

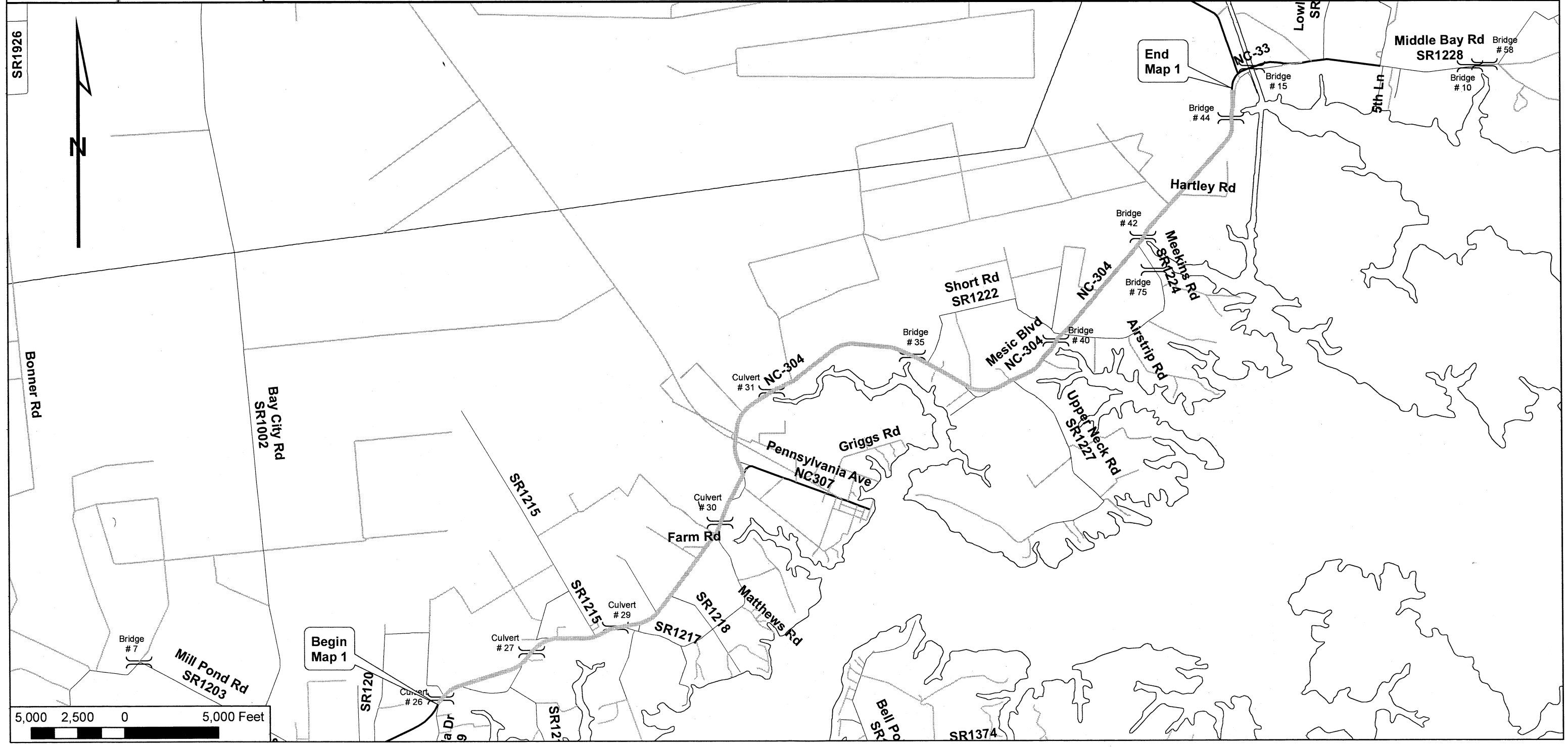
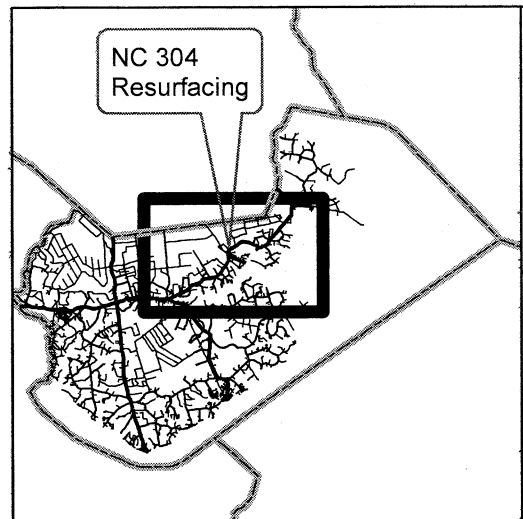
# RESURFACING CONTRACT:

