

JONES COUNTY / ONSLOW COUNTY

RESURFACING CONTRACT:

DB00286

WBS: 2016CPT.02.51.10521.1 (JONES CO.)

WBS: 2016CPT.03.39.10671 (ONSLow CO.)

PROJECT REFERENCE NO.	SHEET NO.
2016CPT.02.51.10521.1	1
2016CPT.03.39.10671	

LOCATION:

MAP 1 - US-17 / FROM APPROX. 5406LF N. OF THE INTERSECTION OF SR-1330 TO THE JONES CO. LINE.

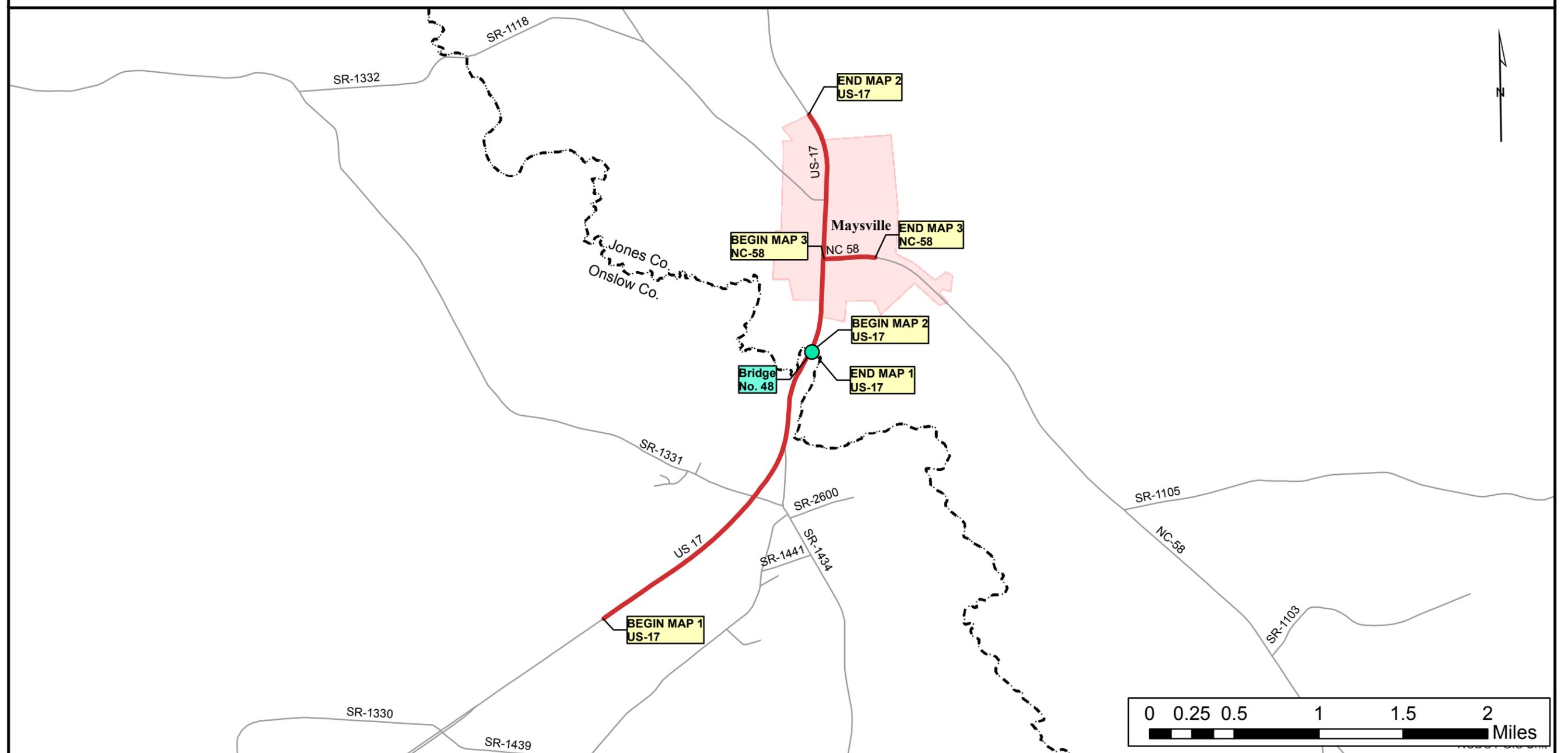
MAP 2 - US-17 / NC-58 FROM THE ONSLOW CO. LINE TO END CURB AND GUTTER N. OF MAYSVILLE.

MAP 3 - NC-58 / FROM THE INTERSECTION OF US-17 TO THE END OF CURB AND GUTTER.

TYPE OF WORK: MILLING, PAVEMENT REPAIR, RESURFACING, SHOULDER RECONSTRUCTION & PAVEMENT MARKINGS.

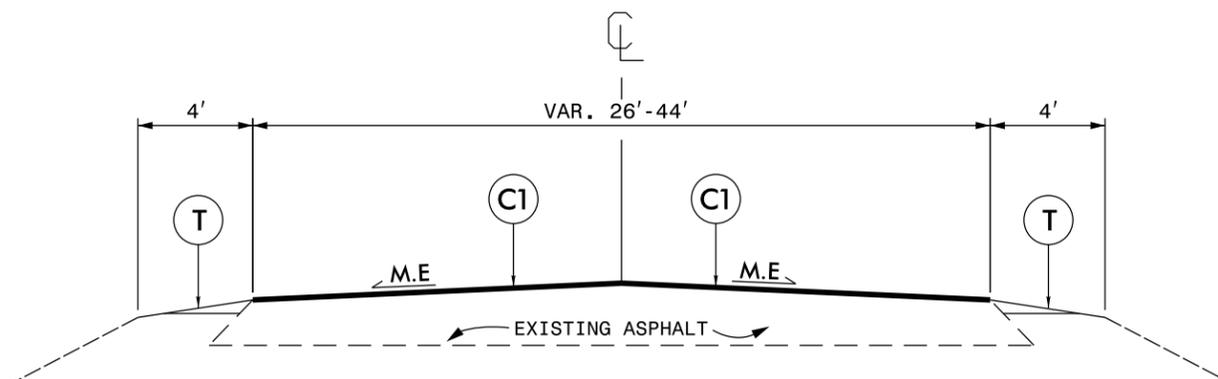


NCDOT
DIVISION 2



TYPICAL SECTION NO. 1

MAP 1 - US-17 0+00 - 96+04 (END BRIDGE)
 MAP 2 - US-17 96+04 (END BRIDGE) - 113+42 (BEG C&G)

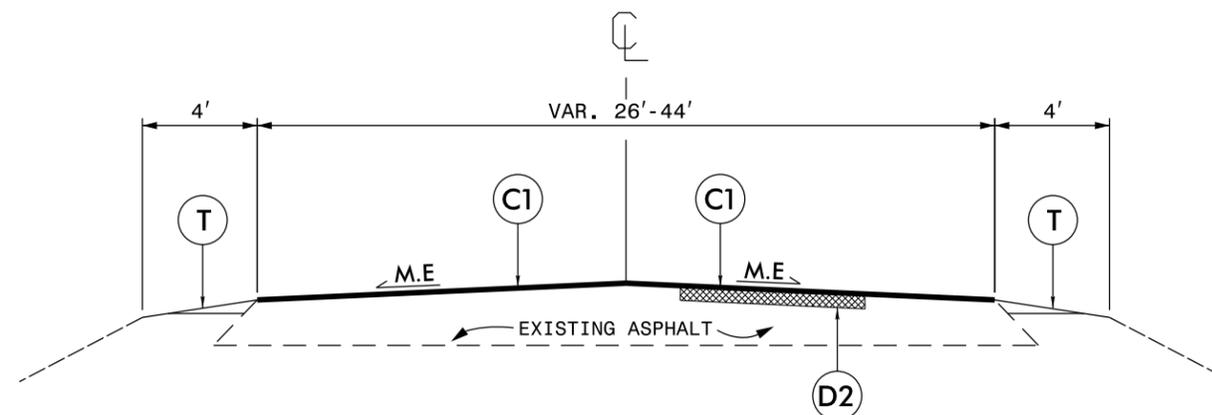


NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 1.

TYPICAL SECTION NO. 3

MAP 1 - US-17 67+73 - 69+51 (NBL)
 SR-1434 - 0+00 - 0+80 (SBL - AT INTERSECTION OF US-17)

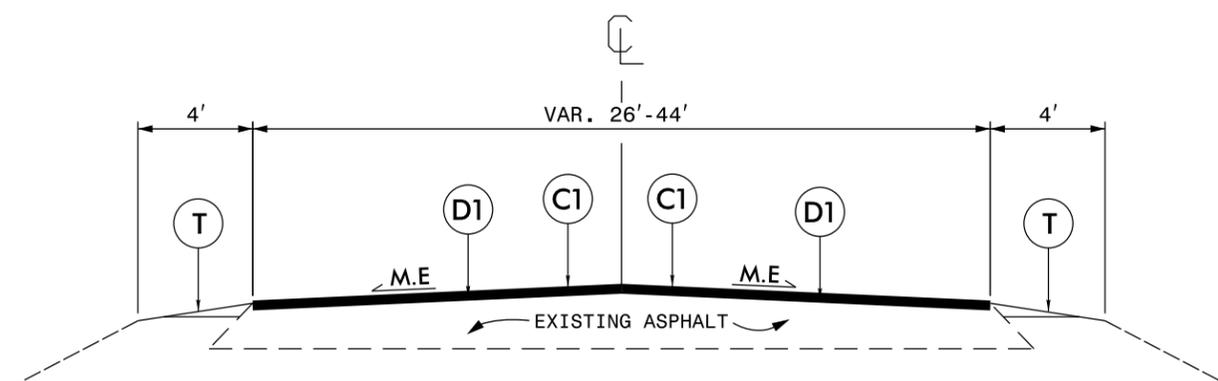


NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES 4" PATCHING USING I19.0B AT VARIOUS LOCATIONS, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER. SEE DETAIL 1.

TYPICAL SECTION NO. 2

MAP 1 - US-17
 LEVELING LOCATIONS:
 32+90 - 33+55 69+51 - 70+53
 73+55 - 74+20 77+72 - 78+86
 82+04 - 82+74 84+59 - 85+08
 88+64 - 90+49 90+49 - 93+81



NOTE:

1. PLACE ASPHALT CONCRETE SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES ASPHALT CONCRETE INTERMEDIATE LEVELING COURSE AT VARIOUS WIDTHS AND LOCATIONS, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 1.

PAVEMENT SCHEDULE

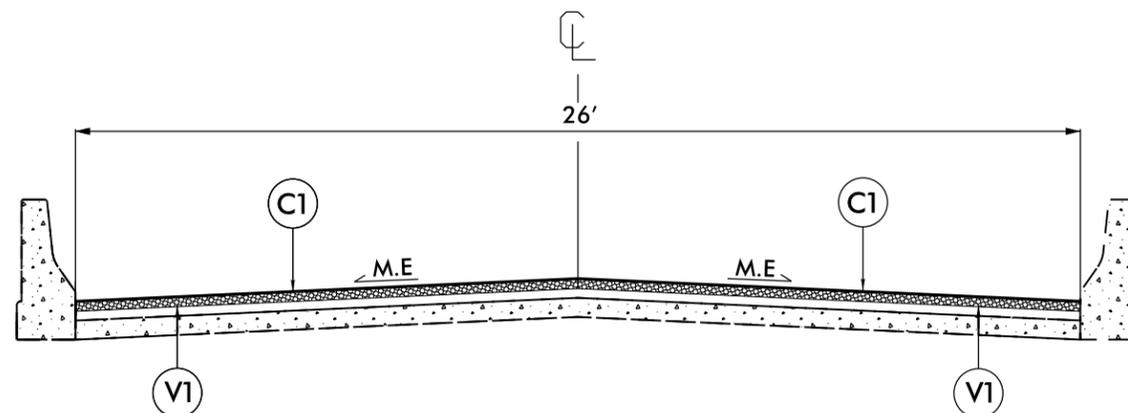
C1	PROP. APPROX. 1 3/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 196 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, (LEVELING COURSE) AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD. AT VARIOUS LOCATIONS AS DIRECTED BY THE ENGINEER.
D2	PATCHING EXISTING PAVEMENT - PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. AT VARIOUS LOCATIONS, AS DIRECTED BY THE ENGINEER.
V1	MILLING DEPTH 1 3/4" FOR THE ENTIRE WIDTH OF ROADWAY.
V2	INCIDENTAL MILLING
T	SHOULDER RECONSTRUCTION

DRAWINGS NOT TO SCALE

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

TYPICAL SECTION NO. 4

MAP 1 - US-17 93+81 (BEG BRIDGE) TO 96+04 (END BRIDGE)

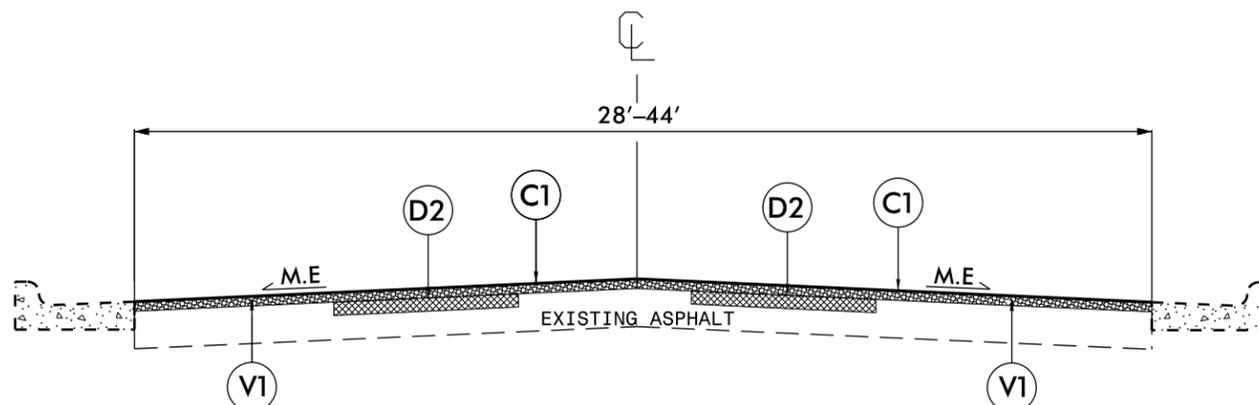


NOTE:

1. MILL 1 3/4" FOR THE ENTIRE WIDTH OF THE ROADWAY AT BRIDGE NO. 48, AS DIRECTED BY THE ENGINEER. (SEE DETAIL 2, SHEET 4)
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.

TYPICAL SECTION NO. 5

MAP 2 - US-17 113+42 (BEG C&G) - 177+44 (END C&G)
 MAP 3 - NC-58 0+00 - 13+60 (END C&G)



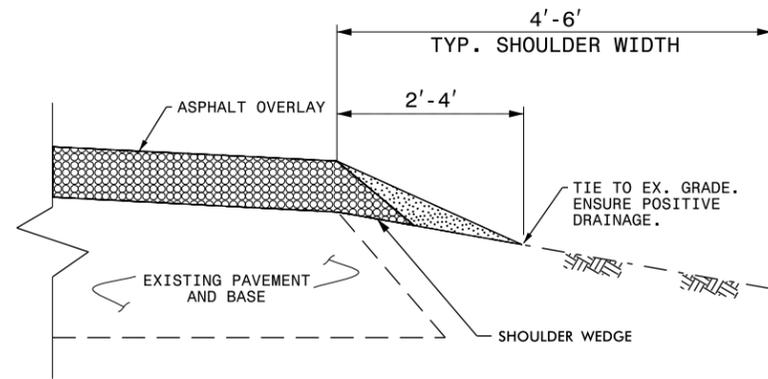
NOTE:

1. MILL FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES 4" MILL AND PATCH USING I19.0B AT VARIOUS LOCATIONS, AS DIRECTED BY THE ENGINEER.
4. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 1.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 3/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 196 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, (LEVELING COURSE) AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD. AT VARIOUS LOCATIONS AS DIRECTED BY THE ENGINEER.
D2	PATCHING EXISTING PAVEMENT - PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. AT VARIOUS LOCATIONS, AS DIRECTED BY THE ENGINEER.
V1	MILLING DEPTH 1 3/4" FOR THE ENTIRE WIDTH OF ROADWAY.
V2	INCIDENTAL MILLING
T	SHOULDER RECONSTRUCTION
DRAWINGS NOT TO SCALE	

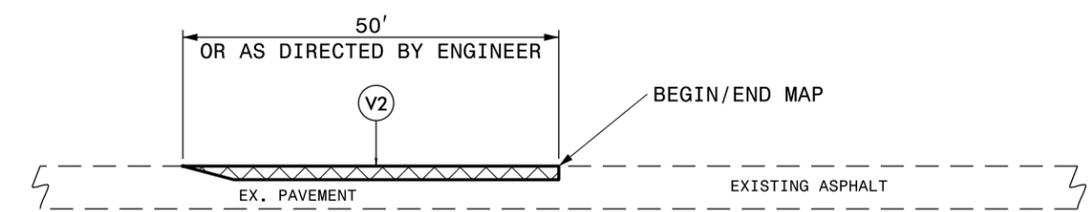
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



SHOULDER RECONSTRUCTION DETAIL

NOTE:

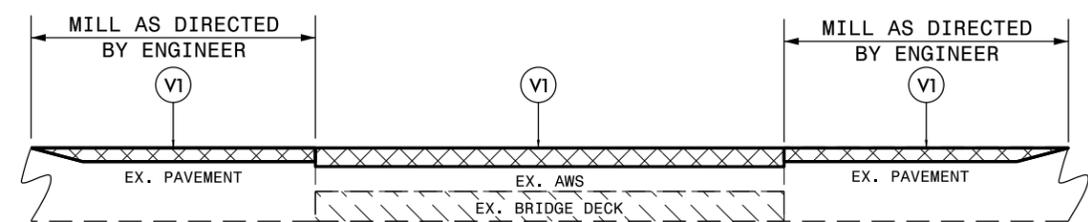
1. SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
2. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE 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.



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

NOTE:

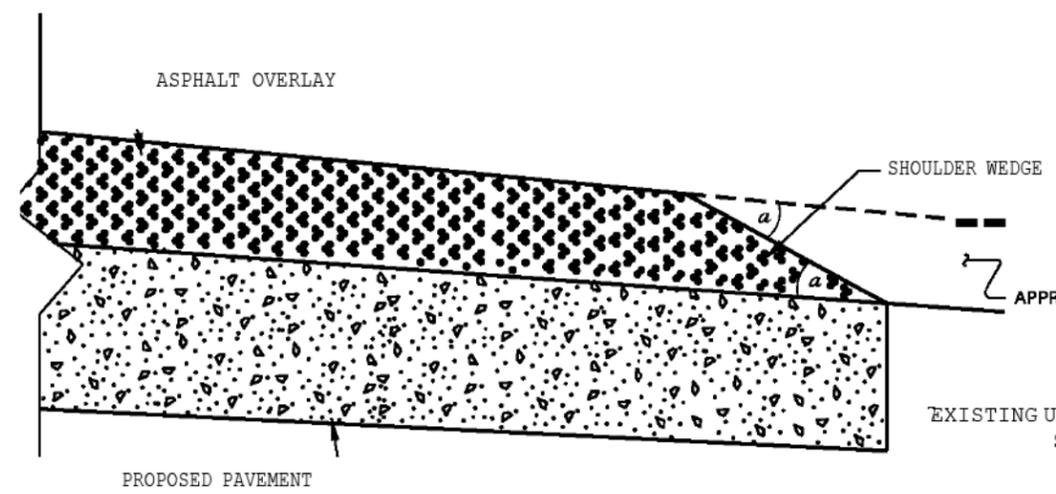
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS, AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



**DETAIL 2
BRIDGE MILLING**

NOTE:

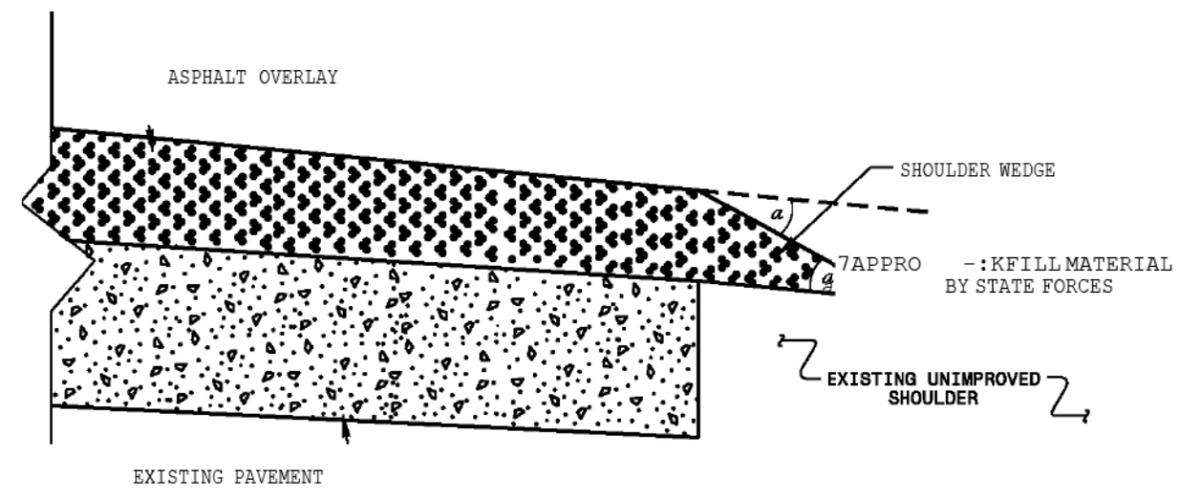
1. MILLING SHALL BE PERFORMED AT ONSLOW CO. BRIDGE NUMBER 48, AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



- 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.

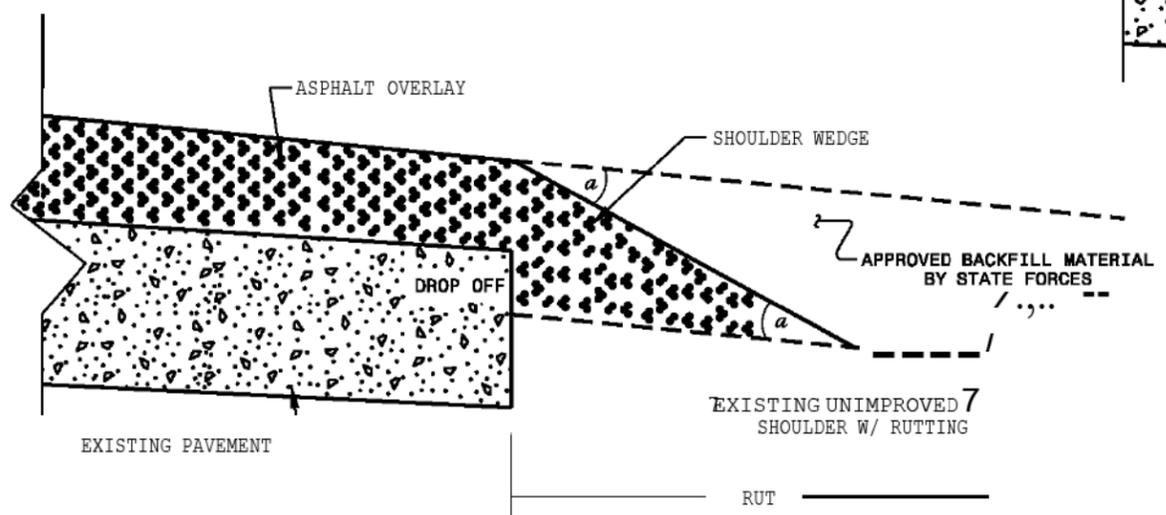
SHOULDER WEDGE DETAIL

(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

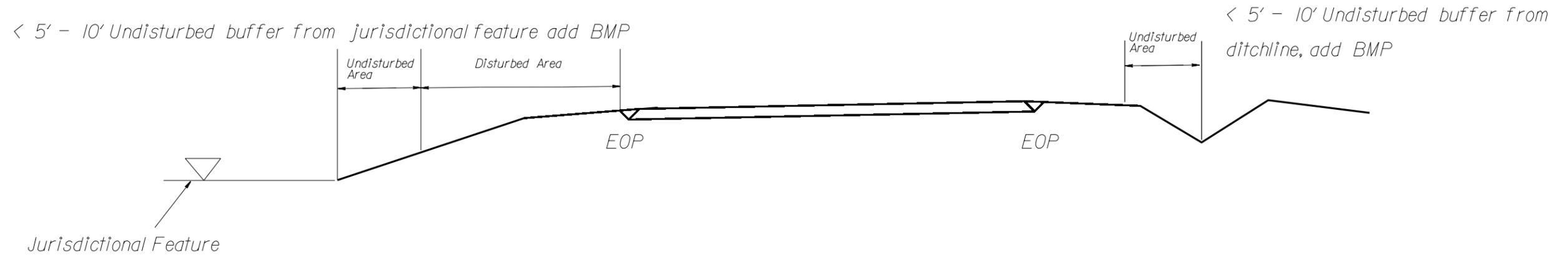
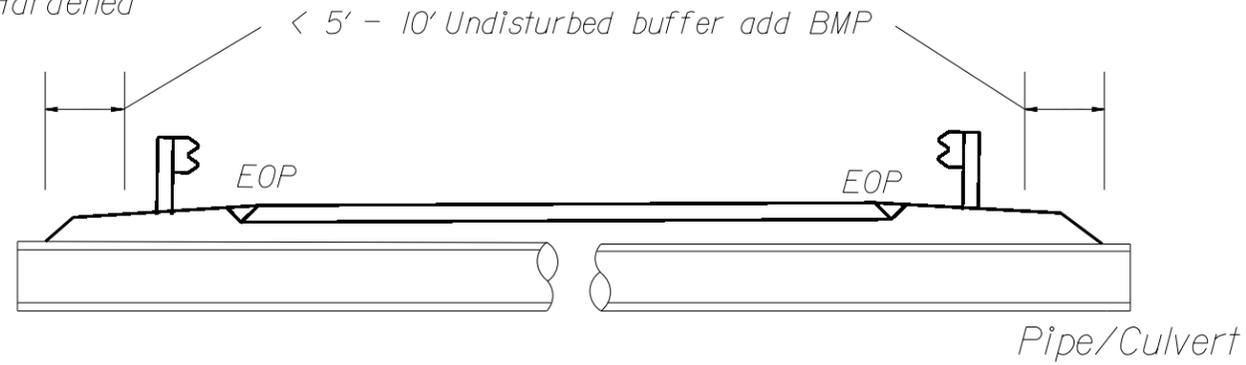
SHOULDER WEDGE DETAILS

ORIGINAL BY: TBPPELL DATE: 7-19-11
MODIFIED BY: DATE: 10/16/12
CHECKED BY: DATE:

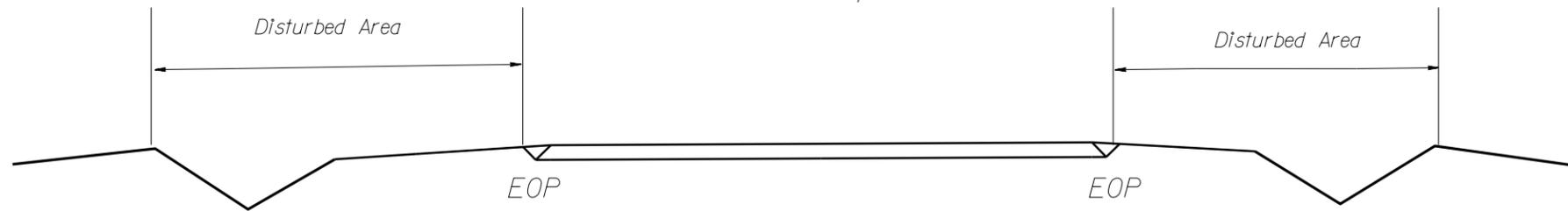
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

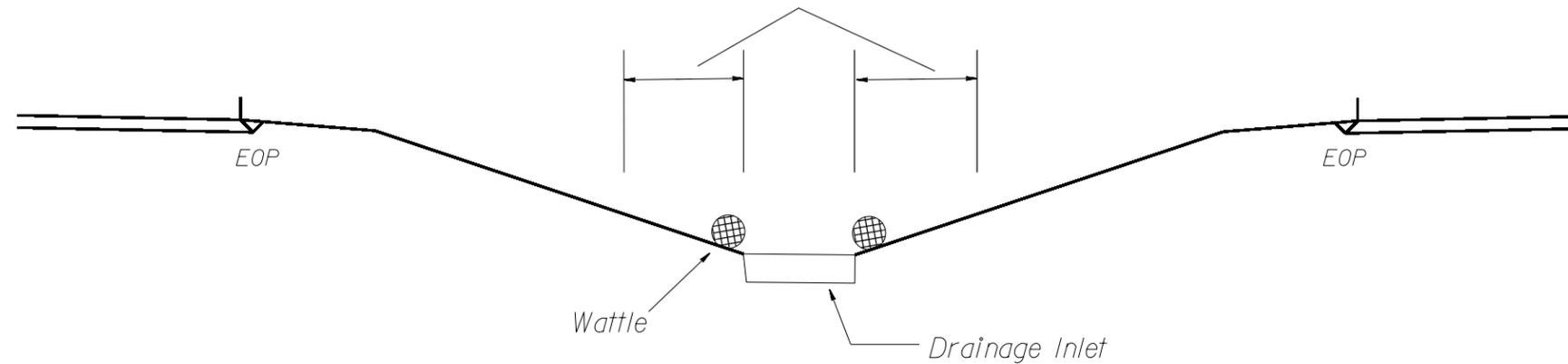
EROSION CONTROL DETAIL



Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed

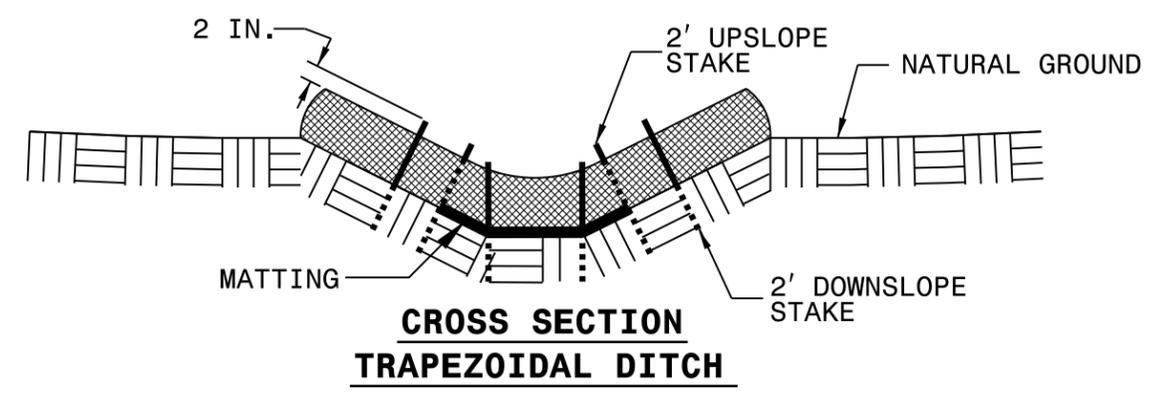
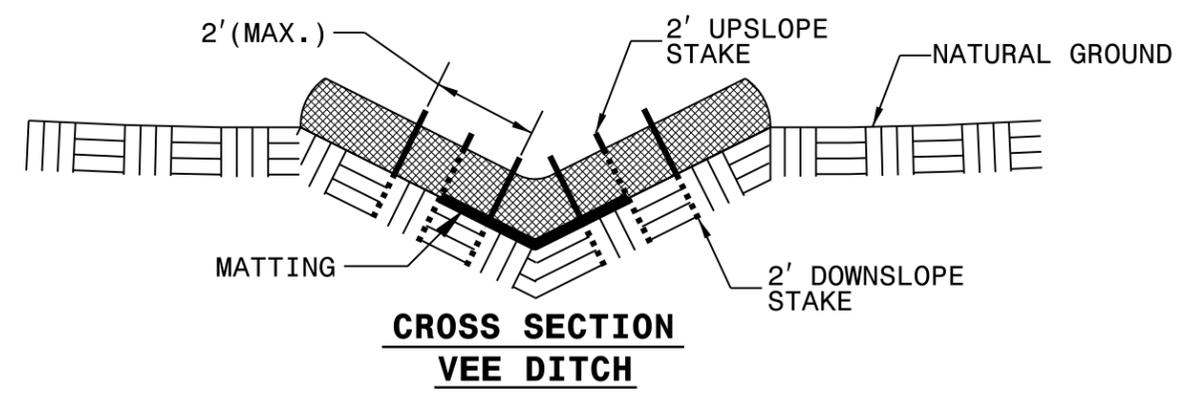
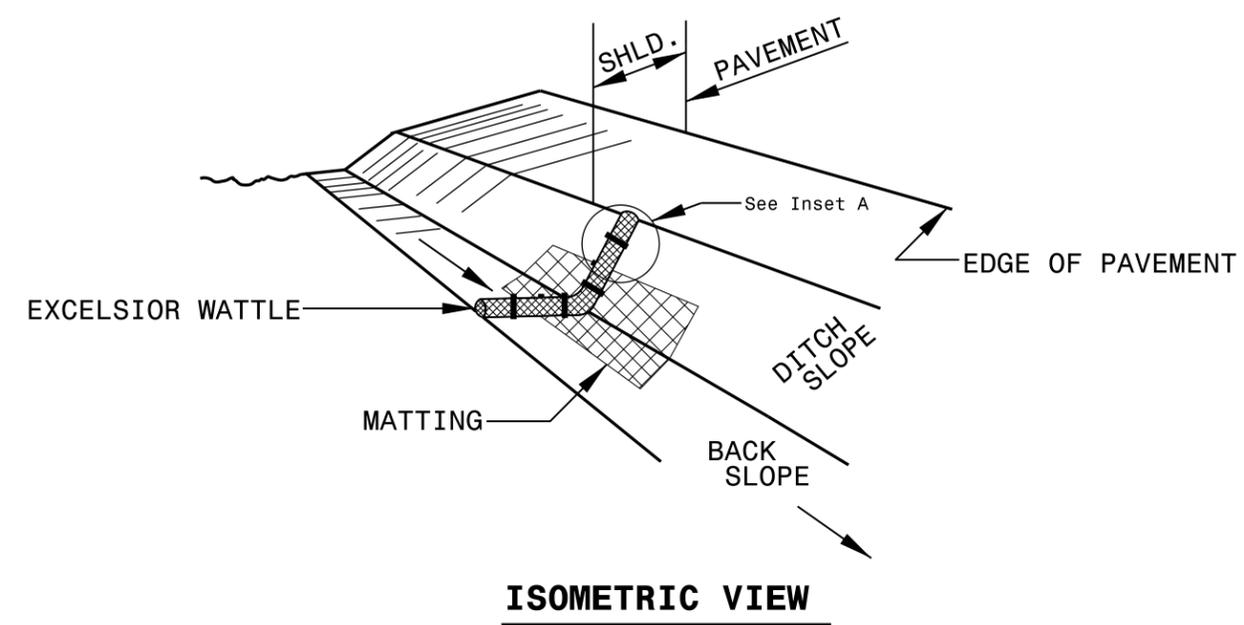


< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

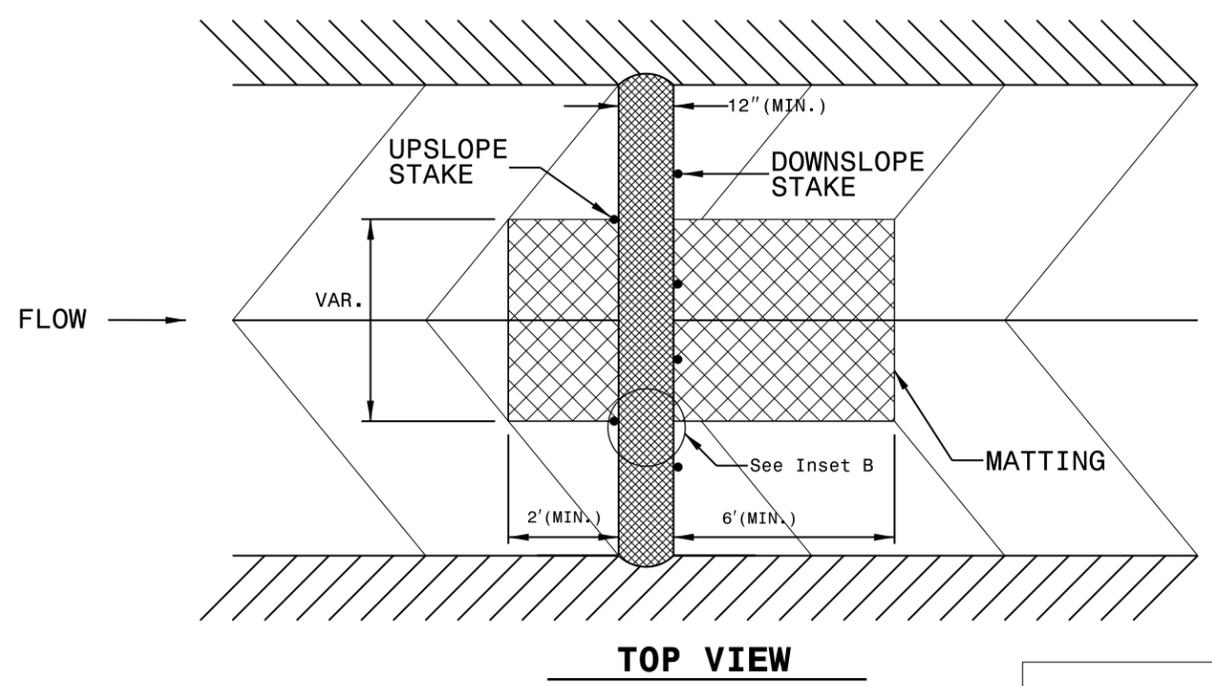
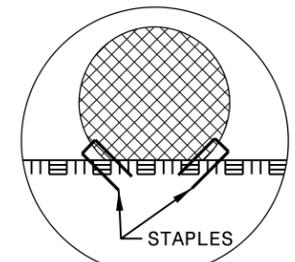
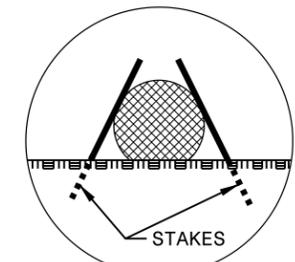
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1.75" MILLING SY	INCIDENTAL MILLING SY	INTERMEDIATE COURSE, I19.0B (LEVELING COURSE) TONS	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT, I19.0B TONS	ADJ. OF METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC	RESPONSE FOR EROSION CONTROL EA
2016CPT.03.39.10671	Onslow	1	US-17	US-17 - FROM APPROX. 5406LF N. OF THE INTERSECTION OF SR-1330 TO THE JONES COUNTY LINE.	1-4	2	2WU	NO	NO	1.82	26-44	80	4	610	200	460	3,400	226	35	2	200	40	1.90	2
TOTAL FOR MAP NO. 1										1.82		80	4	610	200	460	3,400	226	35	2	200	40	1.90	2
TOTAL FOR PROJ NO. 2016CPT.03.39.10671										1.82		80	4	610	200	460	3,400	226	35	2	200	40	1.90	2
GRAND TOTAL										1.82		80	4	610	200	460	3,400	226	35	2	200	40	1.90	2

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E	4686000000-E	4810000000-E	4905000000-N	
										WORK ZONE ADV/GEN WARNING SIGNING SF	TEMP TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	4" WHITE PAINT LF	4" YELLOW PAINT LF	SNOW PLOWABLE MARKERS EA
2016CPT.03.39.10671	Onslow	1	US-17	US-17 - FROM APPROX. 5406LF N. OF THE INTERSECTION OF SR-1330 TO THE JONES COUNTY LINE.	1-4	2	2WU	1.82	26-44	203	1	19,209	3,600	450	450	120
TOTAL FOR MAP NO. 1								1.82		203	1	19,209	3,600	450	450	120
TOTAL FOR PROJ NO. 2016CPT.03.39.10671								1.82		203	1	19,209	3,600	450	450	120
GRAND TOTAL								1.82		203	1	19,209	3,600	450	450	120

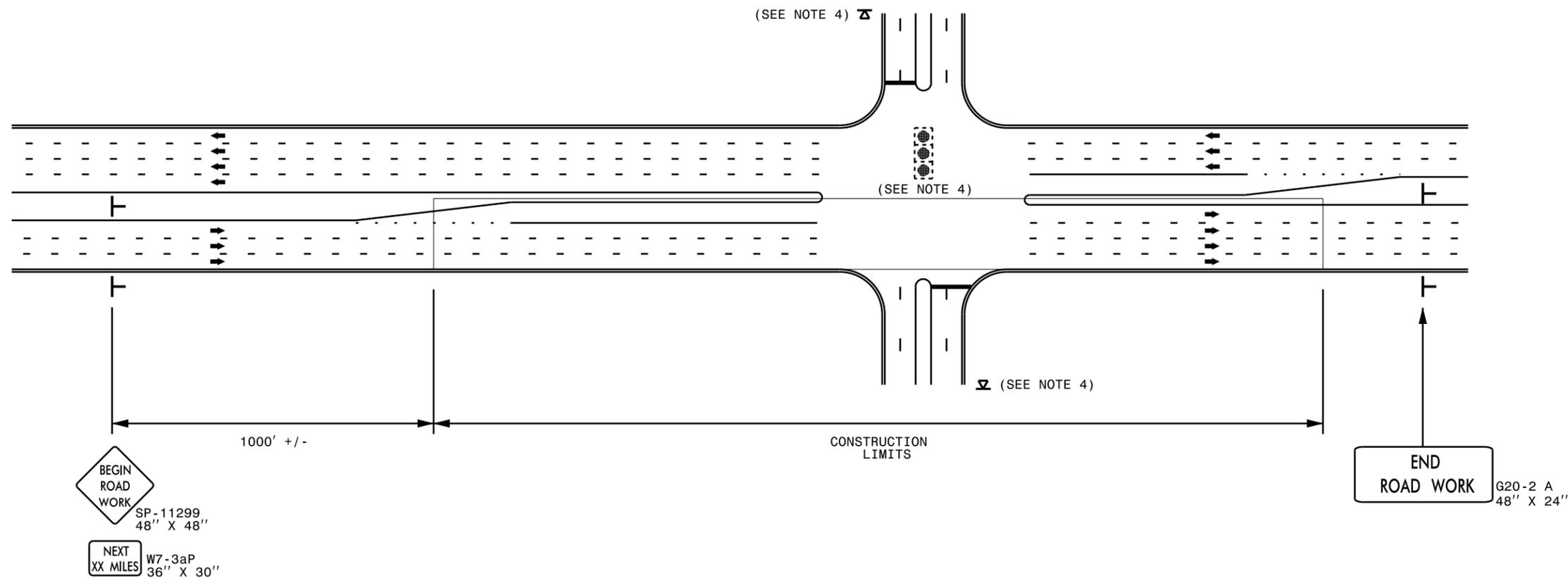
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1.75" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, 59.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT, 119.0B TONS	REM & REPL 2' 6" C&G LF	SEED & MULCHING AC	RESPONSE FOR EROSION CONTROL EA
2016CPT.02.51.10521.1	Jones	2	US-17	US-17 FROM THE ONSLOW COUNTY LINE TO END C&G N. OF MAYSVILLE.	1.5	3	MU	NO	NO	1.54	26-48	15	0.70	31,500	155	4,000	240	370	100	0.35	1
TOTAL FOR MAP NO. 2										1.54		15	0.70	31,500	155	4,000	240	370	100	0.35	1
2016CPT.02.51.10521.1	Jones	3	NC-58	NC-58 FROM THE INTERSECTION OF US-17 TO THE END OF C&G.	5	3	MU	NO	NO	0.26	26-48			6,312		680	41		100		
TOTAL FOR MAP NO. 3										0.26				6,312		680	41		100		
TOTAL FOR PROJ NO. 2016CPT.02.51.10521.1										1.80		15	0.70	37,812	155	4,680	281	370	200	0.35	1
GRAND TOTAL										1.80		15	0.70	37,812	155	4,680	281	370	200	0.35	1

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4686000000-E		4695000000-E	4702000000-E	4710000000-E	4725000000-E				4810000000-E		4820000000-E	4825000000-E	4835000000-E	4845000000-N				4905000000-N	
										WORK ZONE ADV/GEN WARNING SIGNING SF	TEMP TRAFFIC CONTROL LS	4" X 120 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	8" X 90 M YELLOW THERMO LF	12" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO LT ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR & LT ARROW 90 M EA	4" YELLOW PAINT LF	4" WHITE PAINT LF	8" YELLOW PAINT LF	12" WHITE PAINT LF	24" WHITE PAINT LF	PAINT STR & RT ARROW EA	PAINT LT ARROW EA	PAINT RT ARROW EA	PAINT STR & LT ARROW EA	SNOW PLOWABLE MARKERS EA	
2016CPT.02.51.10521.1	Jones	2	US-17	US-17 FROM THE ONSLOW COUNTY LINE TO END C&G N. OF MAYSVILLE.	1	2	MU	1.54	1	126	1	6,950	18,200	260	570	200	37	4			14,750	35,000	260	570	200	4	37			220	
TOTAL FOR MAP NO. 2								1.54		126	1	6,950	18,200	260	570	200	37	4			14,750	35,000	260	570	200	4	37			220	
2016CPT.02.51.10521.1	Jones	3	NC-58	NC-58 FROM THE INTERSECTION OF US-17 TO THE END OF C&G.	1	2	MU	0.26	1	126	1	250	1,825			60			3	2								3	2		
TOTAL FOR MAP NO. 3								0.26		126	1	250	1,825			60			3	2							3	2			
TOTAL FOR PROJ NO. 2016CPT.02.51.10521.1								1.80		252	2	7,200	20,025	260	570	260	37	4		3	2	14,750	35,000	260	570	260	4	37	3	2	220
GRAND TOTAL								1.80		252	2	7,200	20,025	260	570	260	37	4		3	2	14,750	35,000	260	570	260	4	37	3	2	220

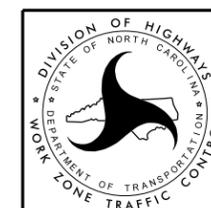
URBAN / SUBURBAN WORKZONES



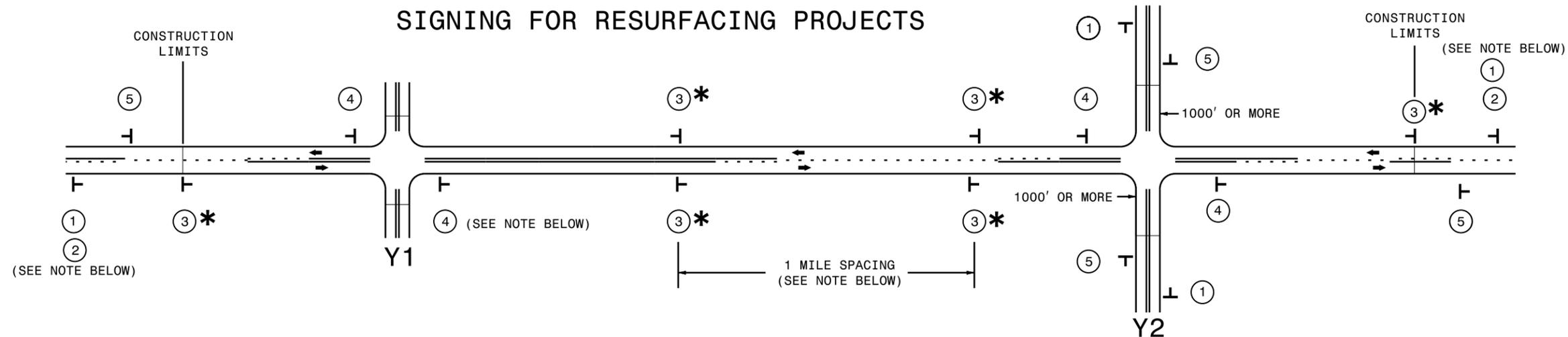
NOTES:

- 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.

LEGEND	
T	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**



LEGEND	
T	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 ②	 W20-1 48" X 48" NEXT W7-3aP 24" X 18" XX MILES	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 RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	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
	③*	 SP 13107 48" X 48"	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.	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.
	④	 SP 13106 48" X 48"	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.	 W20-1 48" X 48" W20-7 A 48" X 48"
⑤	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.	

* 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