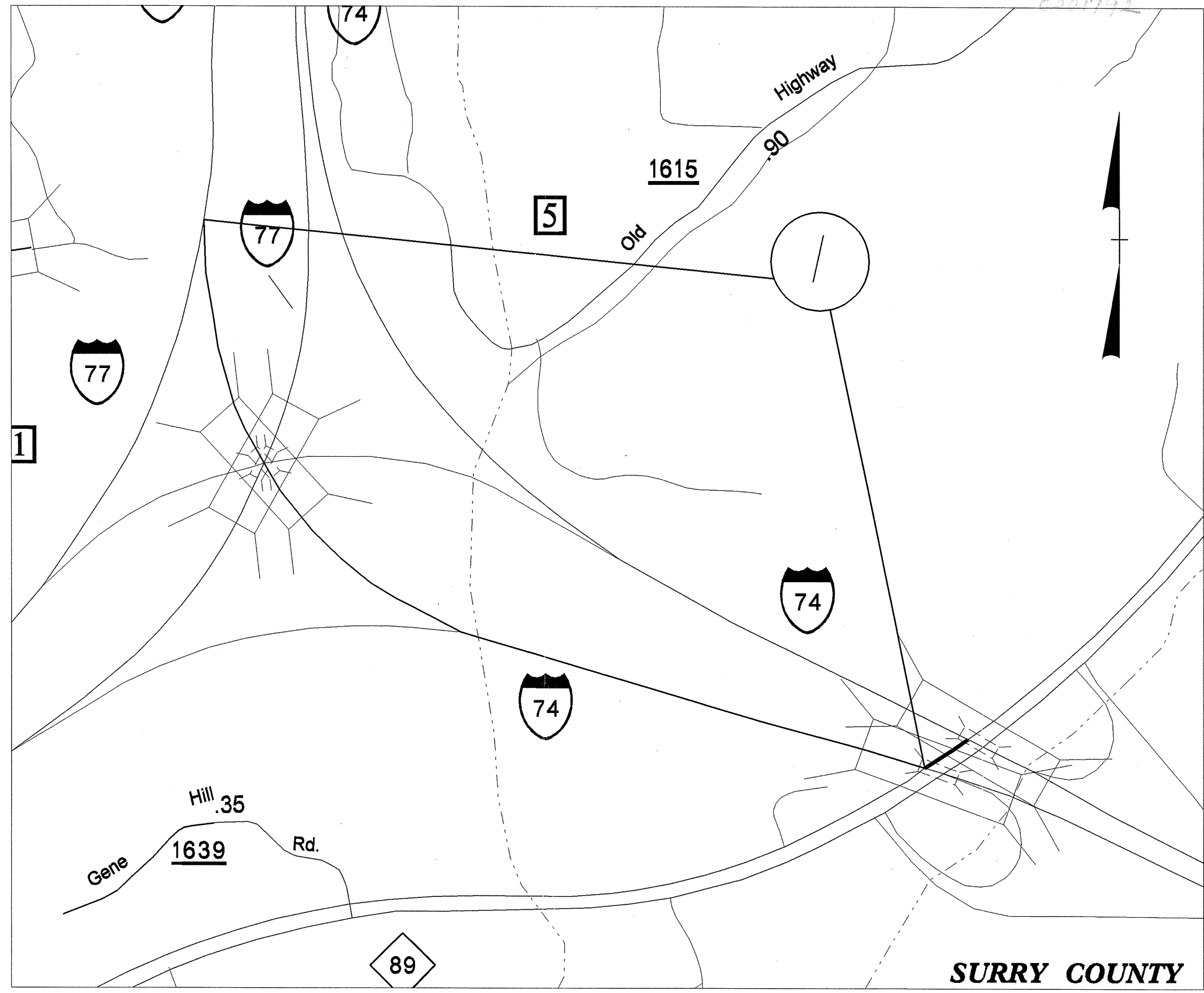
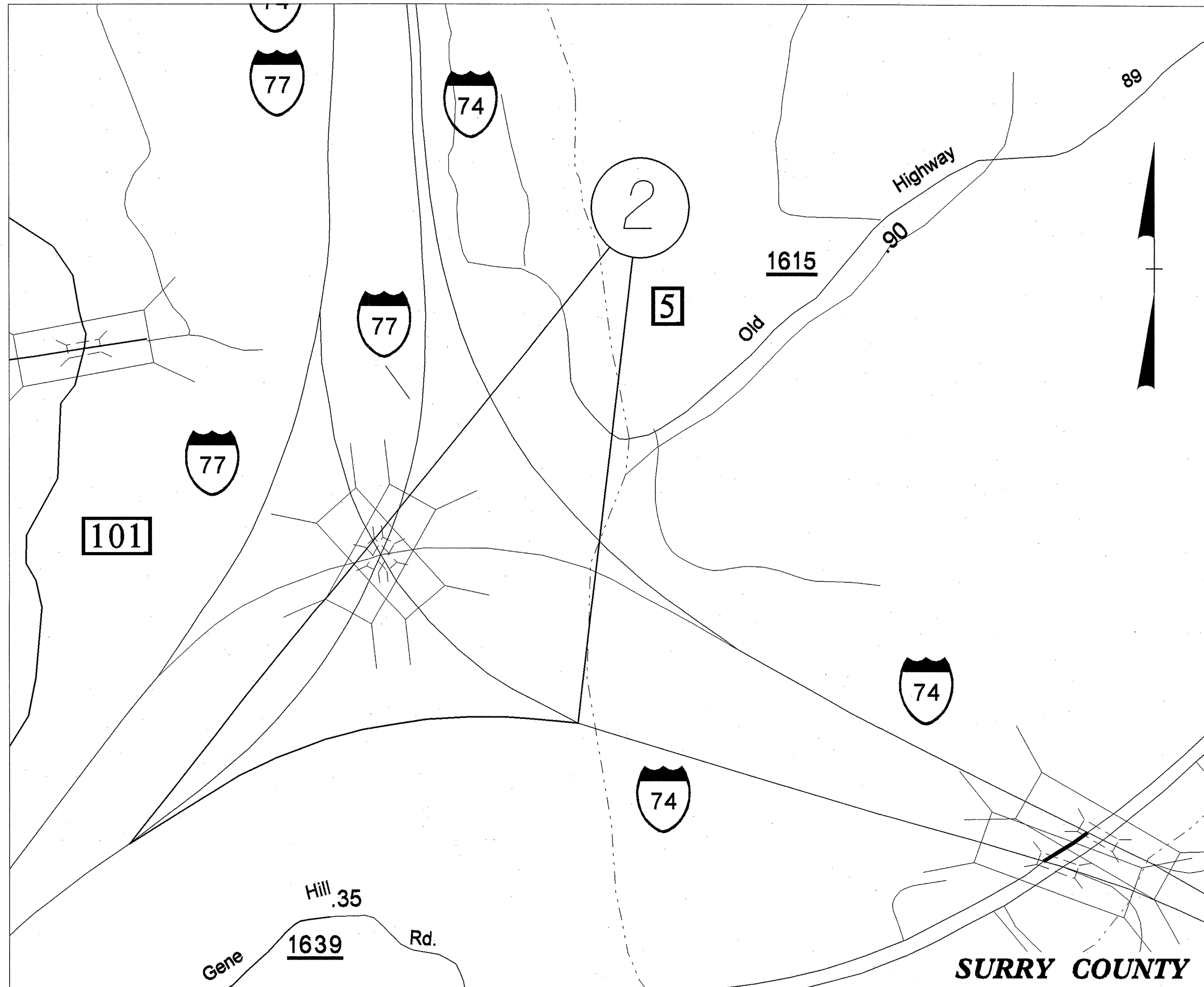


PROJECT NO.	SHEET NO.	TOTAL SHEETS
41452.3.GVI	1	22

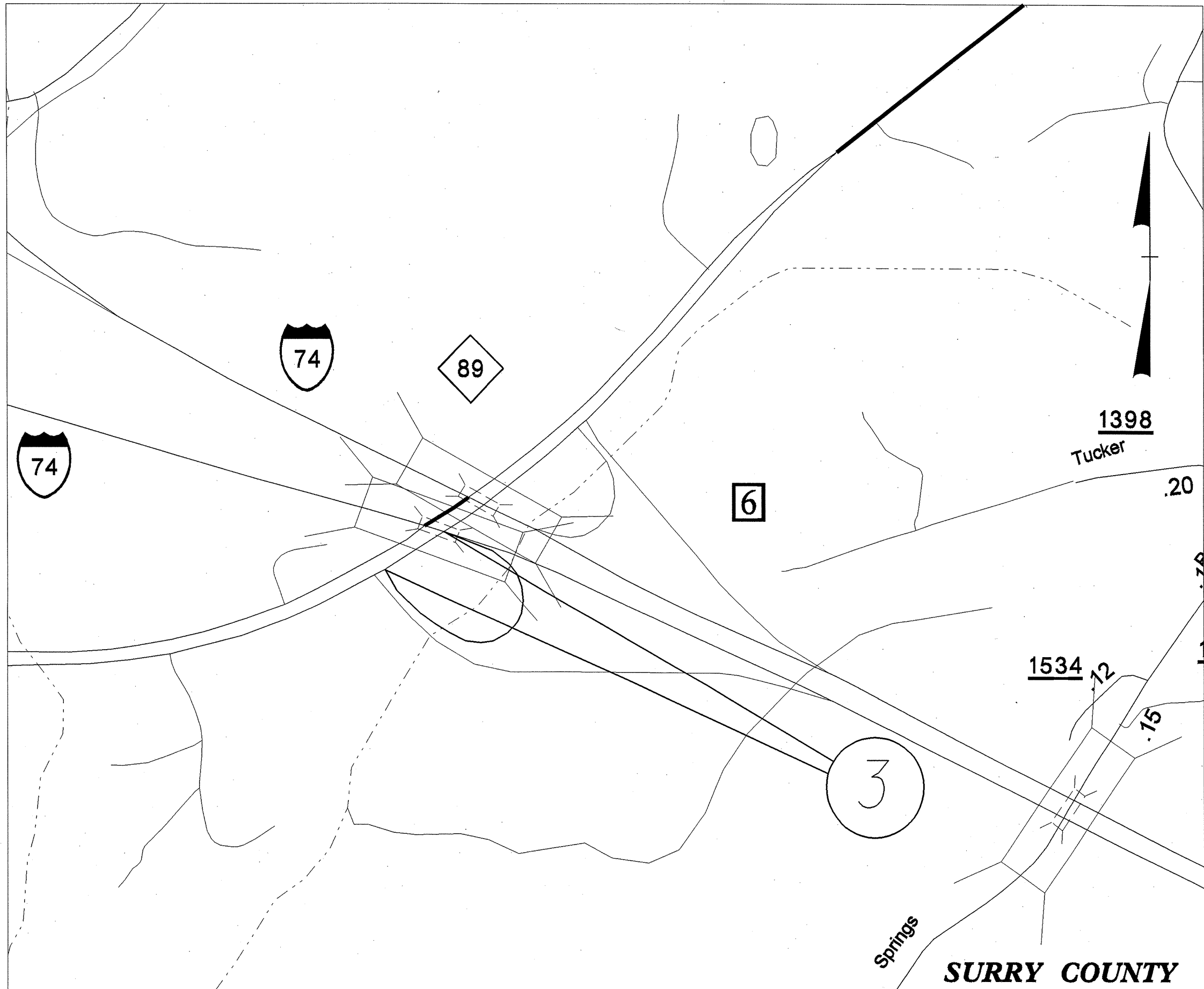


**SURRY COUNTY**

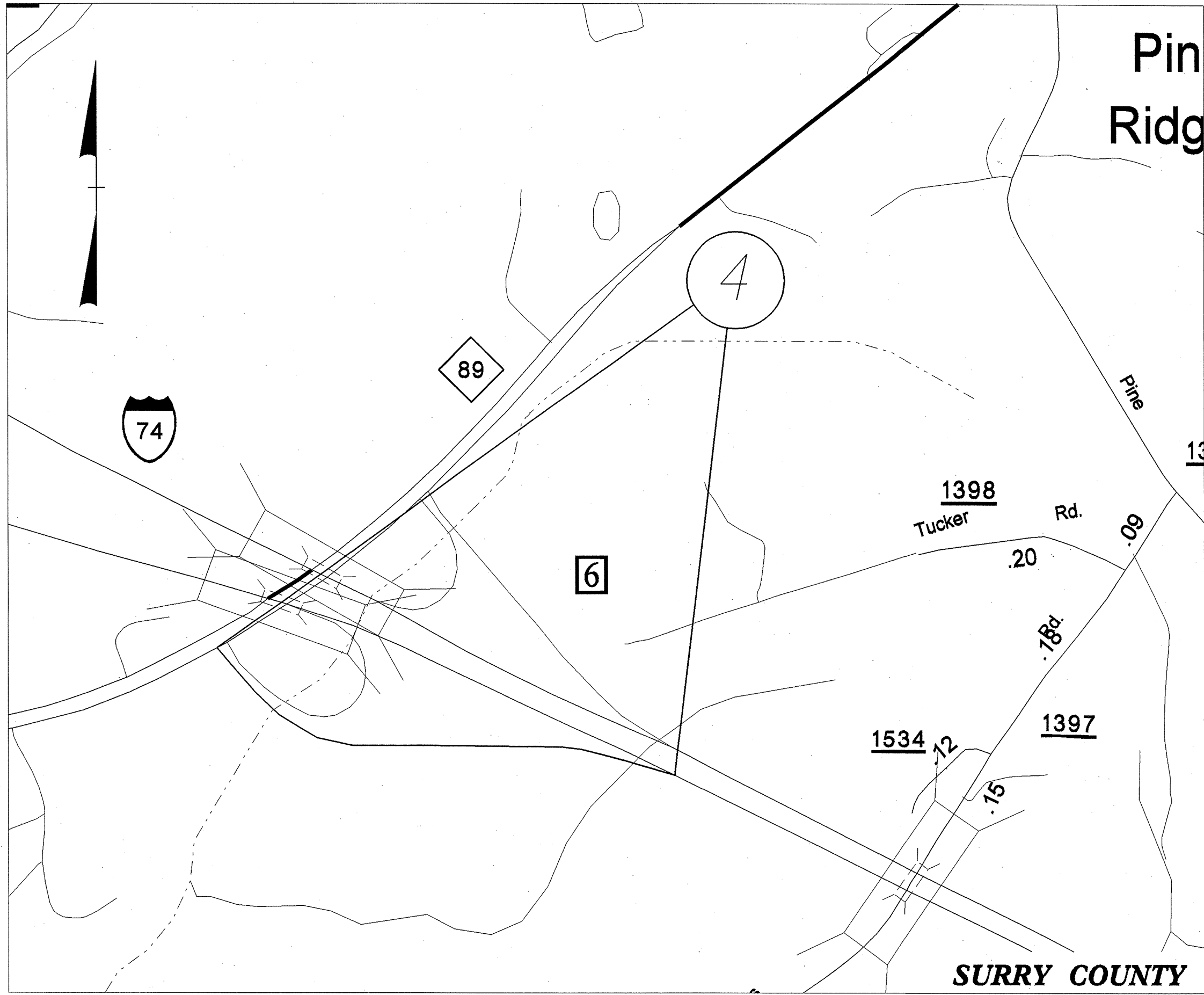
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41452.3.GVI	2	16



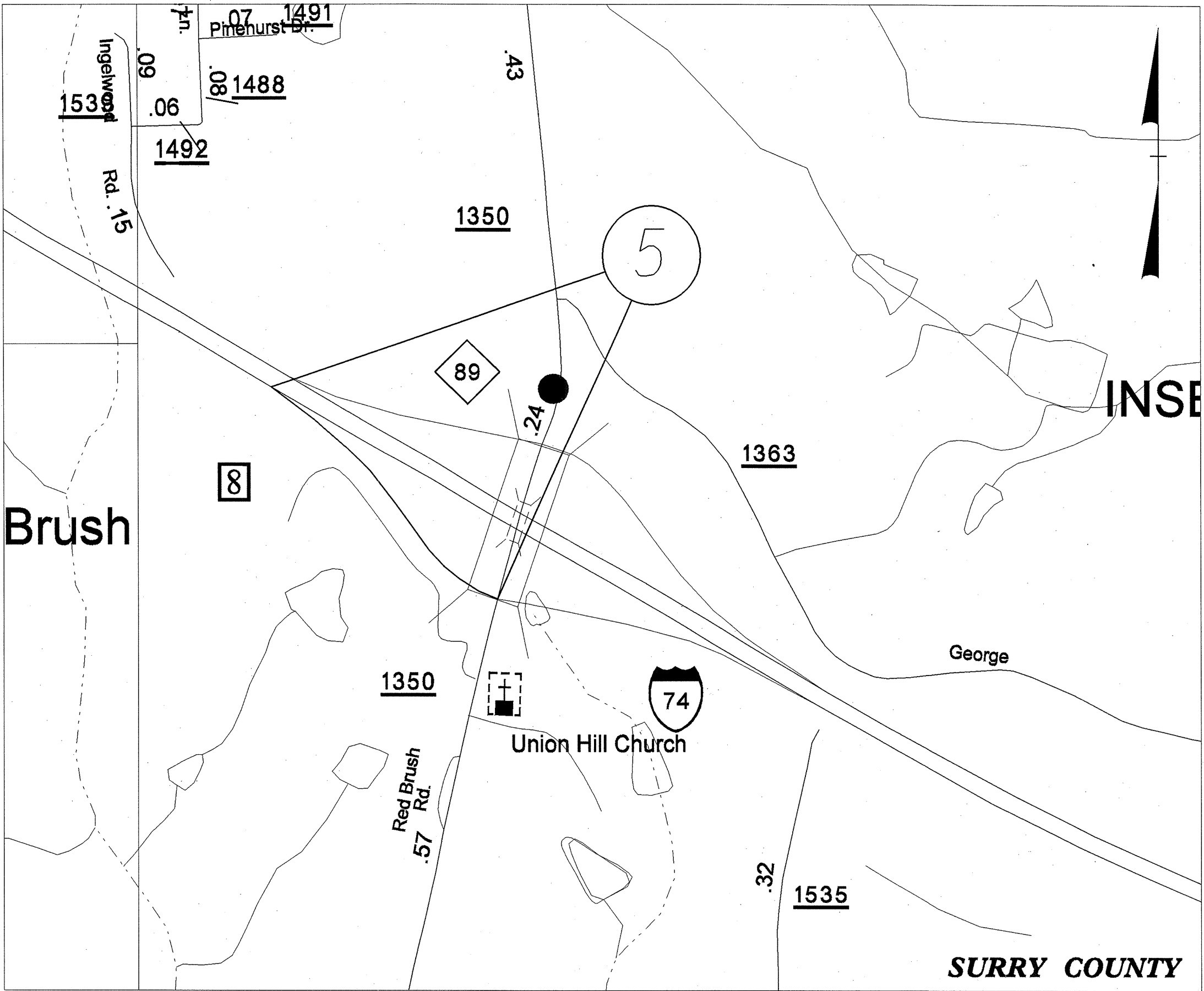
PROJECT NO.	SHEET NO.	TOTAL SHEETS
41452.3.GVI	3	22



PROJECT NO.	SHEET NO.	TOTAL SHEETS
41452.3.GV1	4	22



PROJECT NO.	SHEET NO.	TOTAL SHEETS
41452.3.GV1	5	16



Brush

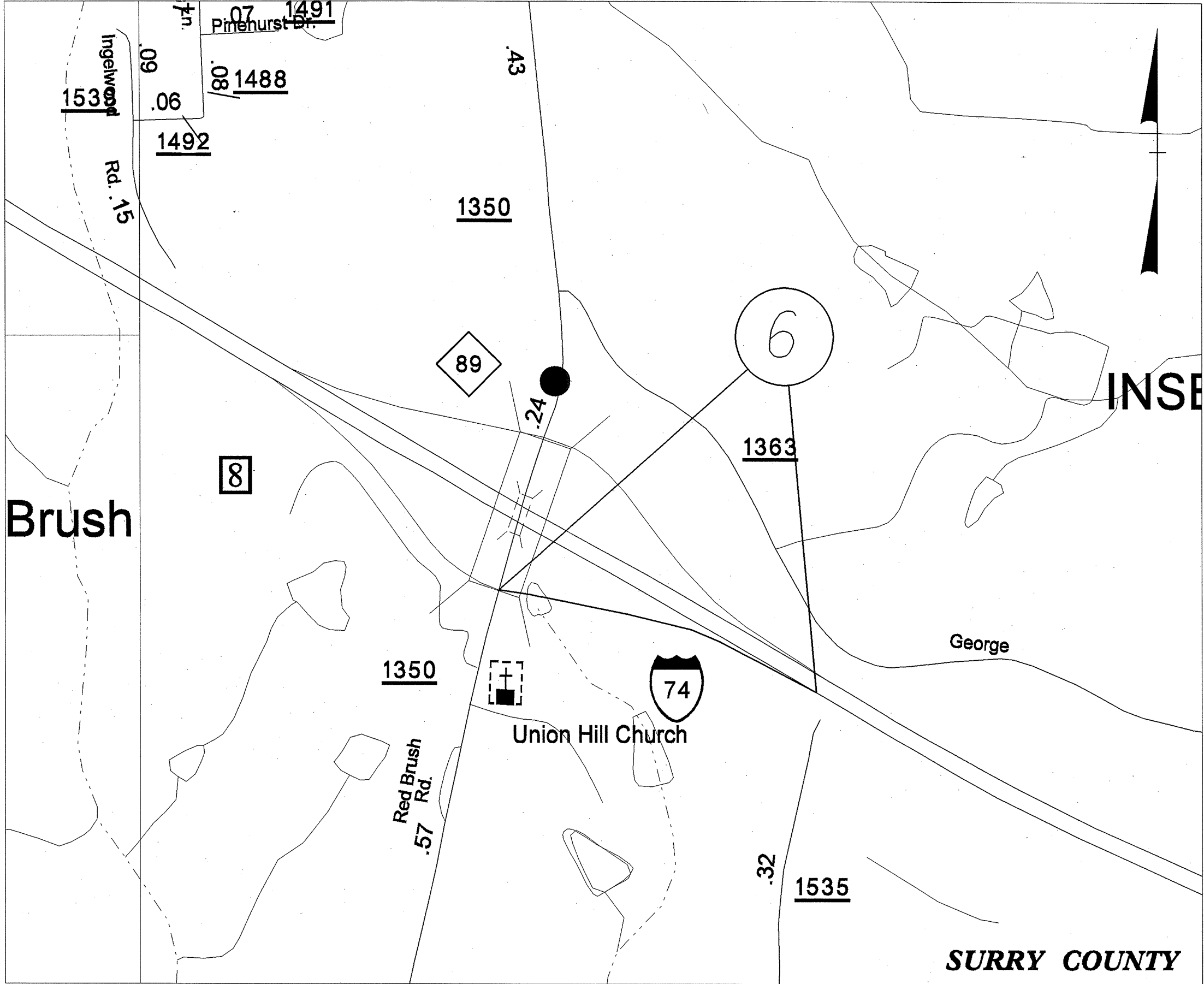
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George

