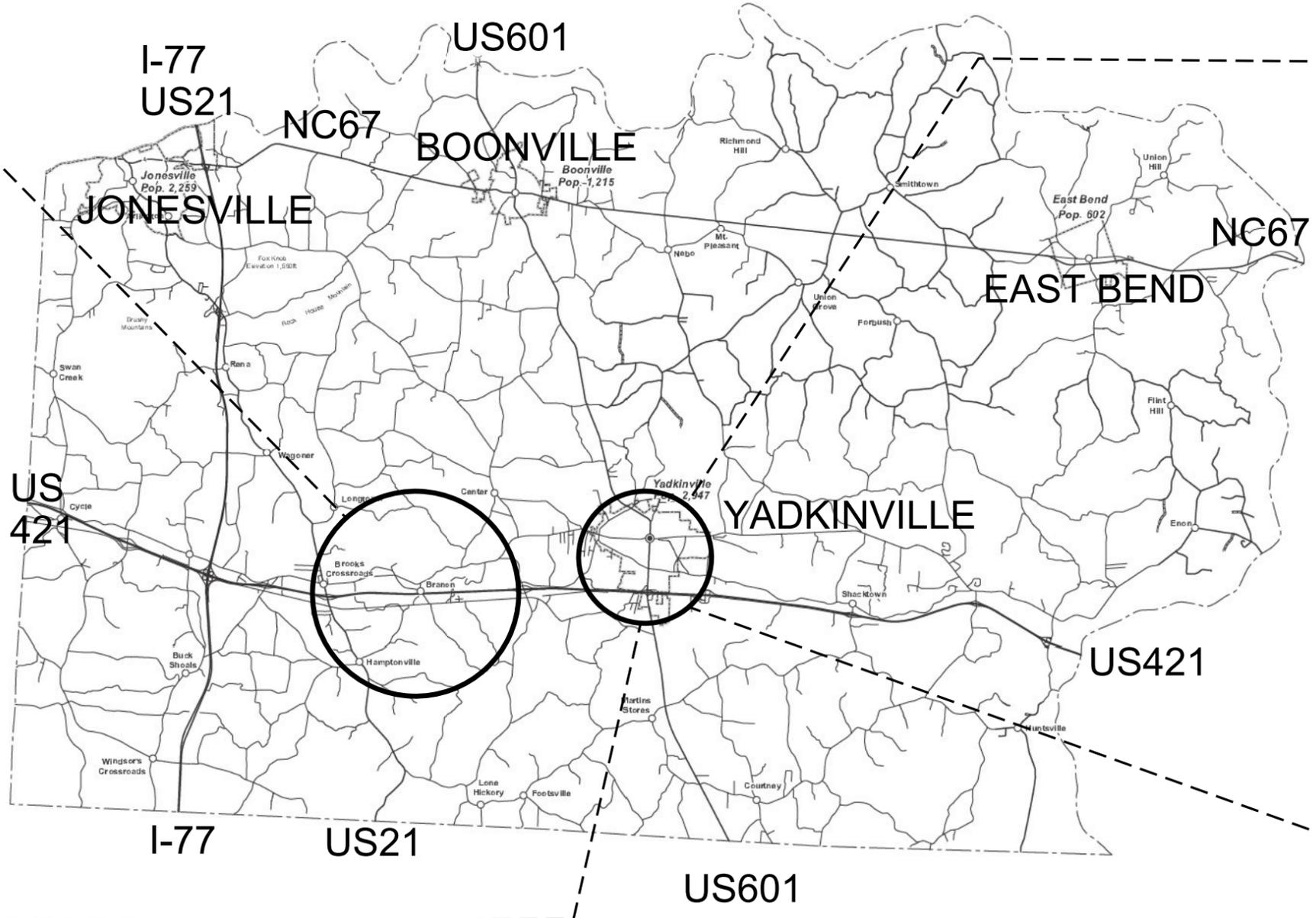
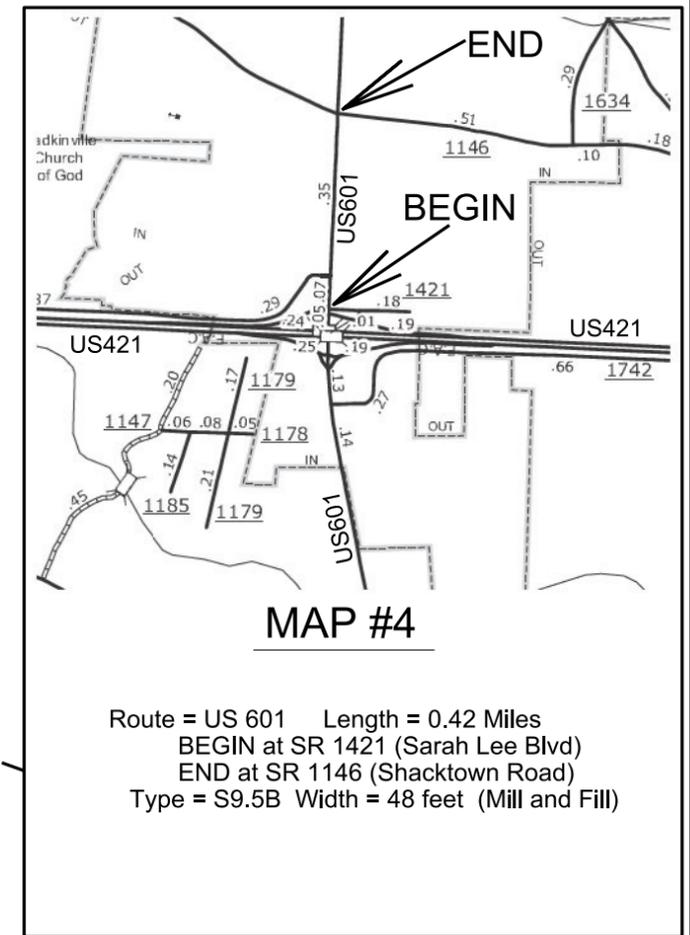
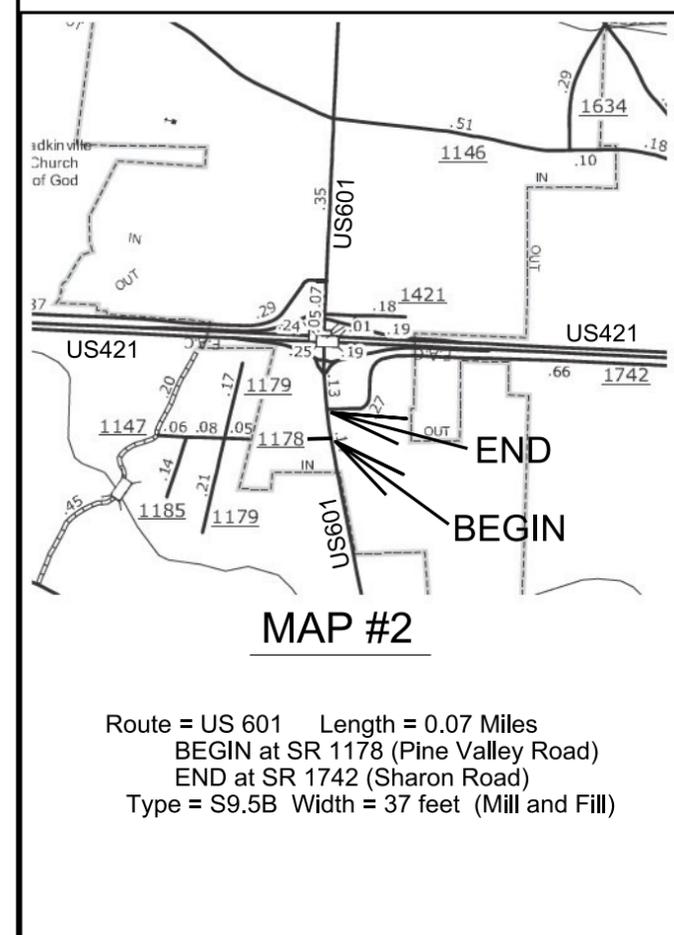
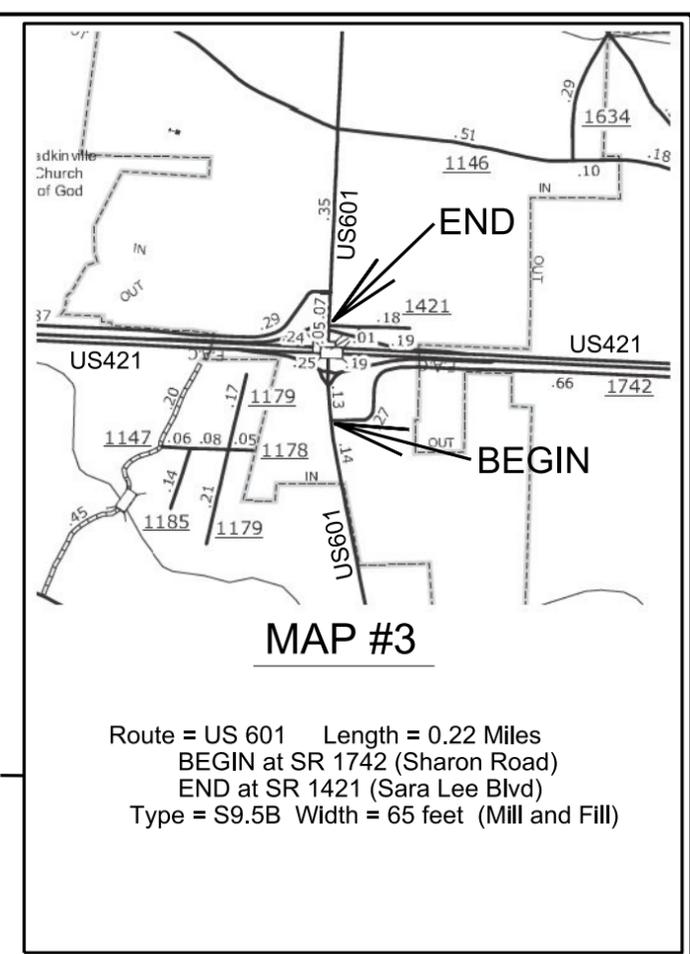
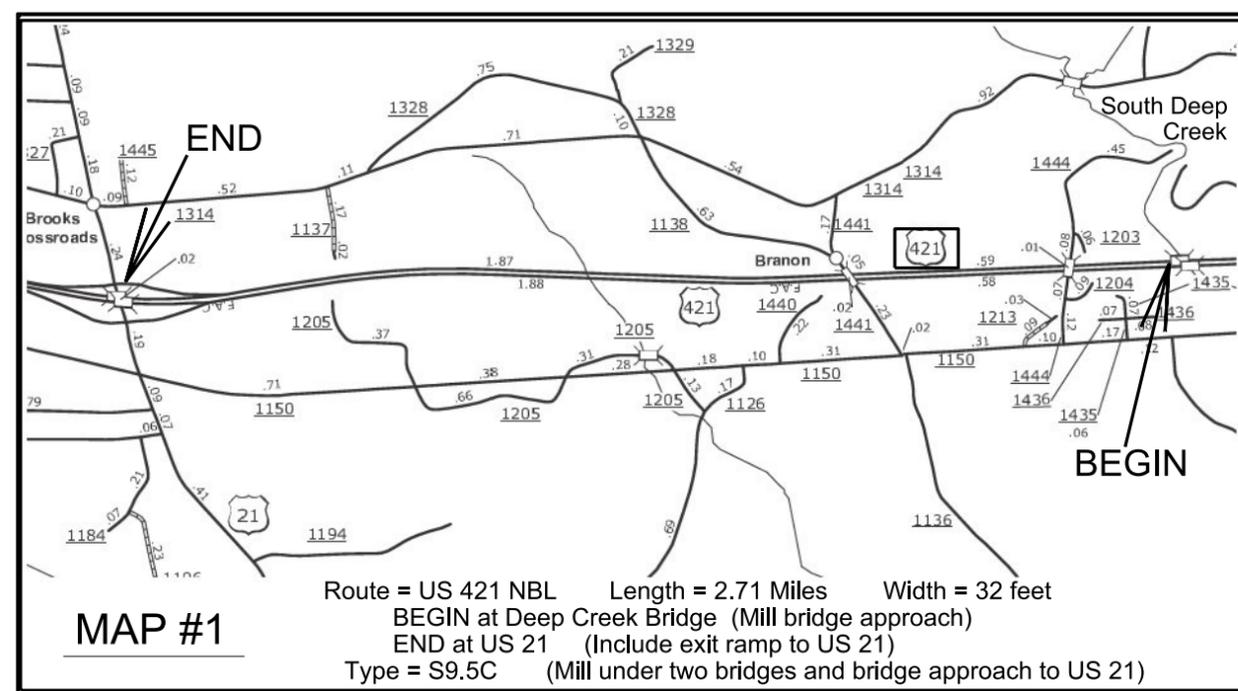


STATE OF NORTH CAROLINA  
 DIVISION OF HIGHWAYS  
**YADKIN COUNTY**  
 PRIMARY ASPHALT RESURFACING

2015

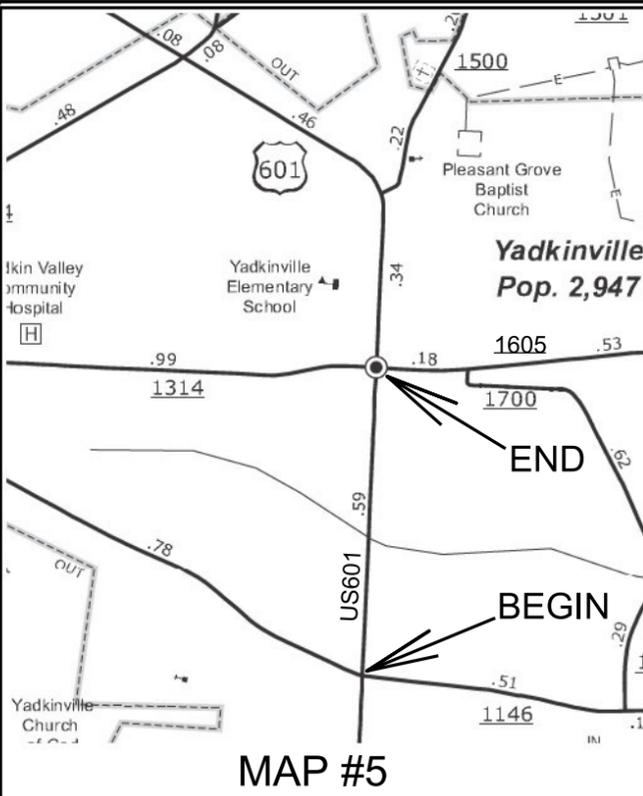


STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**YADKIN COUNTY**

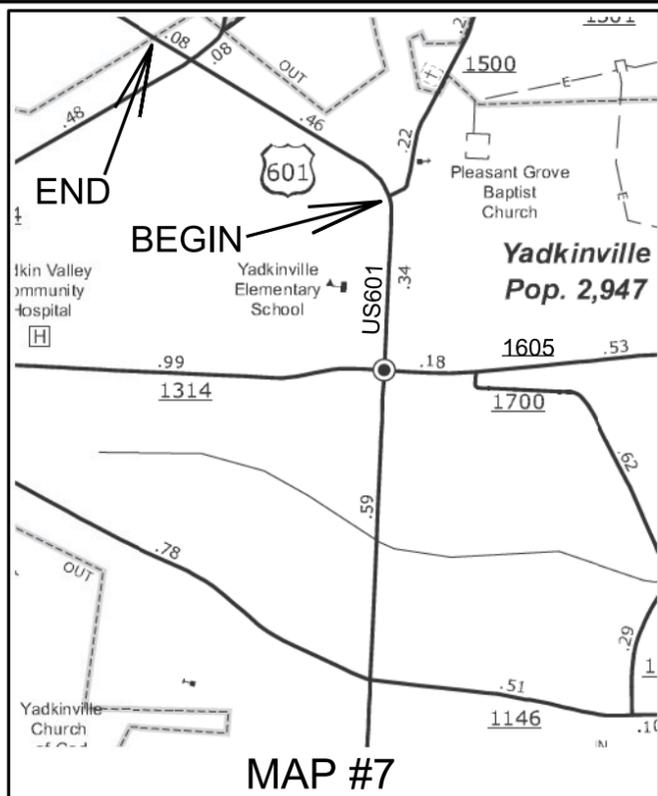
2015

PRIMARY ASPHALT RESURFACING



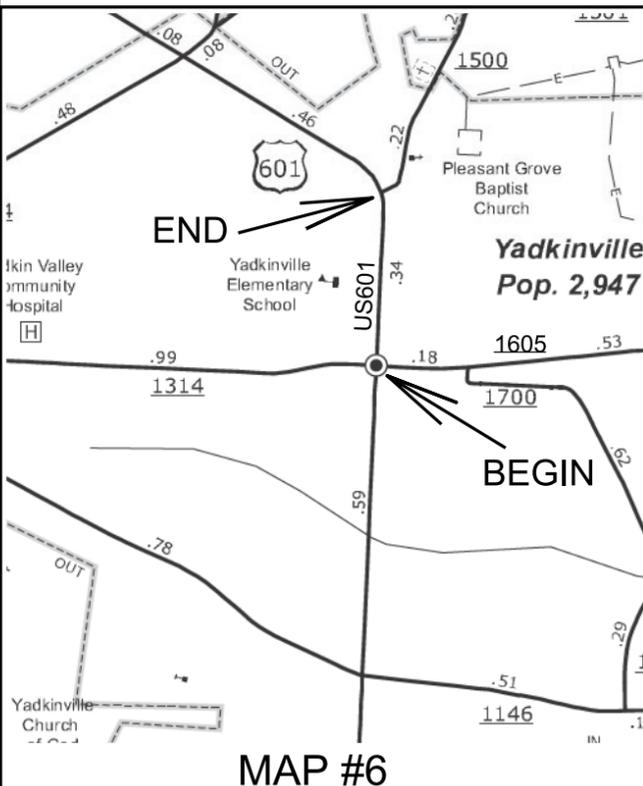
MAP #5

Route = US 601 Length = 0.61 Miles  
BEGIN at SR 1146 (Shacktown Road)  
END at SR 1605 (Old US 421)  
Type = S9.5B Width = 48 feet (Mill and Fill)



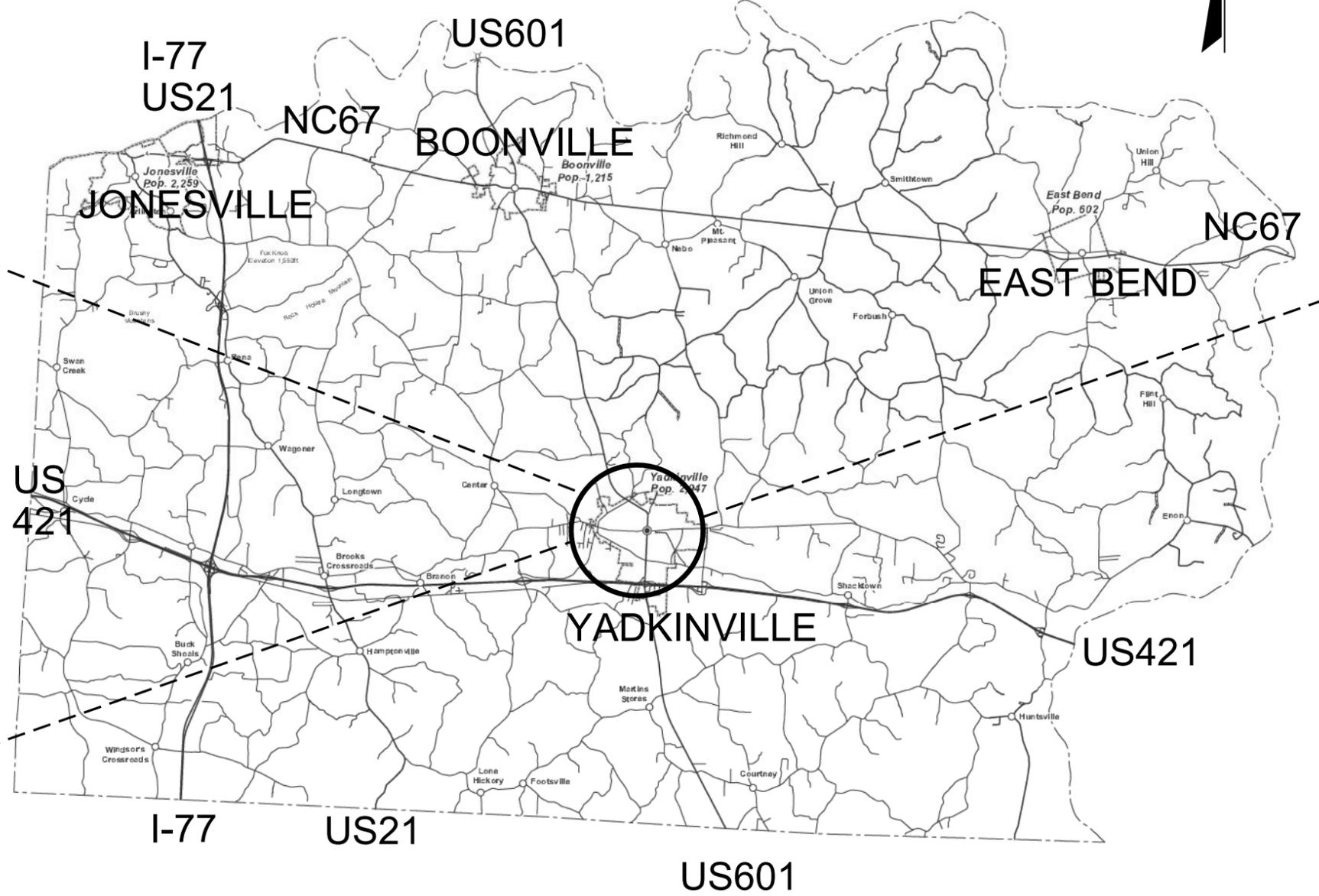
MAP #7

Route = US 601 Length = 0.50 Miles  
BEGIN at SR 1500 (Tennessee Street)  
END at NCL of Yadkinville  
Type = S9.5B Width = 22 feet



MAP #6

Route = US 601 Length = 0.33 Miles  
BEGIN at SR 1605 (Old US 421)  
END at SR 1500 (Tennessee Street)  
Type = S9.5B Width = 36 feet (Mill and Fill)

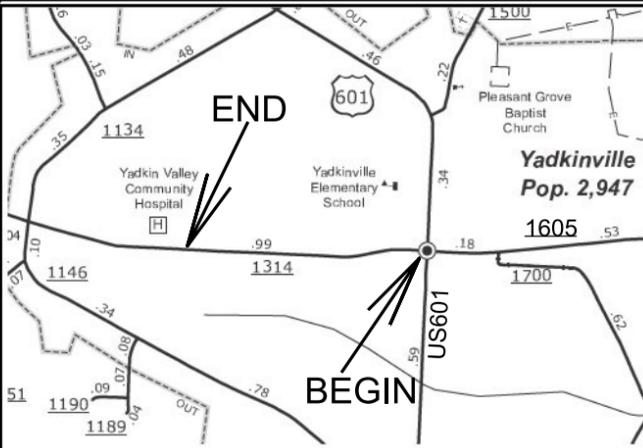


STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**YADKIN COUNTY**

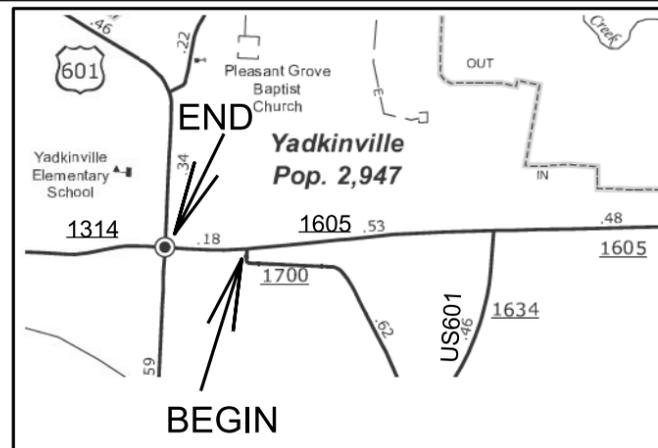
2015

SECONDARY ASPHALT RESURFACING



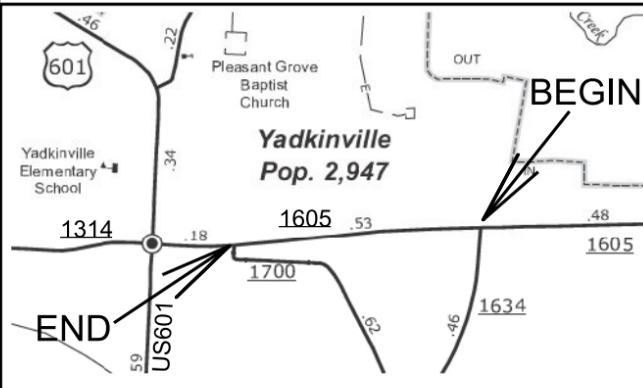
MAP #8

Route = SR 1314 (Old US 421) Length = 0.60 Miles  
 BEGIN at US 601  
 END at Mile Marker 0.6  
 Type = S9.5B Width = 42 feet (Mill and Fill)



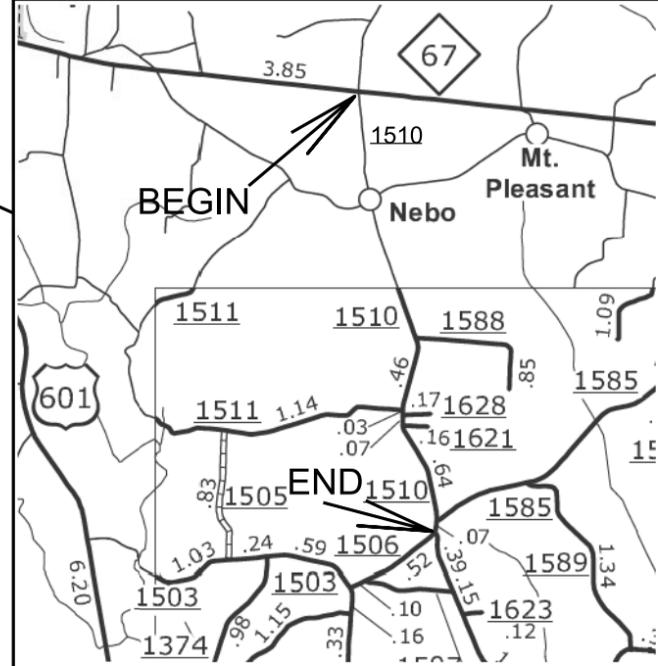
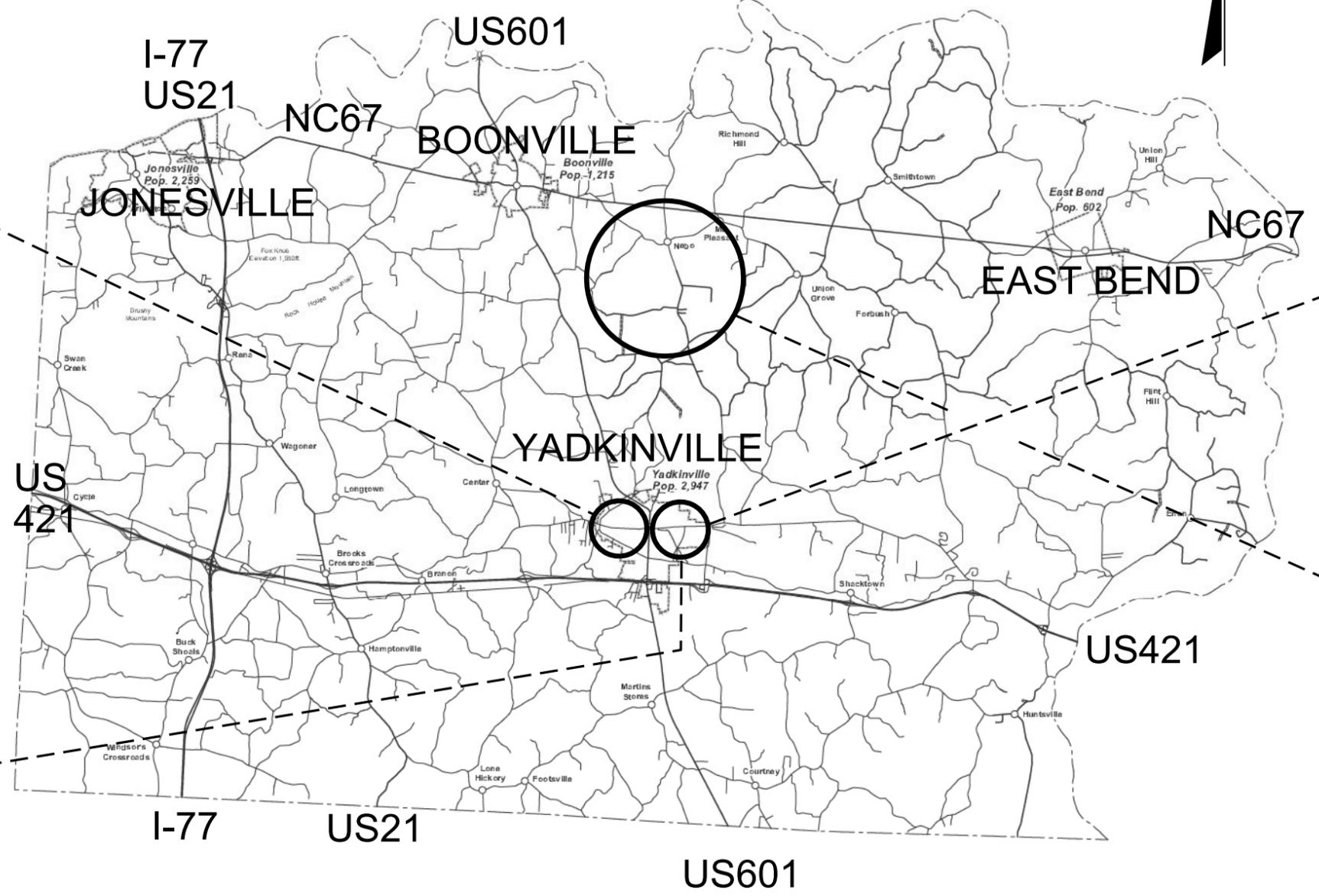
MAP #10

Route = SR 1605 (Old US 421) Length = 0.18 Miles  
 BEGIN at SR 1700 (Virginia Street)  
 END at US 601  
 Type = S9.5B Width = 44 feet (Mill and Fill)



MAP #9

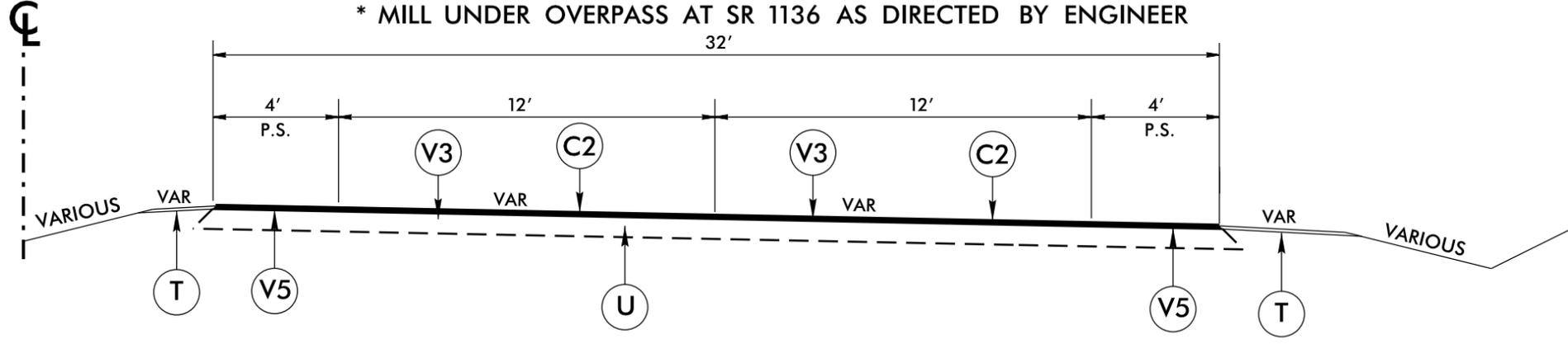
Route = SR 1605 (Old US421) Length = 0.53 Miles  
 BEGIN at SR 1634 (Progress Way)  
 END at SR 1700 (Virginia Street)  
 Type = S9.5B Width = 24 feet (Mill and Fill)



MAP #11

Route = SR 1510 Length = 2.86 Miles  
 BEGIN at NC 67  
 END at SR 1506  
 Type = SF9.5A Width = 20 feet

\* PATCHING AT LOCATIONS AS DIRECTED BY ENGINEER  
 \* MILL UNDER OVERPASS AT SR 1136 AS DIRECTED BY ENGINEER

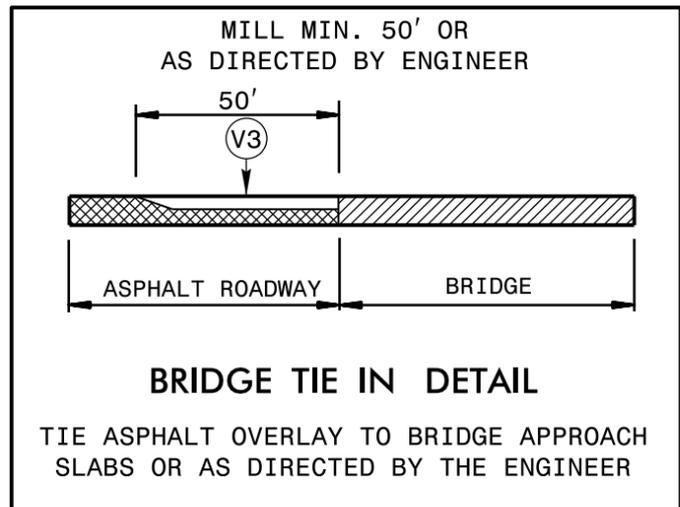
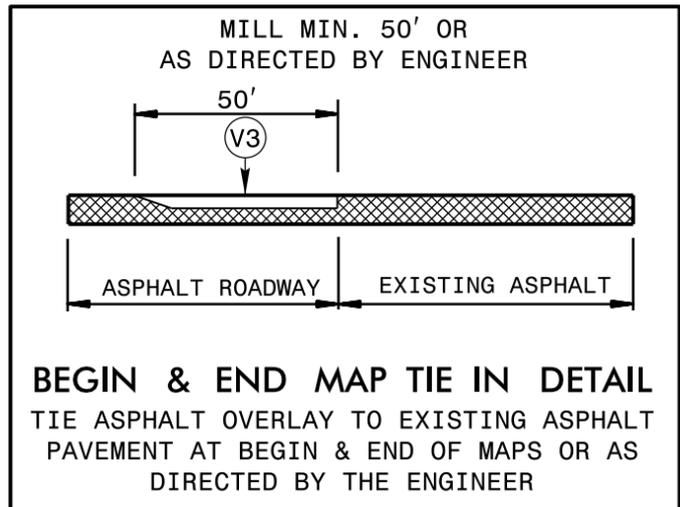


### TYPICAL SECTION NO. 1

MAP 1 - US 421 NBL FROM JOINT AT DEEP CREEK BRIDGE TO US 21

NOTE: Mill Bridge Approaches at Deep Creek and at US 21 per Bridge Tie-In Detail below.  
 Resurface exit ramp at US 21.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 3"
V3	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0 - 1½"
V4	INCIDENTAL MILLING
V5	MILLED RUMBLE STRIPS (ASPHALT CEMENT)



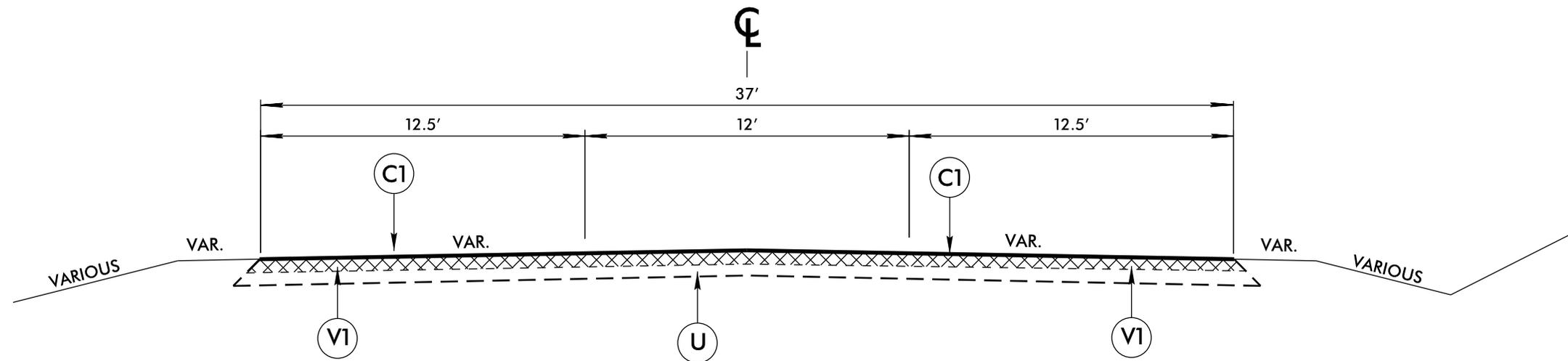
**YADKIN COUNTY  
 PRIMARY & SECONDARY  
 RESURFACING**

DIVISION II

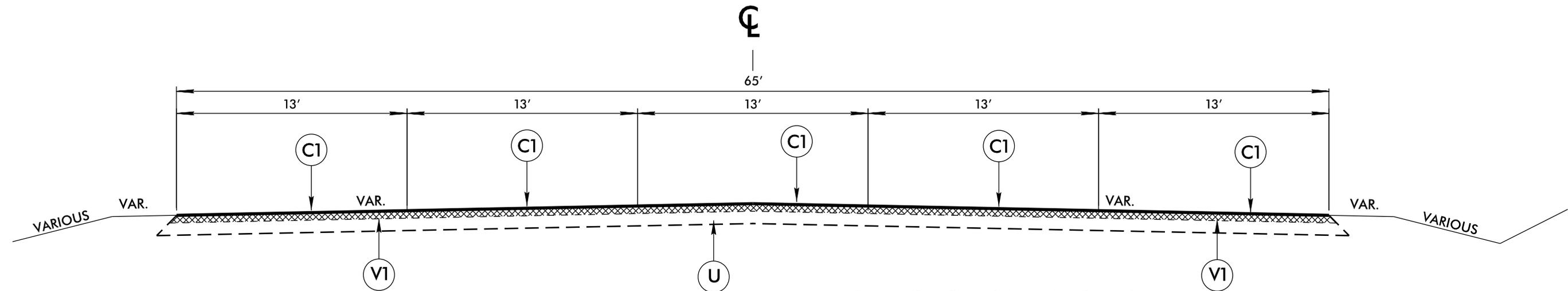
REVISIONS	INT.	DATE

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

SCALE: N/A    DATE: 09/2014  
 PREPARED BY: S.B. DARNELL  
 REVIEWED BY: J.L. LAWS



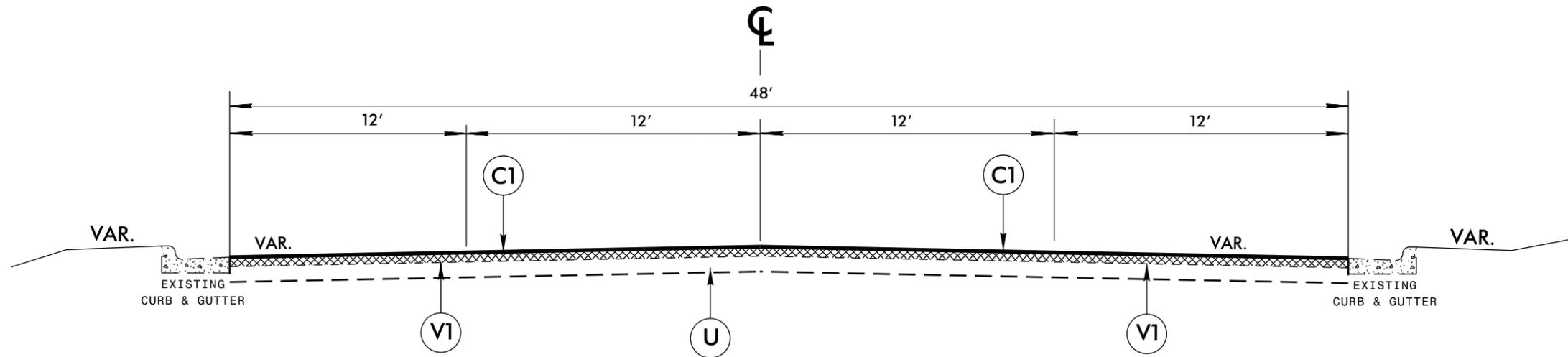
**TYPICAL SECTION NO. 2**  
MAP 2 - US 601 FROM SR 1178 TO SR 1742



**TYPICAL SECTION NO. 3**  
MAP 3 - US 601 FROM SR 1742 TO SR 1421  
NOTE: Width varies at turn lanes

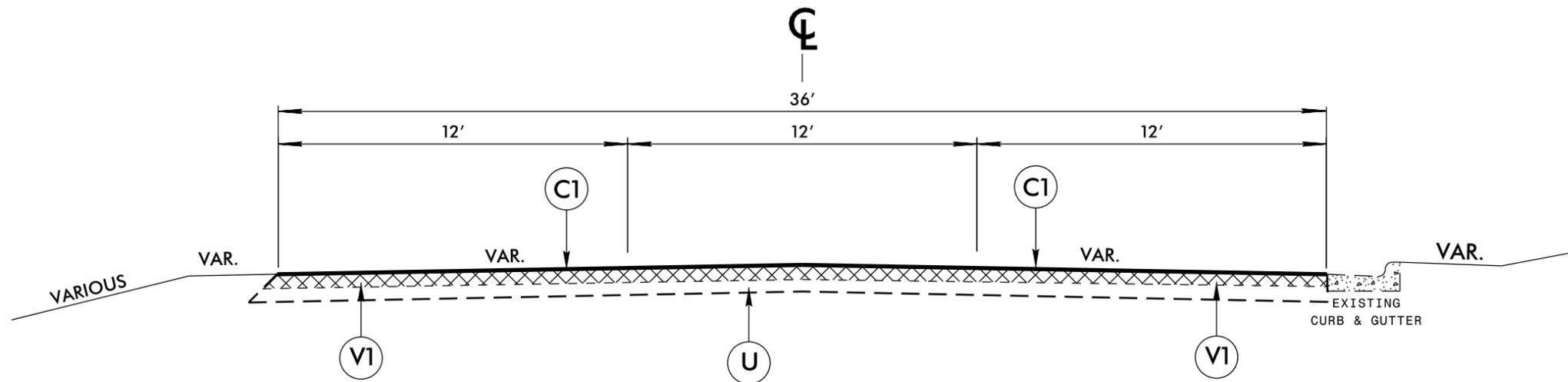
PAVEMENT SCHEDULE			
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 3"
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	V3	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0 - 1½"
T	SHOULDER RECONSTRUCTION	V4	INCIDENTAL MILLING
U	EXISTING PAVEMENT	V5	MILLED RUMBLE STRIPS (ASPHALT CEMENT)

<b>YADKIN COUNTY PRIMARY &amp; SECONDARY RESURFACING</b>		
DIVISION II		
REVISIONS	INIT.	DATE
SCALE: N/A		DATE: 09/2014
PREPARED BY: S.B. DARNELL		REVIEWED BY: J.L. LAWS
REVIEWED BY: J.L. LAWS		
<b>N.C. DEPARTMENT of TRANSPORTATION DIVISION of HIGHWAYS DIVISION ELEVEN</b>		



### TYPICAL SECTION NO. 4

MAP 4 - US 601 FROM SR 1421 TO SR 1146  
 MAP 5 - US 601 FROM SR 1146 TO SR 1605



### TYPICAL SECTION NO. 5

MAP 6 - US 601 FROM SR 1605 TO SR 1500

PAVEMENT SCHEDULE			
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1 1/2"
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 3"
C3	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	V3	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0 - 1 1/2"
T	SHOULDER RECONSTRUCTION	V4	INCIDENTAL MILLING
U	EXISTING PAVEMENT	V5	MILLED RUMBLE STRIPS (ASPHALT CEMENT)

**YADKIN COUNTY  
PRIMARY & SECONDARY  
RESURFACING**

DIVISION II

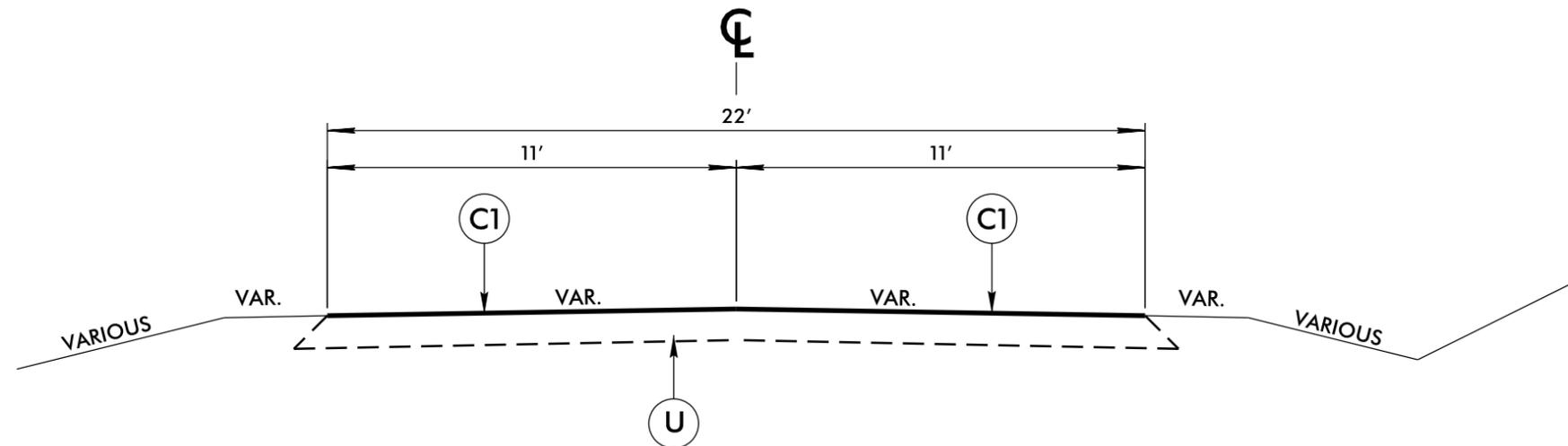
REVISIONS	INT.	DATE

SCALE: N/A    DATE: 09/2014

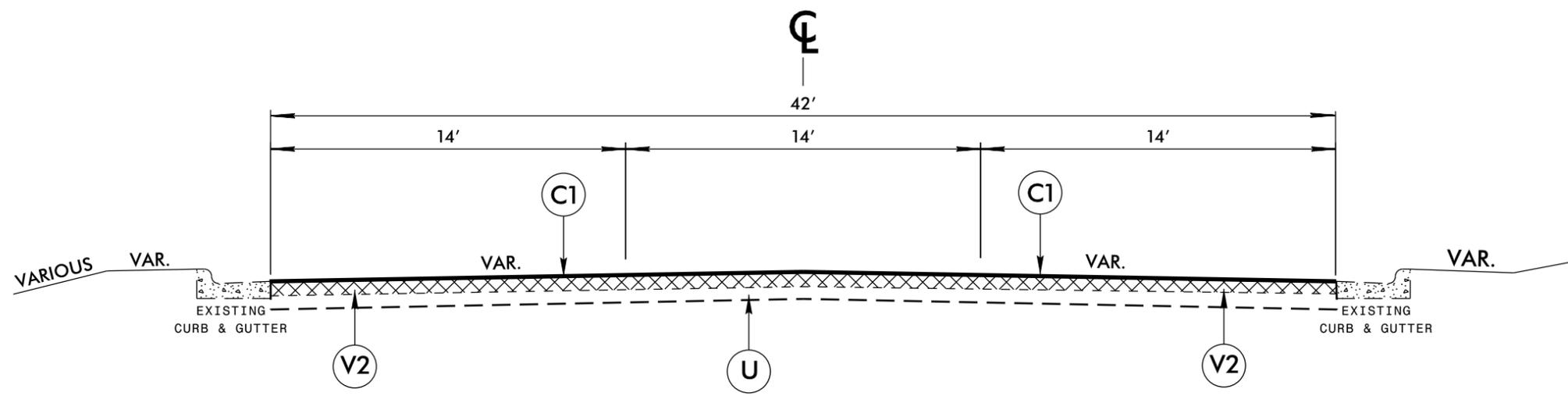
PREPARED BY: S.B. DARNELL  
 REVIEWED BY: J.L. LAWS

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

DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION



**TYPICAL SECTION NO. 6**  
 MAP 7 - US 601 FROM SR 1500 TO NCL OF YADKINVILLE



**TYPICAL SECTION NO. 7**  
 MAP 8 - SR 1314 FROM US 601 TO MILE MARKER 0.6

PAVEMENT SCHEDULE			
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 3"
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	V3	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0 - 1½"
T	SHOULDER RECONSTRUCTION	V4	INCIDENTAL MILLING
U	EXISTING PAVEMENT	V5	MILLED RUMBLE STRIPS (ASPHALT CEMENT)

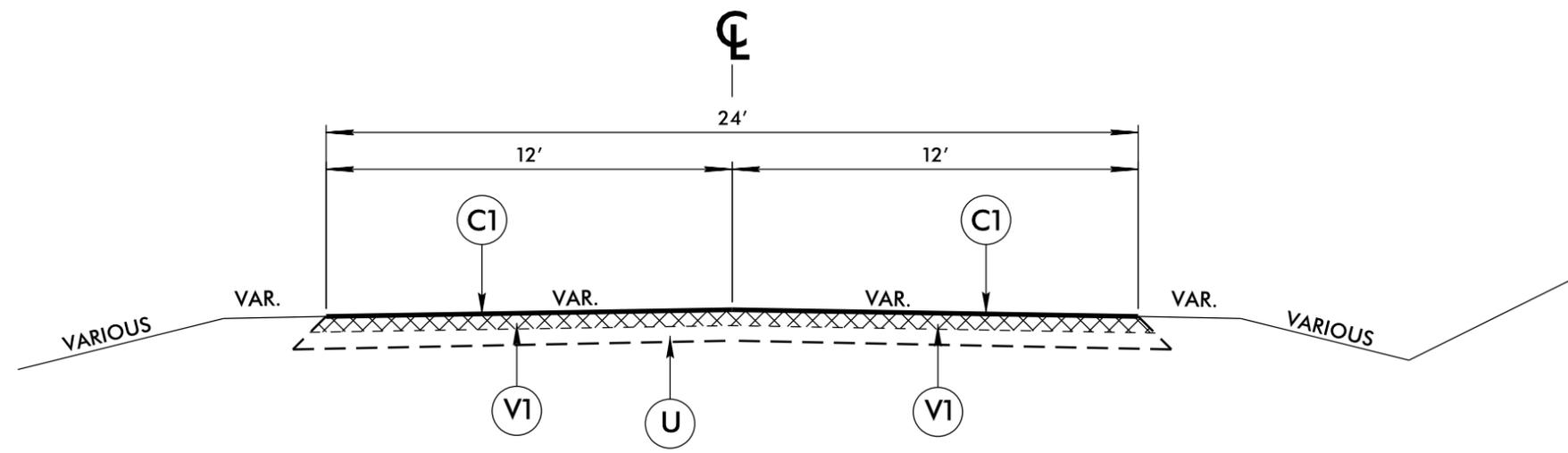
**YADKIN COUNTY  
 PRIMARY & SECONDARY  
 RESURFACING**

DIVISION II

REVISIONS	INT.	DATE

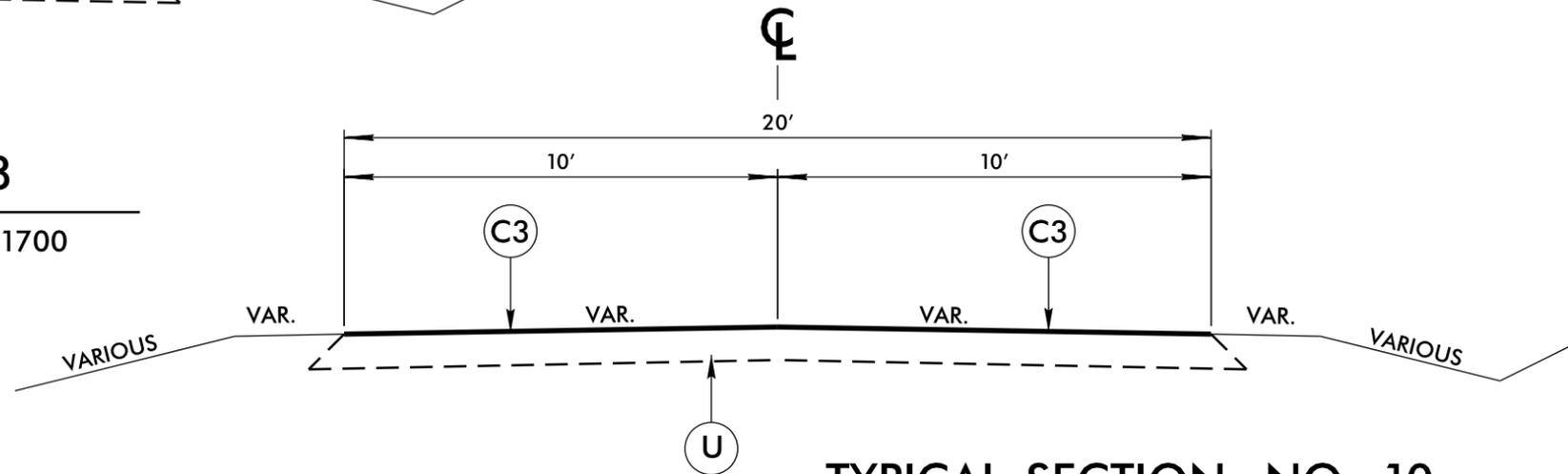
**N.C. DEPARTMENT of TRANSPORTATION  
 DIVISION of HIGHWAYS  
 DIVISION ELEVEN**

SCALE: N/A	DATE: 09/2014
PREPARED BY: S.B. DARNELL	REVIEWED BY: J.L. LAWS
REVIEWED BY:	



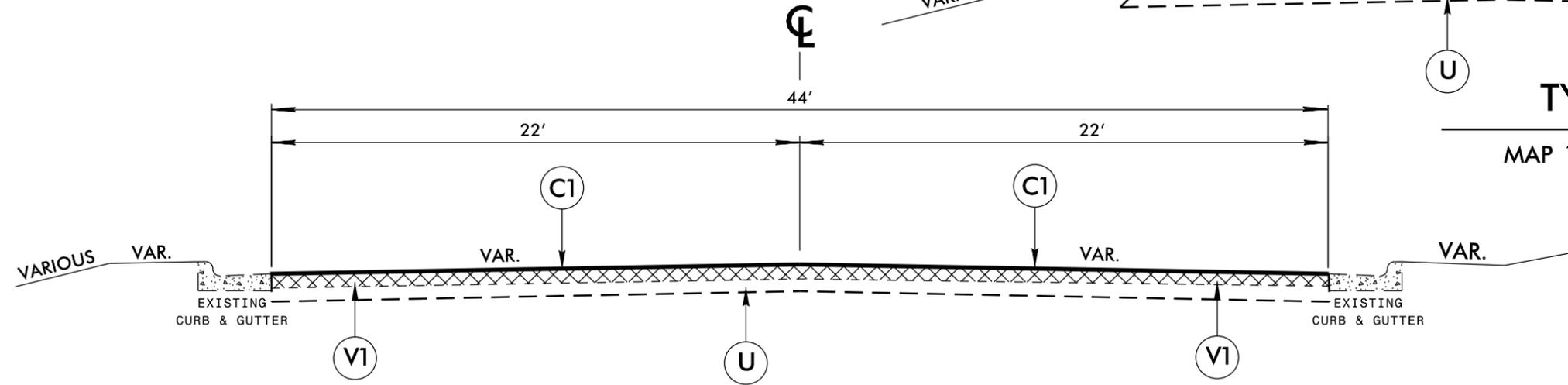
**TYPICAL SECTION NO. 8**

MAP 9 - SR 1605 FROM SR 1634 TO SR 1700



**TYPICAL SECTION NO. 10**

MAP 11 - SR 1510 FROM NC 67 TO SR 1506



**TYPICAL SECTION NO. 9**

MAP 10 - SR 1605 FROM SR 1700 TO US 601

PAVEMENT SCHEDULE			
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 3"
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	V3	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0 - 1½"
T	SHOULDER RECONSTRUCTION	V4	INCIDENTAL MILLING
U	EXISTING PAVEMENT	V5	MILLED RUMBLE STRIPS (ASPHALT CEMENT)

<b>YADKIN COUNTY PRIMARY &amp; SECONDARY RESURFACING</b>		
DIVISION II		
REVISIONS	INT.	DATE
SCALE: N/A    DATE: 09/2014 PREPARED BY: S.B. DARNELL REVIEWED BY: J.L. LAWS REVIEWED BY:		N.C. DEPARTMENT of TRANSPORTATION DIVISION of HIGHWAYS DIVISION ELEVEN

PROJECT NO.	SHEET NO.	TOTAL NO.
11CR.10991.22, 11CR.20991.22		

### SUMMARY OF QUANTITIES

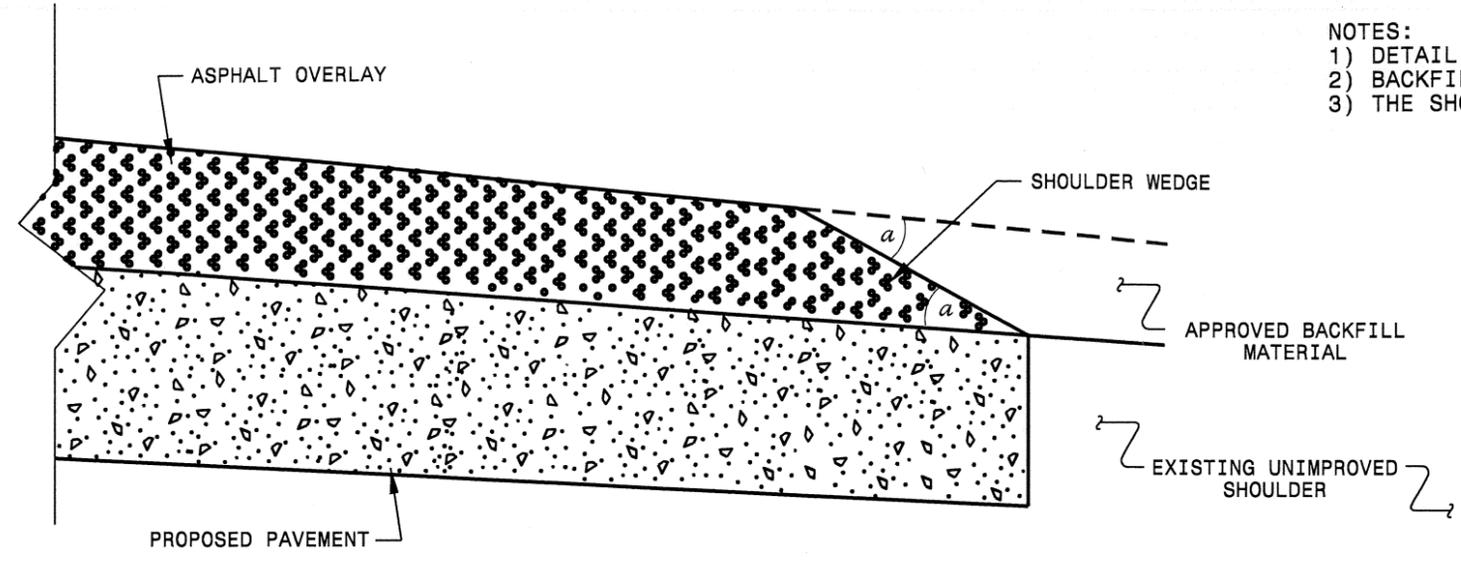
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH M	WIDTH FT	BORROW EXCAVATION CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SM	1 1/2" MILLING SY	3" MILLING SY	0" TO 1.5" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	MILLED RUMBLE STRIPS (ASPHALT CEMENT CONCRETE) LF	ADI. OF MANHOLES EA	ADI. OF METER OR VALVE BOX EA	SEED & MULCHING AC	PAVED TRENCHING (1, 2") LF	PAVED TRENCHING (4, 2") LF	PAVED TRENCHING (2, 2") LF	UNPAVED TRENCHING (1, 2") LF	UNPAVED TRENCHING (4, 2") LF	UNPAVED TRENCHING (2, 2") LF	INDUCTIVE LOOP LF	LEAD-IN CABLE (14-2) LF	
11CR.10991.22	Yadkin	1	US 421 NBL	FROM JOINT AT DEEP CREEK BRIDGE TO US 21	1	2	MD	NO	NO	2.71	32	542		5.42			6,100	365		4,900		289	150	28,618			1.95									
11CR.10991.22	Yadkin	2	US 601	FROM SR 1178 TO SR 1742	2	3	MU	NO	NO	0.07	37				1,520				145			9			3		25.00			25.00				260	25	
11CR.10991.22	Yadkin	3	US 601	FROM SR 1742 TO SR 1421	3	5	MU	NO	NO	0.22	65				8,389				785			47			1		100.00			100.00				640	100	
11CR.10991.22	Yadkin	4	US 601	FROM SR 1421 TO SR 1146	4	4	MU	NO	NO	0.42	48				11,827				1,050			63			9	5	100.00			100.00				240	100	
11CR.10991.22	Yadkin	5	US 601	FROM SR 1146 TO SR 1605	4	4	MU	NO	NO	0.61	48				17,178				1,500			90			4	8			50.00			50.00		240	50	
11CR.10991.22	Yadkin	6	US 601	FROM SR 1605 TO SR 1500	5	3	MU	NO	NO	0.33	36				3,500				687			41			5	9			60.00			60.00		240	60	
11CR.10991.22	Yadkin	7	US 601	FROM SR 1500 TO NCL YADKINVILLE	6	2	2WU	NO	NO	0.5	22							111	590			35			2	3			50.00			50.00		120	50	
<b>TOTAL FOR PROJ NO. 11CR.10991.22</b>										<b>4.86</b>		<b>542</b>		<b>5.42</b>	<b>42,414</b>			<b>6,100</b>	<b>476</b>	<b>4,757</b>	<b>4,900</b>		<b>574</b>	<b>150</b>	<b>28,618</b>	<b>24</b>	<b>25</b>	<b>1.95</b>	<b>25.00</b>	<b>200.00</b>	<b>160.00</b>	<b>25.00</b>	<b>200.00</b>	<b>160.00</b>	<b>1,740</b>	<b>385</b>
11CR.20991.22	Yadkin	8	SR 1314	FROM US 601 TO END OF THREE LANE	7	4	2WU	NO	NO	0.6	42					14,784			1,300			78			13	9			50.00			50.00		160	50	
11CR.20991.22	Yadkin	9	SR 1605	FROM SR 1634 TO SR 1700	8	2	2WU	NO	NO	0.53	24				12,089				750			45			5	5			50.00			50.00		160	50	
11CR.20991.22	Yadkin	10	SR 1605	FROM SR 1700 TO US 601	9	4	2WU	NO	NO	0.18	44				4,646				440			26			2	2			50.00			50.00		160	50	
11CR.20991.22	Yadkin	11	SR 1510	FROM NC 67 TO SR 1506	10	2	2WU	NO	NO	2.86	20		50								2,885	193														
<b>TOTAL FOR PROJ NO. 11CR.20991.22</b>										<b>4.17</b>		<b>50</b>		<b>5.42</b>	<b>16,735</b>	<b>14,784</b>		<b>444</b>	<b>2,490</b>		<b>2,885</b>	<b>342</b>		<b>20</b>	<b>16</b>				<b>150.00</b>			<b>150.00</b>		<b>150.00</b>	<b>480</b>	<b>150</b>
<b>GRAND TOTAL</b>										<b>9.03</b>		<b>542</b>	<b>50</b>	<b>5.42</b>	<b>59,149</b>	<b>14,784</b>	<b>6,100</b>	<b>920</b>	<b>7,247</b>	<b>4,900</b>	<b>2,885</b>	<b>916</b>	<b>150</b>	<b>28,618</b>	<b>44</b>	<b>41</b>	<b>1.95</b>	<b>25.00</b>	<b>200.00</b>	<b>310.00</b>	<b>25.00</b>	<b>200.00</b>	<b>310.00</b>	<b>2,220</b>	<b>535</b>	

PROJECT NO.	SHEET NO.	TOTAL NO.
11CR.10991.22, 11CR.20991.22		

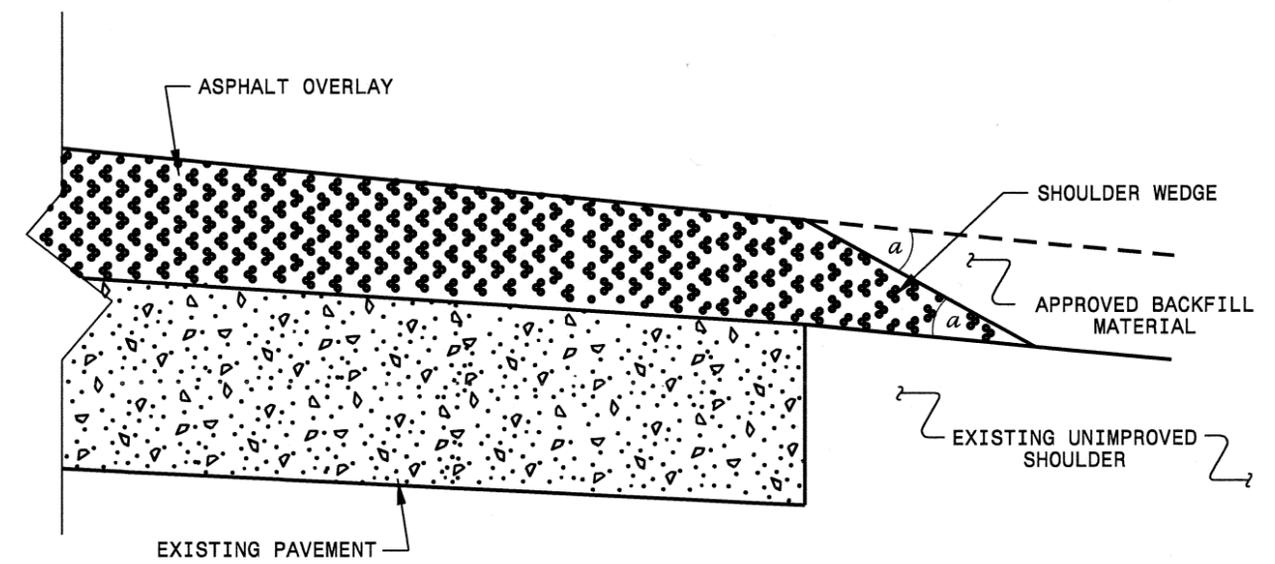
### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E		4815000000-E		4820000000-E		4835000000-E	4840000000-N		4845000000-N		4905000000-N			
										WORK ZONE ADVANCE/GENERAL WARNING SIGNS SF	TEMPORARY TRAFFIC CONTROL LS	4" YELLOW PAINT LF	4" WHITE PAINT LF	6" WHITE PAINT LF	6" YELLOW PAINT LF	8" WHITE PAINT LF	8" YELLOW PAINT LF	24" WHITE PAINT LF	PAINT M&G ONLY EA	PAINT M&G SCHOOL EA	PAINT LT ARROW EA	PAINT STR & RT ARROW EA	PAINT STR ARROW EA	PAINT RT ARROW EA	PAINT STR & LT ARROW EA	SNOW PLOWABLE MARKERS EA
11CR.10991.22	Yadkin	1	US 421 NBL	FROM JOINT AT DEEP CREEK BRIDGE TO US 21	1	2	MD	2.71	32	218	1			57,235	28,620	1,720								198		
11CR.10991.22	Yadkin	2	US 601	FROM SR 1178 TO SR 1742	2	3	MU	0.07	37	54	*									6	2			10		
11CR.10991.22	Yadkin	3	US 601	FROM SR 1742 TO SR 1421	3	5	MU	0.22	65	54	*	5,640	6,820							12	4	20		35		
11CR.10991.22	Yadkin	4	US 601	FROM SR 1421 TO SR 1146	4	4	MU	0.42	48	54	*	21,120	21,120							8	8	8	2	30		
11CR.10991.22	Yadkin	5	US 601	FROM SR 1146 TO SR 1605	4	4	MU	0.61	48	54	*	13,300	4,220								12		12	48		
11CR.10991.22	Yadkin	6	US 601	FROM SR 1605 TO SR 1500	5	3	MU	0.33	36	54	*	6,970	6,970					100	8	12	8	4		6	40	
11CR.10991.22	Yadkin	7	US 601	FROM SR 1500 TO NCL YADKINVILLE	6	2	2WU	0.5	22	54	*	10,560	10,560					100						33		
<b>TOTAL FOR PROJ NO. 11CR.10991.22</b>										<b>542</b>	<b>1</b>	<b>57,590</b>	<b>49,690</b>	<b>57,235</b>	<b>28,620</b>	<b>1,720</b>		<b>760</b>	<b>8</b>	<b>12</b>	<b>34</b>	<b>30</b>	<b>28</b>	<b>2</b>	<b>18</b>	<b>394</b>
										<b>107,280</b>		<b>85,855</b>		<b>1,720</b>			<b>20</b>		<b>112</b>							
11CR.20991.22	Yadkin	8	SR 1314	FROM US 601 TO END OF THREE LANE	7	4	2WU	0.6	42	54	*	15,840	3,000					50			28	4				
11CR.20991.22	Yadkin	9	SR 1605	FROM SR 1634 TO SR 1700	8	2	2WU	0.53	24	54	*	11,194	10,200				150	50			8	4				
11CR.20991.22	Yadkin	10	SR 1605	FROM SR 1700 TO US 601	9	4	2WU	0.18	44	54	*	3,802	1,000					60			4	4				
11CR.20991.22	Yadkin	11	SR 1510	FROM NC 67 TO SR 1506	10	2	2WU	2.86	20	54	*	60,403	60,403											190		
<b>TOTAL FOR PROJ NO. 11CR.20991.22</b>										<b>216</b>		<b>91,239</b>	<b>74,603</b>				<b>150</b>	<b>160</b>		<b>40</b>	<b>12</b>				<b>190</b>	
										<b>165,842</b>				<b>150</b>			<b>52</b>									

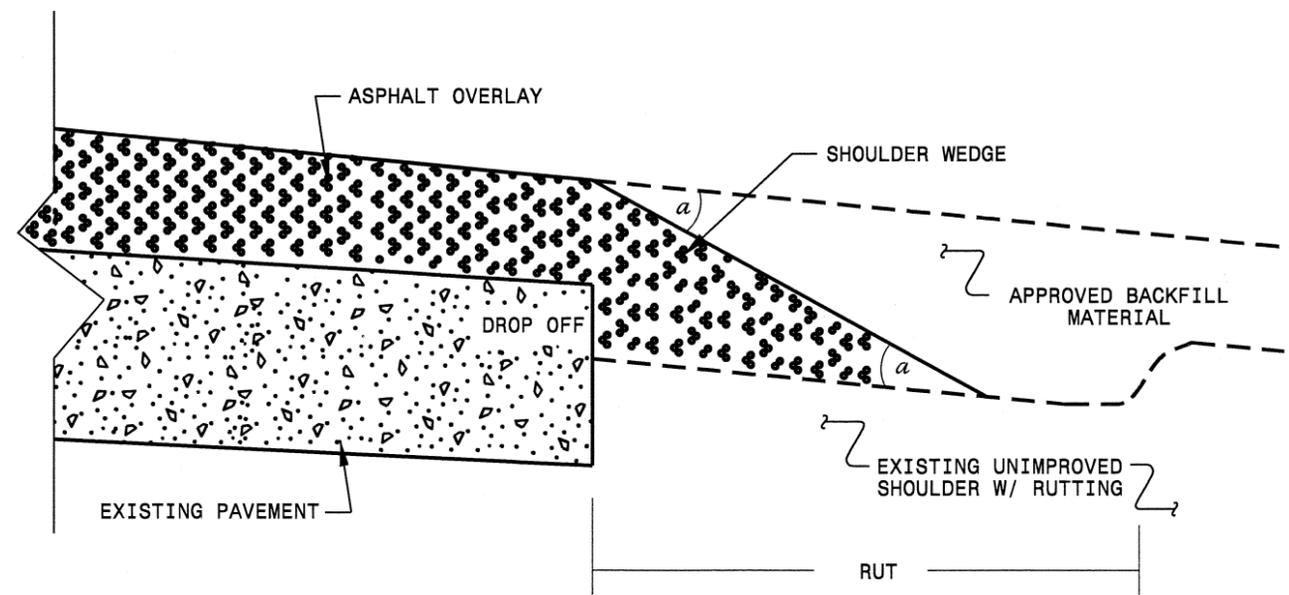
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

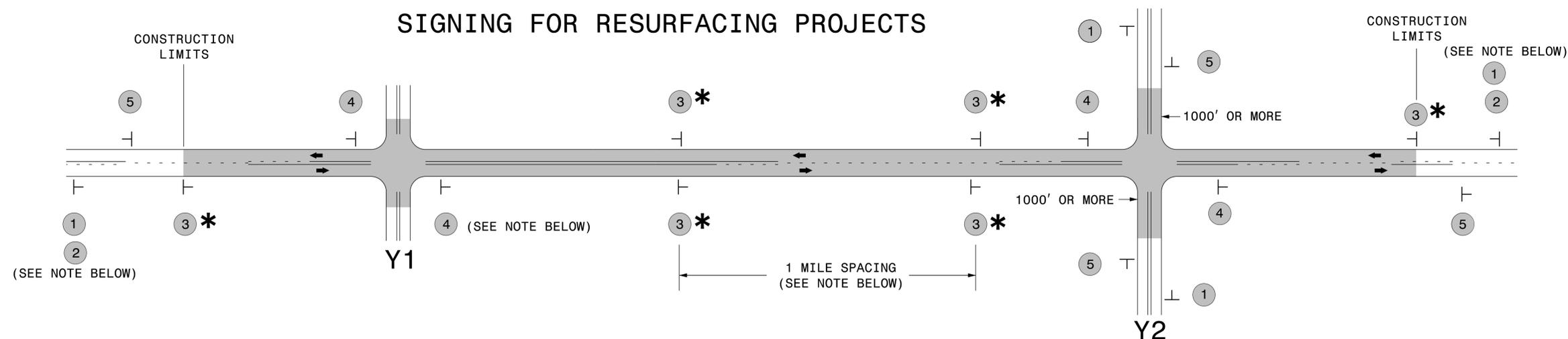
CONTRACT STANDARDS  
 AND DEVELOPMENT UNIT  
 Office 919-707-6950 FAX 919-250-4119

**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  
 CONSULTANTS  
 CONSULTANTS

# SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

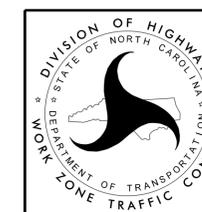
## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2		<p style="text-align: center;"><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <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 *		<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>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>
4		<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>
5		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>

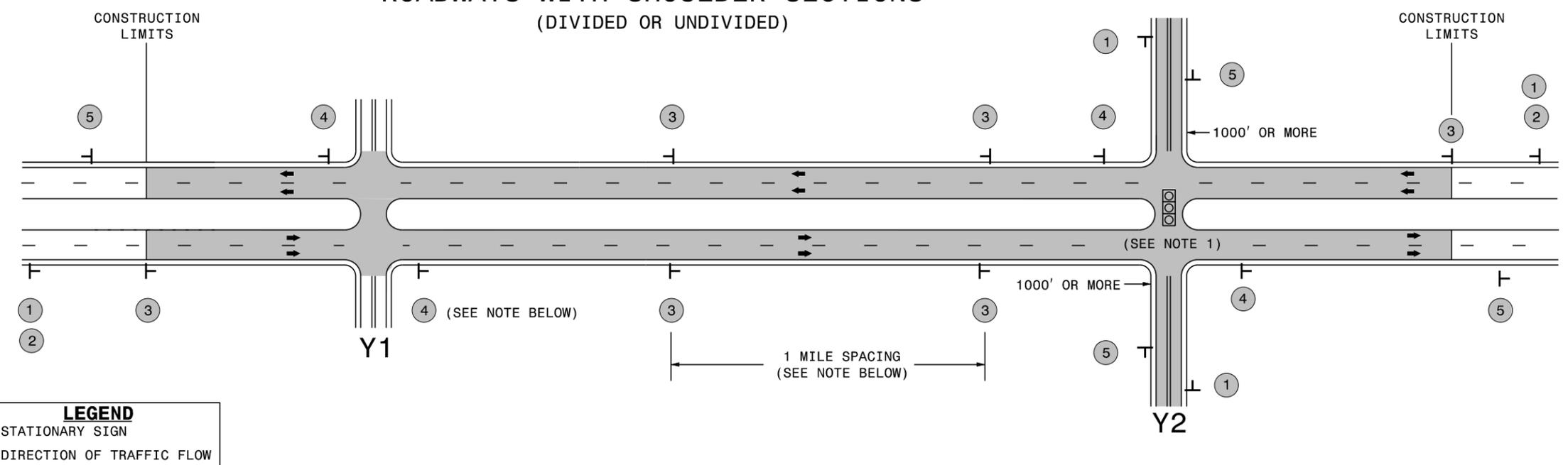
### \* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

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)



### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	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;"><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <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;">   <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><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol>
	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)**

2/24/2014 S:\TMU\WZTC\Resurfacing\2013Documents\New\_Procedures\_05\_09\_2013\Resurfacing\_AdvWarn\_UrSu\_Shldr.dgn User:rmgarrrett