

PROJECT REFERENCE NO.	SHEET NO.
DB00616	1

LENOIR COUNTY

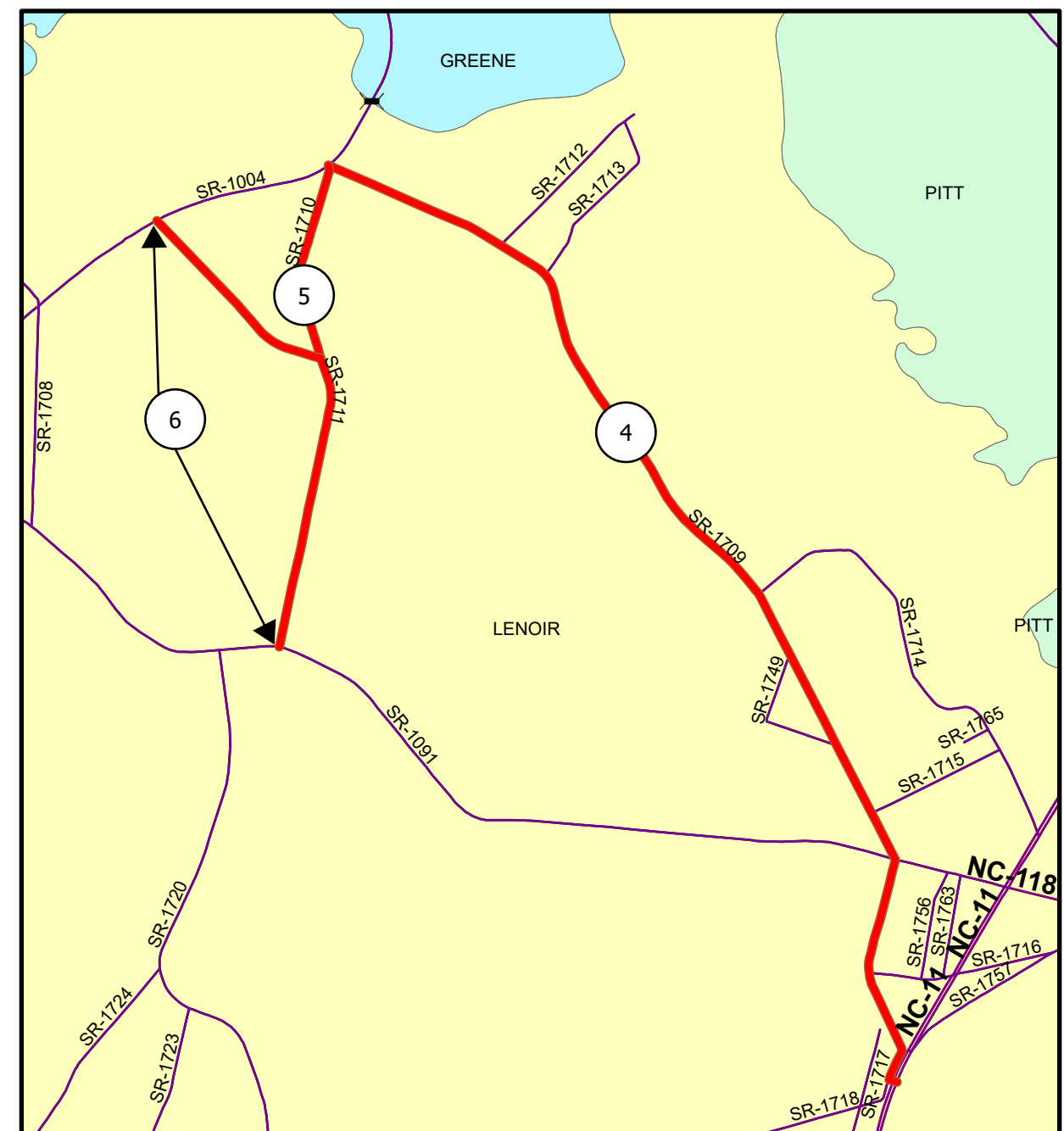
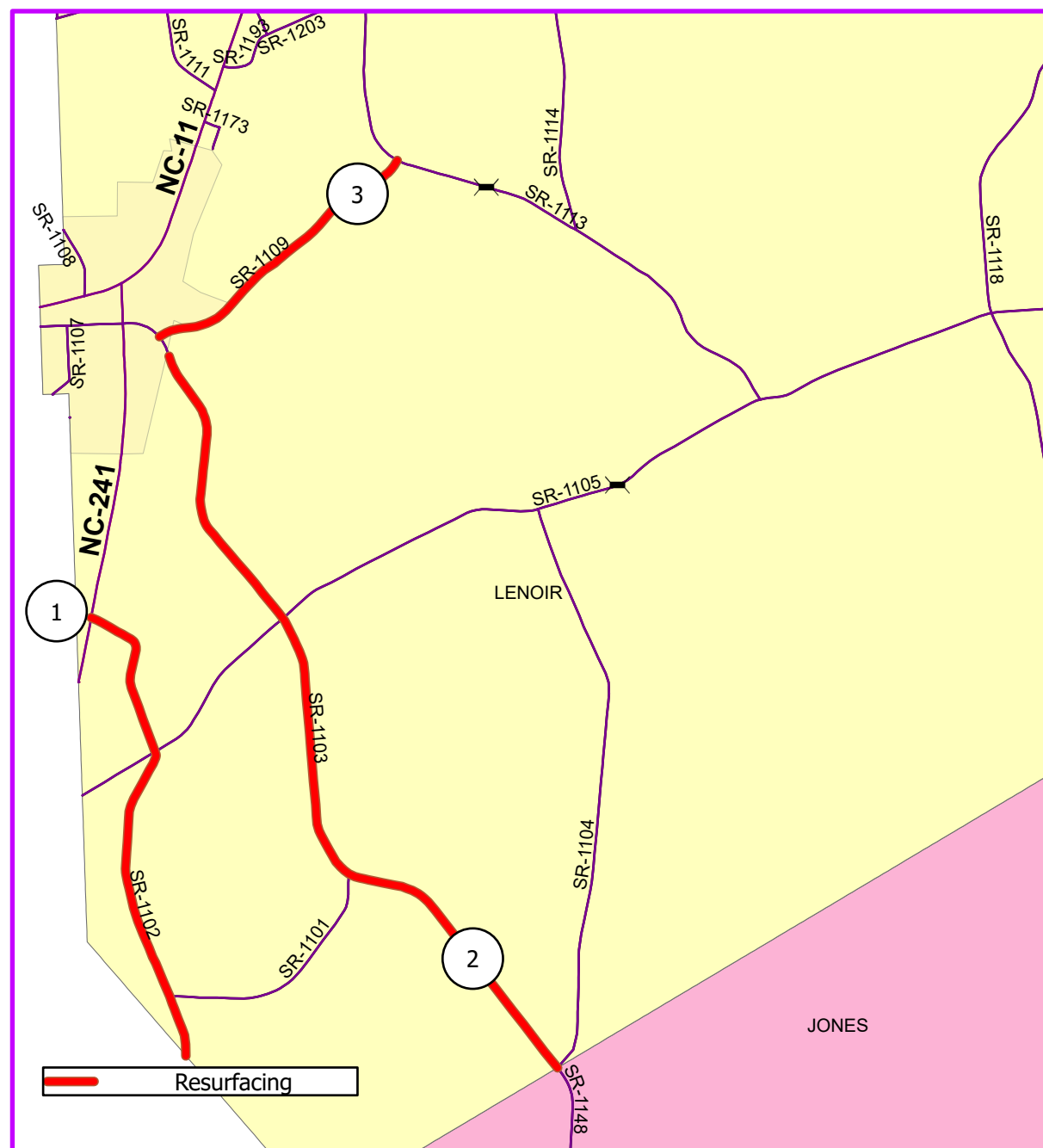
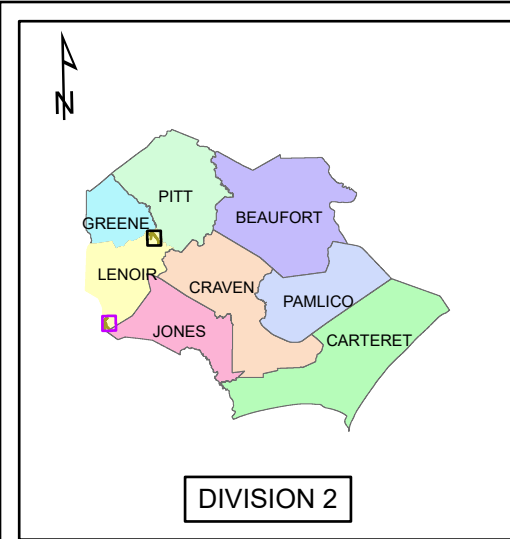
DB00616

WBS# 2026CPT.02.15.20541

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

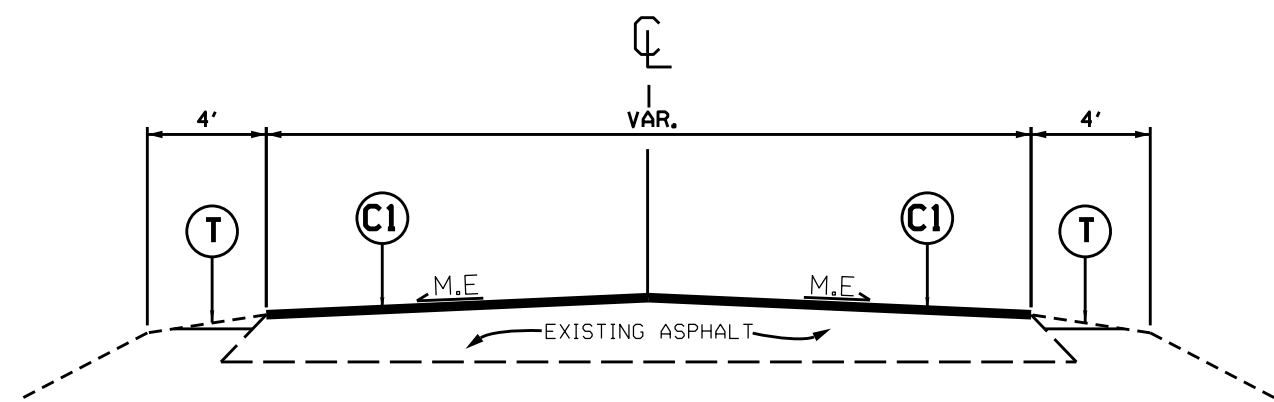


NCDOT
DIVISION 2



TYPICAL SECTION NO. 1

MAPS 1, 2, 3, 5, AND 6



NOTE:

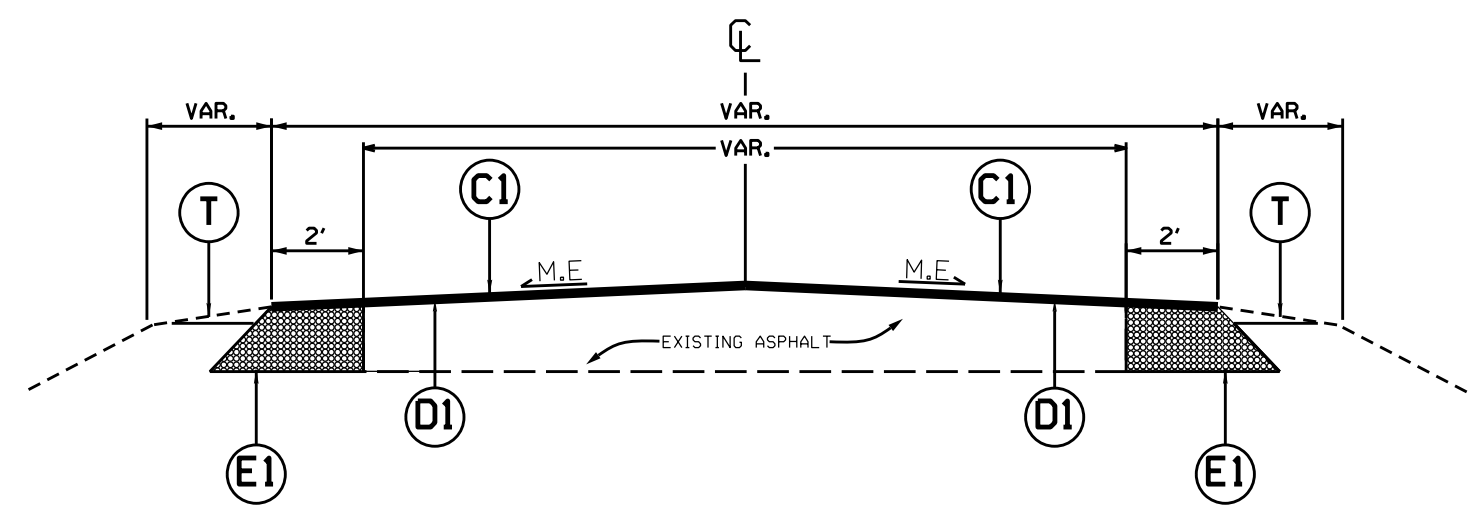
1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 3. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT SURFACE COURSE S9.5B AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE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

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. 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.

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00616	3	

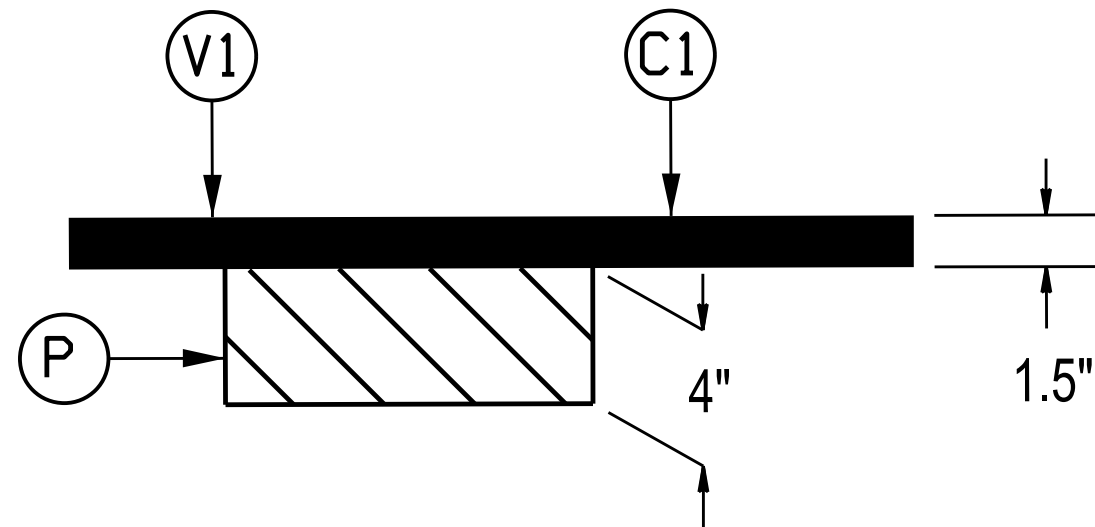
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH		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 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
2026CPT.02.15.20541	Lenoir	1	SR-1102 / HOWARD FAMILY RD	FROM DUPLIN CO. TO NC 241	1	2	2WU	1.73	20	69	87	3.46	300			1,786	116			173	100	1.73	1	195	0.07	
TOTAL FOR MAP NO. 1								1.73		69	87	3.46	300			1,786	116			173	100	1.73	1	195	0.07	
2026CPT.02.15.20541	Lenoir	2	SR-1103 / POTTERS HILL RD	FROM JONES CO. TO BEGIN CURB	1	2	2WU	3.25	19	130	163	6.50	350			3,313	280	1,346		520		3.25		365	0.18	
TOTAL FOR MAP NO. 2								3.25		130	163	6.50	350			3,313	280	1,346		520		3.25		365	0.18	
2026CPT.02.15.20541	Lenoir	3	SR-1109 / EARL HOWARD RD	FROM SR 1103 POTTERS HILL RD TO SR 1113 ASH DAVIS RD	1	2	2WU	1.06	20	42	53	2.12	325			1,118	86	265		106		1.06		125	0.06	
TOTAL FOR MAP NO. 3								1.06		42	53	2.12	325			1,118	86	265		106		1.06		125	0.06	
2026CPT.02.15.20541	Lenoir	4	SR-1709 / SKEETER POND RD	FROM NC 11 TO SR 1004 HUGO RD	2	2	2WU	4.25	19	255	213	8.50	700	3,590	8,569	5,139	907		1	680	100	5.31	1	480	0.58	
TOTAL FOR MAP NO. 4								4.25		255	213	8.50	700	3,590	8,569	5,139	907			1	680	100	5.31	1	480	0.58
2026CPT.02.15.20541	Lenoir	5	SR-1710 / EDWARDS CHURCH RD	FROM SR 1711 GILBERT SCHOOL RD TO SR 1004 HUGO RD	1	2	2WU	0.71	20	28	36	1.42	150			719	49	39		71		0.71	1	125	0.03	
TOTAL FOR MAP NO. 5								0.71		28	36	1.42	150			719	49	39		71		0.71	1	125	0.03	
2026CPT.02.15.20541	Lenoir	6	SR-1711 / GILBERT SCHOOL RD	FROM SR 1091 GRIFTON HUGO RD TO SR 1004 HUGO RD	1	2	2WU	1.88	20	75	94	3.76	150			1,972	128			188	100	1.88		215	0.08	
TOTAL FOR MAP NO. 6								1.88		75	94	3.76	150			1,972	128			188	100	1.88		215	0.08	
TOTAL FOR PROJ NO. 2026CPT.02.15.20541								12.88		599	646	25.76	1,975	3,590	8,569	14,047	1,566	1,650	1	1,738	300	13.94	3	1,505	1	
GRAND TOTAL								12.88		599	646	25.76	1,975	3,590	8,569	14,047	1,566	1,650	1	1,738	300	13.94	3	1,505	1	

4" MILL PATCHING	STA.	STA.	WIDTH	LOC.	MAP
	0+00	1+02	FULL WIDTH		2
	1+02	2+20	10'	LT	2
	4+08	5+17	FULL WIDTH		2
	6+68	6+98	7'	RT	2
	13+41	14+23	FULL WIDTH		2
	14+52	14+94	7'	LT	2
	18+16	19+26	FULL WIDTH		2
	21+54	22+07	FULL WIDTH		2
	26+51	27+98	FULL WIDTH		2
	36+53	38+03	FULL WIDTH		2
	45+23	45+65	7'	RT	2
	48+16	50+24	7'	LT	2
	52+00	54+23	10'	LT	2
	59+57	60+42	7'	LT	2
	60+70	61+40	7'	RT	2
	66+31	67+39	FULL WIDTH		2
	71+64	75+58	7'	LT	2
	72+55	72+86	7'	RT	2
	75+58	77+03	FULL WIDTH		2
	77+03	78+72	7'	LT	2
	78+72	79+15	FULL WIDTH		2
	79+15	79+40	7'	LT	2
	81+73	82+16	9'	RT	2
	87+13	87+35	10'	RT	2
	87+58	88+62	10'	LT	2
	89+51	90+20	FULL WIDTH		2
	99+28	99+82	FULL WIDTH		2
	105+21	106+44	7'	LT	2
	112+27	113+09	7'	RT	2
	119+56	120+15	7'	LT	2
	120+15	120+93	FULL WIDTH		2
	120+93	121+85	7'	LT	2
	131+94	132+39	4'	RT	2
	132+39	133+87	FULL WIDTH		2
	143+67	143+97	7'	RT	2
	146+59	149+52	7'	LT	2
	149+08	150+48	7'	RT	2
	151+64	153+57	12'	RT	2
	159+29	160+01	7'	LT	2
	161+04	161+54	7'	LT	2
	163+63	164+60	FULL WIDTH		2
	125+77	126+80	11'	RT	2
	126+80	128+26	FULL WIDTH		2

STA.	STA.	WIDTH	LOC.	MAP
1+27	2+35	FULL WIDTH		3
2+35	3+16	10'	RT	3
4+05	5+31	FULL WIDTH		3
20+21	21+70	7'	RT	3
47+96	48+50	7'	RT	3
52+74	53+20	7'	RT	3
55+05	55+87	7'	RT	3
0+21	0+52	FULL WIDTH		3 (Edwards Dr)
22+42	23+15	FULL WIDTH		5

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

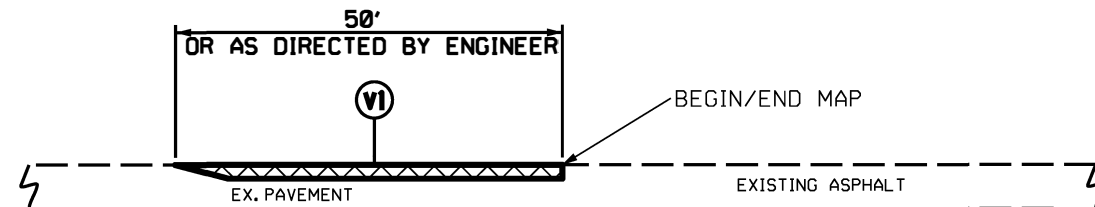


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B25.0C
DRAWINGS NOT TO SCALE	

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.

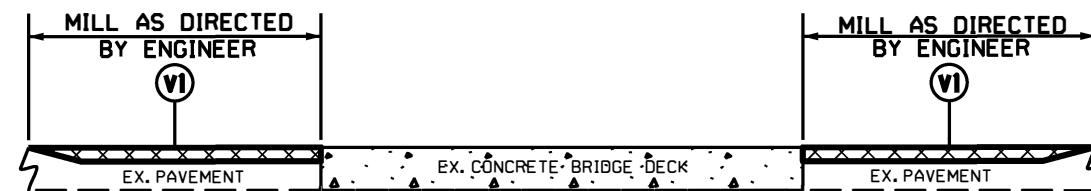
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

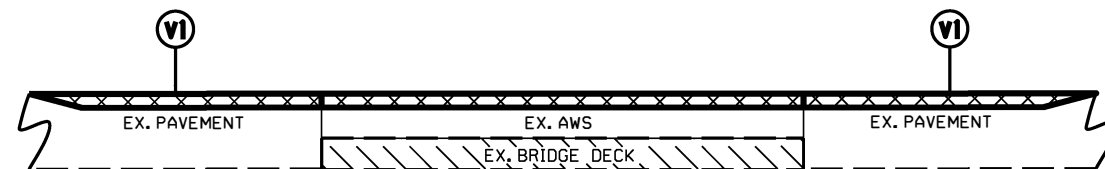
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

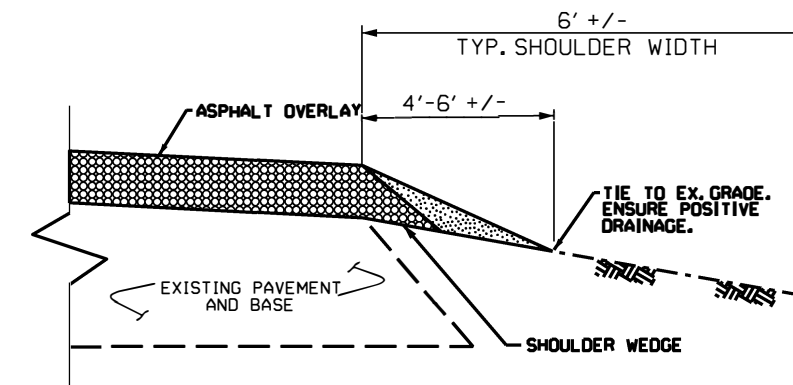


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL

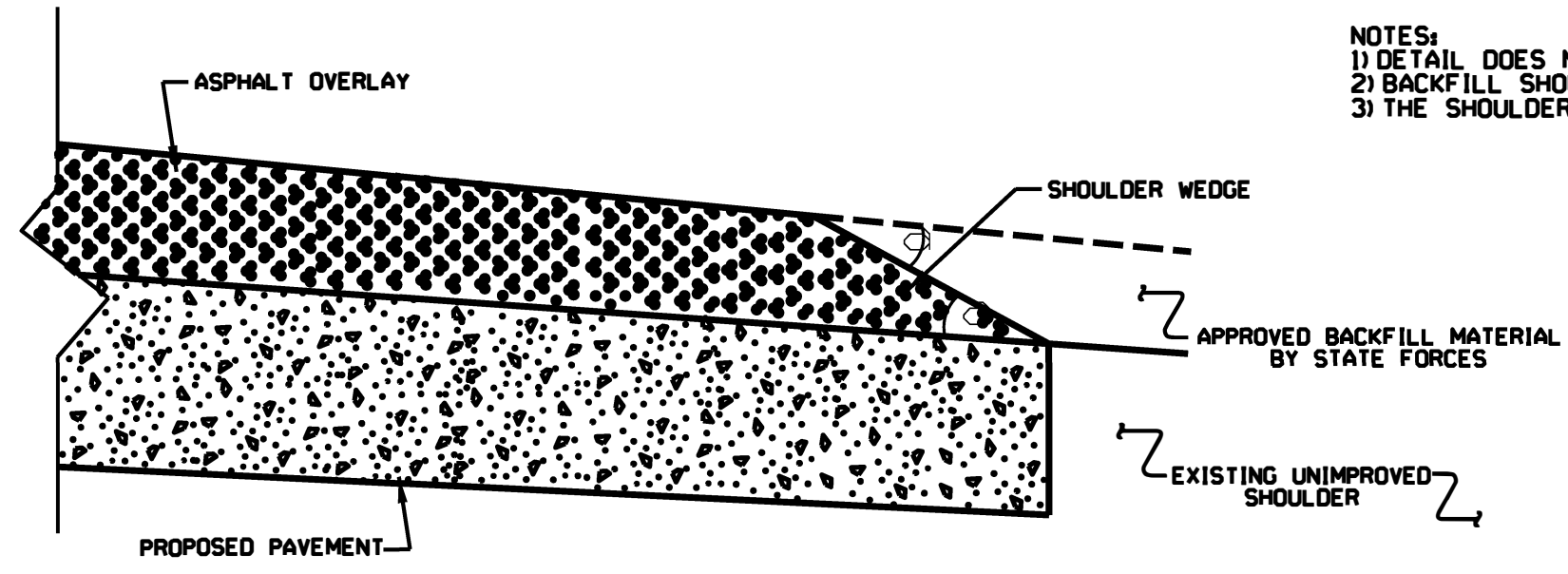


SHOULDER RECONSTRUCTION DETAIL

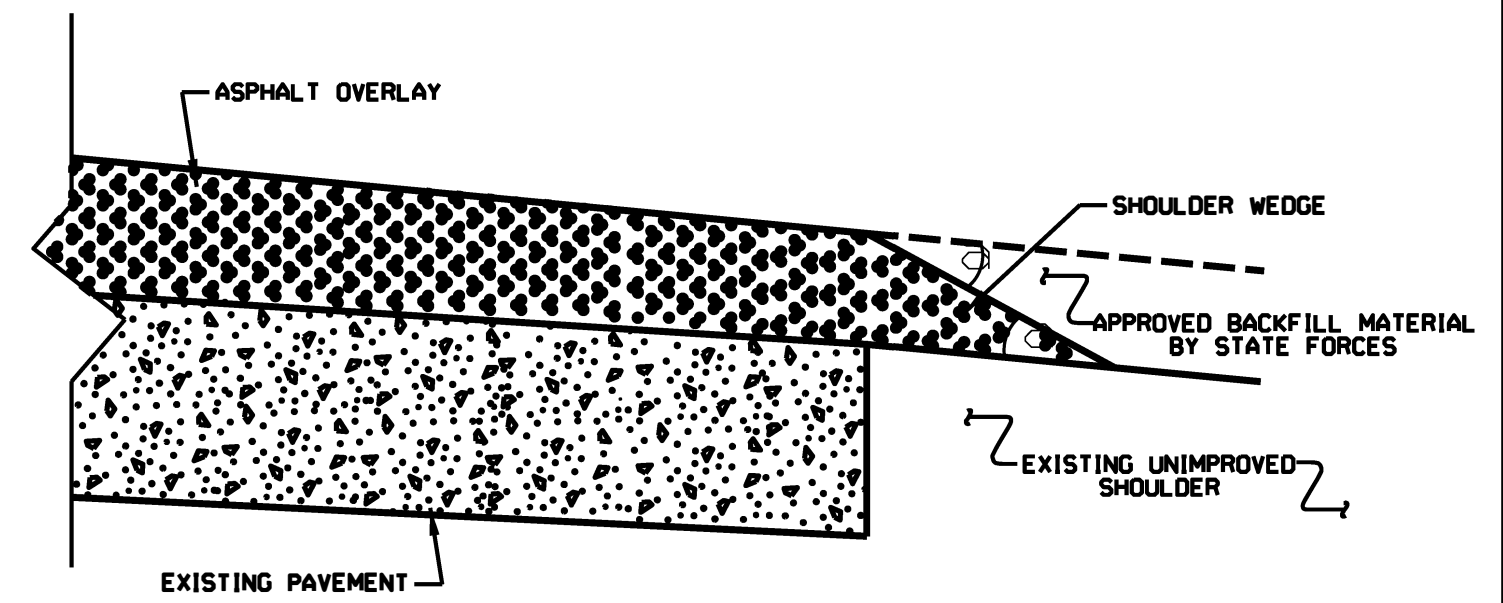
NOTE:

- 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.

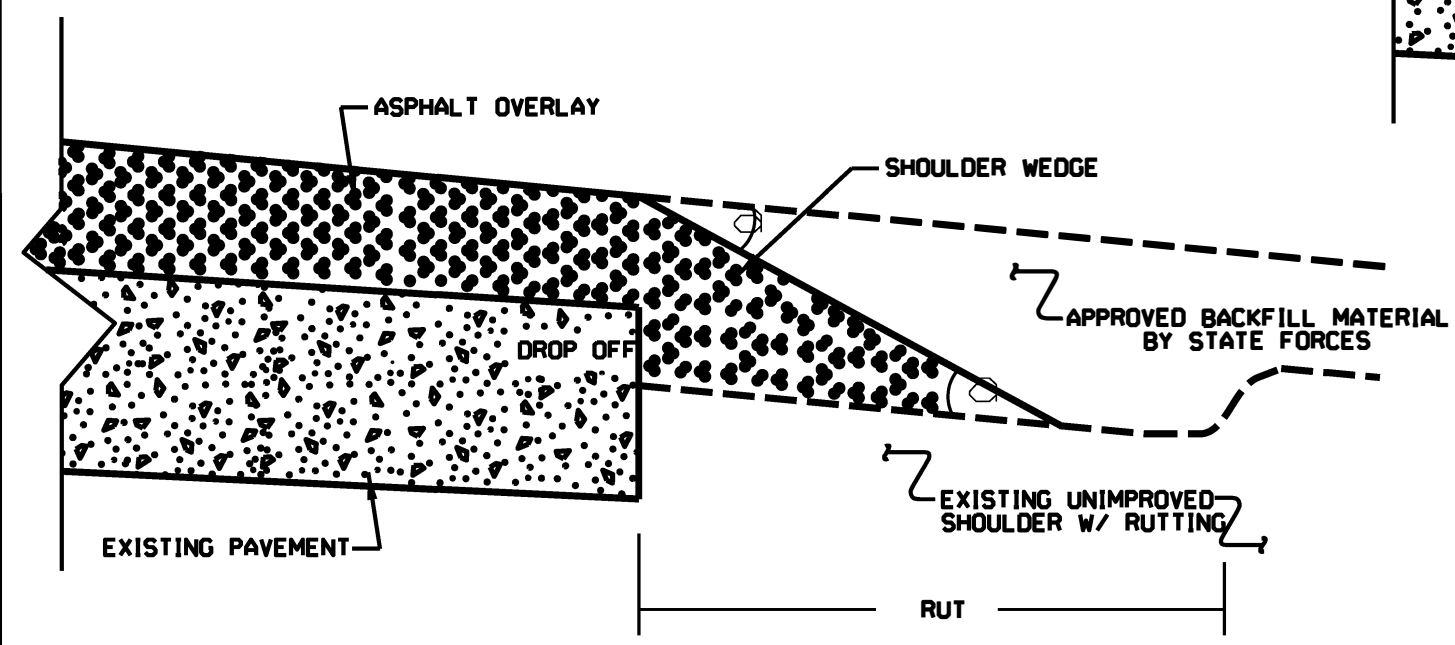
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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)

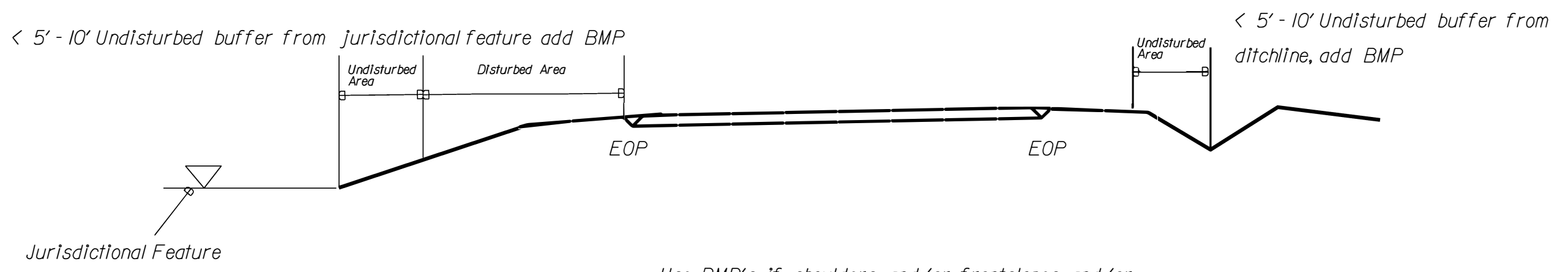
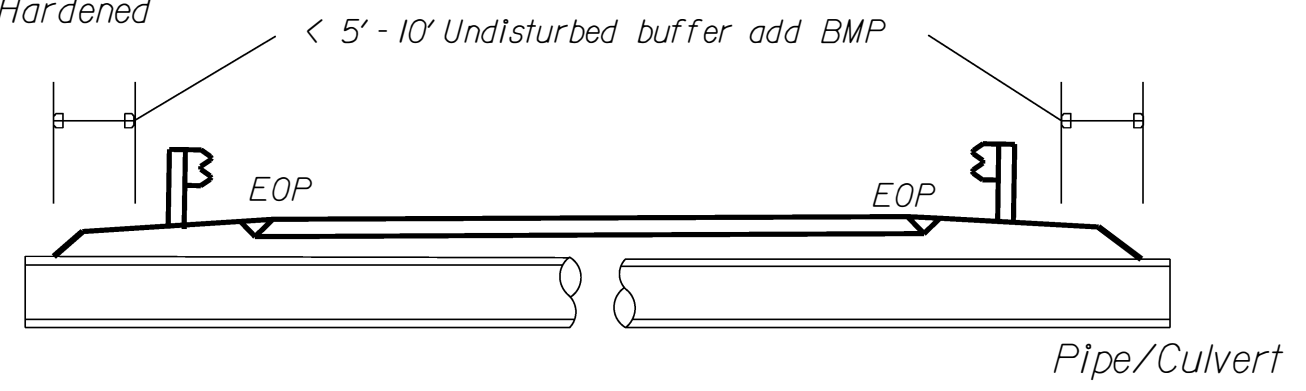
- SHOULDER WEDGE ANGLE = 30°

**SHOULDER WEDGE
 DETAILS**

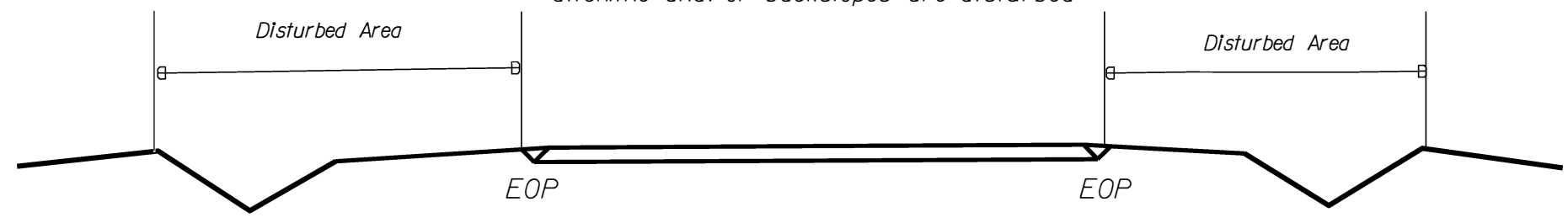
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

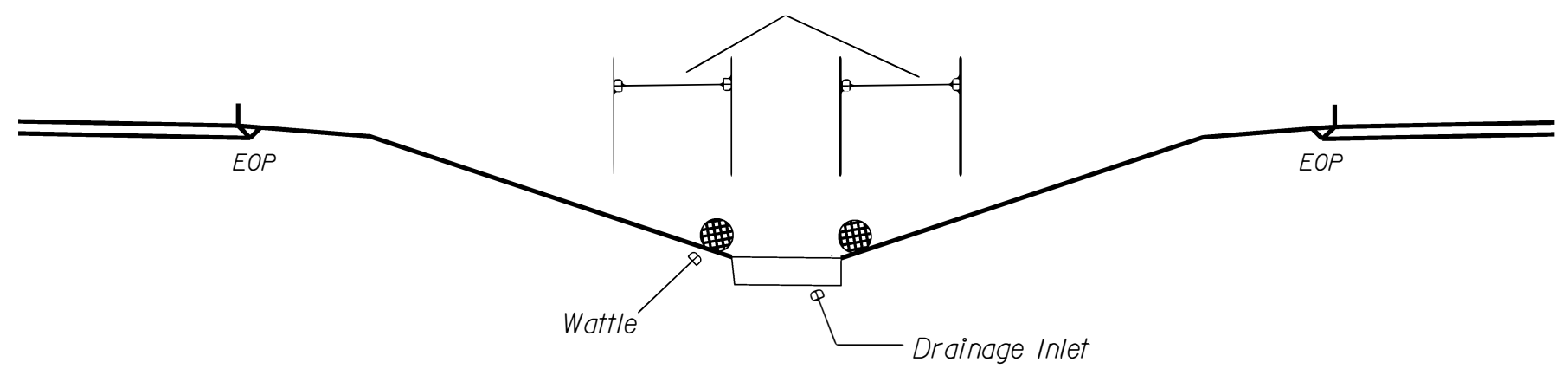
EROSION CONTROL DETAIL



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

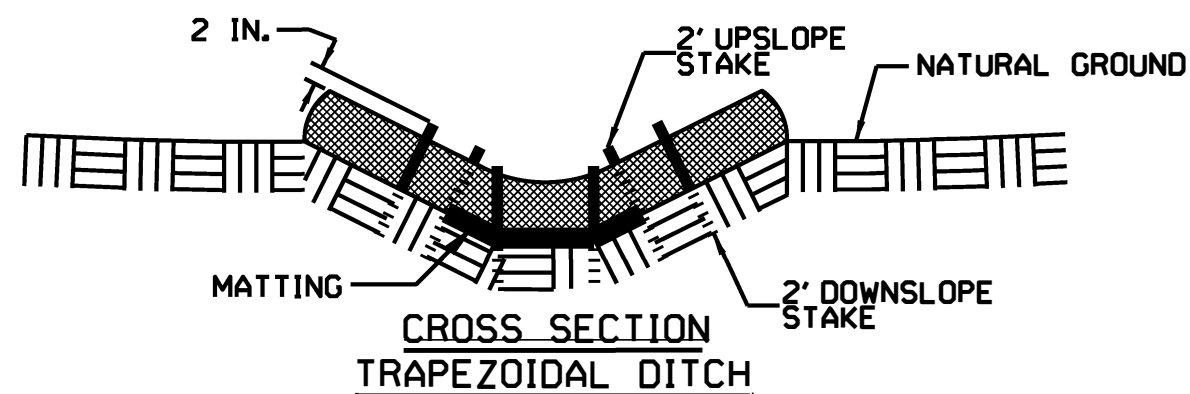
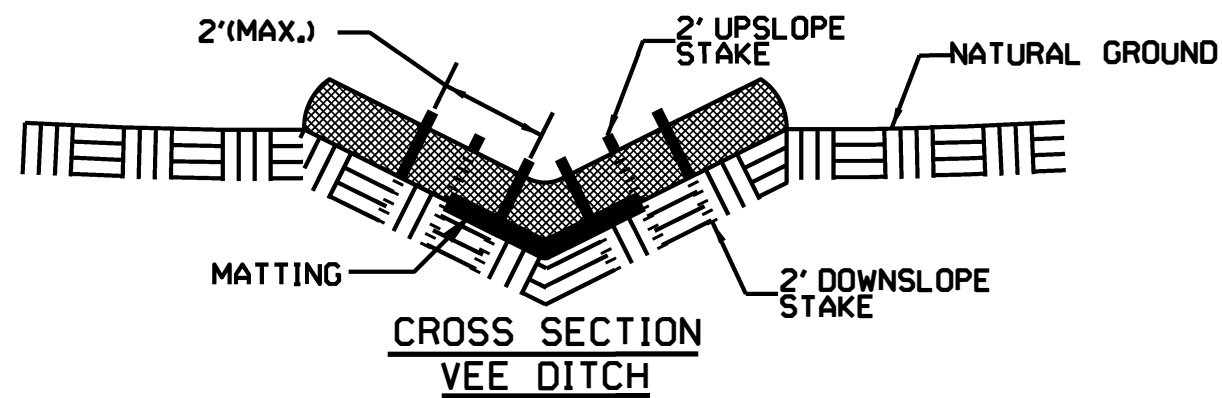
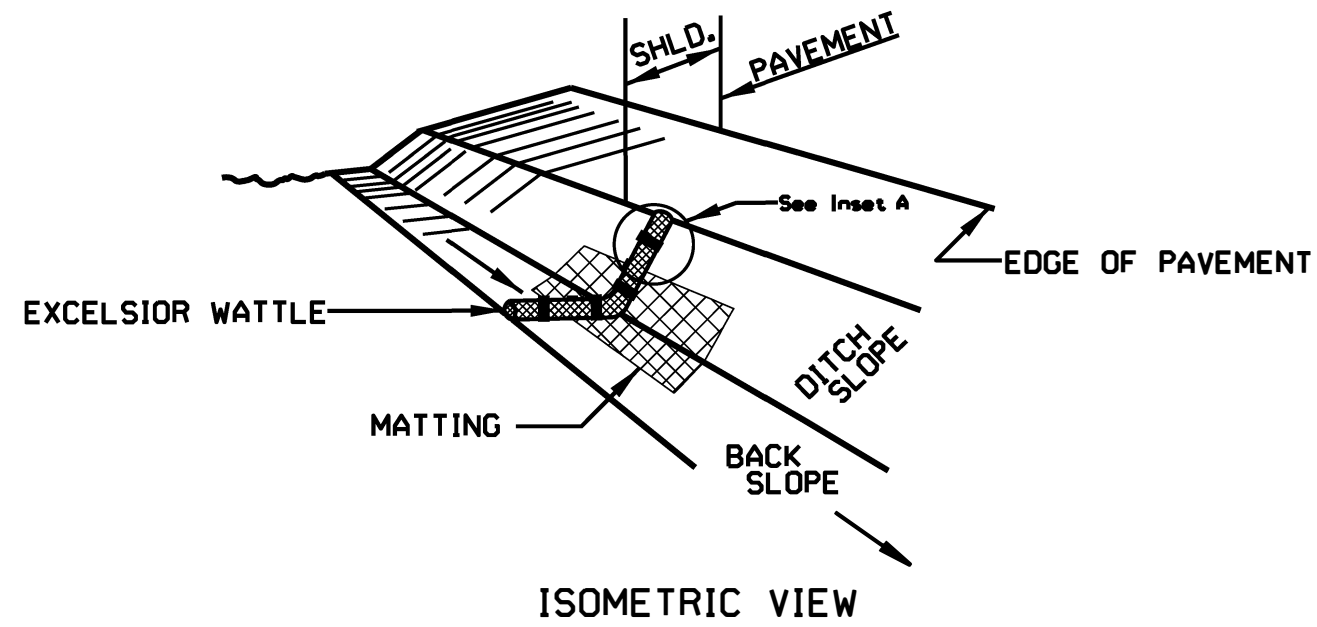


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

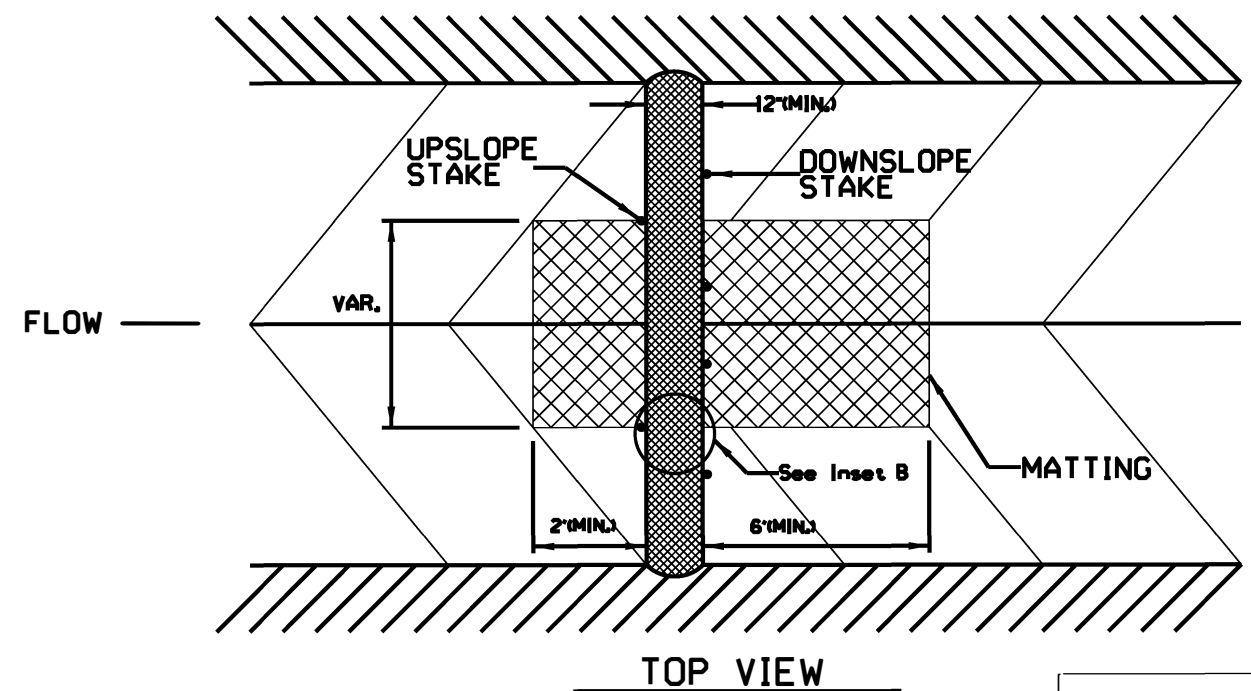
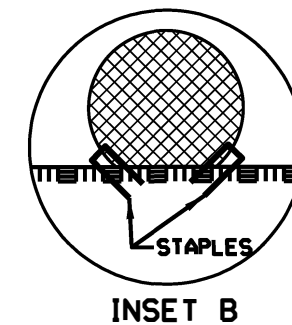
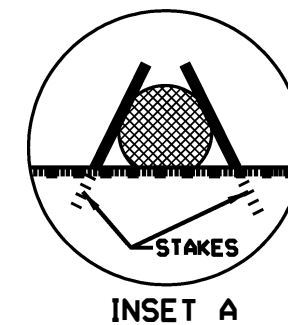
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

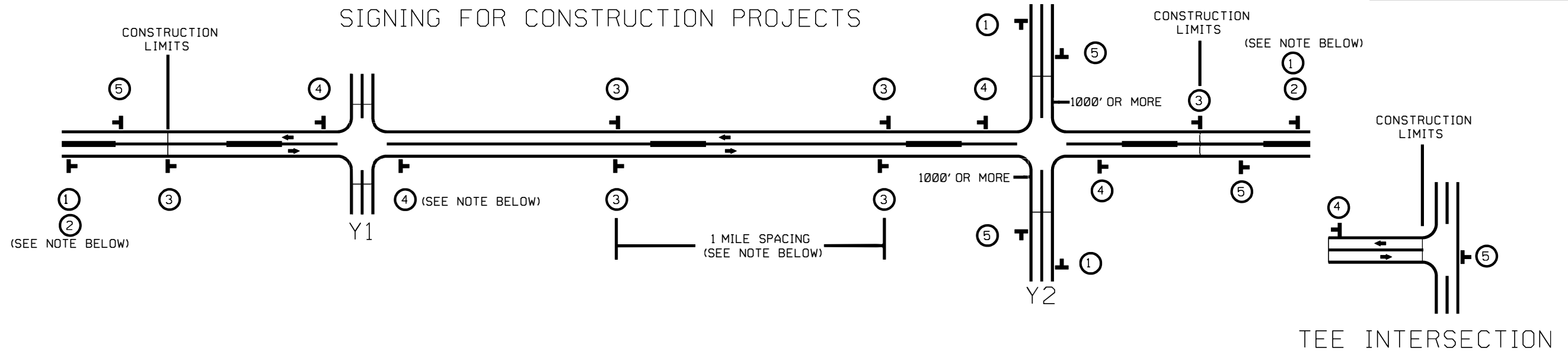
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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



NOT TO SCALE

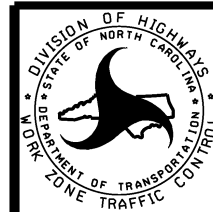
SIGNING FOR CONSTRUCTION PROJECTS



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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <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>	



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