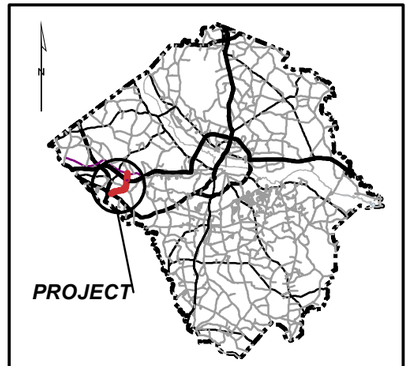


VICINITY MAP

PITT COUNTY

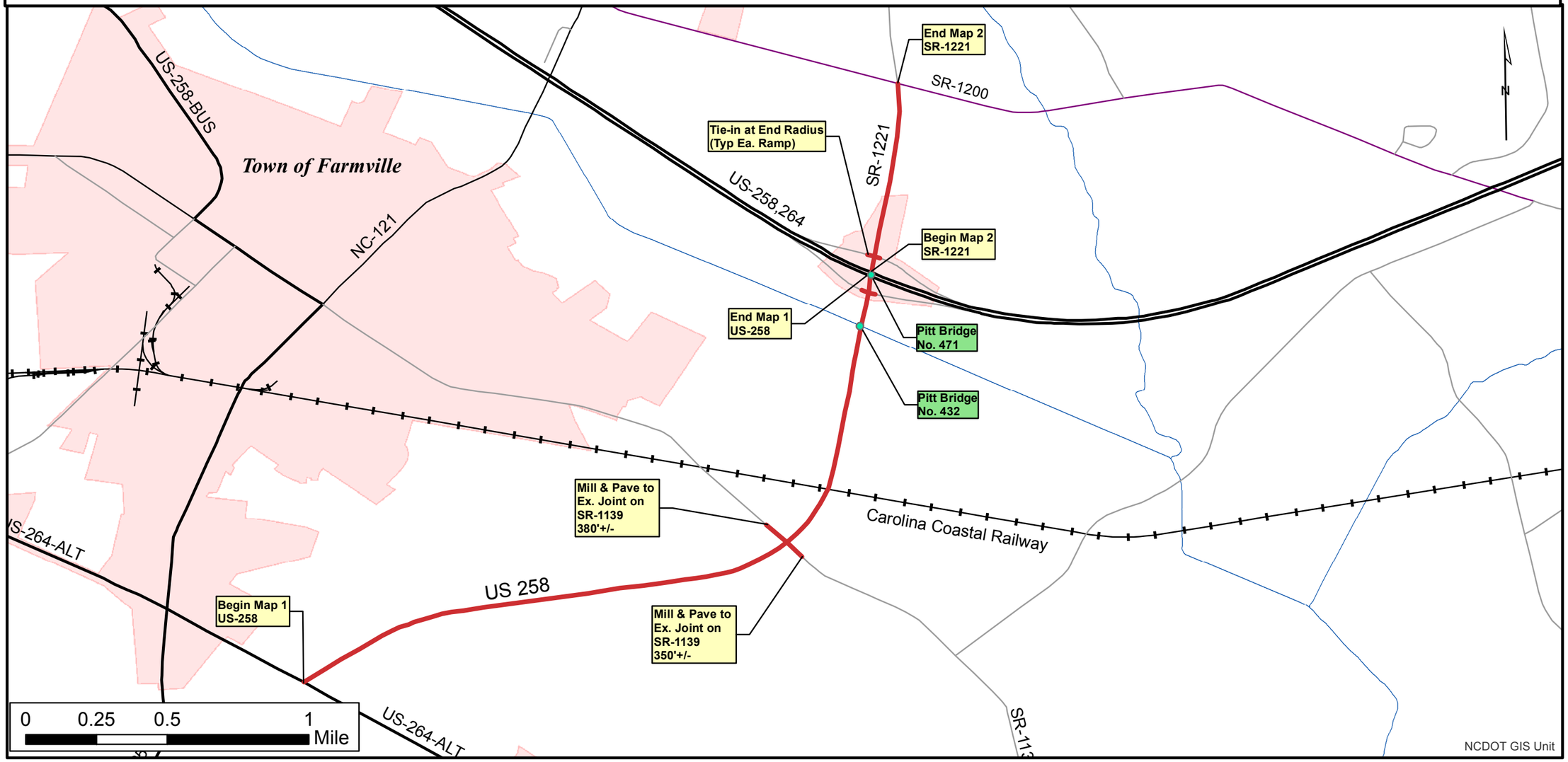
RESURFACING CONTRACT:
DB00294
WBS: 2017CPT.02.19.10741.3 (US-258)
WBS: 20171CPT.02.10.20741.1 (SR-1221)

