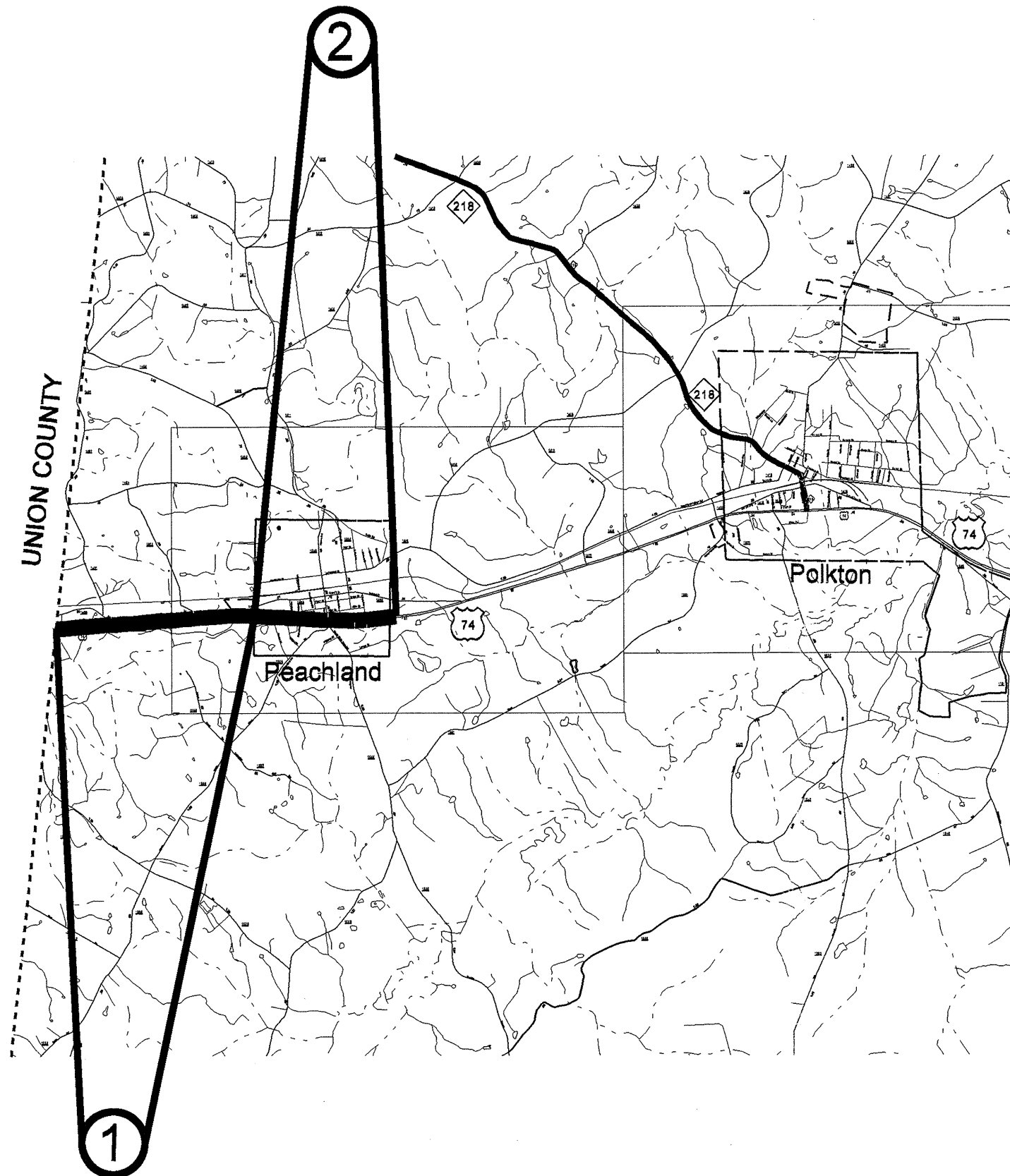


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	10CR1004L36-10CR1004L38	1	8
F.A. PROJECT NO.			



ENLARGED MUNICIPAL AND SUBURBAN AREAS

# ANSON COUNTY

NORTH CAROLINA

PREPARED BY THE

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

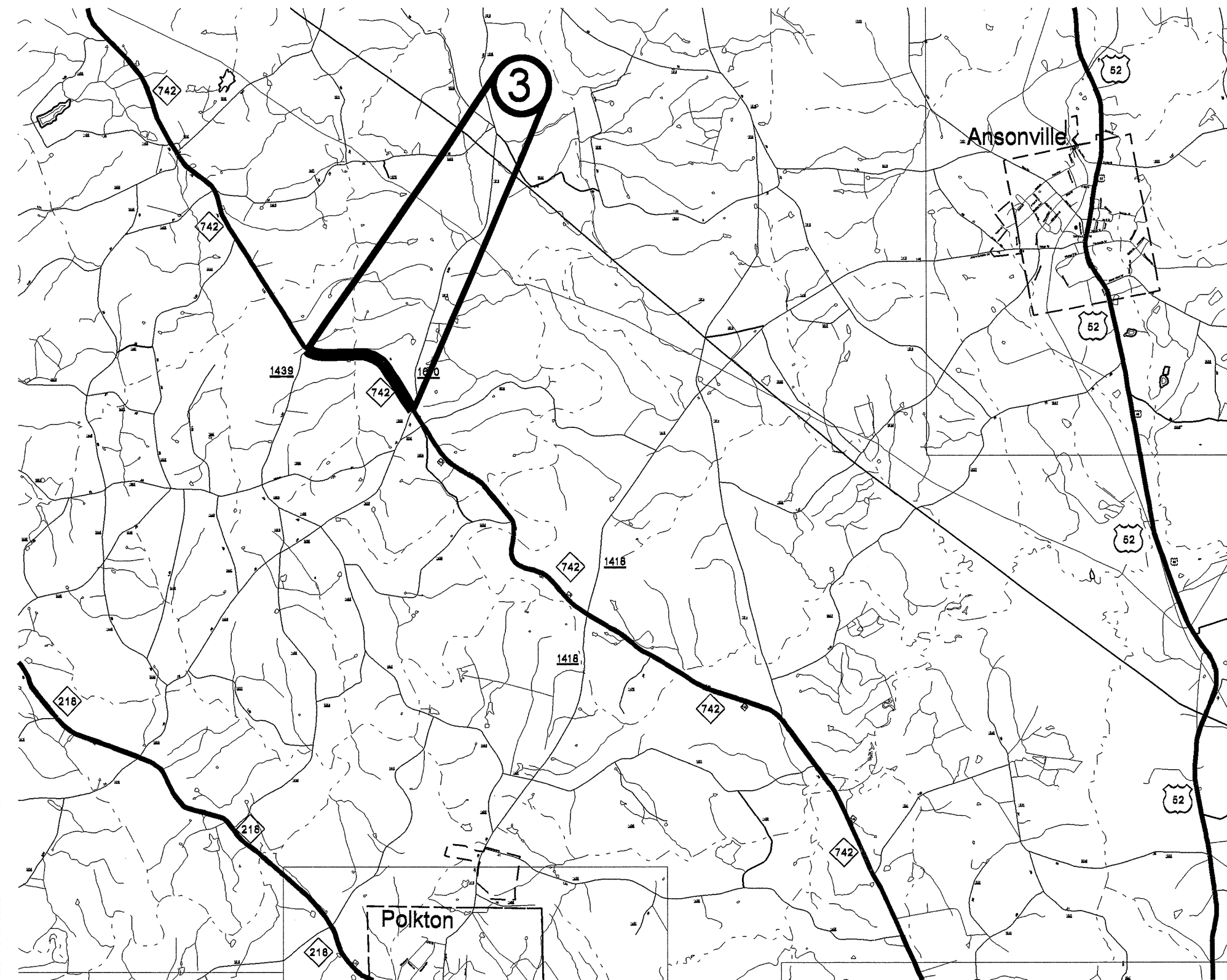
**MAP #1 US HWY 74 EAST BOUND  
1.412 MILES**

