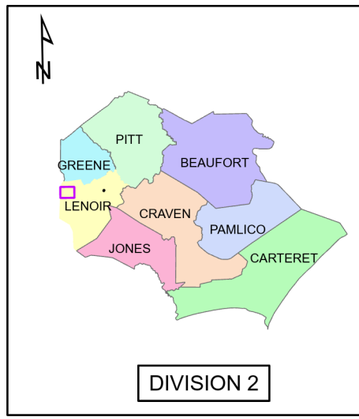


LENOIR COUNTY

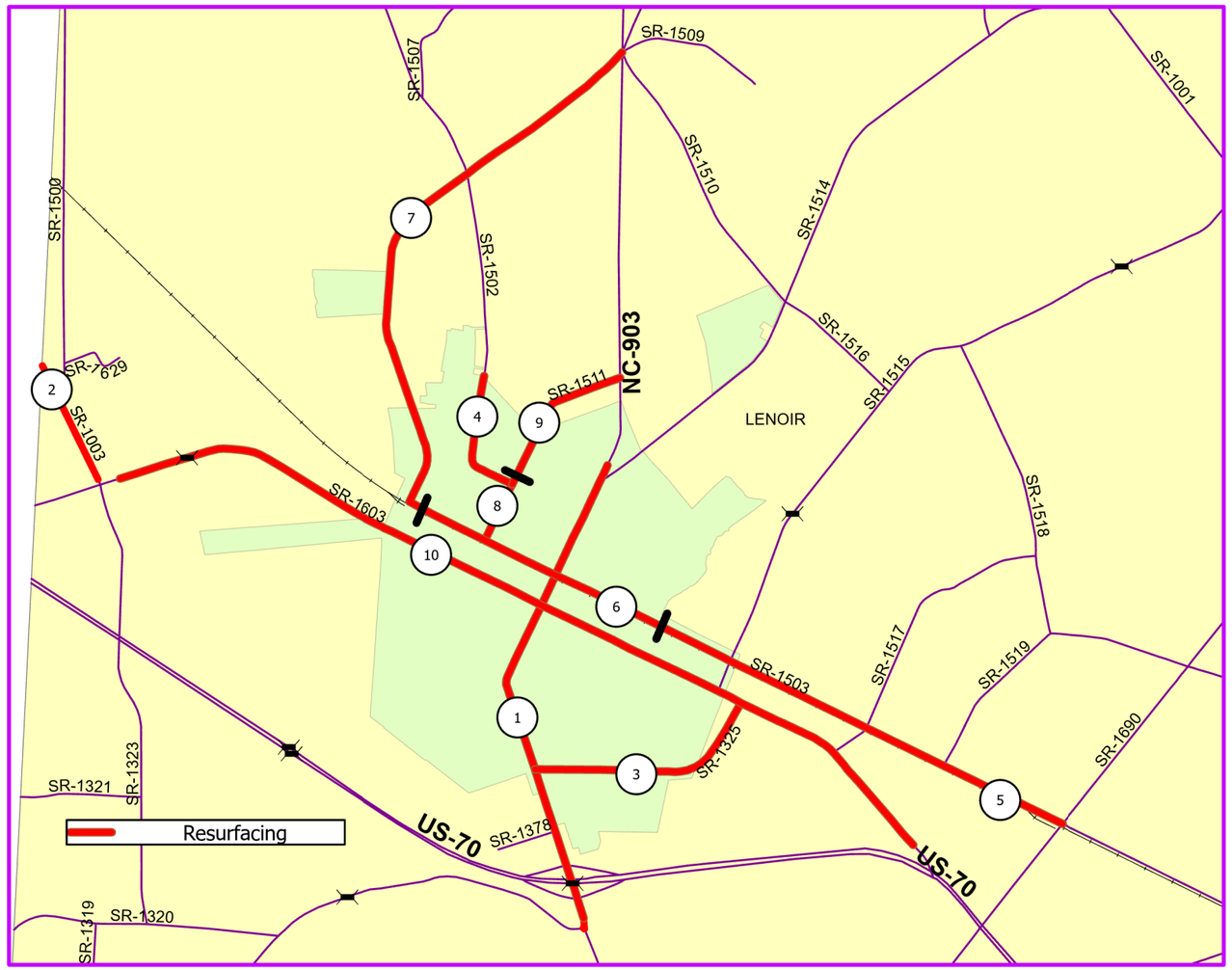
DB00593

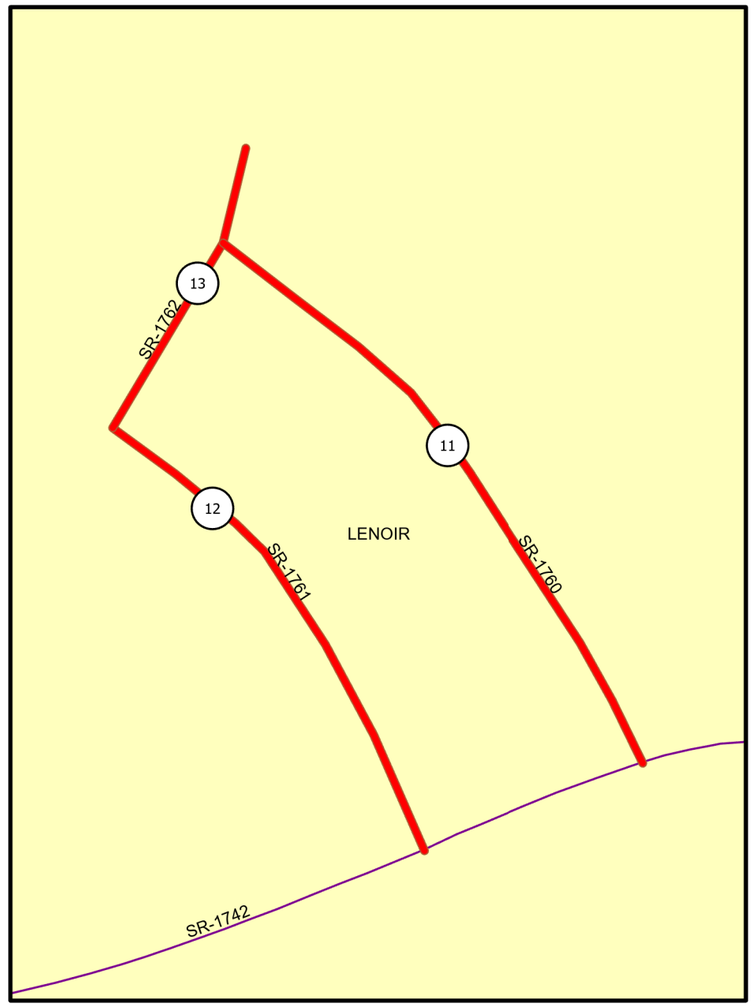
PROJECT REFERENCE NO.	SHEET NO.
DB00593	1

