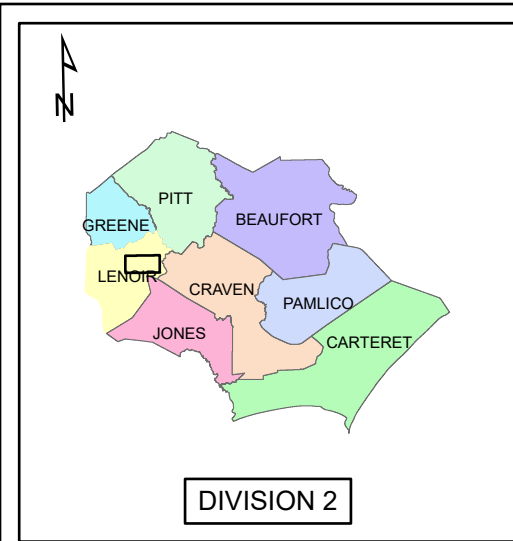




LENOIR COUNTY
DB00631

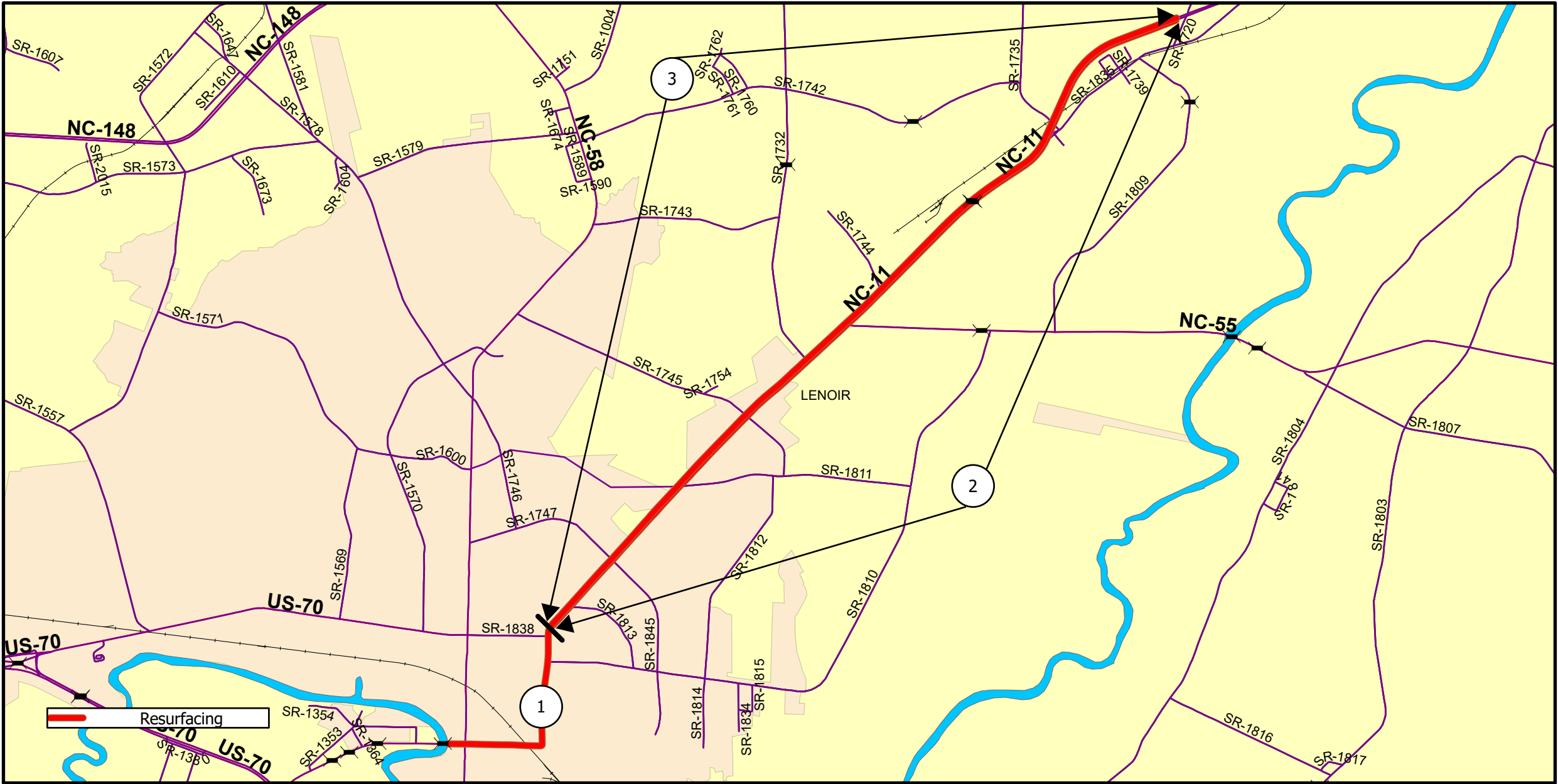
WBS# 2027CPT.02.01.10541

TYPE OF WORK : MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00631	1

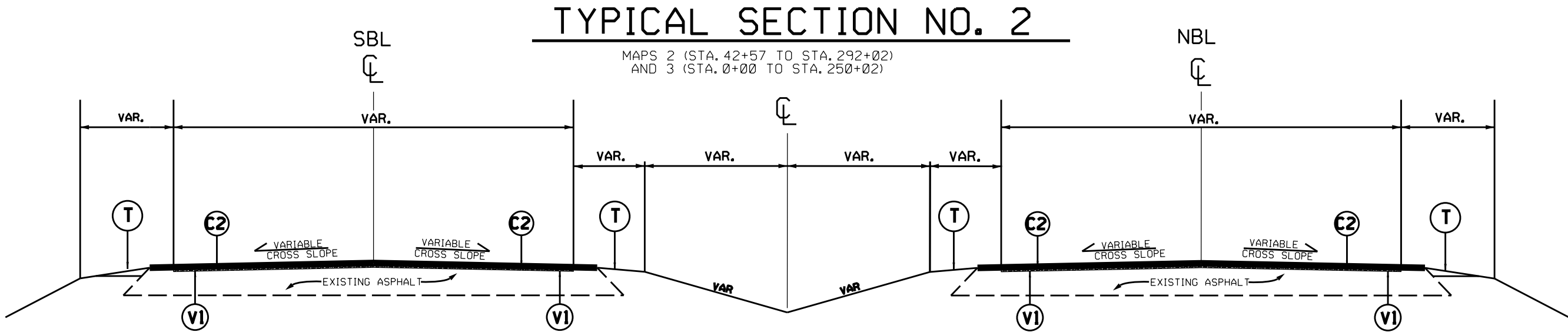


NCDOT
DIVISION 2



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 S9.5D AT AN AVERAGE RATE OF 168 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.



NOTE:

- 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.
- PLACE ASPHALT SURFACE COURSE S9.5D AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
- INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
- PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

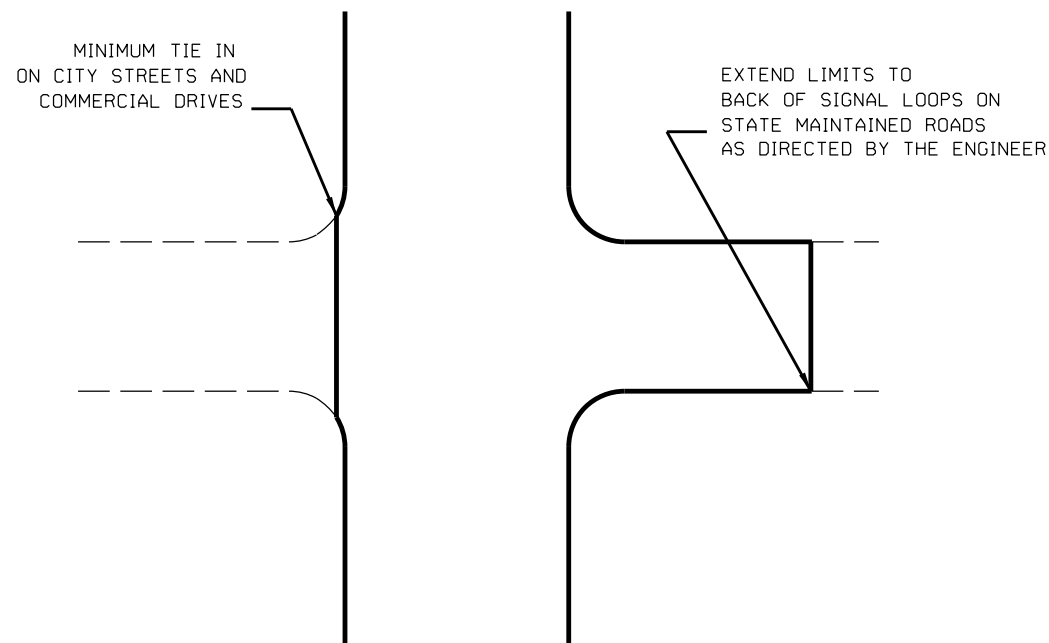
PROJECT NO.	SHEET NO.	TOTAL NO.
DB00631	4	

SUMMARY OF QUANTITIES

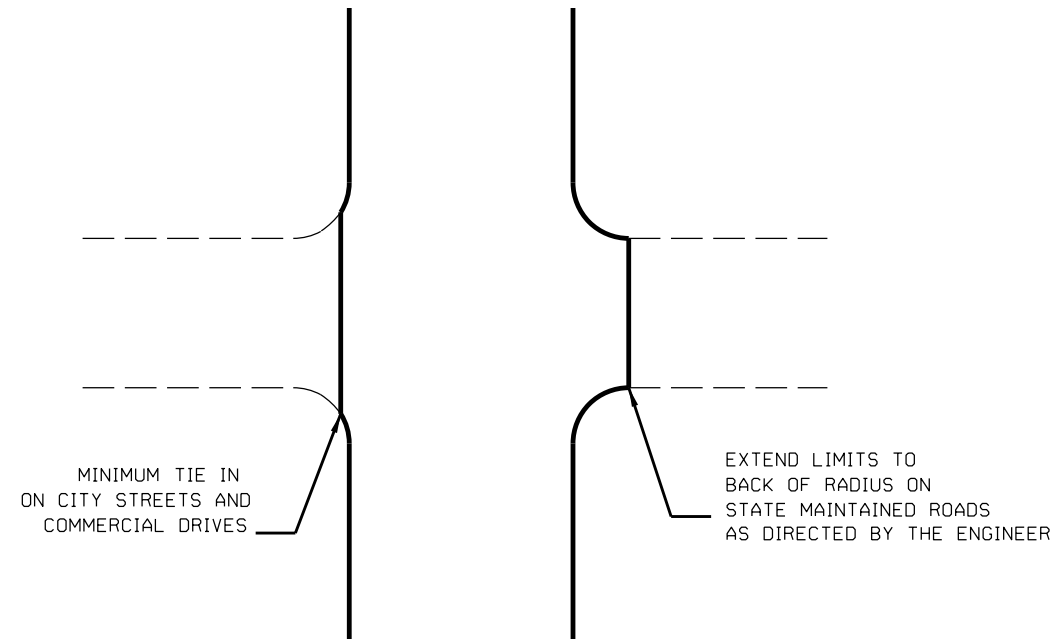
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5C	SURFACE COURSE, S9.5D	ASPHALT BINDER FOR PLANT MIX	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	2'6" CURB & GUTTER - REMOVE/ REPLACE	CONCRETE VALLEY GUTTER - REMOVE/ REPLACE	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	LF	LF	LF	LF	AC	EA	SF	LS
2027CPT.02.01.10541	Lenoir	1	NC-11 N	FROM BRIDGE 64 TO E GRAINGER AVE	1	5	MU	1.38	45				39,650	7,505	3,961		234		421	336					130	0.12
TOTAL FOR MAP NO. 1								1.38					39,650	7,505	3,961		234		421	336					130	0.12
2027CPT.02.01.10541	Lenoir	2	NC-11 N	FROM E GRAINGER AVE TO PAV'T JOINT SOUTH OF SR 1720 SHARON CHURCH RD	1&2	2	MD	5.53	31	277	221	11.06	101,840	19,110	1,292	8,868	76	514	4		553	100	5.53	2	620	0.44
TOTAL FOR MAP NO. 2								5.53		277	221	11.06	101,840	19,110	1,292	8,868	76	514	4		553	100	5.53	2	620	0.44
2027CPT.02.01.10541	Lenoir	3	NC-11 S	FROM PAV'T JOINT SOUTH OF SR 1720 SHARON CHURCH RD TO E GRAINGER AVE	1&2	2	MD	5.54	31	277	222	11.08	100,560	15,000	1,224	8,486	72	492			554	100	5.54	2	620	0.44
TOTAL FOR MAP NO. 3								5.54		277	222	11.08	100,560	15,000	1,224	8,486	72	492			554	100	5.54	2	620	0.44
GRAND TOTAL								12.45		554	443	22.14	242,050	41,615	6,477	17,354	382	1,006	425	336	1,107	200	11.07	4	1,370	1

