

LENOIR COUNTY
DB00600

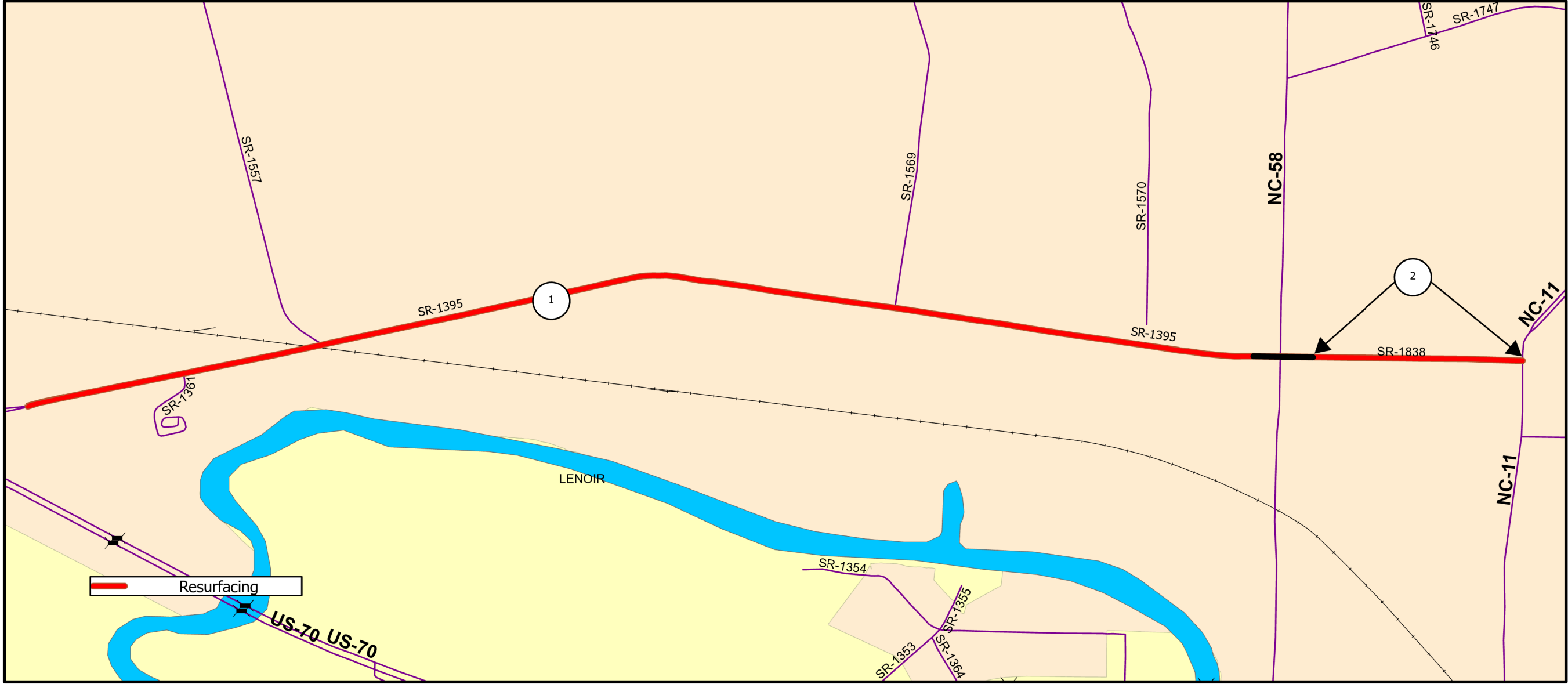
WBS# 2025CPT.02.26.20541

TYPE OF WORK : MILLING AND RESURFACING

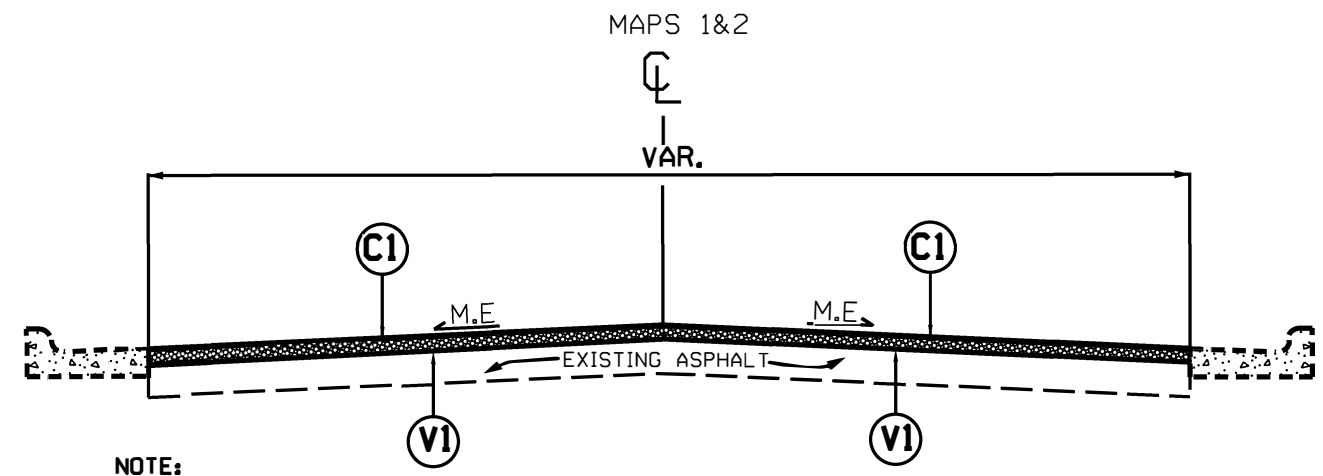
PROJECT REFERENCE NO.	SHEET NO.
DB00600	1



NCDOT
DIVISION 2



TYPICAL SECTION NO. 1



NOTE:

1. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 2.0 INCHES, MILLING TO INCLUDE BOTH NCDOT AND CITY SIDE STREETS TO THE BACK OF THE RADIUS.
2. PLACE 2.0 INCHES OF 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.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 2.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 2.0" FOR ENTIRE WIDTH OF THE ROADWAY.
DRAWINGS NOT TO SCALE	

