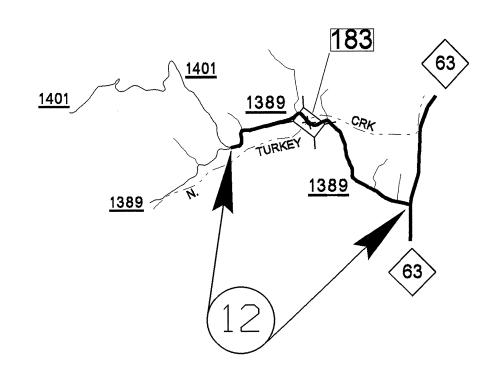
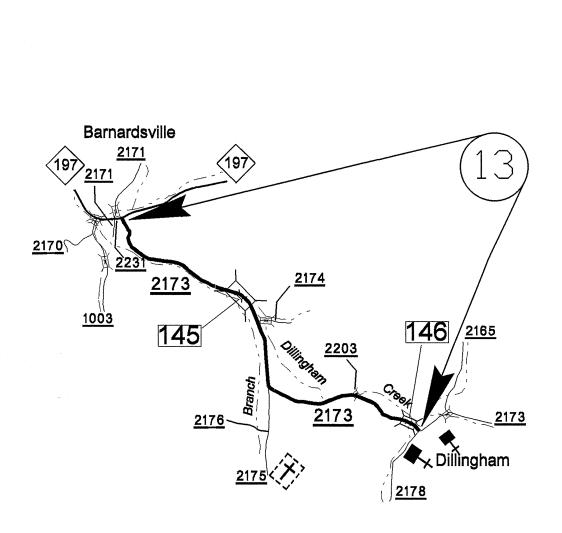


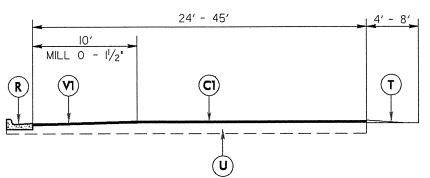
1130 1130 1130 1130 1130 1130 1130 1130		PROJECT NO. S. 13CR.10111.11 13CR.20111.9	HEET NO. TOTAL SHEETS
	1130 1130 1130 1126 1127 1128 1128 1128 1128 1128 1128 1128 1128 1128 1128 1128 1128 1128 1128	1788 1816 2207 2147 22143 1786 1786 1786 2138 2138 2138 2138 2138 2138 2138 2138 2138	

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10111.11	5	
<i>13CR.20111.9</i>		

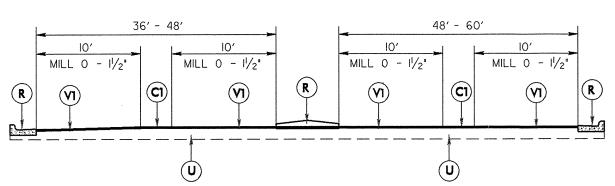




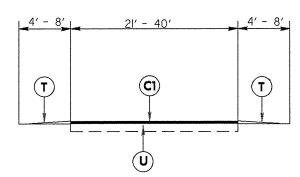
PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10111.11 & 13CR.20111.9	(0	



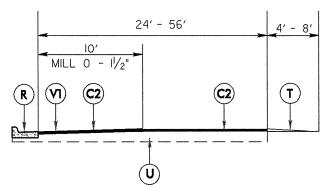
TYPICAL SECTION NO. 5



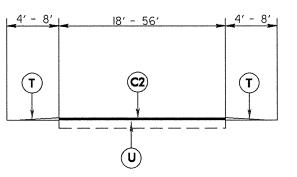
TYPICAL SECTION NO. 6



TYPICAL SECTION NO. 7



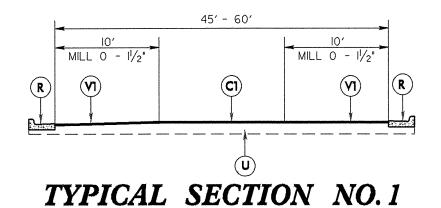
TYPICAL SECTION NO. 8

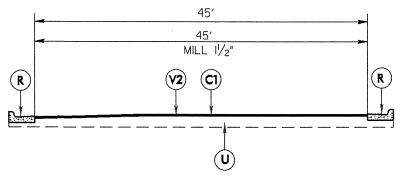


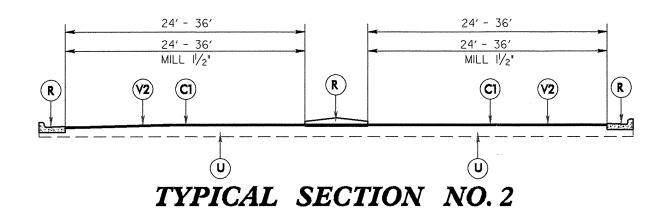
TYPICAL SECTION NO. 9

	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.			
R	EXISTING CONCRETE CURB OR CONCRETE ISLAND			
Т	SHOULDER RECONSTRUCTION			
υ	EXISTING PAVEMENT			
V1	MILL 0 - 11/2"			

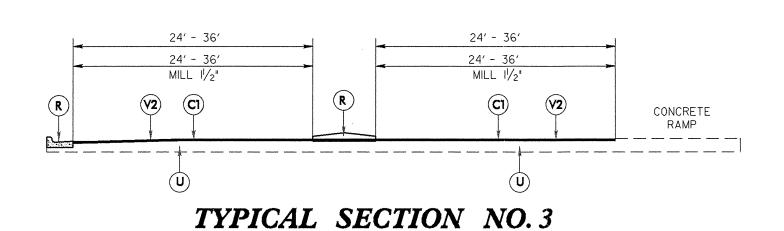
PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10111.11 & 13CR.20111.9	1	
13011.10111.11 6 13011.20111.7		





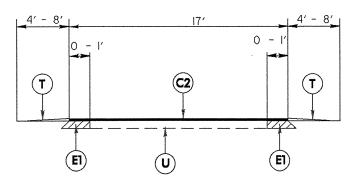


TYPICAL SECTION NO. 4

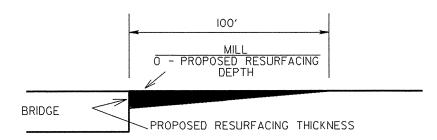


	PAVEMENT SCHEDULE
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE \$9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
R	EXISTING CONCRETE CURB OR CONCRETE ISLAND
U	EXISTING PAVEMENT
V1	MILL 0 - 1½"
V2	MILL 11/2"

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10111.11 & 13CR.20111.9	8	
130K.10111.11 G 130K.20111.9		

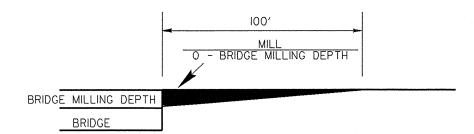


TYPICAL SECTION NO. 10



MILLING DETAIL AT BRIDGE APPROACHES

WHERE BRIDGES WILL NOT BE RESURFACED
COST OF MILLING IS INCIDENTAL TO OTHER ITEMS



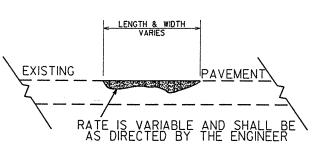
MILLING DETAIL AT BRIDGE APPROACHES

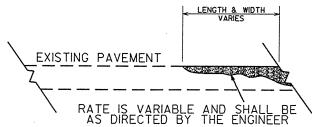
WHERE BRIDGES WILL BE MILLED THEN RESURFACED COST OF MILLING IS INCIDENTAL TO OTHER ITEMS

	BRIDGE	
_	©1) OR ©2)	
1		
L		1
	(U) (V2)	
	BRIDGE DETAIL	

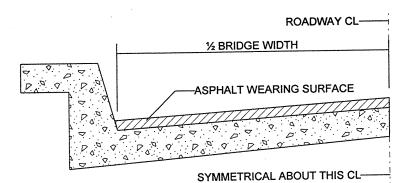
BRIDGE # 127 MAP # 5 BRIDGE # 382 MAP # 6 BRIDGE # 183 MAP # 12 BRIDGE # 146 MAP # 13 MILL 1½" OFF EXISTING PAVEMENT SEE MAPS FOR BRIDGE LOCATION

	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.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
R	EXISTING CONCRETE CURB OR CONCRETE ISLAND
Т	SHOULDER RECONSTRUCTION
υ	EXISTING PAVEMENT
V2	MILL 11/2"





DETAIL SHOWING METHOD OF WEDGING



BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: \$4.75A ½", \$F9.5A 1.0", \$9.5X 1.5", \$12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A ¾", ULTRATHIN HOT MIX ASPHALT-TYPE A 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C ½". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: \$4.75A 1.0", \$F9.5A 1.5", \$9.5X 2.0", \$12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A ¾", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C ½".

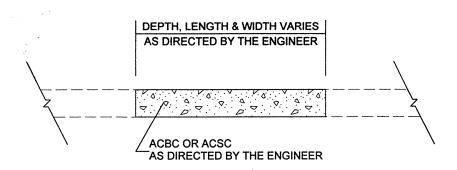
NOTES

ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER. EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE

OF QUANTITIES.
SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE

BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10111.11 & 13CR.20111.9	9	

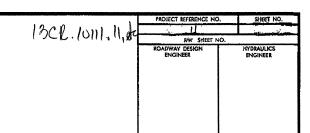


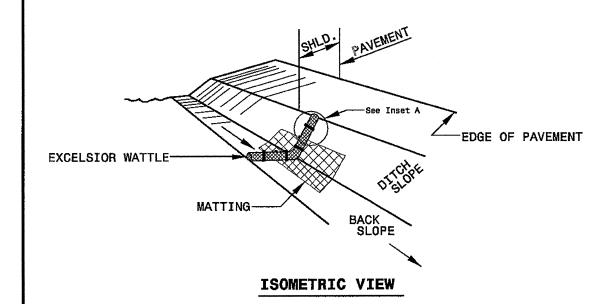
PATCHING EXISTING PAVEMENT

				1000	PROJECT REFERENCE NO.	SHEET NO.
NOTES: Less than 5' - 10' undisturbed buffer			-	13CR.10111.11heta	RW SHEET NO	_
NOTES: Less than 5' — 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.	EROSION	CONTROL	DETAIL		ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
or arainage iniei, ada BMP.						
BMP Options:Wattle or Silt Fence	, < 5' - 10' Undisturi	bed buffer add BMP <				
	/ v o no onelorars	300 301 101 000 21111				
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	3 _{EOP}	E0P	41			
	Y	(
			Pipe/Culvert			
			T TPOT CUTTOTT			
				< 5' - 10' Undisturbed	buffer from	
< 5' — 10' Undisturbed buffer from jurisdictional featur	e add BMP		Undisturbed Area			
Undisturbed Disturbed Area	Area		A/ 60	ditchline, add BMP		
A/ 60	-					
	EOP		EOP			
	·					
Jurisdictional Feature						
	Use BMP's if	shoulders and/or fronts	slopes and/or			
		or backslopes are distur				
Disturbed Ar	1	or backstopes are atstar				
DISTUIDED AI	ea		Disturbed A	Area		
	-		<u></u>			
	EOP		EOP			
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	< 5' - 10' Undisturbe	ed huffer from inlet	t add wattle			
	(S TO STIATOTAL DE		, ddd Wdiiio			
				1		
			50			
EOP			EO			
					NOT TO SO	CALE
	Wattle					
		└── Drainage I	nlet			

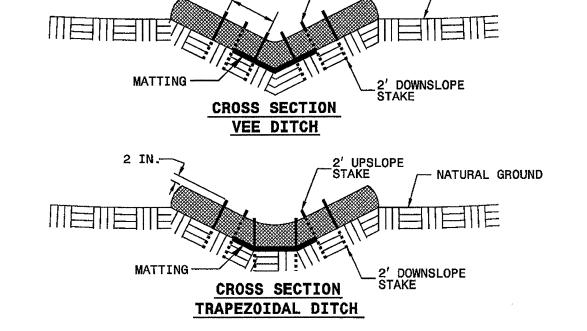
WATTLE DETAIL

-NATURAL GROUND





2'(MAX.)



2' UPSLOPE STAKE

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

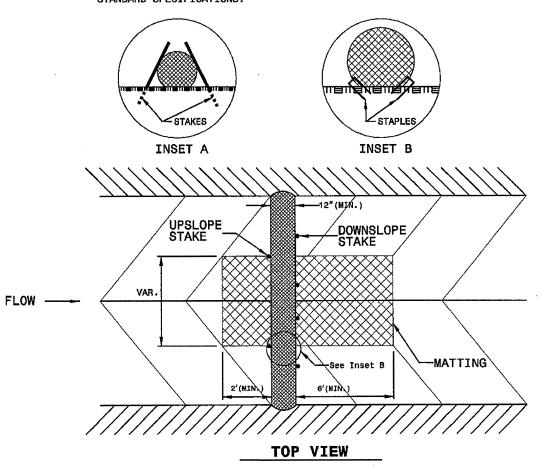
 $\underline{\text{ONLY}}$ install wattle(s) to a height in ditch so flow will not wash around wattle and scour ditch slopes and as directed.

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.



13CR.10111.11. etc. Sht.12 STATE OF
NORTH CAROLINA
T. OF TRANSPORTATION
VISION OF HIGHWAYS
RALEIGH, N.C. CURB RAMP AND EXISTING SIDEWALK WITH GRASS STRIP DEP STATE OF
NORTH CAROLINA
EPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C. RETROFITTED SIDEWALK (4' MIN.) PI 2' DETECTABLE WARNING DOMES (EXISTING CURB & GUTTER SHOWN) 0.083 MAX. RAMP SLOPE SECTION B-B DIV SIDEWALK TRANSITION OR GRASS STRIP SIDEWALK TRANSITION OR GRASS STRIP 5'-0" CURB DEP DROP TRANSITION TRANSITION GUTTER VAR. LENGTH TO 12'-6" WITH VARIABLE SLOPE TOP OF DETECTABLE WARNING DOMES SIDEWALK ELEVATION SECTION A-A 11 ISOMETRIC VIEW FOR 11 ENGLISH GUTTER GRASS EXISTING STRIP SIDEWALK EXISTING EXPANSION JOINT (SEE STD. 846.01) DRAWING PAY LIMITS OF RETROFIT CURB RAMP NOTE: A PORTION OF ONE OR BOTH RAMPS MAY EXTEND OUTSIDE RAMP THE RETURN. AND CURB DETAIL CURB SEE NOTE CURB DETAIL RAMP WIDTH AREA IS VARIABLE EXPANSION JOINT (SEE STD. 846.01)/ CURB RAMP AND DRAWING 0 0 0 **EXISTING** BASE DIAMETER 0.90"R TO 1.40"R EXISTING SIDEWALK LENGTH ENGLISH 0 0 0 GUTTER TOP DIAMETER OF NO LESS THAN 50% TO NO MORE -THAN 65% OF THE BASE 0 0 П . 0 R 0 0 THIS PORTION OF RAMP MUST FALL WITHIN CROSSWALK LIMITS. (SEE NOTE 10) SEE NOTE 1. PLACE DETECTABLE WARNING DOMES TO COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS. 2. OBTAIN VISIBLE CONTRAST WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE PLAN VIEW COVERING THE ENTIRE RAMP. SHEET 1 OF 5 DUAL RAMPS DETECTABLE WARNING DOMES SHEET 1 OF 5 ANY RADII (40" MIN. FLOOR WIDTH) 848D06 848D06

1306.10111.11, etc. shit. 13 STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C. STATE OF
NORTH CAROLINA
T. OF TRANSPORTATION
VISION OF HIGHWAYS
RALEIGH, N.C. CURB RAMPS AND EXISTING SIDEWALK ADJACENT TO CURB RETROFITTED CURB RAMP AND EXISTING SIDEWALK 4' MIN. LANDING 2' DETECTABLE WARNING DOMES DROP CURB (EXISTING CURB & GUTTER SHOWN) \0.083 MAX. RAMP SLOPE SECTION B-B DEPT SIDEWALK TRANSITION DI 6'-0" CURB 6'-0" CURB MIN. DROP CURB TRANSITION TRANSITION GUTTER VAR. LENGTH TO 12'-6' WITH VARIABLE SLOPE EXISTING SIDEWALK ELEVATION DETECTABLE
WARNING DOMES SECTION A-A ISOMETRIC VIEW FOR **ENGLISH** | EXISTING EXISTING GUTTER EXPANSION JOINT (SEE STD. 846.01) DRAWING PAY LIMITS OF CURB RAMP RAMP DETAIL **CURB** AND CURB SEE NOTE RAMP WIDTH AREA IS VARIABLE CURB DETAIL CURB RAMP AND DRAWING 0 0 0 0 0 0 BASE DIAMETER 0.90"R TO 1.40"R EXISTING \odot 0 ENGLISH GUTTER EXISTING TOP DIAMETER OF NO LESS THAN 50% TO NO MORE SIDEWALK 2'-0" THAN 65% OF THE BASE DIAMETER 0 0 FOR THIS PORTION OF RAMP MUST FALL WITHIN CROSSWALK LIMITS. (SEE NOTE 10) SEE NOTE NOTES: 1. PLACE DETECTABLE WARNING DOMES TO COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS. 2. OBTAIN VISIBLE CONTRAST WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE PLAN VIEW COVERING THE ENTIRE RAMP. SHEET 2 OF 5 DUAL RAMPS **DETECTABLE WARNING DOMES** SHEET 2 OF 5 ANY RADII 848D06 848D06

(40" MIN. FLOOR WIDTH)

STATE NORTH CA

FOR

DRAWING

DETAIL

ENGLISH

RAMP

CURB

DIVISION OF RALEIGH,

GUTTER

AND

EXISTING CURB

ENGLISH

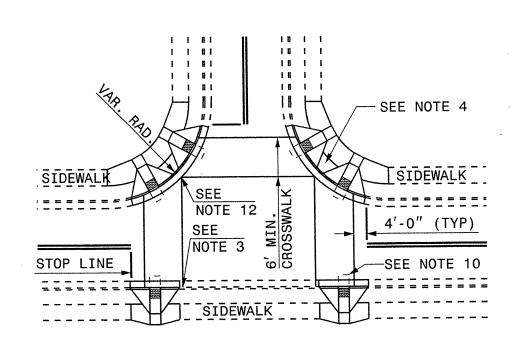
DETAIL

DRAWING

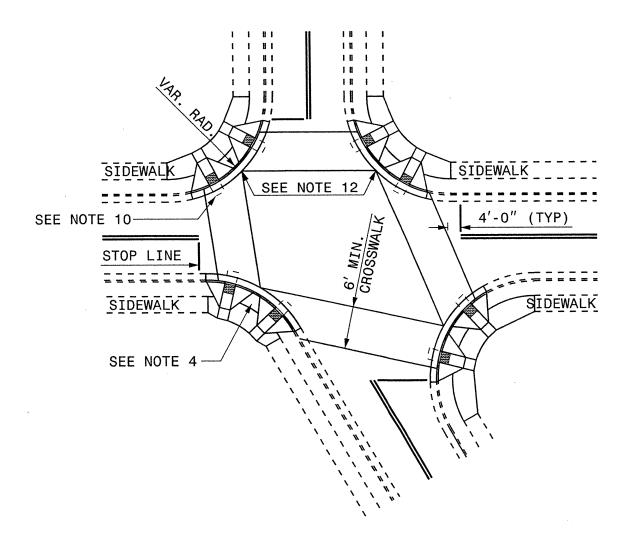
FOR

SHEET 4 OF 5 848D06

CURB RAMPS AND EXISTING SIDEWALK



DETAIL SHOWING TYPICAL LOCATION OF CURB RAMPS. PEDESTRIAN CROSSWALKS AND STOP LINES FOR TEE INTERSECTIONS



DETAIL SHOWING TYPICAL LOCATION OF CURB RAMPS. PEDESTRIAN CROSSWALKS AND STOP LINES

RESURFACING PROJECTS

PROPOSED CURB RAMP W/ LANDING FOR RESURFACING PROJECTS ___ EXISTING SIDEWALK

ALLOWABLE LOCATIONS DUAL RAMP RADII.....ANY

SHEET 4 OF 5

848D06

13CR 10111.11. otc. Sht. 16

TION

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

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NORTH CAROLINA
T. OF TRANSPORTATION
VISION OF HIGHWAYS

> CURB RAMP

ENGLISH

DETAIL

DRAWING

FOR

CURB AND GUTTE

HEET 5 OF 5 848D06 CURB RAMP AND EXISTING SIDEWALK

NOTES:

- 1. CONSTRUCT THE RAMP SURFACE TO BE STABLE, FIRM, AND SLIP RESISTANT. CONSTRUCT THE CURB RAMP TYPE AS SHOWN IN THE PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER.
- 2. LOCATE CURB RAMPS AND PLACE PEDESTRIAN CROSSWALK MARKINGS AS SHOWN IN THE PAVEMENT MARKING PLANS. WHEN FIELD ADJUSTMENTS REQUIRE MOVING CURB RAMPS OR MARKINGS AS SHOWN. CONTACT THE SIGNING AND DELINEATION UNIT OR LOCATE AS DIRECTED BY THE ENGINEER.
- 3. COORDINATE THE CURB RAMP AND THE PEDESTRIAN CROSSWALK MARKINGS SO A 4'x4' CLEAR SPACE AT THE BASE OF THE CURB RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES.
- 4. SET BACK DISTANCE FROM INSIDE CROSSWALK MARKING TO NEAREST EDGE OF TRAVEL LANE IS 4' MINIMUM.
- 5. REFER TO THE PAVEMENT MARKING PLANS FOR STOP BAR LOCATIONS AT SIGNALIZED INTERSECTIONS. IF A PAVEMENT MARKING PLAN IS NOT PROVIDED, CONTACT THE SIGNAL DESIGN SECTION FOR THE STOP BAR LOCATIONS OR LOCATE AS DIRECTED BY THE ENGINEER.
- TERMINATE PARKING A MINIMUM OF 20' BACK OF A PEDESTRIAN CROSSWALK.
- CONSTRUCT CURB RAMPS A MINIMUM OF 4' WIDE.
- CONSTRUCT THE RUNNING SLOPE OF THE RAMP 8.33% MAXIMUM.
- 9. ALLOWABLE CROSS SLOPE ON SIDEWALKS AND CURB RAMPS WILL BE 2% MAXIMUM.
- 10. CONSTRUCT THE SIDE FLARE SLOPE A MAXIMUM OF 10% MEASURED ALONG THE CURB LINE.
- 11. CONSTRUCT THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE BASE OF THE CURB RAMP A MAXIMUM OF 5% AND MAINTAIN A SMOOTH TRANSITION.
- 12. CONSTRUCT LANDINGS FOR SIDEWALK A MINIMUM OF 4'x4' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION. CONSTRUCT LANDINGS FOR MEDIAN ISLANDS A MINIMUM OF 5'x5' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
- 13. TO USE A MEDIAN ISLAND AS A PEDESTRIAN REFUGE AREA, MEDIAN ISLANDS WILL BE A MINIMUM OF 6' WIDE. CONSTRUCT MEDIAN ISLANDS TO PROVIDE PASSAGE OVER OR THROUGHT THE ISLAND.
- 14. SMALL CHANNELIZATION ISLANDS THAT CAN NOT PROVIDE A 5'X5' LANDING AT THE TOP OF A RAMPS, WILL BE CUT THROUGH LEVEL WITH THE SURFACE STREET.
- 15. CURB RAMPS WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP. THE ADJACENT SURFACE IS PLANTING OR OTHER NON-WALKING SURFACE OR THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED.
- 16. PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE CURB RAMP JOINS THE CURB AS SHOWN IN ROADWAY STANDARD DRAWING 848.01
- 17. PLACE ALL PEDESTRIAN PUSH BUTTON ACTUATORS AND CROSSING SIGNALS AS SHOWN IN THE PLANS OR AS SHOWN IN THE MUTCD.
- 18. CURB RAMPS THROUGH MEDIAN ISLANDS, SINGLE RAMPS AT DUAL CROSSWALKS OR LIMITED R/W SITUATIONS, WILL BE HANDLED BY SPECIAL DETAILS. CONTACT THE CONTRACT STANDARDS AND DEVELOPMENT UNIT FOR THE DETAILS OR FOR A SPECIAL DESIGN.

HEET 5 OF 5

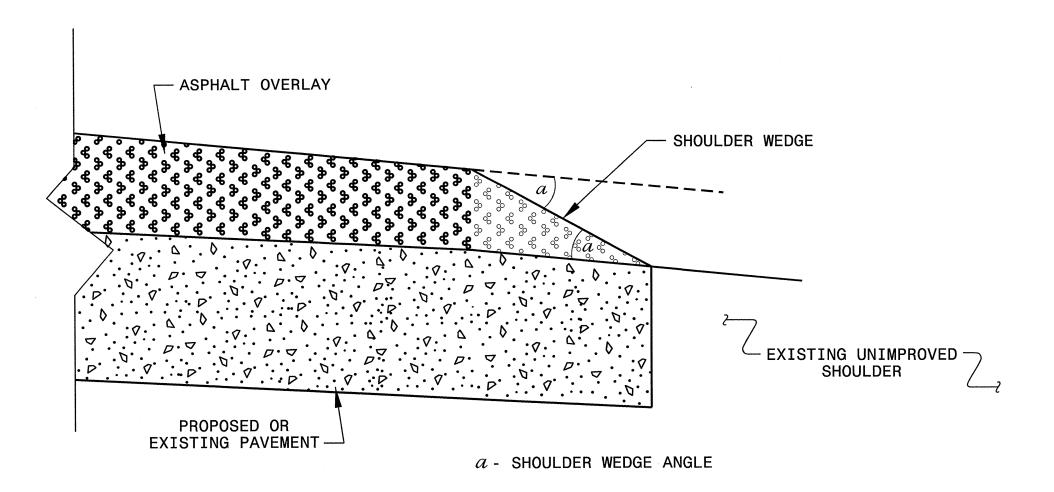
DRAWING DETAIL

ENGLISH

RAMP CURB CUR ST

PROJECT REFERENCE NO. SHEET NO.

13CR.10111.11, etc.



SHOULDER WEDGE DETAIL

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

SHOULDER WEDGE DETAIL

ORIGINAL BY: T.SPELL DATE: 7-19-11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC::s:usr/details/stand/shoulderwedgedetail.dgn

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PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10111.11, 13CR.20111.9	18	

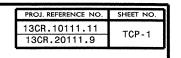
SUMMARY OF QUANTITIES

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	ТҮР	FINAL SURFACE TESTING REQUIRED	LENGTH	WIDTH	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	0" TO 1½" MILLING	ASPHALT CONC BASE COURSE, TYPE B25.0B	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	PAVING ITEM	ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES	TEMPORARY SILT FENCE	WATTLE	PORTABLE LIGHTING
NO		NO			NO		MI	FT	TON	SMI	SY	SY	TON	TON	TON	TON	TON	EA	EA	EA	LF	LF	LS
				FROM 1 MILE SOUTH OF ALL SOULS CRESCENT AND NC 81 MP 7.91 TO ALL SOULS CRESCENT AND NC 81 MP																			_
13CR.10111.11	Buncombe	1	US 25	8.91	1,2,3	NO	1	60	ļ		12,182	7,650	ļ	3,259		196	500	6	34	10			11
	D		NC 151	FROM BRIDGE 292 MP 11.80 TO US 19/23 MP 11.92	4.5	NO	0.11	24 - 45	1.10	0.03	2,112	176		269		16	55	2					
	Buncombe		NC 131	FROM US 70 MP 8.15 TO NC 81 MP	7,5	+	0.11	24 75	1	V.00				<u> </u>	1								
	Buncombe		US 74A	8.75	1.6	NO	0.61	60 - 96				7,861		2,484		149	305	14	4	12			
	barreombe			FROM 1 MILE SOUTH OF LACKEY GAP RD MP 12.33 TO LACKEY GAP RD. MP																			
	Buncombe	e 4	NC 9	13.33	7	NO	1	21	50.00	2.00				1,145	ļ	69	500			 			
		1 1		FROM SR 3501 (CLAYTON RD.) MP			4.04	20.40	50.50	2.42	450	40		1,976		119	605						
	Buncombe		NC 191	4.08 TO PKWY EX RP MP 5.28	5,7	NO	1.21 3.93	26 - 40	60.50 111.60	2.42 4.45	14,744	15,727		9,133	 	549	1,965	22	38	22			1
	TOTAL FO	OR PROJ	NO. 13CR.10111.11			_i	3.93	l	111.60	4.43	14,744	13,121		3,133		1 343	1 2,303			1		L	L
13CR.20111.9	Buncombe	e 6	SR 1725 (WEAVER BLVD)	FROM BRIDGE 382 MP 0 TO US 19/23 BUS (MAIN STREET) MP 0.68	8,9	NO	0.75	36 - 56	37.50	0.75	1,761	4,406			1,602	107	225			4			
				FROM SR 2435 (OLD US 70) MP 0 TO													1					ĺ	l
	Buncombe	e 7	SR 2468 (LAKE EDEN)	END MAINT MP 1.95	9,10	NO	1.95	17 - 22	97.50	3.90			561		2,297	179	586			4	100.00	32.00	
	Buncombe	e 8	SR 3121 (ROSE HILL RD.)	FROM SR 3074 (BEE RIDGE RD) MP 1.18 TO SR 3119 (MERRILLS COVE RD) MP 2.24	9	NO	1.04	19	52.00	2.08					1,059	71	312						
	Buncombe	9	SR 1224 (MONTA VISTA RD)	FROM SR 1245 (ACTON CIRCLE) MP 2.17 TO SR 1236 (HOLCOMBE COVE RD) MP 4.02	8,9	NO	1.85	24	92.50	3.70	,	1,172			2,376	159	554			1			
				FROM SR 1130 (OLD US 19/23) MP 0		NO		10	40.00	1.60					772	52	239						
	Buncombe	e 10	SR 1126 (CANDLER SCHOOL RD)	TO RR TRACKS MP 0.80 FROM BRIDGE 407 MP 1.15 TO SR	9	NU	0.8	18	40.00	1.00	 		 	<u> </u>	1/2	1	1 233			 		<u> </u>	
	Buncombe	e 11	SR 2207 (OLD WEAVERVILLE HWY)	1768 MP 5.48	9	NO	4.33	22	216.50	8.66					5,100	342	1,299			<u> </u>			
	Buncombe		SR 1389 (N. TURKEY CR)	FROM NC 63 MP 0 TO SR 1401 (EARLEYS MTN RD) MP 1.40	9	NO	1.4	19	70.00	2.80	55				1,426	96	420						
				FROM NC 197 MP O TO SR 2178 MP	_				400.55	1	150				3,484	233	1,083						
	Buncombe		SR 2173 (DILLINGHAM RD)	3.61	9	NO	3.61	18	180.50	7.22	160 1,976	5,578	EC1	 	18,116	1,239	4,718	 		 	100.00	32.00	1
	TOTAL F	OR PROJ	NO. 13CR.20111.9	L			15.73	1	786.50	30.71	1,976	3,578	561		10,110	1 1,233	7,718			<u> </u>	200.00	1 52.00	
		CDAN	D TOTAL	T T		1	19.66	T	898.10	35.16	16,720	21,305	561	9,133	18,116	1,788	6,683	22	38	31	100.00	32.00	1
		UKAN	DIUIAL	I		1	1 23.00	1	1 030.10	33.20	1 20,120		1	1 2,-00							1		

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10111.11, 13CR.20111.9	19	

THERMOPLASTIC AND PAINT QUANTITIES

	r			I	Т	Т Т	4685000000-E	46860	00000-E	4697000000-E	4710000000-E	4721000000-E	l	47250	00000-E		48100	00000-E	4820000000-E	4830000000-E	4835000000-E		4840000000-N	l	T	484500	00000-N	***************************************	4905000000-N
PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	LENGTH	WIDTH										THERMOPLAS	PAINT	PAINT	PAINT	PAINT	PAINT	PAINT	PAINT	PAINT	PAINT	PAINT	PAINT	PAINT	SNOWPLOWA
PROJECT	COOM	WAF	ROOTE	J. J			WHITE	WHITE	YELLOW	WHITE	WHITE	TIC	TIC	TIC	TIC	TIC	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	BLE
		1 1					THERMO	THERMO	THERMO	THERMO	THERMO	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	PAVEMENT
				1								MARKING	MARKING	MARKING	MARKING	MARKING	LINES (4")	LINES (4")	LINES (8")	LINES (16")	LINES (24")	CHARACTER	CHARACTER	CHARACTER	SYMBOL (LT	SYMBOL (STR	SYMBOL (RT	SYMBOL (STR	MARKERS
		1 1										CHARACTER	SYMBOL (90	SYMBOL (90	SYMBOL (90	SYMBOL (90	WHITE	YELLOW	WHITE	WHITE	WHITE	(ONLY)	(SCHOOL)	(RXR)	ARROW)	ARROW)	ARROW)	& RT ARROW	1
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	l			FROM 1 MILE SOUTH OF ALL SOULS	5	1 1		İ										ł				1							1 1
	1	1 1		CRESCENT AND NC 81 MP 7.91 TO	1								ļ		1	1			1						1				1 1
13CR.10111.11	Buncomb	el 1	US 25	ALL SOULS CRESCENT MP 8.91	1	60	200	2,904	13,200	370	520	8	27	2	17		1,386		İ		24				1	3			300
10011120112121	Duncoma	╅╾		FROM BRIDGE 292 MP 11.80 TO US																									1
}	Buncomb	e 2	NC 151	19/23 MP 11.92	0.11	45	90	60	1,162		46	<u> </u>	3	2	2							1			1				13
				FROM US 70 MP 8.15 TO NC 81 MP						1															1				
	Buncomb	e 3	US 74A	8.75	0.61	75		3,485	5,596	316	464	4	31	21	14	2		L											167
				FROM 1 MILE SOUTH OF LACKEY GAI	.P	T									1	1	-	1	1				1						
l	1	1 1		RD MP 12.33 TO LACKEY GAP RD. MI	P			l			1	İ		1	1	1		1	1	l		1	1	1					
1	Buncomb	e 4	NC 9	13.33	1	21	10,560		10,560		<u> </u>	L	<u> </u>	<u> </u>		1													100
		\top		FROM SR 3501 (CLAYTON RD.) MP										ł		i	1	1				i			1		l		
l	Buncomb	e 5	NC 191	4.08 TO PKWY EX RP MP 5.28	1.21	30	12,778	220	12,778		24		2		2							ļ	ļ	<u> </u>	1				80
	TOTALE	OR BROL	NO. 13CR.10111.11		3.93		23,628	6,669	43,296	686	1,054	12	63	25	35	2	1,386	<u> </u>		ļ	24	 	<u> </u>	L	1	3	<u> </u>	L	660
	TOTAL	OK PROJ	NO. 13CK.10111.11				<u> </u>	49	,965		<u> </u>	<u> </u>	<u> </u>		125		1,	,386	<u> </u>	1	l	<u> </u>			1		4		
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	1			FROM BRIDGE 382 MP 0 TO US 19/2						1	1	1		1	1		19,825	23,790	200	1	240	12			33		,		99
13CR.20111.9	Buncomb	e 6	SR 1725 (WEAVER BLVD)	BUS (MAIN STREET) MP 0.68	0.75	40	ļ	 	 		 	 		 	 		19,023	23,790	200	 	240	1	 	 	1 33	 		 	
				FROM SR 2435 (OLD US 70) MP 0 TO		1	l	l	1	į	ı	1		ļ	1	į	41,184	41,184			108		12		2		١,,		1 1
	Buncomb	e 7	SR 2468 (LAKE EDEN)	END MAINT MP 1.95	1.95	22	 	ļ	_		 	 	 	 			41,104	41,104	 	 	100	 	12	 	+	 		 	
1	1			FROM SR 3074 (BEE RIDGE RD) MP		1		1					1	1	1	1		1				1				1			1 1
	l	1 .		1.18 TO SR 3119 (MERRILLS COVE RE		1							1	1	1		21,964	21,964	1		İ		1		Į.	ł			1 1
	Buncomb	pe 8	SR 3121 (ROSE HILL RD.)	MP 2.24	1.04	19	ļ	 	 		 		 	 	+	-	21,304	21,304	+	 		 	 	 	 	 			
1	1			FROM SR 1245 (ACTON CIRCLE) MP		1	1				1	1		1	1	1	1	1			1	1	1				1	I	
1	Dunes	ا ، ا	SR 1224 (MONTA VISTA RD)	2.17 TO SR 1236 (HOLCOMBE COVE RD) MP 4.02	1.85	24	1	1	1	1	1	1	1	1	1		39,072	39,072		1	24	4	1	1	4			3	
	Buncomb)E 3	3h 1224 (INIONTA VISTA RU)	FROM SR 1130 (OLD US 19/23) MP (1-24	 	 	†	 	 		 	 	1	1	1	1	·		l	1	1	1	T	1	<u> </u>	T	
	Buncomb	10	SR 1126 (CANDLER SCHOOL RD)	TO RR TRACKS MP 0.80	0.8	18			1	1	1	1		1		1	16,896	16,896		50	63		6	2				L	
	Builcomi	76 TO	3h 1120 (CANDLER SCHOOL RD)	FROM BRIDGE 407 MP 1.15 TO SR		1 10	 	†	1	 		 	†	 	1	1	1	1	<u> </u>				1	1	1	1			
	Buncomb	11	SR 2207 (OLD WEAVERVILLE HWY)		4.33	22	1	1	i	1				1	1		91,450	91,450			22	1	6	1			1		
	puncomi	15 TT	SIL ZZOT (OLD WEAVERVILLE HWY)	FROM NC 63 MP 0 TO SR 1401	14,55	1	 	 	 	·	 	 	 	1	1	1	1	T	T	T		1	1	T	1	1	1	I	
1	Buncomb	12	SR 1389 (N. TURKEY CR)	(EARLEYS MTN RD) MP 1.40	1.4	19	1					1	1			1	29,568	29,568									1		
	Builcom	/e 12	SK 1305 (N. TORKET CK)	FROM NC 197 MP O TO SR 2178 MP		+	 	 	 		 	1	†	†	1	1	1	1	1	1	1	1							
l	Buncomb	13	SR 2173 (DILLINGHAM RD)	3.61	3.61	18	1		1				1		1	1	76,243	76,243		{	1	1							
 			L	1 3.01	15.73			†	†	1	†	T	1	1	1	1	336,202	340,167	200	50	457	16	24	2	40	4	5	3	99
1	TOTAL	FOR PRO	J NO. 13CR.20111.9		1 -5.75	1		 	-L	1	1	1	1				67	6,369			I		42				52		
l						-	 	***************************************																					
		cnes	ID TOTAL	T	19.66		23,628	6,669	43,296	686	1,054	12	63	25	35	2	337,588		200	50	481	16	24	2	41	7	5	3	759
		GKAN	ID TOTAL		T	T	T	49	9,965		1	1	1		125		67	7.755	1		1	1	42		1		56		1



HIGHWAYS

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SION

DIVI

DRAWING FOR Y UNDIVIDED WARNING SIGNS

DETAIL TWO-WAY

WORK

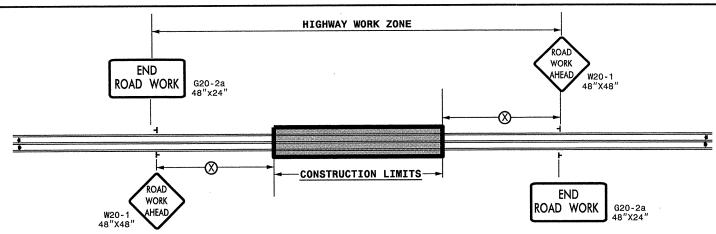
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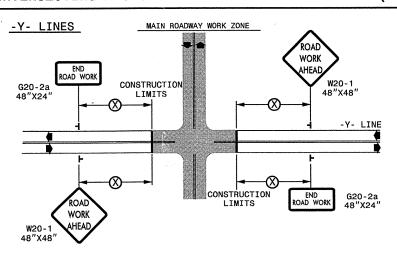




	RECOMMENDED Minimum Sign Spacing
POSTED SPEED LIMIT (M.P.H.)	8
≤ 50	500'
≥ 55	1000′

TRANSPORTATION CAROLINA NORTH P PF DEPT.

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.

-0CT-20115:12 DOTNDESROOTONGROUPS-WZTCCCNTMUNWZ

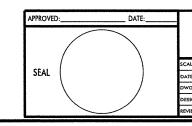
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

- STATIONARY SIGN

■ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1



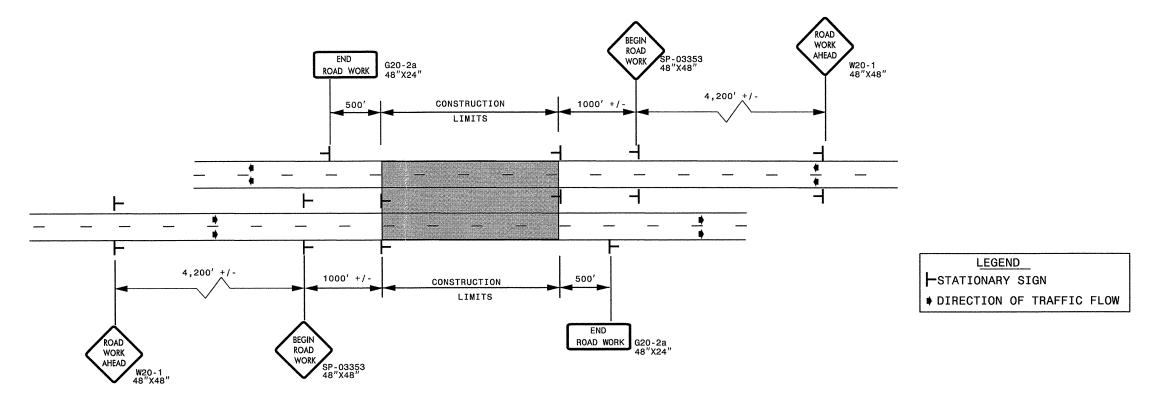
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	ADVANCED						S
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	DETAI	L DRAV	NING I	FOR	TWO-V	VAY	

"CIMERE"	REVI	SIONS				
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	01/01	11/0				
CONTROL	CADD FILE					

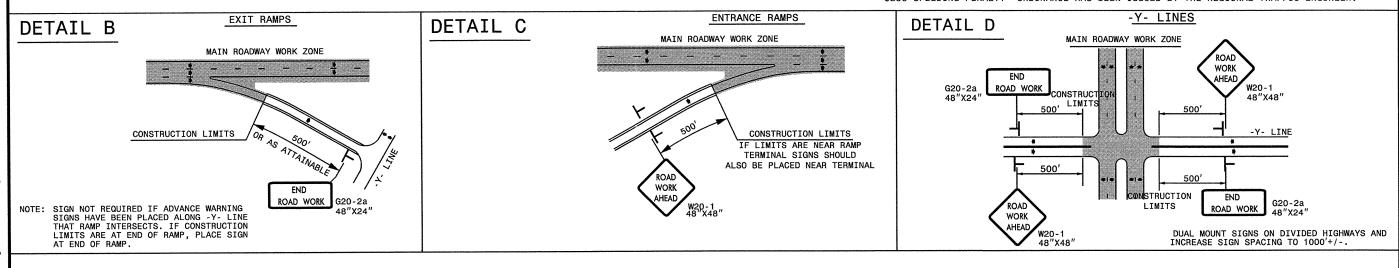
ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

PROJ. REFERENCE NO. SHEET NO. 13CR.10111.11 TCP-2 13CR.20111.9

DETAIL A

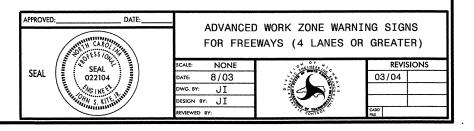


* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.



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.



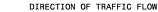
GENERAL NOTES

- (1) THE FOLLOWING OPTIONS MAY BE USED FOR ADVANCE WARNING SIGNS:
 - A. TRUCK MOUNTED SIGNS
 - B. TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (CMS)
 - C. GROUND MOUNTED ADVANCE WARNING SIGNS (MUST CIRCLE TO PICK UP SIGNS)
 - D. GROUND MOUNTED CHANGEABLE MESSAGE SIGN (CMS)
 (MUST USE CIRCLE TO PICK UP SIGNS)
- (2) ALL ADVANCE WARNING SIGNS MUST BE 48" X 48" WITH FLUORESCENT ORANGE TYPE VII, VIII OR IX SHEETING. IF SPACE LIMITATIONS ON SHOULDER PROHIBIT A 48" X 48" SIGN, A SMALLER SIGN CAN BE USED WITH APPROVAL FROM ENGINEER.
- (3) SIGNS ON VEHICLES SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND AND SHOULD NOT BLOCK THE MOTORIST'S SIGHT OF THE FLASHING ARROW PANEL AND/OR LIGHTBAR.
- (4) GROUND MOUNTED ADVANCED WARNING SIGNS SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND TO BOTTOM OF SIGN.
- (5) SIGN SPACING SHOULD BE ADJUSTED FOR HORIZONTAL AND VERTICAL CURVES, ETC. TO IMPROVE SIGHT DISTANCES.
- (6) ADDITIONAL VEHICLES SHOULD BE USED IN WORK CARAVAN TO FACILITATE DRYING OF PAVEMENT MARKING MATERIAL (TMIA'S ARE OPTIONAL ON THESE ADDITIONAL VEHICLES). HOWEVER, THE FIRST VEHICLE MOTORISTS SEE IN THE TRAVEL LANE SHALL HAVE A TMIA.

- (7) ADJUST DISTANCE AS NEEDED TO PREVENT MOTORISTS FROM ENTERING SPACE BETWEEN THE APPLICATION AND PROTECTION VEHICLE. DISTANCE CAN BE LENGTHENED TO ACCOMODATE SIGHT DISTANCE NEEDS.
- (8) ROUND UP MILEAGE TO NEXT WHOLE MILE. WORK ZONE SHOULD NOT EXCEED FIVE (5) MILES IN LENGTH.
- (9) RADIO COMMUNICATION BETWEEN VEHICLES IS REQUIRED.
- (10) USE OF A LIGHT BAR ON ALL VEHICLES IS PREFERRED, BUT A ROTATING BEACON MAY BE USED INSTEAD.
- (11) IF WORK IS PERFORMED AT NIGHT, THE WORK AREA MUST BE ILLUMINATED WITH MACHINE AND/OR TOWER LIGHTS AS
- (12) ALL TRAFFIC CONTROL DEVICES WILL BE CONSIDERED INCIDENTAL TO THE PAY ITEMS FOR PAVEMENT MARKING AND MARKERS.
- (13) INFORMATIONAL SIGNS SHOULD BE ACTIVITY SPECIFIC, i.e.
 "PAINT CREW IN ROAD". SIGNS MAY BE RECTANGULAR OR DIAMOND SHAPE.
 SIGN SIZE SHOULD BE BASED ON THE MOTORIST ABILITY TO RECOGNIZE
 SIGN WHEN TRAVELING FIVE (5) MILES ABOVE POSTED SPEED LIMIT.
- (14) IF A LEAD VEHICLE IS ADDED TO OPERATION, IT SHOULD HAVE THE SAME ADVANCE WARNING SIGNS AS THE APPLICATION VEHICLE SHOWN BELOW.

LEGEND

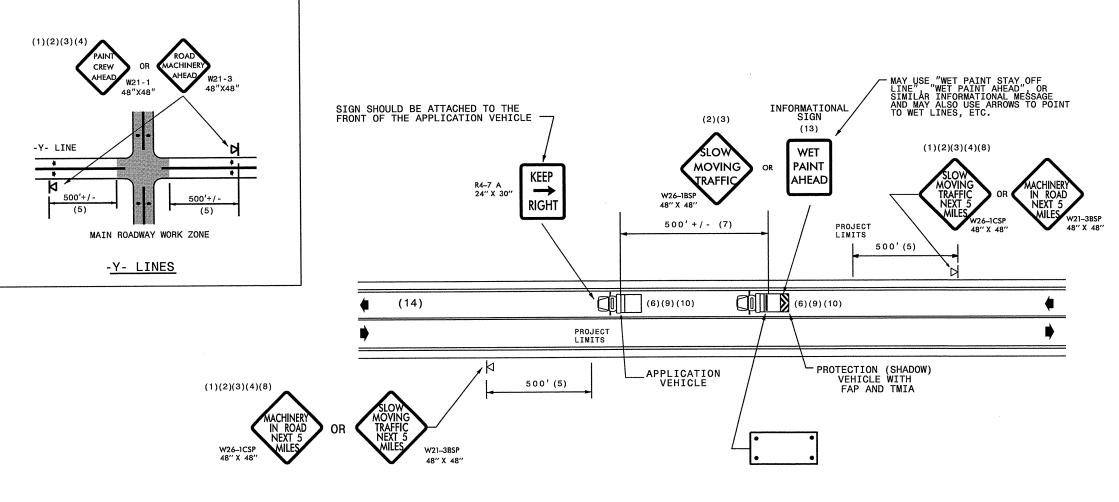
PORTABLE SIGN. SIGNS MUST BE NCHRP-350 AND NCDOT APPROVED.



APPLICATION VEHICLE WITH LIGHT BAR

PROTECTION VEHICLE WITH TRUCK
MOUNTED IMPACT ATTENUATOR (TMIA)
AND LIGHT BAR (SEE ROADWAY
STANDARD NO. 1165.01). TMIA MUST
BE NCHRP-350 TEST LEVEL 3 (60+MPH)

FLASHING ARROW PANEL,
TYPE "B" (60"X30" MIN.),
"CAUTION MODE"



MOVING OPERATION CARAVAN

(OPERATIONS TRAVELING 3 MPH OR FASTER)
PLACING PAVEMENT MARKING OR MARKERS
ON TWO-LANE TWO-WAY ROADWAYS

DRAWING NUMBER 6
IMPLEMENTATION DATE: 07/01/97
REVISED: 11/03/04

GENERAL NOTES

- (1) THE FOLLOWING OPTIONS MAY BE USED FOR ADVANCE WARNING SIGNS:
 - A. TRUCK MOUNTED SIGNS
 - B. TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (CMS)
 C. GROUND MOUNTED ADVANCE WARNING SIGNS

(MUST CIRCLE TO PICK UP SIGNS)

- D. GROUND MOUNTED CHANGEABLE MESSAGE SIGN (CMS)
 (MUST USE CIRCLE TO PICK UP SIGNS)
- (2) ALL ADVANCE WARNING SIGNS MUST BE 48" X 48" WITH FLUORESCENT ORANGE TYPE VII, VIII OR IX SHEETING. IF SPACE LIMITATIONS ON SHOULDER PROHIBIT A 48" X 48" SIGN, A SMALLER SIGN CAN BE USED WITH APPROVAL FROM ENGINEER.
- (3) SIGNS ON VEHICLES SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND AND SHOULD NOT BLOCK THE MOTORIST'S SIGHT OF THE FLASHING ARROW PANEL AND/OR LIGHTBAR.
- (4) GROUND MOUNTED ADVANCED WARNING SIGNS SHOULD BE MOUNTED A MINIMUM OF FIVE (5) FEET FROM THE GROUND TO BOTTOM OF SIGN.
- (5) SIGN SPACING SHOULD BE ADJUSTED FOR HORIZONTAL AND VERTICAL CURVES, ETC. TO IMPROVE SIGHT DISTANCES.

- (6) ADDITIONAL VEHICLES SHOULD BE USED IN WORK CARAVAN TO FACILITATE DRYING OF PAVEMENT MARKING MATERIAL (TMIA'S ARE OPTIONAL ON THESE ADDITIONAL VEHICLES). HOWEVER, THE FIRST VEHICLE MOTORISTS SEE IN THE TRAVEL LANE SHALL HAVE A TMIA.
- (7) ADJUST DISTANCE AS NEEDED TO PREVENT MOTORISTS FROM ENTERING SPACE BETWEEN THE APPLICATION AND PROTECTION VEHICLE. DISTANCE CAN BE LENGTHENED TO ACCOMODATE SIGHT DISTANCE NEEDS.
- (8) ROUND UP MILEAGE TO NEXT WHOLE MILE. WORK ZONE SHOULD NOT EXCEED FIVE (5) MILES IN LENGTH.
- (9) RADIO COMMUNICATION BETWEEN VEHICLES IS REQUIRED.
- (10) USE OF A LIGHT BAR ON ALL VEHICLES IS PREFERRED, BUT A ROTATING BEACON MAY BE USED INSTEAD.
- (11) IF WORK IS PERFORMED AT NIGHT, THE WORK AREA MUST BE ILLUMINATED WITH MACHINE AND/OR TOWER LIGHTS AS APPROVED BY THE ENGINEER.
- (12) ALL TRAFFIC CONTROL DEVICES WILL BE CONSIDERED INCIDENTAL TO THE PAY ITEMS FOR PAVEMENT MARKING AND MARKERS.

LEGEND

PORTABLE SIGN. SIGNS MUST BE NCHRP-350 AND NCDOT APPROVED.

DIRECTION OF TRAFFIC FLOW

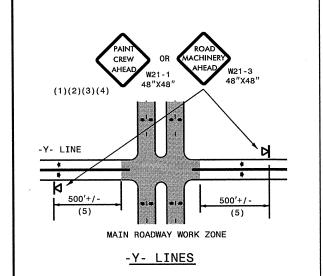
APPLICATION VEHICLE WITH LIGHT BAR

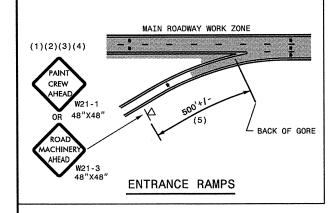
PROTECTION VEHICLE WITH TRUCK
MOUNTED IMPACT ATTENUATOR (TMIA)
AND LIGHT BAR (SEE ROADWAY
STANDARD NO. 1165.01). TMIA MUST
BE NCHRP-350 TEST LEVEL 3 (60+MPH)
APPROVED.

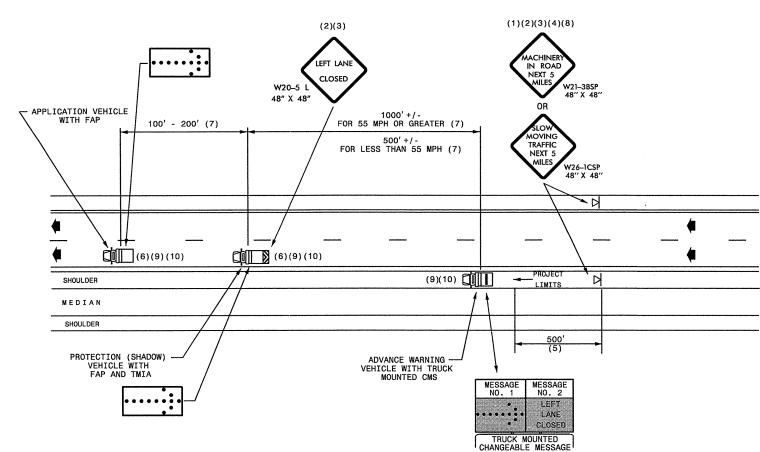
ADVANCE WARNING VEHICLE WITH TRUCK MOUNTED CHANGEBLE MESSAGE SIGN (CMS) AND LIGHT BAR. MESSAGE SIGN LETTER HEIGHT SHOULD BE A MINIMUM OF 10 INCHES.

FLASHING ARROW PANEL,
TYPE "B" (60"X30" MIN.),
APPROPRIATE DIRECTION INDICATED

CHANGEABLE MESSAGE SIGN







MOVING OPERATION CARAVAN

(OPERATIONS TRAVELING 3 MPH OR FASTER)
PLACING PAVEMENT MARKING OR MARKERS
ON NON-INTERSTATE MULTILANE DIVIDED ROADWAYS

DRAWING NUMBER 7
IMPLEMENTATION DATE: 07/01/97
REVISED: 11/03/04