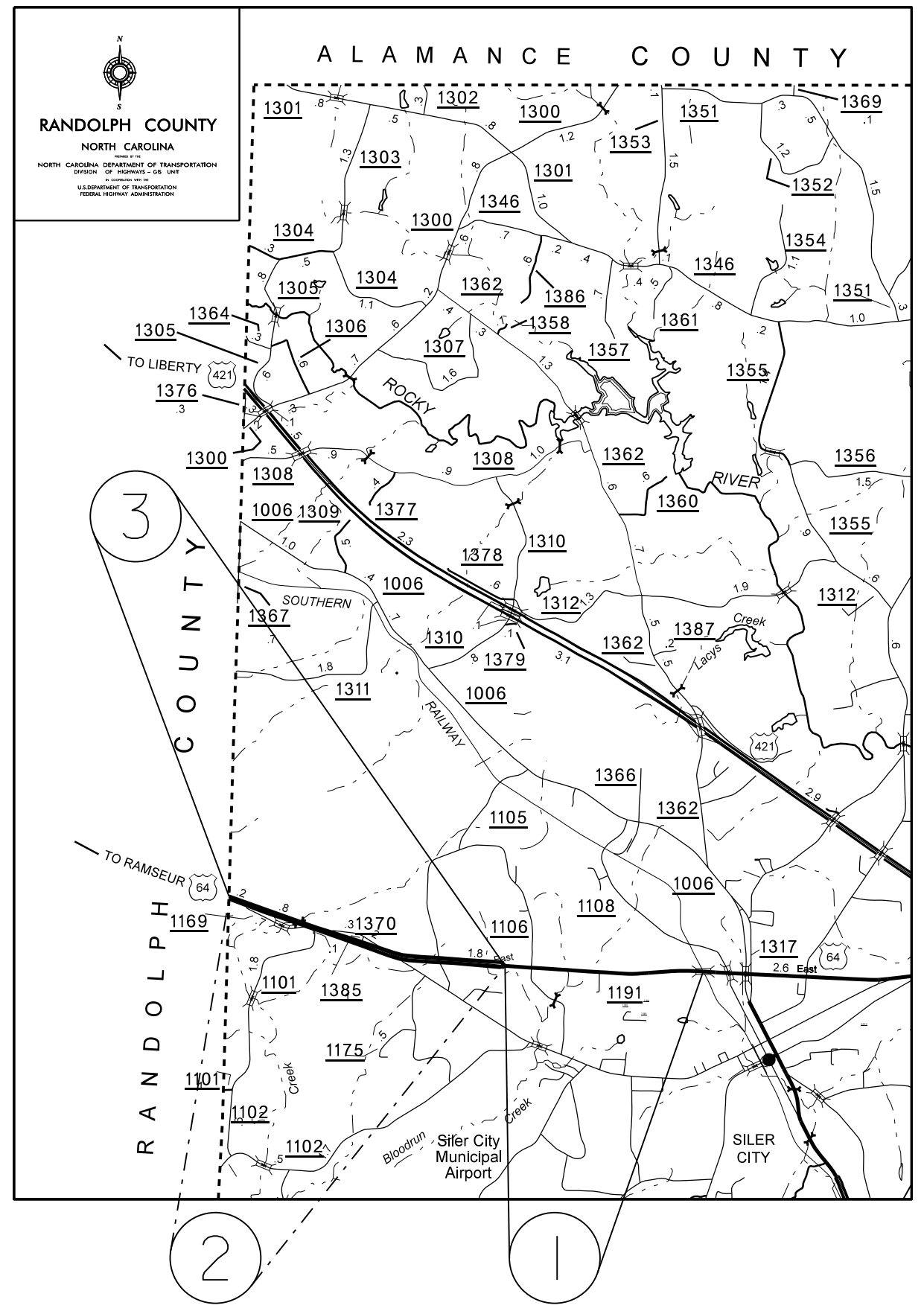


# CHATHAM COUNTY

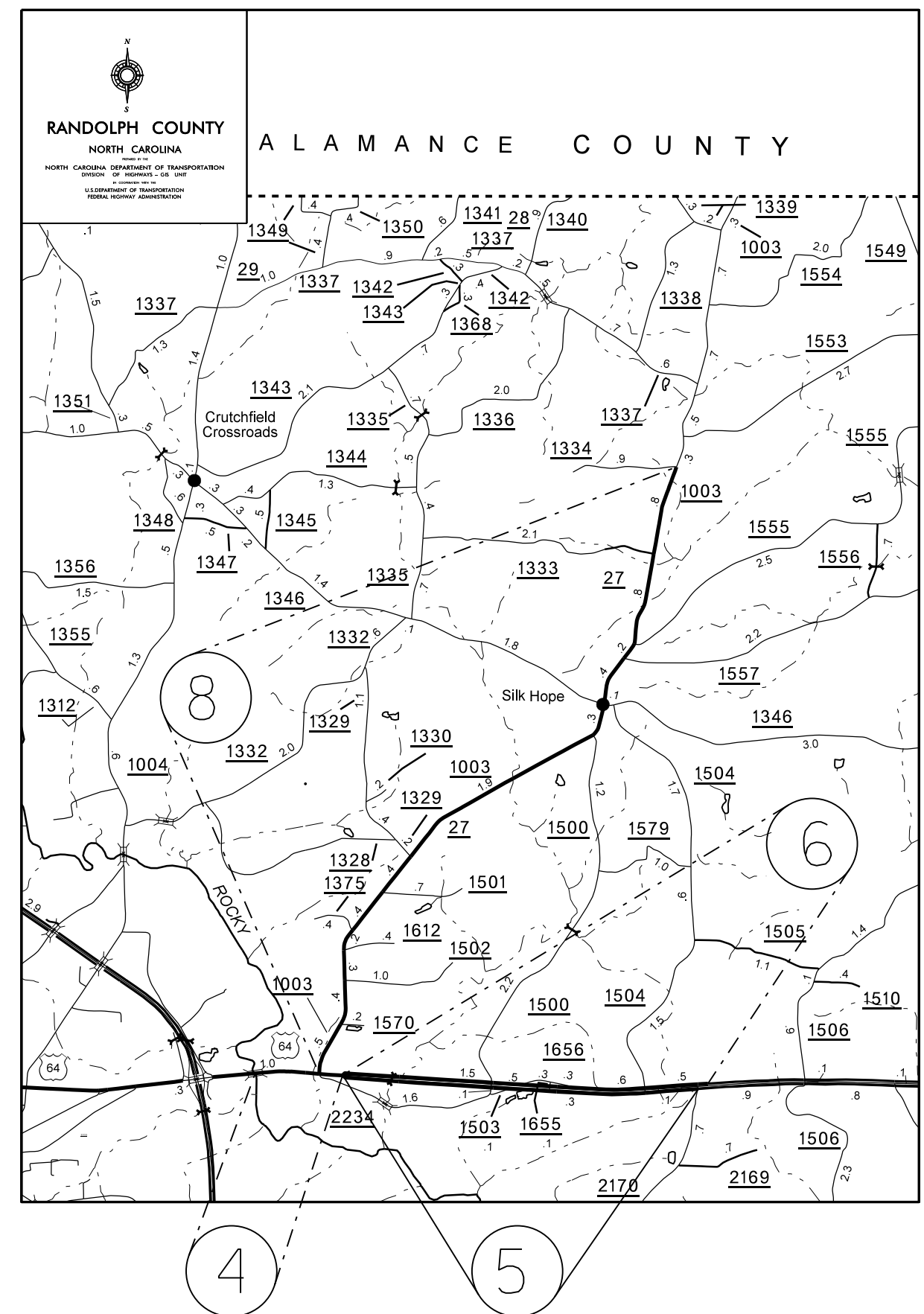
## PRIMARY AND SECONDARY RESURFACING MAP

SYSTEMS DESIGN CONSULTANTS  
 1000 W. MAIN ST. SUITE 200  
 RALEIGH, NC 27601  
 TEL: 919.972.1100  
 FAX: 919.972.1101  
 WWW.SDCCONSULTANTS.COM

