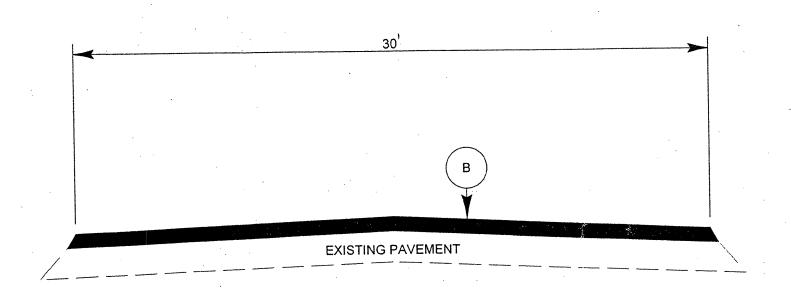
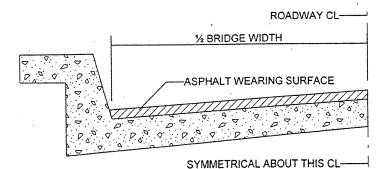


TYPICAL SECTION NO. 1



TYPICAL SECTION NO. 2

| PROJECT NO.  | SHEET NO. | TOTAL SHEETS |
|--------------|-----------|--------------|
| 4CR.10961.19 | 2         |              |
|              |           |              |



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 ½", ULTRATHIN HOT MIX ASPHALT-TYPE A ½", 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 ½", 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
INDICATED.

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

### PAVEMENT SCHEDULE

- PROPOSED APPROX. 1.5" OF S9.5B AT AN AVERAGE RATE OF 168 LBS PER SY PROPOSED APPROX 1.5" OF S9.5C AT AN AVERAGE RATE OF 168 LBS PER SY

| PROJECT NO.  | SHEET NO. | TOTAL NO. |
|--------------|-----------|-----------|
| 4CR.10961.19 | 3         | ,         |