2'6" CURB AND GUTTER	STA.	STA.	LENGTH	LOC.	MAP	
	0+17	0+28	11'	LT	1	Herritage St
	0+66	1+05	39'	LT	1	
	0+95	1+55	60'	RT	1	
	1+65	1+96	31'	RT	1	
	5+77	6+25	48'	LT	1	
	6+65	6+89	24'	LT	1	
	9+05	9+76	71'	RT	1	
	11+78	12+54	76'	LT	1	
	12+05	12+10	5'	RT	1	
	12+69	12+86	17'	LT	1	
	13+23	13+62	39'	LT	1	
	16+69	16+73	4'	RT	2	

4" VALLEY GUTTER	STA.	STA.	LENGTH	LOC.	MAP
	3+96	6+16	220'	LT	1
	12+54	12+69	15'	LT	2
	12+86	13+23	37'	LT	2
	17+39	18+03	64'	RT	3

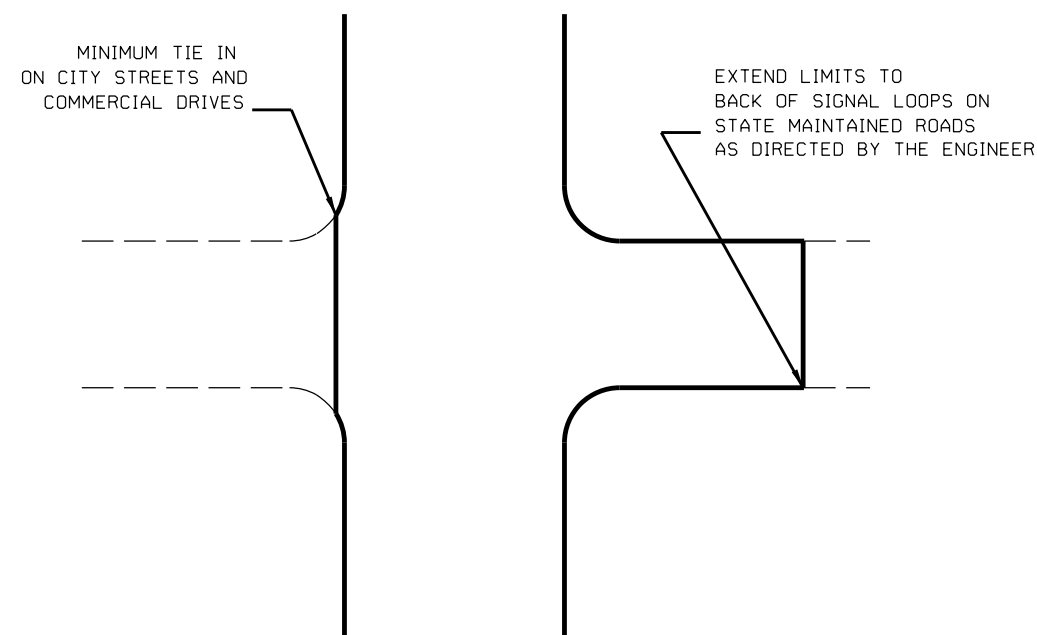


TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES

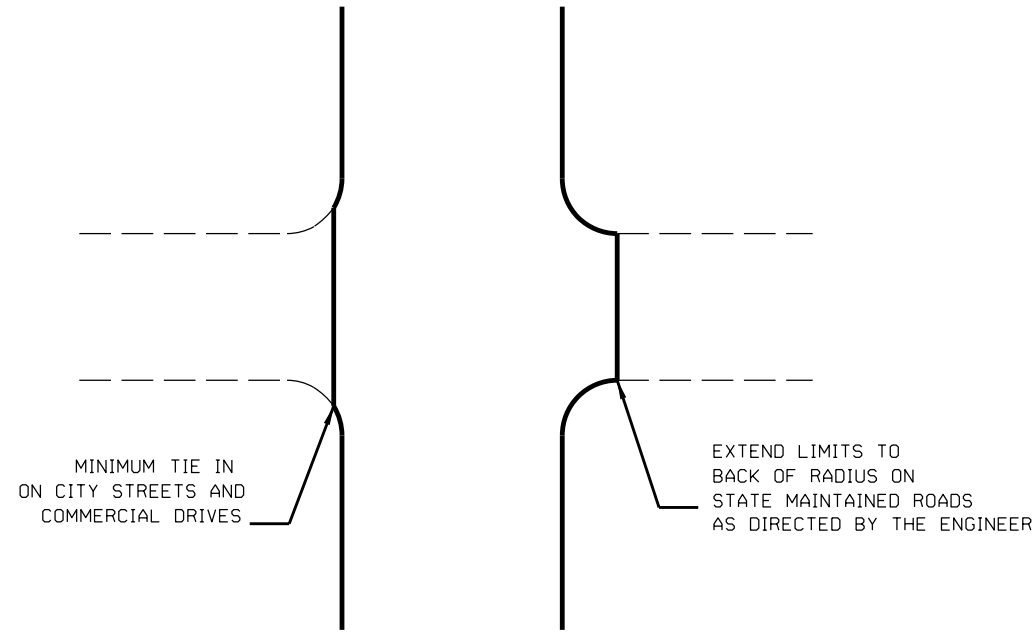


TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)		
Extend paving limits to back of radius or loop on the following intersections:		
MAP*	STREET NAME	COMMENTS
1	HERRITAGE ST (RT -L-)	PAVE TO BACK OF RADIUS
1	HERRITAGE ST (LT -L-)	PAVE TO BACK OF RADIUS
1	QUEEN ST (RT -L-)	PAVE TO BACK OF RADIUS
1	MCLEWEAN ST (RT -L-)	PAVE TO BACK OF RADIUS
1	MCLEWEAN ST (LT -L-)	PAVE TO BACK OF RADIUS
1	INDEPENDENCE ST (RT -L-)	PAVE TO BACK OF RADIUS
1	INDEPENDENCE ST (LT -L-)	PAVE TO BACK OF RADIUS
1	EAST ST (RT -L-)	PAVE TO BACK OF RADIUS
1	EAST ST (LT -L-)	PAVE TO BACK OF RADIUS
1	DAVIS ST (RT -L-)	PAVE TO BACK OF RADIUS
1	TIFFANY ST (RT -L-)	PAVE TO END OF C&G
1	KING ST (RT -L-)	PAVE TO JOINT APPROX 135' FROM -L-
1	CASWELL ST (RT -L-)	PAVE TO BACK OF RADIUS
1	CASWELL ST (LT -L-)	PAVE TO BACK OF RADIUS
1	GORDON ST (RT -L-)	PAVE TO BACK OF RADIUS
1	GORDON ST (LT -L-)	PAVE TO BACK OF RADIUS

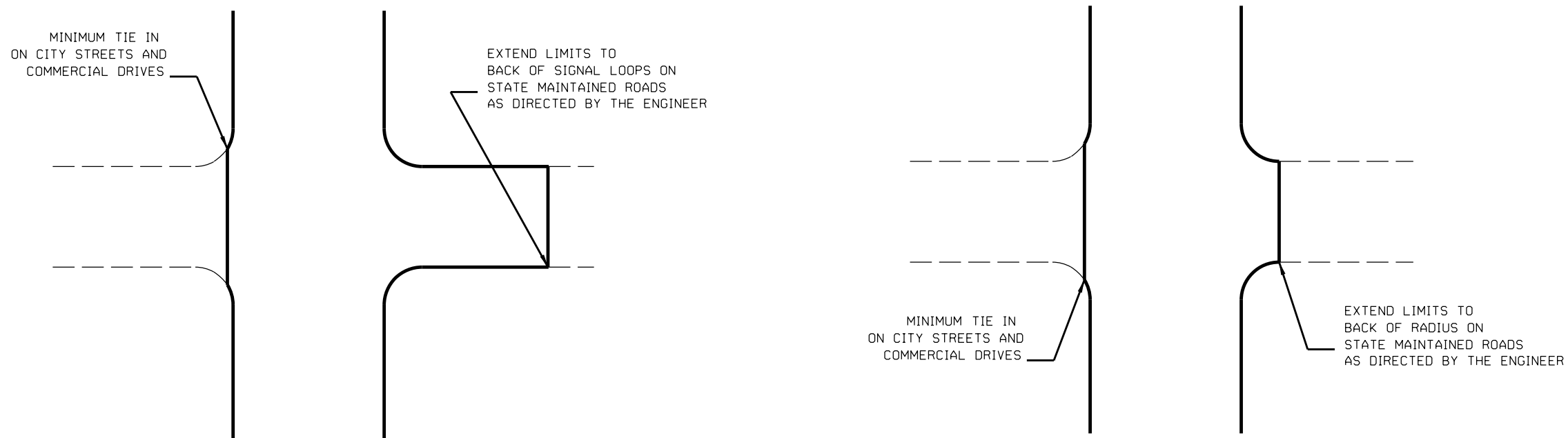


TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



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	CHESNUT ST (RT -L-)	PAVE TO BACK OF RADIUS
1	CHESNUT ST (LT -L-)	PAVE TO BACK OF RADIUS
1	BLOUNT ST (RT -L-)	PAVE TO BACK OF RADIUS
1	BLOUNT ST (LT -L-)	PAVE TO BACK OF RADIUS
1	THOMPSON ST (RT -L-)	PAVE TO BACK OF RADIUS
1	THOMPSON ST (LT -L-)	PAVE TO BACK OF RADIUS
1	FIELDS ST (RT -L-)	PAVE TO BACK OF RADIUS
1	FIELDS ST (LT -L-)	PAVE TO BACK OF RADIUS
1	SR 1810 WASHINGTON AVE (RT -L-)	PAVE TO JOINT APPROX. 65' FROM -L-
1	WASHINGTON AVE (LT -L-)	PAVE TO BACK OF RADIUS
1	HARVEY ST (RT -L-)	PAVE TO BACK OF RADIUS
1	LENOIR AVE (RT -L-)	PAVE TO BACK OF RADIUS
1	LENOIR AVE (LT -L-)	PAVE TO BACK OF RADIUS
1	VERNON AVE (RT -L-)	PAVE TO BACK OF RADIUS
1	SR 1838 VERNON AVE (LT -L-)	PAVE TO BACK OF RADIUS
1	GRAINGER AVE (LT -L-)	PAVE TO BACK OF RADIUS

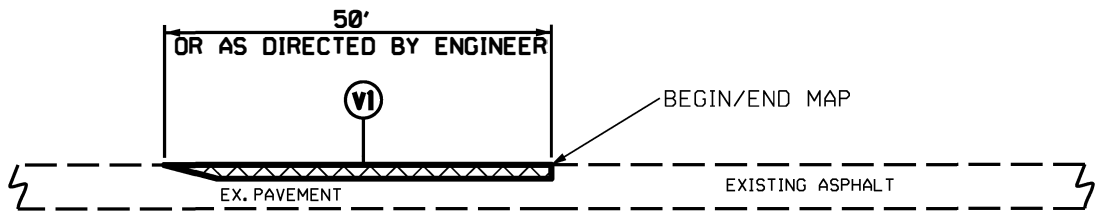


TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES

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
2	SR 1813 LIBERTY HILL RD	PAVE TO JOINT APPROX. 99' FROM -L-
2	SR 1845 JP HARRISON BLVD	PAVE TO JOINT APPROX. 360' FROM -L-
2	MEWBORN AVE	PAVE TO JOINT APPROX. 43' FROM -L-
2	SR 1811 DUNN RD	PAVE TO JOINT APPROX. 81' FROM -L-
2	SR 1745 CUNNINGHAM RD	PAVE TO JOINT APPROX. 244' FROM -L-
2	NC 55	PAVE TO JOINT APPROX. 420' FROM -L-
2	SR 1835 GRAINGER STATION RD	PAVE TO JOINT APPROX. 120' FROM -L-
3	SR 1735 FERRELL RD	PAVE TO JOINT AT RR TRACKS
3	SR 1744 LEMUEL DAWSON RD	PAVE TO JOINT APPROX. 105' FROM -L-
3	SR 1732 WALLACE FAMILY RD	PAVE TO BACK OF RADIUS
3	SR 1745 CUNNINGHAM RD	PAVE TO JOINT APPROX. 300' FROM -L-
3	SR 1747 HIGHLAND AVE	PAVE TO JOINT APPROX. 239' FROM -L-
3	PARK AVE	PAVE TO BACK OF RADIUS

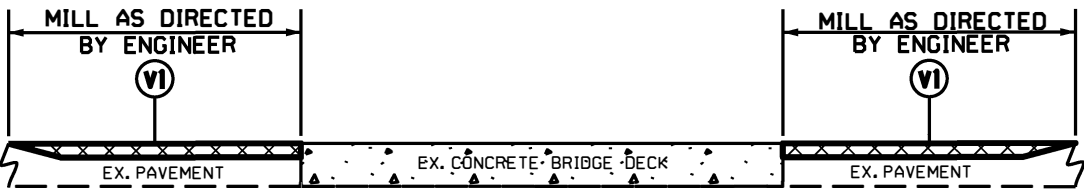
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

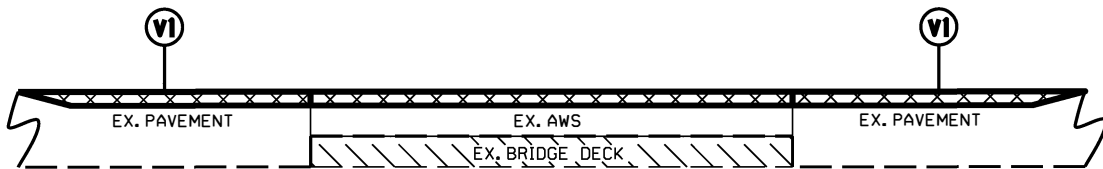
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

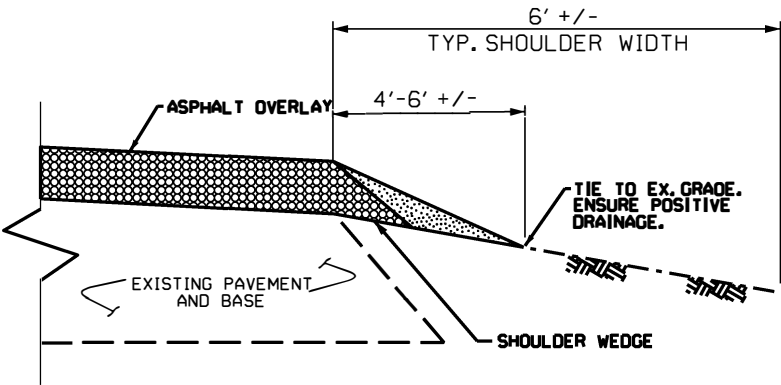


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL

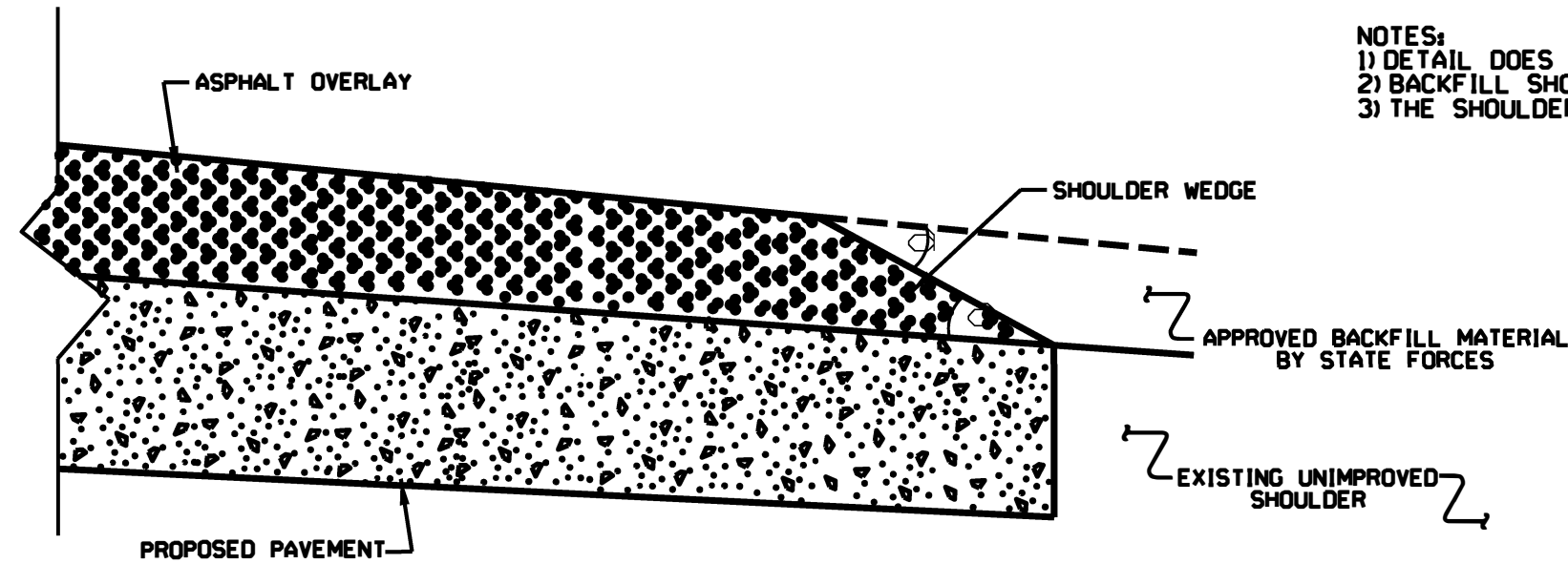


SHOULDER RECONSTRUCTION DETAIL

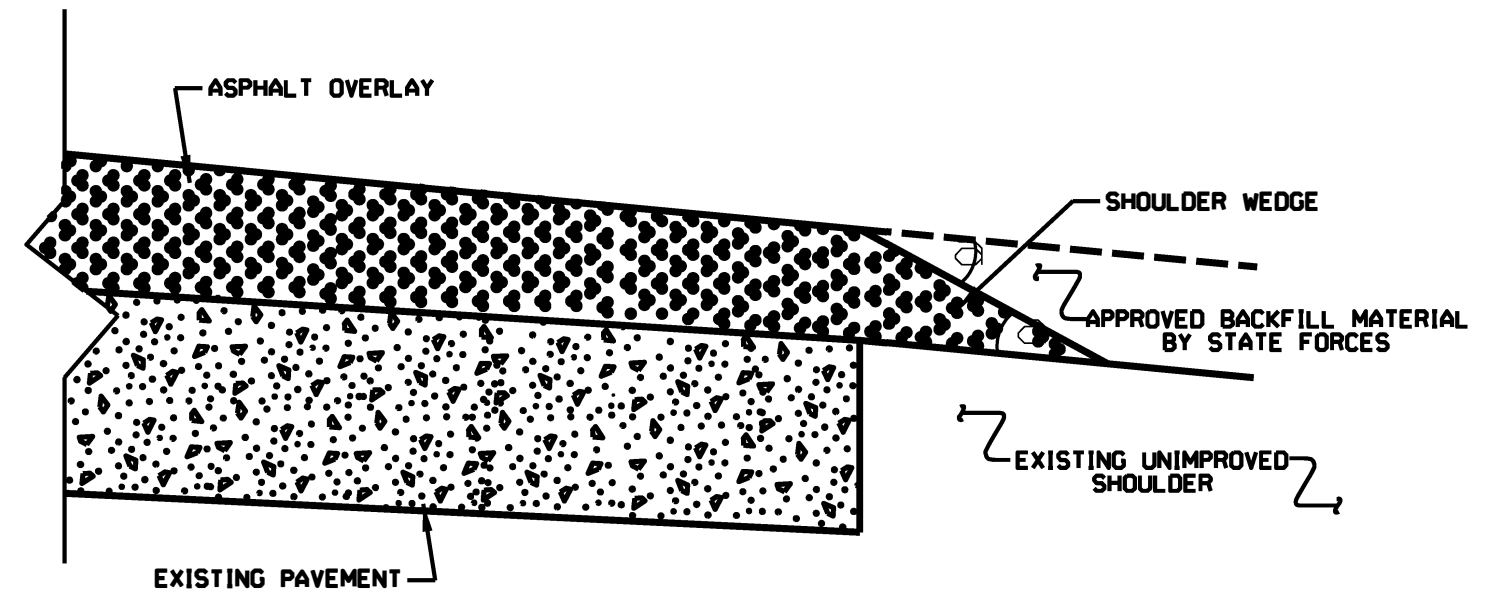
NOTE:

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.

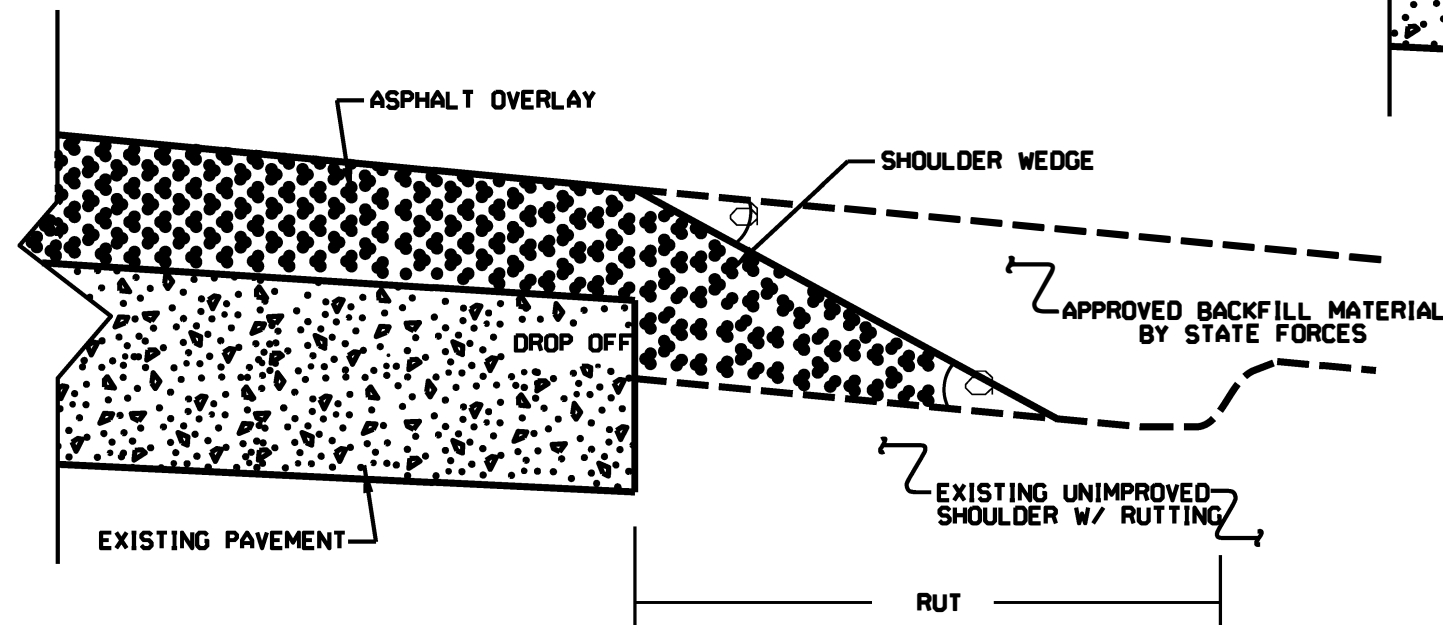
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFS AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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)

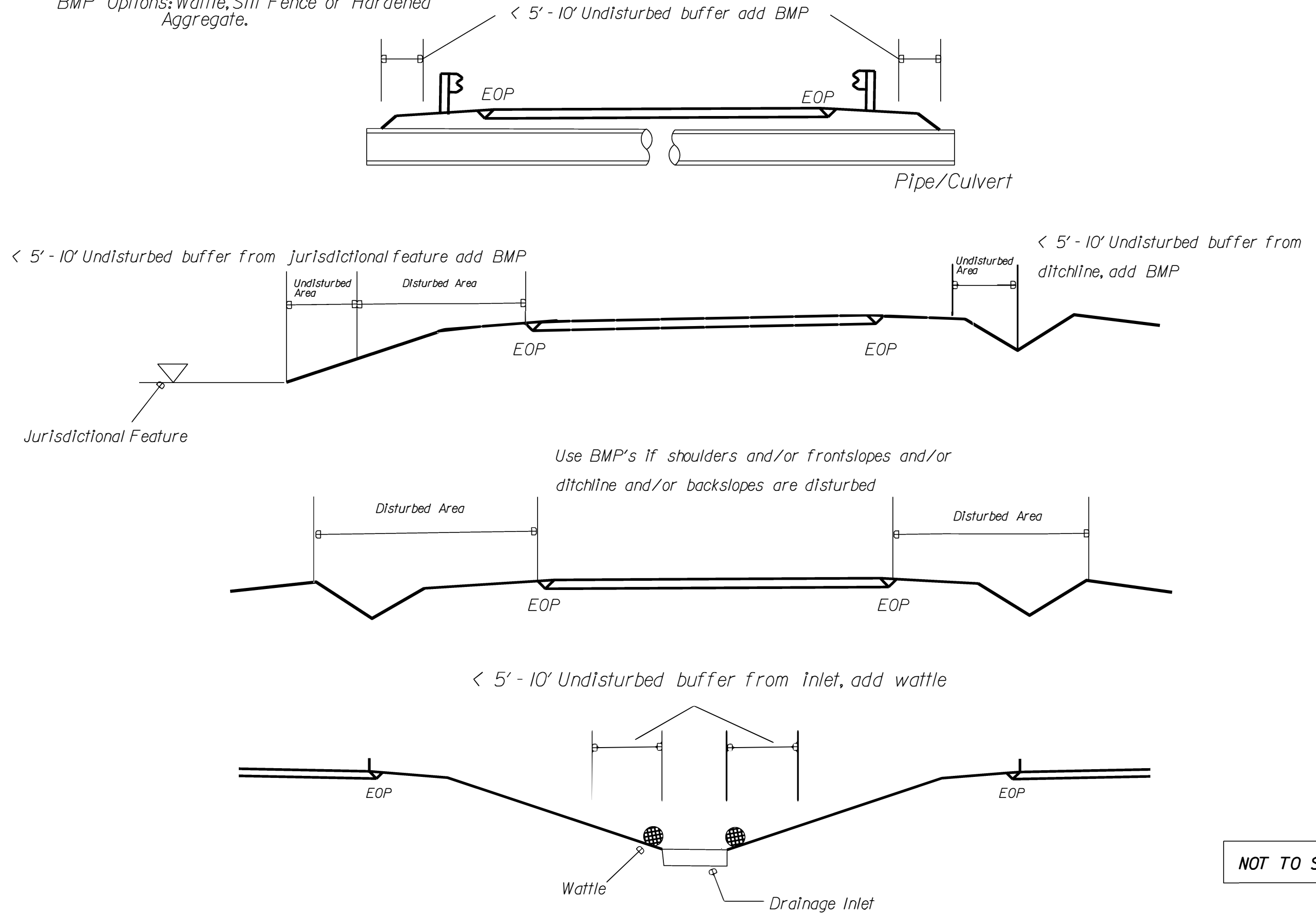
- SHOULDER WEDGE ANGLE = 30°

**SHOULDER WEDGE
DETAILS**

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

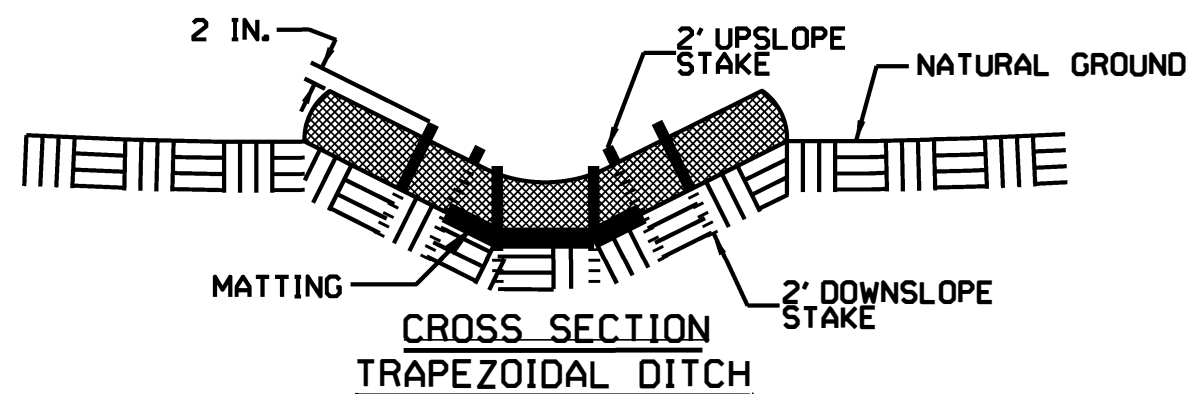
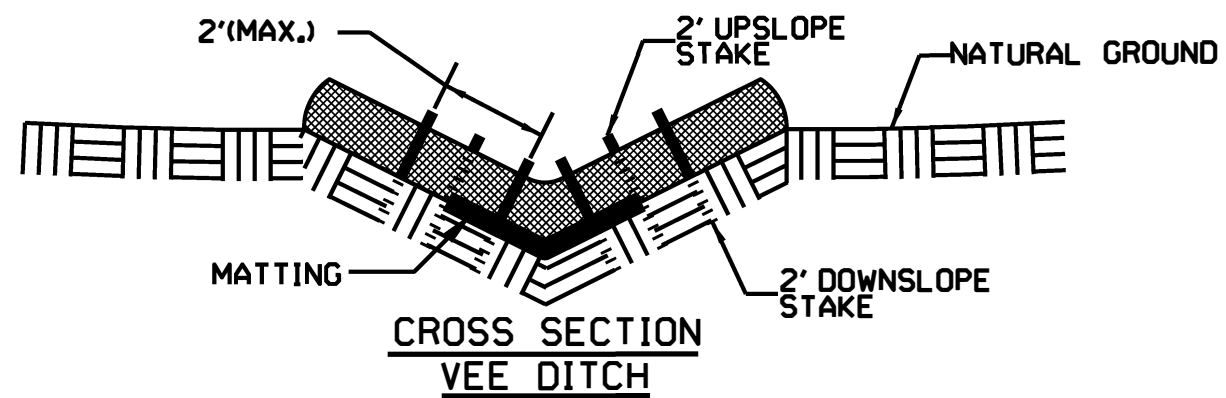
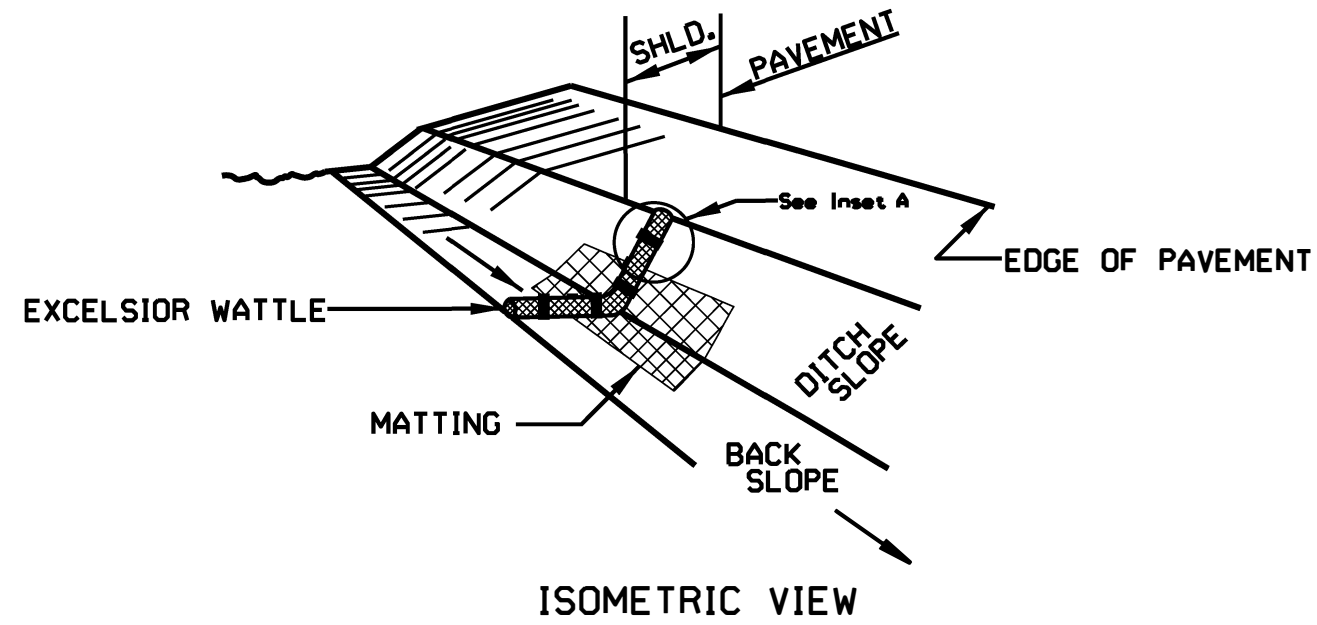
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

EROSION CONTROL DETAIL



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.

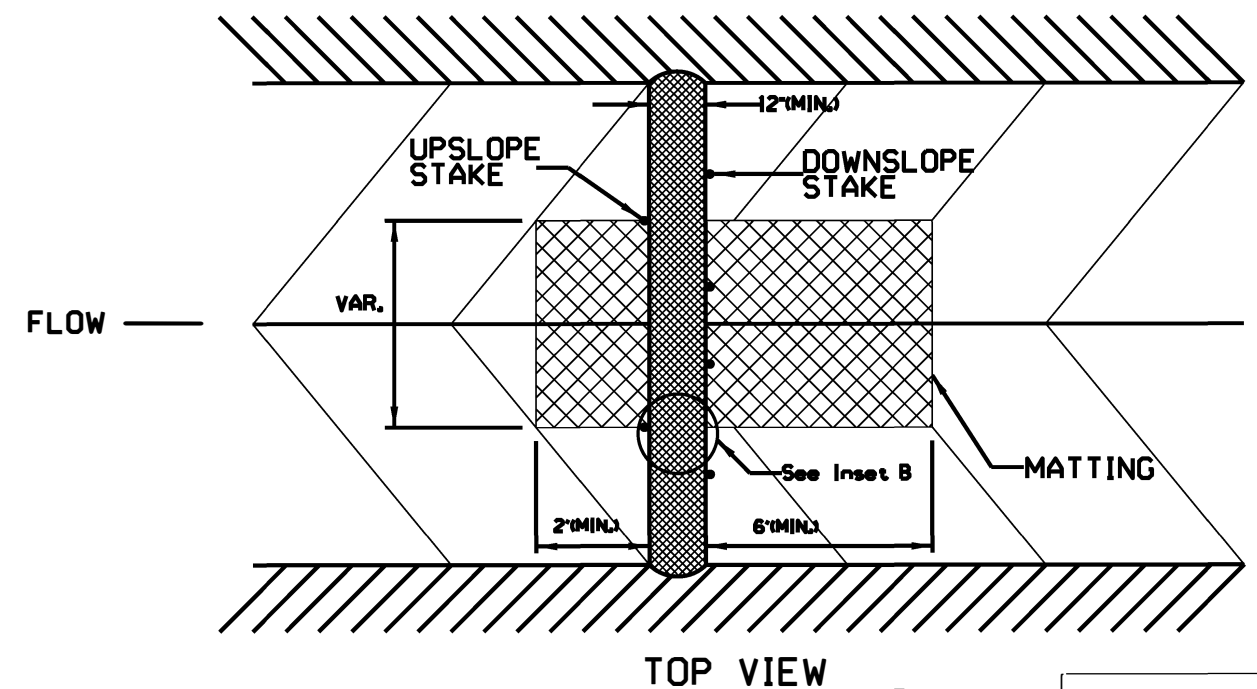
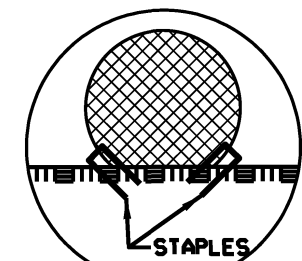
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

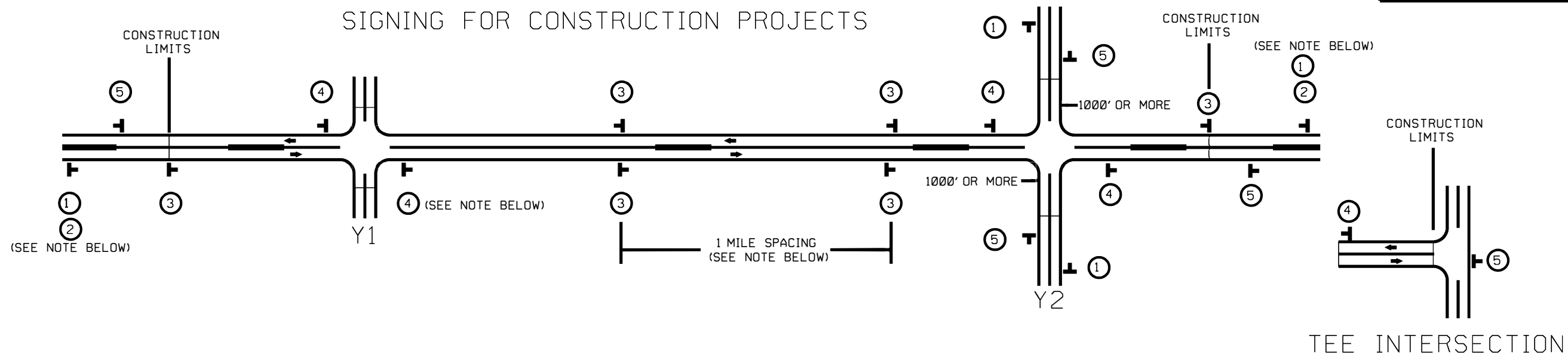
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

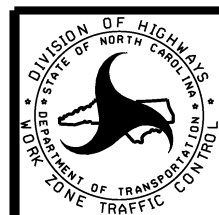
STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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 MILLS 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 1/2 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.
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" ROAD WORK AHEAD W20-7 A 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER.PLACED 250' IN ADVANCE OF FLAGGER.		



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