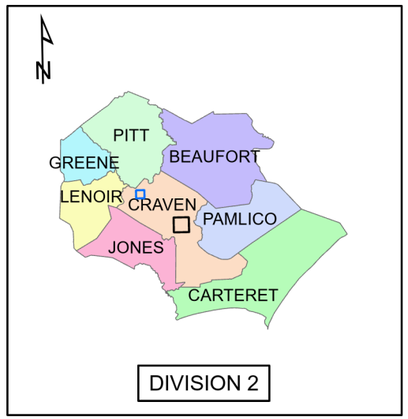


CRAVEN, CARTERET & PAMLICO COUNTIES

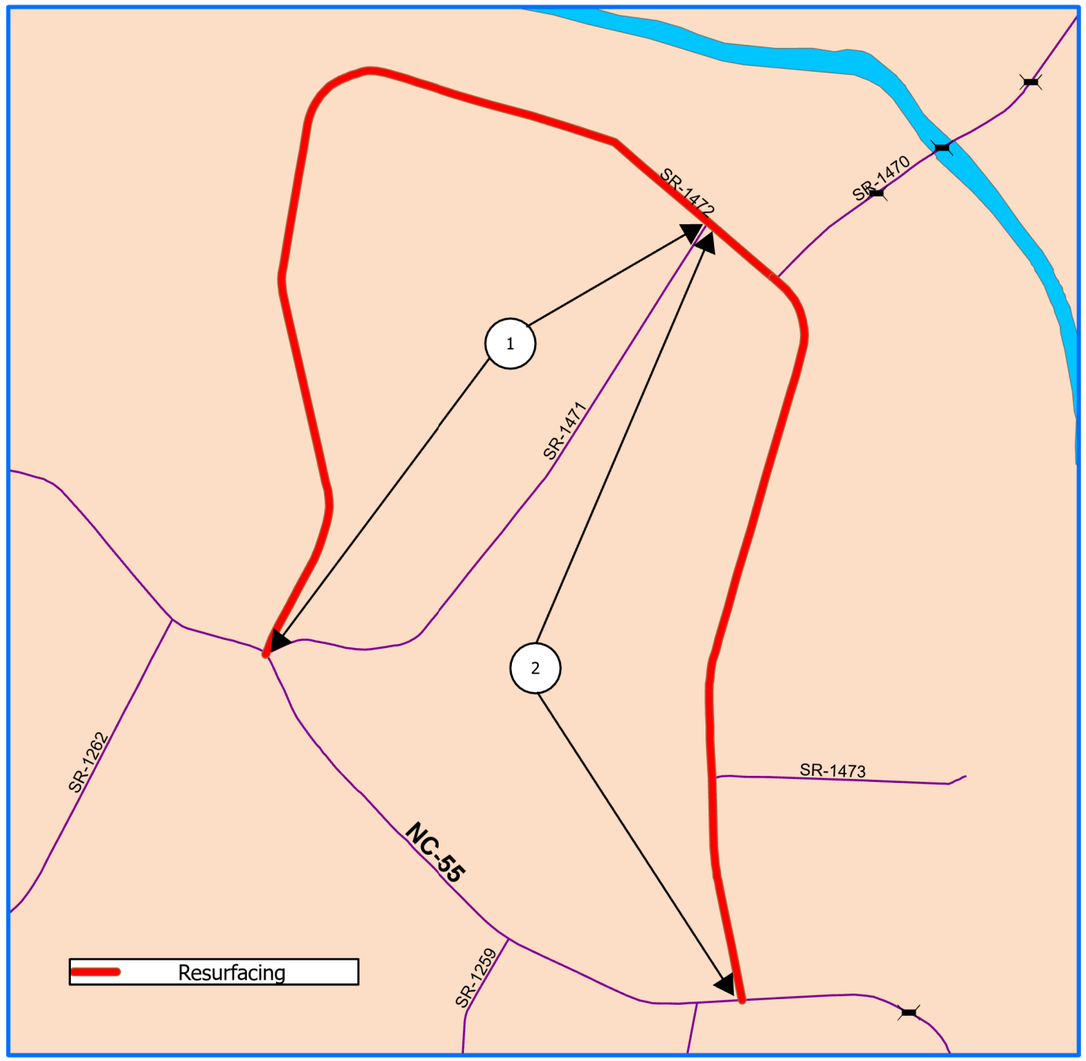
DB00582

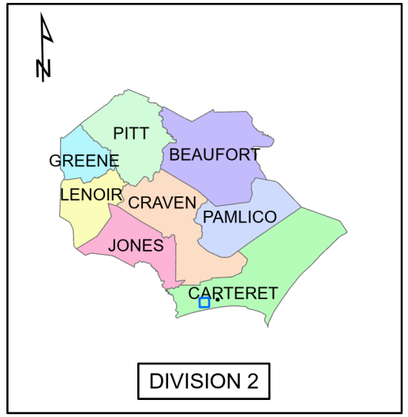
PROJECT REFERENCE NO.	SHEET NO.
DB00582	1

WBS# 2024CPT.02.16.20251
2024CPT.02.17.20161
2024CPT.02.18.20691

TYPE OF WORK : MILL PATCHING, STRENGTHENING, RESURFACING, AND SHOULDER RECONSTRUCTION

NCDOT
DIVISION 2





CRAVEN, CARTERET & PAMLICO COUNTIES

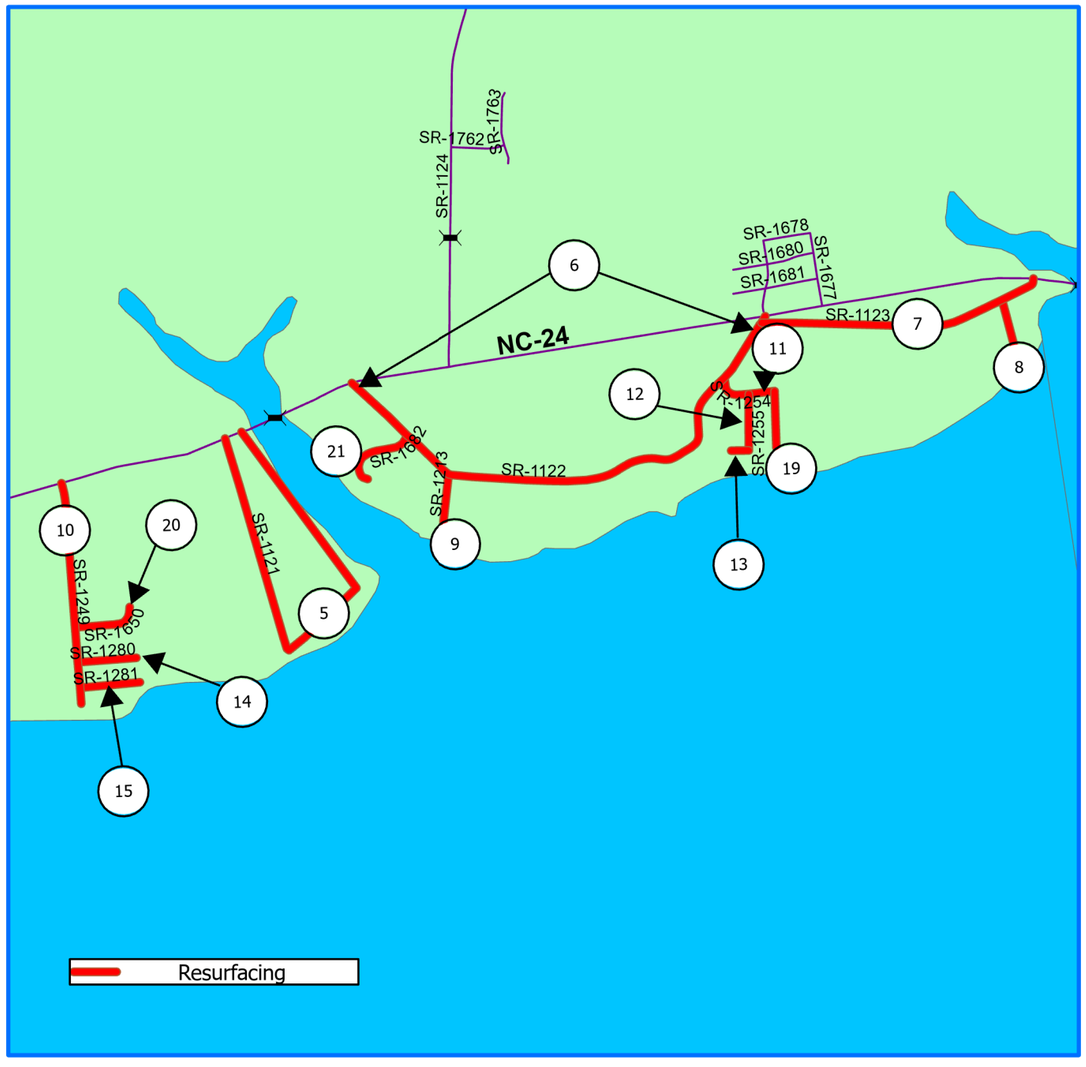
DB00582

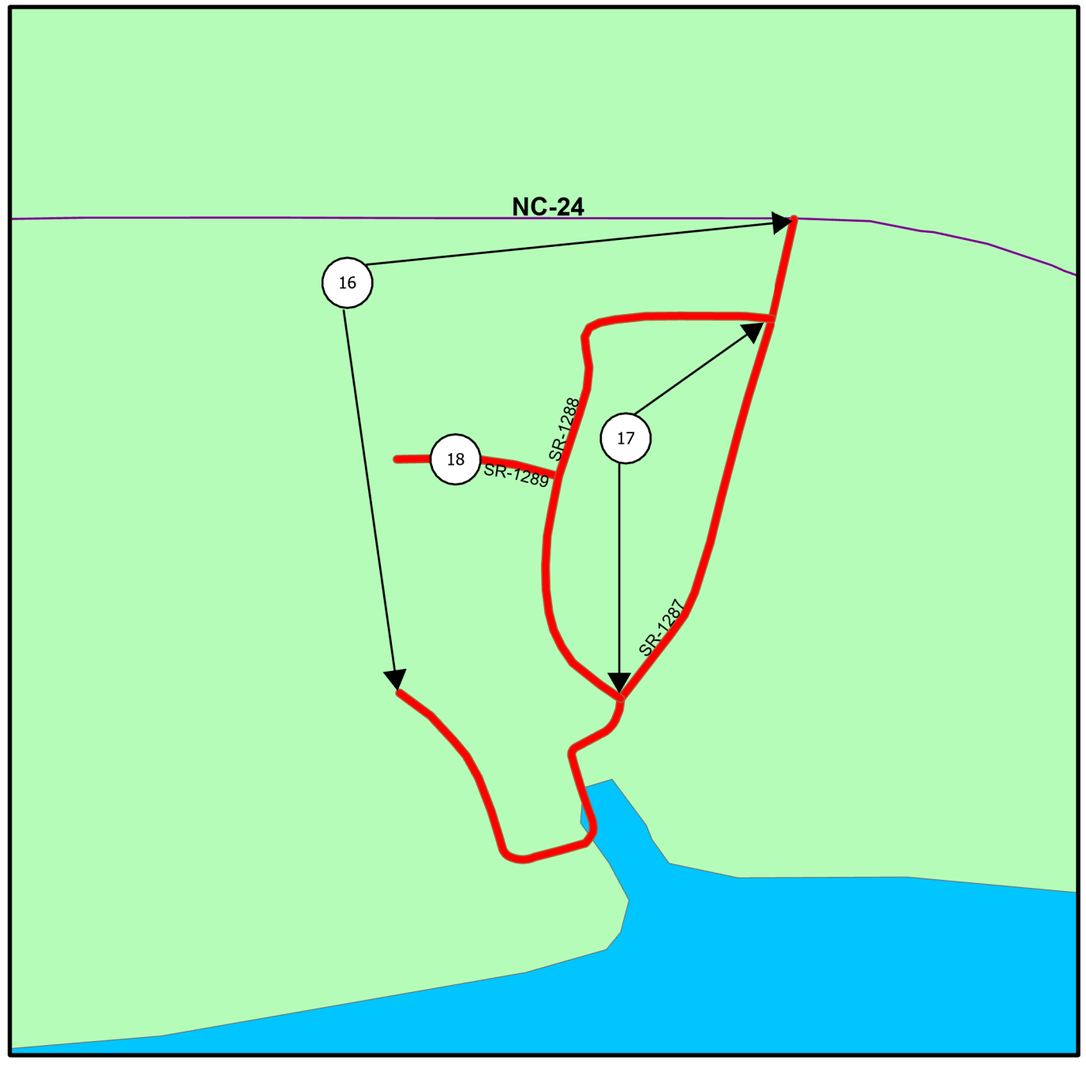
WBS# 2024CPT.02.16.20251
2024CPT.02.17.20161
2024CPT.02.18.20691

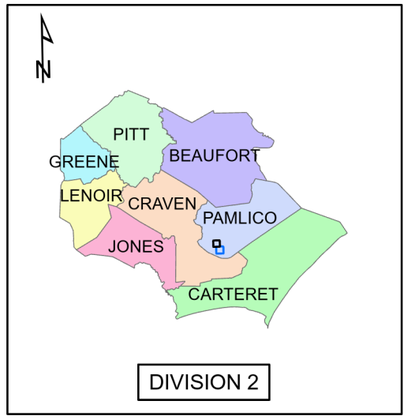
TYPE OF WORK : MILL PATCHING, STRENGTHENING, RESURFACING, AND SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00582	2

NCDOT
DIVISION 2







CRAVEN, CARTERET & PAMLICO COUNTIES

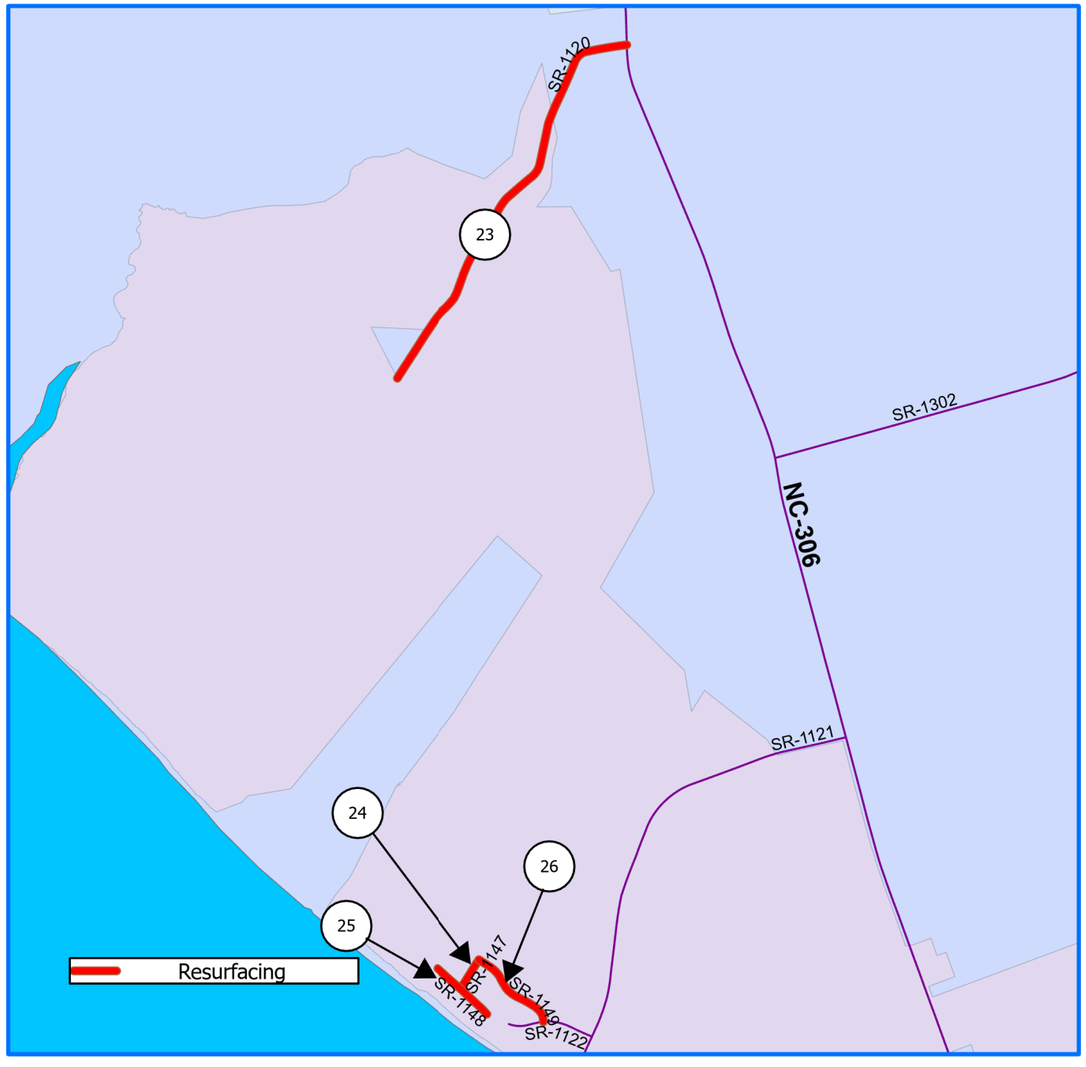
DB00582

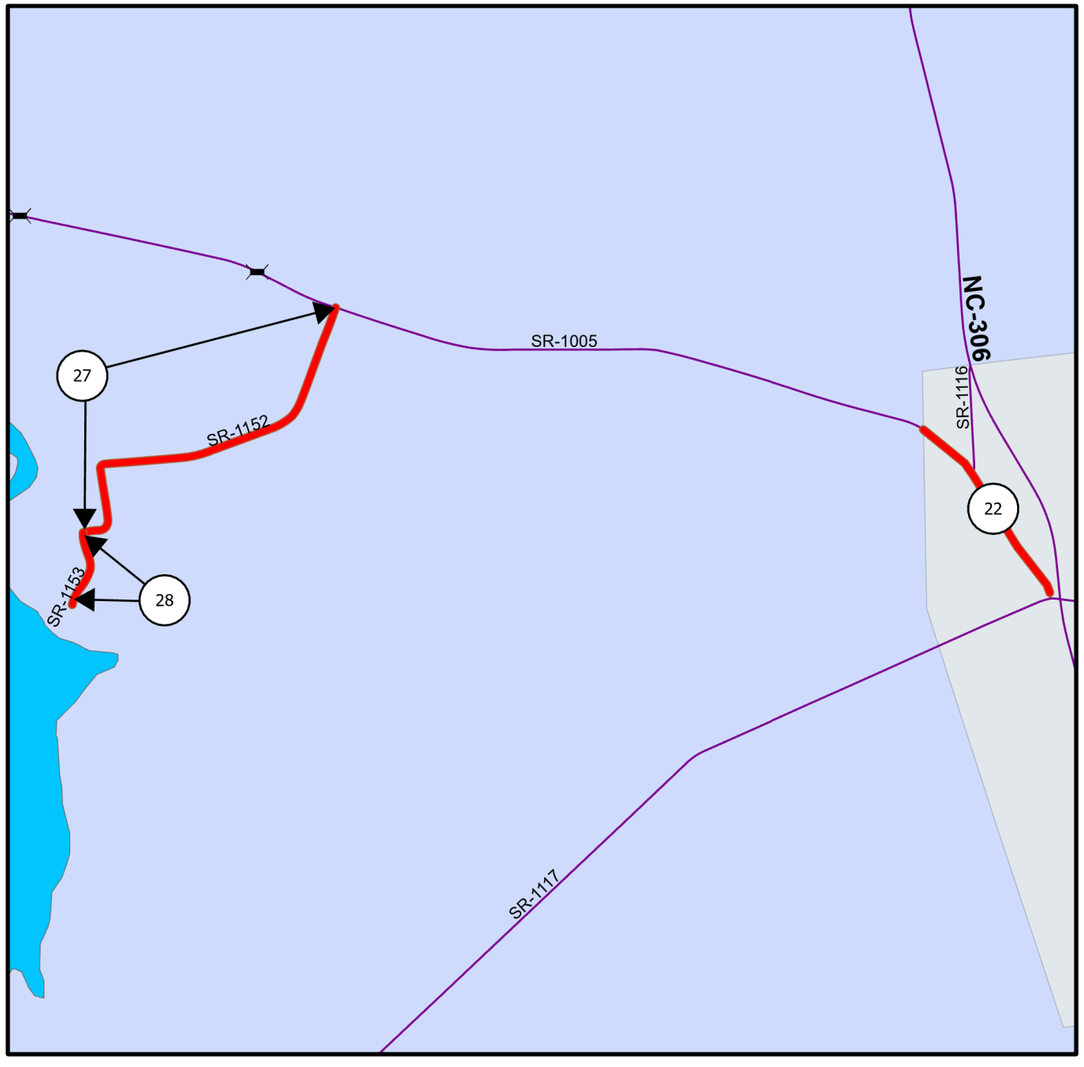
WBS# 2024CPT.02.16.20251
2024CPT.02.17.20161
2024CPT.02.18.20691

TYPE OF WORK : MILL PATCHING, STRENGTHENING, RESURFACING, AND SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00582	3

NCDOT
DIVISION 2

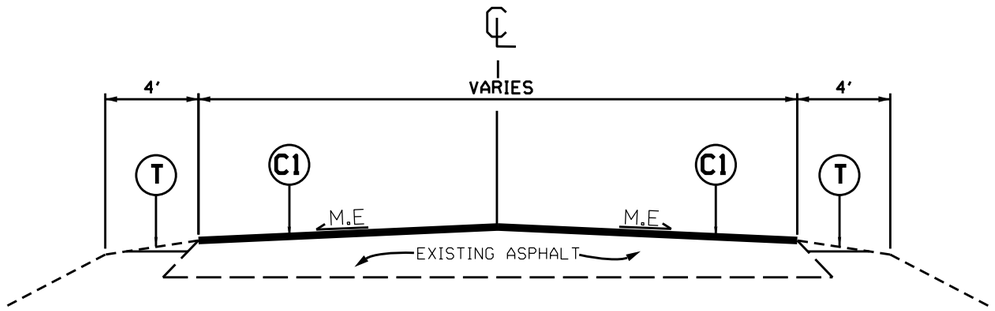




PROJECT REFERENCE NO.	SHEET NO.
DB00582	4

TYPICAL SECTION NO. 1

MAPS 1, AND 3 THRU 28

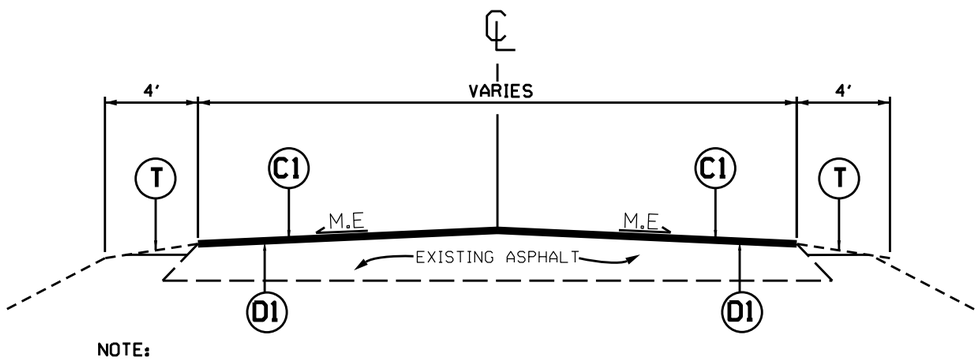


NOTE:

1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 6. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

TYPICAL SECTION NO. 2

MAP 2



NOTE:

1. PLACE ASPHALT INTERMEDIATE COURSE I19.0C AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

NOTE: PAVEMENT EDGE SLOPES ARE 1 : 1 UNLESS SHOWN OTHERWISE.