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

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00600	3	

SUMMARY OF QUANTITIES

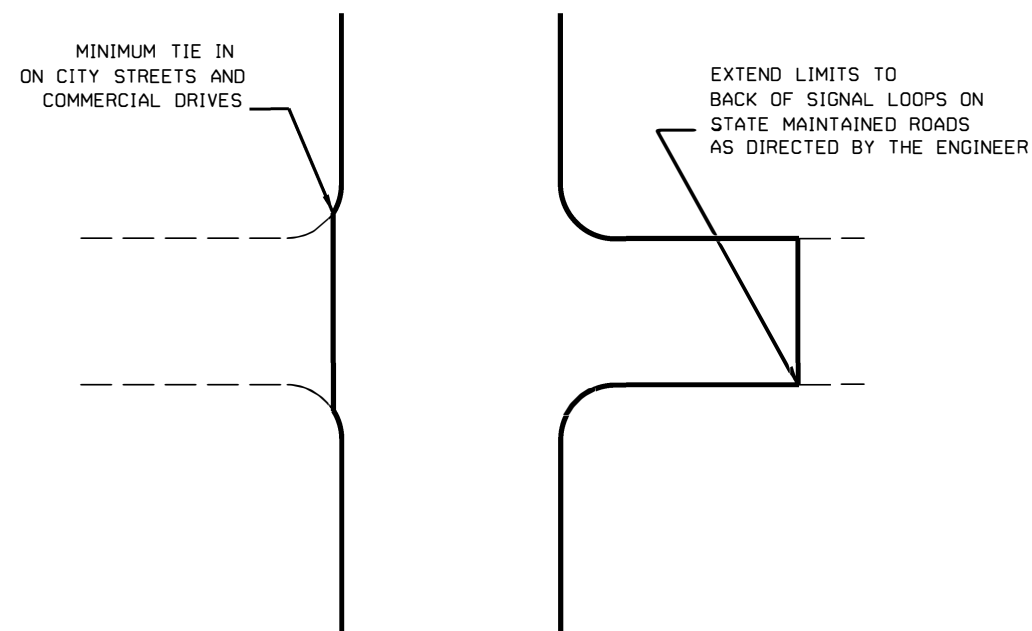
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	INCIDENTAL STONE BASE	2" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	CONCRETE VALLEY GUTTER	2'6" CURB & GUTTER REMOVE/REPLACE	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL
								MI	FT	TONS	SY	SY	TONS	TONS	LF	LF	EA	EA	SF	LS
2025CPT.02.26.20541	Lenoir	1	SR-1395 E / W VERNON AVE	FROM PAV'T JOINT APPROX. 300' WEST OF SYCAMORE AVE TO PAV'T JOINT EAST OF HERRITAGE ST	1	5	MU	2.6	60	10	89,758	5,465	10,577	688	110	1,267	2	2	130	0.84
TOTAL FOR MAP NO. 1								2.6		10	89,758	5,465	10,577	688	110	1,267	2	2	130	0.84
2025CPT.02.26.20541	Lenoir	2	SR-1838 / E VERNON AVE	FROM PAV'T JOINT WEST OF MCLEWEAN ST TO NC11/MLK JR BLVD	1	5	MU	0.51	60		18,435	622	2,117	138		157	1	1	130	0.16
TOTAL FOR MAP NO. 2								0.51			18,435	622	2,117	138		157	1	1	130	0.16
TOTAL FOR PROJ NO. 2025CPT.02.26.20541								3.11		10	108,193	6,087	12,694	826	110	1,424	3	3	260	1
GRAND TOTAL								3.11		10	108,193	6,087	12,694	826	110	1,424	3	3	260	1

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00600	4	

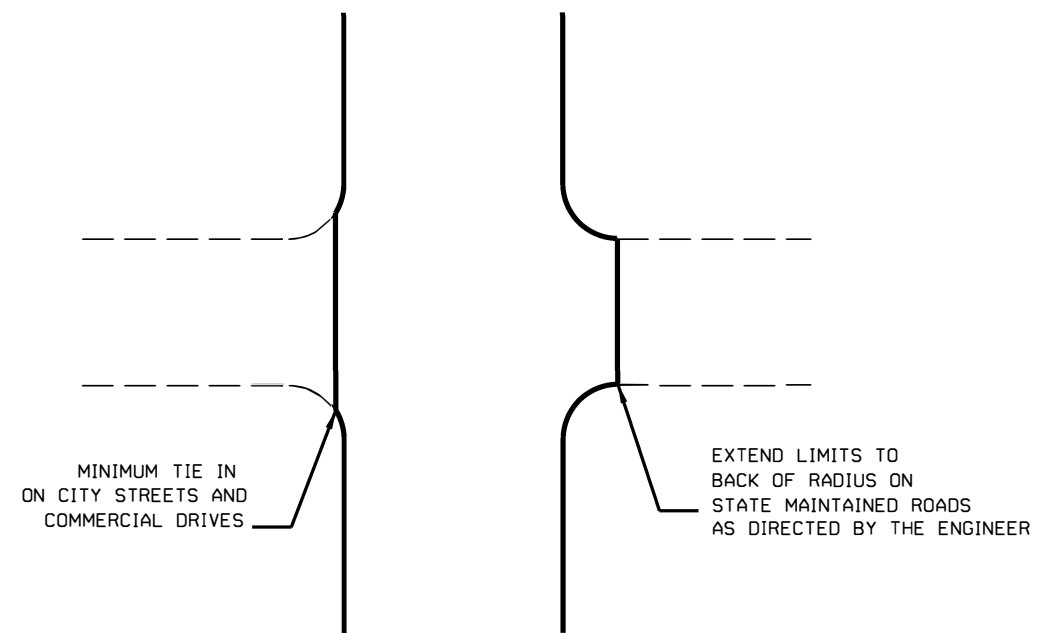
2'6" Curb and Gutter	STA.	STA.	LOC.	LENGTH	MAP
	0+22	0+36	RT	14'	1
	0+39	0+43	RT	4'	1
	2+55	2+93	LT	38'	1
	2+93	2+99	LT	6'	1
	2+65	3+18	RT	53'	1
	4+90	5+15	RT	25'	1
	5+18	5+30	RT	12'	1
	5+23	5+26	LT	3'	1
	5+29	5+42	LT	13'	1
	17+65	17+68	LT	3'	1
	17+71	17+74	LT	3'	1
	18+13	18+63	LT	50'	1
	20+33	20+41	LT	8'	1
	20+44	20+52	LT	8'	1
	25+80	25+95	RT	15'	1
	26+00	26+03	LT	3'	1
	26+06	26+10	LT	4'	1
	26+44	26+48	RT	4'	1
	29+03	29+48	RT	45'	1
	29+95	30+46	LT	51'	1
	30+57	30+72	RT	15'	1
	31+97	32+03	RT	6'	1
	44+45	44+75	RT	30'	1
	45+36	45+46	LT	10'	1
	46+55	46+65	LT	10'	1
	49+50	49+70	LT	20'	1
	49+98	50+01	LT	3'	1
	50+04	50+10	LT	6'	1
	52+32	52+40	LT	8'	1
	52+43	52+71	LT	28'	1
	52+54	52+57	RT	3'	1
	52+60	52+67	RT	7'	1
	54+36	54+45	RT	9'	1
	56+24	56+29	RT	5'	1
	56+32	56+46	RT	14'	1
	56+71	56+92	LT	21'	1
	60+42	60+45	RT	3'	1
	66+00	66+03	RT	3'	1
	66+06	66+09	RT	3'	1
	70+96	70+99	RT	3'	1
	71+02	71+08	RT	6'	1
	72+61	72+73	RT	12'	1
	72+61	72+83	LT	22'	1
	72+55	72+58	LT	3'	1
	73+71	73+79	RT	8'	1
	74+51	74+54	RT	3'	1
	78+88	78+93	LT	5'	1
	91+70	92+30	LT	60'	1
	92+43	92+49	RT	6'	1
	92+63	92+83	RT	20'	1

