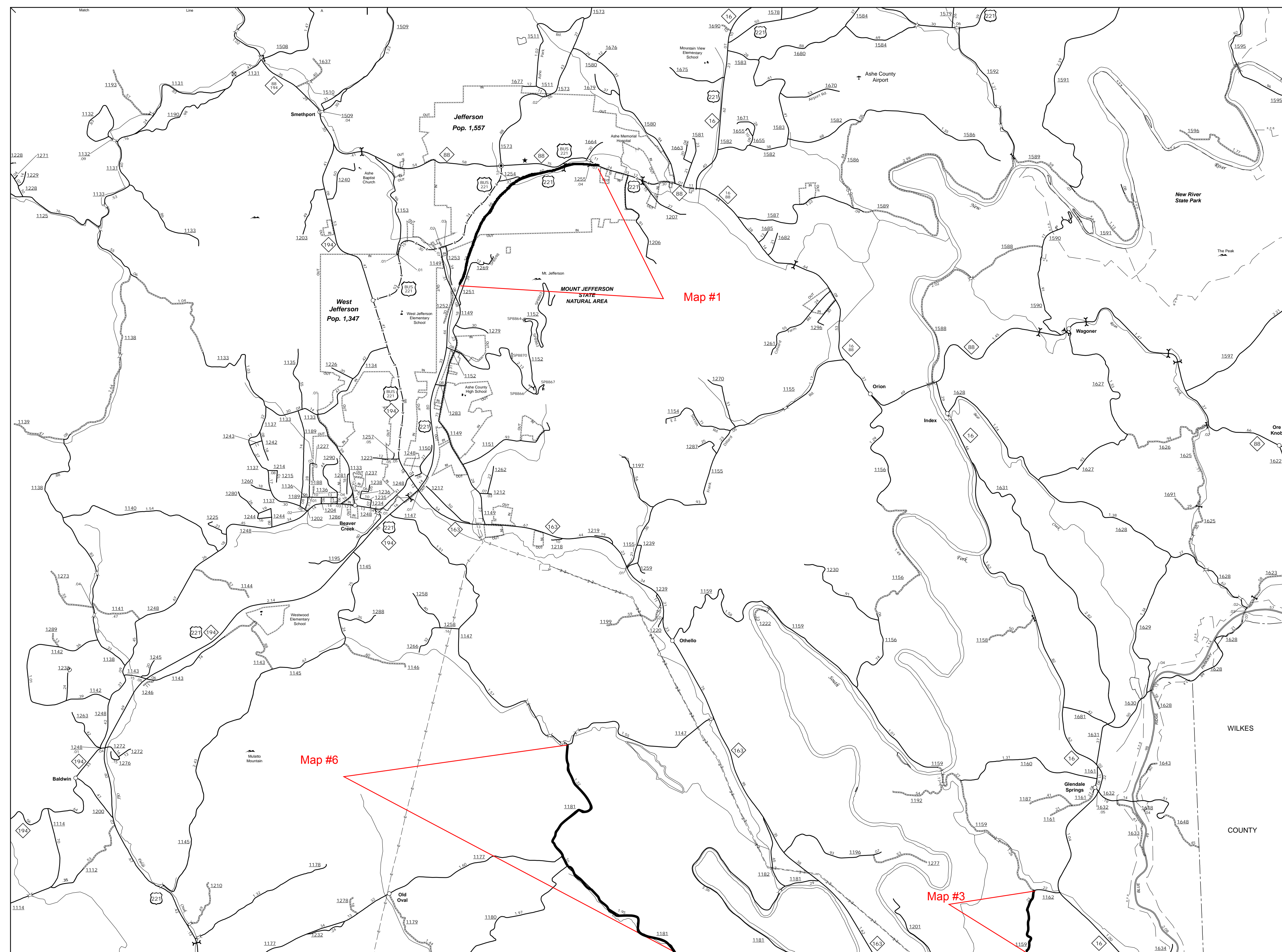




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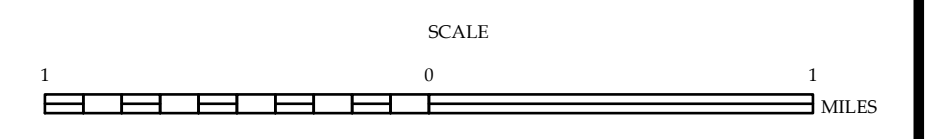
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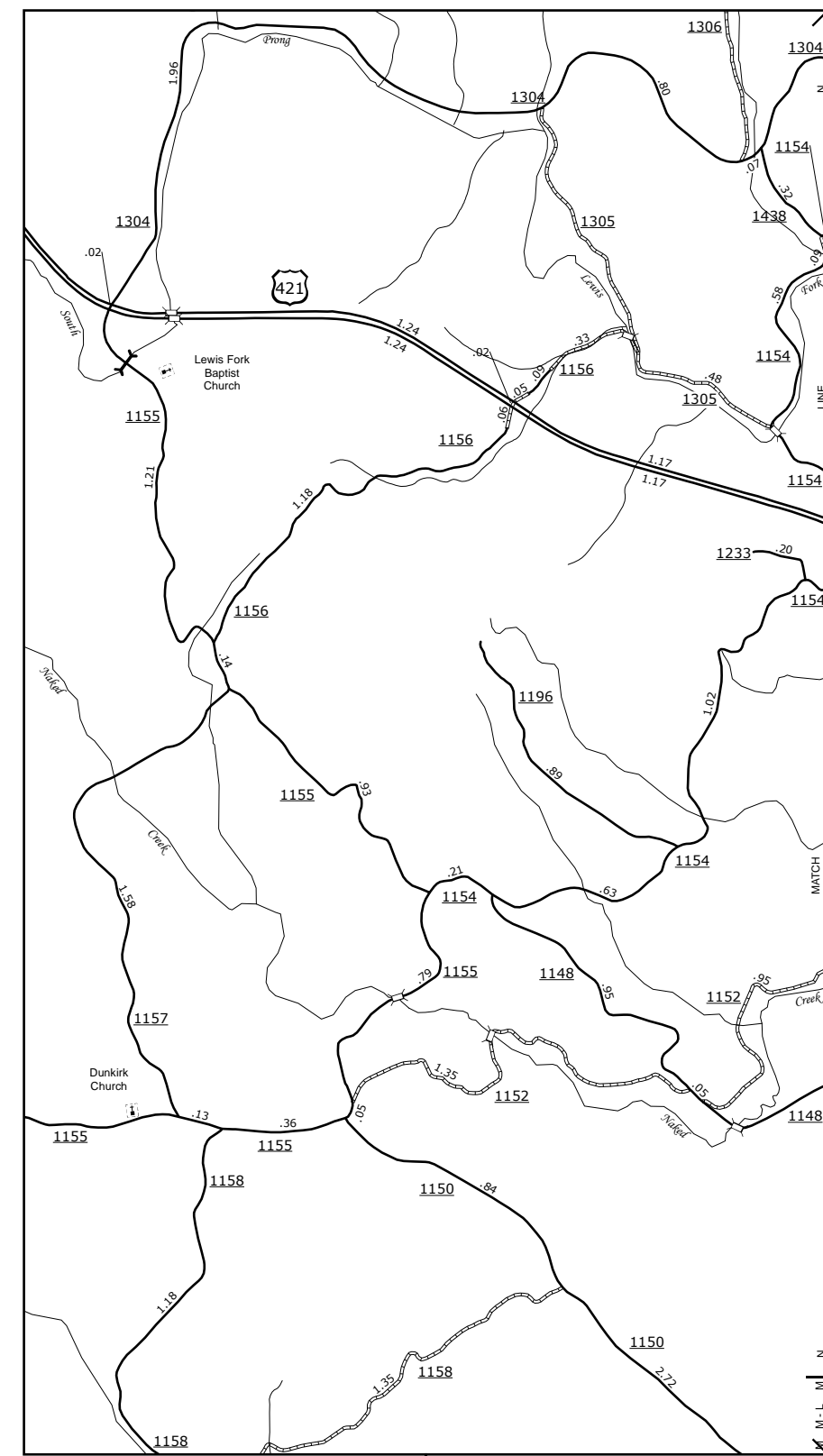
Jefferson and West Jefferson



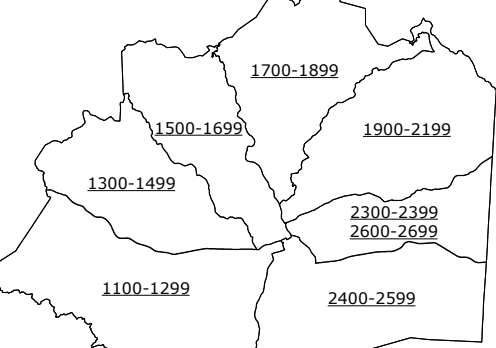
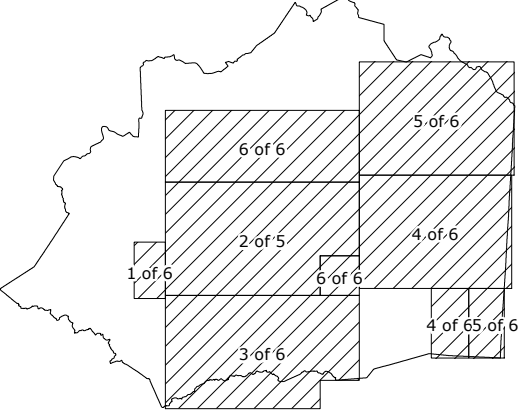
ENLARGED MUNICIPAL AND SUBURBAN AREAS  
**ASHE COUNTY**  
NORTH CAROLINA  
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FEDERAL HIGHWAY ADMINISTRATION



10,000 FOOT GRID BASED ON NORTH CAROLINA PLANE COORDINATE SYSTEM  
LAMBERT CONFORMAL CONIC PROJECTION

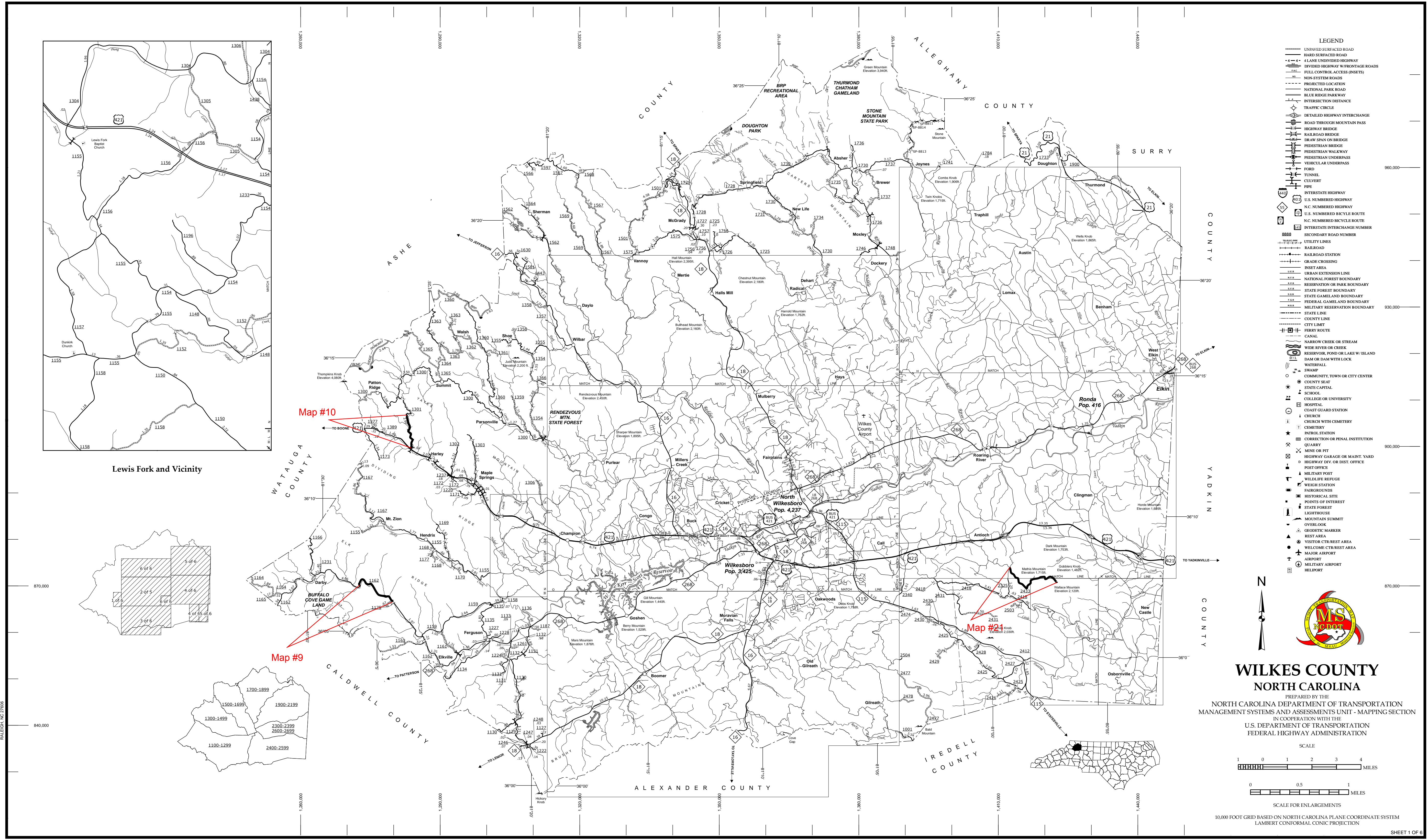


Lewis Fork and Vicinity



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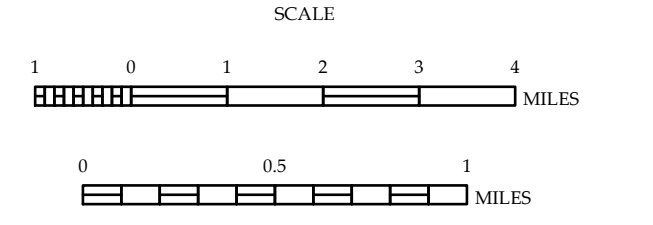


- LEGEND**
- UNPAVED SURFACED ROAD
  - HARD SURFACED ROAD
  - 4-LANE UNDIVIDED HIGHWAY
  - DIVIDED HIGHWAY W/FRONTAGE ROADS
  - FULL CONTROL ACCESS (NSETS)
  - NON-SYSTEM ROADS
  - PREDICTED LOCATION
  - NATIONAL PARK ROAD
  - BLUE RIDGE PARKWAY
  - INTERSECTION DISTANCE
  - TRAFFIC CIRCLE
  - DETAILED HIGHWAY INTERCHANGE
  - ROAD THROUGH MOUNTAIN PASS
  - HIGHWAY BRIDGE
  - RAILROAD BRIDGE
  - DRAW SPAN ON BRIDGE
  - PEDESTRIAN BRIDGE
  - PEDESTRIAN WALKWAY
  - PEDESTRIAN UNDERPASS
  - VEHICULAR UNDERPASS
  - FORD
  - TUNNEL
  - CULVERT
  - PIPE
  - INTERSTATE HIGHWAY
  - U.S. NUMBERED HIGHWAY
  - N.C. NUMBERED HIGHWAY
  - U.S. NUMBERED BICYCLE ROUTE
  - N.C. NUMBERED BICYCLE ROUTE
  - INTERSTATE INTERCHANGE NUMBER
  - SECONDARY ROAD NUMBER
  - UTILITY LINES
  - RAILROAD
  - RAILROAD STATION
  - GRADE CROSSING
  - INSET AREA
  - URBAN EXTENSION LINE
  - NATIONAL FOREST BOUNDARY
  - RESERVATION OR PARK BOUNDARY
  - STATE FOREST BOUNDARY
  - STATE GAMELAND BOUNDARY
  - FEDERAL GAMELAND BOUNDARY
  - MILITARY RESERVATION BOUNDARY
  - STATE LINE
  - COUNTY LINE
  - CITY LIMIT
  - FERRY ROUTE
  - CANAL
  - NARROW CREEK OR STREAM
  - WIDE RIVER OR CREEK
  - RESERVOIR, POND OR LAKE W/ ISLAND
  - DAM OR DAM WITH LOCK
  - WATERFALL
  - SWAMP
  - COMMUNITY, TOWN OR CITY CENTER
  - COUNTY SEAT
  - STATE CAPITAL
  - SCHOOL
  - COLLEGE OR UNIVERSITY
  - HOSPITAL
  - COAST GUARD STATION
  - CHURCH
  - CHURCH WITH CEMETERY
  - CEMETERY
  - PATROL STATION
  - CORRECTION OR PENAL INSTITUTION
  - QUARRY
  - MINE OR PIT
  - HIGHWAY GARAGE OR MAINT. YARD
  - HIGHWAY DIV. OR DIST. OFFICE
  - POST OFFICE
  - MILITARY POST
  - WILDLIFE REFUGE
  - WEIGH STATION
  - FAIRGROUNDS
  - HISTORICAL SITE
  - POINTS OF INTEREST
  - STATE FOREST
  - LIGHTHOUSE
  - MOUNTAIN SUMMIT
  - OVERLOOK
  - GEODEIC MARKER
  - REST AREA
  - VISITOR CTR/REST AREA
  - WELCOME CTR/REST AREA
  - MAJOR AIRPORT
  - AIRPORT
  - MILITARY AIRPORT
  - HELIPORT



**WILKES COUNTY**  
**NORTH CAROLINA**

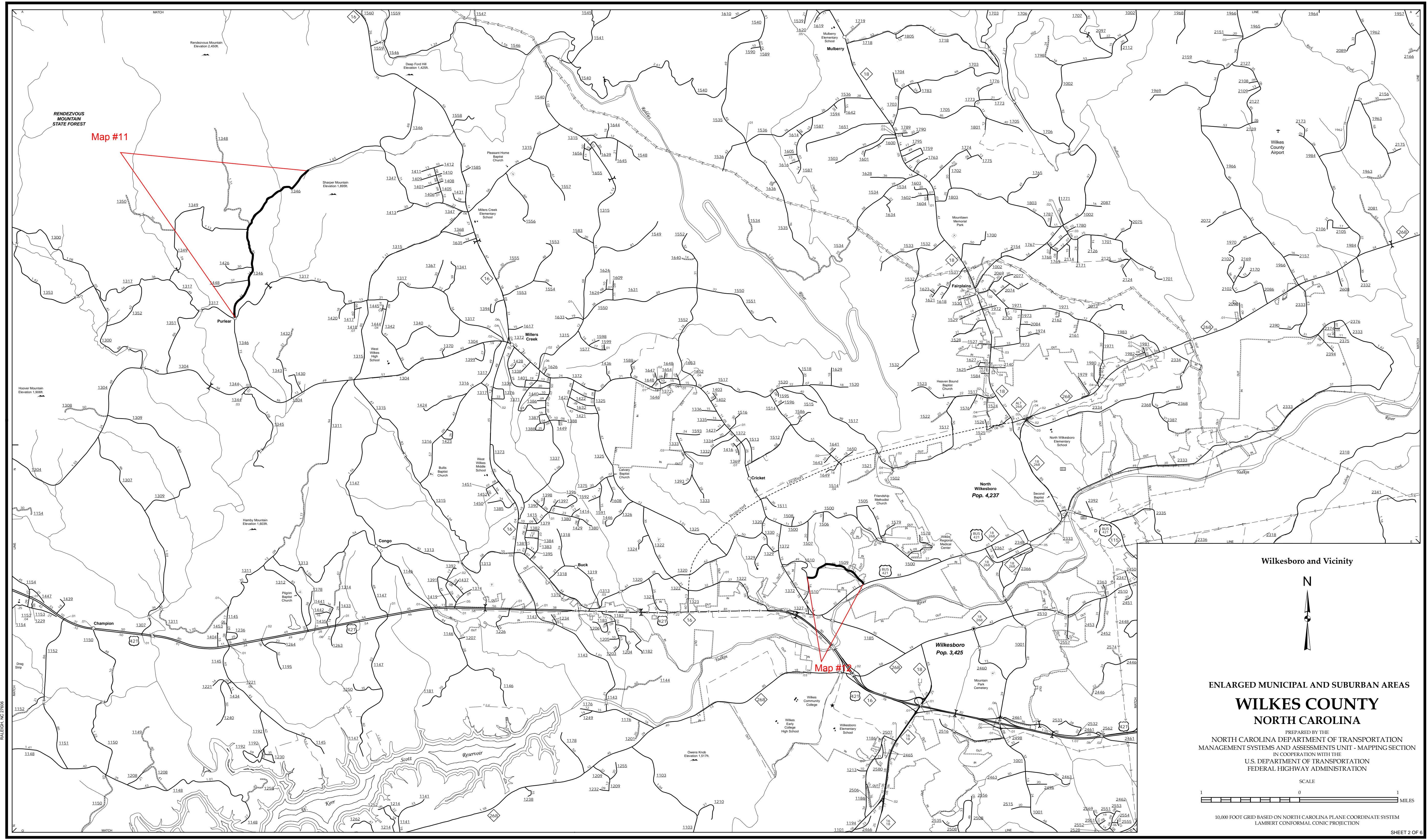
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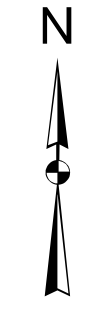
SCALE FOR ENLARGEMENTS  
10,000 FOOT GRID BASED ON NORTH CAROLINA PLANE COORDINATE SYSTEM  
LAMBERT CONFORMAL CONIC PROJECTION

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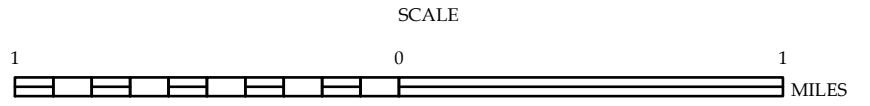


Wilkesboro and Vicinity



ENLARGED MUNICIPAL AND SUBURBAN AREAS  
**WILKES COUNTY**  
NORTH CAROLINA

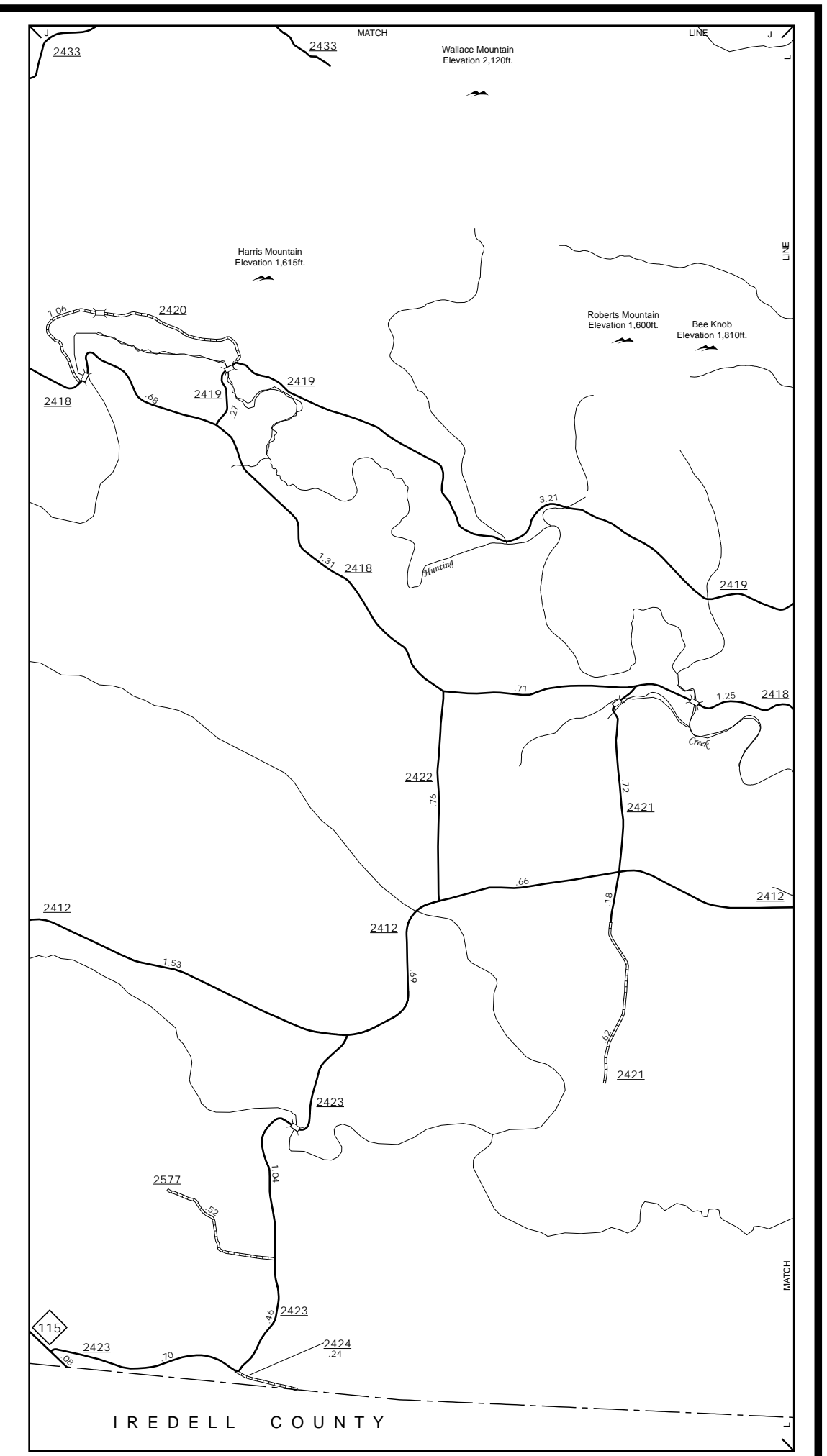
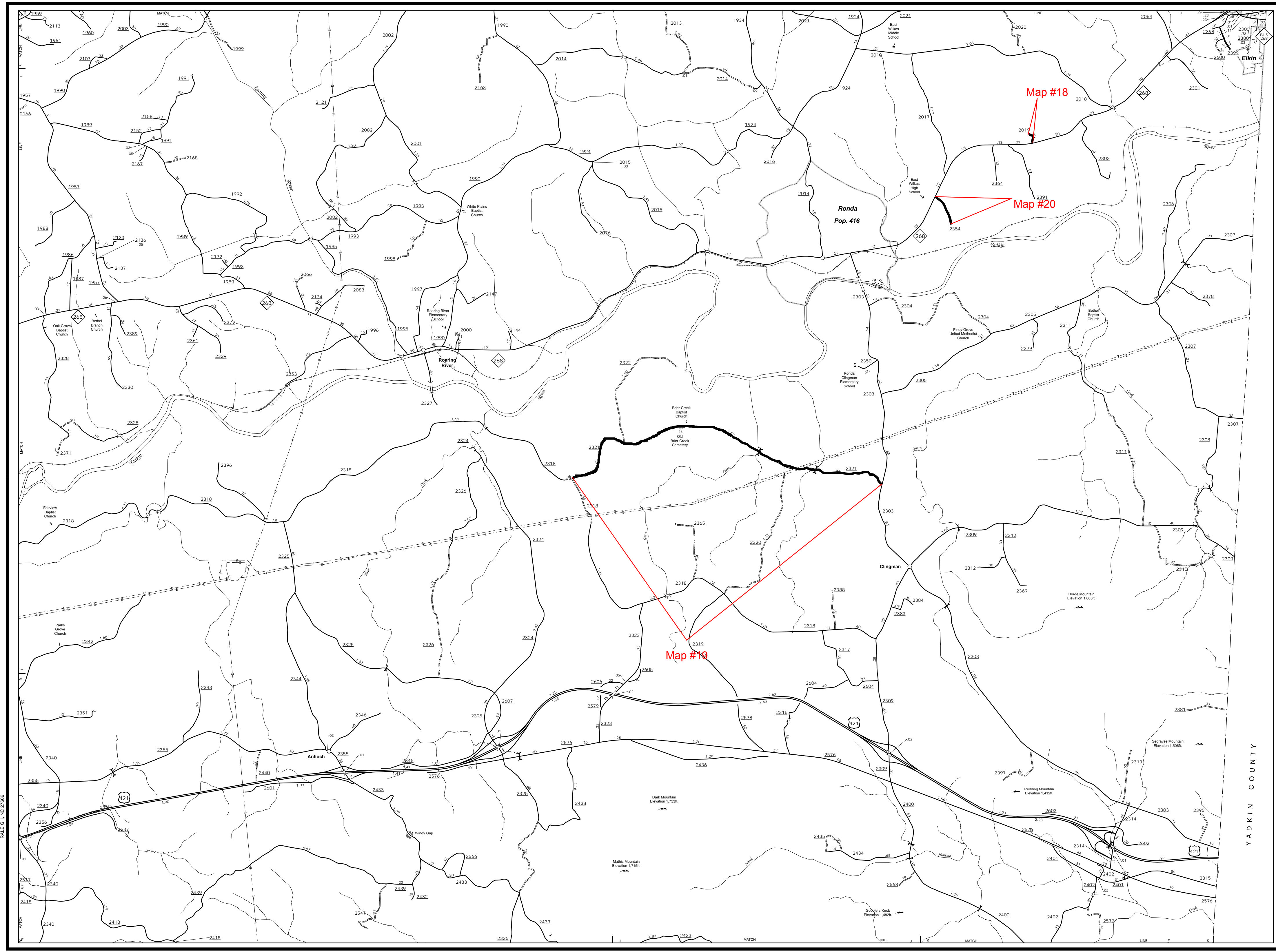
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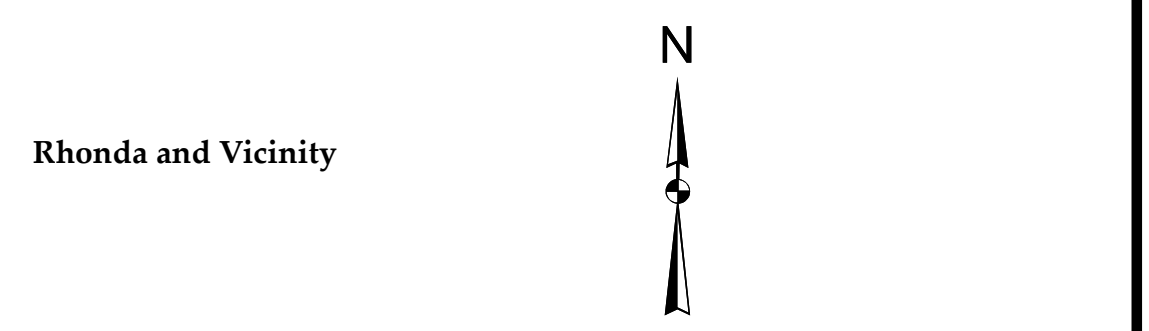
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Inset 1

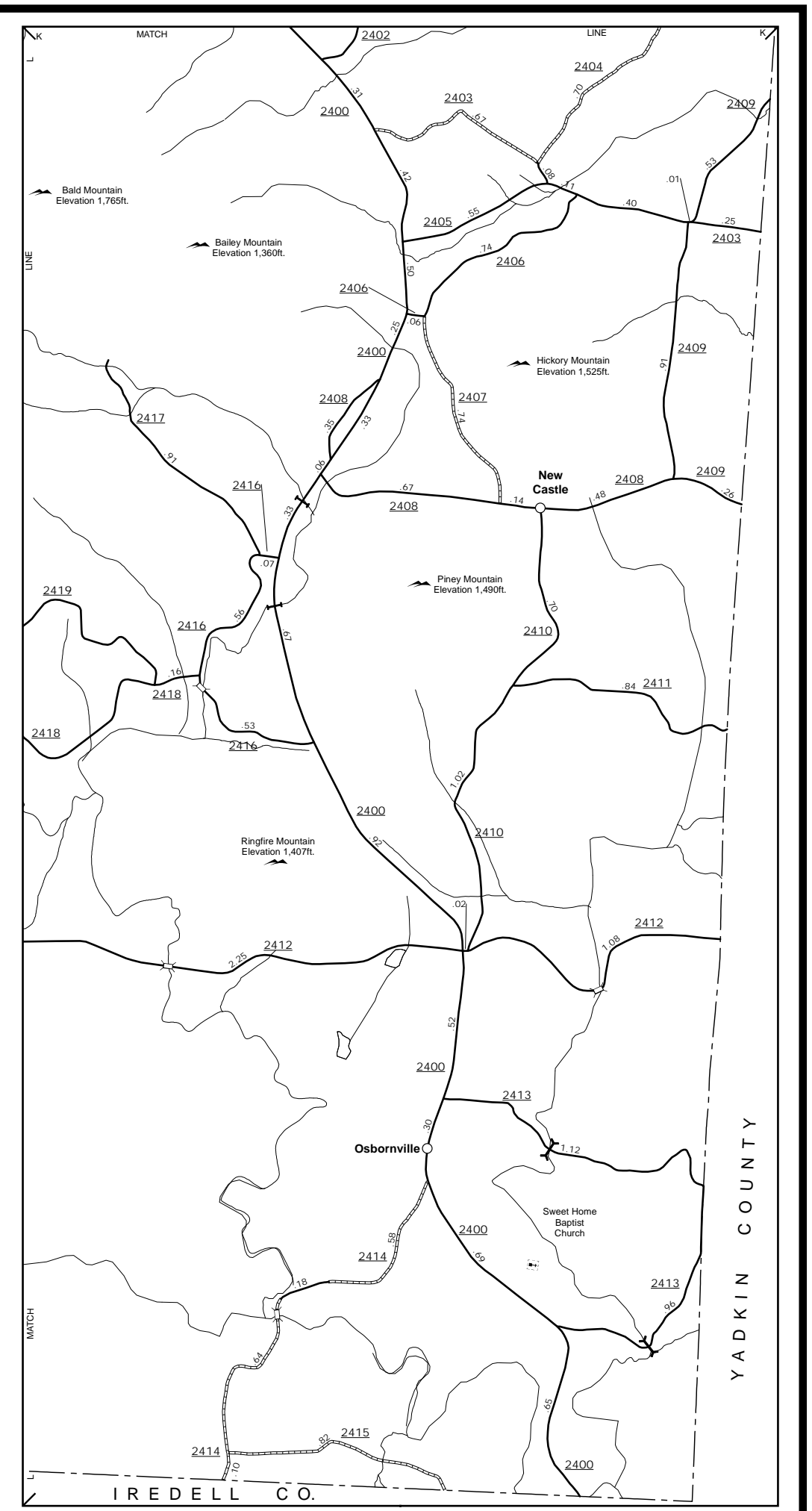
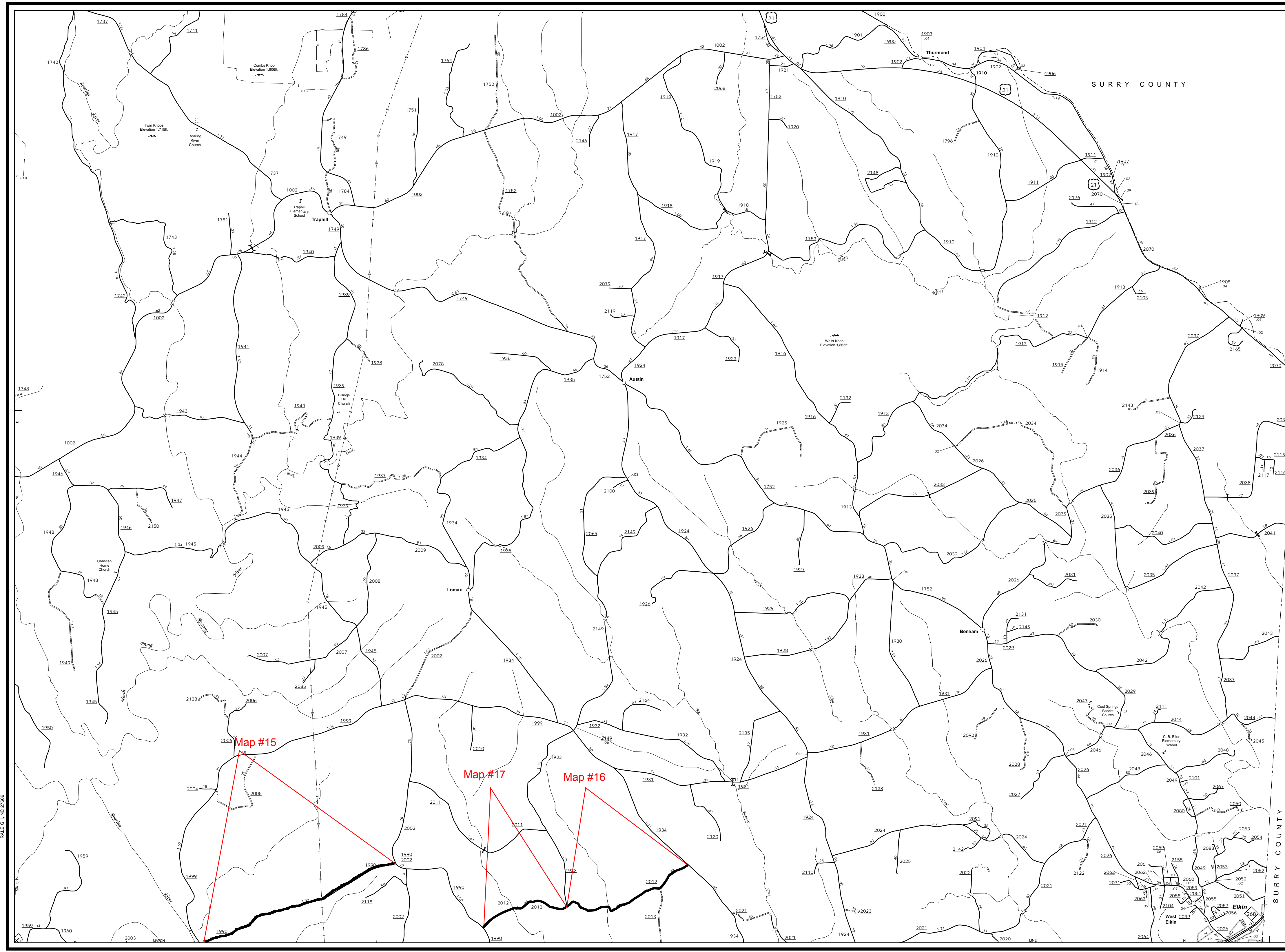


**ENLARGED MUNICIPAL AND SUBURBAN AREAS**  
**WILKES COUNTY**  
**NORTH CAROLINA**  
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 FEDERAL HIGHWAY ADMINISTRATION

SCALE  
 1 0 1  
 MILES  
 10,000 FOOT GRID BASED ON NORTH CAROLINA PLANE COORDINATE SYSTEM  
 LAMBERT CONFORMAL CONIC PROJECTION

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**New Castle & Osbornville**

**West Elkin and Vicinity**

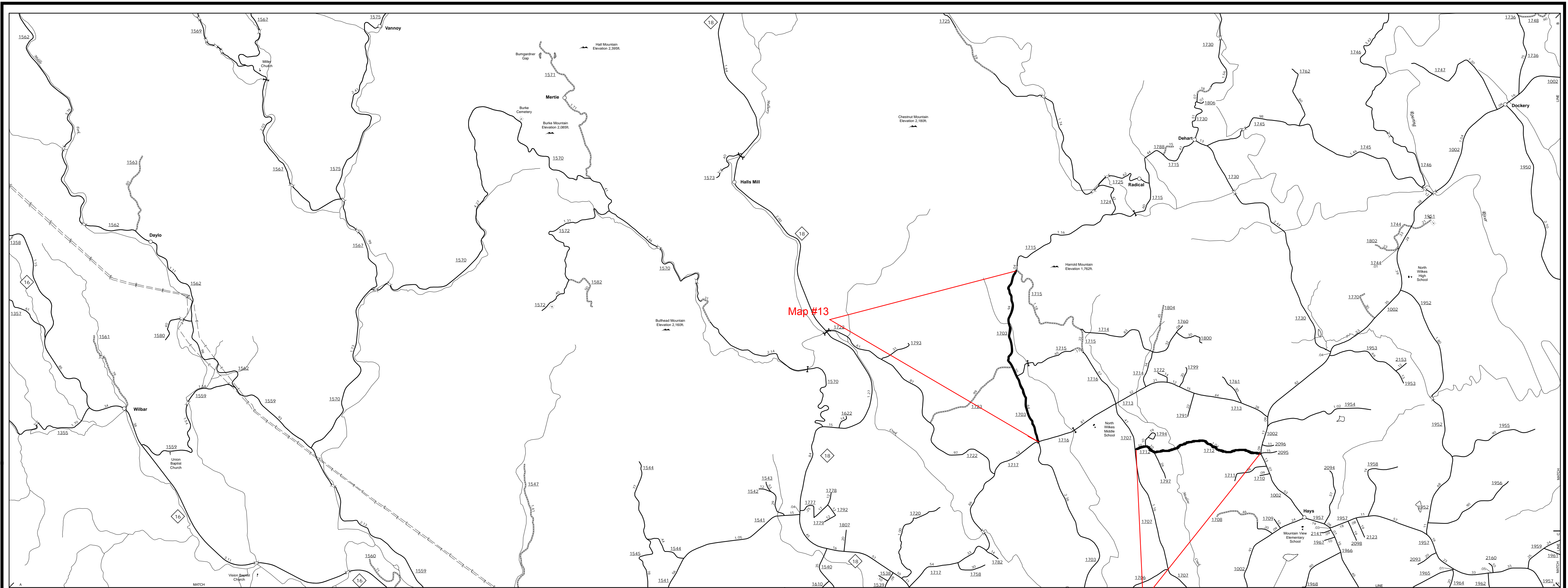
**ENLARGED MUNICIPAL AND SUBURBAN AREAS**  
**WILKES COUNTY**  
**NORTH CAROLINA**

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SCALE  

 1 MILES

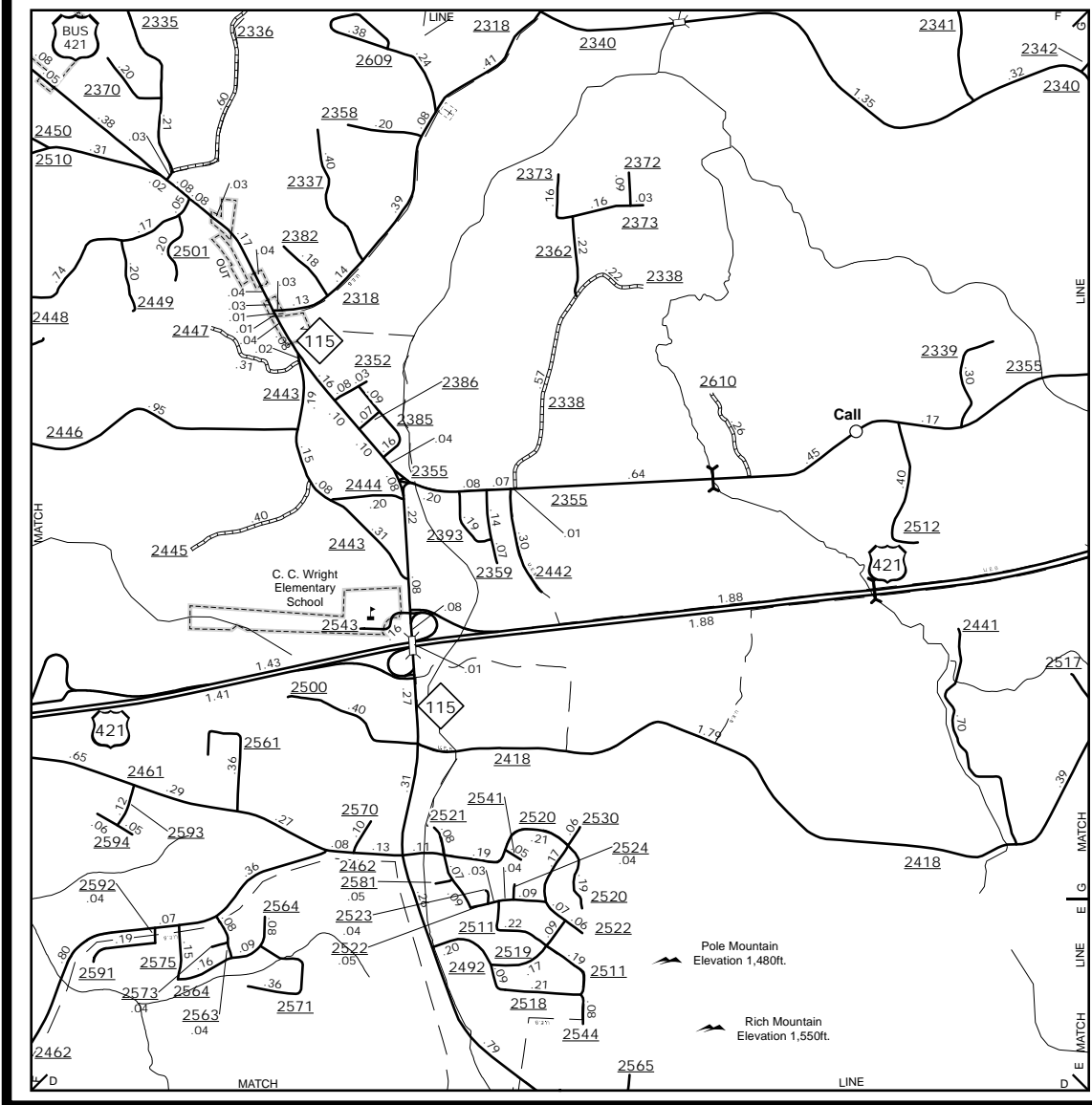
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 LAMBERT CONFORMAL CONIC PROJECTION



Map #13

Map #14

Austin, Benham, Lomax, Traphill & Thurmond



Call and Vicinity

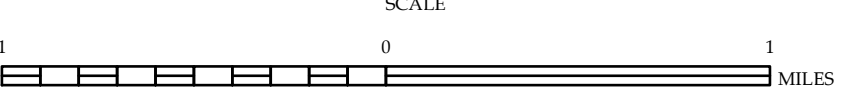
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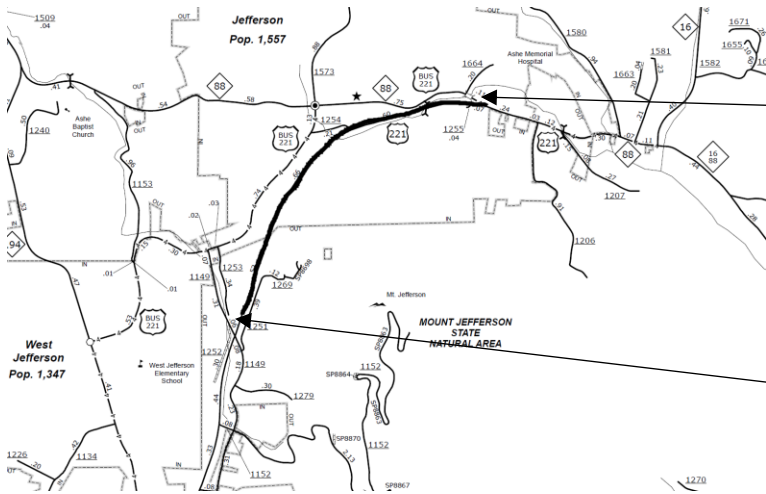


ENLARGED MUNICIPAL AND SUBURBAN AREAS  
**WILKES COUNTY**  
 NORTH CAROLINA

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10,000 FOOT GRID BASED ON NORTH CAROLINA PLANE COORDINATE SYSTEM  
 LAMBERT CONFORMAL CONIC PROJECTION

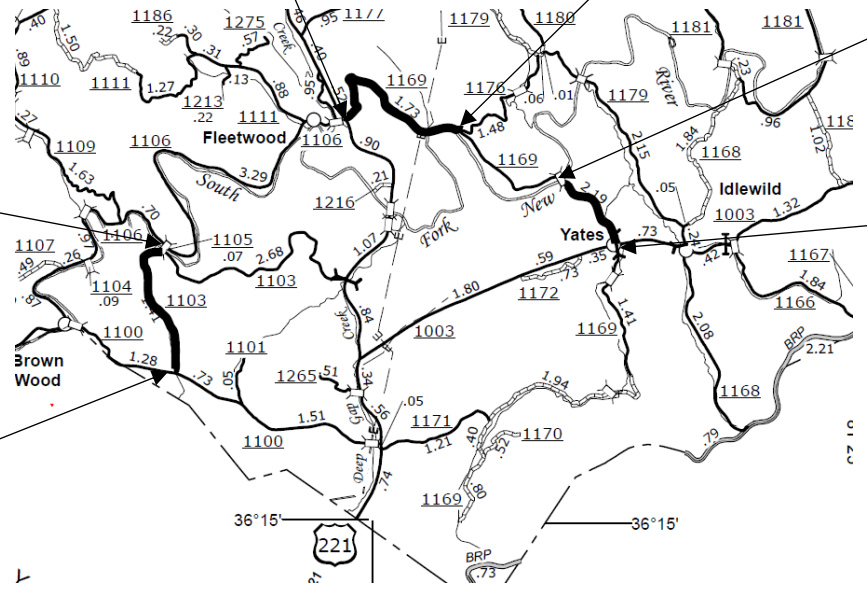


**Map #1**  
 US 221 from SR 1149 +  
 .264 (Mt. Jefferson Rd)  
 to US 221 Bus

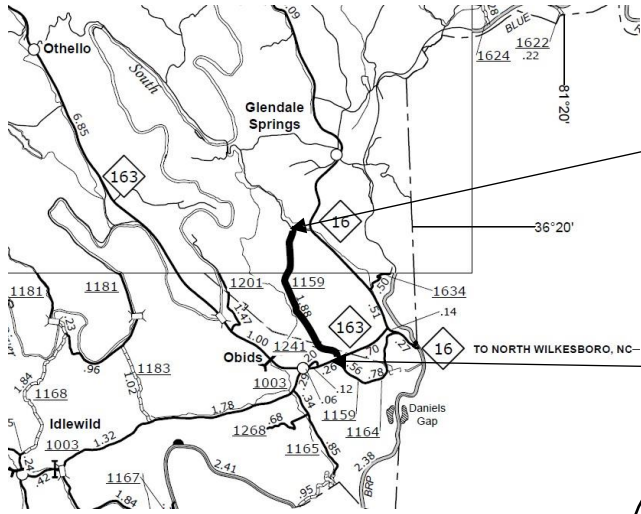
**Map #5**  
 SR 1169 (Windy Hill Rd)  
 from SR 1176 (Rock  
 Quarry Rd) to US 221

**Map #4**  
 SR 1169 (Conley Cheek  
 Rd) from SR 1003  
 (Idlewild Rd) to bridge

**Map #2**  
 SR 1103 (Liberty Grove  
 Church Rd) from SR 1100  
 (Cranberry Springs Rd) to SR  
 1105 (New River Bridge Rd)





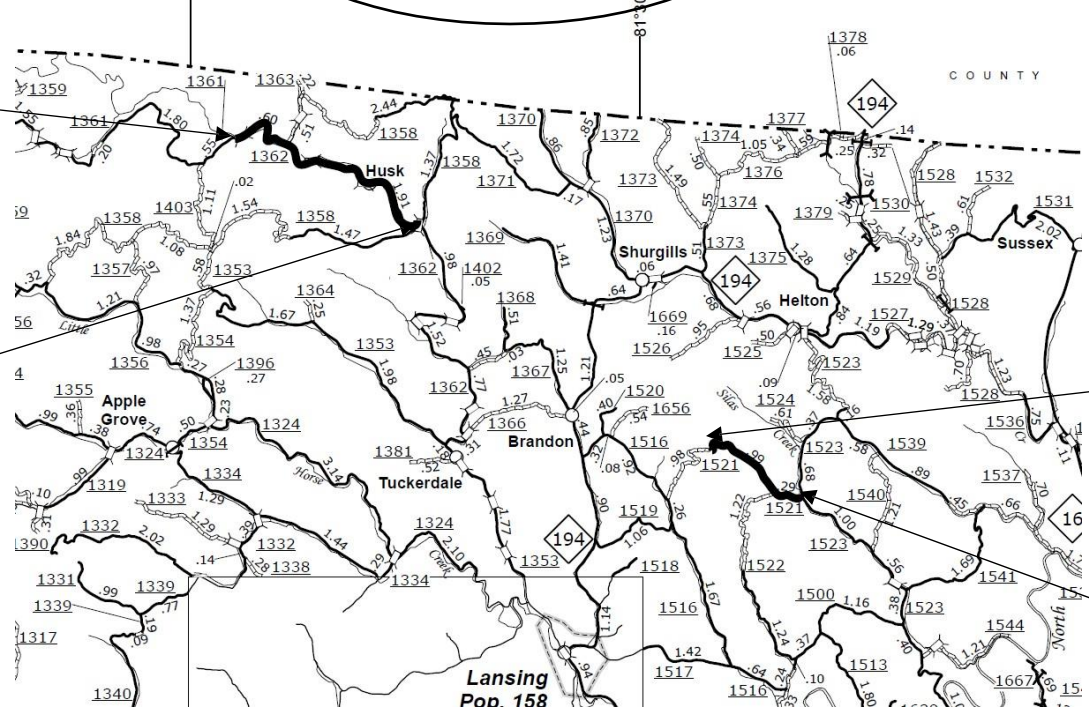


Map #3  
SR 1159 (Bare Rd)  
from NC 163 to Beg  
20' PVT

Map #6  
SR 1181 (Lower Nettle Knob Rd)  
from Bridge to SR1147 (Will  
Vannoy Rd)



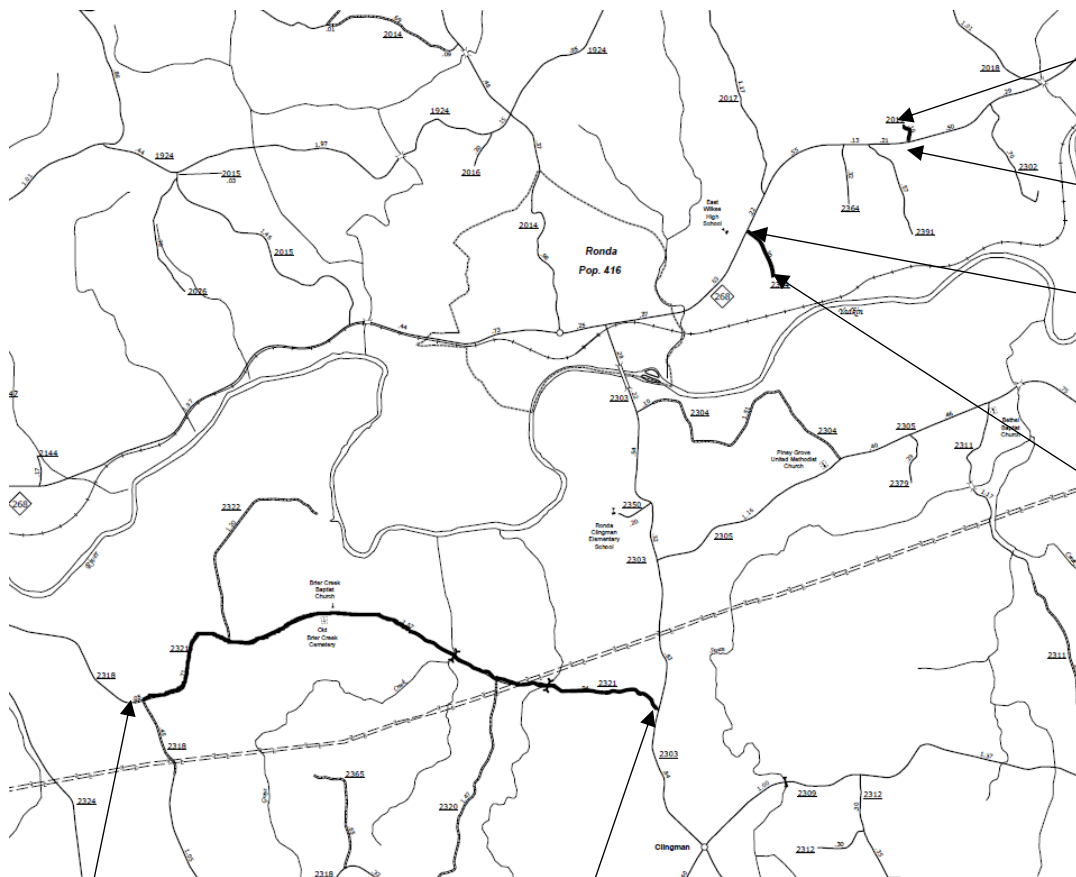
Map #7  
SR 1362 (Big Horse  
Creek Rd) from SR 1358  
(Bear Wallow Rd) to SR  
1361 (Rip Shin Rd)



Map #8  
SR 1521 (Parsons Hill  
Rd) from end of pvt to  
SR 1523 (Silas Creek Rd)





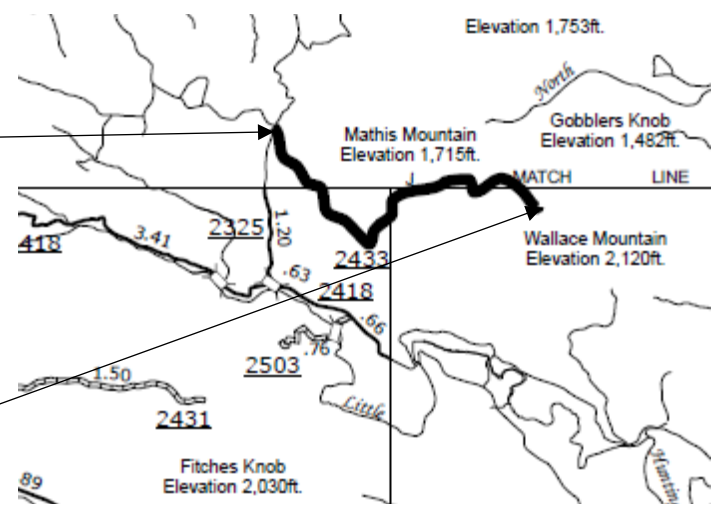


Map #18  
 SR 2019 (Pruitt Dr)  
 from NC 268 to end

Map #20  
 SR 2354  
 (Dimmette Rd)  
 from NC 268 to  
 end

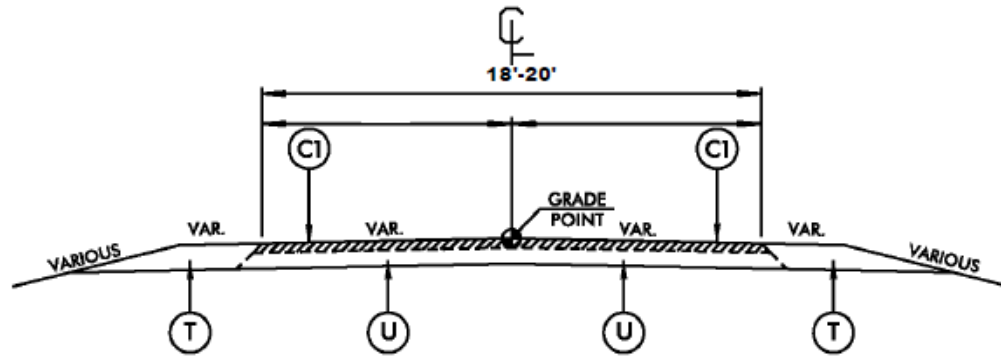
Map #19  
 SR 2321 (Old 60) from  
 SR 2303 (Clingman Rd)  
 to SR 2318 (Mathis  
 Mill Rd)

Map #21  
 SR 2433 (Oakley Ridge  
 Rd) from SR 2325  
 (Mathis Farm Rd) to  
 MP 3.7



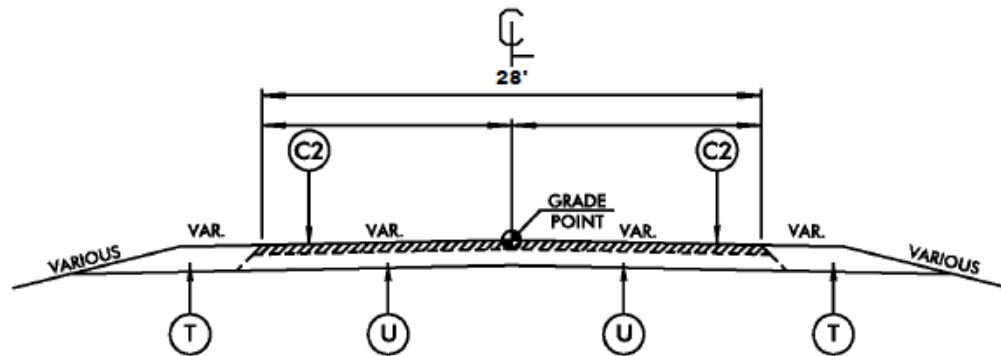
# TYPICALS AND PAVEMENT SCHEDULES

PROJECT REFERENCE NO.	SHEET NO.
2018CPT.11.14.10051	
2018CPT.11.14.20051	
2018CPT.11.14.20971	



**TYPICAL SECTION NO. 1**

FOR MAP # 2-21



**TYPICAL SECTION NO. 2**

FOR MAP # 1

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5A, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
T	PROPOSED SHOULDER MATERIAL

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.11.14.10051, 2018CPT.11.14.20051 2018CPT.11.14.20971		

### SUMMARY OF QUANTITIES

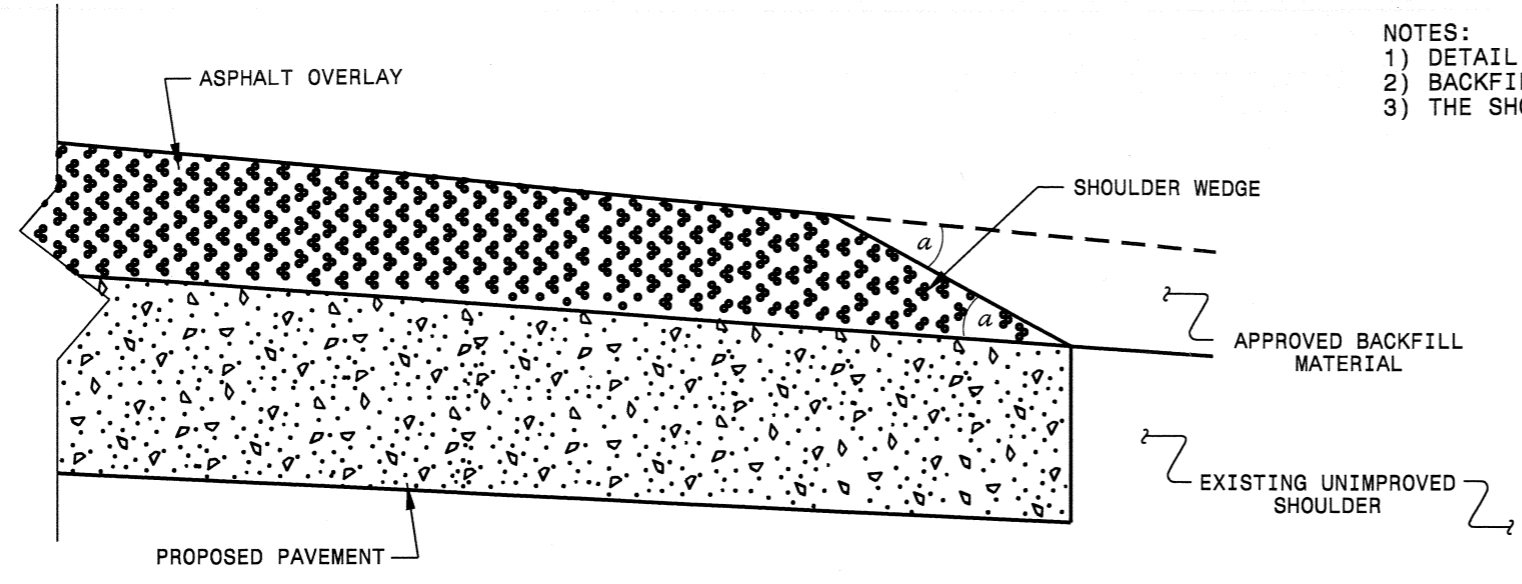
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	SEED & MULCHING AC
2018CPT.11.14.10051	Ashe	1	US 221	FROM SR 1149 + 0.264 MI TO US 221 BUS	2	2	2WU	NO	NO	1.57	28	157	120	3.30	2,457		147	1.20
<b>TOTAL FOR PROJ NO. 2018CPT.11.14.10051</b>										<b>1.57</b>		<b>157</b>	<b>120</b>	<b>3.30</b>	<b>2,457</b>		<b>147</b>	<b>1.20</b>
2018CPT.11.14.20051	Ashe	2	SR 1103	FROM SR 1100 TO SR 1105	1	2	2WU	NO	NO	1.41	20	141	100	2.90		1,423	95	1.10
2018CPT.11.14.20051	Ashe	3	SR 1159	FROM NC 163 TO BEG 20' PVMT	1	2	2WU	NO	NO	2	18	200	125	4.00		1,805	121	1.50
2018CPT.11.14.20051	Ashe	4	SR 1169	FROM SR 1003 TO JOINT AT BRIDGE	1	2	2WU	NO	NO	0.85	20	85	75	1.70		868	58	0.65
2018CPT.11.14.20051	Ashe	5	SR 1169	FROM SR 1176 TO US 221	1	2	2WU	NO	NO	1.73	18	173	100	3.50		1,568	105	1.30
2018CPT.11.14.20051	Ashe	6	SR 1181	FROM BRIDGE TO SR 1147	1	2	2WU	NO	NO	3.27	18	327	100	6.54		2,919	196	2.38
2018CPT.11.14.20051	Ashe	7	SR 1362	FROM SR 1358 TO SR 1361	1	2	2WU	NO	NO	2.53	18	253	125	5.06		2,294	154	1.90
2018CPT.11.14.20051	Ashe	8	SR 1521	FROM END PVMT TO SR 1523	1	2	2WU	NO	NO	1.28	18	128	75	2.56		1,173	79	0.95
<b>TOTAL FOR PROJ NO. 2018CPT.11.14.20051</b>										<b>13.07</b>		<b>1,307</b>	<b>700</b>	<b>26.26</b>		<b>12,050</b>	<b>808</b>	<b>9.78</b>
2018CPT.11.14.20971	Wilkes	9	SR 1162	FROM SR 1175 TO MP 5.49	1	2	2WU	NO	NO	1.97	18	197	100	3.94		1,778	119	1.45
2018CPT.11.14.20971	Wilkes	10	SR 1301	FROM US 421 TO MP 1.48	1	2	2WU	NO	NO	1.47	18	147	75	2.94		1,340	90	1.10
2018CPT.11.14.20971	Wilkes	11	SR 1346	FROM MP 1.65 TO SR 1317	1	2	2WU	NO	NO	1.91	18	191	100	3.82		1,751	117	1.40
2018CPT.11.14.20971	Wilkes	12	SR 1509	FROM US 421 BUS TO SR 1510	1	2	2WU	NO	NO	0.72	20	72	50	1.44		741	50	0.55
2018CPT.11.14.20971	Wilkes	13	SR 1703	FROM SR 1717 TO SR 1715	1	2	2WU	NO	NO	1.68	20	168	100	3.36		1,686	113	1.25
2018CPT.11.14.20971	Wilkes	14	SR 1712	FROM SR 1002 TO SR 1707	1	2	2WU	NO	NO	1.24	20	124	100	2.48		1,258	84	0.95
2018CPT.11.14.20971	Wilkes	15	SR 1990	FROM SR 1999 TO SR 2002	1	2	2WU	NO	NO	1.93	20	193	100	3.86		1,940	130	1.45
2018CPT.11.14.20971	Wilkes	16	SR 2012	FROM SR 1934 TO SR 1933	1	2	2WU	NO	NO	1.3	18	130	100	2.60		1,190	80	1.00
2018CPT.11.14.20971	Wilkes	17	SR 2012	FROM SR 1933 TO SR 1990	1	2	2WU	NO	NO	0.85	18	85	75	1.70		786	53	0.65
2018CPT.11.14.20971	Wilkes	18	SR 2019	FROM NC 268 TO EOM	1	2	2WU	NO	NO	0.1	16	10	20	0.20		98	7	0.10
2018CPT.11.14.20971	Wilkes	19	SR 2321	FROM SR 2303 TO SR 2318	1	2	2WU	NO	NO	3.22	18	322	150	6.44		2,900	194	2.35
2018CPT.11.14.20971	Wilkes	20	SR 2354	FROM NC 268 TO EOM	1	2	2WU	NO	NO	0.3	20	30	30	0.60		312	21	0.25
2018CPT.11.14.20971	Wilkes	21	SR 2433	FROM SR 2325 TO MP 3.70	1	2	2WU	NO	NO	1.4	18	140	100	2.80		1,278	86	1.05
<b>TOTAL FOR PROJ NO. 2018CPT.11.14.20971</b>										<b>18.09</b>		<b>1,809</b>	<b>1,100</b>	<b>36.18</b>		<b>17,058</b>	<b>1,144</b>	<b>13.55</b>
<b>GRAND TOTAL</b>										<b>32.73</b>		<b>3,273</b>	<b>1,920</b>	<b>65.74</b>	<b>2,457</b>	<b>29,108</b>	<b>2,099</b>	<b>24.53</b>

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.11.14.10051, 2018CPT.11.14.20051 2018CPT.11.14.20971		

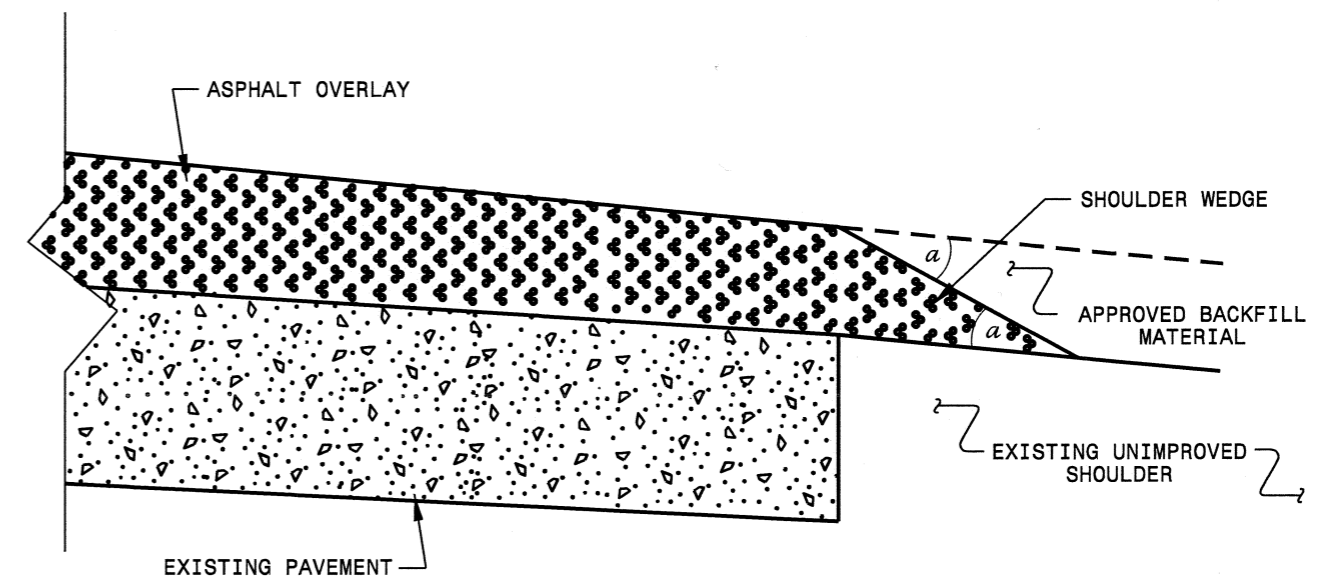
**THERMOPLASTIC AND PAINT QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	441300000-E	445700000-N	481000000-E		483500000-E	484500000-N				490500000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" WHITE PAINT LF	4" YELLOW PAINT LF	24" WHITE PAINT LF	PAINT LT ARROW EA	PAINT RT ARROW EA	PAINT STR & RT ARROW EA	PAINT STR ARROW EA	SNOW PLOWABLE MARKERS EA
2018CPT.11.14.10051	Ashe	1	US 221	FROM SR 1149 + 0.264 MI TO US 221 BUS	2	2	2WU	1.57	28	256	1.00	35,320	37,560	70	7	2	3	4	100
<b>TOTAL FOR PROJ NO. 2018CPT.11.14.10051</b>										<b>256</b>	<b>1</b>	<b>35,320</b>	<b>37,560</b>	<b>70</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>100</b>
										<b>72,880</b>		<b>16</b>							
2018CPT.11.14.20051	Ashe	2	SR 1103	FROM SR 1100 TO SR 1105	1	2	2WU	1.41	20	240		30,343	30,343						
2018CPT.11.14.20051	Ashe	3	SR 1159	FROM NC 163 TO BEG 20' PVMT	1	2	2WU	2	18	198		43,040	43,040						
2018CPT.11.14.20051	Ashe	4	SR 1169	FROM SR 1003 TO JOINT AT BRIDGE	1	2	2WU	0.85	20	160		18,292	18,292						
2018CPT.11.14.20051	Ashe	5	SR 1169	FROM SR 1176 TO US 221	1	2	2WU	1.73	18	192		37,230	37,230						
2018CPT.11.14.20051	Ashe	6	SR 1181	FROM BRIDGE TO SR 1147	1	2	2WU	3.27	18	192		69,062	69,062						
2018CPT.11.14.20051	Ashe	7	SR 1362	FROM SR 1358 TO SR 1361	1	2	2WU	2.53	18	198		54,446	52,446						
2018CPT.11.14.20051	Ashe	8	SR 1521	FROM END PVMT TO SR 1523	1	2	2WU	1.28	18	168		27,546	27,546						
<b>TOTAL FOR PROJ NO. 2018CPT.11.14.20051</b>										<b>1,348</b>		<b>279,959</b>	<b>277,959</b>						
										<b>557,918</b>									
2018CPT.11.14.20971	Wilkes	9	SR 1162	FROM SR 1175 TO MP 5.49	1	2	2WU	1.97	18	144		42,394	42,394						
2018CPT.11.14.20971	Wilkes	10	SR 1301	FROM US 421 TO MP 1.48	1	2	2WU	1.47	18	144		31,634	31,634						
2018CPT.11.14.20971	Wilkes	11	SR 1346	FROM MP 1.65 TO SR 1317	1	2	2WU	1.91	18	224		41,103	41,103						
2018CPT.11.14.20971	Wilkes	12	SR 1509	FROM US 421 BUS TO SR 1510	1	2	2WU	0.72	20	160		15,494	15,494						
2018CPT.11.14.20971	Wilkes	13	SR 1703	FROM SR 1717 TO SR 1715	1	2	2WU	1.68	20	248		36,154	36,154						
2018CPT.11.14.20971	Wilkes	14	SR 1712	FROM SR 1002 TO SR 1707	1	2	2WU	1.24	20	208		26,685	26,685						
2018CPT.11.14.20971	Wilkes	15	SR 1990	FROM SR 1999 TO SR 2002	1	2	2WU	1.93	20	192		41,534	41,534						
2018CPT.11.14.20971	Wilkes	16	SR 2012	FROM SR 1934 TO SR 1933	1	2	2WU	1.3	18	192		27,976	27,976						
2018CPT.11.14.20971	Wilkes	17	SR 2012	FROM SR 1933 TO SR 1990	1	2	2WU	0.85	18	112		18,292	18,292						
2018CPT.11.14.20971	Wilkes	18	SR 2019	FROM NC 268 TO EOM	1	2	2WU	0.1	16	112									
2018CPT.11.14.20971	Wilkes	19	SR 2321	FROM SR 2303 TO SR 2318	1	2	2WU	3.22	18	312		69,294	69,294						
2018CPT.11.14.20971	Wilkes	20	SR 2354	FROM NC 268 TO EOM	1	2	2WU	0.3	20	112									
2018CPT.11.14.20971	Wilkes	21	SR 2433	FROM SR 2325 TO MP 3.70	1	2	2WU	1.4	18	168		30,128	30,128						
<b>TOTAL FOR PROJ NO. 2018CPT.11.14.20971</b>										<b>2,328</b>		<b>380,688</b>	<b>380,688</b>						
										<b>761,376</b>									
<b>GRAND TOTAL</b>									<b>32.73</b>	<b>3,932</b>	<b>1</b>	<b>695,967</b>	<b>696,207</b>	<b>70</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>100</b>
										<b>1,392,174</b>		<b>16</b>							

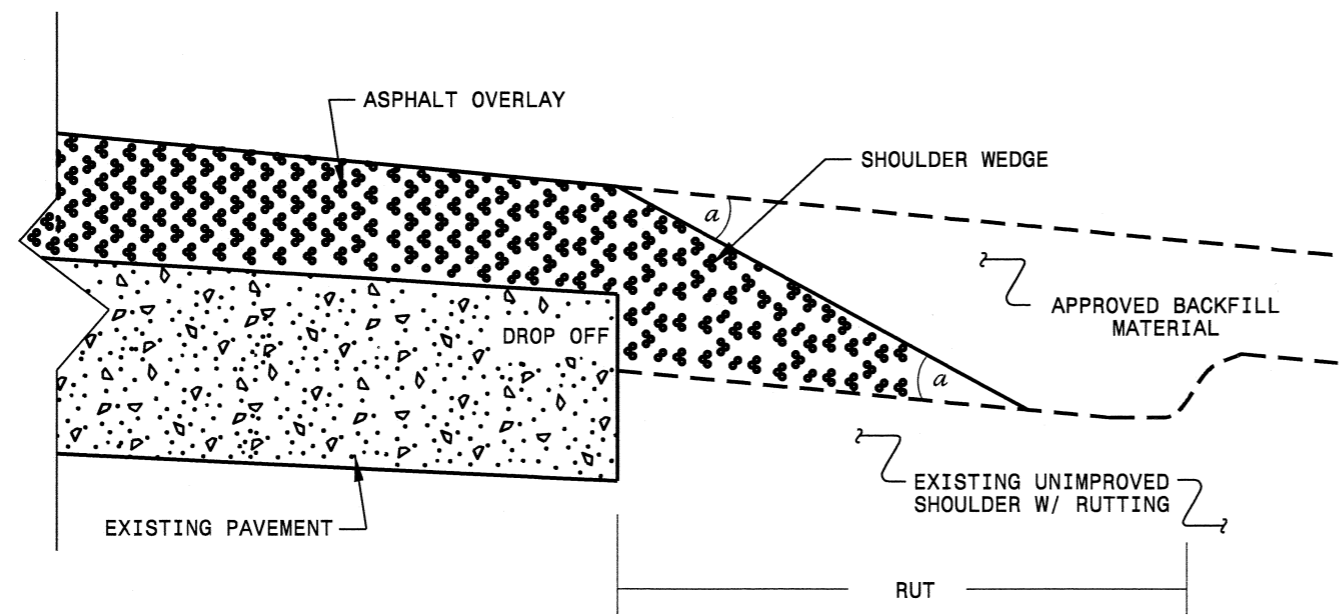
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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)

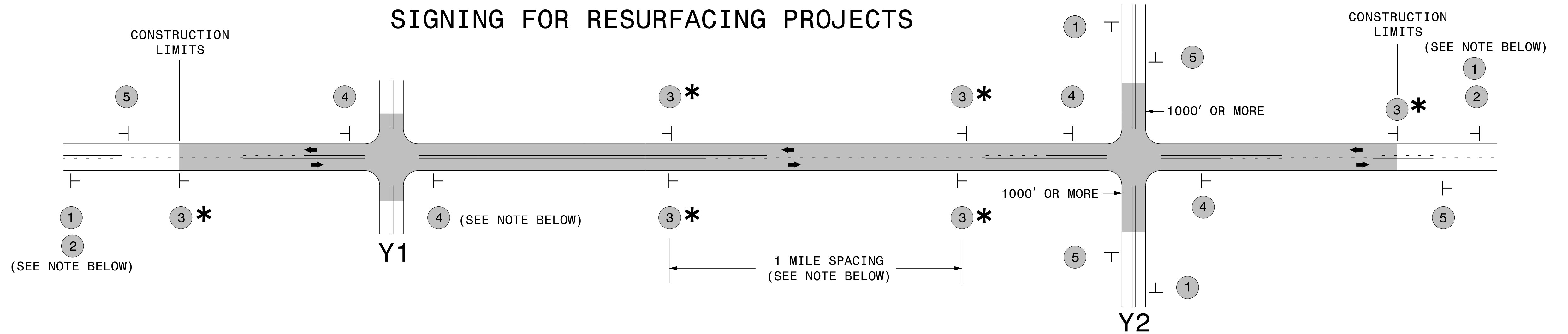
- SHOULDER WEDGE ANGLE = 30°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950 FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/18/12
CHECKED BY:	DATE:
FILE SPEC.: s:\user\details\stand\shoulderwedgedetail.dgn	

SYSTEMS CONSULTANTS  
 11/18/12



# SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

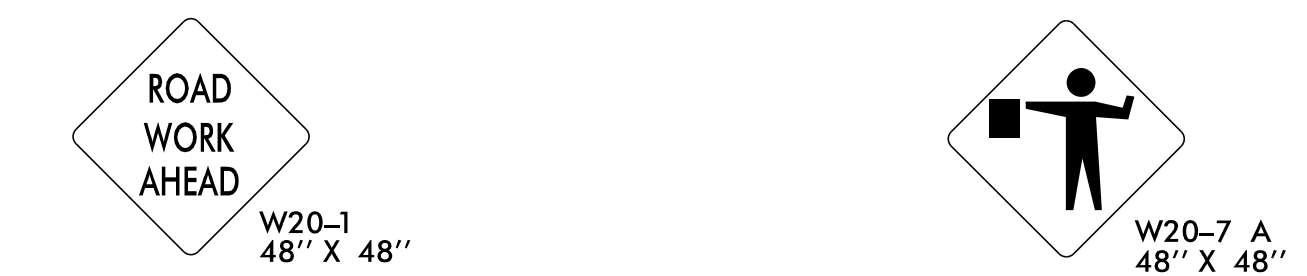
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.		
	2	 <small>W7-3aP 24" X 18"</small>	#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)		
	3 *	 <small>SP 13107 48" X 48"</small>	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.		
	4	 <small>SP 13106 48" X 48"</small>	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.		
	5	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

**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

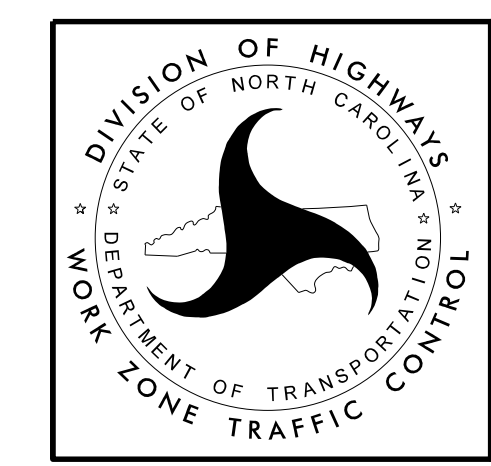
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

### \* 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**

6/3/2014 S:\T\U\WZTC\Apps\WorkZoneGeneral\ExternalWebPage\DesRes\Resurfacing\Resurfacing\_AdvWarn\_2Ln.dgn User:rmgarr.eht