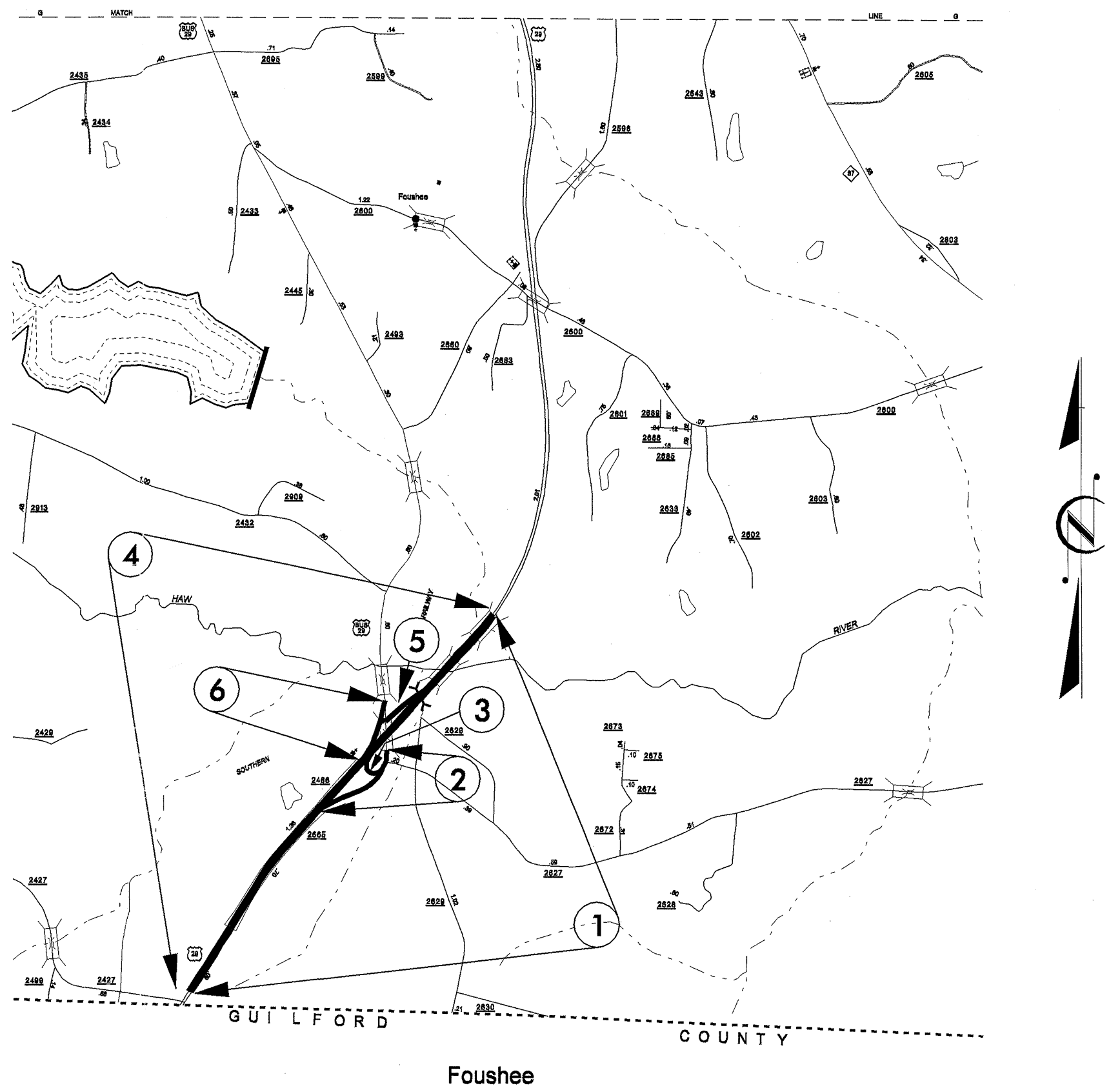