2'6" Curb and Gutter	STA.	STA.	LOC.	LENGTH	MAP
	95+13	95+24	RT	11'	1
	95+90	95+93	RT	3'	1
	95+96	95+99	RT	3'	1
	96+77	97+16	LT	39'	1
	97+66	97+86	LT	20'	1
	98+90	99+00	RT	10'	1
	99+28	99+70	LT	42'	1
	100+55	100+75	RT	20'	1
	109+00	109+10	LT	10'	1
	112+82	112+97	LT	15'	1
	112+90	112+97	RT	7'	1
	113+00	113+20	RT	20'	1
	113+55	113+70	LT	15'	1
	113+55	113+70	RT	15'	1
	113+73	113+77	LT	4'	1
	117+58	117+66	LT	8'	1
	117+69	117+72	LT	3'	1
	118+23	118+40	LT	17'	1
	118+43	118+56	LT	13'	1
	120+16	120+37	LT	21'	1
	120+40	120+64	LT	24'	1
	121+10	121+41	LT	31'	1
	121+60	122+00	LT	40'	1
	122+72	122+75	LT	3'	1
	122+78	123+02	LT	24'	1
	122+86	122+89	RT	3'	1
	123+96	124+09	RT	13'	1
	127+21	127+32	LT	11'	1
	128+51	128+54	LT	3'	1
	128+57	128+60	LT	3'	1
	130+05	130+12	LT	7'	1
	130+59	130+62	LT	3'	1
	131+97	132+08	LT	11'	1
	132+98	133+02	LT	4'	1
	133+50	133+55	LT	5'	1
	134+00	134+23	LT	23'	1
	134+26	134+29	LT	3'	1
	135+06	135+27	LT	21'	1
	138+06	138+24	LT	18'	1
	138+13	138+20	RT	7'	1
	5+41	5+44	RT	3'	2
	5+47	5+53	RT	6'	2
	11+25	11+28	RT	3'	2
	11+31	11+44	RT	13'	2
	13+28	13+84	RT	56'	2
	13+79	13+84	LT	5'	2
	19+95	20+12	LT	17'	2
	20+15	20+25	LT	10'	2
	20+70	20+88	LT	18'	2
	20+91	21+17	LT	26'	2

4' Valley Gutter	STA.	STA.	LOC.	LENGTH	MAP
	42+65	43+20	RT	55'	1
	44+60	45+15	RT	55'	1



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

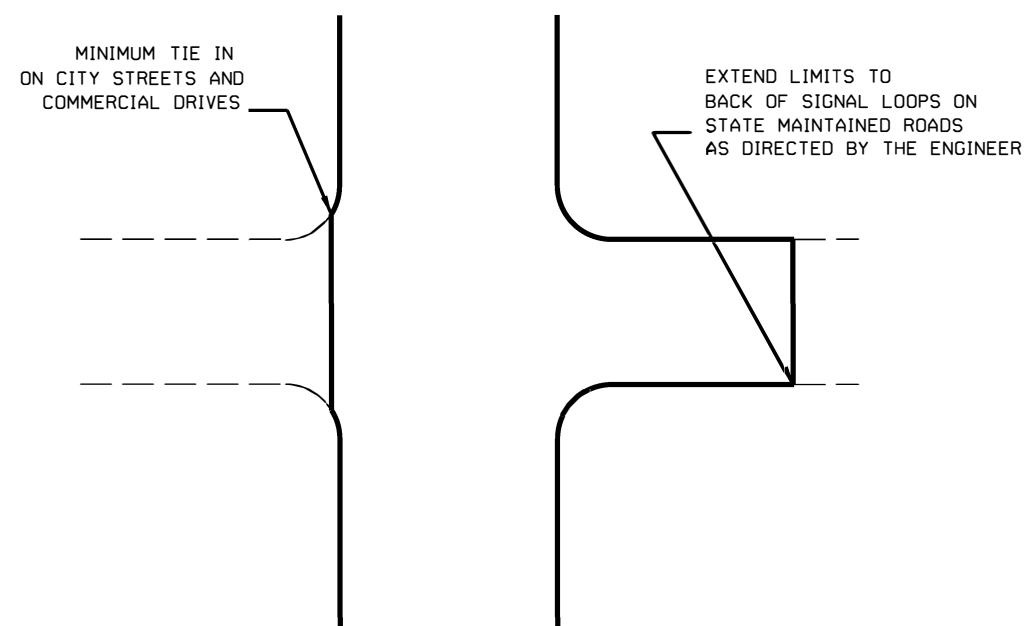


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

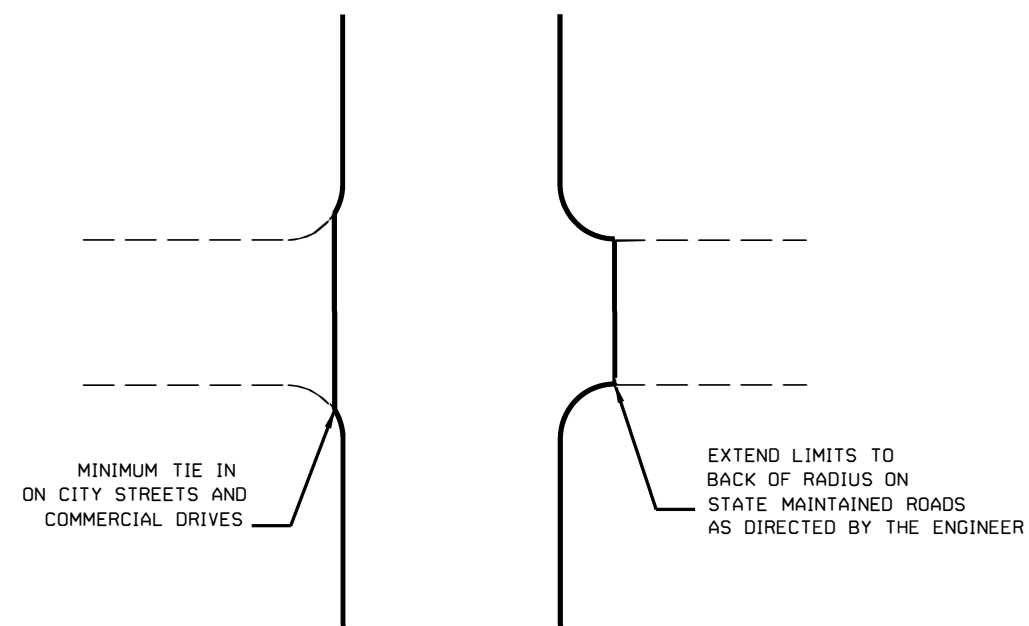
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

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

MAP#	STREET NAME	COMMENTS
1	SYCAMORE AVE LT -L-	PAVE TO BACK OF CURB & GUTTER
1	RICHARD CASWELL GRAVE RD RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	SR 1557 HULL RD LT -L-	PAVE TO JOINT APPROX. 315' FROM -L-
1	PECAN LN LT -L-	PAVE TO JOINT APPROX. 120' FROM -L-
1	WAKE AVE RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	HARDEE RD LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	HARDEE RD RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	ORIENTAL AVE LT -L-	PAVE TO BACK OF RADIUS
1	WESTOVER AVE LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	WESTOVER AVE RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	FAIRFIELD AVE LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	ABBOT ST RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	CAROLINA AVE LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	TERMINAL ST RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	GREENBRIAR RD LT -L-	PAVE TO JOINT APPROX. 82' FROM -L-
1	HINES AVE RT -L-	PAVE TO JOINT AT BACK OF RADIUS



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

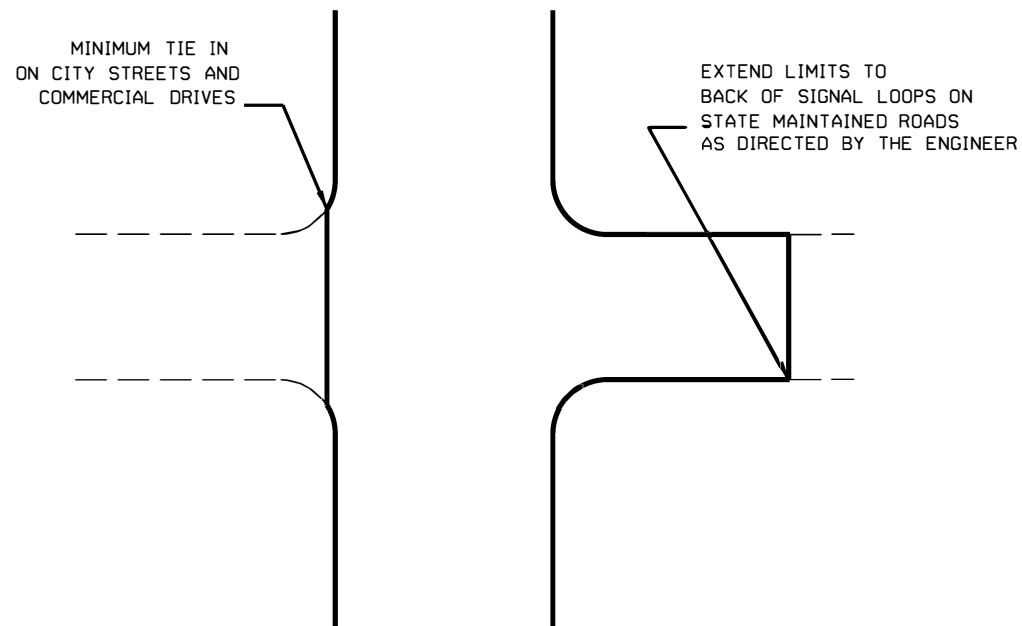


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

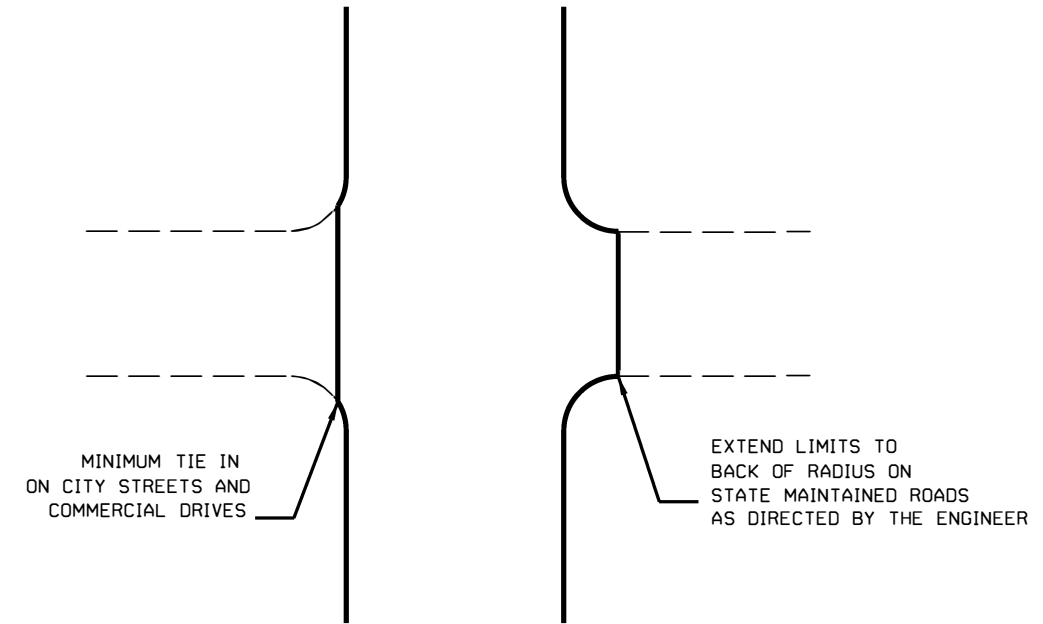
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

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

MAP#	STREET NAME	COMMENTS
1	LAROQUE AVE LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	LAROQUE AVE RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	CAREY RD LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	CAREY RD RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	WEST RD LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	WEST RD RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	NELSON ST LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	NELSON ST RT -L-	PAVE TO BACK OF RADIUS
1	DEWEY ST LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	DEWEY ST RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	RHEM ST LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	RHEM ST RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	PERRY ST LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	PERRY ST RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	POLLOCK ST LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	POLLOCK ST RT -L-	PAVE TO JOINT AT BACK OF RADIUS



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



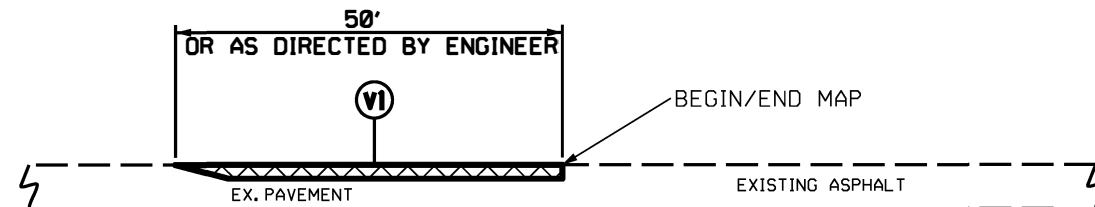
TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

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

MAP#	STREET NAME	COMMENTS
1	COLLEGE ST LT -L-	PAVE TO BACK OF RADIUS
1	COLLEGE ST RT -L-	PAVE TO BACK OF RADIUS
1	MITCHELL ST LT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	MITCHELL ST RT -L-	PAVE TO JOINT AT BACK OF RADIUS
1	HERRITAGE ST LT -L-	PAVE TO BACK OF RADIUS
1	HERRITAGE ST RT -L-	PAVE TO BACK OF RADIUS
2	MCLEWEAN ST LT -L-	PAVE TO JOINT AT BACK OF RADIUS
2	MCLEWEAN ST RT -L-	PAVE TO JOINT AT BACK OF RADIUS
2	INDEPENDENCE ST LT -L-	PAVE TO JOINT AT BACK OF RADIUS
2	INDEPENDENCE ST RT -L-	PAVE TO JOINT AT BACK OF RADIUS
2	EAST ST LT -L-	PAVE TO BACK OF RADIUS
2	EAST ST RT -L-	PAVE TO BACK OF RADIUS

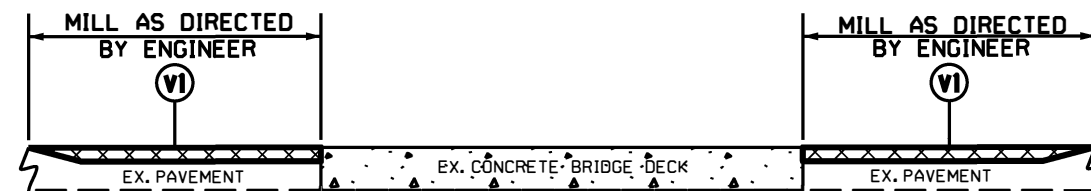
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

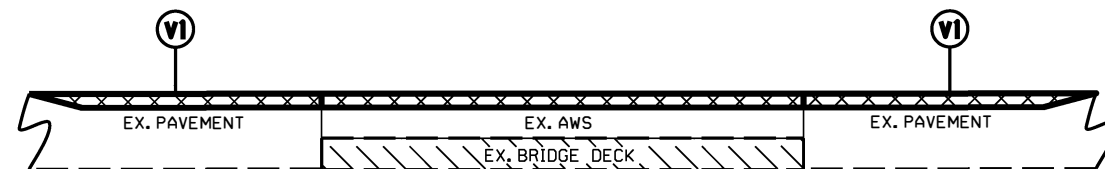
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

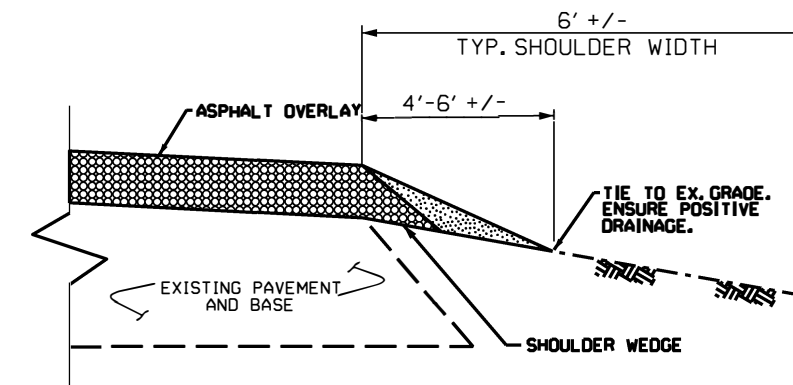


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL

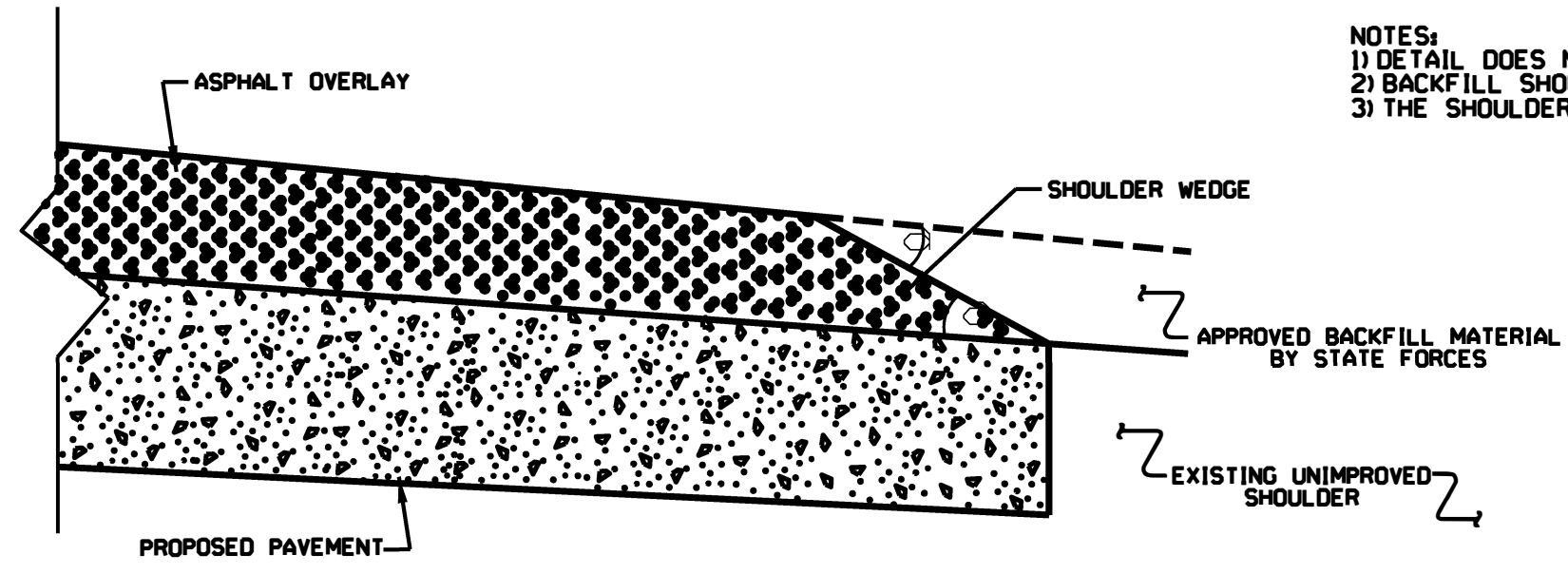


SHOULDER RECONSTRUCTION DETAIL

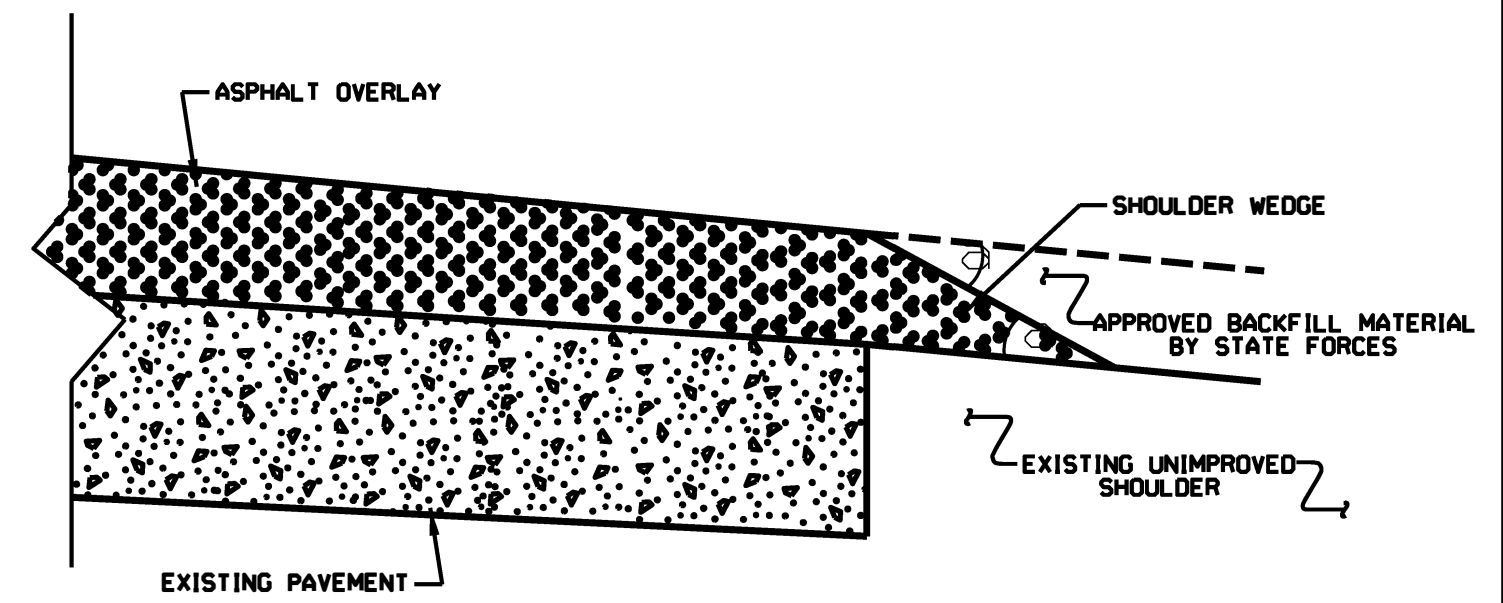
NOTE:

- 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.

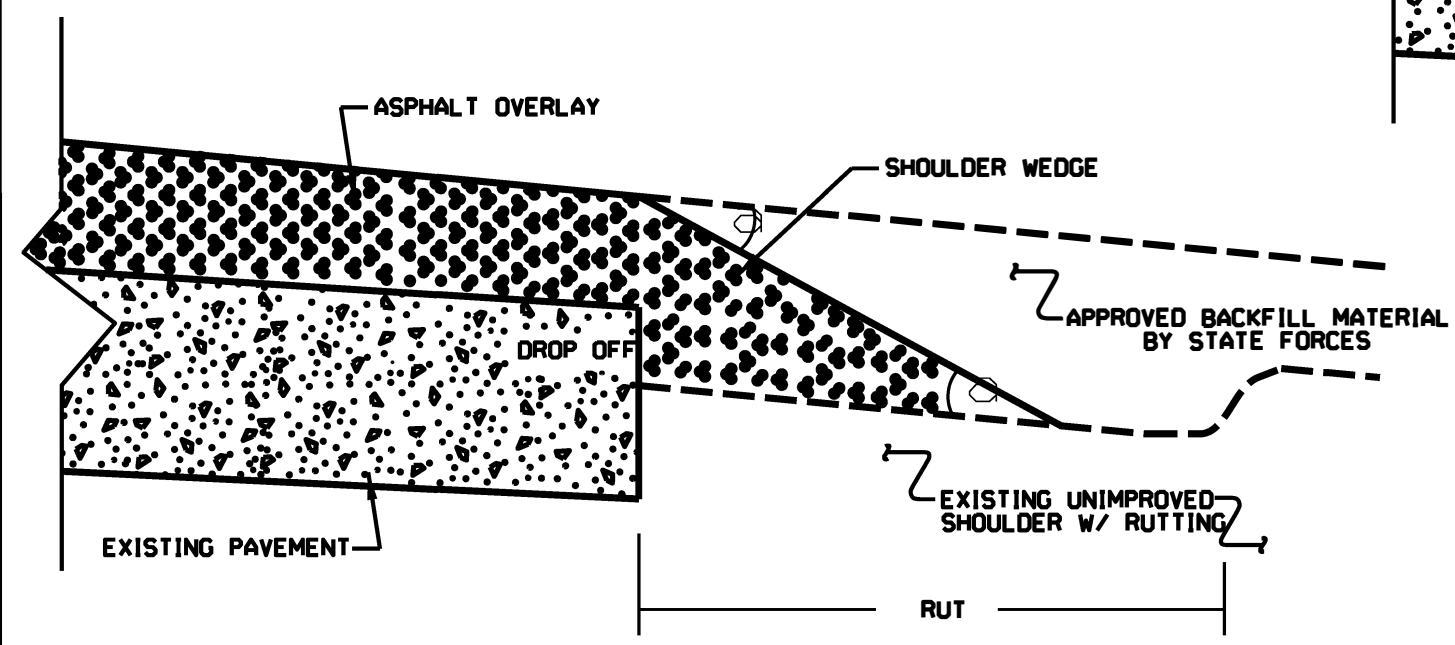
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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)

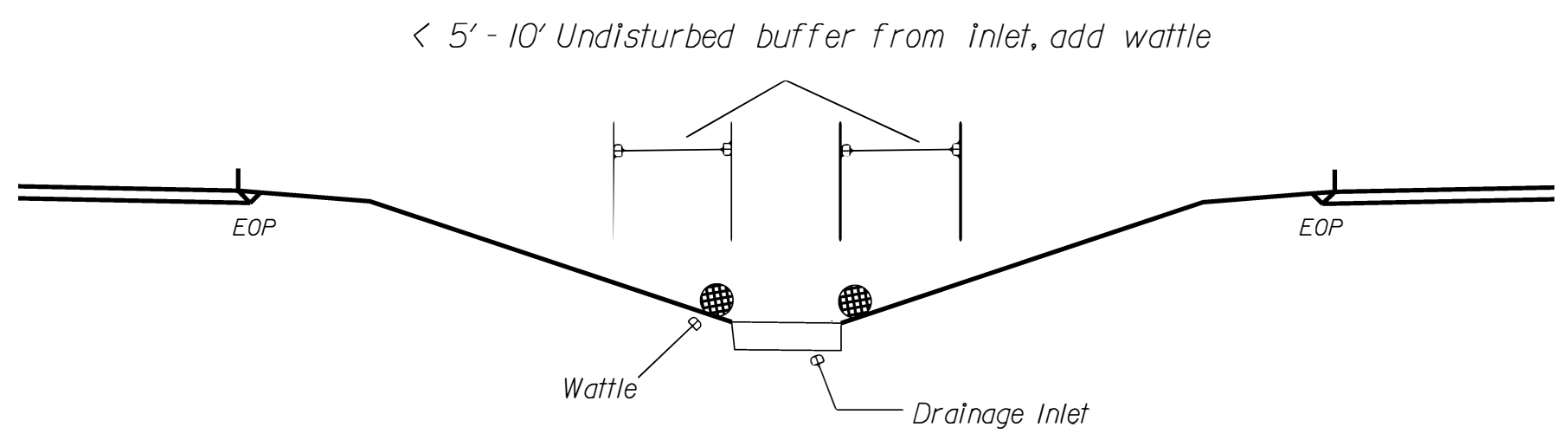
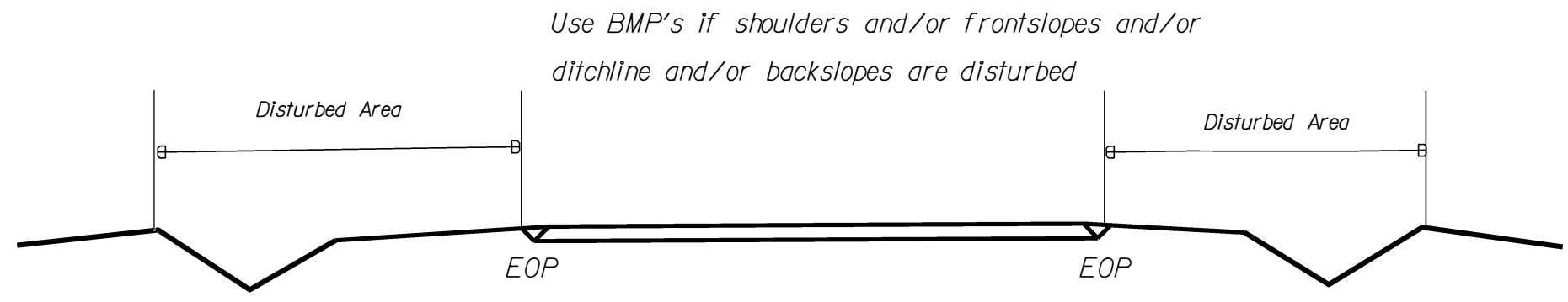
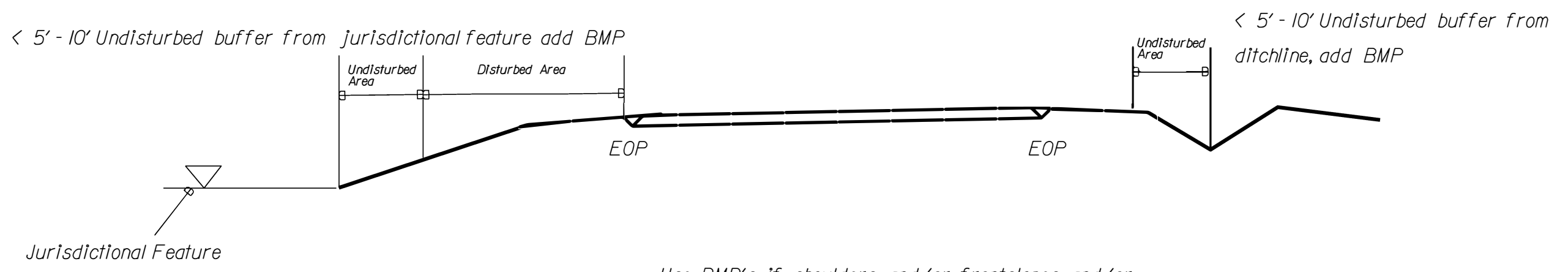
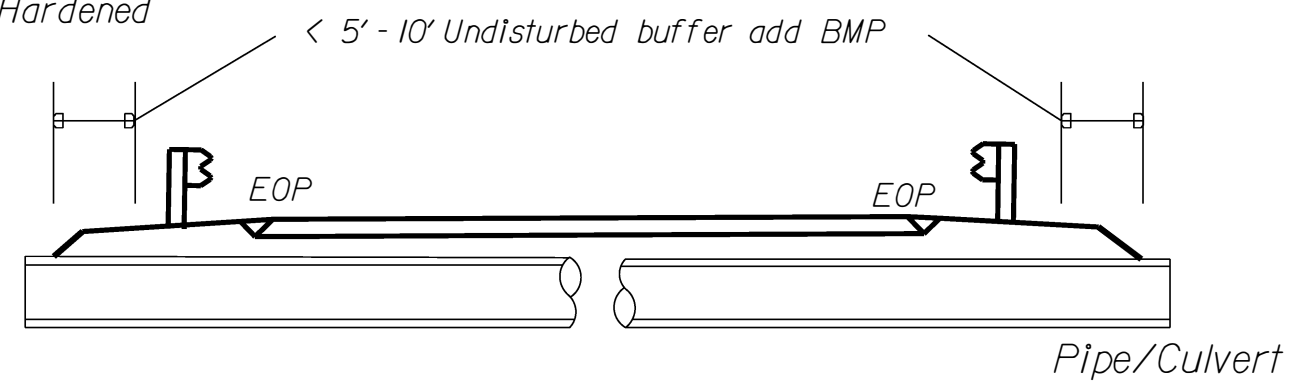
- SHOULDER WEDGE ANGLE = 30°

**SHOULDER WEDGE
 DETAILS**

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

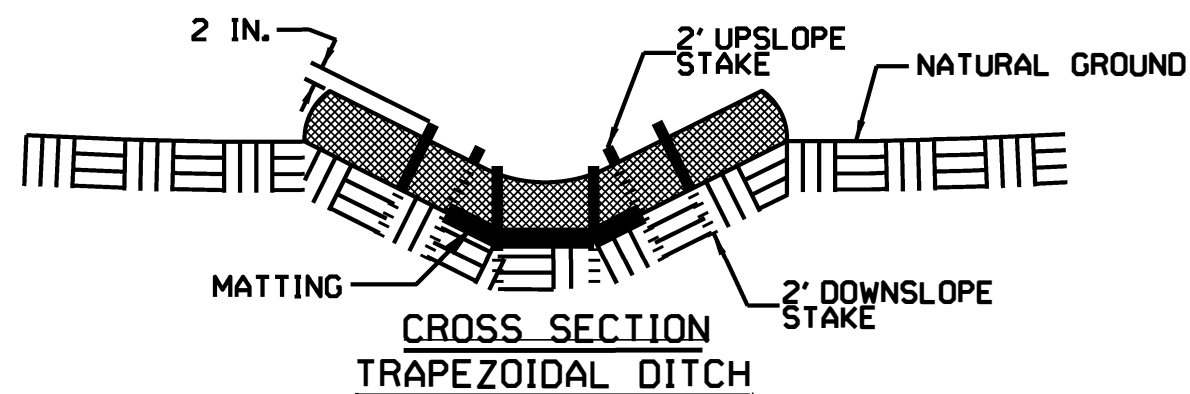
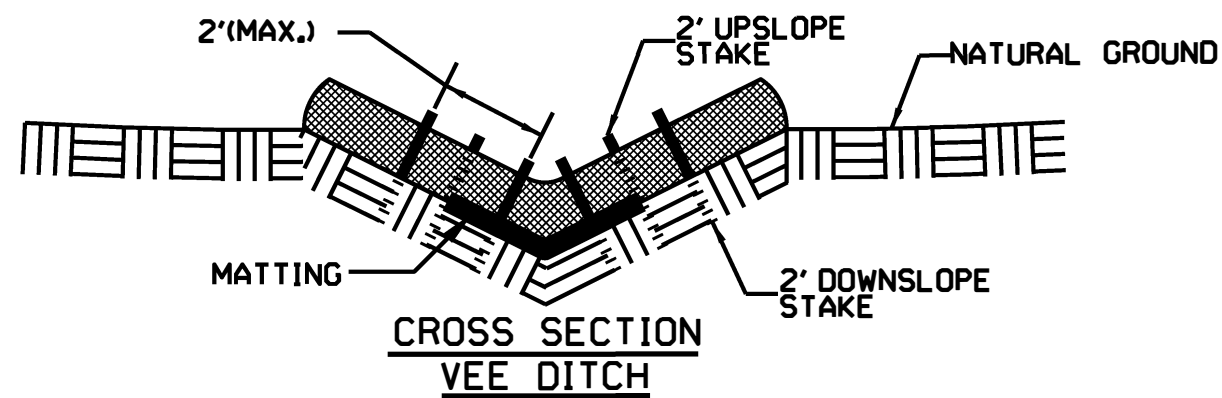
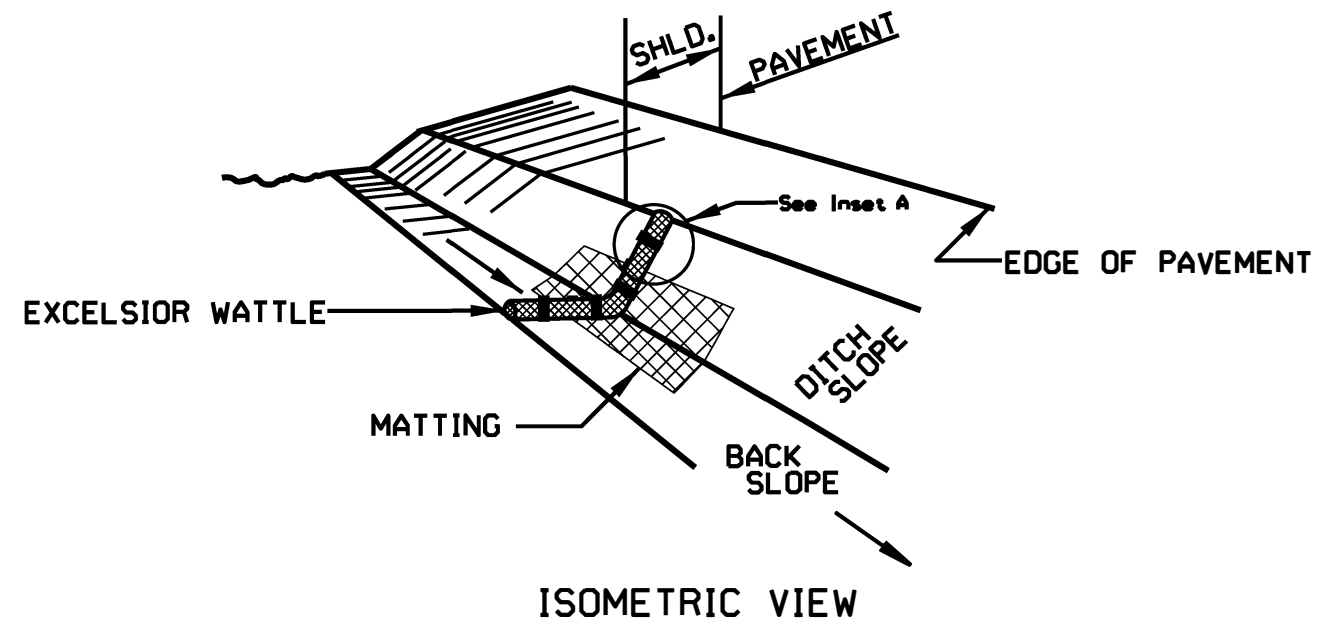
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