WBS# 2025CPT.02.17.10541
2025CPT.02.18.20541

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

NCDOT
DIVISION 2

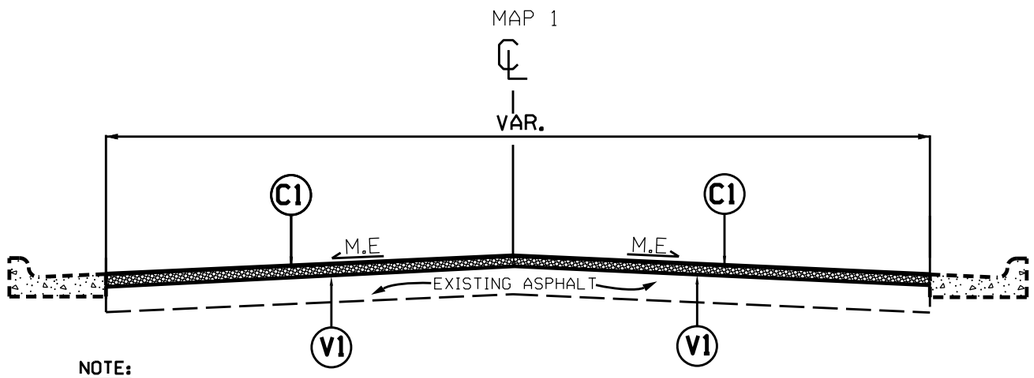




PROJECT REFERENCE NO.	SHEET NO.
DB00593	2

TYPICAL SECTION NO. 1

MAP 1



NOTE:

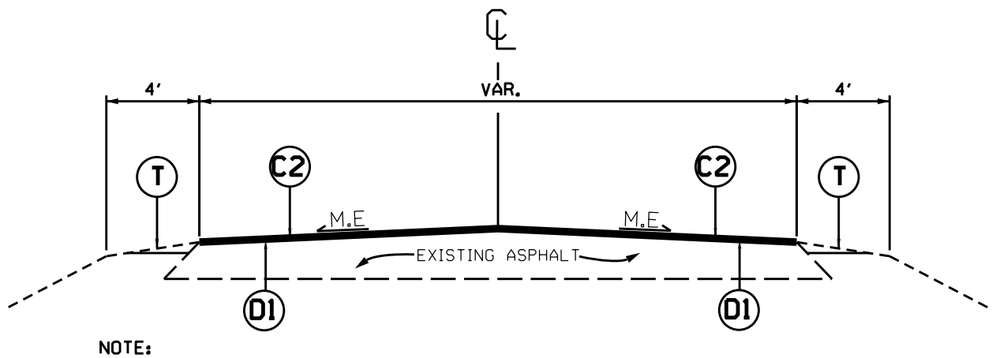
1. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 1.5 INCHES, MILLING TO INCLUDE BOTH NCDOT AND CITY SIDE STREETS TO THE BACK OF THE RADIUS.
2. PLACE ASPHALT SURFACE COURSE S9.5C AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS 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 S9.5C 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	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
V2	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 2

MAPS 2 AND 3



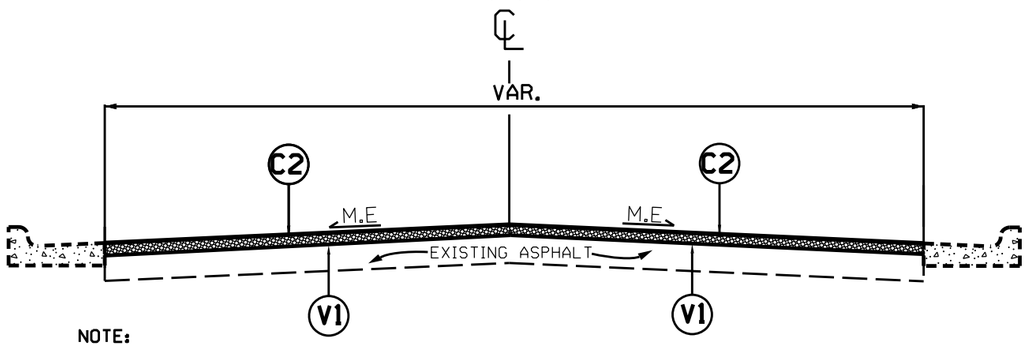
NOTE:

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.

PROJECT REFERENCE NO.	SHEET NO.
DB00593	3

TYPICAL SECTION NO. 3

MAPS 4, 6, 8, AND 10



NOTE:

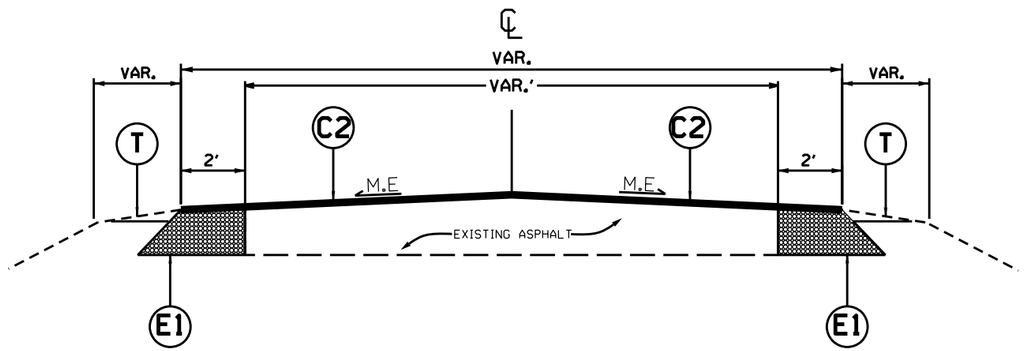
1. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 1.5 INCHES, MILLING TO INCLUDE BOTH NCDOT AND CITY SIDE STREETS TO THE BACK OF THE RADIUS.
2. PLACE ASPHALT SURFACE COURSE S9.5B AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED ON MAPS 6 AND 10.

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	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
V2	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 4

MAP 5



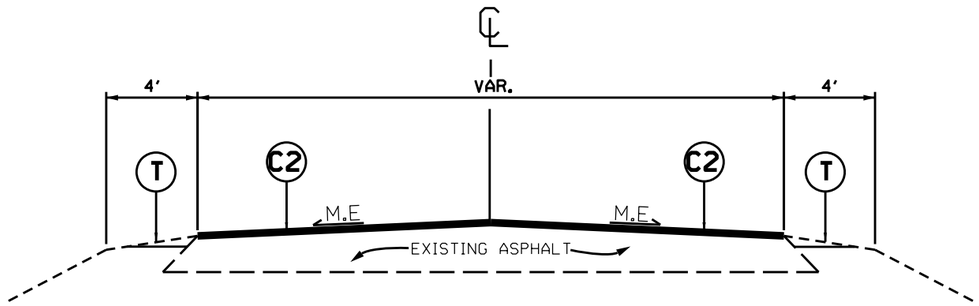
NOTE:

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

PROJECT REFERENCE NO.	SHEET NO.
DB00593	4

TYPICAL SECTION NO. 5

MAPS 7, 9, 11, 12, AND 13



NOTE:

1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 5. 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 S9.5C 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	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
V2	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00593	5	

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	1½" MILLING	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	FRAME WITH GRATE & HOOD, STD 840.03	2'6" CURB & GUTTER - REMOVE/ REPLACE	CONCRETE VALLEY GUTTER - REMOVE/ REPLACE	6" CONCRETE DRIVEWAY - REMOVE/ REPLACE	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	SY	TONS	TONS	TONS	TONS	TONS	TON	EA	LF	LF	SY	EA	EA	LF	LF	AC	EA	SF	LS
2025CPT.02.17.10541	Lenoir	1	NC-903	FROM SR 1309 JENNY LIND RD TO END C&G	1	2	2WU	2.06	19	40	10	1.03	44,340	7,460				4,480	264		17	698					60	100	1.00	1	245	0.14
TOTAL FOR MAP NO. 1								**2.06**		**40**	**10**	**1.03**	**44,340**	**7,460**				**4,480**	**264**		**17**	**698**					**60**	**100**	**1.00**	**1**	**245**	**0.14**
TOTAL FOR PROJ NO. 2025CPT.02.17.10541								**2.06**		**40**	**10**	**1.03**	**44,340**	**7,460**				**4,480**	**264**		**17**	**698**					**60**	**100**	**1.00**	**1**	**245**	**0.14**
2025CPT.02.18.20541	Lenoir	2	SR-1003 / NEW HOPE RD	FROM WAYNE CO TO SR 1603 WASHINGTON ST	2	2	2WU	0.61	21	37	31	1.22		250		1,204	719		105								61		0.76		125	0.04
TOTAL FOR MAP NO. 2								**0.61**		**37**	**31**	**1.22**		**250**		**1,204**	**719**		**105**								**61**		**0.76**		**125**	**0.04**
2025CPT.02.18.20541	Lenoir	3	SR-1325 / FIRETOWER RD	FROM NC 903 TO SR 1603 WASHINGTON ST	2	2	2WU	0.99	21	59	50	1.98		375		1,741	1,059		152			25			1		99	100	1.24		125	0.06
TOTAL FOR MAP NO. 3								**0.99**		**59**	**50**	**1.98**		**375**		**1,741**	**1,059**		**152**			**25**			**1**		**99**	**100**	**1.24**		**125**	**0.06**
2025CPT.02.18.20541	Lenoir	4	SR-1502 / MARTIN LUTHER KING DR	FROM SR 1511 N CHARLES ST TO END C&G	3	2	2WU	0.58	38		5		13,206	600			1,173		76			154		12							130	0.04
TOTAL FOR MAP NO. 4								**0.58**			**5**		**13,206**	**600**			**1,173**		**76**			**154**		**12**							**130**	**0.04**
2025CPT.02.18.20541	Lenoir	5	SR-1503 / FIELDS STATION RD/E RAILROAD ST	FROM SR 1690 WILLIE MEASLEY RD TO BEG C&G	4	2	2WU	1.83	19	73	92	3.66		561	1,543		2,247		215								183		1.83		205	0.12
TOTAL FOR MAP NO. 5								**1.83**		**73**	**92**	**3.66**		**561**	**1,543**		**2,247**		**215**								**183**		**1.83**		**205**	**0.12**
2025CPT.02.18.20541	Lenoir	6	SR-1503 / E RAILROAD ST/W RAILROAD ST	FROM BEG C&G TO END C&G	3	2	2WU	1.08	28	22	22	1.00	17,825	702			1,586		103		2	71		34					0.54		130	0.08
TOTAL FOR MAP NO. 6								**1.08**		**22**	**22**	**1.00**	**17,825**	**702**			**1,586**		**103**		**2**	**71**		**34**					**0.54**		**130**	**0.08**
2025CPT.02.18.20541	Lenoir	7	SR-1503 / W RAILROAD ST/N FORBES ST/ HERRING RD/ED HERRING RD	FROM END C&G TO NC 903	5	2	2WU	2.37	19	95	119	4.74		545			2,454		191	633					1	13	237		2.37		270	0.15
TOTAL FOR MAP NO. 7								**2.37**		**95**	**119**	**4.74**		**545**			**2,454**		**191**	**633**					**1**	**13**	**237**		**2.37**		**270**	**0.15**
2025CPT.02.18.20541	Lenoir	8	SR-1511 / N CHARLES ST	FROM SR 1503 W RAILROAD ST TO SR 1502 QUEEN ST	3	2	2WU	0.26	40		5		6,321	735			799		52			30									125	0.02
TOTAL FOR MAP NO. 8								**0.26**			**5**		**6,321**	**735**			**799**		**52**			**30**									**125**	**0.02**
2025CPT.02.18.20541	Lenoir	9	SR-1511 / N CHARLES ST	FROM SR 1502 QUEEN ST TO NC 903	5	2	2WU	0.58	21	23	29	1.16		250			618		40								58		0.58		125	0.04
TOTAL FOR MAP NO. 9								**0.58**		**23**	**29**	**1.16**		**250**			**618**		**40**								**58**		**0.58**		**125**	**0.04**
2025CPT.02.18.20541	Lenoir	10	SR-1603 / WASHINGTON ST	FROM PAV'T JOINT APPROX. 780' NORTH OF US 70 TO PAV'T JOINT APPROX. 370' EAST OF SR 1003 NEW HOPE RD	3	2	2WU	3.78	28	92	114	4.56	61,841	1,362			5,404		351		1	396	13				302		2.28		380	0.26
TOTAL FOR MAP NO. 10								**3.78**		**92**	**114**	**4.56**	**61,841**	**1,362**			**5,404**		**351**		**1**	**396**	**13**				**302**		**2.28**		**380**	**0.26**
2025CPT.02.18.20541	Lenoir	11	SR-1760 / TURNAGE DR	FROM SR 1762 KEVIN DR TO SR 1742 TILGHMAN RD	5	2	2WU	0.27	21	11	14	0.54		250			294		22	56							43	100	0.27	1	125	0.02
TOTAL FOR MAP NO. 11								**0.27**		**11**	**14**	**0.54**		**250**			**294**		**22**	**56**							**43**	**100**	**0.27**	**1**	**125**	**0.02**
2025CPT.02.18.20541	Lenoir	12	SR-1761 / GARY DR	FROM SR 1762 KEVIN DR TO SR 1742 TILGHMAN RD	5	2	2WU	0.21	22	8	11	0.42		250			235		24	171							34		0.21		125	0.02
TOTAL FOR MAP NO. 12								**0.21**		**8**	**11**	**0.42**		**250**			**235**		**24**	**171**							**34**		**0.21**		**125**	**0.02**
2025CPT.02.18.20541	Lenoir	13	SR-1762 / KEVIN DR	FROM SR 1761 GARY DR TO DEAD END	5	2	2WU	0.14	21	6	7	0.28					152		10								22		0.14		125	0.01
TOTAL FOR MAP NO. 13								**0.14**		**6**	**7**	**0.28**					**152**		**10**								**22**		**0.14**		**125**	**0.01**
TOTAL FOR PROJ NO. 2025CPT.02.18.20541								**12.7**		**426**	**499**	**19.56**	**99,193**	**5,880**	**1,543**	**2,945**	**16,740**		**1,341**	**860**	**3**	**676**	**13**	**46**	**2**	**13**	**1,039**	**200**	**10.22**	**1**	**1,990**	**0.86**
GRAND TOTAL								**14.76**		**466**	**509**	**20.59**	**143,533**	**13,340**	**1,543**	**2,945**	**16,740**	**4,480**	**1,605**	**860**	**20**	**1,374**	**13**	**46**	**2**	**13**	**1,099**	**300**	**11.22**	**2**	**2,235**	**1**

4" MILL PATCHING	STA.	STA.	WIDTH	LOC.	MAP
	5+22	6+36	FULL WIDTH		7
	6+36	16+62	10'	LT	7
	7+37	8+15	10'	RT	7
	10+84	13+50	10'	RT	7
	17+88	22+41	10'	LT	7
	17+88	19+46	10'	RT	7
	20+47	21+86	7'	RT	7
	24+41	24+88	10'	RT	7
	2+35	3+14	FULL WIDTH		11
	4+33	4+95	7'	CTR	11
	1+08	1+42	FULL WIDTH		12
	1+89	3+71	FULL WIDTH		12
	5+91	6+29	FULL WIDTH		12
	8+49	8+86	FULL WIDTH		12

