

PROJECT REFERENCE NO.	SHEET NO.
DB00583	1

# PITT COUNTY

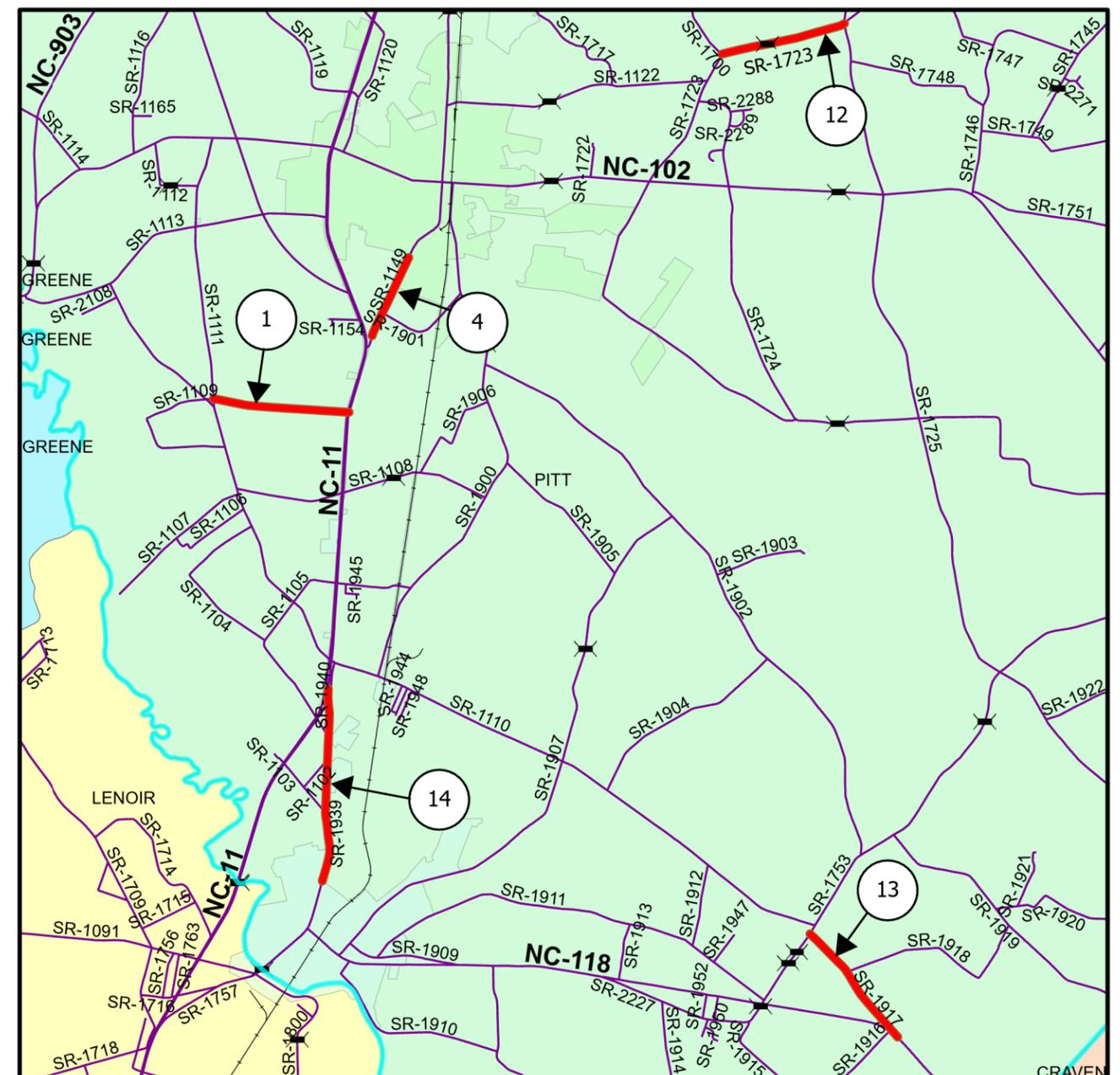
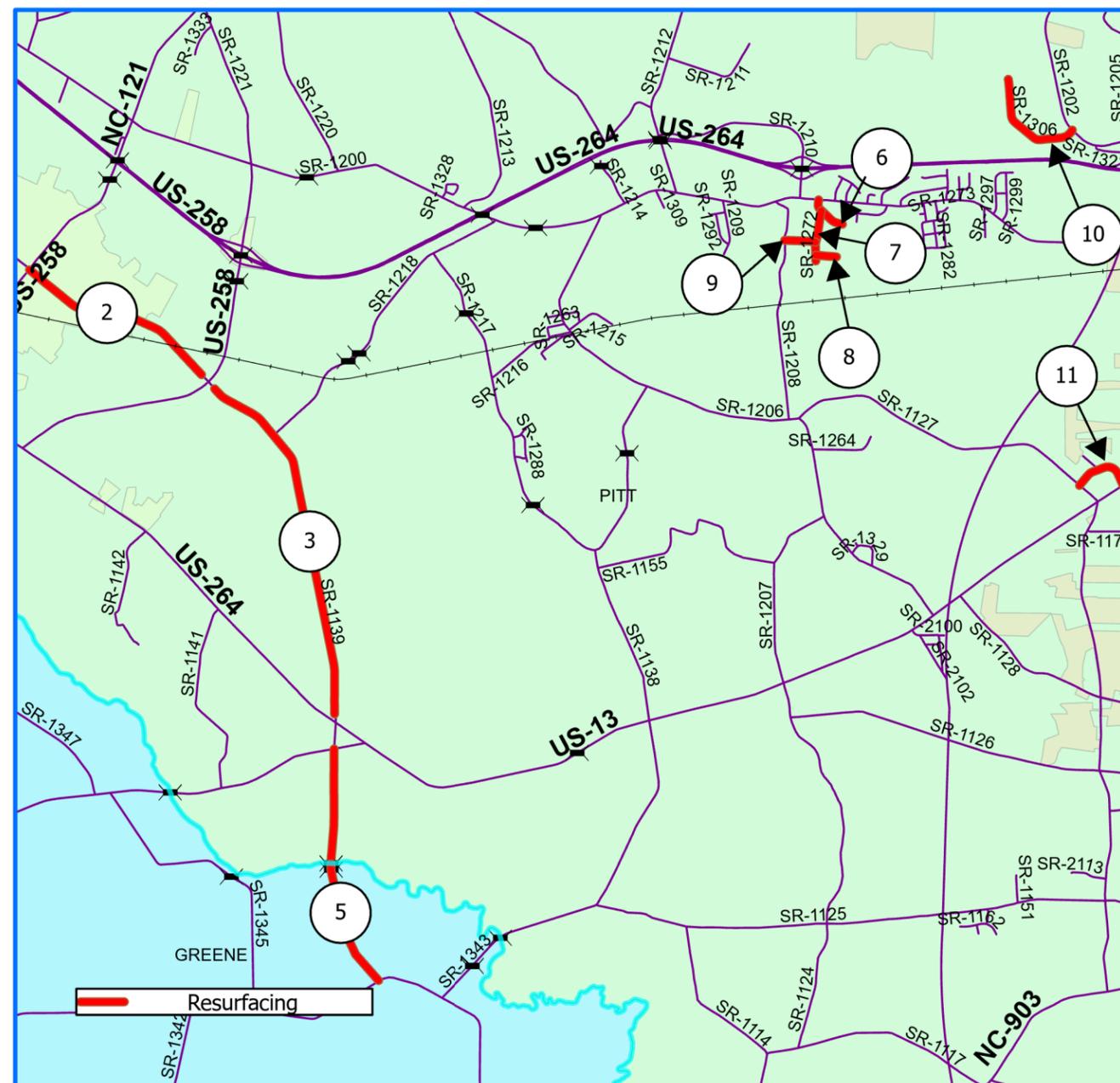
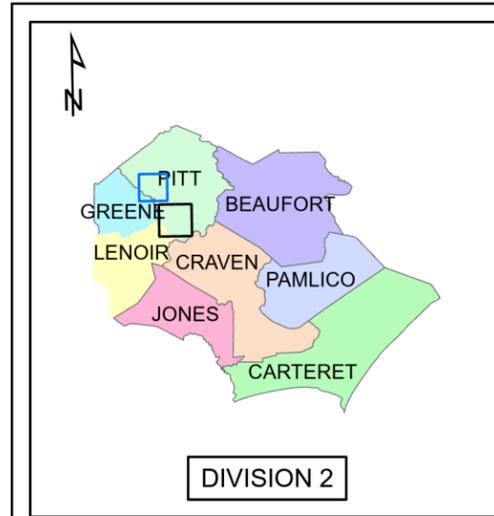
## DB00583

