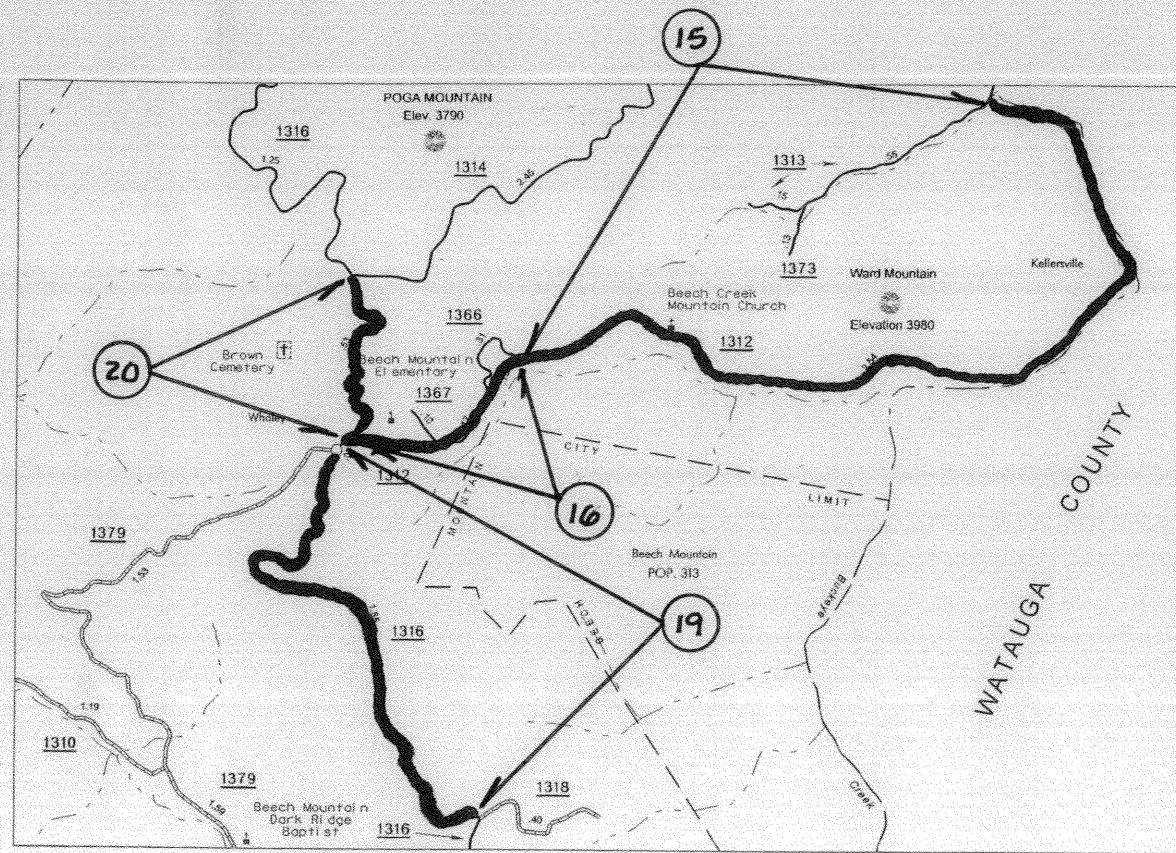
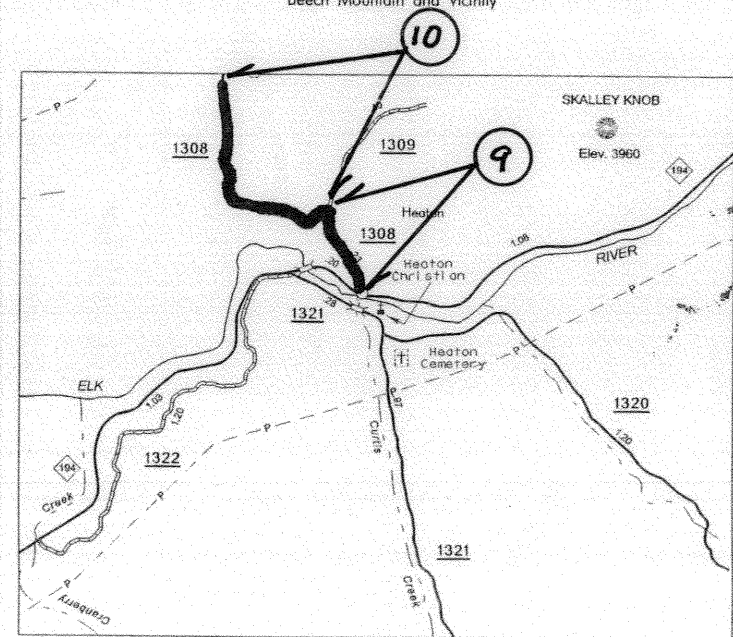


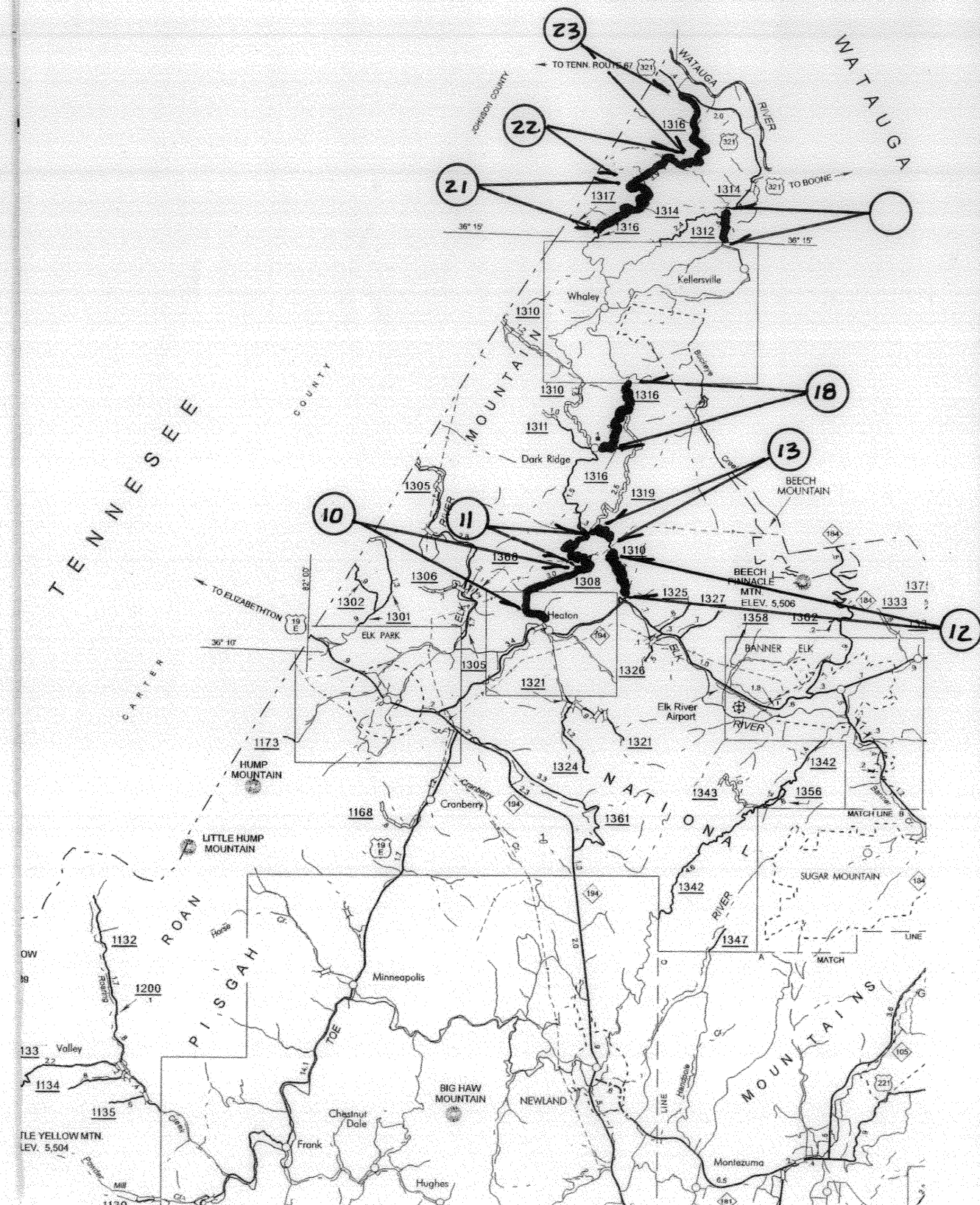
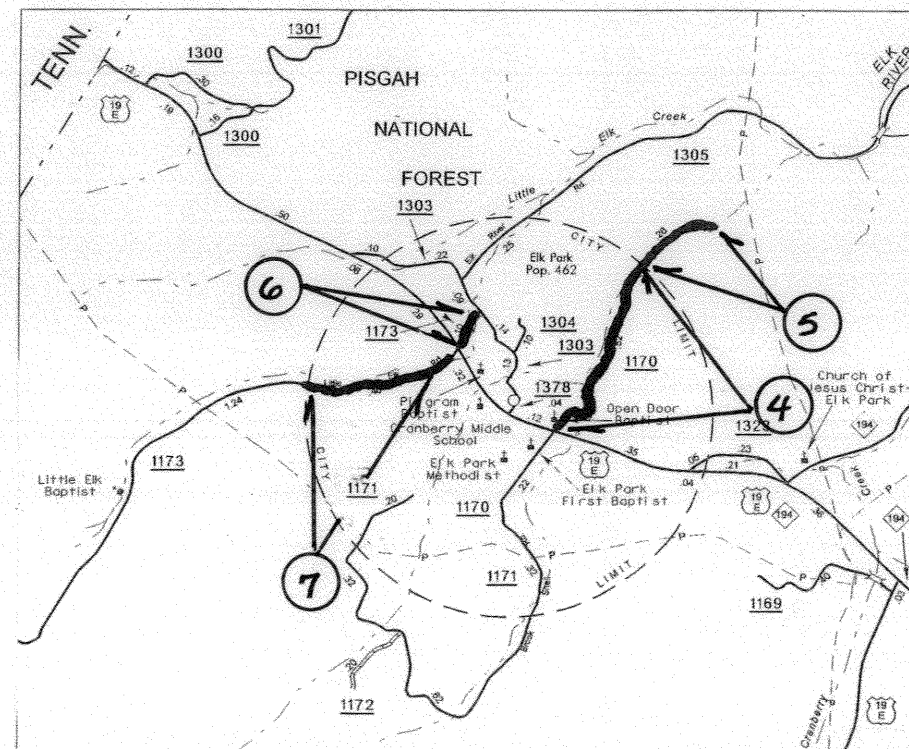
**2016 AST CONTRACT
AVERY COUNTY
WBS# 11SP.20065.02**

