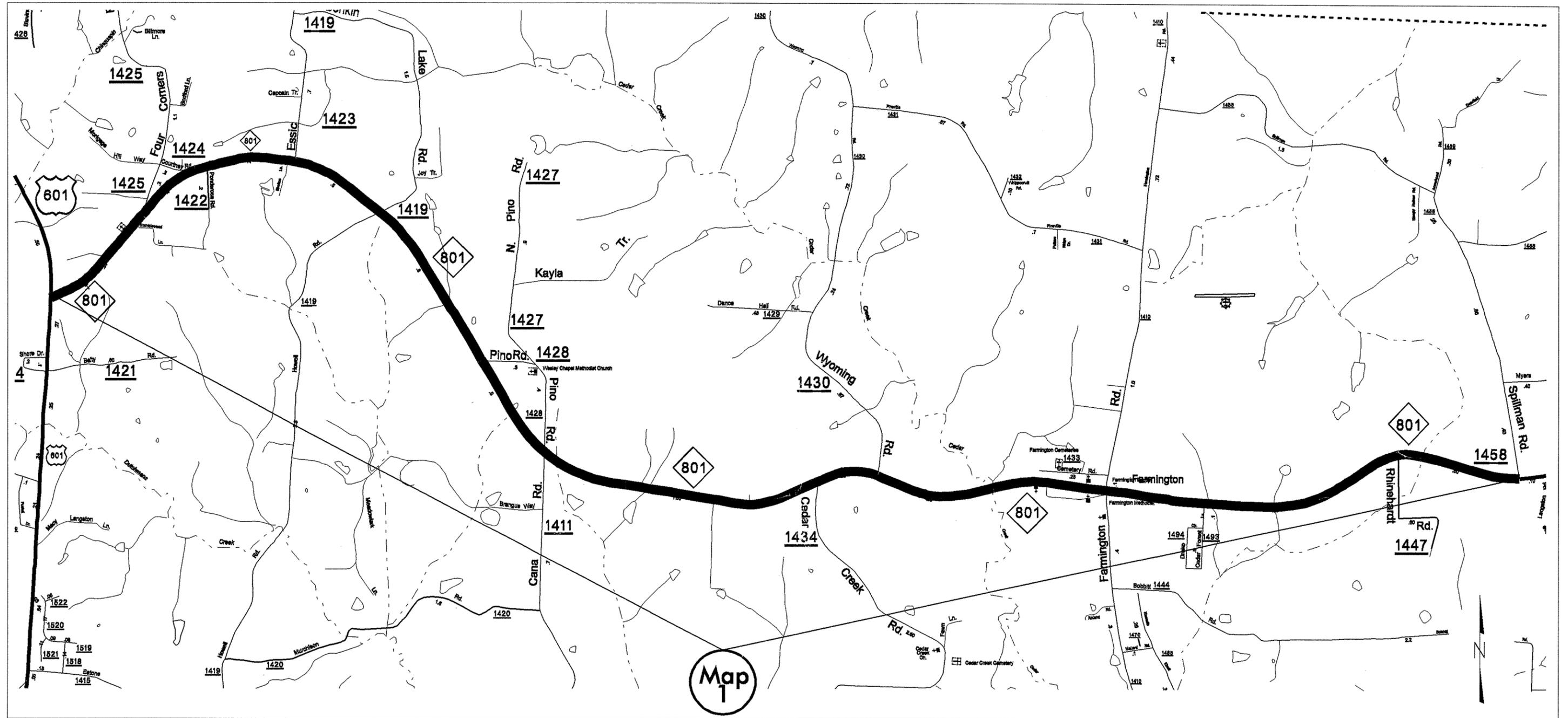
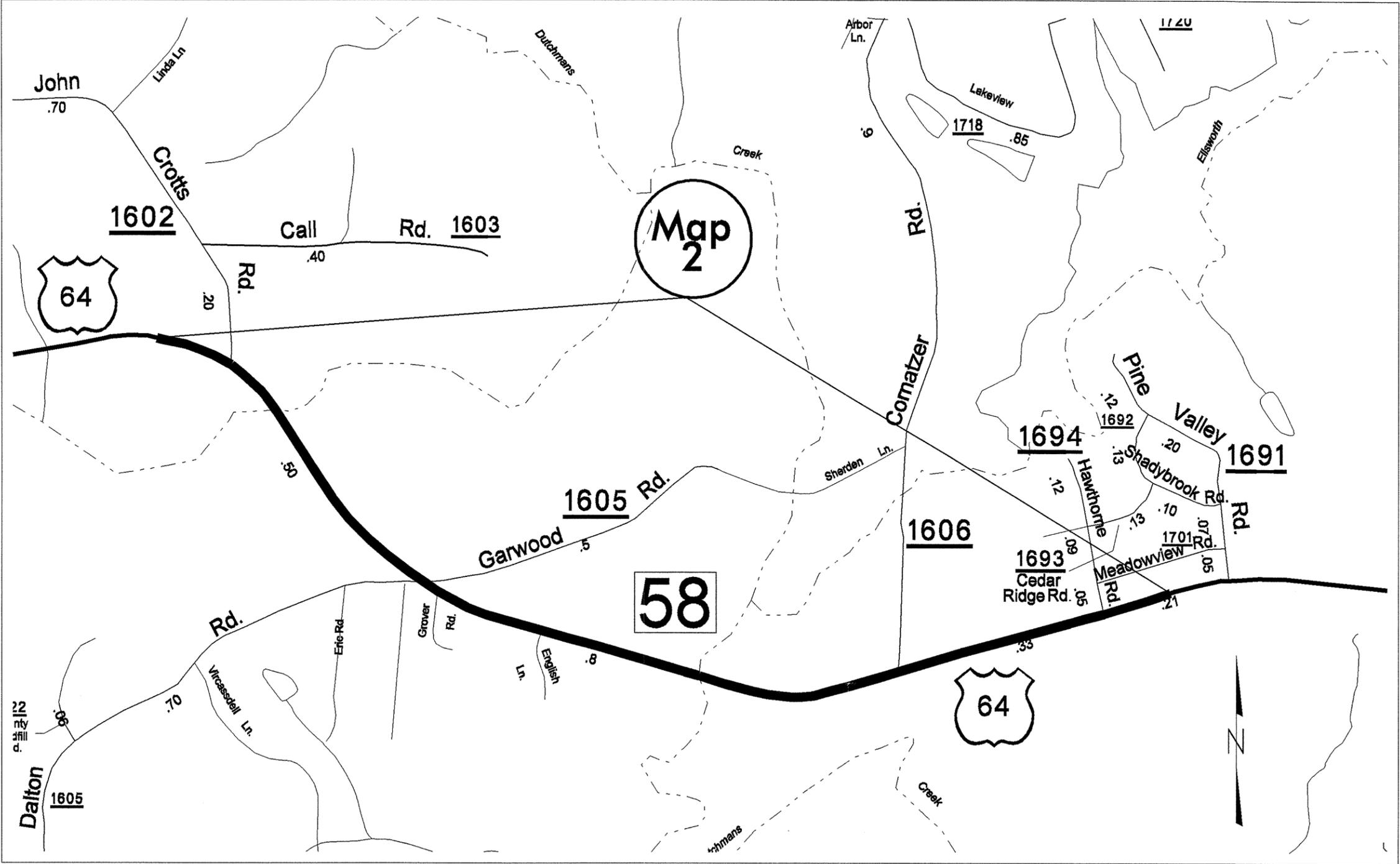


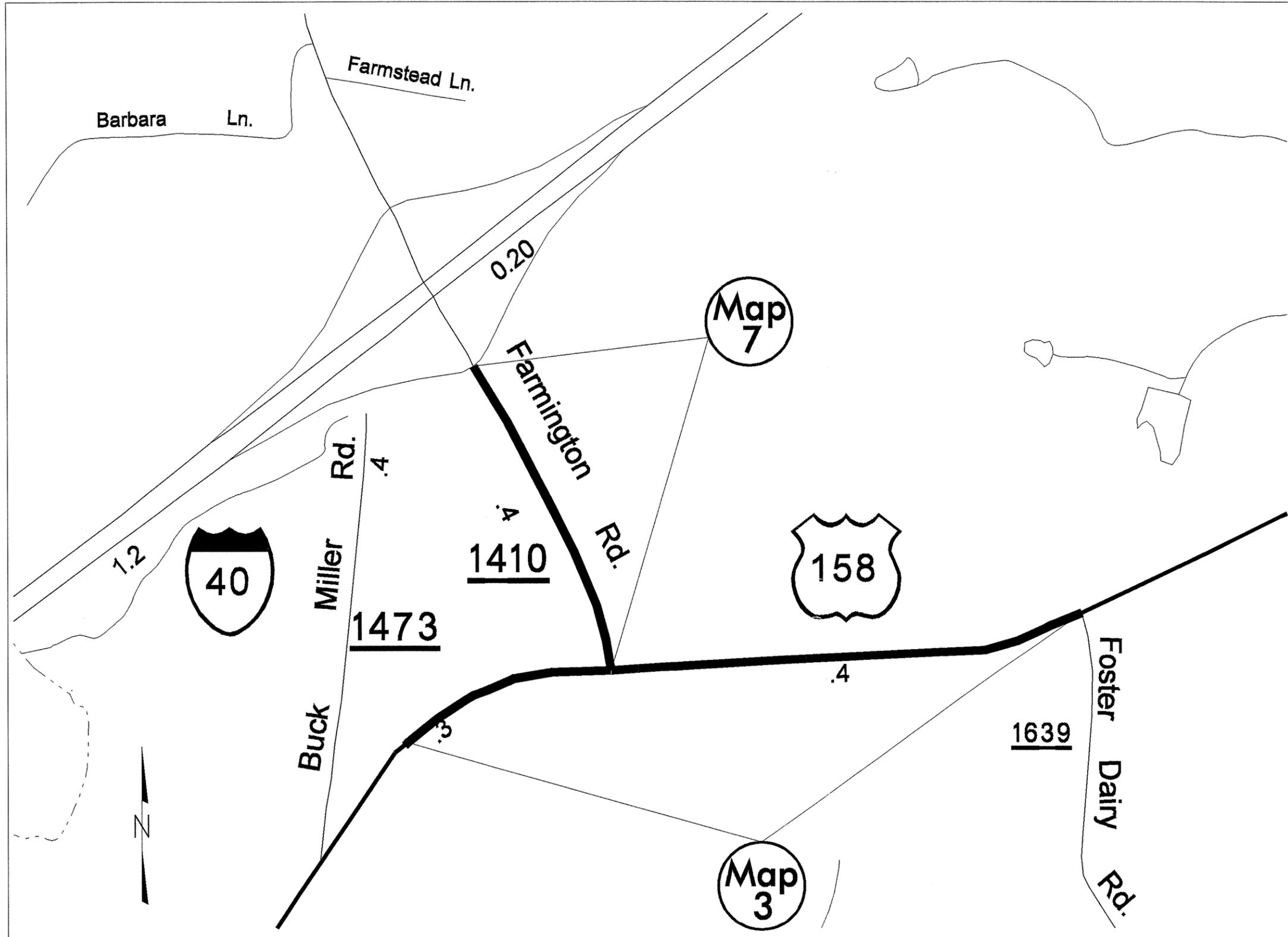
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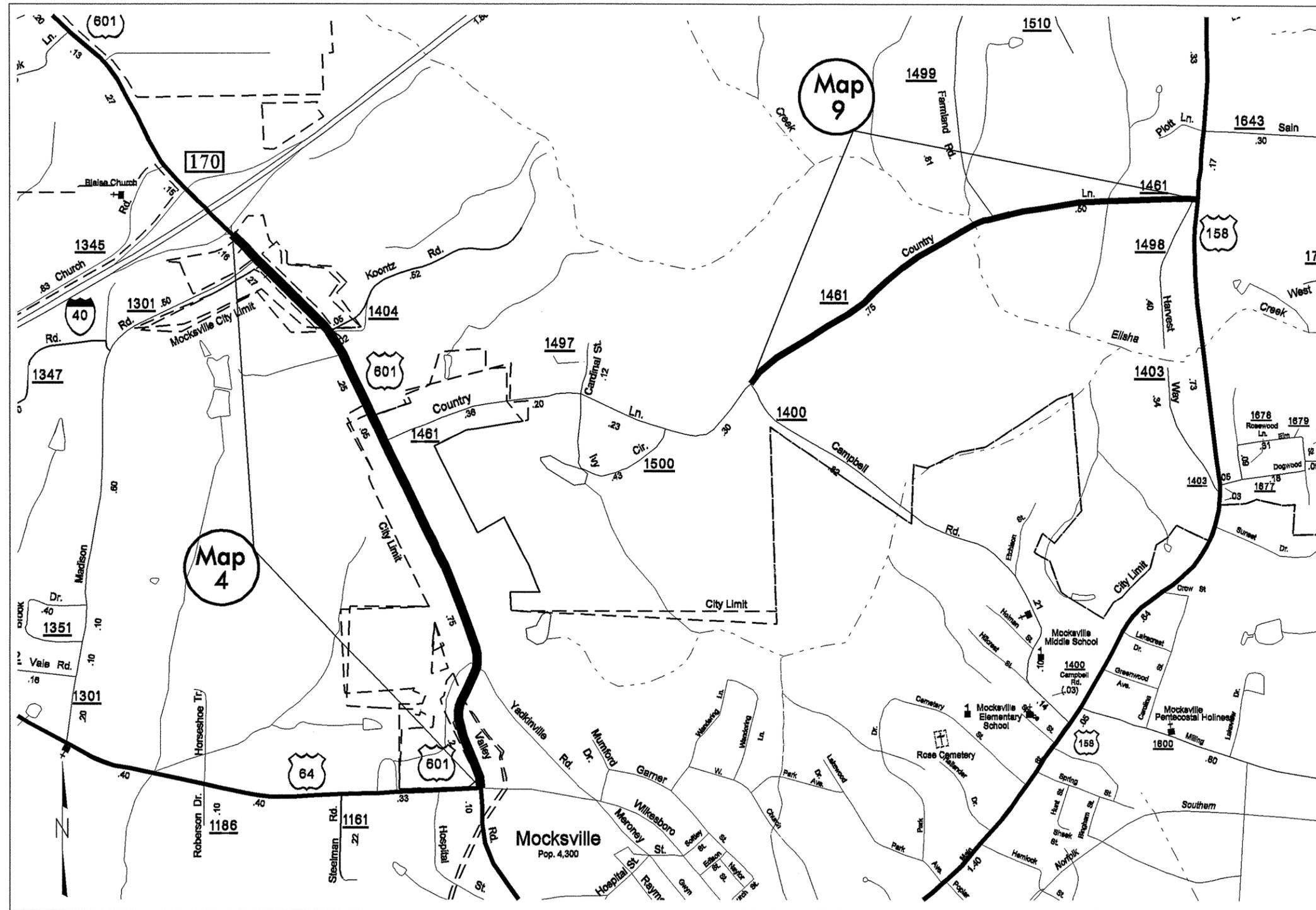
Map 1



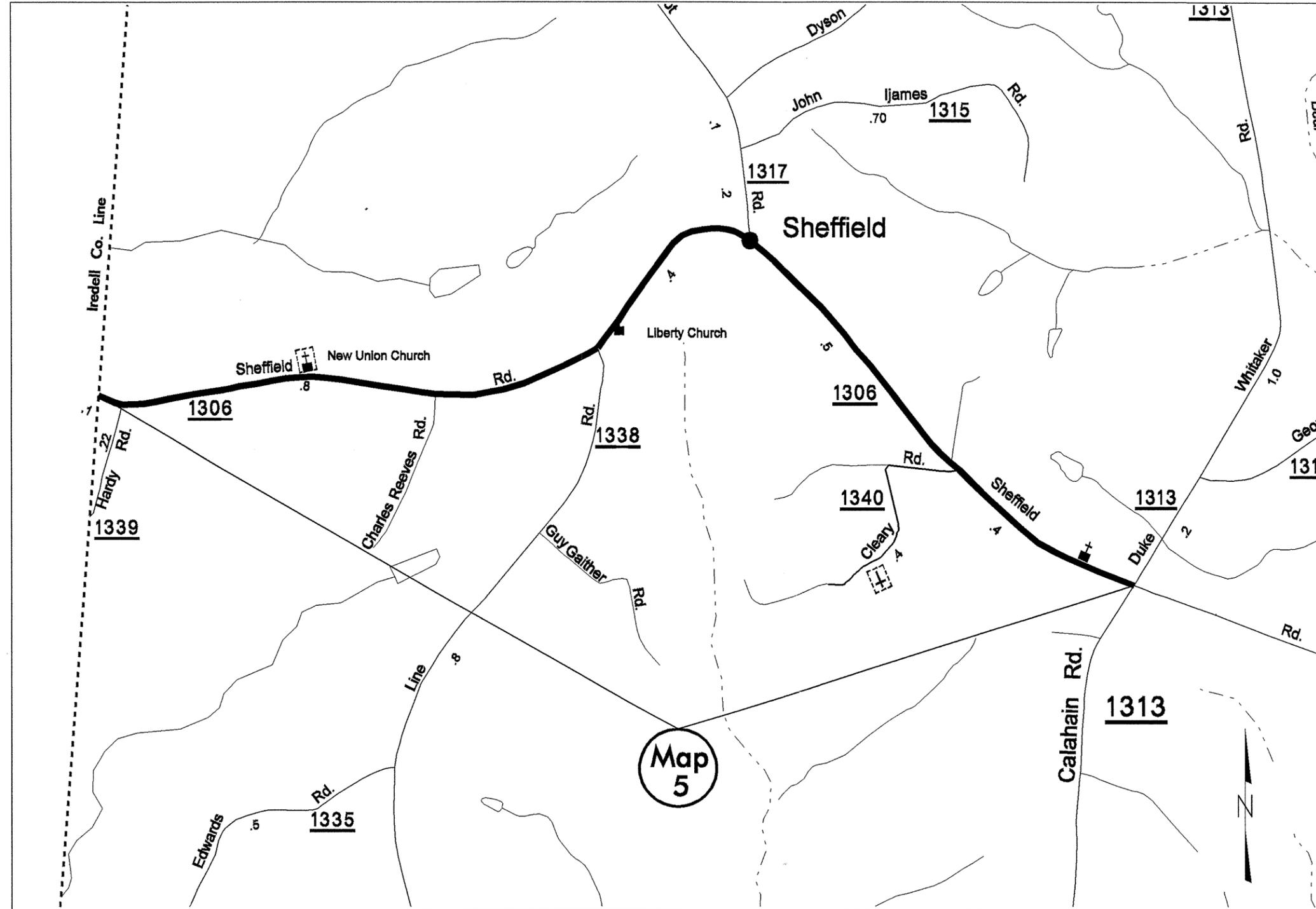
Map 2



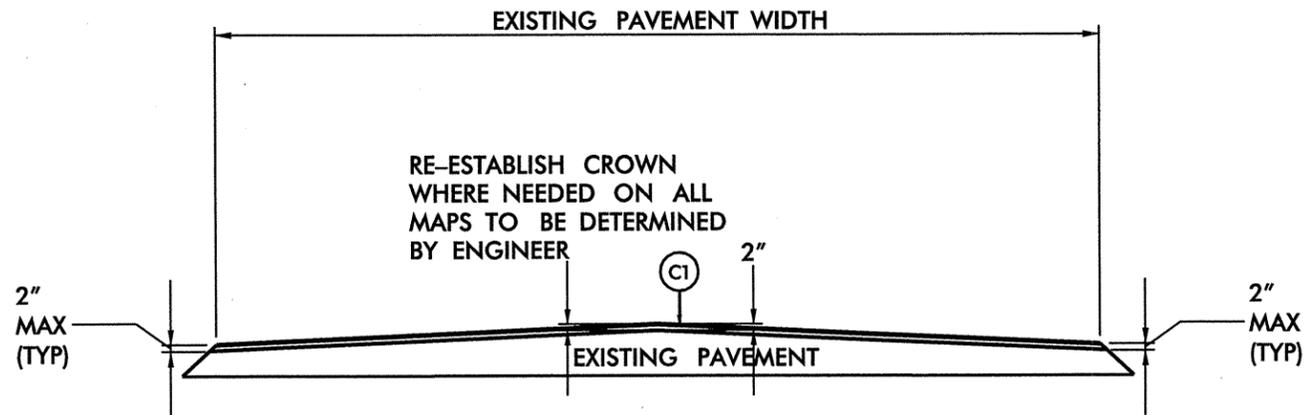
Maps 3 and 7



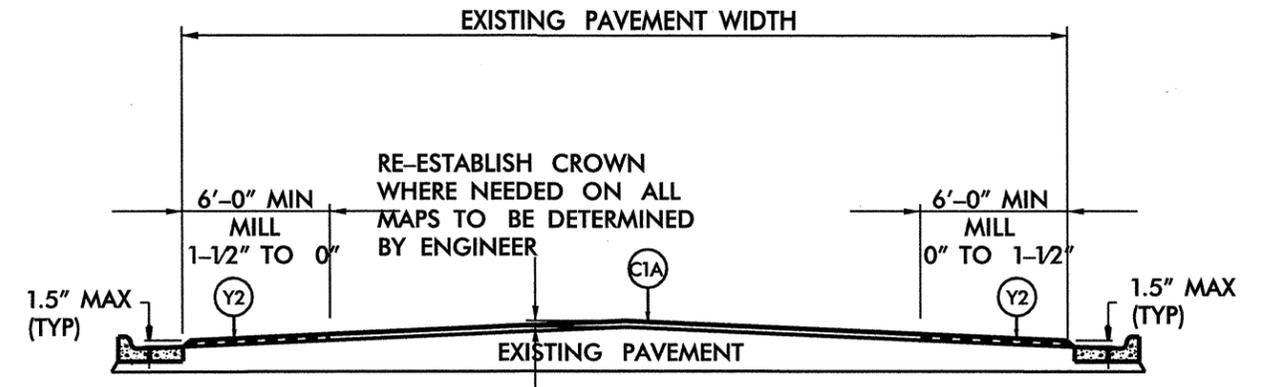
Maps 4 and 9



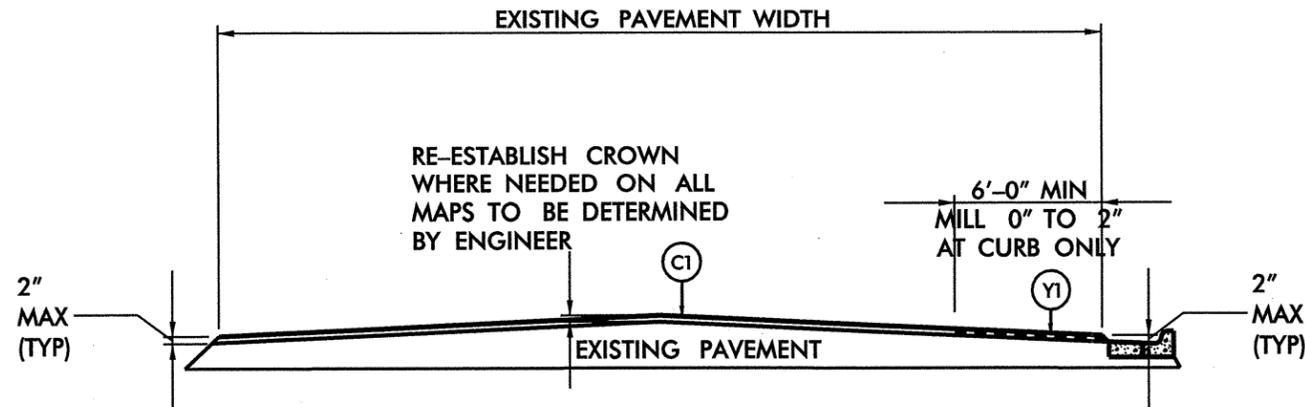
Map 5



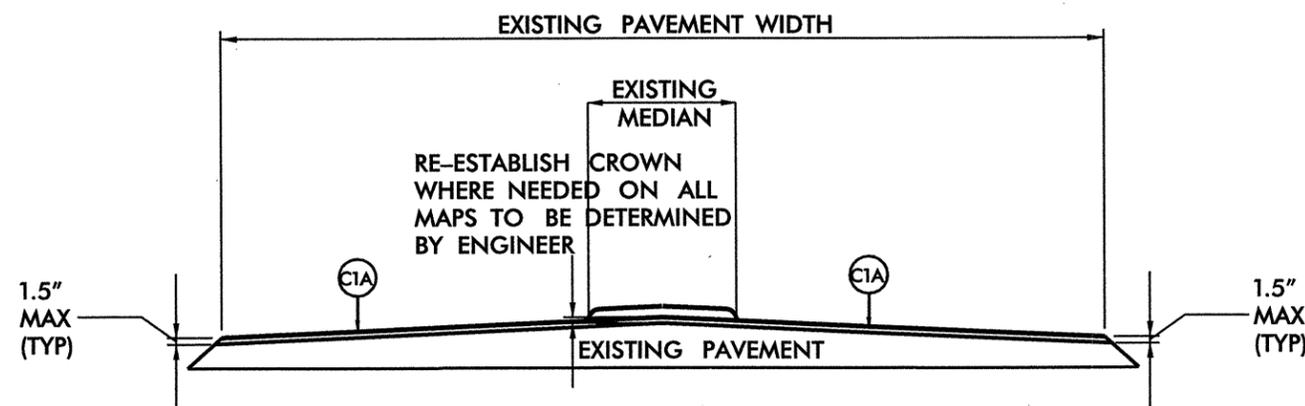
TYPICAL SECTION NO. 1
MAP NO 1 NC 801
(24 Ft Width)
MAP NO 2 US 64
(28 Ft Width)



TYPICAL SECTION NO. 4
MAP NO 4 US 601 BYPASS
(36 Ft to 50 Ft Width)

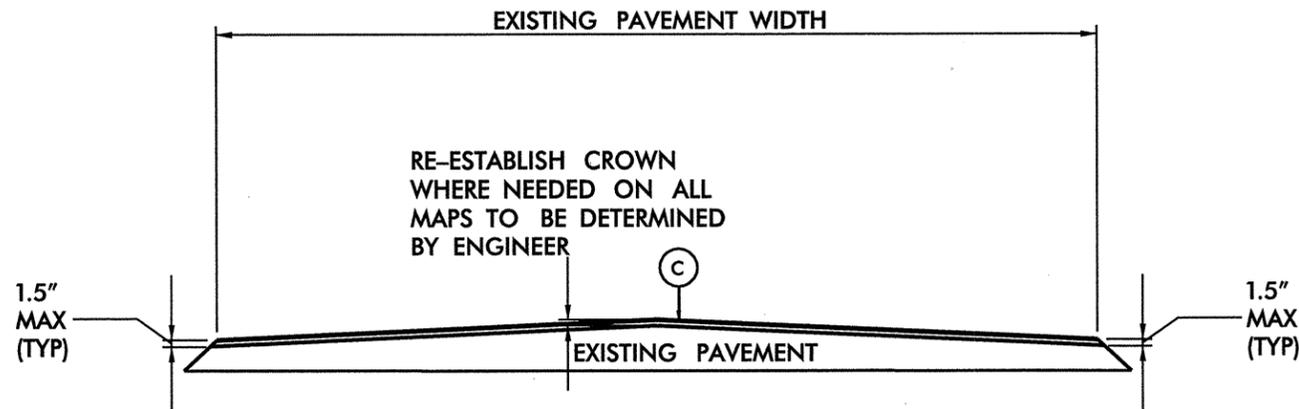


TYPICAL SECTION NO. 2
MAP NO 2 US 64 @ TURN LANE
(28 Ft Width)

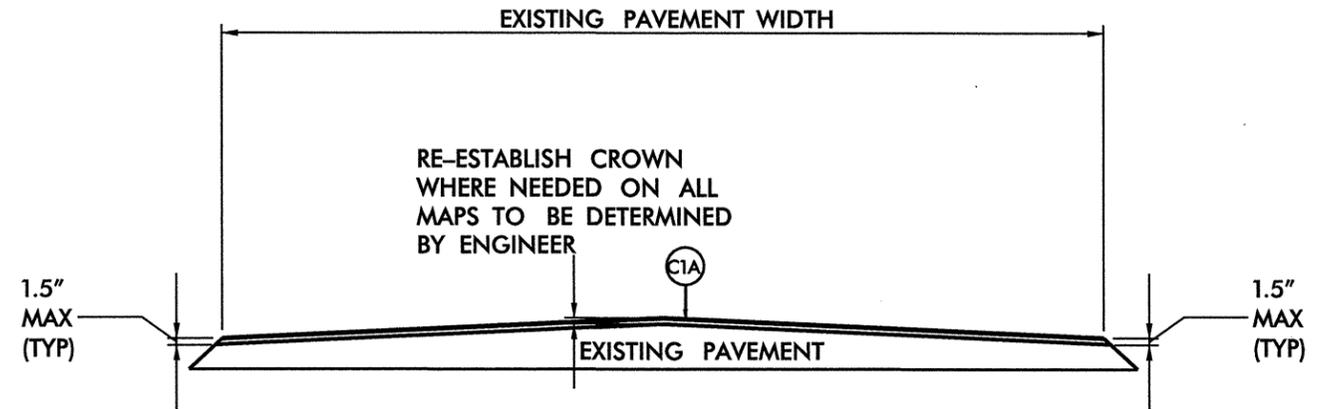


TYPICAL SECTION NO. 3
MAP NO 3 US 158
(24 Ft Width)

