

PITT & GREENE COUNTIES
DB00592

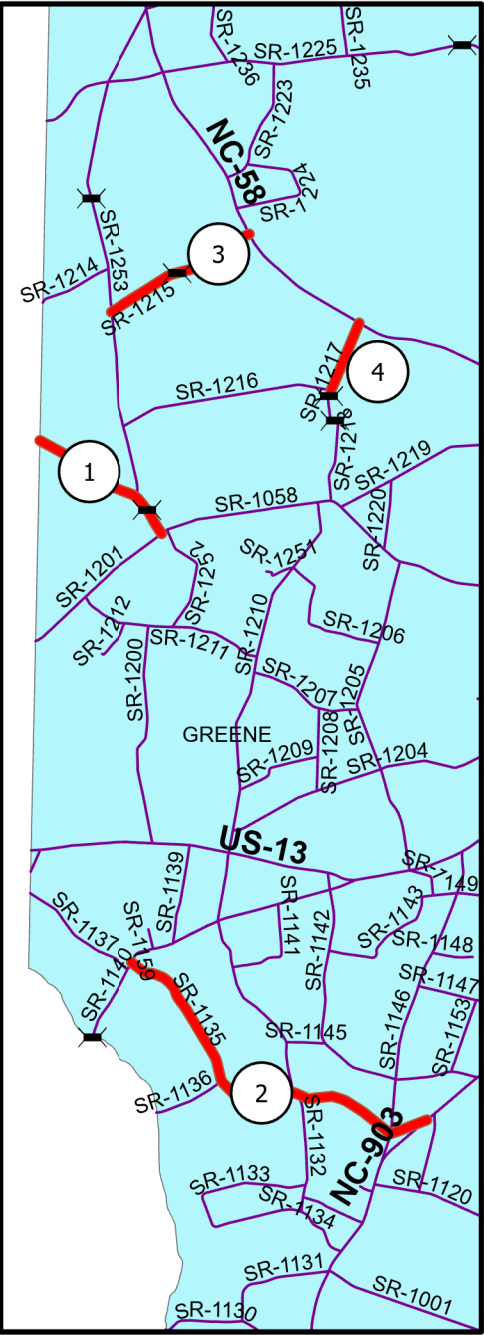
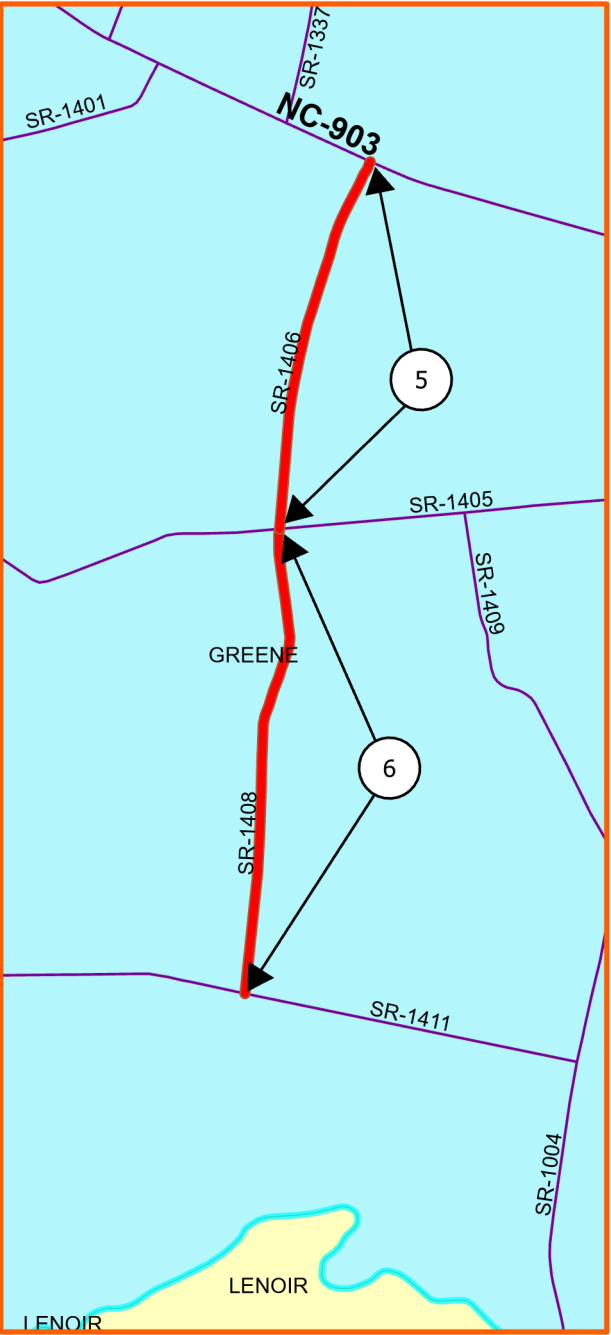
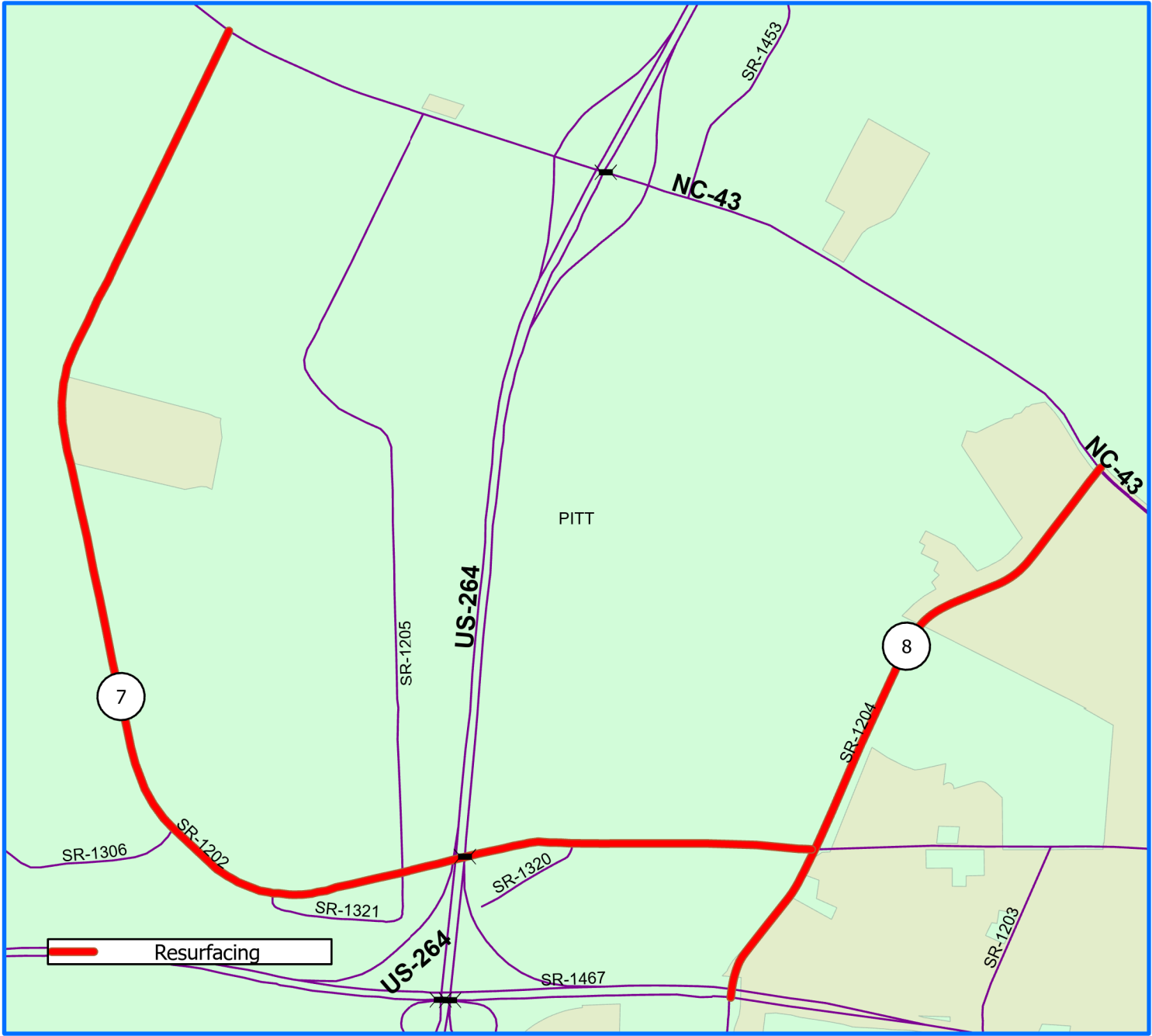
WBS# 2025CPT.02.05.20741
2025CPT.02.19.20401

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

PROJECT REFERENCE NO.	SHEET NO.
DB00592	1

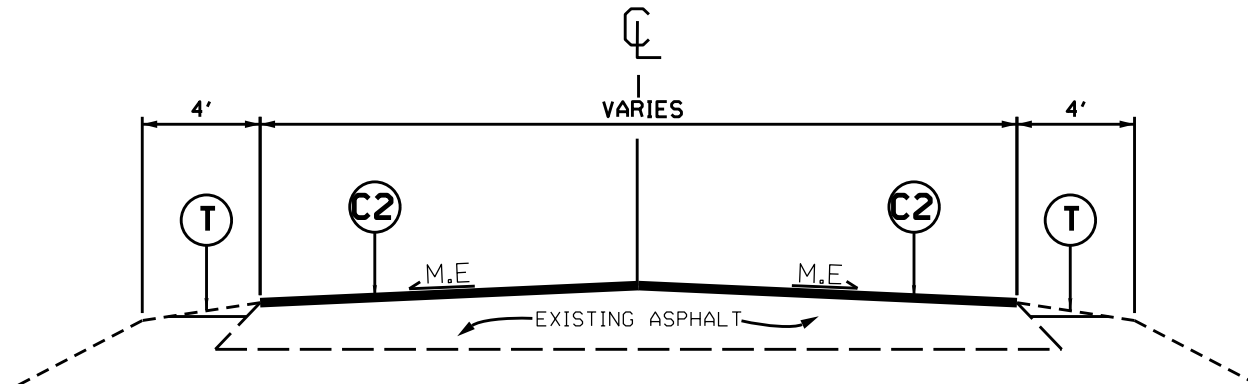


NCDOT
DIVISION 2



TYPICAL SECTION NO. 1

MAPS 1, 2, 3, 5, & 6

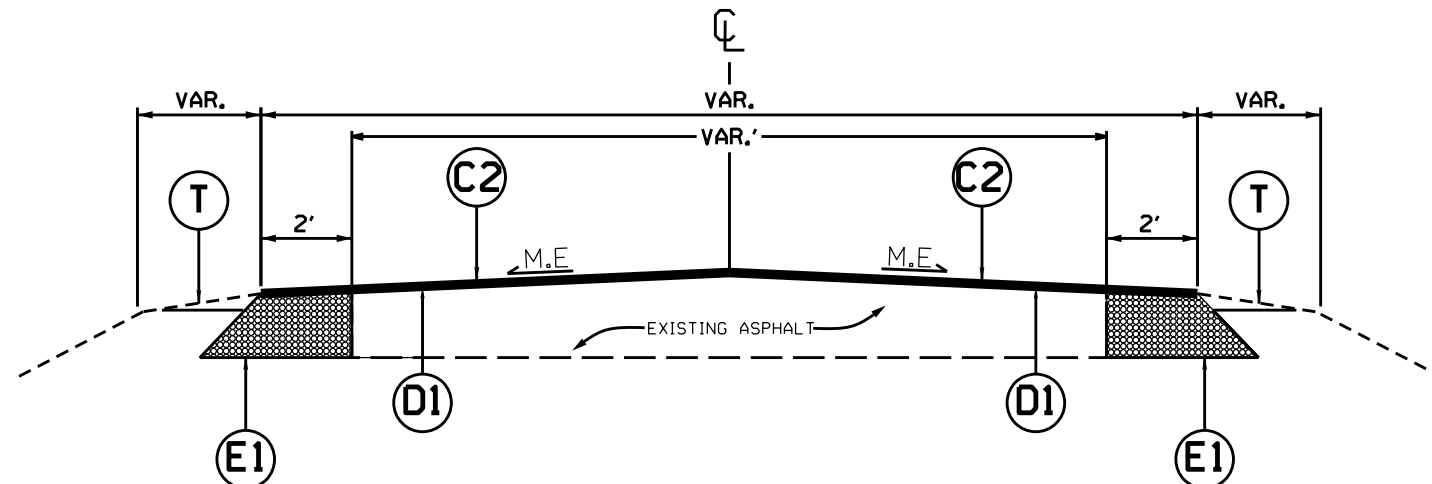


NOTE:

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

TYPICAL SECTION NO. 2

MAP 4



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 S9.5B AT FULL WIDTH OF PAVEMENT, INCLUDING NEW WIDENING.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE

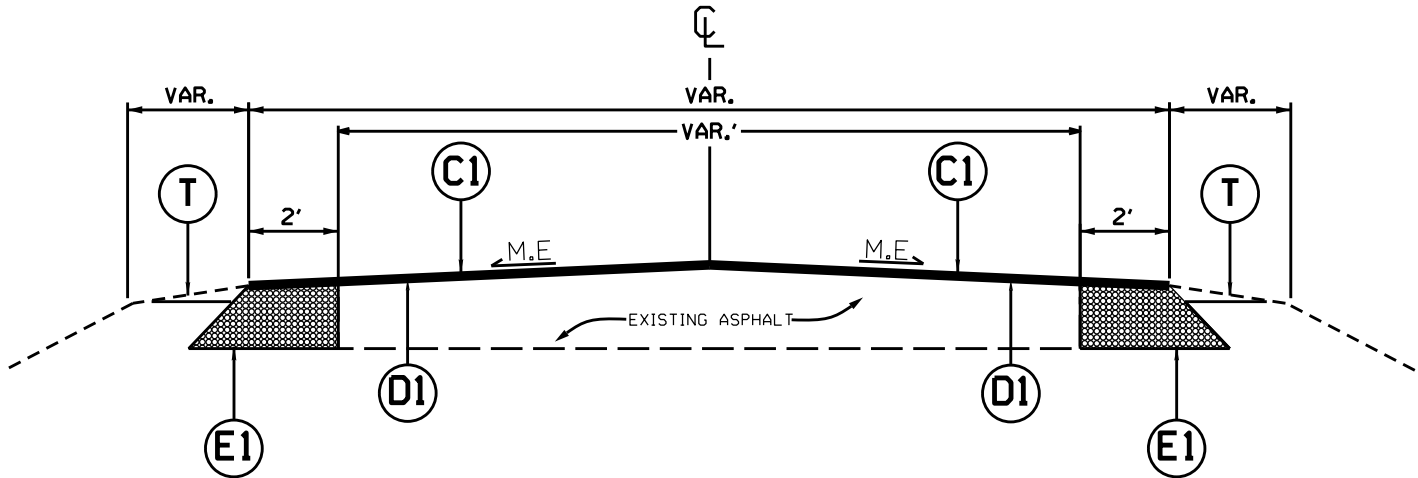
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE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

DRAWINGS NOT TO SCALE

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

TYPICAL SECTION NO. 3

MAPS 7 & 8



- 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.
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T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

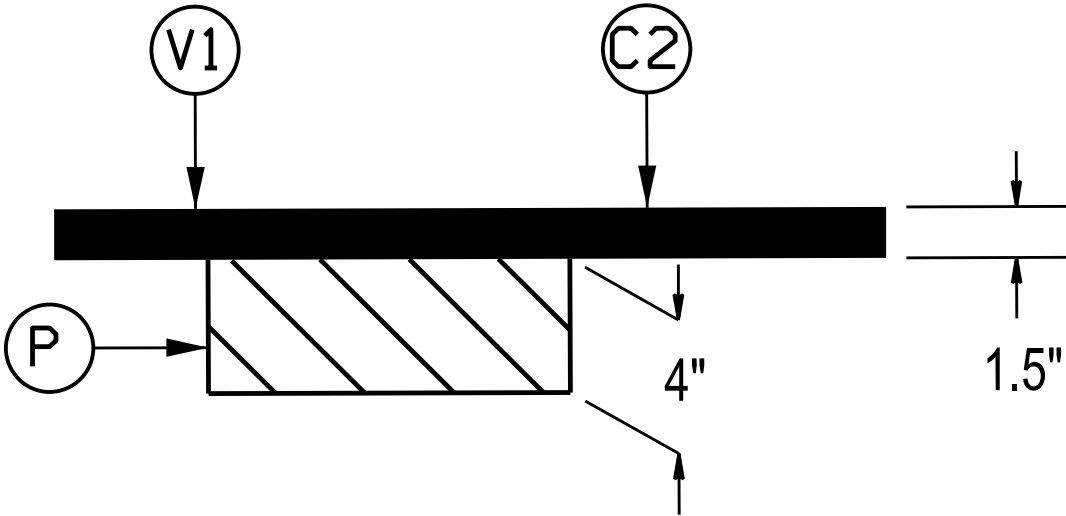
PROJECT NO.	SHEET NO.	TOTAL NO.
DB00592	4	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	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	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL	WORK ZONE ADVANCE/G ENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL
								MI	FT	EA	TONS	SMI	SY	TONS	TONS	TONS	TONS	TONS	TON	EA	LF	LF	AC	EA	SF	LS
2025CPT.02.19.20401	Greene	1	SR-1058 / BULLHEAD RD	FROM SR 1201 FORT RUN RD TO WAYNE COUNTY	1	2	2WU	1.53	22	61	77	3.06	750			1,720		117	91		245	100	1.53	1	175	0.12
TOTAL FOR MAP NO. 1										61	77	3.06	750			1,720		117	91		245	100	1.53	1	175	0.12
2025CPT.02.19.20401	Greene	2	SR-1135 / TITUS MEWBORN RD	FROM SR 1140 OAKDALE RD TO NC 903	1	2	2WU	3.69	19	148	185	7.38	300			3,656		251	268				3.69		415	0.27
TOTAL FOR MAP NO. 2										148	185	7.38	300			3,656		251	268				3.69		415	0.27
2025CPT.02.19.20401	Greene	3	SR-1215 / APPLE TREE RD	FROM SR 1253 POPE FARM RD TO NC 58	1	2	2WU	1.53	18	61	77	3.06	900			1,443		138	901				1.53		175	0.12
TOTAL FOR MAP NO. 3										61	77	3.06	900			1,443		138	901				1.53		175	0.12
2025CPT.02.19.20401	Greene	4	SR-1217 / HARPER RD	FROM BRIDGE #16 TO NC 58	2	2	2WU	0.73	25	44	37	1.46	250	768	1,607	950		173					0.91		125	0.05
TOTAL FOR MAP NO. 4										44	37	1.46	250	768	1,607	950		173					0.91		125	0.05
2025CPT.02.19.20401	Greene	5	SR-1406 / FIRE STATION RD	FROM SR 1405 STOCKS MCLAWHORN RD TO NC 903	1	2	2WU	0.94	20	38	47	1.88	250			959		62			150		0.94	1	125	0.07
TOTAL FOR MAP NO. 5										38	47	1.88	250			959		62			150		0.94	1	125	0.07
2025CPT.02.19.20401	Greene	6	SR-1408 / FIRE STATION RD	FROM SR 1411 BRICK KITCHEN RD TO SR 1405 STOCKS MCLAWHORN RD	1	2	2WU	1.17	20	47	59	2.34	250			1,196		101	470				1.17		135	0.09
TOTAL FOR MAP NO. 6										47	59	2.34	250			1,196		101	470				1.17		135	0.09
TOTAL FOR PROJ NO. 2025CPT.02.19.20401										399	482	19.18	2,700	768	1,607	9,924		842	1,730		395	100	9.77	2	1,150	0.72
2025CPT.02.05.20741	Pitt	7	SR-1202 / MACGREGOR DOWNS RD	FROM NC 43 TO SR 1204 B'S BARBEQUE RD	3	2	2WU	2.75	25	165	138	5.50	900	2,799	6,187		3,698	641					3.44	1	310	0.20
TOTAL FOR MAP NO. 7										165	138	5.50	900	2,799	6,187		3,698	641					3.44	1	310	0.20
2025CPT.02.05.20741	Pitt	8	SR-1204 / B S BARBEQUE RD	FROM SR 1200 STANTONSBURG RD TO NC 43	3	2	2WU	1.11	26	67	56	2.22	400	1,120	2,613		1,577	269		6	178		1.39		125	0.08
TOTAL FOR MAP NO. 8										67	56	2.22	400	1,120	2,613		1,577	269		6	178		1.39		125	0.08
TOTAL FOR PROJ NO. 2025CPT.02.05.20741										232	194	7.72	1,300	3,919	8,800		5,275	910		6	178		4.83	1	435	0.28
GRAND TOTAL										631	676	26.90	4,000	4,687	10,407	9,924	5,275	1,752	1,730	6	573	100	14.60	3	1,585	1

4" MILL PATCHING	STA.	STA.	WIDTH	LOC.	MAP		STA.	STA.	WIDTH	LOC.	MAP
	10+37	11+50		FULL WIDTH	1		14+15	14+87	10'	LT	6
	20+04	20+94	11'	RT	1		16+45	17+16	10'	RT	6
	5+42	6+31	7'	RT	2		26+99	28+29		FULL WIDTH	6
	6+96	9+06	9'	LT	2		32+42	33+53	7'	RT	6
	12+43	13+36	7'	RT	2		33+44	33+89	7'	LT	6
	13+36	13+85		FULL WIDTH	2		36+19	37+92	10'	RT	6
	32+19	34+03	9'	LT	2		43+52	44+09	10'	RT	6
	57+08	58+06	7'	LT	2		48+66	50+99		FULL WIDTH	6
	88+53	88+74	9'	LT	2		50+99	51+96	10'	RT	6
	107+24	109+28	9'	RT	2		52+82	55+70	7'	RT	6
	120+24	121+14	10'	RT	2		53+09	55+42	7'	LT	6
	188+60	189+39	10'	LT	2		60+89	61+23	11'	LT	6
	0+00	3+19	7'	RT	3		61+23	61+71	12'	LT	6
	1+32	2+21	7'	LT	3						
	2+47	2+93	7'	LT	3						
	3+62	5+30	7'	RT	3						
	5+17	6+12	7'	LT	3						
	6+40	7+07		FULL WIDTH	3						
	7+07	10+35	7'	RT	3						
	7+72	10+45	7'	LT	3						
	12+55	17+03	7'	RT	3						
	17+23	22+04	7'	RT	3						
	20+16	21+45	7'	LT	3						
	21+83	23+13	7'	LT	3						
	23+93	29+16	7'	RT	3						
	24+27	27+11	7'	LT	3						
	28+28	28+88	7'	LT	3						
	36+24	37+72	7'	LT	3						
	41+39	44+84	7'	RT	3						
	48+05	48+88	7'	RT	3						
	52+68	53+56	9'	RT	3						
	53+56	55+71	7'	RT	3						
	58+48	62+36	7'	RT	3						

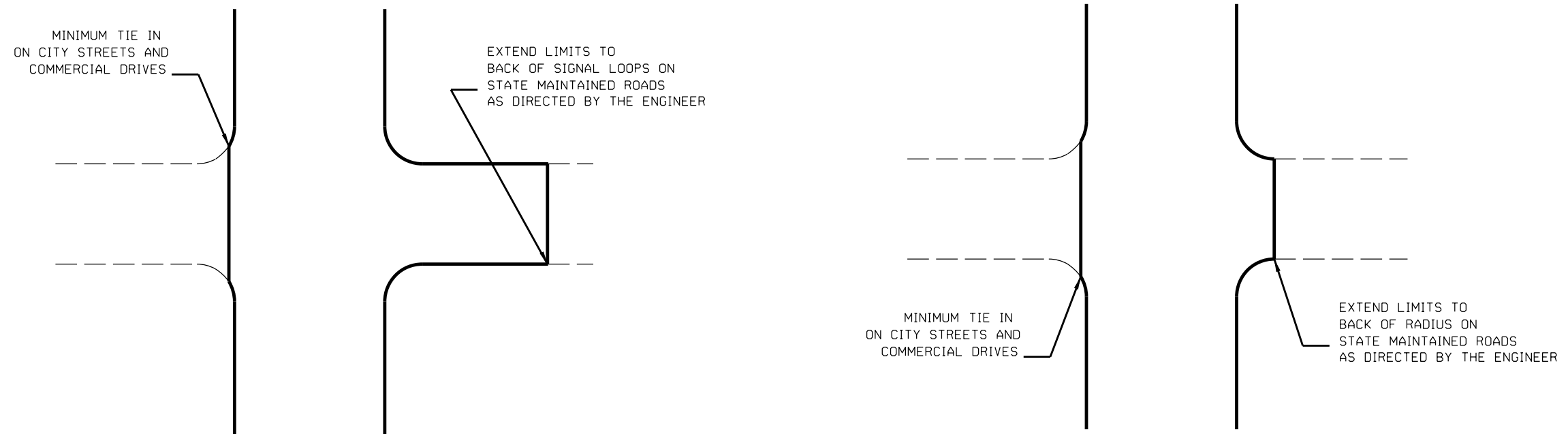
4" DEPTH MILL PATCHING DETAIL
MAPS 1, 2, 3, AND 6



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 4, AND AS DIRECTED BY THE ENGINEER.

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	



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES

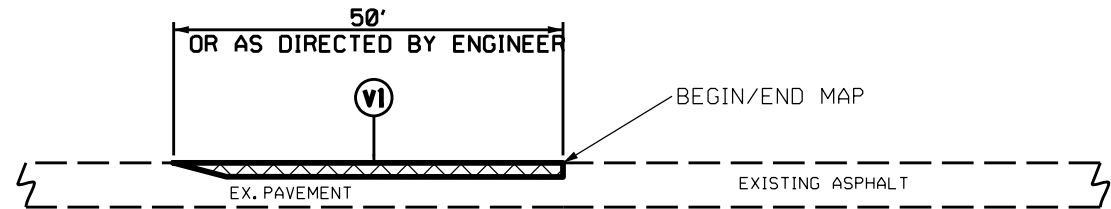
TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

Extend paving limits to back of radius
or loop on the following intersections:

[illegible]

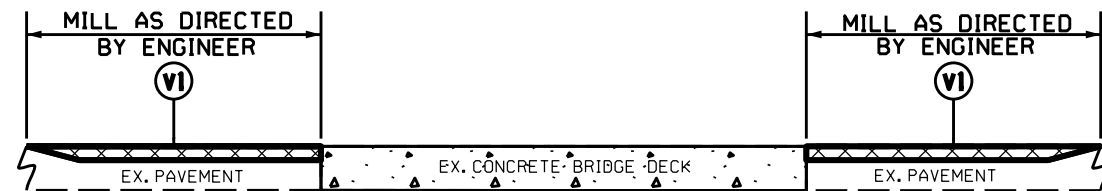
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

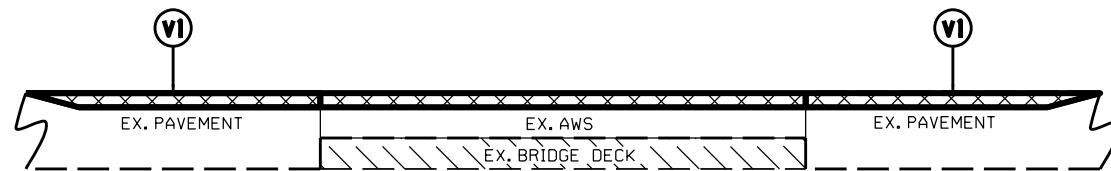
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

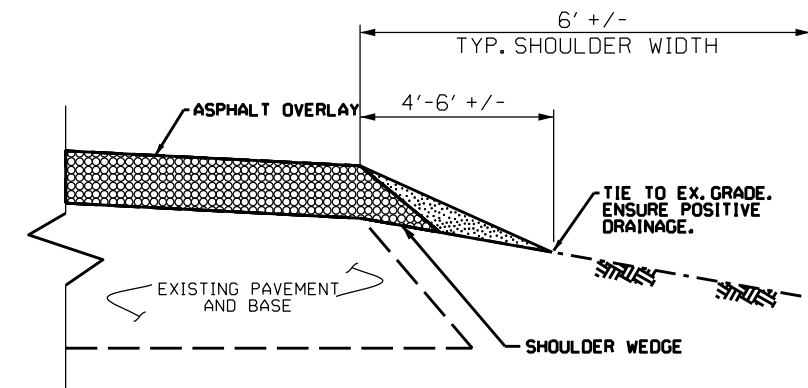


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL



SHOULDER RECONSTRUCTION DETAIL

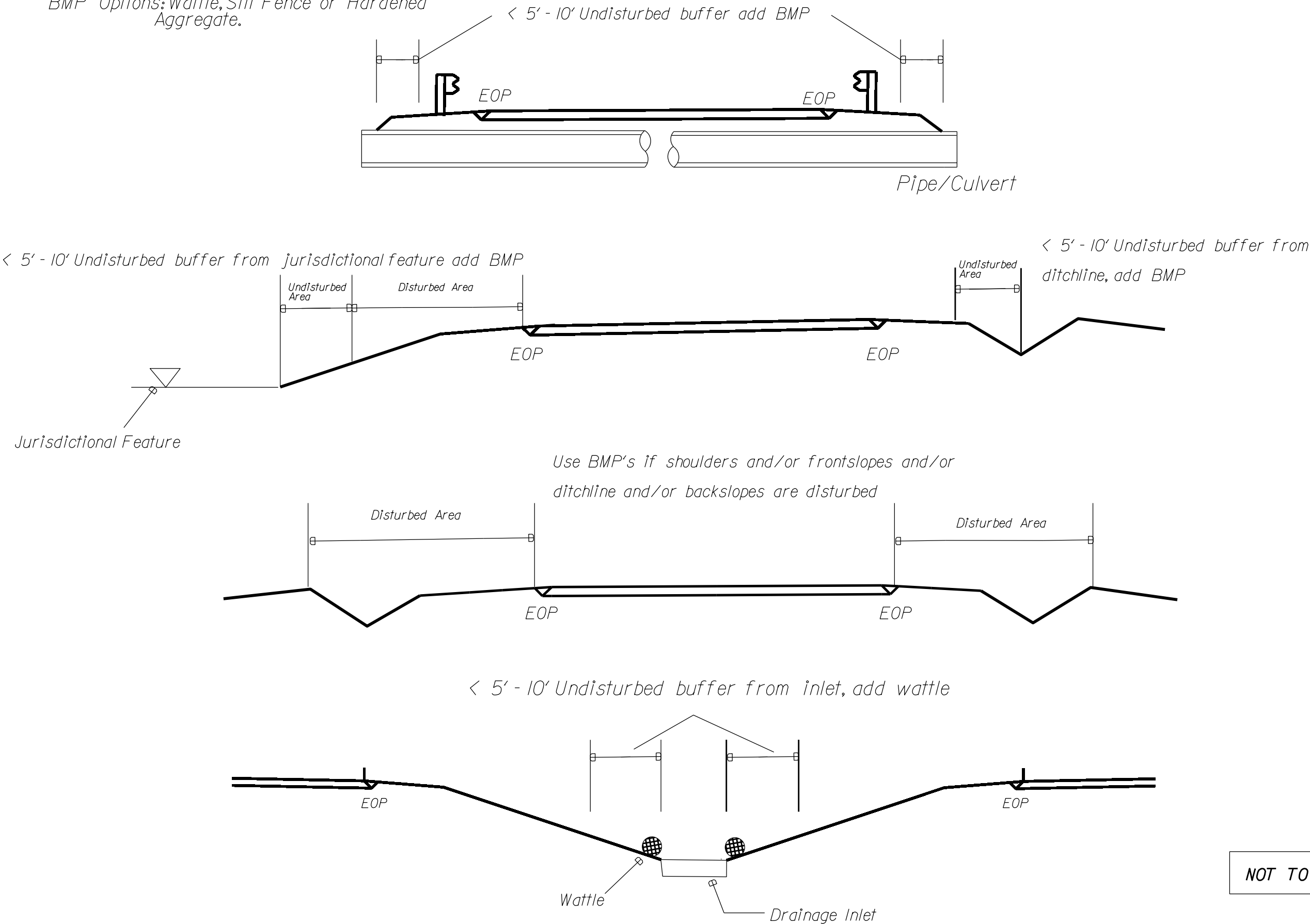
NOTE:

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.

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

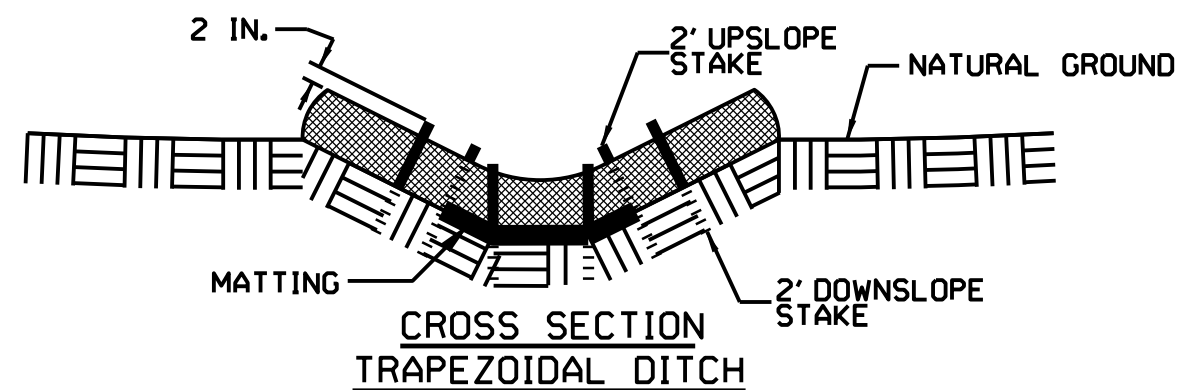
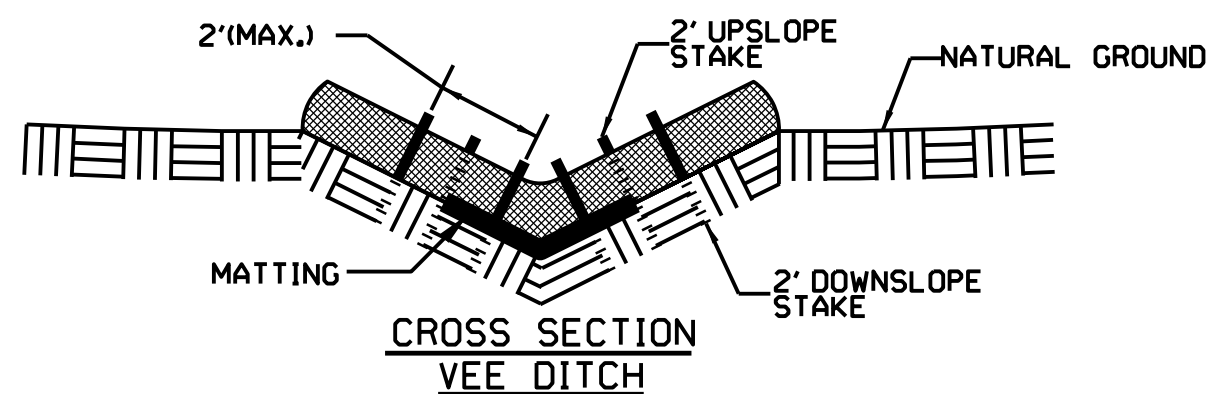
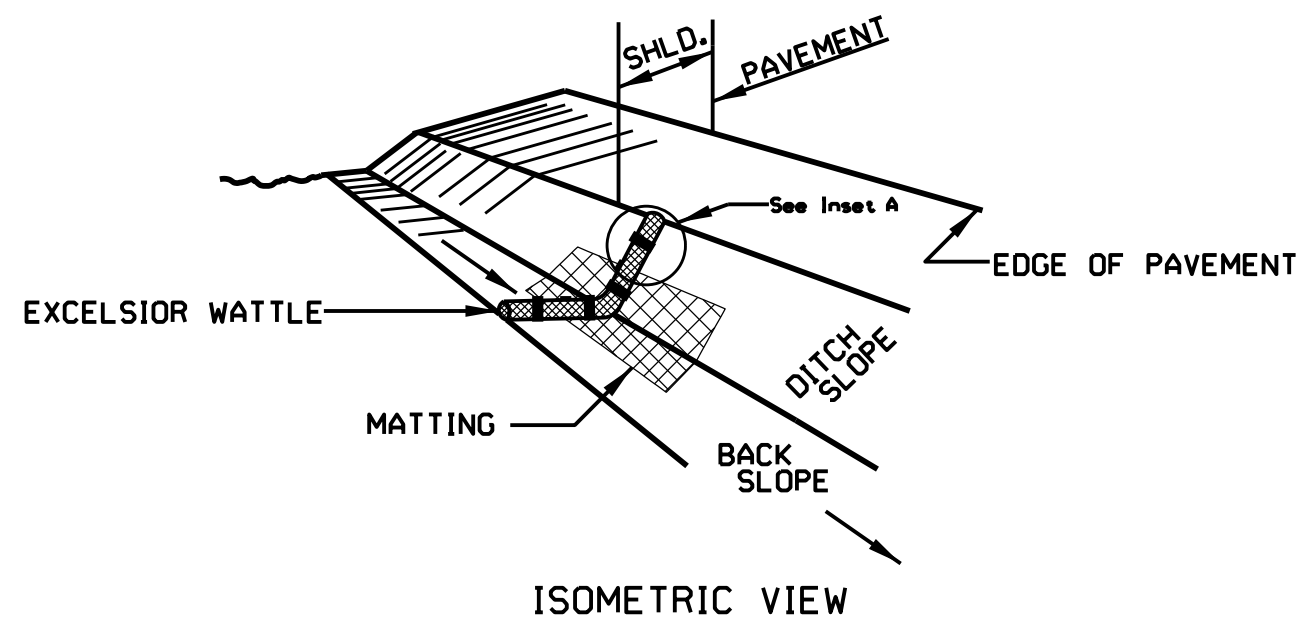
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

EROSION CONTROL DETAIL



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.

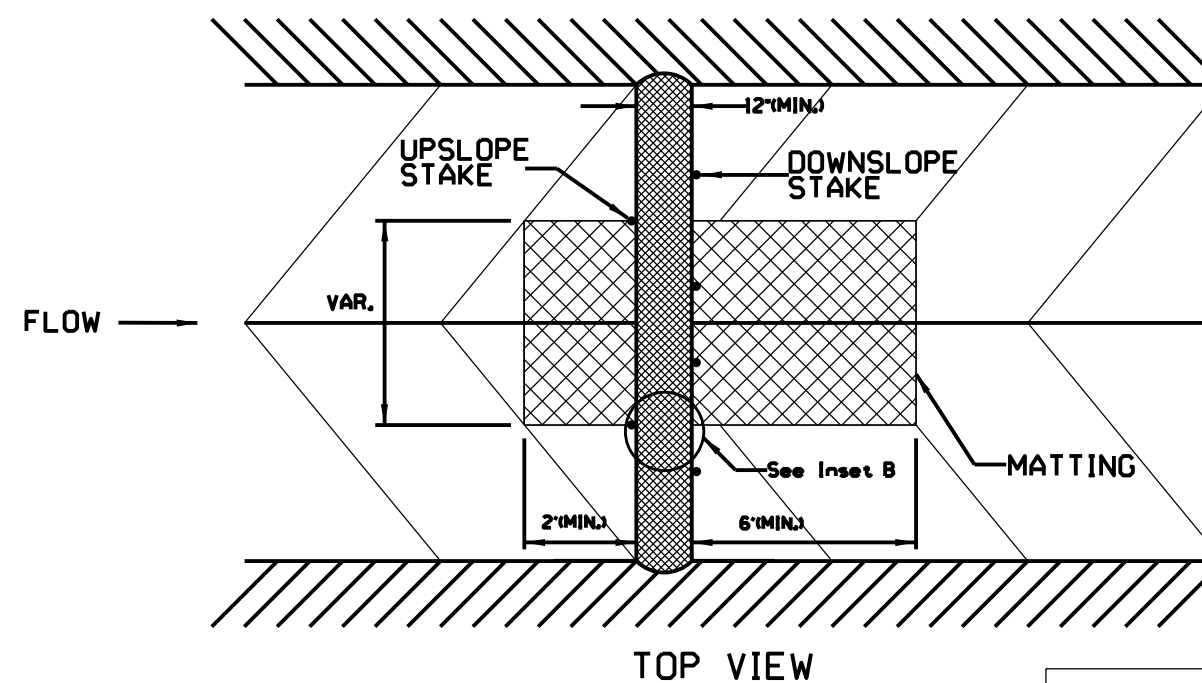
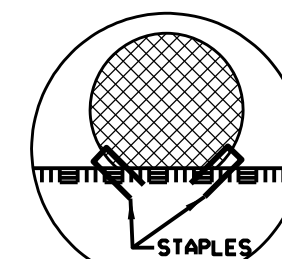
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

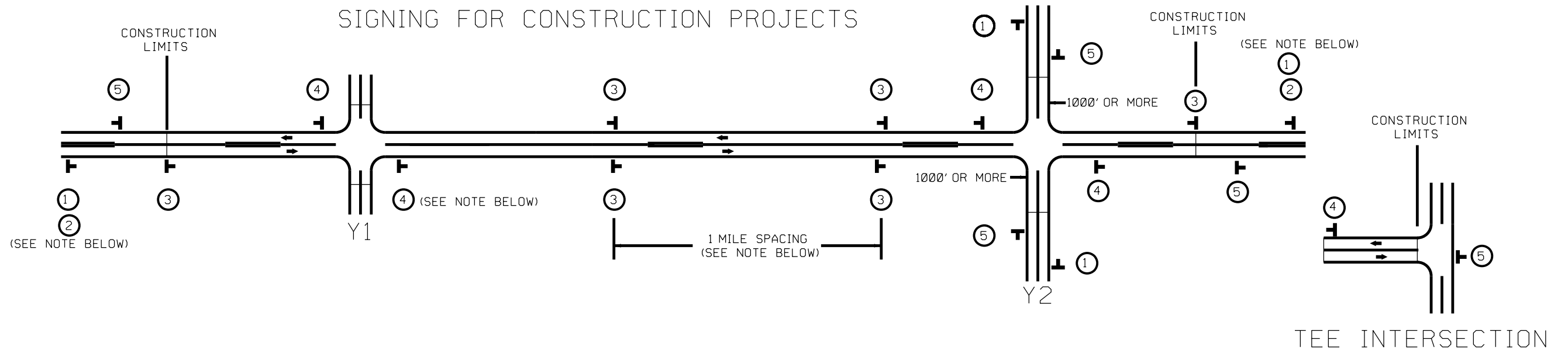
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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



LEGEND

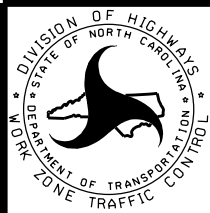
STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div>2</div> <div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div>NEXT</div><div>W7-3aP XX MILS 24" X 18"</div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>*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)</div>	<div>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.</div> <div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</div><div><div>ROAD WORK AHEAD</div><div>W20-7 A 48" X 48"</div></div></div>
	<div>3</div> <div><div>LOW /SOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div> <div>- 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.</div>	
	<div>4</div> <div><div>ROAD UNDER CONST</div><div>SP 13106 48" X 48"</div></div> <div>- 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.</div>	
	<div>5</div> <div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div>	



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