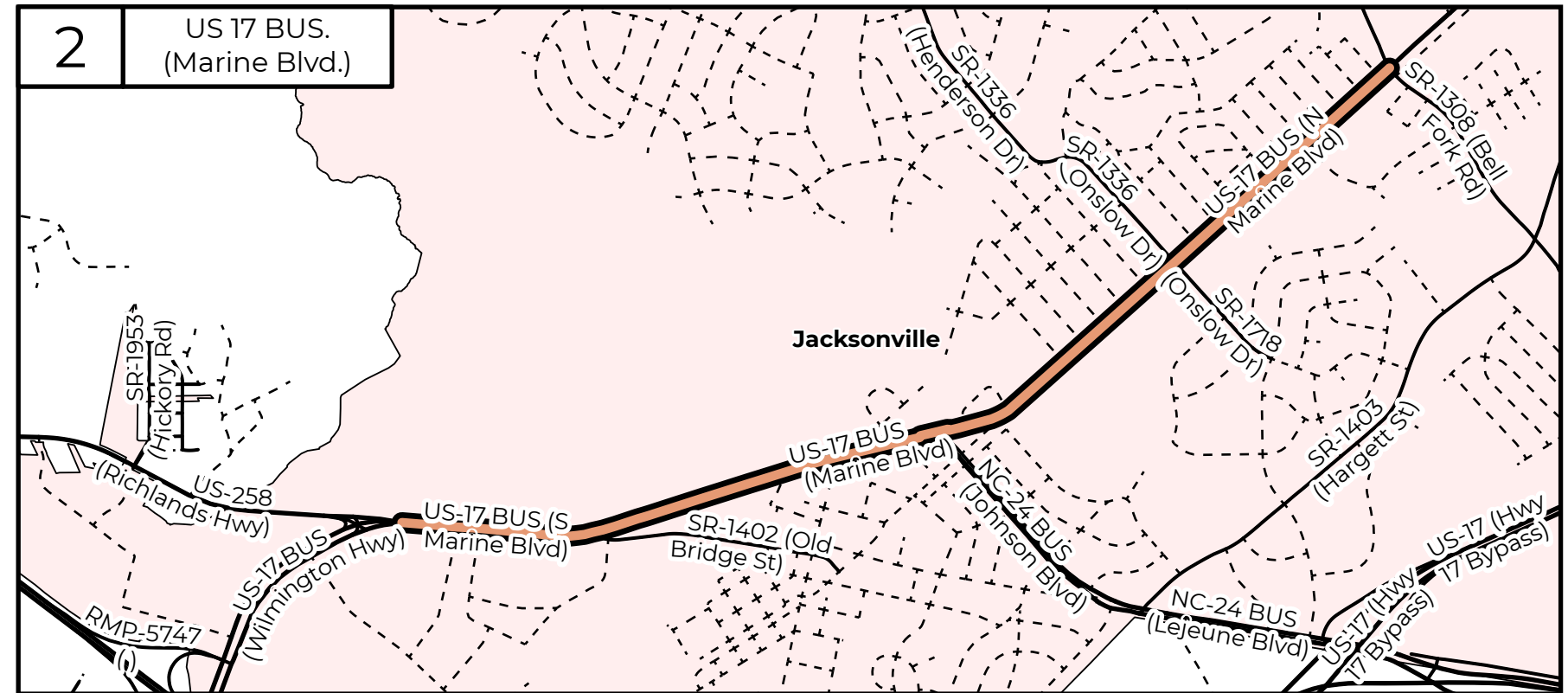
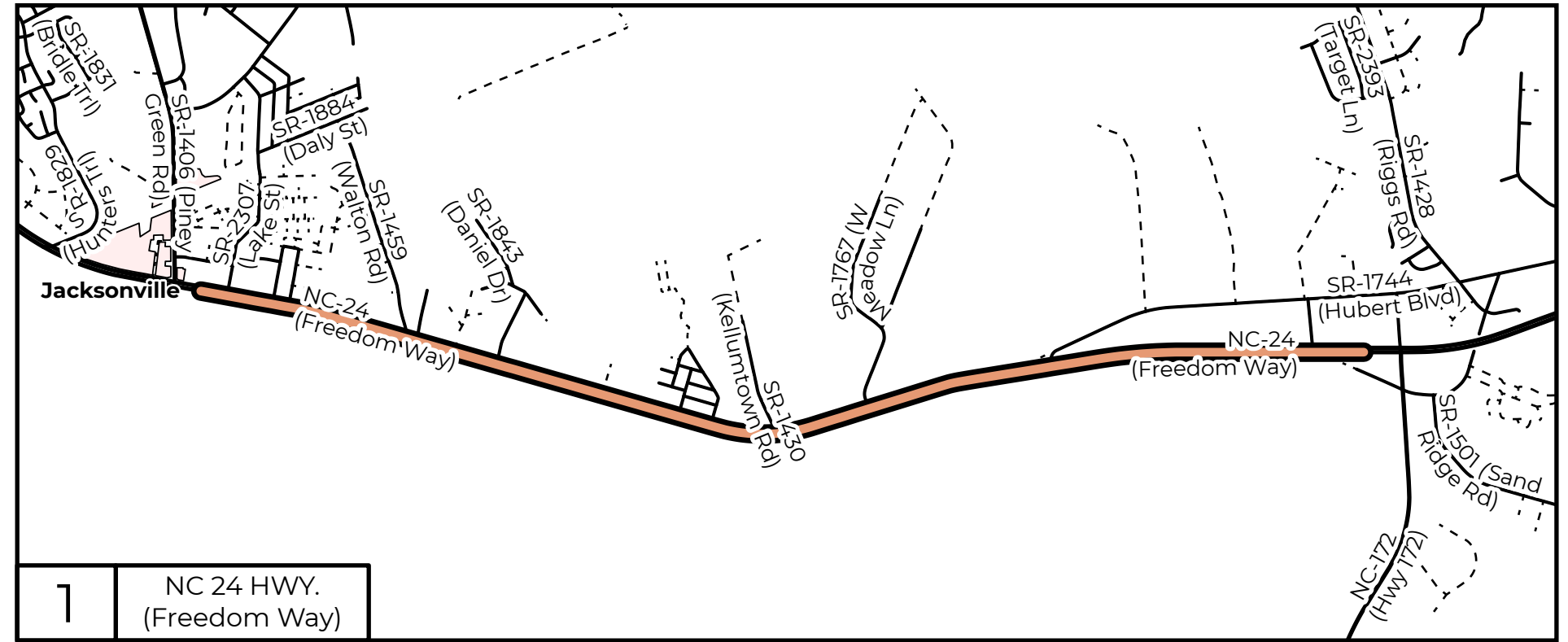
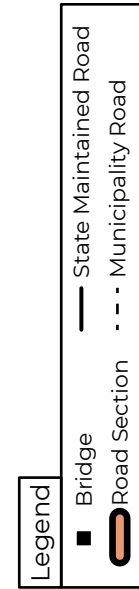
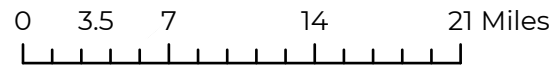
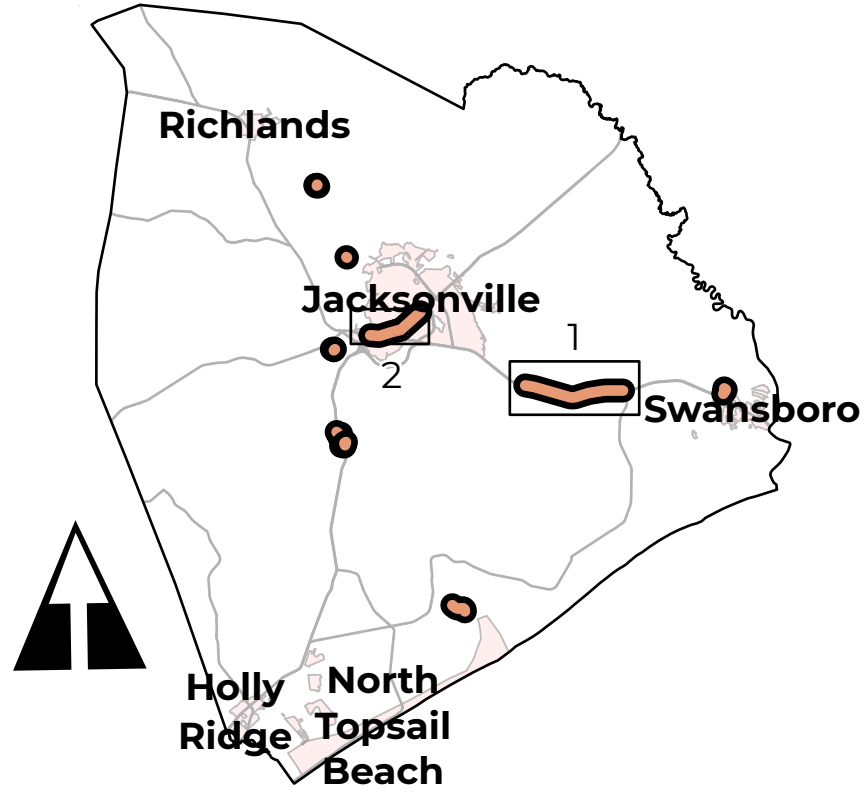


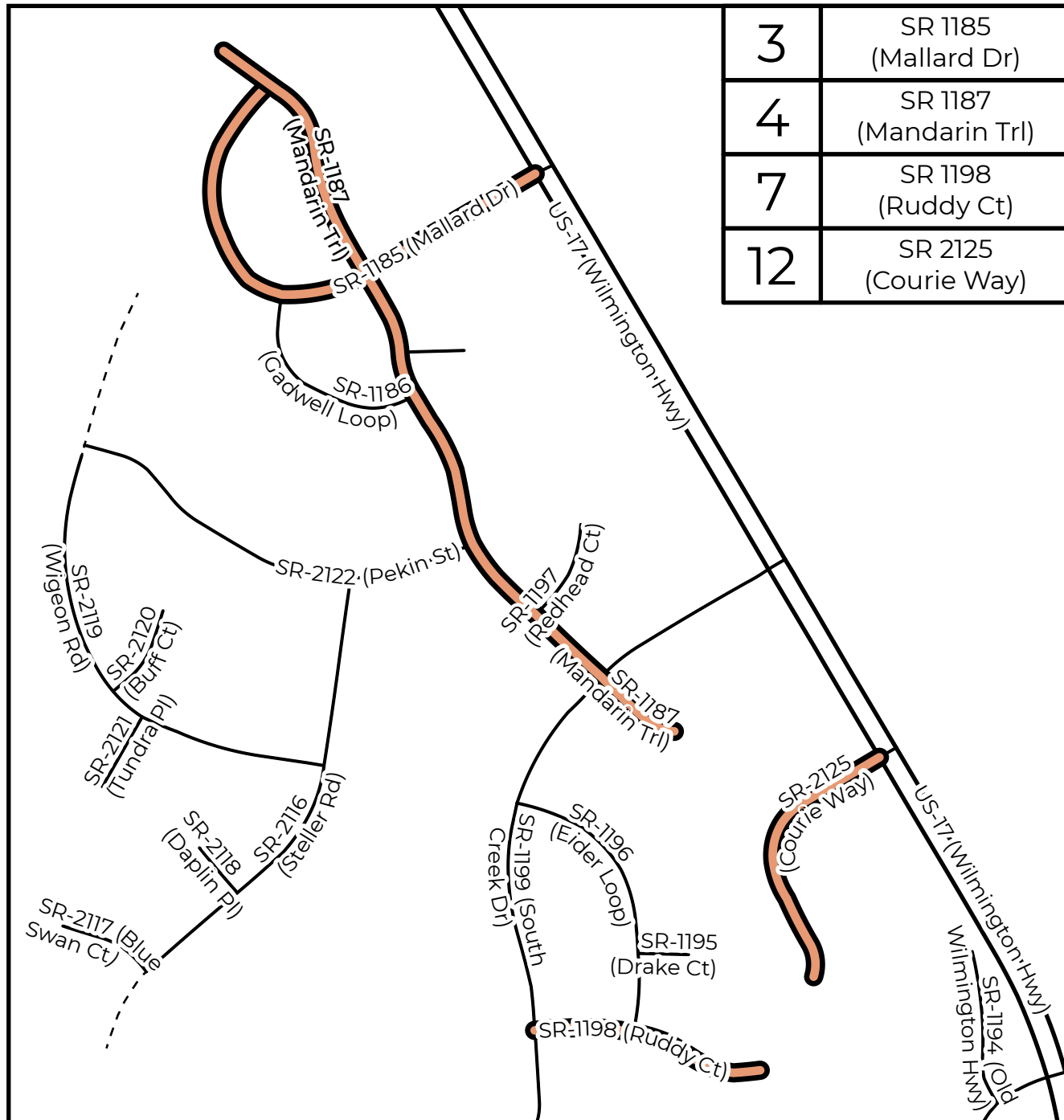
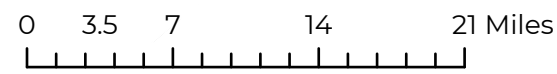
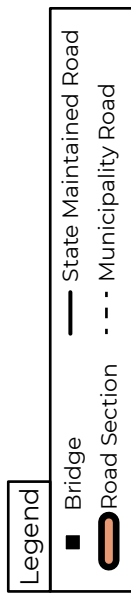
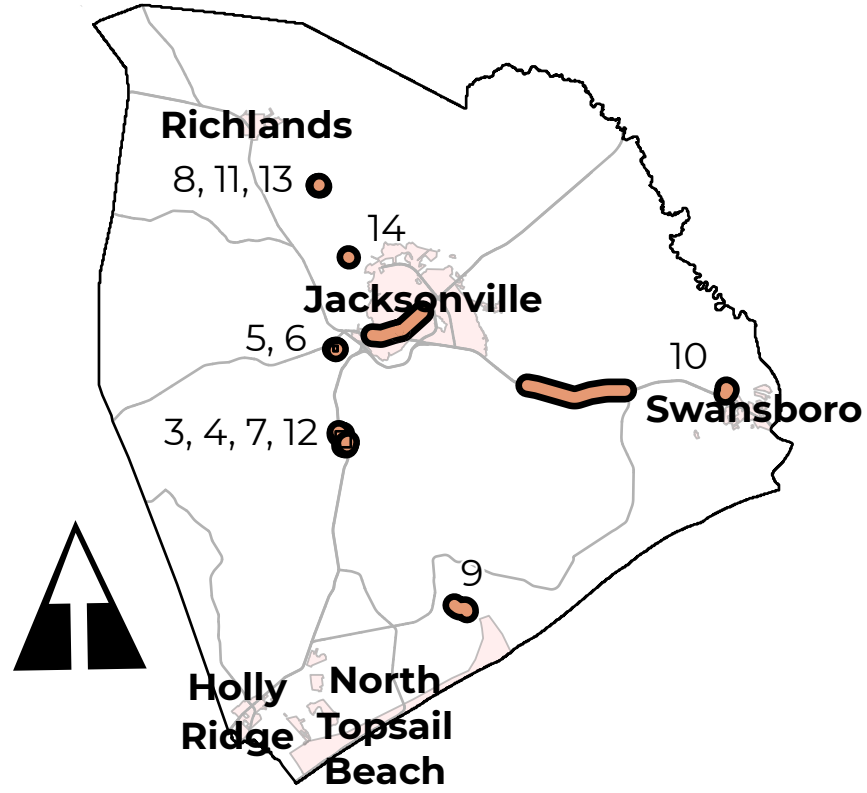
Onslow County 1-2

PROJECT REFERENCE NO. 2021CPT.03.15.10671, ETC.	SHEET NO. 1
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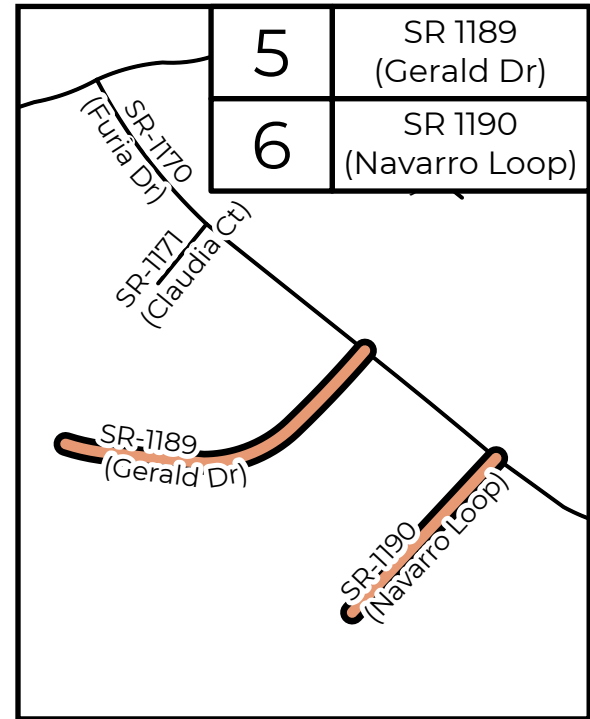


Onslow County 3-14

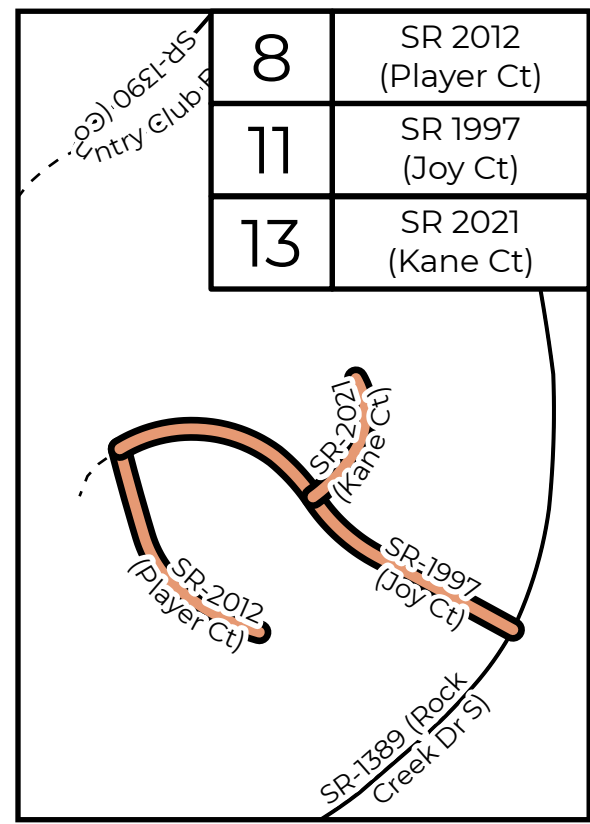
PROJECT REFERENCE NO. 2021CPT.03.15.10671, ETC.	SHEET NO. 2
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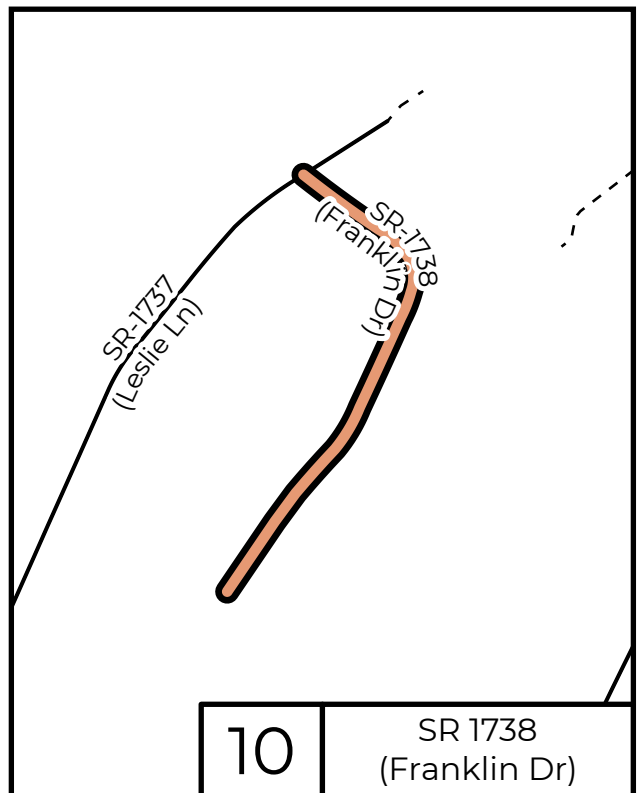
3	SR 1185 (Mallard Dr)
4	SR 1187 (Mandarin Trl)
7	SR 1198 (Ruddy Ct)
12	SR 2125 (Courie Way)



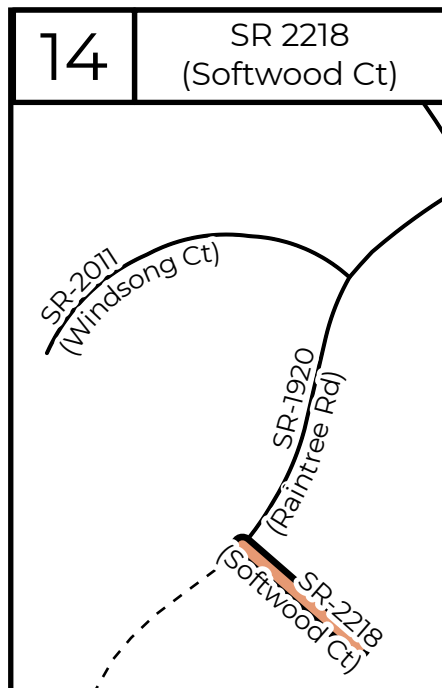
5	SR 1189 (Gerald Dr)
6	SR 1190 (Navarro Loop)



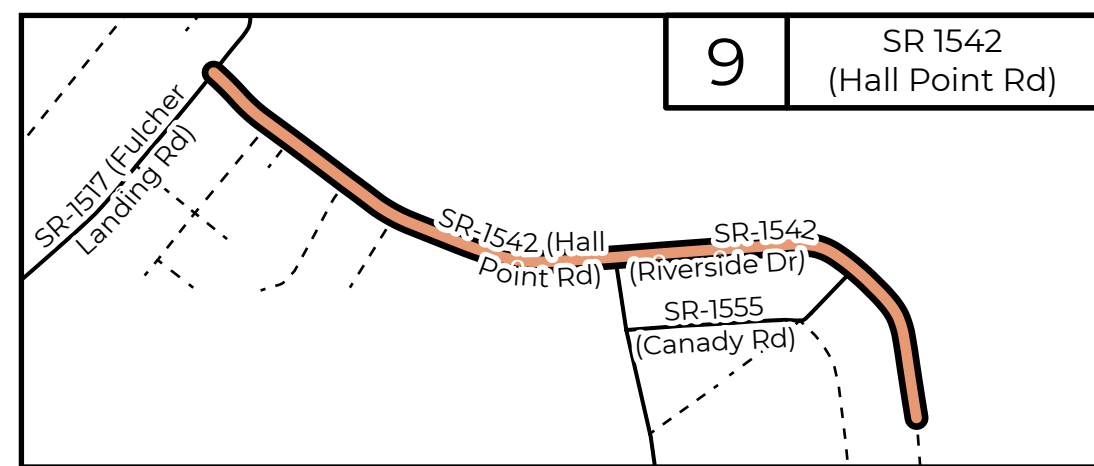
8	SR 2012 (Player Ct)
11	SR 1997 (Joy Ct)
13	SR 2021 (Kane Ct)



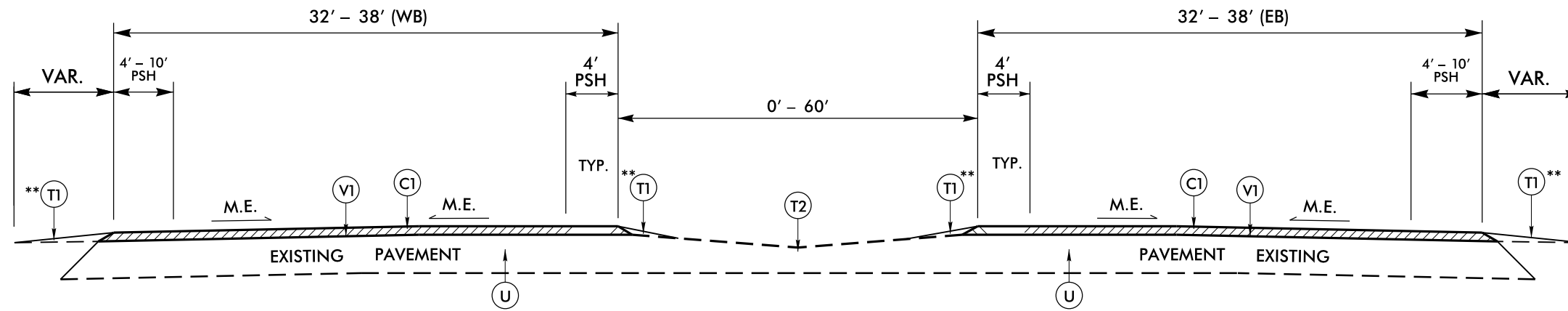
10	SR 1738 (Franklin Dr)
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14	SR 2218 (Softwood Ct)
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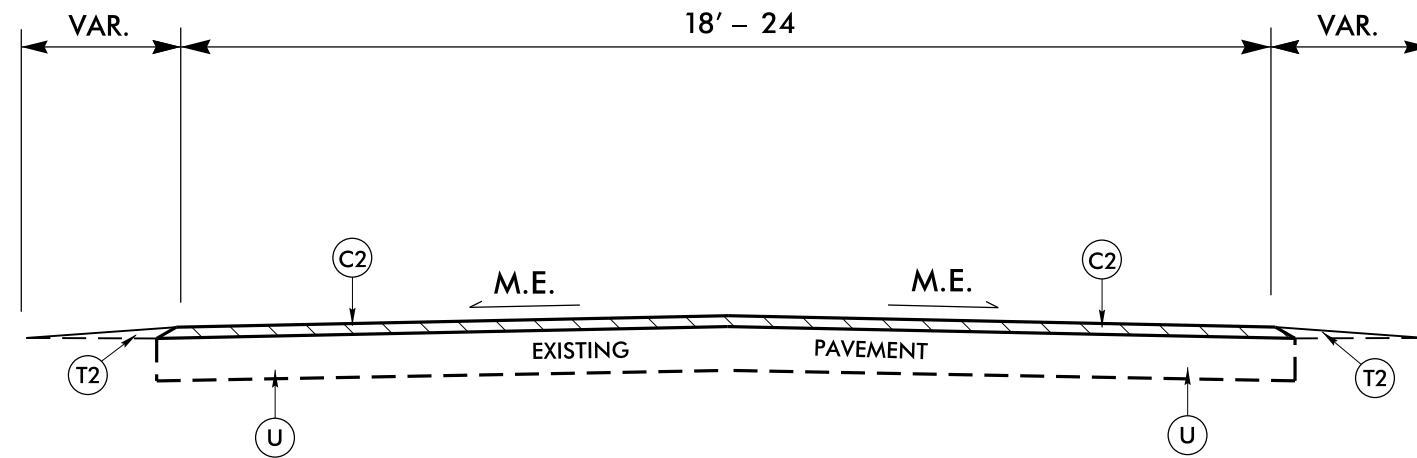
9	SR 1542 (Hall Point Rd)
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TYPICAL SECTION NO. 1

MAP NO. 1
 NC 24 HWY. (FREEDOM WAY)
 MP 27.99 - MP 32.81 EB & WB

MAP NO. 2 - NO TYPICAL
 US 17 BUS. (MARINE BLVD.)
 MP 1.28 - MP 4.04
 MILL PATCHING ONLY



TYPICAL SECTION NO. 2

MAP NO. 3
 SR 1185 (MALLARD DRIVE)
 MP 0.00 - MP 0.39

MAP NO. 4
 SR 1187 (MANDARIN TRAIL)
 MP 0.00 - MP 0.58

MAP NO. 5
 SR 1189 (GERALD DRIVE)
 MP 0.00 - MP 0.12

MAP NO. 6
 SR 1190 (NAVARRO LOOP)
 MP 0.00 - MP 0.07

MAP NO. 7
 SR 1198 (RUDDY COURT)
 MP 0.00 - MP 0.16

MAP NO. 8
 SR 2012 (PLAYER COURT)
 MP 0.00 - MP 0.10

MAP NO. 9
 SR 1542 (HALL POINT ROAD)
 MP 0.00 - MP 0.75

MAP NO. 10
 SR 1738 (FRANKLIN DRIVE)
 MP 0.00 - MP 0.33

MAP NO. 11
 SR 1997 (JOY COURT)
 MP 0.00 - MP 0.16

MAP NO. 12
 SR 2125 (COURIE WAY)
 MP 0.00 - MP 0.20

MAP NO. 13
 SR 2021 (KANE COURT)
 MP 0.00 - MP 0.05

MAP NO. 14
 SR 2218 (SOFTWOOD COURT)
 MP 0.00 - MP 0.04

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.
C2	PROP. APPROX. 1" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 110 LBS. PER SQ.YD.
T1	EARTH MATERIAL (SHOULDER RECONSTRUCTION)
T2	EXISTING EARTH MATERIAL
U	EXISTING PAVEMENT
V1	MILLING ASPHALT PAVEMENT, 1½" DEPTH

NOTES: MILL A SINGLE LANE AND PAVE BACK BY THE END OF EACH WORK DAY

** SHOULDER WORK ON MAP NO. 1 AS NEEDED, TO BE DETERMINED BY ENGINEER.

2018 ROADWAY ENGLISH STANDARD DRAWINGS
 EFF.01-16-2018 REV.
 The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N.C. Department of Transportation - Raleigh, N.C., Dated January, 2018 are applicable to this project and by reference hereby are considered a part of these plans:
 STD.NO. TITLE
 DIVISION 12 - PVMT MARKING, MARKERS AND DELINEATION
 1205.08 Pavement Markings - Symbols & Word Messages

REVISIONS

04-FEB-2021/143
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 REVISIONS
 8/17/99

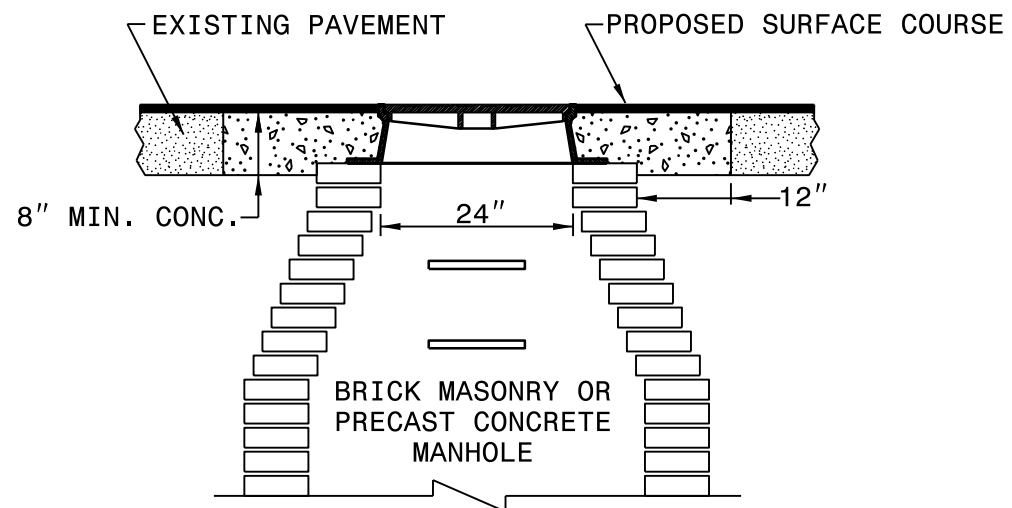
STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
MANHOLE AND VALVE BOX ADJUSTMENTS

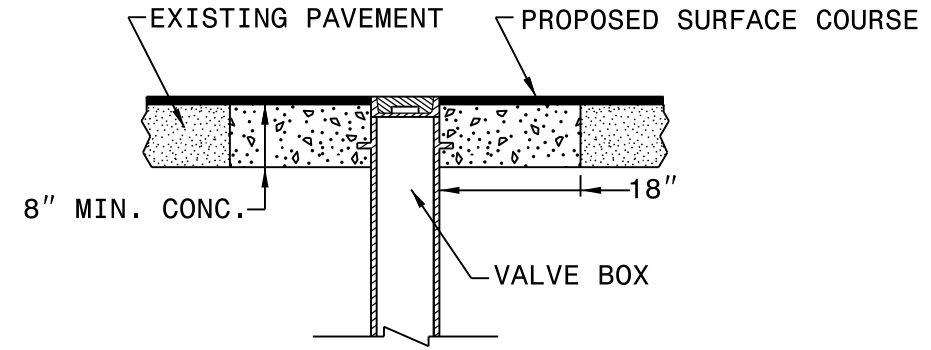
SHEET 1 OF 1
840D55

GENERAL NOTES:

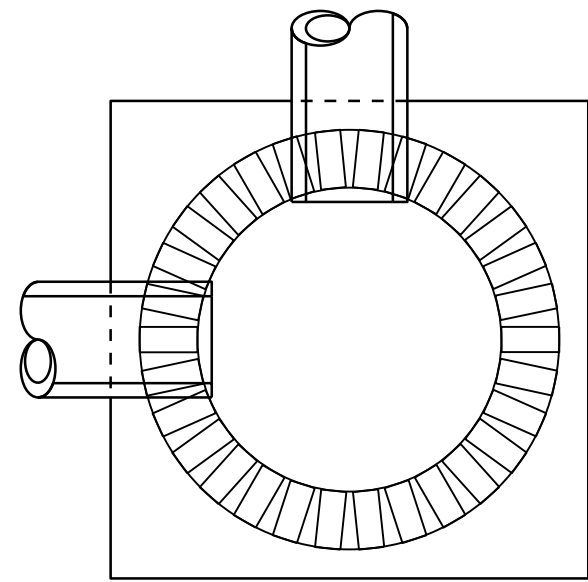
1. USE RAPID SET GROUT, MORTAR, OR CONCRETE THAT WILL TAKE FULL SET AND BECOME LOAD BEARING WITHIN SIXTY MINUTES OF PLACEMENT WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.
2. REMOVE ALL FAULTY EXISTING BRICKWORK AND REPLACE WITH NEW BRICK MASONRY.
3. SHEER CUT EXCAVATION FOR THE ADJUSTMENT ON ALL SIDES.
4. FILL AREA BELOW 8" DEPTH WITH 78M OR NO. 57 CLEAN STONE.
5. MIX MORTAR TO NCDOT SPECIFICATIONS.
6. MORTAR JOINTS $\frac{1}{2}$ " +/- $\frac{1}{8}$ "
7. CONSTRUCT AN ASPHALT RAMP IN ACCORDANCE WITH SECTION 858-3 OF THE 2018 STANDARD SPECIFICATIONS.



MANHOLE CONCRETE ENCASEMENT



VALVE BOX CONCRETE ENCASEMENT



ELEVATION VIEW

PLACE BRICK ACCORDING TO ELEVATION VIEW

STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

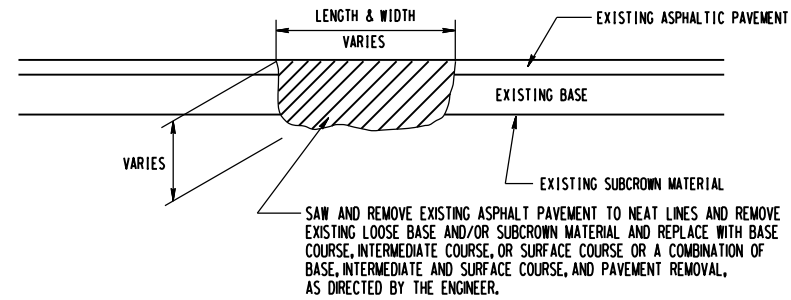
ENGLISH DETAIL DRAWING FOR
MANHOLE AND VALVE BOX ADJUSTMENTS

SHEET 1 OF 1
840D55

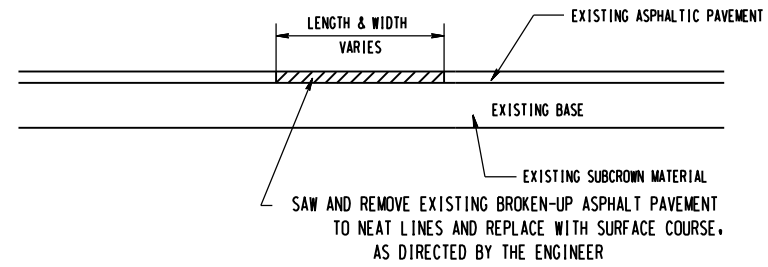
DETAILS OF REPAIRING EXISTING PAVEMENT PRIOR TO RESURFACING FOR FULL DEPTH AND MILLING



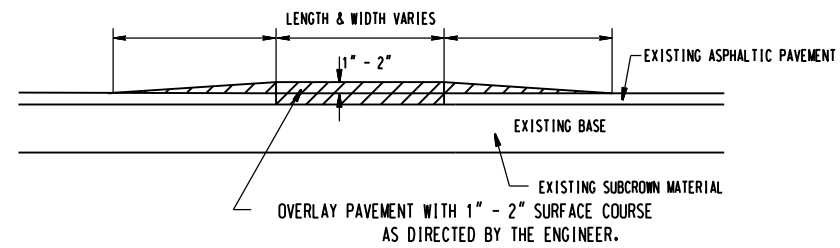
DETAIL NO. 1



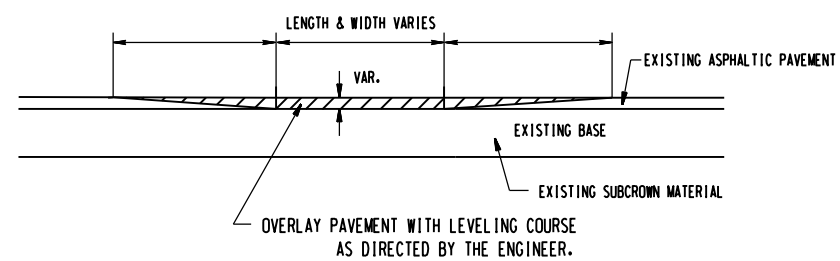
DETAIL NO. 2



DETAIL NO. 3



DETAIL NO. 4

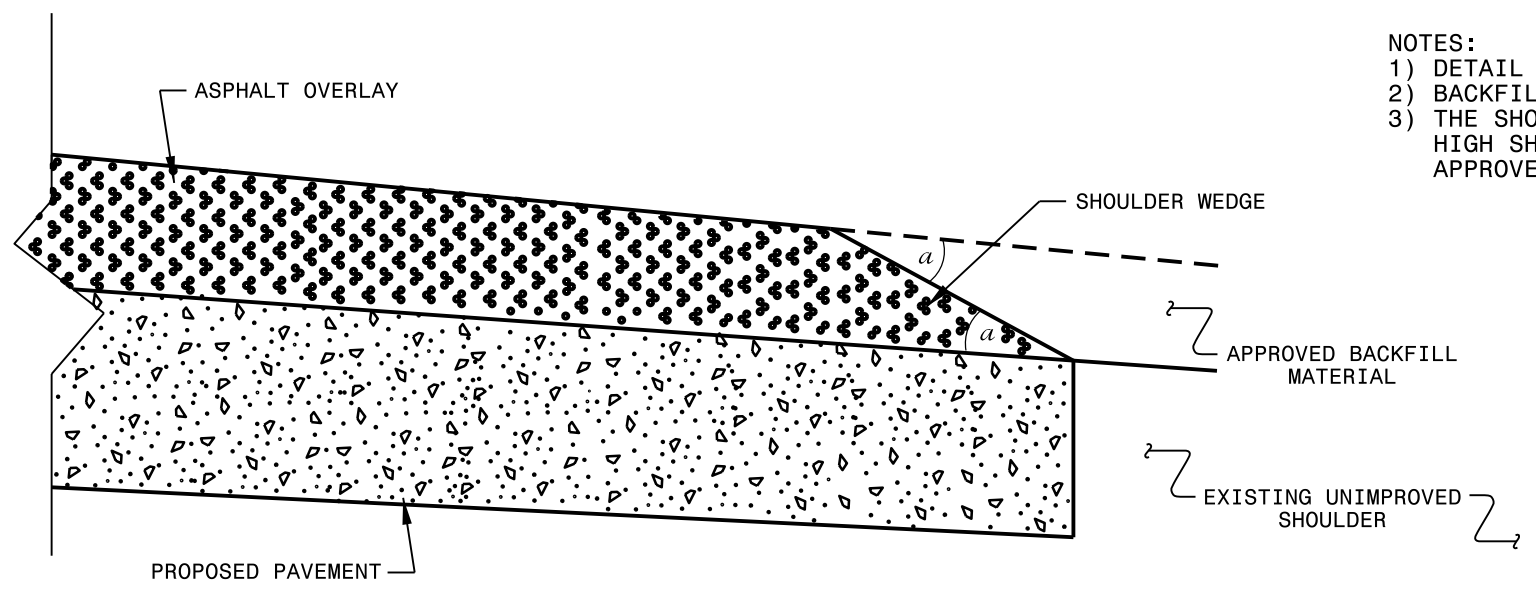


DETAIL NO. 5

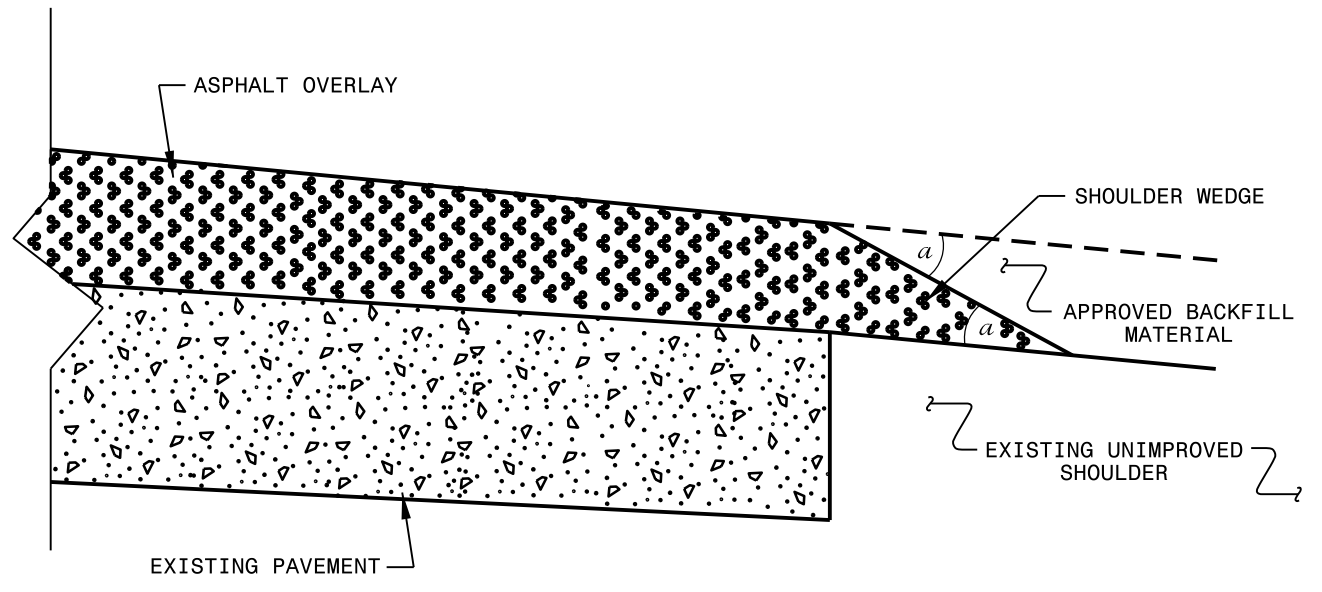
REVISIONS

20-APP-2015-1156
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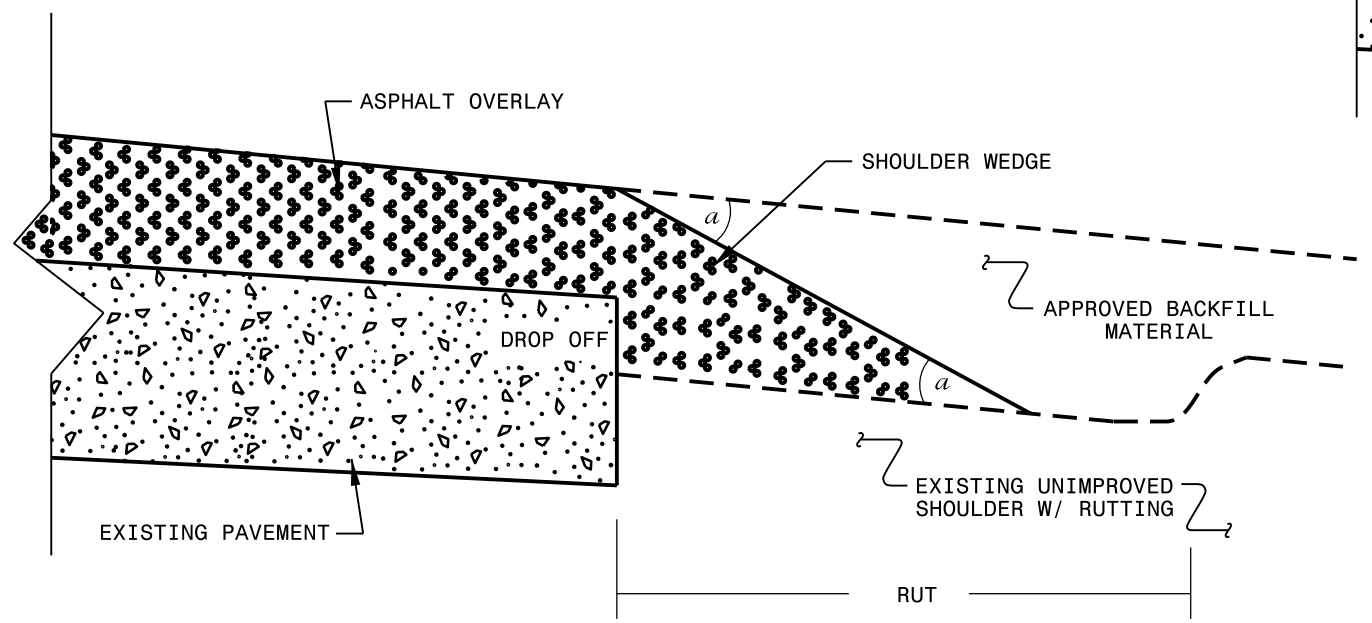
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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:	2/2/16
CHECKED BY:		DATE:	
FILE SPEC.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

27 JUN 2018 13:22:41 C:\Users\jporter\Documents\Projects\Resurfacing Projects\Division 3\Sampson August 2018\Revised Shoulder Wedge Detail.dgn
 jporter

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

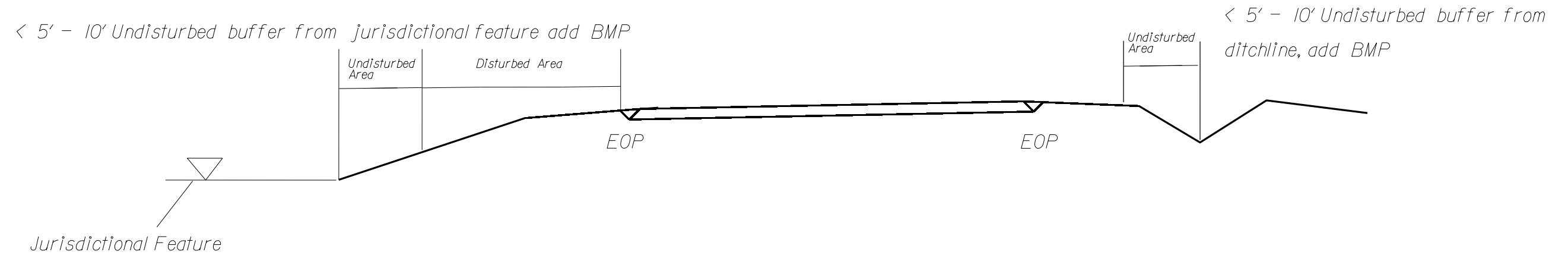
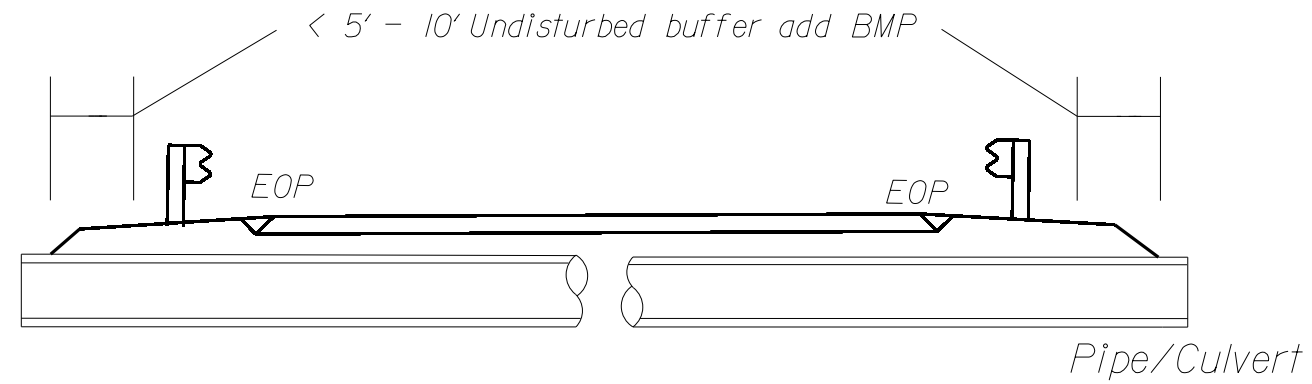
SOIL STABILIZATION TIMEFRAMES

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.

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

BMP Options: Wattle or Silt Fence

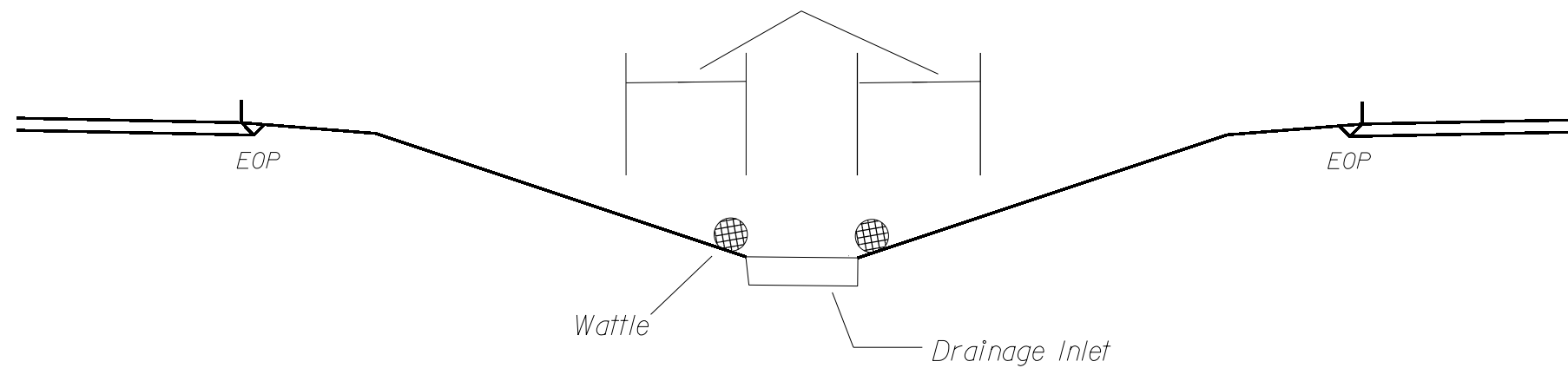
EROSION CONTROL DETAIL



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

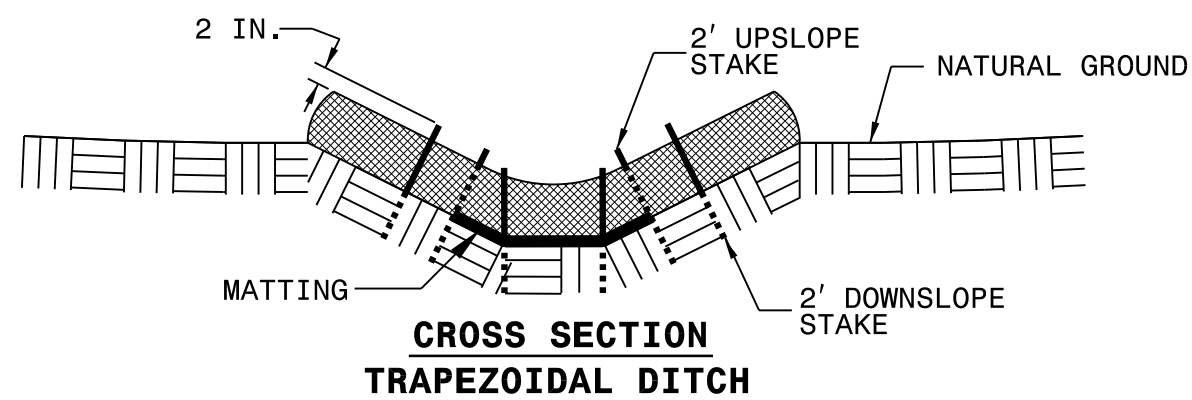
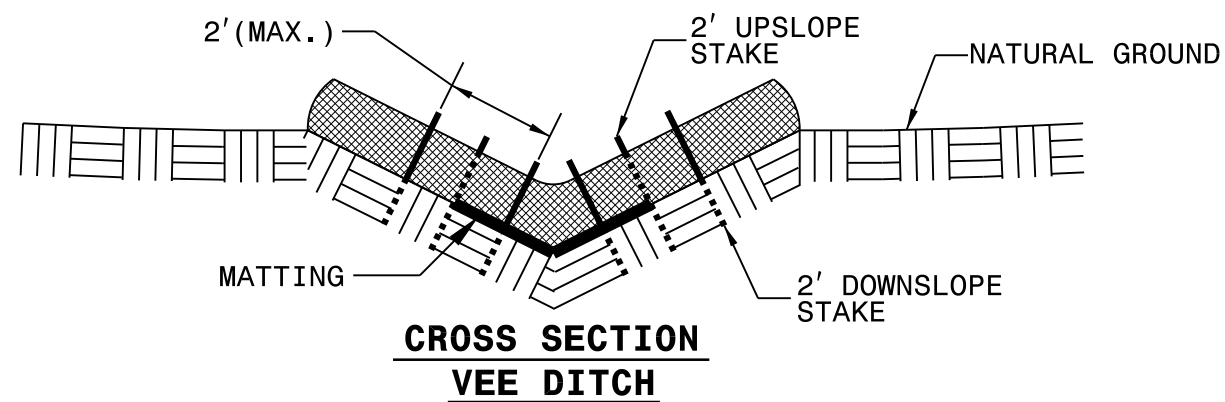
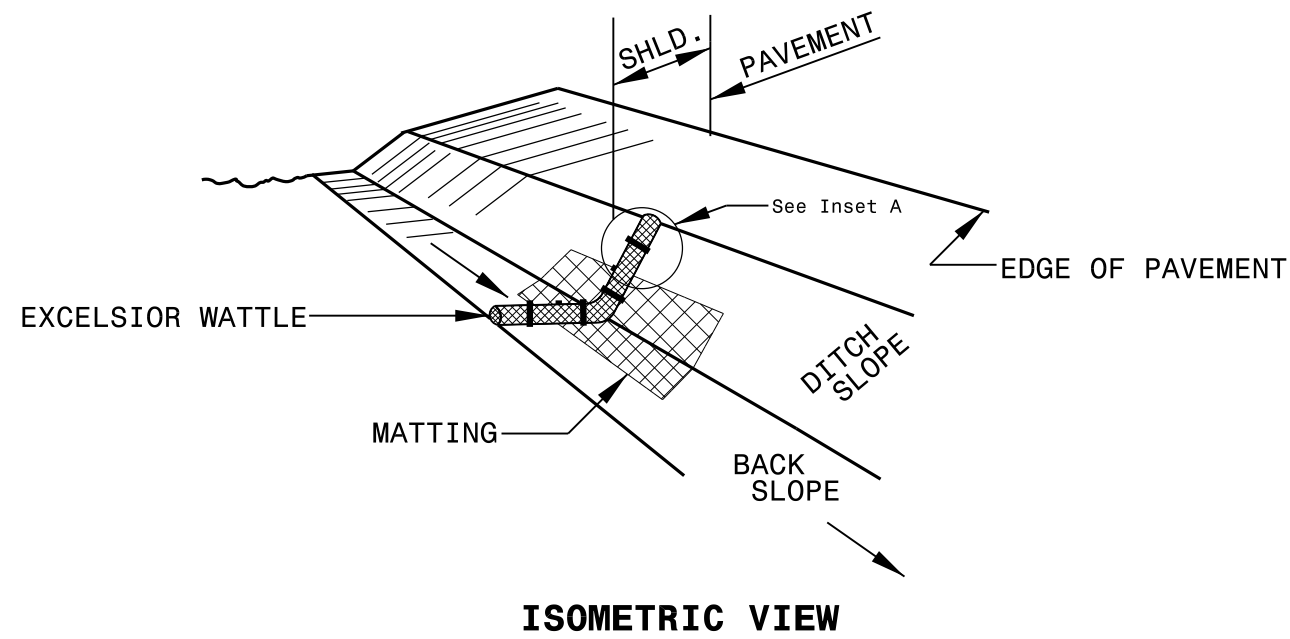


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

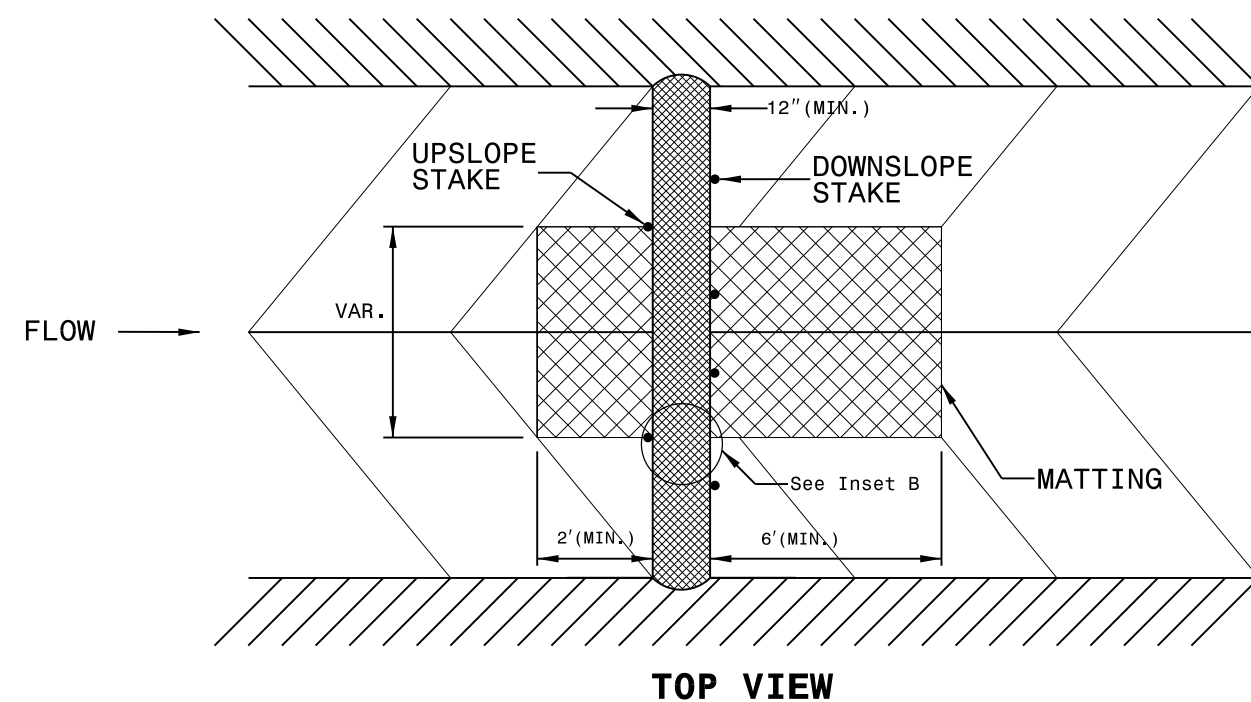
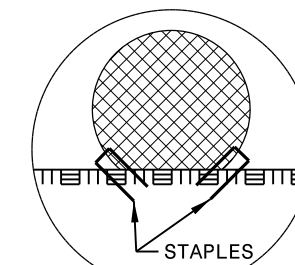
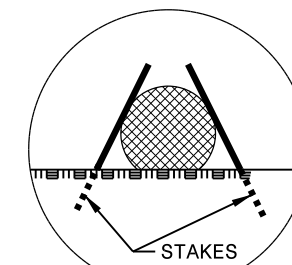
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.



I:\FFB-2015\1141\01\Resurfacing\Plan_Sheets\3CR.20711.173. EC RESURF. 2015.dgn
 Date: 11/19/2015 11:41 AM
 User: jmc
 Plot: 11/19/2015 11:41 AM

PROJECT NO.	SHEET NO.
2021CPT.03.15.10671, ETC.	9

THERMOPLASTIC AND PAINT QUANTITIES

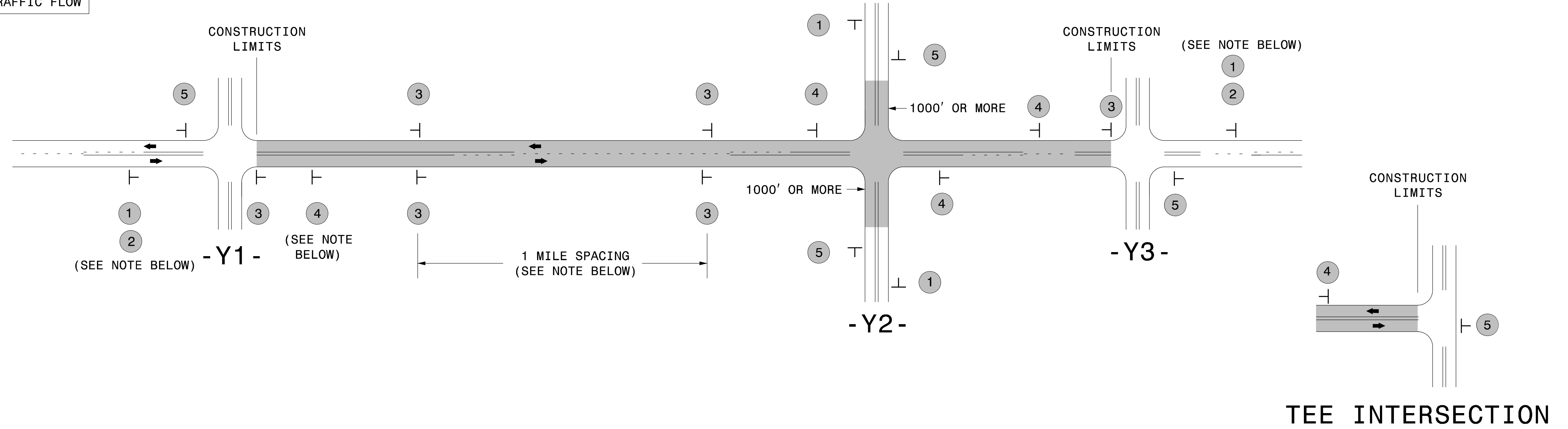
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E		4725000000-E				4810000000-E		4900000000-N	4905000000-N	
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M YELLOW THERMO	4" X 90 M WHITE THERMO	THERMO LT ARROW 90 M	THERMO STR ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & LT ARROW 90 M	4" YELLOW PAINT	4" WHITE PAINT	YELLOW & YELLOW MARKERS	SNOW PLOWABLE MARKERS (C/R)	
										SF	LS	LF	LF	EA	EA	EA	EA	LF	LF	EA	EA	
2021CPT.03.15.10671	Onslow	1	NC 24 HWY. (FREEDOM WAY)	FROM 0.12 MILES EAST OF SR 1406 (PINEYGREEN RD.) TO 0.11 MILES WEST OF NC 172 HWY. [MP 27.99 - MP 32.81]	1	4	MD	9.64	32-38	288	0.56	50,736	69,990	57	96	20	13					815
TOTAL FOR MAP NO. 1							9.64			288	0.56	50,736	69,990	57	96	20	13					815
TOTAL FOR PROJ NO. 2021CPT.03.15.10671							9.64			288	0.56	50,736	69,990	57	96	20	13					815
												120,726	186									
2021CPT.03.15.10672	Onslow	2	US 17 BUS. (MARINE BLVD.)	FROM US 258 BUSINESS TO SR 1308 (BELL FORK RD.) [MP 1.28 - MP 4.04]	N/A	5	MU	2.76	58-74		0.17											
TOTAL FOR MAP NO. 2							2.76				0.17											
TOTAL FOR PROJ NO. 2021CPT.03.15.10672							2.76				0.17											
													7,200									
2021CPT.03.15.20672	Onslow	3	SR 1185 (MALLARD DRIVE)	FROM US 17 TO SR 1187 (MANDARIN TRL.) [MP 0.00 - MP 0.39]	2	2	2WU	0.39	20		0.02											
TOTAL FOR MAP NO. 3							0.39				0.02											
2021CPT.03.15.20672	Onslow	4	SR 1187 (MANDARIN TRAIL)	FROM CUL DE SAC TO CUL DE SAC [MP 0.00 - MP 0.58]	2	2	2WU	0.58	18		0.03											
TOTAL FOR MAP NO. 4							0.58				0.03											
2021CPT.03.15.20672	Onslow	5	SR 1189 (GERALD DRIVE)	FROM SR 1170 (FURIA DR.) TO CUL-DE-SAC [MP 0.00 - MP 0.12]	2	2	2WU	0.12	24		0.02											
TOTAL FOR MAP NO. 5							0.12				0.02											
2021CPT.03.15.20672	Onslow	6	SR 1190 (NAVARRO LOOP)	FROM SR 1170 (FARIA DR.) TO CUL-DE-SAC [MP 0.00 - MP 0.07]	2	2	2WU	0.07	23		0.02											
TOTAL FOR MAP NO. 6							0.07				0.02											
2021CPT.03.15.20672	Onslow	7	SR 1198 (RUDDY COURT)	FROM SR 1199 (SOUTH CREEK DR.) TO CUL-DE-SAC [MP 0.00 - MP 0.16]	2	2	2WU	0.16	18		0.02											
TOTAL FOR MAP NO. 7							0.16				0.02											
2021CPT.03.15.20672	Onslow	8	SR 2012 (PLAYER COURT)	FROM SR 1997 (JOY CT.) TO END OF MAINTENANCE [MP 0.00 - MP 0.10]	2	2	2WU	0.1	19		0.02											
TOTAL FOR MAP NO. 8							0.1				0.02											
2021CPT.03.15.20672	Onslow	9	SR 1542 (HALL POINT ROAD)	FROM SR 1517 (FULCHER LANDING RD.) TO END OF MAINTENANCE [MP 0.00 - MP 0.75]	2	2	2WU	0.75	22		0.04											
TOTAL FOR MAP NO. 9							0.75				0.04											
													15,960		15,960		50					
													15,960		15,960		50					
2021CPT.03.15.20672	Onslow	10	SR 1738 (FRANKLIN DRIVE)	FROM SR 1737 (LESLIE LN.) TO END OF MAINTENANCE [MP 0.00 - MP 0.33]	2	2	2WU	0.33	18		0.02											
TOTAL FOR MAP NO. 10							0.33				0.02											
2021CPT.03.15.20672	Onslow	11	SR 1997 (JOY COURT)	FROM SR 1389 (ROCK CREEK DRIVE S.) TO END OF MAINTENANCE [MP 0.00 - MP 0.16]	2	2	2WU	0.16	21.5		0.02											
TOTAL FOR MAP NO. 11							0.16				0.02											
2021CPT.03.15.20672	Onslow	12	SR 2125 (COURIE WAY)	FROM US 17 TO CUL-DE-SAC [MP 0.00 - MP 0.20]	2	2	2WU	0.2	19		0.02											
TOTAL FOR MAP NO. 12							0.2				0.02											
2021CPT.03.15.20672	Onslow	13	SR 2021 (KANE COURT)	FROM SR 1997 (JOY CT.) TO END OF MAINTENANCE [MP 0.00 - MP 0.05]	2	2	2WU	0.05	19		0.02											
TOTAL FOR MAP NO. 13							0.05				0.02											
2021CPT.03.15.20672	Onslow	14	SR 2218 (SOFTWOOD COURT)	FROM SR 1920 (RAINTREE RD.) TO END OF MAINTENANCE [MP 0.00 - MP 0.04]	2	2	2WU	0.04	21		0.02											
TOTAL FOR MAP NO. 14							0.04				0.02											
TOTAL FOR PROJ NO. 2021CPT.03.15.20672							2.95				0.27											
													15,960		15,960		50					
													15,960		15,960		50					
												31,920										
GRAND TOTAL								15.35		288	1.00	50,736	69,990	57	96	20	13	19,560	19,560	50	815	
												120,726	186				39,120					

SIGNING FOR RESURFACING PROJECTS

LEGEND

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



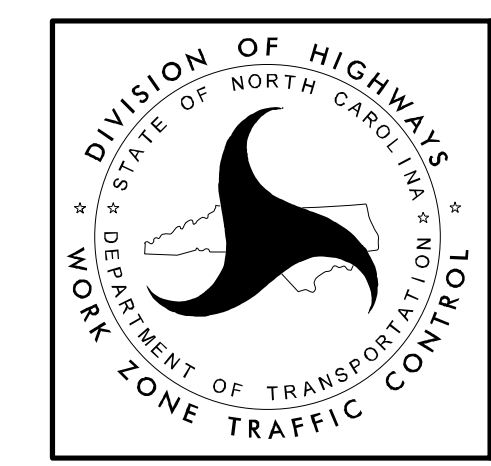
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

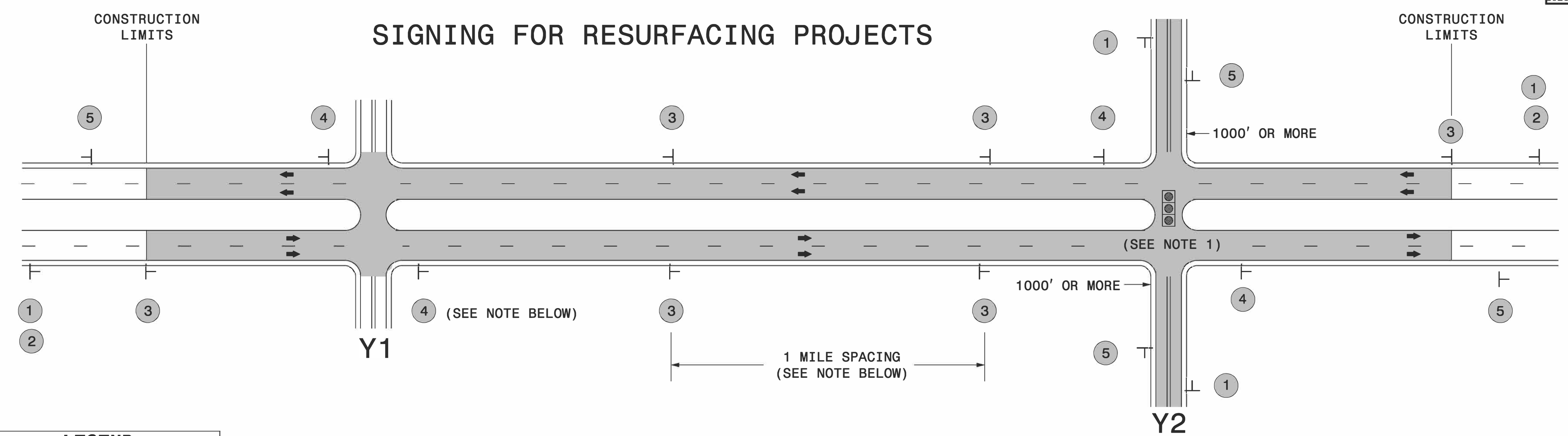
SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL 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, 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;"> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
		<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>	
	<p>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.</p>		

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



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

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;"> <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> <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.
		<p>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.</p>	
		<p>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.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

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