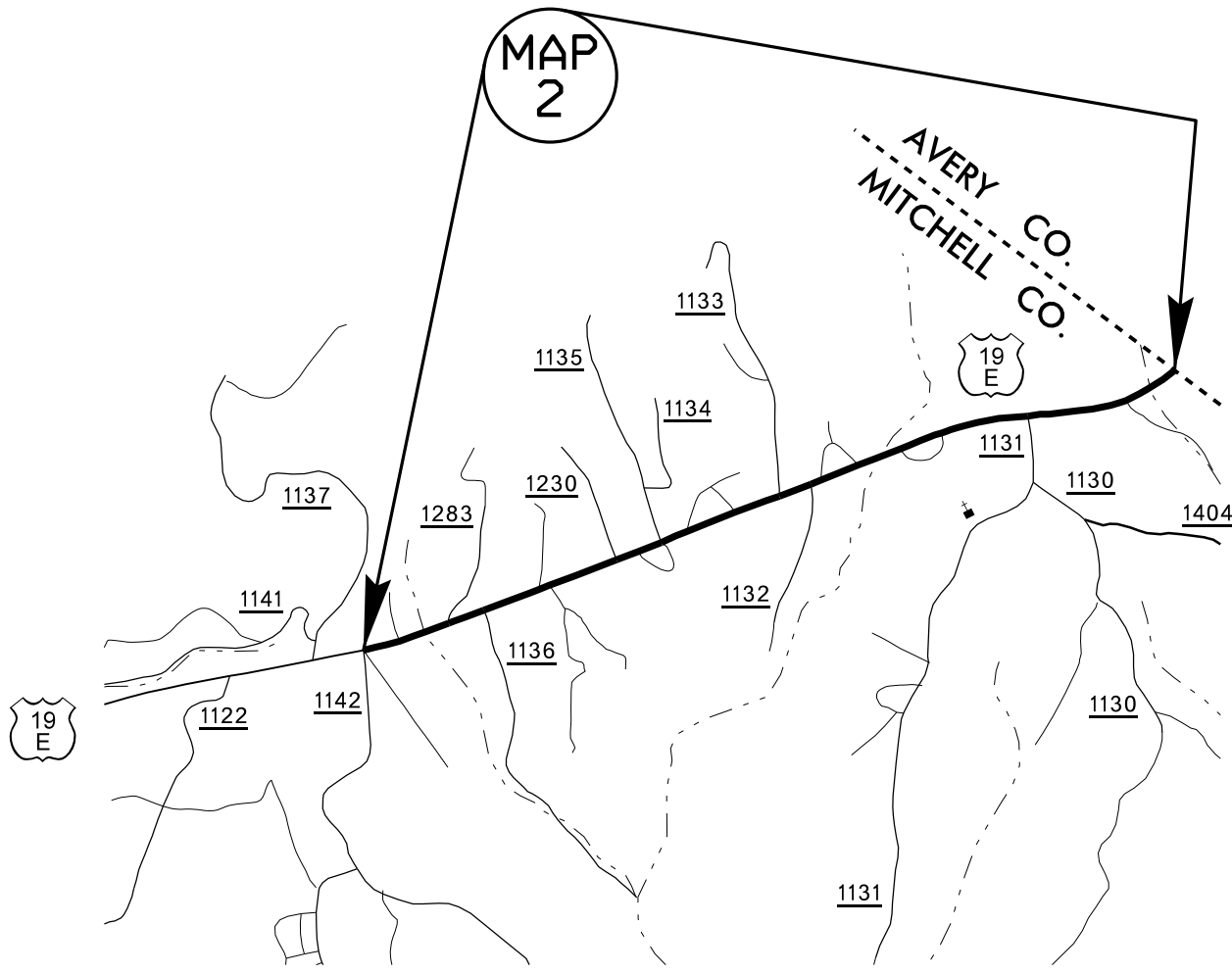
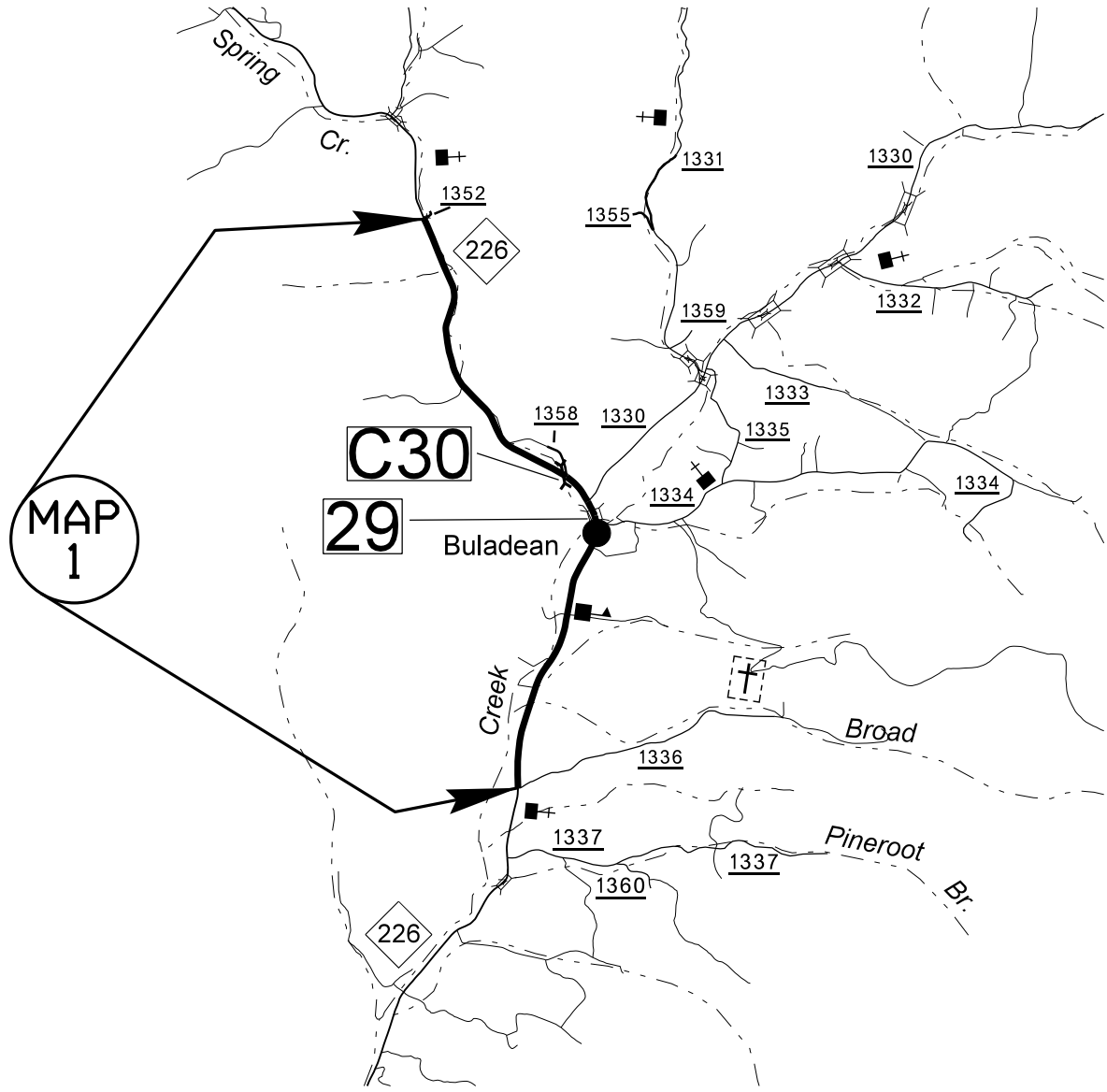


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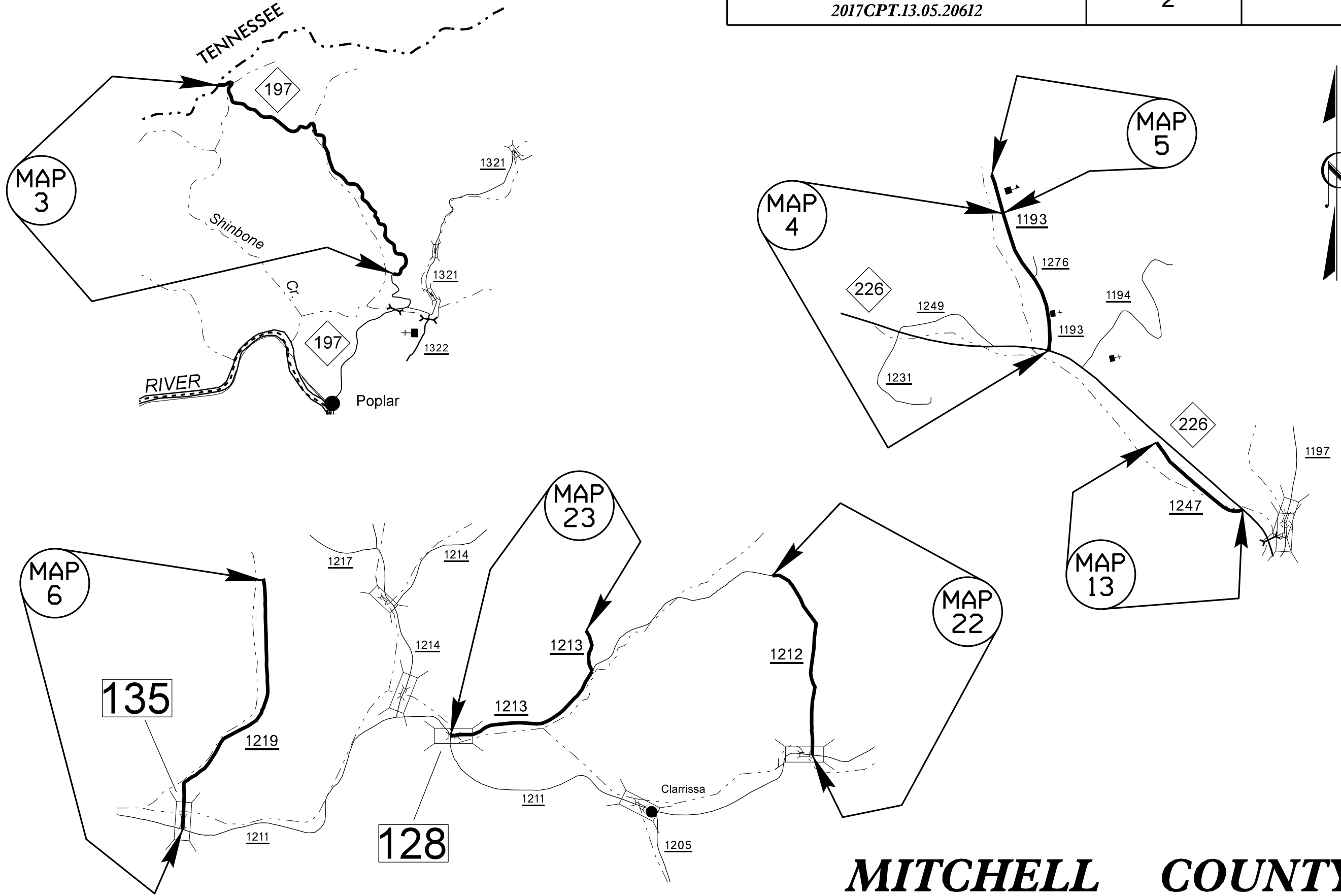
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shall not be considered a certified document.**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2017CPT.13.05.10611, 2017CPT.13.05.20611, 2017CPT.13.05.20612	1	



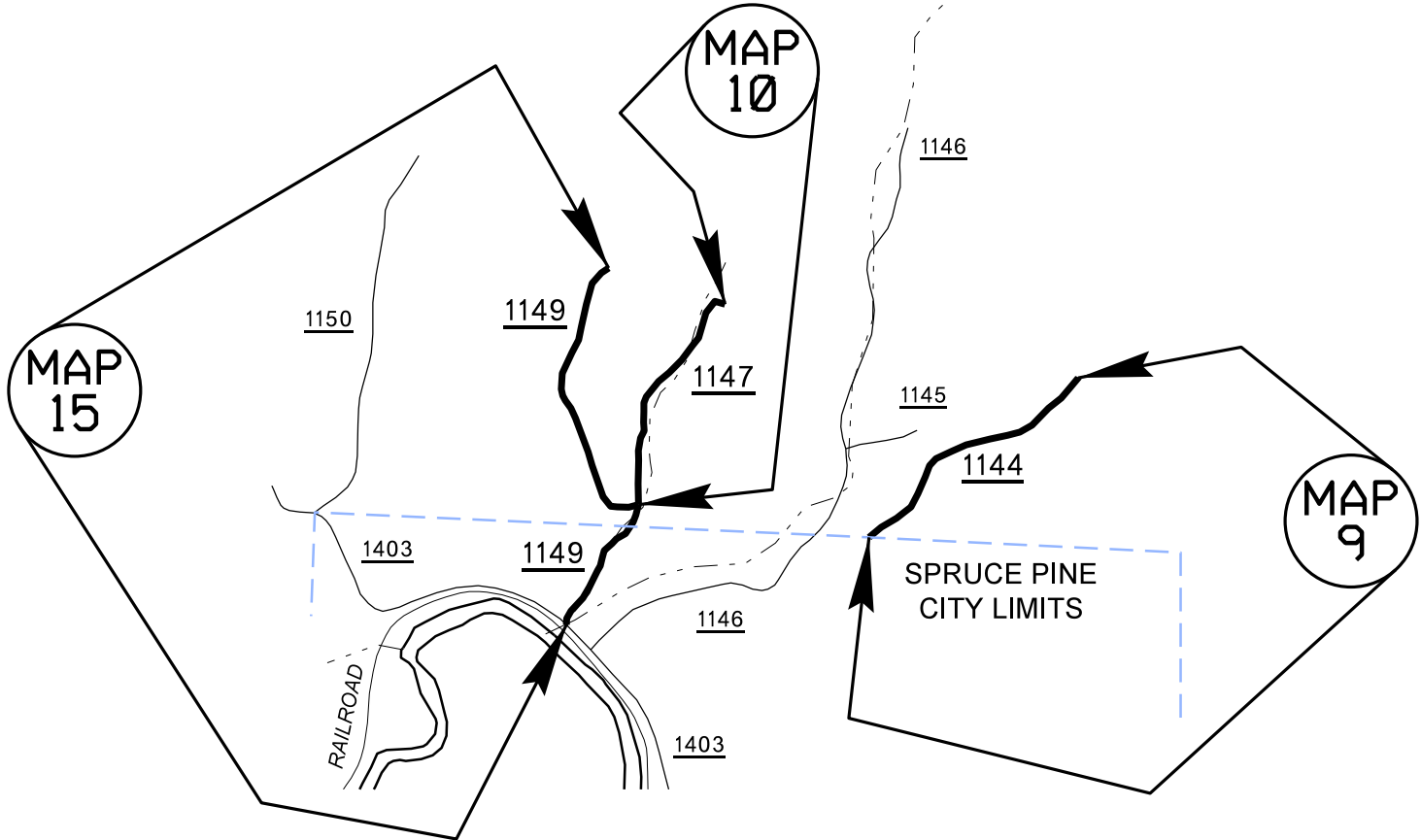
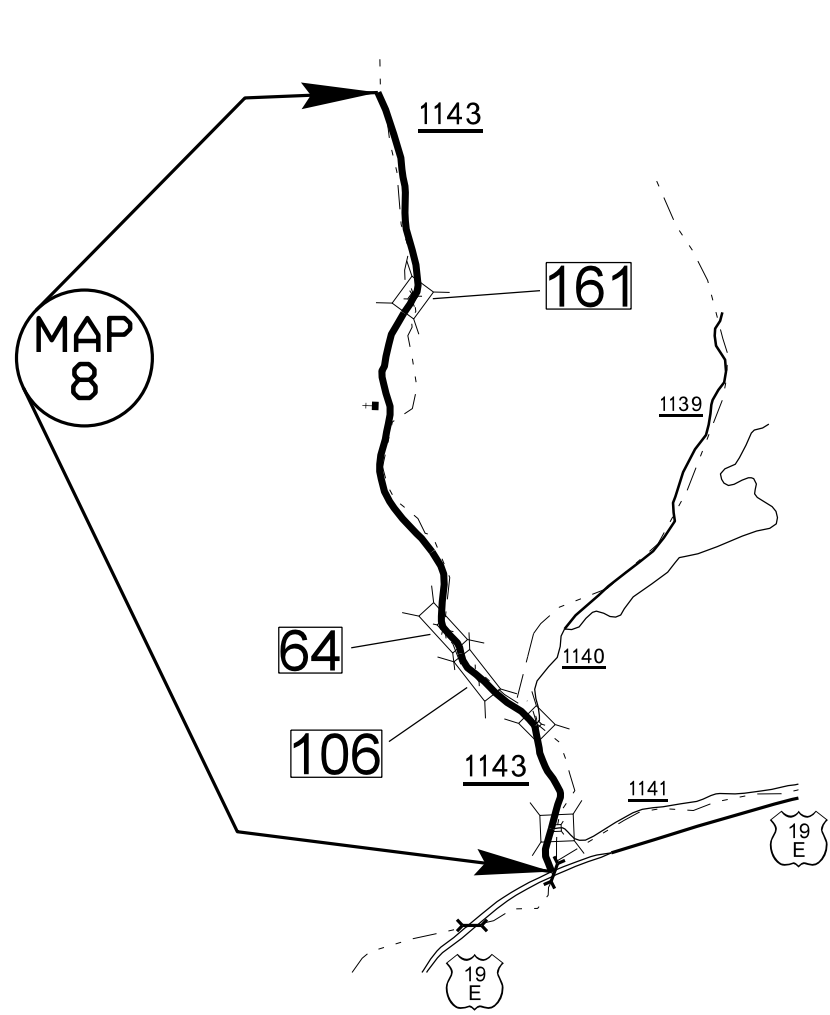
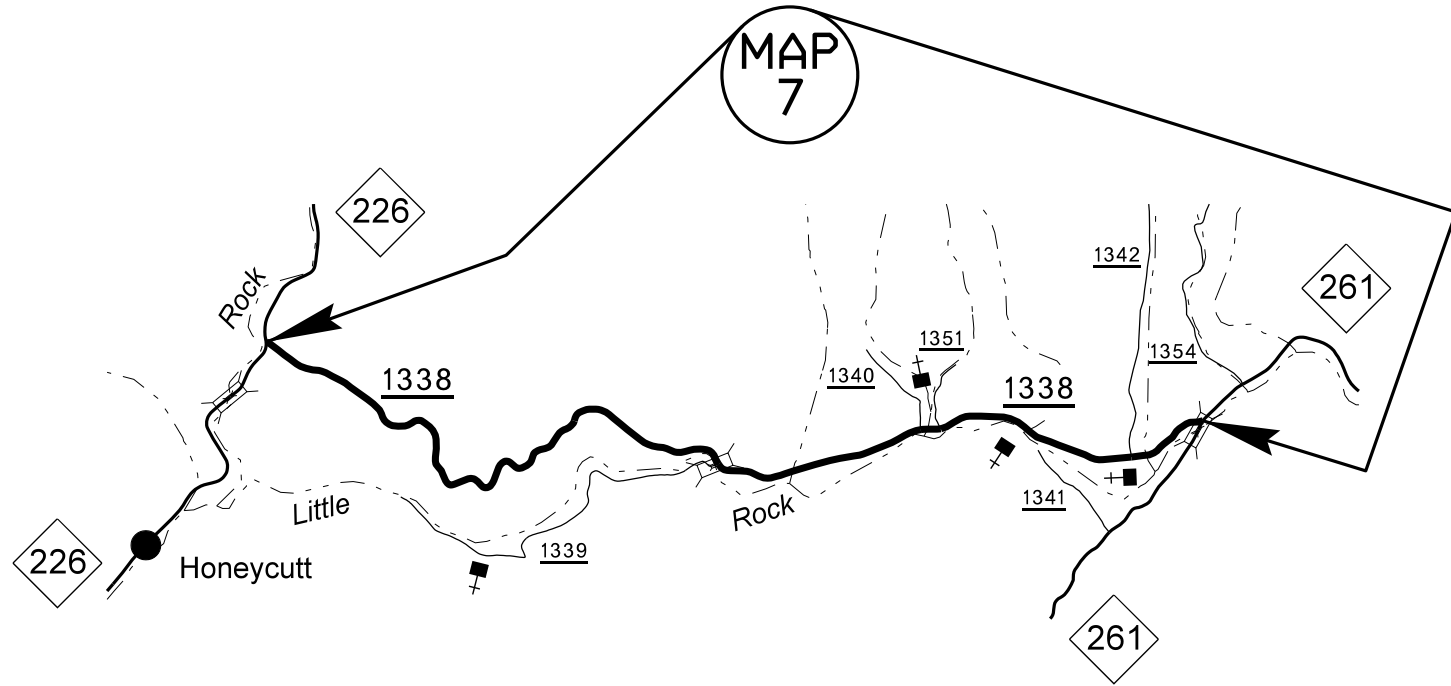
MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2017CPT.13.05.10611, 2017CPT.13.05.20611, 2017CPT.13.05.20612	2	



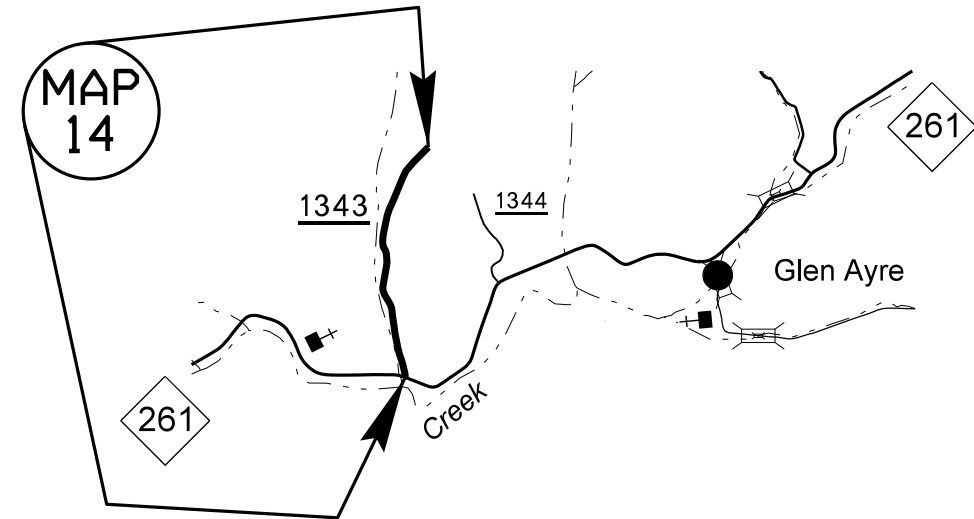
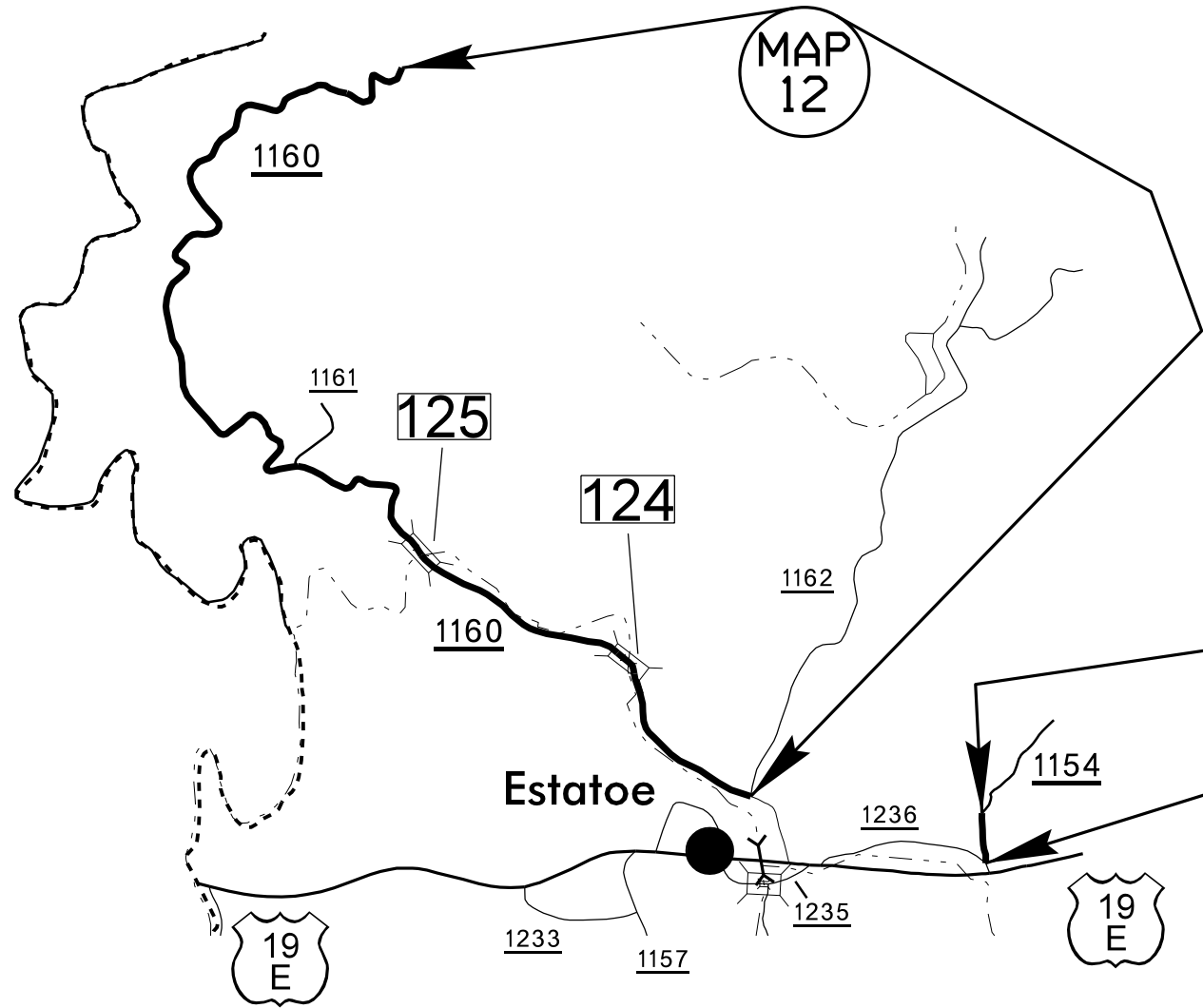
MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2017CPT.13.05.10611, 2017CPT.13.05.20611, 2017CPT.13.05.20612	3	

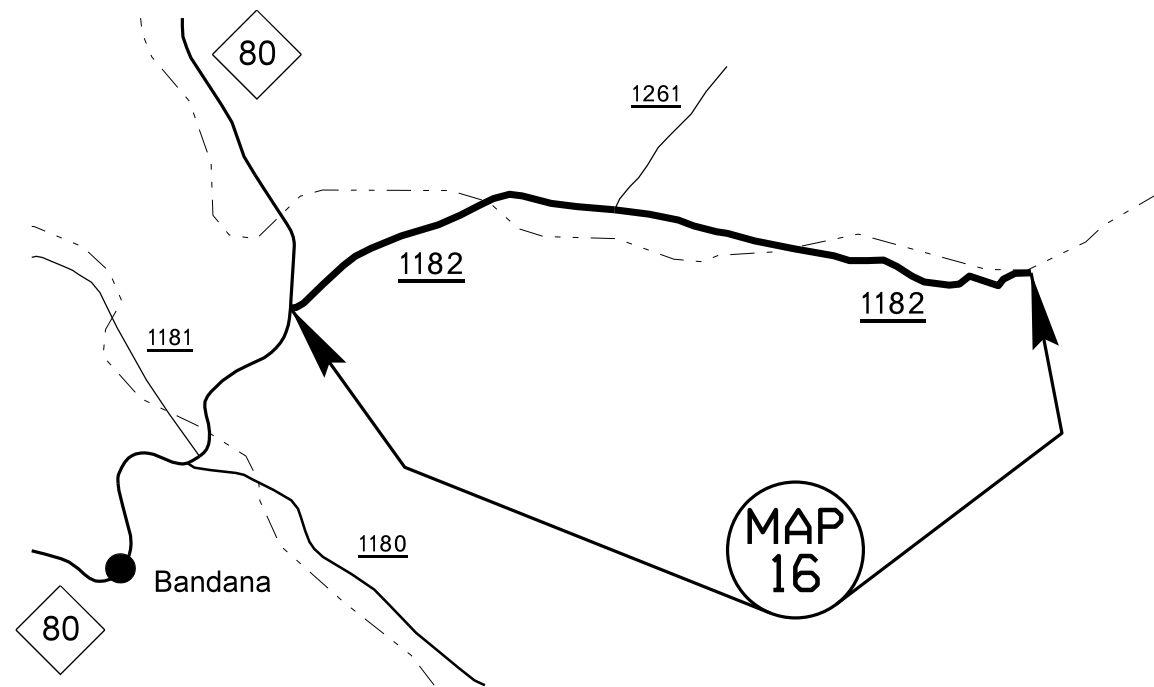


MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2017CPT.13.05.10611, 2017CPT.13.05.20611, 2017CPT.13.05.20612	4	

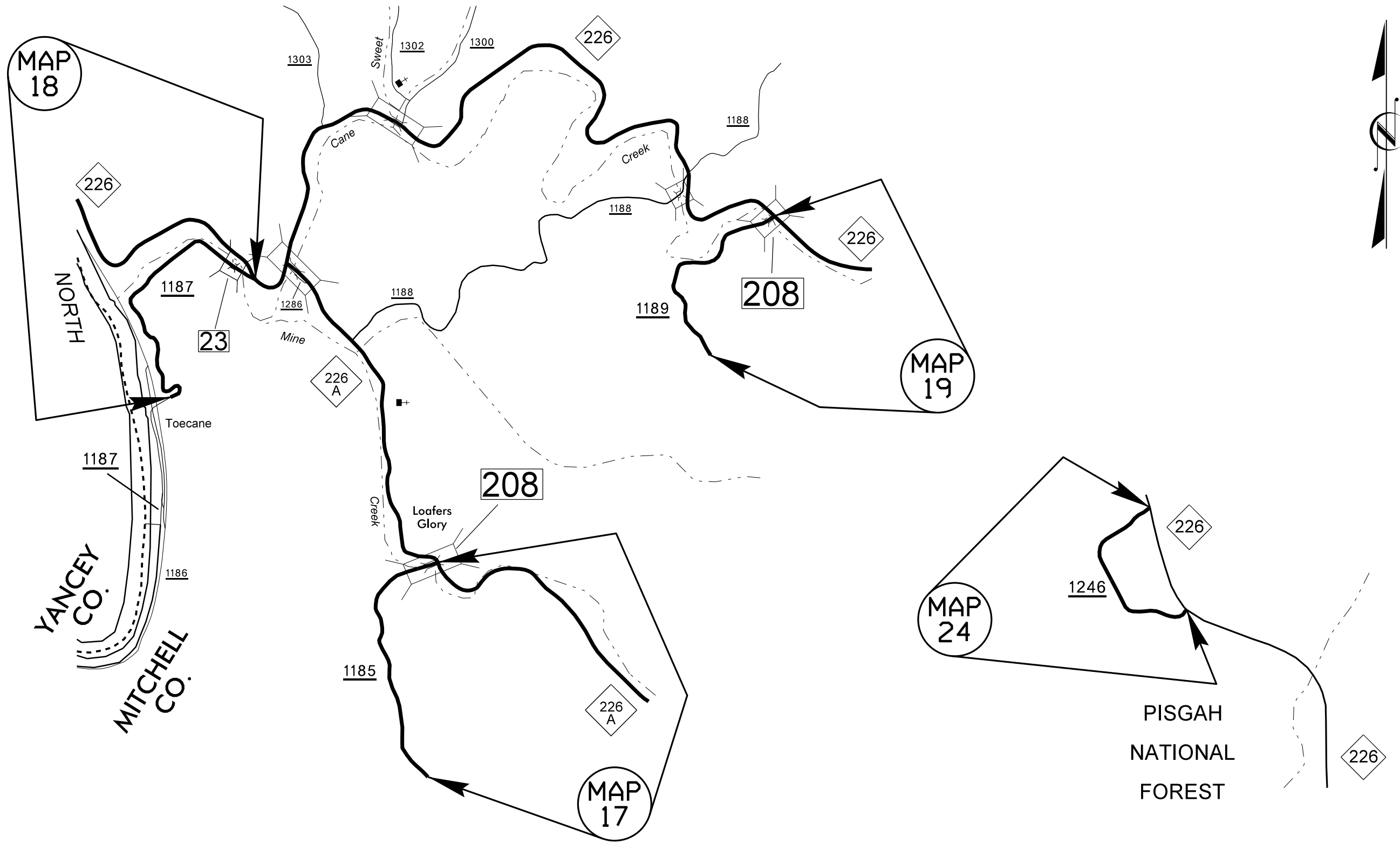


MAP 11



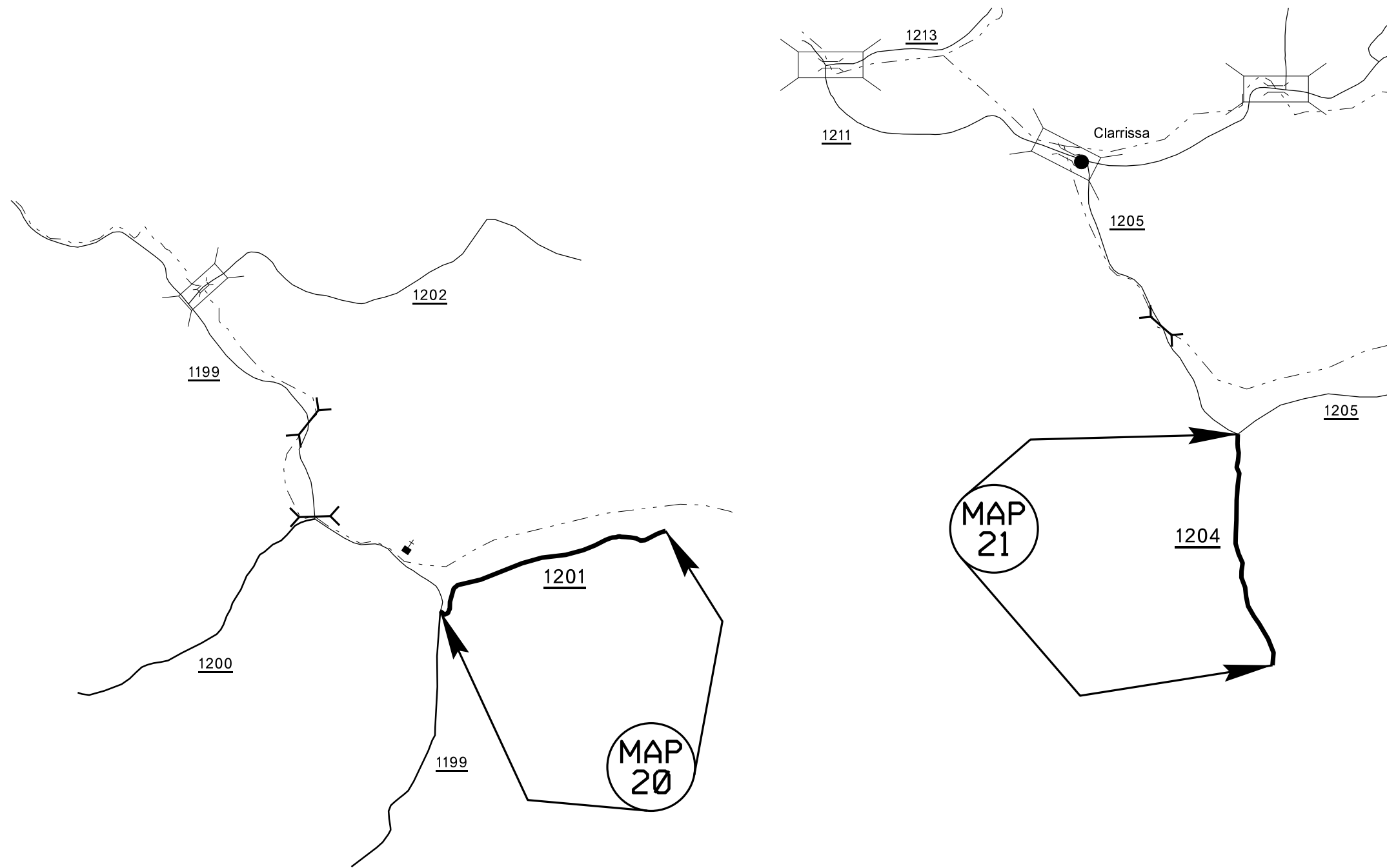
MITCHELL COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2017CPT.13.05.10611, 2017CPT.13.05.20611, 2017CPT.13.05.20612	5	



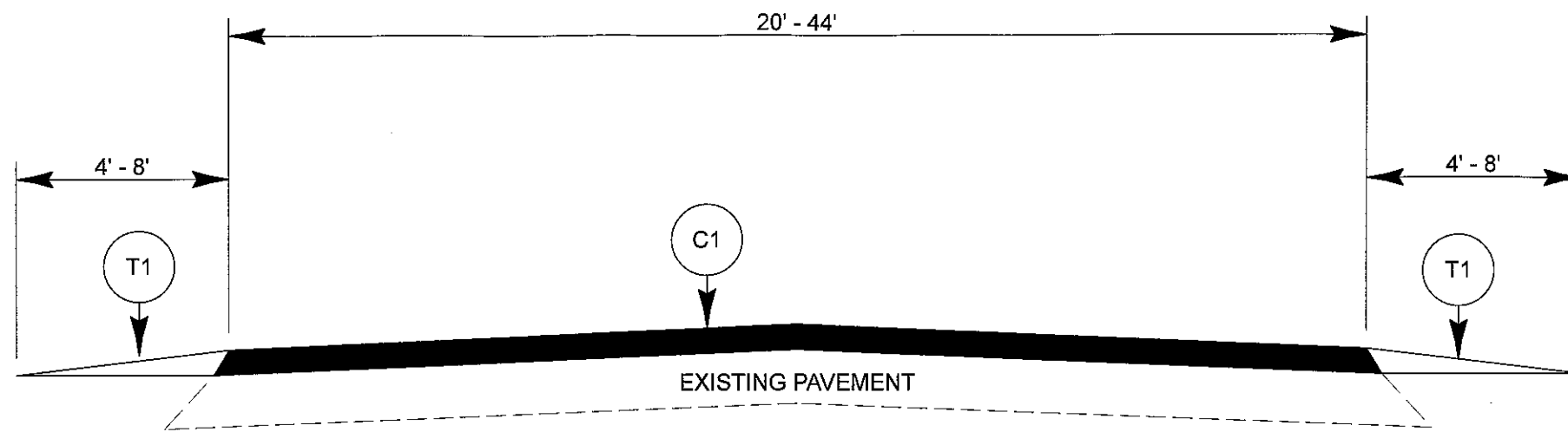
MITCHELL COUNTY

<i>PROJECT NO.</i>	<i>SHEET NO.</i>	<i>TOTAL SHEETS</i>
2017CPT.13.05.10611, 2017CPT.13.05.20611, 2017CPT.13.05.20612	6	

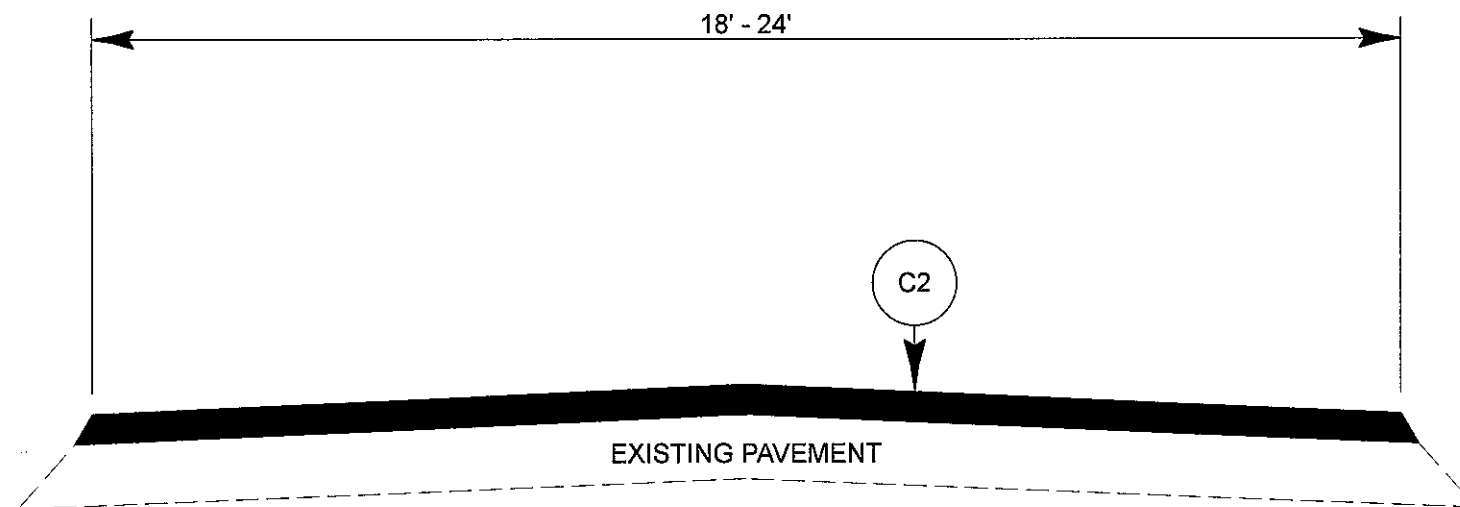
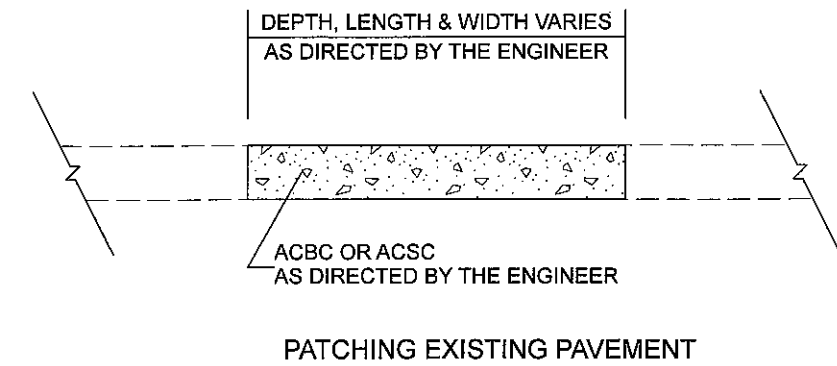


MITCHELL COUNTY

PROJECT NO. 2017CPT.13.05.10611, 2017CPT.13.05.20611, 2017CPT.13.05.20612,	SHEET NO. 7	TOTAL SHEETS
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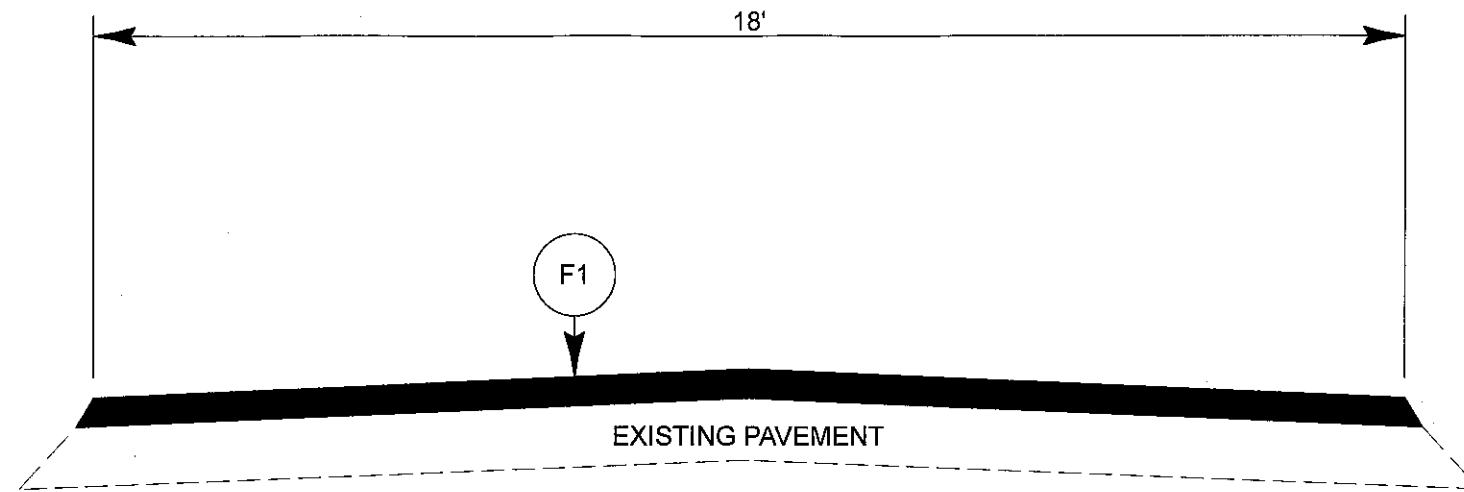
TYPICAL SECTION NO. 1



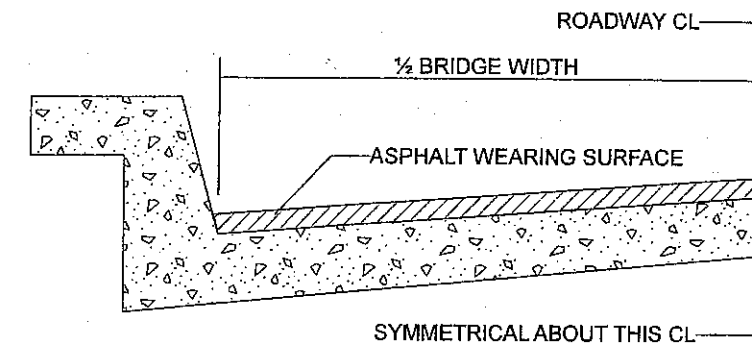
TYPICAL SECTION NO. 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
C2	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YARD
F1	ASPHALT SURFACE TREATMENT, DOUBLE SEAL (5/16" LW / 78M)
T1	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2017CPT.13.05.10611, 2017CPT.13.05.20611, 2017CPT.13.05.20612,	8	



TYPICAL SECTION NO. 3



BRIDGE HALF TYPICAL SECTION

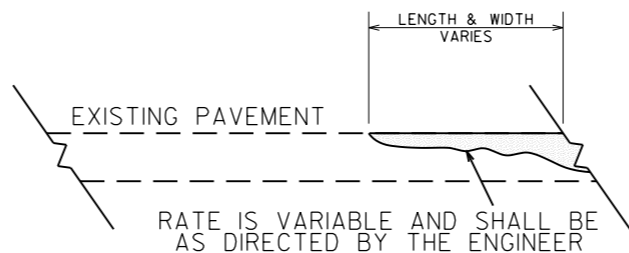
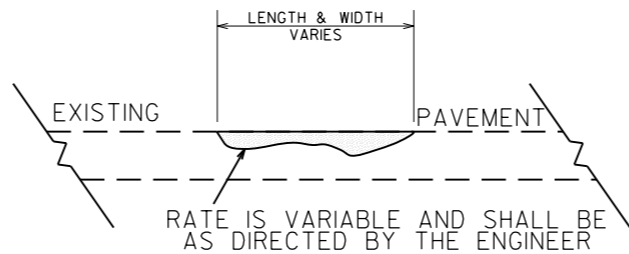
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SF9.5A 1.5", S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2".

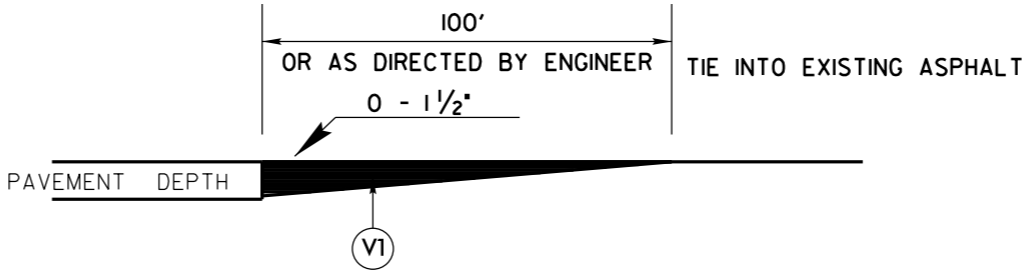
NOTES

ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
 SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.
 BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2017CPT.13.05.10611, 2017CPT.13.05.20611, 2017CPT.13.05.20612	9	



**DETAIL SHOWING
METHOD OF WEDGING**

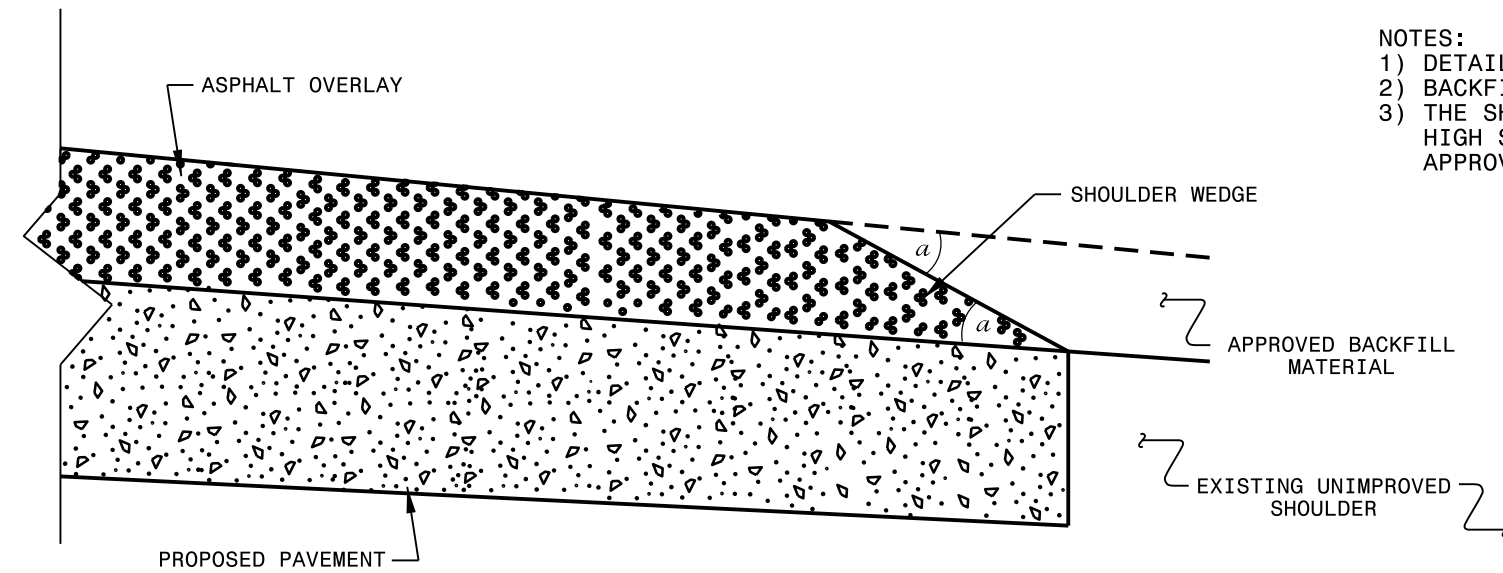


DETAIL TO TIE INTO EXIST PAVEMENT

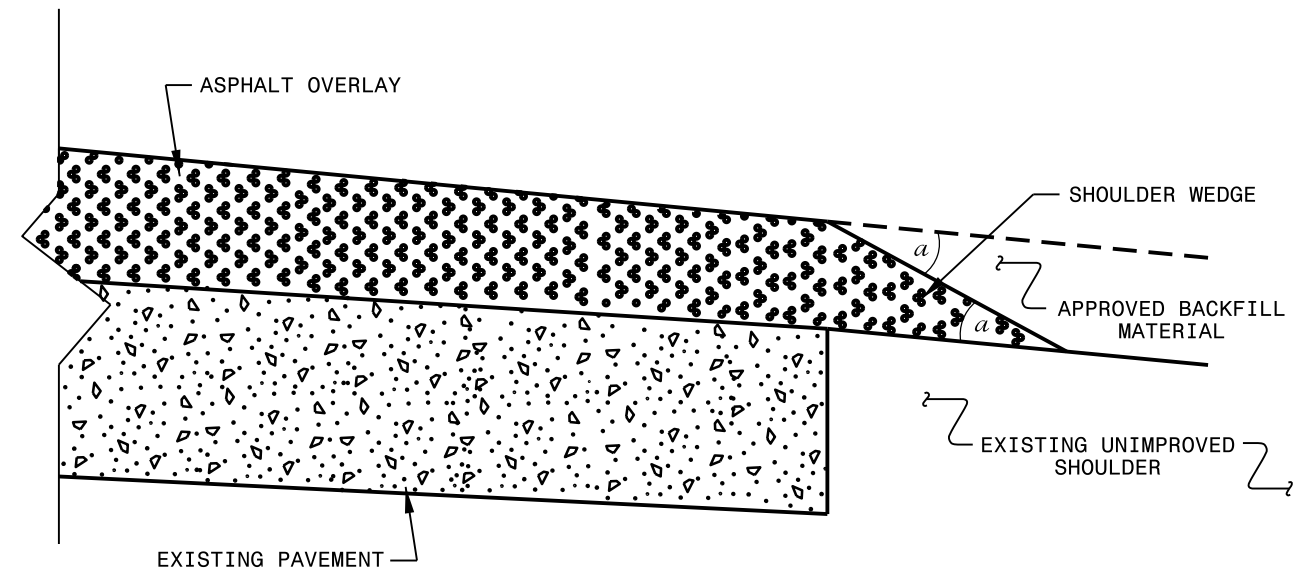
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT HE WILL BE REQUIRED TO MILL THE EXISTING ASPHALT PAVEMENT TO ENSURE A PROPER TIE-IN WITH THE EXISTING SURFACE AT THE BEGINNING, END AND Y LINES OF EACH MAP TO BE RESURFACED WITH ASPHALT CONC SURFACE COURSE, TYPE S9.5B. THIS WILL BE PAID FOR AS INCIDENTAL MILLING.

NOTES:

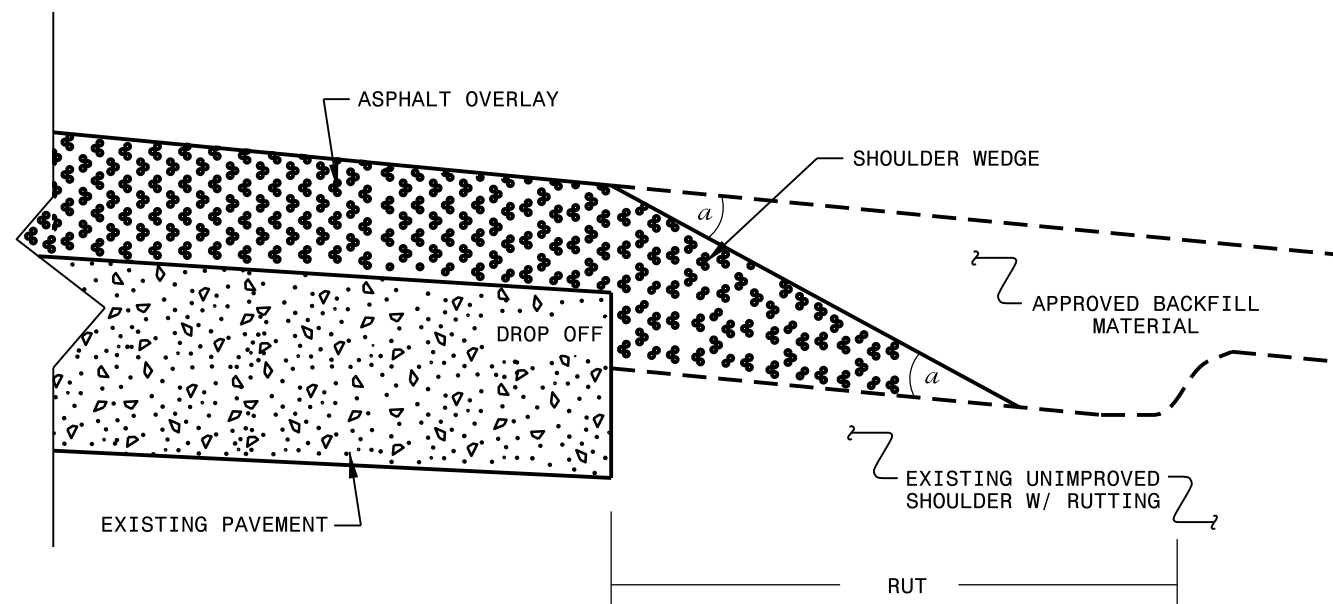
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn	

24-MAR-2016 11:45
 S:\Contracts\Resurfacing Projects\Shoulder Wedge Details\Revised Shoulder Wedge Detail.dgn
 \$\$\$USERNAME\$\$\$

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.13.05.10611, 2017CPT.13.05.20611, 2017CPT.13.05.20612	11	

SUMMARY OF QUANTITIES

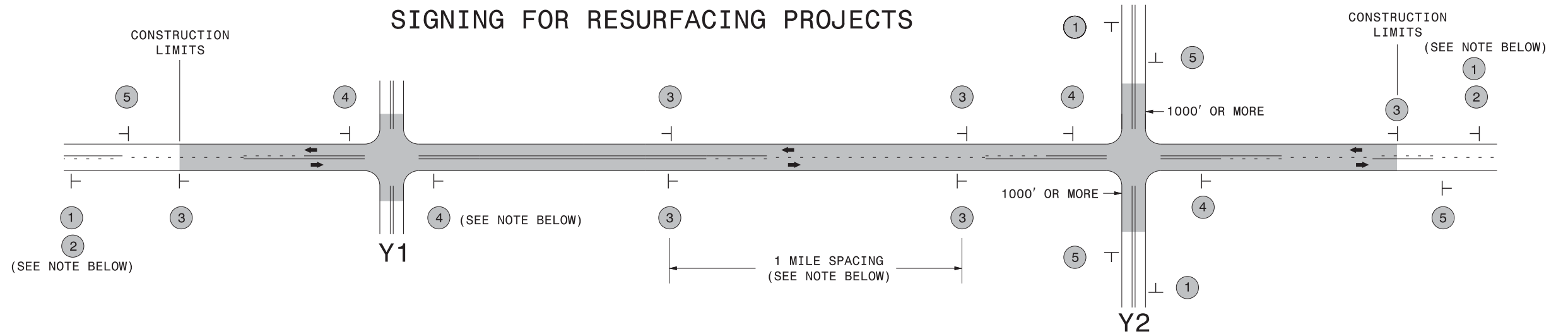
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TON	SHOULDER RECONSTRUCTION SMI	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ASPHALT SURFACE TREATMENT, DOUBLE SEAL SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	ADJUSTMENT OF MANHOLES EA	ADJUSTMENT OF METER BOXES OR VALVE BOXES EA
2017CPT.13.05.10611	Mitchell	1	NC 226	FROM SR 1336 TO SR 1352 (MP 26.09 - MP 28.74)	1	2	2WU	NO	NO	2.65	22	133	5.30	1,240	3,178		191	760				
		2	US 19E	FROM SR 1142 TO AVERY COUNTY LINE (MP 6.87 - MP 8.29)	1	2	2WU	NO	YES	1.42	32-44	71	2.84	3,000	2,704		162	300				5
		3	NC 197	FROM SR 1321 +0.44 MILES TO TENN. STATE LINE (MP 13.48 - MP 15.89)	1	2	2WU	NO	NO	2.41	20	121	4.82	445	2,629		158	1,000				
TOTAL FOR PROJ NO. 2017CPT.13.05.10611										6.48		325	12.96	4,685	8,511		511	2,060				5
2017CPT.13.05.20611	Mitchell	4	SR 1193	FROM NC 226 TO EOM (MP 0.00 - MP 0.34)	2	2	2WU	NO	NO	0.34	22-24	17				419	28	80				
		5	BUS DRIVE	FROM SR 1193 TO EOM (MP 0.00 - MP 0.12)	2	2	2WU	NO	NO	0.12	22-24	6		100		148	10	20				
		6	SR 1219	FROM SR 1211 TO EOM (MP 0.00 - MP 0.71)	2	2	2WU	NO	NO	0.71	18	36				685	46	95				
		7	SR 1338	FROM NC 226 TO NC 261 (MP 0.00 - MP 4.17)	2	2	2WU	NO	NO	4.17	18	209				4,024	270	235				
		8	SR 1143	FROM US 19E TO EOM (MP 0.00 - MP 1.62)	3	2	2WU	NO	NO	1.62	18								17,107	9,409	2	
		9	SR 1144	FROM NCL OF SPRUCE PINE TO DEAD END (MP 0.00 - MP 0.35)	3	2	2WU	NO	NO	0.35	18								3,696	2,033		
		10	SR 1147	FROM SR 1149 TO EOM (MP 0.00 - MP 0.31)	3	2	2WU	NO	NO	0.31	18								3,274	1,801		
		11	SR 1154	FROM SR 1236 TO END SECTION (MP 0.00 - MP 0.12)	3	2	2WU	NO	NO	0.12	18								1,267	697		
		12	SR 1160	FROM SR 1162 TO EOM (MP 0.19 - MP 3.48)	3	2	2WU	NO	NO	3.29	18								34,742	19,091		
		13	SR 1247	FROM NC 226 TO DEAD END (MP 0.00 - MP 0.28)	3	2	2WU	NO	NO	0.28	18								2,957	1,627		
		14	SR 1343	FROM NC 261 TO EOM (MP 0.00 - MP 0.93)	3	2	2WU	NO	NO	0.93	18								9,821	5,402		
TOTAL FOR PROJ NO. 2017CPT.13.05.20611										12.24		268		100		5,276	354	430	72,864	40,060	2	
2017CPT.13.05.20612	Mitchell	15	SR 1149	FROM SR 1403 TO EOM (MP 0.00 - MP 0.55)	3	2	2WU	NO	NO	0.55	18								5,808	3,195		
		16	SR 1182	FROM NC 80 TO DEAD END (MP 0.00 - MP 0.74)	3	2	2WU	NO	NO	0.74	18								7,814	4,298		
		17	SR 1185	FROM NC 226 ALT TO EOM (MP 0.00 - MP 0.62)	3	2	2WU	NO	NO	0.62	18								6,547	3,601		
		18	SR 1187	FROM NC 226 TO PVMT CHANGE (MP 0.00 - MP 0.71)	3	2	2WU	NO	NO	0.71	18								7,498	4,113		
		19	SR 1189	FROM NC 226 TO DEAD END (MP 0.00 - MP 0.45)	3	2	2WU	NO	NO	0.45	18								4,752	2,602		
		20	SR 1201	FROM SR 1199 TO EOM (MP 0.00 - MP 0.50)	3	2	2WU	NO	NO	0.5	18								5,280	2,904		
		21	SR 1204	FROM SR 1205 TO EOM (MP 0.00 - MP 0.46)	3	2	2WU	NO	NO	0.46	18								4,858	2,672		
		22	SR 1212	FROM BEG PVMT TO SR 1211 (MP 0.51 - MP 1.04)	3	2	2WU	NO	NO	0.53	18								5,597	3,079		
		23	SR 1213	FROM SR 1211 TO EOM (MP 0.00 - MP 0.52)	3	2	2WU	NO	NO	0.52	18								5,491	3,026		
		24	SR 1246	FROM NC 226 TO NC 226 (MP 0.00 - MP 0.45)	3	2	2WU	NO	NO	0.45	18								4,752	2,614		
TOTAL FOR PROJ NO. 2017CPT.13.05.20612										5.53									58,397	32,104		
GRAND TOTAL										24.25		593	12.96	4,785	8,511	5,276	865	2,490	131,261	72,164	2	5

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.13.05.10611, 2017CPT.13.05.20611, 2017CPT.13.05.20612	12	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4695000000-E	4705000000-E	4710000000-E	4721000000-E	4725000000-E		4810000000-E		4905000000-N		
										WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (8", 90 MILS) YELLOW	THERMOPLASTIC PAVEMENT MARKING LINES (16", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) RXR EA	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) LT ARROW EA	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RT ARROW EA	PAINT PAVEMENT MARKING LINES (4") WHITE	PAINT PAVEMENT MARKING LINES (4") YELLOW	SNOWPLOWABLE PAVEMENT MARKERS		
2017CPT.13.05.10611	Mitchell	1	NC 226	FROM SR 1336 TO SR 1352 (MP 26.09 - MP 28.74)	1	2	2WU	2.65	22	726	*							55,968	55,968	230		
		2	US 19E	FROM SR 1142 TO AVERY COUNTY LINE (MP 6.87 - MP 8.29)	1	2	MU	1.42	32-44			225					5		31,040	34,570	215	
		3	NC 197	FROM SR 1321 +0.44 MILES TO TENN. STATE LINE (MP 13.48 - MP 15.89)	1	2	2WU	2.41	20										50,900	50,900	320	
TOTAL FOR PROJ NO. 2017CPT.13.05.10611										726		225				5	5	137,908	141,438	765		
																				279,346		
2017CPT.13.05.20611	Mitchell	4	SR 1193	FROM NC 226 TO EOM (MP 0.00 - MP 0.34)	2	2	2WU	0.34	22-24	1,390	*			26		3	3	7,780	7,180			
		5	BUS DRIVE	FROM SR 1193 TO EOM (MP 0.00 - MP 0.12)	2	2	2WU	0.12	22-24			200										
		6	SR 1219	FROM SR 1211 TO EOM (MP 0.00 - MP 0.71)	2	2	2WU	0.71	18													
		7	SR 1338	FROM NC 226 TO NC 261 (MP 0.00 - MP 4.17)	2	2	2WU	4.17	18											88,070	88,070	
		8	SR 1143	FROM US 19E TO EOM (MP 0.00 - MP 1.62)	3	2	2WU	1.62	18											34,214	34,214	
		9	SR 1144	FROM NCL OF SPRUCE PINE TO DEAD END (MP 0.00 - MP 0.35)	3	2	2WU	0.35	18													
		10	SR 1147	FROM SR 1149 TO EOM (MP 0.00 - MP 0.31)	3	2	2WU	0.31	18											6,547	6,547	
		11	SR 1154	FROM SR 1236 TO END SECTION (MP 0.00 - MP 0.12)	3	2	2WU	0.12	18													
		12	SR 1160	FROM SR 1162 TO EOM (MP 0.19 - MP 3.48)	3	2	2WU	3.29	18											69,485	69,485	
		13	SR 1247	FROM NC 226 TO DEAD END (MP 0.00 - MP 0.28)	3	2	2WU	0.28	18													
		14	SR 1343	FROM NC 261 TO EOM (MP 0.00 - MP 0.93)	3	2	2WU	0.93	18											19,642	19,642	
TOTAL FOR PROJ NO. 2017CPT.13.05.20611												1,390			226		3	3	225,738	225,138		
																	6	6	450,876			
2017CPT.13.05.20612	Mitchell	15	SR 1149	FROM SR 1403 TO EOM (MP 0.00 - MP 0.55)	3	2	2WU	0.55	18			624	*									
		16	SR 1182	FROM NC 80 TO DEAD END (MP 0.00 - MP 0.74)	3	2	2WU	0.74	18													
		17	SR 1185	FROM NC 226 ALT TO EOM (MP 0.00 - MP 0.62)	3	2	2WU	0.62	18													
		18	SR 1187	FROM NC 226 TO PVMT CHANGE (MP 0.00 - MP 0.71)	3	2	2WU	0.71	18					90	60	4				14,995	14,995	
		19	SR 1189	FROM NC 226 TO DEAD END (MP 0.00 - MP 0.45)	3	2	2WU	0.45	18													
		20	SR 1201	FROM SR 1199 TO EOM (MP 0.00 - MP 0.50)	3	2	2WU	0.5	18													
		21	SR 1204	FROM SR 1205 TO EOM (MP 0.00 - MP 0.46)	3	2	2WU	0.46	18													
		22	SR 1212	FROM BEG PVMT TO SR 1211 (MP 0.51 - MP 1.04)	3	2	2WU	0.53	18											11,194	11,194	
		23	SR 1213	FROM SR 1211 TO EOM (MP 0.00 - MP 0.52)	3	2	2WU	0.52	18											10,982	10,982	
		24	SR 1246	FROM NC 226 TO NC 226 (MP 0.00 - MP 0.45)	3	2	2WU	0.45	18													
TOTAL FOR PROJ NO. 2017CPT.13.05.20612										624		90	60	4				37,171	37,171			
																				74,342		
GRAND TOTAL									24.25	2,740	1	225	90	286	4	8	3	400,817	403,747	765		
															11	11	804,564					

SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

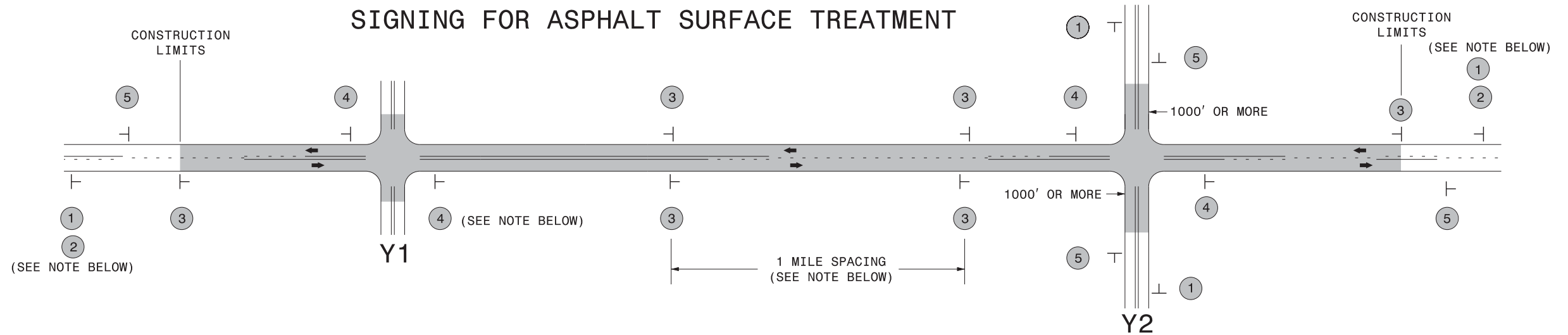
-Y- LINE SIGNING

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

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

SIGNING FOR ASPHALT SURFACE TREATMENT



LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2	 W20-1 48" X 48" W7-3aP 24" X 18"	<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;"> <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>
3	 W8-7 48" X 48" SP 48" X 48"	<p style="text-align: center;">ALTERNATE THE FOLLOWING TWO SIGNS: STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</p> <p style="text-align: center;">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	 SP 13106 48" X 48"	<p style="text-align: center;">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	 G20-2 A 48" X 24"	<p style="text-align: center;">PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>



**ADVANCE WARNING SIGNS
FOR
ASPHALT SURFACE TREATMENTS
2 LANE ROADWAYS**