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COLUMBUS COUNTY RESURFACING FALL 2015

2

BLADEN COUNTY

11

CAPE

FEAR RIVER

PENDER COUNTY

87

1810

1808

1811

Waymans Creek

11

3

SANDYFIELD
Pop. 344

1847

1812

1813

1814

6

87

1875

1816

1740

1814

Armour

1740

NSX Railroad

1846

Riegelwood

11

1740

1845

1815

1880

1879

1873

1817

1854

1857

1854

8/17/99 REVISIONS SYSTEMS, INC. JONSON



LAKE WACCAMAW

Pop. 1365

Tobacco Rd.

.53

.40

.29

1735

Bingham Ln.

James Ave.

Pecan Ln.

.33

Wanamish Ave.

214

214

4

5

.69

.35

1757

1740

.37

Rd.

1900

Flemington Rd.

Nancy St.

St.

Ash St.

Central Ave.

St.

White Oak Rd.

St.

Dogwood St.

St.

Lakeview Ave.

St.

White Oak Rd.

St.

Cypress Ln.

Rd.

McRae Dr.

St.

Grove Cir.

St.

Roberson Ave.

St.

Columbia Ave.

St.

West Oak St.

St.

.57

White Oak St.

1740

Rd.

Dallas Ave.

St.

Camden St.

St.

Lake Shore Dr.

St.

McRae Dr.

St.

1757

1.87

Grove Cir.

Roberson Ave.

St.

Lake Shore Dr.

St.

Pecan Ln.

St.

Myrtle St.

St.

Vine St.

St.

Cedar St.

St.

Holly St.

St.

Lakewood Ave.

St.

Council Ave.

St.

Lake Waccamaw

Myrtle St.

St.

Vine St.

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Cedar St.

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Holly St.

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Lakewood Ave.

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Pine St.

St.

Birch St.

St.

Elm St.

St.

0.09

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1757

1947

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1942

Creek Rd.

Bella Ridge Rd.

St.

Coala Rd.

St.

Pike Ave.

Bartram Rd.

St.

1757

Creek Rd.

Bella Ridge Rd.

St.

Coala Rd.

St.

8/17/99

REVISIONS

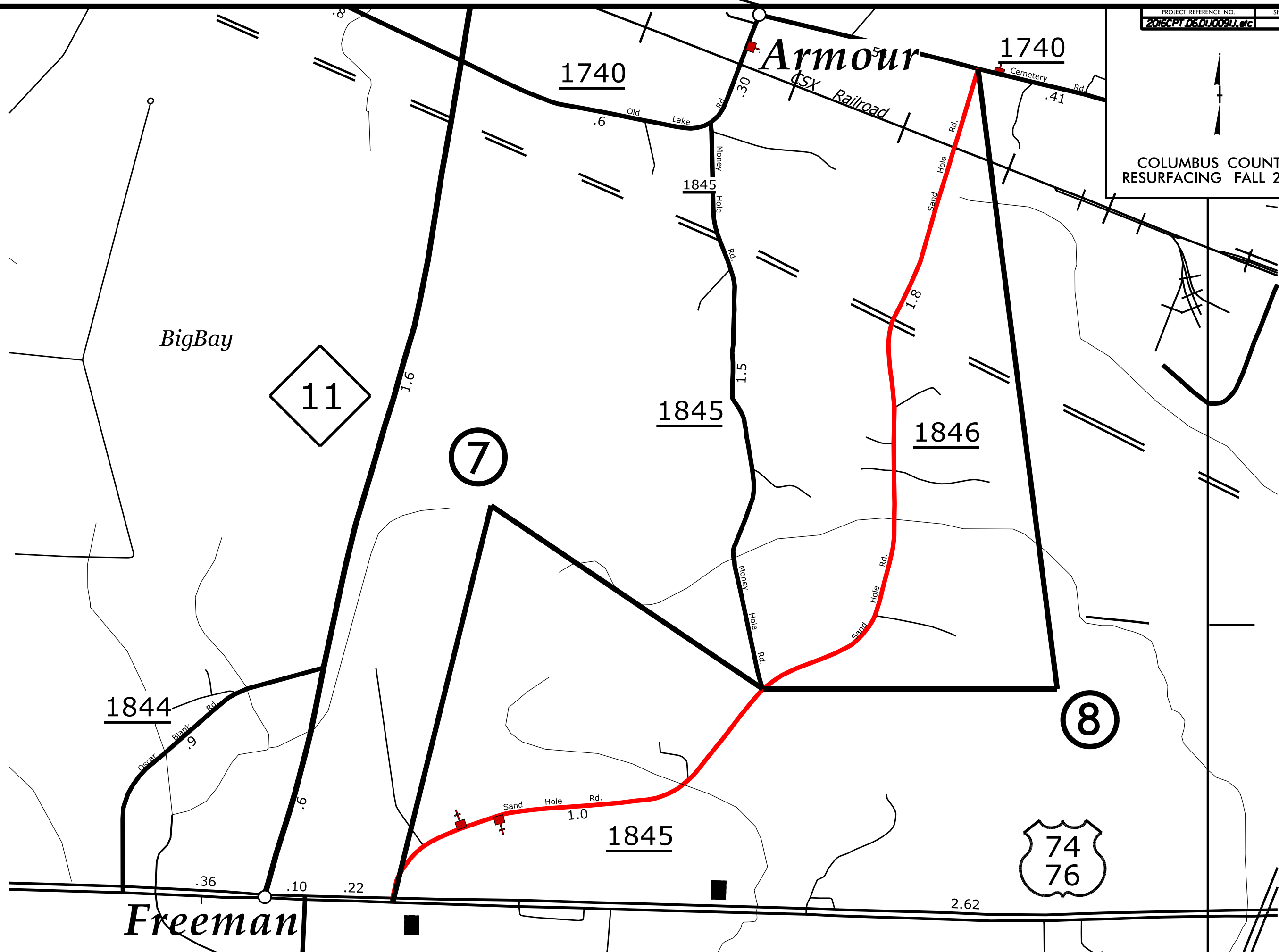
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COLUMBUS COUNTY
RESURFACING FALL 2015



