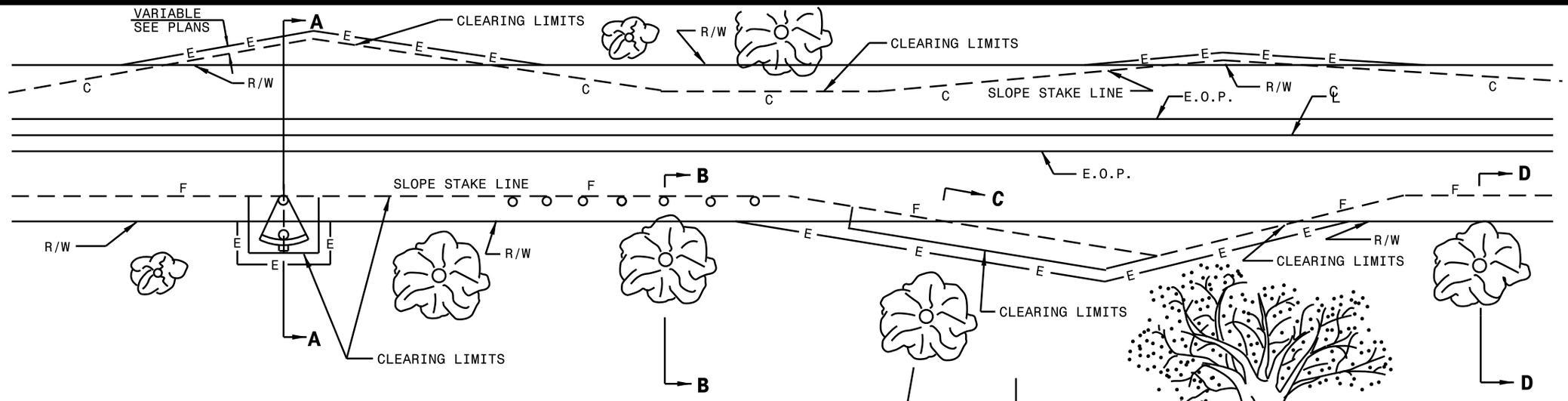
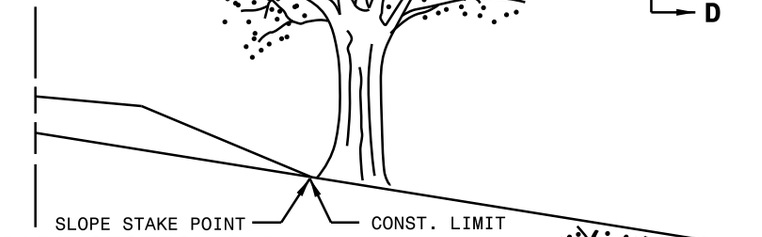


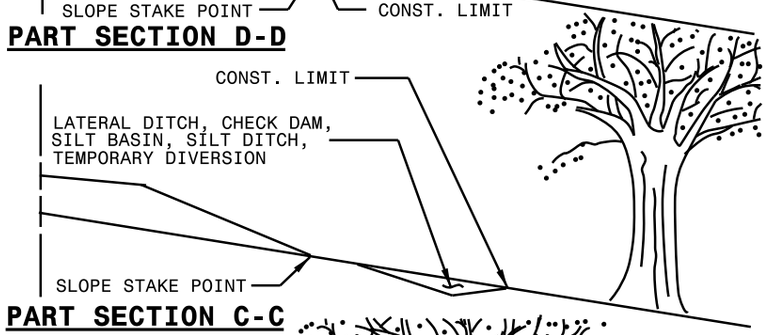
GENERAL NOTES:

1. REMOVE TREES OUTSIDE THE CLEARING LIMIT WHEN, IN THE OPINION OF THE ENGINEER, THE UTILITY OF A TREE WILL BE DESTROYED BY THE CONSTRUCTION OR THE CLEARING OPERATION.
2. CLEAR IN ACCORDANCE WITH THIS STANDARD EXCEPT WHERE ADDITIONAL CLEARING IS REQUIRED FOR SAFETY AS SHOWN ON THE PLANS.
3. FOR SECTIONS WITH WIDE MEDIANS WHERE TREES ARE TO REMAIN, CLEAR THE MEDIAN SIDE IN THE SAME MANNER AS ON THE OUTSIDE.

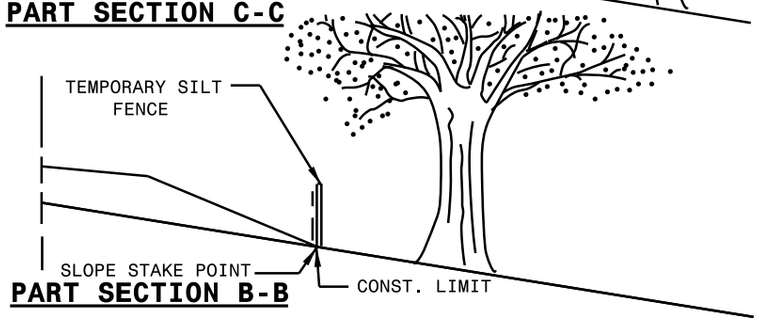
CLEAR TO SLOPE STAKE LINE OR CONSTRUCTION LIMITS



PART SECTION D-D



PART SECTION C-C



PART SECTION B-B

SECTION A-A

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-24

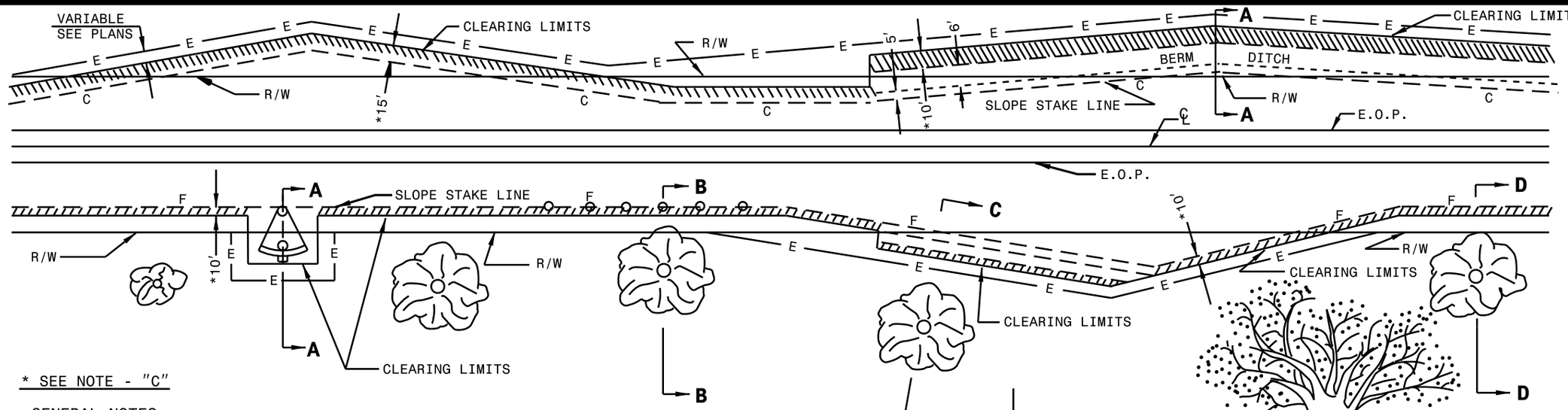
ROADWAY STANDARD DRAWING FOR

METHOD OF CLEARING

METHOD - II

SHEET 1 OF 1

200.02



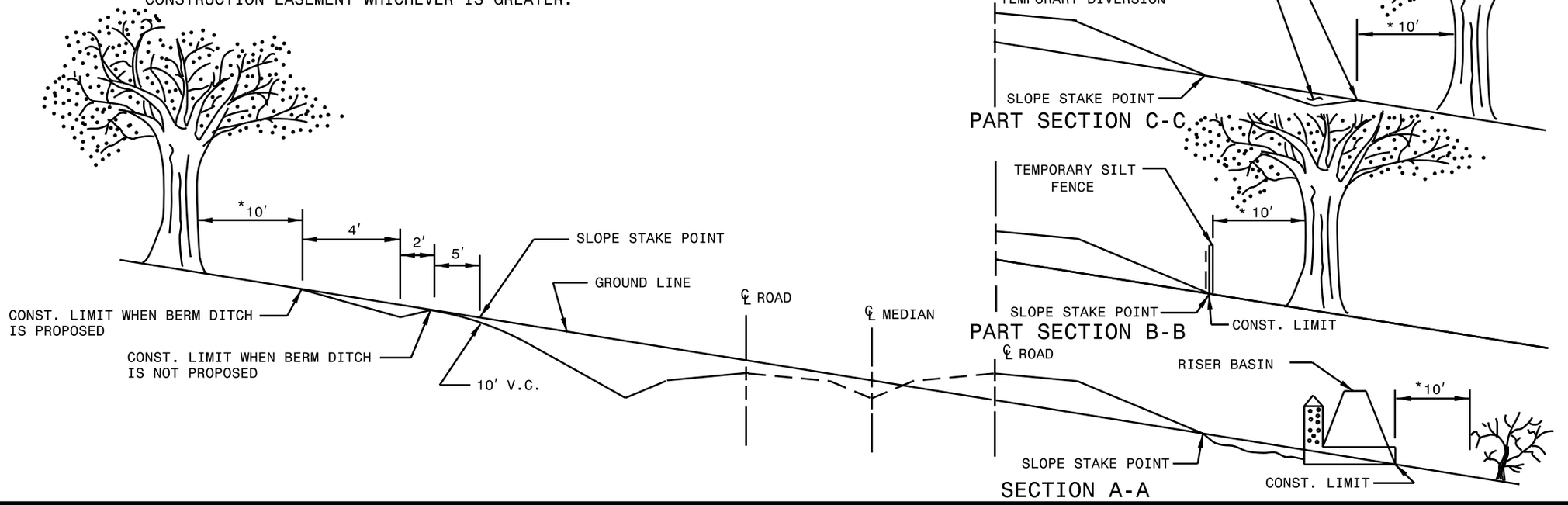
* SEE NOTE - "C"

GENERAL NOTES:

1. REMOVE TREES OUTSIDE THE CLEARING LIMIT WHEN, IN THE OPINION OF THE ENGINEER, THE UTILITY OF A TREE WILL BE DESTROYED BY THE CONSTRUCTION OR THE CLEARING OPERATION.
2. CLEAR IN ACCORDANCE WITH THIS STANDARD EXCEPT WHERE ADDITIONAL CLEARING IS REQUIRED FOR SAFETY AS SHOWN ON THE PLANS.

METHOD III CLEARING LIMITS

(A) CUTS -- CLEAR TO 10′ BEYOND CONSTRUCTION LIMITS.
(B) FILLS - CLEAR TO 10′ BEYOND CONSTRUCTION LIMITS, UNLESS SPECIFIED OTHERWISE BY WETLAND PERMIT.
(C) CUTS AND FILLS - WHEN THE CLEARING LIMITS (A AND B) EXCEED THE PROPOSED R/W OR PROPOSED CONSTRUCTION EASEMENTS, THEN CLEAR ONLY TO THE R/W OR CONSTRUCTION EASEMENT WHICHEVER IS GREATER.



STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-24

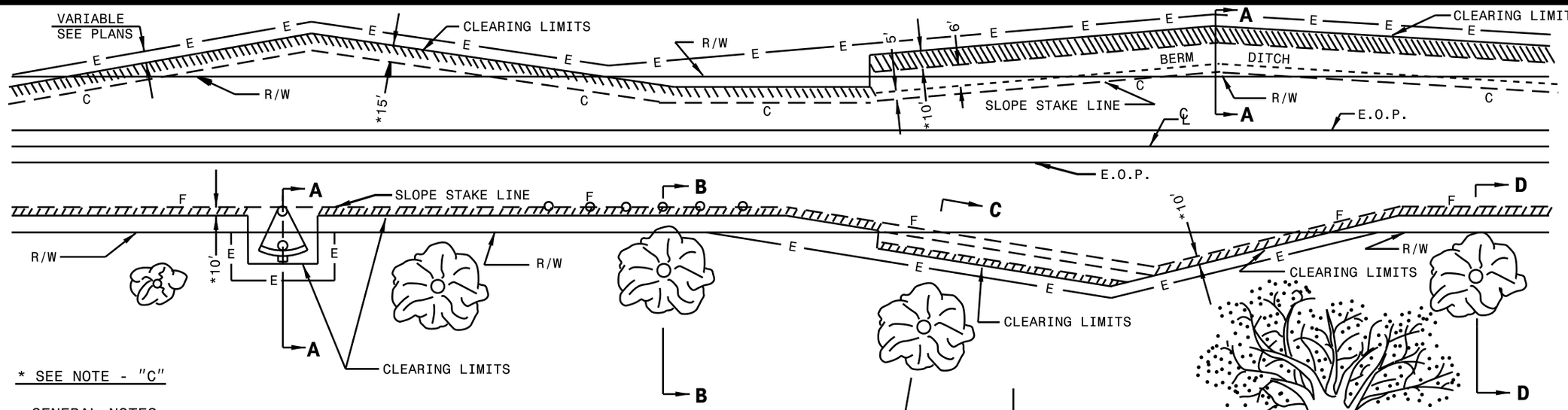
ROADWAY STANDARD DRAWING FOR

METHOD OF CLEARING

METHOD - III

SHEET 1 OF 2

200.03



GENERAL NOTES:

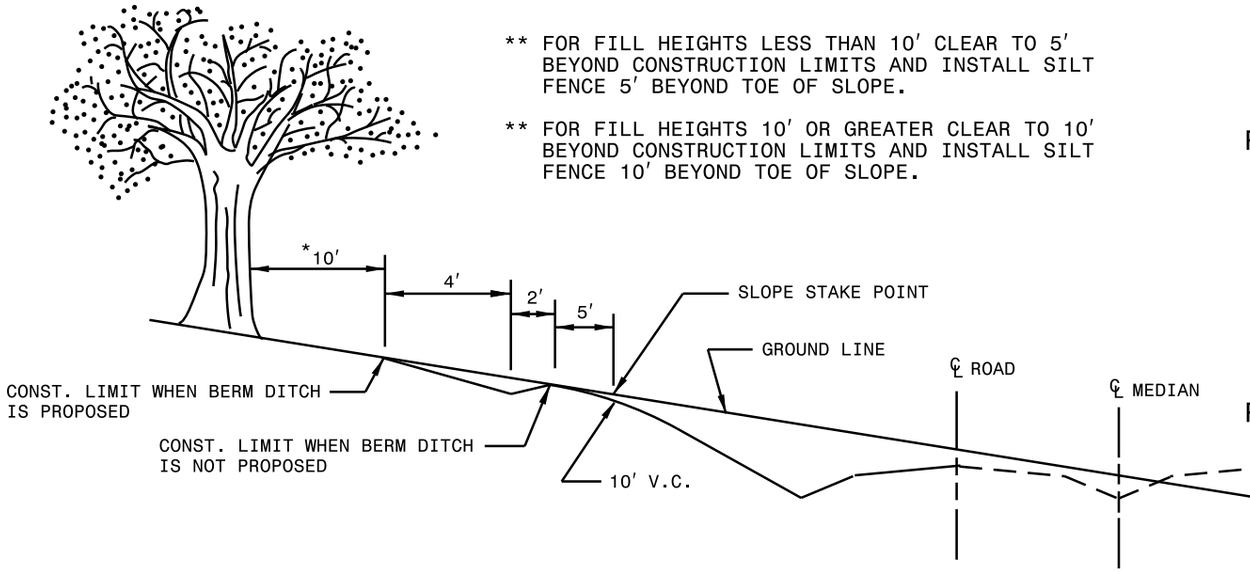
1. REMOVE TREES OUTSIDE THE CLEARING LIMIT WHEN, IN THE OPINION OF THE ENGINEER, THE UTILITY OF A TREE WILL BE DESTROYED BY THE CONSTRUCTION OR THE CLEARING OPERATION.
2. CLEAR IN ACCORDANCE WITH THIS STANDARD EXCEPT WHERE ADDITIONAL CLEARING IS REQUIRED FOR SAFETY AS SHOWN ON THE PLANS.

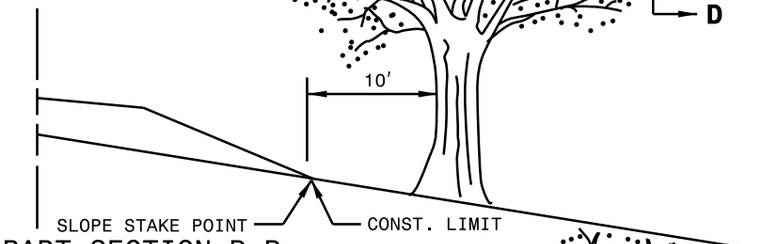
METHOD III CLEARING LIMITS

(A) CUTS -- CLEAR TO CONSTRUCTION LIMITS.
(B) FILLS - CLEAR TO 5′/10′ ** BEYOND CONSTRUCTION LIMITS, UNLESS SPECIFIED OTHERWISE BY WETLAND PERMIT.
(C) CUTS AND FILLS - WHEN THE CLEARING LIMITS (A OR B) EXCEED THE PROPOSED R/W OR PROPOSED CONSTRUCTION EASEMENTS, THEN CLEAR ONLY TO THE R/W OR CONSTRUCTION EASEMENT WHICHEVER IS GREATER.

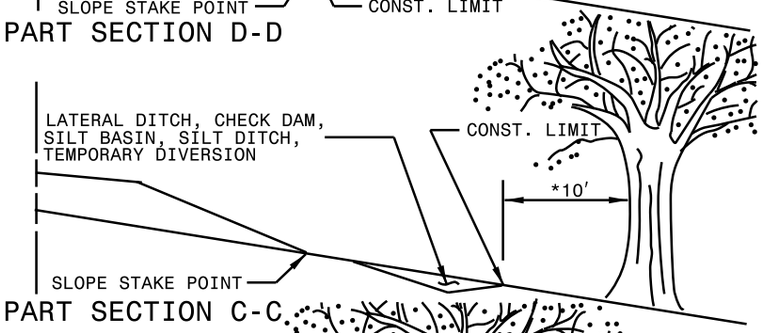
** FOR FILL HEIGHTS LESS THAN 10′ CLEAR TO 5′ BEYOND CONSTRUCTION LIMITS AND INSTALL SILT FENCE 5′ BEYOND TOE OF SLOPE.

** FOR FILL HEIGHTS 10′ OR GREATER CLEAR TO 10′ BEYOND CONSTRUCTION LIMITS AND INSTALL SILT FENCE 10′ BEYOND TOE OF SLOPE.

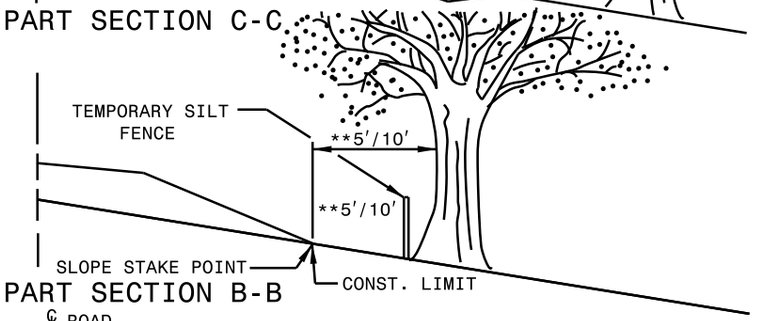




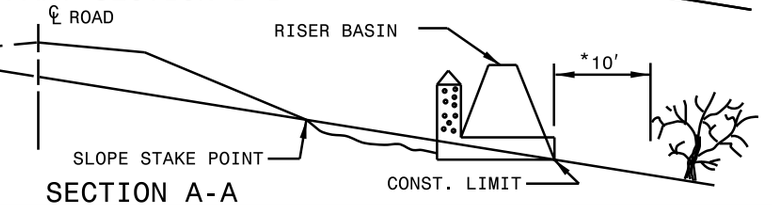
PART SECTION D-D



PART SECTION C-C



PART SECTION B-B



SECTION A-A

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-24

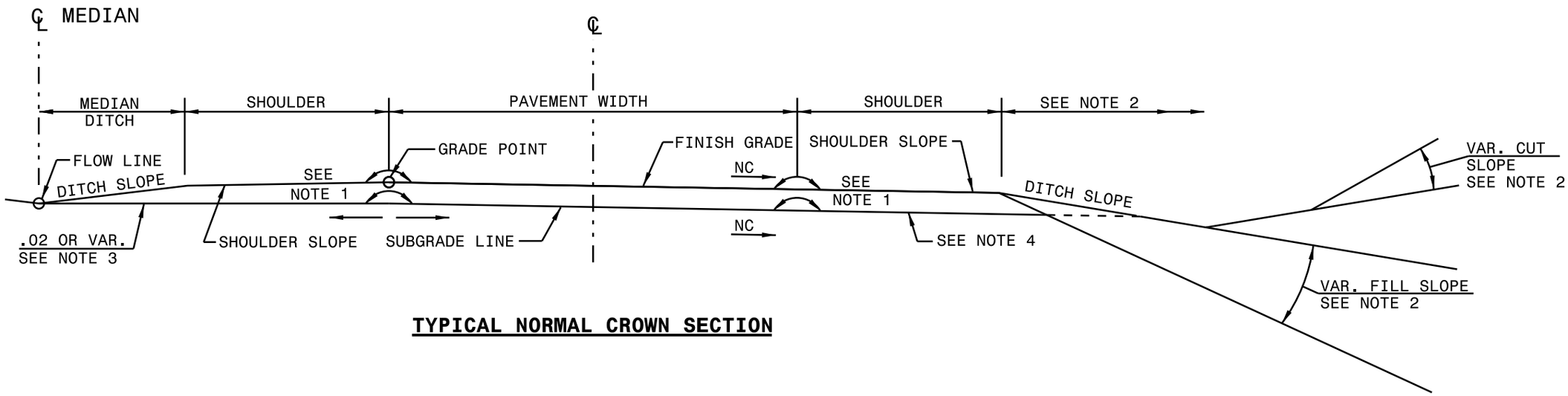
ROADWAY STANDARD DRAWING FOR

METHOD OF CLEARING

MODIFIED METHOD - III

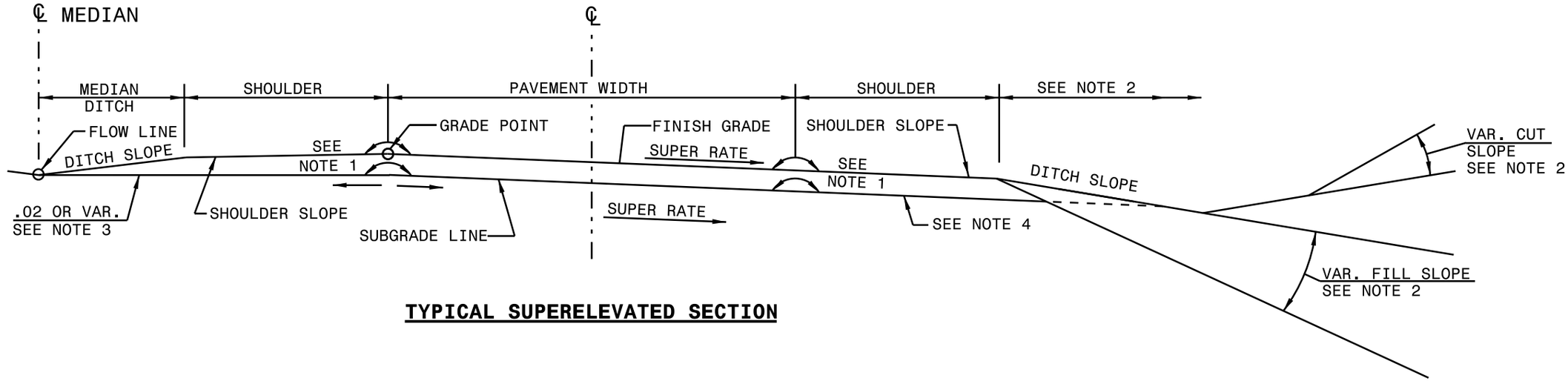
SHEET 2 OF 2

200.03



TYPICAL NORMAL CROWN SECTION

1. SEE TYPICAL SECTION FOR LATERAL LOCATION OF ROLLOVER.
2. SEE PLANS FOR METHOD OF CONSTRUCTING CUT AND FILL SLOPES.
3. SUBGRADE LINE WILL NOT UNDERCUT DITCH GRADE AT ANY POINT.
4. OUTSIDE SHOULDER SUBGRADES ARE THE SAME RATE OF SLOPE AS THE ADJACENT TRAVEL LANE SUBGRADES **UNLESS** CONSTRUCTED ON THE HIGH SIDE OF SUPERELEVATION OR CONSIST OF 10′ AND WIDER FULL DEPTH PAVEMENT (SEE STDS. 560.01 AND 560.02).



TYPICAL SUPERELEVATED SECTION

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-24

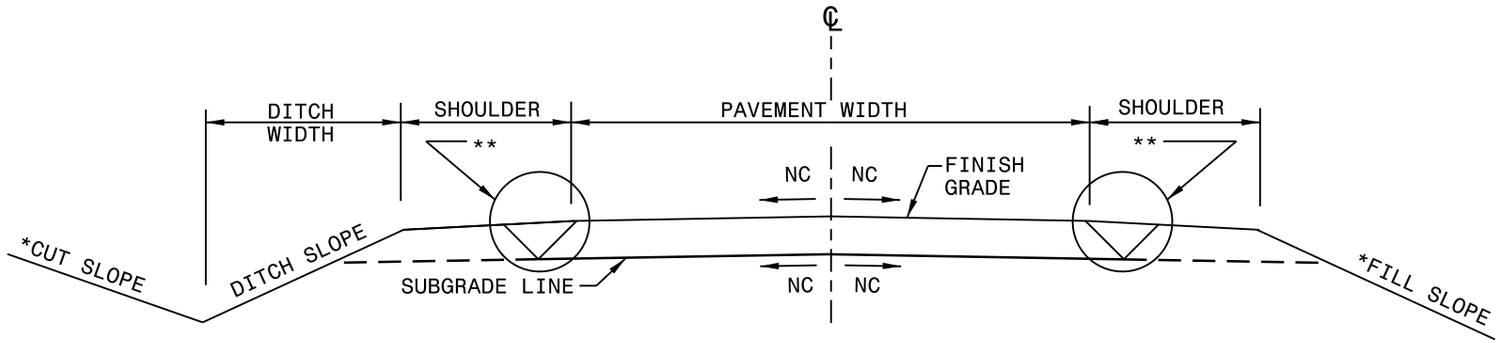
ROADWAY STANDARD DRAWING FOR

GUIDE FOR GRADING SUBGRADE

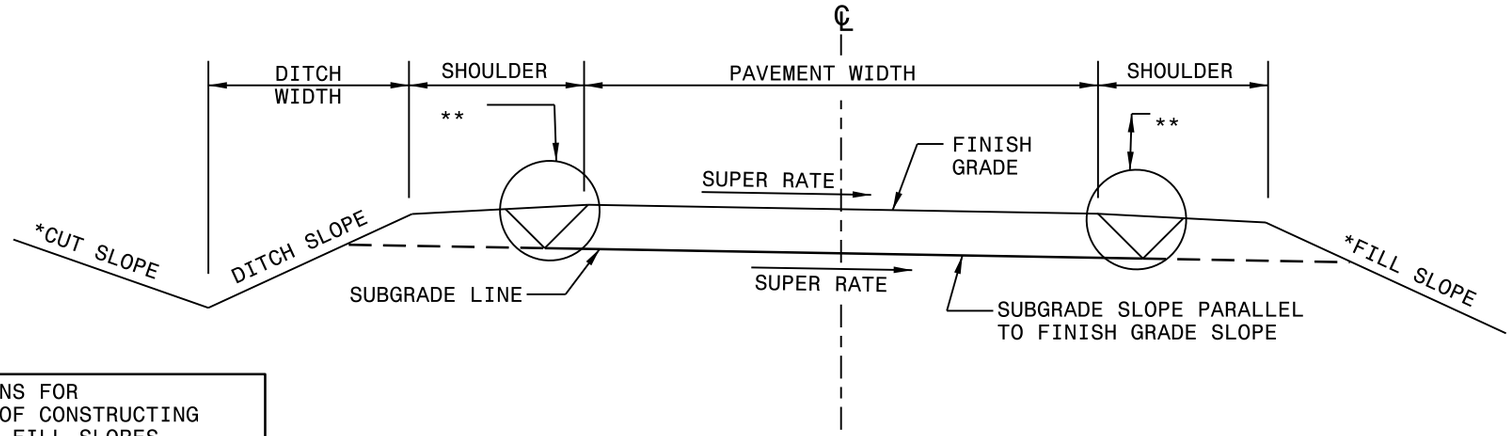
INTERSTATE AND FREEWAY

SHEET 1 OF 1

225.01



TYPICAL NORMAL CROWN SECTION



TYPICAL SUPERELEVATED SECTION

*SEE PLANS FOR METHOD OF CONSTRUCTING CUT AND FILL SLOPES.

** TRENCH OR GRADED SECTION. SEE PLANS.

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-24

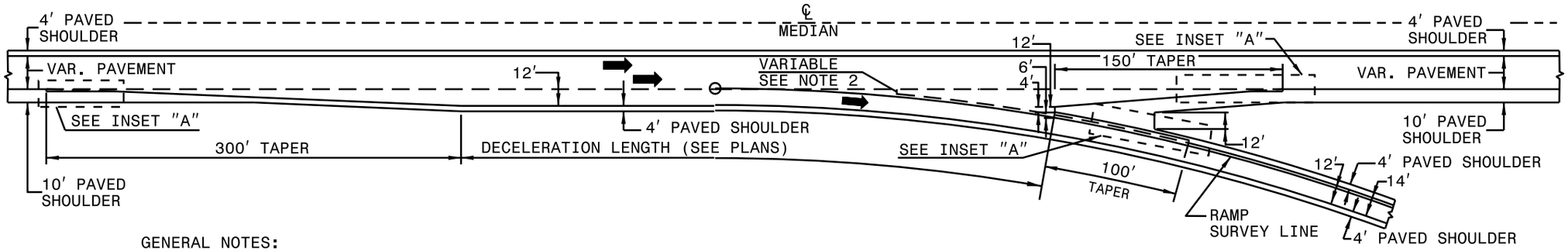
ROADWAY STANDARD DRAWING FOR

GUIDE FOR GRADING SUBGRADE

SECONDARY AND LOCAL

SHEET 1 OF 1

225.02



GENERAL NOTES:

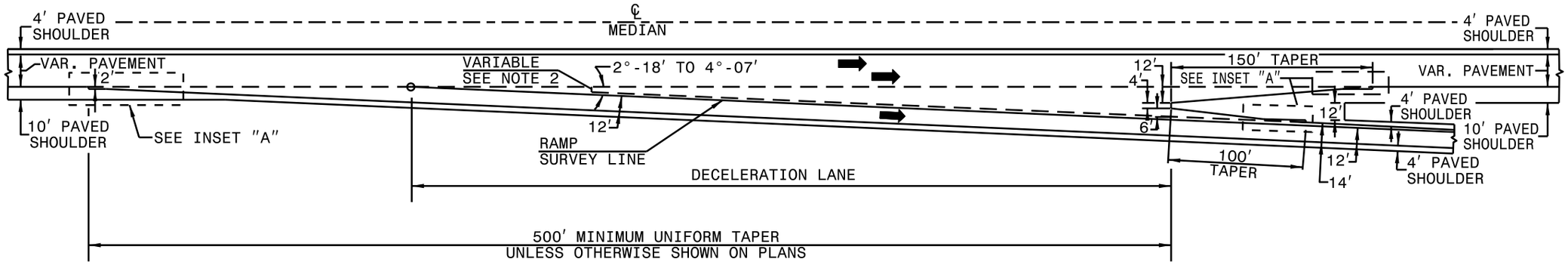
IF PAVEMENT IS PORTLAND CEMENT CONCRETE:

1. THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS WILL BE LOCATED AS DENOTED BY THE DASHED LINES.
2. FORM THE TRANSVERSE CONSTRUCTION JOINT IN LINE WITH WITH THE NEAREST EXISTING TRANSVERSE CONTRACTION JOINT IN THE THROUGH LANE PAVEMENT. THE DISTANCE ALONG THIS CONSTRUCTION JOINT WILL BE NO LESS THAN TWO FEET AND NO GREATER THAN FOUR FEET.

PARALLEL EXIT

FLEXIBLE OR RIGID PAVEMENT

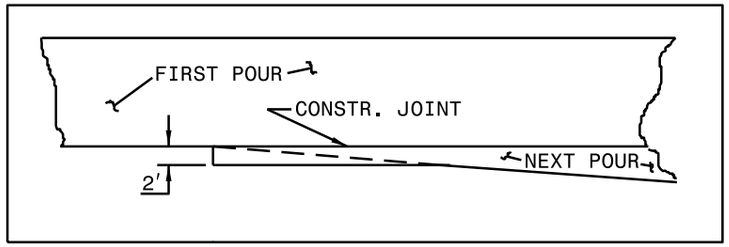
INTERSTATE



ANGULAR EXIT

FLEXIBLE OR RIGID PAVEMENT

INTERSTATE



INSET "A"

DETAIL OF CONCRETE TAPER CONSTRUCTION

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

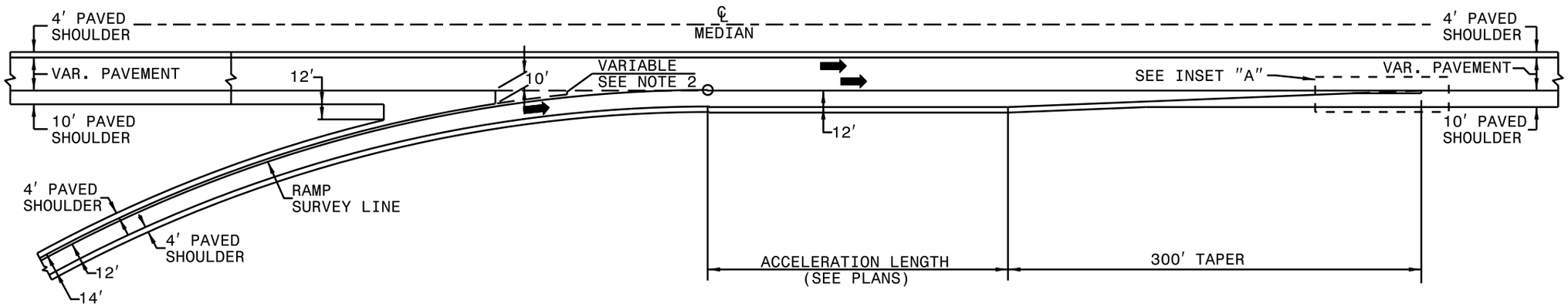
1-24

ROADWAY STANDARD DRAWING FOR

DECELERATION AND ACCELERATION LANES

SHEET 1 OF 6

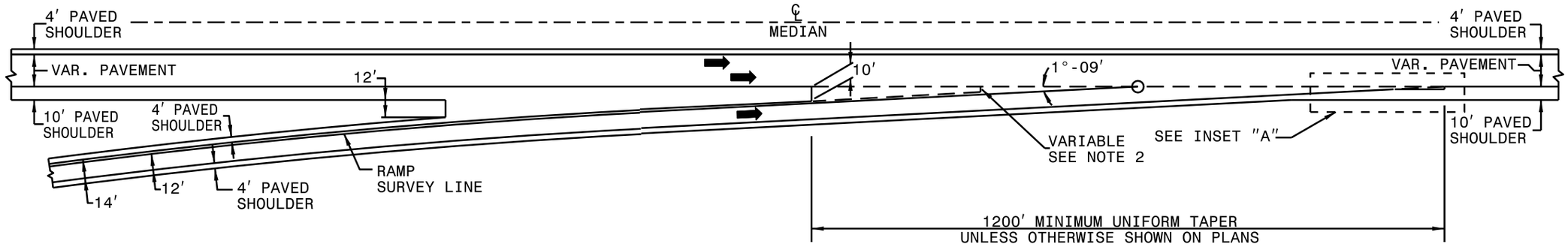
225.03



PARALLEL ENTRANCE

FLEXIBLE OR RIGID PAVEMENT

INTERSTATE



ANGULAR ENTRANCE

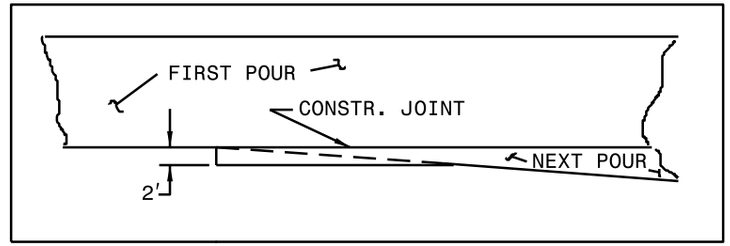
FLEXIBLE OR RIGID PAVEMENT

INTERSTATE

GENERAL NOTES:

IF PAVEMENT IS PORTLAND CEMENT CONCRETE:

1. THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS WILL BE LOCATED AS DENOTED BY THE DASHED LINES.
2. FORM THE TRANSVERSE CONSTRUCTION JOINT IN LINE WITH THE NEAREST EXISTING TRANSVERSE CONTRACTION JOINT IN THE THROUGH LANE PAVEMENT. THE DISTANCE ALONG THIS CONSTRUCTION JOINT WILL BE NO LESS THAN TWO FEET AND NO GREATER THAN FOUR FEET.



INSET "A"

DETAIL OF CONCRETE TAPER CONSTRUCTION

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

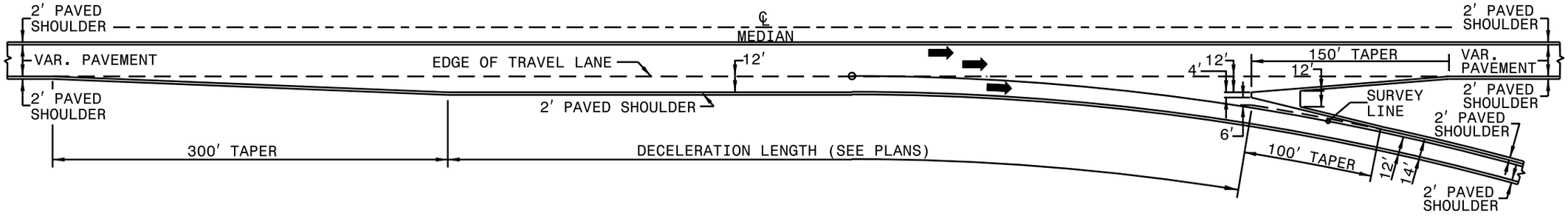
1-24

ROADWAY STANDARD DRAWING FOR

DECELERATION AND ACCELERATION LANES

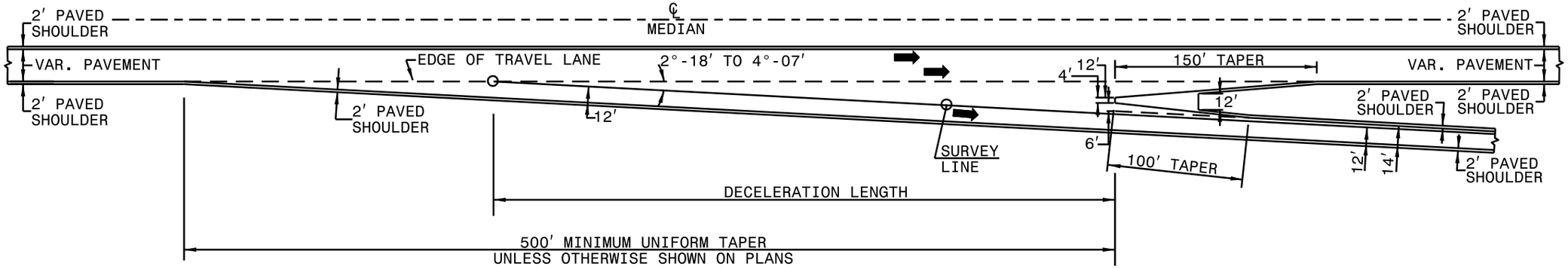
SHEET 2 OF 6

225.03



PARALLEL EXIT

FLEXIBLE PAVEMENT
NON-INTERSTATE



ANGULAR EXIT

FLEXIBLE PAVEMENT
NON-INTERSTATE

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

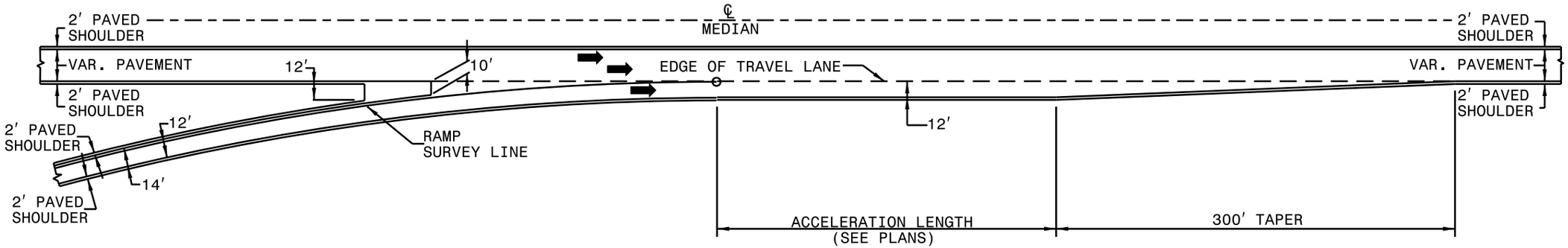
1-24

ROADWAY STANDARD DRAWING FOR

DECELERATION AND ACCELERATION LANES

SHEET 3 OF 6

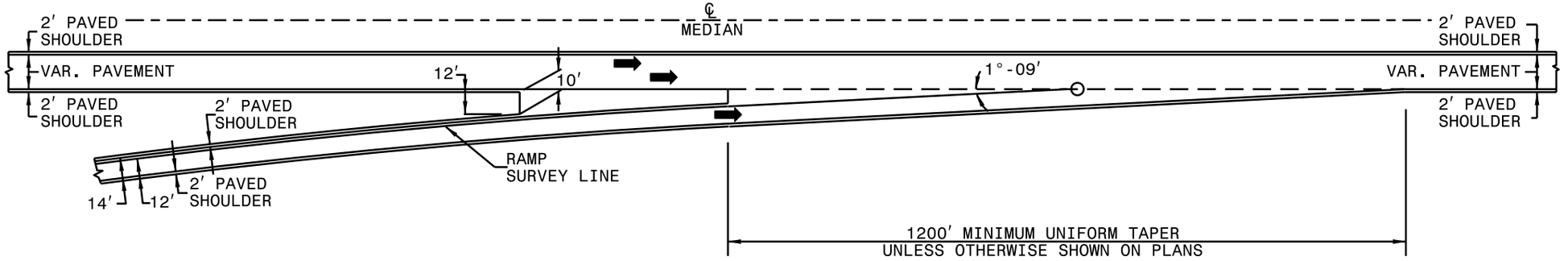
225.03



PARALLEL ENTRANCE

FLEXIBLE PAVEMENT

NON-INTERSTATE



ANGULAR ENTRANCE

FLEXIBLE PAVEMENT

NON-INTERSTATE

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

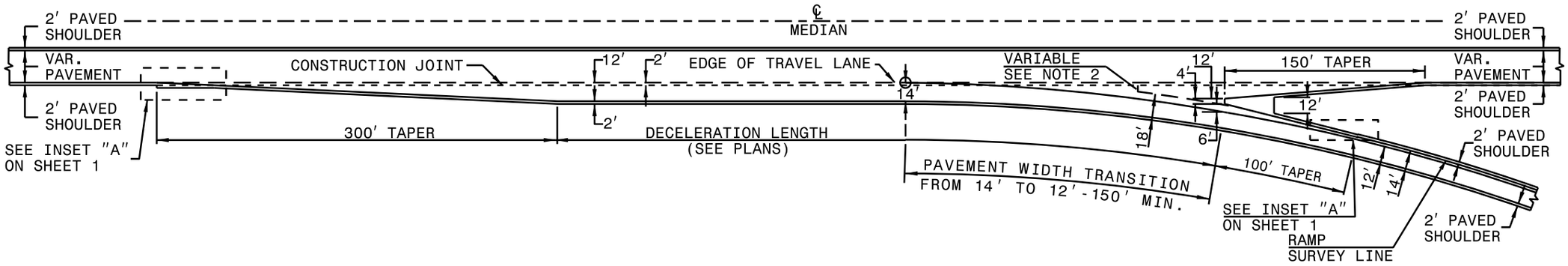
1-24

ROADWAY STANDARD DRAWING FOR

DECELERATION AND ACCELERATION LANES

SHEET 4 OF 6

225.03



PARALLEL EXIT

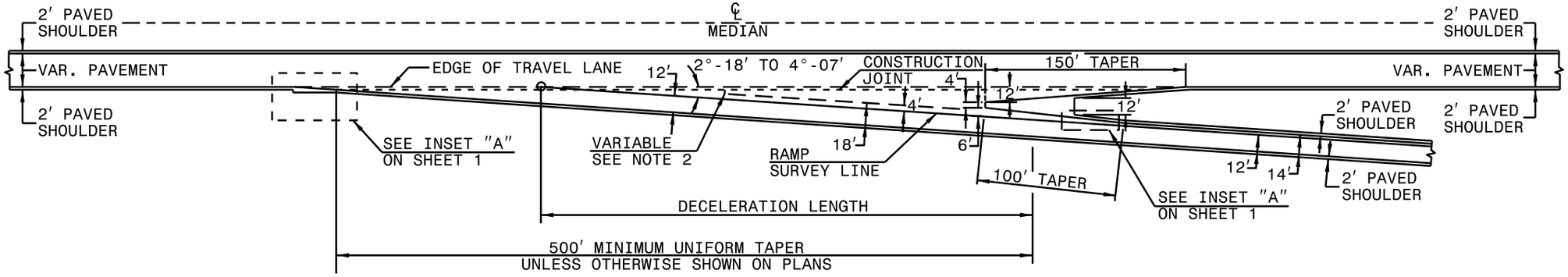
RIGID PAVEMENT

NON-INTERSTATE

GENERAL NOTES:

IF PAVEMENT IS PORTLAND CEMENT CONCRETE:

1. THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS WILL BE LOCATED AS DENOTED BY THE DASHED LINES.
2. FORM THE TRANSVERSE CONSTRUCTION JOINT IN LINE WITH THE NEAREST EXISTING TRANSVERSE CONTRACTION JOINT IN THE THROUGH LANE PAVEMENT. THE DISTANCE ALONG THIS CONSTRUCTION JOINT WILL BE NO LESS THAN TWO FEET AND NO GREATER THAN FOUR FEET.



ANGULAR EXIT

RIGID PAVEMENT

NON-INTERSTATE

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

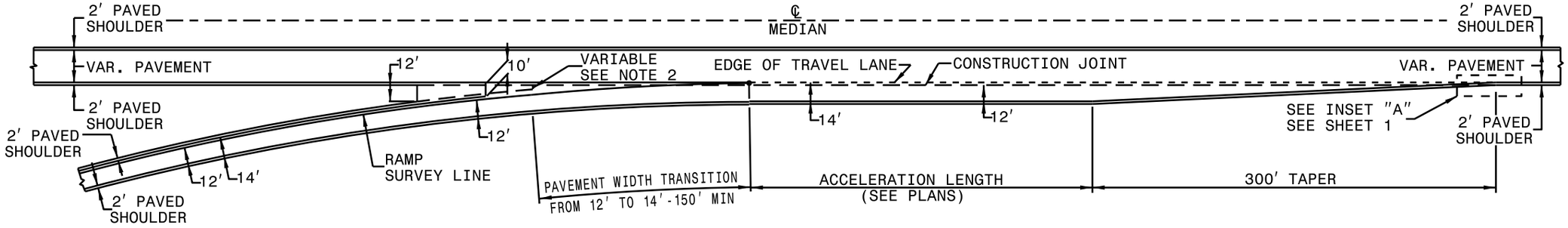
1-24

ROADWAY STANDARD DRAWING FOR

DECELERATION AND ACCELERATION LANES

SHEET 5 OF 6

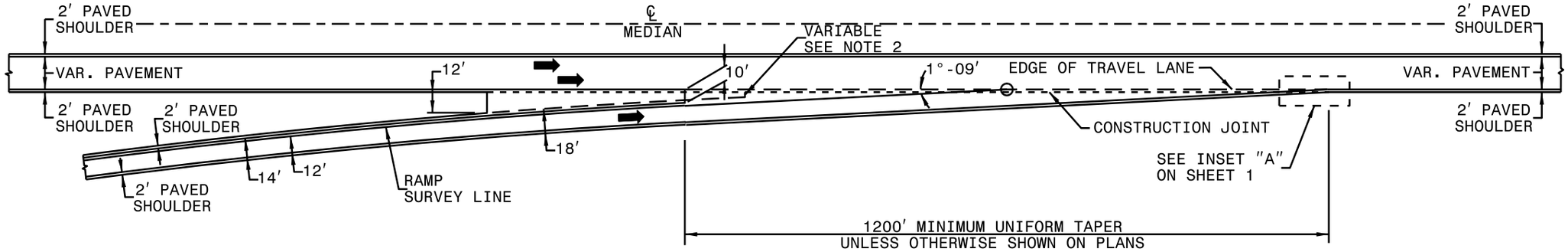
225.03



PARALLEL ENTRANCE

RIGID PAVEMENT

NON-INTERSTATE



ANGULAR ENTRANCE

RIGID PAVEMENT

NON-INTERSTATE

GENERAL NOTES:

IF PAVEMENT IS PORTLAND CEMENT CONCRETE:

1. THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS WILL BE LOCATED AS DENOTED BY THE DASHED LINES.

2. FORM THE TRANSVERSE CONSTRUCTION JOINT IN LINE WITH THE NEAREST EXISTING TRANSVERSE CONTRACTION JOINT IN THE THROUGH LANE PAVEMENT. THE DISTANCE ALONG THIS CONSTRUCTION JOINT WILL BE NO LESS THAN TWO FEET AND NO GREATER THAN FOUR FEET.

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

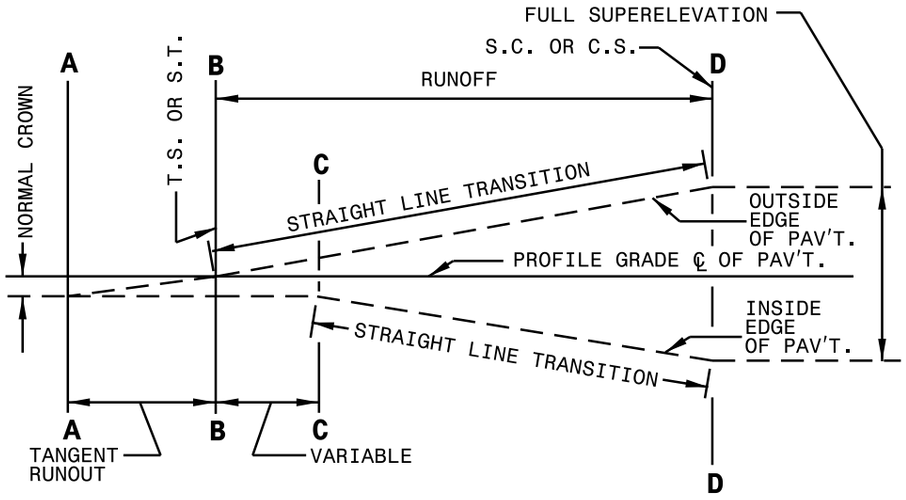
1-24

ROADWAY STANDARD DRAWING FOR

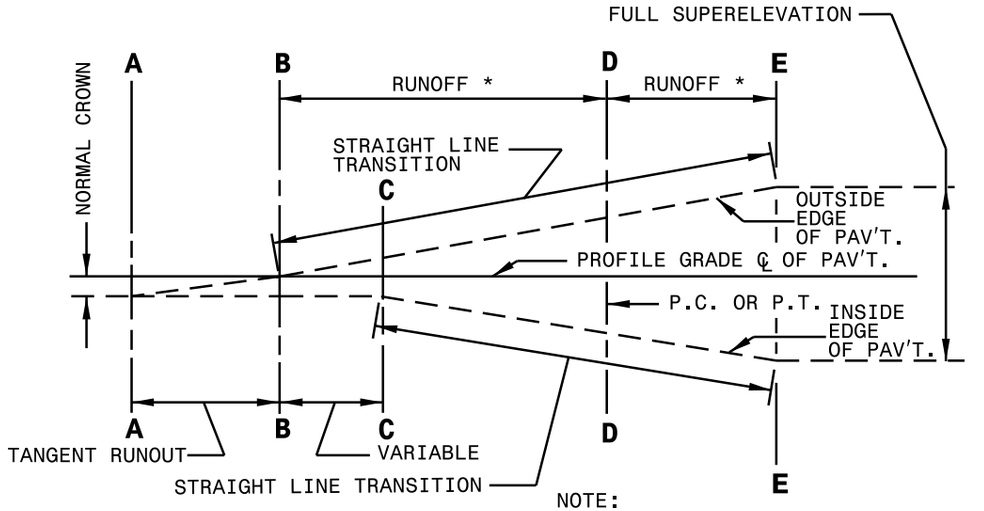
DECELERATION AND ACCELERATION LANES

SHEET 6 OF 6

225.03



NOTE:
SHORT VERTICAL CURVES 100′ OR LESS MAY BE INSERTED AT POINTS C & D WHEN DIRECTED DURING CONSTRUCTION.



NOTE:
SHORT VERTICAL CURVES 100′ OR LESS MAY BE INSERTED AT POINTS C & E WHEN DIRECTED DURING CONSTRUCTION.

GENERAL NOTES:

SPECIAL CARE MUST BE USED TO PREVENT DITCH SUMPS WHICH MIGHT BE INDUCED BY SUPERELEVATION.

TANGENT RUNOFF DISTANCE WILL VARY WITH NORMAL CROWN OF PAVEMENT WITHIN TANGENT RUNOUT-DISTANCE.

FULL SUPERELEVATION TO BE AS PROVIDED IN "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS".

* DISTRIBUTION OF RUNOFF TO BE AS PROVIDED IN "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS".

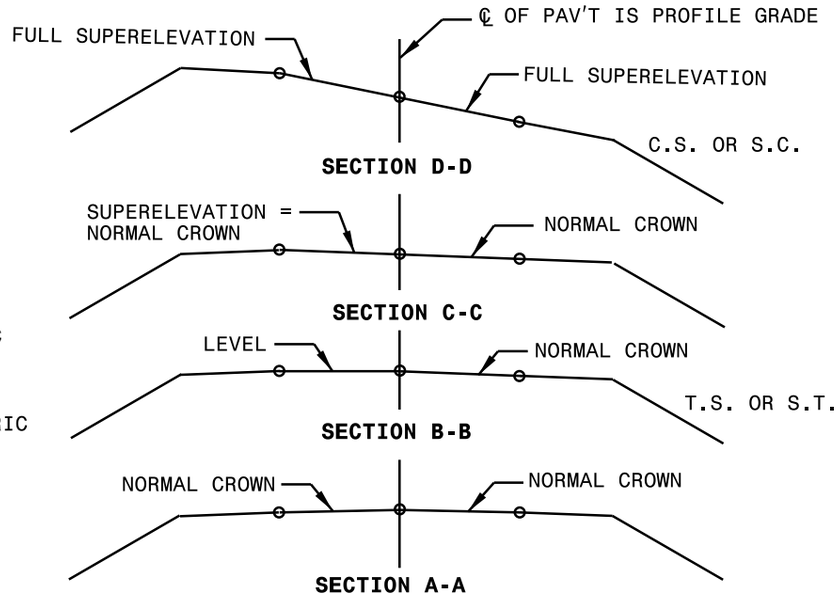


FIGURE-1 SPIRAL CURVE

2-LANE PAVEMENT PROFILE GRADE ON ℄ OF PAVEMENT.
CROWN BOTH WAYS FROM ℄ ROTATE ABOUT ℄.

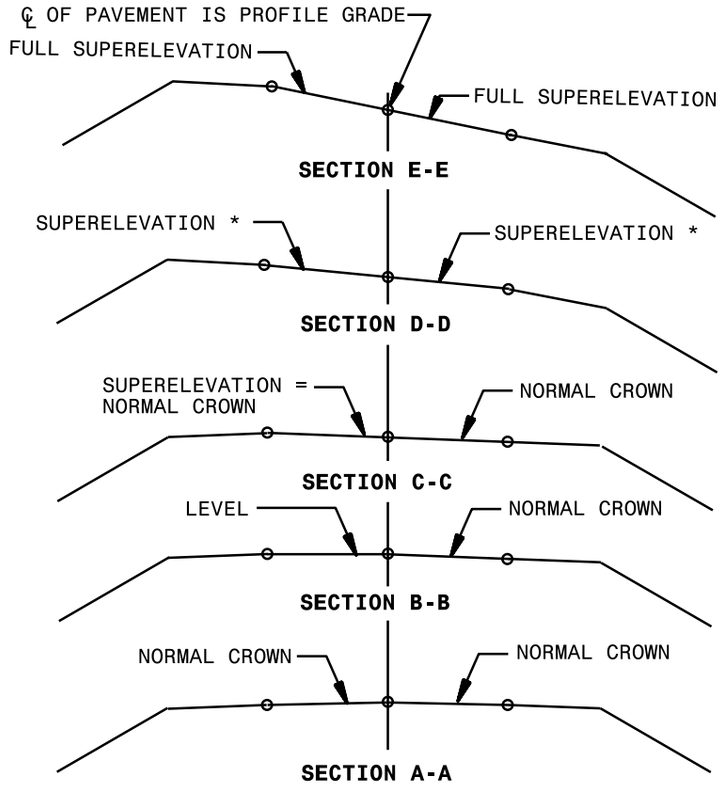


FIGURE 2 - SIMPLE CURVE

2-LANE PAVEMENT WITHOUT TRANSITION PROFILE GRADE ON ℄ PAVEMENT.
SLOPE BOTH WAYS FROM ℄ ROTATE ABOUT ℄.

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-24

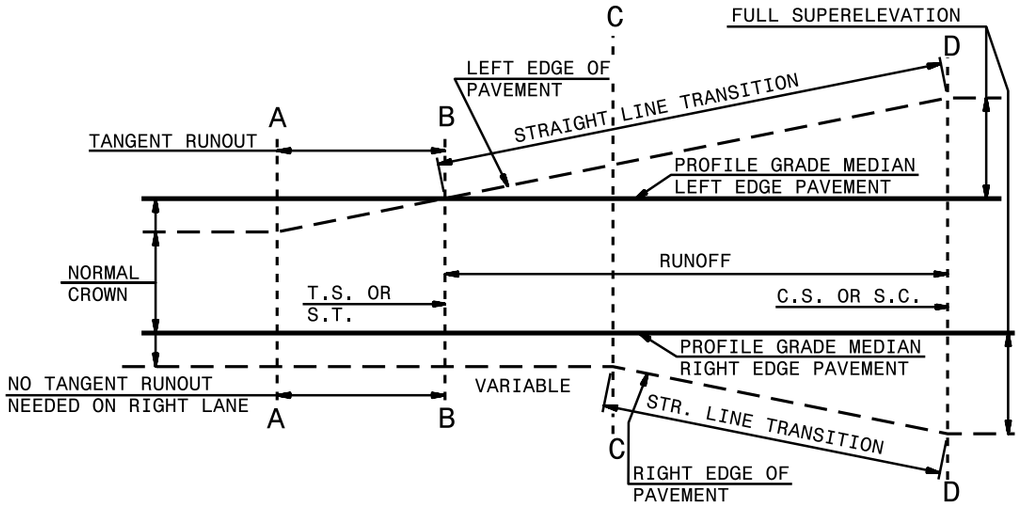
ROADWAY STANDARD DRAWING FOR

METHOD OF OBTAINING SUPERELEVATION

TWO LANE PAVEMENT

SHEET 1 OF 1

225.04



SHORT VERTICAL CURVES 100′ OR LESS MAY BE INSERTED AT POINTS C AND D WHEN DIRECTED ON CONSTRUCTION

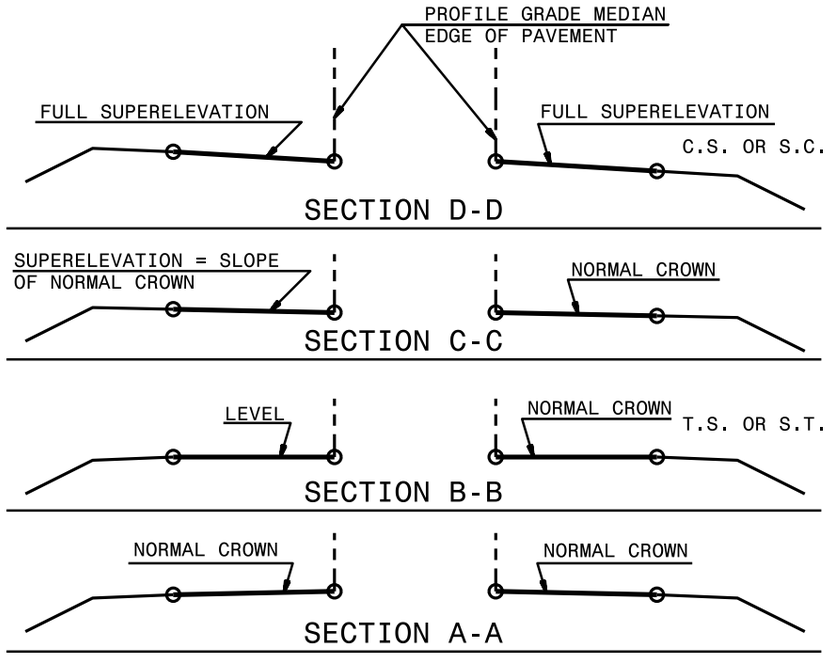
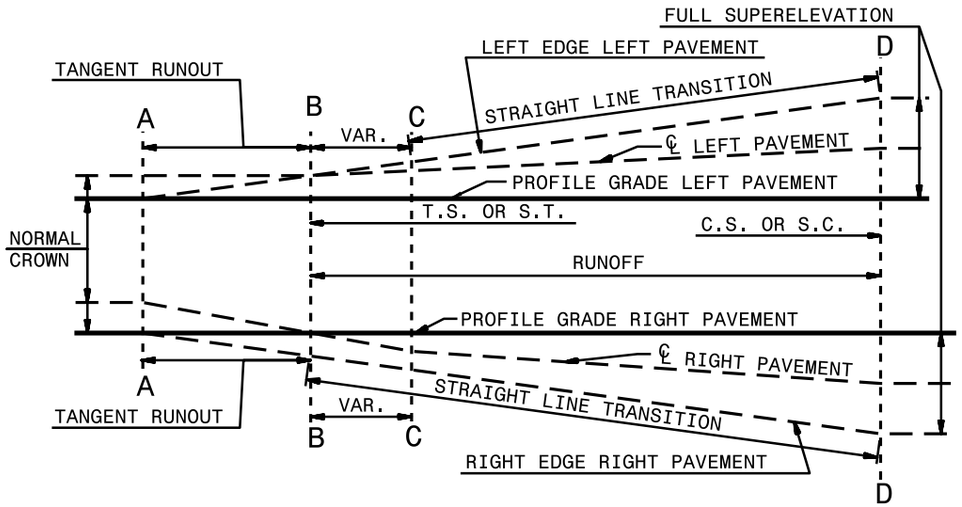


FIGURE 1 SPIRAL CURVE

4 LANE PAVEMENT
PROFILE GRADE ON MEDIAN EDGE OF PAVEMENT. SLOPE BOTH WAYS FROM MEDIAN, ROTATE ABOUT MEDIAN.



SHORT VERTICAL CURVES 100′ OR LESS MAY BE INSERTED AT POINT D WHEN DIRECTED ON CONSTRUCTION

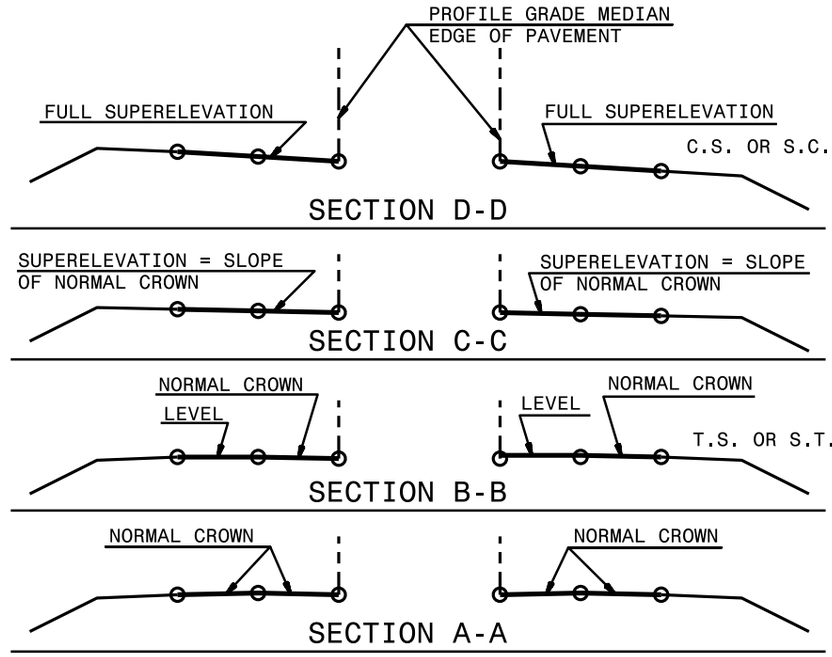


FIGURE 2 SIMPLE CURVE OR SPIRAL CURVE

4 LANE PAVEMENT
PROFILE GRADE MEDIAN EDGE OF PAVEMENT. CROWNED ABOUT CENTER OF PAVEMENTS, ROTATE ABOUT MEDIAN EDGES

GENERAL NOTES:
-SUPERELEVATION TO BE AS PROVIDED IN ROADWAY DESIGN MANUAL.
-SPECIAL CARE MUST BE USED TO PREVENT DITCH SUMPS WHICH MIGHT BE INDUCED BY SUPERELEVATION.
-PROFILE GRADE WILL BE MEDIAN EDGE OF PAVEMENT ON BOTH TANGENTS AND CURVES.
-IN WIDE MEDIANS, WHERE INDIVIDUAL ALIGNMENT IS USED, PROFILE GRADE WILL REMAIN ON MEDIAN EDGE OF PAVEMENT.

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-24

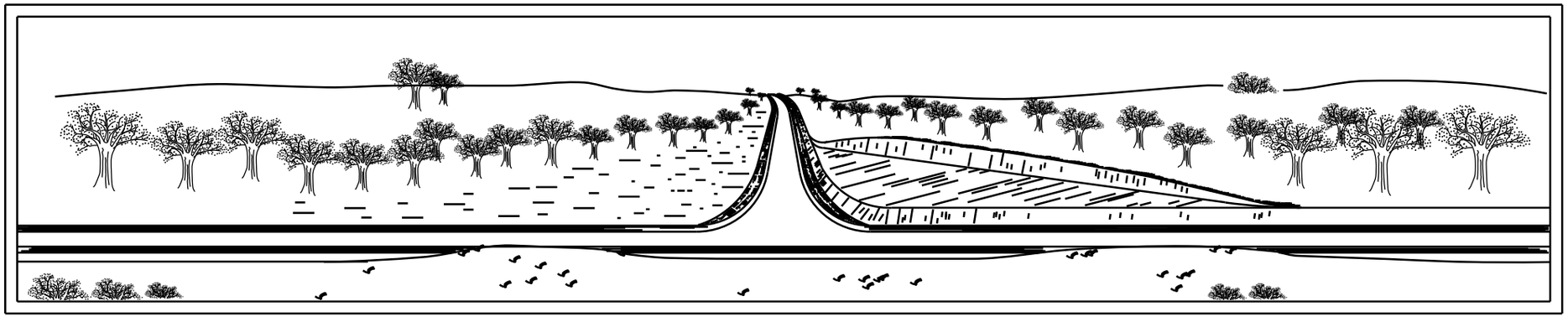
ROADWAY STANDARD DRAWING FOR

METHOD OF OBTAINING SUPERELEVATION

DIVIDED HIGHWAYS

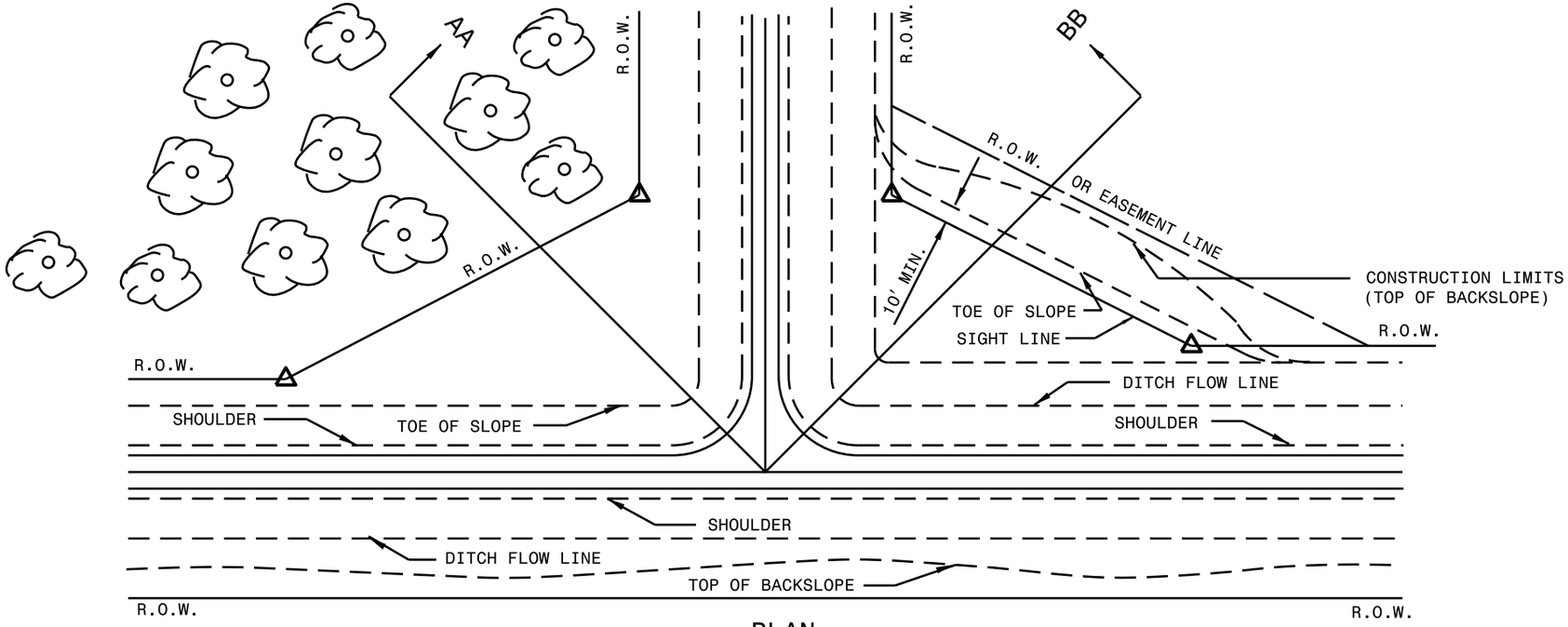
SHEET 1 OF 1

225.05



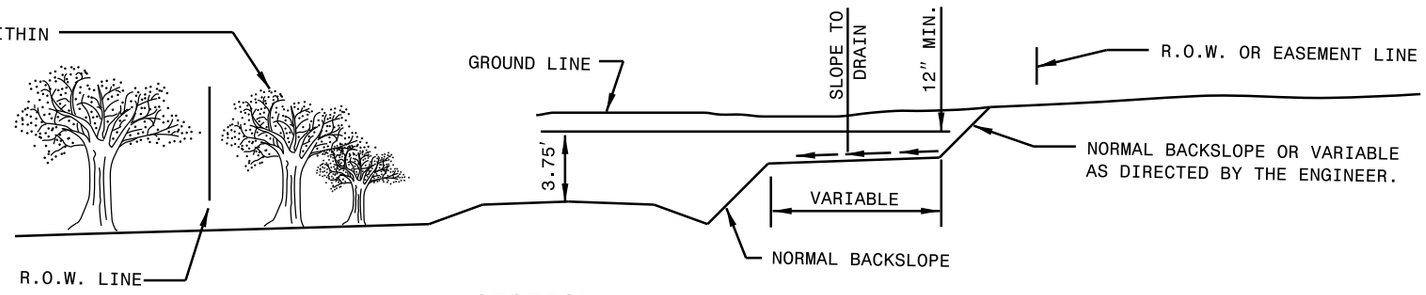
PERSPECTIVE

VIEW OF TYPICAL DAYLIGHTING AT INTERSECTION IN CUT AND FILL



PLAN

ALL TREES, BRUSH & OBSTRUCTIONS TO BE REMOVED WITHIN R.O.W. (SEE PERSEPECTIVE)



A-A SECTION B-B

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-24

ROADWAY STANDARD DRAWING FOR

METHOD OF GRADING SIGHT DISTANCE AT INTERSECTIONS

SHEET 1 OF 1

225.06

GENERAL NOTES:

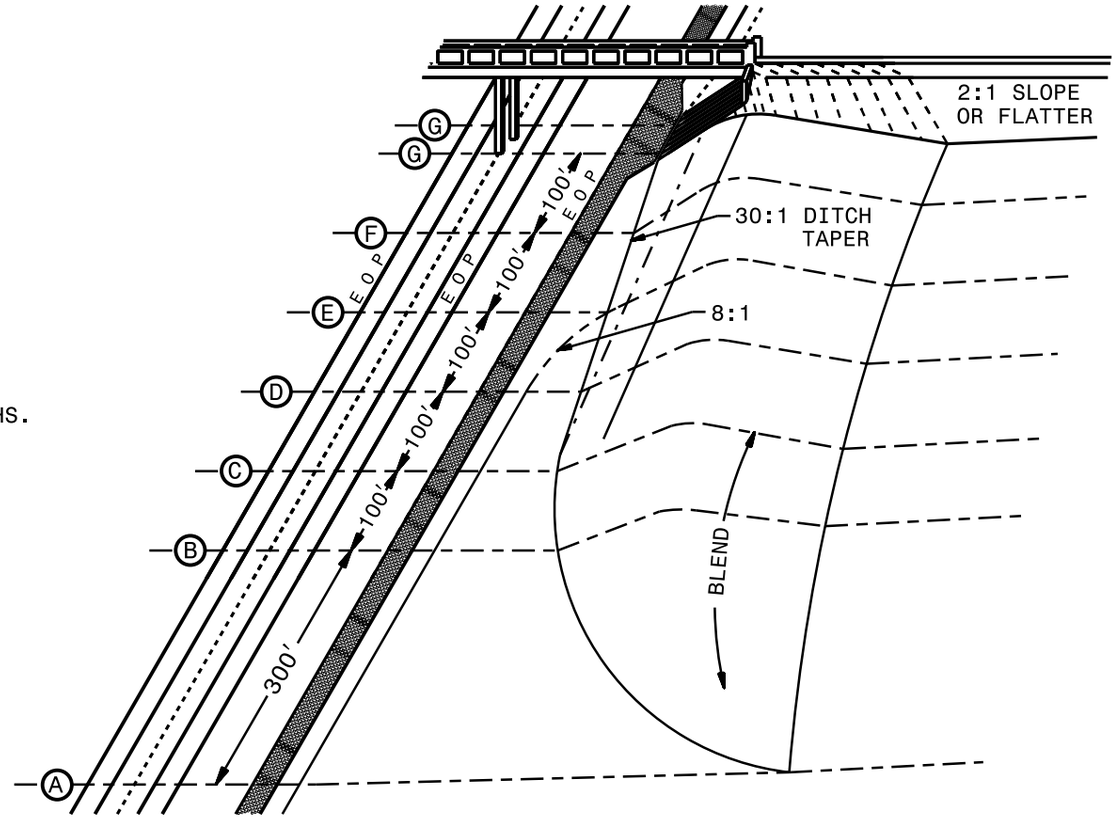
USE THIS GRADING GUIDE AT GRADE SEPARATIONS WITH FALSE CUT APPROACH.

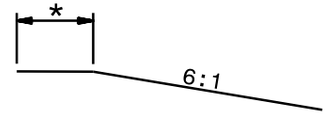
IF STRUCTURE HAS OUTSIDE PIERS, ELIMINATE THE 6′ VERTICAL CURVE.

D - TYPICAL DITCH WIDTH

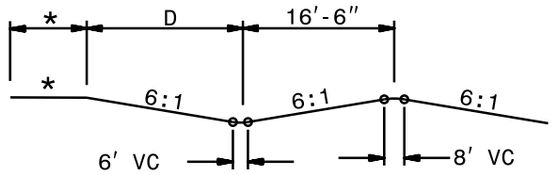
* - SEE ROADWAY TYPICAL SECTIONS FOR NORMAL SHOULDER WIDTHS, SHOULDER SLOPES, AND DITCH WIDTHS.

** - SEE ROADWAY PLANS AND/OR STRUCTURE PLANS FOR VARIABLE OFFSET.

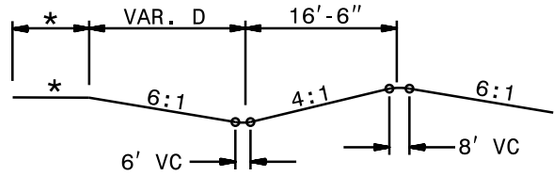




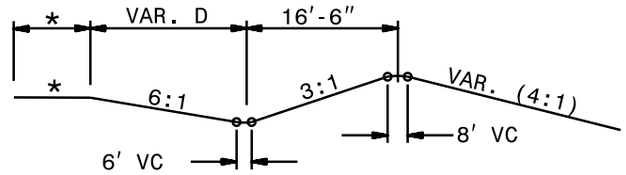
SECTION A



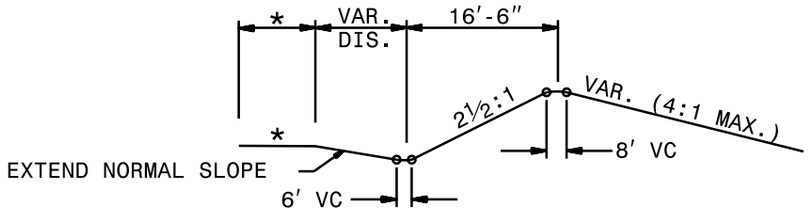
SECTION B



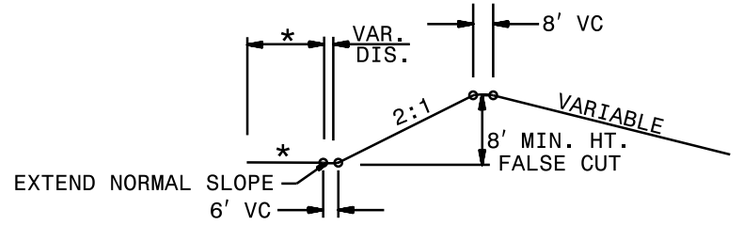
SECTION C



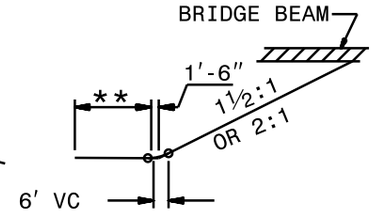
SECTION D



SECTION E



SECTION F



SECTION G

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-24

ROADWAY STANDARD DRAWING FOR

GRADING FOR FALSE CUT AT GRADE SEPARATIONS

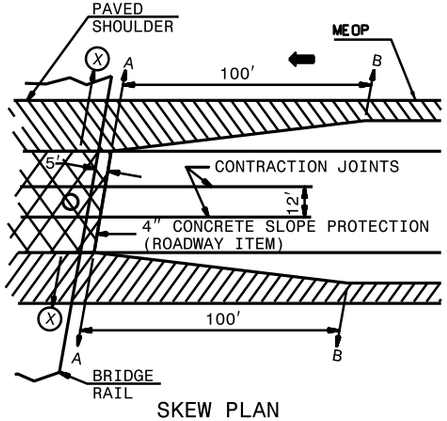
SHEET 1 OF 1

225.07

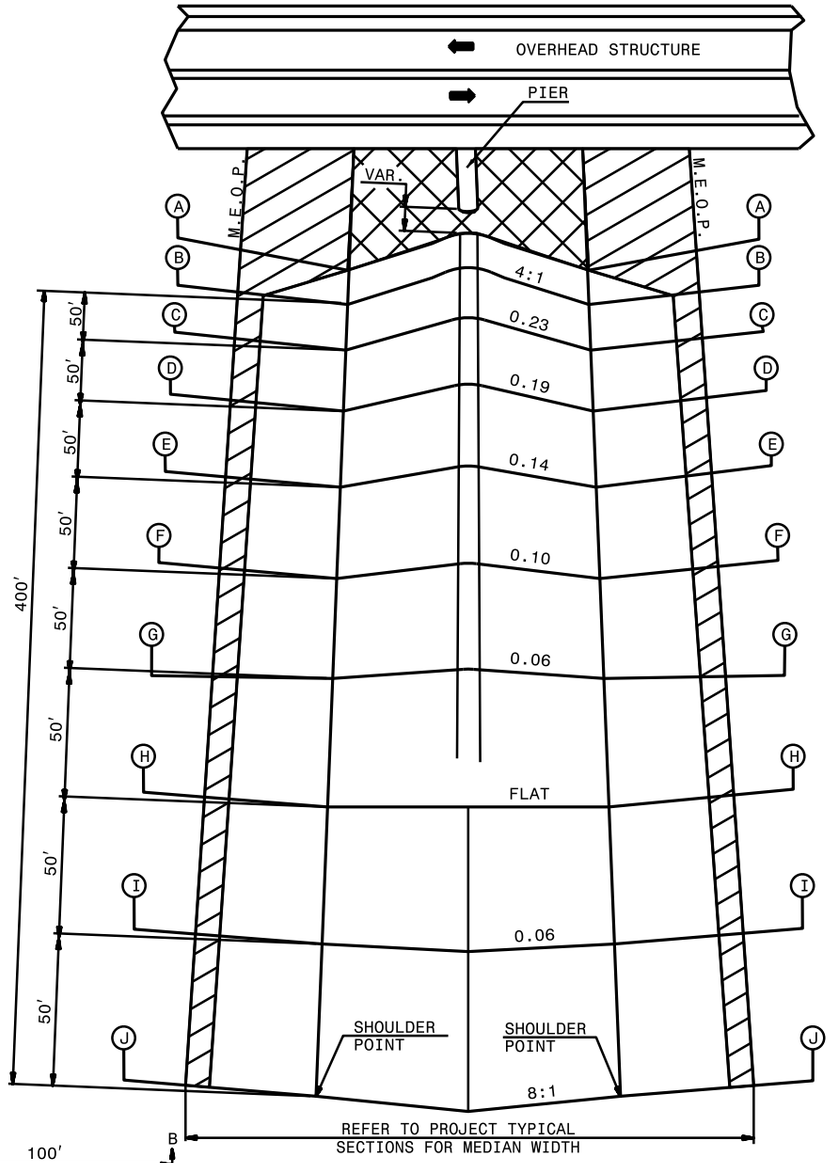
LEGEND

PAVED SHOULDER

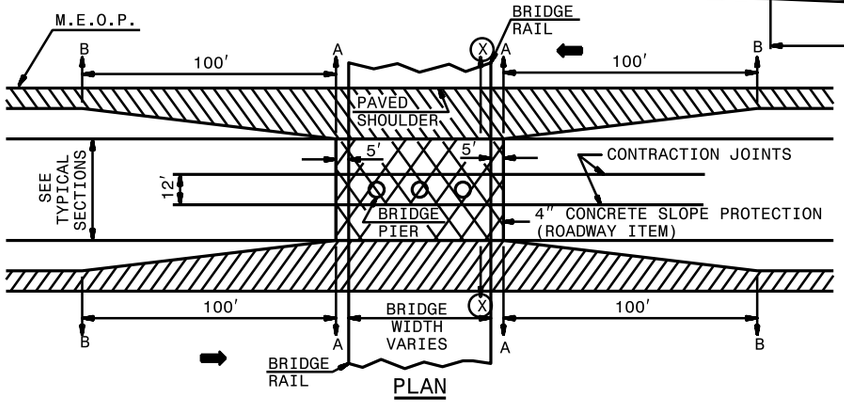
4" CONCRETE SLOPE PROTECTION (ROADWAY ITEM)



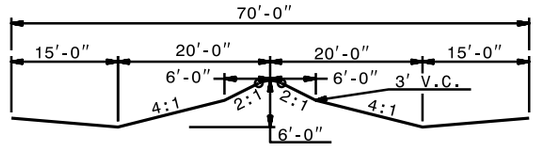
SKEW PLAN



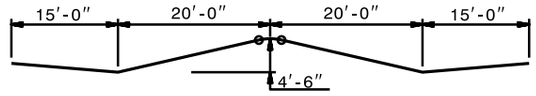
PERSPECTIVE



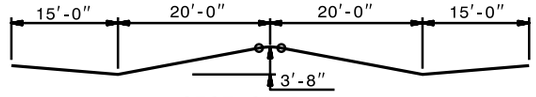
PLAN



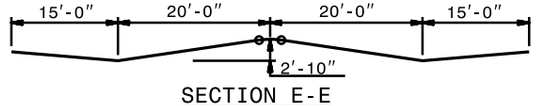
SECTION A-A & B-B



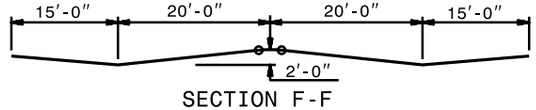
SECTION C-C



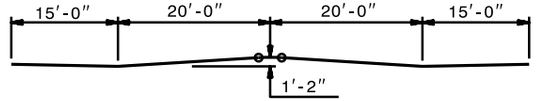
SECTION D-D



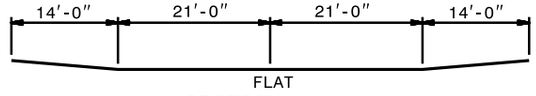
SECTION E-E



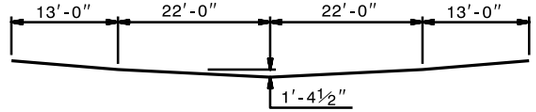
SECTION F-F



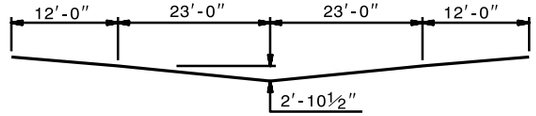
SECTION G-G



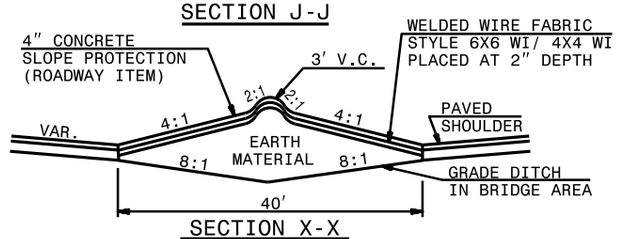
SECTION H-H



SECTION I-I



SECTION J-J



SECTION X-X

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-24

ROADWAY STANDARD DRAWING FOR

EARTH BERM MEDIAN PIER PROTECTION

SHEET 1 OF 2

225.08

GENERAL NOTES:

1. GRADING

A. IN CUTS - EXCAVATE THE MEDIAN BETWEEN SECTIONS A-A AND J-J AS SHOWN IN PERSPECTIVE VIEW. EXCAVATE BETWEEN SECTIONS A-A AND A-A TO THE GRADED DITCH SHAPE SHOWN ON SECTION X-X. AFTER COMPLETION OF THE MEDIAN BRIDGE PIERS, BACKFILL THE AREA BETWEEN SECTIONS A-A AND A-A TO THE SHAPE OF THE 4″ CONCRETE SLOPE PROTECTION SHOWN ON SECTION X-X.

B. IN FILLS - CONSTRUCT THE MEDIAN BETWEEN SECTIONS A-A AND A-A TO THE GRADED DITCH SHAPE SHOWN ON SECTION X-X. AFTER COMPLETION OF THE MEDIAN BRIDGE PIERS, CONSTRUCT THE AREA BETWEEN SECTIONS A-A AND A-A TO THE SHAPE OF THE 4″ CONCRETE SLOPE PROTECTION SHOWN ON SECTION X-X. THE MEDIAN EARTH BERMS BETWEEN SECTIONS J-J AND A-A, AS SHOWN IN PERSPECTIVE VIEW, MAY BE CONSTRUCTED PRIOR TO COMPLETION OF THE MEDIAN BRIDGE PIERS.

2. CONCRETE SLOPE PROTECTION

PLACE THE 4″ CONCRETE SLOPE PROTECTION IN ACCORDANCE WITH THESE DETAILS. PROPERLY SHAPE AND FIRMLY COMPACT EARTH MATERIAL BEFORE PLACING SLOPE PROTECTION REINFORCING AND CONCRETE. FINISH THE CONCRETE SURFACE WITH A WOODEN FLOAT.

TRANSVERSE JOINTS: FORM A GROOVED JOINT 1″ DEEP WITH 1/8″ RADII AT APPROXIMATELY 10′ INTERVALS. LOCATE A GROOVED JOINT OR A CONSTRUCTION JOINT SO AS TO INTERSECT THE EXPANSION JOINT MATERIAL PLACED AROUND EACH PIER. NO SEALING OF THESE JOINTS IS REQUIRED. WIRE MESH TO BE LAPPED 6″ AT ALL CONSTRUCTION JOINTS. SPACE CONTRACTION JOINTS AT 25′ INTERVALS.

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

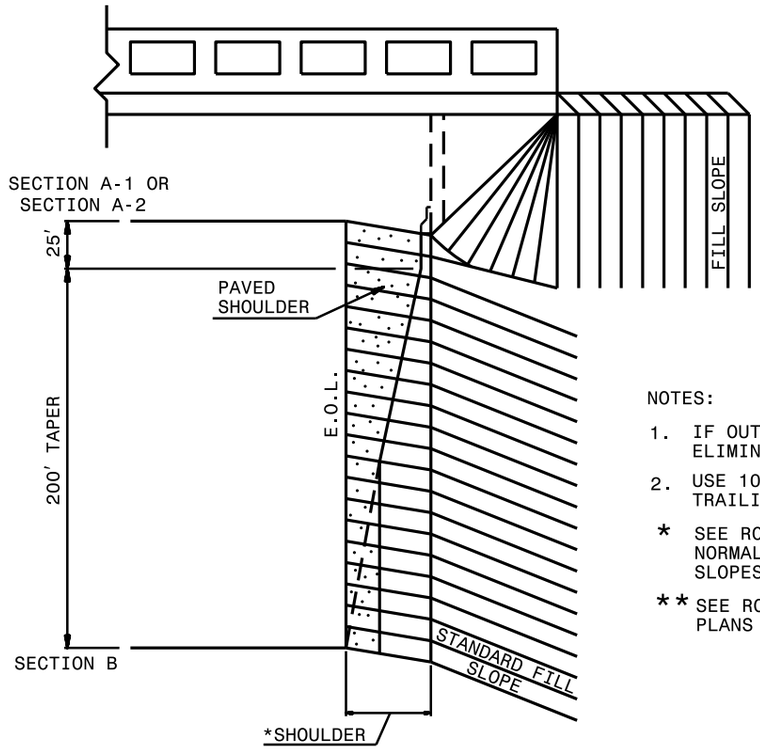
1-24

ROADWAY STANDARD DRAWING FOR

EARTH BERM MEDIAN PIER PROTECTION

SHEET 2 OF 2

225.08



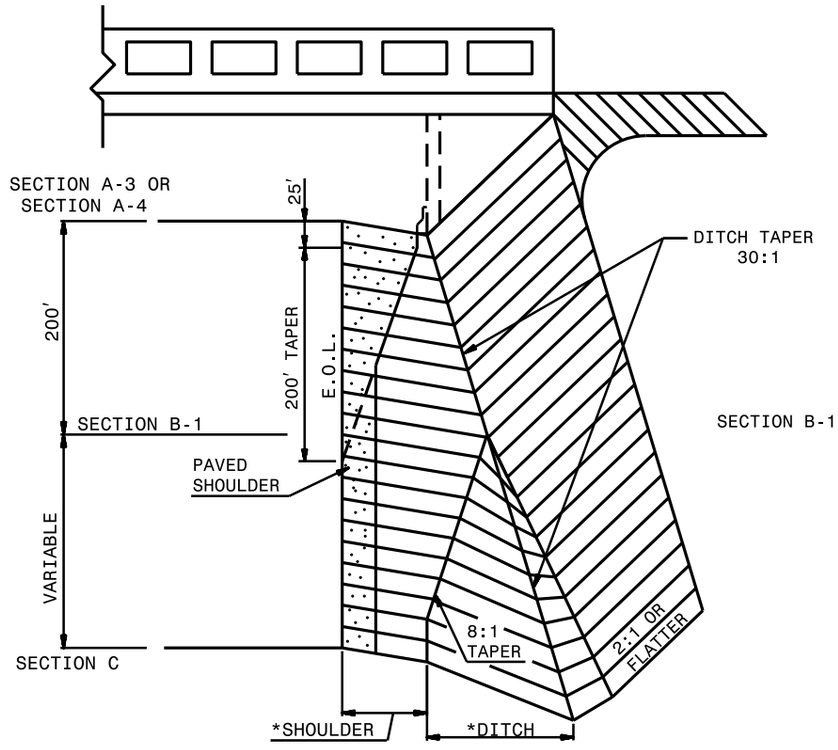
FOR FILL APPROACHES

NOTES:

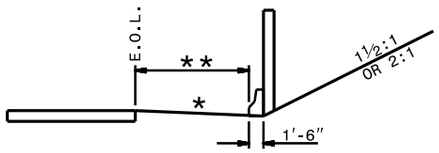
1. IF OUTSIDE PIER IS USED (A-3), ELIMINATE 6' VERTICAL CURVE ON B-1.
2. USE 100'-300' TRANSITION ON THE TRAILING SIDE OF CUT SECTION.

* SEE ROADWAY TYPICAL SECTIONS FOR NORMAL SHOULDER WIDTHS, SHOULDER SLOPES, AND DITCH WIDTHS.

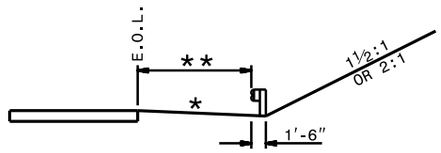
** SEE ROADWAY PLANS AND/OR STRUCTURE PLANS FOR OFFSET.



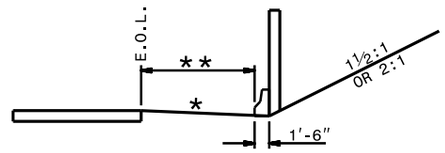
FOR CUT APPROACHES



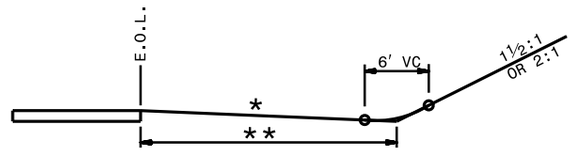
SECTION A-1



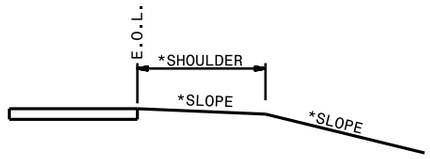
SECTION A-2



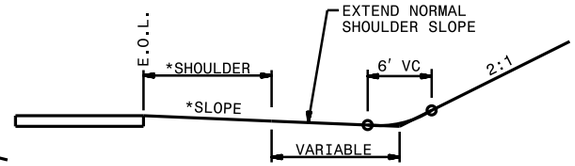
SECTION A-3



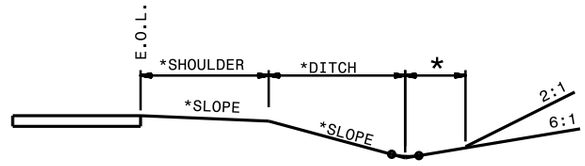
SECTION A-4



SECTION B



SECTION B-1



SECTION C

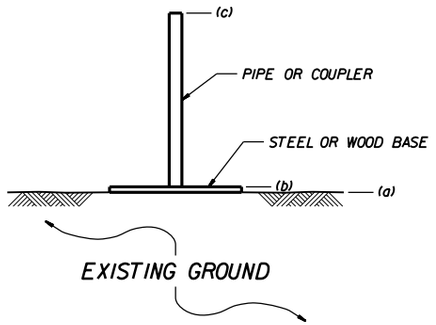
STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-24

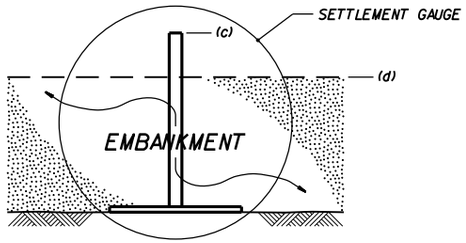
ROADWAY STANDARD DRAWING FOR

GUIDE FOR SHOULDER AND DITCH TRANSITION AT GRADE SEPARATIONS

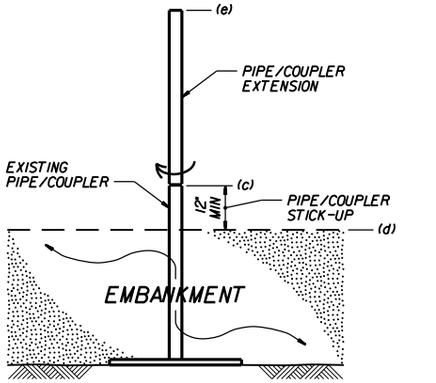
EMBANKMENT MONITORING SEQUENCE



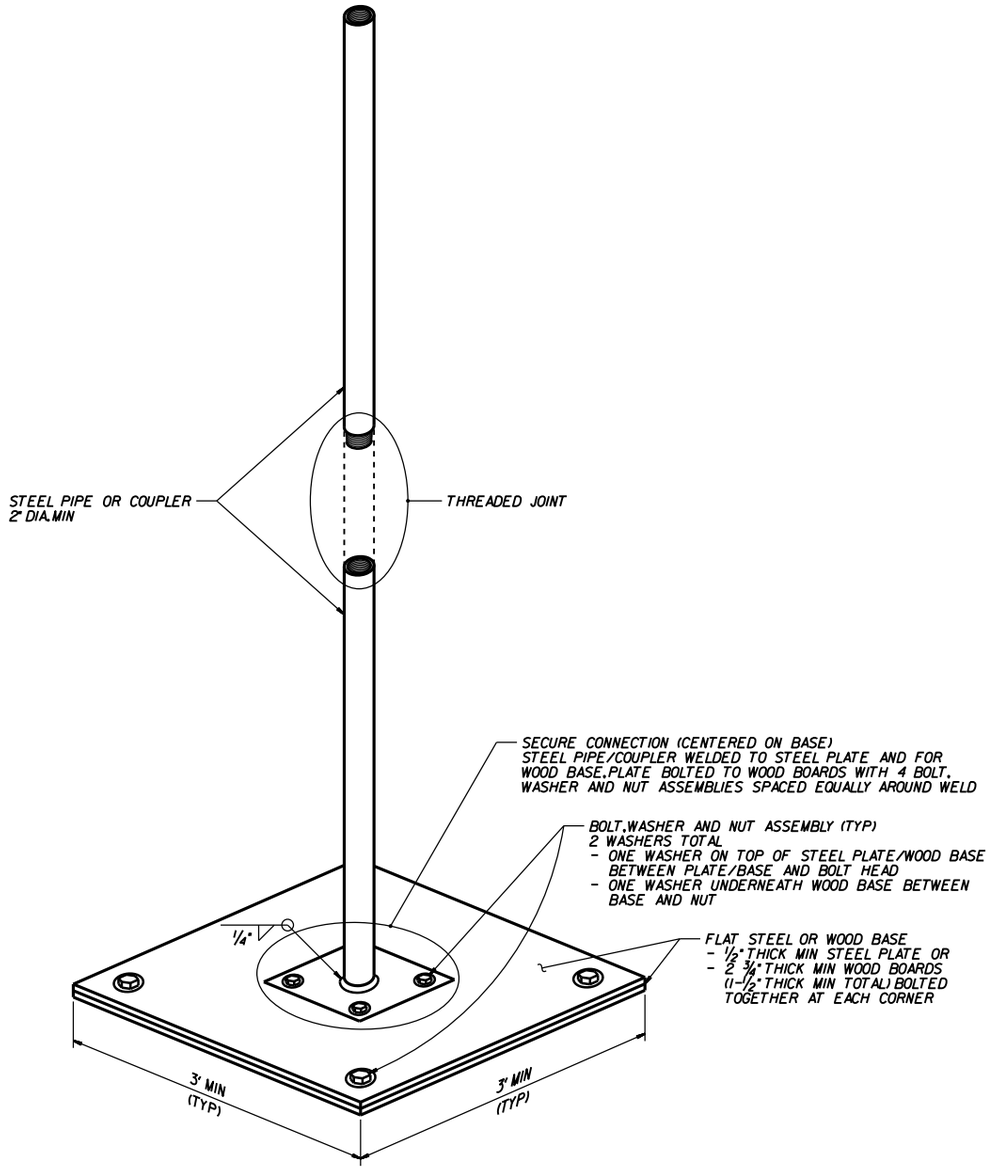
1. PLACE STEEL/WOOD BASE AT APPROXIMATE GAUGE LOCATIONS SHOWN IN THE PLANS AS DETERMINED BY THE ENGINEER.
2. SET BASE ON LEVEL GROUND SO PIPE/COUPLER IS PLUMB.
3. BEFORE CONSTRUCTING EMBANKMENT, NOTIFY ENGINEER TO SURVEY AND RECORD THE FOLLOWING:
   (a) EXISITING GROUND ELEVATION,
   (b) TOP OF BASE ELEVATION AND
   (c) TOP OF PIPE ELEVATION.



4. MAKE SETTLEMENT GAUGE HIGHLY VISIBLE SO GAUGE IS NOT HIT OR DAMAGED.
5. PLACE AND COMPACT FILL MATERIAL AROUND SETTLEMENT GAUGE WITHOUT DISTURBING GAUGE.
6. NOTIFY ENGINEER WEEKLY TO SURVEY AND RECORD THE FOLLOWING:
   (c) TOP OF PIPE ELEVATION AND
   (d) EMBANKMENT ELEVATION.



7. CONNECT PIPE/COUPLER EXTENSION TO EXISTING PIPE/COUPLER AS NEEDED TO MAINTAIN A PIPE/COUPLER STICK-UP OF AT LEAST 12" WHILE MONITORING SETTLEMENT.
8. SCREW PIPES/COUPLERS TOGETHER HAND TIGHT AND THEN TIGHTEN 2 TO 3 FULL TURNS WITH A WRENCH.
9. NOTIFY ENGINEER TO SURVEY AND RECORD THE FOLLOWING:
   (c) TOP OF PIPE ELEVATION,
   (d) EMBANKMENT ELEVATION AND
   (e) TOP OF EXTENSION ELEVATION.
10. RETURN TO STEP 4 WITH NEW TOP OF PIPE ELEVATION EQUAL TO TOP OF EXTENSION ELEVATION.



SETTLEMENT GAUGE

NOTES:

1. SEE ROADWAY SUMMARY SHEETS FOR APPROXIMATE SETTLEMENT GAUGE LOCATIONS.
2. FOR EMBANKMENT MONITORING, SEE SECTION 235 OF THE STANDARD SPECIFICATIONS.
3. WELD IN ACCORDANCE WITH THE AWS D1.1 STRUCTURAL WELDING CODE - STEEL.
4. INSTALL SETTLEMENT GAUGES AFTER CLEARING AND GRUBBING GAUGE LOCATIONS AND BEFORE CONSTRUCTING EMBANKMENTS WITH EMBANKMENT MONITORING.

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

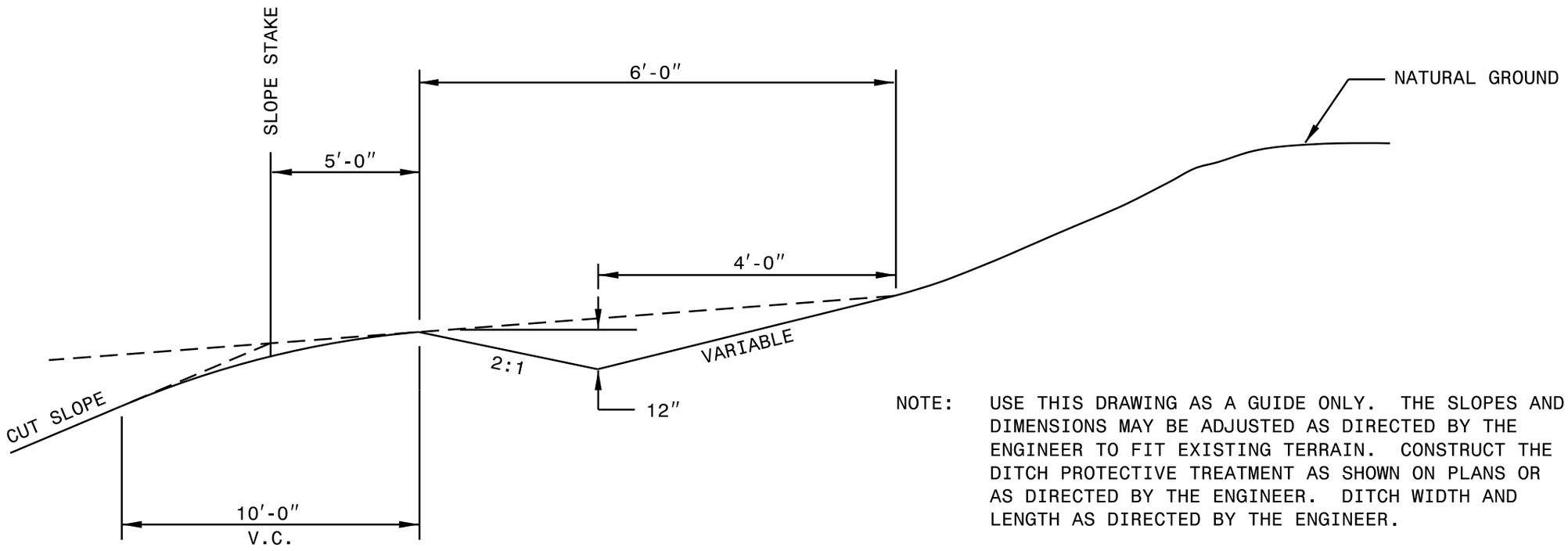
1-24

ROADWAY STANDARD DRAWING FOR

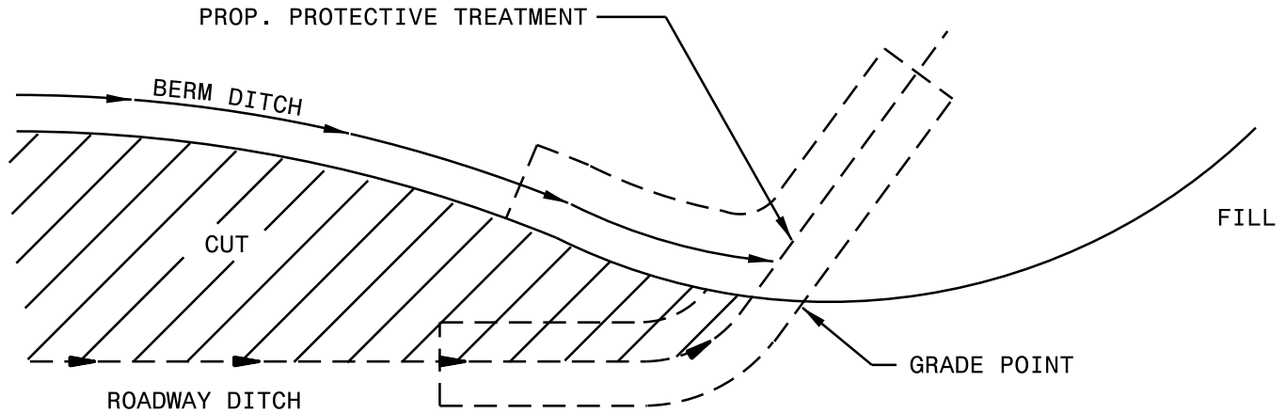
EMBANKMENT MONITORING

SHEET 1 OF 1

235.01



NOTE: USE THIS DRAWING AS A GUIDE ONLY. THE SLOPES AND DIMENSIONS MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO FIT EXISTING TERRAIN. CONSTRUCT THE DITCH PROTECTIVE TREATMENT AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER. DITCH WIDTH AND LENGTH AS DIRECTED BY THE ENGINEER.



PLAN

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

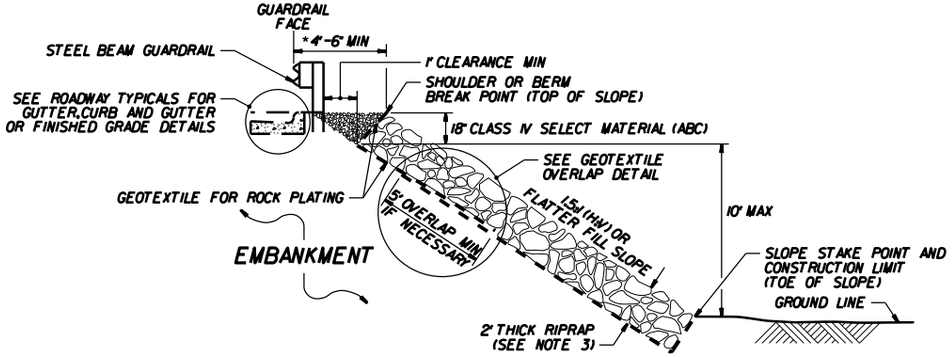
1-24

ROADWAY STANDARD DRAWING FOR

GUIDE FOR BERM DITCH CONSTRUCTION

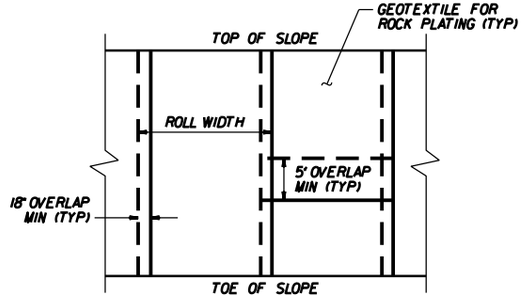
SHEET 1 OF 1

240.01



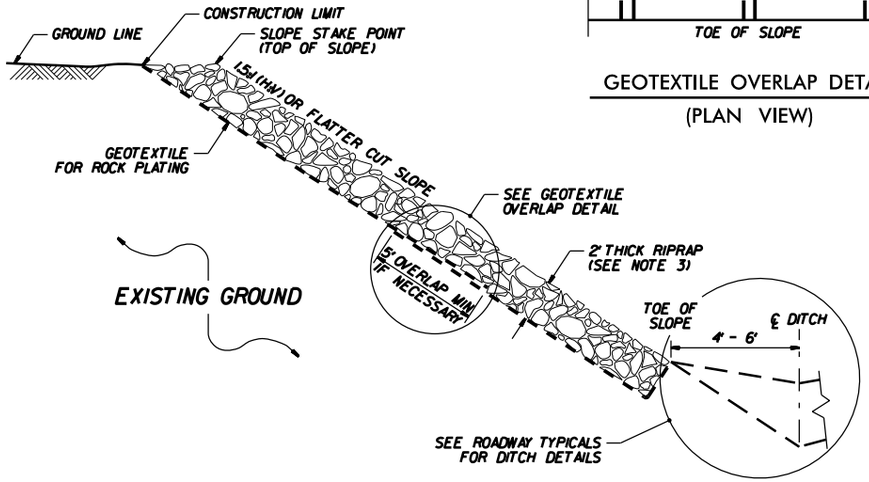
ROCK PLATING DETAIL NO. 1 – TYPICAL SECTION

* 3'-6" MINIMUM WITH 8'-0" LONG GUARDRAIL POSTS.

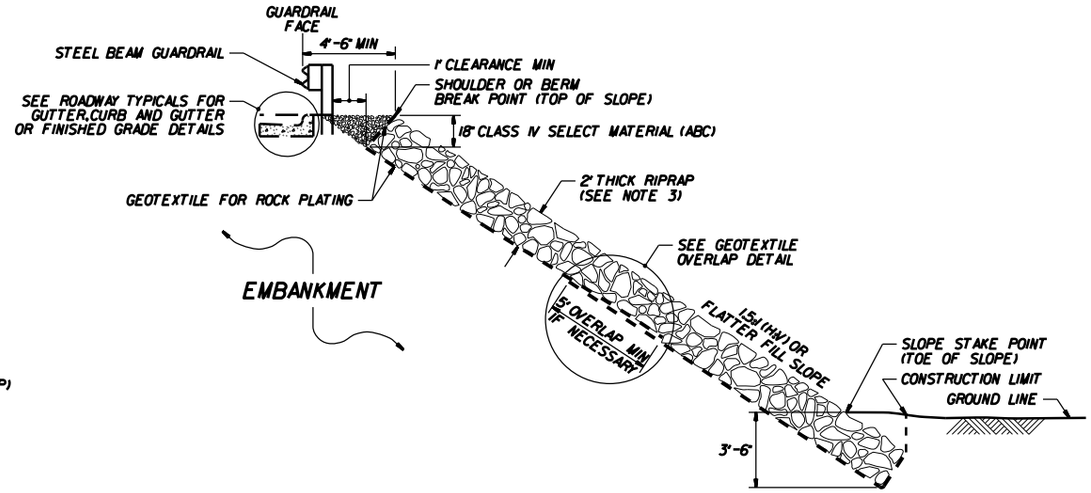


GEOTEXTILE OVERLAP DETAIL

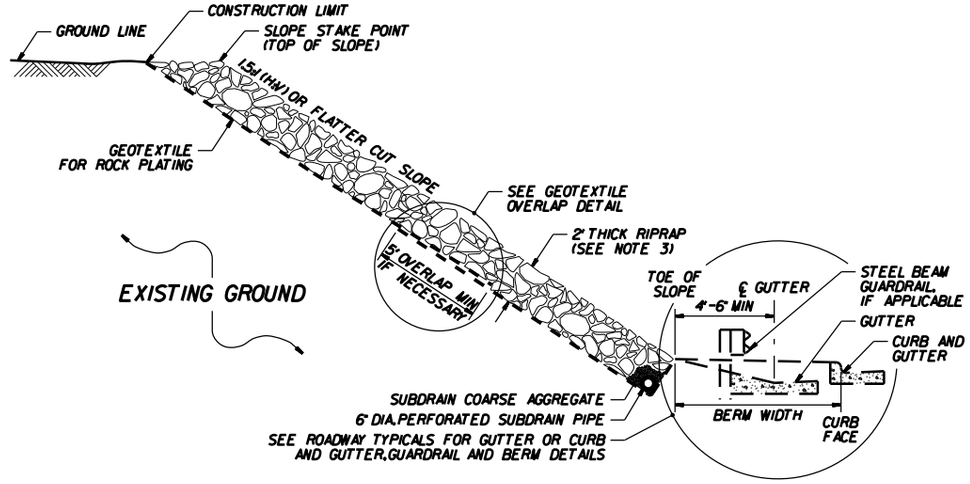
(PLAN VIEW)



ROCK PLATING DETAIL NO. 3 – TYPICAL SECTION



ROCK PLATING DETAIL NO. 2 – TYPICAL SECTION



ROCK PLATING DETAIL NO. 4 – TYPICAL SECTION

NOTES:

1. SEE ROADWAY PLANS AND SUMMARY SHEETS FOR ROCK PLATING LOCATIONS.
2. FOR ROCK PLATING,SEE SECTION 275 OF THE STANDARD SPECIFICATIONS.
3. USE CLASS I,2 OR B RIPRAP UNLESS REQUIRED OTHERWISE IN THE ROADWAY SUMMARY SHEETS.

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-24

ROADWAY STANDARD DRAWING FOR

ROCK PLATING

SHEET 1 OF 1

275.01