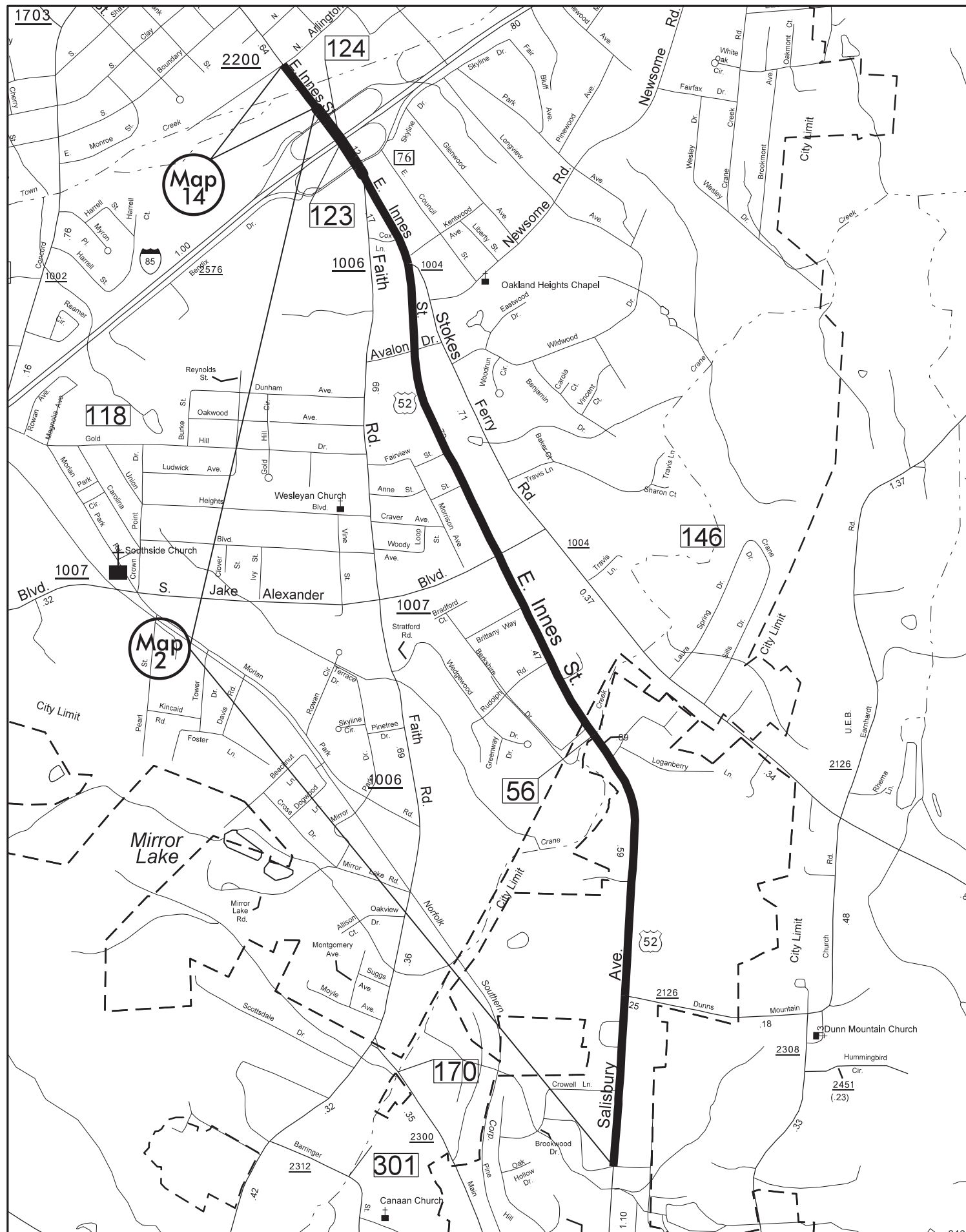


MAP 1
 US 52 Main St.
 Mill 1½" Depth
 Pave back with 1½" S9.5C

MAP 10
 Market St. SR 2341
 Mill 1½" Depth ONLY from US 52 to Palmer Rd. SR 2341
 Pave back with 1½" S9.5C

MAP 11
 Palmer Rd. SR 2341
 NO MILLING Market St. SR 2341 to Sides Rd. SR 2340
 Pave with 1½" S9.5C from Market St. to Sides Rd. SR 2340

ROWAN COUNTY
 NORTH CAROLINA



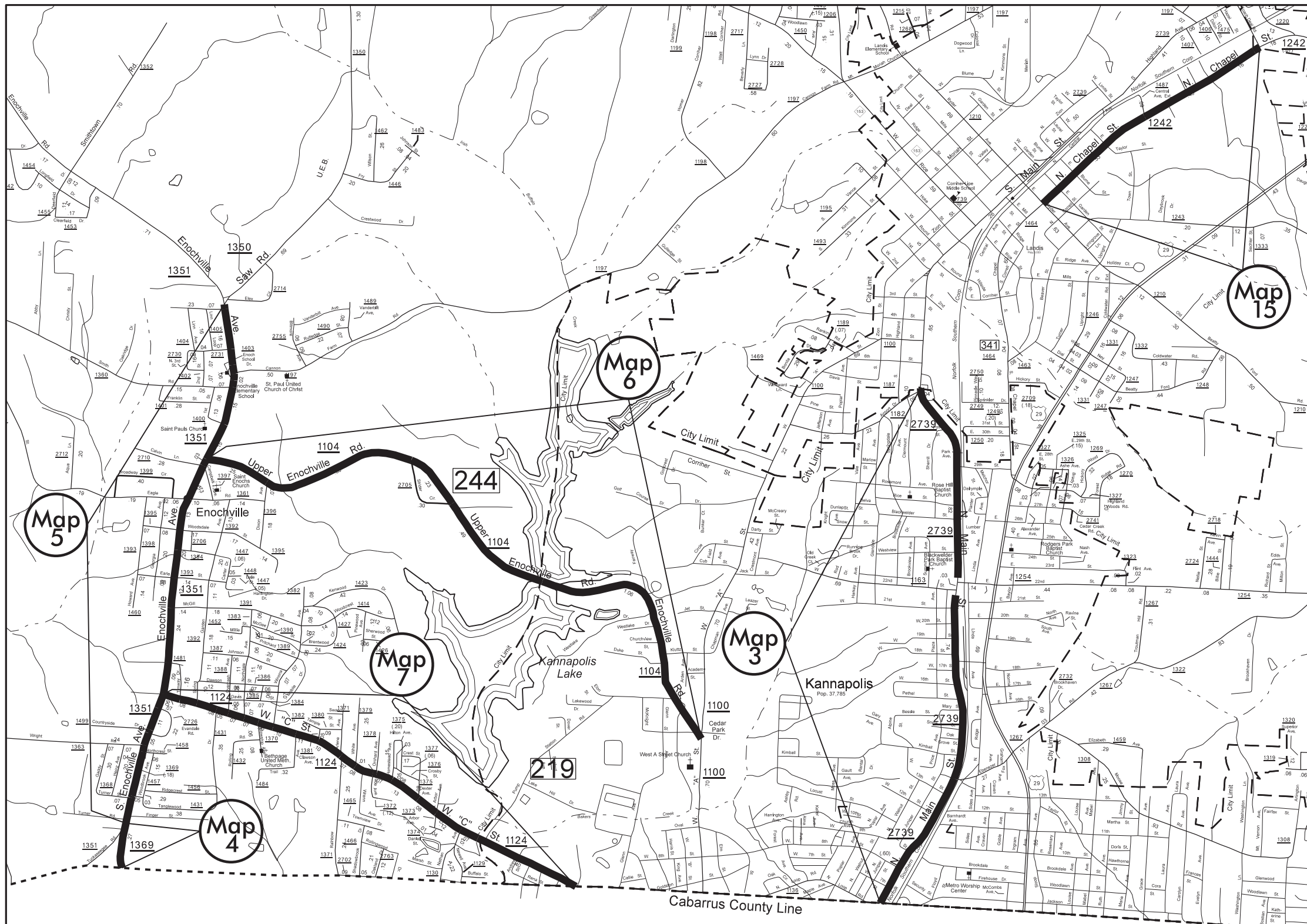
MAP 2
US 52
Mill 1½" Depth Full width of pavement.

Pave Back with 1½" S9.5C
ALL WORK ON THIS MAP FROM AVALON Dr. NORTH TO BE
NIGHT TIME ONLY 7 P.M. TO 6 A.M., Monday-Sunday.

MAP 14
E.Innes St. SR 2200
Mill 1½" Depth Full width of pavement.

Pave Back with 1½" S9.5C
ALL WORK ON THIS MAP TO BE
NIGHT TIME ONLY 7 P.M. TO 6 A.M., Monday-Sunday.

ROWAN COUNTY
NORTH CAROLINA



MAP 3
 Main St. SR 2739
 Mill 1½" Depth Full width of pavement.
 Pave Back with 1½" S9.5C
 DO NOT PAVE THROUGH
 NEW INTERSECTION of E. 22nd Ave.
 and W. 22nd Ave.