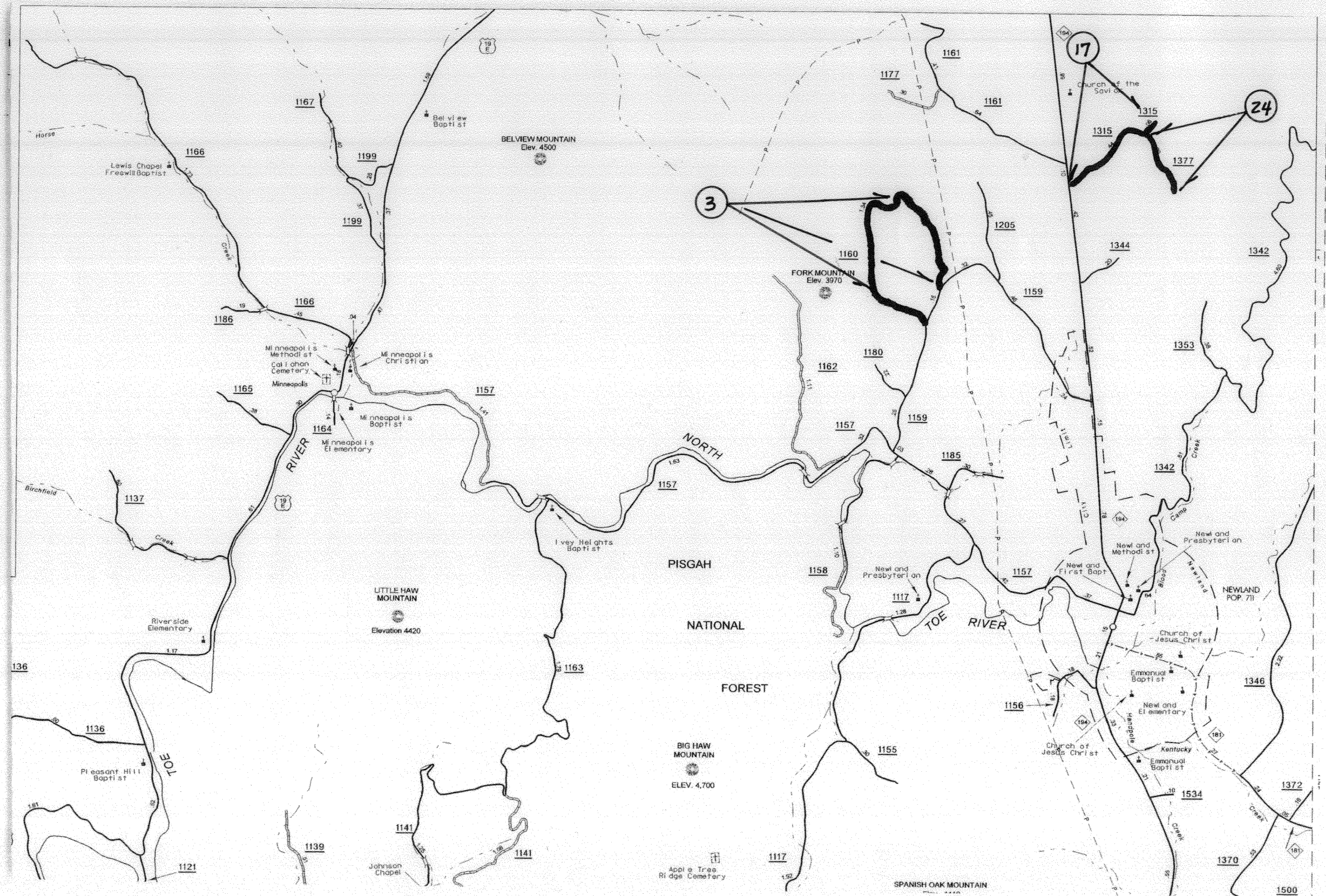


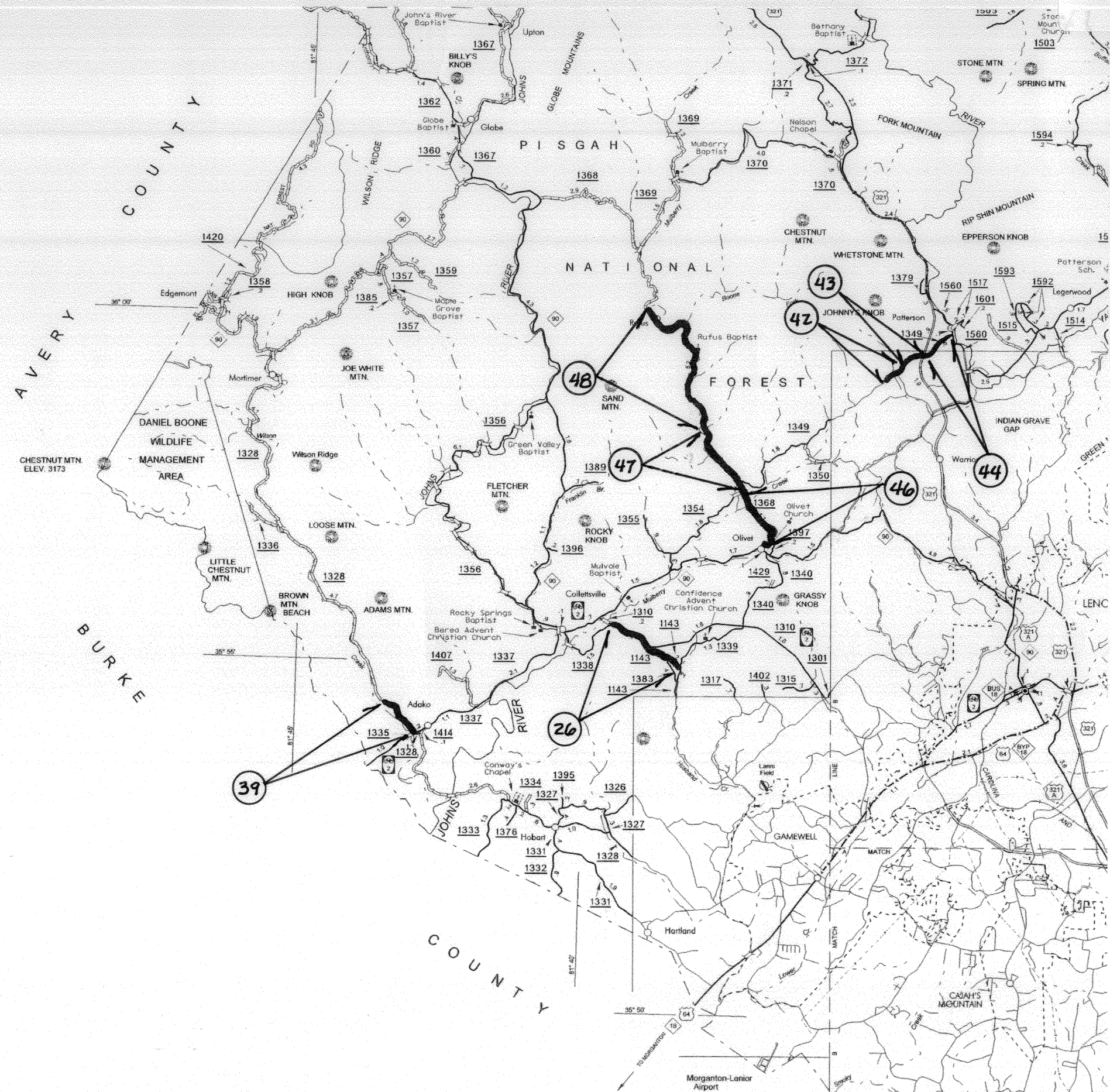
Beech Mountain and Vicinity

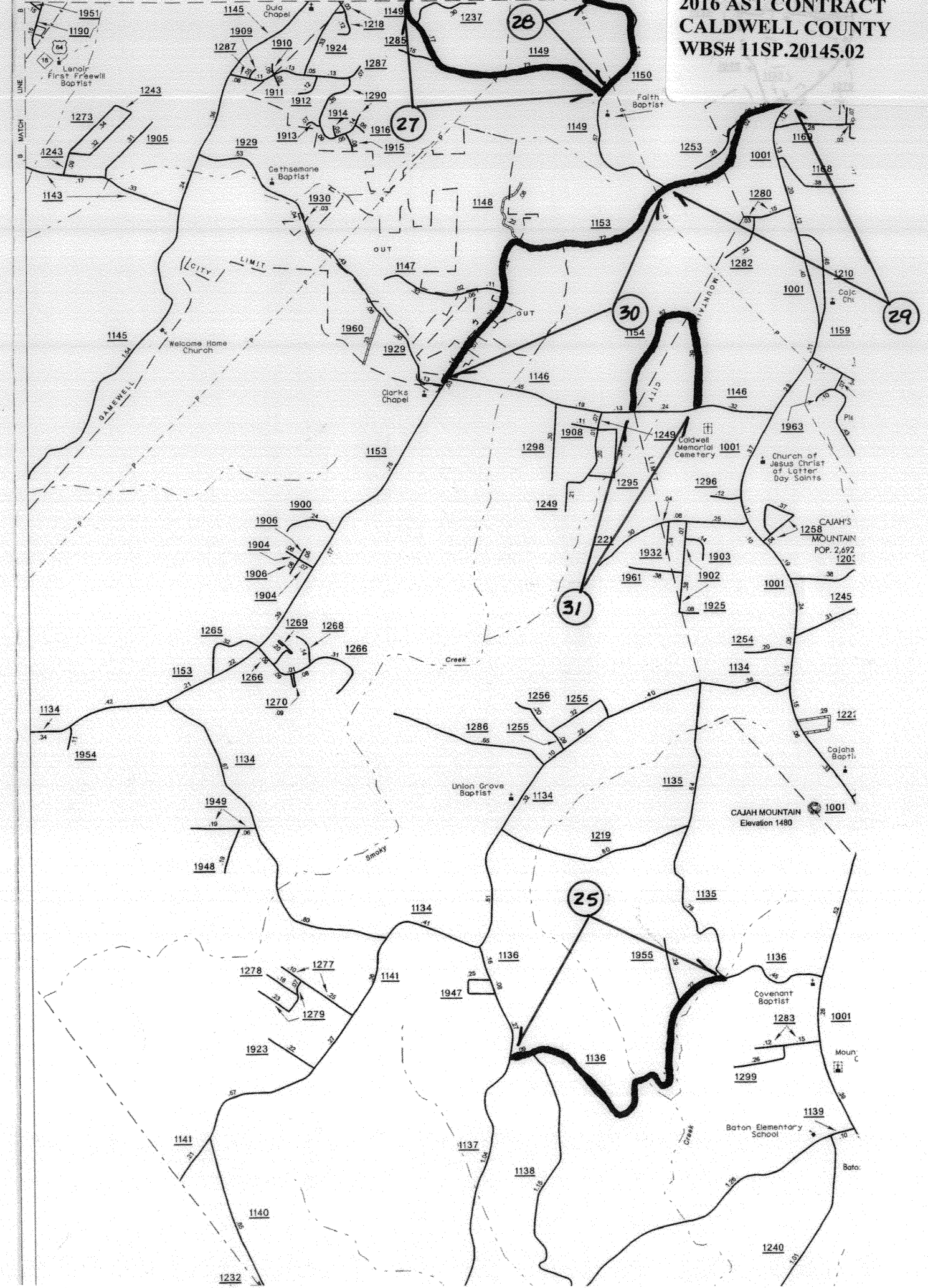
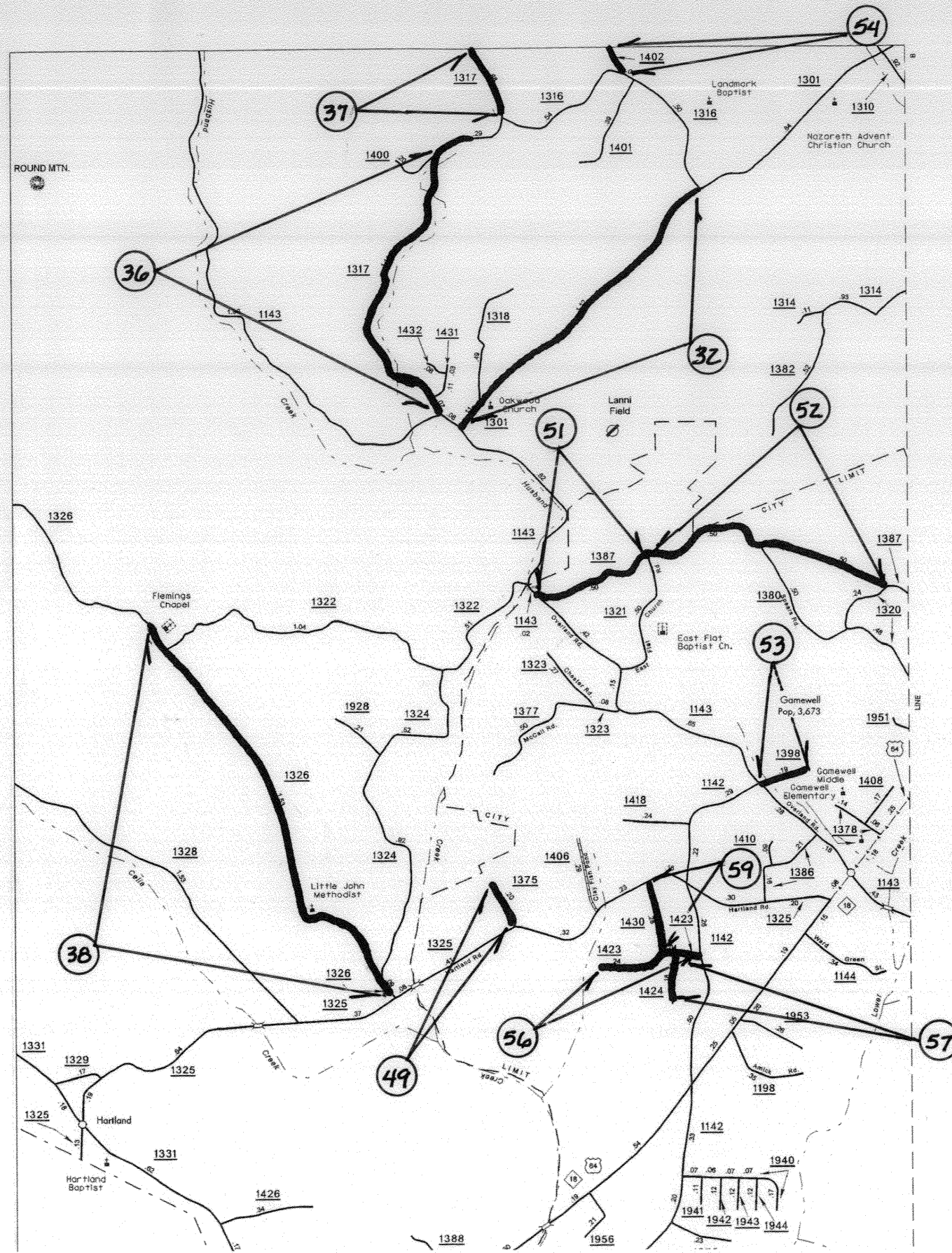


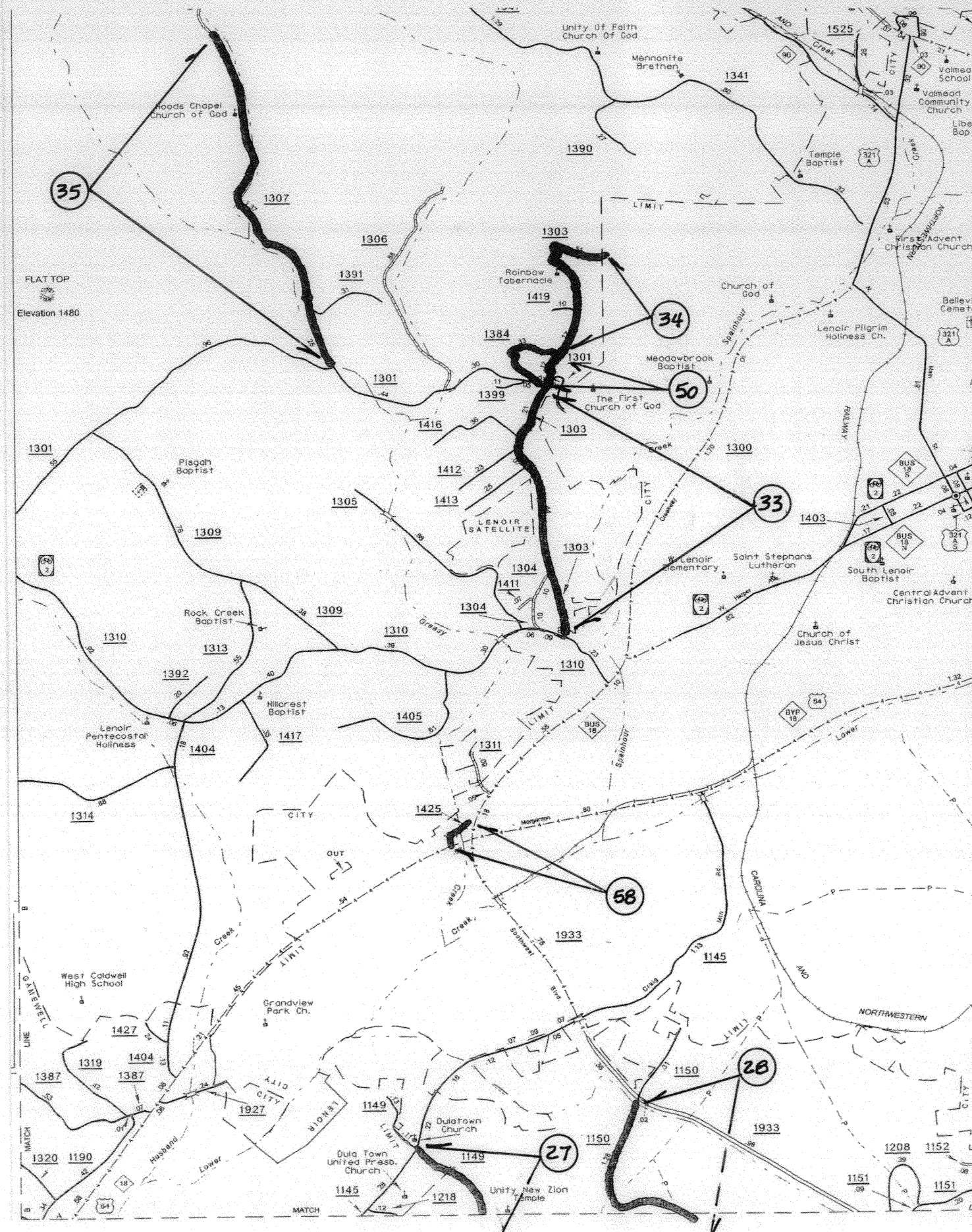
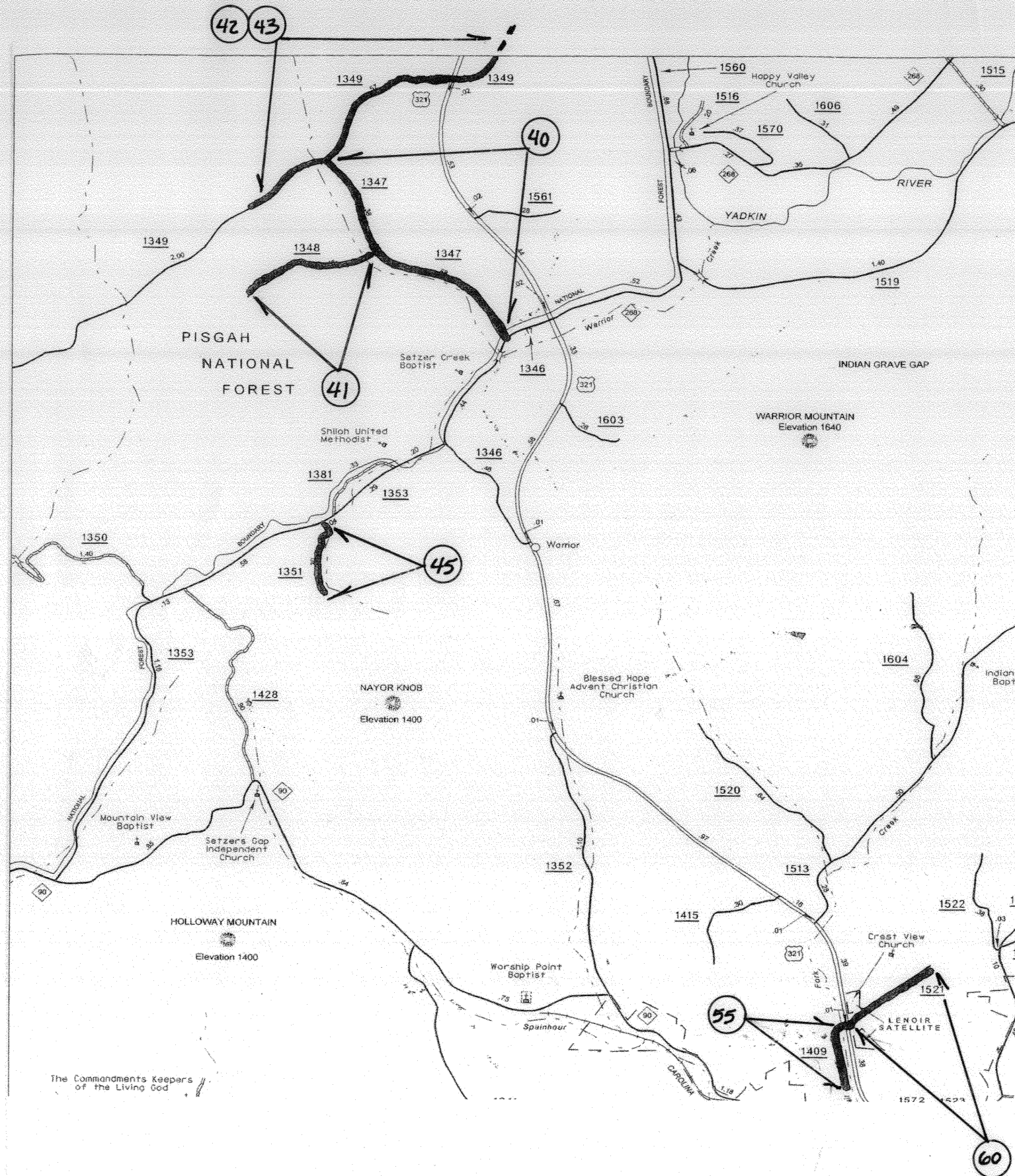
Heaton











2016 AST CONTRACT
WATAUGA COUNTY
WBS# 11SP.20955.02

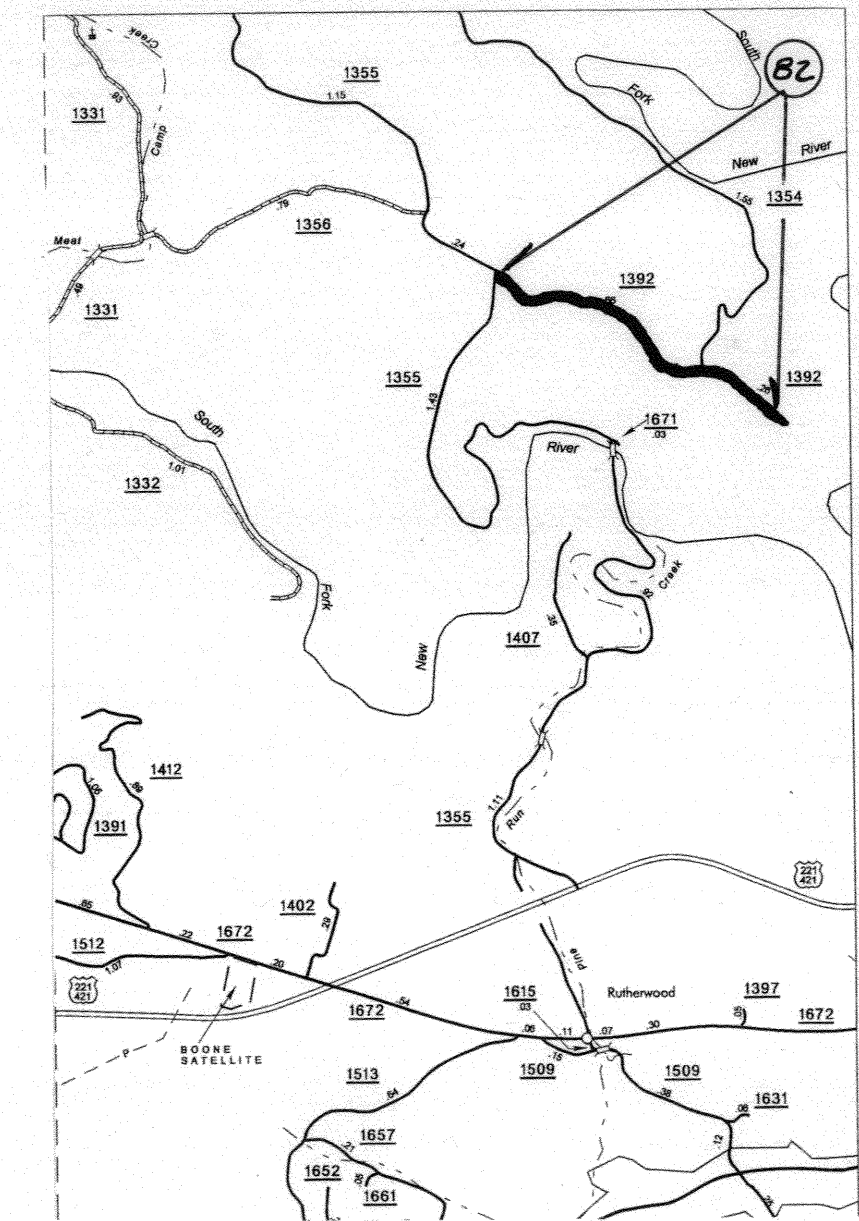
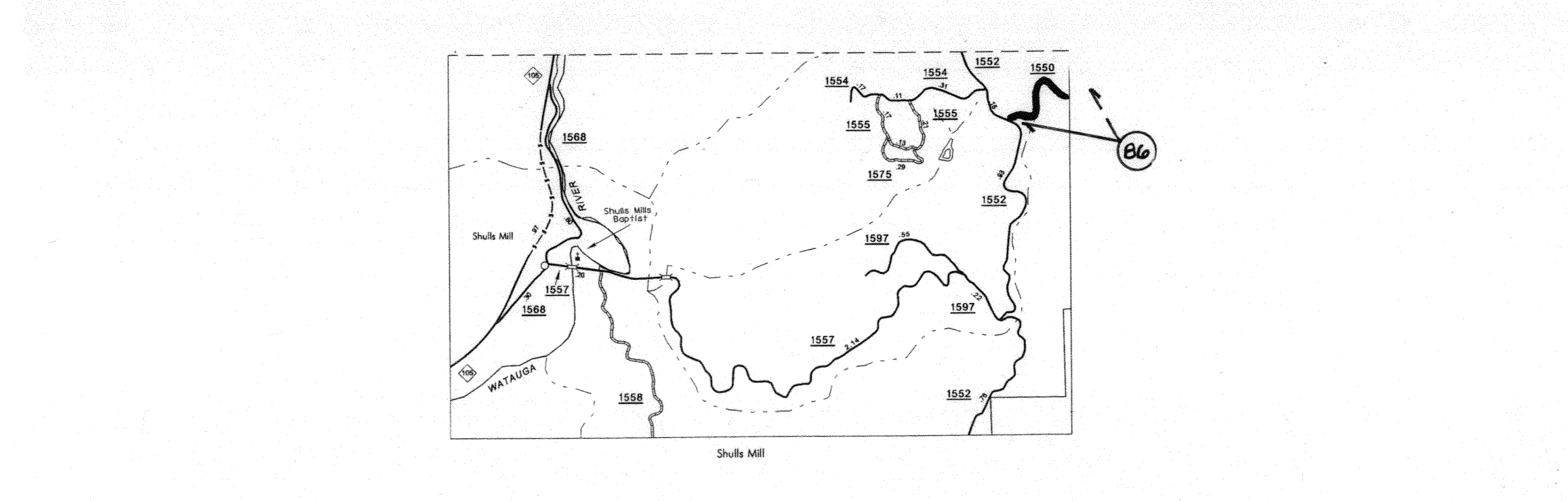
are based on
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their approximate

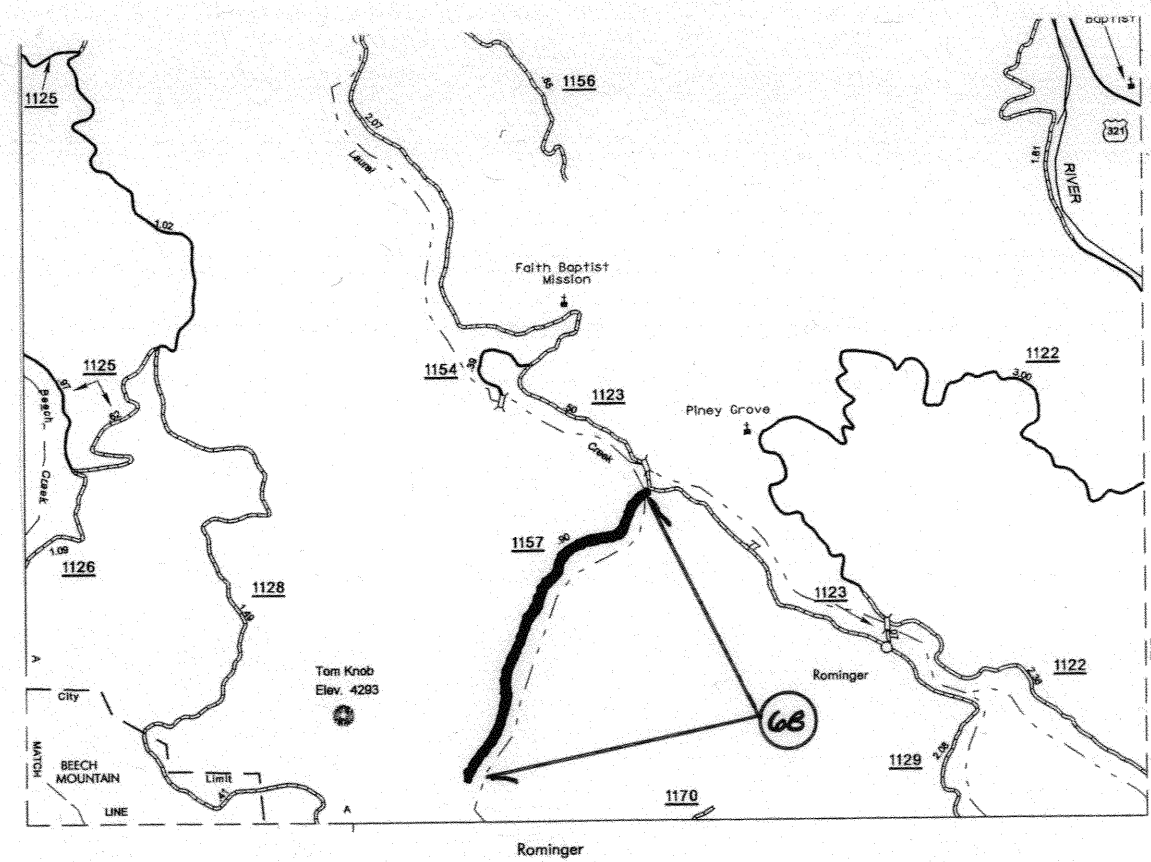
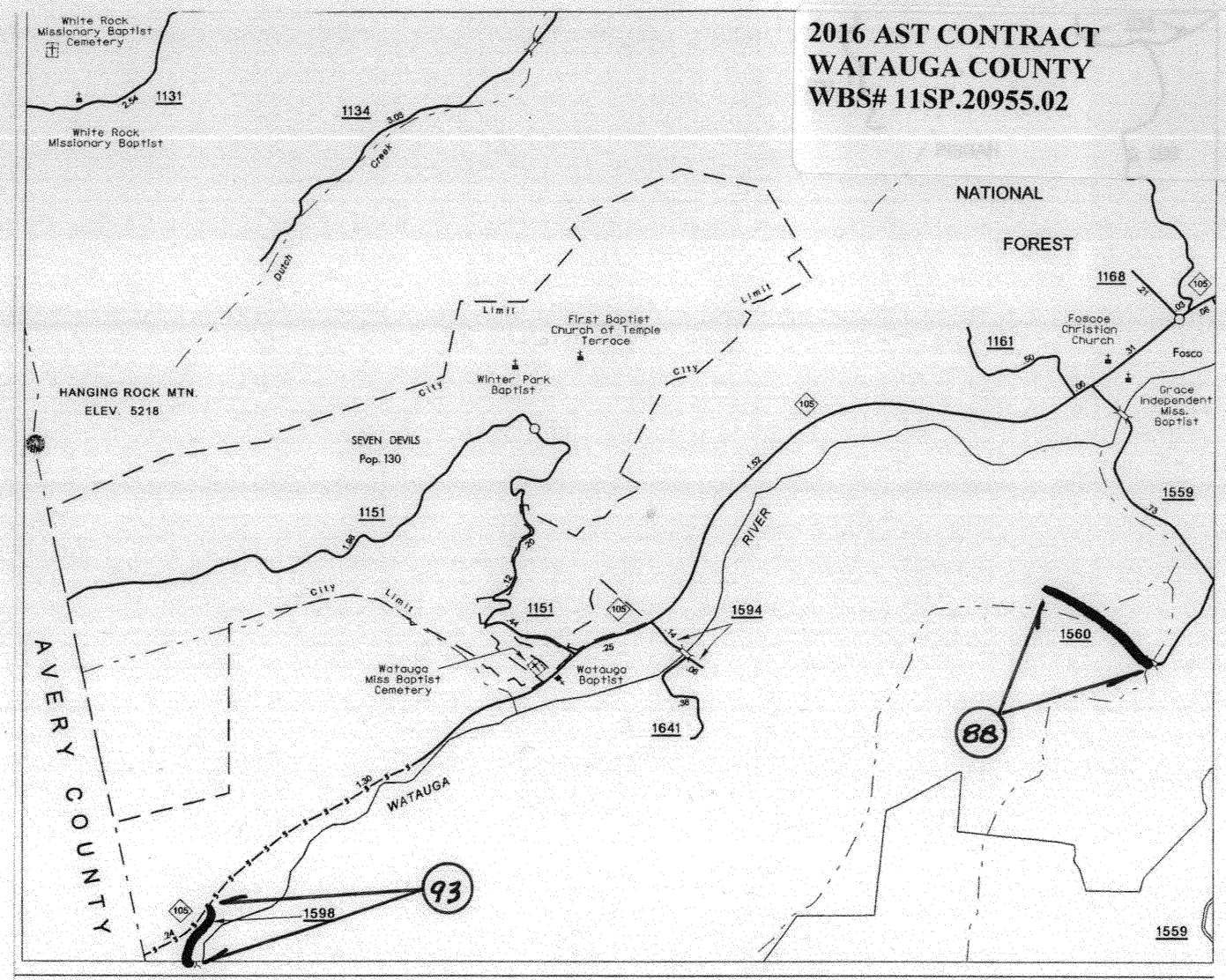
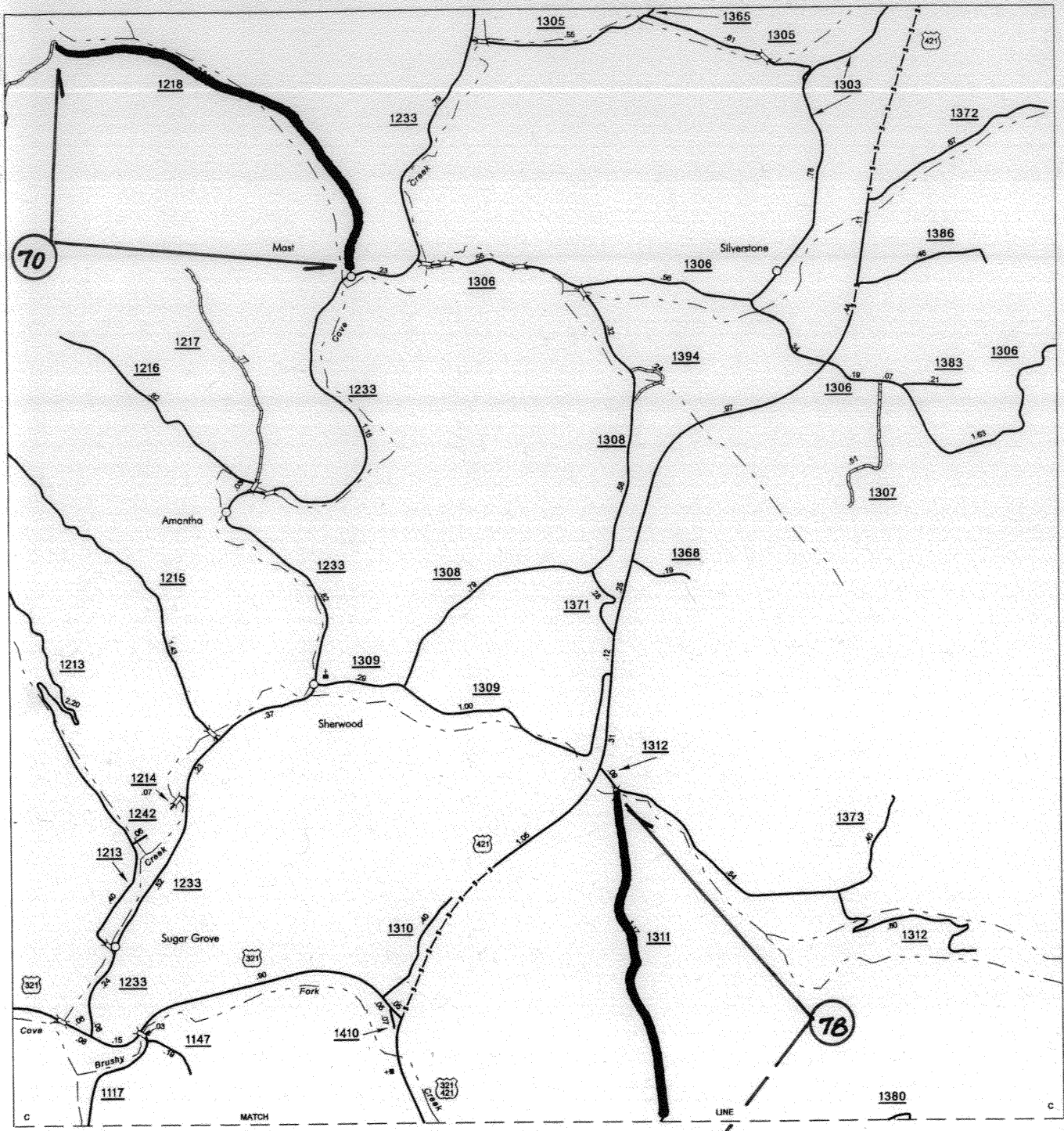
WATAUGA COUNTY

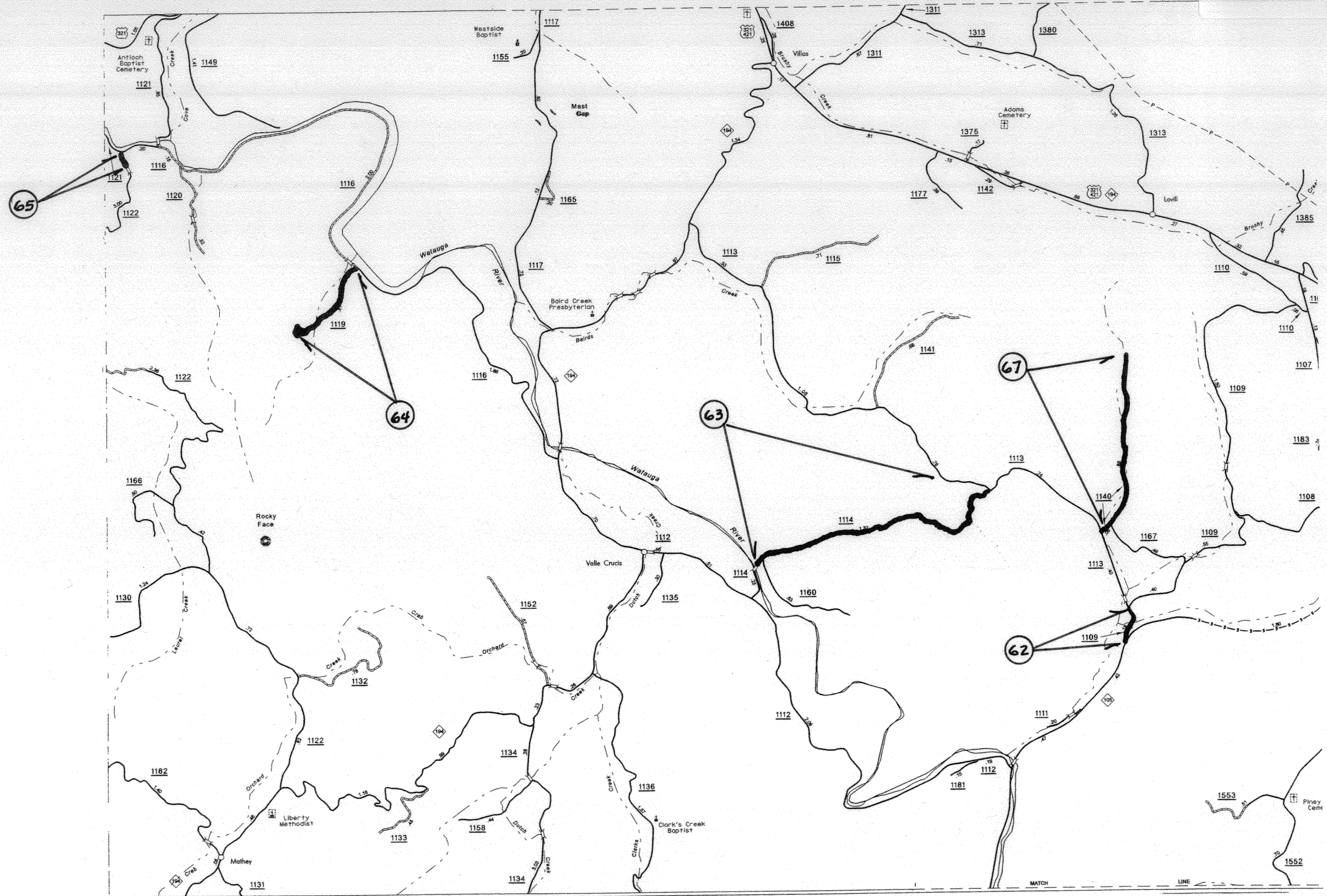
WILKES COUNTY

CALDWELL COUNTY

BLUE RIDGE PARKWAY AND VICINITY







PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.11.12.20062, 2016CPT.11.12.20142		
2016CPT.11.12.20952		

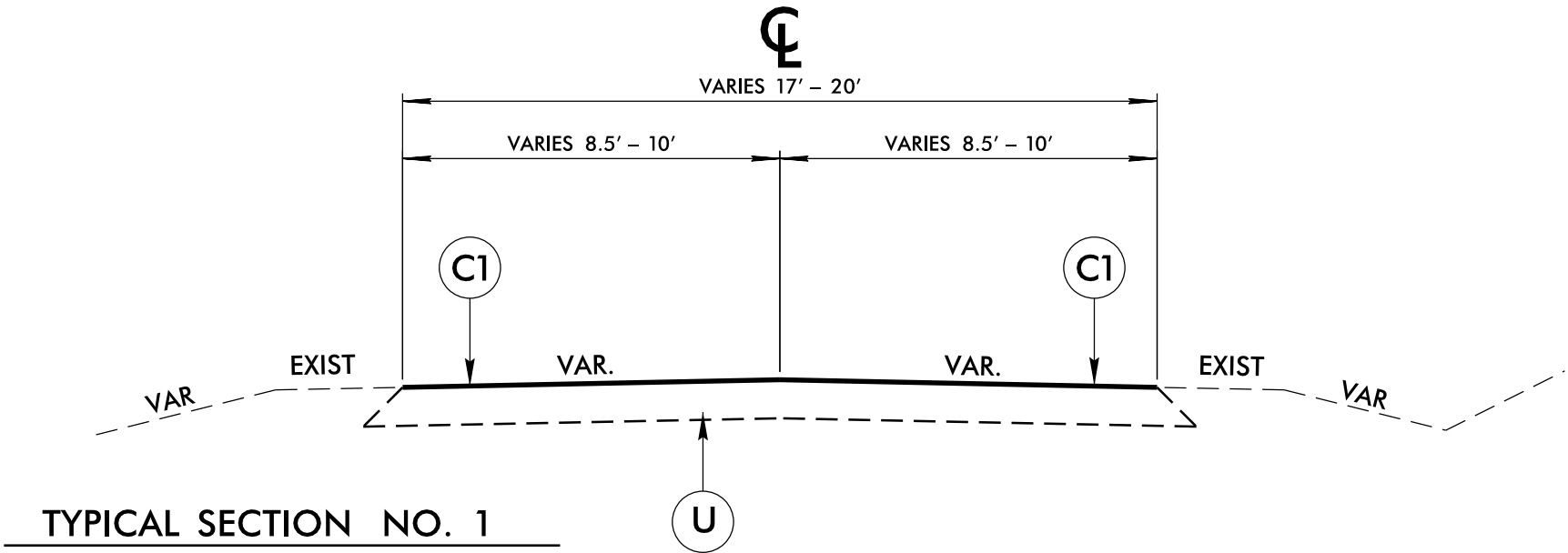
SUMMARY OF QUANTITIES

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	ASPHALT SURFACE TREATMENT, DOUBLE SEAL	ASPHALT SURFACE TREATMENT, SINGLE SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	ASPHALT SURFACE TREATMENT, CAPE SEAL	ASPHALT SURFACE TREATMENT, DOUBLE SEAL (LIGHTWEIGHT AGGREGATE)	BLOTTING SAND	4413000000-E WORK ZONE ADVANCE/GENERAL WARNING SIGNS	4457000000-N TEMPORARY TRAFFIC CONTROL	4810000000-E 4" WHITE PAINT	4810000000-E 4" YELLOW PAINT
NO		NO			NO			MI	FT	SY	SY	GAL	SY	SY	TON	SF	TON	TON	TON
2016CPT.11.12.20062	Avery	1	SR 1114	FROM SR 1121 TO BRIDGE	2	2	2WU	0.65	18	6,864		3,775				72	1	13,728	13,728
2016CPT.11.12.20062	Avery	2	SR 1140	FROM SR 1138 TO EOM	2	2	2WU	0.64	16	6,007		3,304				48	*		
2016CPT.11.12.20062	Avery	3	SR 1160	FROM SR 1159 TO SR 1159	2	2	2WU	1.35	18	14,256		7,841				48	*	28,512	28,512
2016CPT.11.12.20062	Avery	4	SR 1170	FROM US 19E TO ELK PARK NCL	4	2	2WU	0.28	16			920	2,628			48	*		
2016CPT.11.12.20062	Avery	5	SR 1170	FROM ELK PARK NCL TO EOM	4	2	2WU	0.47	17			1,640	4,687			48	*		
2016CPT.11.12.20062	Avery	6	SR 1173	FROM SR 1303 TO US 19E	2	2	2WU	0.11	16	1,033		568				48	*		
2016CPT.11.12.20062	Avery	7	SR 1173	FROM US 19E TO ELK PARK WCL	2	2	2WU	0.44	18	4,646		2,555				72	*		
2016CPT.11.12.20062	Avery	8	SR 1197	FROM SR 1174 TO EOM	2	2	2WU	0.32	16	3,004		1,652				48	*		
2016CPT.11.12.20062	Avery	9	SR 1308	FROM NC 194 TO SR 1309	2	2	2WU	0.24	16	2,253		1,239				48	*	5,069	5,069
2016CPT.11.12.20062	Avery	10	SR 1308	FROM SR 1309 TO 1ST SWITCHBACK	2	2	2WU	1.73	16	16,239		8,931				48	*	36,538	36,538
2016CPT.11.12.20062	Avery	11	SR 1308	FROM 1ST SWITCHBACK TO SR 1310	2	2	2WU	1.33	16	12,484		6,866				48	*	28,090	28,090
2016CPT.11.12.20062	Avery	12	SR 1310	FROM NC 194 TO EOP	2	2	2WU	1.06	18	11,194		6,157				72	*	22,387	22,387
2016CPT.11.12.20062	Avery	13	SR 1310	FROM BOP TO SR 1308	2	2	2WU	0.68	18	7,181		3,950				48	*	14,362	14,362
2016CPT.11.12.20062	Avery	14	SR 1312	FROM SR 1314 TO SR 1313	2	2	2WU	0.53	17	5,286		2,907				72	*	11,194	11,194
2016CPT.11.12.20062	Avery	15	SR 1312	FROM SR 1313 TO SR 1366	2	2	2WU	2.52	18	26,611		14,636				72	*	53,222	53,222
2016CPT.11.12.20062	Avery	16	SR 1312	FROM SR 1366 TO SR 1316	2	2	2WU	0.41	18	4,330		2,382				64	*	8,659	8,659
2016CPT.11.12.20062	Avery	17	SR 1315	FROM NC 194 TO EOM	2	2	2WU	0.51	16	4,787		2,633				48	*		
2016CPT.11.12.20062	Avery	18	SR 1316	FROM SR 1310 TO SR 1318	1	2	2WU	1.49	17		14,860	5,201			75	48	*	31,469	31,469
2016CPT.11.12.20062	Avery	19	SR 1316	FROM SR 1318 TO SR 1312	1	2	2WU	1.57	17		15,658	5,480			75	72	*	33,158	33,158
2016CPT.11.12.20062	Avery	20	SR 1316	FROM SR 1312 TO SR 1314	1	2	2WU	0.53	17		5,286	1,850			25	72	*	11,194	11,194
2016CPT.11.12.20062	Avery	21	SR 1316	FROM SR 1317 TO BRIDGE	1	2	2WU	1.45	18		15,312	5,359			75	72	*	30,624	30,624
2016CPT.11.12.20062	Avery	22	SR 1316	FROM BRIDGE TO BEG 20' PAVEMENT	1	2	2WU	1.31	18		13,834	4,842			75	48	*	27,667	27,667
2016CPT.11.12.20062	Avery	23	SR 1316	FROM BEG 20' PAVEMENT TO US 321	1	2	2WU	1.09	20		12,789	4,476			50	72	*	23,021	23,021
2016CPT.11.12.20062	Avery	24	SR 1377	FROM SR 1315 TO EOM	2	2	2WU	0.29	16	2,722		1,497				48	*		
TOTAL FOR PROJ NO. 2016CPT.11.12.20062							21			128,897	77,739	100,661	7,315		375	1,384		378,894	378,894

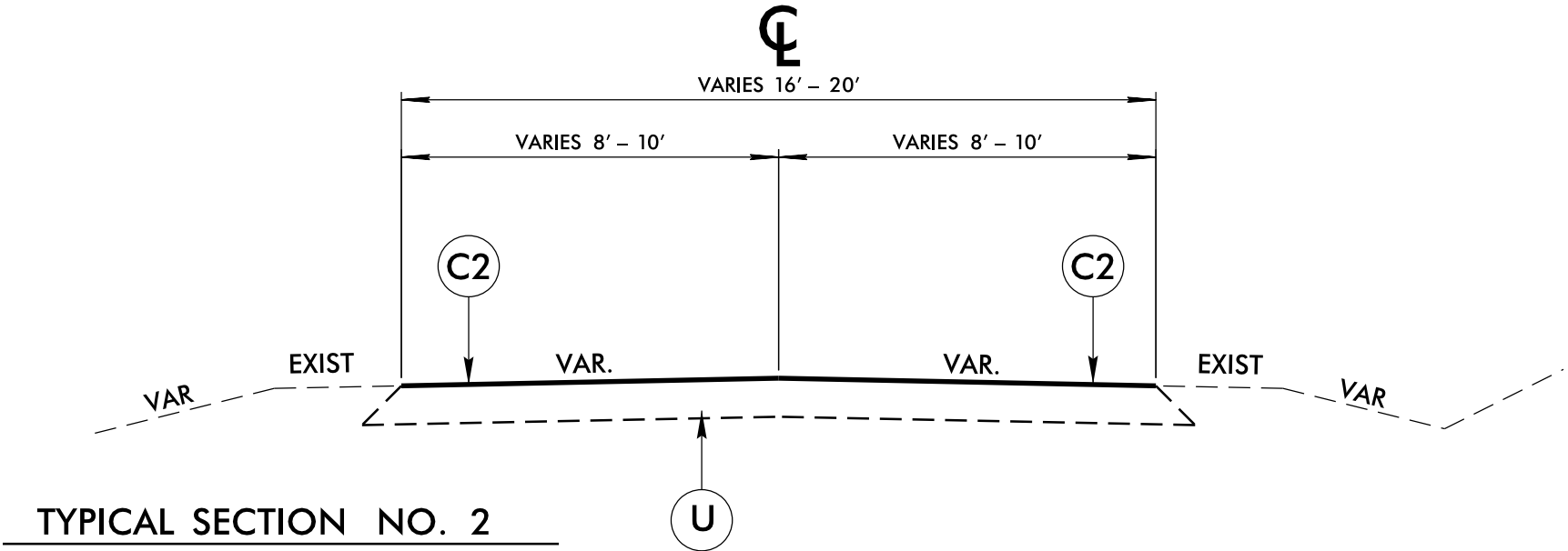
																PROJECT NO.		SHEET NO.	TOTAL NO.
																2016CPT.11.12.20062, 2016CPT.11.12.20142 2016CPT.11.12.20952			
2016CPT.11.12.20142	Caldwell	25	SR 1136	FROM SR 1137 TO SR 1135	1	2	2WU	1.47	20		17,248	6,037			75	96	*	31,046	31,046
2016CPT.11.12.20142	Caldwell	26	SR 1143	FROM SR 1310 TO SR 1339	2	2	2WU	0.78	18	8,237		4,531				48	*	16,474	16,474
2016CPT.11.12.20142	Caldwell	27	SR 1149	FROM SR 1150 TO SR 1145	1	2	2WU	1.36	20		15,957	5,585			75	96	*	28,723	28,723
2016CPT.11.12.20142	Caldwell	28	SR 1150	FROM SR 1149 TO SR 1933	1	2	2WU	1.28	18		13,517	4,731			65	96	*	27,034	27,034
2016CPT.11.12.20142	Caldwell	29	SR 1153	FROM SR 1001 TO SR 1149	1	2	2WU	0.68	18		7,181	2,513			40	72	*	14,362	14,362
2016CPT.11.12.20142	Caldwell	30	SR 1153	FROM SR 1149 TO SR 1146	1	2	2WU	1.39	18		14,678	5,137			75	96	*	29,357	29,357
2016CPT.11.12.20142	Caldwell	31	SR 1154	FROM SR 1146 TO SR 1146	1	2	2WU	0.91	20		10,677	3,737			50	72	*	19,219	19,219
2016CPT.11.12.20142	Caldwell	32	SR 1301	FROM SR 1143 TO SR 1316	2	2	2WU	1.23	18	12,989		7,144				96	*	25,978	25,978
2016CPT.11.12.20142	Caldwell	33	SR 1303	FROM SR 1310 TO SR 1301	2	2	2WU	0.99	16	9,293		5,111				72	*	20,909	20,909
2016CPT.11.12.20142	Caldwell	34	SR 1303	FROM SR 1301 TO DEAD END	2	2	2WU	0.34	16	3,191		1,755				48	*	7,181	7,181
2016CPT.11.12.20142	Caldwell	35	SR 1307	FROM SR 1301 TO EOM	2	2	2WU	1.61	18	17,002		9,351				96	*	34,003	34,003
2016CPT.11.12.20142	Caldwell	36	SR 1317	FROM SR 1143 TO EOP	2	2	2WU	1.3	20	15,253		8,389				96	*	27,456	27,456
2016CPT.11.12.20142	Caldwell	37	SR 1317	FROM SR 1316 TO EOM	2	2	2WU	0.68	18	7,181		3,950				48	*	14,362	14,362
2016CPT.11.12.20142	Caldwell	38	SR 1326	FROM SR 1325 TO PAVEMENT CHANGE	2	2	2WU	1.75	16	16,427		9,035				120	*	36,960	36,960
2016CPT.11.12.20142	Caldwell	39	SR 1328	BOP TO SR 1335	2	2	2WU	1	18	10,560		5,808				72	*	21,120	21,120
2016CPT.11.12.20142	Caldwell	40	SR 1347	FROM SR 1346 TO SR 1349	2	2	2WU	0.95	18	10,032		5,518				72	*	20,064	20,064
2016CPT.11.12.20142	Caldwell	41	SR 1348	FROM SR 1347 TO EOP	2	2	2WU	0.43	18	4,541		2,498				48	*		
2016CPT.11.12.20142	Caldwell	42	SR 1349	FROM PAVEMENT CHANGE TO SR 1347	2	2	2WU	0.98	19	10,924		6,008				72	*	20,698	20,698
2016CPT.11.12.20142	Caldwell	43	SR1349	FROM SR 1347 TO US 321	2	2	2WU	0.6	16	5,632		3,098				48	*	12,672	12,672
2016CPT.11.12.20142	Caldwell	44	SR 1349	FROM US 321 TO SR 1560	2	2	2WU	0.62	16	5,820		3,201				48	*	13,094	13,094
2016CPT.11.12.20142	Caldwell	45	SR 1351	SR 1353 TO EOM	2	2	2WU	0.29	16	2,722		1,497				48	*		
2016CPT.11.12.20142	Caldwell	46	SR 1368	FROM NC 90 TO PAVEMENT CHANGE	2	2	2WU	1.06	18	11,194		6,157				96	*	22,387	22,387
2016CPT.11.12.20142	Caldwell	47	SR 1368	BEG 20' PAVEMENT TO BRIDGE	2	2	2WU	1.46	20	17,131		9,422				120	*	30,835	30,835
2016CPT.11.12.20142	Caldwell	48	SR 1368	FROM BRIDGE TO EOP	2	2	2WU	1.04	20	12,203		6,712				96	*	21,965	21,965
2016CPT.11.12.20142	Caldwell	49	SR 1375	FROM SR 1325 TO EOM	2	2	2WU	0.18	16	1,690		930				48	*		
2016CPT.11.12.20142	Caldwell	50	SR 1384	FROM SR 1303 TO SR 1301	2	2	2WU	0.33	16	3,098		1,704				48	*		
2016CPT.11.12.20142	Caldwell	51	SR 1387	FROM SR 1143 TO SR 1321	2	2	2WU	0.5	18	5,280		2,904				48	*	10,560	10,560
2016CPT.11.12.20142	Caldwell	52	SR 1387	FROM SR 1321 TO SR 1320	2	2	2WU	0.98	16	9,199		5,059				96	*	20,698	20,698
2016CPT.11.12.20142	Caldwell	53	SR 1398	FROM SR 1143 TO EOM	2	2	2WU	0.18	20	2,112		1,162				48	*		
2016CPT.11.12.20142	Caldwell	54	SR 1402	FROM SR 1316 TO EOM	2	2	2WU	0.34	18	3,590		1,975				48	*		

																PROJECT NO.		SHEET NO.	TOTAL NO.
																2016CPT.11.12.20062, 2016CPT.11.12.20142	2016CPT.11.12.20952		
2016CPT.11.12.20142	Caldwell	55	SR 1409	FROM US 321 TO EOM	2	2	2WU	0.26	20	3,051		1,678				48	*		
2016CPT.11.12.20142	Caldwell	56	SR 1423	FROM SR 1142 TO EOM	4	2	2WU	0.37	18			1,367	3,907			48	*		
2016CPT.11.12.20142	Caldwell	57	SR 1424	FROM SR 1423 TO EOM	4	2	2WU	0.18	16			592	1,690			16	*		
2016CPT.11.12.20142	Caldwell	58	SR 1425	FROM US 64 TO EOM	2	2	2WU	0.12	18	1,267		697				48	*		
2016CPT.11.12.20142	Caldwell	59	SR 1430	FROM SR 1423 TO SR 1325	4	2	2WU	0.28	18			1,035	2,957			48	*		
2016CPT.11.12.20142	Caldwell	60	SR 1521	FROM US 321 TO EOM	2	2	2WU	0.35	17	3,491		1,920				48	*		
TOTAL FOR PROJ NO. 2016CPT.11.12.20142								28.27		213,110	79,258	147,948	8,554		380	2,464		527,157	527,157
2016CPT.11.12.20952	Watauga	61	SR 1106	FROM SR 1105 TO SR 1107	1	2	2WU	0.06	18		634	222			5	48	*		
2016CPT.11.12.20952	Watauga	62	SR 1109	FROM SR 1113 TO NC 105	3	2	2WU	0.19	20			1,226		2,229		72	*	4,013	4,013
2016CPT.11.12.20952	Watauga	63	SR 1114	FROM SR 1112 TO SR 1113	1	2	2WU	1.63	18		17,213	6,025			75	120	*	34,426	34,426
2016CPT.11.12.20952	Watauga	64	SR 1119	FROM SR 1116 TO DEAD END	2	2	2WU	0.5	16	4,693		2,581				48	*		
2016CPT.11.12.20952	Watauga	65	SR 1122	FROM BOP TO SR 1122	1	2	2WU	0.11	18		1,162	407			5	48	*		
2016CPT.11.12.20952	Watauga	66	SR 1139	FROM SR 1125 TO AVERY CO LINE	1	2	2WU	0.09	18		950	333			5	32	*	1,901	1,901
2016CPT.11.12.20952	Watauga	67	SR 1140	FROM SR 1113 TO DEAD END	2	2	2WU	0.97	18	10,243		5,634				96	*		
2016CPT.11.12.20952	Watauga	68	SR 1157	FROM SR 1123 TO EOM	1	2	2WU	0.92	18		9,715	3,400			50	72	*		
2016CPT.11.12.20952	Watauga	69	SR 1207	MP 1.40 TO SR 1201	1	2	2WU	1.35	18		14,256	4,990			75	96	*	28,512	28,512
2016CPT.11.12.20952	Watauga	70	SR 1218	FROM SR 1233 TO EOP	2	2	2WU	1.47	18	15,523		8,538				120	*	31,046	31,046
2016CPT.11.12.20952	Watauga	71	SR 1218	FROM SR 1201 TO END AST	2	2	2WU	1.03	18	10,877		5,982				96	*	21,754	21,754
2016CPT.11.12.20952	Watauga	72	SR 1221	FROM SR 1222 TO SR 1225	2	2	2WU	1.2	18	12,672		6,970				96	*	25,344	25,344
2016CPT.11.12.20952	Watauga	73	SR 1222	FROM SR 1207 TO SR 1201	2	2	2WU	1.16	18	12,250		6,738				96	*	24,499	24,499
2016CPT.11.12.20952	Watauga	74	SR 1227	FROM SR 1233 TO EOP	3	2	2WU	1.83	18			10,629		19,325		120	*	38,650	38,650
2016CPT.11.12.20952	Watauga	75	SR 1230	FROM SR 1233 TO DEAD END	2	2	2WU	0.15	16	1,408		774				48	*		
2016CPT.11.12.20952	Watauga	76	SR 1300	FROM BOP TO EOP	2	2	2WU	0.63	18	6,653		3,659				48	*		
2016CPT.11.12.20952	Watauga	77	SR 1301	FROM SR 1233 TO SR 1302	2	2	2WU	0.52	18	5,491		3,020				72	*	10,982	10,982
2016CPT.11.12.20952	Watauga	78	SR 1311	FROM SR 1313 TO SR 1312	3	2	2WU	1.18	18			6,854		12,461		96	*	24,922	24,922
2016CPT.11.12.20952	Watauga	79	SR 1351	FROM SR 1354 TO SR 1353	1	2	2WU	1.68	18		17,741	6,209			85	120	*	35,482	35,482
2016CPT.11.12.20952	Watauga	80	SR 1352	FROM SR 1347 TO SR 1351	1	2	2WU	2.05	20		24,053	8,419			125	152	*	43,296	43,296
2016CPT.11.12.20952	Watauga	81	SR 1365	FROM SR 1305 TO SR 1306	1	2	2WU	0.84	18		8,870	3,105			50	96	*	17,741	17,741
2016CPT.11.12.20952	Watauga	82	SR 1392	SR 1355 TO EOM	1	2	2WU	0.92	18		9,715	3,400			50	72	*	19,430	19,430

																PROJECT NO.		SHEET NO.	TOTAL NO.
																2016CPT.11.12.20062, 2016CPT.11.12.20142 2016CPT.11.12.20952			
2016CPT.11.12.20952	Watauga	83	SR 1399	FROM SR 1340 TO EOP	2	2	2WU	0.28	16	2,628		1,445				48	*		
2016CPT.11.12.20952	Watauga	84	SR 1508	FROM MP 1.4 TO SR 1510	3	2	2WU	1.34	18			7,783		14,150		120	*	28,301	28,301
2016CPT.11.12.20952	Watauga	85	SR 1541	FROM BOP TO SR 1549	3	2	2WU	0.49	18			2,846		5,174		48	*		
2016CPT.11.12.20952	Watauga	86	SR 1550	FROM SR 1552 TO SR 1551	2	2	2WU	1.64	18	17,318		9,525				120	*	34,637	34,637
2016CPT.11.12.20952	Watauga	87	SR 1551	FROM SR 1550 TO SR 1552	2	2	2WU	0.46	20	5,397		2,968				72	*	9,715	9,715
2016CPT.11.12.20952	Watauga	88	SR 1560	FROM SR 1559 TO EOM	2	2	2WU	0.7	18	7,392		4,066				48	*		
2016CPT.11.12.20952	Watauga	89	SR 1563	FROM US 221 TO CALDWELL CO	2	2	2WU	0.32	18	3,379		1,858				48	*	6,758	6,758
2016CPT.11.12.20952	Watauga	90	SR 1566	FROM EOM TO SR 1672	2	2	2WU	0.4	16	3,755		2,065				48	*		
2016CPT.11.12.20952	Watauga	91	SR 1571	FROM SR 1552 TO BLUE RIDGE PKWY	2	2	2WU	0.07	21	862		474				96	*	1,478	1,478
2016CPT.11.12.20952	Watauga	92	SR 1581	FROM SR 1539 TO EOM	4	2	2WU	0.86	20			3,532	10,091			48	*	18,163	18,163
2016CPT.11.12.20952	Watauga	93	SR 1598	FROM NC 105 TO EOM	2	2	2WU	0.4	16	3,755		2,065				48	*		
2016CPT.11.12.20952	Watauga	94	SR 1609	FROM SR 1515 TO SR 1515	4	2	2WU	0.34	18			1,257	3,590			48	*		
2016CPT.11.12.20952	Watauga	95	SR 1611	FROM SR 1523 TO EOM	2	2	2WU	0.15	20	1,760		968				48	*		
2016CPT.11.12.20952	Watauga	96	SR 1637	FROM SR 1558 TO EOM	4	2	2WU	0.06	16			197	563			32	*		
2016CPT.11.12.20952	Watauga	97	SR 1646	FROM SR 1645 TO EOM	4	2	2WU	0.31	18			1,146	3,274			32	*	6,547	6,547
TOTAL FOR PROJ NO. 2016CPT.11.12.20952								28.3		126,056	104,309	141,310	17,518	53,339	525	2,768		467,597	467,597
GRAND TOTAL								77.57		468,063	261,306	389,919	33,387	53,339	1,280	6,616	1	1,373,648	1,373,648



PAVEMENT SCHEDULE	
C1	PROP. ASPHALT SURFACE TREATMENT, SINGLE SEAL
C2	PROP. ASPHALT SURFACE TREATMENT, DOUBLE SEAL
C3	PROP. ASPHALT SURFACE TREATMENT, DOUBLE SEAL (LIGHTWEIGHT AGGREGATE)
C4	PROP. ASPHALT SURFACE TREATMENT, CAPE SEAL
U	EXISTING PAVEMENT



AVERY, CALDWELL, WATAUGA COUNTIES
ASPHALT SURFACE TREATMENT
RESURFACING

DIVISION II

REVISIONS	INIT.	DATE

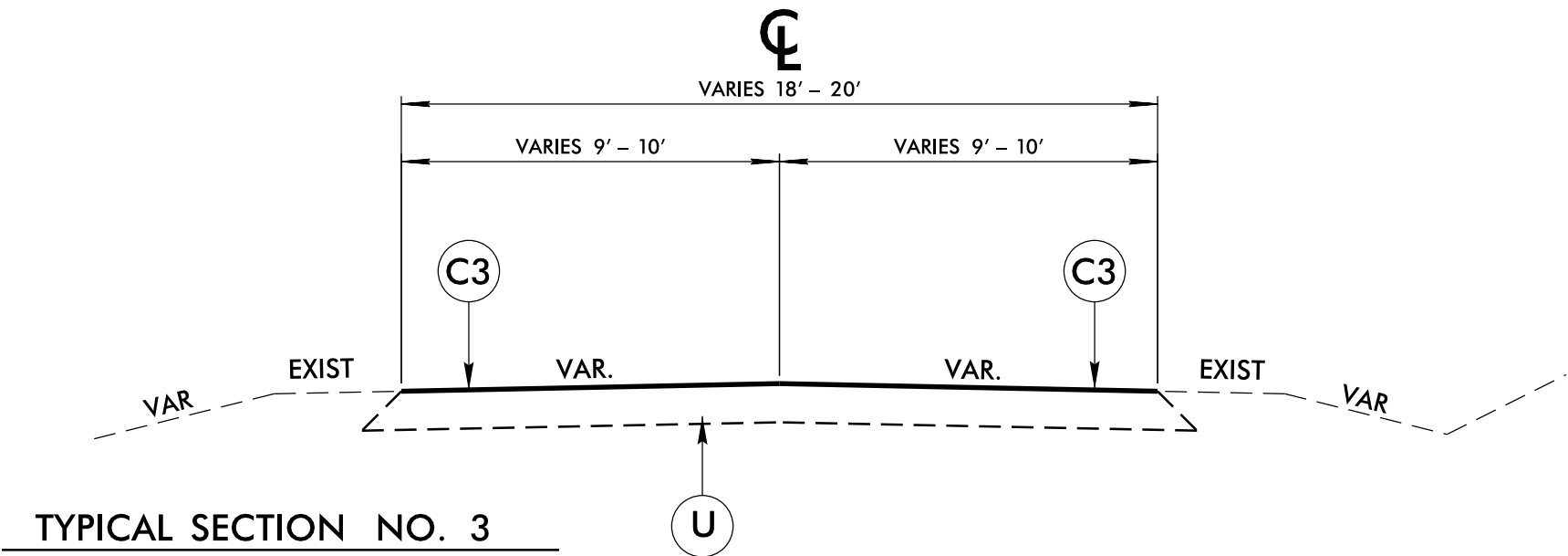
N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN

SCALE: N/A DATE: 07/2015

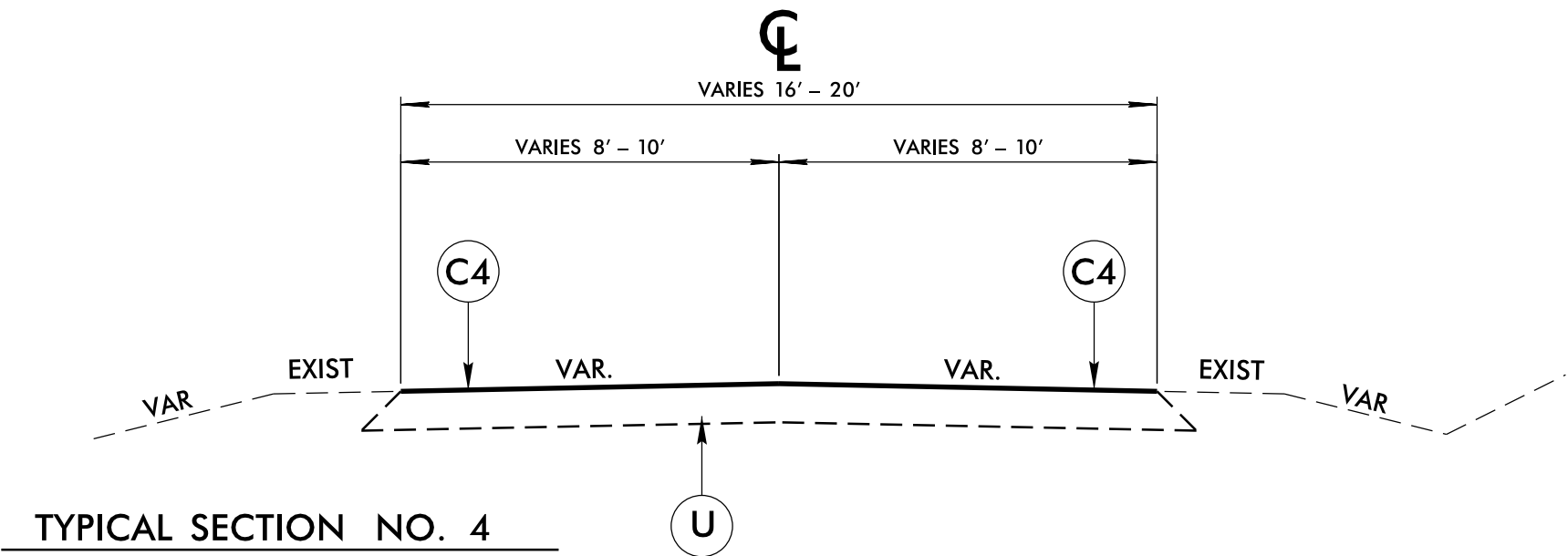
PREPARED BY: J. L. LAWS

REVIEWED BY:

REVIEWED BY:



TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4

PAVEMENT SCHEDULE	
C1	PROP. ASPHALT SURFACE TREATMENT, SINGLE SEAL
C2	PROP. ASPHALT SURFACE TREATMENT, DOUBLE SEAL
C3	PROP. ASPHALT SURFACE TREATMENT, DOUBLE SEAL (LIGHTWEIGHT AGGREGATE)
C4	PROP. ASPHALT SURFACE TREATMENT, CAPE SEAL
U	EXISTING PAVEMENT

AVERY, CALDWELL, WATAUGA COUNTIES
ASPHALT SURFACE TREATMENT
RESURFACING

DIVISION II

REVISIONS	INIT.	DATE

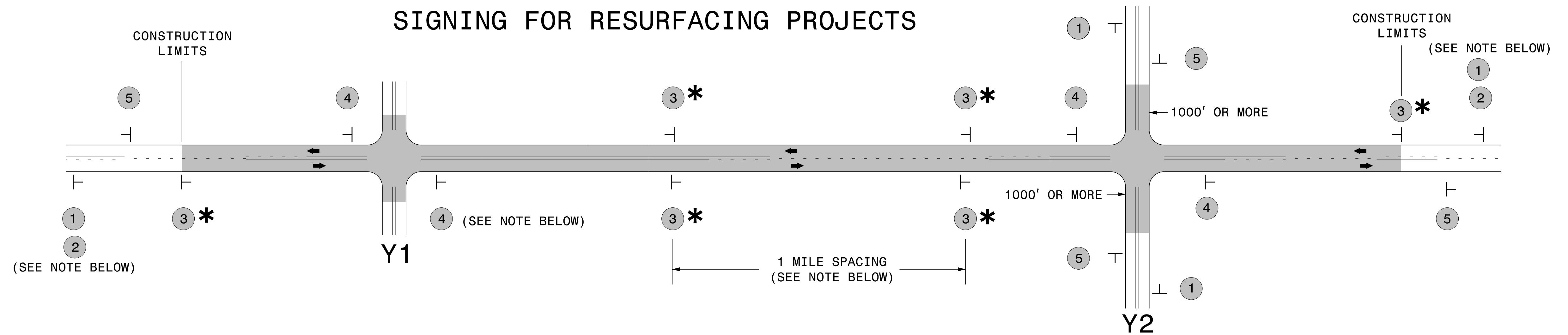
SCALE: N/A DATE: 07/2015

PREPARED BY: J. L. LAWS

REVIEWED BY:

REVIEWED BY:

N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN



LEGEND

└ STATIONARY SIGN
← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1 ROAD WORK AHEAD W20-1 48" X 48" 2 NEXT XX MILES 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. ROAD WORK AHEAD W20-1 48" X 48" W20-7 A 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.
	3 LOW/SOFT SHOULDER SP 13107 48" X 48" * PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET ½ MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	4 ROAD UNDER CONST 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.	
	5 END ROAD WORK G20-2 A 48" X 24" PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

*** 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