WBS# 2024CPT.02.27.20741

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

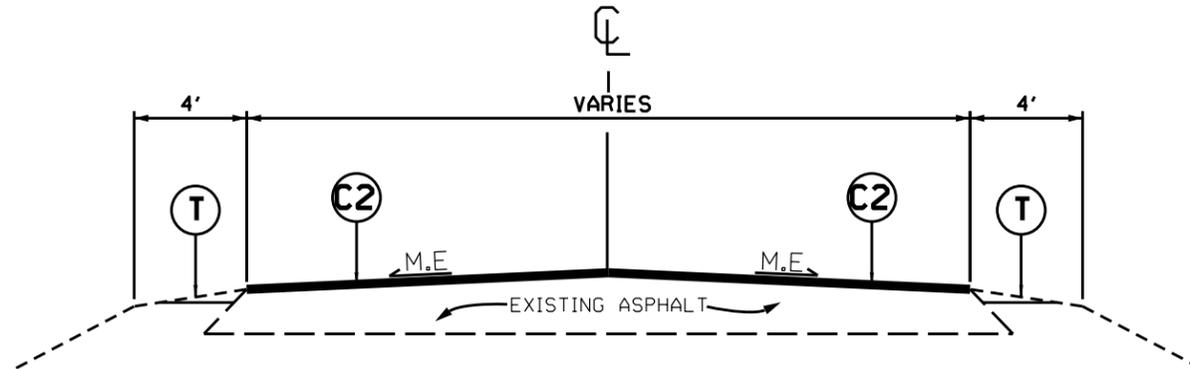


**NCDOT**  
DIVISION 2



## TYPICAL SECTION NO. 1

MAPS 2 (STA. 0+00 TO 31+01),  
5, 6, 7, 8, AND 9

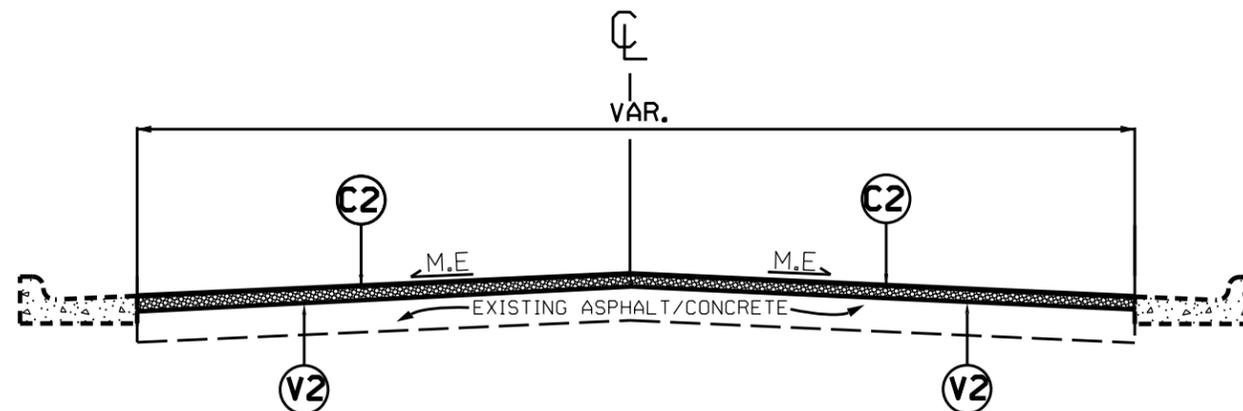


**NOTE:**

1. PERFORM JOINT REPAIR AT LOCATIONS AS SHOWN ON SHEET 6, AS DIRECTED BY THE ENGINEER.
2. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 6. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
3. PLACE ASPHALT SURFACE COURSE S9.5B 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.

## TYPICAL SECTION NO. 2

MAP 2 (STA. 31+01 TO 81+93)



**NOTE:**

1. PERFORM JOINT REPAIR AT LOCATIONS AS SHOWN ON SHEET 6, AS DIRECTED BY THE ENGINEER.
2. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 1.5 INCHES. AS DIRECTED BY THE ENGINEER.
3. MILLING MATERIAL WILL CONTAIN ASPHALT AND CONCRETE.
4. PLACE ASPHALT SURFACE COURSE TYPE S9.5B AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
5. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.

### PAVEMENT SCHEDULE

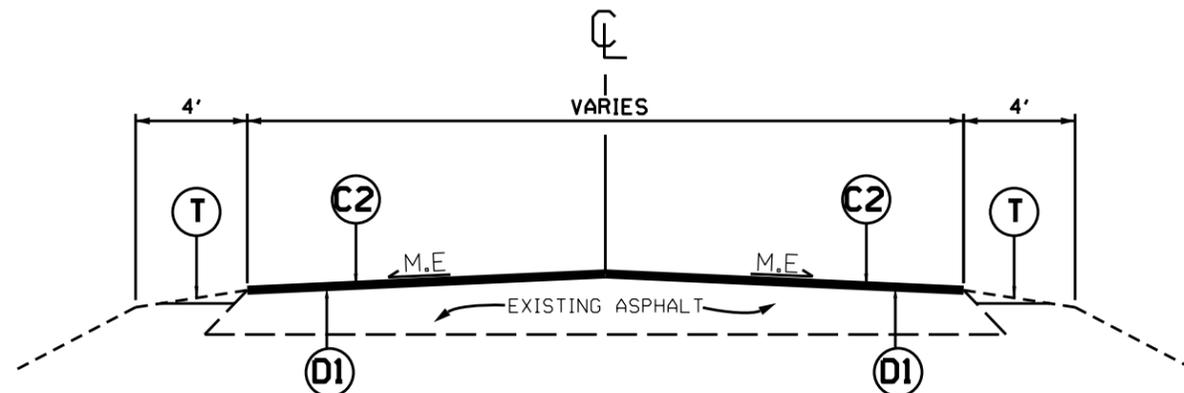
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE 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.
V2	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.

DRAWINGS NOT TO SCALE

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

## TYPICAL SECTION NO. 3

MAPS 1, 10, AND 11

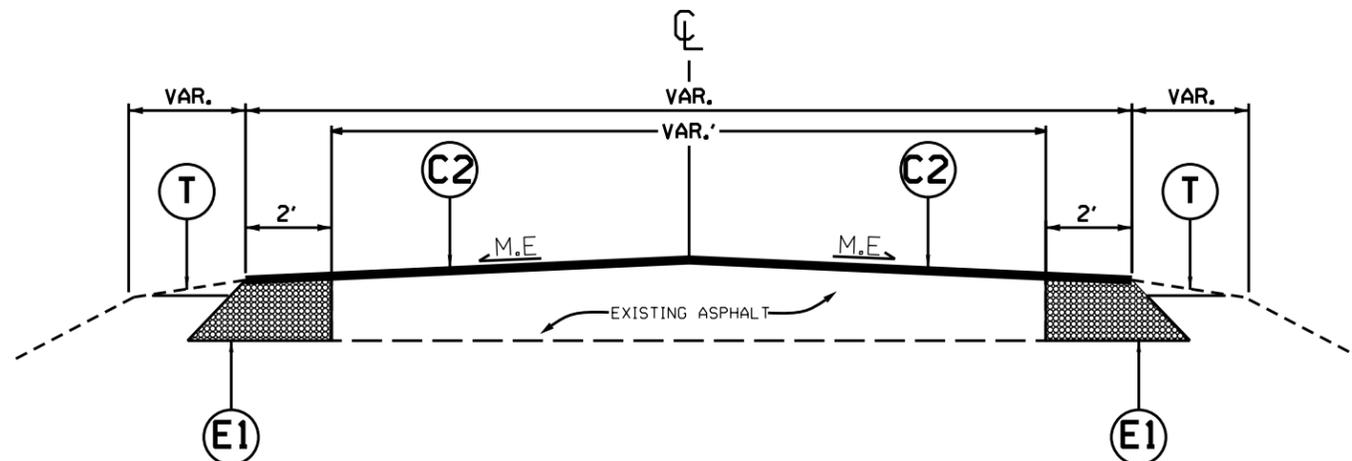


**NOTE:**

1. PLACE ASPHALT INTERMEDIATE COURSE I19.0C 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. PLACE ASPHALT SURFACE COURSE TYPE S9.5B AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

## TYPICAL SECTION NO. 4

MAP 3



**NOTE:**

1. PERFORM JOINT REPAIR AT LOCATIONS AS SHOWN ON SHEET 6, AS DIRECTED BY THE ENGINEER.
2. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 6. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
3. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
4. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
5. PLACE ASPHALT SURFACE COURSE TYPE S9.5B AT FULL WIDTH OF PAVEMENT, INCLUDING NEW WIDENING.
6. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

