



PROJECT REFERENCE NO.	SHEET NO.
DB00574	2

# LENOIR & GREENE COUNTIES

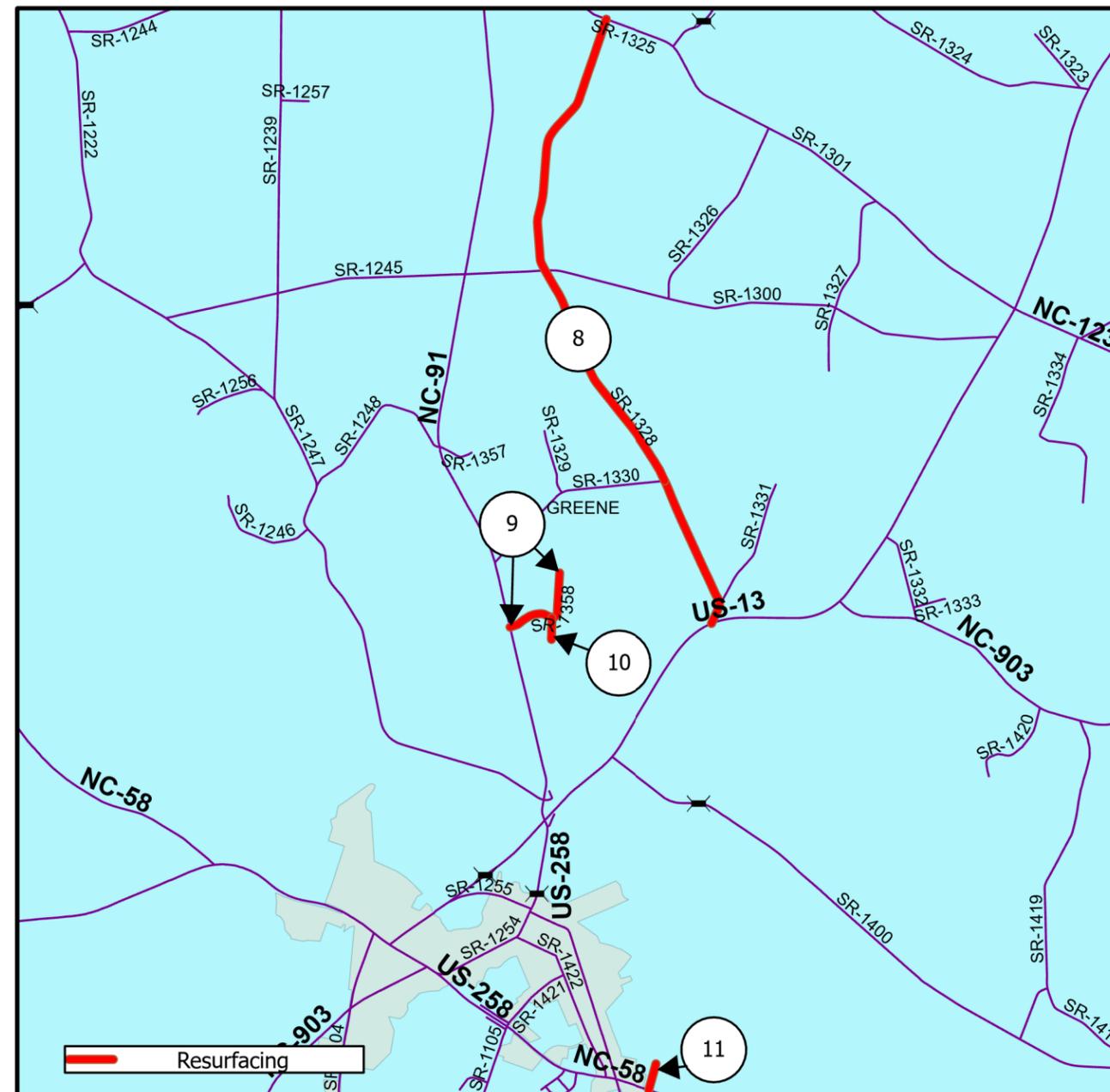
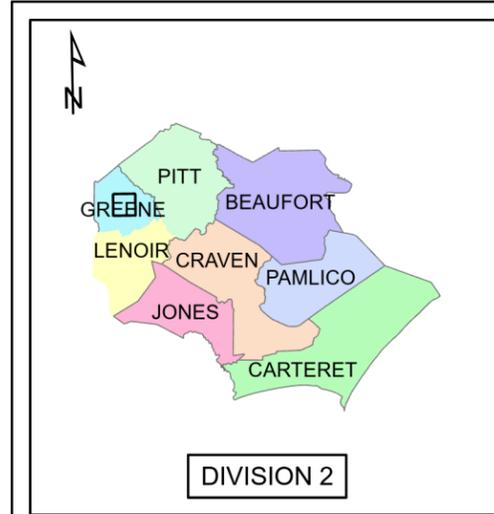
DB00574

WBS# 2024CPT.02.06.20541  
2024CPT.02.07.20401

TYPE OF WORK : MILL PATCHING, STRENGTHENING, RESURFACING,  
AND SHOULDER RECONSTRUCTION

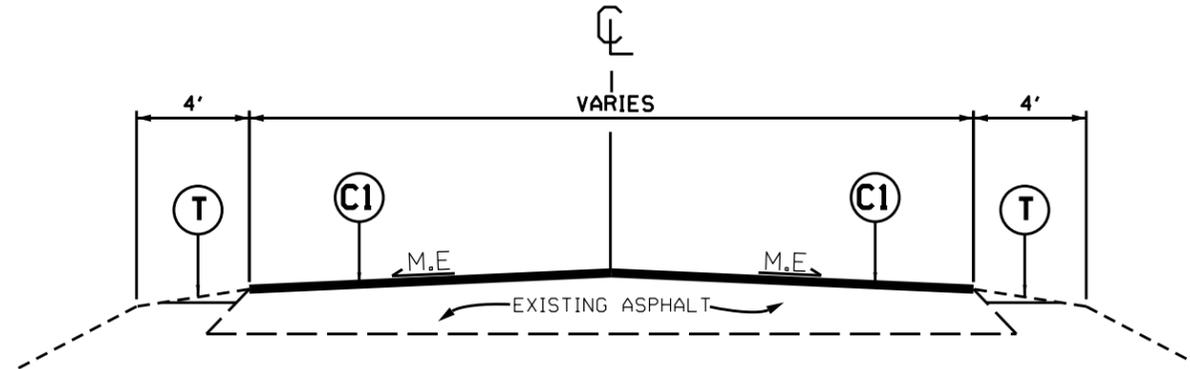


NCDOT  
DIVISION 2



## TYPICAL SECTION NO. 1

MAP 1 (STA. 17+83 TO 105+11),  
AND MAPS 3, 4, 5, 6, 7, 8 (STA. 0+00 TO 46+90), 10

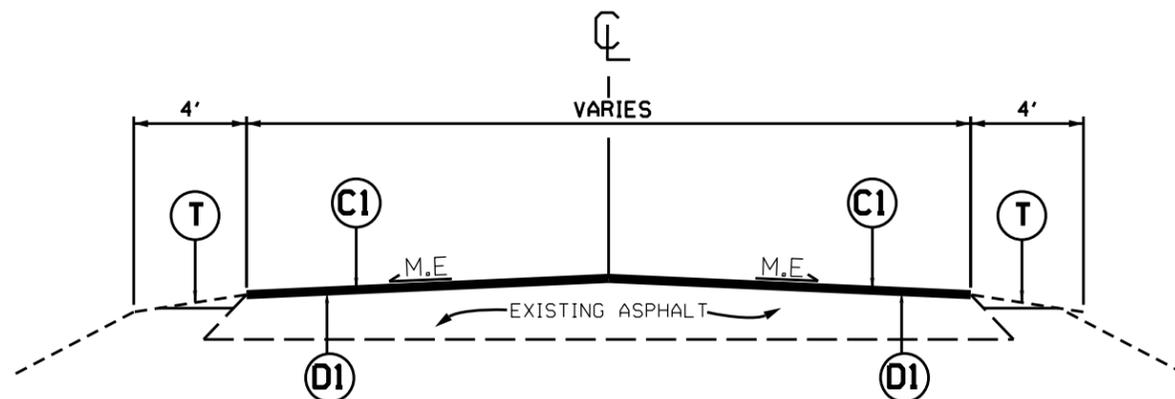


**NOTE:**

1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 5. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.
5. MILL AND FILL ENTIRE WIDTH OF ROADWAY ON MAP 3 FROM BEGIN C&G TO END C&G (STA. 49+81 TO STA. 53+75) AS DIRECTED BY THE ENGINEER.

## TYPICAL SECTION NO. 2

MAPS 2, 8 (STA. 46+90 TO 123+55 AND STA. 124+73 TO 207+65), AND 9



**NOTE:**

1. PLACE ASPHALT INTERMEDIATE COURSE I19.0C AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PLACE ASPHALT SURFACE COURSE S9.5B AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

### PAVEMENT SCHEDULE

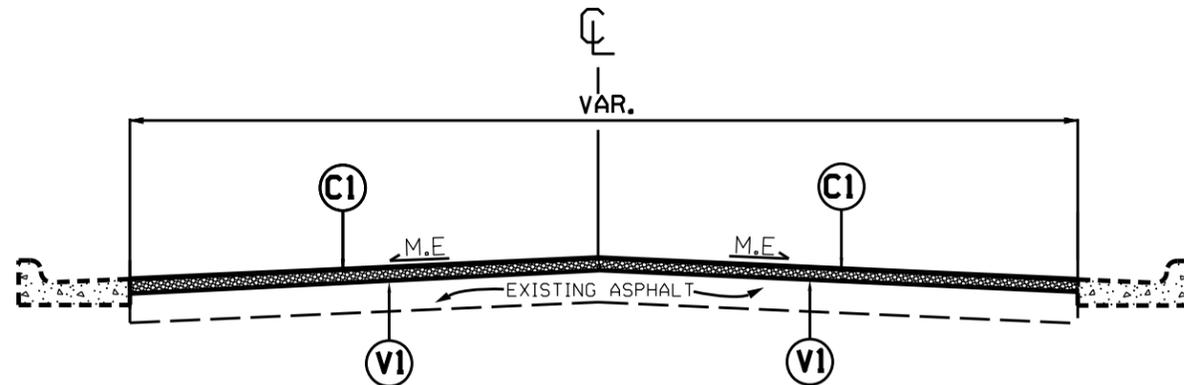
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 1.5" FOR THE ENTIRE WIDTH OF ROADWAY.

DRAWINGS NOT TO SCALE

*NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.*

## TYPICAL SECTION NO. 3

MAP 1 (STA. 0+00 TO 17+83)

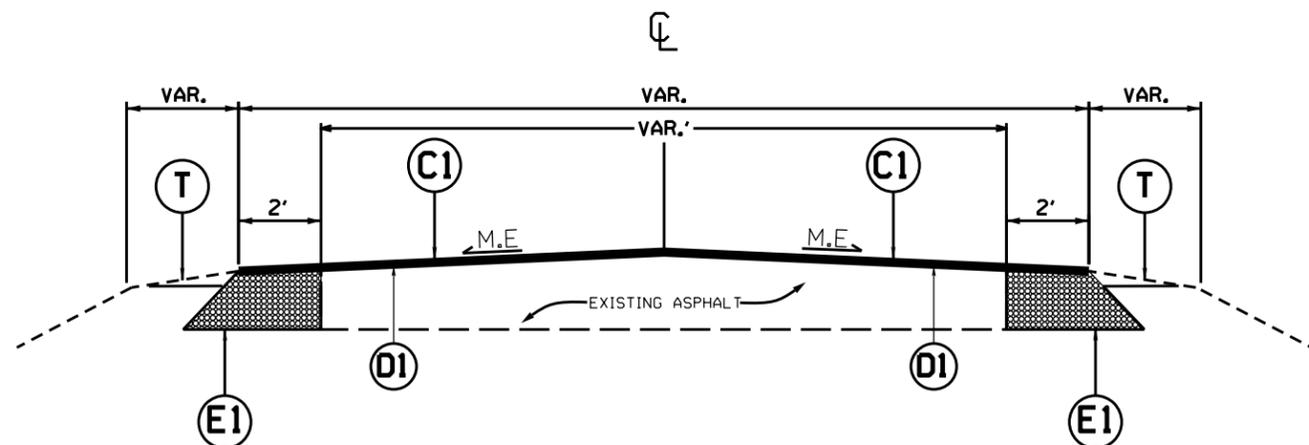


**NOTE:**

1. MILL FULL WIDTH OF EXISTING ASPHALT PAVEMENT WITHIN THE CURB AND GUTTER SECTION TO A DEPTH OF 1.5 INCHES, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE S9.5B AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.

## TYPICAL SECTION NO. 4

MAP 11



**NOTE:**

1. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PLACE ASPHALT INTERMEDIATE COURSE TYPE I19.0C AT FULL WIDTH OF PAVEMENT, INCLUDING NEW WIDENING
4. PLACE ASPHALT SURFACE COURSE TYPE S9.5B AT FULL WIDTH OF PAVEMENT, INCLUDING NEW WIDENING.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

### PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 1.5" FOR THE ENTIRE WIDTH OF ROADWAY.

DRAWINGS NOT TO SCALE

*NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.*

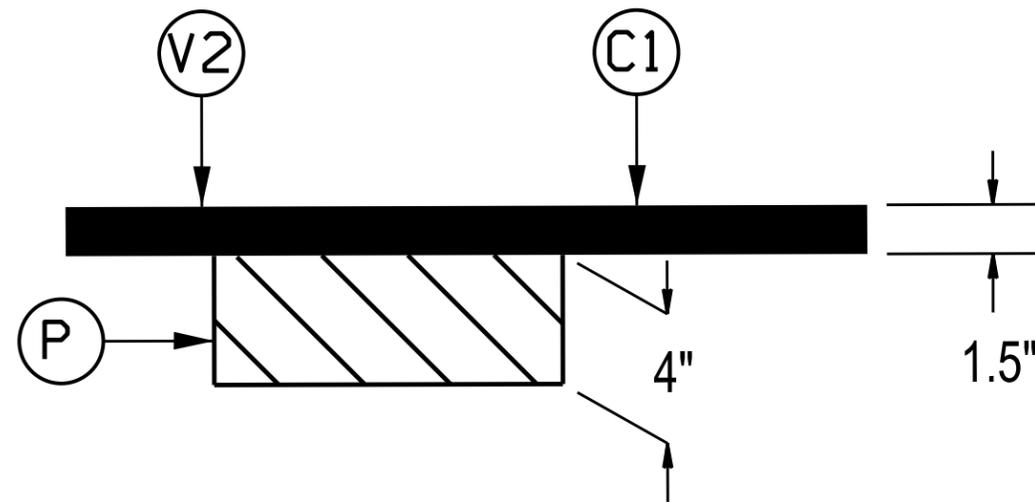
PROJECT NO.	SHEET NO.	TOTAL NO.
DB00574	5	

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL	WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	
										MI	FT	EA	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS	EA	EA	LF	LF	AC	EA	SF	LS		
2024CPT.02.06.20541	Lenoir	1	SR-1552 / HILLCREST RD	FROM US 70 BUS TO SR 1557 HULL RD	1&3	2	2WU	NO	NO	1.99	18	80	100	3.98	4,950	250			1,992	129			1	318	100	1.99	1	225	0.16	
<b>TOTAL FOR MAP NO. 1</b>										<b>1.99</b>		<b>80</b>	<b>100</b>	<b>3.98</b>	<b>4,950</b>	<b>250</b>			<b>1,992</b>	<b>129</b>			<b>1</b>	<b>318</b>	<b>100</b>	<b>1.99</b>	<b>1</b>	<b>225</b>	<b>0.16</b>	
2024CPT.02.06.20541	Lenoir	2	SR-1557 / HULL RD	FROM US 70 BUS TO US 258	2	2	2WU	NO	NO	2.81	25	169	141	5.62		500		6,110	3,581	526			2			3.51		315	0.23	
<b>TOTAL FOR MAP NO. 2</b>										<b>2.81</b>		<b>169</b>	<b>141</b>	<b>5.62</b>		<b>500</b>		<b>6,110</b>	<b>3,581</b>	<b>526</b>			<b>2</b>			<b>3.51</b>		<b>315</b>	<b>0.23</b>	
2024CPT.02.06.20541	Lenoir	3	SR-1572 / ROUSE RD	FROM SR 1557 HULL RD TO SR 1573 DOBBS FARM RD	1	2	2WU	NO	NO	1.83	23	73	92	3.66		3,000			2,419	170	257	6	15			1.83	1	205	0.15	
<b>TOTAL FOR MAP NO. 3</b>										<b>1.83</b>		<b>73</b>	<b>92</b>	<b>3.66</b>		<b>3,000</b>			<b>2,419</b>	<b>170</b>	<b>257</b>	<b>6</b>	<b>15</b>			<b>1.83</b>	<b>1</b>	<b>205</b>	<b>0.15</b>	
2024CPT.02.06.20541	Lenoir	4	SR-1665 / PINWOOD DR	FROM CUL-DE-SAC TO SR 1555 KELLY RD	1	2	2WU	NO	NO	0.33	20	13	17	0.66		125			356	25	24					0.33	1	125	0.03	
<b>TOTAL FOR MAP NO. 4</b>										<b>0.33</b>		<b>13</b>	<b>17</b>	<b>0.66</b>		<b>125</b>			<b>356</b>	<b>25</b>	<b>24</b>					<b>0.33</b>	<b>1</b>	<b>125</b>	<b>0.03</b>	
2024CPT.02.06.20541	Lenoir	5	SR-1676 / ST JOHN CIR	FROM CUL-DE-SAC TO SR 1555 KELLY RD	1	2	2WU	NO	NO	0.26	20	10	13	0.52		125			281	26	164					0.26		125	0.02	
<b>TOTAL FOR MAP NO. 5</b>										<b>0.26</b>		<b>10</b>	<b>13</b>	<b>0.52</b>		<b>125</b>			<b>281</b>	<b>26</b>	<b>164</b>					<b>0.26</b>		<b>125</b>	<b>0.02</b>	
2024CPT.02.06.20541	Lenoir	6	SR-1677 / STOKES CIR	FROM CUL-DE-SAC TO SR 1676 ST JOHN CIR	1	2	2WU	NO	NO	0.3	20	12	15	0.60					334	30	148					0.30		125	0.02	
<b>TOTAL FOR MAP NO. 6</b>										<b>0.3</b>		<b>12</b>	<b>15</b>	<b>0.60</b>					<b>334</b>	<b>30</b>	<b>148</b>					<b>0.30</b>		<b>125</b>	<b>0.02</b>	
2024CPT.02.06.20541	Lenoir	7	SR-1678 / REYNOLDS LN	FROM SR 1665 PINWOOD DR TO SR 1677 STOKES CIR	1	2	2WU	NO	NO	0.08	21	3	4	0.16					95	6						0.08		125	0.01	
<b>TOTAL FOR MAP NO. 7</b>										<b>0.08</b>		<b>3</b>	<b>4</b>	<b>0.16</b>					<b>95</b>	<b>6</b>						<b>0.08</b>		<b>125</b>	<b>0.01</b>	
<b>TOTAL FOR PROJ NO. 2024CPT.02.06.20541</b>										<b>7.6</b>		<b>360</b>	<b>382</b>	<b>15.20</b>		<b>4,950</b>	<b>4,000</b>		<b>6,110</b>	<b>9,058</b>	<b>912</b>	<b>593</b>	<b>8</b>	<b>17</b>	<b>318</b>	<b>100</b>	<b>8.30</b>	<b>3</b>	<b>1,245</b>	<b>0.62</b>
2024CPT.02.07.20401	Greene	8	SR-1328 / NEWELL RD	FROM US 13 TO SR 1325 VANDIFORD THOMAS RD	1&2	2	2WU	NO	NO	3.91	21	235	196	7.82		500		5,068	4,048	506			1	626	200	4.89	1	440	0.31	
<b>TOTAL FOR MAP NO. 8</b>										<b>3.91</b>		<b>235</b>	<b>196</b>	<b>7.82</b>		<b>500</b>		<b>5,068</b>	<b>4,048</b>	<b>506</b>			<b>1</b>	<b>626</b>	<b>200</b>	<b>4.89</b>	<b>1</b>	<b>440</b>	<b>0.31</b>	
2024CPT.02.07.20401	Greene	9	SR-1358 / SCHOOL DR	FROM CUL-DE-SAC TO NC 91	2	2	2WU	NO	NO	0.51	21	31	26	1.02		350		924	560	81			2			0.64		125	0.04	
<b>TOTAL FOR MAP NO. 9</b>										<b>0.51</b>		<b>31</b>	<b>26</b>	<b>1.02</b>		<b>350</b>		<b>924</b>	<b>560</b>	<b>81</b>			<b>2</b>			<b>0.64</b>		<b>125</b>	<b>0.04</b>	
2024CPT.02.07.20401	Greene	10	SR-1359 / REBEL RD	FROM DEAD END TO SR 1358 SCHOOL DR	1	2	2WU	NO	NO	0.11	18	4	6	0.22					141	9						0.11		125	0.01	
<b>TOTAL FOR MAP NO. 10</b>										<b>0.11</b>		<b>4</b>	<b>6</b>	<b>0.22</b>					<b>141</b>	<b>9</b>						<b>0.11</b>		<b>125</b>	<b>0.01</b>	
2024CPT.02.07.20401	Greene	11	SR-1444 / CAROLINA DR	FROM NC 58 TO END MAINTENANCE	4	2	2WU	NO	NO	0.23	21	14	12	0.46		125	194	494	293	51		1				0.29		125	0.02	
<b>TOTAL FOR MAP NO. 11</b>										<b>0.23</b>		<b>14</b>	<b>12</b>	<b>0.46</b>		<b>125</b>	<b>194</b>	<b>494</b>	<b>293</b>	<b>51</b>		<b>1</b>				<b>0.29</b>		<b>125</b>	<b>0.02</b>	
<b>TOTAL FOR PROJ NO. 2024CPT.02.07.20401</b>										<b>4.76</b>		<b>284</b>	<b>240</b>	<b>9.52</b>		<b>975</b>	<b>194</b>	<b>6,486</b>	<b>5,042</b>	<b>647</b>		<b>1</b>	<b>3</b>	<b>626</b>	<b>200</b>	<b>5.93</b>	<b>1</b>	<b>815</b>	<b>0.38</b>	
<b>GRAND TOTAL</b>										<b>12.36</b>		<b>644</b>	<b>622</b>	<b>24.72</b>		<b>4,950</b>	<b>4,975</b>	<b>194</b>	<b>12,596</b>	<b>14,100</b>	<b>1,559</b>	<b>593</b>	<b>9</b>	<b>20</b>	<b>944</b>	<b>300</b>	<b>14.23</b>	<b>4</b>	<b>2,060</b>	<b>1</b>

4" MILL PATCHING	STA.	STA.	WIDTH	LOC.	MAP
	0+00	0+31		FULL WIDTH	3
	0+31	0+46		FULL WIDTH	3
	0+46	0+88		FULL WIDTH	3
	34+00	34+76	11'	RT.	3
	40+31	40+72	11'	RT.	3
	41+68	44+11	11'	RT.	3
	4+86	5+23		FULL WIDTH	4
	7+13	7+33	7'	RT.	4
	7+79	8+61		FULL WIDTH	5
	8+81	9+35		FULL WIDTH	5
	10+07	10+51		FULL WIDTH	5
	11+46	11+74	10'	LT.	5
	12+17	12+60		FULL WIDTH	5
	12+78	13+48		FULL WIDTH	5
	2+63	2+79	10'	LT.	6
	3+32	4+42		FULL WIDTH	6
	12+73	14+77	10'	LT.	6
	12+73	13+89	10'	RT.	6

## 4" DEPTH MILL PATCHING DETAIL MAPS 3, 4, 5, AND 6

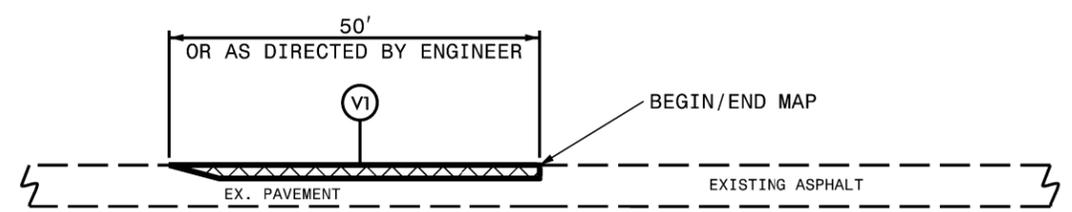


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
V2	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B25.0C
DRAWINGS NOT TO SCALE	

NOTE:

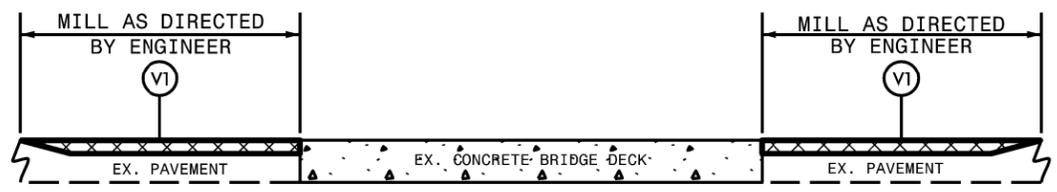
1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 4" DEPTH MILL PATCHING.
2. THE CONTRACTOR SHALL PERFORM THE MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON SHEET 5, AND AS DIRECTED BY THE ENGINEER.

# MILLING TYPICALS



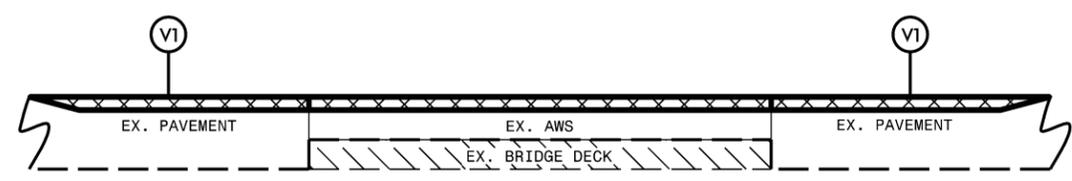
**DETAIL 1**  
BEGIN/END MAP TIE-IN

**NOTE:**  
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 2**  
BRIDGE MILLING

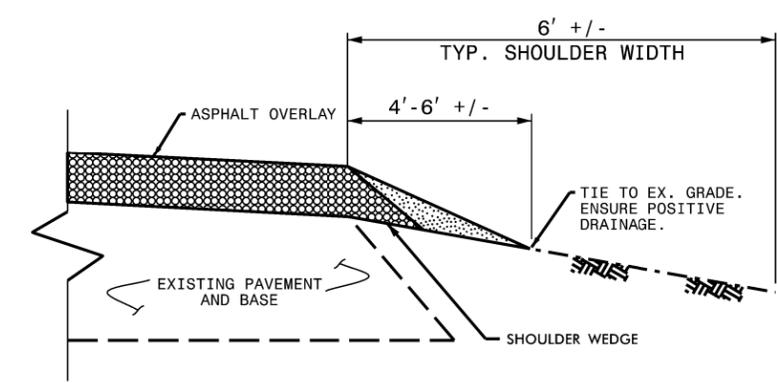
**NOTE:**  
1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 3**  
BRIDGE MILLING

**NOTE:**  
1. INCLUDES MILLING FOR THE ENTIRE WIDTH OF THE BRIDGE WEARING SURFACE, AS DIRECTED BY THE ENGINEER.

# SHOULDER RECONSTRUCTION TYPICAL

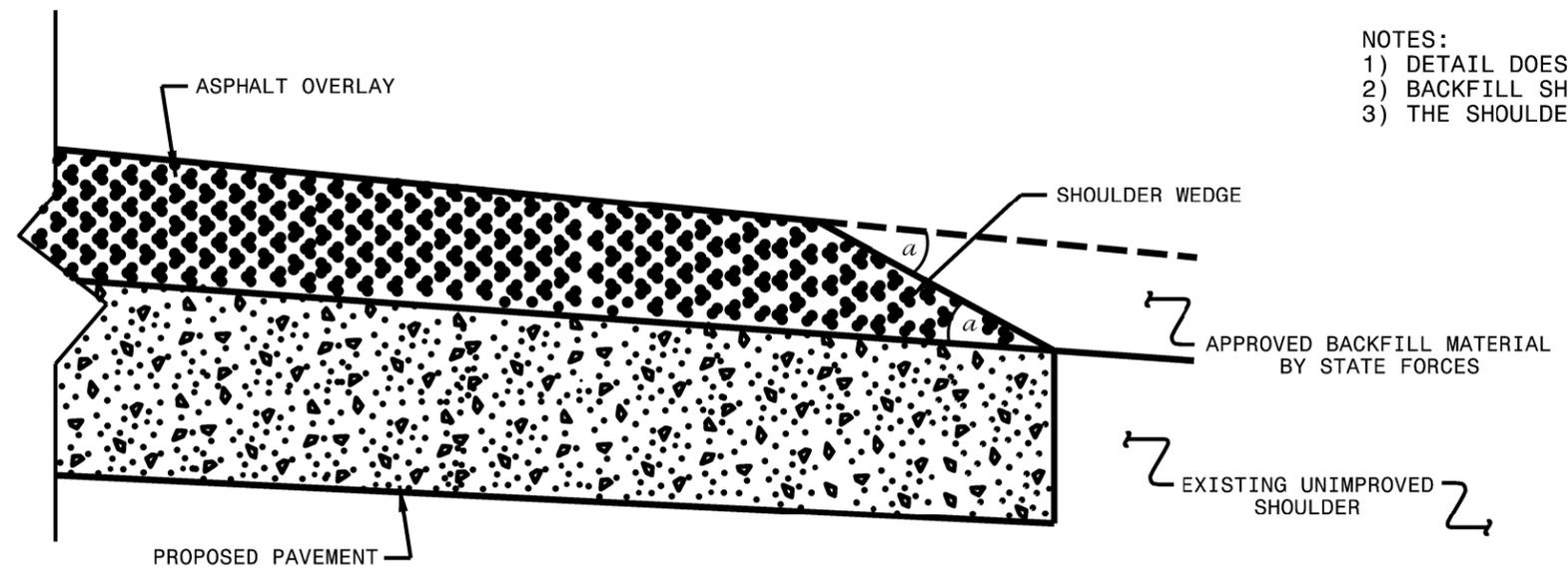


**SHOULDER RECONSTRUCTION DETAIL**

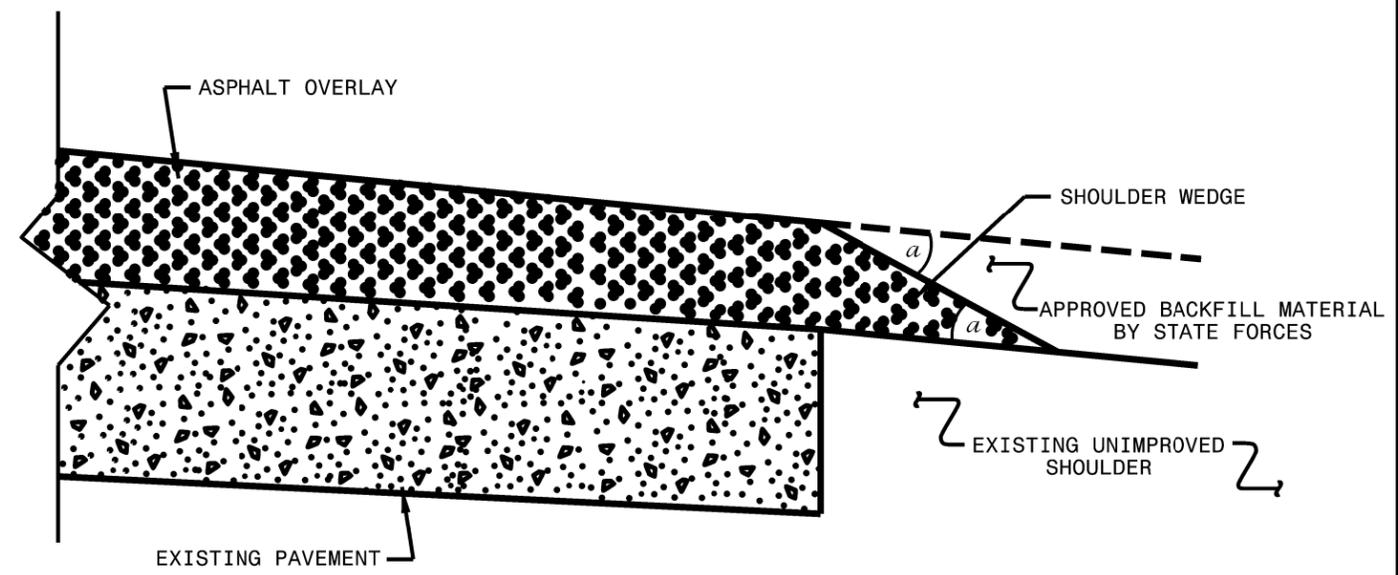
**NOTE:**

1. SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
2. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
3. REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

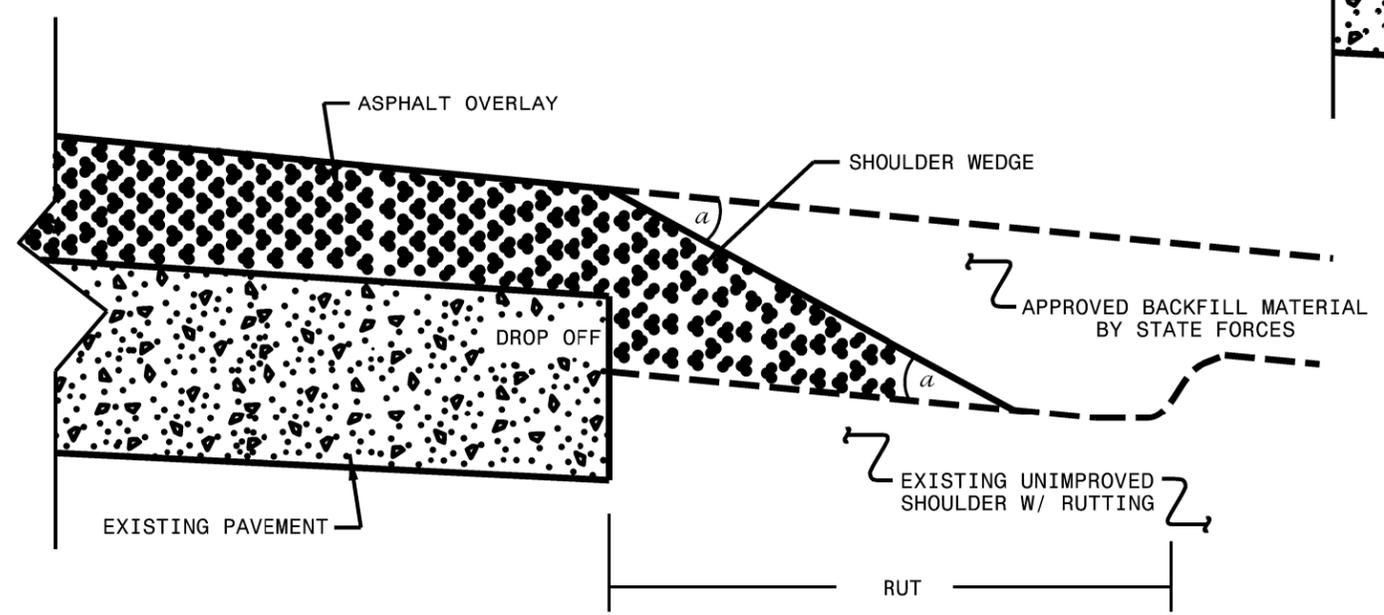
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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)

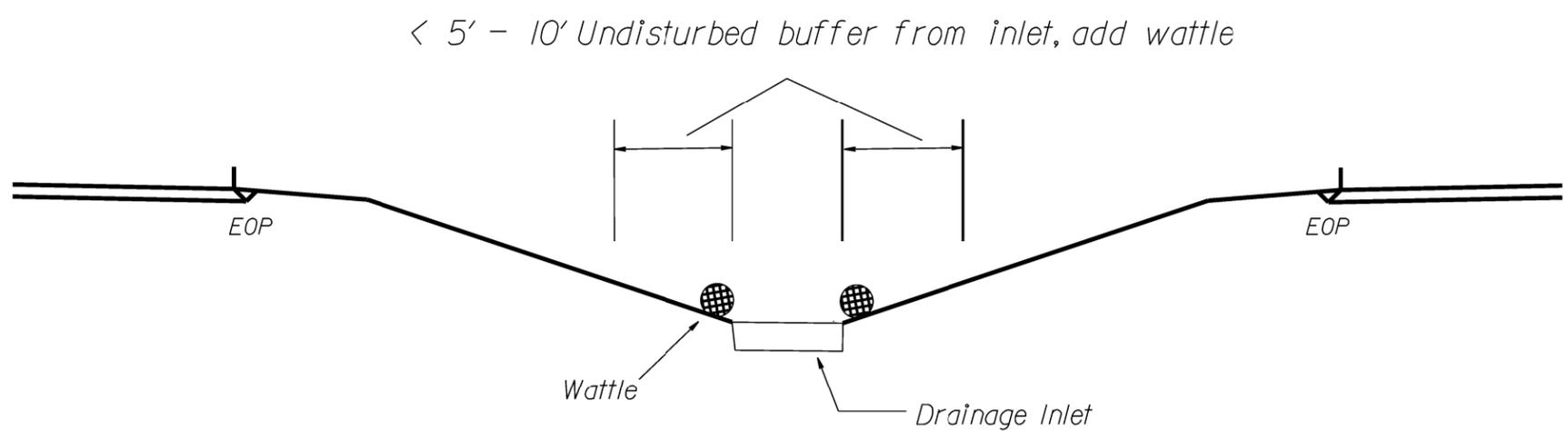
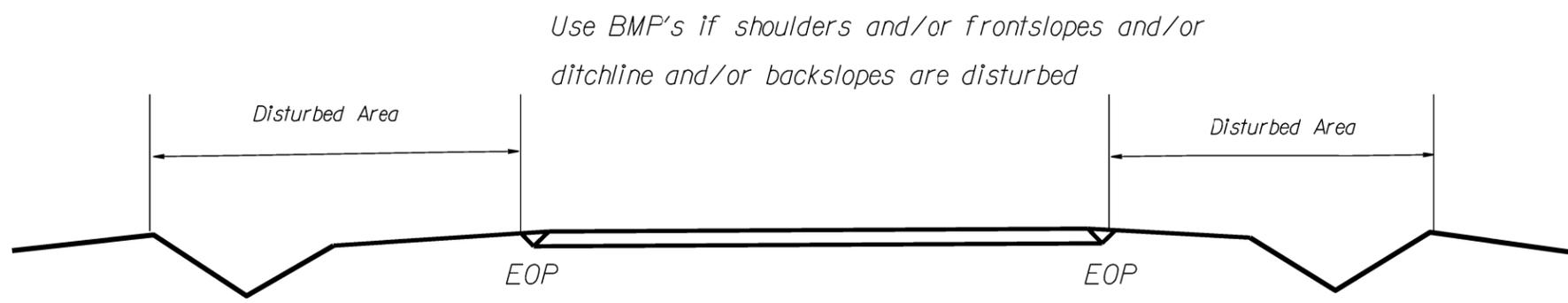
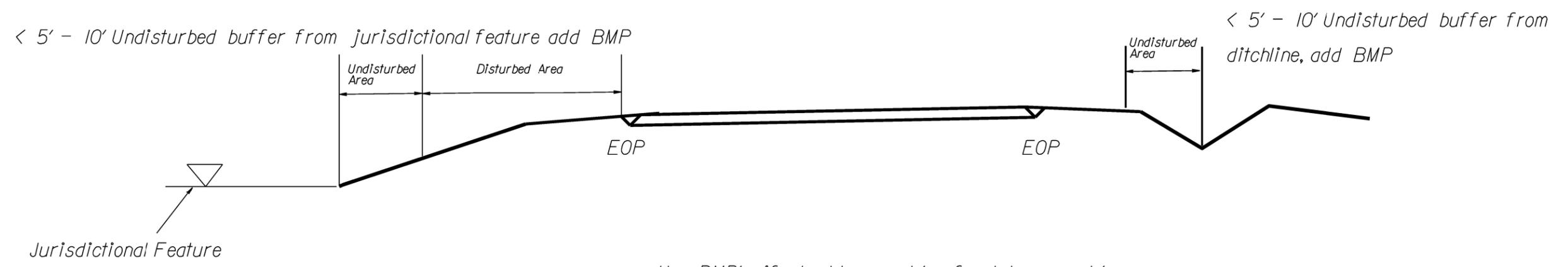
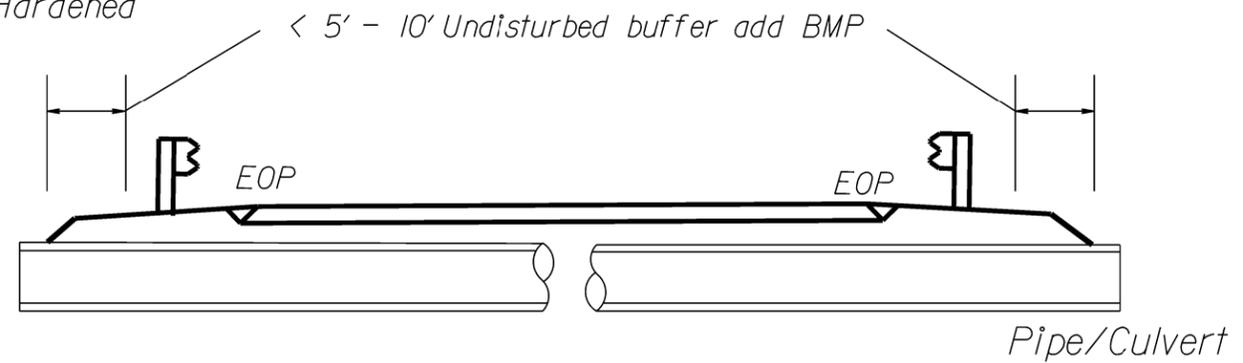
- SHOULDER WEDGE ANGLE = 30°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 10/16/12
CHECKED BY:	DATE:
FILE SPEC: s:\usr\detail\stand\shou\decrwedgedetail1.dwg	

NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

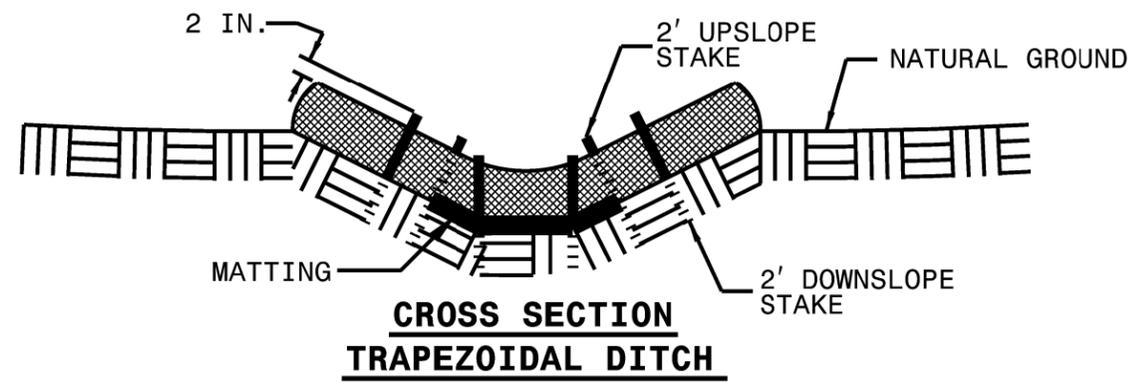
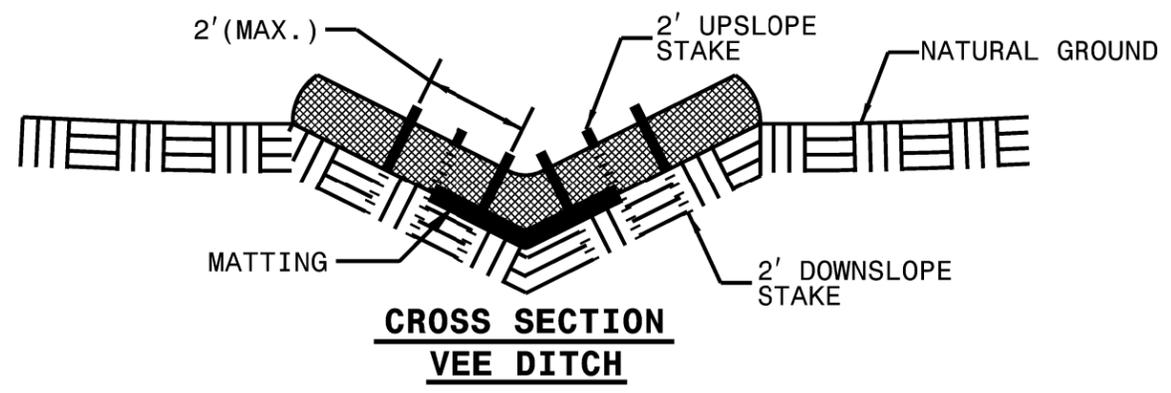
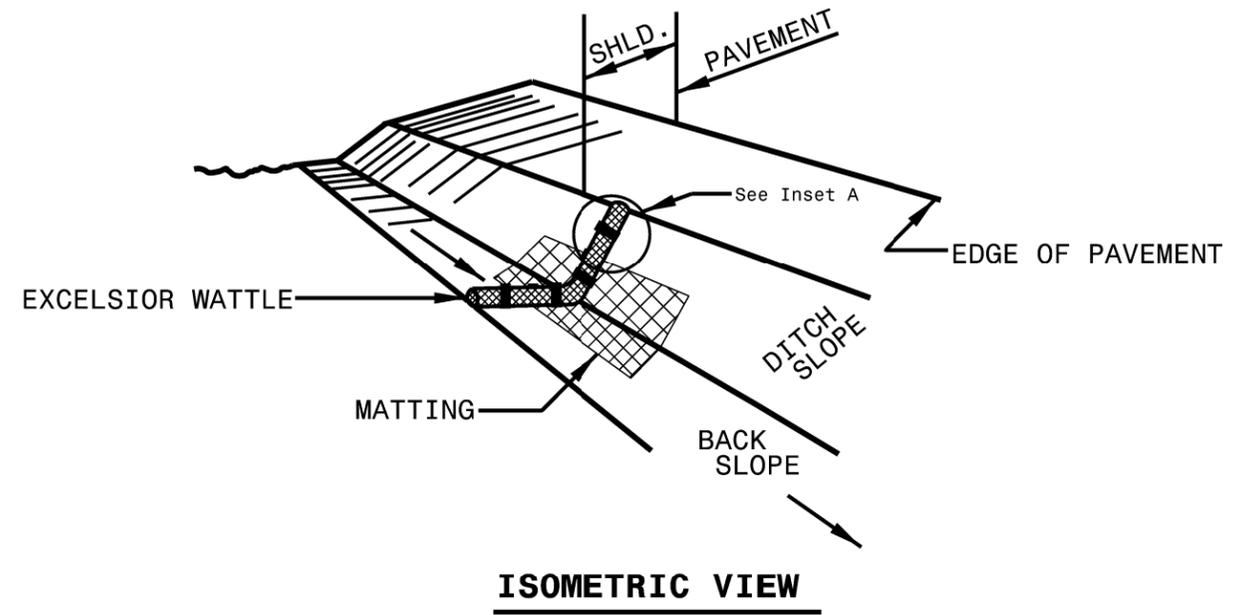
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

# EROSION CONTROL DETAIL



NOT TO SCALE

# WATTLE DETAIL



NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

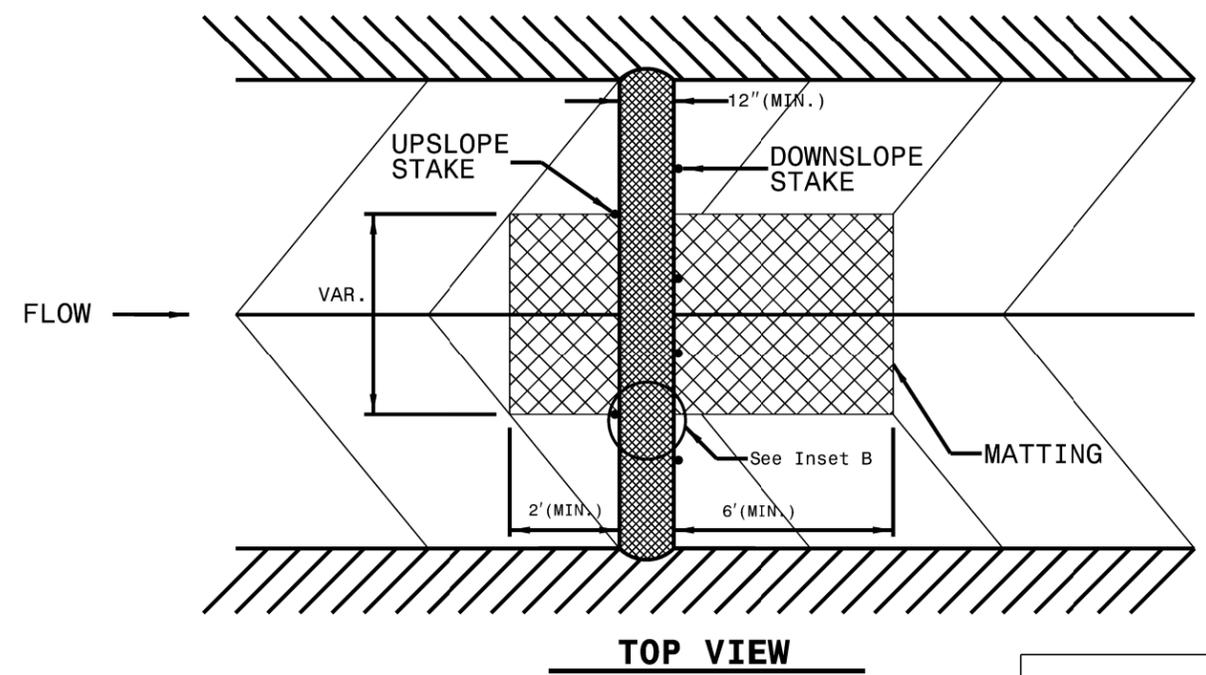
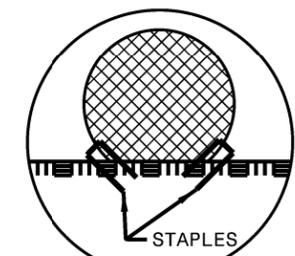
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

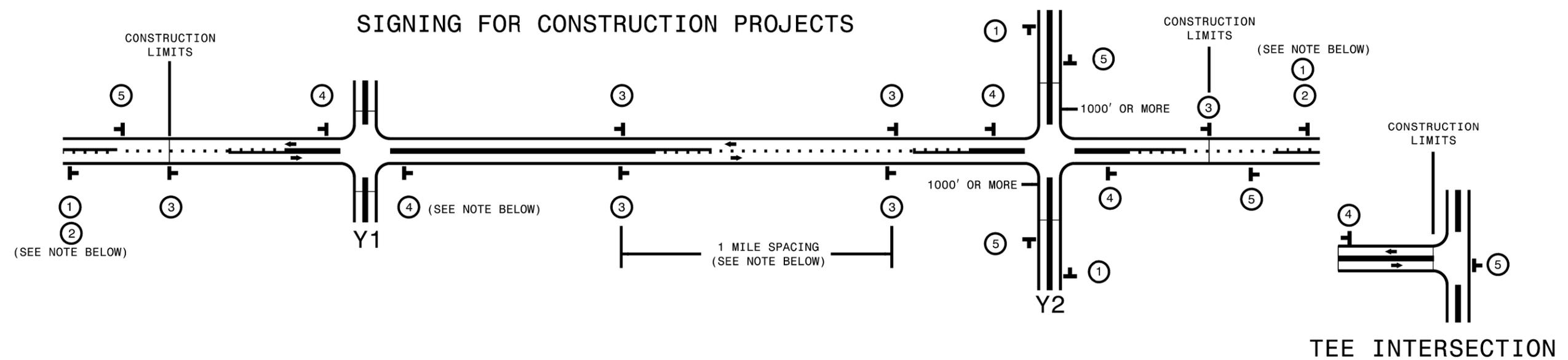
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



NOT TO SCALE

# SIGNING FOR CONSTRUCTION PROJECTS



LEGEND	
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	2	3	4	5		
						<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</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>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>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 SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>		
	<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</p> <p>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- 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>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</p>		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>				
	<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 SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>		
<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</p> <p>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- 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>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</p>		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>					