EROSION CONTROL DETAIL



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.

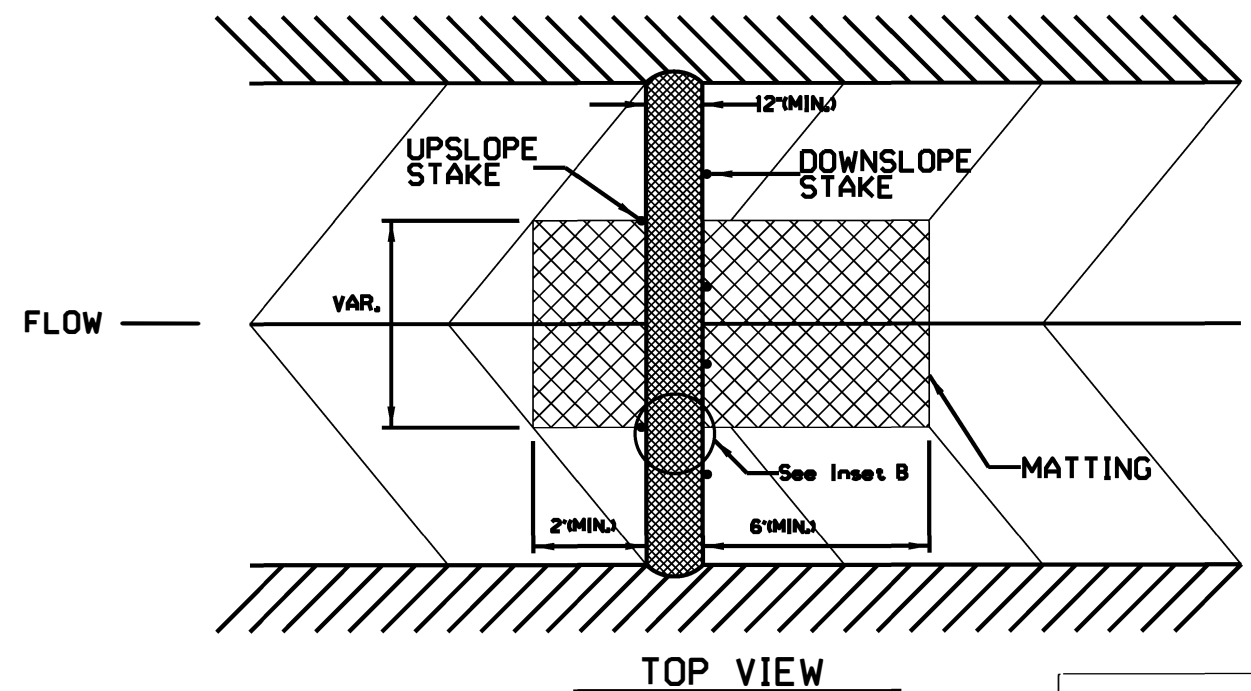
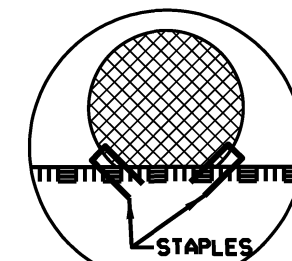
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

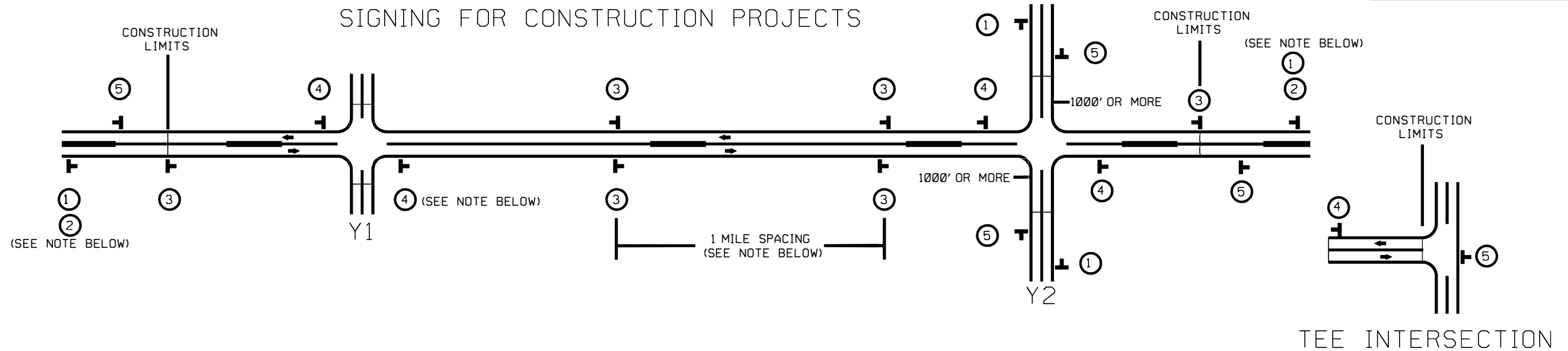
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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



NOT TO SCALE

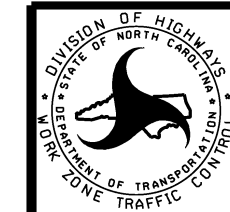
SIGNING FOR CONSTRUCTION PROJECTS



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>①</p> <p>ROAD WORK AHEAD W20-1 48" X 48"</p> <p>②</p> <p>NEXT XX MILES W7-3aP 24" X 18"</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"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) 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>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	<p>③</p> <p>LOW/SOFT SHOULDER SP-13107 48" X 48"</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>ROAD UNDER CONST SP-13106 48" X 48"</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>END ROAD WORK G20-2 A 48" X 24"</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