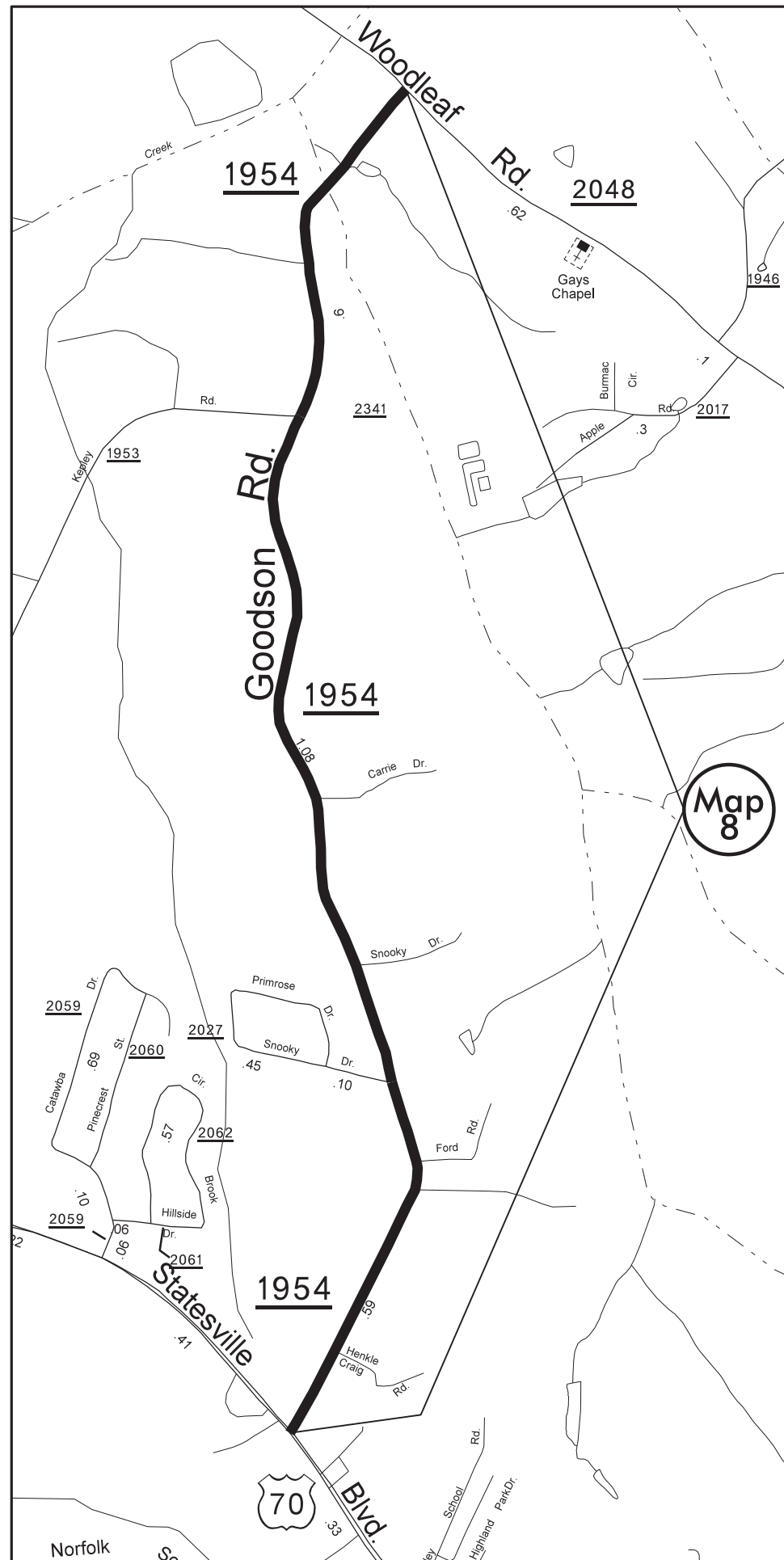
MAP 4
 S. Enochville Ave. SR 1369
 Mill 1½" Depth Full width of pavement.
 Pave Back with 1½" S9.5C

MAP 5
 S. Enochville Ave. SR 1351
 Mill 1½" Depth Full width of pavement.
 Pave Back with 1½" S9.5C

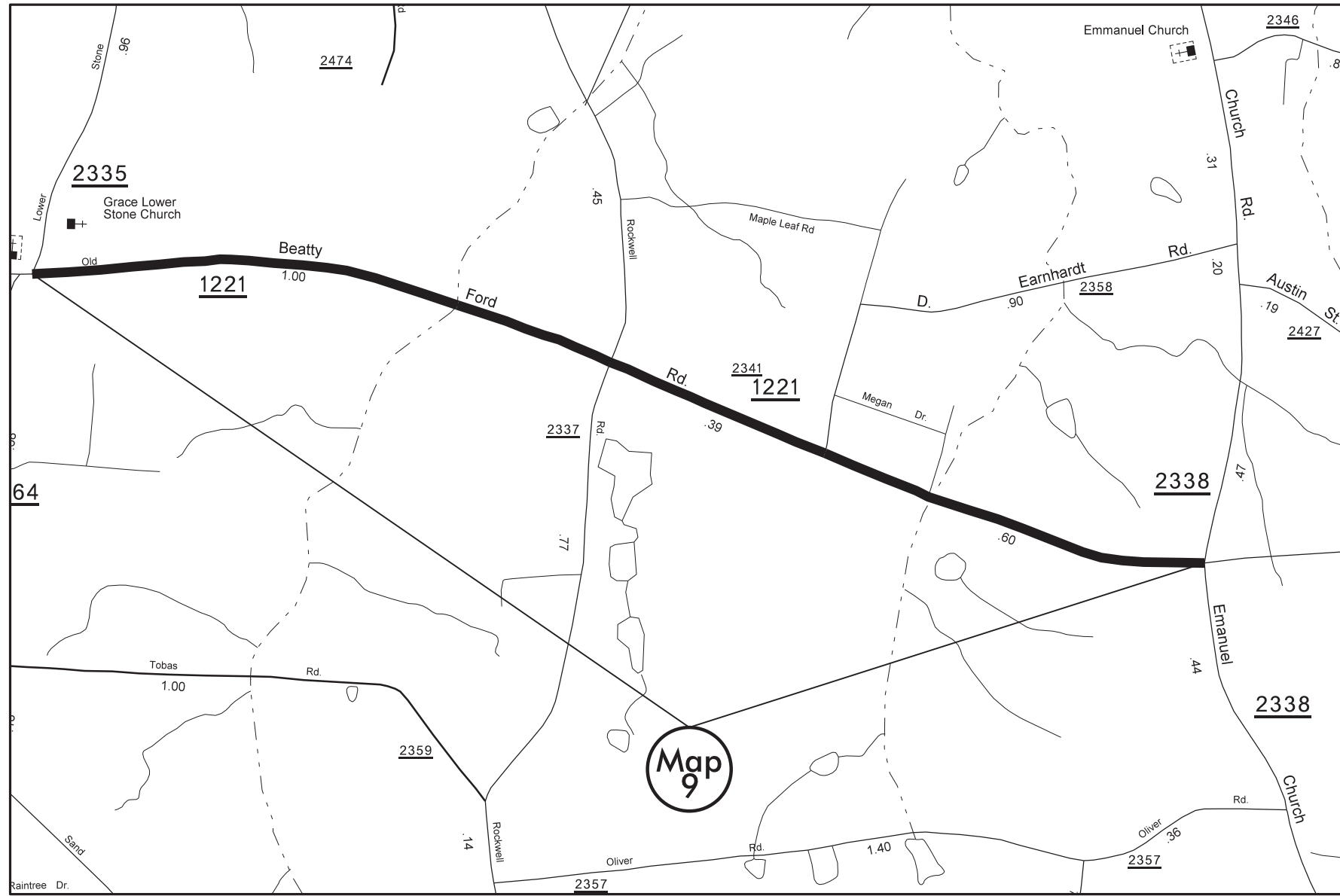
MAP 6
 S. Enochville Rd. SR 1104
 Mill 1½" Depth Full width of pavement.
 Pave Back with 1½" S9.5C
 Tie into new surface at
 Enochville Ave. SR 1351

MAP 7
 W. "C" St. SR 1124
 Mill 1½" Depth Full width of pavement.
 Pave Back with 1½" S9.5C
 Tie into new surface at
 Enochville Ave. SR 1351

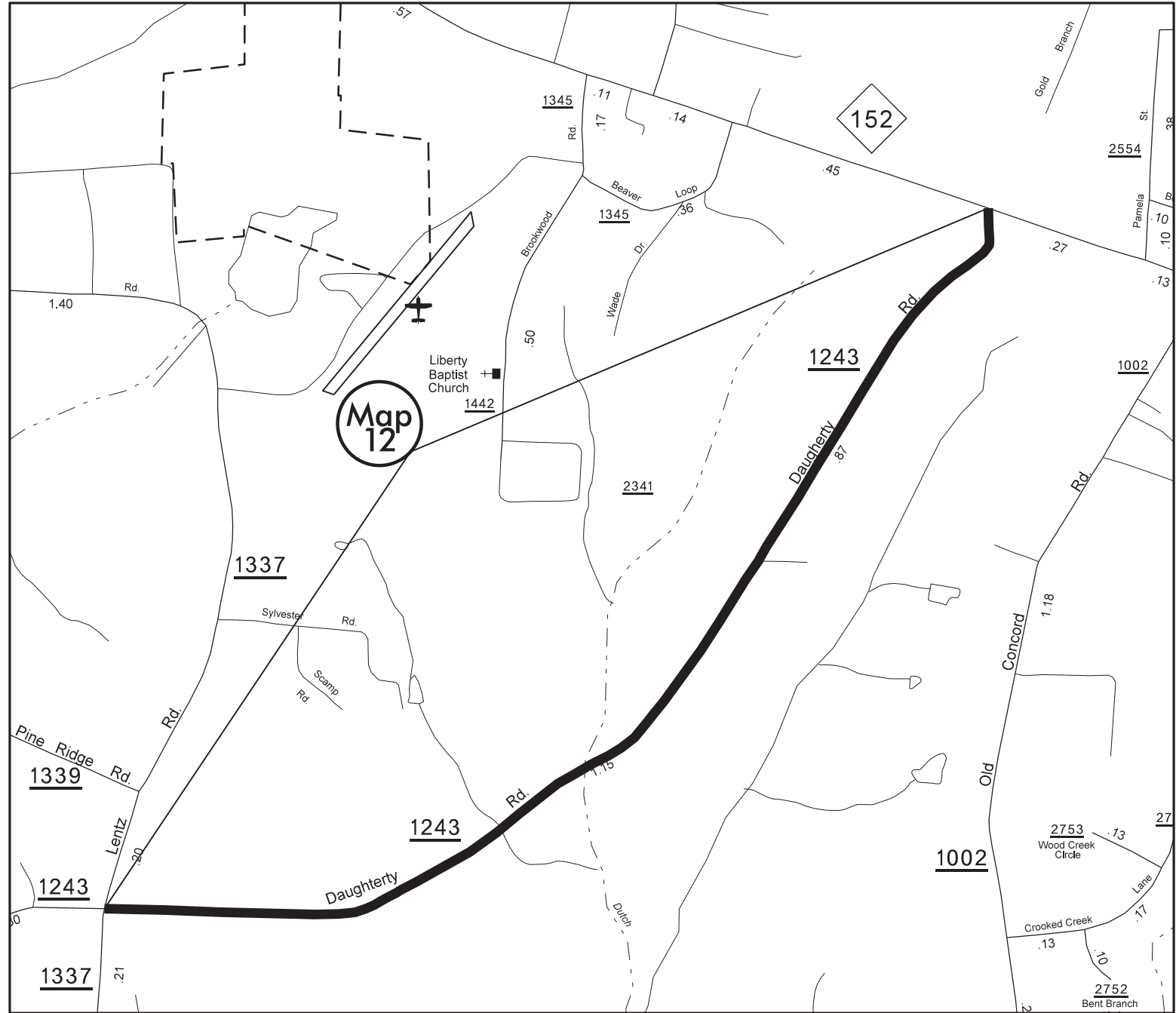
MAP 15
 N. Chapel St. SR 1242
 Mill entire Map 1½" depth,
 In shoulder section Mill 5½" depth
 a 3 ft. width to widen,
 2 ft. into old pavement on each side.
 Pave back with 5½" B25.0C.
 Then 1½" S9.5C entire new width.



