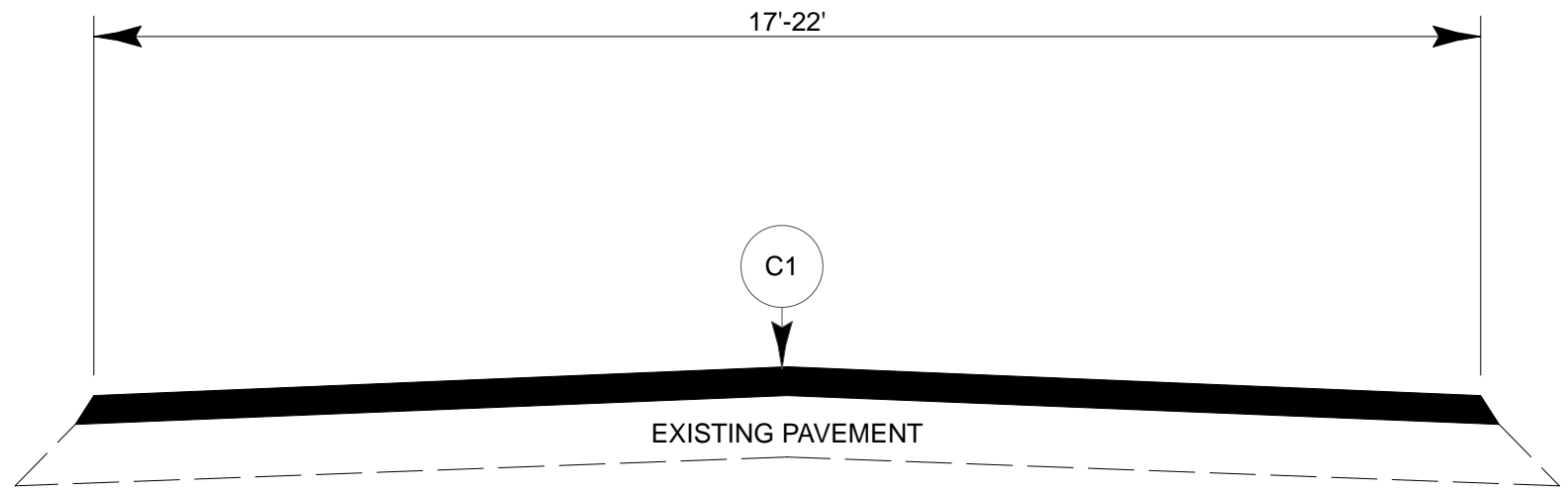
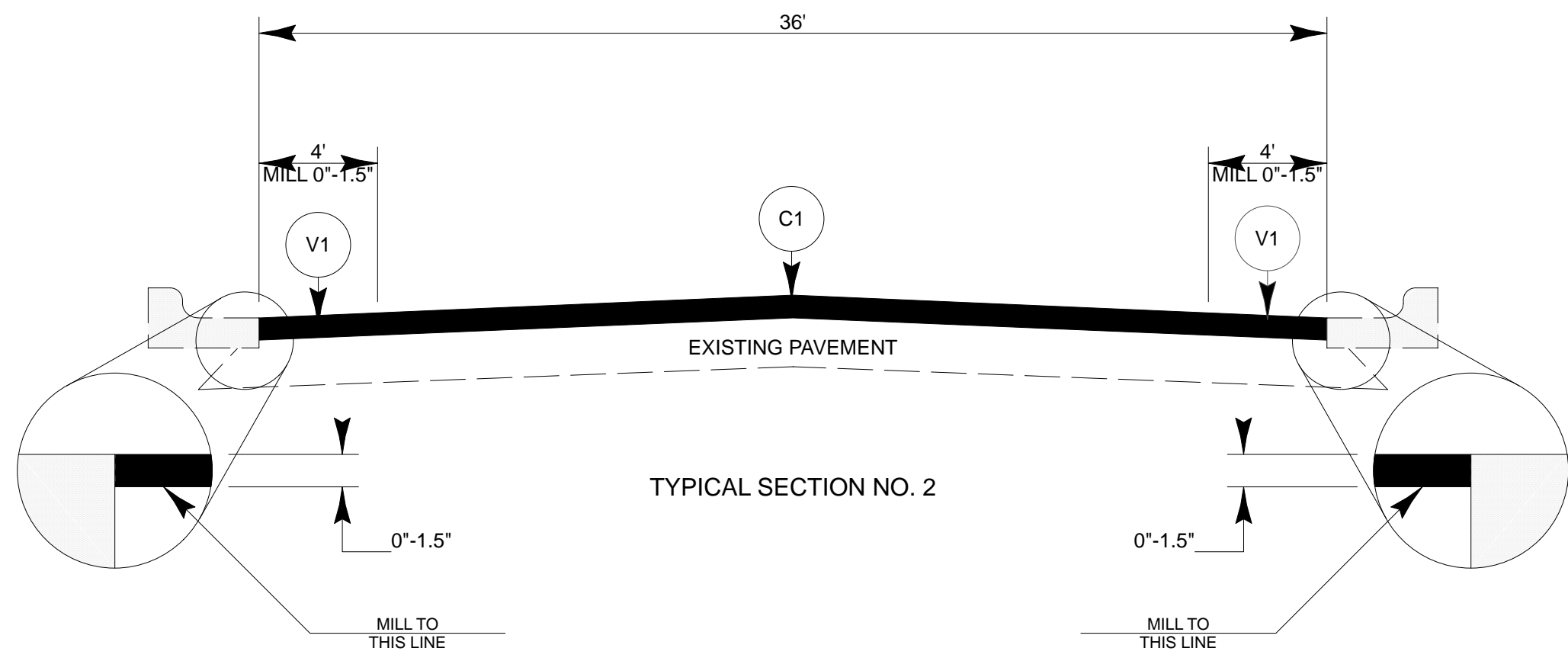


PROJECT NO. 2CR.20691.9	SHEET NO.	TOTAL SHEETS



TYPICAL SECTION NO. 1



TYPICAL SECTION NO. 2

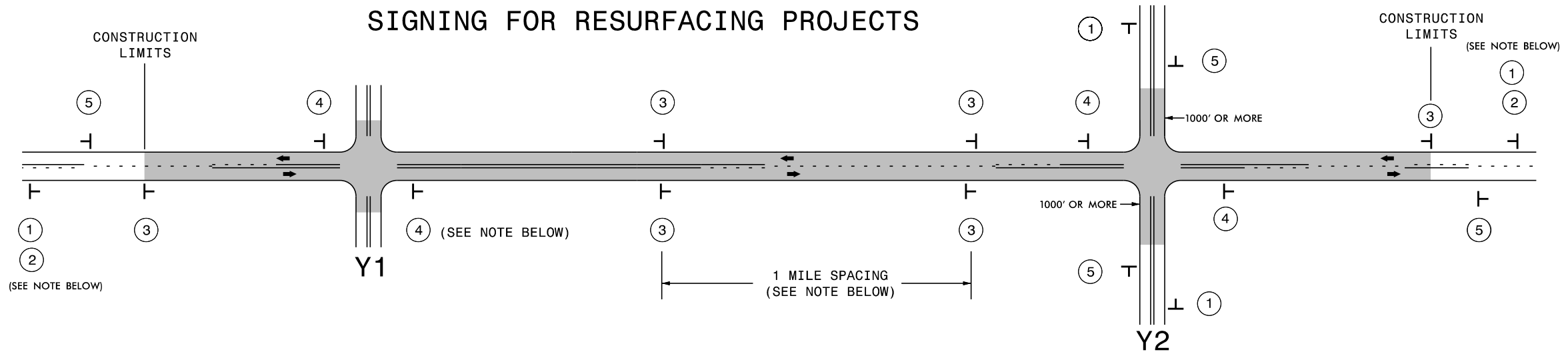
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
V1	0" TO 1.5" MILLING

PROJECT NO.	SHEET NO.	TOTAL NO.
2CR.20691.9		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TON	MILLING ASPHALT PAVEMENT, 0" TO 1.5" DEPTH SY	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TON	ADJ. OF MANHOLES EA
2CR.20691.9	Pamlico	1	SR 1203 (WATER ST)	FROM NC 304 TO END PVMT	1	NO	NO	1.09	20	20		1,083	73	
TOTAL FOR MAP NO. 1								1.09		20		1,083	73	
2CR.20691.9	Pamlico	2	SR 1210 (FIRST ST)	FROM NC 304 TO NC 55	2	NO	NO	0.10	36		469	178	12	2
TOTAL FOR MAP NO. 2								0.10			469	178	12	2
2CR.20691.9	Pamlico	3	SR 1230 (LOWLAND RD)	FROM NC 33/304 TO SR 1234 (HORNE RD)	1	NO	NO	4.20	20	80		4,173	280	
TOTAL FOR MAP NO. 3								4.20		80		4,173	280	
2CR.20691.9	Pamlico	4	SR 1230 (LOWLAND RD)	FROM SR 1234 (HORNE RD) TO SR 1233 (FULFORD POINT RD)	1	NO	NO	1.70	22	35		1,857	124	
TOTAL FOR MAP NO. 4								1.70		35		1,857	124	
2CR.20691.9	Pamlico	5	SR 1230 (LOWLAND RD)	FROM SR 1233 (FULFORD POINT RD) TO DEAD END	1	NO	NO	1.00	17	20		845	57	
TOTAL FOR MAP NO. 5								1.00		20		845	57	
2CR.20691.9	Pamlico	6	SR 1005 (NEUSE RD)	FROM SR 1110 (GOOSE CREEK RD) TO SR 1102 (S GOOSE CREEK RD)	1	NO	NO	2.20	22	45		2,403	161	
TOTAL FOR MAP NO. 6								2.20		45		2,403	161	
TOTAL FOR PROJ NO. 2CR.20691.9								10.29		200	469	10,539	707	2
GRAND TOTAL								10.29		200	469	10,539	707	2

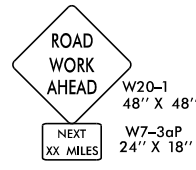
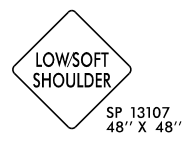
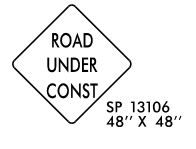
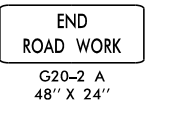
SIGNING FOR RESURFACING PROJECTS



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>		<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>
<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">③</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>
<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">④</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>
<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">⑤</div>		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>


NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

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.




PLACED 500' IN ADVANCE OF FLAGGER.



PLACED 250' IN ADVANCE OF FLAGGER.

8/8/2013 S:\TMU\WZTC\Resurfacing\2013Documents\New_Procedures_05_09_2013\Resurfacing_AdvWarn_2Ln.dgn User:rmgarratt



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