LOCATION:
MAP 1 - US-258 - FROM US-264-ALT TO US-264
MAP 2 - SR-1221 FROM US-264 TO SR-1200

TYPE OF WORK: MILLING, RESURFACING & PAVEMENT MARKINGS.

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.19.10741.3	1
2017CPT.02.10.20741.1	

NCDOT
DIVISION 2

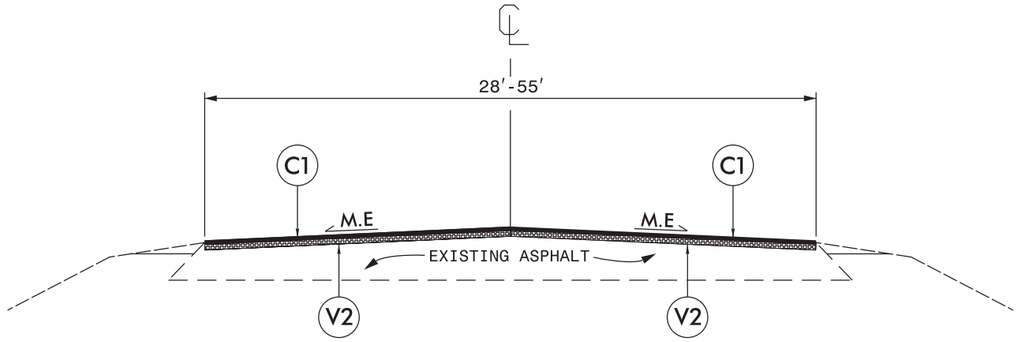


PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.19.10741.3	2
2017CPT.02.10.20741.1	

TYPICAL SECTION NO. 1

MAP 1 – US–258 0+00 TO 127+32+/– (BEGIN BRIDGE NO. 471)

SR-1139 - INTERSECTION OF US-258 TO EX. JOINTS ON SR-1139



NOTE:

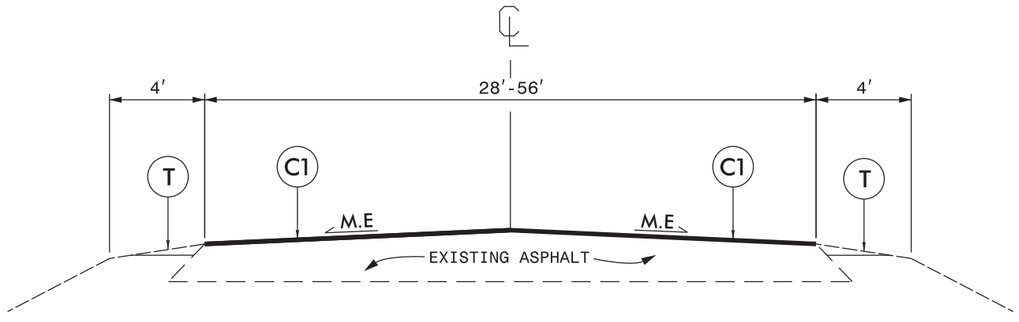
1. MILL 1¾″ FOR THE ENTIRE WIDTH OF THE ROADWAY, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES FOR PITT CO. BRIDGE NO. 432 AND 471, IN ACCORDANCE WITH DETAIL 2.
4 INCLUDES TIE-IN MILLING AT SR-1139 AND RAMPS A & B AT US-264, AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1¾″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 196 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1¾″, FOR THE ENTIRE WIDTH OF THE ROADWAY.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 2

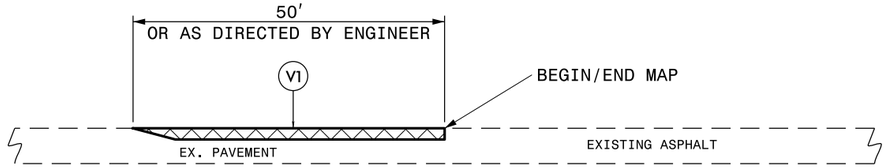
MAP 2 – SR–1221 0+00 (END BRIDGE NO. 471) TO 34+13



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
2. INCLUDES INCIDENTAL MILLING AT THE END OF MAIN LINE AND RAMPS C AND D, AS DIRECTED BY THE ENGINEER.

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.19.10741.3	3
2017CPT.02.10.20741.1	

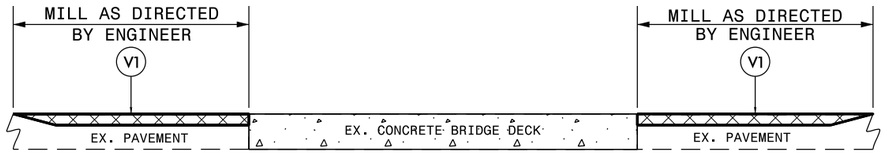


DETAIL 1

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.

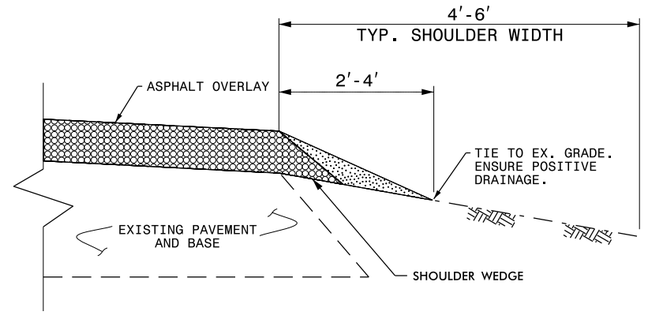


DETAIL 2

BRIDGE MILLING

NOTE:

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



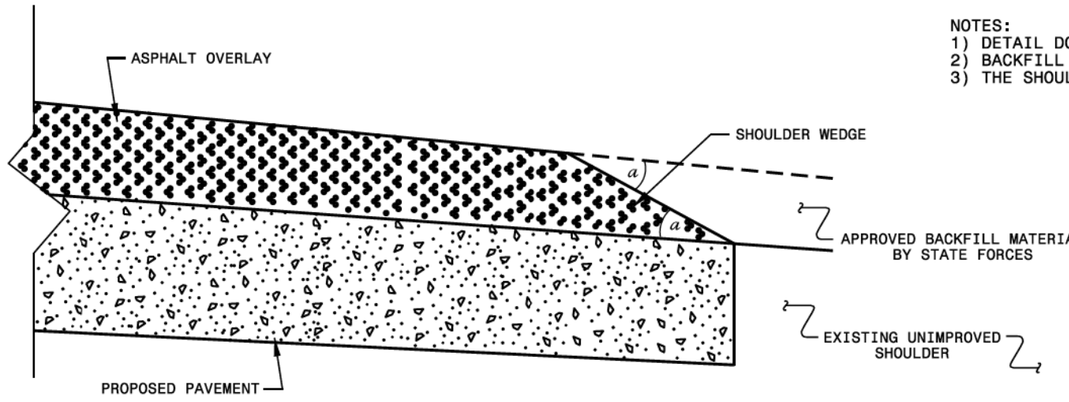
SHOULDER RECONSTRUCTION DETAIL

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.

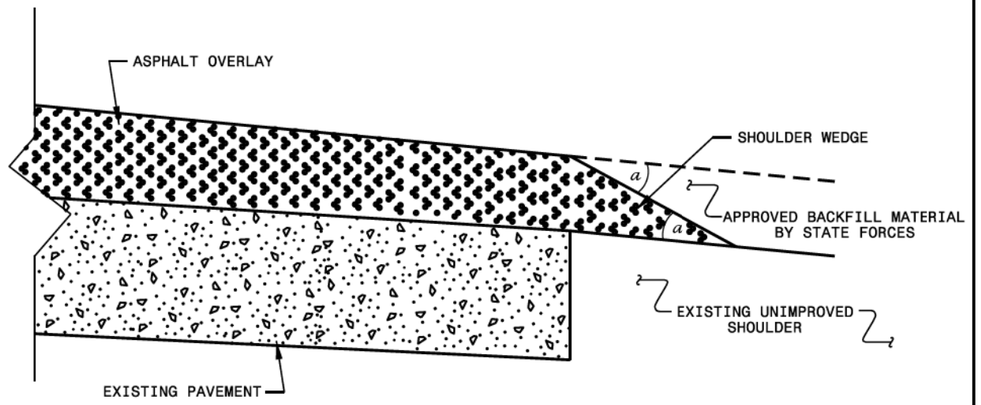
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.19.10741.3	4
2017CPT.02.10.20741.1	

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.



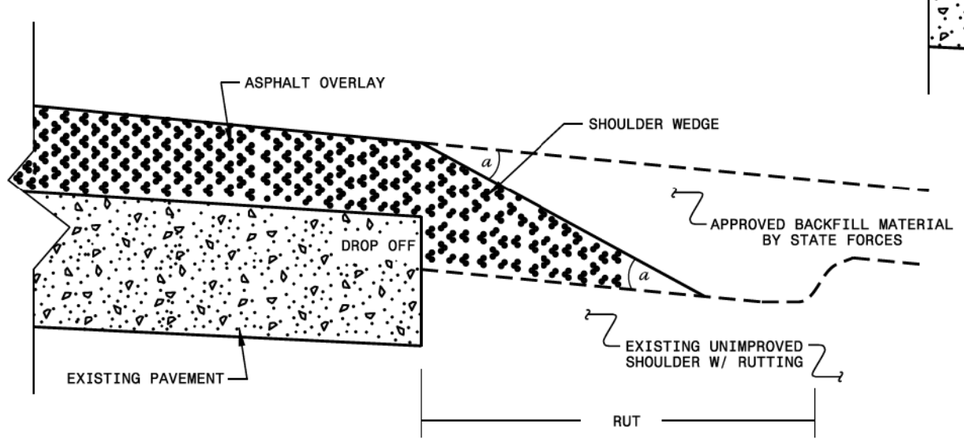
SHOULDER WEDGE DETAIL

(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 919-707-6950 FAX 919-250-4119

SHOULDER WEDGE DETAILS

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		

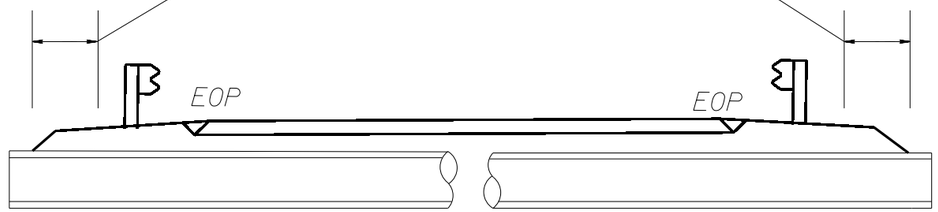
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02J9J0741.3	5
2017CPT.02J0.20741J	

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

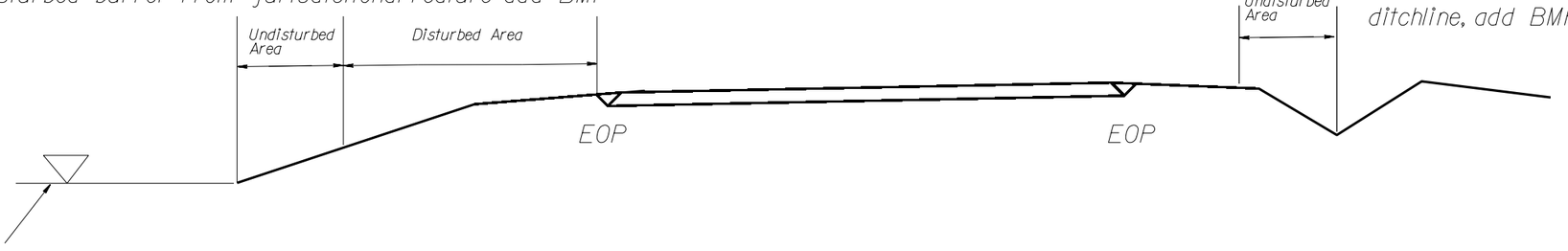
< 5' - 10' Undisturbed buffer add BMP



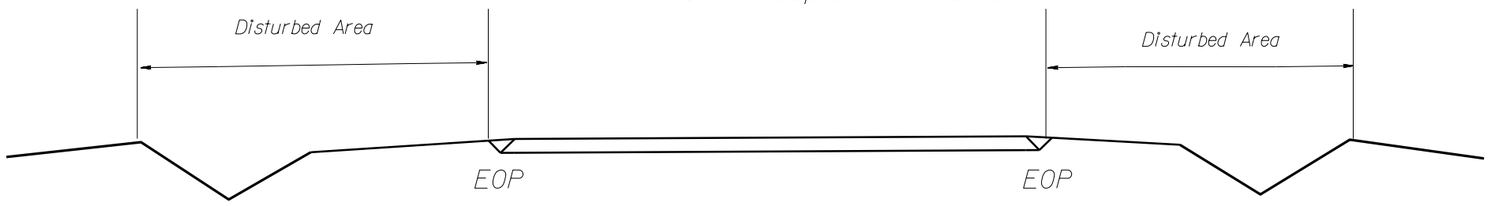
Pipe/Culvert

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

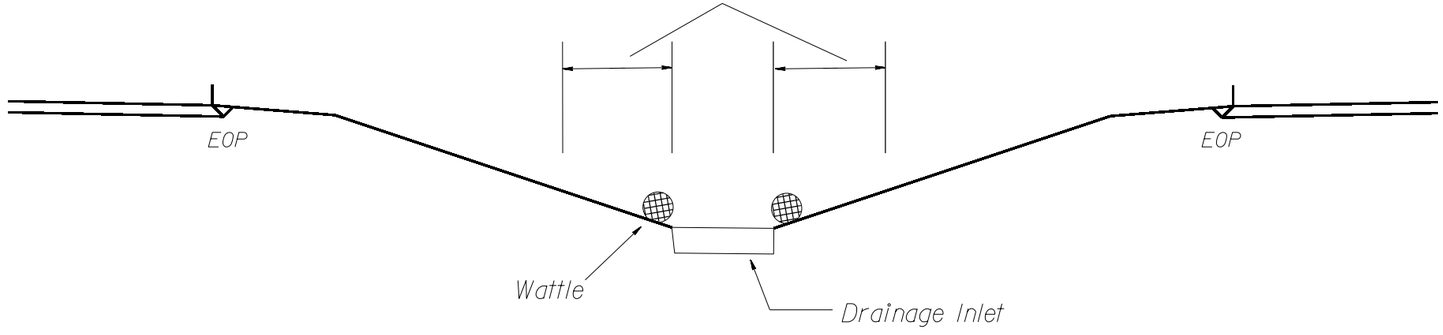
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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



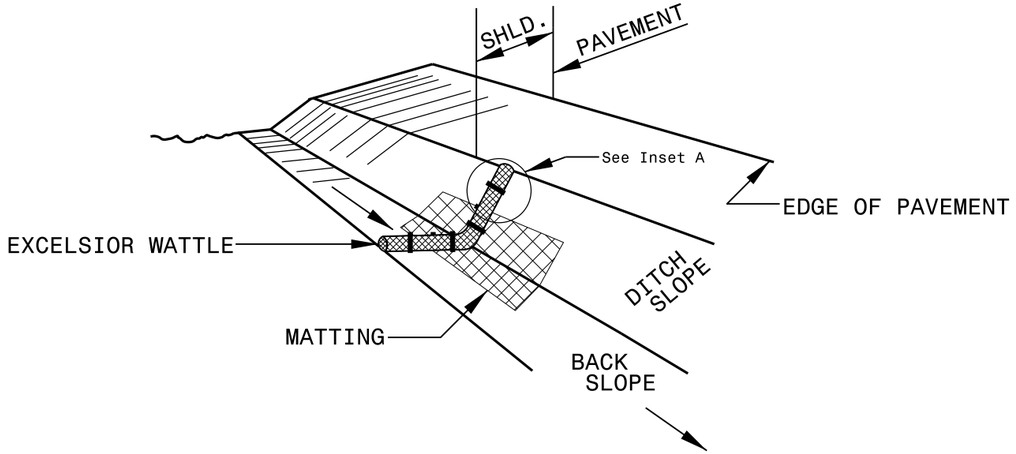
< 5' - 10' Undisturbed buffer from inlet, add wattle



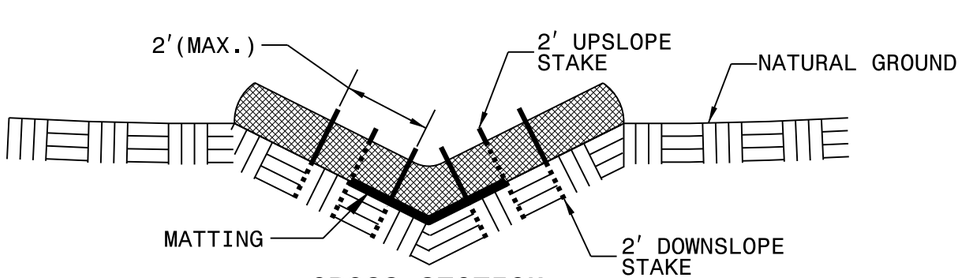
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02J9J0741.3	6
2017CPT.02J0.20741J	

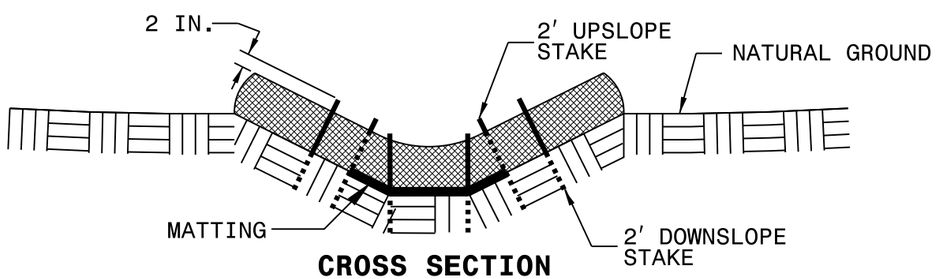
WATTLE DETAIL



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.

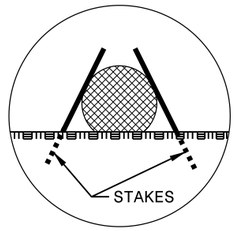
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

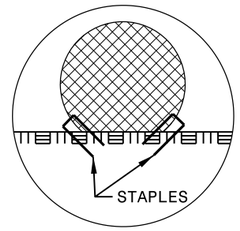
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12″ IN LENGTH.

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

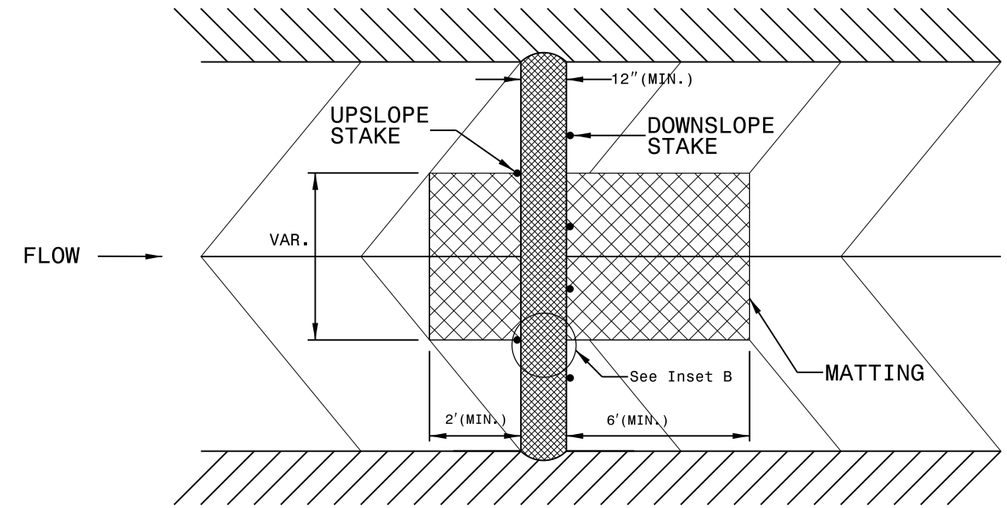
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW

NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.19.10741.3	7
2017CPT.02.10.20741.1	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	HAULING NCDOT SUPPLIED SHOULDER MATERIAL LOADS	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1.75" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	ADJ. OF METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC
2017.CPT.02.19.10741.3	Pitt	1	US-258	FROM US-264-ALT TO US-264	1	2	2WU	NO	NO	2.37	28-55		100		46,500		4,238	254	2.00			
TOTAL FOR MAP NO. 1										**2.37**			**100**		**46,500**		**4,238**	**254**	**2.00**			
2017.CPT.02.19.10741.3	Pitt	2	SR-1221	FROM US-264 TO SR-1200	2	2	2WU	NO	NO	0.65	28-55	18.00	40	2		630	1,120	67		100.00	40.00	1.00
TOTAL FOR MAP NO. 2										**0.65**		**18.00**	**40**	**2**		**630**	**1,120**	**67**		**100.00**	**40.00**	**1.00**
TOTAL FOR PROJ NO. 2017.CPT.02.19.10741.3										**3.01**		**18.00**	**140**	**2**	**46,500**	**630**	**5,358**	**321**	**2.00**	**100.00**	**40.00**	**1.00**
GRAND TOTAL										**3.01**		**18.00**	**140**	**2**	**46,500**	**630**	**5,358**	**321**	**2.00**	**100.00**	**40.00**	**1.00**

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02.19.10741.3	8
2017CPT.02.10.20741.1	

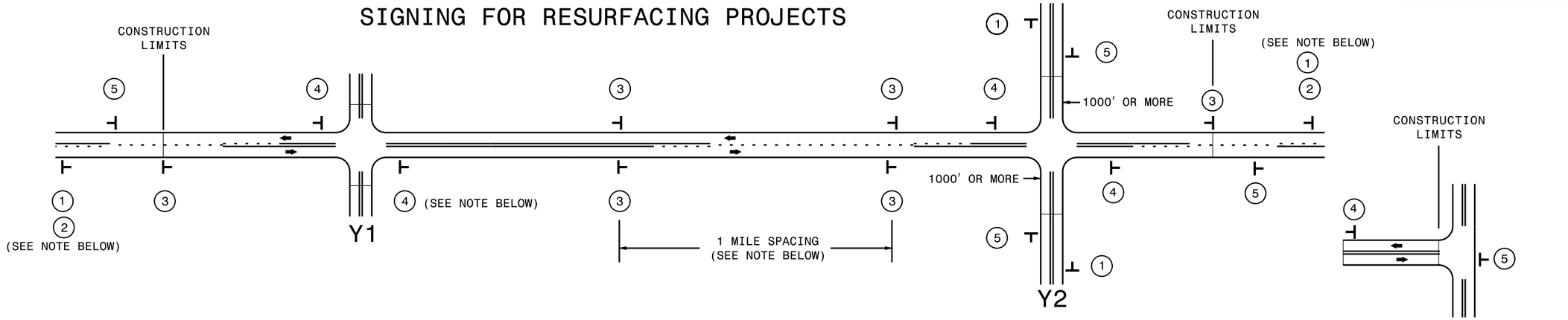
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4688000000-E	4690000000-E	4695000000-E		4705000000-E	4710000000-E	4721000000-E		4725000000-E			
										WORK ZONE ADV./GEN. WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	6" X 90 M WHITE THERMO	6" X 120 M YELLOW THERMO	8" X 90 M YELLOW THERMO	8" X 90 M WHITE THERMO	16" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO MSG ONLY 120 M	THERMO RXR 120 M	THERMO STR & RT ARROW 90 M	THERMO LT ARROW 90 M	THERMO STR & LT ARROW 90 M	THERMO RT ARROW 90 M
NO		NO			NO					SF	LS	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA
2017.CPT.02.19.10741.3	Pitt	1	US-258	FROM US-264-ALT TO US-264	1	2	2WU	2.37	28-55	268	0.78	25,574	16,576	250	525	100	350	16	4	9	11	1	1
TOTAL FOR MAP NO. 1								**2.37**		**268**	**0.78**	**25,574**	**16,576**	**250**	**525**	**100**	**350**	**16**	**4**	**9**	**11**	**1**	**1**
2017.CPT.02.10.20741.1	Pitt	2	SR-1221	FROM US-264 TO SR-1200	2	2	2WU	0.65	28-55	74	0.22	6,951	4,264	75	650		40				3	1	2
TOTAL FOR MAP NO. 2								**0.65**		**74**	**0**	**6,951**	**4,264**	**75**	**650**		**40**				**3**	**1**	**2**
TOTAL FOR PROJ NO. 2017.CPT.02.19.10741.3								**3.01**		**342**	**1**	**32,525**	**20,840**	**325**	**1,175**	**100**	**390**	**16**	**4**	**9**	**14**	**2**	**3**
														1,500				**20**			**28**		
GRAND TOTAL								**3.01**		**342**	**1**	**32,525**	**20,840**	**325**	**1,175**	**100**	**390**	**16**	**4**	**9**	**14**	**2**	**3**
														1,500				**20**			**28**		

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4810000000-E		4830000000-E	4835000000-E	4840000000-N	4845000000-N				4847100000-E		4905000000-N
										4" WHITE PAINT	4" YELLOW PAINT	16" WHITE PAINT	24" WHITE PAINT	PAINT MSG RXR	PAINT LT ARROW	PAINT RT ARROW	PAINT STR & RT ARROW	PAINT STR & LT ARROW	6" WHITE POLYUREA (HIGHLY REFLECTIVE ELEMENTS)	6" YELLOW POLYUREA (HIGHLY REFLECTIVE ELEMENTS)	SNOW PLOWABLE MARKERS
NO		NO			NO					LF	LF	LF	LF	EA	EA	EA	EA	EA	LF	LF	EA
2017.CPT.02.19.10741.3	Pitt	1	US-258	FROM US-264-ALT TO US-264	1	2	2WU	2.37	28-55	25,574	16,576	100	350	4	11	1	9	1	775	640	320
TOTAL FOR MAP NO. 1								**2.37**		**25,574**	**16,576**	**100**	**350**	**4**	**11**	**1**	**9**	**1**	**775**	**640**	**320**
2017.CPT.02.10.20741.1	Pitt	2	SR-1221	FROM US-264 TO SR-1200	2	2	2WU	0.65	28-55												125
TOTAL FOR MAP NO. 2								**0.65**													**125**
TOTAL FOR PROJ NO. 2017.CPT.02.19.10741.3								**3.01**		**25,574**	**16,576**	**100**	**350**	**4**	**11**	**1**	**9**	**1**	**775**	**640**	**445**
										42,150					**22**				**1,415**		
GRAND TOTAL								**3.01**		**25,574**	**16,576**	**100**	**350**	**4**	**11**	**1**	**9**	**1**	**775**	**640**	**445**
										42,150					**22**				**1,415**		

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.02J9J0741.3	9
2017CPT.02J0.2074IJ	

SIGNING FOR RESURFACING PROJECTS



LEGEND
- ⊢ STATIONARY SIGN
- ⬅ DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1	ROAD WORK AHEAD W20-1 48″ X 48″	PLACE 1000′ PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000′ ALONG -Y- LINE.
2	NEXT XX MILES W7-3aP 24″ X 18″	#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	LOW/SOFT SHOULDER SP 13107 48″ X 48″	- 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.
4	ROAD UNDER CONST SP 13106 48″ X 48″	- 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.
5	END ROAD WORK G20-2 A 48″ X 24″	PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

-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

RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS