

# LENOIR COUNTY

## DB00490

WBS# 2021CPT.02.06.10541

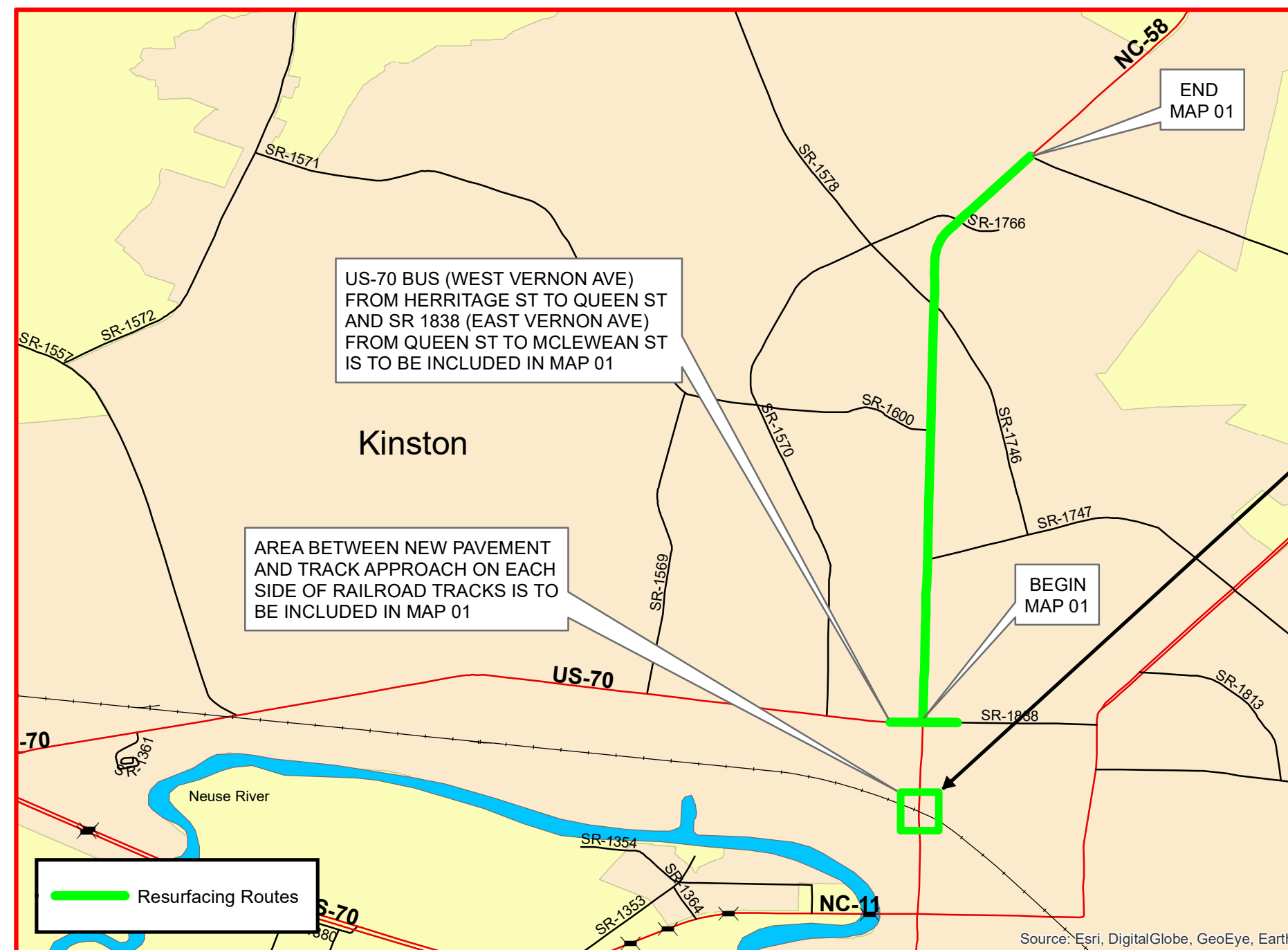
MAP 01: NC-58 QUEEN STREET

**TYPE OF WORK: MILLING, RESURFACING**

PROJECT REFERENCE NO.	SHEET NO.
DB00490	1



**NCDOT**  
DIVISION 2



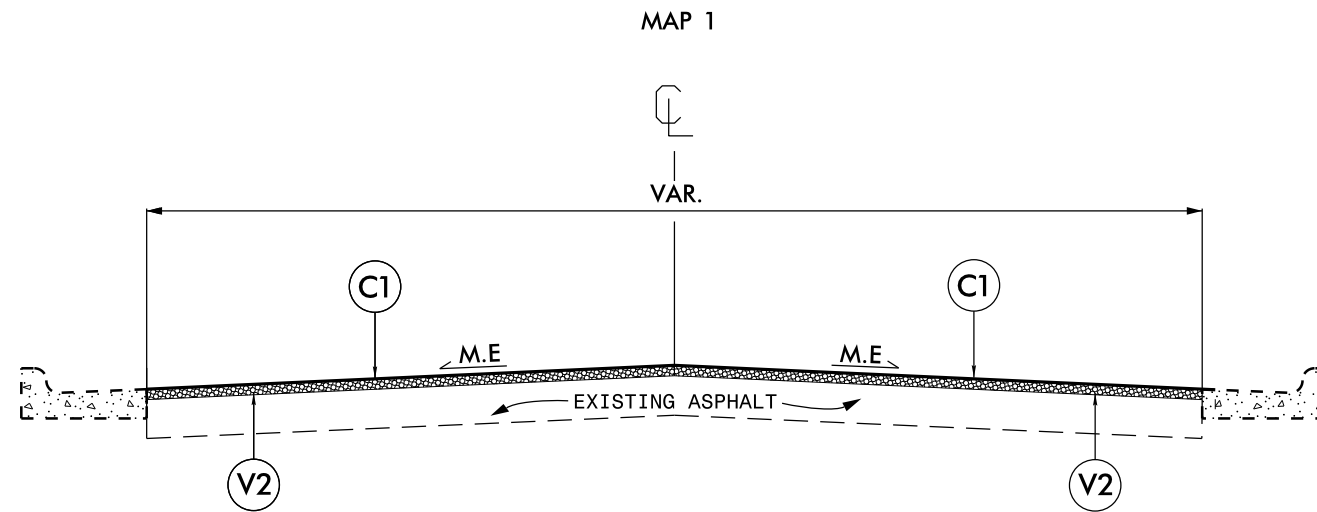
VIEW FACING NORTH: 60'+/-  
MILL 3"  
PLACE (2) 1.5" LIFTS OF S9.5C



