

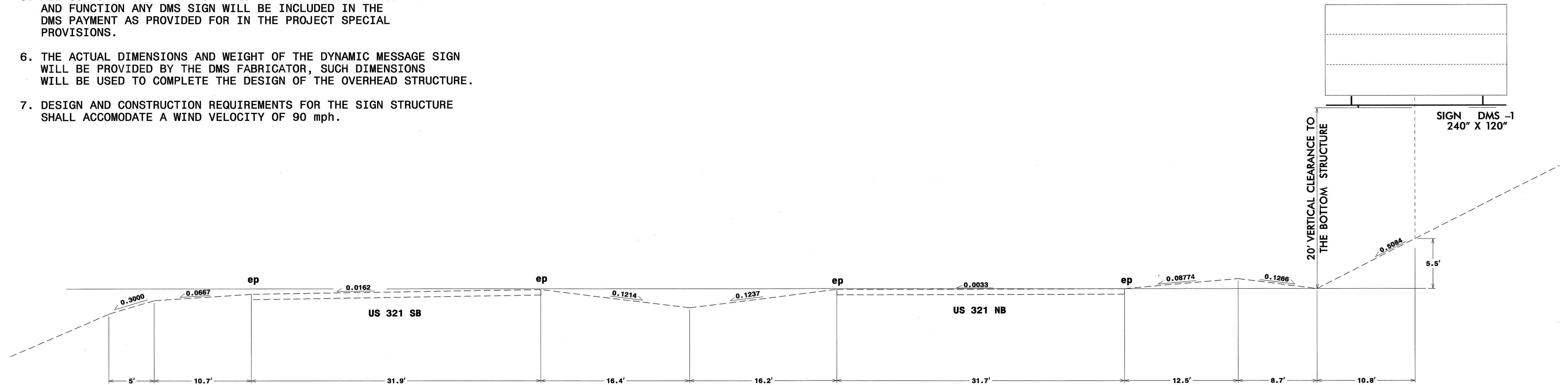
**NOTES:**

1. LANDING AREA SHALL BE PROVIDED FOR ACCESS TO ONE OF THE DMS INSPECTION DOORS AS APPROVED BY THE ENGINEER. REFER TO THE TRAFFIC MANAGEMENT SYSTEMS PROJECT SPECIAL PROVISIONS FOR DETAILS.
2. THE BOTTOM EDGE OF ALL SIGNS IN EACH ASSEMBLY SHOULD BE LOCATED ON A HORIZONTAL PLANE.
3. FIELD VERIFICATION SHALL BE REQUIRED FOR ALL FOOTING ELEVATIONS PER THE LATEST NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES.
4. THE TOP OF THE FOOTING SHALL EXTEND AT LEAST 6" AND NOT MORE THAN 24" ABOVE THE HIGHEST POINT OF THE GROUND SURFACE AT THE FOOTING.
5. ALL CONDUIT AND ELECTRICAL EQUIPMENT REQUIRED TO CONNECT AND FUNCTION ANY DMS SIGN WILL BE INCLUDED IN THE DMS PAYMENT AS PROVIDED FOR IN THE PROJECT SPECIAL PROVISIONS.
6. THE ACTUAL DIMENSIONS AND WEIGHT OF THE DYNAMIC MESSAGE SIGN WILL BE PROVIDED BY THE DMS FABRICATOR, SUCH DIMENSIONS WILL BE USED TO COMPLETE THE DESIGN OF THE OVERHEAD STRUCTURE.
7. DESIGN AND CONSTRUCTION REQUIREMENTS FOR THE SIGN STRUCTURE SHALL ACCOMMODATE A WIND VELOCITY OF 90 mph.

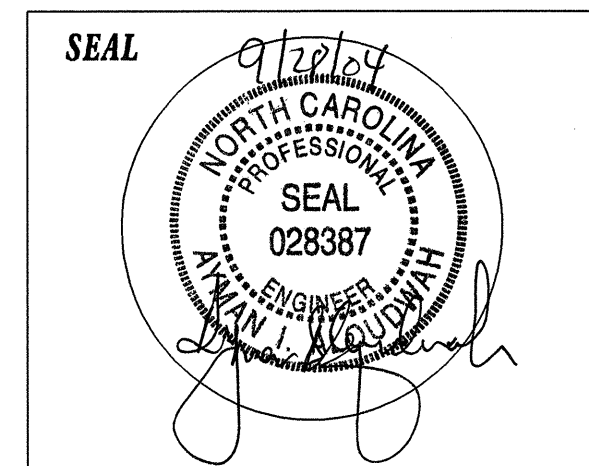
**LOADINGS FOR ELECTRONIC SIGNS**

**DYNAMIC MESSAGE SIGNS (DMS)**

1. MAXIMUM DEAD LOAD OF THE DMS IS 5200 LBS.
2. MAINTENANCE DOOR SHOULD BE LOCATED ON THE RIGHT SIDE OF THE DMS ENCLOSURE.



**Overhead Sign Assembly "DMS-1"**  
**Sta 0.18 Miles South of SR 1513**



**OVERHEAD SIGN ASSEMBLY "DMS-1"**  
**STA 0.18 MILES SOUTH OF SR 1513**

SCALE	NONE		REVISIONS
DATE	07-01-04		
DESIGN BY	J. MARTINEZ		
REVIEWED BY			
APPROVED BY	A. ALQUIDWAH		