

Warren	
PROJECT REFERENCE NO.	SHEET NO.
2025CPT.05.14.10931.1, ETC	2

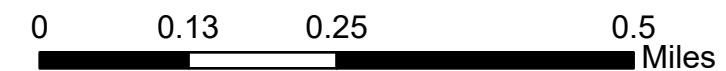
Map 4 SR 1373 (Quail Ridge Rd)  
From SR 1362 (Lizard Creek Rd) to Cul-de-sac

Map 5 SR 1408 (Quail Shores Dr)  
From SR 1373 (Quail Ridge Rd) to Cul-de-sac

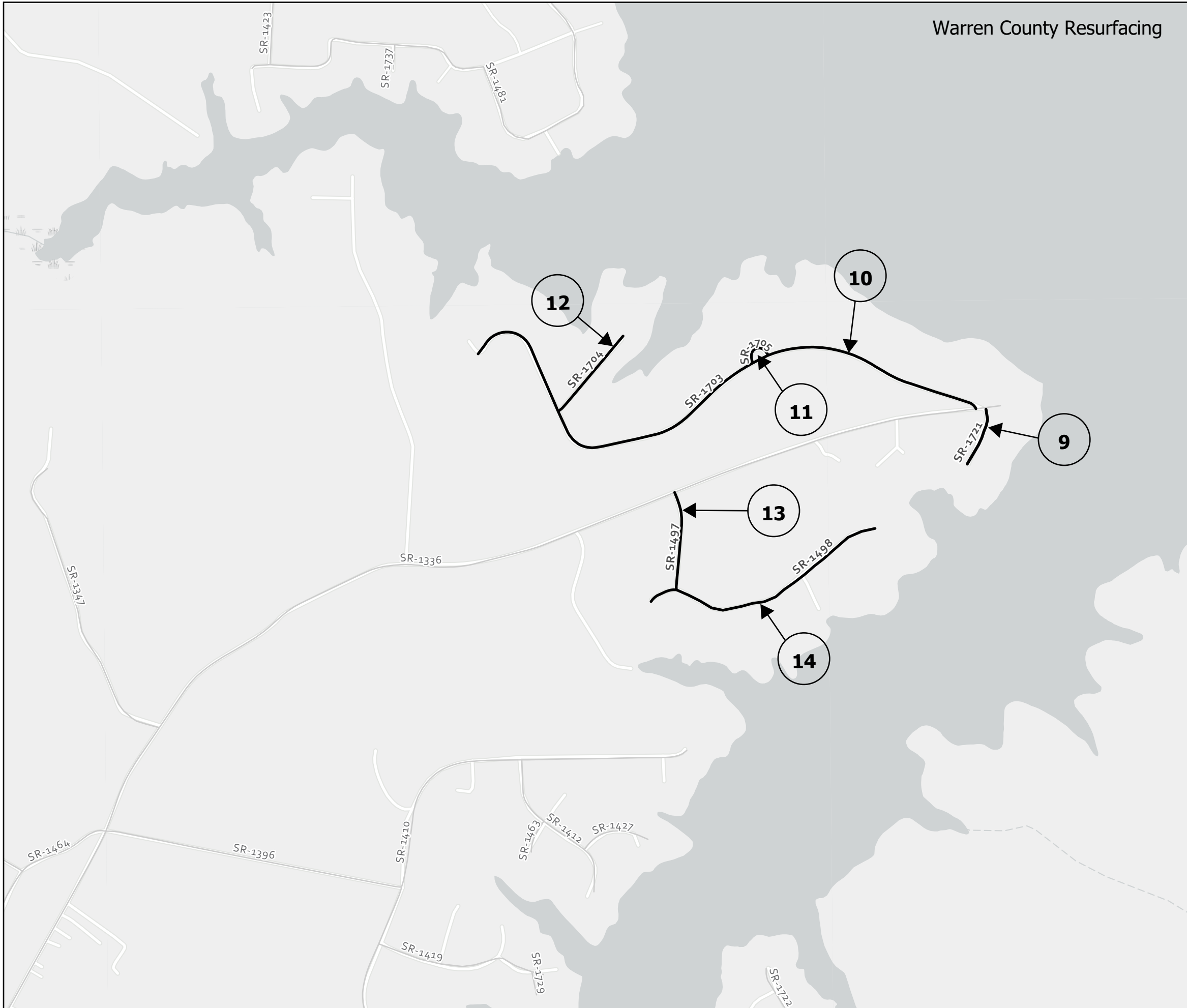
Map 6 SR 1398 (Pine Ridge Trl)  
From SR 1373 (Quail Ridge Rd) to  
SR 1399 (East/West Oak Grove Trl)

Map 7 SR 1399 (East/West Oak Grove Trl)  
From Cul-de-sac to Cul-de-sac

Map 8 SR 1397 (Hickory Ridge Trl)  
From SR 1373 (Quail Ridge Rd) to Cul-de-sac



# Warren County Resurfacing



Warren	
PROJECT REFERENCE NO.	SHEET NO.
2025CPT.05.14.10931.1, ETC	3

Map 9 SR 1721 (Ridgeshore Ct)  
From SR 1336 (Hubquarter Rd) to Cul-de-sac

Map 10 SR 1703 (West Winds Rd)  
From SR 1336 (Hubquarter Rd) to Cul-de-sac

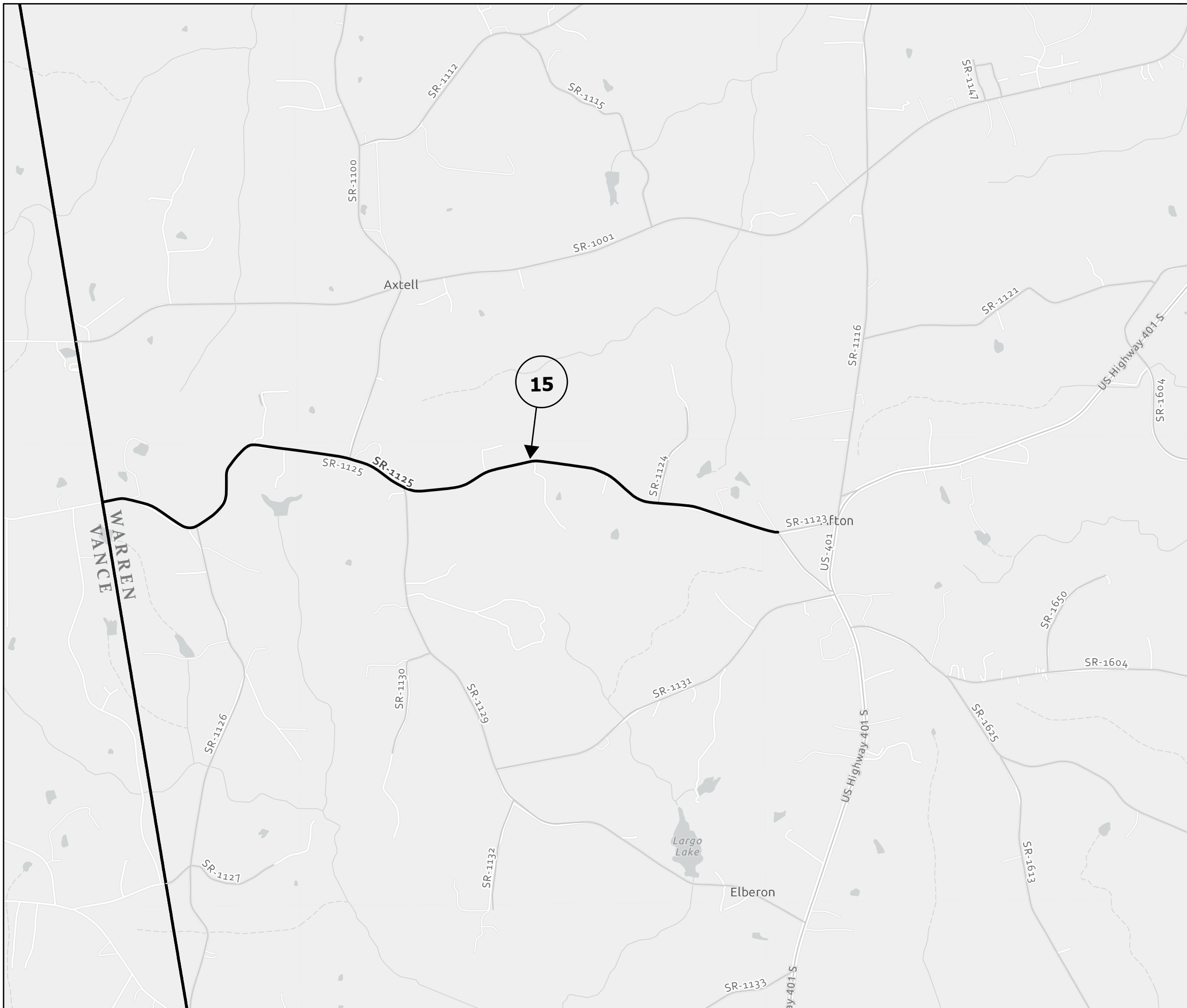
Map 11 SR 1705 (Crosswinds Cir)  
From SR 1703 (West Winds Rd) to  
SR 1703 (West Winds Rd)

Map 12 SR 1704 (Clark Rd)  
From SR 1703 (West Winds Rd) to Cul-de-sac

Map 13 SR 1497 (Mariners Cove Rd)  
From SR 1336 (Hubquarter Rd) to  
SR 1498 (Cove Dr)

Map 14 SR 1498 (Cove Dr)  
From Cul-de-sac to Cul-de-sac





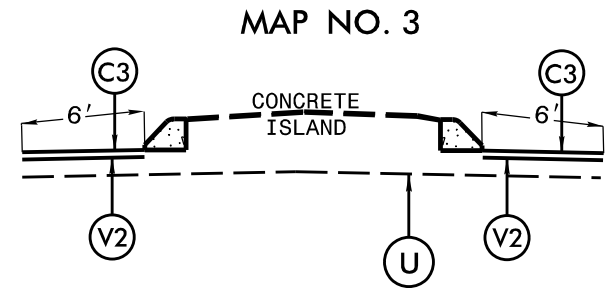
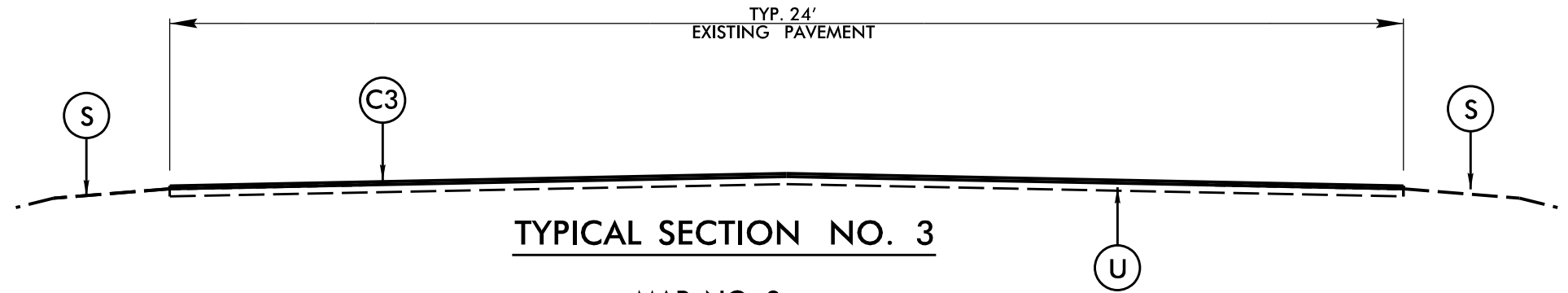
Warren	
PROJECT REFERENCE NO.	SHEET NO.
2025CPT.05.14.10931.1, ETC	4

Map 15 SR 1125 (Tower Rd)  
From SR 1123 (Tower Rd) to Vance County Line

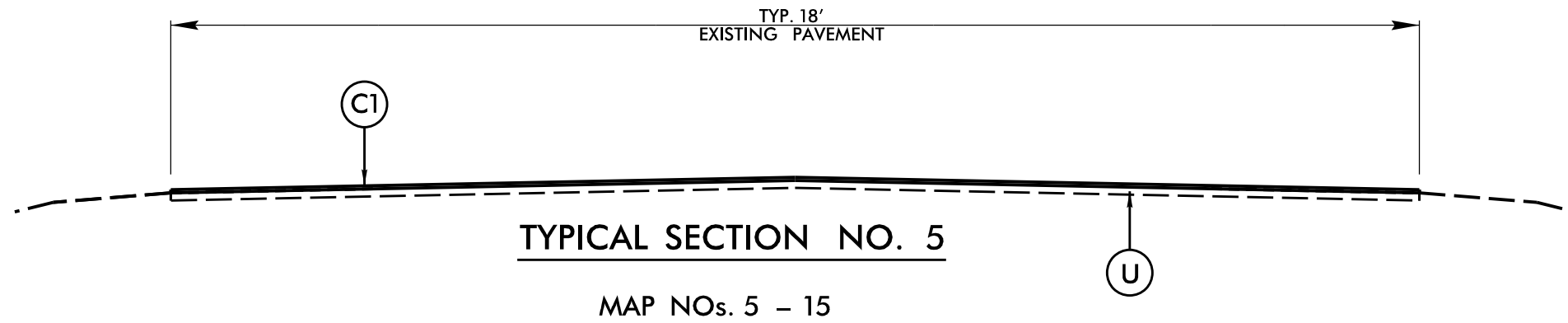
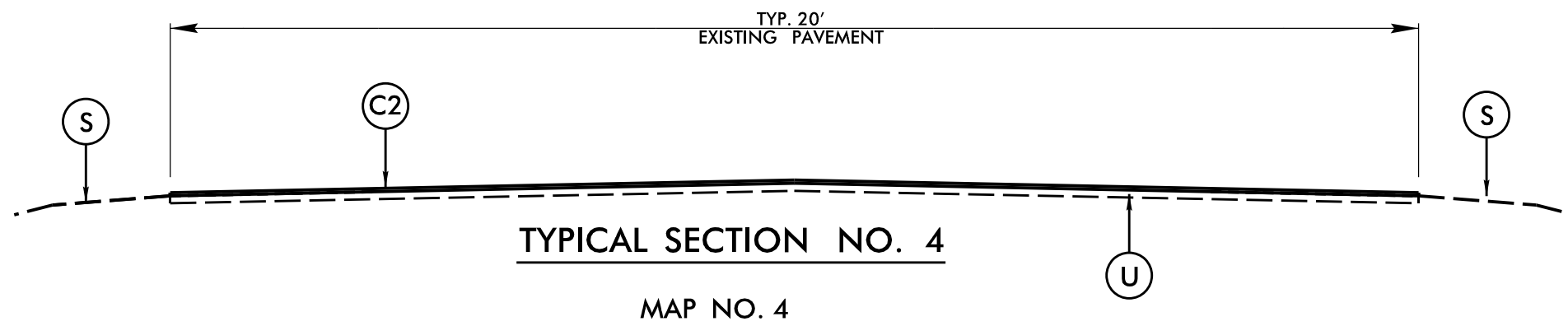


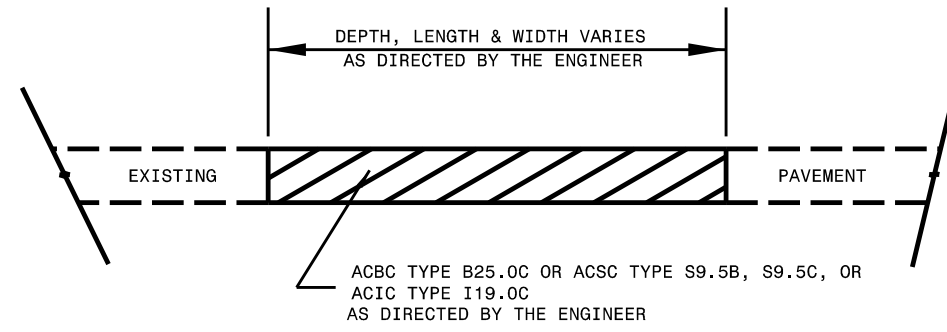


PAVEMENT SCHEDULE	
C1	1 " S9.5B
C2	1¼" S9.5B
C3	1½" S9.5B
R	EXIST C&G
S	SHLD RECON
U	EXIST. PAVEMENT
V1	1½" MILLING
V2	0" - 1½" MILLING

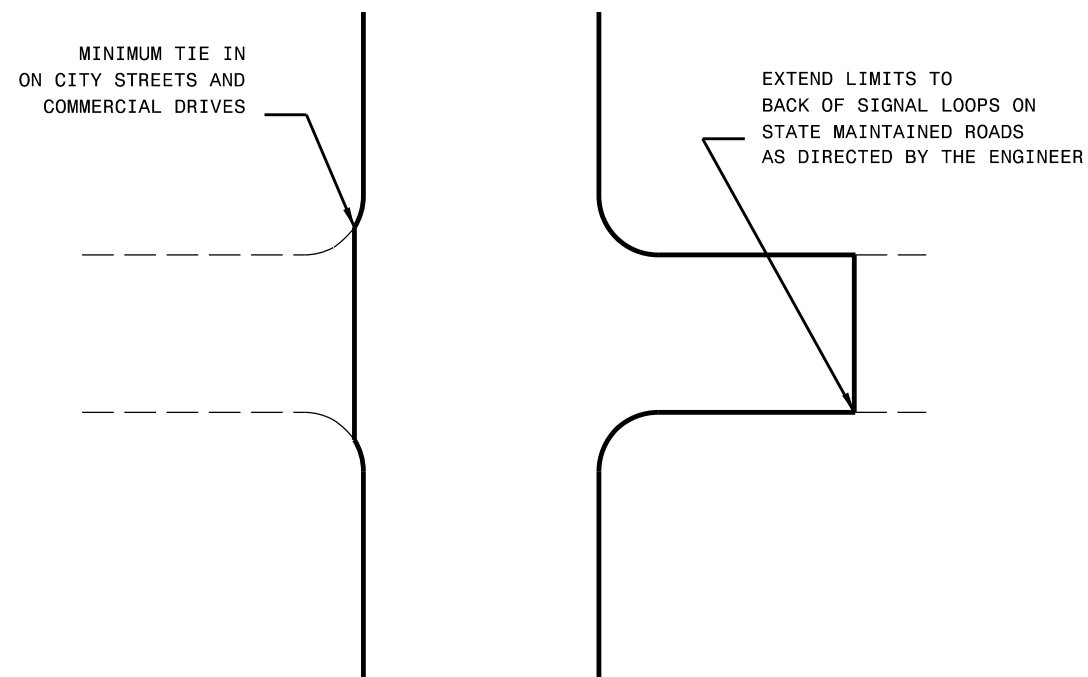
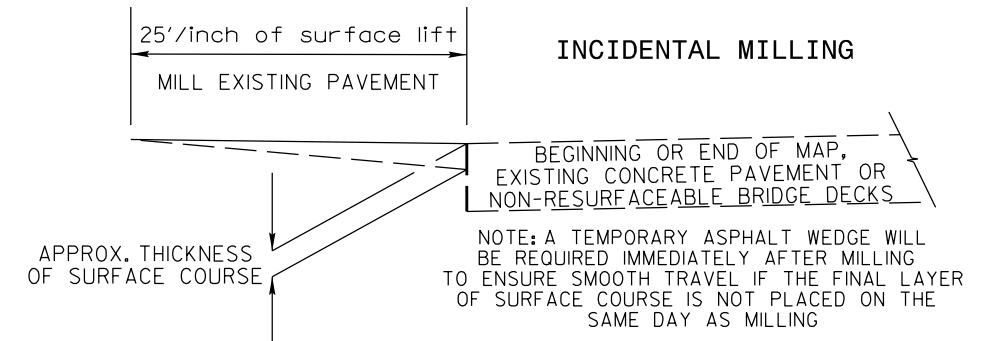


0" - 1½" MILLING AT CONCRETE ISLANDS AT NC-58 AND US 158 BUS IN MEDIAN AND GORE AREA

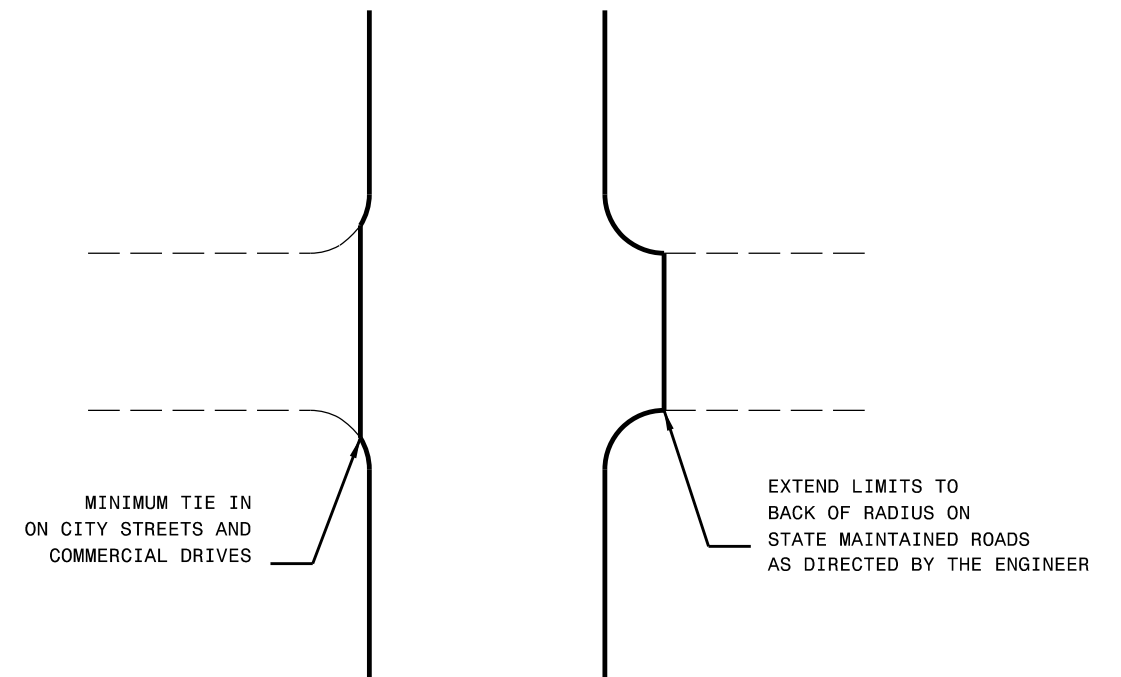




**PATCHING EXISTING PAVEMENT**  
MILLING TO BE PERFORMED PRIOR TO PATCHING



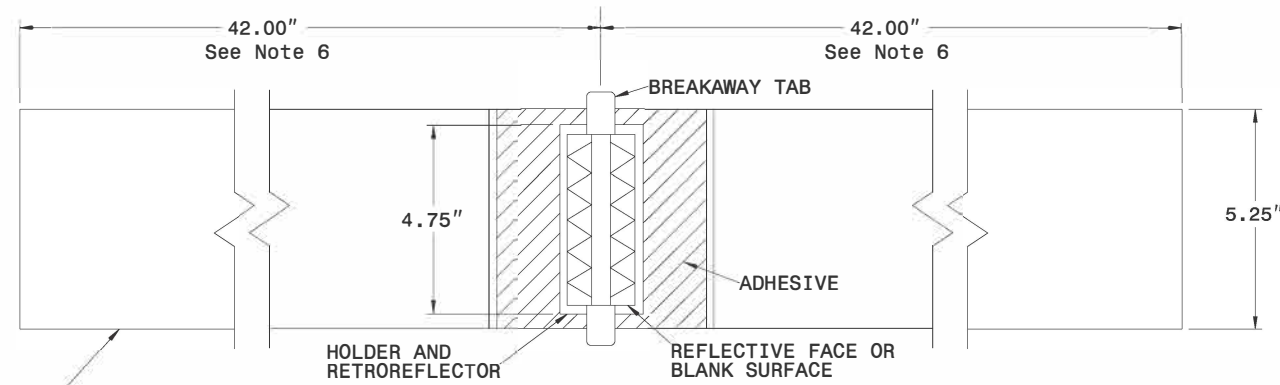
TYPICAL DETAIL OF PROJECT LIMITS AT  
SIGNALIZED Y LINES



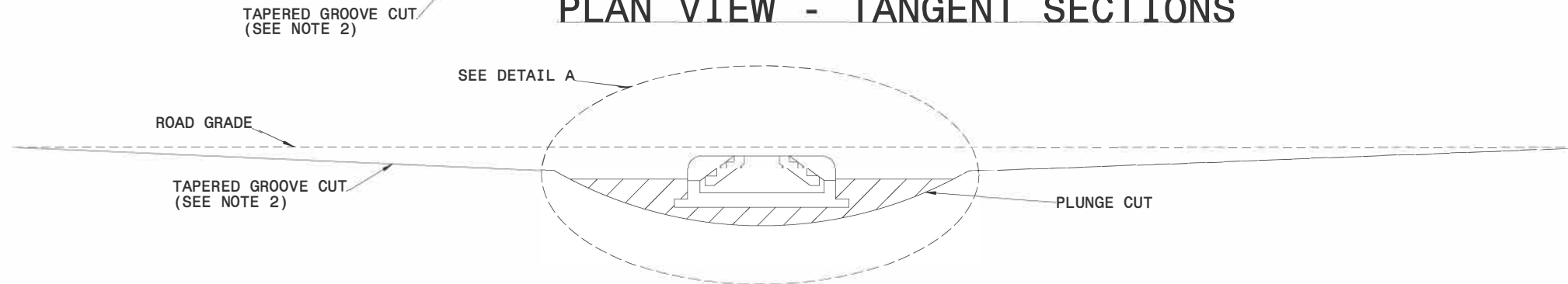
TYPICAL DETAIL OF PROJECT LIMITS AT  
UNSIGNALIZED Y LINES







**PLAN VIEW - TANGENT SECTIONS**



**PROFILE VIEW**

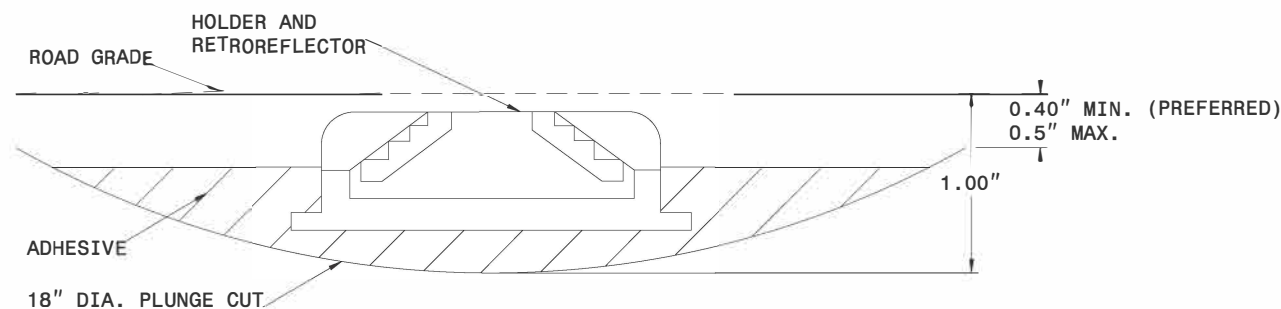


Drawn/Designed by:  
*Renee B. Roach*  
Professional Engineer  
No. 024921

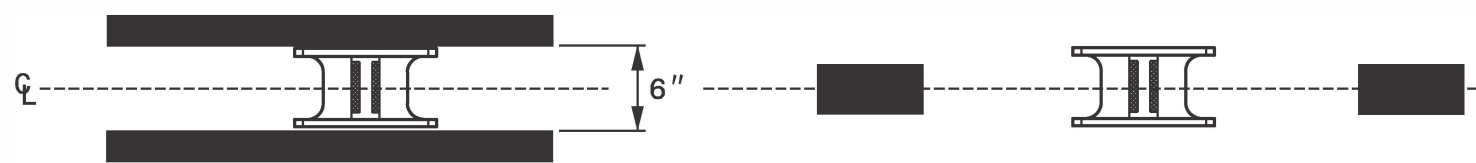
10/10/2024

**NOTES:**

1. ALL GROOVE EDGES SHALL BE AT LEAST 2 INCHES FROM ANY SEAM OR PAVEMENT JOINT
2. GROOVE CUTS MAY BE TAPERED OR BEVELED. TAPERED CUTS SHALL START AT ROAD LEVEL ON EACH END AND TAPER AT A FIXED RATE AS SHOWN ON THE PROFILE VIEW. BEVELED GROOVE CUTS SHALL BE 0.5" MAXIMUM DEPTH (0.4" PREFERRED), AND SHALL BE 0.4" MINIMUM DEPTH AT BOTH ENDS OF THE PLUNGE CUT.
3. GROOVE AND PLUNGE CUT SHALL BE CLEAN AND DRY PRIOR TO PLACEMENT OF ADHESIVE.
4. THE EPOXY ADHESIVE SHALL BE THOROUGHLY MIXED UNTIL IT IS UNIFORM IN COLOR, AND APPLIED IN COLOR, AND APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
5. MARKER SHALL BE INSTALLED AS PER MANUFACTURER'S INSTALLATION INSTRUCTIONS WITH THE BREAKWAY TABS RESTING ON THE PAVEMENT SURFACE. THE EPOXY SHALL BE FILLED TO THE LEVEL OF THE TOP OF THE MARKER HOLDER. EPOXY SHALL NOT TOUCH THE RETROREFLECTOR.
6. TOTAL GROOVE LENGTH MAY BE SHORTENED TO 54" ON SHARP CURVES IF APPROVED BY THE ENGINEER. GROOVES SHALL NOT OVERLAP WITH LOOP DETECTOR WIRES.



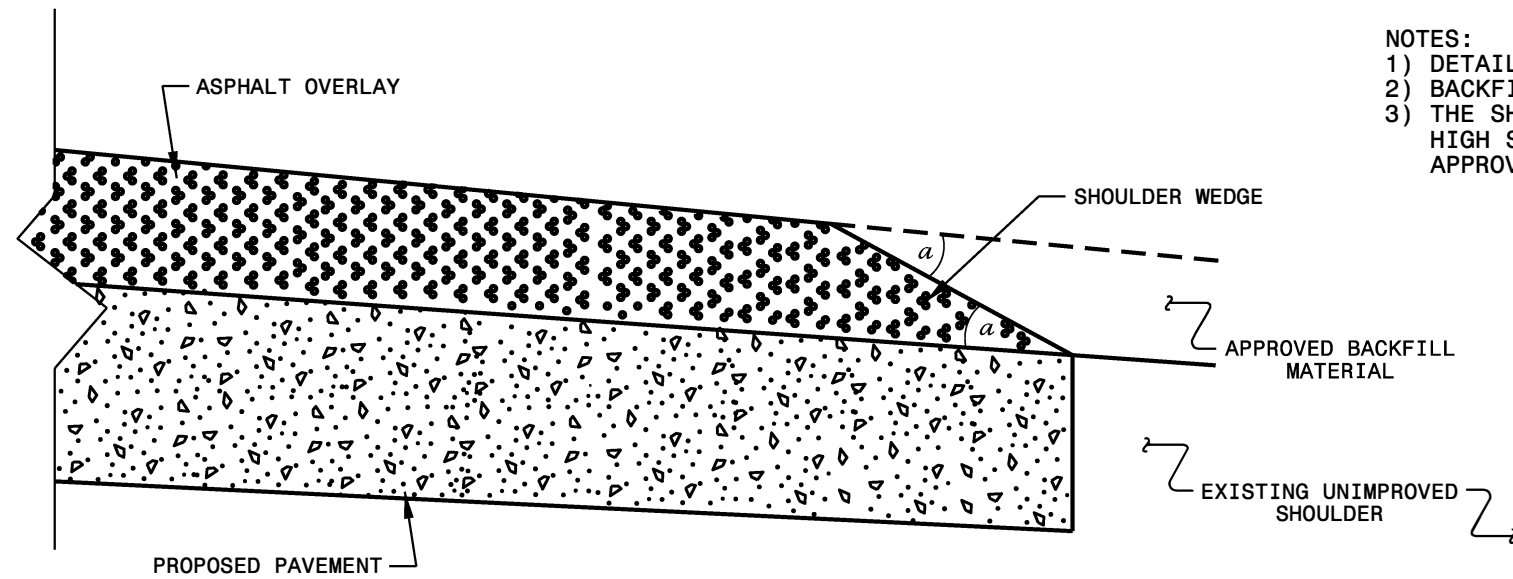
**DETAIL A**



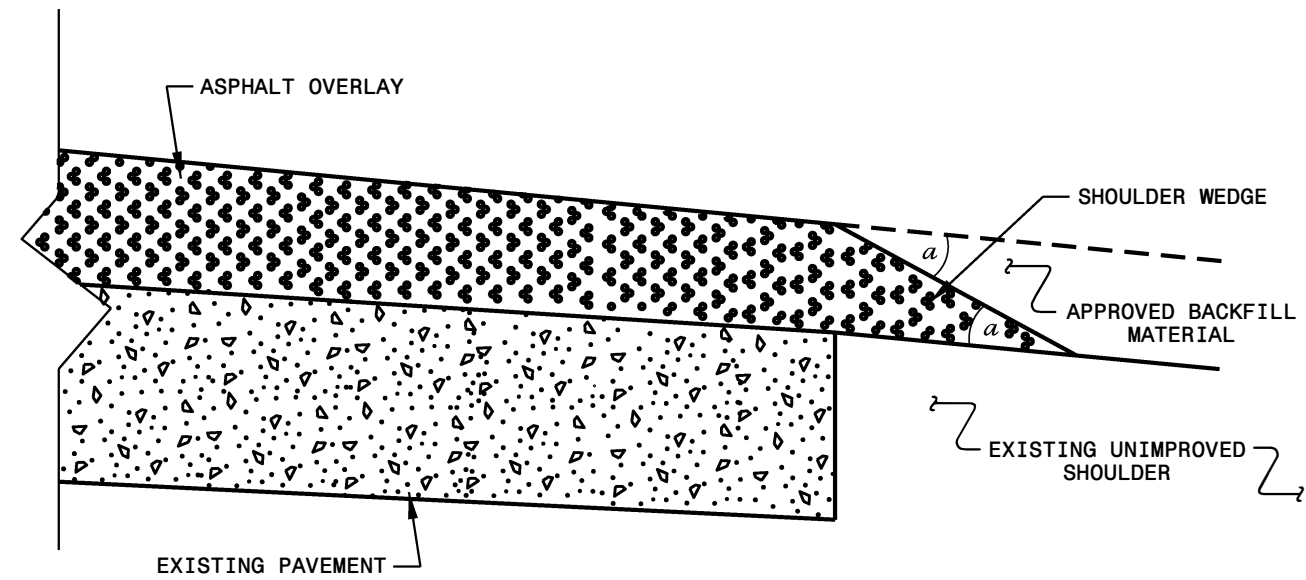
**MARKER SPACING**

<b>CONTRACTS STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-8950	FAX 919-250-4119
<b>DETAIL OF INLAID CRADLE MARKER</b>	
ORIGINAL BY: <u>rgwatson</u>	DATE: <u>02-06-2024</u>
MODIFIED BY: _____	DATE: _____
CHECKED BY: _____	DATE: _____
FILE SPEC.: _____	

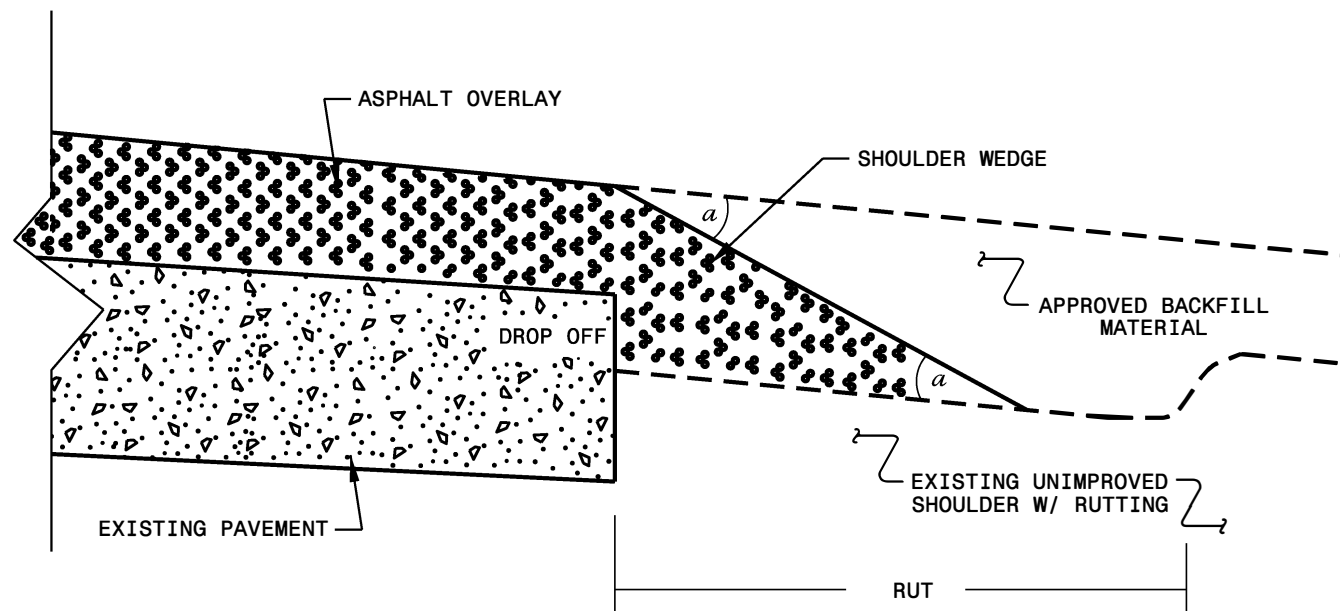
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



**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/details/stand/shoulderwedgedetail.dgn	

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.05.14.10931.1, ETC		11

### SUMMARY OF QUANTITIES

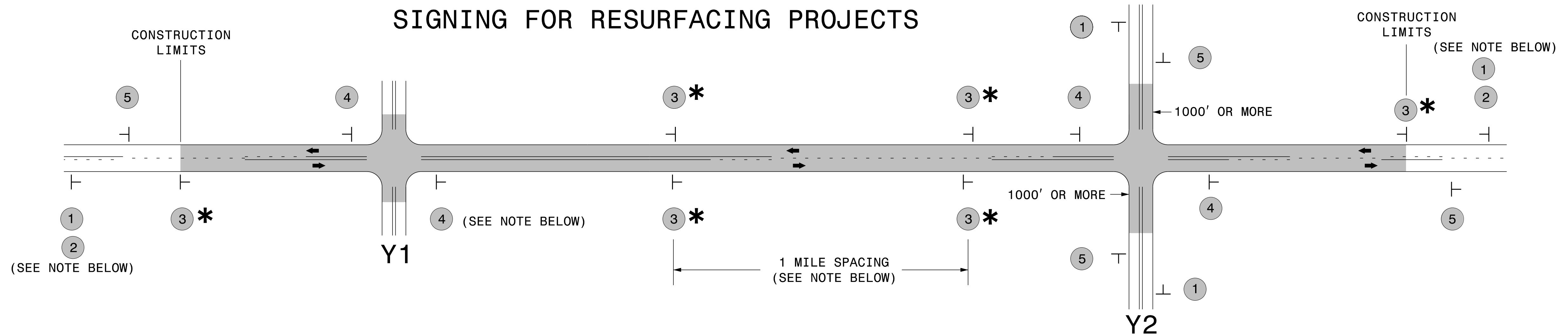
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1308000000-E	1330000000-E	1519000000-E	1575000000-E	1704000000-E	2815000000-N	2830000000-N	2845000000-N	7444000000-E
												INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1½" MILLING	0" TO 1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUST DROP INLET	ADJUST MANHOLES	ADJUST METER OR VALVE BOX	INDUCTIVE LOOP SAWCUT
								MI	FT			TONS	SMI	TON	SY	SY	SY	TONS	TON	TONS	EA	EA	EA	LF
2025CPT.05.14.10931.1	Warren	1	US-158 BUS E / E MACON ST	FROM US 401 TO END CURB AND GUTTER	1	2		0.242	26	3.118	3.36				3,640		106	338	22	10	3	3	9	135
2025CPT.05.14.10931.1	Warren	2	US-158 BUS E / E MACON ST/US HIGHWAY 158 BUS E	FROM END CURB AND GUTTER TO 158 BYP	2	2		4.13	24	3.36	7.49	206	8.26	763		70	906	5,461	357	40		1		
2025CPT.05.14.10931.1	Warren	3	NC-58 E / NC HIGHWAY 58	FROM NC 43 TO US 158 BUS	3	2		4.147	24	11.323	15.47	204	8.17	754		230	625	5,433	356	50				
<b>TOTAL FOR PROJ NO. 2025CPT.05.14.10931.1</b>								<b>8.519</b>				<b>410</b>	<b>16.43</b>	<b>1,517</b>	<b>3,640</b>	<b>300</b>	<b>1,637</b>	<b>11,232</b>	<b>735</b>	<b>100</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>135</b>
2025CPT.05.14.20931.1	Warren	4	SR-1373 / QUAIL RIDGE RD	FROM SR 1362 TO CUL-DE-SAC	4	2		1.33	20	0	1.33	65	2.61	241			56	1,209	86	144				
2025CPT.05.14.20931.1	Warren	5	SR-1408 / QUAIL SHORES RD	FROM SR 1373 TO CUL-DE-SAC	5	2		0.15	18	0	0.15						127	9	10					
2025CPT.05.14.20931.1	Warren	6	SR-1398 / PINE RIDGE TRL	FROM SR 1373 TO SR 1399	5	2		0.11	18	0	0.11						75	5	10					
2025CPT.05.14.20931.1	Warren	7	SR-1399 / W OAK GROVE TRL/E OAK GROVE TRL	FROM CUL-DE-SAC TO CUL-DE-SAC	5	2		0.24	18	0	0.24						195	13	15					
2025CPT.05.14.20931.1	Warren	8	SR-1397 / HICKORY RIDGE TRL	FROM SR 1373 TO CUL-DE-SAC	5	2		0.16	18	0	0.16						130	9	20					
2025CPT.05.14.20931.1	Warren	9	SR-1721 / RIDGESHORE CT	FROM SR 1336 TO CUL-DE-SAC	5	2		0.087	18	0	0.087					82	89	7	15					
2025CPT.05.14.20931.1	Warren	10	SR-1703 / WEST WINDS RD	FROM SR 1336 TO CUL-DE-SAC	5	2		1.04	18	0	1.04					220	698	46	10					
2025CPT.05.14.20931.1	Warren	11	SR-1705 / CROSSWINDS CIR	FROM SR 1703 TO SR 1703	5	2		0.05	18	0	0.05						37	3	10					
2025CPT.05.14.20931.1	Warren	12	SR-1704 / CLARK RD	FROM SR 1703 TO CUL-DE-SAC	5	2		0.17	18	0	0.17						136	9	10					
2025CPT.05.14.20931.1	Warren	13	SR-1497 / MARINERS COVE RD	FROM SR 1336 TO SR 1498	5	2		0.17	18	0	0.17					114	121	8	10					
2025CPT.05.14.20931.1	Warren	14	SR-1498 / W COVE DR/E COVE DR	FROM CUL-DE-SAC TO CUL-DE-SAC	5	2		0.43	18	0	0.43						313	25	98					
2025CPT.05.14.20931.1	Warren	15	SR-1125 / RAY FRAZIER RD/TOWER RD	FROM SR 1123 TO VANCE COUNTY	5	2		4.018	18	0.432	4.45					103	2,364	162	171					
<b>TOTAL FOR PROJ NO. 2025CPT.05.14.20931.1</b>								<b>7.955</b>				<b>65</b>	<b>2.61</b>	<b>241</b>			<b>575</b>	<b>5,494</b>	<b>382</b>	<b>523</b>				
<b>GRAND TOTAL</b>								<b>16.474</b>				<b>475</b>	<b>19.04</b>	<b>1,758</b>	<b>3,640</b>	<b>300</b>	<b>2,212</b>	<b>16,726</b>	<b>1,117</b>	<b>623</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>135</b>

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.05.14.10931.1, ETC		12

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4510000000-N	4688000000-E		4709000000-E	4720000000-E			4725000000-E		4890000000-E	4895000000-N
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	6" X 90 M YELLOW THERMO	6" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO MSG KEEP 90 M	THERMO MSG CLEAR 90 M	THERMO MSG YIELD 90 M	THERMO LT ARROW 90 M	THERMO LT & RT ARROW 90 M	THERMO YIELD TRIANGLE (24", 90 MILS)	INLAD CRADLE MARKERS
								MI	FT			SF	LS	HR	LF	LF	LF	EA	EA	EA	EA	EA	EA	
2025CPT.05.14.10931.1	Warren	1	US-158 BUS E / E MACON ST	FROM US 401 TO END CURB AND GUTTER	1	2		0.242	26	3.118	3.36	27	*	40	2,520		20	4	5				19	
2025CPT.05.14.10931.1	Warren	2	US-158 BUS E / E MACON ST/US HIGHWAY 158 BUS E	FROM END CURB AND GUTTER TO 158 BYP	2	2		4.13	24	3.36	7.49	462	*		42,560	43,870				3			250	
2025CPT.05.14.10931.1	Warren	3	NC-58 E / NC HIGHWAY 58	FROM NC 43 TO US 158 BUS	3	2		4.147	24	11.323	15.47	464	*		43,132	43,732				5	1	4	270	
<b>TOTAL FOR PROJ NO. 2025CPT.05.14.10931.1</b>								<b>8.519</b>				<b>953</b>	<b>*</b>	<b>40</b>	<b>88,212</b>	<b>87,602</b>	<b>20</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>539</b>
															<b>175,814</b>			<b>14</b>		<b>4</b>				
2025CPT.05.14.20931.1	Warren	4	SR-1373 / QUAIL RIDGE RD	FROM SR 1362 TO CUL-DE-SAC	4	2		1.33	20	0	1.33	148	*		13,680	14,045								
2025CPT.05.14.20931.1	Warren	5	SR-1408 / QUAIL SHORES RD	FROM SR 1373 TO CUL-DE-SAC	5	2		0.15	18	0	0.15	16	*											
2025CPT.05.14.20931.1	Warren	6	SR-1398 / PINE RIDGE TRL	FROM SR 1373 TO SR 1399	5	2		0.11	18	0	0.11	12	*											
2025CPT.05.14.20931.1	Warren	7	SR-1399 / W OAK GROVE TRL/E OAK GROVE TRL	FROM CUL-DE-SAC TO CUL-DE-SAC	5	2		0.24	18	0	0.24	27	*											
2025CPT.05.14.20931.1	Warren	8	SR-1397 / HICKORY RIDGE TRL	FROM SR 1373 TO CUL-DE-SAC	5	2		0.16	18	0	0.16	18	*											
2025CPT.05.14.20931.1	Warren	9	SR-1721 / RIDGESHORE CT	FROM SR 1336 TO CUL-DE-SAC	5	2		0.087	18	0	0.087	10	*											
2025CPT.05.14.20931.1	Warren	10	SR-1703 / WEST WINDS RD	FROM SR 1336 TO CUL-DE-SAC	5	2		1.04	18	0	1.04	116	*											
2025CPT.05.14.20931.1	Warren	11	SR-1705 / CROSSWINDS CIR	FROM SR 1703 TO SR 1703	5	2		0.05	18	0	0.05	6	*											
2025CPT.05.14.20931.1	Warren	12	SR-1704 / CLARK RD	FROM SR 1703 TO CUL-DE-SAC	5	2		0.17	18	0	0.17	19	*											
2025CPT.05.14.20931.1	Warren	13	SR-1497 / MARINERS COVE RD	FROM SR 1336 TO SR 1498	5	2		0.17	18	0	0.17	19	*											
2025CPT.05.14.20931.1	Warren	14	SR-1498 / W COVE DR/E COVE DR	FROM CUL-DE-SAC TO CUL-DE-SAC	5	2		0.43	18	0	0.43	48	*											
2025CPT.05.14.20931.1	Warren	15	SR-1125 / RAY FRAZIER RD/TOWER RD	FROM SR 1123 TO VANCE COUNTY	5	2		4.018	18	0.432	4.45	450	*		45,149	45,150								
<b>TOTAL FOR PROJ NO. 2025CPT.05.14.20931.1</b>								<b>7.955</b>				<b>889</b>	<b>*</b>		<b>58,829</b>	<b>59,195</b>								
															<b>118,024</b>									
<b>GRAND TOTAL</b>								<b>16.474</b>				<b>1,842</b>	<b>1,000</b>	<b>40</b>	<b>147,041</b>	<b>146,797</b>	<b>20</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>539</b>
															<b>293,838</b>			<b>14</b>		<b>4</b>				

# SIGNING FOR RESURFACING PROJECTS



LEGEND	
T	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

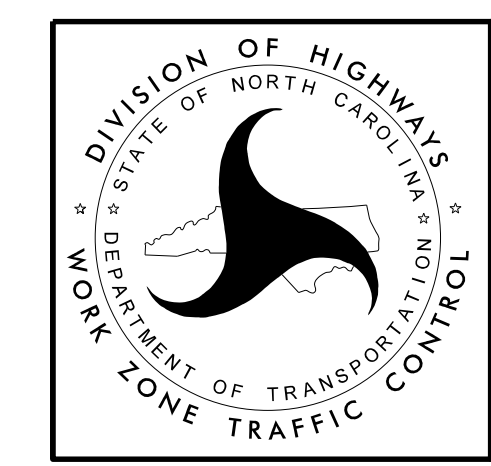
## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	<p>W20-1 48" X 48"</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>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> <p>W20-1 48" X 48"</p> </div> <div> <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	<p>W7-3aP 24" X 18"</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>	
	3 *	<p>SP 13107 48" X 48"</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>	
	4	<p>SP 13106 48" X 48"</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>	
5	<p>G20-2 A 48" X 24"</p>	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>		

### \* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

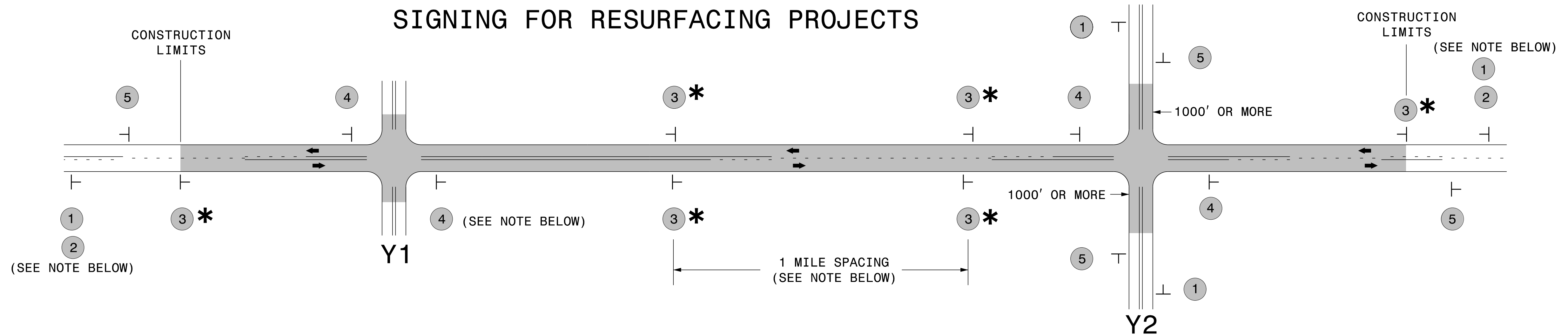
SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS

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# SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

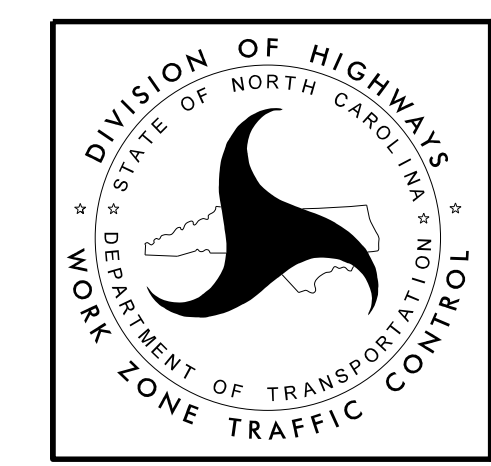
## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	<p>W20-1 48" X 48"</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>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	<p>W7-3aP 24" X 18"</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>	
	3 *	<p>SP 13107 48" X 48"</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>	
	4	<p>SP 13106 48" X 48"</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>	
5	<p>G20-2 A 48" X 24"</p>	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>		

### \* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



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ADVANCE WARNING SIGNS  
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