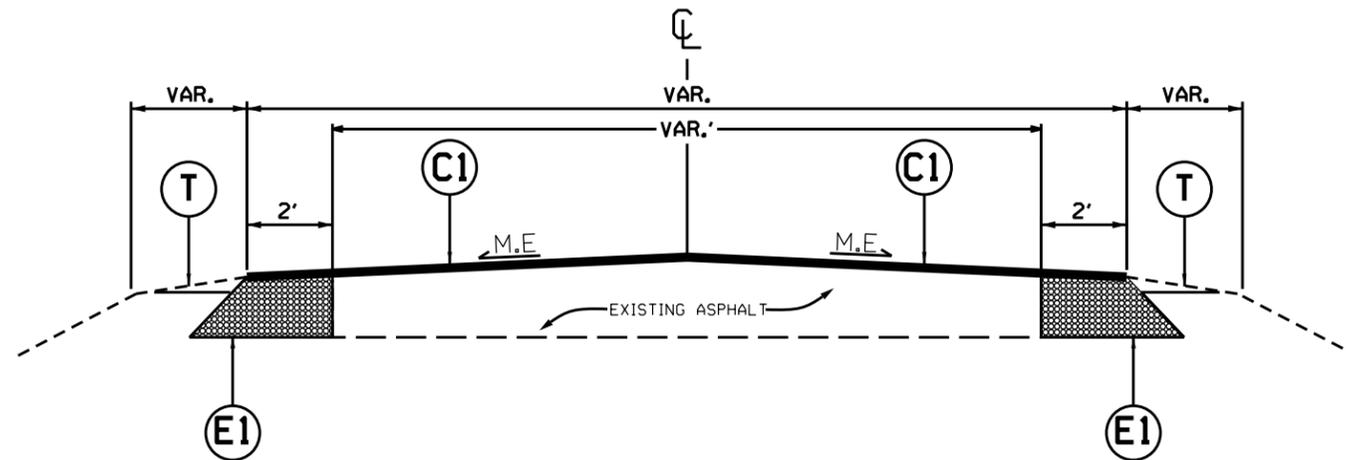
### PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	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.
V2	VARIABLE MILLING DEPTH 0 TO 1.5" FOR ENTIRE WIDTH OF ROADWAY.
DRAWINGS NOT TO SCALE	

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

## TYPICAL SECTION NO. 5

MAPS 4 AND 14

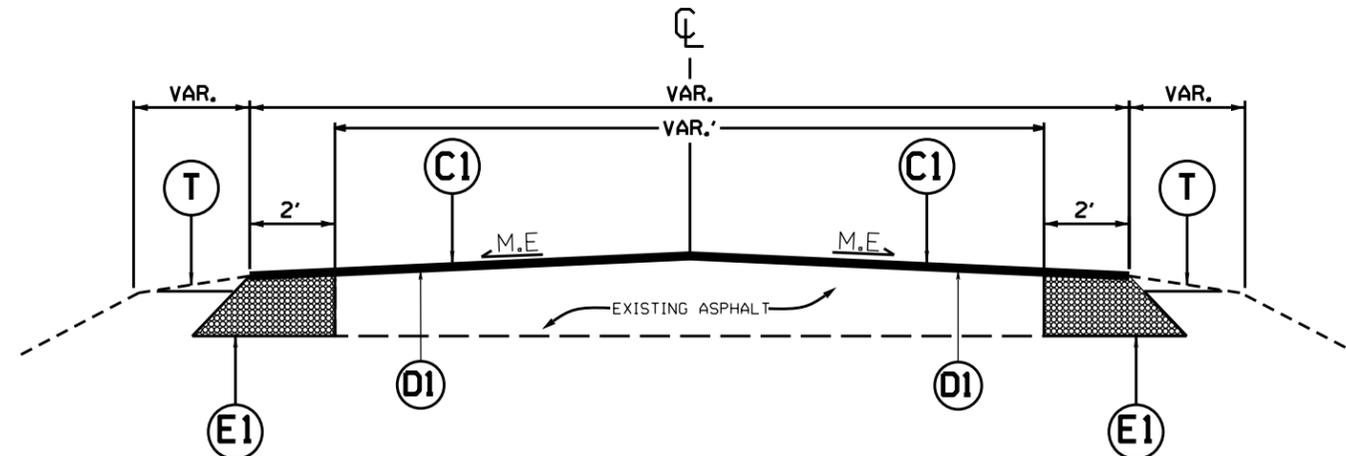


**NOTE:**

1. PERFORM JOINT REPAIR AT LOCATIONS AS SHOWN ON SHEET 6, AS DIRECTED BY THE ENGINEER.
2. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PLACE ASPHALT SURFACE COURSE TYPE S9.5C AT FULL WIDTH OF PAVEMENT, INCLUDING NEW WIDENING.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

## TYPICAL SECTION NO. 6

MAP 12



**NOTE:**

1. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PLACE ASPHALT INTERMEDIATE COURSE TYPE I19.0C AT FULL WIDTH OF PAVEMENT, INCLUDING NEW WIDENING.
4. PLACE ASPHALT SURFACE COURSE TYPE S9.5C AT FULL WIDTH OF PAVEMENT, INCLUDING NEW WIDENING.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

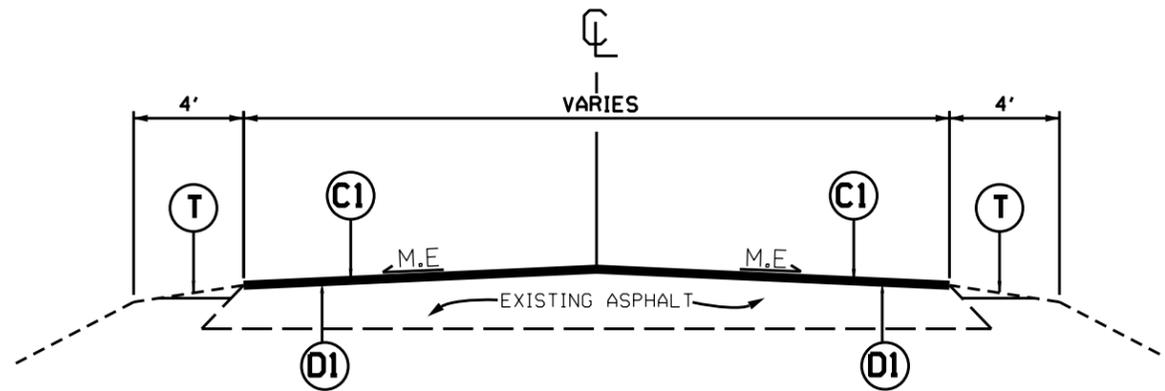
### PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	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.
V2	VARIABLE MILLING DEPTH 0 TO 1.5" FOR ENTIRE WIDTH OF ROADWAY.
DRAWINGS NOT TO SCALE	

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

## TYPICAL SECTION NO. 7

MAP 13



**NOTE:**

1. PLACE ASPHALT INTERMEDIATE COURSE I19.0C 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. PLACE ASPHALT SURFACE COURSE TYPE S9.5C AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	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.
V2	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
DRAWINGS NOT TO SCALE	

