

CRAVEN COUNTY

DB00612

WBS# 2026CPT.02.01.10251

TYPE OF WORK : MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION

| PROJECT REFERENCE NO. | SHEET NO. |
|-----------------------|-----------|
| DB00612 | 1 |

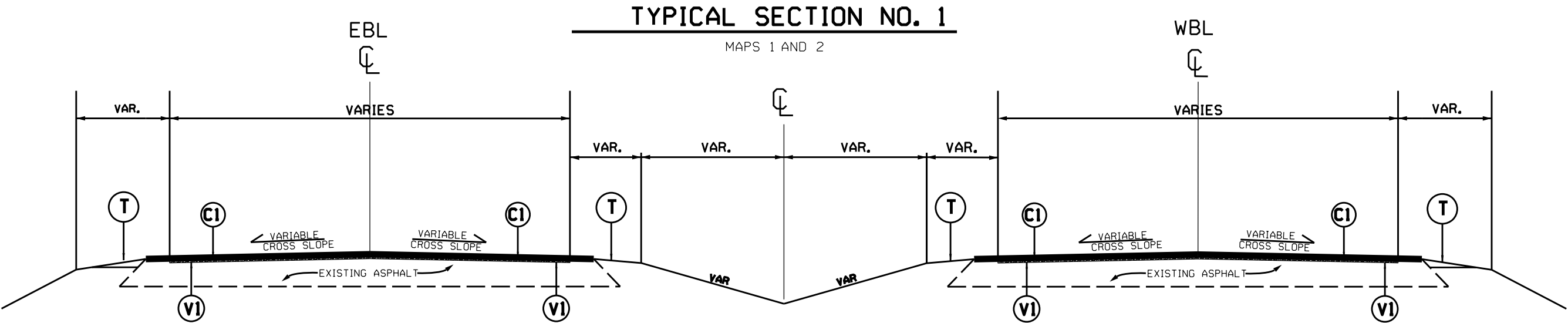


NCDOT
DIVISION 2



| PAVEMENT SCHEDULE | |
|-----------------------|--|
| C1 | PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE,TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| T | SHOULDER RECONSTRUCTION |
| V1 | MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY. |
| DRAWINGS NOT TO SCALE | |

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



NOTE:

- MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 1.5 INCHES. MILLING TO INCLUDE BOTH NCDOT AND CITY SIDE STREETS TO BACK OF RADIUS.
- PLACE 1.5 INCHES OF ASPHALT SURFACE COURSE S9.5C AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
- INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
- PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.
- VARIOUS CURB AND GUTTER SECTIONS WILL APPEAR THROUGHOUT BOTH MAPS.
- VARIOUS MEDIAN ISLANDS WILL APPEAR THROUGHOUT BOTH MAPS.
- REMOVE EXISTING FRAME & GRATES, REPLACE WITH FRAME WITH GRATE & HOOD, STD 840.03, AT STATIONS AND LOCATIONS AS SHOWN IN TABLE ON SHEET 3.

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|-------------|-----------|-----------|
| DB00612 | 3 | |
| | | |

SUMMARY OF QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | TYP NO | DESCRIPTION | LANES | LANE TYPE | LENGTH | WIDTH | REMOVAL OF EXISTING ASPHALT PAVEMENT | HAULING NCDOT SUPPLIED SHOULDER MATERIAL | INCIDENTAL STONE BASE | SHOULDER RECONSTRUCTION | 1.5" MILLING | INCIDENTAL MILLING | SURFACE COURSE, S9.5C | ASPHALT BINDER FOR PLANT MIX | 8" X 12" CONCRETE CURB - REMOVE/ REPLACE | 5" MONOLITHIC CONCRETE ISLANDS (KEYED IN) | 2'6" CURB & GUTTER - REMOVE/ REPLACE | CONCRETE VALLEY GUTTER - REMOVE/ REPLACE | 4" CONCRETE SIDEWALK - REMOVE/ REPLACE | FRAME WITH GRATE & HOOD, STD 840.03 | TEMPORARY SILT FENCE | WATTLE | SEED & MULCHING | RESPONSE FOR EROSION CONTROL | WORK ZONE ADVANCE/ GENERAL WARNING SIGNING | TEMPORARY TRAFFIC CONTROL | LAW ENFORCEMENT |
|--|--------|--------|---------|--------|---|-------|-----------|--------|-------|--------------------------------------|--|-----------------------|-------------------------|--------------|--------------------|-----------------------|------------------------------|--|---|--------------------------------------|--|--|-------------------------------------|----------------------|--------|-----------------|------------------------------|--|---------------------------|-----------------|
| | | | | | | | | MI | FT | SY | EA | TONS | SMI | SY | SY | TONS | TONS | LF | SY | LF | LF | SY | EA | LF | LF | AC | EA | SF | LS | HR |
| 2026CPT.02.01.10251 | Craven | 1 | US-70 E | 1 | FROM SLOCUM GATE PROJECT LIMITS TO HAVELOCK BYPASS PROJECT LIMITS | 2 | MD | 4.55 | 31 | | 80 | 60 | 4.00 | 84,650 | 16,450 | 8,259 | 487 | | | 1,099 | 54 | 25 | 31 | 455 | 200 | 4.00 | 2 | 150 | 0.49 | 40 |
| TOTAL FOR MAP NO. 1 | | | | | | | | 4.55 | | | 80 | 60 | 4.00 | 84,650 | 16,450 | 8,259 | 487 | | | 1,099 | 54 | 25 | 31 | 455 | 200 | 4.00 | 2 | 150 | 0.49 | 40 |
| 2026CPT.02.01.10251 | Craven | 2 | US-70 W | 1 | FROM HAVELOCK BYPASS PROJECT LIMITS TO SLOCUM GATE PROJECT LIMITS | 2 | MD | 4.60 | 34 | 49 | 80 | 60 | 4.00 | 84,895 | 18,970 | 8,725 | 515 | 363 | 49 | 595 | 58 | | 22 | 460 | 200 | 4.00 | 2 | 150 | 0.51 | 40 |
| TOTAL FOR MAP NO. 2 | | | | | | | | 4.60 | | 49 | 80 | 60 | 4.00 | 84,895 | 18,970 | 8,725 | 515 | 363 | 49 | 595 | 58 | | 22 | 460 | 200 | 4.00 | 2 | 150 | 0.51 | 40 |
| TOTAL FOR PROJ NO. 2026CPT.02.01.10251 | | | | | | | | 9.15 | | 49 | 160 | 120 | 8.00 | 169,545 | 35,420 | 16,984 | 1,002 | 363 | 49 | 1,694 | 112 | 25 | 53 | 915 | 400 | 8.00 | 4 | 300 | 1 | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GRAND TOTAL | | | | | | | | 9.15 | | 49 | 160 | 120 | 8.00 | 169,545 | 35,420 | 16,984 | 1,002 | 363 | 49 | 1,694 | 112 | 25 | 53 | 915 | 400 | 8.00 | 4 | 300 | 1 | 80 |

