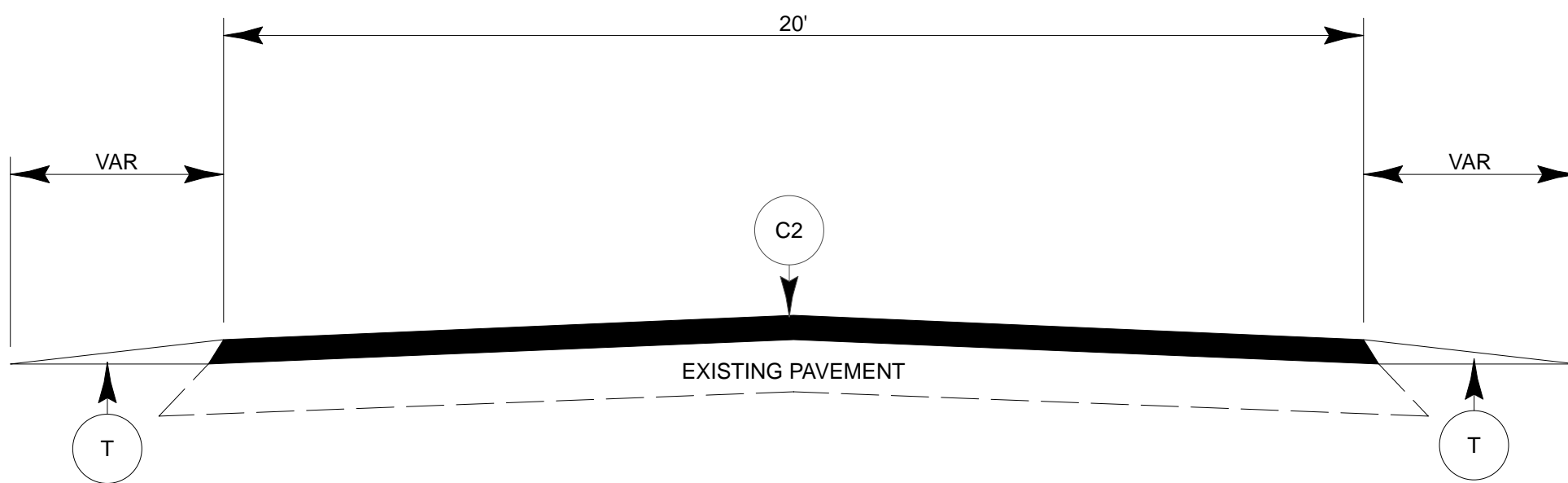


TYPICAL SECTION NO. 1



TYPICAL SECTION NO. 2

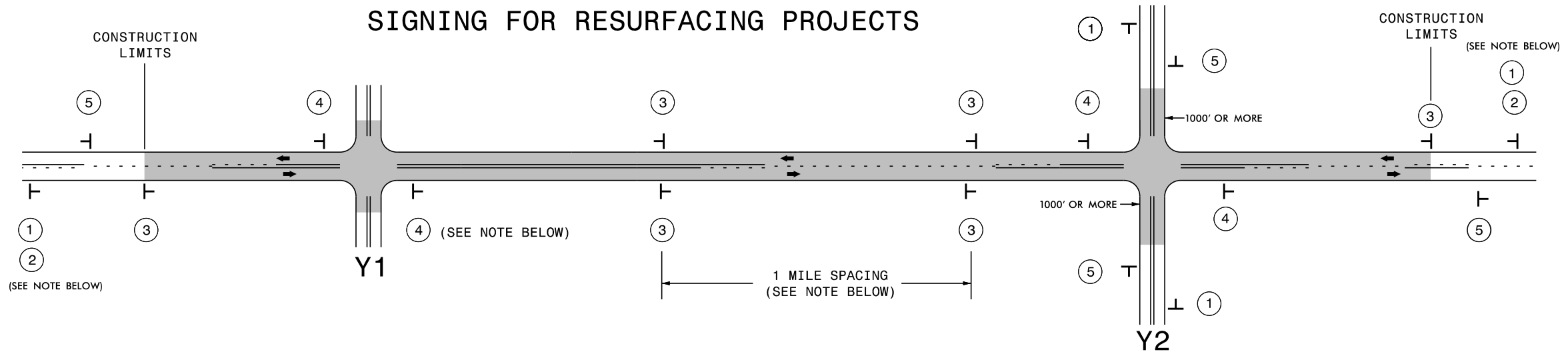
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 2.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION (AGGREGATE SHOULDER BORROW)

PROJECT NO.	SHEET NO.	TOTAL NO.
2CR.20071.10		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	AGGREGATE SHOULDER BORROW TON	SHOULDER RECONSTRUCT ION SMI	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TON
2CR.20071.10	Beaufort	1	SR 1621 (SWAMP RD)	FROM SR 1628 (SWAMP RD) TO SR 1624 (HUDSON RD)	1	NO	NO	1.5	20	300	3.00	2,027		122
TOTAL FOR MAP NO. 1								1.5		300	3.00	2,027		122
2CR.20071.10	Beaufort	2	SR 1623 (DAW RD)	FROM SR 1621 (SWAMP RD) TO SR 1616 (TERRA CEIA RD)	1	NO	NO	1.4	18	280	2.80	1,705		102
TOTAL FOR MAP NO. 2								1.4		280	2.80	1,705		102
2CR.20071.10	Beaufort	3	SR 1626 (MORNING STAR RD)	FROM SR 1625 (SWINDELL RD) TO NEW PVMT	1	NO	NO	1.2	20	240	2.40	1,622		97
TOTAL FOR MAP NO. 3								1.2		240	2.40	1,622		97
2CR.20071.10	Beaufort	4	SR 1626 (MORNING STAR RD)	FROM NEW PVMT NORTHWARD 0.7 MI	1	NO	NO	0.7	20	140	1.40	946		57
TOTAL FOR MAP NO. 4								0.7		140	1.40	946		57
2CR.20071.10	Beaufort	5	SR 1628 (SWAMP RD)	FROM US 264 TO SR 1621 (SWAMP RD)	1	NO	NO	0.3	20	60	0.60	405		24
TOTAL FOR MAP NO. 5								0.3		60	0.60	405		24
2CR.20071.10	Beaufort	6	SR 1722 (S SAVANNAH RD)	FROM NC 99 TO SR 1718 (N SAVANNAH RD)	1	NO	NO	2.9	22	580	5.80	4,308		258
TOTAL FOR MAP NO. 6								2.9		580	5.80	4,308		258
2CR.20071.10	Beaufort	7	SR 1743 (POSSUM HILL RD)	FROM NC 92 TO SR 1741 (JACKSON SWAMP RD)	2	NO	NO	3.9	20	488	7.80		3,875	260
TOTAL FOR MAP NO. 7								3.9		488	7.80		3,875	260
2CR.20071.10	Beaufort	8	SR 1517 (DAN TAYLOR RD)	FROM SR 1422 (MARKET ST EXT) TO SR 1516 (CHERRY RD)	2	NO	NO	1.8	20	225	3.60		1,788	120
TOTAL FOR MAP NO. 8								1.8		225	3.60		1,788	120
TOTAL FOR PROJ NO. 2CR.20071.10								13.7		2,313	27.40	11,013	5,663	1,040
GRAND TOTAL								13.7		2,313	27.40	11,013	5,663	1,040

SIGNING FOR RESURFACING PROJECTS



LEGEND	
T	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.

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**

8/8/2013 8:11:00 AM \\TMC\WZTC\Resurfacing\2013Documents\New_Procedures_05_09_2013\Resurfacing_AdvWarn_2Ln.dgn User:rmgarratt