### MAPS #1 -#3

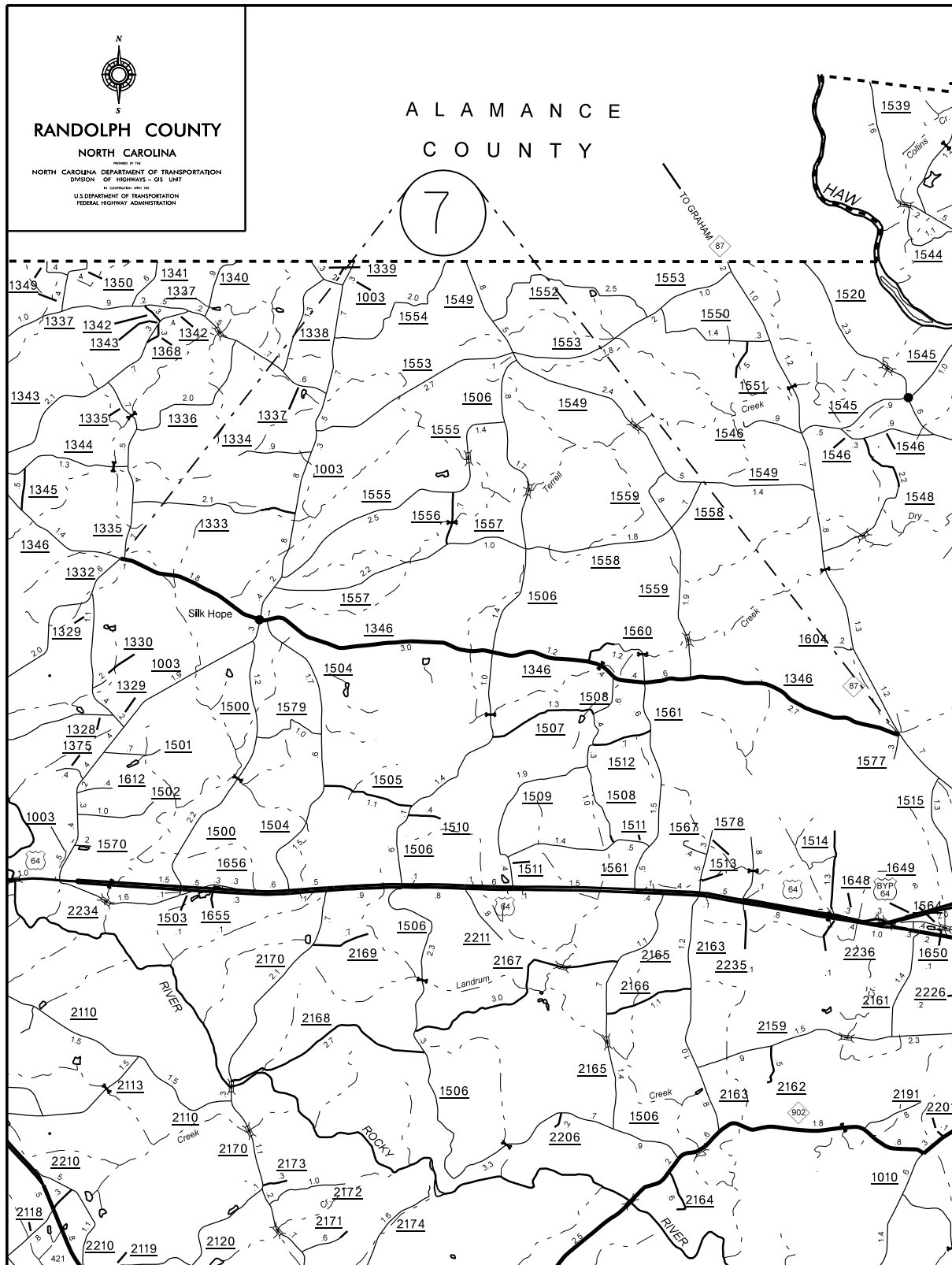


### MAPS #4 -#6 & #8



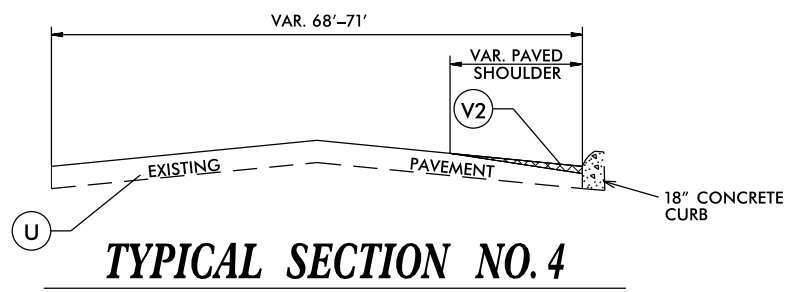
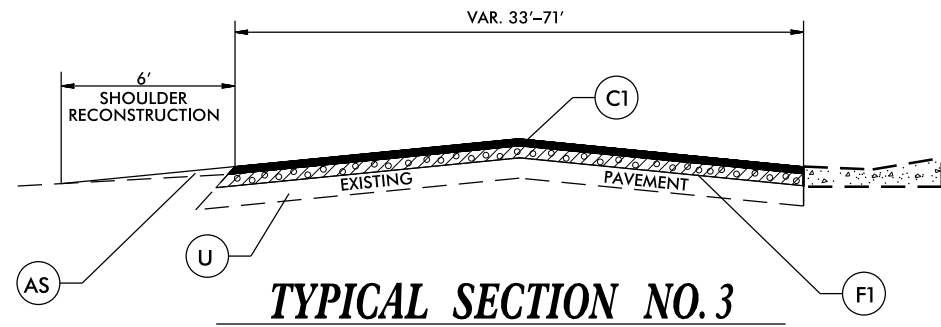
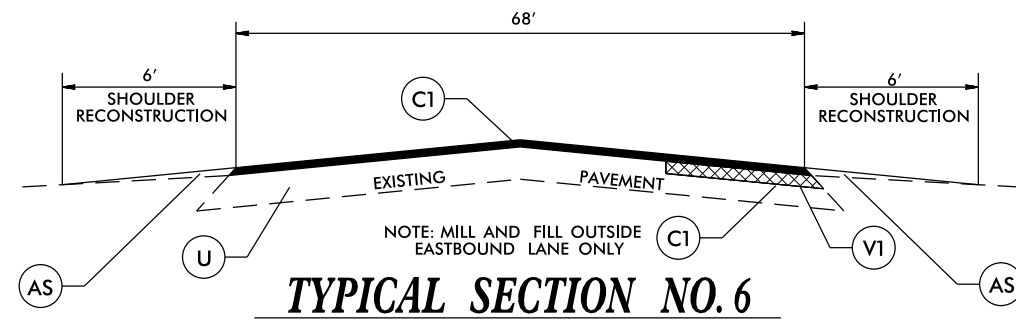
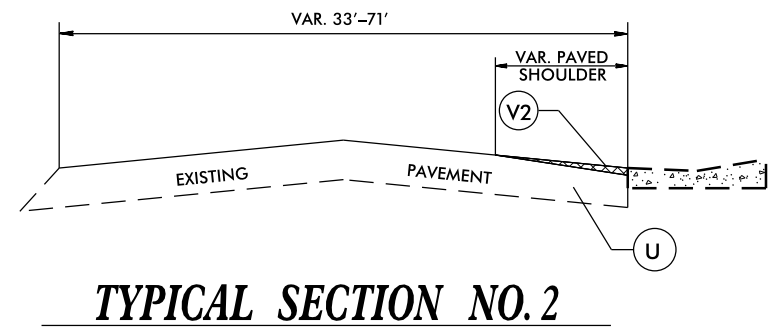
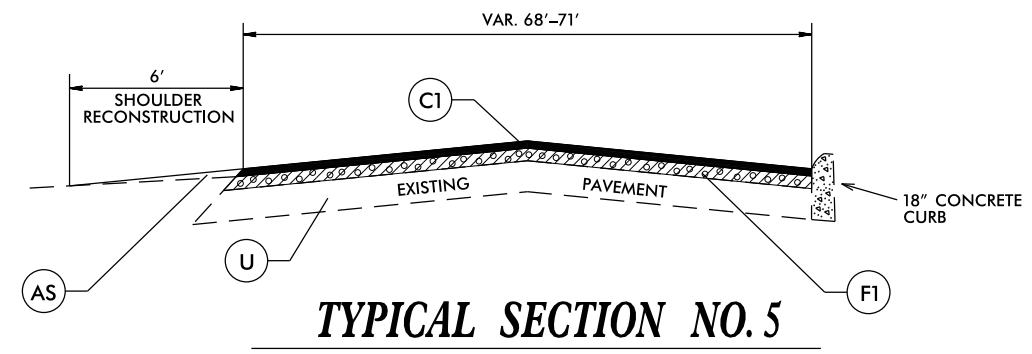
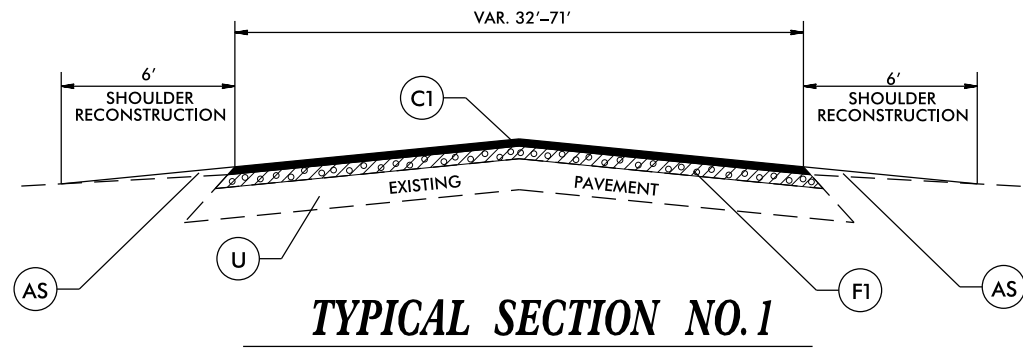
040397  
 U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION  
 DIVISION OF HIGHWAYS - GIS UNIT  
 NORTH CAROLINA  
 RANDOLPH COUNTY  
 2018CPT.08.02.10191  
 2018CPT.08.02.20191

# MAPS #7



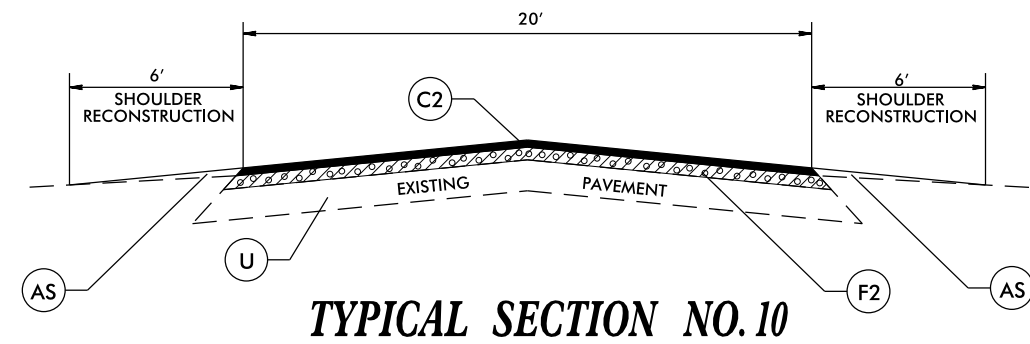
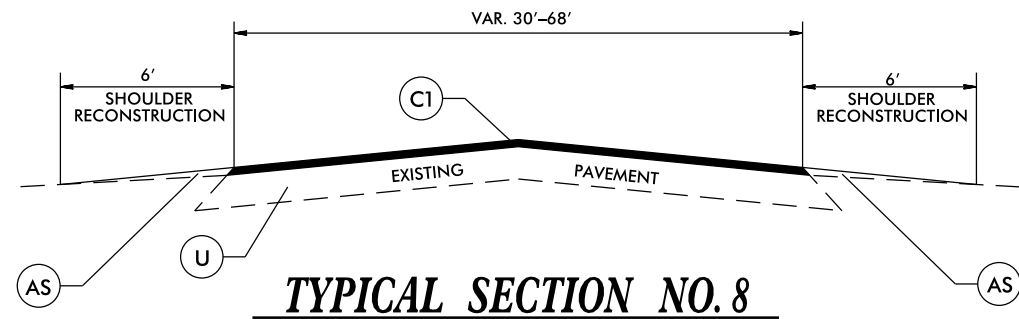
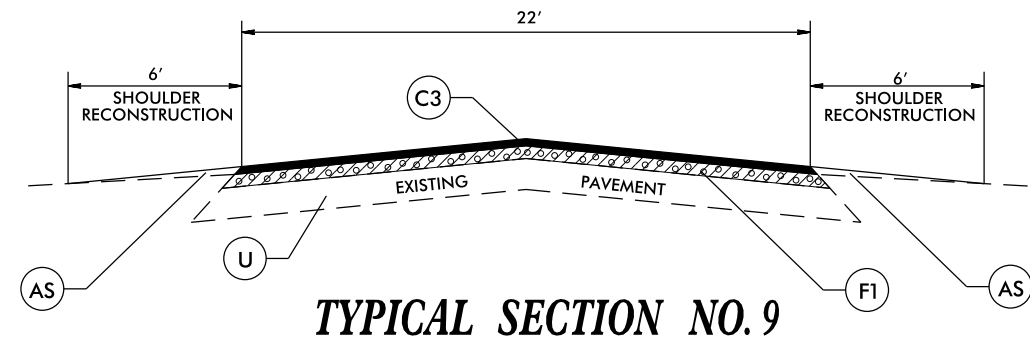
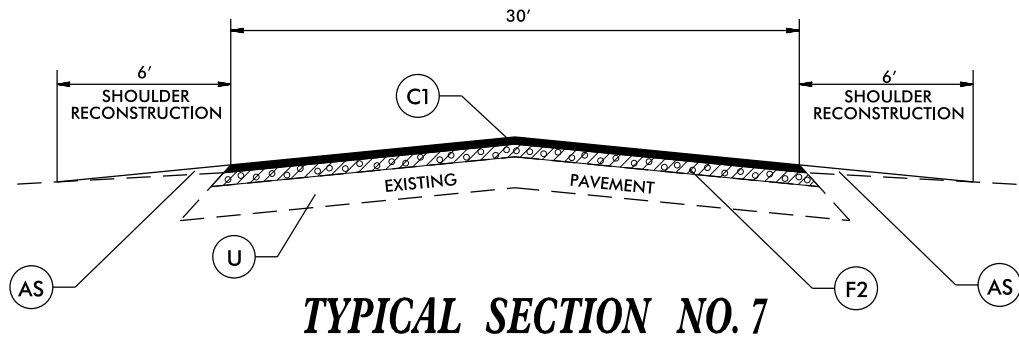
040397

SYSTEMS DIVISION  
GIS UNIT  
2018CPT.08.02.10191  
2018CPT.08.02.20191



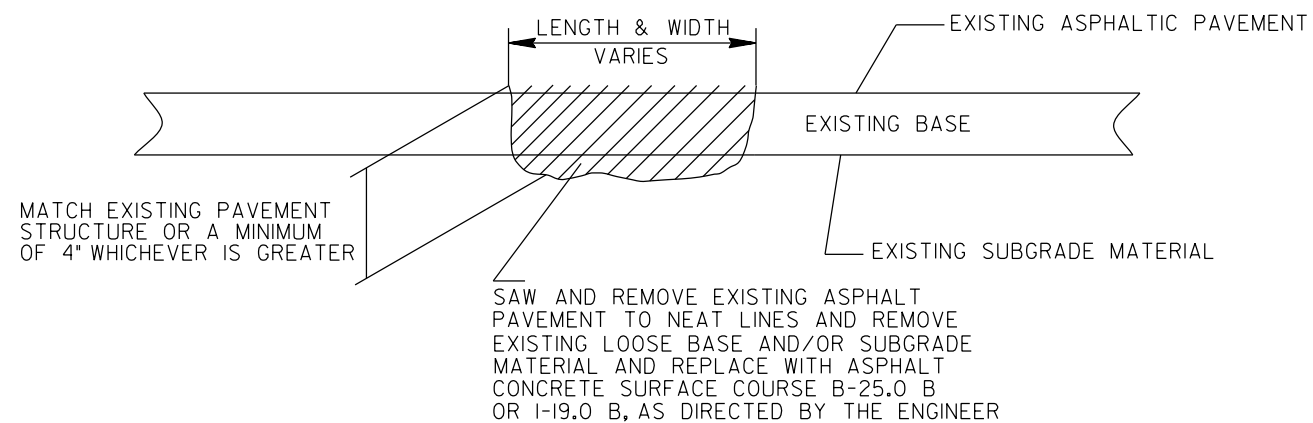
### PAVEMENT SCHEDULE

C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
V1	MILLING 1.5" IN DEPTH
V2	MILLING 0" TO 1.5" IN DEPTH
F1	PROPOSED ASPHALT SURFACE TREATMENT, MAT COAT WITH #67 STONE
F2	PROPOSED ASPHALT SURFACE TREATMENT, MAT COAT WITH #78M STONE
AS	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT.

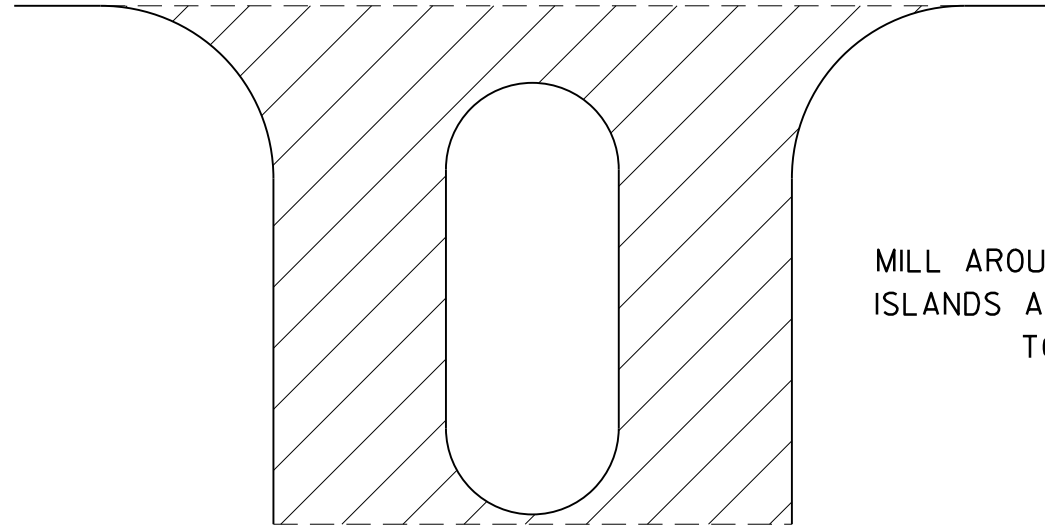


**DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING**

**DETAIL NO. 1**



PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
V1	MILLING 1.5" IN DEPTH
V2	MILLING 0" TO 1.5" IN DEPTH
F1	PROPOSED ASPHALT SURFACE TREATMENT, MAT COAT WITH #67 STONE
F2	PROPOSED ASPHALT SURFACE TREATMENT, MAT COAT WITH #78M STONE
AS	AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT.

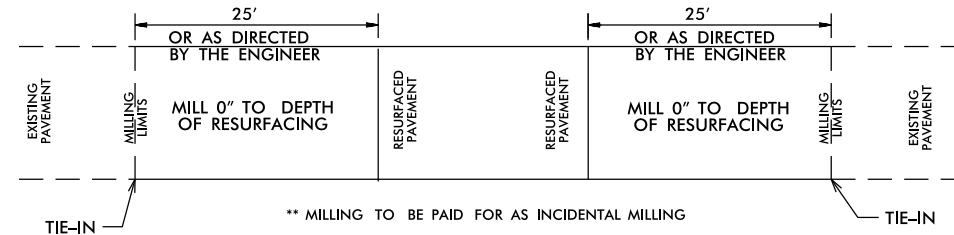


MILL AROUND CENTERLINE CONCRETE ISLANDS AND PAVE BACK ACCORDING TO TABLE AT RIGHT

**NOTES:**

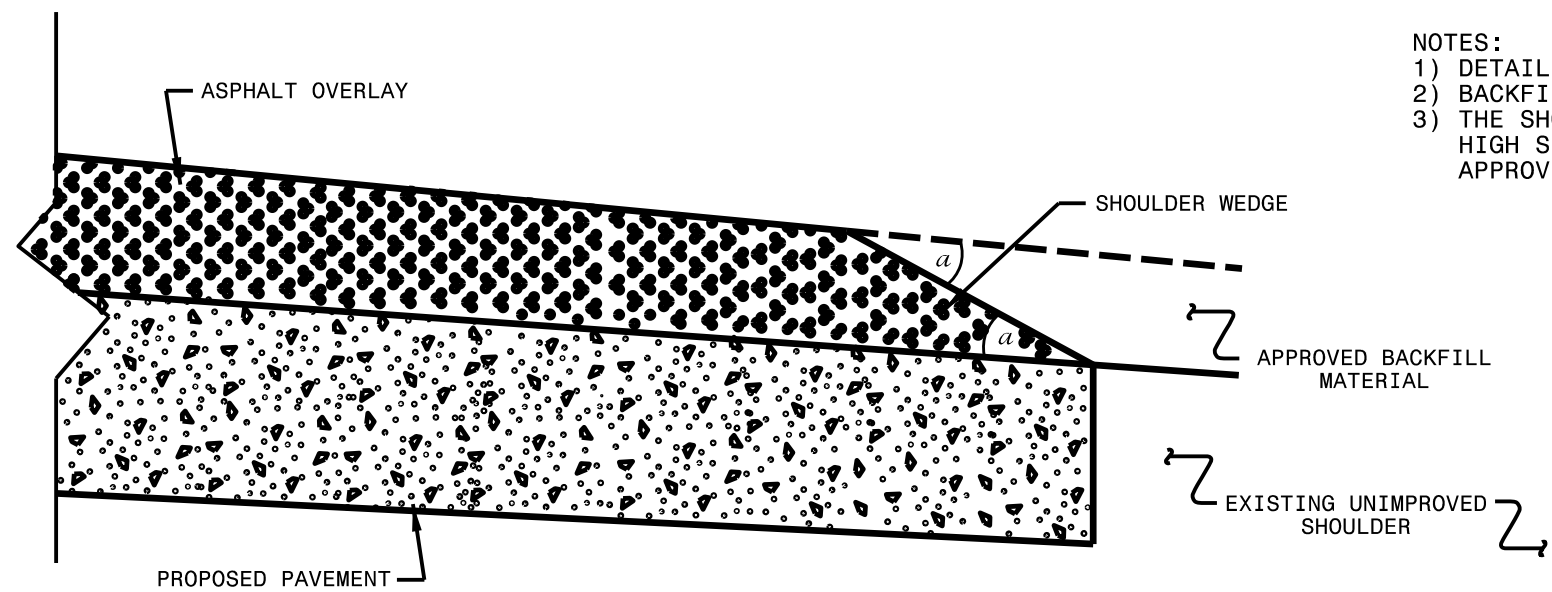
MAP #2 & #5  
\*RESURFACE CROSSOVERS WITH 1.5" S9.5C

MAP	ROUTE	TREATMENT	INTERSECTING ROUTE
1	US 64	MILL 1.5", 1.5" S9.5C	PERRY AVE SR 1106 STOCKYARD RD SR 1191W SHANNON RD N GLENN AVE (NON SYSTEM) N DOGWOOD (NON SYSTEM)
2	US 64 EB	MILL 1.5", 1.5" S9.5C	SR 1169 GRAHAM MOORE RD SR 1101MOORE CHAPEL RD SR 1107 W 3RD ST SR 1005 FRAZIER STORE RD
3	US 64 WB	MILL 1.5", 1.5" S9.5C	SR 1105 STOCKYARD RD SR 1385 BENJIE WILLIAMS RD
4	US 64	MILL 1.5", 1.5" S9.5C	SR 2234 STAGE COACH RD SR 1003 SILK HOPE RD
5	US 64 EB	MILL 1.5", 1.5" S9.5C	SR 2234 STAGE COACH RD
6	US 64 WB	MILL 1.5", 1.5" S9.5C	SR 1504 MT VERNON HICKORY MTN RD SR 1655 POTTERY LN SR 1500 ARTHUR TEAGUE RD

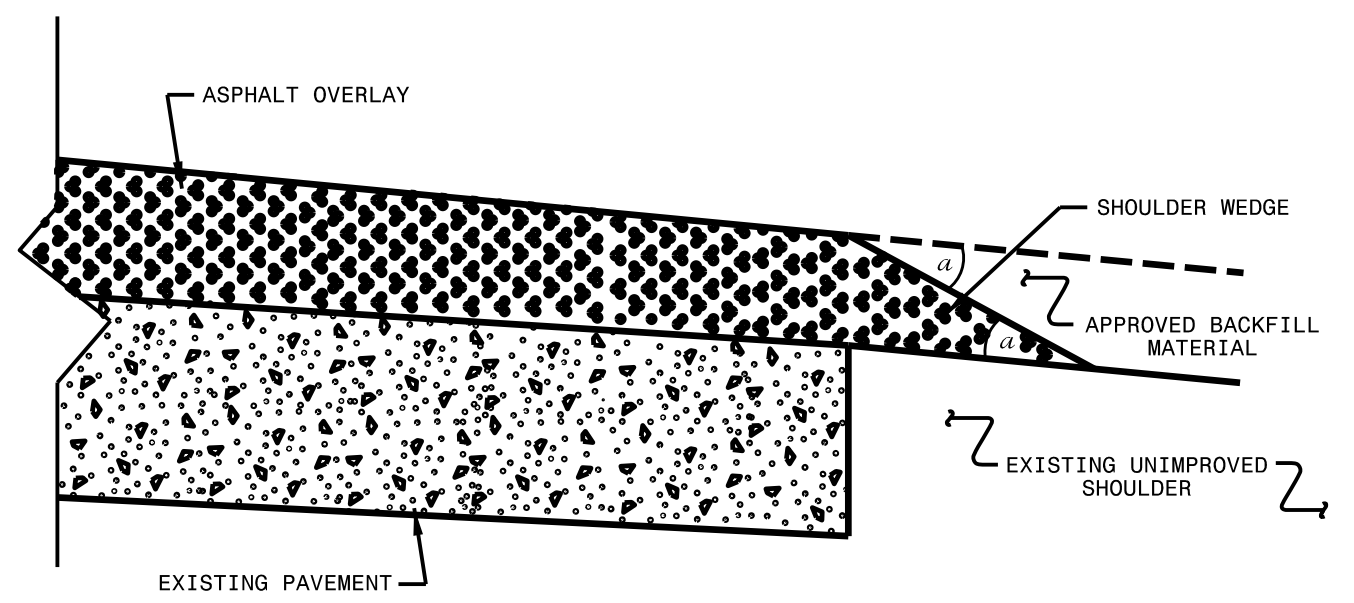


**PAVEMENT TIE-IN DETAIL**

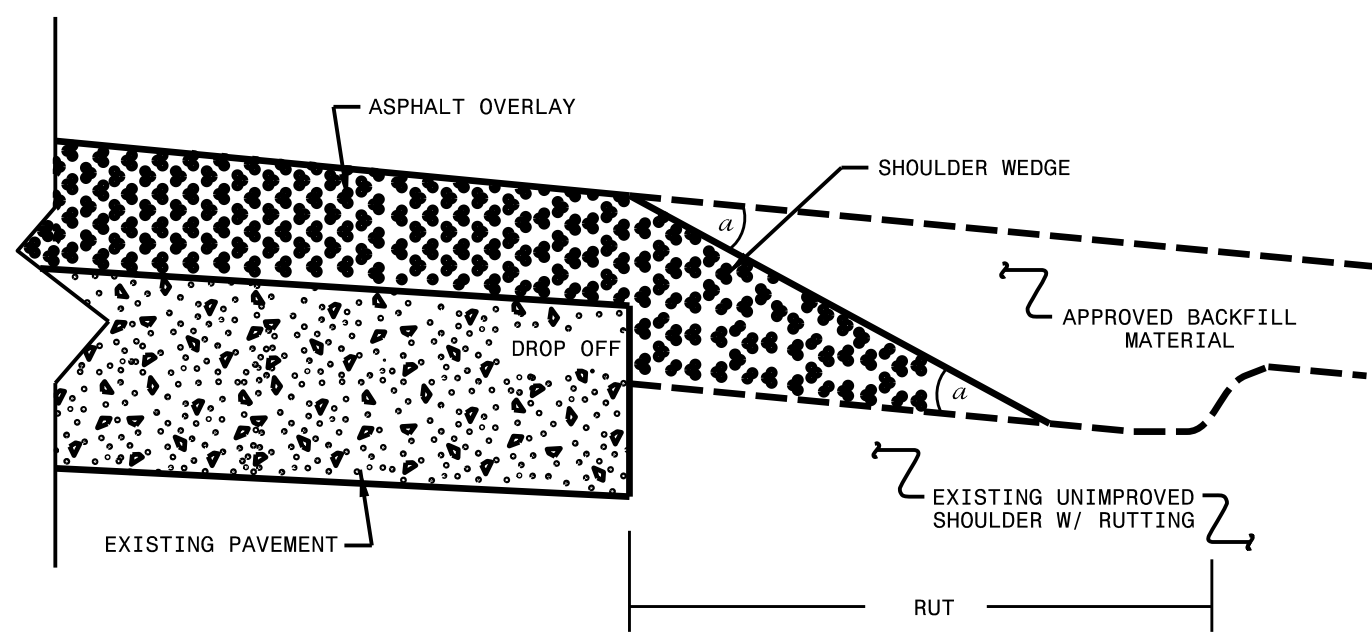
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFAC AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



**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°

<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: 2/2/16
CHECKED BY:	DATE:
FILE SPEC: s:\usr\detail\stand\shou\derwedge\detail1.dgn	

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

\*\*\*\*\*  
 SYSTEMS CONNECTIONS  
 \*\*\*\*\*

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.08.02.10191	8	
2018CPT.08.02.20191		

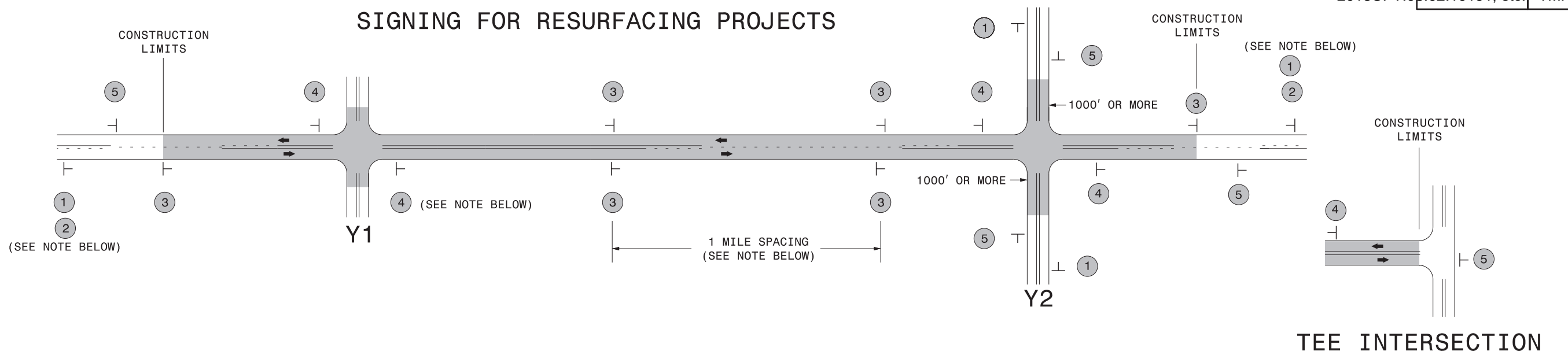
**SUMMARY OF QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	AGGREGATE SHOULDER BORROW TON	SHOULDER RECONSTRUCTION SMI	1.5" MILLING SY	0" TO 1.5" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	SURFACE COURSE, SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ASPHALT SURFACE TREATMENT, MATCOAT, #67 STONE SY	ASPHALT SURFACE TREATMENT, MATCOAT, #78M STONE SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	VACUUM TRUCK WK	
2018CPT.08.02.10191	Chatham	1	US 64	FROM W JOINT RR BRIDGE #11 (0.43MI W OF SR 1317 GREENSBORO AVE) TO BEGIN DIVIDED SECTION 0.36MI W OF SR 1106 (ELLINGTON RD)	1-5	2	2WU	NO	NO	1.824	32-71	894	3.65	1,820	5,600	986		6,930		409	200	75,000		30,000	0.5	
		2	US 64 EB	FROM RANDOLPH CO TO END DIVIDED SECTION 0.36MI W OF SR 1106 (ELLINGTON RD)	1, 2, 3	2	MD	NO	NO	2.334	33-37	1,144	4.67		320	1,283		4,840		286	200	46,000		18,400	0.3	
		3	US 64 WB	FROM BEGIN DIVIDED SECTION 0.36MI W OF SR 1106 (ELLINGTON RD) TO RANDOLPH CO	1, 2, 3	2	MD	NO	NO	2.331	33-37	1,142	4.66	1,800	400	917		4,560		269	200	46,000		18,400	0.3	
		4	US 64	FROM E JT BRIDGE #34 (700FT E OF PROGRESS BLVD) TO BEGIN MED DIV SECTION 1250FT E OF SR 1003 (SILK HOPE RD)	6	2	MU	NO	NO	0.756	68	370	1.51	6,850			600		3,550		209	600				
		5	US 64 EB	FROM BEGIN MED DIV SECTION 1250FT E OF SR 1003 (SILK HOPE RD) TO PVT. JT N OF SR 2170 REIVES CHAPEL RD	7	2	MD	NO	NO	3.047	30	1,493	6.09	660		917		5,900		348	300		54,000	18,900	0.4	
		6	US 64 WB	FROM PVT. JT N OF SR 2170 REIVES CHAPEL RD TO END MED DIV SECTION 1250FT E OF SR 1003 (SILK HOPE RD)	8	2	MD	NO	NO	3.169	30	1,553	6.34	1,680		583		5,725		338	500					
<b>TOTAL FOR PROJ NO. 2018CPT.08.02.10191</b>										<b>13.461</b>		<b>6,596</b>	<b>26.92</b>	<b>12,810</b>	<b>6,320</b>	<b>5,286</b>		<b>31,505</b>		<b>1,859</b>	<b>2,000</b>	<b>167,000</b>	<b>54,000</b>	<b>85,700</b>	<b>1.5</b>	
2018CPT.08.02.20191	Chatham	7	SR 1346 (SILK HOPE GUM SPRINGS/LIBERTY RD)	FROM SR 1332 (JESSE BRIDGES RD) TO NC 87	9	2	2WU	NO	NO	10.07	22	4,934	20.14			856	12,080			725	3,200	124,950		50,000	1.0	
		8	SR 1003 (SILK HOPE RD)	FROM PVT. JT. N OF US 64 TO SR 1334 (WADE HARRIS RD)	10	2	2WU	NO	NO	6.338	20	3,106	12.68			778		5,655	379	2,000		75,000	26,250		0.5	
<b>TOTAL FOR PROJ NO. 2018CPT.08.02.20191</b>										<b>16.408</b>		<b>8,040</b>	<b>32.82</b>			<b>1,634</b>	<b>12,080</b>		<b>5,655</b>	<b>1,104</b>	<b>5,200</b>	<b>124,950</b>	<b>75,000</b>	<b>76,250</b>	<b>1.5</b>	
<b>GRAND TOTAL</b>										<b>29.869</b>		<b>14,636</b>	<b>59.74</b>	<b>12,810</b>	<b>6,320</b>	<b>6,920</b>	<b>12,080</b>	<b>31,505</b>	<b>5,655</b>	<b>2,963</b>	<b>7,200</b>	<b>291,950</b>	<b>129,000</b>	<b>161,950</b>	<b>3</b>	





# SIGNING FOR RESURFACING PROJECTS



LEGEND	
—	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

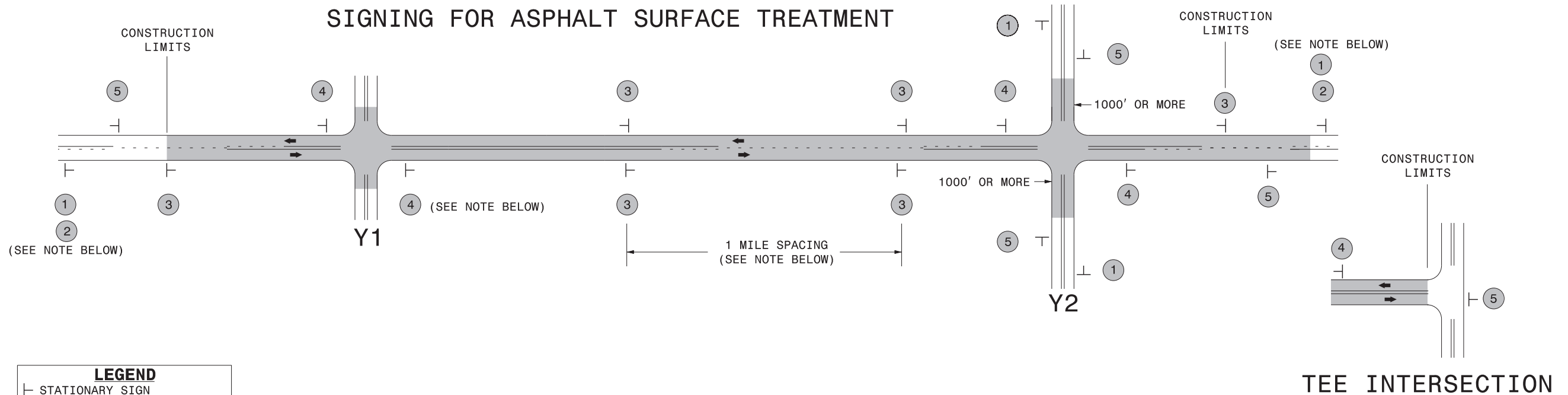
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p>	<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;"> <p>W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p>W20-7 A 48" X 48"</p> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 W7-3aP 24" X 18"	<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>	
	3	 SP 13107 48" X 48"	<ul style="list-style-type: none"> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	4	 SP 13106 48" X 48"	<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
5	 G20-2 A 48" X 24"	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>		

4/20/2016 C:\Users\rmgarrrett\Desktop\Resurfacing\_AdvWarn\_2Ln.dgn User:rmgarrrett

**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		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.
	2		#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	 	<ul style="list-style-type: none"> <li>- ALTERNATE THE FOLLOWING TWO SIGNS:</li> <li>- STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</li> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.</li> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>
	4		<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</li> <li>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>
	5		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

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.

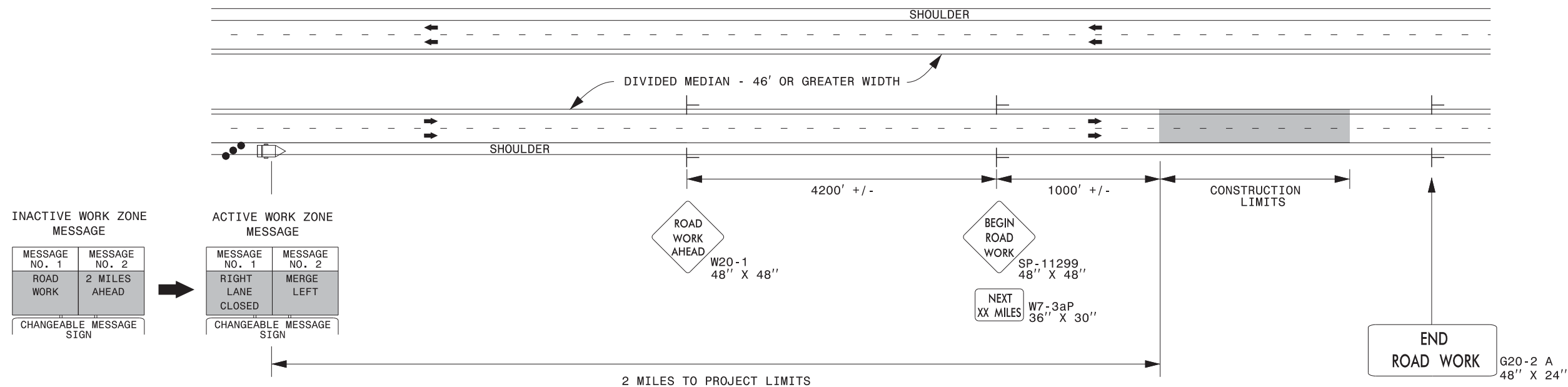
W20-1  
 48" X 48"

W20-7 A  
 48" X 48"

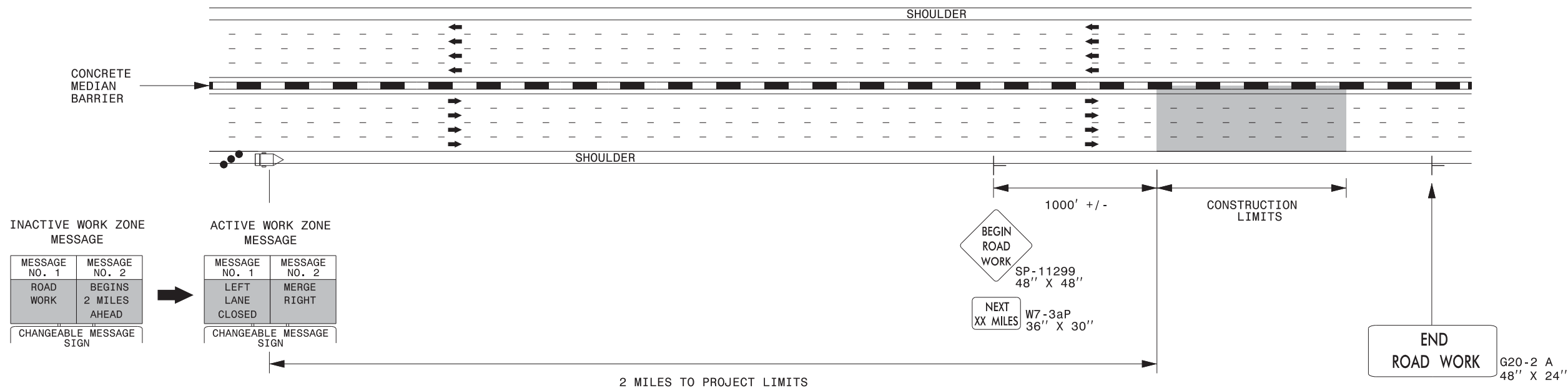
PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

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

### DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



### DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

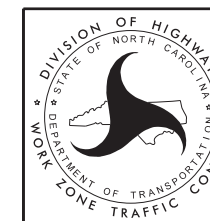


**NOTES:**

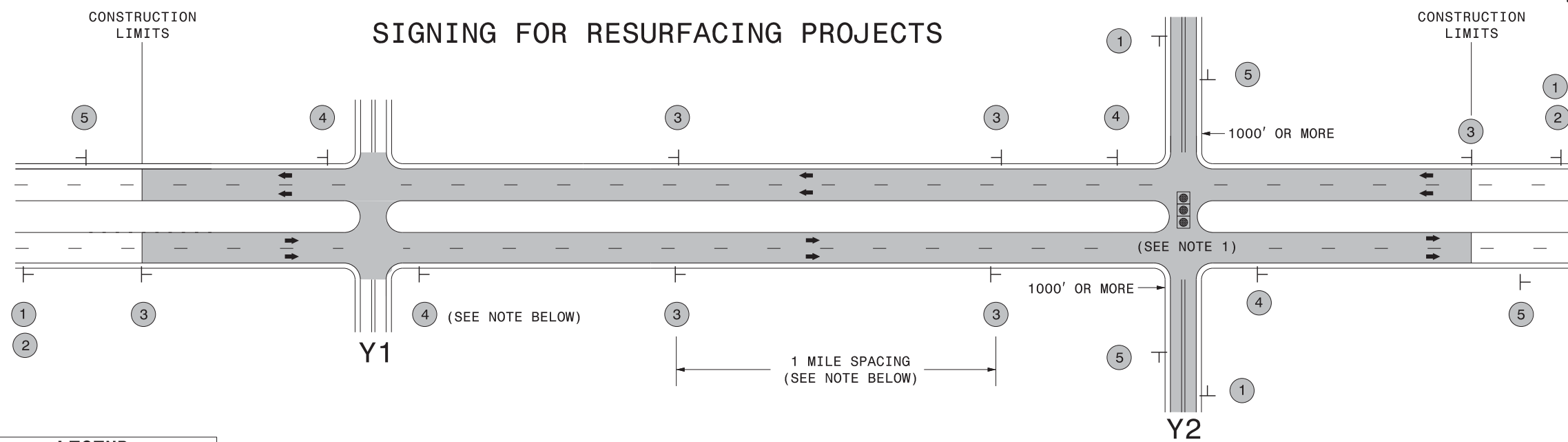
- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) 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 AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

**LEGEND**

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



**RESURFACING ADVANCE  
 WARNING SIGNS FOR  
 HIGH SPEED FACILITIES  
 ≥ 60 MPH**



**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW

**MAINLINE (-L-) SIGNING**

**-Y- LINE SIGNING**

SIGNING NOTES AND PLACEMENT PER DIRECTION	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.	<p><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;"> <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>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1) 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.</li> </ol>
	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	 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.	
	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.		

**RESURFACING  
 ADVANCE WARNING SIGNS  
 FOR RURAL AND SUBURBAN  
 MULTI-LANE ROADWAYS  
 W/ SHOULDER SECTIONS**