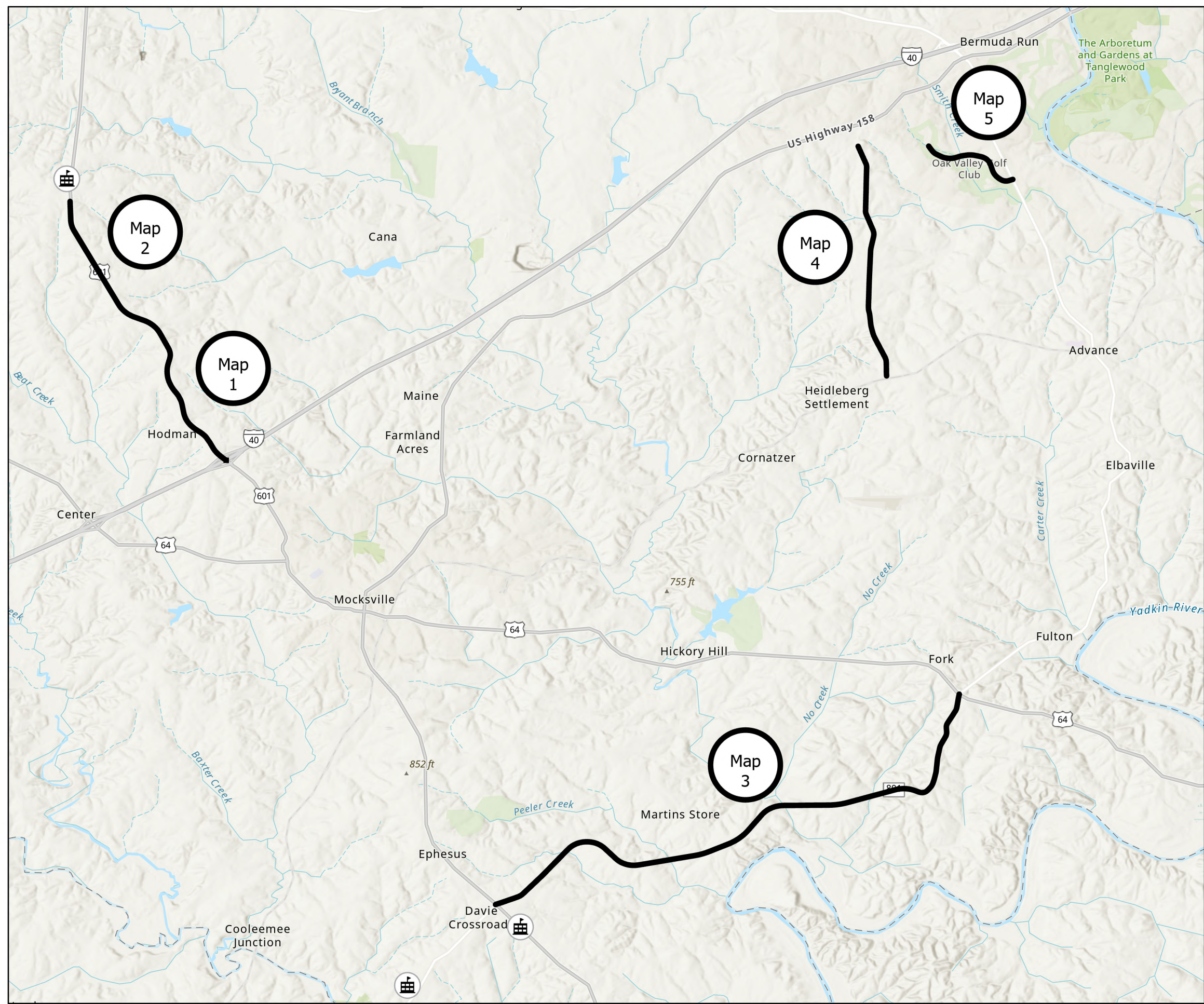


PROJECT REFERENCE NO.	SHEET NO.
2026CPT.09.03.10301	TITLE
2026CPT.09.04.20301	

- Map 1 US601
- Map 2 US601
- Map 3 NC801
- Map 4 SR1630 Baltimore Rd
- Map 5 SR1731 Oak Valley Blvd



Legend

-  Davie2026
- Davie bridges and schools**
-  NonPublic_Schools_ExportFeatures selection
-  Public_Schools_ExportFeatures selection
-  Bridge_Health_Index_Tract_SJ selection

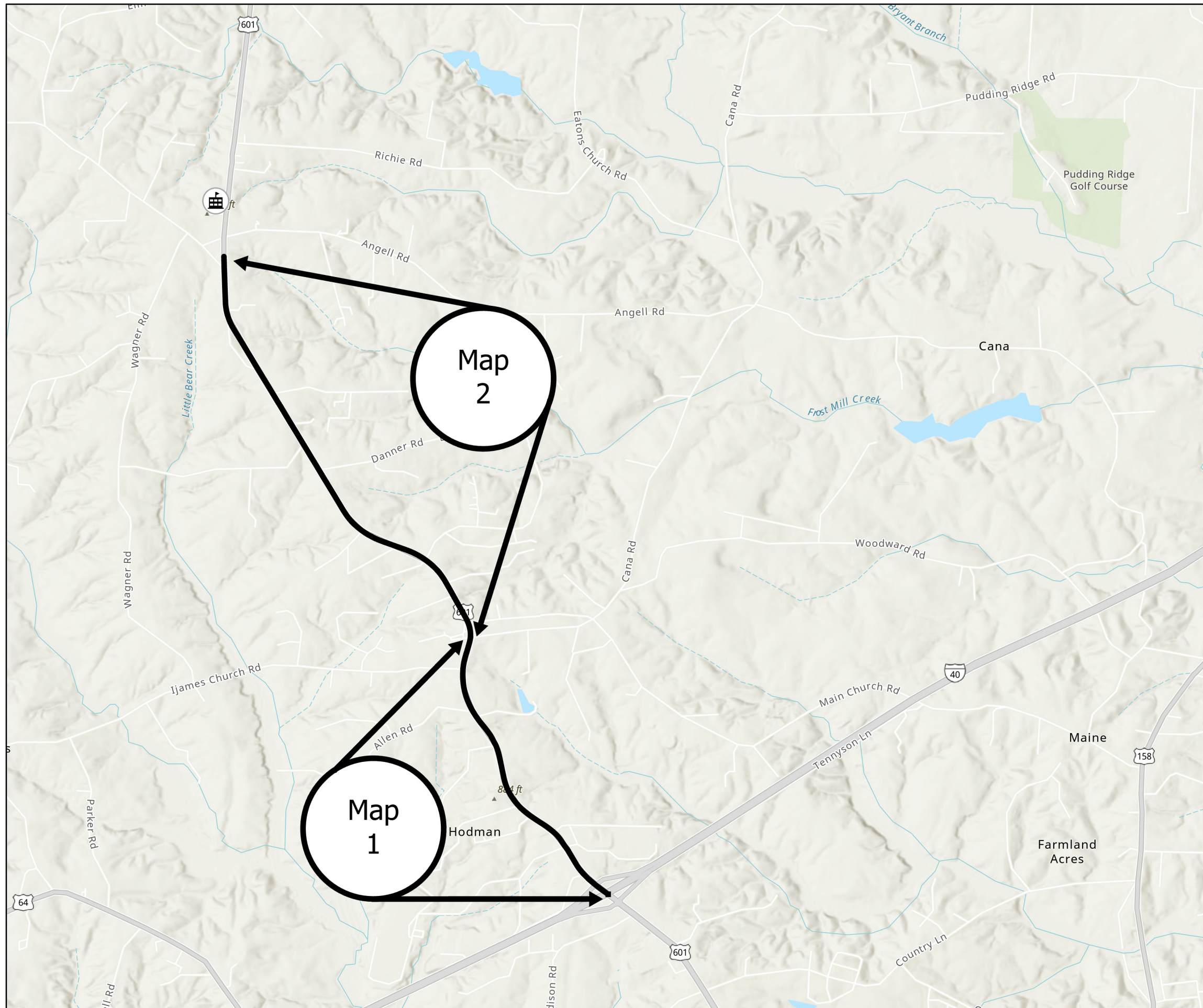


DAVIE COUNTY
NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
2026CPT.09.03.10301 2026CPT.09.04.20301	1

Map 1 US601 from Brg#20 I-40 to Cana Rd SR1408
 Mill 1 1/2" entire width
 Pave 1 1/2" S9.5C

Map 2 US601 from Cana Rd SR1408 to Angell Rd SR1414
 Mill 1 1/2" entire width
 Pave 1 1/2" S9.5C



Legend

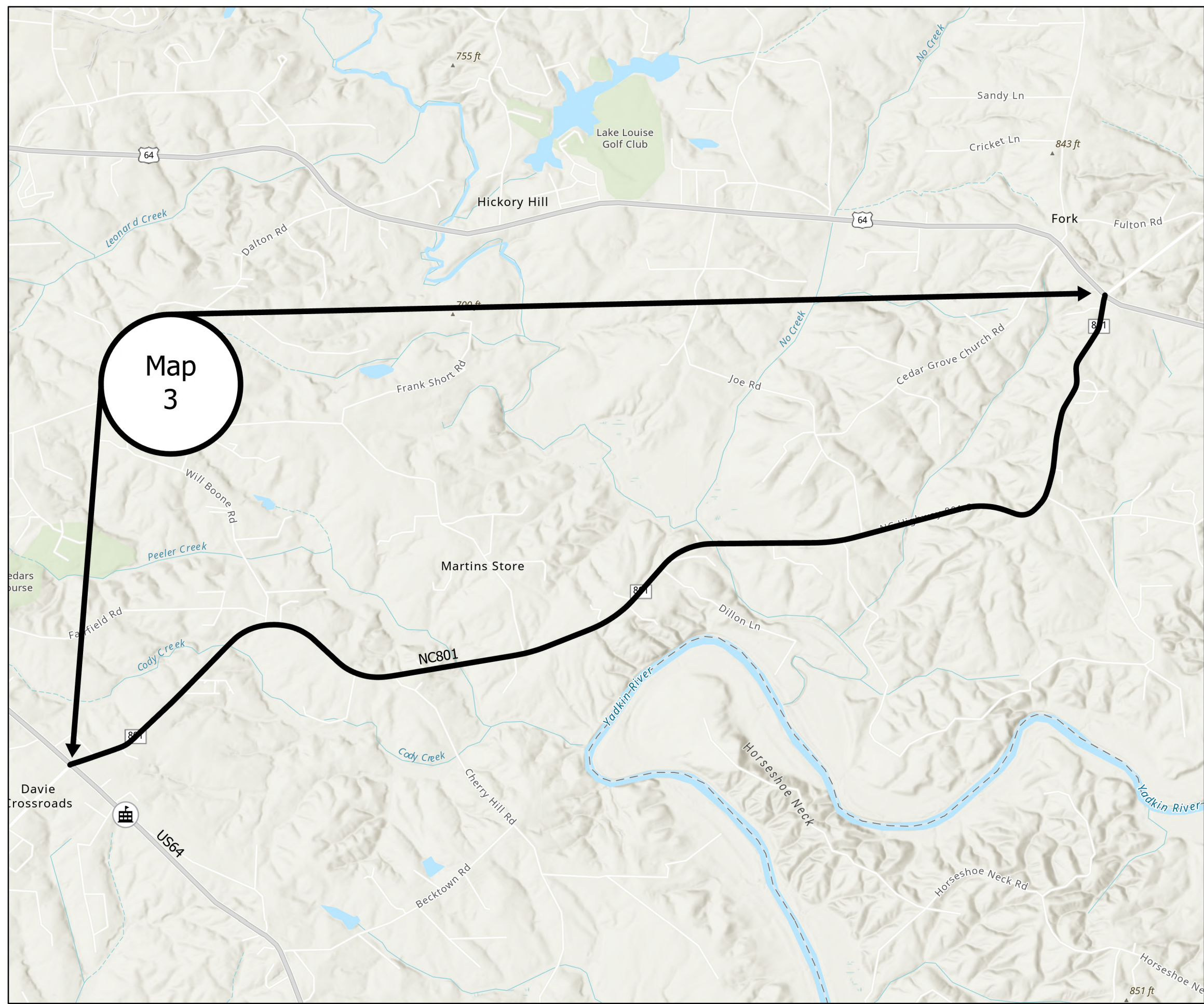
-  Davie2026
- Davie bridges and schools**
-  NonPublic_Schools_ExportFeatures selection
-  Public_Schools_ExportFeatures selection
-  Bridge_Health_Index_Tract_SJ selection



DAVIE COUNTY
 NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
2026CPT.09.03.10301 2026CPT.09.04.20301	3

Map 3 NC801 from US601 to US64
 Mill 11/2" entire width
 Pave 11/2" S9.5C

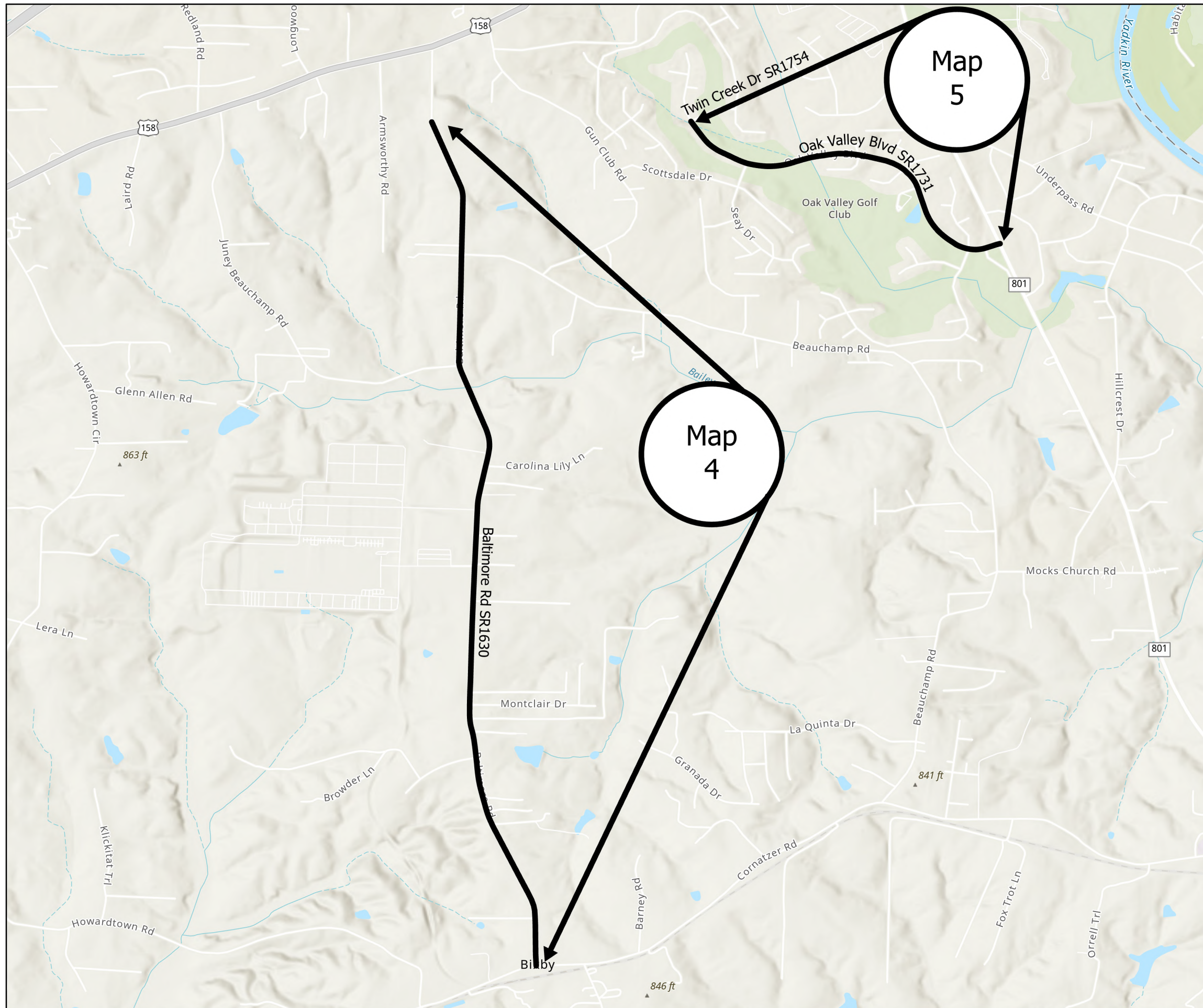


Legend

-  Davie2026
- Davie bridges and schools**
-  NonPublic_Schools_ExportFeatures selection
-  Public_Schools_ExportFeatures selection
-  Bridge_Health_Index_Tract_SJ selection



DAVIE COUNTY
 NORTH CAROLINA



PROJECT REFERENCE NO.	SHEET NO.
2026CPT.09.03.10301 2026CPT.09.04.20301	4

Map 4 SR1630 Baltimore Rd from Cornatzer Rd SR1606 to Project U-6187 limits near US158
 Mill 11/2" entire width
 Pave 11/2" S9.5C

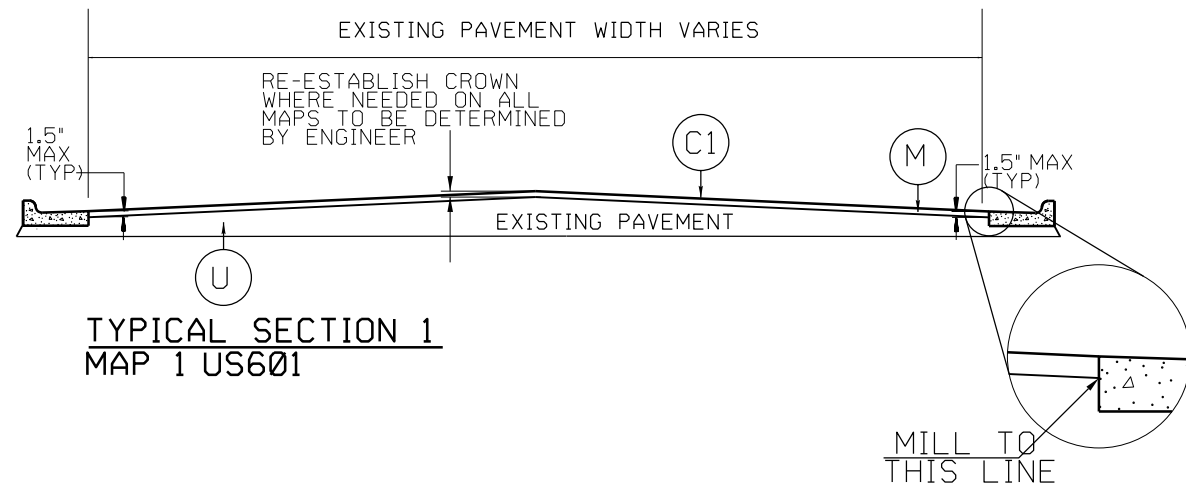
Map 5 SR1731 Oak Valley Blvd. from Twin Creek Dr SR1754 to NC801
 Mill 11/2" entire width
 Pave 11/2" S9.5B

Legend

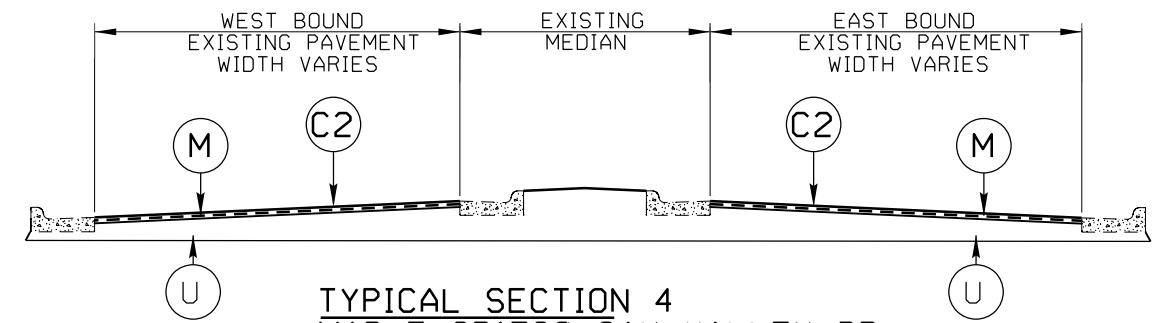
-  Davie2026
- Davie bridges and schools**
-  NonPublic_Schools_ExportFeatures selection
-  Public_Schools_ExportFeatures selection
-  Bridge_Health_Index_Tract_SJ selection



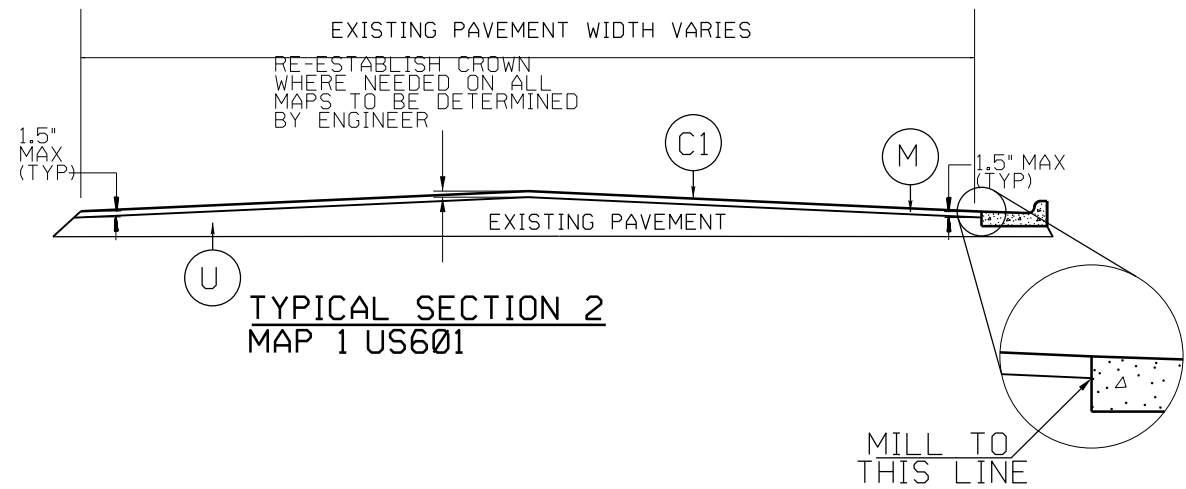
DAVIE COUNTY
 NORTH CAROLINA



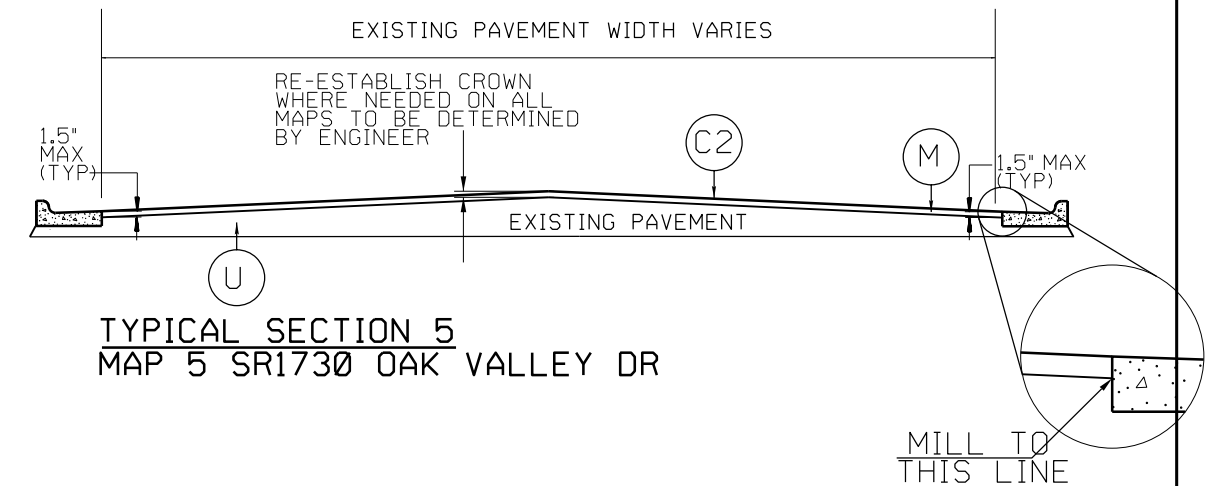
TYPICAL SECTION 1
MAP 1 US601



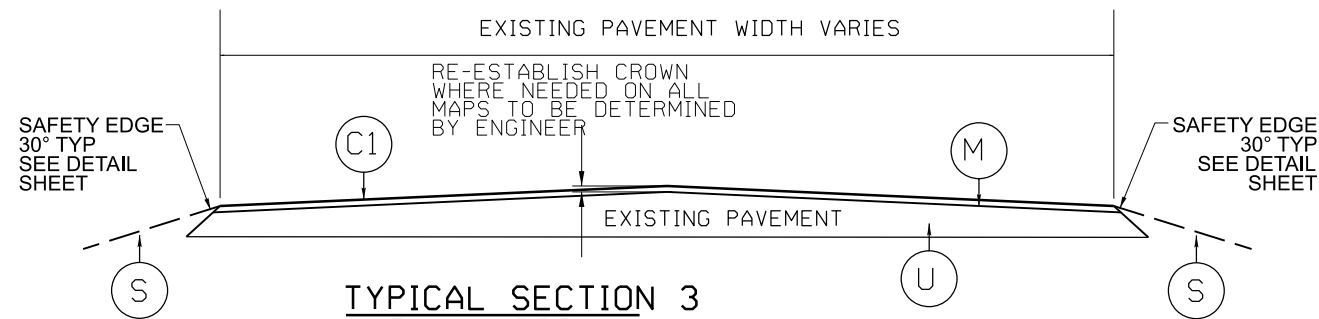
TYPICAL SECTION 4
MAP 5 SR1730 OAK VALLEY DR



TYPICAL SECTION 2
MAP 1 US601



TYPICAL SECTION 5
MAP 5 SR1730 OAK VALLEY DR

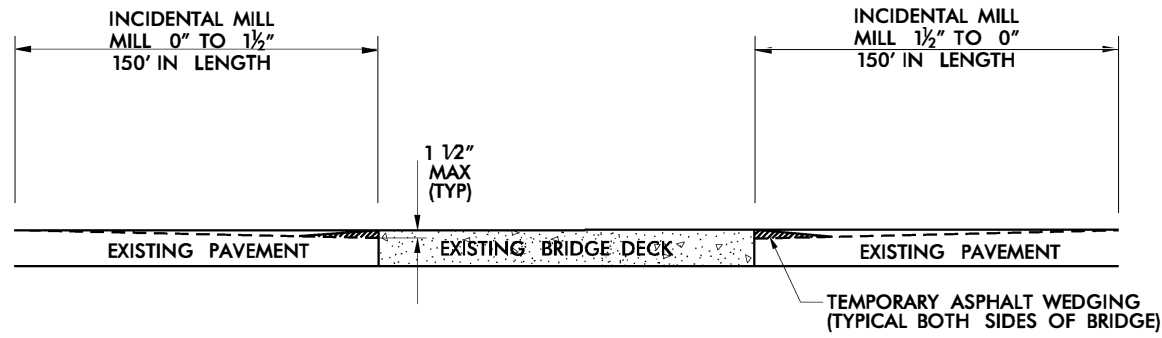


TYPICAL SECTION 3
MAP 1 US601
MAP 2 US601
MAP 3 NC801
MAP 4 SR1630 BALTIMORE RD

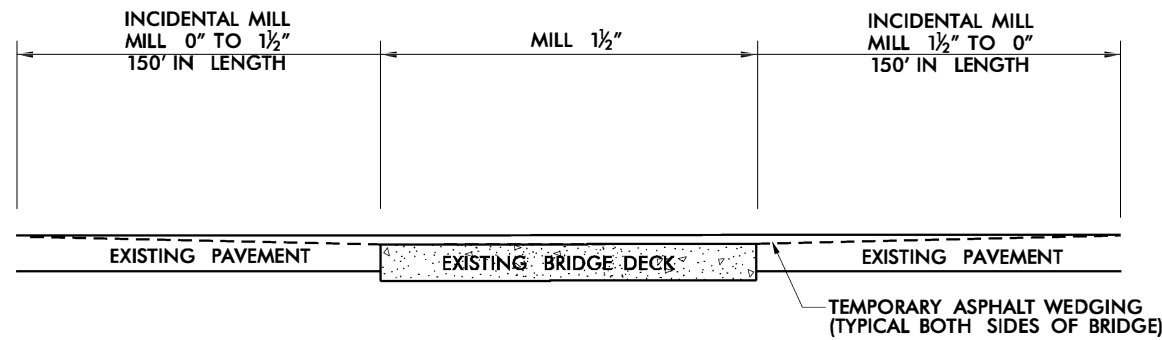
MILL TO THIS LINE

PAVEMENT SCHEDULE

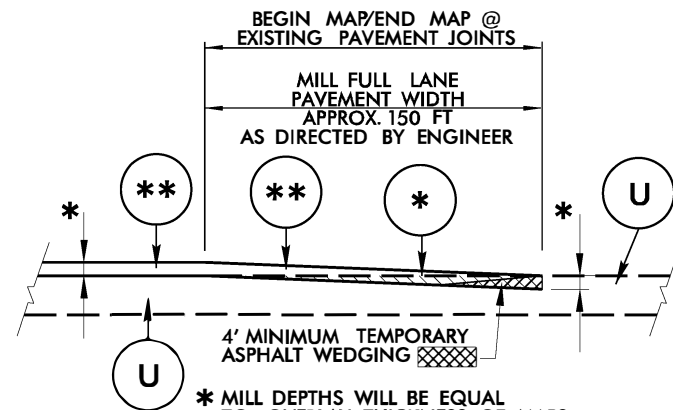
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
M	MILL ASPHALT CONCRETE MIX, 1 1/2" IN DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)



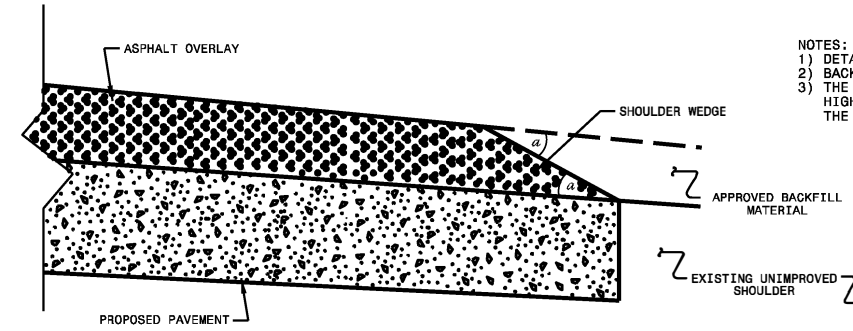
**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)



- * MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS AND BRIDGE DATA SHEETS
- ** MILL SR. Y-LINES APPROX. 50' AS DIRECTED BY ENGINEER
- *** SEE TYPICALS FOR MIX TYPE

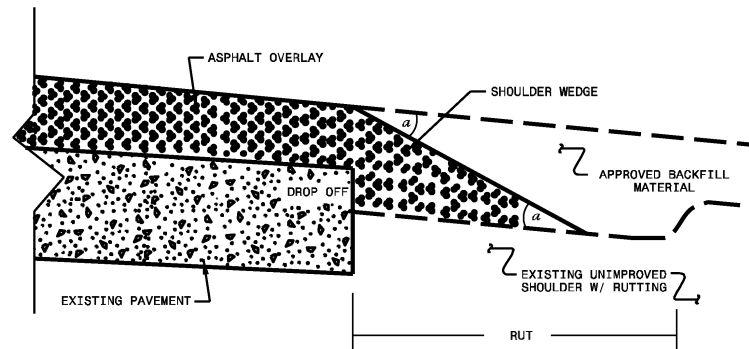
INCIDENTAL TIE-IN MILLING DETAIL

*** NOTE: MILL AND PAVE UP TO R x R ROW***

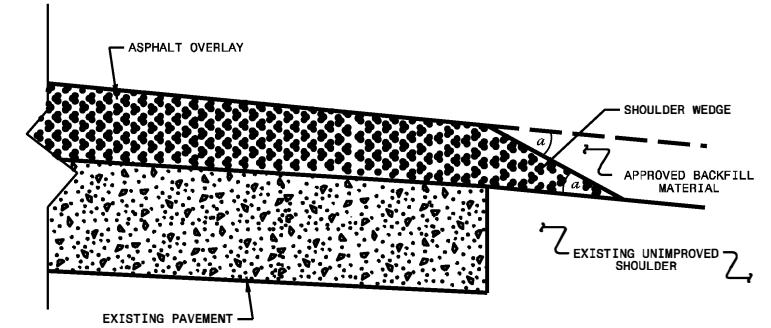


SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)

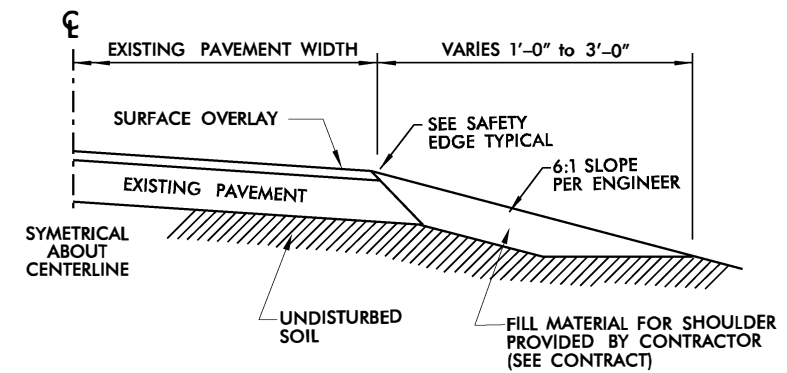
- NOTES:
1) DETAIL DOES NOT APPLY TO OGAFG AND ULTRA-THIN BONDED WEARING COURSE.
2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.



SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



SHOULDER RECONSTRUCTION

CONSTRUCTION NOTES:

1. ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".

2. CONSTRUCTION SHALL PROGRESS IN PHASES, IN THE ORDER INDICATED BELOW:

- PHASE 1 - MILLING AND PATCHING (WHEN REQUIRED)
 PHASE 2 - SURFACE OVERLAY
 PHASE 3 - SHOULDER DROP-OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)
 PHASE 4 - UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVE/METER BOX RING/COVER, CATCH BASIN GRATE/COVER, DROP INLET GRATE/COVER, ETC.) WHEN REQUIRED.

3. BRIDGES THAT HAVE FLOOR DRAINS, SHALL HAVE ALL FLOOR DRAINS LEFT OPEN. EXTRA CARE SHALL BE EXERCISED IN MILLING (IF REQUIRED) AND IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE.

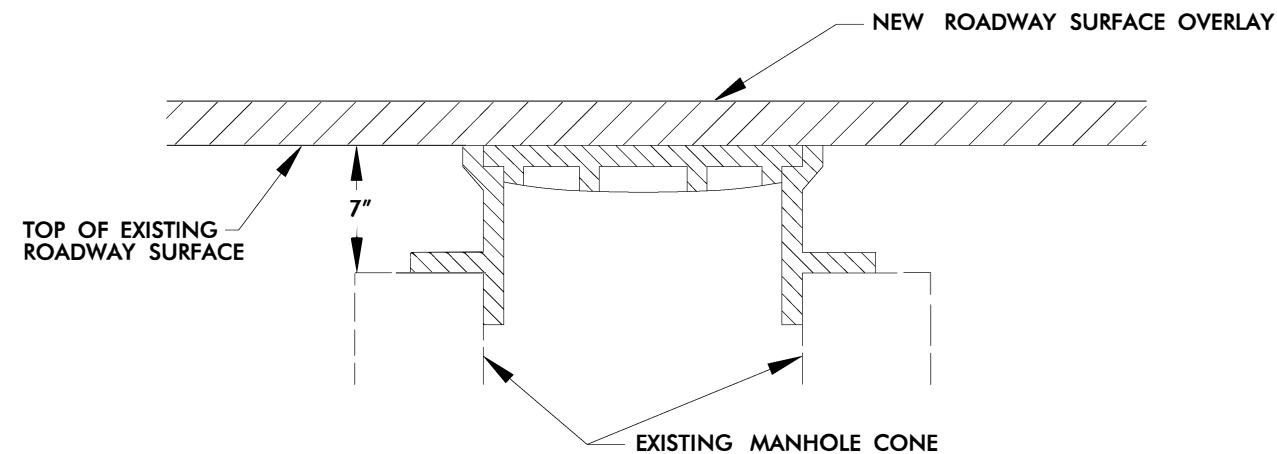
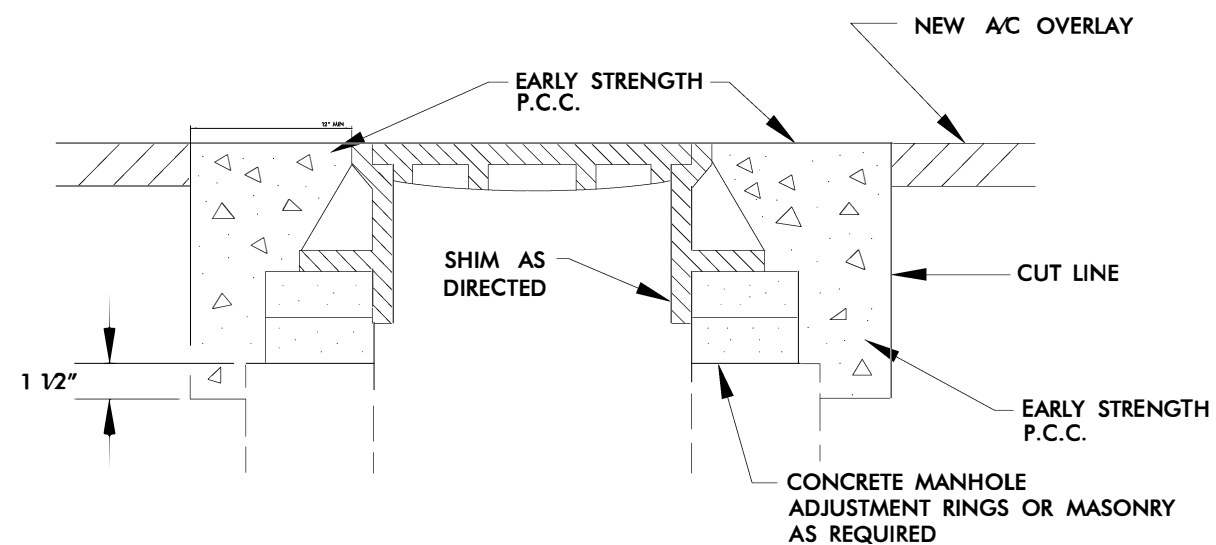
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).

5. FOR TWO-LANE ROADWAYS - IT SHALL BE UNDERSTOOD THAT TYPICALLY ON A ROADWAY MEASURING 20 FEET OR LESS IN WIDTH, THE CENTER OF THE WHITE EDGELINE SHALL BE LOCATED SIX INCHES FROM THE EDGE OF PAVEMENT ON EITHER SIDE OF THE ROADWAY; ON A ROADWAY MEASURING 22 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 10 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 24 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 11 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 26 FEET OR MORE IN WIDTH, TRAVEL LANES SHALL MEASURE 12 FEET AND THE WHITE EDGELINE SHALL BE LOCATED NO LESS THAN ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE. THIS SHALL BE STANDARD PRACTICE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

6. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.

7. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.

8. REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y-LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION

**STEP 1****STEPS 2,3, & 4**

- STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE
- STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.
- STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.
- STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS AS DIRECTED.

MANHOLE ADJUSTMENT DETAIL

BRIDGE DATA

										PROJECT NO.	SHEET NO.
										2026CPT.09.03.10301	8
										2026CPT.09.04.20301	
Map No.	Route No.	Route Name	Bridge No.	Feature Intersected	Floor Construction	Clear Roadway Width (Ft)	Horizontal Clearance Under (Ft.)	Vertical Clearance Under	Length (Ft)	Posting	Recommended Treatment, From Bridge Maintenance
1	US601	US601	20	I-40	75/8"RC SLAB	52	NA	NA	254	NA	DO NOT PAVE DO NOT MILL
3	NC801	NC801	13	DUTCHMANS CREEK	6.5"RC, 3" AWS	26	NA	NA	254	NA	MILL 11/2", PAVE 11/2"

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.09.03.10301	9	
2026CPT.09.04.20301		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	2845000000-N
												INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTI ON	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1 1/2"DEPTH	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF METER OR VALVE BOX
												TONS	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	EA
2026CPT.09.03.10301	Davie	1	US-601	FROM BRG#020 I-40 TO CANA RD SR1408	1,2,3	2,5	2WU	1.68	30-60	11.78	13.46	20		252	39,005	3,894		4,184	247	10	12
TOTAL FOR MAP NO. 1								1.68				20		252	39,005	3,894		4,184	247	10	12
2026CPT.09.03.10301	Davie	2	US-601	FROM CANA RD SR1408 TO ANGELL RD SR1414	3	2	2WU	2.68	29	13.46	16.14	192	5.36	1,034	45,224	2,533		4,613	273	10	4
TOTAL FOR MAP NO. 2								2.68				192	5.36	1,034	45,224	2,533		4,613	273	10	4
2026CPT.09.03.10301	Davie	3	NC-801	FROM US601 TO US64	3	2	2WU	7.185	25	2.35	9.535	288	14.37	2,773	104,291	2,439		10,368	612	10	2
TOTAL FOR MAP NO. 3								7.185				288	14.37	2,773	104,291	2,439		10,368	612	10	2
TOTAL FOR PROJ NO. 2026CPT.09.03.10301								11.545				500	19.73	4,059	188,520	8,866		19,165	1,132	30	18
2026CPT.09.04.20301	Davie	4	SR-1630 / BALTIMORE RD	FROM CORNATZER RD SR1606 TO PROJECT U-6187 LIMITS NEAR US158	3	2,4	2WU	3.3	24-50	0	3.3	165	6.60	1,274	51,355	1,515		5,229	309	10	
TOTAL FOR MAP NO. 4								3.3				165	6.60	1,274	51,355	1,515		5,229	309	10	
2026CPT.09.04.20301	Davie	5	SR-1731 OI / OAK VALLEY BLVD	FROM TWIN CREEK DR SR1754 TO NC801	4,5	2	2WD	1.241	16-32	0	1.241				23,693	3,528	2,375		155	10	
TOTAL FOR MAP NO. 5								1.241							23,693	3,528	2,375		155	10	
TOTAL FOR PROJ NO. 2026CPT.09.04.20301								4.541				165	6.60	1,274	75,048	5,043	2,375	5,229	464	20	
GRAND TOTAL								16.086				665	26.33	5,333	263,568	13,909	2,375	24,394	1,596	50	18

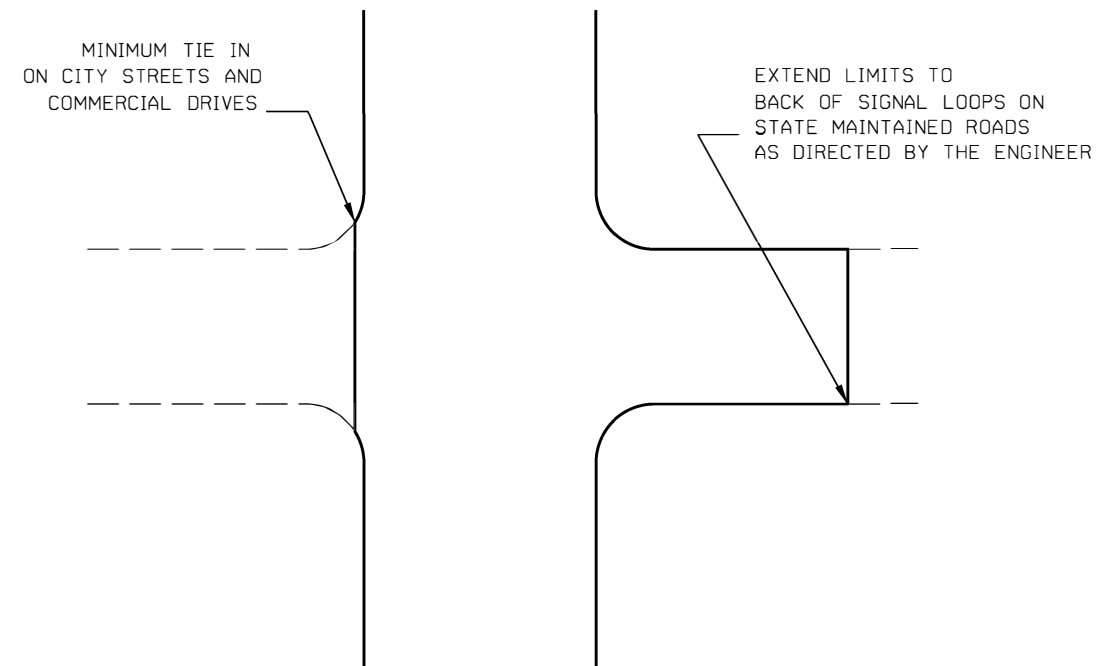
Note: All quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities recieved

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.09.03.10301	10	
2026CPT.09.04.20301		

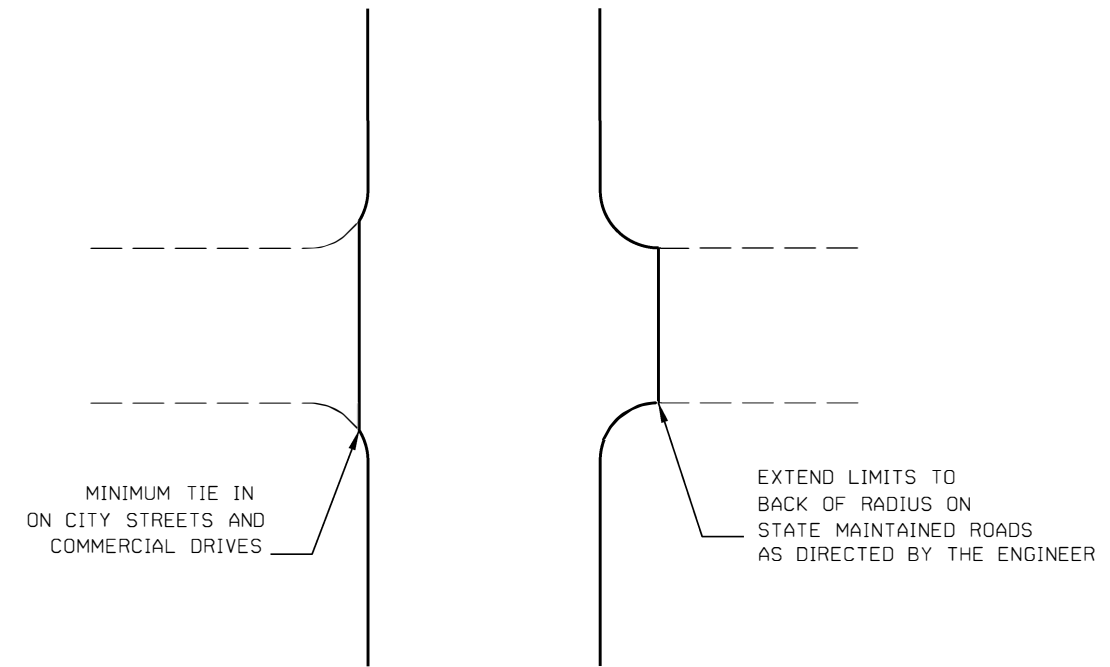
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4685000000-E		4688000000-E		4695000000-E		4709000000-E	4720000000-E	4725000000-E				4810000000-E		4820000000-E		4835000000-E	4840000000-N	4845000000-N				4895000000-N									
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL-MAP 3-WB	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	8" X 90 M WHITE THERMO	8" X 90 M YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO MSG ONLY 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	8" YELLOW PAINT	24" WHITE PAINT	PAINT MSG ONLY	PAINT LT ARROW	PAINT RT ARROW	PAINT STR ARROW	PAINT LT STR RT ARROW	POLYCARBONATE H-SHAPED MARKERS									
MI	FT	SF	LS	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA													
2026CPT.09.03.10301	Davie	1	US-601	FROM BRG#020 I-40 TO CANA RD SR1408	1,2,3	2,5	2WU	1.68	30-61	11.78	13.46	200	0	8,281	13,920			25	455	361	12	15	12	12	2	8,281	13,920	25	455	361	12	15	12	12	2	175									
TOTAL FOR MAP NO. 1								1.68				200	0	8,281	13,920			25	455	361	12	15	12	12	2	8,281	13,920	25	455	361	12	15	12	12	2	175									
2026CPT.09.03.10301	Davie	2	US-601	FROM CANA RD SR1408 TO ANGELL RD SR1414	3	2	2WU	2.68	29	13.46	16.14	300	0			28,070	28,070			143					28,070	28,070			143						210										
TOTAL FOR MAP NO. 2								2.68				300	0			28,070	28,070			143					28,070	28,070			143						210										
2026CPT.09.03.10301	Davie	3	NC-801	FROM US601 TO US64	3	2	2WU	7.185	25	2.35	9.535	805	0			75,090	75,090								75,090	75,090									515										
TOTAL FOR MAP NO. 3								7.185				805	0			75,090	75,090								75,090	75,090									515										
TOTAL FOR PROJ NO. 2026CPT.09.03.10301								11.545				1,305	1	8,281	13,920	103,160	103,160	25	455	504	12	15	12	12	2	111,441	117,080	25	455	504	12	15	12	12,000	2	900									
													22,201	206,320	480			41			228,521	480			41																				
2026CPT.09.04.20301	Davie	4	SR-1630 / BALTIMORE RD	FROM CORNATZER RD SR1606 TO PROJECT U-6187 LIMITS NEAR US158	3	2,4	2WU	3.3	24-50	0	3.3	375	0	34,718	36,416			60							34,718	36,416			60																
TOTAL FOR MAP NO. 4								3.3				375	0	34,718	36,416			60							34,718	36,416			60																
2026CPT.09.04.20301	Davie	5	SR-1731 OI / OAK VALLEY BLVD	FROM TWIN CREEK DR SR1754 TO NC801	4,5	2	2WD	1.241	16-32	0	1.241	126	0																																
TOTAL FOR MAP NO. 5								1.241				126	0.097																																
TOTAL FOR PROJ NO. 2026CPT.09.04.20301								4.541				501	0.291	34,718	36,416			60							34,718	36,416			60																
													71,134		60			7			71,134	60			7																				
GRAND TOTAL								16.086				1,806	1,000	42,999	50,336	103,160	103,160	25	515	504	12	19	15	12	2	146,159	153,496	25	515	504	12	19	15	12,000	2	900									
													93,335	206,320	540			48			299,655	540			48																				

Note: All quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

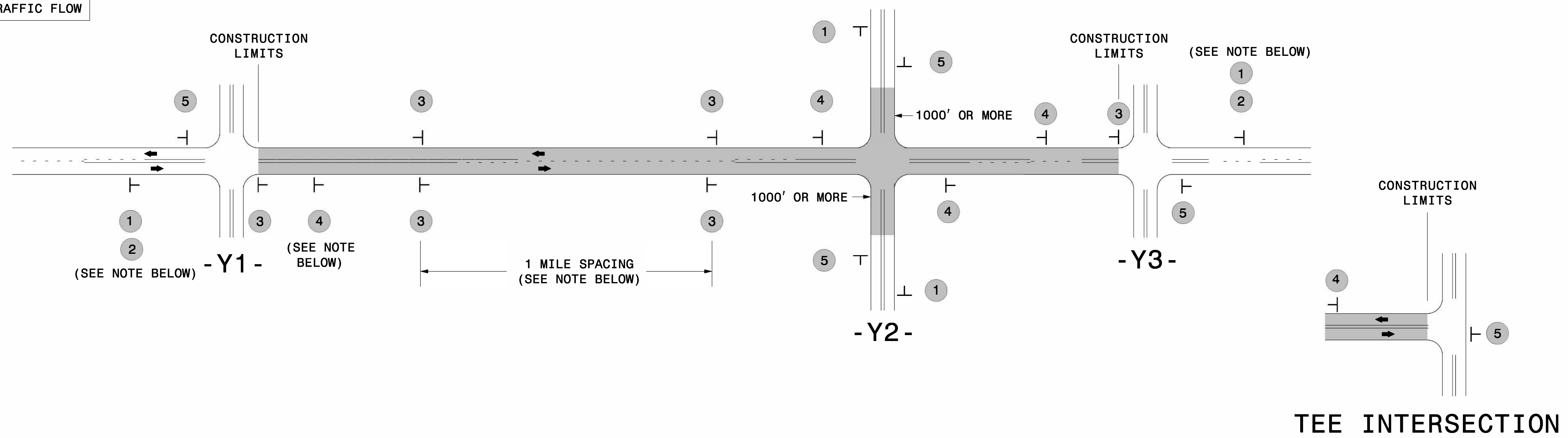
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

Extend paving limits to back of radius
or loop on the following intersections:

MAP#1	RMP2814	30*75
MAP#1	RMP2815	32*75
MAP#1	SR1345 Industrial Dr	50*60
MAP#1	SR1354 Ashley Brook	23*46
MAP#1	SR1303 Brantley Farm	25*40
MAP#1	SR1356 Quality	76*56
MAP#1	SR1304 Allen	32*40
MAP#1	SR1307 Ijames Church	37.5*50
MAP#1	SR1408 Cane	42*60
MAP#2	SR1405 Main Church	21*45
MAP#2	SR1412 Danner	22*85
MAP#2	SR1412 Danner	21*50
MAP#2	SR1308 Murphy	20*50
MAP#2	SR1309 Blackwelder	23*74
MAP#2	SR1413 Braken	22*60
MAP#2	SR1311 Jolley	16*56
MAP#2	SR1311 Jolley	20*130

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

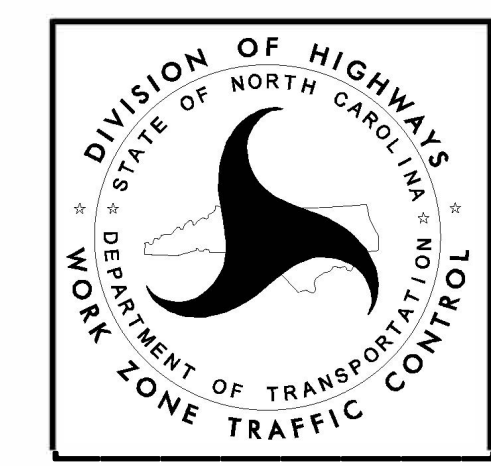
-Y- LINE SIGNING

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"> 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;"> 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.

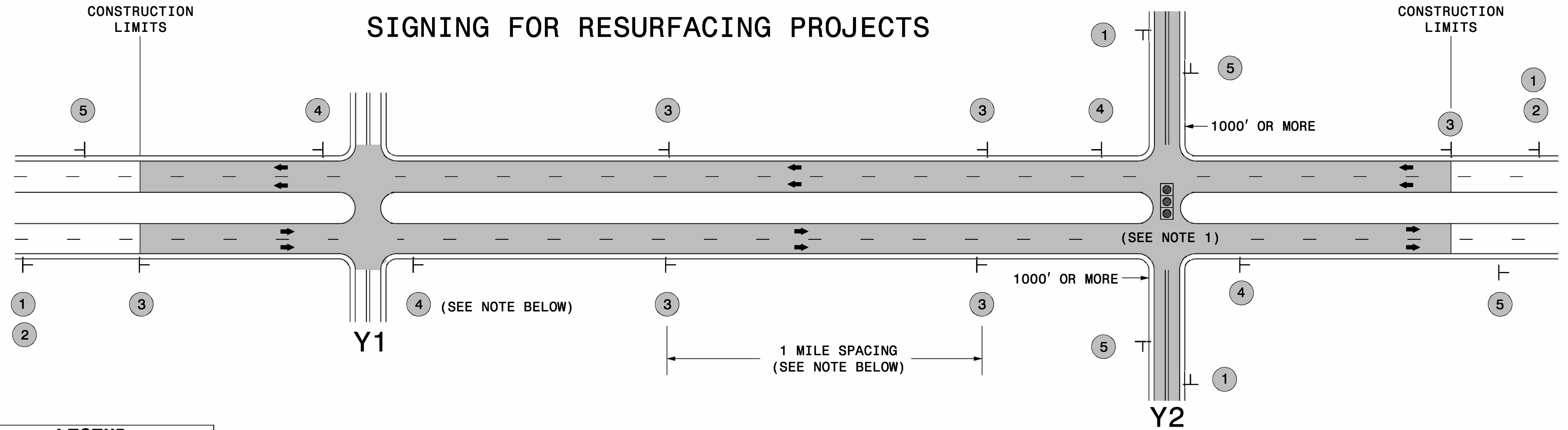
MAPS LESS THAN 2 MILES

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

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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"> 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.
	2		#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		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		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		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

3/23/2015
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**RESURFACING
 ADVANCE WARNING SIGNS
 FOR RURAL AND SUBURBAN
 MULTI-LANE ROADWAYS
 W/ SHOULDER SECTIONS**