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

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00583	6	

### 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	1 1/2" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	JOINT REPAIR	4" DEPTH MILL PATCHING EXISTING PAVEMENT B 25.0 C	ADI. OF MANHOLES	ADI. 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	SY	TONS	TONS	TONS	TONS	TONS	TONS	EA	EA	LF	LF	AC	EA	SF	LS		
2024CPT.02.27.20741	Pitt	1	SR-1109 / JACKSONTOWN RD	FROM SR 1111 PLEASANT PLAIN RD TO NC 11	3	2	2WU	NO	NO	1.15	21	46	46	2.30		500		2,137	1,257		184						1.15	1	135	0.08		
<b>TOTAL FOR MAP NO. 1</b>										<b>1.15</b>		<b>46</b>	<b>46</b>	<b>2.30</b>		<b>500</b>		<b>2,137</b>	<b>1,257</b>		<b>184</b>					<b>1.15</b>	<b>1</b>	<b>135</b>	<b>0.08</b>			
2024CPT.02.27.20741	Pitt	2	SR-1139 / E WILSON ST	FROM PAVEMENT JOINT APPROX. 360 FT WEST OF US 258 TO NC 121	1&2	2	2WU	NO	NO	1.55	28	62	62	2.10	17,000	2,300			2,348		153	103			2	248	100	1.10		175	0.11	
<b>TOTAL FOR MAP NO. 2</b>										<b>1.55</b>		<b>62</b>	<b>62</b>	<b>2.10</b>	<b>17,000</b>	<b>2,300</b>			<b>2,348</b>		<b>153</b>	<b>103</b>			<b>2</b>	<b>248</b>	<b>100</b>	<b>1.10</b>		<b>175</b>	<b>0.11</b>	
2024CPT.02.27.20741	Pitt	3	SR-1139 / MOYE-TURNAGE RD	FROM US 264 ALT TO US 258	4	2	2WU	NO	NO	2.73	25	109	137	5.46		500	2,265		3,515		336	55	69			437	100	2.73	1	310	0.19	
<b>TOTAL FOR MAP NO. 3</b>										<b>2.73</b>		<b>109</b>	<b>137</b>	<b>5.46</b>		<b>500</b>	<b>2,265</b>		<b>3,515</b>		<b>336</b>	<b>55</b>	<b>69</b>			<b>437</b>	<b>100</b>	<b>2.73</b>	<b>1</b>	<b>310</b>	<b>0.19</b>	
2024CPT.02.27.20741	Pitt	4	SR-1149 / OLD NC 11	FROM PAVEMENT JOINT APPROX. 1168' S OF THAD LITTLE RD TO BEGIN C&G	5	2	2WU	NO	NO	0.77	20	46	39	1.54		500	650			1,035	90	64				123	100	0.96		125	0.05	
<b>TOTAL FOR MAP NO. 4</b>										<b>0.77</b>		<b>46</b>	<b>39</b>	<b>1.54</b>		<b>500</b>	<b>650</b>			<b>1,035</b>	<b>90</b>	<b>64</b>			<b>123</b>	<b>100</b>	<b>0.96</b>		<b>125</b>	<b>0.05</b>		
2024CPT.02.27.20741	Pitt	5	SR-1193 / MOYE-TURNAGE RD/SR 1344 DARDEN FARM RD	FROM SR 1335 WILLOW GREEN RD TO US 13	1	2	2WU	NO	NO	1.79	21	72	90	3.58		550			1,962		133		101			286	200	1.79	1	205	0.13	
<b>TOTAL FOR MAP NO. 5</b>										<b>1.79</b>		<b>72</b>	<b>90</b>	<b>3.58</b>		<b>550</b>			<b>1,962</b>		<b>133</b>		<b>101</b>			<b>286</b>	<b>200</b>	<b>1.79</b>	<b>1</b>	<b>205</b>	<b>0.13</b>	
2024CPT.02.27.20741	Pitt	6	SR-1266 / FRED DR	FROM SR 1200 STANTONSBURG RD TO DEAD END	1	2	2WU	NO	NO	0.26	21	10	10	0.52		250			287		21		36					0.26		125	0.02	
<b>TOTAL FOR MAP NO. 6</b>										<b>0.26</b>		<b>10</b>	<b>10</b>	<b>0.52</b>		<b>250</b>			<b>287</b>		<b>21</b>		<b>36</b>					<b>0.26</b>		<b>125</b>	<b>0.02</b>	
2024CPT.02.27.20741	Pitt	7	SR-1272 / ANDERSON RD	FROM DEAD END TO SR 1266 FRED DR	1	2	2WU	NO	NO	0.38	20	15	15	0.76					404		44		370					0.38		125	0.03	
<b>TOTAL FOR MAP NO. 7</b>										<b>0.38</b>		<b>15</b>	<b>15</b>	<b>0.76</b>					<b>404</b>		<b>44</b>		<b>370</b>					<b>0.38</b>		<b>125</b>	<b>0.03</b>	
2024CPT.02.27.20741	Pitt	8	SR-1277 / MIDGETTE LN	FROM SR 1272 ANDERSON DR TO DEAD END	1	2	2WU	NO	NO	0.15	18	6	6	0.30					148		16		118					0.15		125	0.01	
<b>TOTAL FOR MAP NO. 8</b>										<b>0.15</b>		<b>6</b>	<b>6</b>	<b>0.30</b>					<b>148</b>		<b>16</b>		<b>118</b>					<b>0.15</b>		<b>125</b>	<b>0.01</b>	
2024CPT.02.27.20741	Pitt	9	SR-1278 / KING DR	FROM SR 1208 KINSAUL-WILLOUGHBY TO SR 1272 ANDERSON RD	1	2	2WU	NO	NO	0.23	20	9	9	0.46		250			249		20		67					0.23		125	0.02	
<b>TOTAL FOR MAP NO. 9</b>										<b>0.23</b>		<b>9</b>	<b>9</b>	<b>0.46</b>		<b>250</b>			<b>249</b>		<b>20</b>		<b>67</b>					<b>0.23</b>		<b>125</b>	<b>0.02</b>	
2024CPT.02.27.20741	Pitt	10	SR-1306 / FORREST ACRES DR	FROM SR 1202 MACGREGOR DOWNS RD TO CUL-DE-SAC	3	2	2WU	NO	NO	0.85	21	34	43	1.70		250		1,599	926		137							0.85	1	125	0.06	
<b>TOTAL FOR MAP NO. 10</b>										<b>0.85</b>		<b>34</b>	<b>43</b>	<b>1.70</b>		<b>250</b>		<b>1,599</b>	<b>926</b>		<b>137</b>								<b>0.85</b>	<b>1</b>	<b>125</b>	<b>0.06</b>
2024CPT.02.27.20741	Pitt	11	SR-1335 / BROMPTON LN	FROM SR 1127 FROG LEVEL RD TO US 264 ALT	3	2	2WU	NO	NO	0.44	21	18	18	0.88		750		798	510		71		1	3					125	0.03		
<b>TOTAL FOR MAP NO. 11</b>										<b>0.44</b>		<b>18</b>	<b>18</b>	<b>0.88</b>		<b>750</b>		<b>798</b>	<b>510</b>		<b>71</b>		<b>1</b>	<b>3</b>					<b>125</b>	<b>0.03</b>		
2024CPT.02.27.20741	Pitt	12	SR-1723 / AYDEN GOLF CLUB RD	FROM SR 1700 OLD TARD RD TO SR 1725 COUNTY HOME RD	6	2	2WU	NO	NO	1.11	20	67	56	2.22		500	845	1,930		1,394	213					178	100	1.39		125	0.08	
<b>TOTAL FOR MAP NO. 12</b>										<b>1.11</b>		<b>67</b>	<b>56</b>	<b>2.22</b>		<b>500</b>	<b>845</b>	<b>1,930</b>		<b>1,394</b>	<b>213</b>				<b>178</b>	<b>100</b>	<b>1.39</b>		<b>125</b>	<b>0.08</b>		
2024CPT.02.27.20741	Pitt	13	SR-1917 / CANNON PRICE RD	FROM NC 118 TO SR 1753 STOKESTOWN-ST. JOHNS RD	7	2	2WU	NO	NO	1.18	26	71	59	2.36		500		2,792		1,670	233					189	100	1.48	1	135	0.08	
<b>TOTAL FOR MAP NO. 13</b>										<b>1.18</b>		<b>71</b>	<b>59</b>	<b>2.36</b>		<b>500</b>		<b>2,792</b>		<b>1,670</b>	<b>233</b>				<b>189</b>	<b>100</b>	<b>1.48</b>	<b>1</b>	<b>135</b>	<b>0.08</b>		
2024CPT.02.27.20741	Pitt	14	SR-1939 / N HIGHLAND BLVD	FROM END C&G TO NC 11	5	2	2WU	NO	NO	1.64	21	98	82	3.28		650	1,200		2,650	210	515		1			262	100	2.05		185	0.11	
<b>TOTAL FOR MAP NO. 14</b>										<b>1.64</b>		<b>98</b>	<b>82</b>	<b>3.28</b>		<b>650</b>	<b>1,200</b>		<b>2,650</b>	<b>210</b>	<b>515</b>		<b>1</b>		<b>262</b>	<b>100</b>	<b>2.05</b>		<b>185</b>	<b>0.11</b>		
<b>TOTAL FOR PROJ NO. 2024CPT.02.27.20741</b>										<b>14.23</b>		<b>663</b>	<b>672</b>	<b>27.46</b>		<b>17,000</b>	<b>7,500</b>	<b>4,960</b>	<b>9,256</b>	<b>11,606</b>	<b>6,749</b>	<b>1,861</b>	<b>737</b>	<b>761</b>	<b>2</b>	<b>5</b>	<b>1,723</b>	<b>800</b>	<b>14.52</b>	<b>5</b>	<b>2,145</b>	<b>1</b>
<b>GRAND TOTAL</b>										<b>14.23</b>		<b>663</b>	<b>672</b>	<b>27.46</b>		<b>17,000</b>	<b>7,500</b>	<b>4,960</b>	<b>9,256</b>	<b>11,606</b>	<b>6,749</b>	<b>1,861</b>	<b>737</b>	<b>761</b>	<b>2</b>	<b>5</b>	<b>1,723</b>	<b>800</b>	<b>14.52</b>	<b>5</b>	<b>2,145</b>	<b>1</b>

4" MILL PATCHING	STA.	STA.	WIDTH	LOC	MAP
	2+52	2+95		FULL WIDTH	3
	38+44	39+13		FULL WIDTH	3
	69+29	69+83	4'	RT	3
	73+91	74+43	6'	RT	5
	76+81	78+12		FULL WIDTH	5
	88+01	89+43	6'	LT	5
	0+00	0+41		FULL WIDTH	6
	2+08	2+98	4'	LT	6
	0+00	0+34		FULL WIDTH	7
	4+36	5+83	4'	RT	7
	5+97	6+74		FULL WIDTH	7
	8+19	8+85		FULL WIDTH	7
	9+86	12+13		FULL WIDTH	7
	12+50	13+75		FULL WIDTH	7
	15+08	15+46		FULL WIDTH	7
	14+03	14+28	4'	LT	7
	19+75	19+98		FULL WIDTH	7

