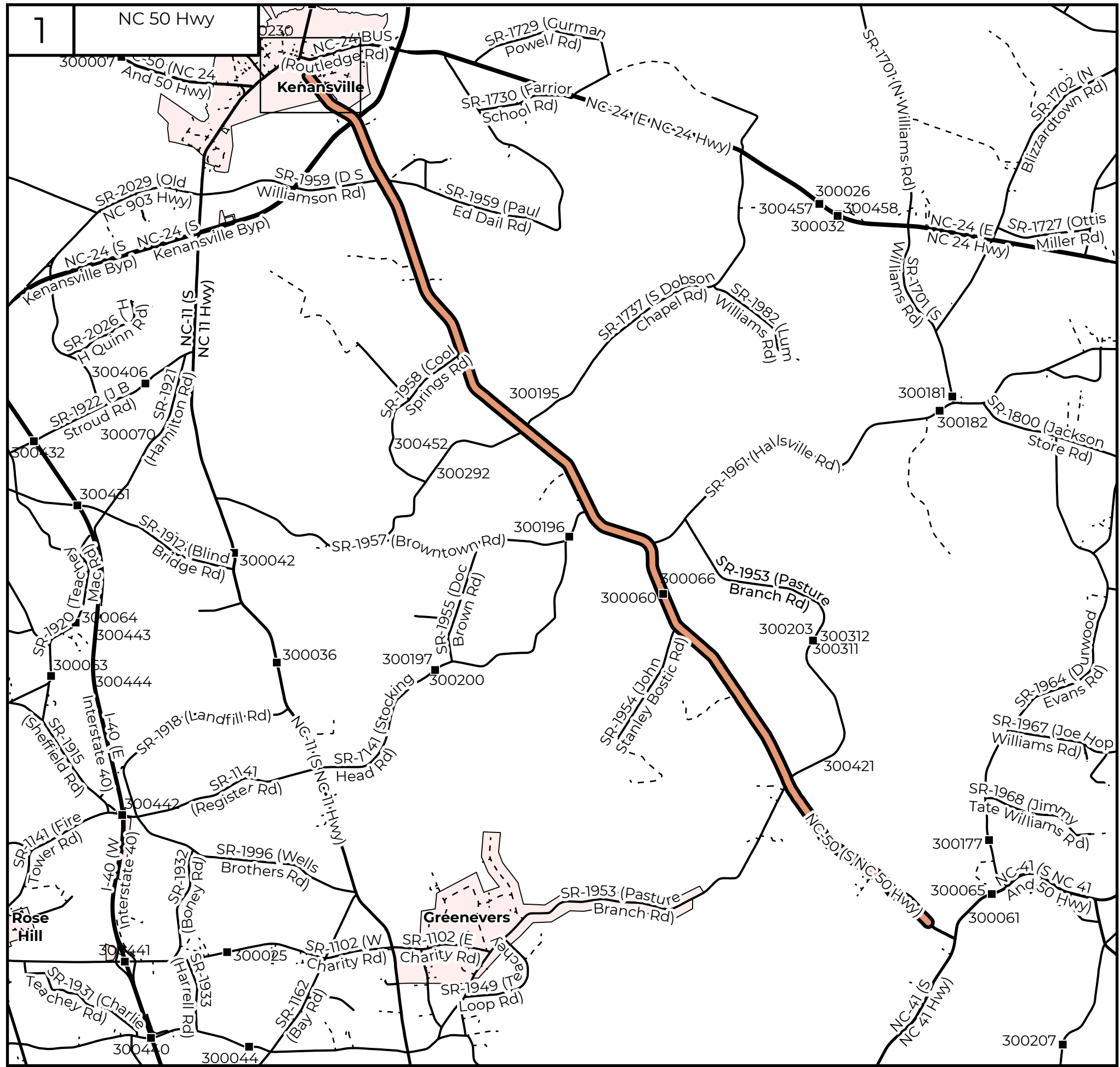
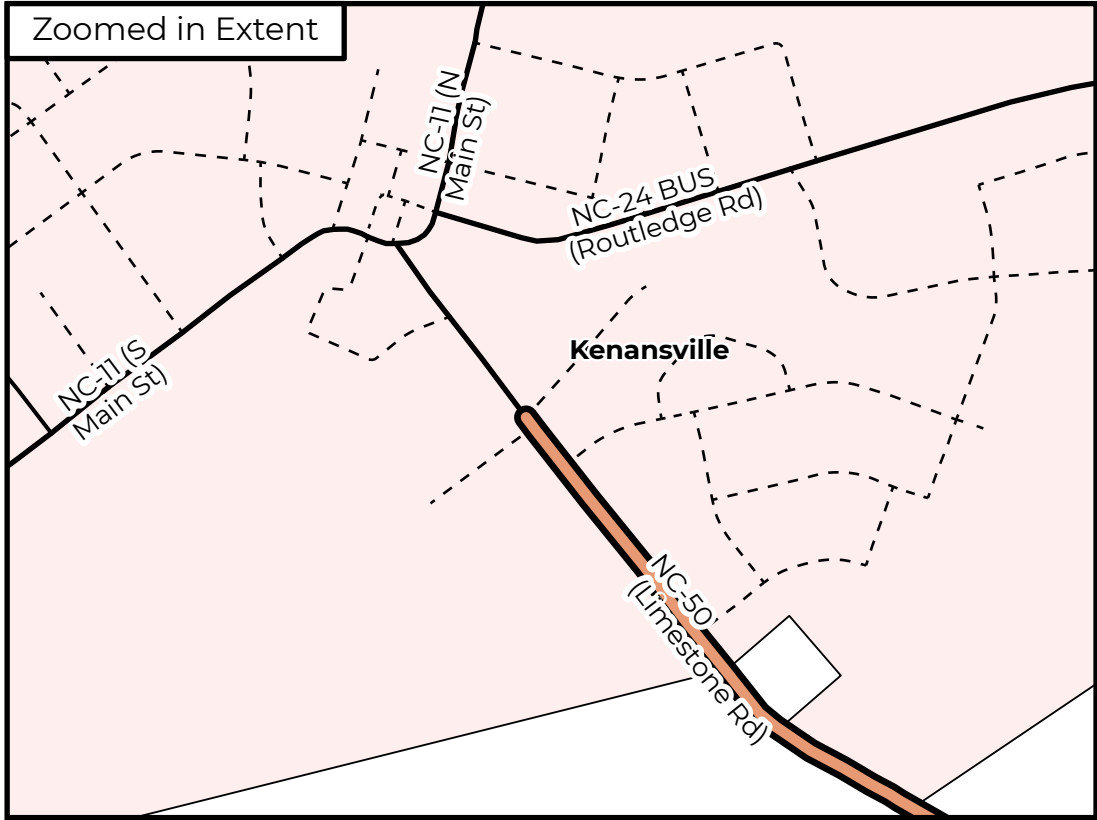
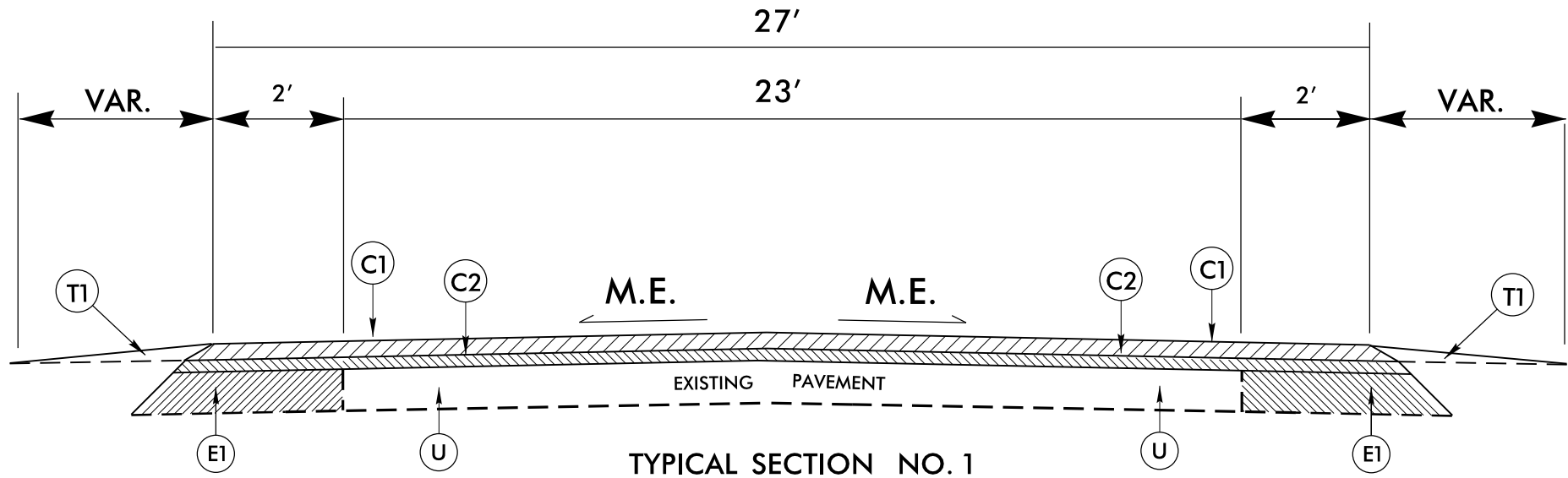


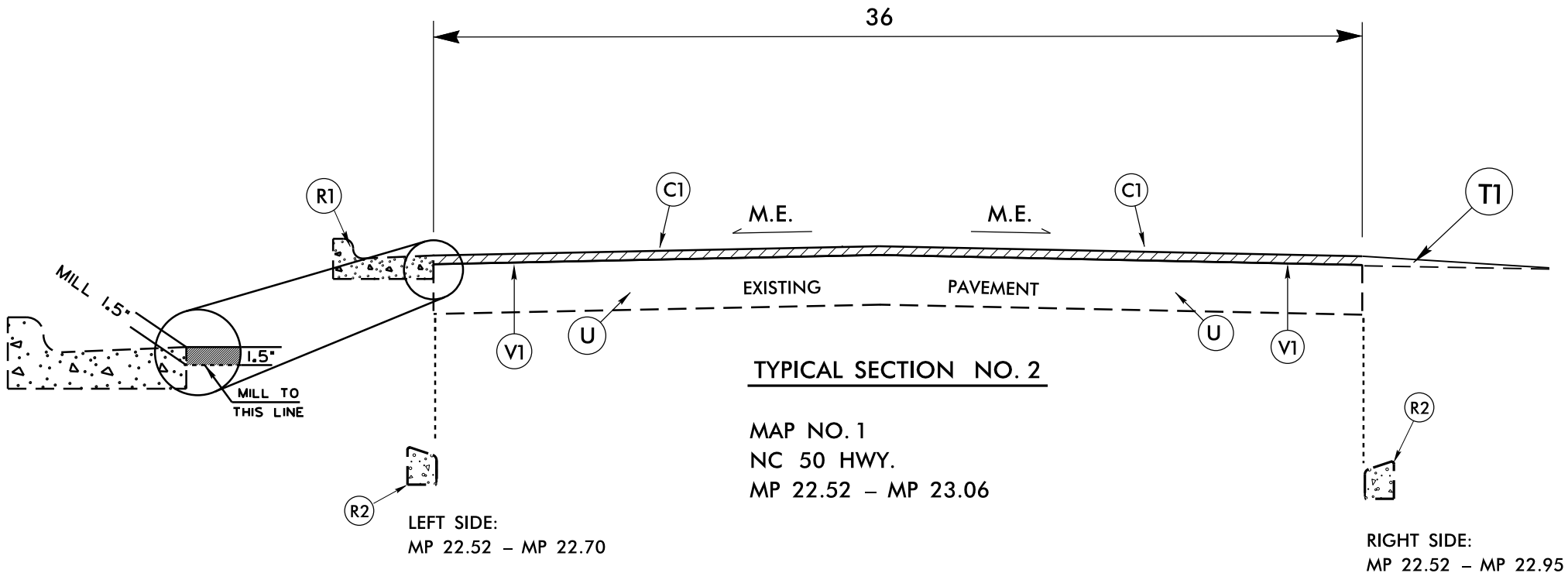
PROJECT REFERENCE NO.	SHEET NO.
2021CPT.03.21.10311	1





MAP NO. 1
NC 50 HWY.
MP 10.82 – MP 22.09
MP 22.19 – MP 22.52
SEE BRIDGE TYPICAL NO. 3

NO WORK AT
NC 50 & NC 24
INTERSECTION
MP 22.09 – MP 22.19



PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ.YD.
C2	PROP. APPROX. 1" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S4.75A, AT AN AVERAGE RATE OF 110 LBS. PER SQ.YD.
C3	PROP. APPROX. 1" DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ.YD.
E1	PROP. APPROX. 4" DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ.YD.
R1	EXISTING CONCRETE 2'-6" CURB & GUTTER
R2	EXISTING ASPHALT 8" X 6" CURB
R3	EXISTING CONCRETE BRIDGE RAIL
T1	EARTH MATERIAL (SHOULDER RECONSTRUCTION)
U	EXISTING PAVEMENT
V1	MILLING ASPHALT PAVEMENT, 1.5" DEPTH
V2	MILLING ASPHALT PAVEMENT, 1" DEPTH
V3	VARIABLE MILLING ASPHALT PAVEMENT, 0" - 2.5" DEPTH

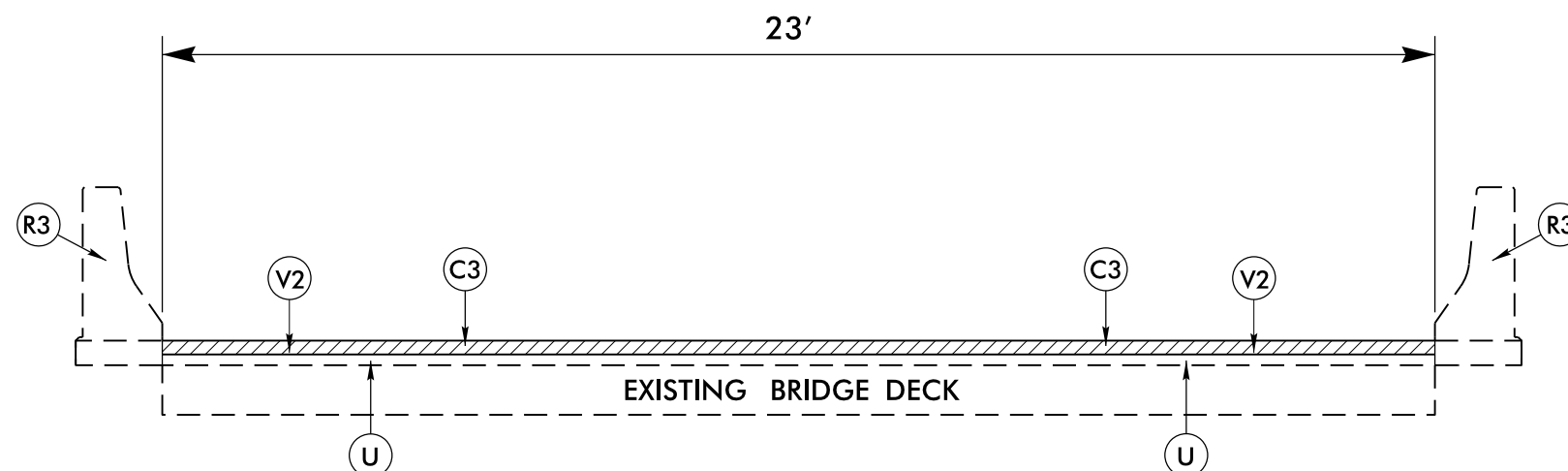
PAVEMENT EDGE SLOPES ARE 1:1, EXCEPT FINAL SURFACE COURSE. SEE SHOULDER WEDGE DETAIL.

MILL A SINGLE LANE AND PAVE BACK BY THE END OF EACH WORK DAY (AND RELEVANT -Y- LINE TIE-INS).

NOTE:

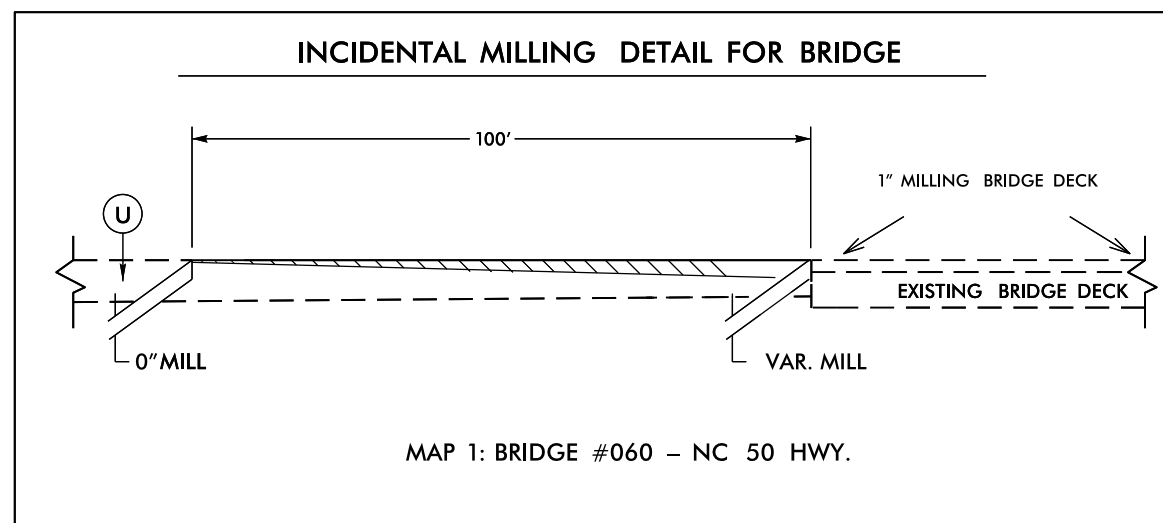
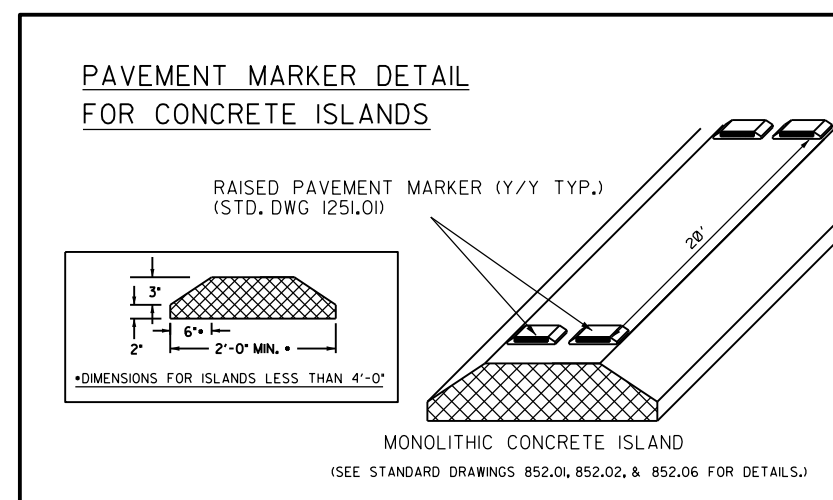
*V3 VARIABLE MILLING AT MONOLITHIC ISLAND AS NEEDED, TO BE DETERMINED BY ENGINEER.

PAVEMENT SCHEDULE	
C3	1" S9.5B
R3	EXIST. CONC. RAIL
U	EXISTING PAVEMENT
V2	MILLING, 1" DEPTH



TYPICAL SECTION NO. 3

MAP NO. 1
NC 50 HWY.
DUPLIN BRIDGE #060
MP 15.78 – MP 15.81



2018 ROADWAY ENGLISH STANDARD DRAWINGS

EFF.01-16-2018
REV.

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N.C. Department of Transportation - Raleigh, N.C., Dated January, 2018 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
---------	-------

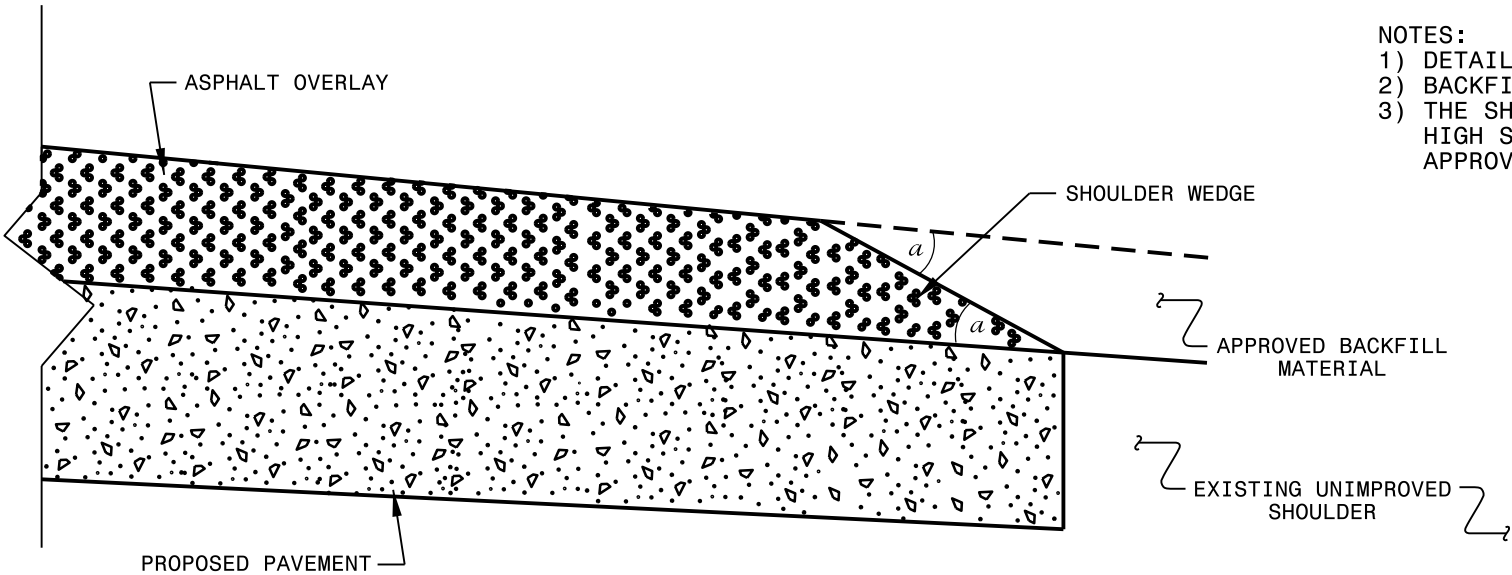
DIVISION 8 - INCIDENTALS

- 845.01 CONCRETE CURB, GUTTER AND CURB & GUTTER
848.01 CONCRETE SIDEWALK
848.05 CURB RAMP - PROPOSED CURB & GUTTER
848.06 CURB RAMP - EXISTING CURB & GUTTER
862.01 GUARDRAIL PLACEMENT
862.02 GUARDRAIL INSTALLATION

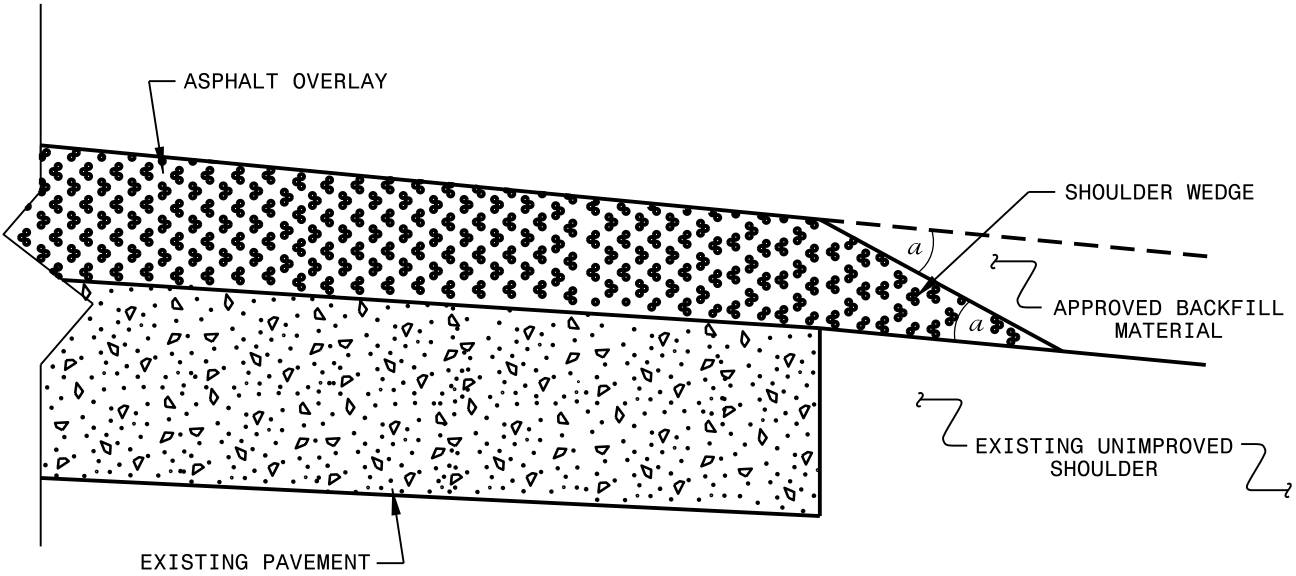
DIVISION 12 - PVMT MARKING, MARKERS AND DELINEATION

- 1205.08
- Pavement Markings - Symbols & Word Messages*

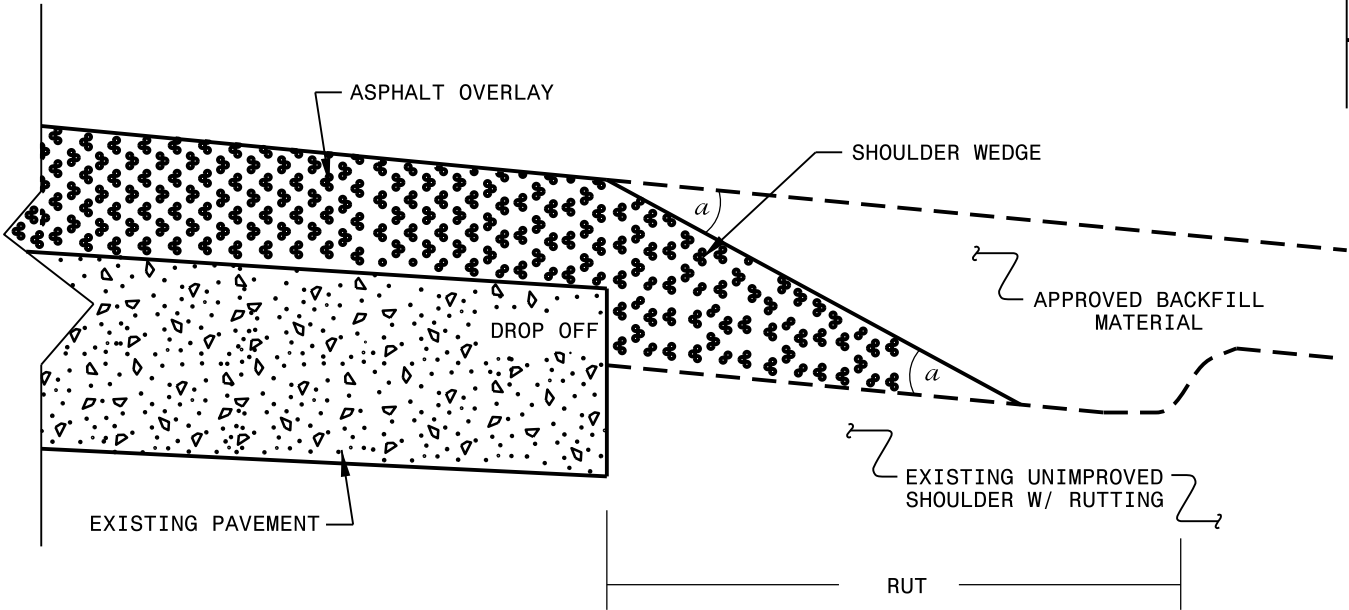
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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°

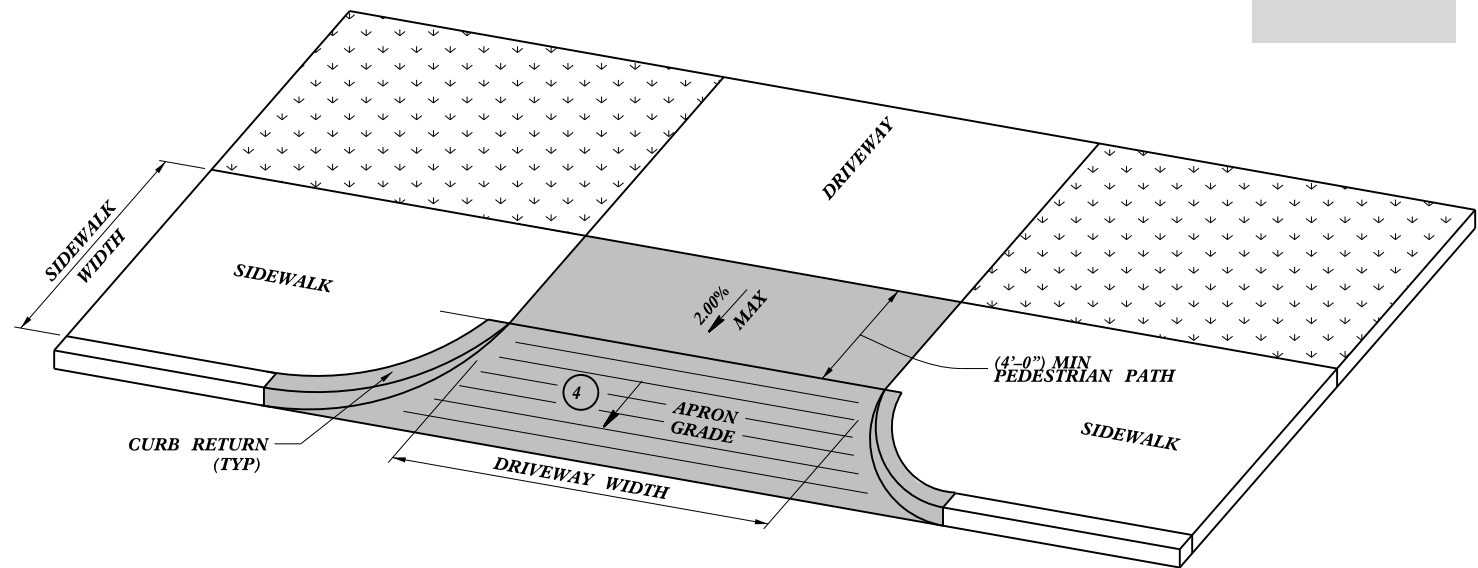
CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	2/2/16
CHECKED BY:		DATE:	
FILE SPEC.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

5/14/99

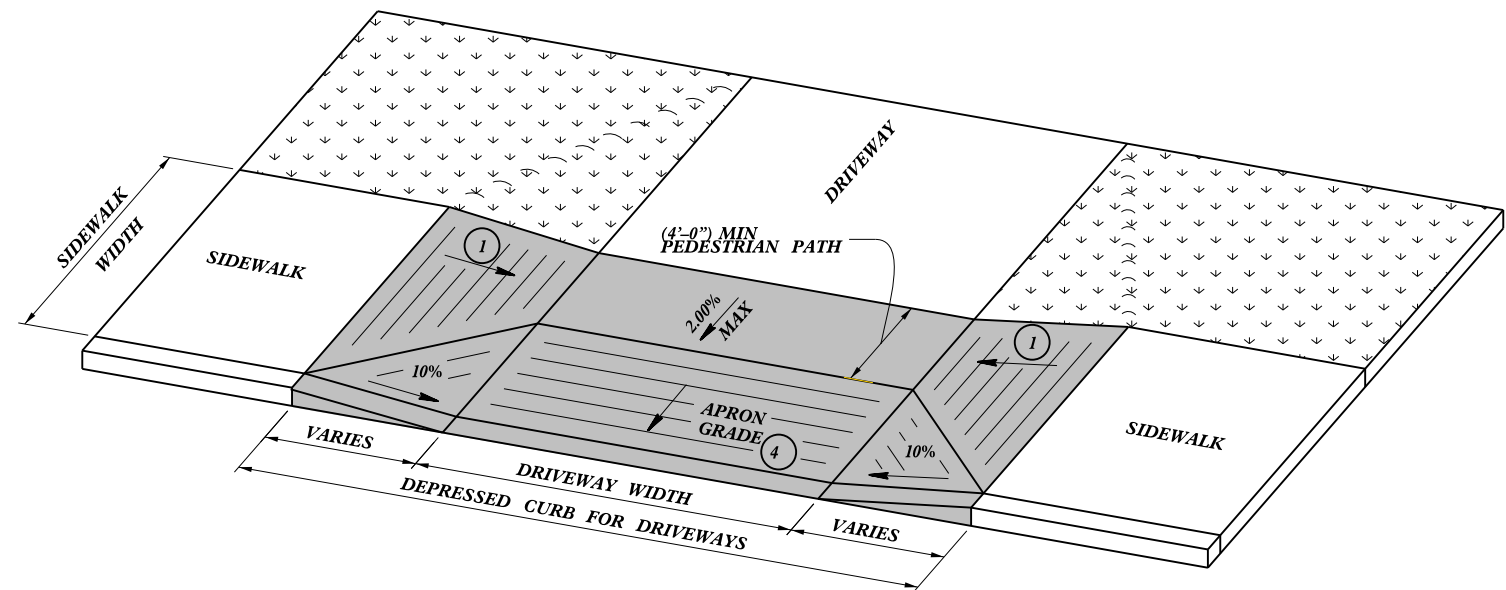
PROJECT REFERENCE NO.	SHEET NO.
2021CPT.03.21.10311	6

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 4 8.00% MAX CHANGE IN GRADE BETWEEN ROAD SURFACE AND DRIVEWAY

PAY LIMITS FOR 1 CURB RAMP



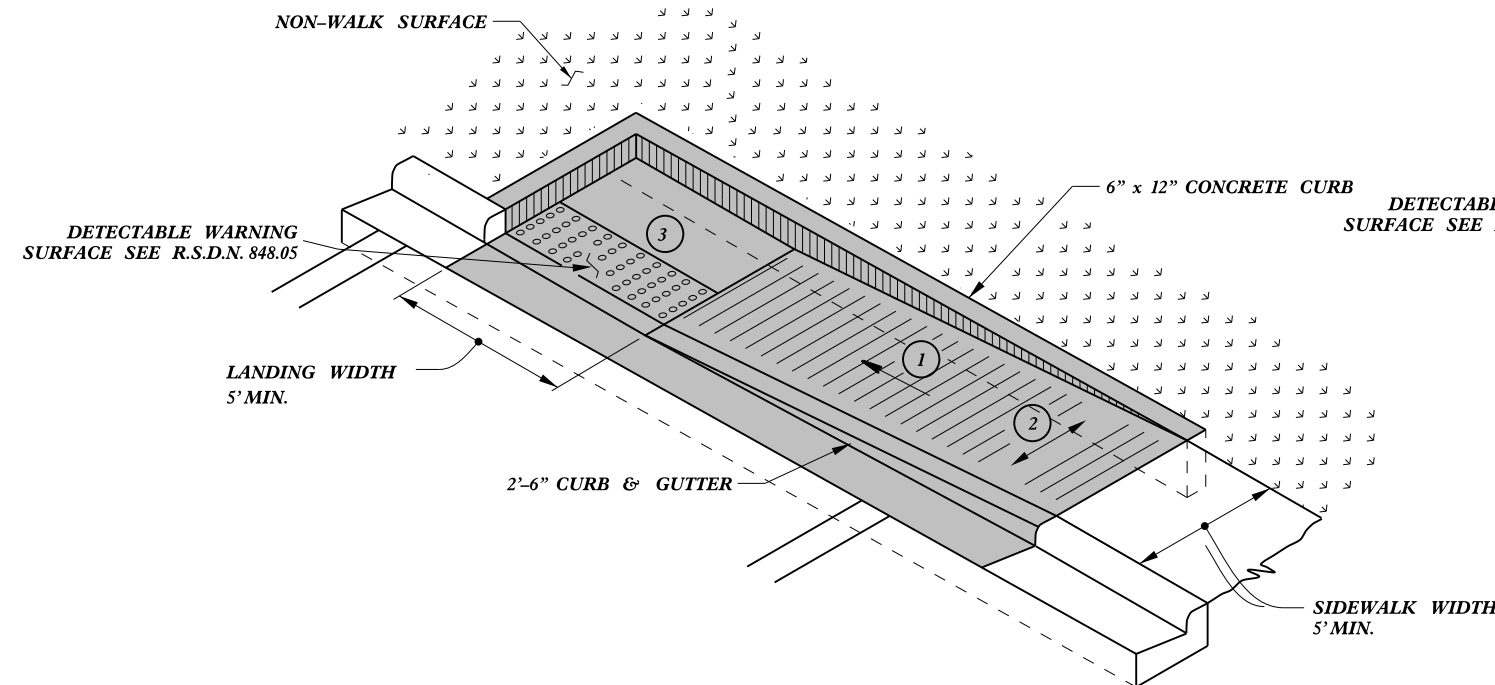
DRIVEWAY APRON
OPTION 1



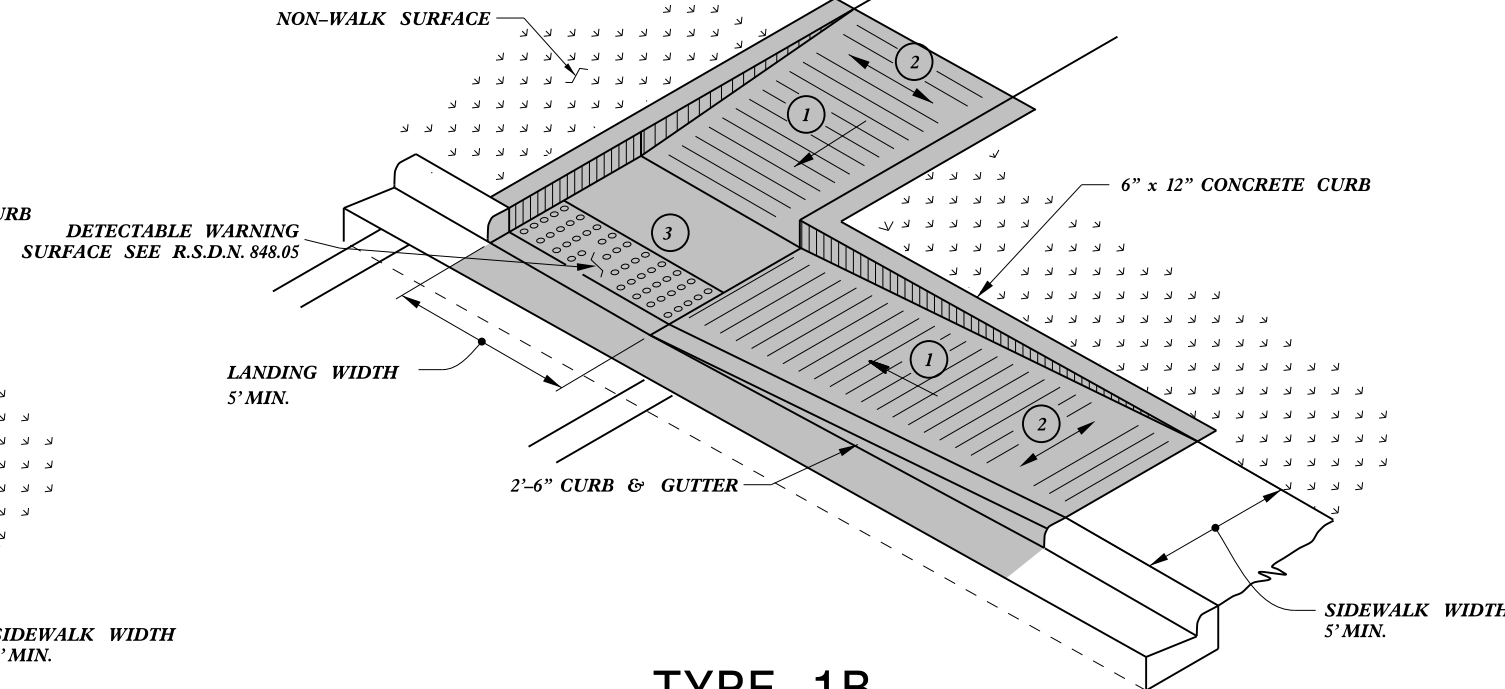
-SEE ROADWAY DETAIL DRAWING 848.05 FOR DETECTABLE WARNING SURFACE AND FOR RAMP NOTES.
-SEE ROADWAY STANDARD DRAWING 848.02 FOR CONCRETE DRIVEWAYS.

DRIVEWAY APRON
OPTION 2

CONTRACT STANDARDS AND DEVELOPMENT UNIT	
Office 919-707-6950	FAX 919-250-4119
CURB RAMPS	
@ DRIVEWAY OPENINGS	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dwg	



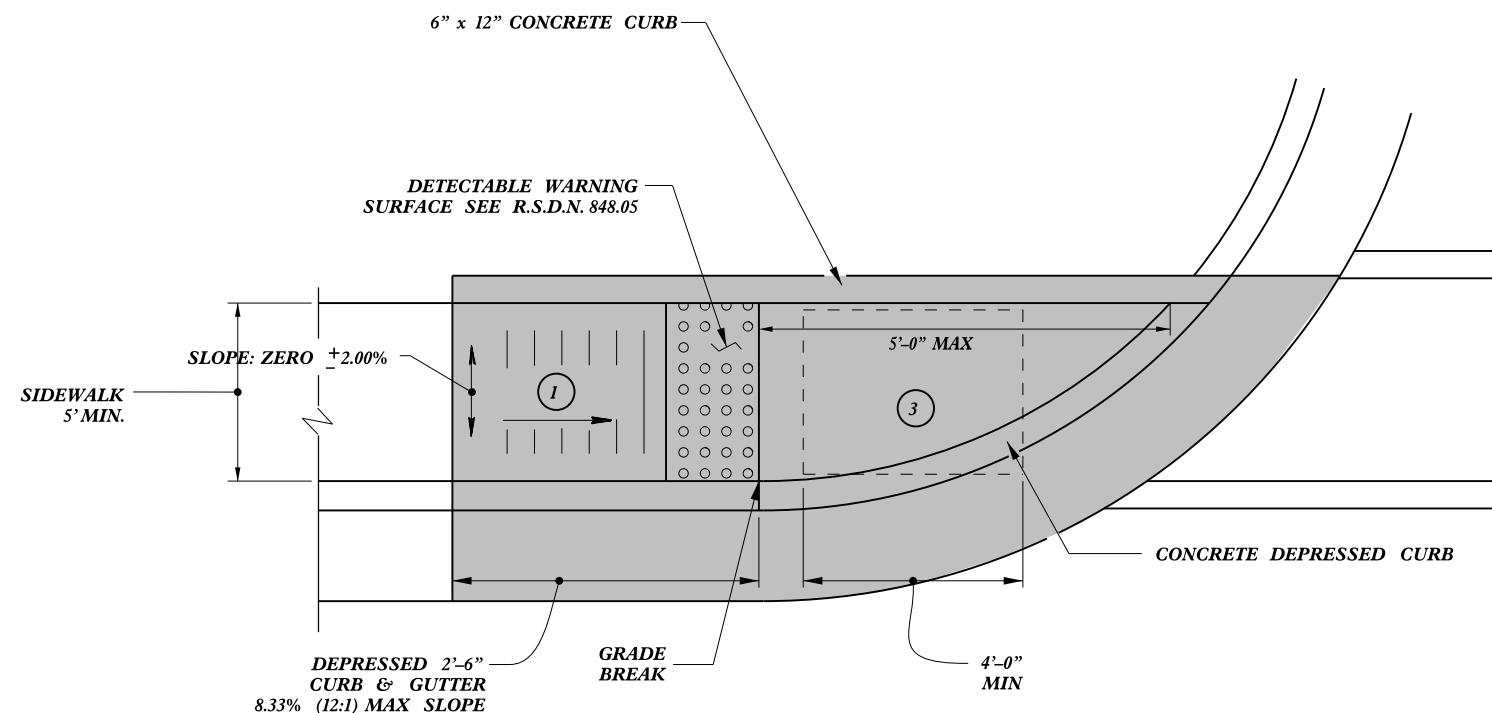
TYPE 1A



TYPE 1B

PAY LIMITS FOR 1 CURB RAMP

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



TYPE 1



DocuSign by
Joel S. Howerton
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11/18/2015

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

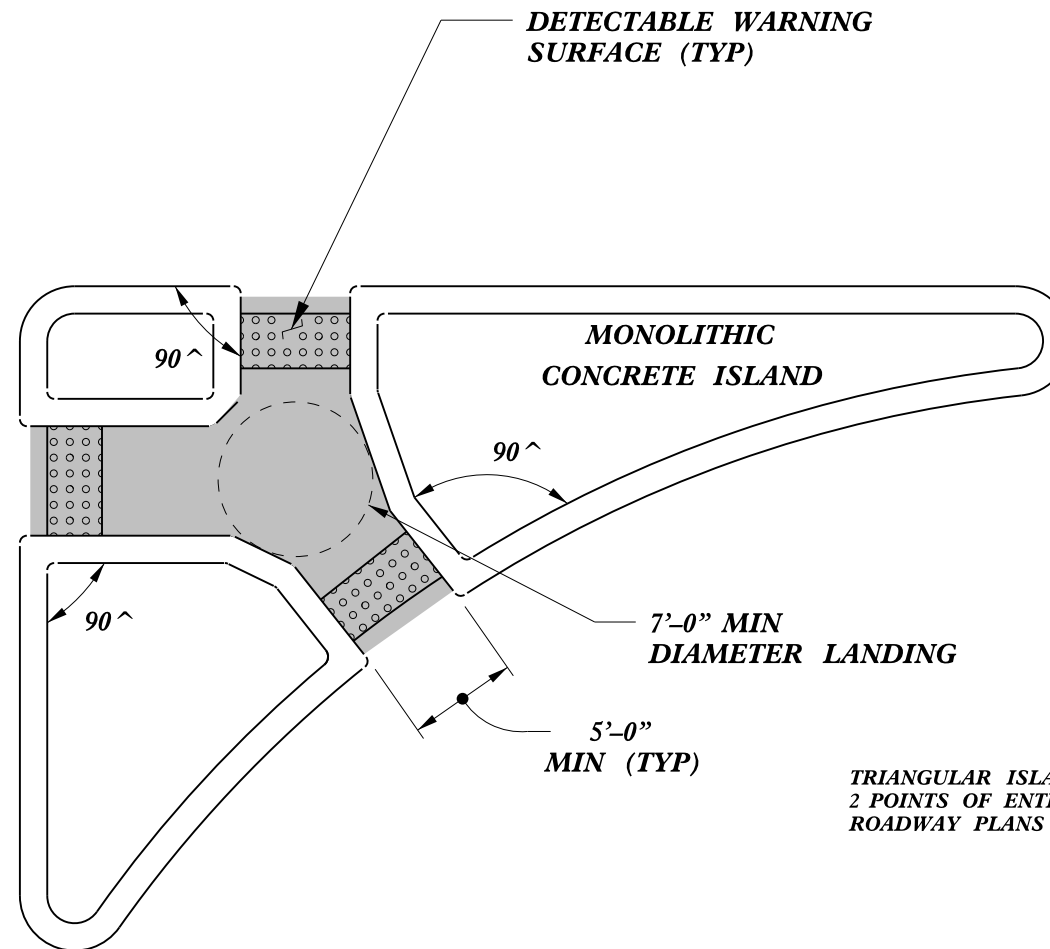
CURB RAMPS

Directional Ramps

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn

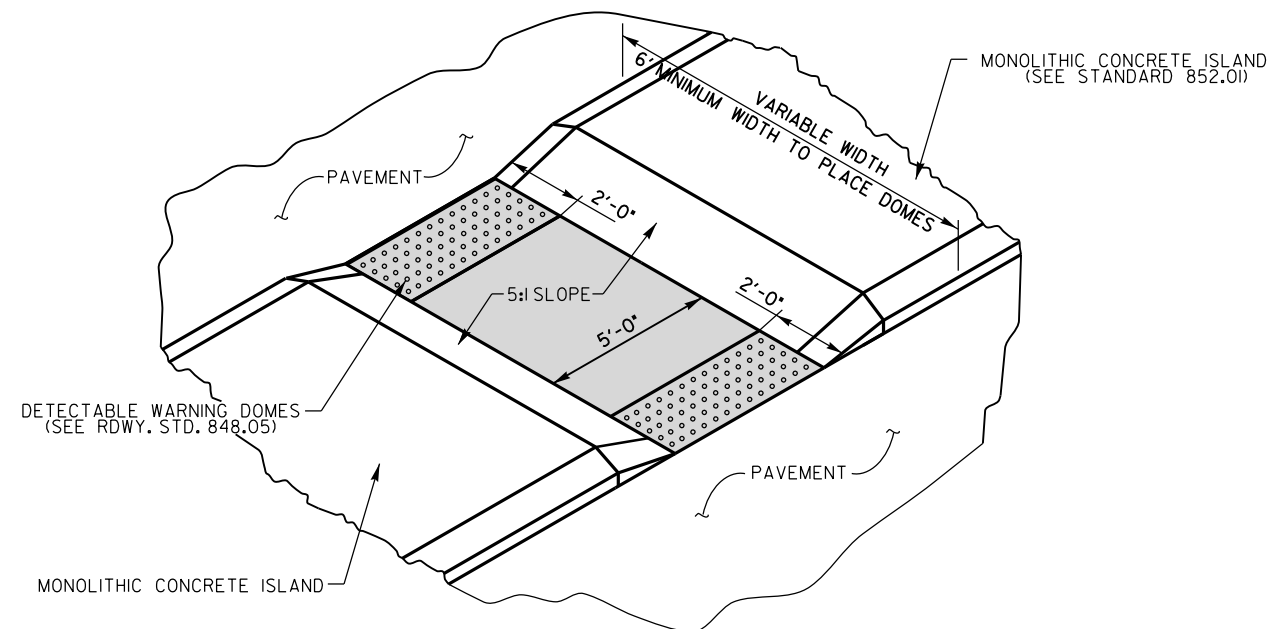
REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

PAY LIMITS FOR 2 OR 3 CURB RAMPS
(CALCULATE BASED ON NUMBER OF
SETS OF TRUNCATED DOMES)

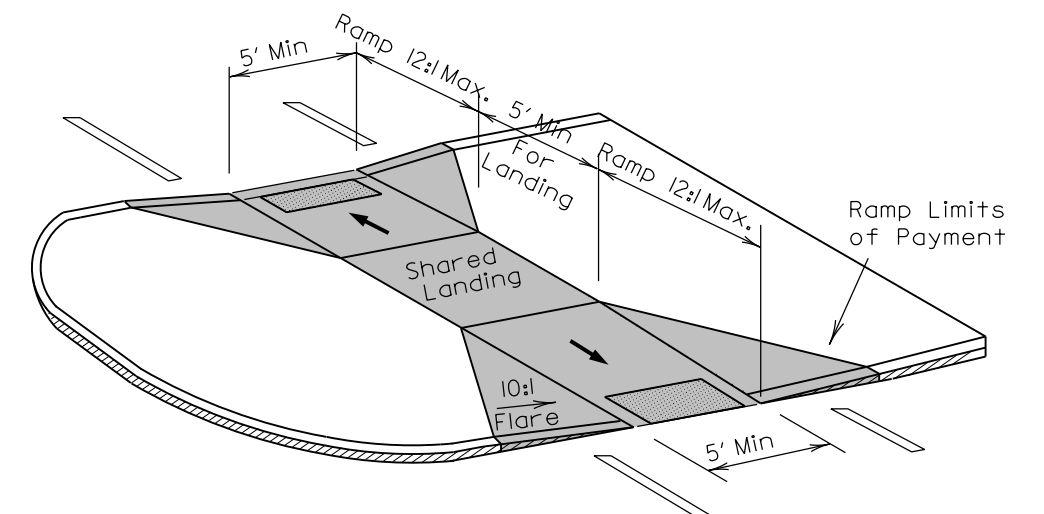


TRIANGULAR ISLANDS MAY BE CONSTRUCTED WITH ONLY
2 POINTS OF ENTRY AND EXIT AS SHOWN IN THE
ROADWAY PLANS OR AS DIRECTED BY THE ENGINEER.

**TRIANGULAR ISLAND
WITH CUT THROUGH**



**MEDIAN ISLAND
WITH CUT THROUGH**



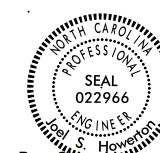
**MEDIAN ISLAND
CURB RAMPS**

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

**CONTRACT STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

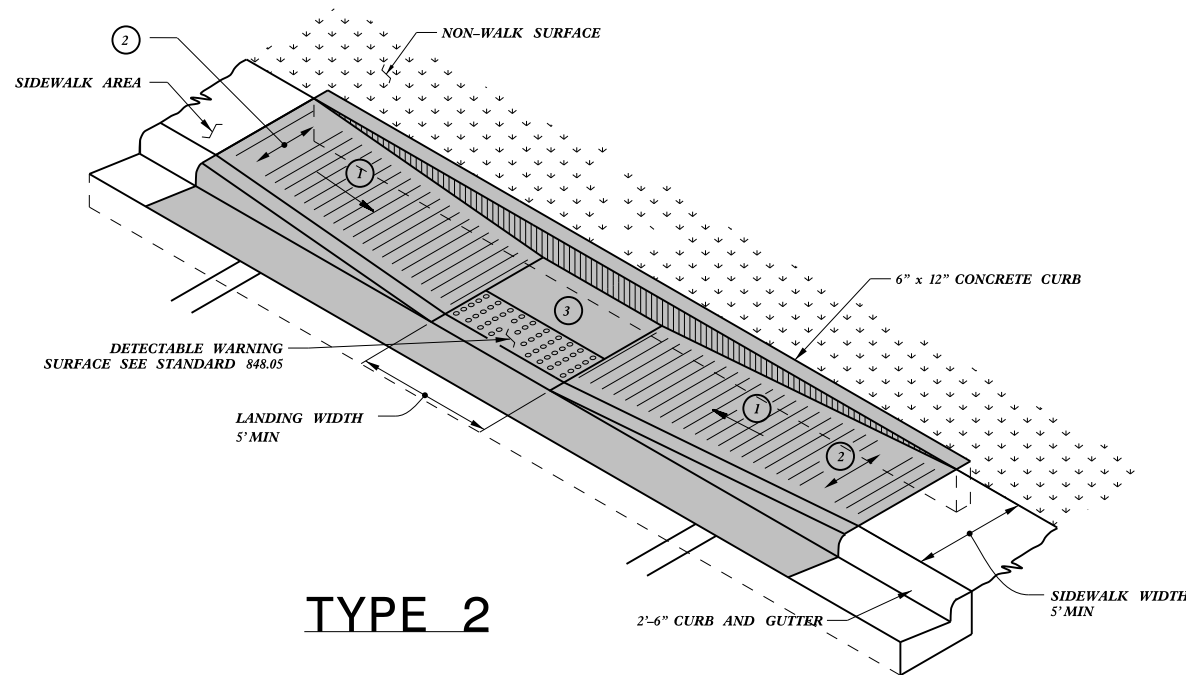
CURB RAMPS
Median or Turn Lane Islands

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn



11/18/2015

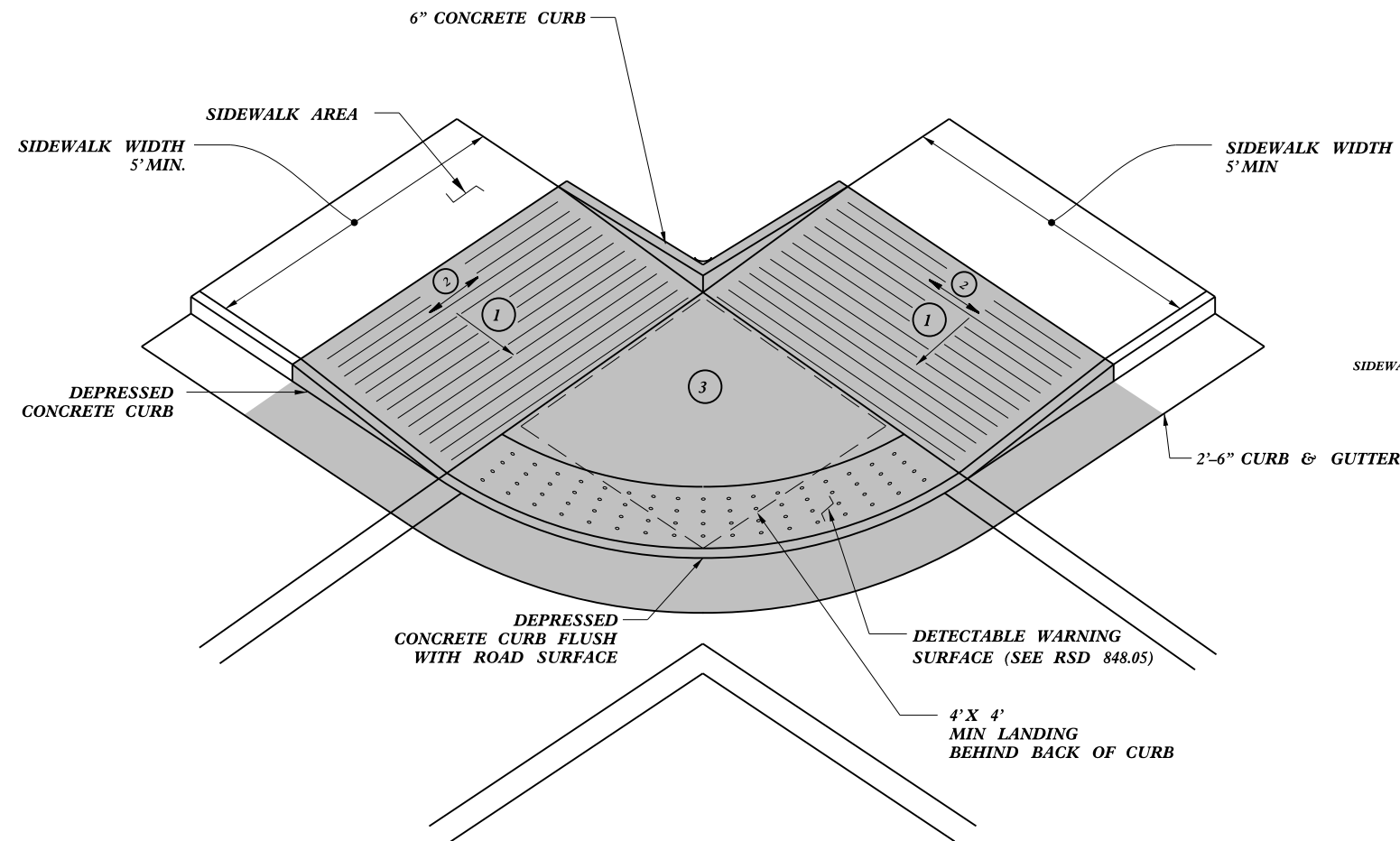
DocuSign
Joel S. Howerton
449E8E25522144F...



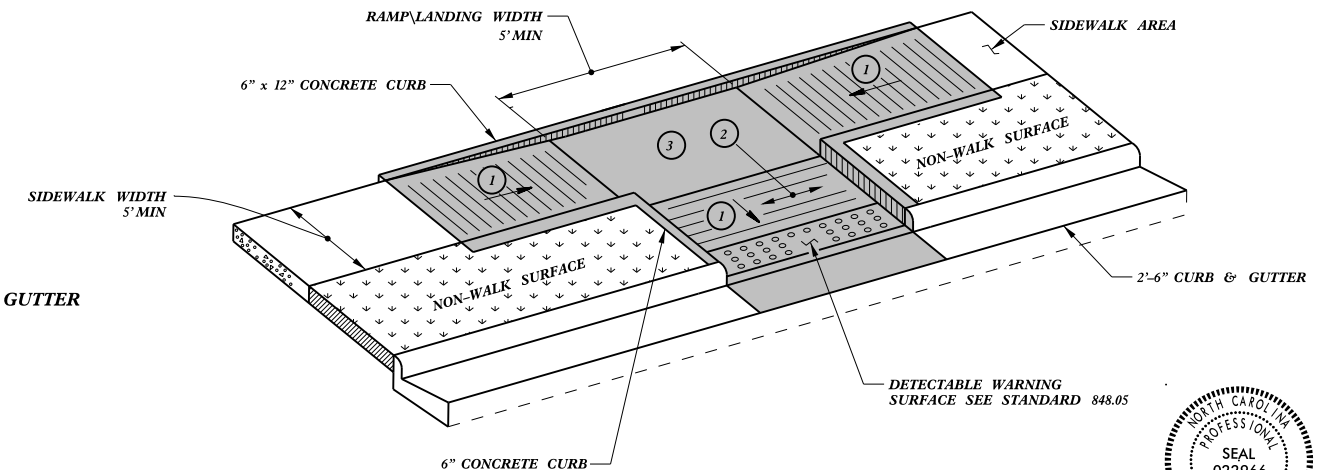
TYPE 2

PAY LIMITS FOR 1 CURB RAMP

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



TYPE 2A



TYPE 3

11/18/2015



DocuSign by
Joel S. Howerton

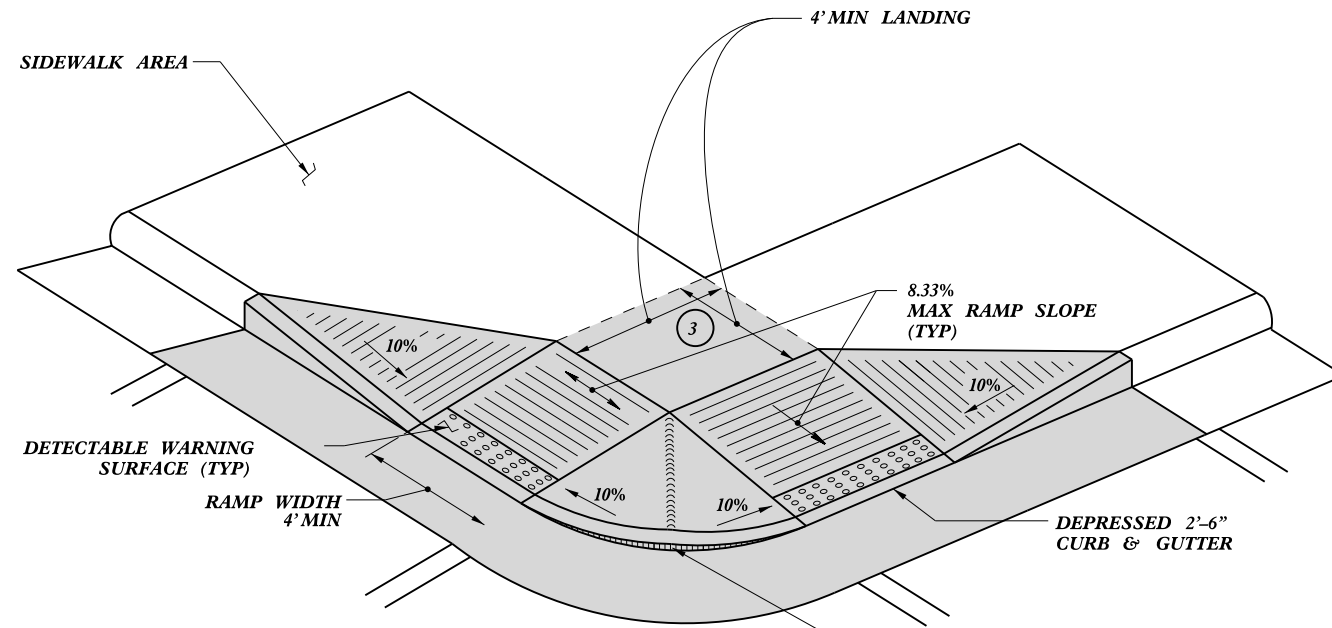
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DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

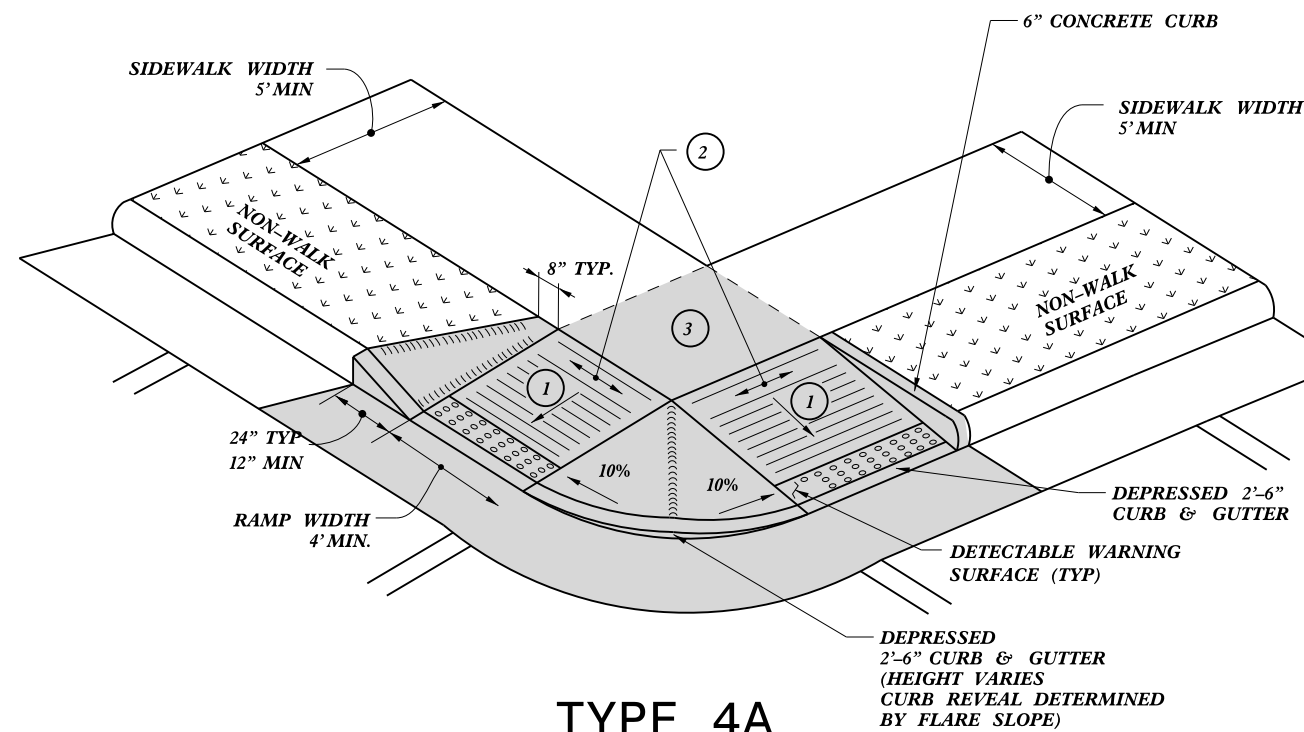
CURB RAMPS
Parallel Ramps

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn

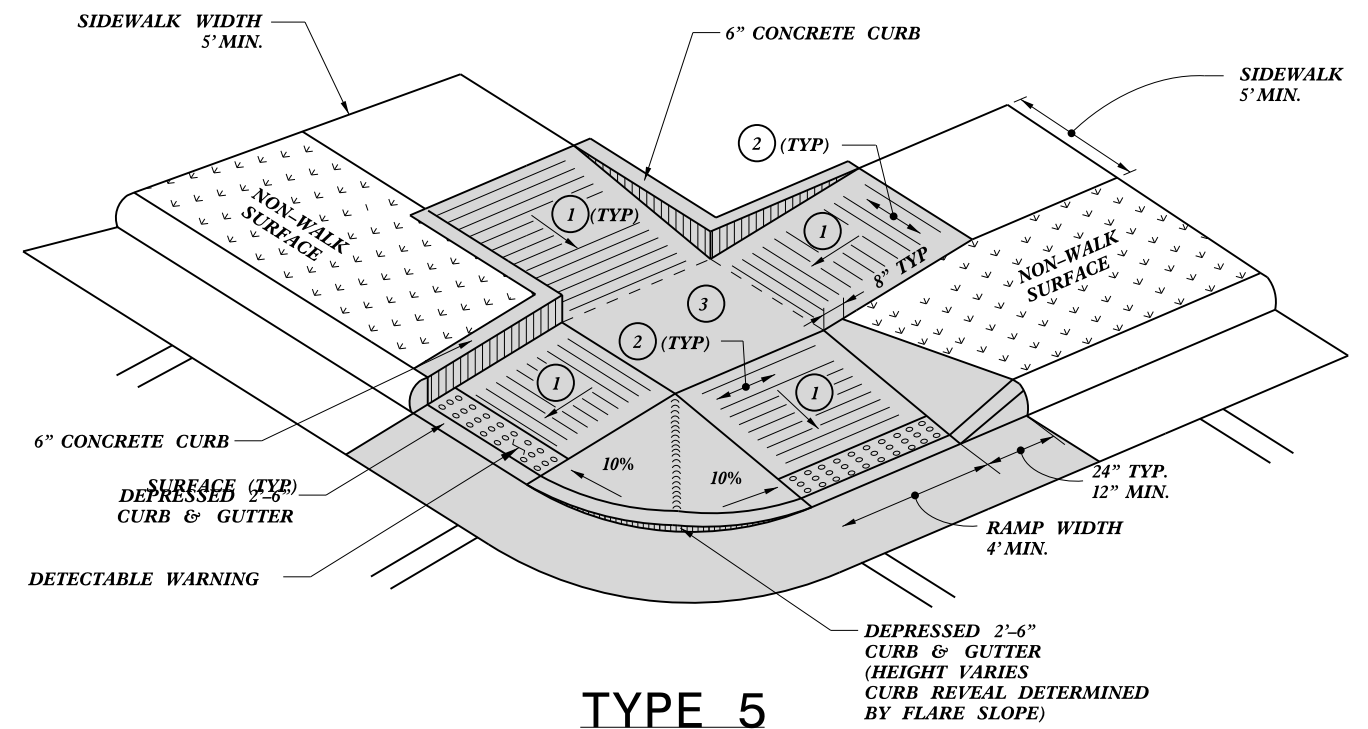
REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES



TYPE 4



TYPE 4A



TYPE 5

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

PAY LIMITS FOR 2 CURB RAMPS

DocuSigned by:
Joel S Howerton
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11/18/2015

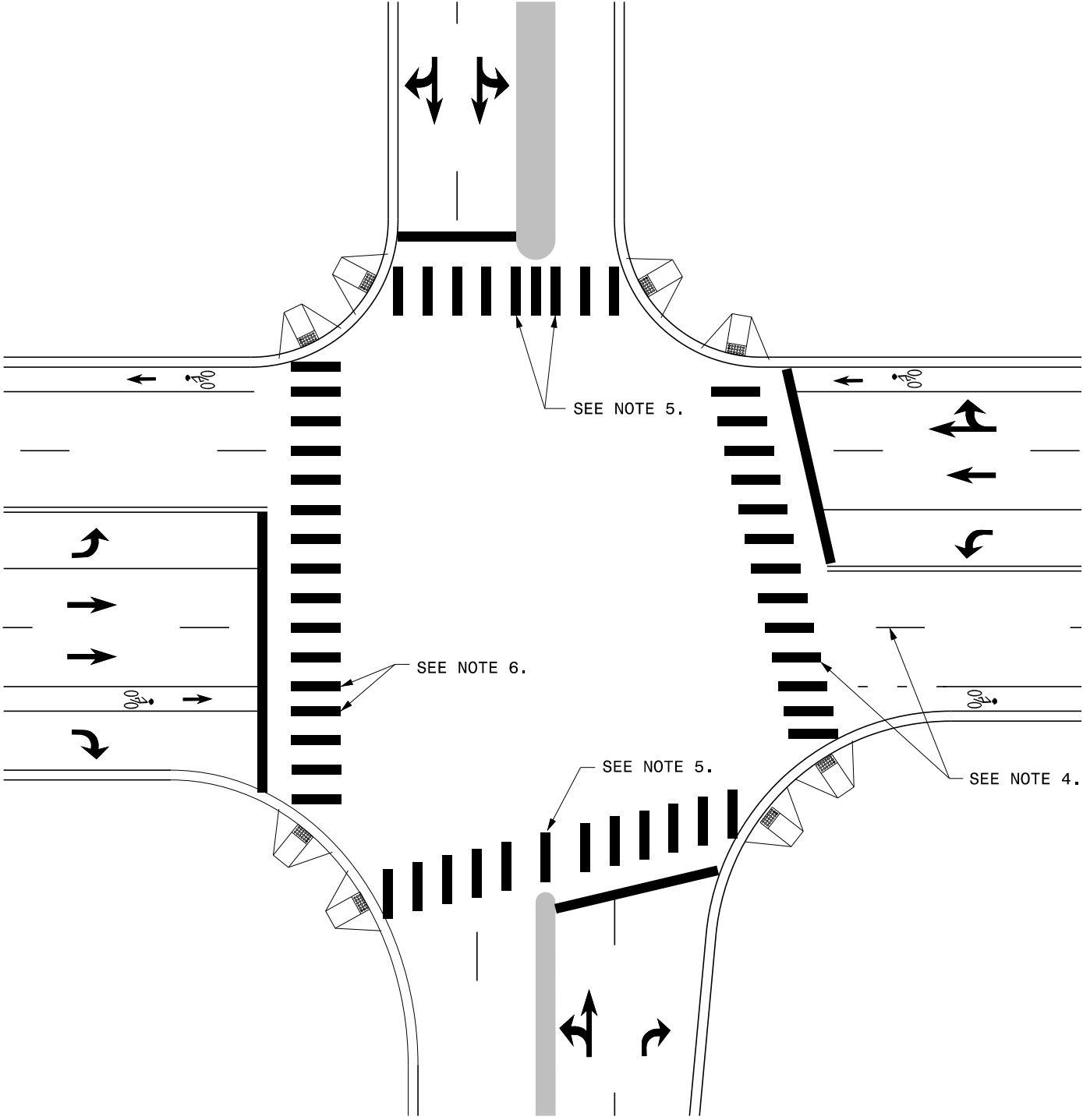
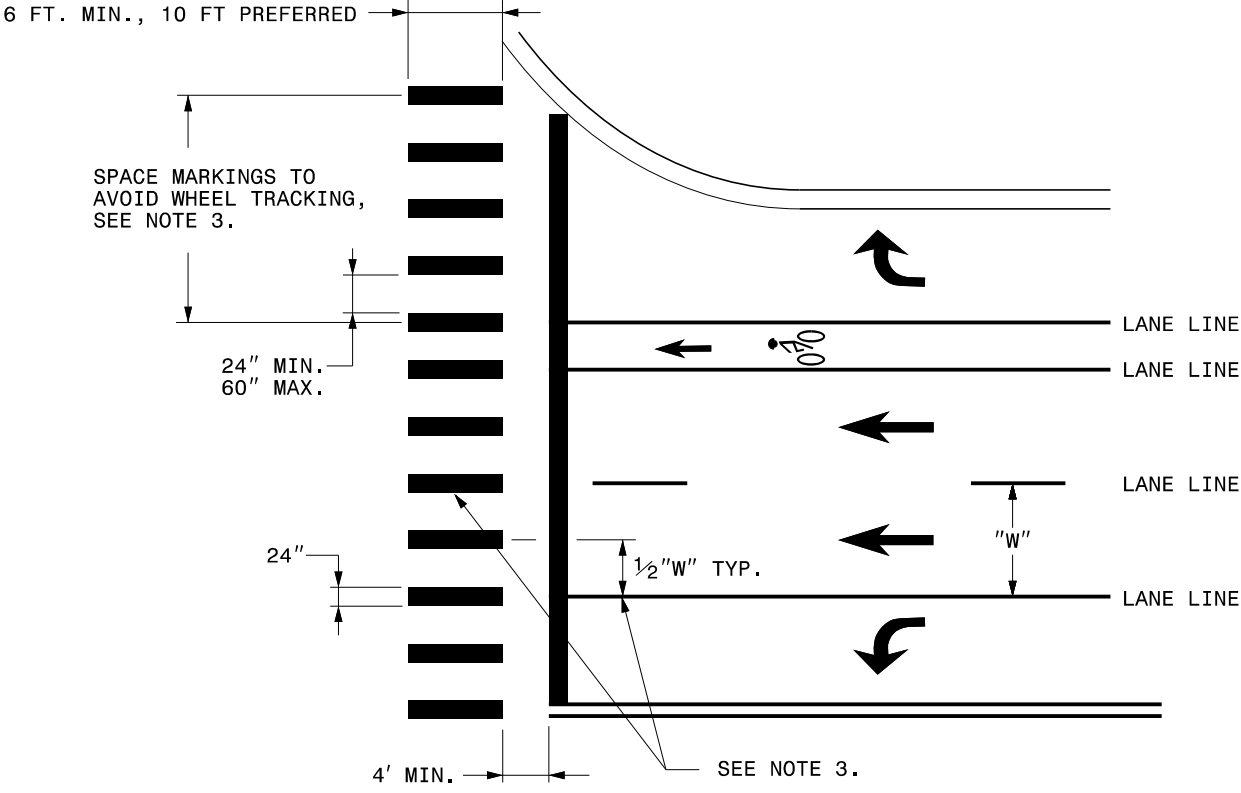
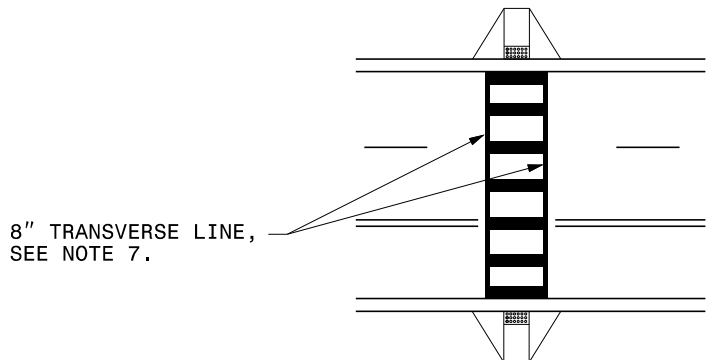
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS
Shared Landing

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C. 2-19	 CROSSWALK INTERSECTION DETAIL  CROSSWALK MARKING DETAIL  MID-BLOCK CROSSWALK DETAIL	STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C. 2-19
ENGLISH TYPICAL DRAWING FOR PAVEMENT MARKINGS HI-VISIBILITY CROSSWALKS NO-TRACK MARKING GUIDANCE SHEET 1 OF 1	GENERAL NOTES: 1- THE GUIDANCE IN THIS DETAIL IS TO BE USED WHEN NO-TRACK SPACING OF HI-VISIBILITY MARKINGS IS REQUESTED. 2- USE THE GUIDANCE SHOWN ON THE ABOVE DETAILS IN CONJUNCTION WITH PAVEMENT MARKING GUIDANCE SHOWN ON ROADWAY STANDARD DRAWINGS 1205.01 AND 1205.07. 3- PLACE MARKINGS TO AVOID WHEELPATH OF VEHICLES. MARKINGS TYPICALLY WILL BE LOCATED CENTERED AT THE LANE LINES AND EDGE LINES WITH ONE ADDITIONAL MARKING CENTERED IN THE MIDDLE OF THE LANE. AT WIDE LANE WIDTHS DUE TO TAPERS AND LARGE RADII, LOCATE MARKINGS AT BEST SPACING TO AVOID WHEEL TRACKING. THE SPACE BETWEEN MARKINGS SHALL NOT BE LESS THAN 24 INCHES OR GREATER THAN 60 INCHES. 4- WHERE THE CROSSWALK IS SKEWED TO THE LANE LINES, THE MARKINGS SHOULD BE PARALLEL TO THE LANE LINES. 5- PLACE MARKINGS ON BOTH EDGES OF THE NOSE OF A MEDIAN. FOR NARROW MEDIANS LESS THAN 4 FEET, A SINGLE MARKING MAY BE USED. FOR WIDE MEDIANS, INSTALL ADDITIONAL MARKINGS IN THE MEDIAN AREA. THE SPACE BETWEEN THE MARKINGS SHALL NOT TO BE LESS THAN 24 INCHES OR GREATER THAN 60 INCHES. 6- LOCATE MARKINGS CENTERED ON BICYCLE LANE LINES. MARKINGS SHALL NOT BE LOCATED IN THE CENTER OF THE BICYCLE PATH. 7- INCLUDE 8" TRANSVERSE LINES WITH 24" LONGITUDINAL MARKINGS AT MID-BLOCK CROSSINGS.	ENGLISH TYPICAL DRAWING FOR PAVEMENT MARKINGS HI-VISIBILITY CROSSWALKS NO-TRACK MARKING GUIDANCE SHEET 1 OF 1

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

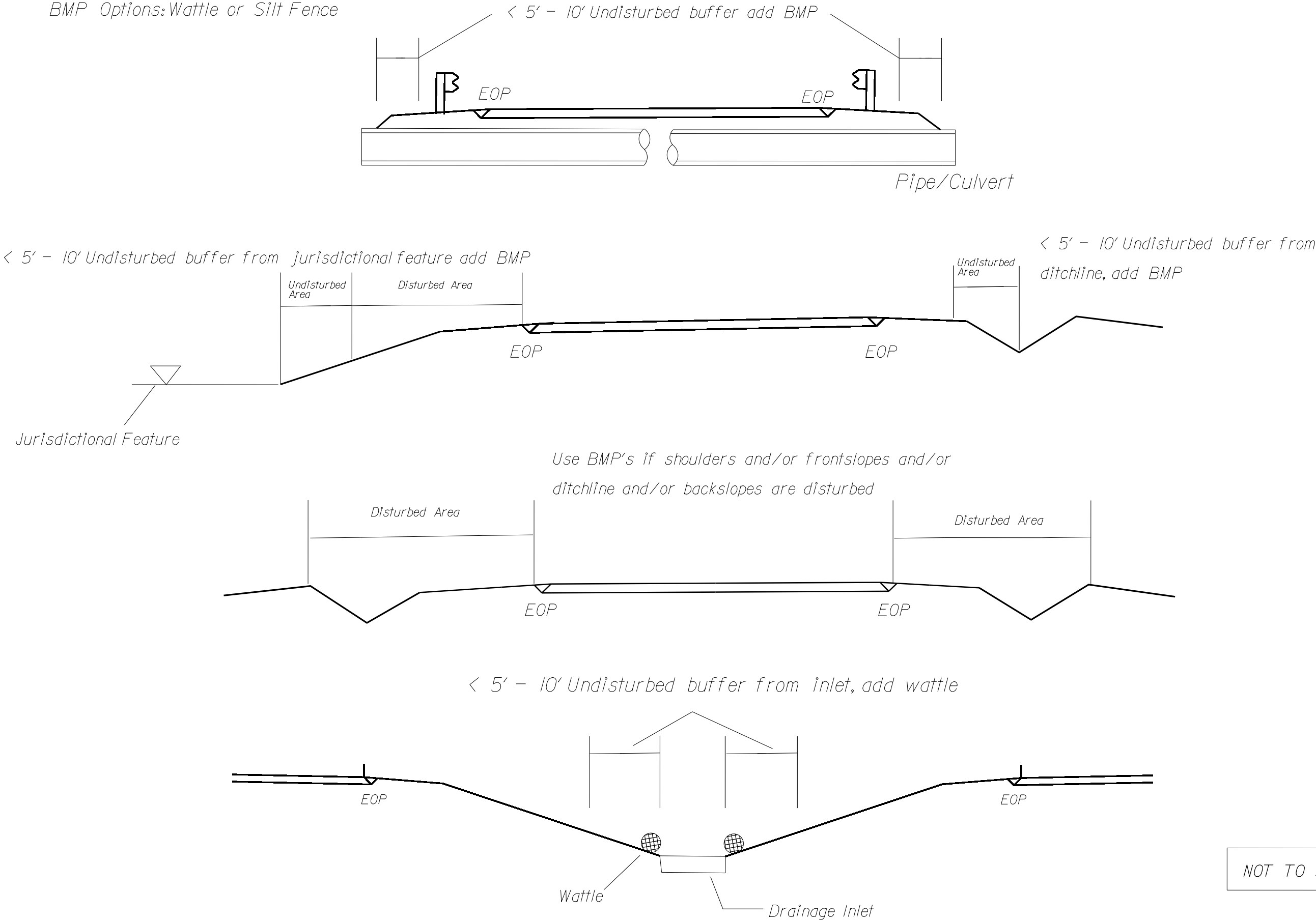
SOIL STABILIZATION TIMEFRAMES

SITE DESCRIPTION	STABILIZATION TIME	TIMEFRAME EXCEPTIONS
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.

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

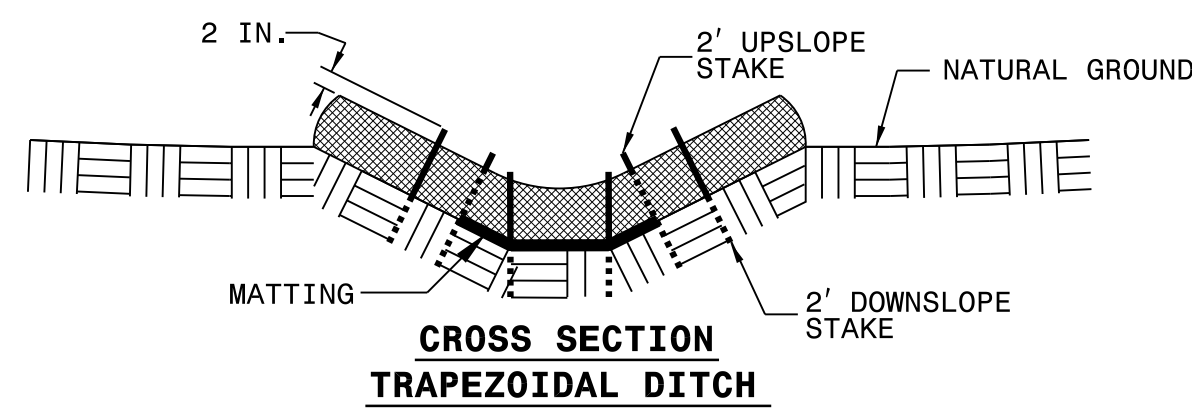
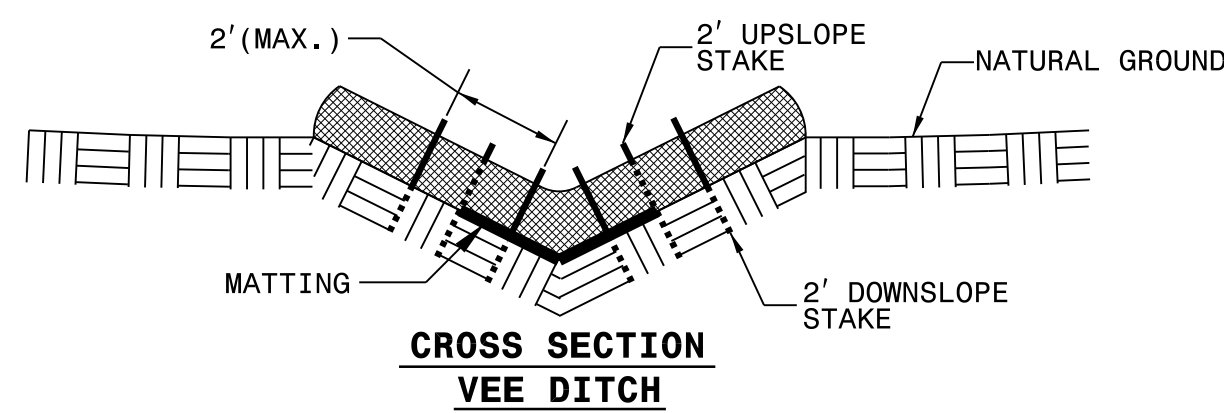
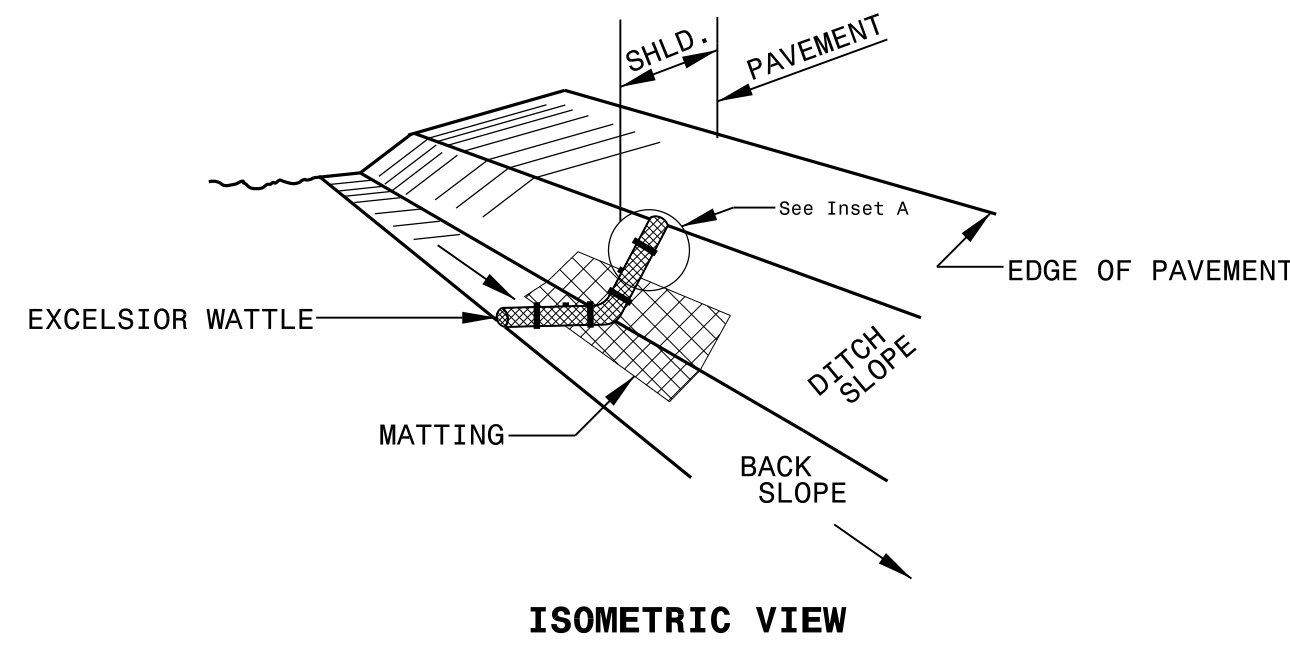
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL



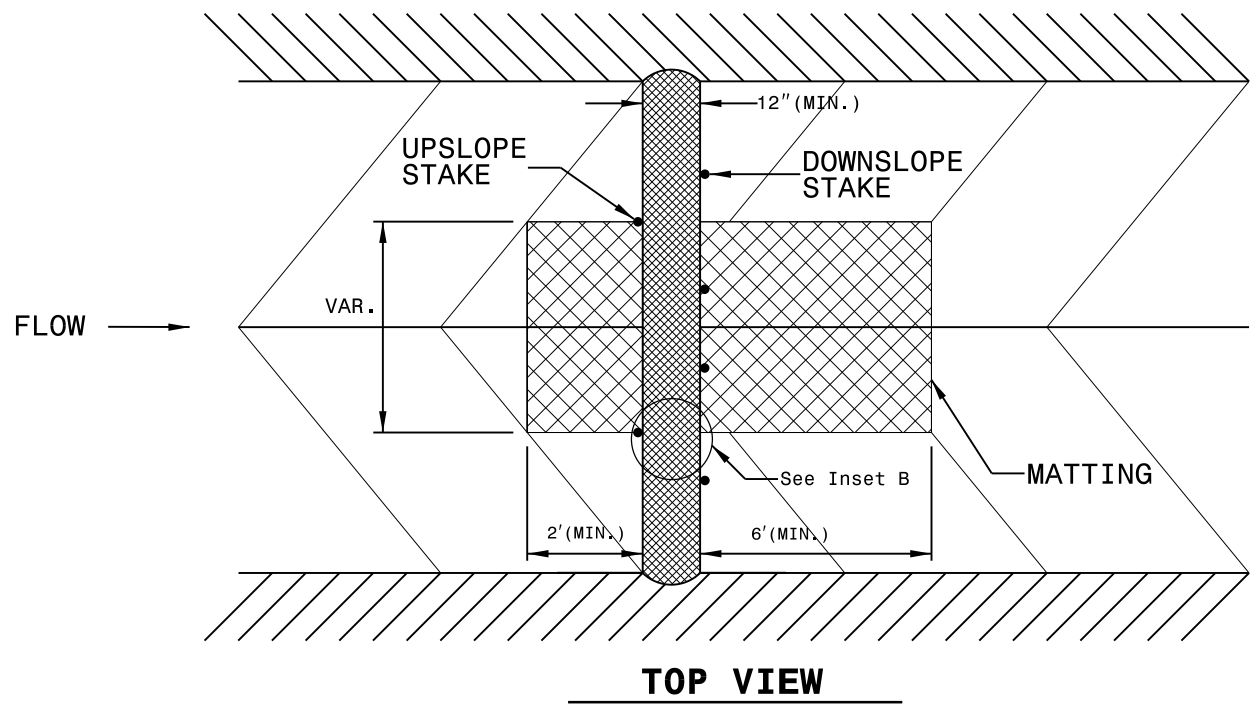
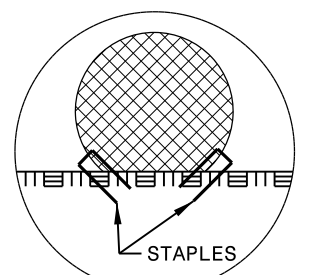
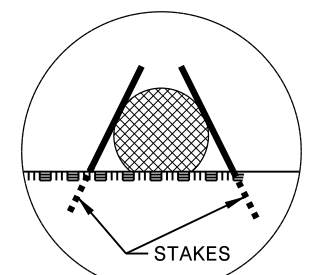
NOT TO SCALE

WATTLE DETAIL



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.



IL-FEB-2015 11:41
D:\Resurfacing\2015 Resurfacing\Pender County\Plan Sheets\3CR.20711.173- EC RESURF_2015.dgn
User: jay
Sheet: 3

PROJECT NO.	SHEET NO.
2021CPT.03.21.10311	12

SUMMARY OF QUANTITIES

												0106000000-E	1220000000-E	1245000000-E	1297000000-E		1308000000-E	1330000000-E	1491000000-E	1523000000-E	1526000000-E
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTI ON	1.5" MILLING	1" MILLING	0" - 2.5" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5C	SURFACE COURSE, S4.75A
										MI	FT	CY	TON	SMI	SY	SY	SY	SY	TONS	TON	TON
2021CPT.03.21.10311	Duplin	1	NC 50 HIGHWAY	FROM NC 41 HWY. TO NC 11 HWY. (N. MAIN ST.) [MP 10.82 - MP 23.06]	1,2,3	2	2WU	NO	NO	12.24	23 - 36	3,025	320	23.76	11,147	405	648	5,542	8,277	17,343	10,821
TOTAL FOR MAP NO. 1										12.24		3,025	320	23.76	11,147	405	648	5,542	8,277	17,343	10,821
TOTAL FOR PROJ NO. 2021CPT.03.21.10311										12.24		3,025	320	23.76	11,147	405	648	5,542	8,277	17,343	10,821
															11,552						
GRAND TOTAL										12.24		3,025	320	23.76	11,147	405	648	5,542	8,277	17,343	10,821
																11,552					

PROJECT NO.	SHEET NO.
2021CPT.03.21.10311	16

THERMOPLASTIC AND PAINT QUANTITIES

										4413000000-E	4457000000-N	4510000000-N	4685000000-E		4687000000-E	4695000000-E
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	4" X 240 M WHITE THERMO VIBRANT LINE	8" X 90 M YELLOW THERMO
								MI	FT	SF	LS	HR	LF	LF	LF	LF
2021CPT.03.21.10311	Duplin	1	NC 50 HIGHWAY	FROM NC 41 HWY. TO NC 11 HWY. (N. MAIN ST.) [MP 10.82 - MP 23.06]	1,2,3	2	2WU	12.24	23 - 36	1,360	1.00	40	124,700	88,148	705	555
TOTAL FOR MAP NO. 1								12.24		1,360	1.00	40	124,700	88,148	705	555
TOTAL FOR PROJ NO. 2021CPT.03.21.10311								12.24		1,360	1.00	40	124,700	88,148	705	555
													212,848			
GRAND TOTAL								12.24		1,360	1.00	40	124,700	88,148	705	555
													212,848			

PROJECT NO.	SHEET NO.
2021CPT.03.21.10311	17

THERMOPLASTIC AND PAINT QUANTITIES

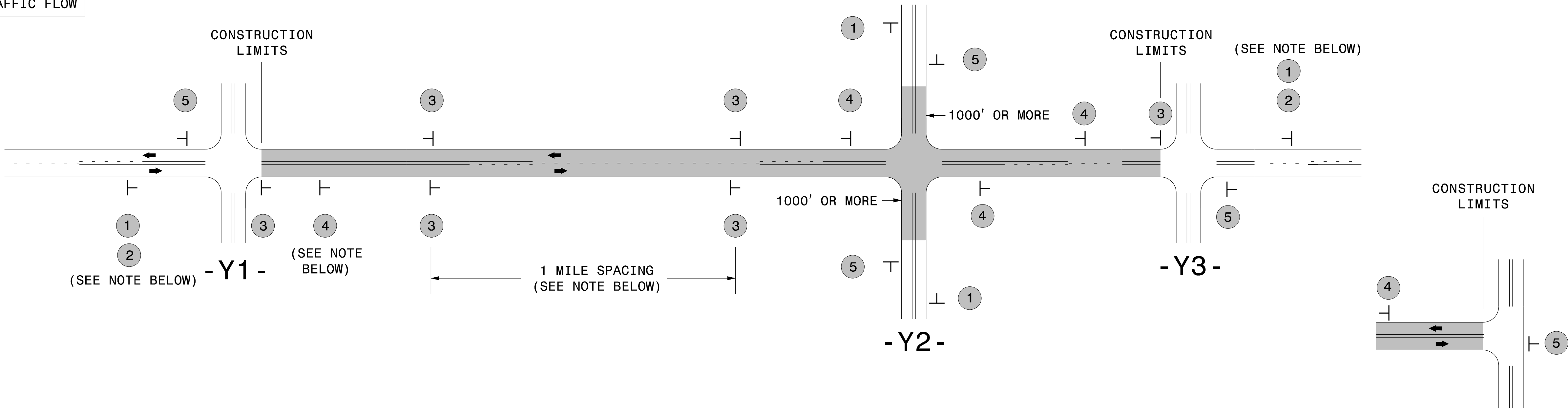
										4720000000-E	4725000000-E					4810000000-E	4891000000-E	4900000000-N	4905000000-N	
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	THERMO MSG SCHOOL 90 M	THERMO STR ARROW 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & LT ARROW 90 M	4" YELLOW PAINT	24" X 90 M WHITE THERMO	YELLOW & YELLOW MARKERS	SNOW PLOWABLE MARKERS (Y/Y)	SNOW PLOWABLE MARKERS (C/R)	
								MI	FT		EA	EA	EA	EA						EA
2021CPT.03.21.10311	Duplin	1	NC 50 HIGHWAY	FROM NC 41 HWY. TO NC 11 HWY. (N. MAIN ST.) [MP 10.82 - MP 23.06]	1,2,3	2	2WU	12.24	23 - 36	12	2	16	3	2	80,800	224	61	971	5	
TOTAL FOR MAP NO. 1								12.24		12	2	16	3	2	80,800	224	61	971	5	
TOTAL FOR PROJ NO. 2021CPT.03.21.10311								12.24		12	2	16	3	2	80,800	224	61	971	5	
											23							976		
GRAND TOTAL								12.24		12	2	16	3	2	80,800	224	61	971	5	
											23							976		

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW

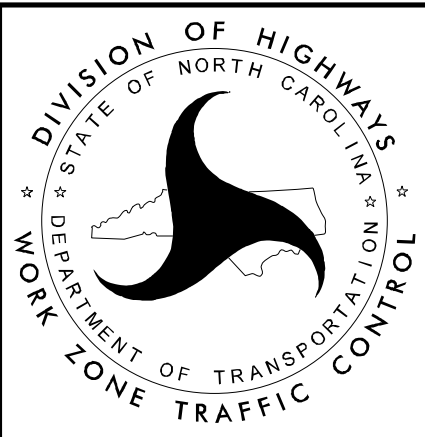


TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1 ROAD WORK AHEAD W20-1 48" X 48" NEXT XX MILES W7-3aP 24" X 18" PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. #2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER.(NO FRACTIONAL OR DECIMAL NUMBERS)	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, PORTABLE ADVANCE WARNING 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. WORK ZONE TRAFFIC CONTROL STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER.
	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 1/2 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.	
	THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.	
LESS 2 MILES	FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.	



ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2-LANE ROADWAY
RESURFACING