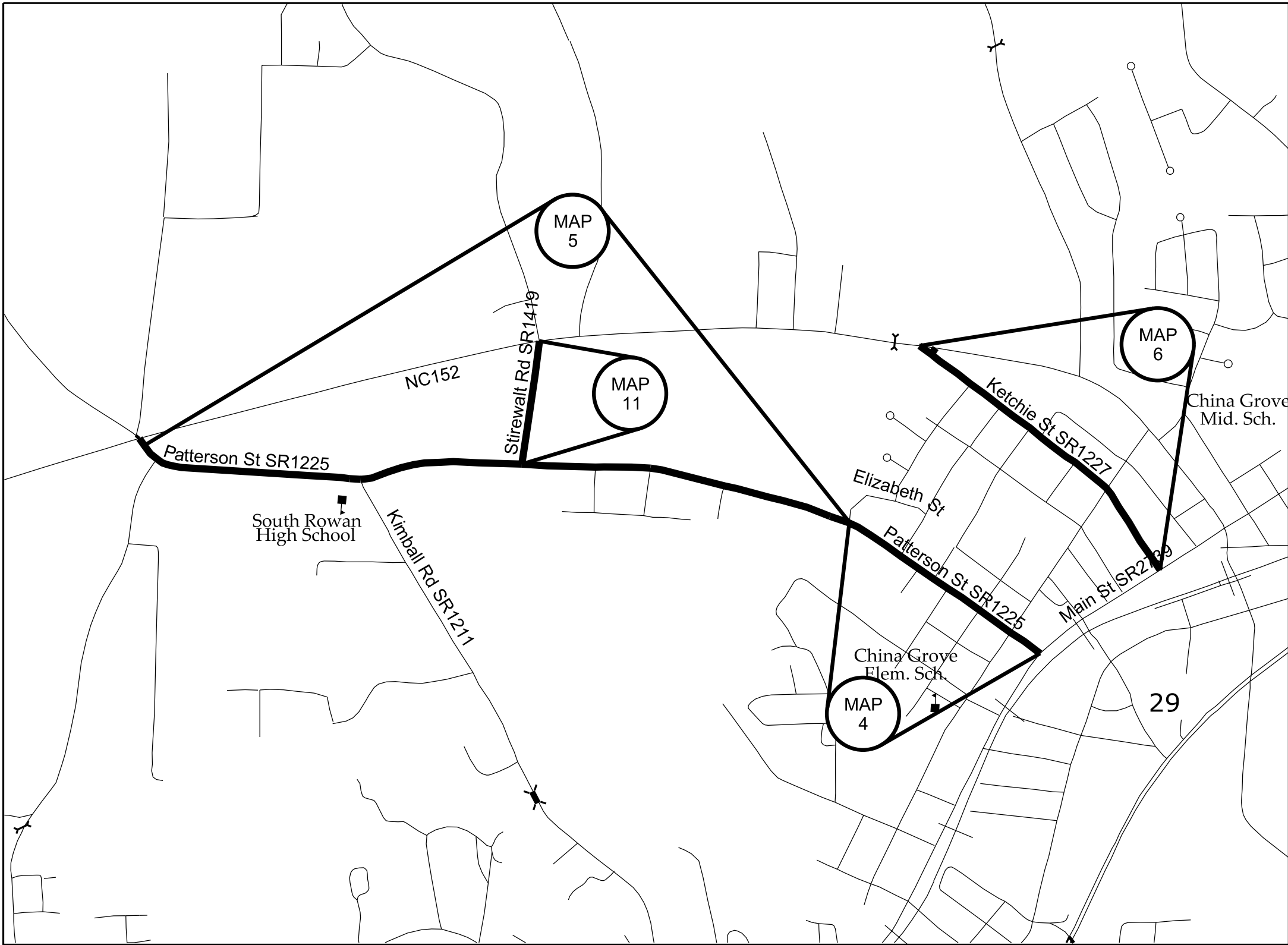


Map 1 NC152 From US29 to Ketchie St. SR1227
 Mill 1 1/2" Entire width to expose gutter
 Mill 0-1 1/2" at face of gutter 7' width
 Mill 1 1/2" Entire width at ribbon paving section
 Mill 1 1/2" Incidental mill at all SR Y-lines
 Mill and Pave up to RxR ROW
 Patching to be done by DOT forces
 Paved 1 1/2" S9.5C

Map 2 NC152 From Pvt joint west of Millbridge Rd to Iredell County line
 Mill 1 1/2" Entire width
 Mill 1 1/2" Incidental mill at all SR Y-lines
 Patching to be done by DOT forces
 Pave 1 1/2" S9.5C

Map 3 NC153 From NC152 to beginning of curb at approx. 1600' past Cannon Rd SR1197
 Mill 1 1/2" Entire width
 Mill 1 1/2" Incidental mill at all SR Y-lines
 Pave 1 1/2" S9.5C

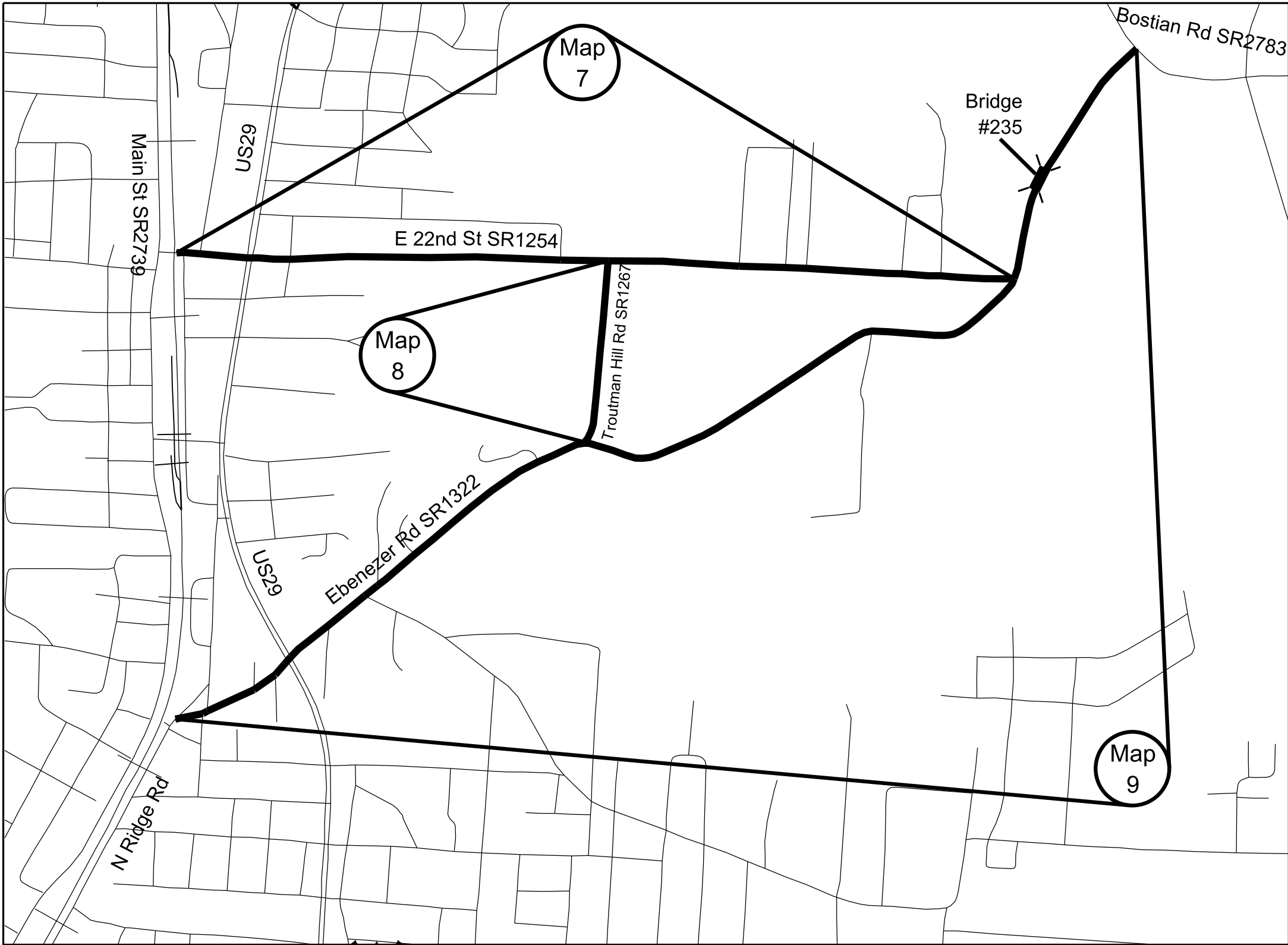


Map 4 Patterson St SR1225 From Main St SR2739 to end of curb approx. 180' past Elizabeth St Mill 2" entire width to be flush with gutter Mill 0-11/2" 7' width along gutter Patching to be done by DOT forces Pave 11/2" S9.5B

Map 5 Patterson St SR1225 From approx 180' past Elizabeth St to NC152 Mill 0-11/2" incidental milling beginning, end and at all SR intersections Asphalt surface treatment, Matcoat #67M stone Pave 11/2" S9.5B Patching to be done by DOT forces

Map 6 Ketchie St SR1227 From NC152 to Main St SR2739 Mill 11/2" entire width, curb reveal Mill 0-11/2" 7' width along gutter Pave 11/2" S9.5B

Map 11 Stirewalt Rd SR1419 From Patterson St SR1225 to NC152 Mill 0-11/2" incidental milling at end and all SR intersections Asphalt surface treatment, Matcoat #78M stone Pave 11/2" S9.5B



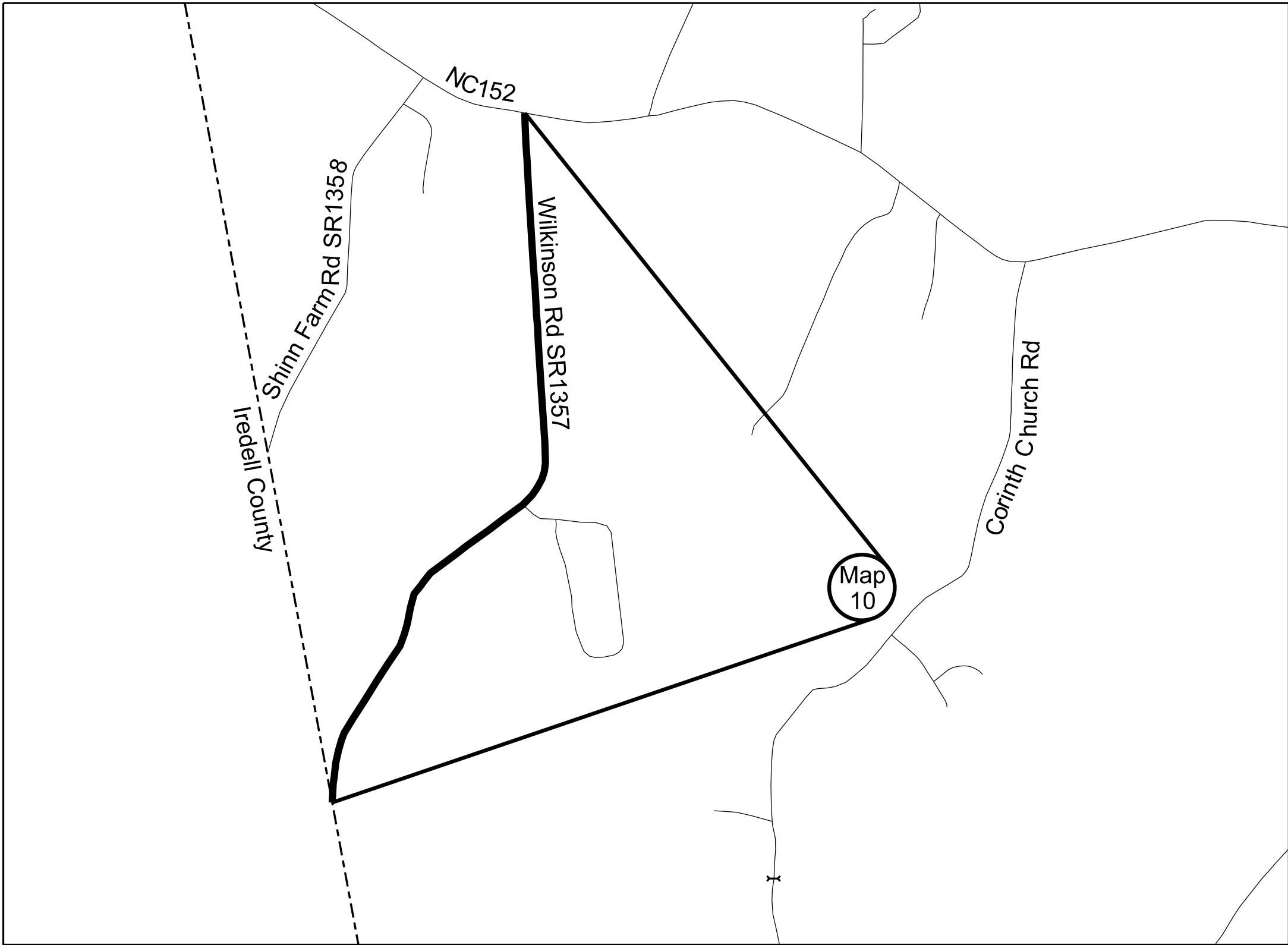
Map 7 E 22nd St SR1254 From RxR Crossing at Main St SR2739 to Ebenezer Rd SR1322
 Mill 0-11/2" 7' width curb profile
 Mill 0-11/2" incidental milling end, beginning and at all SR intersections Except US29
 Patching by contractor
 Asphalt surface treatment, Matcoat #78m stone
 Pave 11/2" S9.5B




Map 8 Troutman Hill Rd SR1267 From Ebenezer Rd SR1322 to E 22nd St SR1254
 Patching to be done by DOT forces
 Asphalt surface treatment, Matcoat #78M Stone
 Pave 11/2" S9.5B

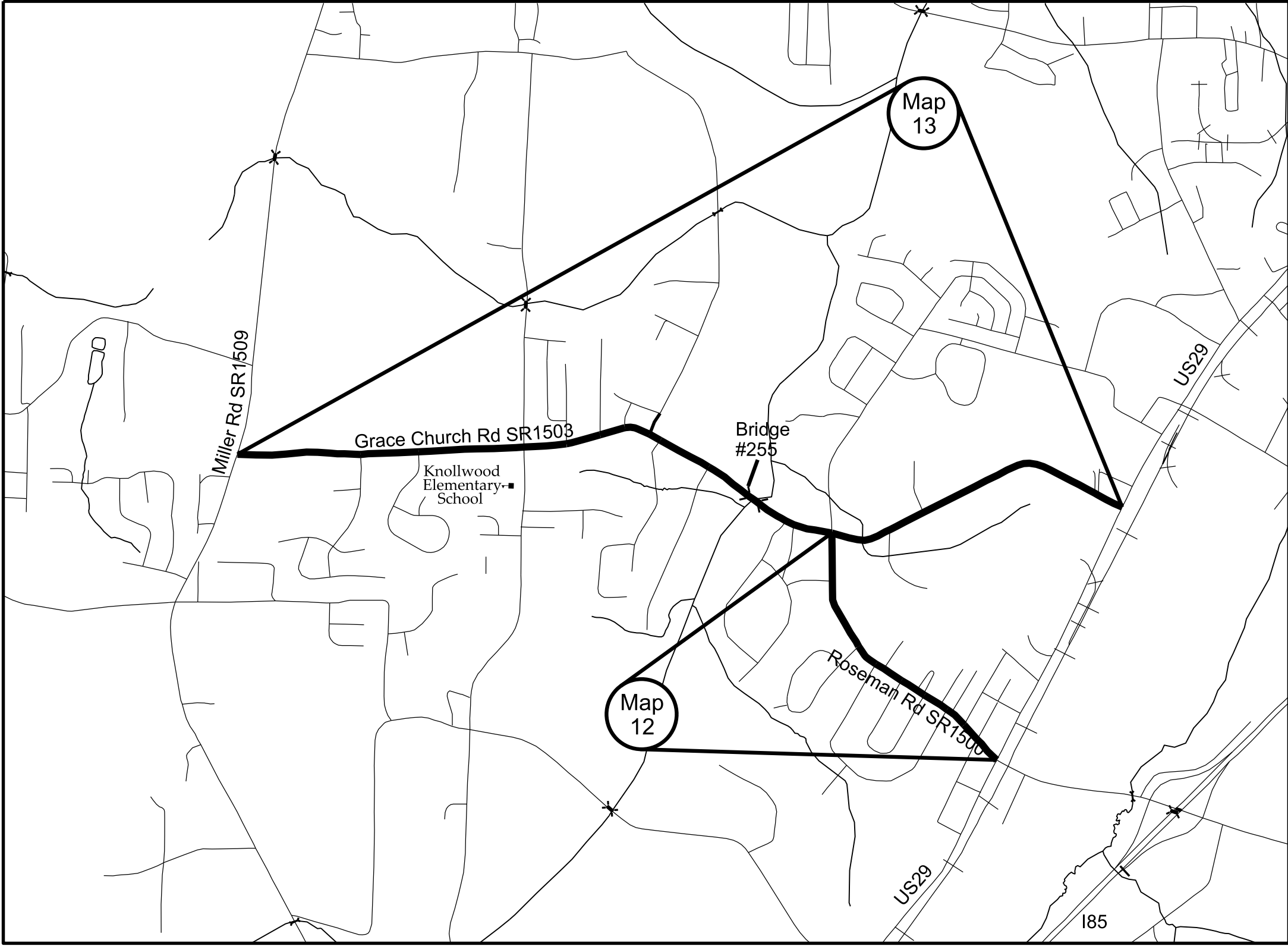
Map 9 Ebenezer Rd SR1322 From N Ridge Ave to Bostian Rd SR2783
 Mill 0-11/2" incidental milling at end beginning and at all SR intersections Except US29
 Patching by contractor
 Asphalt surface treatment, Matcoat #78M stone
 Pave 11/2" S9.5B

PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.07.10801 2022CPT.09.08.20801	4




 Map 10 Wilkinson Rd SR1357 From
 NC152 to Iredell County line
 Mill 0-1 1/2" incidental milling end,
 beginning and at all SR intersections
 Patching by contractor
 Asphalt surface treatment, Matcoat
 #78M Stone
 Pave 1 1/2" S9.5B

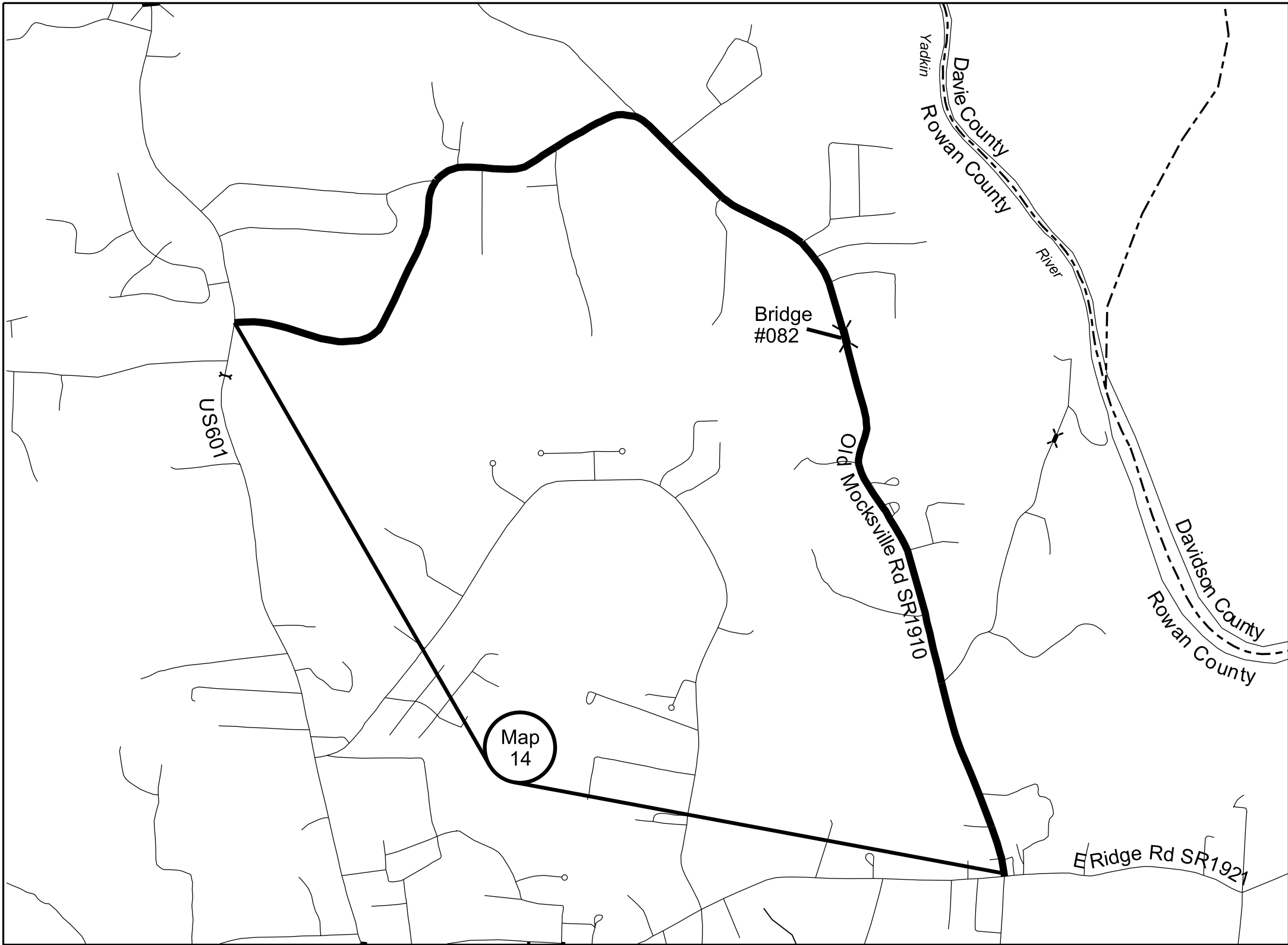
ROWAN COUNTY
 NORTH CAROLINA




Map 12 Roseman Rd SR1500 from US29 to Grace Church Rd SR1503
 Mill 0-11/2" incidental milling end, beginning and at all SR intersections
 Patching to be done by DOT forces
 Asphalt surface treatment, Matcoat #78M stone
 Pave 11/2" S9.5B

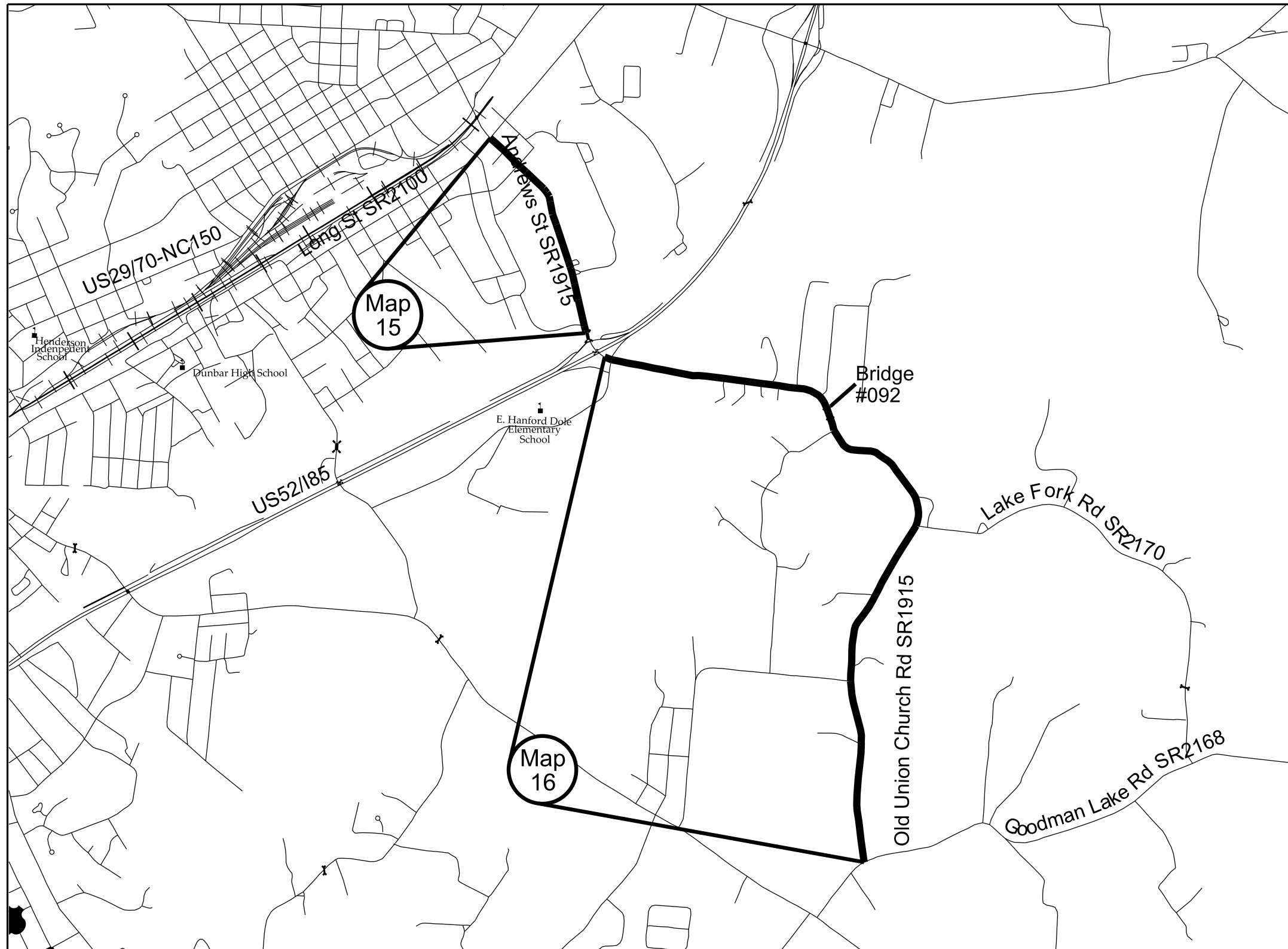
Map 13 Grace Church Rd SR1503 from US29 to Miller Rd SR1509
 Mill 0-11/2" incidental milling end, beginning and at all SR intersections
 Patching to be done by DOT forces
 Asphalt surface treatment, Matcoat #67m stone
 Pave 11/2" S9.5B
 Excluding new construction pavement at bridge #255

PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.07.10801 2022CPT.09.08.20801	6




 Map 14 Old Mocksville Rd SR1910
 From US601 to E Ridge Rd
 SR1921
 Mill 1 1/2" entire width
 Mill 1 1/2" incidental milling all SR
 intersections
 Pave 1 1/2" S9.5B

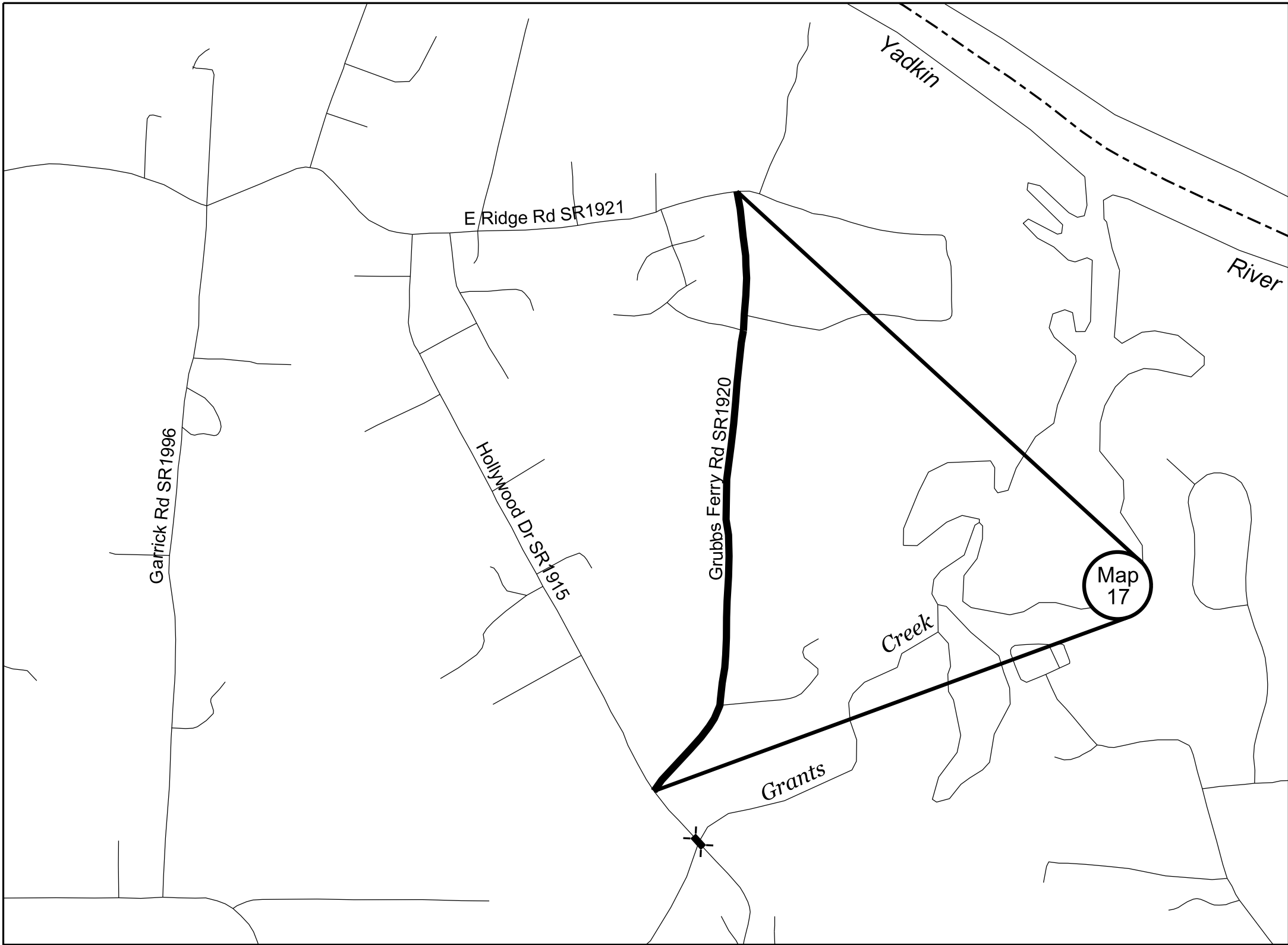
ROWAN COUNTY
NORTH CAROLINA



Map 15 Andrews St SR1915 from Long St SR2100 to concrete joint at US52/I85
 Mill 1 1/2" depth entire width
 Mill 1 1/2" incidental milling at all SR Intersections
 Patching to be done by DOT forces
 Pave 1 1/2" S9.5B

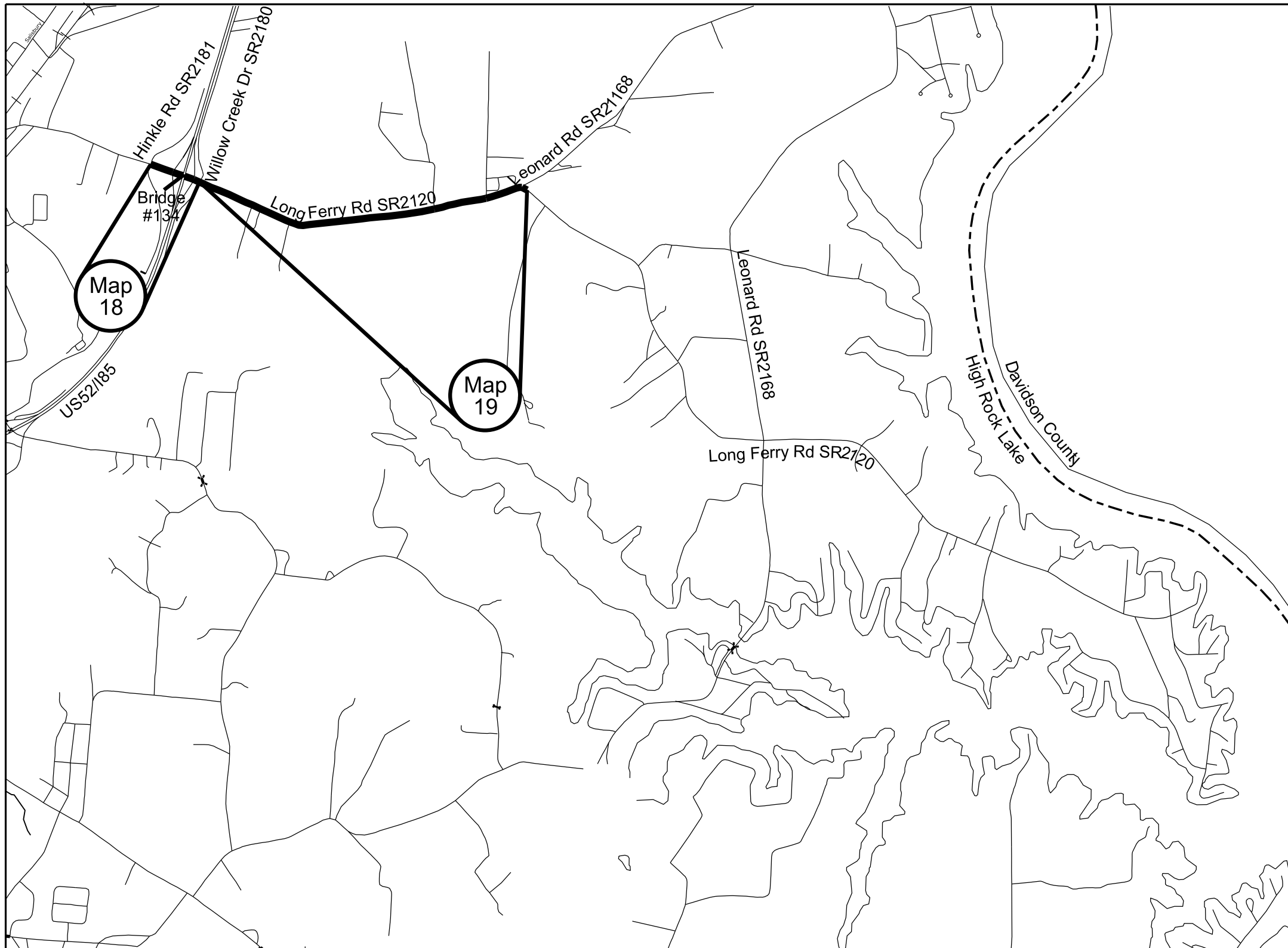
Map 16 Old Union Church Rd SR1915 from concrete joint at US52/I85 to Goodman Lake Rd SR2168
 Mill 0-1 1/2" 7' in width along curb
 Mill 0-1 1/2" incidental milling end, beginning and at all SR intersections
 Patching by contractor
 Asphalt surface treatment, Matcoat, #67m stone
 Pave 1 1/2" S9.5B

PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.07.10801 2022CPT.09.08.20801	8



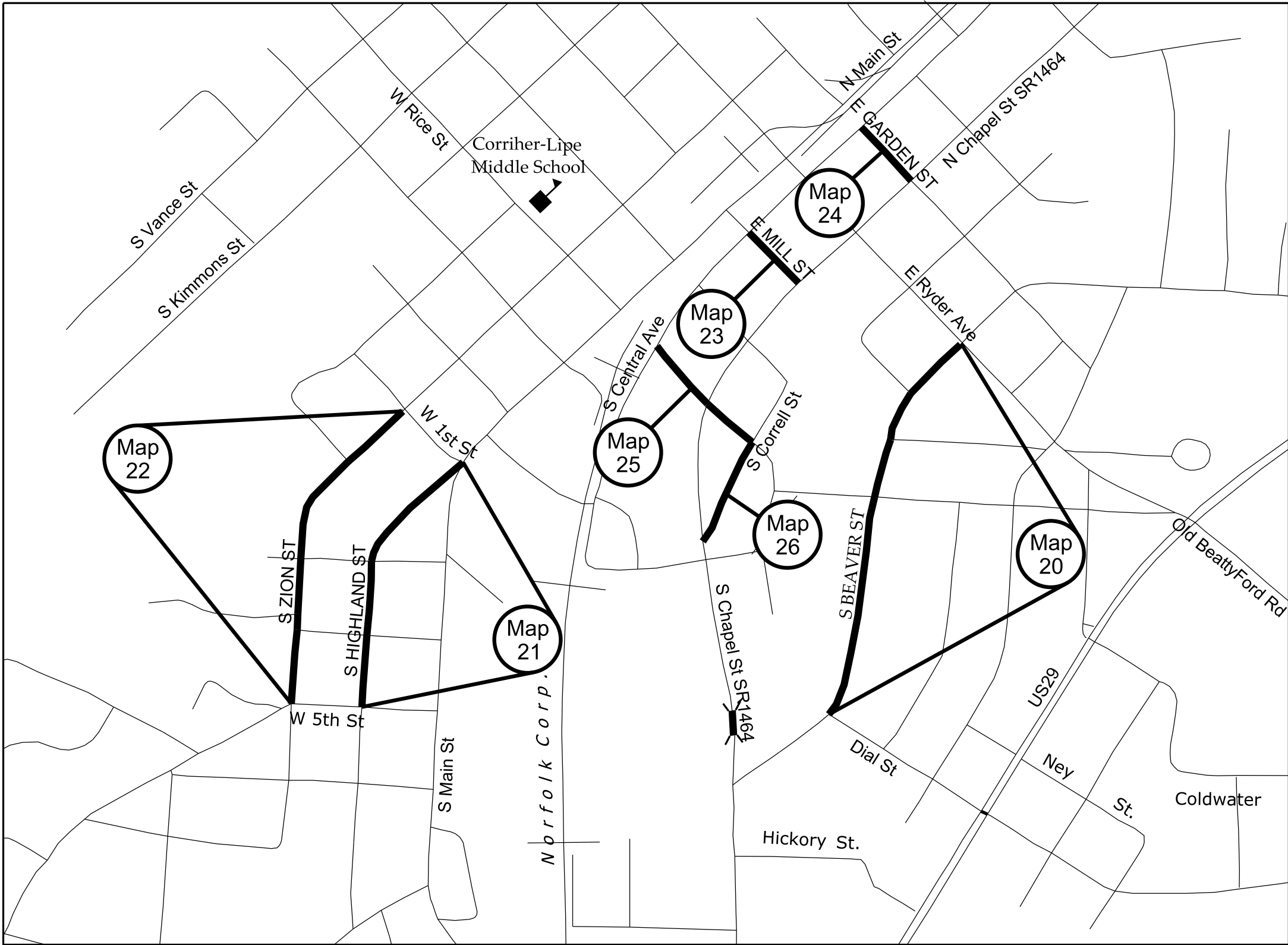
Map 17 Grubbs Ferry Rd SR1920 from
E. Ridge Rd SR1921 to Hollywood Dr
SR1915
Mill 0-11/2" incidental milling end,
beginning and at all SR intersections
Patching to be done by DOT forces
Asphalt surface treatment, Matcoat,
#67m Stone
Pave 11/2" S9.5B

ROWAN COUNTY
NORTH CAROLINA



Map 18 Long Ferry Rd SR2120 from
Hinkle Rd SR2181 to Willow Creek
Dr SR2180
Mill 11/2" depth entire width
Mill 11/2" depth incidental milling at
all SR intersections
Pave 11/2" S9.5B

Map 19 Long Ferry Rd SR2120 from
Willow Creek Dr SR2180 to Leonard
Rd SR2168
Mill 11/2" incidental milling end,
beginning and at all SR intersections
Patching by contractor
Asphalt surface treatment, Matcoat,
#67m stone
Pave 11/2" S9.5B



Map 20 E Beaver St from E Mills Dr to E Ryder Ave
 Mill 11/2" entire width
 Pave 11/2" S9.5B

Map 21 Highland Av from S Main ST to W 5th St
 Mill 11/2" entire width
 Pave 11/2" S9.5B

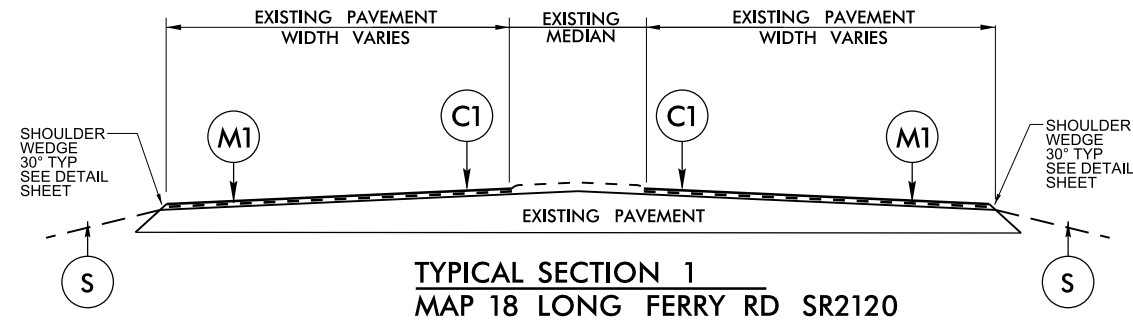
Map 22 S Zion St from W 1st St to W 5th St
 Mill 11/2" entire width
 Pave 11/2" S9.5B
 No Shoulder reconstruction

Map 23 E Mill St from S Central Ave to Chapel St
 Mill 11/2" entire width
 Pave 11/2" S9.5B

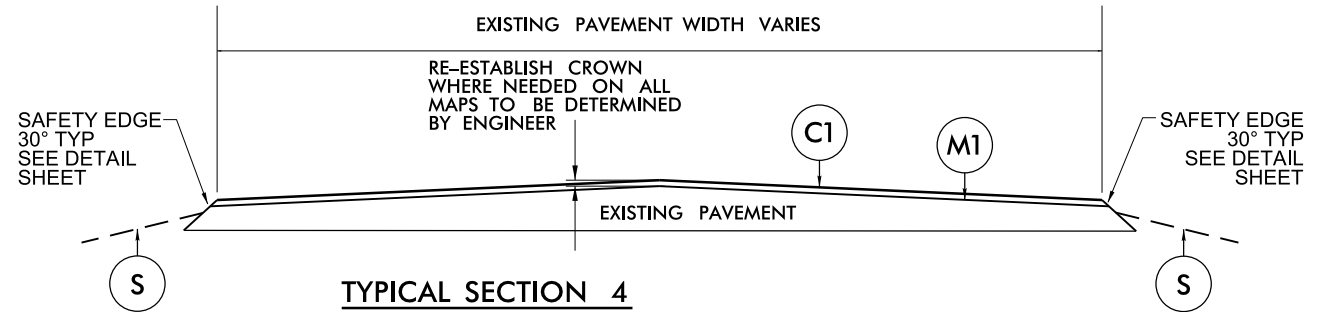
Map 24 E Garden St from S Central Ave to Chapel St
 Mill 11/2" Entire Width
 Pave 11/2" S9.5B

Map 25 E Rice St from S Central Ave to S Correll St.
 Mill 11/2" Entire Width
 Pave 11/2" S9.5B

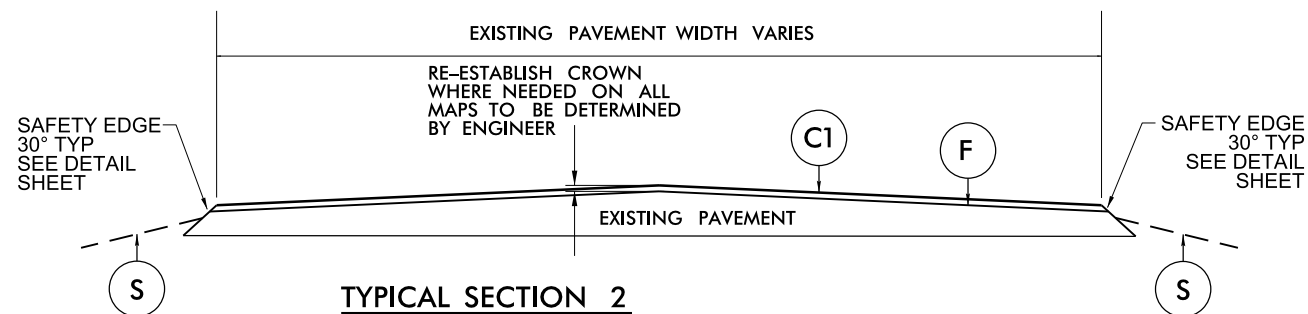
Map 26 S Correll St from E Rice St to S Chapel St SR1464
 Mill 11/2" Entire width
 Pave 11/2" S9.5B



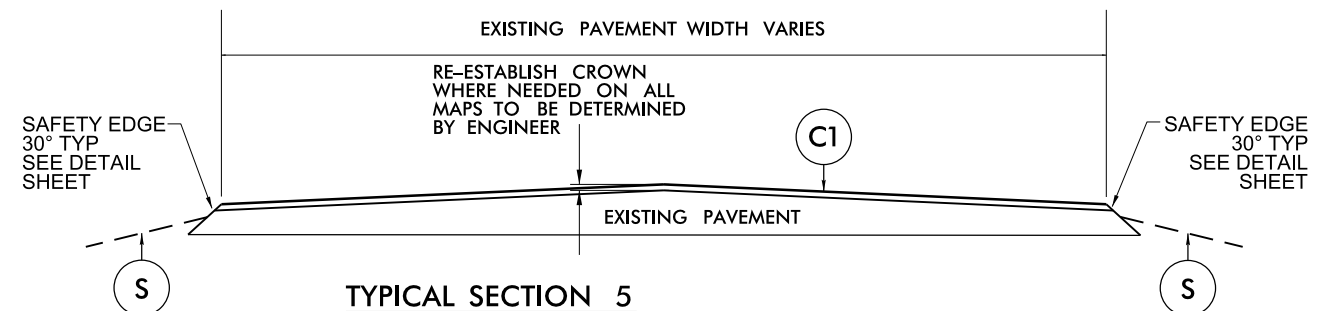
TYPICAL SECTION 1
MAP 18 LONG FERRY RD SR2120



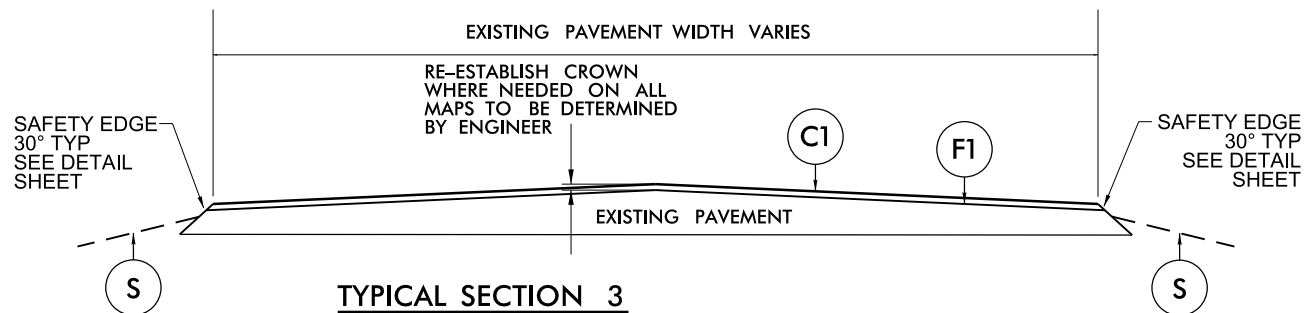
TYPICAL SECTION 4
MAP 14 OLD MOCKSVILLE RD SR1910
MAP 22 S ZION ST (NO SHOULDER RECON)



TYPICAL SECTION 2
MAP 5 PATTERSON ST SR1225
MAP 13 GRACE CHURCH ST SR1503
MAP 16 OLD UNION CHURCH RD SR1915
MAP 17 GRUBBS FERRY RD SR1920
MAP 19 LONG FERRY RD SR2120

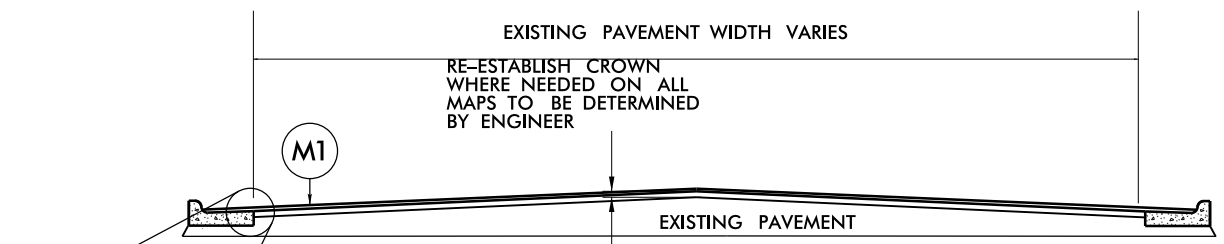


TYPICAL SECTION 5
MAP 11 STIREWALT RD SR1419

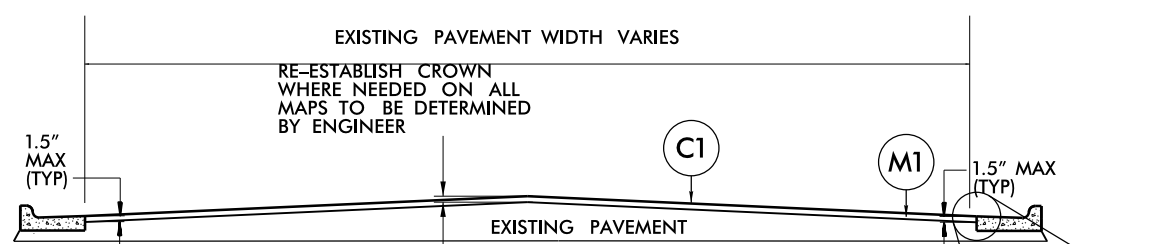
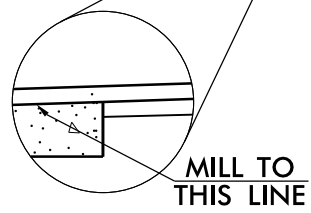


TYPICAL SECTION 3
MAP 7 E 22ND ST SR1254
MAP 8 TROUTMAN HILL RD SR1267
MAP 9 EBENEZER RD SR1322
MAP 10 WILKINSON RD SR1357
MAP 12 ROSEMAN RD SR1503

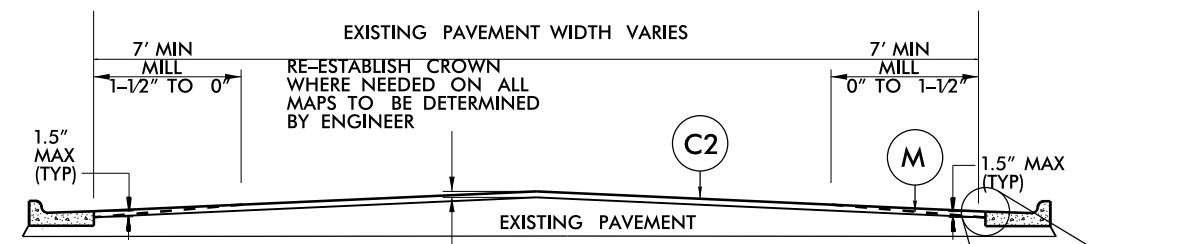
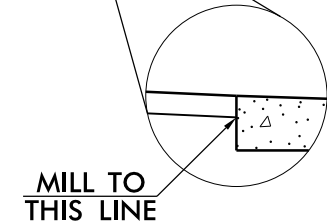
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
E	PROP. APPROX. 5½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, TO BE APPLIED AT AN AVERAGE RATE OF 627 LBS PER SQ YD.
F	ASPHALT SURFACE TREATMENT, MATCOAT, #67M STONE TO BE APPLIED AT AN AVERAGE RATE OF 38 LBS PER SY YD, EMULSION RATE OF 0.40 GAL PER SY YD
F1	ASPHALT SURFACE TREATMENT, MATCOAT, #78M STONE TO BE APPLIED AT AN AVERAGE RATE OF 18 LBS PER SY YD, EMULSION RATE OF 0.35 GAL PER SY YD
M	MILL ASPHALT PAVEMENT, 0" TO 1½"
M1	MILL ASPHALT PAVEMENT, 1½" DEPTH
M2	MILL ASPHALT PAVEMENT, 2" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)



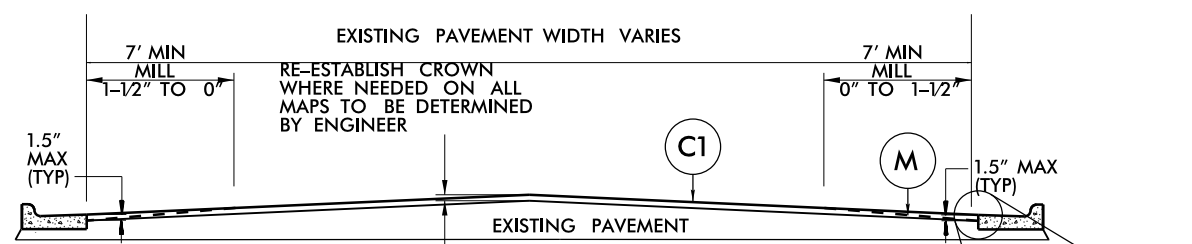
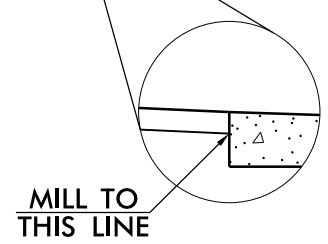
TYPICAL SECTION 6
MAP 1 NC152



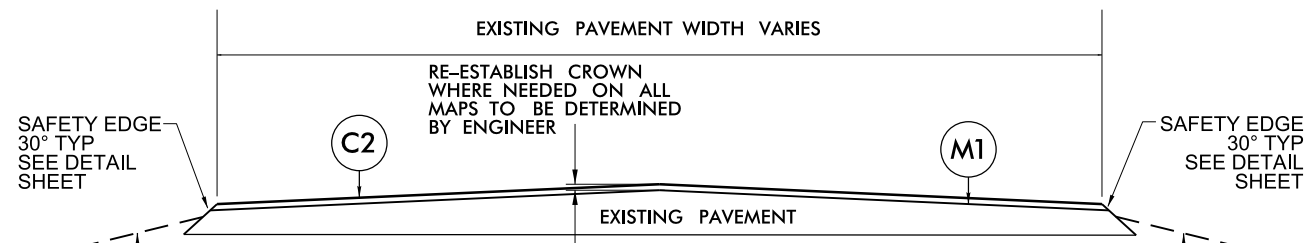
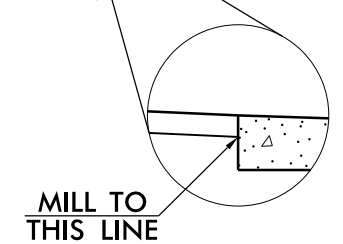
TYPICAL SECTION 9
MAP 15 ANDREWS ST SR1915
MAP 20 S BEAVER ST
MAP 21 HIGHLAND AVE
MAP 23 E MILL ST
MAP 24 E GARDEN ST
MAP 25 E RICE ST
MAP 26 S CORRELL ST



TYPICAL SECTION 7
MAP 1 NC152

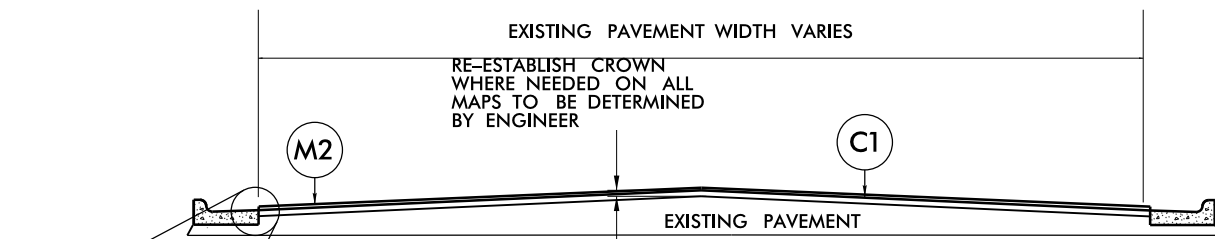


TYPICAL SECTION 10
MAP 4 PATTERSON SR1225
MAP 6 KETCHIE ST SR1227

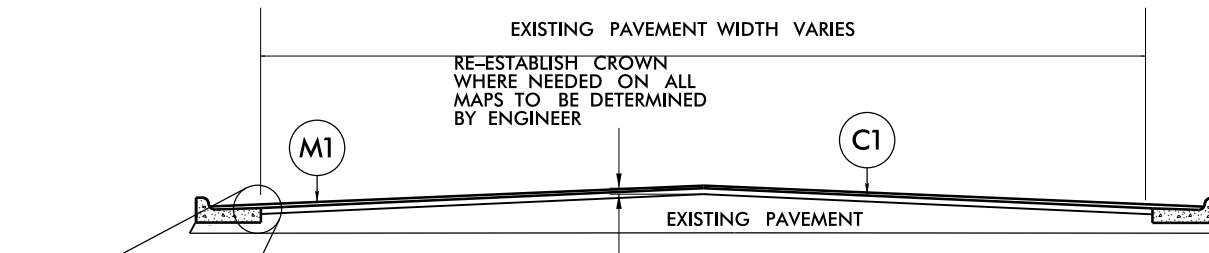


TYPICAL SECTION 8
MAP 1 NC152
MAP 2 NC152
MAP 3 NC153

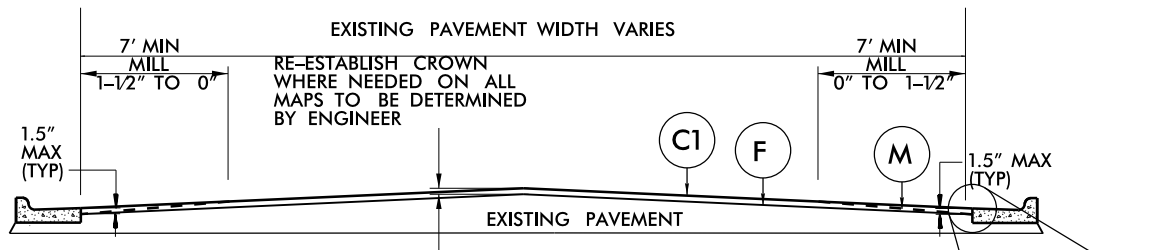
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
E	PROP. APPROX. 5/8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, TO BE APPLIED AT AN AVERAGE RATE OF 627 LBS PER SQ YD.
F	ASPHALT SURFACE TREATMENT, MATCOAT, #67M STONE TO BE APPLIED AT AN AVERAGE RATE OF 38 LBS PER SY YD, EMULSION RATE OF 0.40 GAL PER SY YD
F1	ASPHALT SURFACE TREATMENT, MATCOAT, #78M STONE TO BE APPLIED AT AN AVERAGE RATE OF 18 LBS PER SY YD, EMULSION RATE OF 0.35 GAL PER SY YD
M	MILL ASPHALT PAVEMENT, 0" TO 1 1/2"
M1	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 2" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)



TYPICAL SECTION 11
MAP 4 PATTERSON ST SR1225

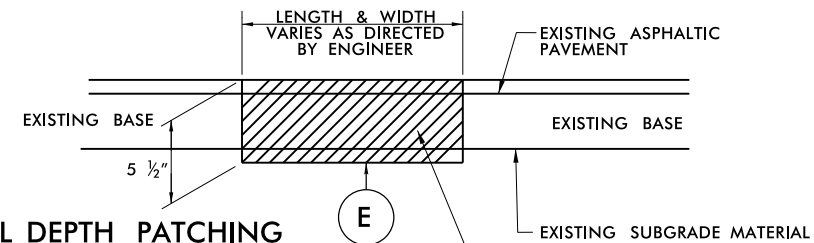


TYPICAL SECTION 14
MAP 6 KETCHIE ST SR1227



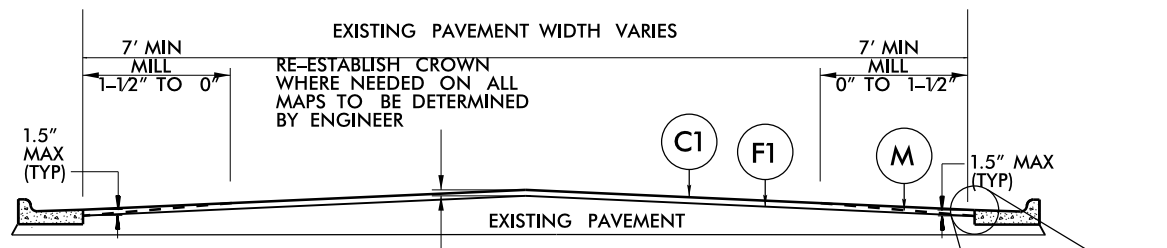
TYPICAL SECTION 12
MAP 16 OLD UNION CHURCH RD SR1915

MILL TO THIS LINE



FULL DEPTH PATCHING
MAP 7 E 22ND ST SR1254
MAP 9 EBENEZER RD SR1322
MAP 10 WILKINSON RD SR
MAP 16 OLD UNION CHURCH RD SR1915
MAP 19 LONG FERRY RD SR2120

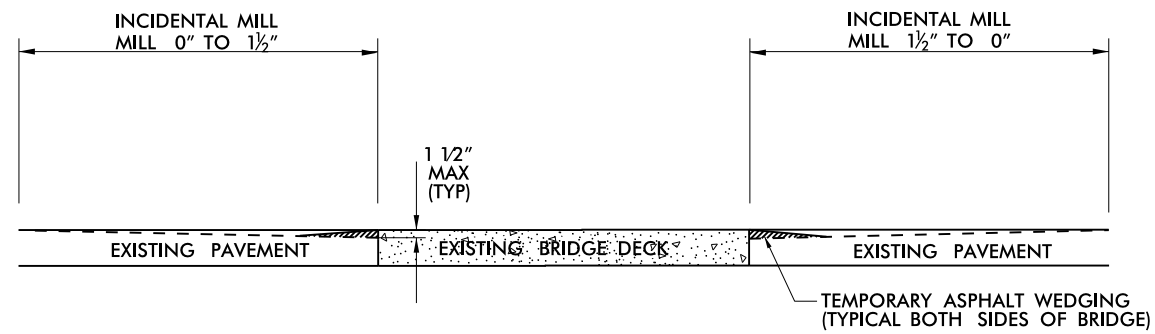
EXISTING ASPHALTIC PAVEMENT BASE AND/OR SUBGRADE MATERIAL TO BE REMOVED AND REPLACED WITH 5 1/2" 119.0C



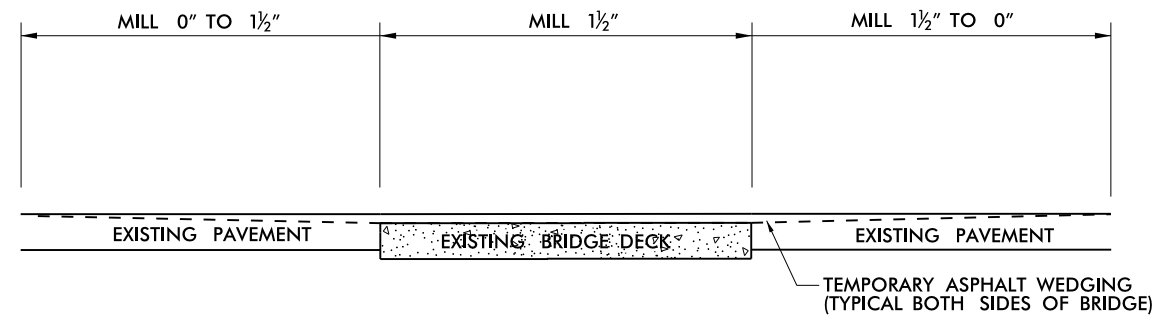
TYPICAL SECTION 13
MAP 7 E 22ND ST SR1254

MILL TO THIS LINE

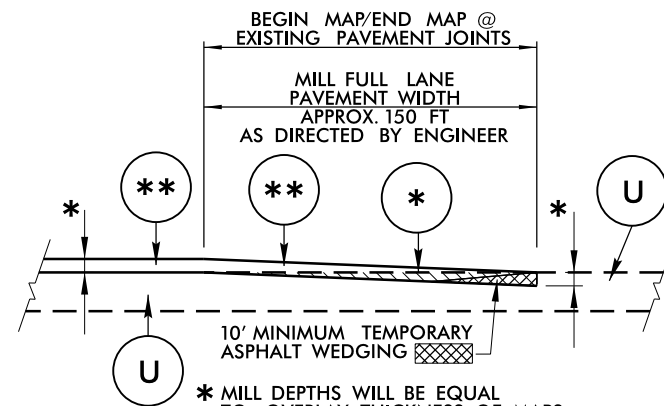
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ. YD.
E	PROP. APPROX. 5 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, TO BE APPLIED AT AN AVERAGE RATE OF 627 LBS PER SQ. YD.
F	ASPHALT SURFACE TREATMENT, MATCOAT, #67M STONE TO BE APPLIED AT AN AVERAGE RATE OF 38 LBS PER SY YD, EMULSION RATE OF 0.40 GAL PER SY YD
F1	ASPHALT SURFACE TREATMENT, MATCOAT, #78M STONE TO BE APPLIED AT AN AVERAGE RATE OF 18 LBS PER SY YD, EMULSION RATE OF 0.35 GAL PER SY YD
M	MILL ASPHALT PAVEMENT, 0" TO 1 1/2"
M1	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
M2	MILL ASPHALT PAVEMENT, 2" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)



**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)

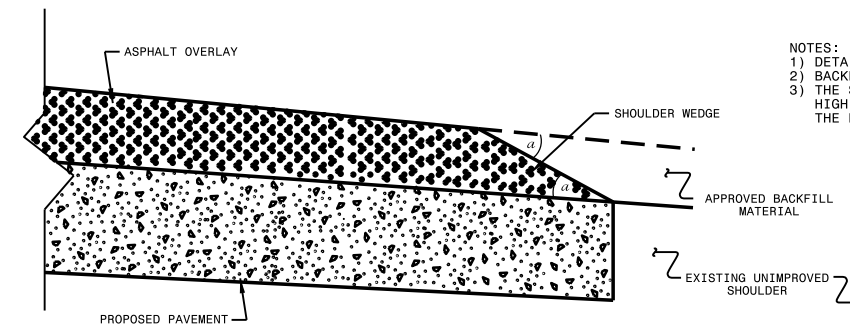


**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)



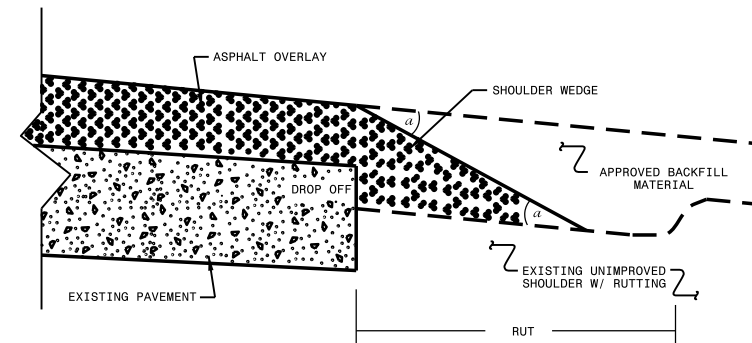
- * MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS AND BRIDGE DATA SHEETS
- ** MILL SR. Y-LINES APROX. 50' AS DIRECTED BY ENGINEER
- *** SEE TYPICALS FOR MIX TYPE

INCIDENTAL TIE-IN MILLING DETAIL

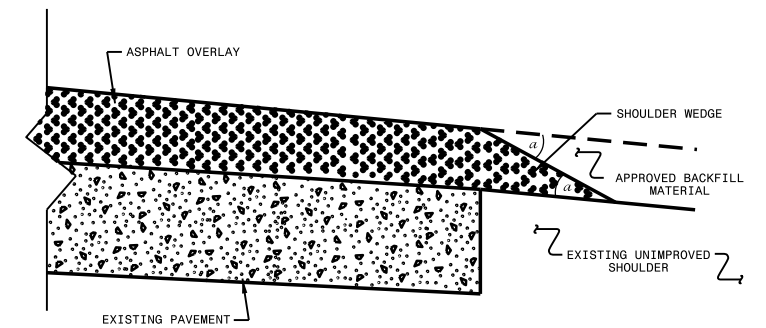


SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)

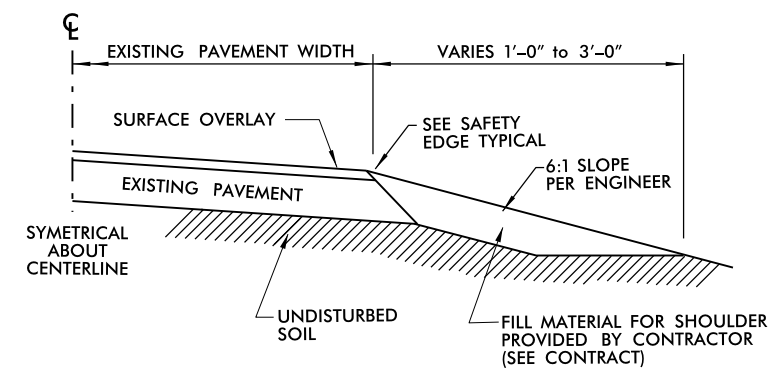
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.



SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



SHOULDER RECONSTRUCTION

CONSTRUCTION NOTES:

1. ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".

2. 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.

3. 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.

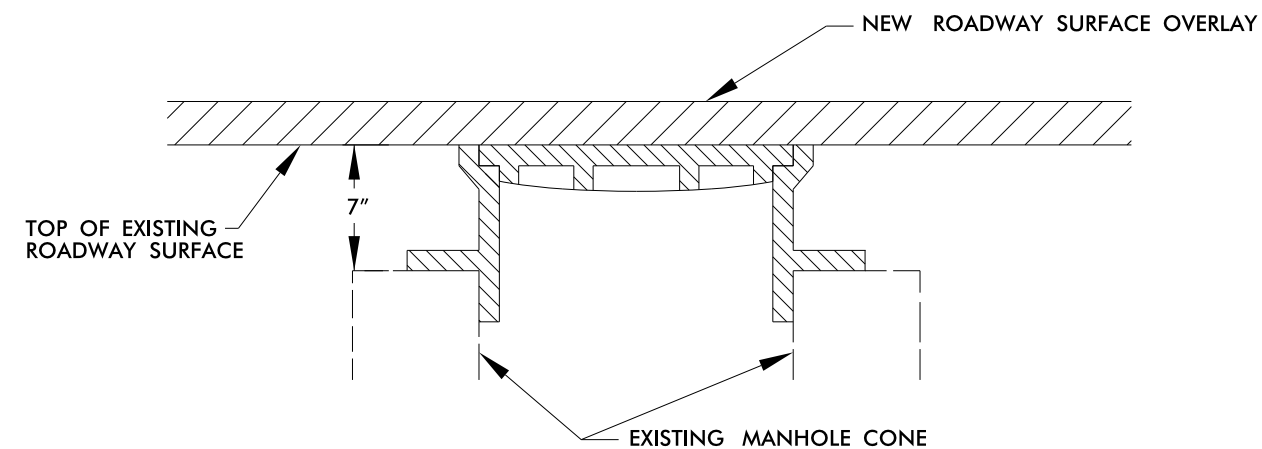
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).

5. 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.

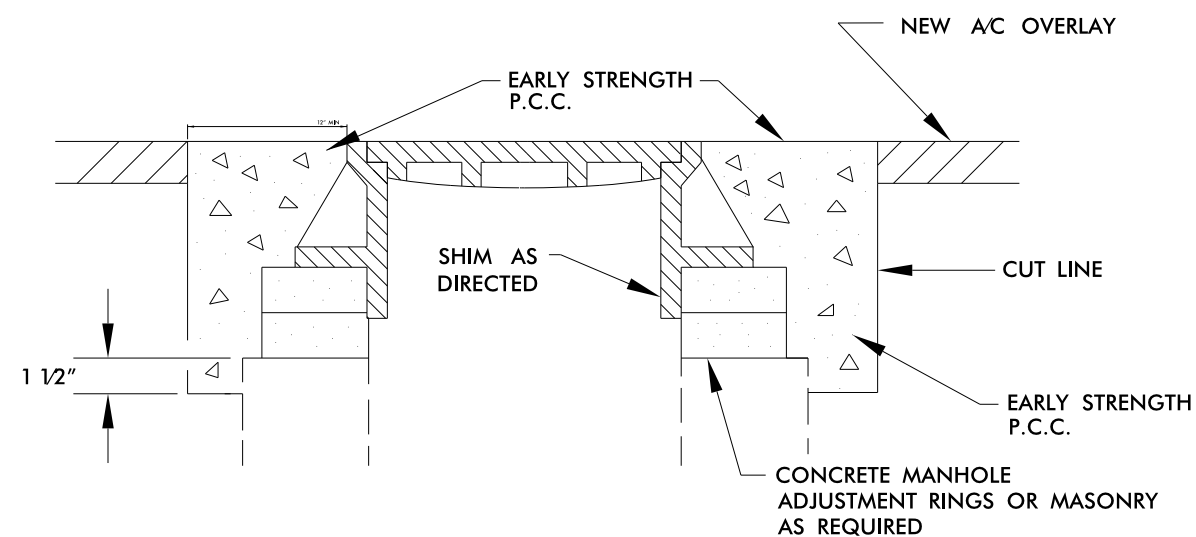
6. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.

7. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.

8. 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.

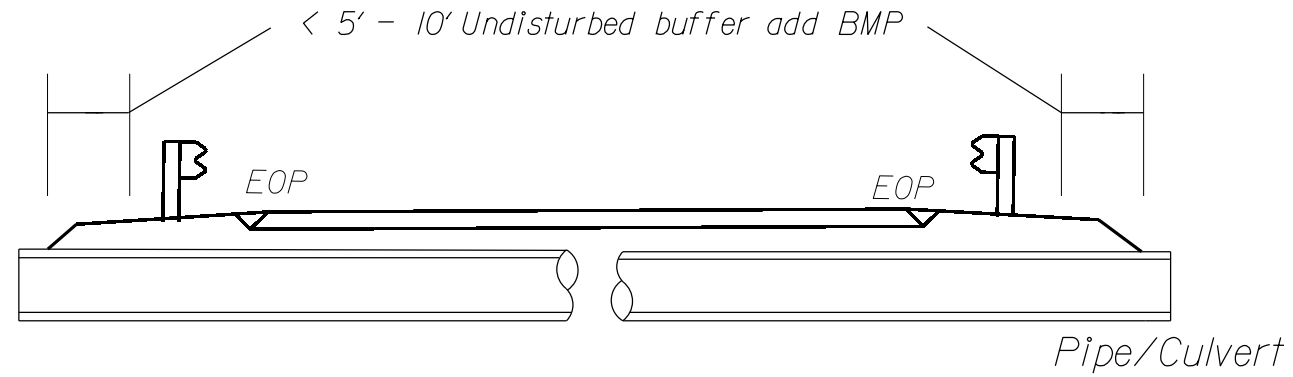
MANHOLE ADJUSTMENT DETAIL

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

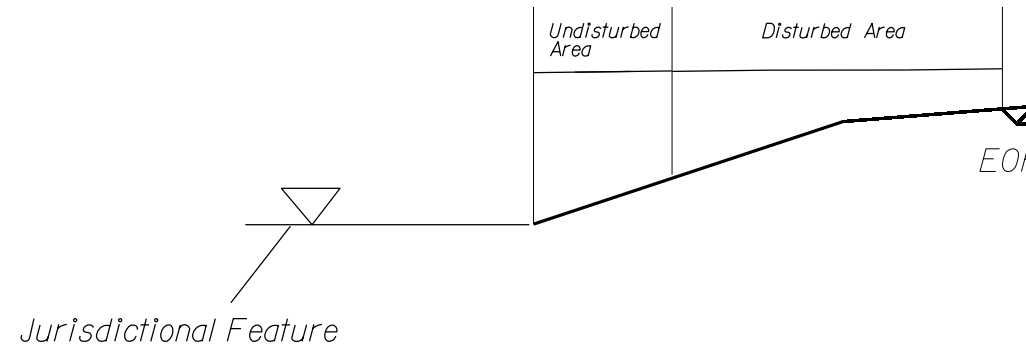
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.07.10801 2022CPT.09.08.20801	16

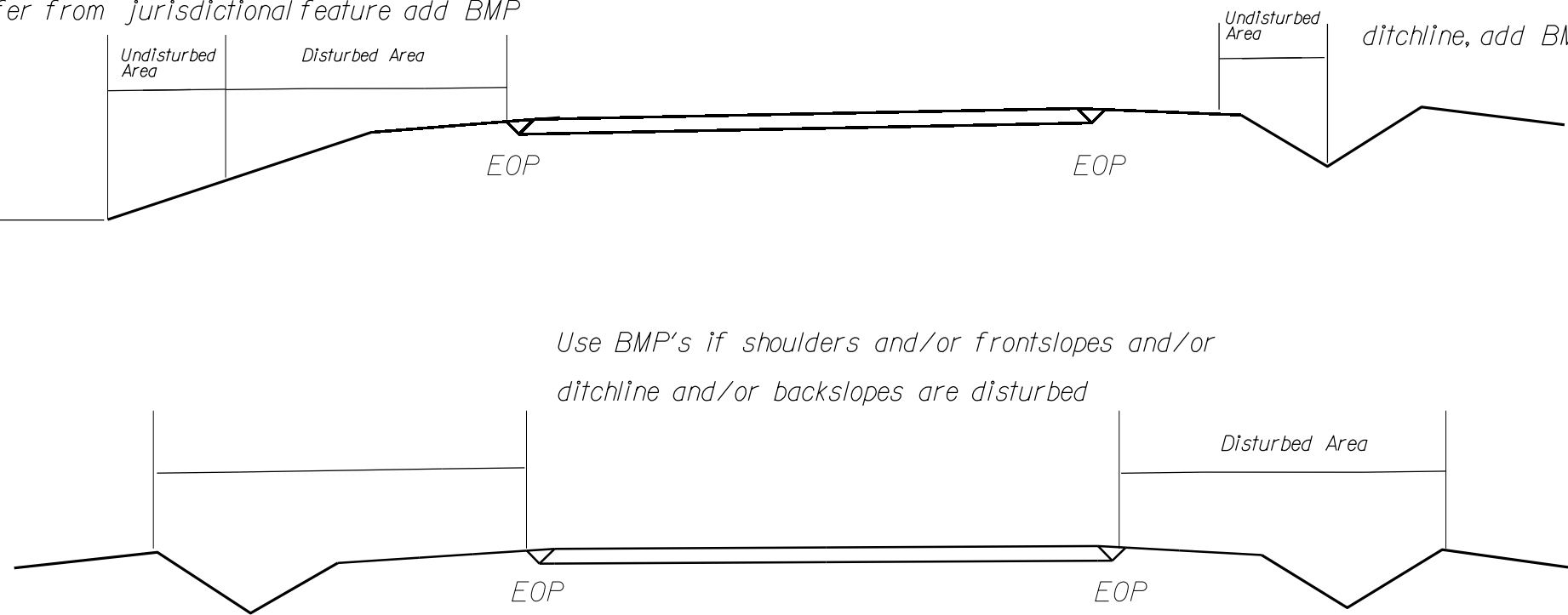


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

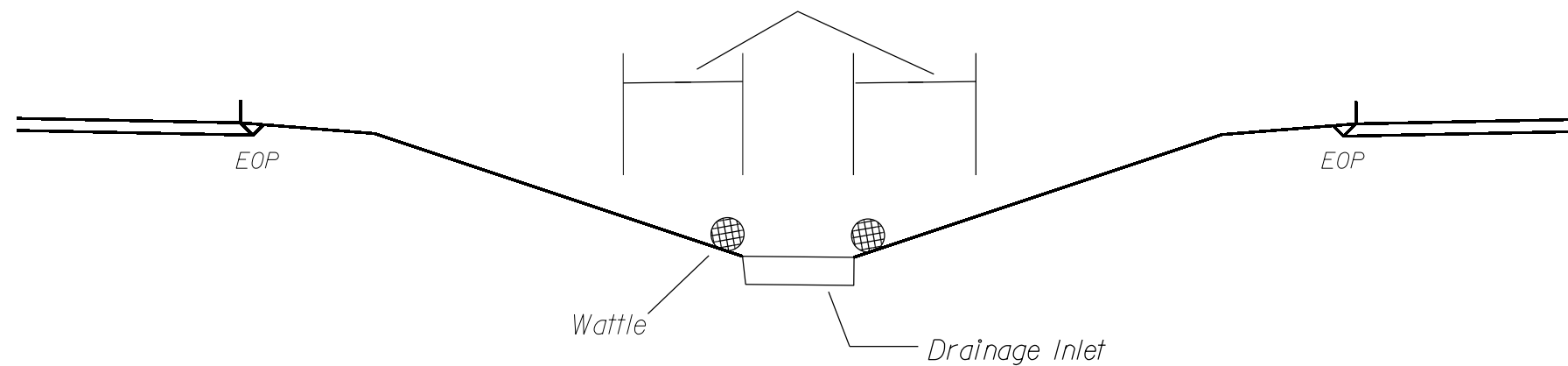


< 5' - 10' Undisturbed buffer from ditchline, add BMP

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



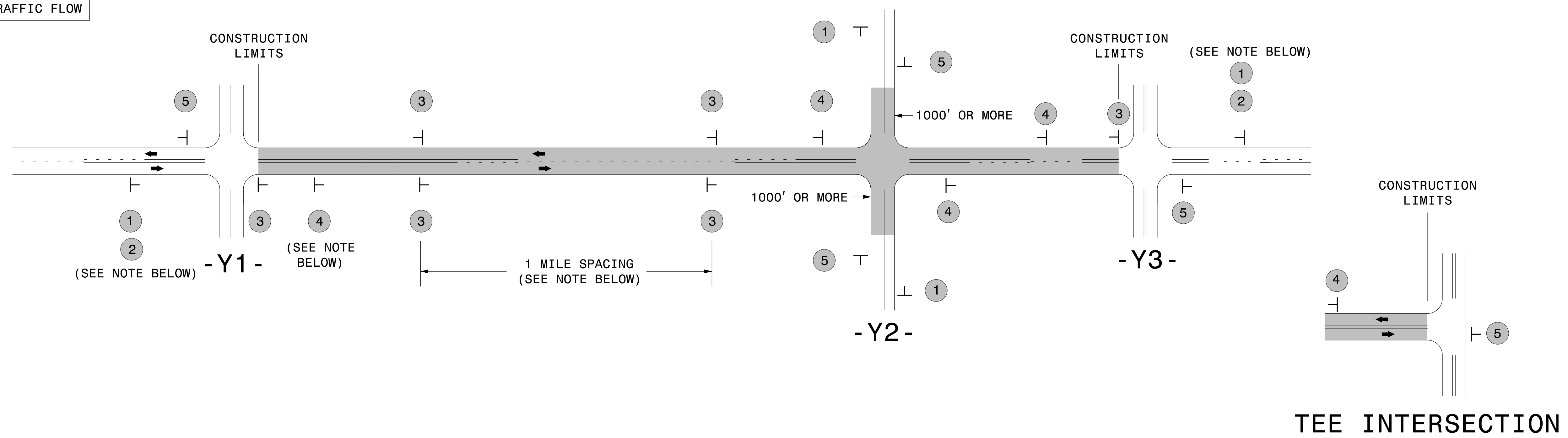
< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

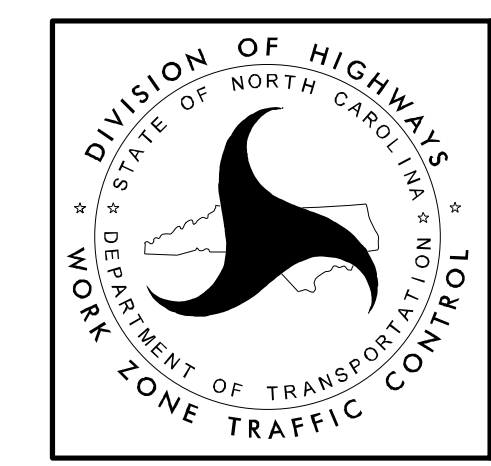
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		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, PORTABLE ADVANCE WARNING 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;"> 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		#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		- 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		- 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		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.



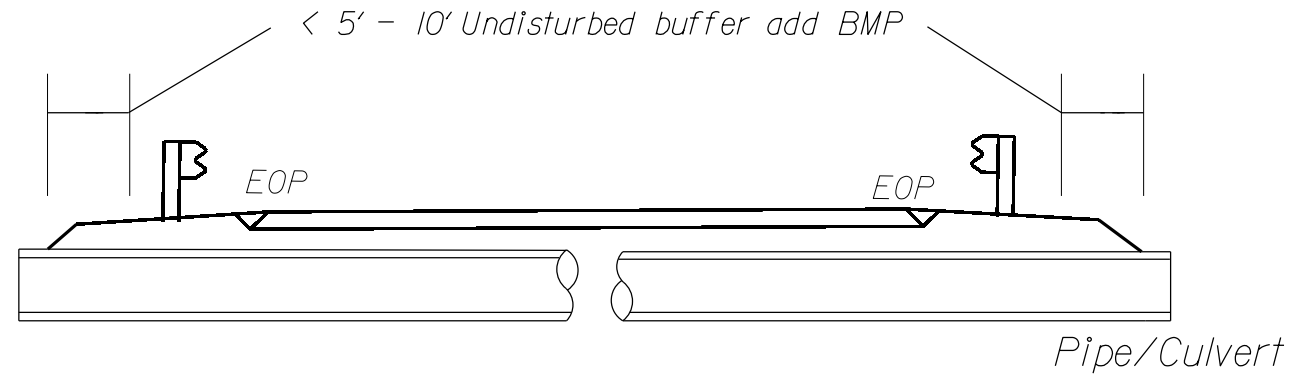
ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

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

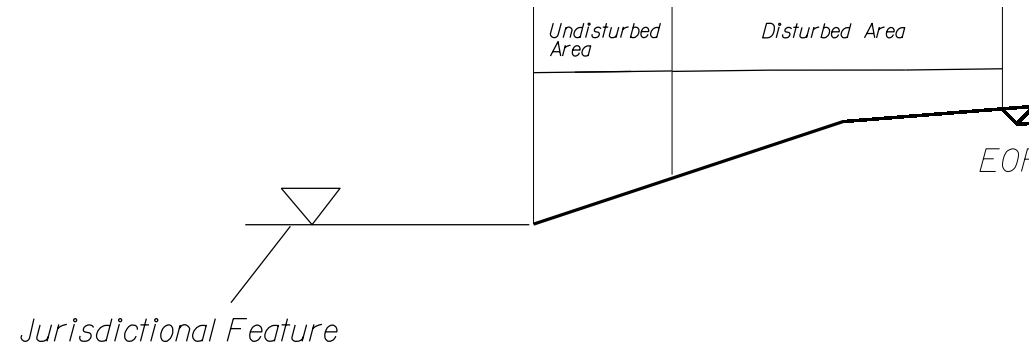
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

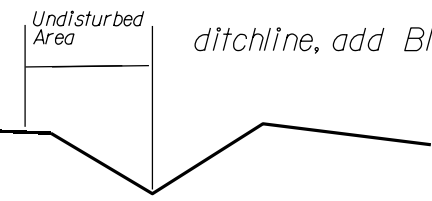
PROJECT REFERENCE NO.	SHEET NO.
2022CPT.09.07.10801 2022CPT.09.08.20801	EC-1



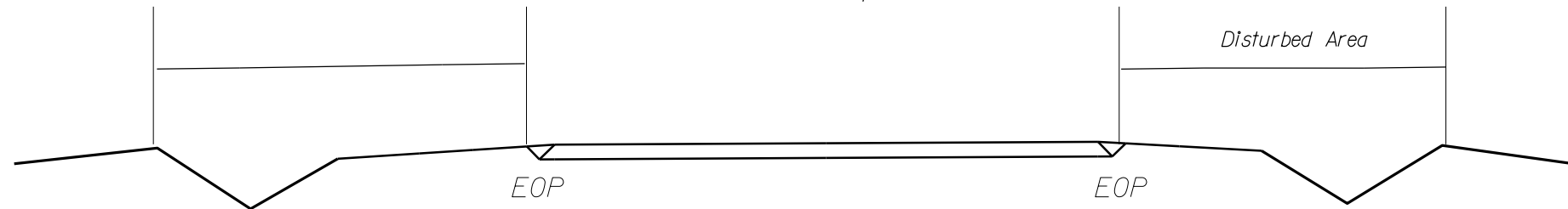
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP



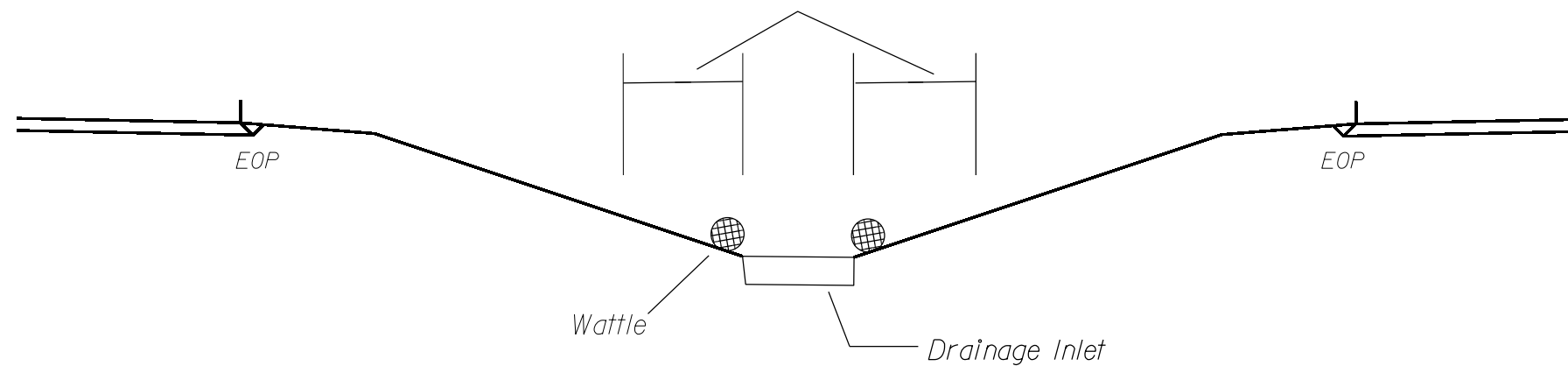
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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