VIEW FACING SOUTH: 30'+/-  
MILL 3"  
PLACE (2) 1.5" LIFTS OF S9.5C

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

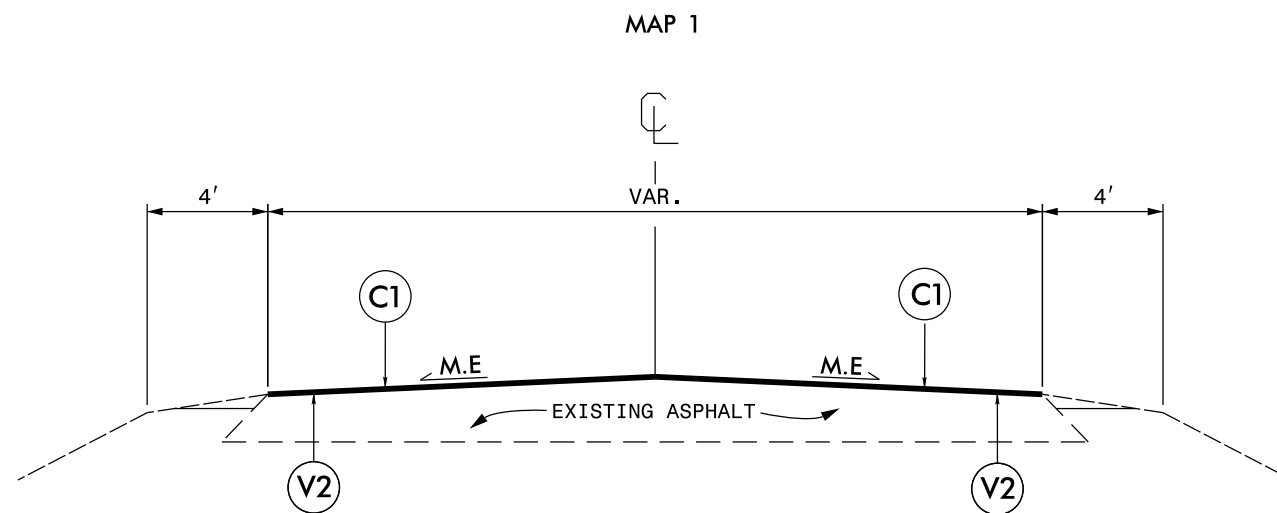
## TYPICAL SECTION NO. 1



**NOTE:**

1. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 3 INCHES. MILLING TO INCLUDE BOTH NCDOT AND CITY OF KINSTON SIDE STREETS TO BACK OF RADII.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, IN TWO LIFTS AS DIRECTED BY THE ENGINEER.

## TYPICAL SECTION NO. 2



**NOTE:**

1. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 3 INCHES. MILLING TO INCLUDE BOTH NCDOT AND CITY OF KINSTON SIDE STREETS TO BACK OF RADII.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, IN TWO LIFTS AS DIRECTED BY THE ENGINEER.

### PAVEMENT SCHEDULE

C1	PROP. APPROX. 3 INCH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, IN TWO LIFTS AT AN AVERAGE RATE OF 168.0 LBS. PER SQ. YD. PER LIFT
V1	INCIDENTAL MILLING.
V2	3 INCH DEPTH MILLING 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.
DB00490	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	0000930000-E	1297000000-E	1330000000-E	1523000000-E	1575000000-E	2830000000-N	2845000000-N
												2'6" CURB & GUTTER - REMOVE/REPLACE	3" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX
											LF	SY	SY	TONS	TONS	EA	EA	
2021CPT.02.06.10541	Lenoir	1	NC 58	FROM US 70 BUS TO SR 1745	1,2	2	M2	NO	NO	2.15	48	940	67,500	500	12,150	660	2	2
<b>TOTAL FOR MAP NO. 1</b>											<b>940</b>	<b>67,500</b>	<b>500</b>	<b>12,150</b>	<b>660</b>	<b>2</b>	<b>2</b>	
<b>TOTAL FOR PROJ NO. 2021CPT.02.06.10541</b>											<b>940</b>	<b>67,500</b>	<b>500</b>	<b>12,150</b>	<b>660</b>	<b>2</b>	<b>2</b>	
<b>GRAND TOTAL</b>											<b>940</b>	<b>67,500</b>	<b>500</b>	<b>12,150</b>	<b>660</b>	<b>2</b>	<b>2</b>	

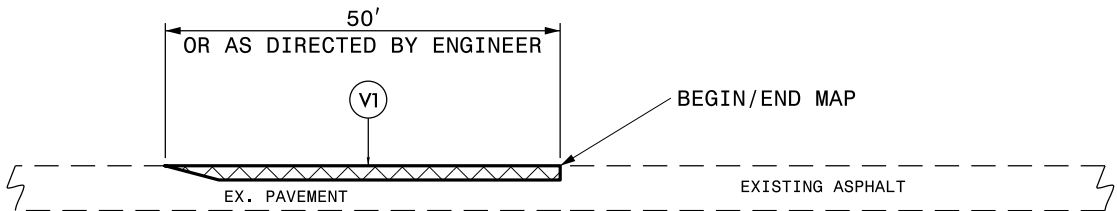
MAP NO						STATION	STATION	LT	RT		STATION	STATION	LT	RT
1						68+72	69+46		74'		82+62	82+86	24'	
						72+65	72+98	33'			82+79	83+60		81'
						72+78	72+94		16'		83+77	84+13		36'
						73+18	73+56		38'		84+56	84+92		36'
						73+67	74+20		53'		92+04	92+14	10'	
						74+28	74+35	7'			95+83	96+20	37'	
						74+53	74+58	5'			96+20	96+40	20'	
						74+72	74+77	5'			98+69	98+92		23'
						74+93	75+34		41'		118+53	118+99		46'
						76+12	76+32	20'			119+05	119+75	70'	
						76+61	77+09	48'			119+90	120+05		15'
						77+23	77+42	19'			119+88	120+08	20'	
						78+49	78+68		19'		121+75	121+95		20'
						78+85	79+06		21'		135+81	136+13	32'	
						78+92	79+08	16'			135+81	136+16		35'
						80+54	80+64	10'			137+74	137+84		10'

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00490	4	

## THERMOPLASTIC AND PAINT QUANTITIES

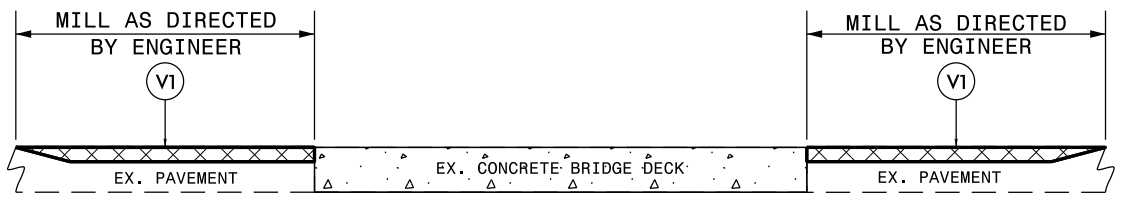
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	4413000000-E		4457000000-N	
								LENGTH	WIDTH	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL
								MI	FT	SF	LS
2021CPT.02.06.10541	Lenoir	1	NC 58	FROM US 70 BUS TO SR 1745	1,2	2	M2	2.15	48	200	1
<b>TOTAL FOR MAP NO. 1</b>							<b>2.15</b>		<b>200</b>	<b>1</b>	
<b>TOTAL FOR PROJ NO. 2021CPT.02.06.10541</b>							<b>2.15</b>		<b>200</b>	<b>1</b>	
<b>GRAND TOTAL</b>							<b>2.15</b>		<b>200</b>	<b>1</b>	

# MILLING TYPICALS



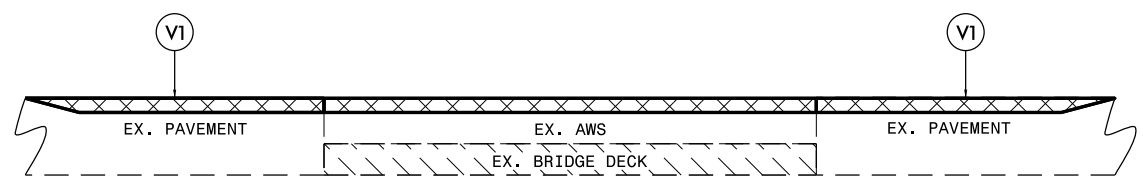
**DETAIL 1**  
BEGIN/END MAP TIE-IN

**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

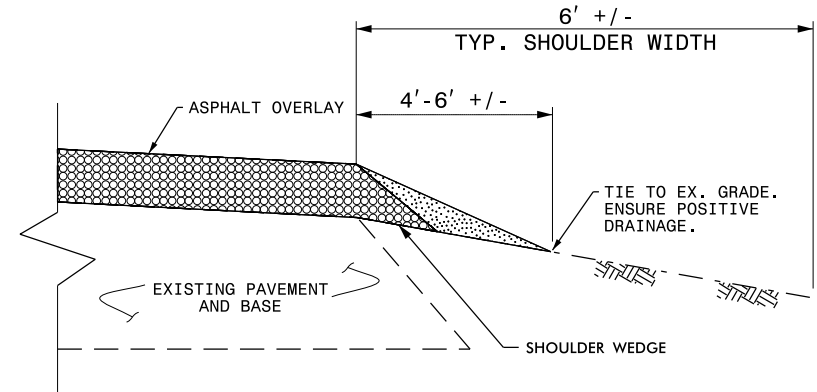
**NOTE:**  
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**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

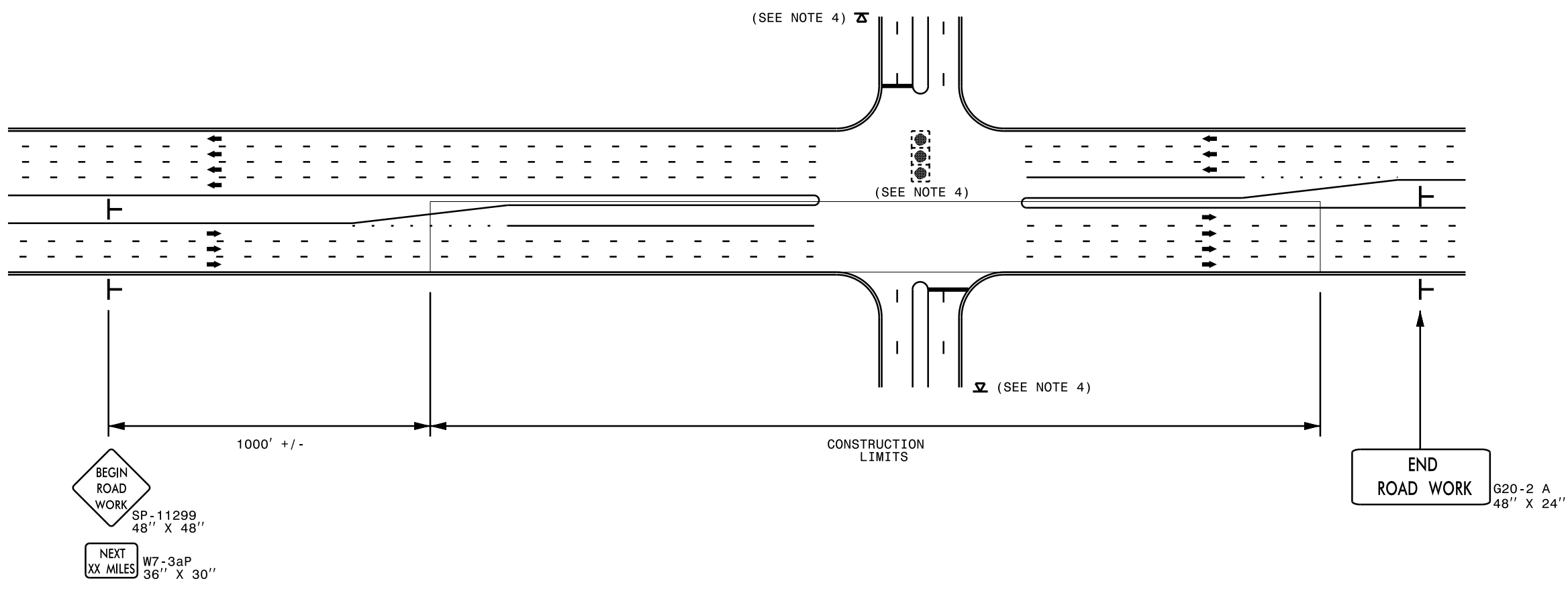


**SHOULDER RECONSTRUCTION DETAIL**

**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.

## URBAN / SUBURBAN WORKZONES



**NOTES:**

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND	
⊥	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES**