

# LENOIR COUNTY

## DB00493

### WBS# 2021CPT.02.10.10541

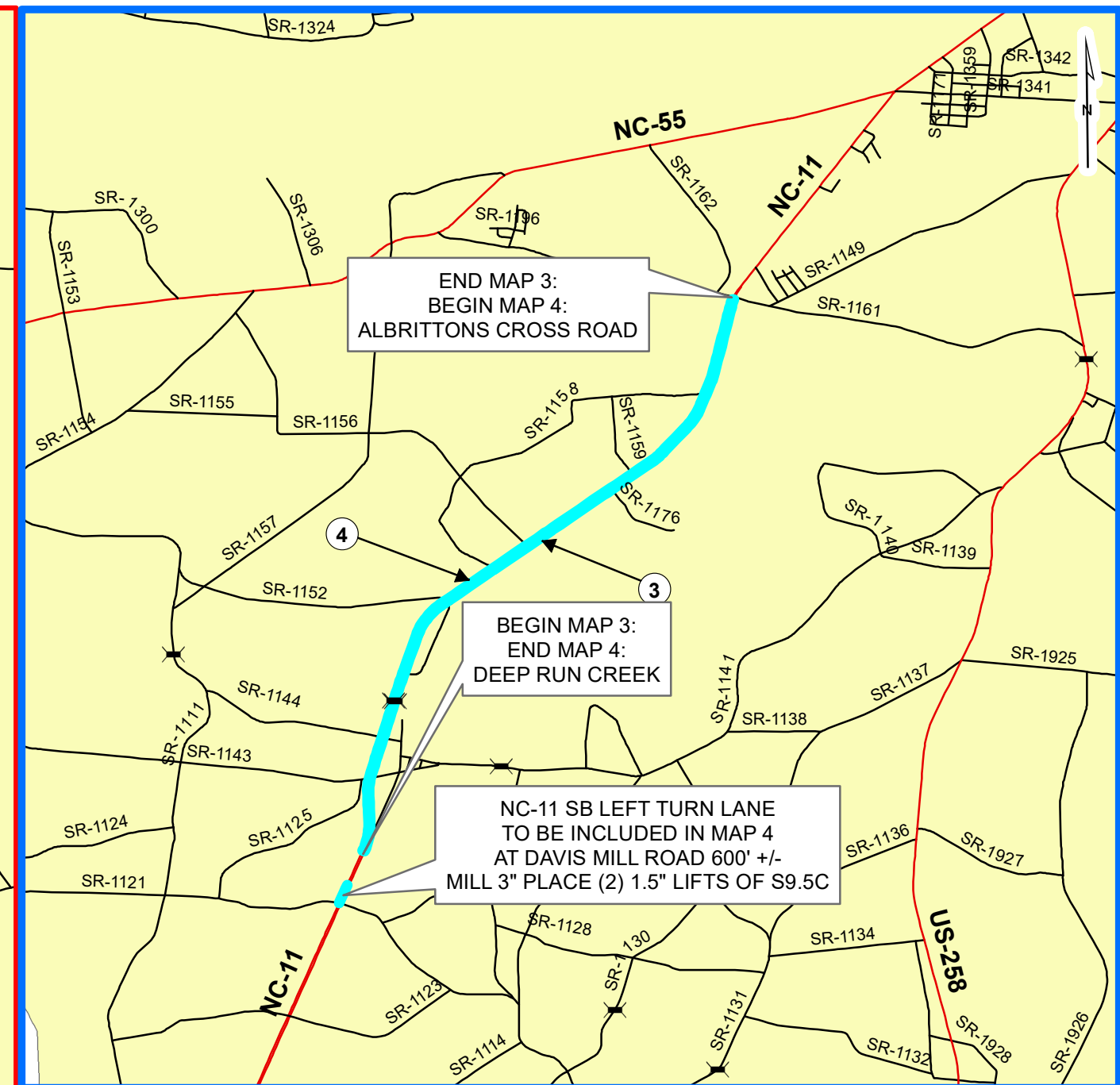
