PROJECT NO.	SHEET NO.	TOTAL NO.
2020CPT.11.01.10971	1	2

SUMMARY OF QUANTITIES

														30		0. Q 0 7.	IN I I I I L S	•														
												0106000000-E	1220000000-E	1245000000-E	1297000000-E	1308000000-E	1308000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	283000000-N	2845000000-N	2815000000-N	5255000000-N	6084000000-E	7288000000-E	7300000000-E	7324000000-N	7444000000-E	7456000000-E
Project No.	Coun	Map No. Route	Route Name	From Description	To Description	Mile Post From	Mile Post To	NO LAN	IES LANE TYPE	E LENGTH	WIDTH	BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUC-TION	1%" MILLING	0"-1½" MILLING	0"-3" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	ADJ. OF DROP INLET	PORTABLE LIGHTING	SEED & MULCHING	PAVED TRENCHING (*******) LF	UNPAVED TRENCHING (******) LF	JUNCTION BOX (STANDARD SIZE) EA	INDUCTIVE LOOP	LEAD-IN CABLE
										MI	FT	CY	TONS	SMI	SY	SY	SY	SY	TONS	TONS	TONS	TONS	EA	EA	EA	LS	AC	LF	LF	EA	LF	LF
2020CPT.11.01.10971	Wilk	ses 1 NC 18	NC 18	SR 1700 (Caldwell Co)	SR 1125	0.00	3.50	2	2WU	3.50	28	700	50	7.00	-	1,000	-	350	5218	-	350	522	-	-	-		2.55	-	-	-	-	-
2020CPT.11.01.10971	Wilk	es 2 NC 16	NC 16	SR 1355	ASHE CO. LINE	22.68	28.00 1,	2 2,	3 MU	5.32	24-40	-	125	-	96,130	-	-	-	8750	-	586	-	-	-	-		-	-	-	-	-	-
2020CPT.11.01.10971	Wilk	es 3 US 421 N	US 421 NBL	SR 1145	BR# 049 OVER LEWIS FORK CREEK	24.19	28.51	2	MD	4.32	32	864	25	8.64	-	1,500	-	1,500	-	7834	470	783	-	1	-		3.14	-	-	-	-	-
2020CPT.11.01.10971	Wilk	tes 4 US 421 N	US 421 NBL	SR 1171	W-5521 PROJECT SOUTHERN LIMITS	30.10	34.00	2	MD	3.90	32	780	25	7.80	-	-	-	1,500	÷	7073	424	707	-	-	-		2.84	-	-	-	-	-
2020CPT.11.01.10971	Wilk	tes 5 US 421	US 421	W-5521 PROJECT NORTHERN LIMITS	WATAUGA CO. LINE	34.50	35.54	4	ми	1.04	65	÷	50	÷	41,000	-	-	-	÷	3831	230	-	-	-	2		-	-	-	-	-	-
2020CPT.11.01.10971	Wilk	es 6 US 421 S	US 421 SBL	W-5521 PROJECT SOUTHERN LIMITS	SR 1171	1.71	5.45	3 2	MD	3.74	32	748	75	7.48	-	-	-	1,500	-	6488	389	649	÷	-	-		2.72	-	-	-	-	-
2020CPT.11.01.10971	Wilk	es 7 NC 18	S. CHERRY STREET	CORPORATION ST (NS)	RIVER STREET (NC 268)	14.63	15.04	. 2	2WU	0.41	28	=	÷	-	7,408	-	-	-	611	-	41	-	10	10	=	1.00	-	50	50	1	500	50
2020CPT.11.01.10971	Wilk	es 8A NC 18	CBD LOOP	WEST D STREET (US 421 BUS)	WILKESBORO BLVD (NC 18)	19.86	20.02	5	ми	0.16	60	=	-	=	-	-	6,195	-	511	=	34	-	2	2	÷		-	100	100	2	1,000	100
2020CPT.11.01.10971	Wilk	es 8B NC 18	CBD LOOP	WILKESBORO BLVD (NC 18)	6TH STREET/SR 2366	16.64	16.96	3 4	ми	0.32	36	=	-	=	-	-	7,434	-	613	=	41	-	5	5	÷		-	-	-	-	-	-
TOTA	TAL FOR PI	ROJECT NO. 2020CPT.11.01.1	0971							22.71		3,092	350	30.92	144,538	2,500	13,629	4,850	15,703	25,226	2,566	2,661	17	18	2	1.00	11.24	150	150	3	1,500	150
		GRAND TOTAL								22.71		3,092	350	30.92	144,538	2,500	13,629	4,850	15,703	25,226	2,566	2,661	17	18	2	1.00	11.24	150	150	3	1,500	150

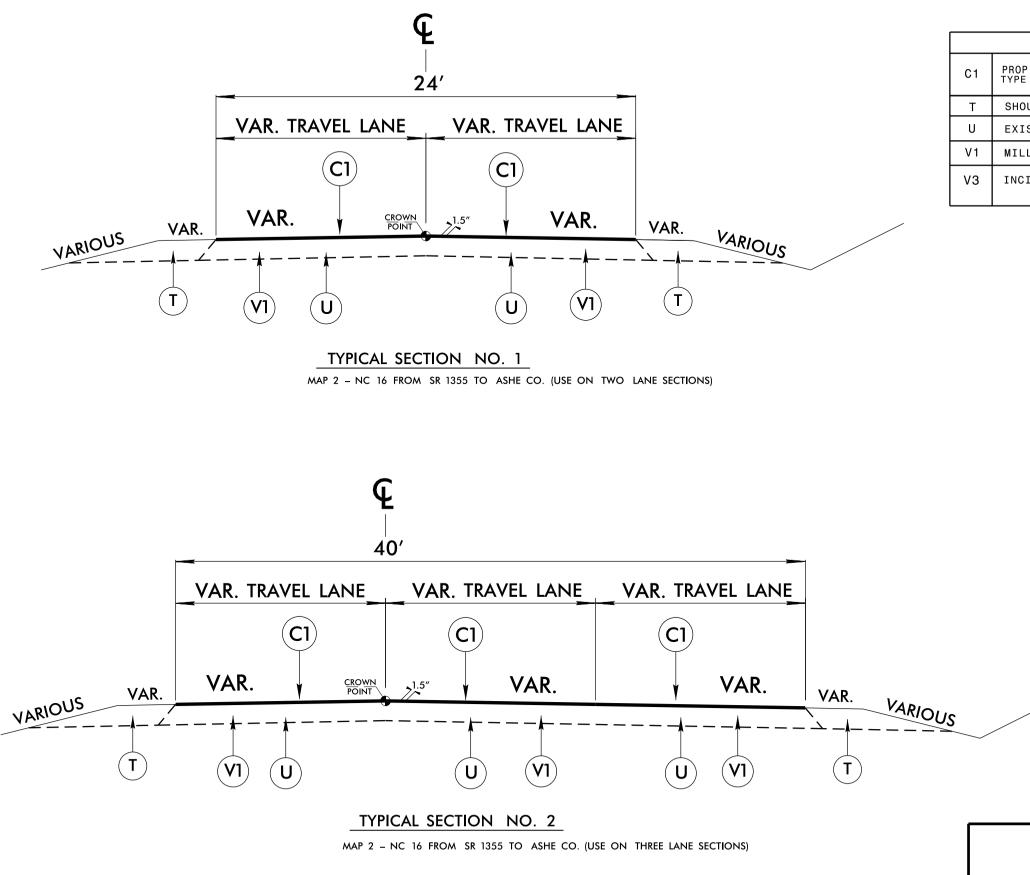
For 'Mile Post' information, visit ncdot.maps.arcgis.com, then select 'NCDOT Distance Hatches & Structures Map'

PROJECT NO.	SHEET NO.	TOTAL NO.
2020CPT.11.10971	2	2

THERMOPLASTIC AND PAINT QUANTITIES

											- 7 3 1		7.40	FAINT Q	•															
														4413000000-E	4457000000-N		000000-E		000000-E	4835000000-E		4840000000-N					000000-N			4905000000-N
Project No.	County	Map No.	Route	Route Name	From Description	To Description	Mile Post From	Mile Post To	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	7 4" YELLOW PAINT	8" WHITE PAINT	8" YELLOW PAINT	24" WHITE PAINT	PAINT MSG ONLY CHARACTERS	PAINT MSG BIKE CHARACTERS	PAINT MSG LANE CHARACTERS	PAINT LT ARROW	PAINT STR ARROW		PAINT STR & RT ARROW	PAINT STR & LT ARROW	MERGE ARROW	SNOW PLOWABLE MARKERS
											-	МІ	FT	SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
2020CPT.11.01.10971	Wilkes	1	NC 18	NC 18	SR 1700 (Caldwell Co)	SR 1125	0.00	3.50	6	2	2WU	3.50	28	288	1.00	73,920	73,920	-	-	-	-	-		-	-		-	-	-	231
2020CPT.11.01.10971	Wilkes	2	NC 16	NC 16	SR 1355	ASHE COUNTY LINE	22.68	28.00	1, 2	2/3	ми	5.32	24-40	384	-	115,750	112,358	-	-	-	-	-	-	-	-	-	-	-	18	450
2020CPT.11.01.10971	Wilkes	3	US 421 N	US 421 NBL	SR 1145	BR # 049 OVER LEWIS FORK CREEK	24.19	28.51	3	2	MD	4.32	32	320	-	57,025	45,619	8,000	-	300	-	-	-	52	72	4	-	-	-	285
2020CPT.11.01.10971	Wilkes	4	US 421 N	US 421 NBL	SR 1171	W-5521 SOUTHERN PROJECT LIMITS	30.10	34.00	3	2	MD	3.90	32	320	-	51,485	41,184	-	-	-	-	-		40	68	-	12	-	-	257
2020CPT.11.01.10971	Wilkes	5	US 421	US 421	W-5521 NORTHERN PROJECT LIMITS	WATAUGA COUNTY LINE	34.50	35.54	4	4	ми	1.04	65	128	-	27,460	21,965	-	-	-	-	-	-	-	-	-	-	-	-	206
2020CPT.11.01.10971	Wilkes	6	US 421 S	US 421 SBL	W-5521 SOUTHERN PROJECT LIMITS	SR 1171	1.71	5.45	3	2	MD	3.74	32	320	-	49,370	39,494	-	-	-	-	-	-	44	72	-	12	-	-	247
2020CPT.11.01.10971	Wilkes	7	NC 18	S. CHERRY STREET	CORPORATION STEET (NS)	RIVER STREET (NC 268)	14.63	15.04	5	2	2WU	0.41	28	128	-	250	8,659	-	-	60	-	-	-	-	-	2	-	2	-	27
2020CPT.11.01.10971	Wilkes	8A	NC 18	CBD LOOP	WEST D STRET (US 421 BUS)	WILKESBORO BLVD (NC 18)	19.86	20.02	7	5	MU	0.16	60	64	-	1,000	3,379	-	500	460	8	-		12	8	8	4	-	-	60
2020CPT.11.01.10971	Wilkes	8B	NC 18	CBD LOOP	WILKESBORO BLVD (NC 18)	6TH STREET/SR 2366	16.64	16.96	8	4	ми	0.32	32	64	-	6,000	6,758	480	-	280	-	40	40	2	12		-	-	-	21
т	OTAL FOR PROJE	ECT NO. 2020	CPT.11.01.1097	ı								22.71		2,016	1	382,260	353,337	8,480	500	1,100	8	40	40	150	232	14	28	2	18	1,784
																735	5,597	1	3,980			88					144			
	G	GRAND TOTA										22.71		2,016	1	382,260	353,337	8,480	500	1,100	8	40	40	150	232	14	28	2	18	1,784
																73	75,597 8,980 88						444							

For 'Mile Post' information, visit ncdot.maps.arcgis.com, then select 'NCDOT Distance Hatches & Structures Map'



PAVEMENT SCHEDULE

C1 PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.

T SHOULDER RECONSTRUCTION

U EXISTING PAVEMENT

V1 MILL AT DEPTH OF 1-1/2"

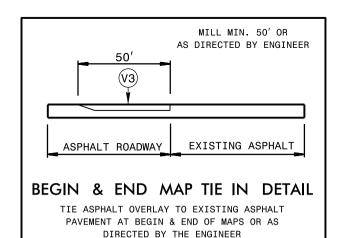
V3 INCIDENTAL MILLING
(See Tie in Detail Below)

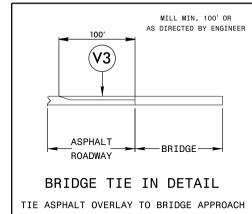
2020 RESURFACING

PROJECT REFERENCE NO

2020CPT.JI.0I.J0971

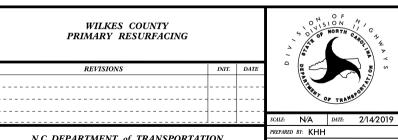
CHEET NO



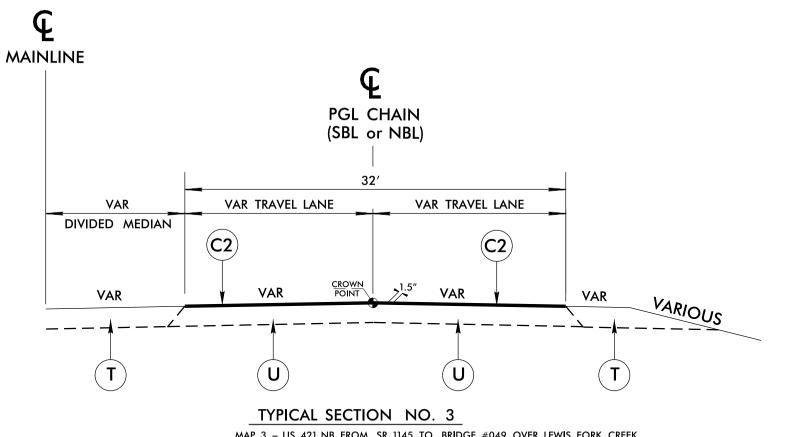


TIE ASPHALT OVERLAY TO BRIDGE APPROACH SLABS OR AS DIRECTED BY THE ENGINEER

REVIEWED BY:



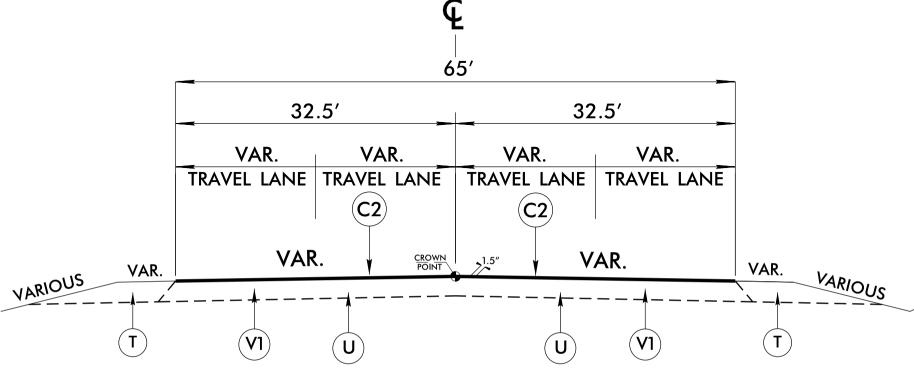
N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN



MAP 3 – US 421 NB FROM SR 1145 TO BRIDGE #049 OVER LEWIS FORK CREEK
(NOTE: MILLING 0" – 1–1/2" ON MAP 3 ACROSS BRIDGES AND AT SHOULDER BERM GUTTER SECTIONS)

MAP 4 – US 421 NB FROM SR 1171 TO PROJECT W–5521 SOUTHERN LIMITS

MAP 6 – US 421 SB FROM PROJECT W–5521 SOUTHERN LIMITS TO SR 1171



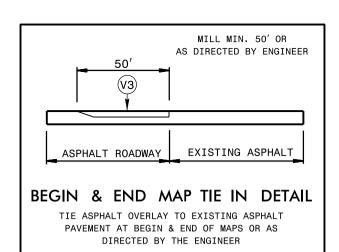
TYPICAL SECTION NO. 4

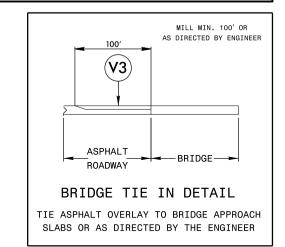
MAP 5 - US 421 FROM PROJECT W-5521 NORTHERN LIMITS TO WATAUGA COUNTY

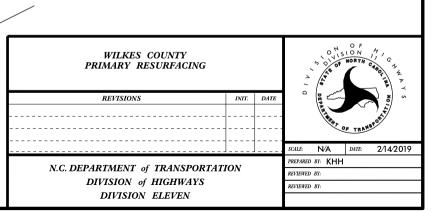
2020 RESURFACING

PROJECT REFERENCE NO. SHEET NO. 2020CPT_JI_0I_J097I 02

	PAVEMENT SCHEDULE
C2	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
Т	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILL AT DEPTH OF 1-1/2"
٧3	INCIDENTAL MILLING (See Tie in Detail Below)

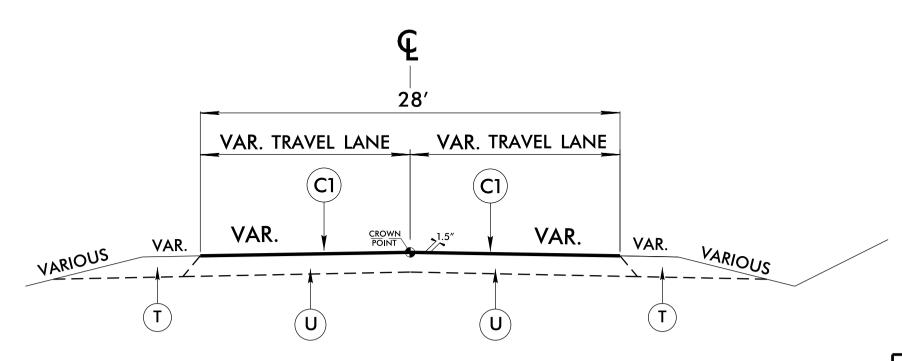






TYPICAL SECTION NO. 5

MAP 7 - NC 18 (S CHEERY ST) FROM CORPORATION STREET TO NC 268

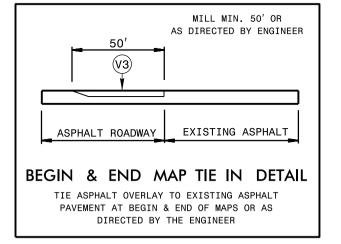


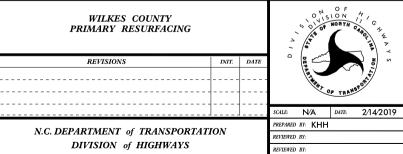
TYPICAL SECTION NO. 6

MAP 1 - NC 18 FROM CALDWELL CO. SR 1700 TO SR 1125 (NOTE: MILLING 0" - 1-1/2" ON MAP 1 ONLY AT SHOULDER BERM GUTTER SECTIONS) 2020 RESURFACING

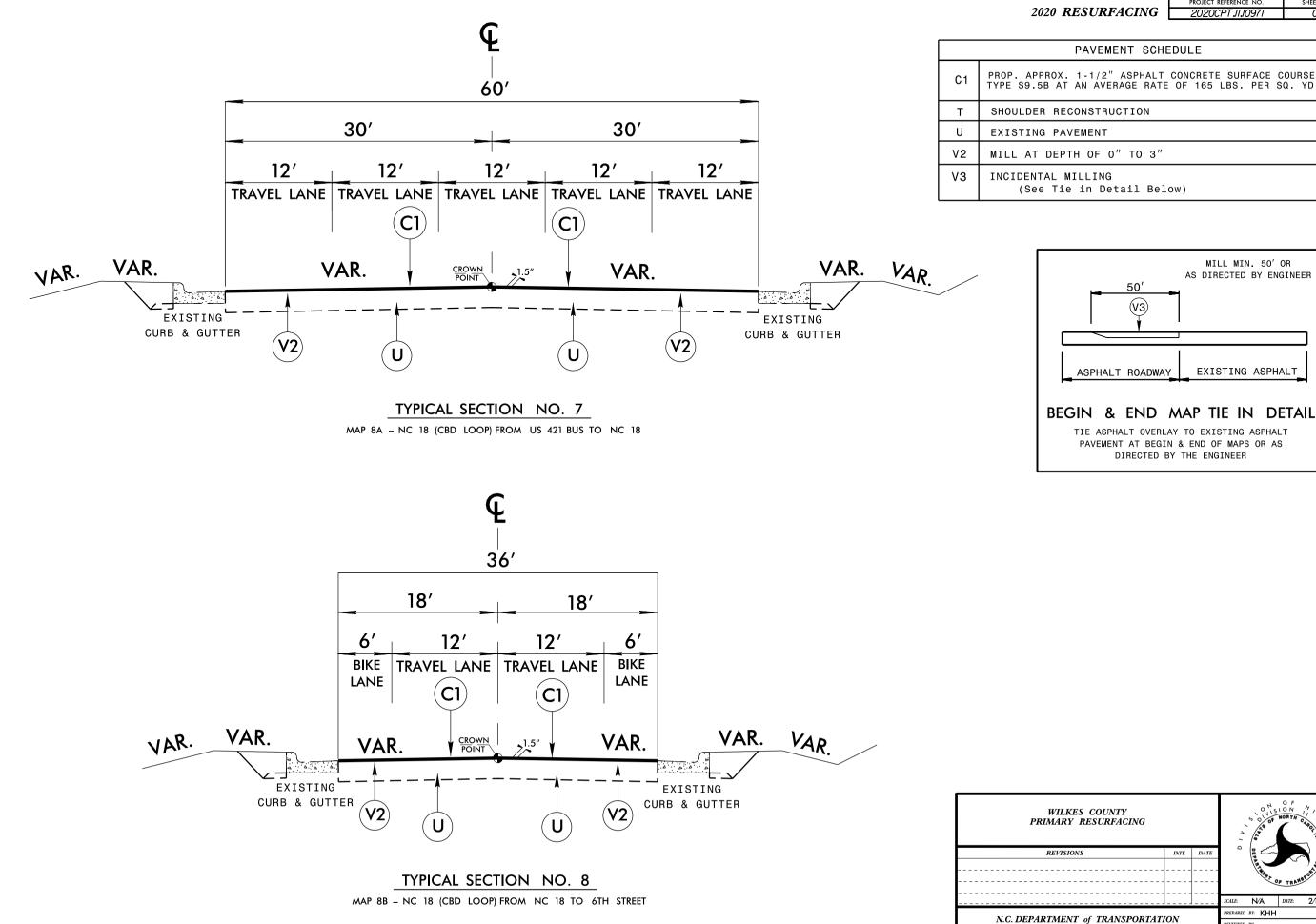
PROJECT DESERVICE NO SHEET NO. 2020CPT JI.0IJ097I

	PAVEMENT SCHEDULE
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
Т	SHOULDER RECONSTRUCTION
J	EXISTING PAVEMENT
V1	MILL AT DEPTH OF 1-1/2"
٧3	INCIDENTAL MILLING (See Tie in Detail Below)





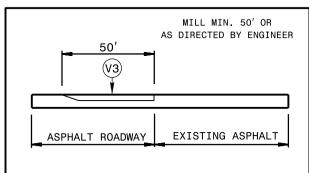
DIVISION ELEVEN



CHEET NO

PROJECT RESERVICE NO 2020CPT.JIJ0971

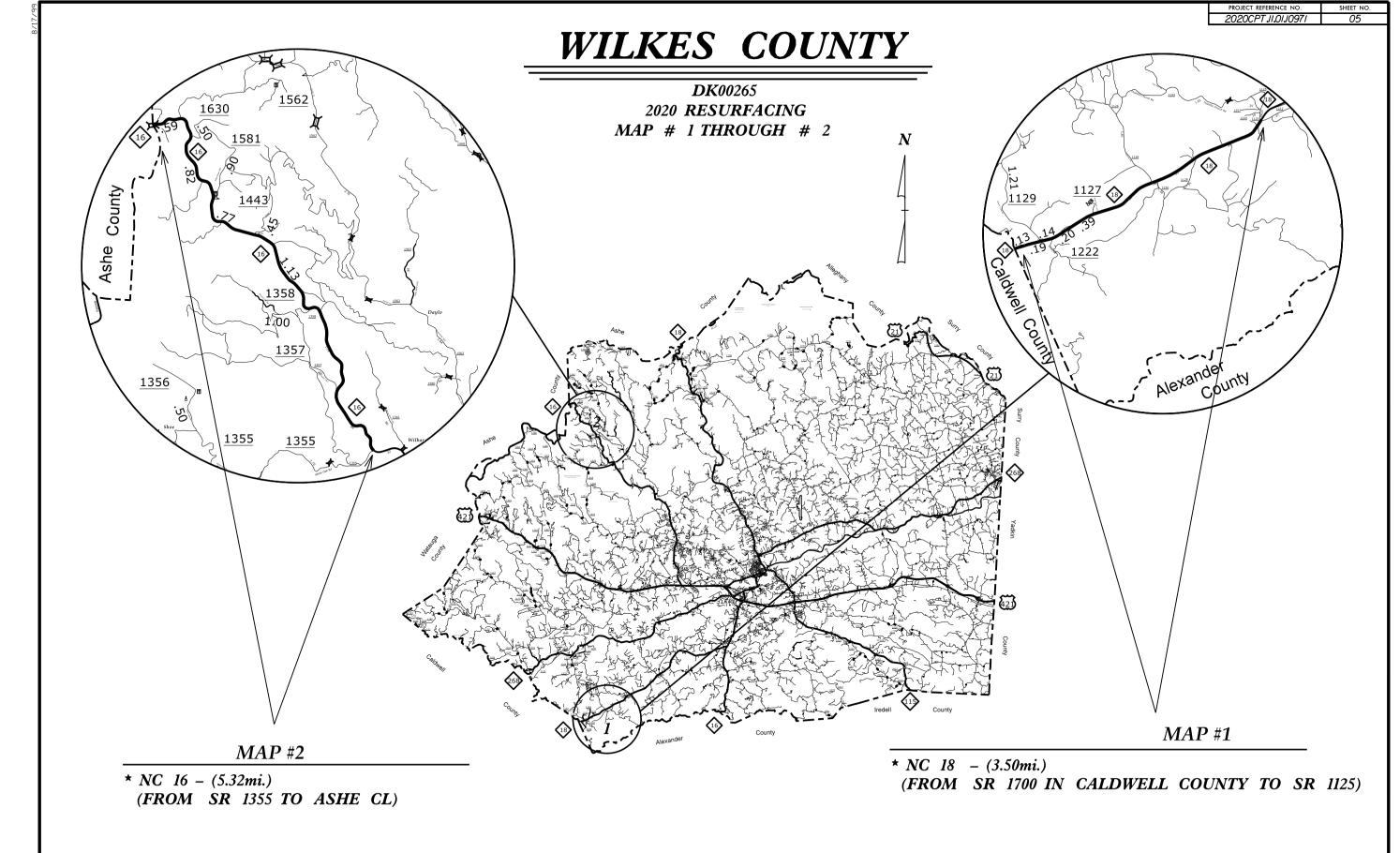
PAVEMENT SCHEDULE PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. (See Tie in Detail Below)



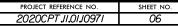
TIE ASPHALT OVERLAY TO EXISTING ASPHALT PAVEMENT AT BEGIN & END OF MAPS OR AS

DIVISION of HIGHWAYS DIVISION ELEVEN

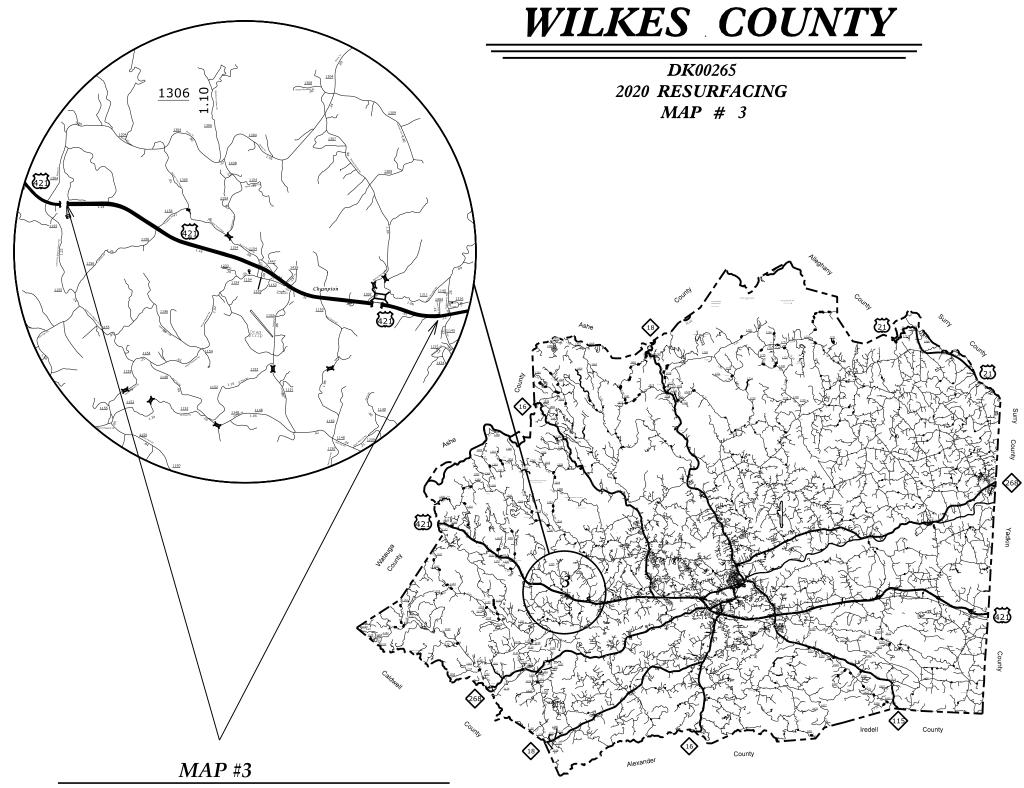
SCALE: N/A DATE: 2/14/2019 PREPARED BY: KHH REVIEWED BY: REVIEWED BY:



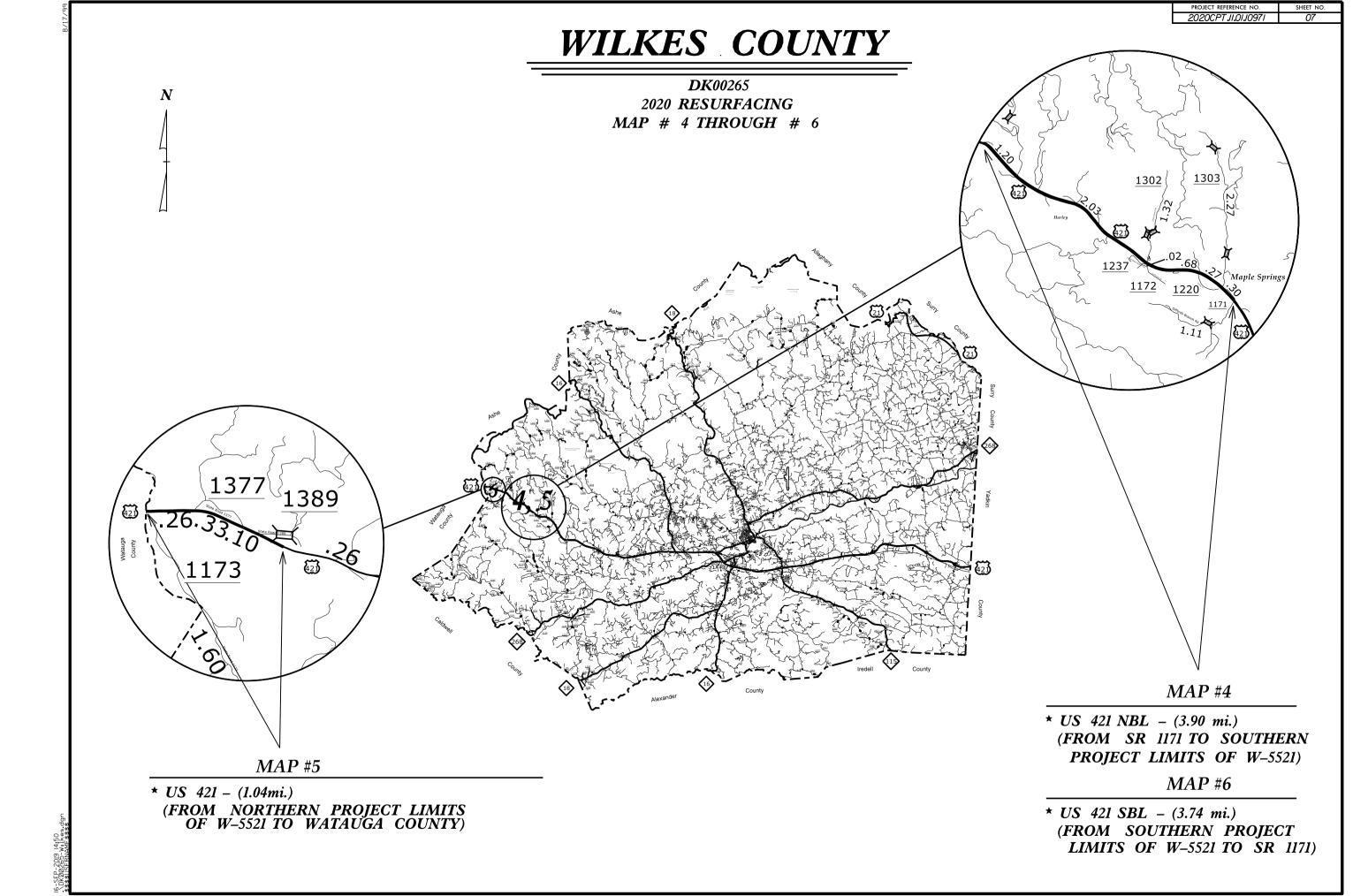
ZŽČŠ-Wilkės.dgr SFRNAMF\$\$\$\$



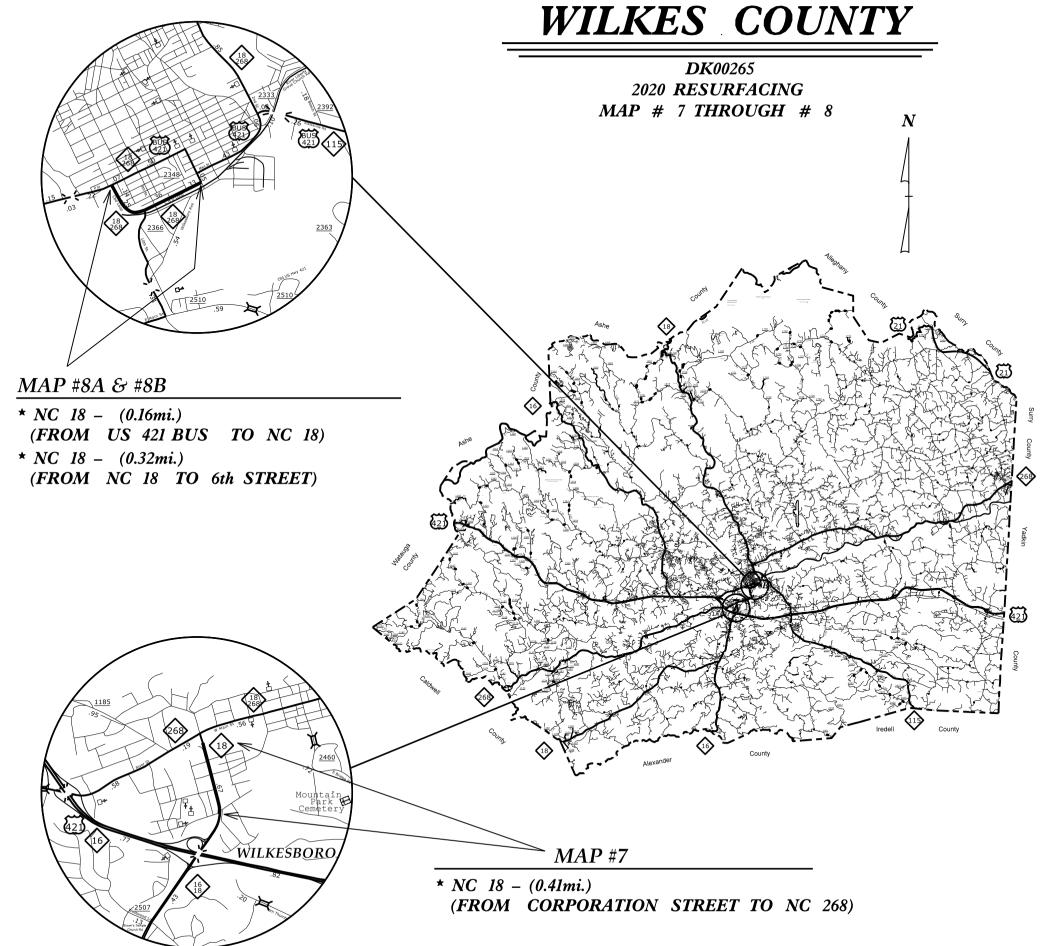




* US 421 NBL - (4.32mi.) (FROM SR 1145 TO BRIDGE #049 OVER LEWIS FORK CREEK)



PROJECT REFERENCE NO. 2020CPT.II.0IJ0971

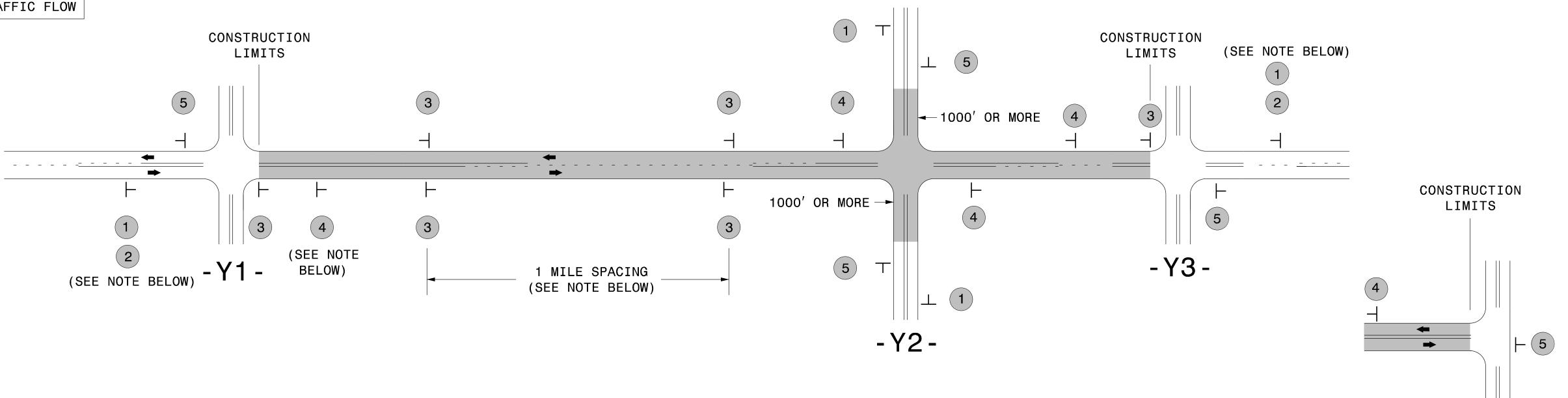


PROJ. REFERENCE NO. SHEET NO.

SIGNING FOR RESURFACING PROJECTS



← DIRECTION OF TRAFFIC FLOW



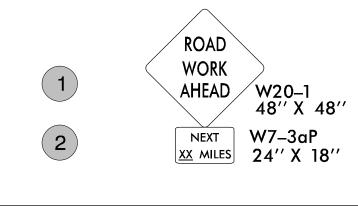
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

G NOTES AND PER DIRECTION

IGNIN

SO



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 CONSTRUCTION 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 ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.
- ROAD UNDER CONST SP 13106 48" X 48"

ROAD WORK

G20-2 A 48" X 24"

- 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
- END DIAGE FOO' FOLLOWING T

ALONG -L- LINE.

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

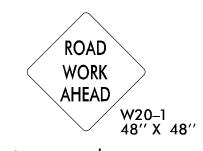
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

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.

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, PORTABLE ADVANCE WARNING 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.

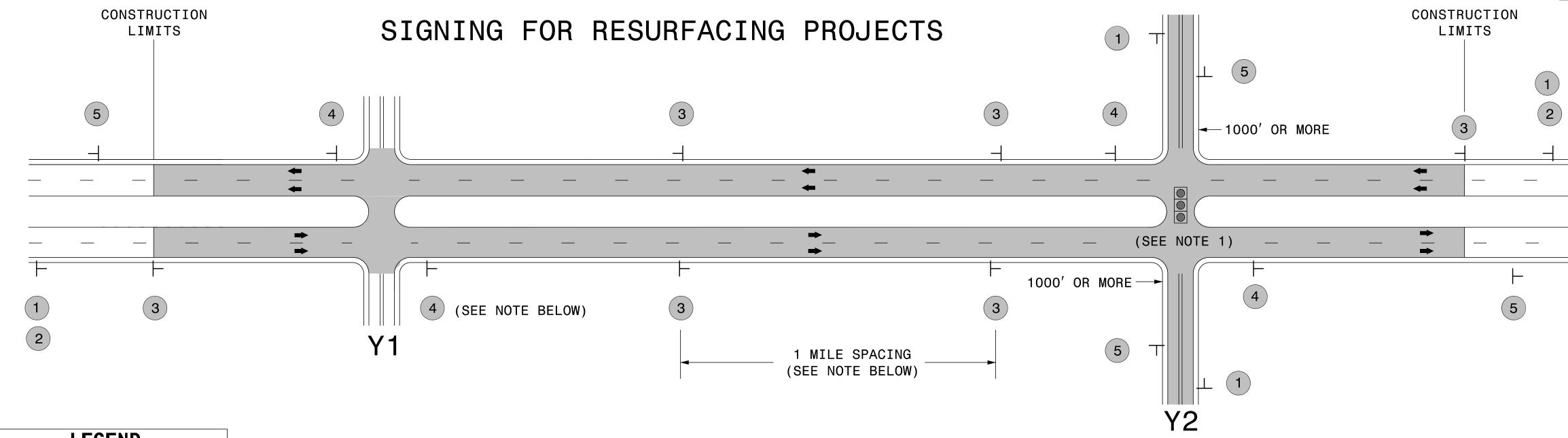


ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2-LANE ROADWAY
RESURFACING

TEE INTERSECTION

ZICTRESULTACINGNZEZM & ASI RESULTACING DETAIISTRESULTACING_AAVWALN_ZEN.a Dis

PROJ. REFERENCE NO.



LEGEND ├ STATIONARY SIGN

NO ER

IGNING

SO

← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

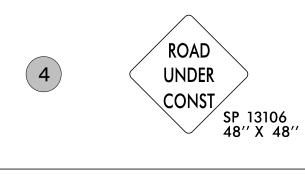
O AHEAD W20-1 ND A RE

PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.

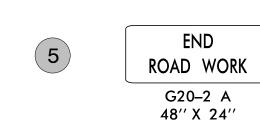
XX MILES 24" X 18" ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)

LOW/SOFT SHOULDER / 48'' X 48''

PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET $\frac{1}{2}$ MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE 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 SP 13106 48" X 48" INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.



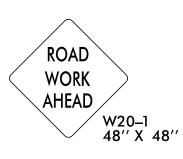
PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.

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.

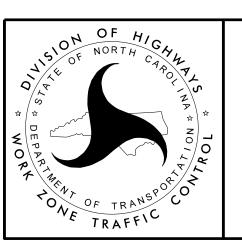




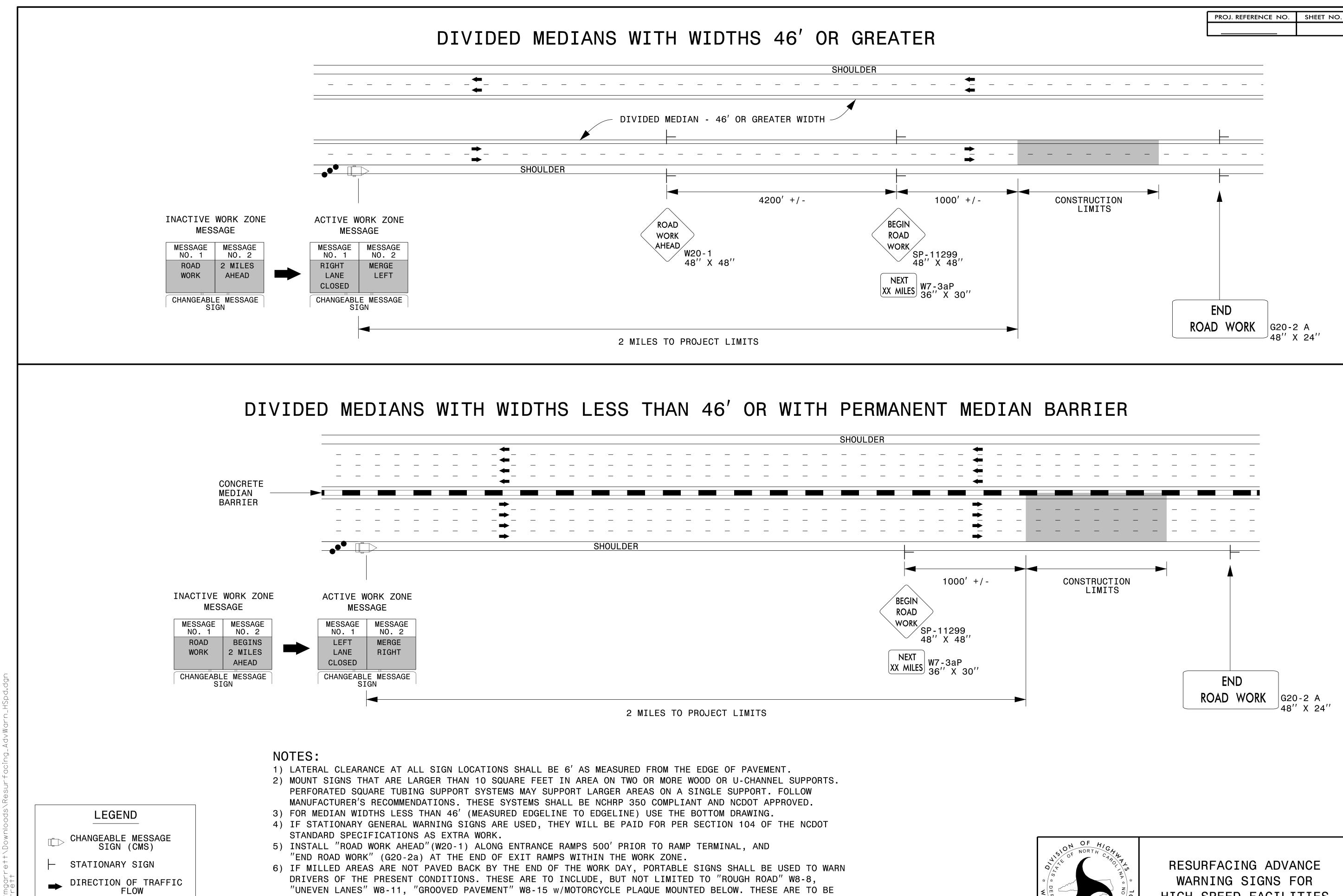
PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

NOTES:

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.



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



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

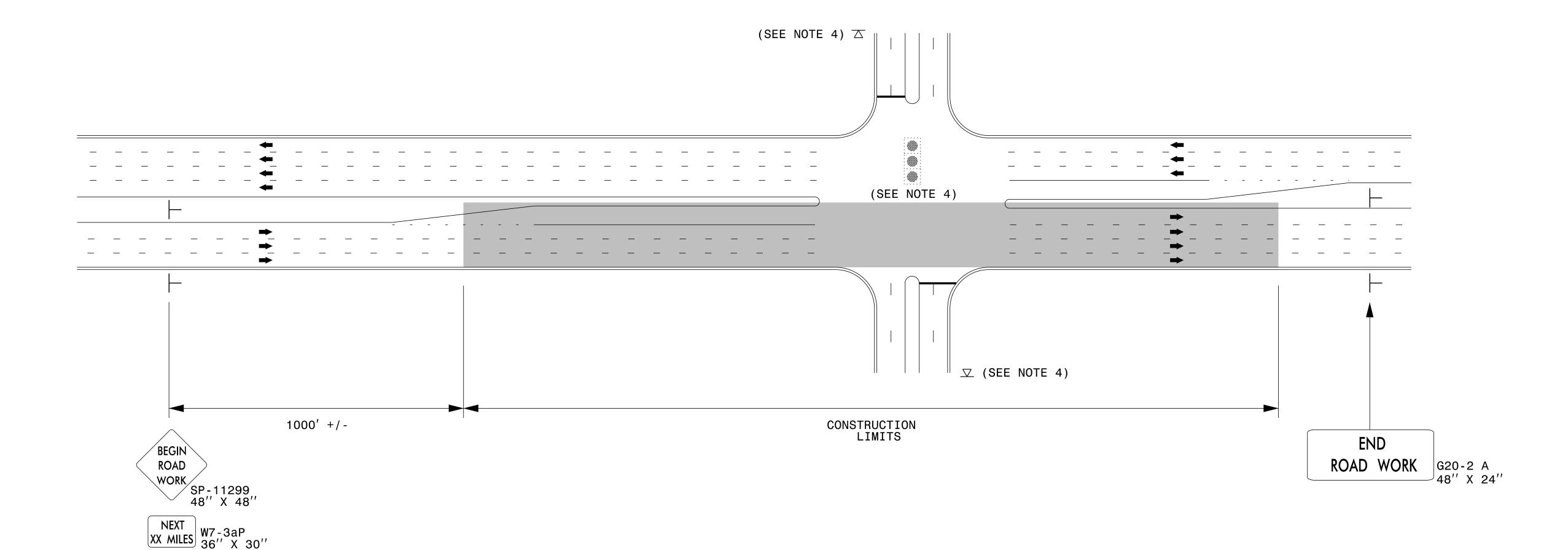
TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

TRAFFIC DRUM

HIGH SPEED FACILITIES ≥ 60 MPH

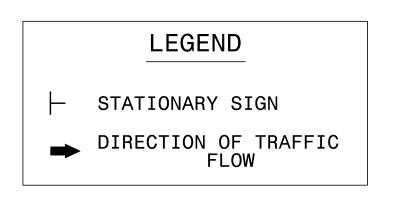
PROJ. REFERENCE NO. SHEET NO.

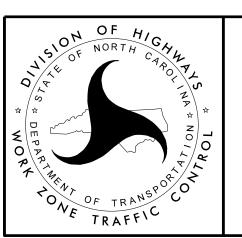
URBAN / SUBURBAN WORKZONES



NOTES:

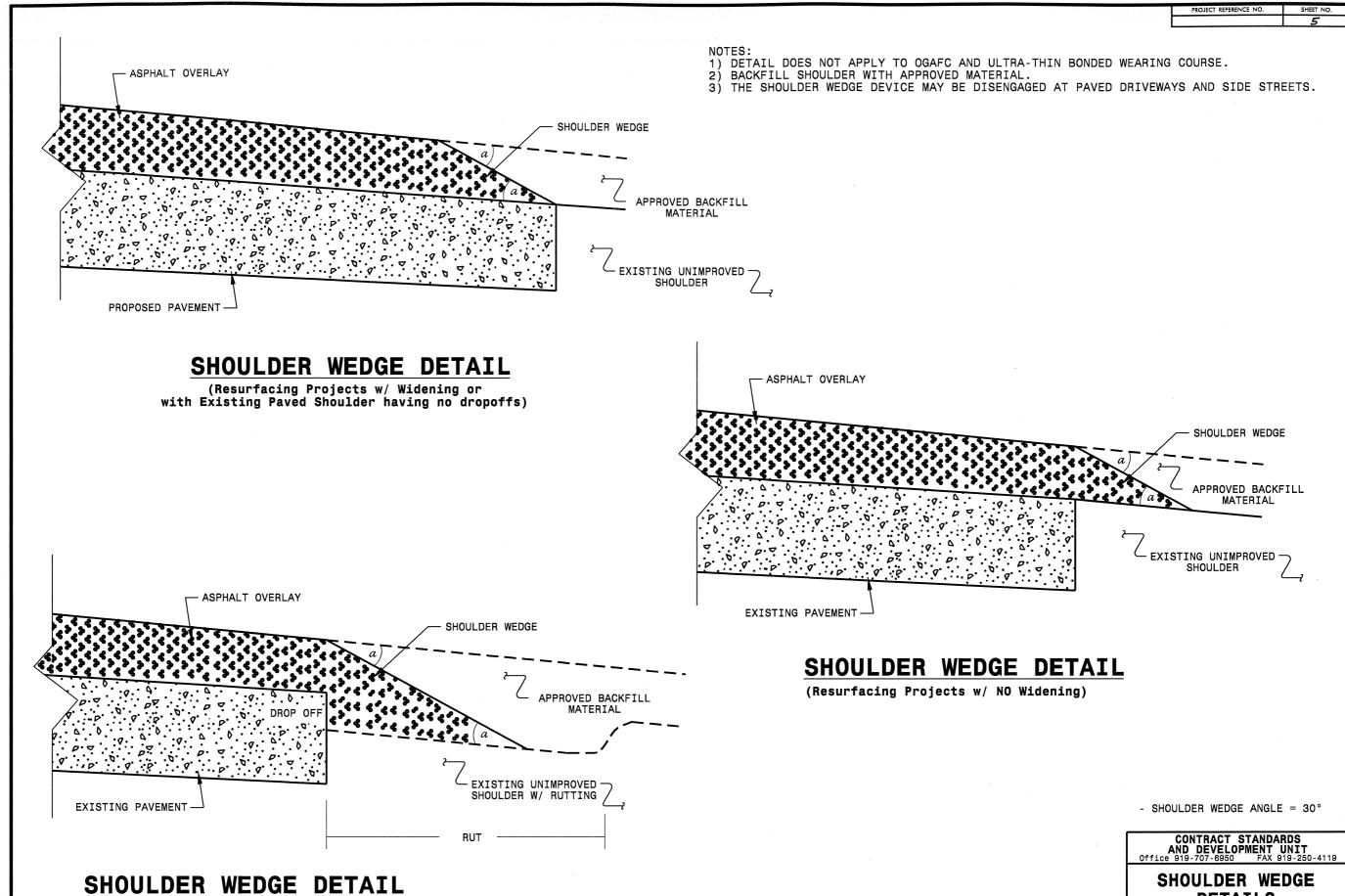
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) 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.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) 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 WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS.THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.





RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES

STINGAL ELL VDOWINGAGSTREAUT ACHIGLAUTMAITEULSA (ZZ.AGI) Jarrett



DETAILS

ORIGINAL BY: MODIFIED BY:

(Resurfacing Adjacent to Rutted Shoulder)