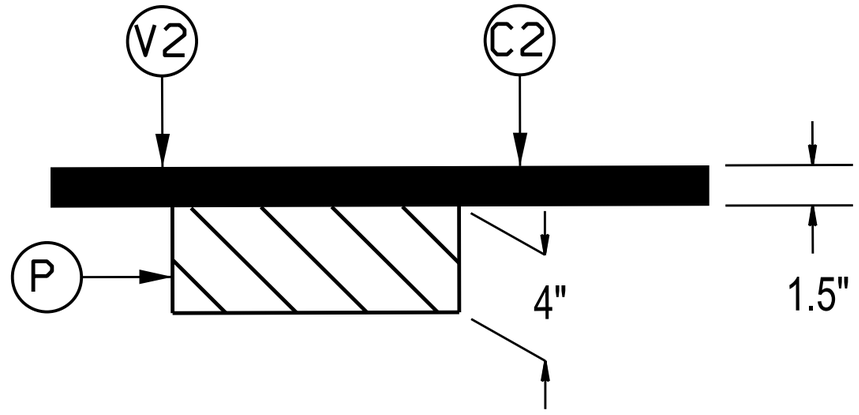
6" DRIVEWAY	STA.	STA.	LENGTH	LOC.	MAP
	12+94	13+07	13'	RT	4
	36+65	37+08	43'	RT	6

4" VALLEY GUTTER	STA.	STA.	LENGTH	LOC.	MAP
	89+05	89+18	13'	RT	10

2'6" CURB AND GUTTER	STA.	STA.	LENGTH	LOC.	MAP
	40+22	40+51	29	LT	1
	42+46	42+75	29'	RT	1
	42+47	42+64	17'	LT	1
	43+05	43+20	15'	RT	1
	57+97	58+32	35'	LT	1
	58+11	58+31	20'	RT	1
	58+71	58+81	10'	LT	1
	59+62	59+82	20'	LT	1
	62+92	63+12	20'	RT	1
	65+43	65+64	21'	LT	1
	65+55	65+76	21'	RT	1
	67+48	67+69	21'	LT	1
	68+51	68+61	10'	RT	1
	74+13	74+23	10'	RT	1
	85+00	85+10	10'	RT	1
	85+50	85+70	20'	RT	1
	85+56	85+70	14'	LT	1
	87+33	87+53	20'	RT	1
	89+89	90+08	19'	RT	1
	89+91	90+04	13'	LT	1
	95+87	96+17	30'	LT	1
	96+41	97+00	59'	RT	1
	96+41	96+93	52'	LT	1
	97+39	97+68	29'	RT	1
	100+22	100+42	20'	RT	1
	101+77	102+34	57'	LT	1
	102+20	102+29	9'	RT	1
	105+24	105+45	21'	LT	1
	0+00	0+10	10'	LT	1 (LAKE PINES)
	0+00	0+19	19'	RT	1 (LAKE PINES)
	0+00	0+12	12'	RT	1 (E BOUNDARY)
	0+00	0+12	12'	LT	1 (E BOUNDARY)
	0+18	0+36	18'	RT	3

STA.	STA.	LENGTH	LOC.	MAP
0+07	0+24	17'	RT	4
0+43	0+51	8'	LT	4
9+79	9+87	8'	LT	4
9+97	10+28	31'	RT	4
10+23	10+44	21'	LT	4
15+90	16+00	10'	RT	4
21+80	22+03	23'	RT	4
24+05	24+27	22'	RT	4
28+79	28+83	4'	LT	4
0+00	0+10	10'	LT	4 (MITCHELL)
8+78	8+90	12'	RT	6
21+77	22+03	26'	RT	6
23+77	23+86	9'	RT	6
33+46	33+58	12'	RT	6
34+09	34+21	12'	RT	6
5+20	5+50	30'	LT	8
59+28	59+44	16'	LT	10
59+33	59+44	11'	RT	10
63+18	63+24	6'	LT	10
83+40	83+50	10'	RT	10
88+99	89+12	13'	LT	10
96+01	96+33	32'	LT	10
98+75	98+79	4'	LT	10
99+70	99+82	12'	LT	10
102+41	102+54	13'	L	10
102+68	103+08	40'	LT	10
107+04	107+32	28'	LT	10
110+31	110+61	30'	RT	10
112+81	112+93	12'	LT	10
113+07	113+53	46'	LT	10
113+12	113+31	19'	RT	10
0+00	0+32	32'	LT	10 (BEVERLY)
0+00	0+30	30'	RT	10 (BEVERLY)
0+00	0+10	10'	LT	10 (FRANKLIN)
0+00	0+32	32'	RT	10 (FRANKLIN)

4" DEPTH MILL PATCHING DETAIL
MAPS 7, 11, AND 12

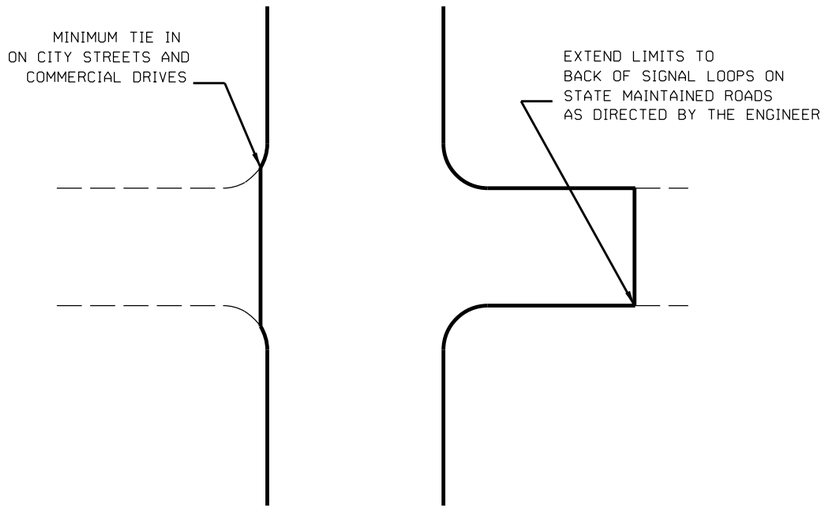


PAVEMENT SCHEDULE	
C2	PROP. APPROX. 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
V2	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B25.0C
DRAWINGS NOT TO SCALE	

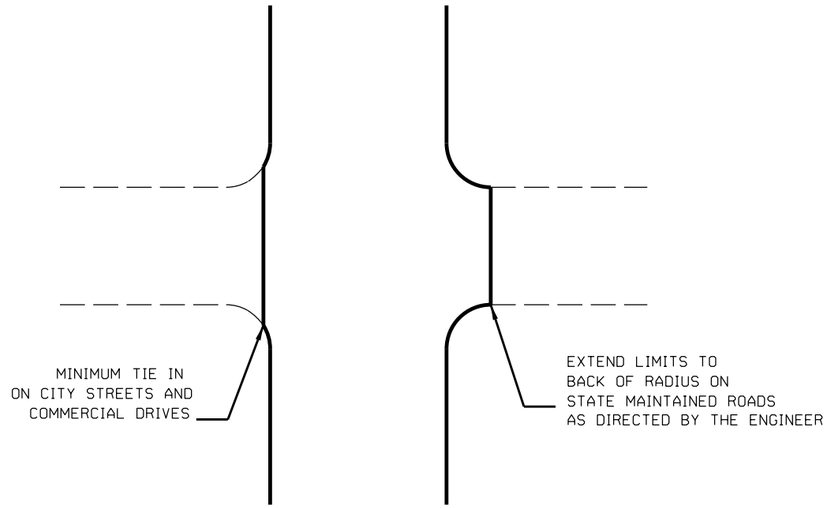
NOTE:

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 5, AND AS DIRECTED BY THE ENGINEER.

PROJECT REFERENCE NO.	SHEET NO.
DB00593	7



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



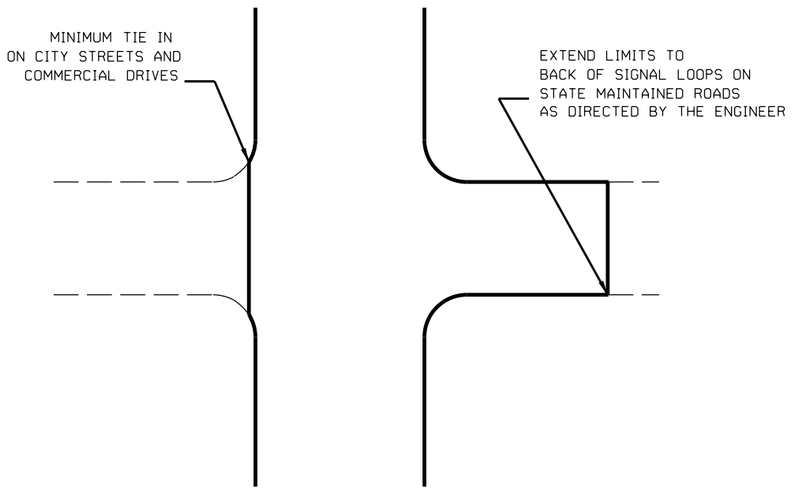
TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

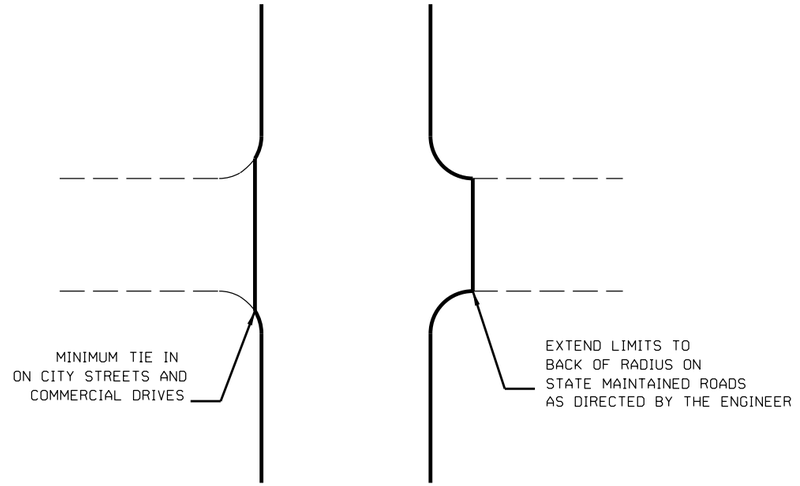
Extend paving limits to back of radius
or loop on the following intersections:

MAP#	STREET NAME	COMMENTS
1	MADISON ANN DR	PAVE TO BACK OF RADIUS
1	SPENCE ST	PAVE TO JOINT AT BACK OF RADIUS
1	LAKE PINES DR	PAVE TO JOINT AT BACK OF RADIUS
1	MILLER AVE	PAVE TO BACK OF RADIUS
1	W BOUNDARY ST	PAVE TO JOINT AT BACK OF RADIUS
1	E BOUNDARY ST	PAVE TO JOINT AT BACK OF RADIUS
1	E JAMES ST	PAVE TO JOINT AT BACK OF RADIUS
1	W JAMES ST	PAVE TO JOINT AT BACK OF RADIUS
1	E KING ST	PAVE TO JOINT AT BACK OF RADIUS
1	W KING ST	PAVE TO BACK OF RADIUS
1	HADLEY ST	PAVE TO JOINT AT BACK OF RADIUS
1	1ST ST	PAVE TO JOINT AT BACK OF RADIUS
1	SR 1514 INSTITUTE RD	PAVE TO JOINT APPROX 330' FROM -L-
1	SR 1514 INSTITUTE RD (RAMP)	PAVE ENTIRE ROUTE
1	2ND ST (RT -L-)	PAVE TO BACK OF RADIUS
3	GRAY ST	PAVE TO BACK OF RADIUS

PROJECT REFERENCE NO.	SHEET NO.
DB00593	8



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



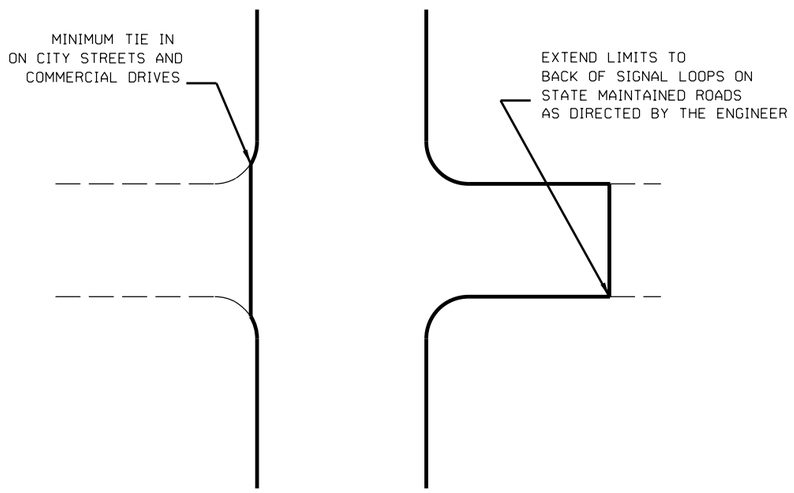
TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

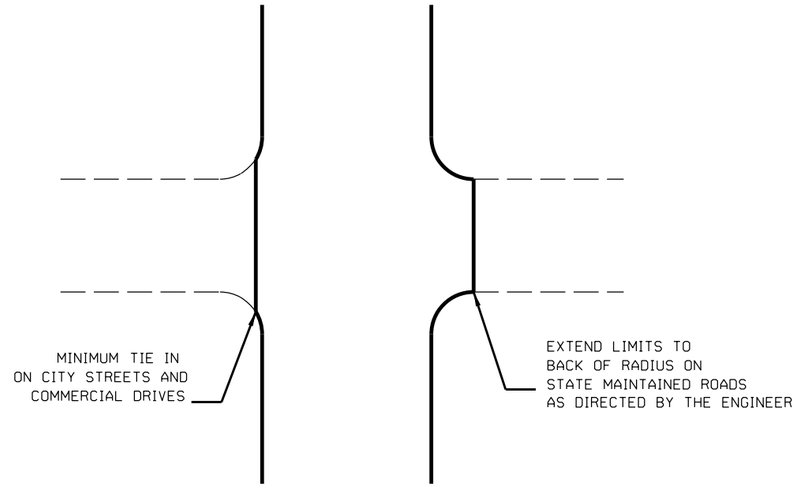
Extend paving limits to back of radius
or loop on the following intersections:

MAP*	STREET NAME	COMMENTS
4	HADDEN ST	PAVE TO BACK OF RADIUS
4	PALMER ST	PAVE TO JOINT AT BACK OF RADIUS
4	W QUEEN ST	PAVE TO JOINT AT BACK OF RADIUS
4	JOHN ST	PAVE TO BACK OF RADIUS
6	N CAREY ST	PAVE TO BACK OF RADIUS
6	N WOOTEN ST (RT -L-)	PAVE TO BACK OF RADIUS
6	N WOOTEN ST (LT -L-)	PAVE TO JOINT AT RAILROAD TRACKS
6	N CENTER ST	PAVE TO BACK OF RADIUS
6	N CHARLES ST (RT -L-)	PAVE TO BACK OF RADIUS
6	N CHARLES ST (LT -L-)	PAVE TO JOINT AT RAILROAD TRACKS
6	N HADDEN ST	PAVE TO BACK OF RADIUS
7	W JAMES ST (RT -L-)	PAVE TO BACK OF RADIUS
7	FAIRVIEW CEMETERY ENTRANCE	PAVE TO BACK OF RADIUS
7	W KING ST	PAVE TO BACK OF RADIUS
7	N FORBES ST	PAVE TO BACK OF RADIUS
7	W QUEEN ST (RT -L-)	PAVE TO BACK OF RADIUS

PROJECT REFERENCE NO.	SHEET NO.
DB00593	9



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

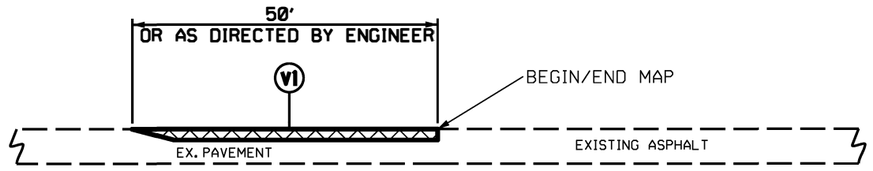
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

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

MAP#	STREET NAME	COMMENTS
7	FAIRVIEW RD	PAVE TO BACK OF RADIUS
7	ROUSE ST	PAVE TO BACK OF RADIUS
7	EASY ST	PAVE TO BACK OF RADIUS
7	HUNTINGTON PARK DR	PAVE TO BACK OF RADIUS
8	W JAMES ST (LT -L-)	PAVE TO BACK OF RADIUS
8	W JAMES ST (RT -L-)	PAVE TO BACK OF RADIUS
8	W KING ST (LT -L-)	PAVE TO BACK OF RADIUS
8	W KING ST (RT -L-)	PAVE TO BACK OF RADIUS
10	FOREST DR	PAVE TO JOINT AT BACK OF RADIUS
10	FRANKLIN ST	PAVE TO JOINT AT BACK OF RADIUS
10	ROBINA DR	PAVE TO BACK OF RADIUS
10	S CAREY ST (RT -L-)	PAVE TO JOINT AT BACK OF RADIUS
10	S CAREY ST (LT -L-)	PAVE TO JOINT AT BACK OF RADIUS
10	S CENTER ST (RT -L-)	PAVE TO JOINT AT BACK OF RADIUS
10	AYCOCK ST	PAVE TO JOINT AT BACK OF RADIUS
10	S FORBES ST	PAVE TO JOINT AT BACK OF RADIUS
10	BRANDY AVE	PAVE TO JOINT AT NOSE OF ISLAND

PROJECT REFERENCE NO.	SHEET NO.
DB00593	DIV2-1

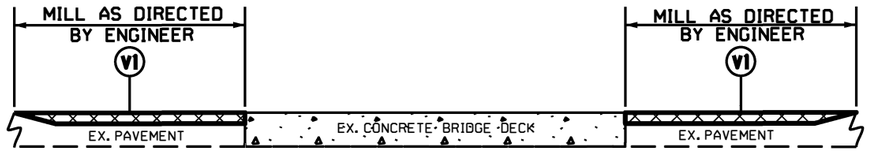
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

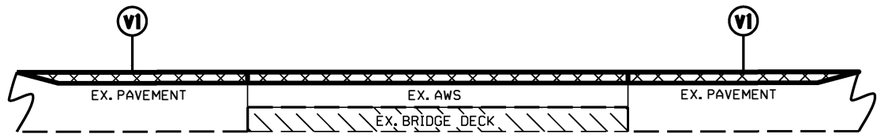
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

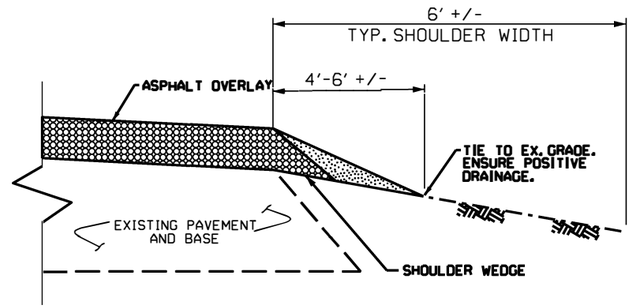


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL



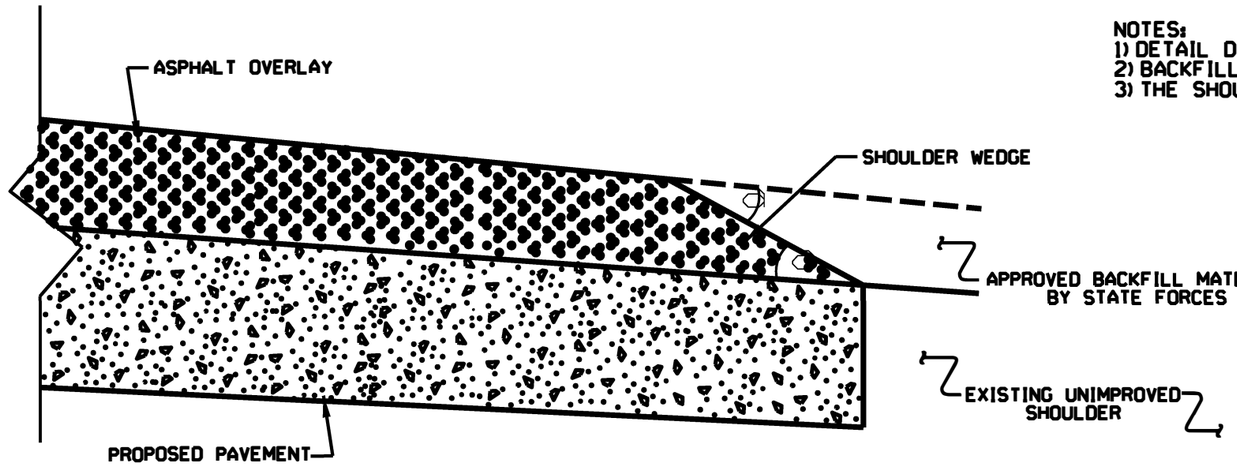
SHOULDER RECONSTRUCTION DETAIL

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.

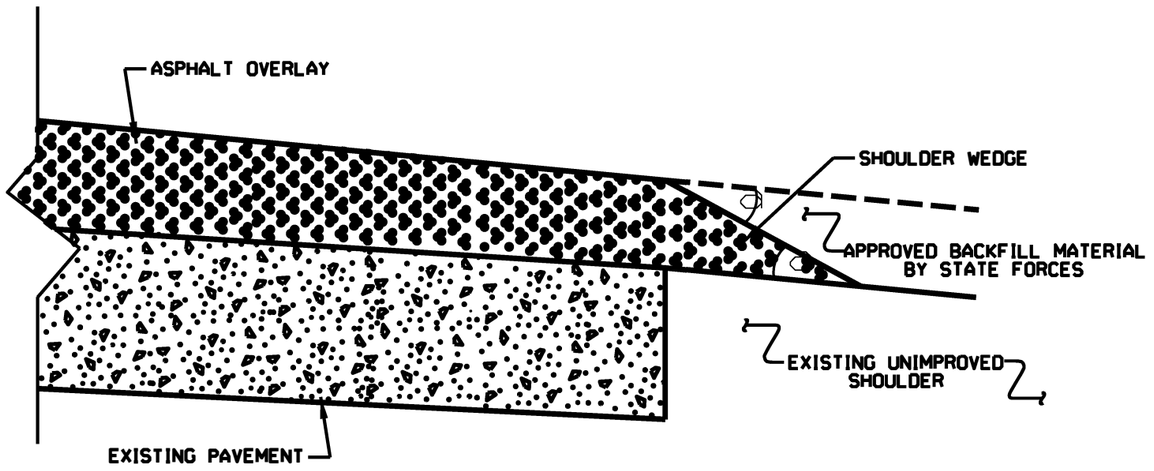
PROJECT REFERENCE NO.	SHEET NO.
DB00593	DIV2-2

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.



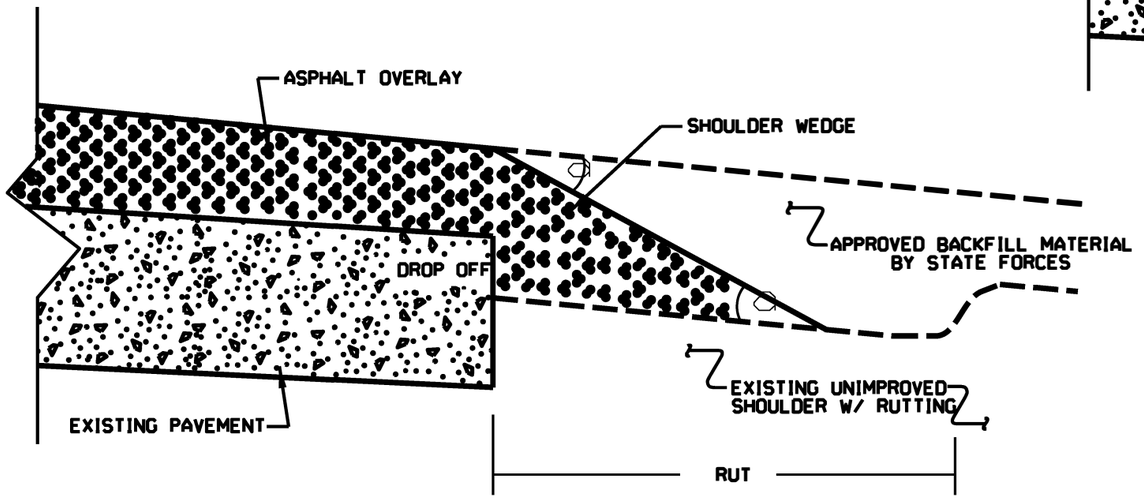
SHOULDER WEDGE DETAIL

(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°

SHOULDER WEDGE DETAILS

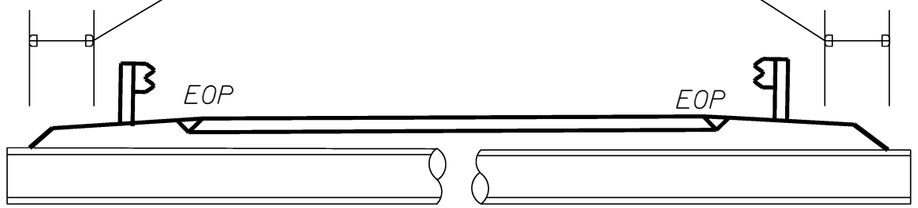
PROJECT REFERENCE NO.	SHEET NO.
DB00593	EC-1

EROSION CONTROL DETAIL

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.

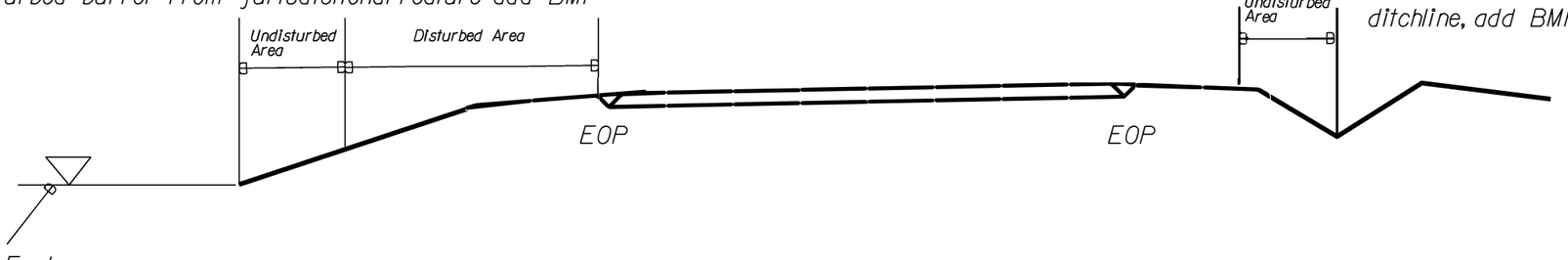
< 5' - 10' Undisturbed buffer add BMP



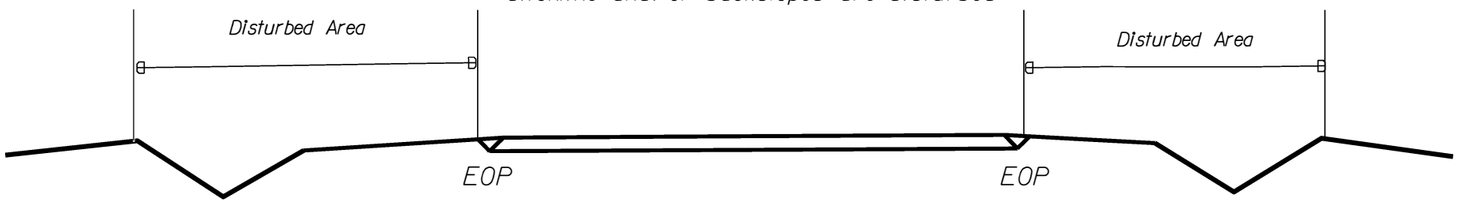
Pipe/Culvert

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

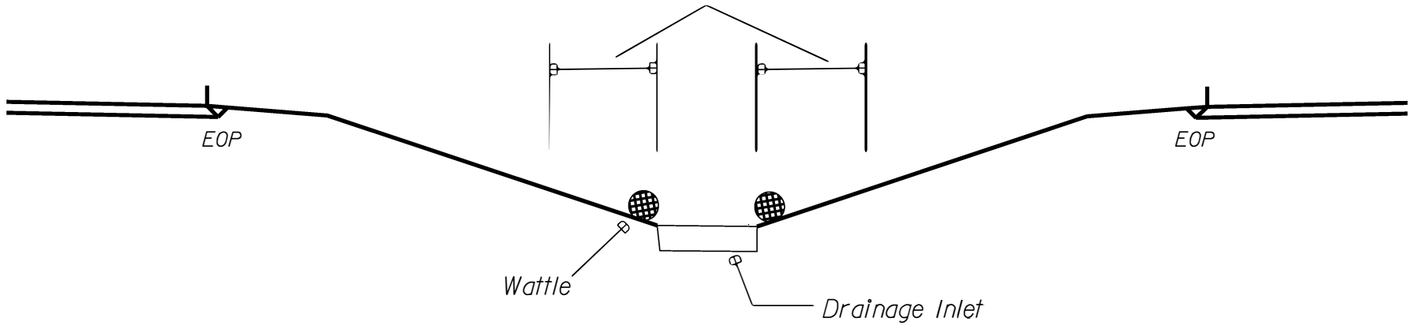
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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



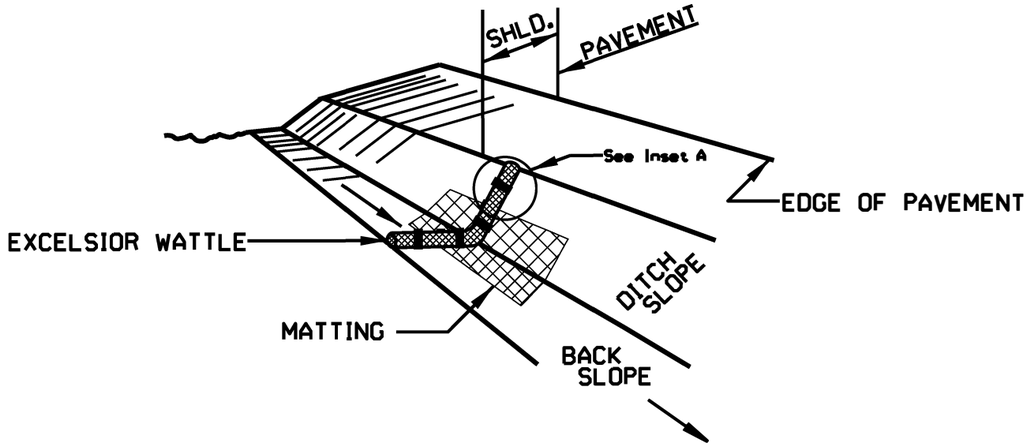
< 5' - 10' Undisturbed buffer from inlet, add wattle



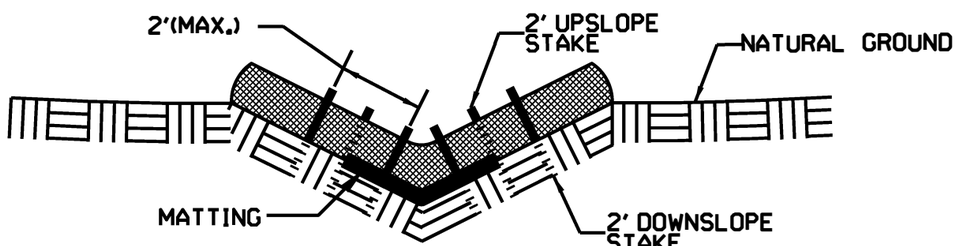
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DB00593	EC-2

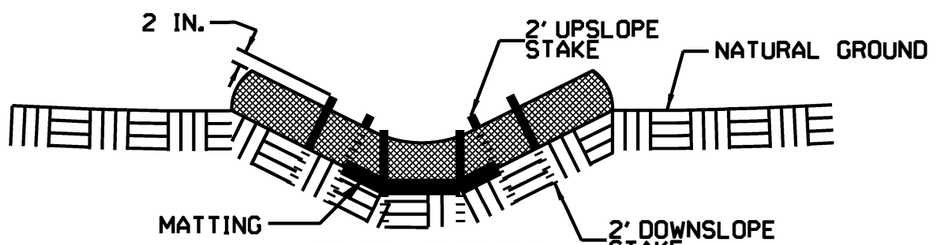
WATTLE DETAIL



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.

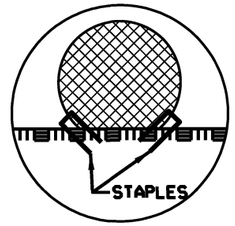
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

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

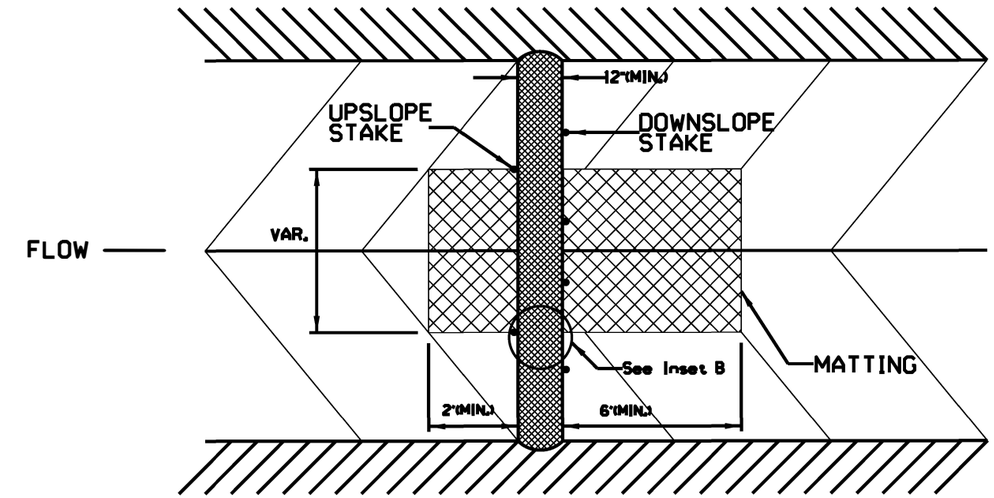
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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

INSET A



INSET B

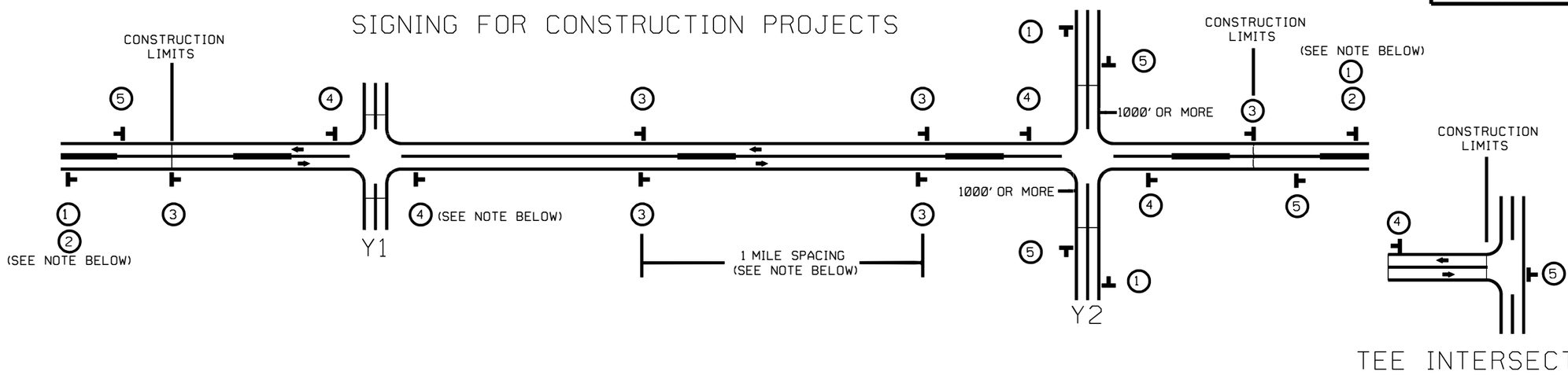


TOP VIEW

NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DB00593	TCP-1

SIGNING FOR CONSTRUCTION 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"

W20-7 A 48" X 48"

PLACED 500' IN ADVANCE OF FLAGGER. 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