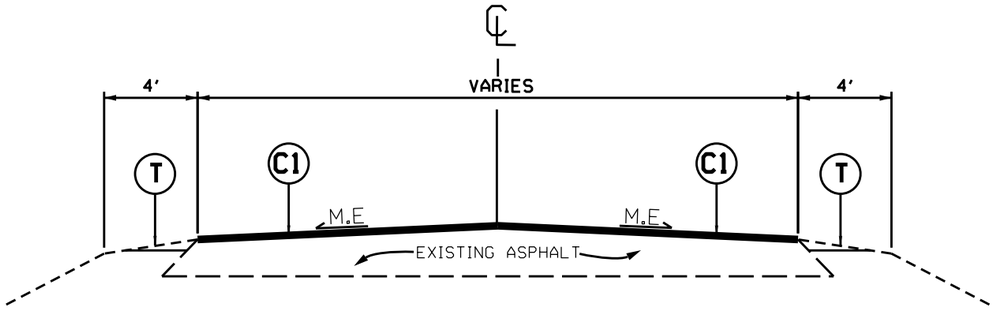
TYPE OF WORK : WIDENING, MILL PATCHING, STRENGTHENING, RESURFACING, AND SHOULDER RECONSTRUCTION



PROJECT REFERENCE NO.	SHEET NO.
DB00581	2

TYPICAL SECTION NO. 1

MAPS 1, 2, 3, 5, AND 6



NOTE:

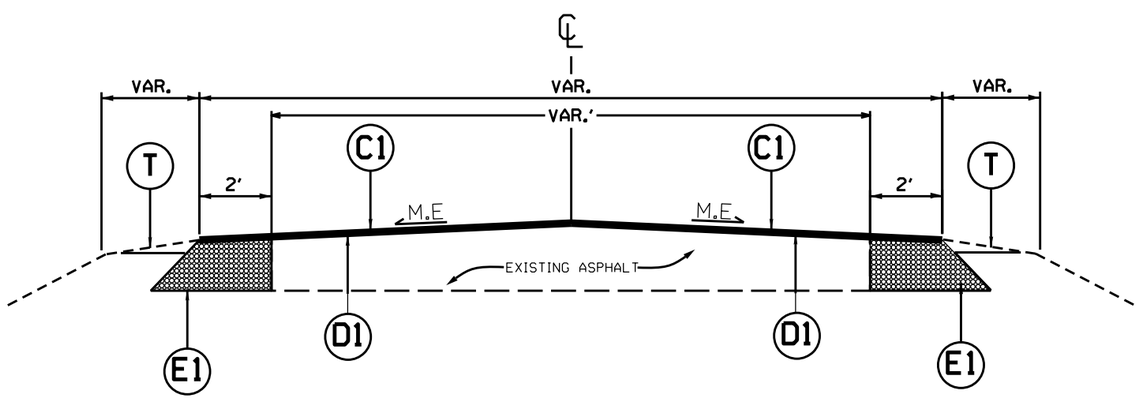
1. ON MAP 5 EDGE MILL ALONG CURB AND GUTTER OUT 7 FEET FOR ENTIRE LENGTH OF CURB.
2. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 3. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
3. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
4. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 2

MAP 4



NOTE:

1. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
2. PLACE ASPHALT INTERMEDIATE COURSE I19.0C AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, INCLUDING NEW WIDENING.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

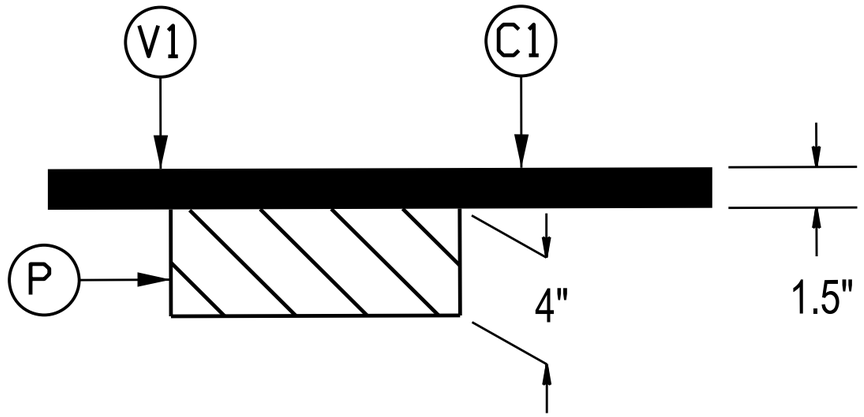
PROJECT NO.	SHEET NO.	TOTAL NO.
DB00581	3	

