

PITT COUNTY

DB00504

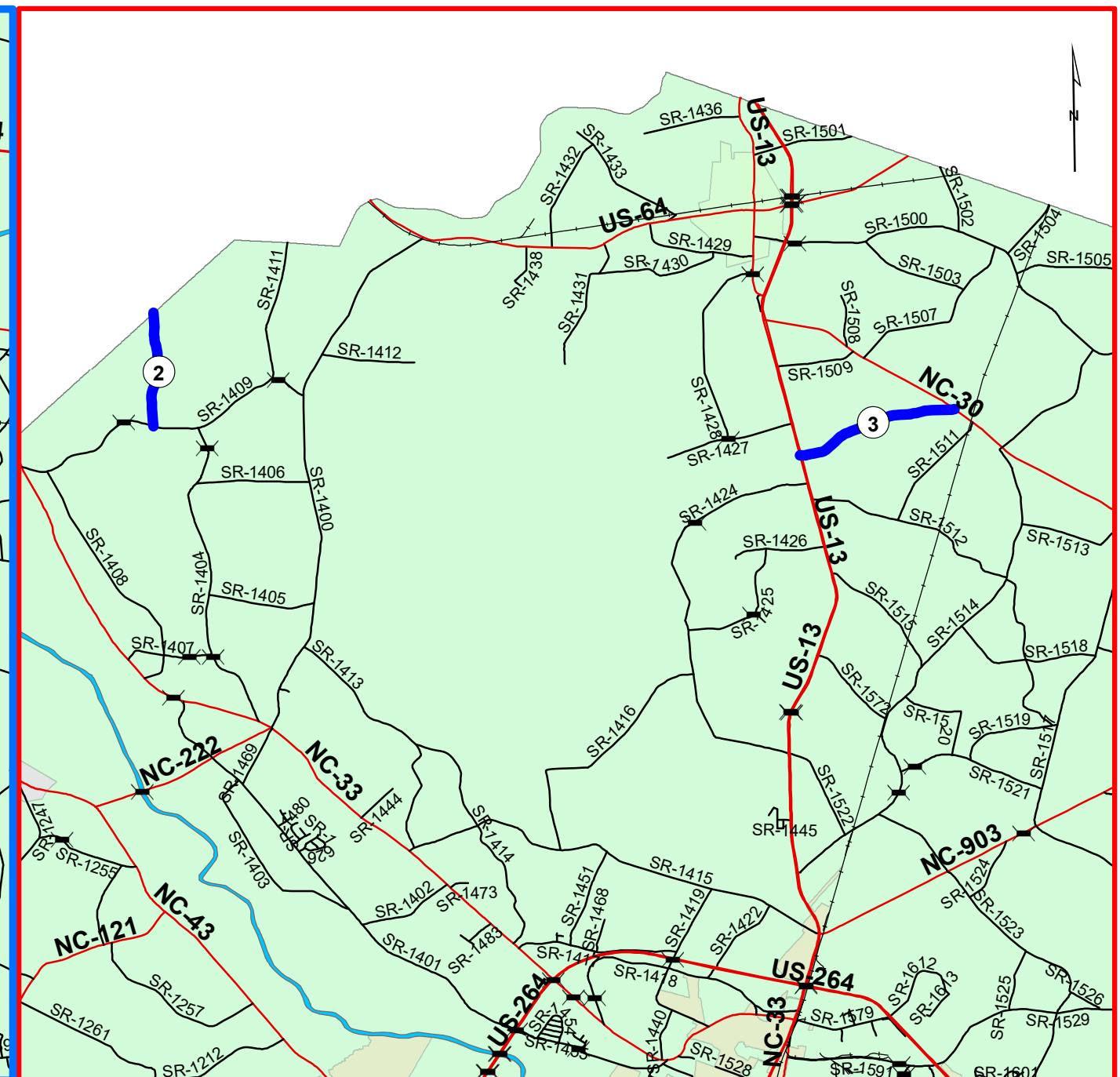
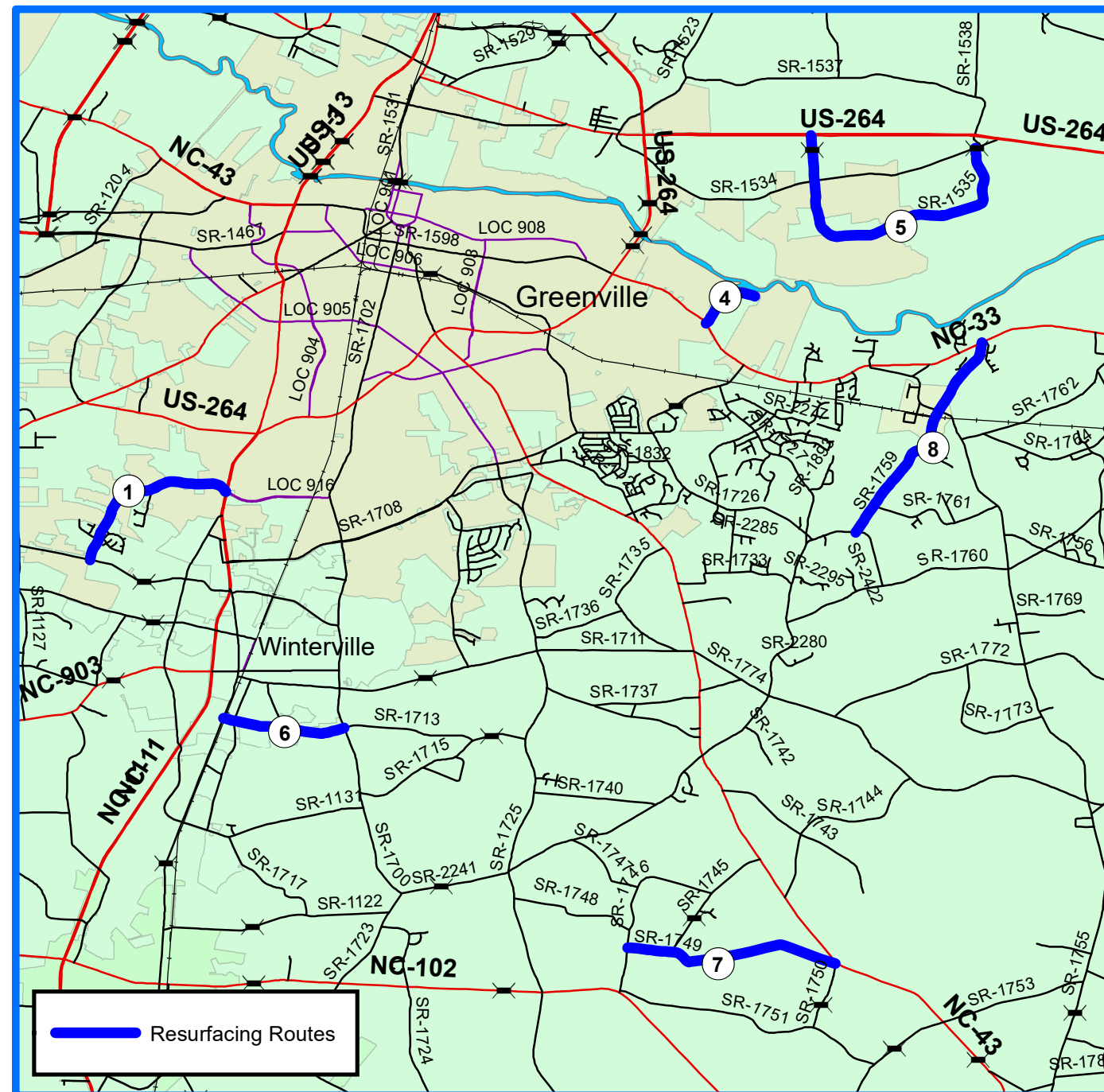
WBS# 2021CPT.02.33.20741

PROJECT REFERENCE NO.	SHEET NO.
DB00504	1

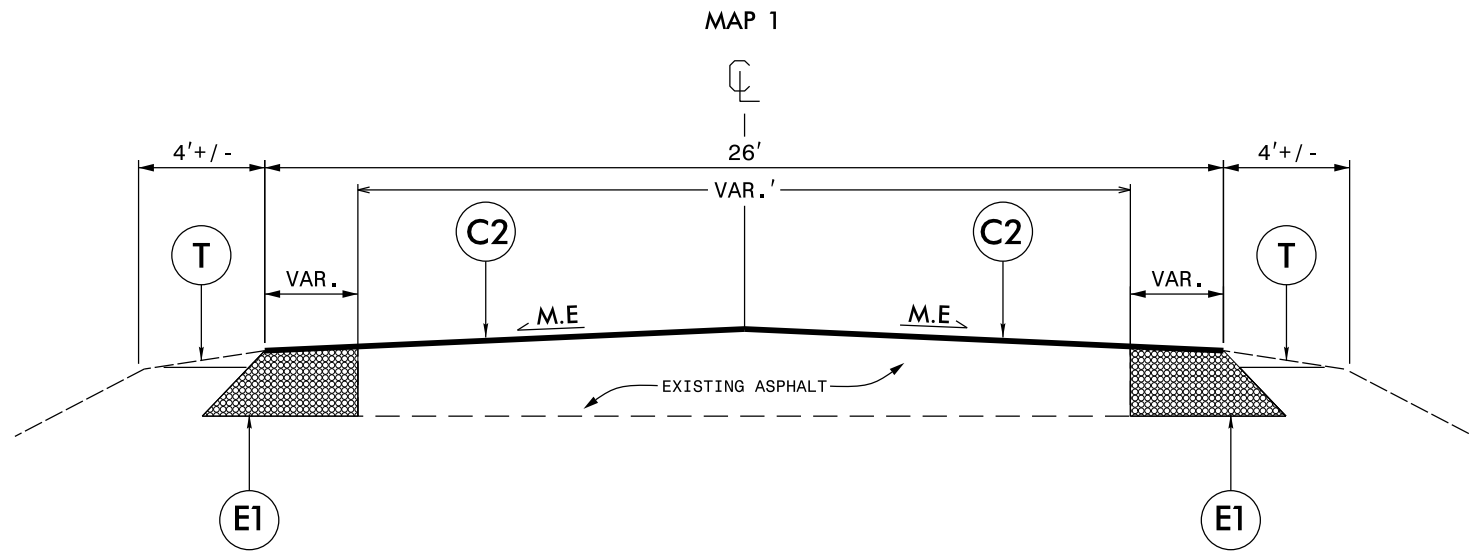


NCDOT
DIVISION 2

TYPE OF WORK:
MILLING, STRENGTHENING, RESURFACING, SHOULDER RECONSTRUCTION, WIDENING



TYPICAL SECTION NO. 1

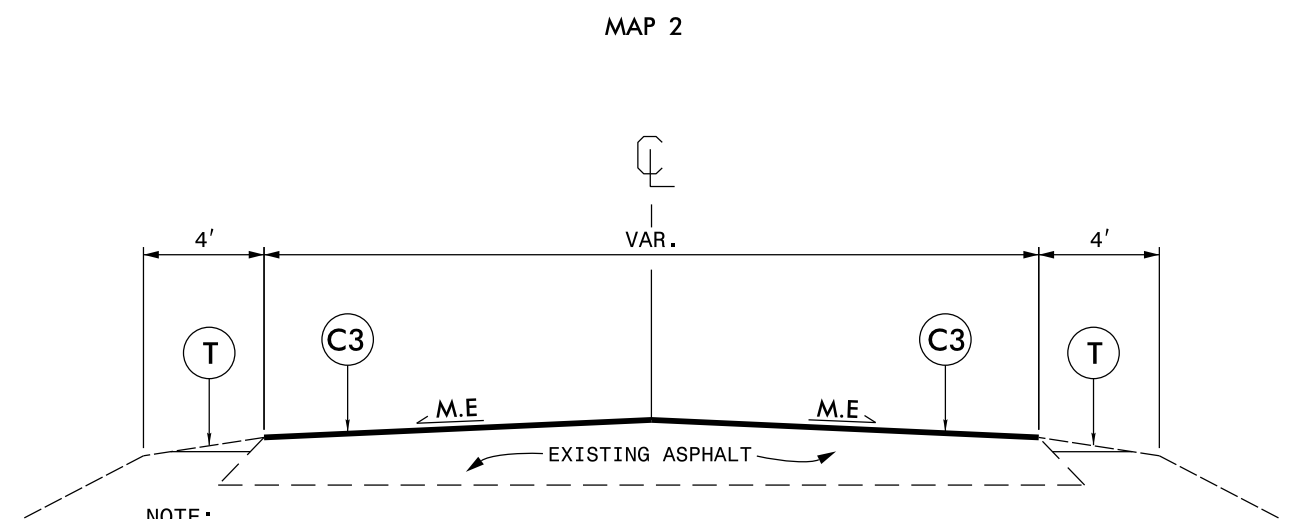


- NOTE:**
1. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
 2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
 3. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
 4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.
 5. WIDENING: REFER TO SHEET 4 FOR LOCATIONS.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.75" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, IN TWO LIFTS AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER LIFT.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION.
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.75" FOR THE ENTIRE WIDTH OF ROADWAY.
DRAWINGS NOT TO SCALE	

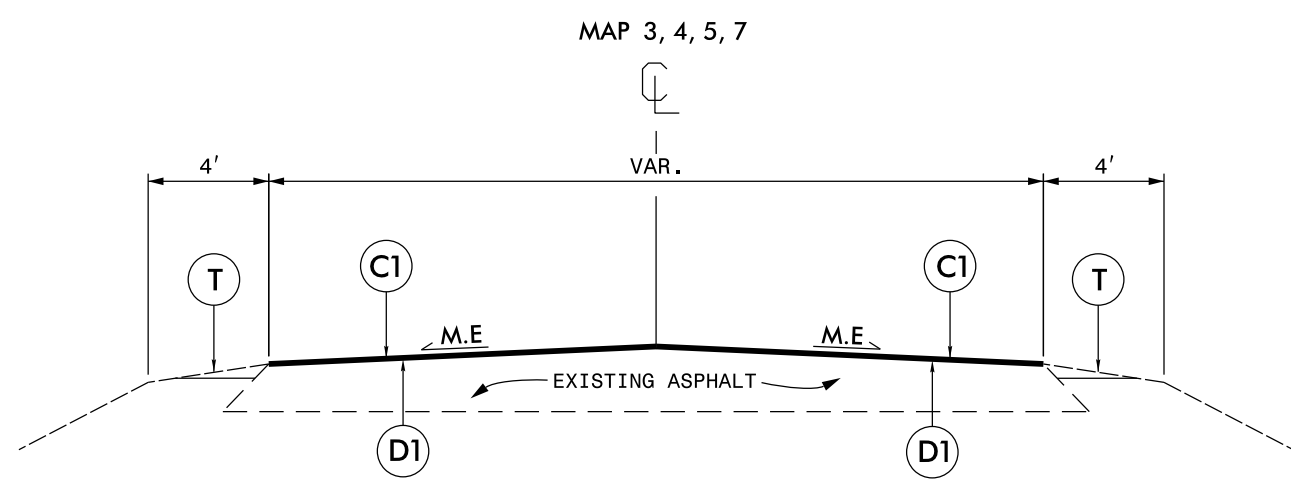
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

TYPICAL SECTION NO. 2



- 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. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

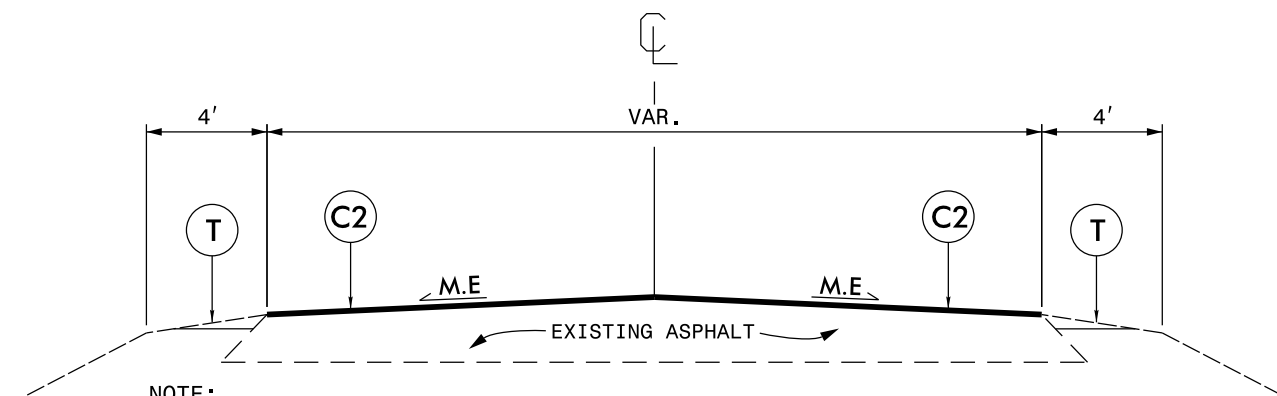
TYPICAL SECTION NO. 3



- NOTE:**
1. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
 2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
 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.

TYPICAL SECTION NO. 4

MAP 1, 6, 8



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. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

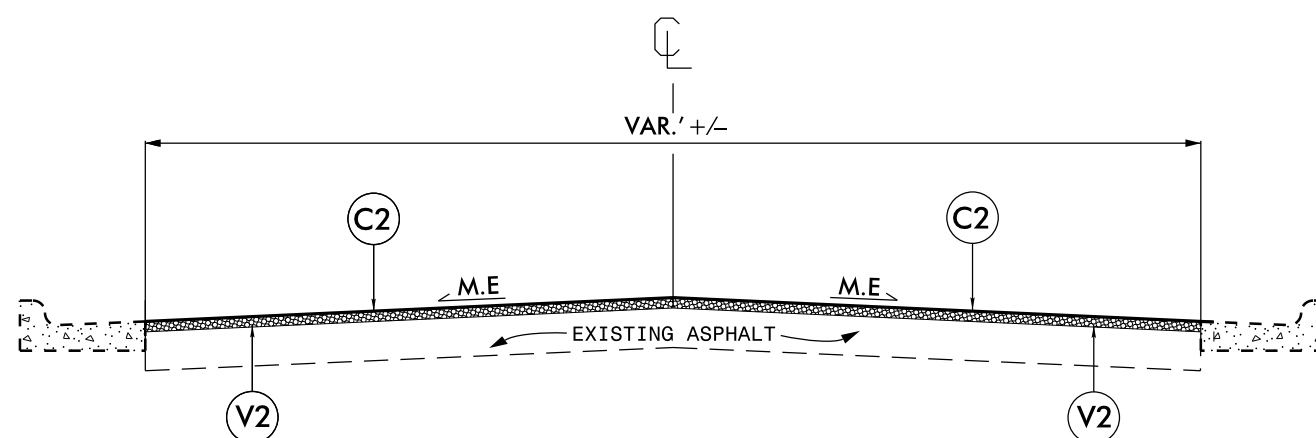
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.75" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, IN TWO LIFTS AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER LIFT.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION.
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.75" FOR THE ENTIRE WIDTH OF ROADWAY.

DRAWINGS NOT TO SCALE

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

TYPICAL SECTION NO. 5

MAP 1

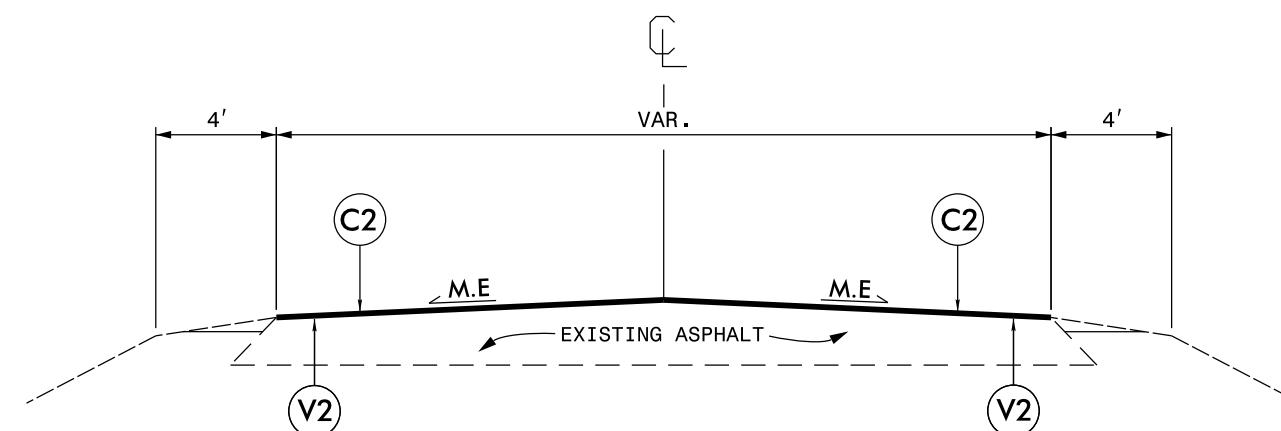


NOTE:

1. INCLUDED MILLING 1.75" FOR THE ENTIRE WIDTH OF THE ROADWAY, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER. SEE DETAIL 1 & 2.

TYPICAL SECTION NO. 6

MAP 5
EASTERN INTERSECTION OF SR 1534 OLD PACTOLUS RD
AND SR 1535 SUNNYSIDE RD



NOTE:

1. INCLUDED MILLING 1.75" FOR THE ENTIRE WIDTH OF THE ROADWAY, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER. SEE DETAIL 1 & 2.
4. INCLUDES APPROXIMATELY 150' OF SR 1534 OLD PACTOLUS RD AT THE EASTERN INTERSECTION WITH SR 1535 SUNNYSIDE RD.

PROJECT NO.	SHEET NO.	TOTAL NO.
D800504	4	

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	0262000000-N		1222000000-E		1245000000-E		1297000000-E		1308000000-E		1330000000-E		1491000000-E		1503000000-E		1519000000-E		1575000000-E		1880000000-E		2800000000-N		2815000000-N		2830000000-N		2845000000-N		6000000000-E		6071010000-E		6084000000-E		6117000000-N	
												HAULING NCDOT SUPPLIED SHOULDERS MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1.75" MILLING	0" TO 1.75" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	ADI. OF CATCH BASIN	ADI. OF DROP INLET	ADI. OF MANHOLES	ADI. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
2021CPT.02.33.20741	Pitt	1	SR 1134 THOMAS LANGSTON RD	FROM SR 1128 TO NC 11	1,4,5	2	2WU	NO	NO	MI	FT	EA	TONS	SMI	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	TONS	TONS	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA							
TOTAL FOR MAP NO. 1											2.04	30	82	102	3.52	9,200	200	500	450	4,500	322	650	1	1	1	15	100	60	2.55	1																			
2021CPT.02.33.20741	Pitt	2	SR 1411 CONETOE RD	FROM SR 1409 TO EDGEcombe COUNTY	2	2	2WU	NO	NO	1.81	20	72	91	3.62						2,500	168																												
TOTAL FOR MAP NO. 2											1.81	20	72	91	3.62					2,500	168																												
2021CPT.02.33.20741	Pitt	3	SR 1510 THIGPEN RD	FROM US 13 TO NC 30	3	2	2WU	NO	NO	1.75	18	105	88	3.50						2,850	1,600	244																											
TOTAL FOR MAP NO. 3											1.75	18	105	88	3.50					2,850	1,600	244																											
2021CPT.02.33.20741	Pitt	4	SR 1533 PORT TERMINAL RD	FROM NC 33 E 10TH ST TO DEAD END	3	2	2WU	NO	NO	0.69	20	41	35	1.38						1,175	700	103																											
TOTAL FOR MAP NO. 4											0.69	20	41	35	1.38					1,175	700	103																											
2021CPT.02.33.20741	Pitt	5	SR 1535 SUNNYSIDE RD	FROM SR 1534 TO US 264	3,6	2	2WU	NO	NO	3.61	21	217	181	7.22	800					6,350	3,700	553																											
TOTAL FOR MAP NO. 5											3.61	21	217	181	7.22	800				6,350	3,700	553																											
2021CPT.02.33.20741	Pitt	6	SR 1713 LAURIE ELLIS RD	FROM SR 1149 TO SR 1700	4	2	2WU	NO	NO	1.24	20	50	62	2.48						250	1,600	107																											
TOTAL FOR MAP NO. 6											1.24	20	50	62	2.48					250	1,600	107																											
2021CPT.02.33.20741	Pitt	7	SR 1749 GROVER HARDEE RD	FROM SR 1796 TO SR 1750	3	2	2WU	NO	NO	2.23	20	134	112	4.46						500	3,900	2,350	345																										
TOTAL FOR MAP NO. 7											2.23	20	134	112	4.46					500	3,900	2,350	345																										
2021CPT.02.33.20741	Pitt	8	SR 1759 TUCKER RD	FROM SR 2241 TO NC 33	4	2	2WU	NO	NO	2.70	20	108	135	5.40						500	3,375	226																											
TOTAL FOR MAP NO. 8											2.70	20	108	135	5.40					500	3,375	226																											
TOTAL FOR PROJ NO. 2021CPT.02.33.20741											16.07		809	806	31.58	10,000	200	2,250	450	14,275	20,325	2,068	2,375	1	1	1	23	900	520	19.15	1																		
GRAND TOTAL											16.07		809	806	31.58	10,000	200	2,250	450	14,275	20,325	2,068	2,375	1	1	1	23	900	520	19.15	1																		

MAP	1.75" MILLING	STATION	STATION
1		92+90	107+61
1	0' - 1.75" MILLING - 7' WIDTH		CURB & GUTTER AT S. BEND RD
1	0' - 4' WIDENING - B25.0C - 6"	9+95	22+05
		28+42	33+69
		49+18	65+36

WIDENING 0' - 4' TO ACHIEVE A MINIMUM WIDTH OF 26'
WIDENING 0' - 4' TO ACHIEVE A MINIMUM WIDTH OF 26'
WIDENING 0' - 4' TO ACHIEVE A MINIMUM WIDTH OF 26'

MAP	4" FULL DEPTH PATCH - B25.0C	STATION	STATION	LT	RT
1		16+07	19+78		7'
1		16+97	18+90		7'
1		18+90	20+93		11'
1		27+87	29+25		11'
1		50+76	54+90		11'
1		51+85	54+18		7'
1		56+98	64+94		7'
1		59+97	60+26		12'
1		60+26	64+94		11'
4		3+37	13+75		7'
4		13+75	15+71		10'
4		15+71	17+20		7'
4		25+17	36+30		19'

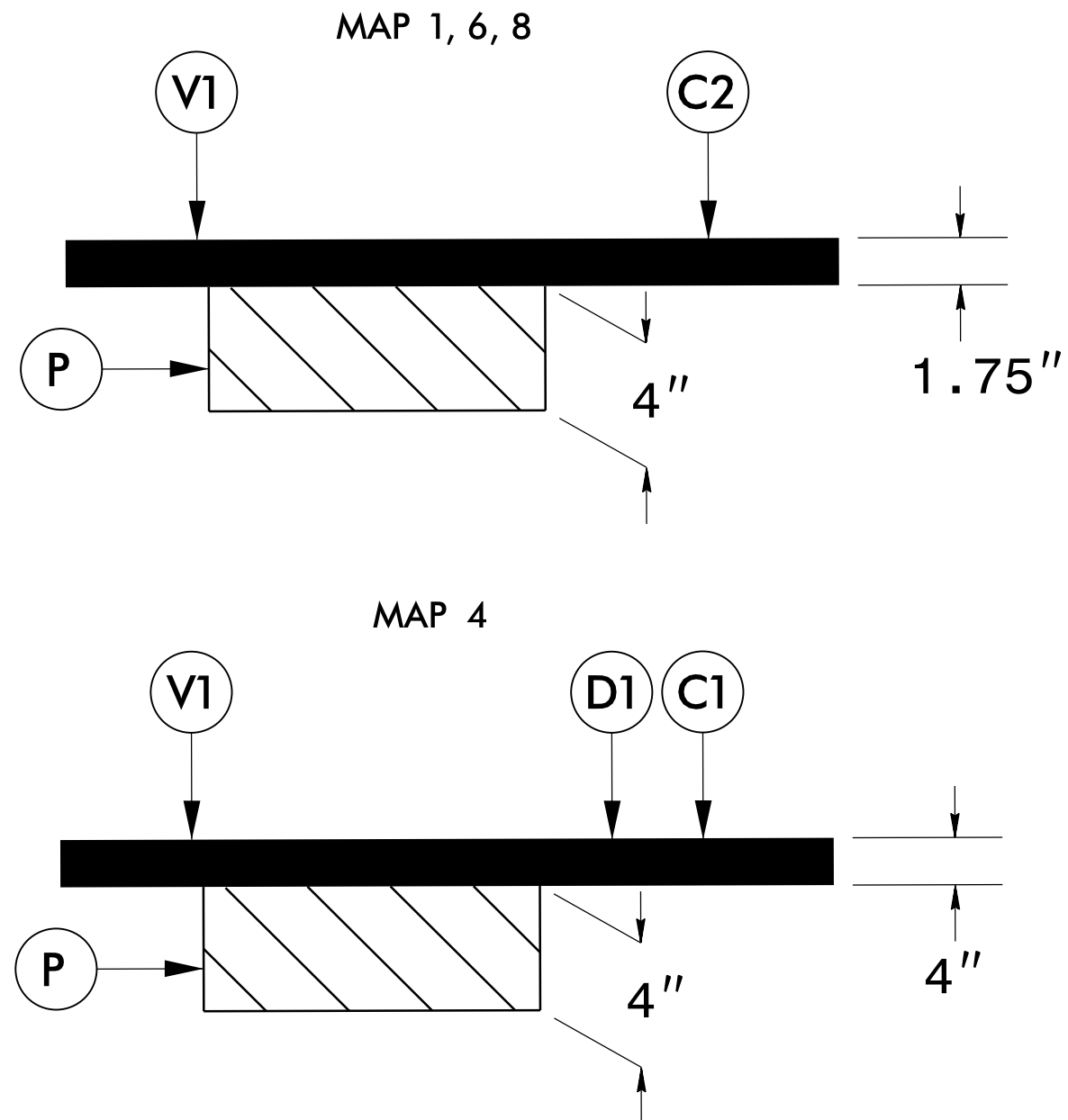
MAP	4" FULL DEPTH PATCH - B25.0C	STATION	STATION	LT	RT
6		0+00	0+56	10'	
6		0+65	2+36		7'
6		1+52	2+36		7'
6		5+75	6+22		7'
6		8+10	8+91		7'
6		24+96	26+37		10'
6		44+75	45+85		20'
6		50+09	51+00		7'
6		65+53	63+16		20'
6		63+80	64+74		10'
6		64+91	65+31		7'
8		1+68	3+28		7'
8		5+00	5+62		7'
8		5+88	6+32		20'
8		6+76	8+91		7'
8		9+60	10+12		7'
8		26+38	26+94		20'
8		28+36	29+16		7'
8		28+76	29+72		7'
8		30+21	30+42		7'
8		30+84	31+21		10'
8		40+50	43+98		7'
8		41+06	43+59		7'
8		46+98	47+73		7'
8		52+45	52+80		7'
8		53+25	53+61		10'
8		61+68	62+76		7'
8		68+64	69+39		7'
8		72+00	76+04		10'
8		73+49	76+04		10'
8		80+32	81+04		10'

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00504	5	

TRAFFIC CONTROL

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	4413000000-E		4457000000-N	
								WORK ZONE		TEMPORARY	
								ADVANCE/GENERAL	WARNING SIGNING	TRAFFIC CONTROL	
							MI	FT	SF	LS	
2021CPT.02.33.20741	Pitt	1	SR 1134 THOMAS LANGSTON RD	FROM SR 1128 TO NC 11	1, 4, 5	2	2WU	2.04	30	230	0.13
TOTAL FOR MAP NO. 1								2.04		230	0.13
2021CPT.02.33.20741	Pitt	2	SR 1411 CONETOE RD	FROM SR 1409 TO EDGECOMBE COUNTY	2	2	2WU	1.81	20	210	0.11
TOTAL FOR MAP NO. 2								1.81		210	0.11
2021CPT.02.33.20741	Pitt	3	SR 1510 THIGPEN RD	FROM US 13 TO NC 30	3	2	2WU	1.75	18	210	0.11
TOTAL FOR MAP NO. 3								1.75		210	0.11
2021CPT.02.33.20741	Pitt	4	SR 1533 PORT TERMINAL RD	FROM NC 33 E 10TH ST TO DEAD END	3	2	2WU	0.69	20	80	0.04
TOTAL FOR MAP NO. 4								0.69		80	0.04
2021CPT.02.33.20741	Pitt	5	SR 1535 SUNNYSIDE RD	FROM SR 1534 TO US 264	3, 6	2	2WU	3.61	21	410	0.22
TOTAL FOR MAP NO. 5								3.61		410	0.22
2021CPT.02.33.20741	Pitt	6	SR 1713 LAURIE ELLIS RD	FROM SR 1149 TO SR 1700	4	2	2WU	1.24	20	140	0.08
TOTAL FOR MAP NO. 6								1.24		140	0.08
2021CPT.02.33.20741	Pitt	7	SR 1749 GROVER HARDEE RD	FROM SR 1796 TO SR 1750	3	2	2WU	2.23	20	250	0.14
TOTAL FOR MAP NO. 7								2.23		250	0.14
2021CPT.02.33.20741	Pitt	8	SR 1759 TUCKER RD	FROM SR 2241 TO NC 33	4	2	2WU	2.70	20	310	0.17
TOTAL FOR MAP NO. 8								2.70		310	0.17
TOTAL FOR PROJ NO. 2021CPT.02.33.20741								16.07		1,840	1
GRAND TOTAL								16.07		1,840	1

4" DEPTH MILL PATCHING DETAIL

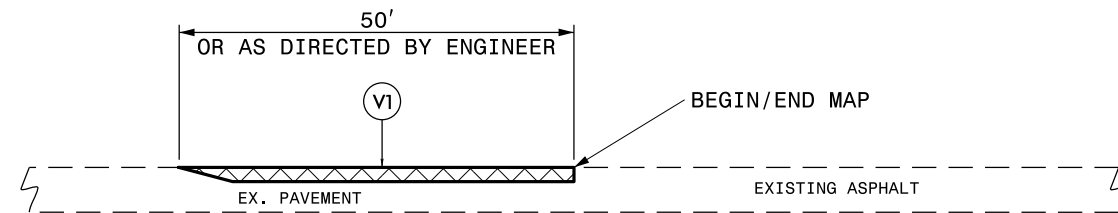


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.75" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 192.5 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B 25.0C
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 MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON SHEET 4, AND AS DIRECTED BY THE ENGINEER.

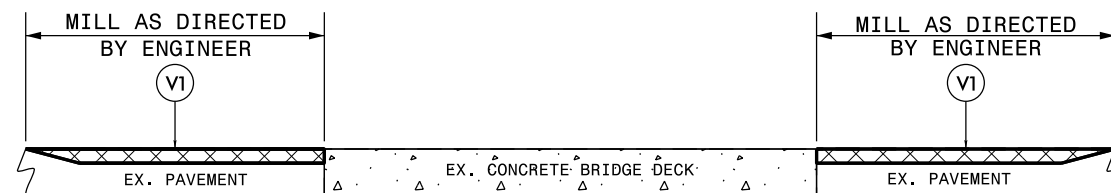
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

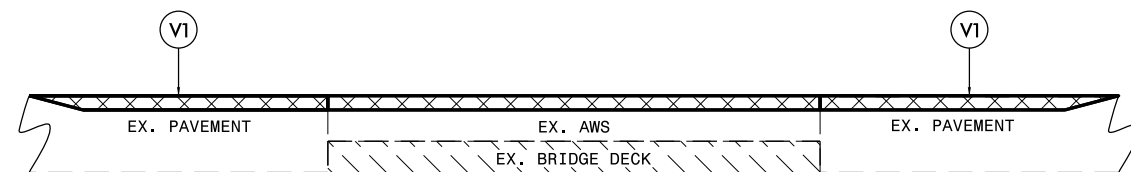
- MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

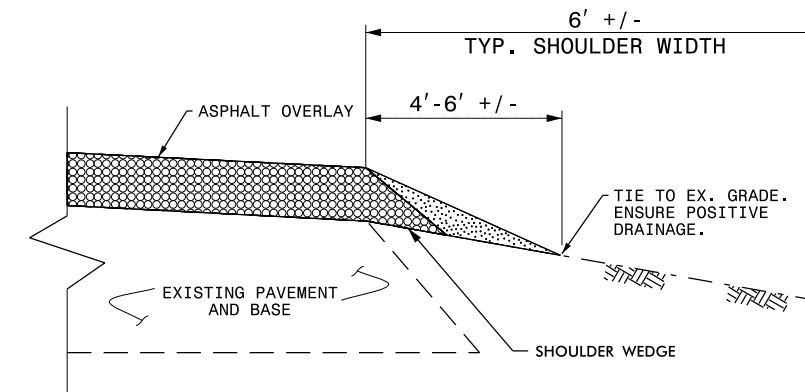


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL

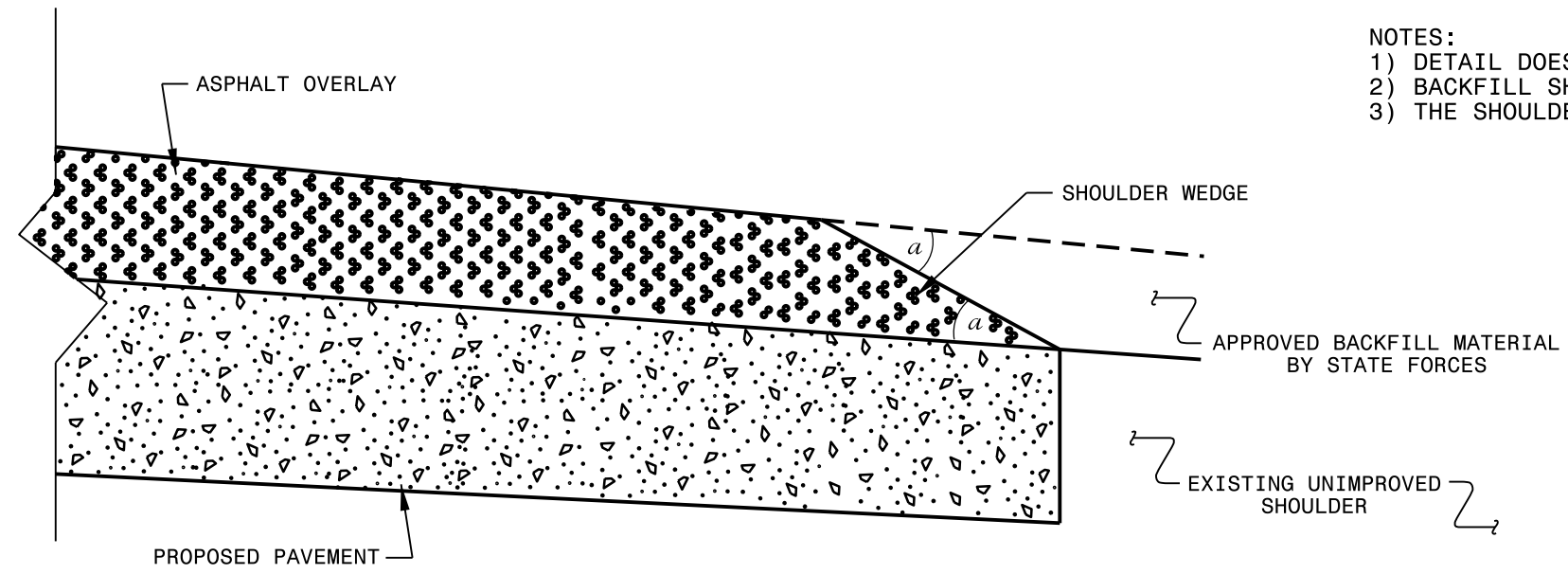


SHOULDER RECONSTRUCTION DETAIL

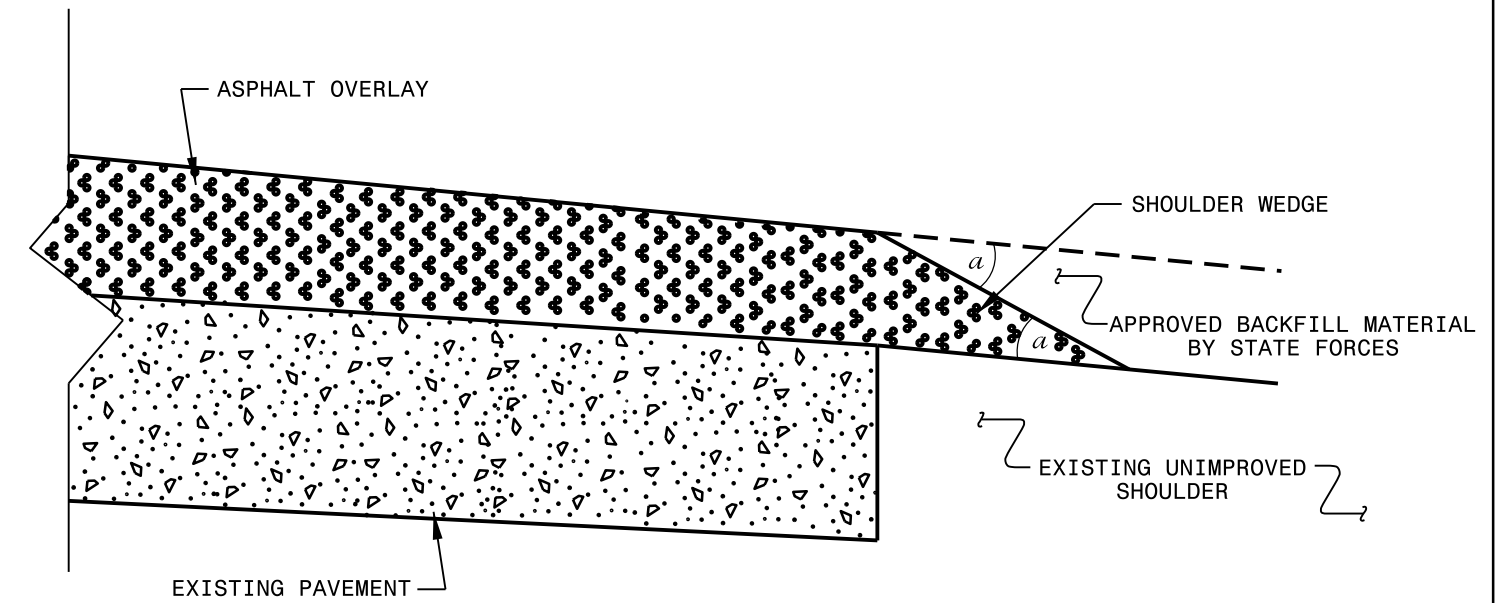
NOTE:

- 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.

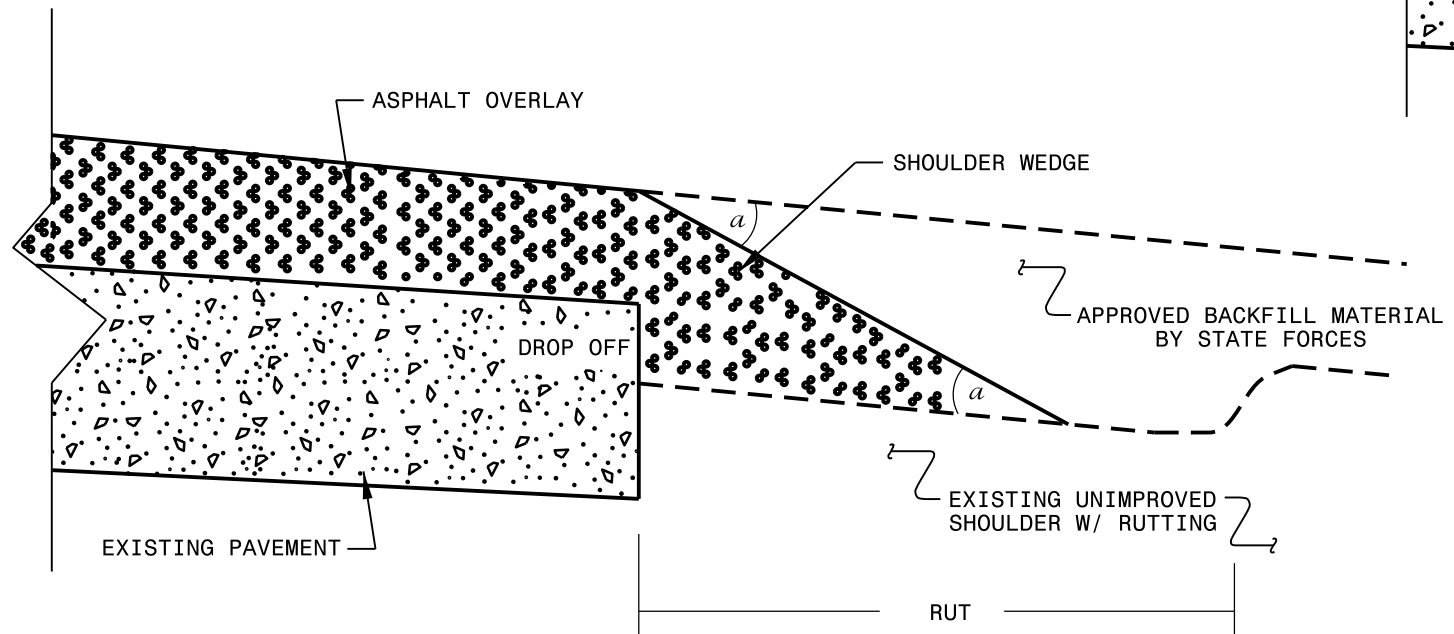
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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)

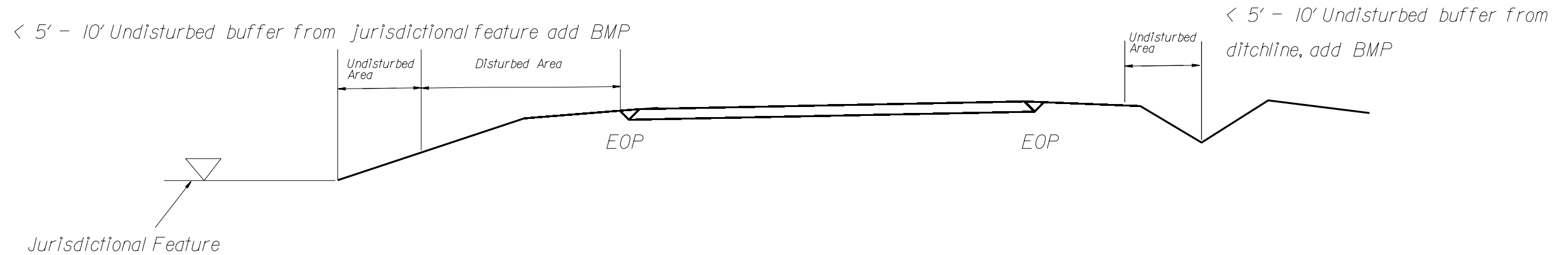
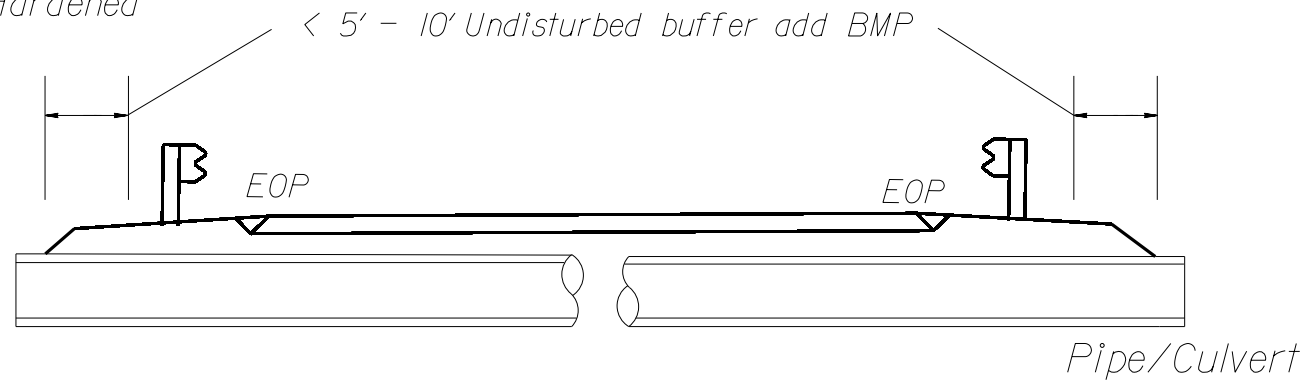
- SHOULDER WEDGE ANGLE = 30°

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.

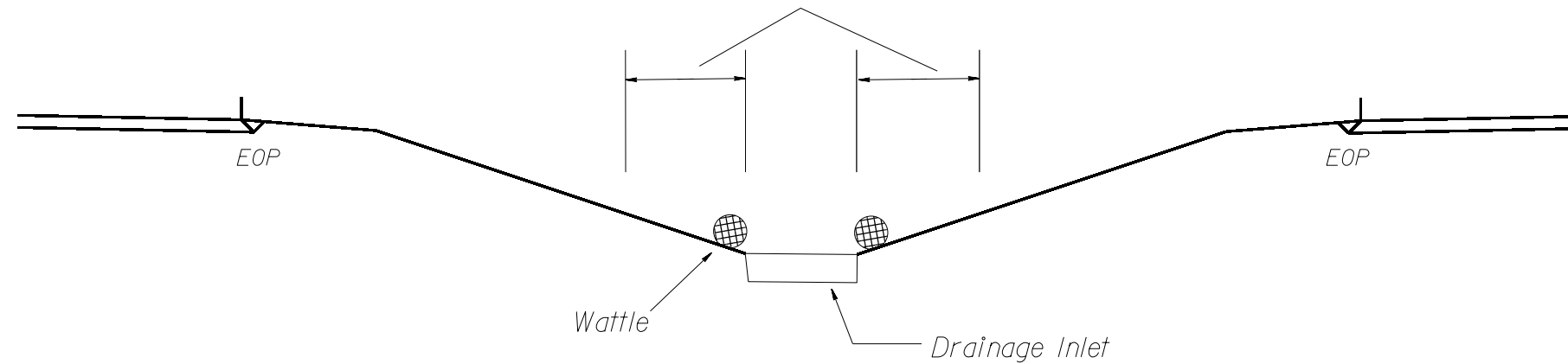
EROSION CONTROL DETAIL



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

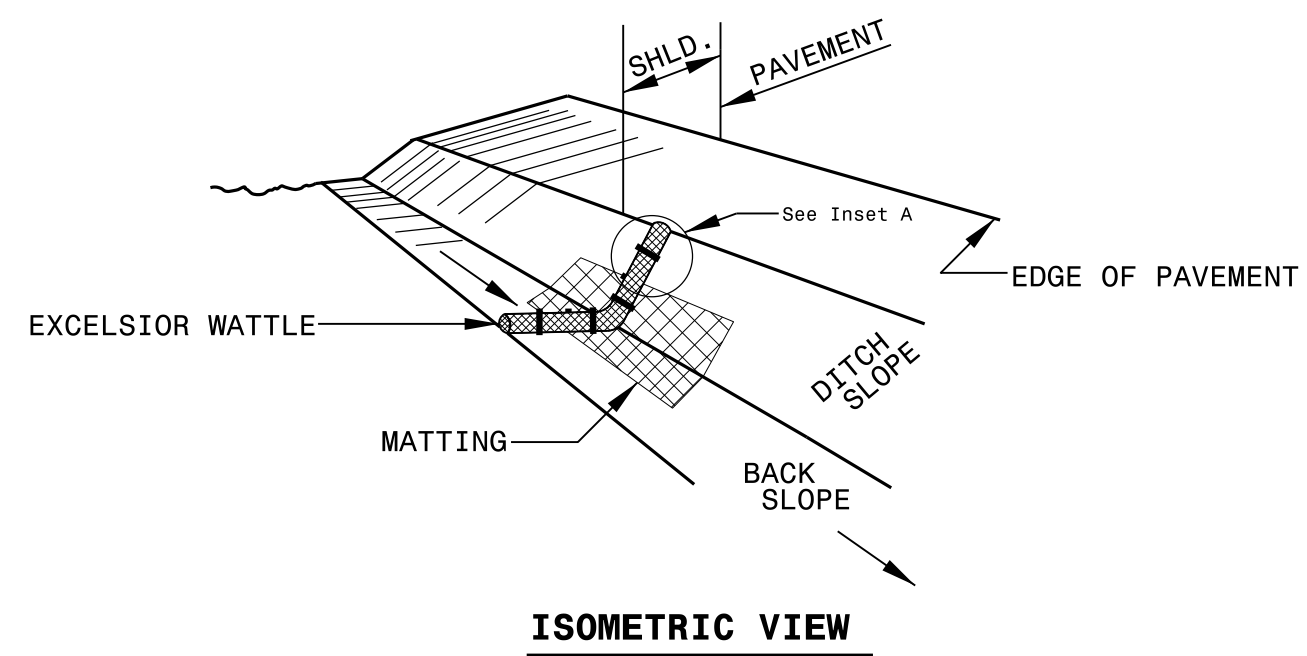


< 5' - 10' Undisturbed buffer from inlet, add wattle



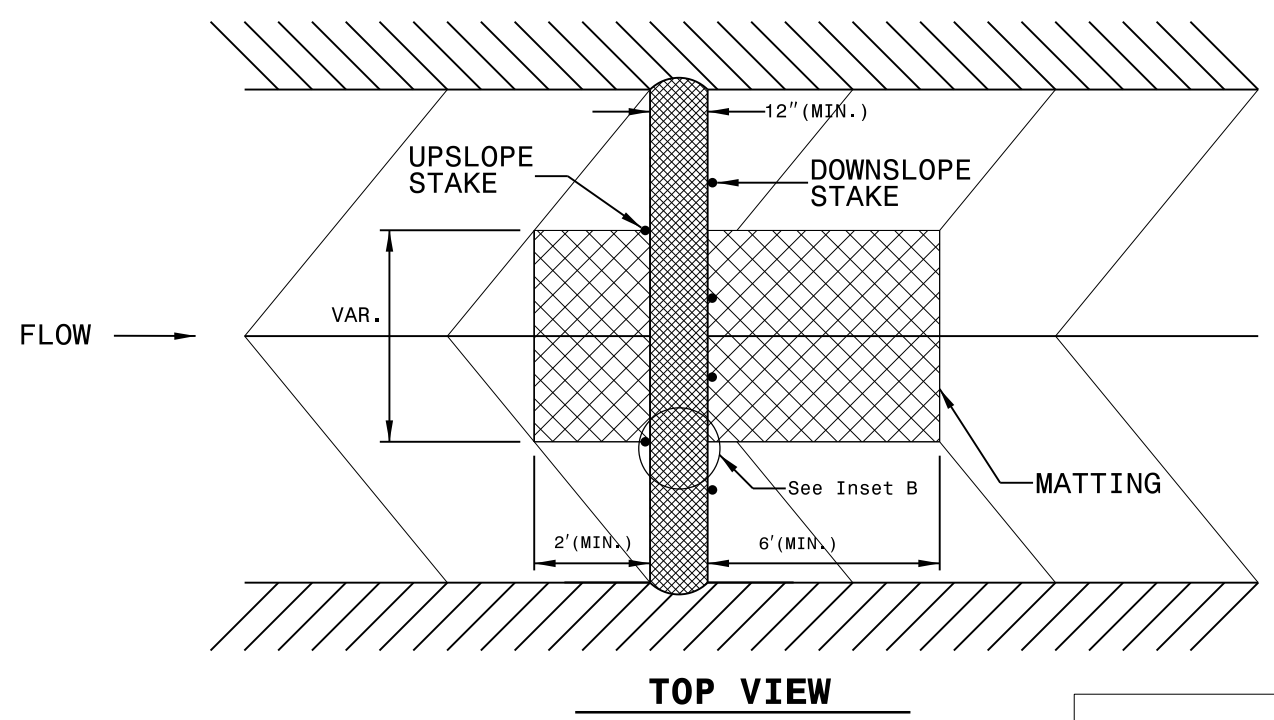
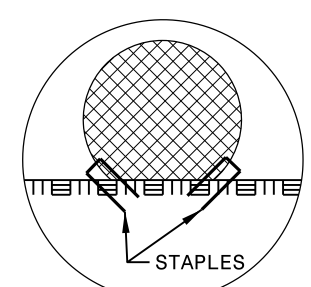
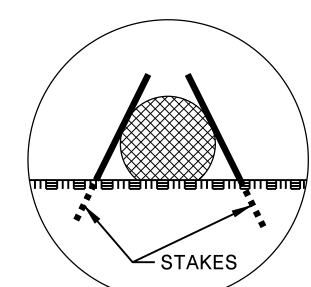
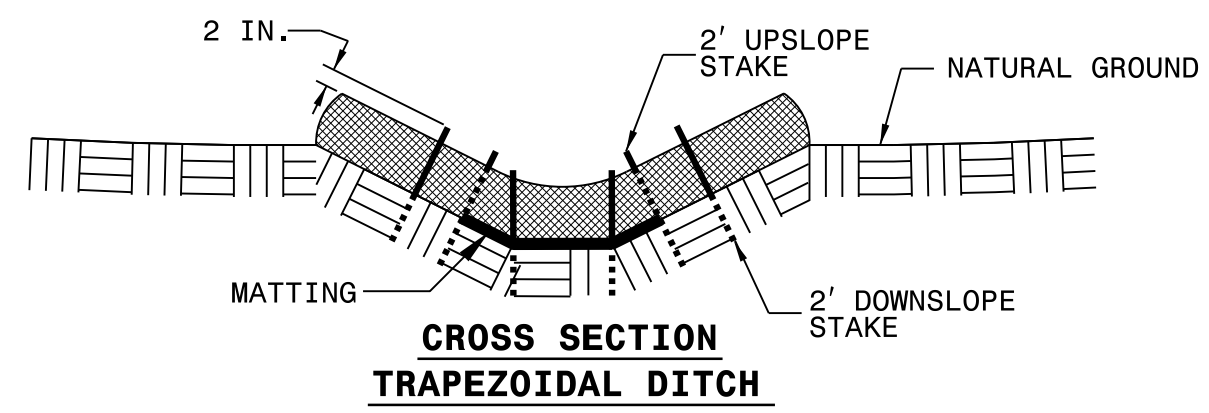
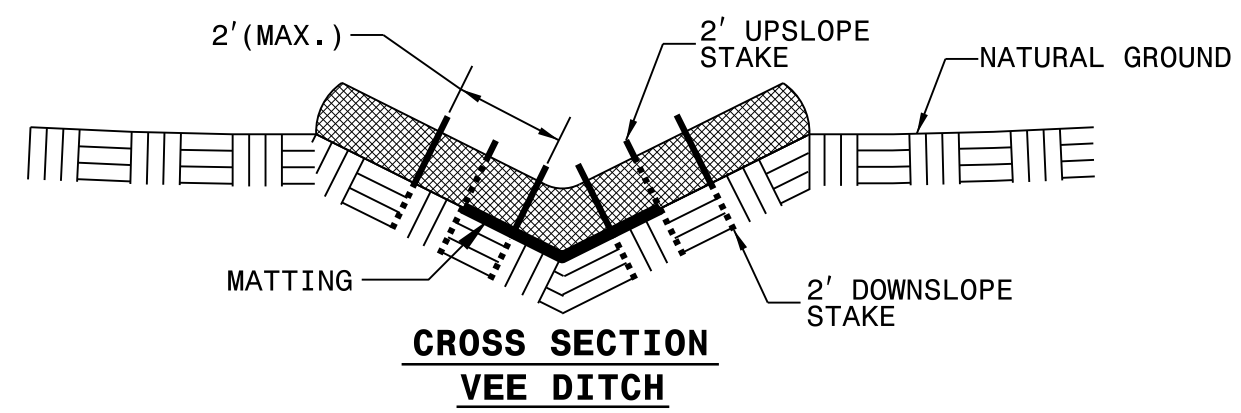
NOT TO SCALE

WATTLE DETAIL



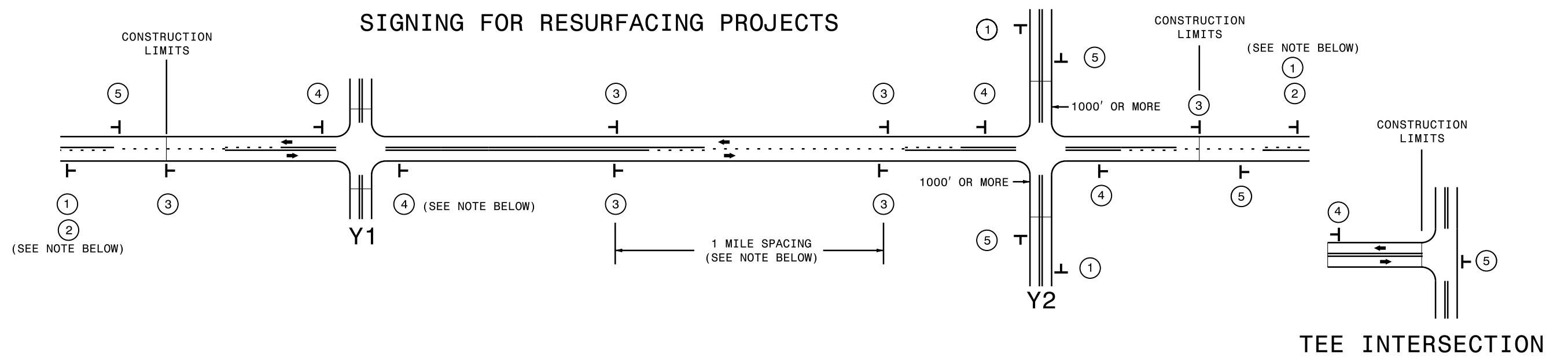
NOTES:

- 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



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.	<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; align-items: center;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	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>	<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. 	
	④	 <small>SP 13106 48" X 48"</small>	<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. 	
	⑤	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**