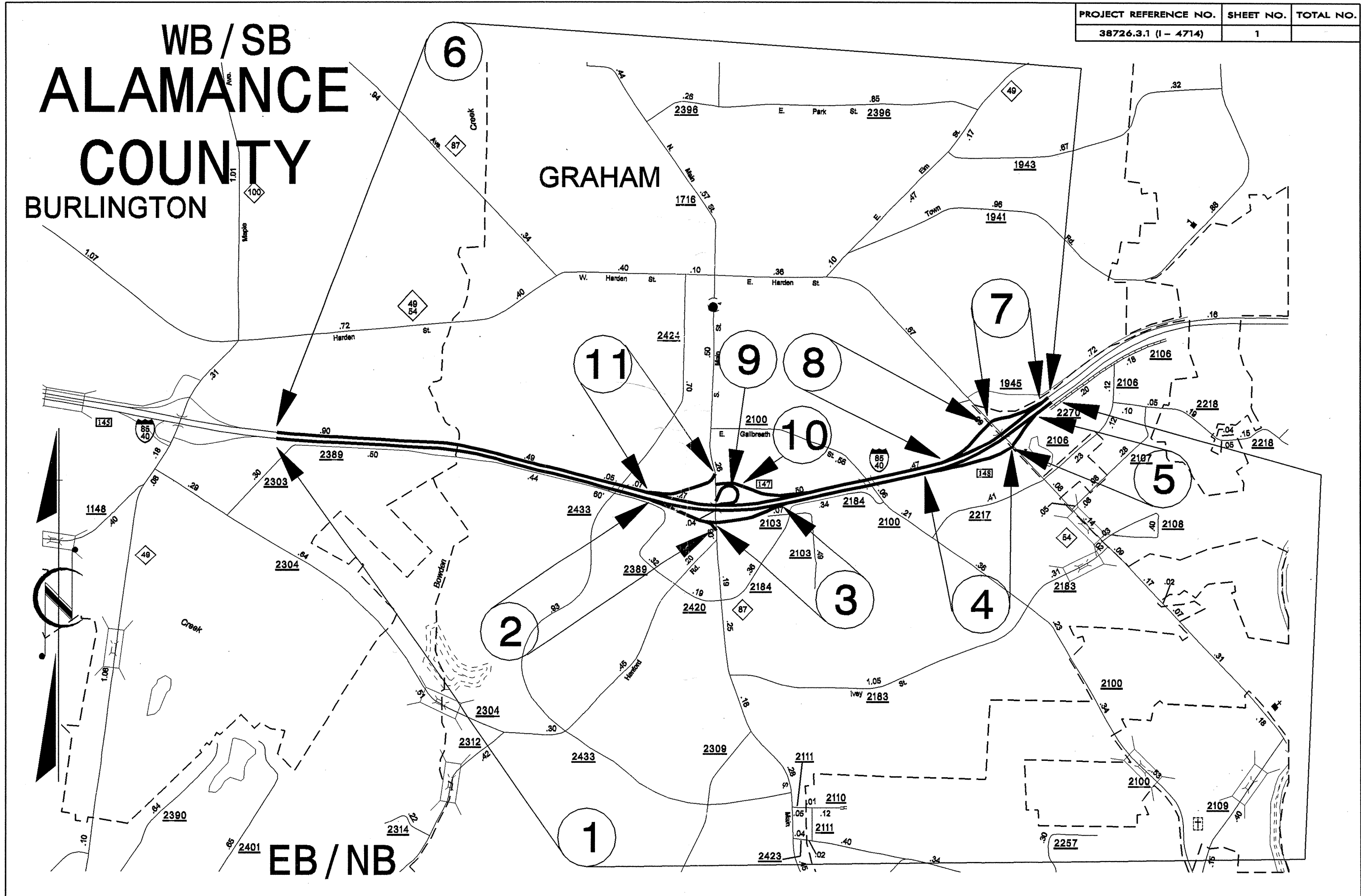


PROJECT REFERENCE NO.	SHEET NO.	TOTAL NO.
38726.3.1 (I - 4714)	1	

**WB / SB**  
**ALAMANCE**  
**COUNTY**  
BURLINGTON

**GRAHAM**

**EB / NB**



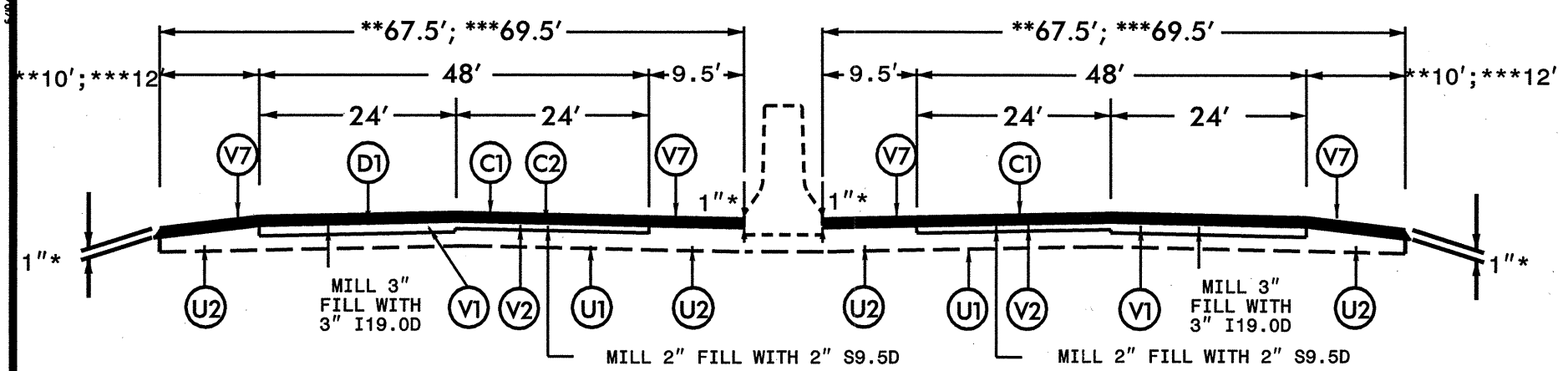




PROJECT NO.	SHEET NO.	TOTAL SHEETS
38726.3(1-4714)	4	7

NOTE: STA 0+00 EBNB - STARTS AT NEW PAVEMENT JOINT APPROXIMATELY ONE MILE WEST OF NC 87

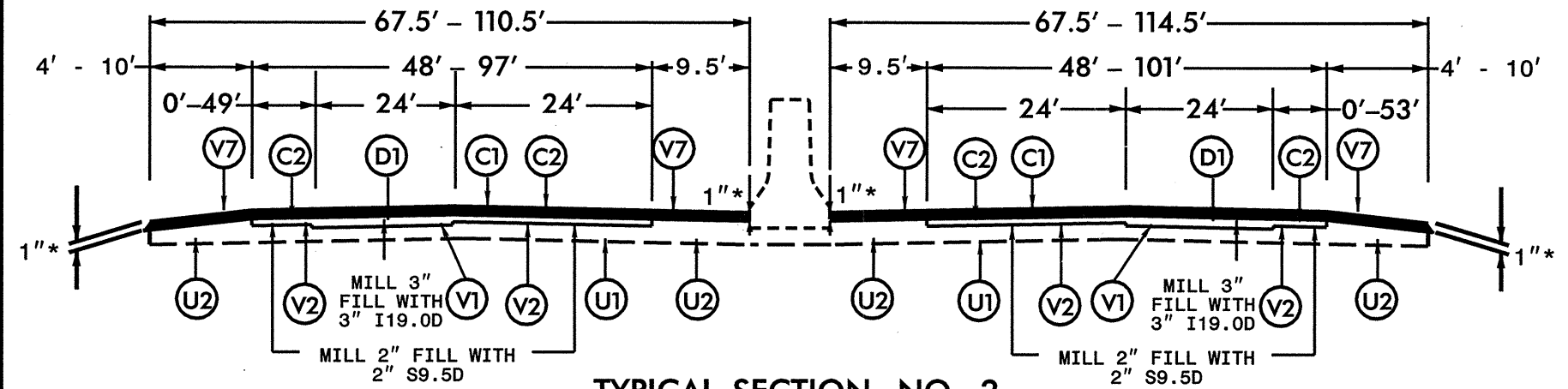
STA 0+00 WBSB - STARTS AT NEW PAVEMENT JOINT APPROXIMATELY 1380 LF EAST OF NC 54



**TYPICAL SECTION NO. 1**

Use ramp typicals for auxiliary lanes. \* Taper paved shoulder to 1" depth at median barrier wall and at earth shoulder.

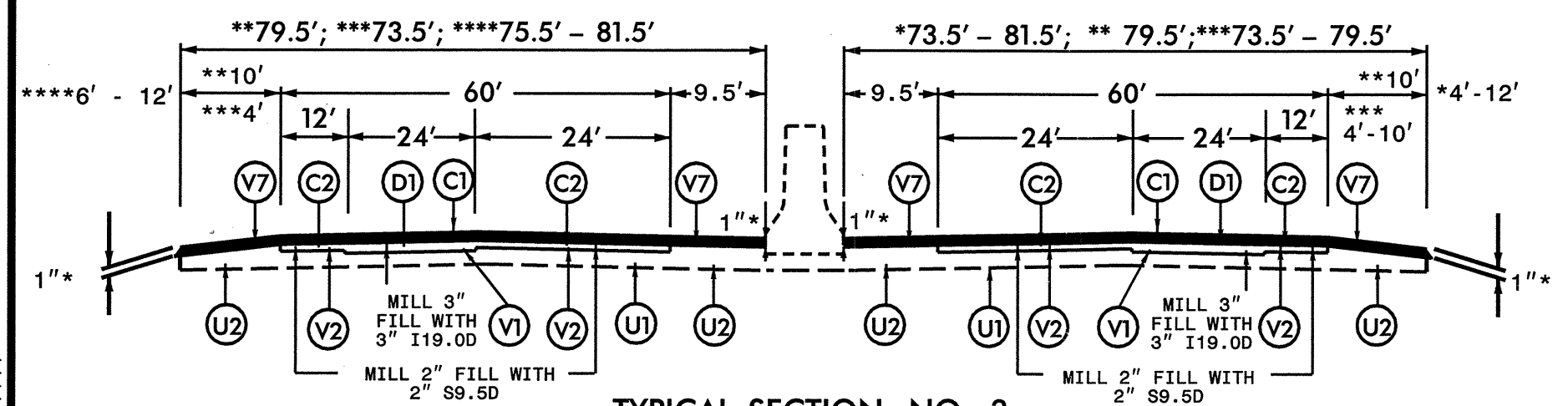
WB/SB	** STA 0+00 TO STA 8+12	*** STA 93+21 TO STA 95+87	EB/NB	STA **0+00 TO STA 26+72	STA **69+16 TO STA 77+69
	** STA 13+80 TO STA 19+23	** STA 95+87 TO STA 111+95		STA ***26+72 TO STA 33+22	STA***109+80 TO STA 118+27
	** STA 21+09 TO STA 27+80	*** STA 111+95 TO STA 120+35		STA **33+22 TO STA 53+69	STA***120+30 TO STA 124+08
	** STA 58+83 TO STA 67+37	** STA 120+35 TO STA 138+20		STA **59+81 TO STA 66+81	STA **140+81 TO STA 143+02



**TYPICAL SECTION NO. 2**

Use ramp typicals for auxiliary lanes. \* Taper paved shoulder to 1" depth at median barrier wall and at earth shoulder.

WB/SB	STA 8+12 TO STA 13+80	STA 67+37 TO STA 69+37	EB/NB	STA 53+69 TO STA 59+81	STA 103+57 TO STA 109+80
	STA 27+80 TO STA 32+11	STA 77+09 TO STA 82+33		STA 77+69 TO STA 83+63	STA 124+08 TO STA 127+35
	STA 53+75 TO STA 58+83	STA 91+21 TO STA 93+21			STA 135+84 TO STA 140+81



**TYPICAL SECTION NO. 3**

Use ramp typicals for auxiliary lanes. \* Taper paved shoulder to 1" depth at median barrier wall and at earth shoulder.

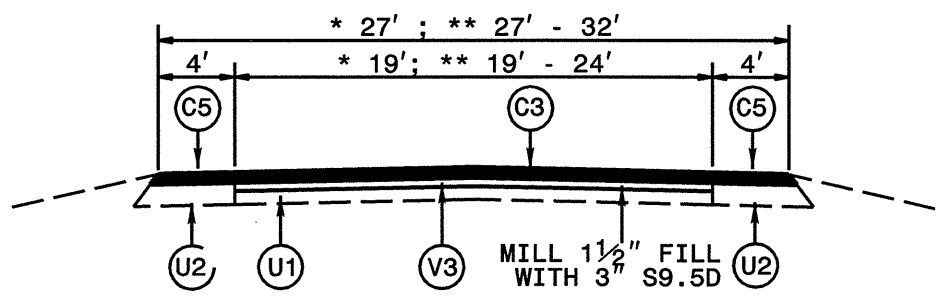
WB/SB	STA **32+11 TO STA 53+75	EB/NB	STA *80+17 TO STA 83+63
	STA ***71+45 TO STA 77+09		STA **83+63 TO STA 103+57
	STA***82+33 TO STA 91+21		STA ***127+35 TO STA 135+84

PAVEMENT SCHEDULE		
C1	PROP. APPROX. 1½" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	
C2	PROP. APPROX. 2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.	
C3	PROP. APPROX. 3" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	
C4	PROP. APPROX. 3" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	
C5	PROP. APPROX. 1½" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	
D1	PROP. APPROX. 3" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	
D2	PROP. APPROX. 4" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	
E	PROP. APPROX. 5 1/2" ASPHALT. CONC. BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.	
R1	EXISTING EXPRESS GUTTER	U1 EXISTING TRAVELWAY.
R2	EXISTING 2-6 CURB AND GUTTER	U2 EXISTING PAVED SHOULDER.

MILLING SCHEDULE	
V1	MILLING BITUMINOUS PAVEMENT, 3" DEPTH.
V2	MILLING BITUMINOUS PAVEMENT, 2" DEPTH.
V3	MILLING BITUMINOUS PAVEMENT, 1½" DEPTH.
V4	MILLING BITUMINOUS PAVEMENT, 0" to 1½" DEPTH.
V7	MILLED RUMBLE STRIP. use in conjunction with Standard Drawing # 665.01

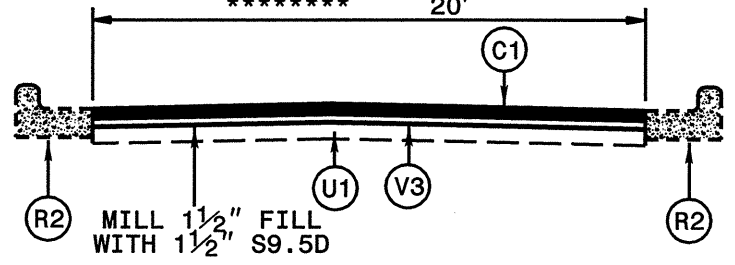
SYSTEMS DGN US  
 10/31/2006 11:51:06 AM

PROJECT NO.	SHEET NO.	TOTAL SHEETS
38726.3J (I-4714)	5	7



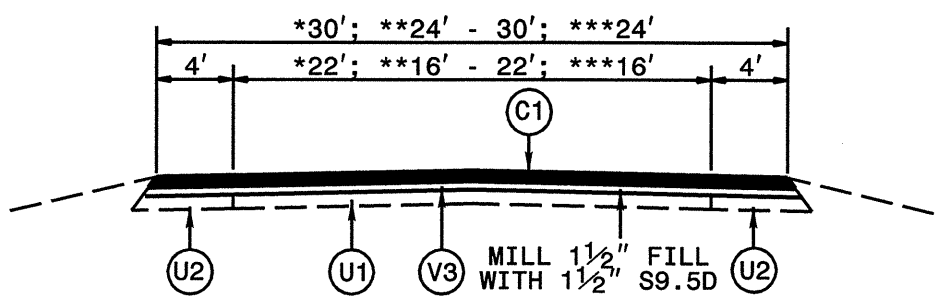
**TYPICAL SECTION NO. 4**  
 I-40/85 EB/NB OFF RAMP TO NC 87  
 \* STA 0+00 TO STA 4+44  
 \*\* STA 4+44 TO STA 7+21

- \* 32'-110'
- \*\* 26'-120'
- \*\*\* 25'-75'
- \*\*\*\* 30'-77'
- \*\*\*\*\* 32'-88'
- \*\*\*\*\* 36'-64'
- \*\*\*\*\* 21'-104'
- \*\*\*\*\* 20'

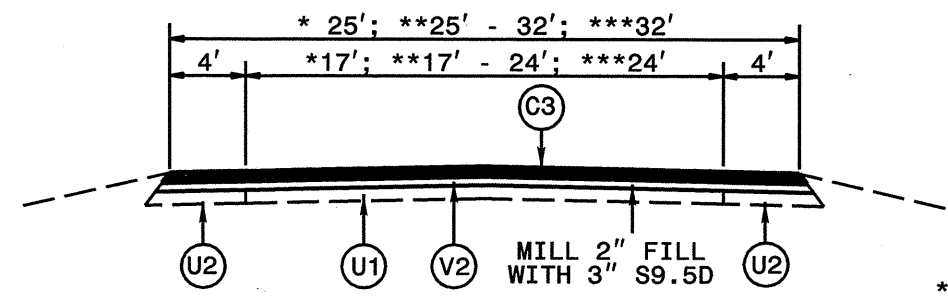


**TYPICAL SECTION NO. 4A**

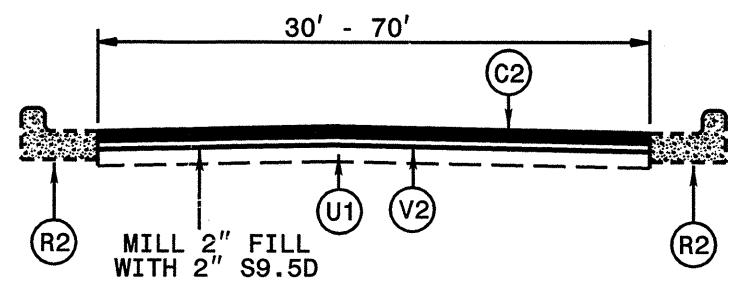
- \* I-40/85 EB/NB OFF RAMP TO NC 87 STA 7+21 TO STA 8+11
- \*\* ON RAMP FROM NC 87 TO I-40/85 EB/NB STA 0+00 TO STA 1+04
- \*\*\* ON RAMP FROM NC 54 TO I-40/85 EB/NB STA 0+00 TO STA 0+60
- \*\*\*\* I-40/85 WB/SB OFF RAMP TO NC 54 STA 6+18 TO STA 6+66
- \*\*\*\*\* ON RAMP FROM NC 54 TO I-40/85 WB/SB STA 0+00 TO 0+61
- \*\*\*\*\* I-40/85 WB/SB OFF RAMP TO NC 87 STA 10+68 TO STA 11+30
- \*\*\*\*\* LOOP FROM NC 87 TO I-40/85WB/SB STA 0+00 TO STA 0+70
- \*\*\*\*\* ON RAMP FROM NC 87 TO I-40/85 WB/SB STA 0+00 TO STA 1+41



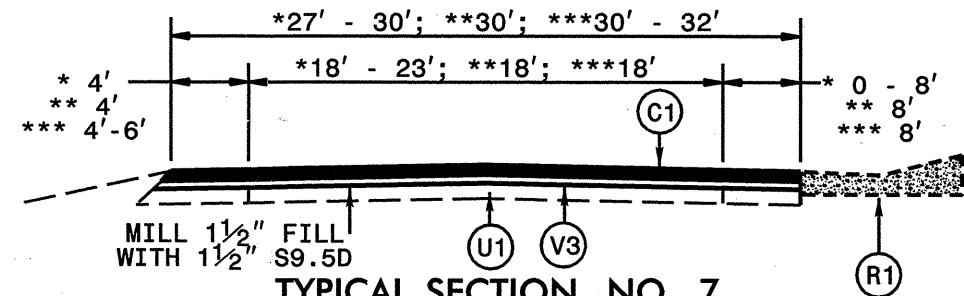
**TYPICAL SECTION NO. 5**  
 ON RAMP FROM NC 87 TO EB/NB I-40/85  
 \* STA 1+04 TO STA 3+55  
 \*\* STA 3+55 TO STA 4+95  
 \*\*\* STA 4+95 TO STA 9+56



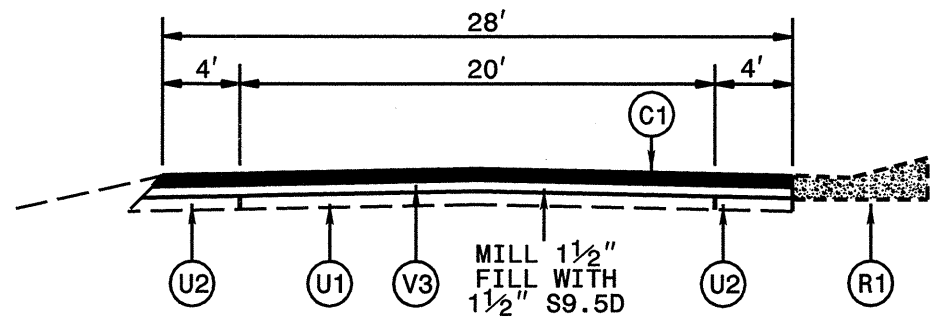
**TYPICAL SECTION NO. 6**  
 I-40/85 EB/NB OFF RAMP TO NC 54  
 \* STA 0+00 TO STA 3+60  
 \*\* STA 3+60 TO STA 6+48  
 \*\*\* STA 6+48 TO STA 9+55



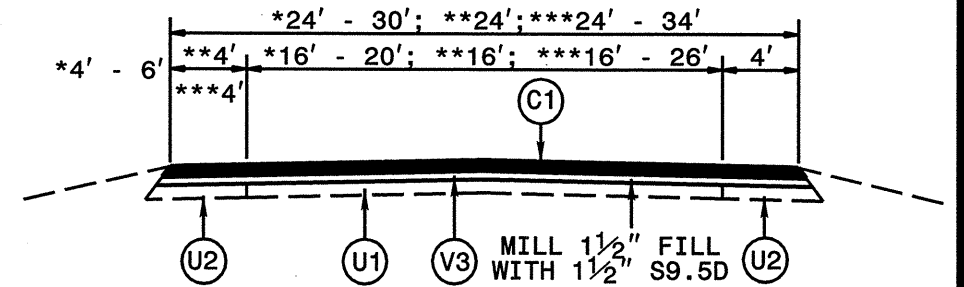
**TYPICAL SECTION NO. 6A**  
 I-40/85 EB/NB OFF RAMP TO NC 54  
 STA 9+55 TO STA 9+95



**TYPICAL SECTION NO. 7**  
 ON RAMP FROM NC 54 TO I-40/85 EB/NB  
 \* STA 0+60 TO STA 1+90  
 \*\* STA 1+90 TO STA 3+90  
 \*\*\* STA 3+90 TO STA 4+40



**TYPICAL SECTION NO. 8**  
 I-40/85 WB/SB OFF RAMP TO NC 54  
 STA 0+00 TO STA 0+61

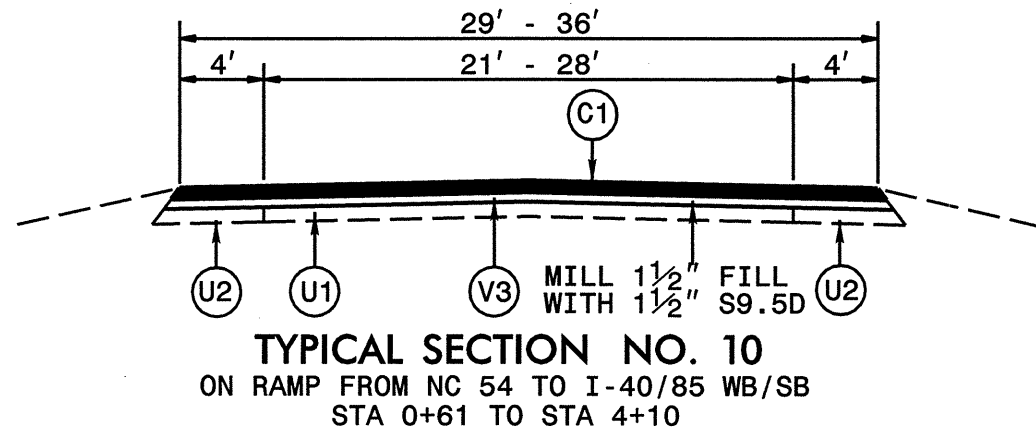


**TYPICAL SECTION NO. 9**  
 I-40/85 WB/SB OFF RAMP TO NC 54  
 \* STA 0+61 TO STA 2+90  
 \*\* STA 2+90 TO STA 3+40  
 \*\*\* STA 3+40 TO STA 6+18

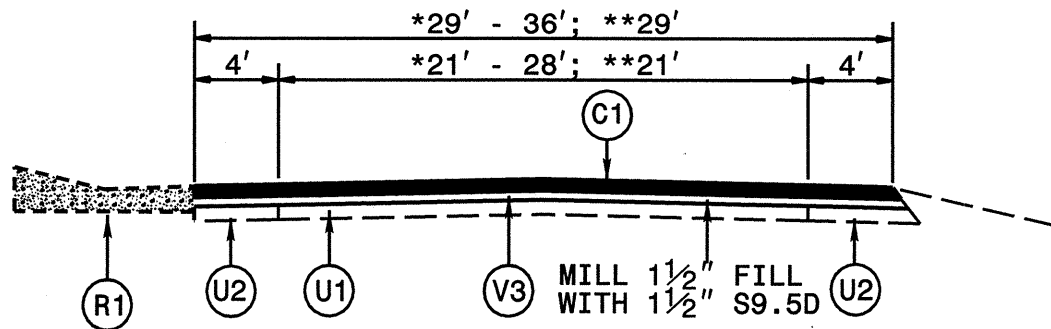
V1	MILLING BITUMINOUS PAVEMENT, 3" DEPTH.
V2	MILLING BITUMINOUS PAVEMENT, 2" DEPTH.
V3	MILLING BITUMINOUS PAVEMENT, 1 1/2" DEPTH.
V4	MILLING BITUMINOUS PAVEMENT, 0" to 1 1/2" DEPTH.

C1	PROP. APPROX. 1 1/2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.		
C3	PROP. APPROX. 3" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
C4	PROP. APPROX. 3" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.		
C5	PROP. APPROX. 1 1/2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
D1	PROP. APPROX. 3" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.		
D2	PROP. APPROX. 4" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.		
E	PROP. APPROX. 5 1/2" ASPHALT. CONC. BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.		
R1	EXISTING EXPRESS GUTTER	U1	EXISTING TRAVELWAY.
R2	EXISTING 2-6 CURB AND GUTTER	U2	EXISTING PAVED SHOULDER.

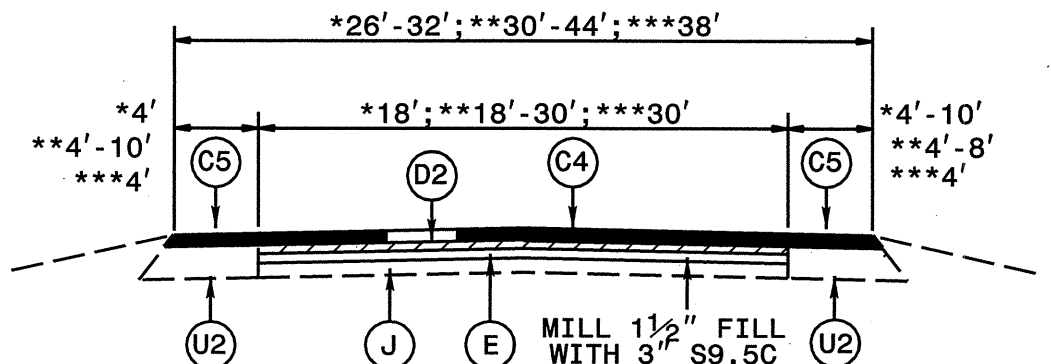
\$\$\$SYTIME\$\$\$\$\$DCN\$\$\$\$\$



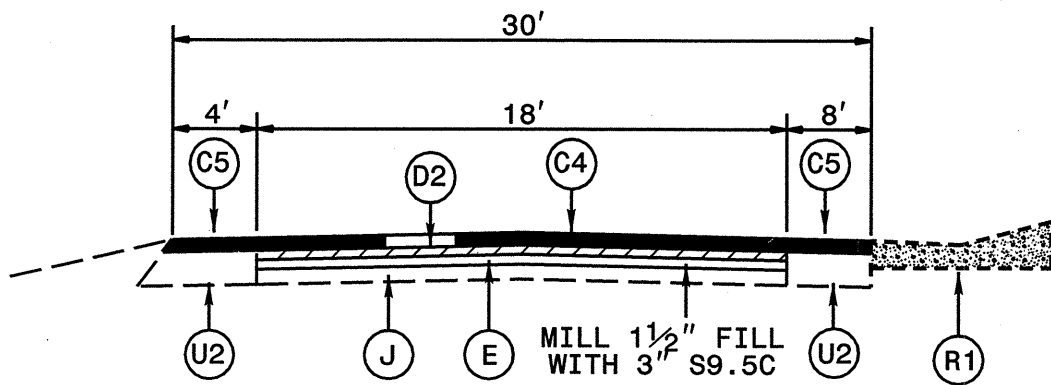
**TYPICAL SECTION NO. 10**  
ON RAMP FROM NC 54 TO I-40/85 WB/SB  
STA 0+61 TO STA 4+10



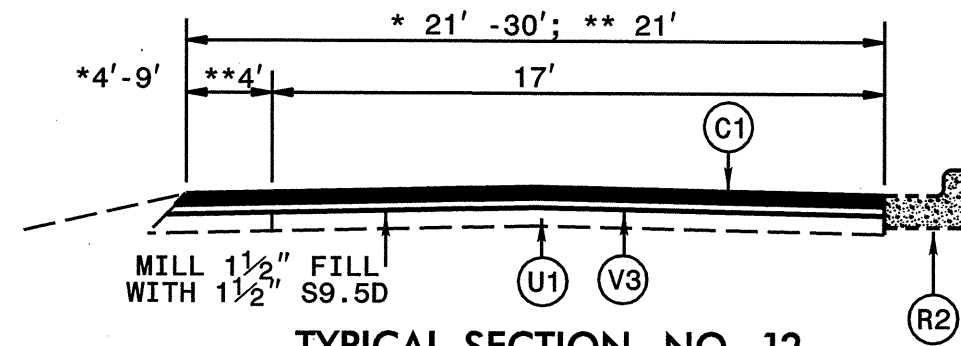
**TYPICAL SECTION NO. 10A**  
ON RAMP FROM NC 54 TO I-40/85 WB/SB  
\* STA 4+10 TO STA 4+90; \*\* STA 4+90 TO STA 7+00



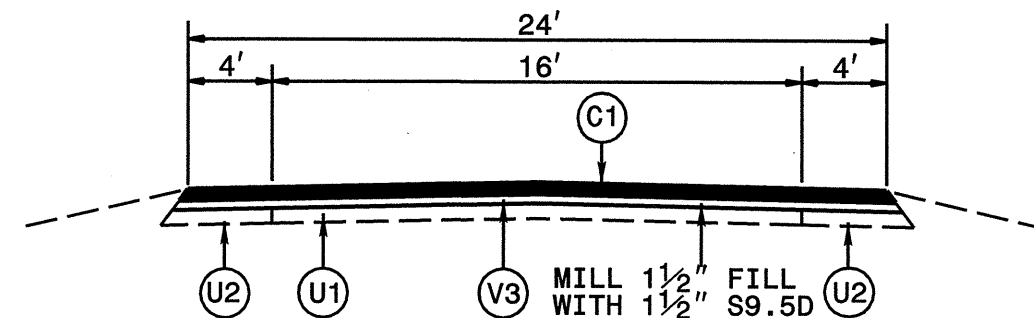
**TYPICAL SECTION NO. 11**  
I-40/85 WB/SB OFF RAMP TO NC 87  
\* STA 0+00 TO STA 3+45; \*\* STA 6+44 TO STA 10+43  
\*\*\* STA 10+43 TO STA 10+68



**TYPICAL SECTION NO. 11A**  
I-40/85 WB/SB OFF RAMP TO NC 87  
STA 3+45 TO STA 6+44



**TYPICAL SECTION NO. 12**  
LOOP FROM NC 87 TO I-40/85 WB/SB  
\* STA 0+70 TO STA 2+98  
\*\* STA 2+98 TO STA 6+61

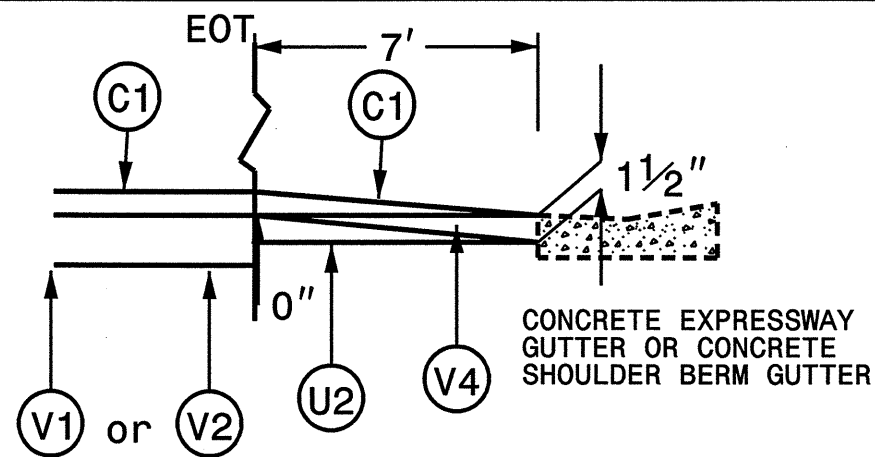


**TYPICAL SECTION NO. 13**  
ON RAMP FROM NC 87 TO I-40/85 WB/SB  
STA 1+44 TO STA 9+37

PAVEMENT SCHEDULE			
C1	PROP. APPROX. 1 1/2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.		
C3	PROP. APPROX. 3" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
C4	PROP. APPROX. 3" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
C5	PROP. APPROX. 1 1/2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
D1	PROP. APPROX. 3" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.		
D2	PROP. APPROX. 4" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.		
E	PROP. APPROX. 5 1/2" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.		
J	EXISTING AGGREGATE BASE COURSE		
R1	EXISTING EXPRESS GUTTER	U1	EXISTING TRAVELWAY.
R2	EXISTING 2-6 CURB AND GUTTER	U2	EXISTING PAVED SHOULDER.

MILLING SCHEDULE	
V1	MILLING BITUMINOUS PAVEMENT, 3" DEPTH.
V2	MILLING BITUMINOUS PAVEMENT, 2" DEPTH.
V3	MILLING BITUMINOUS PAVEMENT, 1 1/2" DEPTH.
V4	MILLING BITUMINOUS PAVEMENT, 0" TO 1 1/2" DEPTH.

\$\$\$\$\$SYTIME\$\$\$\$\$DON\$\$\$\$\$USERNAME\$\$\$\$\$



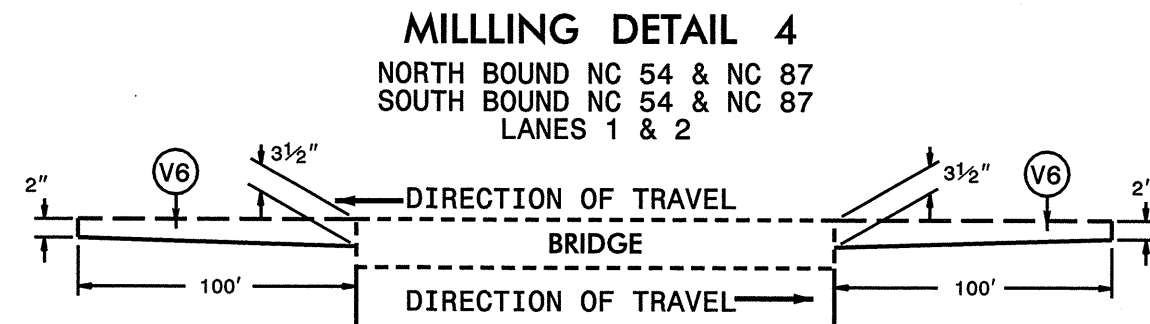
**MILLING TYPICAL SECTION 1**  
TO BE USED IN CONJUNCTION WITH TS # 1 & 3

EB/NB

WB/SB

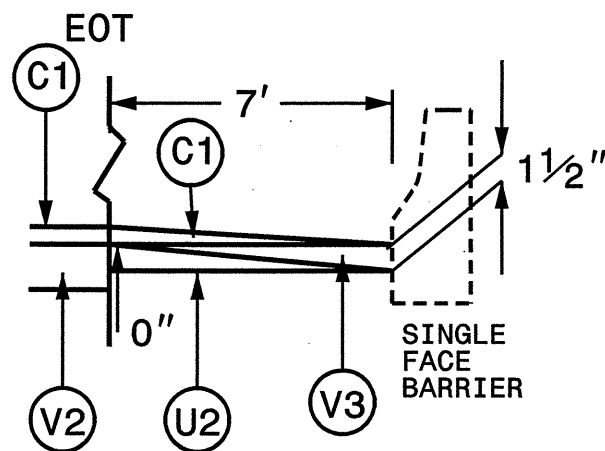
- STA 16+25 TO STA 22+43
- STA 33+22 TO STA 42+23
- STA 42+98 TO STA 49+84
- STA 53+69 TO STA 57+27
- STA 83+63 TO STA 94+59
- STA 95+08 TO STA 99+61

- STA 8+12 TO STA 13+80
- STA 27+80 TO STA 28+80
- STA 95+87 TO STA 99+72
- STA 120+35 TO STA 125+82



**MILLING DETAIL 4**  
NORTH BOUND NC 54 & NC 87  
SOUTH BOUND NC 54 & NC 87  
LANES 1 & 2

**NOTE:**  
TO BE USED IN CONJUNCTION WITH  
TS. NO. 1 ON MAP 1  
TS. NO. 1 ON MAP 9

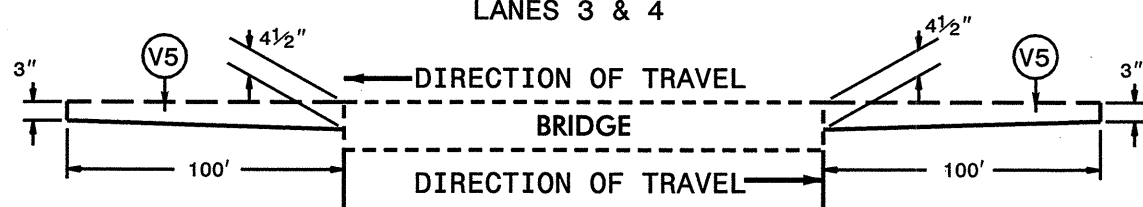


**MILLING TYPICAL SECTION 2**  
TO BE USED IN CONJUNCTION WITH TS # 3

EB/NB

- STA 28+72 TO STA 33+22
- STA 49+84 TO STA 50+60
- STA 94+59 TO STA 95+08

**MILLING DETAIL 3**  
NORTH BOUND NC 54 & NC 87  
SOUTH BOUND NC 54 & NC 87  
LANES 3 & 4



**NOTE:**  
TO BE USED IN CONJUNCTION WITH  
TS. NO. 1 ON MAP 1  
TS. NO. 1 ON MAP 9

**PAVEMENT SCHEDULE**

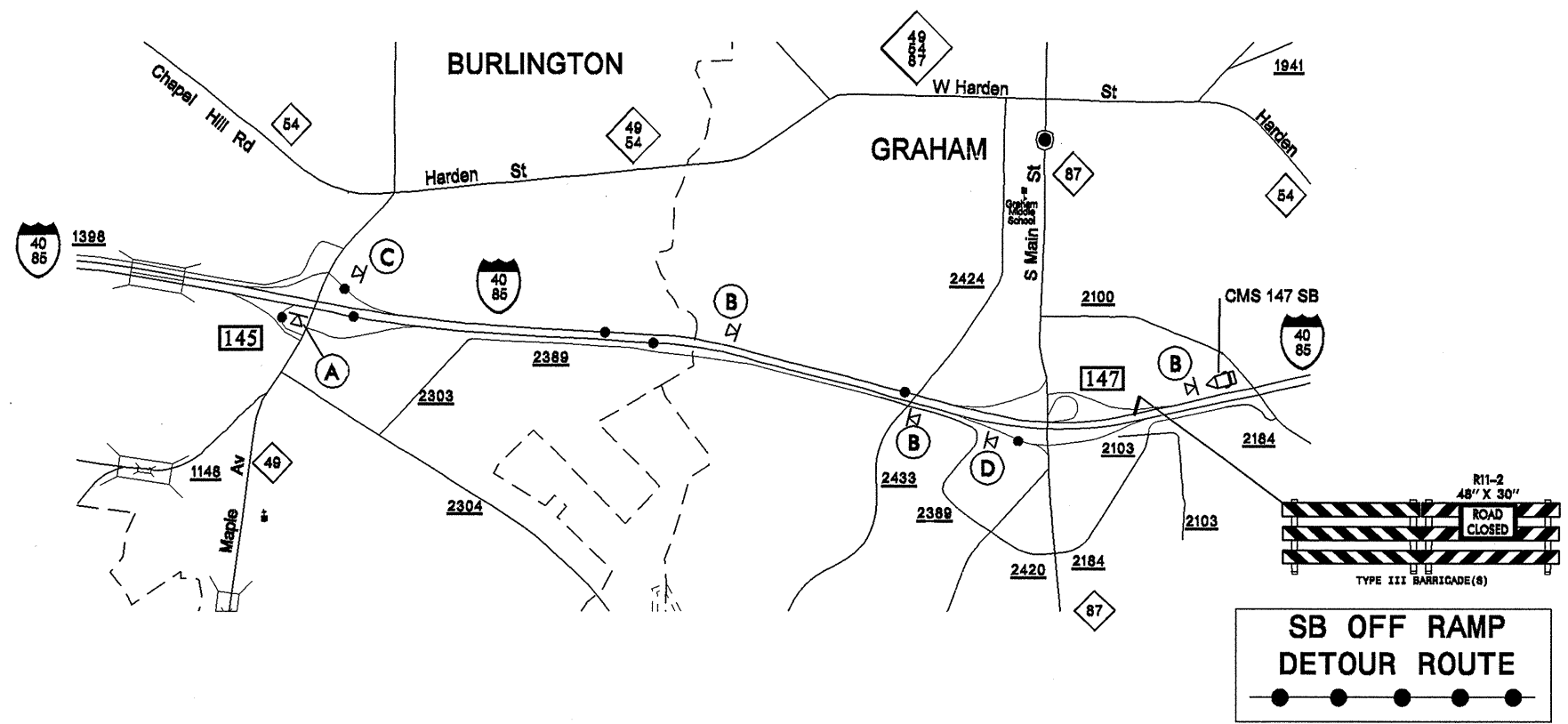
C1	PROP. APPROX. 1 1/2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.		
C3	PROP. APPROX. 3" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
C4	PROP. APPROX. 3" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
C5	PROP. APPROX. 1 1/2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
D1	PROP. APPROX. 3" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.		
D2	PROP. APPROX. 4" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.		
E	PROP. APPROX. 5 1/2" ASPHALT. CONC. BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.		
R1	EXISTING EXPRESS GUTTER	U1	EXISTING TRAVELWAY.
R2	EXISTING 2-6 CURB AND GUTTER	U2	EXISTING PAVED SHOULDER.

**MILLING SCHEDULE**

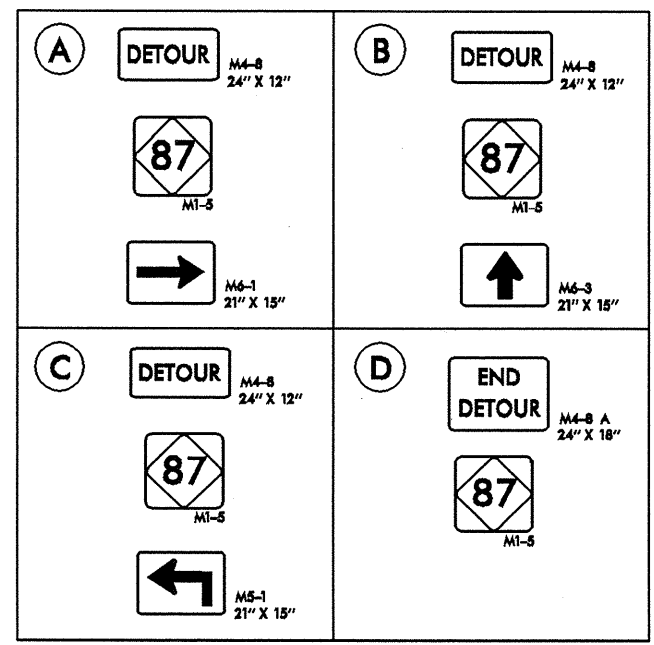
V1	MILLING BITUMINOUS PAVEMENT, 3" DEPTH.
V2	MILLING BITUMINOUS PAVEMENT, 2" DEPTH.
V3	MILLING BITUMINOUS PAVEMENT, 1 1/2" DEPTH.
V4	MILLING BITUMINOUS PAVEMENT, 0" - 1 1/2" DEPTH.
V5	MILLING BITUMINOUS PAVEMENT, 3" - 4 1/2" DEPTH.
V6	MILLING BITUMINOUS PAVEMENT, 2" - 3 1/2" DEPTH.

SYSTEM\$\$\$\$DGN\$\$\$\$USER\$\$\$\$

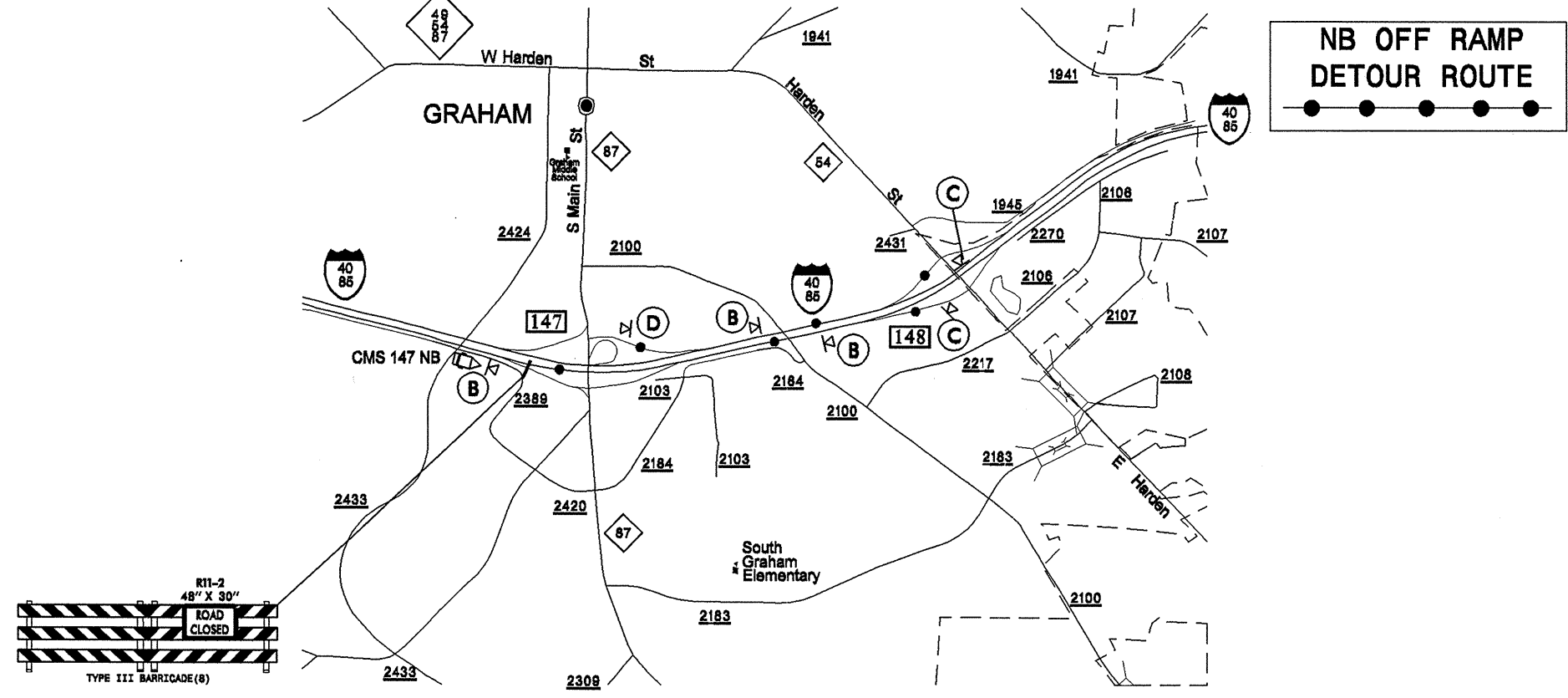
### EXIT 147 [I-85 SB OFF RAMP FOR NC 87]



- Note:
- Close I 85 Off/On Ramps at same time on the same side of I 85 (Use in conjunction with On Ramp Detour Sheet)
  - Using Roadway Standard Drawings and the Intermediate Time Restrictions
    - Place the appropriate signs and traffic control devices
    - Close the I 85 Off/On Ramps as agreed upon with the Engineer, and begin work.
  - Complete all work and remove all signs and traffic control devices.



### EXIT 147 [I-85 NB OFF RAMP FOR NC 87]



Note:  
 Portable Changeable Message Signs (PCMS) shall be used in combination with portable detour route signs.

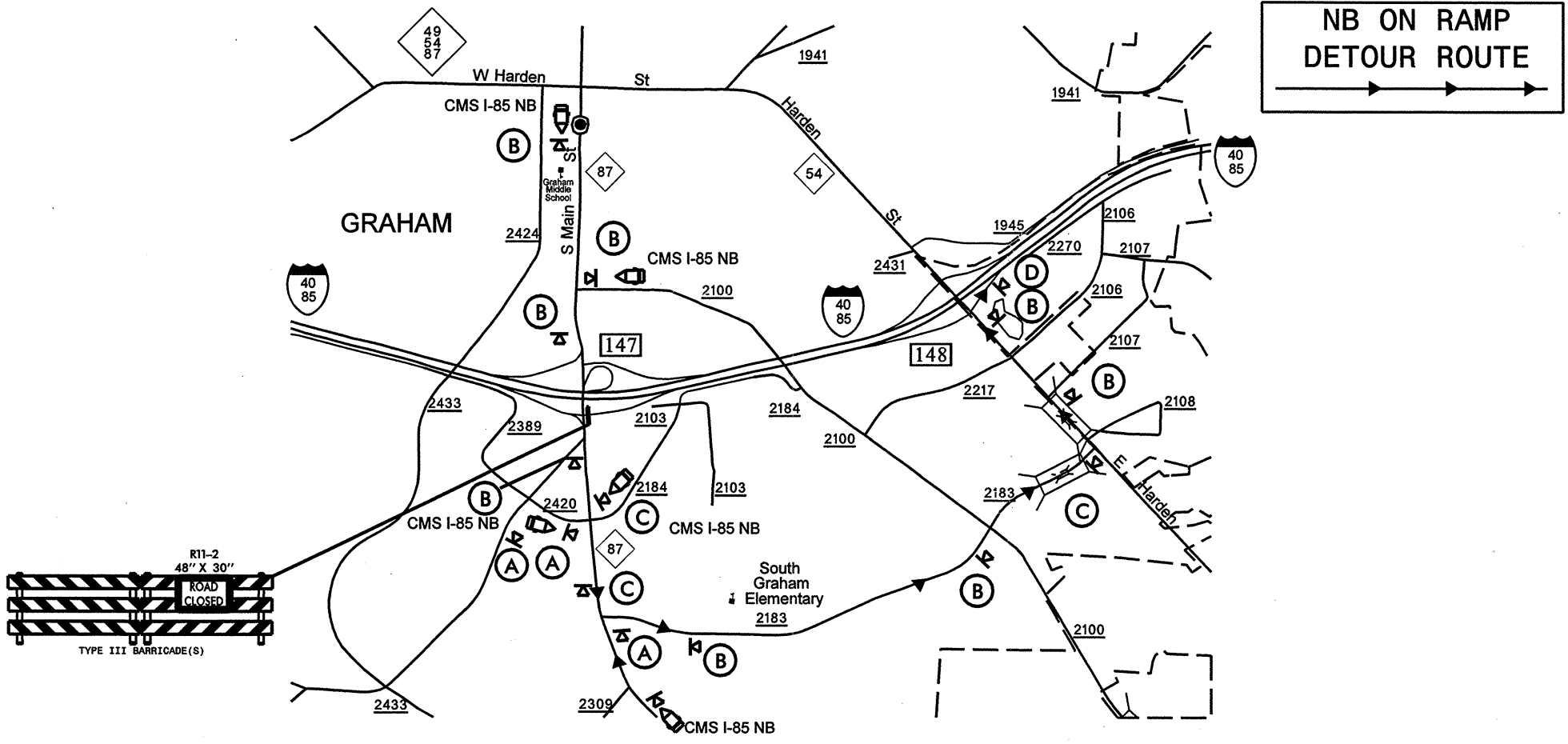
Portable Changeable Message Signs Messages For Closure of Exit 147 Off/On ramps on I-85 Northbound and Southbound			
	MESSAGE 1	MESSAGE 2	
CMS 147 NB ROAD CLOSURE	EXIT 147 RAMPS CLOSED	DETOUR EXIT 148	
CMS 147 SB ROAD CLOSURE	EXIT 147 RAMPS CLOSED	DETOUR EXIT 145	

5/14/99  
 23 OCT 2006 08:30  
 s:\esur\53101\proj\4714\4714...ddc7\_detour\_design\_sht.dgn

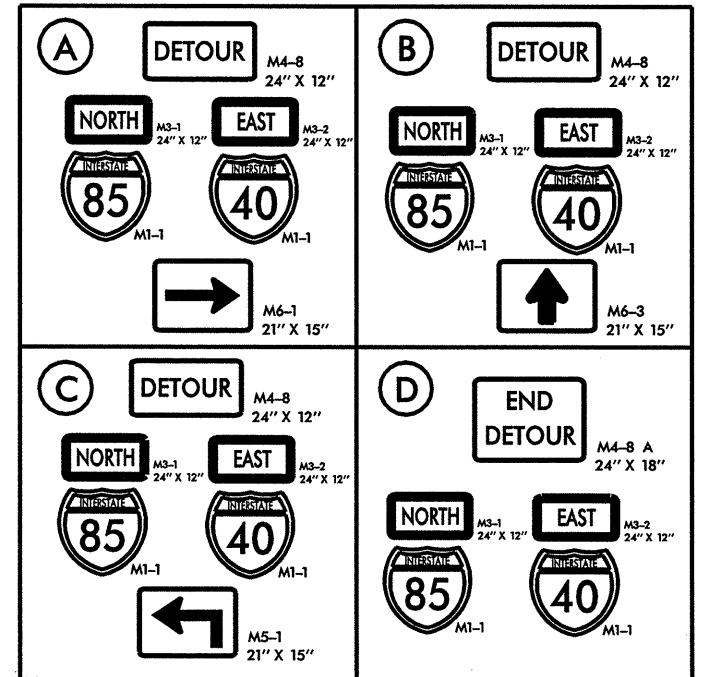


(38726.3,1)

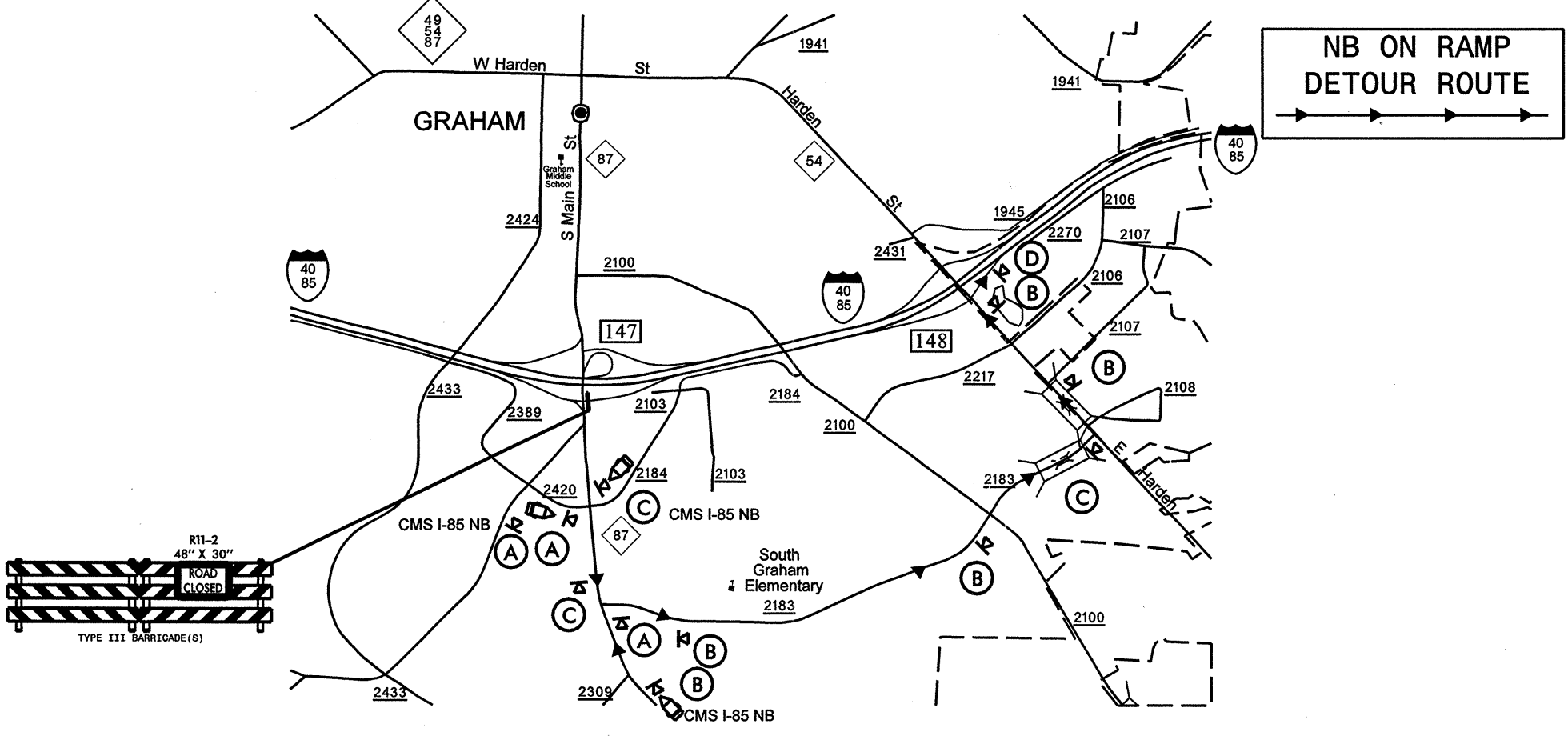
EXIT 147 [I-85 NB ON RAMP FOR NC 87 APPROACHING FROM THE NORTH]



- Note:
1. Close I 85 Off/On Ramps at same time on the same side of I 85 (Use in conjunction with Off Ramp Detour Sheet)
  2. Using Roadway Standard Drawings and the Intermediate Time Restrictions
    - a) Place the appropriate signs and traffic control devices
    - b) Close the I 85 Off/On Ramps as agreed upon with the Engineer, and begin work.
  3. Complete all work and remove all signs and traffic control devices.



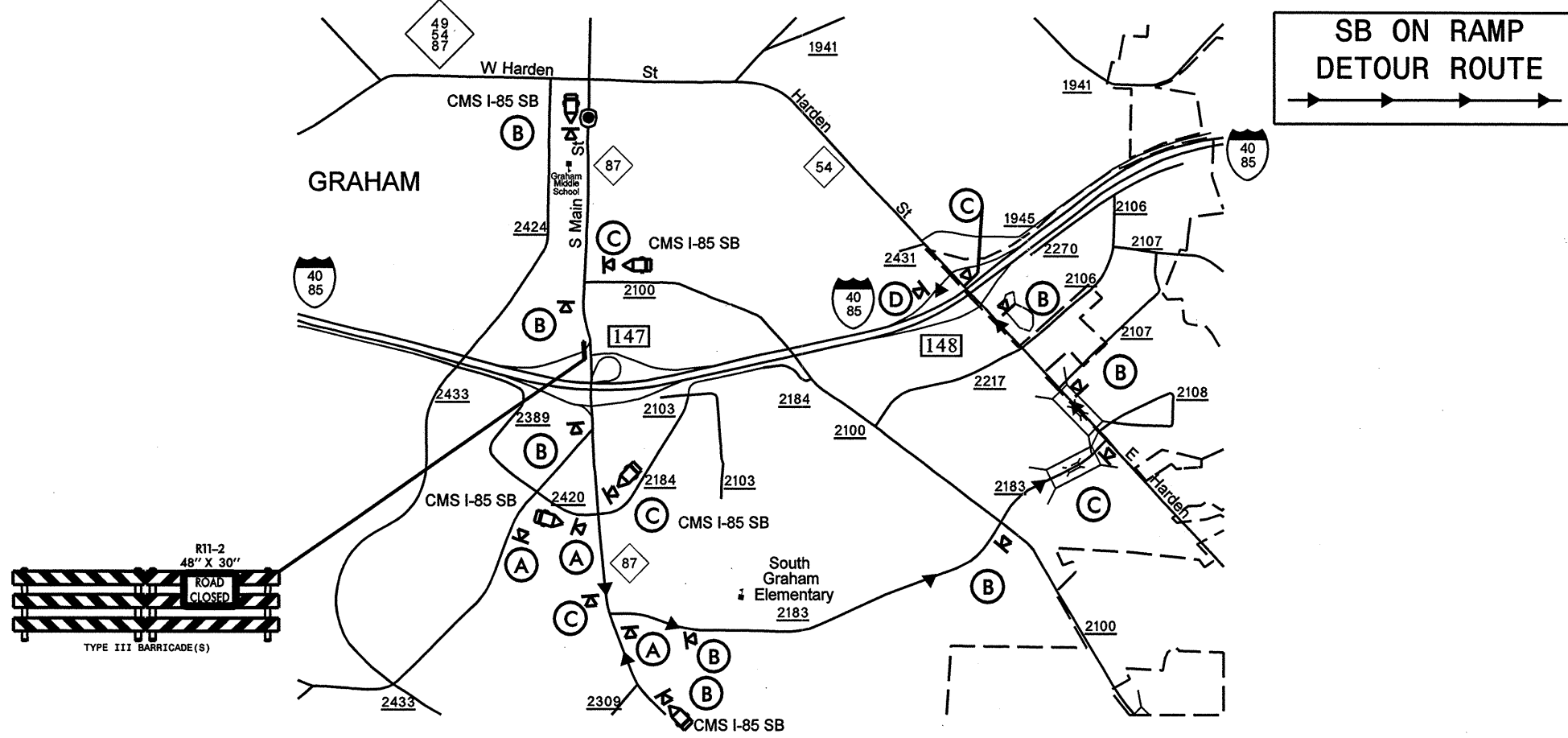
EXIT 147 [I-85 NB ON RAMP FOR NC 87 APPROACHING FROM THE SOUTH]



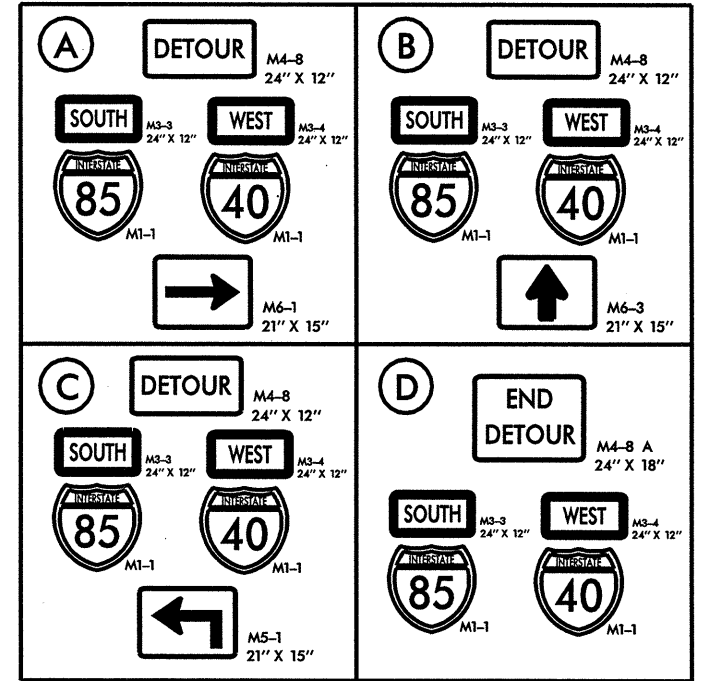
- Note:
- Portable Changeable Message Signs (PCMS) shall be used in combination with portable detour route signs.

Portable Changeable Message Signs Messages For Closure of Exit 147 Off/On ramps on I-85 Northbound and Southbound			
	MESSAGE 1	MESSAGE 2	
CMS I-85 NB ON RAMP ROAD CLOSURE	EXT 147NB ON RAMP CLOSED	FOLLOW DETOUR	
CMS I-85 SB ON RAMP ROAD CLOSURE	EXT 147SB ON RAMP CLOSED	FOLLOW DETOUR	

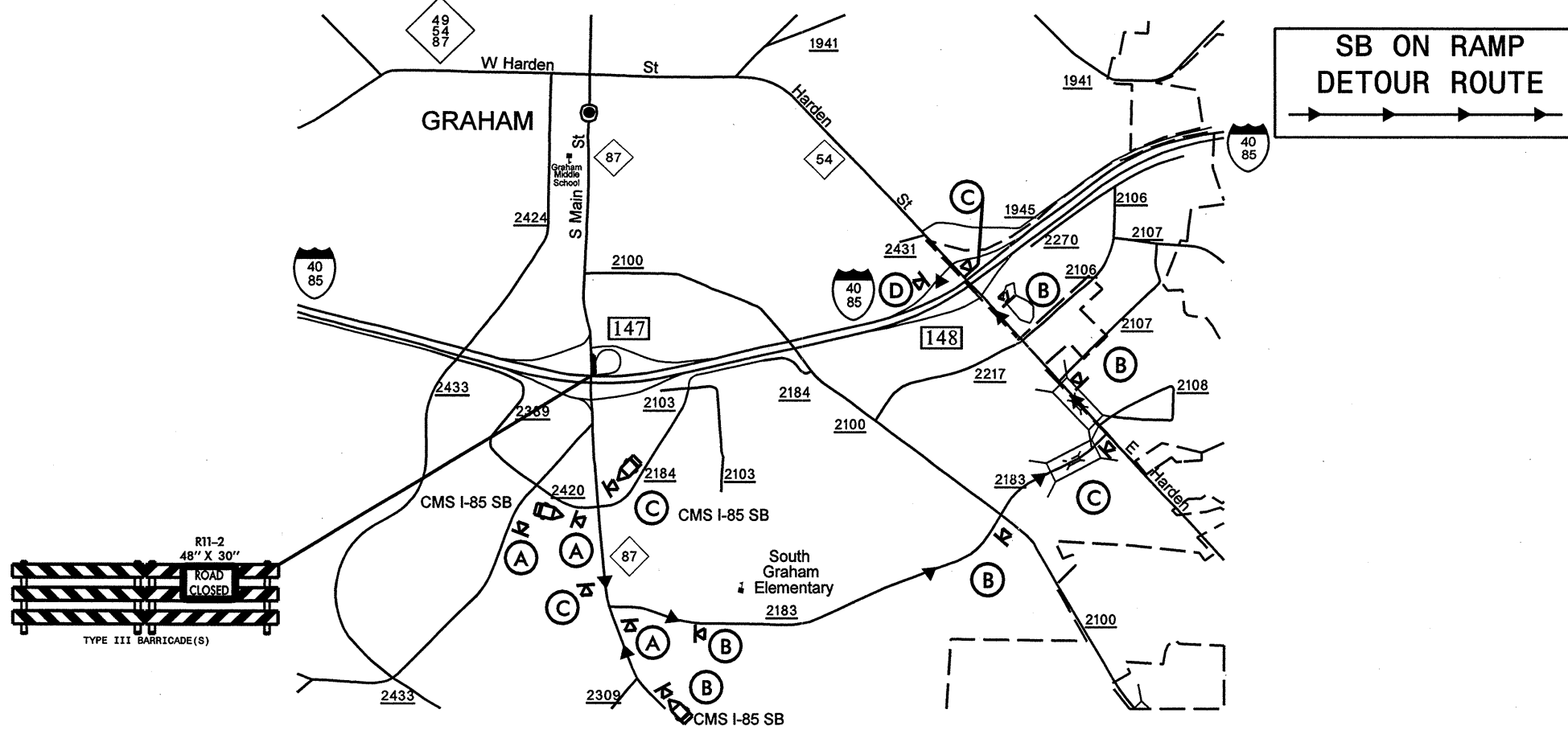
### EXIT 147 [I-85 SB ON RAMP FOR NC 87 APPROACHING FROM THE NORTH]



- Note:
- Close I 85 Off/On Ramps at same time on the same side of I 85 (Use in conjunction with Off Ramp Detour Sheet)
  - Using Roadway Standard Drawings and the Intermediate Time Restrictions
    - Place the appropriate signs and traffic control devices
    - Close the I 85 Off/On Ramps as agreed upon with the Engineer, and begin work.
  - Complete all work and remove all signs and traffic control devices.



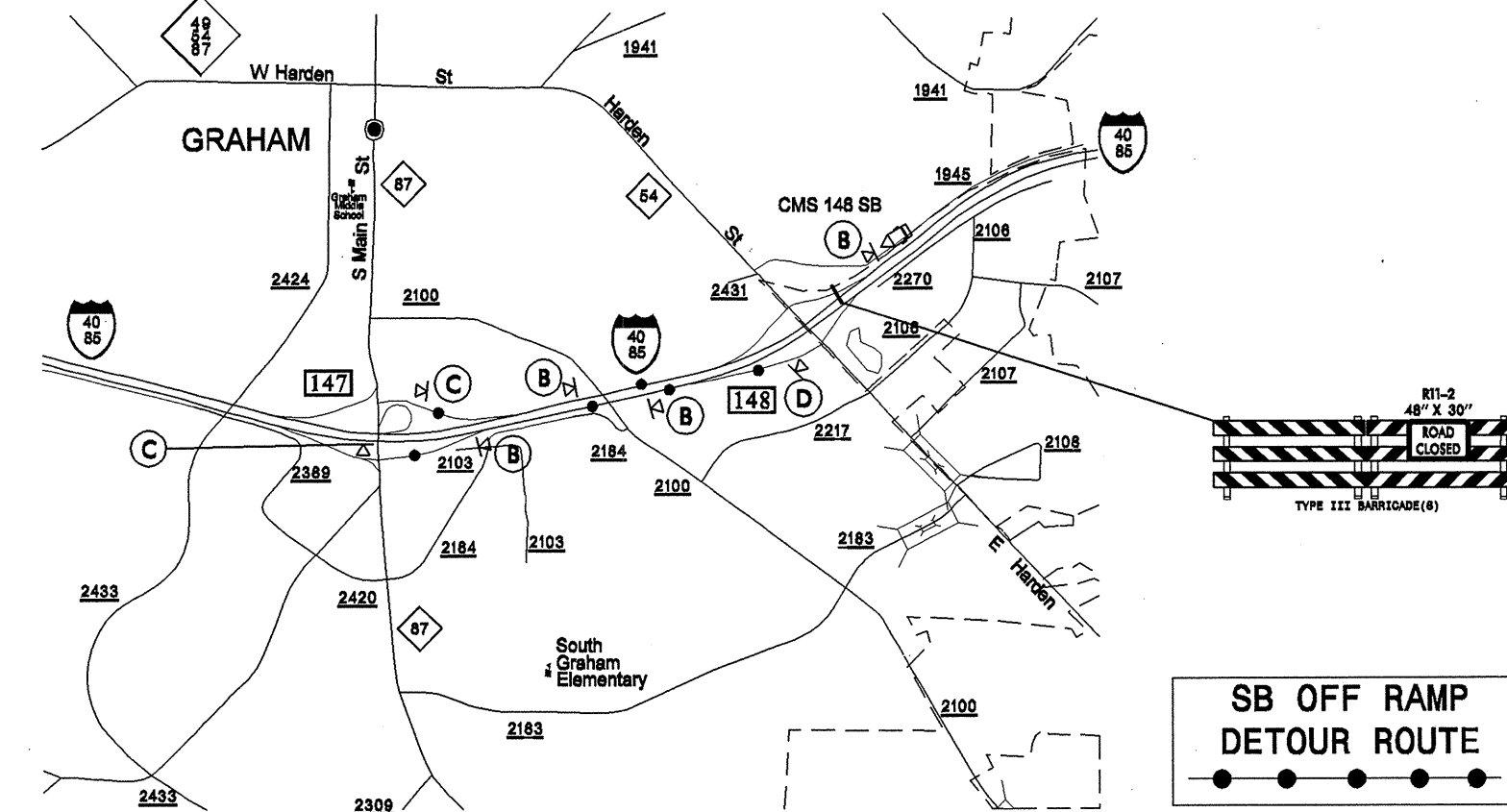
### EXIT 147 [I-85 SB ON RAMP FOR NC 87 APPROACHING FROM THE SOUTH]



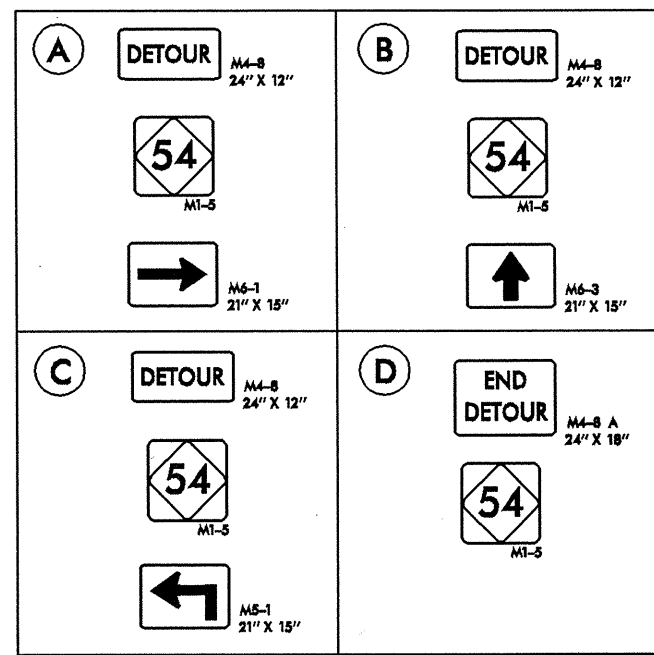
- Note:
- Portable Changeable Message Signs (PCMS) shall be used in combination with portable detour route signs.

Portable Changeable Message Signs Messages For Closure of Exit 147 Off/On ramps on I-85 Northbound and Southbound			
	MESSAGE 1	MESSAGE 2	
CMS I-85 NB ON RAMP ROAD CLOSURE	EXT 147NB ON RAMP CLOSED	FOLLOW DETOUR	
CMS I-85 SB ON RAMP ROAD CLOSURE	EXT 147SB ON RAMP CLOSED	FOLLOW DETOUR	

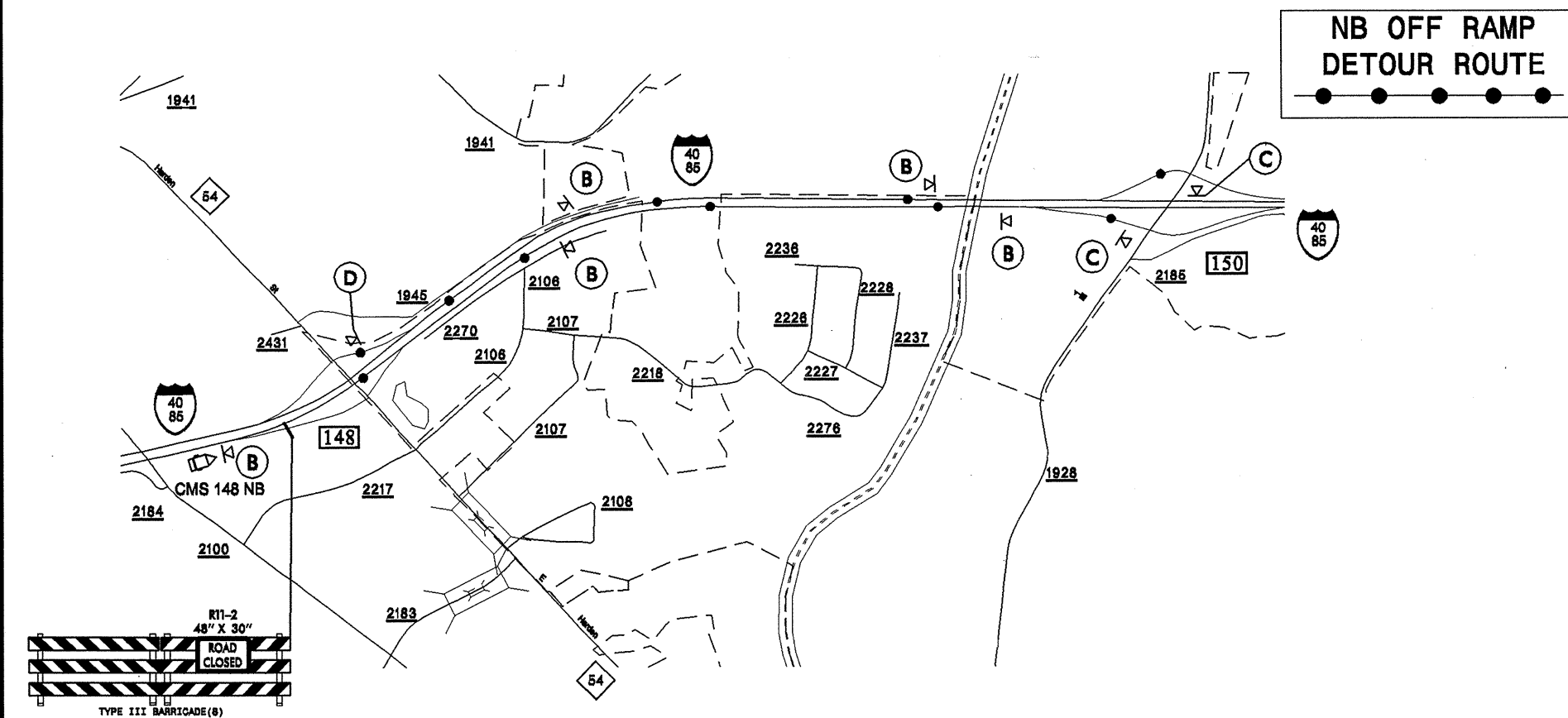
### EXIT 148 [I-85 SB OFF RAMP FOR NC 54]



- Note:
1. Close I 85 Off/On Ramps at same time on the same side of I 85 (Use in conjunction with On Ramp Detour Sheet)
  2. Using Roadway Standard Drawings and the Intermediate Time Restrictions
    - a) Place the appropriate signs and traffic control devices
    - b) Close the I 85 Off/On Ramps as agreed upon with the Engineer, and begin work.
  3. Complete all work and remove all signs and traffic control devices.



### EXIT 148 [I-85 NB OFF RAMP FOR NC 54]



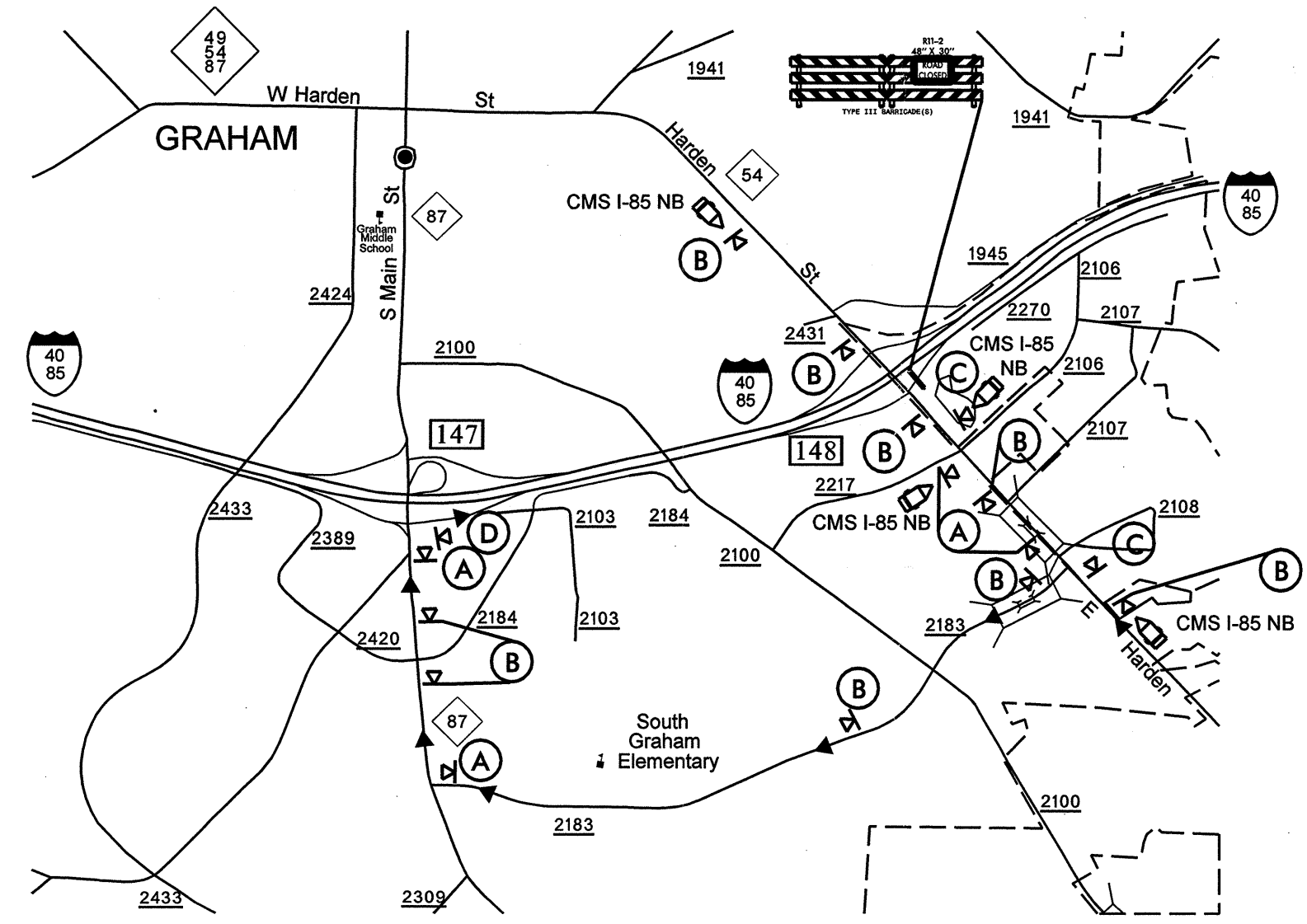
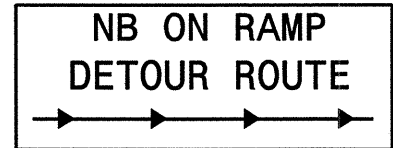
Note:  
Portable Changeable Message Signs (PCMS) shall be used in combination with portable detour route signs.

Portable Changeable Message Signs Messages For Closure of Exit 147 Off/On ramps on I-85 Northbound and Southbound			
	MESSAGE 1	MESSAGE 2	
CMS 148 NB ROAD CLOSURE	EXIT 148 RAMPS CLOSED	DETOUR EXIT 150	
CMS 148 SB ROAD CLOSURE	EXIT 148 RAMPS CLOSED	DETOUR EXIT 147	

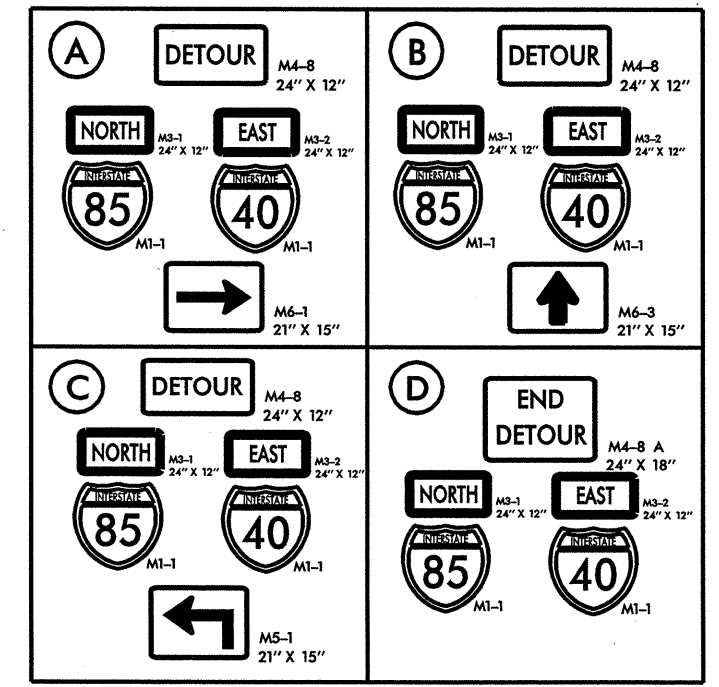
5/14/99  
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 Resurfacing project design revision 7\1-4714\14714...dco7\_detour\_design\_shv4.dgn  
 11/15/2006 10:53:23 AM

(38726.3.1)

# EXIT 148 [I-85 NB ON RAMP FOR NC 54 APPROACHING FROM THE NORTH & SOUTH]



- Note:
- Close I 85 Off/On Ramps at same time on the same side of I 85 (Use in conjunction with Off Ramp Detour Sheet)
  - Using Roadway Standard Drawings and the Intermediate Time Restrictions
    - Place the appropriate signs and traffic control devices
    - Close the I 85 Off/On Ramps as agreed upon with the Engineer, and begin work.
  - Complete all work and remove all signs and traffic control devices.

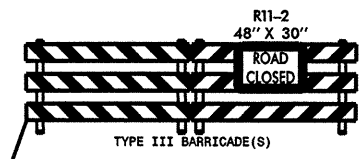
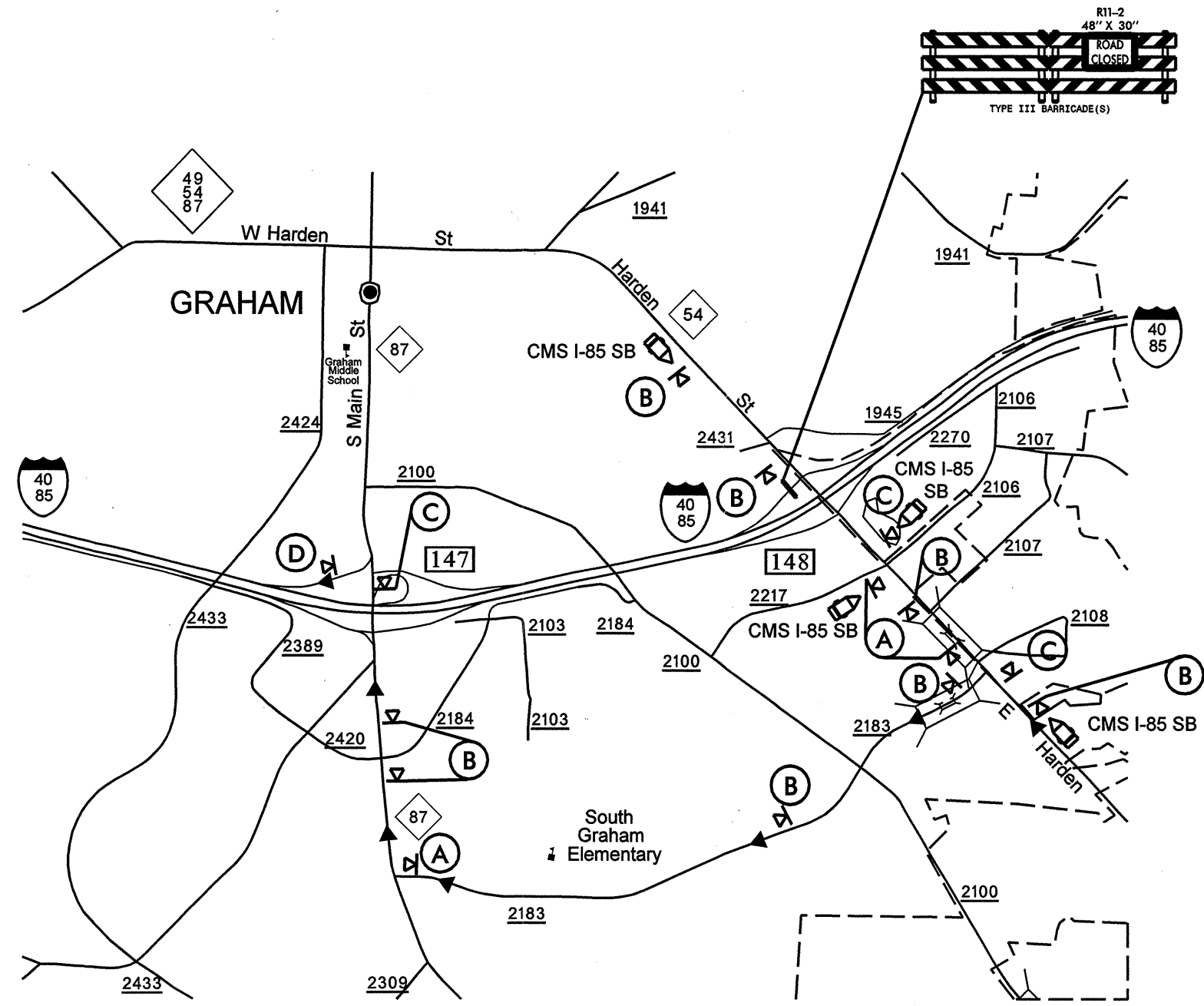


Note: Portable Changeable Message Signs (PCMS) shall be used in combination with portable detour route signs.

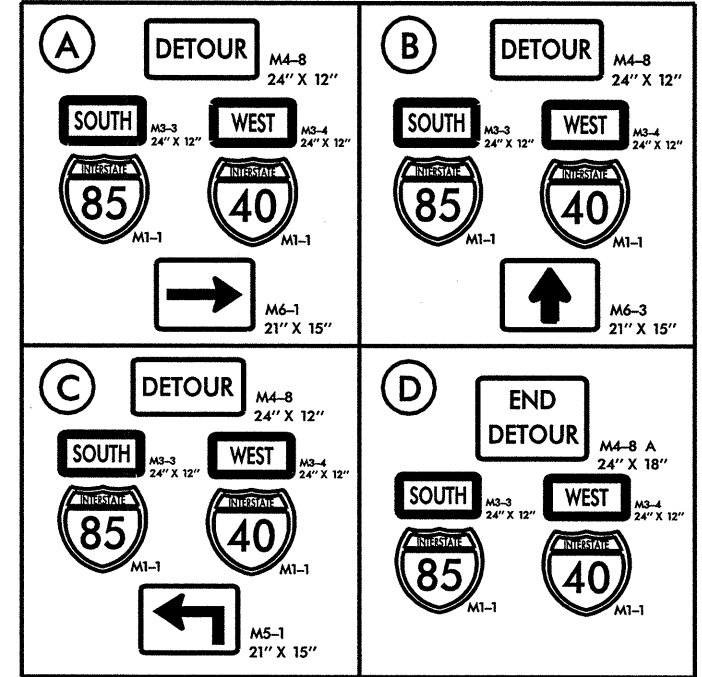
Portable Changeable Message Signs Messages For Closure of Exit 148 Off/On ramps on I-85 Northbound and Southbound			
	MESSAGE 1	MESSAGE 2	
CMS I-85 NB ON RAMP ROAD CLOSURE	EXT 148NB ON RAMP CLOSED	FOLLOW DETOUR	
CMS I-85 SB ON RAMP ROAD CLOSURE	EXT 148SB ON RAMP CLOSED	FOLLOW DETOUR	

5/14/06 SYSTEMS \*\*\*\*\*

EXIT 148 [I-85 SB ON RAMP FOR NC 54 APPROACHING FROM THE NORTH & SOUTH]

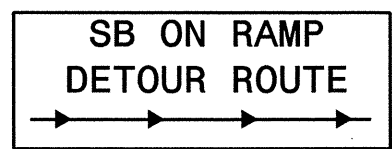


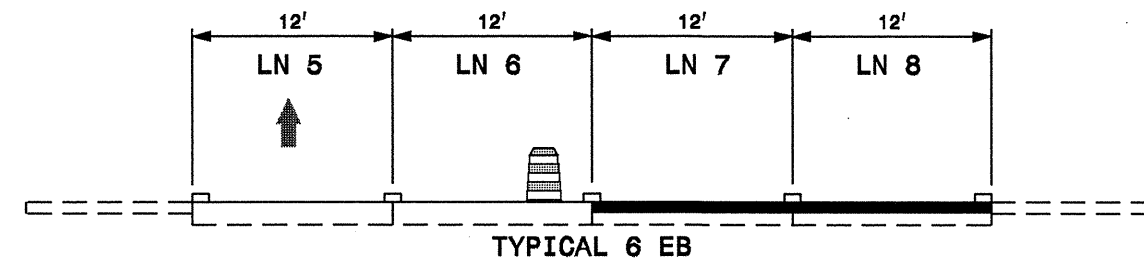
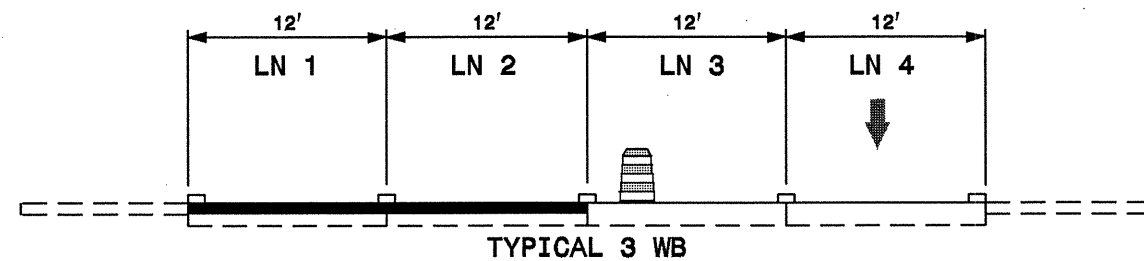
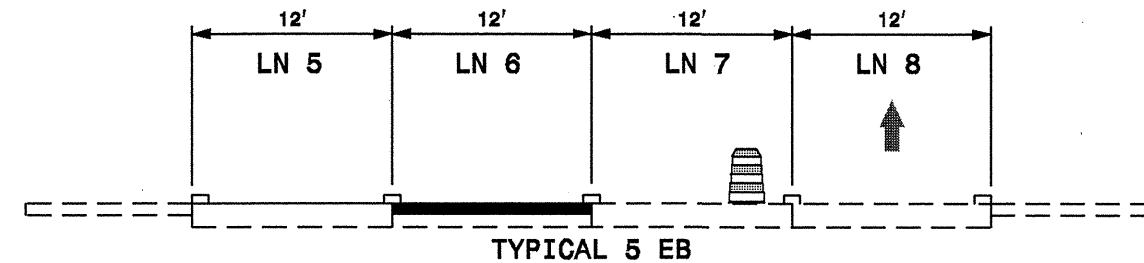
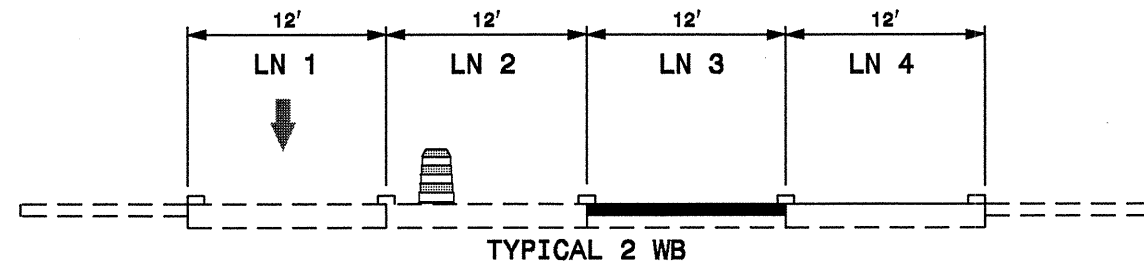
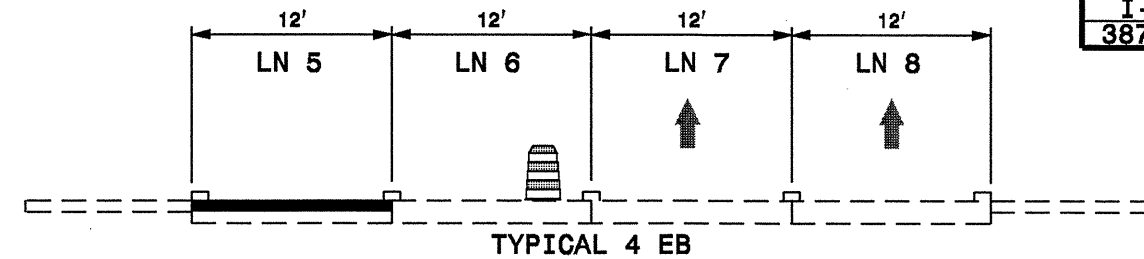
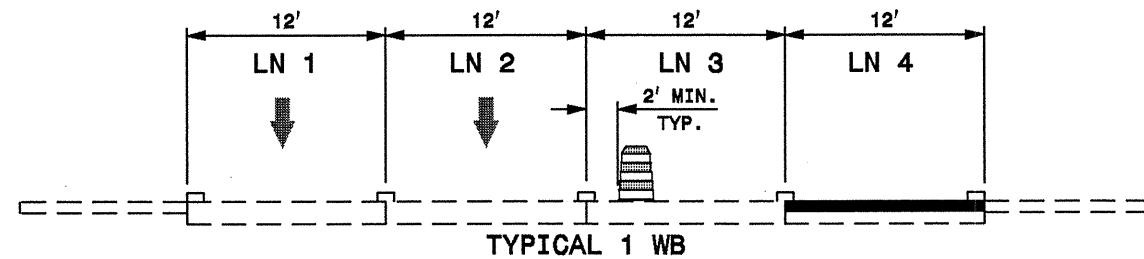
- Note:
1. Close I 85 Off/On Ramps at same time on the same side of I 85 (Use in conjunction with Off Ramp Detour Sheet)
  2. Using Roadway Standard Drawings and the Intermediate Time Restrictions
    - a) Place the appropriate signs and traffic control devices
    - b) Close the I 85 Off/On Ramps as agreed upon with the Engineer, and begin work.
  3. Complete all work and remove all signs and traffic control devices.



Note:  
Portable Changeable Message Signs (PCMS) shall be used in combination with portable detour route signs.

Portable Changeable Message Signs Messages For Closure of Exit 148 Off/On ramps on I-85 Northbound and Southbound			
	MESSAGE 1	MESSAGE 2	
CMS I-85 NB ON RAMP ROAD CLOSURE	EXT 148NB ON RAMP CLOSED	FOLLOW DETOUR	
CMS I-85 SB ON RAMP ROAD CLOSURE	EXT 148SB ON RAMP CLOSED	FOLLOW DETOUR	





## PHASING

INSTALL ALL WORK ZONE ADVANCE WARNING SIGNS ON I-85/40 AND RAMPS PRIOR TO ANY CONSTRUCTION ACTIVITY ON I-85/40 USING SHEETS TCP-2. SIGNS ARE TO BE INSTALLED NO MORE THAN 3 DAYS PRIOR TO THE BEGINNING OF WORK ON MENTIONED ROAD AND RAMPS. WHEN NO WORK IS BEING CONDUCTED ON I-85/40 AND RAMPS FOR A PERIOD LONGER THAN 2 WEEKS, REMOVE OR COVER ALL WORK ZONE WARNING SIGNS AS DIRECTED BY THE ENGINEER AT NO COST TO THE DEPARTMENT. CONTRACTOR MAY USE PORTABLE SIGNS IN LIEU OF STATIONARY SIGNS.

INSTALL '\$250 PENALTY' SIGNS FOR PROJECT I-4714 AS SHOWN ON SHEETS TCP-2. REMOVE OR COVER '\$250 PENALTY' SIGNS WHEN NO WORK IS BEING CONDUCTED.

THE CONTRACTOR HAS THE OPTION TO CONSTRUCT PROJECT I-4714 IN ANY DESIRED SEQUENCE OR AS DESCRIBED IN PHASE 1 BELOW.

### PHASE 1

- STEP 1)  
 -USE ROADWAY STANDARD 1101.02 SHEET 5 OF 9 TO CLOSE LN 4 WB I-85/40. MILL AND RESURFACE LN 4 UP TO EXISTING ELEVATION, PLACE PAINT MARKINGS (TEMPORARY), TIE-IN WITH EXISTING MARKINGS AND OPEN TRAVEL LANES TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORKDAY. SEE TYPICAL 1 WB.

- STEP 2)  
 -USE ROADWAY STANDARD 1101.02 SHEET 5 OF 9 TO CLOSE LANES LN 4, LN 3 AND LN 2 OF WB I-85/40. MILL AND RESURFACE LN 3 UP TO EXISTING ELEVATION, PLACE PAINT MARKINGS (TEMPORARY), TIE-IN WITH EXISTING MARKINGS AND OPEN TRAVEL LANES TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORKDAY. SEE TYPICAL 2 WB.
- STEP 3)  
 -USE ROADWAY STANDARD 1101.02 SHEET 5 OF 9 TO CLOSE LANES LN 3, LN 2 AND LN 1 OF WB I-85/40. MILL AND RESURFACE LANES LN 1 AND LN 2 UP TO EXISTING ELEVATION, PLACE PAINT MARKINGS (TEMPORARY), TIE-IN WITH EXISTING MARKINGS AND OPEN TRAVEL LANES TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORKDAY. SEE TYPICAL 3 WB.

USE ROADWAY STANDARD 1101.02 SHEET 6 OF 9 AND 1101.02 SHEET 7 OF 9 FOR ALL EXIT AND ENTRANCE RAMPS. USE THESE STANDARDS DURING ALL RAMP CONSTRUCTION IN CONJUNCTION WITH ROADWAY STANDARD 1101.02 SHEET 5 OF 9.

NOTE:  
 EASTBOUND I-85/40 MAY BE CONSTRUCTED IN THE SAME SEQUENCE, FROM INSIDE TO OUTSIDE, AS DESCRIBED IN STEPS 1 THRU 3 AND AS SHOWN IN TYPICAL 4 EB, TYPICAL 5 EB AND TYPICAL 6 EB.

EASTBOUND AND WESTBOUND I-85/40 MAY ALSO BE CONSTRUCTED FROM THE OUTSIDE LANES INWARD OR AS DIRECTED BY THE ENGINEER.

- STEP 4)  
 -PLACE FINAL LAYER OF SURFACE COURSE (INCLUDING SHOULDERS), SNOWPLOWABLE MARKERS AND THERMOPLASTIC PAVEMENT MARKINGS USING ROADWAY STANDARD DRAWINGS 1101.02 SHEET 5 OF 9, 6 OF 9 AND 7 OF 9.
- STEP 5)  
 -REMOVE ALL TRAFFIC CONTROL DEVICES.

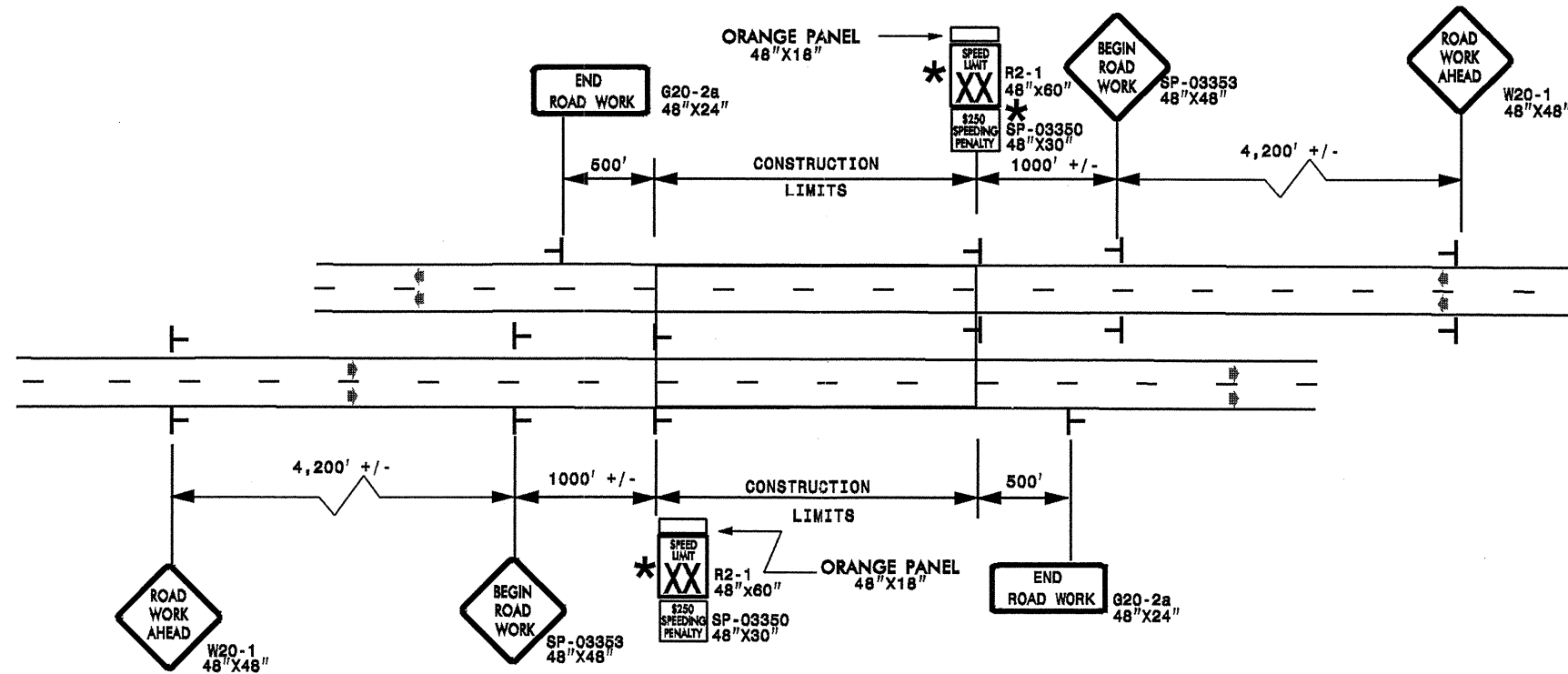
23-OCT-2006 08:33  
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APPROVED: _____ DATE: _____  <div style="text-align: center; border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto;">           SEAL         </div>	<h2 style="margin: 0;">PHASING &amp; DETAILS</h2> <table style="width: 100%; font-size: small;"> <tr> <td>SCALE: NONE</td> <td rowspan="5" style="text-align: center;"> </td> <td>REVISIONS</td> </tr> <tr> <td>DATE: 1/2005</td> <td></td> </tr> <tr> <td>DESIGN BY:</td> <td></td> </tr> <tr> <td>REVIEWED BY:</td> <td></td> </tr> <tr> <td>CARD NO.</td> <td></td> </tr> </table>	SCALE: NONE		REVISIONS	DATE: 1/2005		DESIGN BY:		REVIEWED BY:		CARD NO.	
SCALE: NONE		REVISIONS										
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# ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

PROJ. REFERENCE NO.	SHEET NO.
I-4714	TCP- 2
38726.3.1	

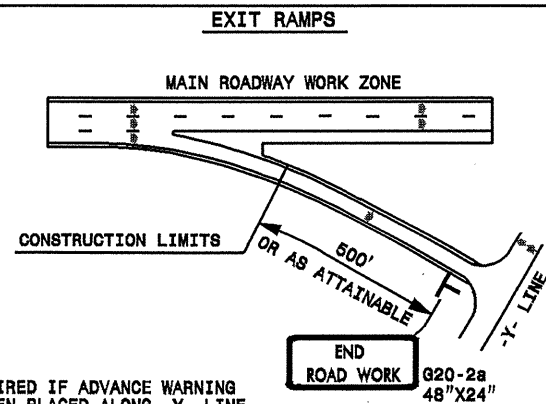
## DETAIL A



LEGEND	
└	STATIONARY SIGN
#	DIRECTION OF TRAFFIC FLOW

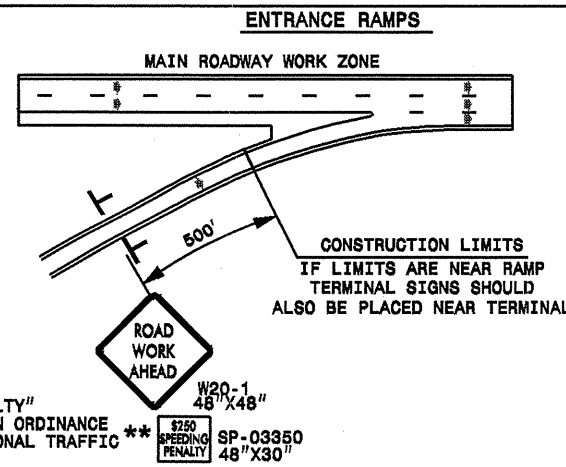
\* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

## DETAIL B



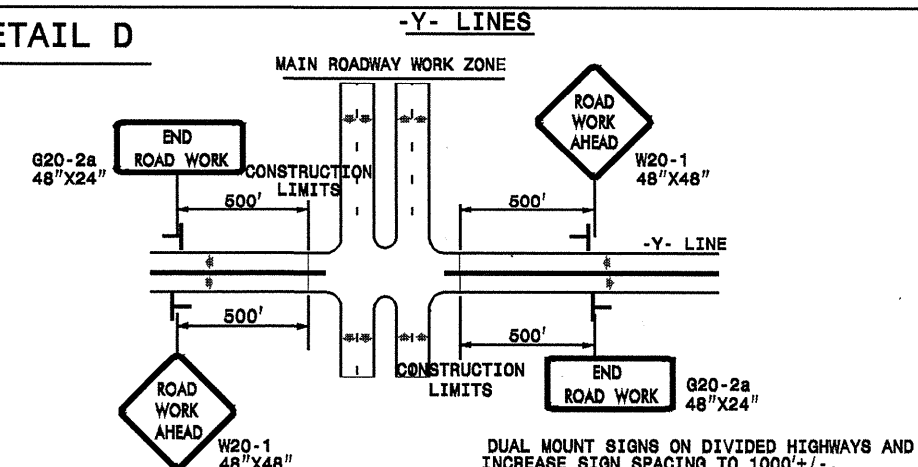
NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

## DETAIL C



\*\* USE THE "\$250 SPEEDING PENALTY" SUPPLEMENTAL SIGN ONLY IF AN ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

## DETAIL D



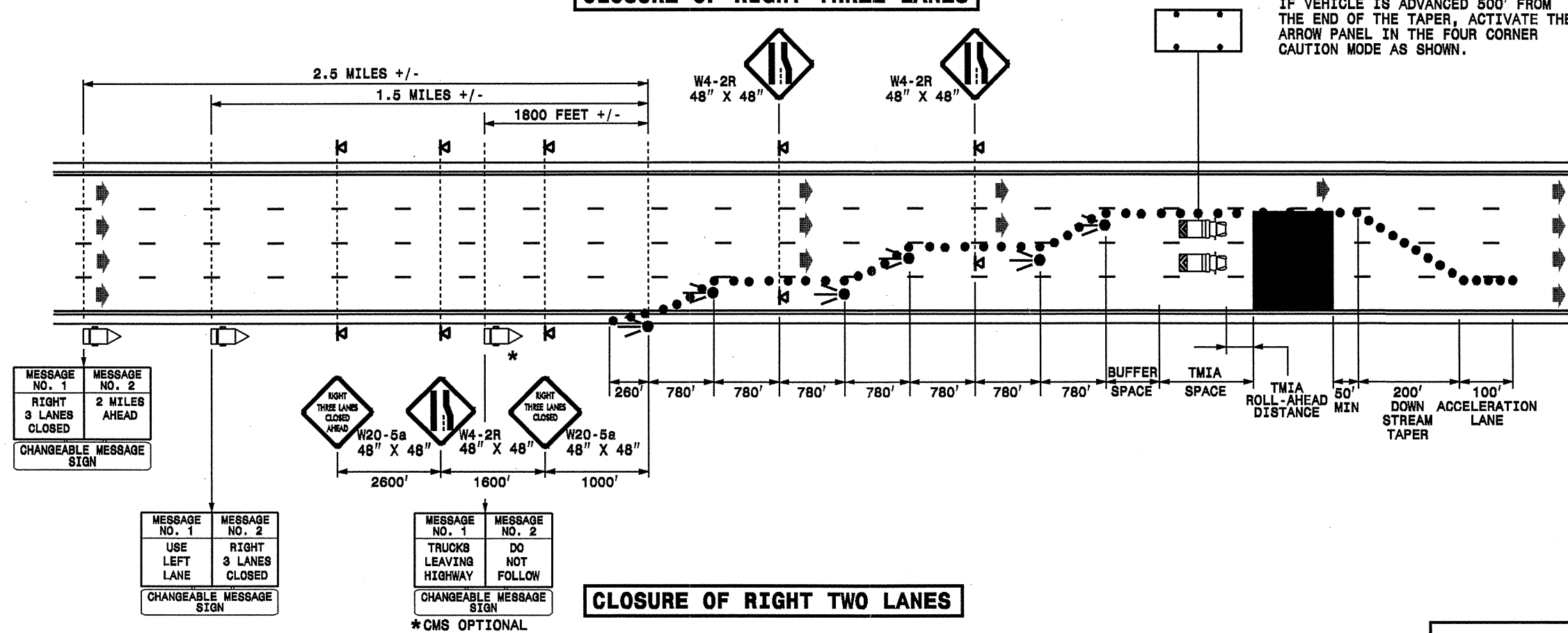
## GENERAL NOTES

- 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: _____  <div style="text-align: center; border: 1px solid black; width: 50px; height: 50px; margin: 0 auto;">                     SEAL                 </div>	<b>ADVANCED WORK ZONE WARNING SIGNS FOR FREEWAYS (4 LANES OR GREATER)</b>								
SCALE: NONE DATE: 8/03 DWG. BY: JI DESIGN BY: JI REVIEWED BY:	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: center;">REVISIONS</th> </tr> <tr> <td style="width: 50px;">03/04</td> <td></td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	REVISIONS		03/04					
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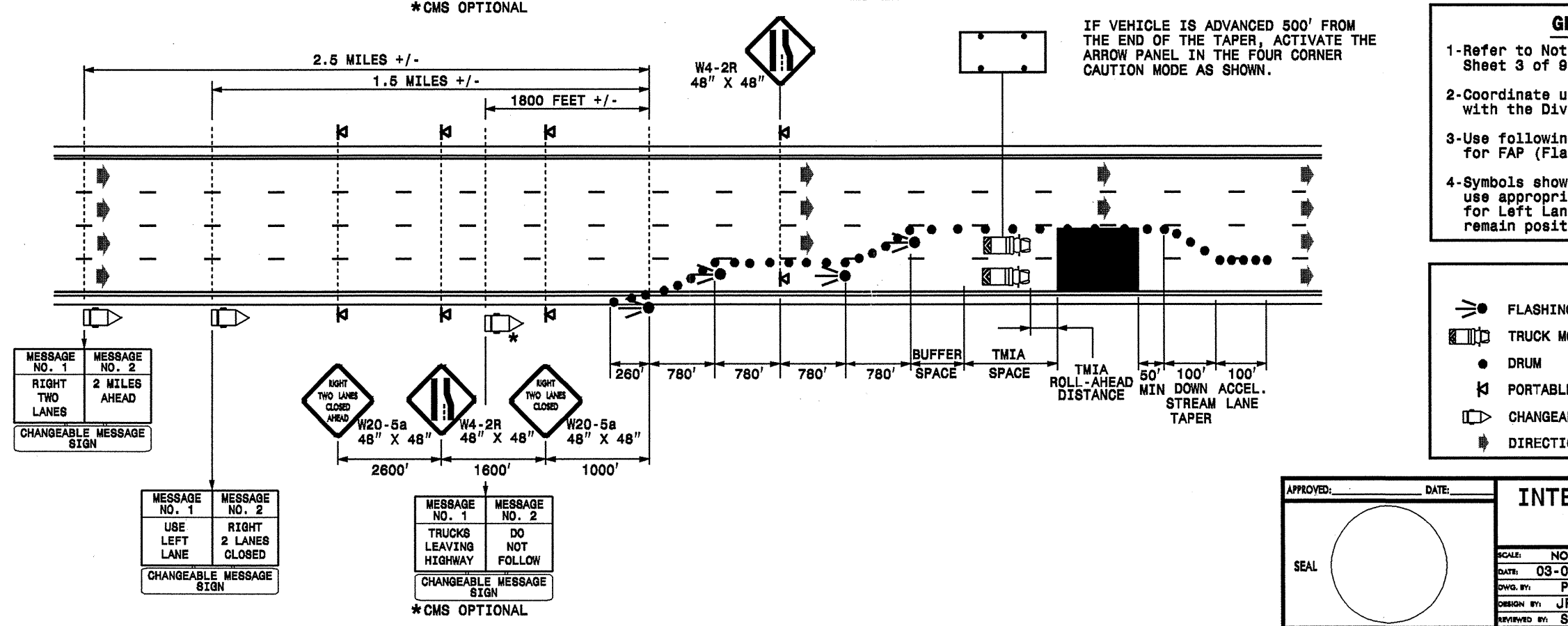
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cberry AT P521239

### CLOSURE OF RIGHT THREE LANES



IF VEHICLE IS ADVANCED 500' FROM THE END OF THE TAPER, ACTIVATE THE ARROW PANEL IN THE FOUR CORNER CAUTION MODE AS SHOWN.

### CLOSURE OF RIGHT TWO LANES



IF VEHICLE IS ADVANCED 500' FROM THE END OF THE TAPER, ACTIVATE THE ARROW PANEL IN THE FOUR CORNER CAUTION MODE AS SHOWN.

- #### GENERAL NOTES
- 1-Refer to Notes on Rdwy Std 1101.02 Sheet 3 of 9.
  - 2-Coordinate use of overhead DMSs with the Division.
  - 3-Use following configuration for FAP (Flashing Arrow Panel)
  - 4-Symbols shown are for Right Lane Closure, use appropriate signs, messages and arrows for Left Lane Closure. Portable CMSs to remain positioned as shown.

- #### LEGEND
- FLASHING ARROW PANEL (TYPE C)
  - TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
  - DRUM
  - PORTABLE SIGN
  - CHANGEABLE MESSAGE SIGN (CMS)
  - DIRECTION OF TRAFFIC FLOW

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL

### INTERSTATE DUAL/TRIPLE LANE CLOSURE

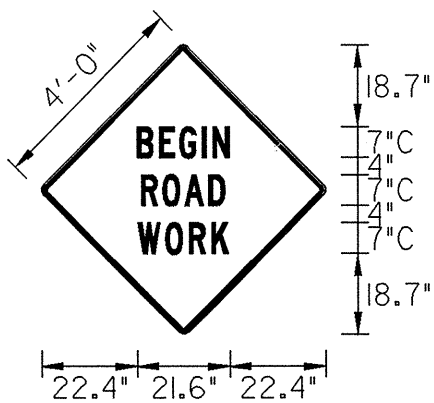
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REVISIONS											
DATE:	03-09-06										
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REVIEWED BY:	SK										

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 abberry AT PS22289



**SP 03353**

<p>SIGN NUMBER: SP-03353 TYPE: A QUANTITY: 1 SIGN WIDTH: 4'-0" HEIGHT: 4'-0" TOTAL AREA: 16.0 Sq.Ft.</p>	<p>BACKG COLOR: Fluorescent Orange COPY COLOR: Black</p> <table border="1"> <tr><th>SYMBOL</th><th>X</th><th>Y</th><th>WID</th><th>HT</th></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table>	SYMBOL	X	Y	WID	HT																																														<p>DESIGN BY: CL DOWNEY PROJECT ID: ALL PROJECTS CHECKED BY: CHECKED DIV: DIV STD #: W20-1 DATE: Aug 20, 2003</p>
SYMBOL	X	Y	WID	HT																																																



USP NOTES: 2, 4  
1. Legend and border shall be direct applied Type VII reflective sheeting.  
2. Legend and border shall be direct applied non-reflective sheeting.  
3. Shield shall be Type VII reflective sheeting on 0.002" (0.0mm) aluminum and demountable.  
4. Background shall be Type VII reflective sheeting.  
5. Background shall be Type I reflective sheeting.  
6. Center arrow(s) vertically on sign.  
7. Bottom panel shall be yellow Type III sheeting. Legend shall be direct applied black non-reflective sheeting. Yellow panel is:

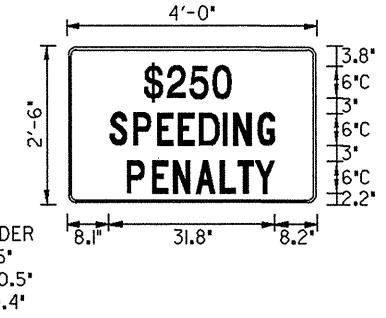
LETTER POSITIONS

Letter	X	Y	WID	HT	Series/Size Text Length
B	22.4	3.8	4.0	18.7	C7
E	33.0	3.8	4.0	18.7	C7
G	48.8	11.8	4.0	18.7	C7
I	60.4	11.8	4.0	18.7	C7
N	76.0	11.8	4.0	18.7	C7
R	87.6	11.8	4.0	18.7	C7
W	103.2	11.8	4.0	18.7	C7
O	114.8	11.8	4.0	18.7	C7
A	126.4	11.8	4.0	18.7	C7
D	138.0	11.8	4.0	18.7	C7

Spacing Factor is 1 unless specified otherwise  
FILENAME: SP03353.DWG  
NORTH CAROLINA D.O.T. SIGN DETAIL

**SP 03350**

<p>SIGN NUMBER: SP-03350 TYPE: D QUANTITY: 1 SIGN WIDTH: 4'-0" HEIGHT: 2'-6" TOTAL AREA: 10.0 Sq.Ft.</p>	<p>BACKG COLOR: White COPY COLOR: Black</p> <table border="1"> <tr><th>SYMBOL</th><th>X</th><th>Y</th><th>WID</th><th>HT</th></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table>	SYMBOL	X	Y	WID	HT																																														<p>DESIGN BY: CL DOWNEY PROJECT ID: CHECKED BY: DIV DIV: DIV STD #: REGULATORY DATE: Aug 18, 2003</p>
SYMBOL	X	Y	WID	HT																																																



USP NOTES: 2, 4  
1. Legend and border shall be direct applied Type III reflective sheeting.  
2. Legend and border shall be direct applied non-reflective sheeting.  
3. Shield shall be Type III reflective sheeting on 0.002" (0.0mm) aluminum and demountable.  
4. Background shall be Type III reflective sheeting.  
5. Background shall be Type I reflective sheeting.  
6. Center arrow(s) vertically on sign.  
7. Bottom panel shall be yellow Type III sheeting. Legend shall be direct applied black non-reflective sheeting. Yellow panel is:

LETTER POSITIONS

Letter	X	Y	WID	HT	Series/Size Text Length
\$	8.1	3.8	4.0	17.6	C8
2	21.9	3.8	4.0	17.6	C8
S	33.7	11.8	4.0	17.6	C8
P	45.5	11.8	4.0	17.6	C8
E	57.3	11.8	4.0	17.6	C8
P	69.1	11.8	4.0	17.6	C8
E	80.9	11.8	4.0	17.6	C8
N	92.7	11.8	4.0	17.6	C8
A	104.5	11.8	4.0	17.6	C8
L	116.3	11.8	4.0	17.6	C8
T	128.1	11.8	4.0	17.6	C8
Y	139.9	11.8	4.0	17.6	C8

Spacing Factor is 1 unless specified otherwise  
FILENAME: SP03350.DWG  
NORTH CAROLINA D.O.T. SIGN DETAIL

**GENERAL NOTES FOR THE "BEGIN ROAD WORK" SIGN**

- SIGN SP-03353 "BEGIN ROAD WORK" ONLY APPLIES TO FULL CONTROL AND PARTIAL CONTROL OF ACCESS ROADWAYS
- WHEN USED, INSTALL SIGN SP-03353 "BEGIN ROAD WORK" ACCORDING TO DETAIL A ON SHEET TCP-2.

**GENERAL NOTES FOR THE "\$250 SPEEDING PENALTY" SIGN**

- SIGN SP-03350 "\$250 SPEEDING PENALTY" IS USED ONLY WHEN ORDINANCED BY THE TRAFFIC ENGINEERING AND SAFETY SYSTEMS BRANCH.
- SIGN SP-03350 "\$250 SPEEDING PENALTY" ONLY APPLIES TO FULL CONTROL AND PARTIAL CONTROL OF ACCESS ROADWAYS
- WHEN USED, MOUNT SIGN SP-03350 "\$250 SPEEDING PENALTY" BELOW SIGN R2-1 "SPEED LIMIT XX" (SEE DETAIL A ON SHEET TCP-2) AND SIGN W21-4 "ROAD WORK AHEAD" (SEE DETAIL C ON SHEET TCP-2).

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

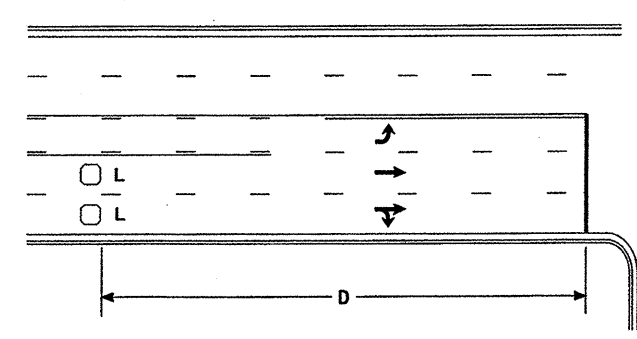
DETAIL DRAWING FOR  
 WORK ZONE SIGNS  
 \$250 PENALTY SIGN

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR ADVANCED WORK ZONE WARNING SIGN DESIGNS	SCALE: NONE DATE: 08/03 DWG. BY: DESIGN BY: REVIEWED BY:	REVISIONS 04/04
				REVISIONS 04/04

23-OCT-2006 09:35  
 s:\projects\contract\resurfacing projects\division 7\I-4714\sign\_designs.dgn  
 cperry AT P521259

(I-474)

### High Speed Detection [≥40 mph (64 km/hr)]

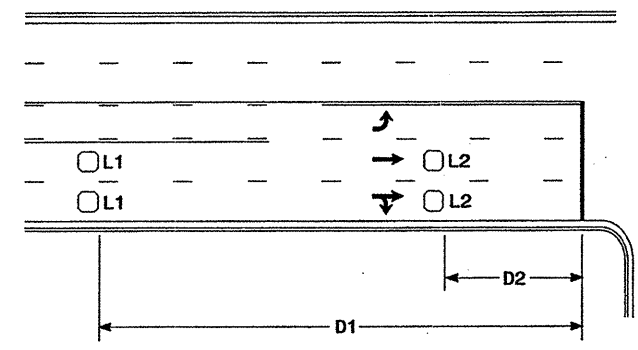


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

L = 6ft X 6ft (1.8m X 1.8m)  
Wired in series for TS1  
Controllers  
Wired separately for TS2,  
170, and 2070L Controllers

Volume Density Operation

OR

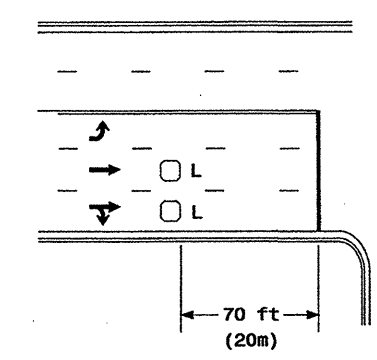


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

L1 = 6ft X 6ft  
(1.8m X 1.8m)  
Wired in series  
L2 = 6ft X 6ft  
(1.8m X 1.8m)  
Wired in series

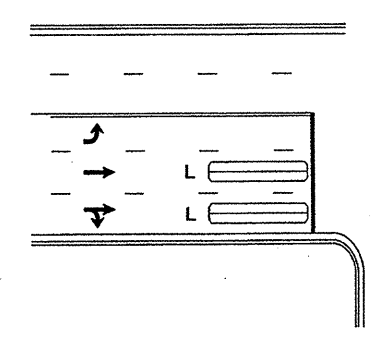
"Stretch" Operation

### Low Speed Detection [≤35 mph (56 km/hr)]



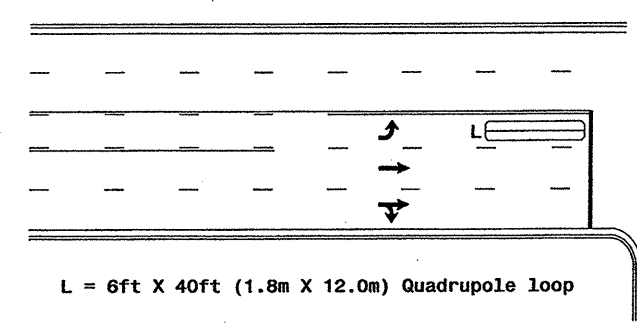
L = 6ft X 6ft (1.8m X 1.8m)  
Wired in series

OR



L = 6ft X 40ft (1.8m X 12.0m)  
Quadrupole loop, wired separately

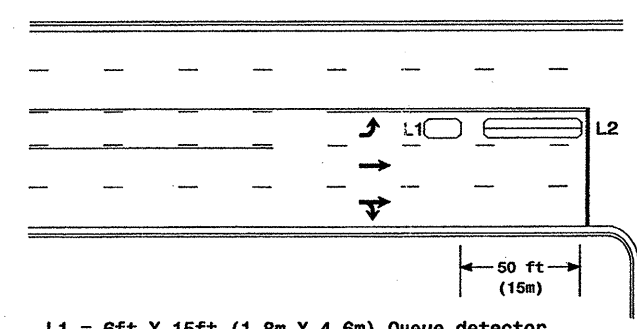
### Left Turn Lane Detection



L = 6ft X 40ft (1.8m X 12.0m) Quadrupole Loop

Presence Loop Detection

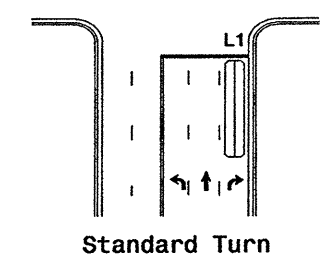
OR



L1 = 6ft X 15ft (1.8m X 4.6m) Queue detector  
L2 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

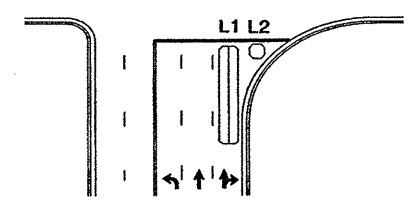
Queue Loop Detection

### Right Turn Lane Detection

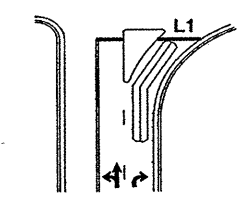


Standard Turn

L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop  
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop  
Wired separately  
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop  
Wired in series

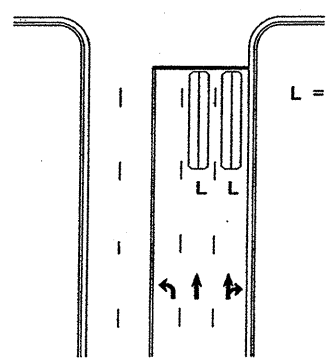


Wide Radius Turn



Channelized Turn

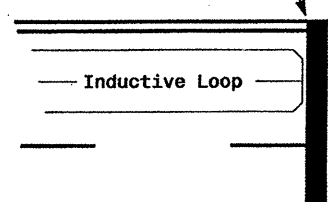
### Side Street Detection



L = 6ft X 40ft (1.8m X 12.0m)  
Quadrupole loop  
Wired to separate  
detectors/channels

### Presence Loop Placement at Stop Lines

Locate loop slightly  
behind leading  
edge of stop line



Note:  
Loop may be located in advance  
of stop line when stop line is  
greater than 15' (4.5m) from edge  
of intersecting roadway; or, when  
loop detects a permissive or  
protected/permissive left turn.

### Recommended Number of Turns

Single 6' X 6' (1.8m X 1.8m)  
loop (wired separately):

Length of Lead-in ft (m)	Number of Turns
< 250 (75)	3
250-375 (75-115)	4
375-525 (115-160)	5
> 525 (160)	6

Quadrupole loops: Use 2-4-2 turns  
6' X 15' (1.8m X 4.6m) Loops:  
Lead-in < 150' (45 m), use 2 turns  
Lead-in > 150' (45 m), use 3 turns

Prepared in the Office of  
NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
Traffic and Geometric Section  
122 N. McDowell St., Raleigh, NC 27603

Typical Loop Locations	
PLAN DATE: June 2006	REVIEWED BY:
PREPARED BY: P L Alexander	REVIEWED BY:
REVISIONS	INIT. DATE

SCALE  
N/A

SIGNATURE  
DATE

SIG. INVENTORY NO.