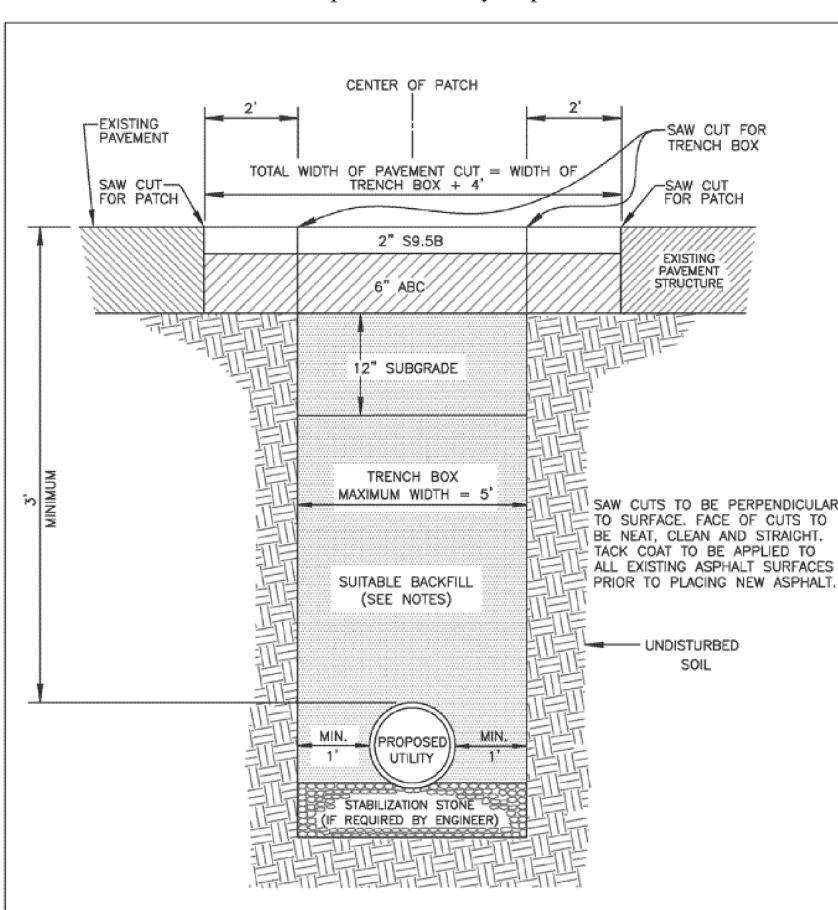
FORSYTH COUNTY

PROJECT REFERENCE NO. SHEET NO. U-6005 UC-3B DESIGNED BY: ELM  $\mathsf{ELM}$ RAWN BY: CHECKED BY: MUP APPROVED BY: MUP 20212 REVISED: NORTH CAROLINA DEPARTMENT OF TRANSPORTATION UTILITIES ENGINEERING SEC UTILITY CONSTRUCTION **DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED** 

## Asphalt Driveway Repair



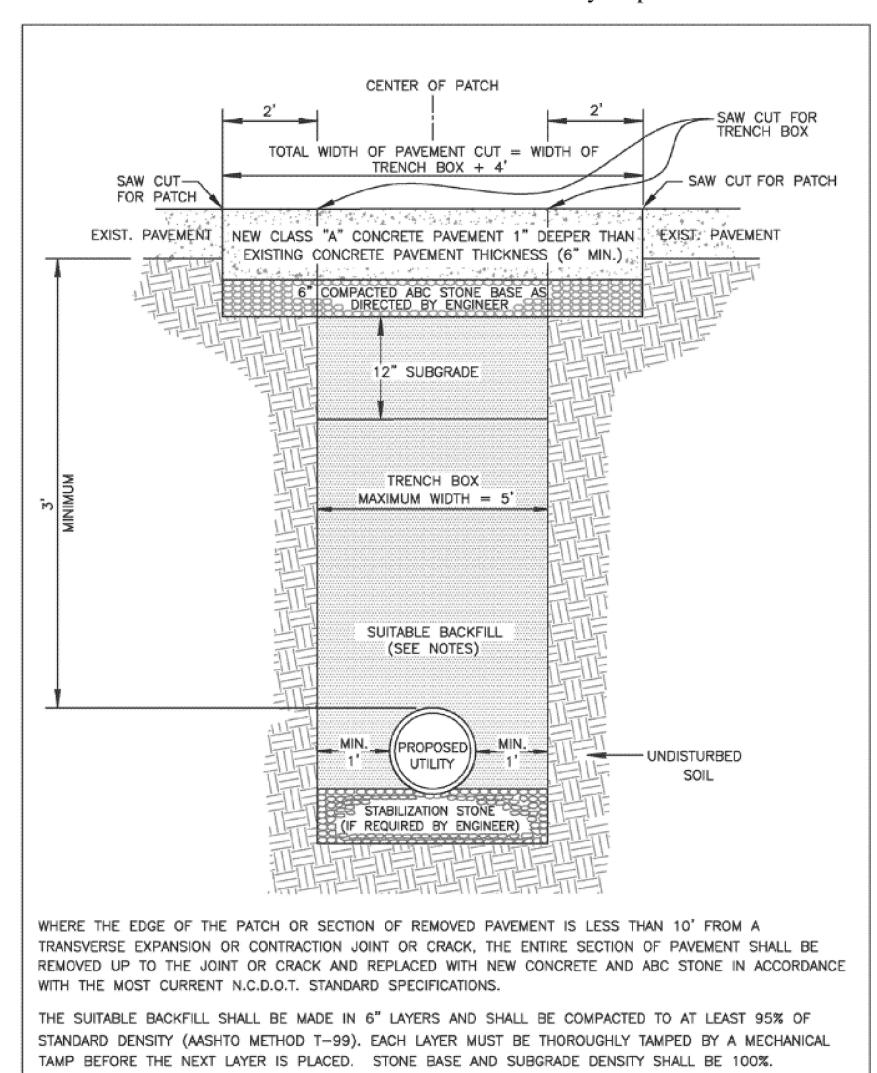
THE SUITABLE BACKFILL SHALL BE MADE IN 6" LAYERS AND SHALL BE COMPACTED TO AT LEAST 95% OF STANDARD DENSITY (AASHTO METHOD T-99). EACH LAYER MUST BE THOROUGHLY TAMPED BY A MECHANICAL TAMP BEFORE THE NEXT LAYER IS PLACED. ALL ASPHALT PAVEMENT REPLACED SHALL BE IN ACCORDANCE WITH THE MOST CURRENT N.C.D.O.T. STANDARD SPECIFICATIONS. STONE BASE DENSITY AND SUBGRADE DENSITY SHALL BE 100%.