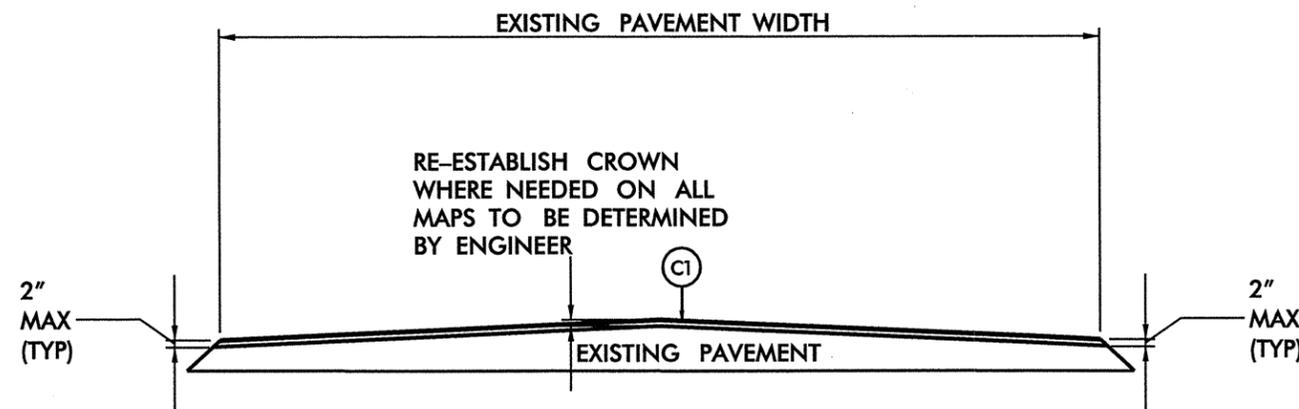
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1A	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 224 LBS PER SQ YD
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE LEVELING COURSE, TYPE S9.5B
Y	MILL ASPHALT PAVEMENT, 2" DEPTH,
Y1	MILL ASPHALT PAVEMENT, 0" TO 2" DEPTH
Y2	MILL ASPHALT PAVEMENT, 0" TO 1.5" DEPTH



TYPICAL SECTION NO. 5
 MAP NO 5 SR 1306 SHEFFIELD ROAD (22 Ft Width)
 MAP NO 6 SR 1125 NOLLEY ROAD (22 Ft Width)
 MAP NO 8 SR 1121 GLADSTONE ROAD (22 Ft Width)

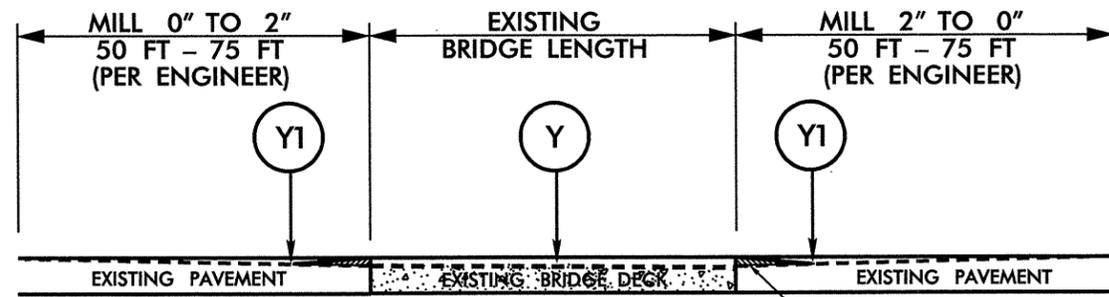


TYPICAL SECTION NO. 7
 MAP NO 9 SR 1461 COUNTRY LANE
 (22 Ft Width)



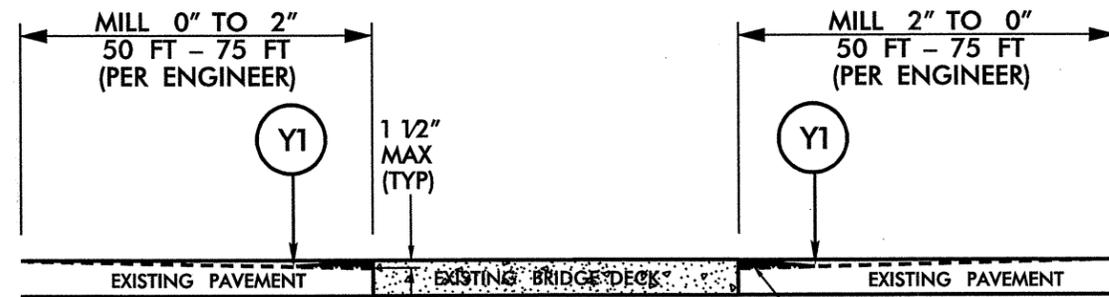
TYPICAL SECTION NO. 6
 MAP NO 7 SR 1410 FARMINGTON ROAD
 (32 Ft Width)

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1A	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 224 LBS PER SQ YD
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE LEVELING COURSE, TYPE S9.5B
Y	MILL ASPHALT PAVEMENT, 2" DEPTH,
Y1	MILL ASPHALT PAVEMENT, 0" TO 2" DEPTH
Y2	MILL ASPHALT PAVEMENT, 0" TO 1.5" DEPTH



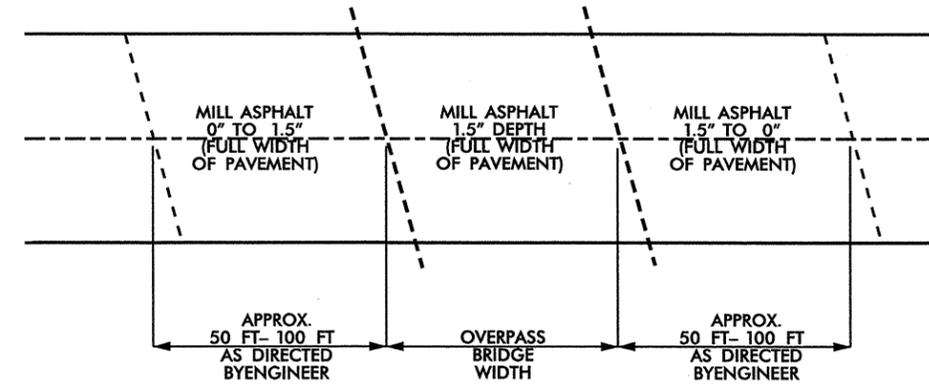
DETAIL A
MILL BRIDGE DECK AND APPROACHES
 (SEE BRIDGE DATA SHEET FOR PAVING INSTRUCTIONS)

TEMPORARY ASPHALT WEDGING
 (TYPICAL BOTH SIDES OF BRIDGE)
 IF APPROACHES ARE MILLED PRIOR
 TO MILLING BRIDGE DECK

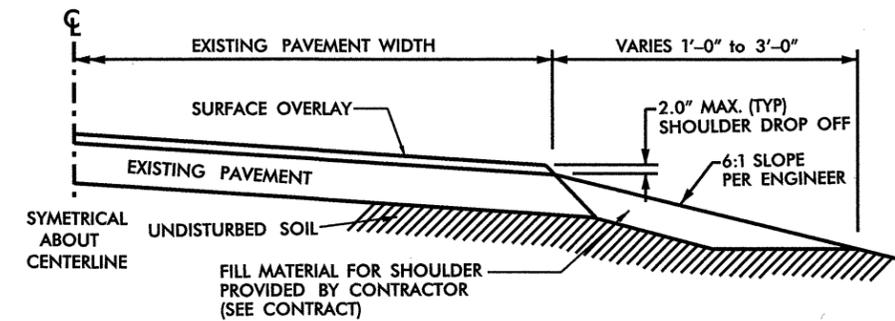


DETAIL B
MILLING BRIDGE APPROACHES
 (SEE BRIDGE DATA SHEET FOR PAVING INSTRUCTIONS)

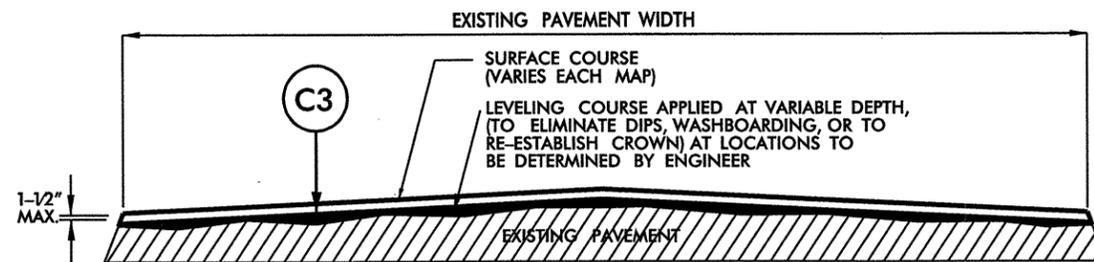
TEMPORARY ASPHALT WEDGING
 (TYPICAL BOTH SIDES OF BRIDGE)



PLAN VIEW FOR MILLING ASPHALT PAVEMENT UNDER OVERPASS



SHOULDER DROP OFF REPAIR

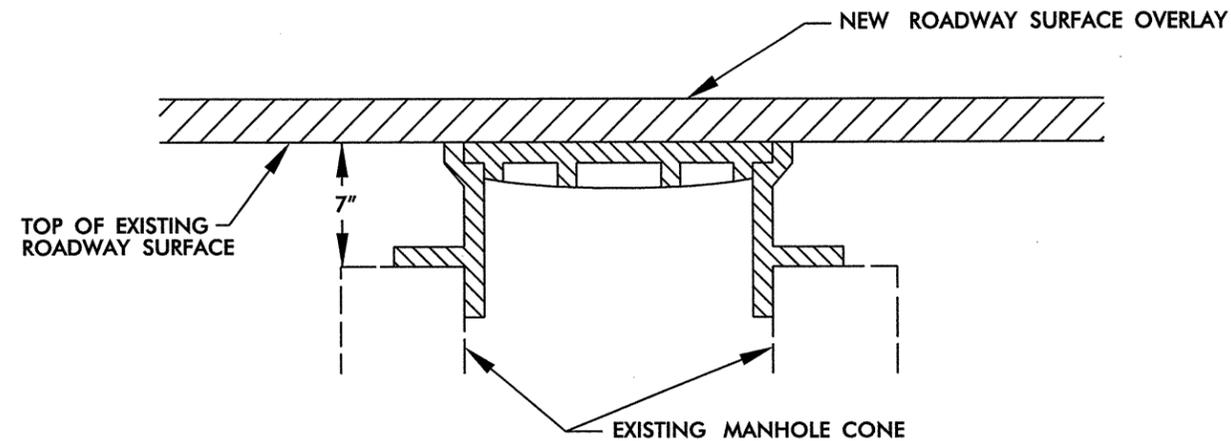


LEVELING DETAIL

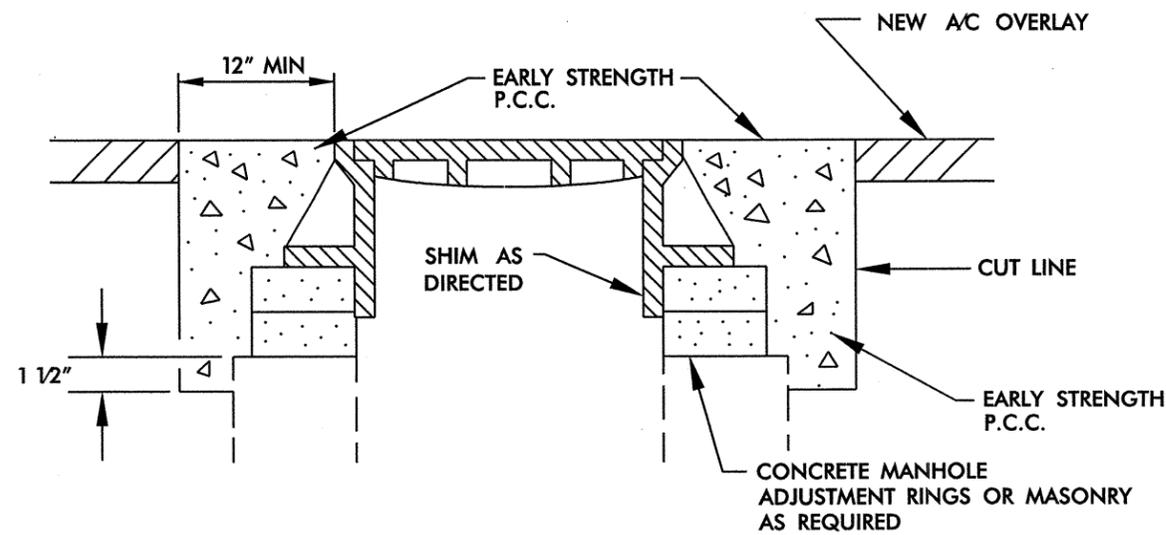
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1A	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
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Y	MILL ASPHALT PAVEMENT, 2" DEPTH,
Y1	MILL ASPHALT PAVEMENT, 0" TO 2" DEPTH
Y2	MILL ASPHALT PAVEMENT, 0" TO 1.5" DEPTH

Davie County 2008 Resurfacing Bridge Listing

Map No.	Route No.	Route Name	Bridge No.	Feature Intersected	Floor Construction	Clear Roadway Width (Ft)	Length (Ft)	Posting	Recommended Treatment, From Bridge Maintenance
1	NC 801	NC 801	38	Cedar Creek	PPCCH, 4" AWS	29.1	60	SV 38 TTST	Mill Deck 2", Mill Approaches
2	US 64 E	US 64	58	Dutchman's Creek	5" RC, 3.5" PPC	40	200	N/A	Mill Approaches, Do NOT Pave Bridge



STEP 1



STEPS 2,3, & 4

- STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE
- STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.
- STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.
- STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS AS DIRECTED.

MANHOLE ADJUSTMENT DETAIL

CONSTRUCTION NOTES:

1. ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".
2. CONSTRUCTION SHALL PROGRESS IN PHASES, IN THE ORDER INDICATED BELOW:
 - PHASE 1 - MILLING AND PATCHING (WHEN REQUIRED)
 - PHASE 2 - LEVELING (AS DIRECTED BY ENGINEER)
 - PHASE 3 - SURFACE OVERLAY
 - PHASE 4 - SHOULDER DROP-OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)
 - PHASE 5 - UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVEMETER BOX RING/COVER, CATCH BASIN GRATE/COVER, DROP INLET GRATE/COVER, ETC.) WHEN REQUIRED.
3. BRIDGES THAT HAVE FLOOR DRAINS, SHALL HAVE ALL FLOOR DRAINS LEFT OPEN. EXTRA CARE SHALL BE EXERCISED IN MILLING (IF REQUIRED) AND IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE.
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).
5. SOME MAPS MAY REQUIRE EXTRA ASPHALT SURFACE (LEVELING) TO BE PLACED TO ELIMINATE UNEVEN PAVEMENT, WASHBOARDING OR TO RE-ESTABLISH THE CROWN. THE QUANTITY AND LOCATION OF THIS ITEM SHALL BE AS DIRECTED BY THE ENGINEER.
6. FOR TWO-LANE ROADWAYS - IT SHALL BE UNDERSTOOD THAT TYPICALLY ON A ROADWAY MEASURING 20 FEET OR LESS IN WIDTH, THE CENTER OF THE WHITE EDGELINE SHALL BE LOCATED SIX INCHES FROM THE EDGE OF PAVEMENT ON EITHER SIDE OF THE ROADWAY; ON A ROADWAY MEASURING 22 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 10 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 24 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 11 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 26 FEET OR MORE IN WIDTH, TRAVEL LANES SHALL MEASURE 12 FEET AND THE WHITE EDGELINE SHALL BE LOCATED NO LESS THAN ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE. THIS SHALL BE STANDARD PRACTICE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
7. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.
8. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.
9. REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y-LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION

PROJECT NO.	SHEET NO.	TOTAL NO.
9CR.10301.6, 9CR.20301.6	12	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH MI	WIDTH FT	SHOULDER DROP OFF REPAIR SMI	INCIDENTAL STONE BASE TONS	2" MILLING DEPTH SY	0" TO 2" MILLING SY	0" TO 11/2" DEPTH MILLING SY	SURFACE COURSE, S9.5B TONS	LEVELING COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	PG 64-22 PLANT MIX TONS	PG 70-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	MANHOLES EA	METER OR VALVE BOX EA
9CR.10301.6	Davie	1	NC 801	PVMT JT AT US 601 N TO PVMT JT AT SR 1458 (SPILLMAN RD)	1	7.7	24	3.08	308	160	400			7	13,450	0.5	807	15		
		2	US 64	FROM CREST OF HILL WEST OF JOHN CROTTS RD (SR1602) TO PVMT JT AT APPROX. 500 FEET WEST OF PINE VALLEY ROAD	1,2	1.78	28	0.71	71		684			7	3,624	0.5	217	100		1
		3	US 158	FROM MUFFLER SHOP APPROX. 500 FEET SW OF SR 1410 (FARMINGTON RD) TO PVMT JT @ SR 1639 (FOSTER DAIRY ROAD)	3	0.7	24	0.28	40					7	1,004	0.5	60	15		
		4	US 601 BYPASS	US 64W TO PJ @ I-40 EB ON RAMP	4	1.54	37					11383		7	4,169	0.5	250	15	15	5
TOTAL FOR PROJ NO. 9CR.10301.6						11.72		4.07	419	160	1084	11383		28	22,247	2	1,334	145	15	6
9CR.20301.6	Davie	5	SR 1306 SHEFFIELD ROAD	FROM PVMT JT AT SR 1313 (CALAHAN RD) TO IREDELL CO. LINE	5	2.12	22	0.85	170				2566	7		154.5		15		
		6	SR1125 NOLLEY RD.	FROM GLADSTONE RD. (SR1121) TO JUNCTION RD.(SR1139)	5	0.69	22	0.28	28				828	7		50.5		15		
		7	SR 1410 FARMINGTON RD	FROM PVMT JT @ I-40 TO US 158	6	0.25	32	0.1	10					7	614	0.5	37	15		
		8	SR 1121 GLADSTONE RD	FROM US 601S TO NOLLEY RD (SR1125)	5	1.55	22	0.62	62				1876	7		113.5		15		3
		"	"	FROM NOLLEY RD (SR1125) TO JUNCTION RD (SR1139)		1.19	22	0.48	48				1427	7		86.5		15		
TOTAL FOR MAP NO. 8						2.74		1.1	110				3303	14		200.0		30		3
		9	SR 1461 COUNTRY LN	CAMPBELL RD (SR 1400) TO PVMT JT @ US 158	7	1.25	22	0.5	50					7	1,499	0.5	90	15		
TOTAL FOR PROJ NO. 9CR.20301.6						7.05		2.83	368				6697	42	2113	406	127	90	0	3
GRAND TOTAL						18.77		6.9	787	160	1084	11383	6697	70	24,360	408	1,461	235	15	9

NOTE: All Quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received.

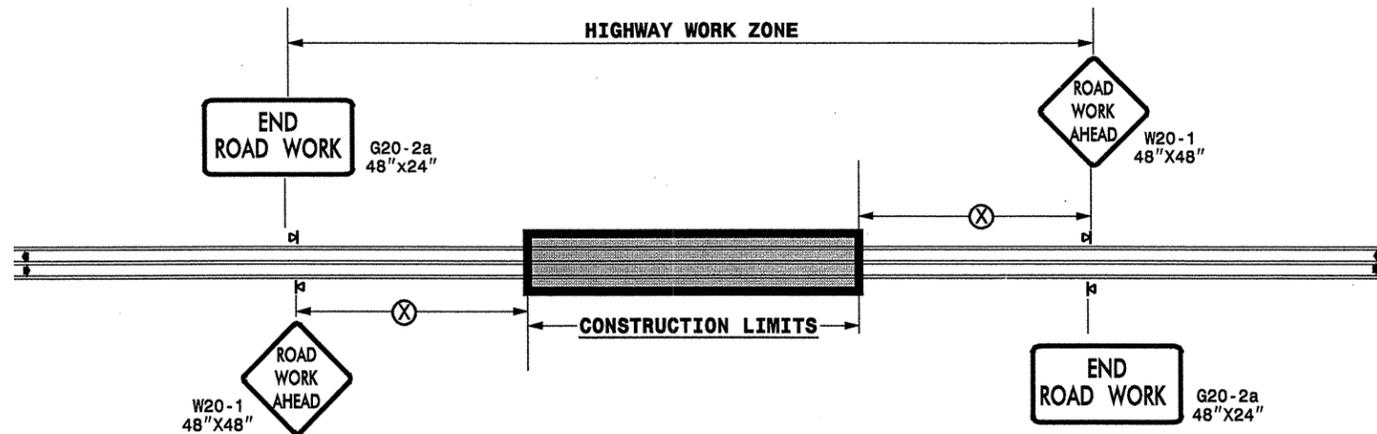
PROJECT NO.	SHEET NO.	TOTAL NO.
9CR.10301.6, 9CR.20301.6	13	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4510000000-E	4685000000-E	4686000000-E			4710000000-E	4721000000-E	4725000000-E				4810000000-E		4905000000-N
					POLICE	4" X 90 M WHITE THERMO	4" X 120 M WHITE THERMO	4" X 120 M YELLOW THERMO	24" X 120 M WHITE THERMO	THERMO MSG ONLY 120 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	SNOW FLOWABLE MARKERS	
					HR	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	
9CR.10301.6	Davie	1	NC 801 N	PVMT JT AT US 601 N TO PVMT JT AT SR 1458 (SPILLMAN RD)	10.00	82,852	298	81,312									508	
		2	US 64 E	FROM CREST OF HILL WEST OF JOHN CROTTS RD (SR1602) TO PVMT JT AT APPROX. 500 FEET WEST OF PINE VALLEY ROAD		19,153	506	20,390			3	3				800	800	117
		3	US 158	FROM MUFFLER SHOP APPROX. 500 FEET SW OF SR 1410 (FARMINGTON RD) TO PVMT JT @ SR 1639 (FOSTER DAIRY ROAD)		7,532	352	7,392			2	2					46	
		4	US 601 BYPASS	US 64W TO PJ @ I-40 EB ON RAMP			9,700	32,525	650	20	33	40	10	2				
TOTAL FOR PROJ NO. 9CR.10301.6					10	109,537	10,856	141,619	650	20	38	45	10	2	800	800	672	
							152,475					95			1,600			
9CR.20301.6	Davie	5	SR 1306 SHEFFIELD ROAD	FROM PVMT JT AT SR 1313 (CALAHAN RD) TO IREDELL CO. LINE	10	22,811	104	22,387										
		6	SR1125 NOLLEY RD.	FROM GLADSTONE RD. (SR1121) TO JUNCTION RD.(SR1139)		7,424	14	7,286										
		7	SR 1410 FARMINGTON RD	FROM PVMT JT @ I-40 TO US 158		2,690		2,640	36									
		8	SR 1121 GLADSTONE RD	FROM US 601S TO NOLLEY RD (SR1125)		16,678	70	16,368										
		" "	" "	FROM NOLLEY RD (SR1125) TO JUNCTION RD (SR1139)		12,566	70	12,566										
TOTAL FOR MAP NO. 8						29,244	140	28,934										
		9	SR 1461 COUNTRY LN	CAMPBELL RD (SR 1400) TO PVMT JT @ US 158		13,450	24	13,200										
TOTAL FOR PROJ NO. 9CR.20301.6					10	75,620	282	74,448	36									
							74,730											
GRAND TOTAL					20	185,157	11,138	216,067	686	20	38	45	10	2	800	800	672	
							227,205					95			1,600			

NOTE: All Quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received.

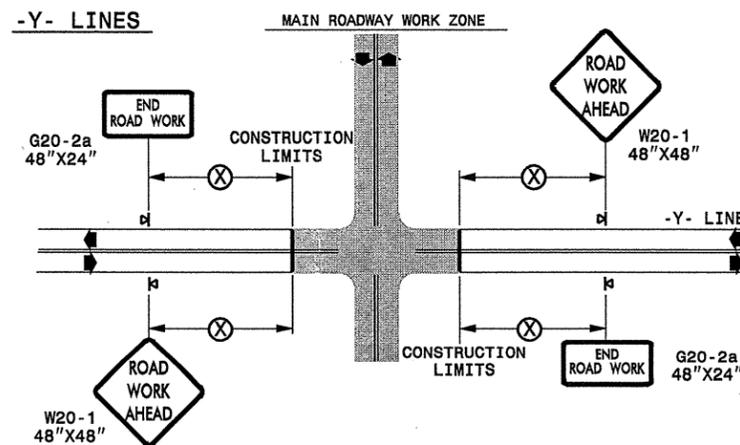
TWO-WAY UNDIVIDED ** (L-LINES)



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 ADVANCED 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

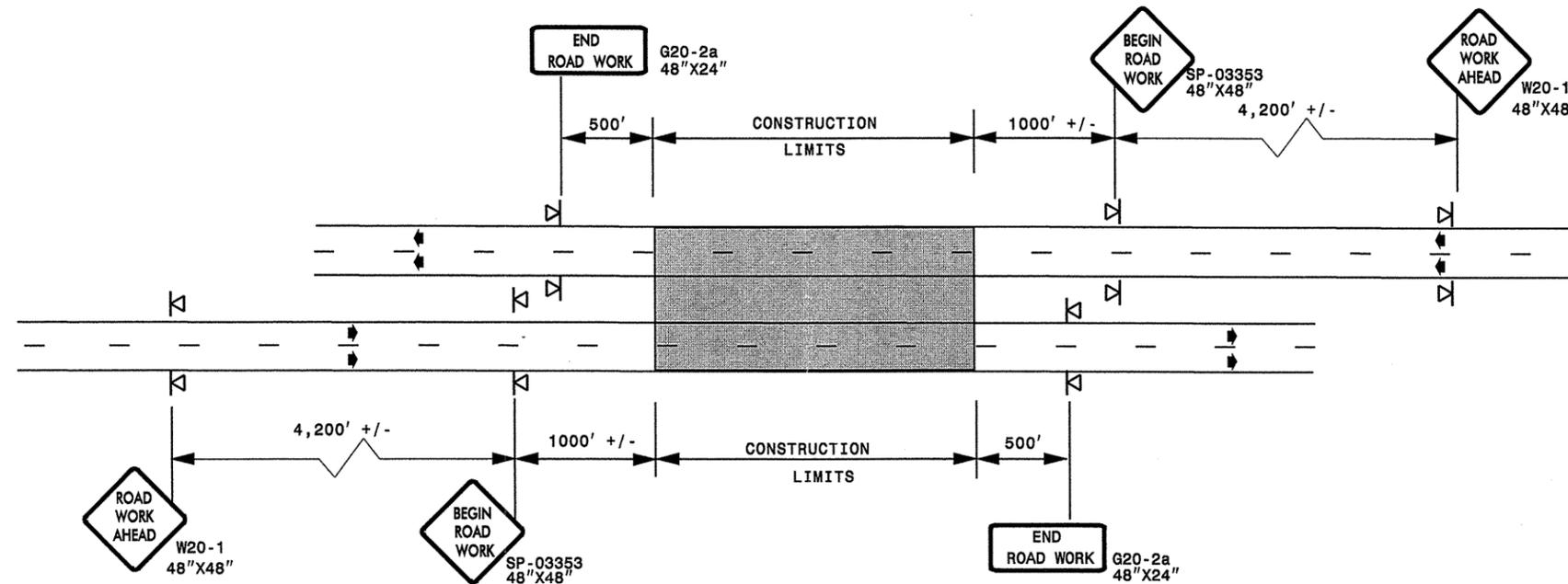
DETAIL DRAWING
FOR TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

SHEET 1 OF 1

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED ADVANCED WORK ZONE WARNING SIGNS									
SEAL	SCALE: NONE	 <table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> </thead> <tbody> <tr> <td>7-98</td> <td>10/01</td> </tr> <tr> <td>10-98</td> <td>03/04</td> </tr> <tr> <td>01/01</td> <td>11/04</td> </tr> </tbody> </table>		REVISIONS		7-98	10/01	10-98	03/04	01/01	11/04
	REVISIONS										
	7-98			10/01							
	10-98			03/04							
01/01	11/04										
DATE: _____	DESIGN BY: _____										
DWG. BY: _____	REVIEWED BY: _____										
DESIGN BY: _____	REVIEWED BY: _____										

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

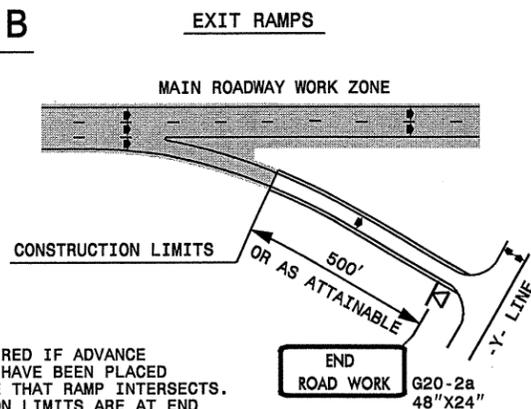
DETAIL A



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

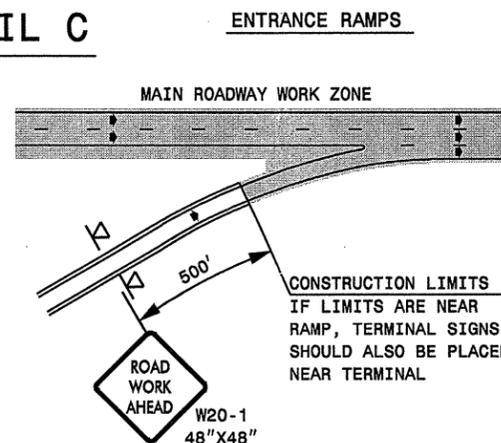
ROADWAYS INTERSECTING ALONG FREEWAY WORK ZONE (Y-LINES)

DETAIL B



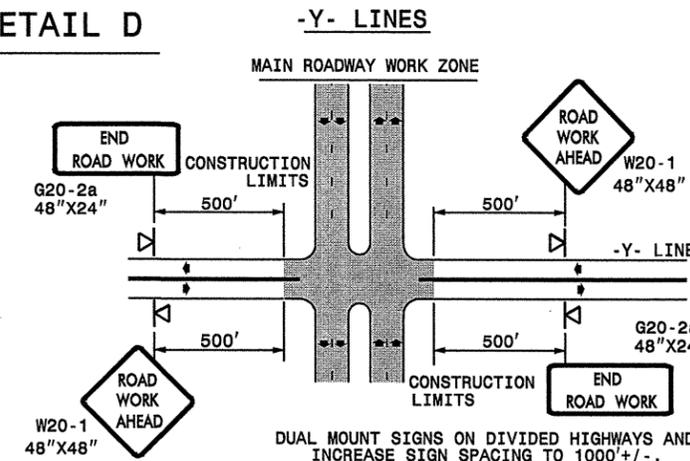
NOTE:
SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



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

DETAIL D



GENERAL NOTES

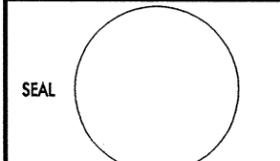
- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
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- USE PORTABLE WORK ZONE SIGNS ONLY WITH PORTABLE WORK ZONE SIGN STANDS SPECIFICALLY 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

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

SHEET 1 OF 1

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR FREEWAYS 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: _____	DATE: _____	FILE: _____	

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