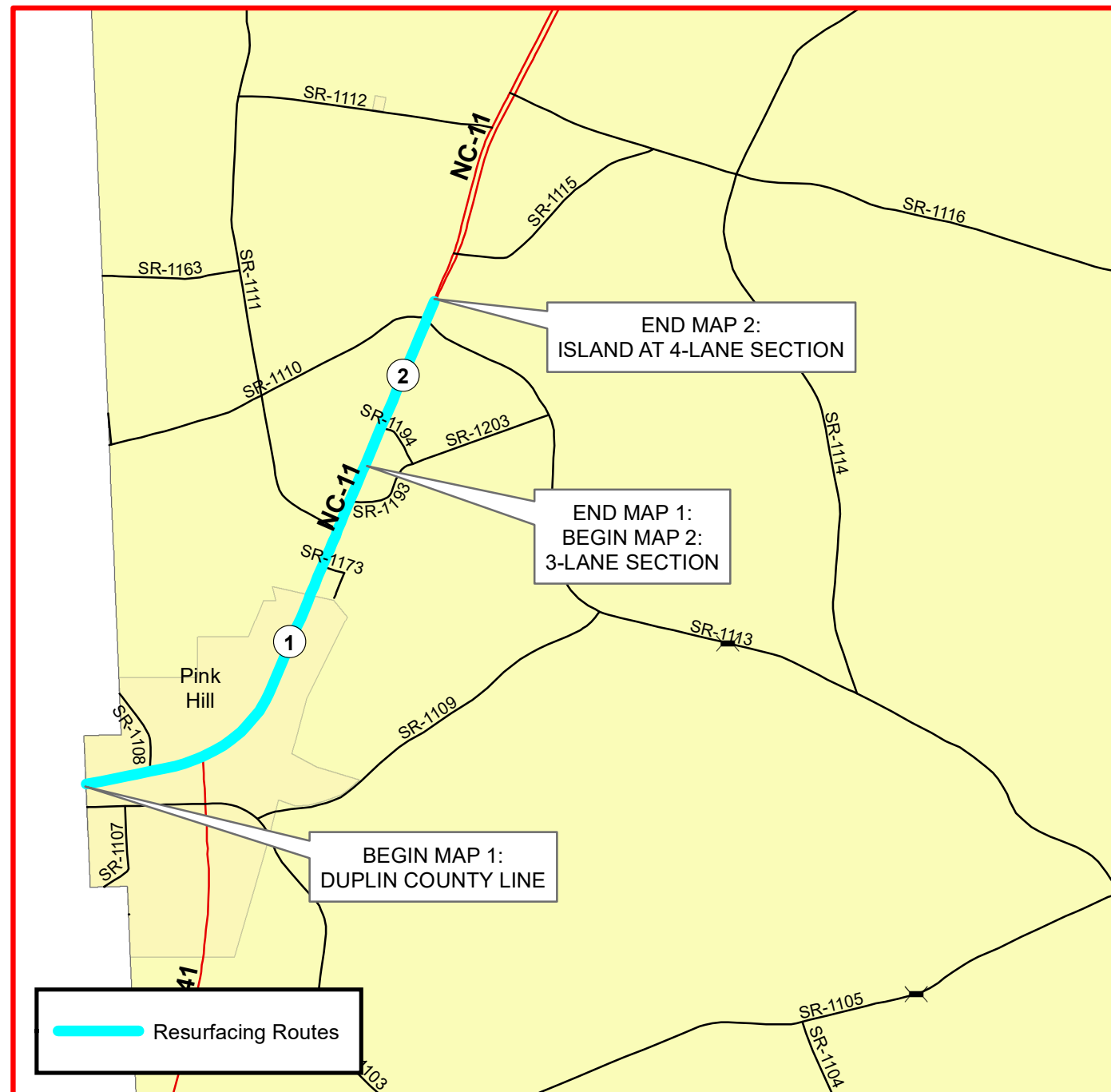
PROJECT REFERENCE NO.	SHEET NO.
DB00493	1

**LOCATIONS:**  
 MAP 1: NC-11 (MP 0.00 - 1.32)  
 MAP 2: NC-11 (MP 1.32 - 1.87)  
 MAP 3: NC-11 NB (MP 5.75 - 11.30)  
 MAP 4: NC-11 SB (MP 23.94 - 18.38) AND NC-11 SB LEFT TURN LANE AT DAVIS MILL ROAD

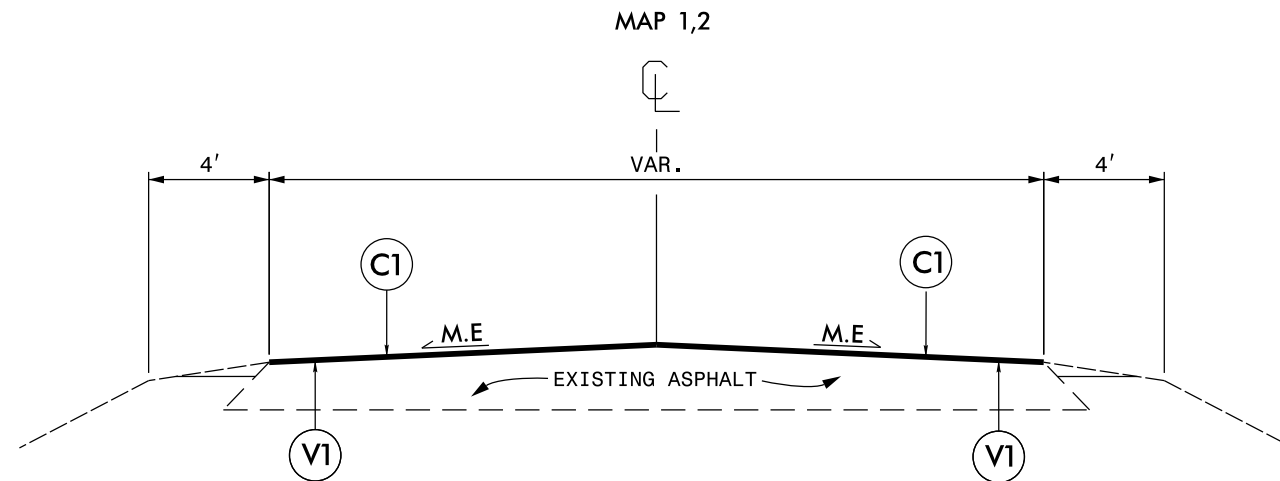
**TYPE OF WORK: MILLING, RESURFACING**



**NCDOT**  
DIVISION 2



## TYPICAL SECTION NO. 1



**NOTE:**

1. INCLUDED 1.5" MILLING FOR THE ENTIRE WIDTH OF THE ROADWAY, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.

## PAVEMENT SCHEDULE

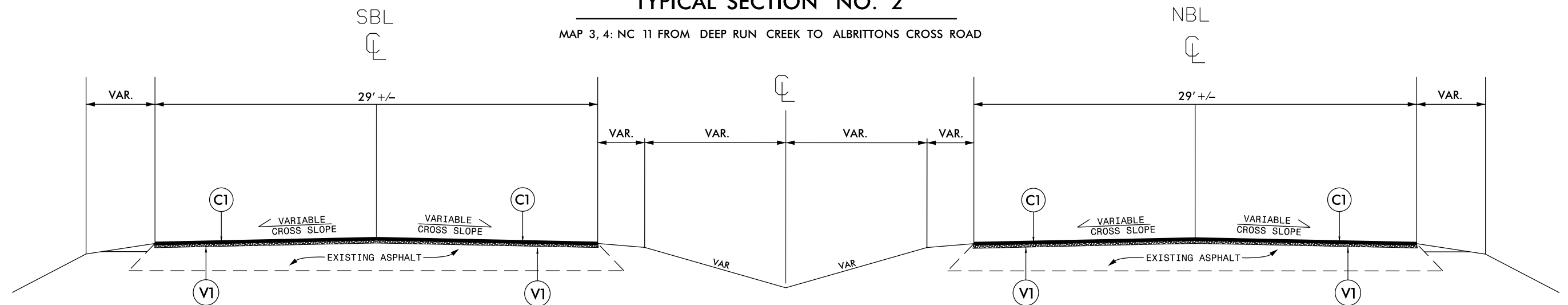
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, IN TWO LIFTS AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. PER LIFT
V1	1 1/2" INCH MILLING FOR THE ENTIRE WIDTH OF ROADWAY.
V2	3 INCH DEPTH MILLING

**DRAWINGS NOT TO SCALE**

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

## TYPICAL SECTION NO. 2

MAP 3, 4: NC 11 FROM DEEP RUN CREEK TO ALBRITTONS CROSS ROAD



**NOTE:**

1. INCLUDED 1.5" MILLING FOR THE ENTIRE WIDTH OF THE ROADWAY, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. NC-11 SOUTHBOUND LEFT TURN LANE AT DAVIS MILL ROAD TO BE INCLUDED IN MAP 4, V2: MILL 3", AND FILL WITH C2: (2) 1.5" LIFTS OF S9.5C.

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00493	3	

## SUMMARY OF QUANTITIES

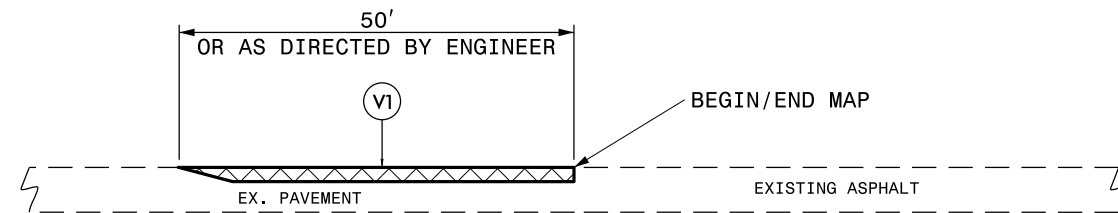
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1220000000-E	1297000000-E		1523000000-E	1575000000-E	2830000000-N	2845000000-N
												INCIDENTAL STONE BASE	1½" MILLING	3" MILLING	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX
												TONS	SY	SY	TONS	TONS	EA	EA
2021CPT.02.10.10541	Lenoir	1	NC-11 (MP 0.0 TO 1.32)	DUPLIN COUNTY LINE TO THE 3-LANE SECTION	1	2	2WU	NO	NO	1.32	25	50	19,360		1,880	113	1	1
<b>TOTAL FOR MAP NO. 1</b>										<b>1.32</b>		<b>50</b>	<b>19,360</b>		<b>1,880</b>	<b>113</b>	<b>1</b>	<b>1</b>
2021CPT.02.10.10541	Lenoir	2	NC-11 (MP 1.32 TO 1.87)	BEGIN 3-LANE SECTION TO ISLAND BEGIN 4-LANE SECTION	1	3	2WU	NO	NO	0.55	46	50	14,843		1,438	86		
<b>TOTAL FOR MAP NO. 2</b>										<b>0.55</b>		<b>50</b>	<b>14,843</b>		<b>1,438</b>	<b>86</b>		
2021CPT.02.10.10541	Lenoir	3	NC-11 NORTHBOUND (MP 5.75 TO 11.30)	DEEP RUN CREEK TO ALBRITTONS	2	2	MD	NO	NO	5.55	29	100	94,424		8,762	526		
<b>TOTAL FOR MAP NO. 3</b>										<b>5.55</b>		<b>100</b>	<b>94,424</b>		<b>8,762</b>	<b>526</b>		
2021CPT.02.10.10541	Lenoir	4	NC-11 SOUTHBOUND (MP 23.94 TO 18.38)	ALBRITTONS TO DEEP RUN CREEK	2	2	MD	NO	NO	5.56	29	100	94,594	1,250	9,000	540		
<b>TOTAL FOR MAP NO. 4</b>										<b>5.56</b>		<b>100</b>	<b>94,594</b>	<b>1,250</b>	<b>9,000</b>	<b>540</b>		
<b>TOTAL FOR PROJ NO. 2021CPT.02.10.10541</b>										<b>12.98</b>		<b>300</b>	<b>223,221</b>	<b>1,250</b>	<b>21,080</b>	<b>1,265</b>	<b>1</b>	<b>1</b>
													<b>224,471</b>					
<b>GRAND TOTAL</b>										<b>12.98</b>		<b>300</b>	<b>223,221</b>	<b>1,250</b>	<b>21,080</b>	<b>1,265</b>	<b>1</b>	<b>1</b>
													<b>224,471</b>					

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00493	4	

# TRAFFIC CONTROL

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E WORK ZONE ADVANCE/GENERAL WARNING SIGNING	4457000000-N TEMPORARY TRAFFIC CONTROL
								MI	FT	SF	LS
2021CPT.02.10.10541	Lenoir	1	NC-11 (MP 0.0 TO 1.32)	DUPLIN COUNTY LINE TO THE 3-LANE SECTION	1	2	2WU	1.32	25	150	0.09
<b>TOTAL FOR MAP NO. 1</b>								<b>1.32</b>		<b>150</b>	<b>0.09</b>
2021CPT.02.10.10541	Lenoir	2	NC-11 (MP 1.32 TO 1.87)	BEGIN 3-LANE SECTION TO ISLAND BEGIN 4-LANE SECTION	1	3	2WU	0.55	46	80	0.05
<b>TOTAL FOR MAP NO. 2</b>								<b>0.55</b>		<b>80</b>	<b>0.05</b>
2021CPT.02.10.10541	Lenoir	3	NC-11 NORTHBOUND (MP 5.75 TO 11.30)	DEEP RUN CREEK TO ALBRITTONS	2	2	MD	5.55	29	625	0.43
<b>TOTAL FOR MAP NO. 3</b>								<b>5.55</b>		<b>625</b>	<b>0.43</b>
2021CPT.02.10.10541	Lenoir	4	NC-11 SOUTHBOUND (MP 23.94 TO 18.38)	ALBRITTONS TO DEEP RUN CREEK	2	2	MD	5.56	29	625	0.43
<b>TOTAL FOR MAP NO. 4</b>								<b>5.56</b>		<b>625</b>	<b>0.43</b>
<b>TOTAL FOR PROJ NO. 2021CPT.02.10.10541</b>								<b>12.98</b>		<b>1,480</b>	<b>1</b>
<b>GRAND TOTAL</b>								<b>12.98</b>		<b>1,480</b>	<b>1</b>

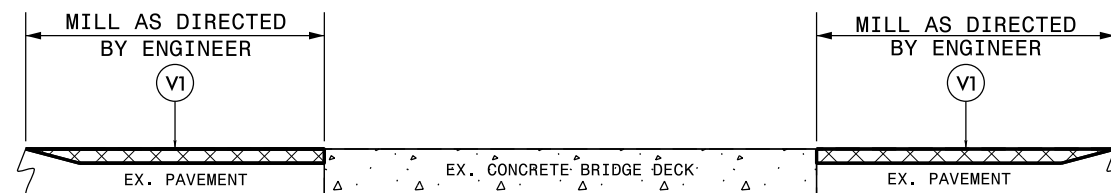
# MILLING TYPICALS



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

**NOTE:**

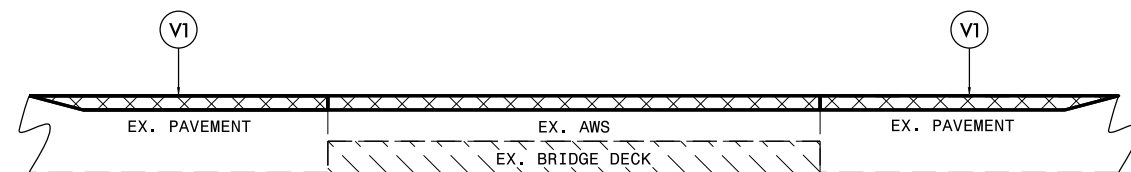
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 2**  
BRIDGE MILLING

