PAVEMENT SCHEDULE

C1
PROP. APPROX. 4" ASPHALT CONC. INTERMEDIATE COURSE, TYPE I

D1
PROP. APPROX. 1.5" MILLING ASPHALT PAVEMENT.

E1
EXISTING PAVEMENT.

R1
EXISTING CONCRETE CURB AND GUTTER.

S
4" CONCRETE SIDEWALK.

T
EARTH MATERIAL.

U
EXISTING PAVEMENT.

V
1" MILLING ASPHALT PAVEMENT.

PAVEMENT SCHEDULE

C1
2' - 6" CONCRETE CURB AND GUTTER.

D1
PROP. APPROX. 6" ASPHALT CONC. BASE COURSE, TYPE B
AT AN AVERAGE RATE OF 456 LBS. PER SQ. YARD.

E1
PROP. APPROX. 3" ASPHALT CONC. SURFACE COURSE, TYPE S
AT AN AVERAGE RATE OF 112 LBS. PER SQ. YARD.

TYPICAL SECTION 1
- L- STA 3-00.00 TO - L- STA 3-04.14
- L- STA 3-05.42 TO - L- STA 3-09.00
- L- STA 3-09.69 TO - L- STA 3-10.00

TYPICAL SECTION 2
- L- STA 3-04.14 TO - L- STA 3-06.10
- L- STA 3-06.68 TO - L- STA 3-08.00

WALL DETAIL

FOR USE IN CONJUNCTION WITH
TYPICAL SECTIONS:
- L- STA 3-00.00 TO - L- STA 3-04.14
- L- STA 3-04.14 TO - L- STA 3-06.10
- L- STA 3-06.10 TO - L- STA 3-06.68

TYPICAL SECTIONS 4
- L- STA 3-00.00 TO - L- STA 3-04.14
- L- STA 3-04.14 TO - L- STA 3-06.10
- L- STA 3-06.10 TO - L- STA 3-06.68

PAVEMENT SCHEDULE

C1
PROP. APPROX. 4" ASPHALT CONC. INTERMEDIATE COURSE, TYPE I

C2
PROP. APPROX. 6" ASPHALT CONC. BASE COURSE, TYPE B

D1
PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S

E1
PROP. APPROX. ASPHALT MILLING CONCRETE EXISTING PAVEMENT. MILLING RATE OF 2000 LBS. PER CY. MILLING RATE OF 2000 LBS. PER CY.

R
EXISTING CONCRETE CURB AND GUTTER.

R1
4" CONCRETE CURB AND GUTTER.

S
3" CONCRETE SIDEWALK.

U
EXISTING PAVEMENT.

V
L" MILLING ASPHALT PAVEMENT.

---

WALL DETAIL

FOR USE IN CONJUNCTION WITH

TYPICAL SECTIONS:
- l- STA 1-02.91 TO - l- STA 3-72.95
- l- STA 3-85.52 TO - l- STA 7-84.59
- l- STA 7-96.86 TO - l- STA 10-64.08

---

TYPICAL SECTION 5
- l- STA 6-36.34 TO - l- STA 9-61.49

TYPICAL SECTION 6
- l- STA 12-31.68 TO - l- STA 15-94.00
- l- STA 15-94.00 TO - l- STA 28-32.22

TYPICAL SECTION 7
- YL- STA 0-54.52 TO - YL- STA 1-40.00
PROP. APPROX. 4" ASPHALT CONC. INTERMEDIATE COURSE, TYPE I 19.0C

1.5" MILLING ASPHALT PAVEMENT.

EXISTING PAVEMENT.

4" CONCRETE SIDEWALK.

PAVEMENT SCHEDULE

2' - 6" CONCRETE CURB AND GUTTER.

PROP. APPROX. 6" ASPHALT CONC. BASE COURSE, TYPE B 25.0C AT AN AVERAGE RATE OF 456 LBS. PER SQ. YARD.

EXISTING CONCRETE CURB AND GUTTER.

PROP. APPROX. 3" ASPHALT CONC. SURFACE COURSE, TYPE S 9.5C AT AN AVERAGE RATE OF 112 LBS. PER SQ. YARD.

PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S 9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD IN EACH OF TWO LAYERS.

5' - 8" CONCRETE CURB AND GUTTER.

T CONCRETE MORTAR.

U EXISTING PAVEMENT.

V MALLING ASPHALT PAVEMENT

TYPICAL SECTION B

- Y1 STA 0+31.00 TO - Y4 STA 0+96.42

NOT TO SCALE

CITY OF WINSTON-SALEM, N.C.

REMOVAL AND CONSTRUCTION DETAIL.
### SUMMARY OF EARTHWORK

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>UNAFFECTED CUBIC YARDS</th>
<th>EARTHWORK CUT</th>
<th>SECTION</th>
<th>NOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>57</td>
<td>123</td>
<td>123</td>
<td></td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>146</td>
<td>146</td>
<td></td>
<td></td>
</tr>
<tr>
<td>59</td>
<td>169</td>
<td>169</td>
<td></td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>200</td>
<td>200</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL:** 650 CUBIC YARDS

---

### PAVEMENT REMOVAL

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>STATION</th>
<th>ASPHALT REMOVAL</th>
<th>ASPHALT OVERLAY</th>
<th>CONCRETE REMOVAL</th>
<th>CONCRETE OVERLAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>57</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>58</td>
<td>220</td>
<td>220</td>
<td>220</td>
<td>220</td>
<td>220</td>
</tr>
<tr>
<td>59</td>
<td>240</td>
<td>240</td>
<td>240</td>
<td>240</td>
<td>240</td>
</tr>
<tr>
<td>60</td>
<td>260</td>
<td>260</td>
<td>260</td>
<td>260</td>
<td>260</td>
</tr>
</tbody>
</table>

**TOTAL:** 1100 SQUARE YARDS

---

**NOTE:** All numbers are subject to change. The city of Winston-Salem reserves the right to make additions and changes.

**UNDERCUT EROSION = 50 CY**
## LIST OF PIPES, ENDCALLS, ETC. (FOR PIPES 48 INCHES & UNDER)

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>PROJECT NO.</th>
<th>SHEET DATE</th>
<th>SHEET TOTAL</th>
<th>PROJECT TOTAL</th>
<th>SHEET NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3B-1</td>
<td>201607</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### NOTE:

- Elevations indicated are for bid purposes only and shall not be used for project construction stakeout.
- See "Standard Specifications For Roads and Structures, Section 300-0".

### ABBREVIATIONS

- C.B.: Concrete Collar
- R.C.: Reinforced Concrete
- M.H.: Manhole
- J.B.: Junction Box
- D.I.: Double Inlet
- C.A.A.: Concrete and Brick Pipe Plug
- T.B.D.I.: Traffic Bearing Junction Box
- G.D.I.: Grated Drop Inlet
- C.B. STD. 852.05
- OPEN THROAT C.B. STD. 840.04 OR STD. 840.05
- D.I. STD. 840.14 OR STD. 840.15
- G.D.I. TYPE “A” STD. 840.17 OR STD. 840.26
- G.D.I. TYPE “B” STD. 840.18 OR STD. 840.27
- G.D.I. (W.S. FLAT) FRAME WITH GRATE STD. 840.20
- G.D.I. (N.S. SAG) FRAME W/ 2 GRATES STD. 840.24
- DRIVEWAY D.I. STD. 840.30
- FRAME W/ GRATE FOR DRIVEWAY STD. 840.30
- J.B. STD. 840.31 OR STD. 840.32
- T.B.J.B. STD. 840.34
- STEEL FRAME WITH TWO GRATES STD. 840.37
- TEMP STEEL PLATE COVER MASONRY DRAINAGE
- ADJUST C.B.
- CONCRETE COLLAR, “B” STD. 840.72
- CONCRETE AND BRICK PIPE PLUG STD. 840.71
- REMOVE EX. SI AND EXTEND 18" RCP
- DRIVEWAY D.I.

### TABLE:

<table>
<thead>
<tr>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
</tr>
<tr>
<td>11</td>
<td>12</td>
<td>13</td>
<td>14</td>
<td>15</td>
<td>16</td>
<td>17</td>
<td>18</td>
<td>19</td>
<td>20</td>
</tr>
<tr>
<td>21</td>
<td>22</td>
<td>23</td>
<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
<td>28</td>
<td>29</td>
<td>30</td>
</tr>
<tr>
<td>31</td>
<td>32</td>
<td>33</td>
<td>34</td>
<td>35</td>
<td>36</td>
<td>37</td>
<td>38</td>
<td>39</td>
<td>40</td>
</tr>
<tr>
<td>41</td>
<td>42</td>
<td>43</td>
<td>44</td>
<td>45</td>
<td>46</td>
<td>47</td>
<td>48</td>
<td>49</td>
<td>50</td>
</tr>
</tbody>
</table>

### REMARKS:

- W.S.: Wall Sockets
- T.B.D.I.: Traffic Bearing Junction Box
- P.V.C.: Polyvinyl Chloride
- M.H.: Manholes
- J.B.: Junction Boxes
- D.I.: Double Inlets
- C.B.: Concrete Collars
- C.A.A.: Concrete and Brick Pipe Plugs
- T.B.D.I.: Traffic Bearing Junction Boxes
- G.D.I.: Grated Drop Inlets
- C.B. STD. 852.05
- OPEN THROAT C.B. STD. 840.04 OR STD. 840.05
- D.I. STD. 840.14 OR STD. 840.15
- G.D.I. TYPE “A” STD. 840.17 OR STD. 840.26
- G.D.I. TYPE “B” STD. 840.18 OR STD. 840.27
- G.D.I. (W.S. FLAT) FRAME WITH GRATE STD. 840.20
- G.D.I. (N.S. SAG) FRAME W/ 2 GRATES STD. 840.24
- DRIVEWAY D.I. STD. 840.30
- FRAME W/ GRATE FOR DRIVEWAY STD. 840.30
- J.B. STD. 840.31 OR STD. 840.32
- T.B.J.B. STD. 840.34
- STEEL FRAME WITH TWO GRATES STD. 840.37
- TEMP STEEL PLATE COVER MASONRY DRAINAGE
- ADJUST C.B.
- CONCRETE COLLAR, “B” STD. 840.72
- CONCRETE AND BRICK PIPE PLUG STD. 840.71
- REMOVE EX. SI AND EXTEND 18" RCP

### PROJECT TOTALS:

- TOTAL LIN. FT. 0' THRU 5'
- A + (1.3 X B)
- FOR PAY

### REMARKS:

- Note: Elevations indicated are for bid purposes only and shall not be used for construction stakeout.
- See "Standard Specifications For Roads and Structures, Section 300-0".
TRANSPORTATION MANAGEMENT PLAN

GENERAL NOTES

DIVIDED INTO 10 AREAS

1. GENERAL NOTES

2. DIVIDED INTO 10 AREAS

3. DIVIDED INTO 10 AREAS

4. DIVIDED INTO 10 AREAS

5. DIVIDED INTO 10 AREAS

6. DIVIDED INTO 10 AREAS

7. DIVIDED INTO 10 AREAS

8. DIVIDED INTO 10 AREAS

9. DIVIDED INTO 10 AREAS

10. DIVIDED INTO 10 AREAS

11. DIVIDED INTO 10 AREAS

12. DIVIDED INTO 10 AREAS

13. DIVIDED INTO 10 AREAS

14. DIVIDED INTO 10 AREAS

15. DIVIDED INTO 10 AREAS

16. DIVIDED INTO 10 AREAS

17. DIVIDED INTO 10 AREAS

18. DIVIDED INTO 10 AREAS

19. DIVIDED INTO 10 AREAS

20. DIVIDED INTO 10 AREAS

21. DIVIDED INTO 10 AREAS

22. DIVIDED INTO 10 AREAS

23. DIVIDED INTO 10 AREAS

24. DIVIDED INTO 10 AREAS

25. DIVIDED INTO 10 AREAS

26. DIVIDED INTO 10 AREAS

27. DIVIDED INTO 10 AREAS

28. DIVIDED INTO 10 AREAS

29. DIVIDED INTO 10 AREAS

30. DIVIDED INTO 10 AREAS

31. DIVIDED INTO 10 AREAS

32. DIVIDED INTO 10 AREAS

33. DIVIDED INTO 10 AREAS

34. DIVIDED INTO 10 AREAS

35. DIVIDED INTO 10 AREAS

36. DIVIDED INTO 10 AREAS

37. DIVIDED INTO 10 AREAS

38. DIVIDED INTO 10 AREAS

39. DIVIDED INTO 10 AREAS

40. DIVIDED INTO 10 AREAS

41. DIVIDED INTO 10 AREAS

42. DIVIDED INTO 10 AREAS

43. DIVIDED INTO 10 AREAS

44. DIVIDED INTO 10 AREAS

45. DIVIDED INTO 10 AREAS

46. DIVIDED INTO 10 AREAS

47. DIVIDED INTO 10 AREAS

48. DIVIDED INTO 10 AREAS

49. DIVIDED INTO 10 AREAS

50. DIVIDED INTO 10 AREAS

51. DIVIDED INTO 10 AREAS

52. DIVIDED INTO 10 AREAS

53. DIVIDED INTO 10 AREAS

54. DIVIDED INTO 10 AREAS

55. DIVIDED INTO 10 AREAS

56. DIVIDED INTO 10 AREAS

57. DIVIDED INTO 10 AREAS

58. DIVIDED INTO 10 AREAS

59. DIVIDED INTO 10 AREAS

60. DIVIDED INTO 10 AREAS

61. DIVIDED INTO 10 AREAS

62. DIVIDED INTO 10 AREAS

63. DIVIDED INTO 10 AREAS

64. DIVIDED INTO 10 AREAS

65. DIVIDED INTO 10 AREAS

66. DIVIDED INTO 10 AREAS

67. DIVIDED INTO 10 AREAS

68. DIVIDED INTO 10 AREAS

69. DIVIDED INTO 10 AREAS

70. DIVIDED INTO 10 AREAS

71. DIVIDED INTO 10 AREAS

72. DIVIDED INTO 10 AREAS

73. DIVIDED INTO 10 AREAS

74. DIVIDED INTO 10 AREAS

75. DIVIDED INTO 10 AREAS

76. DIVIDED INTO 10 AREAS

77. DIVIDED INTO 10 AREAS

78. DIVIDED INTO 10 AREAS

79. DIVIDED INTO 10 AREAS

80. DIVIDED INTO 10 AREAS

81. DIVIDED INTO 10 AREAS

82. DIVIDED INTO 10 AREAS

83. DIVIDED INTO 10 AREAS

84. DIVIDED INTO 10 AREAS

85. DIVIDED INTO 10 AREAS

86. DIVIDED INTO 10 AREAS

87. DIVIDED INTO 10 AREAS

88. DIVIDED INTO 10 AREAS

89. DIVIDED INTO 10 AREAS

90. DIVIDED INTO 10 AREAS

91. DIVIDED INTO 10 AREAS

92. DIVIDED INTO 10 AREAS

93. DIVIDED INTO 10 AREAS

94. DIVIDED INTO 10 AREAS

95. DIVIDED INTO 10 AREAS

96. DIVIDED INTO 10 AREAS

97. DIVIDED INTO 10 AREAS

98. DIVIDED INTO 10 AREAS

99. DIVIDED INTO 10 AREAS

100. DIVIDED INTO 10 AREAS
TO ROAD CLOSED THRU TRAFFIC
DETOUR

CLOVERDALE AVE.
MELROSE ST.
QUEEN STREET
IRVING ST.
MEDICAL CENTER BLVD.

DETOUR A

DETOUR B
CITY OF WINSTON-SALEM

PAVEMENT MARKING PLAN

INDEX

SHEET NO. | DESCRIPTION
---------|--------------
PMP-1     | PAVEMENT MARKING PLAN TITLE SHEET, APPENDIXES, AND GENERAL NOTES
PMP-2     | DETAIL TO BE USED IN LID OF 201 STANDARD DETAILS
PMP-4     | PMP-5 PAVEMENT MARKING PLAN SHEETS

GENERAL NOTES

The following general notes apply at all times for the duration of the construction project, except where otherwise noted in the plan, or directed by the Engineer.

A) Painted pavement markings and painted markers on the final surface as follows:
   - ROAD NAME
   - MARKING
   - MARKER
   - THERMOPLASTIC
   - N/A

B) The proposed pavement markings are subject to existing pavement marking lines.
C) Remove/Replace any conflicting/damaged pavement markings and markers.
D) PAVEMENT MARKINGS at non-unsigned intersections may be adjusted as directed by the Engineer.
E) Unless otherwise specified, heated-in-place thermoplastic may be used in lieu of extruded thermoplastics for curb ramps, sidewalk crossings, and intersections. If heated-in-place is used, it shall be painted using the extruded thermoplastic paint.
F) See roadway plans for alternate curb ramp designs when indicated on PAVEMENT MARKING DETAIL SHEETS.
**LEGEND**

- **STOP SIGN**
- **STATIONARY SIGN**
- **DIRECTION OF TRAFFIC FLOW**
- **OPTIONAL**
- **PAVEMENT MARKING SYMBOLS**

**GENERAL NOTES:**

1. **PLACEMENT OF STOP BARS AT NON-SIGNALIZED INTERSECTIONS IS OPTIONAL AND USED WHERE IT IS IMPORTANT TO INDICATE THE POINT WHERE VEHICLES ARE REQUIRED TO STOP. PLACE STOP BARS NO LESS THAN 4 FEET AND NO MORE THAN 30 FEET FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY. USE 10 FEET AS THE TYPICAL SETBACK DISTANCE OR AS DIRECTED BY THE ENGINEER.**

2. **MINI-SKIP LANE LINE EXTENSIONS SHOULD BE USED AT INTERSECTIONS THAT HAVE REDUCED VISIBILITY CONDITIONS SUCH AS OFFSET, SHROUDED, OR CURVED ROADS.**

3. **MINI-SKIP EDGE LINE EXTENSIONS MAY BE PLACED THROUGH INTERSECTIONS AND MAJOR DRIVEWAYS.**

4. **REFER TO ROADWAY STANDARD DRAWINGS 1205.01, 1205.02, 1205.05, 1205.08 AND 1205.09 FOR ADDITIONAL PAVEMENT MARKING GUIDANCE.**
NOTES:
2. ERECT TYPE "D", "E", and "F" SIGNS WITH THE BOTTOM EDGE OF SIGN ASSEMBLY AT LEAST 7 FT. ABOVE THE ROADWAY (AS DETERMINED BY PLAN SHEETS), AND AT LEAST 10 FT. IN OTHER CASES. THE VERTICAL CLEARANCE IS 7 FT. ABOVE REQUIRED FOR PEDESTRIAN TRAFFIC AND/or PARKED VEHICLES.
3. THE VERTICAL CLEARANCE BETWEEN MOUNTING HOLE CENTERS ON ALL TYPES "A", "E", "F", and "G" SIGNS IS 15" MINIMUM. THE VERTICAL AND HORIZONTAL DIMENSIONS BETWEEN MOUNTING HOLES IS TO THE MIDDLE OF EACH HOLES. EACH SIGN PANEL HAS A MINIMUM OF 6 BOLTS PER SUPPORT.
4. ATTACH SIGN "A", "E", "F", and "G" SIGNS WITH THE BOTTOM EDGE OF SIGN ASSEMBLY AT LEAST 7 FT. ABOVE THE ROADWAY (AS DETERMINED BY PLAN SHEETS), AND AT LEAST 10 FT. IN OTHER CASES. THE VERTICAL CLEARANCE IS 7 FT. ABOVE REQUIRED FOR PEDESTRIAN TRAFFIC AND/or PARKED VEHICLES.
5. FURNISH AND INSTALL CROSS-BRACING AS SHOWN IN DETAIL. PAINT ENDS OF CROSS BRACES W/ APPROVED, ZINC PAINT.
6. INSTALL POST AND CROSS-BRACING WITH THE BASE END OF THE PLANE TOWARD THE BACK OF SIGNS FOR COMBINATION TYPE "D", "E", and "F" SIGNS.
7. THE WIDTH OF SIGNS ASSEMBLED CANNOT BE LARGER THAN 64".
8. IF SIGNS ASSEMBLED REQUIRE MORE THAN TWO U-CHANNEL SUPPORTS, THE SUPPORTS SHALL BE ERECTED IN A MANNER TO PROVIDE A MINIMUM CLEARANCE OF 6 FT. BETWEEN THE SUPPORTS.
9. FACING SIGN FACING SIGN SHALL FALL WITHIN 5 FT. OF THE ROADWAY, OR THE SIGN ASSEMBLY MUST BE PLACED BEHIND BARRIER PROTECTION.
SEGMENTAL GRAVITY WALL - TYPICAL SECTION

SEGMENTAL GRAVITY WALL - TYPICAL ELEVATION

NOTES:

FOR SEGMENTAL GRAVITY RETAINING WALLS, SEE SECTION 452A OF THE STANDARD
ELEVATION.

DO NOT USE STANDARD SEGMENTAL GRAVITY RETAINING WALLS WHEN VERY SOIL OR
SOIL DEEPER OR HEAVIER THAN WALL.

SEGMENTAL GRAVITY WALL (SGW) UNITS ARE APPROPRIATE FOR EITHER 2' OR 4' MAXIMUM
SPACING BETWEEN WALL UNITS AND MINIMUM DESIGNS HORIZONTAL AND
VERTICAL SPACING. THE WALL MATERIALS ARE NOT INTENDED FOR PROTECTION
OF THE WALL FROM EXTERNAL LOADS.

A DRAINAGE SYSTEM IS REQUIRED TO DRAIN AT THE BOTTOM OF THE WALL.

BEFORE DESIGNING SEGMENTAL GRAVITY WALL DESIGN FOR RETAINING WALL NO. 1,
REVIEW WALL NO. 2 AND WALL NO. 3. SOCKET WALL DESIGNS AND SUPPORT
SHEETS ARE PROVIDED FOR WALL DESIGNS FOR TESTING. DO NOT USE OF WALL DESIGNS IN CONSTRUCTION UNLESS THE TOOLS WALL DESIGNS ARE DEFICIENT.

DESIGN RETAINING WALL NO. 1, WALL NO. 2 AND WALL NO. 3 FOR
SEGMENTAL GRAVITY WALL. THE WALL MATERIALS ARE INTENDED TO THE TOP OF FOUNDATION
DIFFERENCE BETWEEN GRADE ELEVATION AND TOP OF FOUNDATION

MATERIAL REQUIREMENTS:

<table>
<thead>
<tr>
<th>MATERIAL</th>
<th>120°</th>
<th>90°</th>
<th>60°</th>
</tr>
</thead>
<tbody>
<tr>
<td>FILL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FOUNDATION</td>
<td>120</td>
<td>30</td>
<td>0</td>
</tr>
</tbody>
</table>

VERIFY THE SEQUENCE AND ELEVATION BEFORE DESIGNING SEGMENTAL GRAVITY WALL
DESIGN OR CONSTRUCTION.

DO NOT PLACE NO. 1 TOWER FOR POSTING UNTIL EXCAVATION ENGINEERS AND
ENGINEERING MATERIALS ARE APPROVED.