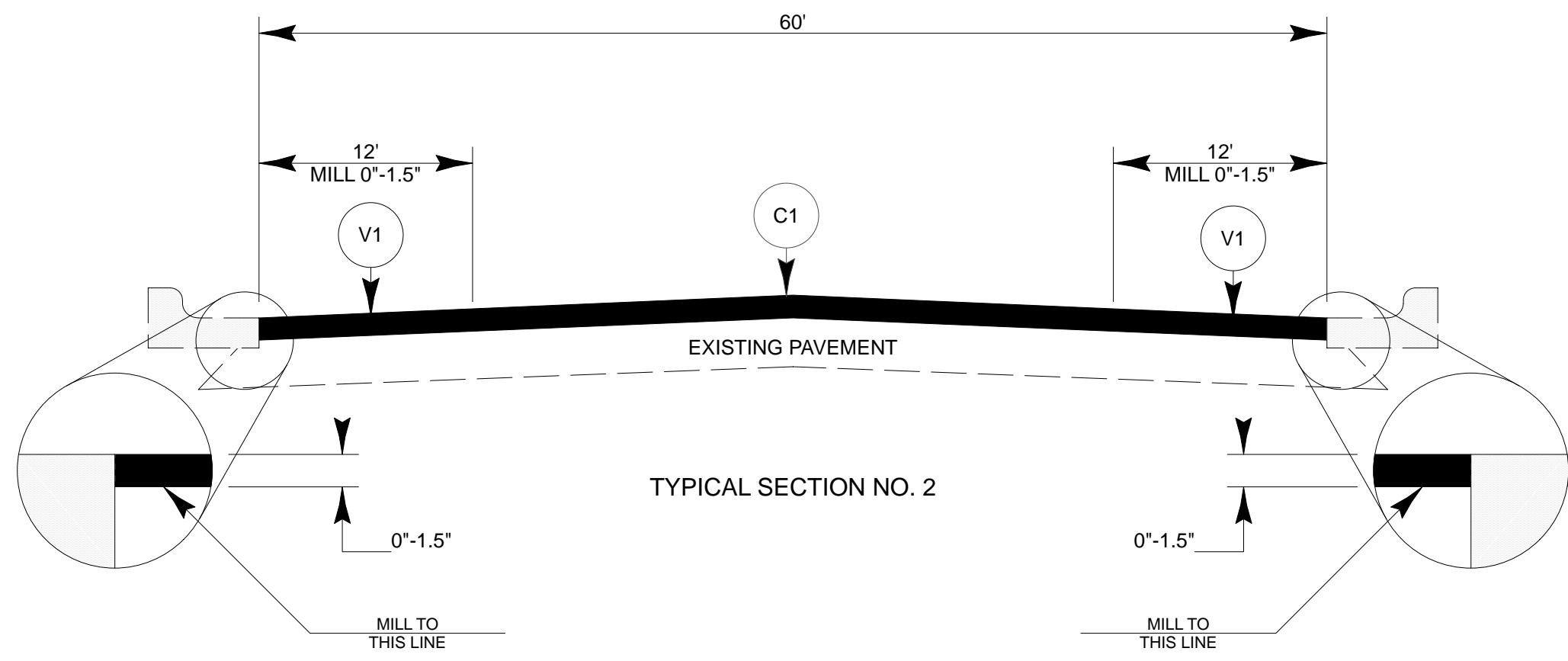


TYPICAL SECTION NO. 1



TYPICAL SECTION NO. 2

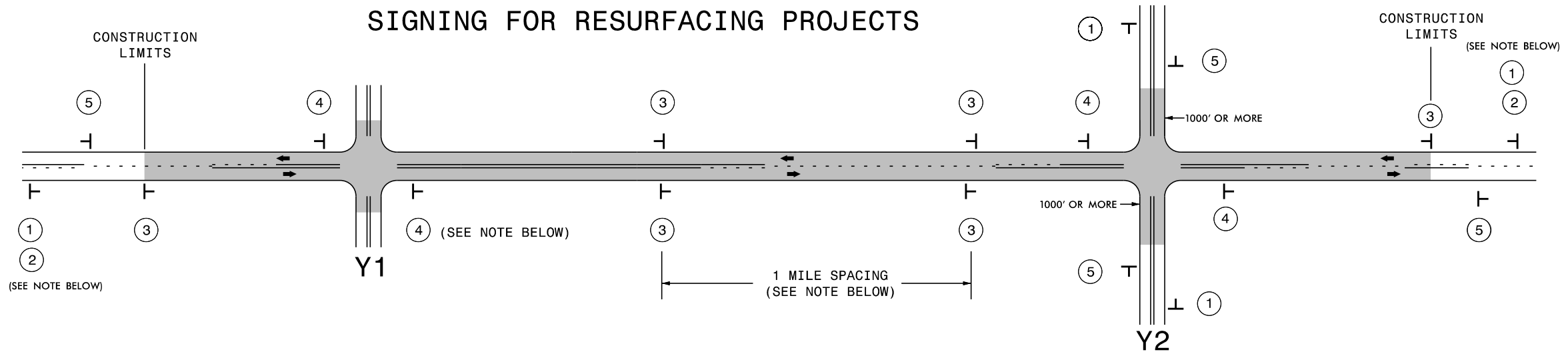
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
V1	0" TO 1.5" MILLING

PROJECT NO.	SHEET NO.	TOTAL NO.
2CR.20161.11		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	MILLING ASPHALT PAVEMENT, 0" TO 1.5" DEPTH SY	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TON
2CR.20161.11	Carteret	1	SR 1149 (HATCHER DR)	FROM SR 1694 (CLEMENTS DR) TO S OF SR 1615 (CLAYTON DR)	1	NO	NO	0.60	20		596	40
			TOTAL FOR MAP NO. 1					0.60			596	40
2CR.20161.11	Carteret	2	SR 1615 (CLAYTON DR)	FROM SR 1149 (HATCHER DR TO END)	1	NO	NO	0.62	20		616	41
			TOTAL FOR MAP NO. 2					0.62			616	41
2CR.20161.11	Carteret	3	SR 1691 (WEST BRANCH DR)	FROM SR 1149 (HATCHER DR TO END)	1	NO	NO	0.25	20		248	17
			TOTAL FOR MAP NO. 3					0.25			248	17
2CR.20161.11	Carteret	4	SR 1140 (ROBERTS RD)	FROM US 70 TO SR 1247 (OLD HWY 70)	1	NO	NO	0.67	18		600	40
			TOTAL FOR MAP NO. 4					0.67			600	40
2CR.20161.11	Carteret	5	SR 1141 (HIBBS RD)	FROM US 70 TO BEGIN 22'	1	NO	NO	0.28	36		499	33
			TOTAL FOR MAP NO. 5					0.28			499	33
2CR.20161.11	Carteret	6	SR 1141 (HIBBS RD)	FROM BEGIN 22' TO SR 1140 (ROBERTS RD)	1	NO	NO	0.20	22		218	15
			TOTAL FOR MAP NO. 6					0.20			218	15
2CR.20161.11	Carteret	7	SR 1291 (WASHINGTON AVE)	FROM US 70 TO SR 1292 (JEFFERSON DR)	1	NO	NO	0.41	20		407	27
			TOTAL FOR MAP NO. 7					0.41			407	27
2CR.20161.11	Carteret	8	SR 1292 (JEFFERSON DR)	FROM SR 1291 (WASHINGTON AVE) TO SR 1293 (LINCOLN DR)	1	NO	NO	0.10	20		99	7
			TOTAL FOR MAP NO. 8					0.10			99	7
2CR.20161.11	Carteret	9	SR 1293 (LINCOLN DR)	FROM SR 1291 (WASHINGTON AVE) TO SR 1292 (JEFFERSON DR)	1	NO	NO	0.25	20		248	17
			TOTAL FOR MAP NO. 9					0.25			248	17
2CR.20161.11	Carteret	10	SR 1285 (JAMES DR)	FROM SR 1141 (HIBBS RD) TO SR 1286 (MURDOCH DR)	1	NO	NO	0.11	20		109	7
			TOTAL FOR MAP NO. 10					0.11			109	7
2CR.20161.11	Carteret	11	SR 1286 (MURDOCH DR)	FROM END TO END	1	NO	NO	0.26	20		258	17
			TOTAL FOR MAP NO. 11					0.26			258	17
2CR.20161.11	Carteret	12	SR 1751 (WHITE OAK DR)	FROM SR 1141 (HIBBS RD) TO END	1	NO	NO	0.70	20		695	47
			TOTAL FOR MAP NO. 12					0.70			695	47
2CR.20161.11	Carteret	13	SR 1752 (HULL CT)	FROM SR 1751 (WHITE OAK DR) TO END	1	NO	NO	0.20	20		199	13
			TOTAL FOR MAP NO. 13					0.20			199	13
2CR.20161.11	Carteret	14	SR 1727 (BROOK LN)	FROM NC 24 TO END	1	NO	NO	0.57	18		510	34
			TOTAL FOR MAP NO. 14					0.57			510	34
2CR.20161.11	Carteret	15	SR 1634 (E SOUTHWINDS DR)	FROM NC 24 TO SR 1635 (RATTAN ST)	1	NO	NO	0.70	20		695	47
			TOTAL FOR MAP NO. 15					0.70			695	47
2CR.20161.11	Carteret	16	SR 1635 (RATTAN ST)	FROM SR 1634 (E SOUTHWINDS DR) TO SR 1634 (E SOUTHWINDS DR)	1	NO	NO	1.30	20		1,292	87
			TOTAL FOR MAP NO. 16					1.30			1,292	87
2CR.20161.11	Carteret	17	SR 1636 (PARADISE LN)	FROM NC 24 TO SR 1635 (RATTAN ST)	1	NO	NO	0.13	20		129	9
			TOTAL FOR MAP NO. 17					0.13			129	9
2CR.20161.11	Carteret	18	SR 1645 (ALEXANDRIA CT)	FROM SR 1297 (HARBOR DR) TO END	1	NO	NO	0.15	24		180	12
			TOTAL FOR MAP NO. 18					0.15			180	12
2CR.20161.11	Carteret	19	SR 1182 (ATLANTIC BEACH CAUSEWAY)	FROM BRIDGE TO NC 58	2	NO	NO	0.80	60	2,700	2,375	159
			TOTAL FOR MAP NO. 19					0.80		2,700	2,375	159
2CR.20161.11	Carteret	20	SR 1259 (TAYLOR NOTION RD)	FROM NC 24 TO NC 58	1	NO	NO	1.30	24		1,548	104
			TOTAL FOR MAP NO. 20					1.30			1,548	104
2CR.20161.11	Carteret	21	SR 1110 (BUCKS CORNER RD)	FROM NC 58 TO SR 1111 (WHITEHOUSE FORKS RD)	1	NO	NO	0.30	20		298	20
			TOTAL FOR MAP NO. 21					0.30			298	20
			TOTAL FOR PROJ NO. 2CR.20161.11					9.90		2,700	11,819	793
			GRAND TOTAL					9.90		2,700	11,819	793

SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

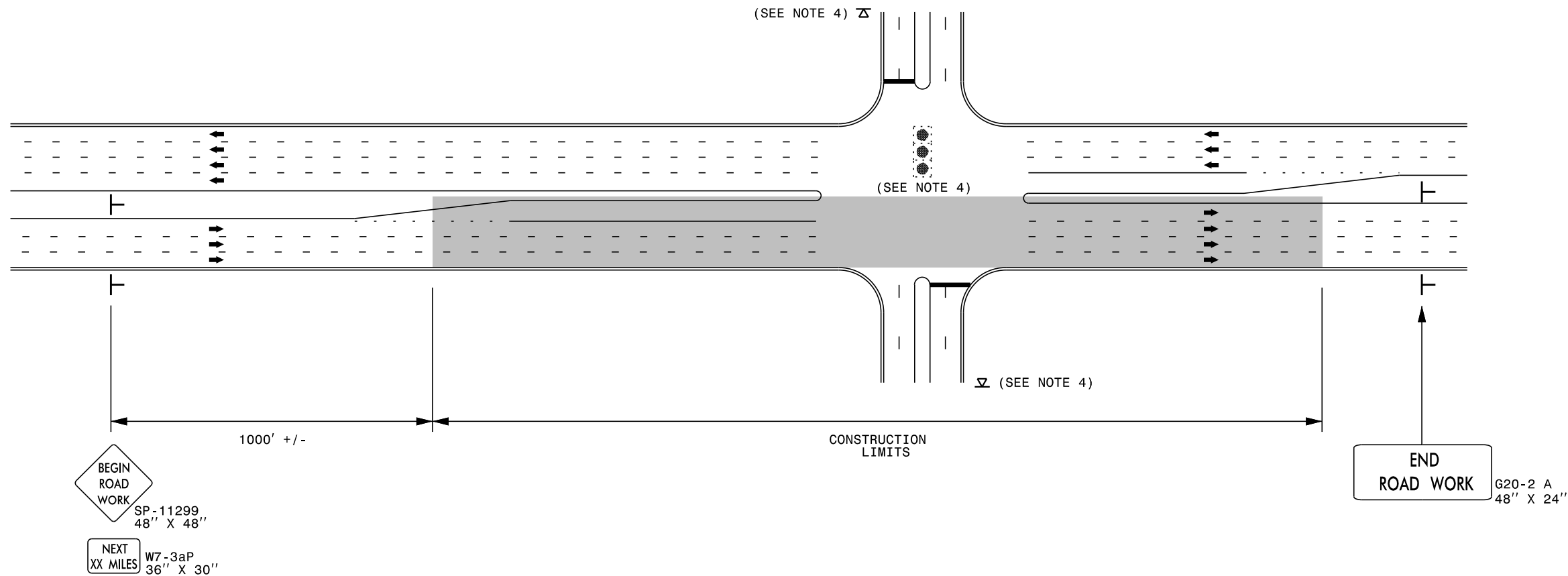
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">①</div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">②</div> </div>	<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="font-size: 8px;"> <p>W20-1 48" X 48"</p> <p>NEXT XX MILES</p> <p>W7-3aP 24" X 18"</p> </div> </div> <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 style="text-align: center;">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 style="text-align: center; font-size: 8px;">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; align-items: center; margin: 10px 0;"> <div style="text-align: center;"> <p style="font-size: 8px;">W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p style="font-size: 8px;">W20-7 A 48" X 48"</p> </div> </div> <p style="text-align: center; font-size: 8px;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
③	<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="font-size: 8px;"> <p>SP 13107 48" X 48"</p> </div> </div> <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>	
④	<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="font-size: 8px;"> <p>SP 13106 48" X 48"</p> </div> </div> <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>	
⑤	<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;"> <p style="text-align: center; font-size: 8px;">END ROAD WORK</p> <p style="font-size: 8px;">G20-2 A 48" X 24"</p> </div> </div> <p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**

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URBAN / SUBURBAN WORKZONES

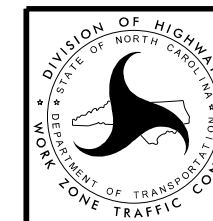


NOTES:

- 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) USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AND 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**