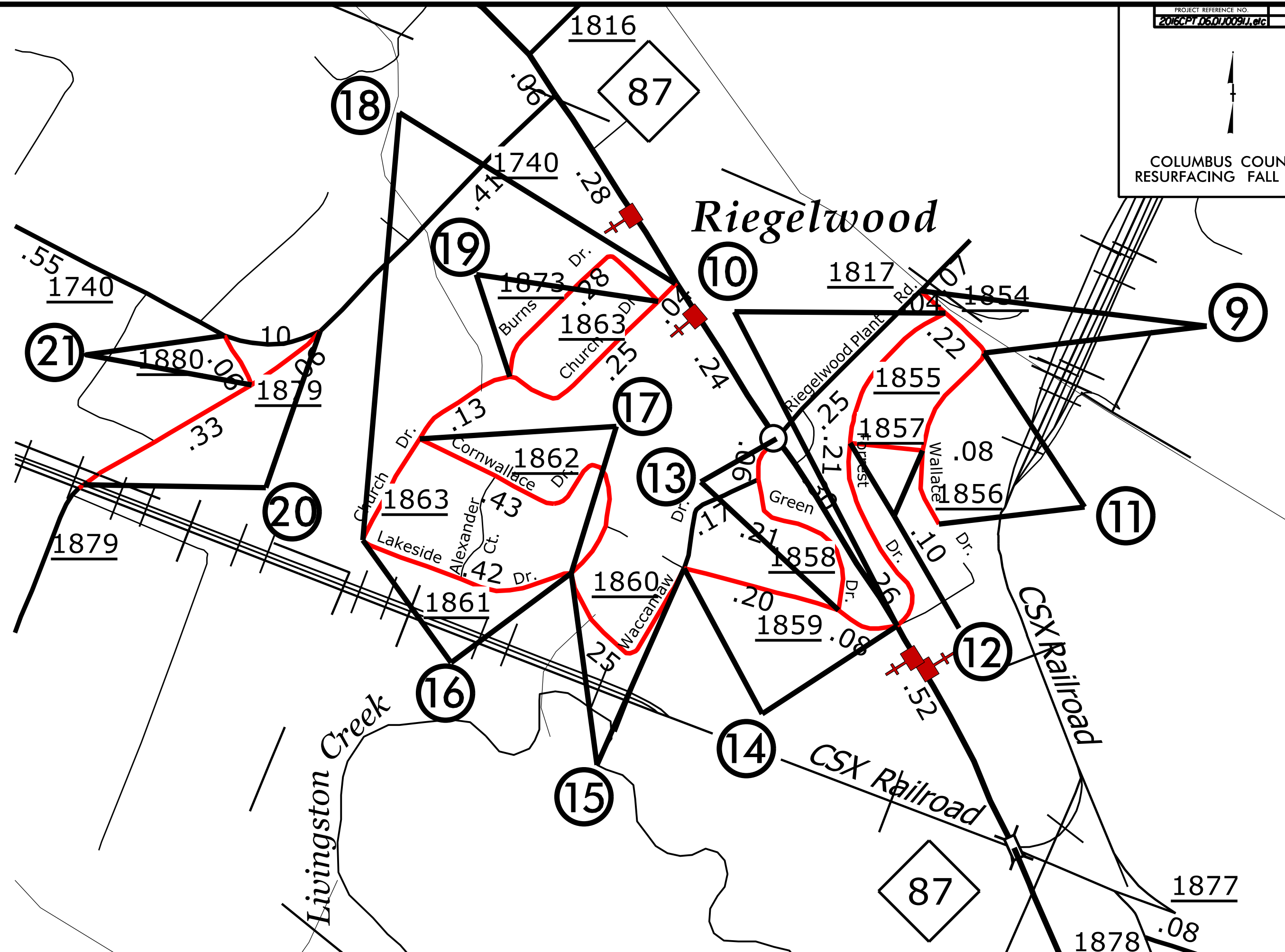
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COLUMBUS COUNTY
RESURFACING FALL 2015

Riegelwood



REVISIONS

8/17/99

\$\$\$\$\$SYTIME\$\$\$\$\$
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Livingston Creek

CSX Railroad

CSX Railroad

1740
.55

1880
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1879

1740
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1879
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1863
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CSX Railroad

CSX Railroad

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CSX Railroad

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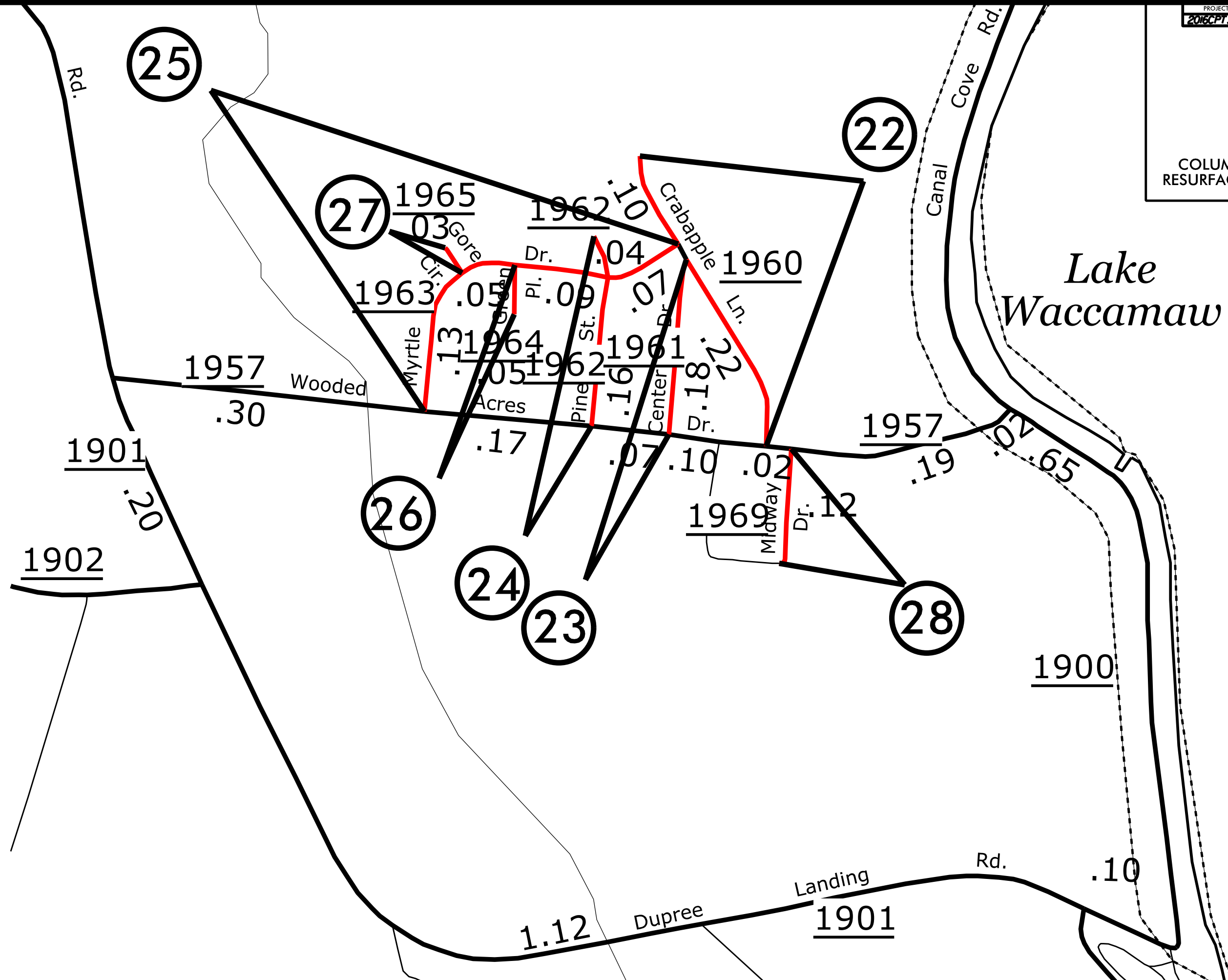
1878
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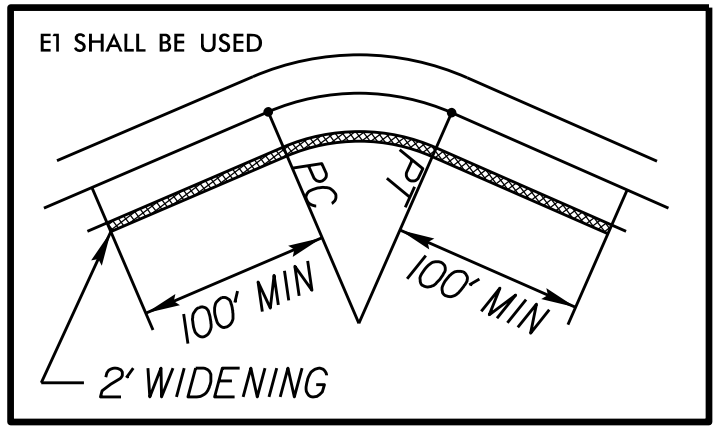
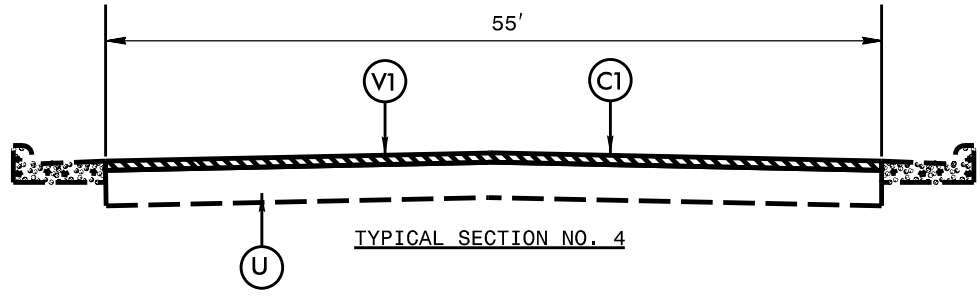
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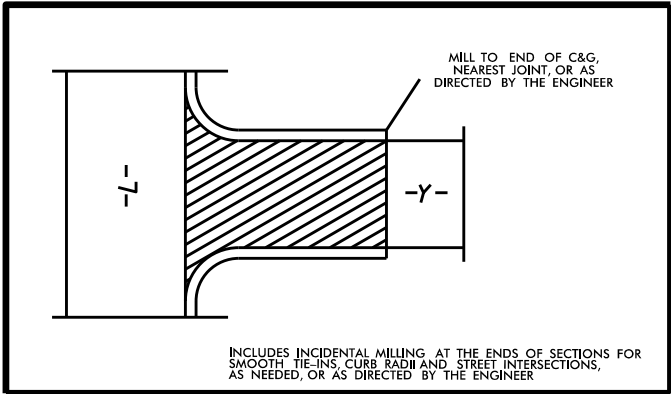
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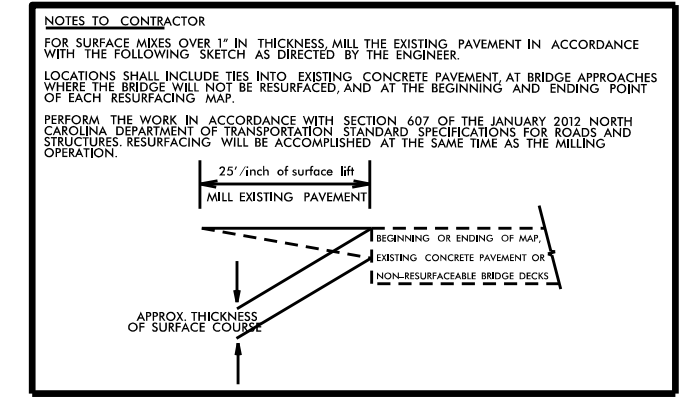
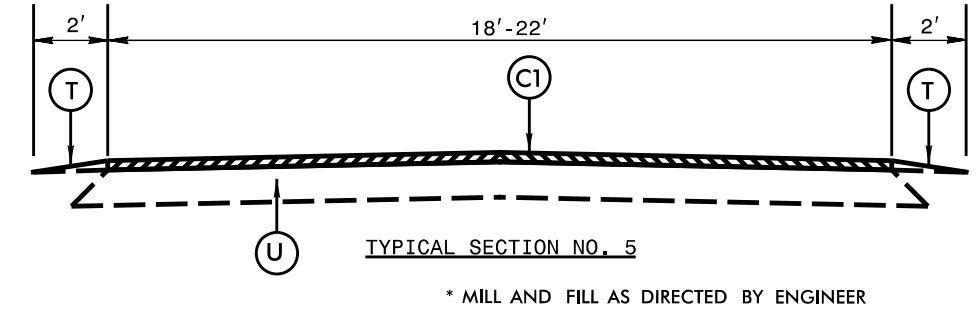
PAVEMENT SCHEDULE	
C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	APPROXIMATELY 1" OF ASPHALT CONCRETE SURFACE COURSE, TYPE SA-1 AT AN AVERAGE RATE OF 100 LBS/SYD
D1	2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	5½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
F	#6M MAT COAT
T	AGGREGATE SHOULDER BORROW (SHOULDER RECONSTRUCTION AS DIRECTED BY THE ENGINEER)
U	EXISTING ASPHALT
V1	1½" MILLING
V2	2½" MILLING



