

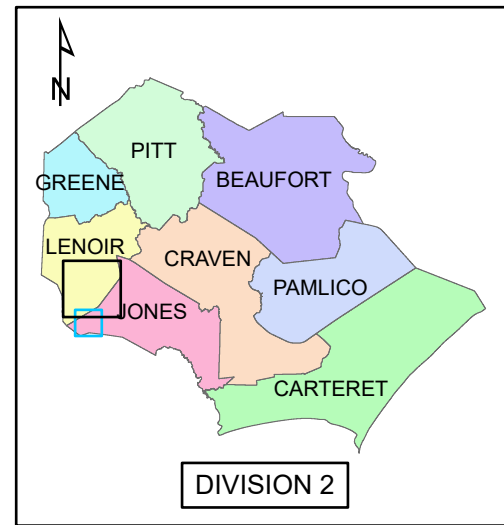
# LENOIR AND JONES COUNTIES

DB00579

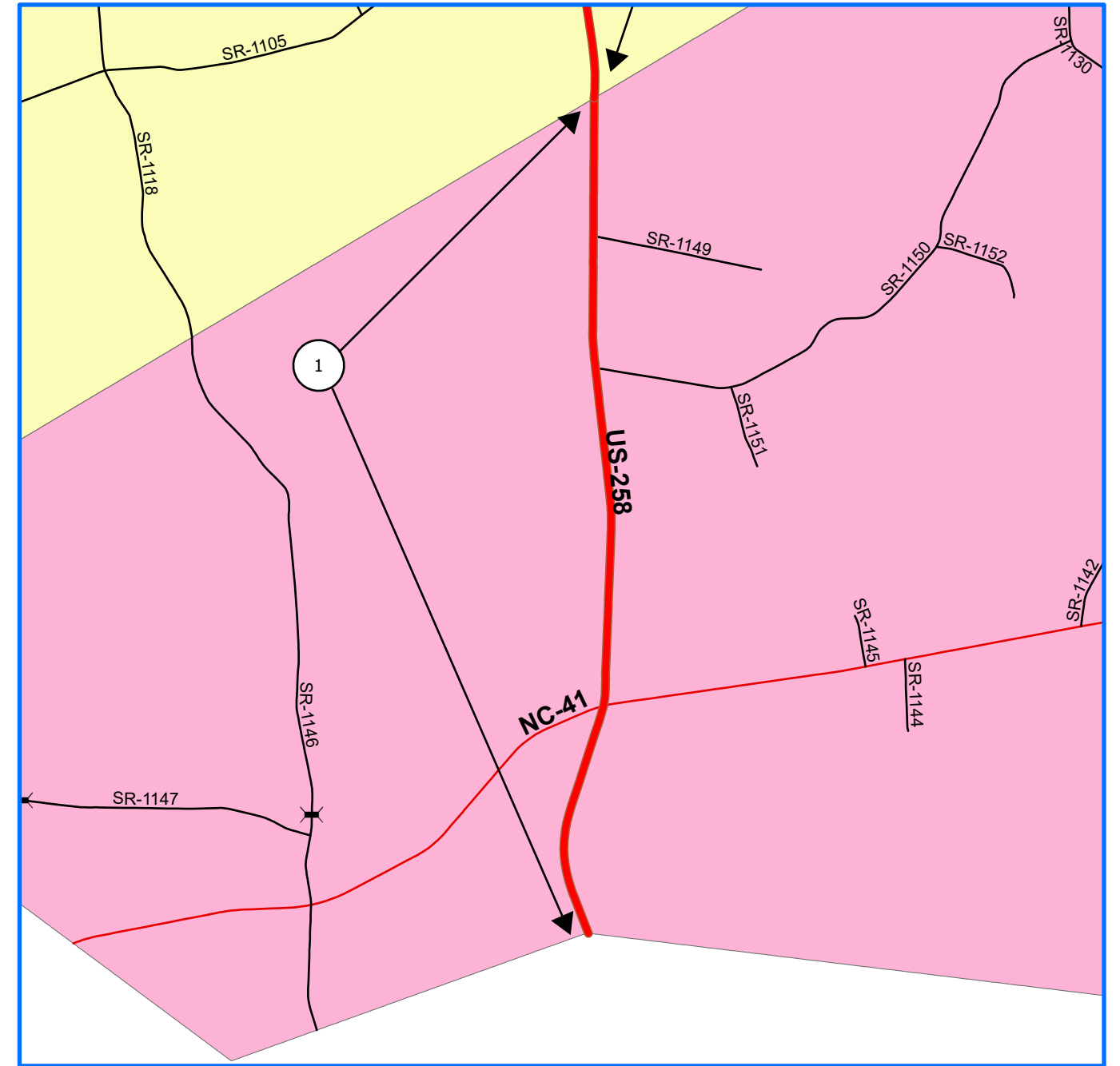
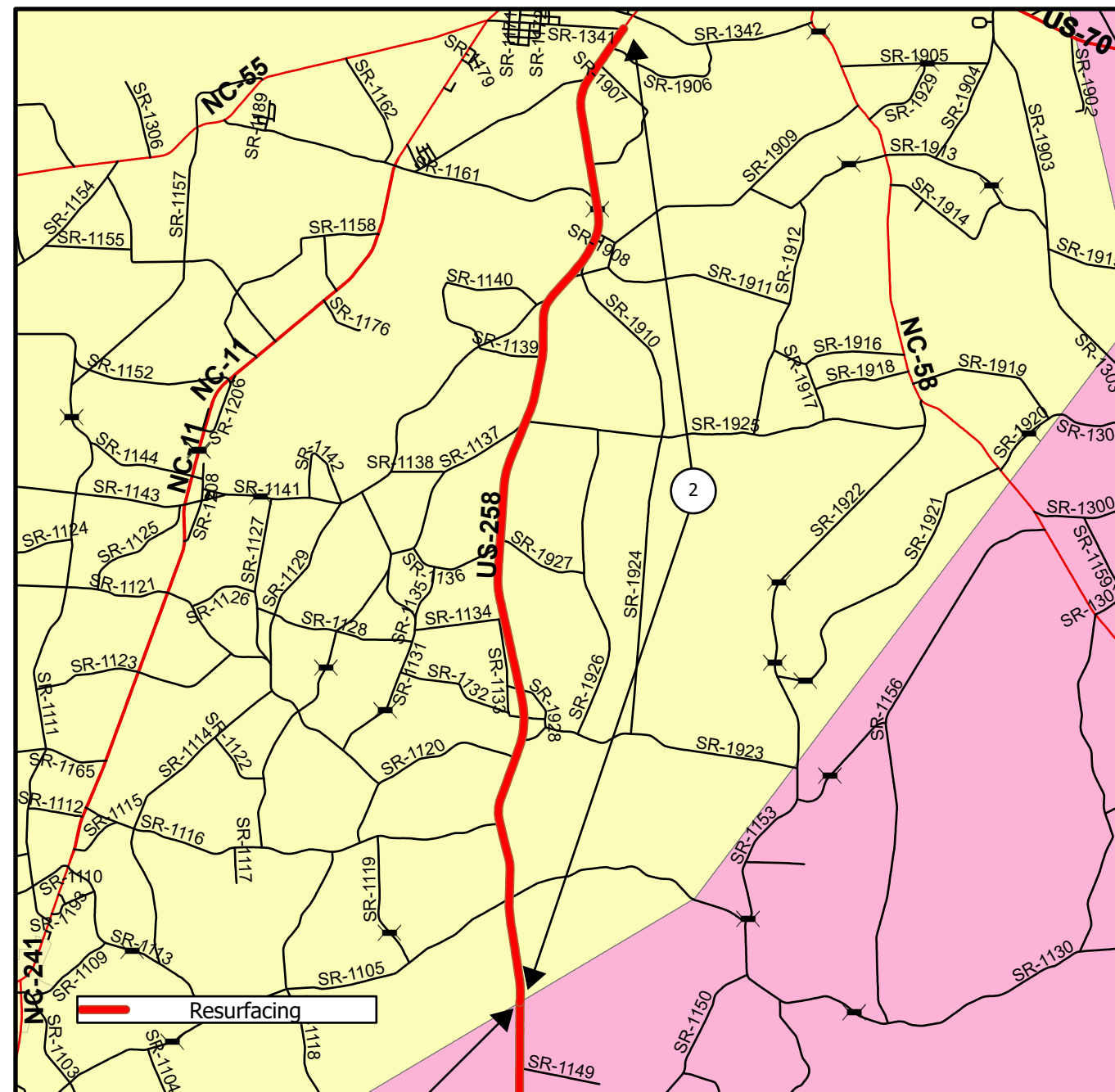
WBS# 2024CPT.02.10.10521  
2024CPT.02.11.10541

TYPE OF WORK : MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00579	1

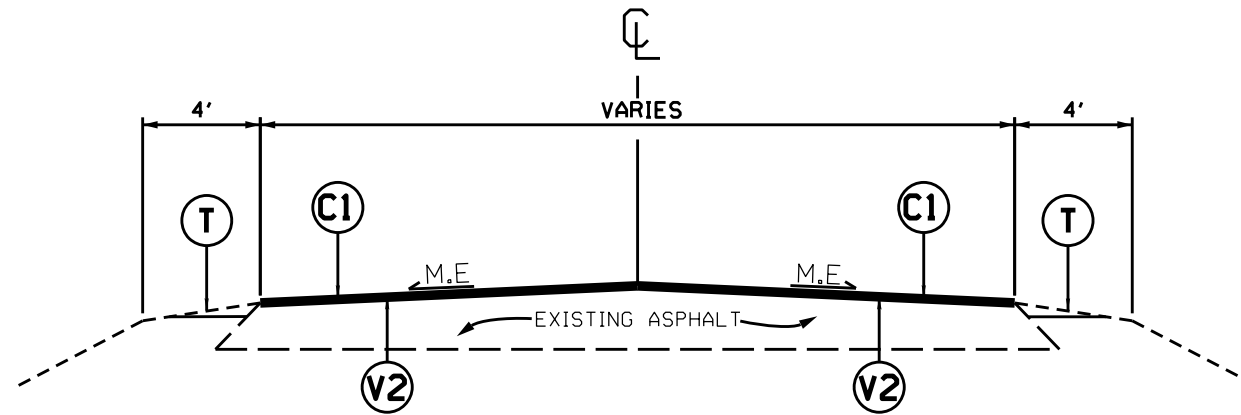


NCDOT  
DIVISION 2



## TYPICAL SECTION NO. 1

MAP 1, MAP 2 (0+00 TO 445+81) AND (515+42 TO 642+02)

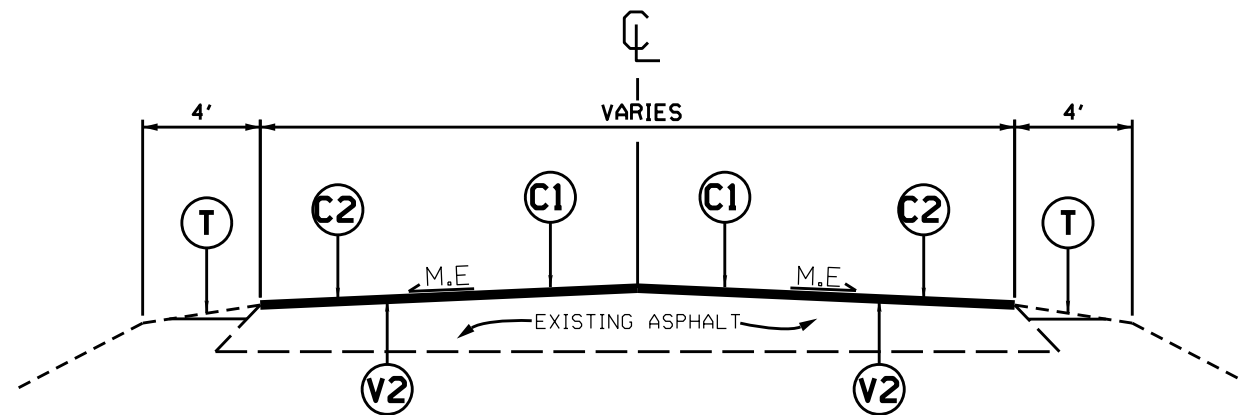


**NOTE:**

1. PERFORM 1.5" DEPTH MILLING THE FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

## TYPICAL SECTION NO. 2

MAP 2 FROM STA. 445+81 TO STA. 515+42



**NOTE:**

1. PERFORM 1.5" DEPTH MILLING THE FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. PLACE OPEN-GRADED FRICTION COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER..
4. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
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. .75" OPEN-GRADED FRICTION SURFACE COURSE, TYPE F0-1 MODIFIED AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.5" FOR THE ENTIRE WIDTH OF ROADWAY.
DRAWINGS NOT TO SCALE	

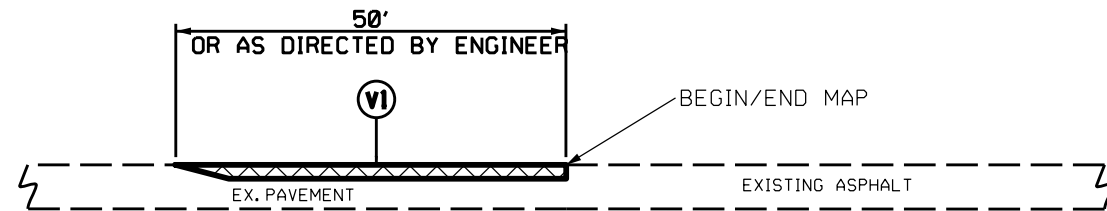
*NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.*

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00579	3	

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0262000000-N	1245000000-E	1297000000-E	1330000000-E	1523000000-E	1575000000-E	1577000000-E	1662000000-E	1845000000-E	6000000000-E	0710100000-E	5084000000-E	1170000000-N	4130000000-N	4457000000-N	
												HAULING NCDOT SUPPLIED SHOULDER MATERIAL	SHOULDER RECONSTRUCTION	1½" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED	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	SMI	SY	SY	TONS	TONS	TONS	TON	EA	LF	LF	AC	EA	SF	LS
2024CPT.02.10.10521	Jones	1	US-258	FROM ONSLOW CO. TO LENOIR CO.	1	2	2WU	NO	NO	4.91	28	196	9.82	83,000	1,500	7,500	443				786	100	4.91	1	550	0.29	
<b>TOTAL FOR MAP NO. 1</b>											<b>4.91</b>		<b>196</b>	<b>9.82</b>	<b>83,000</b>	<b>1,500</b>	<b>7,500</b>	<b>443</b>				<b>786</b>	<b>100</b>	<b>4.91</b>	<b>1</b>	<b>550</b>	<b>0.29</b>
<b>TOTAL FOR PROJ NO. 2024CPT.02.10.10521</b>											<b>4.91</b>		<b>196</b>	<b>9.82</b>	<b>83,000</b>	<b>1,500</b>	<b>7,500</b>	<b>443</b>				<b>786</b>	<b>100</b>	<b>4.91</b>	<b>1</b>	<b>550</b>	<b>0.29</b>
2024CPT.02.11.10541	Lenoir	2	US-258	FROM JONES CO. TO JOINT 310' SOUTH OF SR 1342 (WILL BAKER RD)	1,2	2	2WU	NO	NO	12.16	28	486	24.32	212,500	12,000	20,425	1,205	68	1,100	3	1,946	300	24.32	1	1,400	0.71	
<b>TOTAL FOR MAP NO. 2</b>											<b>12.16</b>		<b>486</b>	<b>24.32</b>	<b>212,500</b>	<b>12,000</b>	<b>20,425</b>	<b>1,205</b>	<b>68</b>	<b>1,100</b>	<b>3</b>	<b>1,946</b>	<b>300</b>	<b>24.32</b>	<b>1</b>	<b>1,400</b>	<b>0.71</b>
<b>TOTAL FOR PROJ NO. 2024CPT.02.11.10541</b>											<b>12.16</b>		<b>486</b>	<b>24.32</b>	<b>212,500</b>	<b>12,000</b>	<b>20,425</b>	<b>1,205</b>	<b>68</b>	<b>1,100</b>	<b>3</b>	<b>1,946</b>	<b>300</b>	<b>24.32</b>	<b>1</b>	<b>1,400</b>	<b>0.71</b>
<b>GRAND TOTAL</b>											<b>17.07</b>		<b>682</b>	<b>34.14</b>	<b>295,500</b>	<b>13,500</b>	<b>27,925</b>	<b>1,648</b>	<b>68</b>	<b>1,100</b>	<b>3</b>	<b>2,732</b>	<b>400</b>	<b>29.23</b>	<b>2</b>	<b>1,950</b>	<b>1</b>

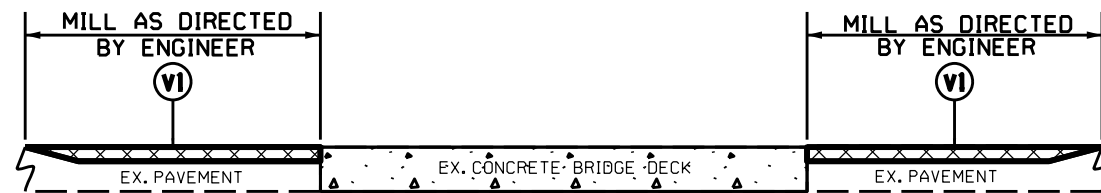
# MILLING TYPICALS



**DETAIL 1**  
 BEGIN/END MAP TIE-IN

**NOTE:**

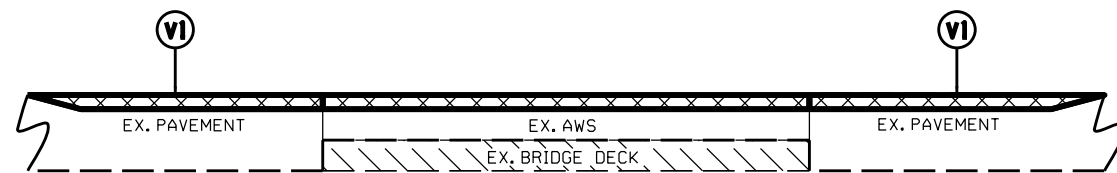
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 2**  
 BRIDGE MILLING

**NOTE:**

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

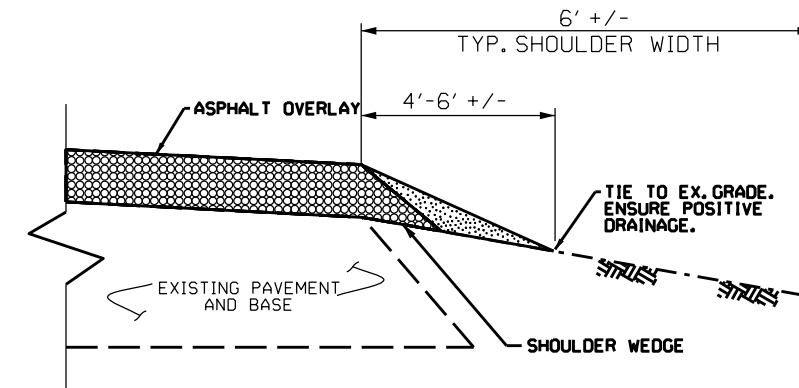


**DETAIL 3**  
 BRIDGE MILLING

**NOTE:**

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

# SHOULDER RECONSTRUCTION TYPICAL

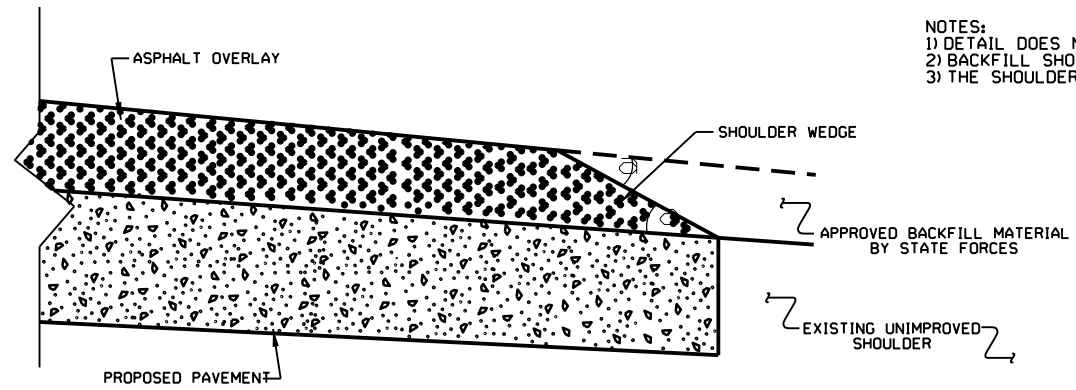


**SHOULDER RECONSTRUCTION DETAIL**

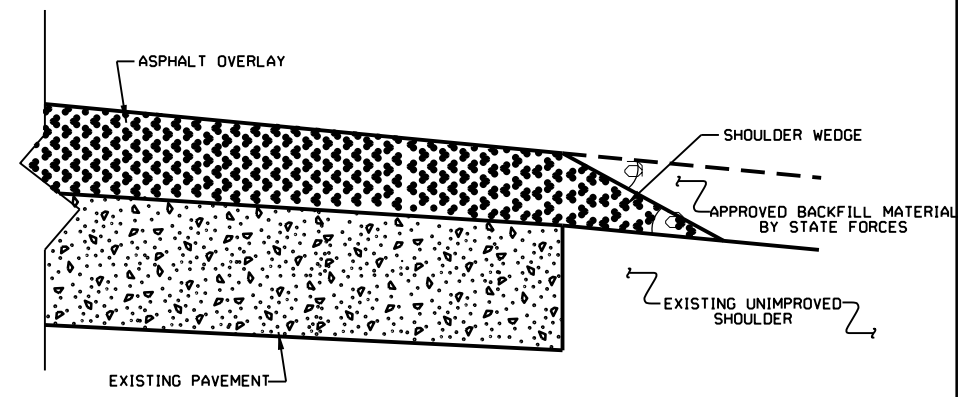
**NOTE:**

- 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.

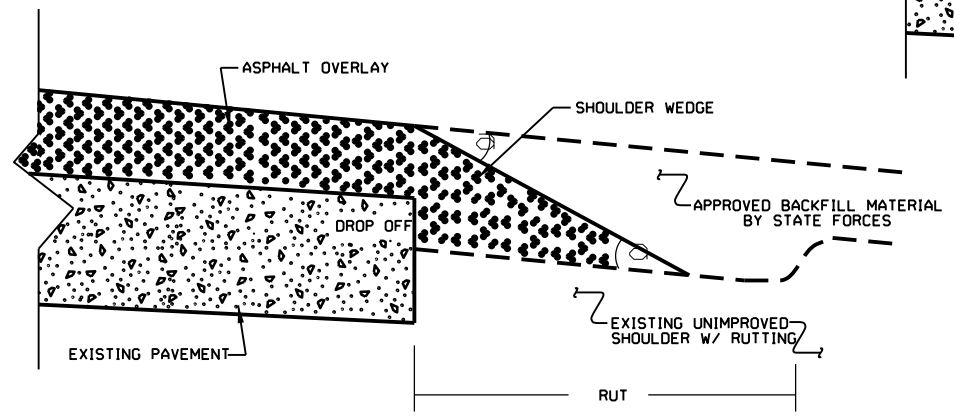
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFS AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

CONTRACT STANDARDS AND DEVELOPMENT UNIT  
 Office 313-787-6450 Fax 313-250-4119

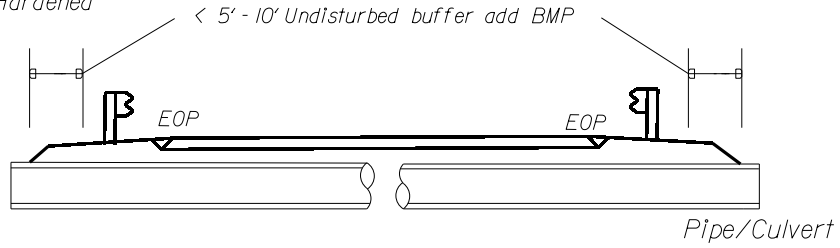
**SHOULDER WEDGE DETAILS**

ORIGINAL BY: T.SPELL	DATE: 2-19-11
MODIFIED BY:	DATE: 02/28/12
CHECKED BY:	DATE:
FILE SPEC:	and\details\resurf\sho_wedge_detail.dwg

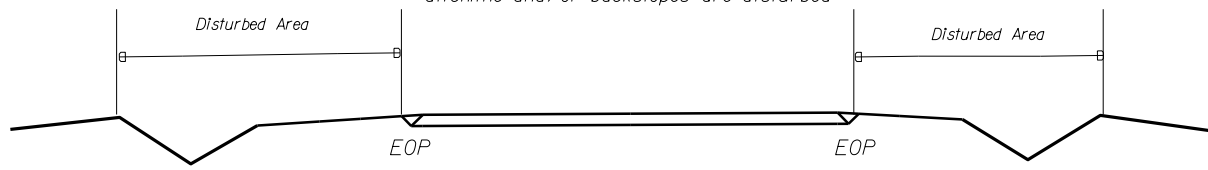
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

# EROSION CONTROL DETAIL

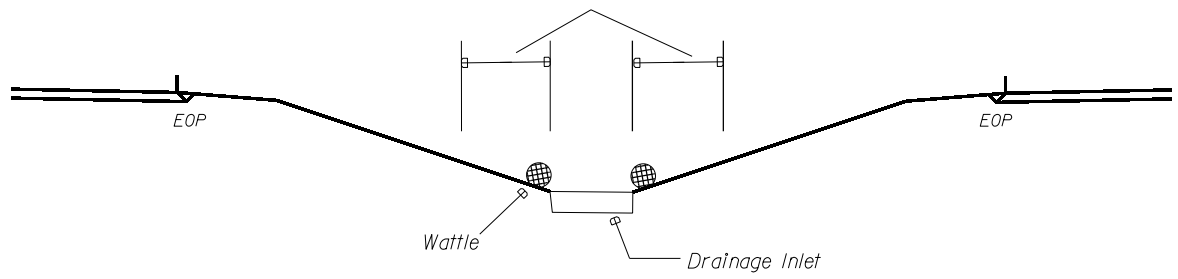
BMP Options: Wattle, Silt Fence or Hardened Aggregate.



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

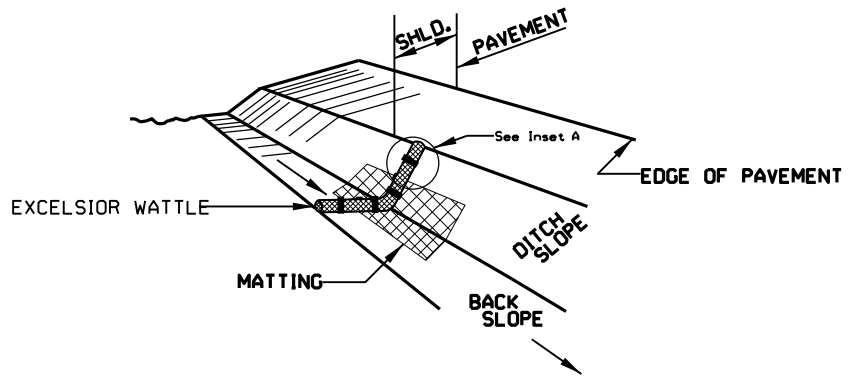


< 5' - 10' Undisturbed buffer from inlet, add wattle

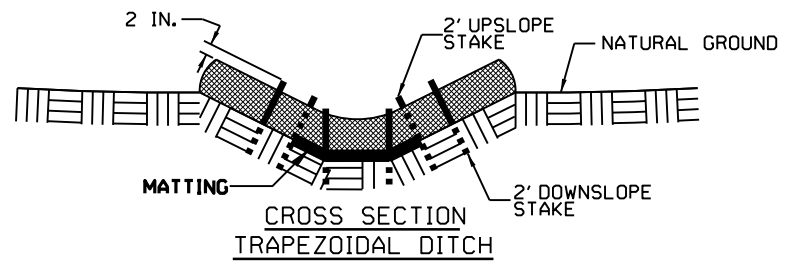
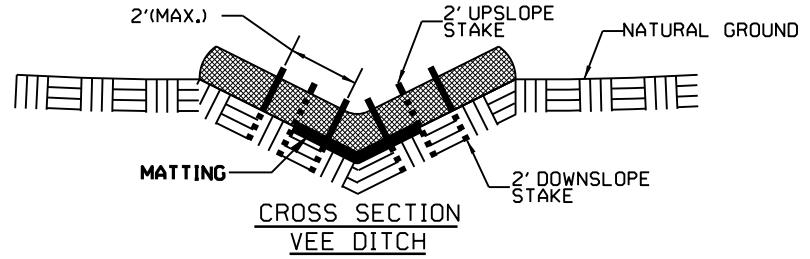


NOT TO SCALE

# WATTLE DETAIL



**ISOMETRIC VIEW**



**NOTES:**

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

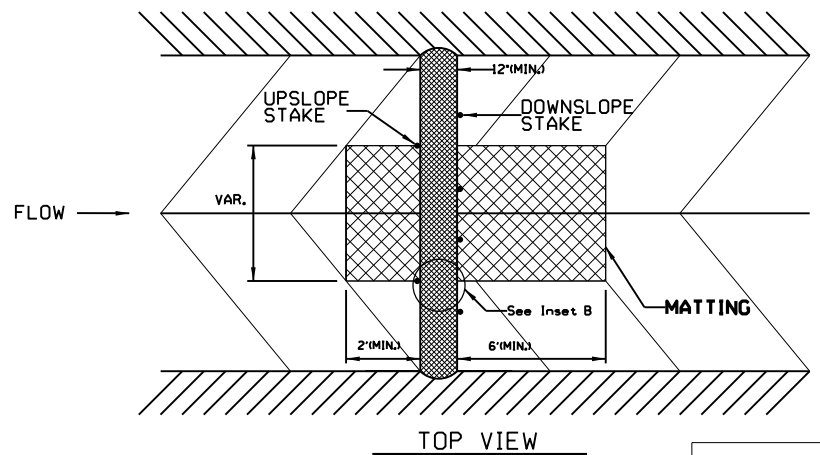
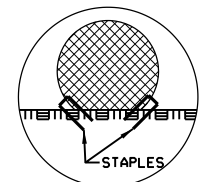
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

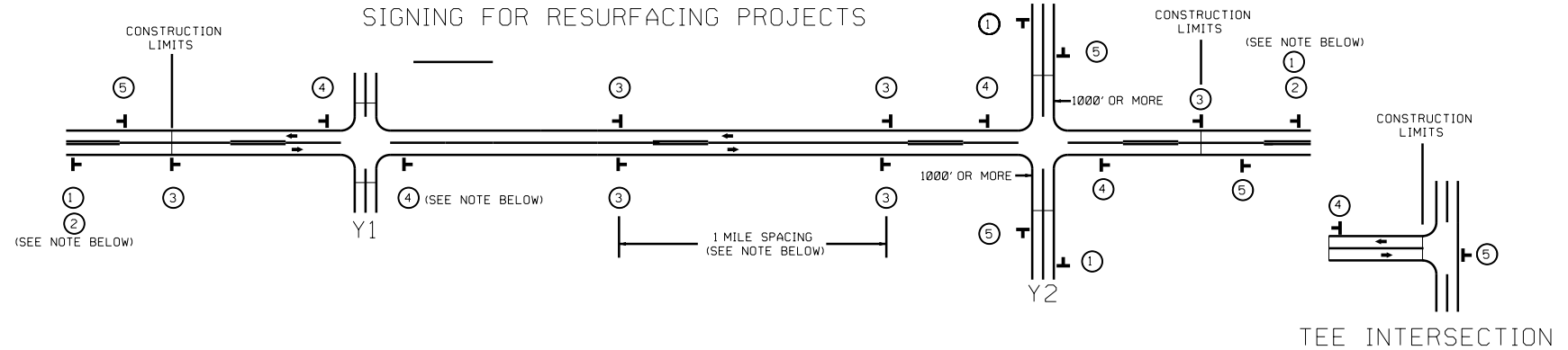
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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



NOT TO SCALE

# SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE</p>	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	
	2	<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>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> <div style="display: flex; justify-content: space-around;"> <div> <p>48" X 48"</p> </div> <div> <p>48" X 48"</p> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER.PLACED 250' IN ADVANCE OF FLAGGER.</p>
	3	<p>- 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.</p>		
	4	<p>- 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.</p>		
	5	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>		



RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS