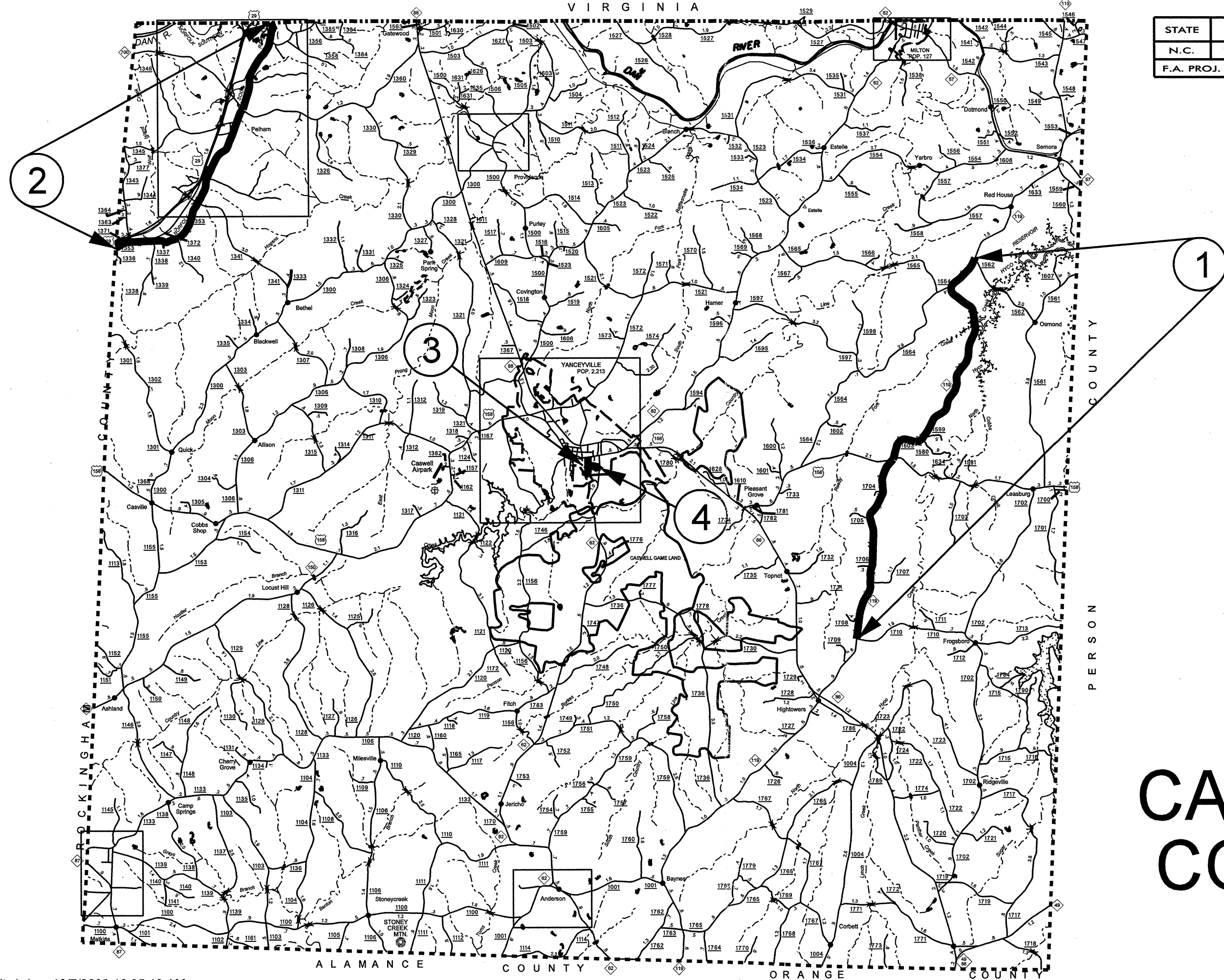
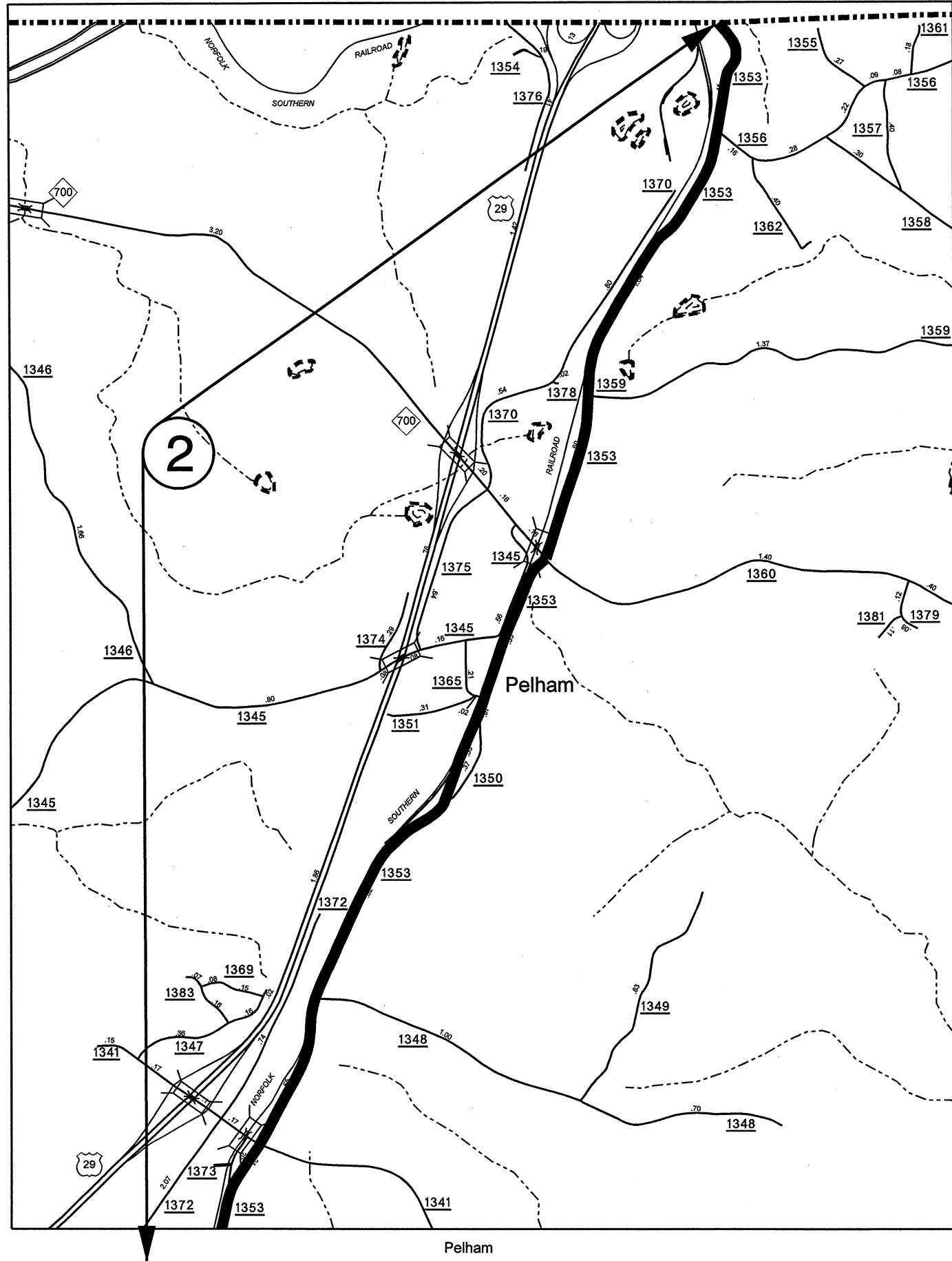


| | | | |
|----------------|-------------------|-----------|--------------|
| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
| N.C. | 7CR.10171.26,ETC. | 1 | 6 |
| F.A. PROJ. NO. | | | |

7CR.10171.26
 7CR.20171.26
 7CR.20791.26



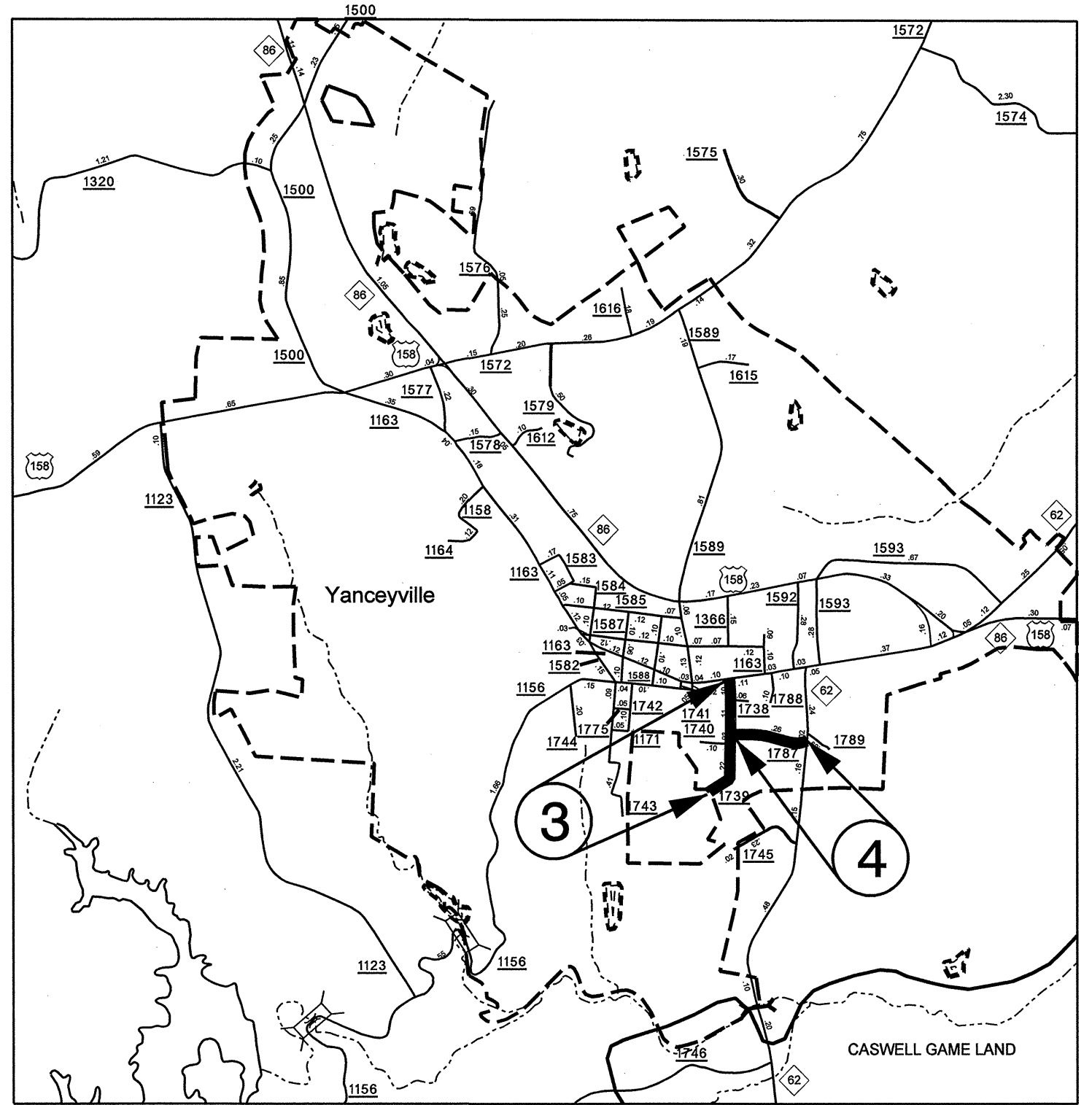
CASWELL COUNTY



CASWELL COUNTY

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|----------------|-------------------|-----------|--------------|
| N.C. | 7CR.10171.26,ETC. | 2 | 6 |
| F.A. PROJ. NO. | | | |

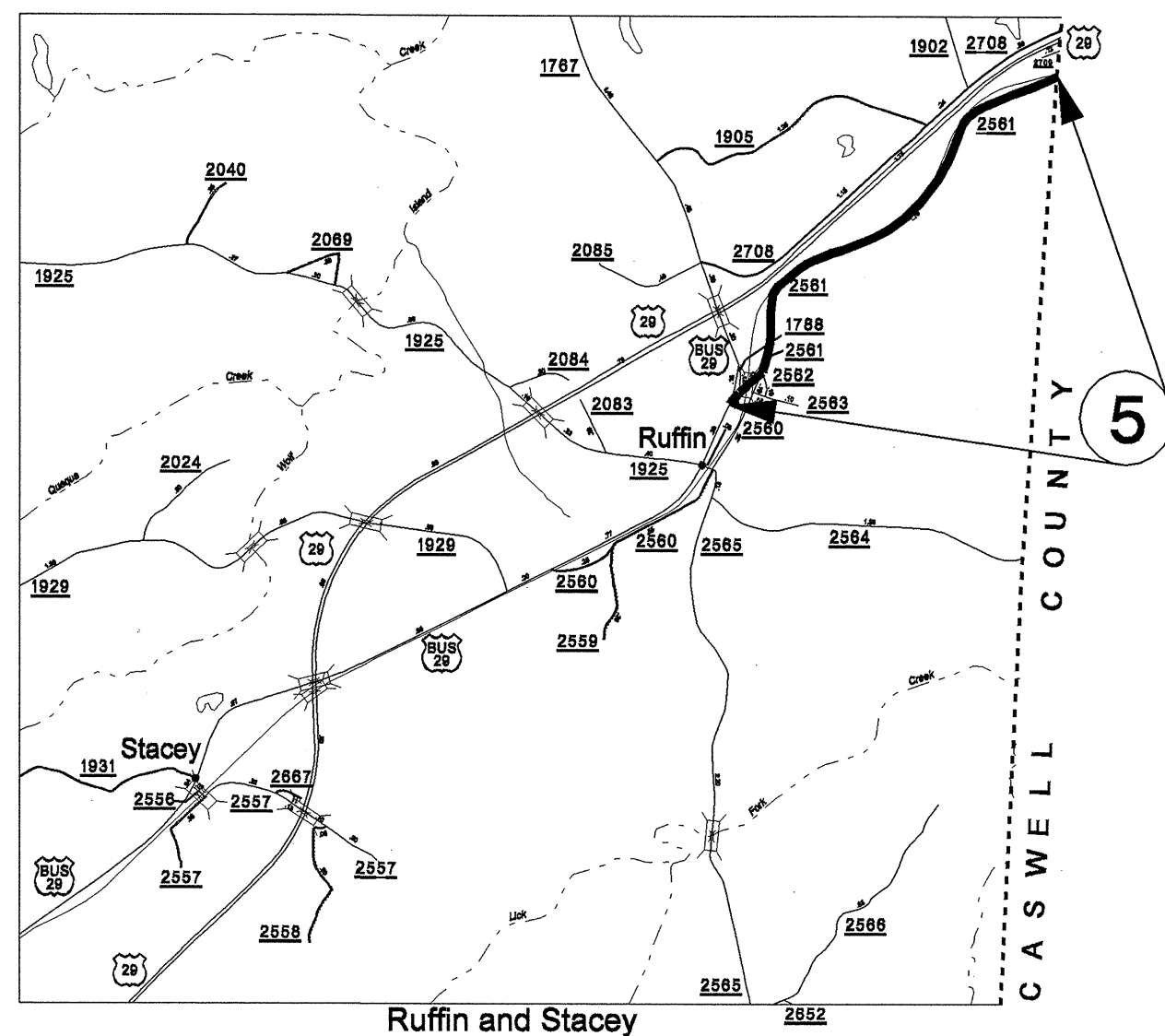
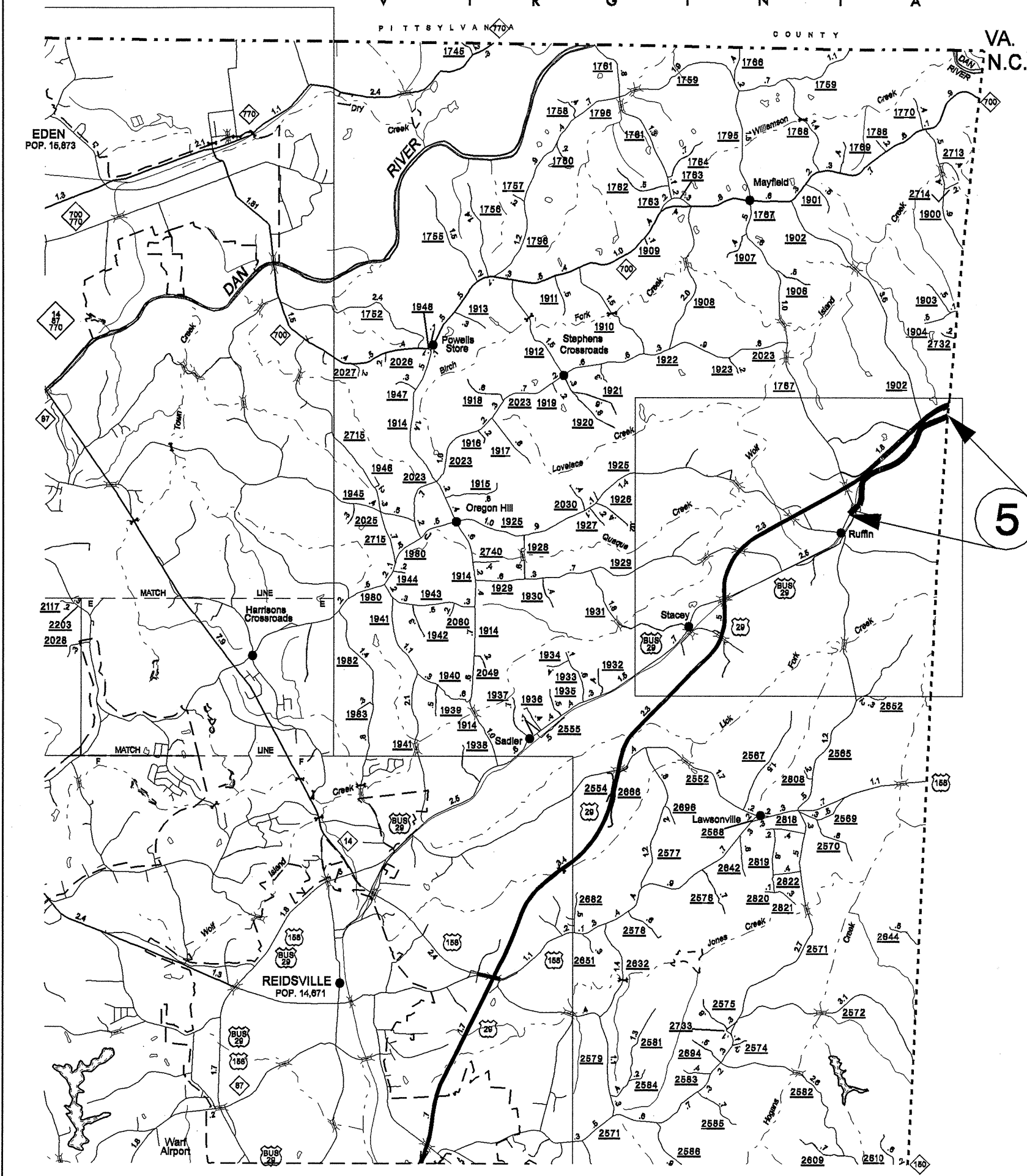
7CR.10171.26
 7CR.20171.26
 7CR.20791.26



| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|----------------|-------------------|-----------|--------------|
| N.C. | 7CR.10171.26,ETC. | 3 | 6 |
| F.A. PROJ. NO. | | | |

7CR.10171.26
7CR.20171.26
7CR.20791.26

ROCKINGHAM COUNTY

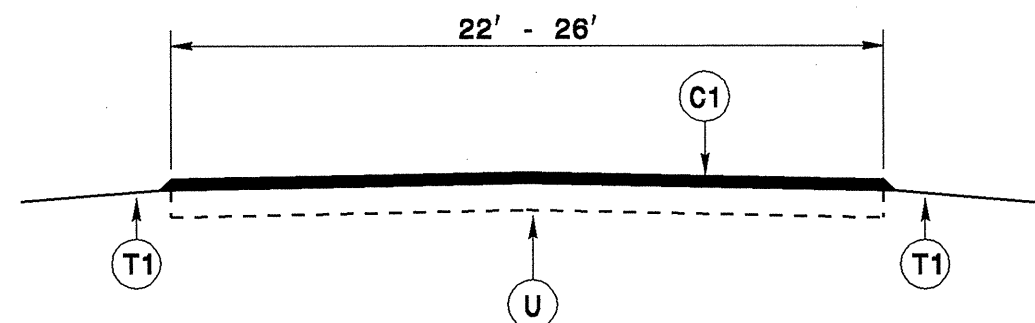


Ruffin and Stacey

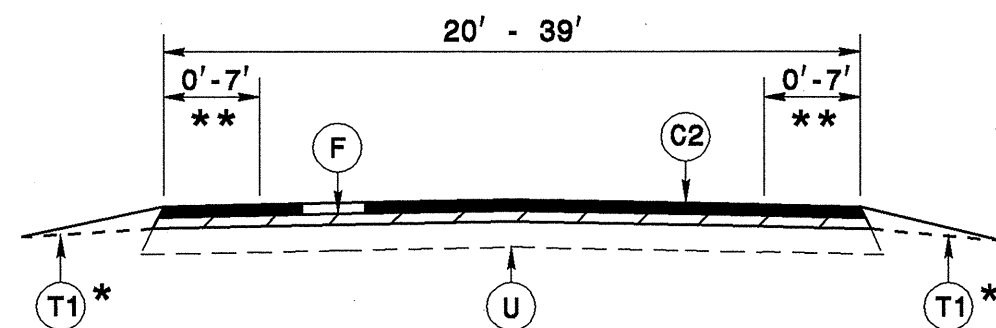
C A S W E L L C O U N T Y

| | | | |
|-------|--------------------|-----------|--------------|
| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
| N.C. | 7CR.10171.26, ETC. | 4 | 6 |

7CR. 10171.26
7CR. 20171.26
7CR. 20791.26

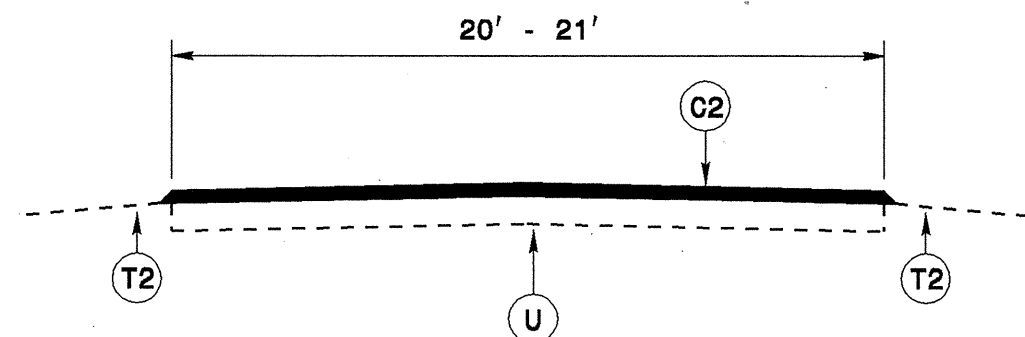


USED ON MAP 1
TYPICAL SECTION NO. 1



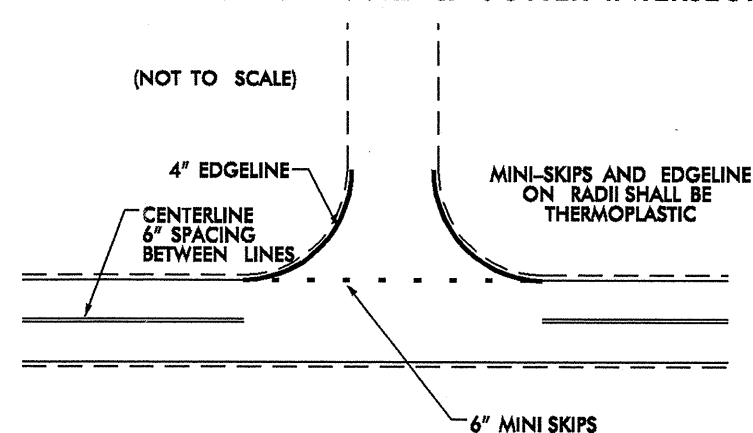
* ENGINEER TO DECIDE IN THE FIELD.
** SEE MILLING DETAIL 1

USED ON MAPS 2 and 5
TYPICAL SECTION NO. 2



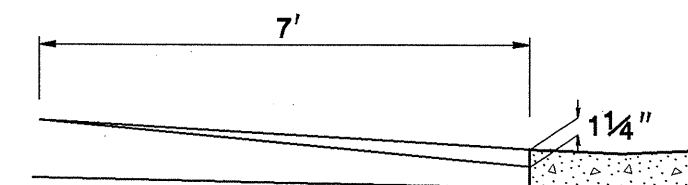
USED ON MAP 3 and 4
TYPICAL SECTION NO. 3

**STRIPING DETAIL
NON-SIGNALIZED/NON-CURB & GUTTER INTERSECTIONS**



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

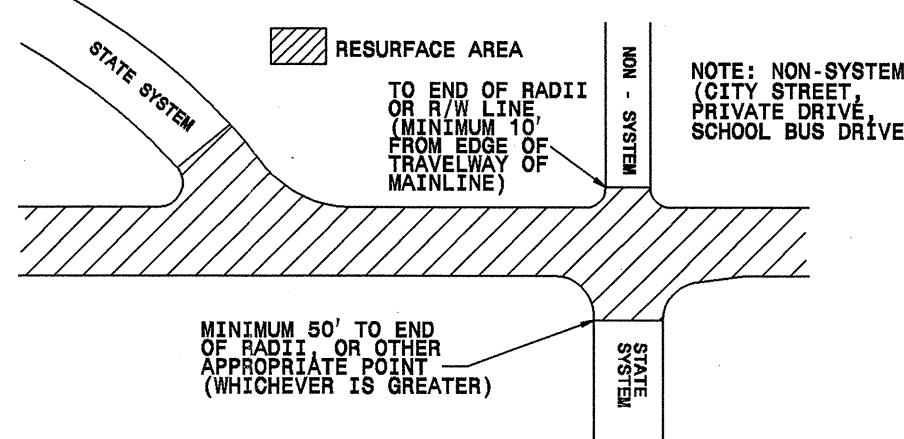
MILLING DETAIL 1



MILL EXISTING ASPHALT PAVEMENT 0-1 1/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER.
RIGHT SIDE: STA 95+70 - STA 102+75
LEFT SIDE: STA 97+60 - 104+10

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

**PAVING DETAIL
MAIN LINE IS BEING RESURFACED**



PAVEMENT SCHEDULE

| | |
|----|---|
| C1 | PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. |
| C2 | PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD. |
| F | AST MAT COAT, 78M |
| T1 | SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER. |
| T2 | EXISTING SHOULDER- SHOULDER RECONSTRUCTION AND SEEDING & MULCHING IS NOT REQUIRED. |
| U | EXISTING PAVEMENT. |

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|--|-----------|-----------|
| 7CR.10171.26, 7CR.20171.26 7CR.20791.26 | 5 | 6 |

SUMMARY OF QUANTITIES

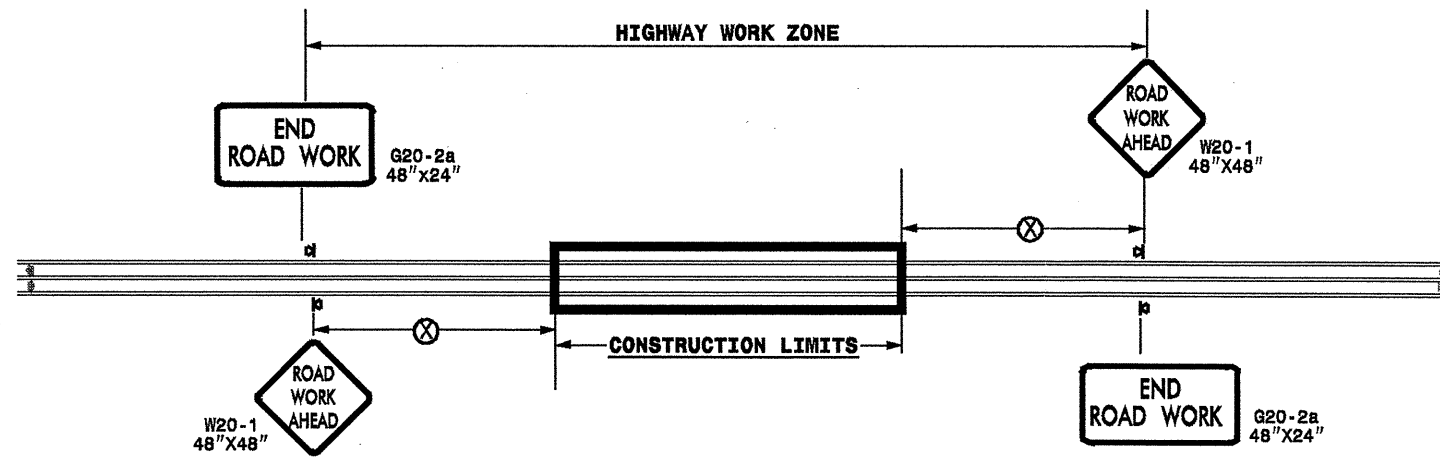
| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | FINAL SURFACE TESTING REQUIRED | LENGTH | WIDTH | INCIDENTAL STONE BASE TONS | SHOULDER RECONSTRUCTION SMI | MILLING ASPHALT PAVEMENT, 0" TO 1 1/4" DEPTH SY | INCIDENTAL MILLING SY | SURFACE COURSE, SF9.5A | PG 64-22 PLANT MIX | AST MAT COAT 78M | SEED & MULCHING | RESIDENTIAL SEEDING | |
|--|------------|--------|-------------------------------|---|--------|--------------------------------|---------------|---------|--|-----------------------------|---|-----------------------|------------------------|--------------------|------------------|-----------------|---------------------|----|
| | | | | | | | MI | FT | | | | | TONS | TONS | TONS | SY | AC | AC |
| 7CR.10171.26 | Caswell | 1 | NC 119 | FROM SR 1710 (GRIER CHURCH ROAD) TO THE NORTH SIDE OF SR 1562 (OSMOND ROAD) | 1 | NO | 4.044 | 22 | 451 | 8.09 | | | 4,431 | 288 | | 1.47 | 1.47 | |
| | | | | | 1 | NO | 0.032 | 26 | | 0.06 | | | 40 | 3 | | 0.01 | 0.01 | |
| | | | | | 1 | NO | 3.690 | 22 | | 7.38 | | | 4,051 | 263 | | 1.34 | 1.34 | |
| | | | | | 1 | NO | 0.110 | 22 - 23 | | 0.22 | | | 120 | 8 | | 0.04 | 0.04 | |
| | | | | | 1 | NO | 0.223 | 23 | | 0.44 | | 192 | 250 | 16 | | 0.08 | 0.08 | |
| | | | | | 1 | NO | 0.022 | 27 | NOTE: CONCRETE BRIDGE - DO NOT PAVE | | | | | | | | | |
| | | | | | 1 | NO | 0.330 | 23 | | 0.66 | | 192 | 369 | 24 | | 0.12 | 0.12 | |
| | | | | | 1 | NO | 0.019 | 22 - 23 | | 0.04 | | | 21 | 1 | | 0.01 | | |
| | | | | | 1 | NO | 1.294 | 22 | | 2.59 | | | 1,506 | 98 | | 0.47 | 0.47 | |
| TOTAL FOR PROJ NO. 7CR.10171.26 | | | | | | | 9.764 | | 451 | 19.48 | | 384 | 10,788 | 701 | | 3.54 | 3.53 | |
| 7CR.20171.26 | Caswell | 2 | SR 1353 (OLD US 29) | FROM THE ROCKINGHAM COUNTY LINE TO THE VIRGINIA STATE LINE | 2 | NO | 0.813 | 20 | 350 | 0.81 | | | 679 | 44 | 9,539 | 0.23 | 0.07 | |
| | | | | | 2 | NO | 0.019 | 20 - 21 | | 0.02 | | | 36 | 2 | 229 | 0.01 | | |
| | | | | | 2 | NO | 2.046 | 21 | | 2.05 | | | 1,962 | 128 | 25,207 | 0.56 | 0.18 | |
| | | | | | 2 | NO | 0.022 | 20 - 21 | | 0.02 | | | 38 | 2 | 265 | 0.01 | | |
| | | | | | 2 | NO | 1.584 | 20 | | 1.58 | | | 1,424 | 93 | 18,586 | 0.44 | 0.14 | |
| | | | | | 2 | NO | 0.124 | 20 - 24 | | 0.12 | | | 111 | 7 | 1,600 | 0.04 | 0.01 | |
| | | | | | 2 | NO | 0.016 | 24 - 37 | | 0.02 | | | 20 | 1 | 286 | | 0.01 | |
| | | | | | 2 | NO | 0.046 | 37 - 39 | NOTE: DO NOT PAVE SR 1360 (SHADY GROVE ROAD) | | | | | | | | | |
| | | | | | 2 | NO | 0.018 | 24 - 39 | | 0.02 | | | 23 | 1 | 333 | | 0.01 | |
| | | | | | 2 | NO | 0.135 | 24 | | 0.14 | | | 131 | 9 | 1,901 | 0.04 | 0.01 | |
| | | | | | 2 | NO | 0.045 | 20 - 24 | | 0.05 | | | 40 | 3 | 581 | 0.01 | 0.01 | |
| | | | | | 2 | NO | 1.396 | 20 | | 1.40 | | | 1,152 | 75 | 16,380 | 0.38 | 0.13 | |
| | | | | | 2 | NO | 0.027 | 20 - 21 | | 0.03 | | | 82 | 5 | 325 | 0.01 | | |
| | | | | | 2 | NO | 0.365 | 21 | | 0.37 | | | 311 | 20 | 4,497 | 0.10 | 0.03 | |
| | | | | | 2 | NO | 0.034 | 21 - 22 | | 0.03 | | | 30 | 2 | 429 | | 0.01 | |
| TOTAL FOR MAP NO. 2 | | | | | | | 6.690 | | 350 | 6.66 | | 6,039 | 392 | 80,158 | 1.83 | 0.61 | | |
| " | " | 3 | SR 1739 (DILLARD SCHOOL ROAD) | FROM THE END OF PAVEMENT TO SR 1163 (MAIN STREET) | 3 | NO | 0.030 | 20 - 21 | 55 | | | | 25 | 2 | | | | |
| TOTAL FOR MAP NO. 3 | | | | | | | 0.317 | | 55 | | | | 309 | 20 | | | | |
| " | " | 4 | SR 1787 (SCHOOL DRIVE) | FROM SR 1739 (DILLARD SCHOOL ROAD) TO NC 62 | 3 | NO | 0.011 | 20 | | | | | 32 | 2 | | | | |
| TOTAL FOR MAP NO. 4 | | | | | | | 0.255 | | | | | | 261 | 17 | | | | |
| TOTAL FOR PROJ NO. 7CR.20171.26 | | | | | | | 7.262 | | 405 | 6.66 | | | 6,609 | 429 | 80,158 | 1.83 | 0.61 | |
| 7CR.20791.26 | Rockingham | 5 | SR 2561 (OLD US 29) | FROM US 29 BUSINESS TO THE CASWELL COUNTY LINE | 2 | NO | 1.999 | 20 | 100 | 1.87 | 791 | 378 | 1,721 | 112 | 22,627 | 0.51 | 0.17 | |
| TOTAL FOR PROJ NO. 7CR.20791.26 | | | | | | | 1.999 | | 100 | 1.87 | 791 | 378 | 1,721 | 112 | 22,627 | 0.51 | 0.17 | |
| GRAND TOTAL | | | | | | | 19.025 | | 956 | 28.01 | 791 | 762 | 19,118 | 1,242 | 102,785 | 5.88 | 4.31 | |

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|--|-----------|-----------|
| 7CR.10171.26, 7CR.20171.26 7CR.20791.26 | 6 | 6 |

THERMOPLASTIC AND PAINT QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | 4685000000-E | 4686000000-E | 4690000000-E | 4705000000-E | 4710000000-E | 4721000000-E | | 4810000000-E | |
|--|------------|--------|-------------------------------|---|------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------------|-------------------------------------|--|----------------------------|-----------------------------|
| | | | | | 4" X 90 M WHITE THERMO LF | 4" X 120 M WHITE THERMO LF | 6" X 120 M WHITE THERMO LF | 16" X 120 M WHITE THERMO LF | 24" X 120 M WHITE THERMO LF | THERMO MSG RXR 120 M EA | THERMO MSG SCHOOL 120 M EA | 4" WHITE PAINT LF | 4" YELLOW PAINT LF |
| 7CR.10171.26 | Caswell | 1 | NC 119 | FROM SR 1710 (GRIER CHURCH ROAD) TO THE NORTH SIDE OF SR 1562 (OSMOND ROAD) | 103,100 | 87,635 | 156 | | | | | | |
| TOTAL FOR PROJ NO. 7CR.10171.26 | | | | | 103,100 | 87,635 | 156 | | | | | | |
| 7CR.20171.26 | Caswell | 2 | SR 1353 (OLD US 29) | FROM THE ROCKINGHAM COUNTY LINE TO THE VIRGINIA STATE LINE | 1,550 | | 262 | 100 | 60 | 4 | | 141,340 | 133,714 |
| " | " | 3 | SR 1739 (DILLARD SCHOOL ROAD) | FROM THE END OF PAVEMENT TO SR 1163 (MAIN STREET) | 300 | | 26 | | 50 | | 6 | 6,700 | 6,700 |
| " | " | 4 | SR 1787 (SCHOOL DRIVE) | FROM SR 1739 (DILLARD SCHOOL ROAD) TO NC 62 | 100 | | 52 | | 50 | | 6 | 5,380 | 5,380 |
| TOTAL FOR PROJ NO. 7CR.20171.26 | | | | | 1,950 | | 340 | 100 | 160 | 4 | 12 | 153,420 | 145,794 |
| | | | | | | | | | | 16 | 299,214 | | |
| 7CR.20791.26 | Rockingham | 5 | SR 2561 (OLD US 29) | FROM US 29 BUSINESS TO THE CASWELL COUNTY LINE | 400 | | 56 | | | | | 42,220 | 42,220 |
| TOTAL FOR PROJ NO. 7CR.20791.26 | | | | | 400 | | 56 | | | | | 42,220 | 42,220 |
| GRAND TOTAL | | | | | 105,450 | 87,635 | 552 | 100 | 160 | 4 | 12 | 195,640 | 188,014 |
| | | | | | | | | | | 16 | 383,654 | | |

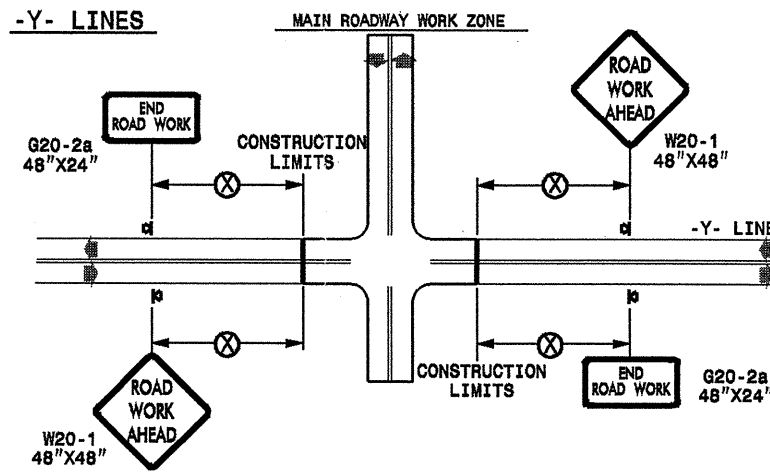
TWO-WAY UNDIVIDED ** (L-LINES)



| 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)



DETAIL DRAWING
FOR TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

GENERAL NOTES

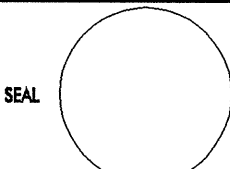

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH 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

| | | | |
|---|---|---|-------|
| 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: _____ | | | |

19-OCT-2009 18:47
 s:\signing\resurfacing_030509\resurfacing2009.dwg
 pseymore AT WZTC237502