**NOTE:**

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

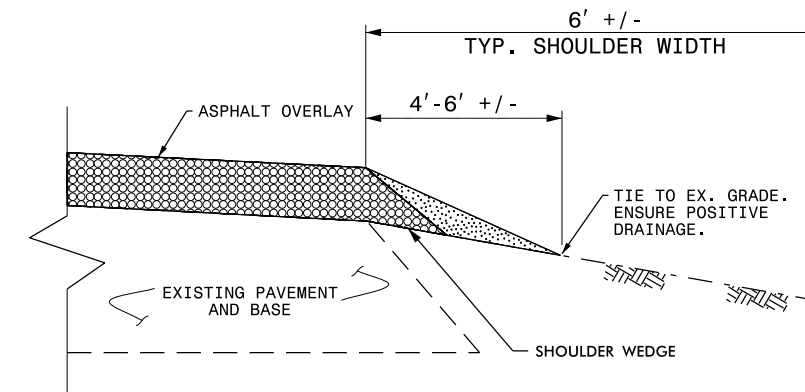


**DETAIL 3**  
BRIDGE MILLING

**NOTE:**

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

# SHOULDER RECONSTRUCTION TYPICAL

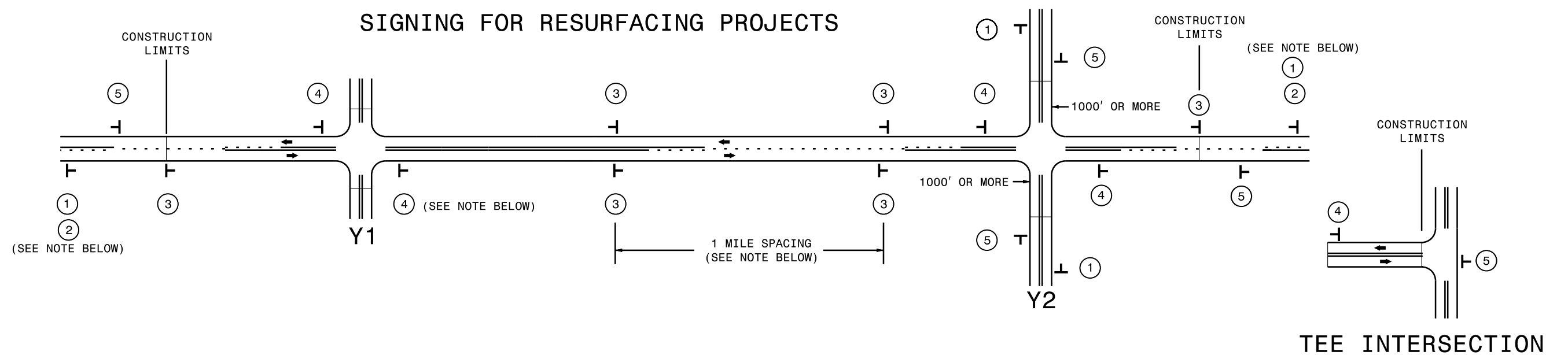


**SHOULDER RECONSTRUCTION DETAIL**

**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.

# SIGNING FOR RESURFACING PROJECTS

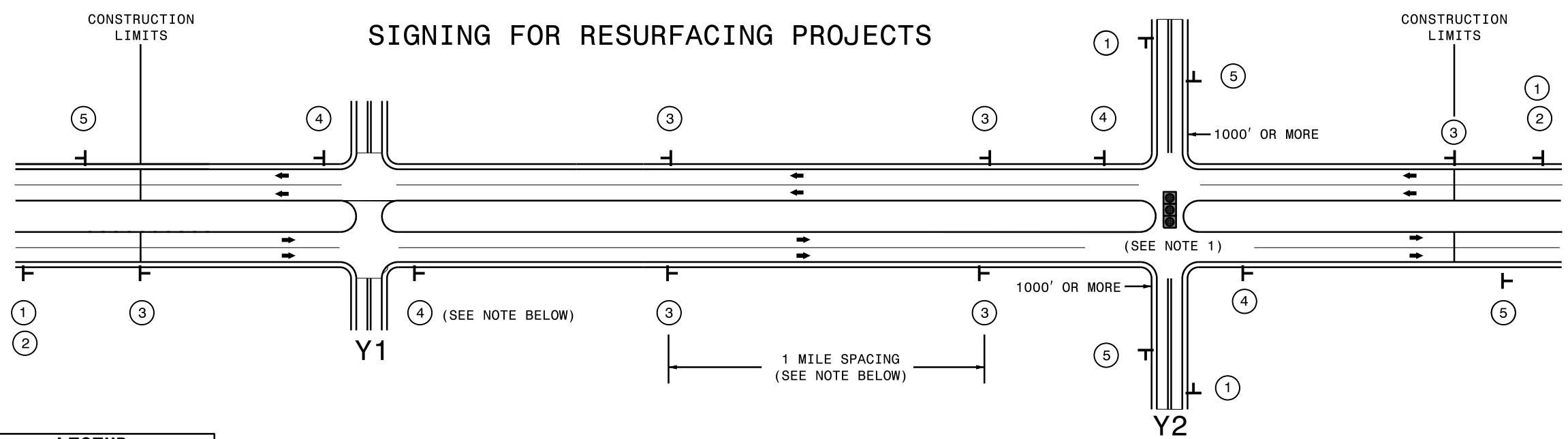


LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	2	3	4	5	
						<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>DEAD END ROADS</li> </ol> <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>W20-1 48" X 48"</p> </div> <div> <p>W20-7 A 48" X 48"</p> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</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>- 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>- 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>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>			



LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<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"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>DEAD END ROADS</li> </ol> <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 style="text-align: center;">   <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;">   <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p>NOTES:</p> <ol style="list-style-type: none"> <li>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.</li> </ol>
		<p>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>	
		<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.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

**RESURFACING  
ADVANCE WARNING SIGNS  
FOR RURAL AND SUBURBAN  
MULTI-LANE ROADWAYS  
W/ SHOULDER SECTIONS**