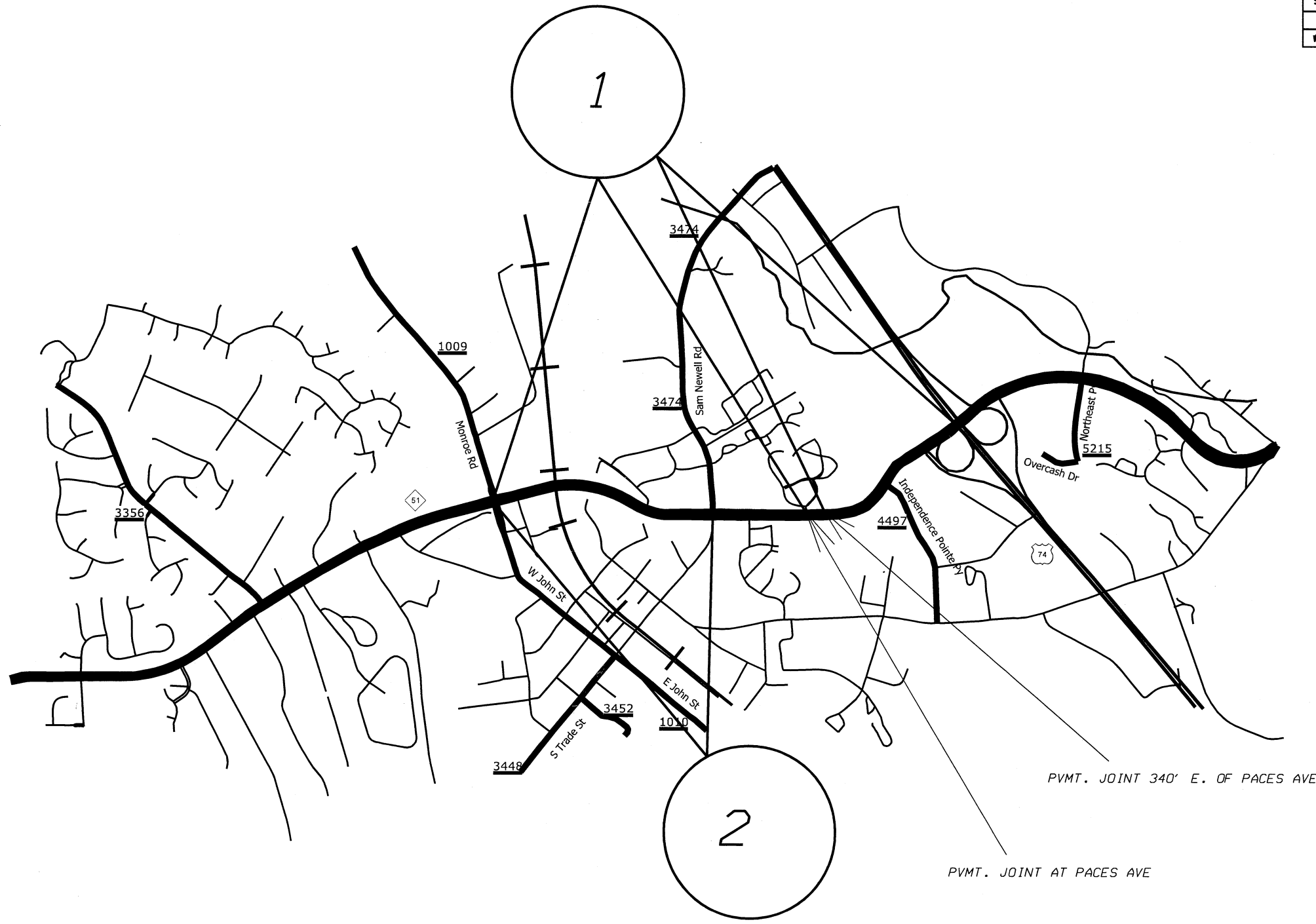


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		1	
WBS NO.	10CR.10601.93, ETC.		




MAP

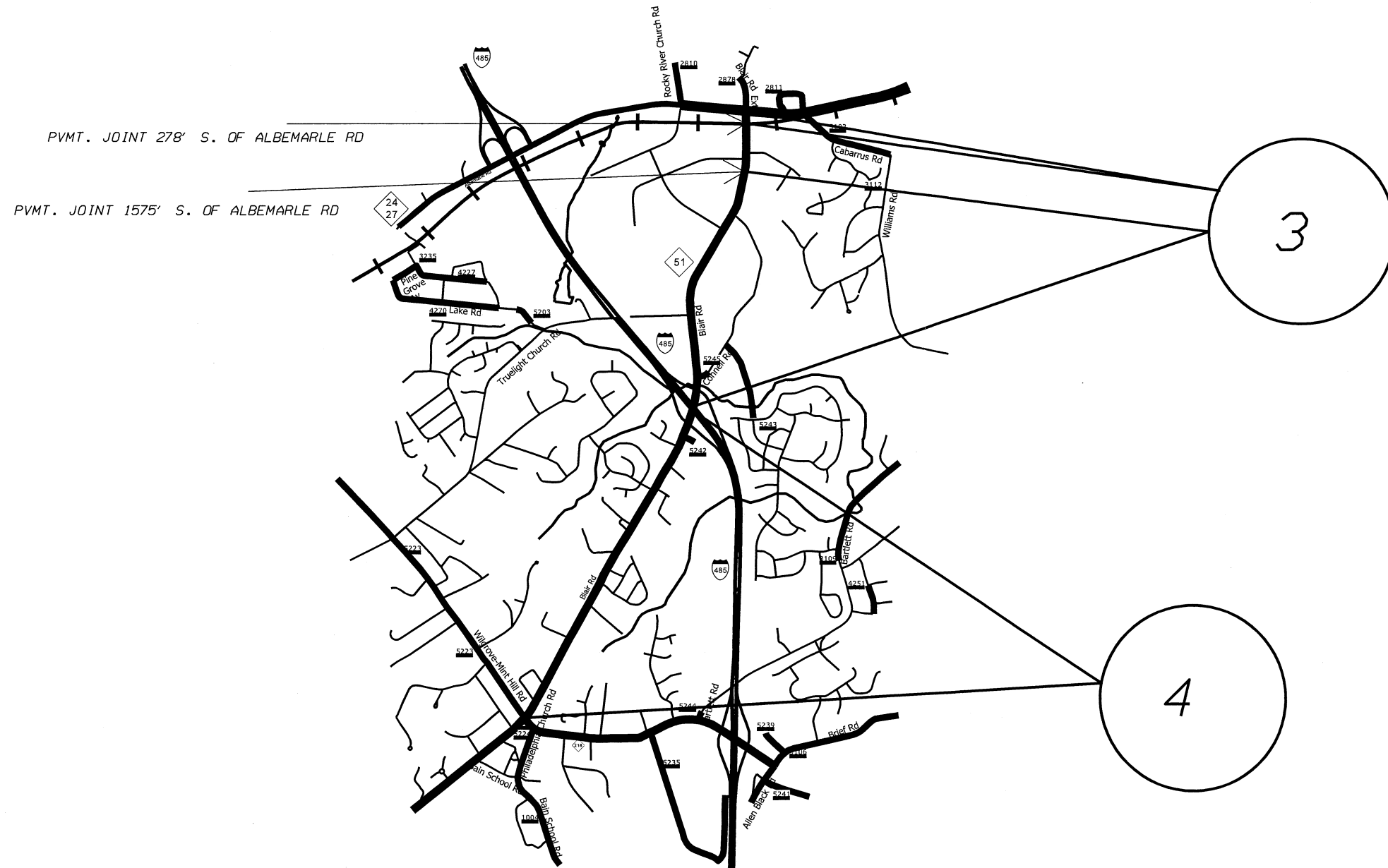
DESCRIPTION

- # 1 NC 51 (MATTHEWS TOWNSHIP PKWY (SB))
- # 2 NC 51 (MATTHEWS TOWNSHIP PKWY (NB))

FROM BRIDGE OVER US 74 (E INDEPENDENCE BLVD) TO SR-1009 (MONROE RD)
 FROM SR-1009 (MONROE RD) TO SR-3474 (SAM NEWELL RD)

2014/2015 MECKLENBURG COUNTY RESURFACING			
SCALE	-NA-		REVISIONS
DATE	2/14		
DWG. BY	WAT		
DESIGN BY	WAT		
APPROVED	BOC		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		2	
WBS NO.	10CR.10601.93, ETC.		



MAP


3 NC 51 (BLAIR RD)

4 NC 51 (BLAIR RD)

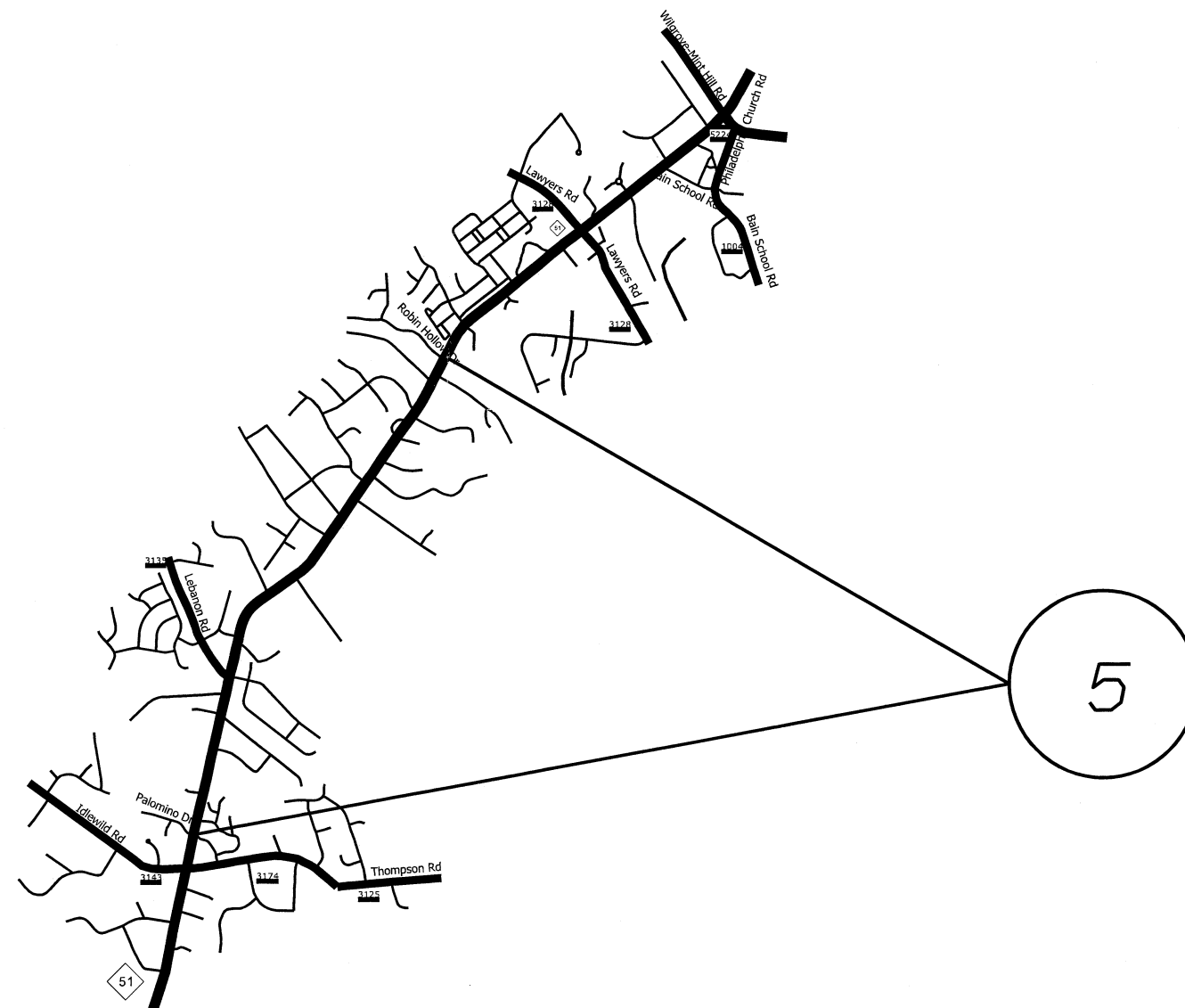
DESCRIPTION

FROM NC 24/27 (ALBEMARLE RD) TO PVMT.
 JT. S. OF NC 24/27 (ALBEMARLE RD)
 FROM PVMT. JT. S. OF NC 24/27
 (ALBEMARLE RD) TO I-485
 FROM I-485 TO NC 218 (FAIRVIEW RD)



2014/2015 MECKLENBURG COUNTY RESURFACING		
SCALE	-NA-	
DATE	2/14	
DWG. BY	WAT	
DESIGN BY	WAT	
APPROVED	BDC	
REVISIONS		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		3	
WBS NO.	10CR.10601.93, ETC.		



MAP

DESCRIPTION

#5 NC 51 (MATTHEWS-MINT HILL RD)

FROM PVMT. JT. N. OF ROBIN HOLLOW DR TO PALOMINO DR

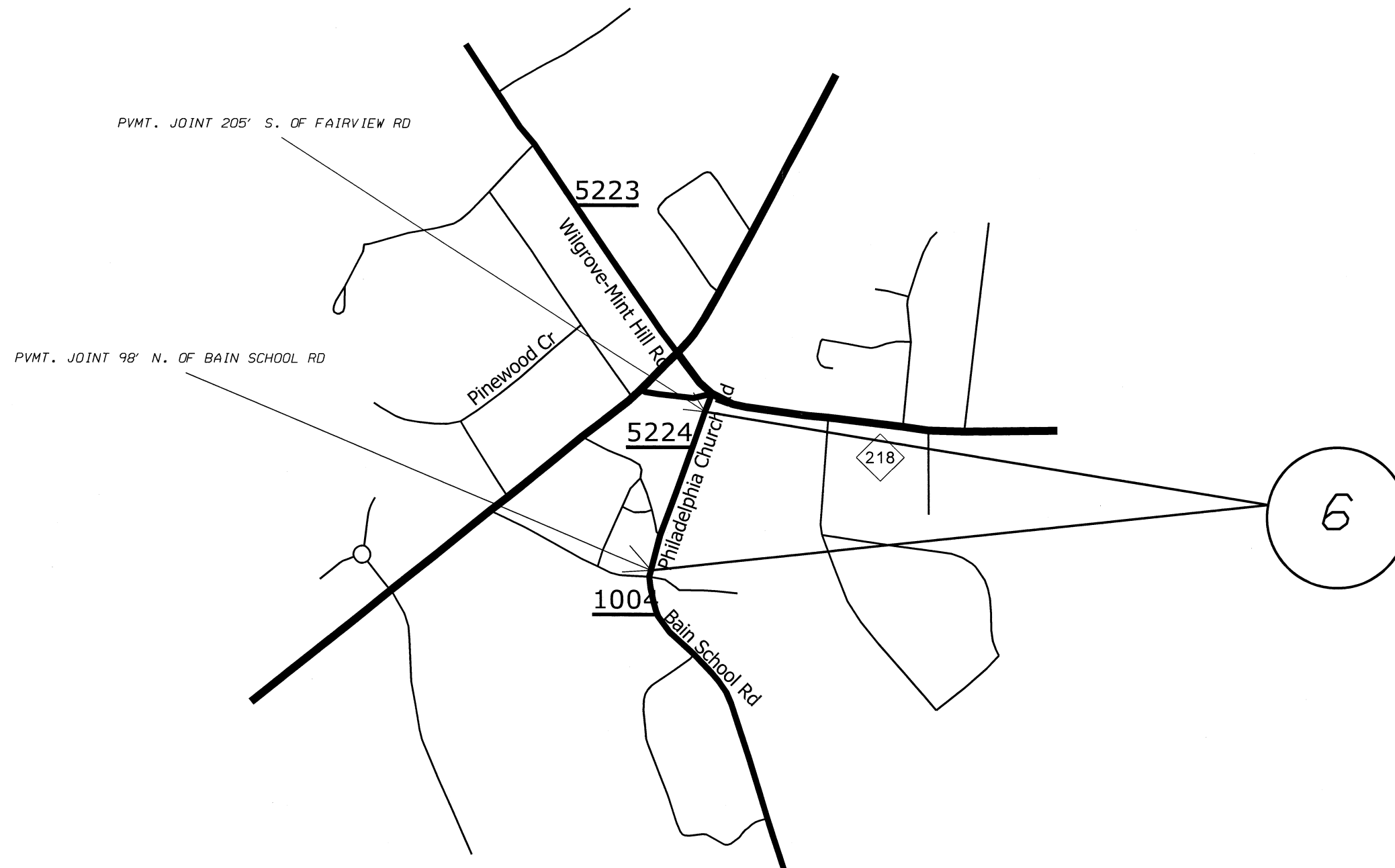
2014/2015 MECKLENBURG COUNTY
RESURFACING

SCALE	-1"=1"
DATE	2/14
DWG. BY	WAT
DESIGN BY	WAT
APPROVED	BDC



REVISIONS	

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		4	
WBS NO.	10CR.10601.93, ETC.		



MAP

#6 SR-1004 (PHILADELPHIA CHURCH RD)

DESCRIPTION

FROM PVMT. JT. S. OF NC 218 (FAIRVIEW RD) TO PVMT. JT. N. OF SR-1004 (BAIN SCHOOL RD)

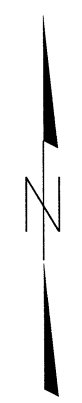
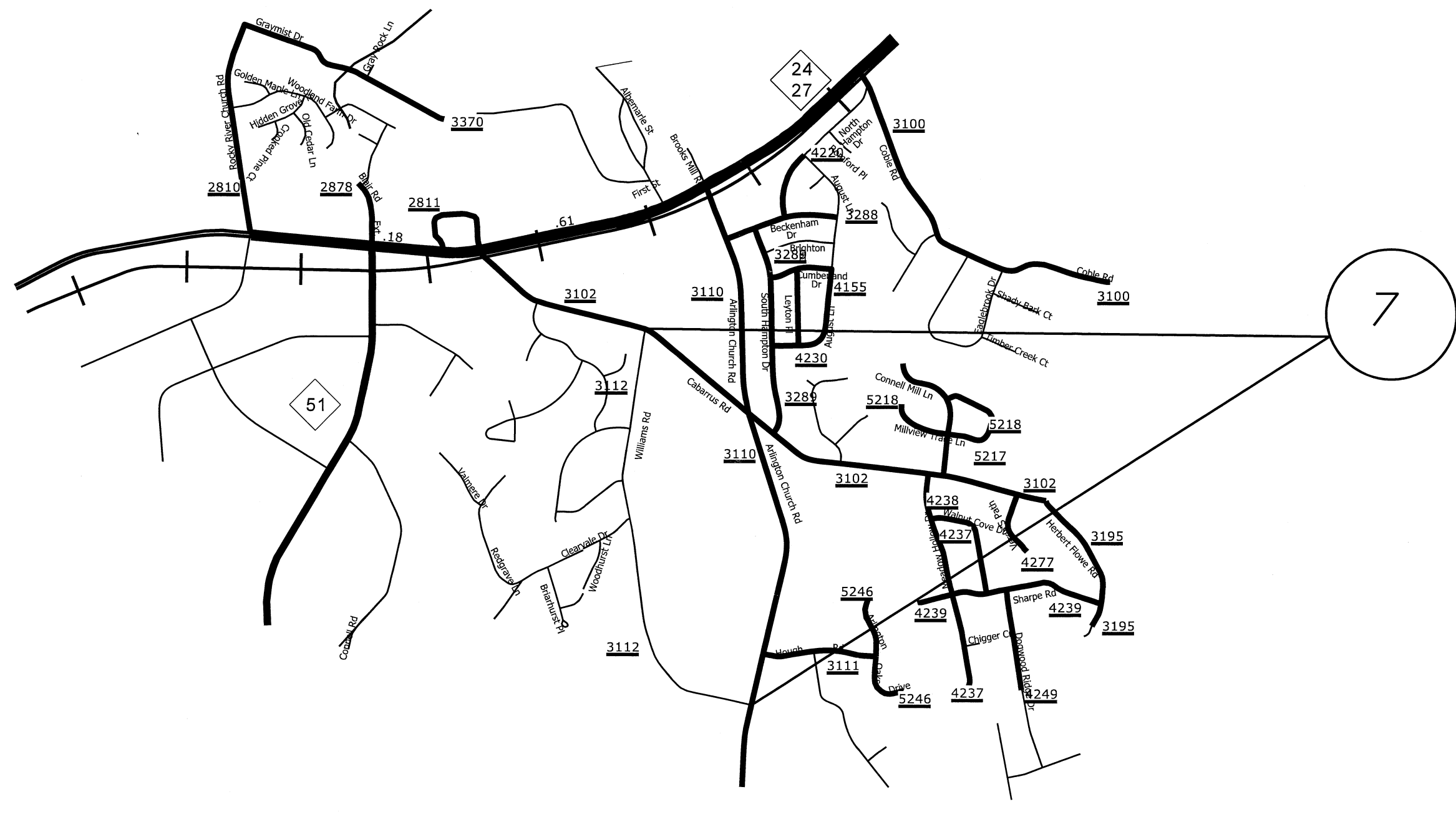
2014/2015 MECKLENBURG COUNTY
RESURFACING

SCALE	-NA-
DATE	2/14
DWG. BY	WAT
DESIGN BY	WAT
APPROVED	BDC



REVISIONS	

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		5	
WBS NO.	10CR.10601.93, ETC.		




MAP

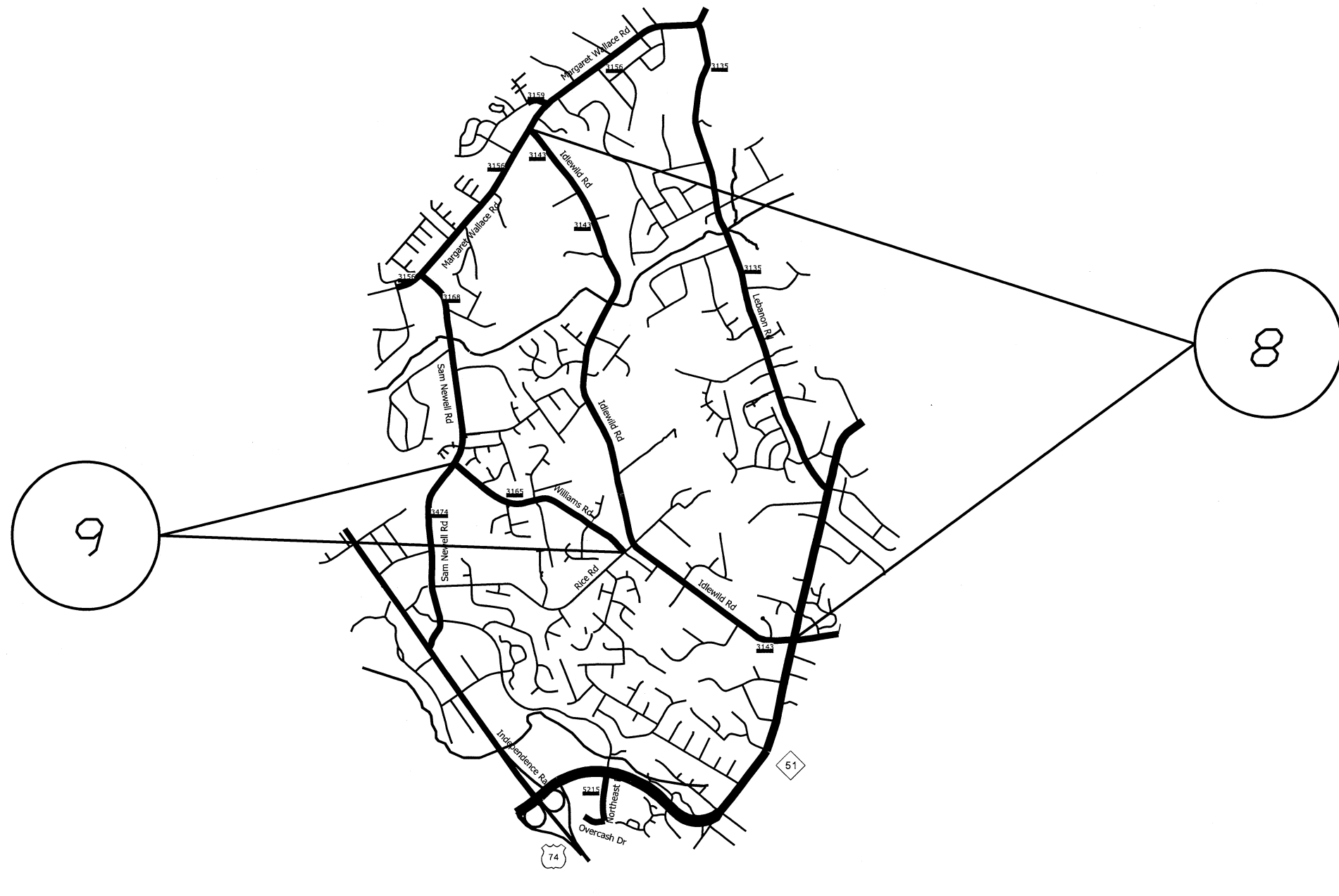
DESCRIPTION

#7 SR-3112 (WILLIAMS RD)

FROM SR-3102 (CABARRUS RD) TO SR-3110 (ARLINGTON CHURCH RD)

2014/2015 MECKLENBURG COUNTY RESURFACING			REVISIONS	
SCALE	-1A-			
DATE	2/14			
DWG. BY	WAT			
DESIGN BY	WAT			
APPROVED	BOC			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		6	
WBS NO.	10CR.10601.93, ETC.		




MAP

- # 8 SR-3143 (IDLEWILD RD)
- # 9 SR-3165 (WILLIAMS RD)

DESCRIPTION

FROM SR-3156 (MARGARET WALLACE RD) TO
 NC 51 (MATTHEWS-MINT HILL RD)
 FROM SR-3474 (SAM NEWELL RD) TO RICE RD

2014/2015 MECKLENBURG COUNTY RESURFACING				
SCALE	-NA-		REVISIONS	
DATE	2/14			
DWG. BY	WAT			
DESIGN BY	WAT			
APPROVED	BOC			

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		7	
WBS NO.	10CR.10601.93, ETC.		



MAP

10 SR-3125 (THOMPSON RD)

11 SR-3176 (PHILIPS RD)

DESCRIPTION

FROM SR-3174 (IDLEWILD RD) TO END OF MAINTENANCE

FROM NC 51 (MATTHEWS-MINT HILL RD) TO SR-3177 (MT. HARMONY CHURCH RD)

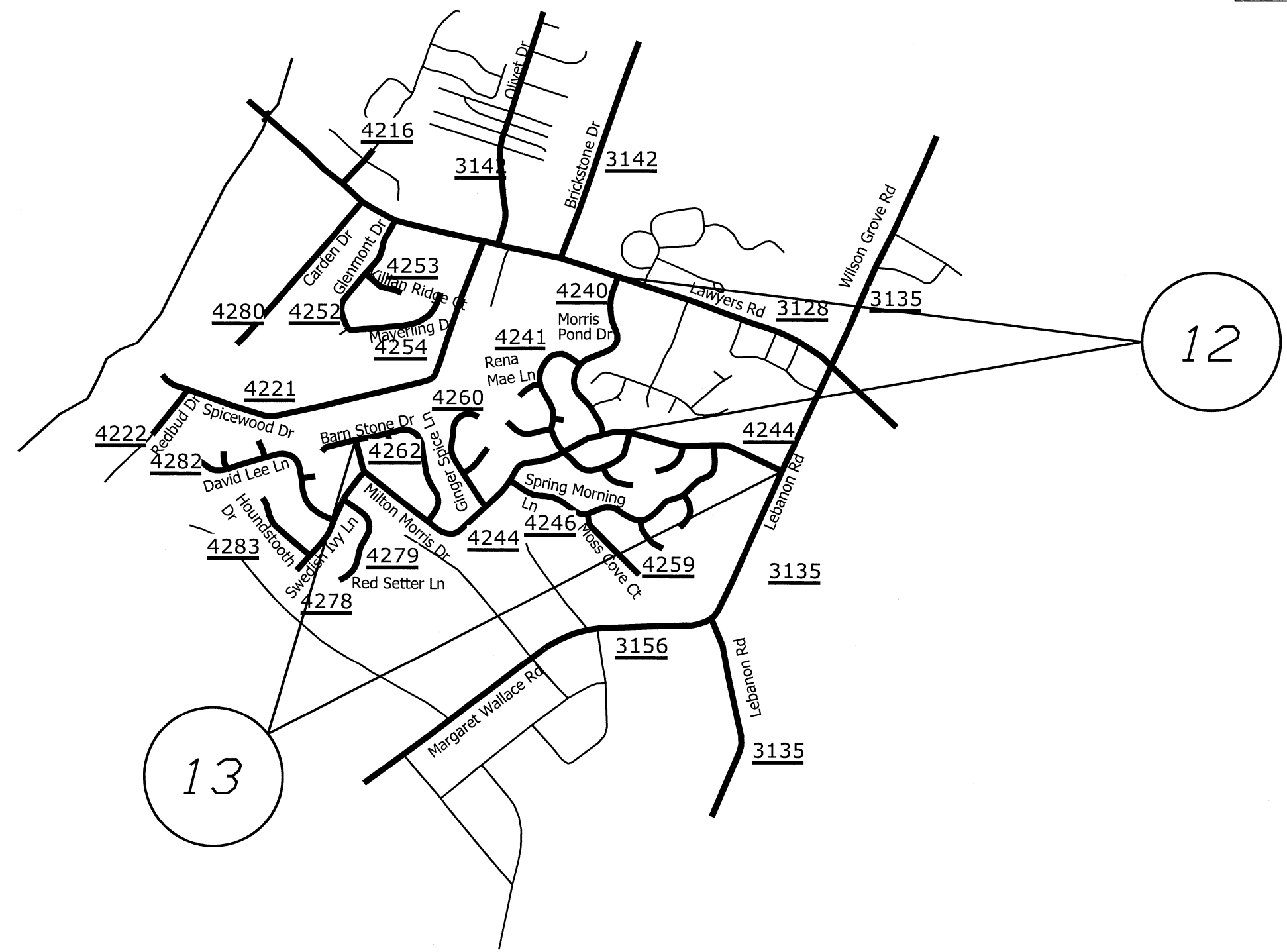
2014/2015 MECKLENBURG COUNTY RESURFACING

SCALE	-1/4"
DATE	2/14
DWG. BY	WAT
DESIGN BY	WAT
APPROVED	BDC



REVISIONS	


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		8	
WBS NO.	10CR.10601.93, ETC.		



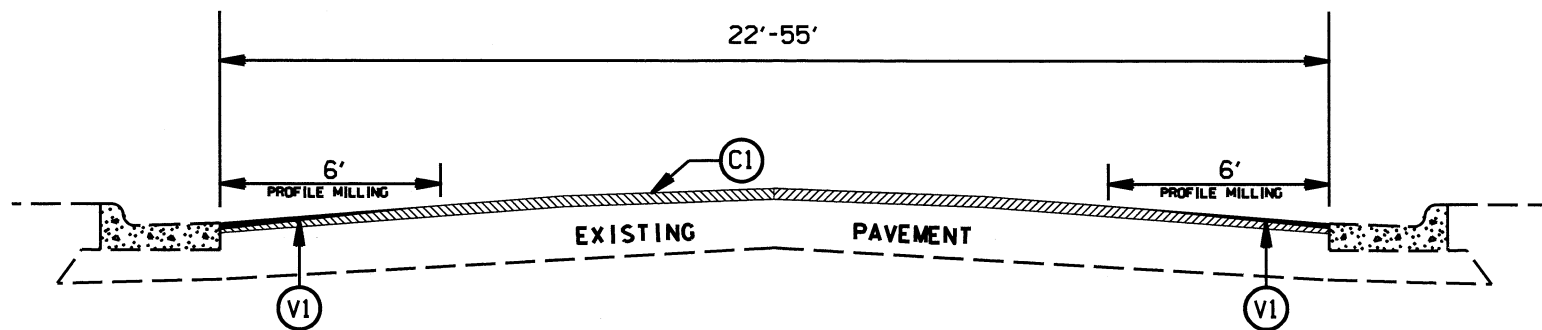
MAP

DESCRIPTION

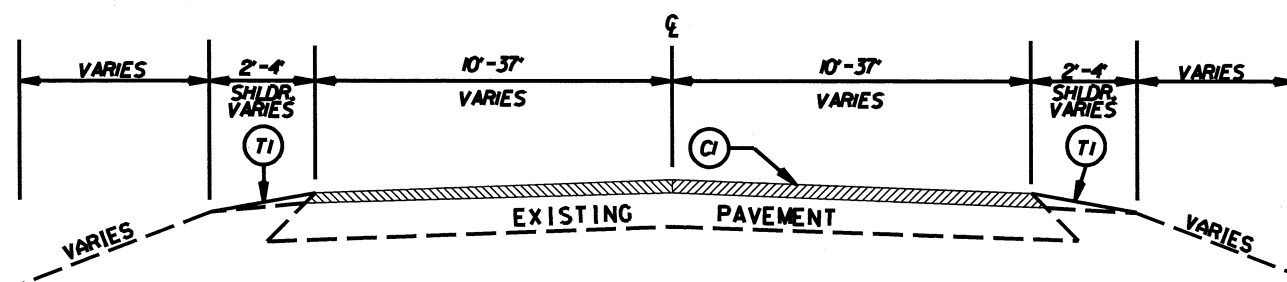
- # 12 SR-4240 (MORRIS POND DR) FROM SR-3128 (LAWYERS RD) TO SR-4244 (MILTON MORRIS DR)
- # 13 SR-4244 (MILTON MORRIS DR) FROM SR-3135 (LEBANON RD) TO SR-4262 (BARN STONE DR)

2014/2015 MECKLENBURG COUNTY RESURFACING										
SCALE	-NA-									
DATE	2/14									
OWG. BY	WAT									
DESIGN BY	WAT									
APPROVED	BDC	<table border="1"> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	REVISIONS							
REVISIONS										

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		9	
WBS NO.	10CRJ060493, ETC.		

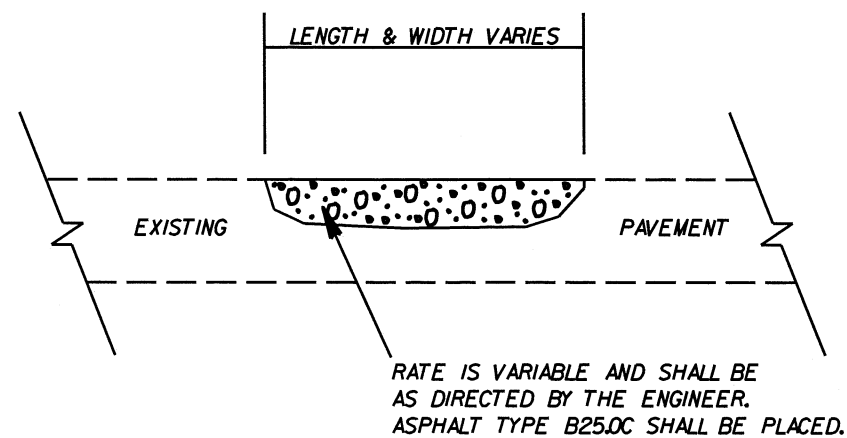


TYPICAL SECTION NO. 2



TYPICAL SECTION NO. 1

PATCHING DETAIL



PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 3.0" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0 C AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
T1	SHOULDER RECONSTRUCTION.
T2	SHOULDER CONSTRUCTION.
V1	PROFILE MILLING 0" TO 1.5"
V2	MILLING 1.5" DEPTH
R1	PROPOSED 5" MONOLITHIC ISLAND

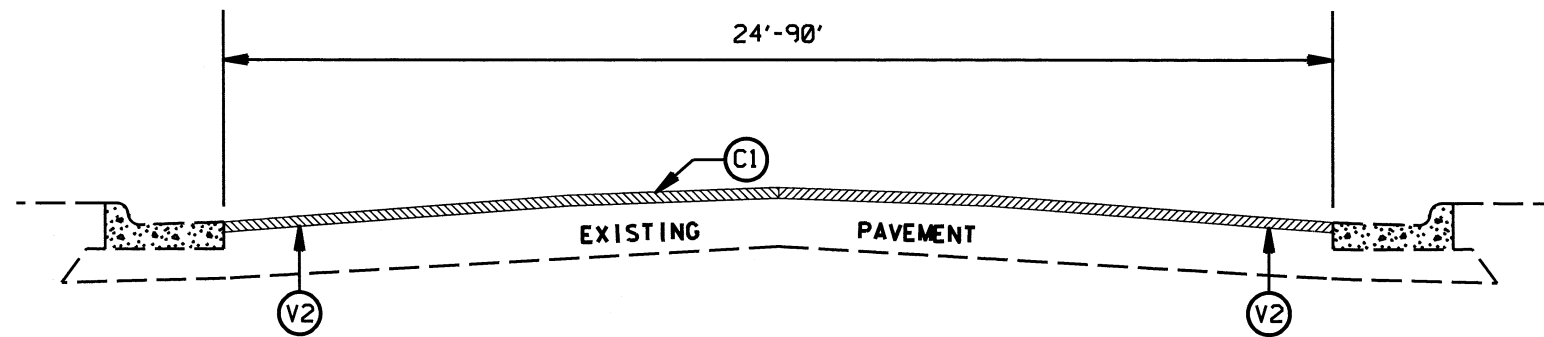
2014/2015 MECKLENBURG COUNTY RESURFACING

SCALE	-NA-
DATE	5/14
DWG. BY	WAT
DESIGN BY	WAT
APPROVED	BCC

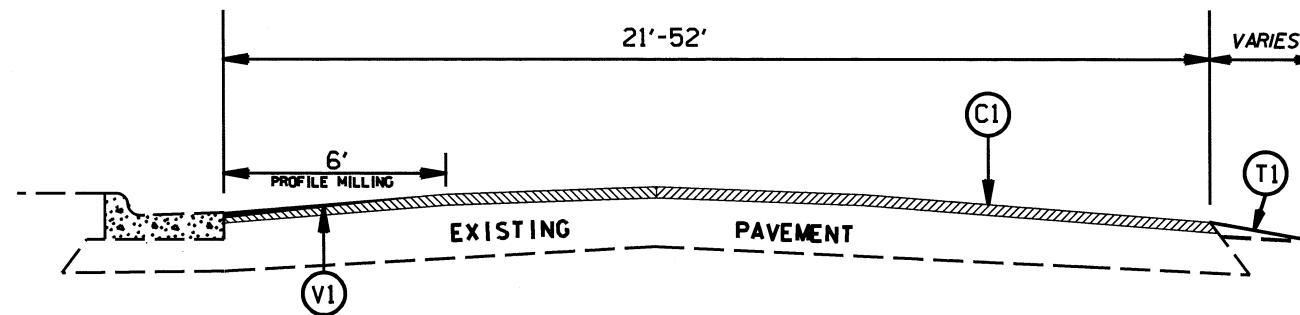


REVISIONS	

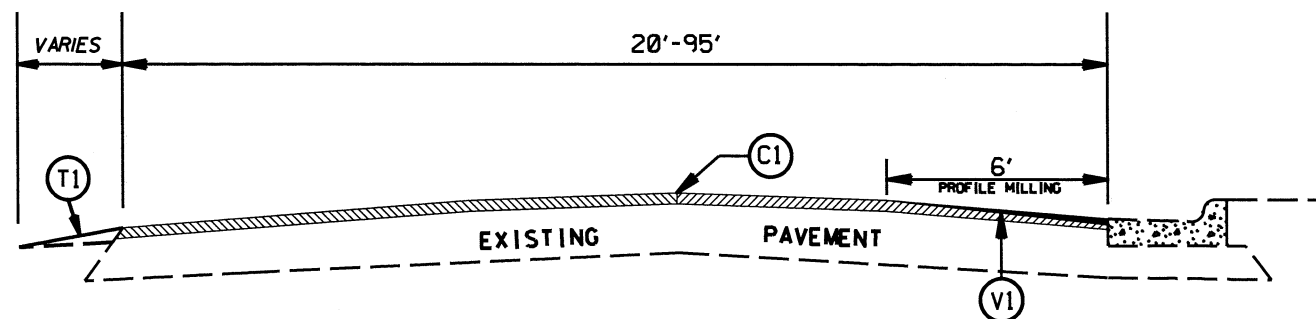
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		10	
WBS NO.	10CR.1060.93, ETC.		



TYPICAL SECTION NO. 5



TYPICAL SECTION NO. 4



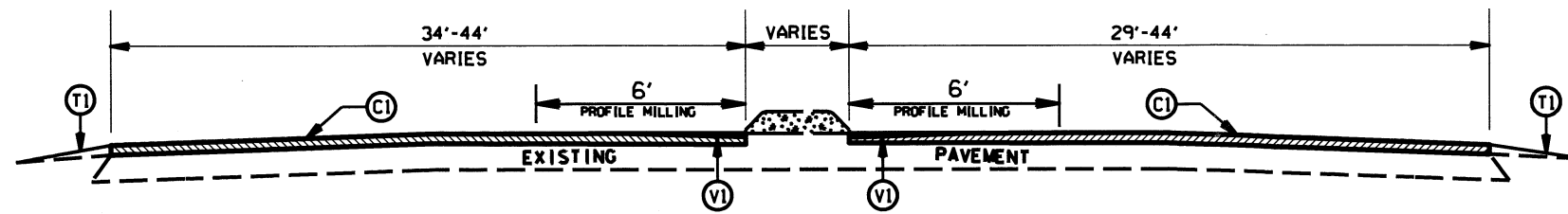
TYPICAL SECTION NO. 3

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 3.0" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0 C AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
T1	SHOULDER RECONSTRUCTION.
T2	SHOULDER CONSTRUCTION.
V1	PROFILE MILLING 0" TO 1.5"
V2	MILLING 1.5" DEPTH
R1	PROPOSED 5" MONOLITHIC ISLAND

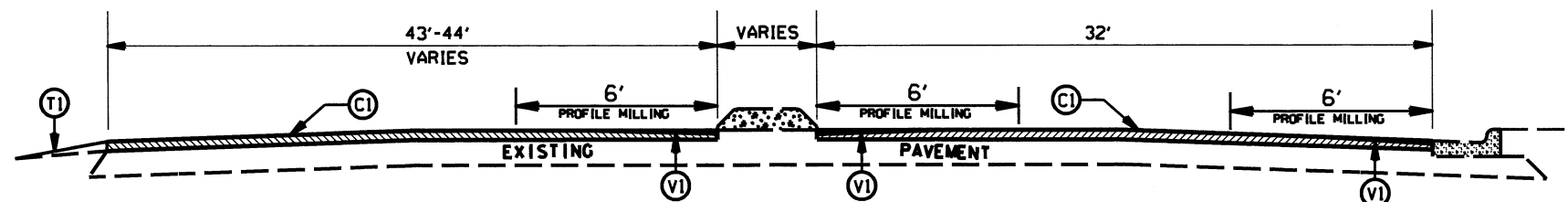
2014/2015 MECKLENBURG COUNTY
RESURFACING

SCALE	-NA-		REVISIONS
DATE	3/14		
DWG. BY	WAT		
DESIGN BY	WAT		
APPROVED	BDC		

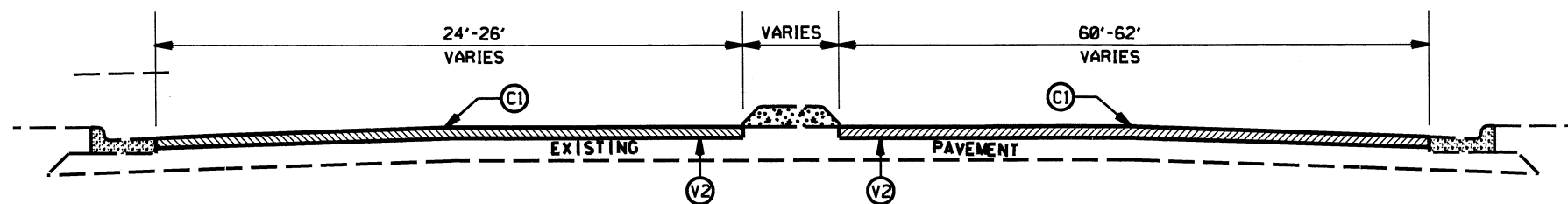
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		11	
WBS NO.	10CRJ060L93, ETC.		



TYPICAL SECTION NO. 8



TYPICAL SECTION NO. 7



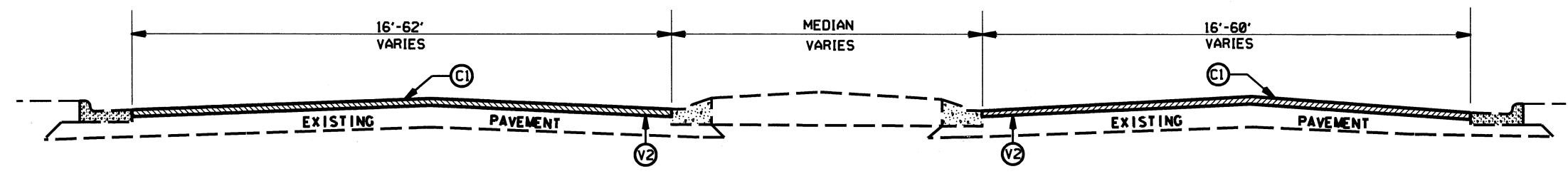
TYPICAL SECTION NO. 6

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 3.0" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0 C AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
T1	SHOULDER RECONSTRUCTION.
T2	SHOULDER CONSTRUCTION.
V1	PROFILE MILLING 0" TO 1.5"
V2	MILLING 1.5" DEPTH
R1	PROPOSED 5" MONOLITHIC ISLAND

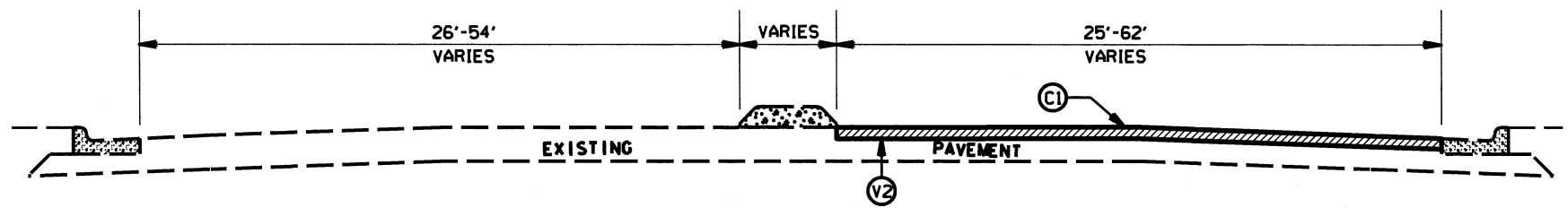
2014/2015 MECKLENBURG COUNTY
RESURFACING

SCALE	-NA-		REVISIONS
DATE	3/14		
DWG. BY	WAT		
DESIGN BY	WAT		
APPROVED	BCC		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		12	
WBS NO.	ICR1060L93, ETC.		

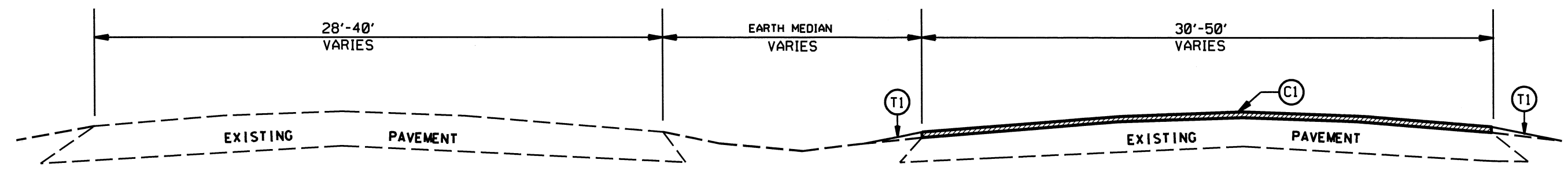


TYPICAL SECTION NO. 11



TYPICAL SECTION NO. 10

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 3.0" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0 C AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
T1	SHOULDER RECONSTRUCTION.
T2	SHOULDER CONSTRUCTION.
V1	PROFILE MILLING 0" TO 1.5"
V2	MILLING 1.5" DEPTH
R1	PROPOSED 5" MONOLITHIC ISLAND

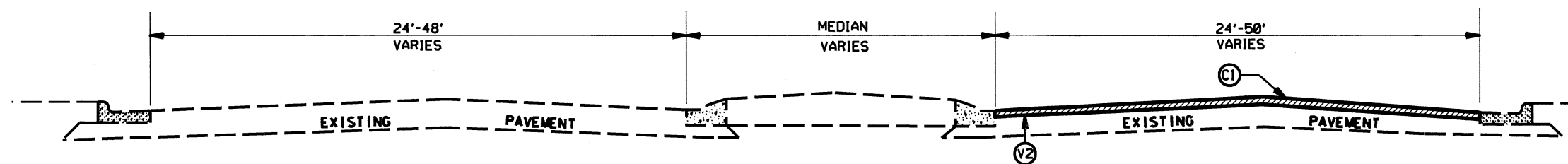


TYPICAL SECTION NO. 9

2014/2015 MECKLENBURG COUNTY
RESURFACING

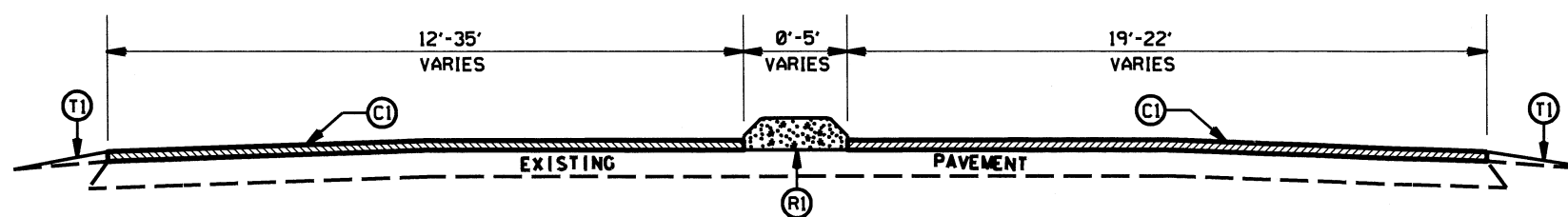
SCALE	-NA-		REVISIONS
DATE	3/14		
DWG. BY	WAT		
DESIGN BY	WAT		
APPROVED	BDC		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		13	
WBS NO.	ICR.J060L93, ETC.		



TYPICAL SECTION NO. 13

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 3.0" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0 C AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
T1	SHOULDER RECONSTRUCTION.
T2	SHOULDER CONSTRUCTION.
V1	PROFILE MILLING 0" TO 1.5"
V2	MILLING 1.5" DEPTH
R1	PROPOSED 5" MONOLITHIC ISLAND

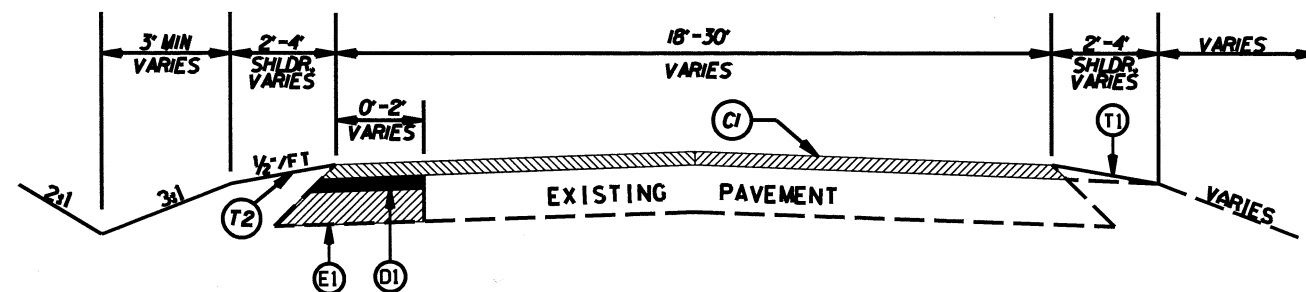


TYPICAL SECTION NO. 12

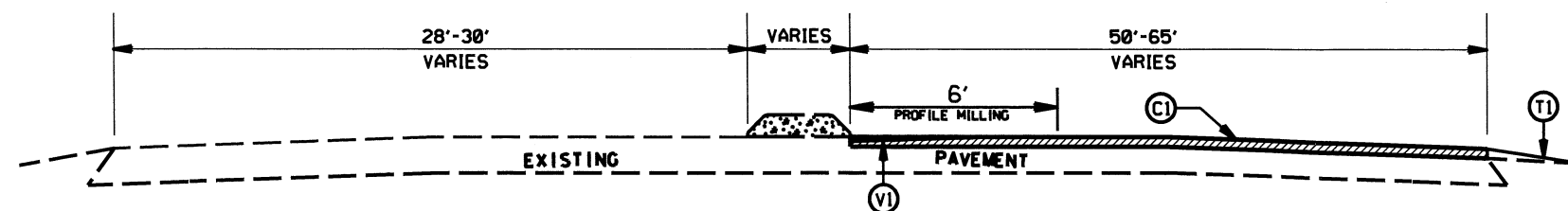
2014/2015 MECKLENBURG COUNTY
RESURFACING

SCALE	-NA-		REVISIONS
DATE	3/14		
DWG. BY	WAT		
DESIGN BY	WAT		
APPROVED	BDC		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		14	
WBS NO.	OCRJ060L93, ETC.		



TYPICAL SECTION NO. 15



TYPICAL SECTION NO. 14

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 3.0" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0 C AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
T1	SHOULDER RECONSTRUCTION.
T2	SHOULDER CONSTRUCTION.
V1	PROFILE MILLING 0" TO 1.5"
V2	MILLING 1.5" DEPTH
R1	PROPOSED 5" MONOLITHIC ISLAND

2014/2015 MECKLENBURG COUNTY
RESURFACING

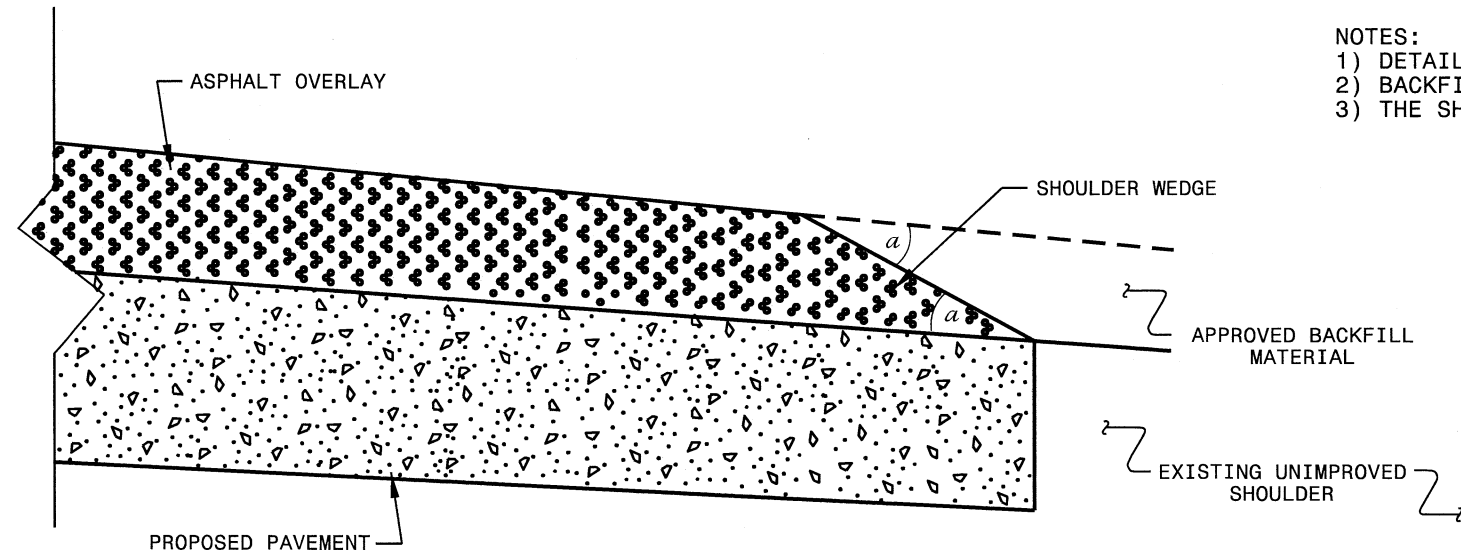
SCALE -NA-
DATE 3/14
DWG. BY WAT
DESIGN BY WAT
APPROVED BOC



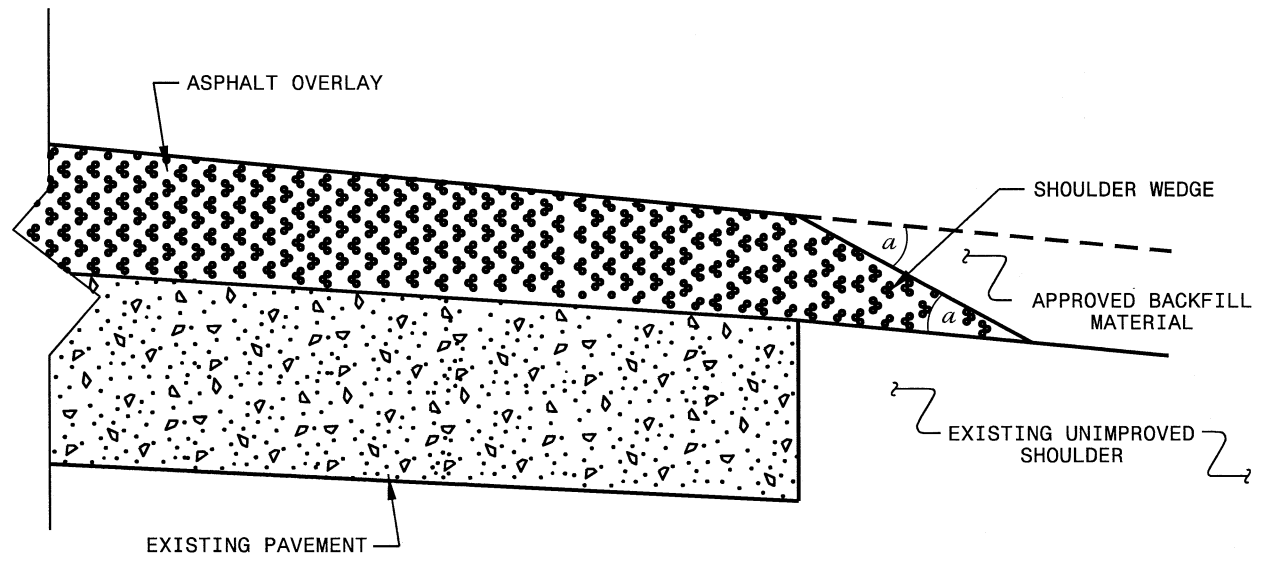
REVISIONS

etc.

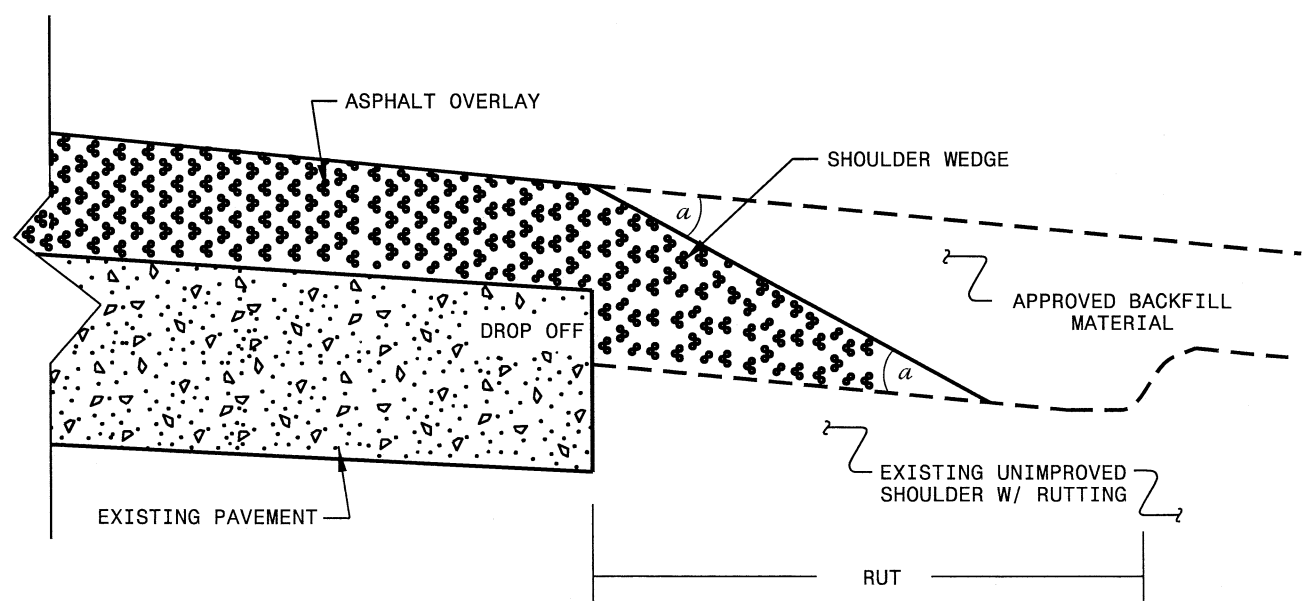
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ Widening or
 with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS
 AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

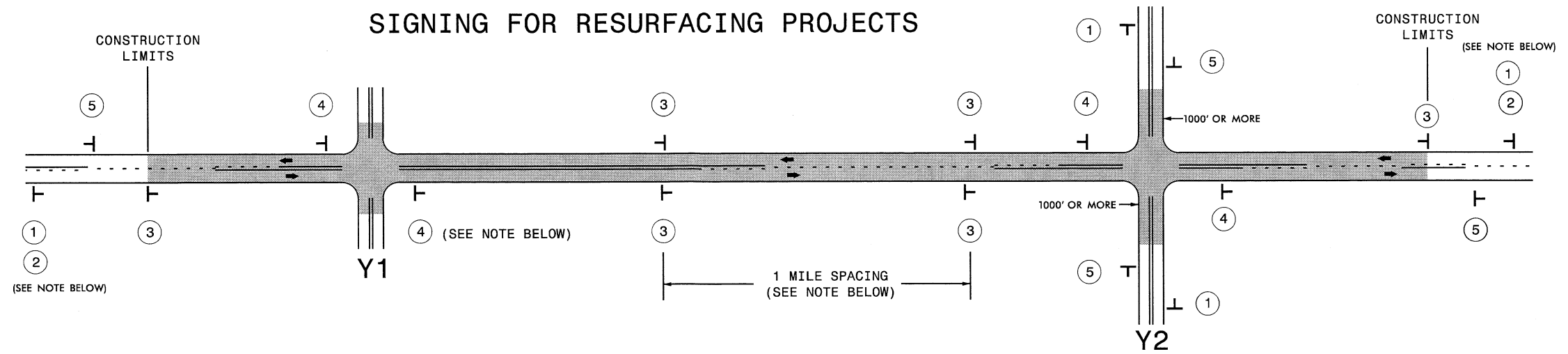
**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/16/12
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn	

 10/16/12
 T.SPELL
 10/16/12

etc.

SIGNING FOR RESURFACING PROJECTS



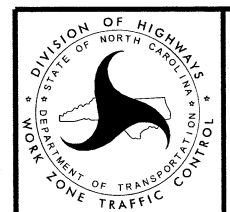
LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>①</p>	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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; align-items: center;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	<p>②</p>	<p>#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)</p>	
	<p>③</p>	<p>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.</p>	
	<p>④</p>	<p>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.</p>	
	<p>⑤</p>	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

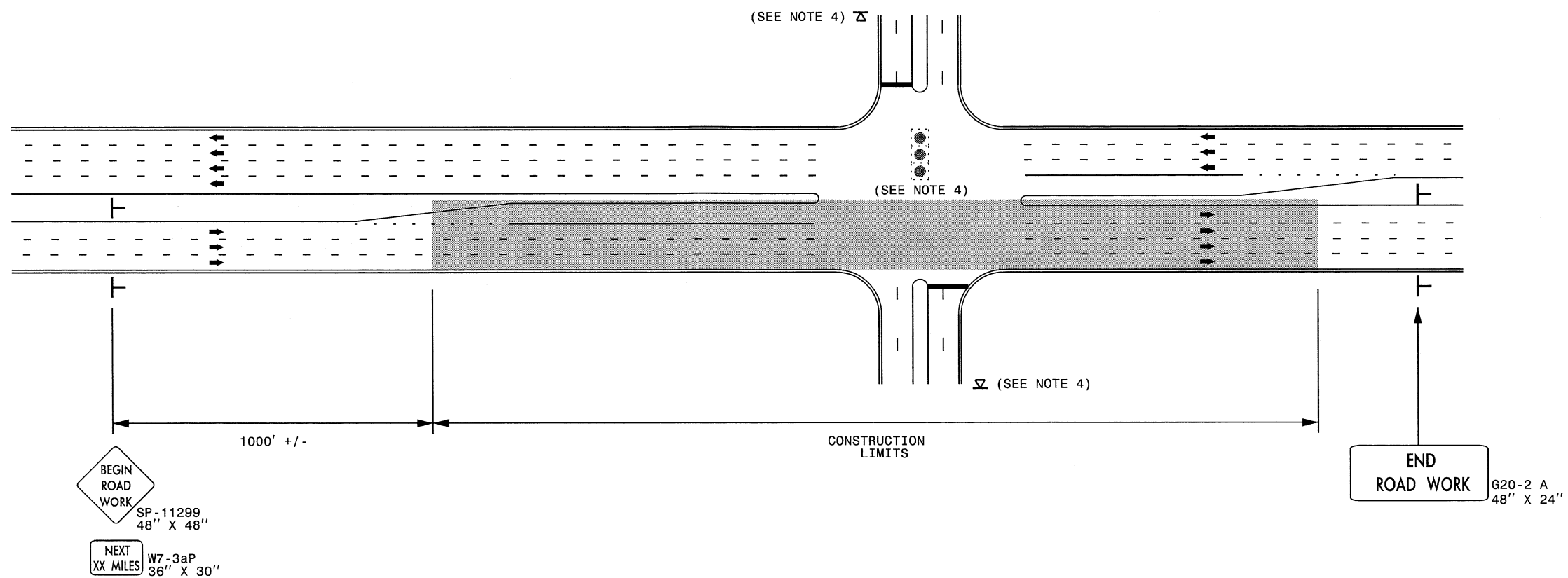
8/8/2013 S:\T\U\WZTC\Resurfacing\2013Resurfacing\2013Documents\New_Procedures_05_09_2013\Resurfacing_AdvWarn_2Ln.dgn User:rmgarrett



**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**

etc.

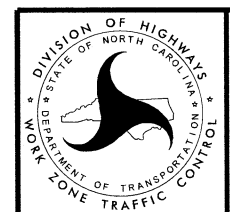
URBAN / SUBURBAN WORKZONES



NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND	
⊥	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW

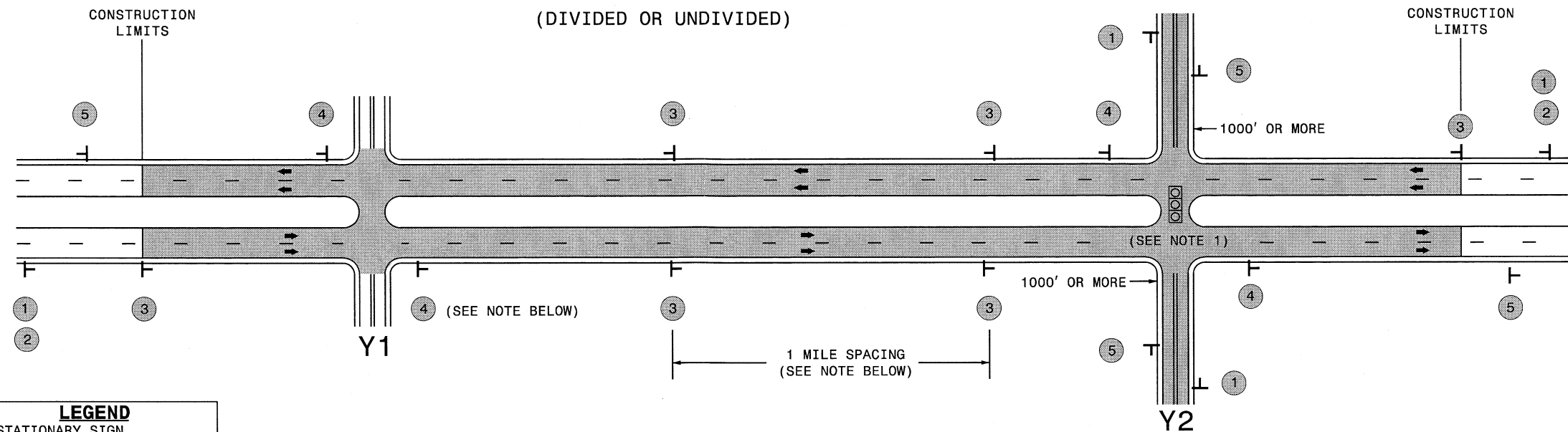


**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

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etc.

SIGNING FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS WITH SHOULDER SECTIONS (DIVIDED OR UNDIVIDED)

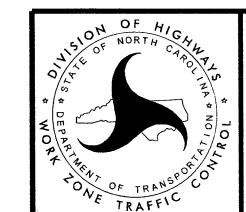


LEGEND	
T	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	<p>ROAD WORK AHEAD W20-1 48" X 48"</p>	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> <p>ROAD WORK AHEAD W20-1 48" X 48"</p> </div> <div> <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	<p>NEXT XX MILES W7-3aP 24" X 18"</p>	#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	<p>LOWSOFT SHOULDER SP 13107 48" X 48"</p>	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	<p>ROAD UNDER CONST SP 13106 48" X 48"</p>	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	<p>END ROAD WORK G20-2 A 48" X 24"</p>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	
<p>NOTES:</p> <ol style="list-style-type: none"> 1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION. 				



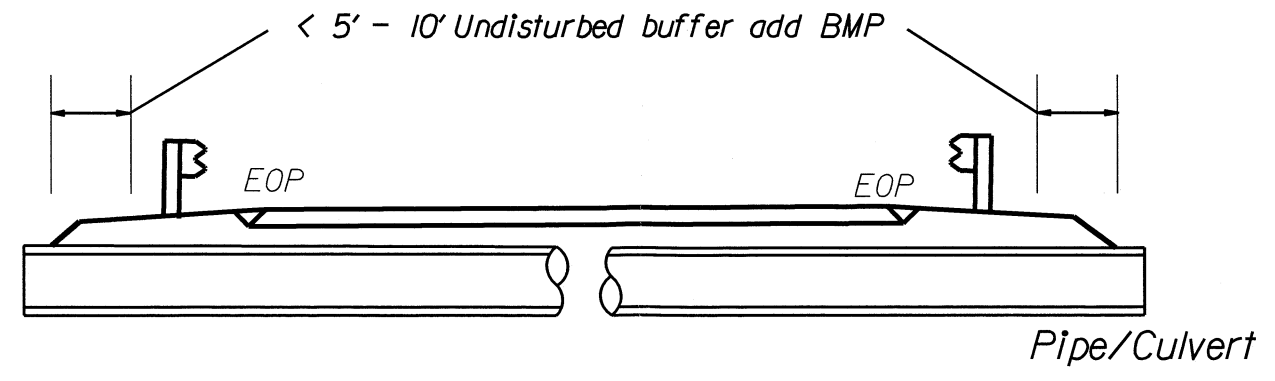
RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS W/ SHOULDER SECTIONS (DIVIDED OR UNDIVIDED)

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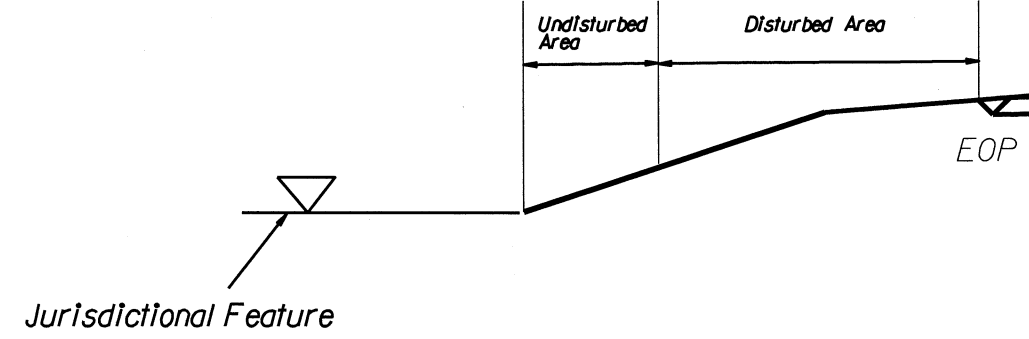
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

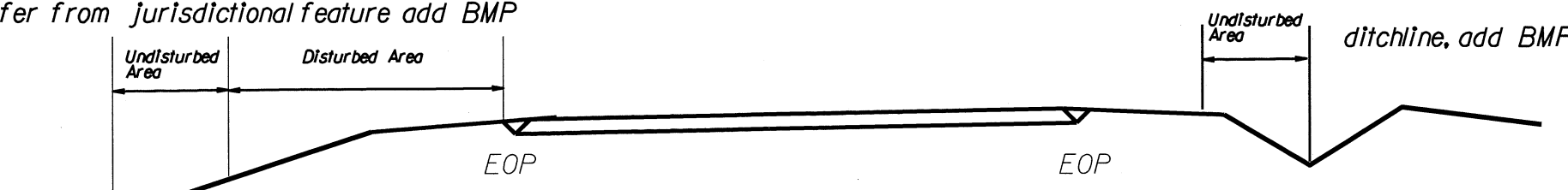
EROSION CONTROL DETAIL



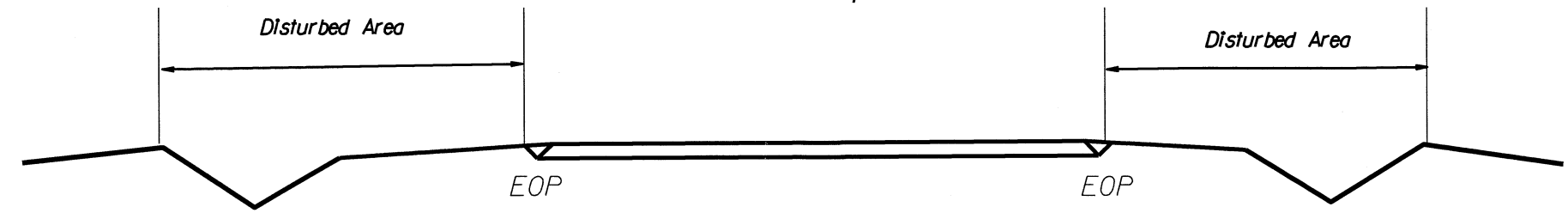
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP



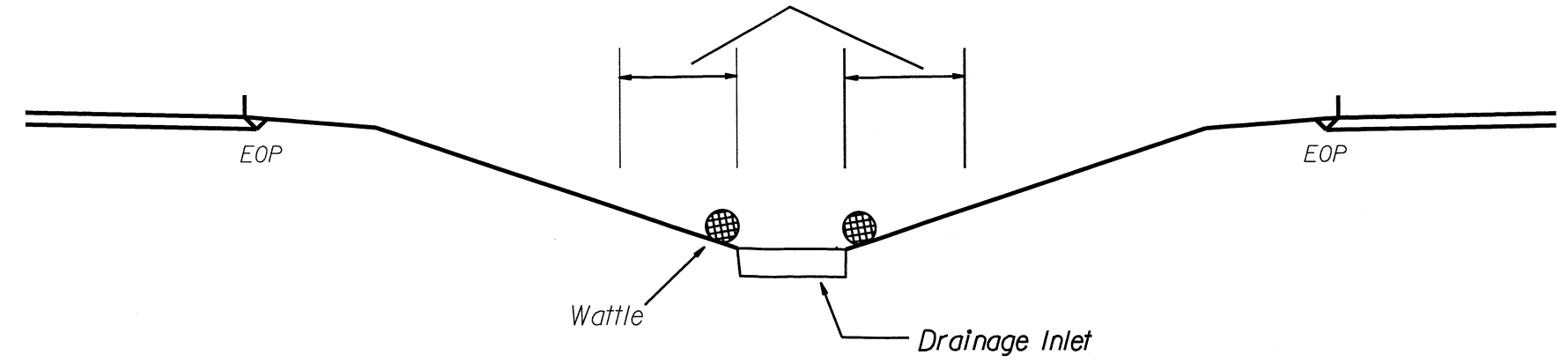
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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

WATTLE WITH POLYACRYLAMIDE DETAIL

NOTES:

- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
- USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. CROSS SECTION.
- 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.
- PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.
- INITIALLY APPLY 3.5 OUNCES OF ANIONIC OR NEUTRALLY CHARGED POLYACRYLAMIDE (PAM) OVER WATTLE WHERE WATER WILL FLOW AND AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.

