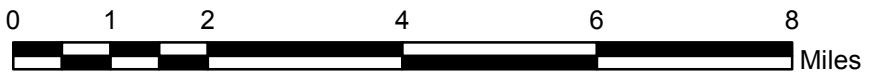
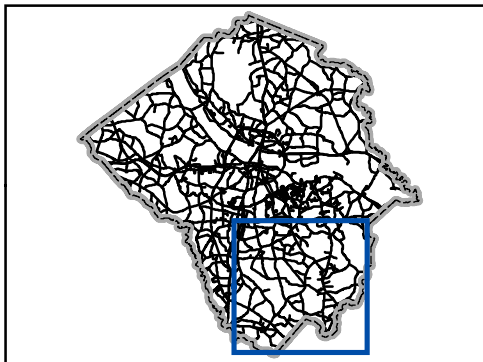
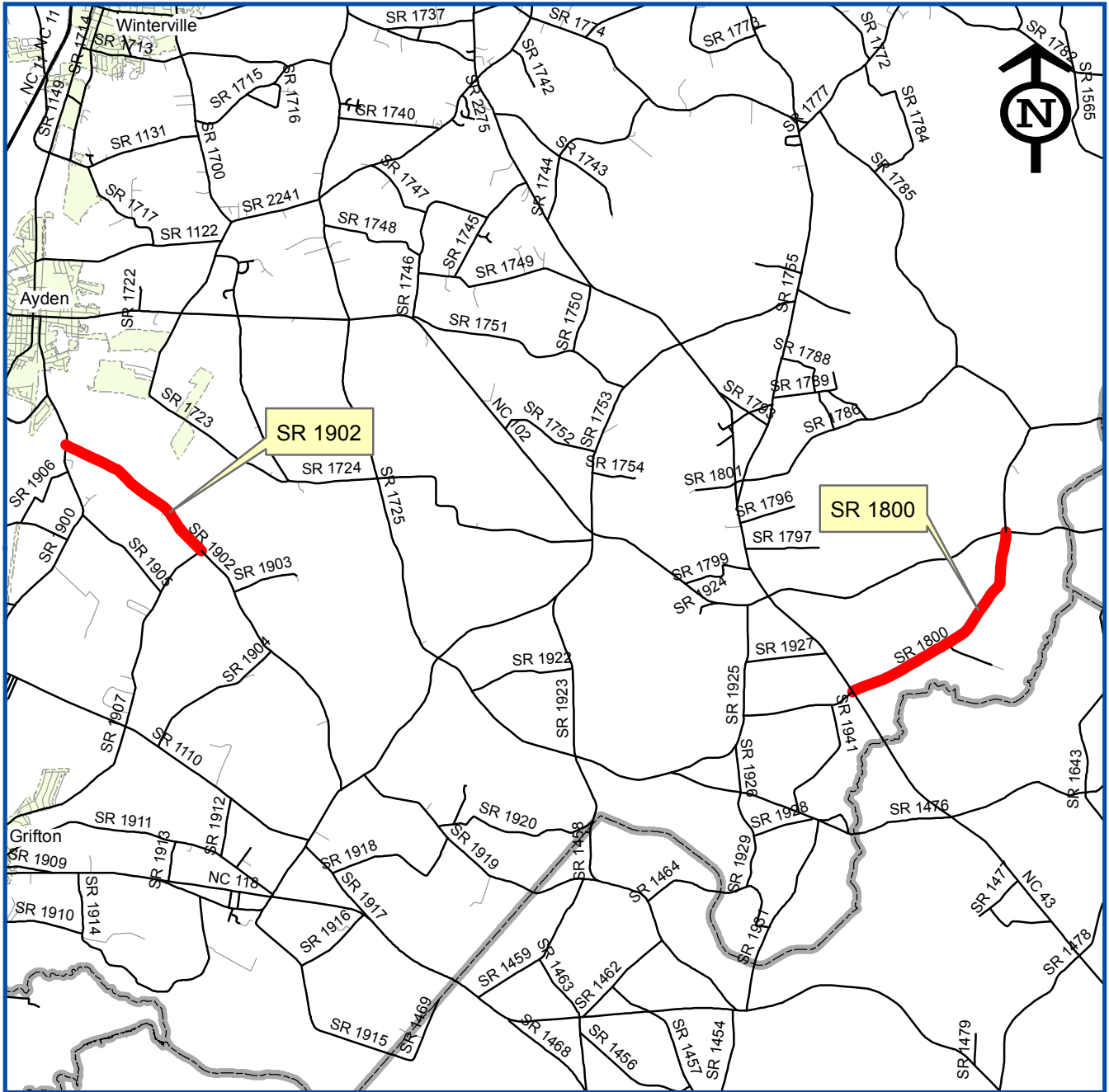


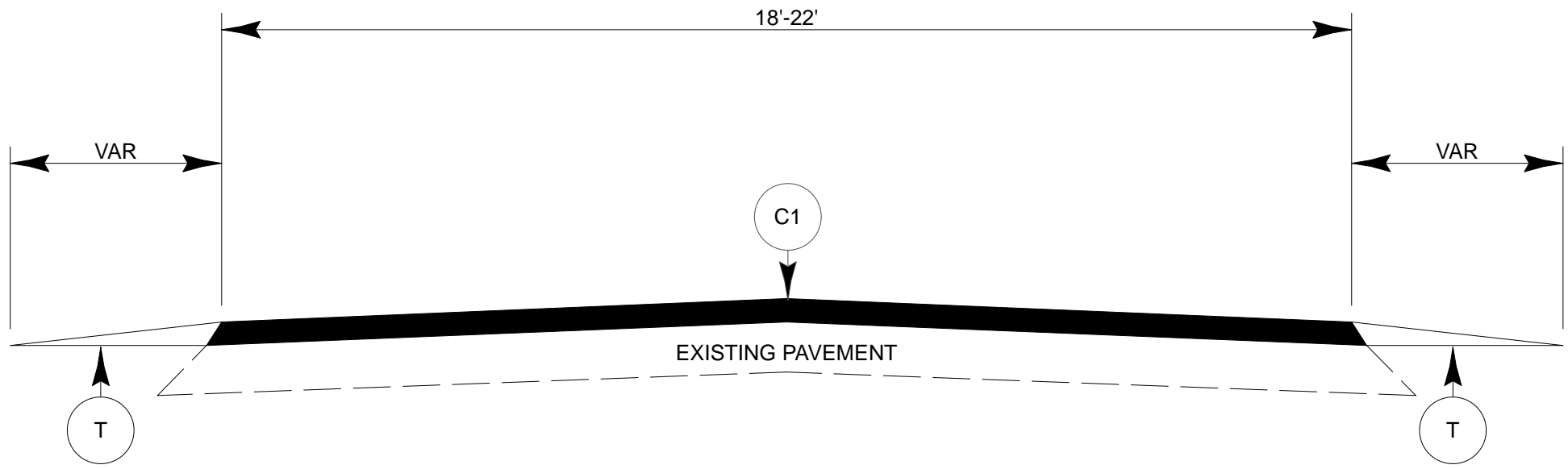
2CR.20741.10

Map 3



Pitt County
Resurfacing
SR 1800 | SR 1902

PROJECT NO. 2CR.20741.10	SHEET NO.	TOTAL SHEETS



TYPICAL SECTION NO. 1

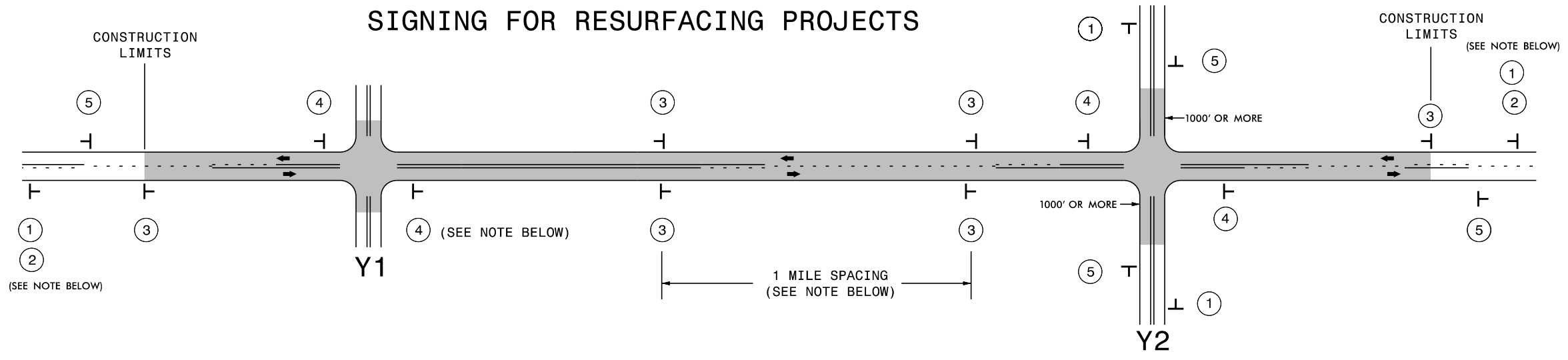
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 2.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION (AGGREGATE SHOULDER BORROW)

PROJECT NO.	SHEET NO.	TOTAL NO.
2CR.20741.10		

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 RECONSTRUCTION SMI	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT BINDER FOR PLANT MIX TON
2CR.20741.10	Pitt	1	SR 1231 (BELL RD)	FROM GREENE CO TO EDGECOMBE CO	1	NO	NO	3.9	22	780	7.80	5,794	348
			TOTAL FOR MAP NO. 1					3.9		780	7.80	5,794	348
2CR.20741.10	Pitt	2	SR 1139 (MOYE-TURNAGE RD)	FROM SR 1221 (WESLEY CHURCH RD) TO FARMVILLE CITY LIMITS	1	NO	NO	0.6	22	120	1.20	918	55
			TOTAL FOR MAP NO. 2					0.6		120	1.20	918	55
2CR.20741.10	Pitt	3	SR 1131 (REEDY BRANCH RD)	FROM NC 11 TO NC 903	1	NO	NO	2.0	22	400	4.00	2,971	178
			TOTAL FOR MAP NO. 3					2.0		400	4.00	2,971	178
2CR.20741.10	Pitt	4	SR 1902 (GUM SWAMP RD)	FROM SR 1907 (MARVIN TAYLOR RD) TO SR 1900 (WEYERHAEUSER RD)	1	NO	NO	2.2	18	440	4.40	2,679	161
			TOTAL FOR MAP NO. 4					2.2		440	4.40	2,679	161
2CR.20741.10	Pitt	5	SR 1800 (LEARY-MILLS RD)	FROM NC 43 TO NC 102	1	NO	NO	3.0	20	600	6.00	4,055	243
			TOTAL FOR MAP NO. 5					3.0		600	6.00	4,055	243
2CR.20741.10	Pitt	6	SR 1550 (SHEPPARD MILL RD)	FROM SR 1607 (SHEPPARD MILL RD) TO SR 1551 (BEARGRASS RD)	1	NO	NO	4.7	18	940	9.40	5,722	343
			TOTAL FOR MAP NO. 6					4.7		940	9.40	5,722	343
2CR.20741.10	Pitt	7	SR 1755 (BLACK JACK-SIMPSON RD/MCDONALD ST)	FROM NC 33 TO BEGIN CURB	1	NO	NO	0.6	22	120	1.20	1,049	63
			TOTAL FOR MAP NO. 7					0.6		120	1.20	1,049	63
			TOTAL FOR PROJ NO. 2CR.20741.10					17.0		3,400	34.00	23,188	1,391
			GRAND TOTAL					17.0		3,400	34.00	23,188	1,391

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	<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	<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	<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	<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	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

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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**