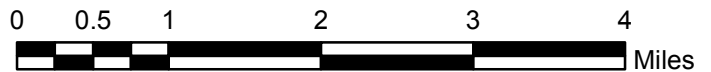
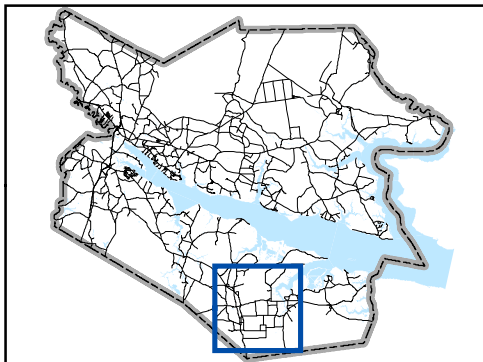
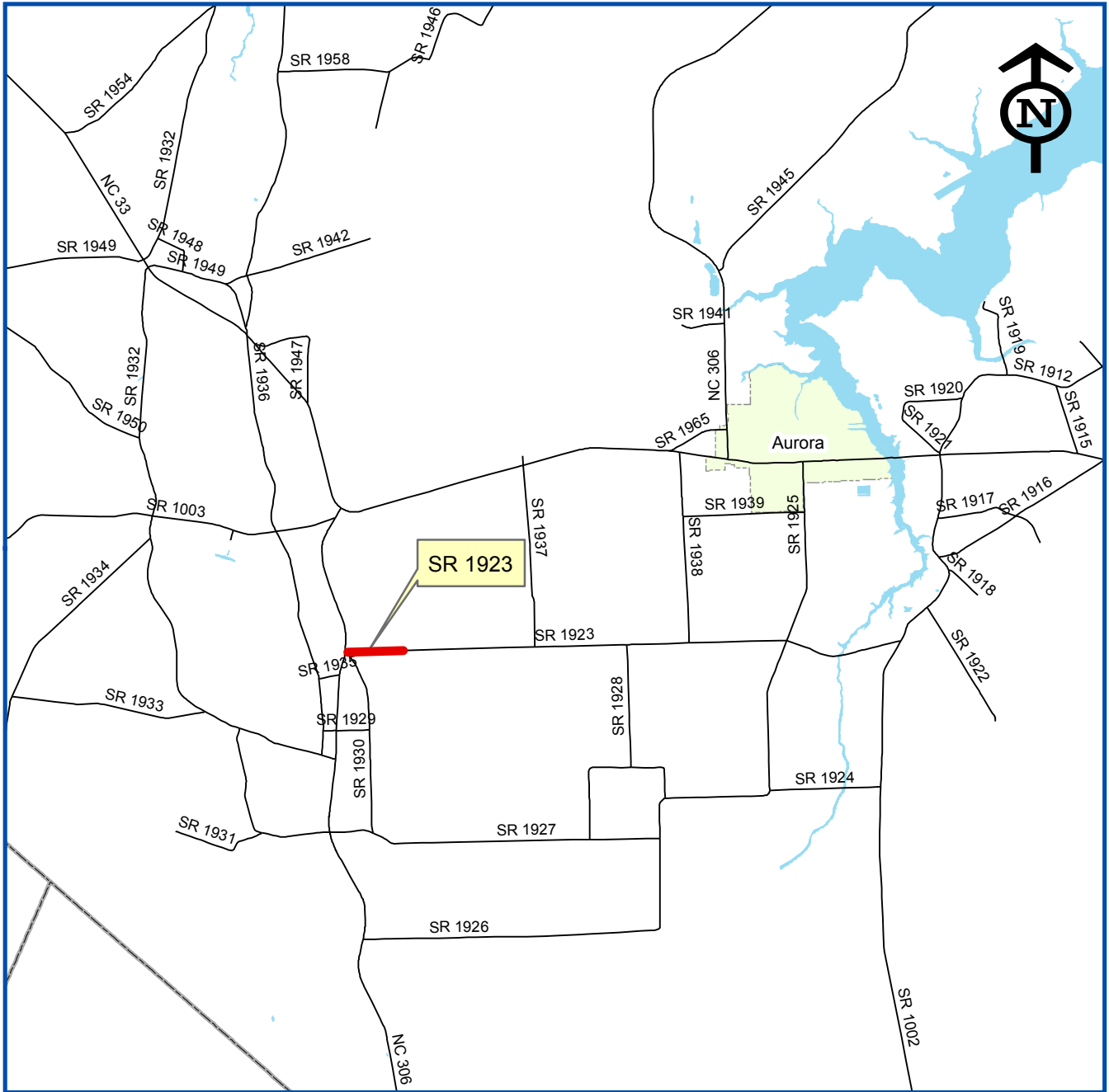