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00582	5	

SUMMARY OF QUANTITIES

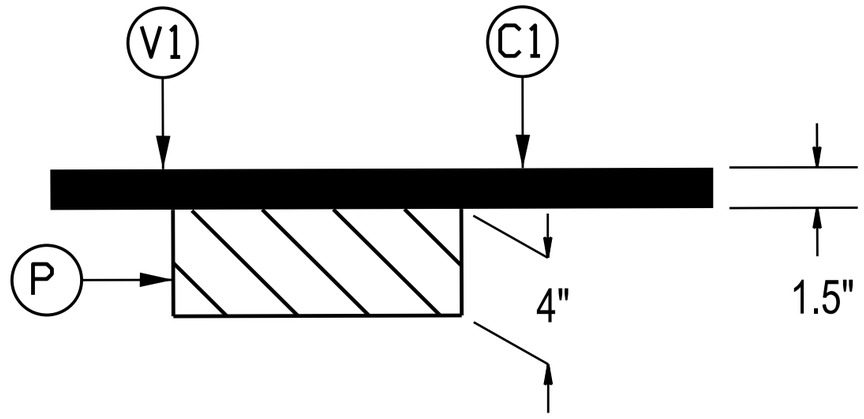
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	REMOVAL OF EXISTING CONCRETE PAVEMENT	HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	INCIDENTAL MILLING	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL	WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL
										MI	FT	SY	EA	TONS	SMI	SY	TONS	TONS	TON	TON	EA	LF	LF	AC	EA	SF	LS
2024CPT.02.16.20251	Craven	1	SR-1472 / BIDDLE RD	FROM NC 55 TO SR 1471 BELLTOWN RD	1	2	2WU	NO	NO	2.82	20		113	141	5.64	500		2,846	185			451	100	2.82	1	320	0.17
2024CPT.02.16.20251	Craven	2	SR-1472 / BIDDLE RD	FROM SR 1471 BELLTOWN RD TO NC 55	2	2	2WU	NO	NO	2.34	23		94	117	4.68	500	4,783	2,801	412					2.34	1	265	0.14
2024CPT.02.16.20251	Craven	3	SR-1483 / BRIARWOOD LN	FROM NC 43 TO END MAINTENANCE	1	2	2WU	NO	NO	0.45	20		18	23	0.90	250		482	37	108				0.45			0.03
2024CPT.02.16.20251	Craven	4	SR-1602 / B ST	FROM APPROX. 95' SOUTH OF END MAINTENANCE SIGN TO APPROX. 28' NORTH OF DEAD END SIGN	1	2	2WU	NO	NO	0.42	19		17	21	0.84	250		405	43	355				0.42	1		0.03
TOTAL FOR PROJ NO. 2024CPT.02.16.20251										**6.03**			**242**	**302**	**12.06**	**1,500**	**4,783**	**6,534**	**677**	**463**		**451**	**100**	**6.03**	**3**	**585**	**0.37**
2024CPT.02.17.20161	Carteret	5	SR-1121 / PEARSON CIR	FROM NC 24 TO NC 24	1	2	2WU	NO	NO	1.55	20		62	62	3.10	250		1,634	106		1			1.55	1		0.09
2024CPT.02.17.20161	Carteret	6	SR-1122 / BROAD CREEK LOOP RD	FROM NC 24 TO NC 24	1	2	2WU	NO	NO	1.65	21		66	83	3.30	500		1,765	122	141				1.65	1	185	0.10
2024CPT.02.17.20161	Carteret	7	SR-1123 / GEORGE TAYLOR RD	FROM SR 1122 BROAD CREEK LOOP RD TO NC 24	1	2	2WU	NO	NO	0.87	20		35	44	1.74	250		888	58					0.87	1	125	0.05
2024CPT.02.17.20161	Carteret	8	SR-1142 / SOUND BLVD	FROM SR 1123 GEORGE TAYLOR RD TO END MAINTENANCE	1	2	2WU	NO	NO	0.15	19		6	8	0.30	250		149	10		2			0.15			0.01
2024CPT.02.17.20161	Carteret	9	SR-1213 / SOUTH LEWIS ST	FROM SR 1122 BROAD CREEK LOOP RD TO END MAINTENANCE	1	2	2WU	NO	NO	0.15	18		6	8	0.30			147	10					0.15			0.01
2024CPT.02.17.20161	Carteret	10	SR-1249 / SALTY SHORES RD	FROM END MAINTENANCE TO NC 24	1	2	2WU	NO	NO	0.65	20		26	33	1.30	250		663	43					0.65	1		0.04
2024CPT.02.17.20161	Carteret	11	SR-1254 / OCEAN DR	FROM SR 1122 BROAD CREEK LOOP RD TO SR 1603 BOGUE DR	1	2	2WU	NO	NO	0.2	20		8	10	0.40			206	14	3				0.20			0.01
2024CPT.02.17.20161	Carteret	12	SR-1255 / HARBOR DR	FROM SR 1254 OCEAN DR TO SR 1256 SOUNDVIEW DR	1	2	2WU	NO	NO	0.18	20		7	9	0.36			187	12		1			0.18			0.01
2024CPT.02.17.20161	Carteret	13	SR-1256 / SOUNDVIEW DR	FROM DEAD END TO SR 1255 HARBOR DR	1	2	2WU	NO	NO	0.08	20		3	4	0.16			80	5					0.08			0.01
2024CPT.02.17.20161	Carteret	14	SR-1280 / C ST	FROM SR 1249 SALTY SHORES RD TO CUL-DE-SAC	1	2	2WU	NO	NO	0.19	20		8	10	0.38			213	14			30	100	0.19			0.01
2024CPT.02.17.20161	Carteret	15	SR-1281 / CANNON DR	FROM SR 1249 SALTY SHORES RD TO END MAINTENANCE	1	2	2WU	NO	NO	0.19	20		8	10	0.38			203	13					0.19	1		0.01
2024CPT.02.17.20161	Carteret	16	SR-1287 / GULL HARBOR DR	FROM CEDAR LN TO NC 24	1	2	2WU	NO	NO	0.52	22	21	21	26	1.04	500		672	52	161				0.52			0.03
2024CPT.02.17.20161	Carteret	17	SR-1288 / SANDPIPER DR	FROM SR 1287 GULL HARBOR DR TO SR 1287 GULL HARBOR DR	1	2	2WU	NO	NO	0.32	22		13	16	0.64			363	30	110				0.32	1		0.02
2024CPT.02.17.20161	Carteret	18	SR-1289 / LAUREL LN	FROM CEDAR LN TO SR 1288 SANDPIPER DR	1	2	2WU	NO	NO	0.09	22		4	5	0.18			108	10	47	1			0.09			0.01
2024CPT.02.17.20161	Carteret	19	SR-1603 / BOGUE DR	FROM SR 1254 OCEAN DR TO END MAINTENANCE	1	2	2WU	NO	NO	0.19	18		8	10	0.38			179	12		2			0.19			0.01
2024CPT.02.17.20161	Carteret	20	SR-1650 / JUNIUS DR	FROM SR 1249 SALTY SHORES RD TO END MAINTENANCE	1	2	2WU	NO	NO	0.19	20		8	10	0.38	250		199	13					0.19			0.01
2024CPT.02.17.20161	Carteret	21	SR-1682 / PELICAN DR	FROM SR 1122 BROAD CREEK LOOP RD TO CUL-DE-SAC	1	2	2WU	NO	NO	0.25	20		10	13	0.50			293	19					0.25	1		0.02
TOTAL FOR PROJ NO. 2024CPT.02.17.20161										**7.42**		**21**	**299**	**361**	**14.84**	**2,250**		**7,949**	**543**	**462**	**7**	**30**	**100**	**7.42**	**7**	**310**	**0.45**
2024CPT.02.18.20691	Pamlico	22	SR-1005 / NEUSE RD	FROM ARAPAHOE TOWN LIMITS TO NC 306	1	2	2WU	NO	NO	0.44	19		18	22	0.88	500		487	32					0.44			0.03
2024CPT.02.18.20691	Pamlico	23	SR-1120 / BURTON FARM RD	FROM NC 306 TO END MAINTENANCE	1	2	2WU	NO	NO	1.04	24		42	42	2.08	250		1,314	85			166	100	1.04	1		0.06
2024CPT.02.18.20691	Pamlico	24	SR-1147 / WILSON CIR	FROM SR 1149 WILSON CIR TO SR 1148 INDIAN BLUFF DR	1	2	2WU	NO	NO	0.09	20		4	5	0.18			93	6					0.09			0.01
2024CPT.02.18.20691	Pamlico	25	SR-1148 / INDIAN BLUFF DR	FROM BEGIN MAINTENANCE TO CUL-DE-SAC	1	2	2WU	NO	NO	0.15	20		6	8	0.30	250		171	11					0.15			0.01
2024CPT.02.18.20691	Pamlico	26	SR-1149 / WILSON CIR	FROM SR 1122 BENNETT PL TO SR 1147 ALLEN RD	1	2	2WU	NO	NO	0.21	20		8	11	0.42	250		224	15					0.21			0.01
2024CPT.02.18.20691	Pamlico	27	SR-1152 / HOWELLS RD	FROM NC 306 TO END MAINTENANCE	1	2	2WU	NO	NO	0.88	20		35	44	1.76	250		893	82	495				0.88	1		0.05
2024CPT.02.18.20691	Pamlico	28	SR-1153 / CUTHRELL LN	FROM SR 1153 HOWELLS RD TO END MAINTENANCE	1	2	2WU	NO	NO	0.18	19		7	9	0.36			179	22	201				0.18			0.01
TOTAL FOR PROJ NO. 2024CPT.02.18.20691										**2.99**			**120**	**141**	**5.98**	**1,500**		**3,361**	**253**	**696**		**166**	**100**	**2.99**	**2**		**0.18**
GRAND TOTAL										**16.44**		**21**	**661**	**804**	**32.88**	**5,250**	**4,783**	**17,844**	**1,473**	**1,621**	**7**	**647**	**300**	**16.44**	**12**	**895**	**1**

PROJECT NO.	SHEET NO.	TOTAL NO.
DB00582	6	

4" MILL PATCHING	STA.	STA.	WIDTH	LOC.	MAP
	3+45	5+04	7'	LT.	3
	10+09	10+27	7'	RT.	3
	10+17	10+71	7'	LT.	3
	22+90	23+03	7'	RT.	3
	23+03	23+80		FULL WIDTH	3
	0+00	4+80		FULL WIDTH	4
Craven Co	13+27	16+24		FULL WIDTH	4
	54+46	56+00		FULL WIDTH	6
	58+51	59+58	10'	LT.	6
	60+05	60+54	7'	RT.	6
	63+78	64+41	10'	RT.	6
	9+64	9+75	7'	LT.	11
	3+31	4+16		FULL WIDTH	16
	4+16	5+49	11'	RT.	16
	11+76	12+30	11'	LT.	16
	12+30	13+05	25'	LT.	16
	13+69	14+00	7'	LT.	16
	0+00	1+26		FULL WIDTH	17
	11+59	12+09		FULL WIDTH	17
	0+00	0+25		FULL WIDTH	18
Carteret Co	4+55	4+88		FULL WIDTH	18
	0+40	15+50	7'	LT.	27
	27+46	29+18	7'	LT.	27
	39+45	41+10	7'	RT.	27
	42+86	44+56		FULL WIDTH	27
	45+26	46+53		FULL WIDTH	27
Pamlico Co	0+00	3+42		FULL WIDTH	28

4" DEPTH MILL PATCHING DETAIL

MAPS 3, 4, 6, 11, 16, 17, 18, 27, AND 28

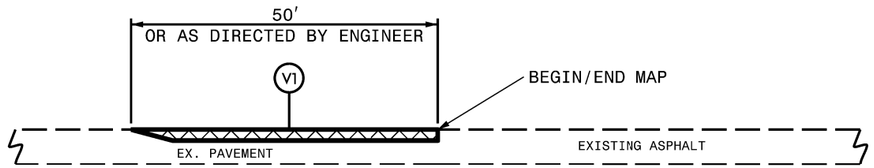


PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
V1	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B25.0C
DRAWINGS NOT TO SCALE	

NOTE:

1. THE CONTRACTOR SHALL PERFORM ANY UNIFORM OR INCIDENTAL MILLING AT TIE-INS BEFORE PERFORMING THE 4" DEPTH MILL PATCHING.
2. THE CONTRACTOR SHALL PERFORM THE MILL PATCHING REMOVAL AND REPLACEMENT IN THE SAME DAY.
3. 4" DEPTH MILL PATCHING SHALL BE PERFORMED AT LOCATIONS AS SHOWN ON SHEET 6, AND AS DIRECTED BY THE ENGINEER.

MILLING TYPICALS

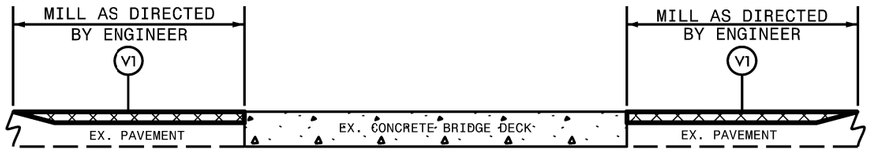


DETAIL 1

BEGIN/END MAP TIE-IN

NOTE:

1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.

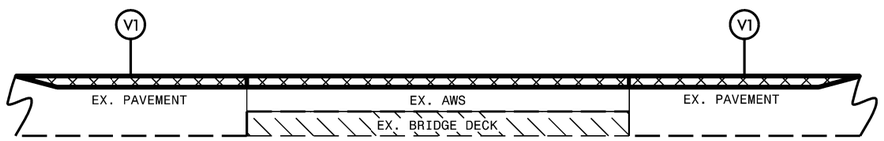


DETAIL 2

BRIDGE MILLING

NOTE:

1. MILLING SHALL BE PERFORMED AT THE BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



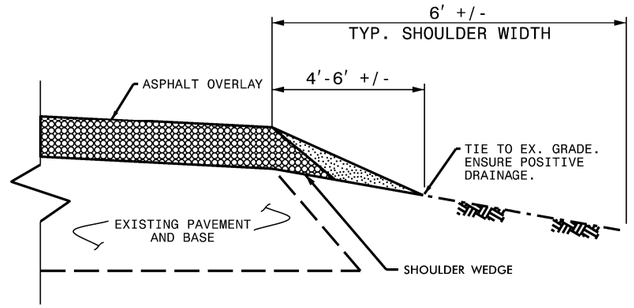
DETAIL 3

BRIDGE MILLING

NOTE:

1. INCLUDES MILLING FOR THE ENTIRE WIDTH OF THE BRIDGE WEARING SURFACE, AS DIRECTED BY THE ENGINEER.

SHOULDER RECONSTRUCTION TYPICAL



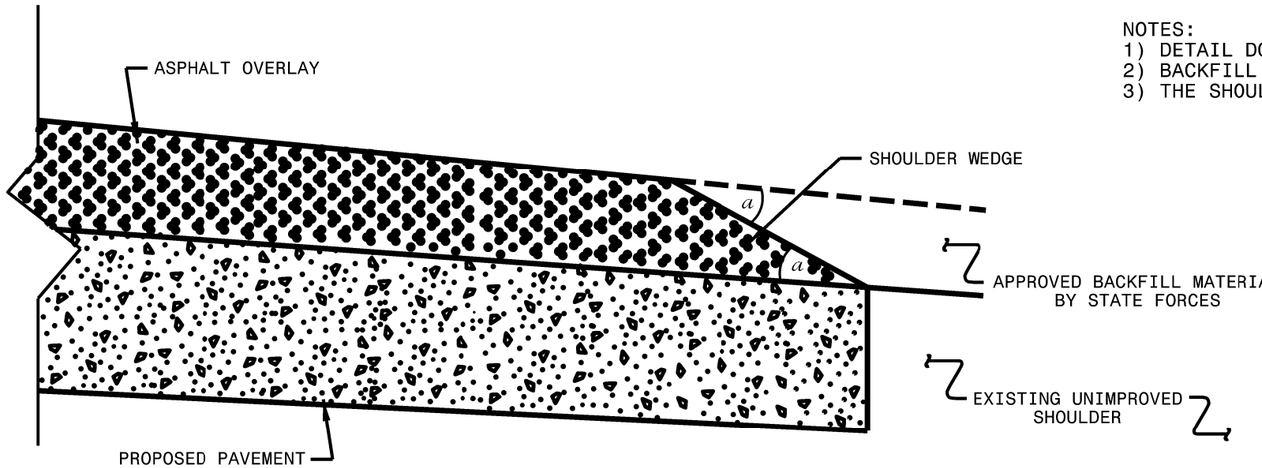
SHOULDER RECONSTRUCTION DETAIL

NOTE:

1. SHOULDERS SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.
2. A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
3. REQUIRED BORROW MATERIAL MAY BE OBTAINED FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.

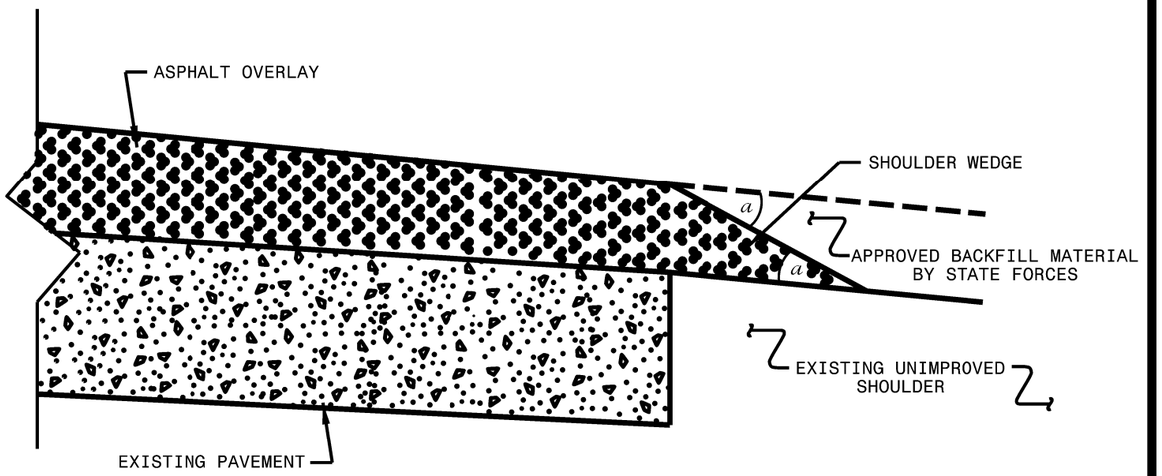
PROJECT REFERENCE NO.	SHEET NO.
DB00582	DIV2-2

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.



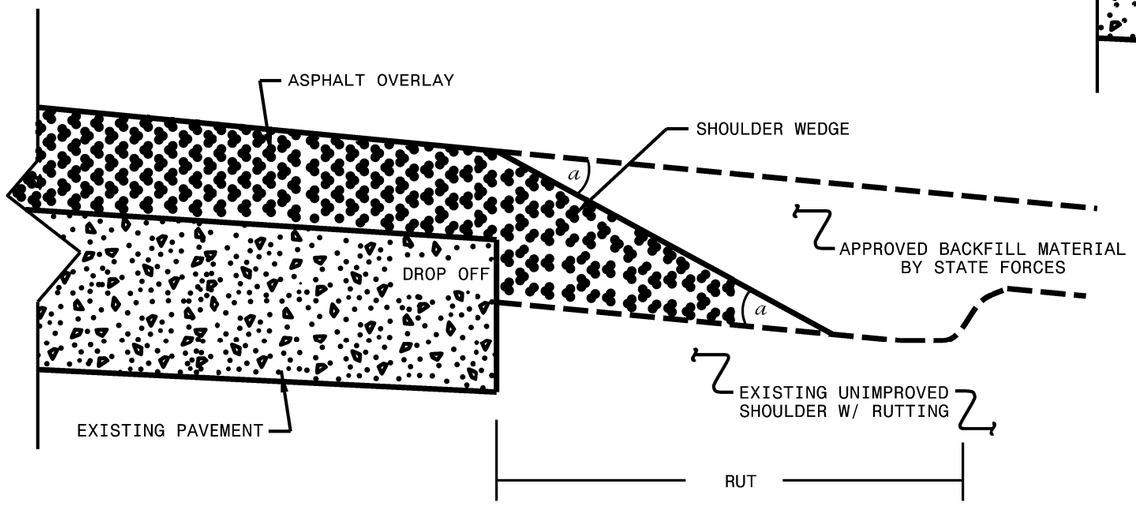
SHOULDER WEDGE DETAIL

(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. :	s:\usr\details\stand\shoulderwedgedetail.dgn		

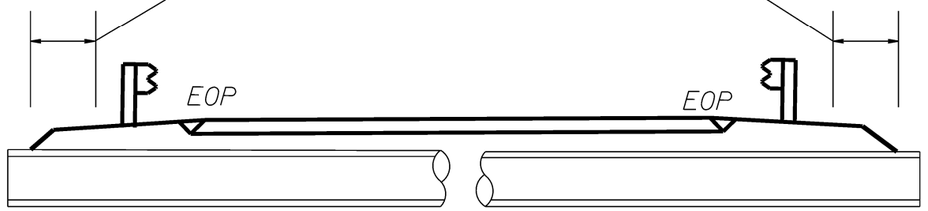
PROJECT REFERENCE NO.	SHEET NO.
DB00582	EC-1

EROSION CONTROL DETAIL

NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

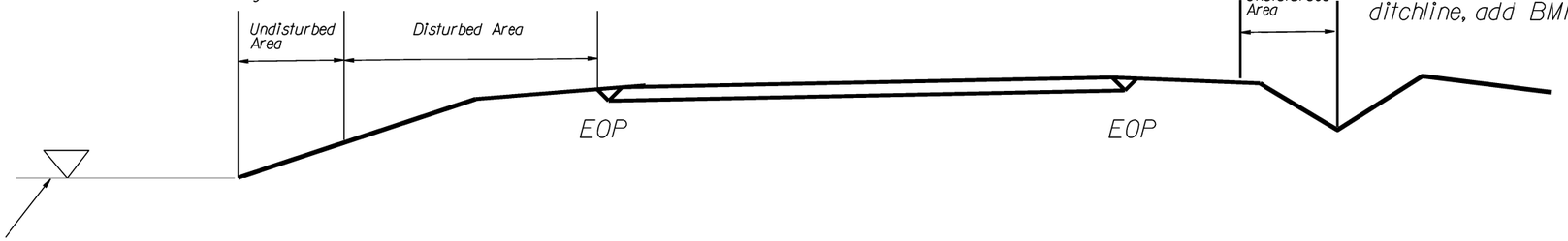
BMP Options: Wattle, Silt Fence or Hardened Aggregate.

< 5' - 10' Undisturbed buffer add BMP



Pipe/Culvert

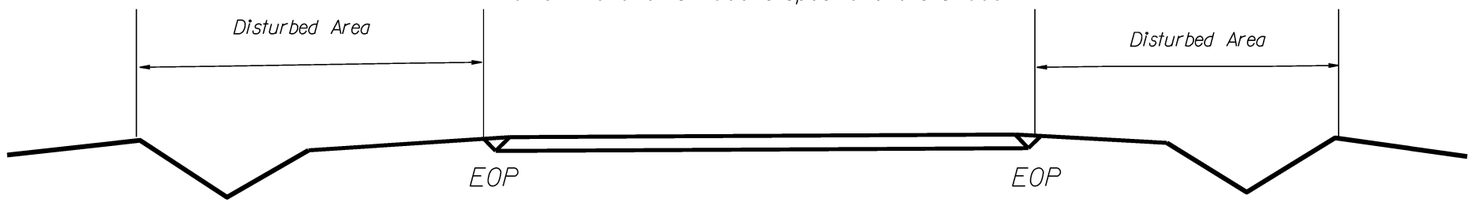
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP



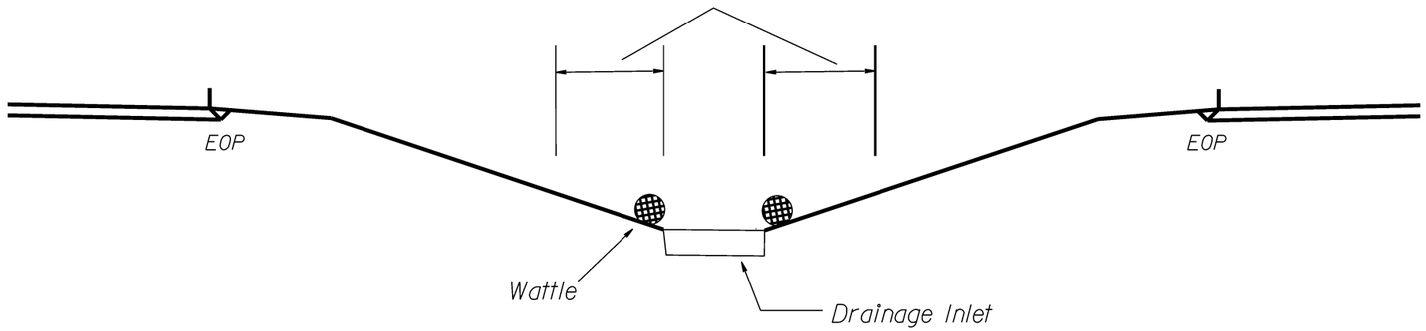
< 5' - 10' Undisturbed buffer from ditchline, add BMP

Jurisdictional Feature

Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed



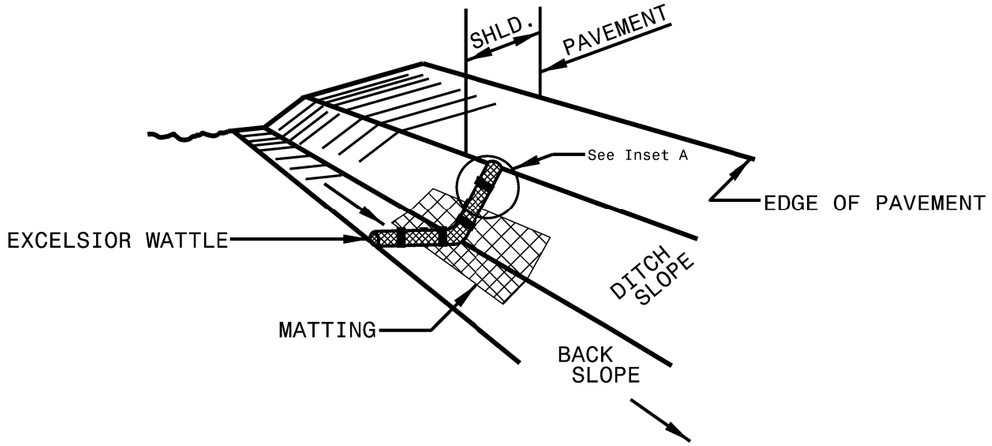
< 5' - 10' Undisturbed buffer from inlet, add wattle



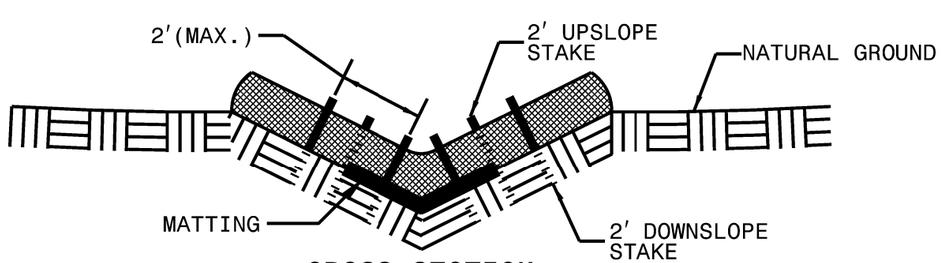
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
D800582	EC-2

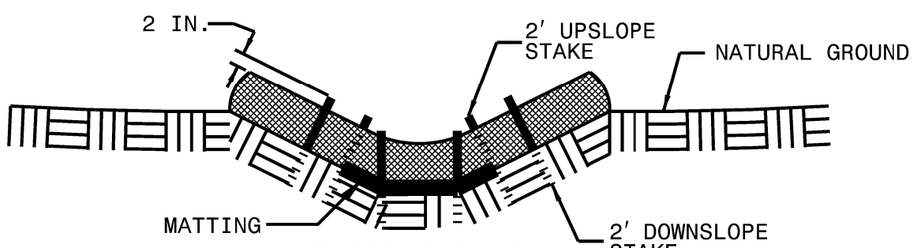
WATTLE DETAIL



ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

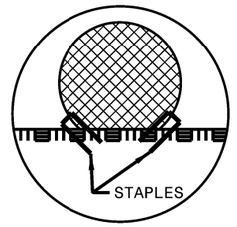
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12″ IN LENGTH.

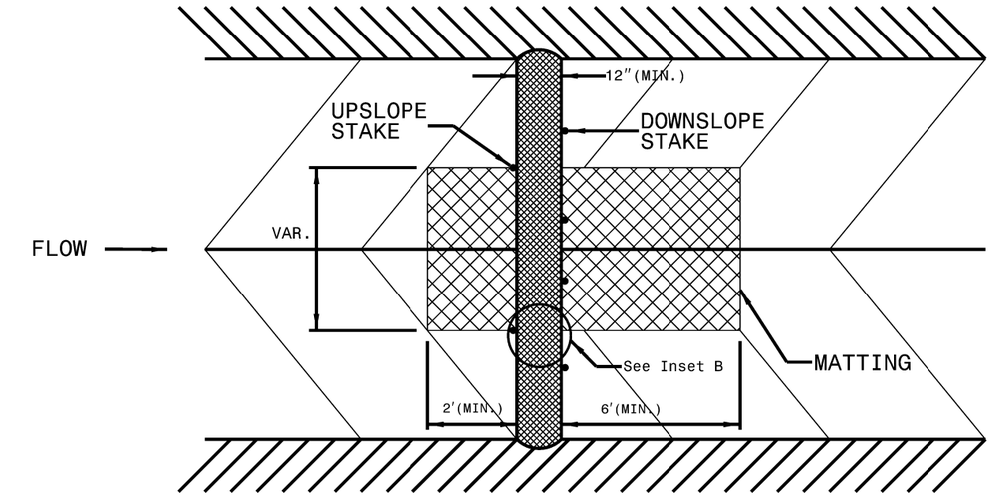
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

INSET A



INSET B

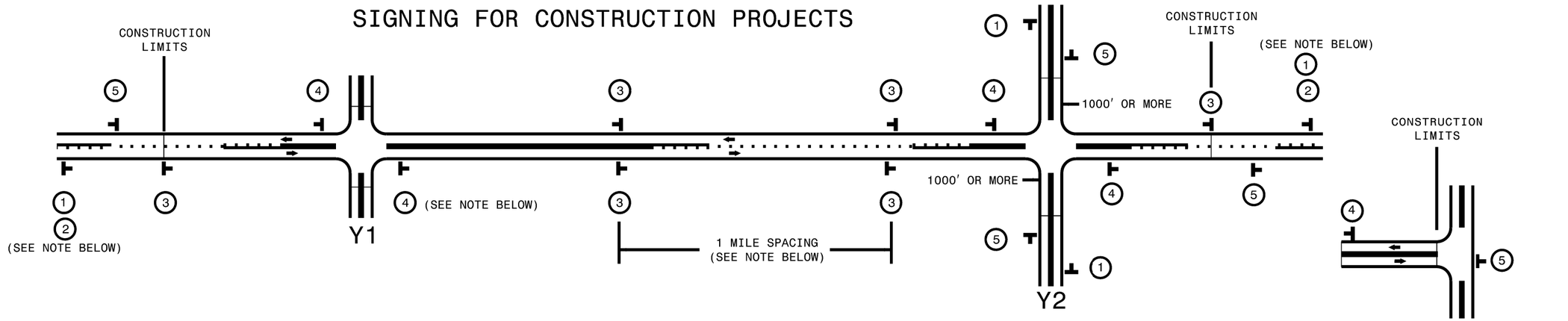


TOP VIEW

NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DB00582	TCP-1

SIGNING FOR CONSTRUCTION PROJECTS



LEGEND
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1	ROAD WORK AHEAD 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	NEXT XX MILES 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	LOW/SOFT SHOULDER SP 13107 48″ X 48″	- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY ½ MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.
4	ROAD UNDER CONST 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500′ +/- OF THE INTERSECTION ALONG -L- LINE.
5	END ROAD WORK G20-2 A 48″ X 24″	PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.

-Y- LINE SIGNING

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.

ROAD WORK AHEAD W20-1 48″ X 48″ — PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A 48″ X 48″ — PLACED 250′ IN ADVANCE OF FLAGGER.

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

CONSTRUCTION PROJECTS ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2 LANE ROADWAYS