**FROM THE UNION COUNTY LINE TO THE WEST  
CITY LIMITS OF PEACHLAND.**

**MAP #2 US HWY 74 EAST BOUND  
1.26 MILES**

**FROM THE WEST CITY LIMITS OF PEACHLAND  
TO THE END OF THE GRAVEL PULL OFF AFTER  
THE EAST CITY LIMITS OF PEACHLAND.**

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	10CR1004136-10CR1004138	2	8
F.A. PROJECT NO.			

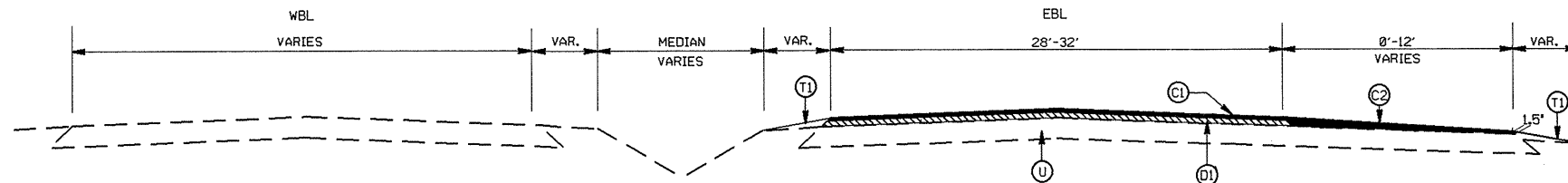


ENLARGED MUNICIPAL AND SUBURBAN AREAS  
**ANSON COUNTY**  
 NORTH CAROLINA  
PREPARED BY THE  
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS - DIVISION 10 DISTRICT 3

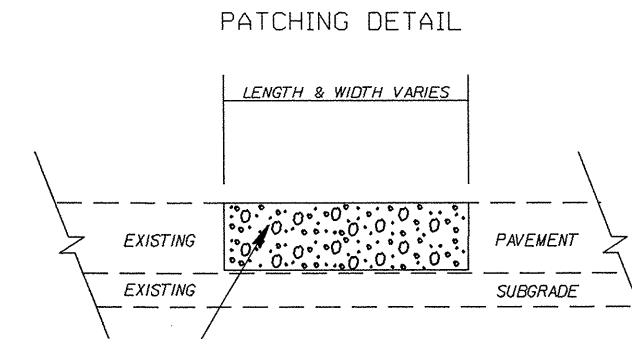
**MAP #3 NC HWY 742**  
**1.115 MILES**

**FROM SR-1439 (LANIER RD) TO THE PAVEMENT  
 JOINT AT SR-1610 (CEDAR GROVE CH RD)**

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	10CR10041.36 - 10CR10041.38	3	8
F.A. PROJECT NO.			



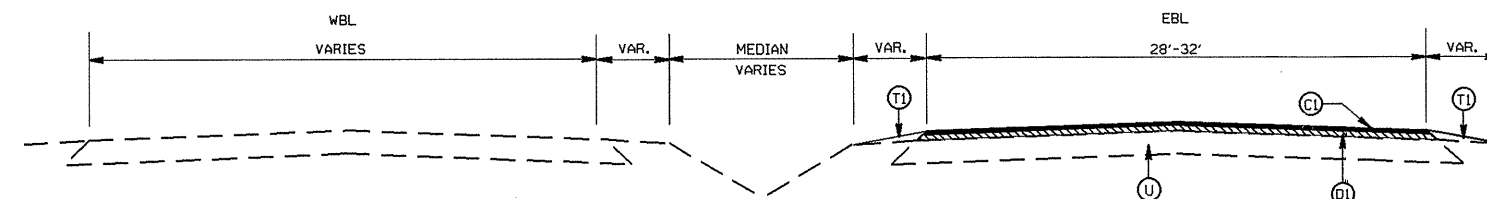
TYPICAL SECTION NO. 3  
FOR RIGHT TURNLANES  
US 74 EB



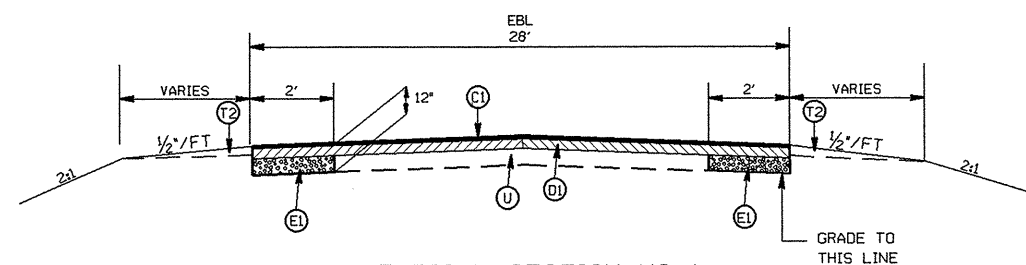
RATE IS VARIABLE AND SHALL BE AS DIRECTED BY THE ENGINEER. ASPHALT TYPE 119.0C SHALL BE PLACED. APPROX. THICKNESS OF PATCHING IS 6". USE ABC TO STABILIZE SUBGRADE AS DIRECTED BY THE ENGINEER.

### PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(C2)	PROP. VAR. DEPTH ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.
(D1)	PROP. APPROX. 2.5" ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
(E1)	PROP. APPROX. 8.0" ASPHALT CONC. BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 912 LBS. PER SQ. YD.
(T1)	SHOULDER RECONSTRUCTION
(T2)	SHOULDER CONSTRUCTION
(U)	EXISTING PAVEMENT



TYPICAL SECTION NO. 2  
US 74 EB



TYPICAL SECTION NO. 1  
US 74 EB

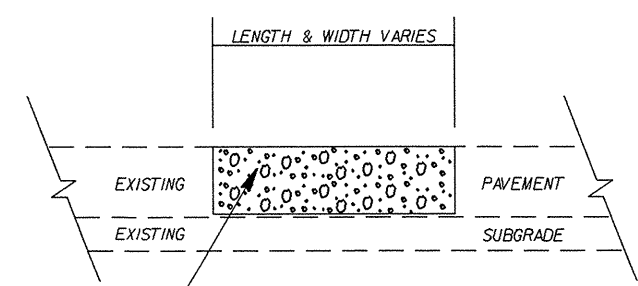
- NOTES: 1: DO NOT RESURFACE OVER BRIDGE ON MAPS 1 AND 3.  
2: LEVELING COURSE TO BE PLACED AT LOCATIONS AS DIRECTED BY THE ENGINEER.  
3: ON MAP 2, MILL DOWN 1.5" - 4", 400' BEFORE AND AFTER THE OVERHEAD BRIDGE DUE TO HEIGHT CLEARANCE ISSUES.  
4: TYPICAL SECTION #1 IS TO BE USED FOR THE AREA WITHOUT A PAVED SHOULDER ON MAP #1 AND THE GRAVEL PULL OFF ON MAP #2.  
5: THICKNESS AND WIDTH OF ABC FOR GRAVEL PULL-OFF AS DIRECTED BY THE ENGINEER.

2012 ANSON COUNTY  
RESURFACING

SCALE	-NA-		REVISIONS
DATE	9/11		
DWG. BY	JAB		
DESIGN BY	JAB		
APPROVED	JWJ		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	10CR10041.36 - 10CR10041.38	4	8
F.A. PROJECT NO.			

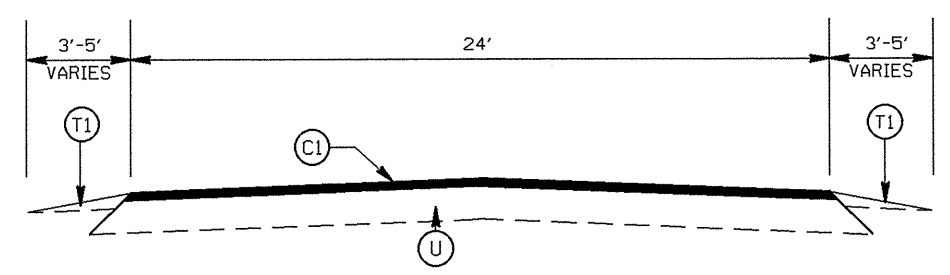
PATCHING DETAIL



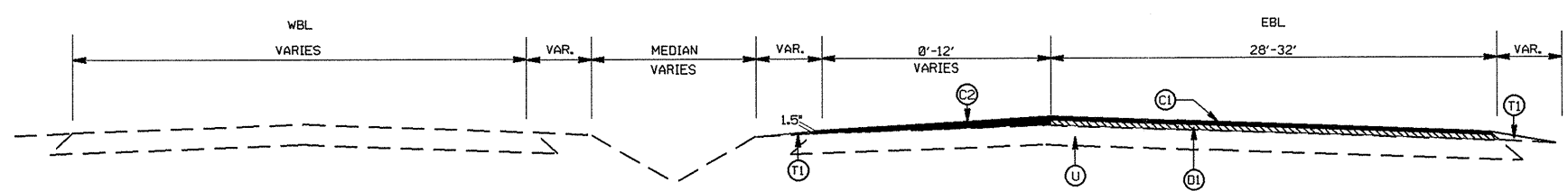
RATE IS VARIABLE AND SHALL BE AS DIRECTED BY THE ENGINEER. ASPHALT TYPE 119.0C SHALL BE PLACED. APPROX. THICKNESS OF PATCHING IS 6". USE ABC TO STABILIZE SUBGRADE AS DIRECTED BY THE ENGINEER.

PAVEMENT SCHEDULE

(C1)	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
(C2)	PROP. VAR. DEPTH ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.
(D1)	PROP. APPROX. 2.5" ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
(E1)	PROP. APPROX. 8.0" ASPHALT CONC. BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 912 LBS. PER SQ. YD.
(T1)	SHOULDER RECONSTRUCTION
(T2)	SHOULDER CONSTRUCTION
(U)	EXISTING PAVEMENT



TYPICAL SECTION NO. 5  
NC HWY 742



TYPICAL SECTION NO. 4  
FOR LEFT TURNLANES  
US 74 EB

- NOTES: 1: DO NOT RESURFACE OVER BRIDGE ON MAPS 1 AND 3.  
 2: LEVELING COURSE TO BE PLACED AT LOCATIONS AS DIRECTED BY THE ENGINEER.  
 3: ON MAP 2, MILL DOWN 1.5" - 4", 400' BEFORE AND AFTER THE OVERHEAD BRIDGE DUE TO HEIGHT CLEARANCE ISSUES.  
 4: TYPICAL SECTION #1 IS TO BE USED FOR THE AREA WITHOUT A PAVED SHOULDER ON MAP #1 AND THE GRAVEL PULL OFF ON MAP #2.  
 5: THICKNESS AND WIDTH OF ABC FOR GRAVEL PULL-OFF AS DIRECTED BY THE ENGINEER.

2012 ANSON COUNTY  
RESURFACING

SCALE	-WA-		REVISIONS
DATE	9/11		
DWG. BY	JAB		
DESIGN BY	JAB		
APPROVED	JWU		

PROJECT NO.	SHEET NO.	TOTAL NO.
10CR.10041.37, 10CR.10041.38	5	8
10CR.10041.36,		

## SUMMARY OF QUANTITIES

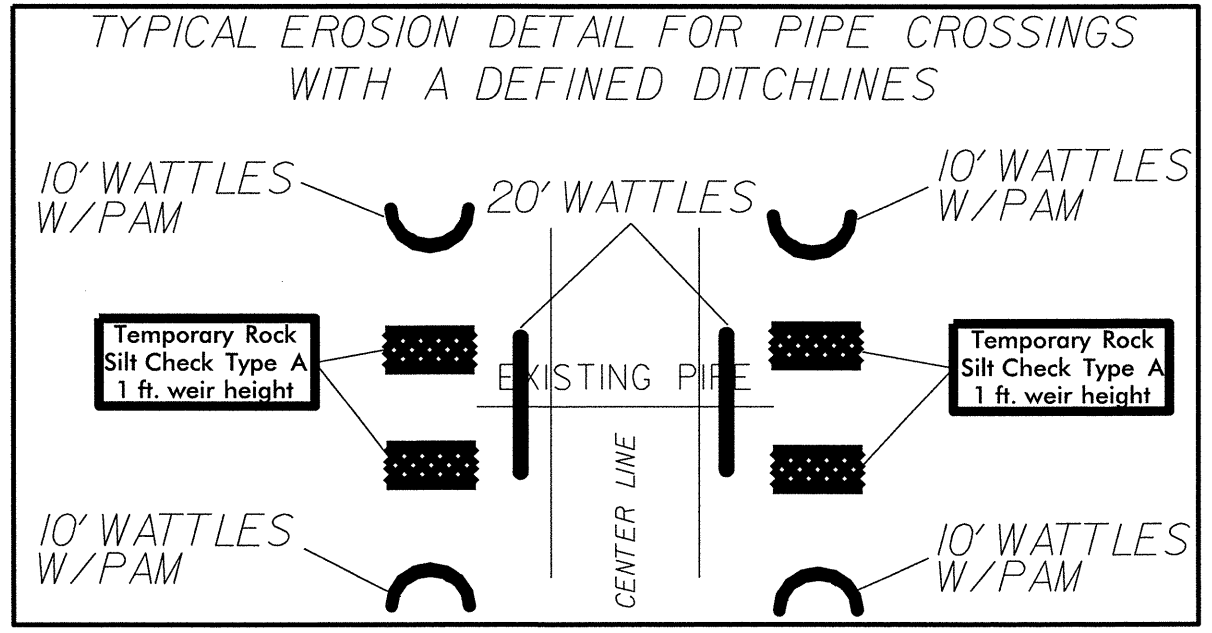
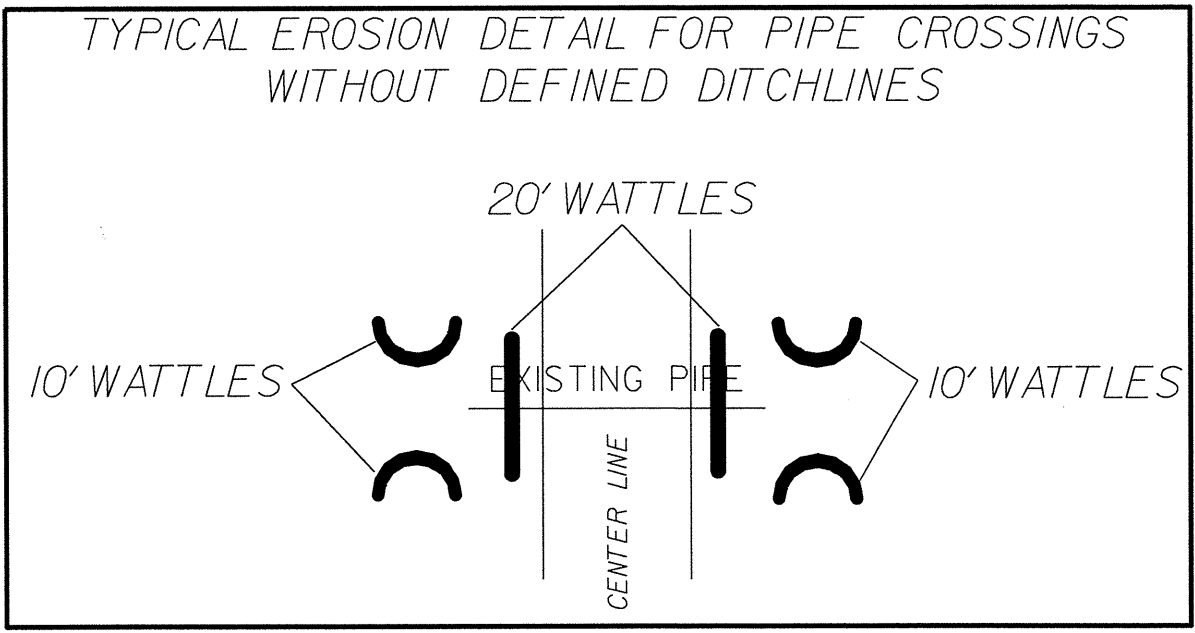
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	UNDERCUT EXCAVATION CY	BORROW CY	AGGREGATE BASE COURSE TONS	INCIDENTAL STONE BASE TONS	SHOULDER CONSTRUCTION SMI	SHOULDER RECONSTRUCTION SMI	1.5" TO 4" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0C TONS	INTERMED. COURSE, I19.0C TONS
10CR.10041.37	Anson	1	US 74 EAST BOUND	FROM THE UNION COUNTY LINE TO THE WEST CITY LIMITS OF PEACHLAND.	1,2,3,4	NO	1.412	24	500	190	110		2.06	0.80		75	1,650	3,900
10CR.10041.38	Anson	2	US 74 EAST BOUND	FROM THE WEST CITY LIMITS OF PEACHLAND TO THE END OF THE GRAVEL PULL OFF AFTER THE EAST CITY LIMITS OF PEACHLAND.	1,2,3,4	NO	1.26	32		500	77		0.24	2.50	3,000		375	3,650
10CR.10041.36	Anson	3	NC HWY 742	FROM SR-1439 (LANIER RD) TO THE PAVEMENT JOINT AT SR-1610 (CEDAR GROVE CHURCH RD)	5	NO	1.115	24		110	30	40		2.20		40		
<b>GRAND TOTAL</b>							<b>3.787</b>		<b>500</b>	<b>800</b>	<b>217</b>	<b>40</b>	<b>2.30</b>	<b>5.50</b>	<b>3,000</b>	<b>115</b>	<b>2,025</b>	<b>7,550</b>

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	SURFACE COURSE, S9.5C TONS	LEVELING COURSE, S9.5C TONS	ASPHALT BINDER FOR PLANT MIX TON	PATCHING EXISTING PAVEMENT TONS	6" DRIVEWAYS SY	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	STONE FOR EROSION CONTROL, CLASS B TN	SEDIMENT CONTROL STONE TN	WATTLE LF	POLY-ACRYLAMIDE (PAM) LB	SEED & MULCHING AC
10CR.10041.37	Anson	1	US 74 EAST BOUND	FROM THE UNION COUNTY LINE TO THE WEST CITY LIMITS OF PEACHLAND.	1,2,3,4	2,750		425	215	20	1	1	100	28	14	160	0.40	1.70
10CR.10041.38	Anson	2	US 74 EAST BOUND	FROM THE WEST CITY LIMITS OF PEACHLAND TO THE END OF THE GRAVEL PULL OFF AFTER THE EAST CITY LIMITS OF PEACHLAND.	1,2,3,4	2,400		335	200		1	1	50	22	11	60	0.20	0.09
10CR.10041.36	Anson	3	NC HWY 742	FROM SR-1439 (LANIER RD) TO THE PAVEMENT JOINT AT SR-1610 (CEDAR GROVE CHURCH RD)	5	1,500	180	100	550				60	24	12	100	0.25	
<b>GRAND TOTAL</b>						<b>6,650</b>	<b>180</b>	<b>860</b>	<b>965</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>210</b>	<b>74</b>	<b>37</b>	<b>320</b>	<b>0.85</b>	<b>1.79</b>

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	LENGTH	WIDTH	4589000000-N	4685000000-E		4686000000-E		4725000000-E		4810000000-E		4900000000-N	
							TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	4" X 90 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	THERMO LT ARROW 90 M EA	THERMO RT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	CRYSTAL & RED MARKERS EA	YELLOW & YELLOW MARKERS EA
10CR.10041.37	Anson	1	US 74 EAST BOUND	FROM THE UNION COUNTY LINE TO THE WEST CITY LIMITS OF PEACHLAND.	1.412	24	0.5	7,500	7,500	3,100		4		11,700	20,500	159	
							0.5	15,000		3,100		4		32,200		159	
10CR.10041.38	Anson	2	US 74 EAST BOUND	FROM THE WEST CITY LIMITS OF PEACHLAND TO THE END OF THE GRAVEL PULL OFF AFTER THE EAST CITY LIMITS OF PEACHLAND.	1.26	32	0.5	6,750	6,750	3,200		2	3	6,750	14,750	170	
							0.5	13,500		3,200		5		21,500		170	
10CR.10041.36	Anson	3	NC HWY 742	FROM SR-1439 (LANIER RD) TO THE PAVEMENT JOINT AT SR-1610 (CEDAR GROVE CHURCH RD)	1.115	24		11,774		9,224							94
								11,774		9,224							94
<b>GRAND TOTAL</b>					<b>3.787</b>		<b>1</b>	<b>54,524</b>	<b>14,250</b>	<b>12,600</b>	<b>9,224</b>	<b>15</b>	<b>3</b>	<b>72,150</b>	<b>35,250</b>	<b>658</b>	<b>94</b>
								<b>40,274</b>		<b>15,524</b>		<b>9</b>		<b>53,700</b>		<b>423</b>	

# GENERAL EROSION DETAILS



NOTES: FIELD MODIFICATIONS MAY BE NECESSARY AS DIRECTED BY THE ENGINEER.  
 WATTLE LENGTHS MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.  
 EROSION CONTROL MATTING SHALL BE USED IN THE CONSTRUCTION OF  
 DITCHLINE WATTLES. SEE SHEET EC-2  
 POLYACRYLAMIDE (PAM) SHOULD NOT BE USED ON WATTLES  
 THAT WILL OUTLET DIRECTLY TO JURISDICTIONAL STREAMS.

<b>GENERAL EROSION DETAILS</b>		
SCALE	-NA-	REVISIONS
DATE	12/10	
DWG. BY	JAB	
DESIGN BY	JAB	
APPROVED	JRU	

PROJECT REFERENCE NO.	SHEET NO.
	7-2
RW SHEET NO.	
7-8	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

# WATTLE WITH POLYACRYLAMIDE DETAIL

**NOTES:**

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

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

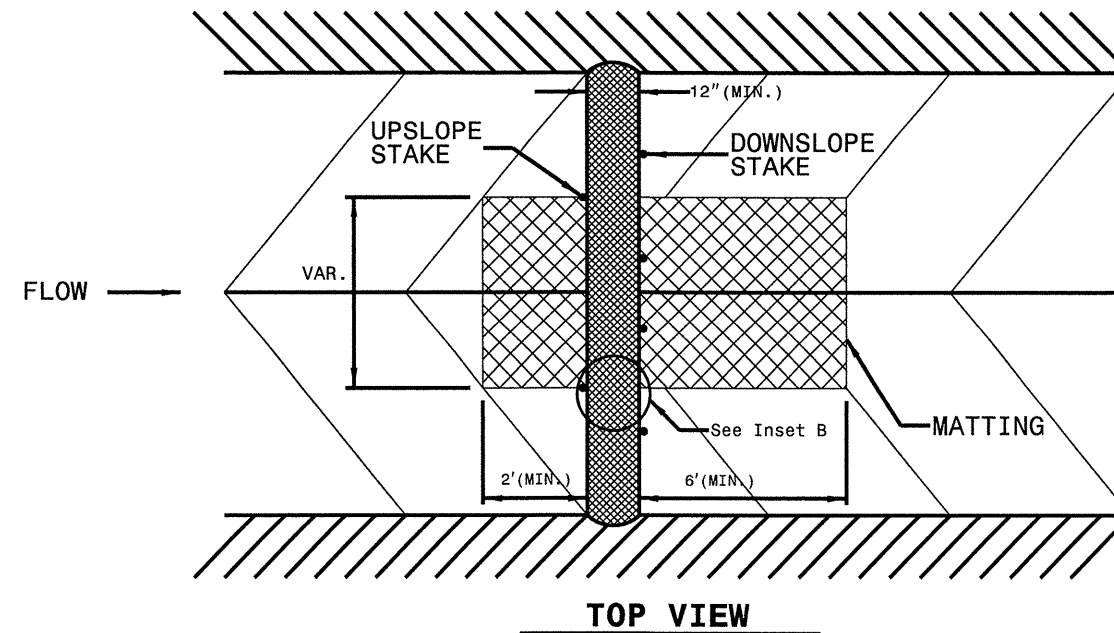
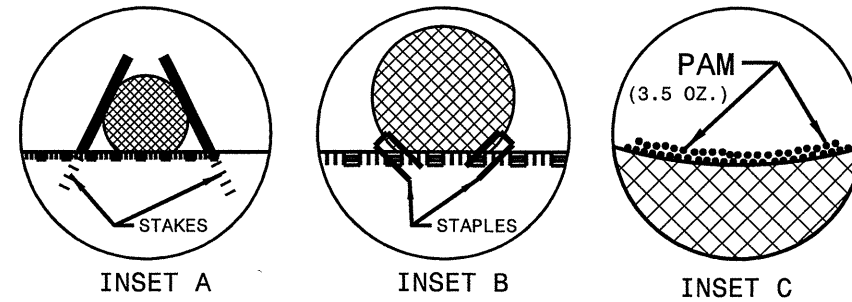
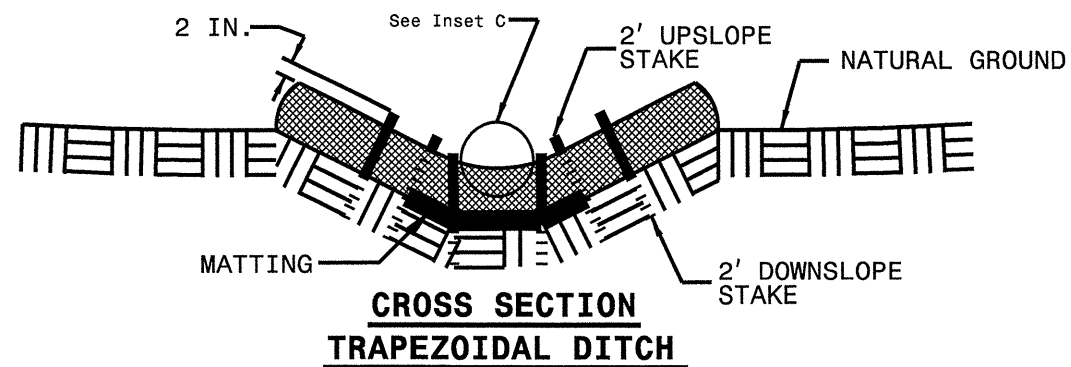
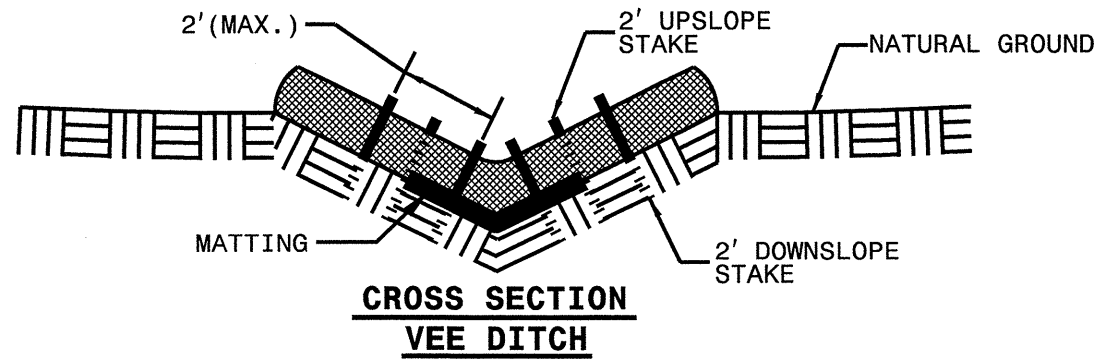
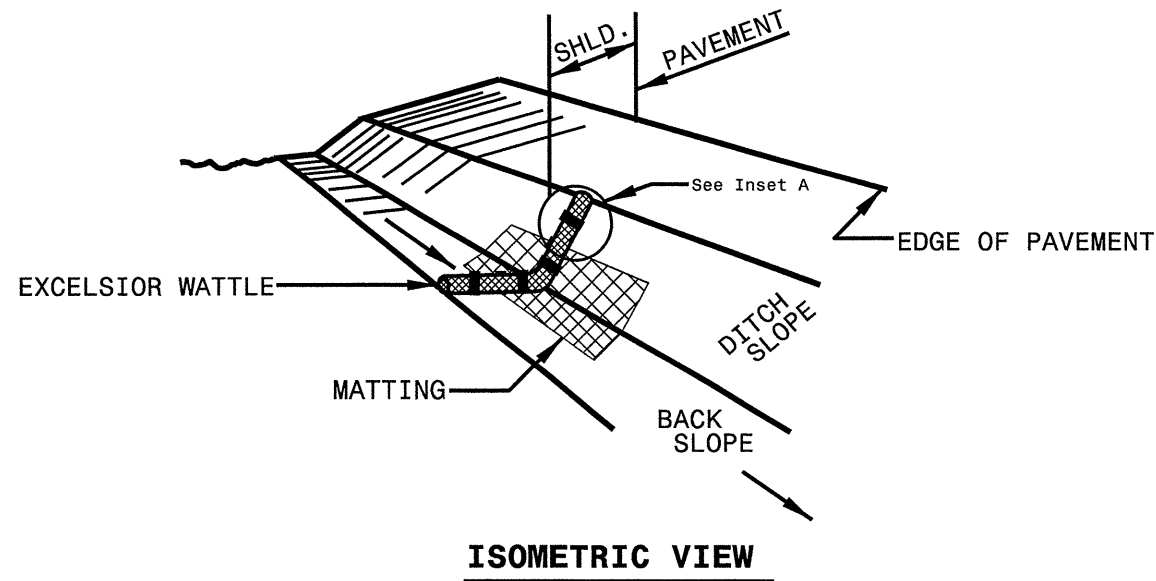
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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.

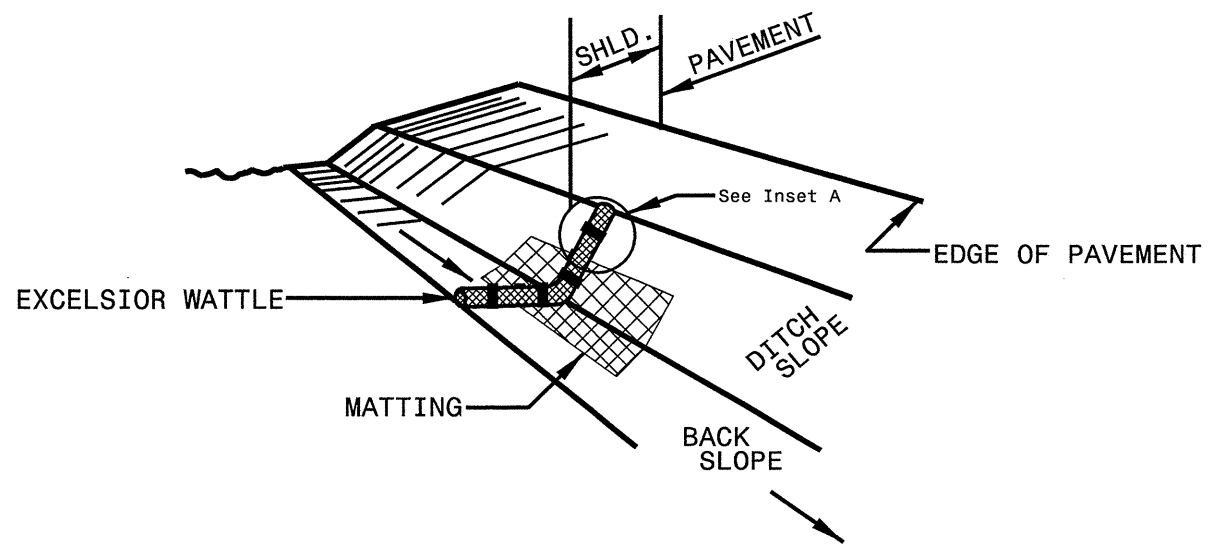
PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.

INITIALLY APPLY 3.5 OUNCES OF ANIONIC OR NEUTRALLY CHARGED POLYACRYLAMIDE (PAM) OVER WATTLE WHERE WATER WILL FLOW AND AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.

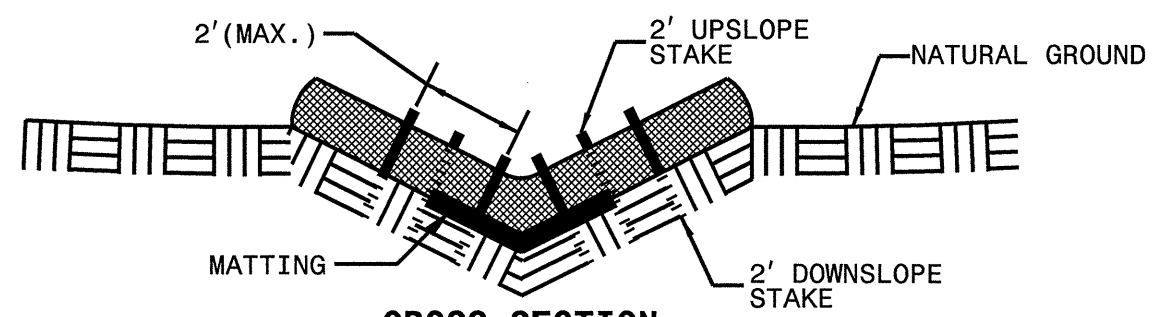


PROJECT REFERENCE NO.	SHEET NO.
	8-8
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

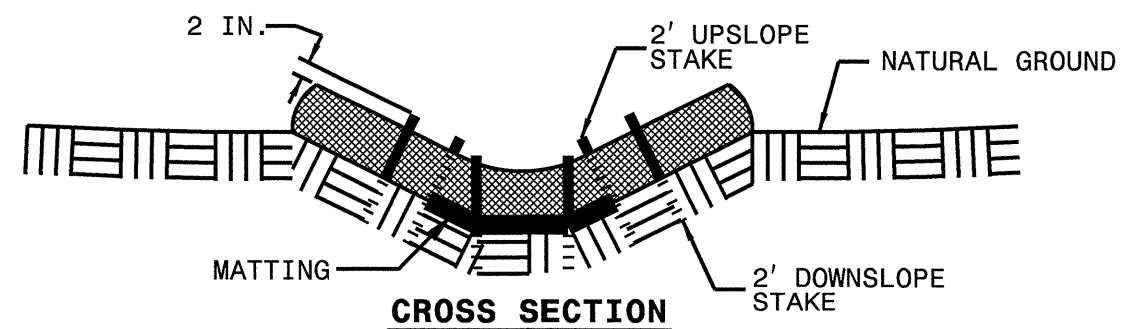
# WATTLE DETAIL



**ISOMETRIC VIEW**

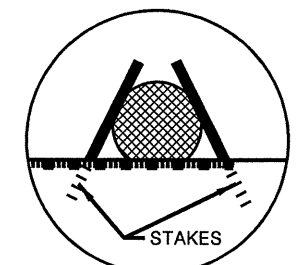


**CROSS SECTION VEE DITCH**

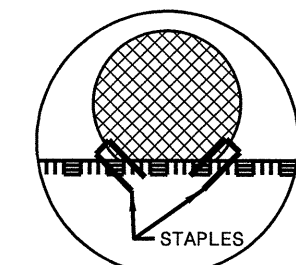


**CROSS SECTION TRAPEZOIDAL DITCH**

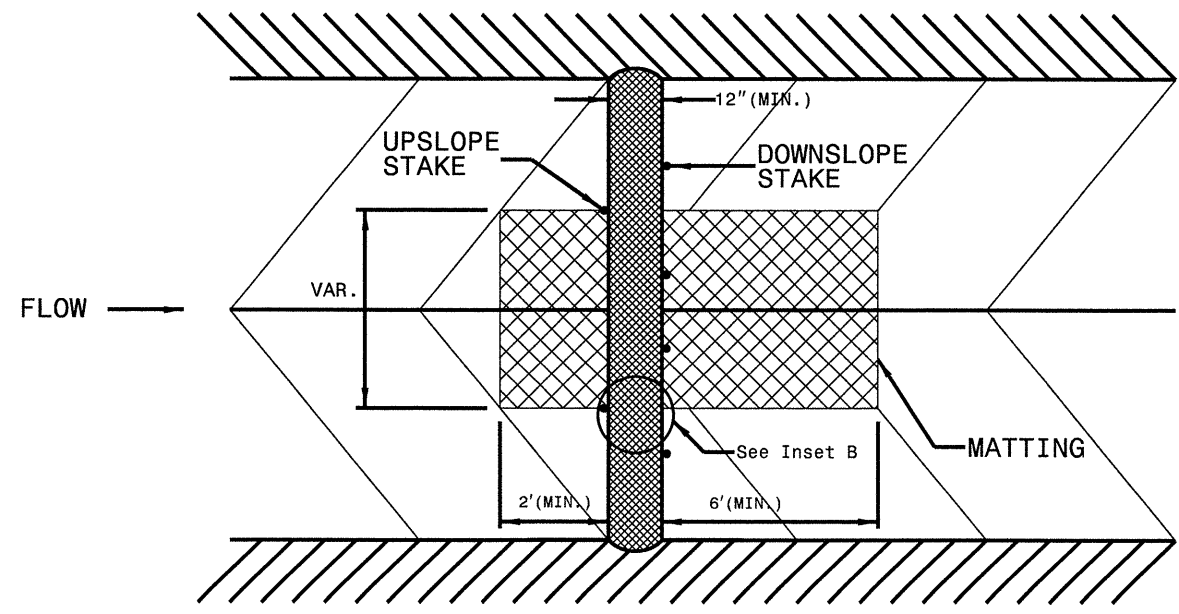
- NOTES:
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
  - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. CROSS SECTION.
  - INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.
  - PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO 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

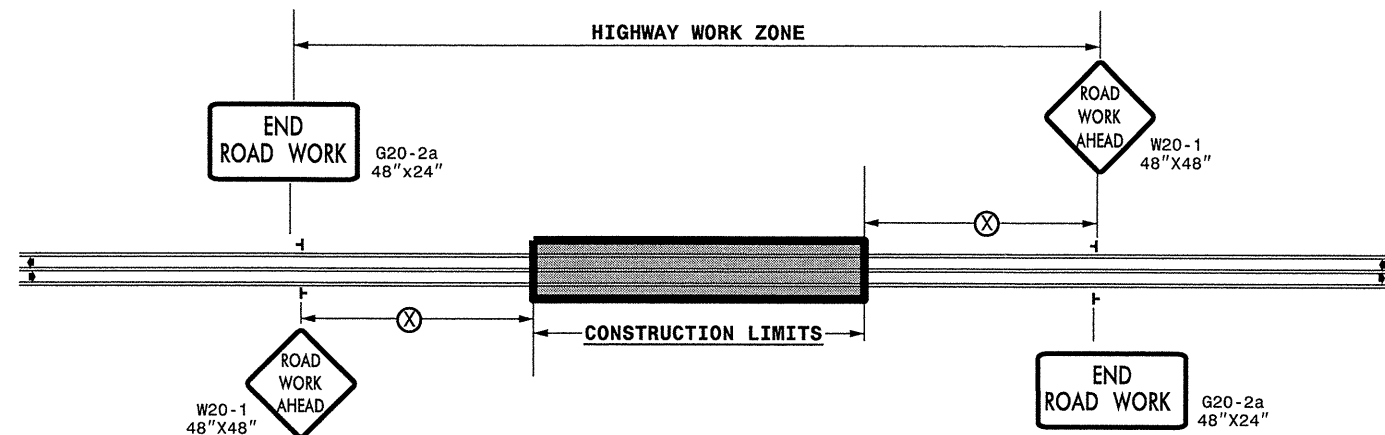


**TOP VIEW**



09-SEP-2011 14:48  
 \DOT\DESIGN\GROUPS-WZ\TCCC-TMUA\WZTC\Resur-fac\ng\2011\Western\2011\Div10\C202xxxxA-C\IOCR.10041.36x3\_Ansn\_U5741sg\C202xxxxA-C\IOCR.10041.36x3\_Ansn\_U5741sg\C202xxxxA-C\IOCR.10041.36x3\_Ansn\_U5741sg\stationary.dgn  
 snrgreen AT TE24733

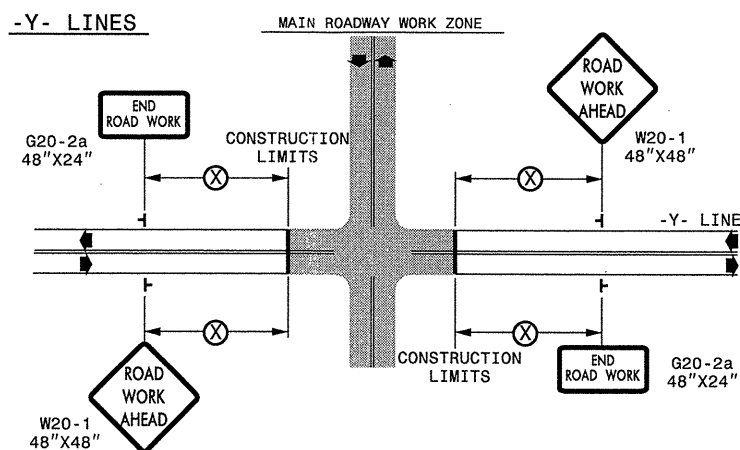
**TWO-WAY UNDIVIDED \*\* (L-LINES)**



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

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

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



DETAIL DRAWING FOR  
 TWO-WAY UNDIVIDED  
 WORK ZONE WARNING SIGNS

**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

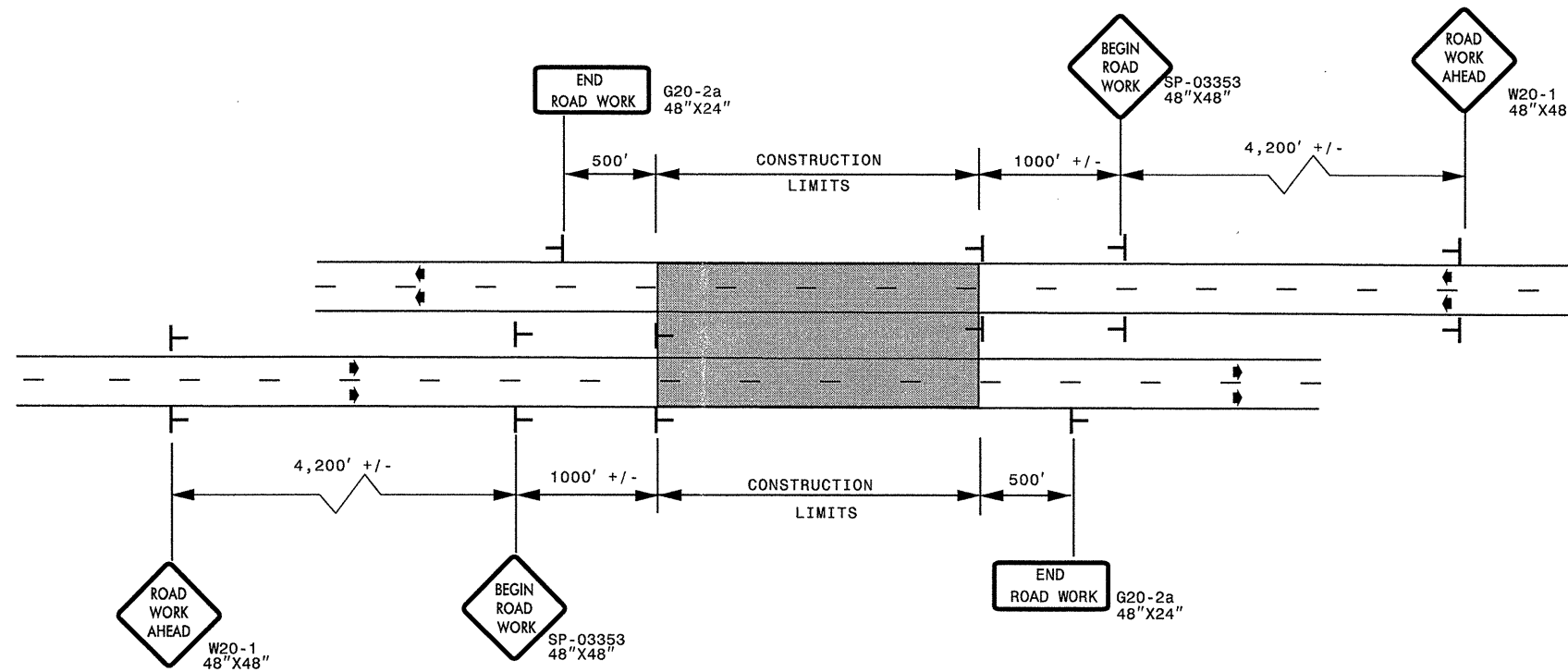
SHEET 1 OF 1

SEAL 	APPROVED: _____ DATE: _____		DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS			
	SCALE: NONE					
	DATE:				<b>REVISIONS</b>	
	DWG. BY:				7-98	10/01
DESIGN BY:		10-98	03/04			
REVIEWED BY:		01/01	11/04			

# ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

PROJ. REFERENCE NO.	SHEET NO.
10CR.10041.36- 10CR.10041.38	TCP-2

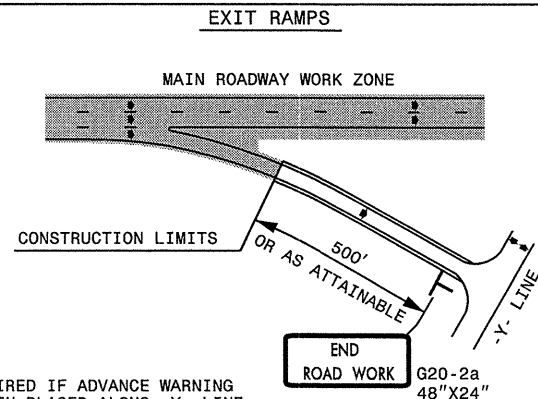
## DETAIL A



LEGEND	
└	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW

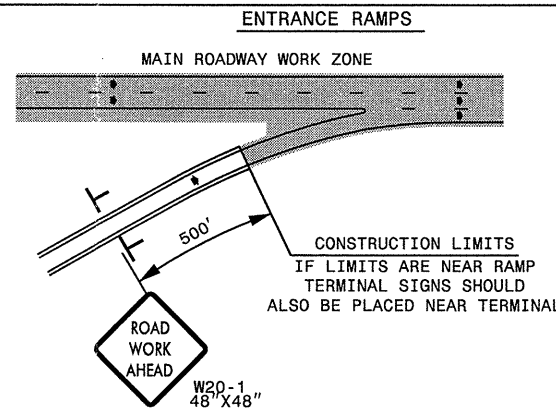
\* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

## DETAIL B



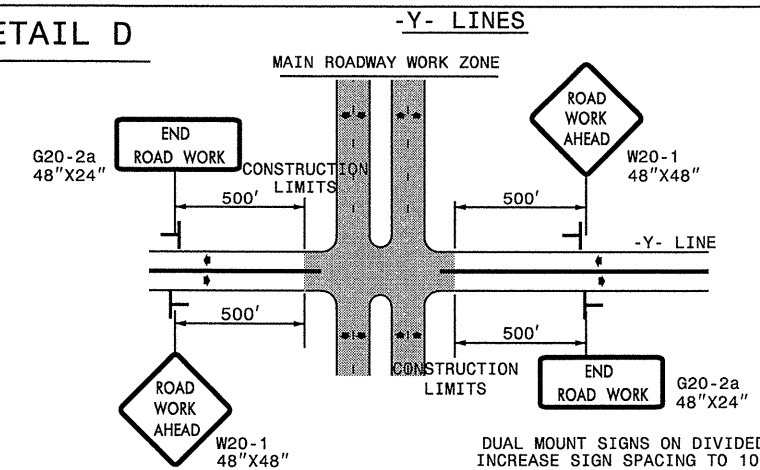
NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

## DETAIL C



CONSTRUCTION LIMITS IF LIMITS ARE NEAR RAMP TERMINAL SIGNS SHOULD ALSO BE PLACED NEAR TERMINAL

## DETAIL D



DUAL MOUNT SIGNS ON DIVIDED HIGHWAYS AND INCREASE SIGN SPACING TO 1000'+/-.

## 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.

APPROVED: _____ DATE: _____	ADVANCED WORK ZONE WARNING SIGNS FOR FREEWAYS (4 LANES OR GREATER)	
<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> <span style="font-size: 8px;">SEAL</span> </div>	SCALE: NONE	REVISIONS
	DATE: 8/03	03/04
	DWG. BY: JI	
	DESIGN BY: JI	
REVIEWED BY: _____		

09-SEP-2011 10:50 AM \\VOT101\JFS\001\01\GROUPS-WZTC\Resur-facing\2011\Western\2011\Div10\C202\xxx-A-C\10CR.10041.36x3\Anson-freeways-4lanes-or-greater-stationary.dgn