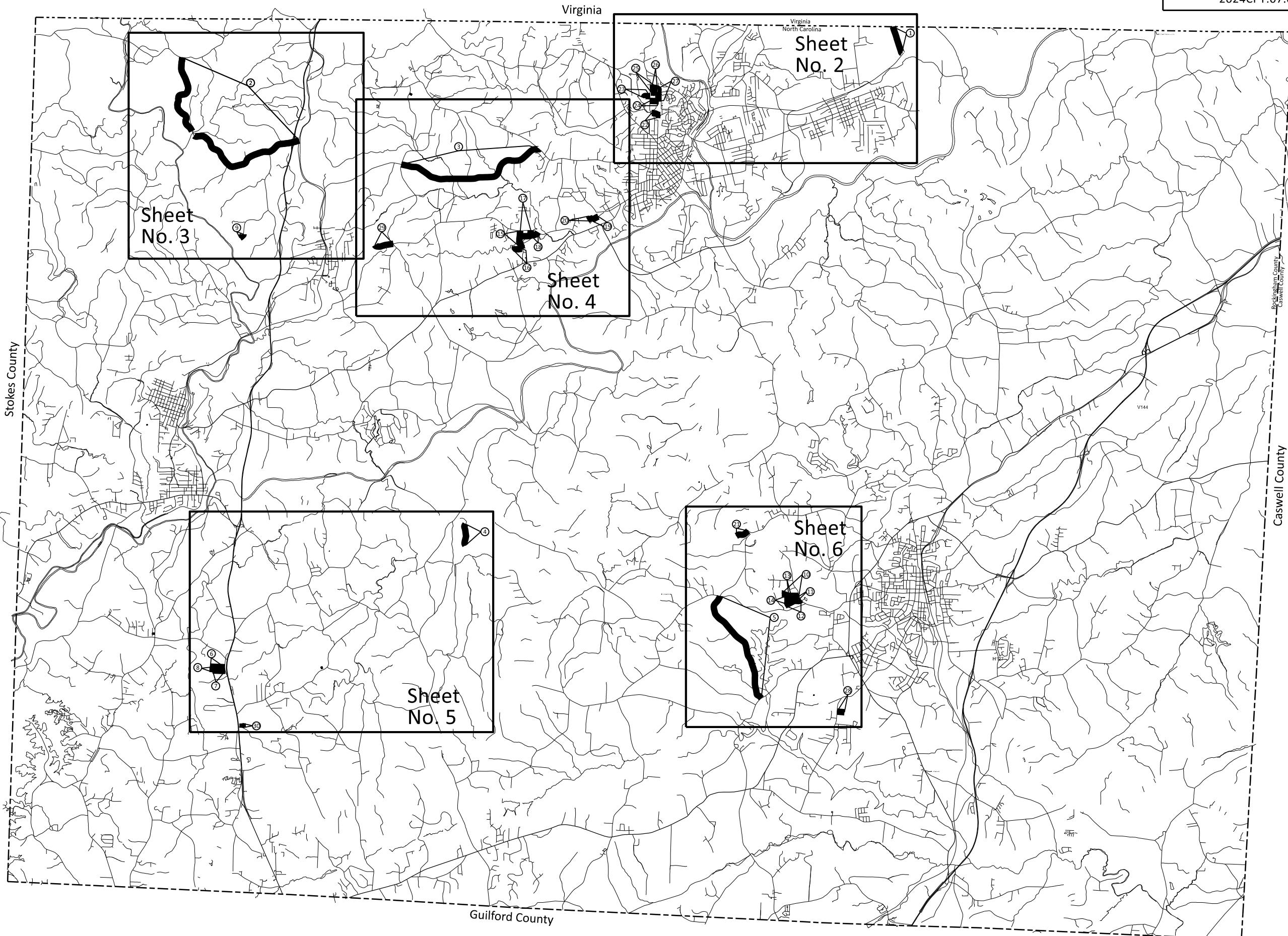
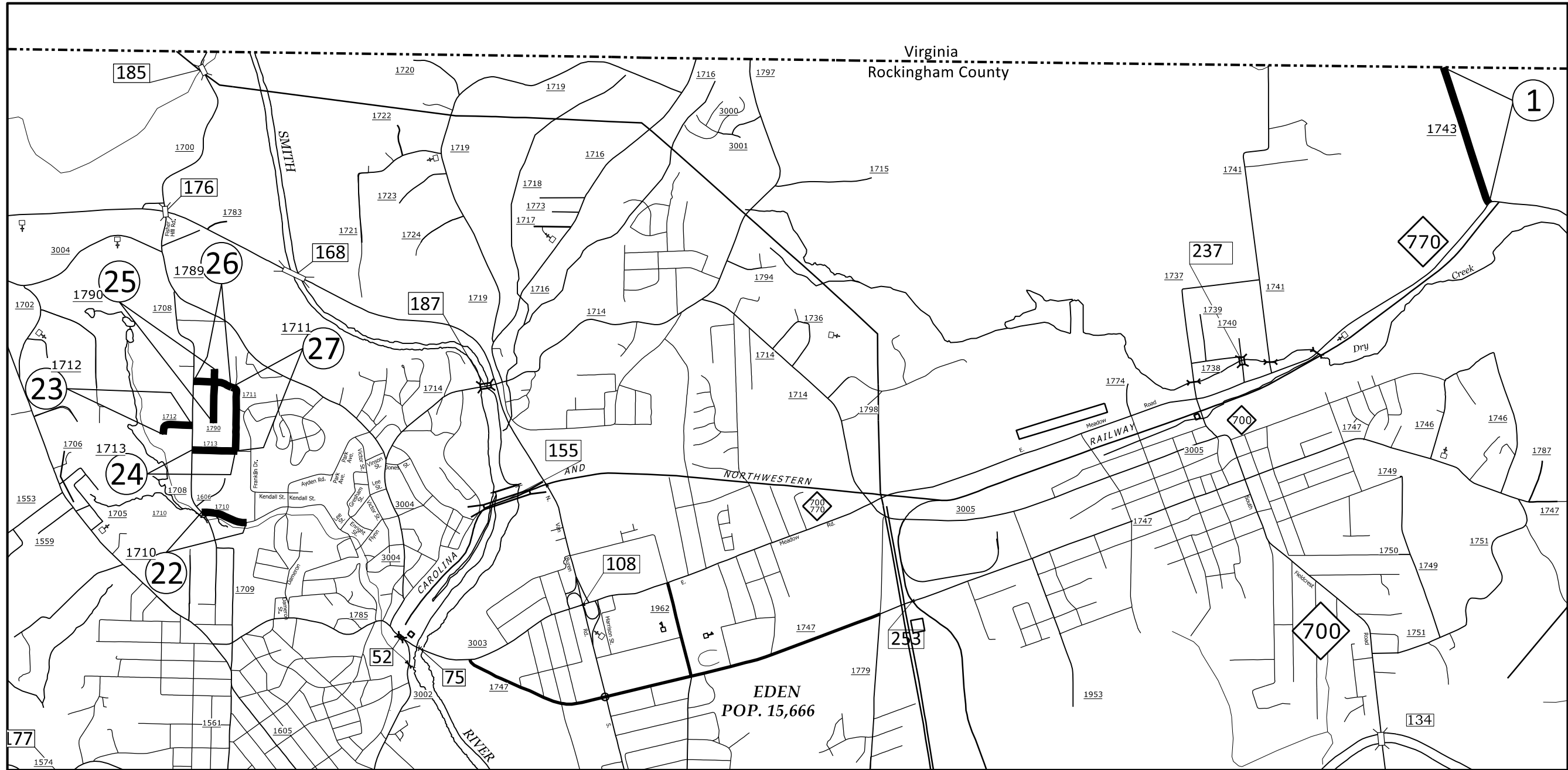


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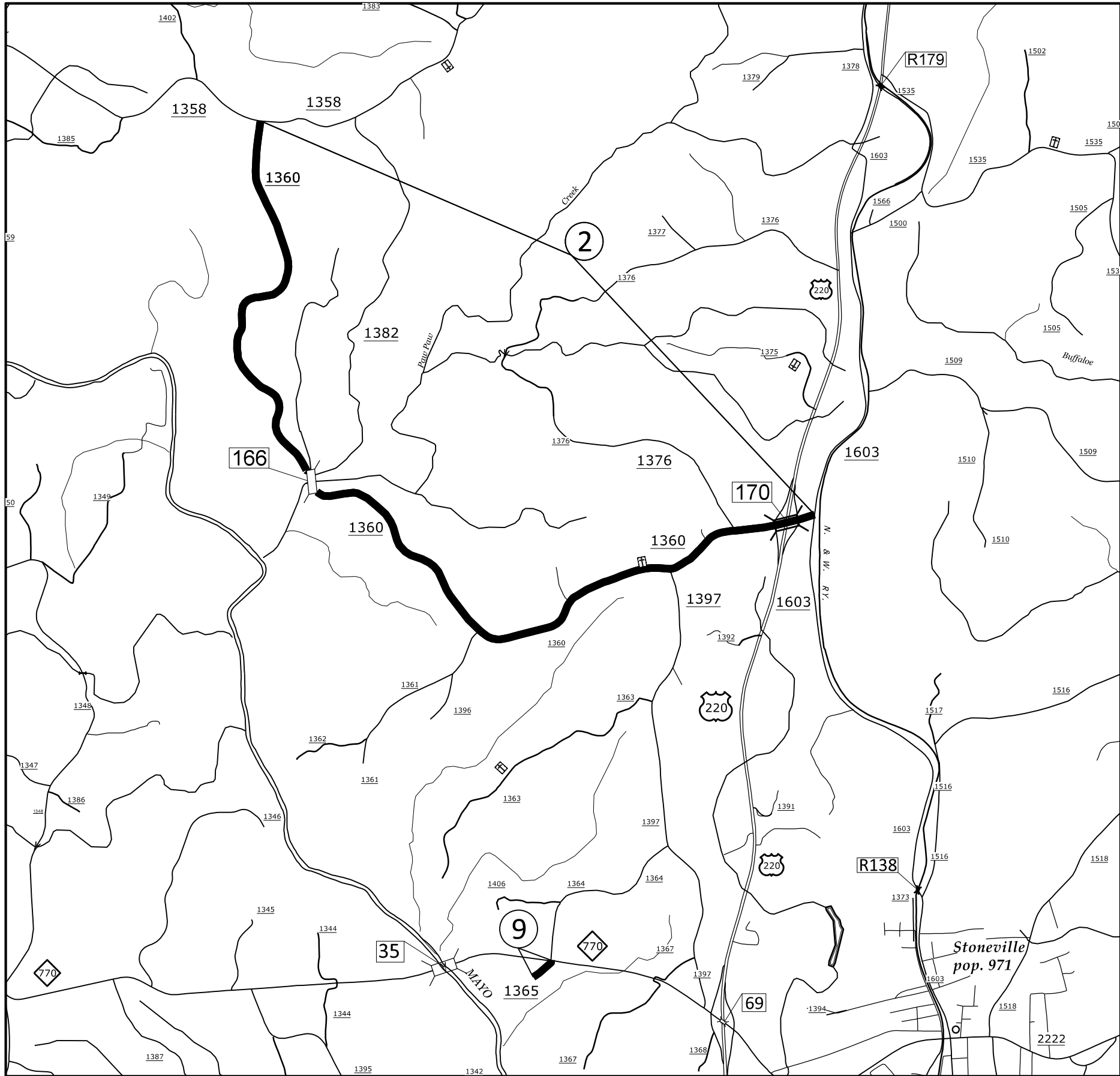
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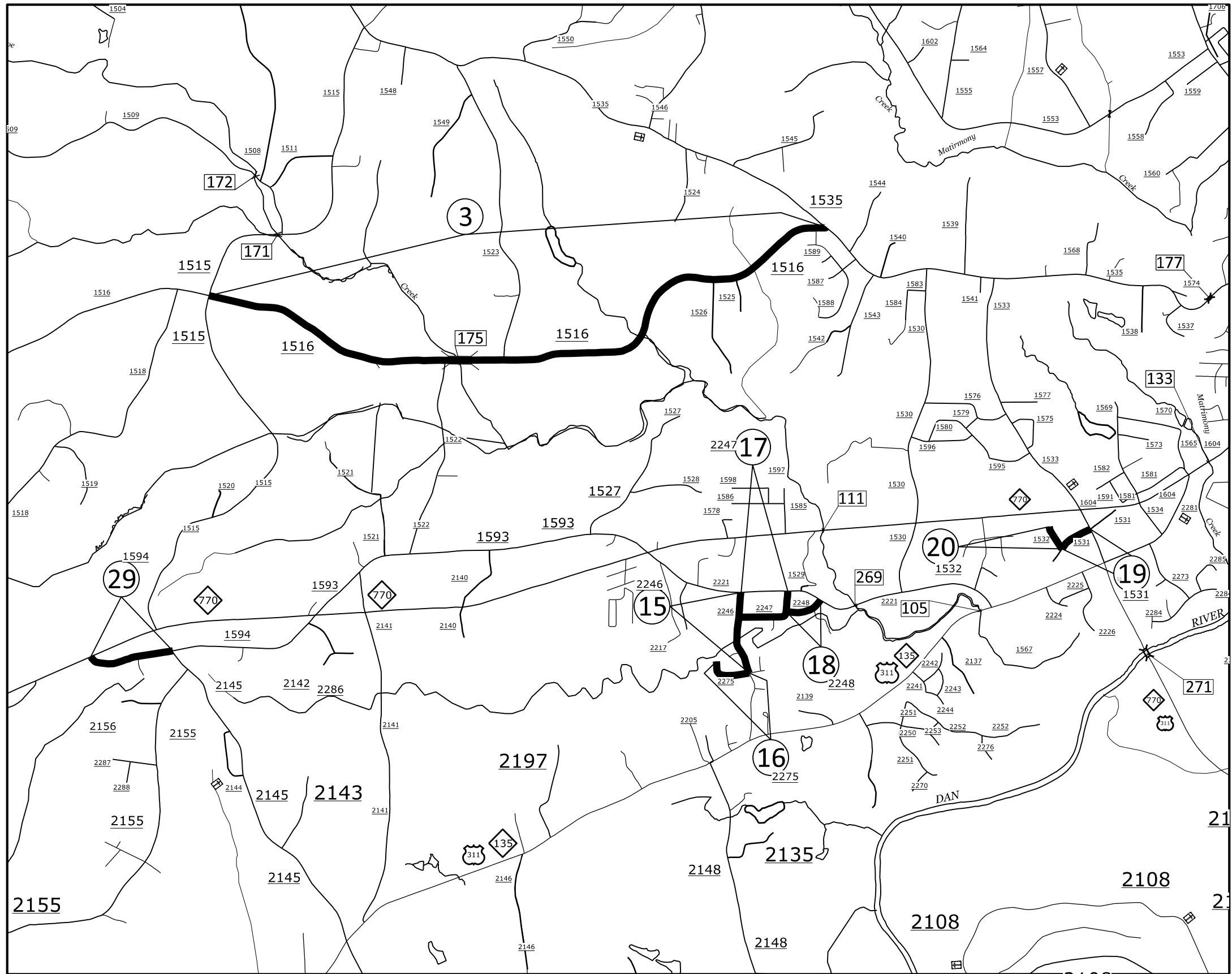
- Map 1 SR 1743 Gant Rd
- Map 22 SR 1710 Lake Dr
- Map 23 SR 1712 Hubbard St
- Map 24 SR 1713 Tenth St
- Map 25 SR 1790 Carrington Ln
- Map 26 SR 1789 Gracewood Dr
- Map 27 SR 1711 Red Clay Rd

ROCKINGHAM
COUNTY
NORTH CAROLINA



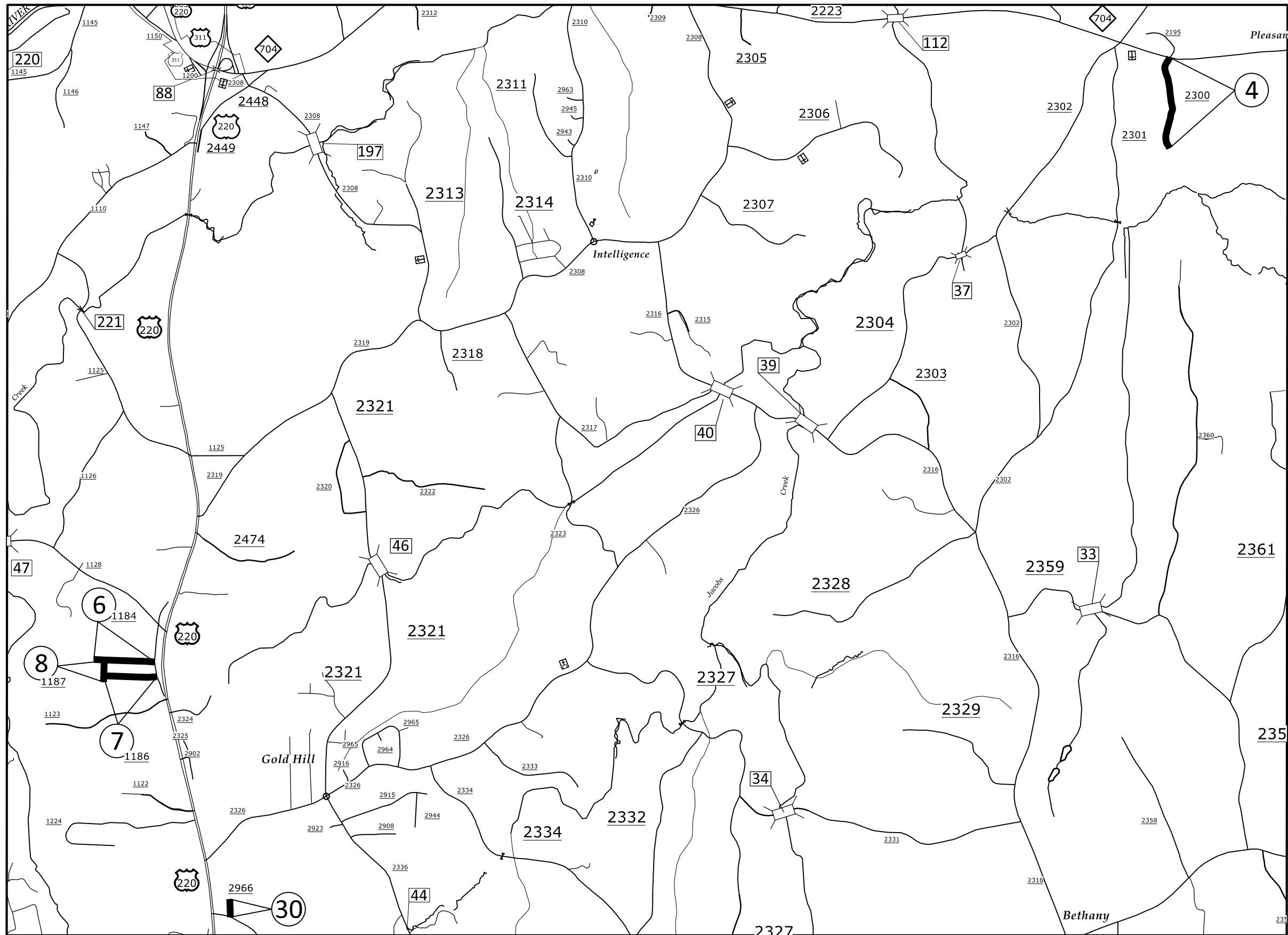
- Map 2 SR 1360 Smith Rd
 - *Resurface Bridge #170
 - No Milling on Bridge
 - *Skip New Asphalt Section at Bridge #166
- Map 9 SR 1365 Mossdale Rd

ROCKINGHAM
COUNTY
NORTH CAROLINA



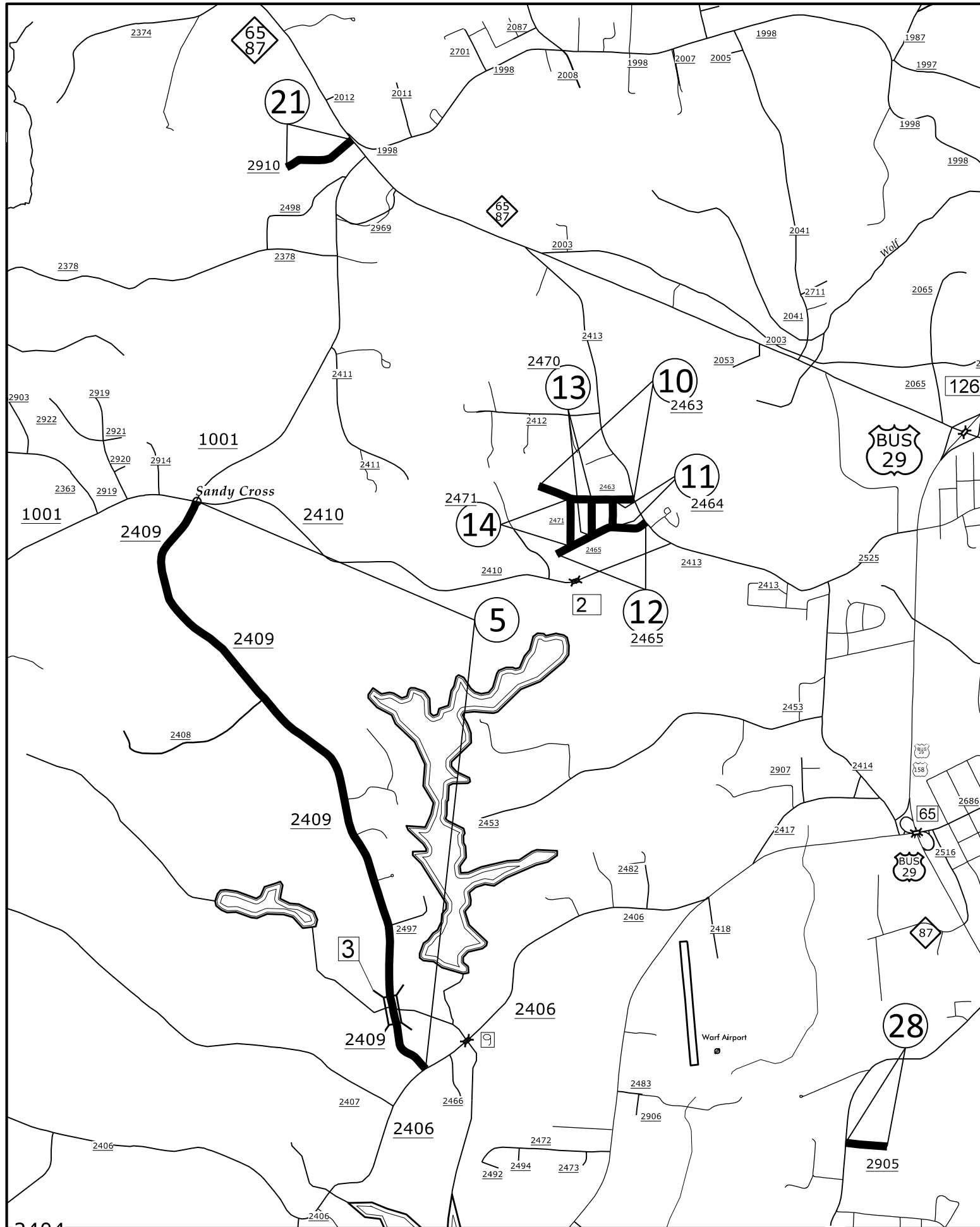
- Map 3 SR 1516 Price Grange Rd
*Resurface Bridge #175
-No Milling on Bridge
- Map 15 SR 2246 Landors Dr
- Map 16 SR 2275 Edgar Allan Dr
- Map 17 SR 2247 Corn Tassell Trl
- Map 18 SR 2248 Nevermore Dr
- Map 19 SR 1531 Beddingfield Rd
- Map 20 SR 1532 Branch Rd
- Map 29 SR 1594 Priddy Lp

**ROCKINGHAM
COUNTY**
NORTH CAROLINA



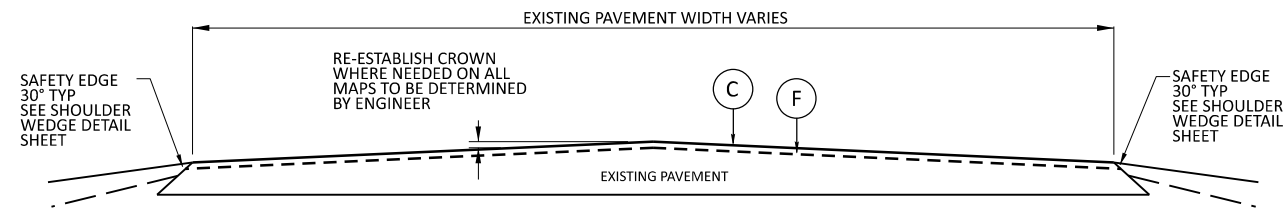
- Map 4 SR 2300 Shuff Rd
- Map 6 SR 1184 Longview Rd
- Map 7 SR 1186 Laura Rd
- Map 8 SR 1187 Rolling Rd
- Map 30 SR 2966 Carlton Park Dr

ROCKINGHAM
COUNTY
NORTH CAROLINA



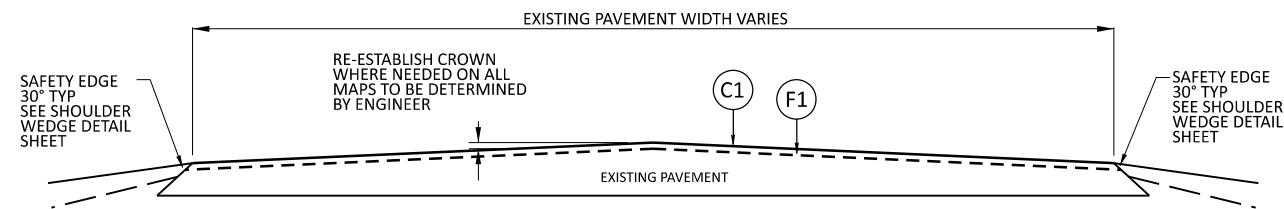
- Map 5 SR 2409 Boyd Rd
*Resurface Bridge #3
-No Milling on Bridge
- Map 10 SR 2463 Jett Dr
- Map 11 SR 2464 Glendale Dr
- Map 12 SR 2465 Norwood Dr
- Map 13 SR 2470 Joy Rd
- Map 14 SR 2471 Woodberry Dr
- Map 21 SR 2910 Roberson Ln
- Map 28 SR 2905 Basham Rd

**ROCKINGHAM
COUNTY**
NORTH CAROLINA



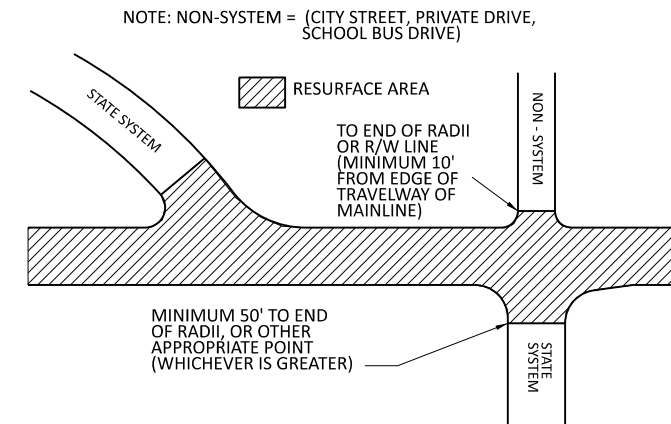
TYPICAL SECTION NO. 1

- Map 1 SR 1743 Gant Rd
- Map 4 SR 2300 Shuff Rd
- Map 30 SR 2966 Carlton Park Dr

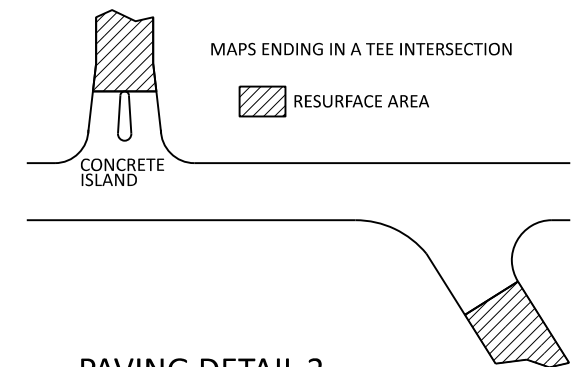


TYPICAL SECTION NO. 2

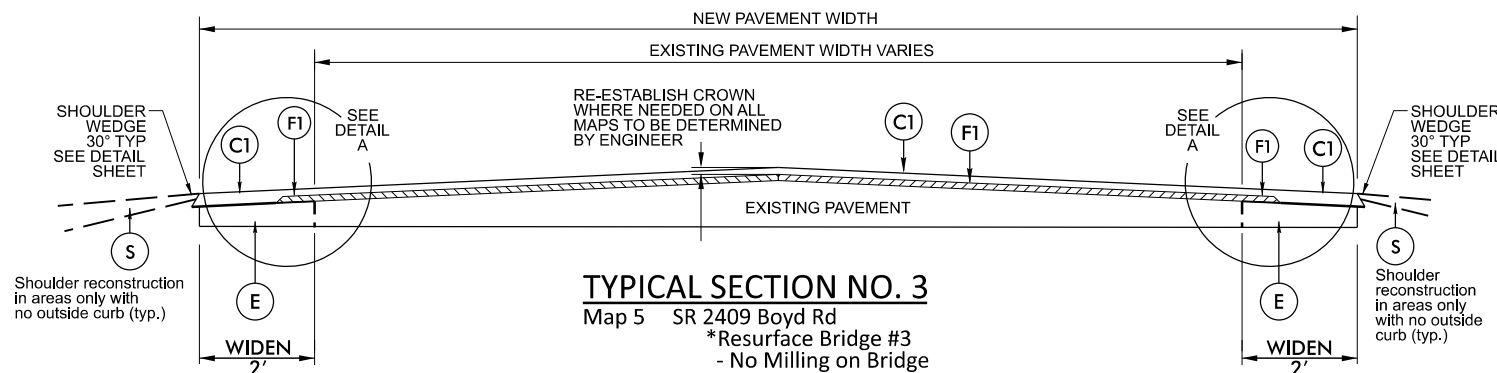
- Map 2 SR 1360 Smith Rd
 - *Resurface Bridge #170
 - No Milling on Bridge
 - *Skip New Asphalt Section at Bridge #166
- Map 3 SR 1516 Price Grange Rd
 - *Resurface Bridge #175
 - No Milling on Bridge
- Map 6 SR 1184 Longview Rd
- Map 7 SR 1186 Laura Rd
- Map 8 SR 1187 Rolling Rd
- Map 9 SR 1365 Mossdale Rd
- Map 10 SR 2463 Jett Dr
- Map 11 SR 2464 Glendale Dr
- Map 12 SR 2465 Norwood Dr
- Map 13 SR 2470 Joy Rd
- Map 14 SR 2471 Woodberry Dr
- Map 15 SR 2246 Landors Dr
- Map 16 SR 2275 Edgar Allan Dr
- Map 17 SR 2247 Corn Tassell Trl
- Map 18 SR 2248 Nevermore Dr
- Map 19 SR 1531 Beddingfield Rd
- Map 20 SR 1532 Branch Rd
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- Map 22 SR 1710 Lake Dr
- Map 23 SR 1712 Hubbard St
- Map 24 SR 1713 Tenth St
- Map 25 SR 1790 Carrington Ln
- Map 26 SR 1789 Gracewood Dr
- Map 27 SR 1711 Red Clay Rd
- Map 28 SR 2905 Basham Rd
- Map 29 SR 1594 Priddy Lp



**PAVING DETAIL 1
MAIN LINE IS BEING RESURFACED**

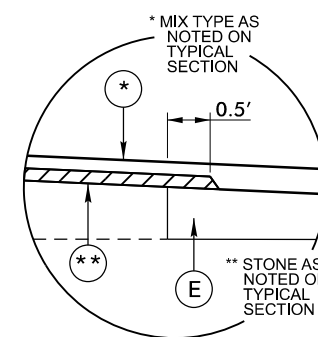


**PAVING DETAIL 2
MAIN LINE NOT BEING RESURFACED**



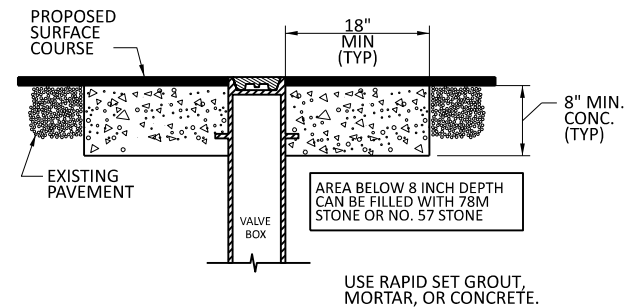
TYPICAL SECTION NO. 3

- Map 5 SR 2409 Boyd Rd
 - *Resurface Bridge #3
 - No Milling on Bridge

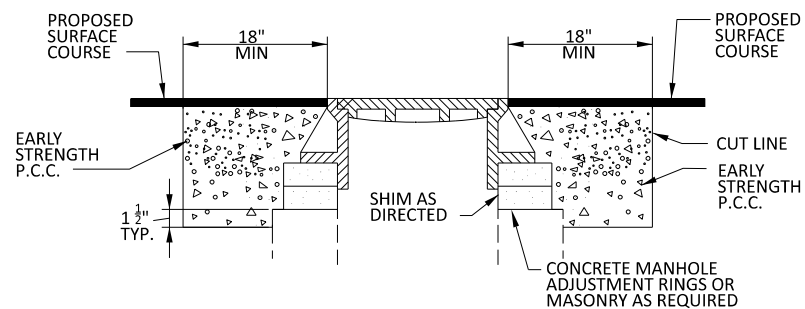


DETAIL A

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ. YD.
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, #67
F1	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 4" DEPTH

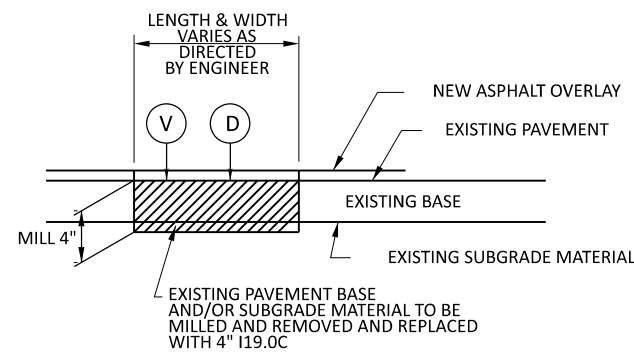


STANDARD CONCRETE ENCASEMENT FOR VALVE CASTINGS IN PAVEMENT

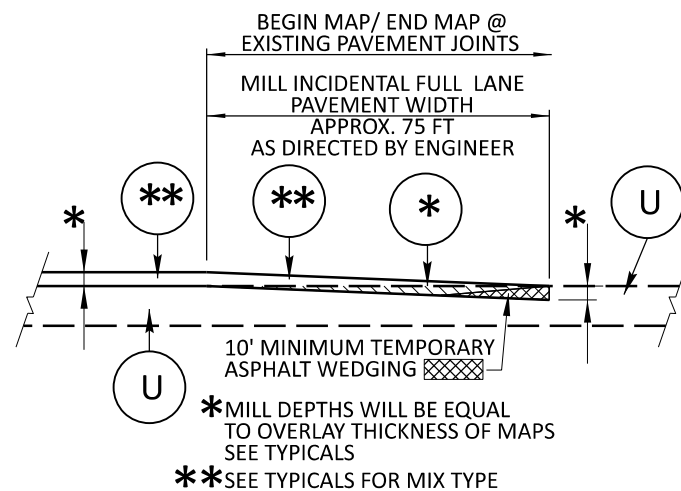


- NOTES:
- MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
 - ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
 - EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
 - RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.

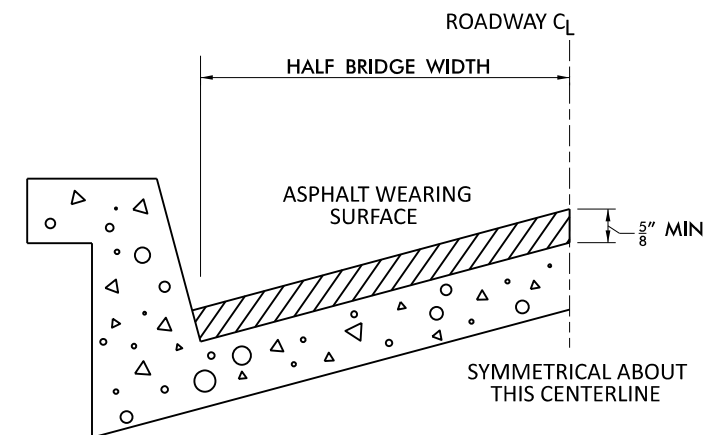
STANDARD CONCRETE ENCASEMENT FOR MANHOLE CASTINGS IN PAVEMENT



PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING



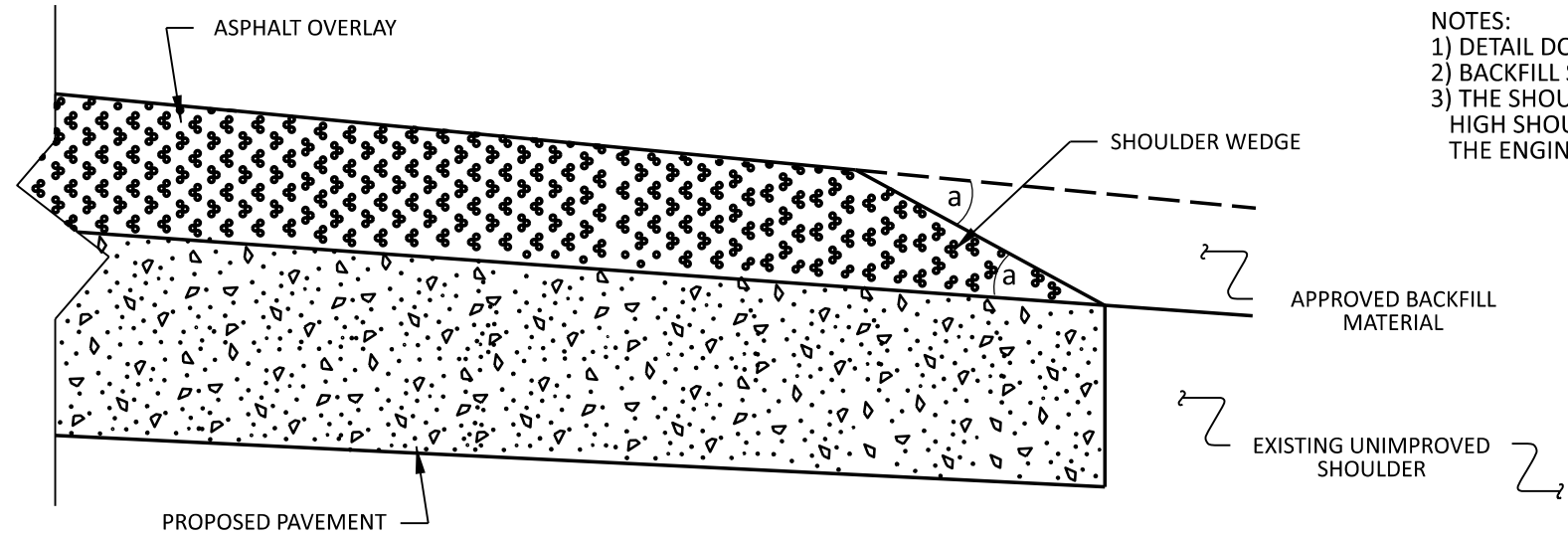
INCIDENTAL MILLING AT TIE-IN DETAIL



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.

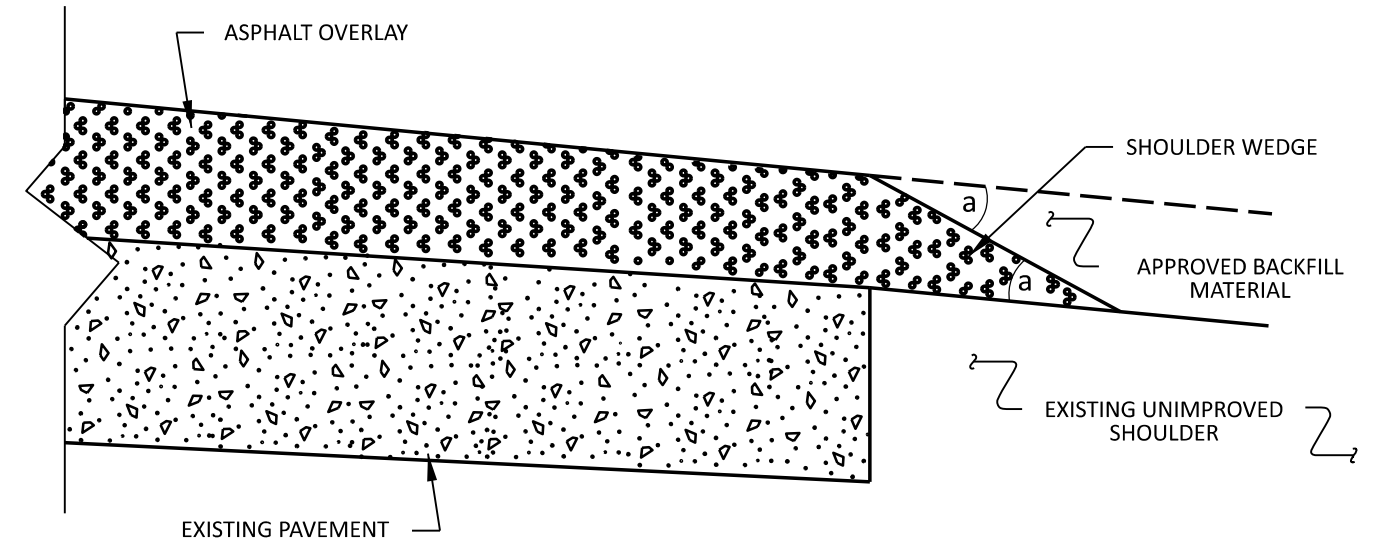
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ. YD.
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, #67
F1	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 4" DEPTH



NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

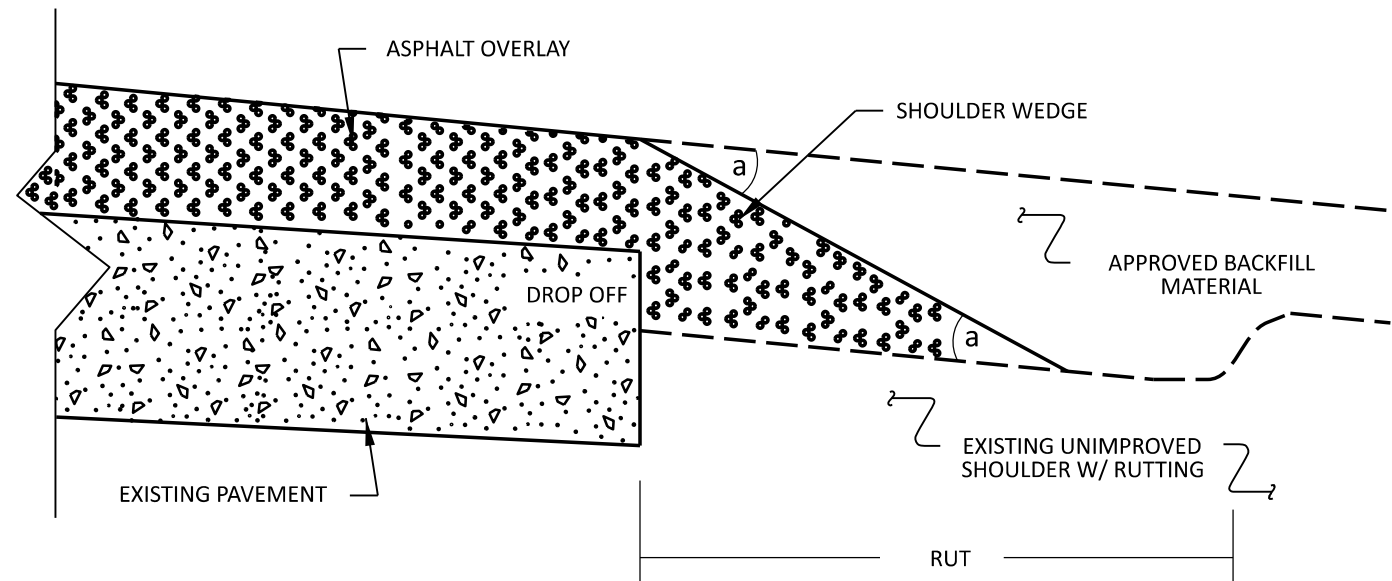
SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL

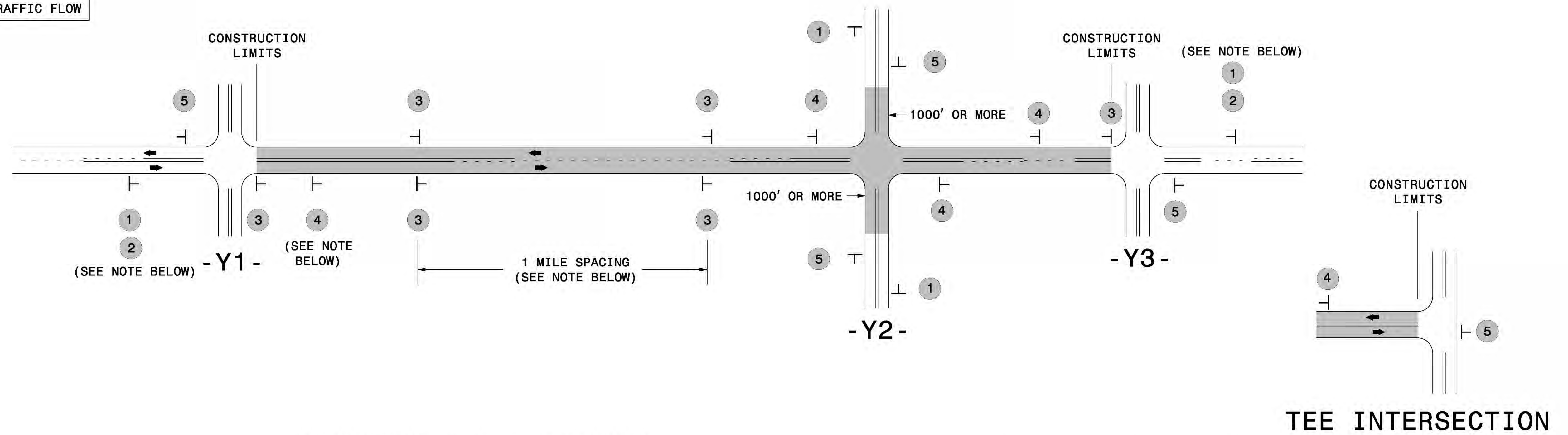
(Resurfacing Adjacent to Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT Office 919-707-6950 FAX 919-250-4119			
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	susr/details/stand/shoulderwedgedetail.dgn		

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

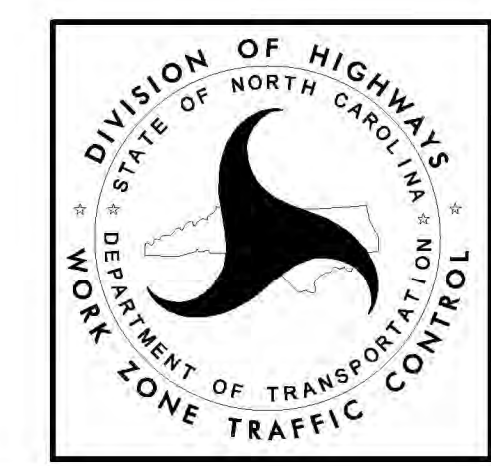
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	2		#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3		- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4		- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

5/15/2017 5:11:10 PM \\NCDOT\Users\jztc\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:keads

