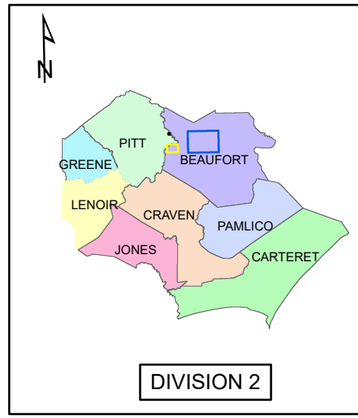


BEAUFORT COUNTY

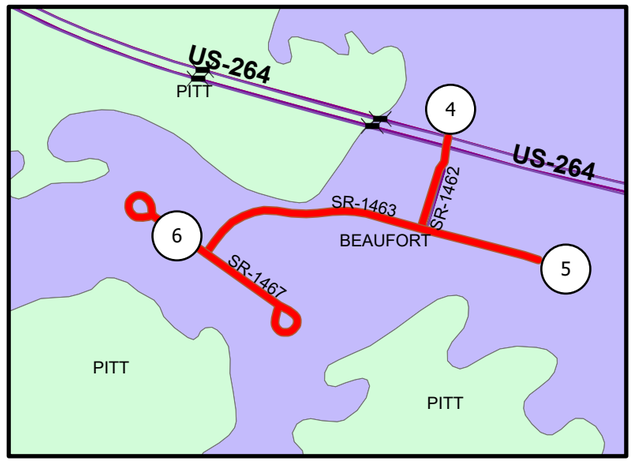
DB00636

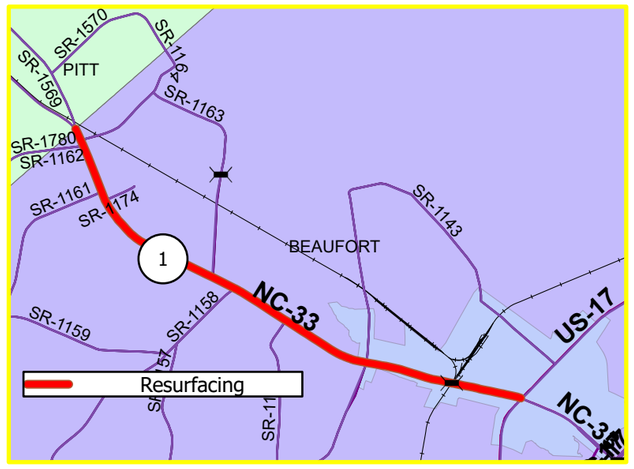
WBS# 2027CPT.02.06.10071
2027CPT.02.06.20071
2027CPT.02.06.20072

TYPE OF WORK : MILLING, MILL PATCHING, WIDENING, RESURFACING, AND SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00636	1

NCDOT
DIVISION 2



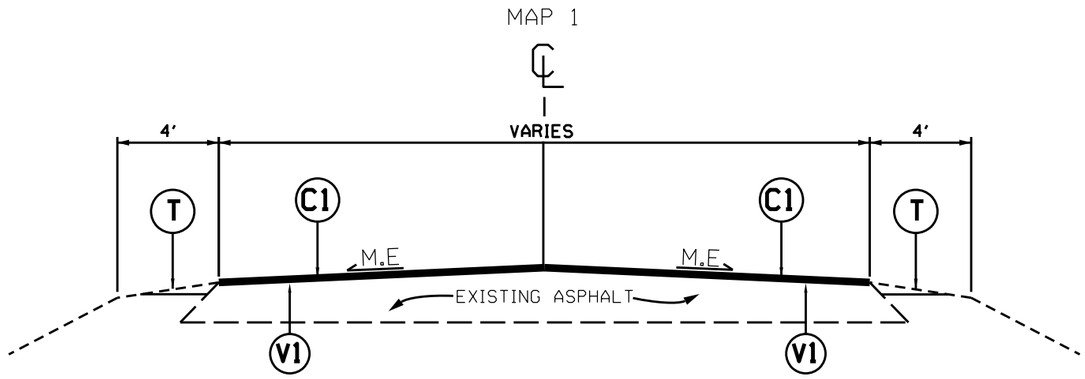




PROJECT REFERENCE NO.	SHEET NO.
DB00636	2

TYPICAL SECTION NO. 1

MAP 1



NOTE:

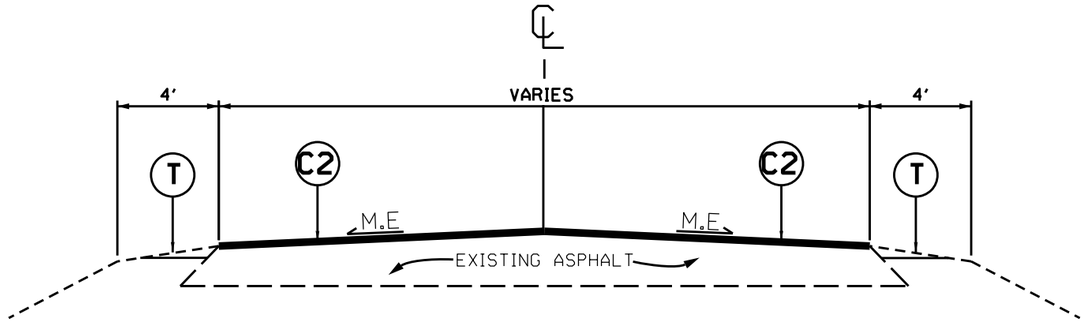
1. MILL FULL WIDTH OF THE ENTIRE ROADWAY TO A DEPTH OF 1.5 INCHES, MILLING TO INCLUDE BOTH NCDOT AND CITY SIDE STREETS TO THE BACK OF THE RADIUS.
2. PLACE ASPHALT SURFACE COURSE S9.5C AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

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. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
V2	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 2

MAPS 2, 3, 7, 10, AND 11

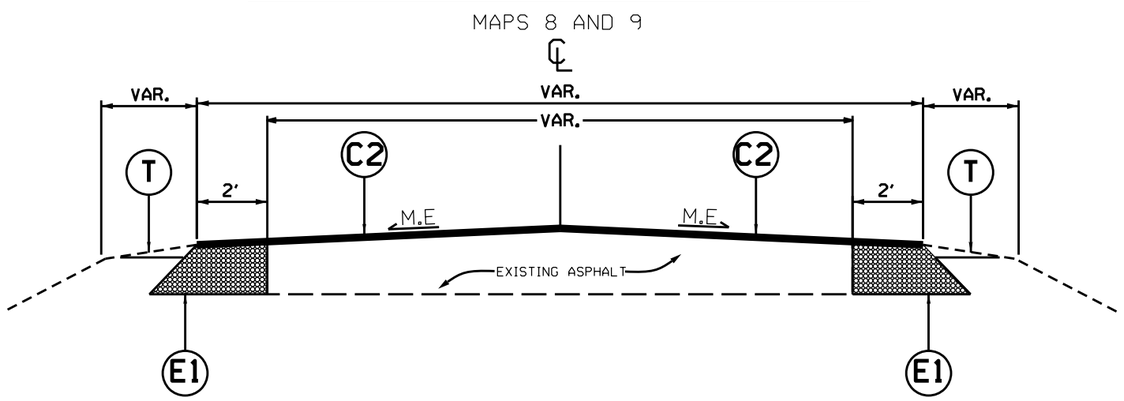


NOTE:

1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 4. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASPHALT SURFACE COURSE S9.5B 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. 3

MAPS 8 AND 9



NOTE:

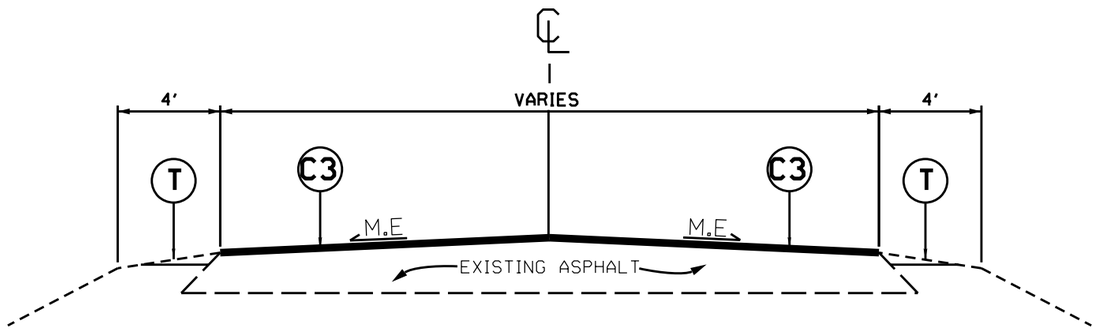
1. PERFORM FULL DEPTH MILL PATCHING AT LOCATIONS AND WIDTHS AS SHOWN ON SHEET 4. PLACE ASPHALT BASE COURSE B25.0C IN ONE LIFT TO BACKFILL.
2. PLACE ASYMMETRICAL WIDENING, AS DIRECTED BY THE ENGINEER. MAKE FLUSH WITH THE EXISTING ASPHALT.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
4. PLACE ASPHALT SURFACE COURSE TYPE S9.5B AT FULL WIDTH OF PAVEMENT, INCLUDING NEW WIDENING.
5. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

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. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	PROP. APPROX. 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 1.5" FOR ENTIRE WIDTH OF THE ROADWAY.
V2	INCIDENTAL MILLING.
DRAWINGS NOT TO SCALE	

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

TYPICAL SECTION NO. 4

MAPS 4, 5, AND 6



NOTE:

1. PLACE ASPHALT SURFACE COURSE S9.5B AT FULL WIDTH OF THE EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF THE MAIN LINE AND Y-LINE SECTIONS, AS DIRECTED BY THE ENGINEER.
3. PERFORM SHOULDER RECONSTRUCTION AFTER PAVING IS COMPLETED.

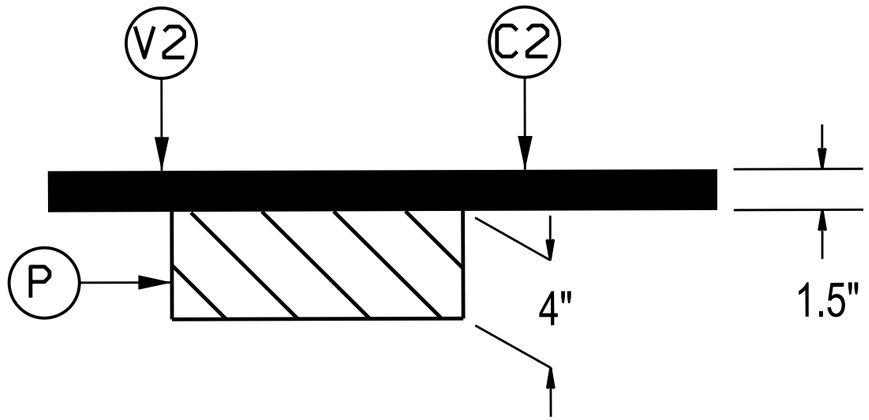
PROJECT NO.	SHEET NO.	TOTAL NO.
DB00636	4	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	HAULING NCDOT SUPPLIED SHOULDER MATERIAL	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1.5" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	4" DEPTH MILL PATCHING EXISTING PAVEMENT - B 25.0 C	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	RESPONSE FOR EROSION CONTROL	WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL
								MI	FT	EA	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS	TON	LF	LF	AC	EA	SF	LS
2027CPT.02.06.10071	Beaufort	1	NC-33	FROM PITT COUNTY TO US 17 BUS	1	2	2WU	3.38	30	135	169	6.76	65,310	5,360			5,945	351		541	100	3.38	1	380	0.19
TOTAL FOR MAP NO. 1								**3.38**		**135**	**169**	**6.76**	**65,310**	**5,360**			**5,945**	**351**		**541**	**100**	**3.38**	**1**	**380**	**0.19**
TOTAL FOR PROJ NO. 2027CPT.02.06.10071								**3.38**		**135**	**169**	**6.76**	**65,310**	**5,360**			**5,945**	**351**		**541**	**100**	**3.38**	**1**	**380**	**0.19**
2027CPT.02.06.20071	Beaufort	2	SR-1326 / TURKEY TROT #2 RD	FROM SR 1313 MAGNOLIA SCHOOL RD TO SR 1328 BLACK RD	2	2	2WU	1.60	21	64	80	3.20		1,645		1,778		125	181	256	100	1.60	1	180	0.09
TOTAL FOR MAP NO. 2								**1.60**		**64**	**80**	**3.20**		**1,645**		**1,778**		**125**	**181**	**256**	**100**	**1.60**	**1**	**180**	**0.09**
2027CPT.02.06.20071	Beaufort	3	SR-1375 / MALLISON HARVEY RD	SR 1311 S ASBURY CHURCH RD TO END MAINTENANCE	2	2	2WU	0.29	21	12	14	0.58		45		308		20				0.29		35	0.01
TOTAL FOR MAP NO. 3								**0.29**		**12**	**14**	**0.58**		**45**		**308**		**20**				**0.29**		**35**	**0.01**
2027CPT.02.06.20071	Beaufort	7	SR-1507 / SLATESTONE RD	FROM SR 1600 BRADDY RD TO NC 32	2	2	2WU	2.08	20	83	104	4.16		295		2,139		139		208		2.08		235	0.11
TOTAL FOR MAP NO. 7								**2.08**		**83**	**104**	**4.16**		**295**		**2,139**		**139**		**208**		**2.08**		**235**	**0.11**
2027CPT.02.06.20071	Beaufort	8	SR-1526 / BIGGS RD	FROM NC 32 TO SR 1528 N BOYD RD	3	2	2WU	1.82	20	73	91	3.64		1,475	1,530	2,017		203	53	291		1.82		205	0.10
TOTAL FOR MAP NO. 8								**1.82**		**73**	**91**	**3.64**		**1,475**	**1,530**	**2,017**		**203**	**53**	**291**		**1.82**		**205**	**0.10**
2027CPT.02.06.20071	Beaufort	9	SR-1528 / N BOYD RD	FROM SR 1526 BIGGS RD TO NC 32	3	2	2WU	3.23	19	129	162	6.46		240	2,670	3,202		328		517		3.23		365	0.18
TOTAL FOR MAP NO. 9								**3.23**		**129**	**162**	**6.46**		**240**	**2,670**	**3,202**		**328**		**517**		**3.23**		**365**	**0.18**
2027CPT.02.06.20071	Beaufort	10	SR-1528 / N BOYD RD	FROM NC 32 TO SR 1343 N WHITEPOST RD	2	2	2WU	1.88	21	75	94	3.76		275		2,107		137		301		1.88		215	0.10
TOTAL FOR MAP NO. 10								**1.88**		**75**	**94**	**3.76**		**275**		**2,107**		**137**		**301**		**1.88**		**215**	**0.10**
2027CPT.02.06.20071	Beaufort	11	SR-1602 / POCOSIN RD	FROM NC 32 TO SR 1343 N WHITEPOST RD	2	2	2WU	3.06	20	122	153	6.12		225		3,279		215	33	306		3.06		345	0.17
TOTAL FOR MAP NO. 11								**3.06**		**122**	**153**	**6.12**		**225**		**3,279**		**215**	**33**	**306**		**3.06**		**345**	**0.17**
TOTAL FOR PROJ NO. 2027CPT.02.06.20071								**13.96**		**558**	**698**	**27.92**		**4,200**	**4,200**	**14,830**		**1,167**	**267**	**1,879**	**100**	**13.96**	**1**	**1,580**	**0.76**
2027CPT.02.06.20072	Beaufort	4	SR-1462 / OTTER LN	FROM SR 1643 BLUEGILL DR TO US 264	4	2	2WU	0.09	13	4	5	0.36		75		127		8				0.18		15	0.01
TOTAL FOR MAP NO. 4								**0.09**		**4**	**5**	**0.36**		**75**		**127**		**8**				**0.18**		**15**	**0.01**
2027CPT.02.06.20072	Beaufort	5	SR-1463 / BLUEGILL DR	FROM SR 1467 RACCOON RUN TO CUL-DE-SAC	4	2	2WU	0.44	21	18	22	0.88				387		25		70	60	0.44		50	0.02
TOTAL FOR MAP NO. 5								**0.44**		**18**	**22**	**0.88**				**387**		**25**		**70**	**60**	**0.44**		**50**	**0.02**
2027CPT.02.06.20072	Beaufort	6	SR-1467 / RACCOON RUN	FROM CUL-DE-SAC TO CUL-DE-SAC	4	2	2WU	0.35	18	14	11	0.70				281		18		35		0.35		40	0.02
TOTAL FOR MAP NO. 6								**0.35**		**14**	**11**	**0.70**				**281**		**18**		**35**		**0.35**		**40**	**0.02**
TOTAL FOR PROJ NO. 2027CPT.02.06.20072								**0.88**		**36**	**38**	**1.94**		**75**		**795**		**51**		**105**	**60**	**0.97**		**105**	**0.05**
GRAND TOTAL								**18.22**		**729**	**905**	**36.62**	**65,310**	**9,635**	**4,200**	**15,625**	**5,945**	**1,569**	**267**	**2,525**	**260**	**18.31**	**2**	**2,065**	**1**

4" MILL PATCHING	STA.	STA.	WIDTH	LOC.	MAP
	56+38	57+67	FULL WIDTH		2
	69+10	71+04	FULL WIDTH		2
	0+00	1+09	14'	LT	8
	1+09	1+58	11'	LT	8
SR 1603 Respess Rd (RT -L-) Y-Line	0+29	0+59	12'	RT	11
SR 1603 Respess Rd (RT -L-) Y-Line	0+59	0+92	16'	RT	11
SR 1603 Respess Rd (LT -L-) Y-Line	0+09	0+35	14'	RT	11

4" DEPTH MILL PATCHING DETAIL
MAPS 2, 8, AND 11

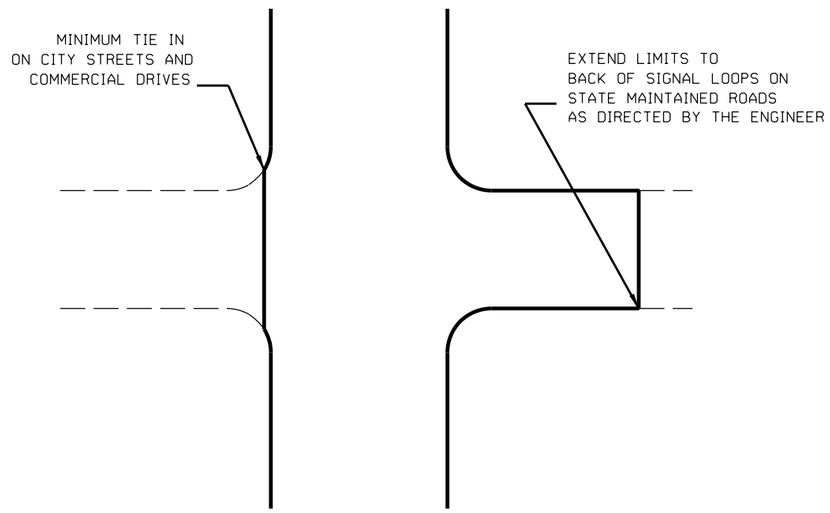


PAVEMENT SCHEDULE	
C2	PROP. APPROX. 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
V2	INCIDENTAL MILLING
P	4" DEPTH MILL PATCHING W/ B25.0C
DRAWINGS NOT TO SCALE	

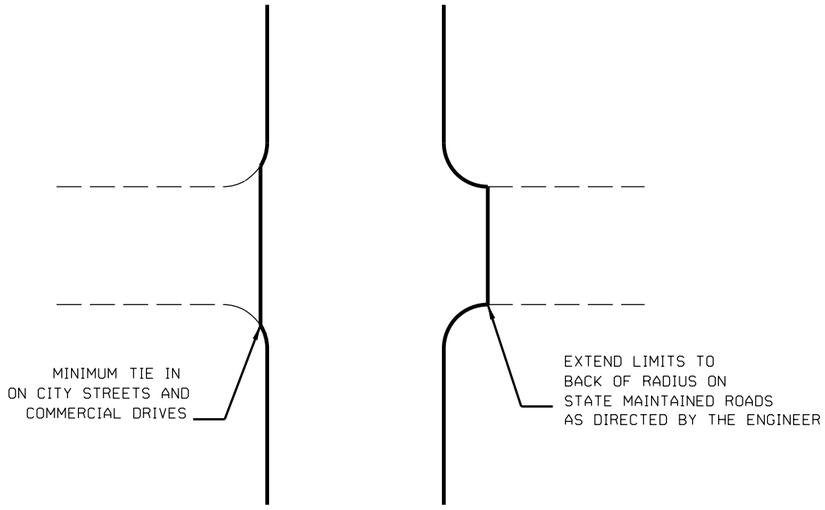
NOTE:

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 4, AND AS DIRECTED BY THE ENGINEER.

PROJECT REFERENCE NO.	SHEET NO.
DB00636	6



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

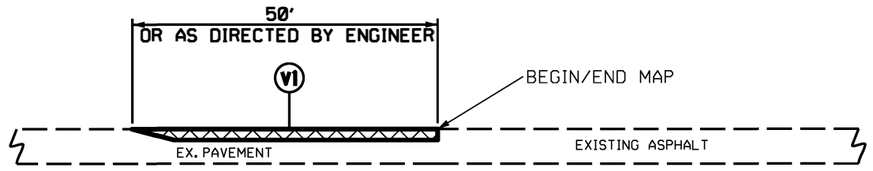
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

Extend paving limits to back of radius
or loop on the following intersections:

MAP#	STREET NAME	COMMENTS
1	SR 1161 ELKS RD	PAVE TO JOINT APPROX. 135' FROM -L-
1	SR 1163 BEAR CREEK RD	PAVE TO JOINT APPROX. 100' FROM -L-
1	SR 1158 CARROW RD	PAVE TO JOINT APPROX. 78' FROM -L-
1	SR 1157 TAYLOR RD	PAVE TO JOINT APPROX. 150' FROM -L-
1	CRATCH ST	PAVE TO BACK OF RADIUS
1	RAILROAD ST	PAVE TO BACK OF RADIUS
1	MOORES LN	PAVE TO BACK OF RADIUS
1	BELLS AVE	PAVE TO BACK OF RADIUS
1	DUNBAR DR	PAVE TO JOINT APPROX. 138' FROM -L-
8	SR 1525 EVERETT RD	PAVE TO JOINT APPROX. 128' FROM -L-
8	SR 1527 JEFFERSON RD	PAVE TO JOINT APPROX. 131' FROM -L-
8	SR 1526 BIGGS RD	PAVE TO JOINT APPROX. 137' FROM -L-
9	SR 1529 BEAVER DAM RD	PAVE TO JOINT APPROX. 117' FROM -L-

PROJECT REFERENCE NO.	SHEET NO.
DB00636	DIV2-1

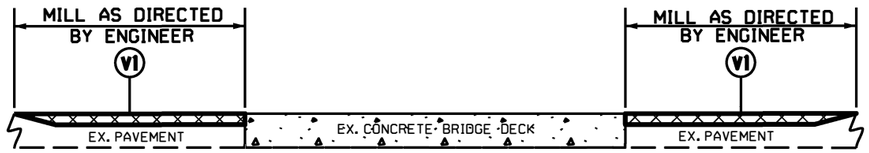
MILLING TYPICALS



DETAIL 1
BEGIN/END MAP TIE-IN

NOTE:

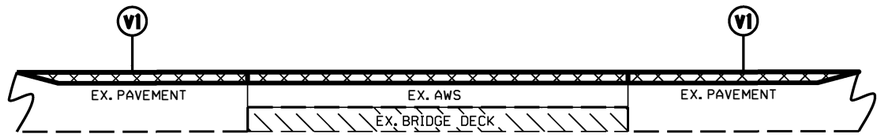
1. MILLING SHALL BE PERFORMED AT MAIN LINE TIE-INS AND Y-LINE TIE-INS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



DETAIL 2
BRIDGE MILLING

NOTE:

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

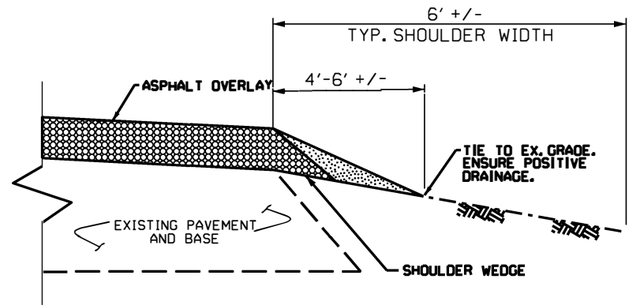


DETAIL 3
BRIDGE MILLING

NOTE:

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

SHOULDER RECONSTRUCTION TYPICAL



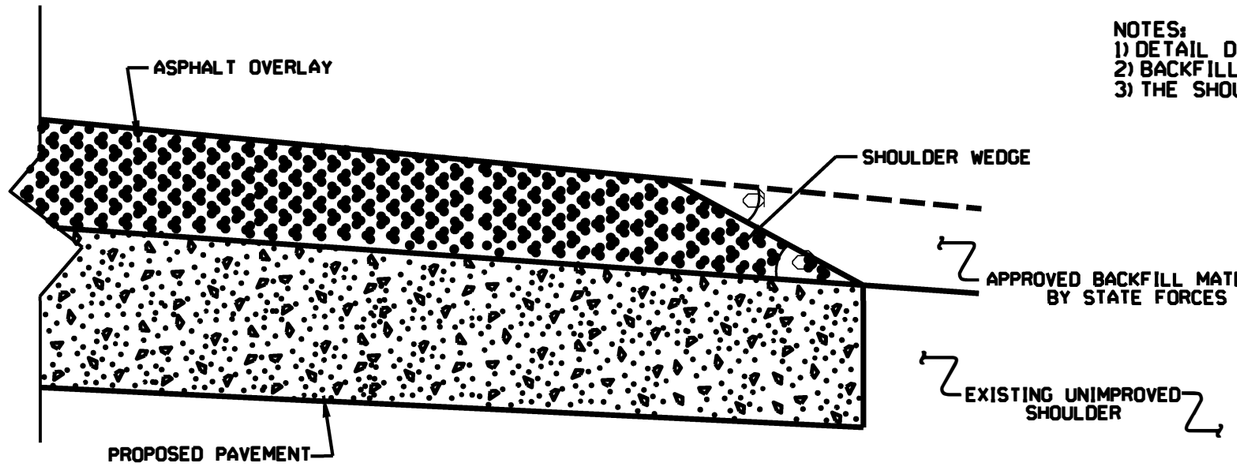
SHOULDER RECONSTRUCTION DETAIL

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.

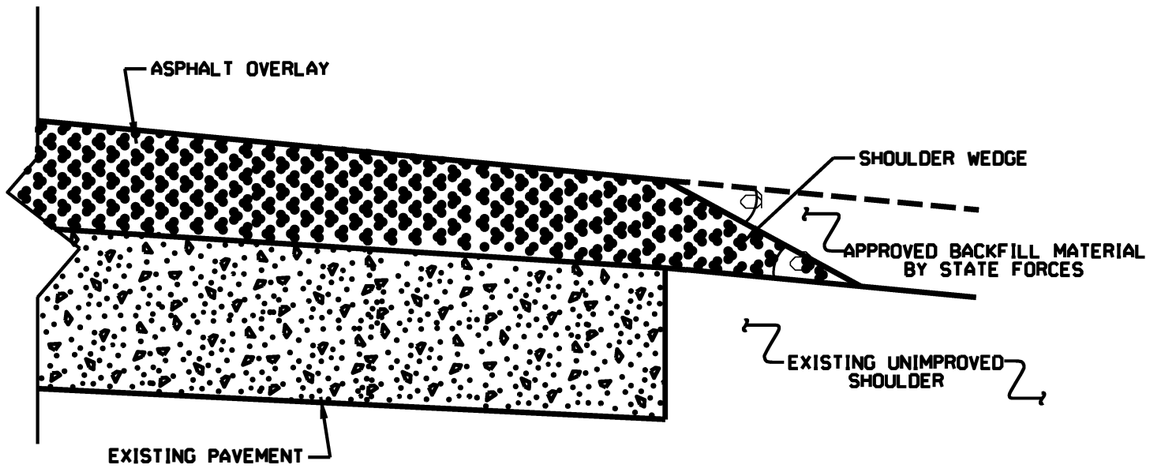
PROJECT REFERENCE NO.	SHEET NO.
DB00636	DIV2-2

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.



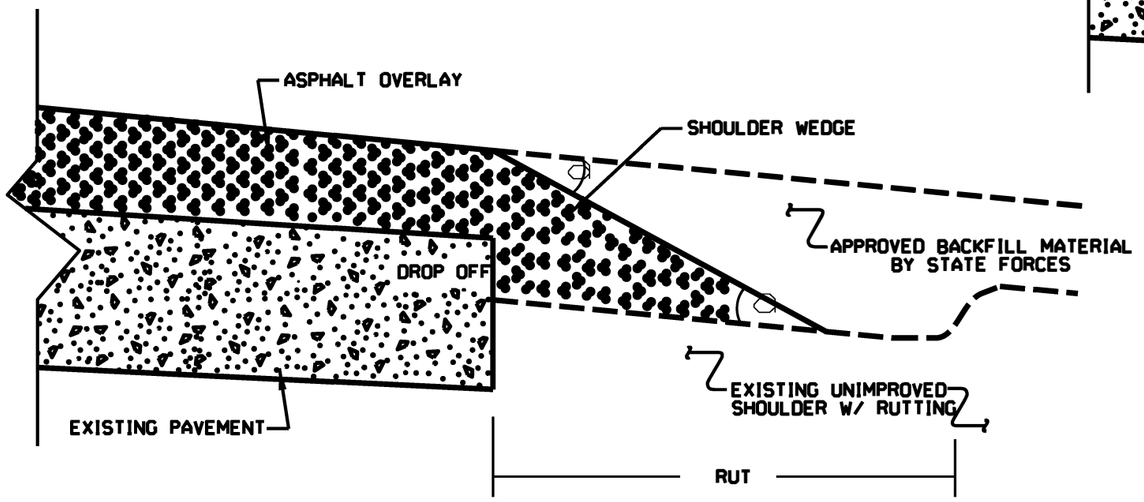
SHOULDER WEDGE DETAIL

(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°

SHOULDER WEDGE DETAILS

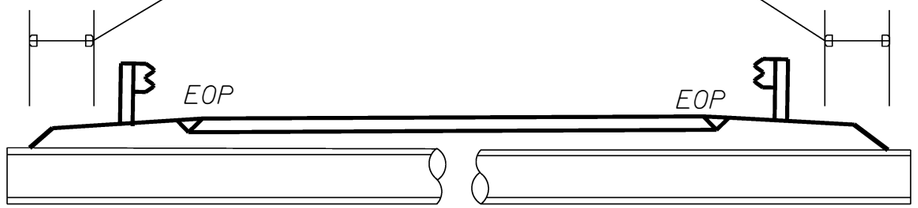
PROJECT REFERENCE NO.	SHEET NO.
DB00636	EC-1

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.

EROSION CONTROL DETAIL

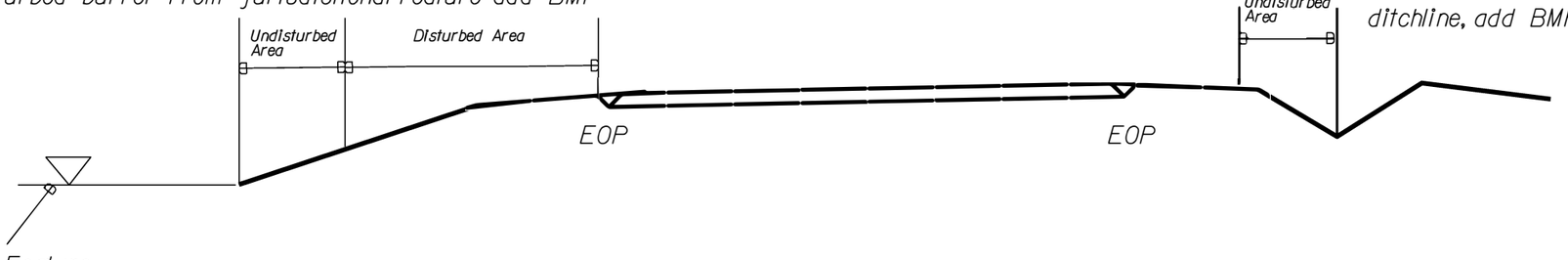
< 5' - 10' Undisturbed buffer add BMP



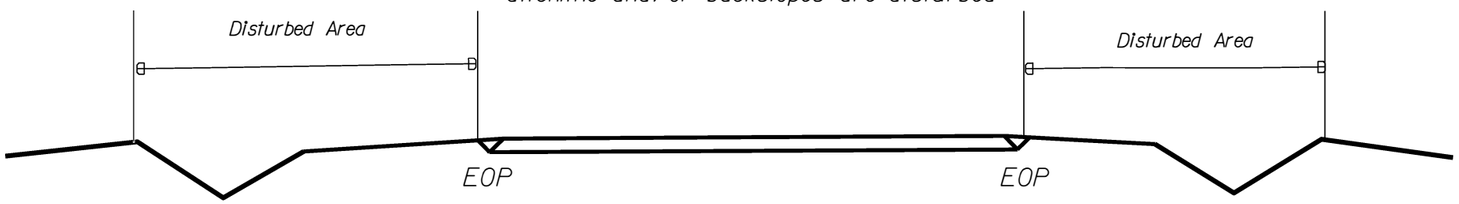
Pipe/Culvert

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

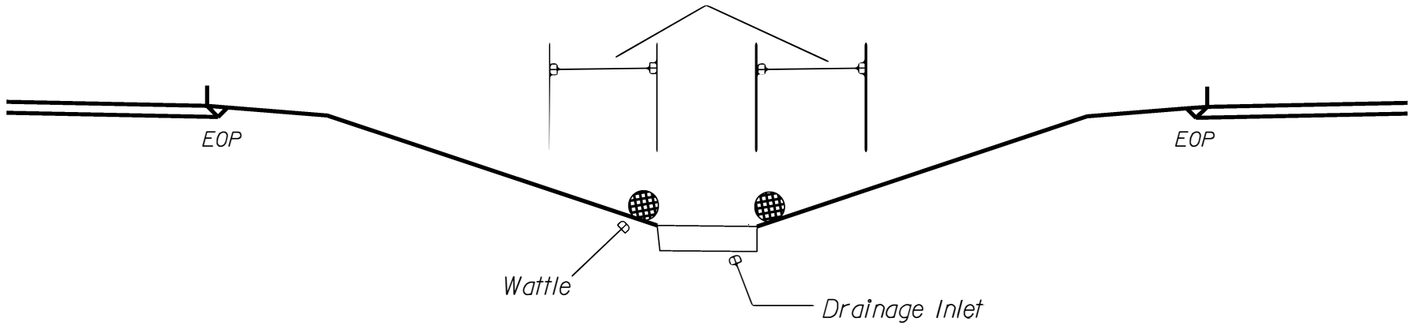
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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



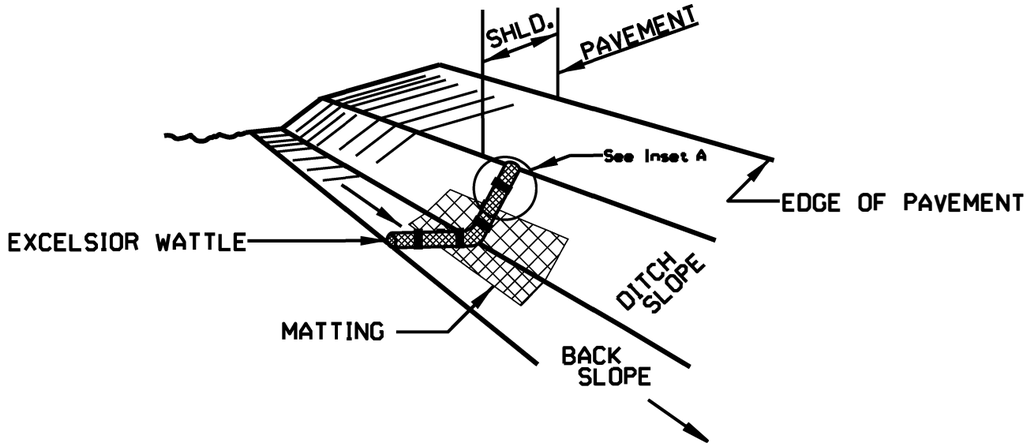
< 5' - 10' Undisturbed buffer from inlet, add wattle



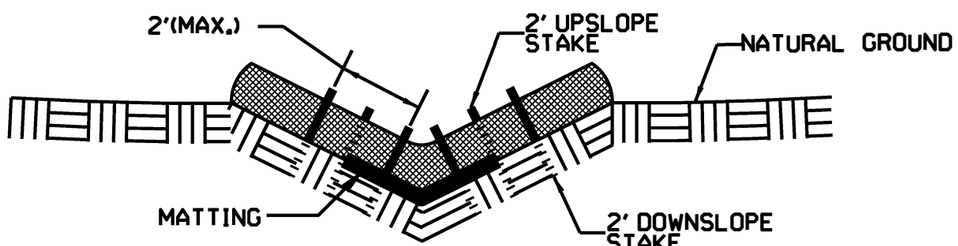
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DB00636	EC-2

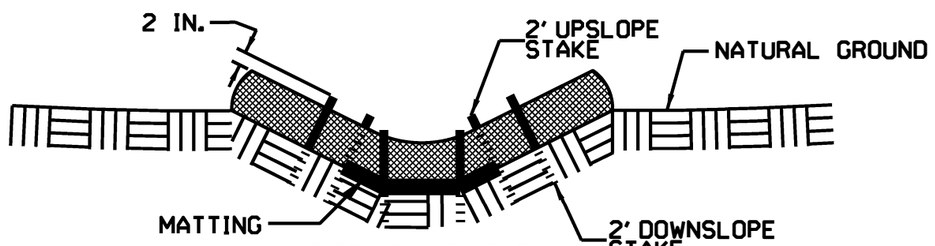
WATTLE DETAIL



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.

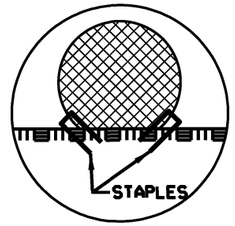
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

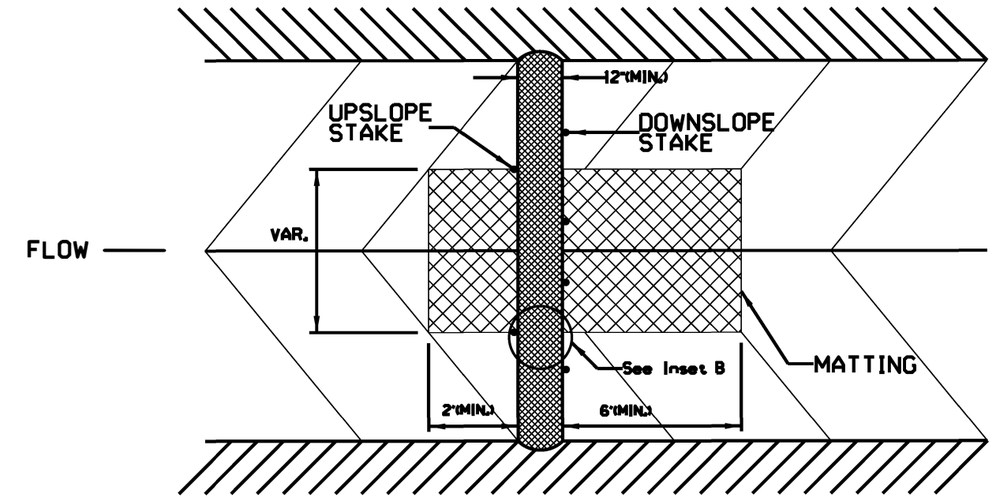
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B

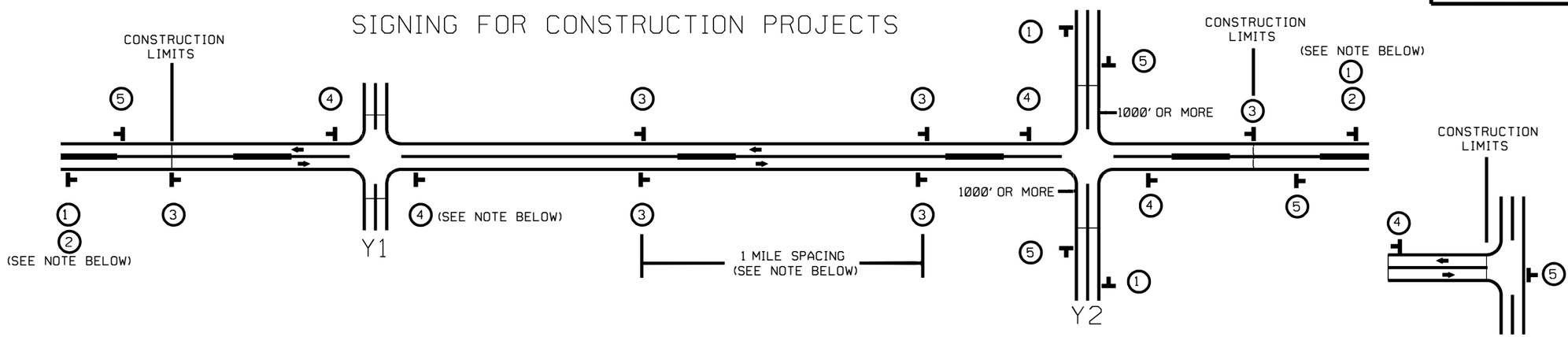


TOP VIEW

NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
DB00636	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