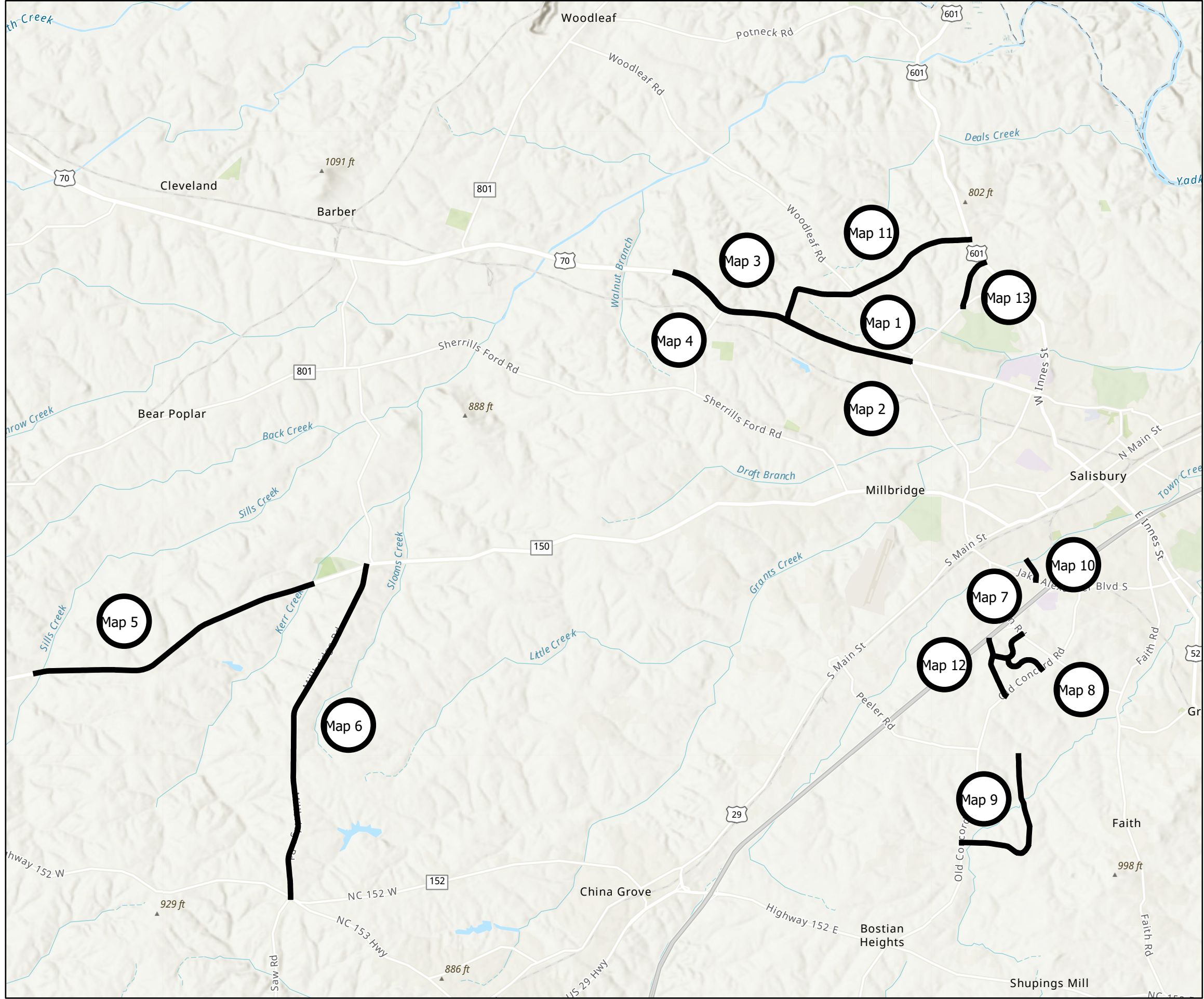


PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.07.10801	Title Page
2024CPT.09.08.20801	

- Map 1 US70W
- Map 2 US70E
- Map 3 US70W
- Map 4 US70E
- Map 5 NC150
- Map 6 Millbridge rd SR1350
- Map 7 Summit Park Dr SR2667
- Map 8 Corporate Center Dr SR2679
- Map 9 Glover Rd SR2532
- Map 10 Klumac Rd SR2692
- Map 11 Enon Ch Rd SR1944
- Map 12 E Ritchie Rd SR2574
- Map 13 White Farm Rd SR1941



Legend

— Rowan2024

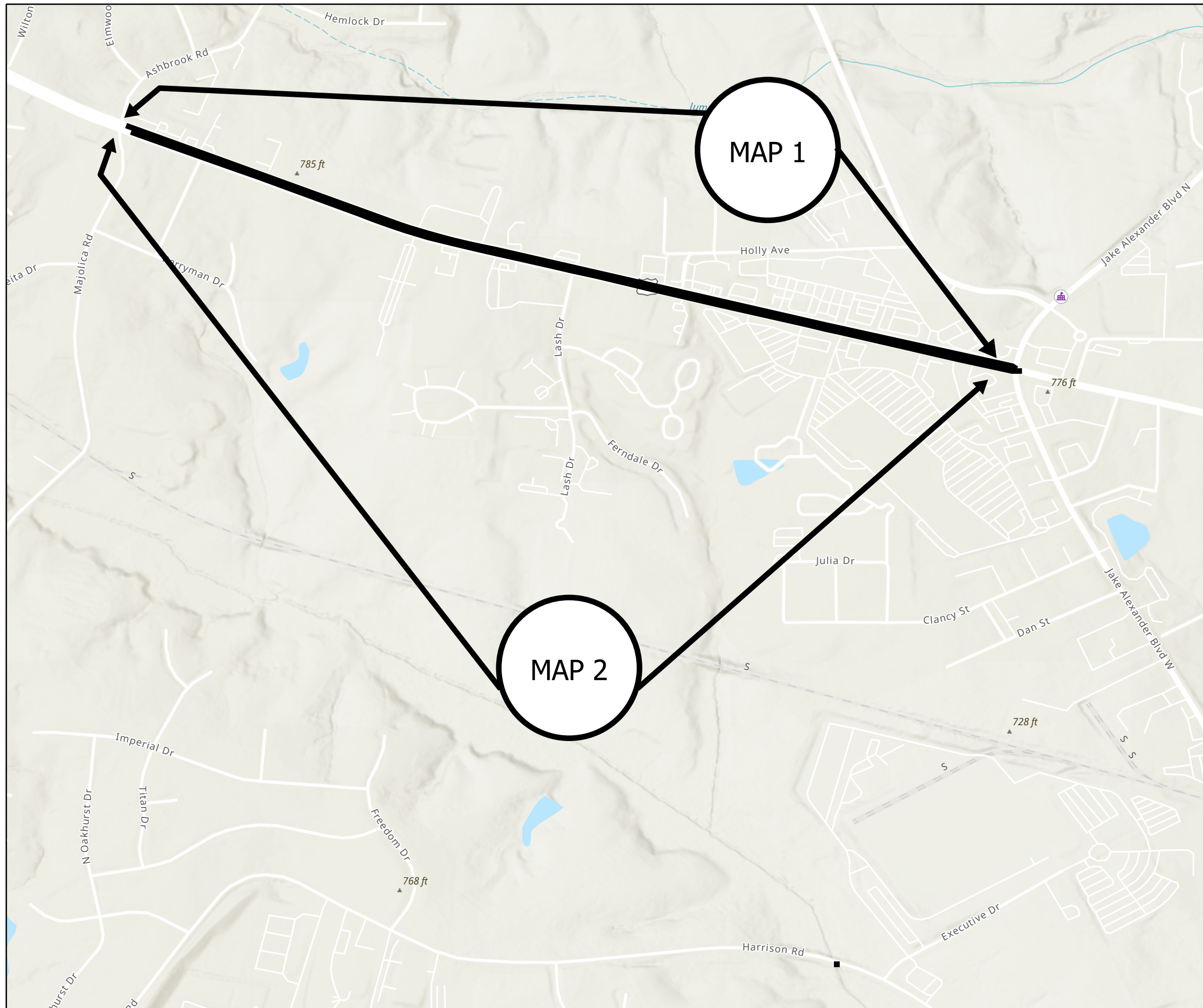


ROWAN COUNTY
NORTH CAROLINA





PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.07.10801 2024CPT.09.08.20801	2

Map 1 US70W
 From US601 to Majolica Rd SR1722
 Mill 11/2" entire width
 Pave 11/2" S9.5C

Map 2 US70E
 From Majolica Rd SR1722 to US601
 Mill 11/2" entire width
 Pave 11/2" S9.5C



Legend

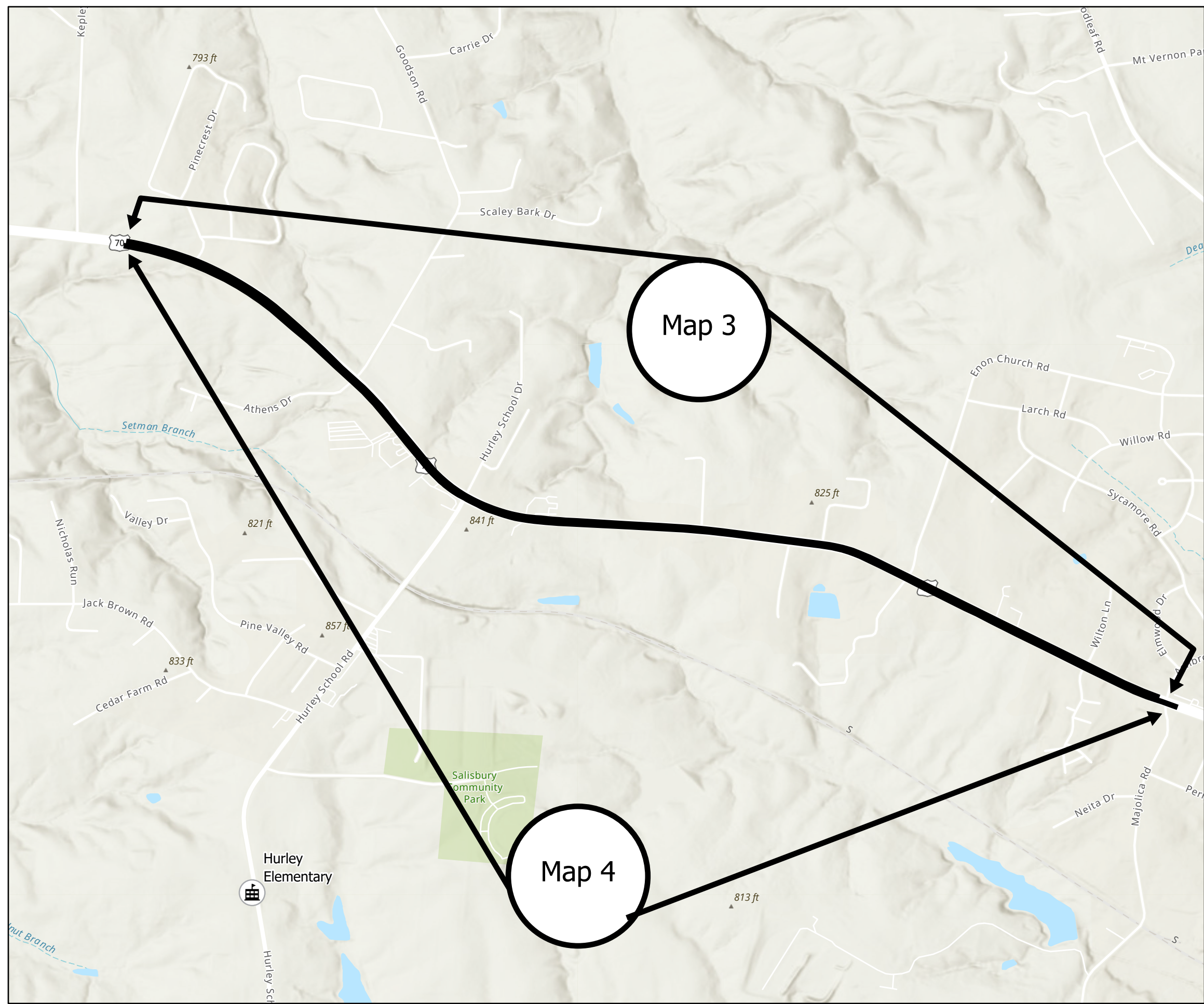
-  Rowan2024
-  NCDOTStructures
-  Non_Public_Schools
-  Public_Schools



PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.07.10801	3
2024CPT.09.08.20801	

Map 3 US70W
 From Majolica Rd SR1722 to Pvt Joint
 East of Kepley Rd SR1953
 Mill 11/2" entire width
 Pave 11/2" S9.5C





Map 4 US70E From Pvt Joint East of
 Kepley Rd SR1953 to Majolica Rd
 SR1722
 Mill 11/2" entire width
 Pave 11/2" S9.5C



Map 3

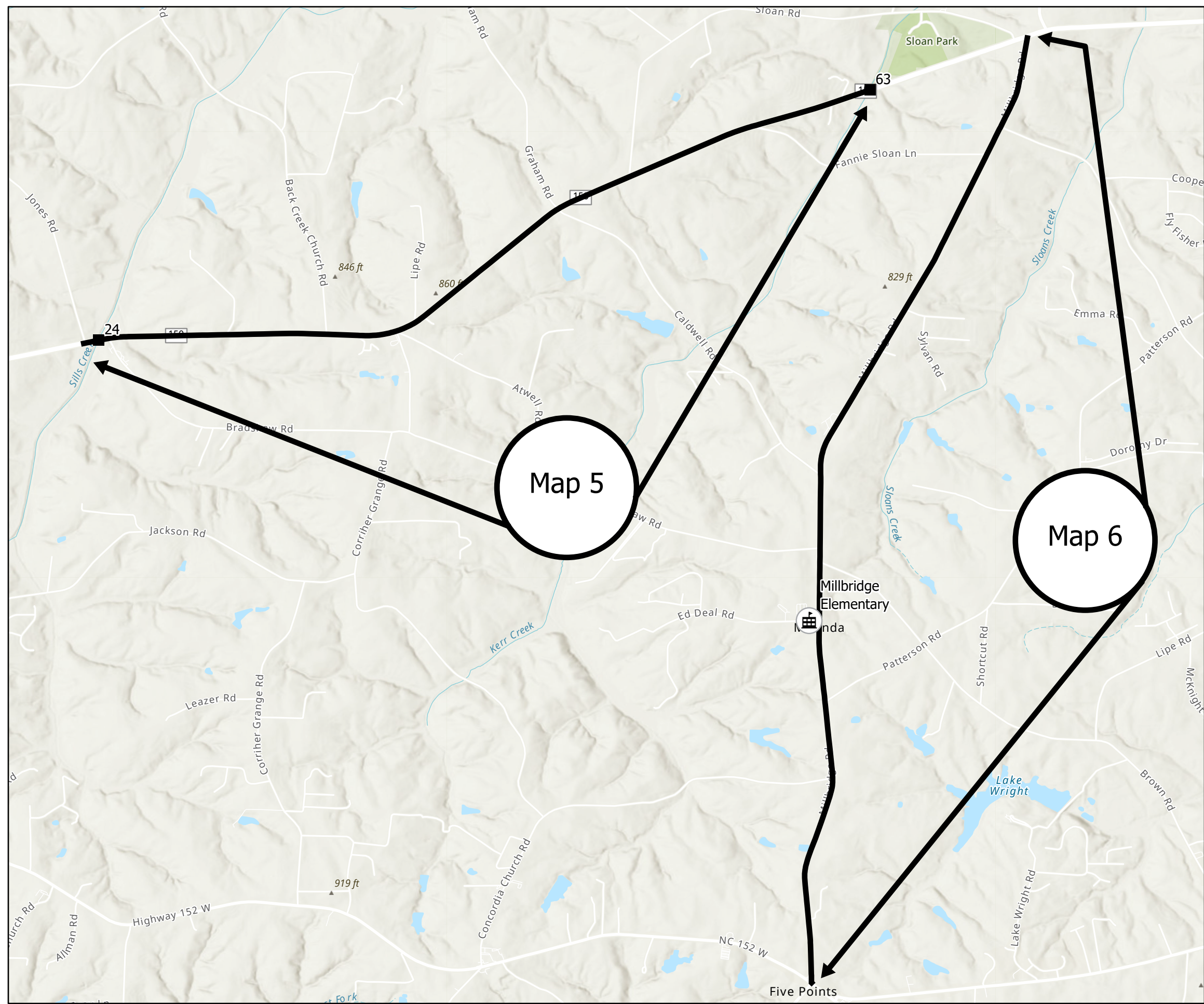
Map 4

Legend

-  Rowan2024
-  Public_Schools
-  Non_Public_Schools
-  bridges_Maps







PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.07.10801	4
2024CPT.09.08.20801	



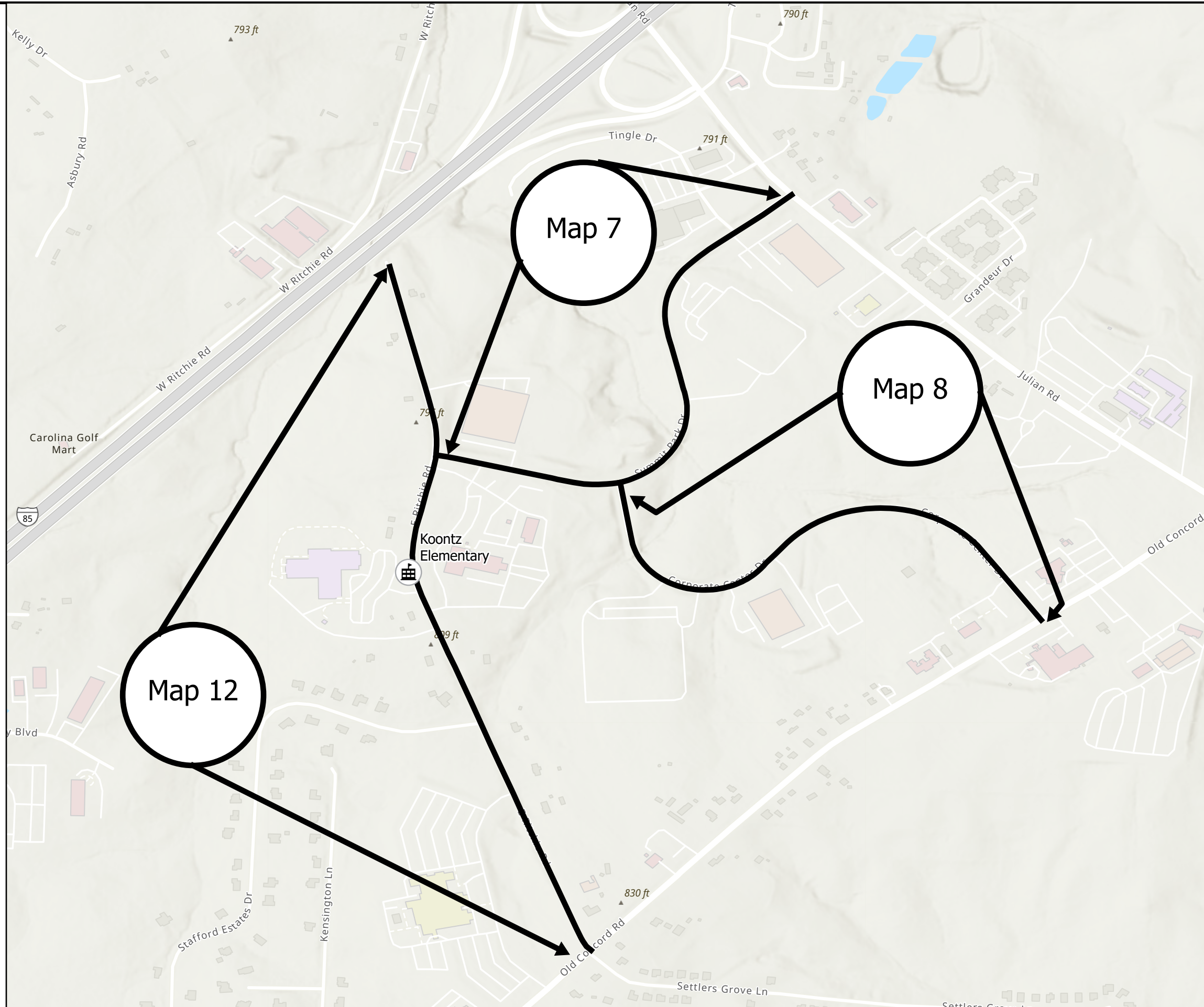
Map 5 NC150
 From Bridge # 63 to Jones Rd SR1760
 Mill 11/2" entire width
 Matcoat #67s entire width
 Pave 11/2" S9.5C

Map 6 Millbridge Rd SR1350
 From NC152 to NC150
 Mill 11/2" entire width
 Matcoat #67s entire width
 Pave 11/2" S9.5B

Legend

-  Rowan2024
-  Public_Schools
-  Non_Public_Schools
-  bridges_Maps









PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.07.10801 2024CPT.09.08.20801	5

Map 7 Summit Park Dr SR2667
 From E Ritchie Rd SR2574 to Julian Rd SR2528
 Mill 1 1/2" entire width
 Pave 1 1/2" S9.5B

Map 8 Corporate Center Dr SR2679
 From Old Concord Rd SR1002 to Summit Park Dr SR2667
 Mill 1 1/2" entire width
 Pave 1 1/2" S9.5B

Map 12 E Ritchie Rd SR2574
 From Old Concord Rd SR1002 to EOM
 Mill 0-1 1/2" incidental milling at beginning, end and all SR intersections
 Pave 1 1/2" S9.5B

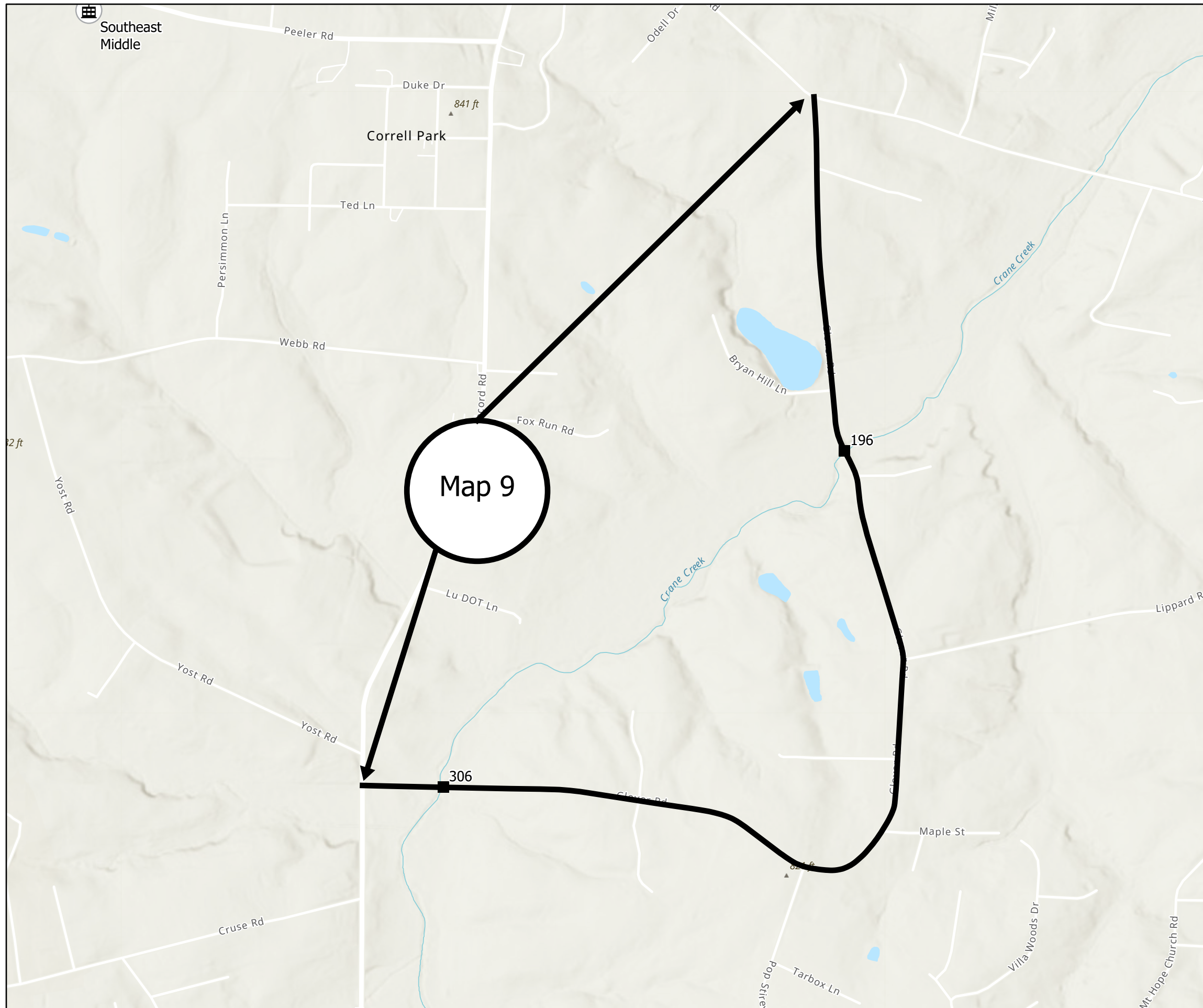
Legend

-  Rowan2024
-  Public_Schools
-  Non_Public_Schools
-  bridges_Maps







PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.07.10801 2024CPT.09.08.20801	6

Map 9 Glover Rd SR2532
 From Old Concord Rd SR1002 to St
 Pauls Church Rd SR2529
 Mill 0-11/2" incidental milling
 beginning, end and at all SR
 intersections
 Pave 11/2" S9.5B



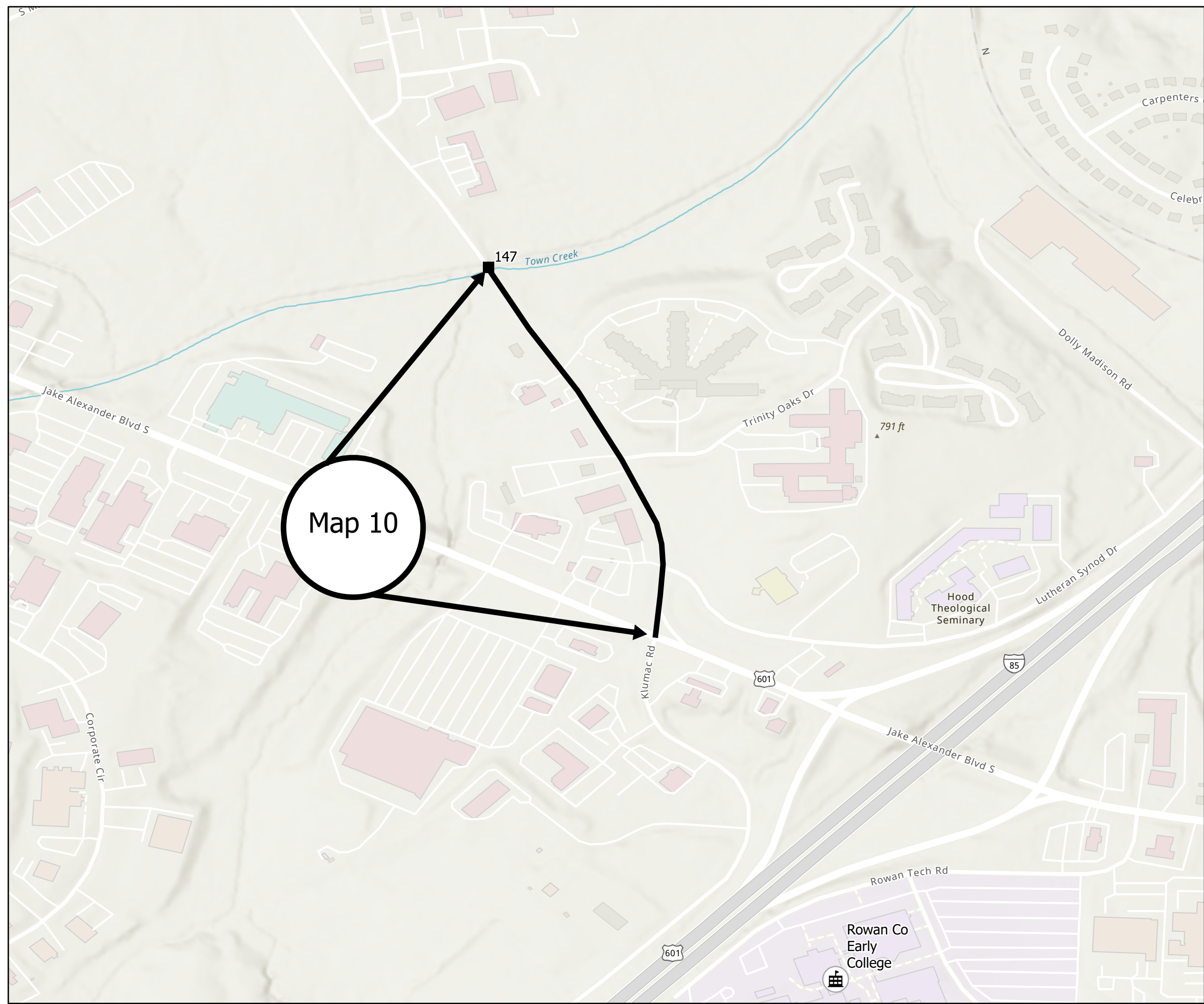
Legend

-  Rowan2024
-  Public_Schools
-  Non_Public_Schools
-  bridges_Maps







PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.07.10801	7
2024CPT.09.08.20801	

Map 10 Klumac Rd SR2692
 From US601/Jake Alexander Blvd to Pvt
 joint at bridge #147
 Mill 11/2" entire width
 Pave 11/2" S9.5B



Legend

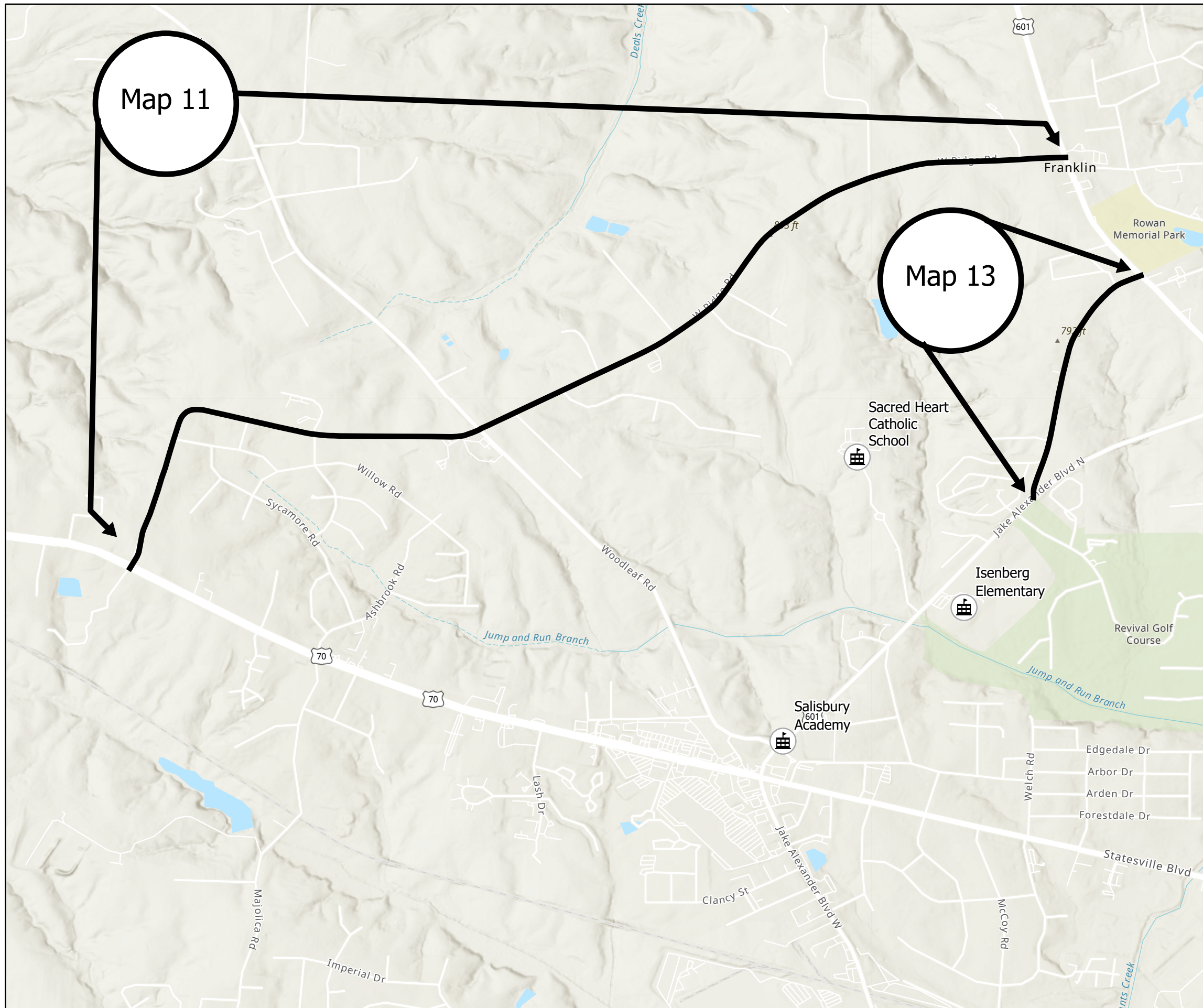
-  Rowan2024
-  Public_Schools
-  Non_Public_Schools
-  bridges_Maps







PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.07.10801 2024CPT.09.08.20801	8

Map 11 Enon Church Rd/ W Ridge Rd
SR1944
From US70 to US601
Mill 0-11/2" incidental milling
beginning, end and at all SR
intersections
Pave 11/2" S9.5B

Map 13 White Farm Rd SR1941
From US601 to US601
Mill 0-11/2" incidental milling
beginning, end and at all SR
intersections
Pave S9.5B

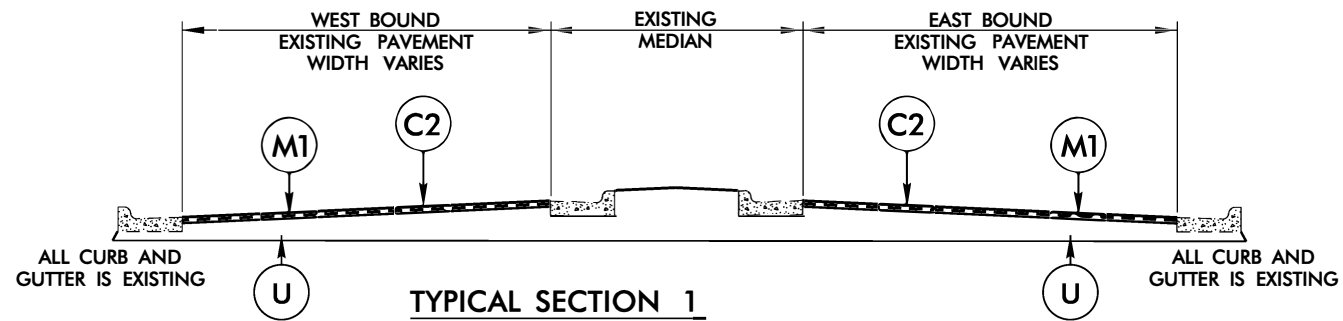


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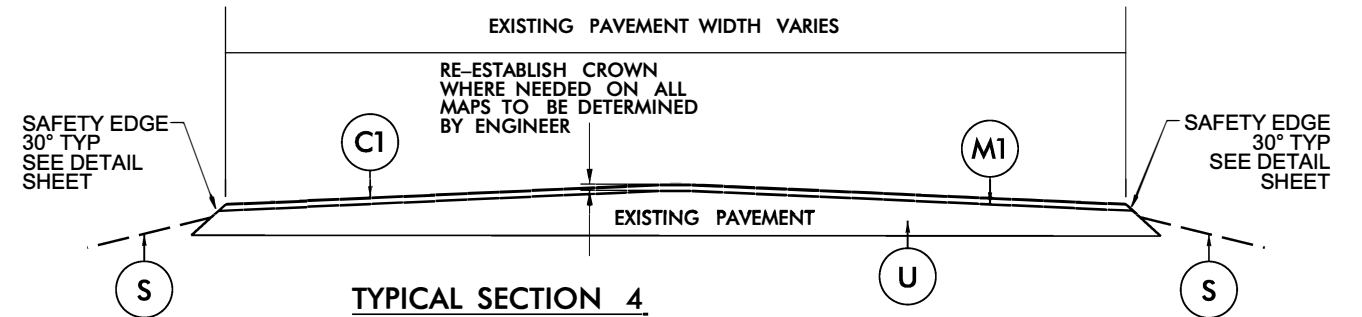
-  Rowan2024
-  Public_Schools
-  Non_Public_Schools
-  bridges_Maps



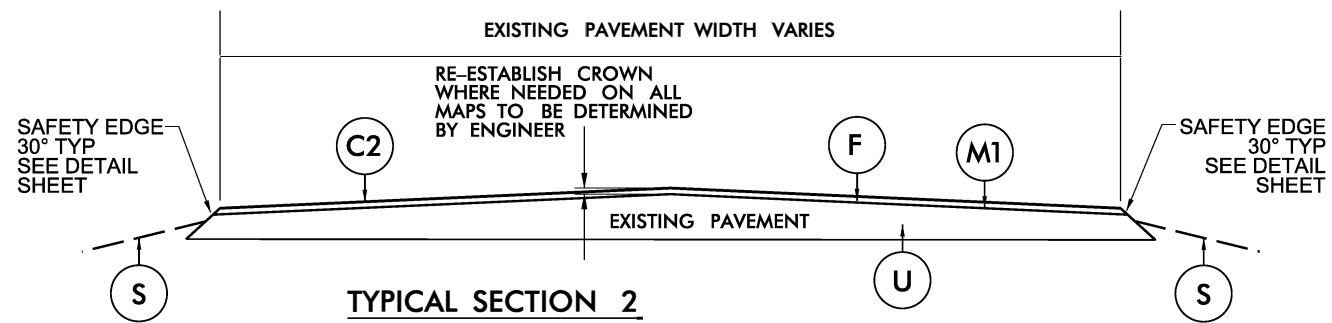
ROWAN COUNTY
NORTH CAROLINA



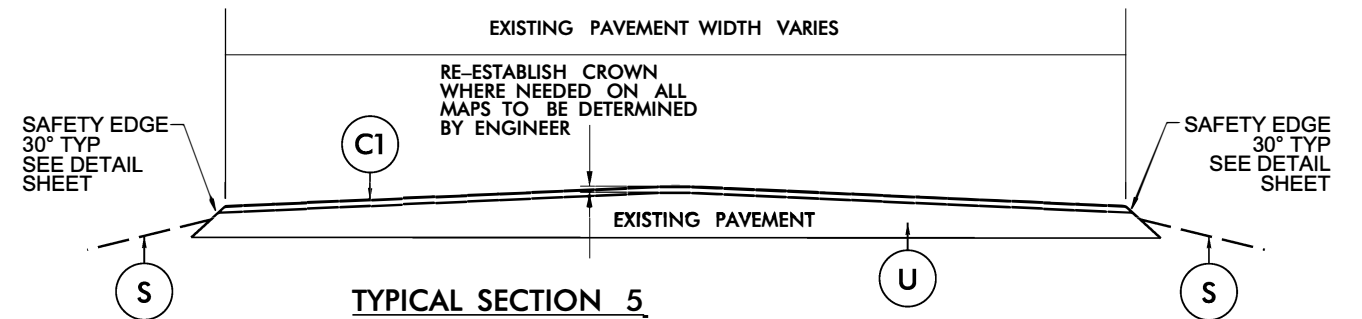
TYPICAL SECTION 1
 MAP 1 US70WB
 MAP 2 US70EB
 MAP 3 US70WB
 MAP 4 US70EB



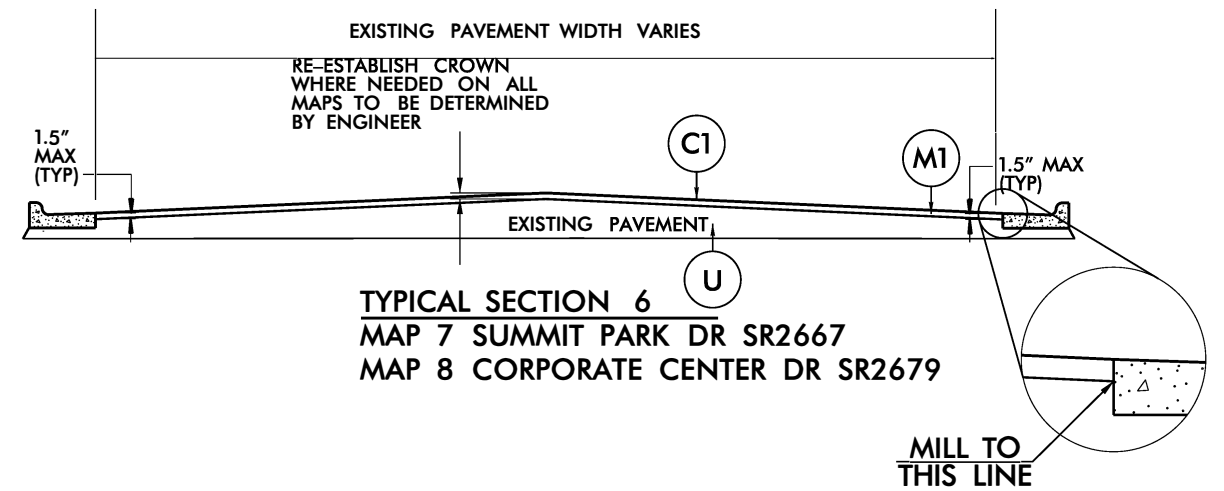
TYPICAL SECTION 4
 MAP 10 KLUMAC RD SR2692



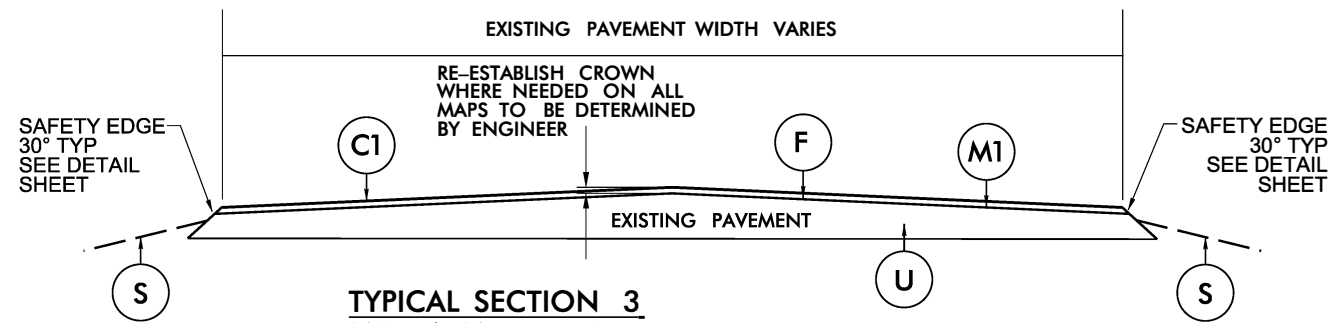
TYPICAL SECTION 2
 MAP 5 NC150



TYPICAL SECTION 5
 MAP 9 GLOVER RD SR2532
 MAP 11 ENON CHURCH RD/W RIDGE RD SR1944
 MAP 12 E RICHIE RD SR2574
 MAP 13 WHITE FARM RD SR1941

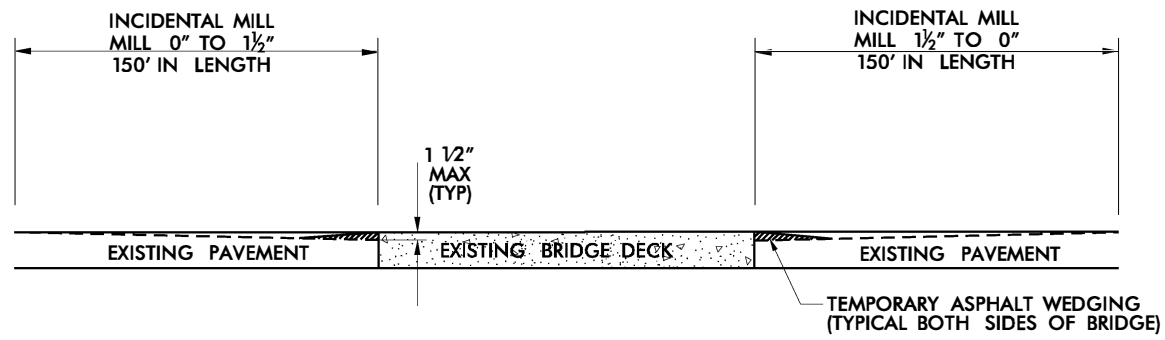


TYPICAL SECTION 6
 MAP 7 SUMMIT PARK DR SR2667
 MAP 8 CORPORATE CENTER DR SR2679

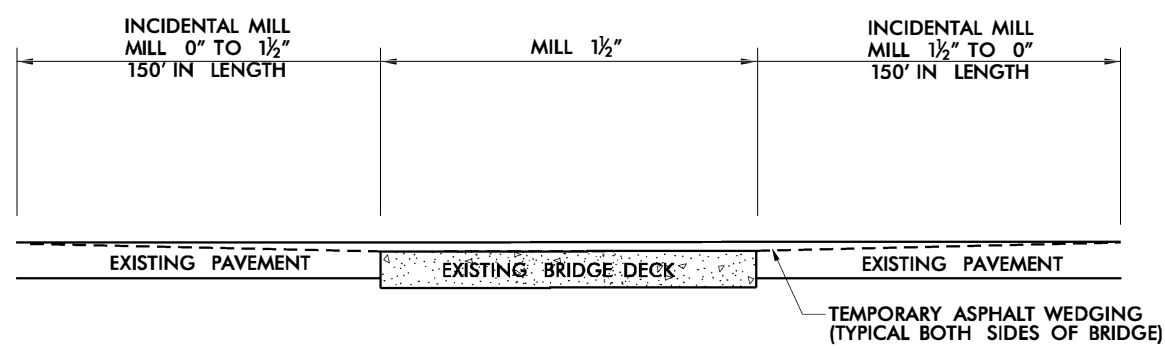


TYPICAL SECTION 3
 MAP 6 MILLBRIDGE RD SR1350

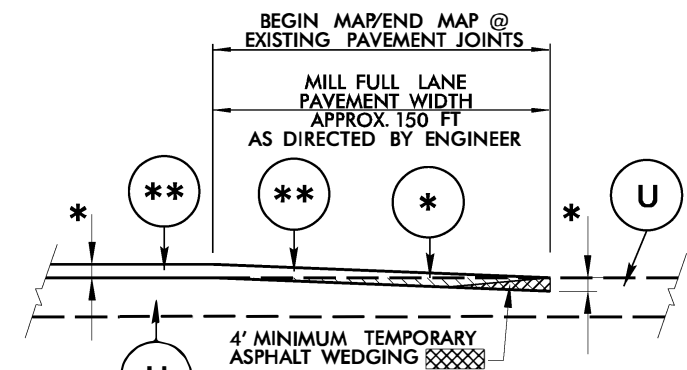
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
F	ASPHALT SURFACE TREATMENT, MATCOAT, #67M STONE TO BE APPLIED AT AN AVERAGE RATE OF 38 LBS PER SY YD, EMULSION RATE OF 0.40 GAL PER SY YD
M1	MILL ASPHALT PAVEMENT, 1½" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



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



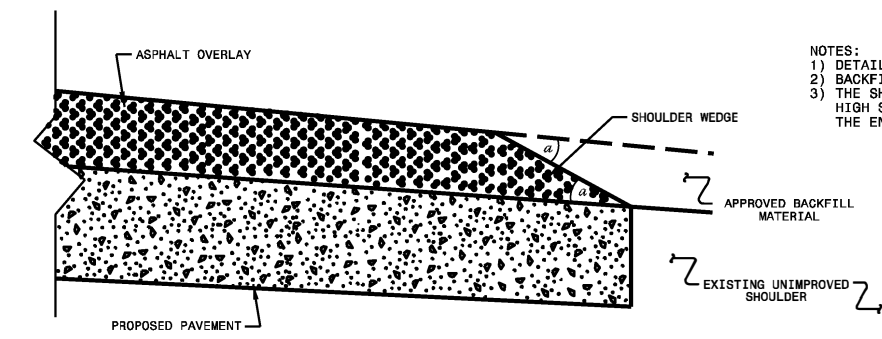
**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)



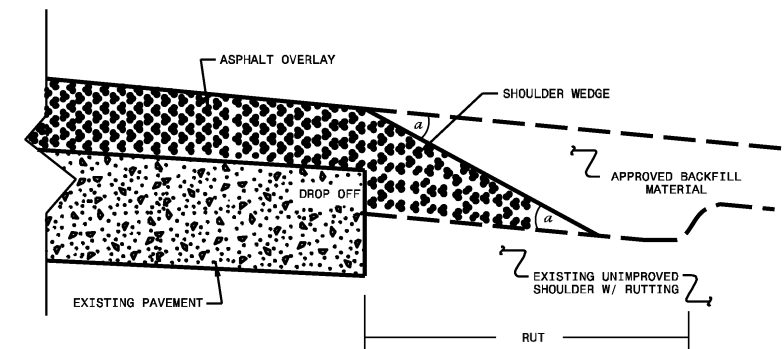
- * MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS AND BRIDGE DATA SHEETS
- ** MILL SR. Y-LINES APPROX. 50' AS DIRECTED BY ENGINEER
- *** SEE TYPICALS FOR MIX TYPE

INCIDENTAL TIE-IN MILLING DETAIL

*** NOTE: MILL AND PAVE UP TO R x R ROW***

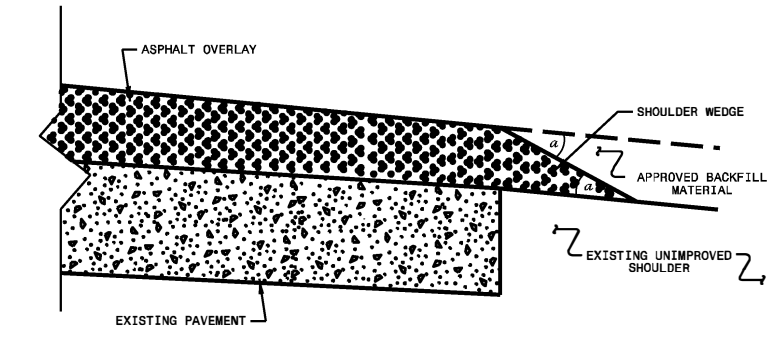


SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)

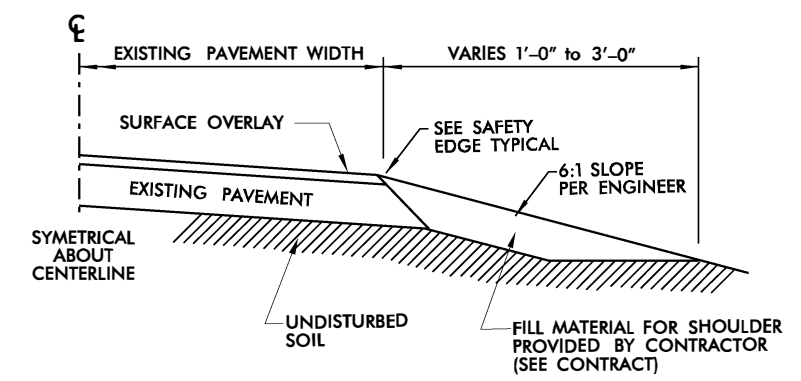


SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)

- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFG 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/ 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.

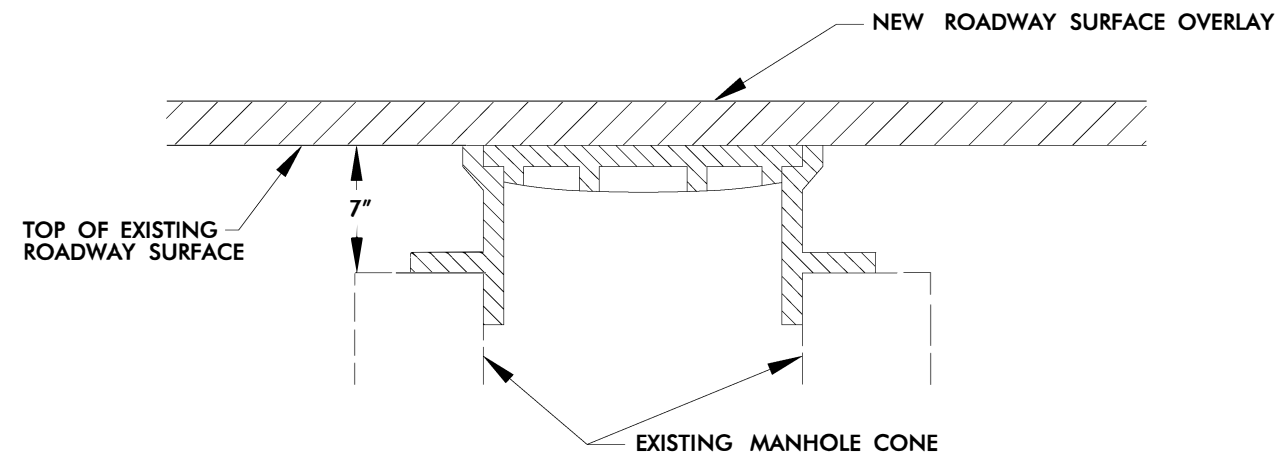
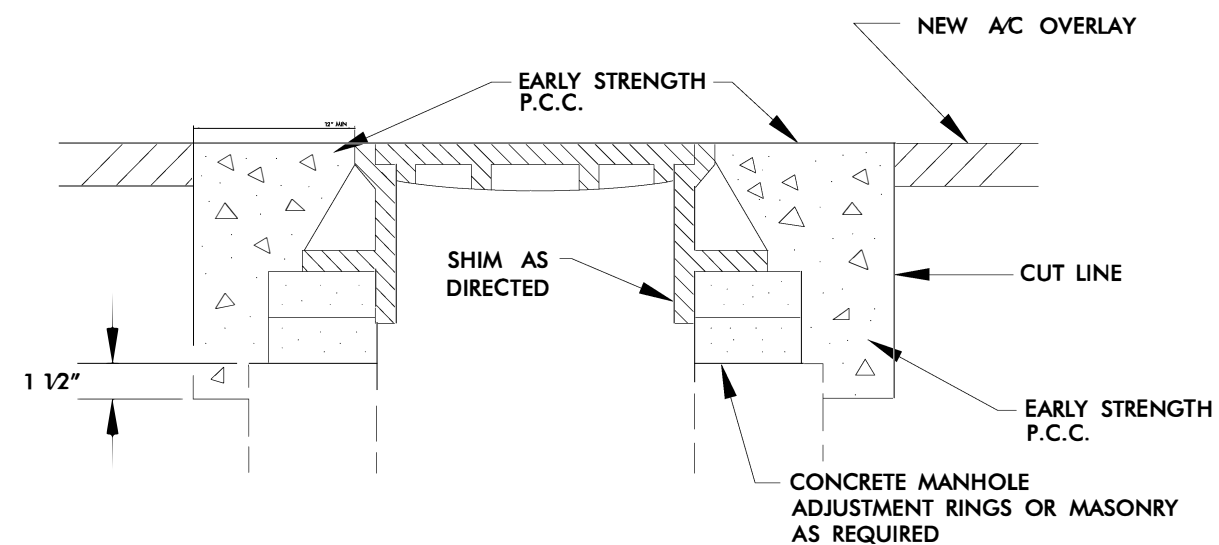
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).

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 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

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.09.07.10801	12	
2024CPT.09.08.20801		

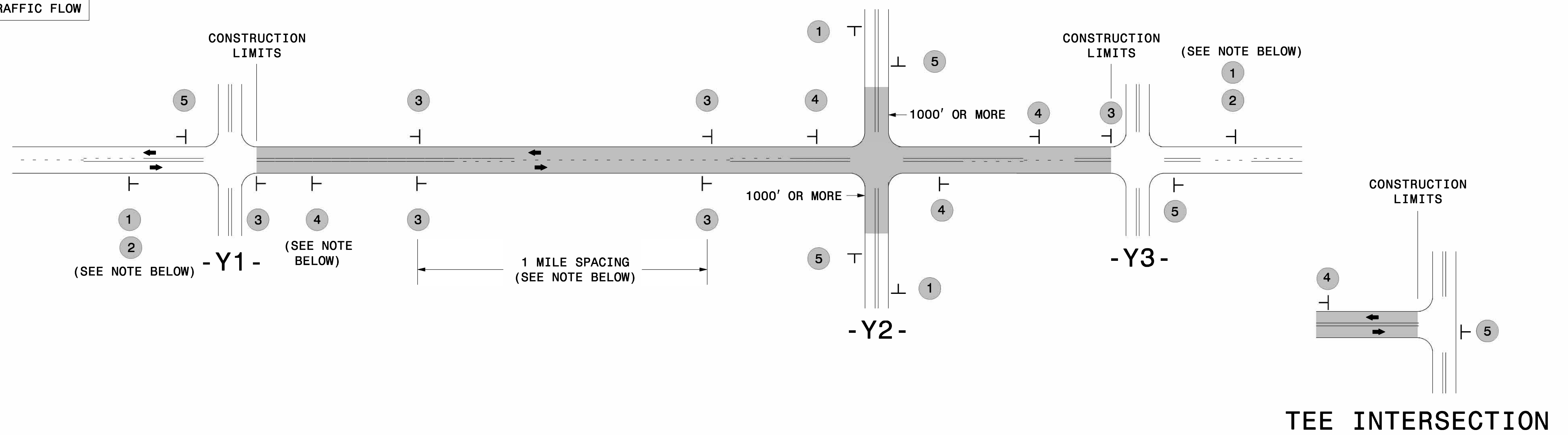
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGT H	WIDT H	BEGIN MP	END MP	122000000-E	124500000-E	126000000-E	129700000-E	133000000-E	151900000-E	152300000-E	157500000-E	170400000-E	177500000-E	183800000-E	283000000-N	284500000-N	525500000-N	600000000-E	6071010000-E									
														INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, MATCOAT, #67 STONE	EMULSION FOR APHALT SURFACE TREATMENT	ADI. OF MANHOLES	ADI. OF METER OR VALVE BOX	PORTABLE LIGHTING	TEMPORARY SILT FENCE	WATTLE									
														TONS	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	TONS	SY	GAL	EA	EA	LS	LF	LF								
2024CPT.09.07.10801	Rowan	1	US-70 W	FROM US601 TO MAJOLICA RD SR1722	1	2,4	MD	NO	NO	1.19	26-50	11.05	12.24				19,714	3,463		2,231	132	10			2	2	.165											
TOTAL FOR MAP NO. 1																	19,714	3,463		2,231	132	10			2	2	.165											
2024CPT.09.07.10801	Rowan	2	US-70 E	FROM MAJOLICA RD SR1722 TO US601	1	2,4	MD	NO	NO	1.18	26-50	12.86	14.04				19,623	3,574		2,218	131	10			2		.33											
TOTAL FOR MAP NO. 2																	19,623	3,574		2,218	131	10			2		.33											
2024CPT.09.07.10801	Rowan	3	US-70 W	FROM MAJOLICA RD SR1722 TO PVT JOINT EAST OF KEPLEY RD SR1953	1	2,4	MD	NO	NO	2.31	26-50	12.24	14.55				34,002	7,385		3,990	236	10					0											
TOTAL FOR MAP NO. 3																	34,002	7,385		3,990	236	10					0											
2024CPT.09.07.10801	Rowan	4	US-70 E	FROM PVT JOINT EAST OF KEPLEY RD SR1953 TO MAJOLICA RD SR1722	1	2,4	MD	NO	NO	2.31	26-50	10.55	12.86				34,002	7,183		3,971	235	10					0											
TOTAL FOR MAP NO. 4																	34,002	7,183		3,971	235	10					0											
2024CPT.09.07.10801	Rowan	5	NC-150	FROM BRG# 63 TO JONES RD SR1760	2	2	2WU	NO	NO	3.972	23	2.87	6.842	75	7.94	1,533	53,667	3,172		5,408	320	10	55,694	22,770				1,589	159									
TOTAL FOR PROJ NO. 2024CPT.09.07.10801																	10,962			75	7.94	1,533	161,008	24,777		17,818	1,054	50	55,694	22,770	2	4	1	1,589	159			
2024CPT.09.08.20801	Rowan	6	SR-1350 / MILLBRIDGE RD	FROM NC152 TO NC150	3	2	2WU	NO	NO	5.442	24.5-30	2.445	7.887	300	10.88	2,101	77,787	2,226		7,656		498	10	79,597	31,115			2,177	218									
TOTAL FOR MAP NO. 6																	5,442			300	10.88	2,101	77,787	2,226		7,656		498	10	79,597	31,115			2,177	218			
2024CPT.09.08.20801	Rowan	7	SR-2667 / SUMMIT PARK DR	FROM E RITCHIE RD SR2574 TO JULIAN RD SR2528	6	2	2WU	NO	NO	0.65	28.5	0	0.65				10,868		991		65	10																
TOTAL FOR MAP NO. 7																	0.65						10,868		991		65	10										
2024CPT.09.08.20801	Rowan	8	SR-2679 / CORPORATE CENTER DR	FROM OLD CONCORD RD SR1002 TO SUMMIT PARK DR SR2667	6	2	2WU	NO	NO	0.629	29	0	0.629				10,701		1,020		67	10																
TOTAL FOR MAP NO. 8																	0.629						10,701		1,020		67	10										
2024CPT.09.08.20801	Rowan	9	SR-2532 / GLOVER RD	FROM OLD CONCORD RD SR1002 TO ST PAULS CHURCH RD SR2529	5	2	2WU	NO	NO	2.396	22-27.5	0	2.396	125	4.79	925			3,049	3,018		197	10					958	96									
TOTAL FOR MAP NO. 9																	2,396			125	4.79	925			3,049	3,018		197	10						958	96		
2024CPT.09.08.20801	Rowan	10	SR-2692 / KLUMAC RD	FROM US601/JAKE ALEXANDER BLVD TO PVT JOINT AT BRG#147	4	2,5	2WU	NO	NO	0.329	26-50	0.61	0.939				0.66	127		6,434		618	10					132	13									
TOTAL FOR MAP NO. 10																	0.329						0.66	127		6,434		618	10							132	13	
2024CPT.09.08.20801	Rowan	11	SR-1944 / ENON CHURCH RD/ W RIDGE RD	FROM US70 TO US601	5	2	2WU	NO	NO	3.045	24-30	0	3.045	120	6.09	1,175			1,500	4,085		266	10					1,218	122									
TOTAL FOR MAP NO. 11																	3,045			120	6.09	1,175			1,500	4,085		266	10							1,218	122	
2024CPT.09.08.20801	Rowan	12	SR-2574 / E RITCHIE RD	FROM OLD CONCORD RD SR1002 TO EOM	5	2	2WU	NO	NO	0.919	23	0	0.919	10	1.84	355			909	1,192		78	10					368	37									
TOTAL FOR MAP NO. 12																	0.919			10	1.84	355			909	1,192		78	10							368	37	
2024CPT.09.08.20801	Rowan	13	SR-1941 / WHITE FARM RD	FROM US601 TO US601	5	2	2WU	NO	NO	0.77	24-28	0	0.77	15	1.54	297			1,079	1,045		68	10					308	31									
TOTAL FOR MAP NO. 13																	0.77			15	1.54	297			1,079	1,045		68	10							308	31	
TOTAL FOR PROJ NO. 2024CPT.09.08.20801																	14.18			570	25.80	4,980	105,790	8,763	19,625		1,280	80	79,597	31,115							5,161	517
GRAND TOTAL																	25.142						645	33.74	6,513	266,798	33,540	19,625	17,818	2,334	130	135,291	53,885	2	4	1	6,750	676

Note: All quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities recieved

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

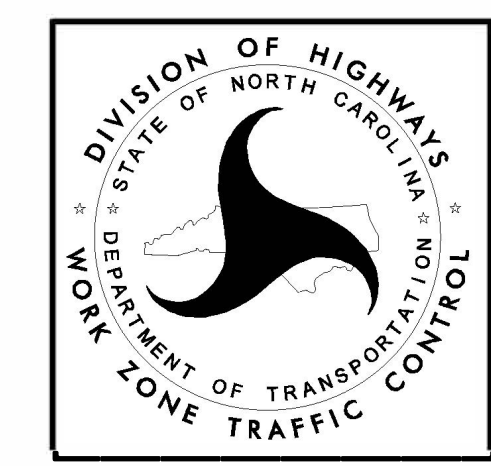
-Y- LINE SIGNING

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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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;"> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> 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.	

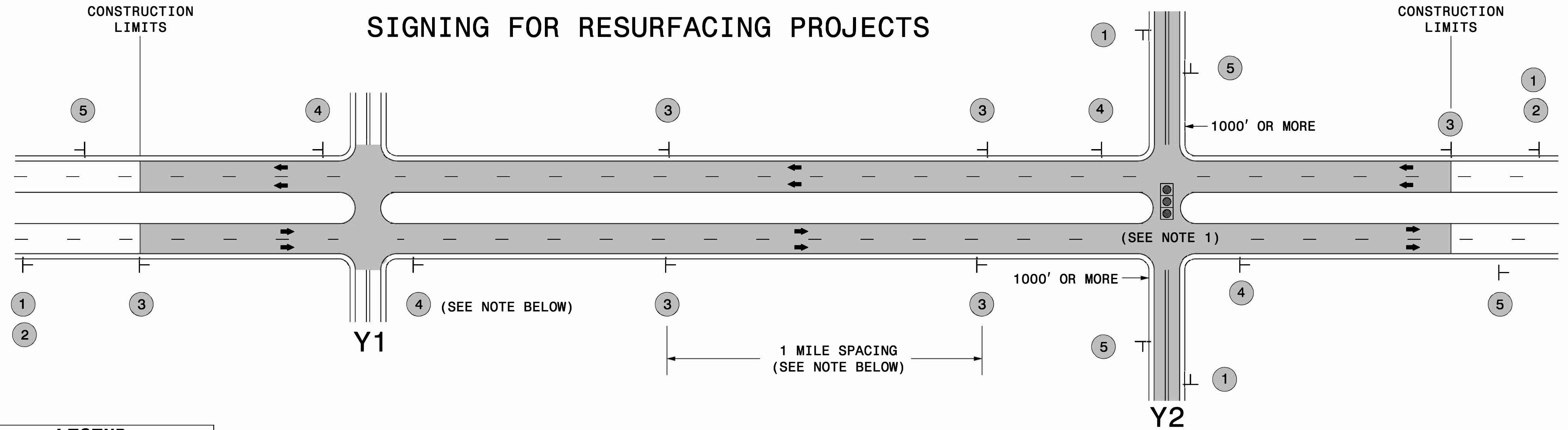
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

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



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</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>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; 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>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.
		<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>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>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

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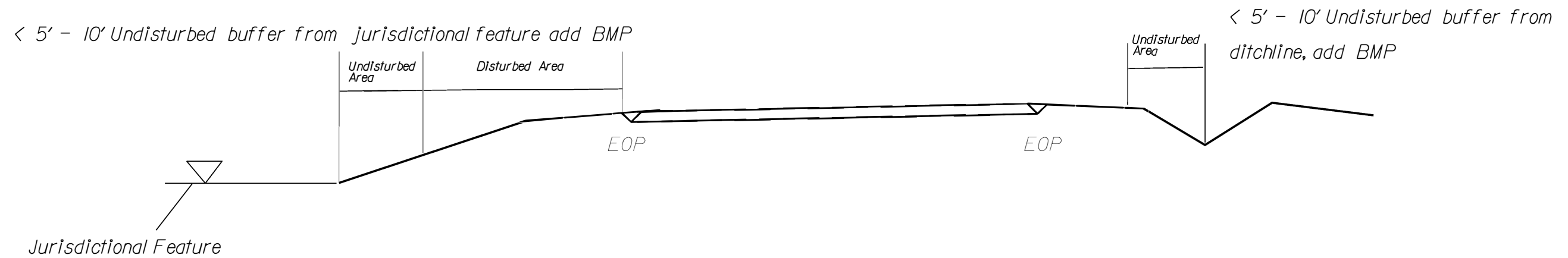
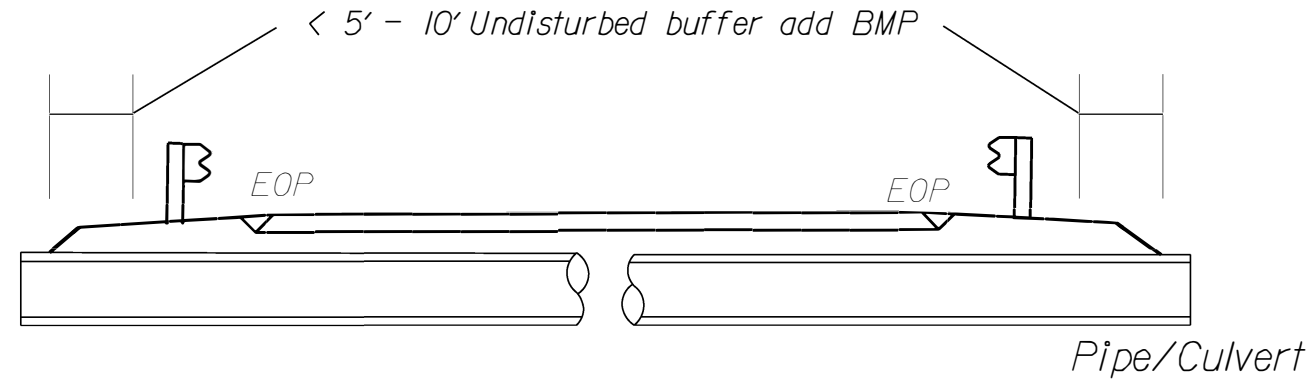
**RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS**

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

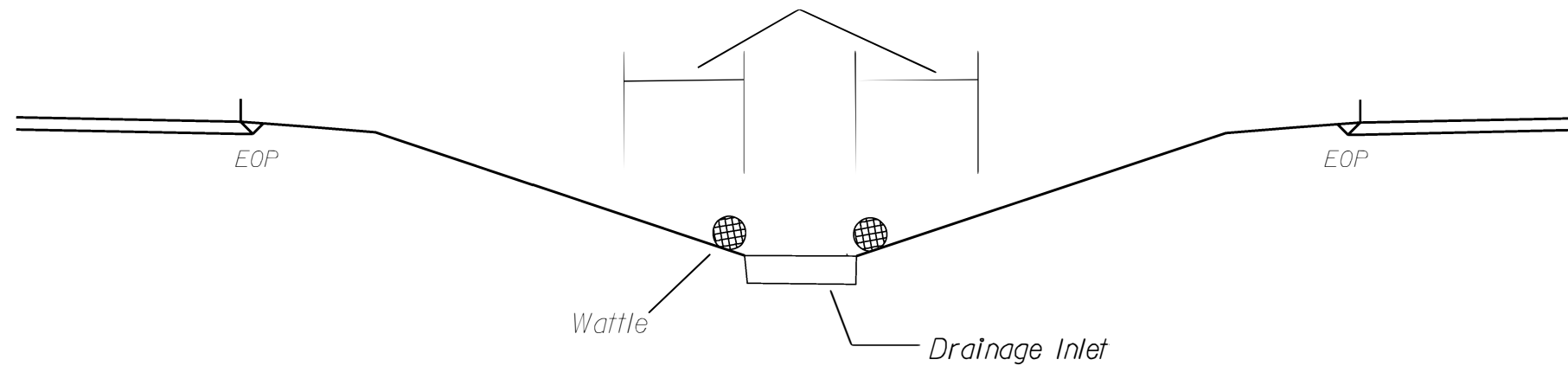
PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.07.10801 2024CPT.09.08.20801	EC-1



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



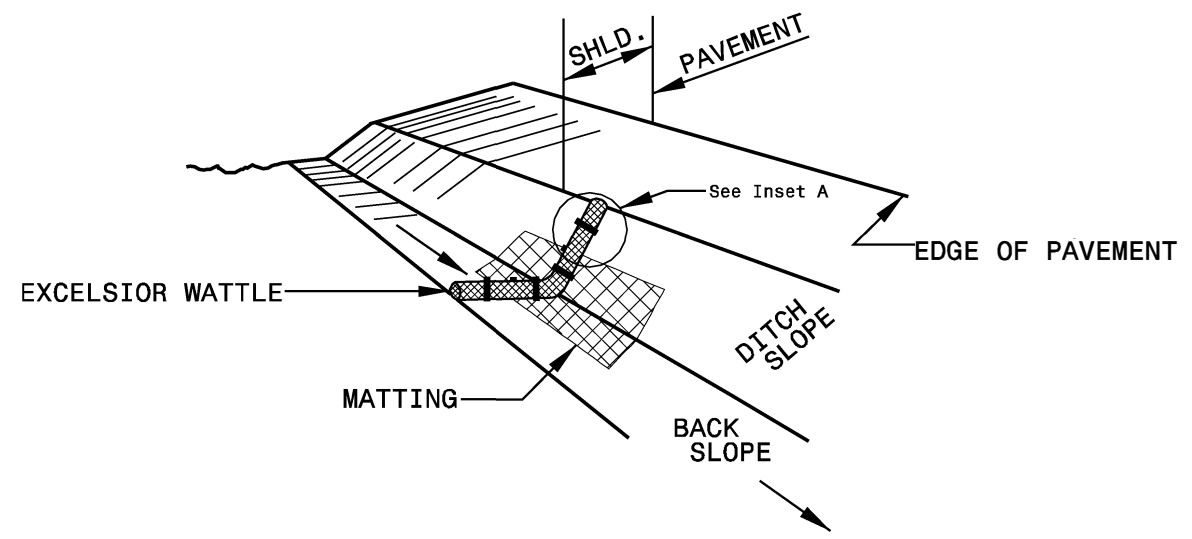
< 5' - 10' Undisturbed buffer from inlet, add wattle



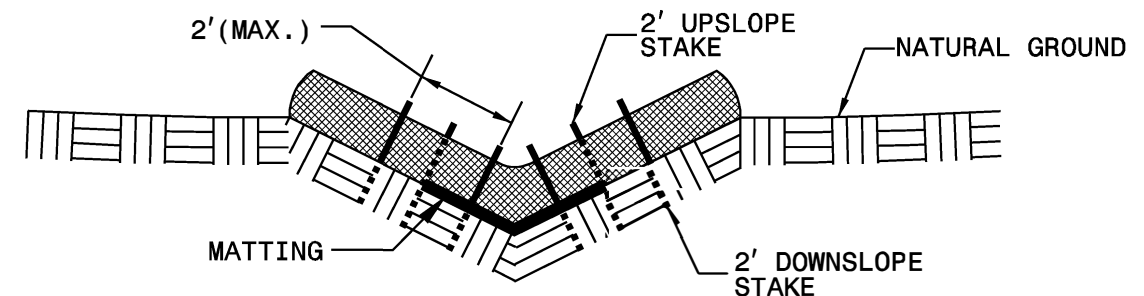
NOT TO SCALE

PROJECT REFERENCE NO. 2024CPT.09.07.10801 2024CPT.09.07.20801	SHEET NO. EC-2
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

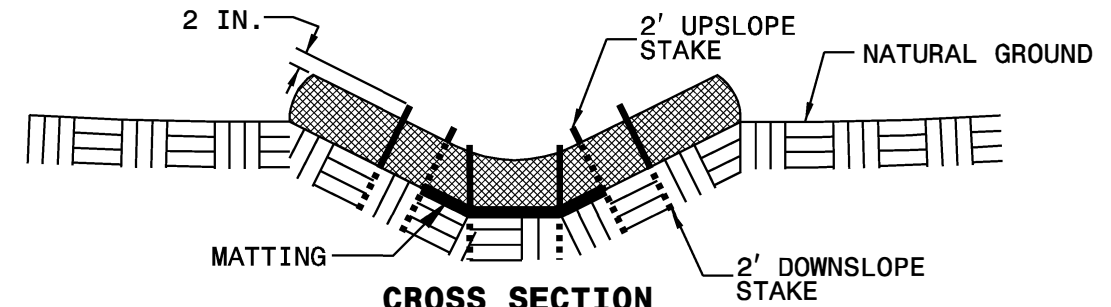
WATTLE DETAIL



ISOMETRIC VIEW



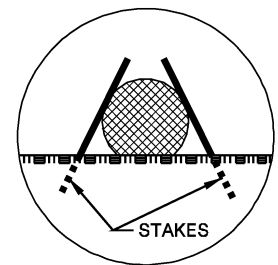
CROSS SECTION VEE DITCH



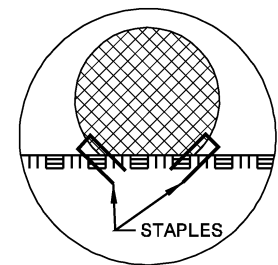
CROSS SECTION TRAPEZOIDAL DITCH

NOTES:

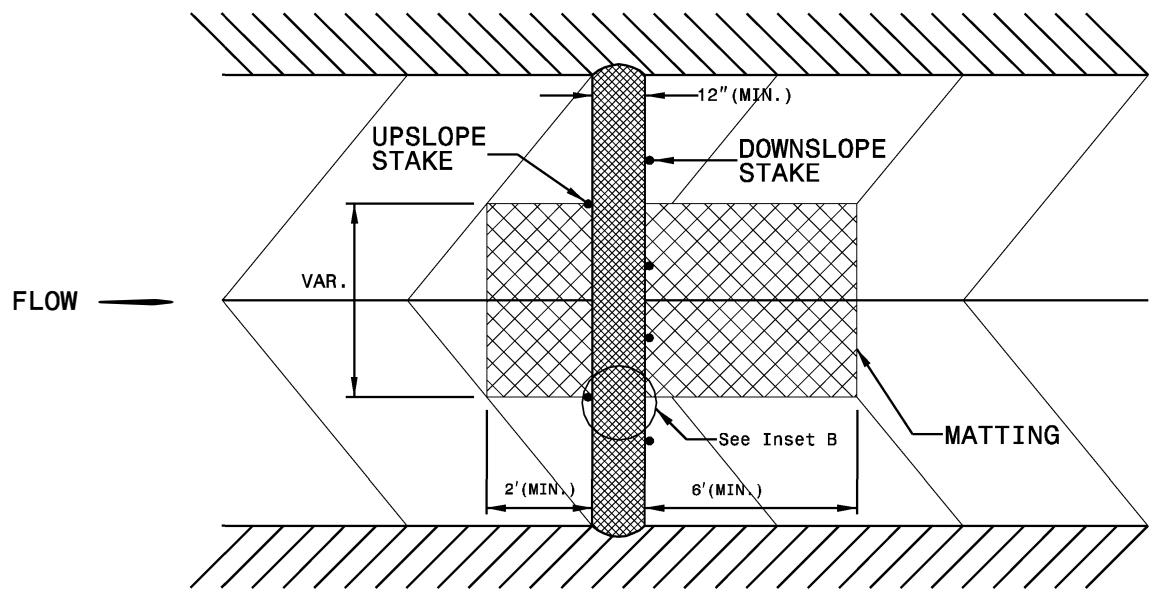
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
- USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
- ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
- INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES 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