

PITT COUNTY

DB00615

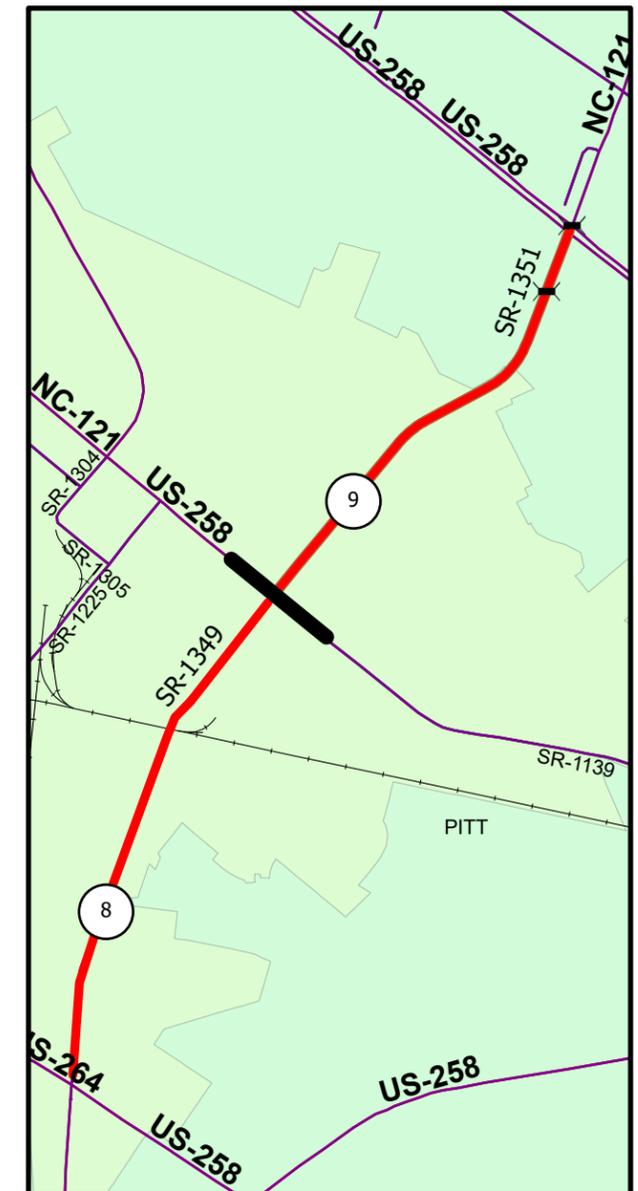
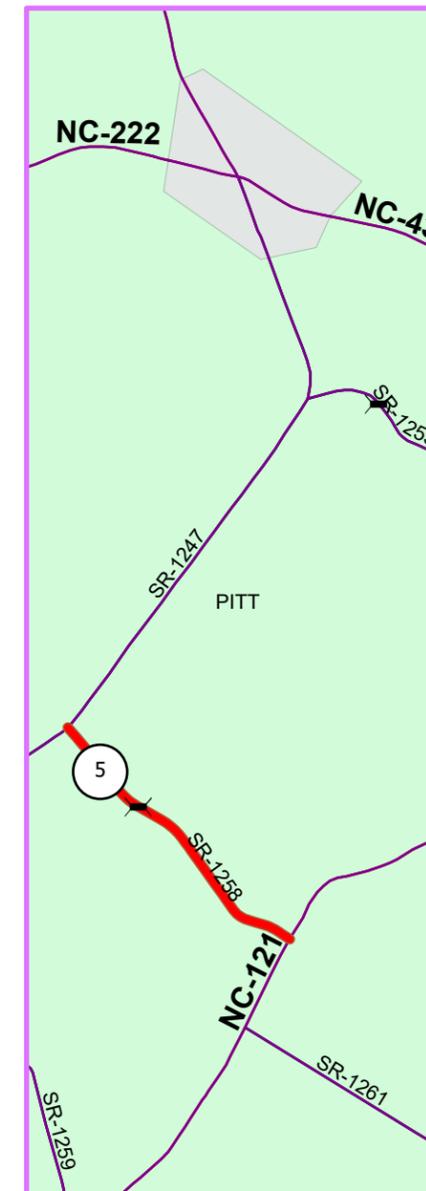
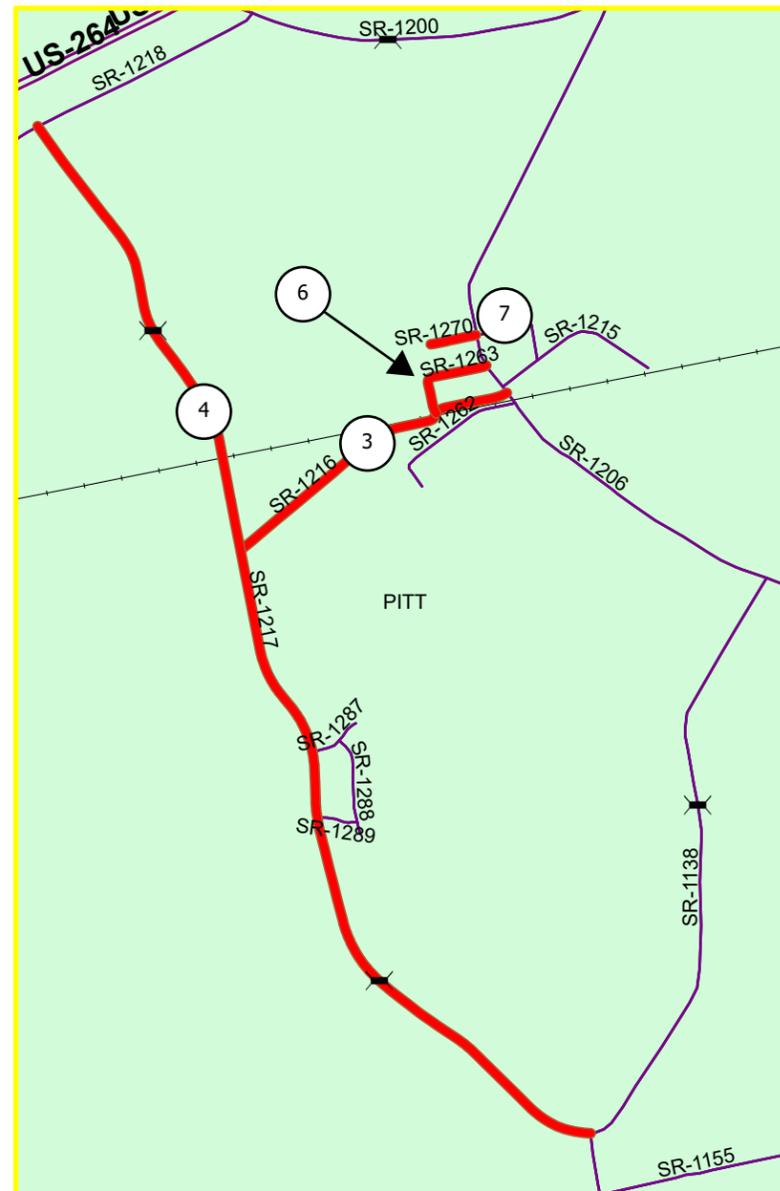
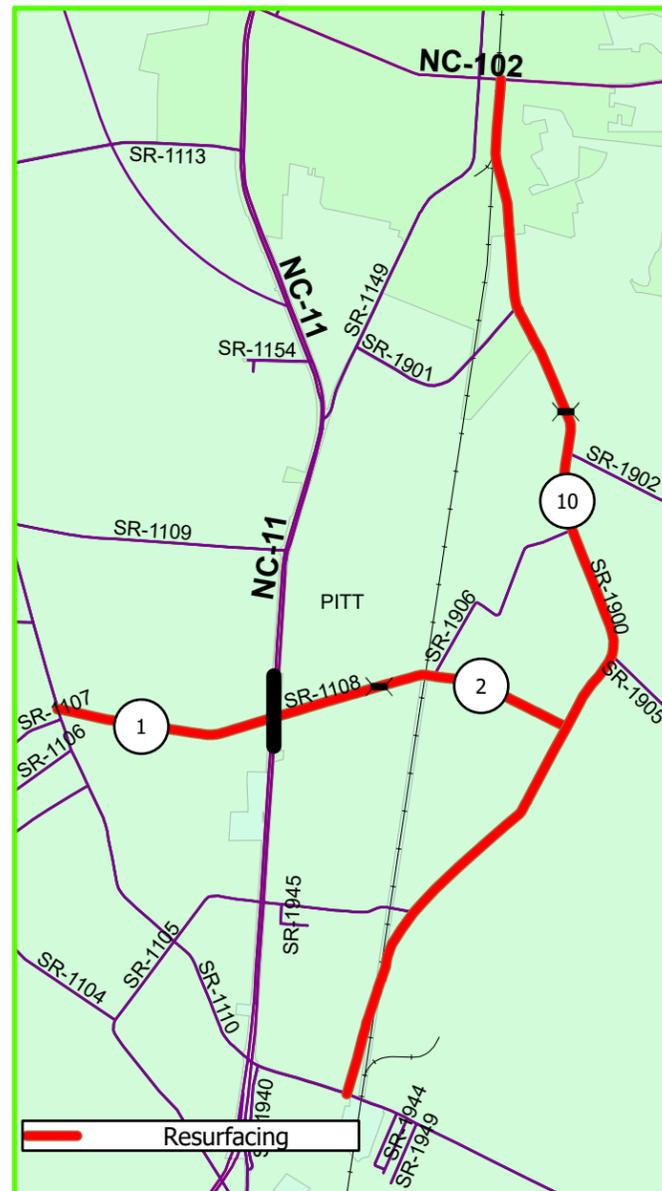
PROJECT REFERENCE NO.	SHEET NO.
DB00615	1

WBS# 2026CPT.02.08.20741



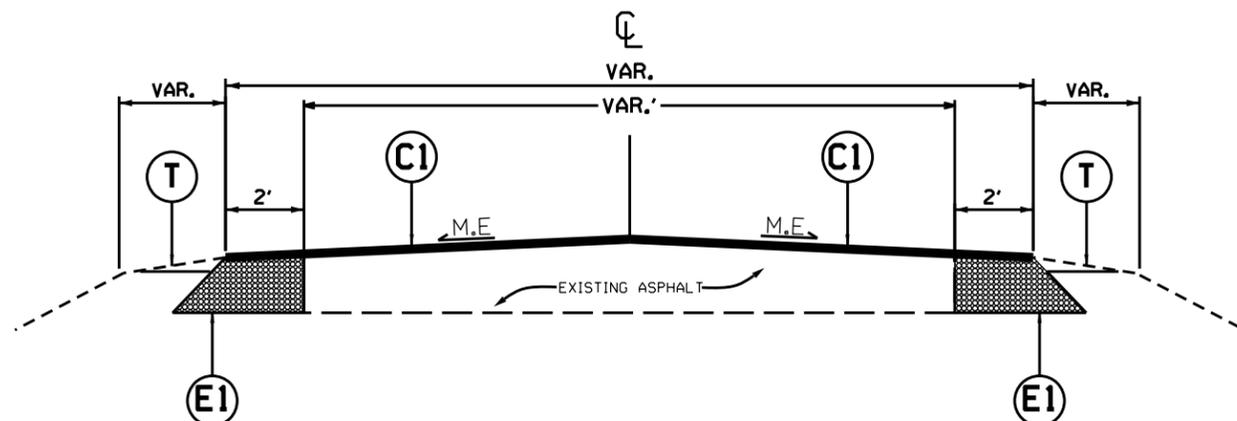
NCDOT
DIVISION 2

**TYPE OF WORK : MILLING, MILL PATCHING, WIDENING, RESURFACING,
AND SHOULDER RECONSTRUCTION**



TYPICAL SECTION NO. 1

MAPS 1, 2, AND 10

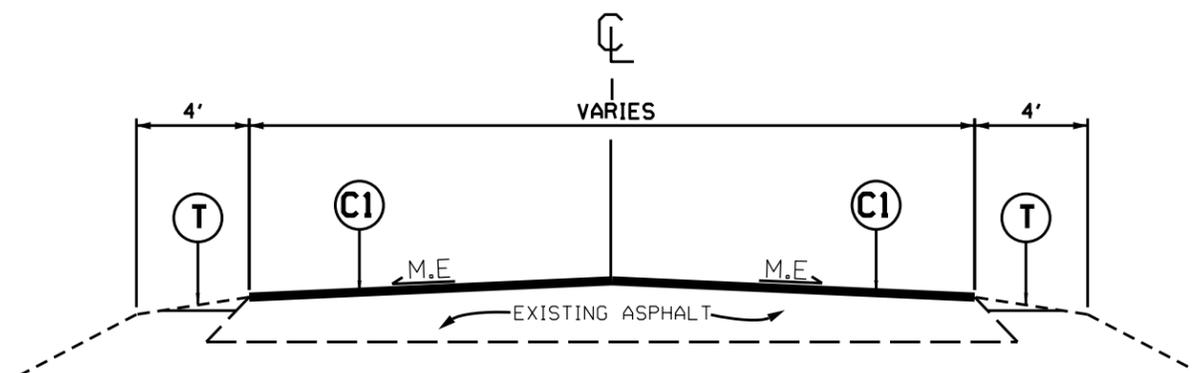


NOTE:

1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 5. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PLACE ASPHALT SURFACE COURSE TYPE S9.5B AT FULL WIDTH OF PAVEMENT, INCLUDING NEW WIDENING.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 2

MAPS 3, 4, 5, 6, AND 7



NOTE:

1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 5. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT SURFACE COURSE S9.5B AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE

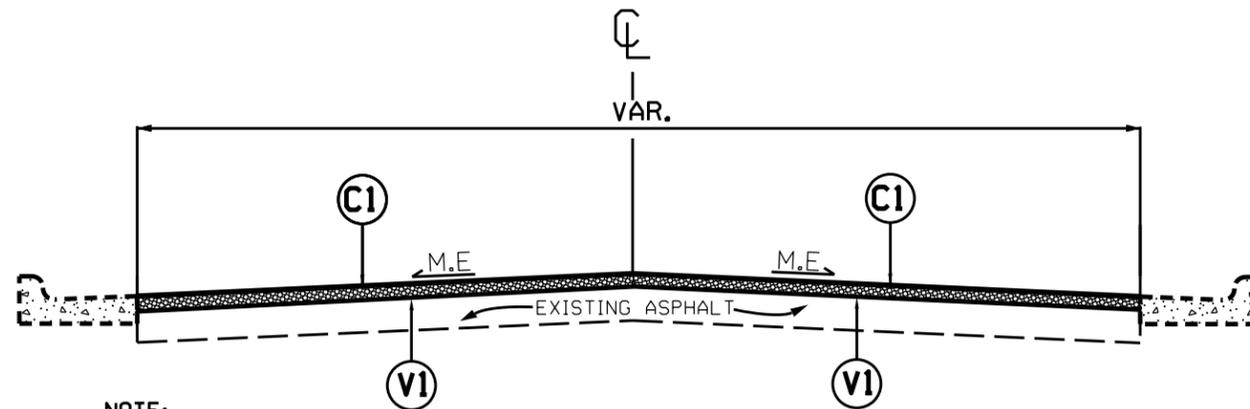
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
V2	INCIDENTAL MILLING.

DRAWINGS NOT TO SCALE

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

TYPICAL SECTION NO. 3

MAPS 8 AND 9



NOTE:

1. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 1.5 INCHES, MILLING TO INCLUDE BOTH NCDOT AND CITY SIDE STREETS TO THE BACK OF THE RADIUS.
2. PLACE ASPHALT SURFACE COURSE S9.5B AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. REMOVE/REPLACE ALL CONCRETE ITEMS AS SHOWN IN TABLES ON SHEET 5.
5. ADJUST CATCH BASINS AS SHOWN IN TABLE ON SHEET 5.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
V2	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00615	4	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1.5" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	2'6" CURB & GUTTER - REMOVE/REPLACE	CONCRETE VALLEY GUTTER - REMOVE/R EPLACE	ADJ. OF CATCH BASIN	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL	WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL			
								MI	FT	EA	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS	TON	LF	LF	EA	EA	EA	LF	LF	AC	EA	SF	LS		
2026CPT.02.08.20741	Pitt	1	SR-1108 / W LITTLEFIELD RD	FROM SR 1110 W HANRAHAN RD TO NC 11	1	2	2WU	0.92	18	37	46	1.84		250	775	1,050	109	126						92	100	0.92	1	105	0.07			
TOTAL FOR MAP NO. 1								0.92		37	46	1.84		250	775	1,050	109	126							92	100	0.92	1	105	0.07		
2026CPT.02.08.20741	Pitt	2	SR-1108 / E LITTLEFIELD RD	FROM NC 11 TO SR 1900 WEYERHAEUSER RD	1	2	2WU	1.31	18	52	66	2.62		1,148	1,107	1,609	174	397						131		1.31		150	0.11			
TOTAL FOR MAP NO. 2								1.31		52	66	2.62		1,148	1,107	1,609	174	397								131		1.31		150	0.11	
2026CPT.02.08.20741	Pitt	3	SR-1216 / BRUCE STRICKLAND RD	FROM SR 1217 ASKEW RD TO SR 1206 BELL ARTHUR RD	2	2	2WU	0.67	20	27	34	1.34		448		747	59	208						67		0.67		80	0.04			
TOTAL FOR MAP NO. 3								0.67		27	34	1.34		448		747	59	208									67		0.67		80	0.04
2026CPT.02.08.20741	Pitt	4	SR-1217 / ASKEW RD	FROM SR 1138 BALLARDS CROSSROADS RD TO SR 1218 CHINQUAPIN RD	2	2	2WU	2.62	21	105	131	5.24		2,321		2,855	234	983						419	100	2.62	1	295	0.15			
TOTAL FOR MAP NO. 4								2.62		105	131	5.24		2,321		2,855	234	983									419	100	2.62	1	295	0.15
2026CPT.02.08.20741	Pitt	5	SR-1258 / WINDHAM RD	FROM SR 1247 KINGS CROSSROADS RD TO NC 121	2	2	2WU	1.05	20	42	53	2.10		665		1,075	80	197						168	100	1.05		120	0.05			
TOTAL FOR MAP NO. 5								1.05		42	53	2.10		665		1,075	80	197									168	100	1.05		120	0.05
2026CPT.02.08.20741	Pitt	6	SR-1263 / WEBB RD	FROM SR 1216 BRUCE STRICKLAND RD TO SR 1206 BELL ARTHUR RD	2	2	2WU	0.2	20	8	10	0.40		50		213	17	47						32		0.20		25	0.01			
TOTAL FOR MAP NO. 6								0.2		8	10	0.40		50		213	17	47									32		0.20		25	0.01
2026CPT.02.08.20741	Pitt	7	SR-1270 / NICHOLS RD	FROM END PAV'T TO SR 1206 BELL ARTHUR RD	2	2	2WU	0.11	19	4	6	0.22		110		114	7							18		0.11		15	0.00			
TOTAL FOR MAP NO. 7								0.11		4	6	0.22		110		114	7										18		0.11		15	0.00
2026CPT.02.08.20741	Pitt	8	SR-1349 / S MAIN ST	FROM US 258 TO SR 1351 N MAIN ST	3	2	M2	1.16	39					24,423	3,237	2,368	154		529	27	9							130	0.10			
TOTAL FOR MAP NO. 8								1.16								24,423	3,237	2,368	154		529	27	9							130	0.10	
2026CPT.02.08.20741	Pitt	9	SR-1351 / N MAIN ST	FROM SR 1349 S MAIN ST TO BRIDGE 446	3	2	M2	1	28	18	24	0.90	17,970	1,502		1,670	109							62		0.45		130	0.07			
TOTAL FOR MAP NO. 9								1		18	24	0.90	17,970	1,502		1,670	109										62		0.45		130	0.07
2026CPT.02.08.20741	Pitt	10	SR-1900 / WEYERHAEUSER RD/ EAST AVE	FROM SR 1110 E HANRAHAN RD TO NC 102	1	2	2WU	4.79	19	192	240	9.58		1,765	4,034	6,134	596	319				5	2	479	100	4.79	1	540	0.39			
TOTAL FOR MAP NO. 10								4.79		192	240	9.58		1,765	4,034	6,134	596	319							5	2	479	100	4.79	1	540	0.39
TOTAL FOR PROJ NO. 2026CPT.02.08.20741								13.83		485	610	24.24		42,393	11,496	5,916	17,835	1,539	2,277	529	27	9	5	2	1,468	400	12.12	3	1,590	1		
GRAND TOTAL								13.83		485	610	24.24		42,393	11,496	5,916	17,835	1,539	2,277	529	27	9	5	2	1,468	400	12.12	3	1,590	1		

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00615	5	

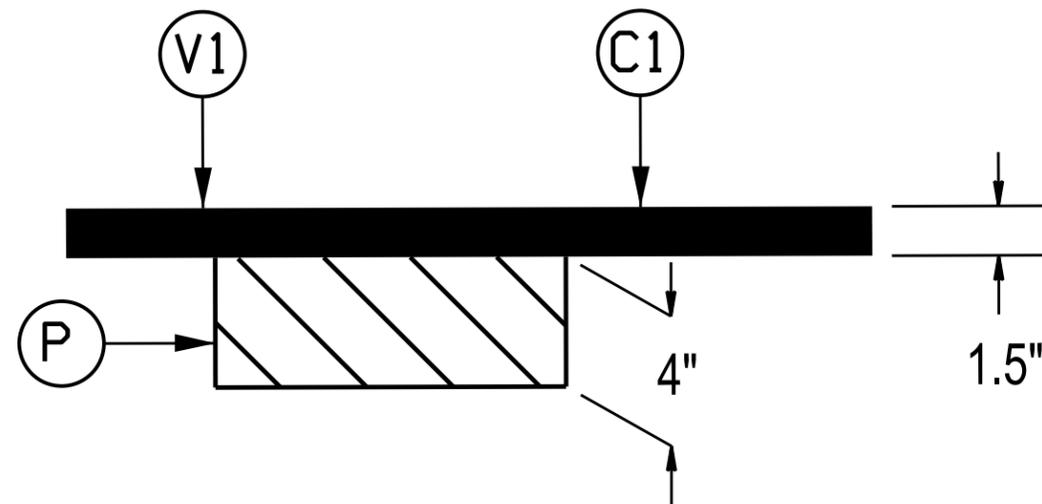
4" MILL PATCHING	STA.	STA.	WIDTH	LOC.	MAP	STA.	STA.	WIDTH	LOC.	MAP
	0+00	0+93	7'	RT	1	0+70	1+44	10'	LT	5
	10+61	11+18	7'	LT	1	21+45	22+97	7'	RT	5
	11+96	12+17	10'	RT	1	23+99	24+88	7'	RT	5
	23+34	23+51	7'	LT	1	25+82	26+15	7'	RT	5
	31+55	32+29	10'	LT	1	26+48	27+08	10'	RT	5
	33+68	33+93	7'	LT	1	30+12	30+47	FULL WIDTH		5
	39+32	39+80	7'	RT	1	38+42	38+64	7'	LT	5
	41+46	43+25	10'	RT	1	40+45	41+99	7'	LT	5
	44+93	45+37	7'	RT	1	43+15	43+61	7'	RT	5
	11+08	12+00	FULL WIDTH		2	44+85	45+25	10'	RT	5
	12+00	16+00	7'	RT	2	50+35	50+90	7'	RT	5
	16+11	16+32	7'	LT	2	54+21	55+30	10'	RT	5
	21+28	21+90	FULL WIDTH		2	5+39	6+08	7'	RT	6
	25+87	26+95	FULL WIDTH		2	6+24	6+79	7'	LT	6
	28+26	28+76	7'	RT	2	6+43	7+16	7'	RT	6
	33+56	34+47	FULL WIDTH		2	9+69	10+02	11'	RT	6
	53+00	53+64	FULL WIDTH		2	98+58	98+87	7'	LT	10
	67+75	68+63	10'	RT	2	120+08	122+00	7'	LT	10
	68+63	69+35	FULL WIDTH		2	176+86	177+80	7'	LT	10
	0+00	0+85	FULL WIDTH		3	176+86	177+80	7'	RT	10
	13+25	14+74	7'	RT	3	201+95	202+64	12'	RT	10
	14+33	15+09	7'	LT	3	204+32	204+78	7'	LT	10
	19+20	20+30	FULL WIDTH		3	222+09	222+95	7'	RT	10
	26+94	27+82	7'	LT	3	223+85	224+35	7'	RT	10
	2+11	2+61	7'	RT	4	225+40	225+60	7'	LT	10
	20+19	21+23	11'	LT	4	228+01	228+44	FULL WIDTH		10
	21+10	21+54	7'	RT	4	235+64	237+42	11'	RT	10
	27+04	27+31	FULL WIDTH		4	240+26	240+80	7'	LT	10
	32+25	32+59	11'	RT	4	240+58	240+98	7'	RT	10
	34+04	34+77	11'	RT	4	242+23	242+58	7'	LT	10
	34+77	36+27	FULL WIDTH		4	249+30	250+09	7'	LT	10
	36+56	38+19	7'	RT	4	250+57	251+01	FULL WIDTH		10
	47+70	48+77	FULL WIDTH		4	251+01	251+59	FULL WIDTH		10
	48+77	49+38	7'	RT	4					
	60+20	62+45	FULL WIDTH		4					
	85+95	87+22	FULL WIDTH		4					
	92+00	92+73	11'	RT	4					
	92+73	93+34	FULL WIDTH		4					
	102+79	106+22	FULL WIDTH		4					
	106+22	107+50	11'	RT	4					
	107+50	107+91	FULL WIDTH		4					
	121+61	122+37	7'	CTR	4					
	122+37	122+90	11'	LT	4					
	125+77	126+80	11'	RT	4					
	126+80	128+26	FULL WIDTH		4					
	128+26	129+91	7'	LT	4					
	131+30	132+27	7'	LT	4					
	137+65	138+10	7'	LT	4					

2'6" CURB & GUTTER REMOVE/REPLACE	STA.	STA.	LENGTH	LOC.	MAP
	13+17	13+43	26'	LT	8
	20+14	20+24	10'	LT	8
	20+14	20+24	10'	RT	8
	26+21	26+51	30'	LT	8
	26+25	26+51	26'	RT	8
	26+51	26+99	48'	RT	8
	27+90	28+10	20'	LT	8
	28+19	28+44	25'	RT	8
	28+51	28+58	7'	LT	8
	28+76	29+12	36'	LT	8
	28+93	29+12	19'	RT	8
	29+12	29+57	45'	RT	8
	29+76	30+27	51'	LT	8
	30+00	30+21	21'	RT	8
	30+65	30+76	11'	RT	8
	30+96	31+48	52'	RT	8
	32+96	33+06	10'	LT	8
	33+35	33+54	19'	LT	8
	33+94	34+05	11'	RT	8
	36+24	36+66	42'	RT	8
	36+56	36+66	10'	LT	8

CONCRETE VALLEY GUTTER REMOVE/REPLACE	STA.	STA.	LENGTH	LOC.	MAP
	0+00	0+27	27'	RT	8

ADJ. OF CATCH BASIN	STA.	STA.	QTY.	LOC.	MAP
	3+18		1	LT	8
	13+31		1	LT	8
	14+70		1	RT	8
	20+14		1	LT	8
	20+14		1	RT	8
	20+93		1	RT	8
	26+10		1	LT	8
	26+10		1	RT	8

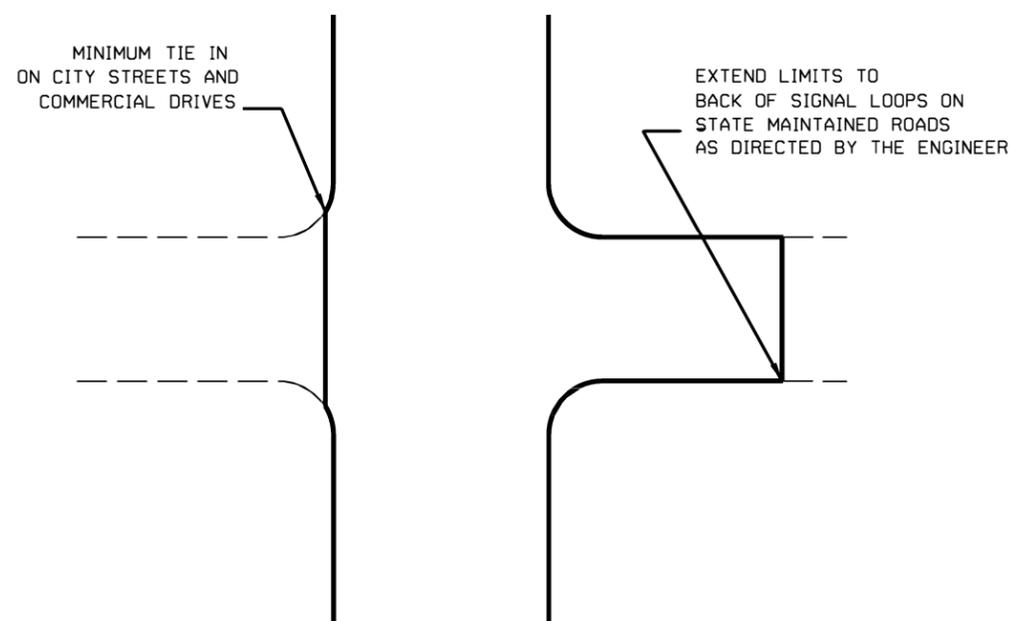
4" DEPTH MILL PATCHING DETAIL MAPS 1, 2, 3, 4, 5, 6, AND 10



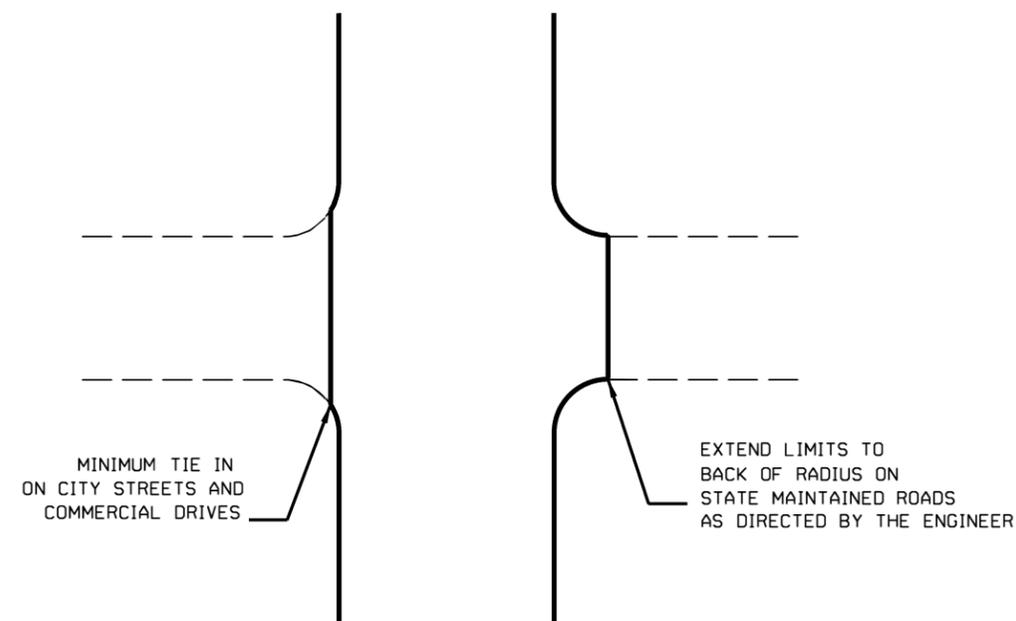
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B25.0C
DRAWINGS NOT TO SCALE	

NOTE:

1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 4" DEPTH MILL PATCHING.
2. THE CONTRACTOR SHALL PERFORM THE MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON SHEET 4, AND AS DIRECTED BY THE ENGINEER.



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

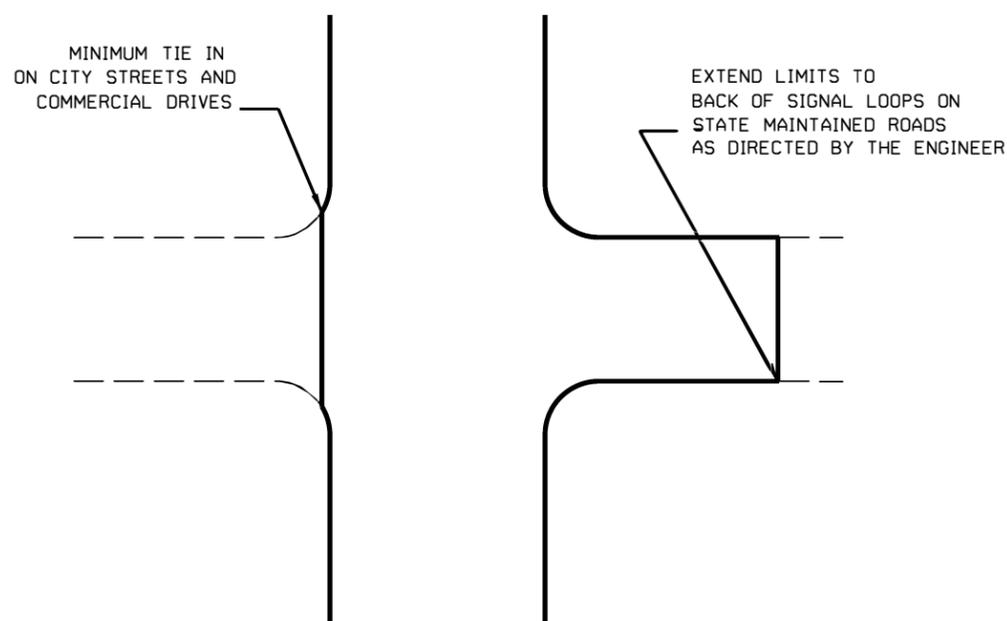


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

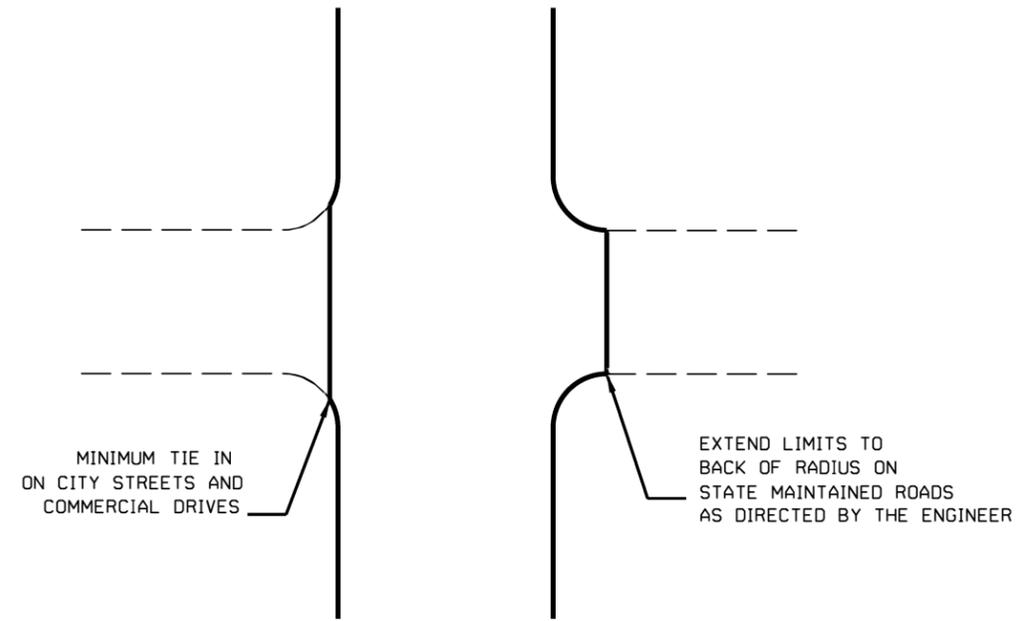
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

Extend paving limits to back of radius or loop on the following intersections:

MAP#	STREET NAME	COMMENTS
2	DRIVEWAY 1 AYDEN-GRIFTON HIGH SCHOOL	PAVE TO C&G APPROX 41' FROM -L-
2	DRIVEWAY 2 AYDEN-GRIFTON HIGH SCHOOL	PAVE TO JOINT APPROX 34' FROM -L-
2	DRIVEWAY 3 AYDEN-GRIFTON HIGH SCHOOL	PAVE TO JOINT APPROX. 56' FROM -L-
8	DARDEN ST LT -L-	PAVE TO JOINT APPROX 24' FROM -L-
8	THORNE ST LT -L-	PAVE TO JOINT APPROX. 17' FROM -L-
8	ANDERSON AVE RT -L-	PAVE TO JOINT APPROX 36' FROM -L-
8	BENNETT ST LT -L-	PAVE TO JOINT APPROX 24' FROM -L-
8	HORTON ST LT -L-	PAVE TO JOINT APPROX 23' FROM -L-
8	W VINES ST LT -L-	PAVE TO JOINT APPROX 15' FROM -L-
8	E VINES ST RT -L-	PAVE TO JOINT APPROX 17' FROM -L-
8	W PERRY ST LT -L-	PAVE TO JOINT APPROX 18' FROM -L-
8	W HINES ST LT -L-	PAVE TO JOINT APPROX 24' FROM -L-
8	E HINES ST RT -L-	PAVE TO JOINT APPROX 18' FROM -L-
8	WALLACE ST LT -L-	PAVE TO JOINT APPROX 23' FROM -L-
8	CRESTWOOD DR RT -L-	PAVE TO JOINT APPROX 23' FROM -L-
8	W COTTON ST LT -L-	PAVE TO JOINT APPROX 22' FROM -L-



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



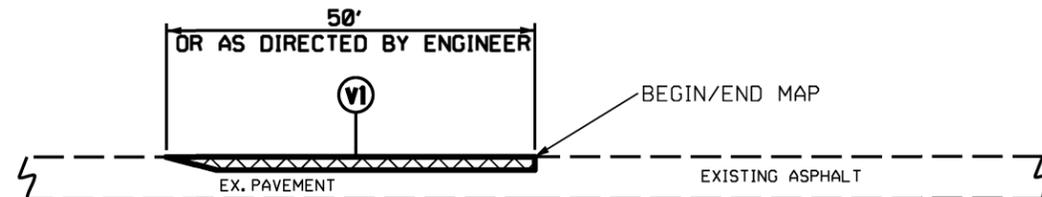
TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

Extend paving limits to back of radius
or loop on the following intersections:

MAP#	STREET NAME	COMMENTS
8	E COTTON ST RT -L-	PAVE TO JOINT APPROX. 22' FROM -L-
8	W PINE ST LT -L-	PAVE TO JOINT APPROX. 24' FROM -L-
8	E PINE ST RT -L-	PAVE TO JOINT APPROX. 24' FROM -L-
8	W CHURCH ST LT -L-	PAVE TO JOINT APPROX. 25' FROM -L-
8	E CHURCH ST RT -L-	PAVE TO JOINT APPROX. 22' FROM -L-
8	W WILSON ST LT -L-	PAVE TO JOINT APPROX. 22' FROM -L-
8	E WILSON ST RT -L-	PAVE TO JOINT APPROX. 20' FROM -L-
9	BELCHER ST LT -L-	PAVE TO JOINT APPROX. 23' FROM -L-
9	W HORNE AVE LT -L-	PAVE TO JOINT APPROX. 21' FROM -L-
9	W LANG ST LT -L-	PAVE TO JOINT APPROX. 13' FROM -L-
9	E LANG ST RT -L-	PAVE TO JOINT APPROX. 12' FROM -L-
9	JONES ST LT -L-	PAVE TO JOINT APPROX. 11' FROM -L-
9	DALE DR LT -L-	PAVE TO JOINT APPROX. 24' FROM -L-
9	N CONTENTNEA ST RT -L-	PAVE TO JOINT APPROX. 85' FROM -L-
10	FRANKLIN DR	PAVE TO JOINT APPROX. 32' FROM -L-
10	S EDGE RD	PAVE TO JOINT APPROX. 30' FROM -L-

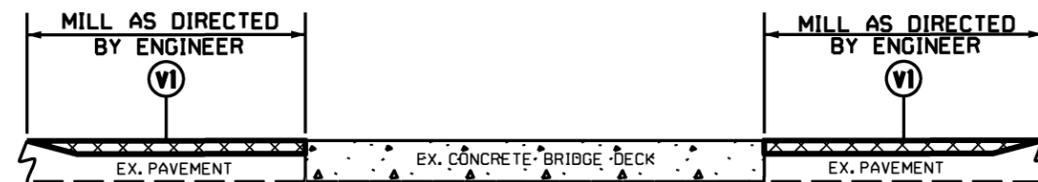
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

- 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:

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

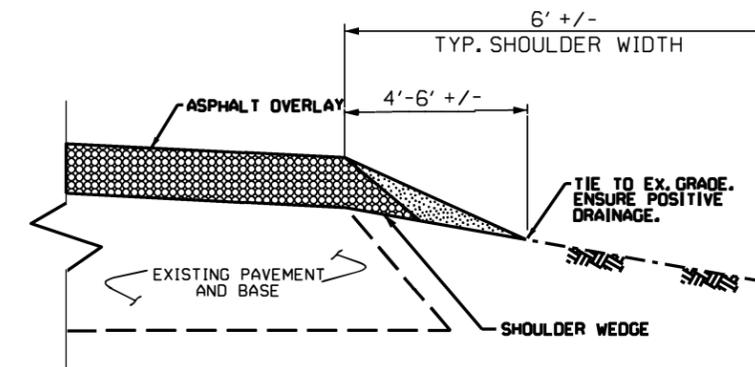


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL

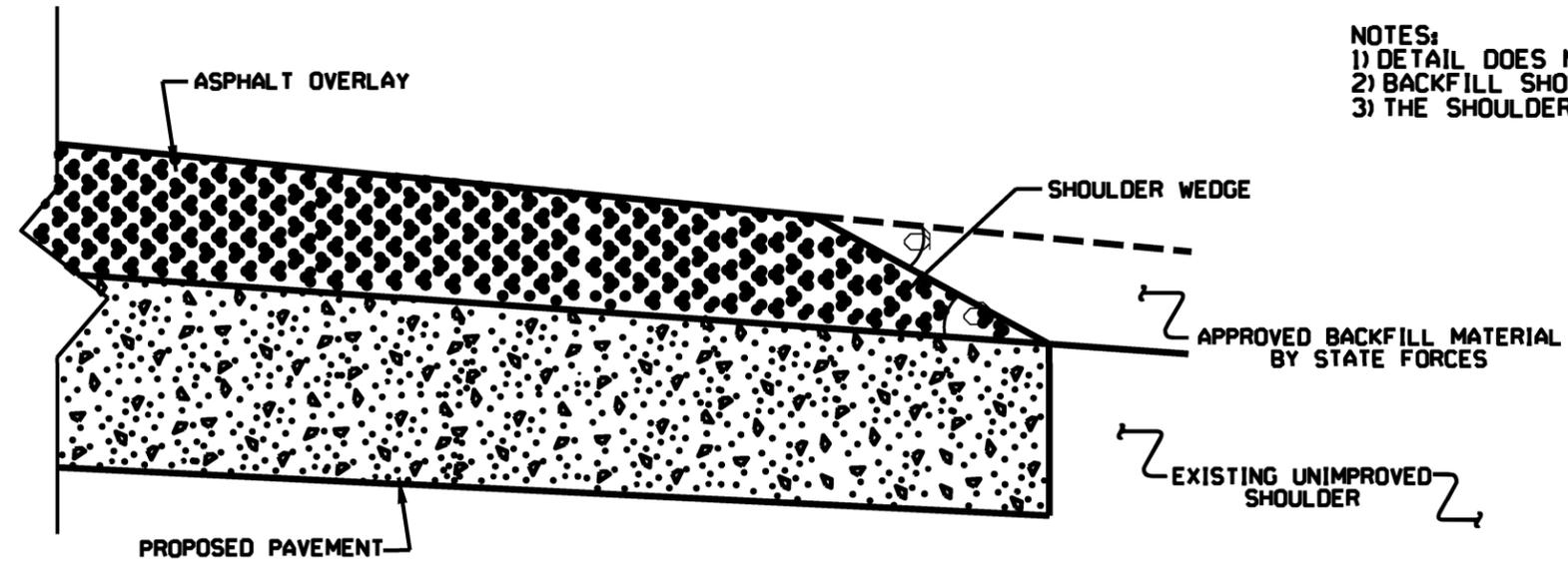


SHOULDER RECONSTRUCTION DETAIL

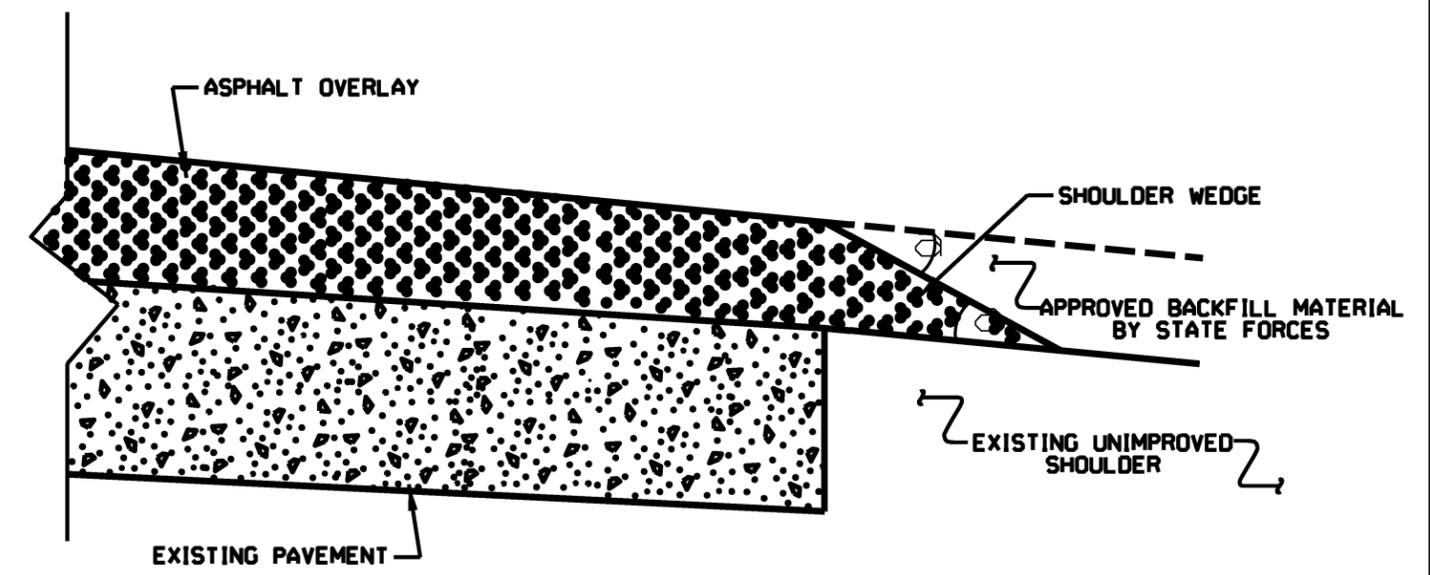
NOTE:

- 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.
- 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.
- REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

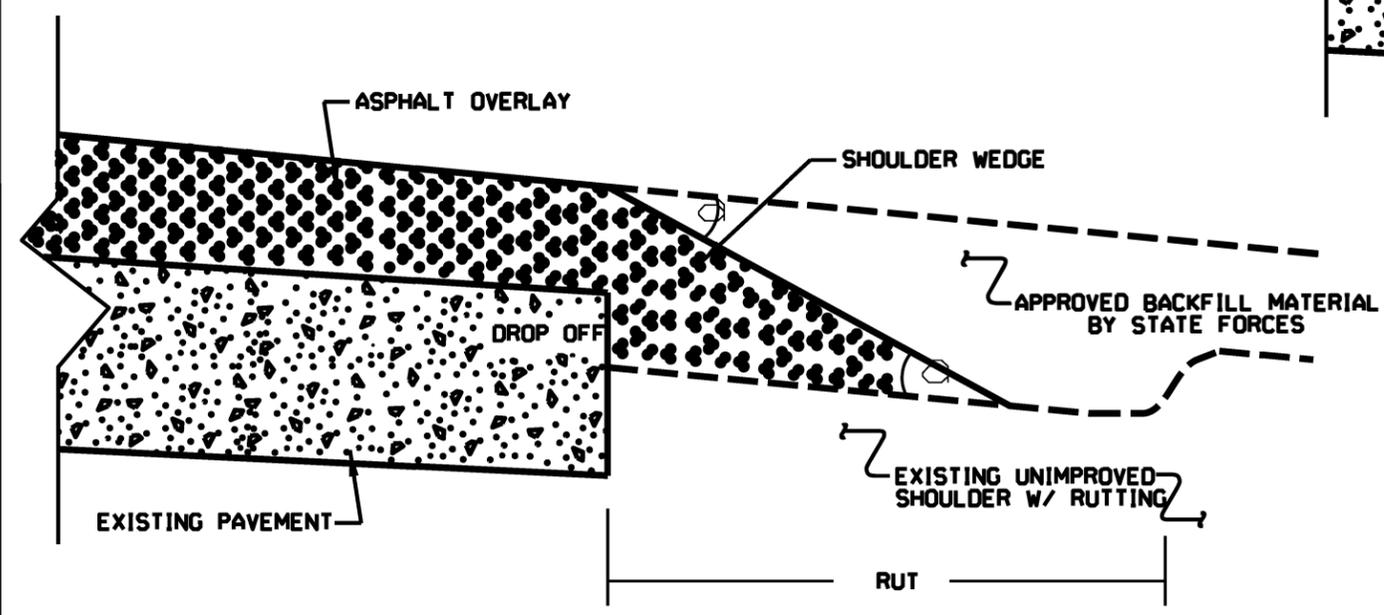
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

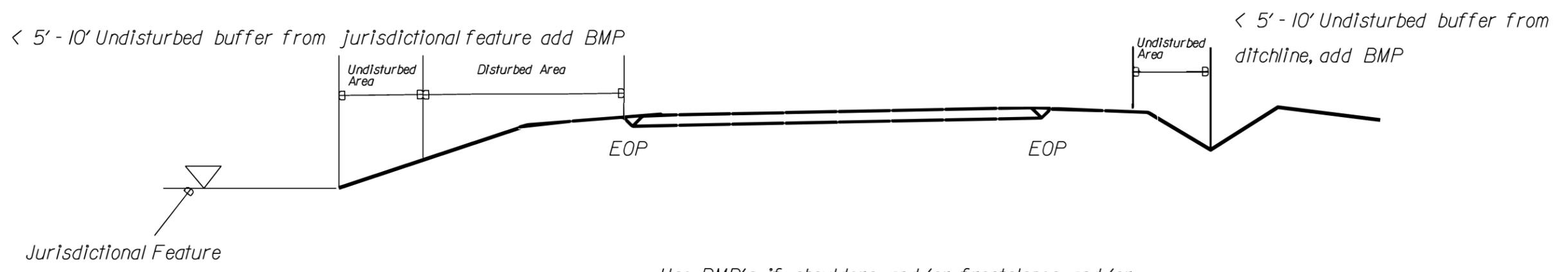
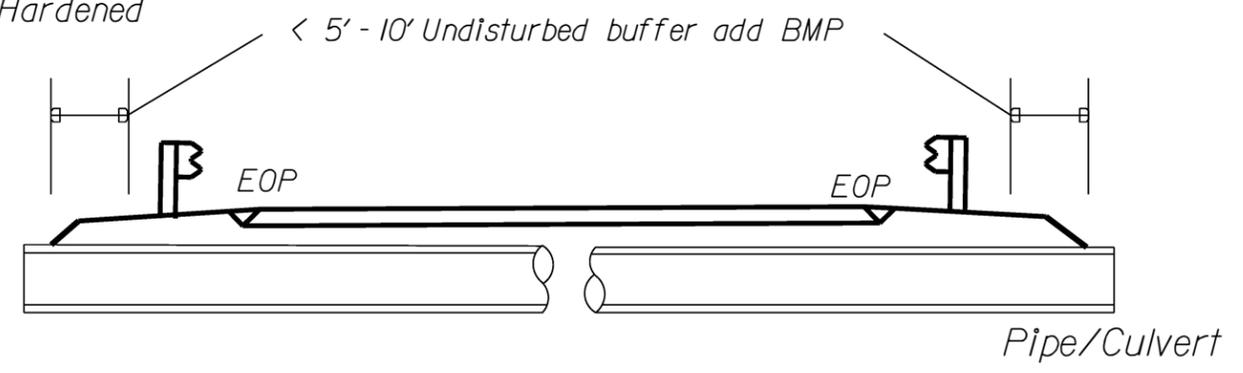
- SHOULDER WEDGE ANGLE = 30°

**SHOULDER WEDGE
 DETAILS**

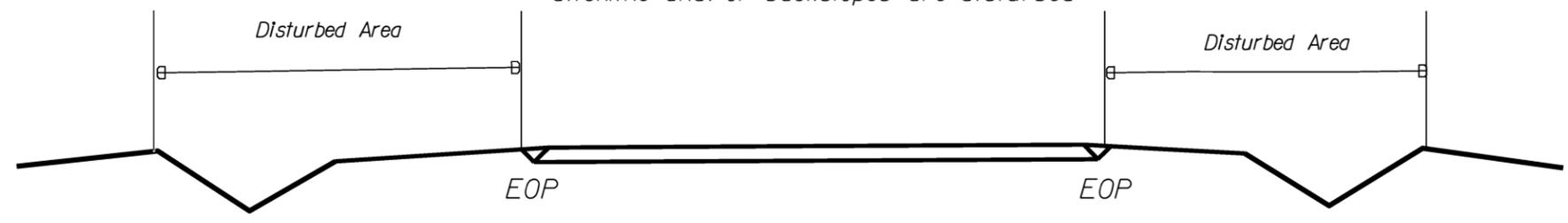
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

