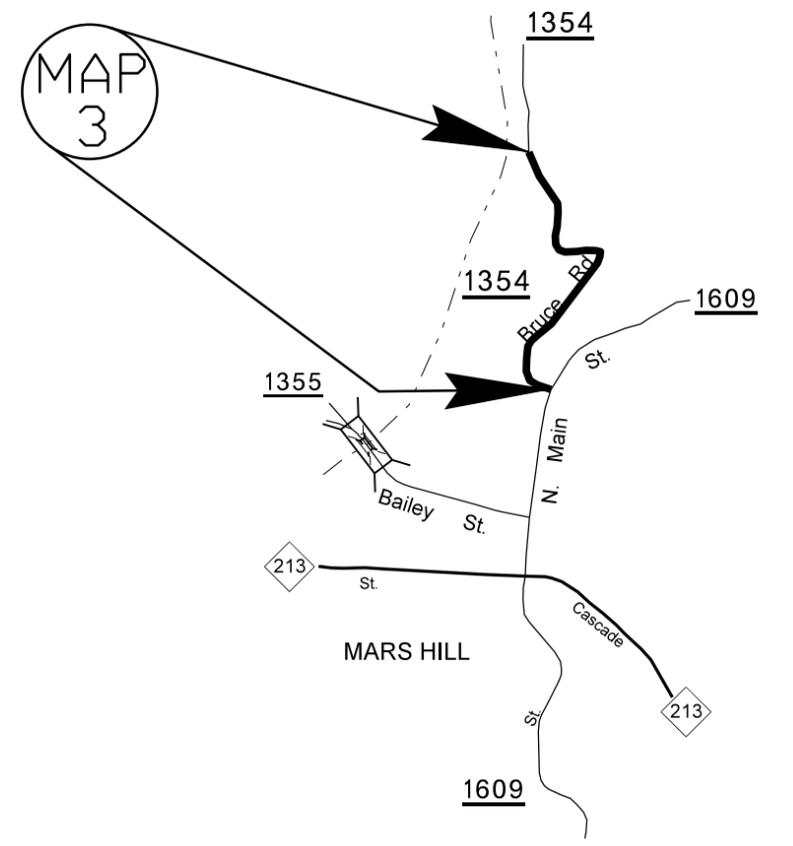
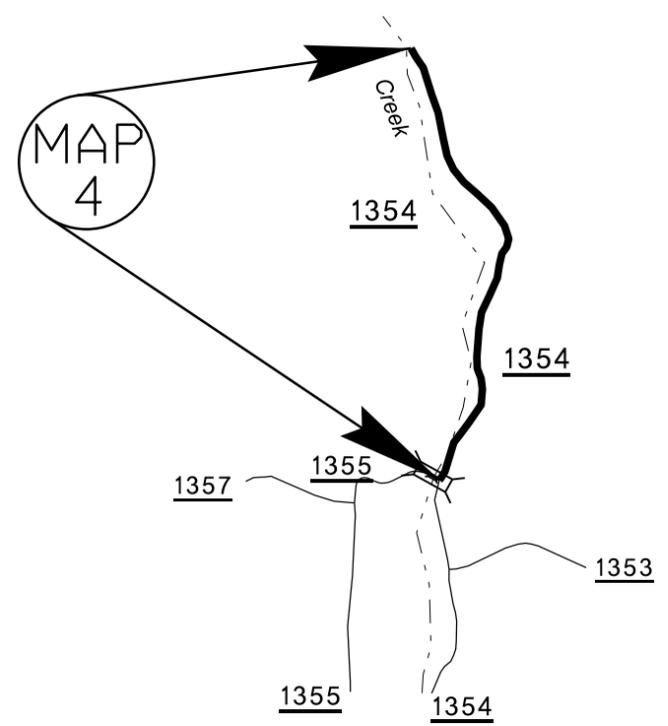
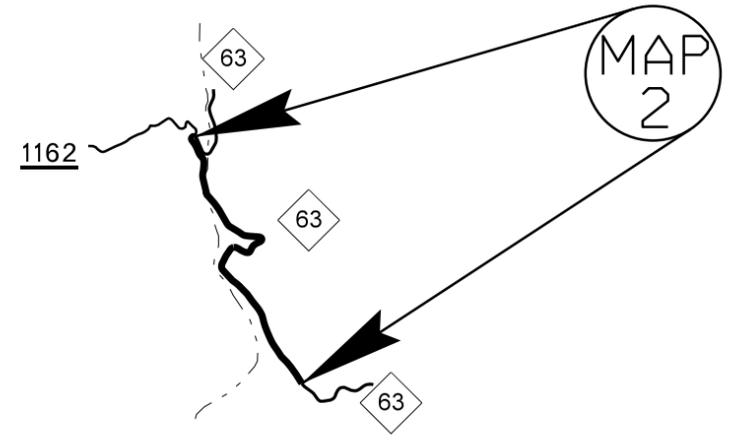
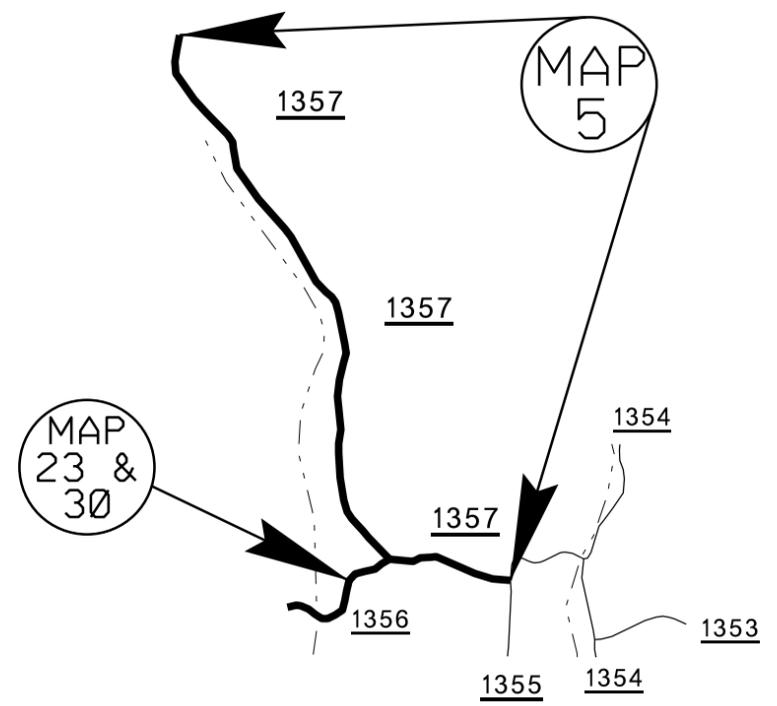
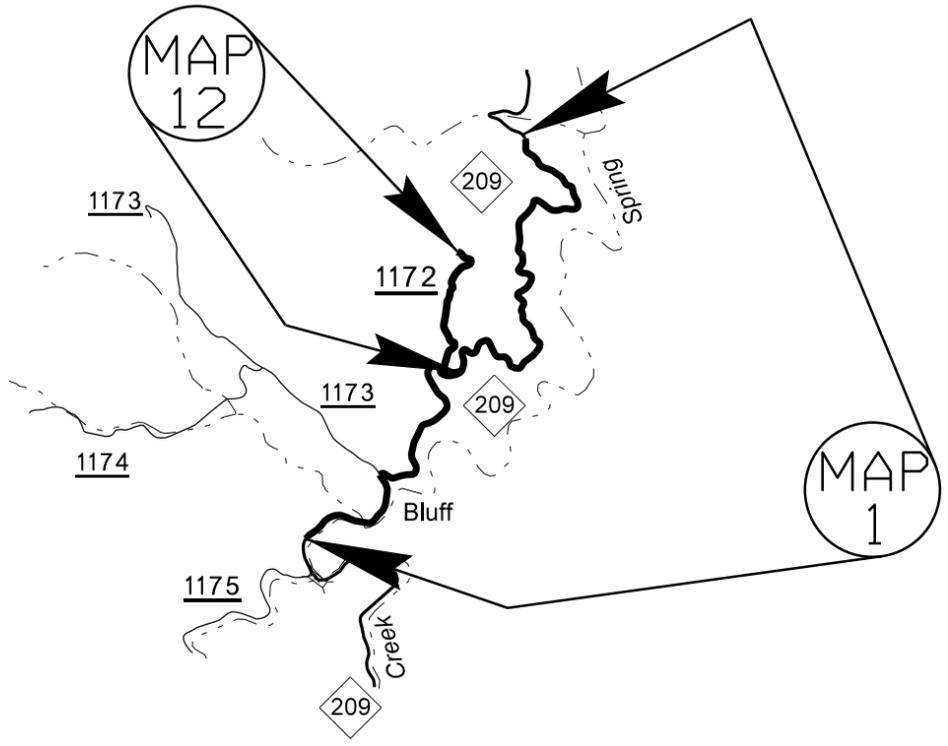


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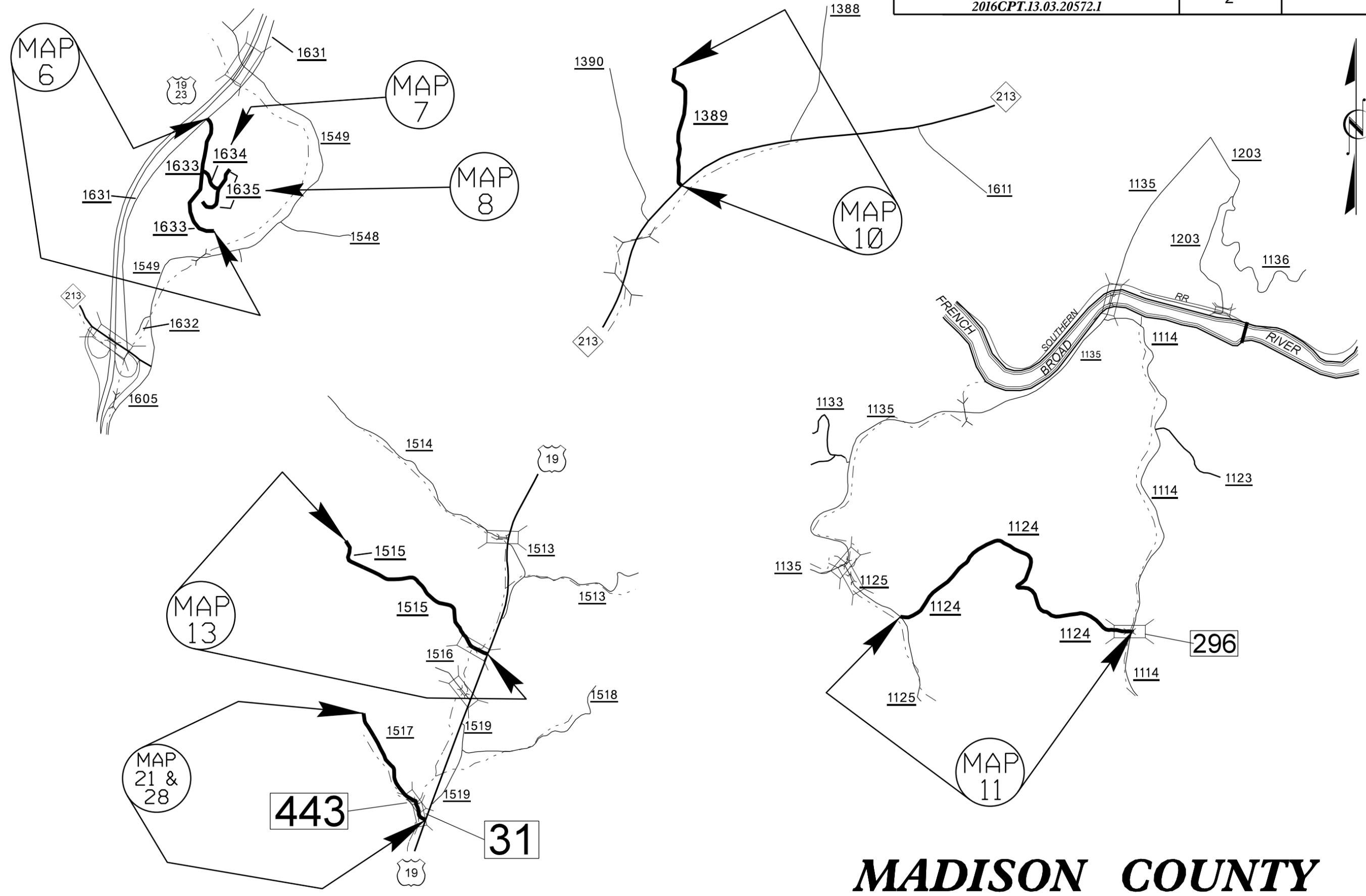
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shall not be considered a certified document.**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.03.10571.1, 2016CPT.13.03.20571.1, 2016CPT.13.03.20572.1	1	



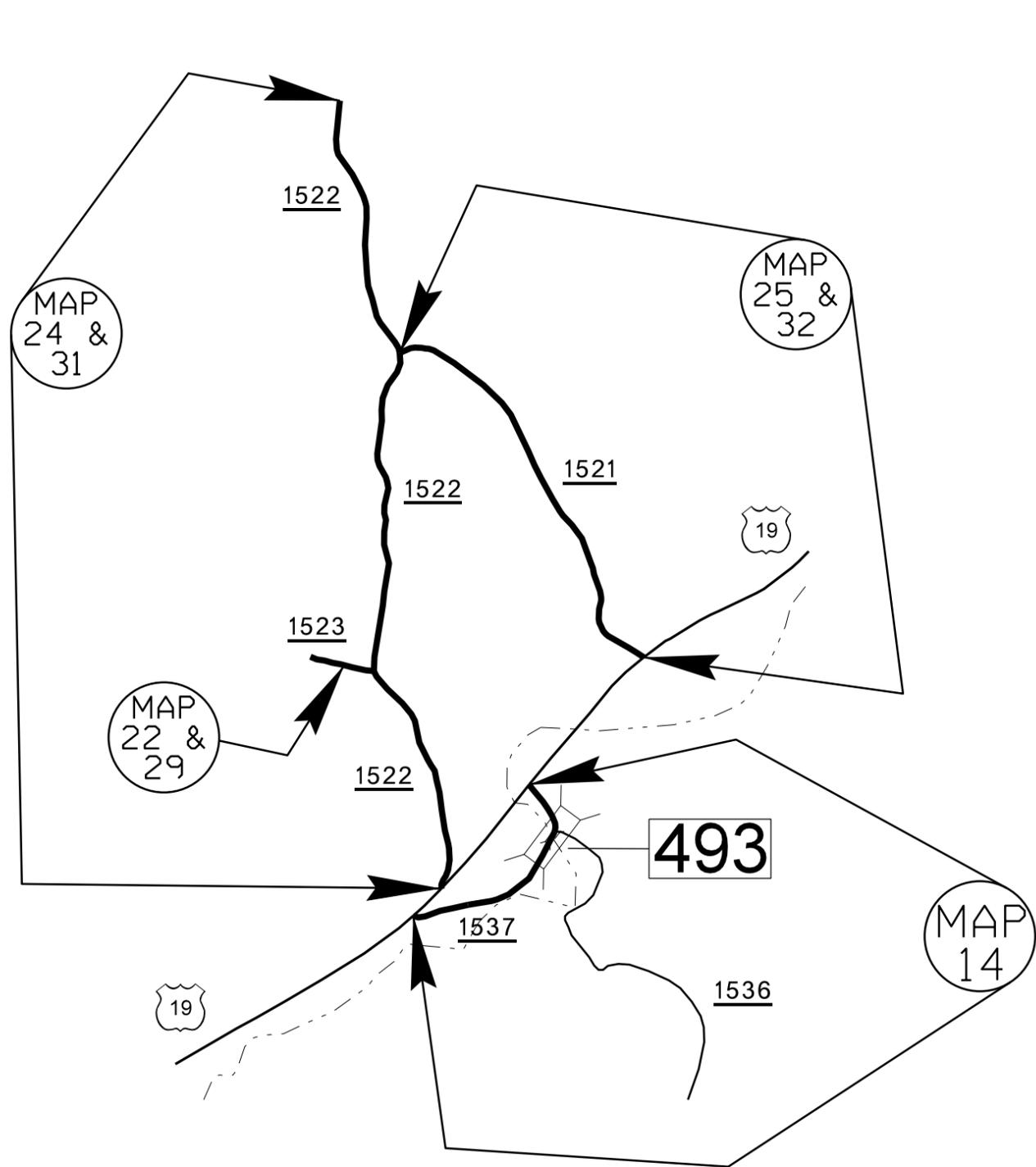
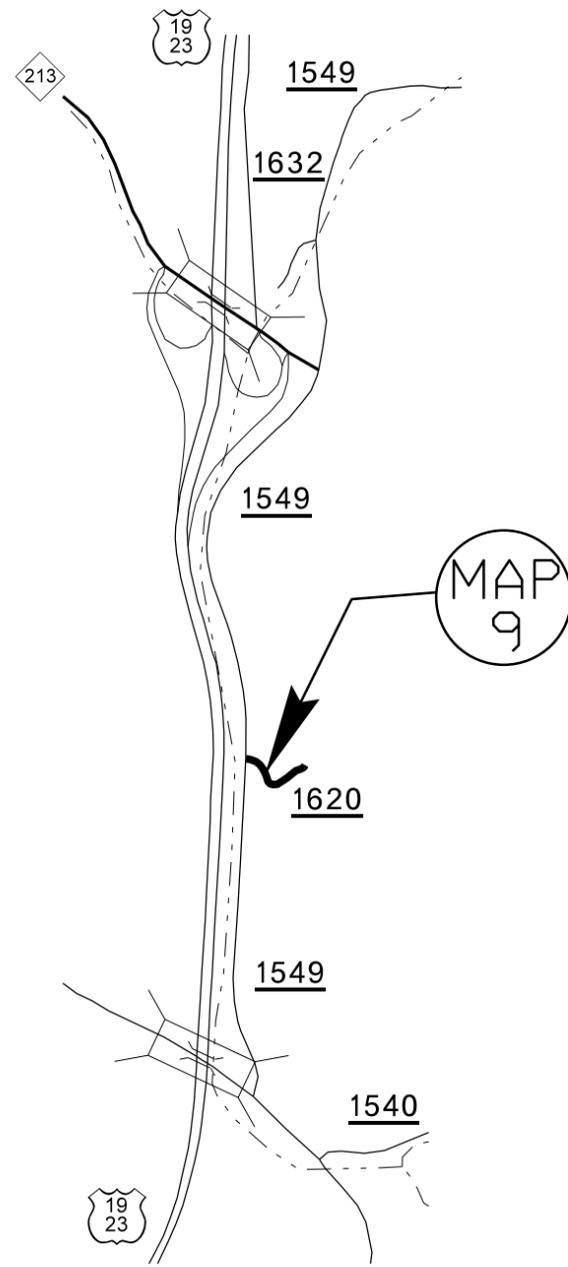
# MADISON COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.03.10571.1, 2016CPT.13.03.20571.1, 2016CPT.13.03.20572.1	2	



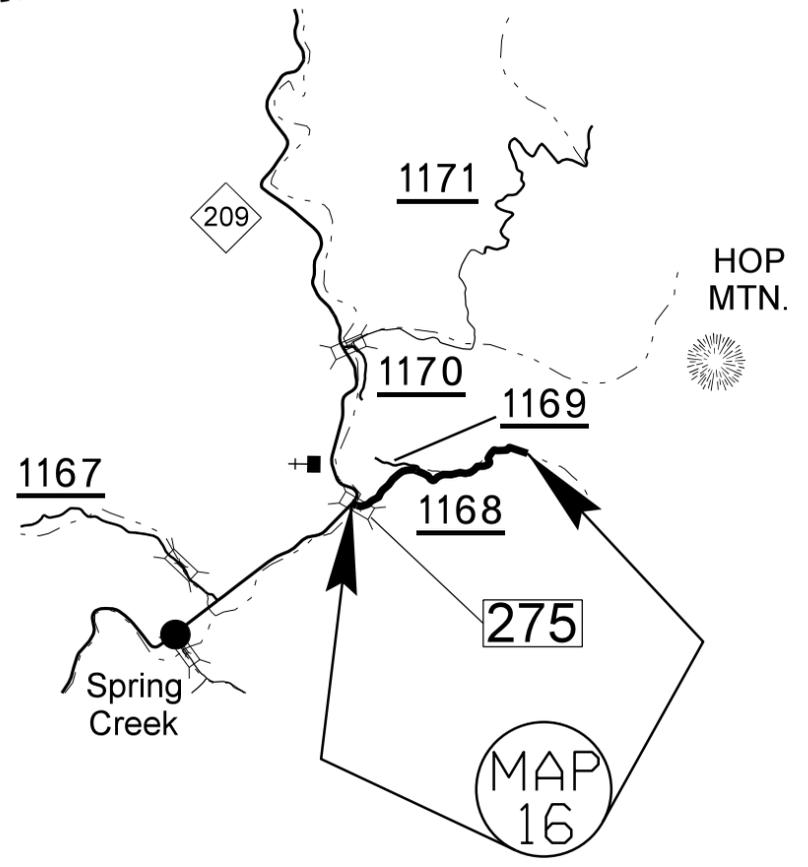
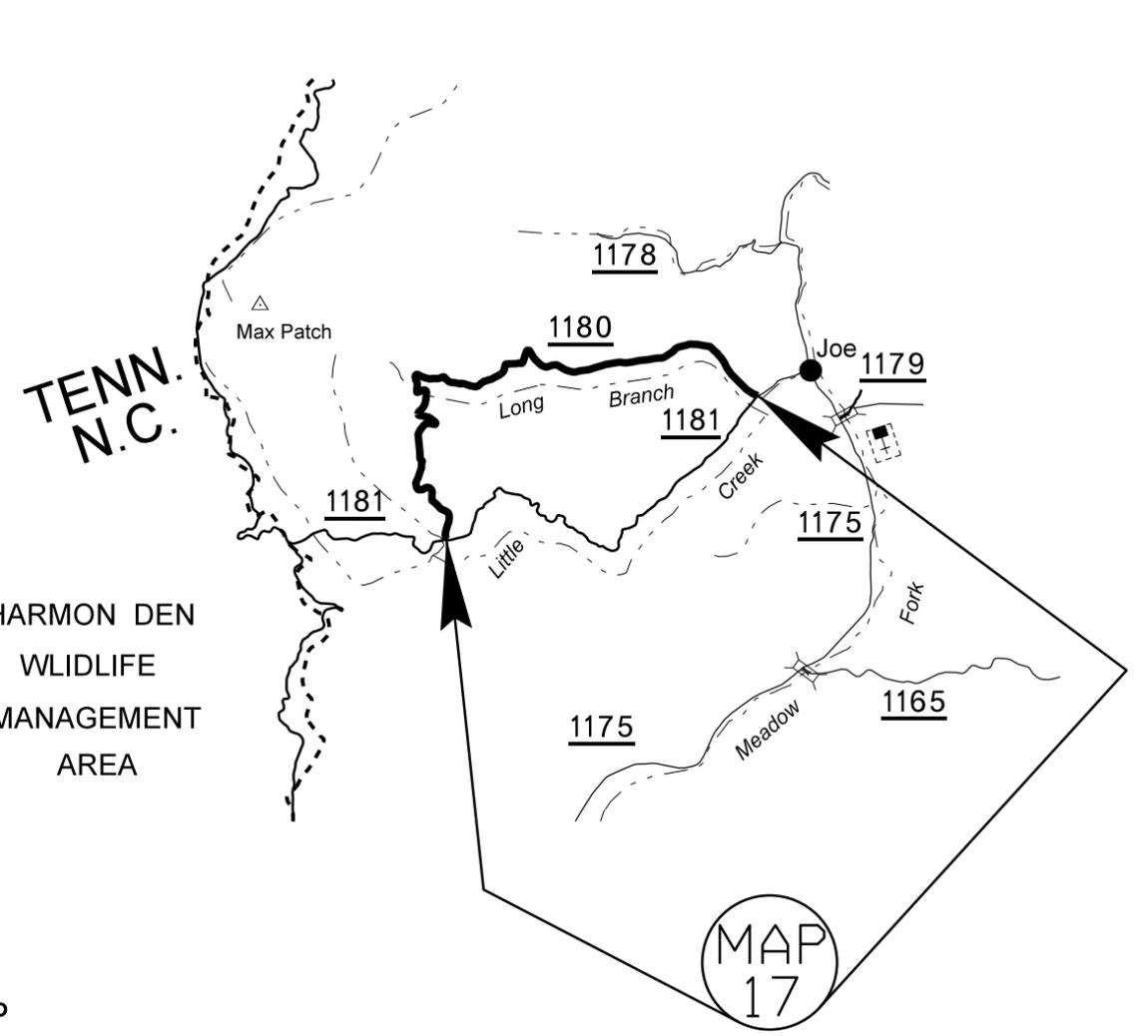
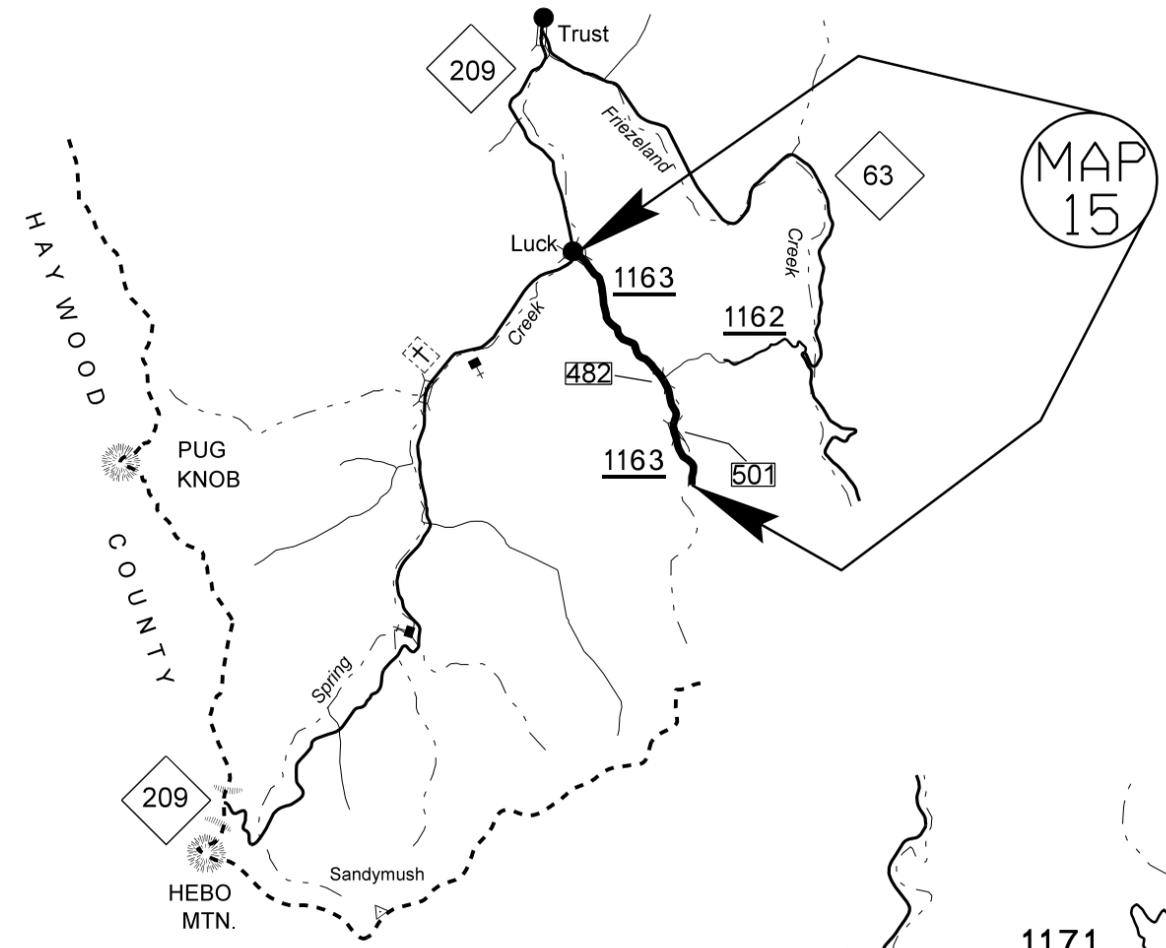
**MADISON COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.03.10571.1, 2016CPT.13.03.20571.1, 2016CPT.13.03.20572.1	3	



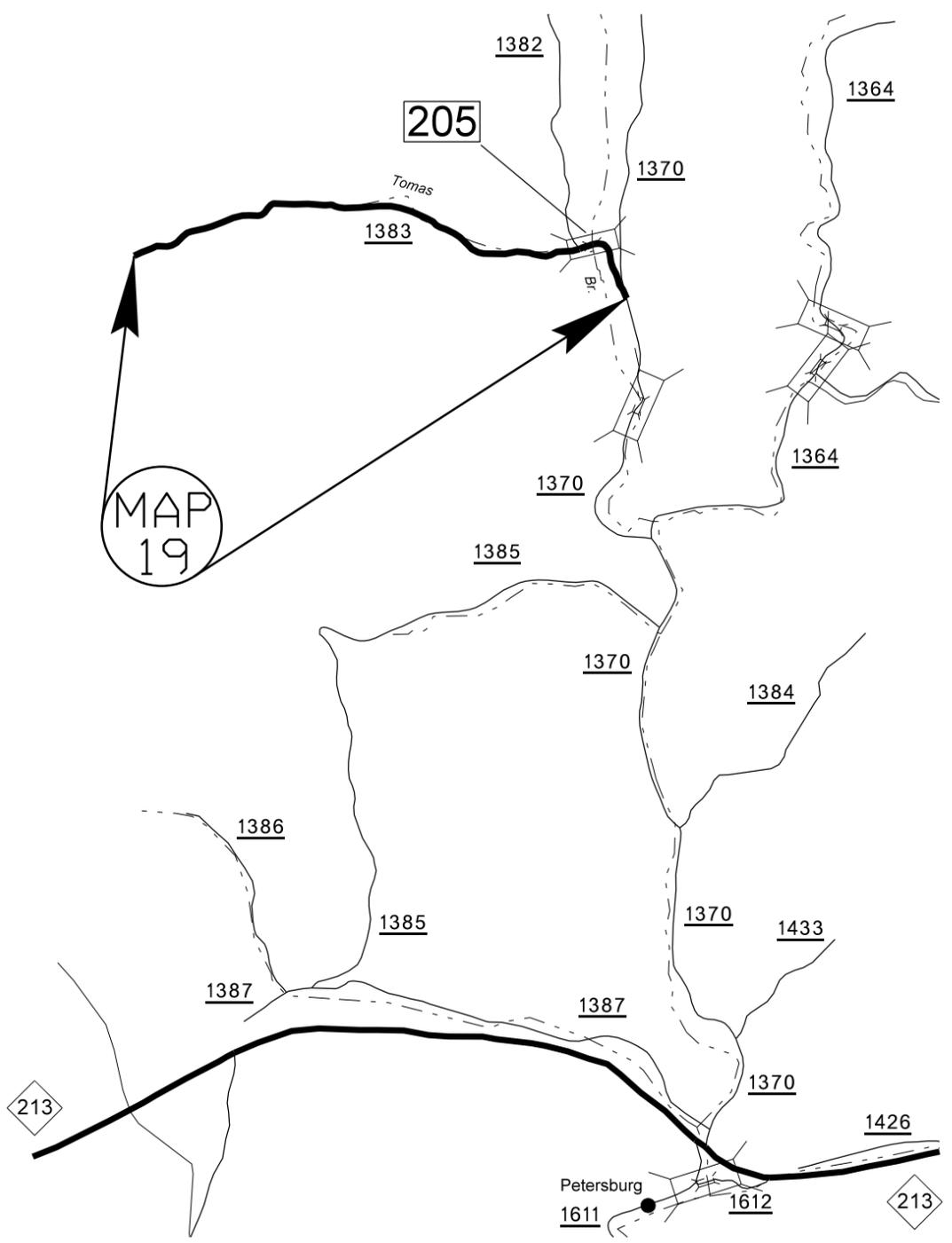
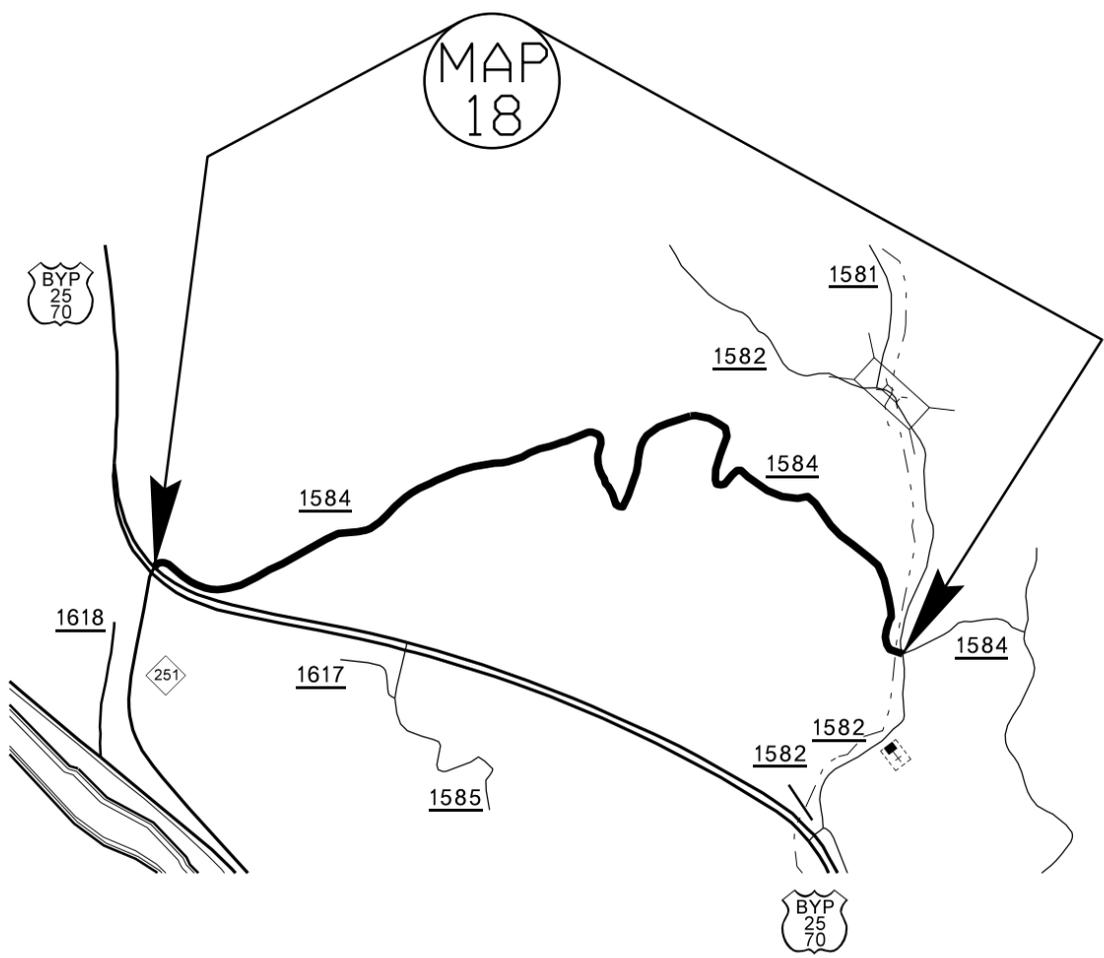
**MADISON COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.03.10571.1, 2016CPT.13.03.20571.1, 2016CPT.13.03.20572.1	4	



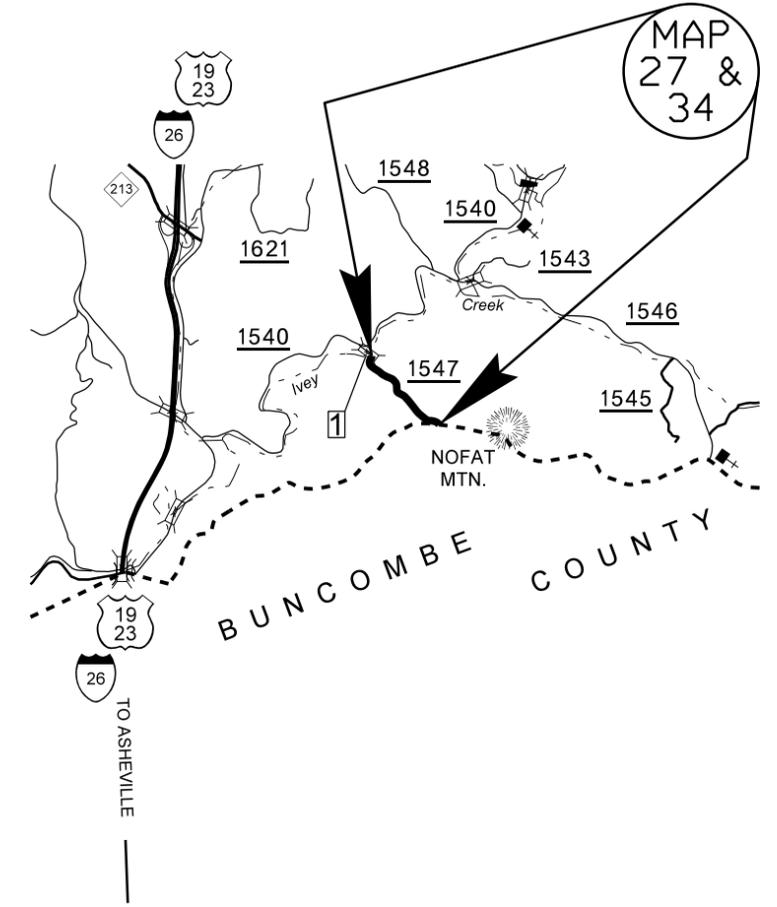
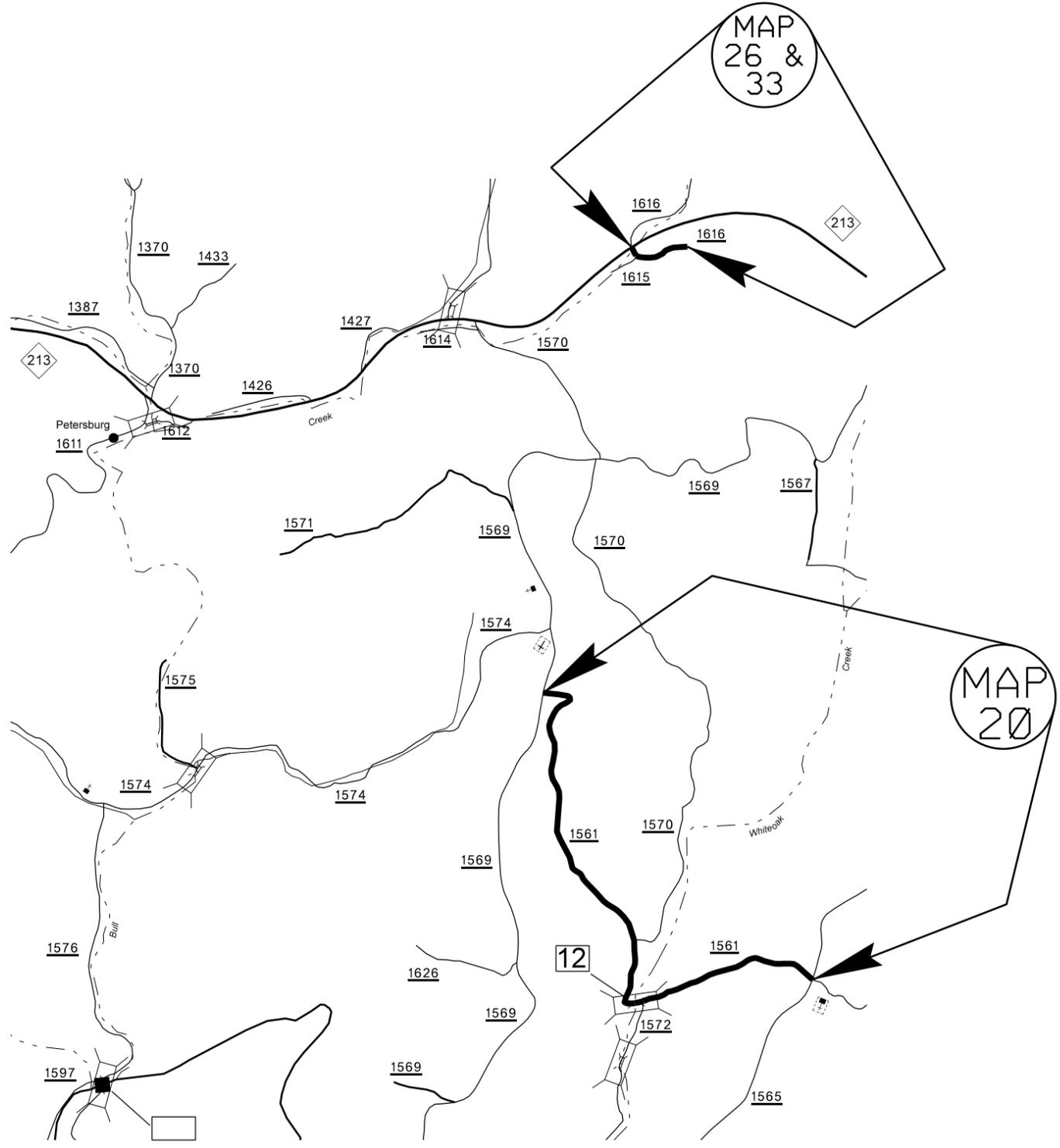
# MADISON COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.03.10571.1, 2016CPT.13.03.20571.1, 2016CPT.13.03.20572.1	5	



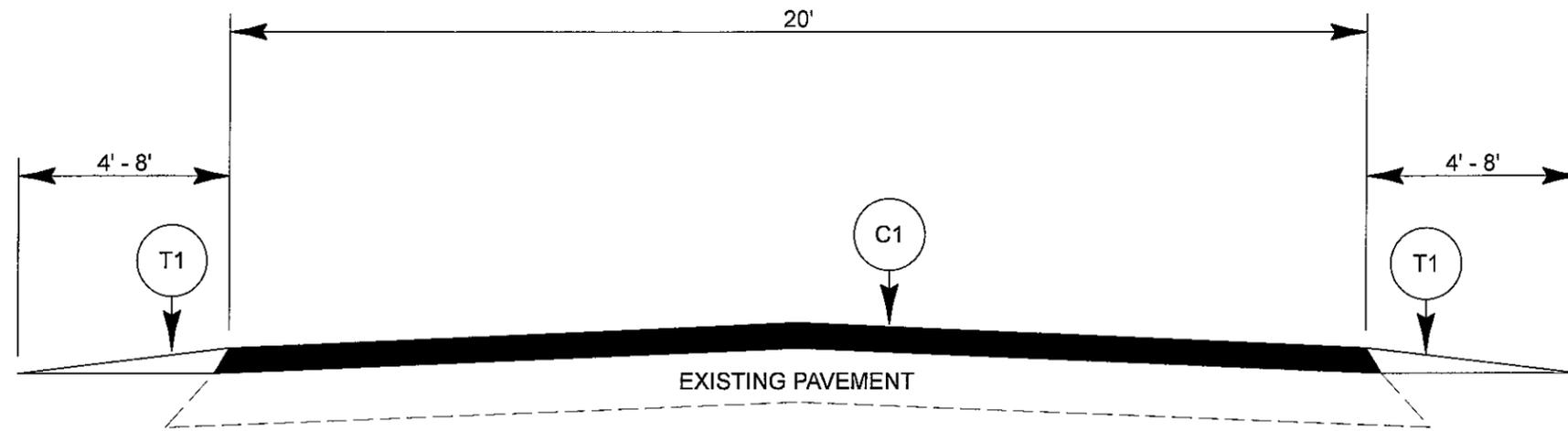
**MADISON COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.03.10571.1, 2016CPT.13.03.20571.1, 2016CPT.13.03.20572.1	6	

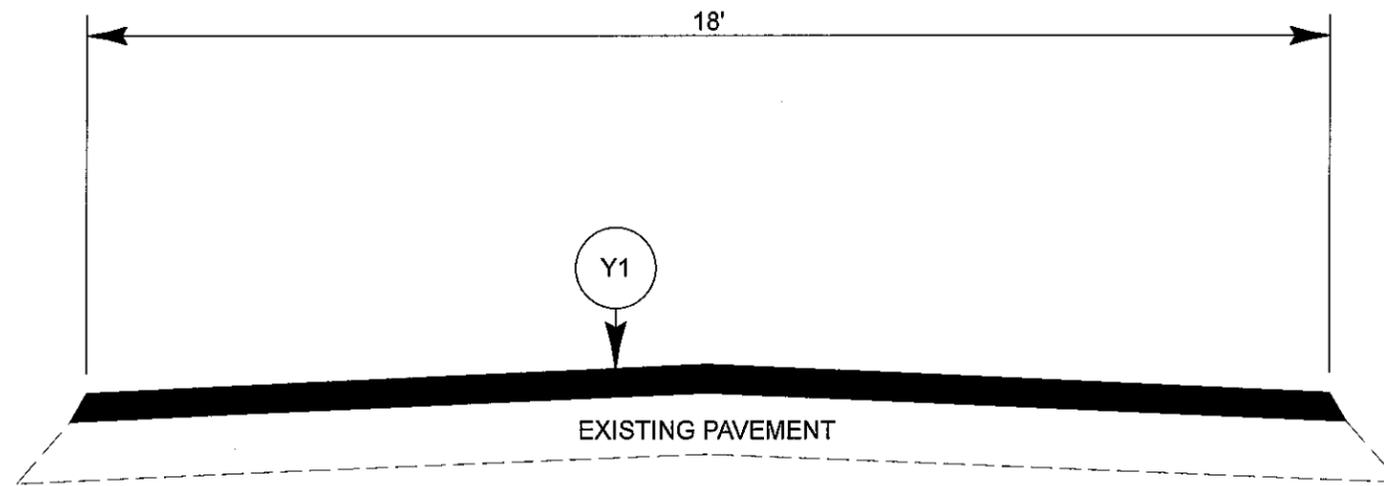
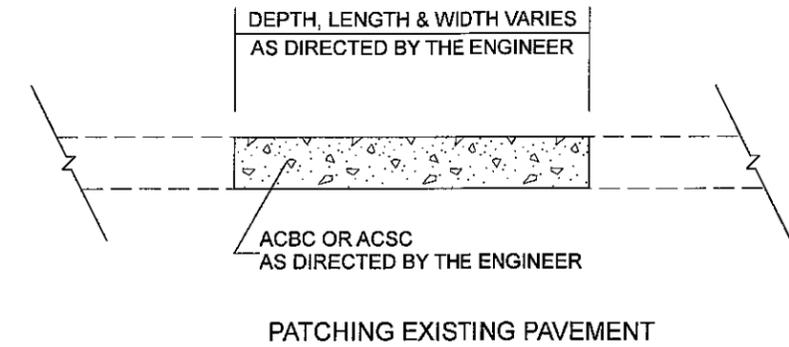


# MADISON COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.03.10571.1, 2016CPT.13.03.20571.1, 2016CPT.13.03.20572.1,	7	



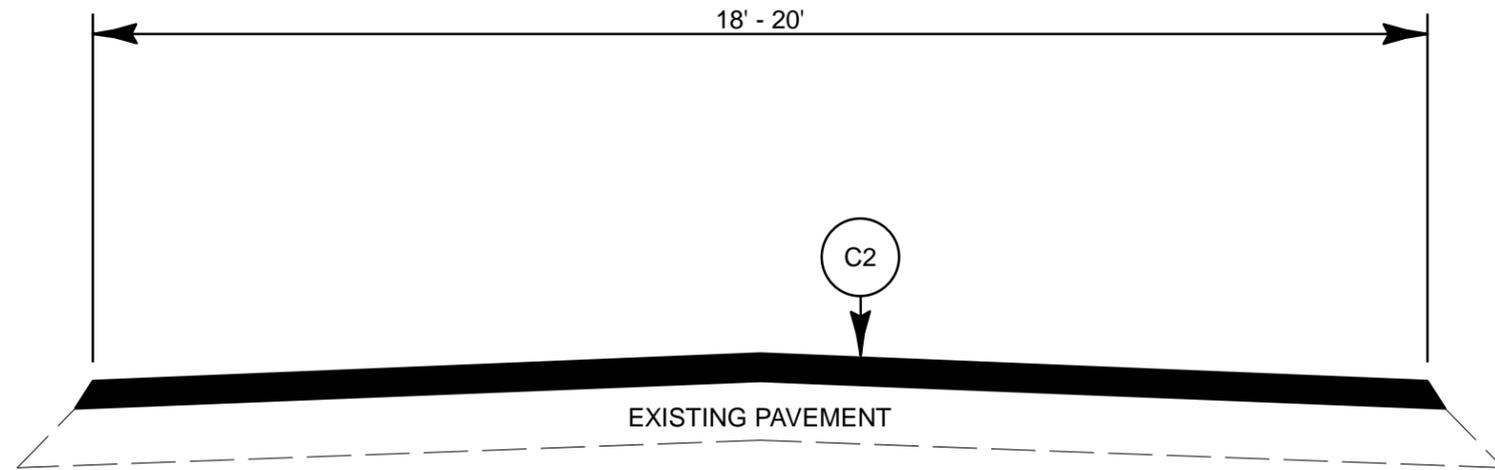
TYPICAL SECTION NO. 1



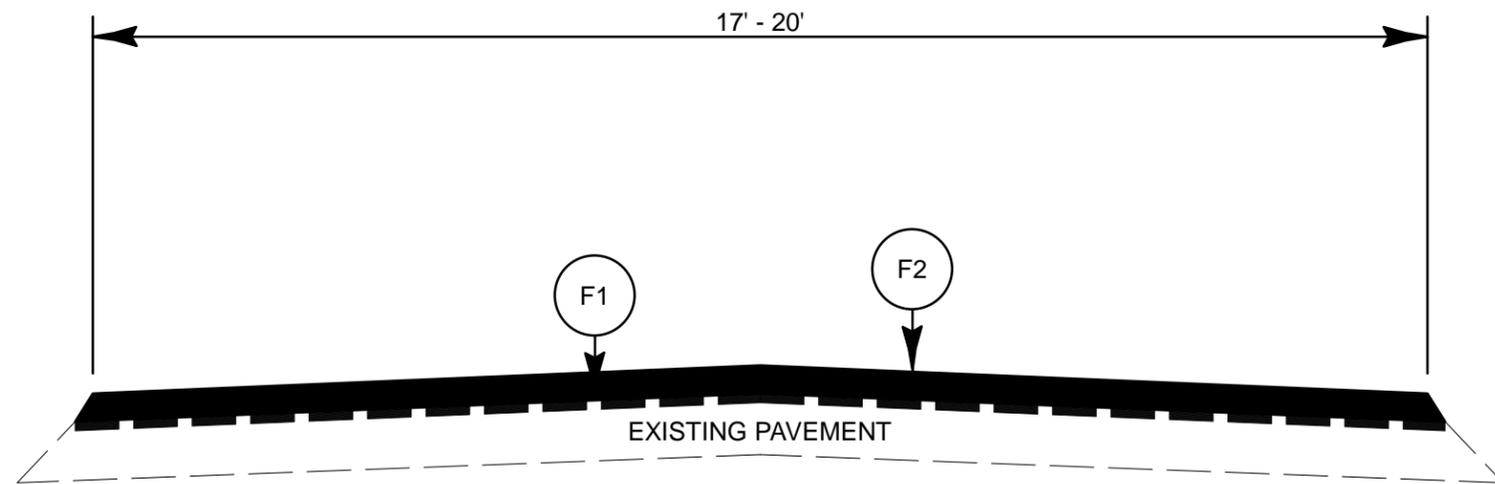
TYPICAL SECTION NO. 2

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" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YARD
F1	ASPHALT SURFACE TREATMENT, DOUBLE SEAL
F2	ASPHALT SURFACE TREATMENT, FOG SEAL
T1	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING
Y1	LATEX MODIFIED MICROSURFACING, TYPE III

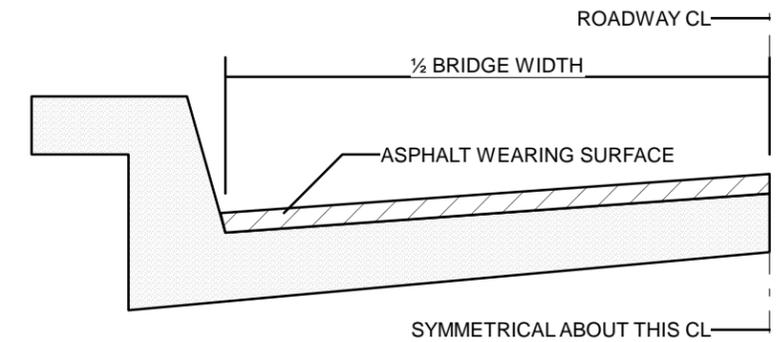
PROJECT NO.	SHEET NO.	TOTAL SHEETS
2016CPT.13.03.10571.1, 2016CPT.13.03.20571.1, 2016CPT.13.03.20572.1,	8	



TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4



BRIDGE HALF TYPICAL SECTION

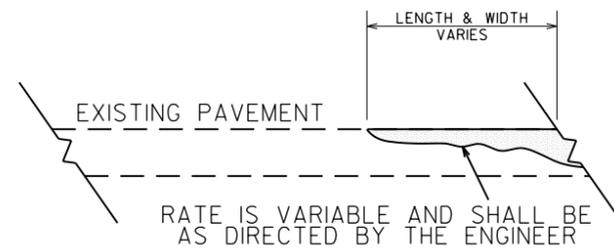
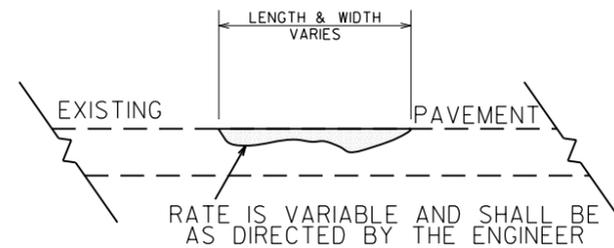
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

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".

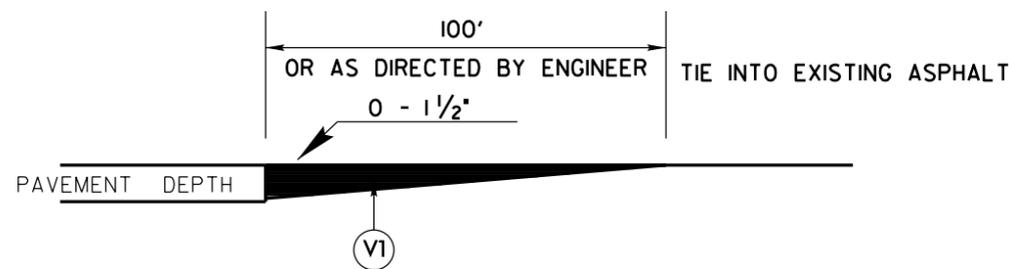
**NOTES**

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
2016CPT.13.03.10571.1, 2016CPT.13.03.20571.1, 2016CPT.13.03.20572.1	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.**



PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.13.03.10571.1, 2016CPT.13.03.20571.1, 2016CPT.13.03.20572.1	11	

### SUMMARY OF QUANTITIES

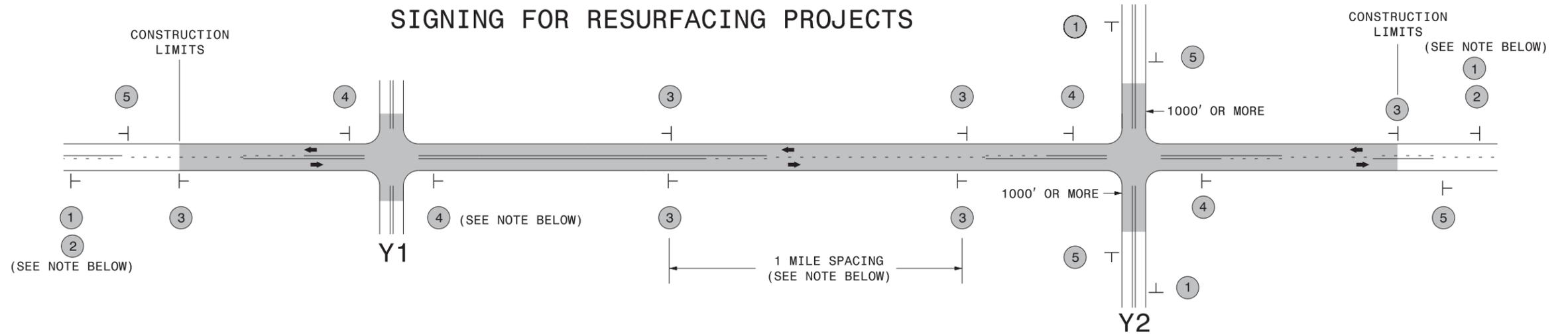
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TON	SHOULDER RECONSTRUCTION SMI	INCIDENTAL MILLING SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TON	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TON	ASPHALT SURFACE TREATMENT, DOUBLE SEAL SY	ASPHALT SURFACE TREATMENT, FOG SEAL SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	GENERIC PAVING ITEM LATEX MODIFIED MICRO-SURFACING, TYPE III SY	
2016CPT.13.03.10571.1	Madison	1	NC 209	FROM 0.28 MILES NORTH OF SR 1175 TO 2.5 MILES SOUTH OF HOT SPRINGS CL (MP 13.81 - MP 17.16)	1	2	2WU	NO	NO	3.35	20	168	6.70	690	3,655		219	400					
		2	NC 63	FROM 1.5 MILES SOUTH OF SR 1162 TO SR 1162 (MP 6.72 - MP 8.22)	1	2	2WU	NO	NO	1.5	20	75	3.00	444	1,636		98	300					
<b>TOTAL FOR PROJ NO. 2016CPT.13.03.10571.1</b>										<b>4.85</b>		<b>243</b>	<b>9.70</b>	<b>1,134</b>	<b>5,291</b>		<b>317</b>	<b>700</b>					
2016CPT.13.03.20571.1	Madison	3	SR 1354	FROM SR 1609 TO PAVEMENT CHANGE (MP 0.00 - MP 0.43)	2	2	2WU	NO	NO	0.43	18							75				4,541	
		4	SR 1354	FROM SR 1355 TO EOM (MP 1.14 - MP 1.84)	2	2	2WU	NO	NO	0.7	18							100				7,392	
		5	SR 1357	FROM SR 1355 TO EOM (MP 0.00 - MP 1.21)	2	2	2WU	NO	NO	1.21	18							175				12,778	
		6	SR 1633	FROM SR 1631 TO EOM (MP 0.00 - MP 0.39)	3	2	2WU	NO	NO	0.39	18	20				250	17	100					
		7	SR 1634	FROM SR 1633 TO SR 1635 (MP 0.00 - MP 0.09)	3	2	2WU	NO	NO	0.09	18	5				58	4	25					
		8	SR 1635	FROM SR 1634 TO EOM (MP 0.00 - MP 0.08)	3	2	2WU	NO	NO	0.08	20	4				57	4	25					
		9	SR 1620	FROM SR 1549 TO EOM (MP 0.00 - MP 0.14)	3	2	2WU	NO	NO	0.14	18	7				90	6	25					
		10	SR 1389	FROM NC 213 TO EOP (MP 0.00 - MP 0.26)	4	2	2WU	NO	NO	0.26	17							100	2,593	2,593	1,430		
		11	SR 1124	FROM SR 1125 TO SR 1114 (MP 0.00 - MP 1.40)	4	2	2WU	NO	NO	1.4	20							250	16,427	16,427	9,035		
		12	SR 1172	FROM NC 209 TO EOP (MP 0.00 - MP 0.70)	4	2	2WU	NO	NO	0.7	18							100	7,392	7,392	4,070		
		13	SR 1515	FROM US 19 TO EOP (MP 0.00 - MP 0.68)	4	2	2WU	NO	NO	0.68	18							100	7,181	7,181	3,950		
		14	SR 1537	FROM US 19 TO US 19 (MP 0.00 - MP 0.36)	4	2	2WU	NO	NO	0.36	17							50	3,590	3,590	1,975		
		15	SR 1163	FROM NC 209 TO EOP (MP 0.00 - MP 1.70)	4	2	2WU	NO	NO	1.7	18							200	17,952	17,952	9,875		
		16	SR 1168	FROM NC 209 TO EOP (MP 0.00 - MP 0.64)	4	2	2WU	NO	NO	0.64	17							100	6,383	6,383	3,515		
		17	SR 1180	FROM SR 1181 TO SR 1181 (MP 0.00 - MP 3.24)	4	2	2WU	NO	NO	3.24	18							350	34,214	34,214	18,820		
		18	SR 1584	FROM US 25/70 TO SR 1582 (MP 0.00 - MP 1.90)	4	2	2WU	NO	NO	1.9	18							250	20,064	20,064	11,040		
		19	SR 1383	FROM SR 1370 TO EOP (MP 0.00 - MP 1.10)	4	2	2WU	NO	NO	1.1	18							250	11,616	11,616	6,390		
		20	SR 1561	FROM SR 1569 TO SR 1565 (MP 0.00 - MP 1.67)	4	2	2WU	NO	NO	1.67	20							200	19,595	19,595	10,780		
		21	SR 1517	FROM US 19 TO EOP (MP 0.00 - MP 0.64)	4	2	2WU	NO	NO	0.64	18							150					
		22	SR 1523	FROM SR 1522 TO EOP (MP 0.00 - MP 0.23)	4	2	2WU	NO	NO	0.23	18							100					
		23	SR 1356	FROM SR 1357 TO EOM (MP 0.00 - 0.25)	2	2	2WU	NO	NO	0.25	18							30					
		24	SR 1522	FROM US 19 TO EOP (MP 0.00 - MP 1.18)	4	2	2WU	NO	NO	1.18	18							100					
		25	SR 1521	FROM US 19 TO SR 1522 (MP 0.00 - 0.65)	4	2	2WU	NO	NO	0.65	18							100					
		26	SR 1616	FROM NC 213 TO EOP (MP 0.00 - MP 0.23)	4	2	2WU	NO	NO	0.23	18							40					
		27	SR 1547	FROM BRIDGE NO. 1 TO BUNCOMBE COUNTY LINE (MP 0.06 TO MP 0.62)	4	2	2WU	NO	NO	0.56	18							240					
<b>TOTAL FOR PROJ NO. 2016CPT.13.03.20571.1</b>										<b>20.43</b>		<b>36</b>				<b>455</b>	<b>31</b>	<b>3,235</b>	<b>147,007</b>	<b>147,007</b>	<b>80,880</b>	<b>24,711</b>	
2016CPT.13.03.20572.1	Madison	28	SR 1517	FROM US 19 TO EOP (MP 0.00 - MP 0.64)	4	2	2WU	NO	NO	0.64	18								6,758	6,758	3,720		
		29	SR 1523	FROM SR 1522 TO EOP (MP 0.00 - MP 0.23)	4	2	2WU	NO	NO	0.23	18								2,429	2,429	1,340		
		30	SR 1356	FROM SR 1357 TO EOM (MP 0.00 - 0.25)	2	2	2WU	NO	NO	0.25	18											2,640	
		31	SR 1522	FROM US 19 TO EOP (MP 0.00 - MP 1.18)	4	2	2WU	NO	NO	1.18	18								12,461	12,461	6,855		
		32	SR 1521	FROM US 19 TO SR 1522 (MP 0.00 - 0.65)	4	2	2WU	NO	NO	0.65	18								6,864	6,864	3,780		
		33	SR 1616	FROM NC 213 TO EOP (MP 0.00 - MP 0.23)	4	2	2WU	NO	NO	0.23	18								2,429	2,429	1,340		
		34	SR 1547	FROM BRIDGE NO. 1 TO BUNCOMBE COUNTY LINE (MP 0.06 TO MP 0.62)	4	2	2WU	NO	NO	0.56	18								5,914	5,914	3,255		
<b>TOTAL FOR PROJ NO. 2016CPT.13.03.20572.1</b>										<b>3.74</b>									<b>36,855</b>	<b>36,855</b>	<b>20,290</b>	<b>2,640</b>	
<b>GRAND TOTAL</b>										<b>29.02</b>		<b>279</b>	<b>9.70</b>	<b>1,134</b>	<b>5,291</b>	<b>455</b>	<b>348</b>	<b>3,935</b>	<b>183,862</b>	<b>183,862</b>	<b>101,170</b>	<b>27,351</b>	

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.13.03.10571.1, 2016CPT.13.03.20571.1, 2016CPT.13.03.20572.1	12	

**THERMOPLASTIC AND PAINT QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	441300000-E	445700000-N	471000000-E	472100000-E	481000000-E		484700000-E		490500000-N			
										WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS) SCHOOL	PAINT PAVEMENT MARKING LINES (4") WHITE	PAINT PAVEMENT MARKING LINES (4") YELLOW	POLYUREA PAVEMENT MARKING LINES (4") WHITE (HIGHLY REFLECTIVE ELEMENTS)	POLYUREA PAVEMENT MARKING LINES (4") YELLOW (HIGHLY REFLECTIVE ELEMENTS)	SNOWPLOWABLE PAVEMENT MARKERS			
										SF	LS	LF	EA	LF	LF	LF	LF	EA			
2016CPT.13.03.10571.1	Madison	1	NC 209	FROM 0.28 MILES NORTH OF SR 1175 TO 2.5 MILES SOUTH OF HOT SPRINGS CL (MP 13.81 - MP 17.16)	1	2	2WU	3.35	20	544	*					35,376	35,376	443			
		2	NC 63	FROM 1.5 MILES SOUTH OF SR 1162 TO SR 1162 (MP 6.72 - MP 8.22)	1	2	2WU	1.5	20							15,840	15,840	198			
<b>TOTAL FOR PROJ NO. 2016CPT.13.03.10571.1</b>										<b>544</b>	<b>1</b>				<b>51,216</b>	<b>51,216</b>	<b>641</b>				
															<b>102,432</b>						
2016CPT.13.03.20571.1	Madison	3	SR 1354	FROM SR 1609 TO PAVEMENT CHANGE (MP 0.00 - MP 0.43)	2	2	2WU	0.43	18	2,288	*					4,541	4,541				
		4	SR 1354	FROM SR 1355 TO EOM (MP 1.14 - MP 1.84)	2	2	2WU	0.7	18								7,392	7,392			
		5	SR 1357	FROM SR 1355 TO EOM (MP 0.00 - MP 1.21)	2	2	2WU	1.21	18									12,778	12,778		
		6	SR 1633	FROM SR 1631 TO EOM (MP 0.00 - MP 0.39)	3	2	2WU	0.39	18									423	423		
		7	SR 1634	FROM SR 1633 TO SR 1635 (MP 0.00 - MP 0.09)	3	2	2WU	0.09	18												
		8	SR 1635	FROM SR 1634 TO EOM (MP 0.00 - MP 0.08)	3	2	2WU	0.08	20												
		9	SR 1620	FROM SR 1549 TO EOM (MP 0.00 - MP 0.14)	3	2	2WU	0.14	18			20	6								
		10	SR 1389	FROM NC 213 TO EOP (MP 0.00 - MP 0.26)	4	2	2WU	0.26	17												
		11	SR 1124	FROM SR 1125 TO SR 1114 (MP 0.00 - MP 1.40)	4	2	2WU	1.4	20									14,784	14,784		
		12	SR 1172	FROM NC 209 TO EOP (MP 0.00 - MP 0.70)	4	2	2WU	0.7	18												
		13	SR 1515	FROM US 19 TO EOP (MP 0.00 - MP 0.68)	4	2	2WU	0.68	18												
		14	SR 1537	FROM US 19 TO US 19 (MP 0.00 - MP 0.36)	4	2	2WU	0.36	17												
		15	SR 1163	FROM NC 209 TO EOP (MP 0.00 - MP 1.70)	4	2	2WU	1.7	18									17,952	17,952		
		16	SR 1168	FROM NC 209 TO EOP (MP 0.00 - MP 0.64)	4	2	2WU	0.64	17												
		17	SR 1180	FROM SR 1181 TO SR 1181 (MP 0.00 - MP 3.24)	4	2	2WU	3.24	18									34,214	34,214		
		18	SR 1584	FROM US 25/70 TO SR 1582 (MP 0.00 - MP 1.90)	4	2	2WU	1.9	18									20,064	20,064		
		19	SR 1383	FROM SR 1370 TO EOP (MP 0.00 - MP 1.10)	4	2	2WU	1.1	18									11,616	11,616		
		20	SR 1561	FROM SR 1569 TO SR 1565 (MP 0.00 - MP 1.67)	4	2	2WU	1.67	20									17,635	17,635		
		21	SR 1517	FROM US 19 TO EOP (MP 0.00 - MP 0.64)	4	2	2WU	0.64	18												
		22	SR 1523	FROM SR 1522 TO EOP (MP 0.00 - MP 0.23)	4	2	2WU	0.23	18												
		23	SR 1356	FROM SR 1357 TO EOM (MP 0.00 - 0.25)	2	2	2WU	0.25	18												
		24	SR 1522	FROM US 19 TO EOP (MP 0.00 - MP 1.18)	4	2	2WU	1.18	18												
		25	SR 1521	FROM US 19 TO SR 1522 (MP 0.00 - 0.65)	4	2	2WU	0.65	18												
		26	SR 1616	FROM NC 213 TO EOP (MP 0.00 - MP 0.23)	4	2	2WU	0.23	18												
		27	SR 1547	FROM BRIDGE NO. 1 TO BUNCOMBE COUNTY LINE (MP 0.06 TO MP 0.62)	4	2	2WU	0.56	18												
		<b>TOTAL FOR PROJ NO. 2016CPT.13.03.20571.1</b>										<b>2,288</b>	<b>1</b>	<b>20</b>	<b>6</b>		<b>141,399</b>	<b>141,399</b>			
																	<b>282,798</b>				
2016CPT.13.03.20572.1	Madison	28	SR 1517	FROM US 19 TO EOP (MP 0.00 - MP 0.64)	4	2	2WU	0.64	18	420	*										
		29	SR 1523	FROM SR 1522 TO EOP (MP 0.00 - MP 0.23)	4	2	2WU	0.23	18												
		30	SR 1356	FROM SR 1357 TO EOM (MP 0.00 - 0.25)	2	2	2WU	0.25	18												
		31	SR 1522	FROM US 19 TO EOP (MP 0.00 - MP 1.18)	4	2	2WU	1.18	18							24,922	24,922				
		32	SR 1521	FROM US 19 TO SR 1522 (MP 0.00 - 0.65)	4	2	2WU	0.65	18							13,728	13,728				
		33	SR 1616	FROM NC 213 TO EOP (MP 0.00 - MP 0.23)	4	2	2WU	0.23	18							4,858	4,858				
34	SR 1547	FROM BRIDGE NO. 1 TO BUNCOMBE COUNTY LINE (MP 0.06 TO MP 0.62)	4	2	2WU	0.56	18														
<b>TOTAL FOR PROJ NO. 2016CPT.13.03.20572.1</b>										<b>420</b>	<b>1</b>			<b>11,827</b>	<b>11,827</b>	<b>55,335</b>	<b>55,335</b>				
														<b>110,670</b>							
<b>GRAND TOTAL</b>											<b>29.02</b>	<b>3,252</b>	<b>1</b>	<b>20</b>	<b>6</b>	<b>55,335</b>	<b>55,335</b>	<b>192,615</b>	<b>192,615</b>	<b>641</b>	
															<b>110,670</b>		<b>385,230</b>				

## SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

### MAINLINE (-L-) SIGNING

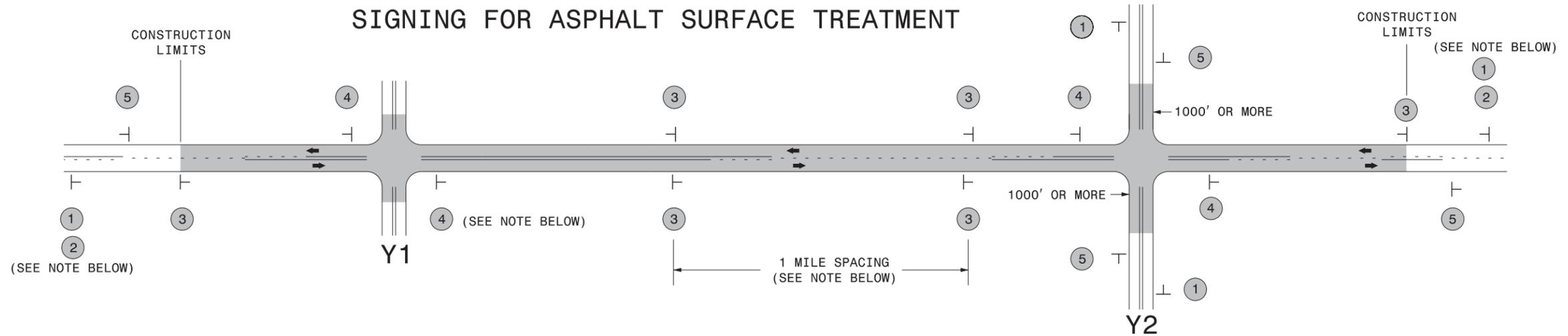
### -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 <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>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>
	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.		

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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

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.		
	2	 W7-3aP 24" X 18"	#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	 W8-7 48" X 48"	ALTERNATE THE FOLLOWING TWO SIGNS: STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".		
		 SP 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.		
	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.		
5	 G20-2 A 48" X 24"	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.

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

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