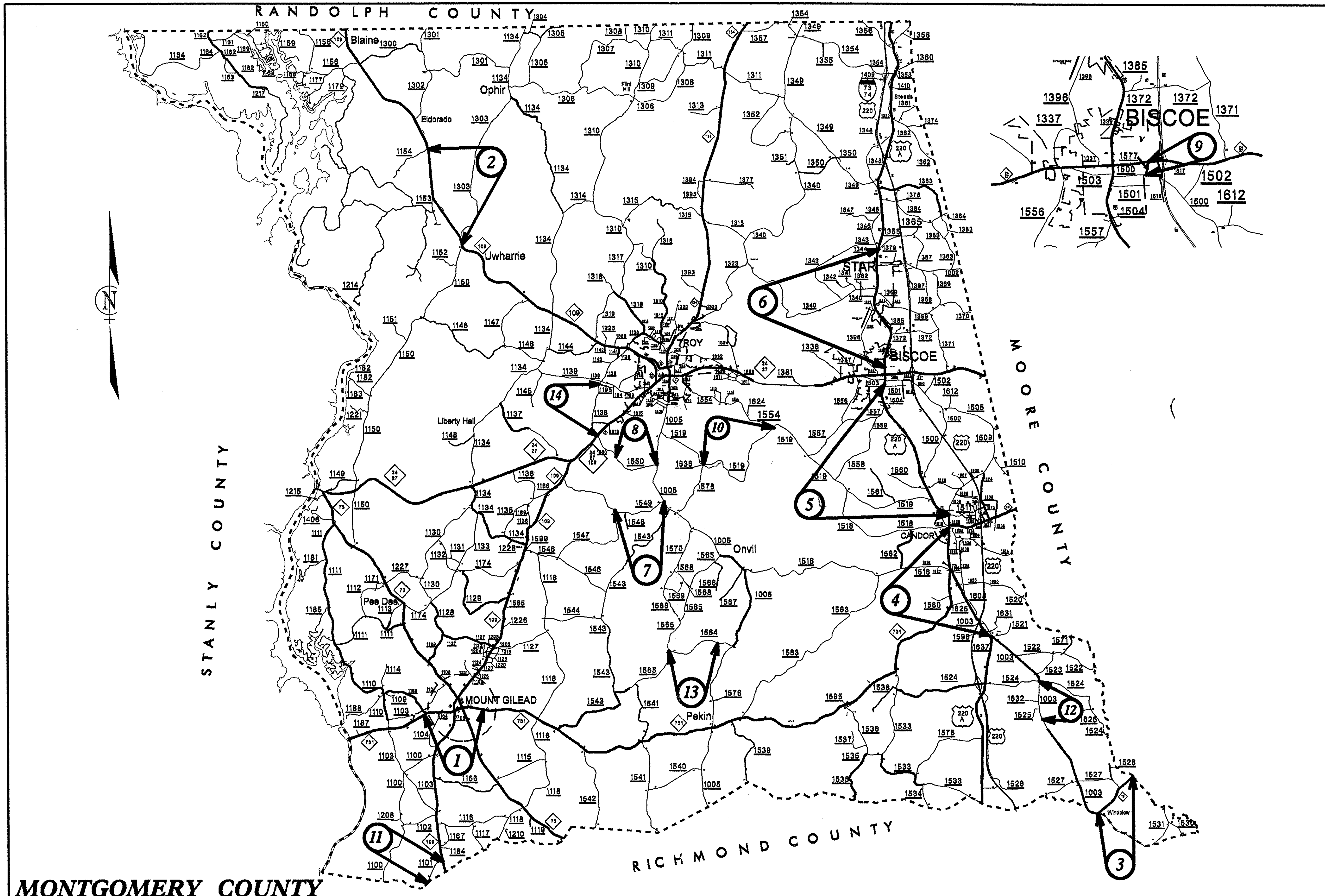
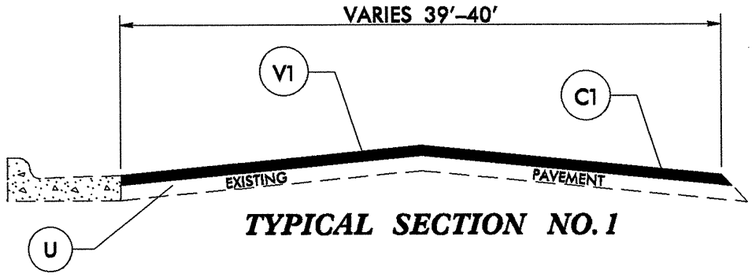
040397

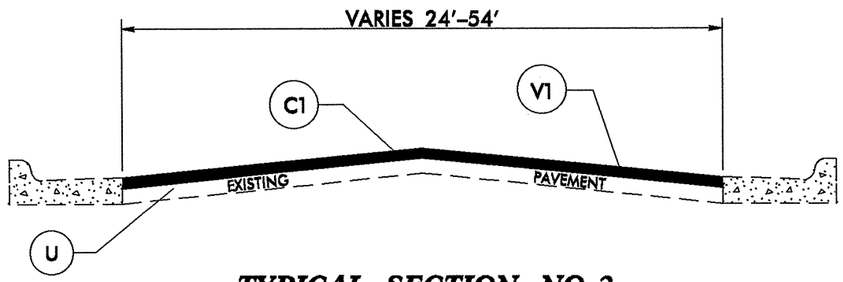
WBS ELEMENT	SHEET NO.
8CR.10621.15, 8CR.20621.15	1



MONTGOMERY COUNTY
TYPICAL SECTIONS



TYPICAL SECTION NO. 1



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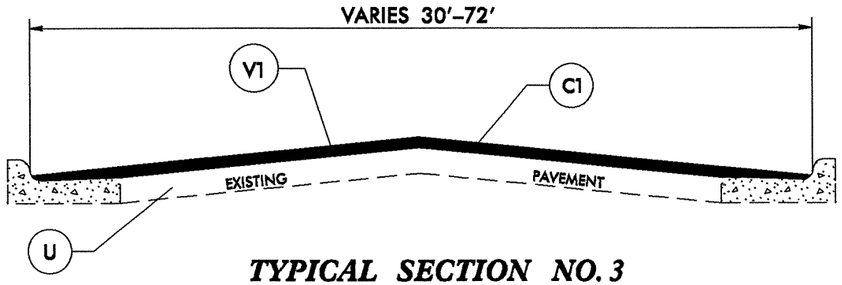
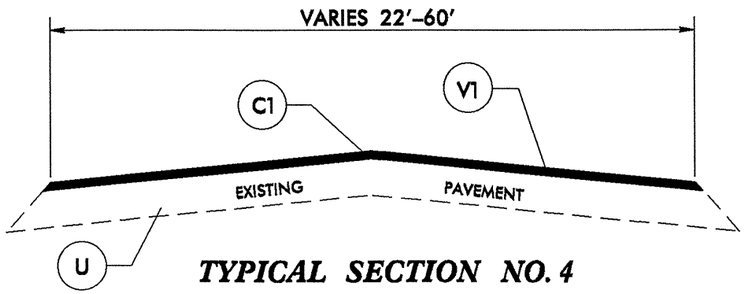
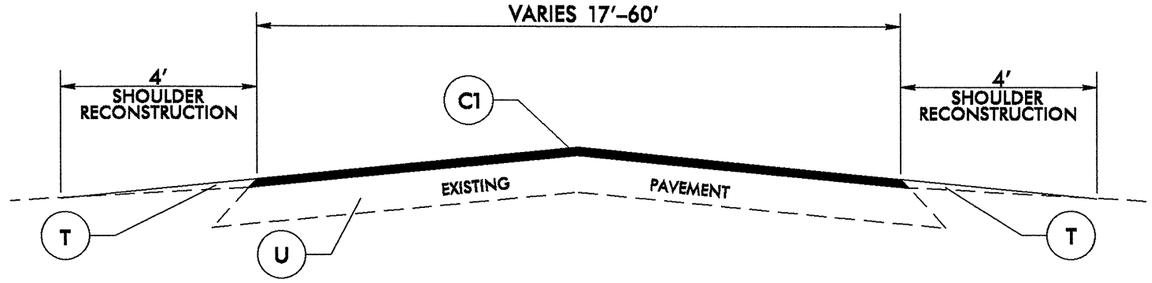


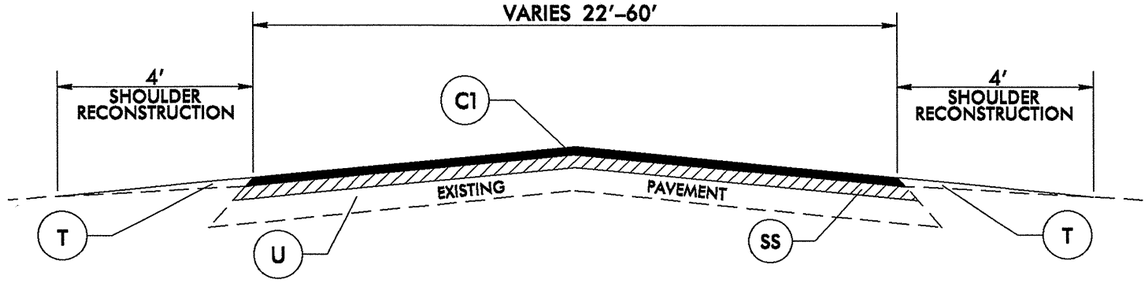
TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4



TYPICAL SECTION NO. 5



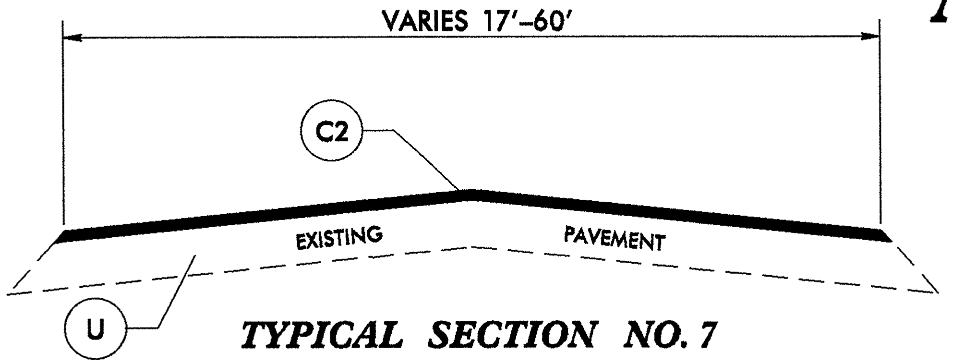
TYPICAL SECTION NO. 6

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
SS	ASPHALT SURFACE TREATMENT, STRAIGHT SEAL (78M)
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V1	MILLING 1 1/2" IN DEPTH.

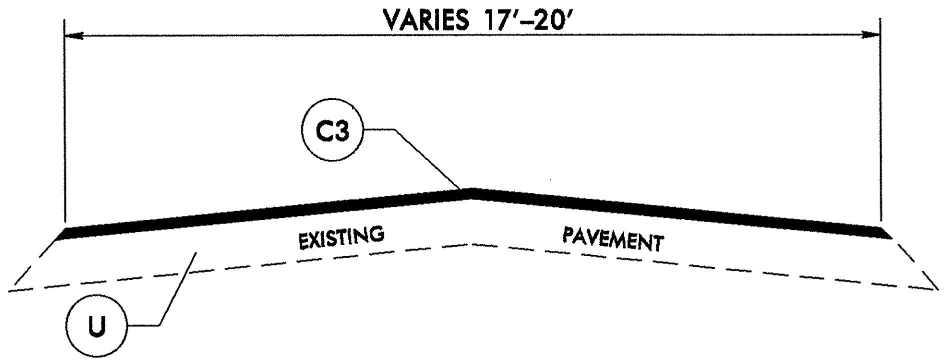
WBS ELEMENT	SHEET NO.
8CR.10621.15, 8CR.20621.15	3

MONTGOMERY COUNTY TYPICAL SECTIONS



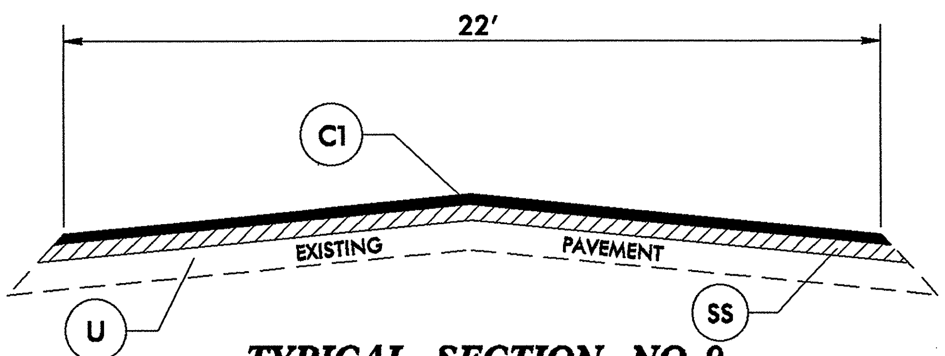
TYPICAL SECTION NO. 7

NOTE: SHOULDER RECONSTRUCTION AND SEEDING AND MULCHING BY STATE FORCES.



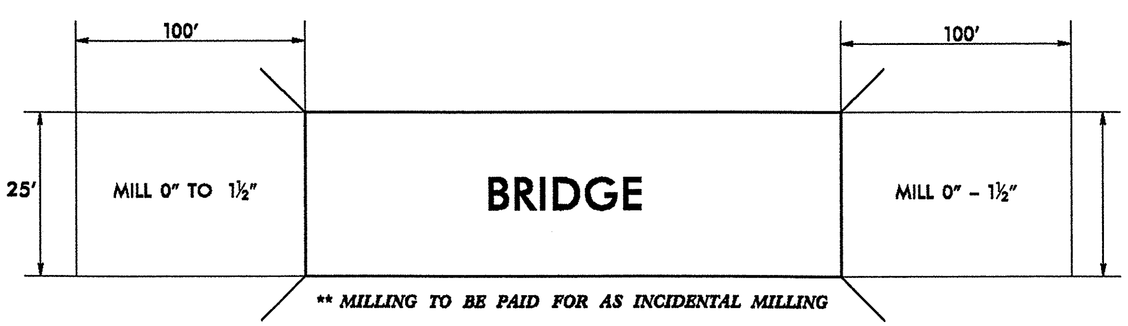
TYPICAL SECTION NO. 8

NOTE: SHOULDER RECONSTRUCTION AND SEEDING AND MULCHING BY STATE FORCES.

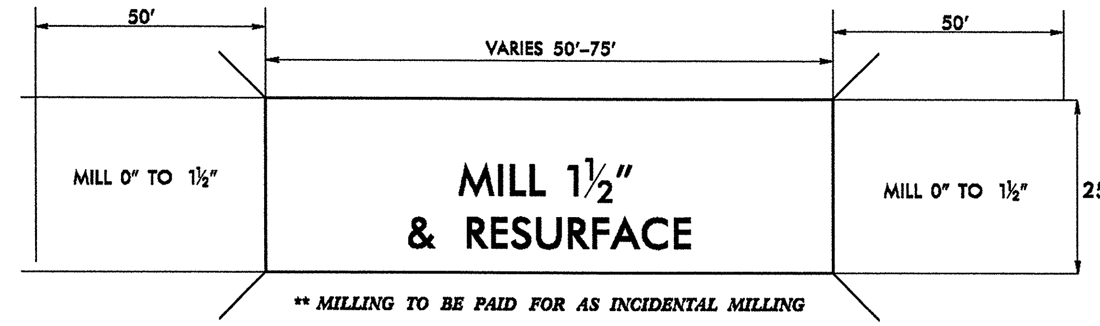


TYPICAL SECTION NO. 9

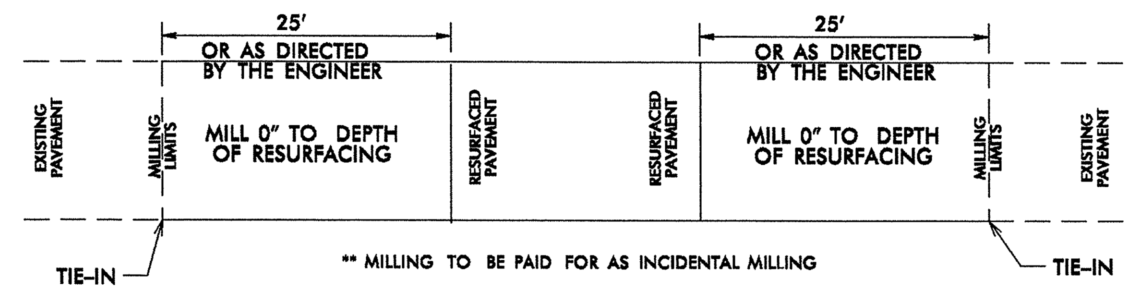
NOTE: SHOULDER RECONSTRUCTION AND SEEDING AND MULCHING BY STATE FORCES.



BRIDGE DRAWING FOR SR 1519 (Map #10) BRIDGE # 101



BRIDGE DRAWING FOR
SR 1564 (Map #13) BRIDGE # 75
SR 1549 (Map #7) BRIDGE # 71
SR 1519 (Map #10) BRIDGE # 100



PAVEMENT TIE-IN DETAIL

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
SS	ASPHALT SURFACE TREATMENT, STRAIGHT SEAL (78M)
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V1	MILLING 1 1/2" IN DEPTH.

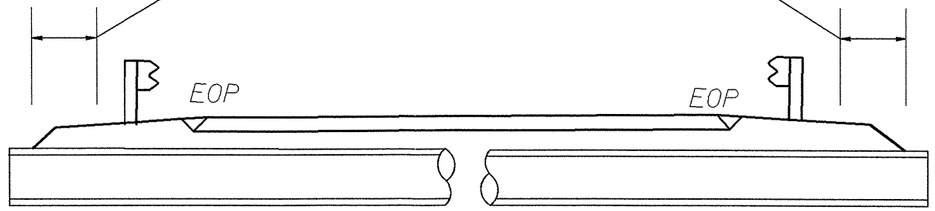
PROJECT REFERENCE NO.	SHEET NO.
8CR.10621.15 8CR.20621.15	4

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

BMP Options: Wattle or Silt Fence

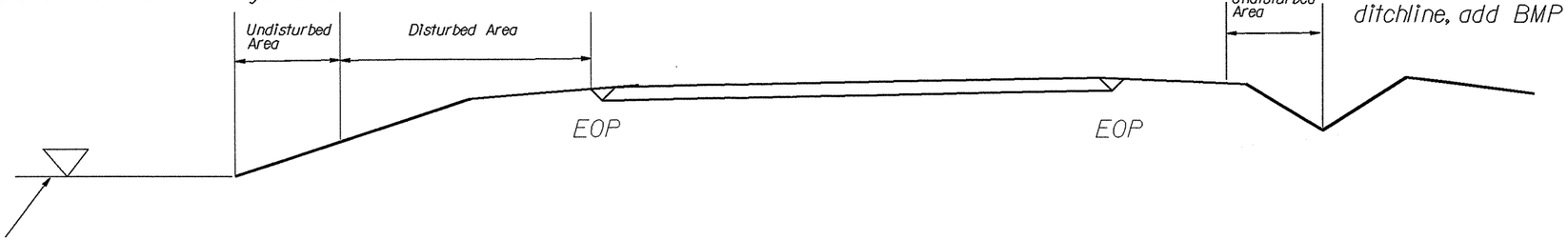
EROSION CONTROL DETAIL

< 5' – 10' Undisturbed buffer add BMP



Pipe/Culvert

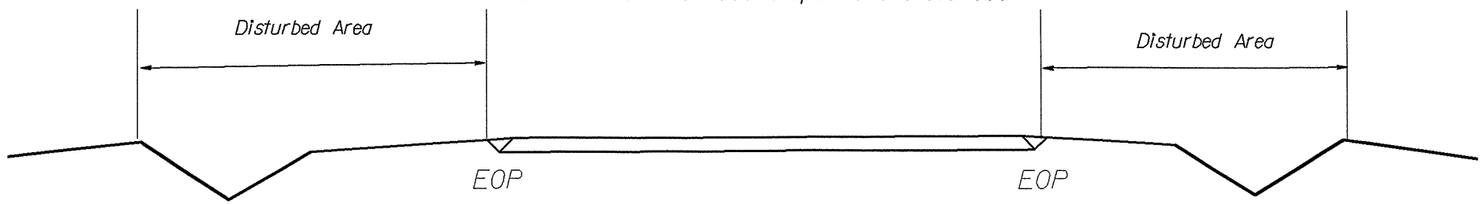
< 5' – 10' Undisturbed buffer from jurisdictional feature add BMP



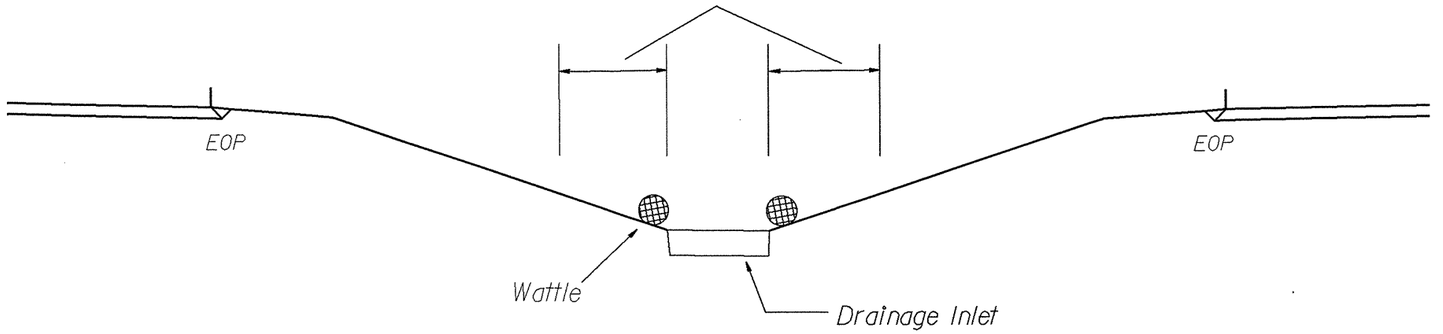
< 5' – 10' Undisturbed buffer from ditchline, add BMP

Jurisdictional Feature

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



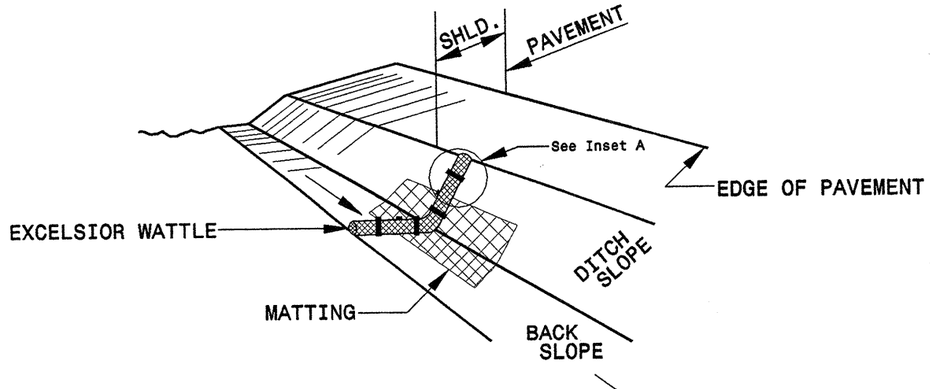
< 5' – 10' Undisturbed buffer from inlet, add wattle



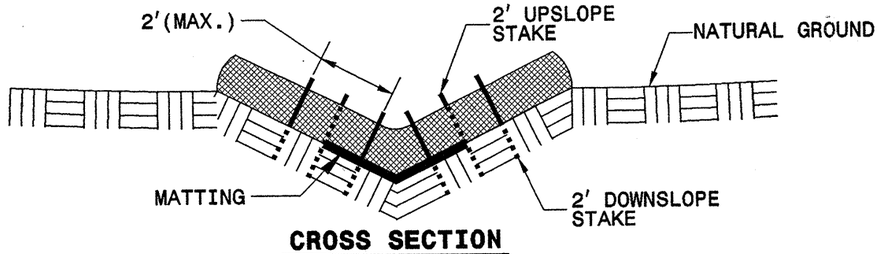
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
BCR.1062I.15, ETC.	5
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

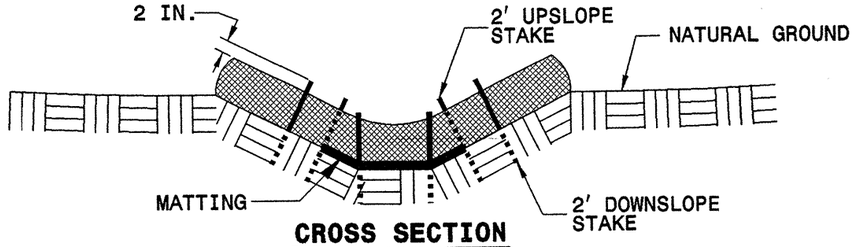
WATTLE DETAIL



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.

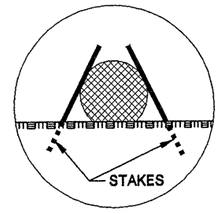
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

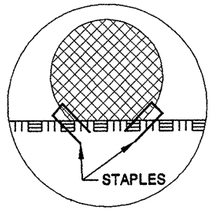
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

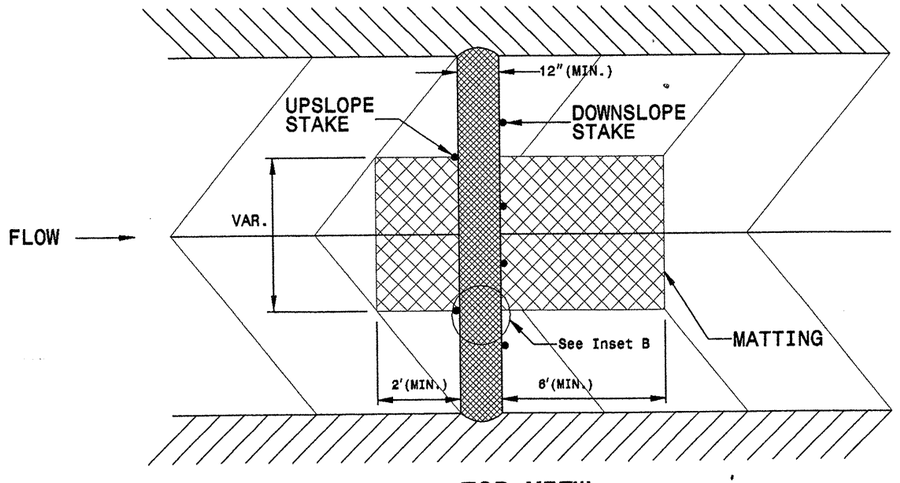
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A



INSET B



TOP VIEW

PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.10621.15, 8CR.20621.15	6	7

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	BORROW CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1½" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TON	PG 64-22 PLANT MIX TONS	ASPHALT SURFACE TREATMENT, STRAIGHT SEAL, 78M SY	ADJUST MANHOLES EA	ADJUST METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	MATTING (EROSION CONTROL) SY	WATTLE LF	SEED & MULCHING AC	SEED FOR REPAIR SEEDING LB	FERTILIZER FOR REPAIR SEEDING TON	INDUCTIVE LOOP LF
8CR.10621.15	Montgomery	1	NC 731	FROM E. HAYWOOD STREET TO BEGIN C&G	2,4	NO	1.58	30				24,345	222	2,255		135		21	7								540
TOTAL FOR MAP NO. 1							**1.58**					**24,345**	**222**	**2,255**		**135**		**21**	**7**								**540**
		2	NC 109	FROM SR 1150 TO SR 1154	5	NO	2.49	24	325	100	5.00		125	3,095		186			2	365	20	40	3.62	250	1.50	
TOTAL FOR MAP NO. 2							**2.49**		**325**	**100**	**5.00**		**125**	**3,095**		**186**			**2**	**365**	**20**	**40**	**3.62**	**250**	**1.50**	
		3	NC 73	FROM RICHMOND CO TO MOORE CO	5	NO	1.54	20	200	50	3.08		100	1,700		102				230	20	30	2.30	115	1.00	
TOTAL FOR MAP NO. 3							**1.54**		**200**	**50**	**3.08**		**100**	**1,700**		**102**				**230**	**20**	**30**	**2.30**	**115**	**1.00**	
		4	US 220-A	FROM PVMT JT SOUTH OF SR 1003 TO PVMT JT AT WHISKEY ROAD	2,3,6	NO	3.11	24	370	300	5.72	10,275	250	4,550		273	52,750.00	3	6	420	20	50	4.20	210	1.50	
TOTAL FOR MAP NO. 4							**3.11**		**370**	**300**	**5.72**	**10,275**	**250**	**4,550**		**273**	**52,750.00**	**3**	**6**	**420**	**20**	**50**	**4.20**	**210**	**1.50**	
		5	US 220-A	FROM PVMT JT AT SR 1511 TO PVMT JT AT TIP R-2107B	1,6	NO	4.76	24	585	300	9.00	4,693		7,085		425	73,500.00	4	6	665	30	500	6.62	330	2.00	980
TOTAL FOR MAP NO. 5							**4.76**		**585**	**300**	**9.00**	**4,693**		**7,085**		**425**	**73,500.00**	**4**	**6**	**665**	**30**	**500**	**6.62**	**330**	**2.00**	**980**
		6	US 220-A	FROM PVMT JT AT TIP R-2107B TO SR 1365	2,3,4	NO	4.28	24				96,485	1,600	8,270		496		9	10							240
TOTAL FOR MAP NO. 6							**4.28**					**96,485**	**1,600**	**8,270**		**496**		**9**	**10**							**240**
TOTAL FOR PROJ NO. 8CR.10621.15							**17.76**		**1,480**	**750**	**22.80**	**135,798**	**2,297**	**26,955**		**1,617**	**126,250.00**	**37**	**31**	**1,680**	**90**	**620**	**16.74**	**905**	**6.00**	**1,760**
8CR.20621.15	Montgomery	7	SR 1549	FROM SR 1005 TO SR 1547	7	NO	1.62	21					200		1,700	110										
TOTAL FOR MAP NO. 7							**1.62**						**200**		**1,700**	**110**										
		8	SR 1550	FROM SR 1005 TO PVMT JOINT	7	NO	1.42	21					100		1,470	96										
TOTAL FOR MAP NO. 8							**1.42**						**100**		**1,470**	**96**										
		9	SR 1577	FROM SR 1500 TO NC 24/27	8	NO	0.2	20					100	265		16										
TOTAL FOR MAP NO. 9							**0.2**						**100**	**265**		**16**										
		10	SR 1519	FROM SR 1578 TO SR 1554	7	NO	3.55	22					700		3,875	252										
TOTAL FOR MAP NO. 10							**3.55**						**700**		**3,875**	**252**										
		11	SR 1101	FROM NC 109 TO RICHMOND COUNTY	8	NO	0.89	18					100	1,060		64										
TOTAL FOR MAP NO. 11							**0.89**						**100**	**1,060**		**64**										
		12	SR 1003	SR 1524 TO PVMT JOINT	9	NO	1.2	22					125	1,350		81	15,488.00									
TOTAL FOR MAP NO. 12							**1.2**						**125**	**1,350**		**81**	**15,488.00**									
		13	SR 1564	FROM PVMT CHANGE TO SR 1565	7	NO	1.19	21					150		1,230	80										
TOTAL FOR MAP NO. 13							**1.19**						**150**		**1,230**	**80**										
		14	SR 1138	FROM NC 24 TO SR 1195	4	NO	1.63	22					125	1,790		107										
TOTAL FOR MAP NO. 14							**1.63**						**125**	**1,790**		**107**										
TOTAL FOR PROJ NO. 8CR.20621.15							**11.7**						**1,600**	**4,465**	**8,275**	**806**	**15,488.00**									
GRAND TOTAL							**29.46**		**1,480**	**750**	**22.80**	**135,798**	**3,897**	**31,420**	**8,275**	**2,423**	**141,738.00**	**37**	**31**	**1,680**	**90**	**620**	**16.74**	**905**	**6.00**	**1,760**

PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.10621.15, 8CR.20621.15	7	7

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4589000000-N TRAFFIC CONTROL LS	4685000000-E 4" X 90 M WHITE THERMO LF	4" X 90 M YELLOW THERMO LF	4686000000-E 4" X 120 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	4695000000-E 8" X 90 M YELLOW THERMO LF	8" X 90 M WHITE THERMO LF	4697000000-E 8" X 120 M WHITE THERMO LF	4705000000-E 16" X 120 M WHITE THERMO LF	4710000000-E 24" X 120 M WHITE THERMO LF	4721000000-E THERMO RXR 120 M EA	THERMO MSG SCHOOL 120 M EA	THERMO MSG ONLY 120 M EA	4725000000-E THERMO LT ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO RT ARROW 90 M EA	4810000000-E 4" YELLOW PAINT LF	4" WHITE PAINT LF	4830000000-E 16" WHITE PAINT LF	4835000000-E 24" WHITE PAINT LF	4840000000-N PAINT MSG SCHOOL EA	PAINT MSG RXR EA	4900000000-N YELLOW & YELLOW MARKERS EA	4900000000-N CYAN & RED MARKERS EA
8CR.10621.15	Montgomery	1	NC 731	FROM E. HAYWOOD STREET TO BEGIN C&G	*	7,200		16,685	230					102				4	4			33,000	1,000		102			102	20
TOTAL FOR MAP NO. 1						7,200		16,685	230					102				4	4			33,000	1,000		102			102	20
		2	NC 109	FROM SR 1150 TO SR 1154	*	26,792		15,777																				164	
TOTAL FOR MAP NO. 2						26,792		15,777																				164	
		3	NC 73	FROM RICHMOND CO TO MOORE CO	*	16,570		16,262																				105	
TOTAL FOR MAP NO. 3						16,570		16,262																				105	
		4	US 220-A	FROM PVMT JT SOUTH OF SR 1003 TO PVMT JT AT WHISKEY ROAD	*	32,907	50	23,539	297			354	50	223	2	12	4	7		5		32,800	1,000		100	12		223	14
TOTAL FOR MAP NO. 4						32,907	50	23,539	297			354	50	223	2	12	4	7		5		32,800	1,000		100	12		223	14
		5	US 220-A	FROM PVMT JT AT SR 1511 TO PVMT JT AT TIP R-2107B	*	51,439		34,672	502	229			100	312	4	12		24		6	2	34,000	1,000	100	150	12	4	378	17
TOTAL FOR MAP NO. 5						51,439		34,672	502	229			100	312	4	12		24		6	2	34,000	1,000	100	150	12	4	378	17
		6	US 220-A	FROM PVMT JT AT TIP R-2107B TO SR 1365	*	31,371		53,100	875	850	200	264	200	304	8	12		51	6	7	5	50,000	1,000	200	200	12	8	386	64
TOTAL FOR MAP NO. 6						31,371		53,100	875	850	200	264	200	304	8	12		51	6	7	5	50,000	1,000	200	200	12	8	386	64
TOTAL FOR PROJ NO. 8CR.10621.15						166,279	50	160,035	1,904	1,079	200	618	350	941	14	36	4	86	10	18	7	149,800	4,000	300	552	36	12	1,358	115
						166,329		161,939		1,279						54			121			153,800				48		1,473	
8CR.20621.15	Montgomery	7	SR 1549	FROM SR 1005 TO SR 1547	*																	21,384	34,862					107	
TOTAL FOR MAP NO. 7																						21,384	34,862					107	
		8	SR 1550	FROM SR 1005 TO PVMT JOINT	*																	18,744	30,558					94	
TOTAL FOR MAP NO. 8																						18,744	30,558					94	
		9	SR 1577	FROM SR 1500 TO NC 24/27	*																	4,224	4,304					13	
TOTAL FOR MAP NO. 9																						4,224	4,304					13	
		10	SR 1519	FROM SR 1578 TO SR 1554	*																	46,860	76,396					234	
TOTAL FOR MAP NO. 10																						46,860	76,396					234	
		11	SR 1101	FROM NC 109 TO RICHMOND COUNTY	*																	10,956	17,862					59	
TOTAL FOR MAP NO. 11																						10,956	17,862					59	
		12	SR 1003	SR 1524 TO PVMT JOINT	*																	15,840	25,824					79	
TOTAL FOR MAP NO. 12																						15,840	25,824					79	
		13	SR 1564	FROM PVMT CHANGE TO SR 1565	*																	15,972	26,039					78	
TOTAL FOR MAP NO. 13																						15,972	26,039					78	
		14	SR 1138	FROM NC 24 TO SR 1195	*																	21,516	35,078					108	
TOTAL FOR MAP NO. 14																						21,516	35,078					108	
TOTAL FOR PROJ NO. 8CR.20621.15																						155,496	250,923					772	
																						406,419							
GRAND TOTAL					1	166,279	50	160,035	1,904	1,079	200	618	350	941	14	36	4	86	10	18	7	305,296	254,923	300	552	36	12	2,130	115
						166,329		161,939		1,279						54			121			560,219				48		2,245	

PROJECT REFERENCE NO.	SHEET NO.
	Sig. 1

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

11-08

ENGLISH DETAIL DRAWING FOR

INDUCTIVE DETECTION LOOPS

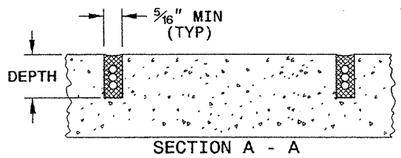
SHEET 1 OF 3

1725D01

CONVENTIONAL 4-SIDED LOOP

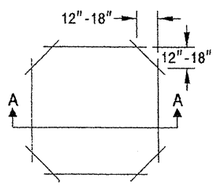
SAW SLOT DEPTH CHART

DEPTH (IN)	NO. OF WIRE TURNS				
	2	3	4	5	6
CONCRETE	2.0	2.0	2.5	2.5	3.0
ASPHALT	2.0	2.5	3.0	3.0	3.0

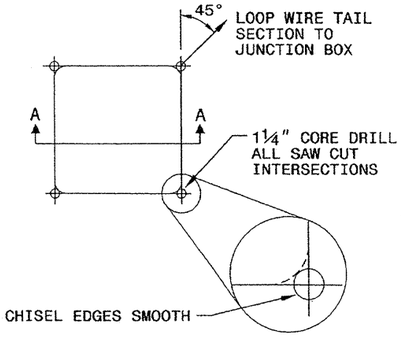


SAW CUT OPTIONS

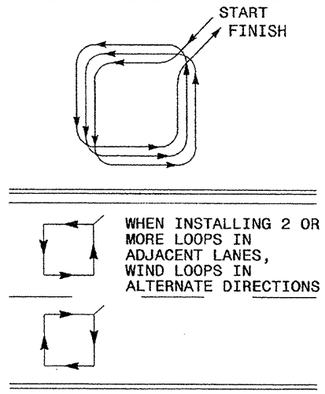
OPTION 1



OPTION 2 (POOR PAVEMENT)



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD

INCORRECT WAY TO TWIST WIRE

CORRECT WAY TO TWIST WIRE

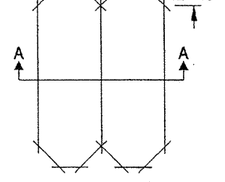
NOTES

1. OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
2. MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
3. WIRE LOOPS CONNECTED TO THE SAME DETECTOR CHANNEL IN SERIES.
4. LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS OR APPROVED BY ENGINEER.

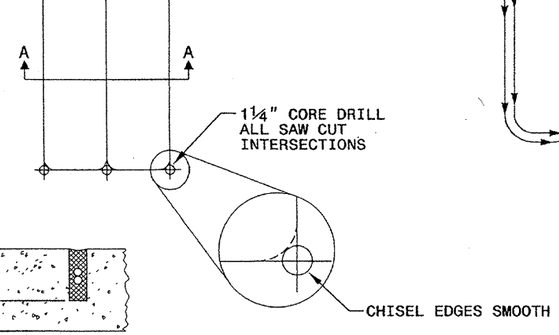
QUADRUPOLE LOOP

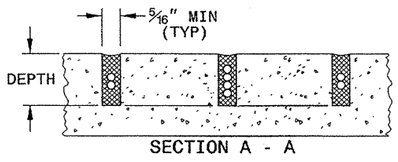
SAW CUT OPTIONS

OPTION 1



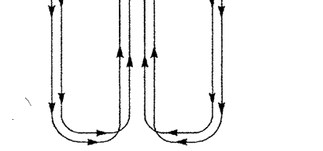
OPTION 2 (POOR PAVEMENT)





DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

LOOP WINDING METHOD



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RALEIGH, N.C.

11-08

ENGLISH DETAIL DRAWING FOR

INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3

1725D01

See Plate for Title

Prepared in the Offices of:

Intelligent Transportation Systems & Signals Unit
STATE OF NORTH CAROLINA — DEPARTMENT OF TRANSPORTATION

750 N. Greenfield Parkway
Garner, NC 27529

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 16286 ENGINEER MILTON I. DEAN

SIGNATURE

11/24/08
DATE

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PROJECT REFERENCE NO.	SHEET NO.
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DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

11-08

ENGLISH DETAIL DRAWING FOR

INDUCTIVE DETECTION LOOPS

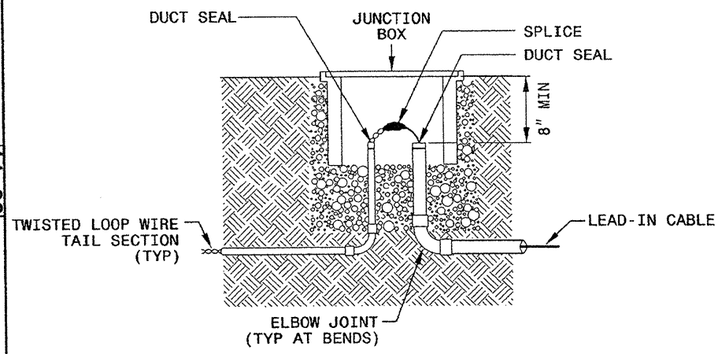
LOOP WIRE DETAILS

SHEET 2 OF 3

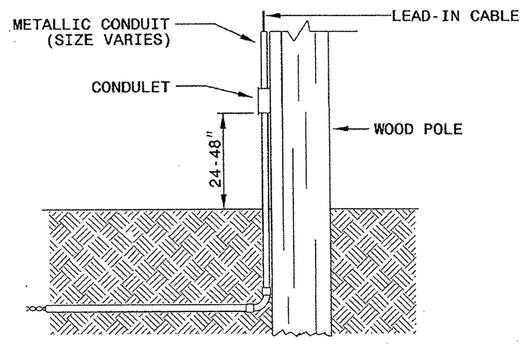
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

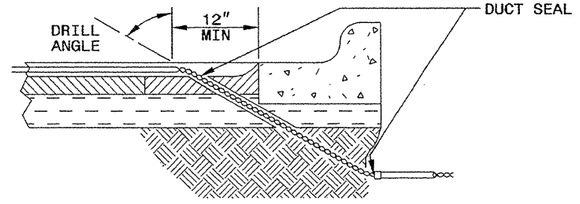


NOTE

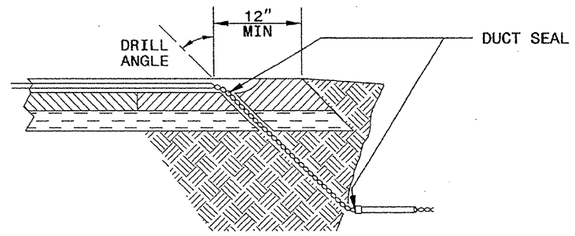
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

LOOP WIRE PAVEMENT EDGE DETAILS

LOOP WIRE AT CURB & GUTTER SECTION



LOOP WIRE AT PAVEMENT SECTION



NOTES

1. DO NOT EXCAVATE UNDER CURB AND GUTTER SECTIONS FOR CONDUIT INSTALLATION.
2. TWIST LOOP WIRE TAIL SECTIONS FROM WHERE LOOP WIRE TAIL LEAVES SAW CUT TO JUNCTION BOX, INCLUDING THROUGH CONDUIT.
3. BEFORE SEALING LOOPS, INSTALL DUCT SEAL WHERE LOOP WIRE TAIL SECTION LEAVES SAW CUT IN PAVEMENT AND AT ENTRANCE OF CONDUIT TO JUNCTION BOX.

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ENGLISH DETAIL DRAWING FOR

INDUCTIVE DETECTION LOOPS

LOOP WIRE DETAILS

SHEET 2 OF 3

1725D01

See Plate for Title

Prepared in the Offices of:

Intelligent Transportation Systems & Signals Unit
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

750 N. Greenfield Parkway
Garner, NC 27529

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 16286 ENGINEER MILTON I. DEAN

Milton I. Dean 11/24/08
SIGNATURE DATE

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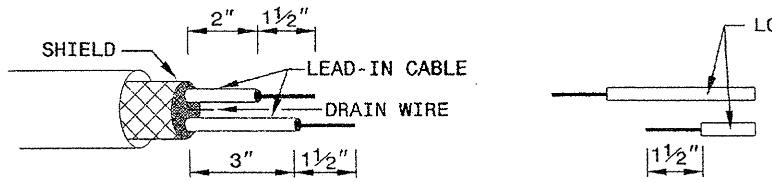
DIVISION OF HIGHWAYS
RALEIGH, N.C.

11-08

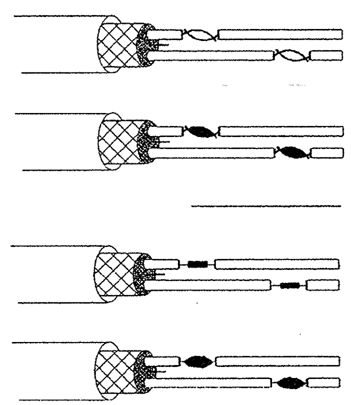
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE



STEP 2. CONNECT AND SOLDER



TWIST BARE CONDUCTORS TOGETHER AND SOLDER WITH RESIN CORE SOLDER

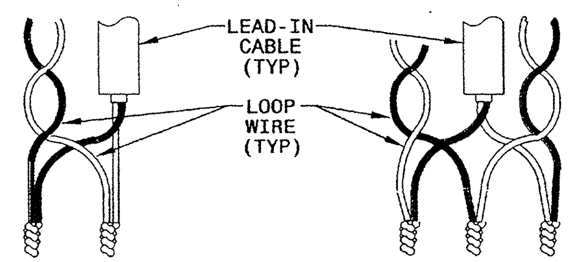
OR

CRIMP BARE CONDUCTORS TOGETHER WITH AN UNINSULATED BUTT CONNECTOR AND SOLDER WITH RESIN CORE SOLDER

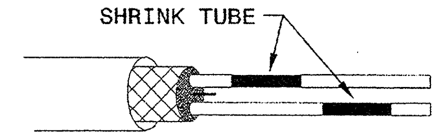
BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS

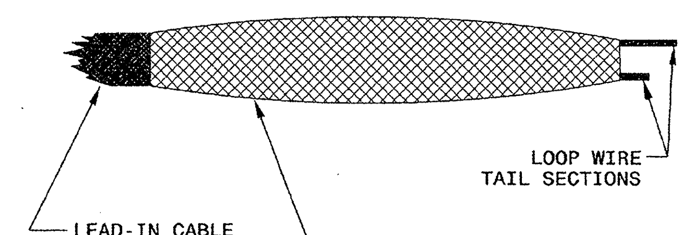
SINGLE CONNECTION | SERIES CONNECTION



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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RALEIGH, N.C.

11-08

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

See Plate for Title

Prepared in the Offices of:
Intelligent Transportation Systems & Signals Unit
750 N. Greenfield Parkway
Garner, NC 27529

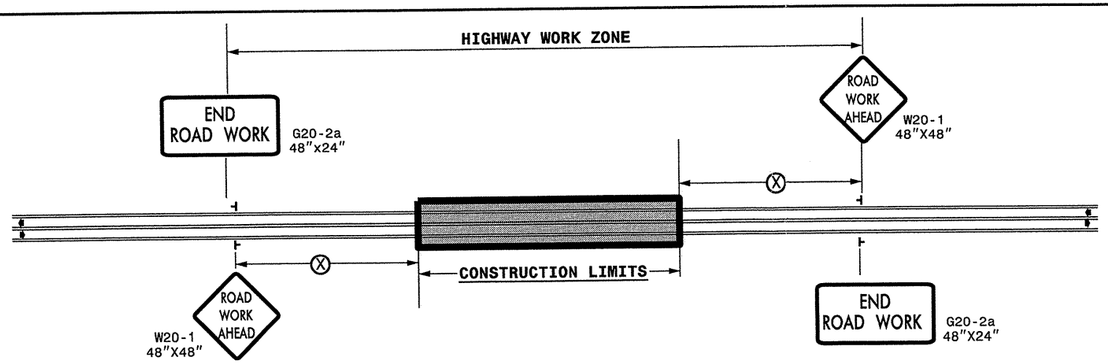
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 16286 MILTON I. DEAN

SIGNATURE: Milton I. Dean | DATE: 11/24/08

06-DEC-2008 10:26
\\DOT-DSROOT01\GROUPS-WZTCCC\M&S Division\Shared\Resurfacing\2011Resurfacing\2011Central\2011_Div08\C202671A-B_8CR.I062I.I5x2_2way_Undiv_&_Urban_Frwys_stationary.dgn
bdschoenbauer AT WZTC24737

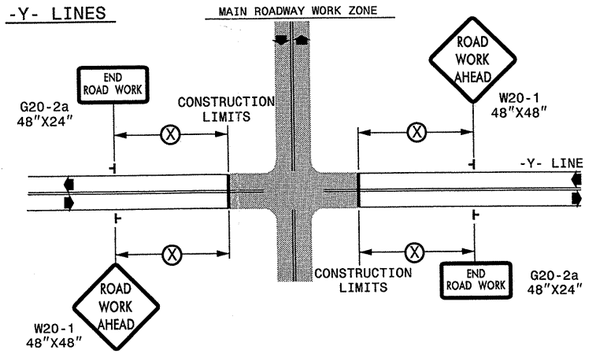
PROJ. REFERENCE NO.	SHEET NO.
8CR.10621.15 & 8CR.20621.15	TCP-1

TWO-WAY UNDIVIDED ** (L-LINES)



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING (X)
≤ 50	500′
≥ 55	1000′

ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)



GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

⊢ STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

DETAIL DRAWING FOR TWO-WAY UNDIVIDED WORK ZONE WARNING SIGNS

SHEET 1 OF 1

APPROVED:_____ DATE:_____

SEAL

DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS

SCALE:	NONE
DATE:	
DWG. BY:	
DESIGN BY:	
REVIEWED BY:	

REVISIONS	
7-98	10/01
10-98	03/04
01/01	11/04
CADD FILE	