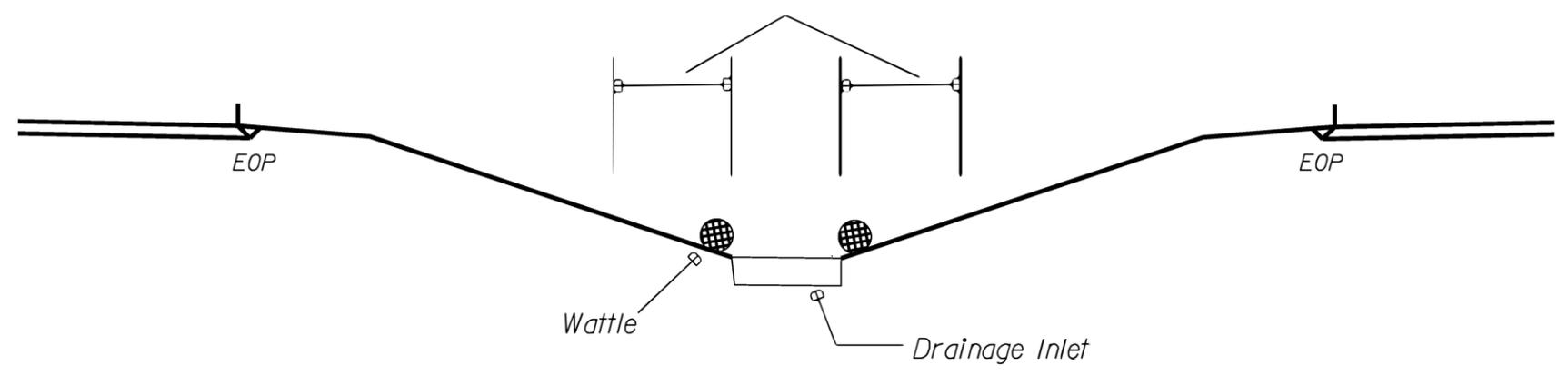
EROSION CONTROL DETAIL



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

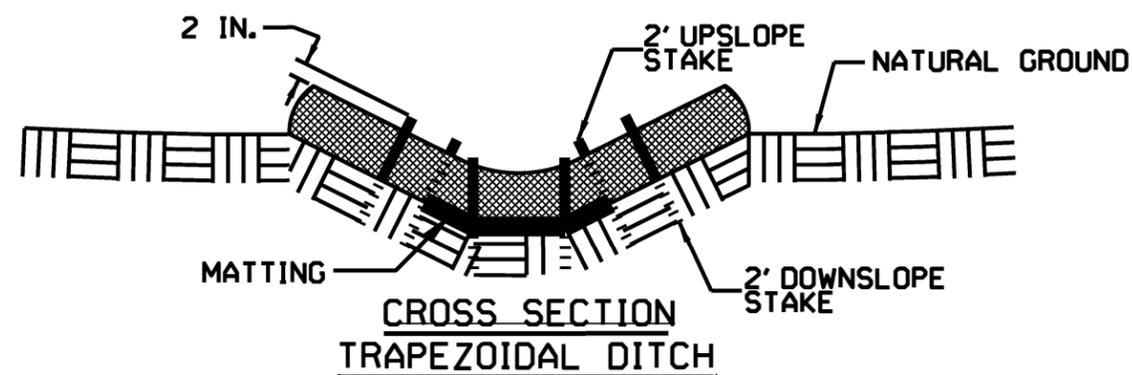
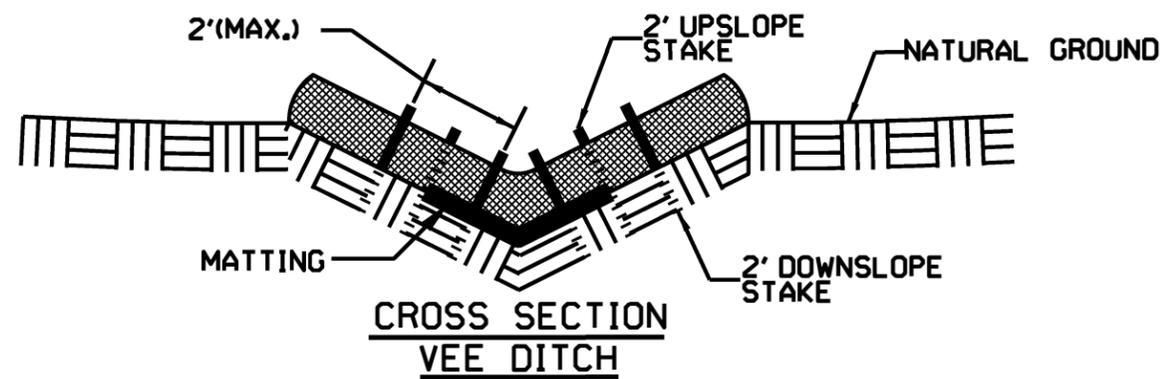
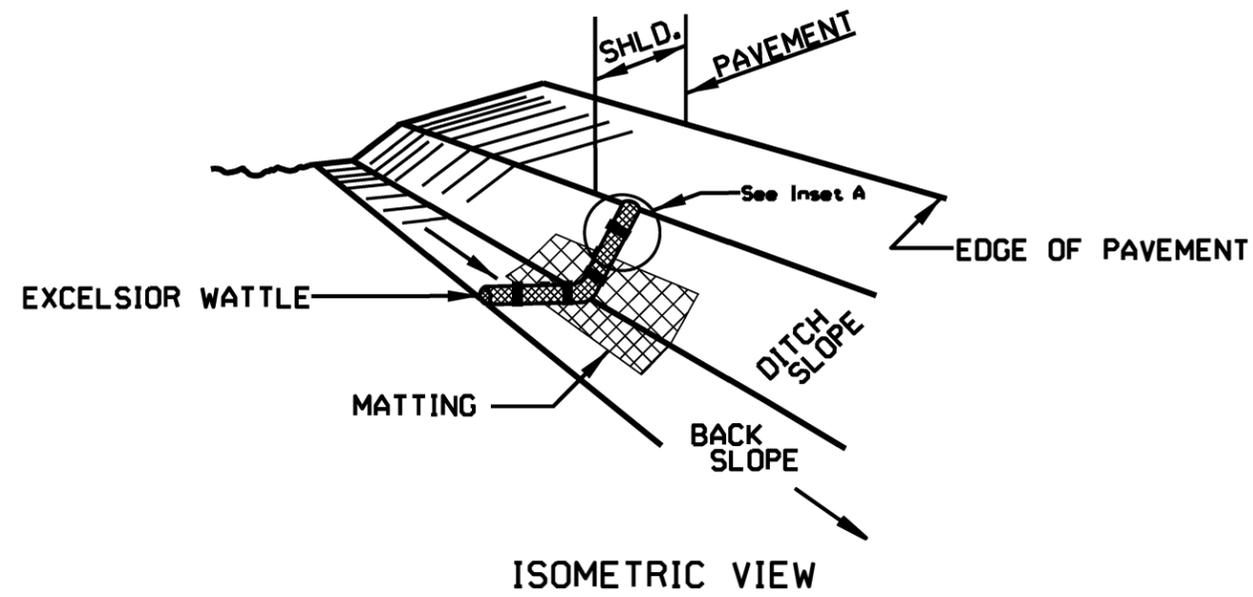


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

WATTLE DETAIL



NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

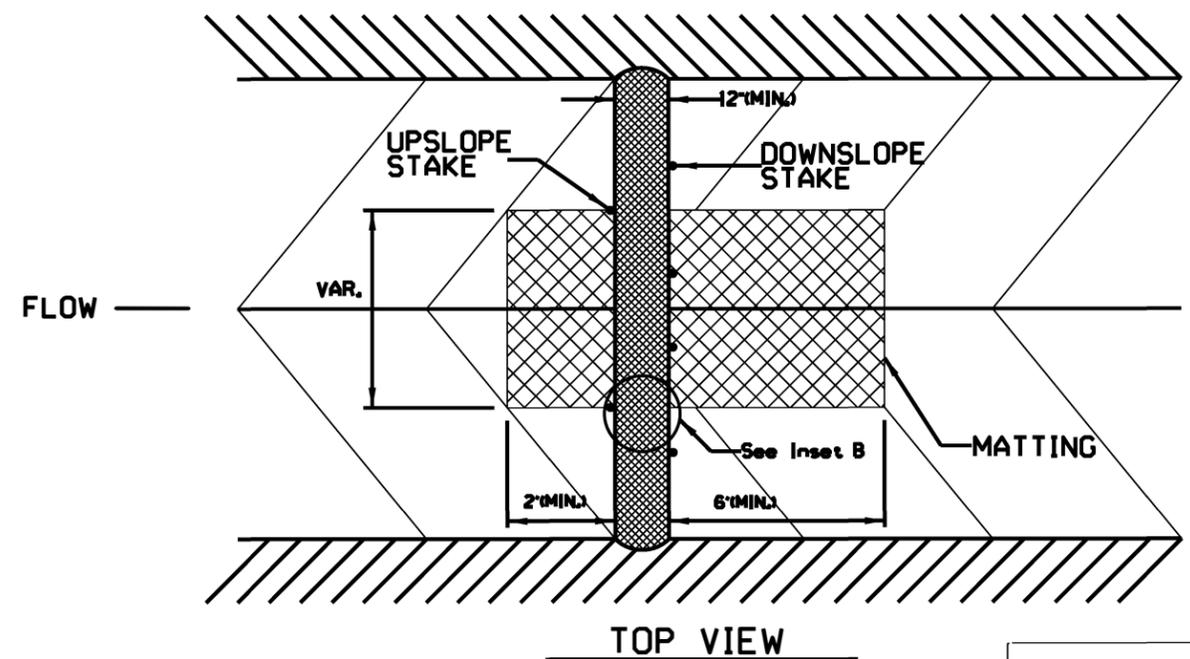
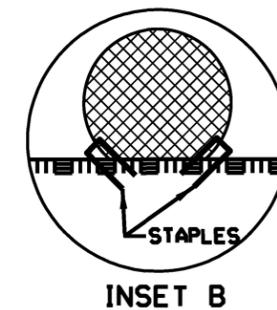
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

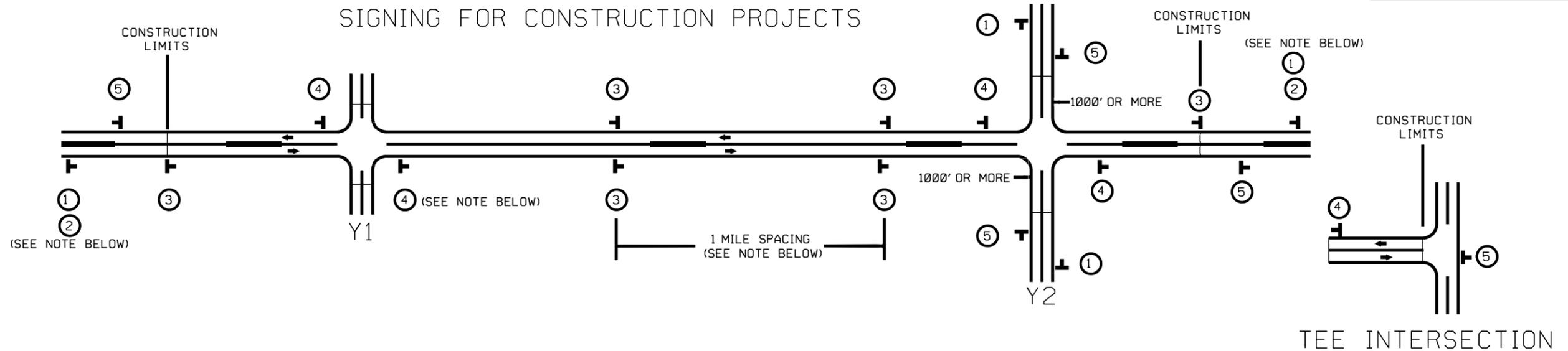
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

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



NOT TO SCALE

SIGNING FOR CONSTRUCTION PROJECTS



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>①</p> <p>ROAD WORK AHEAD W20-1 48" X 48"</p>	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 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> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	<p>②</p> <p>NEXT MILE W7-3aP 24" X 18"</p>	<p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER.(NO FRACTIONAL OR DECIMAL NUMBERS)</p>	
	<p>③</p> <p>LOW/SOFT SHOULDER SP-13107 48" X 48"</p>	<ul style="list-style-type: none"> - 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. 	
	<p>④</p> <p>ROAD UNDER CONST SP-13106 48" X 48"</p>	<ul style="list-style-type: none"> - 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. 	
	<p>⑤</p> <p>END ROAD WORK G20-2 A 48" X 24"</p>	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	



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