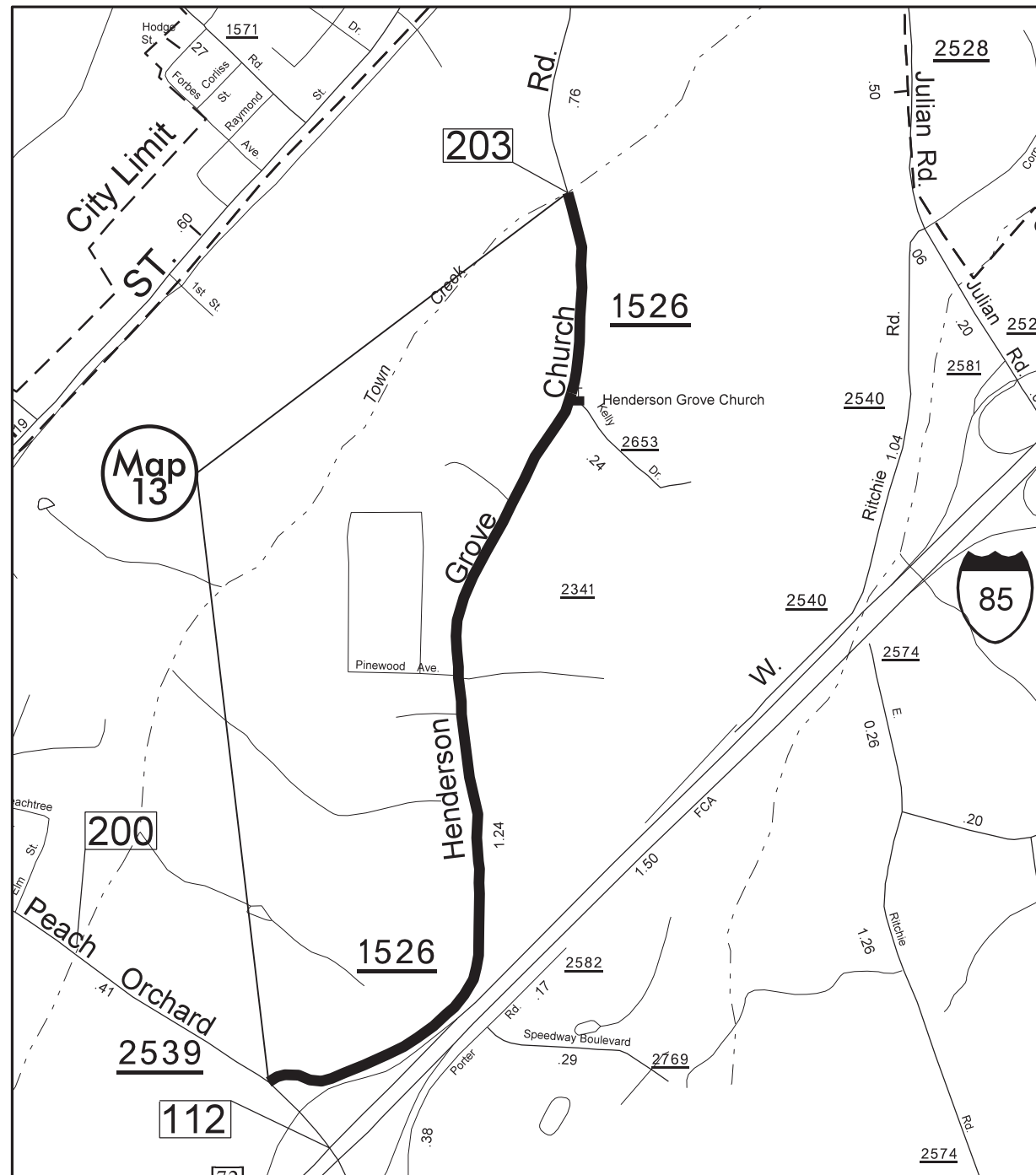
MAP 8
 Goodson Rd SR 1954
 Butt Mill ends of Map
 Pave Back 1½" S9.5C



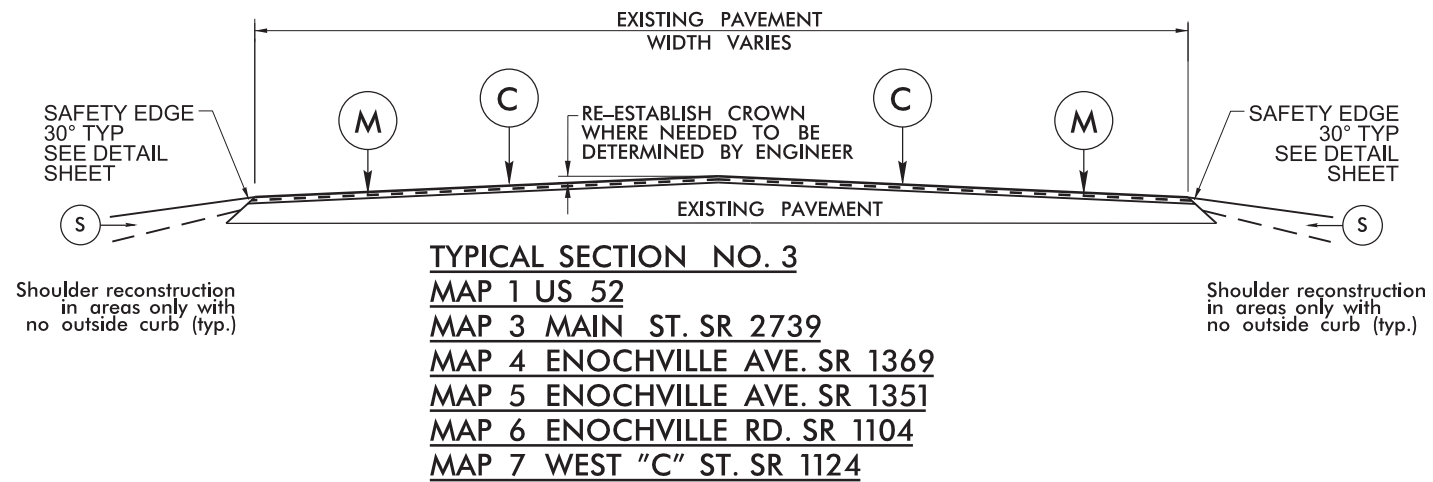
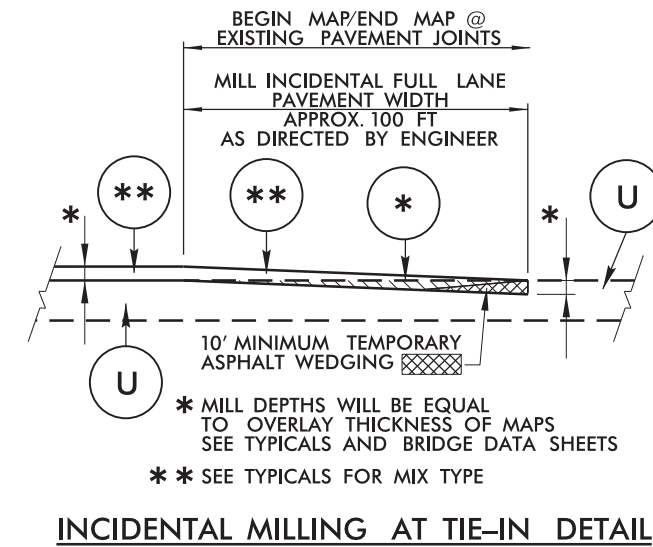
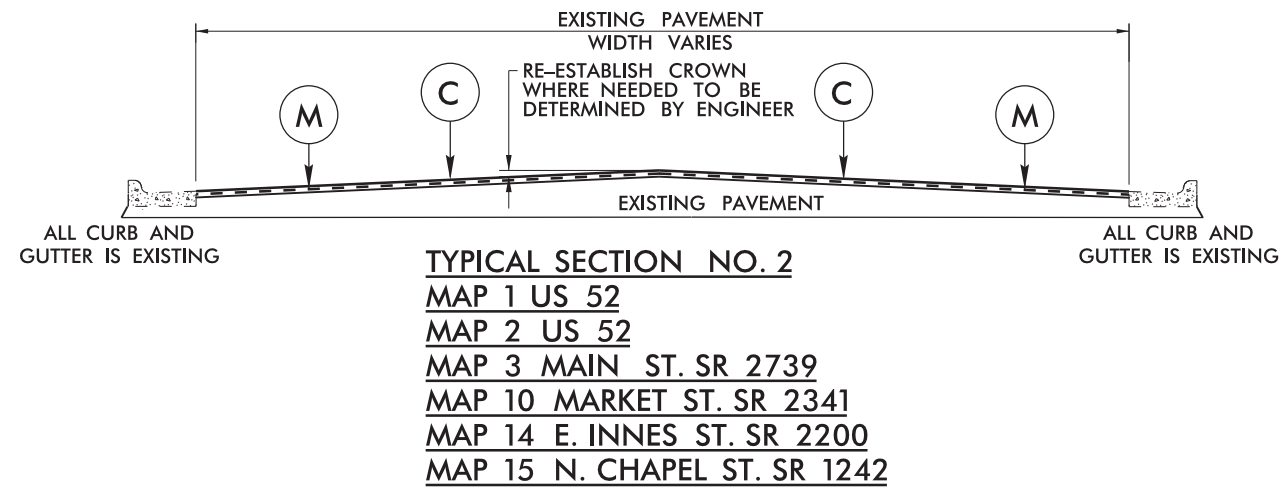
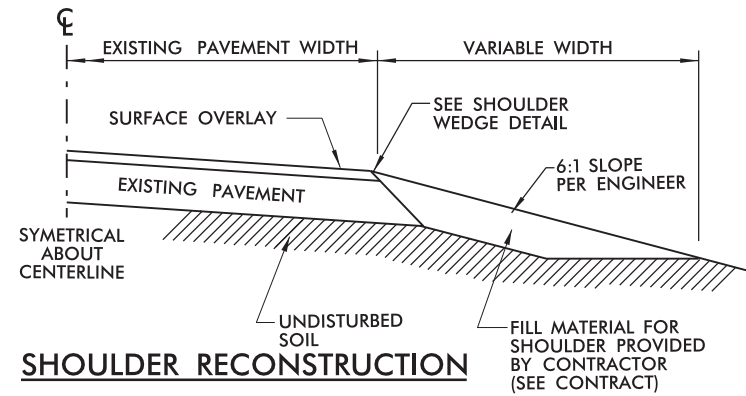
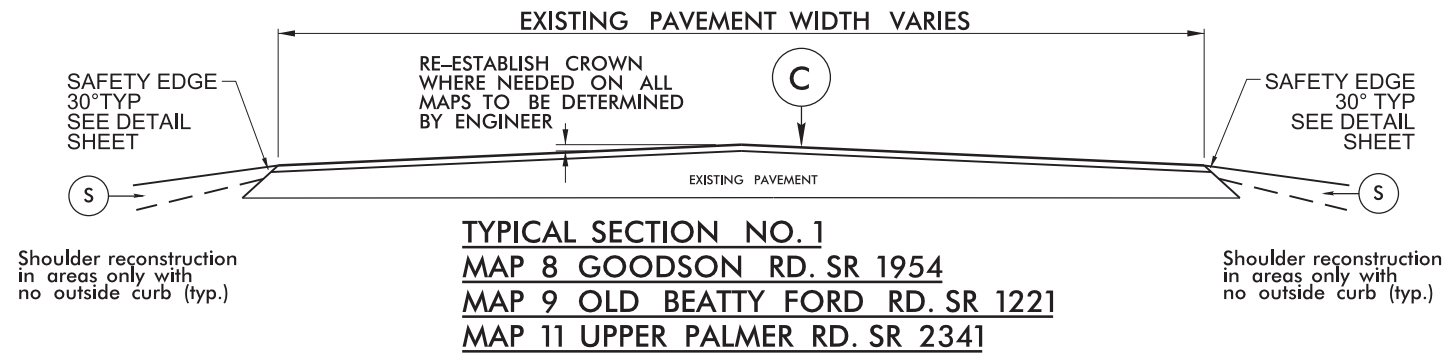
MAP 9
 Old Beatty Ford Rd SR 1221
 Butt Mill Ends of Map
 Pave 1½" S9.C



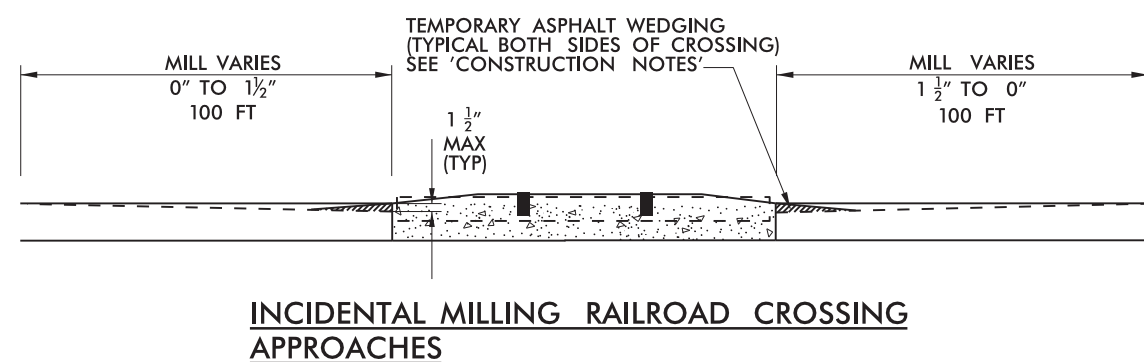
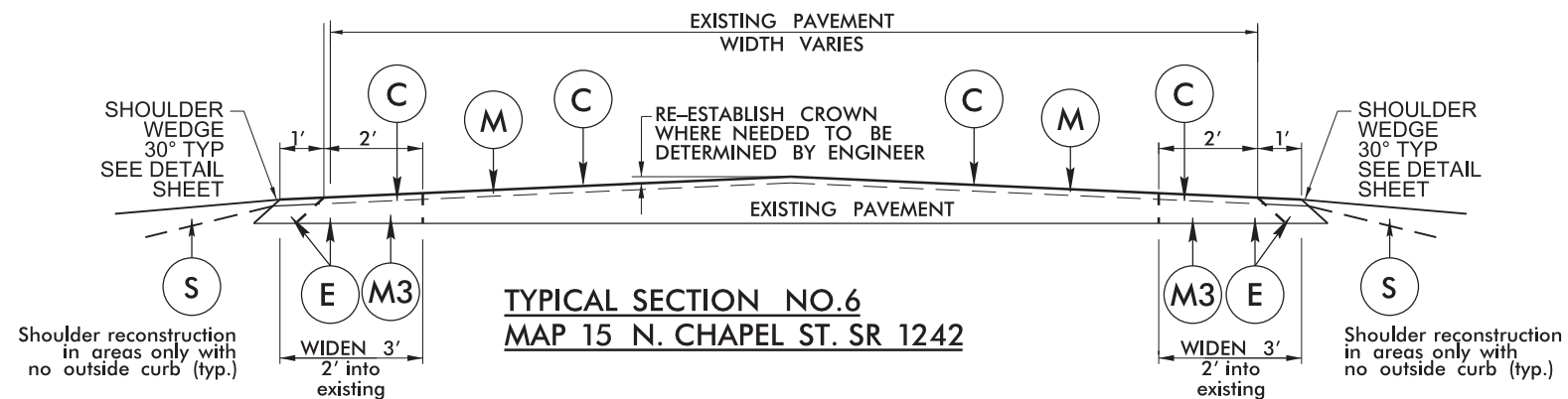
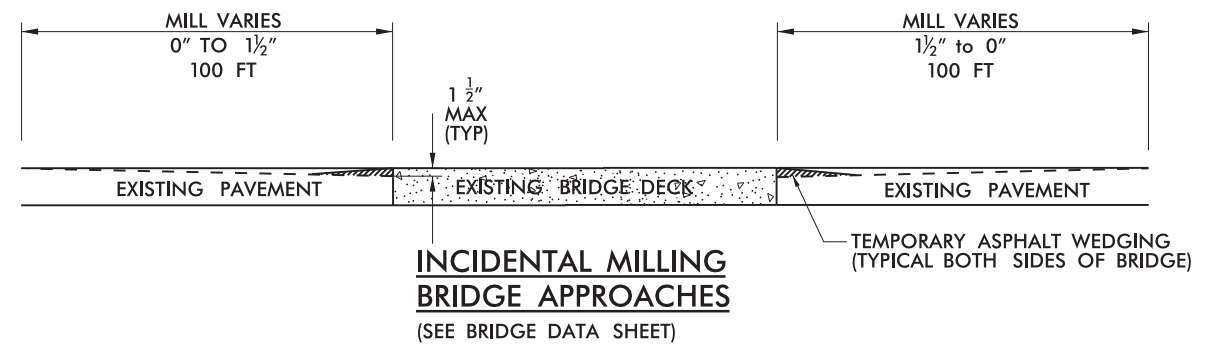
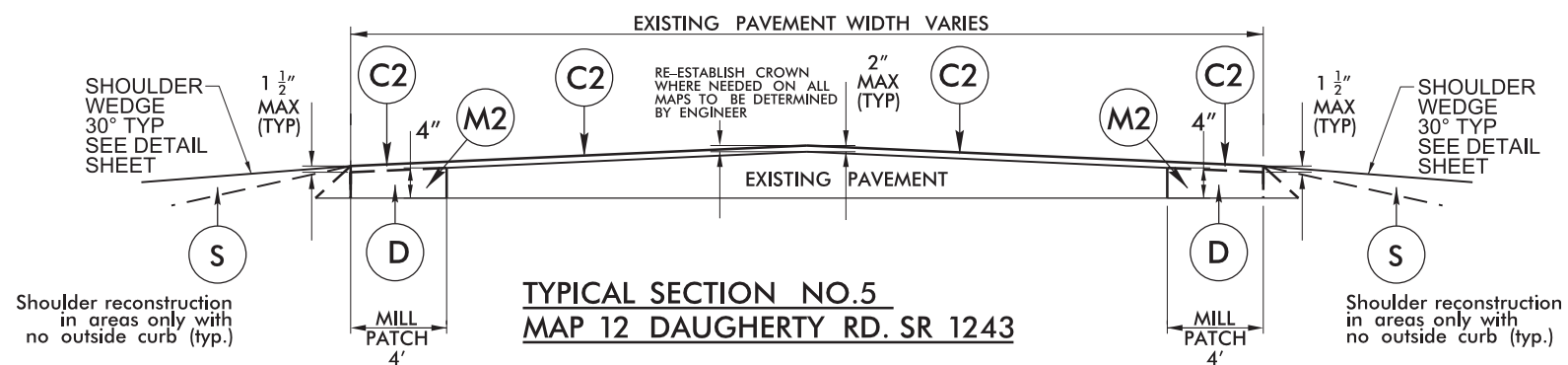
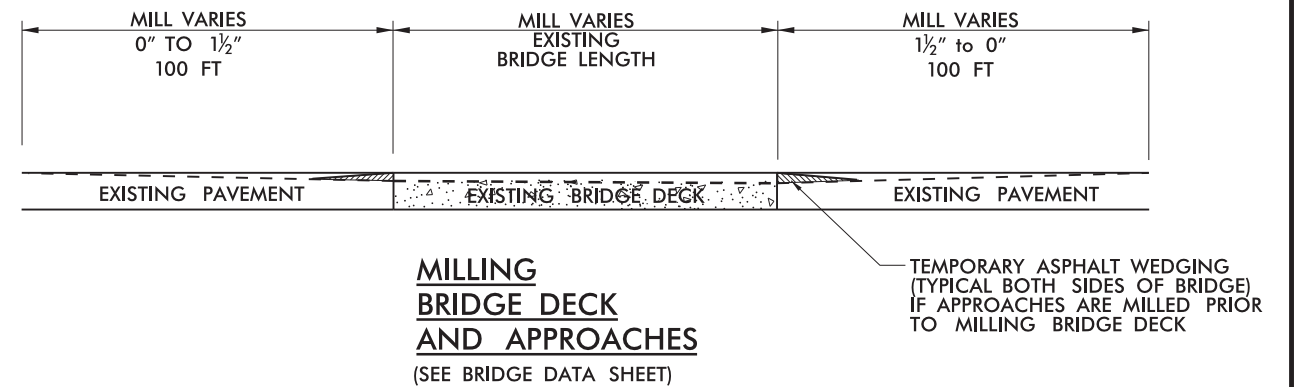
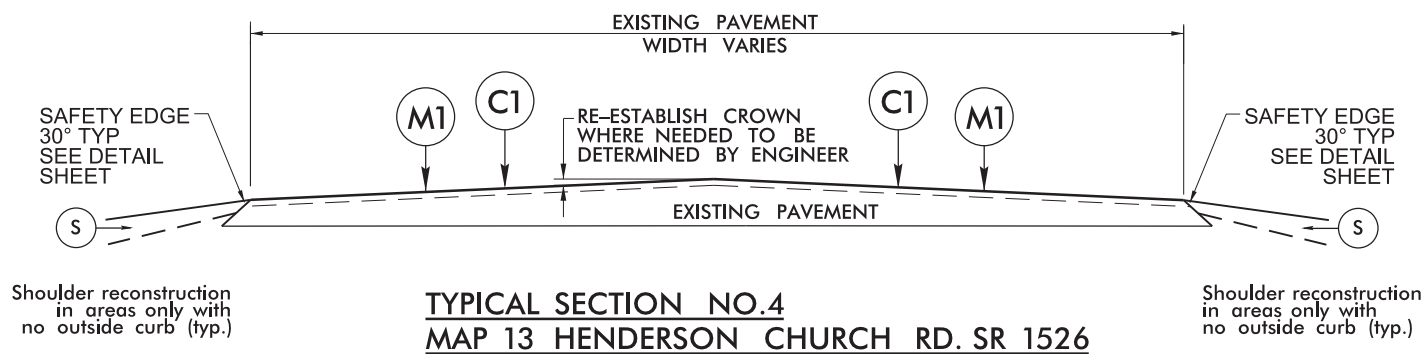
MAP 12
 Daugherty Rd SR 1243
 Butt Mill Ends of Map.
 Mill Patch a 4 foot width each side
 a 4 inch depth pave back with 4" I19.0C.
 Overlay entire width with S9.5C
 2" in middle and 1½" at edges.



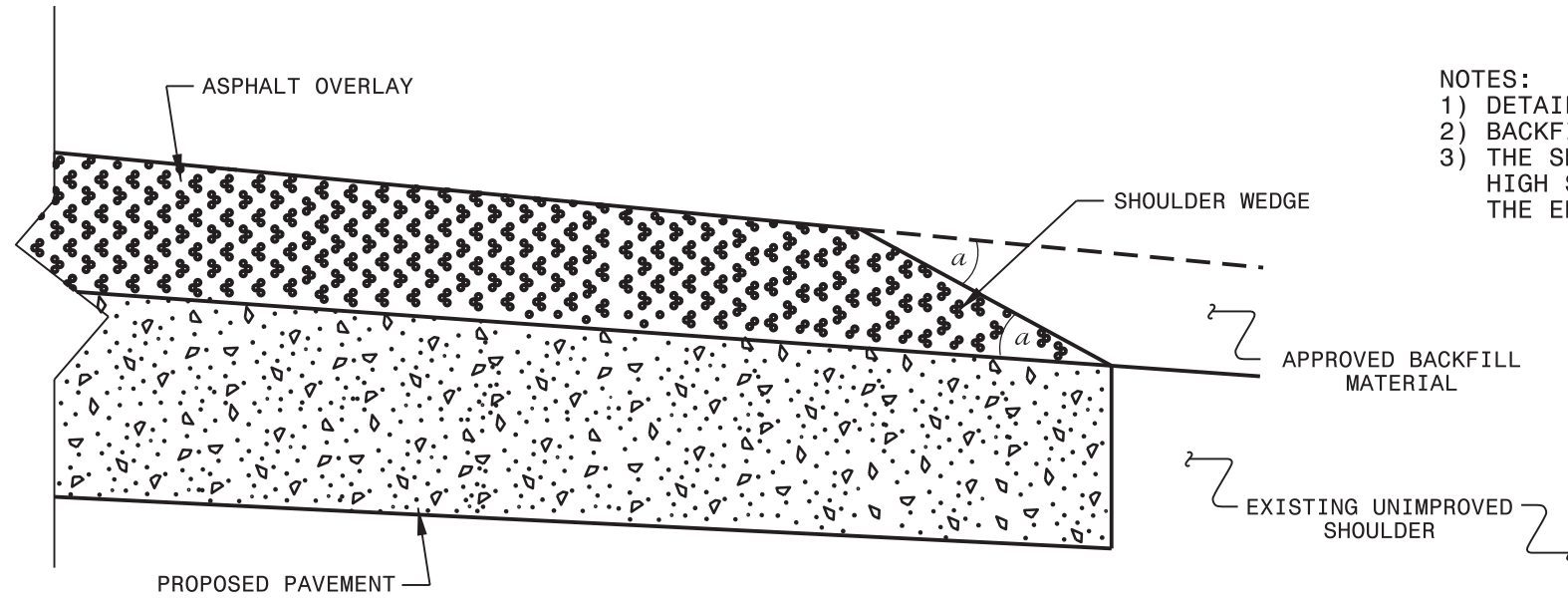
MAP 13
Henderson Grove Church Rd SR 1526
Mill 2"
Pave Back 2" S9.5C



PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 224 LBS PER SQ YD
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E	PROP. APPROX. 5½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
M	MILL ASPHALT PAVEMENT, 1½" DEPTH
M1	MILL ASPHALT PAVEMENT, 2" DEPTH
M2	MILL ASPHALT PAVEMENT, 4" DEPTH
M3	MILL ASPHALT PAVEMENT, 5½" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

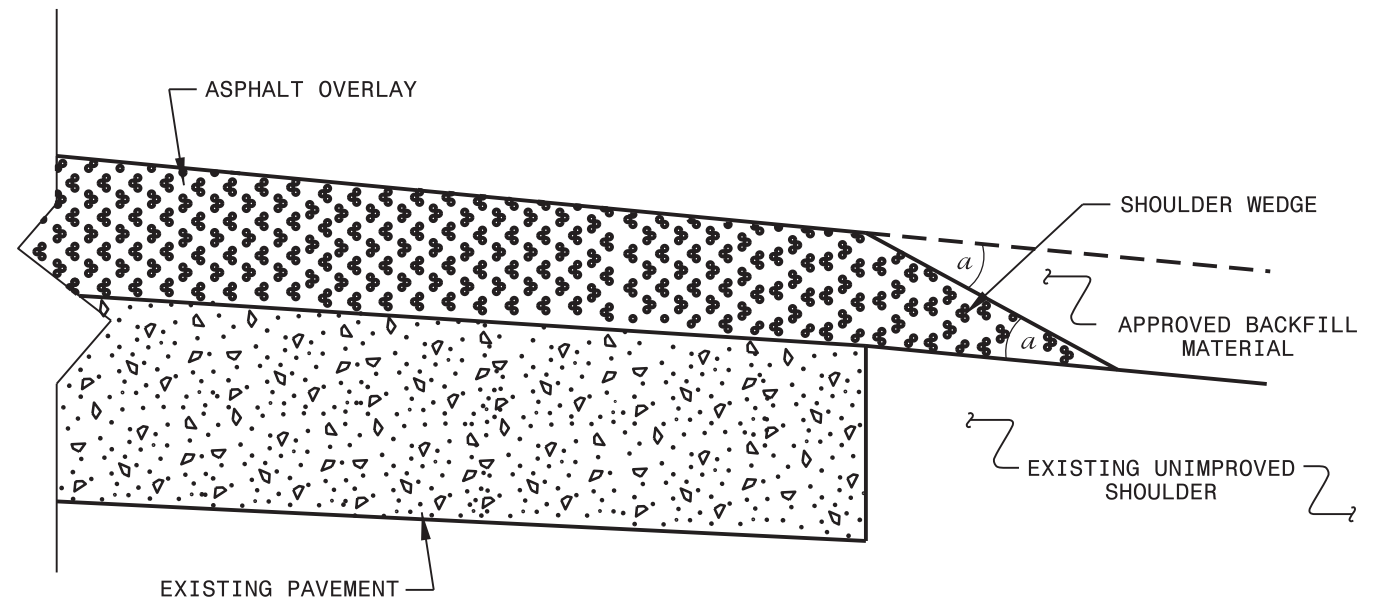


PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD
C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 224 LBS PER SQ YD
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E	PROP. APPROX. 5 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
M	MILL ASPHALT PAVEMENT, 1/2" DEPTH
M1	MILL ASPHALT PAVEMENT, 2" DEPTH
M2	MILL ASPHALT PAVEMENT, 4" DEPTH
M3	MILL ASPHALT PAVEMENT, 5 1/2" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