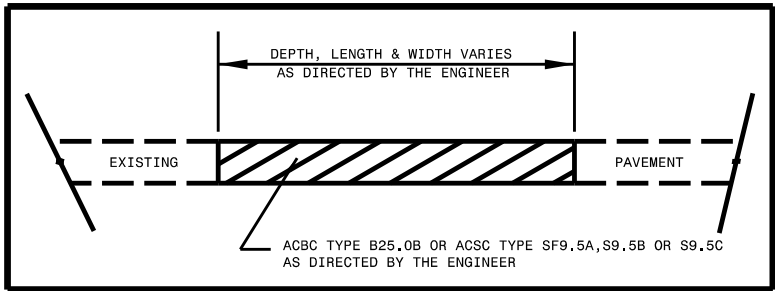
INSIDE CURVE WIDENING
ALL MAPS



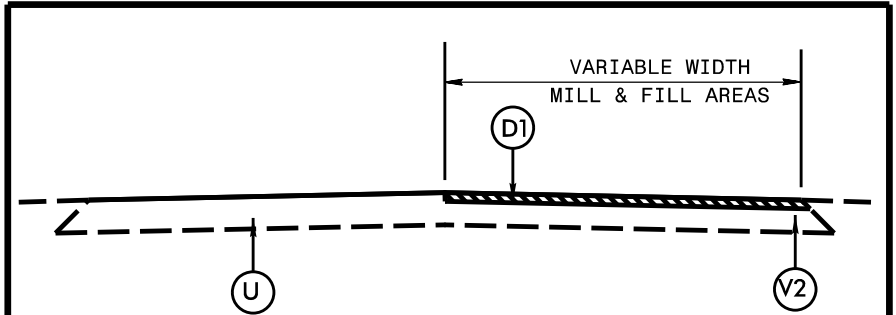
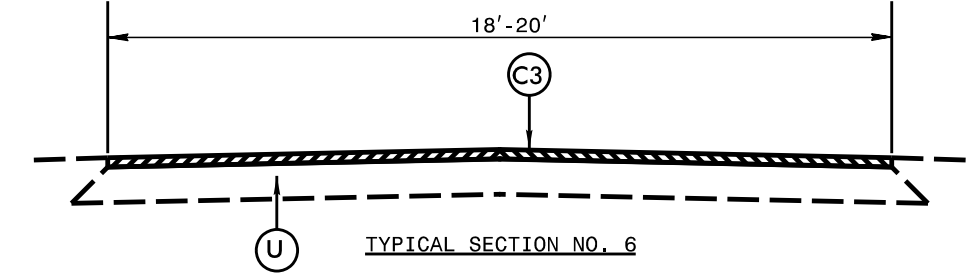
MILLING AT CURB AND GUTTER INTERSECTIONS



MILLING AT PAVEMENT TIE-INS DETAIL



PATCHING EXISTING PAVEMENT
PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION

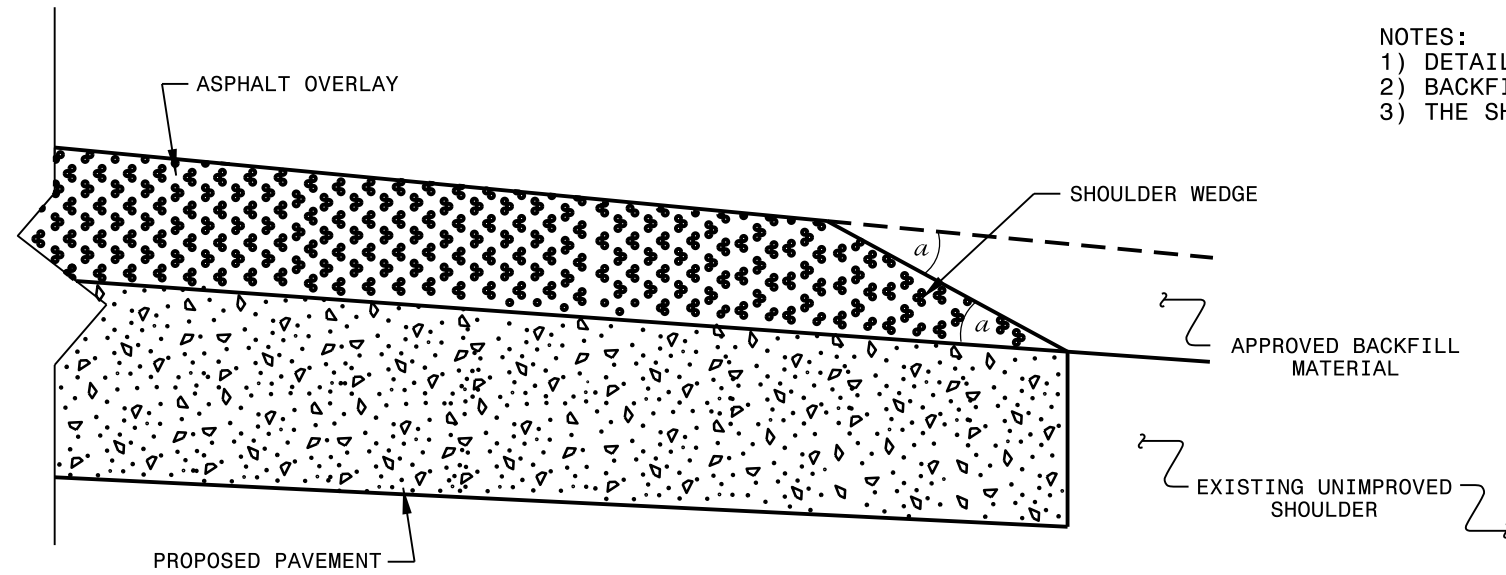


- NOTES:
1. DISTRESSED AREAS TO BE REPAIRED BY MILL & FILL SHALL BE DESIGNATED BY THE ENGINEER
 2. FILL MILLED AREAS WITH ASPHALT INTERMEDIATE COURSE BACK FLUSH WITH THE EXISTING ASPHALT LEFT IN PLACE, PRIOR TO PLACEMENT OF PROPOSED ASPHALT SURFACE COURSE.

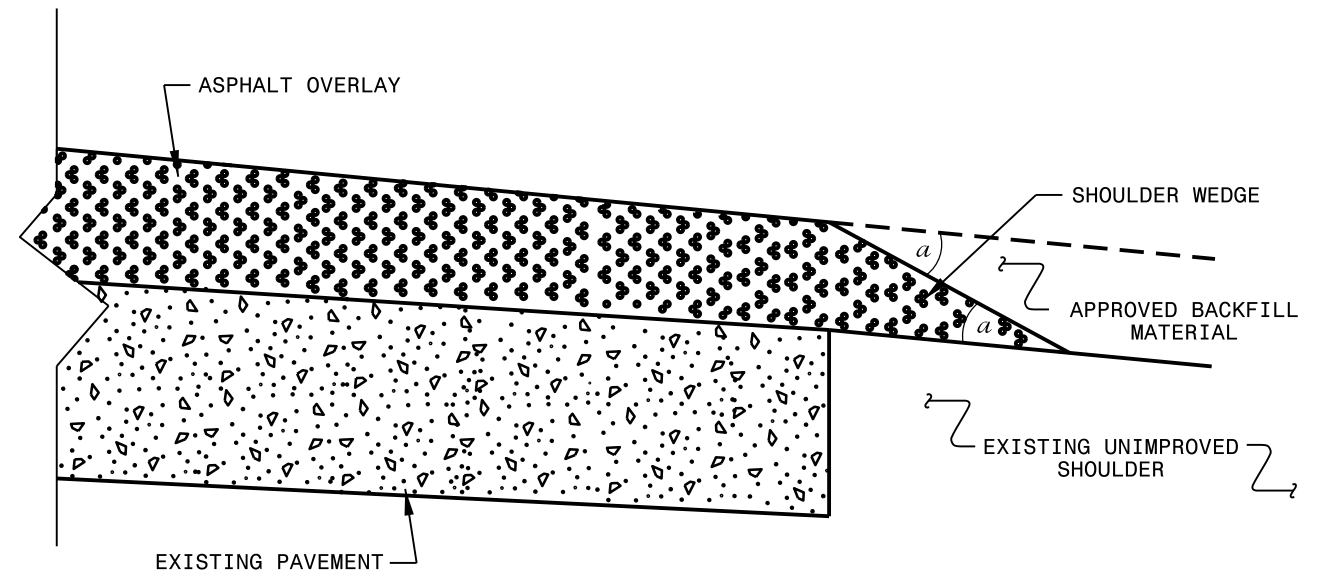
MILL AND FILL PAVEMENT REPAIR

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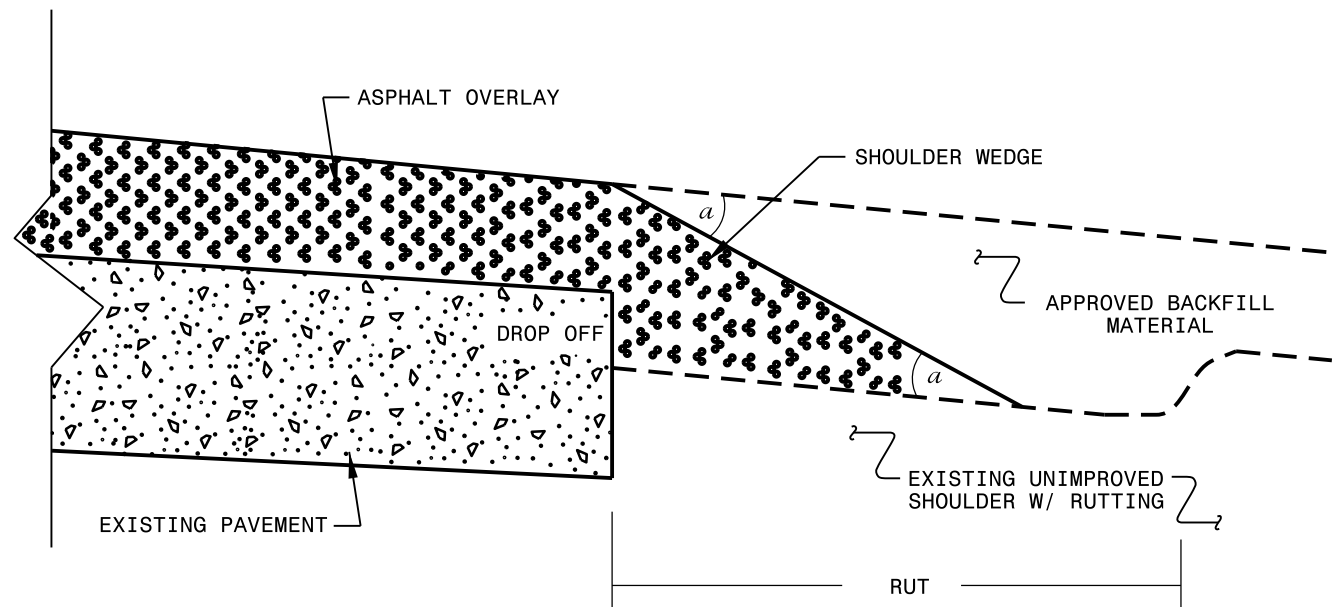
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn			

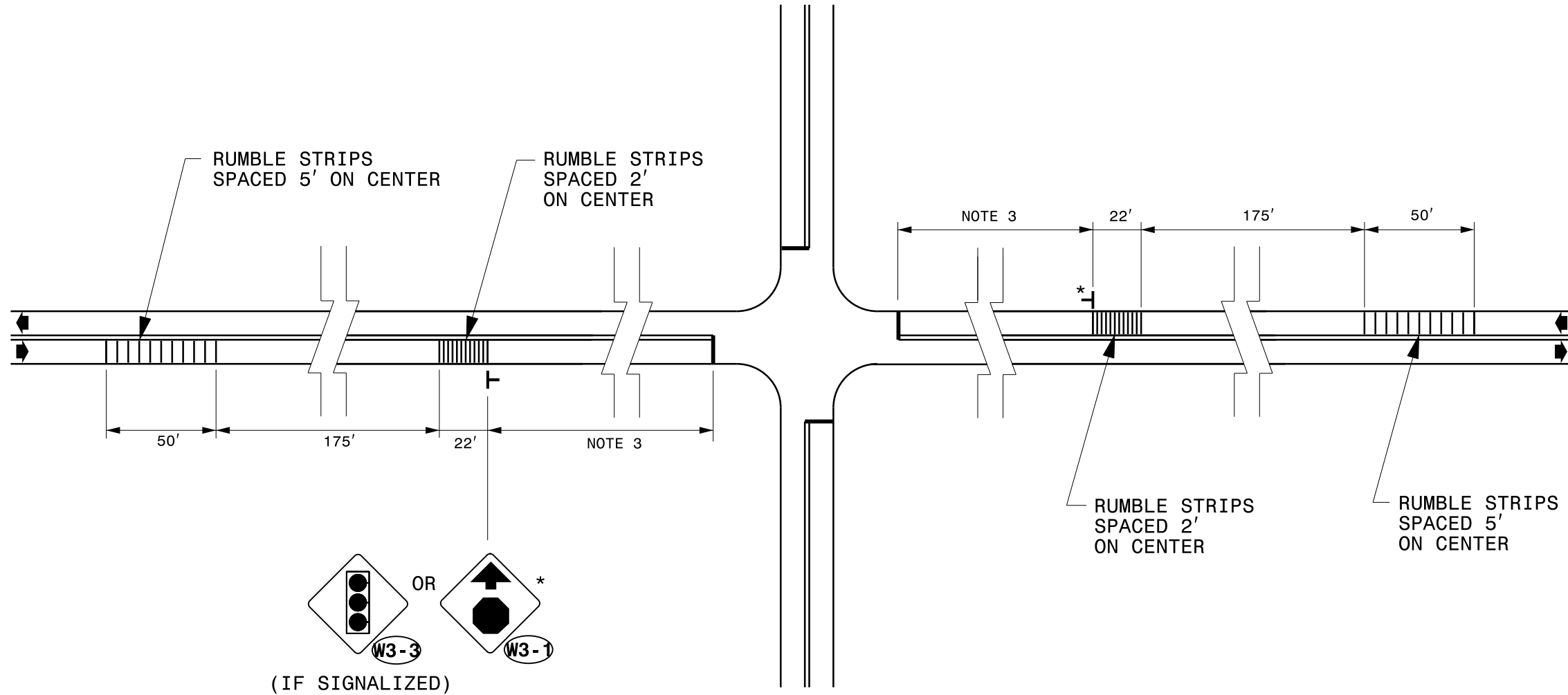
SYSTEMS DESIGN
 USER NAME

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

11-13

ENGLISH STANDARD DRAWING FOR
TWO-LANE, TWO-WAY THERMOPLASTIC RUMBLE STRIPS

SHEET 1 OF 1



GENERAL NOTES:

1. ALL RUMBLE STRIPS SHALL BE CENTERED IN THE LANE AND SHALL BE 2 FEET LESS THAN THE WIDTH OF THE TRAVEL LANE
2. RUMBLE STRIPS SHALL BE PLACED USING 4" x 240 MIL WHITE THERMOPLASTIC PAVEMENT MARKING MATERIAL.
3. PLACEMENT OF STOP-AHEAD (W3-1) OR SIGNAL-AHEAD (W3-3) SIGNS SHALL COMPLY WITH THE 2009 MUTCD SECTION 5C.04.

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

11-13

ENGLISH STANDARD DRAWING FOR
TWO-LANE, TWO-WAY THERMOPLASTIC RUMBLE STRIPS

SHEET 1 OF 1

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.06.01.10091.1, etc.	11	

SUMMARY OF QUANTITIES

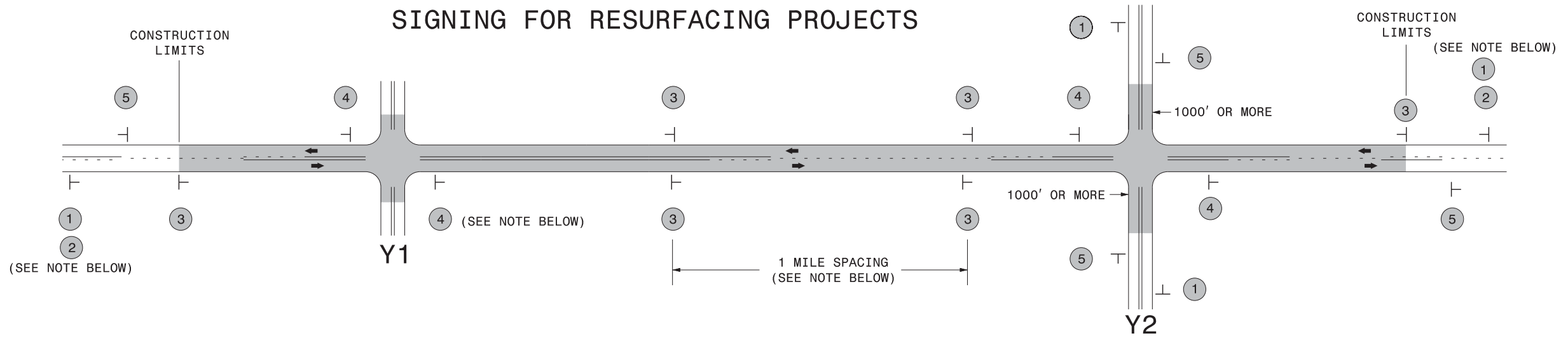
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	AGGREGATE SHOULDER BORROW TON	SHOULDER RECONSTRUCTION SMI	2.5" MILLING SY	1 1/2" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	INTER-MEDIATE COURSE, I19.0B TONS	SURFACE COURSE, S9.5B TONS	LEVELING COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TONS	LEVELING COURSE, SF9.5A TONS	ASPHALT CONC SURFACE COURSE, TYPE SA-1 TON	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ASPHALT SURFACE TREATMENT, MATCOAT, #6M STONE SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL		
2016CPT.06.01.10091.1	Bladen	1	NC 53	FROM NEW CJ 2.67 MILES N. OF SR 1534 TO SR 1560	1	2	2WU	NO	NO	6.67	25	2,224	13.30			178	1,361				8,478			628	86	97,827	42,066		
TOTAL FOR PROJ NO. 2016CPT.06.01.10091.1										6.67		2,224	13.30			178	1,361				8,478			628	86	97,827	42,066		
2016CPT.06.01.10241.1	Columbus	2	NC 11	FROM BLADEN CL TO NC 87	2	2	2WU	NO	NO	1.39	23	464	2.80	281		89	129	40	1,635	16				107	14				
TOTAL FOR PROJ NO. 2016CPT.06.01.10241.1										1.39		464	2.80	281		89	129	40	1,635	16				107	14				
2016CPT.06.01.20241.1	Columbus	3	SR 1740	FROM NC 11 TO NC 87	3	2	2WU	NO	NO	3.08	22	1,027	6.20	596		89	283	85			3,379	33		245	31				
		4	SR 1757 - A	FROM NC 214 TO SR 1900	4	2	2WU	NO	NO	0.35	55					11,293	89					956			64	4			
		5	SR 1757 - B	FROM SR 1900 TO SR 1942	5	2	2WU	NO	NO	1.89	18	630	18	3.80			356						1,746	206		129	19		
		6	SR 1816	FROM NC 87 TO END PVT.	3	2	2WU	NO	NO	0.88	18	294	18	1.80				81					788	19		58	9		
		7	SR 1845	FROM SR 1846 TO US 76	3	2	2WU	NO	NO	1.16	18	387	18	2.30				89	107				1,063	25		77	12		
		8	SR 1846	FROM SR 1845 TO SR 1740	3	2	2WU	NO	NO	1.76	18	587	18	3.50				89	162				1,601	38		117	18		
		9	SR 1854	FROM SR 1817 TO SR 1856	6	2	2WU	NO	NO	0.11	20							44							72	5	1		
		10	SR 1855	FROM NC 87 TO SR 1854	6	2	2WU	NO	NO	0.47	18							44							256	17	5		
		11	SR 1856	FROM SR 1854 TO END PVT.	6	2	2WU	NO	NO	0.25	18							44							140	9	3		
		12	SR 1857	FROM SR 1855 TO SR 1856	6	2	2WU	NO	NO	0.09	18							44							55	4	1		
		13	SR 1858	FROM SR 1859 TO NC 87	6	2	2WU	NO	NO	0.28	18							44							155	10	3		
		14	SR 1859	FROM NC 87 TO SR 1860	6	2	2WU	NO	NO	0.28	18							44							155	10	3		
		15	SR 1860	FROM SR 1858 TO SR 1861	6	2	2WU	NO	NO	0.42	18							44							229	15	4		
		16	SR 1861	FROM SR 1862 TO SR 1863	6	2	2WU	NO	NO	0.51	18							44							277	18	5		
		17	SR 1862	FROM SR 1861 TO SR 1863	6	2	2WU	NO	NO	0.19	18							44							108	7	2		
		18	SR 1863	FROM SR 1861 TO NC 87	6	2	2WU	NO	NO	0.56	18							44							303	20	6		
		19	SR 1873	FROM SR 1863 TO SR 1863	6	2	2WU	NO	NO	0.28	18							44							155	10	3		
		20	SR 1879	FROM SR 1740 TO END SECTION	5	2	2WU	NO	NO	0.32	22	106	22	0.60	1,033			89		147			365	26		33	3		
		21	SR 1880	FROM SR 1740 TO SR 1879	5	2	2WU	NO	NO	0.07	18	24	18	0.10	111			89		16			86	6		7	1		
		22	SR 1960	FROM SR 1957 TO DEAD END	6	2	2WU	NO	NO	0.33	20							44							201	13	3		
		23	SR 1961	FROM SR 1957 TO SR 1960	6	2	2WU	NO	NO	0.18	20							44							113	7	2		
		24	SR 1962	FROM SR 1957 TO DEAD END	6	2	2WU	NO	NO	0.19	20							44							119	8	2		
		25	SR 1963	FROM SR 1957 TO SR 1960	6	2	2WU	NO	NO	0.38	20							44							230	15	4		
		26	SR 1964	FROM SR 1963 TO DEAD END	6	2	2WU	NO	NO	0.05	20							44							37	2	1		
		27	SR 1965	FROM SR 1963 TO DEAD END	6	2	2WU	NO	NO	0.03	20							44							25	2			
		28	SR 1969	FROM SR 1957 TO DEAD END	6	2	2WU	NO	NO	0.12	20							44							78	5	1		
		TOTAL FOR PROJ NO. 2016CPT.06.01.20241.1										14.23		3,055	18.30	1,740	11,293	1,682	633	248			9,984	353	2,708	907	146		
		GRAND TOTAL										22.29		5,743	34.40	2,021	11,293	1,949	2,123	288	1,635	16	18,462	353	2,708	1,642	246	97,827	42,066

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.06.01.10091.1, etc.	12	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4457000000-N	4413000000-E	4685000000-E	4686000000-E	4697000000-E	4705000000-E	4710000000-E	4721000000-E		4810000000-E		4891000000-E	4900000000-N			
										TEMPORARY TRAFFIC CONTROL LS	WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	4" X 90 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	8" X 120 M WHITE THERMO LF	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO RXR 120 M EA	THERMO MSG SCHOOL 120 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	THERMO RUMBLE STRIP (4" X 240 M) LF	YELLOW & YELLOW MARKERS EA			
2016CPT.06.01.10091.1	Bladen	1	NC 53	FROM NEW CJ 2.67 MILES N. OF SR 1534 TO SR 1560	1	2	2WU	6.67	25	1	747	80,000	68,000									500			
TOTAL FOR PROJ NO. 2016CPT.06.01.10091.1								6.67		1	747	80,000	68,000									500			
2016CPT.06.01.10241.1	Columbus	2	NC 11	FROM BLADEN CL TO NC 87	2	2	2WU	1.39	23		156	14,000	11,900									460	100		
TOTAL FOR PROJ NO. 2016CPT.06.01.10241.1								1.39			156	14,000	11,900									460	100		
2016CPT.06.01.20241.1	Columbus	3	SR 1740	FROM NC 11 TO NC 87	3	2	2WU	3.08	22		345			80	100	160	4	12	64,800	55,080			225		
		4	SR 1757 - A	FROM NC 214 TO SR 1900	4	2	2WU	0.35	55		39		4,000											35	
		5	SR 1757 - B	FROM SR 1900 TO SR 1942	5	2	2WU	1.89	18		212	21,000	21,000												
		6	SR 1816	FROM NC 87 TO END PVT.	3	2	2WU	0.88	18		99														
		7	SR 1845	FROM SR 1846 TO US 76	3	2	2WU	1.16	18		130										22,000	18,700			
		8	SR 1846	FROM SR 1845 TO SR 1740	3	2	2WU	1.76	18		197					100	110	4			38,000	32,300			
		9	SR 1854	FROM SR 1817 TO SR 1856	6	2	2WU	0.11	20		12														
		10	SR 1855	FROM NC 87 TO SR 1854	6	2	2WU	0.47	18		53														
		11	SR 1856	FROM SR 1854 TO END PVT.	6	2	2WU	0.25	18		28														
		12	SR 1857	FROM SR 1855 TO SR 1856	6	2	2WU	0.09	18		10														
		13	SR 1858	FROM SR 1859 TO NC 87	6	2	2WU	0.28	18		31														
		14	SR 1859	FROM NC 87 TO SR 1860	6	2	2WU	0.28	18		31														
		15	SR 1860	FROM SR 1858 TO SR 1861	6	2	2WU	0.42	18		47														
		16	SR 1861	FROM SR 1862 TO SR 1863	6	2	2WU	0.51	18		57														
		17	SR 1862	FROM SR 1861 TO SR 1863	6	2	2WU	0.19	18		21														
		18	SR 1863	FROM SR 1861 TO NC 87	6	2	2WU	0.56	18		63														
		19	SR 1873	FROM SR 1863 TO SR 1863	6	2	2WU	0.28	18		31														
		20	SR 1879	FROM SR 1740 TO END SECTION	5	2	2WU	0.32	22		36					50	55	2			8,000	8,000			
		21	SR 1880	FROM SR 1740 TO SR 1879	5	2	2WU	0.07	18		8										1,400	1,400			
		22	SR 1960	FROM SR 1957 TO DEAD END	6	2	2WU	0.33	20		37														
		23	SR 1961	FROM SR 1957 TO SR 1960	6	2	2WU	0.18	20		20														
		24	SR 1962	FROM SR 1957 TO DEAD END	6	2	2WU	0.19	20		21														
		25	SR 1963	FROM SR 1957 TO SR 1960	6	2	2WU	0.38	20		43														
		26	SR 1964	FROM SR 1963 TO DEAD END	6	2	2WU	0.05	20		6														
		27	SR 1965	FROM SR 1963 TO DEAD END	6	2	2WU	0.03	20		3														
		28	SR 1969	FROM SR 1957 TO DEAD END	6	2	2WU	0.12	20		13														
		TOTAL FOR PROJ NO. 2016CPT.06.01.20241.1								14.23			1,593	21,000	25,000	80	250	325	10	12	134,200	115,480			260
		TOTAL FOR PROJ NO. 2016CPT.06.01.20241.1																	22		249,680				
GRAND TOTAL								22.29		1	2,496	115,000	104,900	80	250	325	10	12	134,200	115,480	460	860			
GRAND TOTAL																	22		249,680						

SIGNING FOR RESURFACING PROJECTS



LEGEND

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

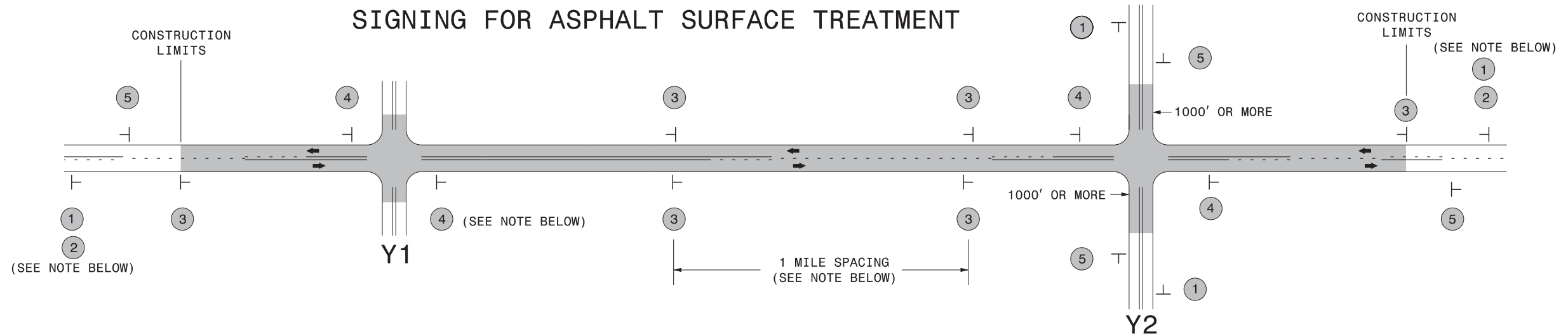
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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>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>
	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

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;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </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:</p> <p style="text-align: center;">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>

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

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

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