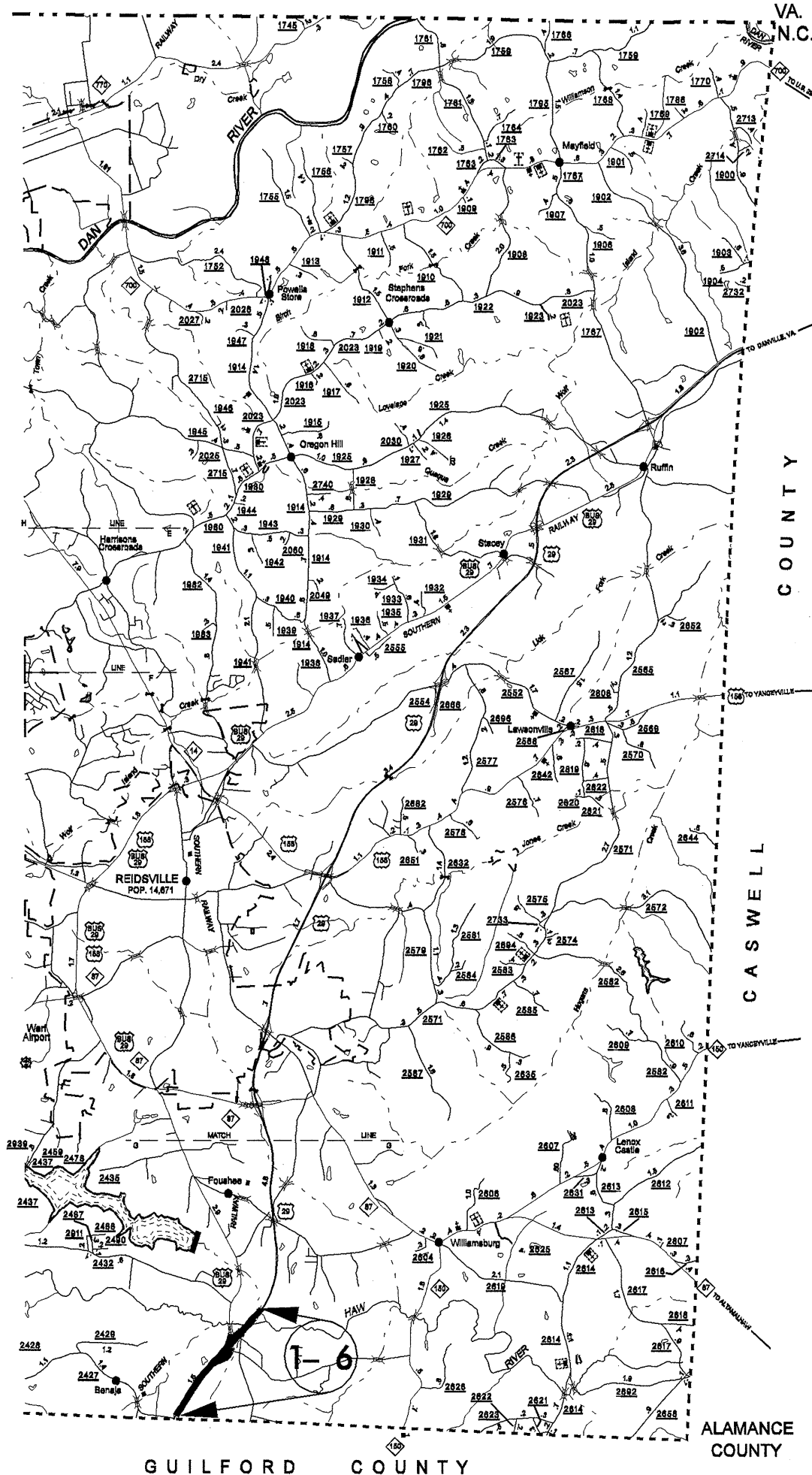


VIRGINIA

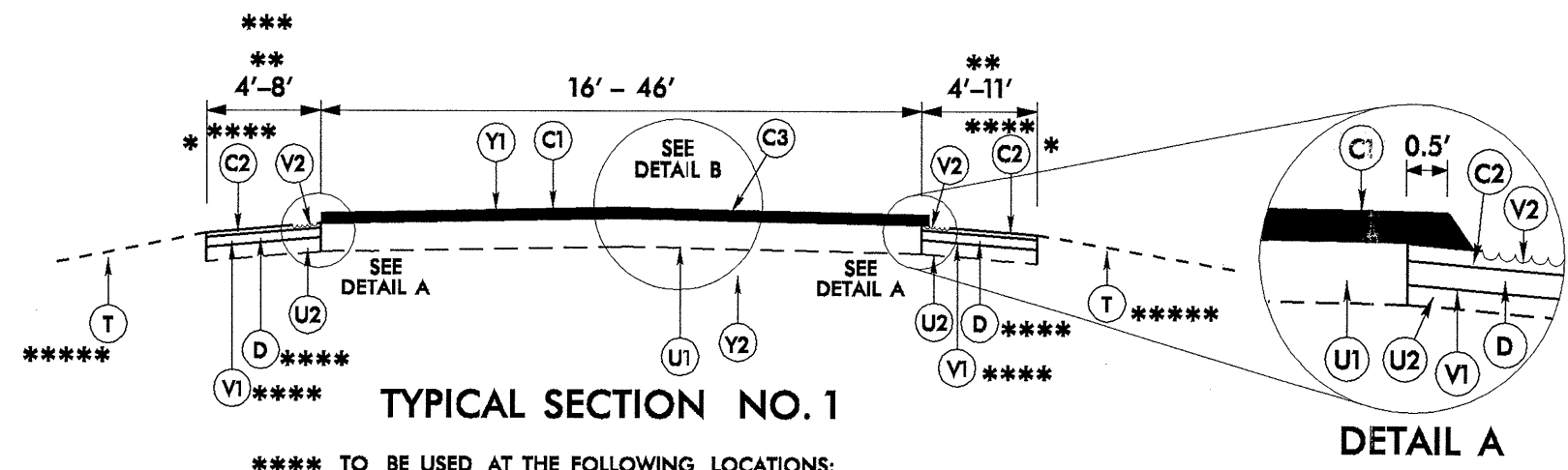
VA.
N.C.

ROCKINGHAM COUNTY

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5138 (45038.3.ST1)	1	4
F. A. PROJ. NO. STM-0029(44)			

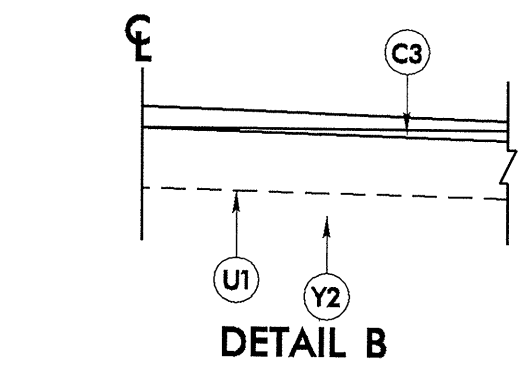


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5138 (45038.3.ST1)	2	4
F.A. PROJ. NO. STM-0029(44)			

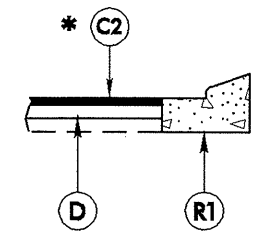


**** TO BE USED AT THE FOLLOWING LOCATIONS:
 NB STA. 0+00 TO STA. 100+50 LT
 NB STA. 11+18 TO STA. 63+26 RT
 NB STA. 70+79 TO STA. 96+10 RT
 SB STA. 0+00 TO STA. 102+62 LT
 SB STA. 8+70 TO STA. 102+62 RT

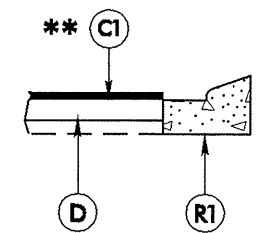
***** SHOULDER RECONSTRUCTION TO BE DETERMINED BY THE ENGINEER.



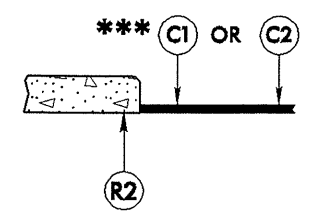
TO BE USED AT THE FOLLOWING LOCATIONS:
 NB STA. 72+65 TO STA. 76+18 RT LANE
 NB STA. 80+50 TO STA. 80+80 RT LANE
 AND AT LOCATIONS AS DIRECTED BY THE ENGINEER



TO BE USED ON
 NB MAINLINE
 STA 61+39 TO 63+06
 SB MAINLINE
 STA 35+82 TO 37+50

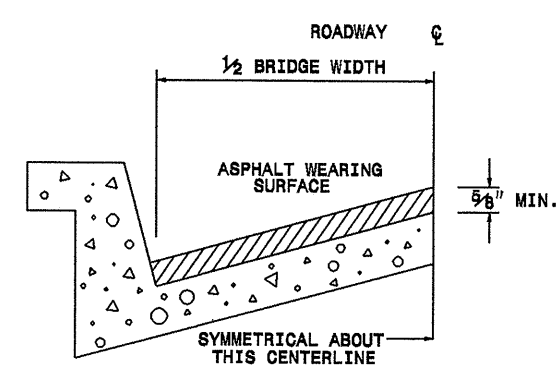


TO BE USED ON
 NB MAINLINE
 STA 63+26 TO 70+79
 RAMP B
 STA 00+00 TO 11+86 RT;
 STA 10+00 TO 11+63 LT;
 RAMP D
 STA 00+00 TO 00+93 RT
 RAMP E
 STA 8+03 TO 9+06 LT



TO BE USED ON
 RAMP A
 STA 15+39 TO 16+94;
 STA 17+76 TO 20+78;
 RAMP B
 STA 00+00 TO 02+89
 STA 03+64 TO 06+11

NOTE:
 C2 TO BE USED
 IN AREAS AS
 DIRECTED BY THE
 ENGINEER.



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 5/8" 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.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 5/8" ULTRATHIN HOT MIX ASPHALT, TYPE B, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. VAR. DEPTH ASPHALT. CONC. SURFACE COURSE, TYPE S9.5B, AS A LEVELING COURSE.
D	PROP. APPROX. 3 1/2" ASPHALT. CONC. INTER. COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD.
R1	EXISTING 1' - 6" OR 2' - 6" CURB AND GUTTER.
R2	EXISTING CONCRETE ISLAND.
T	EARTH MATERIAL OR SHOULDER RECONSTRUCTION. SHOULDER RECONSTRUCTION IN LOCATIONS AS DIRECTED BY THE ENGINEER.
U1	EXISTING CONCRETE TRAVELWAY.
U2	EXISTING STONE SHOULDER SUBGRADE.
Y1	SEALING EXISTING PAVEMENT CRACKS, TO BE USED AS DIRECTED BY THE ENGINEER.
Y2	POLYURETHANE INJECTION RESIN, TO BE USED IN DESIGNATED LOCATIONS UNDER THE EXISTING RIGHT LANE NB CONCRETE TRAVELWAY AND AS DIRECTED BY THE ENGINEER.
MILLING SCHEDULE	
V1	5" MILLING
V2	MILLED RUMBLE STRIP. USED IN CONJUNCTION WITH STANDARD DRAWING # 665.01

PROJECT NO.	SHEET NO.	TOTAL NO.
R-5138 (45038.3.ST1)	3	4
F.A. PROJ. NO. STM - 0029(44)		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	SEALING EXISTING PAVEMENT CRACKS	POLYURETHANE INJECTION RESIN	AGGREGATE BASE COURSE	INCIDENTAL STONE BASE	SHOULDER RECONST.	5" MILLING	INTERMEDIATE COURSE, I19.0B	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	PG 64-22 PLANT MIX	PG 70-28 PLANT MIX	ULTRATHIN HOT MIX, TYPE B	APPLICATION OF ULTRATHIN HOT MIX ASPHALT	MILLED RUMBLE STRIPS	PORTABLE LIGHTING	SEED & MULCHING				
						MI	FT	LB	GAL	TONS	TONS	SMI	SY	TONS	TONS	TONS	TONS	TON	TON	TON	SY	LF	LS	AC			
R-5138 (45038.3.ST1)	Rockingham	1	US 29 NORTH BOUND	BEGIN PROJECT 0.13 MILES NORTH OF THE GUILFORD COUNTY LINE (BEGIN CONCRETE) TO END OF CONCRETE SECTION	1	0.212	24	50,000	1,000	10	10	0.50							6	109	3,109	2,236	1	0.24			
						0.047	26-36						110	24	10						2	2	31	882	494		
						0.031	38-46						255	52	22						4	1	27	782	332		
						0.024	46						197	17	17						2	2	37	1,063	250		
						0.005	26-36						41	8	3						1	0	3	94	50		
						0.505	24						4,148	845	352						61	13	259	7,407	5,328		
						0.050	26-36						411	84	35						6	2	33	939	532		
						0.066	36						542	110	46						8	3	55	1,574	702		
						0.006	34-36						49	10	4						1	0	4	127	66		
						0.217	26-34						1,782	154	151						16	7	138	3,947	2,288		
						0.032	24						272	55	23						4	1	16	469	334		
						0.004	24						33	2	1						0	0	2	59	40		
						0.027	36						63	19	5						1	1	20	578	145		
						0.115	36						270	58	23						4	4	86	2,463	608		
						0.035	36						164	34	14						2	1	27	760	372		
						0.051	26-36						299	61	25	30					6	2	34	957	534		
						0.244	24						1,145	14	98						7	7	125	3,579	2,578		
0.034	24						190									1	17	499									
0.199	24																5	102	2,919	2,100							
TOTAL FOR MAP NO. 1						1.904		50,190	1,000	10	10	0.50	10,519	1,740	934	30	140	58	1,125	32,207	18,989	1	0.24				
"	"	2	US 29 NB OFF RAMP A	FROM US 29 NORTH BOUND TO US 29 BUSINESS	1	0.270	16							2,218	452	188		33	5	94	2,693						
						0.022	16						129	26	11				2	0	8	219					
						0.045	16						132	68	11				4	3	56	1,591					
						0.023	16						54	12	5				1	0	8	223					
						0.034	16-22						80	17	7					1	1	14	389				
						0.394		0	0	0	0	0.00	2,613	575	222	0	41	9	180	5,115	0	0					
TOTAL FOR MAP NO. 2						0.394		0	0	0	0	0.00	2,613	575	222	0	41	9	180	5,115	0	0					
"	"	3	US 29 NB ON RAMP B	FROM US 29 BUSINESS TO US 29 NORTH BOUND	1	0.032	20-24											1	14	413							
						0.022	24													1	11	310					
						0.014	24													0	9	254					
						0.004	20-24													0	2	47					
						0.043	16													1	14	404					
						0.074	16								174	37	15			3	1	25	716				
						0.031	16													1	10	291					
						0.004	16													0	1	37					
TOTAL FOR MAP NO. 3						0.224		0	0	0	0	0.00	174	37	15	0	3	5	86	2,472	0	0					
"	"	4	US 29 SOUTH BOUND	FROM END OF PAVEMENT AT THE NORTH EDGE OF CONCRETE BRIDGE (LOCATED 0.35 MILES SOUTH OF US 29 BUSINESS OFF RAMP) TO END OF CONCRETE SECTION	1	US 29 SB (CONCRETE BRIDGE)	0.026	24	50,090	500	10	10	0.50					1	13	381			0.24				
						US 29 SB	0.139	24						326	70	28			5	4	71	2,039	1,470				
						US 29 SB	0.077	24						361	75	31			5	2	40	1,129	808				
						US 29 SB - CONCRETE BRIDGE	0.034	24	80												1	17	499				
							0.007	24							33	7	3			0	0	4	103	76			
							0.046	26-36							216	45	18			3	2	30	864	490			
							0.070	36							329	68	28			5	4	74	2,120	934			
							0.280	26-36							2,300	468	195			34	10	184	5,257	2,754			
							0.032	24							263	54	22			4	1	16	469	336			
							0.017	24							40	28	12			2	0	9	249	178			
							0.021	36-44							99	20	8			1	1	18	505	226			
							0.057	36							268	55	23			4	2	43	1,237	604			
							0.046	27-36							256	53	22			4	2	31	877	482			
							0.703	24							5,774	1,176	489			85	19	361	10,311	7,420			
							0.040	26-36							329	67	28			5	1	26	751	424			
							0.008	36							66	13	6			1	0	6	174	84			
							0.028	38							230	49	19			3	1	26	755	296			
							0.017	38							140	39	12			3	1	29	817	180			
							0.163	24							1,339	273	113			20	4	84	2,391	1,720			
	0.023	24							189	38	16			3	1	12	337	240									
	0.111	24							912	186	77			13	3	57	1,628	1,170									
TOTAL FOR MAP NO. 4						1.945		50,170	500	10	10	0.50	13,470	2,784	1,150	0	200	60	1,151	32,893	19,892	0	0.24				
"	"	5	US 29 SB OFF RAMP C	FROM US 29 SOUTH BOUND TO US29 BUSINESS NORTH BOUND	1	0.025	16-20							117	24	10		2	1	10	279						
						0.126	16						591	122	50			9	2	44	1,257						
						0.009	16-27						42	9	4				1	0	4	119					
TOTAL FOR MAP NO. 5						0.160		0	0	0	0	0.00	750	155	64	0	12	3	58	1,655	0	0					
"	"	6	US 29 SB ON RAMP D	FROM US 29 BUSINESS TO US 29 SOUTH BOUND ON RAMP	1	0.018	20							42	9	4		1	0	8	227						
						0.041	16-19						96	21	8			1	1	16	457						
						0.099	16						465	96	40			7	2	35	987						
						0.012	16						28	12	5			1	0	4	116						
						0.036	16						84	18	7				1	1	12	349					
TOTAL FOR MAP NO. 6						0.206		0	0	0	0	0.00	715	156	64	0	11	4	75	2,136	0	0					
GRAND TOTAL						4.833		100,360	1,500	20	20	1.00	28,241	5,447	2,449	30	407	139	2,675	76,478	38,881	1	0.48				

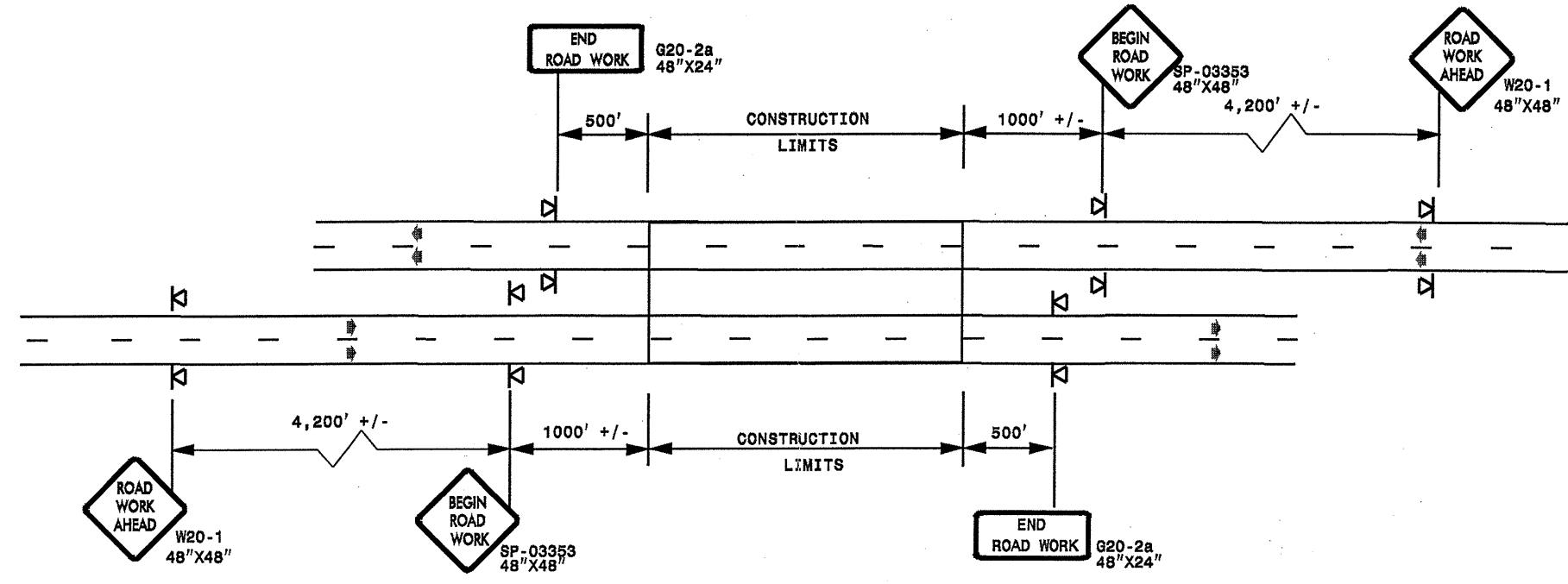
PROJECT NO.	SHEET NO.	TOTAL NO.
R-5138 (45038.3.ST1)	4	4
F.A. PROJ. NO. STM - 0029(44)		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	FLASHING ARROW PANELS, TYPE C EA	CHANGEABLE MESSAGE SIGN EA	4" X 90 M WHITE THERMO LF	4" X 90 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	6" X 90 M WHITE THERMO LF	6" X 120 M WHITE THERMO LF	8" X 90 M WHITE THERMO LF	THERMO MERGE LEFT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO LT ARROW 90 M EA	SNOW PLOWABLE MARKERS CRYSTAL / RED EA
R-5138 (45038.3.ST1)	Rockingham	1	US 29 NORTH BOUND	BEGIN PROJECT 0.13 MILES NORTH OF THE GUILFORD COUNTY LINE (BEGIN CONCRETE) TO END OF CONCRETE SECTION	2	4	10,050	10,050	2,922		30	1,098	3			237
"	"	2	US 29 NB OFF RAMP A	FROM US 29 NORTH BOUND TO US 29 BUSINESS			2,078	2,078	116	36				1	2	
"	"	3	US 29 NB ON RAMP B	FROM US 29 BUSINESS TO US 29 NORTH BOUND			1,186	1,186								
"	"	4	US 29 SOUTH BOUND (CONCRETE BRIDGE)	FROM END OF PAVEMENT AT THE NORTH EDGE OF CONCRETE BRIDGE (LOCATED 0.35 MILES NORTH OF US 29 BUSINESS OFF RAMP) TO END OF CONCRETE SECTION			10,262	10,262	2,862	30		1,178	2	1		197
"	"	4	US 29 SB										1			
"	"	5	US 29 SB OFF RAMP C	FROM US 29 SOUTH BOUND TO US29 BUSINESS NORTH BOUND			845	845						1		
"	"	6	US 29 SB ON RAMP D	FROM US 29 BUSINESS TO US 29 SOUTH BOUND			1,088	1,088								
TOTAL FOR MAP NO. 600							1,088	1,088								
TOTAL FOR PROJ NO. 45038.3.ST1					2	4	25,509	25,509	5,900	66	30	2,276	6	3	2	434
							51,018							11		
GRAND TOTAL					2	4	25,509	25,509	5,900	66	30	2,276	6	3	2	434
							51,018							11		

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

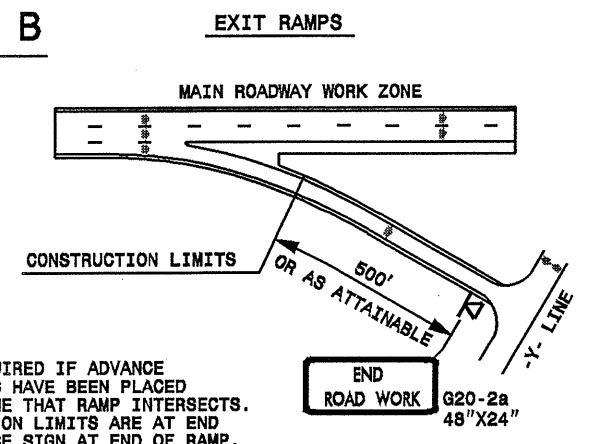
DETAIL A



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

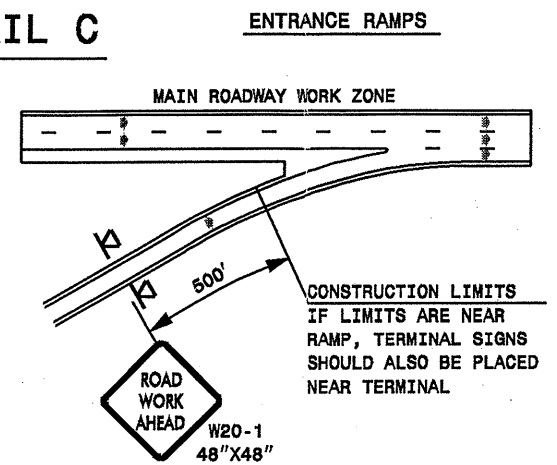
ROADWAYS INTERSECTING ALONG FREEWAY WORK ZONE (Y-LINES)

DETAIL B



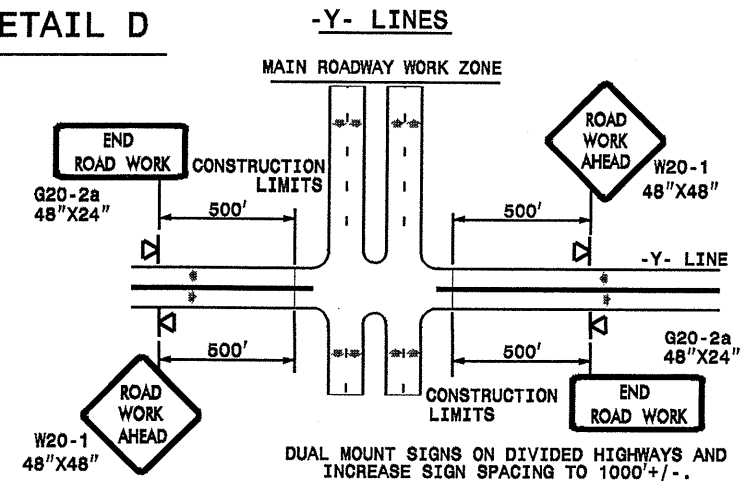
NOTE:
SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



CONSTRUCTION LIMITS IF LIMITS ARE NEAR RAMP, TERMINAL SIGNS SHOULD ALSO BE PLACED NEAR TERMINAL

DETAIL D



DUAL MOUNT SIGNS ON DIVIDED HIGHWAYS AND INCREASE SIGN SPACING TO 1000' +/-.

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

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 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: _____			

03-APR-2009 13:37
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pseymore AT WZTC237502