## SUMMARY OF QUANTITIES

| PROJECT COUNTY MAP ROUTE DESCRIPTION TYP FINAL LENGTH WIDTH 1.5" MILLING 1" MILLING SU |                                 |                  |           |                               |     |          |        |       |             |           |               |                          | ASPHALT        | ADJ. OF  | ADJ. OF   |
|--|---------------------------------|------------------|-----------|-------------------------------|-----|----------|--------|-------|-------------|-----------|---------------|--------------------------|----------------|----------|-----------|
| PROJECT  | COUNTY                          | COUNTY WAP ROUTE |           | DESCRIPTION                   | ITP | SURFACE  | LENGIH | WIDIR | T'2 MILTIMA | T MILLING | SURFACE       | SURFACE<br>COURSE, S9.5C | BINDER FOR     | MANHOLES | METER OR  |
|  |                                 |                  |           |                               |     |          |        |       |             |           | COURSE, SS.SB | COURSE, 39.5C            | PLANT MIX      | MANHOLES | VALVE BOX |
|  |                                 |                  |           |                               |     | TESTING  |        |       |             |           |               |                          | PLANT WITA     |          | VALVE BOX |
|  |                                 |                  |           |                               | NO  | REQUIRED |        |       |             |           |               |                          | <b>**</b> 01/0 |          |           |
| NO   | IO NO                           |                  |           |                               |     |          | MI     | FT    | SY          | SY        | TONS          | TONS                     | TONS           | EA       | EA        |
| 4CR.10961.19   | Wayne                           | 1                | US 13     | FROM SR 1205 TO SR 1207       | 1   | NO       | 1.47   | 27    | 60          |           | 2,115         |                          | 127            |          | <b></b>   |
|  |                                 | 2                | US 13     | FROM SR 1220 TO SR 1151       | 1   | NO       | 1.16   | 28    | 62          |           | 1,748         |                          | 105            |          |           |
|  |                                 | 3                | NC 581    | FROM NC 111 TO BRIDGE         | 1   | NO       | 0.81   | 33    | 37          |           | 1,852         |                          | 111            |          |           |
|  |                                 |                  |           | FROM 100' SE OF SR 1915 TO SR |     |          |        |       |             |           |               |                          |                |          | ĺ         |
|  |                                 | 4                | NC 581    | 1918                          | 1   | NO       | 1.95   | 23    | 26          |           | 2,430         |                          | 146            |          | <u> </u>  |
|  | İ                               | 5                | NC 581    | FROM SR 1918 TO SR 1919       | 1   | NO       | 0.96   | 24    |             |           | 1,282         |                          | 77             |          |           |
|  |                                 | 6                | NC 581    | FROM SR 1919 TO US 13         | 1   | NO       | 1.08   | 24    |             |           | 1,650         |                          | 99             |          |           |
|  |                                 | 7                | US 70 EBL | FROM SR 1728 TO SR 1719       | 2   | NO       | 0.81   | 30    | 33          |           |               | 1,520                    | 90             |          |           |
|  |                                 |                  |           | FROM SR 1926 TO 500' SOUTH OF |     |          |        |       |             |           |               |                          |                |          |           |
|  |                                 | 8                | US 13 SBL | SR 1221                       | 1   | NO       | 0.92   | 25    |             | 56        | 1,591         |                          | 95             | 11       |           |
|  |                                 |                  |           | FROM 500' SOUTH OF SR 1221 TO |     |          |        |       |             |           |               |                          | ,              |          | 1         |
|  |                                 | 9                | US 13 NBL | SR 1926                       | 1   | NO       | 0.91   | 25    |             | 56        | 1,557         |                          | 93             |          | 7         |
|  |                                 | 10               | US 70WBL  | FROM SR 1719 TO SR 1728       | 2   | NO       | 0.78   | 30    |             |           |               | 1,539                    | 91             |          |           |
|  |                                 |                  |           |                               |     |          |        |       |             |           |               |                          |                |          | 1         |
|  | 1                               |                  |           | FROM END 1-795 PROJECT TO     |     |          |        |       |             |           |               |                          |                |          |           |
|  |                                 | 11               | US 13 SBL | GOLDSBORO SOUTHERN CITY LIMIT | 1   | NO       | 1.07   | 28    |             | 62        | 1,798         |                          | 108            | 1        | 1         |
|  |                                 |                  |           |                               |     |          |        |       |             |           |               |                          |                |          |           |
|  |                                 |                  |           | FROM GOLDSBORO SOUTHERN CITY  |     |          |        |       |             |           |               |                          |                |          |           |
|  | L                               | 12               | US 13 NBL | LIMIT TO BEGIN I-795 PROJECT  | 1   | NO       | 1.07   | 28    |             | 62        | 1,788         |                          | 107            |          |           |
| TOTAL FO   | TOTAL FOR PROJ NO. 4CR.10961.19 |                  |           |                               |     |          | 12.99  |       | 218         | 236       | 17,811        | 3,059                    | 1,249          | 2        | 8         |
|  |                                 |                  |           |                               |     |          |        |       |             |           |               | -                        |                | <b></b>  |           |
| GRAND TOTAL  |                                 |                  |           |                               |     | 12.99    |        | 218   | 236         | 17,811    | 3,059         | 1,249                    | 2              | 8        |           |

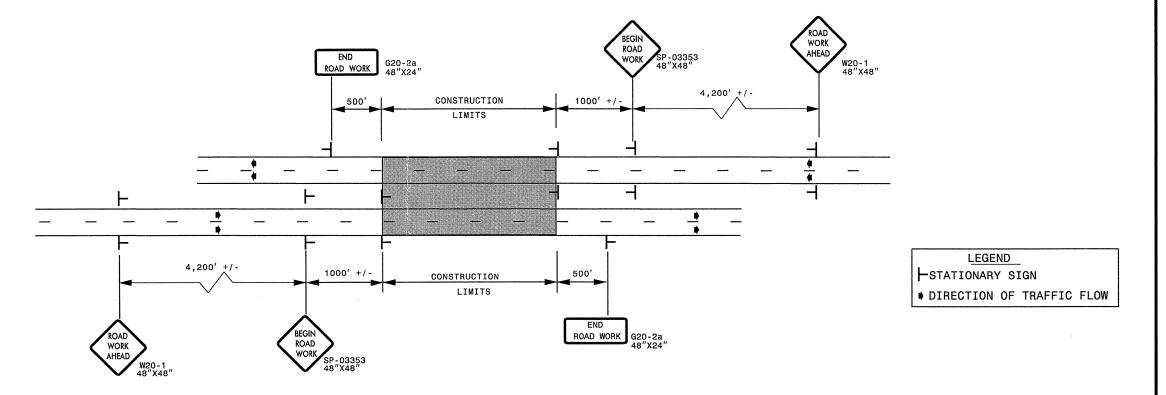
## THERMOPLASTIC AND PAINT QUANTITIES

|              |                                 |       |           |                                | т      |       |  |           |          |           |              |           |              |             |           | 484500000-N |          |           |             |              |       |  |  |
|--------------|---------------------------------|-------|-----------|--------------------------------|--------|-------|--|-----------|----------|-----------|--------------|-----------|--------------|-------------|-----------|-------------|----------|-----------|-------------|--------------|-------|--|--|
|              |                                 |       |           |                                |        | ļ     | 481500                                 |           | 482000   |           | 4825000000-E |           | 4835000000-E | 484000000-N |           |             | T        |           |             |              |       |  |  |
| PROJECT      | COUNTY                          | MAP   | ROUTE     | DESCRIPTION                    | LEN    | WIDTH | 6" WHITE                               | 6" YELLOW | 8" WHITE | 8" YELLOW | 12" WHITE    | 16" WHITE | 24" WHITE    | PAINT MSG   | PAINT MSG | PAINT LT    | PAINT RT | PAINT STR | PAINT STR & | PAINT LT STR | 9     |  |  |
|              |                                 | 1 1   |           |                                | GTH    |       | PAINT                                  | PAINT     | PAINT    | PAINT     | PAINT        | PAINT     | PAINT        | RXR         | ONLY      | ARROW       | ARROW    | ARROW     | RT ARROW    | RT ARROW     | ARROW |  |  |
|              |                                 |       |           |                                |        |       |  |           |          |           |              |           |              |             |           |             |          |           |             |              |       |  |  |
| NO           |                                 | NO    |           |                                |        |       | LF                                     | LF        | LF       | LF        | LF           | LF        | LF           | EA          | EA        | EA          | EA       | EA        | EA          | EA           | EA    |  |  |
| 4CR.10961.19 | Wayne                           | 1     | US 13     | FROM SR 1205 TO SR 1207        | 1.5    | 27    | 31,634                                 | 19,404    |          |           |              |           |              |             |           |             |          |           |             |              |       |  |  |
|              |                                 | 2     | US 13     | FROM SR 1220 TO SR 1151        | 1.2    | 28    | 24,963                                 | 15,312    |          |           |              |           |              |             |           |             |          |           |             |              |       |  |  |
|              |                                 | 3     | NC 581    | FROM NC 111 TO BRIDGE          | 0.8    | 33    | 17,431                                 | 10,692    | 520      |           |              |           | 200          |             |           | 2           | 2        |           |             |              |       |  |  |
|              |                                 |       |           | FROM 100' SE OF SR 1915 TO SR  | $\Box$ |       |  |           |          |           |              |           |              |             |           |             |          |           |             |              | ĺ     |  |  |
|              |                                 | 4     | NC 581    | 1918                           | 2      | 23    | 41,964                                 | 25,740    |          |           |              |           |              |             |           | 1           | 2        | 2         |             |              |       |  |  |
|              |                                 | 5     | NC 581    | FROM SR 1918 TO SR 1919        | 1      | 24    | 20,659                                 | 12,672    | 250      |           |              |           | 20           |             |           |             |          |           | 1           |              |       |  |  |
|              |                                 | 6     | NC 581    | FROM SR 1919 TO US 13          | 1.1    | 24    | 23,242                                 | 14,256    |          | 900       |              | 100       | 84           | 4           |           | 14          |          | 3         | 2           |              |       |  |  |
|              |                                 | 7     | US 70 EBL | FROM SR 1728 TO SR 1719        | 0.8    | 30    | 13,154                                 | 8,635     | 848      | 200       |              |           |              |             | 4         | 2           | 4        | 2         |             |              |       |  |  |
|              |                                 |       |           | FROM SR 1926 TO 500' SOUTH OF  | T      |       |  |           |          |           |              |           |              |             |           |             |          |           |             |              |       |  |  |
|              |                                 | 8     | US 13 SBL | SR 1221                        | 0.9    | 25    | 14,941                                 | 9,807     |          |           | 450          |           | 76           |             |           | 8           | 5        | 8         |             | 2            |       |  |  |
|              |                                 | ╁╧╅   |           | FROM 500' SOUTH OF SR 1221 TO  | +      |       | ······································ |           |          |           |              |           |              |             |           |             |          |           |             |              |       |  |  |
|              |                                 | ا ه ا | US 13 NBL | SR 1926                        | 0.9    | 25    | 14,778                                 | 9,701     |          |           | 700          |           | 180          |             |           | 9           | 10       | 12        |             |              | 2     |  |  |
|              |                                 |       | US 70WBL  | FROM SR 1719 TO SR 1728        | 0.8    |       | 12,667                                 | 8,315     | 1,150    |           |              |           | 1            |             |           | 5           | 2        | 3         |             |              |       |  |  |
|              |                                 | 1 - 1 | 03704702  | , HOM SK 17 13 10 SK 17 25     | 1      |       | 22,007                                 |           |          |           |              |           |              |             |           |             |          |           |             |              |       |  |  |
|              |                                 |       |           | FROM END I-795 PROJECT TO      |        |       |  |           |          |           |              |           |              |             | 1         |             |          |           |             |              |       |  |  |
|              |                                 | 11    | HC 12 CBI | GOLDSBORO SOUTHERN CITY LIMIT  | 111    | 28    | 17,377                                 | 11.406    |          |           |              |           | 36           |             |           | 15          |          | 3         | 3           |              |       |  |  |
|              |                                 | +     | 03 13 302 | GOLDSBOILG SOOTHLING CITT LINE | +      |       | 17,577                                 | 22,100    |          | l         | <b>†</b>     | 1         |              |             |           |             | 1        | 1         |             |              |       |  |  |
|              |                                 |       |           | FROM GOLDSBORO SOUTHERN CITY   | .      |       |  |           |          |           |              |           |              |             |           |             |          |           | 1           |              |       |  |  |
|              |                                 | 12    | US 13 NBL | LIMIT TO BEGIN I-795 PROJECT   | 111    | 28    | 17,377                                 | 11.406    |          |           | 170          |           | 36           |             |           | 14          |          | 8         |             |              |       |  |  |
|              | L                               |       |           | ENVIT TO DEGIN 1-793 PROJECT   | 13     | 20    | 250,187                                | 157,346   | 2,768    | 1,100     | 1,320        | 100       | 632          | 4           | 4         | 70          | 25       | 41        | 6           | 2            | 2     |  |  |
| TOTAL FOR    | TOTAL FOR PROJ NO. 4CR.10961.19 |       | 961.19    |                                | +==+   |       | 407,533                                |           | 3,868    |           |              |           | 1            | 8 146       |           |             | 146      | 6         |             |              |       |  |  |
|              |                                 |       |           | L                              |        |       | 407.                                   |           |          |           |              | 1         | <u></u>      | .1          |           |             |          |           |             |              |       |  |  |
| <u></u>      |                                 |       |           |                                | 13     |       | 250,187                                | 157,346   | 2,768    | 1,100     | 1,320        | 100       | 632          | 4           | 4         | 70          | 25       | 41        | 6           | 2            | 2     |  |  |
| GRAND TOTAL  |                                 |       |           |                                |        |       | 407                                    | ,533      | 3,       | 868       |              |           |              |             | 8         |             |          |           | L46         |              |       |  |  |

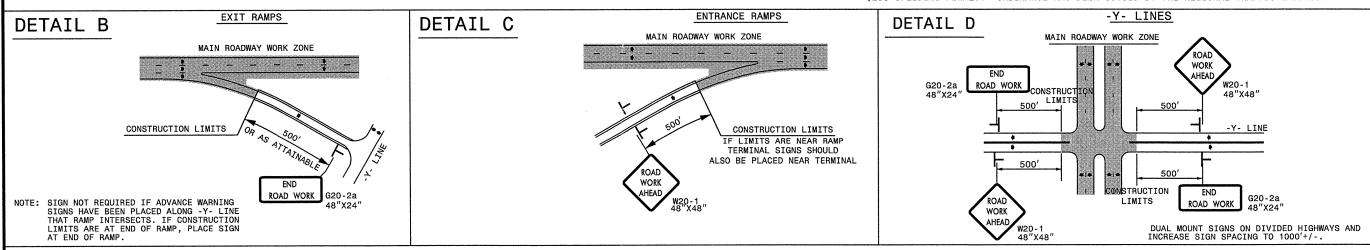
PROJ. REFERENCE NO. SHEET NO SEE TO THE LEF WBS ELEMENT: 4CR.10961.19 TCP-1 TWO-WAY UNDIVIDED \*\* (L-LINES) HIGHWAY WORK ZONE TRANSPORTATION NORTH CAROLINA RECOMMENDED HIGHWAY WORK MINIMUM AHEAD SIGN SPACING ROAD WORK G20-2a 48"x24" S POSTED SPEED LIMIT  $\otimes$ ż (M.P.H.) 500' 9F RALEIGH, 1000' DIVISION 0F OF. CONSTRUCTION LIMITS-END STATE WORK DEPT G20-2a 48"X24" ROAD WORK ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES) -Y- LINES MAIN ROADWAY WORK ZONE ED SIGNS FOR CONSTRUCTION G20-2a LIMITS 48"X24" DRAWING / UNDIVIE WARNING CONSTRUCTION END ROAD WORK WORK TWO-WAY **GENERAL NOTES** AI - 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. 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. LEGEND - ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED. ├ STATIONARY SIGN - 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 ■ DIRECTION OF TRAFFIC FLOW SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110. SHEET 1 OF 1 - WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS. APPROVED: DATE: DETAIL DRAWING FOR TWO-WAY - DO NOT BACK BRACE SIGN SUPPORTS. UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS - \*\* 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. NONE REVISIONS SEAL 7-98 10/01 10-98 03/04 01/01 11/04

SEE TO THE LEFT TCP-2

DETAIL A

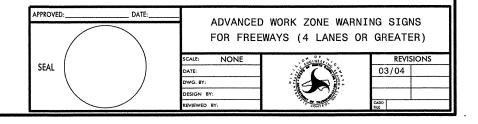


\* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.



#### 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
- (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.

(1)(2)(3)(4)(8)

W26-1CSP

IN ROAD NEXT 5

- (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.
- (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.



DIRECTION OF TRAFFIC FLOW



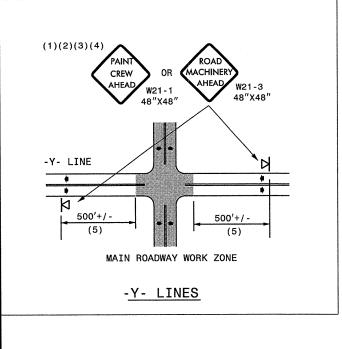
APPLICATION VEHICLE

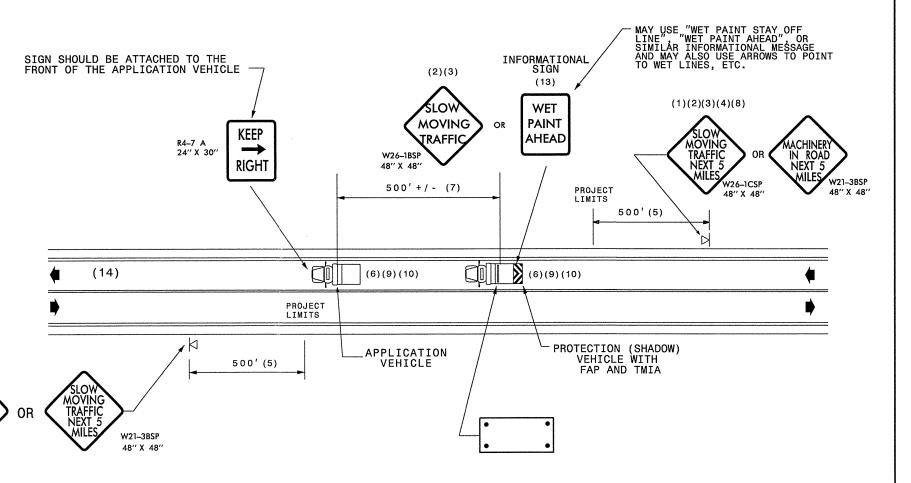


PROTECTION VEHICLE WITH TRUCK MOUNTED IMPACT ATTENUATOR (TMIA) AND LIGHT BAR (SEE ROADWAY STANDARD NO. 1165.01). TMIA MUST BE NCHRP-350 TEST LEVEL 3 (60+MPH) APPROVED.



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





# 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

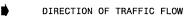
### **GENERAL NOTES**

- (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.



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.



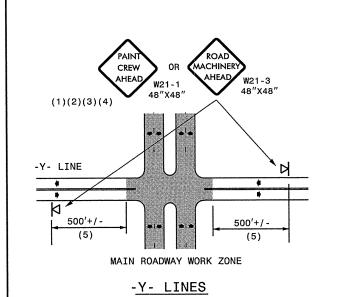
ADVANCE WARNING VEHICLE WITH TRUCK MOUNTED CHANGEBLE MESSAGE SIGN (CMS) AND LIGHT BAR. MESSAGE SIGN LETTER HEIGHT SHOULD BE A MINIMUM OF 10 INCHES.

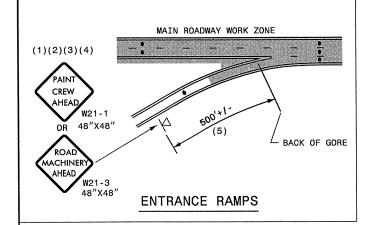


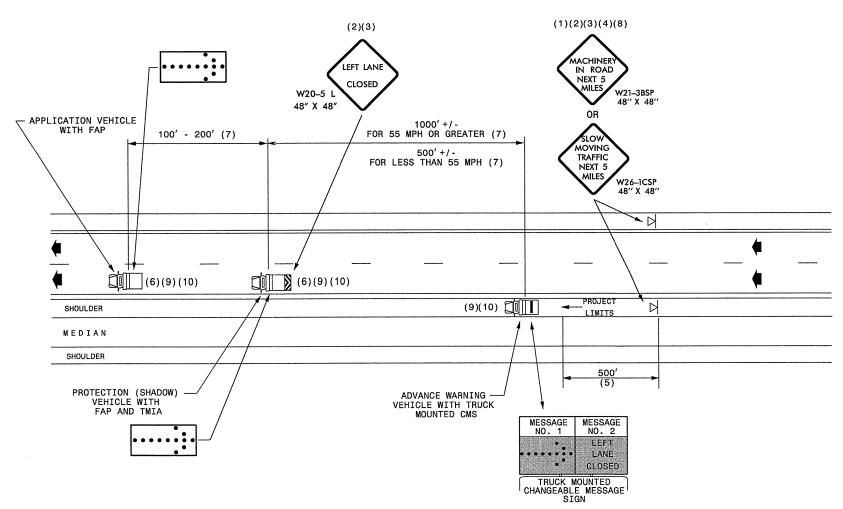
FLASHING ARROW PANEL, TYPE "B" (60"X30" MIN.), APPROPRIATE DIRECTION INDICATED



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