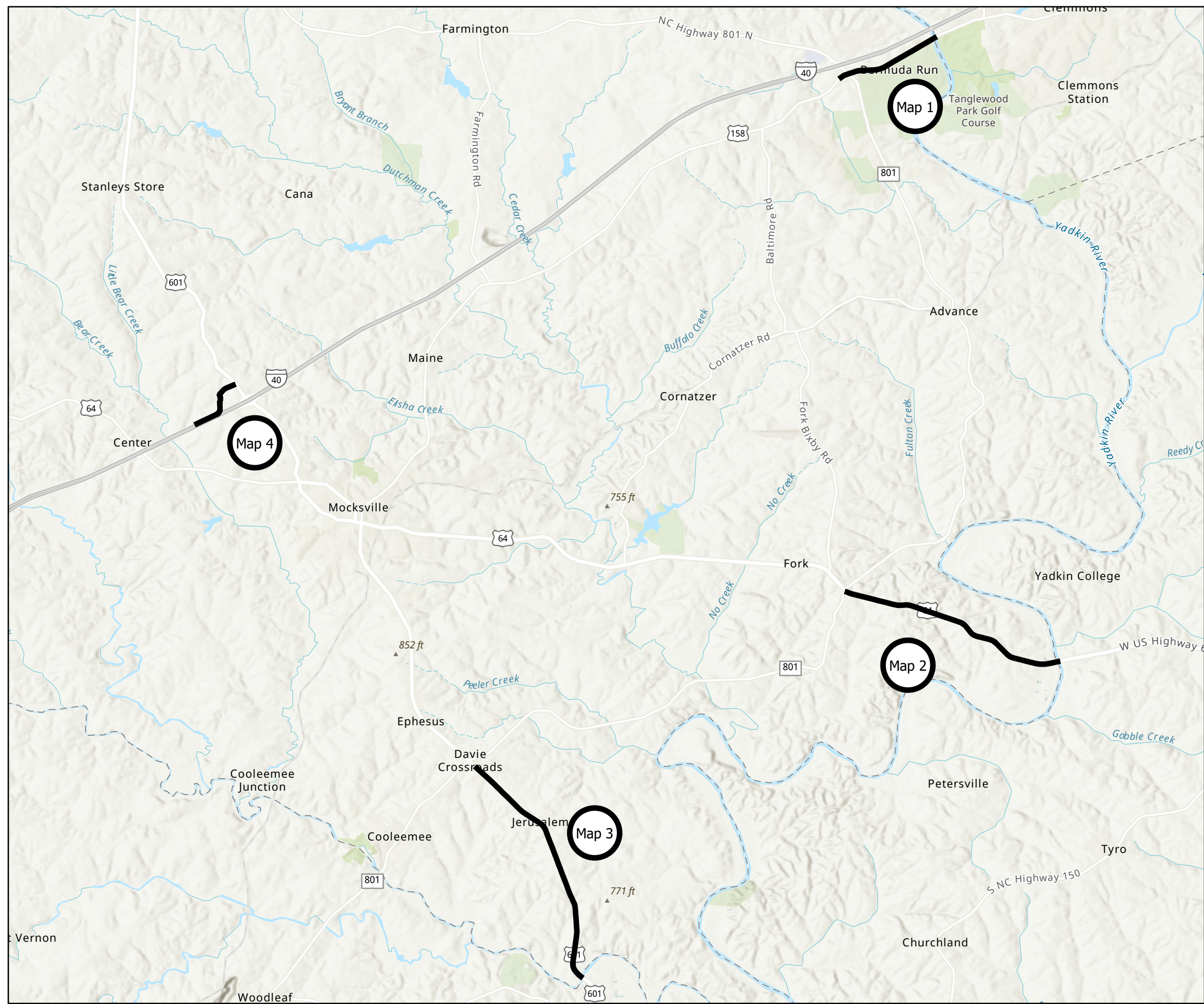


PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.03.10301	Title Sheet
2024CPT.09.04.20301	

- Map 1 US158
- Map 2 US64
- Map 3 US601
- Map 4 Interstate Dr SR1345



Legend

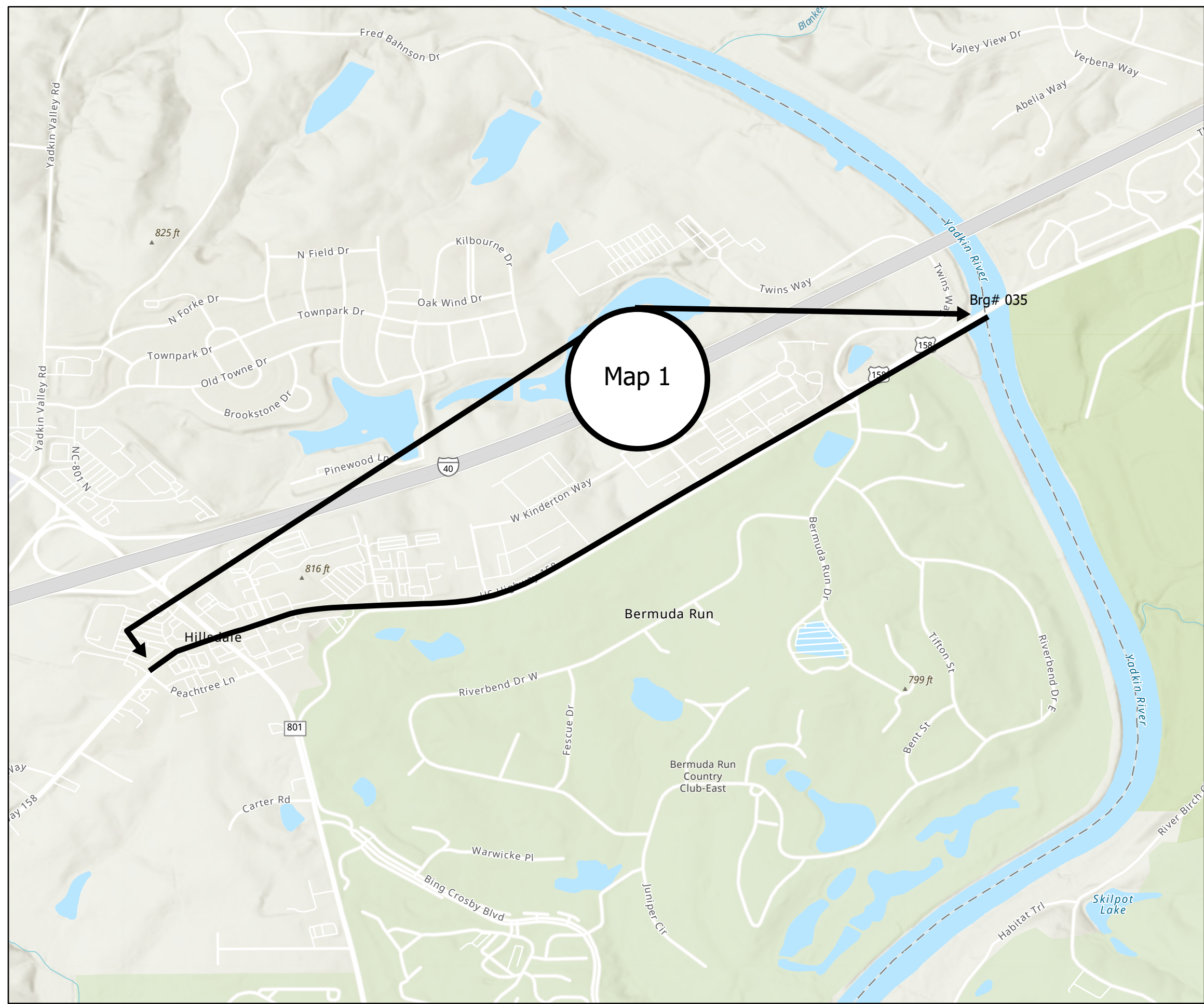
— Davie2024



DAVIE COUNTY
NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.03.10301	2
2024CPT.09.04.20301	

Map 1 US158
 From Forsyth County Line Brg# 0035 to
 new pvt joint at Peachtree Ln
 Mill 11/2" entire width
 Pave 11/2" S9.5B



Legend

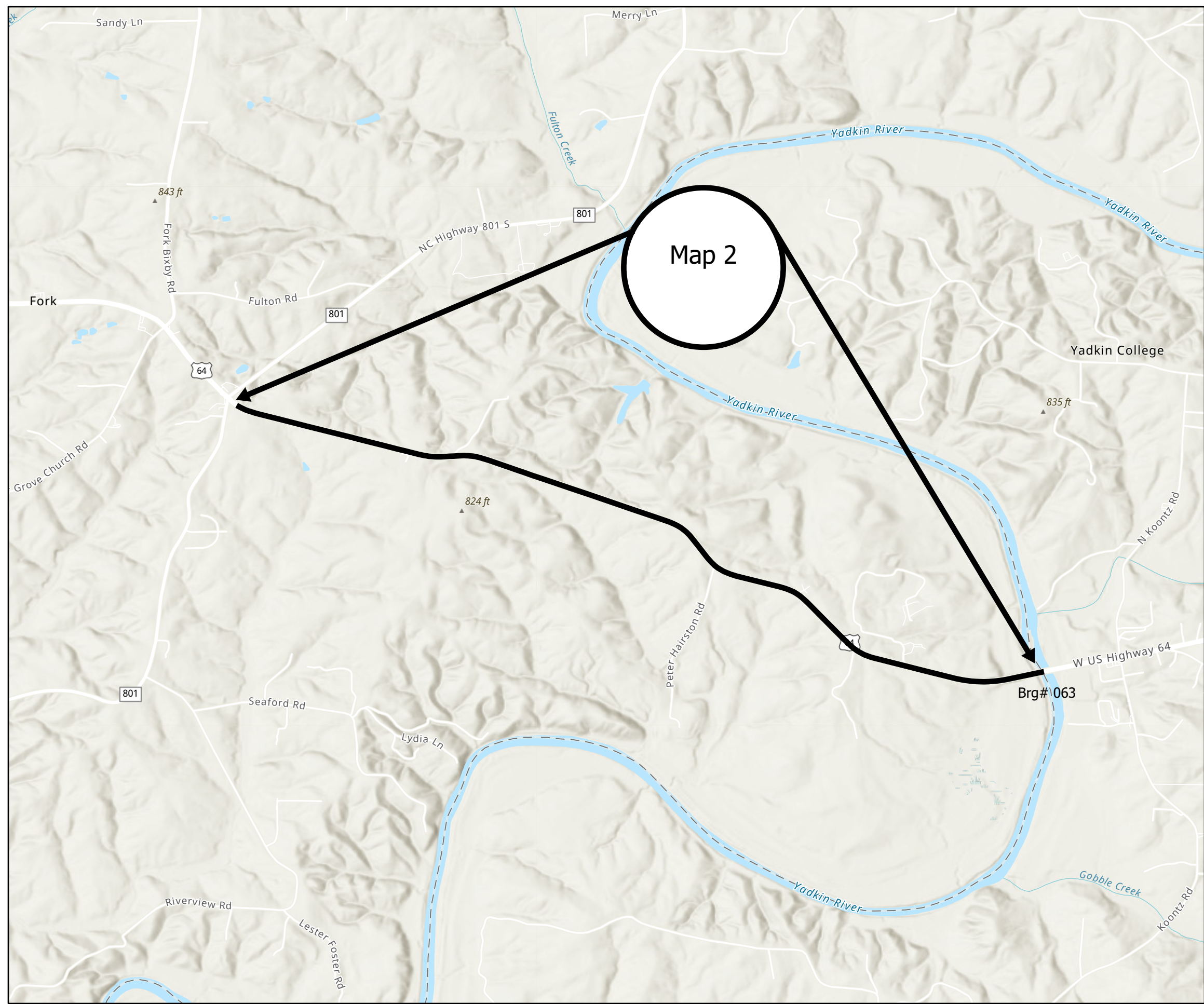
— Davie2024



DAVIE COUNTY
 NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.03.10301 2024CPT.09.04.20301	3

Map 2 US64
 From new pvt joint at NC801 to
 Davidson County line, Brg# 063
 Mill 1 1/2" entire width
 Pave 1 1/2" S9.5C



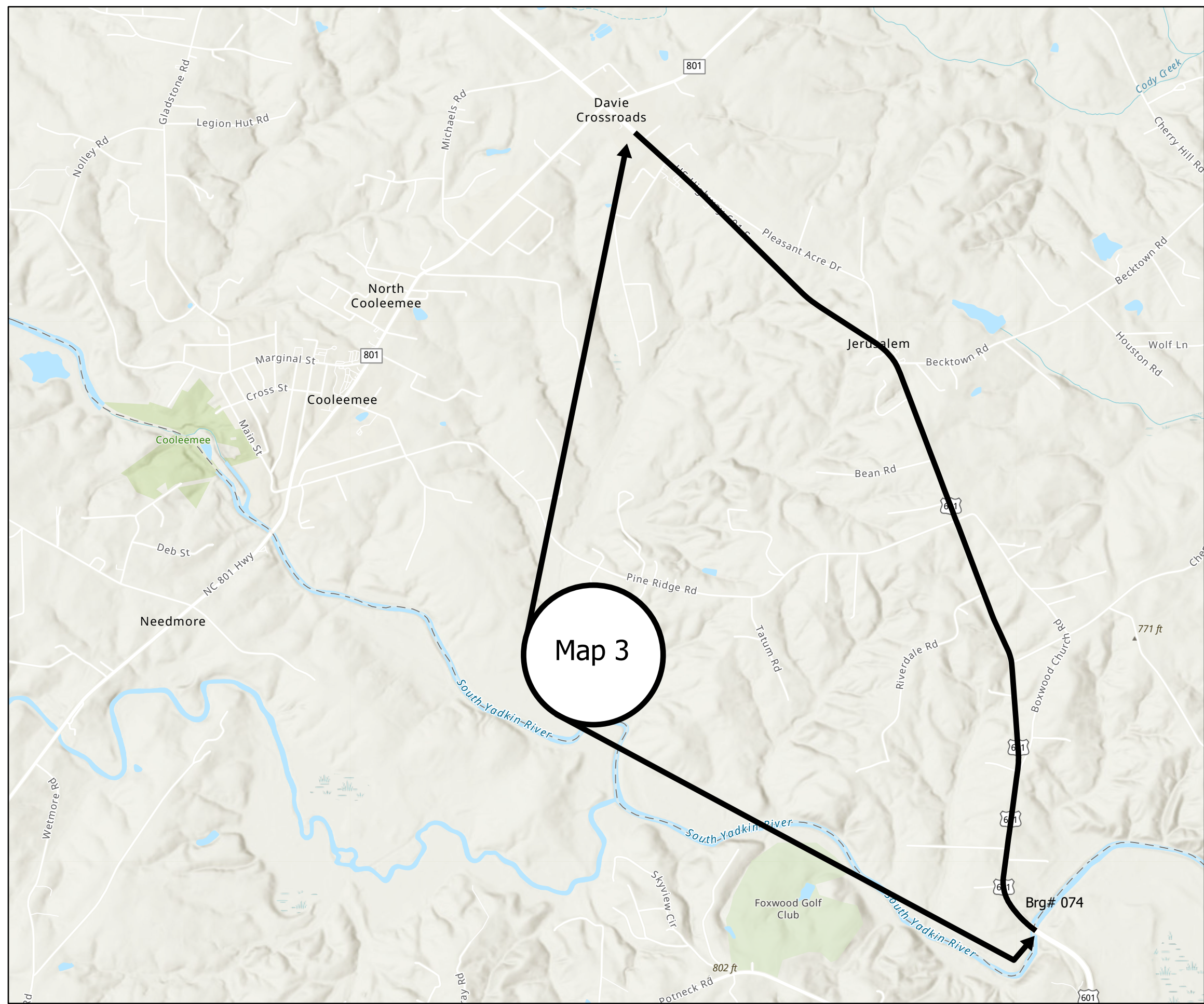
Legend
 — Davie2024



DAVIE COUNTY
 NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.03.10301	4
2024CPT.09.04.20301	

Map 3 US601
 From new pvt joint at NC801 to Rowan
 County Line
 Mill 1 1/2" entire width
 Pave 1 1/2" S9.5B



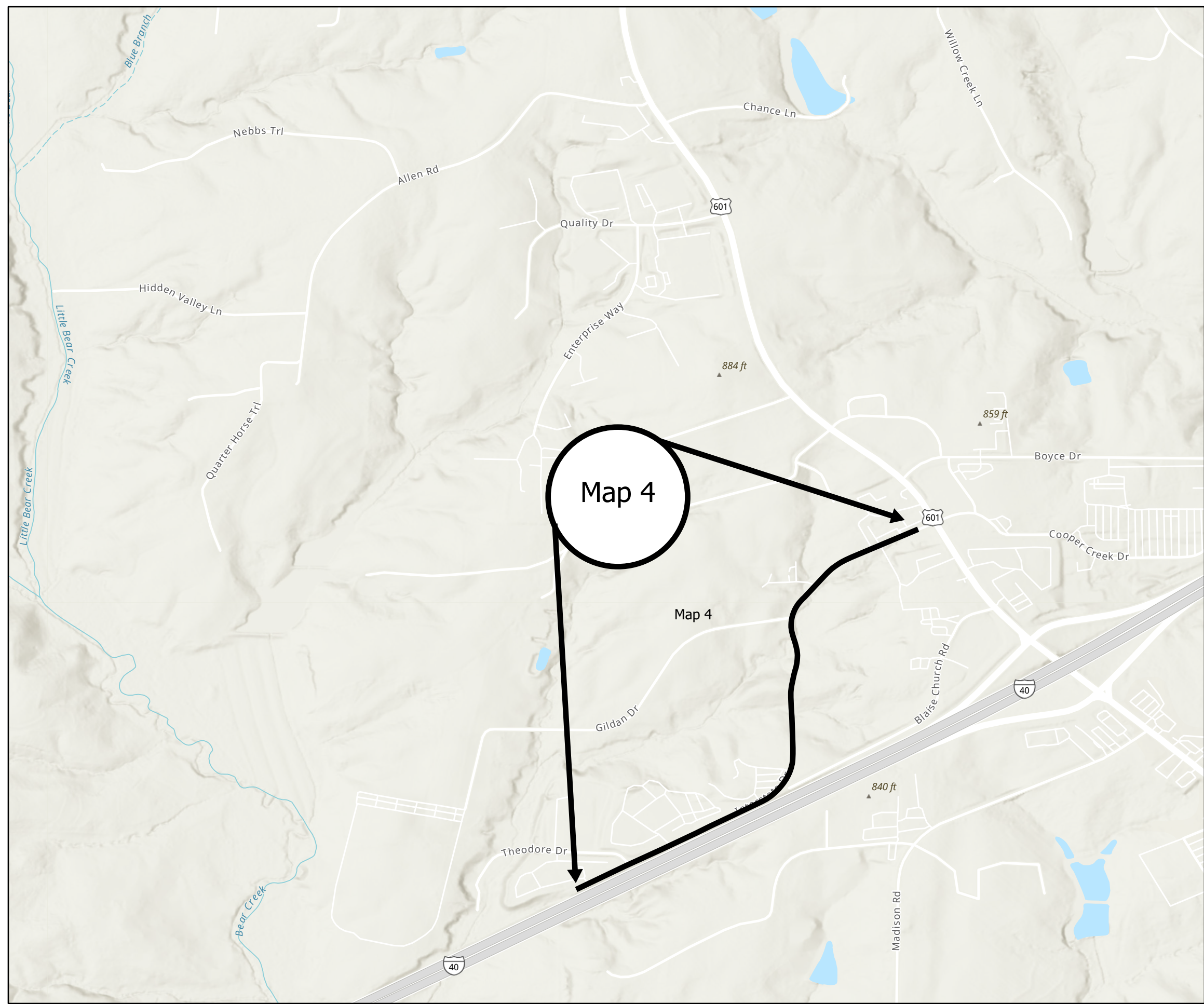
Legend
 — Davie2024



DAVIE COUNTY
 NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
2024CPT.09.03.10301 2024CPT.09.04.20301	5

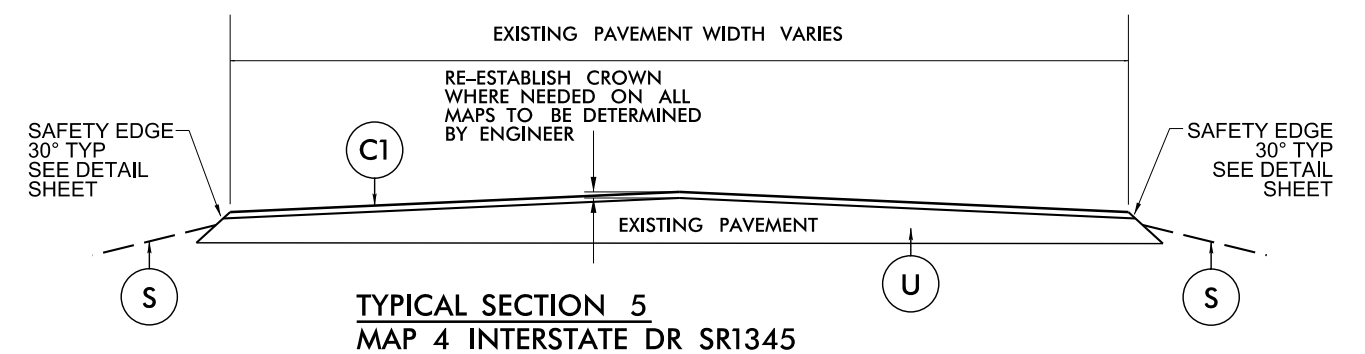
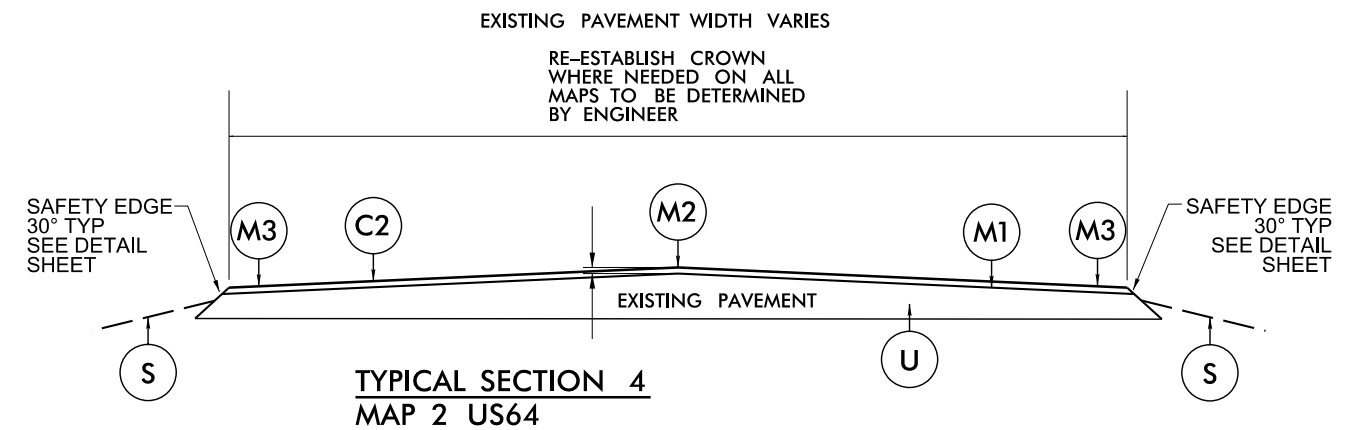
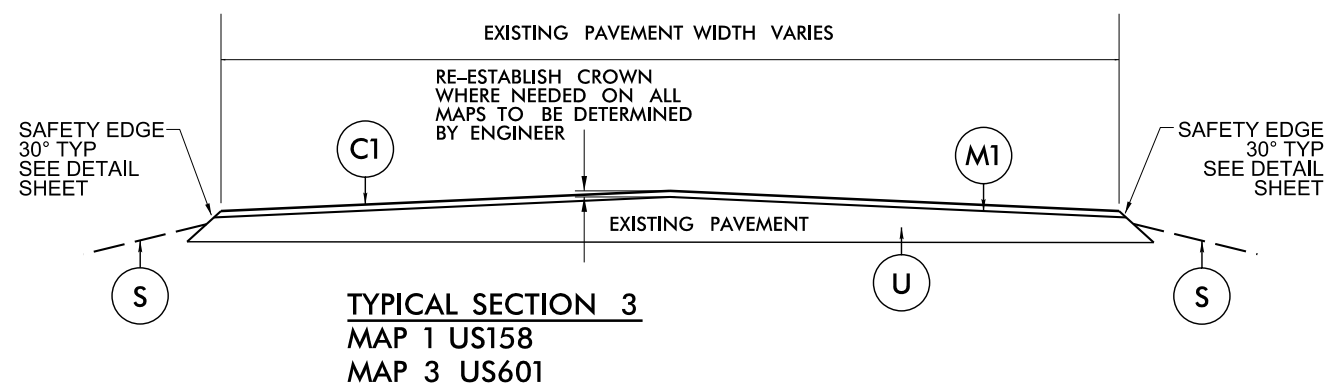
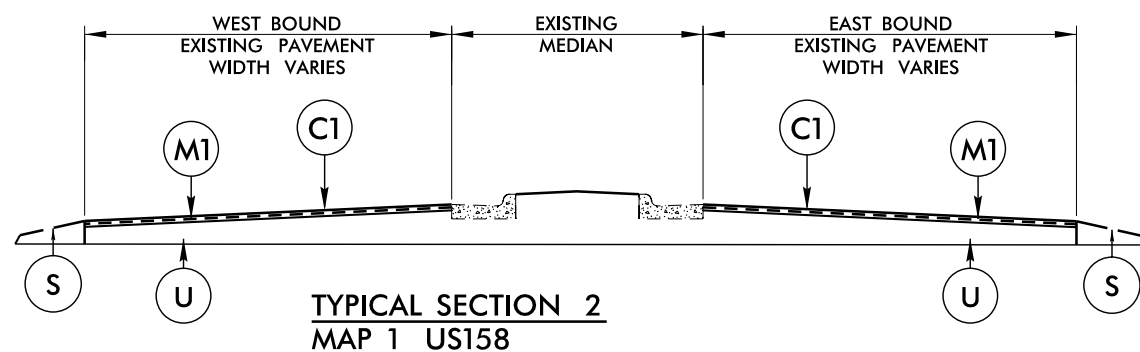
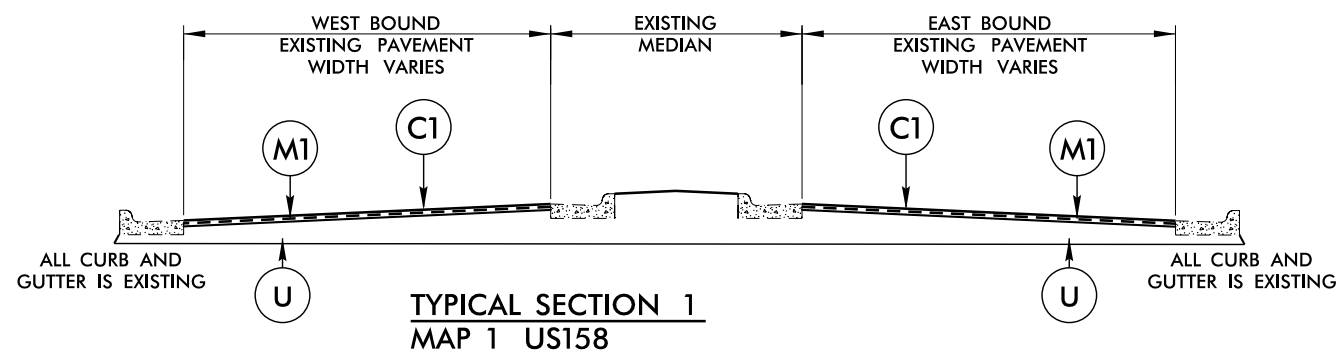
Map 4 Interstate Dr SR1345
 From US601 to EOM
 Mill 0-11/2" incidental milling
 beginning, end and at all SR
 intersections
 Pave 11/2" S9.5B



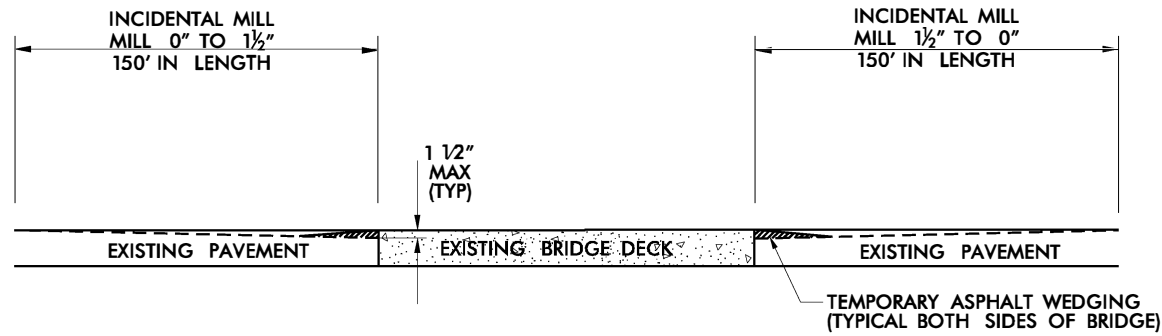
Legend
 — Davie2024



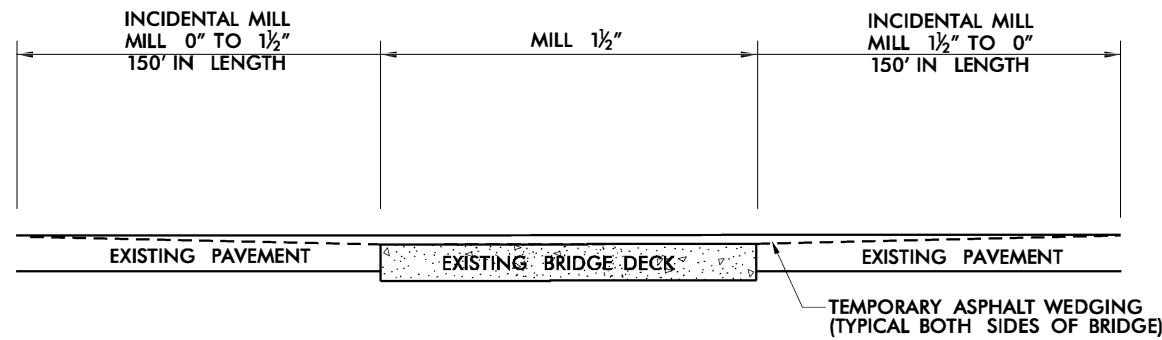
DAVIE COUNTY
 NORTH CAROLINA



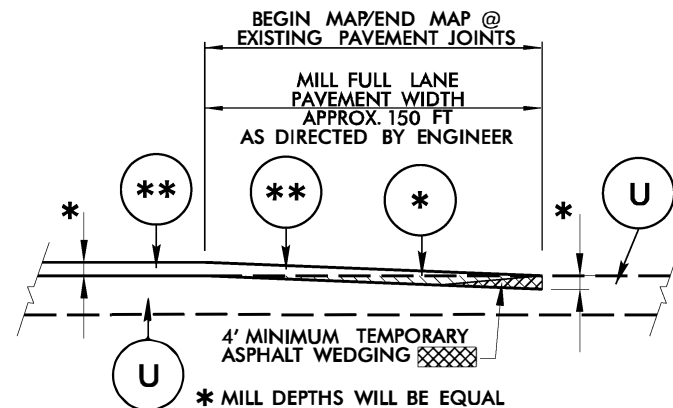
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, TO BE APPLIED AT AN AVERAGE RATE OF 168 LBS PER SQ YD.
M1	MILL ASPHALT PAVEMENT, 1½" DEPTH
M2	18" WIDE SINUSOIDAL MILLED RUMBLE STRIP
M3	10" WIDE SINUSOIDAL MILLED RUMBLE STRIP
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



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



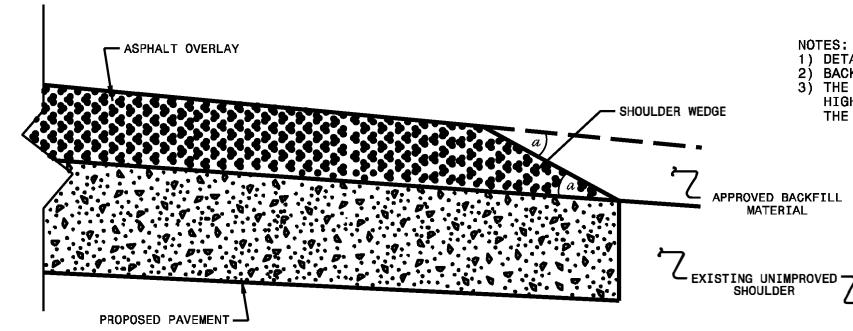
**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)



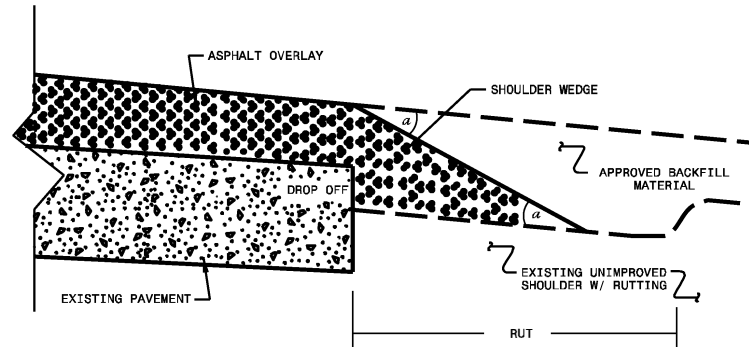
- * MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS AND BRIDGE DATA SHEETS
- ** MILL SR. Y-LINES APPROX. 50' AS DIRECTED BY ENGINEER
- *** SEE TYPICALS FOR MIX TYPE

INCIDENTAL TIE-IN MILLING DETAIL

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

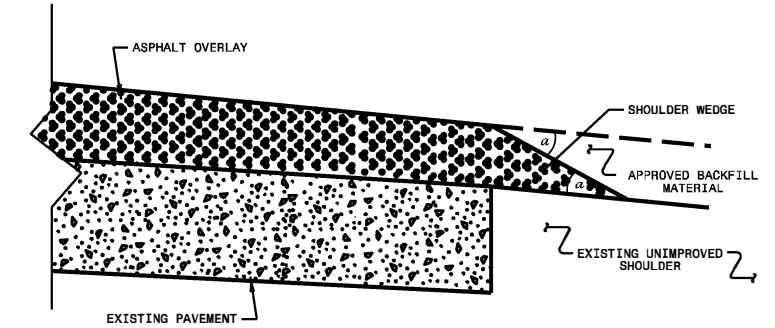


SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)

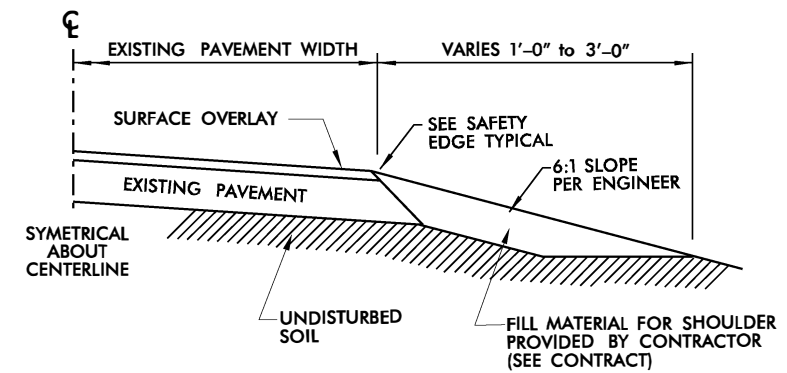


SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)

- 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 AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.



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.

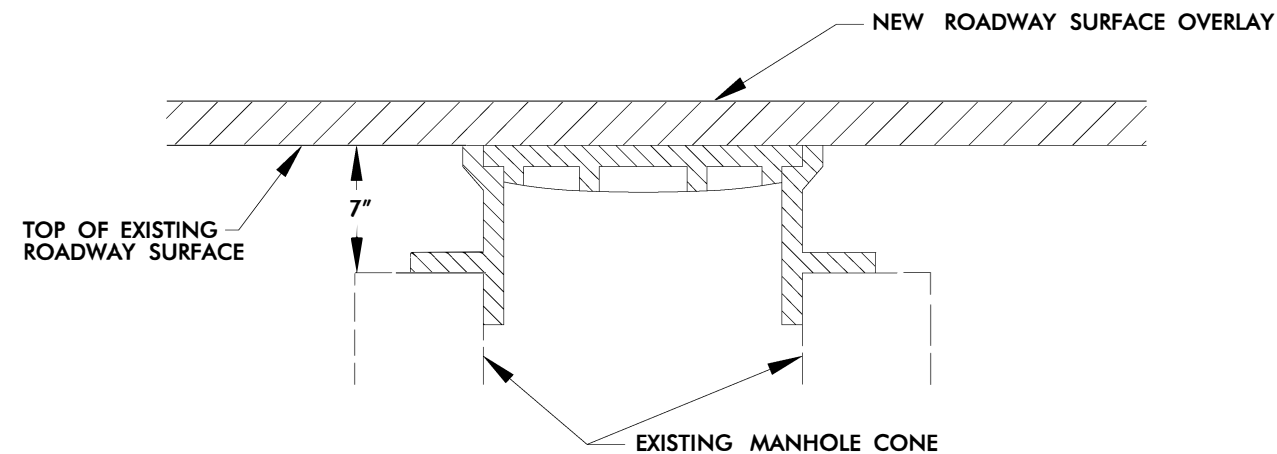
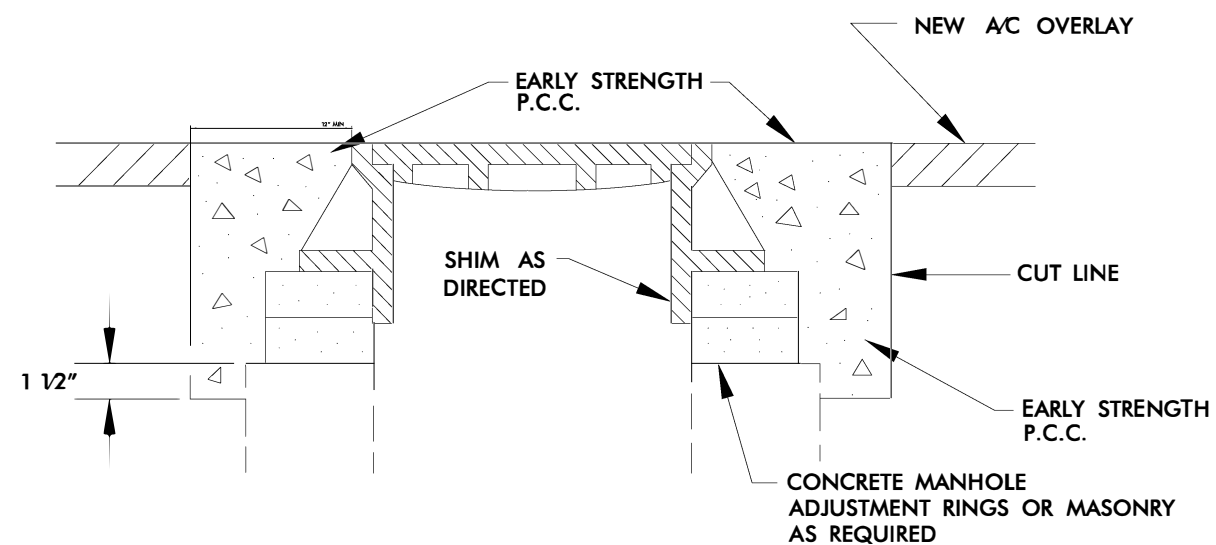
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).

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 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.

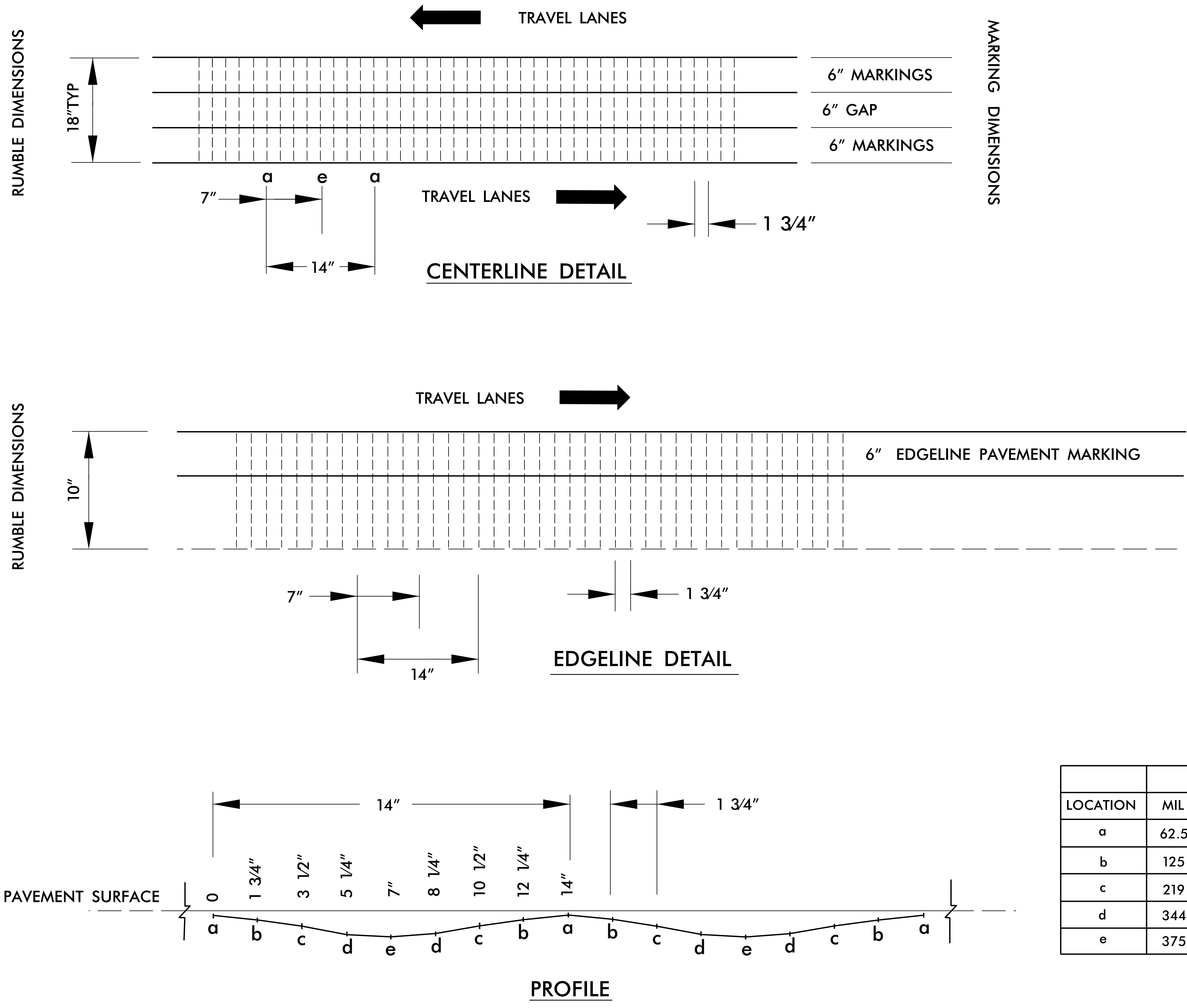
7. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.

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



LOCATION	DEPTH	
	MIL	INCHES
a	62.5	1/16"
b	125	1/8"
c	219	7/32"
d	344	1/32"
e	375	3/8"

SINUSOIDAL MILLED RUMBLE STRIPS DETAILS

NOTE: TYPICAL SECTIONS AND DETAILS ARE NOT DRAWN TO SCALE

6/2/2019
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 C:\Users\jch\Desktop\00009_Sinusoidal_Detail1_Resurfacing.dgn
 \$\$\$\$USERNAME\$\$\$\$

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.09.03.10301	11	
2024CPT.09.04.20301		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGT H	WIDTH	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	1881000000-E	2830000000-N		2845000000-N	6000000000-E	6071010000-E	
														INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	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	GENERIC PAVING ITEM (SINUSOIDAL MILLED RUMBLE STRIPS(ASPHALT CONCRETE))	ADJ. OF MANHOLES	ADJUSTMENT OF LARGE MANHOLES	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	
														TONS	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	TONS	LF	EA	EA	EA	LF	LF
2024CPT.09.03.10301	Davie	1	US-158	FROM FORSYTH COUNTY LINE BRG#035 TO NEW PVT JOINT AT PEACHTREE LN	1,2,3	2,4	MD	NO	NO	1.53	26-52	11.21	12.74		3.06	591	24,934	5,709	2,863		187	10		14		8	612	61	
TOTAL FOR MAP NO. 1										1.53					3.06	591	24,934	5,709	2,863		187	10		14		8	612	61	
2024CPT.09.03.10301	Davie	2	US-64	FROM NEW PVT JOINT AT NC801 TO DAVIDSON COUNTY LINE	4	2,3	2WU	NO	NO	3.35	29-40.5	18.1	21.45	90	6.70	1,293	58,161			5,299	313	10					1,340	134	
TOTAL FOR MAP NO. 2										3.35				90	6.70	1,293	58,161			5,299	313	10				1,340	134		
2024CPT.09.03.10301	Davie	3	US-601	FROM NEW PVT JOINT AT NC801 TO ROWAN COUNTY LINE	3	2	2WU	NO	NO	4.2	27-30.5	0	4.2	200	8.40	1,621	65,436	2,827	6,419		418	10		8		8	1,680	168	
TOTAL FOR MAP NO. 3										4.2				200	8.40	1,621	65,436	2,827	6,419		418	10		8		8	1,680	168	
TOTAL FOR PROJ NO. 2024CPT.09.03.10301										9.08				290	18.16	3,505	148,531	8,536	9,282	5,299	918	30		68,280	22		16	3,632	363
																						22							
2024CPT.09.04.20301	Davie	4	SR-1345 / INTERSTATE DR	FROM US 601 TO EOM	5	2,3	2WU	NO	NO	0.975	22-50	0.005	0.98		1.95	376			1,202	1,506		98	10		12	2	20	390	39
TOTAL FOR MAP NO. 4										0.975					1.95	376			1,202	1,506		98	10		12	2	20	390	39
TOTAL FOR PROJ NO. 2024CPT.09.04.20301										0.975					1.95	376			1,202	1,506		98	10		12	2	20	390	39
																						14							
GRAND TOTAL										10.055				290	20.11	3,881	148,531	9,738	10,788	5,299	1,016	40		68,280	34	2	36	4,022	402
																						36							

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.
2024CPT.09.03.10301	12	
2024CPT.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				4905100000-N			
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	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	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS)	THERMO MSG SCHOOL 90 M	THERMO MSG ONLY 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO ROUNABOUT FISH-HOOK ARROW (90 MILS)	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	8" YELLOW PAINT	24" WHITE PAINT	PAINT MSG SCHOOL	PAINT LT ARROW	PAINT RT ARROW	PAINT STR ARROW	PAINT STR & RT ARROW	PAINT ROUNABOUT FISH-HOOK ARROW	NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKER		
MI	FT	SF	LS	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA						
2024CPT.09.03.10301	Davie	1	US-158	FROM FORSYTH COUNTY LINE BRG#035 TO NEW PVT JOINT AT PEACHTREE LN	1,2,3	2,4	MD	1.53	26-52	11.21	12.74	157	1	18,329	20,217			372	310	340			26	23	6	2	18,329	20,217	372	310	340		26	23	6	2	2	150		
TOTAL FOR MAP NO. 1								1.53				157	1	18,329	20,217			372	310	340			26	23	6	2	18,329	20,217	372	310	340		26	23	6	2	2	150		
2024CPT.09.03.10301	Davie	2	US-64	FROM NEW PVT JOINT AT NCB01 TO DAVIDSON COUNTY LINE	4	2,3	2WU	3.35	29-40.5	18.1	21.45	365					34,430	35,560		140			3		1		34,430	35,560			140		3			1		225		
TOTAL FOR MAP NO. 2								3.35				365					34,430	35,560		140			3		1		34,430	35,560			140		3			1		225		
2024CPT.09.03.10301	Davie	3	US-601	FROM NEW PVT JOINT AT NCB01 TO ROWAN COUNTY LINE	3	2	2WU	4.2	27-30.5	0	4.2	475					43,826	43,624			100	12		2			43,824	43,624			100	12		2			280			
TOTAL FOR MAP NO. 3								4.2				475					43,826	43,624			100	12		2			43,824	43,624			100	12		2			280			
TOTAL FOR PROJ NO. 2024CPT.09.03.10301								9.08				997	1.000	18,329	20,217		78,256	79,184		372	450	440	12		29	25	7	2	96,583	99,401	372	450	440	12	29	25	6	3	2	655
												38,546				157,440			822			12			63		195,984			822							65			
2024CPT.09.04.20301	Davie	4	SR-1345 / INTERSTATE DR	FROM US 601 TO EOM	5	2,3	2WU	0.975	22-50	0.005	0.98	170					10,350	10,350			420			4	2															
TOTAL FOR MAP NO. 4								0.975				170					10,350	10,350			420			4	2															
TOTAL FOR PROJ NO. 2024CPT.09.04.20301								0.975				170					10,350	10,350			420			4	2															
GRAND TOTAL								10.055				1,167	1.000	28,679	30,567		78,256	79,184		372	870	440	12	4	31	25	10	2	96,583	99,401	372	450	440	12	29	25	6	3	2	655
												59,246				157,440			1,242			16			68		195,984			822								65		

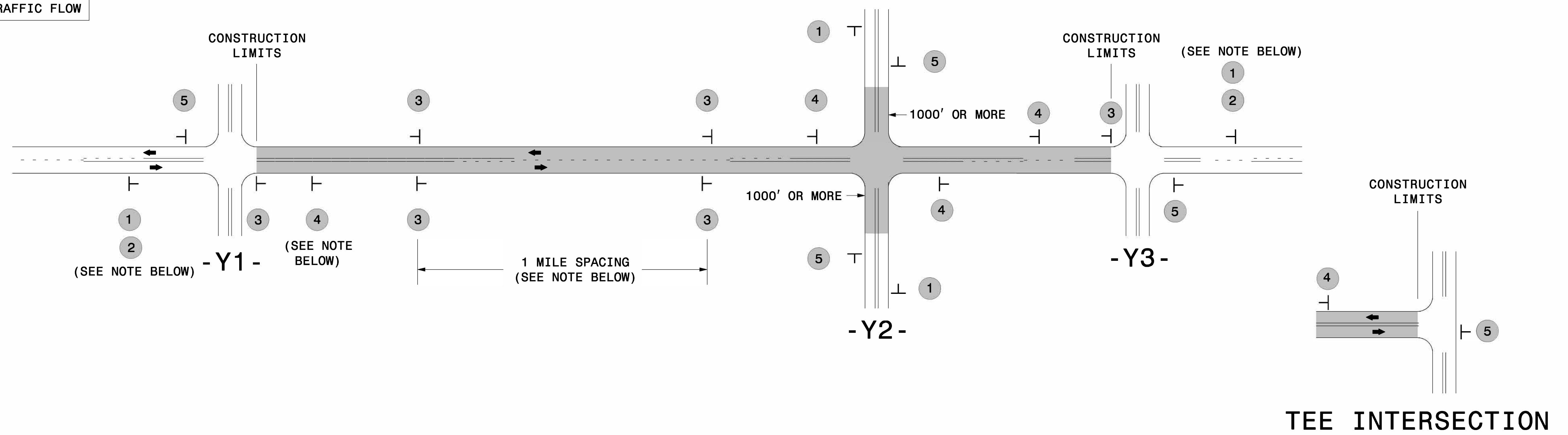
Note: All quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received

SIGNING FOR RESURFACING PROJECTS

LEGEND

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

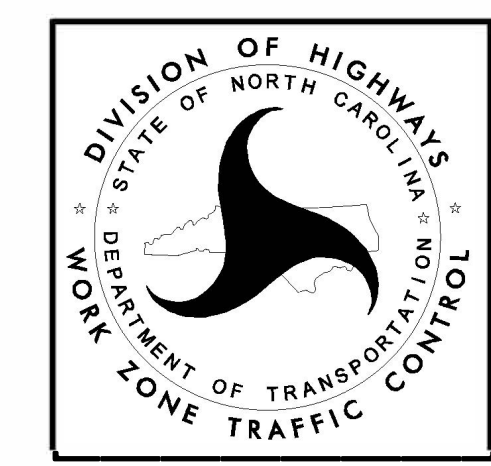
-Y- LINE SIGNING

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.

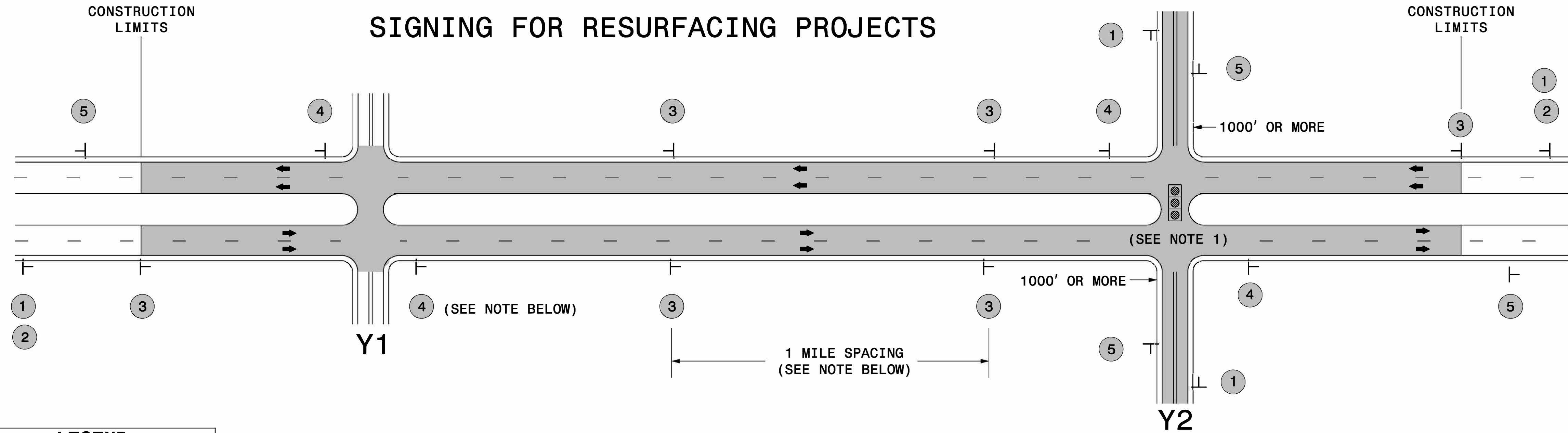
MAPS LESS THAN 2 MILES

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

5/15/2017 S:\TMD\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:kddis



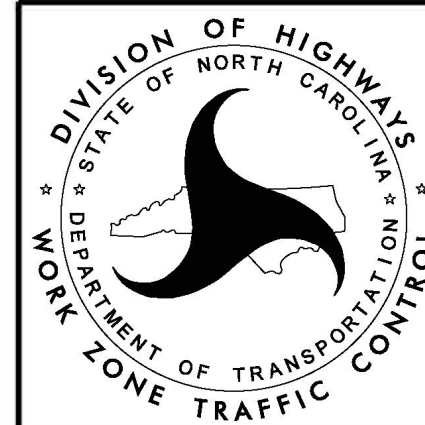
LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

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>	

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