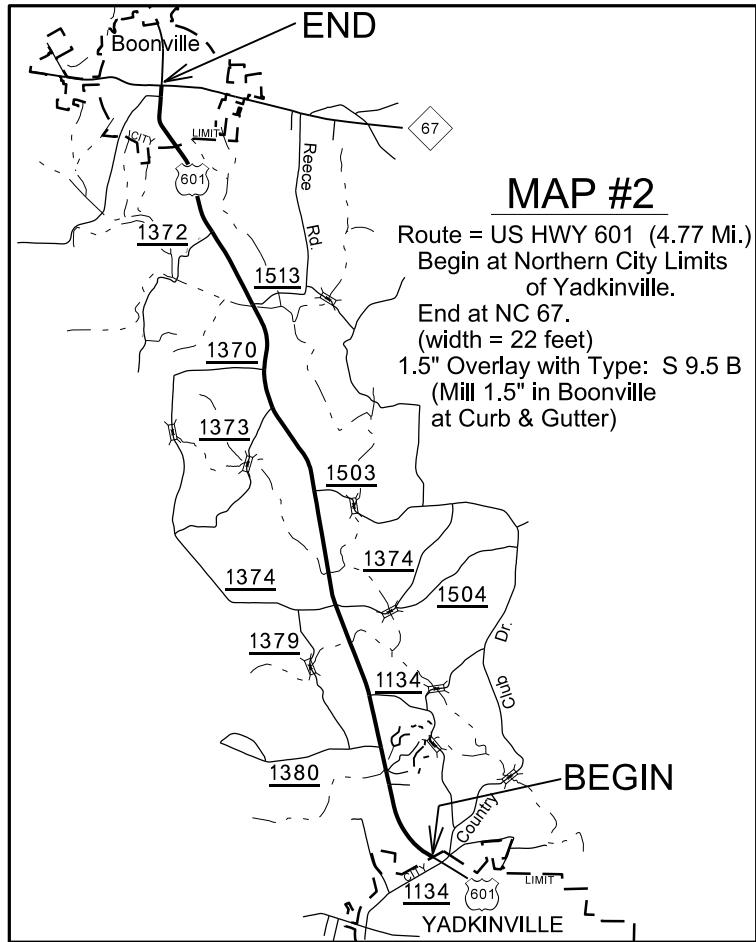
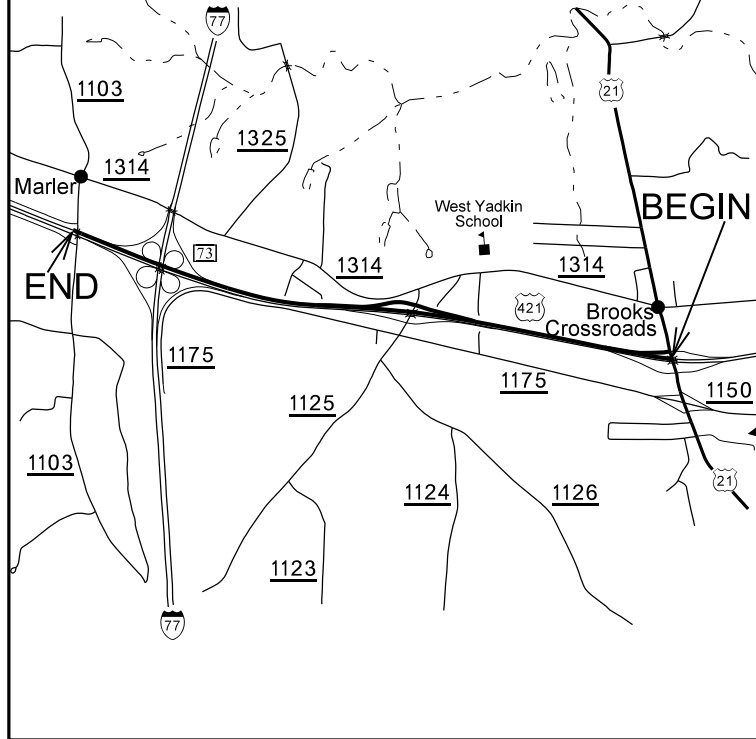


MAP #1

Route = US HWY 421 (2.78 Miles)
 Begin at US 21.
 End at Construction Joint at Bridge #39
 at SR 1103 Overpass.
 (width = 26 feet) 1.5" Overlay with Type: S 9.5 C



MAP #2

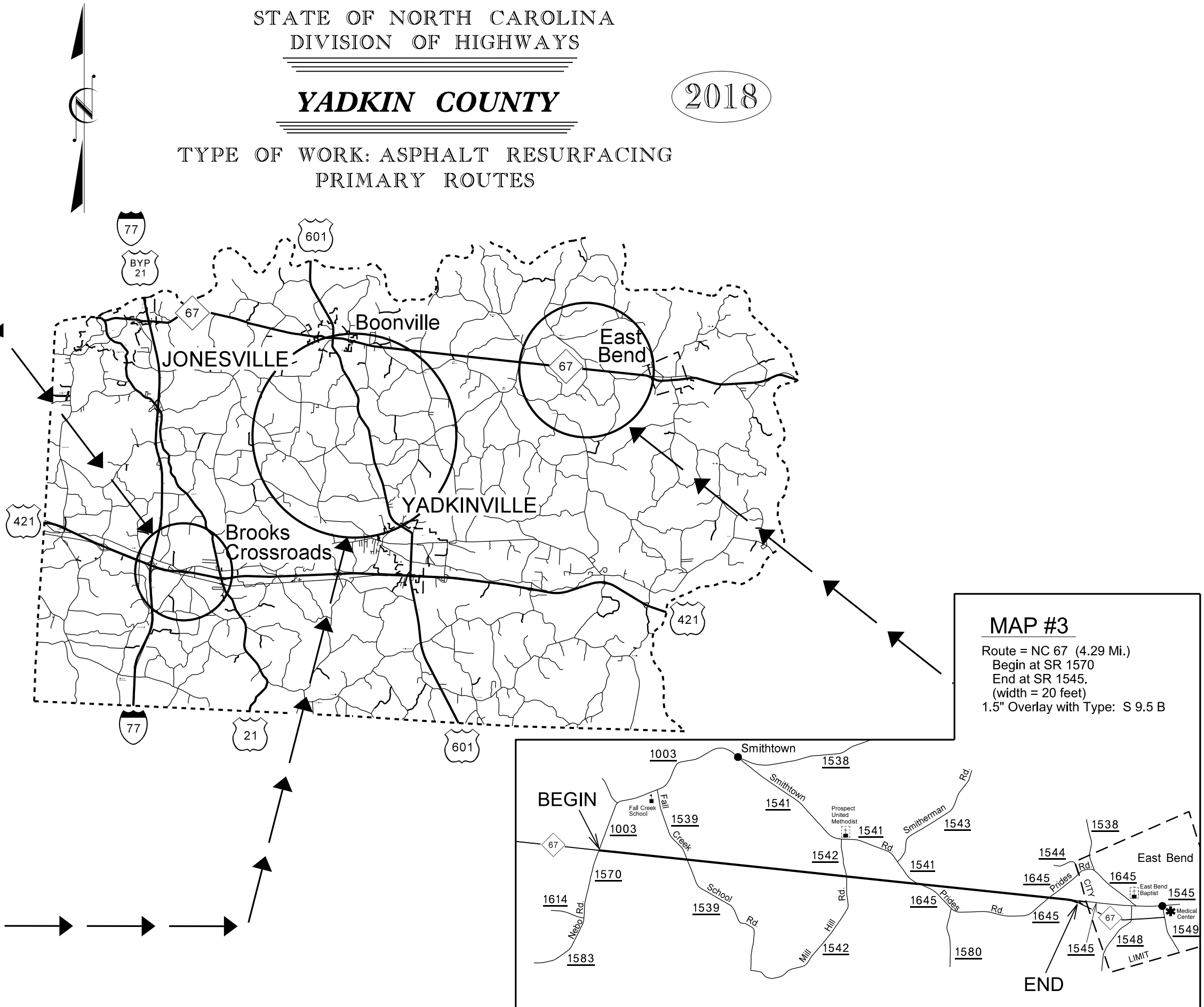
Route = US HWY 601 (4.77 Mi.)
 Begin at Northern City Limits
 of Yadkinville.
 End at NC 67.
 (width = 22 feet)
 1.5" Overlay with Type: S 9.5 B
 (Mill 1.5" in Boonville
 at Curb & Gutter)

STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS

YADKIN COUNTY

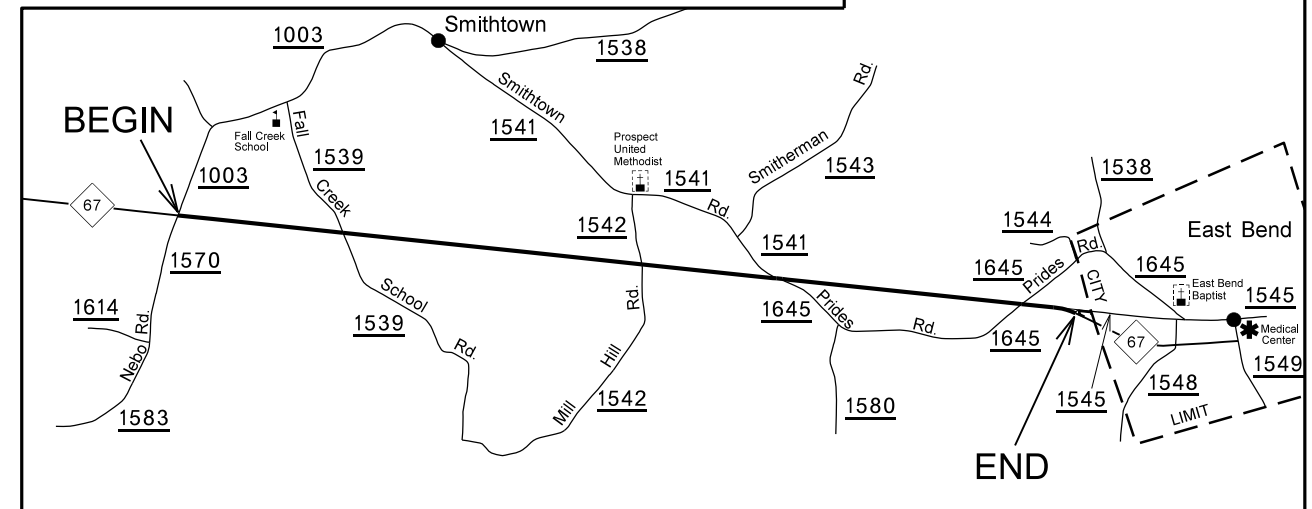
2018

TYPE OF WORK: ASPHALT RESURFACING
 PRIMARY ROUTES



MAP #3

Route = NC 67 (4.29 Mi.)
 Begin at SR 1570
 End at SR 1545.
 (width = 20 feet)
 1.5" Overlay with Type: S 9.5 B

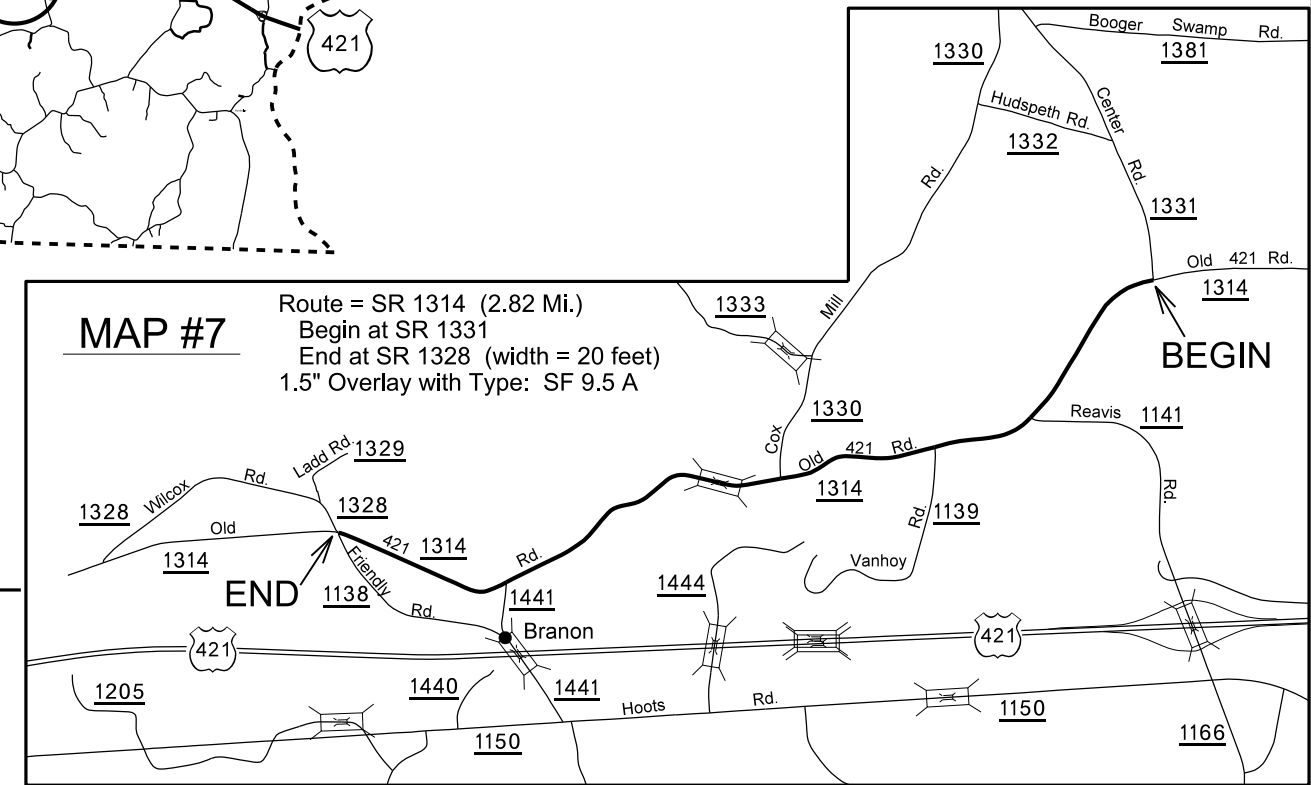
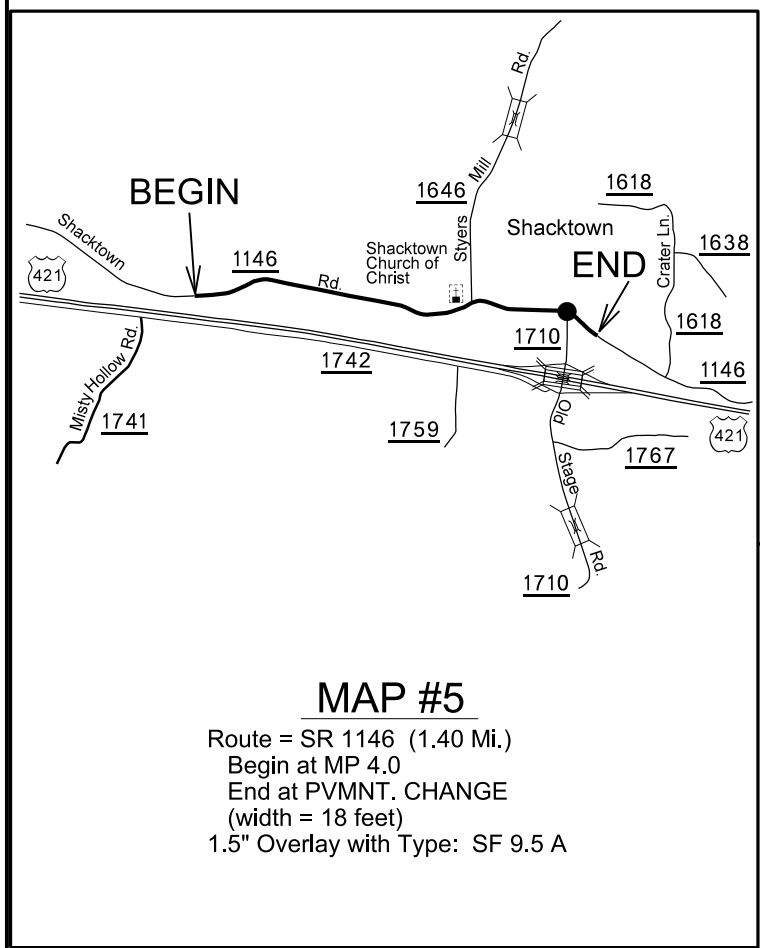
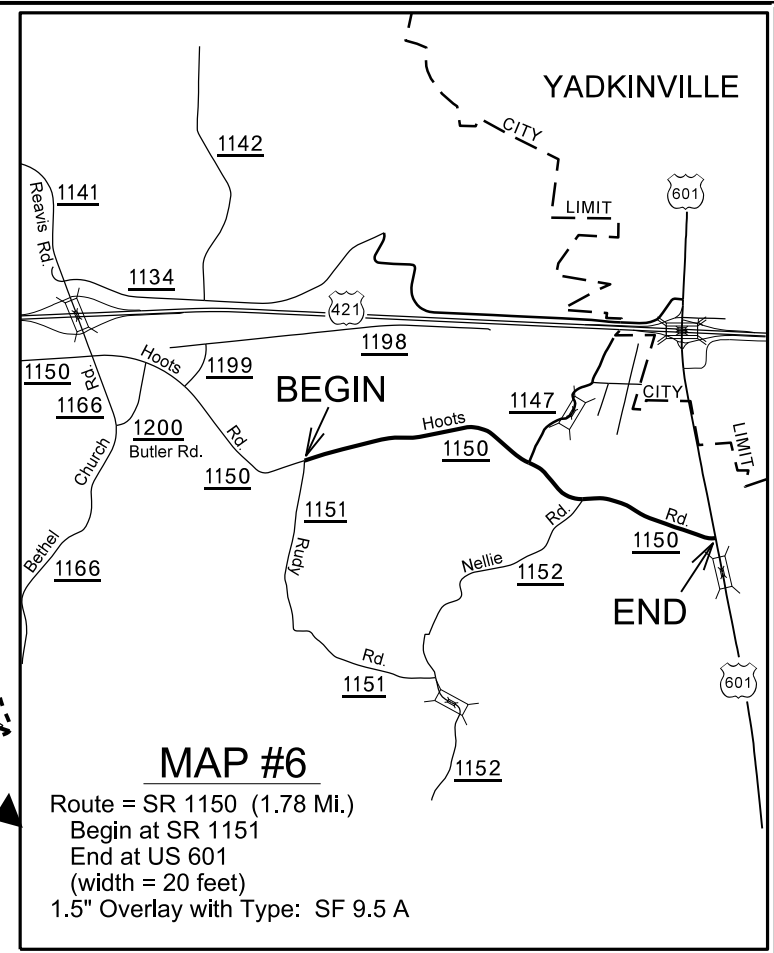
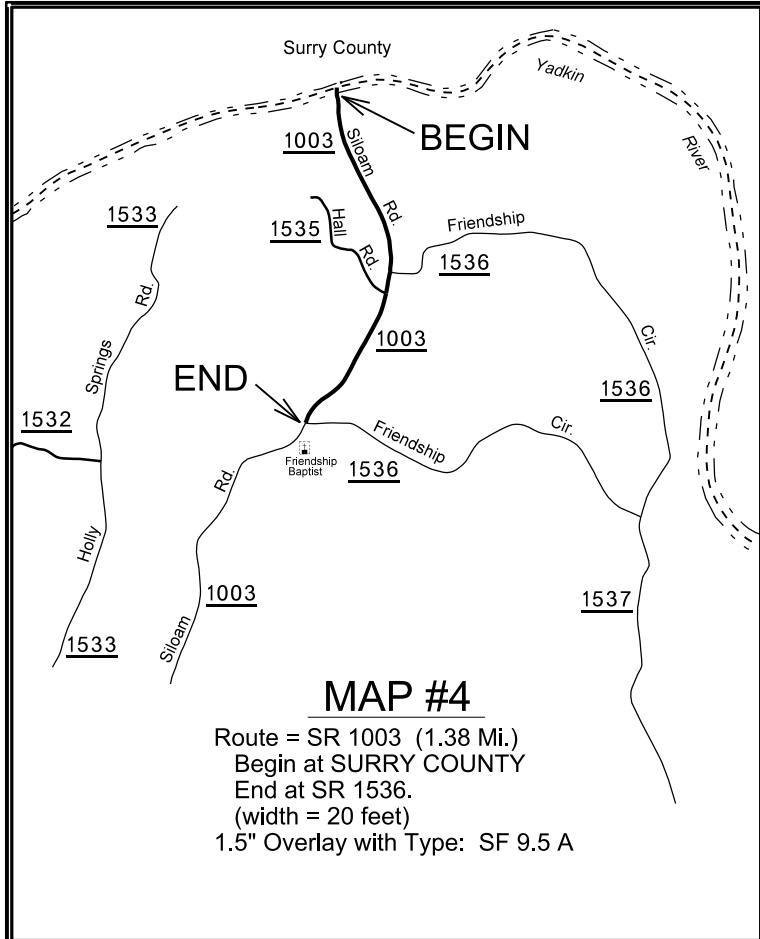
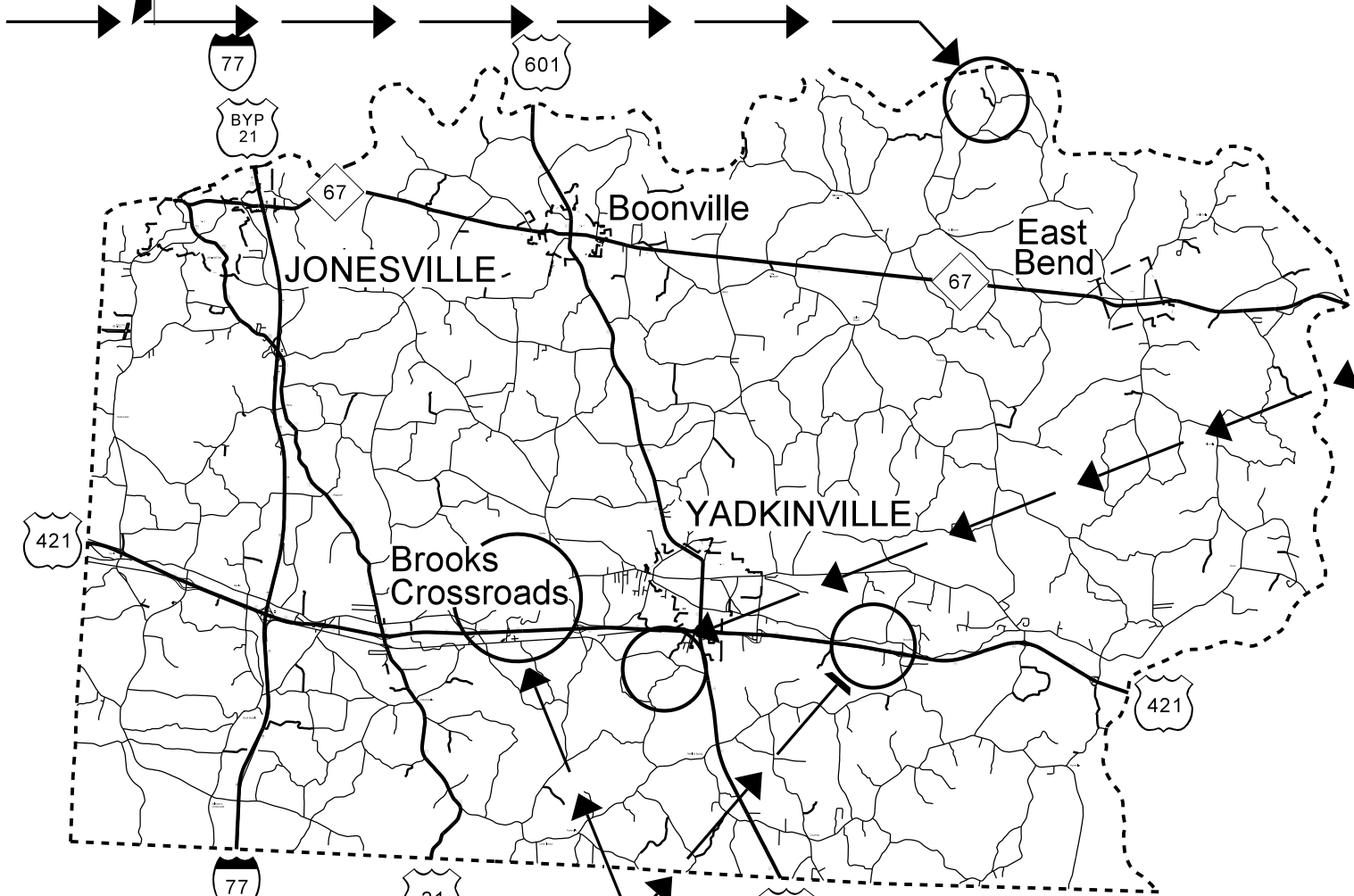


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

YADKIN COUNTY

2018

TYPE OF WORK: ASPHALT RESURFACING
SECONDARY ROUTES

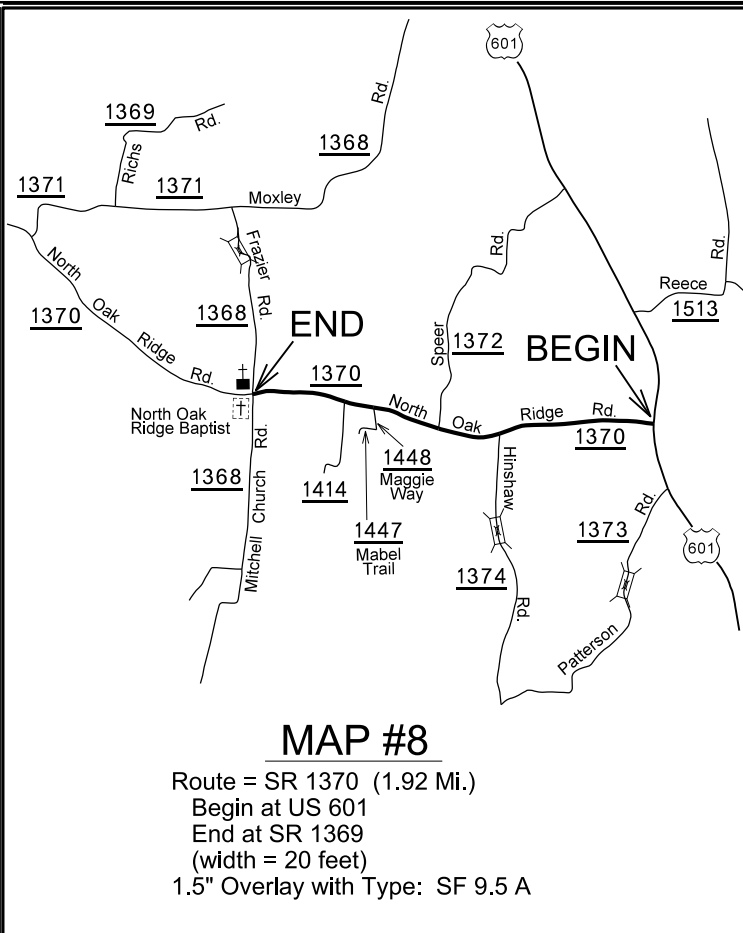
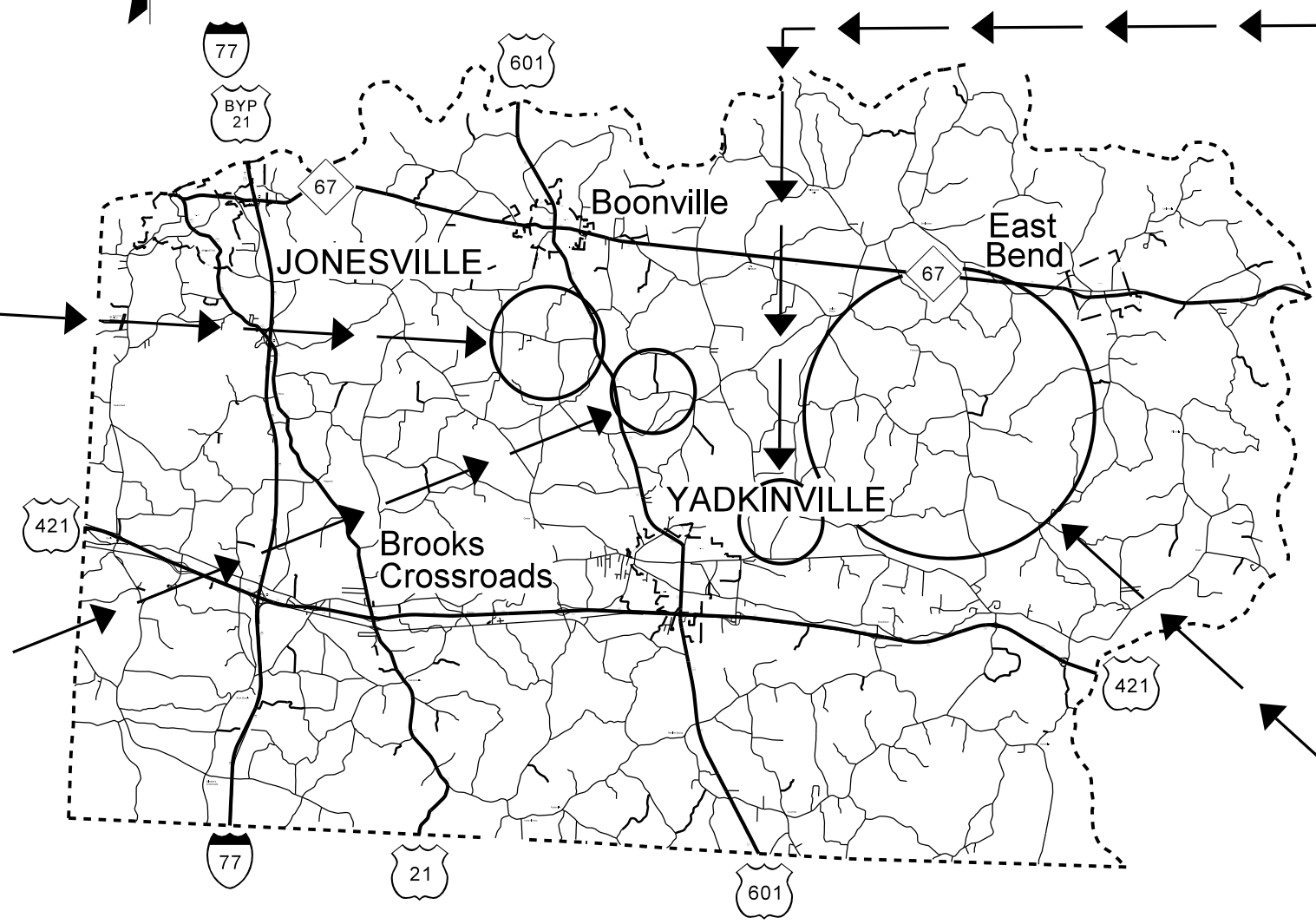


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

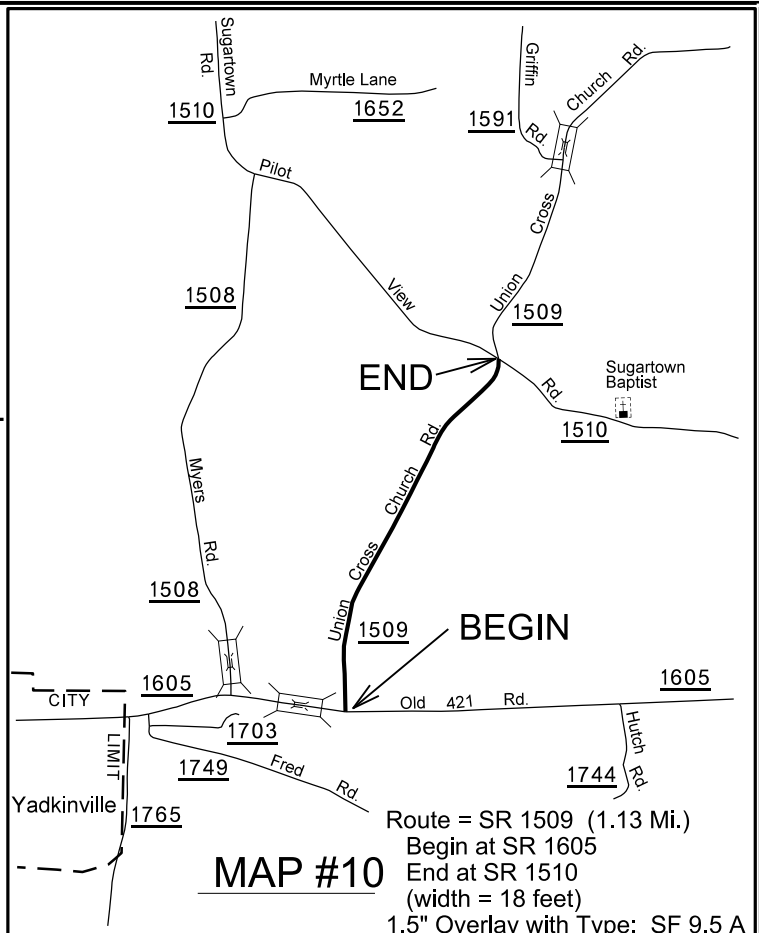
YADKIN COUNTY

2018

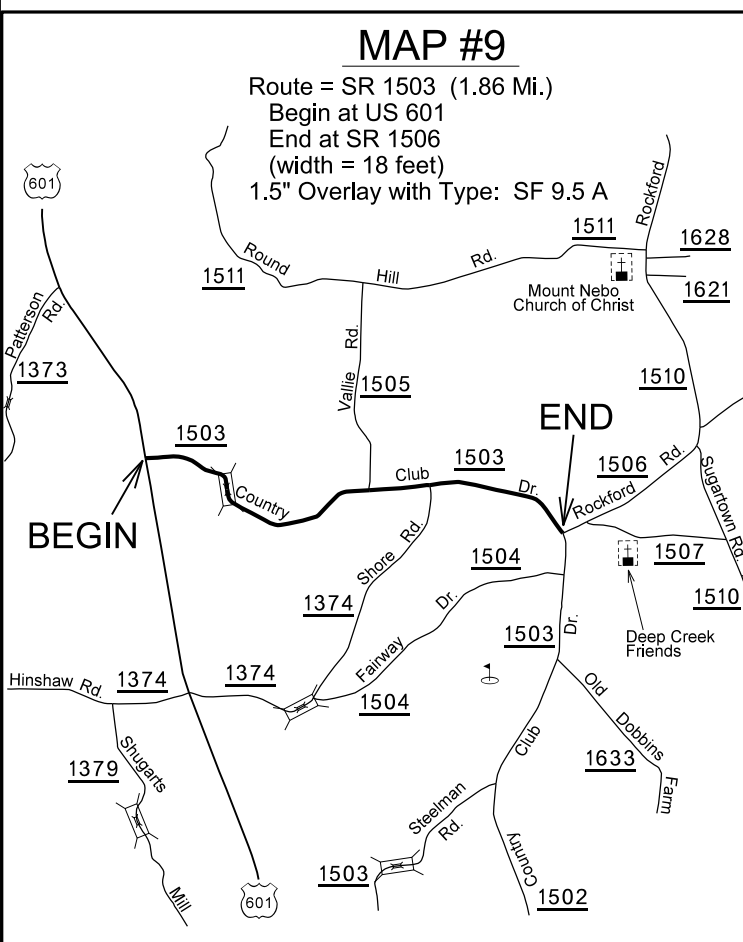
TYPE OF WORK: ASPHALT RESURFACING
SECONDARY ROUTES



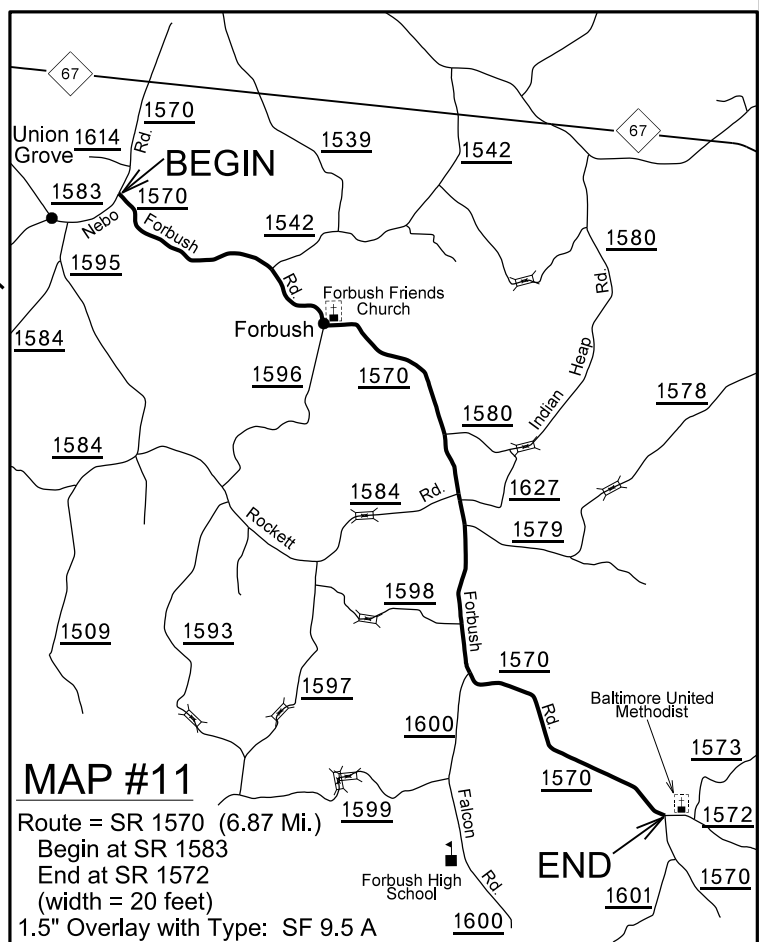
MAP #8
Route = SR 1370 (1.92 Mi.)
Begin at US 601
End at SR 1369
(width = 20 feet)
1.5" Overlay with Type: SF 9.5 A



MAP #10
Route = SR 1509 (1.13 Mi.)
Begin at SR 1605
End at SR 1510
(width = 18 feet)
1.5" Overlay with Type: SF 9.5 A



MAP #9
Route = SR 1503 (1.86 Mi.)
Begin at US 601
End at SR 1506
(width = 18 feet)
1.5" Overlay with Type: SF 9.5 A



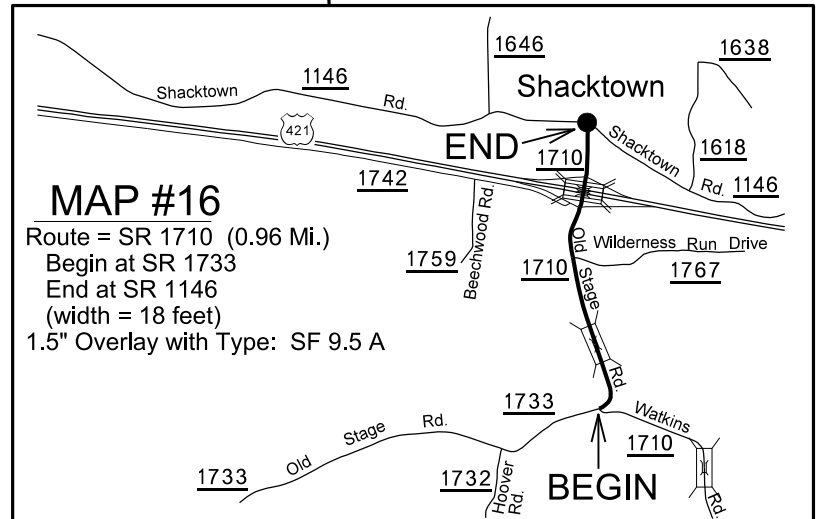
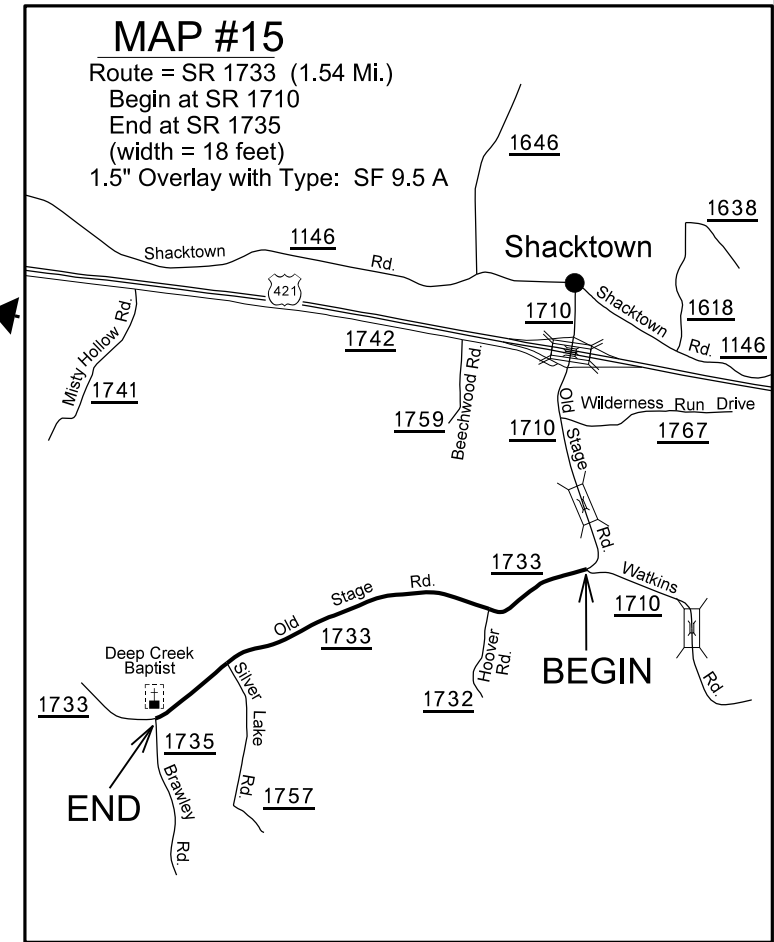
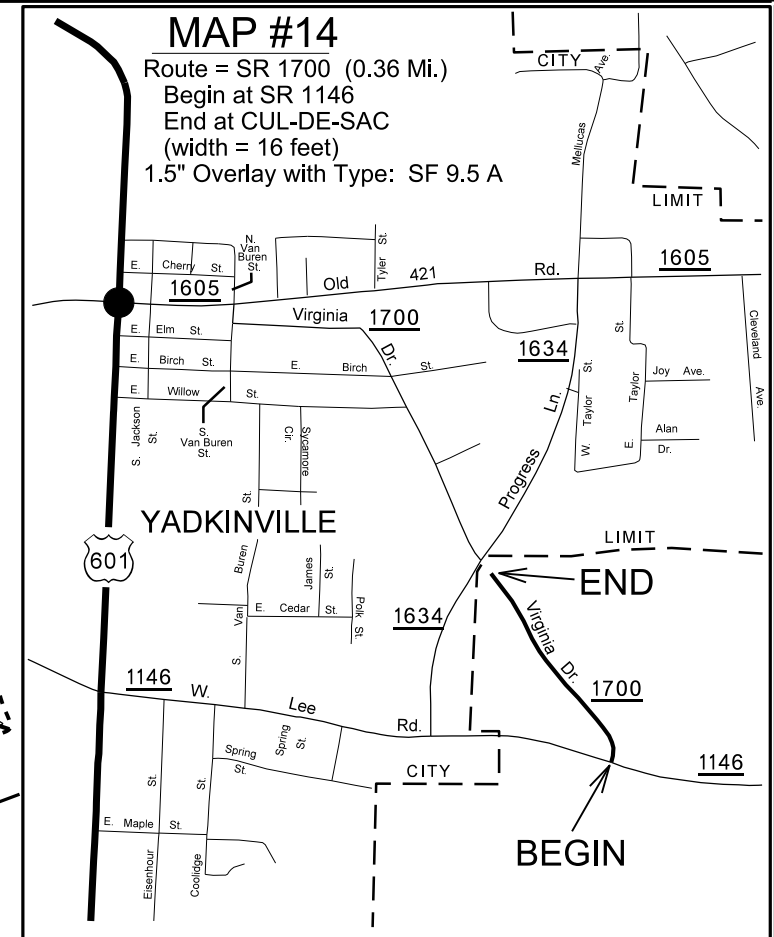
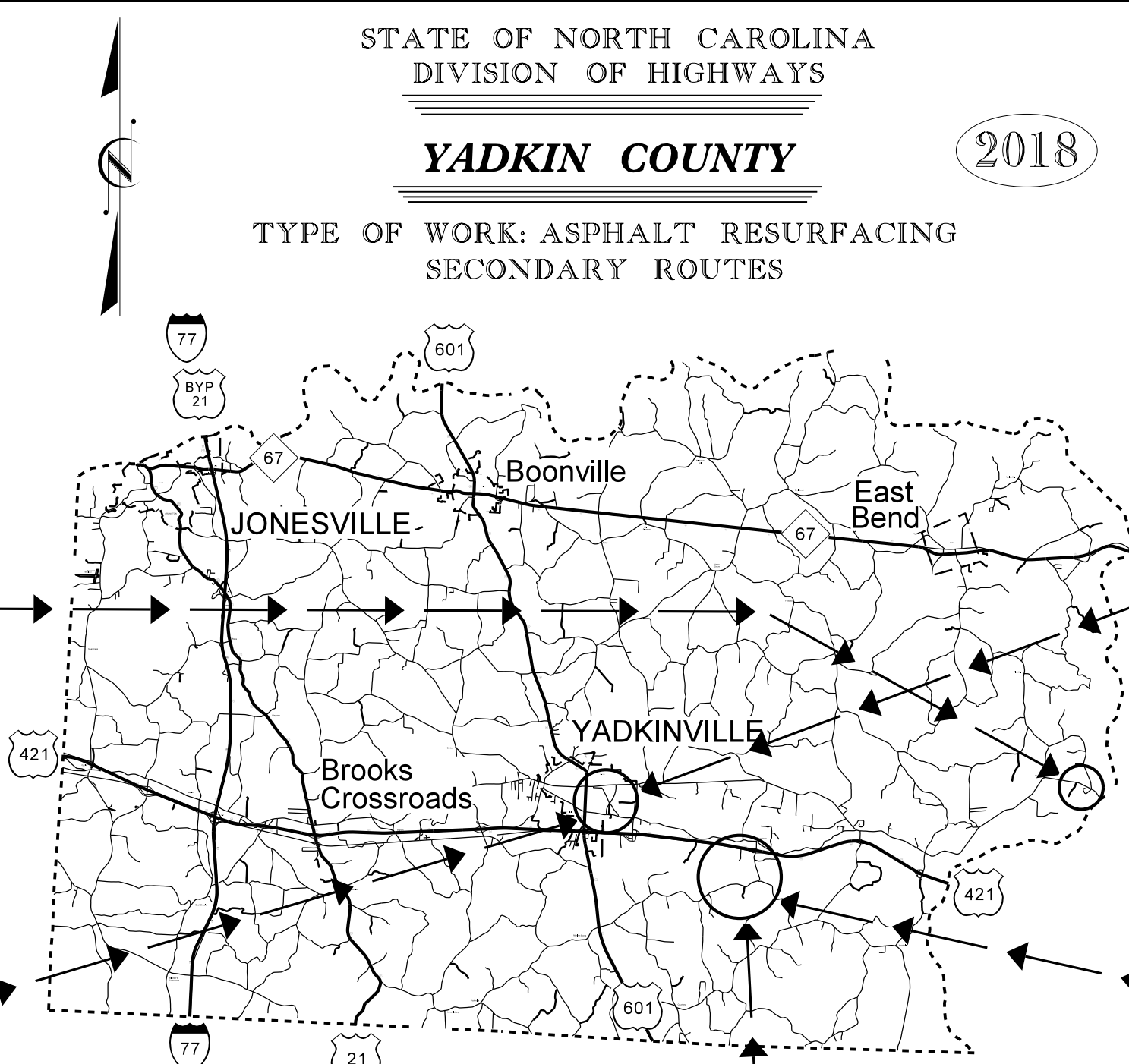
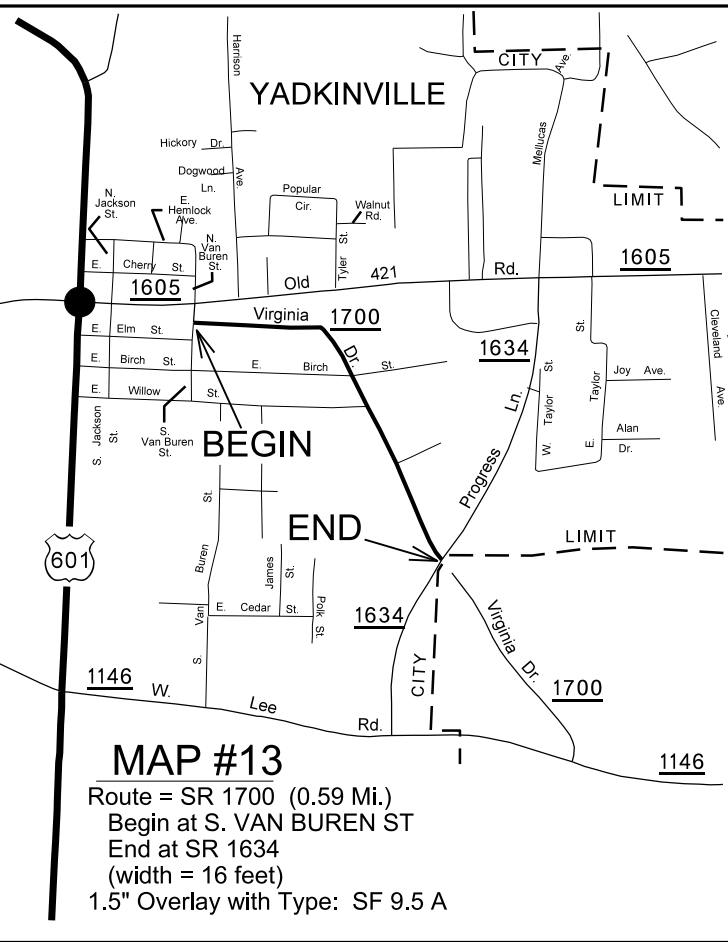
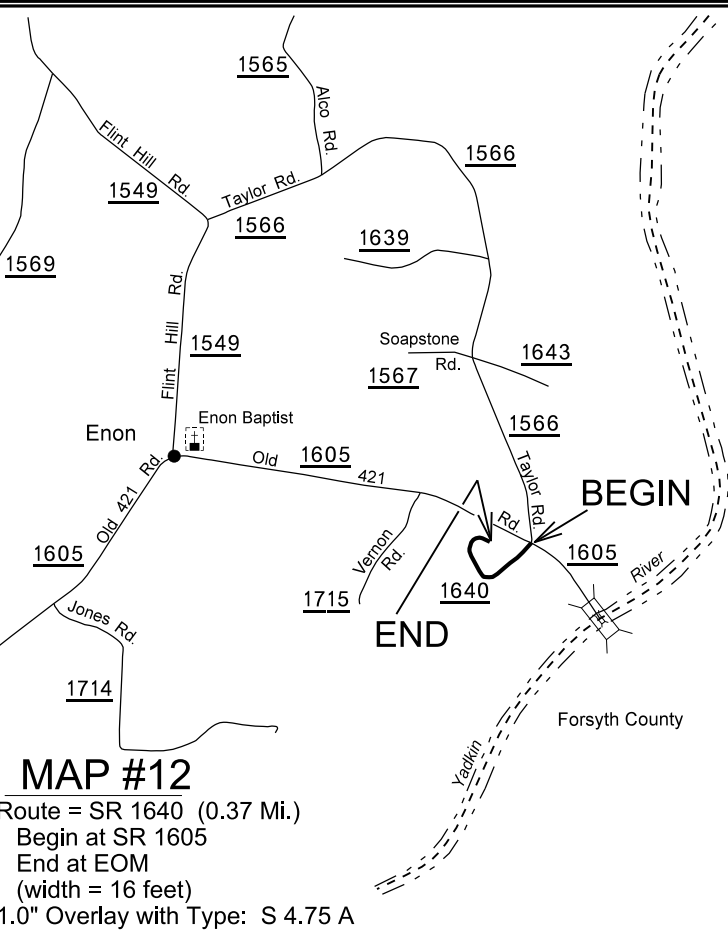
MAP #11
Route = SR 1570 (6.87 Mi.)
Begin at SR 1583
End at SR 1572
(width = 20 feet)
1.5" Overlay with Type: SF 9.5 A

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

YADKIN COUNTY

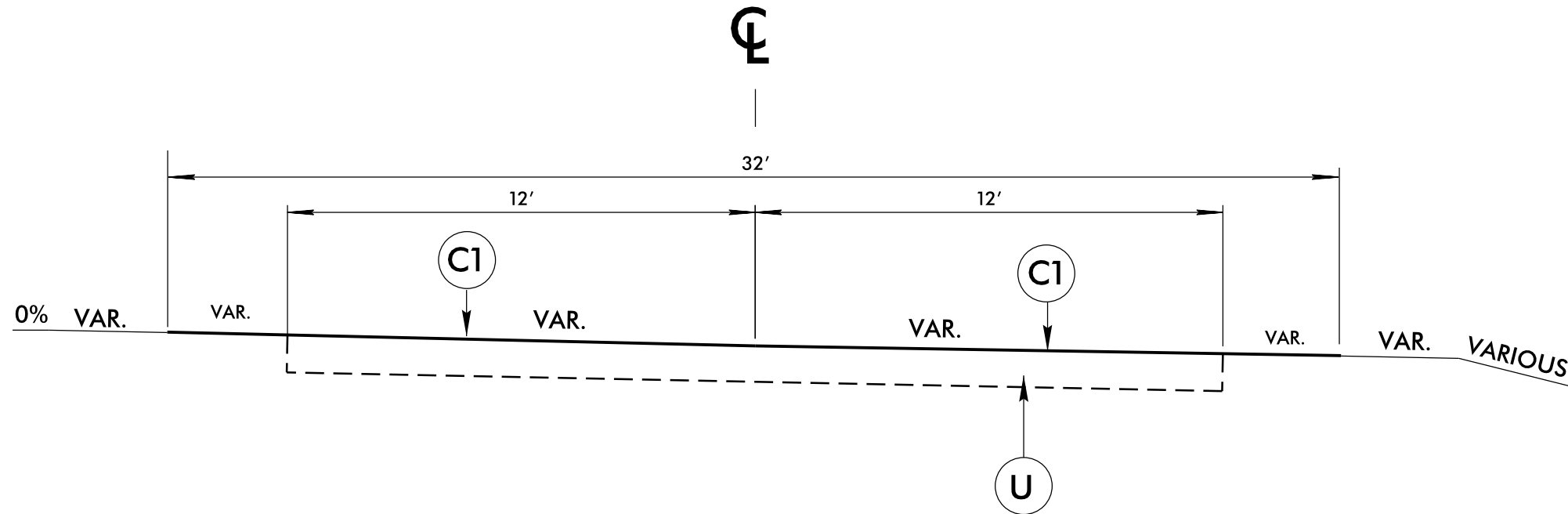
2018

TYPE OF WORK: ASPHALT RESURFACING
SECONDARY ROUTES



TYPICAL SECTION NO. 1

REFER TO MAP: 1

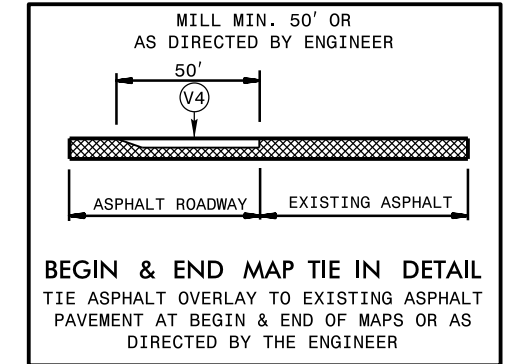
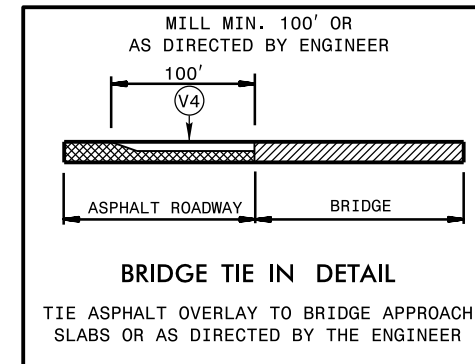
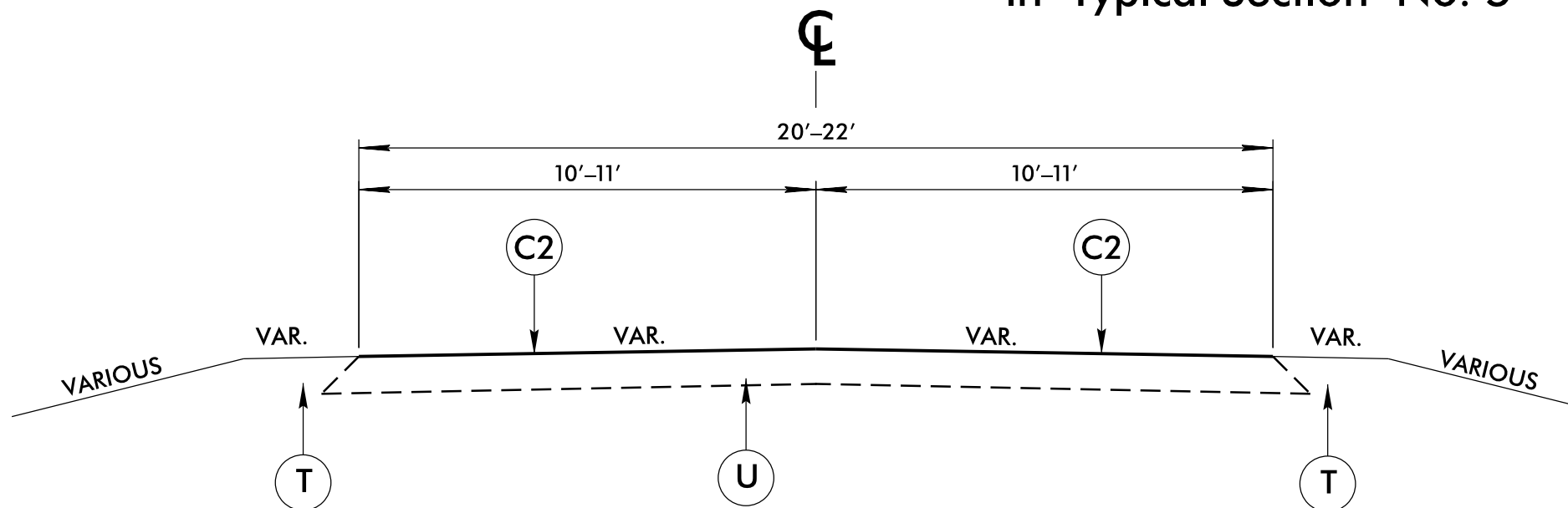


PAVEMENT SCHEDULE	
C1	PROPOSED: 1.5" Overlay, Type S 9.5 C AVERAGE ASPHALT RATE: 168 lbs. per Sq. Yd.
C2	PROPOSED: 1.5" Overlay, Type S 9.5 B AVERAGE ASPHALT RATE: 168 lbs. per Sq. Yd.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V4	INCIDENTAL MILLING (See Tie in Detail below)

TYPICAL SECTION NO. 2

REFER TO MAPS: 2 and 3

NOTE: A Portion of Map 2 requires Mill & Fill as shown in Typical Section No. 5



**YADKIN COUNTY
PRIMARY ROADS
ASPHALT RESURFACING**

DIVISION II

REVISIONS	INIT.	DATE

**N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN**

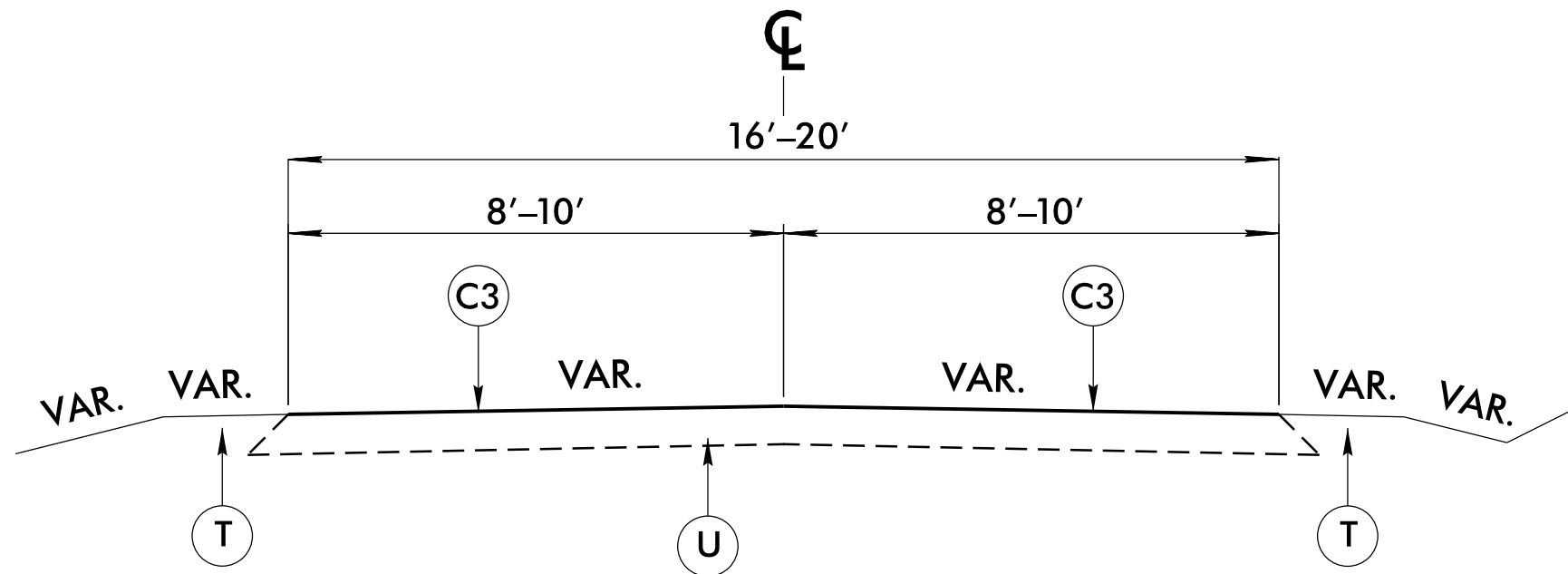
SCALE: N/A DATE: 02/2017

PREPARED BY: S.B. DARNELL

REVIEWED BY: J.D. WOOD

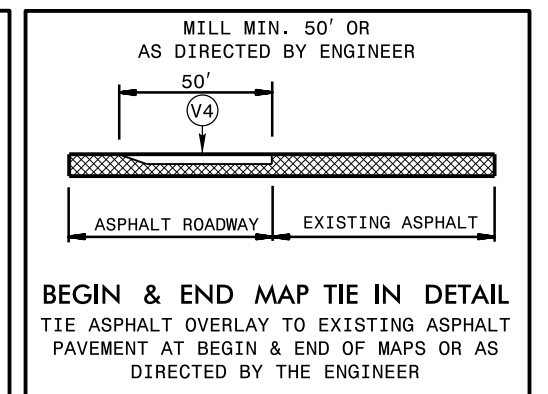
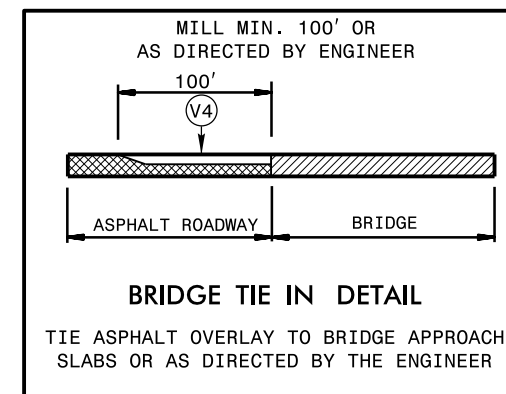
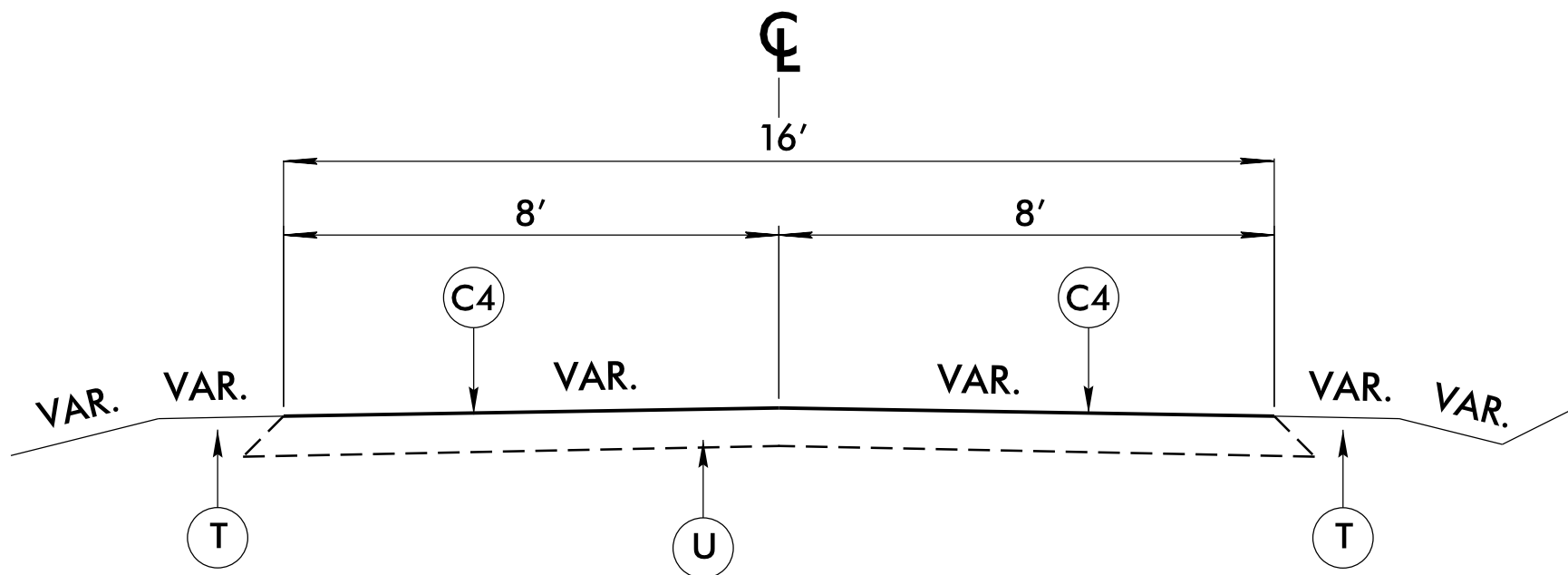
REVIEWED BY: _____

TYPICAL SECTION NO. 3
REFER TO MAPS: 4 thru 11; 13 thru 16



PAVEMENT SCHEDULE	
C3	PROPOSED: 1.5" Overlay, Type SF 9.5 A AVERAGE ASPHALT RATE: 165 lbs. per Sq. Yd.
C4	PROPOSED: 1.0" Overlay, Type S 4.75 A AVERAGE ASPHALT RATE: 100 lbs. per Sq. Yd.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V4	INCIDENTAL MILLING (See Tie in Detail below)

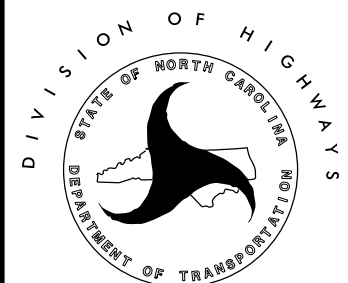
TYPICAL SECTION NO. 4
REFER TO MAPS: 12



**YADKIN COUNTY
 SECONDARY ROADS
 ASPHALT RESURFACING**

REVISIONS	INIT.	DATE

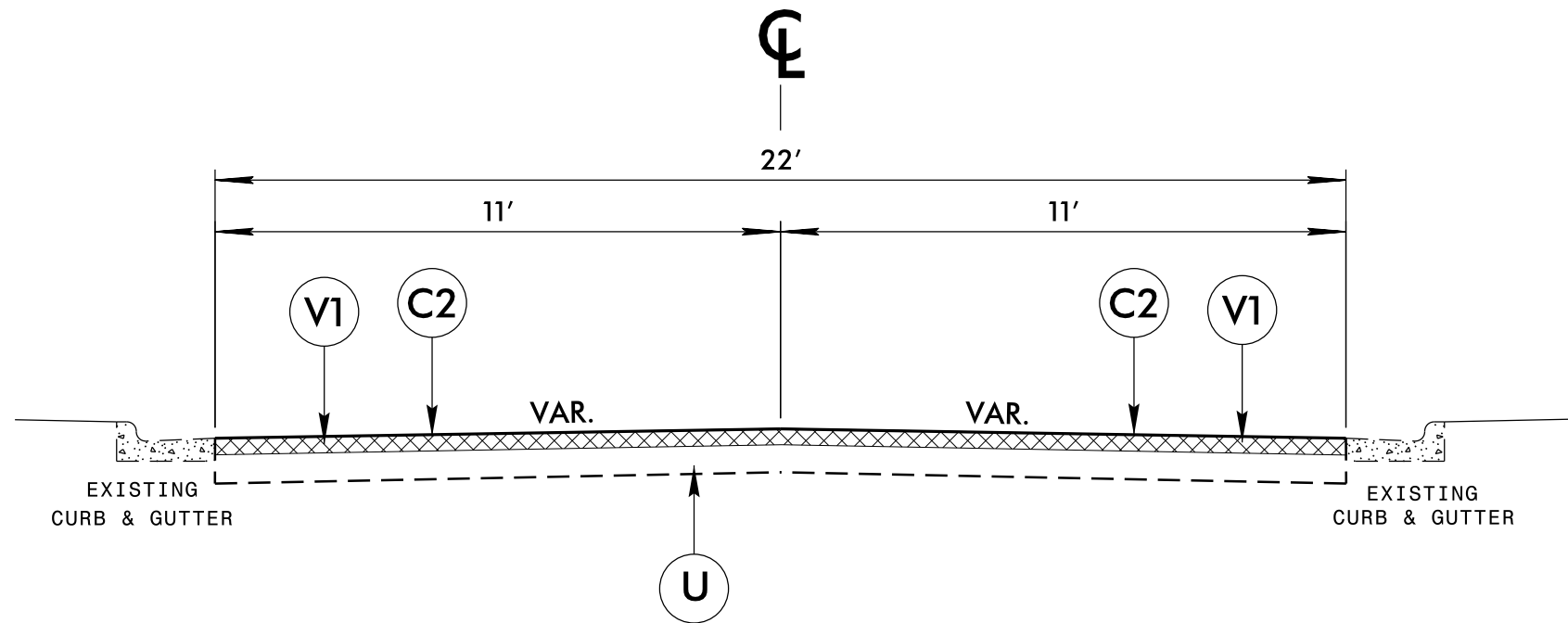
**N.C. DEPARTMENT of TRANSPORTATION
 DIVISION of HIGHWAYS
 DIVISION ELEVEN**



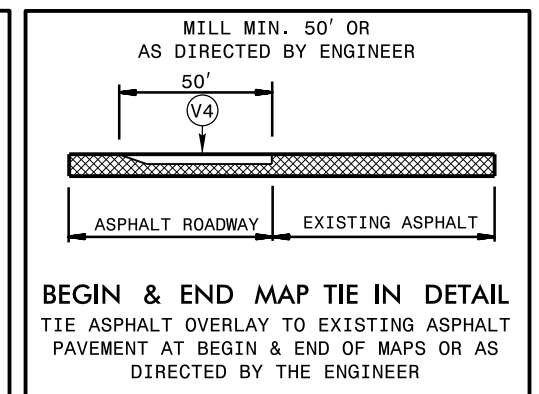
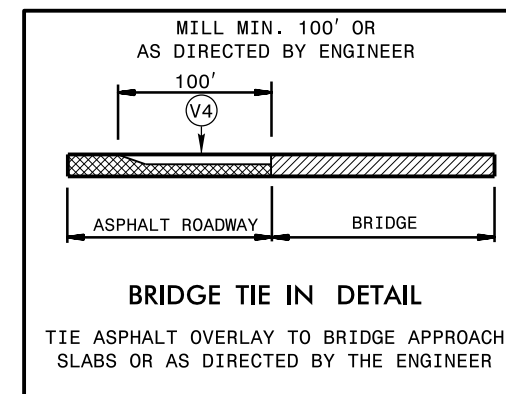
SCALE: N/A DATE: 02/2017
 PREPARED BY: S.B. DARNELL
 REVIEWED BY: J.D. WOOD
 REVIEWED BY:

TYPICAL SECTION NO. 5

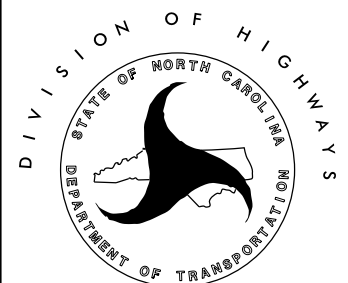
REFER TO MAP: Portion of Map 2 that is within Boonville which has Curb & Gutter



PAVEMENT SCHEDULE	
C2	PROPOSED: 1.5" Overlay, Type S 9.5 B AVERAGE ASPHALT RATE: 168 lbs. per Sq. Yd.
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1.5"
V4	INCIDENTAL MILLING (See Tie in Detail below)



YADKIN COUNTY PRIMARY ROADS ASPHALT RESURFACING



REVISIONS	INIT.	DATE

N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN

SCALE: N/A DATE: 02/2017
PREPARED BY: S.B. DARNELL
REVIEWED BY: J.D. WOOD
REVIEWED BY:

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.11.10.10991, 2018CPT.11.10.20991		

SUMMARY OF QUANTITIES

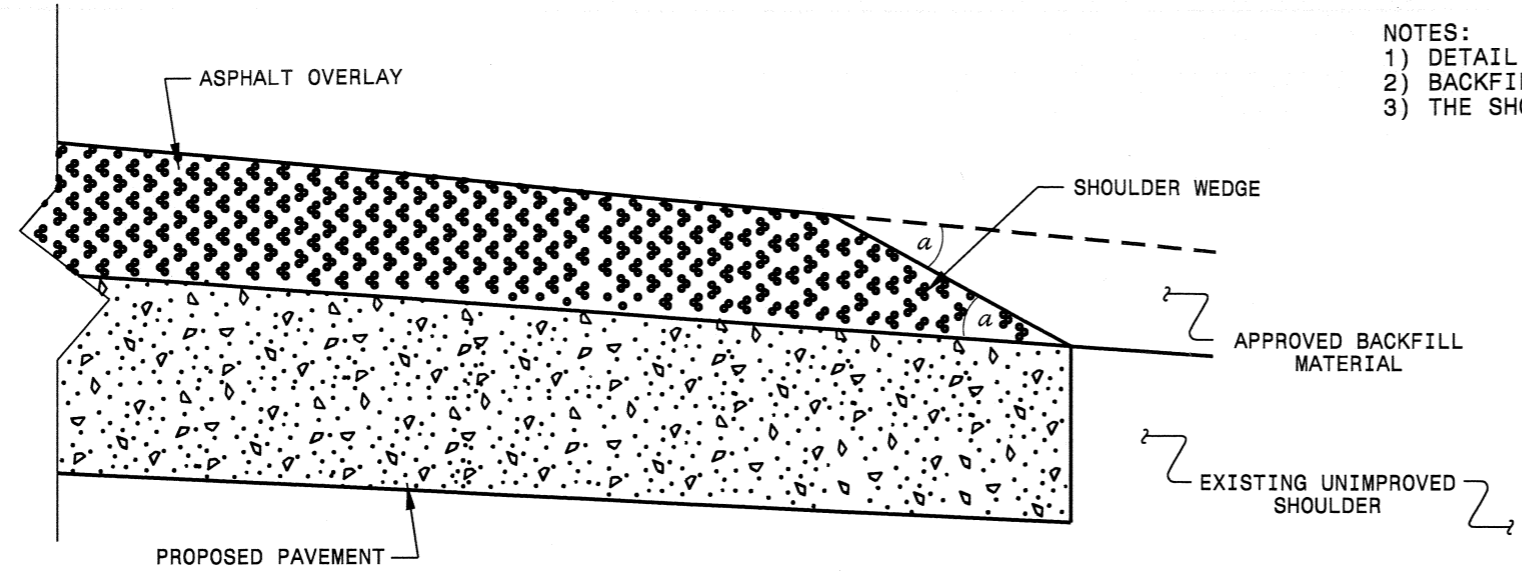
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH MI	WIDTH FT	BORROW CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1½" MILLING SY	0" TO 1.5" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	SURFACE COURSE, SF9.5A TONS	SURFACE COURSE, S4.75A TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	MILLED RUMBLE STRIPS (ASPHALT CEMENT CONCRETE) LF	ADJ. OF CATCH BASIN EA	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	SEED & MULCHING AC
2018CPT.11.10.10991	Yadkin	1	US 421	FROM US 21 TO I-77	1	2	MD	2.36	32	346		4.72	3,975	1,250	360		5,184			306		24,922				0.85
2018CPT.11.10.10991	Yadkin	2	US 601	FROM NCL OF YADKINVILLE TO NC 67	1	2	2WU	6.72	22	1,008	336	13.44	7,724		275	7,809			469	400			2	3	4	2.42
2018CPT.11.10.10991	Yadkin	3	NC 67	FROM SR 1570 TO SR 1545	1	2	2WU	4.29	20	644	215	8.58			250	4,330			260	150						1.54
TOTAL FOR PROJ NO. 2018CPT.11.10.10991							13.37			1,998	551	26.74	11,699	1,250	885	12,139	5,184			1,035	550	24,922	2	3	4	4.81
2018CPT.11.10.20991	Yadkin	4	SR 1003	FROM SURRY COUNTY LINE TO SR 1536	2	2	2WU	1.38	20	207	35	2.76		111	250			1,389		93	50					0.50
2018CPT.11.10.20991	Yadkin	5	SR 1146	FROM MP 4.0 TO CONSTRUCTION JOINT	2	2	2WU	1.4	18	210	35	2.80			250			1,268		85	60					0.50
2018CPT.11.10.20991	Yadkin	6	SR 1150	FROM SR 1151 TO US 601	2	2	2WU	1.78	20	267	89	3.56			250			1,794		120	100					0.64
2018CPT.11.10.20991	Yadkin	7	SR 1314	FROM SR 1331 TO SR 1328	2	2	2WU	2.82	20	423	71	5.64		222	250			2,827		189	120					1.02
2018CPT.11.10.20991	Yadkin	8	SR 1370	FROM US 601 TO SR 1368	2	2	2WU	1.92	20	288	96	3.84			250			1,950		131	100					0.69
2018CPT.11.10.20991	Yadkin	9	SR 1503	FROM US 601 TO SR 1506	2	2	2WU	1.86	18	279	47	3.72		200	250			1,692		113	75					0.67
2018CPT.11.10.20991	Yadkin	10	SR 1509	FROM SR 1605 TO SR 1510	2	2	2WU	1.13	18	169	28	2.26			250			991		66	50					0.41
2018CPT.11.10.20991	Yadkin	11	SR 1570	FROM SR 1583 TO SR 1572	2	2	2WU	6.87	20	1,031	172	13.74			250			6,832		458	225					2.47
2018CPT.11.10.20991	Yadkin	12	SR 1640	FROM SR 1605 TO END OF MAINT.	2	2	2WU	0.37	18	56		0.74						206		14	15					0.13
2018CPT.11.10.20991	Yadkin	13	SR 1700	FROM SR 1605 TO SR 1634	2	2	2WU	0.62	16	93	16	1.24			250			484		32	20					0.22
2018CPT.11.10.20991	Yadkin	14	SR 1700	FROM SR 1146 TO CUL-DE-SAC	2	2	2WU	0.34	20	51	9	0.68			250			265		18	15					0.12
2018CPT.11.10.20991	Yadkin	15	SR 1733	FROM SR 1710 TO SR 1735	2	2	2WU	1.54	18	231	39	3.08		200	250			1,411		95	50					0.55
2018CPT.11.10.20991	Yadkin	16	SR 1710	FROM SR 1733 TO SR 1146	2	2	2WU	0.96	18	144	24	1.92		200	600	250		902		60	35					0.35
TOTAL FOR PROJ NO. 2018CPT.11.10.20991							22.99			3,449	661	45.98	200	1,333	3,000			21,805	206	1,474	915					8.28
GRAND TOTAL							36.36			5,447	1,212	72.72	11,899	2,583	3,885	12,139	5,184	21,805	206	2,509	1,465	24,922	2	3	4	13.09

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.11.10.10991, 2018CPT.11.10.20991		

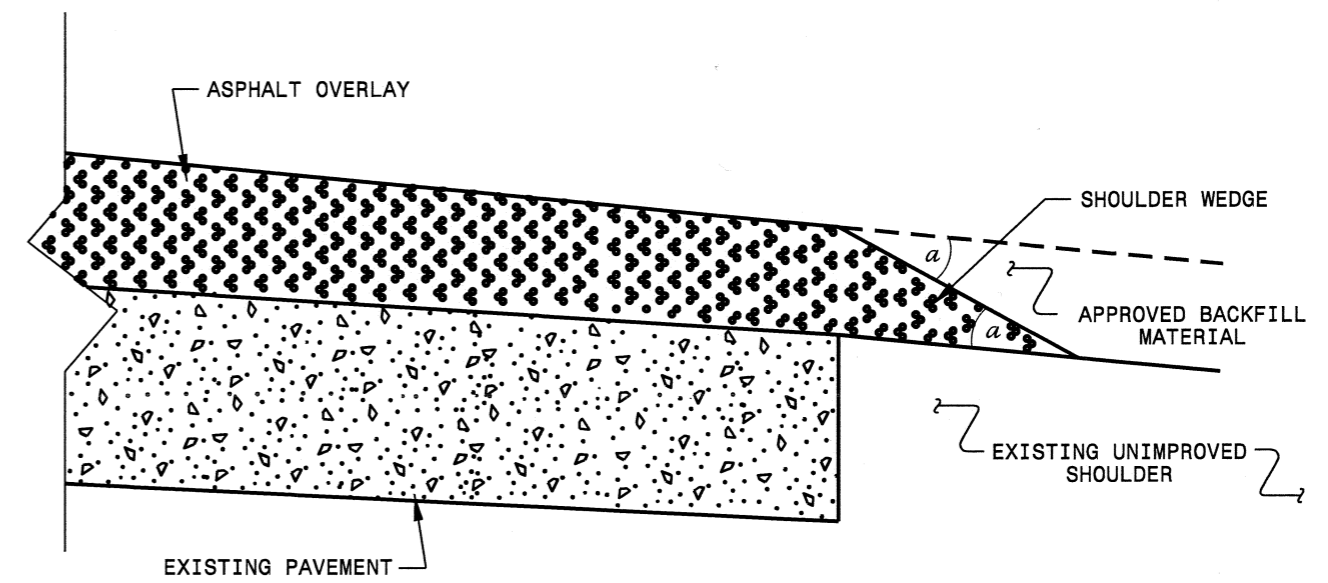
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	441300000-E	445700000-N	481000000-E		484500000-N				484710000-E		484712000-E	490500000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" WHITE PAINT LF	4" YELLOW PAINT LF	PAINT STR ARROW EA	PAINT LT ARROW EA	PAINT RT ARROW EA	PAINT STR & RT ARROW EA	6" WHITE POLYUREA (HIGHLY REFLECTIVE ELEMENTS) LF	6" YELLOW POLYUREA (HIGHLY REFLECTIVE ELEMENTS) LF	12" WHITE POLYUREA (HIGHLY REFLECTIVE ELEMENTS) LF	SNOW PLOWABLE MARKERS EA
2018CPT.11.10.10991	Yadkin	1	US 421	FROM US 21 TO I-77	1	2	MD	2.36	32	160	1.00			16	4	4		19,163	12,579	4,500	189
2018CPT.11.10.10991	Yadkin	2	US 601	FROM NCL OF YADKINVILLE TO NC 67	1	2	2WU	6.72	22	300	*	144,614	144,614		6	4	2				470
2018CPT.11.10.10991	Yadkin	3	NC 67	FROM SR 1570 TO SR 1545	1	2	2WU	4.29	20	250	*	92,321	92,321								300
TOTAL FOR PROJ NO. 2018CPT.11.10.10991								13.37		710	1.00	236,935	236,935	16	10	8	2	19,163	12,579	4,500	959
										473,870		36				31,742					
2018CPT.11.10.20991	Yadkin	4	SR 1003	FROM SURRY COUNTY LINE TO SR 1536	2	2	2WU	1.38	20	120	*	29,698	29,698								97
2018CPT.11.10.20991	Yadkin	5	SR 1146	FROM MP 4.0 TO CONSTRUCTION JOINT	2	2	2WU	1.4	18	120	*	30,128	30,128								98
2018CPT.11.10.20991	Yadkin	6	SR 1150	FROM SR 1151 TO US 601	2	2	2WU	1.78	20	120	*	38,306	38,306								125
2018CPT.11.10.20991	Yadkin	7	SR 1314	FROM SR 1331 TO SR 1328	2	2	2WU	2.82	20	250	*	60,686	60,686								197
2018CPT.11.10.20991	Yadkin	8	SR 1370	FROM US 601 TO SR 1368	2	2	2WU	1.92	20	200	*	41,318	41,318								134
2018CPT.11.10.20991	Yadkin	9	SR 1503	FROM US 601 TO SR 1506	2	2	2WU	1.86	18	150	*	40,027	40,027								
2018CPT.11.10.20991	Yadkin	10	SR 1509	FROM SR 1605 TO SR 1510	2	2	2WU	1.13	18	100	*	24,318	24,318								
2018CPT.11.10.20991	Yadkin	11	SR 1570	FROM SR 1583 TO SR 1572	2	2	2WU	6.87	20	300	*	147,842	147,842								481
2018CPT.11.10.20991	Yadkin	12	SR 1640	FROM SR 1605 TO END OF MAINT.	2	2	2WU	0.37	18	75	*										
2018CPT.11.10.20991	Yadkin	13	SR 1700	FROM SR 1605 TO SR 1634	2	2	2WU	0.62	16	100	*	13,342	13,342								
2018CPT.11.10.20991	Yadkin	14	SR 1700	FROM SR 1146 TO CUL-DE-SAC	2	2	2WU	0.34	20	100	*	7,317	7,317								
2018CPT.11.10.20991	Yadkin	15	SR 1733	FROM SR 1710 TO SR 1735	2	2	2WU	1.54	18	275	*	33,141	33,141								
2018CPT.11.10.20991	Yadkin	16	SR 1710	FROM SR 1733 TO SR 1146	2	2	2WU	0.96	18	275	*	20,659	20,659								
TOTAL FOR PROJ NO. 2018CPT.11.10.20991								22.99		2,185		486,782	486,782								1,132
										973,564											
GRAND TOTAL								36.36		2,895	1	723,717	723,717	16	10	8	2	19,163	12,579	4,500	2,091
										1,447,434		36				31,742					

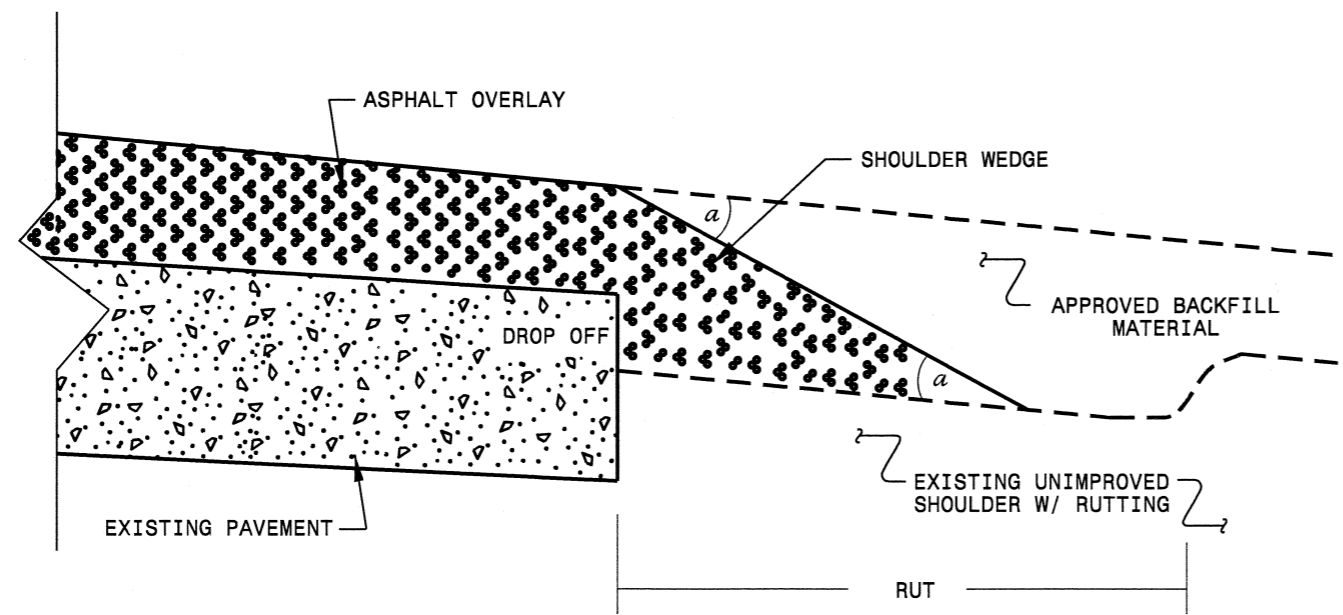
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

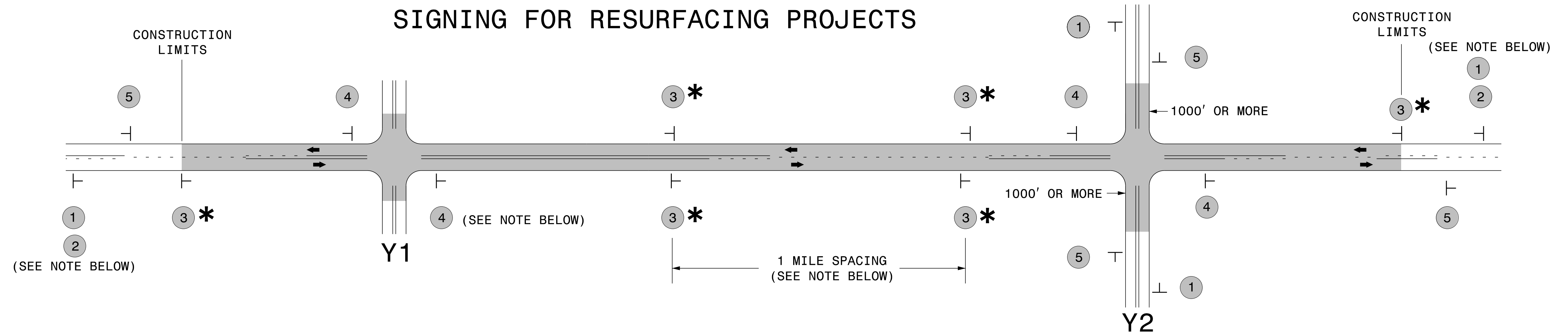
CONTRACT STANDARDS
 AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11
 MODIFIED BY: DATE: 10/18/12
 CHECKED BY: DATE:
 FILE SPEC.: s:\user\details\stand\shoulderwedgedetail.dgn

 SYSTEMS CONSULTANTS

SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

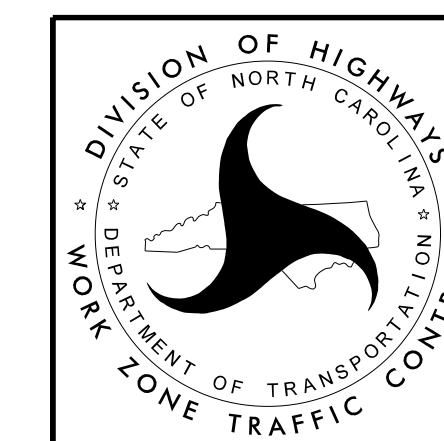
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2		<p style="text-align: center;">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 style="text-align: center;">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;"> <p>W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p>W20-7 A 48" X 48"</p> </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
3 *		
4		
5		

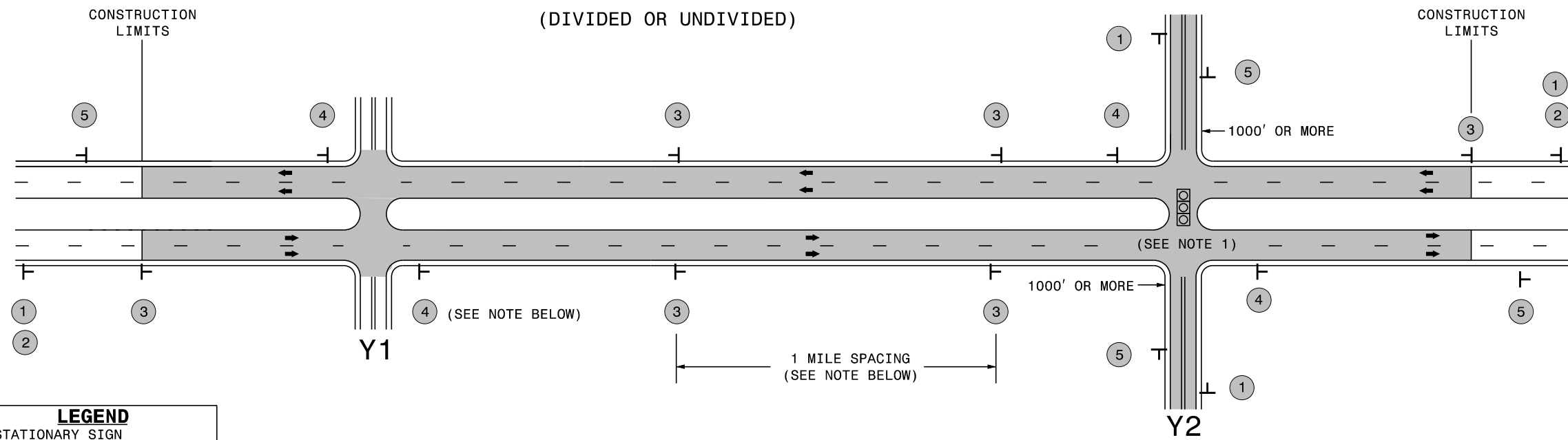
* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS:
STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



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

SIGNING FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS WITH SHOULDER SECTIONS (DIVIDED OR UNDIVIDED)

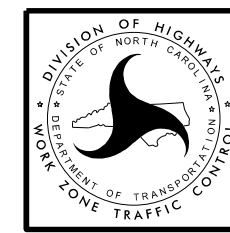


LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

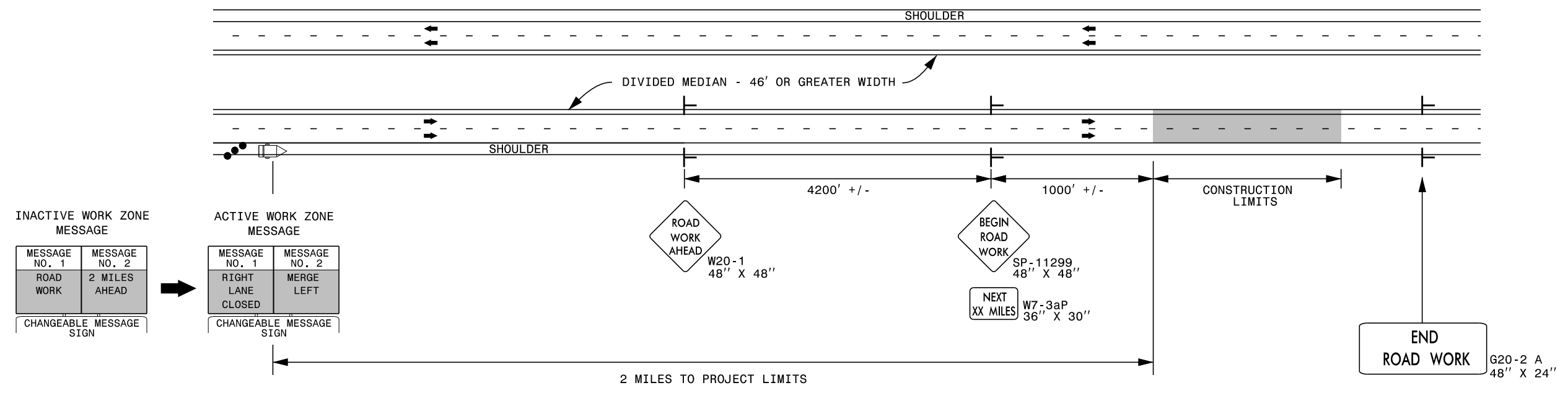
SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p style="text-align: center;">NO REQUIRED STATIONARY 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 style="text-align: center;">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	 <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>	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	 <small>SP 13106 48" X 48"</small>	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	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		



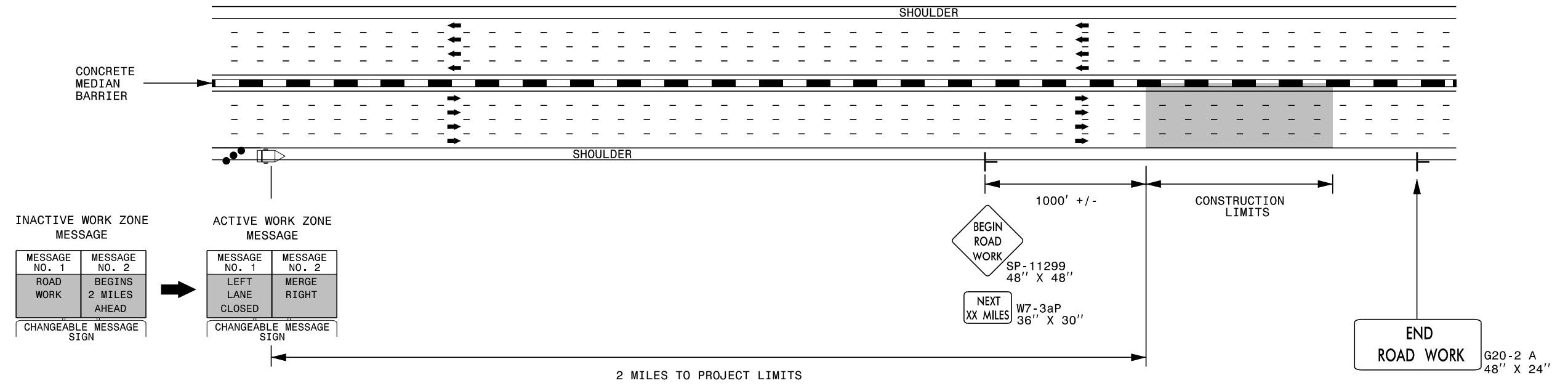
**RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS
(DIVIDED OR UNDIVIDED)**

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DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

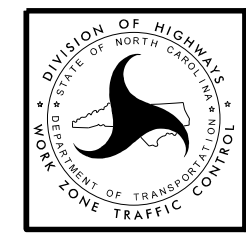


NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



**RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH**

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