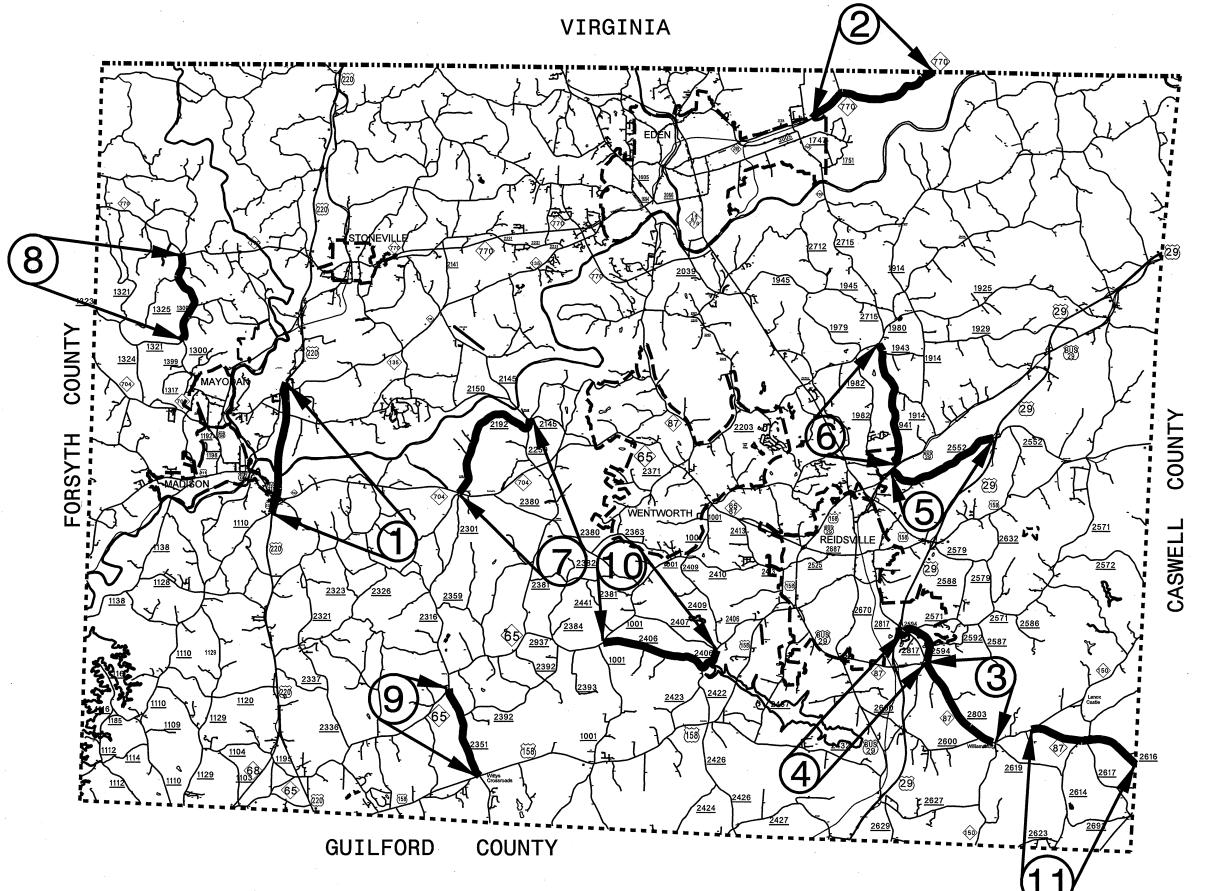
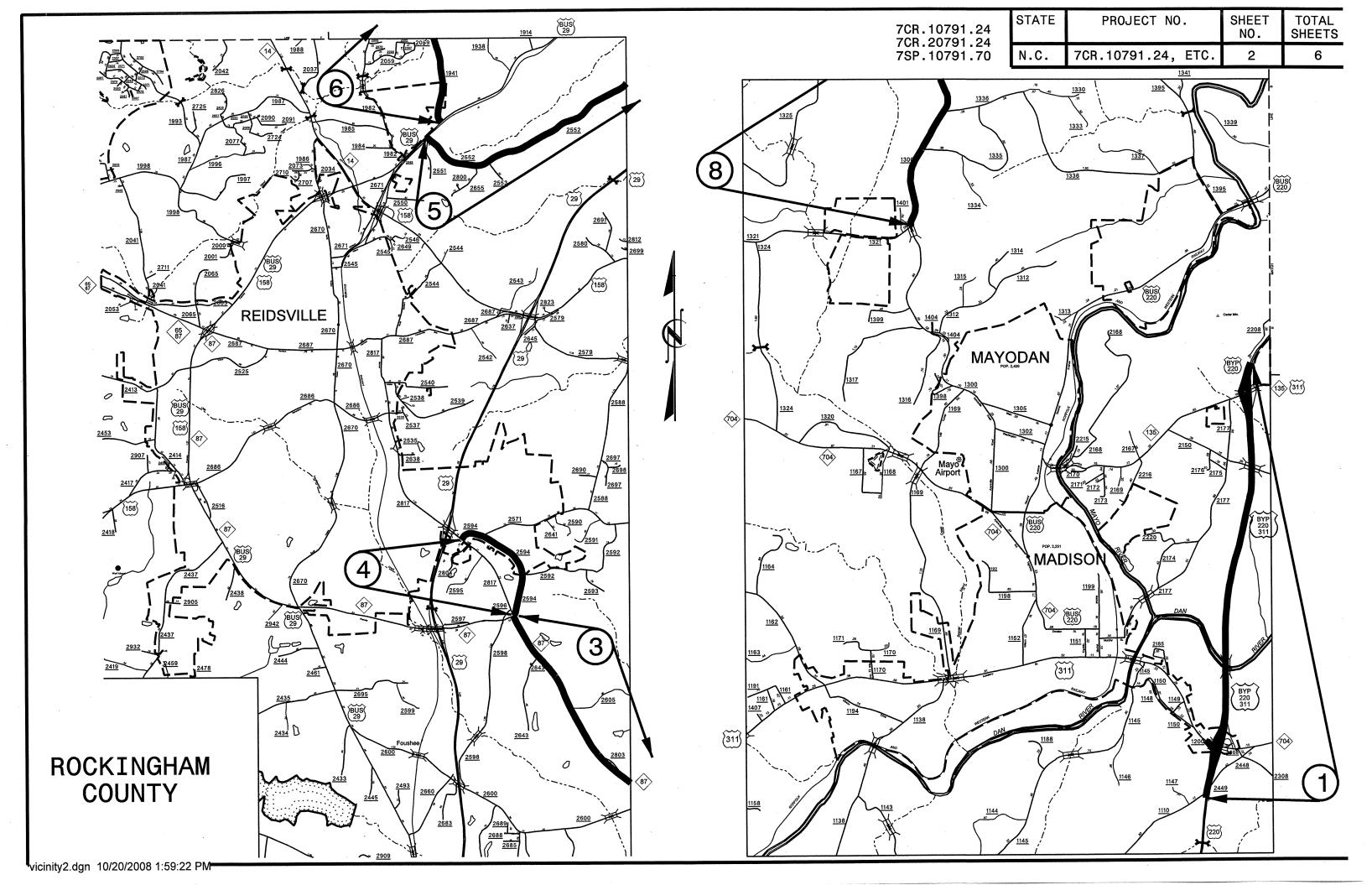
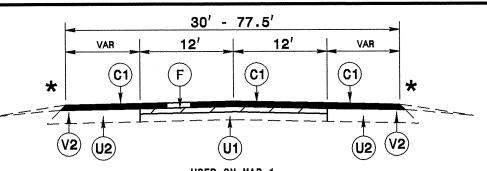
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10791.24, ETC.	1	6

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





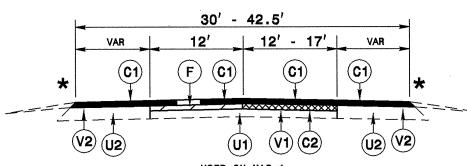




USED ON MAP 1

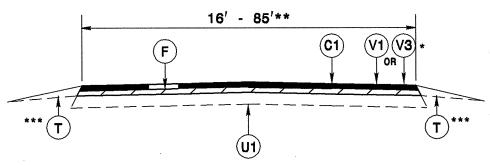
NOTE: F - TO BE DONE IN TRAVEL LANE ONLY
\* USE MILLING DETAIL 2 IN EXPRESSWAY GUTTER SECTION EXPRESSWAY GUTTER IN VARIOUS AREAS, APPROX. 1854 LF TOTAL

# TYPICAL SECTION NO. 1



USED ON 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

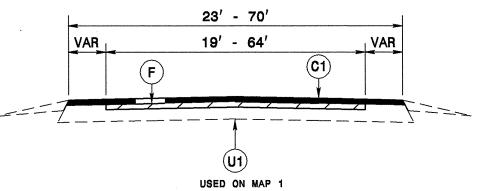
### TYPICAL SECTION NO. 2



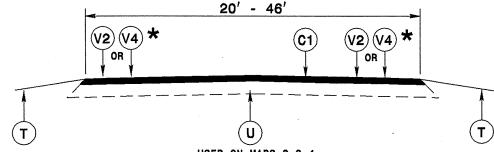
USED ON MAPS 1,3,11
NOTE: \* USE MILLING DETAIL 3 ON RAMP A (RAMP A HAS 2'-6" CURB & GUTTER) \* USE MILLING DETAIL 1 ON MAP 5 \*\* 85' DIMENSION OCCURS AT THE INTERSECTION \*\*\*MAP 1 - DOES NOT HAVE SHOULDER RECONSTRUCTION

\*\*\*MAP 11 - SHOULDER RECONSTRUCTION IS REQUIRED \*\*\*MAP 3 - SHOULDER RECONSTRUCTION IS REQUIRED

## TYPICAL SECTION NO. 3

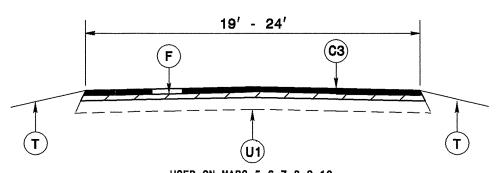


TYPICAL SECTION NO. 4



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 ON MAP 2 (CURB & GUTTER SECTION APPROX. 90 LF NEAR EDEN CITY LIMIT)

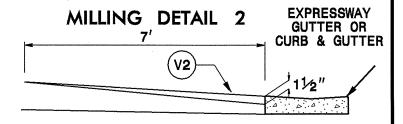
# TYPICAL SECTION NO. 5



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

# MILLING DETAIL 1 12'

MILL EXISTING ASPHALT PAVEMENT 11/2" AT LOCATIONS AS DIRECTED BY THE ENGINNER NOTE: TO BE USED IN CONJUCTION WITH TS. NO. 2 ON MAP 1



SHEET TOTAL NO. SHEETS

3

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

MILL EXISTING ASPHALT PAVEMENT 0-11/2" AT LOCATIONS AS DIRECTED BY THE ENGINNER NOTE: TO BE USED IN CONJUCTION WITH

TS. NO. 1,3,5 ON MAPS 1,2,3

STATE

N.C.

PROJECT NO.

7CR.10791.24, ETC.

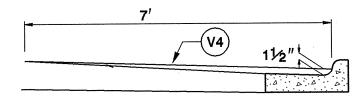
# DAVEMENT SCHEDILLE

			PAVEMENT	30H	EDULE		
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	F	AST MAT COAT, 78M			V2	0-1½" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD PLACE IN MILLED AREA	Т	SHOULDER RECONSTRUCTI THE ENGINEER.	ON, AS	DIRECTED BY	٧3	O - 4½" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
	PROP. APPROX. 114" 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.	٧4	O - 1½" MILLING FOR 7 FT FROM THE FACE OF CURB TO THE ROADWAY
	PROP. APPROX. 3" ASPHALT INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	V1	11/2" MILLING FOR 12 F	T		V5	3" MILLING FOR 4 FT AS DIRECTED BY THE ENGINEER.

\* IF 78M SEAL IS INVOLVED OVERLAP 3'
MILL EXISTING ASPHALT PAVEMENT 0" - 4½" AT
LOCATIONS AS DIRECTED BY THE ENGINNER

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

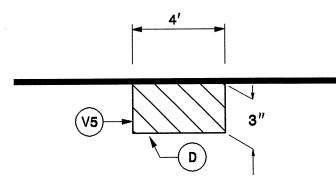
## MILLING DETAIL 4



MILL EXISTING ASPHALT PAVEMENT 0-1½" AT LOCATIONS AS DIRECTED BY THE ENGINNER NOTE:

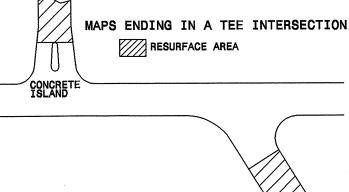
TO BE USED IN CONJUCTION WITH TS. NO. 5 ON MAP 2

# MILLING DETAIL 5

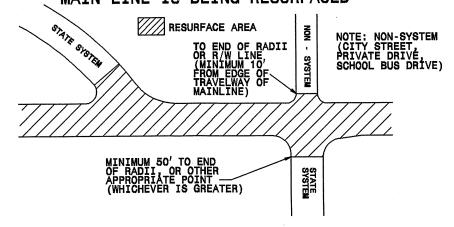


MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH, AT LOCATIONS AS DIRECTED BY THE ENGINEER. NOTE: TO BE USED IN CONJUNCTION WITH T.S. NO.1-4 ON MAP NO.1 FOR PATCHING MAIN LINE IS NOT BEING RESURFACED

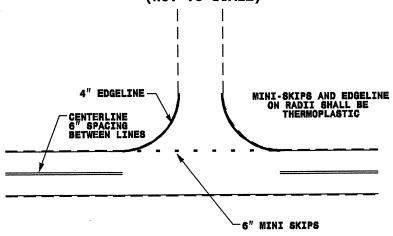
MAPS ENDING IN A TEE INTERSECTION



PAVING DETAIL 2
MAIN LINE IS BEING RESURFACED



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

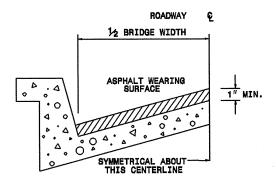


NOTE: MINI SKIPS SHALL BE PLACED ON A 10' CYCLE, CONTAINING AN 8' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

STATE PROJECT NO. SHEET TOTAL SHEETS

N.C. 7CR.10791.24, ETC. 4 6

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



#### 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

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.

ALL UNPAVED S.R. ROUTES TO BE SURFACED 50' FROM EDGE OF

PROJECT NO.	SHEET NO.	TOTAL NO.
7CR.10791.24,		
7CR.20791.24	5	6
7SP.10791.70		

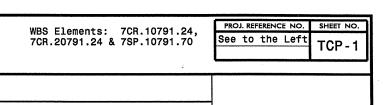
# SUMMARY OF QUANTITIES

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	ТҮР	LENGTH	WIDTH	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	3" MILLING	0" TO 1.5" MILLING	0" TO 4.5" MILLING	INCIDENTAL MILLING	INTERMEDIATE COURSE, 119.0B	SURFACE COURSE, S9.5B	SURFACE COURSE, SF9.5A	PG 64-22 PLANT MIX	AST MAT COAT 78M	MILLED RUMBLE STRIPS	SEEDING & MULCHING	RESIDENTIAL SEEDING
NO		NO			NO	Mi	FT	TONS	SMI	SY	SY	SY	SY	SY	TONS	TONS	TONS	TONS	SY	LF	AC	AC
				BEGINNING AT THE NC 135 OFF RAMP TO JOINT SOUTH OF SR 1110 (ELLISBORO ROAD)	1 1,2	2.77 0.14	30 - 77.5 30 - 46	30		650 229	156	717		2,148	27	5,226 294		316 18	40,212 1,709	38,807		
700 40704 0	Daakinaham		US 220 SB	BRIDGE - DO NOT PAVE BRIDGE	2	0.65	30 - 36 36			4,593		989		600		1,437		86	4,590			ļ
/CR.10/91,22	Rockingham		US 220 SB	OFF RAMP FROM NC 220 TO NC 135 (RAMP A)	3	0.12 0.16	16.5 - 85						81	600		182		10	2,155			<b></b>
				ON RAMP FROM NC 135 TO US 220 (RAMP B)		0.16	16 - 26						01			144		9	1,699			
				ON RAMP FROM NC 704 TO US 220 (RAMP C)	4	0.2	23 - 70									287		17	3,022			
	<u> </u>	<u> </u>		OFF RAMP TO NC 704 (RAMP D)	4	0.18	25									223		13	2,640			ļ
	T	OTAL F	FOR MAP NO. 1	EDOM MOCINIA CTATE LINE TO EDEN CITY		4.38		30		5,472	156	1,706	81	2,748	27	7,793		469	56,027	38,807		<b></b>
7CR.10791.24	Rockingham	2	NC 770	FROM VIRGINIA STATE LINE TO EDEN CITY LIMITS	5	3.78	24 - 36	55	7.53	160		140		400		4,633		277			2.00	0.74
11	"	3	NC 87	FROM JOINT JUST NORTH OF NC 150 TO JOINT SOUTH OF SR 2817 (BARNES STREET)	5	2.35 0.26	24 - 28 24	130	5.21							2,875 547		173 33	33,100		0.90	1.00
		OTAL F	OR MAP NO. 3	300TH OF SK 2817 (BARNES STREET)	3	2.61	24	130	5.21							3,422		483	33,100		0.90	1.00
	•	<u> </u>		···			<u> </u>	1	<u> </u>	ł	<u> </u>	<u> </u>		1		<u> </u>	L		00,100		0.00	<del></del>
	TOTAL F	OR PR	OJ NO. 7CR.10791.24			10.77		215	12.74	5,632	156	1,846	81	3,148	27	15,848		952	89,127	38,807	2.90	1.74
	т	г т		LEDOM OF COAT (PARMED OTREET) TO OR COAT				r								T	I		1			<del></del>
7CP 20701 2	Rockingham		SR 2594 (HOLIDAY LOOP)	FROM SR 2817 (BARNES STREET) TO SR 2817 (BARNES STREET)	5	1.23	20	58	2.45							1,260		76			0.50	0.39
"	"	5	SR 2552 (NARROW GAUGE ROAD)	FROM US 29 BUSINESS TO US 29 BYPASS	6	3.4	20 - 24	98	6.8					1,155		1,200	2,877	187	39,846		1.50	0.98
11	11	6	SR 1941 (CRUTCHFIELD ROAD)	FROM SR 1980 (MT. CARMEL CHURCH ROAD) TO US 29 BUSINESS. NOTE: DO NOT PAVE BRIDGE #60	6	3.4	20.5	80	6.8	·			·	342			2,846	185	40,891		1.24	1.24
	<b> </b>			FROM NC 704 TO SR 2145 (SETTLE BRIDGE															,			
"	11	7	SR 2192 (SMOTHERS ROAD)	ROAD)	6	3.7	19	123	7.4							<b> </b>	2,933	191	41,243		2.00	0.69
"	"	8	SR 1300 (AYERSVILLE ROAD)	FROM SR 1321 (PARK ROAD) TO NC 770	6	2.54	22	143	5.1								2,340	152	32,783			1.86
"	11	9	SR 2351 (WITTY ROAD)	FROM NC 65 TO US 158	6	2.47	21	80	4.94					350			2,122	138	30,430		0.80	1.00
				FROM SR 2407 (MILLER CHAPEL ROAD) TO SR																		
*1	<u> </u>	10	SR 2406 (IRON WORKS ROAD)	1001 (WOOLEN STORE ROAD)	6	3.63	20	138	7.28	·							3,097	201	42,592		1.50	1.14
	TOTAL	OR PR	OJ NO. 7CR.20791.24		L	20.37		720	40.77		<u> </u>	<u> </u>		1,847	L	1,260	16,215	1,130	227,785	l	7.54	7.30
7SP 10791 70	Rockingham	111	NC 87	FROM NC 150 E TO CASWELL CO. LINE	3	2.95	22	170	5.9		<u> </u>	T				3,356	Γ	201	38,075	Т	1.00	1.15
			OJ NO. 7SP.10791.70		Ť	2.95		170	5.9			<b> </b>				3,356	<b> </b>	201	38,075		1.00	1.15
										*												
	······································	GRA	ND TOTAL			34.09	·	1,105	59.41	5,632	156	1,846	81	4,995	27	20.464	16.215	2 283	354 987	38,807	11 44	10.19

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

# THERMOPLASTIC AND PAINT QUANTITIES

PROJECT	COUNTY	MAP	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	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
NO		NO			LF	LF ·	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	LF	LF	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					
"	11	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	100	35			6		3		2			
	TOTAL FO	R PRC	DJ NO. 7CR.10791.24		21,493		6,641			169	2,986	528	100	145	4	4	6	2	17	18	6	904	3,617	357
					113	,058	64,	129		<u> </u>	3,	514	<u> </u>		<u> </u>	14			4	3		4,	521	
7CR.20791.24	Rockingham	4	SR 2594 (HOLIDAY LOOP)	FROM SR 2817 (BARNES STREET) TO SR 2817 (BARNES STREET) FROM US 29 BUSINESS TO US 29		250				28					·							25,400	21,642	-
"	"	5 6	SR 2552 (NARROW GAUGE ROAD)	BYPASS FROM SR 1980 (MT. CARMEL CHURCH ROAD) TO US 29 BUSINESS		900				218			50	35		2					•	70,008	63,936	
11	u '	7	SR 1941 (CRUTCHFIELD ROAD)  SR 2192 (SMOTHERS ROAD)	FROM NC 704 TO SR 2145 (SETTLE BRIDGE ROAD) FROM SR 1321 (PARK ROAD) TO		250				52 50												71,360 77,688	71,070 76,680	
11	"	8 9	SR 1300 (AYERSVILLE ROAD) SR 2351 (WITTY ROAD)	NC 770 FROM NC 65 TO US 158		1,250				185 18												52,740 51,784	52,082 42,610	
"	11	10	SR 2406 (IRON WORKS ROAD)	FROM SR 2407 (MILLER CHAPEL ROAD) TO SR 1001 (WOOLEN STORE ROAD)		750			42	68	·			96									64,216	
	TOTAL FO	R PRO	DJ NO. 7CR.20791.24		3.0	3,600 600		<u> </u>	42	619	<b> </b>	L	50	131		2	<u> </u>	ļ	L	i	<u></u>		392,236 ,516	
7SP.10791.70	<del> </del>	11 R PRO	NC 87 DJ NO. 7SP.10791.70	FROM NC 150 E TO CASWELL CO. LINE		31,170 31,170 170	25.	25,575 <b>25,575</b> , <b>575</b>		174 174													,	
		GRAN	ND TOTAL		21,493	126,335 ,828	6,641		42	962	2,986	528 514	150	276	4	6 16	6	2	17	18	6		395,853	357



TRANSPORTATION

OF.

DEPT.

HIGHWAYS

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DIVISION

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WARNING

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ZON

WORK

UNDIVIDE

TWO-WAY

FOR

DRAWING

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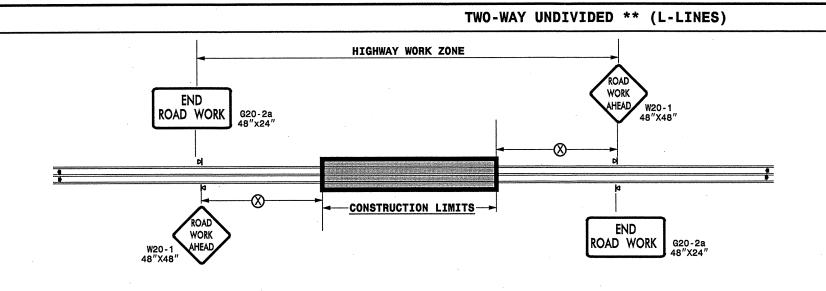
RALEIGH,

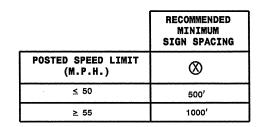
CAROLINA

NORTH

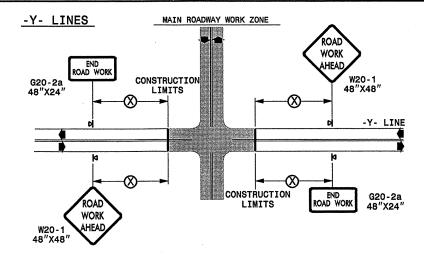
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STATE





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

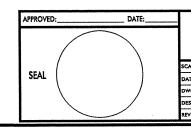


#### **GENERAL NOTES**

- 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

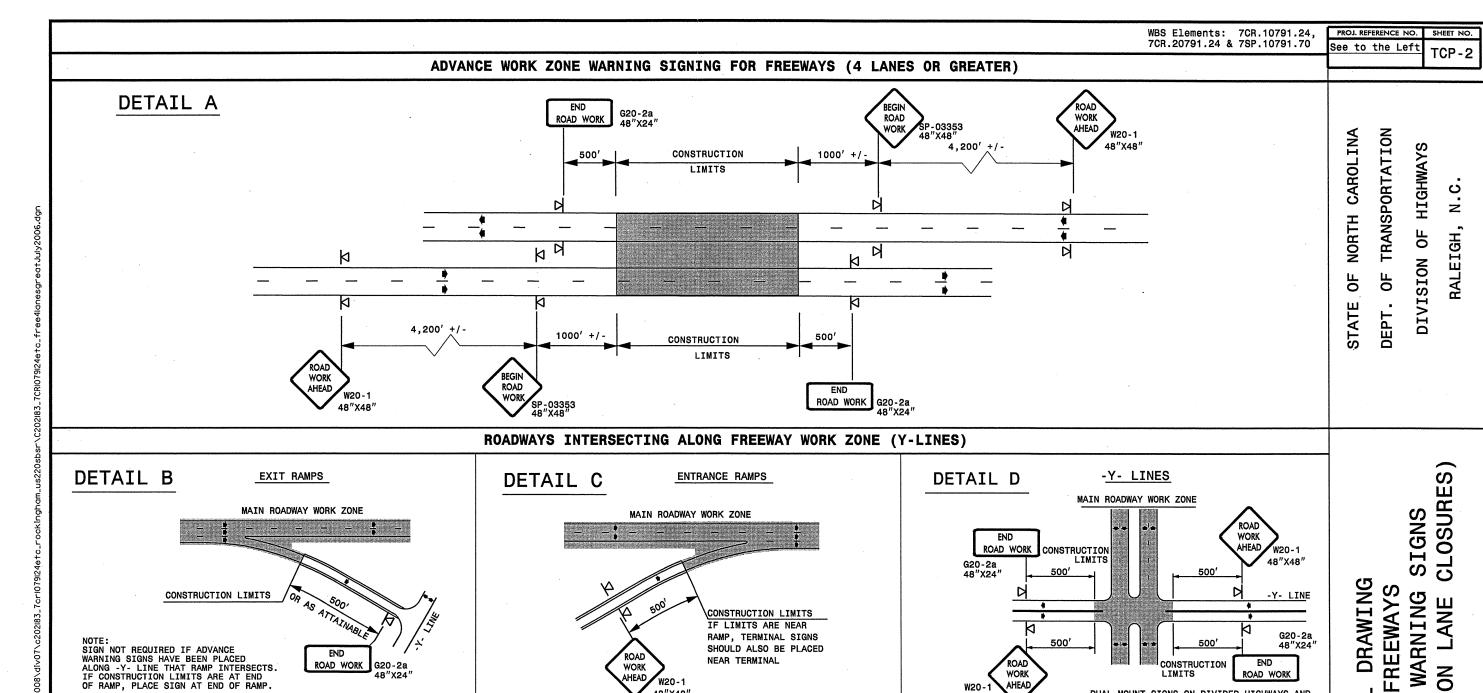
SHEET 1 OF 1



	FOR ADVANCED	DETAIL DRAWING TWO-WAY UNDIVIDE WORK ZONE WARNIN	
E:	NONE	OHOINES "	REVISIO
:			7-98 1

|--|

REVI	SIONS
7-98	10/01
10-98	03/04
01/01	11/04
CADD FILE	



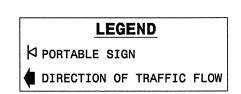
### **GENERAL NOTES**

WORK

AHEAD

W20-1

- 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.



LIMITS

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

WORK

AHEAD

W20-1

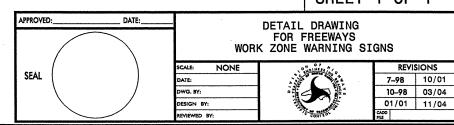
SHEET 1 OF 1

DETAI

SHORT-DURATION

ZONE FOR

WORK



ROAD WORK