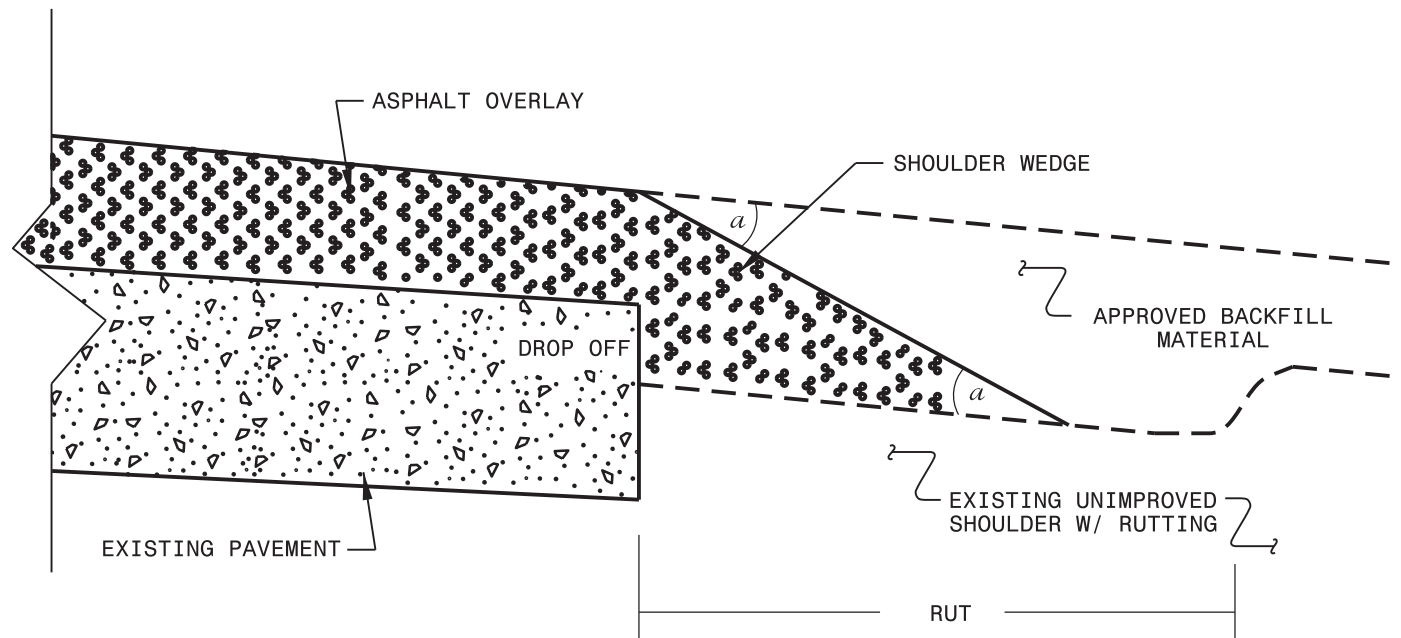


- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

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



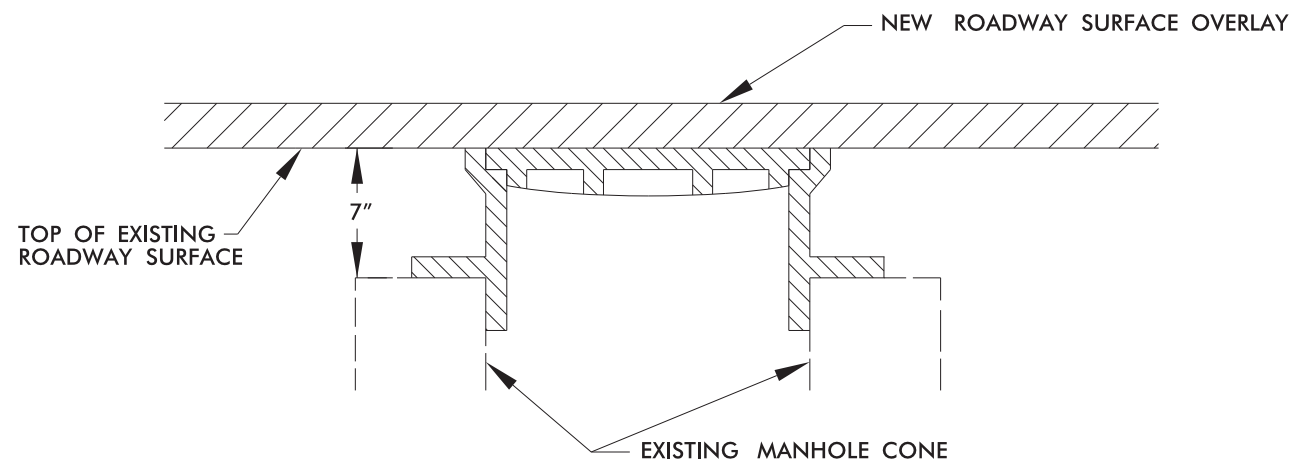
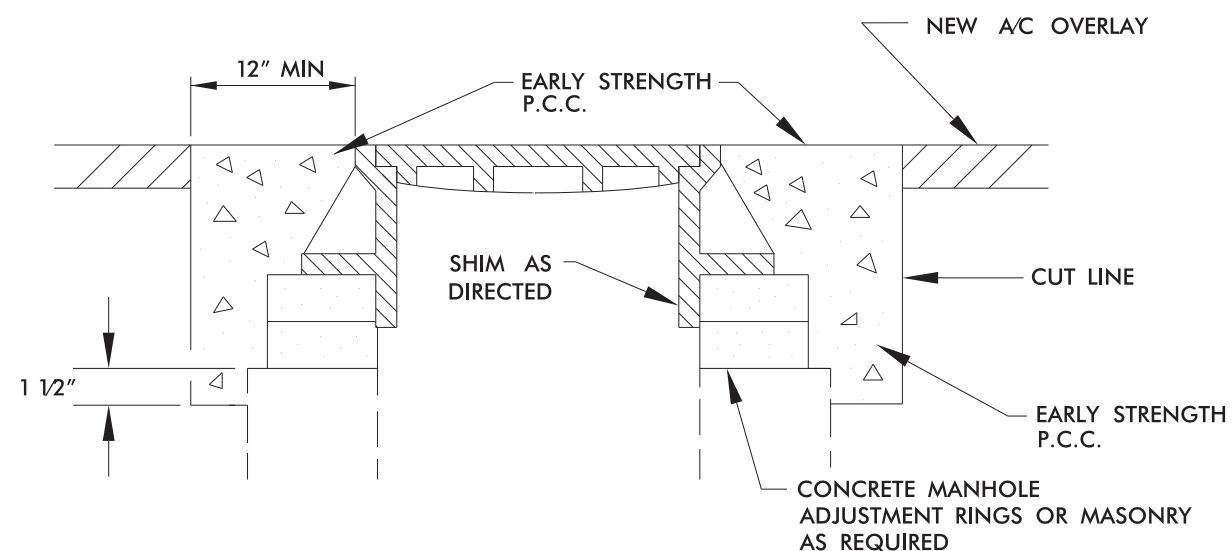
SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



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	

**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:**

- 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 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

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.09.07.10801, 2018CPT.09.08.20801	12	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	010600000-E	122000000-E	124500000-E	129700000-E			133000000-E	149100000-E	150300000-E	152300000-E	157500000-E	170400000-E	281500000-N	283000000-N	284500000-N	525500000-N	600000000-E	6071010000-E															
												BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVEMENT, 1 1/2"DEPTH	MILLING ASPHALT PAVEMENT, 4"DEPTH	MILLING ASPHALT PAVEMENT, 2"DEPTH	MILLING ASPHALT PAVEMENT, 5 1/2"DEPTH	INCIDENTAL MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF DROP INLET	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	PORTABLE LIGHTING	TEMPORARY SILT FENCE	WATTLE														
										MI	FT	CY	TONS	SMI	SY	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	EA	EA	EA	LS	LF	LF															
2018CPT.09.07.10801	Rowan	1	US 52	FROM PAVEMENT JT AT EASTERN ROCKWELL CITY LIMIT TO PVMT. JT 0.14 MILES SOUTH OF CRESCENT RD. SR 2319	2,3	3	MU	NO	NO	2.377	26-36	161	159	2.69	47,061						4,365	262	20	6	15	16		538	54															
TOTAL FOR MAP NO. 1																																												
2018CPT.09.07.10801	Rowan	2	US 52	FROM PVMT. JT. 0.08 MILES SOUTH OF BROOKWOOD DR. TO PVMT JT. INNES ST. SR 2200 NEAR I-85 SOUTHBOUND US 52 OFF RAMP GORE	2	2	MU	NO	NO	2.679	48-62				87,467						8,100	486																						
TOTAL FOR MAP NO. 2																																												
TOTAL FOR PROJ NO. 2018CPT.09.07.10801																																												
2018CPT.09.08.20801	Rowan	3	MAIN ST. SR 2739	FROM PAVEMENT JT. NEAR LANDIS CITY LIMIT NEAR AIRPORT RD. SR 1182 TO CABARRUS COUNTY LINE	2,3	2	M2	NO	NO	2.132	22-36	139	327	2.32	37,591						3,488	209	20					464	46															
TOTAL FOR MAP NO. 3																																												
2018CPT.09.08.20801	Rowan	4	S. ENOCHVILLE AVE. SR 1369	FROM CABARRUS COUNTY LINE TO WHERE IT MEETS SR 1351	3	2	2WU	NO	NO	0.145	21	17		0.29	1,786						166	10						58	6															
TOTAL FOR MAP NO. 4																																												
2018CPT.09.08.20801	Rowan	5	S. ENOCHVILLE AVE. SR 1351	FROM WHERE IT MEETS SR 1369 TO PVMT. JT. AT SAW RD. SR 1350	3	2	2WU	NO	NO	2.164	22	260	120	4.33	31,668						2,941	176						866	87															
TOTAL FOR MAP NO. 5																																												
2018CPT.09.08.20801	Rowan	6	ENOCHVILLE RD. SR 1104	FROM ENOCHVILLE AVE. SR 1351 TO W. "A" ST SR 1100	3	2	2WU	NO	NO	2.652	22	318	204	5.30	34,222						3,180	191					4	6	1,061	106														
TOTAL FOR MAP NO. 6																																												
2018CPT.09.08.20801	Rowan	7	W. "C" ST. SR 1124	FROM CABARRUS COUNTY LINE TO ENOCHVILLE AVE. SR 1351	3	2	2WU	NO	NO	1.843	24	221	156	3.69	25,942						2,410	145						737	74															
TOTAL FOR MAP NO. 7																																												
2018CPT.09.08.20801	Rowan	8	GOODSON RD. SR1954	FROM US HWY 70 TO WOODLEAF RD. SR 2048	1	2	2WU	NO	NO	2.18	20	262	156	4.36							444	2,378	143					872	87															
TOTAL FOR MAP NO. 8																																												
2018CPT.09.08.20801	Rowan	9	OLD BEATTY FORD RD. SR 1221	FROM PVMT. JT AT EMANUEL CHURCH RD. SR 2338 TO PVMT. JT AT LOWER STONE CHURCH RD. SR 2335	1	2	2WU	NO	NO	1.986	20	238	150	3.97							444	2,351	141					794	79															
TOTAL FOR MAP NO. 9																																												
2018CPT.09.08.20801	Rowan	10	MARKET ST. SR 2341	FROM US HWY 52 E.O.P. TO PVMT JT. AT PALMER RD. SR 2341 MARKET ST	2	2	2WU	NO	NO	0.257	24-35				4,032						374	22					2	2																
TOTAL FOR MAP NO. 10																																												
2018CPT.09.08.20801	Rowan	11	UPPER PALMER RD. SR 2341	FROM PVMT. JT AT MARKET ST. SR 2341 TO PVMT. JT AT SIDES RD. SR 2340	1	2	2WU	NO	NO	0.8	23	96	240	1.60							511	1,003	60				3	1	320	32														
TOTAL FOR MAP NO. 11																																												
2018CPT.09.08.20801	Rowan	12	DAUGHERTY RD. SR 1243	FROM NC HWY 152 TO LENTZ RD. SR 1337	5	2	2WU	NO	NO	2.015	20	242	150	4.03	9,457						444	2,471	2,567	273					806	81														
TOTAL FOR MAP NO. 12																																												
2018CPT.09.08.20801	Rowan	13	HENDERSON GROVE CHURCH RD. SR 1526	FROM PVMT. JT AT TOWN CREEK BRIDGE # 203 TO PEACH ORCHARD RD. SR 2539	4	2	2WU	NO	NO	1.498	20-24	180	123	3.00							18,515	2,299	138					599	60															
TOTAL FOR MAP NO. 13																																												
2018CPT.09.08.20801	Rowan	14	INNES ST. SR 2200	FROM PVMT. JT AT ARLINGTON ST. TO BEGIN US HWY 52	2	2	MD	NO	NO	0.176	24-68				9,176						849	51					4	5																
TOTAL FOR MAP NO. 14																																												
2018CPT.09.08.20801	Rowan	15	N. CHAPEL ST. SR 1242	FROM COACH DEAL RD. PVMT. JT. TO E. RYDER AVE. SR 1210 PVMT. JT.	2,6	2	2WU	NO	NO	1.01	16-27	64	156	1.07	12,607							699	1,232	105	59			7	2	214	21													
TOTAL FOR MAP NO. 15																																												
TOTAL FOR PROJ NO. 2018CPT.09.08.20801																																												
GRAND TOTAL																																												

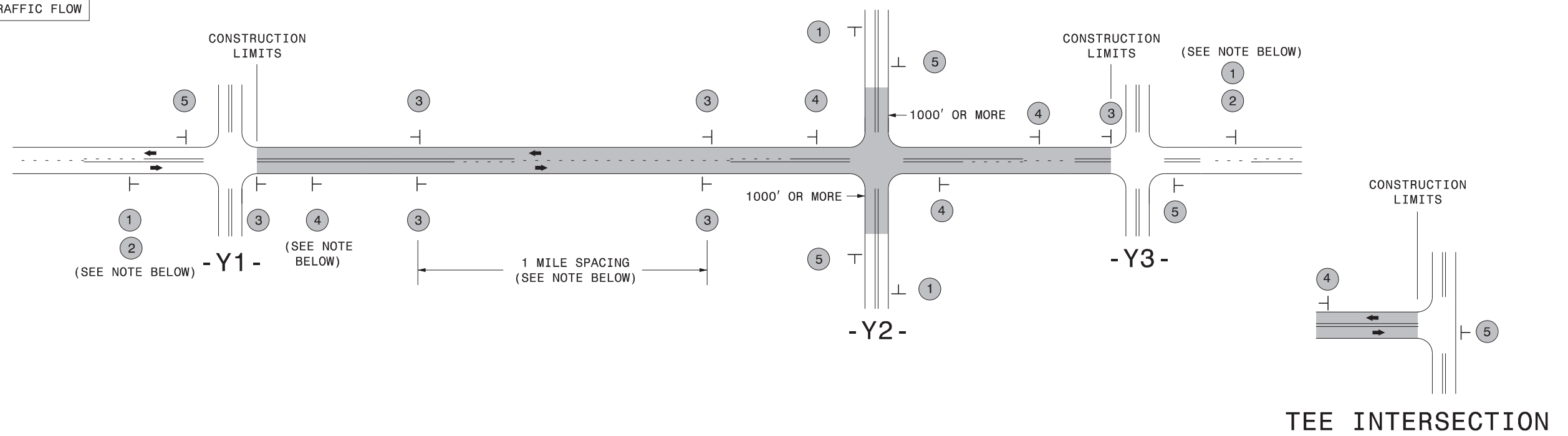
NOTE: All Quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received.

SIGNING FOR RESURFACING PROJECTS

LEGEND

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

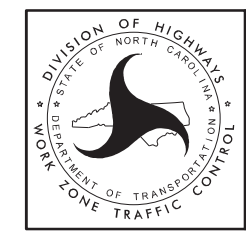
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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.	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK. <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	2	 W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN CONSTRUCTION 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 SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

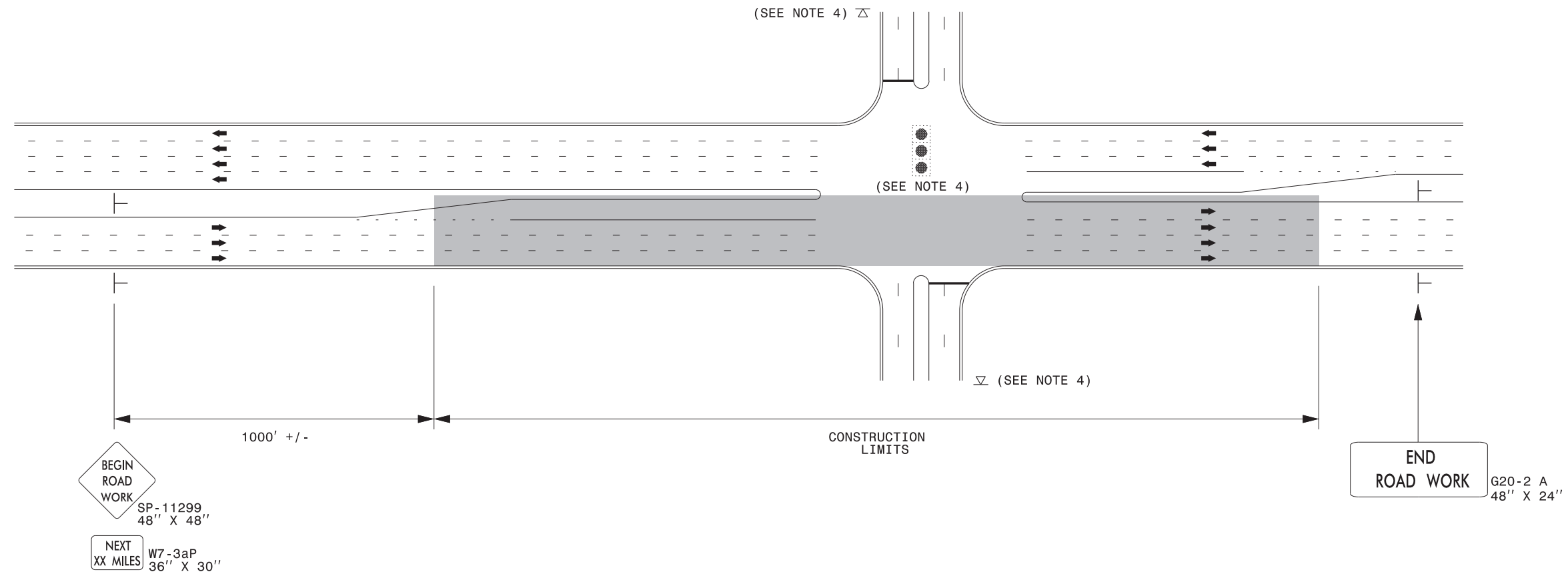
MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

URBAN / SUBURBAN WORKZONES

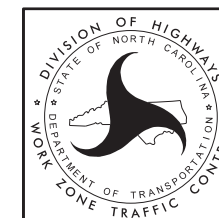


NOTES:

- 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



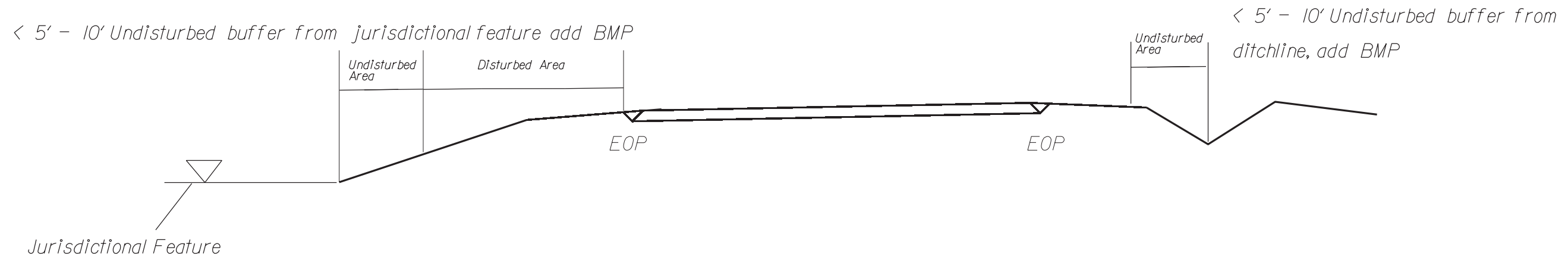
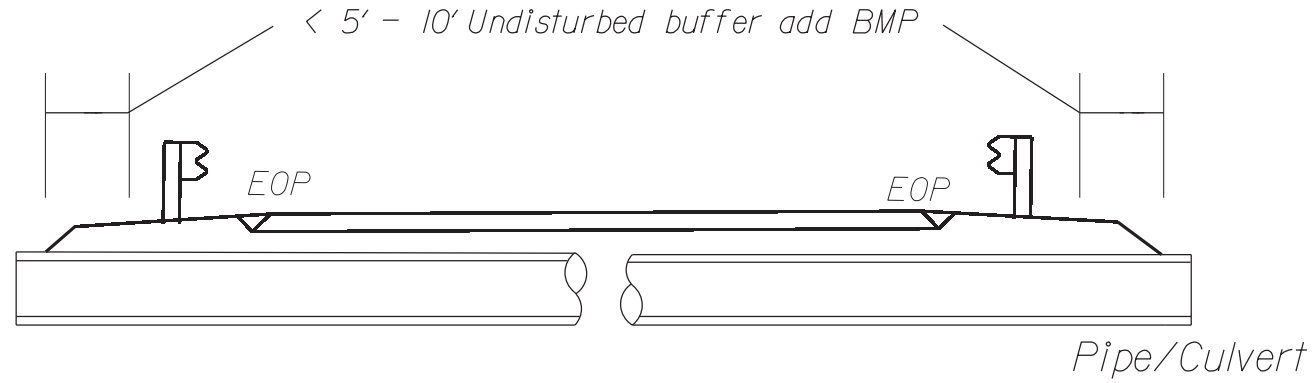
**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

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

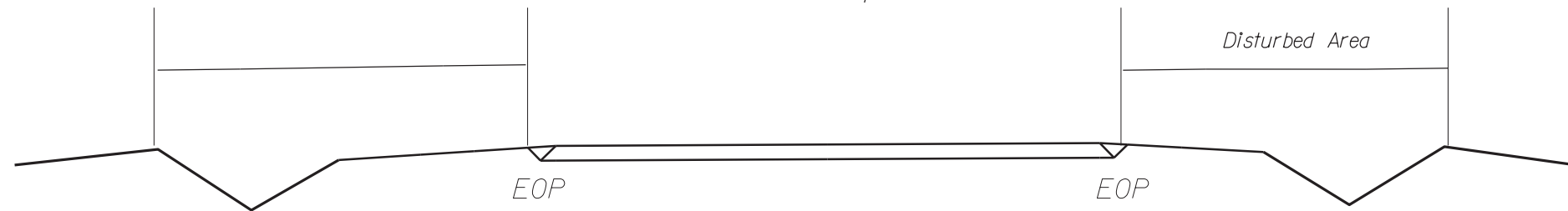
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

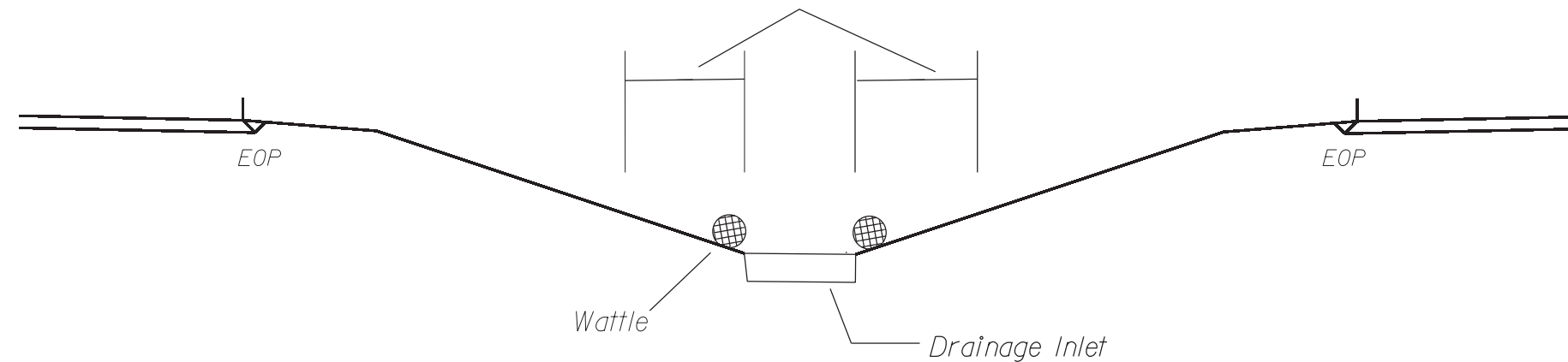
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.09.07.10801 2017CPT.09.08.20801	EC-1



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

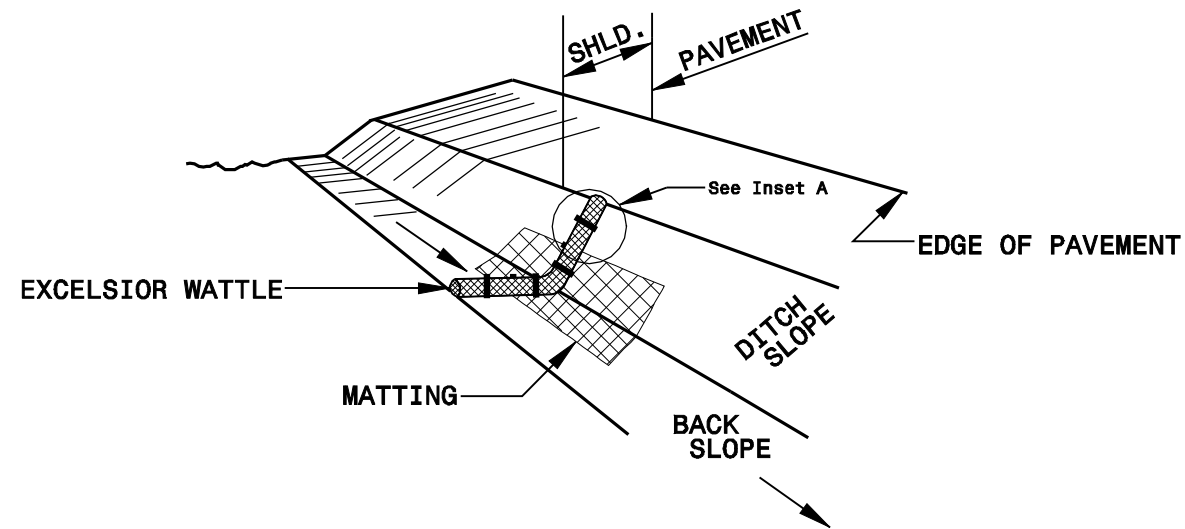


< 5' - 10' Undisturbed buffer from inlet, add wattle

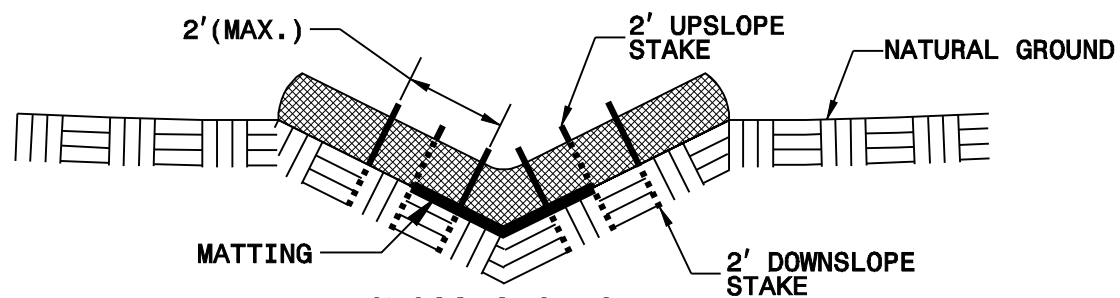


NOT TO SCALE

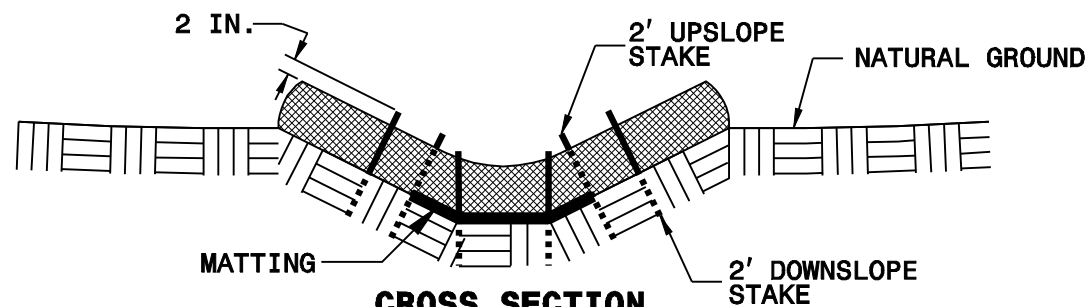
WATTLE DETAIL



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.

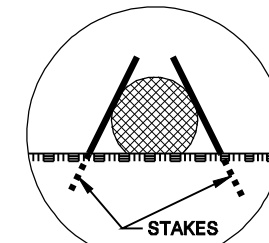
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

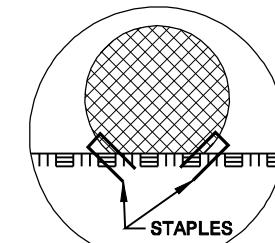
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

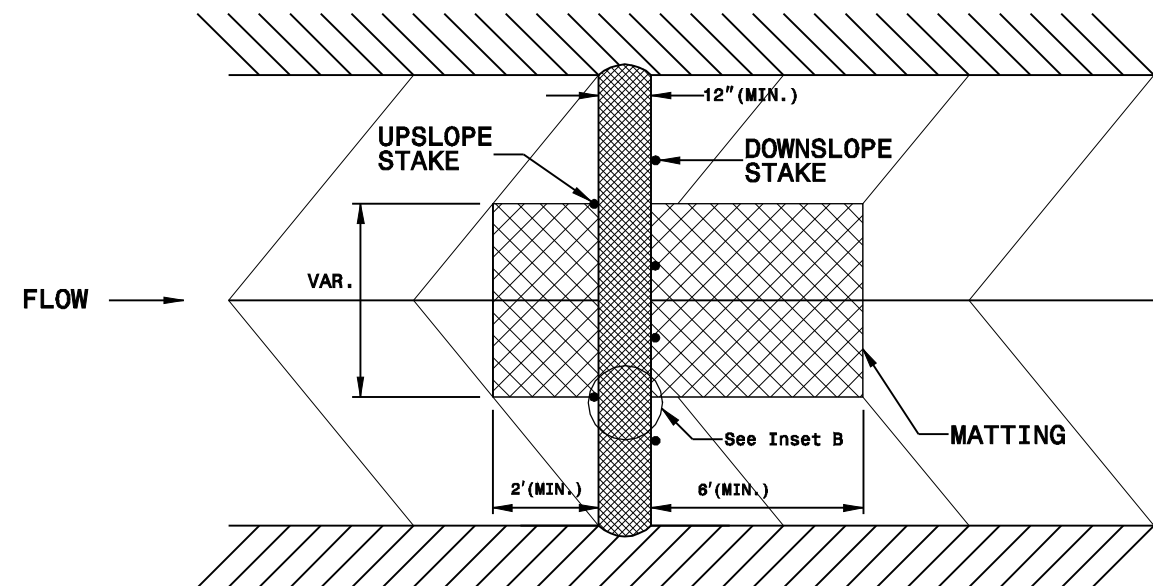
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW