

PROJECT REFERENCE NO.	SHEET NO.
DB00550	1



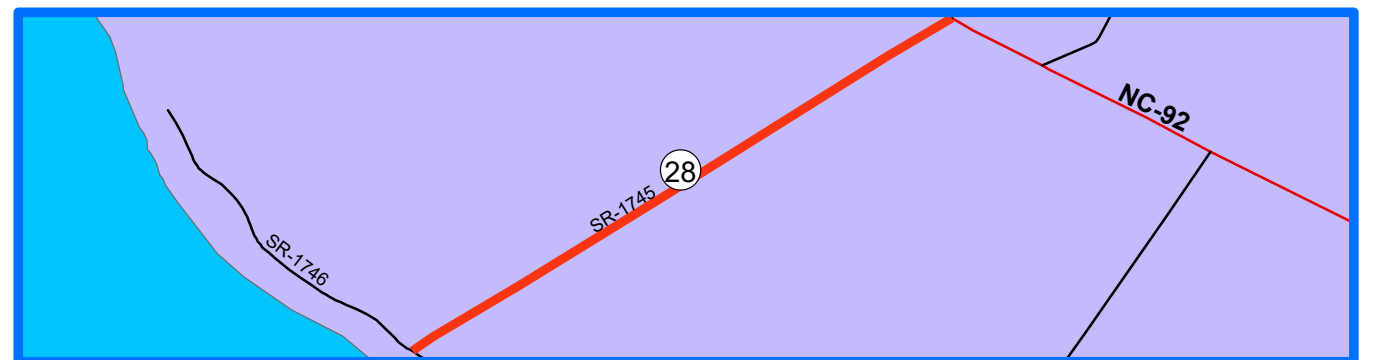
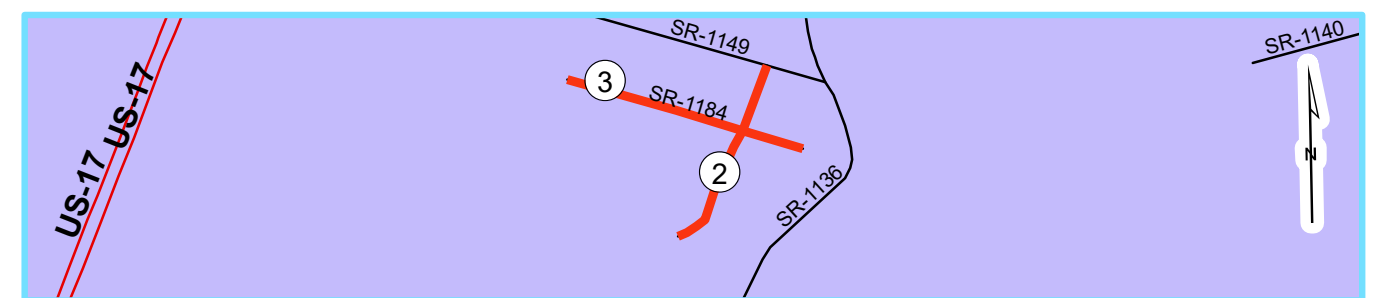
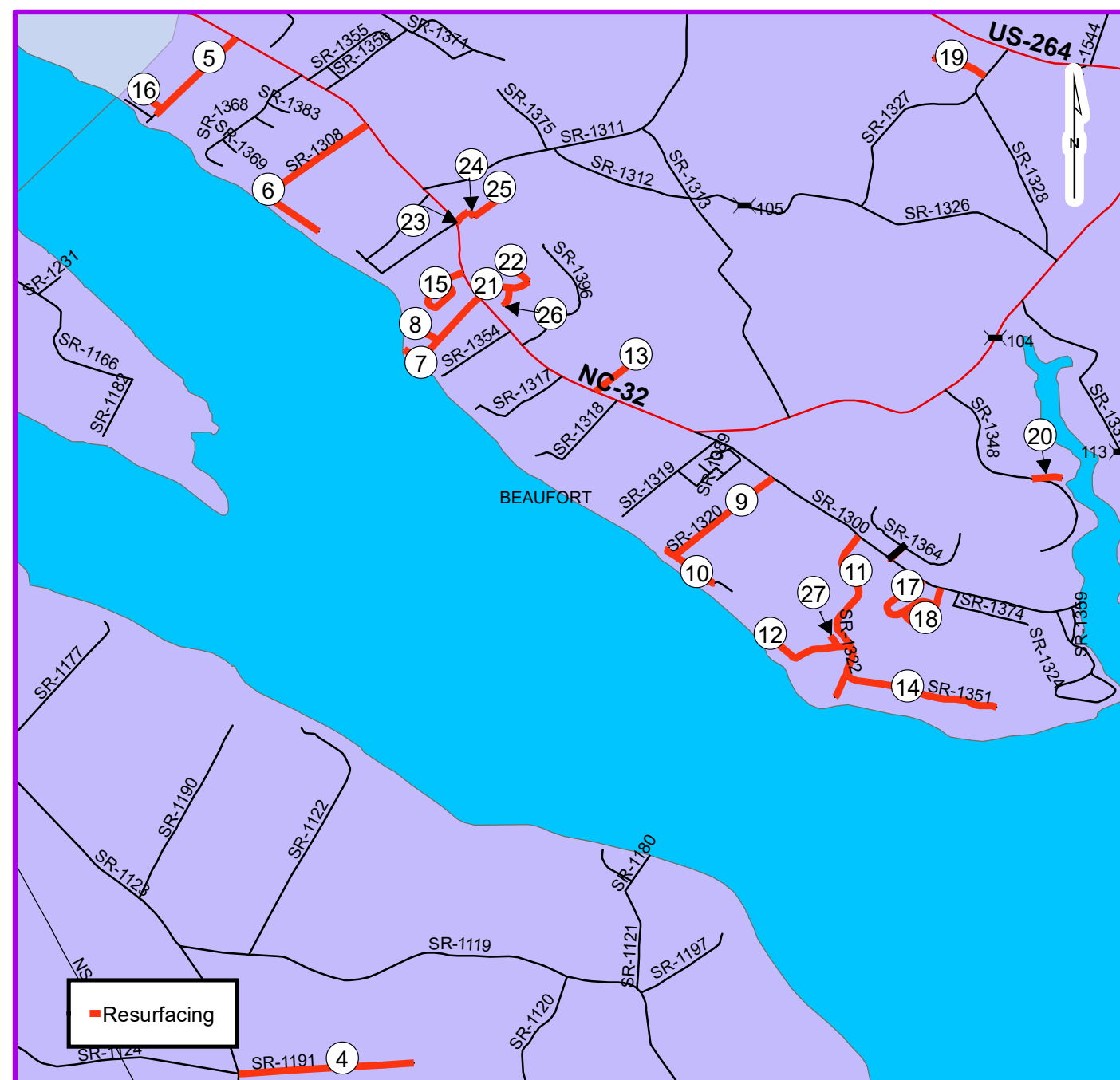
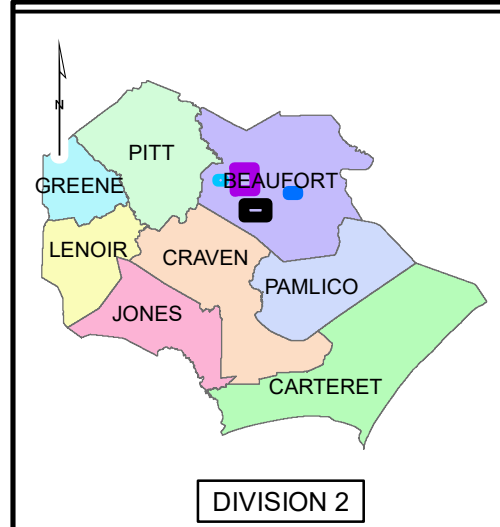
NCDOT
DIVISION 2

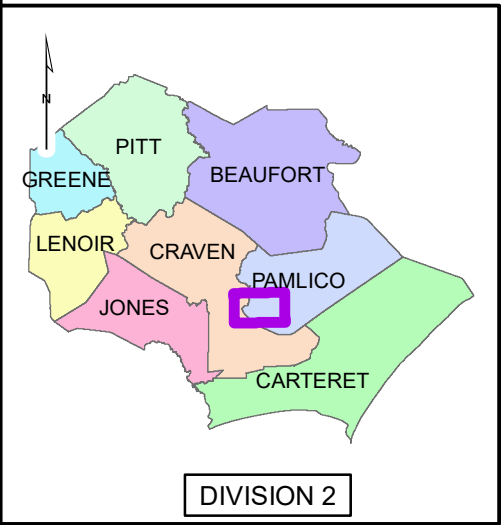
BEAUFORT AND PAMLICO COUNTIES

DB00550

WBS# 2023CPT.02.11.20071
2023CPT.02.12.20691

TYPE OF WORK: RESURFACING, AND SHOULDER RECONSTRUCTION





BEAUFORT AND PAMLICO COUNTIES
DB00550

WBS# 2023CPT.02.11.20071
2023CPT.02.12.20691

TYPE OF WORK: RESURFACING, AND SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00550	2

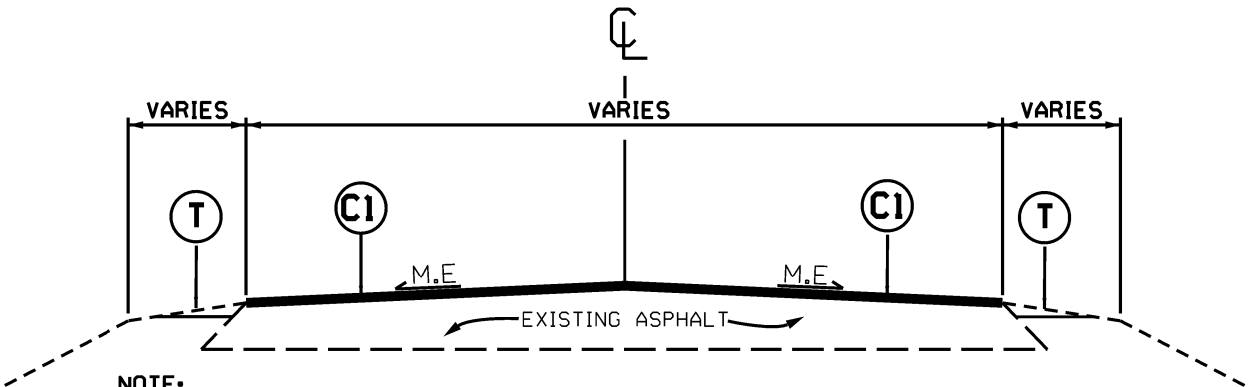


NCDOT
DIVISION 2



TYPICAL SECTION NO. 1

MAPS 1 THRU 30



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. ON MAP 1, ADDITIONAL INCIDENTAL MILLING WILL BE REQUIRE AT THE INTERSECTION OF SR 1104.
4. ON MAP 17, ADDITIONAL INCIDENTAL MILLING WILL BE REQUIRE FROM 2+16 LT TO 3+08 LT.
5. FOR MILL PATCHING, REFER TO SUMMARY OF QUANTITES FOR MAPS AND LOCATIONS.
6. FOR SHOULDER RECONSTRUCTION, REFER TO SUMMARY OF QUANTITES FOR LOCATIONS.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.

DRAWINGS NOT TO SCALE

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

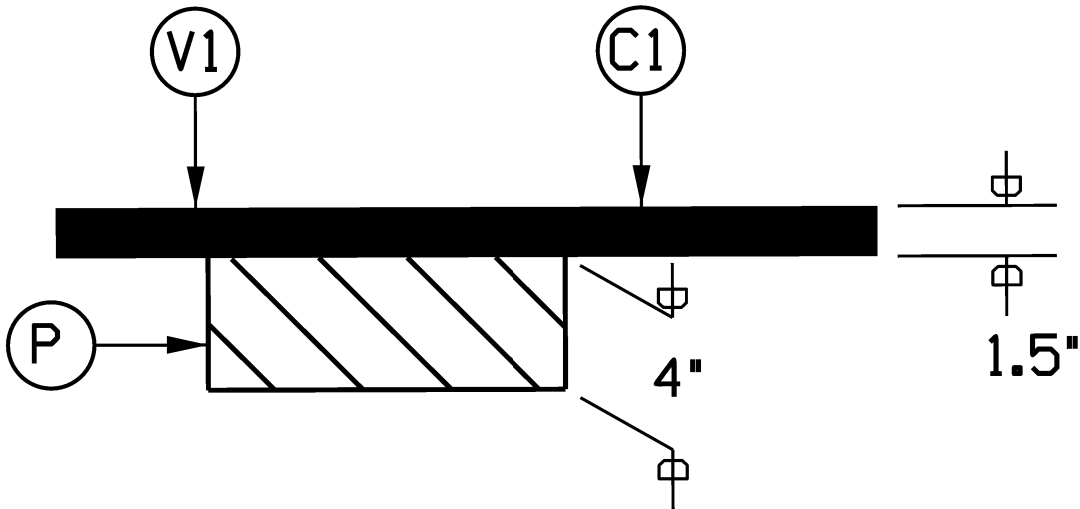
PROJECT NO.	SHEET NO.	TOTAL NO.
DB00550	4	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0262000000-N	1220000000-E	1245000000-E	1330000000-E	1519000000-E	1575000000-E	1880000000-E	2845000000-N	6000000000-E	6071010000-E	6084000000-E	6117000000-N	4130000000-	4457000000-N
												HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	INCIDENTAL MILLING	SURFACE COURSE, S9.58	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	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	TONS	TONS	TON	EA	LF	LF	AC	EA	SF	LS
2023CPT.02.11.20071	Beaufort	1	SR 1110 HERRING RUN RD.	FROM NC 33 TO SR 1103 MAULES POINT RD.	1	2	2WD	NO	NO	3.24	20	130	130	6.48	1,600	3,500	244	175		300	50	3.24	1	454	0.19
TOTAL FOR MAP NO. 1										3.24		130	130	6.48	1,600	3,500	244	175		300	50	3.24	1	454	0.19
2023CPT.02.11.20071	Beaufort	2	SR 1183 CHOCO VILLAGE RD.	FROM DEAD END TO SR 1149 PRICE RD.	1	2	2WU	NO	NO	0.23	20	9	9	0.46	250	250	18	15				0.23		100	0.01
TOTAL FOR MAP NO. 2										0.23		9	9	0.46	250	250	18	15				0.23		100	0.01
2023CPT.02.11.20071	Beaufort	3	SR 1184 PEED RD.	FROM DEAD END TO DEAD END	1	2	2WU	NO	NO	0.25	21	10	10	0.50		290	19					0.25		50	0.01
TOTAL FOR MAP NO. 3										0.25		10	10	0.50		290	19					0.25		50	0.01
2023CPT.02.11.20071	Beaufort	4	SR 1191 HARDISON RD.	FROM SR1123 OLD BLOUNTS CREEK RD. TO END MAINTENANCE	1	2	2WU	NO	NO	0.7	20	28	14	1.40		725	57	150				0.70		125	0.04
TOTAL FOR MAP NO. 4										0.7		28	14	1.40		725	57	150				0.70		125	0.04
2023CPT.02.11.20071	Beaufort	5	SR 1301 NORTH SHORES RD.	FROM END MAINENANCE TO NC 32	1	2	2WU	NO	NO	0.46	18	18	18		250	420	28					0.46		125	0.03
TOTAL FOR MAP NO. 5										0.46		18	18		250	420	28					0.46		125	0.03
2023CPT.02.11.20071	Beaufort	6	SR 1308 MIMOSA SHORES RD.	FROM END MAINTENANCE TO NC 32	1	2	2WU	NO	NO	0.8	18	32	32	1.60	250	750	55	100				0.80		125	0.05
TOTAL FOR MAP NO. 6										0.8		32	32	1.60	250	750	55	100				0.80		125	0.05
2023CPT.02.11.20071	Beaufort	7	SR 1315 EDGEWATER RD.	FROM DEAD END TO NC 32	1	2	2WU	NO	NO	0.44	18	18	18	0.88	250	427	29					0.44		100	0.03
TOTAL FOR MAP NO. 7										0.44		18	18	0.88	250	427	29					0.44		100	0.03
2023CPT.02.11.20071	Beaufort	8	SR 1316 EDGEWATER BEACH RD.	FROM DEAD END TO SR 1315 EDGEWATER RD.	1	2	2WU	NO	NO	0.11	18	4	4	0.22	250	125	8					0.11		50	0.02
TOTAL FOR MAP NO. 8										0.11		4	4	0.22	250	125	8					0.11		50	0.02
2023CPT.02.11.20071	Beaufort	9	SR 1320 SHADY BANKS RD.	FROM SR 1321 SHADY BANKS BEACH RD. TO SR 1300 RIVER RD.	1	2	2WU	NO	NO	0.55	18	22	22	1.10	250	550	43	125				0.55		100	0.03
TOTAL FOR MAP NO. 9										0.55		22	22	1.10	250	550	43	125				0.55		100	0.03
2023CPT.02.11.20071	Beaufort	10	SR 1321 SHADY BANKS BEACH RD.	FROM DEAD END TO DEAD END	1	2	2WU	NO	NO	0.26	19	10	10	0.52		265	18					0.26		75	0.01
TOTAL FOR MAP NO. 10										0.26		10	10	0.52		265	18					0.26		75	0.01
2023CPT.02.11.20071	Beaufort	11	SR 1322 SWAN POINT RD.	FROM DEAD END TO SR 1300 RIVER RD.	1	2	2WU	NO	NO	0.86	20	34	34	1.72	250	872	58					0.86		125	0.05
TOTAL FOR MAP NO. 11										0.86		34	34	1.72	250	872	58					0.86		125	0.05
2023CPT.02.11.20071	Beaufort	12	SR 1323 SUNNYSIDE DR.	FROM DEAD END TO 1322 SWAN POINT RD.	1	2	2WU	NO	NO	0.44	20	18	18	0.88	250	482	32					0.44		100	0.02
TOTAL FOR MAP NO. 12										0.44		18	18	0.88	250	482	32					0.44		100	0.02
2023CPT.02.11.20071	Beaufort	13	SR 1350 FOREST HEIGHTS RD.	FROM END MAINTENANCE TO NC 32	1	2	2WU	NO	NO	0.24	21	10	10	0.48	250	256	17					0.24		100	0.01
TOTAL FOR MAP NO. 13										0.24		10	10	0.48	250	256	17					0.24		100	0.01
2023CPT.02.11.20071	Beaufort	14	SR 1351 SWAN POINT DR.	FROM SR 1322 SWAN POINT RD. TO DEAD END	1	2	2WU	NO	NO	0.64	20	26	26	1.28	250	705	47		1			0.64		125	0.04
TOTAL FOR MAP NO. 14										0.64		26	26	1.28	250	705	47		1			0.64		125	0.04
2023CPT.02.11.20071	Beaufort	15	SR 1360 CEDAR CIRCLE	FROM NC 32 TO SR 1360 CEDAR CIRCLE	1	2	2WU	NO	NO	0.4	20	16	16	0.80	250	440	35	125				0.40		100	0.02
TOTAL FOR MAP NO. 15										0.4		16	16	0.80	250	440	35	125				0.40		100	0.02
2023CPT.02.11.20071	Beaufort	16	SR 1362 ISBELLA EXT.	FROM SR 1301 NORTH SHORES RD. TO DEAD END	1	2	2WU	NO	NO	0.15	20	6	6	0.30		155	10					0.15		75	0.01
TOTAL FOR MAP NO. 16										0.15		6	6	0.30		155	10					0.15		75	0.01
2023CPT.02.11.20071	Beaufort	17	SR 1366 WELLESLEY RD.	FROM SR 1300 RIVER RD. TO SR 1367 HOLYOKE RD.	1	2	2WU	NO	NO	0.44	20	18	18	0.88	250	505	34					0.44		75	0.02
TOTAL FOR MAP NO. 17										0.44		18	18	0.88	250	505	34					0.44		75	0.02
2023CPT.02.11.20071	Beaufort	18	SR 1367 HOLYOKE RD.	FROM SR 1366 WELLESLY RD. TO SR 1300 RIVER RD.	1	2	2WU	NO	NO	0.28	20	11	11	0.56	200	315	21					0.28		50	0.02
TOTAL FOR MAP NO. 18										0.28		11	11	0.56	200	315	21					0.28		50	0.02
2023CPT.02.11.20071	Beaufort	19	SR 1370 GRANVILLE DRIVE	FROM SR 1327 NECK RD TO DEAD END	1	2	2WU	NO	NO	0.22	20	9	9	0.44	250	226	15					0.22		50	0.01
TOTAL FOR MAP NO. 19										0.22		9	9	0.44	250	226	15					0.22		50	0.01
2023CPT.02.11.20071	Beaufort	20	SR 1377 CAPTAINS COVE	FROM END MAINTENANCE TO SR 1348 COX RD.	1	2	2WU	NO	NO	0.1	16	4	4	0.20	250	86	6					0.10		50	0.01
TOTAL FOR MAP NO. 20										0.1		4	4	0.20	250	86	6					0.10		50	0.01
2023CPT.02.11.20071	Beaufort	21	SR 1379 WELLINGTON DR	FROM NC 32 TO SR 1380 LANCASTER LN.	1	2	2WU	NO	NO	0.21	20	8	8	0.42		214	14					0.21		50	0.01
TOTAL FOR MAP NO. 21										0.21		8	8	0.42		214	14					0.21		50	0.01
2023CPT.02.11.20071	Beaufort	22	SR 1380 LANCASTER LANE	FROM SR 1379 WELLINGTON DR TO END OF THE CUL-DE-SAC	1	2	2WU	NO	NO	0.11	20	4	4	0.22	200	142	10					0.11		100	0.01
TOTAL FOR MAP NO. 22										0.11		4	4	0.22	200	142	10					0.11		100	0.01
2023CPT.02.11.20071	Beaufort	23	SR 1384 ILLINOIS AVE.	FROM SR 1385 SHORT ST. TO NC 32	1	2	2WU	NO	NO	0.06	19	2	2	0.12	200	67	4					0.06		50	0.01
TOTAL FOR MAP NO. 23										0.06		2	2	0.12	200	67	4					0.06		50	0.01
2023CPT.02.11.20071	Beaufort	24	SR 1385 SHORT ST.	FROM SR 1384 ILLINOIS AVE TOEND MAINTENANCE	1	2	2WU	NO	NO	0.03	19	1	1	0.06		33	2					0.03		50	0.01
TOTAL FOR MAP NO. 24										0.03		1	1	0.06		33	2					0.03		50	0.01
2023CPT.02.11.20071	Beaufort	25	SR 1386 VERMOUNT AVE.	FROM DEAD END TO SR 1385 SHORT ST	1	2	2WU	NO	NO	0.18	19	7	7	0.36		180	12					0.18		50	0.01
TOTAL FOR MAP NO. 25										0.18		7	7	0.36		180	12					0.18		50	0.01
2023CPT.02.11.20071	Beaufort	26	SR 1387 WOODHAVEN WAY	FROM CUL-DE-SAC TO SR 1379 WELLINGTON DR.	1	2	2WU	NO	NO	0.09	20	4	4	0.18	250	127	9					0.09		50	0.01
TOTAL FOR MAP NO. 26										0.09		4	4	0.18	250	127	9					0.09		50	0.01
2023CPT.02.11.20071	Beaufort	27	SR 1394 HARBOUR WAY	FROM SR 1323 SUNNYSIDE DR. TO THE END OF THE CUL-DE-SAC	1	2	2WU	NO	NO	0.07	20	3	3	0.14	200	77	5					0.07		50	0.01
TOTAL FOR MAP NO. 27										0.07		3	3	0.14	200	77	5					0.07		50	0.01

4" DEPTH MILL PATCHING DETAIL

MAPS 1, 2, 4, 6, 9, AND 15

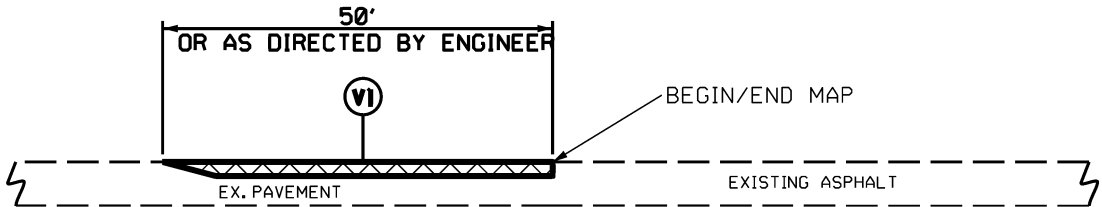


NOTE:

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 4" DEPTH MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3.
- 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

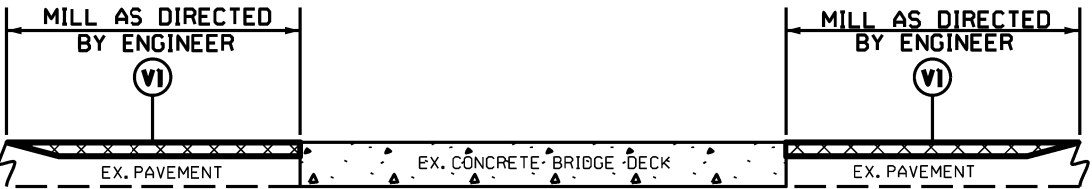
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. PER LAYER
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B 25.0C
DRAWINGS NOT TO SCALE	

MILLING TYPICALS



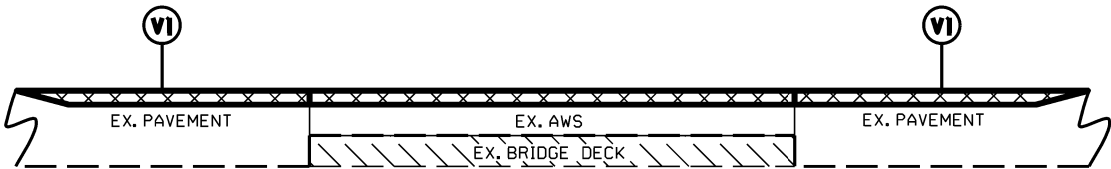
DETAIL 1
BEGIN/END MAP TIE-IN

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

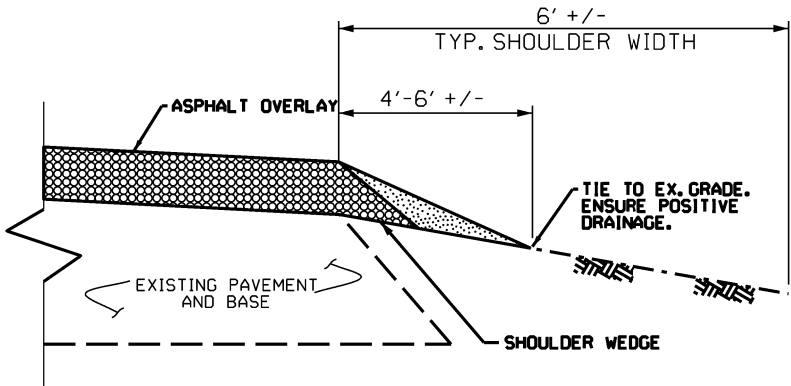
NOTE:
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 3
BRIDGE MILLING

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

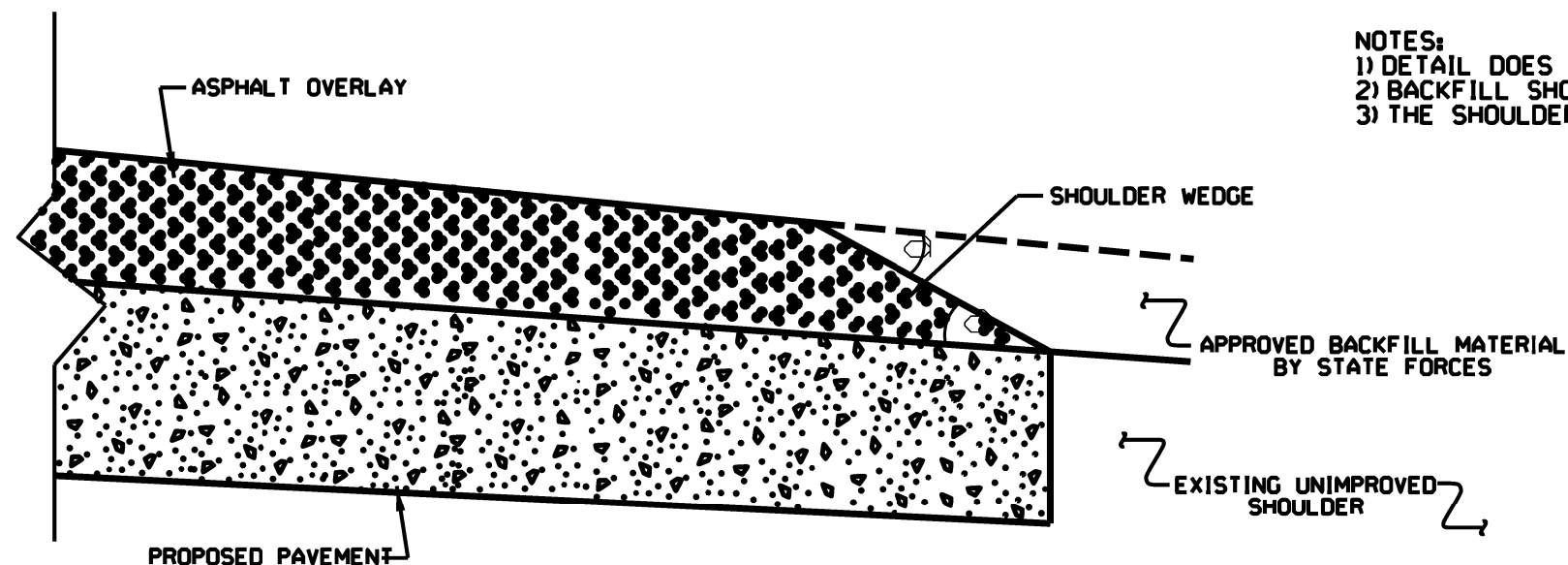
SHOULDER RECONSTRUCTION TYPICAL



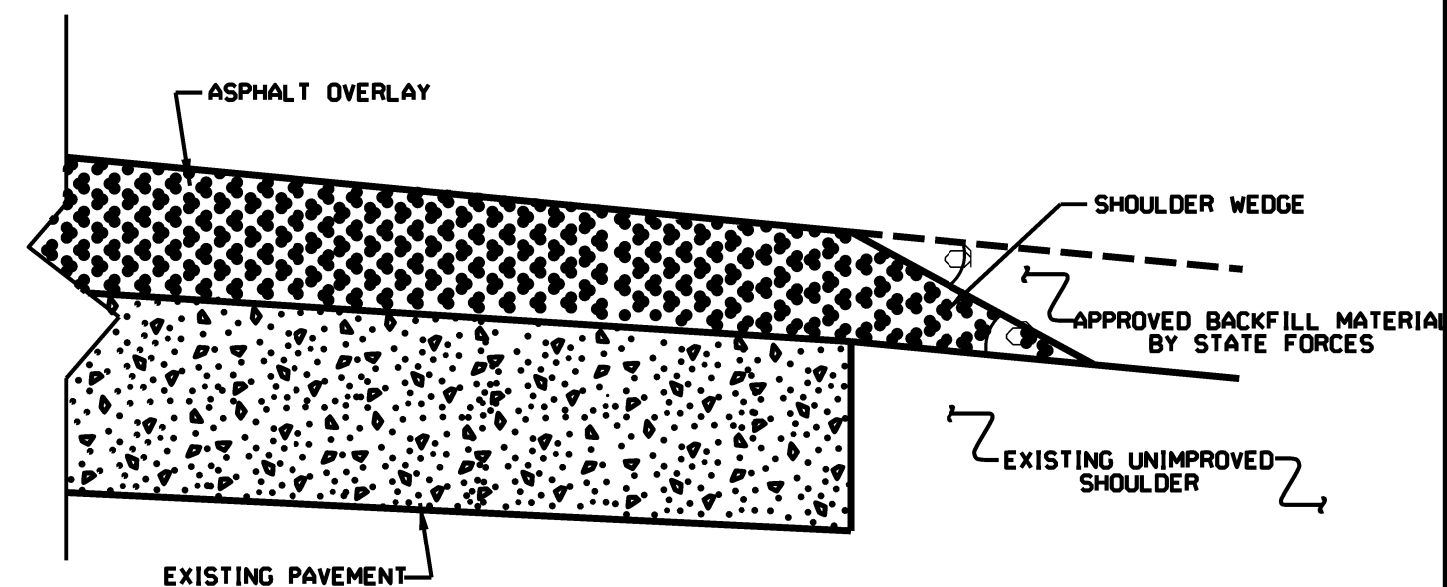
SHOULDER RECONSTRUCTION DETAIL

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.

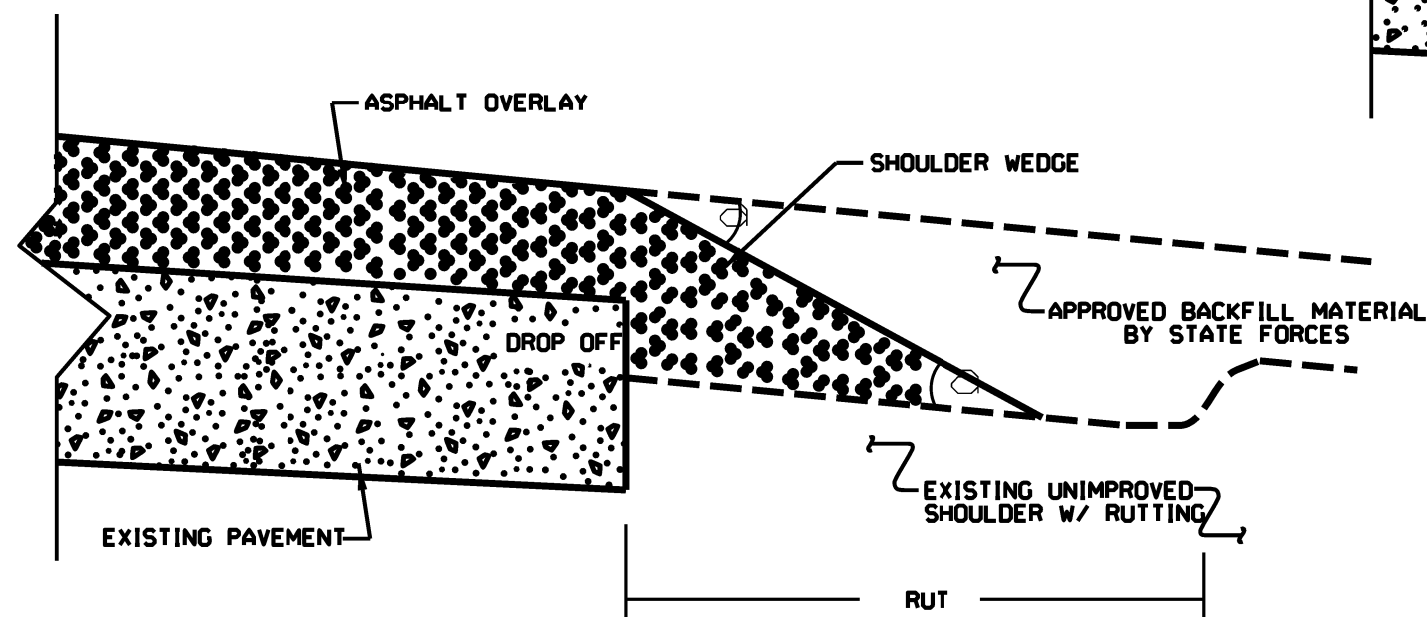
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS



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)

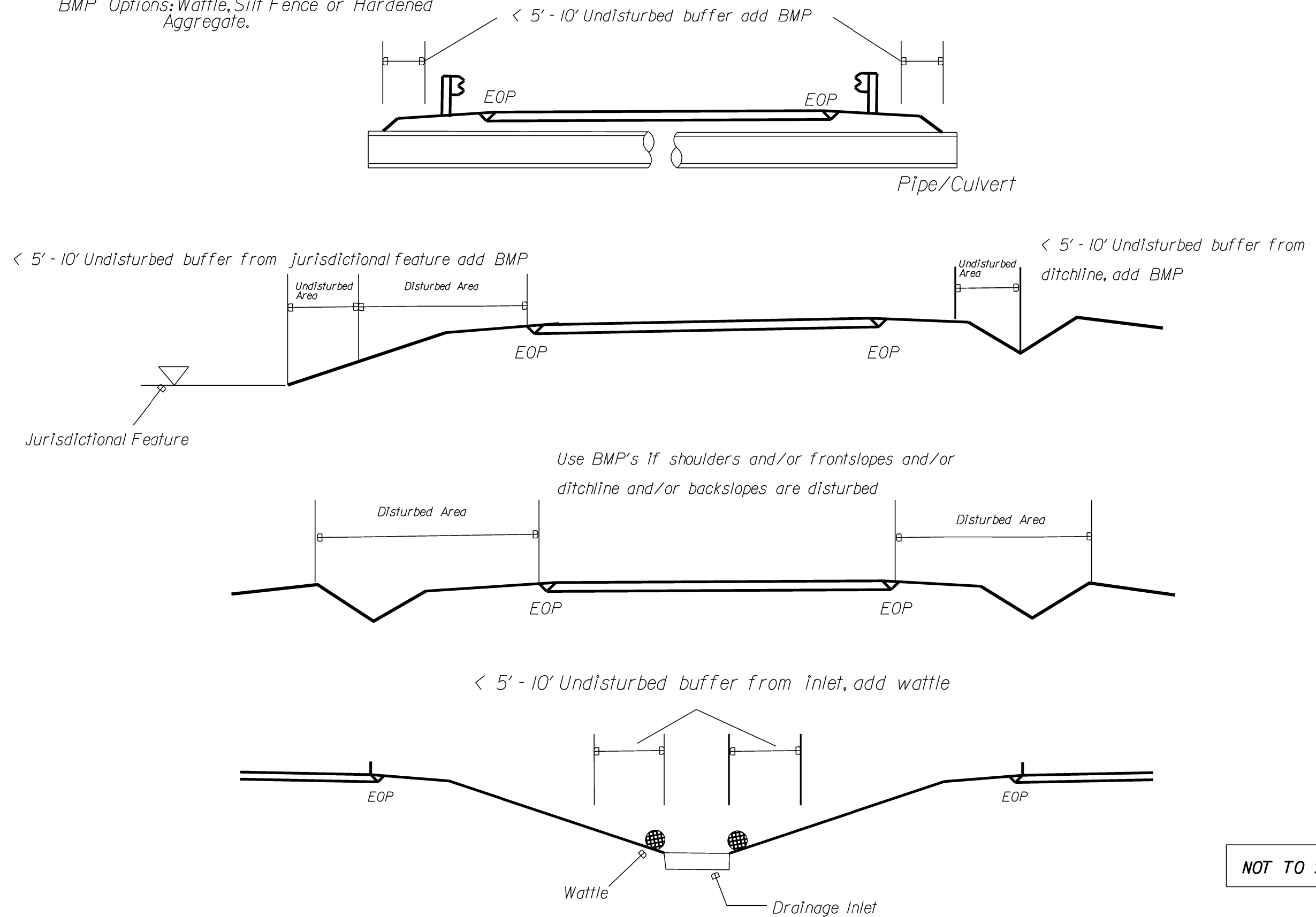
- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 914-767-6430		Fax 914-230-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY: LSP	DATE: 7/13/11		
MODIFIED BY:	DATE: 8/18/12		
CHECKED BY:	DATE:		
FILE SPEC: 2007/08/08/09/10/11/12/13/14/15/16/17/18/19/20/21/22/23/24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100/101/102/103/104/105/106/107/108/109/110/111/112/113/114/115/116/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/440/441/442/443/444/445/446/447/448/449/450/451/452/453/454/455/456/457/458/459/460/461/462/463/464/465/466/467/468/469/470/471/472/473/474/475/476/477/478/479/480/481/482/483/484/485/486/487/488/489/490/491/492/493/494/495/496/497/498/499/500/501/502/503/504/505/506/507/508/509/510/511/512/513/514/515/516/517/518/519/520/521/522/523/524/525/526/527/528/529/530/531/532/533/534/535/536/537/538/539/540/541/542/543/544/545/546/547/548/549/550/551/552/553/554/555/556/557/558/559/560/561/562/563/564/565/566/567/568/569/570/571/572/573/574/575/576/577/578/579/580/581/582/583/584/585/586/587/588/589/590/591/592/593/594/595/596/597/598/599/600/601/602/603/604/605/606/607/608/609/610/611/612/613/614/615/616/617/618/619/620/621/622/623/624/625/626/627/628/629/630/631/632/633/634/635/636/637/638/639/640/641/642/643/644/645/646/647/648/649/650/651/652/653/654/655/656/657/658/659/660/661/662/663/664/665/666/667/668/669/670/671/672/673/674/675/676/677/678/679/680/681/682/683/684/685/686/687/688/689/690/691/692/693/694/695/696/697/698/699/700/701/702/703/704/705/706/707/708/709/710/711/712/713/714/715/716/717/718/719/720/721/722/723/724/725/726/727/728/729/730/731/732/733/734/735/736/737/738/739/740/741/742/743/744/745/746/747/748/749/750/751/752/753/754/755/756/757/758/759/760/761/762/763/764/765/766/767/768/769/770/771/772/773/774/775/776/777/778/779/780/781/782/783/784/785/786/787/788/789/790/791/792/793/794/795/796/797/798/799/800/801/802/803/804/805/806/807/808/809/810/811/812/813/814/815/816/817/818/819/820/821/822/823/824/825/826/827/828/829/830/831/832/833/834/835/836/837/838/839/840/841/842/843/844/845/846/847/848/849/850/851/852/853/854/855/856/857/858/859/860/861/862/863/864/865/866/867/868/869/870/871/872/873/874/875/876/877/878/879/880/881/882/883/884/885/886/887/888/889/890/891/892/893/894/895/896/897/898/899/900/901/902/903/904/905/906/907/908/909/910/911/912/913/914/915/916/917/918/919/920/921/922/923/924/925/926/927/928/929/930/931/932/933/934/935/936/937/938/939/940/941/942/943/944/945/946/947/948/949/950/951/952/953/954/955/956/957/958/959/960/961/962/963/964/965/966/967/968/969/970/971/972/973/974/975/976/977/978/979/980/981/982/983/984/985/986/987/988/989/990/991/992/993/994/995/996/997/998/999/1000/1001/1002/1003/1004/1005/1006/1007/1008/1009/1010/1011/1012/1013/1014/1015/1016/1017/1018/1019/1020/1021/1022/1023/1024/1025/1026/1027/1028/1029/1030/1031/1032/1033/1034/1035/1036/1037/1038/1039/1040/1041/1042/1043/1044/1045/1046/1047/1048/1049/1050/1051/1052/1053/1054/1055/1056/1057/1058/1059/1060/1061/1062/1063/1064/1065/1066/1067/1068/1069/1070/1071/1072/1073/1074/1075/1076/1077/1078/1079/1080/1081/1082/1083/1084/1085/1086/1087/1088/1089/1090/1091/1092/1093/1094/1095/1096/1097/1098/1099/1100/1101/1102/1103/1104/1105/1106/1107/1108/1109/1110/1111/1112/1113/1114/1115/1116/1117/1118/1119/1120/1121/1122/1123/1124/1125/1126/1127/1128/1129/1130/1131/1132/1133/1134/1135/1136/1137/1138/1139/1140/1141/1142/1143/1144/1145/1146/1147/1148/1149/1150/1151/1152/1153/1154/1155/1156/1157/1158/1159/1160/1161/1162/1163/1164/1165/1166/1167/1168/1169/1170/1171/1172/1173/1174/1175/1176/1177/1178/1179/1180/1181/1182/1183/1184/1185/1186/1187/1188/1189/1190/1191/1192/1193/1194/1195/1196/1197/1198/1199/1200/1201/1202/1203/1204/1205/1206/1207/1208/1209/1210/1211/1212/1213/1214/1215/1216/1217/1218/1219/1220/1221/1222/1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NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

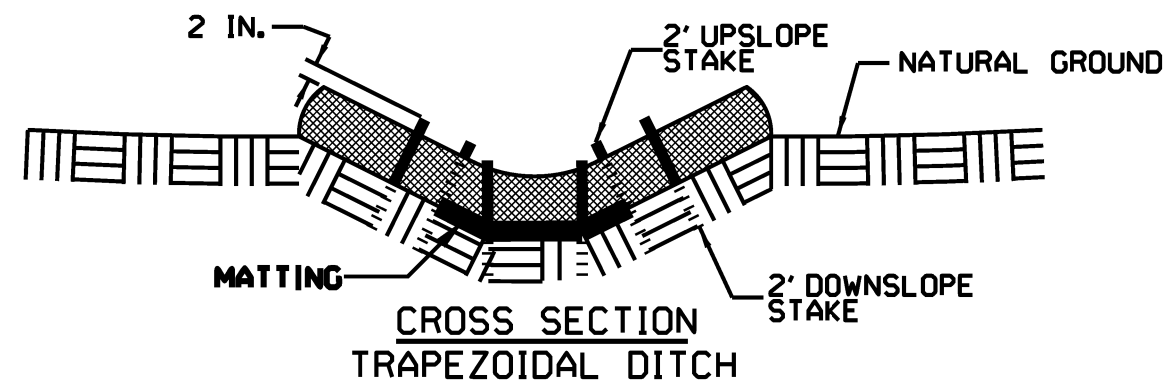
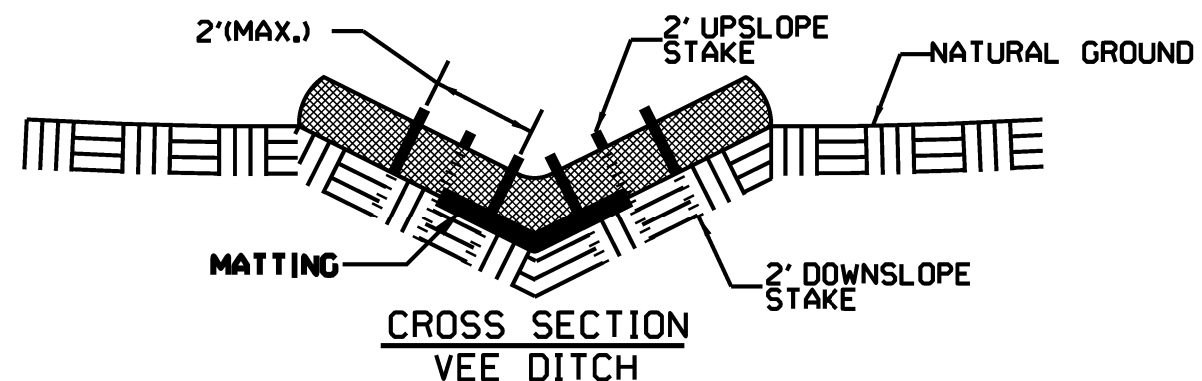
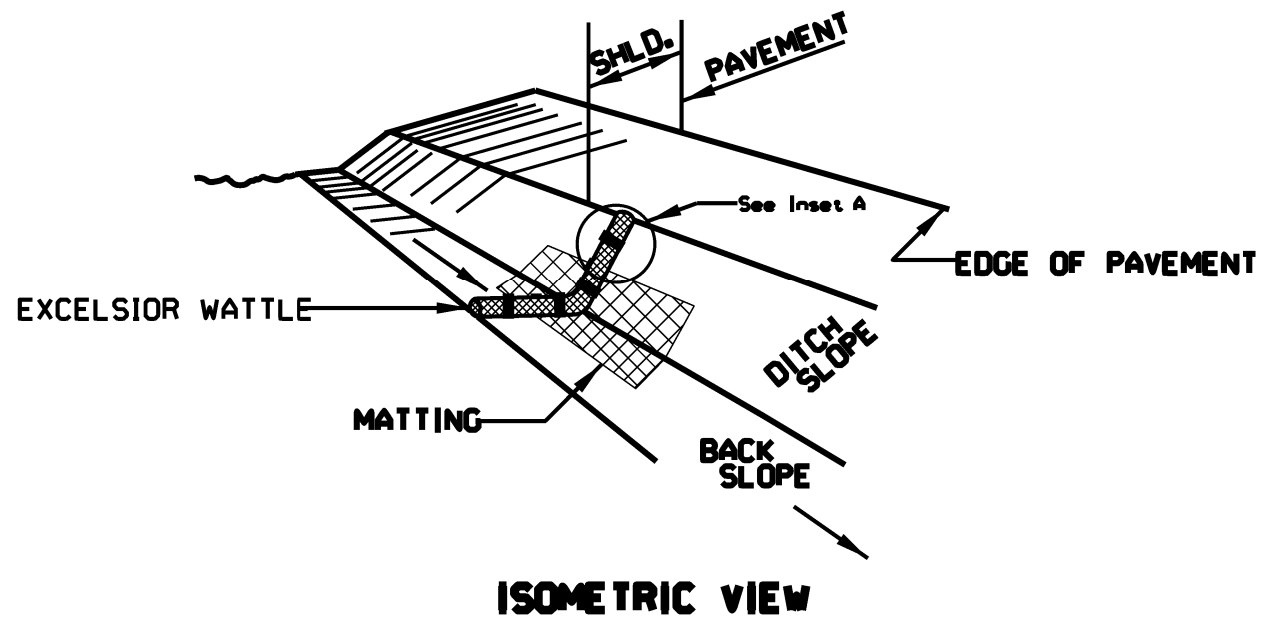
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

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.

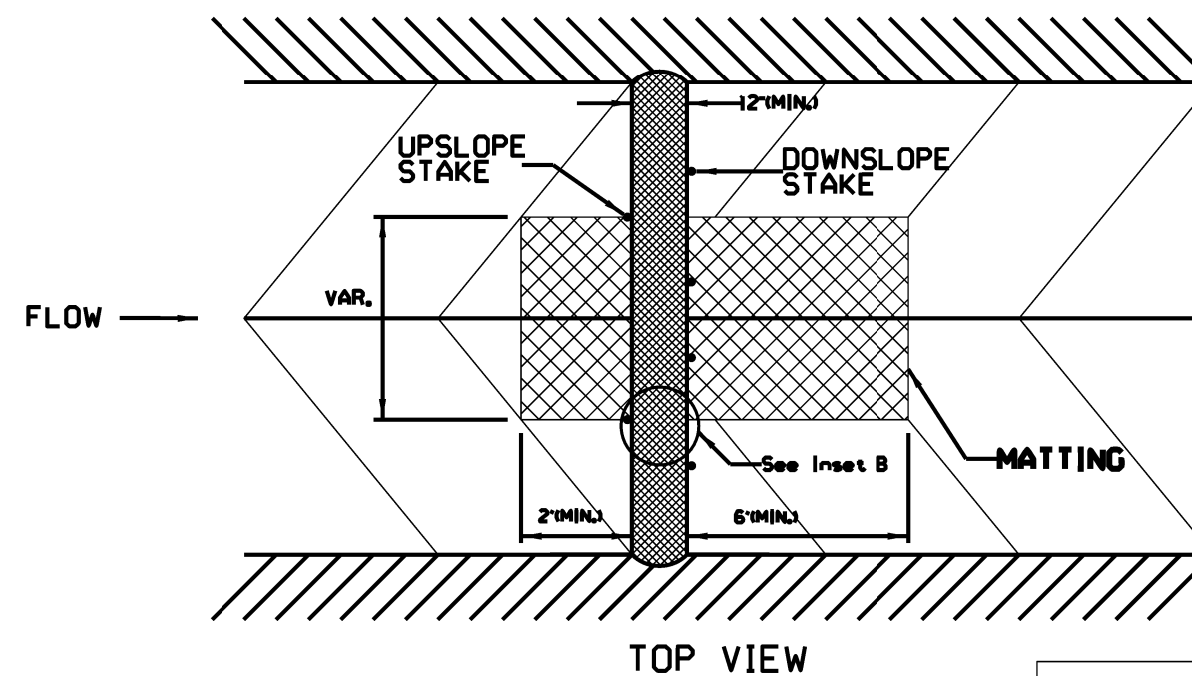
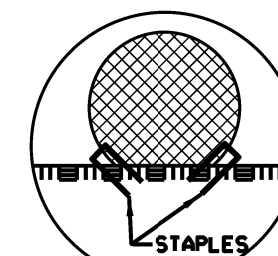
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

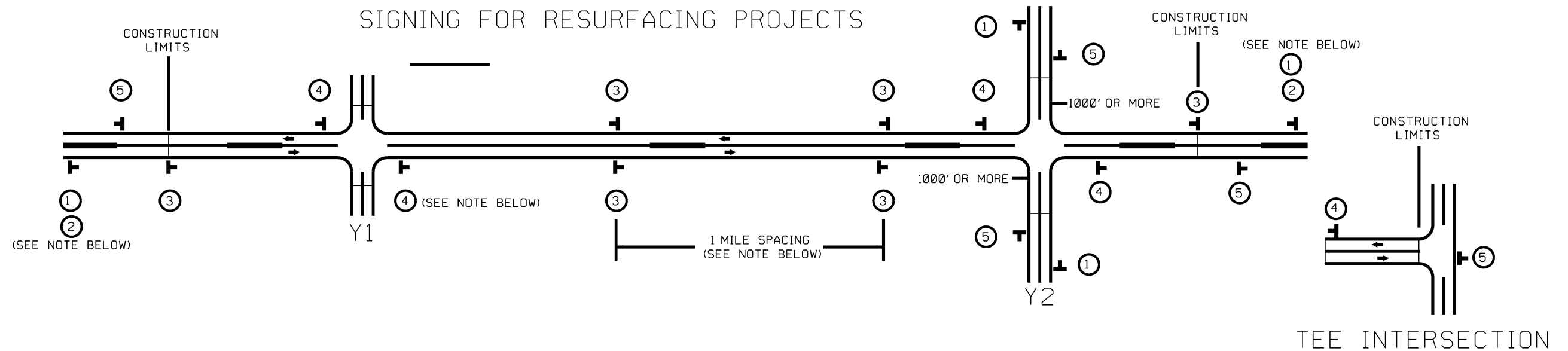
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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



LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1 2  W20-1 48" X 48"  W7-3aP 24" X 18"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE *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)	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.  W20-1 48" X 48"  W20-7 A 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER.PLACED 250' IN ADVANCE OF FLAGGER.
	3  SP 13107 48" X 48"	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4  SP 13106 48" X 48"	- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE.DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS,INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5  G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS