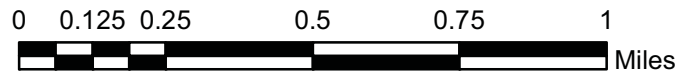
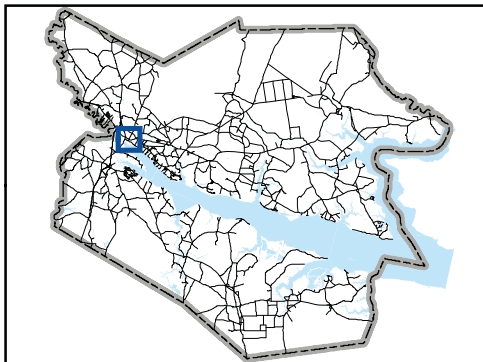
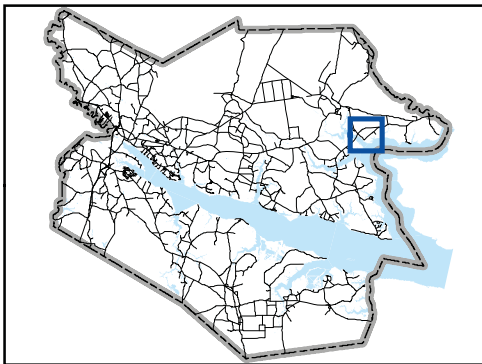
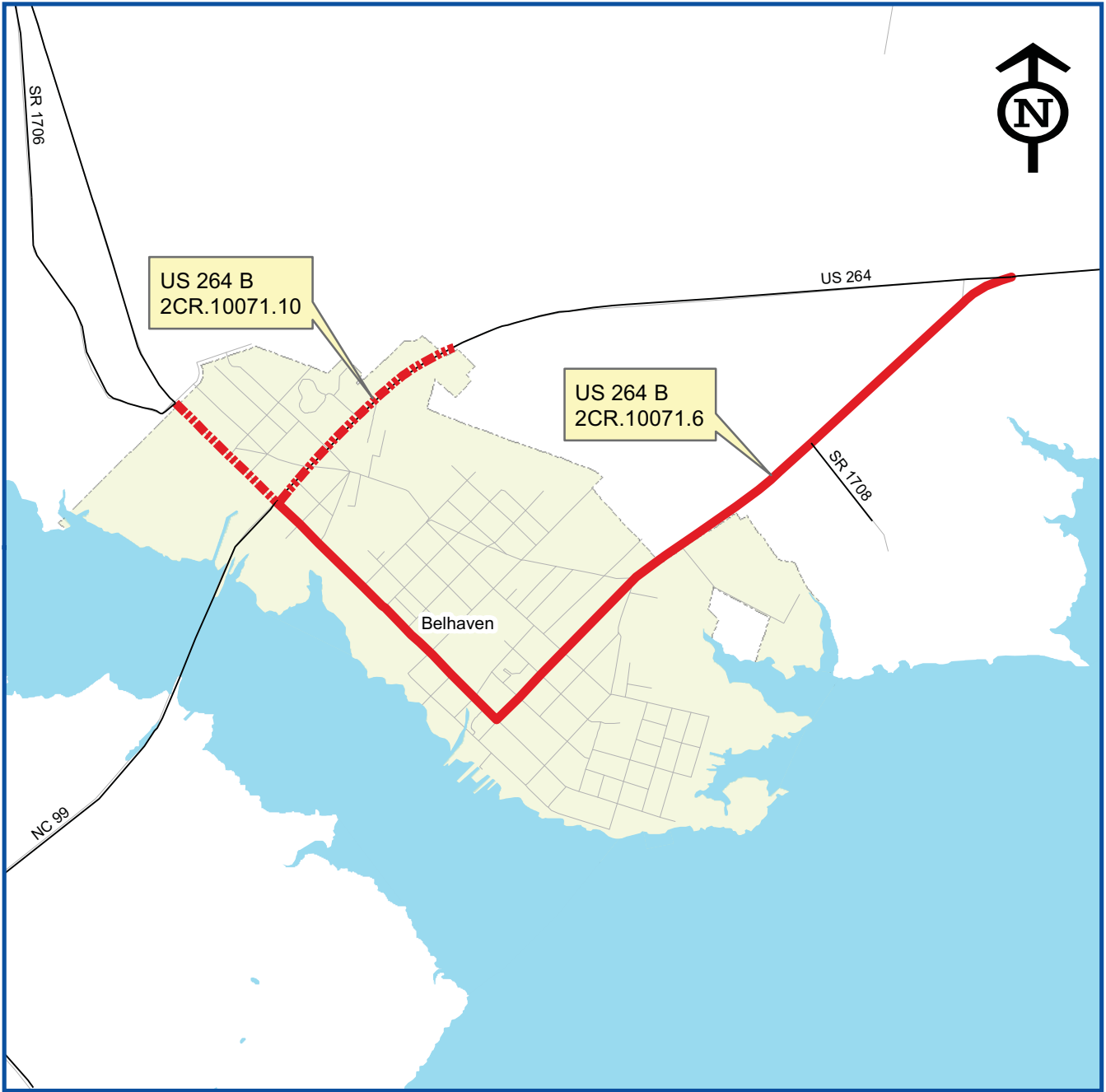


2CR.10071.5



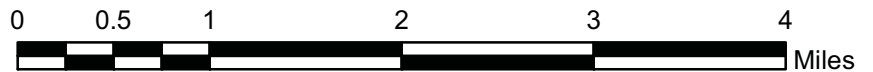
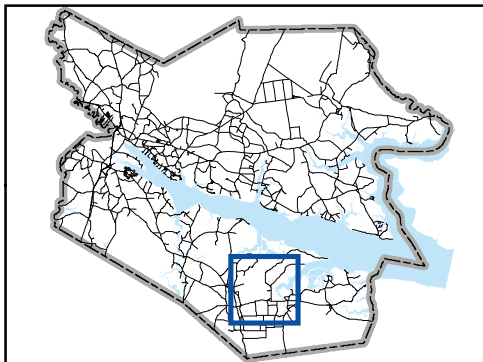
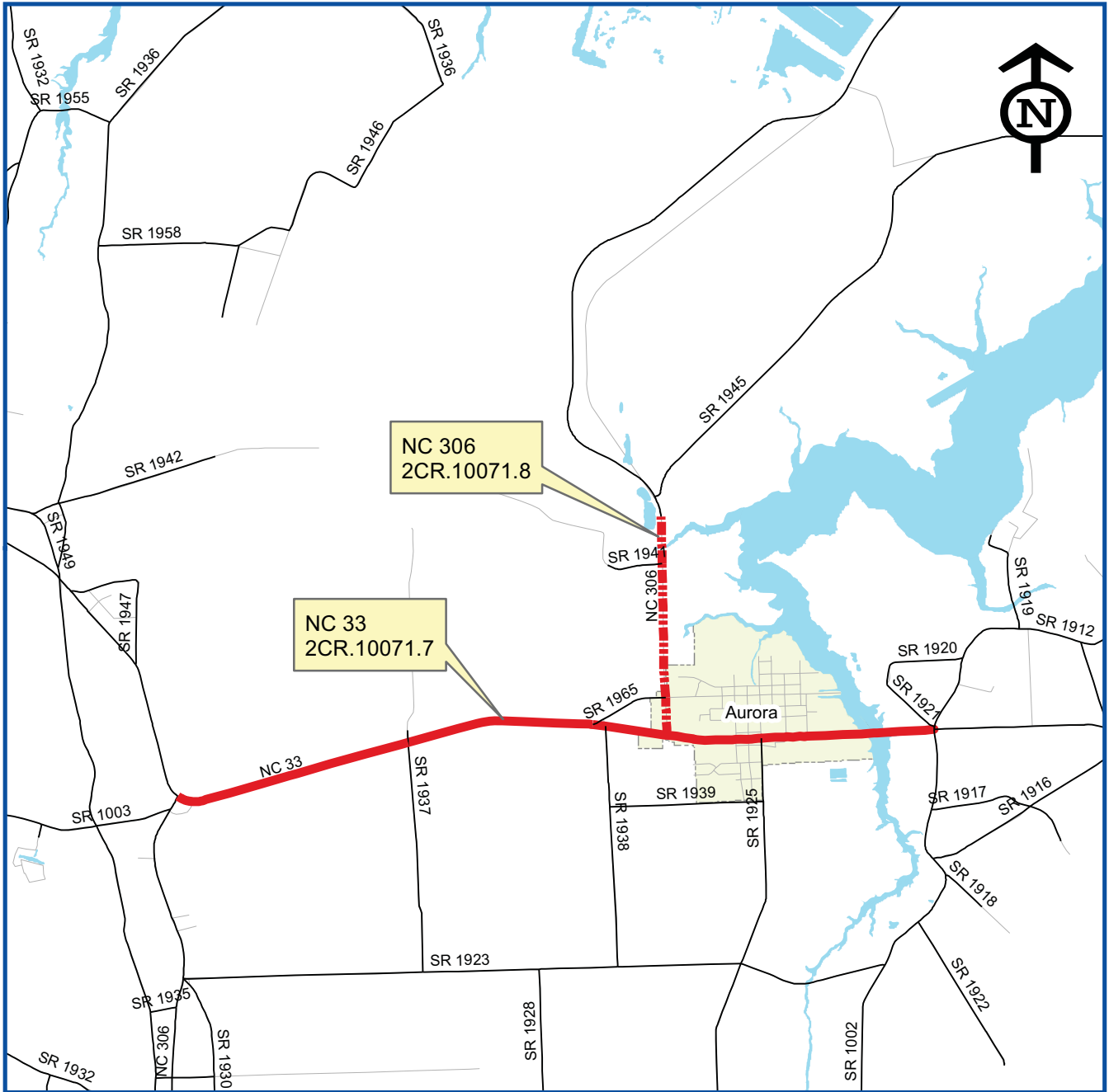
Beaufort County
Resurfacing
NC 32 from US 17 to SR 1352

2CR.10071.6 | 2CR.10071.10



Beaufort County
Resurfacing
US 264 from City Limit to City Limit
US 264 B From NC 99 to US 264

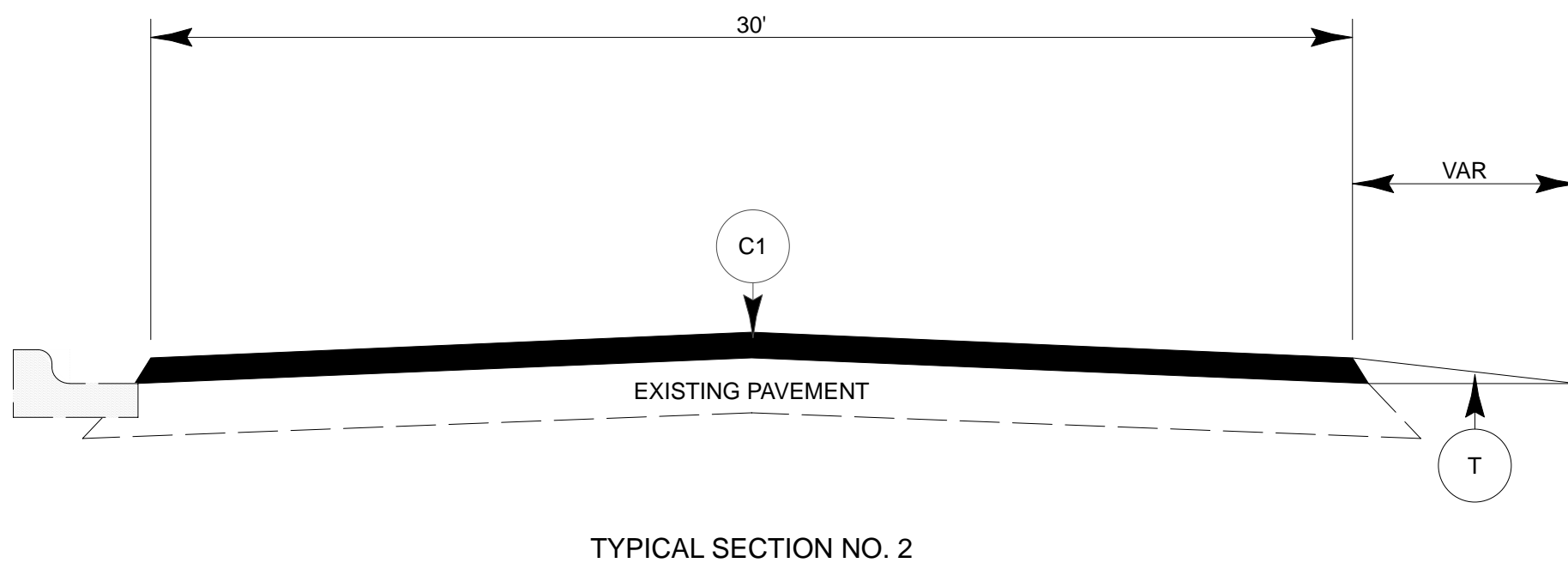
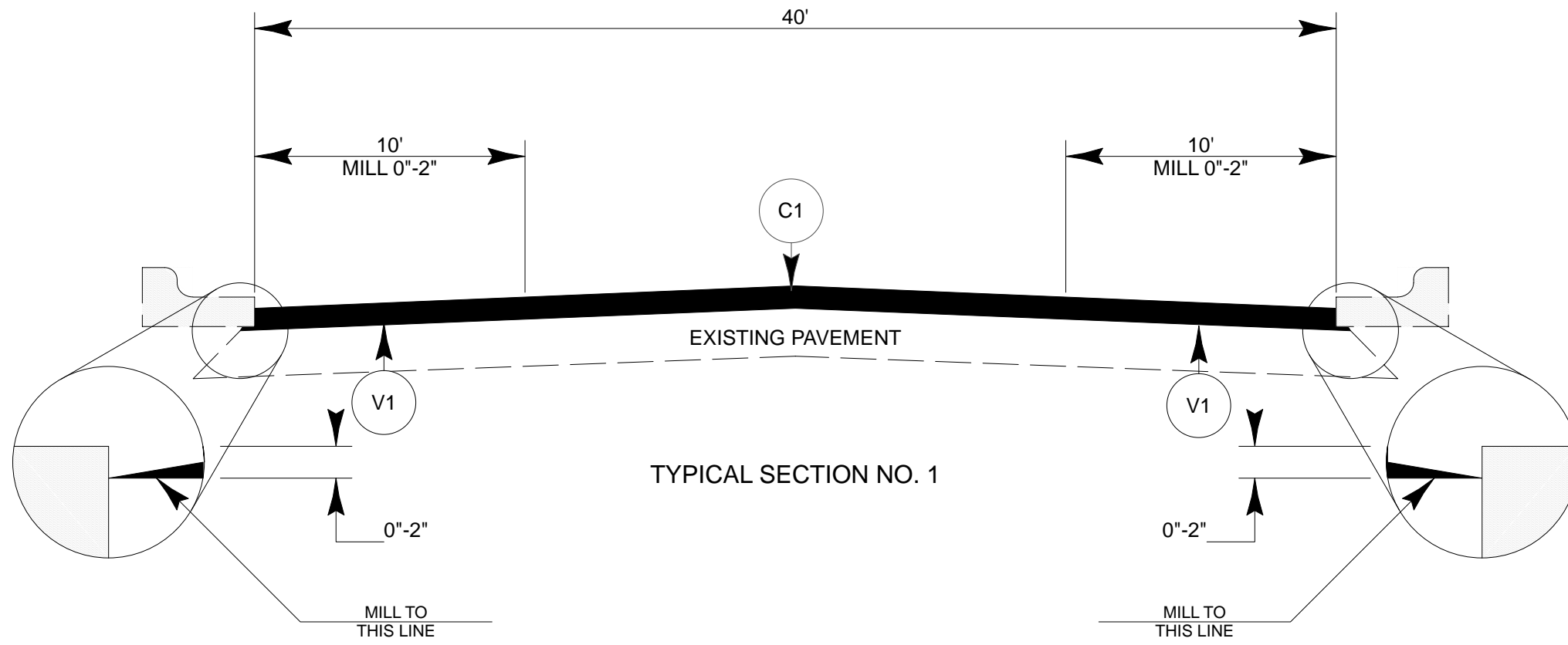
2CR.10071.7 | 2CR10071.8



Beaufort County

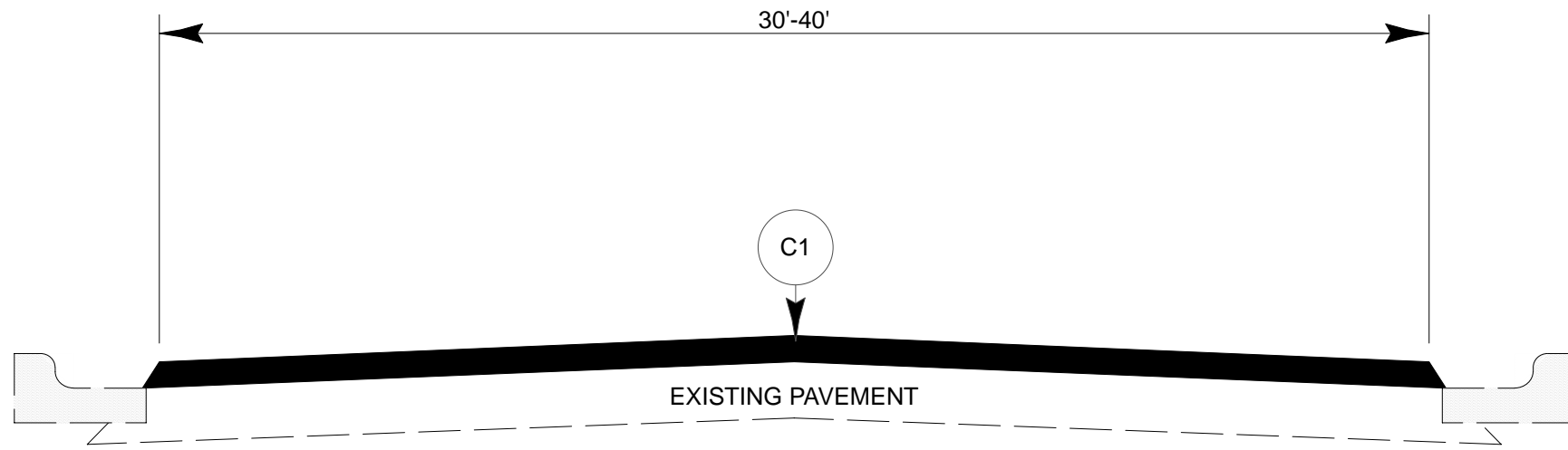
Resurfacing

NC 33 from SR 1002 to NC 306 S
NC 306 from NC 33 North 1.3 Mi.

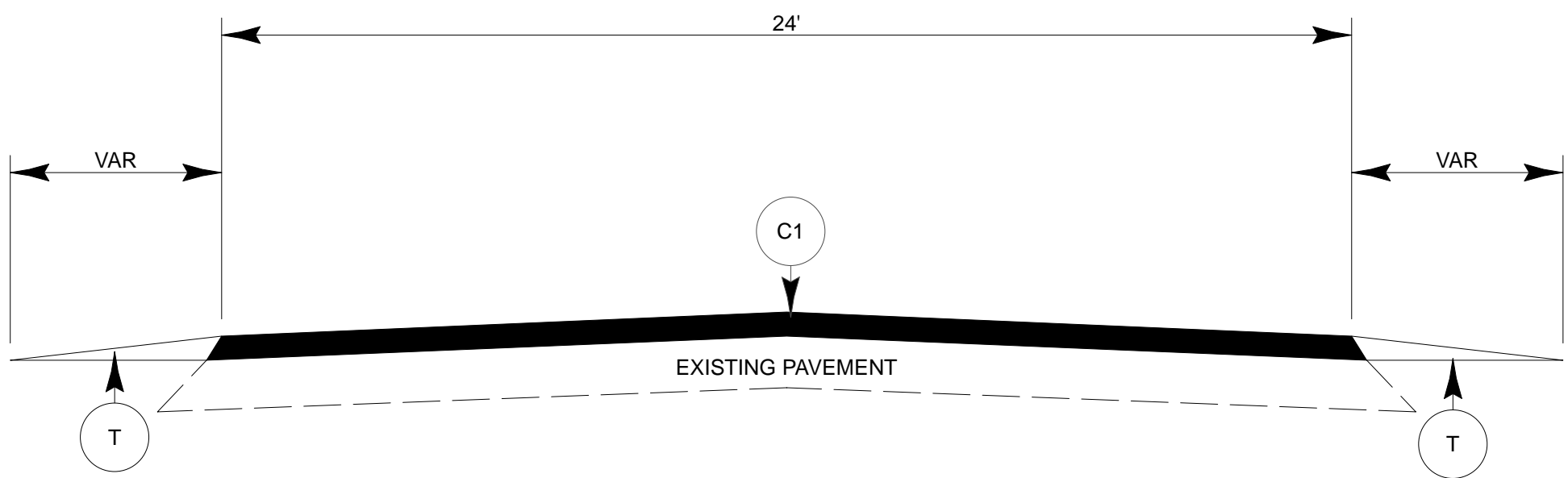


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 2.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION (AGGREGATE SHOULDER BORROW)
V1	MILL 0" TO 2"

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2CR.10071.5, 2CR.10071.6, 2CR.10071.10, ETC.		

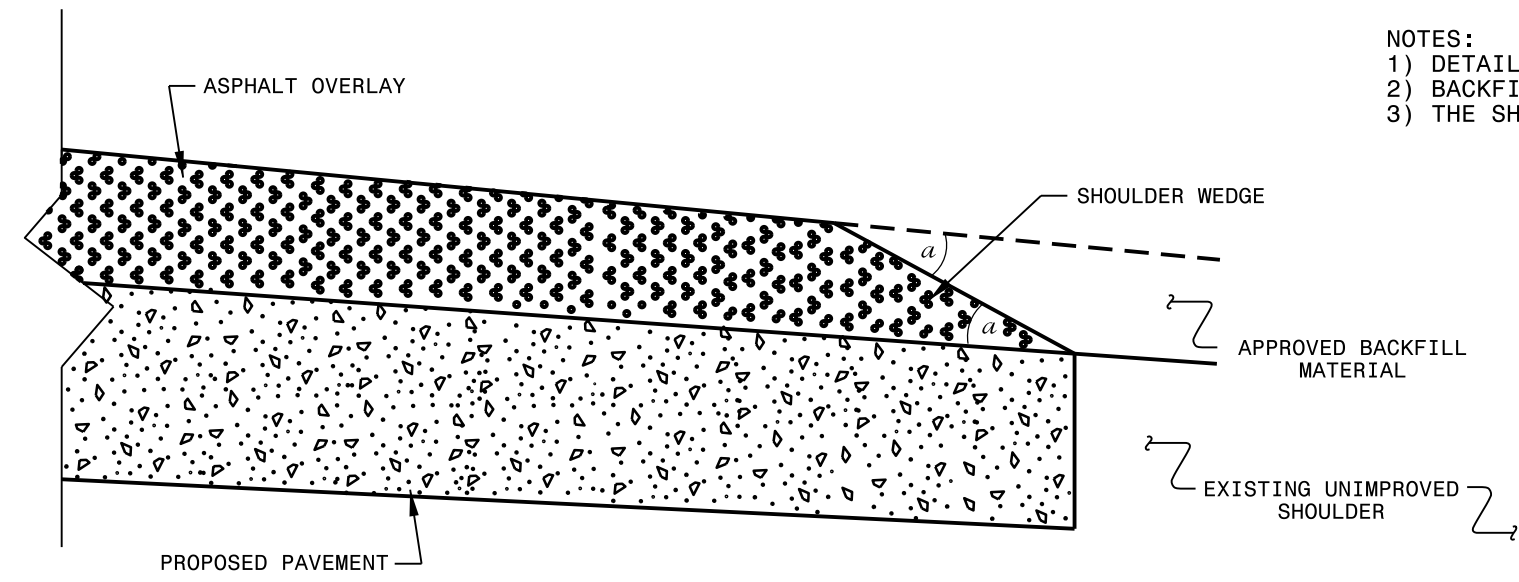


TYPICAL SECTION NO. 3

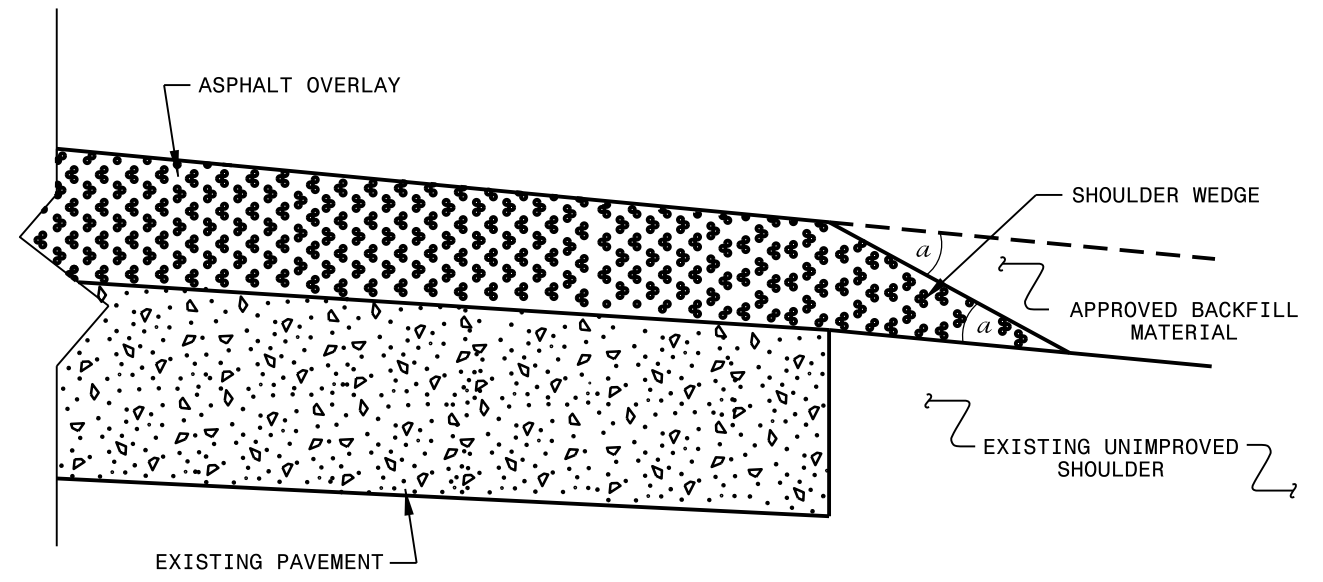


TYPICAL SECTION NO. 4

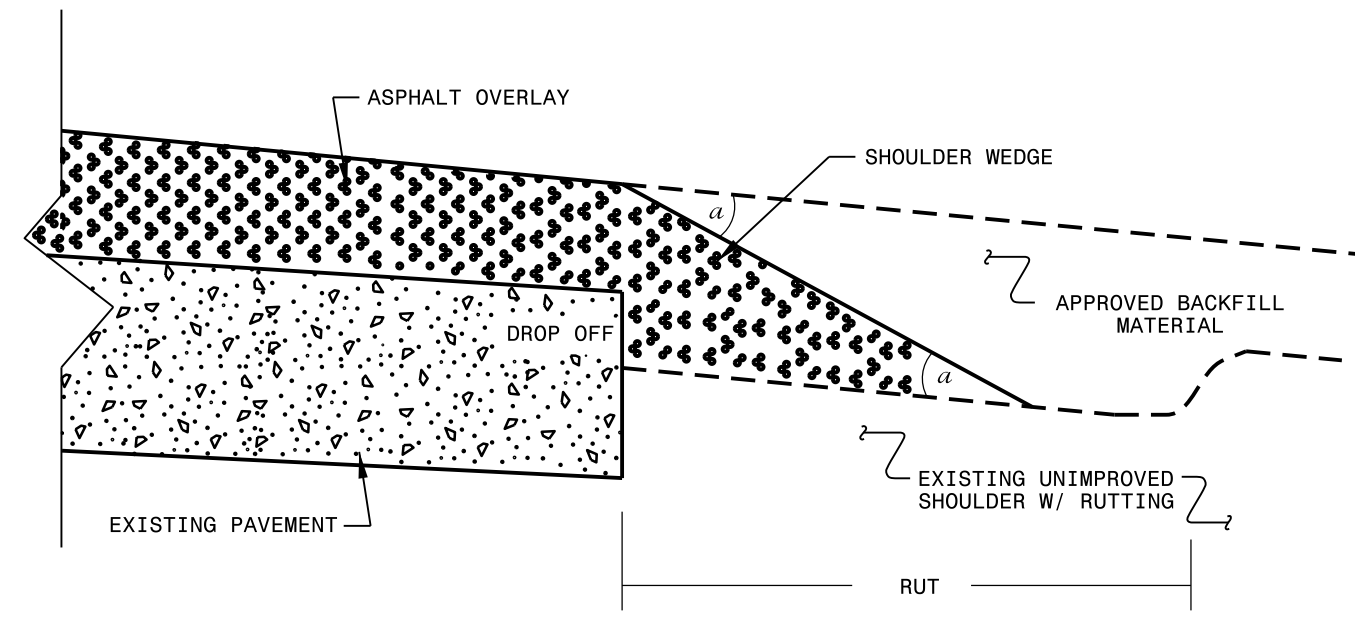
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

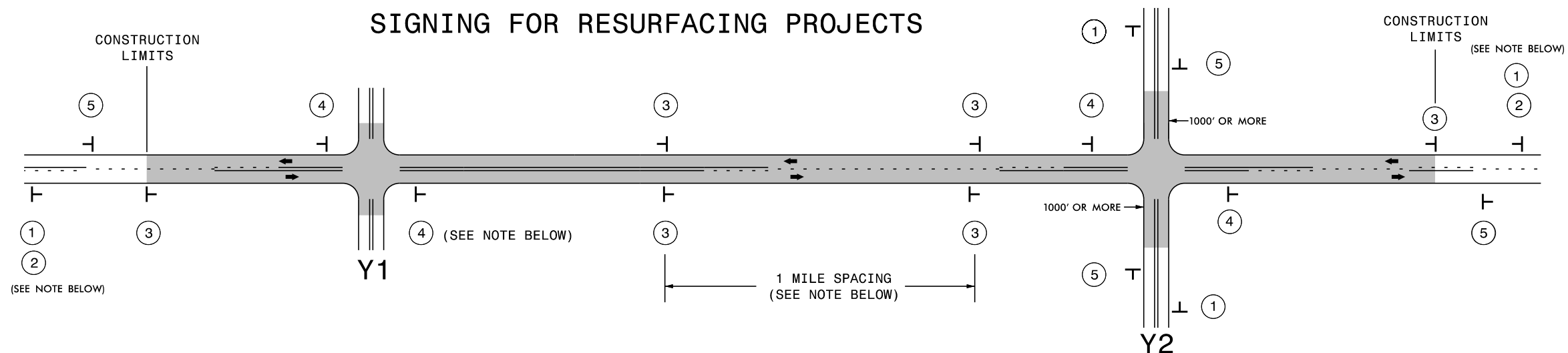
CONTRACT STANDARDS
 AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

**SHOULDER WEDGE
 DETAILS**

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

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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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> <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>		



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

PROJECT NO.	SHEET NO.	TOTAL NO.
2CR.10071.5, 2CR.10071.6		
2CR.10071.10, ETC.		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	AGGREGATE SHOULDER BORROW TON	SHOULDER RECONSTRUCTION SMI	MILLING ASPHALT PAVEMENT, 2"DEPTH SY	MILLING ASPHALT PAVEMENT, 0"TO 2" DEPTH SY	INCIDENTAL MILLING SY	ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0B TON	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT BINDER FOR PLANT MIX TON
2CR.10071.5	Beaufort	1	NC 32	FROM US 17 BUS TO SR 1352 (HUDNELL ST)	1	NO	NO	1.3	40				15,253			3,500	210
TOTAL FOR MAP NO. 1								1.3					15,253			3,500	210
TOTAL FOR PROJ NO. 2CR.10071.5								1.3					15,253			3,500	210
2CR.10071.6	Beaufort	2	US 264 BUS	FROM NC 99 TO WASHINGTON ST	2	NO	NO	0.4	30	60	0.40					809	49
TOTAL FOR MAP NO. 2								0.4		60	0.40					809	49
2CR.10071.6	Beaufort	3	US 264 BUS	FROM WASHINGTON ST TO RAILROAD ST	3	NO	NO	0.2	30							404	24
TOTAL FOR MAP NO. 3								0.2								404	24
2CR.10071.6	Beaufort	4	US 264 BUS	FROM RAILROAD ST TO END C&G	3	NO	NO	1.1	40							2,961	178
TOTAL FOR MAP NO. 4								1.1								2,961	178
2CR.10071.6	Beaufort	5	US 264 BUS	FROM END C&G TO US 264	4	NO	NO	1.2	24	240	2.40					1,905	114
TOTAL FOR MAP NO. 5								1.2		240	2.40					1,905	114
TOTAL FOR PROJ NO. 2CR.10071.6								2.9		300	2.80					6,079	365
2CR.10071.10	Beaufort	6	US 264	FROM WEST CITY LIMITS TO NC 99	2	NO	NO	0.5	30	75	0.50					1,011	61
TOTAL FOR MAP NO. 6								0.5		75	0.50					1,011	61
2CR.10071.10	Beaufort	7	US 264	FROM NC 99 TO 0.6 MI EAST	4	NO	NO	0.6	24	120	1.20					972	58
TOTAL FOR MAP NO. 7								0.6		120	1.20					972	58
TOTAL FOR PROJ NO. 2CR.10071.10								1.1		195	1.70					1,983	119
2CR.10071.7	Beaufort	8	NC 33	FROM NC 306 S TO SR 1002 (BAY CITY RD)	4	NO	NO	4.7	24	940	9.40	4,700			535	7,612	482
TOTAL FOR MAP NO. 8								4.7		940	9.40	4,700			535	7,612	482
TOTAL FOR PROJ NO. 2CR.10071.7								4.7		940	9.40	4,700			535	7,612	482
2CR.10071.8	Beaufort	9	NC 306	FROM NC 33 TO 1.3 MI NORTH	4	NO	NO	1.3	24	260	2.60			128		2,106	126
TOTAL FOR MAP NO. 9								1.3		260	2.60			128		2,106	126
TOTAL FOR PROJ NO. 2CR.10071.8								1.3		260	2.60			128		2,106	126
GRAND TOTAL								11.3		1,695	16.50	4,700	15,253	128	535	21,280	1,302