

CARTERET CRAVEN & PAMLICO COUNTY

DB00377

WBS# 2018CPT.02.10.20162
 2018CPT.02.11.20252
 2018CPT.02.12.20692

LOCATION: FORTY SIX MAPS IN DISTRICT 2

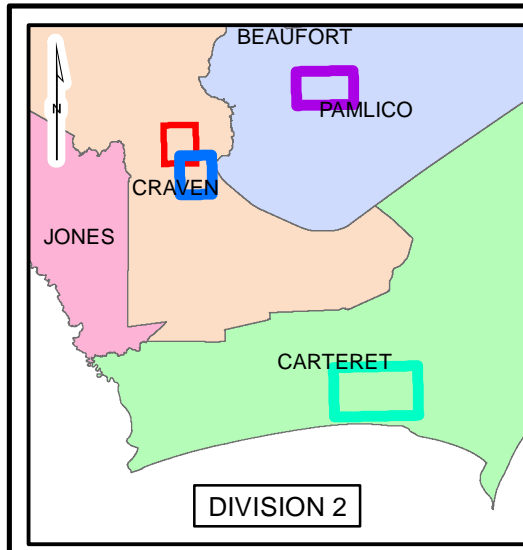
TYPE OF WORK: ASPHALT PATCHING, SAND ASPHALT, SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00377	2



NCDOT
 DIVISION 2





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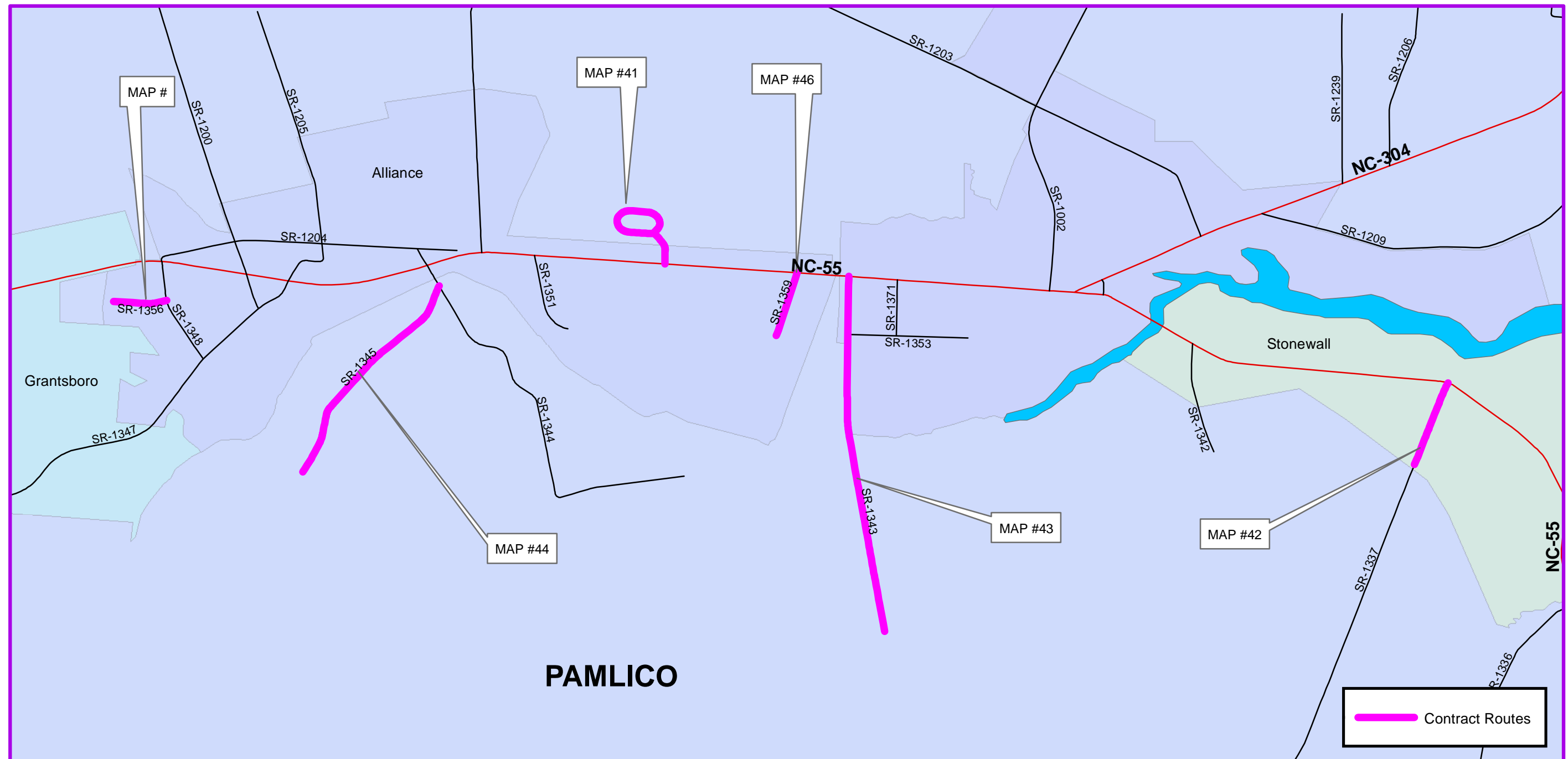
LOCATION: FORTY SIX MAPS IN DISTRICT 2

TYPE OF WORK: ASPHALT PATCHING, SAND ASPHALT, SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00377	3

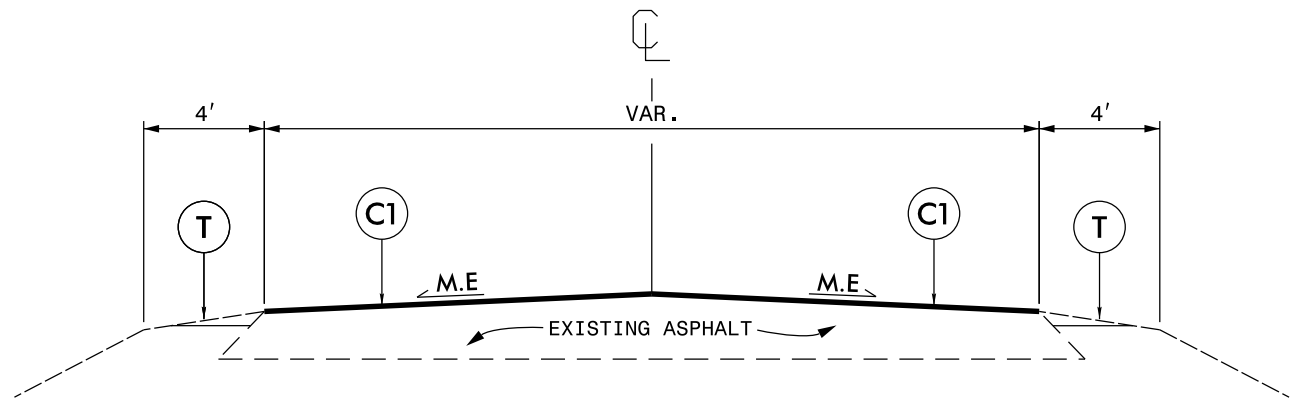


NCDOT
 DIVISION 2



TYPICAL SECTION NO. 1

MAP 1,2,3,7,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,
28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,44,45,46

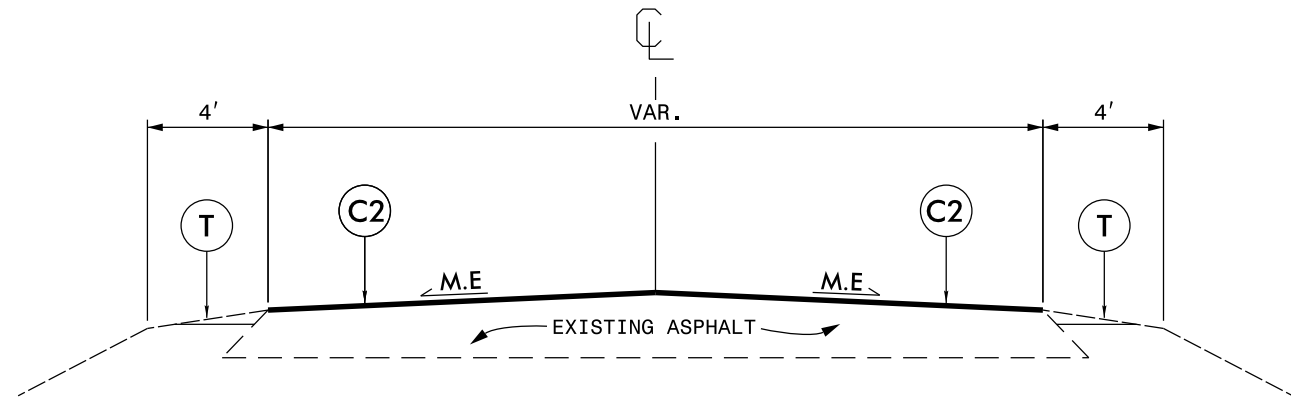


NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. MAP 7 - RIVERSIDE DR. WILL RECEIVE (2) 1" LIFTS AT FULL WIDTH OF ASPHALT SURFACE COURSE FROM STATION 0+00 TO 19+35 FOR A TOTAL OF 2". LYNN CT. WILL RECEIVE ONLY 1" AT FULL WIDTH OF ASPHALT SURFACE COURSE.
4. MAP 10 - OVERLAY DAMAGED AREA OF CUL-DE-SAC WITH 1" LIFT OF ASPHALT SURFACE COURSE, PRIOR TO FINAL LAYER, AS DIRECTED BY ENGINEER.
5. PERFORM 4" FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON PAGE 7. PLACE ASPHALT BASE COURSE B25.0B IN ONE LIFT TO BACKFILL.
6. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 2

MAP 43



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, OR AS DIRECTED BY ENGINEER.
2. MILL ASPHALT PAVEMENT TO A DEPTH OF 0" TO 1" AT FULL WIDTH OF EXISTING PAVEMENT FROM STA. 40+22 TO 42+43, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE

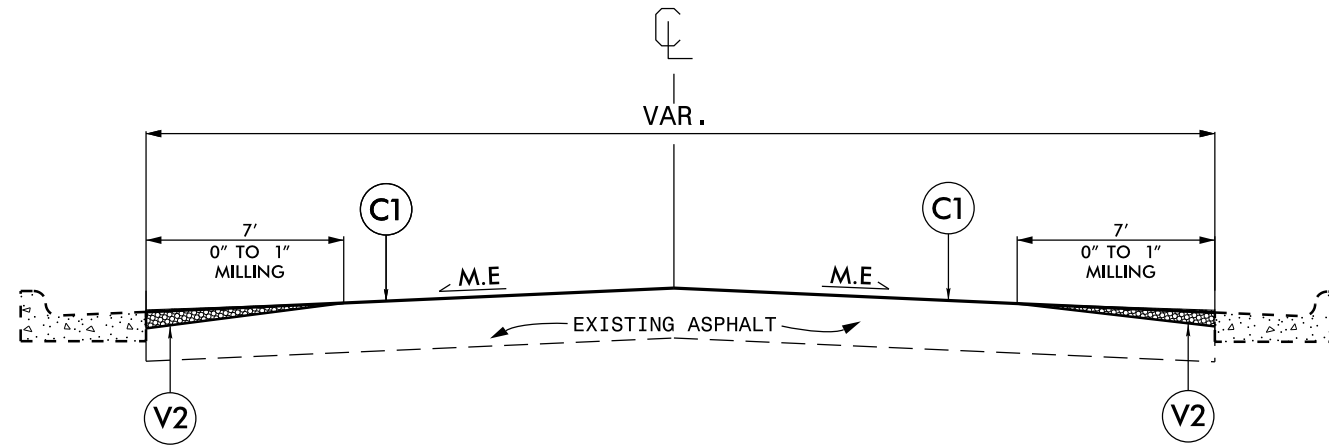
C1	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100.0 LBS. PER SQ.YD.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224.0 LBS. PER SQ.YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING
V2	0" - 1" DEPTH MILLING

DRAWINGS NOT TO SCALE

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

TYPICAL SECTION NO. 3

MAP 4,5,6,8,9



NOTE:

1. MILL ASPHALT PAVEMENT TO A DEPTH OF 0" TO 1" FOR 7 FT. TO TIE TO EXISTING CURB AND GUTTER, OR AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, OR AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE

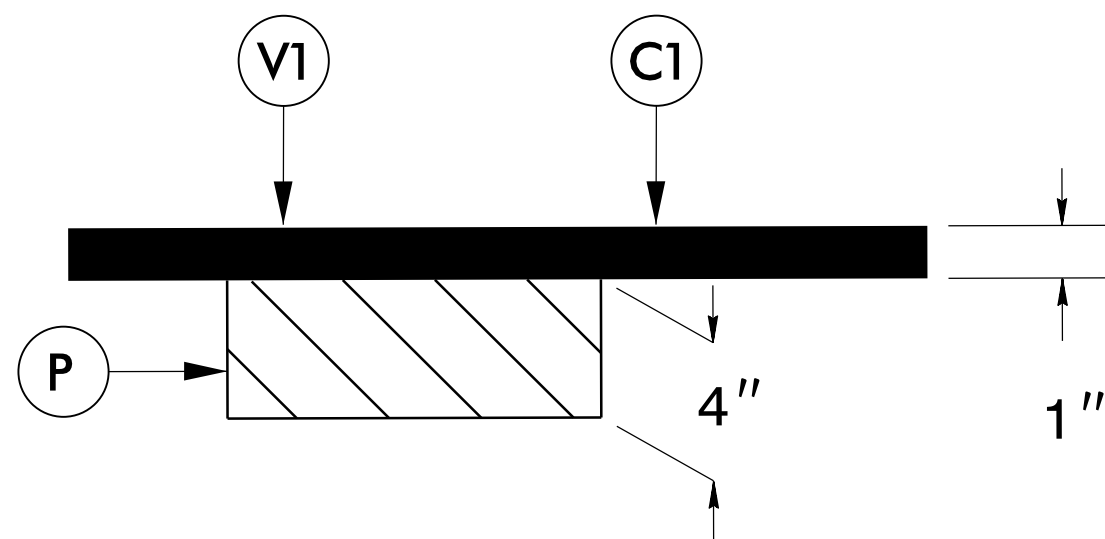
C1	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100.0 LBS. PER SQ.YD.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224.0 LBS. PER SQ.YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING
V2	0" - 1" DEPTH MILLING

DRAWINGS NOT TO SCALE

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

4" DEPTH MILL PATCHING DETAIL

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 100.0 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B 25.0B
DRAWINGS NOT TO SCALE	



NOTE:

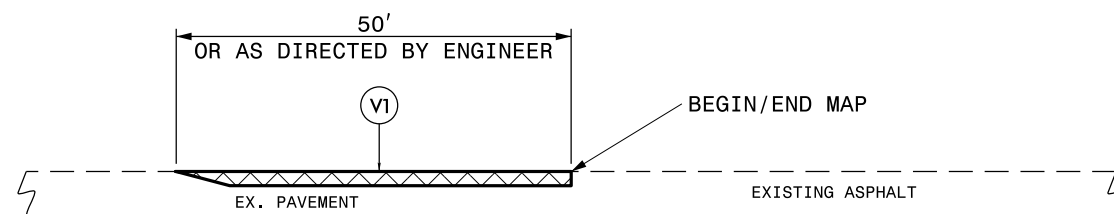
1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 4" DEPTH MILL PATCHING.
2. THE CONTRACTOR SHALL PERFORM THE 4" DEPTH MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00377	8	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E		4457000000-N		
										WORK ZONE	ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL		
										MI	FT	SF	LS	
2018CPT.02.10.20162	Carteret	1	SR 1261	FROM SR 1177 TO SR 1261	1	2	2WU	0.40	20	45		0.03		
TOTAL FOR MAP NO. 1											0.40	45	0.03	
2018CPT.02.10.20162	Carteret	2	SR 1608	FROM SR 1605 TO SR 1609	1	2	2WU	0.25	20	30		0.02		
TOTAL FOR MAP NO. 2											0.25	30	0.02	
2018CPT.02.10.20162	Carteret	3	SR 1609	FROM SR 1177 TO DEAD END	1	2	2WU	0.17	20	20		0.01		
TOTAL FOR MAP NO. 3											0.17	20	0.01	
2018CPT.02.10.20162	Carteret	4	SR 1624	FROM SR 1177 TO END MAINT.	3	2	2WU	0.31	32	35		0.02		
TOTAL FOR MAP NO. 4											0.31	35	0.02	
2018CPT.02.10.20162	Carteret	5	SR 1628	FROM SR 1177 TO END MAINT.	3	2	2WU	0.58	30	65		0.04		
TOTAL FOR MAP NO. 5											0.58	65	0.04	
2018CPT.02.10.20162	Carteret	6	SR 1629	FROM SR 1628 TO END MAINT.	3	2	2WU	0.14	25	20		0.01		
TOTAL FOR MAP NO. 6											0.14	20	0.01	
2018CPT.02.10.20162	Carteret	7	SR 1631	FROM NC 101 TO END MAINT.	1	2	2WU	0.38	20	45		0.03		
TOTAL FOR MAP NO. 7											0.38	45	0.03	
2018CPT.02.10.20162	Carteret	8	SR 1669	FROM SR 1668 TO CUL-DE-SAC	3	2	2WU	0.06	24	10		0.01		
TOTAL FOR MAP NO. 8											0.06	10	0.01	
2018CPT.02.10.20162	Carteret	9	SR 1671	FROM SR 1243 TO SR 1714	3	2	2WU	0.15	31	20		0.01		
TOTAL FOR MAP NO. 9											0.15	20	0.01	
2018CPT.02.10.20162	Carteret	10	SR 1709	FROM SR 1706 TO END MAINT.	1	2		0.06	22	10		0.01		
TOTAL FOR MAP NO. 10											0.06	10	0.01	
2018CPT.02.10.20162	Carteret	11	SR 1710	FROM SR 1706 TO END MAINT.	1	2	2WU	0.04	24	5			0.00	
TOTAL FOR MAP NO. 11											0.04	5	0.00	
TOTAL FOR PROJ NO. 2018CPT.02.10.20162											2.54	305	0.19	
2018CPT.02.11.20252	Craven	12	SR 1117	FROM SR 1113 TO END MAINT.	1	2	2WU	0.88	20	100		0.06		
TOTAL FOR MAP NO. 12											0.88	100	0.06	
2018CPT.02.11.20252	Craven	13	SR 1120	FROM SR 1113 TO DEAD END	1	2	2WU	0.46	18	55		0.03		
TOTAL FOR MAP NO. 13											0.46	55	0.03	
2018CPT.02.11.20252	Craven	14	SR 1125	FROM SR 1113 TO SR 1179	1	2	2WU	0.24	19	30		0.02		
TOTAL FOR MAP NO. 14											0.24	30	0.02	
2018CPT.02.11.20252	Craven	15	SR 1127	FROM SR 1113 TO SR 1155	1	2	2WU	0.24	16	30		0.02		
TOTAL FOR MAP NO. 15											0.24	30	0.02	
2018CPT.02.11.20252	Craven	16	SR 1133	FROM SR 1129 TO SR 1915	1	2	2WU	0.38	16	45		0.03		
TOTAL FOR MAP NO. 16											0.38	45	0.03	
2018CPT.02.11.20252	Craven	17	SR 1136	FROM SR 1915 TO DEAD END	1	2	2WU	0.27	24	30		0.02		
TOTAL FOR MAP NO. 17											0.27	30	0.02	
2018CPT.02.11.20252	Craven	18	SR 1164	FROM SR 1113 TO DEAD END	1	2	2WU	0.50	20	55		0.04		
TOTAL FOR MAP NO. 18											0.50	55	0.04	
2018CPT.02.11.20252	Craven	19	SR 1179	FROM SR 1125 TO SR 1180	1	2	2WU	0.20	18	25		0.01		
TOTAL FOR MAP NO. 19											0.20	25	0.01	
2018CPT.02.11.20252	Craven	20	SR 1180	FROM SR 1179 TO SR 1125	1	2	2WU	0.27	18	30		0.02		
TOTAL FOR MAP NO. 20											0.27	30	0.02	
2018CPT.02.11.20252	Craven	21	SR 1194	FROM SR 1171 TO SR 1195	1	2	2WU	0.18	21	20		0.01		
TOTAL FOR MAP NO. 21											0.18	20	0.01	
2018CPT.02.11.20252	Craven	22	SR 1195	FROM SR 1194 TO DEAD END	1	2	2WU	0.12	20	15		0.01		
TOTAL FOR MAP NO. 22											0.12	15	0.01	
2018CPT.02.11.20252	Craven	23	SR 1900	FROM SR 1116 TO SR 1900	1	2	2WU	0.41	21	45		0.03		
TOTAL FOR MAP NO. 23											0.41	45	0.03	
2018CPT.02.11.20252	Craven	24	SR 1901	FROM SR 1900 TO DEAD END	1	2	2WU	0.03	14	5			0.00	
TOTAL FOR MAP NO. 24											0.03	5	0.00	
2018CPT.02.11.20252	Craven	25	SR 1902	FROM SR 1900 TO DEAD END	1	2	2WU	0.05	25	10			0.00	
TOTAL FOR MAP NO. 25											0.05	10	0.00	
2018CPT.02.11.20252	Craven	26	SR 1903	FROM SR 1900 TO DEAD END	1	2	2WU	0.07	25	10		0.01		
TOTAL FOR MAP NO. 26											0.07	10	0.01	
2018CPT.02.11.20252	Craven	27	SR 1933	FROM SR 1114 TO DEAD END	1	2	2WU	0.07	18	10		0.01		
TOTAL FOR MAP NO. 27											0.07	10	0.01	
2018CPT.02.11.20252	Craven	28	SR 1947	FROM SR 1933 TO DEAD END	1	2	2WU	0.04	18	20		0.01		
TOTAL FOR MAP NO. 28											0.04	20	0.01	
2018CPT.02.11.20252	Craven	29	SR 1949	FROM SR 1113 TO DEAD END	1	2	2WU	0.29	18	35		0.01		
TOTAL FOR MAP NO. 29											0.29	35	0.01	
2018CPT.02.11.20252	Craven	30	SR 1961	FROM SR 1114 TO DEAD END	1	2	2WU	0.08	18	10		0.01		
TOTAL FOR MAP NO. 30											0.08	10	0.01	
2018CPT.02.11.20252	Craven	31	SR 1977	FROM SR 2043 TO CUL-DE-SAC	1	2	2WU	0.88	20	100		0.06		
TOTAL FOR MAP NO. 31											0.88	100	0.06	
2018CPT.02.11.20252	Craven	32	SR 1980	FROM SR 1114 TO SR 1981	1	2	2WU	0.07	20	10		0.01		
TOTAL FOR MAP NO. 32											0.07	10	0.01	
2018CPT.02.11.20252	Craven	33	SR 1981	FROM DEAD END TO DEAD END	1	2	2WU	0.06	18	30		0.02		
TOTAL FOR MAP NO. 33											0.06	30	0.02	
2018CPT.02.11.20252	Craven	34	SR 1982	FROM SR 1114 TO DEAD END	1	2	2WU	0.22	20	25		0.02		
TOTAL FOR MAP NO. 34											0.22	25	0.02	
2018CPT.02.11.20252	Craven	35	SR 1983	FROM SR 1982 TO DEAD END	1	2	2WU	0.07	21	10		0.01		
TOTAL FOR MAP NO. 35											0.07	10	0.01	
2018CPT.02.11.20252	Craven	36	SR 1984	FROM SR 1182 TO DEAD END	1	2	2WU	0.10	22	15		0.01		
TOTAL FOR MAP NO. 36											0.10	15	0.01	
2018CPT.02.11.20252	Craven	37	SR 1985	FROM SR 1982 TO DEAD END	1	2	2WU	0.08	20	10		0.01		
TOTAL FOR MAP NO. 37											0.08	10	0.01	
2018CPT.02.11.20252	Craven	38	SR 1992	FROM SR 1161 TO END MAINT.	1	2	2WU	0.56	20	65		0.04		
TOTAL FOR MAP NO. 38											0.56	65	0.04	
2018CPT.02.11.20252	Craven	39	SR 1993	FROM SR 1992 TO CUL-DE-SAC	1	2	2WU	0.12	20	15		0.01		
TOTAL FOR MAP NO. 39											0.12	15	0.01	
2018CPT.02.11.20252	Craven	40	SR 1994	FROM SR 1993 TO CUL-DE-SAC	1	2	2WU	0.05	20	6		0.01		
TOTAL FOR MAP NO. 40											0.05	6	0.01	
TOTAL FOR PROJ NO. 2018CPT.02.11.20252											6.99	866	0.55	
2018CPT.02.12.20692	Pamlico	41	SR 1241	FROM NC 55 TO SR 1241	1	2	2WU	0.52	20	60		0.04		
TOTAL FOR MAP NO. 41											0.52	60	0.04	
2018CPT.02.12.20692	Pamlico	42	SR 1337	FROM NC 55 TO END PVMT	1	2	2WU	0.35	16	40		0.02		
TOTAL FOR MAP NO. 42											0.35	40	0.02	
2018CPT.02.12.20692	Pamlico	43	SR 1343	FROM NC 55 TO END MAINT.	2	2	2WU	1.45	20	170		0.10		
TOTAL FOR MAP NO. 43											1.45	170	0.10	
2018CPT.02.12.20692	Pamlico	44	SR 1345	FROM SR 1344 TO END MAINT.	1	2	2WU	0.90	20	100		0.06		
TOTAL FOR MAP NO. 44											0.90	100	0.06	
2018CPT.02.12.20692	Pamlico	45	SR 1356	FROM SR 1348 TO DEAD END	1	2	2WU	0.18	18	20		0.01		
TOTAL FOR MAP NO. 45											0.18	20	0.01	
2018CPT.02.12.20692	Pamlico	46	SR 1359	FROM NC 55 TO DEAD END	1	2	2WU	0.26	18	30		0.02		
TOTAL FOR MAP NO. 46											0.26	30	0.02	
TOTAL FOR PROJ NO. 2018CPT.02.12.20692											3.66	420	0.25	
GRAND TOTAL								13.19		1,591		1		

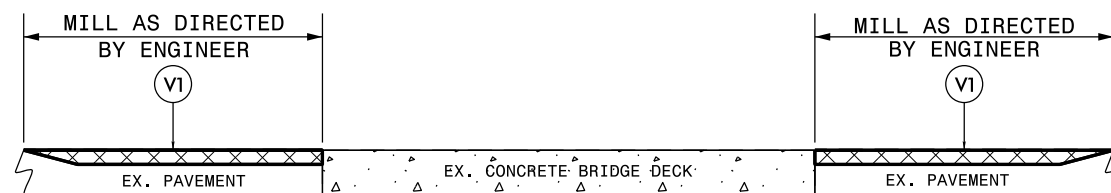
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

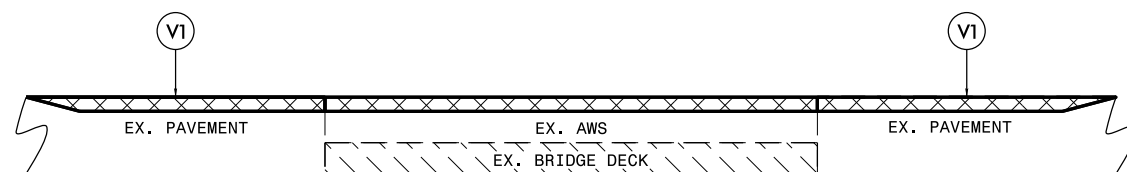
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

- MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.

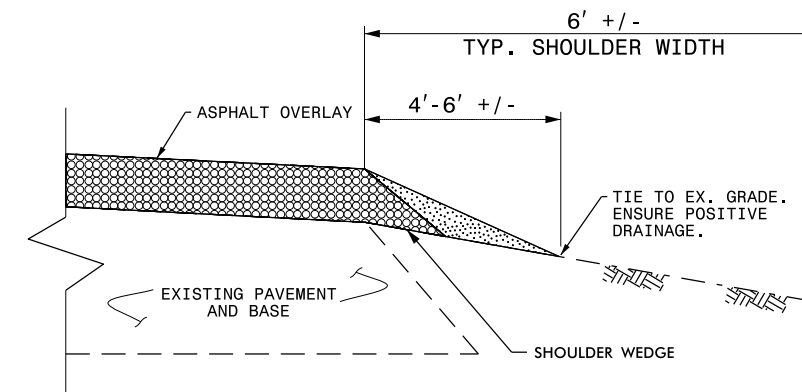


DETAIL 3
BRIDGE MILLING

NOTE:

- INCLUDES MILLING FOR THE ENTIRE WIDTH OF THE BRIDGE WEARING SURFACE, AS DIRECTED BY THE ENGINEER.

SHOULDER RECONSTRUCTION TYPICAL

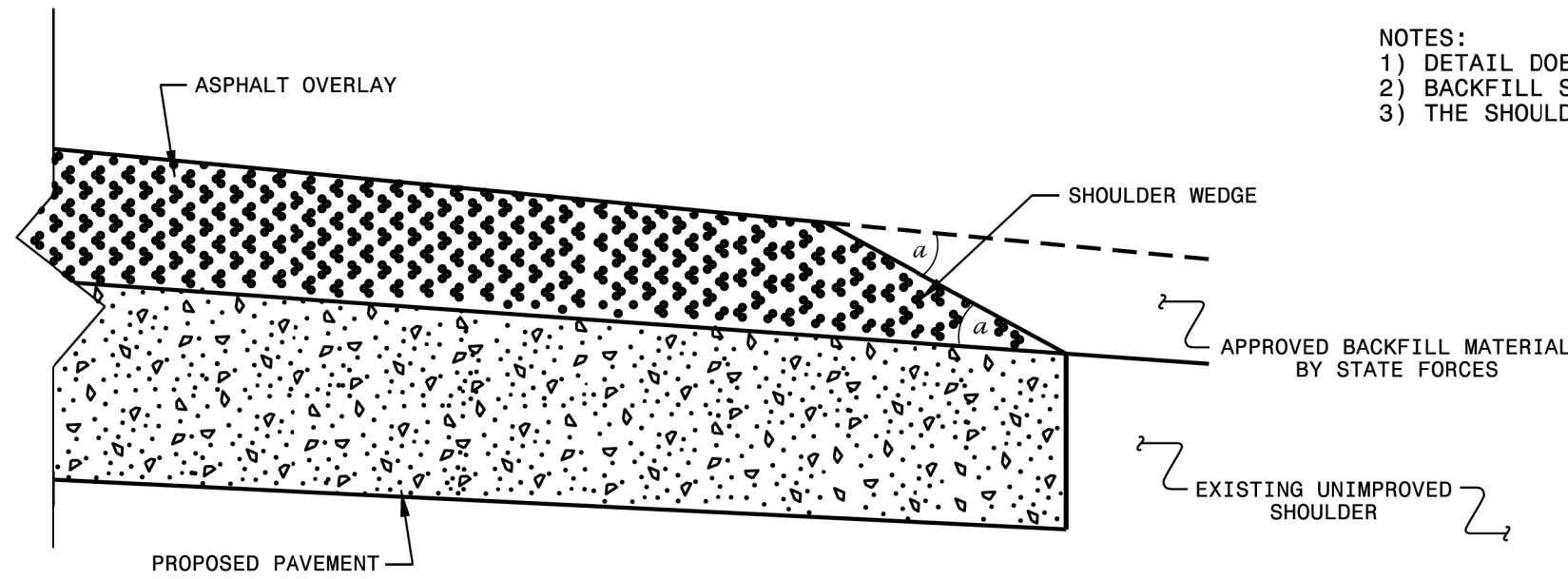


SHOULDER RECONSTRUCTION DETAIL

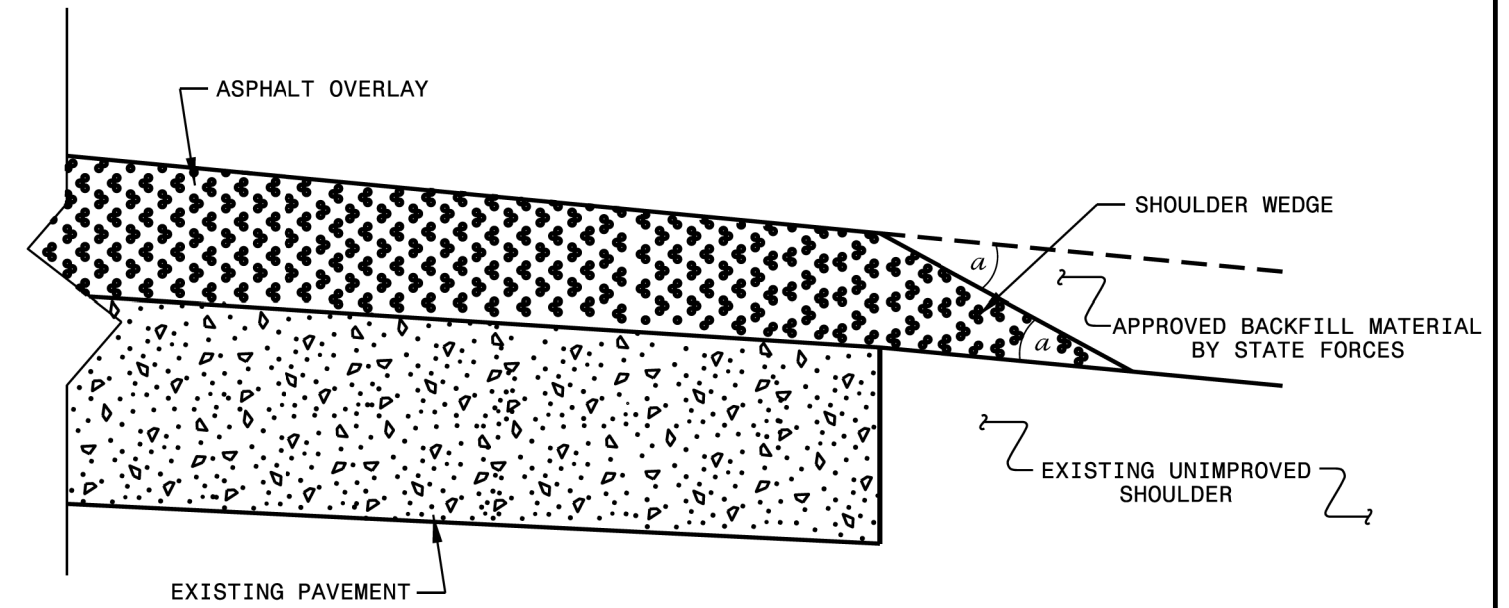
NOTE:

- SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
- A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
- REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

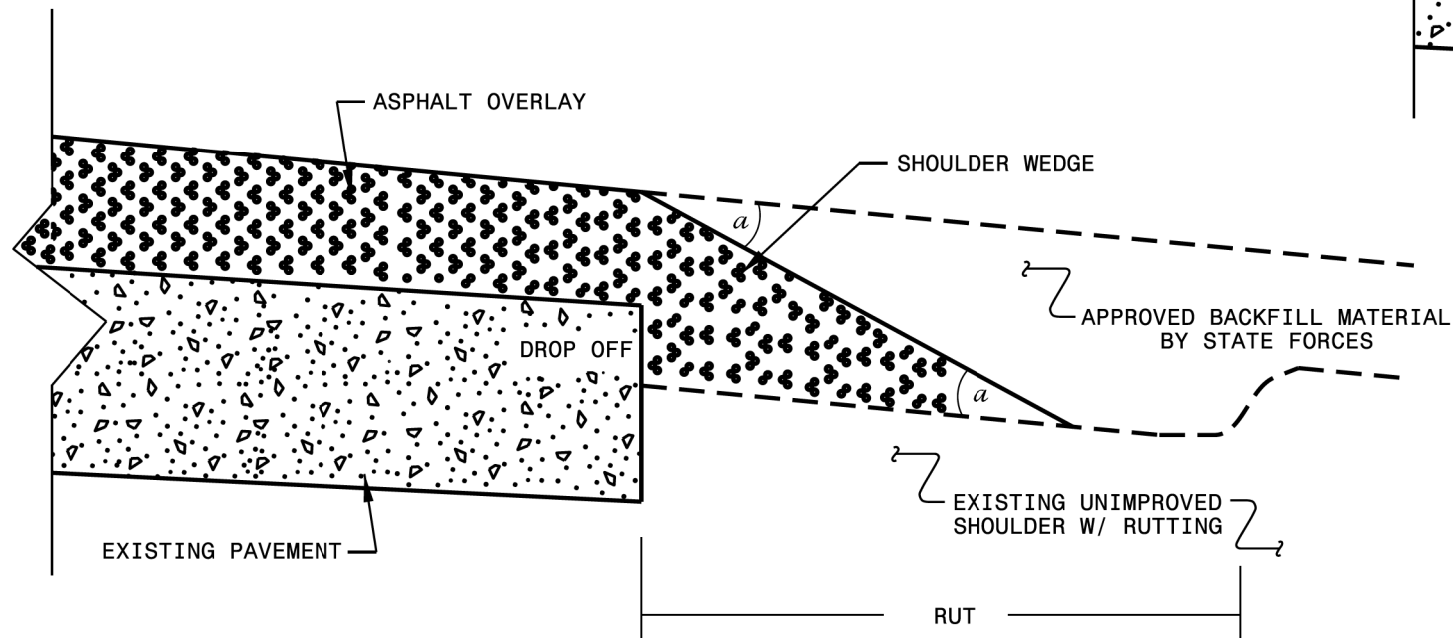
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

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

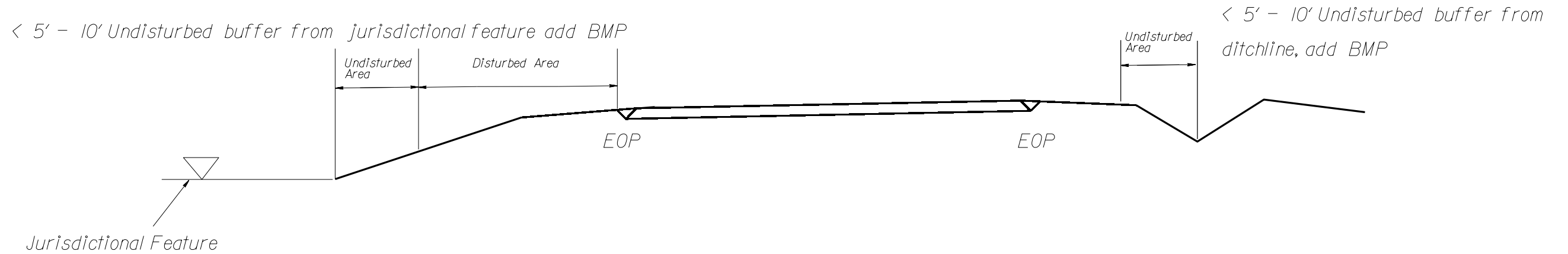
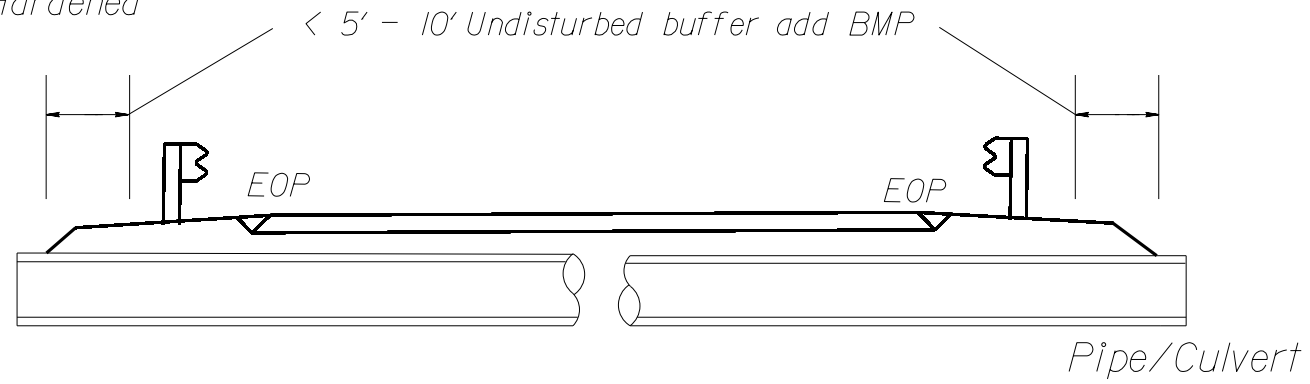
**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11
 MODIFIED BY: DATE: 10/16/12
 CHECKED BY: DATE:
 FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn

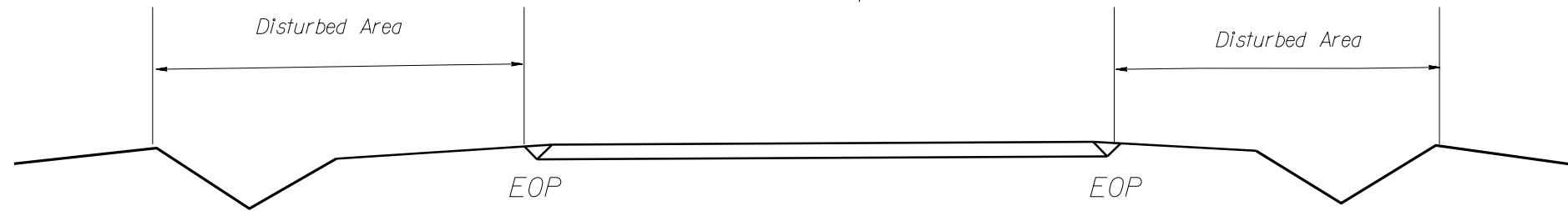
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

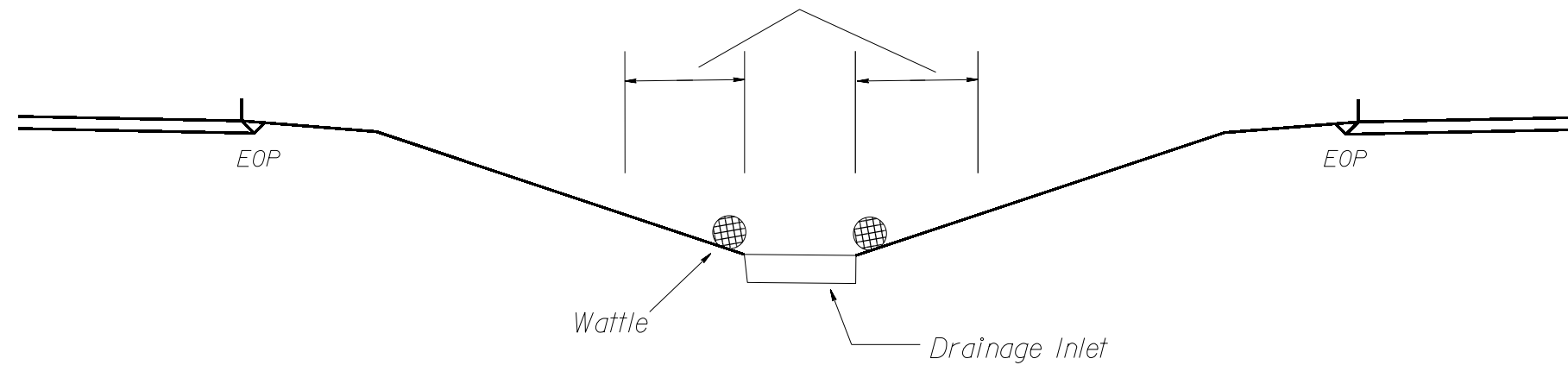
EROSION CONTROL DETAIL



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

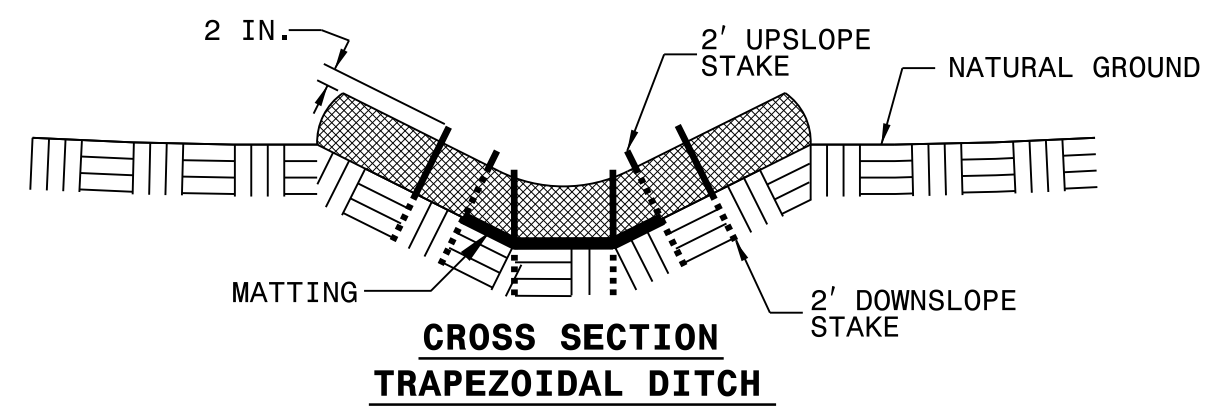
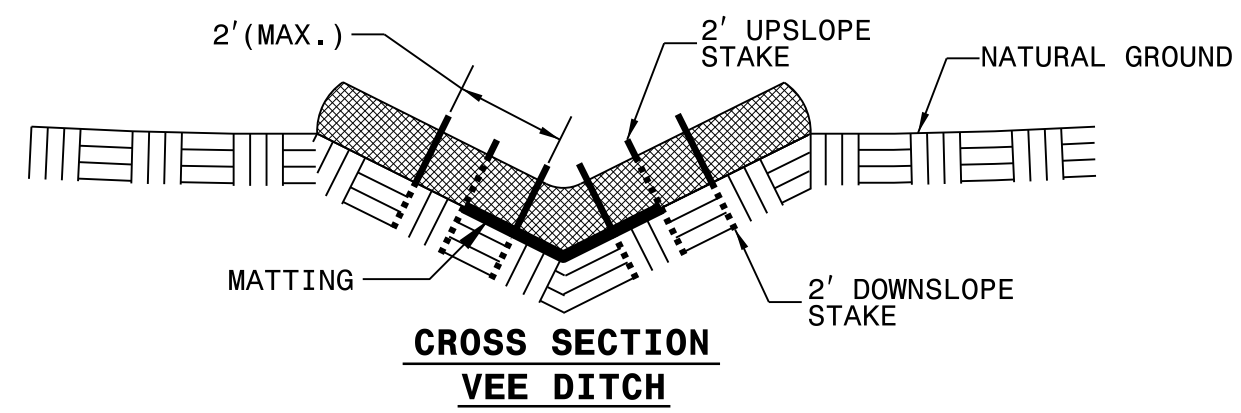
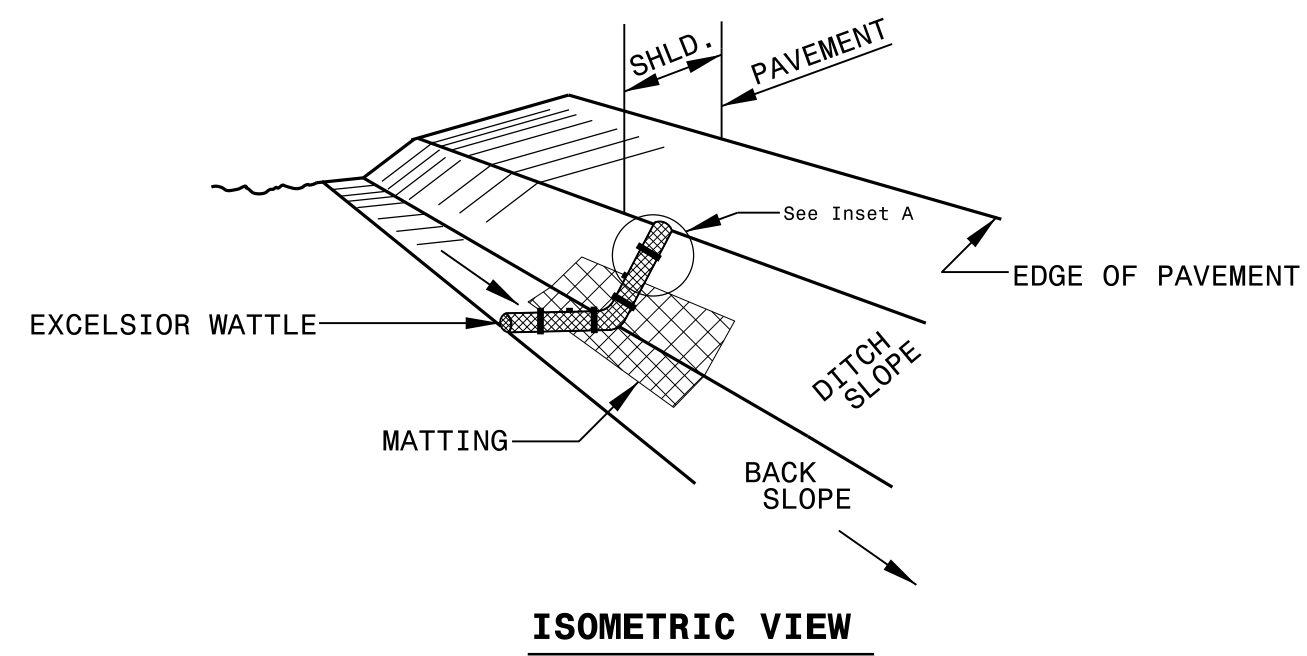


< 5' - 10' Undisturbed buffer from inlet, add wattle

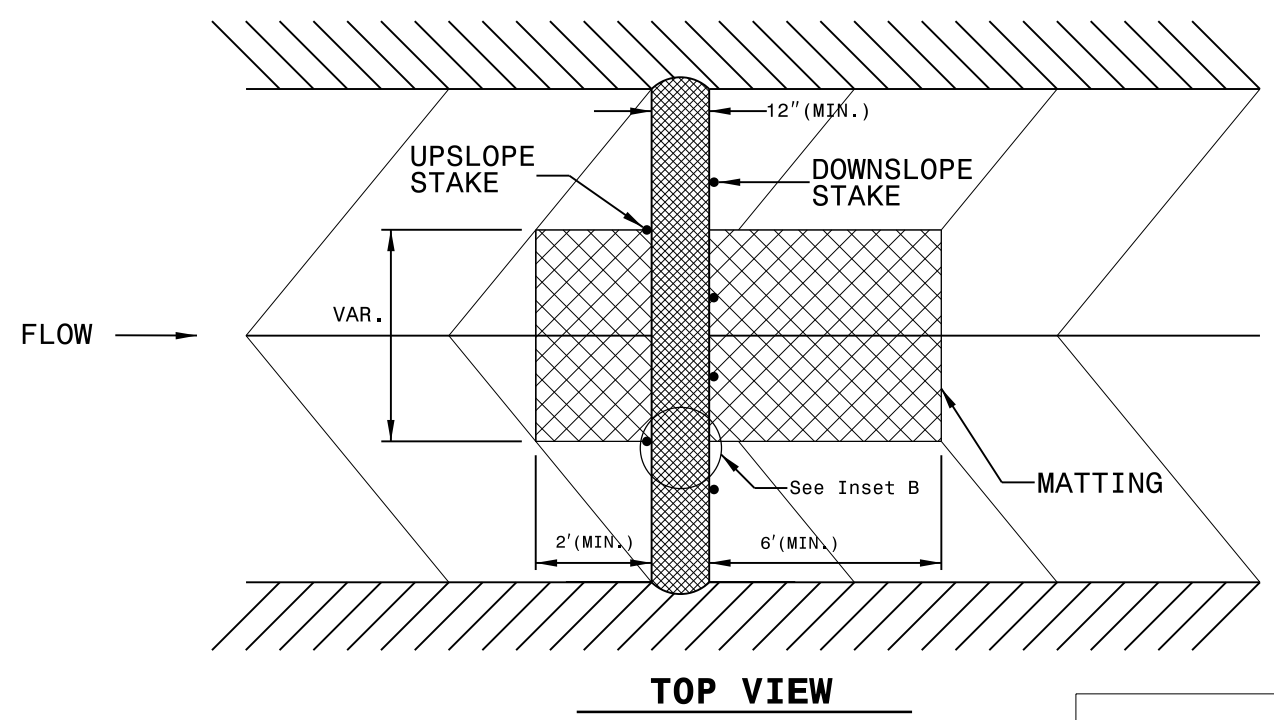
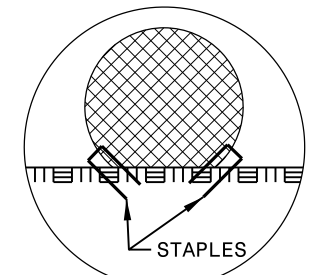
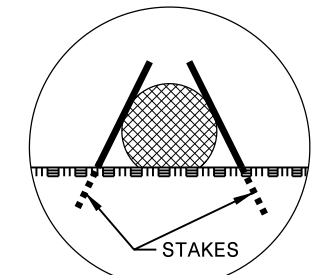


NOT TO SCALE

WATTLE DETAIL

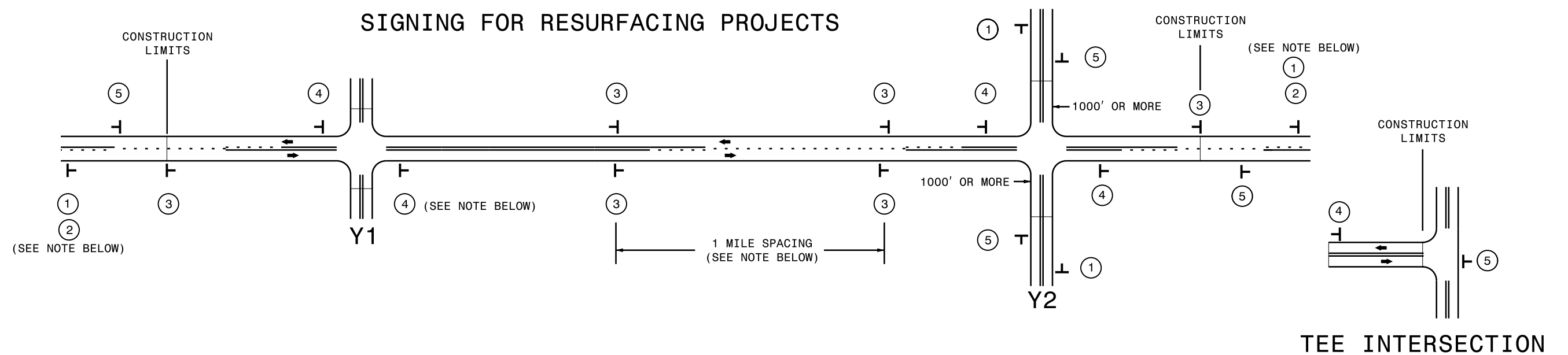


- NOTES:**
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
 - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
 - ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
 - INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 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.



NOT TO SCALE

SIGNING FOR RESURFACING PROJECTS



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#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)</p>	<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 style="text-align: center;"> <p>W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p>W20-7 A 48" X 48"</p> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
		<ul style="list-style-type: none"> - 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. 	
		<ul style="list-style-type: none"> - 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. 	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	