

NOTES:

**US 64:
Map #1**
1.) To include Ramps at NC 150
and US29/70-BUS85

2.) Tie-in milling up to bridge
@ county line.

3.) From bridge @ county line to
pavement joint @ culvert east of
Happy Hill Road.

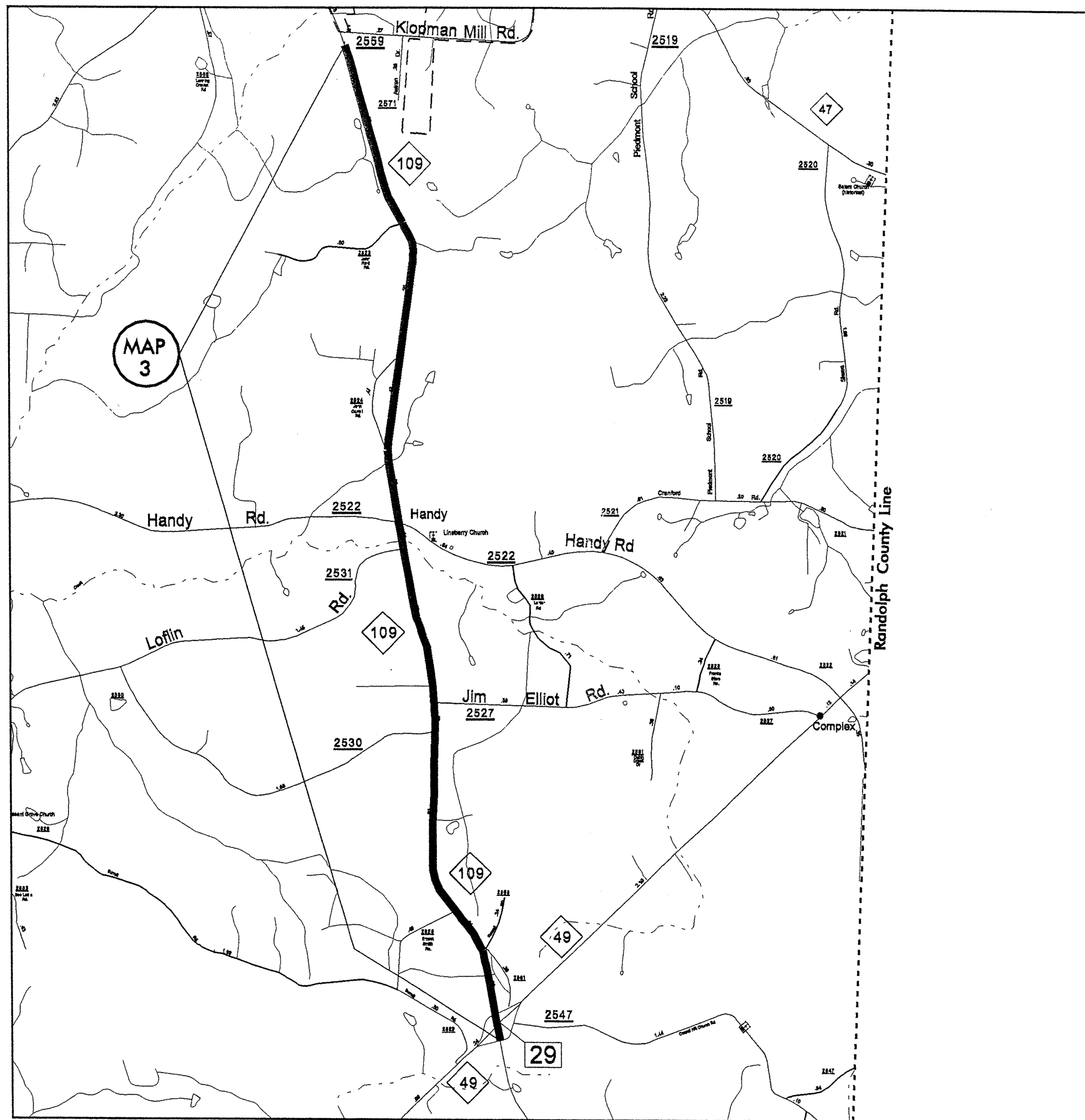
**US 64
Map #2**
1.) Start at pavement joint @ culvert
east of Happy Hill Road to intersection
with Bus 85.

2.) Map #2 Mill clearance under
bridges and over turn lane.

**MAP 1
MAP 2**

DAVIDSON COUNTY

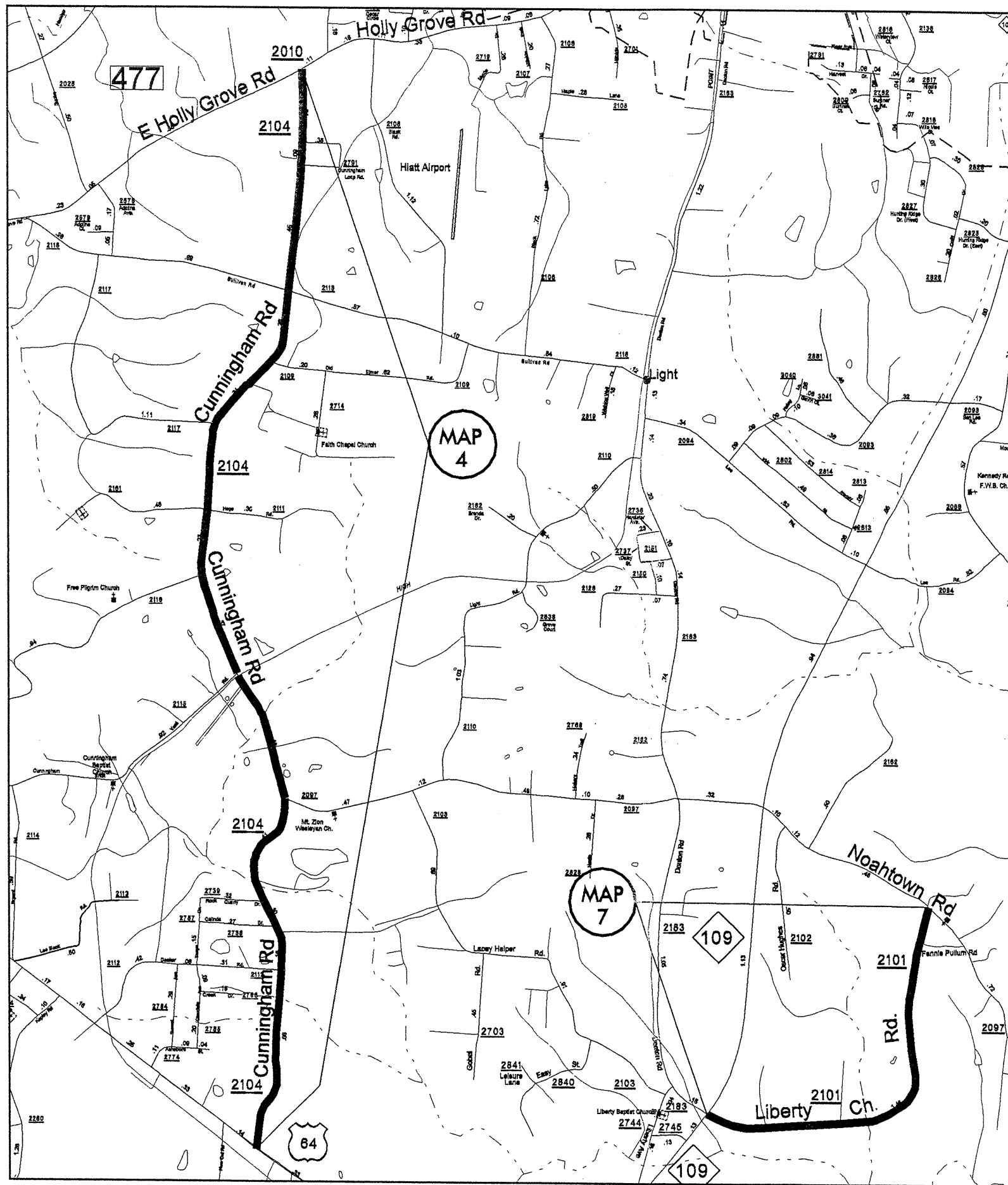
NORTH CAROLINA



Notes:

- 1.) From pavement joint south of Klopman Mill Road to ramps south of NC49 bridge.
- 2.) Mill under bridge to ramps south of bridge.

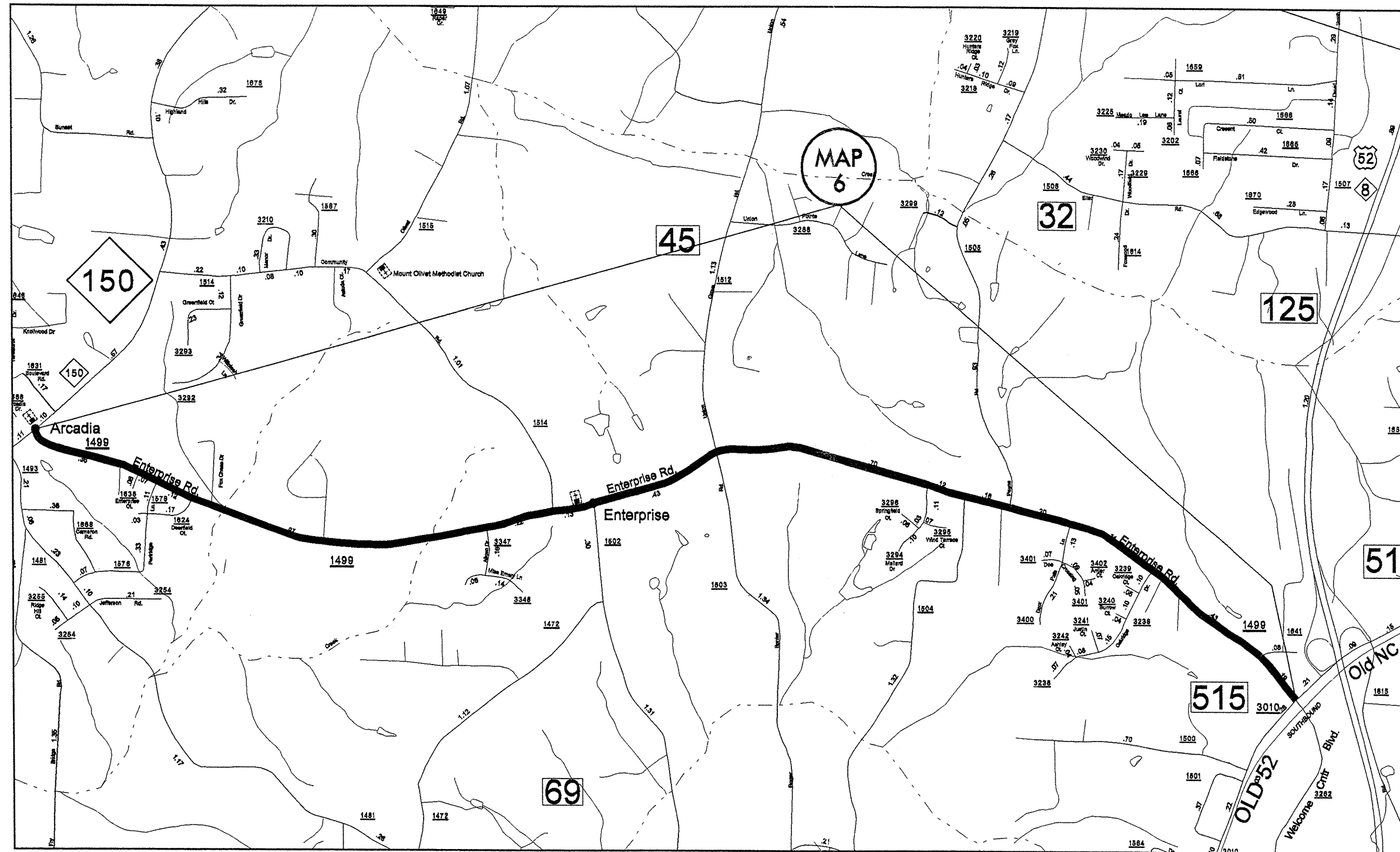
MAP 3
DAVIDSON COUNTY
NORTH CAROLINA



Notes:
Map #4 Cunningham Road
From pavement joint @ US64
to intersection with Holly Grove Road.
Map #7 Liberty Church Road
From pavement joint @ NC109 to
Noahtown road.

MAP 4
MAP 7

DAVIDSON COUNTY
NORTH CAROLINA



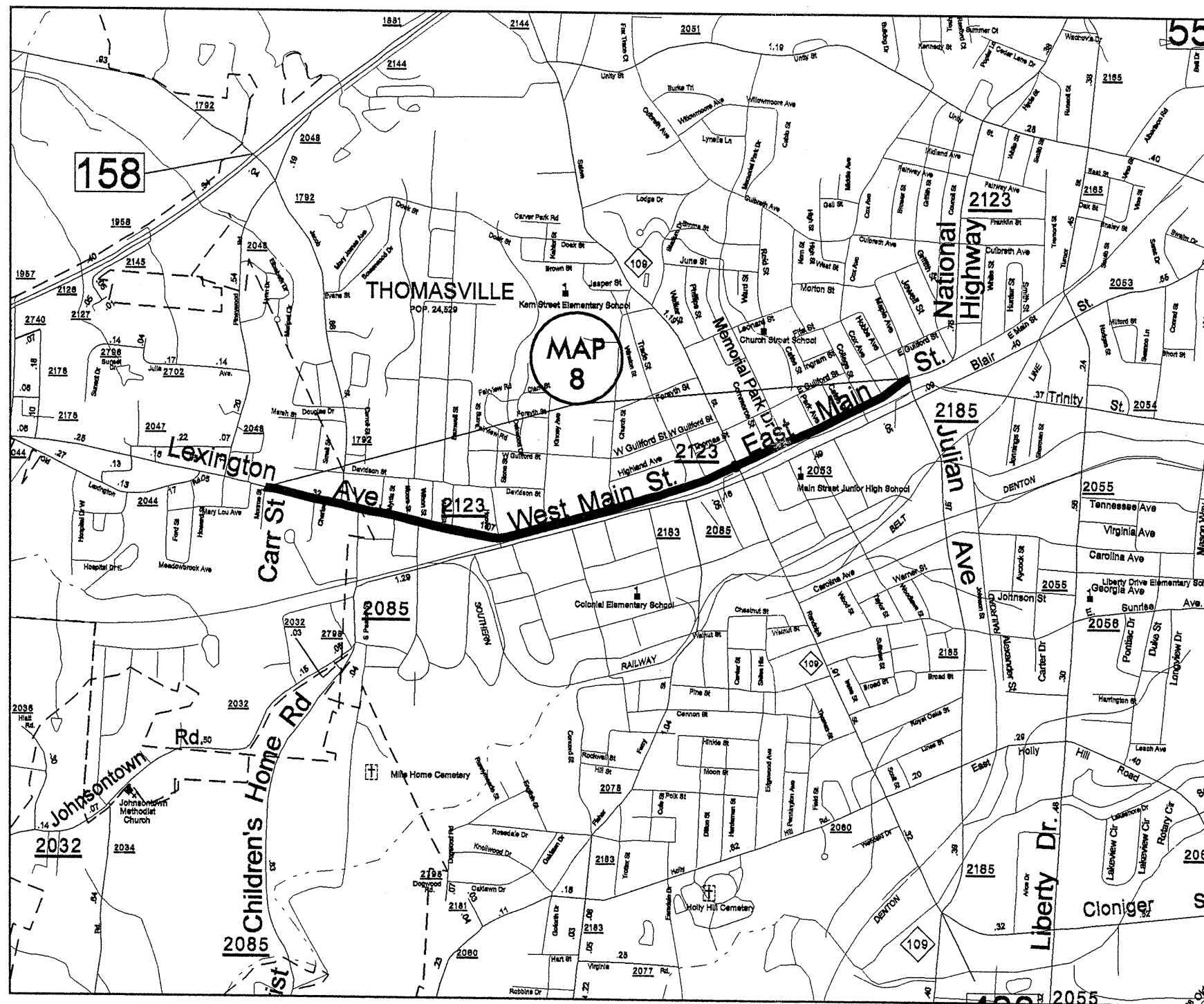
Notes:

- 1.) NC150 to Old NC52
- 2.) Mill around Island @ Old Highway 52.

MAP 6

DAVIDSON COUNTY

NORTH CAROLINA



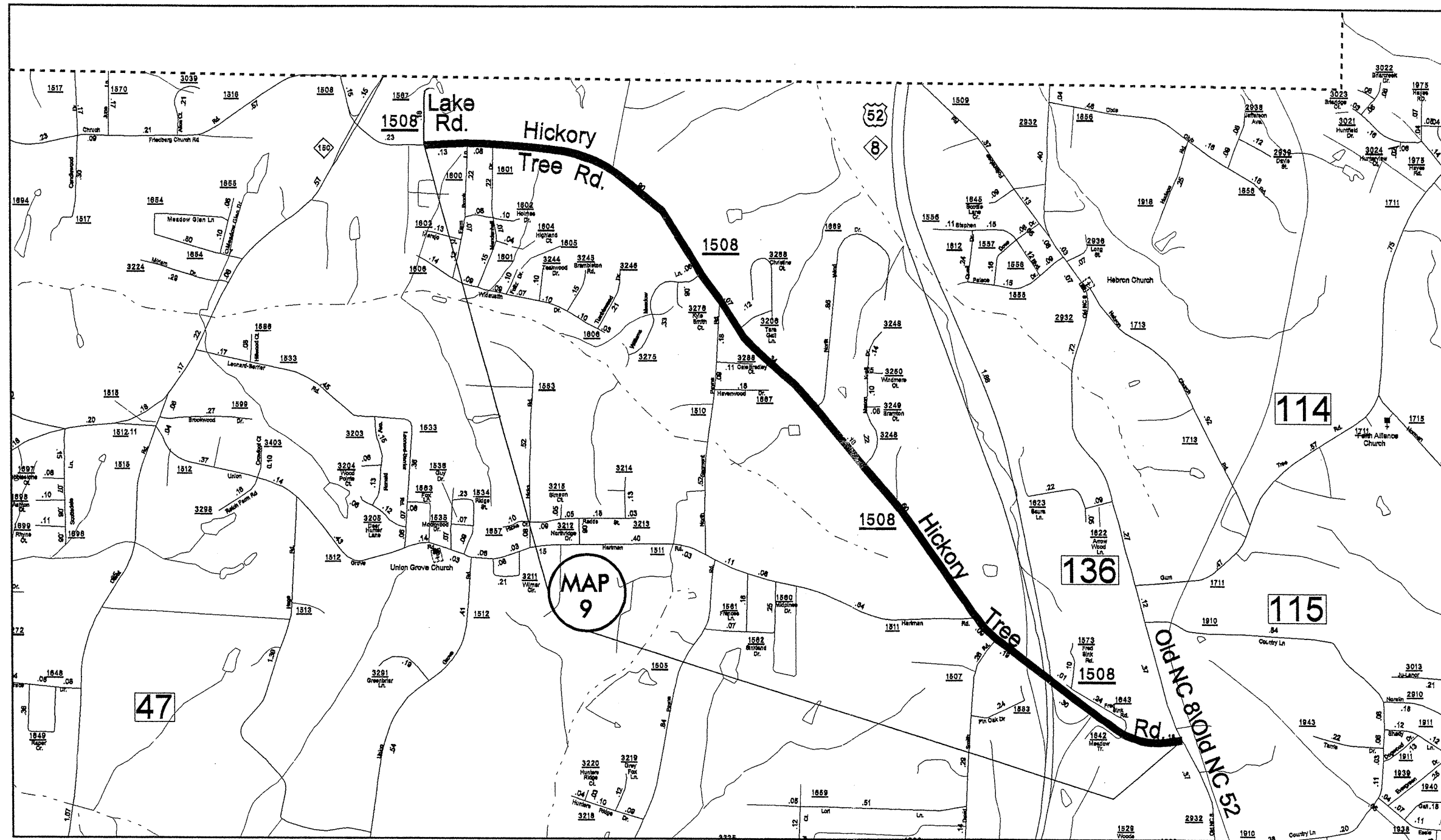
Notes:

- 1.) From Julian Avenue to end of curb and gutter @ Carr street.
- 2.) Mill entire road 1½" from Memorial Park Drive to Julian Avenue – prior to paving.
- 3.) All additional curb milling to be 7'.

MAP 8

DAVIDSON COUNTY

NORTH CAROLINA



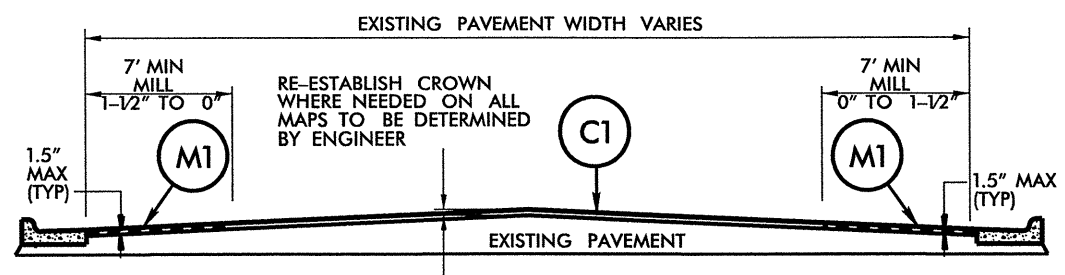
Notes:

- 1.) From pavement joint @ Lake Drive to Old 52.

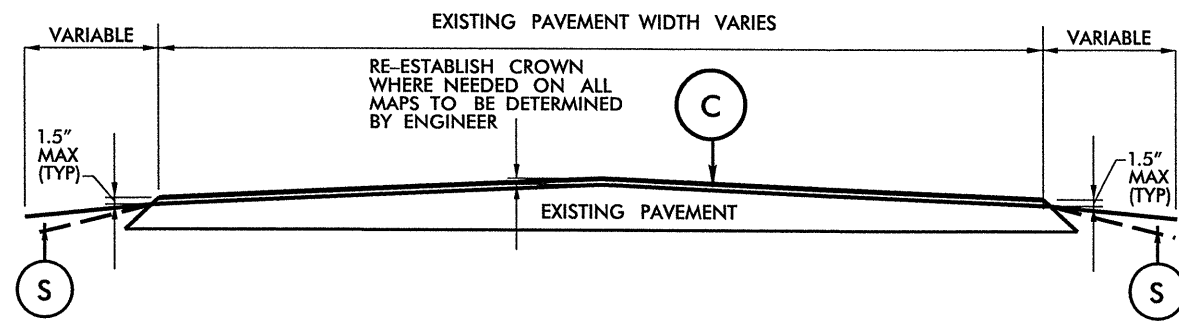
MAP 9

DAVIDSON COUNTY

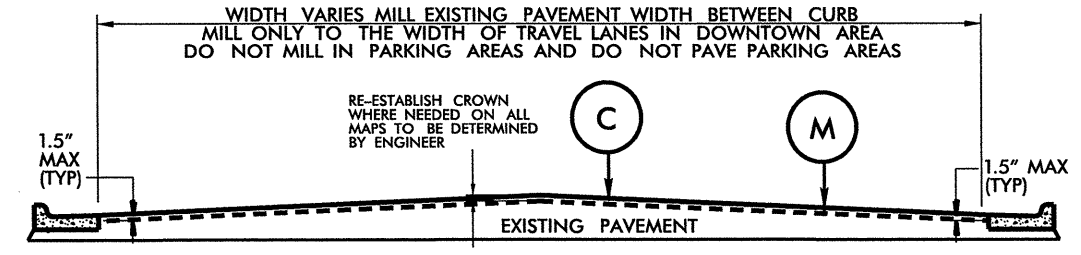
NORTH CAROLINA



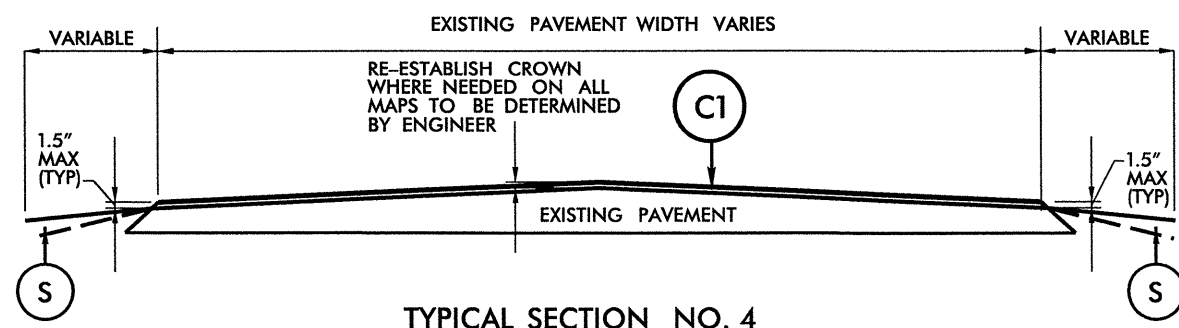
TYPICAL SECTION NO. 1
MAP NO 2 US 64



TYPICAL SECTION NO. 2
MAP NO 3 NC 109
MAP NO 4 SR 2104
MAP NO 5 SR 1493
MAP NO 6 SR 1499
MAP NO 7 SR 2101
MAP NO 9 SR 1508

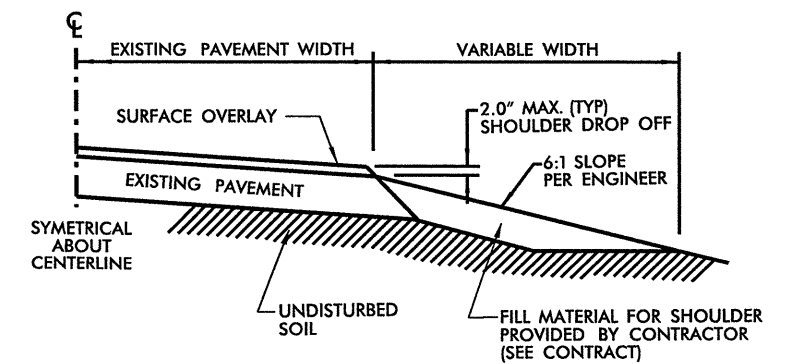
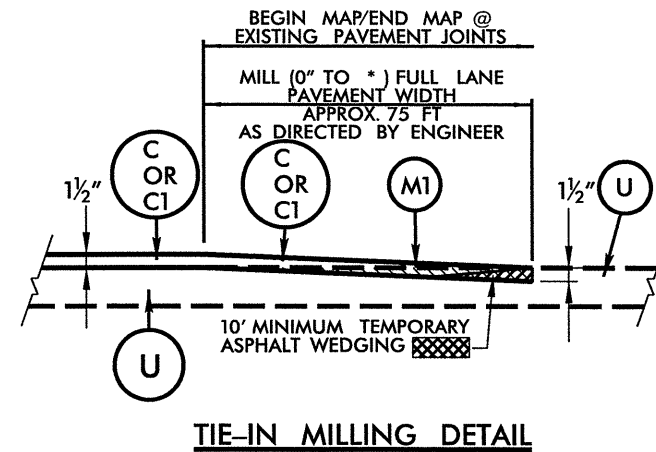
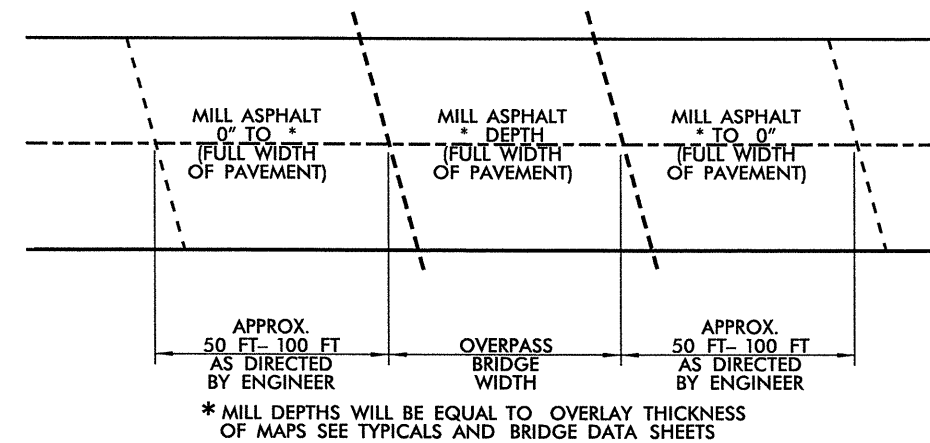
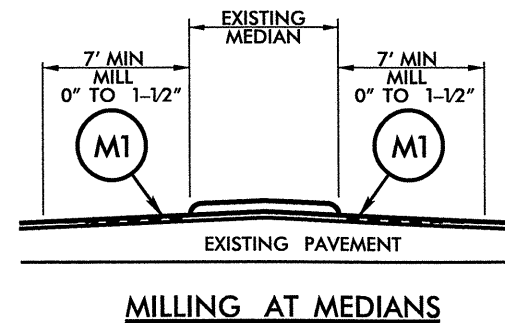
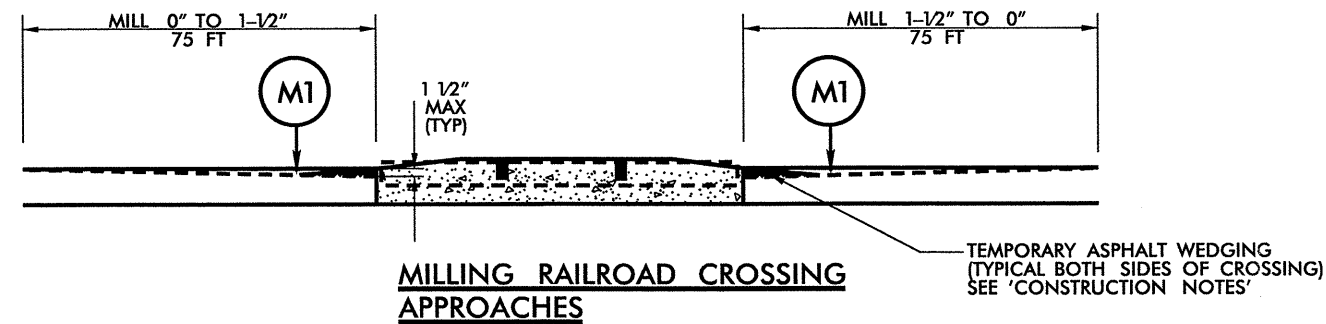
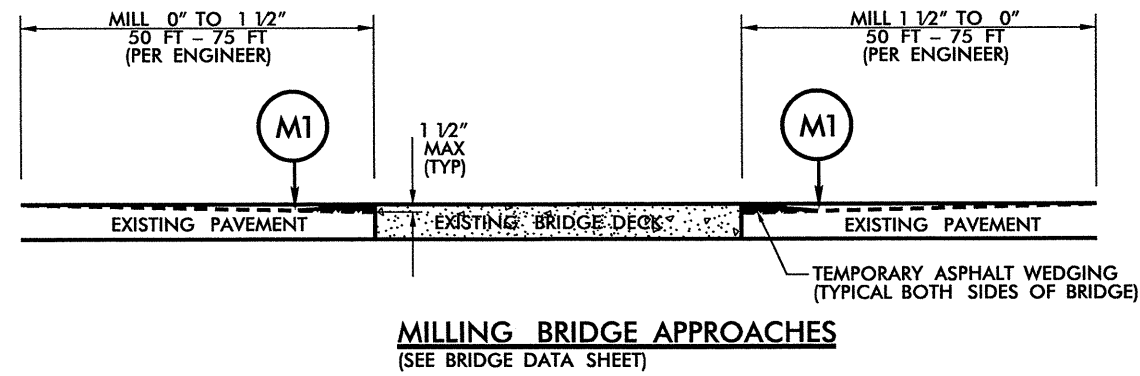
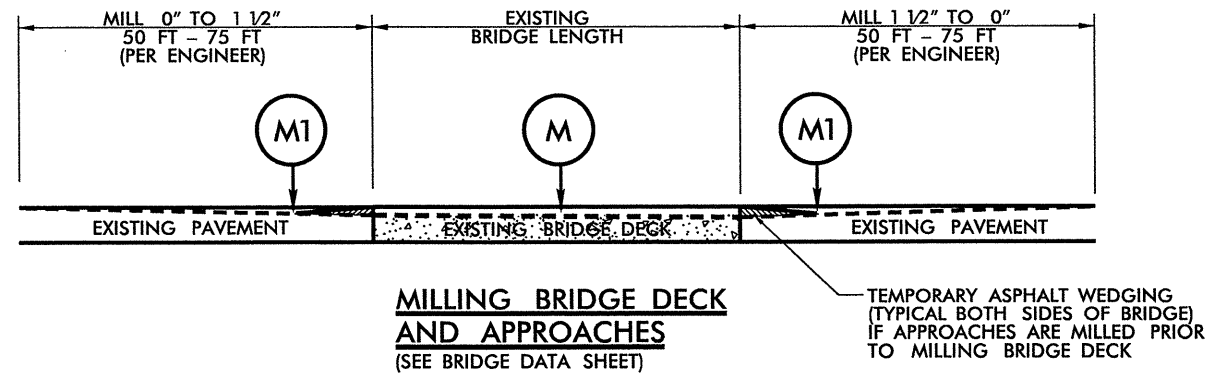


TYPICAL SECTION NO. 3
MAP NO 8 SR 2123
MAP NO 9 SR 1508

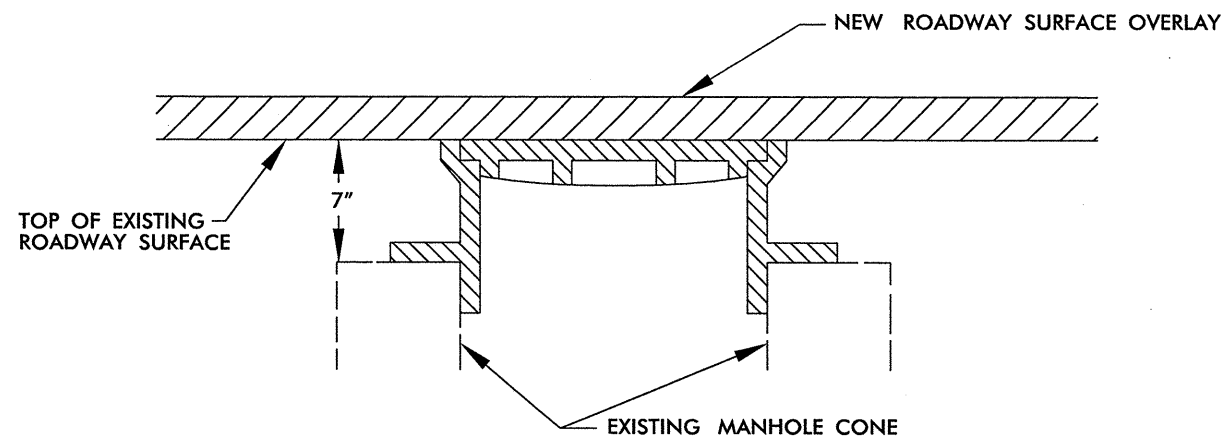


TYPICAL SECTION NO. 4
MAP NO 1 US 64
MAP NO 2 US 64

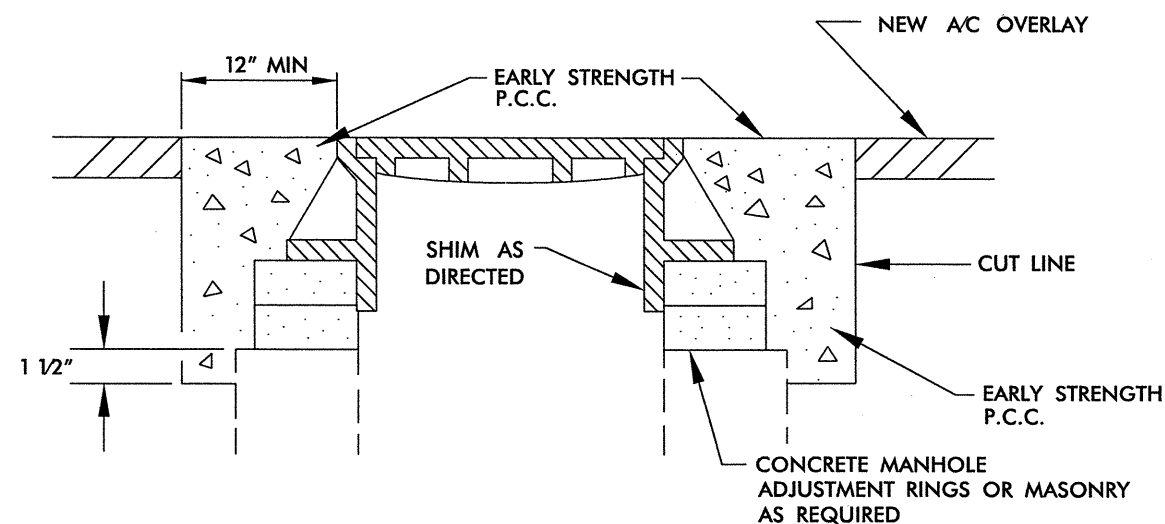
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
M	MILL ASPHALT PAVEMENT, 1.5" DEPTH
M1	MILL ASPHALT PAVEMENT, 0" TO 1.5" DEPTH
S	SHOULDER RECONSTRUCTION (SEE SHOULDER RECONSTRUCTION DETAIL)
U	EXISTING PAVEMENT



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
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
M	MILL ASPHALT PAVEMENT, 1.5" DEPTH
M1	MILL ASPHALT PAVEMENT, 0" TO 1.5" DEPTH
S	SHOULDER RECONSTRUCTION (SEE SHOULDER RECONSTRUCTION DETAIL)
U	EXISTING PAVEMENT



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 - SURFACE OVERLAY
 - PHASE 3 - SHOULDER DROP-OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)
 - PHASE 4 - UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVE/METER 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. 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.
6. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.
7. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.
8. 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

Davidson County 2011 Resurfacing Bridges

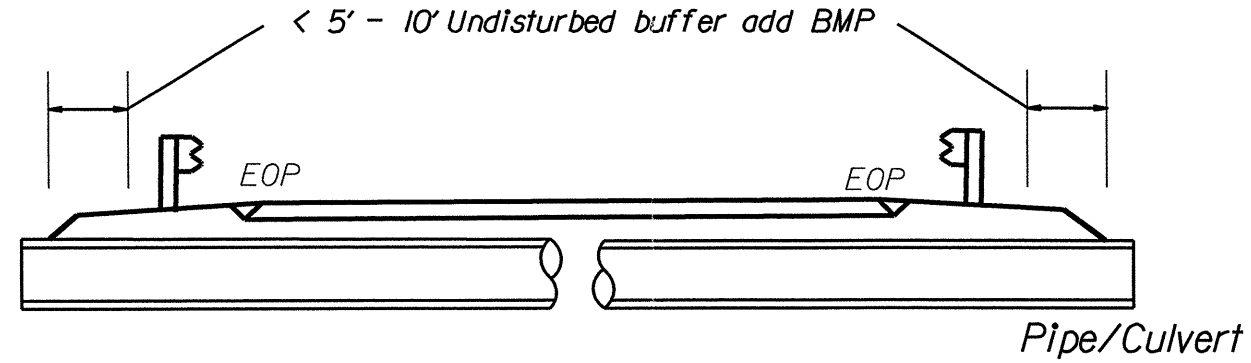
								PROJECT NO.	SHEET NO.	TOTAL NO.	
								9CR.10291.8, 9CR.20291.8	f		
Map No.	Route No.	Route Name	Bridge No.	Feature Intersected	Floor Construction	Clear Roadway Width (Ft)	Horizontal Clearance Under (Ft.)	Vertical Clearance Under	Length (Ft)	Posting	Recommended Treatment, From Bridge Maintenance
1	US 64	US 64	44	US64	6.75 RC; 3 AWS	26	0	13 FT 11 IN	135 FT	SV	Mill down and repave under bridge
2	US 64	US64	529	US64	8.5 RC SLAB	38	82.7	19 FT 9 IN	182 FT	SV	Mill down and repave under bridge
2	US 64	US 64	530	US 64	8.5 RC SLAB	38	99.9	16 FT 5 IN	176 FT	SV	Mill down and repave under bridge
3	NC 109	NC 109	29	NC 109	6 3/4 RC, 4.0 AWS	28	43.3	14 FT 3 IN	133 FT	SV	Mill down and repave under bridge
5	SR 1493	FRYE BRIDGE ROAD	38	MUDDY CREEK	5 3/4 RC SLAB	20	0	0	270	SV 17; TTST 24	Do not pave over bridge
9	SR 1508	HICKORY TREE ROAD	136	US 52	8 7/8 RC SLAB	84	86.5	17 FT 3 IN	348	SV	Do not pave over bridge
2	US 64	US 64	39	US 29 & US 70/ I-85 BUSINESS LOOP	6 3/4 RC SLAB	30	46.3	15 FT 3 IN	245	SV	Mill approach, do not pave over bridge

NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

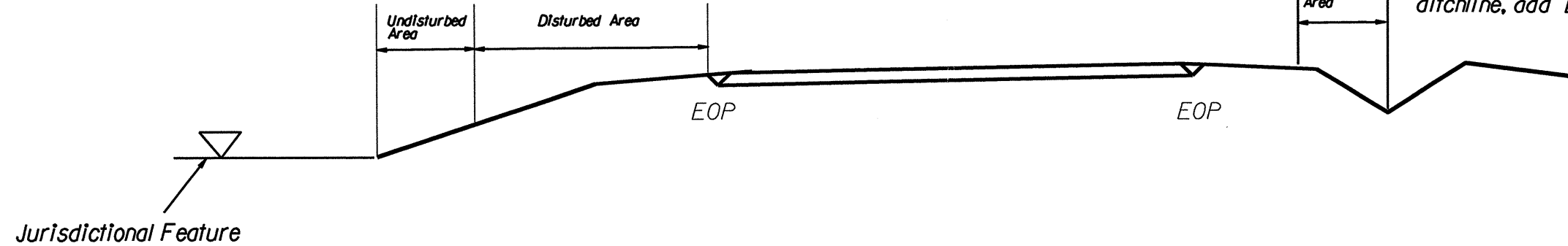
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

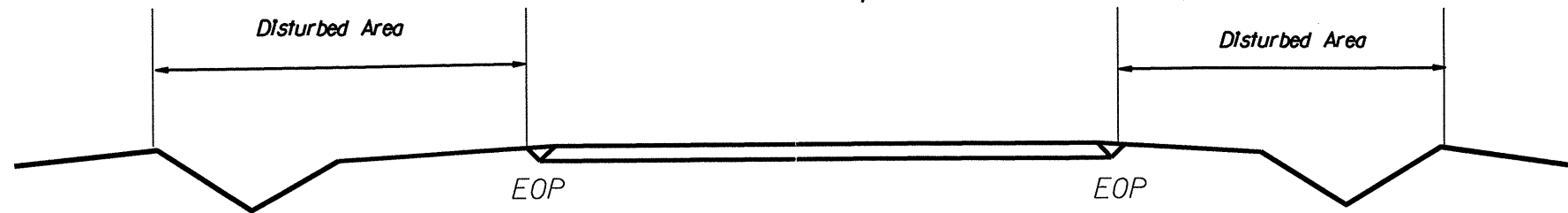
PROJECT REFERENCE NO. 9CR10291A, 9CR20291B, ETC	SHEET NO. EC-1
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



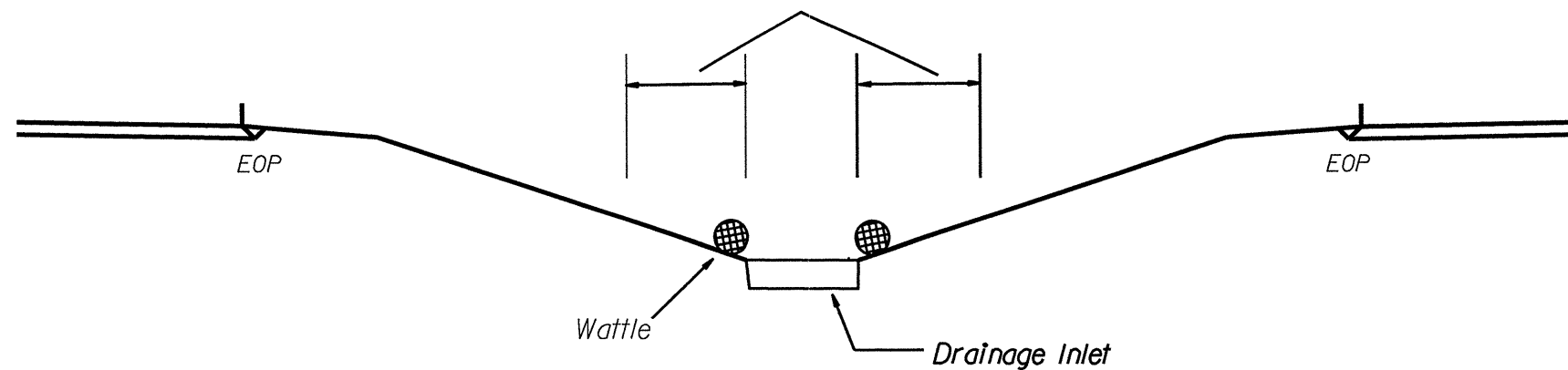
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP



Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed



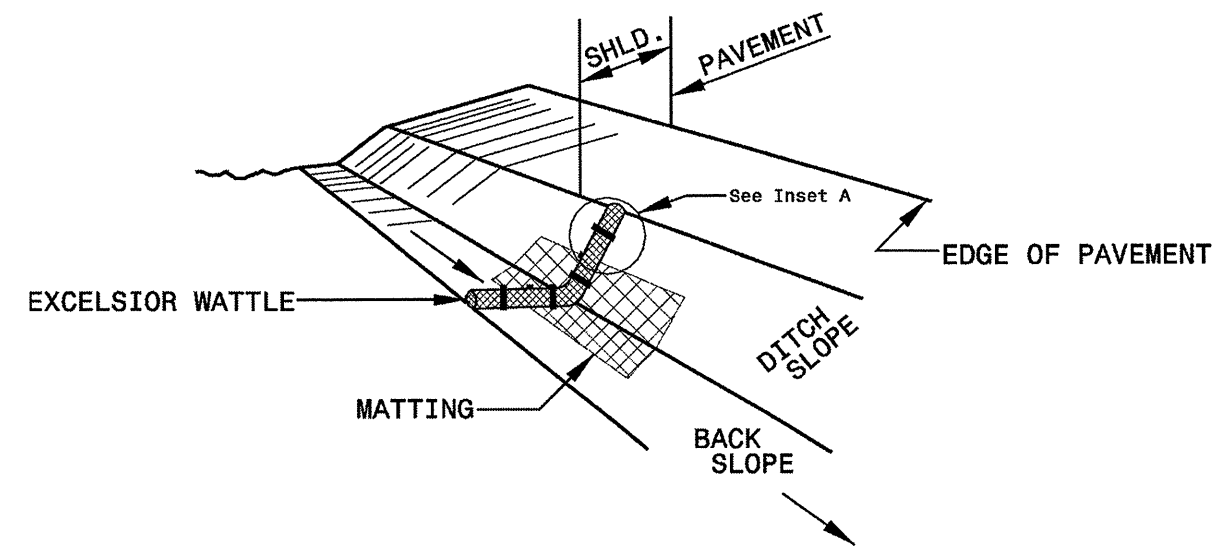
< 5' - 10' Undisturbed buffer from inlet, add wattle



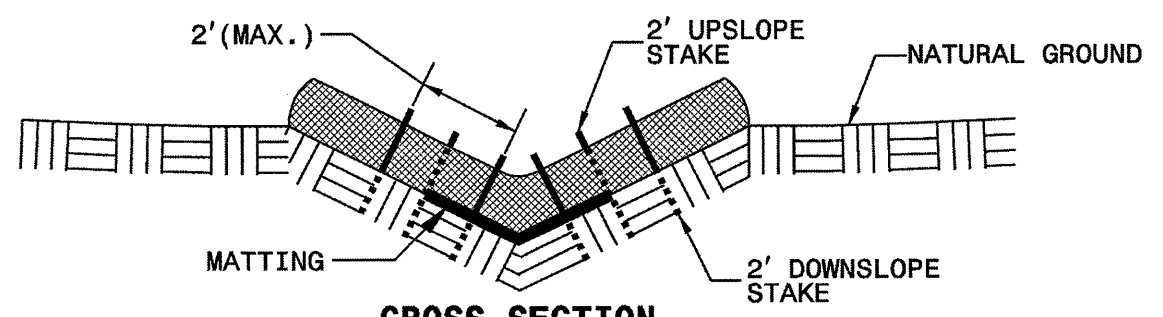
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
RDW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

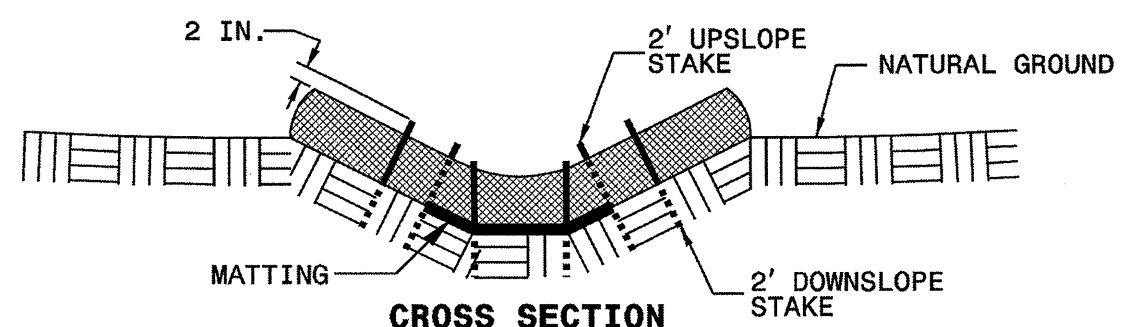
WATTLE DETAIL



ISOMETRIC VIEW



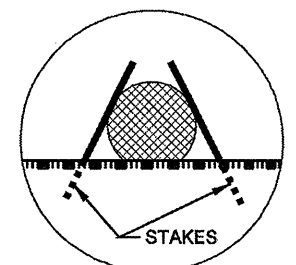
CROSS SECTION VEE DITCH



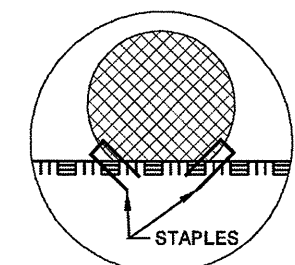
CROSS SECTION TRAPEZOIDAL DITCH

NOTES:

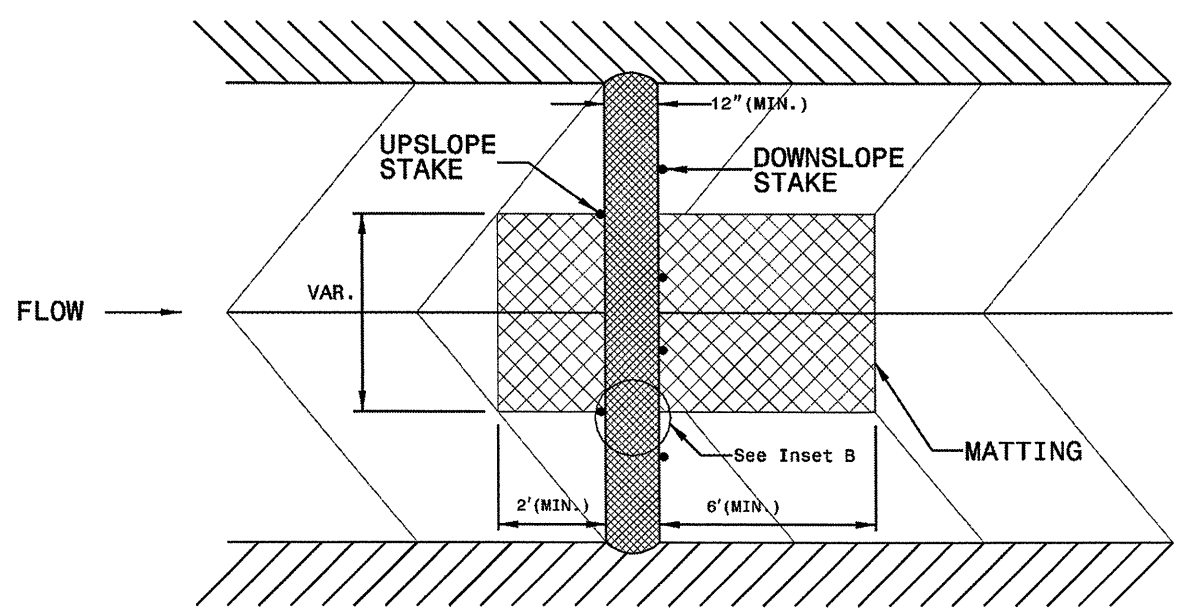
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
- USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
- ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
- INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.
- PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.
- INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.
- INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A

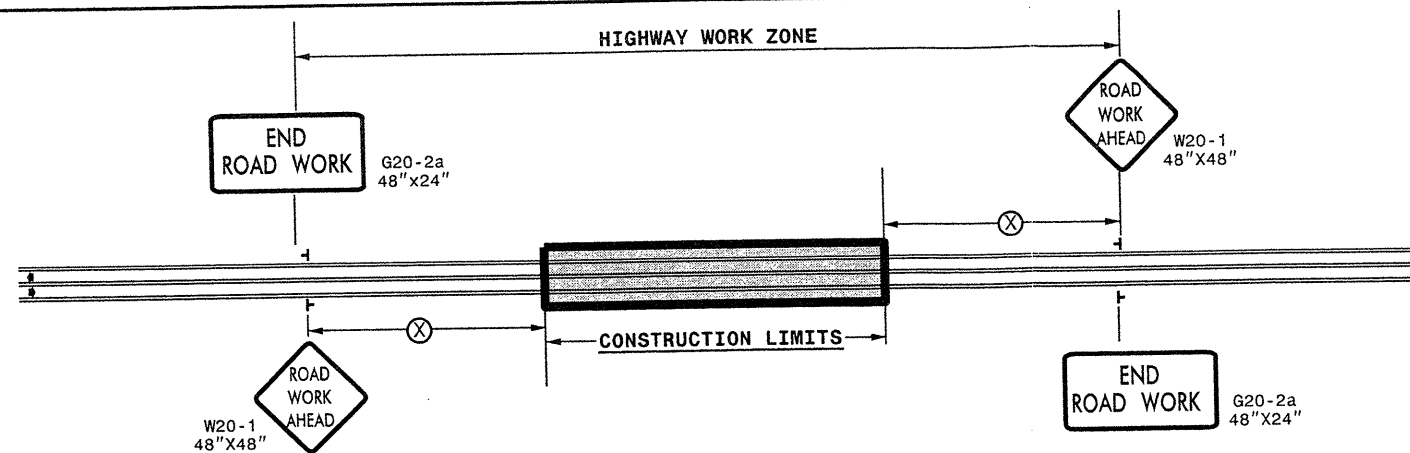


INSET B



TOP VIEW

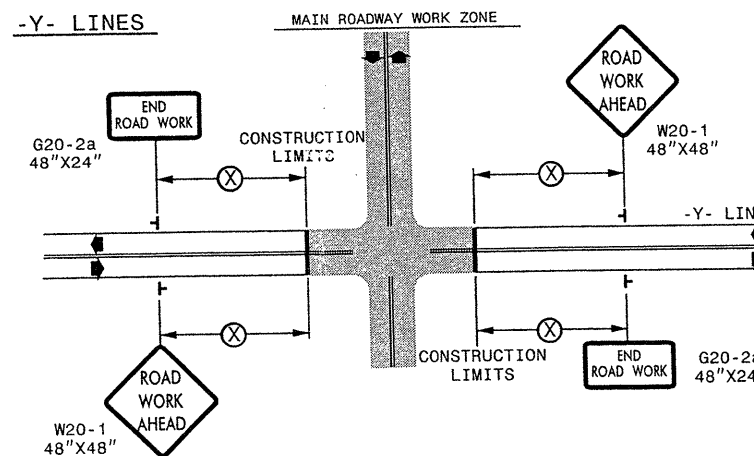
TWO-WAY UNDIVIDED ** (L-LINES)



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

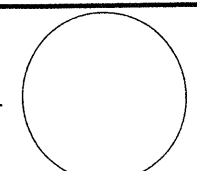
GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** 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

- ┆ STATIONARY SIGN
- ◀ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

APPROVED: _____ DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED 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: _____	CADD FILE	

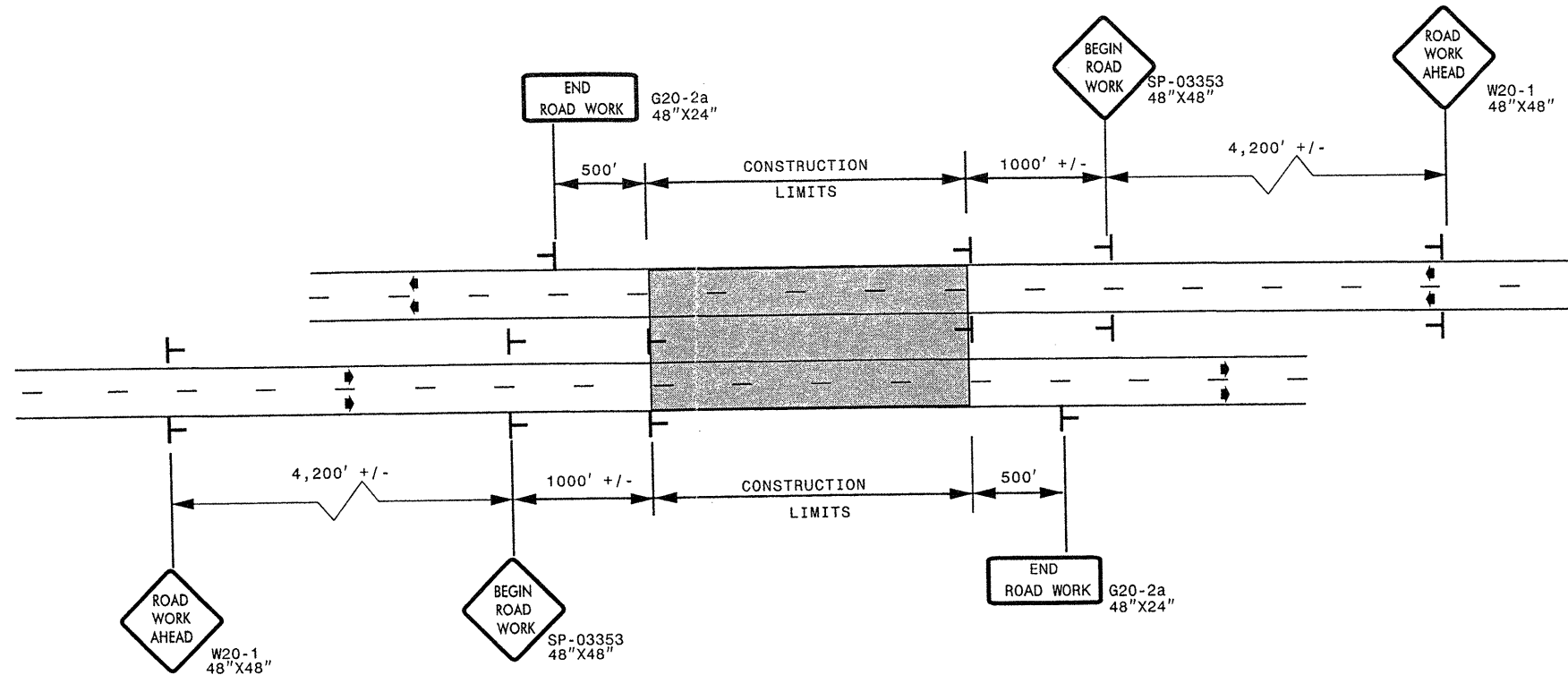
06-DEC-2010 14:06 \\DOT\DFSROOT\GROUPS\WTC\CC\M&S Division\Share\Resurfacing\2010\Resurfacing\2010\Centra\2010_Div09\C202675A-B_9CR.10291.8x2_2way_Undiv.&_Urban.Frways_stationary.dgn bpschoenboer AT 12/16/2010 11:57

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

WBS ELEMENTS: 9CR.10291.8
AND 9CR.20291.8

PROJ. REFERENCE NO.	SHEET NO.
SEE TO THE LEFT	TCP-2

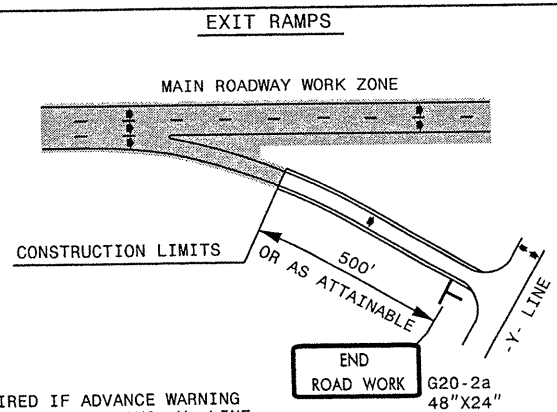
DETAIL A



LEGEND	
—	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW

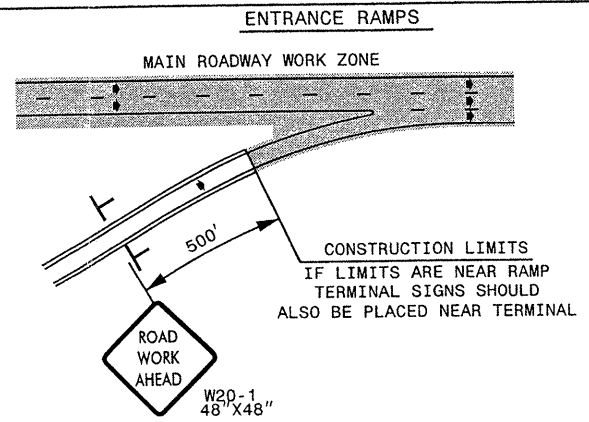
* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

DETAIL B



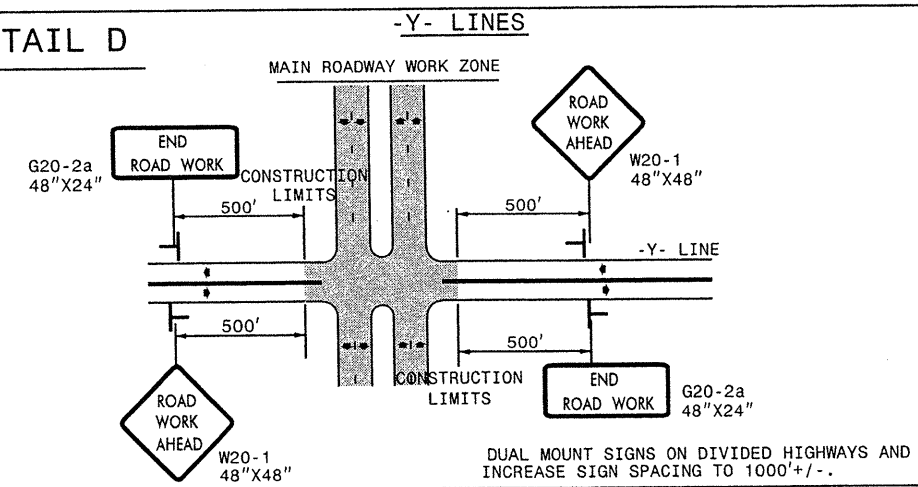
NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

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' +/-.

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.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.

APPROVED: _____	DATE: _____	ADVANCED WORK ZONE WARNING SIGNS FOR FREEWAYS (4 LANES OR GREATER)	
SEAL	SCALE: NONE		REVISIONS
	DATE: 8/03		03/04
	DESIGN BY: JI		
	REVIEWED BY:		

06-DEC-2010 14:06 \\N001\DFSR00701\GROUPS\MZ\TCC\MM&S Division\Share\Resur\Resur\Resur\Facing\2011Resur\Facing\2011Central\2011_Div09\202675A-B-9CR.10291.8x2-Freeways-4lanes-or-greater_stationary.dgn