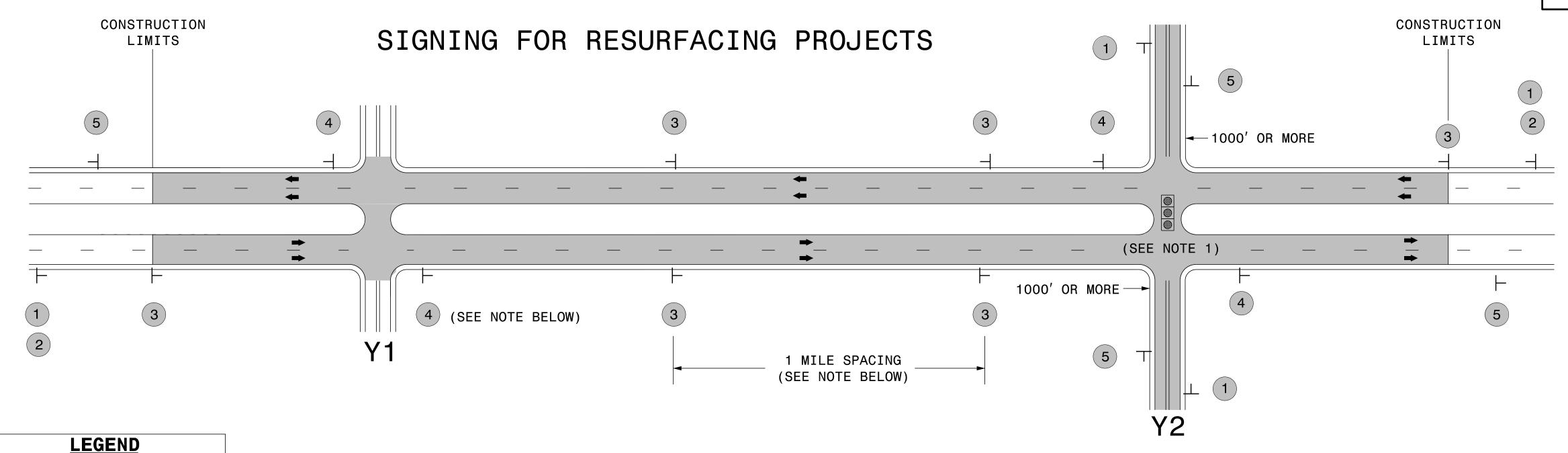
PROJ. REFERENCE NO. SHEET NO. 2023CPT.08.06.10771,etc. TMP-2



END

ROAD WORK

G20–2 A

48" X 24"

MAINLINE (-L-) SIGNING

PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.

-Y- LINE SIGNING

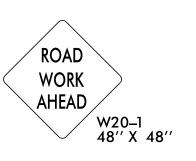
PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. O AHEAD W20-1 ND XX MILES 24" X 18" ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS) A RE PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART LOW/SOFT THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET $\frac{1}{2}$ MILE FROM THE SHOULDER / CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER. NO ER 48'' X 48'' IGNING THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM **ROAD** EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT UNDER 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 SP 13106 48" X 48" INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. SO

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.

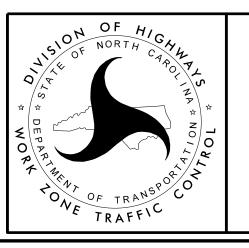




PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

NOTES:

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.



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

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