| | | | |
|---|--------|------|-----|
| REMOVE FRAME & GRATE/REPLACE WITH FRAME WITH GRATE & HOOD, STD 840.03 | STA. | LOC. | MAP |
| | 118+86 | RT | 1 |
| | 122+46 | RT | 1 |
| | 124+65 | RT | 1 |
| | 124+65 | RT | 1 |
| | 125+48 | RT | 1 |
| | 128+00 | RT | 1 |
| | 132+10 | RT | 1 |
| | 135+57 | RT | 1 |
| | 151+63 | RT | 1 |
| | 154+15 | RT | 1 |
| | 156+48 | RT | 1 |
| | 160+19 | RT | 1 |
| | 168+54 | RT | 1 |
| | 169+70 | RT | 1 |
| | 173+62 | RT | 1 |
| | 180+95 | RT | 1 |
| | 183+93 | RT | 1 |
| | 184+53 | RT | 1 |
| | 186+02 | RT | 1 |
| | 187+80 | RT | 1 |
| | 198+31 | RT | 1 |
| | 199+27 | RT | 1 |
| | 201+26 | RT | 1 |
| | 202+82 | RT | 1 |
| | 203+81 | RT | 1 |
| | 204+81 | RT | 1 |
| | 207+19 | RT | 1 |
| | 208+00 | RT | 1 |
| | 210+40 | RT | 1 |
| | 211+11 | RT | 1 |
| | 211+96 | RT | 1 |
| | 212+85 | RT | 1 |
| | 34+10 | RT | 2 |
| | 47+00 | RT | 2 |
| | 48+05 | RT | 2 |
| | 53+00 | RT | 2 |
| | 53+50 | RT | 2 |
| | 54+89 | RT | 2 |
| | 56+89 | RT | 2 |
| | 58+79 | RT | 2 |
| | 62+09 | RT | 2 |
| | 64+81 | RT | 2 |
| | 65+03 | RT | 2 |
| | 73+53 | RT | 2 |
| | 84+47 | RT | 2 |
| | 89+94 | RT | 2 |
| | 94+55 | RT | 2 |
| | 102+45 | RT | 2 |
| | 111+10 | RT | 2 |
| | 113+98 | RT | 2 |
| | 115+77 | RT | 2 |
| | 118+94 | RT | 2 |
| | 119+62 | RT | 2 |
| | 125+59 | RT | 2 |

| | | | | | |
|----------------------|--------|--------|--------|------|-----|
| 2'6" CURB AND GUTTER | STA. | STA. | LENGTH | LOC. | MAP |
| | 118+78 | 119+03 | 25' | RT | 1 |
| | 121+88 | 121+94 | 6' | LT | 1 |
| | 121+94 | 122+10 | 16' | LT | 1 |
| | 122+31 | 122+57 | 26' | RT | 1 |
| | 124+56 | 124+76 | 20' | RT | 1 |
| | 125+37 | 125+67 | 30' | RT | 1 |
| | 125+87 | 126+07 | 20' | RT | 1 |
| | 126+58 | 126+98 | 40' | RT | 1 |
| | 127+86 | 128+16 | 30' | RT | 1 |
| | 131+55 | 131+70 | 15' | LT | 1 |
| | 131+86 | 132+17 | 31' | RT | 1 |
| | 134+56 | 135+84 | 128' | RT | 1 |
| | 138+22 | 138+33 | 11' | RT | 1 |
| | 141+97 | 142+51 | 54' | RT | 1 |
| | 145+61 | 145+71 | 10' | RT | 1 |
| | 146+01 | 146+22 | 21' | RT | 1 |
| | 148+42 | 148+59 | 17' | RT | 1 |
| | 150+40 | 150+54 | 14' | RT | 1 |
| | 151+63 | 151+93 | 30' | RT | 1 |
| | 154+15 | 154+45 | 30' | RT | 1 |
| | 156+48 | 156+87 | 39' | RT | 1 |
| | 160+19 | 160+80 | 61' | RT | 1 |
| | 168+54 | 168+77 | 23' | RT | 1 |
| | 169+70 | 170+02 | 32' | RT | 1 |
| | 173+62 | 173+78 | 16' | RT | 1 |
| | 180+95 | 181+14 | 19' | RT | 1 |
| | 182+30 | 182+46 | 16' | RT | 1 |
| | 183+93 | 184+02 | 9' | RT | 1 |
| | 184+53 | 184+68 | 15' | RT | 1 |
| | 186+02 | 186+08 | 6' | RT | 1 |
| | 187+80 | 187+91 | 11' | RT | 1 |
| | 189+17 | 189+23 | 6' | RT | 1 |
| | 198+31 | 198+42 | 11' | RT | 1 |
| | 199+27 | 199+41 | 14' | RT | 1 |
| | 200+63 | 200+83 | 20' | RT | 1 |
| | 201+26 | 201+36 | 10' | RT | 1 |
| | 202+82 | 202+97 | 15' | RT | 1 |
| | 203+81 | 203+90 | 9' | RT | 1 |
| | 204+81 | 204+96 | 15' | RT | 1 |
| | 207+19 | 207+31 | 12' | RT | 1 |
| | 208+00 | 208+07 | 7' | RT | 1 |
| | 210+40 | 210+63 | 23' | RT | 1 |
| | 211+11 | 211+40 | 29' | RT | 1 |
| | 211+96 | 212+06 | 10' | RT | 1 |
| | 212+85 | 213+01 | 16' | RT | 1 |
| Catawba Rd | 0+00 | 0+36 | 36' | LT | 1 |
| Trader Ave | 0+00 | 0+25 | 25' | LT | 1 |
| S Jackson Dr | 0+00 | 0+20 | 20' | LT | 1 |

| | | | | | |
|------------------|--------|--------|--------|------|-----|
| 4" VALLEY GUTTER | STA. | STA. | LENGTH | LOC. | MAP |
| | 191+32 | 191+86 | 54' | RT | 1 |
| | 35+10 | 35+47 | 37' | RT | 2 |
| | 87+34 | 87+55 | 21' | RT | 2 |

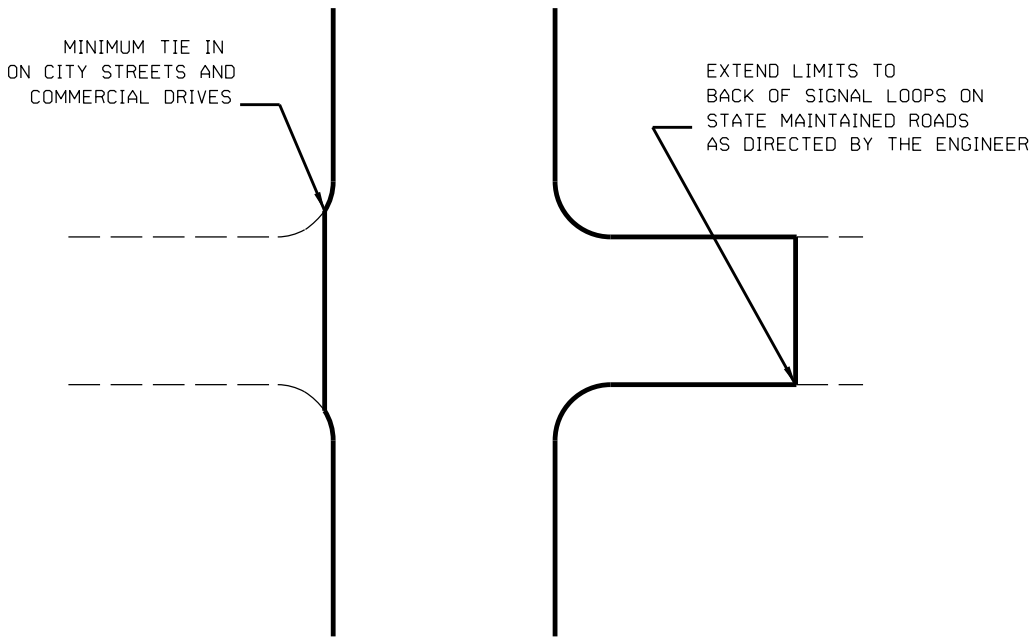
| | | | | | |
|--------|--------|--------|------|-----|----------------|
| STA. | STA. | LENGTH | LOC. | MAP | |
| 29+44 | 29+63 | 19' | RT | 2 | |
| 30+06 | 30+28 | 22' | RT | 2 | |
| 31+02 | 31+12 | 10' | RT | 2 | |
| 0+16 | 0+34 | 18' | LT | 2 | Carolina St |
| 0+12 | 0+34 | 22' | RT | 2 | Carolina St |
| 35+71 | 35+77 | 6' | RT | 2 | |
| 37+87 | 37+94 | 7' | RT | 2 | |
| 46+90 | 47+14 | 24' | RT | 2 | |
| 47+90 | 48+07 | 17' | RT | 2 | |
| 52+93 | 53+11 | 18' | RT | 2 | |
| 53+41 | 53+81 | 40' | RT | 2 | |
| 54+89 | 54+99 | 10' | RT | 2 | |
| 56+89 | 57+10 | 21' | RT | 2 | |
| 58+79 | 59+10 | 31' | RT | 2 | |
| 62+09 | 62+30 | 21' | RT | 2 | |
| 64+81 | 65+43 | 62' | RT | 2 | |
| 71+42 | 71+53 | 11' | RT | 2 | |
| 73+53 | 73+65 | 12' | RT | 2 | |
| 89+94 | 90+30 | 36' | RT | 2 | |
| 94+55 | 94+58 | 3' | RT | 2 | |
| 0+00 | 0+12 | 12' | RT | 2 | |
| 0+15 | 0+31 | 16' | RT | 2 | |
| 102+45 | 102+65 | 20' | RT | 2 | |
| 111+10 | 111+18 | 8' | RT | 2 | |
| 113+98 | 114+16 | 18' | RT | 2 | |
| 115+77 | 116+17 | 40' | RT | 2 | |
| 118+94 | 119+24 | 30' | RT | 2 | |
| 119+62 | 119+72 | 10' | LT | 2 | |
| 125+59 | 125+76 | 17' | LT | 2 | |
| 0+00 | 0+14 | 14' | RT | 2 | Walmart |
| 0+00 | 1+30 | 130' | LT | 2 | Roosevelt Blvd |
| 1+58 | 3+71 | 213' | RT | 2 | Roosevelt Blvd |

| | | | | | |
|------------------------|------|------|--------|------|-----|
| ASPHALT REMOVAL | STA. | STA. | LENGTH | LOC. | MAP |
| SR 1737 ROOSEVELT BLVD | 0+00 | 0+10 | 10' | RT | 2 |
| | 3+71 | 4+23 | 52' | RT | 2 |

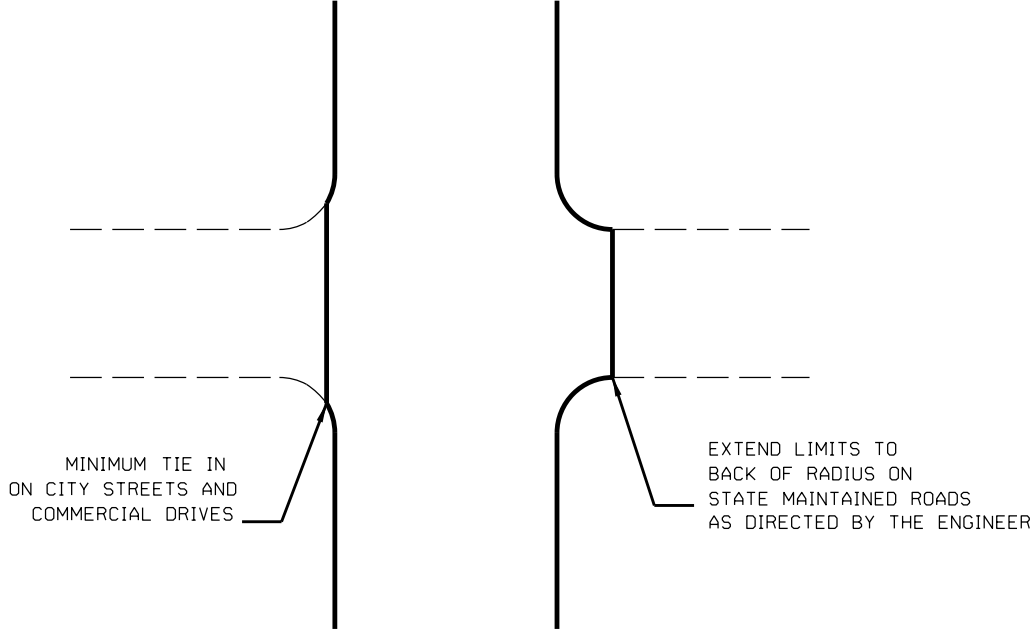
| | | | | | |
|------------------------|------|------|--------|------|-----|
| MONOLITHIC ISLAND | STA. | STA. | LENGTH | LOC. | MAP |
| SR 1737 ROOSEVELT BLVD | 0+00 | 0+10 | 10' | RT | 2 |
| | 3+71 | 4+23 | 52' | RT | 2 |

| | | | | | |
|------------------------|--------|--------|--------|------|-----|
| 8"X12" CURB | STA. | STA. | LENGTH | LOC. | MAP |
| US 70 EBL | 117+37 | 117+57 | 20' | LT | 1 |
| SR 1737 ROOSEVELT BLVD | 0+00 | 1+30 | 130' | RT | 2 |
| | 1+58 | 3+71 | 213' | RT | 2 |

| | | | | | |
|-------------------|--------|--------|--------|------|-----|
| CONCRETE SIDEWALK | STA. | STA. | LENGTH | LOC. | MAP |
| | 151+63 | 151+93 | 30' | RT | 1 |
| | 160+60 | 160+74 | 14' | RT | 1 |

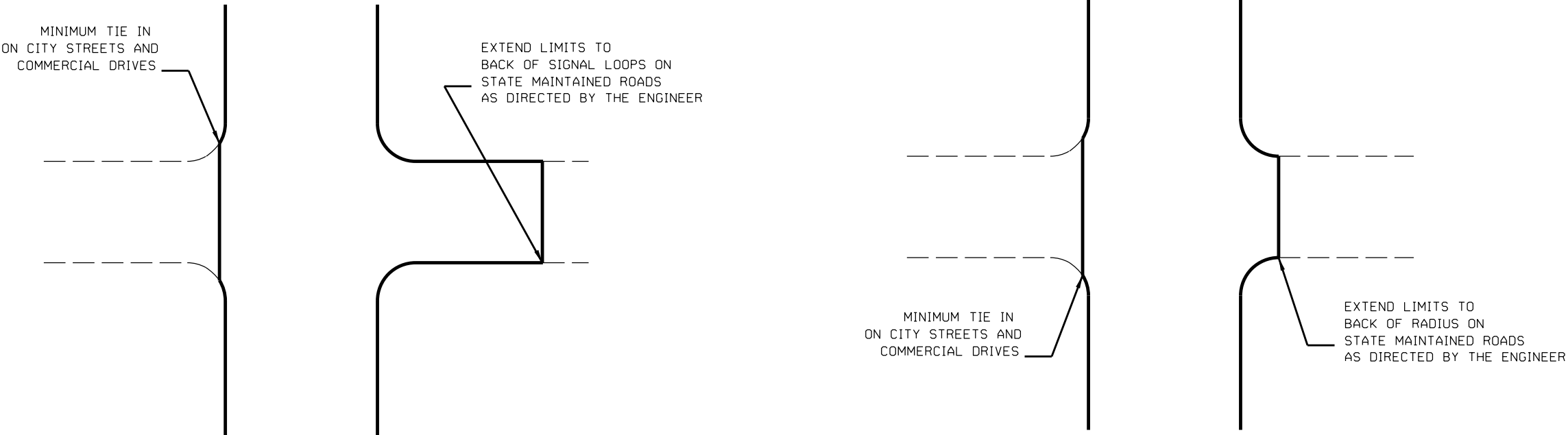


TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

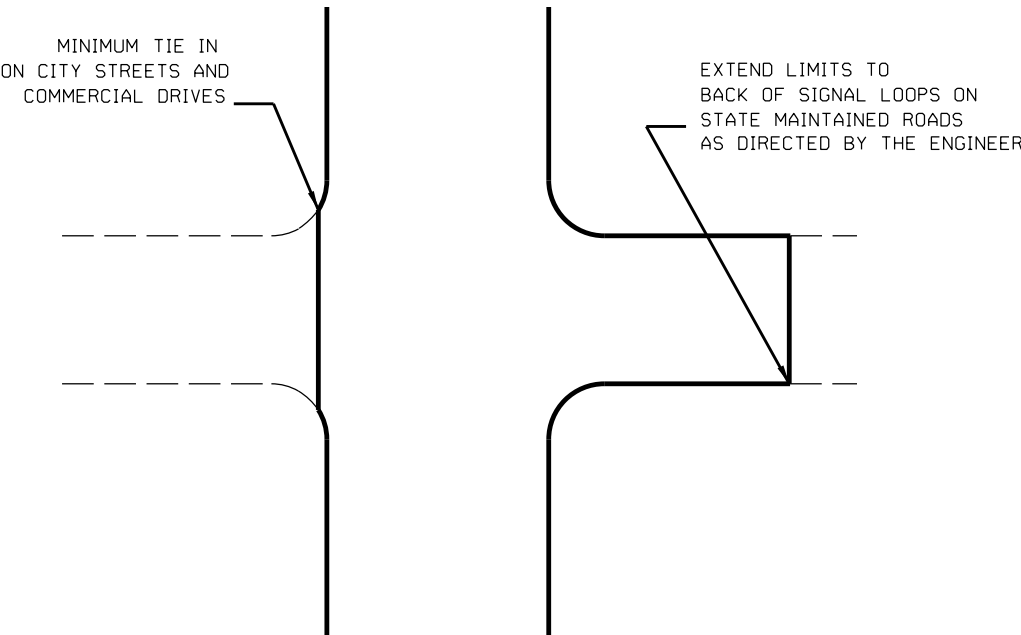
| ADDITIONAL INTERSECTIONS (NON-TYPICAL) | | |
|---|------------------------------------|------------------------------------|
| Extend paving limits to back of radius or loop on the following intersections: | | |
| MAP# | STREET NAME | COMMENTS |
| 1 | ACCESS TO WENDYS | PAVE TO BACK OF RADIUS |
| 1 | SR 1746 GREENFIELD HEIGHTS BLVD | PAVE TO BACK OF RADIUS |
| 1 | ACCESS TO BOONES CAR LOT | PAVE TO BACK OF RADIUS |
| 1 | ACCESS TO MCDOWELL FLOOR COVERINGS | PAVE TO BACK OF RADIUS |
| 1 | ACCESS TO CIESZKO CONSTRUCTION | PAVE TO BACK OF RADIUS |
| 1 | STONEBRIDGE TRAIL | PAVE TO BACK OF RADIUS |
| 1 | CHURCH RD | PAVE TO BACK OF RADIUS |
| 1 | CHADWICK AVE | PAVE TO BACK OF RADIUS |
| 1 | TRADER AVE | PAVE TO BACK OF RADIUS |
| 1 | S JACKSON DR | PAVE TO BACK OF RADIUS |
| 1 | TURN LANE TO OREILLY | PAVE TO JOINT APPROX. 40' FROM -L- |
| 1 | WOODHAVEN DR | PAVE TO BACK OF RADIUS |
| 1 | SR 1735 CUNNINGHAM BLVD | PAVE TO BACK OF LOOPS |
| 1 | OAKWOOD DR | PAVE TO JOINT APPROX. 75' FROM -L- |
| 1 | HOLLYWOOD BLVD | PAVE TO BACK OF LOOPS |
| 1 | VINE ST | PAVE TO BACK OF RADIUS |



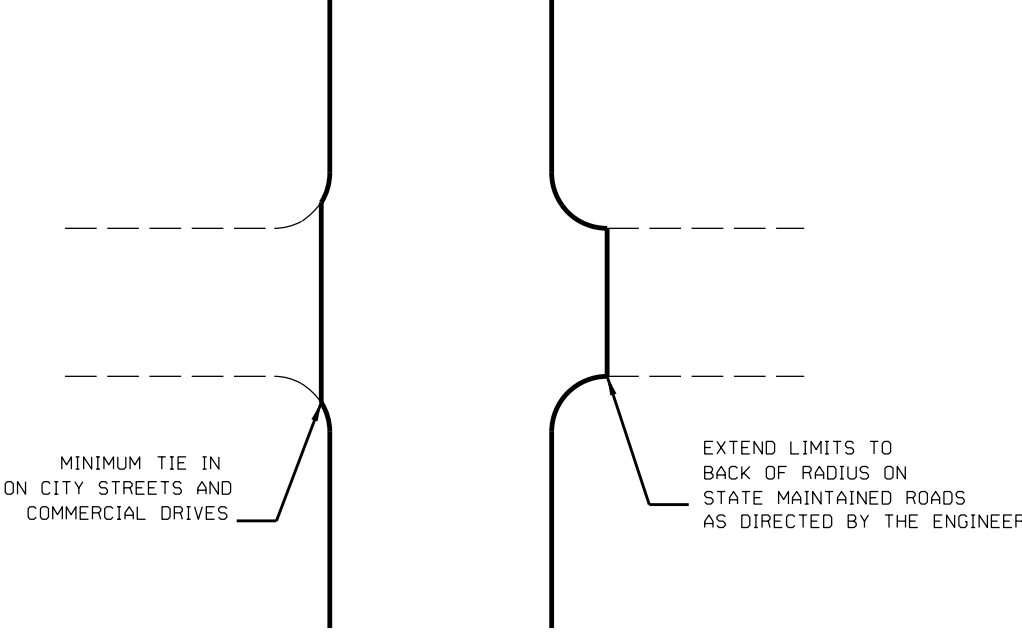
TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES

TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

| ADDITIONAL INTERSECTIONS (NON-TYPICAL) | | |
|---|-----------------|---------------------------------|
| Extend paving limits to back of radius or loop on the following intersections: | | |
| MAP* | STREET NAME | COMMENTS |
| 1 | FAIRVIEW ST | PAVE TO BACK OF RADIUS |
| 1 | PINEVIEW ST | PAVE TO BACK OF RADIUS |
| 1 | BRYAN ST | PAVE TO BACK OF RADIUS |
| 1 | NUNN ST | PAVE TO BACK OF RADIUS |
| 1 | SPEIGHT ST | PAVE TO BACK OF RADIUS |
| 2 | WEBB BLVD | PAVE TO BACK OF RADIUS |
| 2 | N NUNN ST | PAVE TO BACK OF LOOPS |
| 2 | FOREST HILL DR | PAVE TO BACK OF RADIUS |
| 2 | DOGWOOD ST | PAVE TO BACK OF RADIUS |
| 2 | CAROLINA ST | PAVE TO BACK OF RADIUS |
| 2 | CHARLES ST | PAVE TO BACK OF RADIUS |
| 2 | SHORT ST | PAVE TO BACK OF RADIUS |
| 2 | WYNNE RD | PAVE TO BACK OF RADIUS |
| 2 | CUNNINGHAM BLVD | PAVE TO JOINT AT BACK OF ISLAND |
| 2 | JAYCEE ST | PAVE TO JOINT AT BACK OF RADIUS |
| 2 | ROOSEVELT BLVD | PAVE TO BACK OF ISLAND |



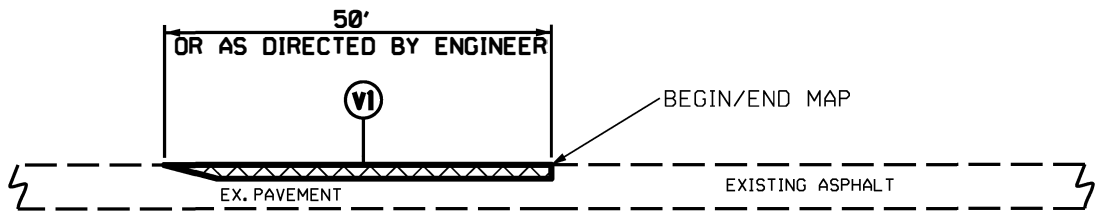
TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

| ADDITIONAL INTERSECTIONS (NON-TYPICAL) | | |
|---|------------------------|--------------------------------------|
| Extend paving limits to back of radius or loop on the following intersections: | | |
| MAP# | STREET NAME | COMMENTS |
| 2 | NC 101 | PAVE TO BACK OF ISLAND 104' FROM -L- |
| 2 | JACKSON DR | PAVE TO BACK OF RADIUS |
| 2 | HOLLY DR | PAVE TO BACK OF RADIUS |
| 2 | CHADWICK AVE | PAVE TO BACK OF RADIUS |
| 2 | ACCESS TO BROWN ST | PAVE TO BACK OF RADIUS |
| 2 | STONEBRIDGE TRAIL | PAVE TO BACK OF RADIUS |
| 2 | KETNER BLVD | PAVE TO BACK OF RADIUS |
| 2 | ACCESS TO JERSEY MIKES | PAVE TO BACK OF RADIUS |
| 2 | ACCESS TO DAYS INN | PAVE TO BACK OF RADIUS |
| 2 | ACCESS TO MUCHO BUENO | PAVE TO BACK OF RADIUS |
| 2 | CATAWBA RD | PAVE TO JOINT AT BACK OF ISLAND |
| 2 | WALMART ENTRANCE | PAVE TO BACK OF LOOPS |
| | | |
| | | |
| | | |
| | | |
| | | |

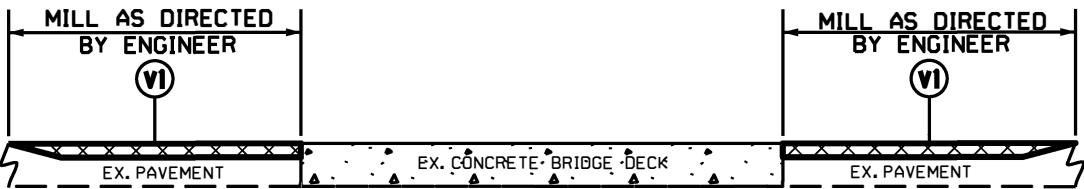
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

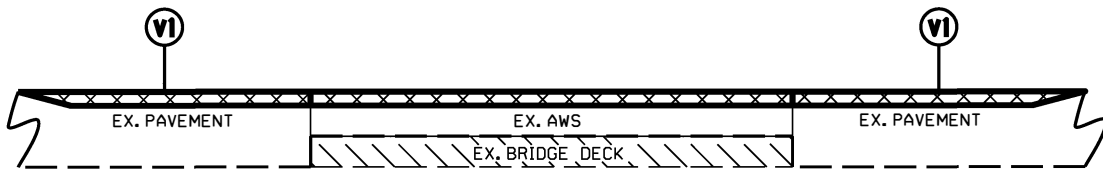
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.

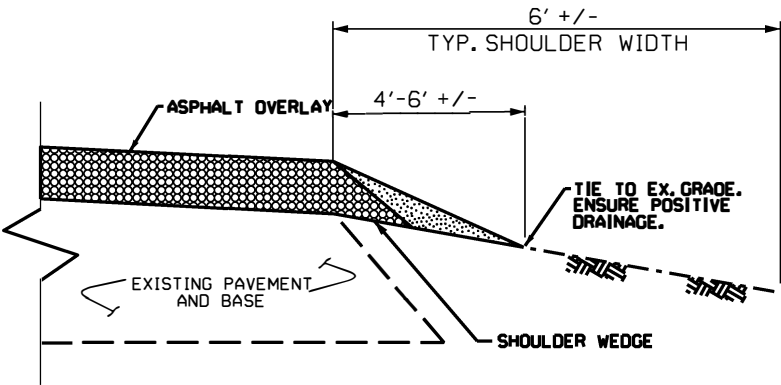


DETAIL 3
BRIDGE MILLING

NOTE:

1. INCLUDES MILLING FOR THE ENTIRE WIDTH OF THE BRIDGE WEARING SURFACE, AS DIRECTED BY THE ENGINEER.

SHOULDER RECONSTRUCTION TYPICAL

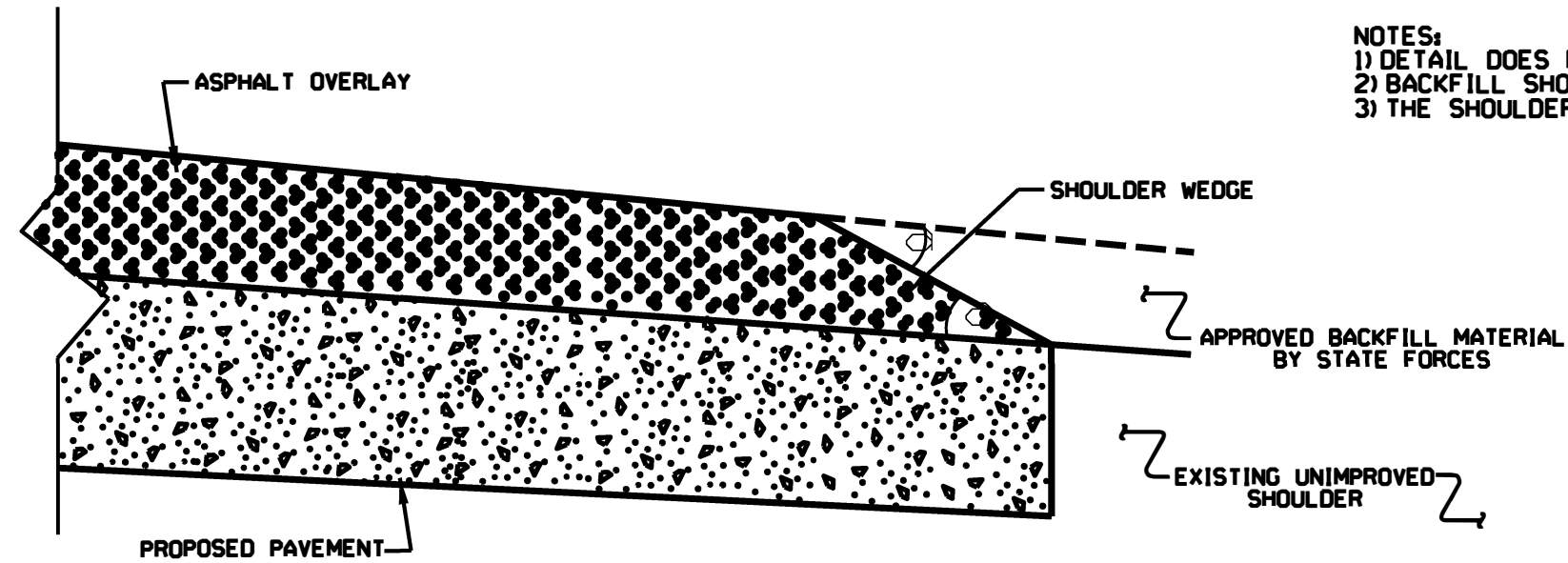


SHOULDER RECONSTRUCTION DETAIL

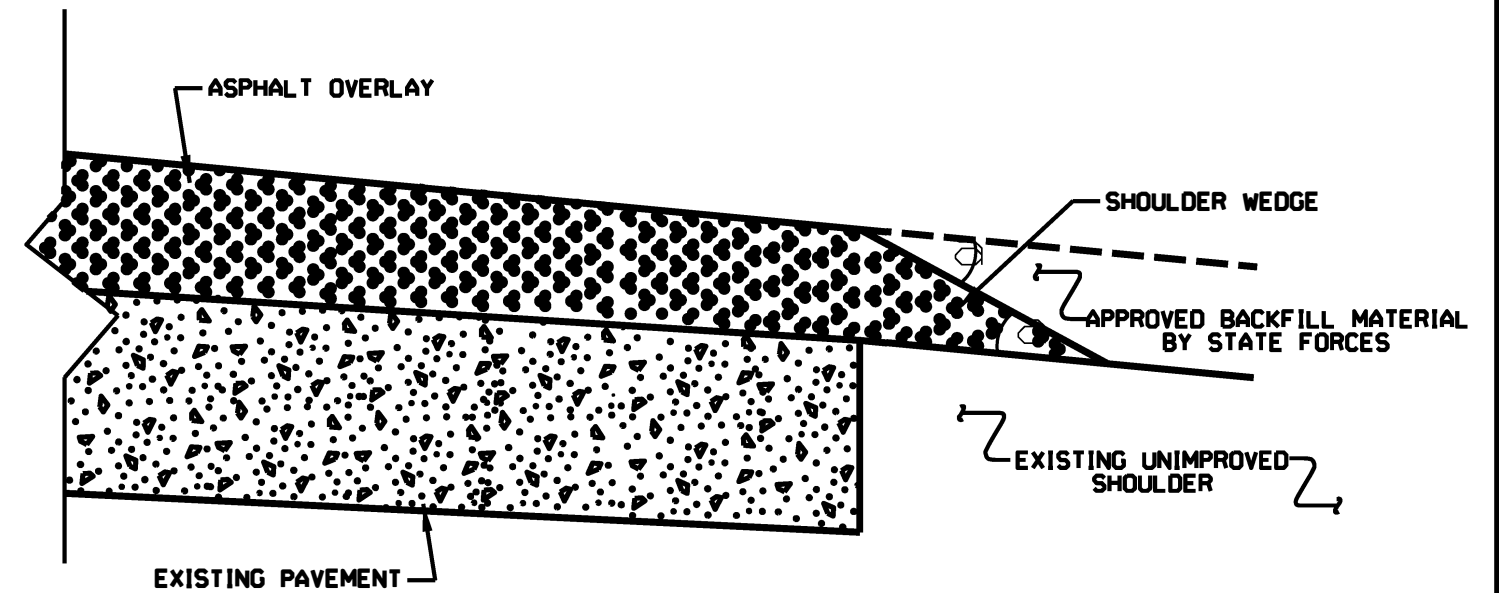
NOTE:

1. SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
2. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
3. REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

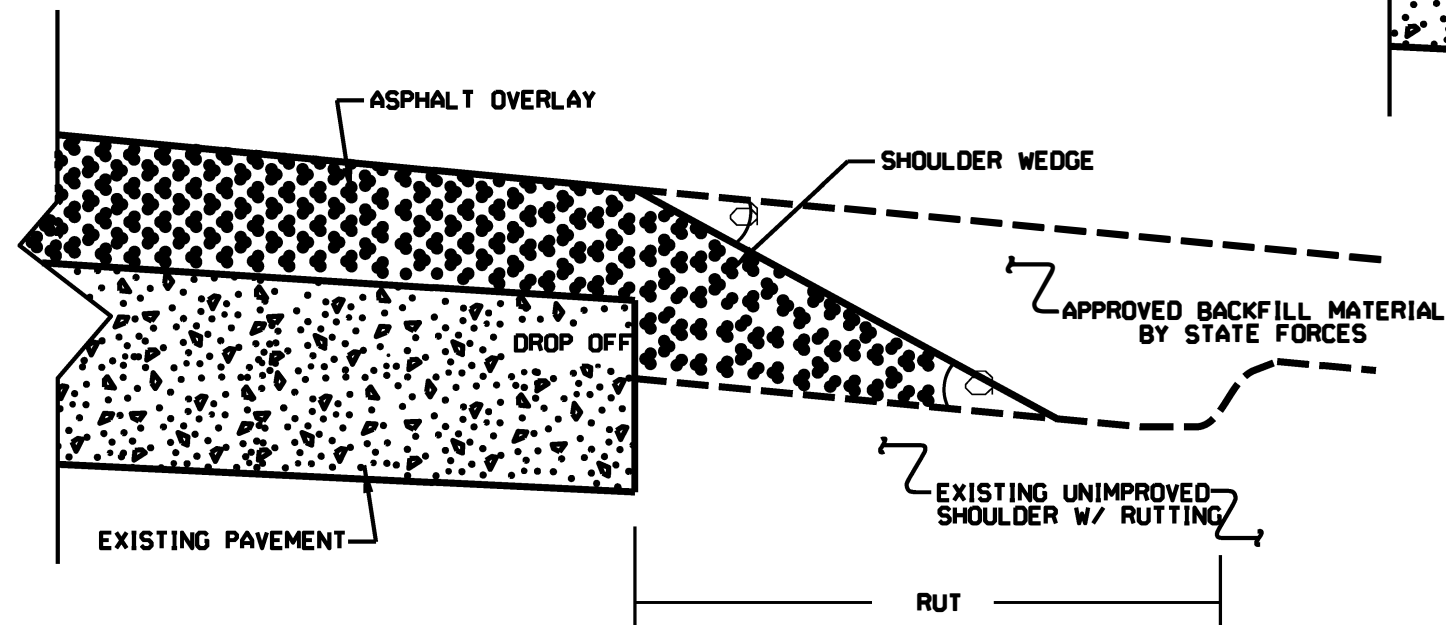
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFS AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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)

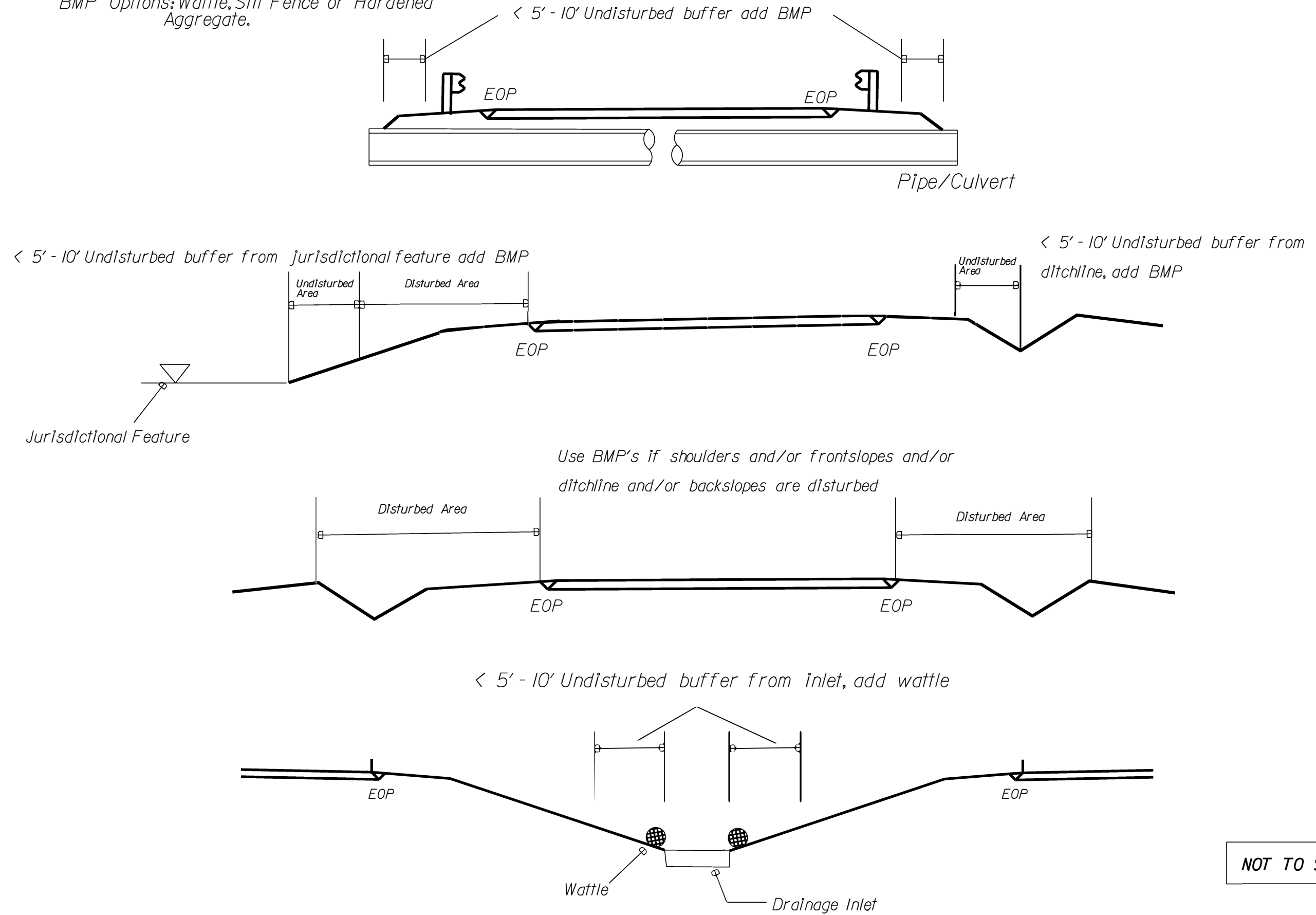
- SHOULDER WEDGE ANGLE = 30°

**SHOULDER WEDGE
DETAILS**

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

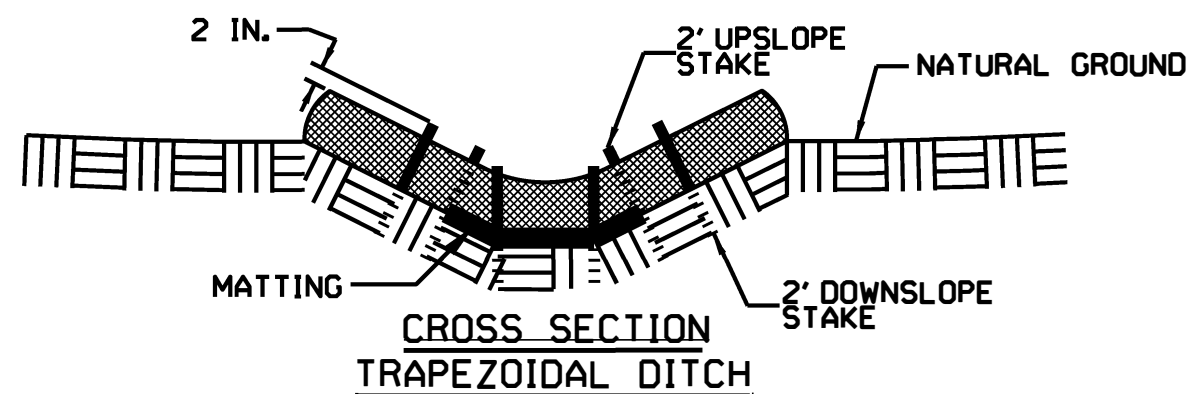
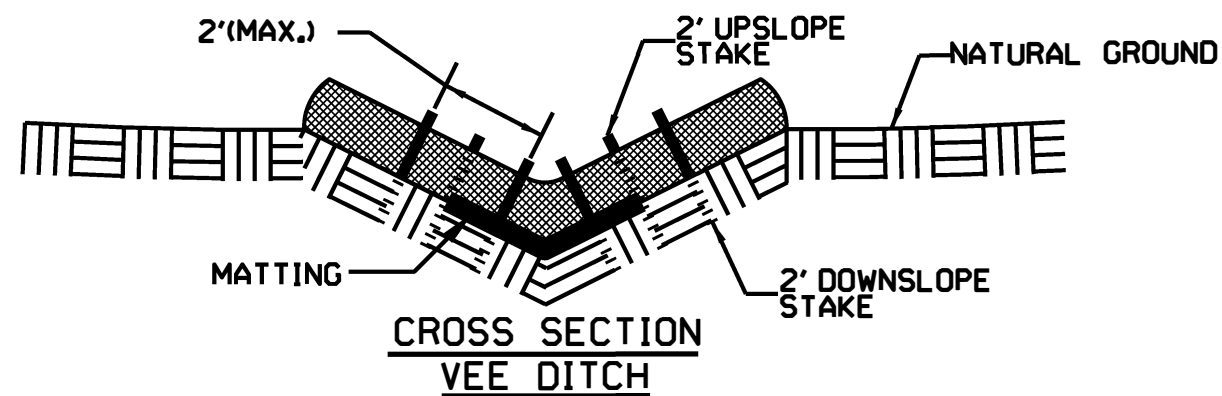
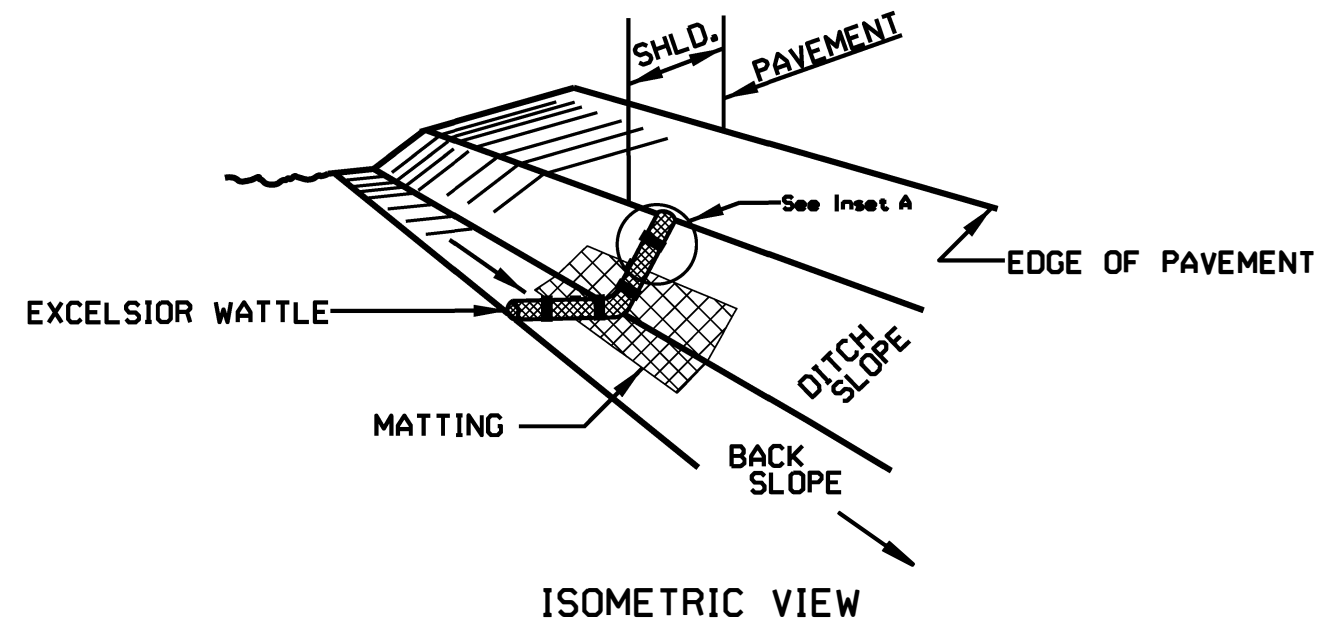
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

EROSION CONTROL DETAIL



NOT TO SCALE

WATTLE DETAIL



NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

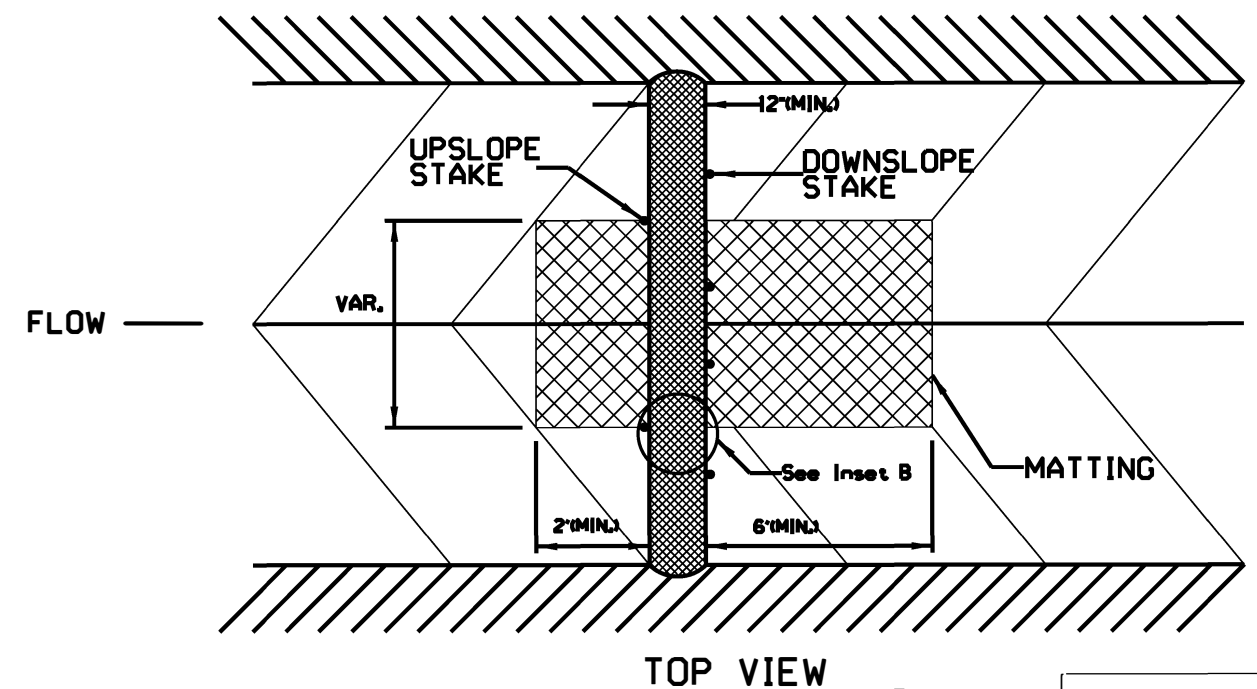
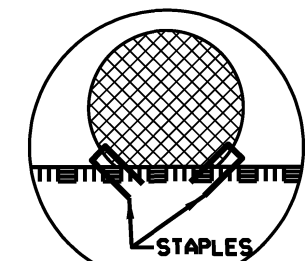
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

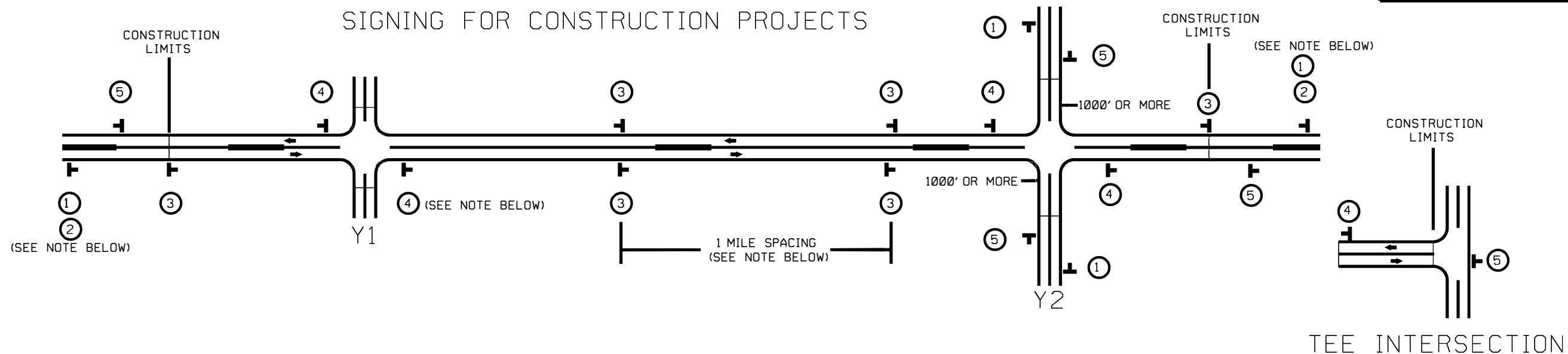
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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.





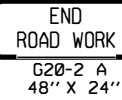




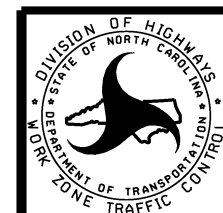
NOT TO SCALE



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

| | | |
|--|---|---|
| SIGNING NOTES AND PLACEMENT PER DIRECTION | <div>1</div> <div>2</div> <div> W20-1 48" X 48"</div> <div> W7-3aP 24" X 18"</div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#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)</div> | 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, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK. |
| | <div>3</div> <div> SP.13107 48" X 48"</div> <div>- 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.</div> | |
| | <div>4</div> <div> SP.13106 48" X 48"</div> <div>- 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.</div> | |
| | <div>5</div> <div> G20-2 A 48" X 24"</div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div> | |
| | <div> W20-1 48" X 48"</div> <div> W20-7 A 48" X 48"</div> <div>PLACED 500' IN ADVANCE OF FLAGGER.PLACED 250' IN ADVANCE OF FLAGGER.</div> | |



CONSTRUCTION PROJECTS
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS