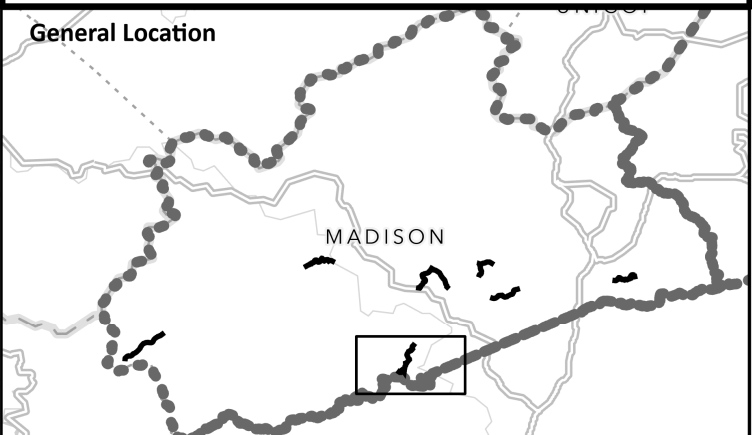


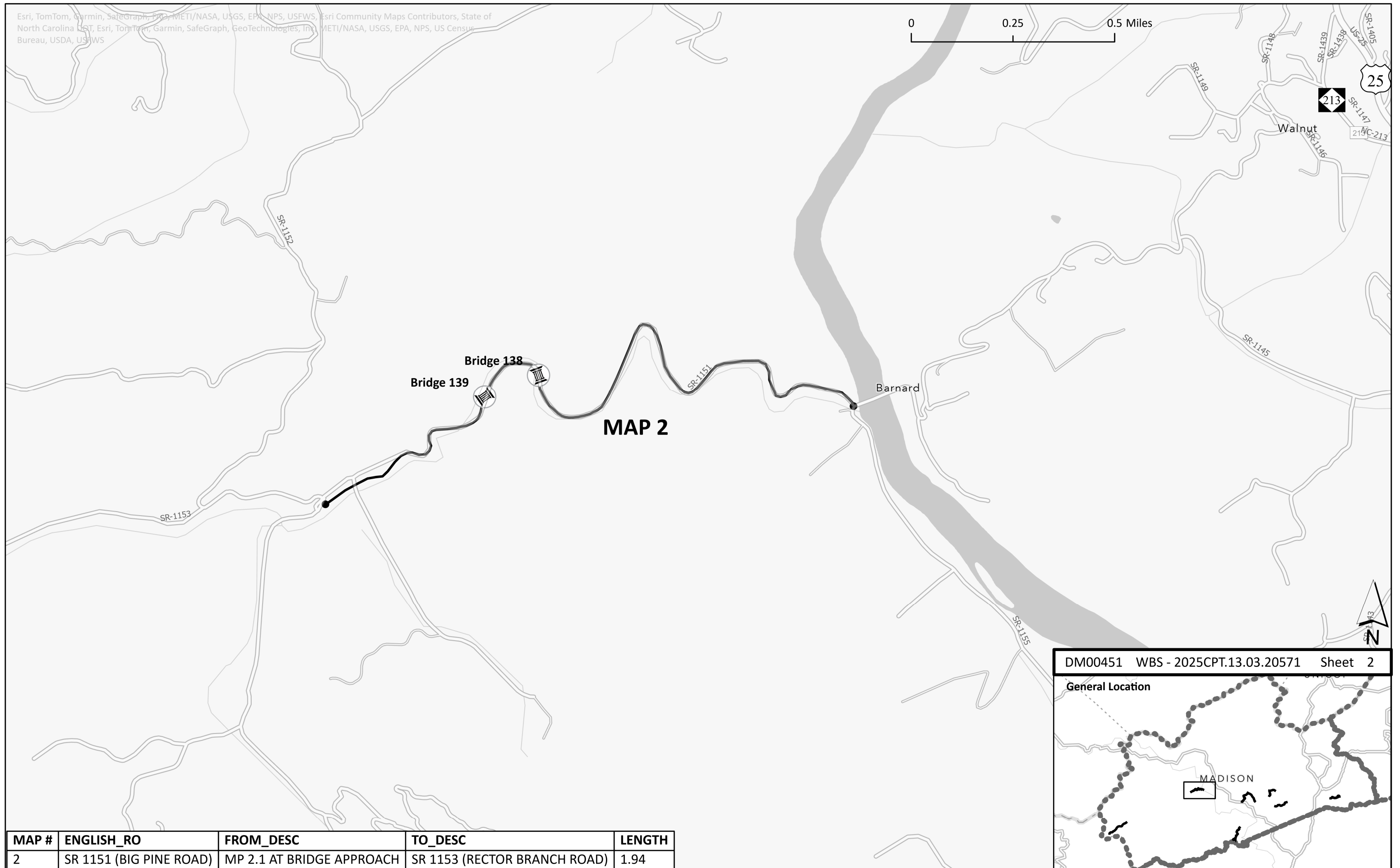
DM00451 WBS - 2025CPT.13.03.20571 Sheet 1



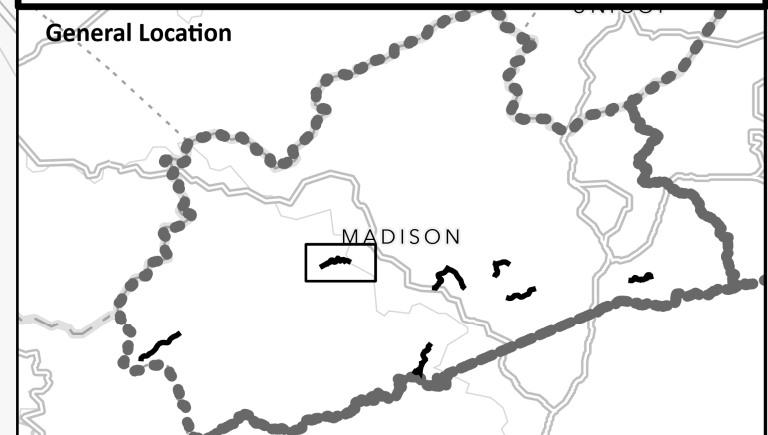
MAP #	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
1	SR 1116 (RECTOR CORNER ROAD)	SR 1114 (BEAR CREEK ROAD)	SR 1119 (HENRY NAVES ROAD)	3.12

Esri, TomTom, Garmin, SafeGraph, FDOT, METI/NASA, USGS, EPA, NPS, USFWS, Esri Community Maps Contributors, State of North Carolina DOT, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

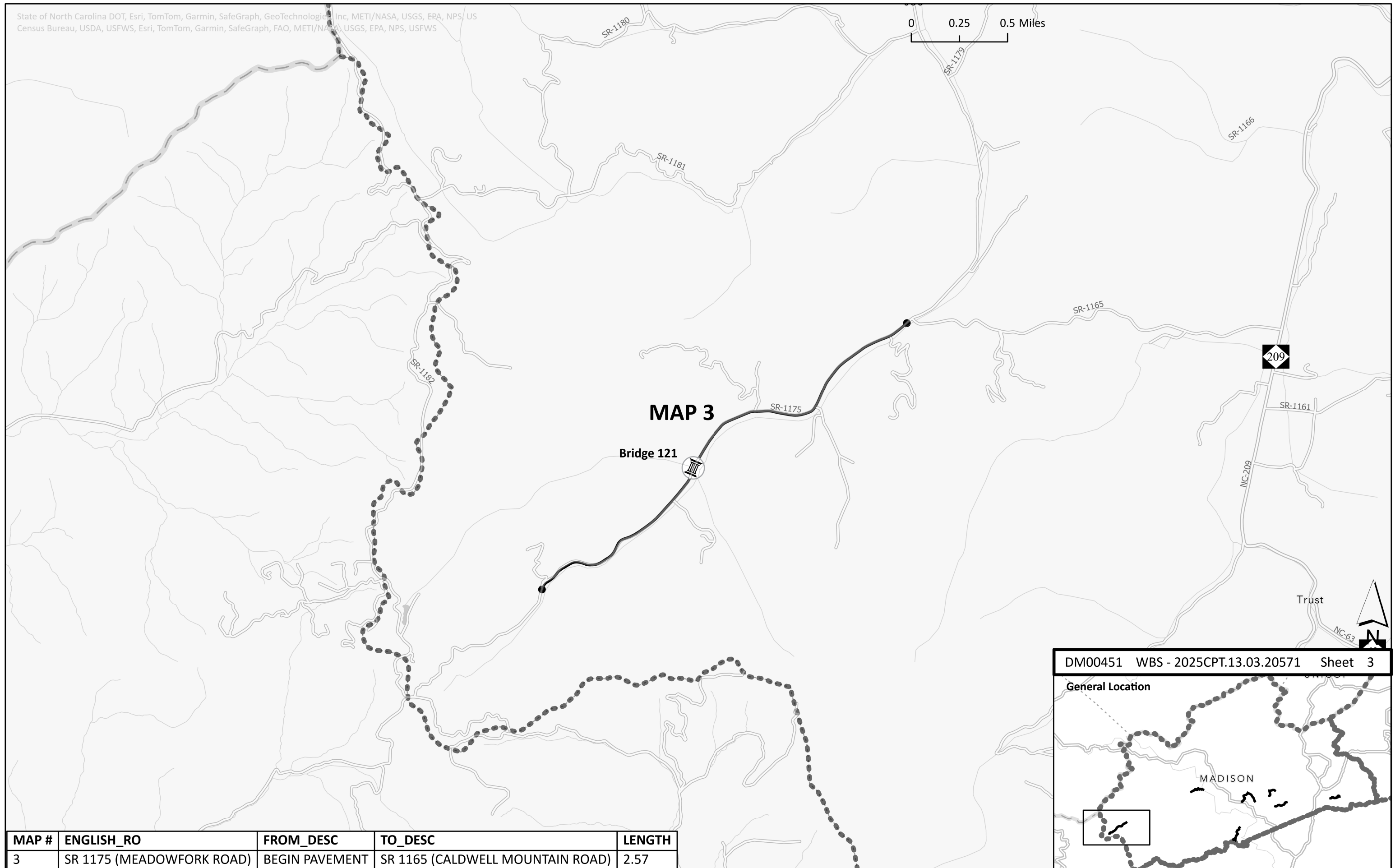
0 0.25 0.5 Miles



DM00451 WBS - 2025CPT.13.03.20571 Sheet 2



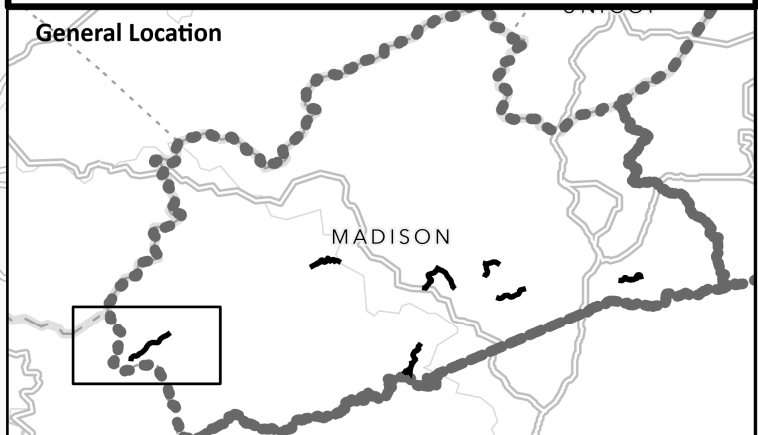
MAP #	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
2	SR 1151 (BIG PINE ROAD)	MP 2.1 AT BRIDGE APPROACH	SR 1153 (RECTOR BRANCH ROAD)	1.94



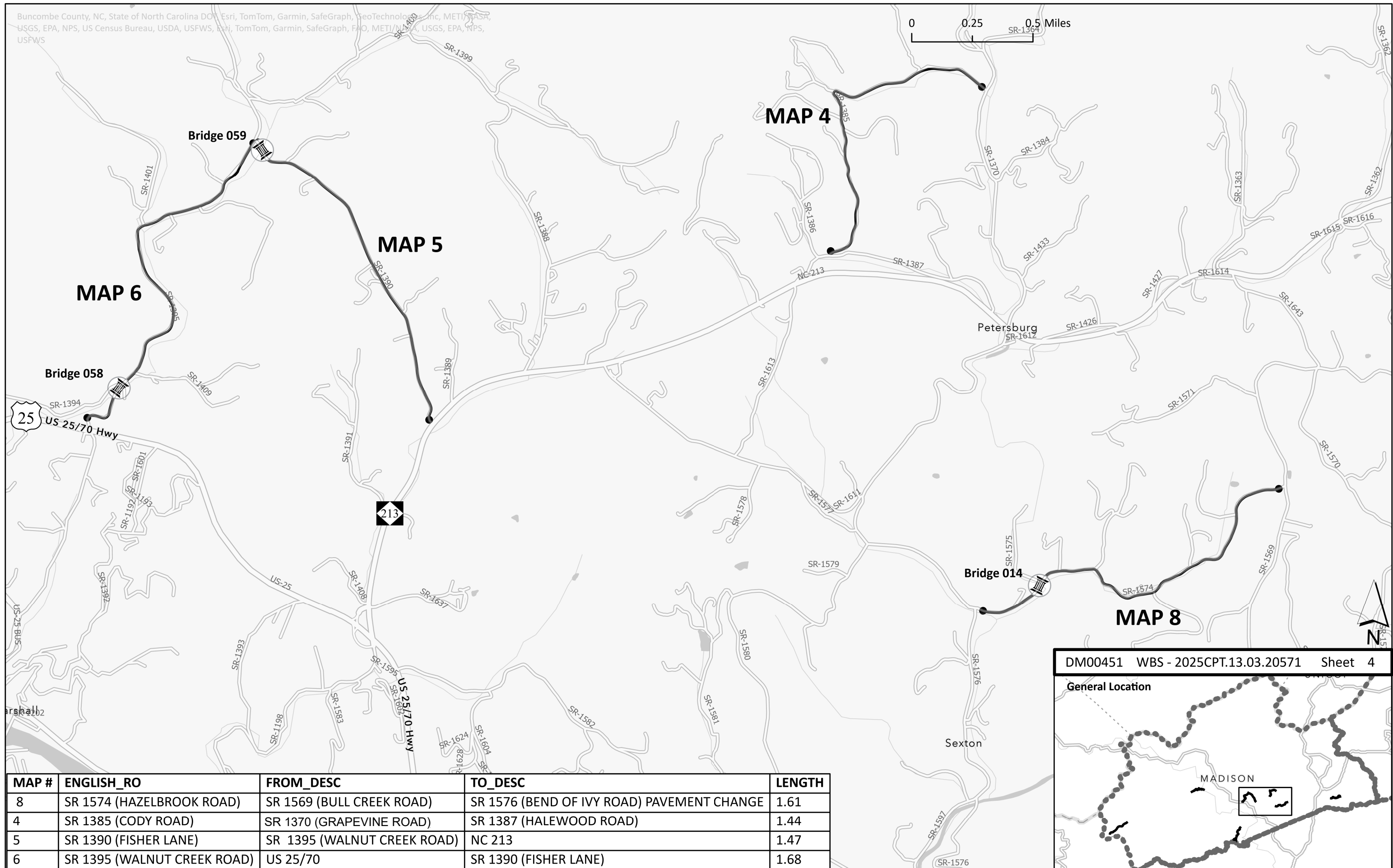
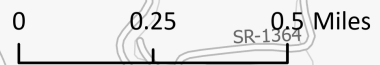
MAP 3

Bridge 121

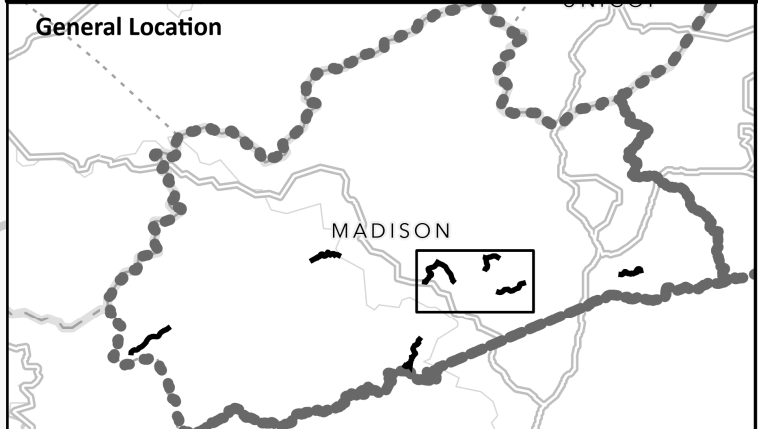
DM00451 WBS - 2025CPT.13.03.20571 Sheet 3



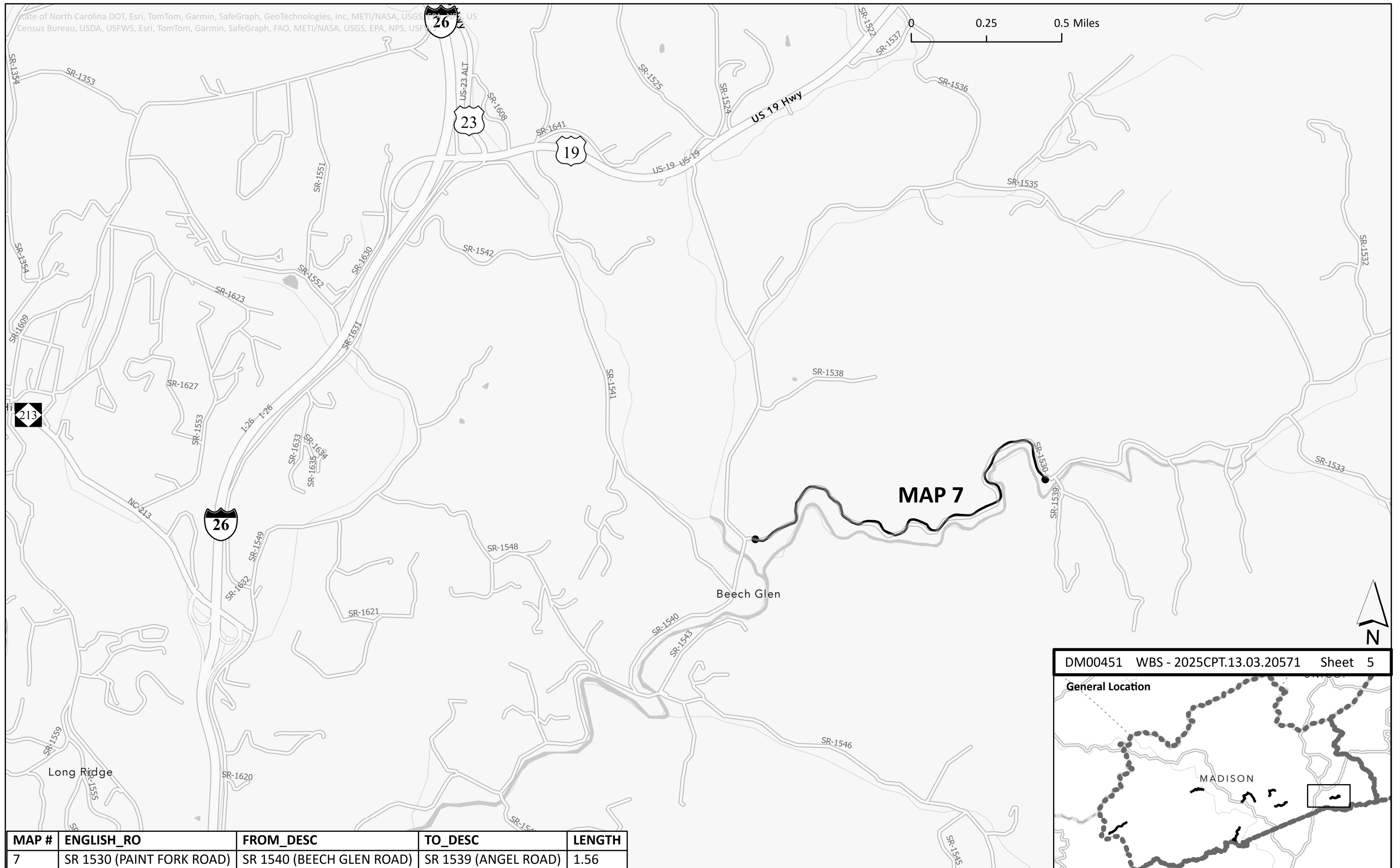
MAP #	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
3	SR 1175 (MEADOWFORK ROAD)	BEGIN PAVEMENT	SR 1165 (CALDWELL MOUNTAIN ROAD)	2.57



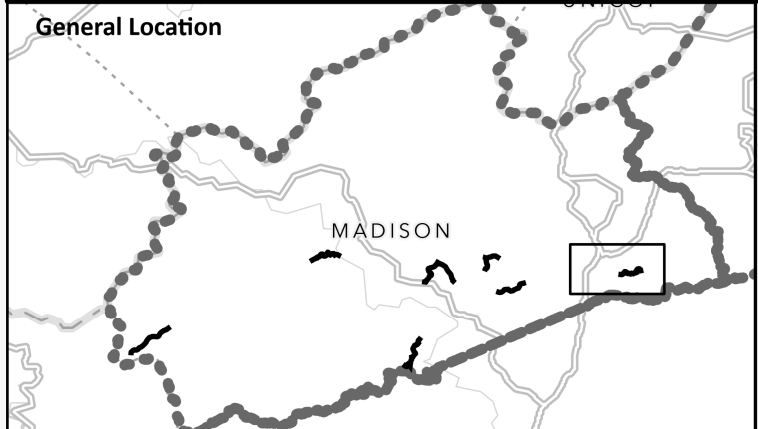
DM00451 WBS - 2025CPT.13.03.20571 Sheet 4



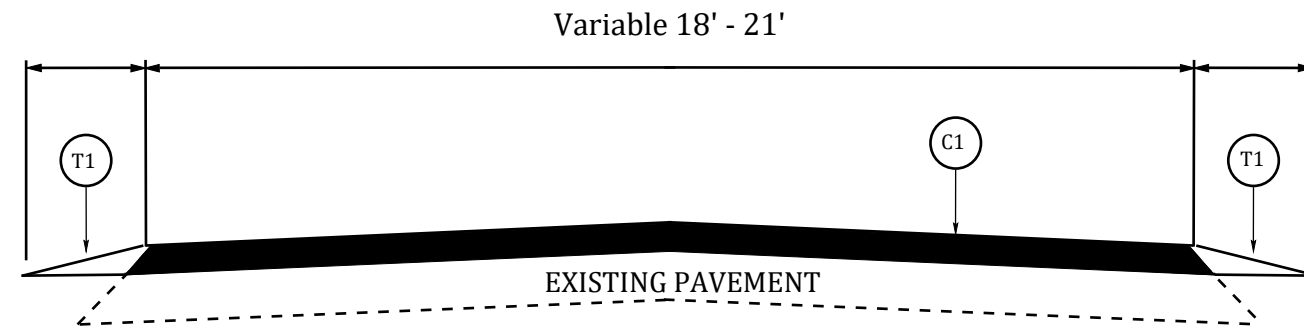
MAP #	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
8	SR 1574 (HAZELBROOK ROAD)	SR 1569 (BULL CREEK ROAD)	SR 1576 (BEND OF IVY ROAD) PAVEMENT CHANGE	1.61
4	SR 1385 (CODY ROAD)	SR 1370 (GRAPEVINE ROAD)	SR 1387 (HALEWOOD ROAD)	1.44
5	SR 1390 (FISHER LANE)	SR 1395 (WALNUT CREEK ROAD)	NC 213	1.47
6	SR 1395 (WALNUT CREEK ROAD)	US 25/70	SR 1390 (FISHER LANE)	1.68



DM00451 WBS - 2025CPT.13.03.20571 Sheet 5

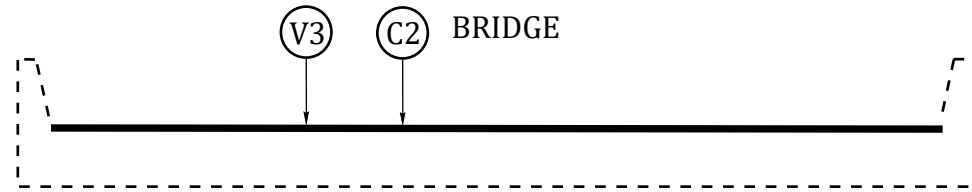


MAP #	ENGLISH_RO	FROM_DESC	TO_DESC	LENGTH
7	SR 1530 (PAINT FORK ROAD)	SR 1540 (BEECH GLEN ROAD)	SR 1539 (ANGEL ROAD)	1.56



TYPICAL SECTION #1

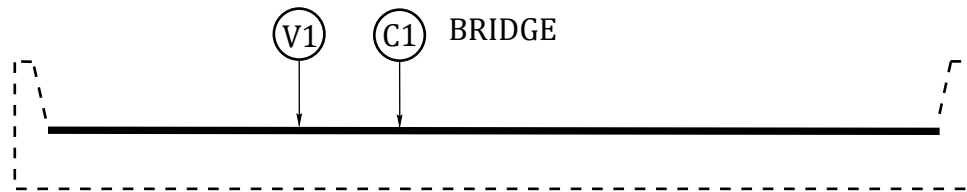
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT 1-1/2" DEPTH
V2	INCIDENTAL MILLING
V3	COORDINATE WITH BRIDGE MAINTENANCE TO REMOVE EXISTING ASPHALT 15 DAYS BEFORE RESURFACING BEGINS.



* COORDINATE WITH BRIDGE MAINTENANCE TO REMOVE EXISTING ASPHALT 15 DAYS BEFORE RESURFACING BEGINS.

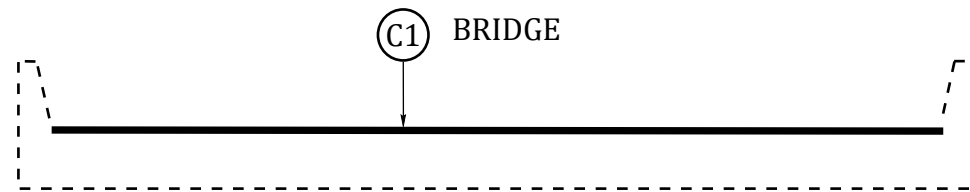
BRIDGE DETAIL

MINIMUM LIFT THICKNESS FOR S9.5C MIX IS 1.5".
 MAXIMUM LIFT THICKNESS FOR S9.5C IS 2.0", ANY LIFT THICKNESS OVER THE MAXIMUM LIFT THICKNESS SHALL BE PLACED IN MULTIPLE LAYERS. BRIDGE NUMBER 139 MAP 2
 SEE MAP FOR BRIDGE LOCATION.



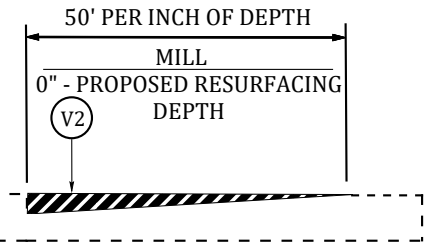
BRIDGE DETAIL

BRIDGE NUMBER 138 MAP 2, 059 MAP 5, AND 058 MAP 6
 SEE MAP FOR BRIDGE LOCATION.



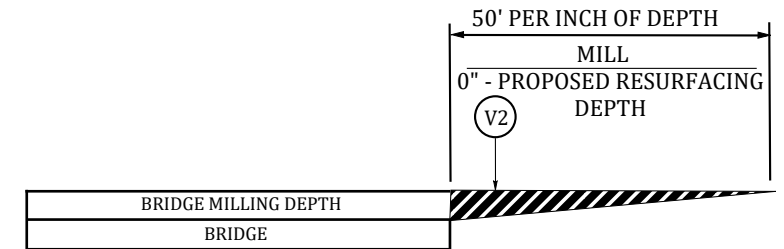
BRIDGE DETAIL

BRIDGE NUMBER 121 MAP 3, AND 014 MAP 8
 SEE MAP FOR BRIDGE LOCATION.



MILLING DETAIL TO TIE INTO EXIST PAVEMENT

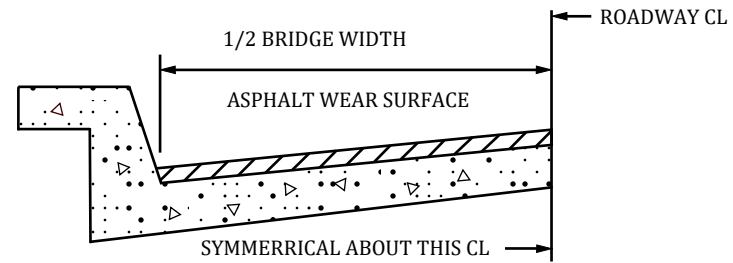
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE 9.5B OR S9.5C. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.



MILLING DETAIL AT BRIDGE APPROACHES

WHERE BRIDGES WILL BE MILLED THEN RESURFACED. THIS WILL BE PAID FOR AS INCIDENTAL MILLING. USE AT BRIDGE NUMBER: 138 MAP 2, 139 MAP 2 059 MAP 5, AND 058 MAP 6.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
T1	SHOULDER RECONSTRUCTION
V1	MILLING ASPHALT PAVEMENT 1-1/2" DEPTH
V2	INCIDENTAL MILLING
V3	COORDINATE WITH BRIDGE MAINTENANCE TO REMOVE EXISTING ASPHALT 15 DAYS BEFORE RESURFACING BEGINS.



BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

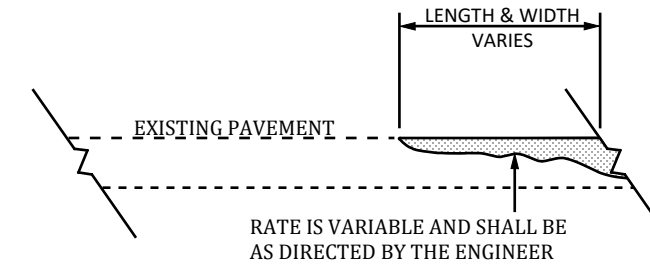
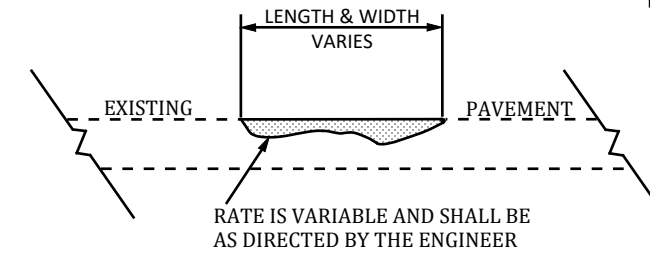
THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", S9.5B 1", S9.5C,D 1.5" - 2". ULTRA-THIN HOT MIX ASPHALT "

NOTES

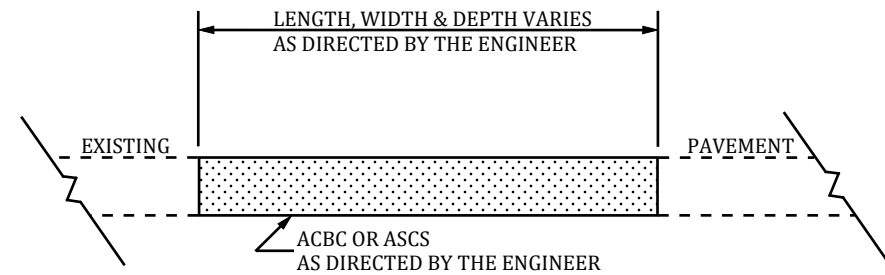
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.

SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.

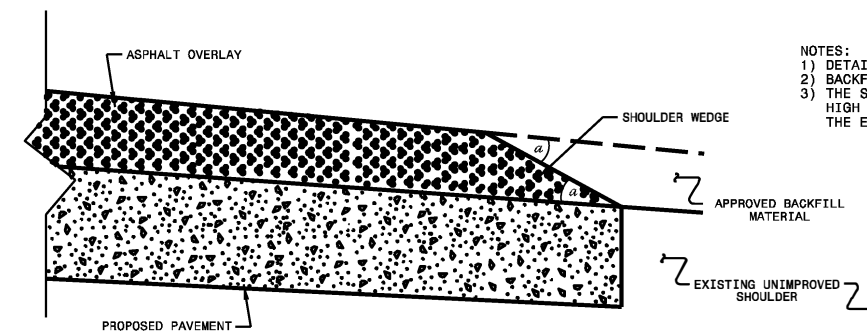
BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



DETAIL SHOWING METHOD OF WEDGING

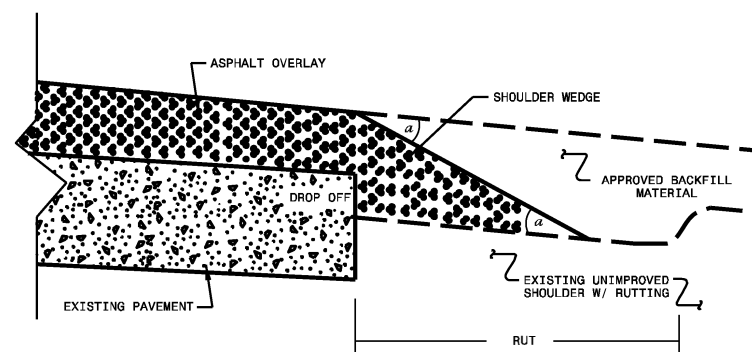


PATCHING EXISTING PAVEMENT

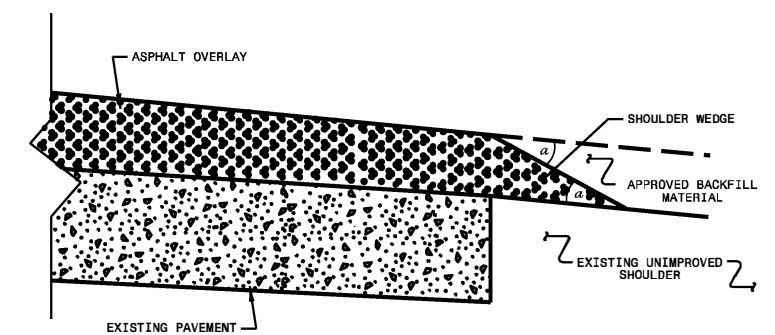


SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)

NOTES:
1) DETAIL DOES NOT APPLY TO OGAFG 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, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

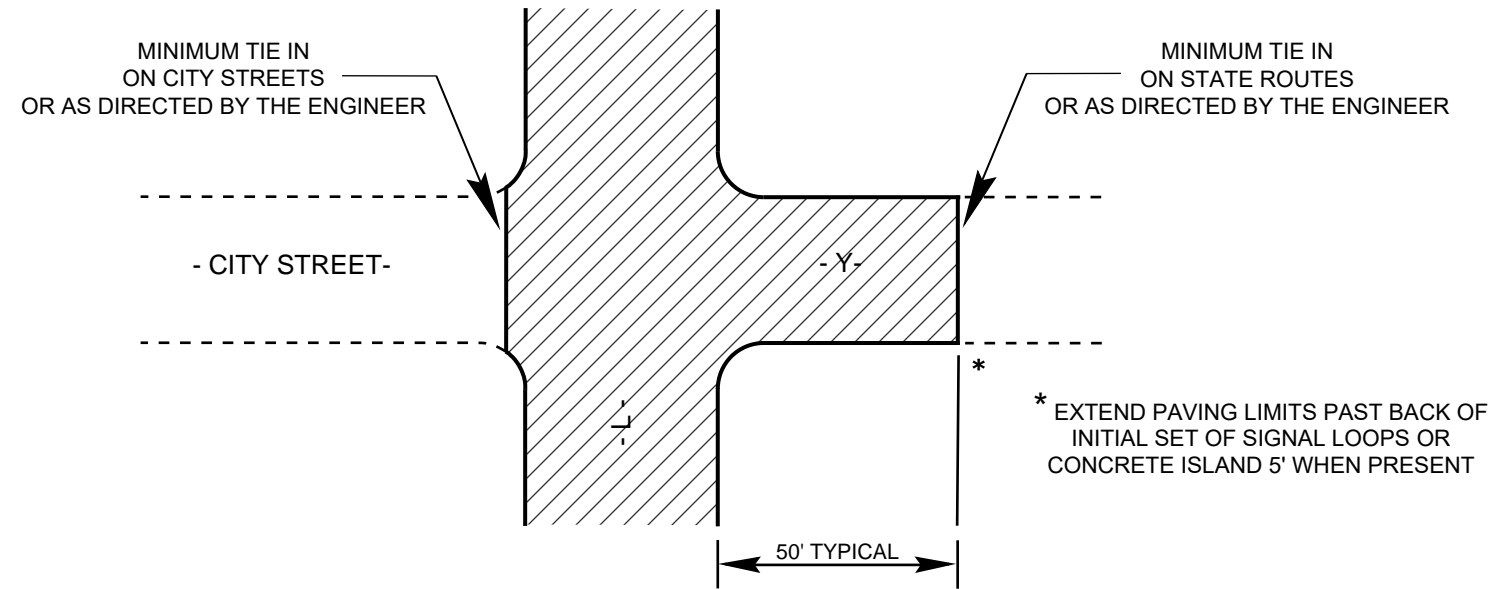


SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)

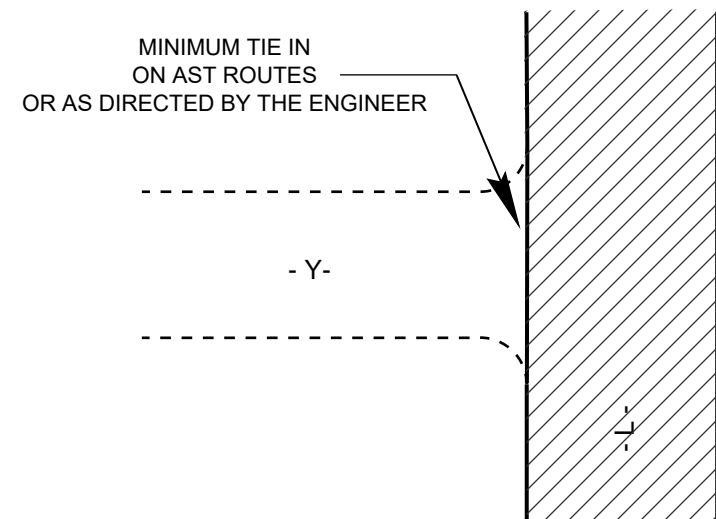


SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)

DETAIL 1



DETAIL 2



TYPICAL DETAILS OF PAVING LIMITS AT -Y- LINES

PROJECT NO.	SHEET NO.
2025CPT.13.03.20571	11

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1330000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E
														INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	LEVELING COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT
														MI	FT	TON	SMI	TON	SY	TON	TONS
2025CPT.13.03.20571	Madison	1	SR 1116 (RECTOR CORNER ROAD)	FROM SR 1114 (BEAR CREEK ROAD) TO SR 1119 (HENRY NAVES ROAD)	1	2	2WU	NO	NO	3.12	20	0.01	3.13	50	6.24	812	1,093	3,322	40	203	100
2025CPT.13.03.20571	Madison	2	SR 1151 (BIG PINE ROAD)	FROM MP 2.1 AT BRIDGE TO SR 1153 (RECTOR BRANCH ROAD)	1	2	2WU	NO	NO	1.94	19	2.10	4.04	40	3.88	505	1,798	1,982	100	130	150
2025CPT.13.03.20571	Madison	3	SR 1175 (MEADOW FORK ROAD)	FROM BEGIN PAVEMENT TO SR 1165 (CALDWELL MOUNTAIN ROAD)	1	2	2WU	NO	NO	2.57	19	1.06	3.63	65	5.14	669	210	2,580	40	178	480
2025CPT.13.03.20571	Madison	4	SR 1385 (CODY ROAD)	FROM SR 1370 (GRAPEVINE ROAD) TO SR 1387 (HALEWOOD ROAD)	1	2	2WU	NO	NO	1.44	18	0.01	1.45	44	2.88	375	400	1,445	20	94	165
2025CPT.13.03.20571	Madison	5	SR 1390 (FISHER LANE)	FROM SR 1395 (WALNUT CREEK ROAD) TO NC 213	1	2	2WU	NO	NO	1.47	20	0.00	1.47	68	2.94	383	821	1,572		94	20
2025CPT.13.03.20571	Madison	6	SR 1395 (WALNUT CREEK ROAD)	FROM US 25/70 TO SR 1390 (FISHER LANE)	1	2	2WU	NO	NO	1.68	21	0.91	2.59	18	3.36	437	1,698	1,910	60	120	75
2025CPT.13.03.20571	Madison	7	SR 1530 (PAINT FORK ROAD)	FROM SR 1540 (BEECH GLEN ROAD) TO SR 1539 (ANGEL ROAD)	1	2	2WU	NO	NO	1.56	18	0.02	1.58	38	3.12	406	320	1,495	60	98	125
2025CPT.13.03.20571	Madison	8	SR 1574 (HAZEL BROOK ROAD)	FROM SR 1569 (BULL CREEK ROAD) TO SR 1576 (BEND OF IVY ROAD) PAVEMENT CHANGE		2	2WU	NO	NO	1.61	19	0.01	1.62	50	3.22	419	450	1,630	40	106	165
TOTAL FOR PROJ NO. 2025CPT.13.03.20571										15.39				373	30.78	4,006	6,790	15,936	360	1,023	1,280
GRAND TOTAL										15.39				373	30.78	4,006	6,790	15,936	360	1,023	1,280

PROJECT NO.	SHEET NO.
2025CPT.13.03.20571	12

THERMOPLASTIC AND PAINT QUANTITIES

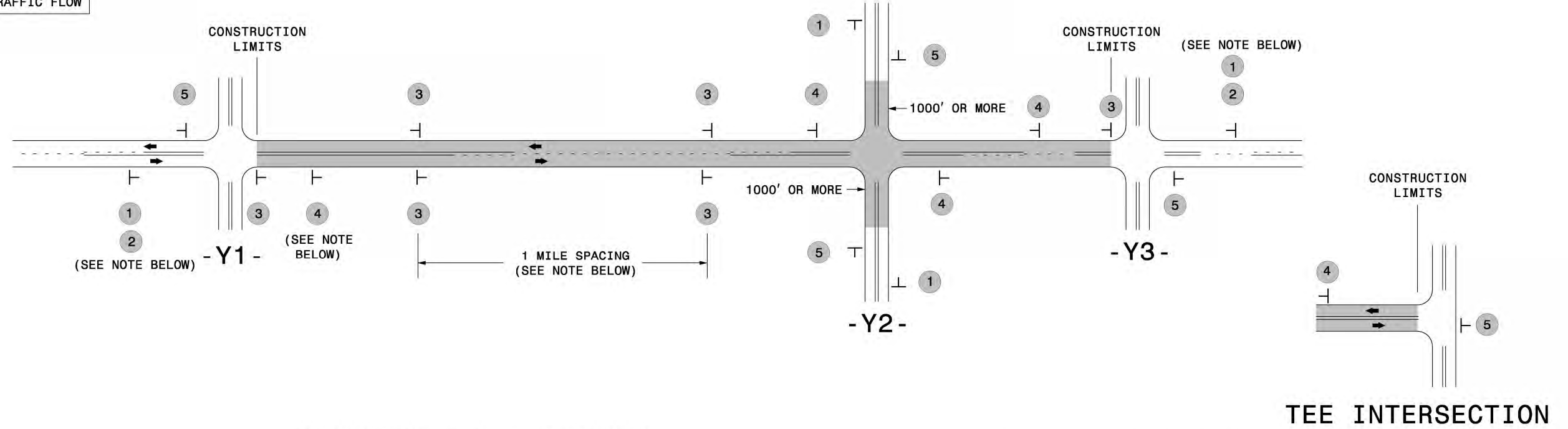
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E WORK ZONE ADVANCE /GENERAL WARNING SIGNING	4457000000-N TEMPORARY TRAFFIC CONTROL	4890000000-E HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 55 MILS) (WHITE)	4890000000-E HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES (4", 55 MILS) (YELLOW)
								MI	FT			SF	LS	LF	LF
2025CPT.13.03.20571	Madison	1	SR 1116 (RECTOR CORNER ROAD)	FROM SR 1114 (BEAR CREEK ROAD) TO SR 1119 (HENRY NAVES ROAD)	1	2	2WU	3.12	20	0.01	3.13	275	*	32,948	32,948
2025CPT.13.03.20571	Madison	2	SR 1151 (BIG PINE ROAD)	FROM MP 2.1 AT BRIDGE TO SR 1153 (RECTOR BRANCH ROAD)	1	2	2WU	1.94	19	2.10	4.04	218		20,490	20,490
2025CPT.13.03.20571	Madison	3	SR 1175 (MEADOW FORK ROAD)	FROM BEGIN PAVEMENT TO SR 1165 (CALDWELL MOUNTAIN ROAD)	1	2	2WU	2.57	19	1.06	3.63	288		27,140	27,140
2025CPT.13.03.20571	Madison	4	SR 1385 (CODY ROAD)	FROM SR 1370 (GRAPEVINE ROAD) TO SR 1387 (HALEWOOD ROAD)	1	2	2WU	1.44	18	0.01	1.45	162		15,206	15,206
2025CPT.13.03.20571	Madison	5	SR 1390 (FISHER LANE)	FROM SR 1395 (WALNUT CREEK ROAD) TO NC 213	1	2	2WU	1.47	20	0.00	1.47	2		15,524	15,524
2025CPT.13.03.20571	Madison	6	SR 1395 (WALNUT CREEK ROAD)	FROM US 25/70 TO SR 1390 (FISHER LANE)	1	2	2WU	1.68	21	0.91	2.59	2		17,740	17,740
2025CPT.13.03.20571	Madison	7	SR 1530 (PAINT FORK ROAD)	FROM SR 1540 (BEECH GLEN ROAD) TO SR 1539 (ANGEL ROAD)	1	2	2WU	1.56	18	0.02	1.58	175		16,474	16,474
2025CPT.13.03.20571	Madison	8	SR 1574 (HAZEL BROOK ROAD)	FROM SR 1569 (BULL CREEK ROAD) TO SR 1576 (BEND OF IVY ROAD) PAVEMENT CHANGE	1	2		1.61	19	0.01	1.62	180		17,002	17,002
TOTAL FOR PROJ NO. 2025CPT.13.03.20571								15.39				1,302	1	162,524	162,524
GRAND TOTAL								15.39				1,302	1	162,524	162,524

SIGNING FOR RESURFACING PROJECTS

LEGEND

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	2		#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3		- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4		- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

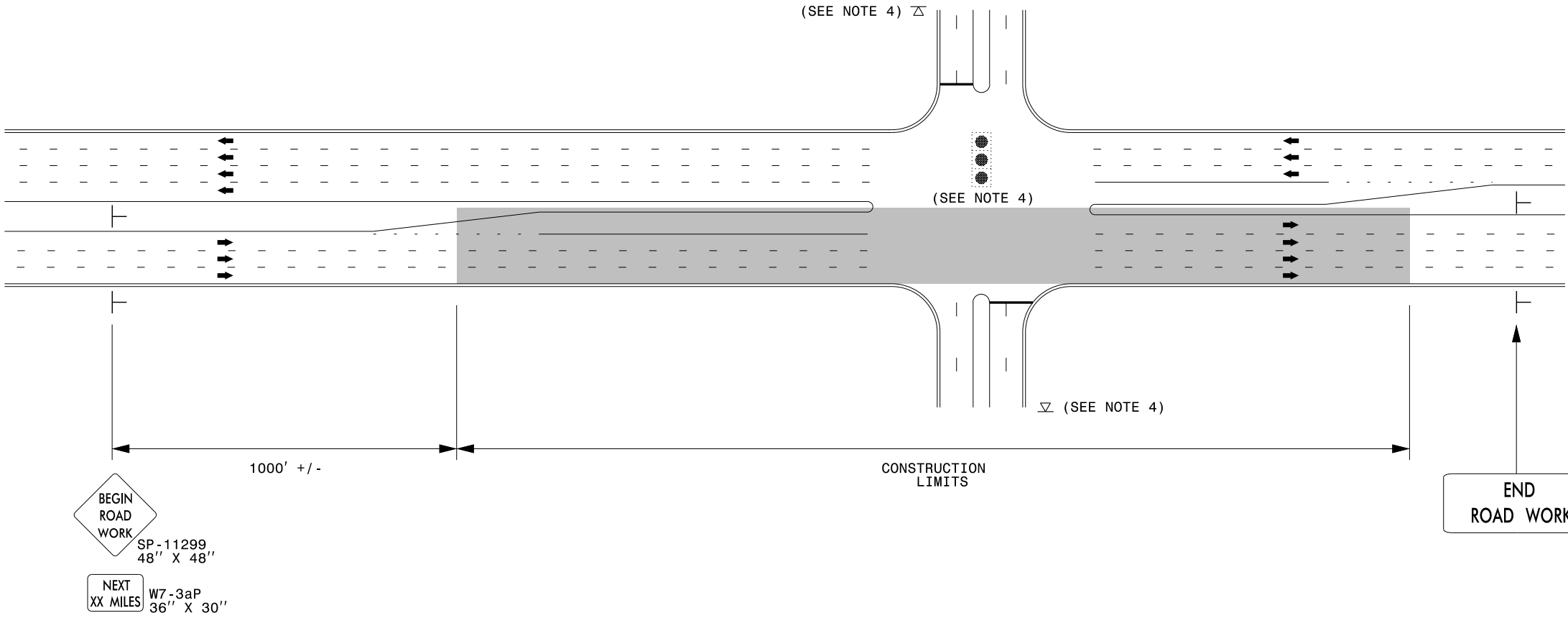
MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.

ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

5/15/2017 S:\T\13\WZTC\Resurfacing\2L2W & AST_ Resurfacing_Details\Resurfacing_AdvWarn_2Ln.dgn User:keads

URBAN / SUBURBAN WORKZONES



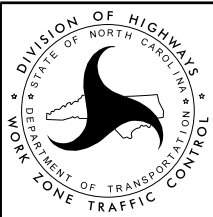
NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

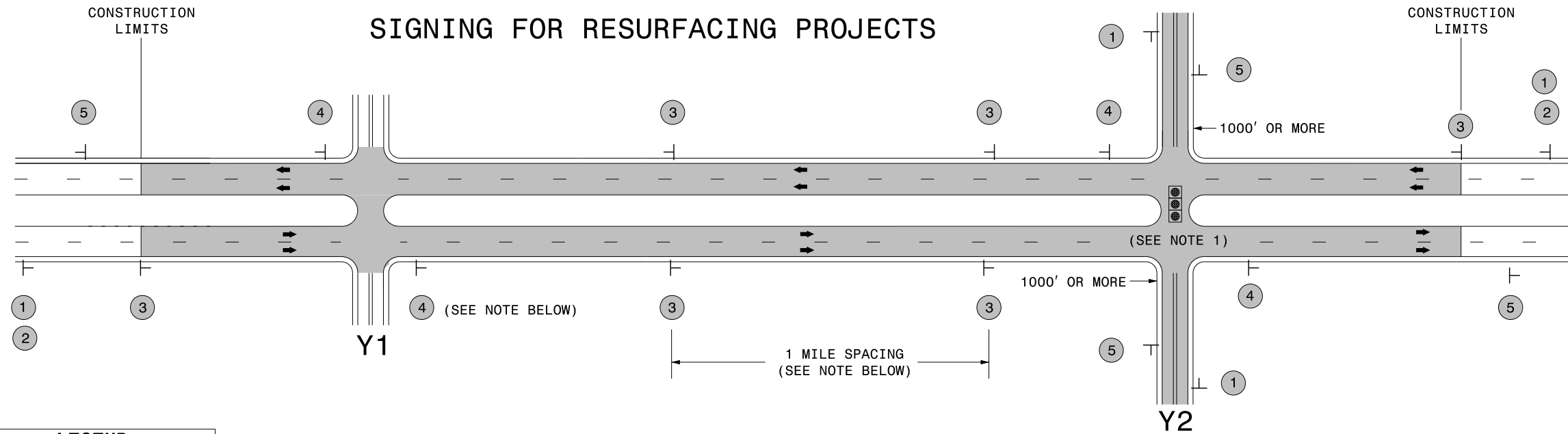
LEGEND

┆ STATIONARY SIGN

➔ DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <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> <div style="display: flex; justify-content: space-around;"> <div> W20-1 48" X 48" </div> <div> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
	2	 W7-3aP 24" X 18"	#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	 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 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	4	 SP 13106 48" X 48"	THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.	
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

**RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS**

3/23/2015
 C:\Users\rmgarrrett\Downloads\Resurfacing_AdvWarn_LrSu_Shldr.dgn
 User:rmgarrrett