WBS:2CR.10691.3

## MAP 1

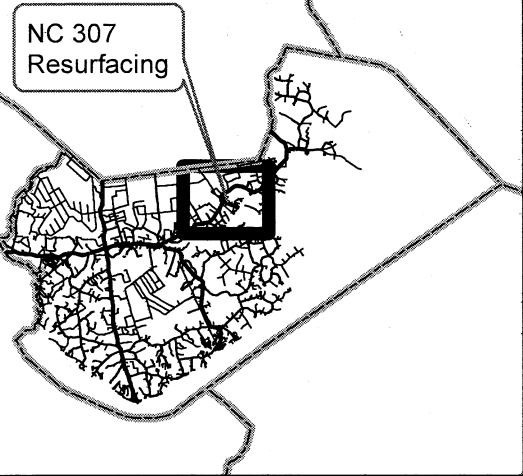
Widen 3' and Resurface NC 304 from End of Curb and Gutter at Chinchilla Dr to Begin Bridge #15

NC 304 Resurfacing



# RESURFACING CONTRACT:

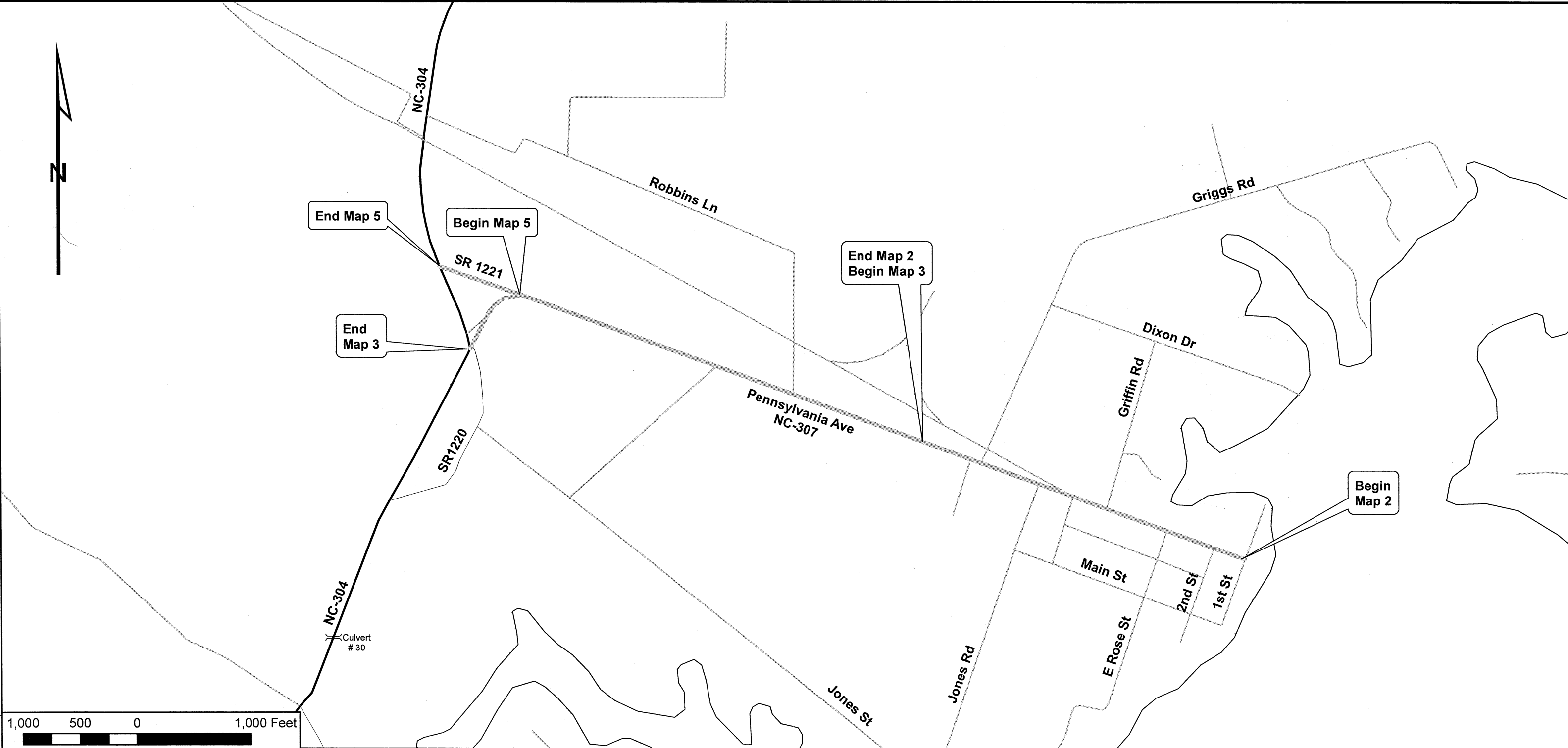
WBS: 2CR.10691.4  
WBS: 2CR.20691.10



**MAP 2**  
WBS: 2CR.10691.4  
Mill and Resurface from the End of NC 307 to End of Curb and Gutter on NC 307

**MAP 3**  
WBS: 2CR.10691.4  
Resurface on NC 307 from End of Curb and Gutter to NC 304

**MAP 5**  
WBS: 2CR.20691.10  
Resurface SR 1221 from NC 307 to NC 304

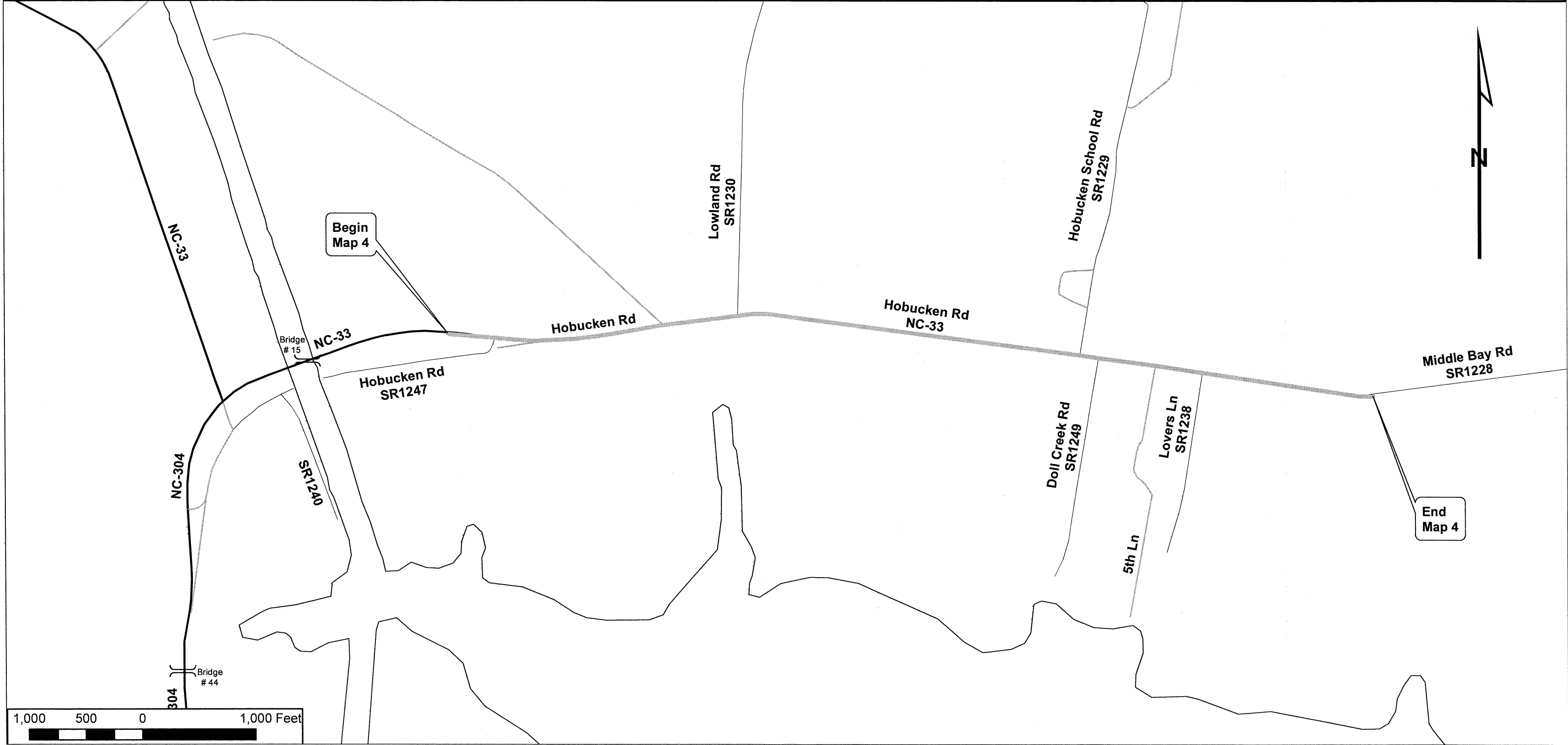
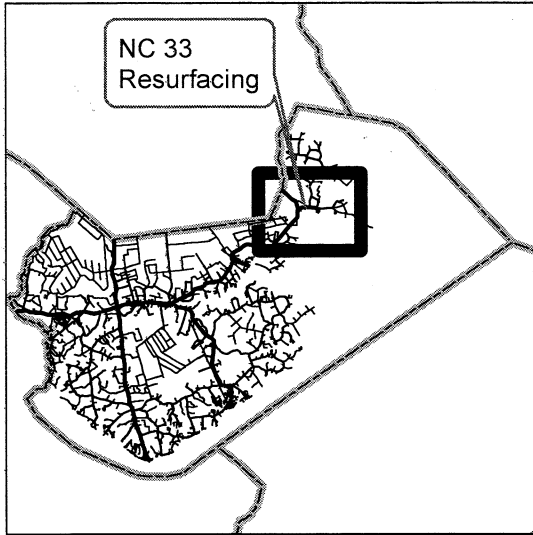


# RESURFACING CONTRACT:

WBS: 2CR.10691.5

## MAP 4

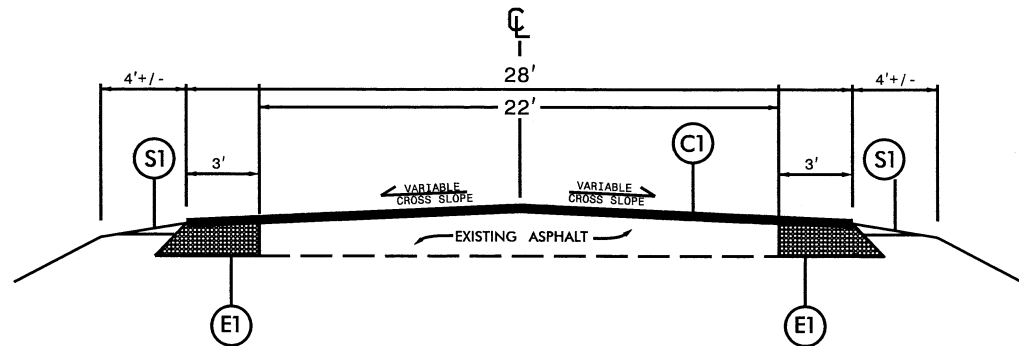
Resurface NC 33 from End of Bridge #15  
to End of State Maintenance



PROJECT REFERENCE NO.	SHEET NO.
2CR10691.3	4
2CR10691.4	
2CR10691.5	
2CR20691.0	

### TYPICAL SECTION NO. 1

MAP 1: WIDEN AND RESURFACE NC 304 FROM END OF CURB AND GUTTER AT CHINCHILLA DR TO BEGIN BRIDGE #15

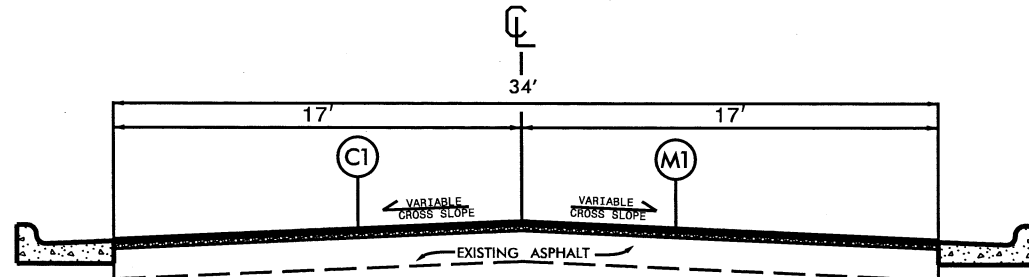


**NOTE:**

1. PLACE 3' SYMMETRICAL WIDENING. MAKE FLUSH WITH THE EXISTING ASPHALT.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAILS 1 & 2

### TYPICAL SECTION NO. 2

MAP 2: MILL AND RESURFACE FROM THE END OF NC 307 TO END OF CURB AND GUTTER ON NC 307

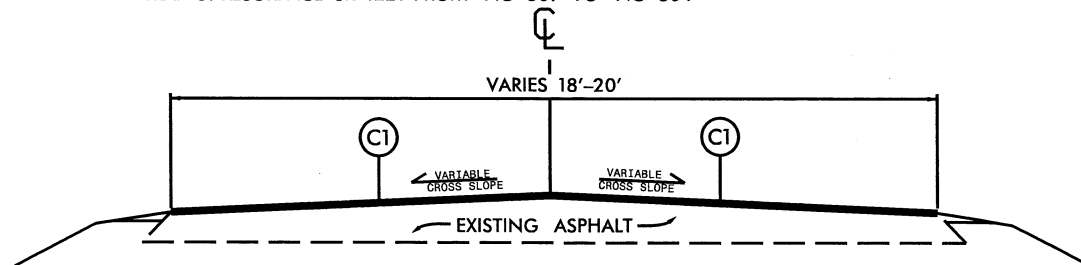


**NOTE:**

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAILS 1 & 2

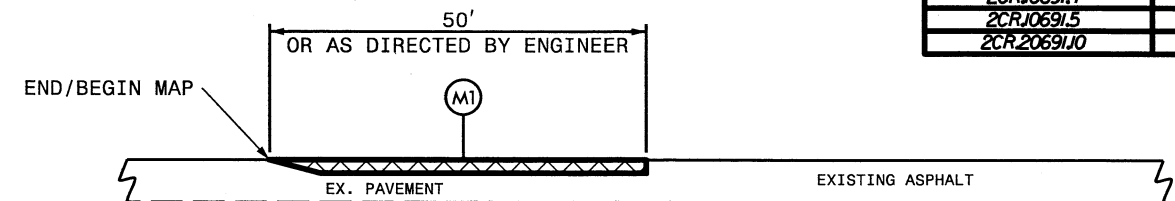
### TYPICAL SECTION NO. 3

MAP 3: RESURFACE ON NC 307 FROM END OF CURB AND GUTTER TO NC 304  
 MAP 4: RESURFACE NC 33 FROM END OF BRIDGE #15 TO END OF STATE MAINTENANCE  
 MAP 5: RESURFACE SR 1221 FROM NC 307 TO NC 304



**NOTE:**

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAILS 1 & 2

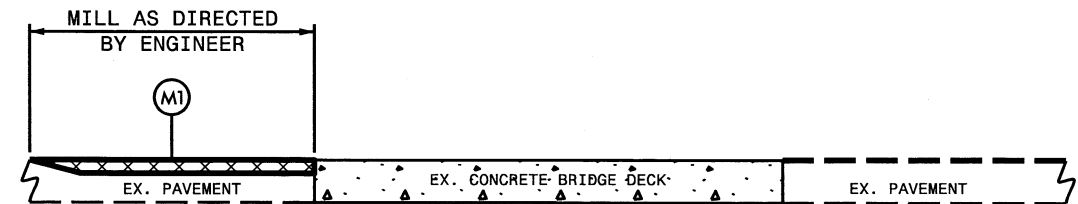


### DETAIL 1

INCIDENTAL MAIN LINE MILLING

**NOTE:**

1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIL LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.



### DETAIL 2

INCIDENTAL BRIDGE MILLING

**NOTE:**

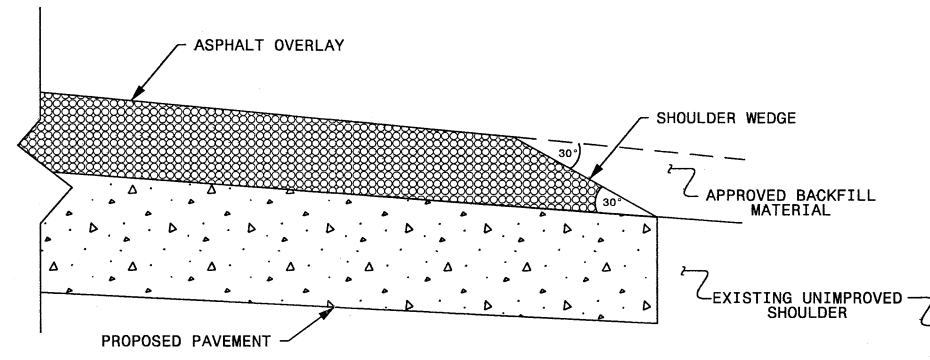
1. MILLING SHALL BE PERFORMED AT BRIDGE DECKS AND BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.

### PAVEMENT SCHEDULE

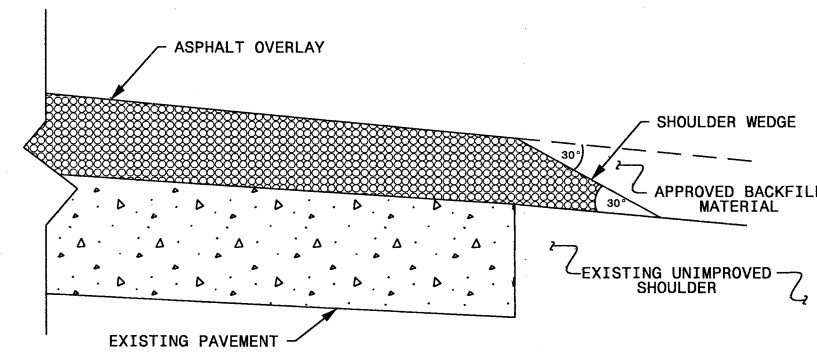
C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
E1	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
M1	MILLING DEPTH 2" FOR THE ENTIRE WIDTH OF ROADWAY.
S1	SHOULDER RECONSTRUCTION AS DIRECTED BY THE ENGINEER.

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

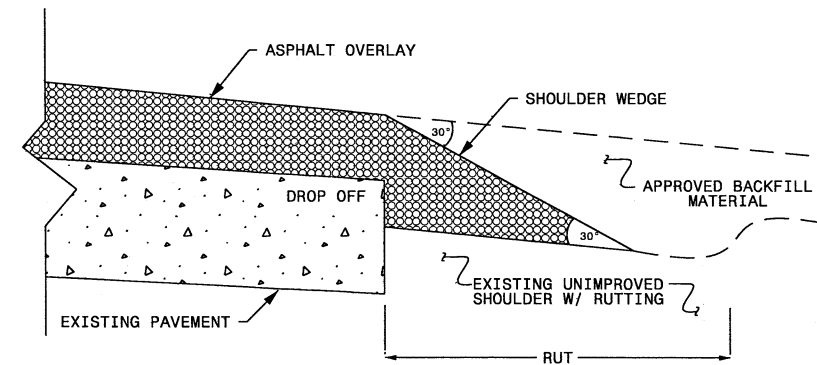
PROJECT REFERENCE NO.	SHEET NO.
2CR10691.3	5
2CR10691.4	
2CR10691.5	
2CR20691.10	



**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)

**DETAIL  
 SHOULDER WEDGE DETAILS**

**NOTES:**

1. DETAIL DOES NOT APPLY TO OGAFB 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.

PROJECT NO.	SHEET NO.	TOTAL NO.
2CR.10691.3, ETC.	6	

### SUMMARY OF QUANTITIES

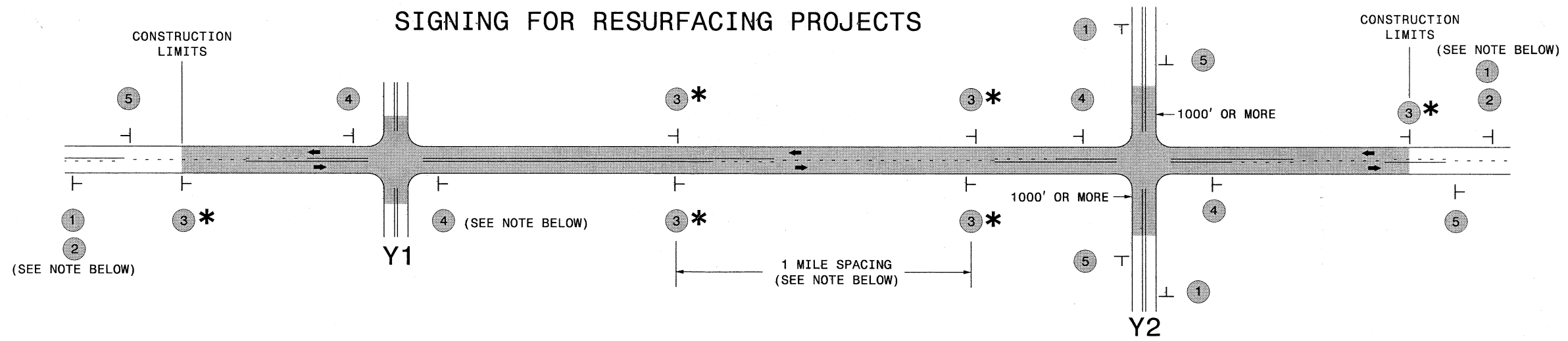
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	SHOULDER RECONSTRUCTION SMI	INDICENTAL STONE TON	2" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	TEMPORARY SILT FENCE LF	WATTLE LF	POLYACRYLAMIDE (PAM) LB	SEEDING & MULCHING ACR
2CR.10691.3	Pamlico	1	NC 304	WIDEN 3' AND RESURFACE NC 304 FROM END OF CURB & GUTTER AT CHINCHILLA DR TO BEGIN BRIDGE #15	1	2	2WU	NO	NO	13.79	28	29.00	765		4,400	26,070	27,819	2,816	600	80	25	14
<b>TOTAL FOR MAP NO. 1</b>										<b>13.79</b>		<b>29.00</b>	<b>765</b>		<b>4,400</b>	<b>26,070</b>	<b>27,819</b>	<b>2,816</b>	<b>600</b>	<b>80</b>	<b>25</b>	<b>14</b>
2CR.10691.4	Pamlico	2	NC 307	2" MILLING & RESURFACING FROM END OF NC 307 TO END OF CURB & GUTTER ON NC 307	2	2	2WU	NO	NO	0.57	34			14,214			1,592	96	100	30	5	
<b>TOTAL FOR MAP NO. 2</b>										<b>0.57</b>				<b>14,214</b>			<b>1,592</b>	<b>96</b>	<b>100</b>	<b>30</b>	<b>5</b>	
2CR.10691.4	Pamlico	3	NC 307	2" RESURFACING FROM END OF CURB AND GUTTER ON NC 307 TO NC 304	3	2	2WU	NO	NO	1.01	18	2.02	25				1,242	75	200	75	15	2
<b>TOTAL FOR MAP NO. 3</b>										<b>1.01</b>		<b>2.02</b>	<b>25</b>				<b>1,242</b>	<b>75</b>	<b>200</b>	<b>75</b>	<b>15</b>	<b>2</b>
<b>TOTAL FOR PROJECT 2CR.10691.4</b>										<b>1.57</b>		<b>2.02</b>	<b>25</b>	<b>14,214</b>			<b>2,834</b>	<b>171</b>	<b>300</b>	<b>105</b>	<b>20</b>	<b>2</b>
2CR.10691.5	Pamlico	4	NC 33	2" RESURFACING FROM END OF BRIDGE TO END OF STATE MAINTENACE	3	2	2WU	NO	NO	1.3	20	2.60	75				1,723	103	200	75	15	1
<b>TOTAL FOR MAP NO. 4</b>										<b>1.3</b>		<b>2.60</b>	<b>75</b>				<b>1,723</b>	<b>103</b>	<b>200</b>	<b>75</b>	<b>15</b>	<b>1</b>
2CR.20691.10	Pamlico	5	SR 1221	RESURFACE SR 1221 FROM END OF NC 307 TO NC 304	3	2	2WU	NO	NO	0.146	18						174	10				
<b>TOTAL FOR MAP NO. 5</b>										<b>0.146</b>							<b>174</b>	<b>10</b>				
<b>GRAND TOTAL</b>										<b>16.816</b>		<b>33.62</b>	<b>865</b>	<b>14,214</b>	<b>4,400</b>	<b>26,070</b>	<b>32,550</b>	<b>3,100</b>	<b>1,100</b>	<b>260</b>	<b>60</b>	<b>17</b>

### WORK ZONE QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4457000000-N TEMP. TRAFFIC CONTROL LS	4413000000-E WORK ZONE ADV./GEN.WARN. SIGING LF	4905000000-N SNOWPLOWABLE PAVEMENT MARKERS EA
2CR.10691.3	Pamlico	1	NC 304	WIDEN 3' AND RESURFACE NC 304 FROM END OF CURB & GUTTER AT CHINCHILLA DR TO BEGIN BRIDGE #15	1	2	2WU	13.79	28	1	1,544	851
<b>TOTAL FOR MAP NO. 1</b>								<b>13.79</b>		<b>1</b>	<b>1,544</b>	<b>851</b>
2CR.10691.4	Pamlico	2	NC 307	2" MILLING & RESURFACING FROM END OF NC 307 TO END OF CURB & GUTTER ON NC 307	2	2	2WU	0.57	34	*	64	33
<b>TOTAL FOR MAP NO. 2</b>								<b>0.57</b>		<b>*</b>	<b>64</b>	<b>33</b>
2CR.10691.4	Pamlico	3	NC 307	2" RESURFACING FROM END OF CURB AND GUTTER ON NC 307 TO NC 304	3	2	2WU	1.01	18	*	97	59
<b>TOTAL FOR MAP NO. 3</b>								<b>1.01</b>		<b>*</b>	<b>97</b>	<b>59</b>
<b>TOTAL FOR PROJECT 2CR.10691.4</b>								<b>1.57</b>		<b>*</b>	<b>161</b>	<b>92</b>
2CR.10691.5	Pamlico	4	NC 33	2" RESURFACING FROM END OF BRIDGE TO END OF STATE MAINTENACE	3	2	2WU	1.3	20	*	146	76
<b>TOTAL FOR MAP NO. 4</b>								<b>1.3</b>		<b>*</b>	<b>146</b>	<b>76</b>
2CR.20691.10	Pamlico	5	SR 1221	RESURFACE SR 1221 FROM END OF NC 307 TO NC 304	3	2	2WU	0.146	18	*	16	8
<b>TOTAL FOR MAP NO. 5</b>								<b>0.146</b>		<b>*</b>	<b>16</b>	<b>8</b>
<b>GRAND TOTAL</b>								<b>16.816</b>		<b>1</b>	<b>1867</b>	<b>1027</b>

ETC.

## SIGNING FOR RESURFACING PROJECTS



**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW

### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.		
	2	 <small>W7-3aP 24" X 18"</small>	#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)		
	3 *	 <small>SP 13107 48" X 48"</small>	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.		
	4	 <small>SP 13106 48" X 48"</small>	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.		
	5	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

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

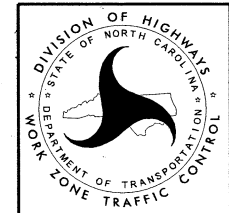
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

### \* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS:  
 STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (WB-7).



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

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