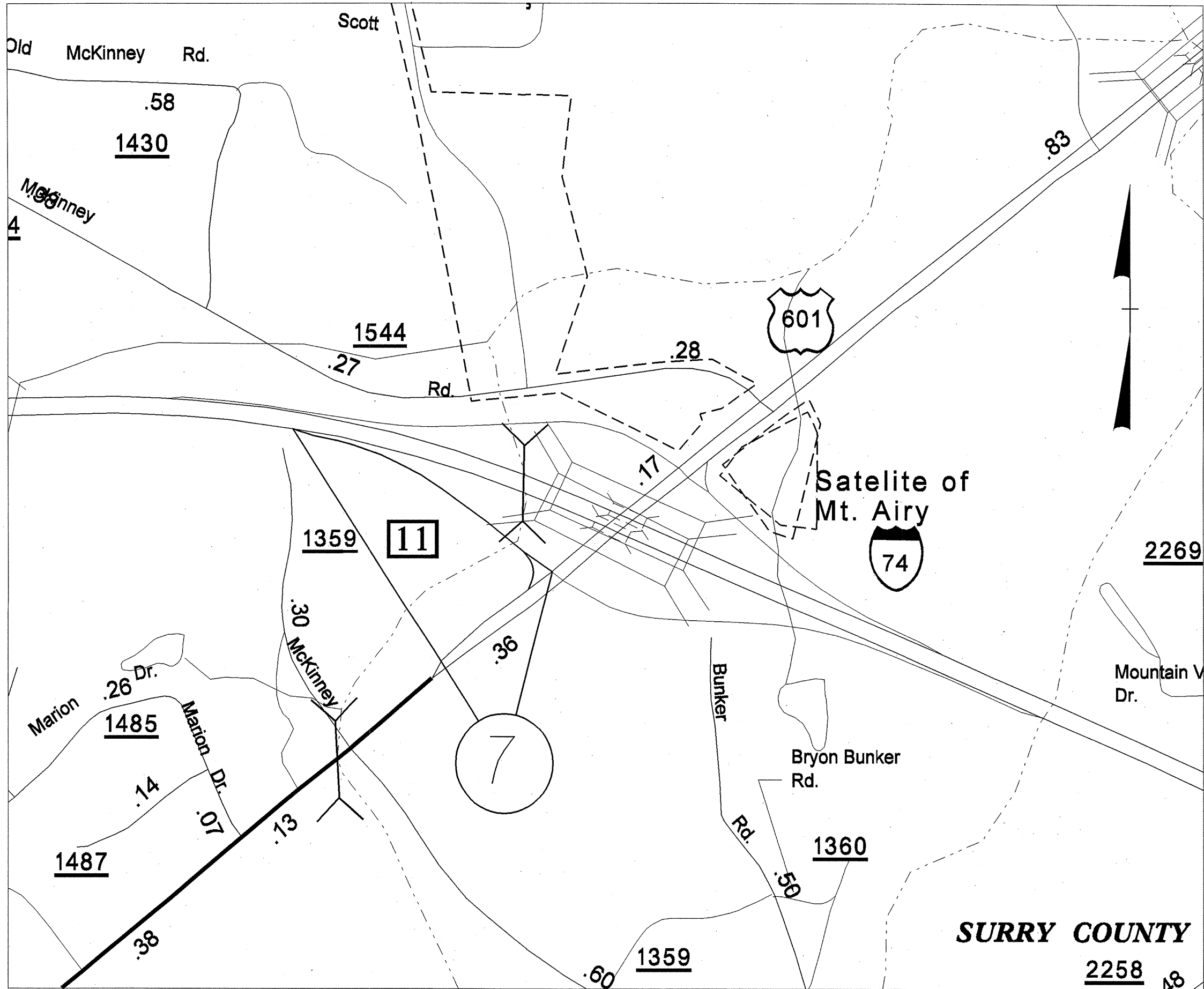
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SURRY COUNTY

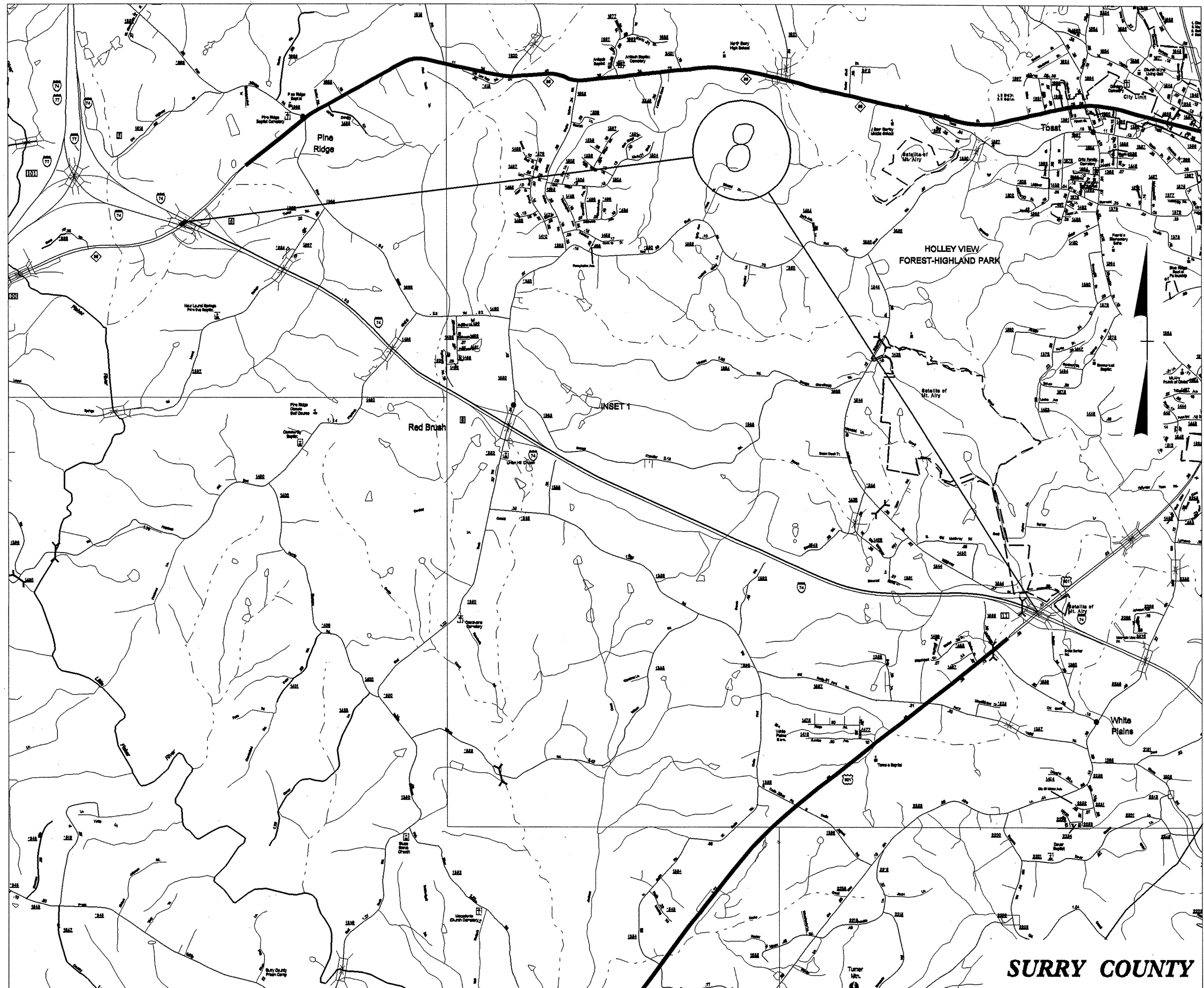
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41452.3.GVI	6	22



PROJECT NO.	SHEET NO.	TOTAL SHEETS
41452.3.GVI	7	22

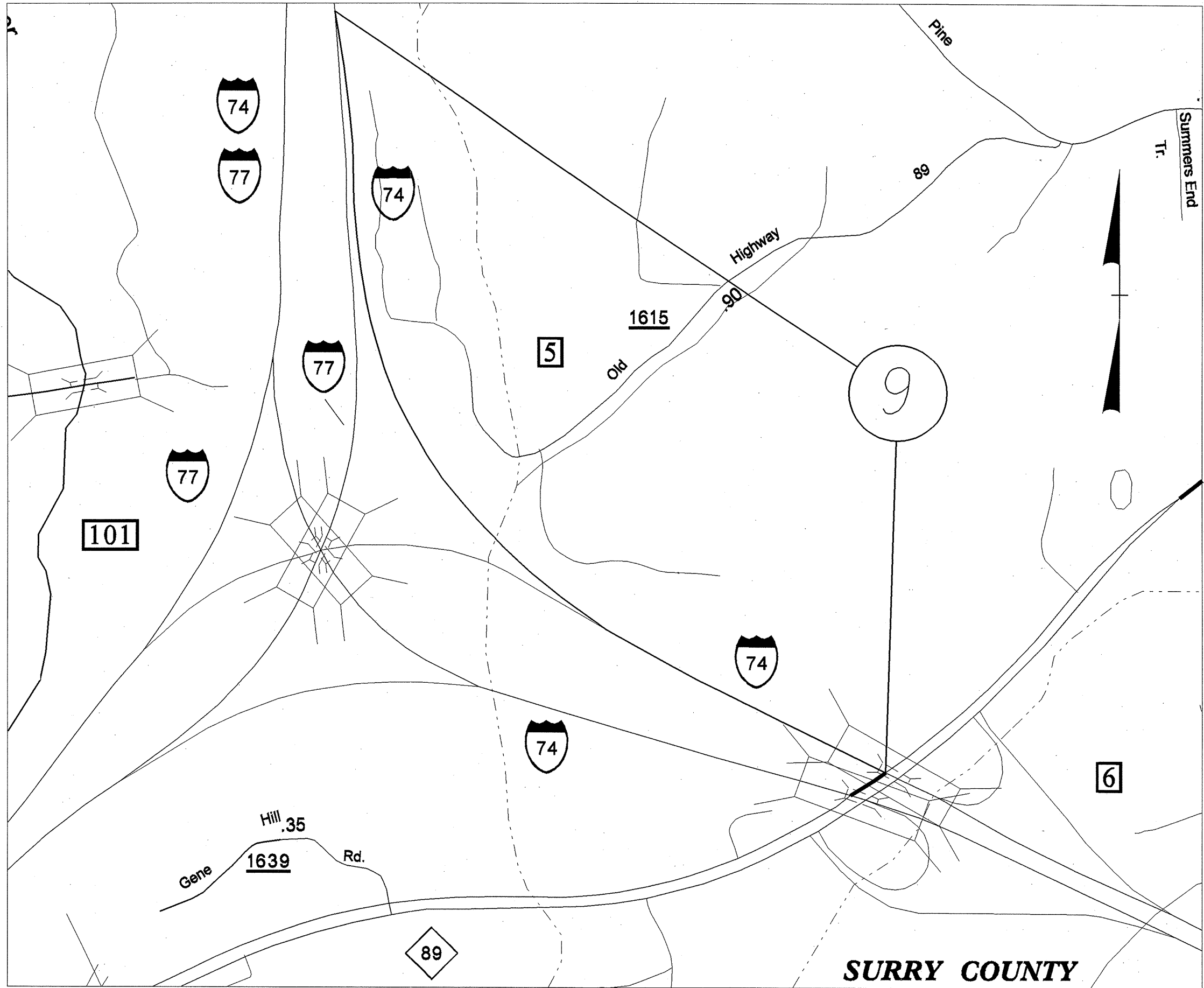


**SURRY COUNTY**  
2258



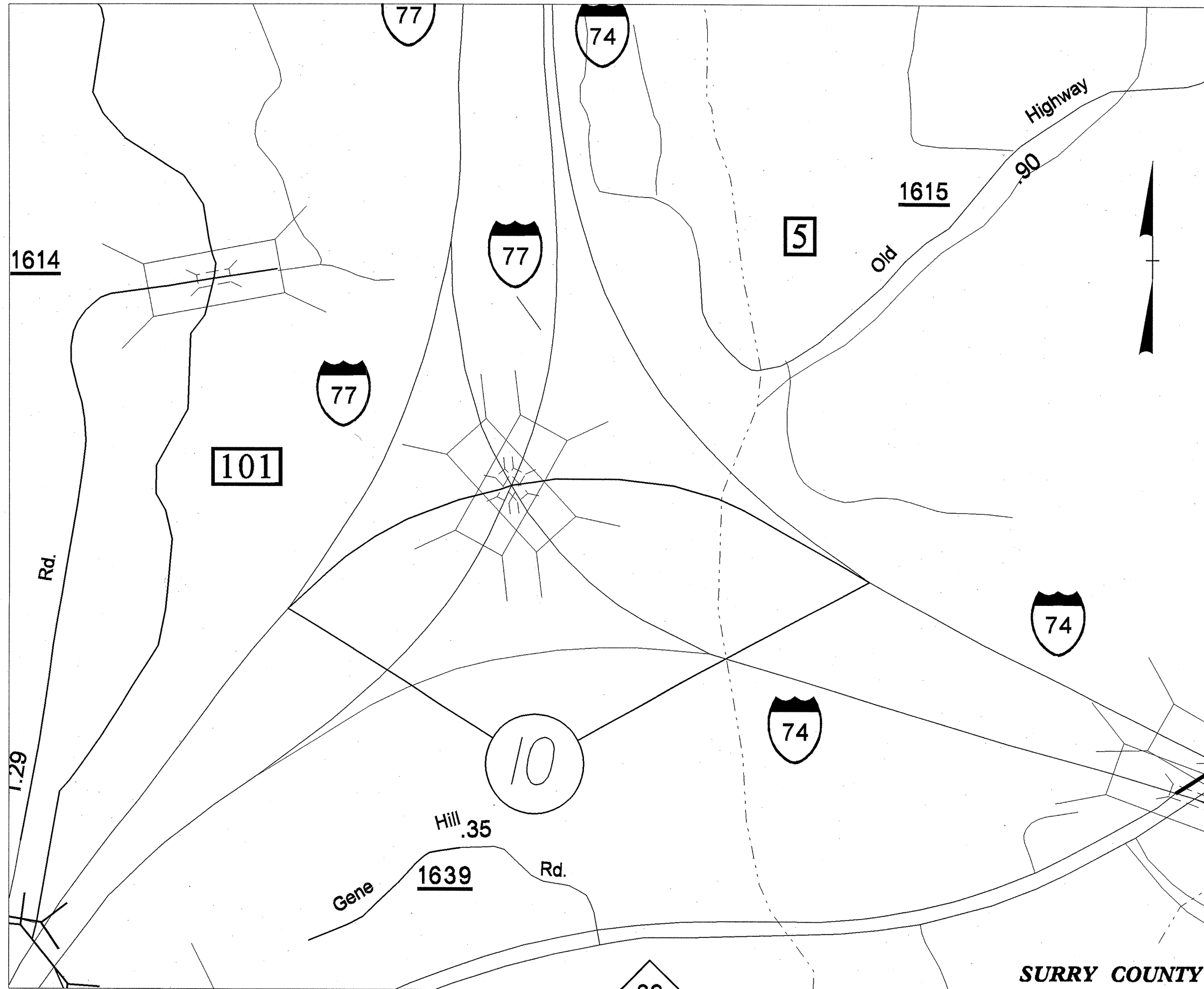


PROJECT NO.	SHEET NO.	TOTAL SHEETS
41452.3.GVI	9	22



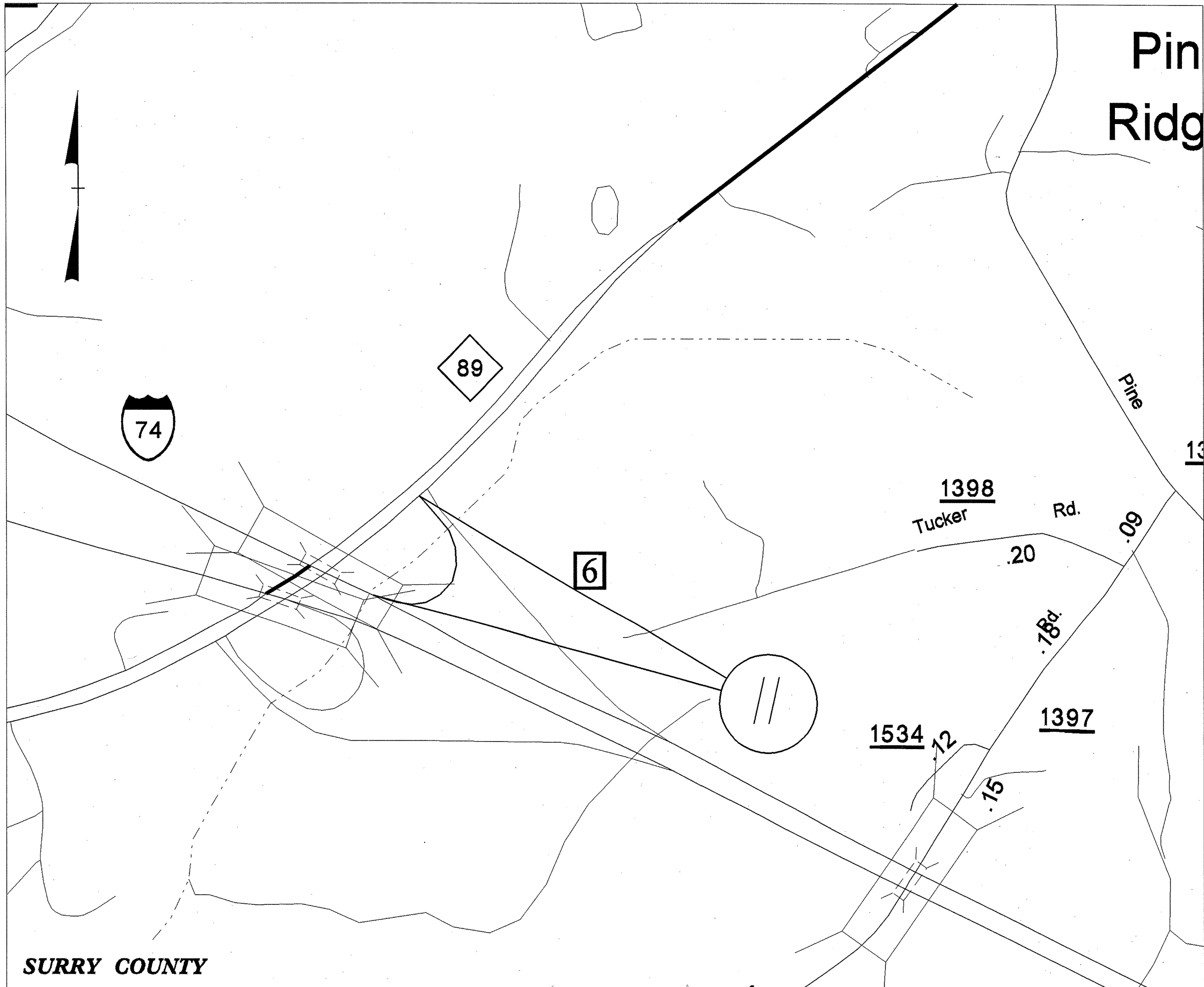
**SURRY COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
41452.3.GVI	10	22



**SURRY COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
41452.3.GVI	11	22



**SURREY COUNTY**

**Pin  
Ridg**

**74**

**89**

**6**

**11**

**1398**  
Tucker Rd.

Rd.

**.09**

**.20**

**.78**

**1534**

**.12**

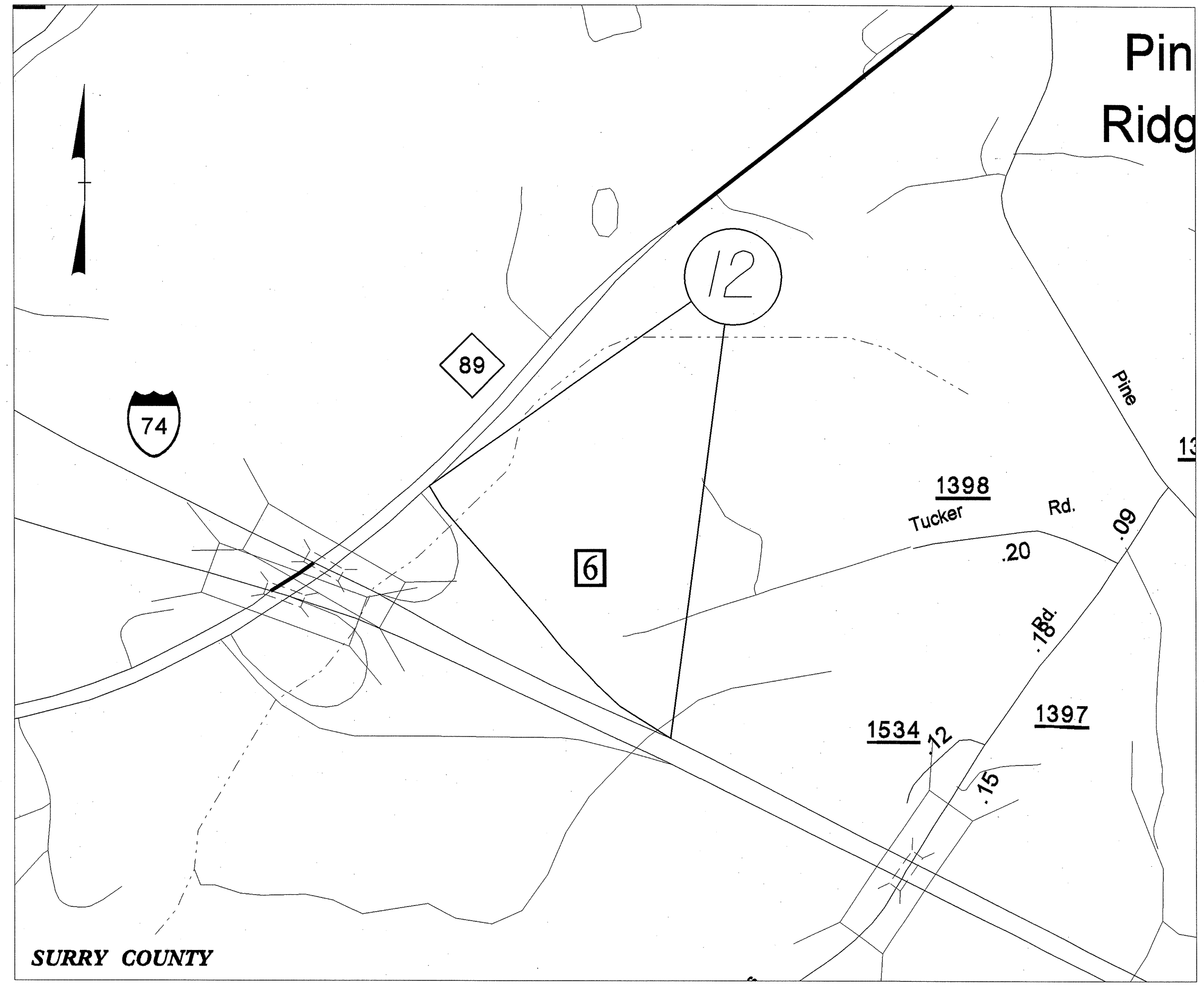
**.15**

**1397**

**13**

Pine

PROJECT NO.	SHEET NO.	TOTAL SHEETS
41452.3.GVI	12	22



**SURREY COUNTY**

**Pin  
Ridg**

12

89

74

6

1398  
Tucker Rd.

.20

.78a

1397

1534

12

.15

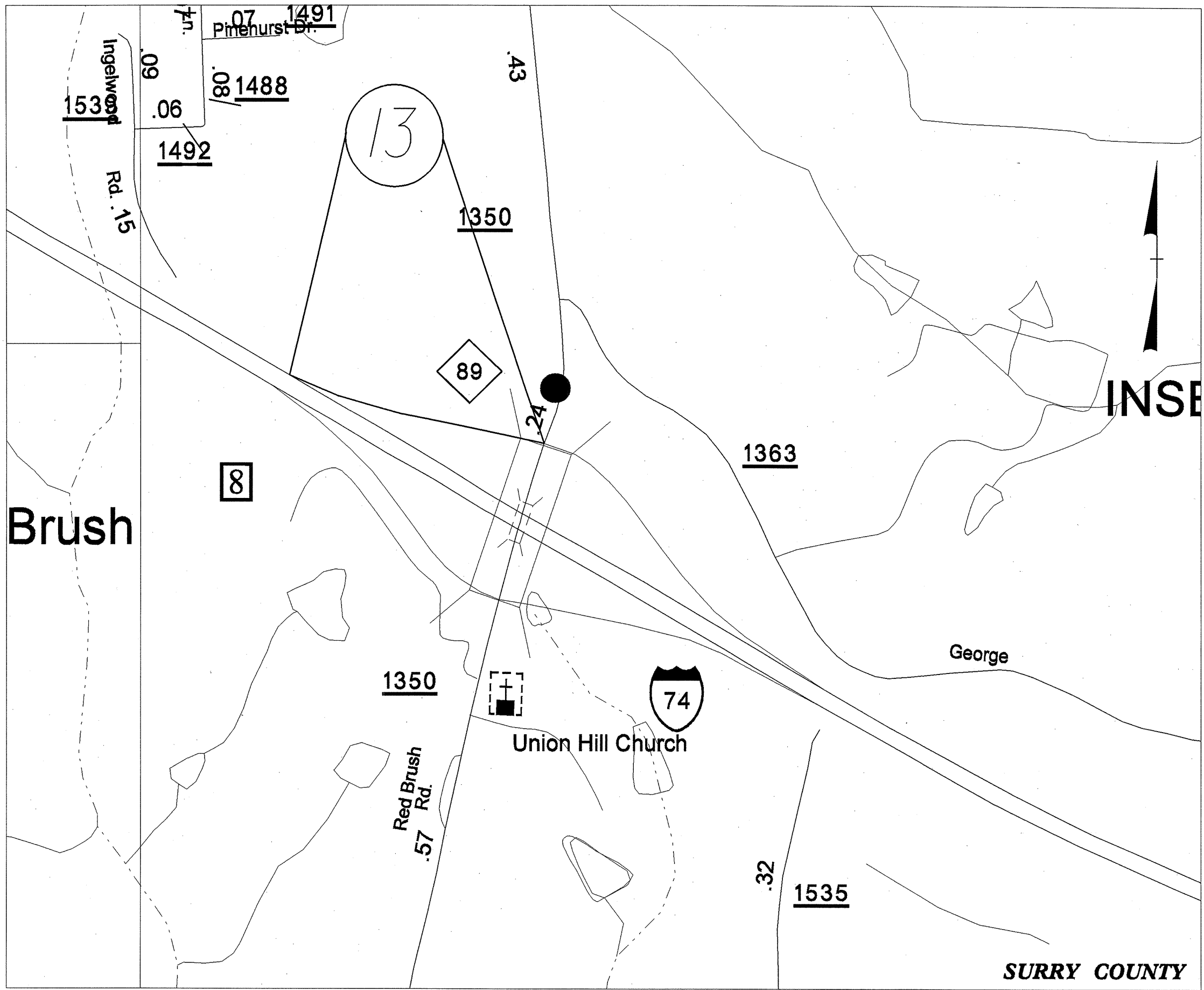
Pine

13

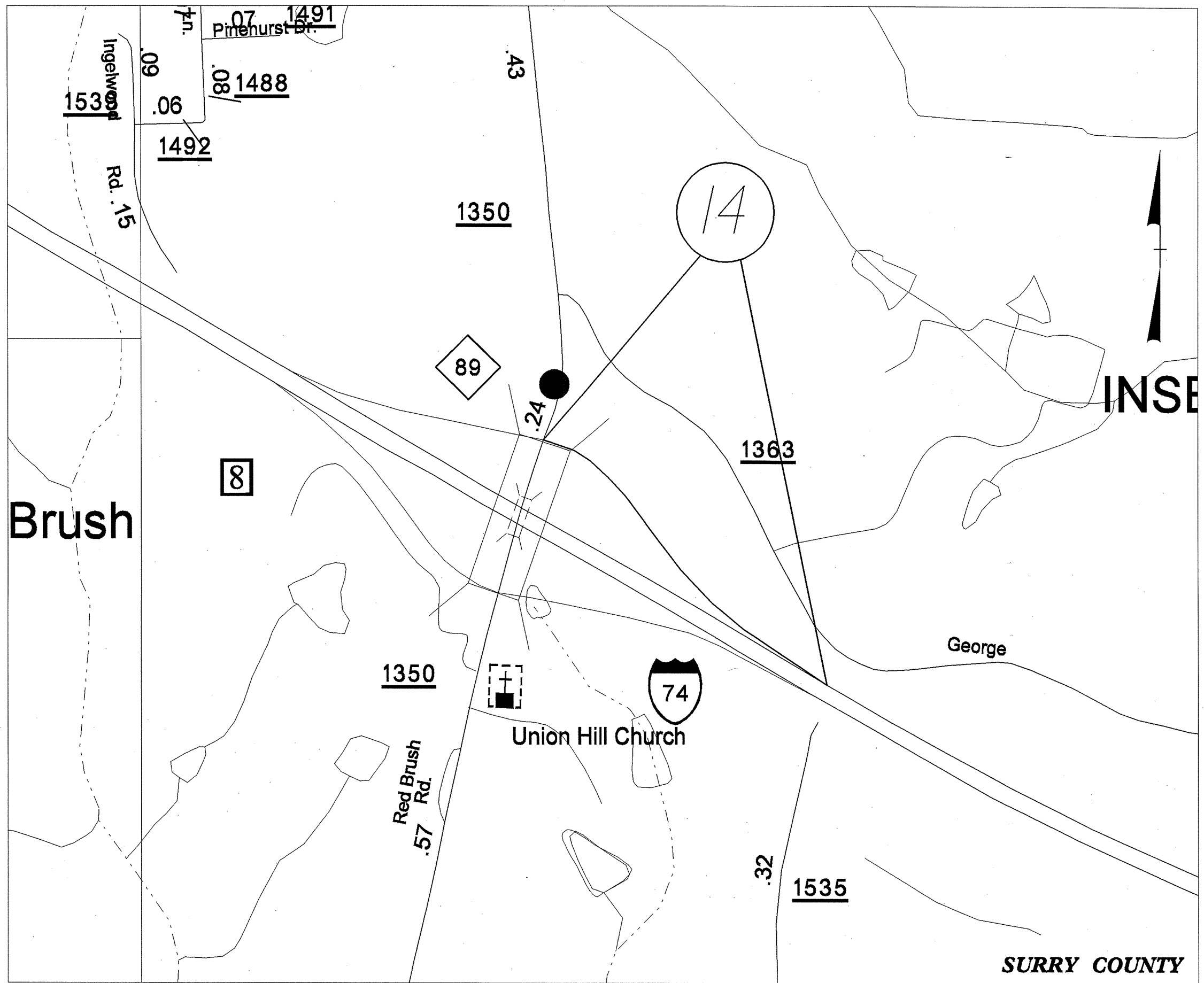
Rd.

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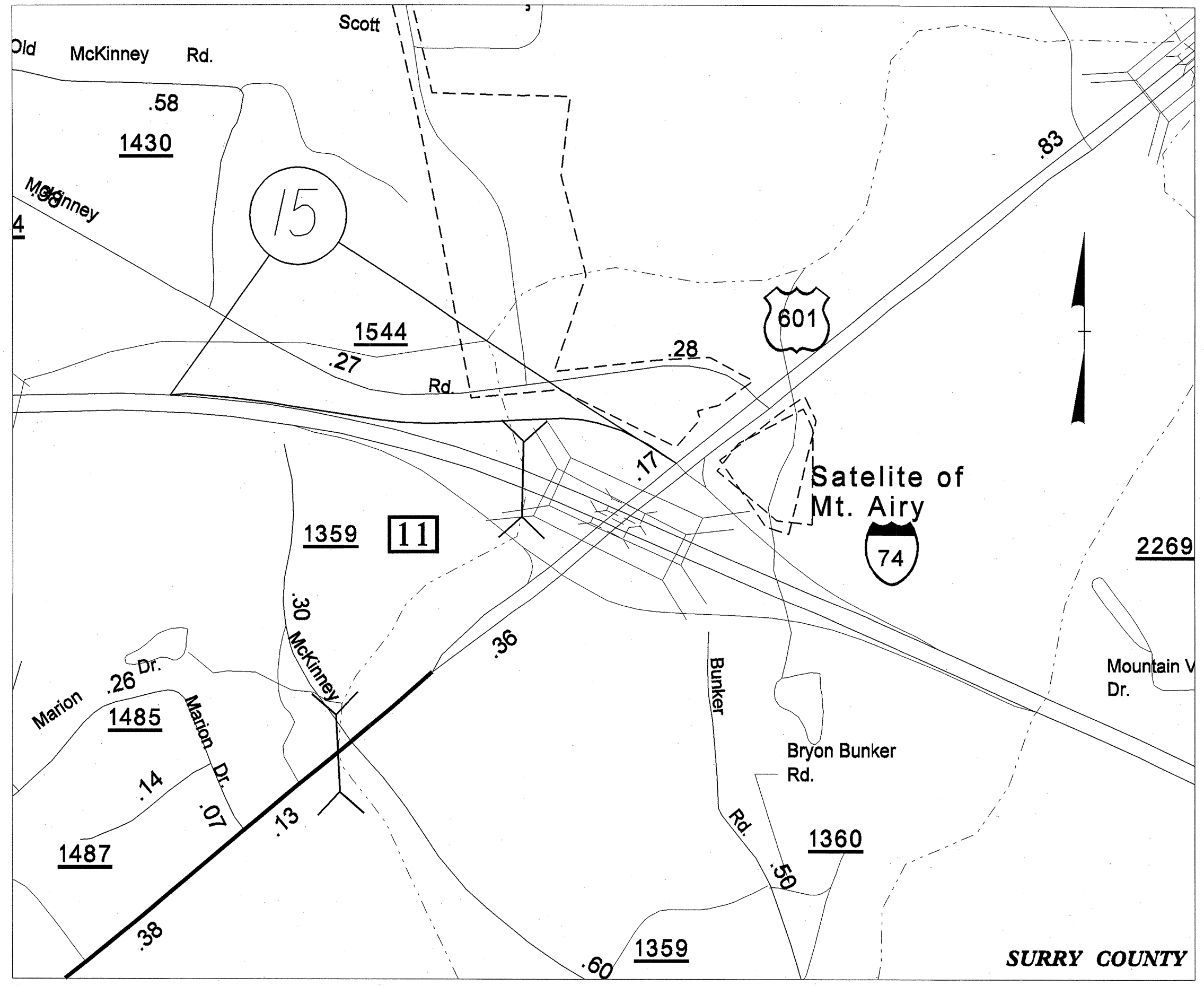
PROJECT NO.	SHEET NO.	TOTAL SHEETS
41452.3.GVI	13	22



PROJECT NO.	SHEET NO.	TOTAL SHEETS
41452.3.GVI	14	22



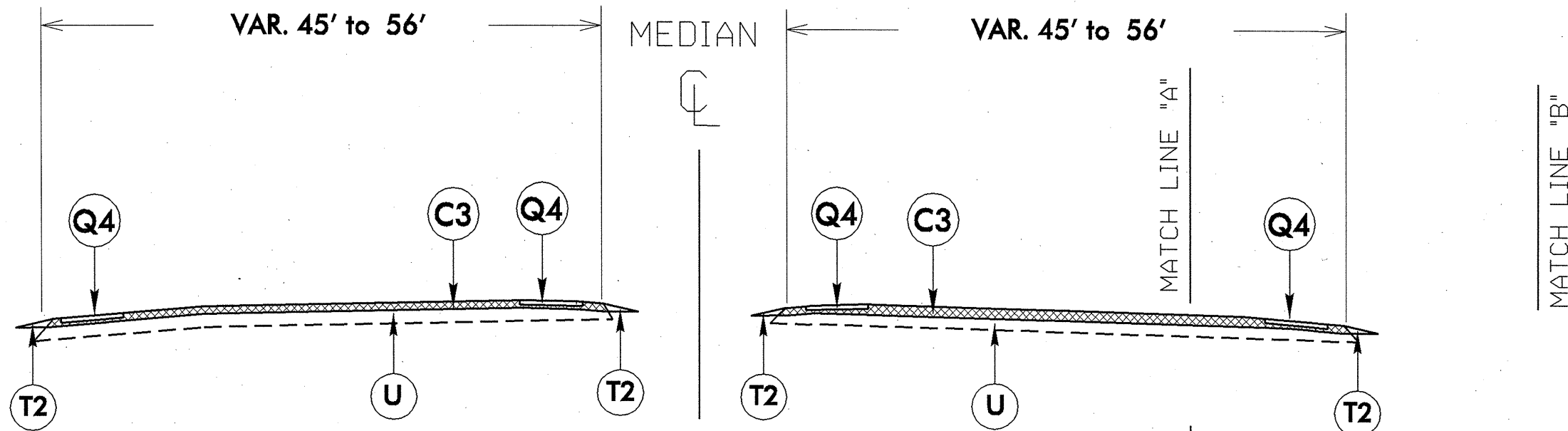
PROJECT NO.	SHEET NO.	TOTAL SHEETS
41452.3.GVI	15	22







6/2/99

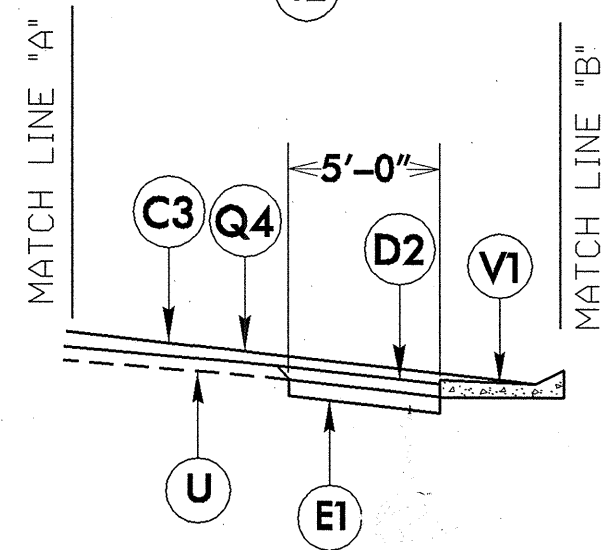


PROJECT REFERENCE NO. 41452.3.GV1	SHEET NO. 17 OF 22
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

### TYPICAL SECTION NO. 1

USE TYPICAL SECTION NO. 1 AS FOLLOWS:

- L- 41+15 TO -L- 60+10 (BEGIN BRIDGE) EBL, MAP 1
- L- 40+10 TO 60+10 (BEGIN BRIDGE) WBL, MAP 1



### TYPICAL SECTION NO. 1A

USE TYPICAL SECTION NO. 1A AS FOLLOWS:

- L- 41+15 TO -L- 51+25 LT EBL, MAP 1
- L- 55+70 TO -L- 58+50 LT WBL, MAP 9

C1	PROP. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	Q2	PROP. APPROX. MILLING OF 2.0"
C2	PROP. 2.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	Q3	PROP. APPROX. MILLING OF 2.5"
C3	PROP. 4.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	Q4	PROP. MILLED RUMBLE STRIPS
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	T1	EARTH MATERIAL
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2.5" IN DEPTH.	T2	5' SHOULDER RECONSTRUCTION
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 827 LBS. PER SQ. YD.	U	EXISTING PAVEMENT
Q1	PROP. APPROX. MILLING OF 1.5"	V1	EXISTING EXPRESSWAY CONCRETE GUTTER

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6/2/99

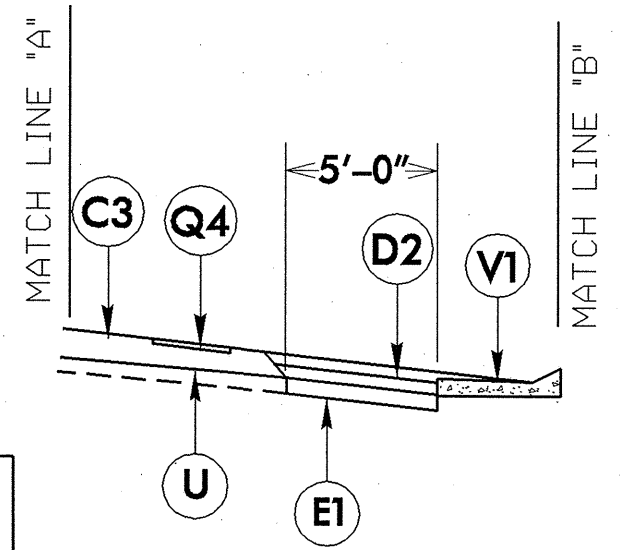
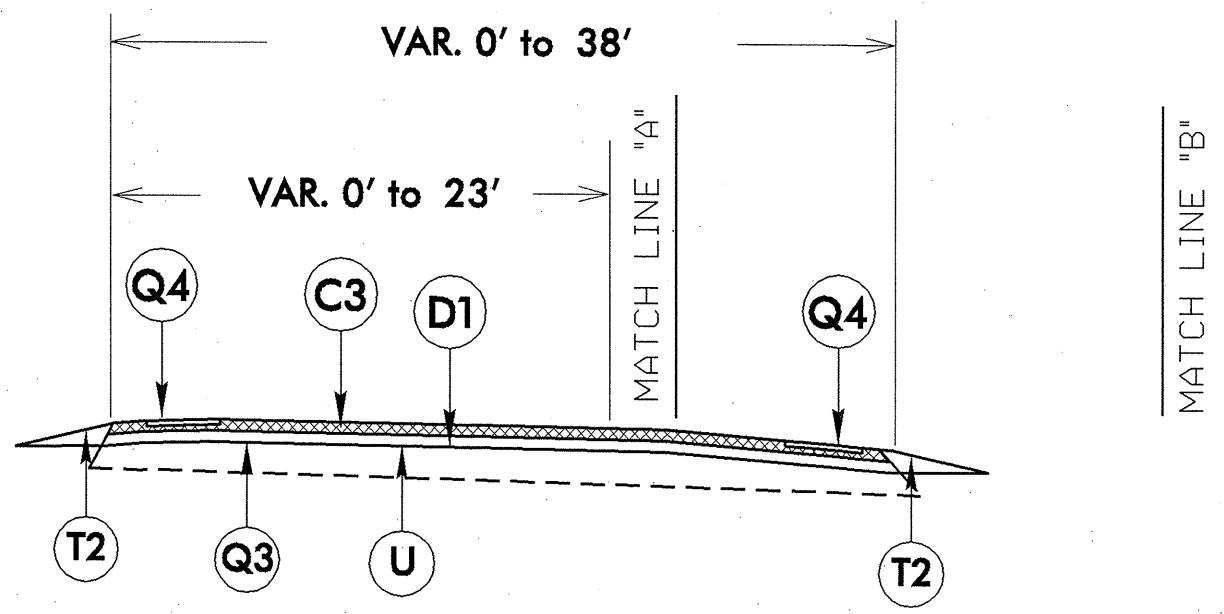
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PROJECT REFERENCE NO. 41452-3.GVI	SHEET NO. 18 OF 22
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

### TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2 AS FOLLOWS:

- L- 00+00 TO -L- 40+10 WBL, MAP 9
- L- 00+15 TO -L- 23+25 (BEGIN BRIDGE) EBL, MAP 1
- L- 25+00 (END BRIDGE) TO -L- 41+15 EBL, MAP 1
- RAMP "A" STATION 13+25 TO -L-41+15 EBL, MAP 2
- RAMP "B" STATION 5+45 TO -L-40+10 WBL, MAP 10



C1	PROP. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	Q2	PROP. APPROX. MILLING OF 2.0"
C2	PROP. 2.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	Q3	PROP. APPROX. MILLING OF 2.5"
C3	PROP. 4.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	Q4	PROP. MILLED RUMBLE STRIPS
D1	PROP. APPROX. 2.5 " ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	T1	EARTH MATERIAL
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2.5: IN DEPTH.	T2	5' SHOULDER RECONSTRUCTION
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.	U	EXISTING PAVEMENT
Q1	PROP. APPROX. MILLING OF 1.5"	V1	EXISTING EXPRESSWAY CONCRETE GUTTER

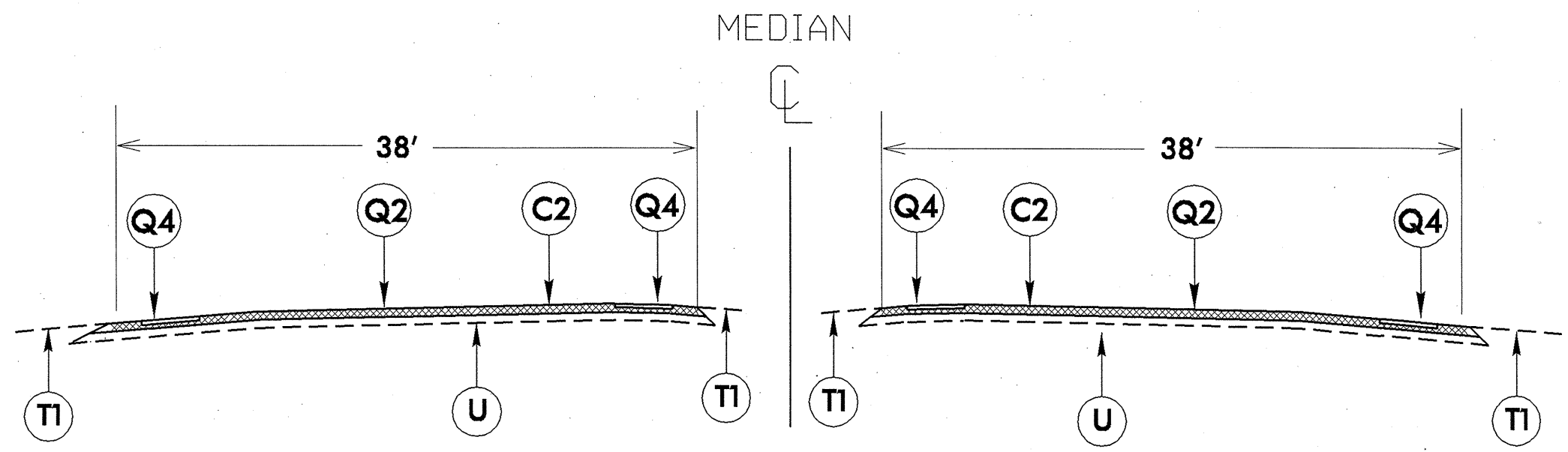
### TYPICAL SECTION NO. 2A

USE TYPICAL SECTION NO. 2A AS FOLLOWS:

- L- 22+60 TO -L- 35+10 LT WBL, MAP 9
- L- 33+05 TO -L- 41+15 LT EBL, MAP 1
- RAMP "A" STATION 33+25 TO -L-41+15 EBL, MAP 1&2
- RAMP "B" STATION 30+90 TO RAMP "B" STATION 35+20 RT, MAP 10

8/2/99

PROJECT REFERENCE NO. 41452.3.GV1	SHEET NO. 19 OF 22
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER



### TYPICAL SECTION NO. 3

USE TYPICAL SECTION NO. 3 AS FOLLOWS:

- L- 62+60(END BRIDGE) TO -L- 352+70 EBL, MAP 8
- L- 62+60(END BRIDGE) TO -L- 353+40 WBL, MAP 16

C1	PROP. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	Q2	PROP. APPROX. MILLING OF 2.0"
C2	PROP. 2.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	Q3	PROP. APPROX. MILLING OF 2.5"
C3	PROP. 4.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	Q4	PROP. MILLED RUMBLE STRIPS
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	T1	EARTH MATERIAL
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2.5" IN DEPTH.	T2	5' SHOULDER RECONSTRUCTION
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.	U	EXISTING PAVEMENT
Q1	PROP. APPROX. MILLING OF 1.5"	V1	EXISTING EXPRESSWAY CONCRETE GUTTER

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PROJECT NO.	SHEET NO.	TOTAL NO.
41452.3.GV1	21	22

## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH MI	WIDTH FT	UNCLASSIFIED EXCAVATION CY	SHOULDER RECONSTRUCTION SMI	2.5" MILLING SY	1 1/2" MILLING SY	2" MILLING SY	BASE COURSE B25.0C TONS	INTERMEDIATE COURSE, I19.0C TONS	SURFACE COURSE, S9.5C TONS	PG 64-22 PLANT MIX TONS	PG 70-22 PLANT MIX TONS	MILLED RUMBLE STRIPS LF	STEEL BEAM GUARDRAIL LF	GUARDRAIL ANCHOR UNITS, TYPE 350 EA	REMOVE EXISTING GUARDRAIL LF	SEEDING AND MULCHING AC
I-74 REHAB	Surry	1	I-74 EBL	FROM I-77 TO NC 89	1, 1A, 2 & 2A	1.14	44.565	350	1.86	4,650			394	2,318	6,732	134	404	12,040	3,430	6	3,430.00	3.46
		2	I-74 RAMP A	FROM I-77 NB TO I-74 EBL CONFLUENCE	1 & 1A	0.528	24	230	1.06				138	86	1,688	10	101	5,575	900	1	900.00	1.24
		3	I-74 EBL LP B @ NC 89	OFF RAMP AT NC 89	4	0.525	27				3,576				624		37					
		4	I-74 EBL RP B @ NC 89	ON RAMP EBL @ NC 89	4	0.668	27				7,378				794		48					
		5	I-74 EBL RP C @ RED BRUSH	OFF RAMP AT RED BRUSH ROAD	4	0.398	27				4,154				473		28					
		6	I-74 EBL RP D @ RED BRUSH	ON RAMP @ RED BRUSH ROAD	4	0.271	27				3,498				295		18					
		7	I-74 EBL RP C @ US 601	OFF RAMP AT US 601	4	0.299	27				3,498				326		20					
		8	I-74 EBL	FROM NC 89 TO US 601	3	5.5	38					83,377			13,793		828	58,080				
		9	I-74 WBL	FROM NC 89 TO I-77 CONFLUENCE	1, 1A, 2 & 2A	1.14	44	285	1.4	14,670			190	3,365	6,642	167	398	12,000	2,150	4	2,150.00	1.77
		10	I-74 WBL RAMP B TO I-77 SBL	OFF RAMP TO I-77 SBL	1	0.656	38	80	1.4				75	134	3,305	10	198	6,900	950	2	950.00	1.53
		11	I-74 WBL LP C @ NC 89	ON RAMP FROM NC 89 TO WBL I-74	4	0.202	27				2,774				240		14					
		12	I-74 WBL RP C @ NC 89	OFF RAMP FROM I-74 WBL TO NC 89	4	0.421	27				5,928				501		30					
		13	I-74 WBL RP B @ RED BRUSH RD	ON RAMP AT RED BRUSH ROAD	4	0.405	27				3,549				442		26					
		14	I-74 WBL RP A @ RED BRUSH RD	OFF RAMP AT RED BRUSH ROAD	4	0.3	27				3,795				327		20					
		15	I-74 RP B AT US 601	ON RAMP AT US 601	4	0.342	27				4,375				373		22					
		16	I-74 WBL	FROM NC 89 TO US 601	3	5.5	38					82,931			13,793		828	58,080				
<b>TOTAL FOR PROJ NO. I-74 REHAB</b>						<b>18.295</b>		<b>945</b>	<b>5.72</b>	<b>19,320</b>	<b>42,525</b>	<b>166,308</b>	<b>584</b>	<b>5,903</b>	<b>50,348</b>	<b>321</b>	<b>3,020</b>	<b>152,675</b>	<b>7,430</b>	<b>13</b>	<b>7,430.00</b>	<b>8.00</b>
<b>GRAND TOTAL</b>						<b>18.295</b>		<b>945</b>	<b>5.72</b>	<b>19,320</b>	<b>42,525</b>	<b>166,308</b>	<b>584</b>	<b>5,903</b>	<b>50,348</b>	<b>321</b>	<b>3,020</b>	<b>152,675</b>	<b>7,430</b>	<b>13</b>	<b>7,430.00</b>	<b>8.00</b>

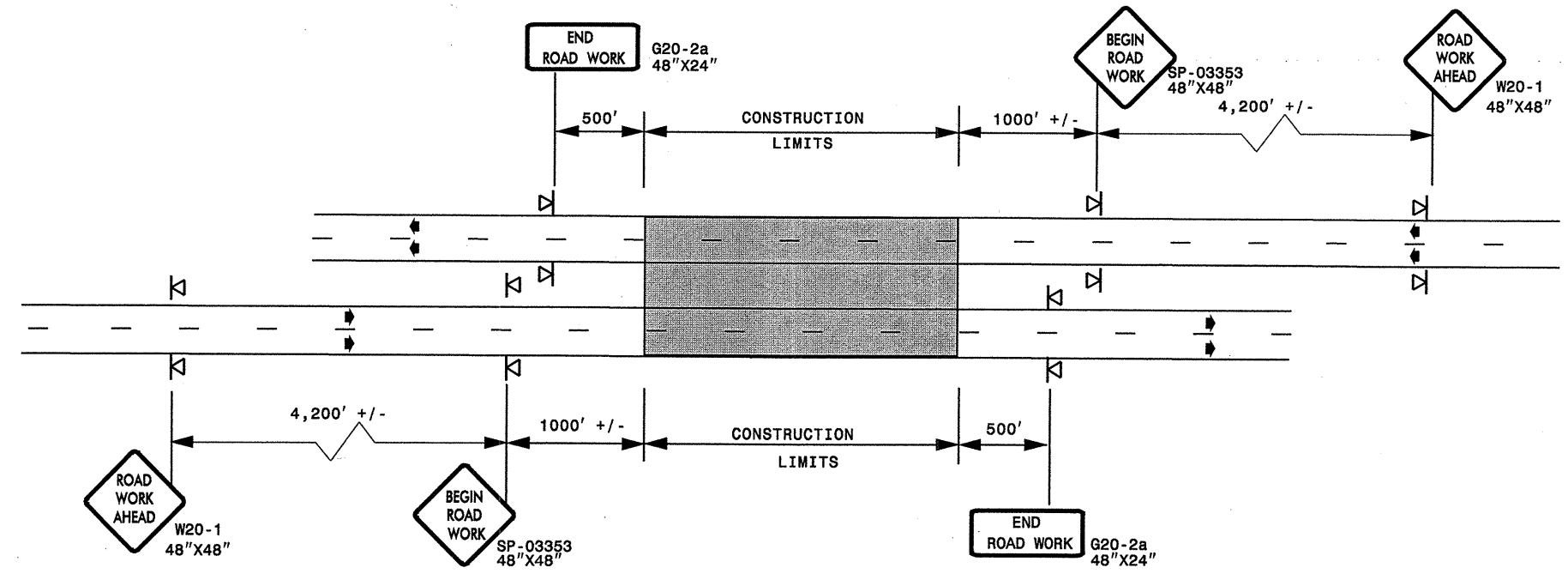
PROJECT NO.	SHEET NO.	TOTAL NO.
41452.3.GV1	22	22

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4405000000-E	4415000000-E	4420000000-N	4430000000-E	4480000000-N	4468500000-E	4468600000-E	4468800000-E	4469000000-E	4470000000-E	4815000000-E			4825000000-E		4845000000-N		4725000000-E		4905000000-N
					WORK ZONE SIGNS (PORTABLE) SF	FLASHING ARROW PANELS, TYPE C EA	CHANGEABLE MESSAGE SIGN EA	DRUMS EA	TRUCK MOUNTED IMPACT ATTENUATOR OR EA	4" X 90 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	6" X 90 M WHITE THERMO LF	6" X 120 M YELLOW THERMO LF	12" X 90 M WHITE THERMO LF	6" WHITE PAINT LF	6" YELLOW PAINT LF	12" WHITE PAINT LF	PAINT RT ARROW EA	PAINT LT ARROW EA	THERMO RT ARROW EA	THERMO LT ARROW EA	SNOW PLOWABLE MARKERS EA		
I-74 REHAB	Surry	1	I-74 EBL	FROM I-77 TO NC 89	640.00	2	2.00	150	1			19,266	6,019	700	19,266	6,019	700	3		3				80
		2	I-74 RAMP A	FROM I-77 NB TO I-74 EBL CONFLUENCE								3,348	2,788	750	3,348	2,788	750							42
		3	I-74 EBL LP B @ NC 89	OFF RAMP AT NC 89						1,350	1,350			500			500	1	1	1	1			42
		4	I-74 EBL RP B @ NC 89	ON RAMP EBL @ NC 89						2,763	2,763			500			500							53
		5	I-74 EBL RP C @ RED BRUSH	OFF RAMP AT RED BRUSH ROAD						1,560	1,560			500			500							32
		6	I-74 EBL RP D @ RED BRUSH	ON RAMP @ RED BRUSH ROAD						1,430	1,430			500			500							22
		7	I-74 EBL RP C @ US 601	OFF RAMP AT US 601						1,430	1,430			500			500							24
		8	I-74 EBL	FROM NC 89 TO US 601								34,870	29,040		34,870	29,040								385
		9	I-74 WBL	FROM NC 89 TO I-77 CONFLUENCE								7,228	6,019	700	7,228	6,019	700							91
		10	I-74 WBL RAMP B TO I-77 SBL	OFF RAMP TO I-77 SBL								4,159	3,464	750	4,159	3,464	750							52
		11	I-74 WBL LP C @ NC 89	ON RAMP FROM NC 89 TO WBL I-74						210	210			400			400							16
		12	I-74 WBL RP C @ NC 89	OFF RAMP FROM I-74 WBL TO NC 89						935	935			350			350	2	2	2	2			34
		13	I-74 WBL RP B @ RED BRUSH RD	ON RAMP AT RED BRUSH ROAD						1,450	1,450			350			350							32
		14	I-74 WBL RP A @ RED BRUSH RD	OFF RAMP AT RED BRUSH ROAD						1,550	1,550			350			350							24
		15	I-74 RP B AT US 601	ON RAMP AT US 601						1,792	1,792			350			350							27
		16	I-74 WBL	FROM NC 89 TO US 601								34,870	29,040		34,870	29,040								385
<b>TOTAL FOR PROJ NO. I-74 REHAB</b>					<b>640</b>	<b>2</b>	<b>2</b>	<b>150</b>	<b>1</b>	<b>14,470</b>	<b>14,470</b>	<b>103,741</b>	<b>76,370</b>	<b>7,200</b>	<b>103,741</b>	<b>76,370</b>	<b>7,200</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>3</b>			<b>1,342</b>
															<b>180,111</b>			<b>9</b>		<b>9</b>				
<b>GRAND TOTAL</b>					<b>640</b>	<b>2</b>	<b>2</b>	<b>150</b>	<b>1</b>	<b>14,470</b>	<b>14,470</b>	<b>103,741</b>	<b>76,370</b>	<b>7,200</b>	<b>103,741</b>	<b>76,370</b>	<b>7,200</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>3</b>			<b>1,342</b>
															<b>180,111</b>			<b>9</b>		<b>9</b>				

**ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)**

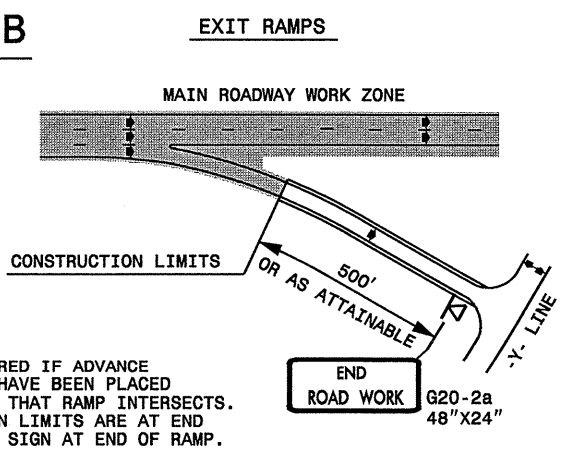
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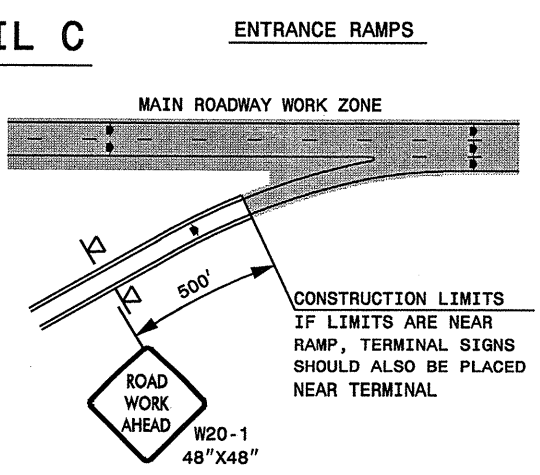
STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

**ROADWAYS INTERSECTING ALONG FREEWAY WORK ZONE (Y-LINES)**

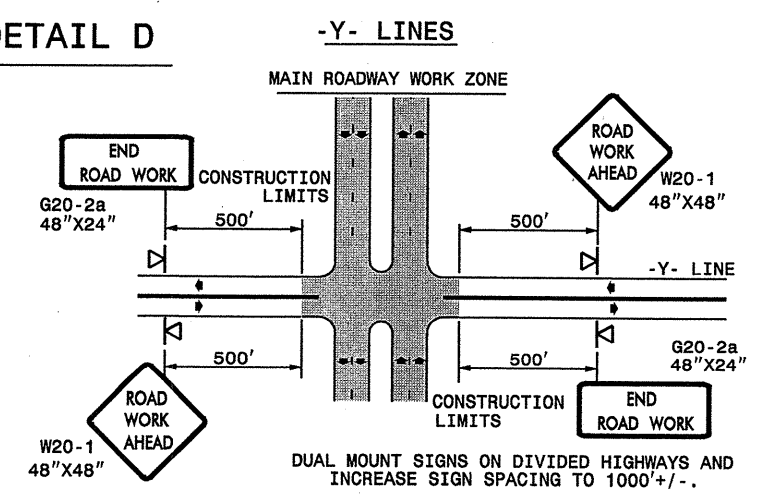
**DETAIL B**



**DETAIL C**



**DETAIL D**



**DETAIL DRAWING  
FOR FREEWAYS  
WORK ZONE WARNING SIGNS  
(SHORT-DURATION LANE CLOSURES)**

**GENERAL NOTES**

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH PORTABLE WORK ZONE SIGN STANDS SPECIFICALLY DESIGNED FOR ONE ANOTHER. PORTABLE WORK ZONE SIGNS MAY BE ROLL UP OR APPROVED COMPOSITE.
- PROVIDE PORTABLE WORK ZONE SIGN STANDS, PORTABLE SIGNS AND SIGN SHEETING WHICH ARE LISTED ON THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S APPROVED PRODUCT LIST OR ACCEPTED AS TRAFFIC QUALIFIED BY THE TRAFFIC CONTROL UNIT.
- \*\* TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

**LEGEND**

◁ PORTABLE SIGN

➡ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR FREEWAYS WORK ZONE WARNING SIGNS	
SEAL	SCALE: NONE		REVISIONS
	DATE: _____		7-98 10/01
	DWG. BY: _____		10-98 03/04
	DESIGN BY: _____		01/01 11/04
REVIEWED BY: _____	CADD FILE		

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