2C.007114

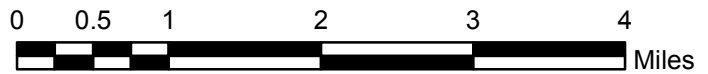
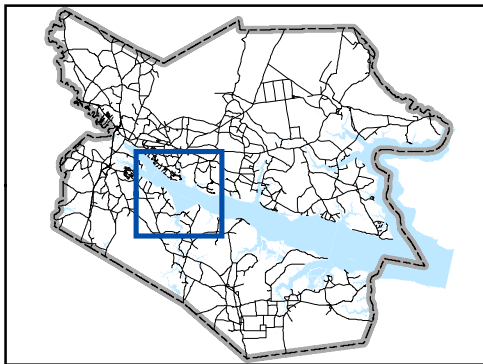
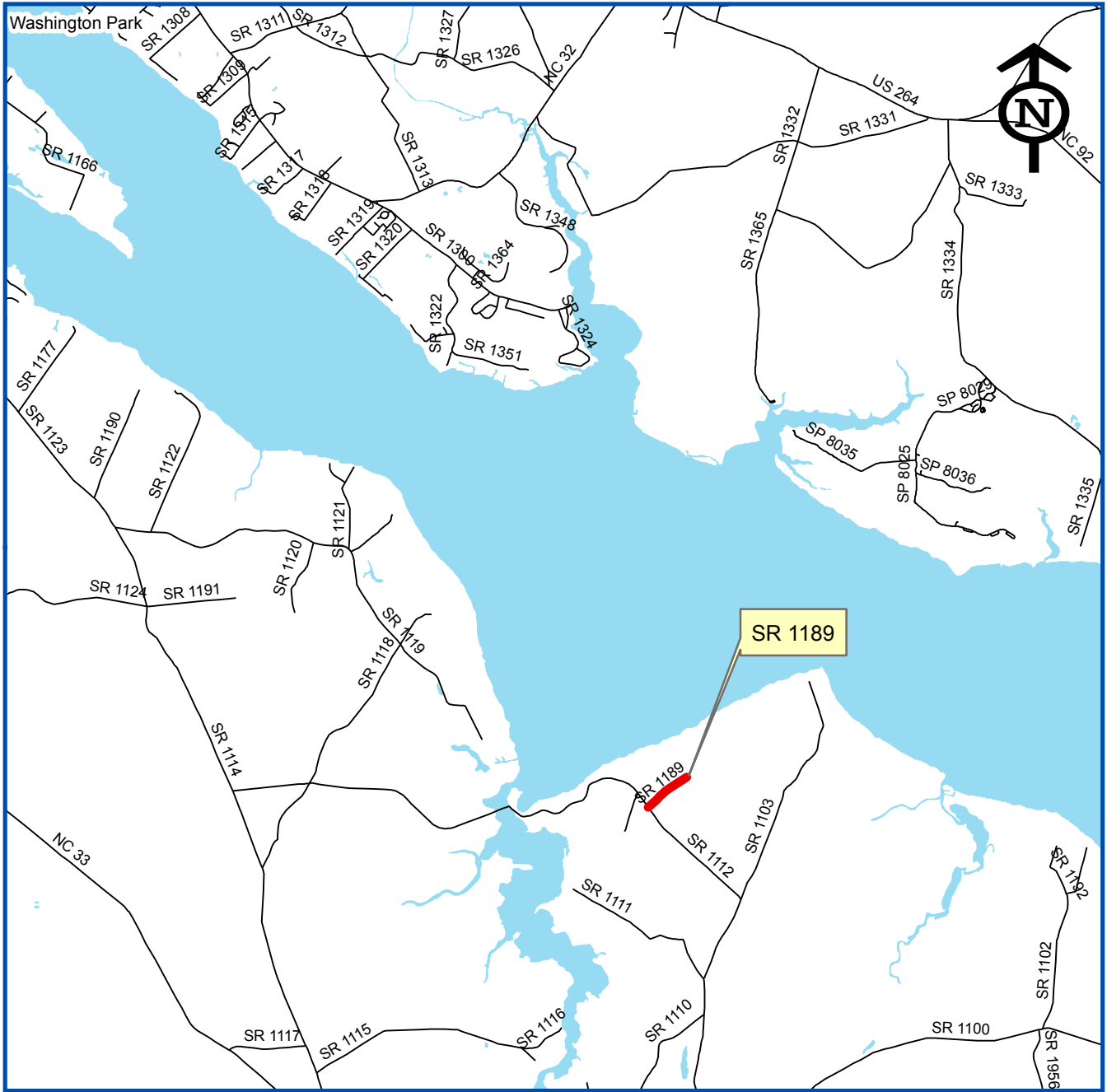
Map 1



**Beaufort County**  
New Mat  
SR 1923 "West Road"

2C.007115

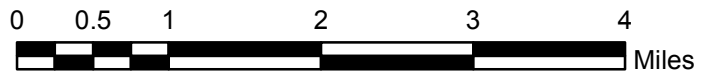
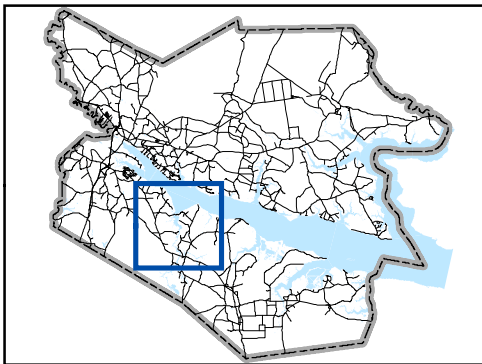
Map 2



**Beaufort County**  
New Mat  
**SR 1189 "Boy Scout Rd"**

2C.007117

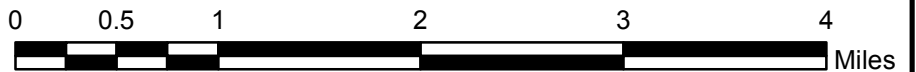
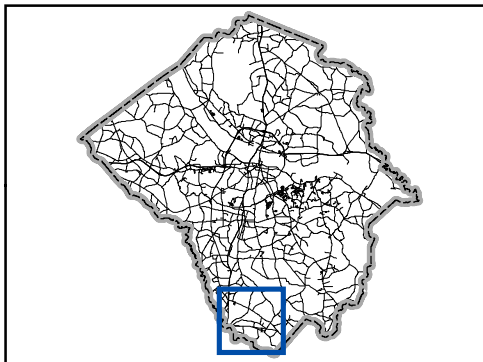
Map 3



**Beaufort County**  
New Mat  
SR 1243 "Weston Dr"

2C.074097

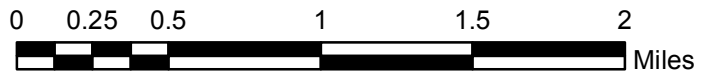
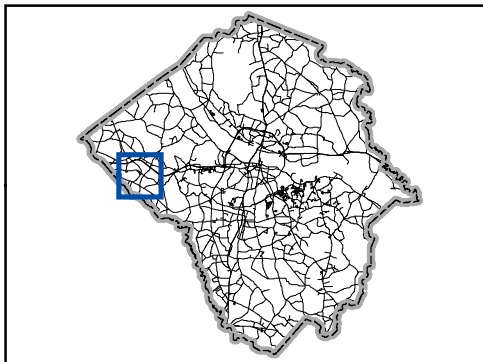
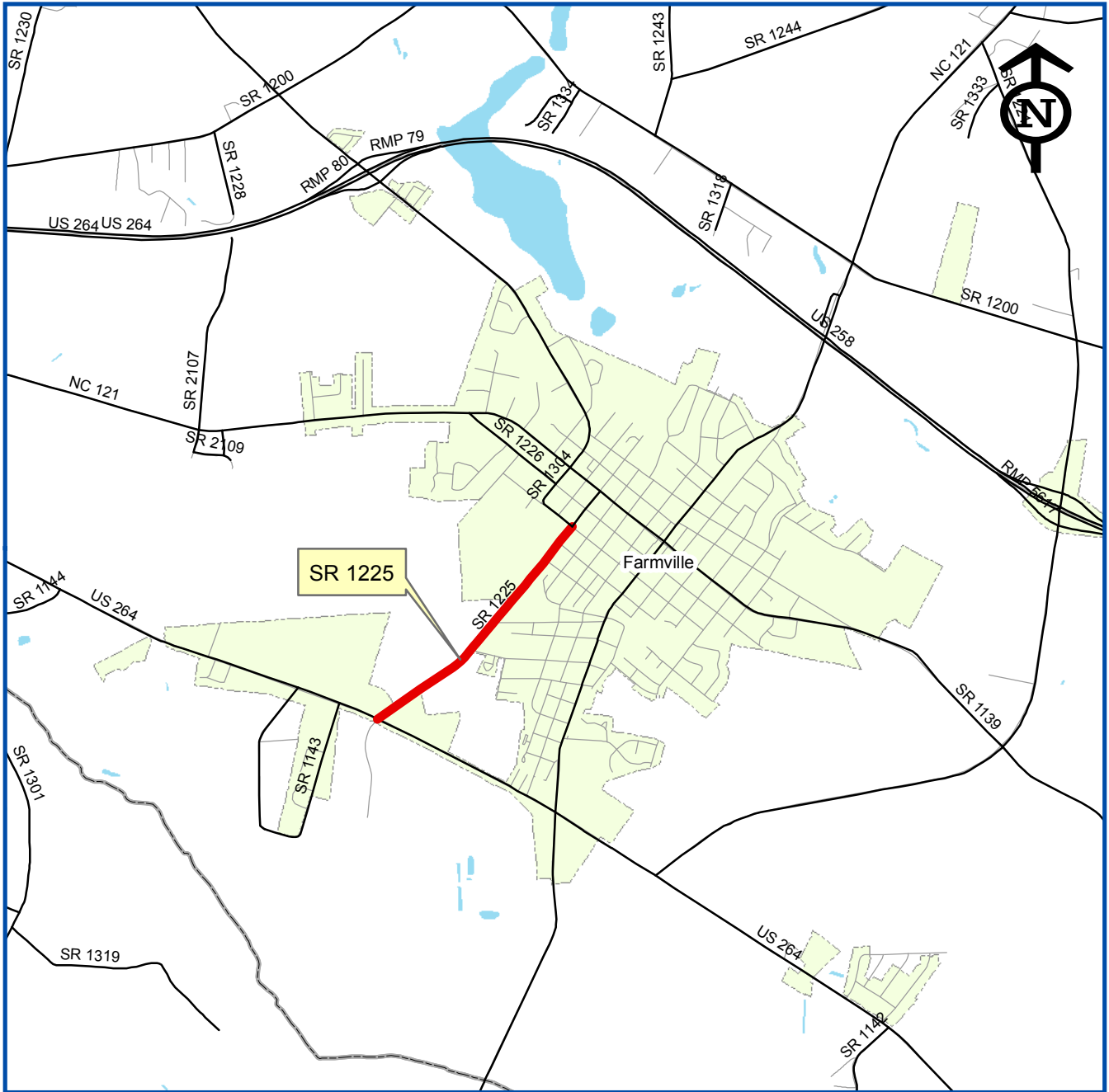
Map 4



**Pitt County**  
**New Mat**  
**SR 1952 "Salem Ridge Rd"**

# 2C.074099

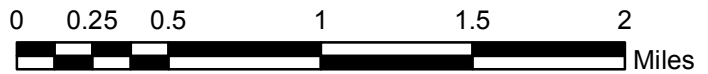
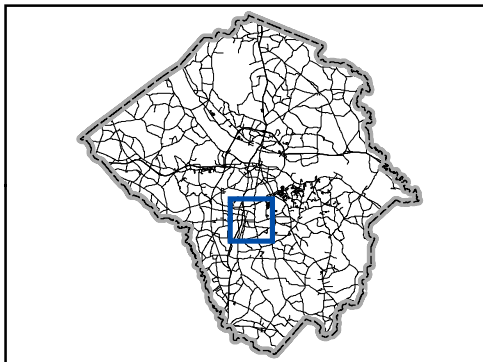
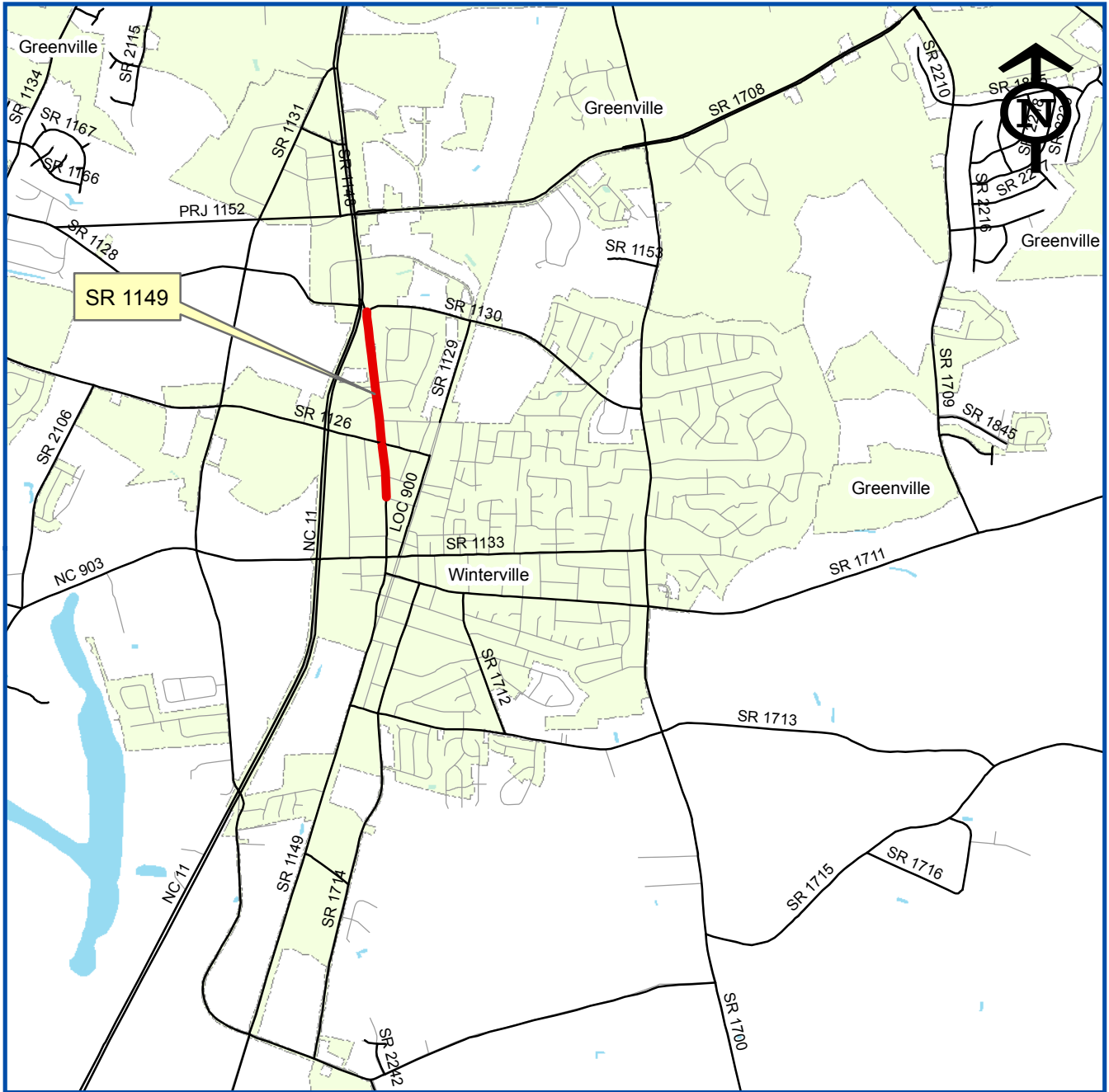
## Map 5



### Pitt County Resurfacing SR 1225 "Fields Street"

# 2C.074103

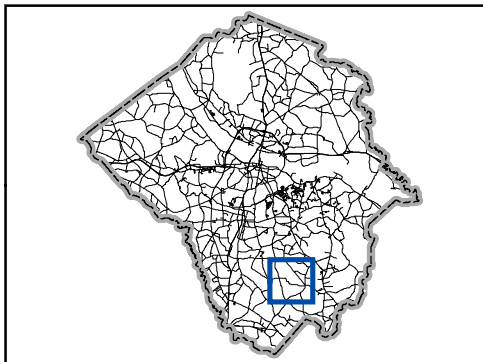
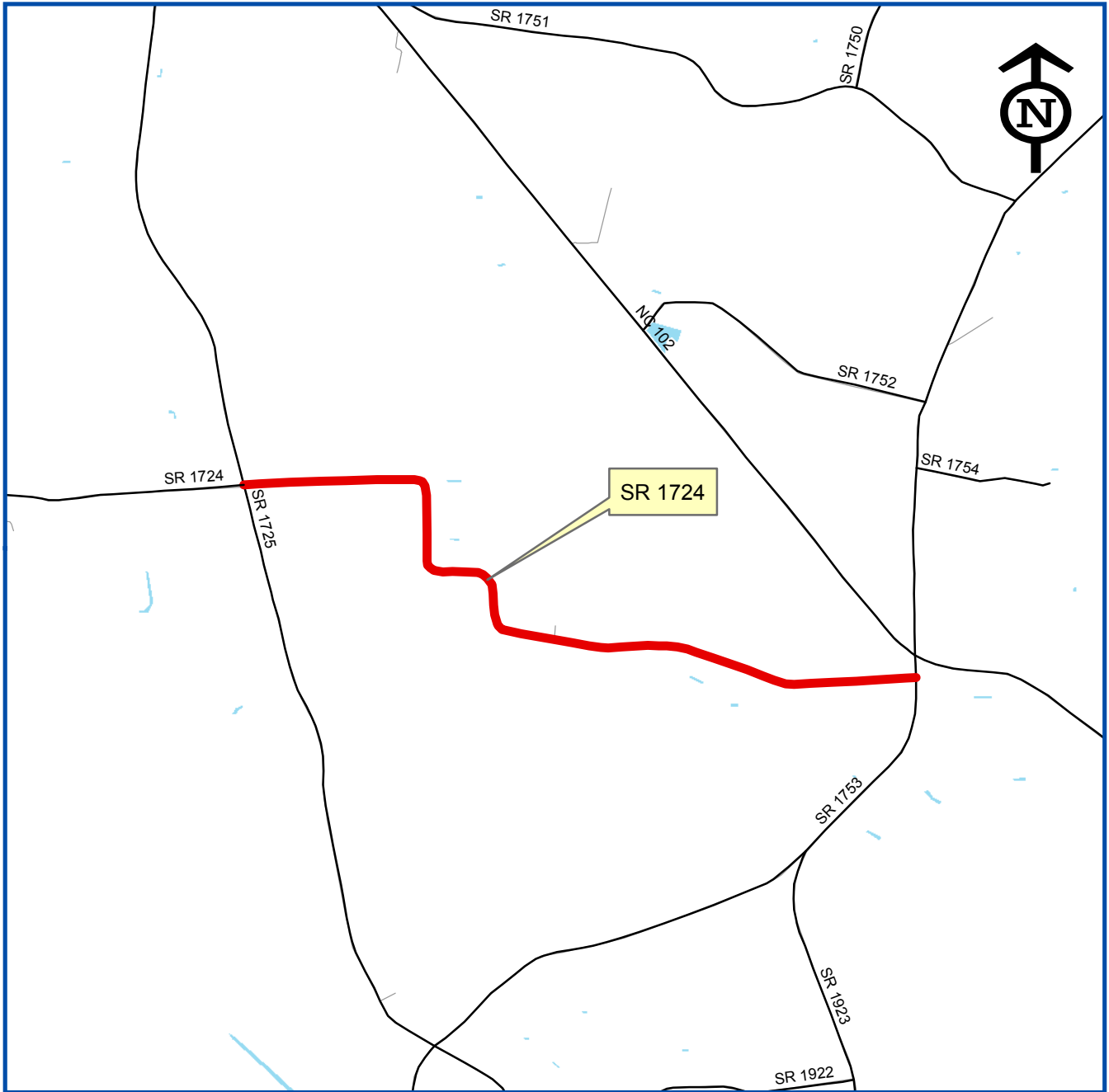
## Map 6



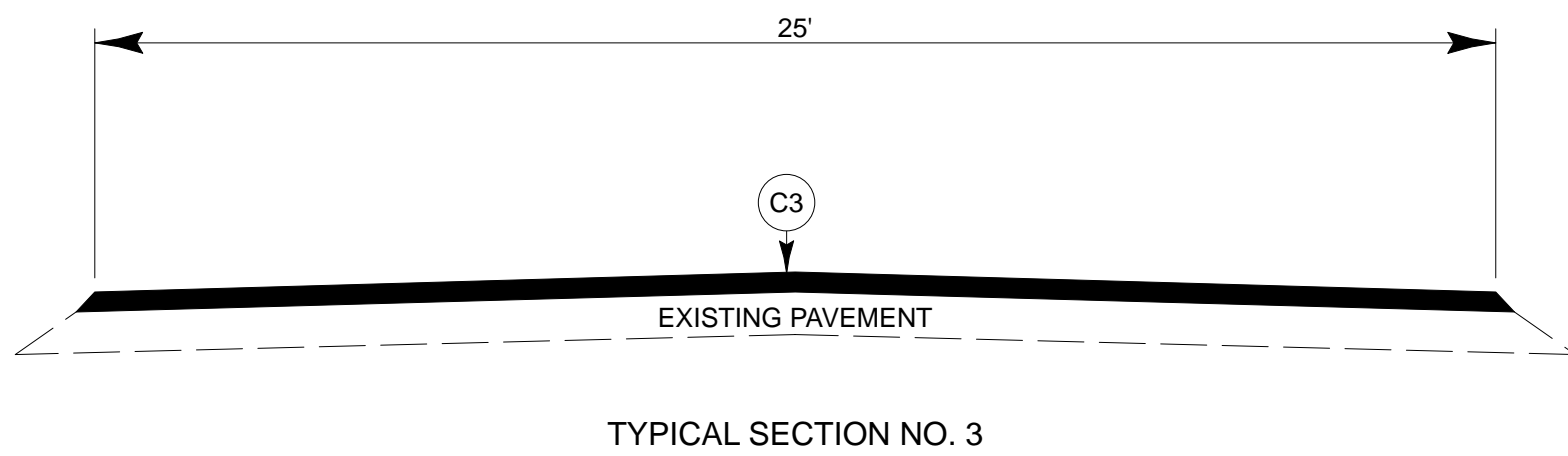
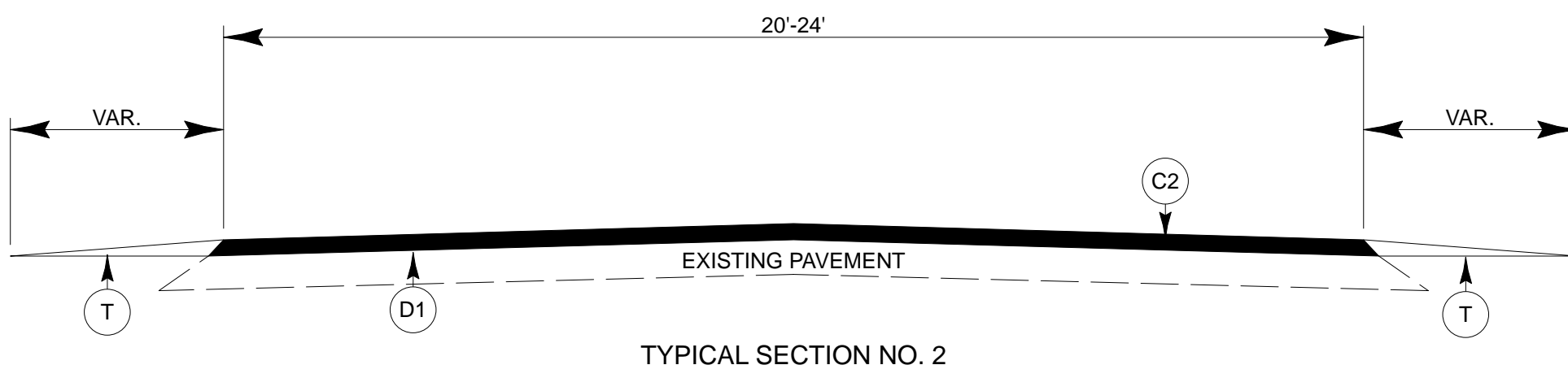
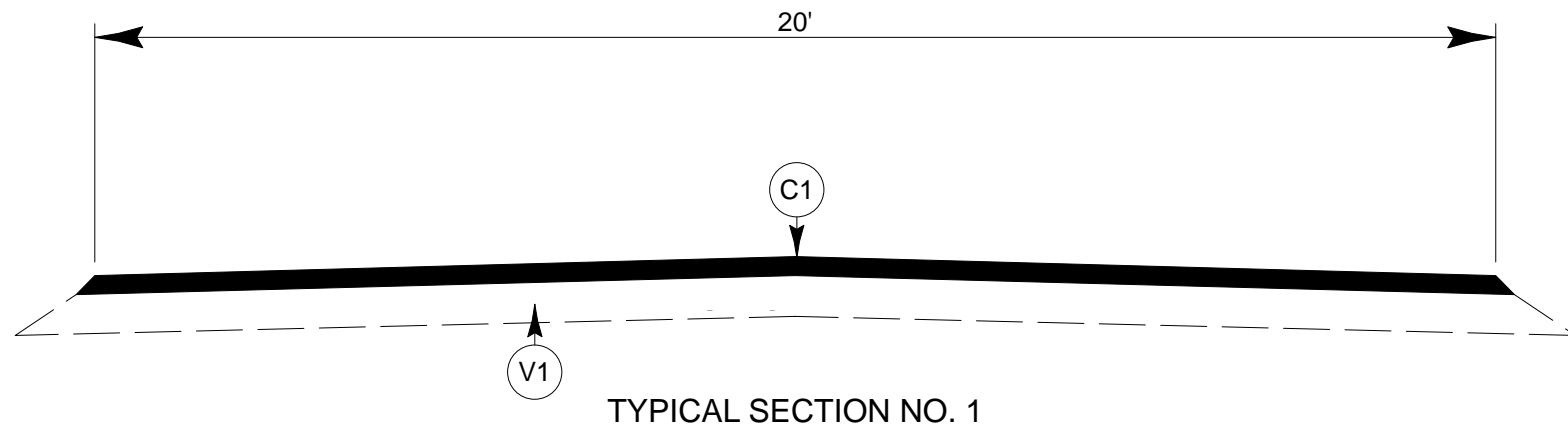
### Pitt County Resurfacing SR 1149 "Old NC 11"

2C.074101

Map 7



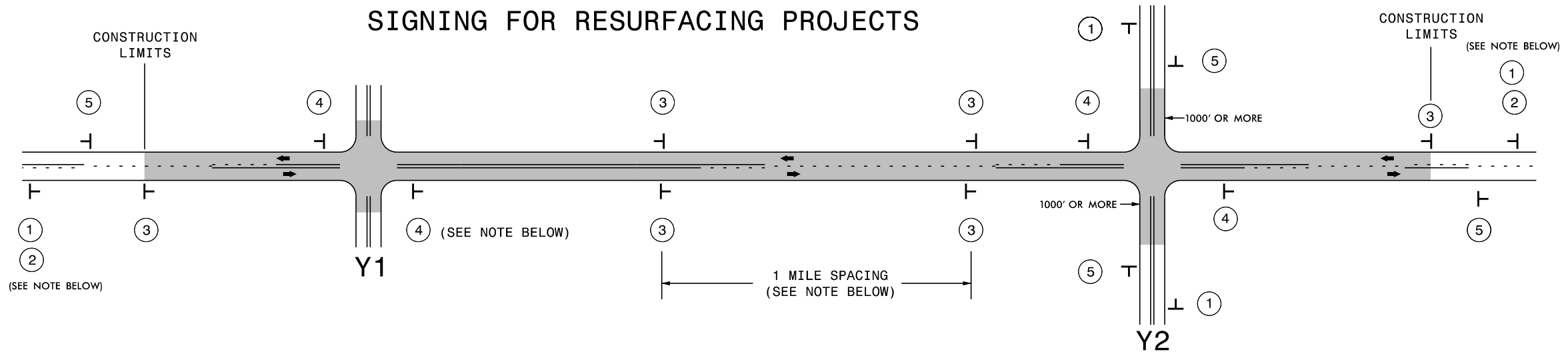
**Pitt County**  
Resurfacing  
SR 1724 "Emma Cannon Rd"



PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 2.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION (AGGREGATE SHOULDER BORROW)
V1	CONDITION EXISTING BASE



## SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

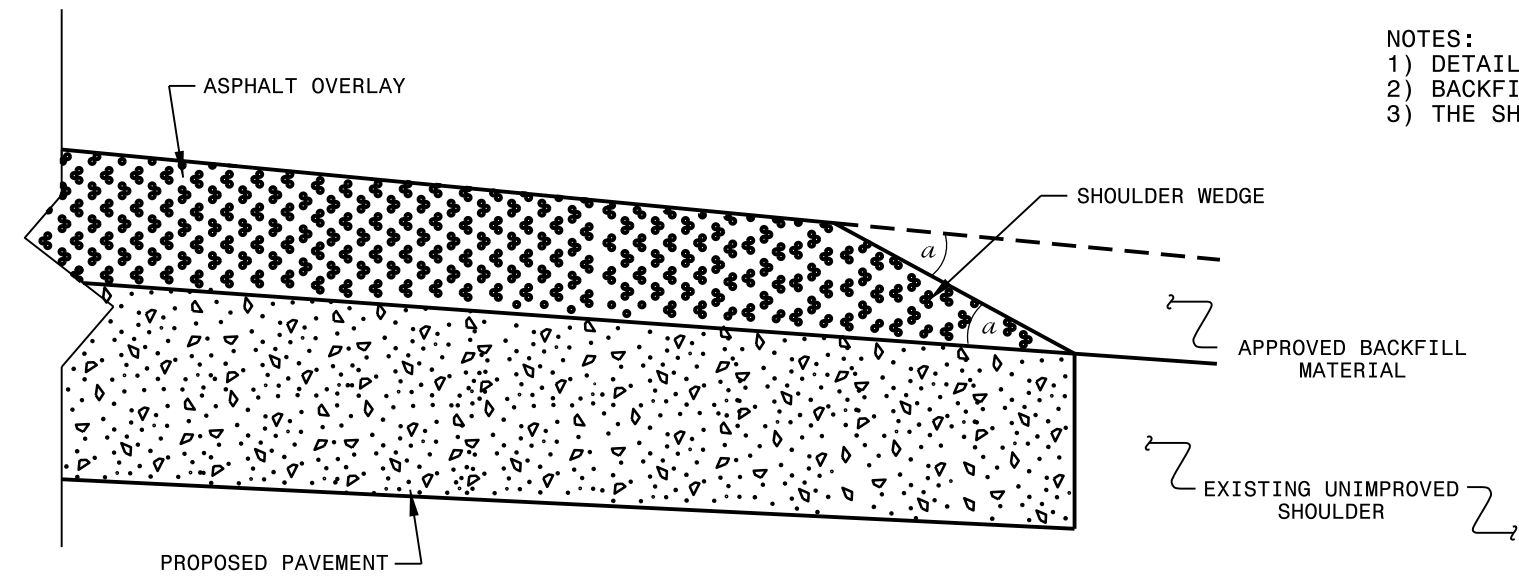
SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	①	 <small>W20-1 48" X 48"</small>	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -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>
	②	 <small>W7-3aP 24" X 18"</small>	<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>	
	③	 <small>SP 13107 48" X 48"</small>	<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	 <small>SP 13106 48" X 48"</small>	<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	 <small>G20-2 A 48" X 24"</small>	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>		

8/8/2013 S:\T\U\WZTC\Resurfacing\2013Documents\New\_Procedures\_05\_09\_2013\Resurfacing\_AdvWarn\_2Ln.dgn User:rmgarratt

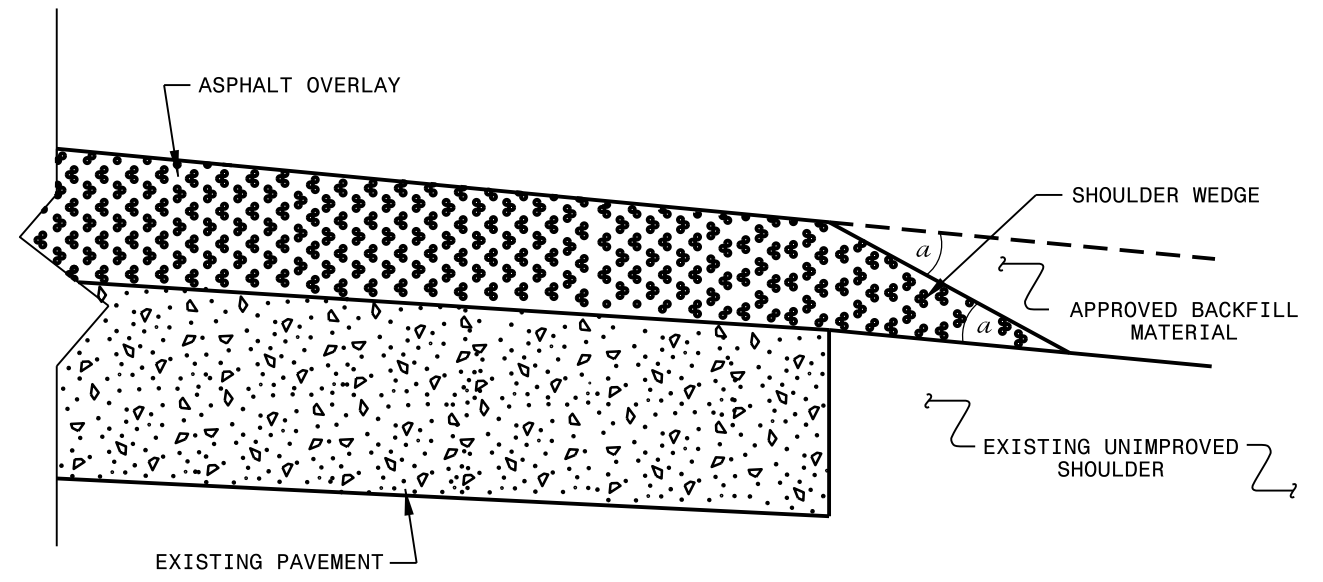
DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
WORK ZONE TRAFFIC CONTROL

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

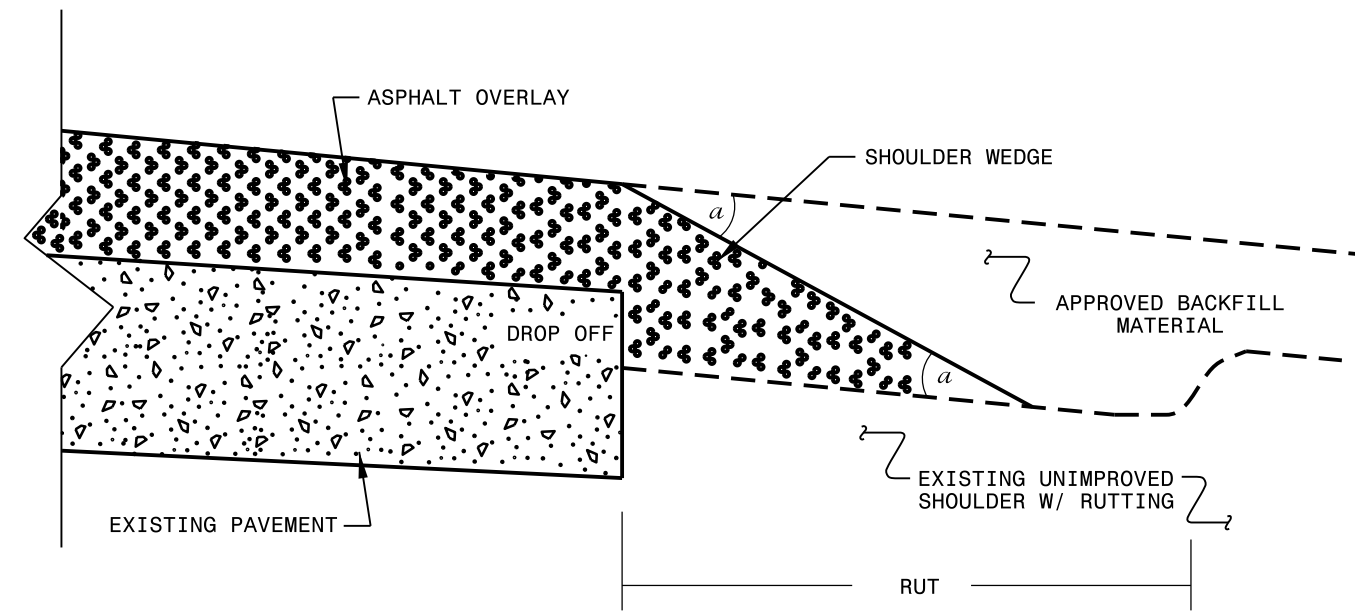
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>			
Office 919-707-6950		FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>			
ORIGINAL BY: T.SPELL	DATE: 7-19-11		
MODIFIED BY:	DATE: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn			

SYSTEMS DESIGN  
 USER NAME

PROJECT NO.	SHEET NO.	TOTAL NO.
2C.007114, 2C.007115		
2C.007117, ETC.		

## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	AGGREGATE SHOULDER BORROW TON	CONDITIONING EXISTING BASE MSY	SHOULDER RECONSTRUCTION SMI	ASPHALT CONC INTERMED COURSE, TYPE I19.0B TON	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TON
2C.007114	Beaufort	1	SR 1923 (WEST RD)	FROM NC 306 TO 1000 FT WEST	1	2	NO	NO	0.2	20		2.35				203	14
<b>TOTAL FOR MAP NO. 1</b>									<b>0.2</b>			<b>2.35</b>				<b>203</b>	<b>14</b>
<b>TOTAL FOR PROJ NO. 2C.007114</b>									<b>0.2</b>			<b>2.35</b>				<b>203</b>	<b>14</b>
2C.007115	Beaufort	2	SR 1189 (CAMP BONNER RD)	FROM SR 1112 (MOUTH OF THE CREEK RD) TO END	1	2	NO	NO	0.5	20		5.87				507	34
<b>TOTAL FOR MAP NO. 2</b>									<b>0.5</b>			<b>5.87</b>				<b>507</b>	<b>34</b>
<b>TOTAL FOR PROJ NO. 2C.007115</b>									<b>0.5</b>			<b>5.87</b>				<b>507</b>	<b>34</b>
2C.007117	Beaufort	3	SR 1243 (WESTON RD)	FROM SR 1110 (HERRING RUN RD) TO END	1	2	NO	NO	0.3	20		3.52				304	20
<b>TOTAL FOR MAP NO. 3</b>									<b>0.3</b>			<b>3.52</b>				<b>304</b>	<b>20</b>
<b>TOTAL FOR PROJ NO. 2C.007117</b>									<b>0.3</b>			<b>3.52</b>				<b>304</b>	<b>20</b>
2C.074097	Pitt	4	SR 1952 (SALEM RIDGE RD)	FROM SR 2227 (ROCK RD) TO NC 118	1	2	NO	NO	0.2	20		2.35				201	13
<b>TOTAL FOR MAP NO. 4</b>									<b>0.2</b>			<b>2.35</b>				<b>201</b>	<b>13</b>
<b>TOTAL FOR PROJ NO. 2C.074097</b>									<b>0.2</b>			<b>2.35</b>				<b>201</b>	<b>13</b>
2C.074099	Pitt	5	SR 1225 (FIELDS ST)	FROM US 264A TO SR 1305 (W PINE ST)	2	2	NO	NO	1.0	24	775		2.00	2,105	1,236		175
<b>TOTAL FOR MAP NO. 5</b>									<b>1.0</b>		<b>775</b>		<b>2.00</b>	<b>2,105</b>	<b>1,236</b>		<b>175</b>
<b>TOTAL FOR PROJ NO. 2C.074099</b>									<b>1.0</b>		<b>775</b>		<b>2.00</b>	<b>2,105</b>	<b>1,236</b>		<b>175</b>
2C.074103	Pitt	6	SR 1149 (MILL ST)	FROM SR 1130 (VERNON WHITE RD) TO C&G	3	2	NO	NO	0.8	25					1,376		83
<b>TOTAL FOR MAP NO. 6</b>									<b>0.8</b>						<b>1,376</b>		<b>83</b>
<b>TOTAL FOR PROJ NO. 2C.074103</b>									<b>0.8</b>						<b>1,376</b>		<b>83</b>
2C.074101	Pitt	7	SR 1724 (EMMA CANNON RD)	FROM SR 1725 (COUNTY HOME RD) TO SR 1753 (STOKESTOWN-ST JOHNS RD)	2	2	NO	NO	3.2	20	2,480		6.40	5,406	3,174		450
<b>TOTAL FOR MAP NO. 7</b>									<b>3.2</b>		<b>2,480</b>		<b>6.40</b>	<b>5,406</b>	<b>3,174</b>		<b>450</b>
<b>TOTAL FOR PROJ NO. 2C.074101</b>									<b>3.2</b>		<b>2,480</b>		<b>6.40</b>	<b>5,406</b>	<b>3,174</b>		<b>450</b>
<b>GRAND TOTAL</b>									<b>6.2</b>		<b>3,255</b>	<b>14.09</b>	<b>8.40</b>	<b>7,511</b>	<b>5,786</b>	<b>1,215</b>	<b>789</b>