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	HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	INCIDENTAL MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL	WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL
										MI	FT	EA	TONS	SMI	SY	TONS	TONS	TONS	TONS	TON	EA	EA	LF	LF	AC	EA	SF	LS
2024CPT.02.15.20741	Pitt	1	SR-1429 / CEMETERY RD/LEWIS ST	FROM US 64 ALT TO NC 11 BUS	1	2	2WU	NO	NO	1.31	21	52	66	2.62	500			1,400	127	752	3	1	210	100	1.31	1	150	0.08
TOTAL FOR MAP NO. 1										**1.31**		**52**	**66**	**2.62**	**500**			**1,400**	**127**	**752**	**3**	**1**	**210**	**100**	**1.31**	**1**	**150**	**0.08**
2024CPT.02.15.20741	Pitt	2	SR-1430 / PRICE RD	FROM SR 1431 BOWERS RD TO SR 1429 CEMETERY RD	1	2	2WU	NO	NO	1.37	20	55	69	2.74	500			1,457	120	513			219	100	1.37		155	0.08
TOTAL FOR MAP NO. 2										**1.37**		**55**	**69**	**2.74**	**500**			**1,457**	**120**	**513**			**219**	**100**	**1.37**		**155**	**0.08**
2024CPT.02.15.20741	Pitt	3	SR-1500 / BIG OAK RD	FROM US 13 TO MARTIN COUNTY	1	2	2WU	NO	NO	5.85	19	234	293	11.70	500			5,930	454	1,429			936	200	5.85	1	660	0.34
TOTAL FOR MAP NO. 3										**5.85**		**234**	**293**	**11.70**	**500**			**5,930**	**454**	**1,429**			**936**	**200**	**5.85**	**1**	**660**	**0.34**
2024CPT.02.15.20741	Pitt	4	SR-1500 / PACKAGE CRAFT RD	FROM SR 2261 NC 11 BUS TO US 13	2	2	2WU	NO	NO	0.31	20	12	12	0.62	500	250	605	365	64						0.31		125	0.02
TOTAL FOR MAP NO. 4										**0.31**		**12**	**12**	**0.62**	**500**	**250**	**605**	**365**	**64**						**0.31**		**125**	**0.02**
2024CPT.02.15.20741	Pitt	5	SR-1501 / HOUSE RD	FROM SR 2261 NC 11 BUS TO EDGECOMBE COUNTY	1	2	2WU	NO	NO	0.93	18	37	37	1.86	500			942	63	22			149	100	0.93		125	0.03
TOTAL FOR MAP NO. 5										**0.93**		**37**	**37**	**1.86**	**500**			**942**	**63**	**22**			**149**	**100**	**0.93**		**125**	**0.03**
2024CPT.02.15.20741	Pitt	6	SR-1517 / OAKLEY RD	FROM NC 903 TO SR 1500 BIG OAK RD	1	2	2WU	NO	NO	7.8	21	312	390	15.60	2,010			8,519	707	3,169			1,248	200	7.80	1	875	0.45
TOTAL FOR MAP NO. 6										**7.8**		**312**	**390**	**15.60**	**2,010**			**8,519**	**707**	**3,169**			**1,248**	**200**	**7.80**	**1**	**875**	**0.45**
TOTAL FOR PROJ NO. 2024CPT.02.15.20741										**17.57**		**702**	**867**	**35.14**	**4,510**	**250**	**605**	**18,613**	**1,535**	**5,885**	**3**	**1**	**2,762**	**700**	**17.57**	**3**	**2,090**	**1**
GRAND TOTAL										**17.57**		**702**	**867**	**35.14**	**4,510**	**250**	**605**	**18,613**	**1,535**	**5,885**	**3**	**1**	**2,762**	**700**	**17.57**	**3**	**2,090**	**1**

4" MILL PATCHING	STA.	STA.	WIDTH	LOC.	MAP		STA.	STA.	WIDTH	LOC.	MAP
	0+00	1+24		FULL WIDTH	1		1+02	1+60	6'	RT.	6
	1+52	2+57	6'	LT.	1		14+61	16+58		FULL WIDTH	6
	35+32	38+03		FULL WIDTH	1		20+28	32+71		FULL WIDTH	6
	38+51	39+45	6'	LT.	1		48+29	49+84		FULL WIDTH	6
	41+35	42+34	6'	LT.	1		54+00	55+00		FULL WIDTH	6
	42+83	43+81		FULL WIDTH	1		71+85	76+10		FULL WIDTH	6
	43+81	45+02	6'	RT.	1		78+42	79+25		FULL WIDTH	6
	45+02	47+02	11'	RT.	1		90+34	90+76	11'	LT.	6
	47+02	52+81		FULL WIDTH	1		97+77	98+21	11'	RT.	6
	52+81	53+75	11'	RT.	1		102+47	105+26		FULL WIDTH	6
	2+15	3+15		FULL WIDTH	2		106+77	108+89	11'	RT.	6
	16+15	18+78		FULL WIDTH	2		123+13	124+84	11'	LT.	6
	20+45	22+00		FULL WIDTH	2		138+15	138+40	11'	RT.	6
	34+58	36+20		FULL WIDTH	2		173+25	173+96	11'	RT.	6
	39+00	39+10	10'	RT.	2		178+50	181+36		FULL WIDTH	6
	40+51	40+82		FULL WIDTH	2		189+77	190+60	11'	RT.	6
	71+11	71+86		FULL WIDTH	2		194+82	195+70		FULL WIDTH	6
	71+86	72+22		FULL WIDTH	2		196+00	196+80	11'	RT.	6
	72+22	72+54		FULL WIDTH	2		199+34	201+45	11'	RT.	6
	28+10	30+14	9'	RT.	3		211+38	213+08	11'	RT.	6
	37+04	38+72	9'	RT.	3		217+90	220+30		FULL WIDTH	6
	38+72	41+26	9'	LT.	3		221+20	224+12		FULL WIDTH	6
	51+74	53+15		FULL WIDTH	3		230+12	231+22		FULL WIDTH	6
	53+15	58+11	9'	RT.	3		241+10	243+00	11'	RT.	6
	75+97	78+54	9'	LT.	3		257+98	259+08	11'	LT.	6
	98+75	102+16		FULL WIDTH	3		260+30	265+92		FULL WIDTH	6
	212+83	214+73	6'	LT.	3		283+20	285+77	11'	LT.	6
	228+35	230+30		FULL WIDTH	3		305+19	305+72		FULL WIDTH	6
	236+03	240+65		FULL WIDTH	3		319+44	319+96		FULL WIDTH	6
	270+38	272+00		FULL WIDTH	3		330+27	333+70		FULL WIDTH	6
	275+13	277+85		FULL WIDTH	3		348+75	349+23	6'	LT.	6
	281+35	284+91		FULL WIDTH	3		359+20	360+60		FULL WIDTH	6
	287+24	289+09		FULL WIDTH	3		411+48	411+91		FULL WIDTH	6
	18+90	19+35	9'	RT.	5						
	28+32	29+01	6'	RT.	5						

4" DEPTH MILL PATCHING DETAIL
MAPS 1, 2, 3, 5, AND 6



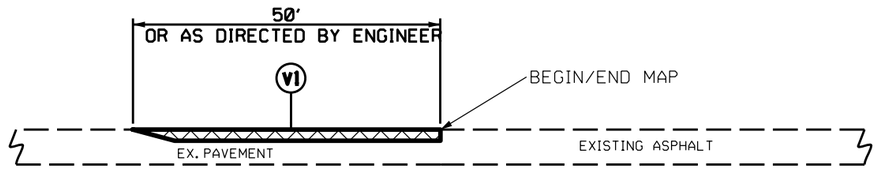
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B25.0C
DRAWINGS NOT TO SCALE	

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

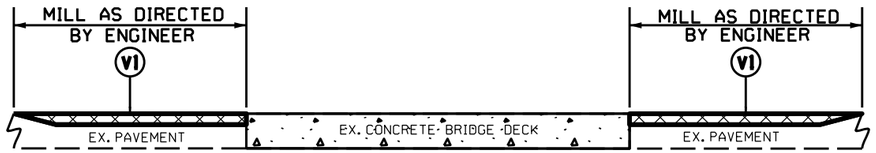
PROJECT REFERENCE NO.	SHEET NO.
DB00581	DIV2-1

MILLING TYPICALS



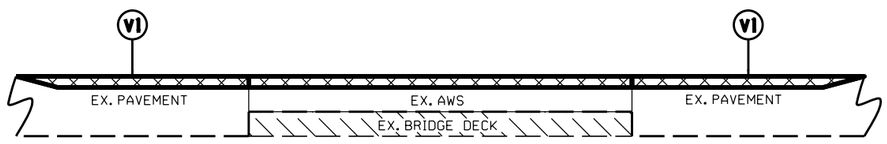
DETAIL 1
BEGIN/END MAP TIE-IN

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

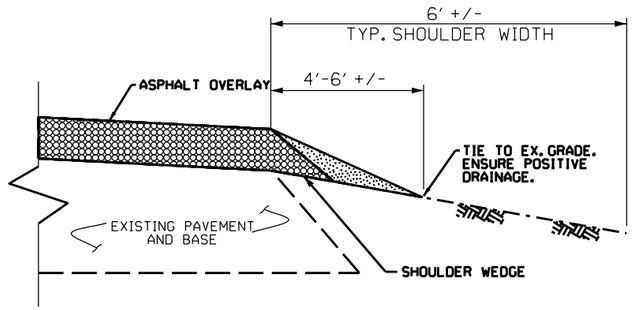
NOTE:
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



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

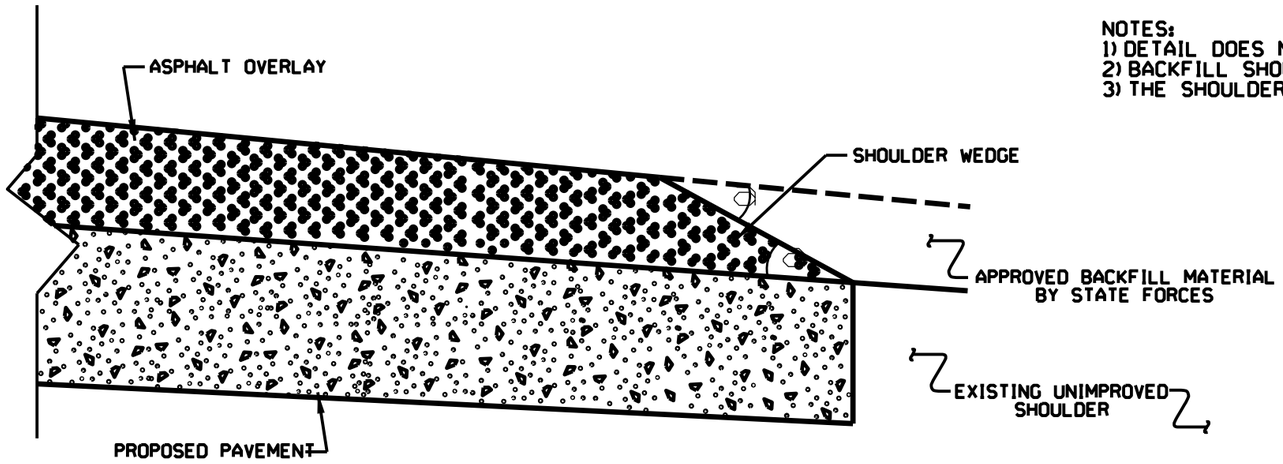


SHOULDER RECONSTRUCTION DETAIL

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.

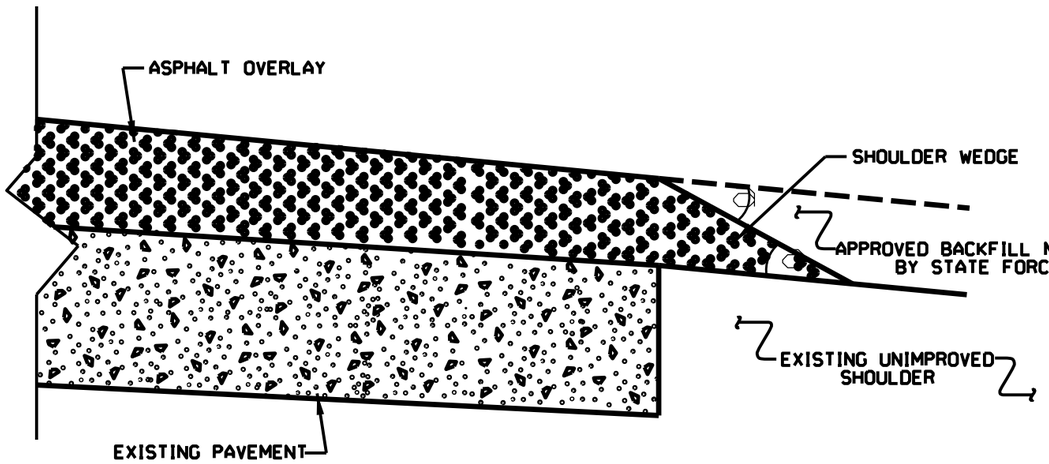
PROJECT REFERENCE NO.	SHEET NO.
DB00581	DIV2-2

NOTES:
1) DETAIL DOES NOT APPLY TO OGAFC 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.



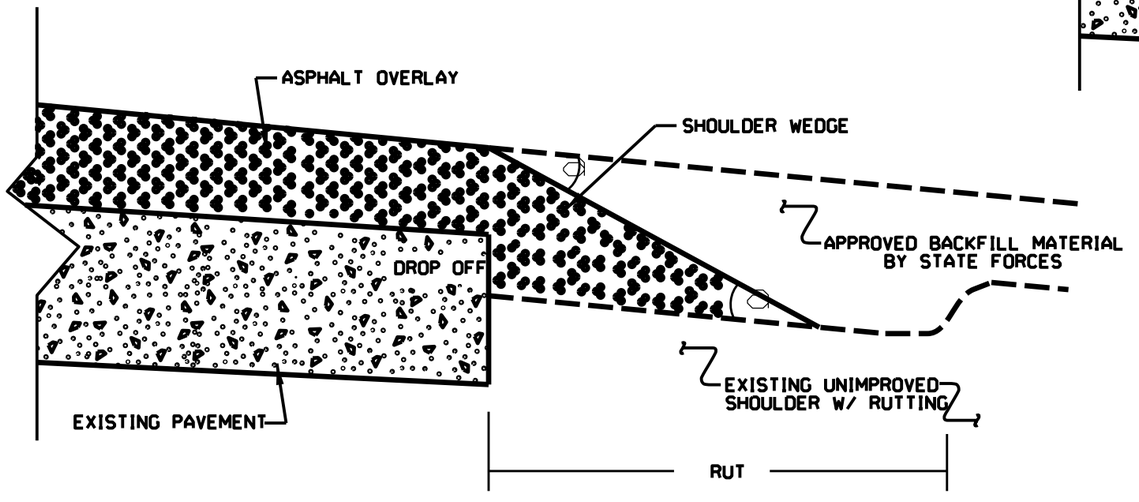
SHOULDER WEDGE DETAIL

(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 919-707-6750 Fax 919-250-4119

SHOULDER WEDGE DETAILS

ORIGINAL BY:	T.SPELL	DATE: 7-19-11
MODIFIED BY:		DATE: 10/15/12
CHECKED BY:		DATE:
FILE SPEC:		

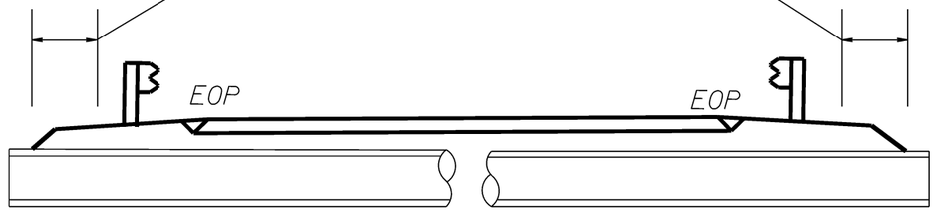
PROJECT REFERENCE NO.	SHEET NO.
DB00581	EC-1

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

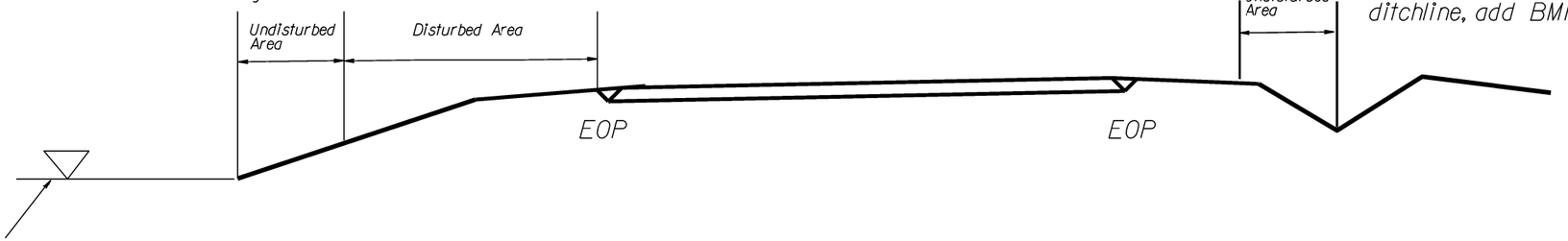
< 5' - 10' Undisturbed buffer add BMP



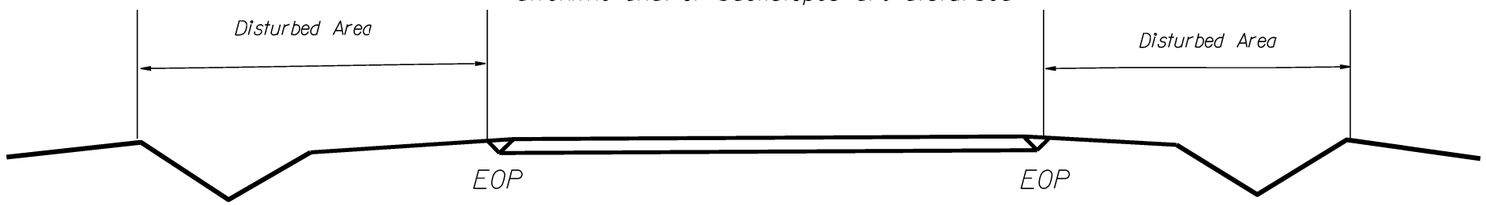
Pipe/Culvert

< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

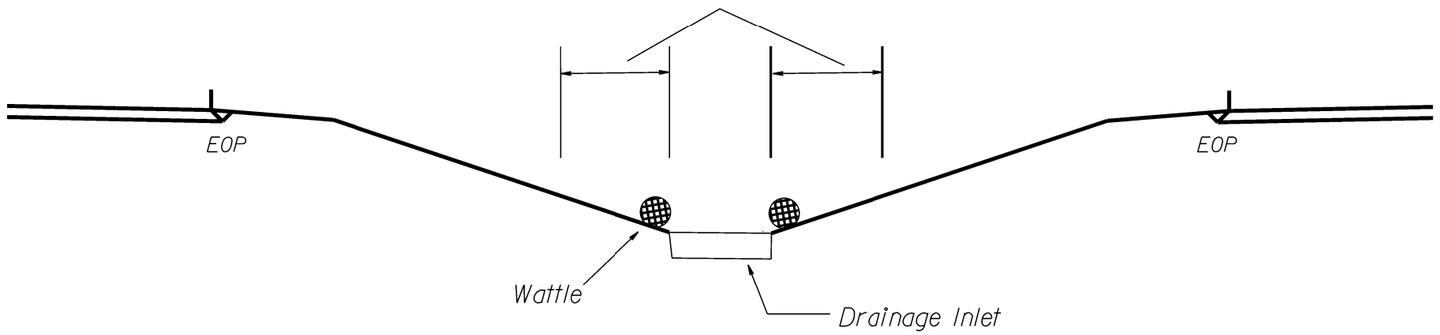
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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



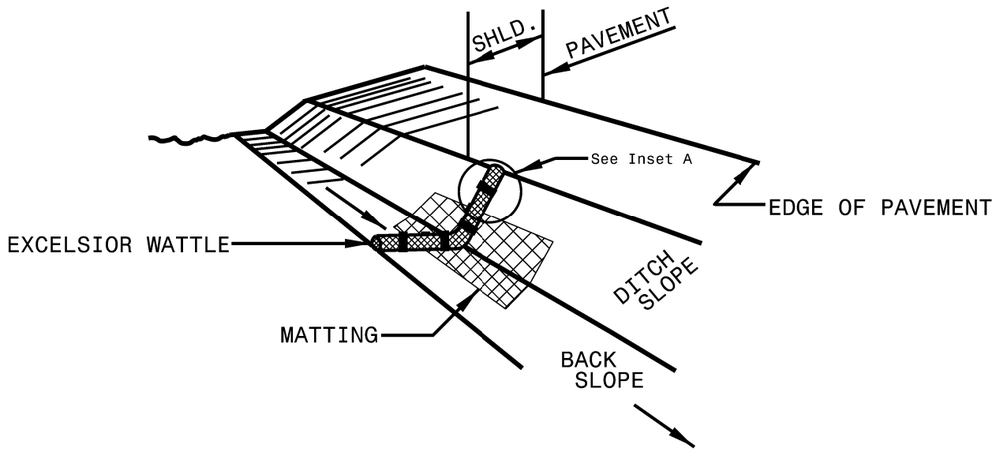
< 5' - 10' Undisturbed buffer from inlet, add wattle



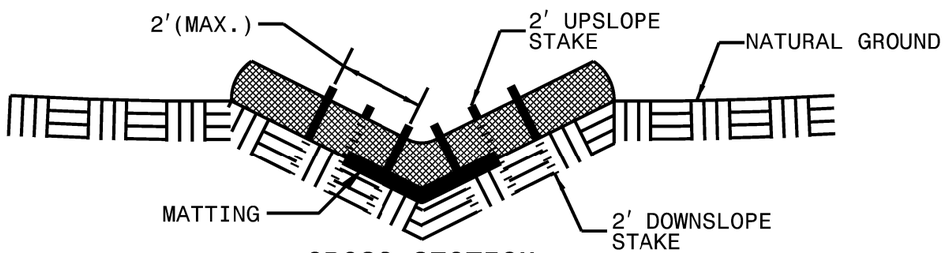
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DB00581	EC-2

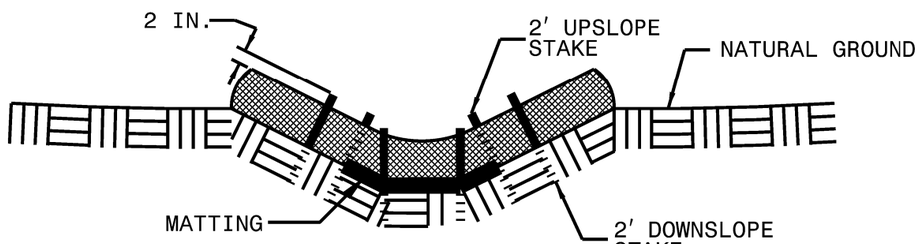
WATTLE DETAIL



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.

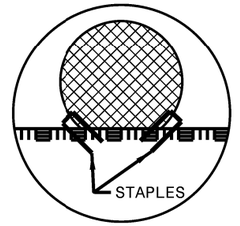
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

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

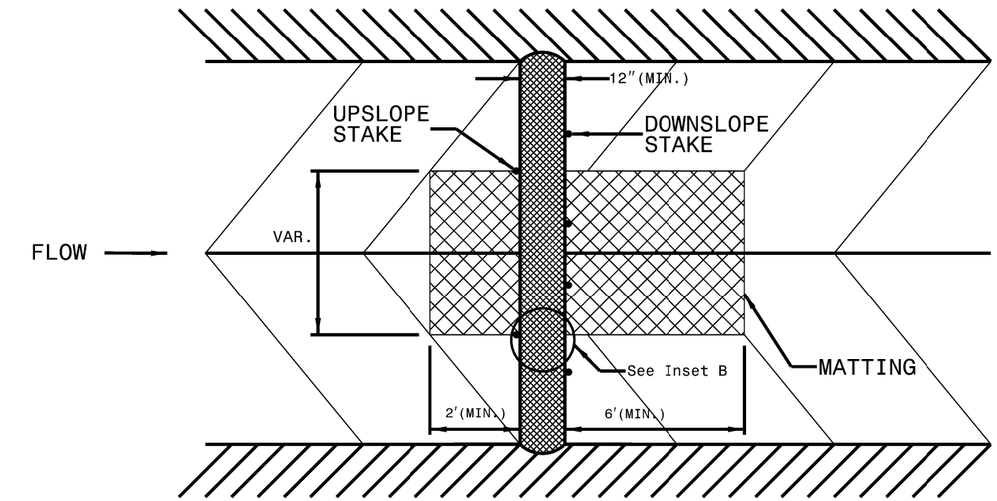
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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

INSET A



INSET B

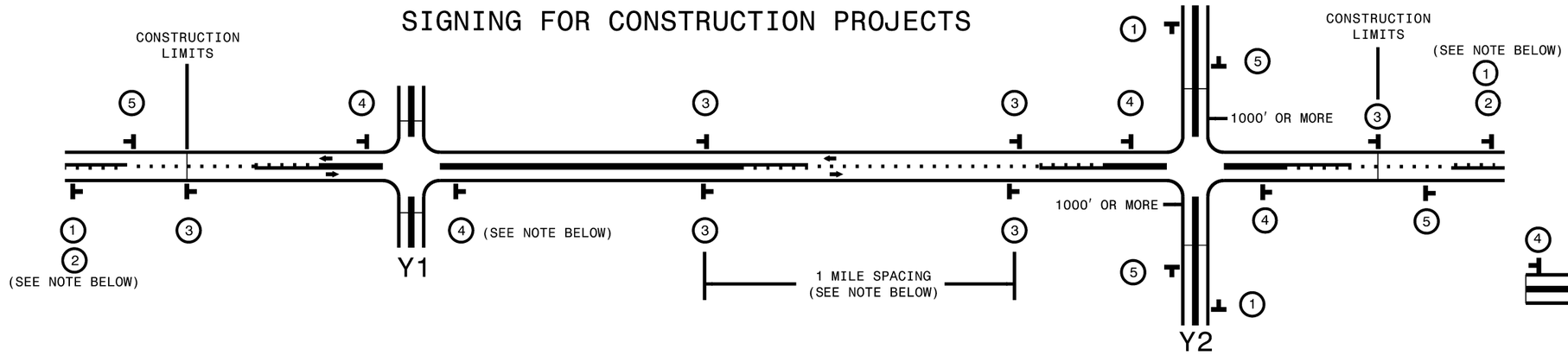


TOP VIEW

NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DB00581	TCP-1

SIGNING FOR CONSTRUCTION PROJECTS



LEGEND
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1 — PLACE 1000′ PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000′ ALONG -Y- LINE.

2 — #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)

ROAD WORK AHEAD — W20-1, 48″ X 48″
NEXT XX MILES — W7-3aP, 24″ X 18″

3
- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.
- AT TEE INTERSECTIONS INSTALL INITIALLY ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.

LOW/SOFT SHOULDER — SP 13107, 48″ X 48″

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- 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.

ROAD UNDER CONST — SP 13106, 48″ X 48″

5 — PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

END ROAD WORK — G20-2 A, 48″ X 24″

-Y- LINE SIGNING

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

1) LESS THAN 1000′ OF RESURFACING ALONG -Y- LINE
2) SUBDIVISION ROADS
3) DEAD END ROADS

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.

ROAD WORK AHEAD — W20-1, 48″ X 48″ — PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A, 48″ X 48″ — PLACED 250′ IN ADVANCE OF FLAGGER.

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

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