

09/08/99

CONTRACT: DA00593 WBS PROJECT: 2024CPT.01.13.10281

SYSTEM TIME: 09/08/99 10:00:00 AM
USER: JSLACHTA
PROJECT: 2024CPT.01.13.10281



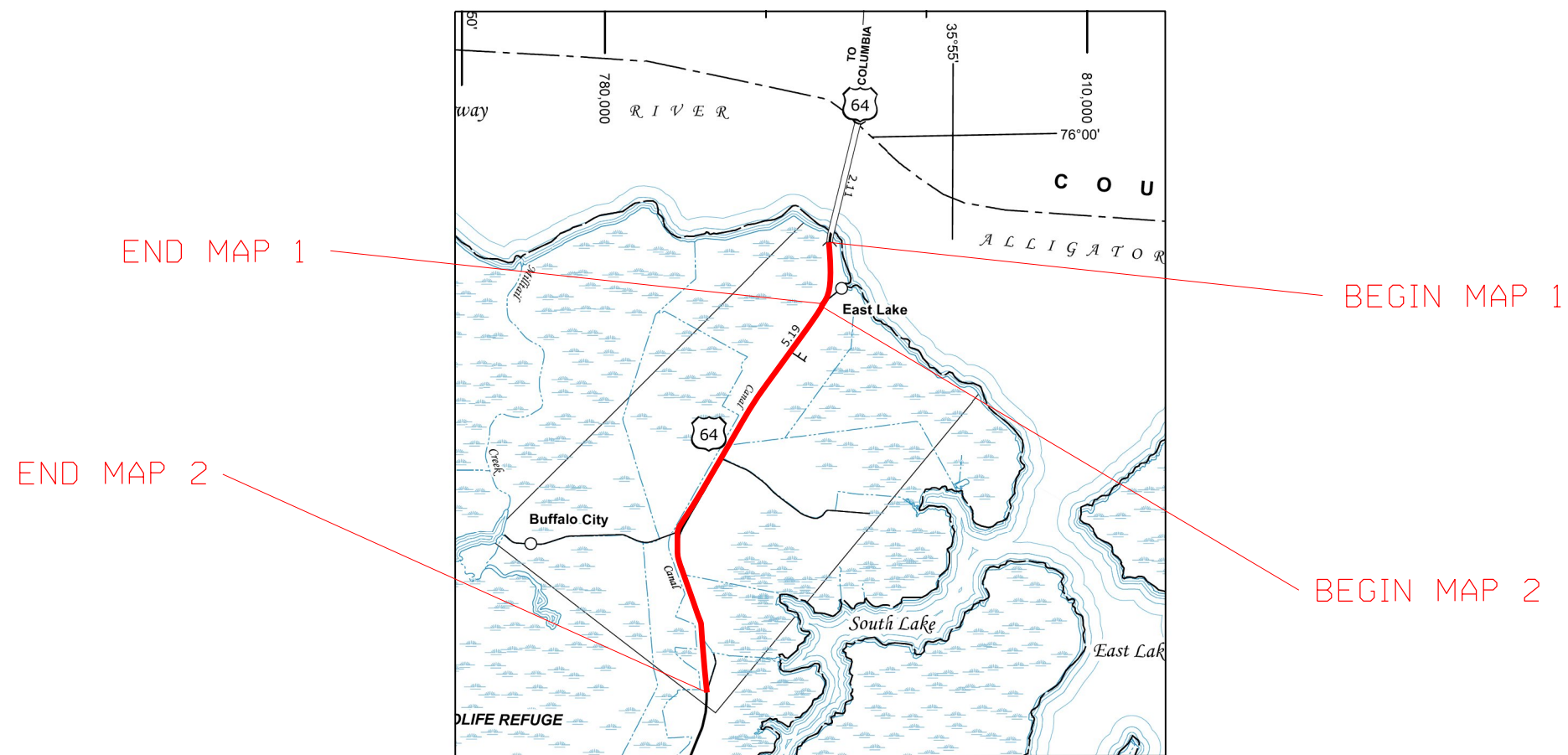
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

DARE COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.
N.C.	2024CPT.01.13.10281	1
STATE PROJ. NO.		DESCRIPTION
2024CPT.01.13.10281		PE, CONST.

LOCATION: MAP 1 - HWY 64 FROM EAST END OF ALLIGATOR RIVER BRIDGE TO SR 1153 (OLD FERRY LANDING RD)
MAP 2 - HWY 64 FROM SR 1153 (OLD FERRY LANDING RD) TO SR 1169 (ROBERTSON LANDING RD)

TYPE OF WORK: MILLING, WIDENING, RESURFACING, SHOULDER RECONSTRUCTION & GUARDRAIL REPLACEMENT



GRAPHIC SCALES

NTS

PROJECT LENGTH

LENGTH ROADWAY MAP 1 = 0.69 MI.
LENGTH ROADWAY MAP 2 = 5.10 MI.

TOTAL LENGTH WBS 2024CPT.01.13.10281 PROJECT = 5.79 MI.

Prepared in the Office of:
DIVISION OF HIGHWAYS

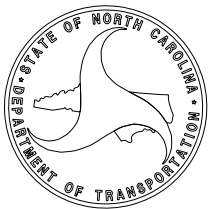
113 Airport Dr., Edenton NC, 27932

2018 STANDARD SPECIFICATIONS

J. S. ABEL, Jr.
DIVISION PROJECT TEAM LEAD

CHRIS SLACHTA
DIVISION CONTRACT ENGINEER

D. H. STALLINGS
DIVISION DESIGN ENGINEER



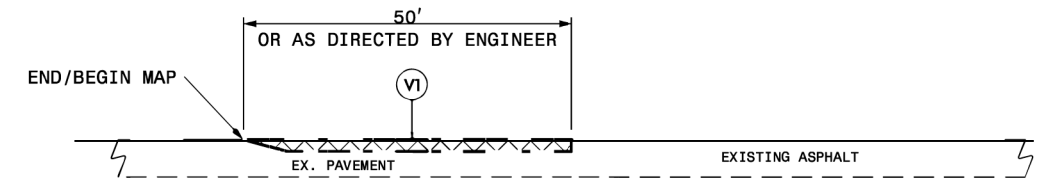
PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING ASPHALT PAVEMENT.
V2	MILLING ASPHALT PAVEMENT. 1.5" IN DEPTH.
T	EARTH MATERIAL
U	EXISTING PAVEMENT.

NOTES:

PROJECT REFERENCE NO.	SHEET NO.
2024CPT.01.13.10281	2

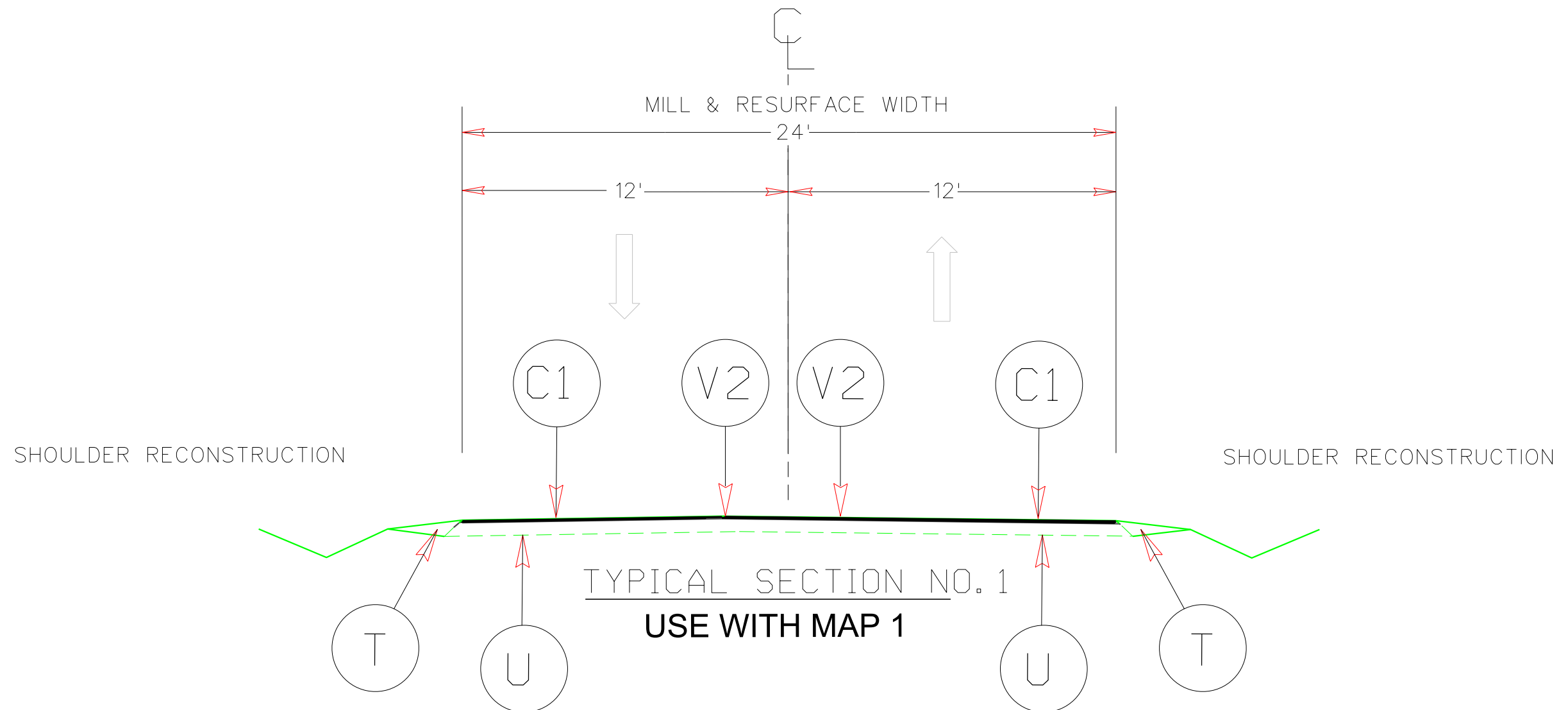
- * ALL INTERSECTING ROADS ARE TO BE RESURFACED TO THE ENDS OF THEIR RADII, THE MAIN LINE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE ANY TAPERS AND TURN LANES LOCATED BOTH ON THE MAIN LINE OR INTERSECTING PAVED ROADWAY.
- * EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES.
- * 1.5" MILLING AND 1.5" OF S9.5C TO BE APPLIED THE FULL WIDTH OF THE ROADWAY



DETAIL 1

MAIN LINE MILLING

- NOTE:
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
 2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.



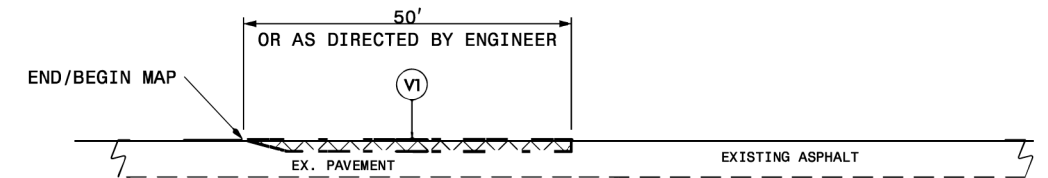
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T	EARTH MATERIAL
U	EXISTING PAVEMENT.

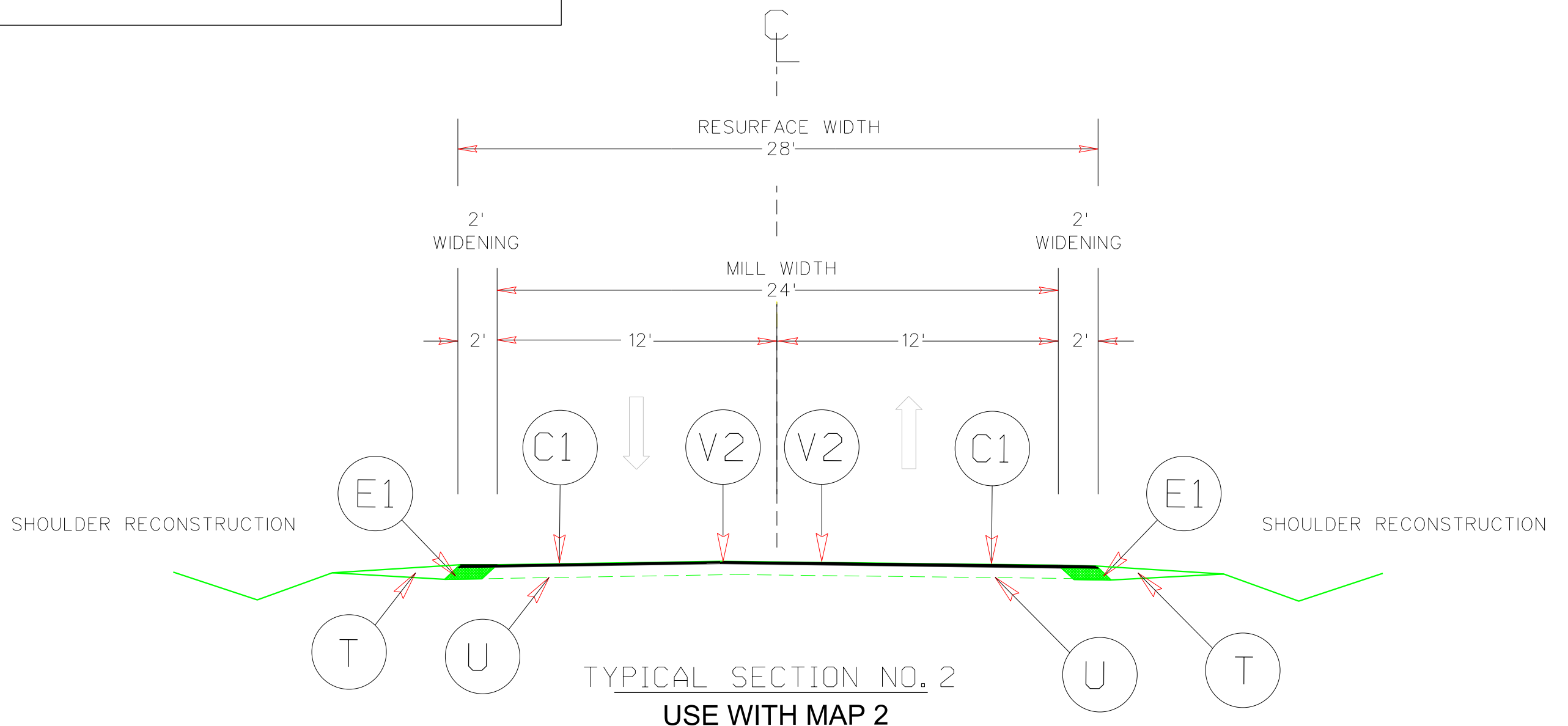
NOTES:

PROJECT REFERENCE NO.	SHEET NO.
2024CPT.01.13.10281	3

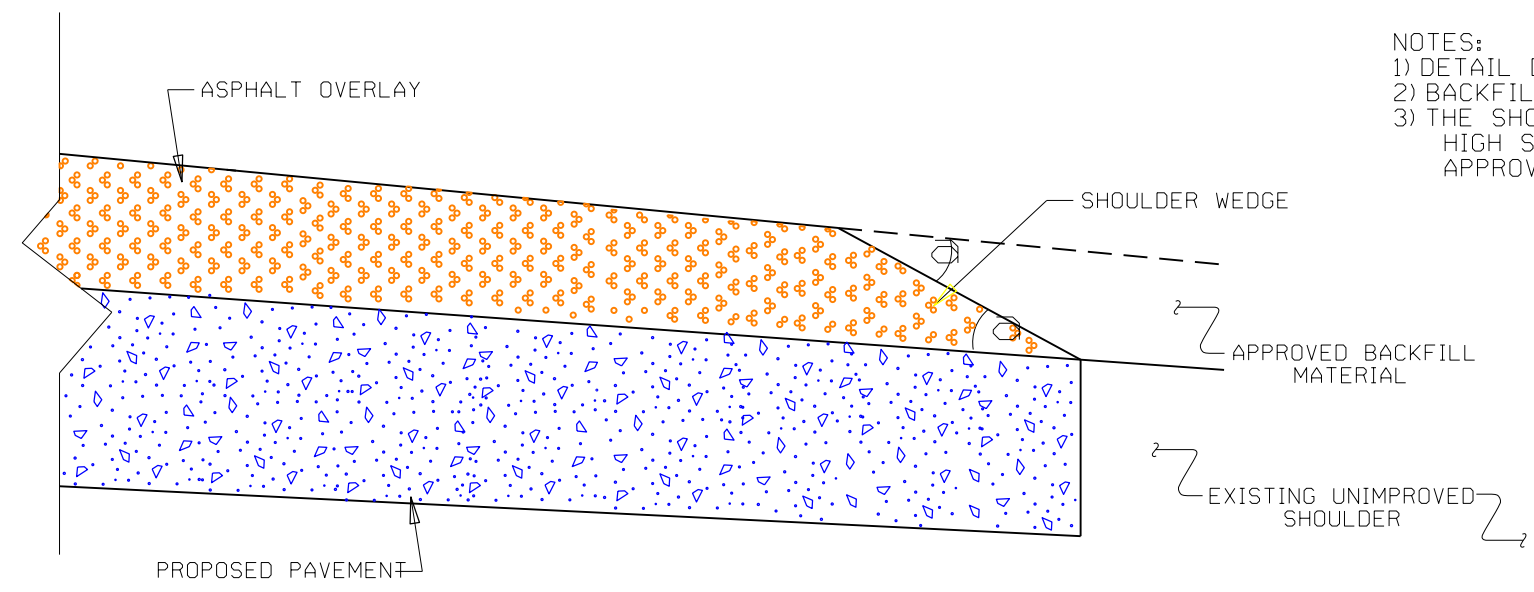
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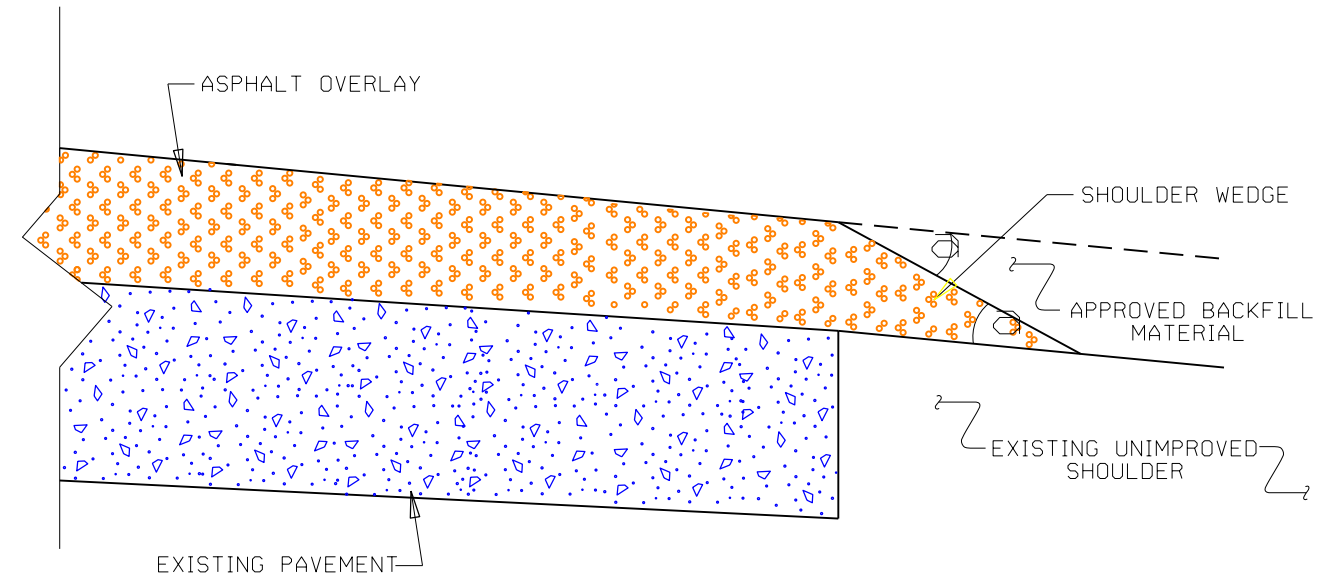
- NOTE:
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
 2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.



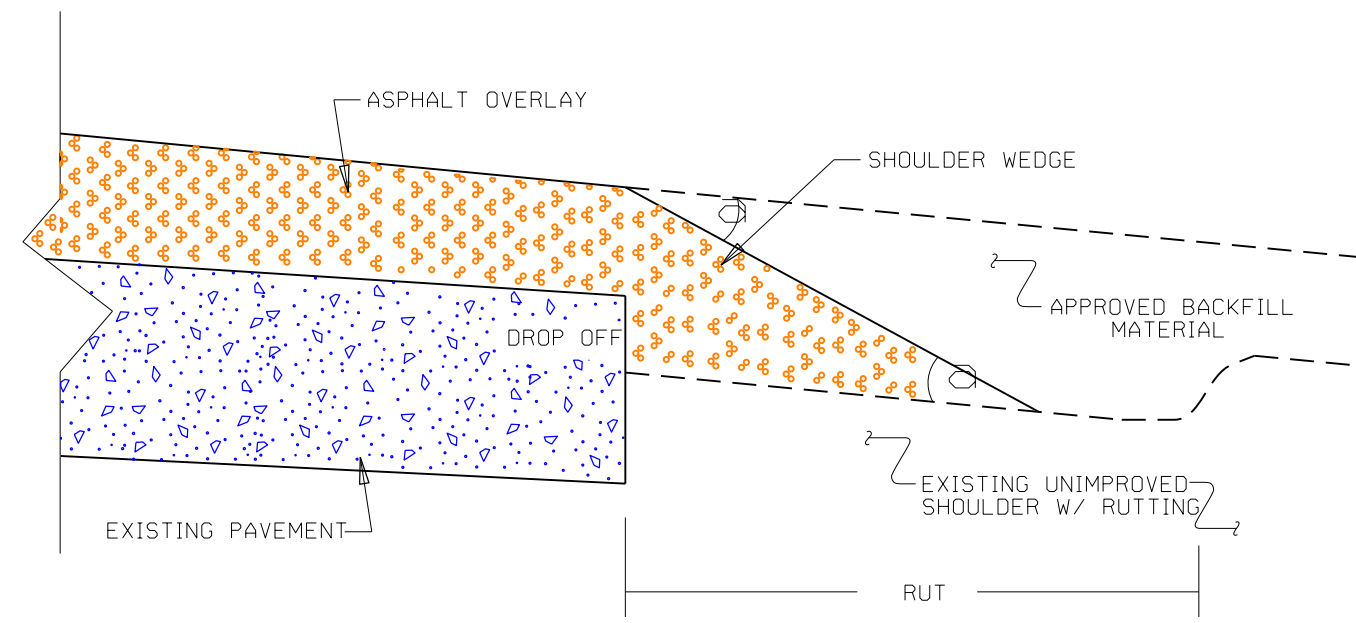
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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°

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SHOULDER WEDGE DETAILS

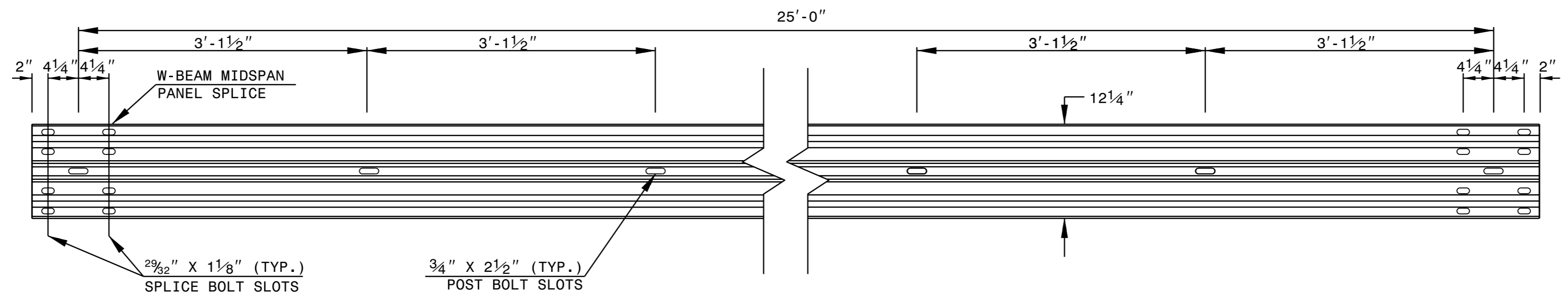
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MODIFIED BY: _____	DATE: 2/2/16
CHECKED BY: _____	DATE: _____
FILE SPEC.: ssur/details/stand/shoulderwedgedetail.dgn	

 SYSTEMS

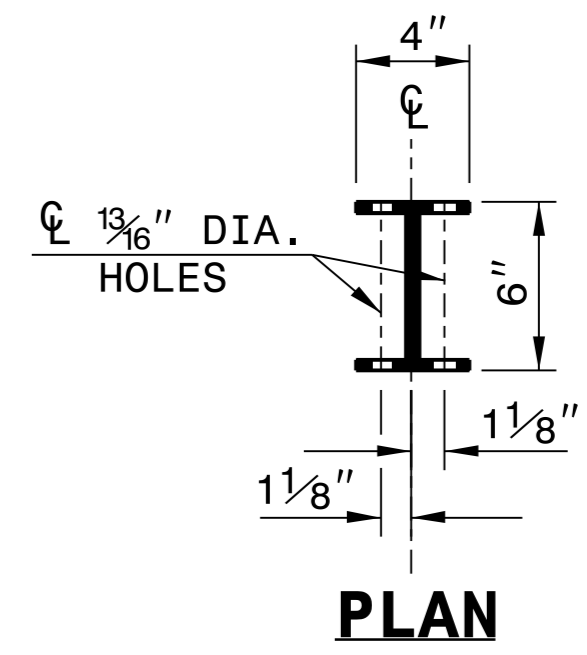
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

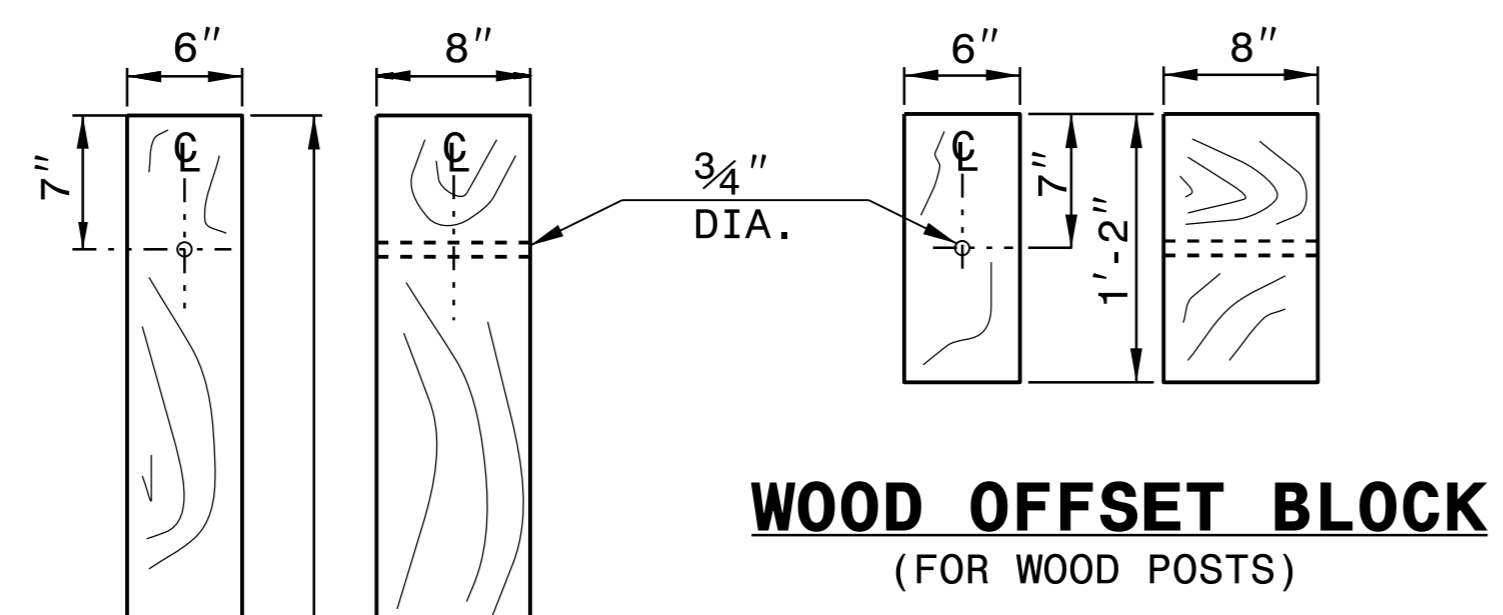
SHEET 6 OF 8
862D02



STANDARD W-BEAM GUARDRAIL



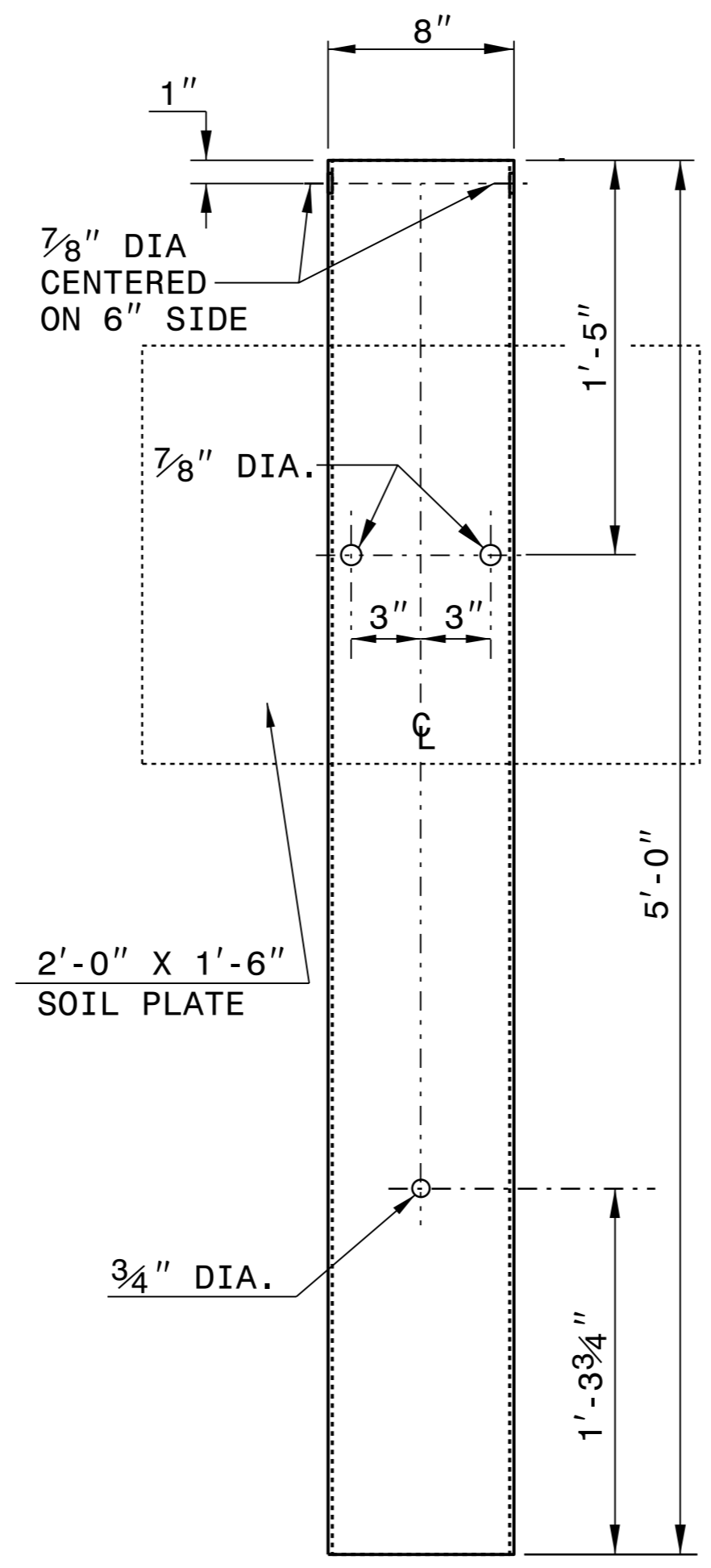
PLAN



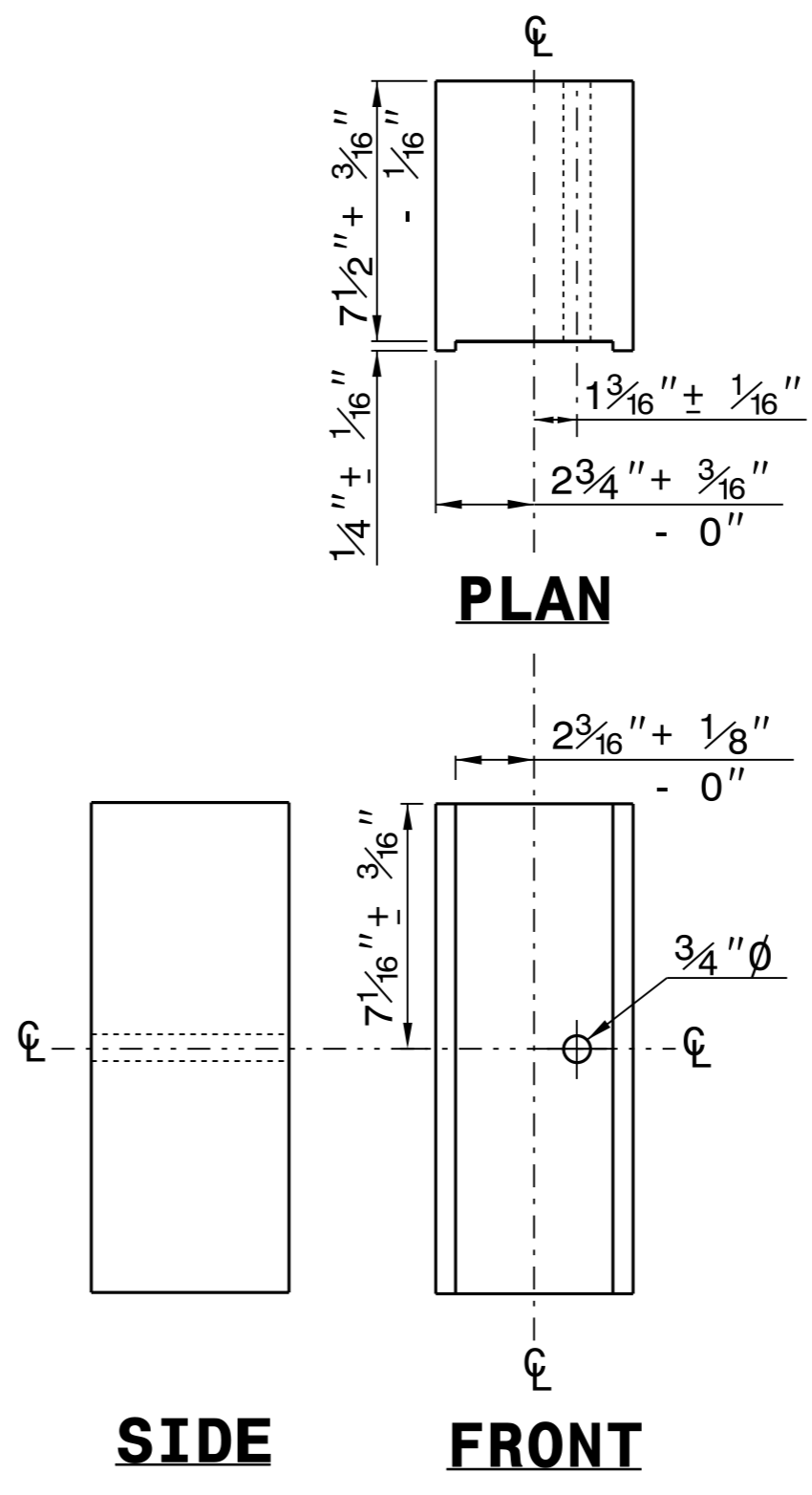
**WOOD OFFSET BLOCK
(FOR WOOD POSTS)**

**STANDARD
LINE POST**

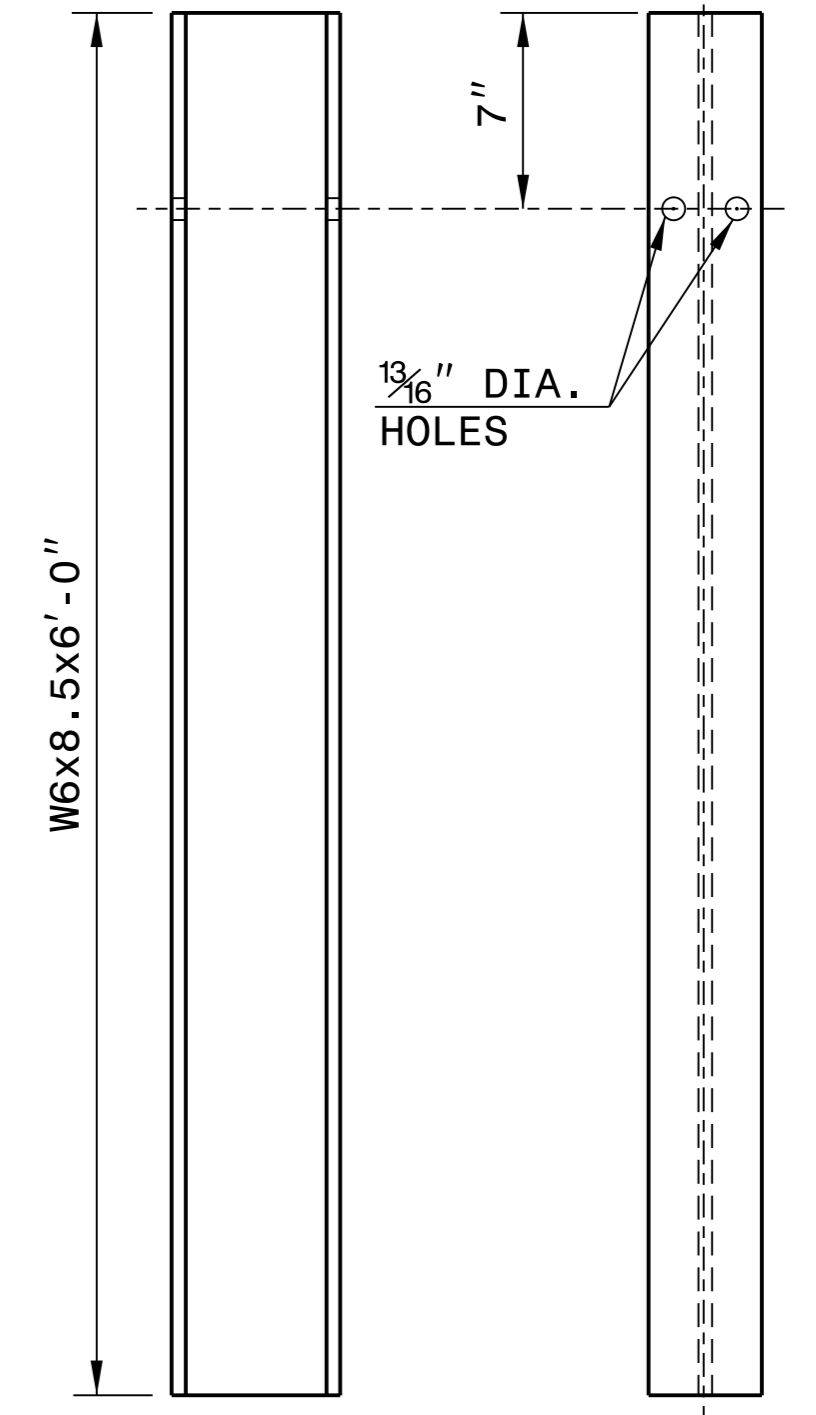
**SHORT WOOD
BREAKAWAY POST**



**STEEL TUBE
TS 6"x8"x0.1875"**



**ROUTED
OFFSET BLOCK**



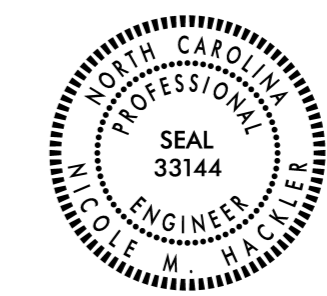
"W6" STEEL POST

SYSTEM PARTS

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

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET 6 OF 8
862D02



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AND DEVELOPMENT UNIT**
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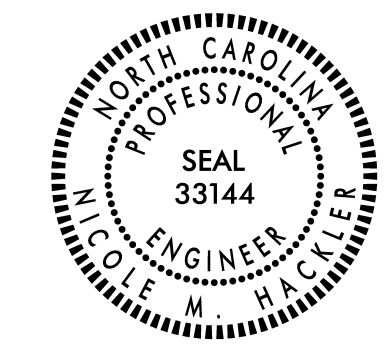
SEE TITLE BLOCK

ORIGINAL BY: J.HOWERTON	DATE: 3-7-2018
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.:	

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 Jhowerton AT: CSU-212855

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.	ROADWAY DETAIL DRAWING FOR STRUCTURE ANCHOR UNITS GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO RAIL ON BRIDGE	SHEET 1 OF 7 862D03
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> </div> <div style="width: 50%;"> <p>NOTE:</p> <ul style="list-style-type: none"> **POST NOT REQUIRED FOR SKEW ANGLES GREATER THAN 150° OR LESS THAN 30° UNLESS OTHERWISE DIRECTED BY THE ENGINEER. *THE DISTANCE FROM END OF BRIDGE RAIL TO CENTER LINE OF THE FIRST POST SHOULD BE 11½" IF CONCRETE BACKWALL IS NOT PRESENT. -SHOULDER BERM GUTTER MUST BE INSTALLED TO THE LIMITS 8" X 4" LIP CURB IS SHOWN IF ANCHOR UNIT IS NOT ADJACENT TO AN APPROACH SLAB. -MEASURE GUARDRAIL HEIGHT FROM THE TOP OF ADJACENT SURFACE (SHOULDER, BERM, OR GUTTER). -LAP JOINTS IN THE DIRECTION OF TRAFFIC FLOW. -SEE SHEET 3 FOR POST SECTIONS 1 THRU 9. </div> </div>		
GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO RAIL ON BRIDGE		

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.	ROADWAY DETAIL DRAWING FOR STRUCTURE ANCHOR UNITS GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO RAIL ON BRIDGE - SUB REGIONAL TIER	SHEET 2 OF 7 862D03
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> </div> <div style="width: 50%;"> <p>NOTE:</p> <ul style="list-style-type: none"> **POST NOT REQUIRED FOR SKEW ANGLES GREATER THAN 150° OR LESS THAN 30° UNLESS OTHERWISE DIRECTED BY THE ENGINEER. *THE DISTANCE FROM END OF BRIDGE RAIL TO CENTER LINE OF THE FIRST POST SHOULD BE 11½" IF CONCRETE BACKWALL IS NOT PRESENT. -SHOULDER BERM GUTTER MUST BE INSTALLED TO THE LIMITS 8" X 4" LIP CURB IS SHOWN IF ANCHOR UNIT IS NOT ADJACENT TO AN APPROACH SLAB. -MEASURE GUARDRAIL HEIGHT FROM THE TOP OF ADJACENT SURFACE (SHOULDER, BERM, OR GUTTER). -LAP JOINTS IN THE DIRECTION OF TRAFFIC FLOW. -SEE SHEET 3 FOR POST SECTIONS 1 THRU 9. </div> </div>		
GUARDRAIL ANCHOR UNIT, TYPE III FOR ATTACHMENT TO RAIL ON BRIDGE - SUB REGIONAL TIER		



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

**CONTRACT STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

ORIGINAL BY: J. HOWERTON	DATE: 06-22-12
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.:	

**STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS
 GUARDRAIL SUMMARY - MAP 6**

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL.
 TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.
 FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL.
 W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL.
 G = GATING IMPACT ATTENUATOR TYPE 350
 NG = NON-GATING IMPACT ATTENUATOR TYPE 350

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOUL. WIDTH	FLARE LENGTH		W		ANCHORS							IMPACT ATTENUATOR TYPE TL-3			REMOVE EXISTING GUARDRAIL	REMARKS		
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	TYPE III	•	GREU TL-3	•	•	CAT-1	•	B-83	•	EA			G	NG
-E-	39+65.00	MATCH EXISTING FOR HORIZONTAL LOCATION	LT	532.0																						532.0	BEGIN MAP 6 SR 1153 OLD FERRY LANDING RD	
-E-	45+25.00		LT	226.0																							226.0	
-E-	47+87.00		LT	199.0																							199.0	
-E-	50+28.00		LT	473.0																							473.0	
-E-	55+43.00		LT	306.0																							306.0	
-E-	58+78.00		LT	128.0																							128.0	
-E-	60+36.00		LT	437.0																							437.0	
-E-	65+06.00		LT	139.0																							139.0	
-E-	66+82.00		LT	78.0																							78.0	
-E-	68+38.00		LT	193.0																							193.0	
-E-	70+78.00		LT	75.0																							75.0	
-E-	72+00.00		LT	314.0																							314.0	
-E-	75+88.00		LT	165.0																							165.0	
-E-	77+80.00		LT	50.0																							50.0	
-E-	78+64.00		LT	160.0																							160.0	
-E-	81+00.00	LT	226.0																							226.0		
-E-	204+72.00	LT	2,437.0																							2,437.0		
-E-	86+45.00	MATCH EXISTING FOR HORIZONTAL LOCATION	RT	377.0																							377.0	
-E-	90+62.00		RT	224.0																							224.0	
-E-	93+30.00		RT	80.0																							80.0	
-E-	94+99.00		RT	291.0																							291.0	
-E-	97+91.00		RT	220.0																							220.0	
-E-	100+52.00		RT	1,048.0																							1,048.0	
-E-	111+42.00		RT	262.0																							262.0	
-E-	114+84.00		RT	668.0																							668.0	
-E-	121+84.00		RT	2,277.0																							2,277.0	
-E-	145+26.00		RT	2,416.0																							2,416.0	
-E-	169+87.00		RT	3,518.0																							3,518.0	
-E-	223+53.00		RT	6,334.0																							6,334.0	
-E-	287+12.00		RT	1,911.0																							1,911.0	
-E-	306+66.00		RT	162.0																							162.0	END MAP 6 SR 1169 ROBERTSON LANDING RD
SUB-TOTALS				25,926.0																						25,926.0		
LESS ANCHOR DEDUCTIONS																												
	GREU TL-3	62 @ 50.0'		-3,100.0'																								
TOTAL				22,826.0																						22,826.0		

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.01.13.10281	8	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	MATERIAL TRANSFER VEHICLE REQUIRED	LENGTH	WIDTH	NEW WIDTH	000100000-N	122000000-E	124500000-E	129700000-E	133000000-E	149100000-E	152300000-E	
														MOBILIZATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVEMENT (1½")	INCIDENTAL MILLING	ASPHALT CONC BASE COURSE, B25.0C	ASPHALT CONC SURFACE COURSE, S9.5C	
													LS	TONS	SMI	SY	SY	TONS	TONS		
2024CPT.01.13.10281	Dare	1	US-64 MAINLAND DARE	FROM ALLIGATOR RIVER BRIDGE TO SR 1153 OLD FERRY LANDING RD	1	2	2WU	NO	NO	YES	0.69	24		1	14	1.38	9,715				902
2024CPT.01.13.10281	Dare	2	US-64 MAINLAND DARE	FROM SR 1153 OLD FERRY LANDING RD TO SR 1169 ROBERSON LANDING RD	2	2	2WU	NO	NO	YES	5.10	24	28	*	102	10.20	83,776	1,367	4,809	7,872	
GRAND TOTAL FOR PROJ NO. 2024CPT.01.13.10281											5.79		28	1	116	11.58	93,491	1,367	4,809	8,774	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	MATERIAL TRANSFER VEHICLE REQUIRED	LENGTH	WIDTH	NEW WIDTH	157500000-E	303000000-E	328700000-N	336000000-E	600000000-E	6071012000-E	608400000-E	611700000-N	
														ASPHALT BINDER FOR PLANT MIX	STEEL BEAM GUARDRAIL	GUARDRAIL END UNITS, TYPE TL-3	REMOVE EXISTING GUARDRAIL	TEMPORARY SILT FENCE	COIR FIBER WATTLE	SEEDING & MULCHING	RESPONSE FOR EROSION CONTROL	
													TONS	LF	EACH	LF	LF	LF	ACR	EA		
2024CPT.01.13.10281	Dare	1	US-64 MAINLAND DARE	FROM ALLIGATOR RIVER BRIDGE TO SR 1153 OLD FERRY LANDING RD	1	2	2WU	NO	NO	YES	0.69	24		53							0.70	
2024CPT.01.13.10281	Dare	2	US-64 MAINLAND DARE	FROM SR 1153 OLD FERRY LANDING RD TO SR 1169 ROBERSON LANDING RD	2	2	2WU	NO	NO	YES	5.10	24	28	681	22,826.00	62.00	25,926.00	100	50	5.10	1	
GRAND TOTAL FOR PROJ NO. 2024CPT.01.13.10281											5.79		28	734	22,826.00	62.00	25,926.00	100	50	5.80	1	

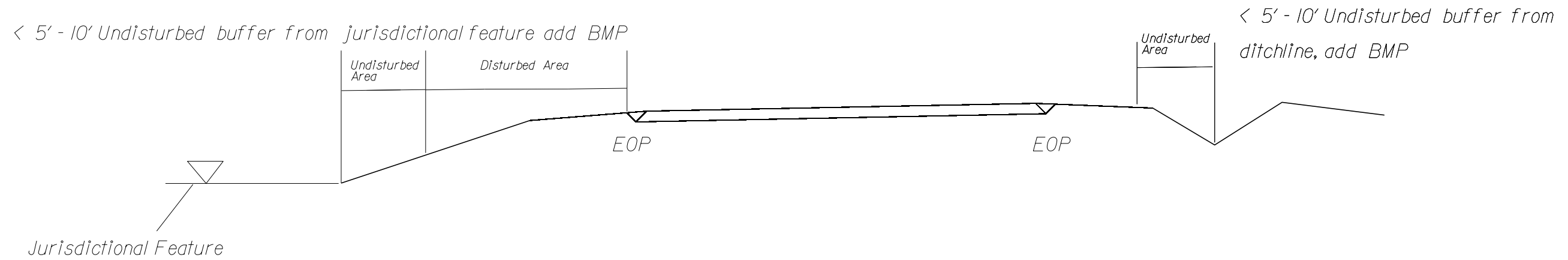
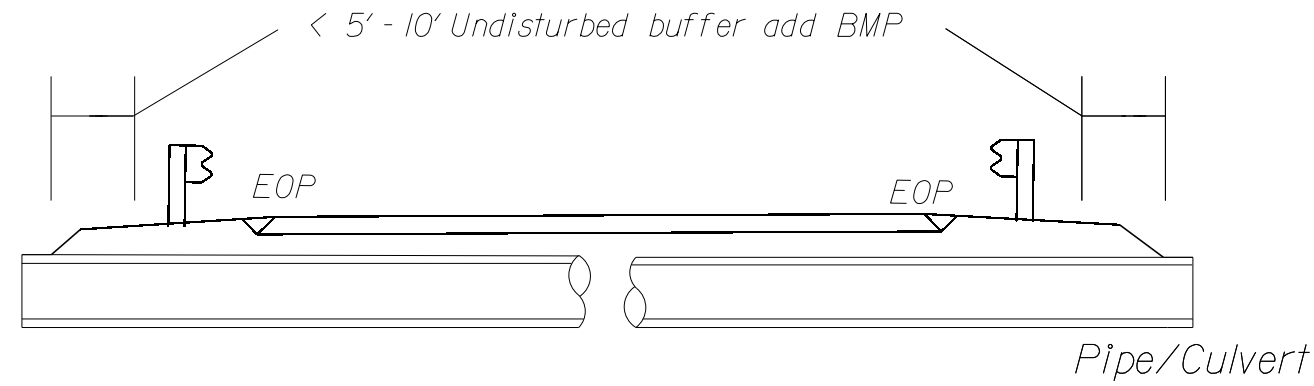
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	MATERIAL TRANSFER VEHICLE REQUIRED	LENGTH	WIDTH	NEW WIDTH	441300000-E	445700000-N	468800000-E		481000000-E		490510000-N
														WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL (SP)	THERMO PAVEMENT MARKING LINES (6", 90 MILS) WHITE	THERMO PAVEMENT MARKING LINES (6", 90 MILS) YELLOW	PAINT PAVEMENT MARKING LINES (4") WHITE	PAINT PAVEMENT MARKING LINES (4") YELLOW	NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKERS
													SF	LS	LF	LF	LF	LF	EA	
2024CPT.01.13.10281	Dare	1	US-64 MAINLAND DARE	FROM ALLIGATOR RIVER BRIDGE TO SR 1153 OLD FERRY LANDING RD	1	2	2WU	NO	NO	YES	0.69	24		128	1	7,424	4,554	7,424	4,554	43
2024CPT.01.13.10281	Dare	2	US-64 MAINLAND DARE	FROM SR 1153 OLD FERRY LANDING RD TO SR 1169 ROBERSON LANDING RD	2	2	2WU	NO	NO	YES	5.10	24	28	704	*	54,876	33,660	54,876	33,660	337
GRAND TOTAL FOR PROJ NO. 2024CPT.01.13.10281											5.79		28	832	1	62,300	38,214	62,300	38,214	380
													100,514		100,514					

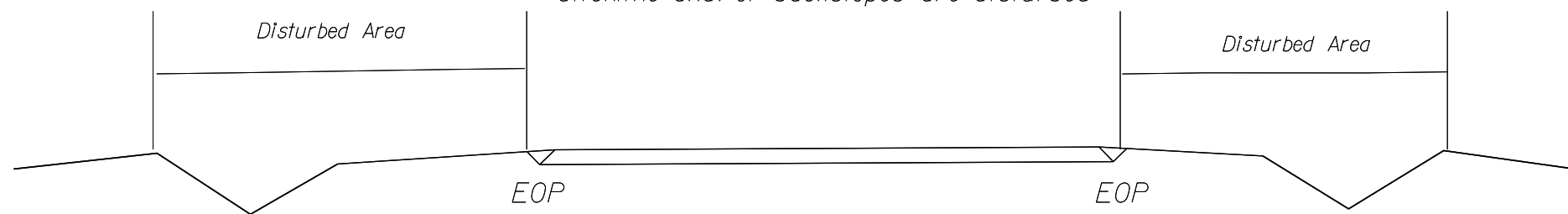
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

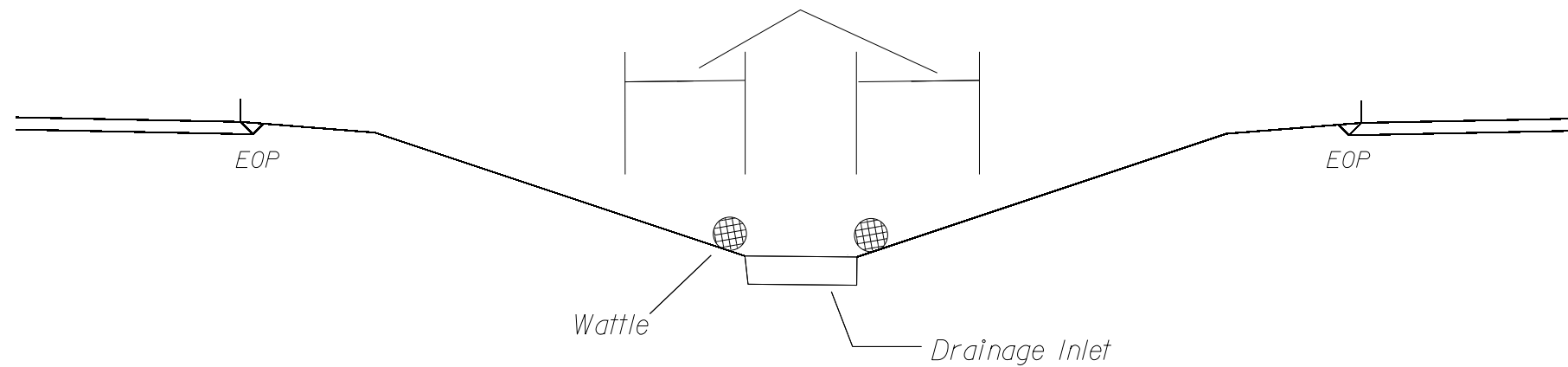
EROSION CONTROL DETAIL



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

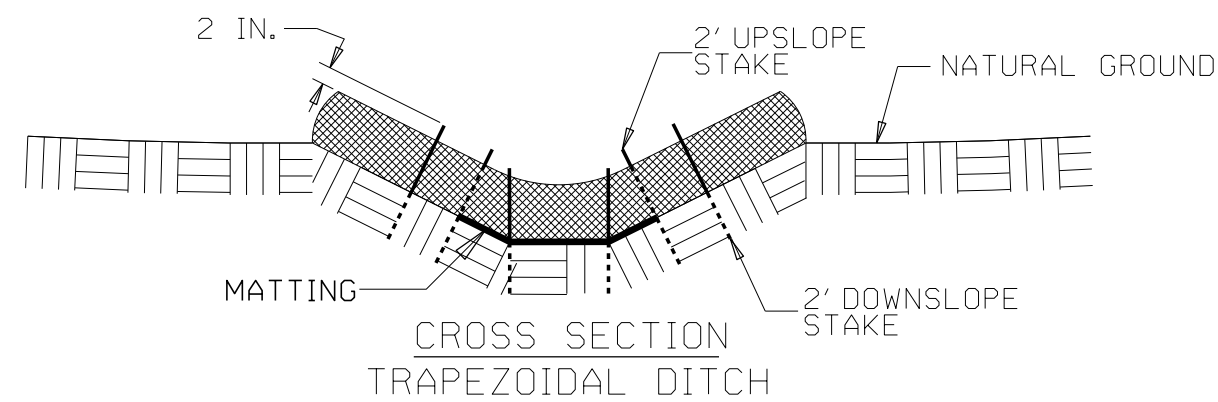
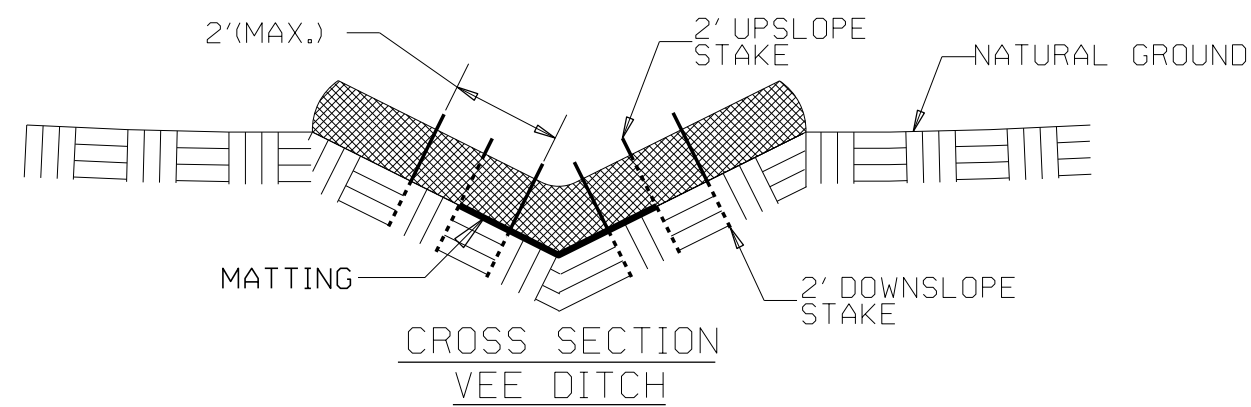
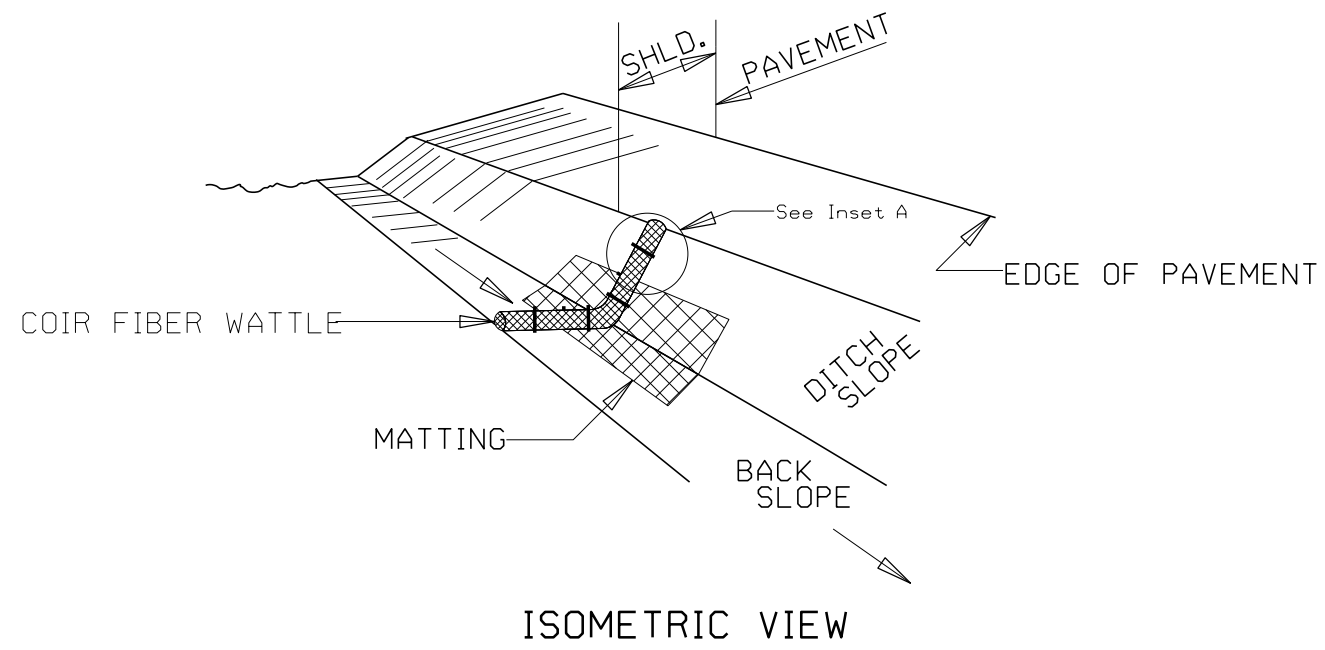


< 5' - 10' Undisturbed buffer from inlet, add wattle

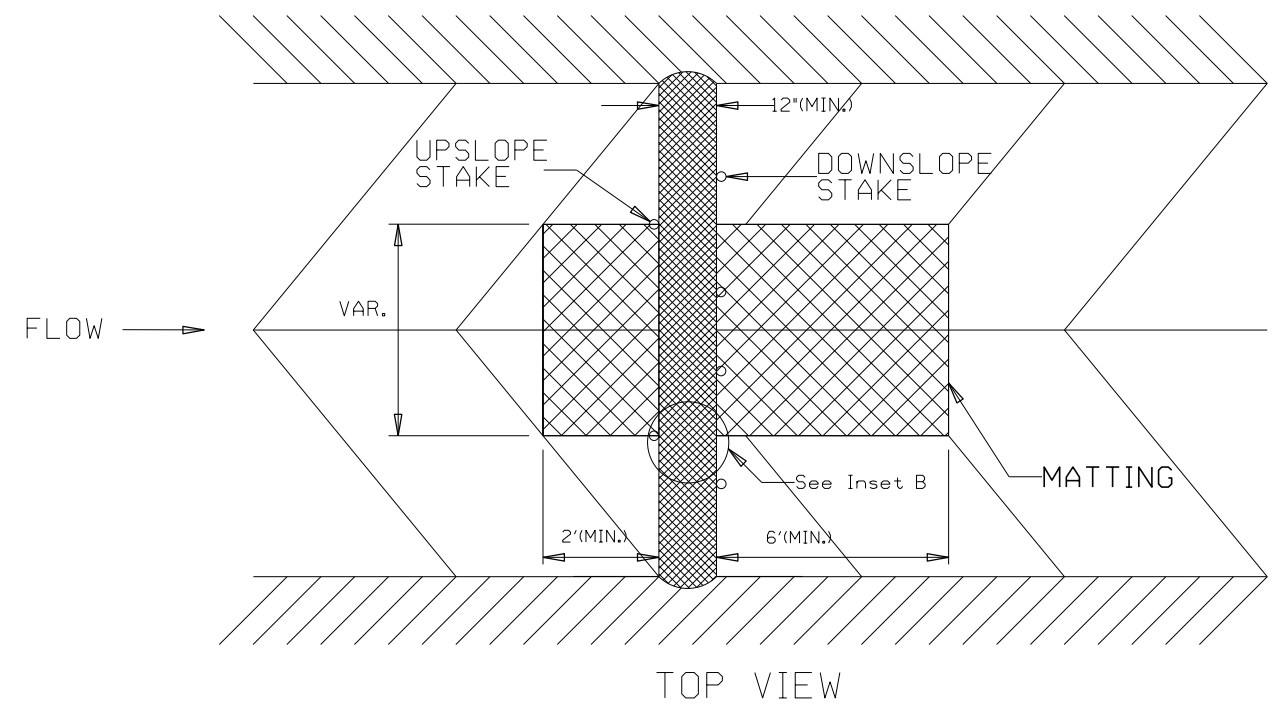
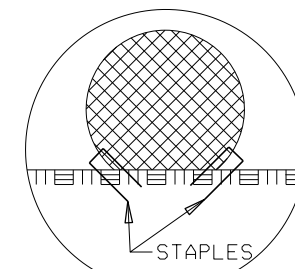
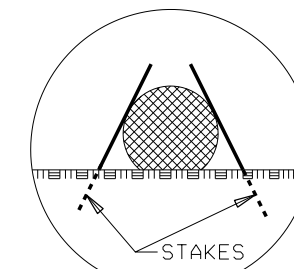


NOT TO SCALE

COIR FIBER WATTLE DETAIL



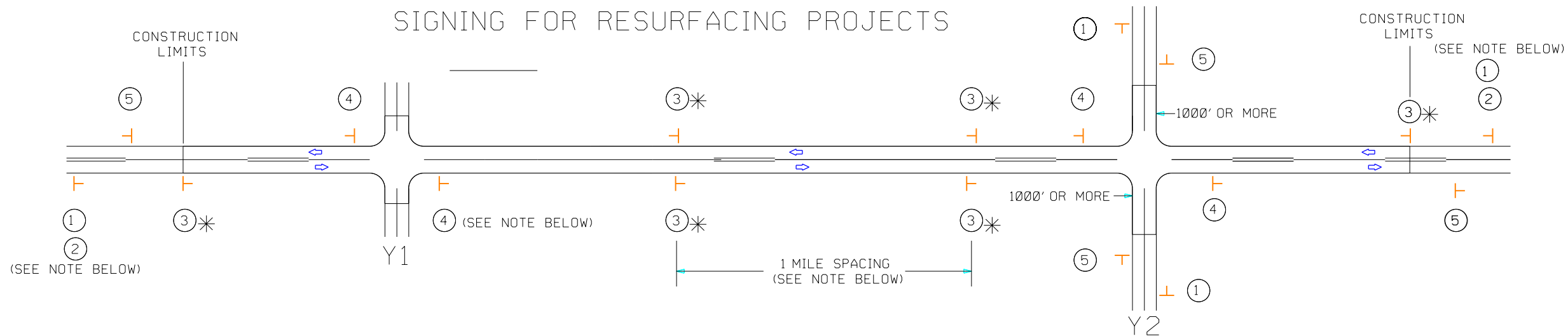
- NOTES:
- USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE.
 - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
 - ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
 - INSTALL A MINIMUM OF 2 UPSLOPE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



DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION TIMEFRAMES

SITE DESCRIPTION	STABILIZATION TIME	TIMEFRAME EXCEPTIONS
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.



LEGEND
 T STATIONARY SIGN
 DIRECTION OF TRAFFIC FLOW

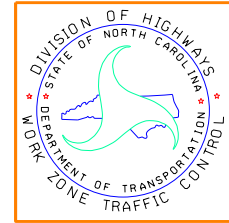
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>① PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>② #2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH.</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <p>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS</p> <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> </p> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	<p>③* PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>	
	<p>④ THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p>	
	<p>⑤ PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2 LANE ROADWAYS

*****SYTIME*****
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