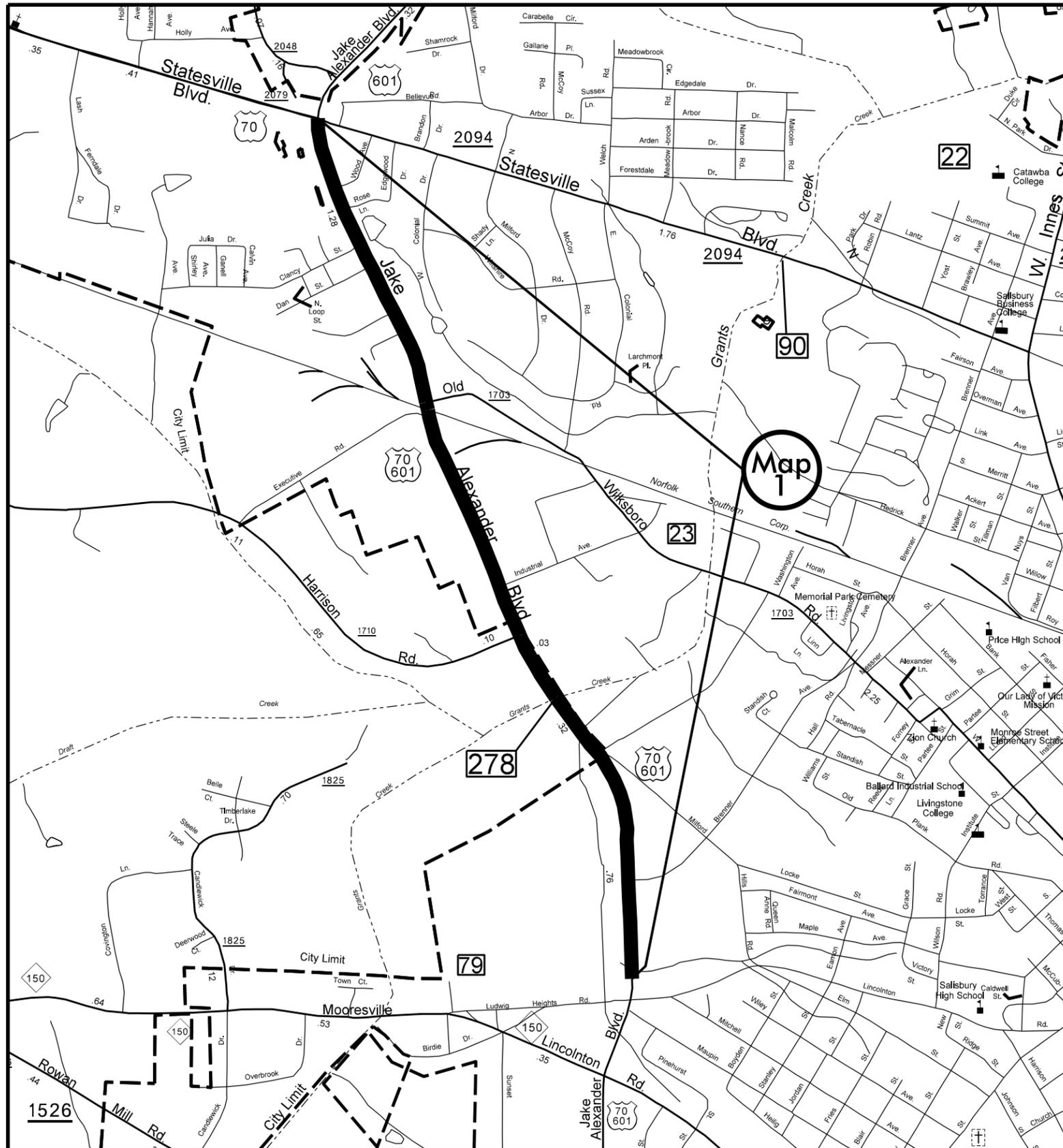


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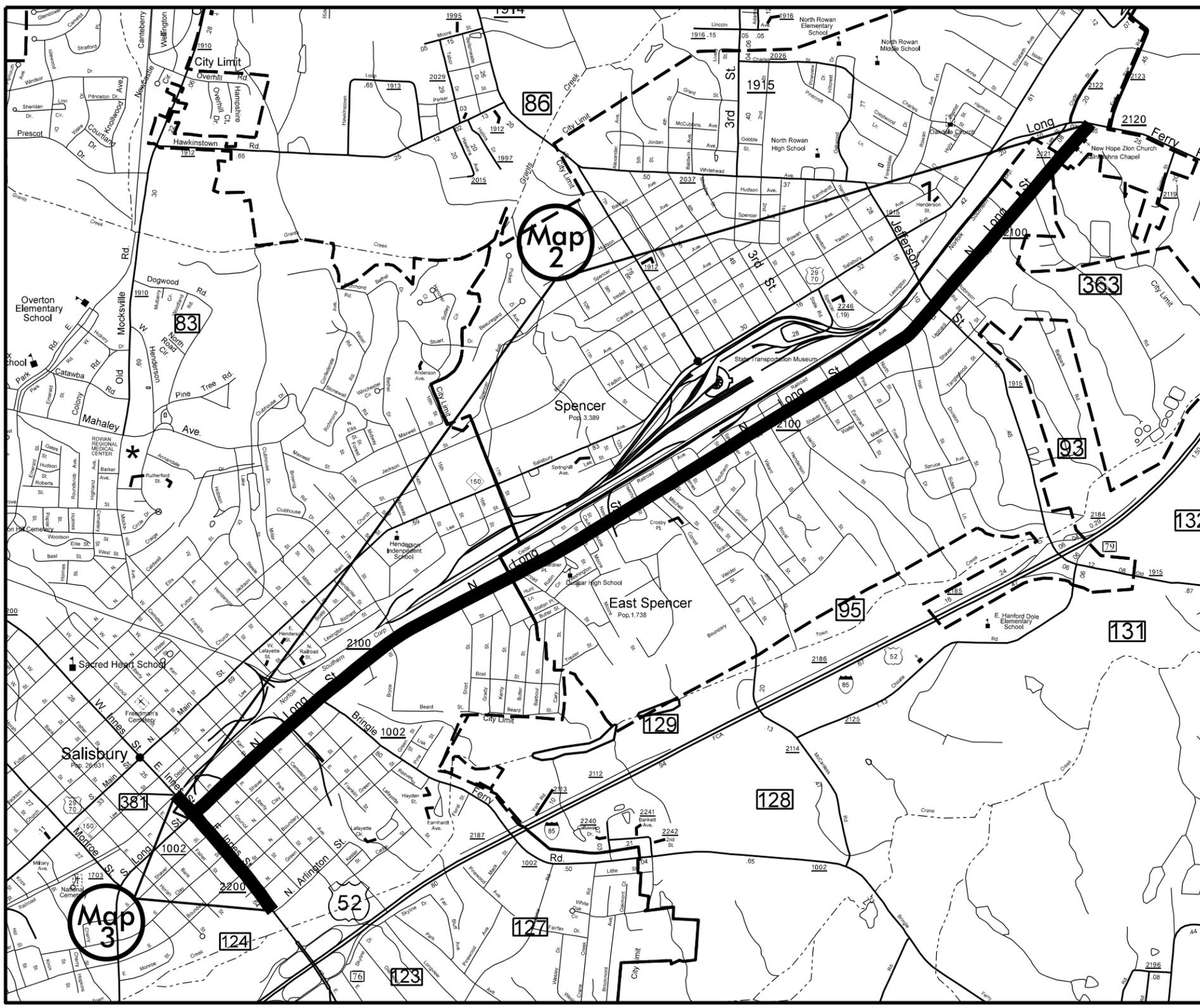
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**This file or an individual page
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MAP 1
 US 601 Jake Alexander Blvd.
 Mill Curb 0-3" a 24 foot width.
 ALL WORK ON THIS MAP TO BE
 NIGHT TIME ONLY 8 P.M. TO 6 A.M.,
 Monday-Sunday.

ROWAN COUNTY
 NORTH CAROLINA

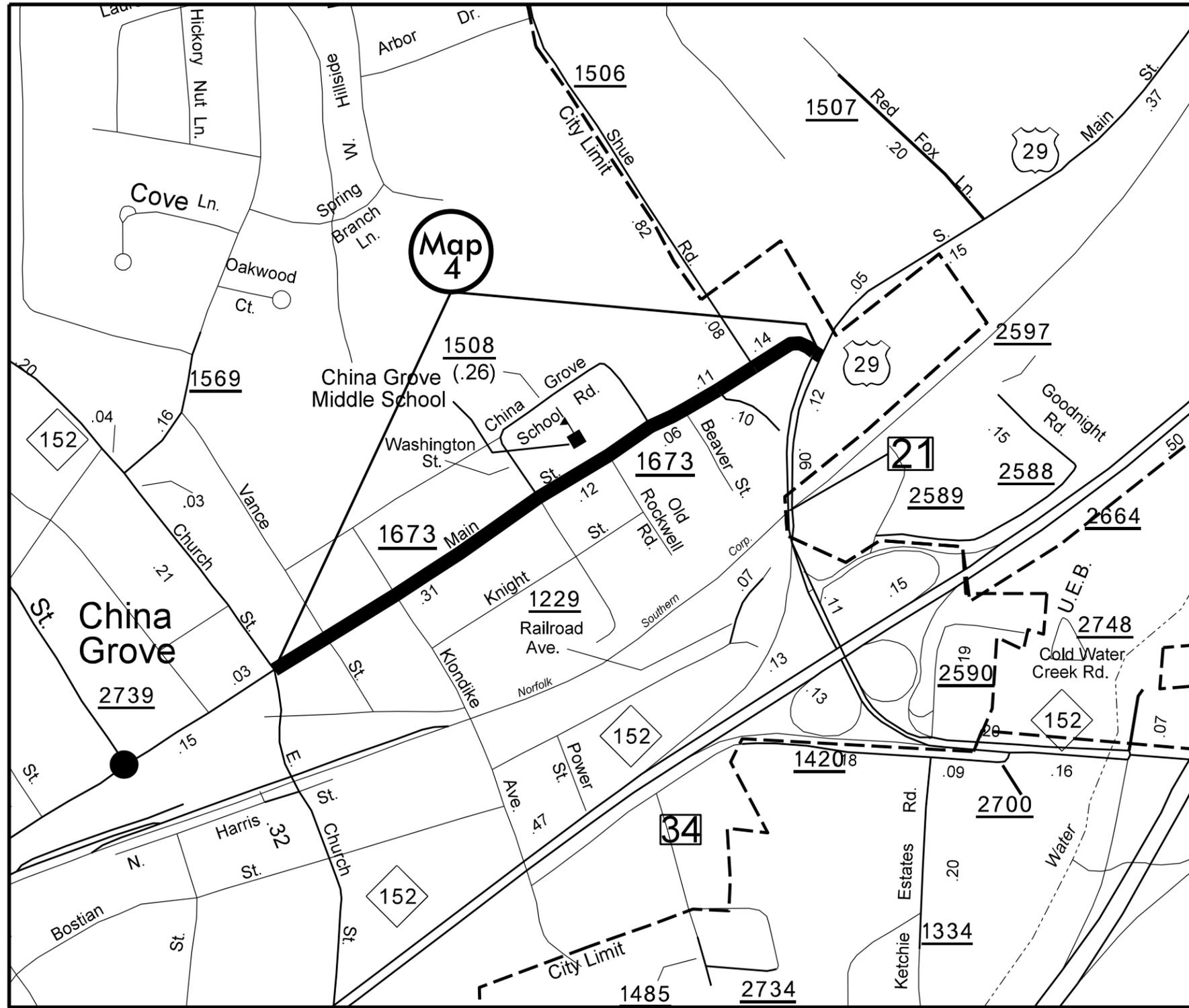


MAP 2
 Long St. SR 2100
 Mill and Pave approximately 75 feet southwest of stop bar on Long St. at Innes St. intersection to replace Loops. (Loops by NCDOT)
 From Innes St. edge of pavement to Council St. Mill Curb 0-1½" a 12 foot width each side. Tie into new surface at Innes St.

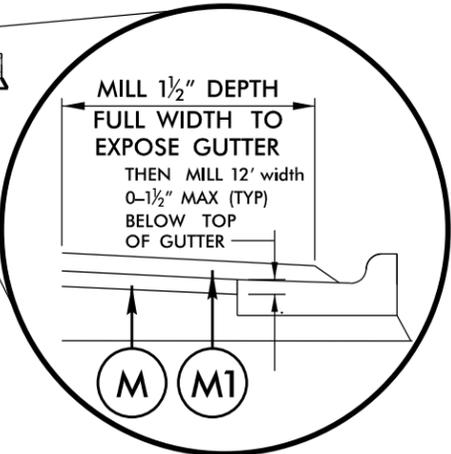
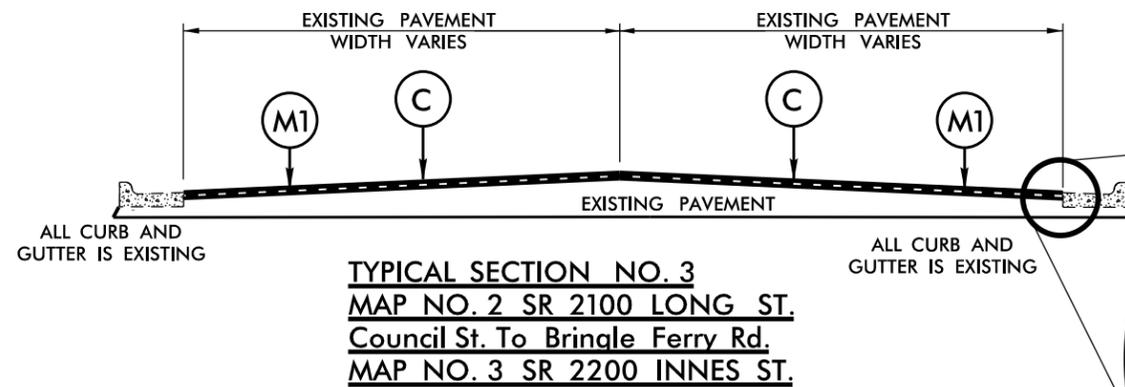
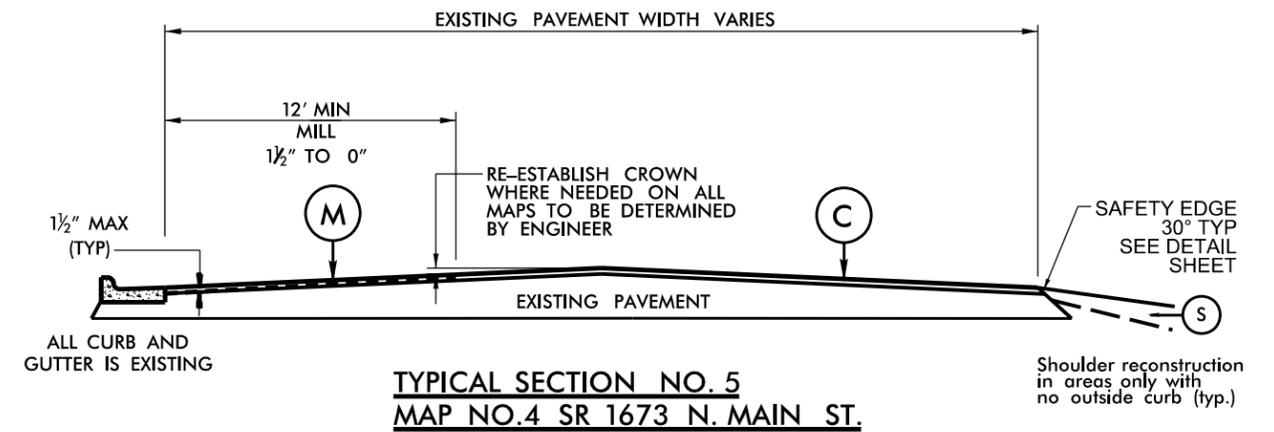
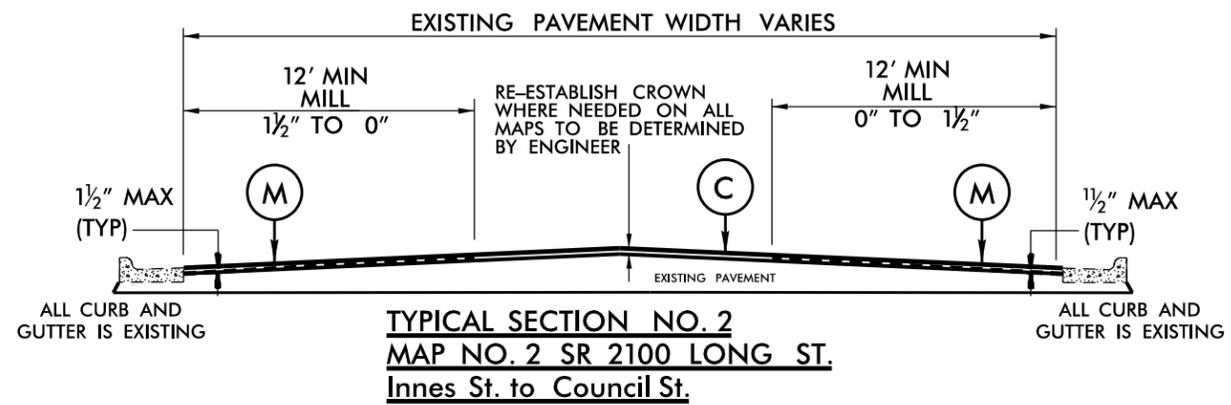
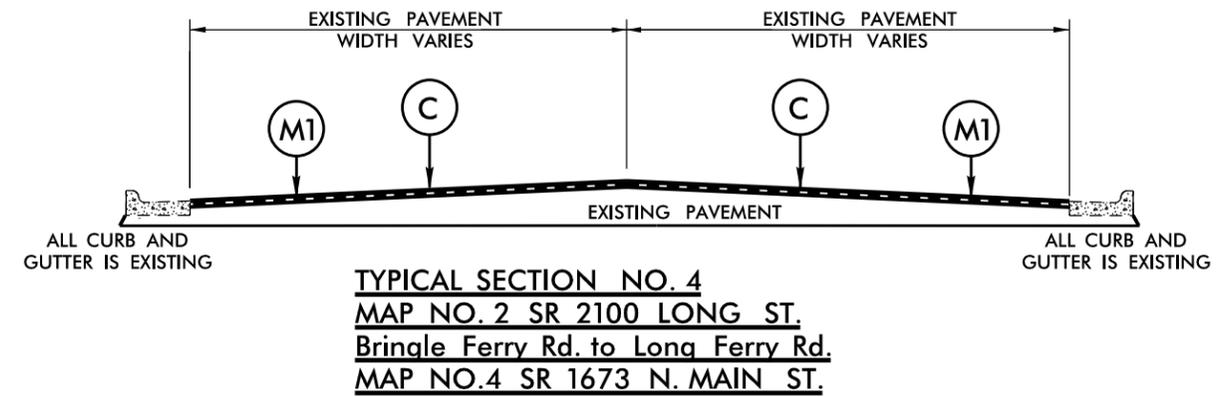
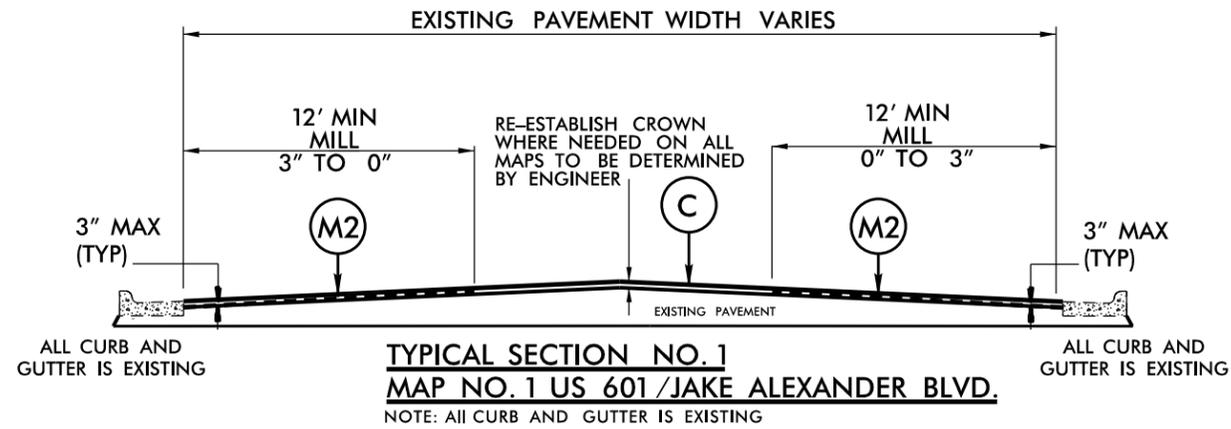
From Council St. through Bringle Ferry Rd. Intersection Mill entire width a 1½" Depth to expose gutter, then Mill Curb 0-1½" at face of gutter a 12 foot width each side. Pave back flush to top of gutter.

From Bringle Ferry Rd. to Long Ferry Rd. Mill full width 1½" Depth.

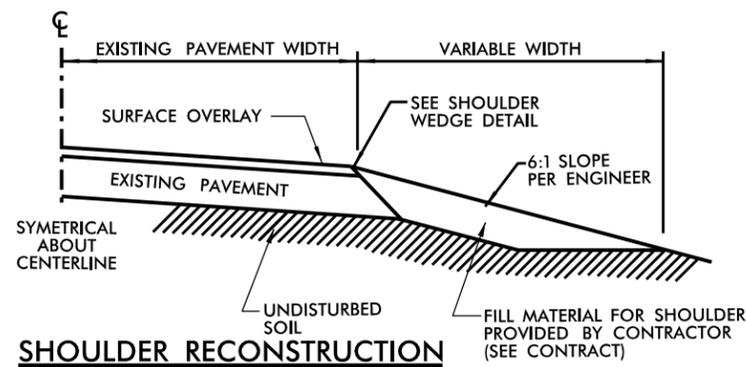
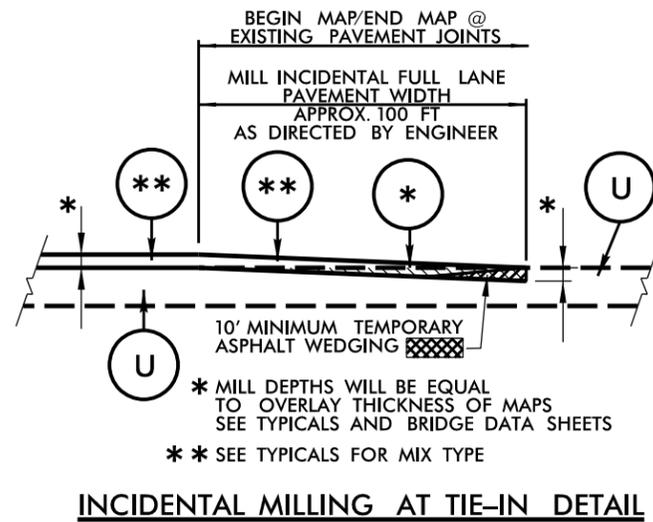
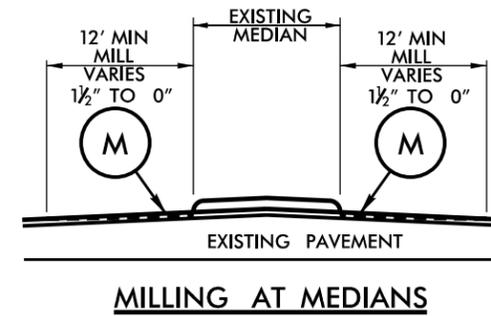
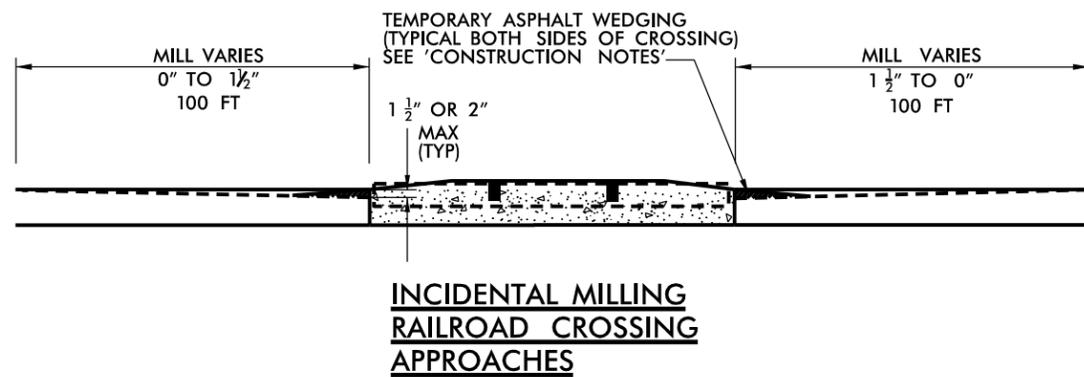
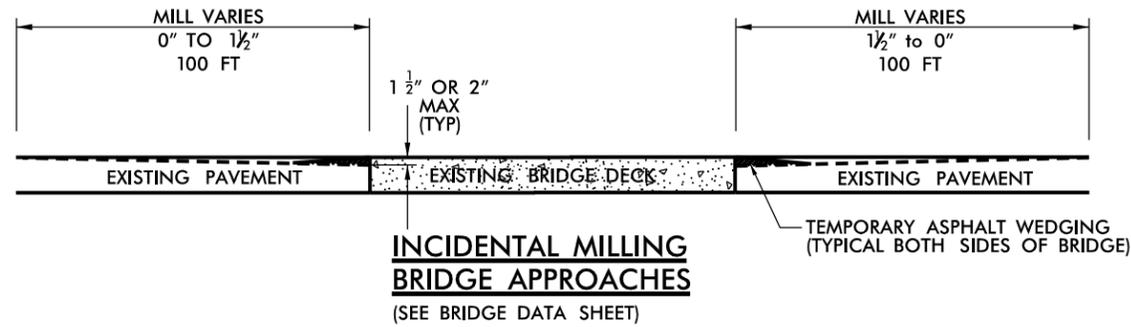
Map 3
 Innes St. SR 2200
 Mill entire width a 1½" Depth to expose gutter, then Mill Curb 0-1½" at face of gutter a 12 foot width each side. Pave back flush to top of gutter.



MAP 4
 Main St. SR 1673
 Mill 1½" depth full width entire Map.



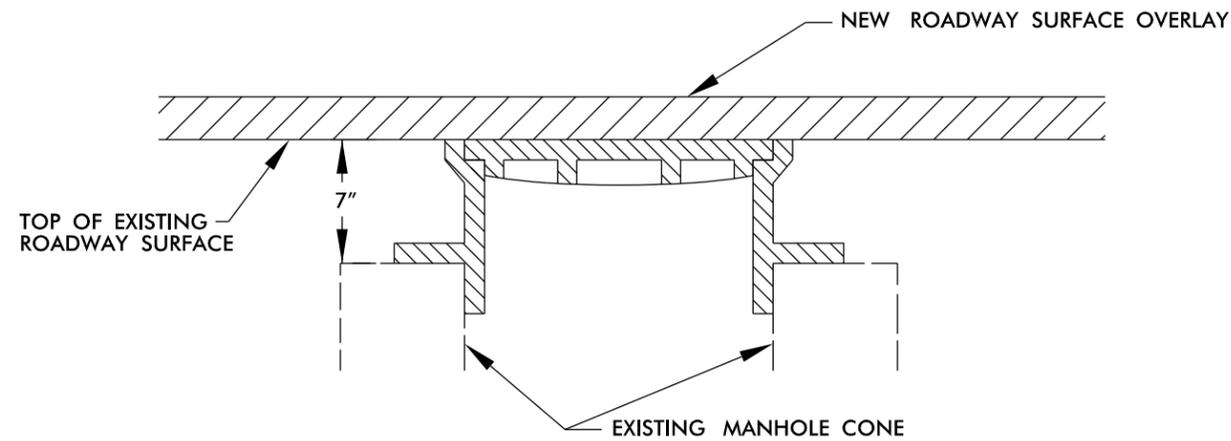
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
M	MILL ASPHALT PAVEMENT, 0 TO 1 1/2" DEPTH
M1	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 0 TO 3" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



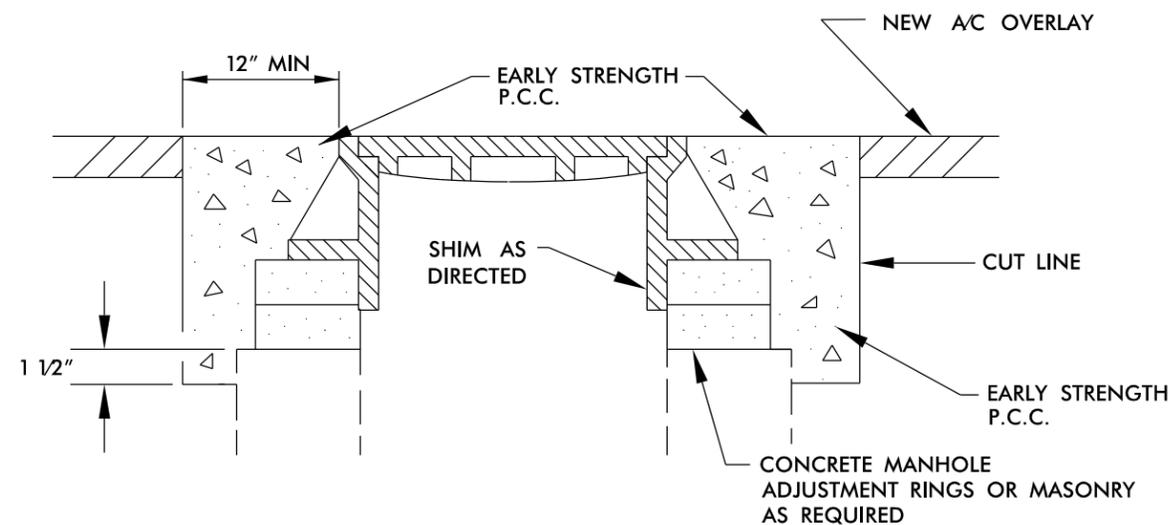
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
M	MILL ASPHALT PAVEMENT, 0 TO 1 1/2" DEPTH
M1	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 0 TO 3" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

CONSTRUCTION NOTES:

- ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".
- 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.
- 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.
- 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).
- 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.
- PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.
- ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.
- 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



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

Rowan County 2016 Resurfacing Bridge List

								PROJECT NO.	SHEET NO.	TOTAL NO.	
								9CR.10801.160, 9CR.20801.160	8		
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 601	US 601 Jake Alexander Blvd.	278	Granys Creek	8.5 RC SLAB	64	NA	NA	162	NA	Mill approaches; Do not pave on bridge
3	SR 2200	Innes St.	381	Southern Railway	8 RC SLAB	64	NA	NA	98	NA	Mill approach; Do not pave on bridge

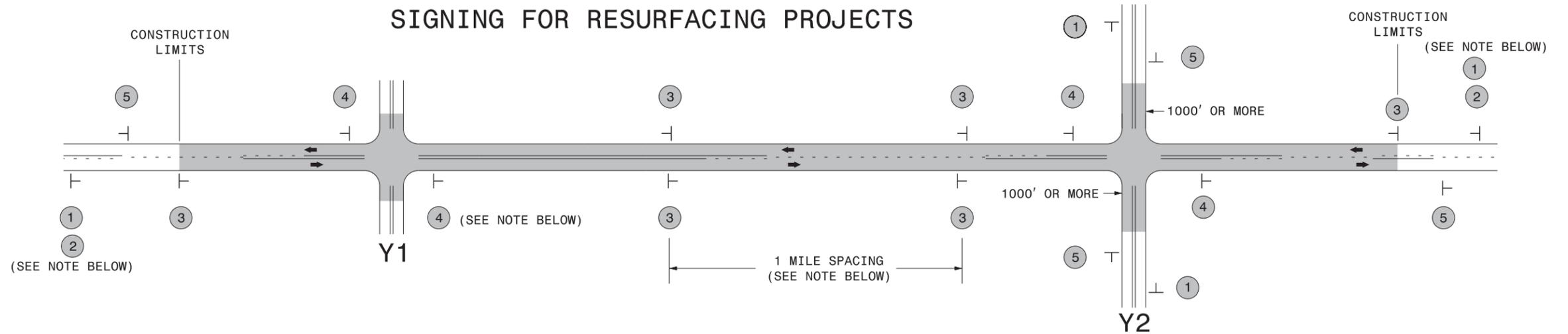
PROJECT NO.	SHEET NO.	TOTAL NO.
9CR.10801.160, 9CR.20801.160	9	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW EXCAVATION CY	SHOULDER RECONSTRUCTION SMI	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 3" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	ADJ. OF DROP INLET EA	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	PORTABLE LIGHTING LS	TEMPORARY SILT FENCE LF	WATTLE LF
9CR.10801.160	Rowan	1	US 601/ JAKE ALEXANDER BLVD.	FROM JUST PAST BURGER KING ENTRANCE NEAR LINCOLNTON RD. RADIUS AT ENTRANCE TO BURGER KING TO HARRISON RD. (SR 1710)	1	5	MU	NO	NO	2.126	60				59,868		1,866	6,929	416		14	1	1		
TOTAL FOR MAP NO. 1										2.126				59,868		1,866	6,929	416		14	1	1			
TOTAL FOR PROJ NO. 9CR.10801.160										2.126				59,868		1,866	6,929	416		14	1	1			
9CR.20801.160	Rowan	2	SR 2100 LONG ST.	FROM EDGE OF PAVEMENT AT INNES ST. (SR 2200) TO EDGE OF PAVEMENT AT LONG FERRY RD. (SR 2120)	2,3,4	2	2WU	NO	NO	3.841	28			62,789		8,093	667	6,057	363		45	37			
TOTAL FOR MAP NO. 2										3.841				62,789		8,093	667	6,057	363		45	37			
9CR.20801.160	Rowan	3	SR 2200 INNES ST.	FROM PAVEMENT JOINT WEST OF N. ARLINGTON ST (NS) TO BRIDGE #381 AT SOUTHERN RAILWAY	3	5	MU	NO	NO	0.488	60			17,160		7,264	578	1,650	99		19	4			
TOTAL FOR MAP NO. 3										0.488				17,160		7,264	578	1,650	99		19	4			
9CR.20801.160	Rowan	4	SR 1673 N. MAIN ST.	FROM PAVEMENT JOINT NEAR NC 152 TO PAVEMENT JOINT AT US 29	4,5	2	2WU	NO	NO	0.574	36	15	0.12	13,930				1,291	77	3	9	1		50	5
TOTAL FOR MAP NO. 4										0.574		15	0.12	13,930				1,291	77	3	9	1		50	5
TOTAL FOR PROJ NO. 9CR.20801.160										4.903		15	0.12	93,879		15,357	1,245	8,998	539	3	73	42		50	5
GRAND TOTAL										7.029		15	0.12	93,879	59,868	15,357	3,111	15,927	955	3	87	43	1	50	5

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

SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	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"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE 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;"> <p>W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p>W20-7 A 48" X 48"</p> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3	 SP 13107 48" X 48"	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	4	 SP 13106 48" X 48"	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.	
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

3/19/2015
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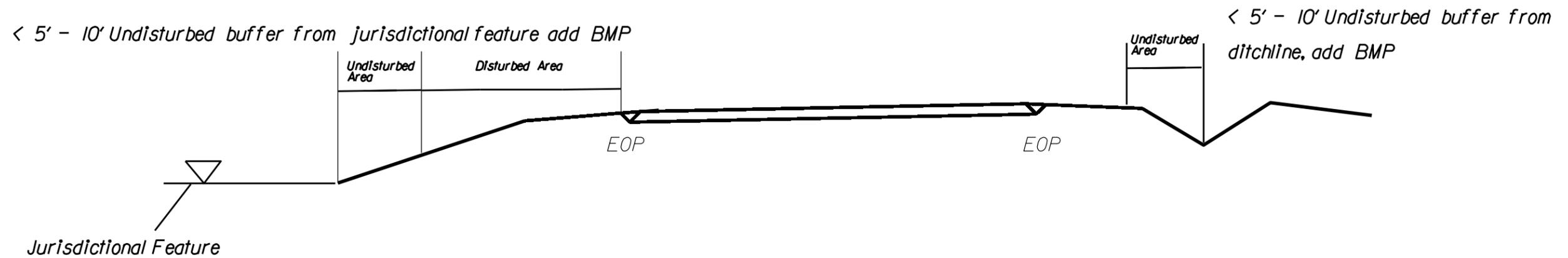
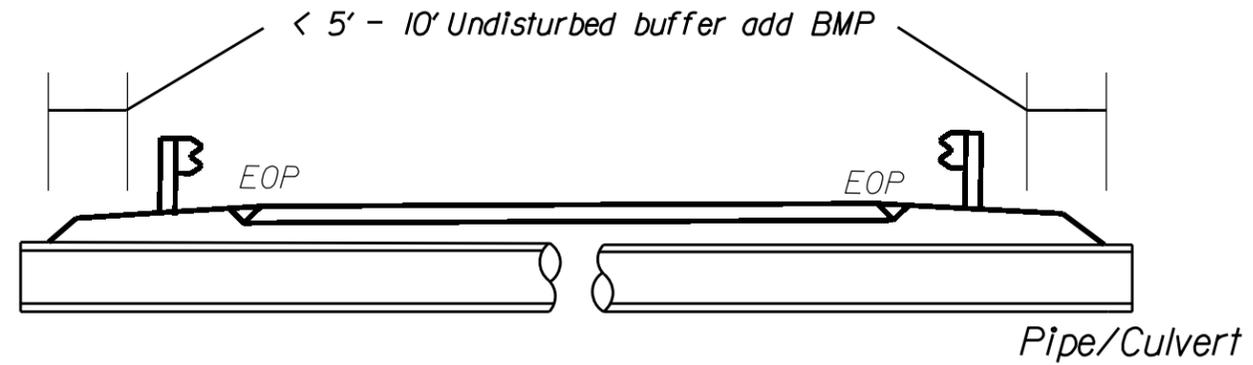
**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**

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

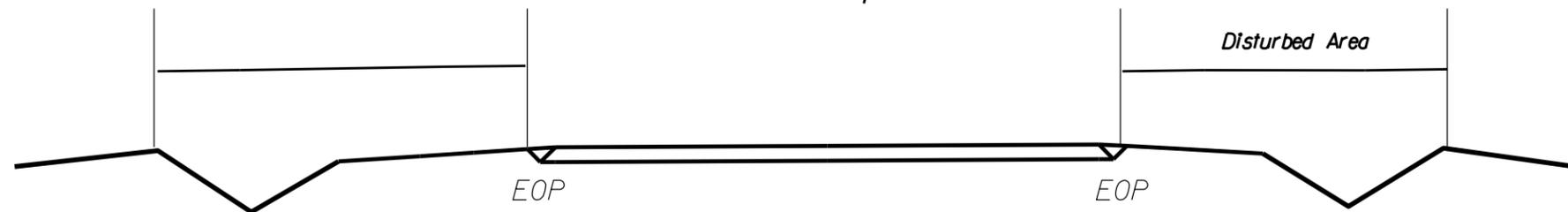
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

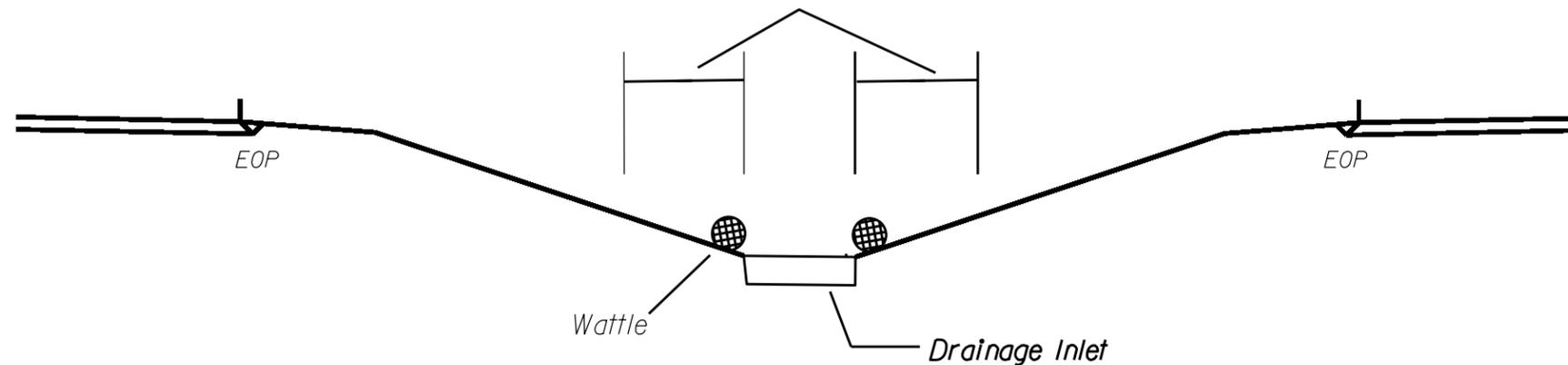
PROJECT REFERENCE NO.	SHEET NO.
9CR.10801.160, 9CR.20801.160	EC-1



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