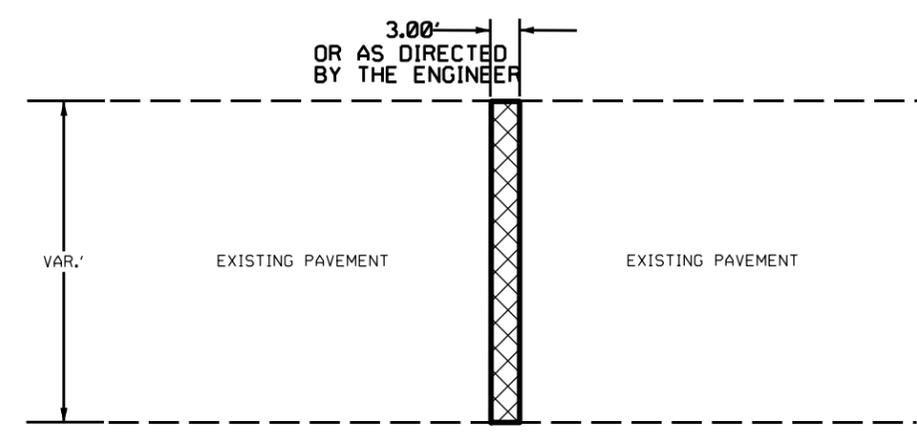
STA.	STA.	WIDTH	LOC	MAP
0+00	0+25		FULL WIDTH	8
0+25	0+38		FULL WIDTH	8
0+38	0+63		FULL WIDTH	8
2+34	3+04	4'	LT	8
4+22	4+79	10'	LT	8
6+08	7+37	10'	LT	8
7+91	8+16		FULL WIDTH	8
7+54	8+19	10'	RT	9
8+98	9+90		FULL WIDTH	9

Joint Repair	STA.	MAP	STA.	MAP	STA.	MAP
	37+62	2	5+75	14	50+23	14
	38+52	2	11+16	14	50+53	14
	38+97	2	15+47	14	51+35	14
	41+28	2	17+79	14	51+96	14
	43+68	2	21+26	14	52+59	14
	46+69	2	22+49	14	52+98	14
	48+49	2	24+97	14	53+18	14
	50+46	2	25+78	14	53+74	14
	54+20	2	27+14	14	54+14	14
	55+42	2	28+58	14	55+00	14
	57+38	2	28+76	14	55+19	14
	58+78	2	29+79	14	56+23	14
	60+12	2	29+99	14	56+90	14
	60+35	2	31+08	14	57+64	14
	62+47	2	31+13	14	58+06	14
	38+60	3	31+26	14	58+53	14
	52+76	3	31+91	14	58+86	14
	59+28	3	33+14	14	59+16	14
	62+62	3	34+17	14	59+36	14
	70+82	3	34+55	14	59+82	14
	78+65	3	35+12	14	60+22	14
	85+60	3	35+68	14	61+22	14
	95+77	3	35+76	14	62+32	14
	98+25	3	36+25	14	62+70	14
	4+59	4	36+54	14	62+98	14
	7+91	4	37+79	14	63+25	14
	10+93	4	38+11	14	63+69	14
	14+00	4	38+77	14	64+63	14
	17+47	4	38+90	14	64+73	14
	20+27	4	39+42	14	64+82	14
	22+09	4	39+59	14	67+40	14
	23+94	4	41+14	14	67+75	14
	25+93	4	41+93	14	69+21	14
	27+69	4	42+21	14	69+48	14

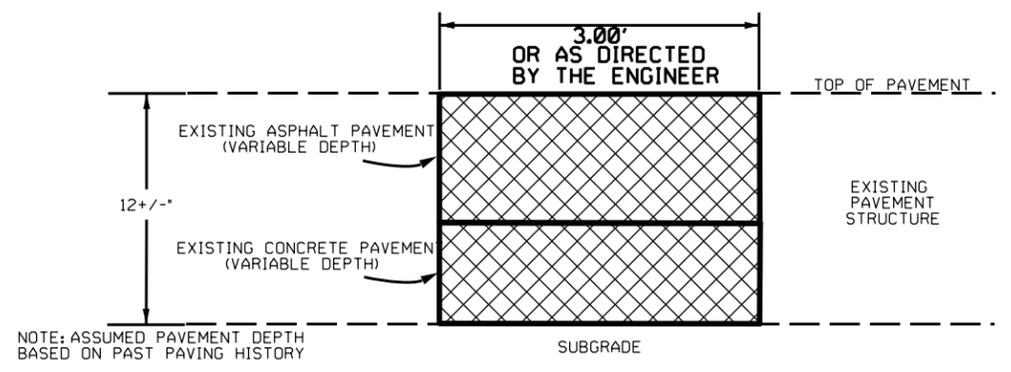
# JOINT REPAIR DETAIL

JOINT SCHEDULE	
MAP	# JOINTS
2	15
3	9
4	13
14	99

CONTRACTOR SHALL REFERENCE TABLE ON SUMMARY OF QUANTITIES FOR LOCATION OF JOINT REPAIRS AND AS DIRECTED BY THE ENGINEER.



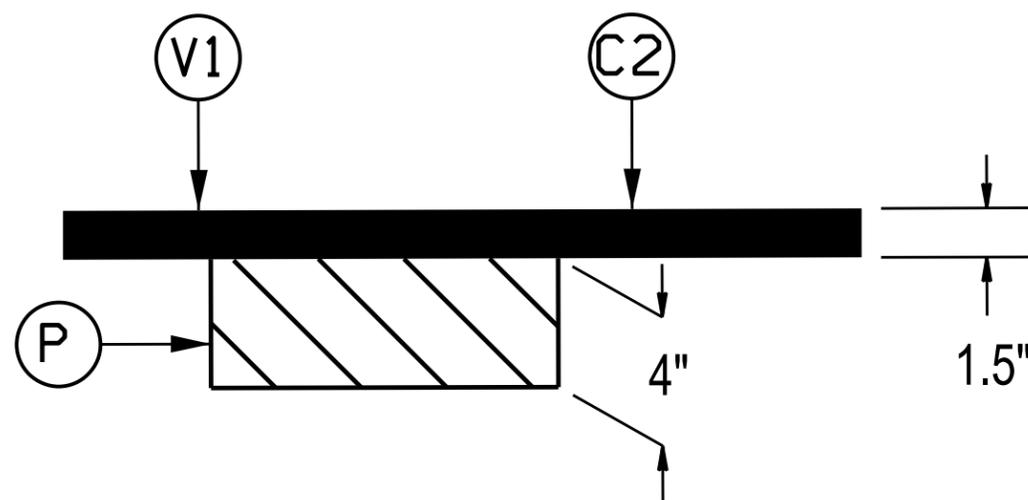
## CROSS-SECTION



NOTE: ASSUMED PAVEMENT DEPTH BASED ON PAST PAVING HISTORY

**NOTE:**  
 REMOVE ASPHALT AND CONCRETE AT JOINT LOCATIONS AS DIRECTED BY THE ENGINEER (BY SAWING CLEAN JOINTS).  
 REMOVE A TOTAL WIDTH OF 3' (APPROX. 1.5' EACH SIDE OF JOINT).  
 REMOVE AND REPLACE WITH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C.  
 THERE WILL BE NO DIRECT PAY FOR THIS WORK AS IT WILL BE CONSIDERED INCIDENTAL TO THE LINE ITEM, JOINT REPAIR (TONS)

## 4" DEPTH MILL PATCHING DETAIL MAPS 3, 5, 6, 7, 8, AND 9

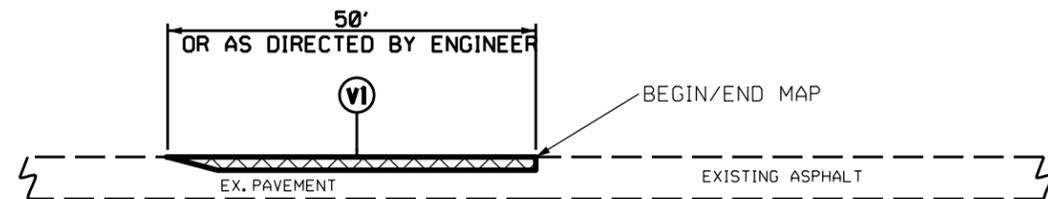


PAVEMENT SCHEDULE	
C2	PROP. APPROX. 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B25.0C
DRAWINGS NOT TO SCALE	

**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 6, AND AS DIRECTED BY THE ENGINEER.

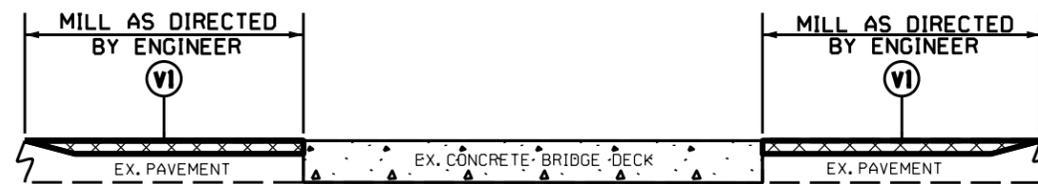
# MILLING TYPICALS



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

**NOTE:**

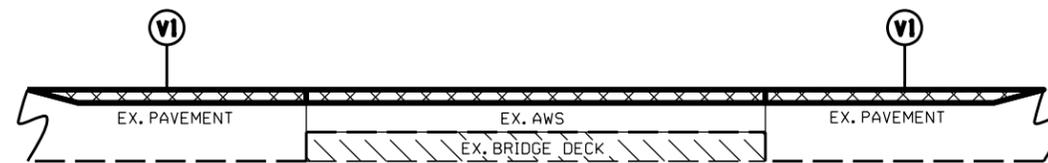
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 2**  
BRIDGE MILLING

**NOTE:**

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

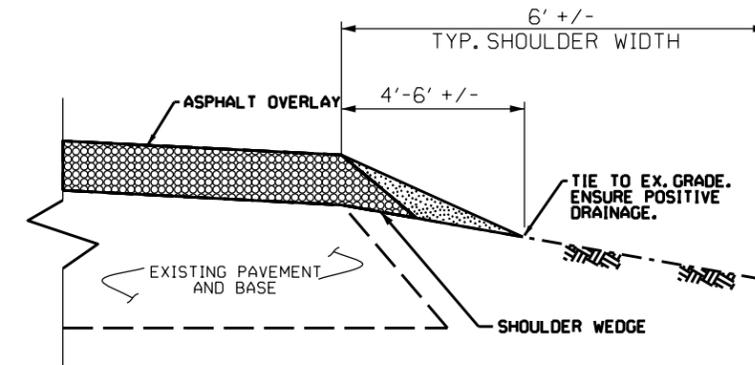


**DETAIL 3**  
BRIDGE MILLING

**NOTE:**

- INCLUDES MILLING FOR THE ENTIRE WIDTH OF THE BRIDGE WEARING SURFACE, AS DIRECTED BY THE ENGINEER.

# SHOULDER RECONSTRUCTION TYPICAL

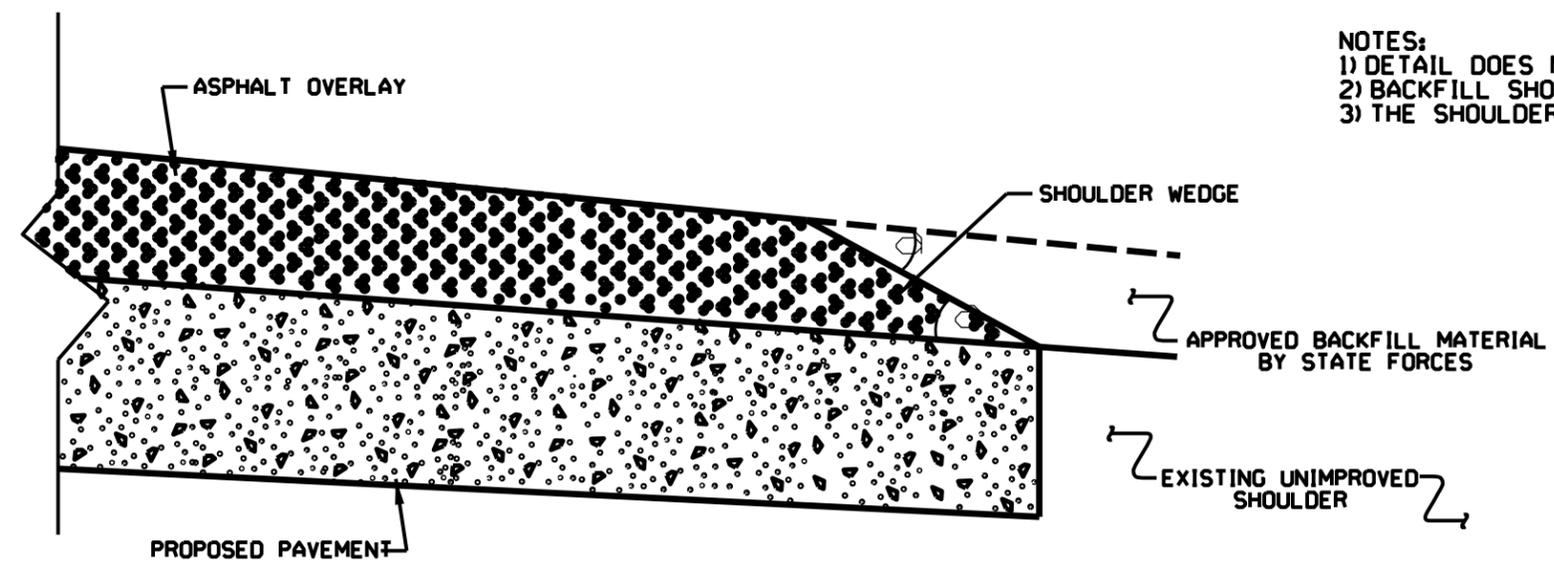


**SHOULDER RECONSTRUCTION DETAIL**

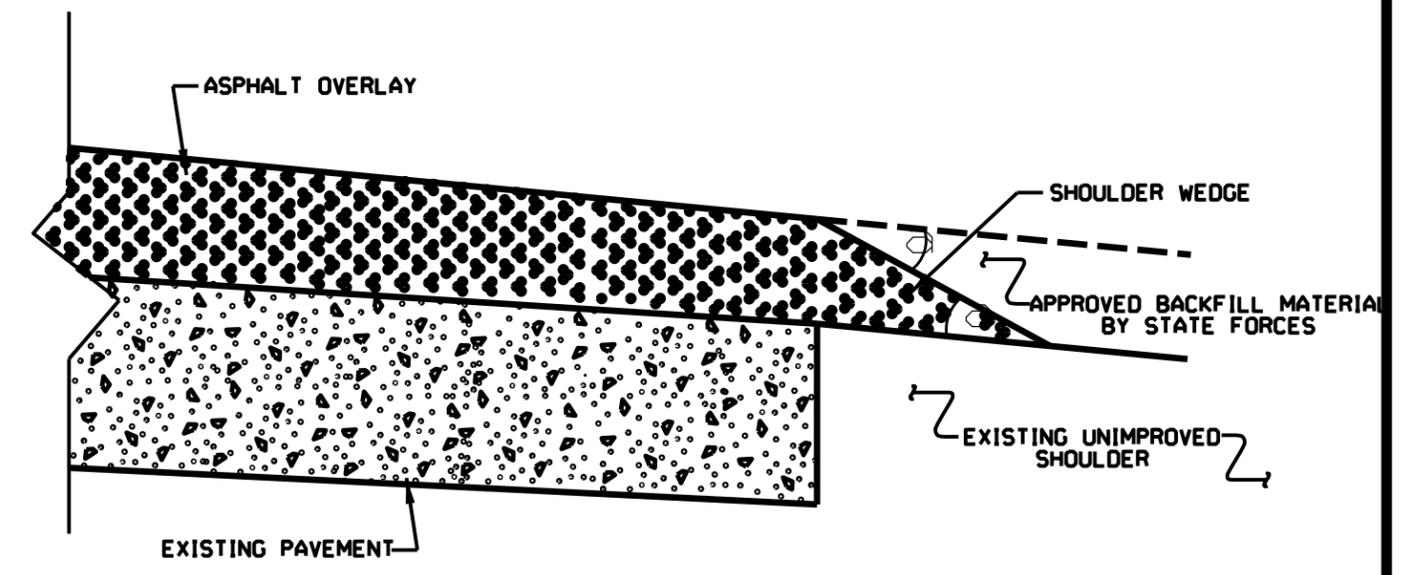
**NOTE:**

- 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.
- 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.
- REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

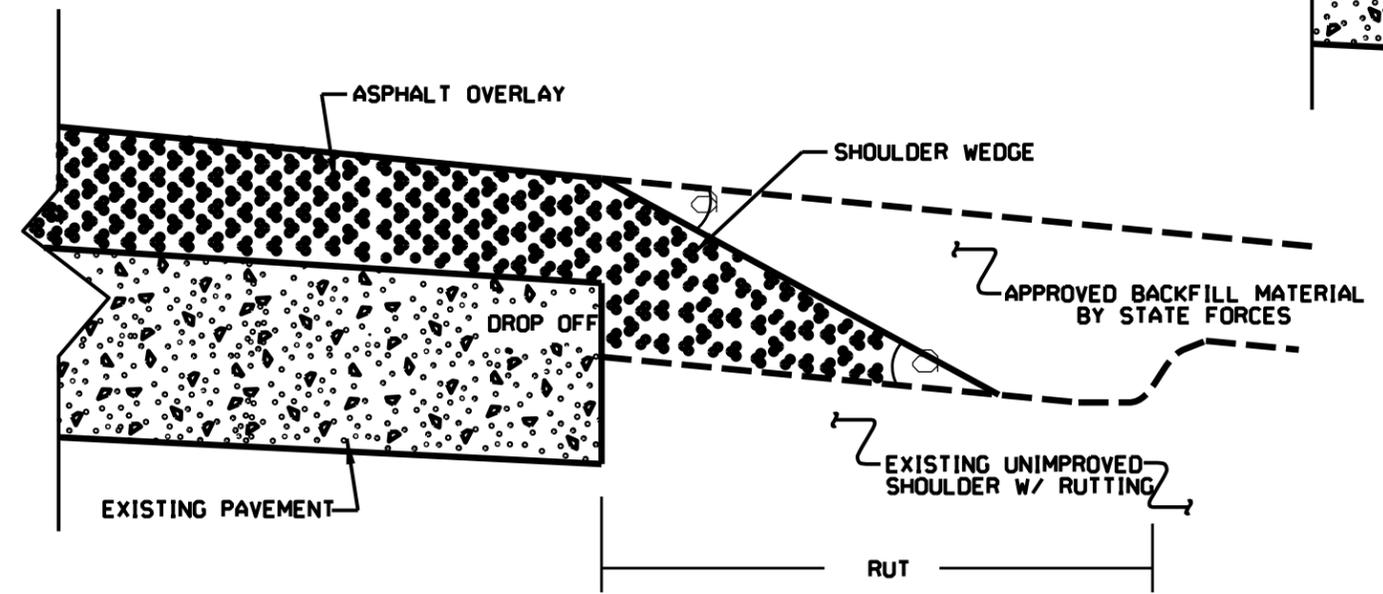
NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAF C AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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)

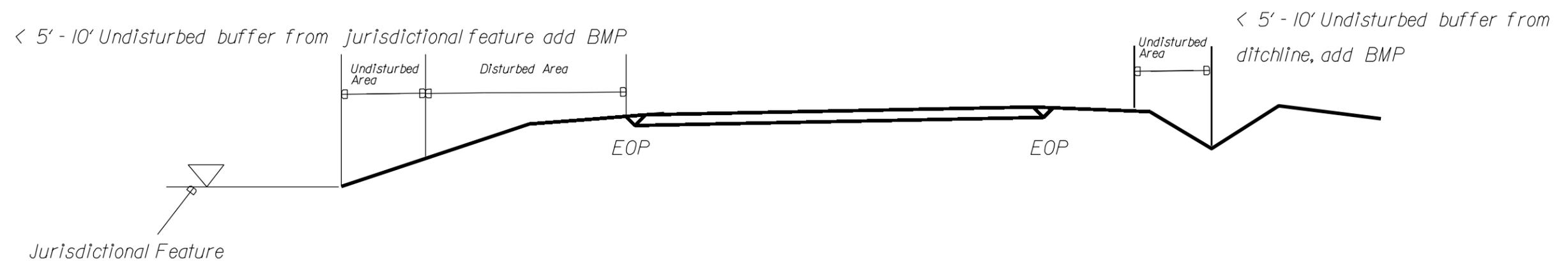
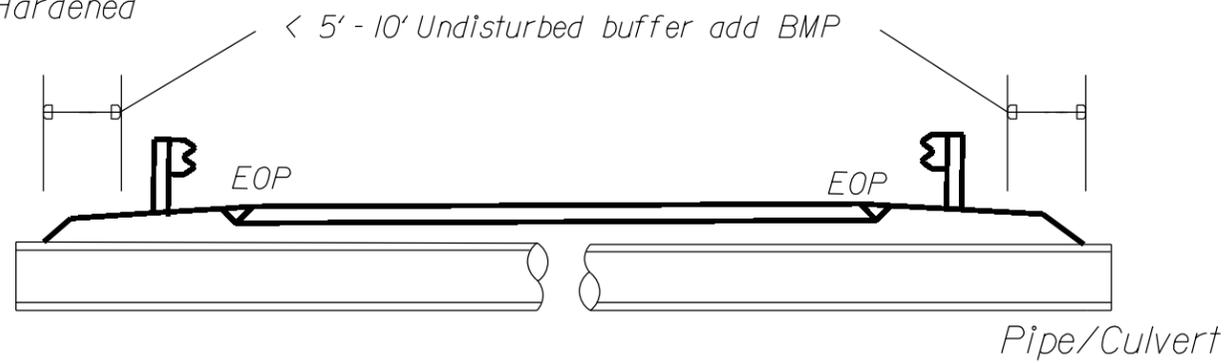
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 914-707-6930	Fax 914-230-4119
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: J.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 12/16/12
CHECKED BY:	DATE:
FILE SPEC: spec/shoulderwedge/shoulderwedge.dwg	

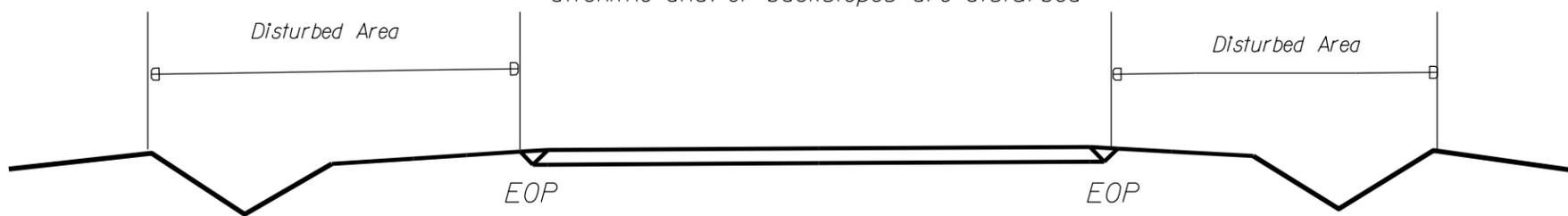
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

# EROSION CONTROL DETAIL

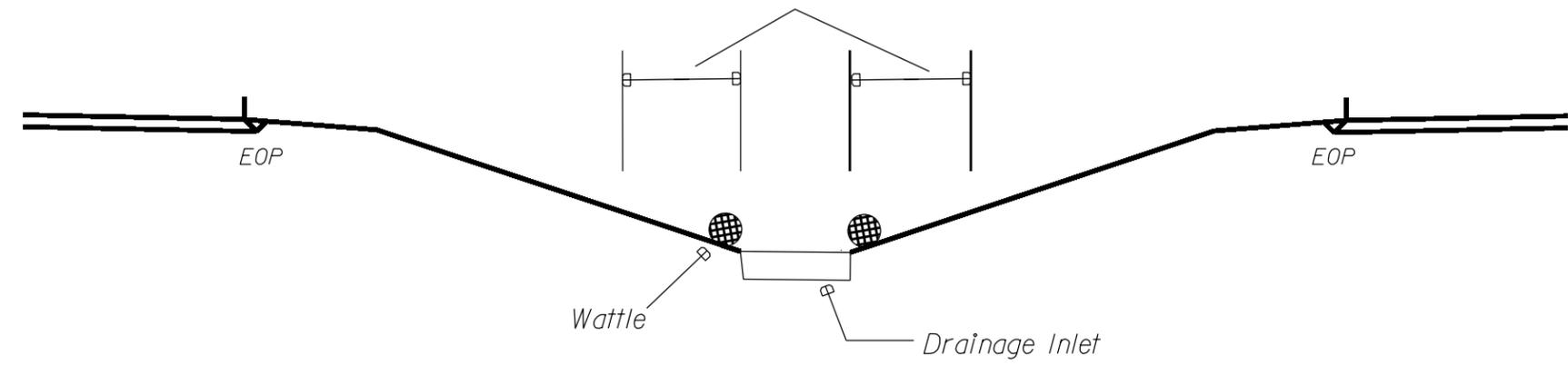
BMP Options: Wattle, Silt Fence or Hardened Aggregate.



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

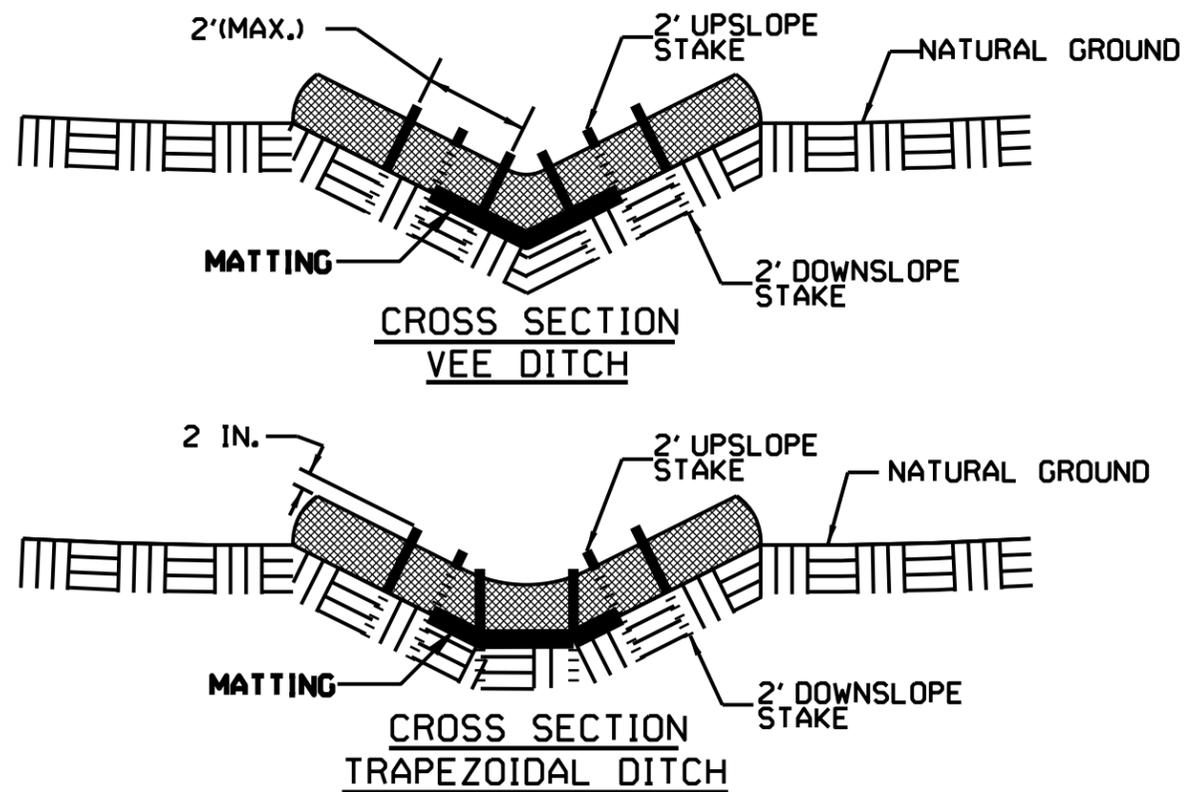
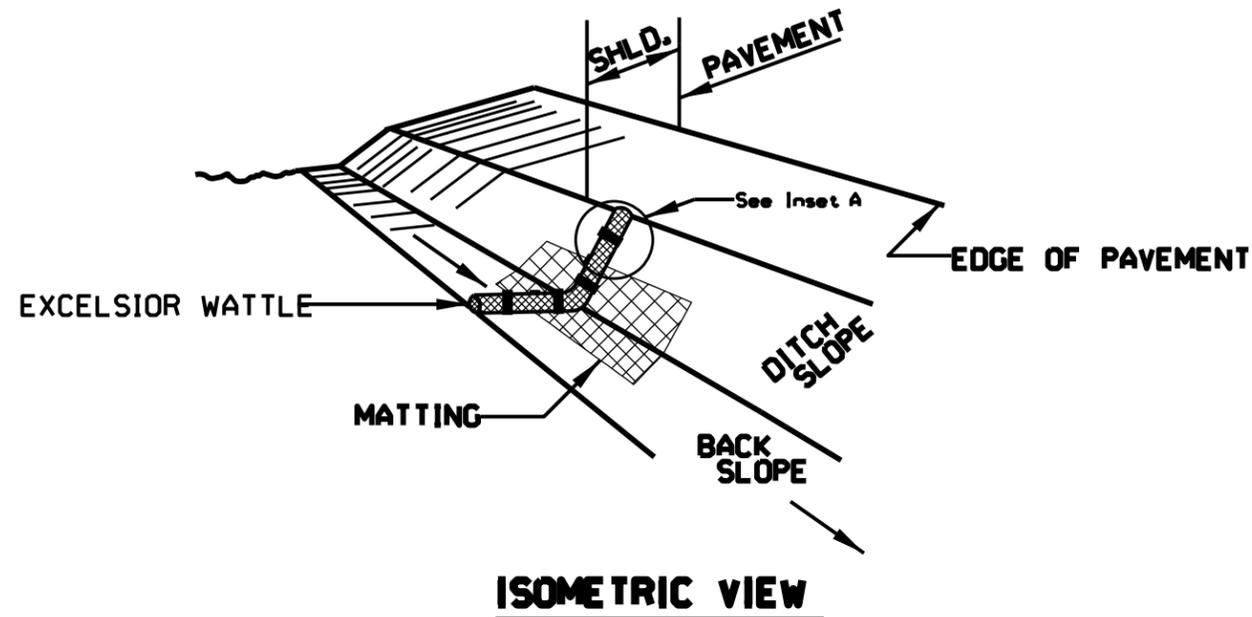


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

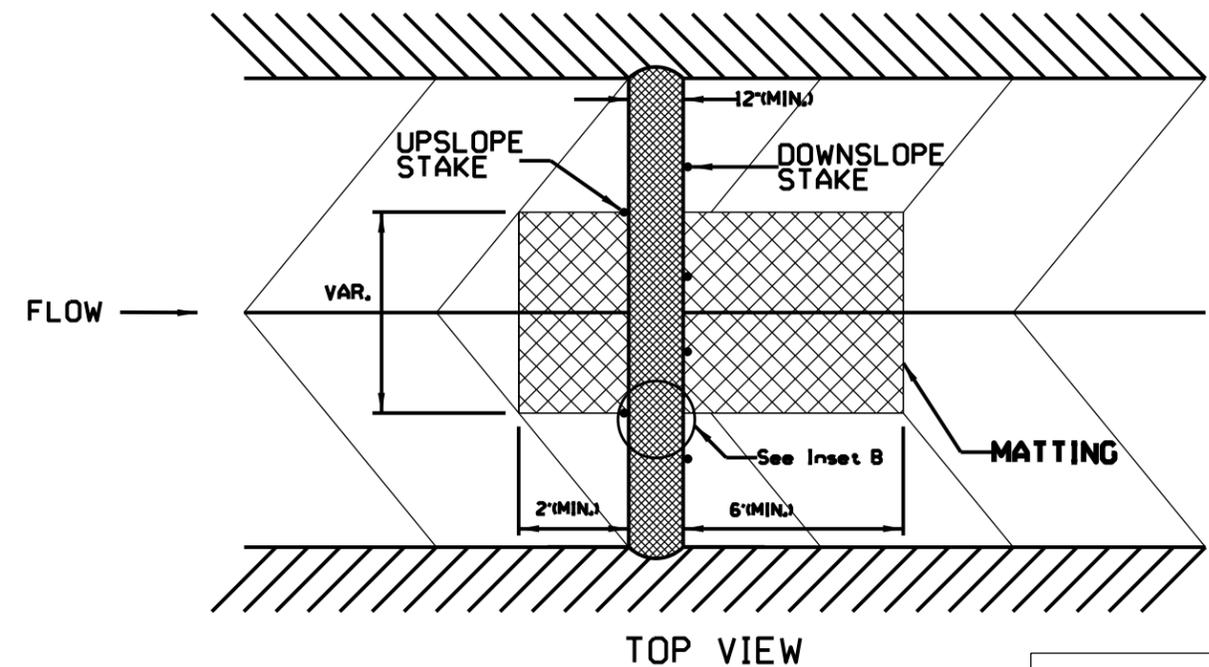
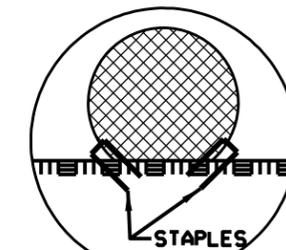
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

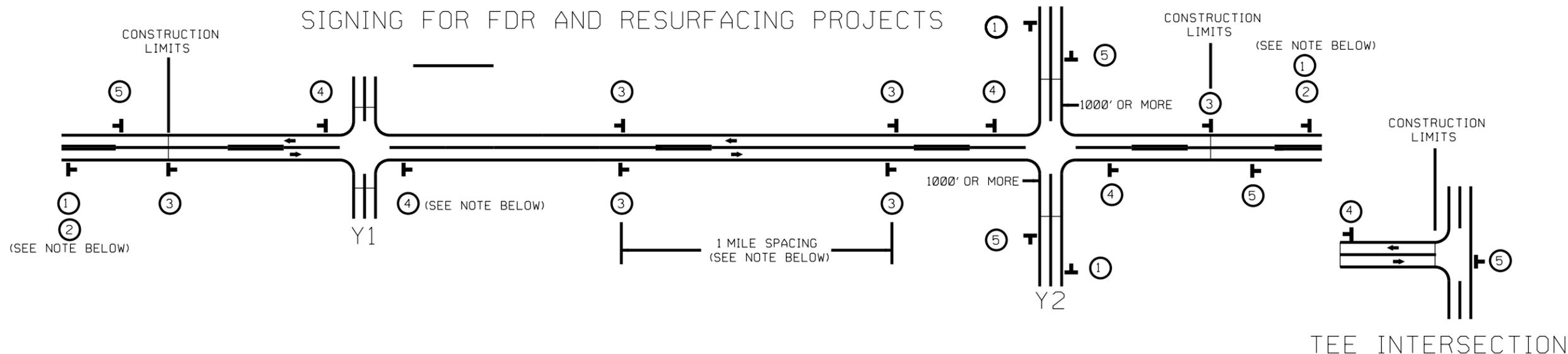
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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



NOT TO SCALE

# SIGNING FOR FDR AND 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"> <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></p> <p></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>	



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