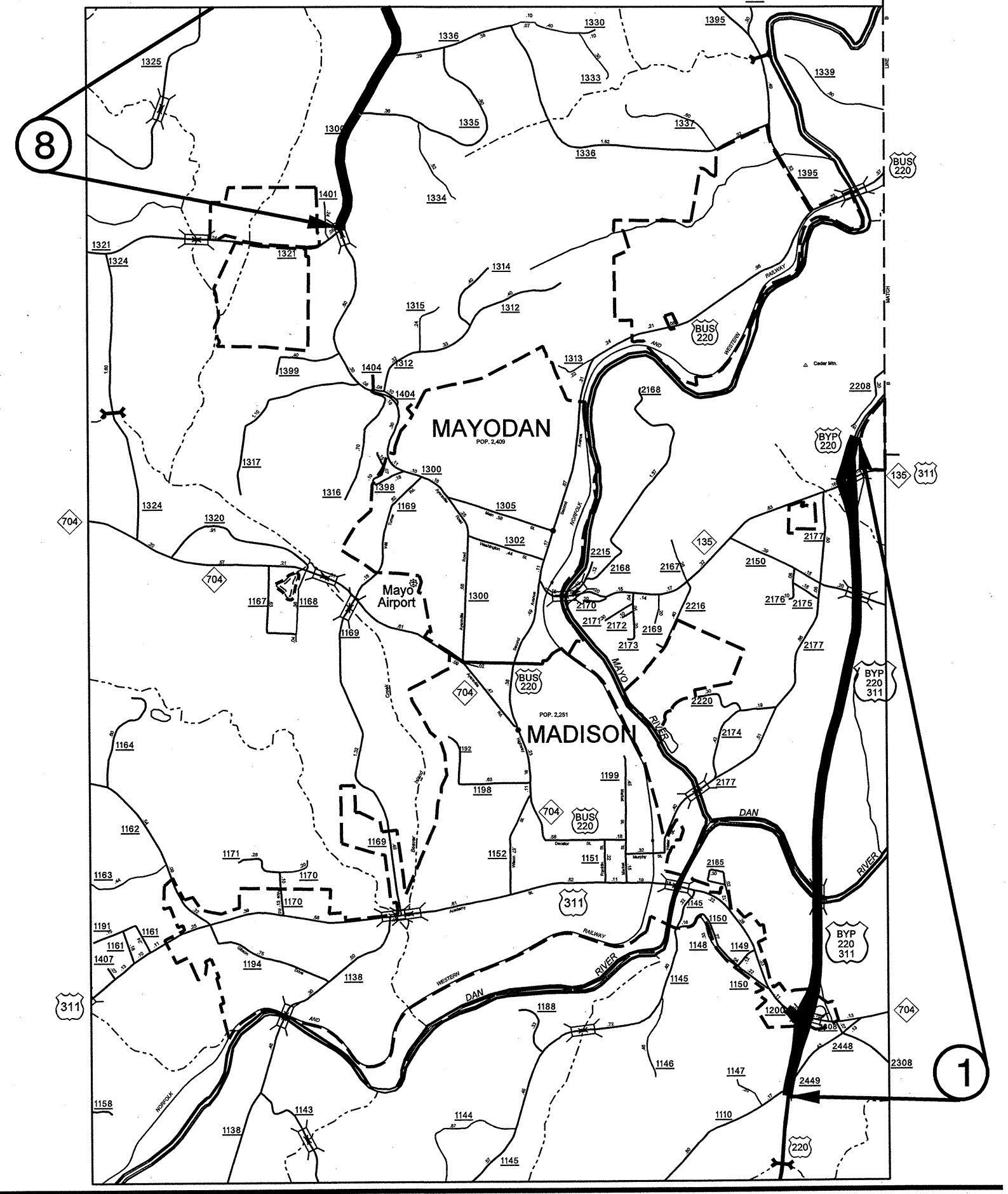
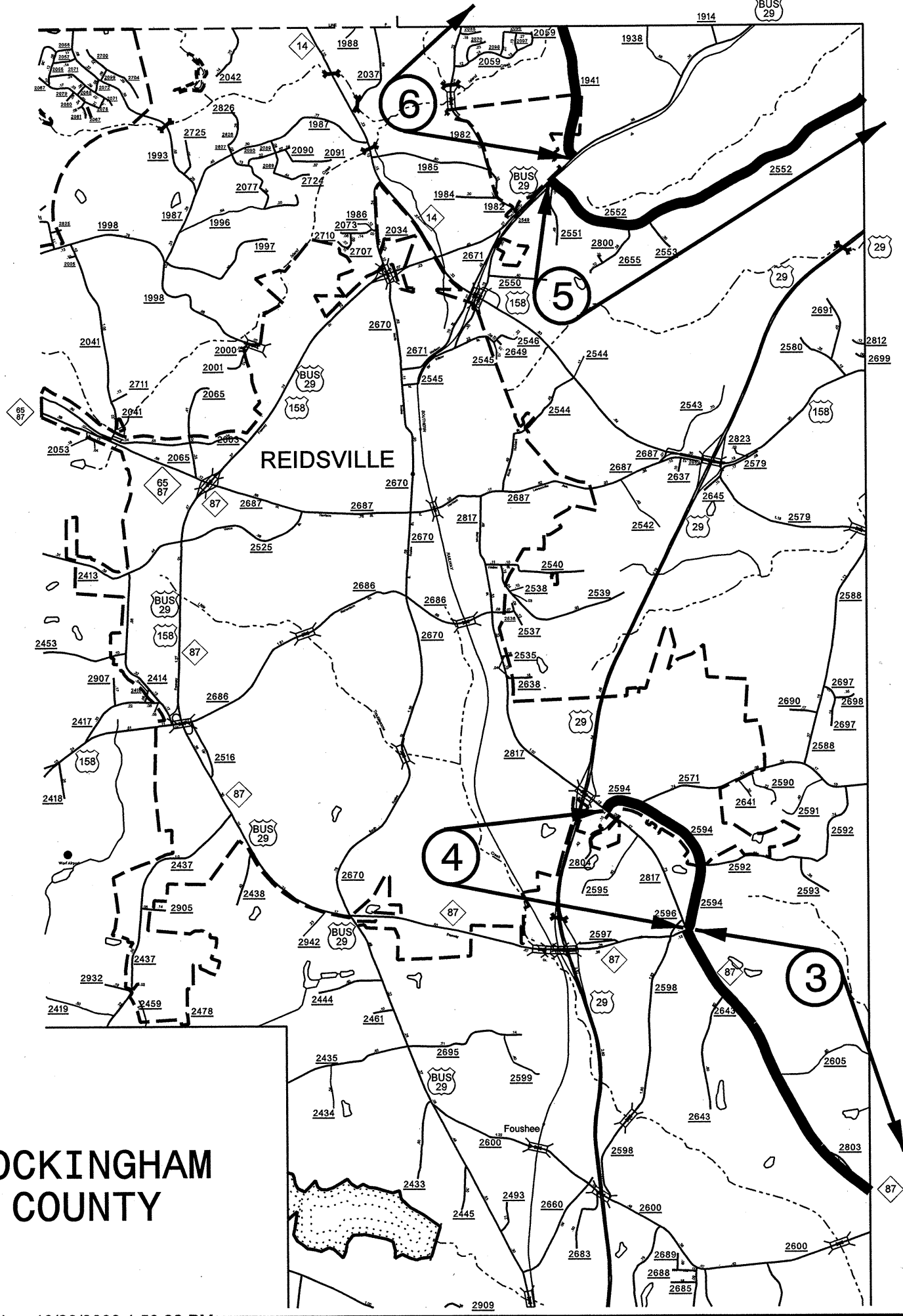




7CR.10791.24  
 7CR.20791.24  
 7SP.10791.70

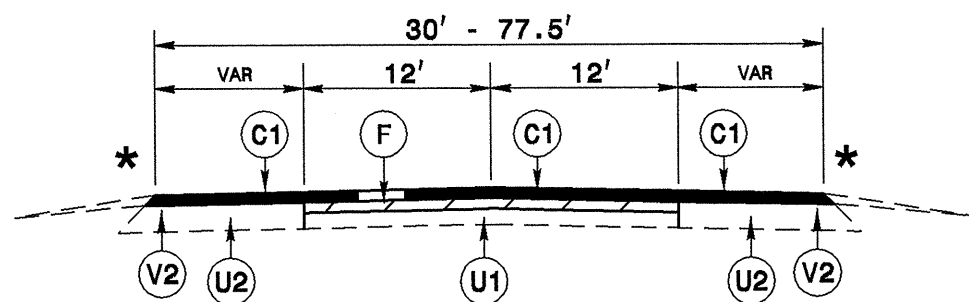
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10791.24, ETC.	2	6



ROCKINGHAM  
 COUNTY

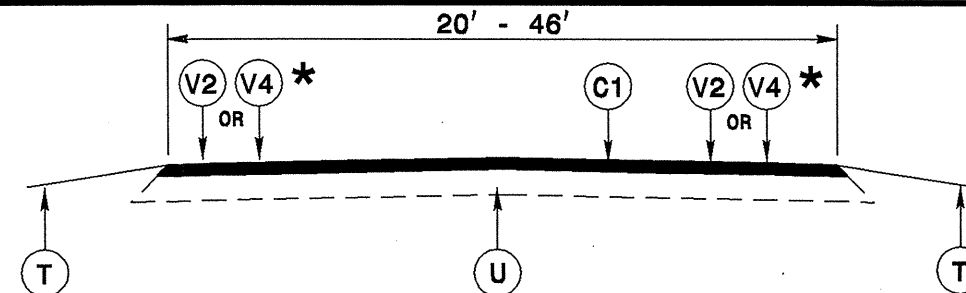
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10791.24, ETC.	3	6

7CR.10791.24  
7CR.20791.24  
7SP.10791.70



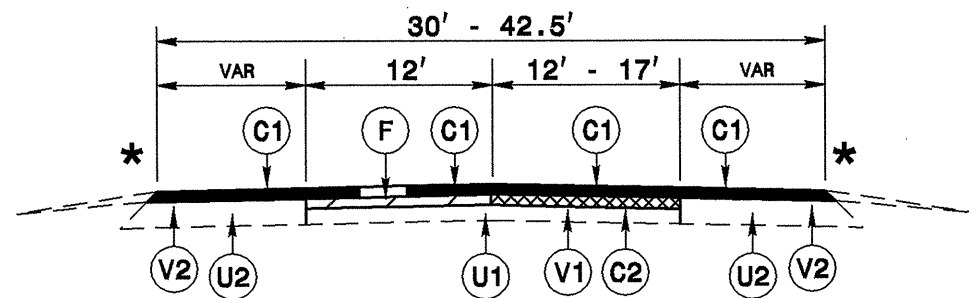
USED ON MAP 1  
NOTE: F - TO BE DONE IN TRAVEL LANE ONLY  
\* USE MILLING DETAIL 2 IN EXPRESSWAY GUTTER SECTION  
EXPRESSWAY GUTTER IN VARIOUS AREAS, APPROX. 1854 LF TOTAL

**TYPICAL SECTION NO. 1**



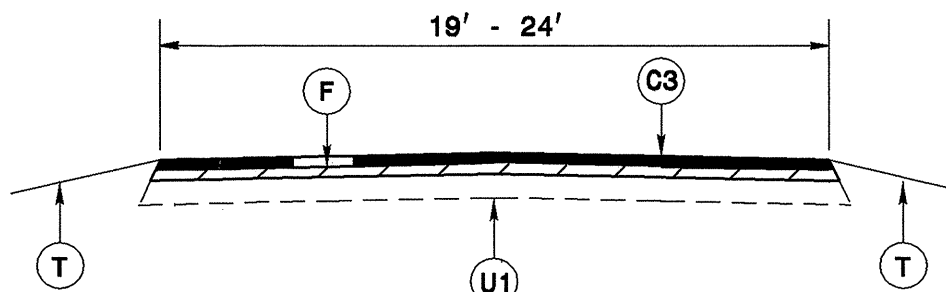
USED ON MAPS 2,3,4  
NOTE: \* USE MILLING DETAIL 4 IN CURB & GUTTER SECTION ON MAP 5  
\* USE MILLING DETAIL 2 IN CURB & GUTTER SECTION APPROX. 90 LF NEAR EDEN CITY LIMIT)

**TYPICAL SECTION NO. 5**

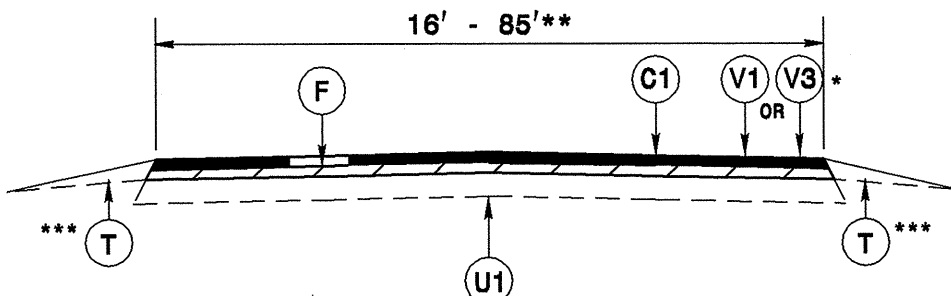


USED ON MAP 1  
NOTE: V1 - TO BE DONE IN RIGHT TRAVEL LANE ONLY  
F - TO BE DONE IN LEFT TRAVEL LANE ONLY  
\* USE MILLING DETAIL 2 IN EXPRESSWAY GUTTER SECTION

**TYPICAL SECTION NO. 2**



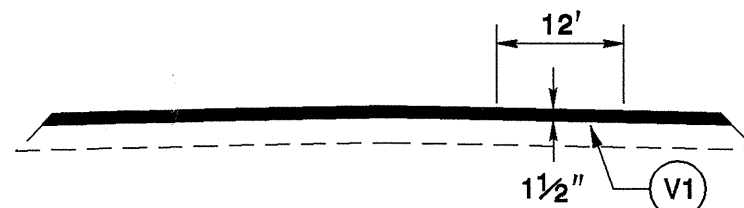
USED ON MAPS 5,6,7,8,9,10  
**TYPICAL SECTION NO. 6**



USED ON MAPS 1,3,11  
NOTE: \* USE MILLING DETAIL 3 ON RAMP A (RAMP A HAS 2'-6" CURB & GUTTER)  
\* USE MILLING DETAIL 1 ON MAP 5  
\*\* 85' DIMENSION OCCURS AT THE INTERSECTION  
\*\*\*MAP 1 - DOES NOT HAVE SHOULDER RECONSTRUCTION  
\*\*\*MAP 11 - SHOULDER RECONSTRUCTION IS REQUIRED  
\*\*\*MAP 3 - SHOULDER RECONSTRUCTION IS REQUIRED

**TYPICAL SECTION NO. 3**

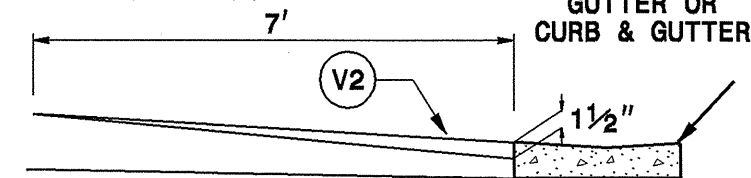
**MILLING DETAIL 1**



MILL EXISTING ASPHALT PAVEMENT 1 1/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER

NOTE:  
TO BE USED IN CONJUNCTION WITH  
TS. NO. 2 ON MAP 1

**MILLING DETAIL 2**

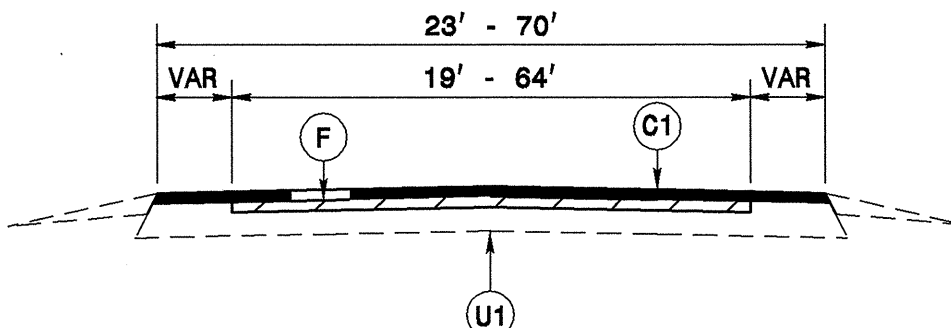


MILL EXISTING ASPHALT PAVEMENT 0-1 1/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER

NOTE:  
TO BE USED IN CONJUNCTION WITH  
TS. NO. 1,3,5 ON MAPS 1,2,3

**PAVEMENT SCHEDULE**

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	F	AST MAT COAT, 78M	V2	0-1 1/2" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. - PLACE IN MILLED AREA	T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.	V3	0 - 4 1/2" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
C3	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.	U1	EXISTING PAVEMENT.	U2	EXISTING PAVED SHOULDER.
D	PROP. APPROX. 3" ASPHALT INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	V1	1 1/2" MILLING FOR 12 FT	V4	0 - 1 1/2" MILLING FOR 7 FT FROM THE FACE OF CURB TO THE ROADWAY
				V5	3" MILLING FOR 4 FT AS DIRECTED BY THE ENGINEER.

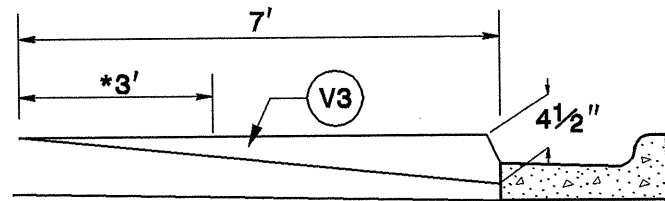


USED ON MAP 1  
**TYPICAL SECTION NO. 4**

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10791.24, ETC.	4	6

7CR.10791.24  
7CR.20791.24  
7SP.10791.70

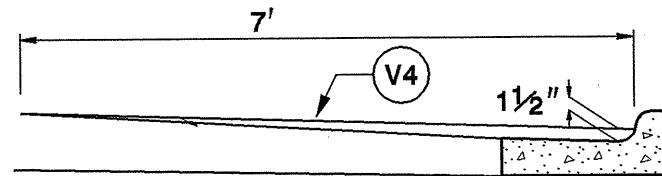
### MILLING DETAIL 3



\* IF 78M SEAL IS INVOLVED OVERLAP 3'  
MILL EXISTING ASPHALT PAVEMENT 0" - 4 1/2" AT  
LOCATIONS AS DIRECTED BY THE ENGINEER

NOTE:  
TO BE USED IN CONJUNCTION WITH  
TS. NO. 3 ON MAP 1

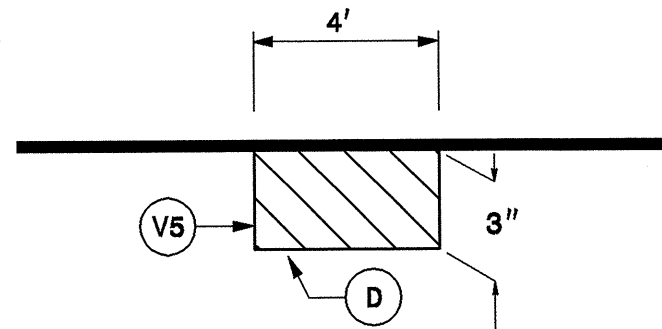
### MILLING DETAIL 4



MILL EXISTING ASPHALT PAVEMENT 0-1 1/2" AT  
LOCATIONS AS DIRECTED BY THE ENGINEER

NOTE:  
TO BE USED IN CONJUNCTION WITH  
TS. NO. 5 ON MAP 2

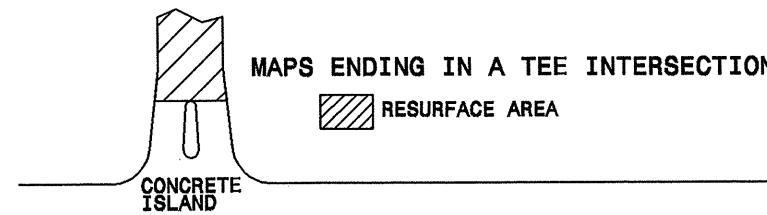
### MILLING DETAIL 5



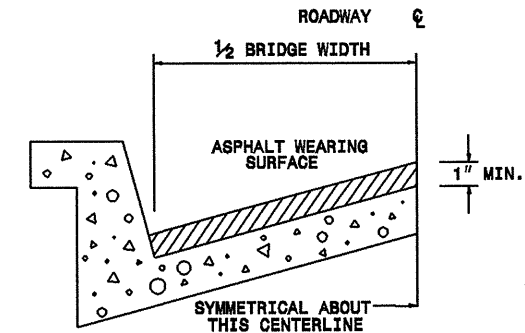
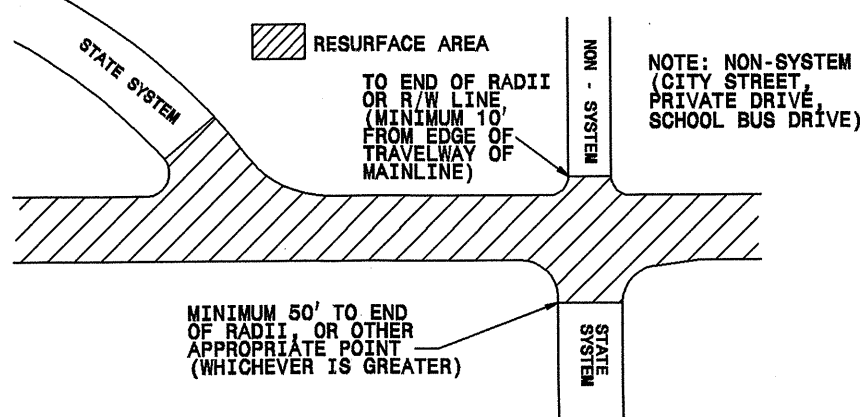
MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH,  
AT LOCATIONS AS DIRECTED BY THE ENGINEER.

NOTE: TO BE USED IN CONJUNCTION WITH  
T.S. NO.1-4 ON MAP NO.1 FOR PATCHING

### PAVING DETAIL 1 MAIN LINE IS NOT BEING RESURFACED



### PAVING DETAIL 2 MAIN LINE IS BEING RESURFACED



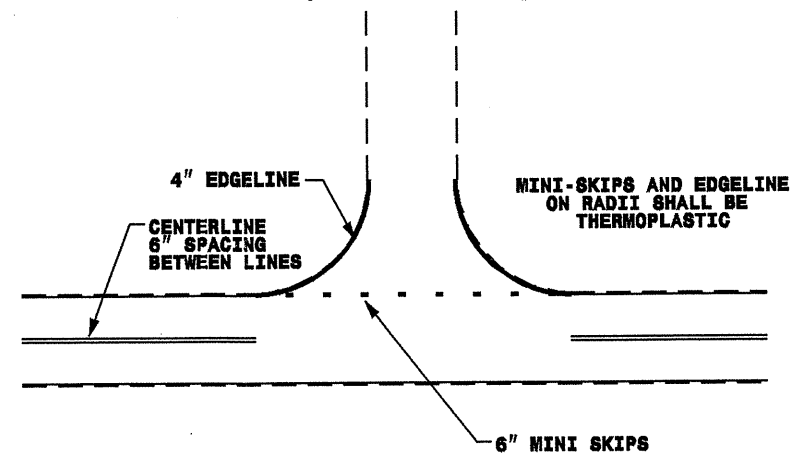
#### BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN. THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 1" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

#### NOTES

ALL UNPAVED S.R. ROUTES TO BE SURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.  
ALL PAVED S.R. ROUTES TO BE RESURFACED TO END OF RADDII, OR AS DIRECTED BY THE ENGINEER. EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES. BRIDGES TO BE RESURFACED AT LOCATIONS AND DEPTH AS DIRECTED BY THE ENGINEER.

### TO BE USED AT ALL NON-SIGNALIZED INTERSECTIONS (NOT TO SCALE)



NOTE: MINI SKIPS SHALL BE PLACED ON A 10' CYCLE, CONTAINING AN 8' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

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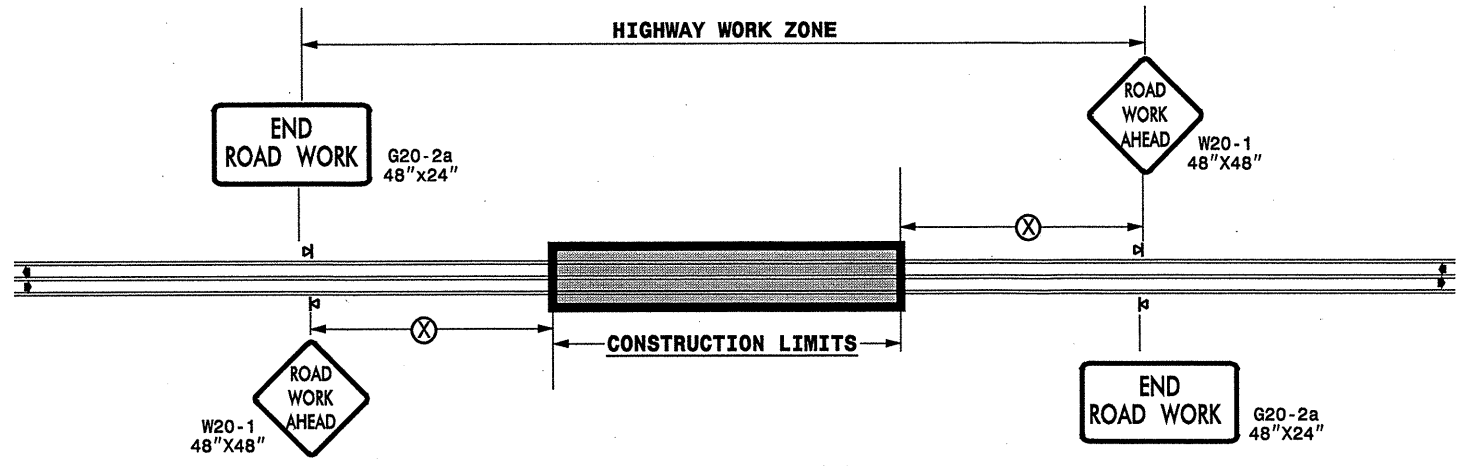


PROJECT NO.	SHEET NO.	TOTAL NO.
7CR.10791.24, 7CR.20791.24 7SP.10791.70	6	6

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4" X 90 M YELLOW THERMO	4" X 90 M WHITE THERMO	4" X 120 M WHITE THERMO	4" X 120 M YELLOW THERMO	8" X 120 M WHITE THERMO	6" X 120 M WHITE THERMO	8" X 90 M WHITE THERMO	8" X 90 M YELLOW THERMO	16" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO MSG ONLY 120 M	THERMO RXR 120 M	THERMO MSG SCHOOL 120 M	THERMO MERGE LEFT ARROW 90 M	THERMO LT ARROW 90 M	THERMO STR ARROW 90 M	THERMO RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	CRYSTAL & RED MARKERS	
					LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
7CR.10791.24	Rockingham	1	US 220 SB	BEGINNING AT THE NC 135 OFF RAMP TO JOINT SOUTH OF SR 2220 (ELLISBORO ROAD)	21,493	21,573	5,967				2,986			60	4			2	11	18	4	904	3,617	357	
"	"	2	NC 770	FROM VIRGINIA STATE LINE TO EDEN CITY LIMITS		39,760	179	36,017		59		126	100	50		4			3						
"	"	3	NC 87	FROM JOINT JUST NORTH OF NC 150 TO JOINT SOUTH OF SR 2817 (BARNES STREET)		30,232	495	21,471		110		402		35			6		3			2			
<b>TOTAL FOR PROJ NO. 7CR.10791.24</b>					<b>21,493</b>	<b>91,565</b>	<b>6,641</b>	<b>57,488</b>		<b>169</b>	<b>2,986</b>	<b>528</b>	<b>100</b>	<b>145</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>17</b>	<b>18</b>	<b>6</b>	<b>904</b>	<b>3,617</b>	<b>357</b>	
					<b>113,058</b>		<b>64,129</b>				<b>3,514</b>					<b>14</b>			<b>43</b>			<b>4,521</b>			
7CR.20791.24	Rockingham	4	SR 2594 (HOLIDAY LOOP)	FROM SR 2817 (BARNES STREET) TO SR 2817 (BARNES STREET)		250				28												25,400	21,642		
"	"	5	SR 2552 (NARROW GAUGE ROAD)	FROM US 29 BUSINESS TO US 29 BYPASS		900				218			50	35		2						70,008	63,936		
"	"	6	SR 1941 (CRUTCHFIELD ROAD)	FROM SR 1980 (MT. CARMEL CHURCH ROAD) TO US 29 BUSINESS		200				52												71,360	71,070		
"	"	7	SR 2192 (SMOTHERS ROAD)	FROM NC 704 TO SR 2145 (SETTLE BRIDGE ROAD)		250				50												77,688	76,680		
"	"	8	SR 1300 (AYERSVILLE ROAD)	FROM SR 1321 (PARK ROAD) TO NC 770		1,250				185												52,740	52,082		
"	"	9	SR 2351 (WITTY ROAD)	FROM NC 65 TO US 158						18												51,784	42,610		
"	"	10	SR 2406 (IRON WORKS ROAD)	FROM SR 2407 (MILLER CHAPEL ROAD) TO SR 1001 (WOOLEN STORE ROAD)		750			42	68				96								75,300	64,216		
<b>TOTAL FOR PROJ NO. 7CR.20791.24</b>						<b>3,600</b>			<b>42</b>	<b>619</b>			<b>50</b>	<b>131</b>		<b>2</b>						<b>424,280</b>	<b>392,236</b>		
					<b>3,600</b>											<b>2</b>						<b>816,516</b>			
7SP.10791.70	Rockingham	11	NC 87	FROM NC 150 E TO CASWELL CO. LINE		31,170		25,575		174															
<b>TOTAL FOR PROJ NO. 7SP.10791.70</b>						<b>31,170</b>		<b>25,575</b>		<b>174</b>															
<b>GRAND TOTAL</b>					<b>21,493</b>	<b>126,335</b>	<b>6,641</b>	<b>83,063</b>	<b>42</b>	<b>962</b>	<b>2,986</b>	<b>528</b>	<b>150</b>	<b>276</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>17</b>	<b>18</b>	<b>6</b>	<b>425,184</b>	<b>395,853</b>	<b>357</b>	
					<b>147,828</b>		<b>89,704</b>				<b>3,514</b>					<b>16</b>			<b>43</b>			<b>821,037</b>			

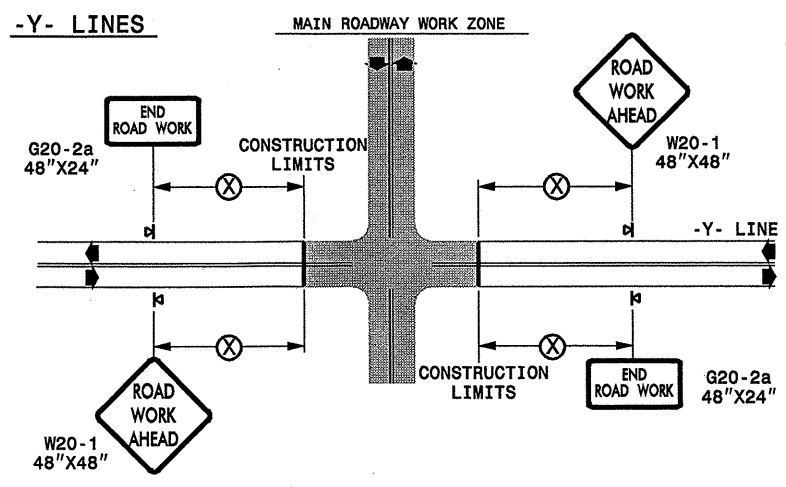
**TWO-WAY UNDIVIDED \*\* (L-LINES)**



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	500'
≥ 55	1000'

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

**ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)**



**GENERAL NOTES**

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE 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 URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

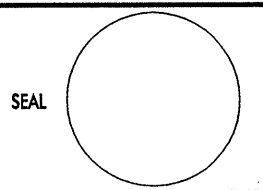

**LEGEND**

◀ PORTABLE SIGN

◀ DIRECTION OF TRAFFIC FLOW

DETAIL DRAWING  
FOR TWO-WAY UNDIVIDED  
WORK ZONE WARNING SIGNS

SHEET 1 OF 1

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED ADVANCED WORK ZONE WARNING SIGNS	
			
SCALE: NONE		REVISIONS	
DATE: _____		7-98	10/01
DWG. BY: _____		10-98	03/04
DESIGN BY: _____		01/01	11/04
REVIEWED BY: _____			

25-SEP-2008 14:42 \\ADOI\DFSR001\DWG\GROUPS-WZ\TCCC\designgroup4\resurfacing\resurfacing2008\div07\c202\83-7cr10791244tc.r\rockingham\_us220sbsr\c202\83-7cr10791244tc.2wayundivurbfrwysjuly2006.dgn  
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