## CITY OF WINSTON-SALEM DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

N.T.S. REVISED 3-1-17

R:\Data\Utility\Utility Spec Drawings\asphalt dw repair.dwg

## Concrete Pavement and Driveway Repair



## CITY OF WINSTON-SALEM DEPARTMENT OF PUBLIC WORKS

C-4

ENGINEERING DIVISION

N.T.S. REVISED 3-1-17

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CENTER OF PATCH EXTENT OF THE MILL AND ASPHALT INLAY TO BE DETERMINED BY THE ENGINEER SAW CUT SAW CUT SAW CUT-FOR PRIOR TO TRENCH BOX MILLING -TRENCH TOTAL WIDTH OF PAVEMENT CUT = WIDTH OF TRENCH BOX EXISTING PAVEMENT MILL 2" AND REPLACE WITH S9.5C " I19.0C \* PAVEMENT 5 1/2" B25.0C STRUCTURE TRENCH BOX 5' MAXIMUM WIDTH

> BY THE ENGINEER. SAW CUTS TO BE PERPENDICULAR TO SURFACE. FACE OF CUTS TO BE NEAT, CLEAN AND STRAIGHT. TACK COAT TO BE APPLIED TO ALL EXISTING ASPHALT SURFACES PRIOR TO PLACING NEW ASPHALT. SUITABLE BACKFILL WILL BE REQUIRED ABOVE STONE, IN

SAW CUT PRIOR TO

THE PAVEMENT STRUCTURE

PAVEMENT STRUCTURE FOR

SURFACE, INTERMEDIATE &

BASE LAYERS TO BE USED

UNLESS OTHERWISE DIRECTED

PLACE OF FLOWABLE FILL, IF COVER IS GREATER THAN 3'.

> STABILIZATION STONE TO TOP OF PIPE

SHOWN IS THE MINIMUM

**EXISTING** 

\*MAY USE 4"

B25.0C IN LIEU

OF 4" I19.0C IF

APPROVED BY THE ENGINEER.

"PROFILE VIEW"

FLOWABLE FILL (CONCRETE)

HAVING A 100-200 PSI

MAXIMUM COMPRESSIVE

STRENGTH AT 28 DAYS

OR OTHER MATERIAL AS

APPROVED BY THE ENGINEER

FLOWABLE FILL MUST

NOT CONTACT PIPE.

(TRAFFIC BEARING ROAD PLATE OR STEEL PLATE TO BE USED

FOR 24 HOURS DURING CURING OF CONCRETE)

UTILITY

PROPOSED MIN.

NOTE: THE SUITABLE BACKFILL SHALL BE MADE IN 6" LAYERS AND SHALL BE COMPACTED TO AT LEAST 95% OF STANDARD DENSITY (AASHTO METHOD T-99). EACH LAYER MUST BE THOROUGHLY TAMPED BY A MECHANICAL TAMP BEFORE THE NEXT LAYER IS PLACED. ALL ASPHALT PAVEMENT REPLACED SHALL BE IN ACCORDANCE WITH THE MOST CURRENT N.C.D.O.T. STANDARD SPECIFICATIONS.

> CITY OF WINSTON-SALEM DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

N.T.S. REVISED 2-11-20

UNDISTURBED\*

R:\Data\Utility\Utility Spec Drawings\mill & patch option A.dwg

C-5

PHONE: (919)707-6690 UTILITY CONSTRUCTION FAX: (919)250-4151 PLANS ONLY

Mill and Patch Method - Option A (For State Maintained Roads)

C-3