

PITT COUNTY

DB00570

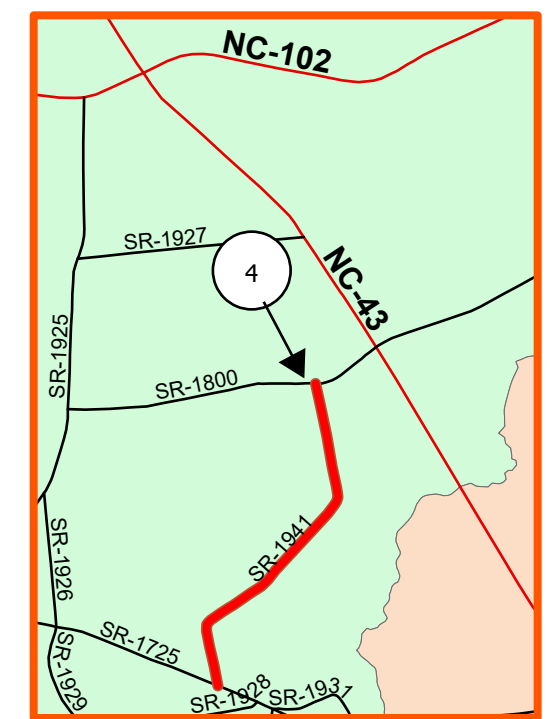
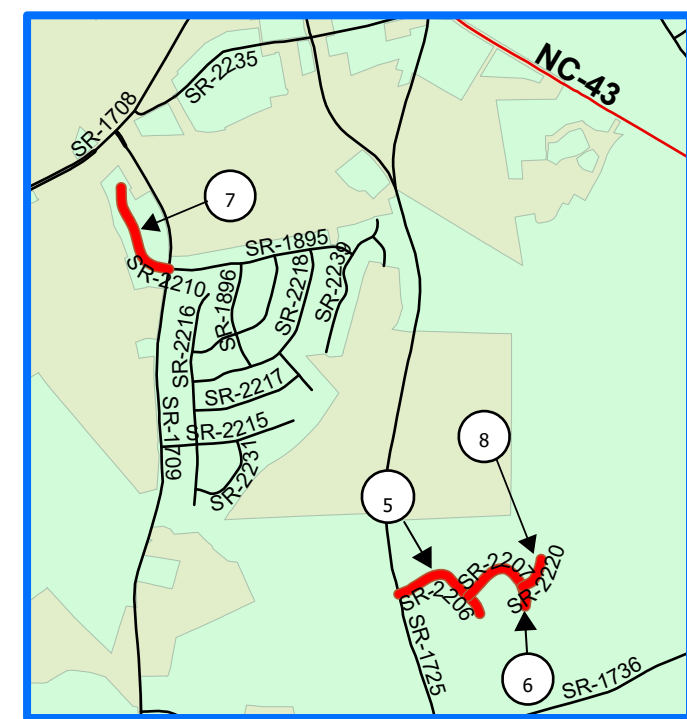
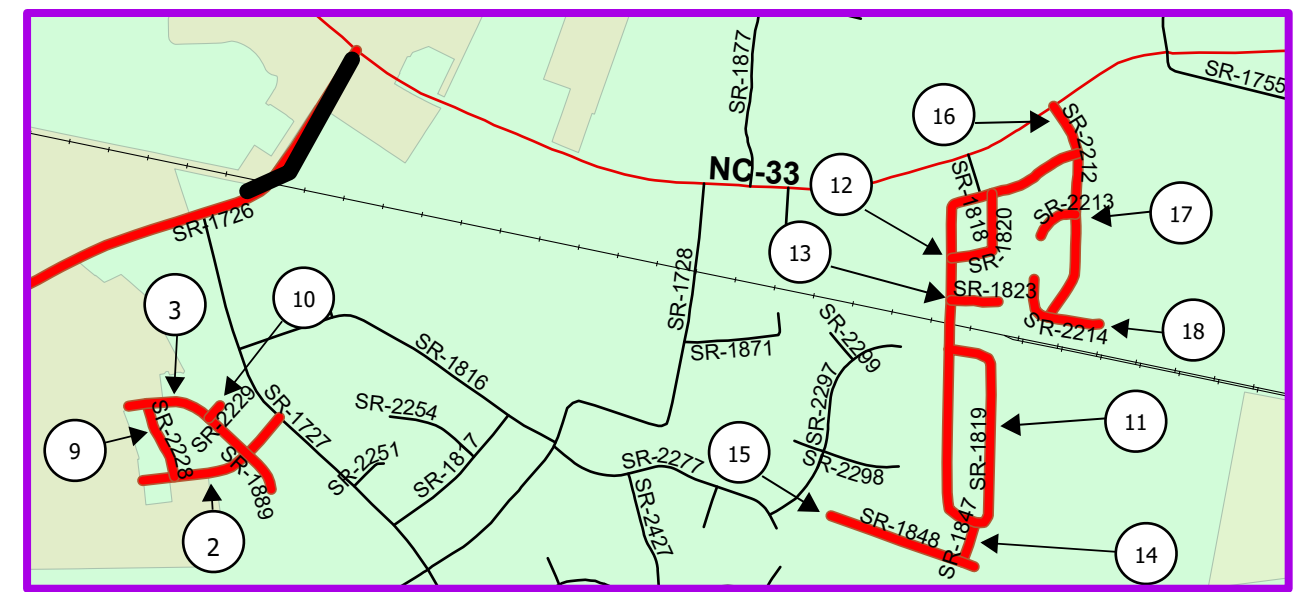
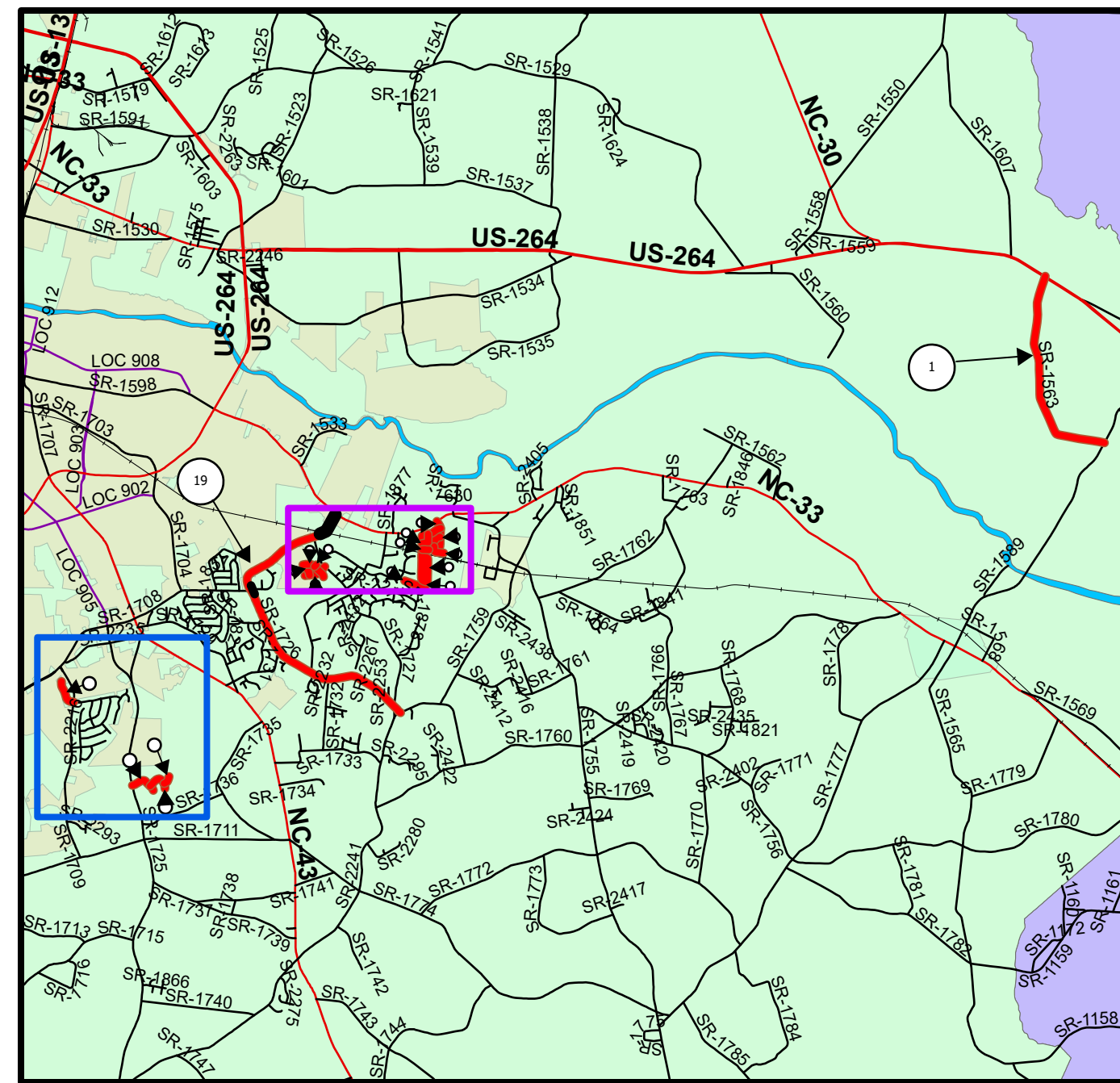
WBS# 2024CPT.02.04.20741

PROJECT REFERENCE NO.	SHEET NO.
DB00570	1



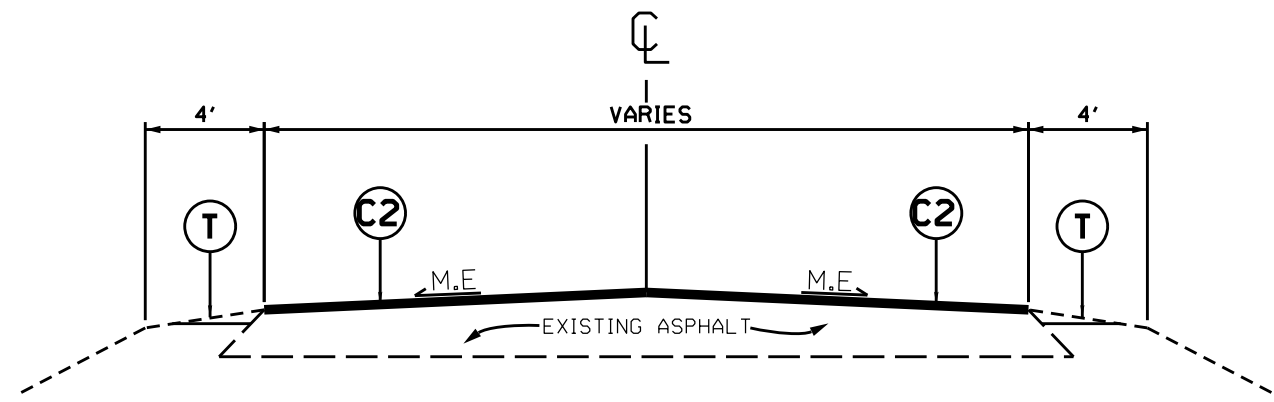
NCDOT
DIVISION 2

TYPE OF WORK : MILL PATCHING, STRENGTHENING, RESURFACING ,AND SHOULDER RECONSTRUCTION



TYPICAL SECTION NO. 1

MAP 2,3,5,6,7,8,9,10,13



NOTE:

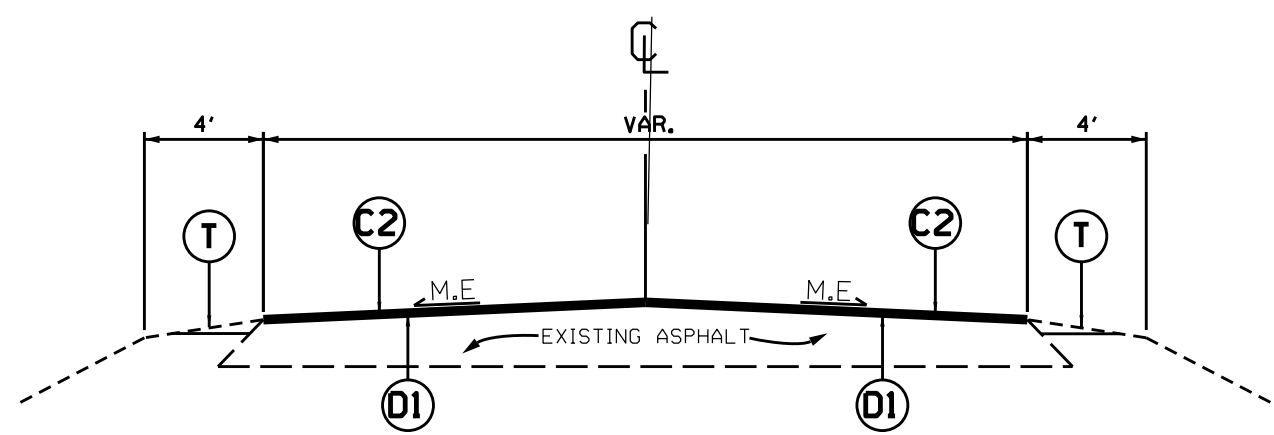
1. PERFORM 4" DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 4. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1" LEVELING ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.5" FOR THE ENTIRE WIDTH OF ROADWAY.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 2

MAP 1 AND 4

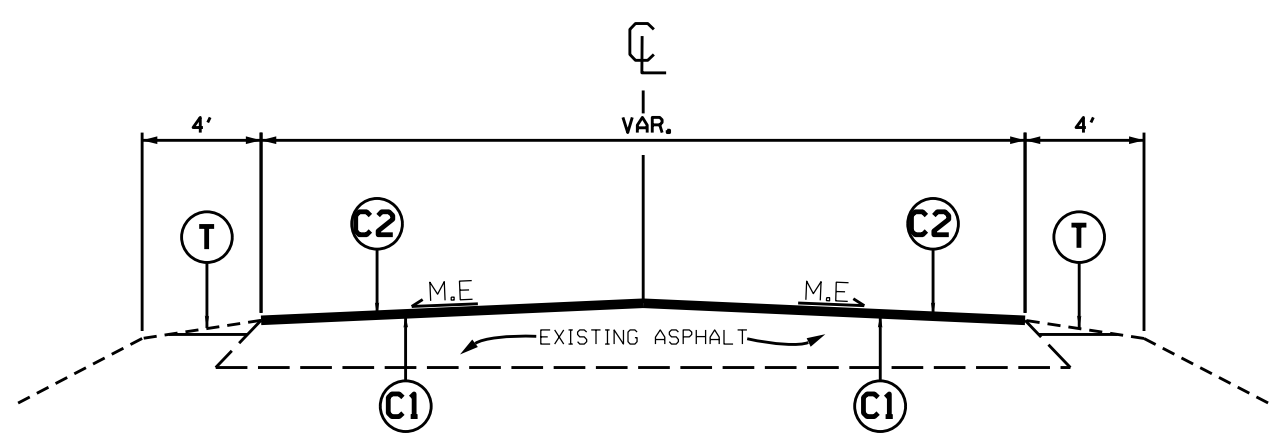


NOTE:

1. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, 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.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 3

MAP 11,12,14,15,16,17,18

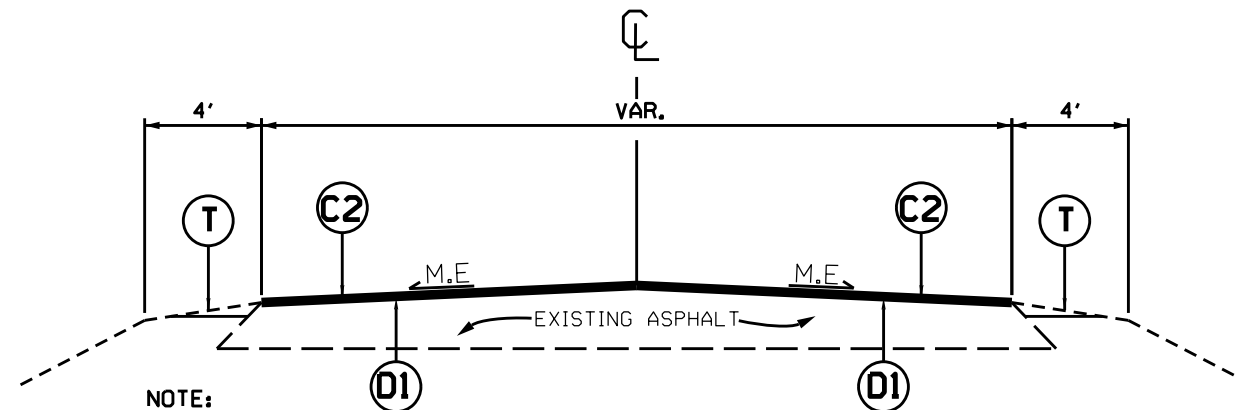


NOTE:

1. PLACE ASPHALT LEVELING COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, 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.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 4

MAP 19 (0+00 TO 121+67)



NOTE:

1. PLACE ASPHALT INTERMEDIATE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, 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.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE

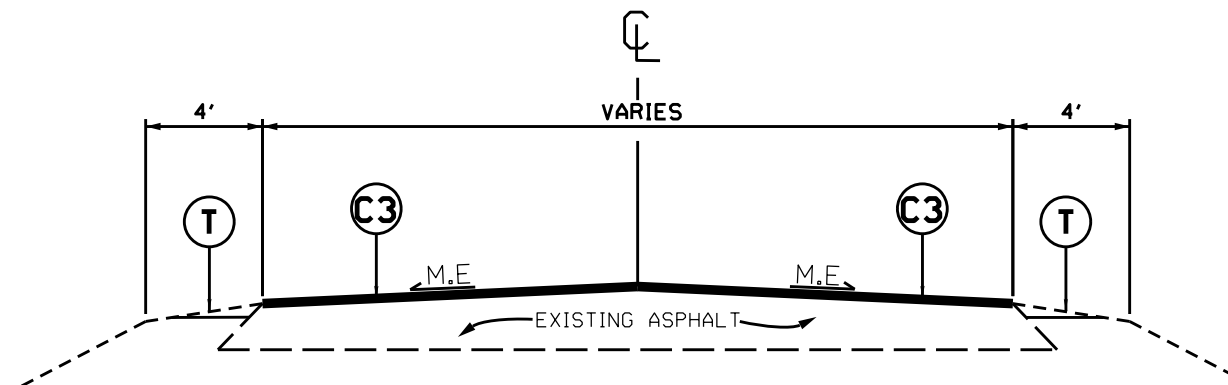
C1	PROP. APPROX. 1" LEVELING ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285.0 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
V2	MILLING DEPTH 1.5" 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 19 (125+14 TO 183+11)



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PERFORM 4" DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 4. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00570	4	

SUMMARY OF QUANTITIES

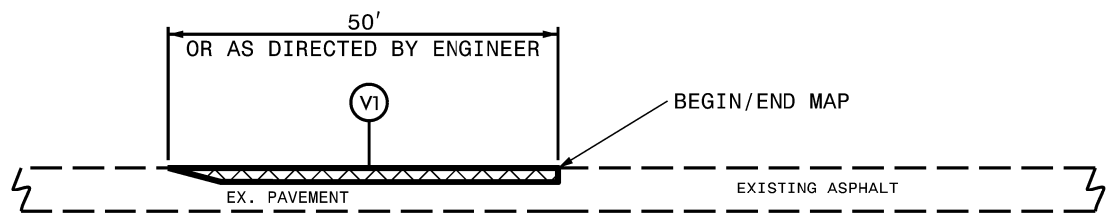
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0262000000-N	1220000000-E	1245000000-E	1330000000-E	1503000000-E	1519000000-E	1520000000-E	1575000000-E	1880000000-E	1500000000-E	1845000000-N	6000000000-E	0710100000-E	6084000000-E	6117000000-N	4413000000-E	4457000000-N			
												HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	INCIDENTAL MILLING	INTERMEDIATE COURSE, 119.0C	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	ADJ. OF DROP INLET	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL	WORK ZONE ADVANCE/G ENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL			
												MI	FT	EA	TONS	SMI	SY	TONS	TONS	TONS	TONS	TONS	TON	EA	EA	LF	LF	AC	EA	SF	LS
2024CPT.02.04.20741	Pitt	1	SR-1563 / STICKS RD	FROM SR 1565 N GRIMESLAND BRIDGE RD. TO US 264	2	2	2WU	NO	NO	2.27	21	136	91	4.54	500	4,132	2,439		357				363		2.27		255	0.23			
TOTAL FOR MAP NO. 1												2.27		136	91	4.54	500	4,132	2,439		357				363		2.27		255	0.23	
2024CPT.02.04.20741	Pitt	2	SR-1888 / PLATEAU DR	FROM END OF MAINTENANCE TO SR 1727 EASTERN PINES RD.	1	2	2WU	NO	NO	0.25	20	10	10	0.50	250		265		31	285					0.25		125	0.02			
TOTAL FOR MAP NO. 2												0.25		10	10	0.50	250		265		31	285					0.25		125	0.02	
2024CPT.02.04.20741	Pitt	3	SR-1889 / ARBOR DR	FROM BEGIN OF MAINTENANCE TO END OF MAINTENANCE	1	2	2WU	NO	NO	0.29	20	12	3	0.58	250		310		46	560		2			0.29		125	0.03			
TOTAL FOR MAP NO. 3												0.29		12	3	0.58	250		310		46	560		2			0.29		125	0.03	
2024CPT.02.04.20741	Pitt	4	SR-1941 / CLAY ROOT RD	FROM SR 1725 COUNTY HOME RD. TO SR 1800 LEARY MILS RD.	2	2	2WU	NO	NO	1.58	20	95	63	3.16	500	2,650	1,627		233				253	100	1.58	1	200	0.15			
TOTAL FOR MAP NO. 4												1.58		95	63	3.16	500	2,650	1,627		233			253	100		1.58	1	200	0.15	
2024CPT.02.04.20741	Pitt	5	SR-2206 / WORTHINGTON LN	FROM SR 1725 COUNTY HOME RD. TO CUL-DE-SAC	1	2	2WU	NO	NO	0.28	20	11	11	0.56	250		311		28	160					0.28		125	0.02			
TOTAL FOR MAP NO. 5												0.28		11	11	0.56	250		311		28	160					0.28		125	0.02	
2024CPT.02.04.20741	Pitt	6	SR-2207 / DORIS CIR	FROM SR 2206 WORTHINGTON LN. TO CUL-DE-SAC	1	2	2WU	NO	NO	0.26	20	10	10	0.52	250		300		27	144					0.26		125	0.02			
TOTAL FOR MAP NO. 6												0.26		10	10	0.52	250		300		27	144					0.26		125	0.02	
2024CPT.02.04.20741	Pitt	7	SR-2210 / WHITEHALL RD	FROM SR 1709 COREY RD. TO CUL-DE-SAC	1	2	2WU	NO	NO	0.29	20	12	12	0.58	250		323		21						0.29		125	0.02			
TOTAL FOR MAP NO. 7												0.29		12	12	0.58	250		323		21						0.29		125	0.02	
2024CPT.02.04.20741	Pitt	8	SR-2220 / POE CIR	FROM SR 2207 DORIS CIR TO CUL-DE-SAC	1	2	2WU	NO	NO	0.1	20	4	4	0.20	250		139		9						0.10		125	0.02			
TOTAL FOR MAP NO. 8												0.1		4	4	0.20	250		139		9						0.10		125	0.02	
2024CPT.02.04.20741	Pitt	9	SR-2228 / VALLEY RD	FROM SR 1888 PLATEAU DR. TO SR 1889 ARBOR DR.	1	2	2WU	NO	NO	0.12	20	5	5	0.24	250		137		11	35					0.12		125	0.02			
TOTAL FOR MAP NO. 9												0.12		5	5	0.24	250		137		11	35					0.12		125	0.02	
2024CPT.02.04.20741	Pitt	10	SR-2229 / RUSTIC CI	FROM SR 1889 ARBOR DR. TO CUL-DE-SAC	1	2	2WU	NO	NO	0.03	20	1	1	0.06			73		5						0.03		125	0.02			
TOTAL FOR MAP NO. 10												0.03		1	1	0.06			73		5						0.03		125	0.02	
2024CPT.02.04.20741	Pitt	11	SR-1819 / CIRCLE DR	FROM SR 2212 (BRITT RD) TO SR 1819 (CIRCLE DR LOOP)	3	2	2WU	NO	NO	1.09	21	65	55	2.18	250		1,200	800	130		1	2			1.09	1	125	0.03			
TOTAL FOR MAP NO. 11												1.09		65	55	2.18	250		1,200	800	130		1	2			1.09	1	125	0.03	
2024CPT.02.04.20741	Pitt	12	SR-1820 / HILLTOP RD	FROM SR 1819 (CIRCLE DR) TO SR 1819 (CIRCLE DR)	3	2	2WU	NO	NO	0.16	21	10	8	0.32	250		152	101	16						0.16		125	0.02			
TOTAL FOR MAP NO. 12												0.16		10	8	0.32	250		152	101	16						0.16		125	0.02	
2024CPT.02.04.20741	Pitt	13	SR-1823 / HILLENDALE CIR	FROM SR 1819 (CIRCLE DR) TO CUL-DE-SAC	1	2	2WU	NO	NO	0.08	21	3	4	0.16	250		118		8						0.08		125	0.02			
TOTAL FOR MAP NO. 13												0.08		3	4	0.16	250		118		8						0.08		125	0.02	
2024CPT.02.04.20741	Pitt	14	SR-1847 / RIDGE RD	FROM SR 1848 (SPRINGHILL RD) TO SR 1819 (CIRCLE DR)	3	2	2WU	NO	NO	0.07	21	4	4	0.14	250		80	52	9						0.07		125	0.02			
TOTAL FOR MAP NO. 14												0.07		4	4	0.14	250		80	52	9						0.07		125	0.02	
2024CPT.02.04.20741	Pitt	15	SR-1848 / SPRINGHILL RD	FROM CUL-DE-SAC TO DEAD END	3	2	2WU	NO	NO	0.28	18	17	14	0.56	250		294	195	32						0.28		125	0.02			
TOTAL FOR MAP NO. 15												0.28		17	14	0.56	250		294	195	32						0.28		125	0.02	
2024CPT.02.04.20741	Pitt	16	SR-2212 / BRITT RD	FROM SR 2214 (JAY CIRCLE) TO NC 33	3	2	2WU	NO	NO	0.37	28	22	19	0.74	250		480	320	52		10				0.37		125	0.02			
TOTAL FOR MAP NO. 16												0.37		22	19	0.74	250		480	320	52		10				0.37		125	0.02	
2024CPT.02.04.20741	Pitt	17	SR-2213 / AMY CIR	FROM CUL-DE-SAC TO SR 2212 (BRITT RD)	3	2	2WU	NO	NO	0.07	28	4	4	0.14	250		121	80	13		1				0.07		125	0.02			
TOTAL FOR MAP NO. 17												0.07		4	4	0.14	250		121	80	13		1				0.07		125	0.02	
2024CPT.02.04.20741	Pitt	18	SR-2214 / JAY CIR	FROM CUL-DE-SAC TO DEAD END (FENCE)	3	2	2WU	NO	NO	0.17	20	10	9	0.34	250		243	162	26		2				0.17		125	0.02			
TOTAL FOR MAP NO. 18												0.17		10	9	0.34	250		243	162	26		2				0.17		125	0.02	
2024CPT.02.04.20741	Pitt	19	SR-1726 / PORTERTOWN RD	FROM SR 2241 IVY RD. TO PAV'T JOINT SOUTH OF THE RAILROAD CROSSING	4,5	2	2WU	NO	NO	3.47	25	174	139	6.94	7,000	5,330	4,750		570	104		14	555	100	3.47	1	405	0.28			
TOTAL FOR MAP NO. 19												3.47		174	139	6.94	7,000	5,330	4,750		570	104		14	555	100	3.47	1	405	0.28	
TOTAL FOR PROJ NO. 2024CPT.02.04.20741												11.23		605	466	22.46	11,750	12,112	13,362	1,710	1,624	1,288	14	18	1,171	200	11.23	3	2,860	1	
GRAND TOTAL												11.23		605	466	22.46	11,750	12,112	13,362	1,710	1,624	1,288	14	18	1,171	200	11.23	3	2,860	1	

4" MILL PATCHING

STA.	STA.	WIDTH	LOC.	MAP
0+14	0+68		FULL WIDTH	2
1+77	2+39	10'	RT	2
2+45	3+33	10'	LT/RT	2
3+54	3+87	10'	RT	2
4+55	5+04	10'	RT	2
6+37	7+95		FULL WIDTH	2
8+75	10+68		FULL WIDTH	2
12+56	12+92	10'	RT	2
0+00	2+79		FULL WIDTH	3
6+93	7+95	11'	LT	3
8+50	11+59		FULL WIDTH	3
11+59	11+85		FULL WIDTH	3
11+85	12+00		FULL WIDTH	3
12+23	12+25		FULL WIDTH	3
12+25	12+45		FULL WIDTH	3
12+45	12+58		FULL WIDTH	3
12+58	13+52		FULL WIDTH	3
13+52	14+19	10'	LT	3
14+42	15+71		FULL WIDTH	3

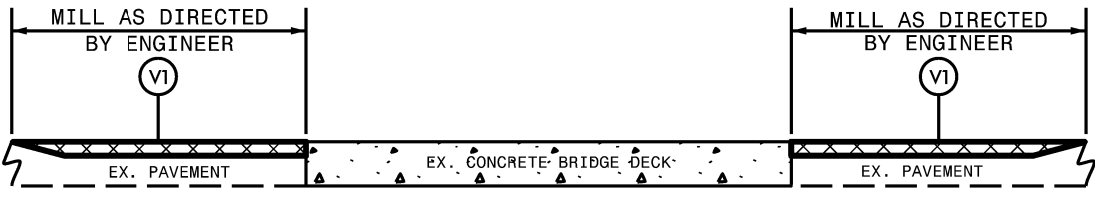
STA.	STA.	WIDTH	LOC.	MAP
5+52	6+19	7'	RT	5
9+19	9+57	7'	RT	5
13+53	13+90	10'	RT	5
14+08	14+33		FULL WIDTH	5
14+33	14+97		FULL WIDTH	5
0+00	0+54		FULL WIDTH	6
1+13	1+36	10'	RT	6
3+81	4+80	10'	LT	6
4+15	5+35	10'	RT	6
5+14	5+58	10'	LT	6
11+82	13+12	12'	RT	6
0+00	0+17			

MILLING TYPICALS



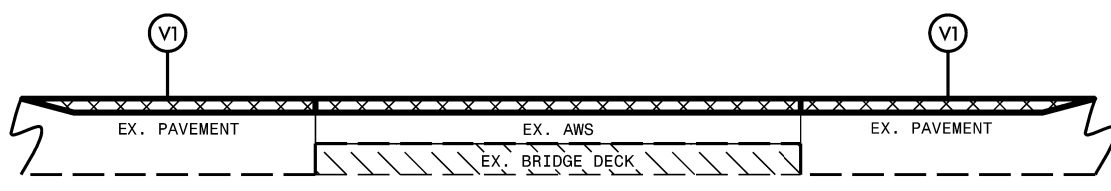
DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:
1. 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

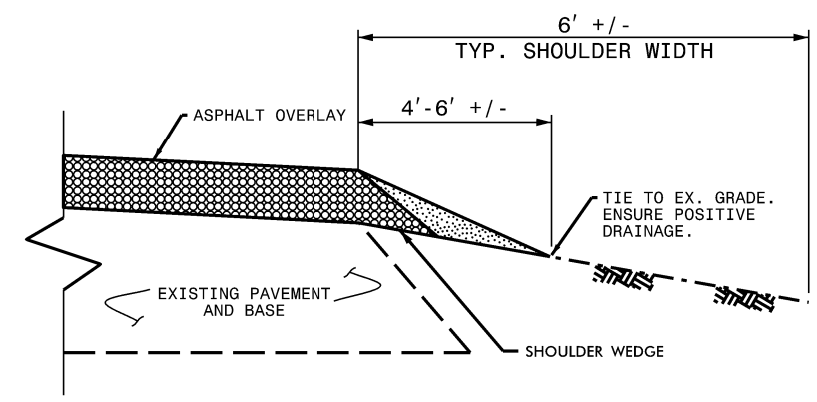
NOTE:
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 3
BRIDGE MILLING

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

SHOULDER RECONSTRUCTION TYPICAL

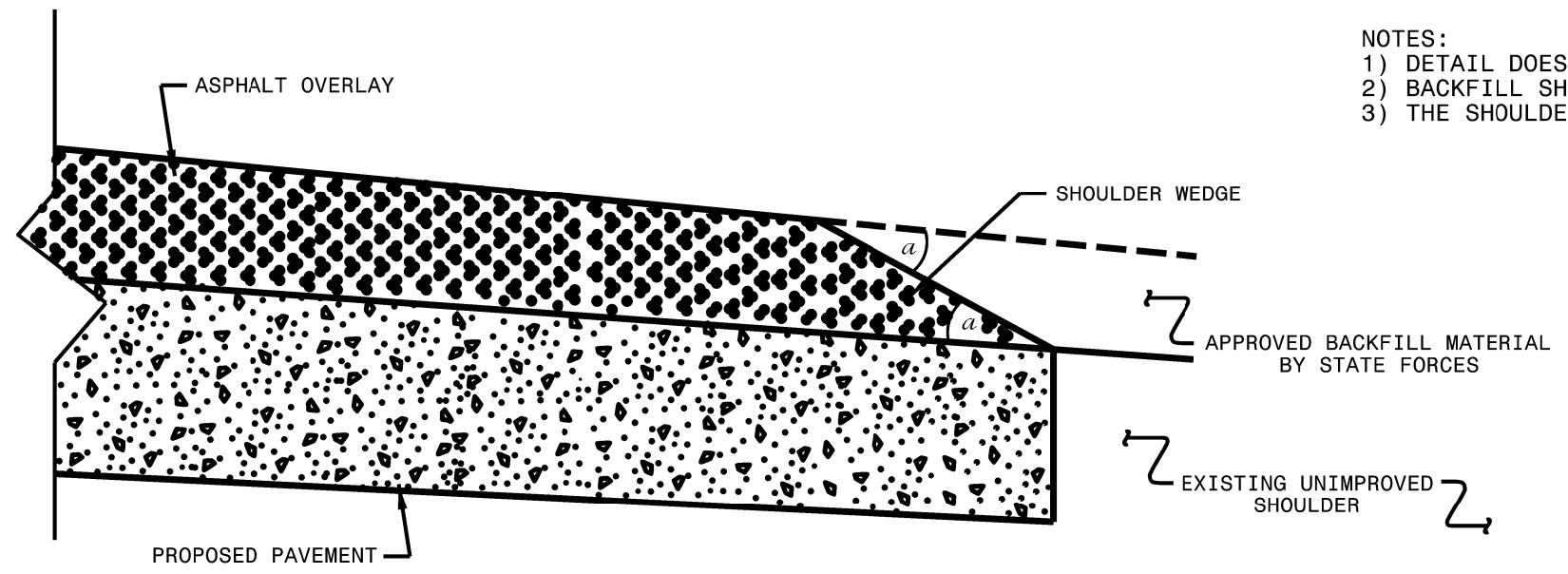


SHOULDER RECONSTRUCTION DETAIL

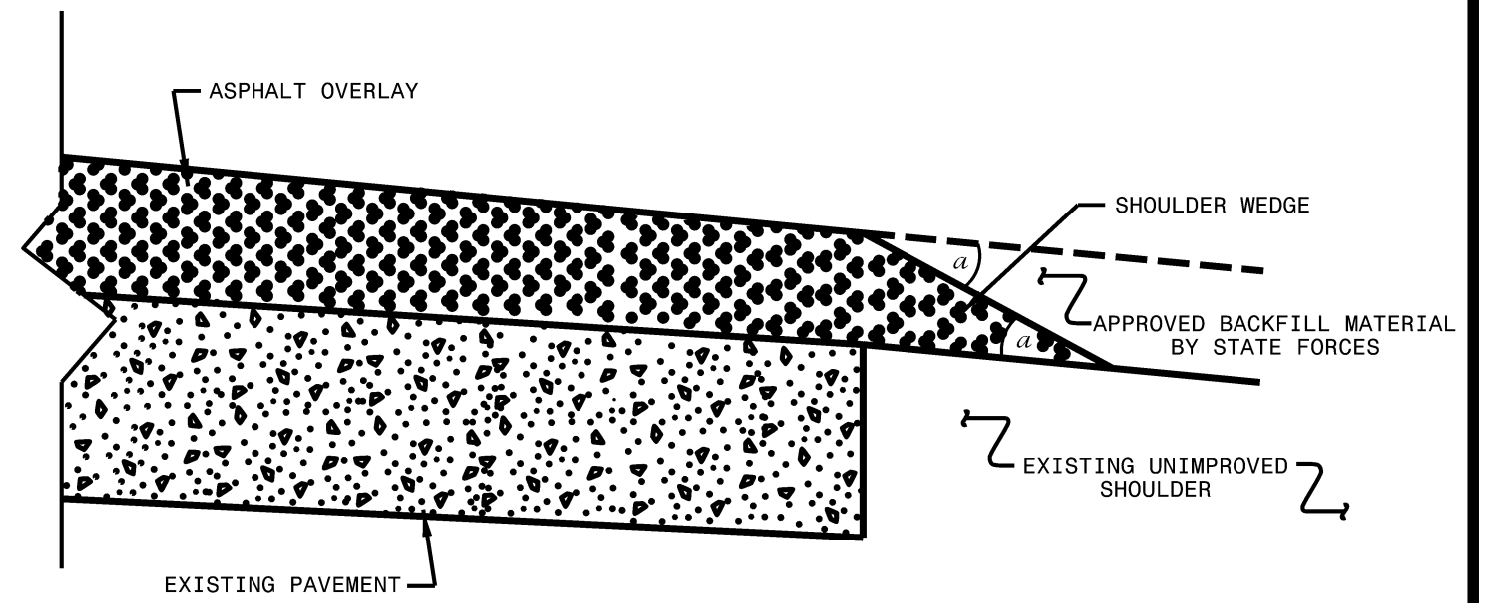
NOTE:

1. 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.
2. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDERS POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
3. REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

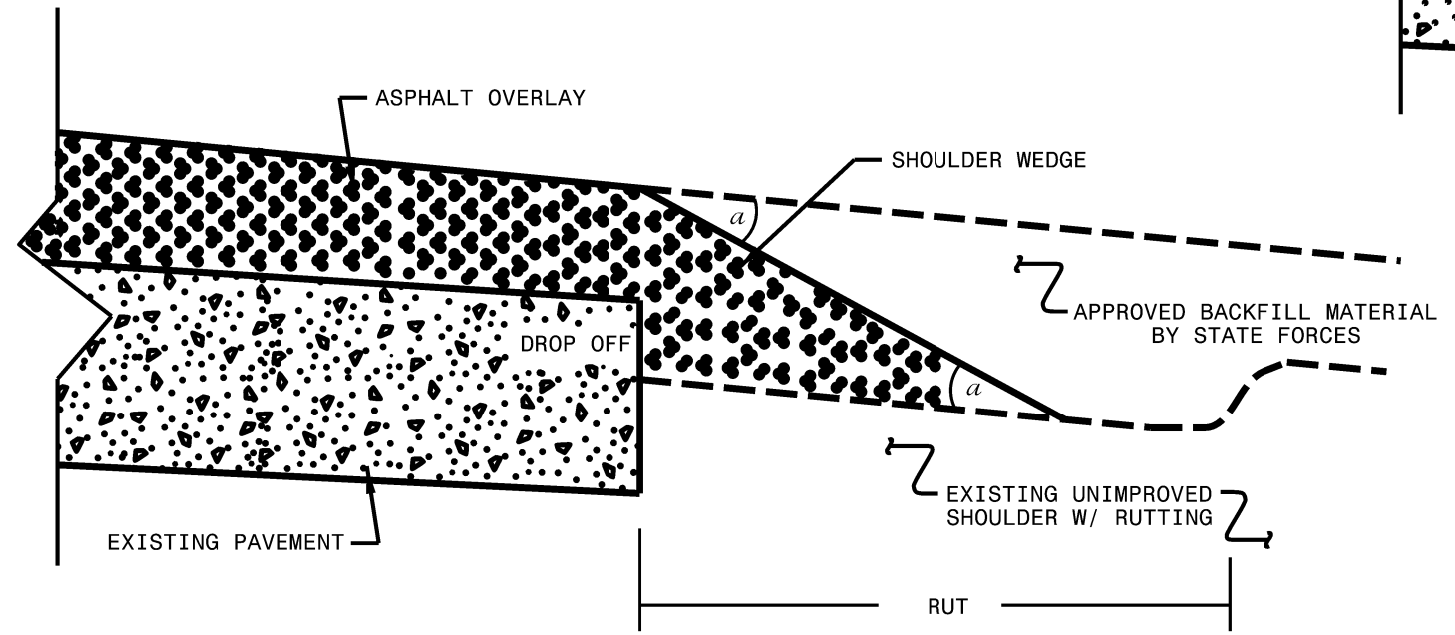
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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)

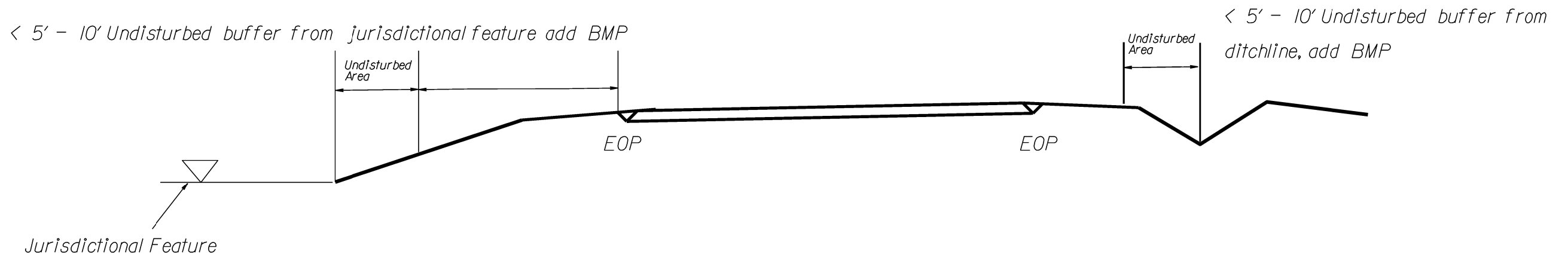
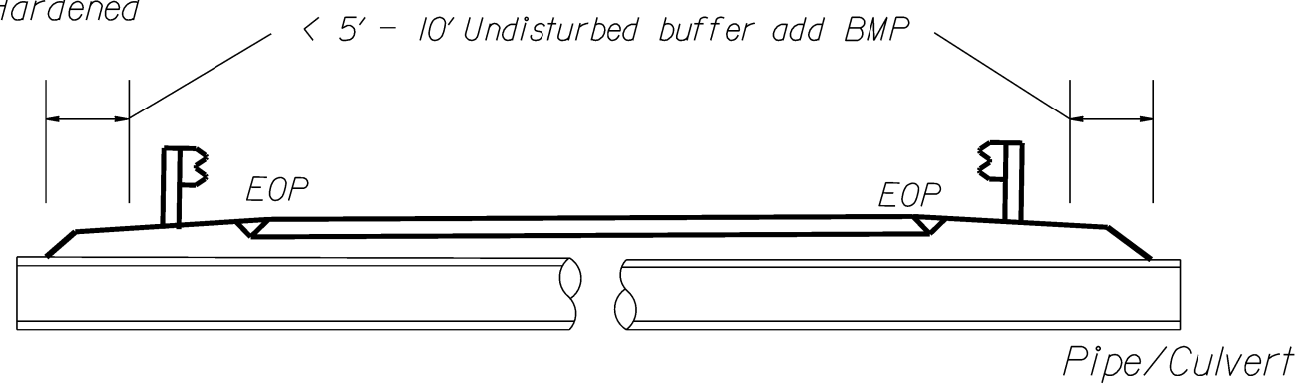
- SHOULDER WEDGE ANGLE = 30°

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: esusc/details/stand/shoulderwedge2a11.dwg	

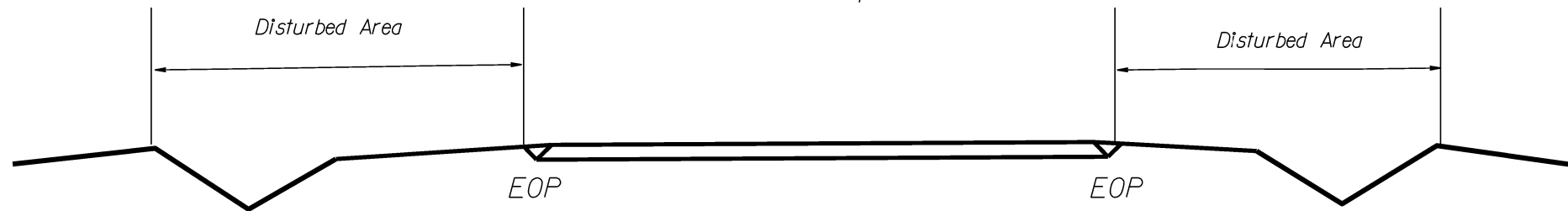
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

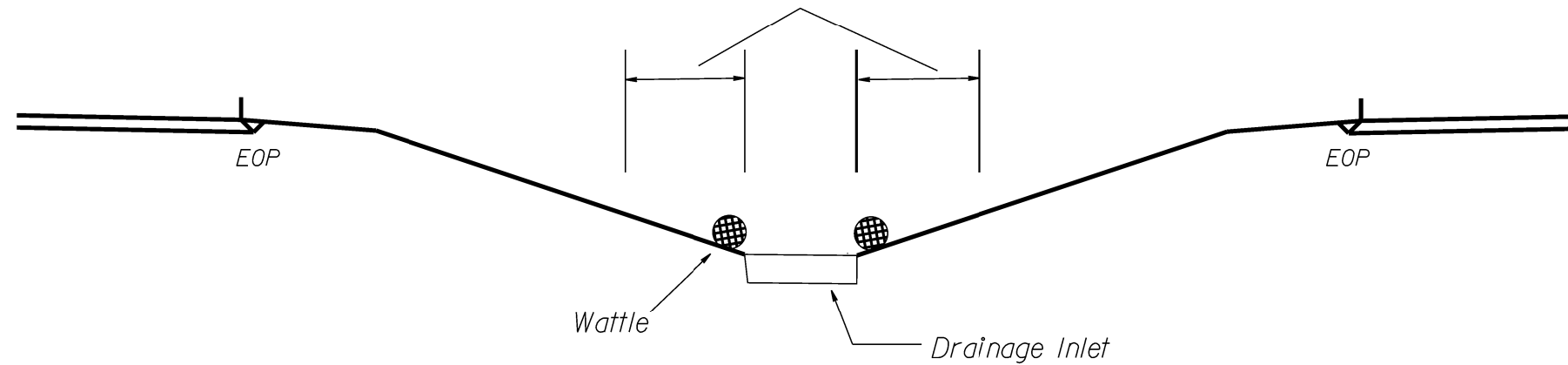
EROSION CONTROL DETAIL



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

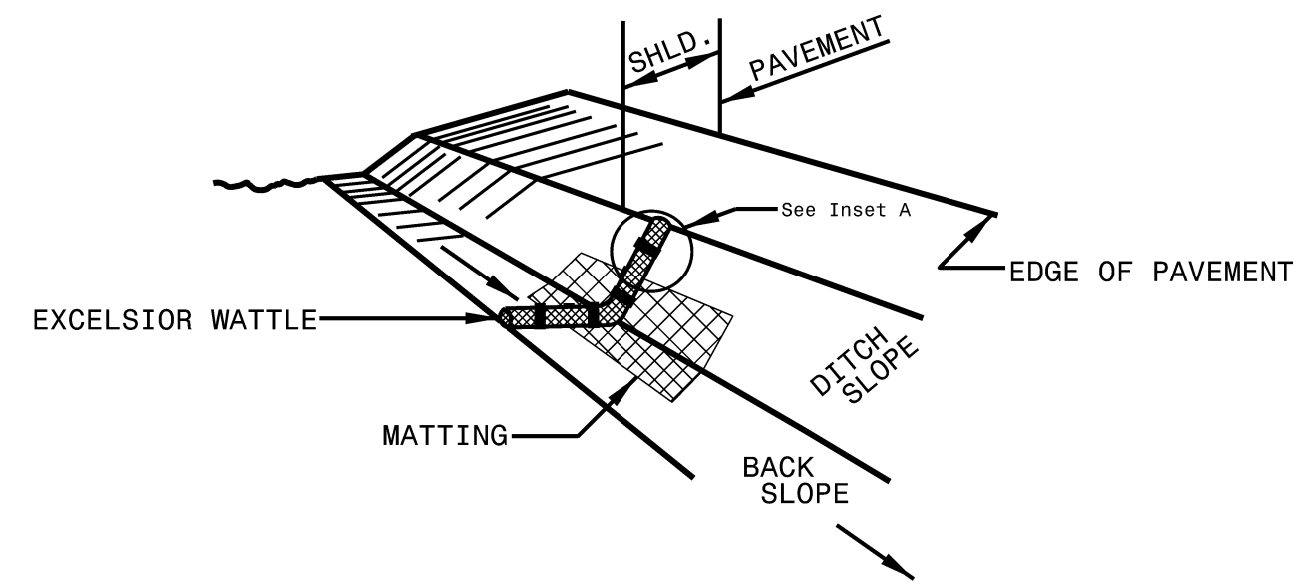


< 5' - 10' Undisturbed buffer from inlet, add wattle

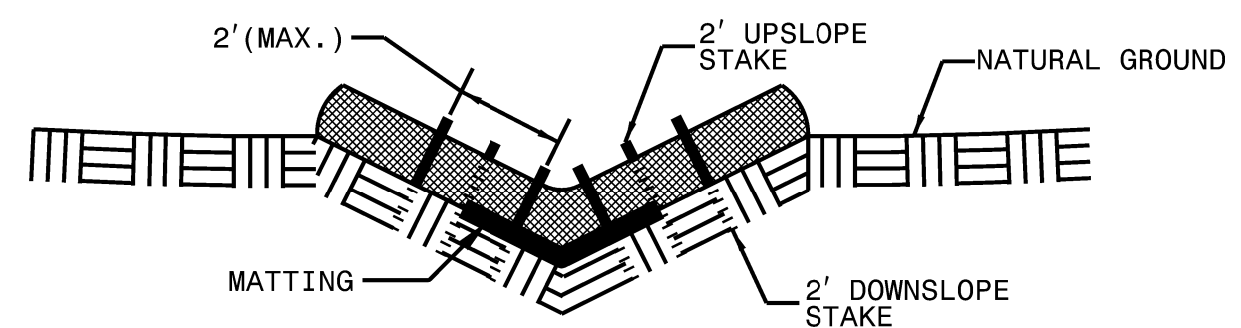


NOT TO SCALE

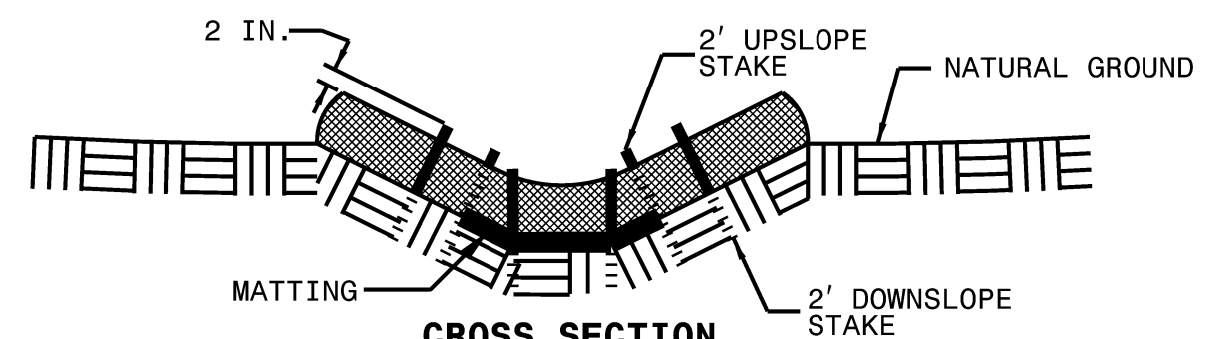
WATTLE DETAIL



ISOMETRIC VIEW



**CROSS SECTION
VEE DITCH**



**CROSS SECTION
TRAPEZOIDAL DITCH**

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

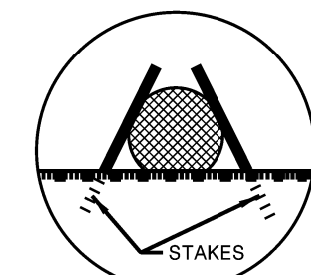
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

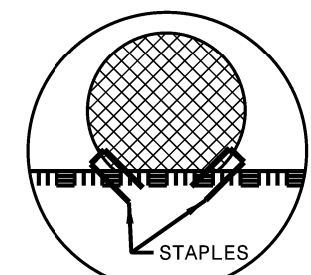
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

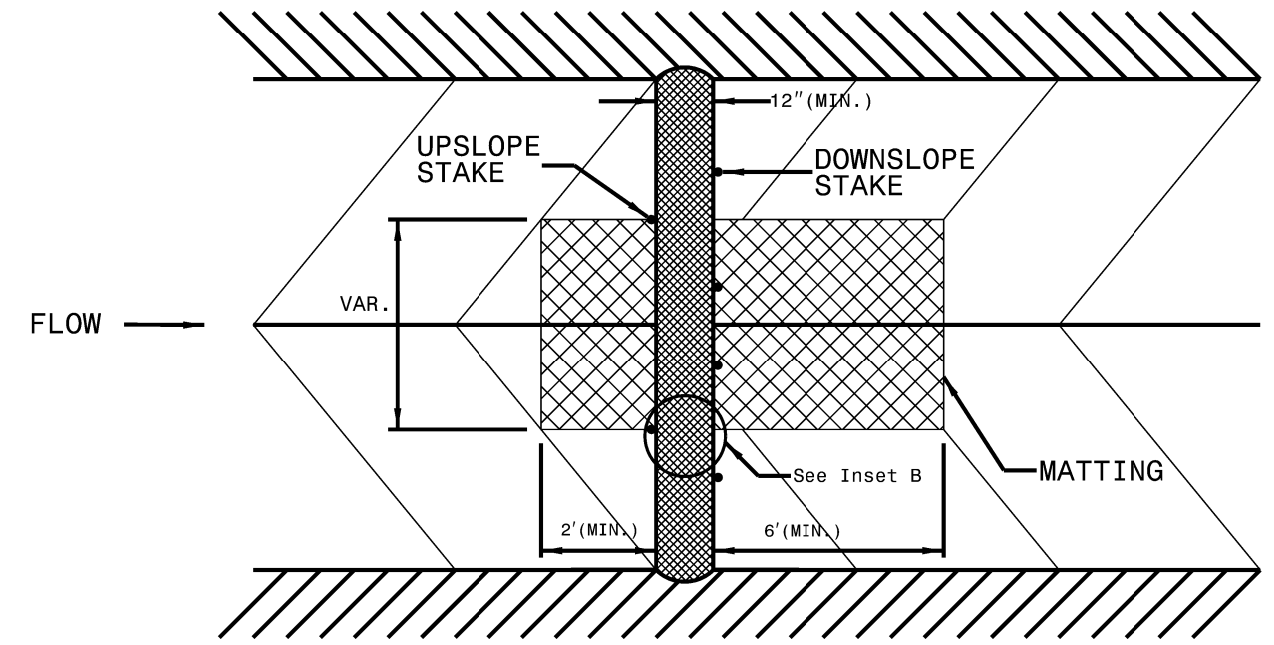
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



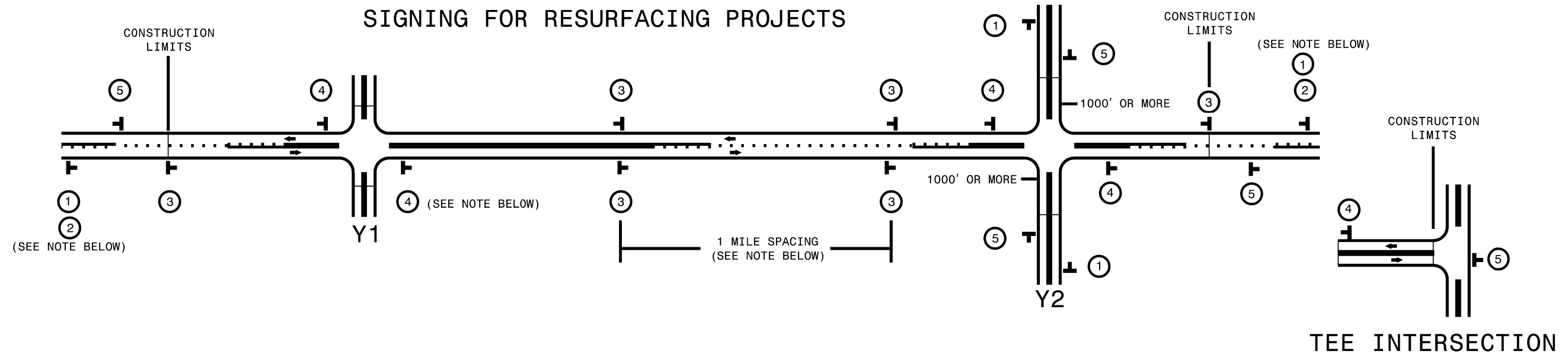
INSET B



TOP VIEW

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	2	3	4	5	
			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)			
			- 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.			
			- 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.			
					PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

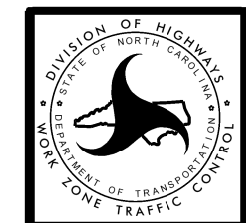
NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- 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.



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS