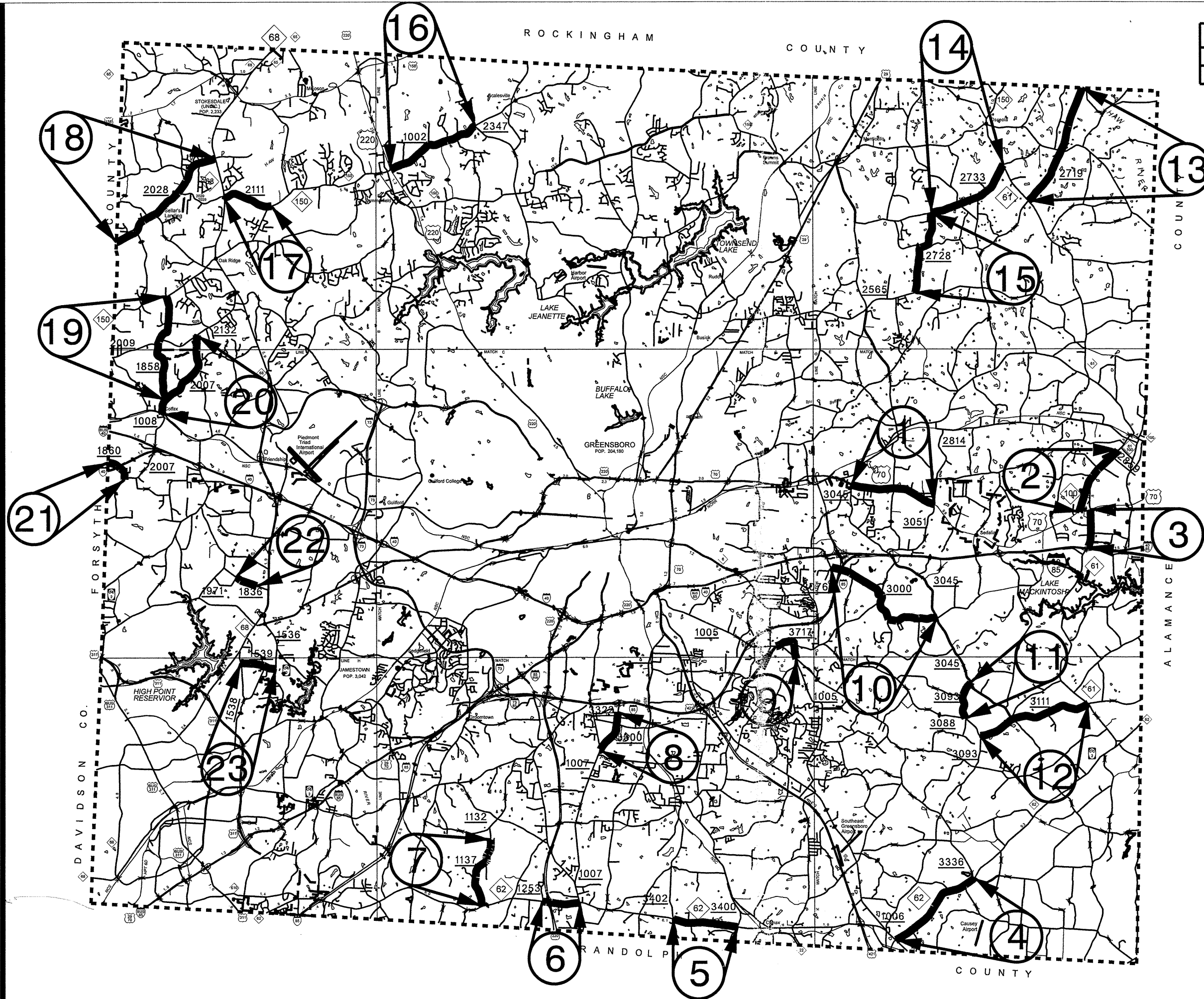


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.31, ETC.	1	
F.A. PROJ. NO.			

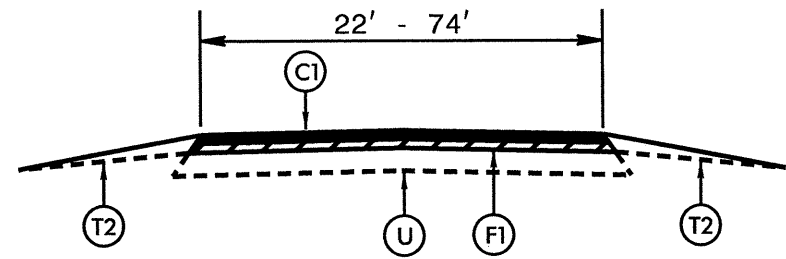
7CR.10411.31  
7CR.20411.31

# 2011 GUILFORD COUNTY

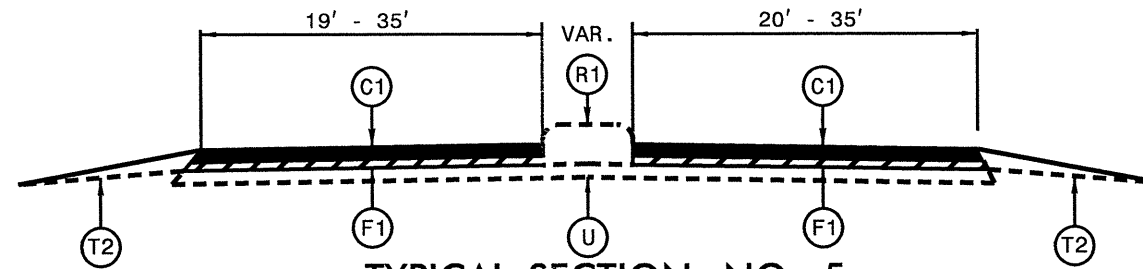


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.31, ETC	2	

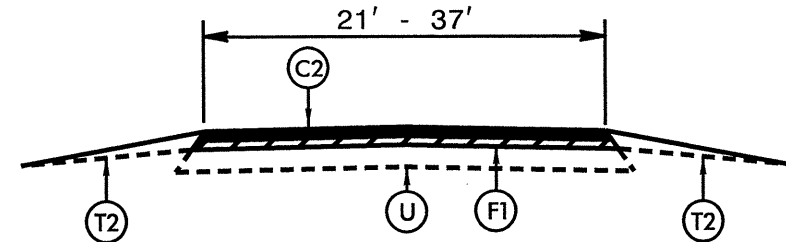
7CR.10411.31  
7CR.20411.31



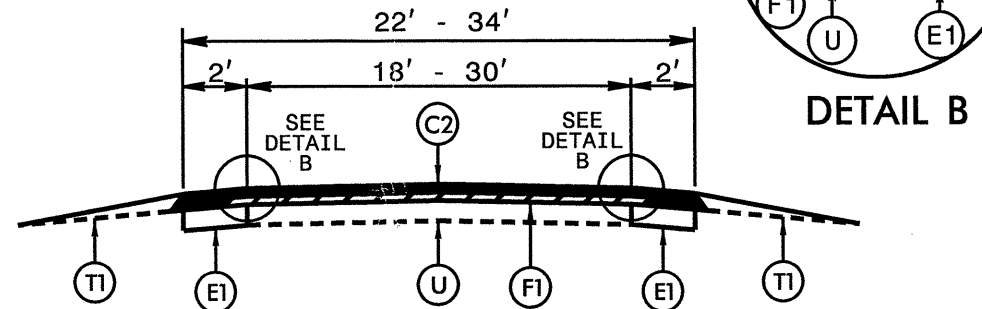
**TYPICAL SECTION NO. 1**  
TO BE USED ON MAPS 1, 3, 5, AND 6  
MAP 5: STA. 4+45 TO STA. 10+65  
STA. 98+00 TO STA. 101+90  
MAP 6: STA. 30+50 TO STA. 37+25  
STA. 40+00 TO STA. 40+80  
STA. 47+60 TO STA. 48+50  
STA. 50+10 TO STA. 52+90



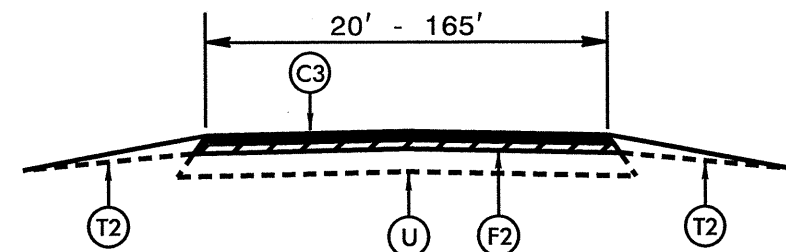
**TYPICAL SECTION NO. 5**  
TO BE USED ON MAP 6  
MAP 6: STA. 37+25 TO STA. 40+00  
STA. 40+80 TO STA. 47+60  
STA. 48+50 TO STA. 50+10  
\*NOTE: INCIDENTAL MILLING UNDER BRIDGE #4 ON MAP 6 STA. 42+55 TO STA. 43+10 DUE TO LOW CLEARANCE (16' 6")



**TYPICAL SECTION NO. 2**  
TO BE USED ON MAPS 2, 7, AND 13  
NO #67 SEAL ON MAP 7 FROM STA. 0+00 TO STA. 23+50  
\*NOTE: MAP 13: NO PAVEMENT ON BRIDGE STA. 22+75 TO STA. 23+05 AND NO PAVEMENT BETWEEN STA. 83+66 TO STA. 87+75

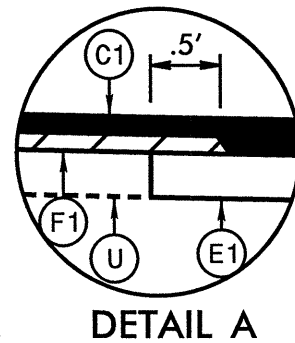


**TYPICAL SECTION NO. 6**  
TO BE USED ON MAPS 7, 9, AND 15  
MAP 7: STA. 23+50 TO STA. 108+80  
MAP 9: STA. 0+00 TO STA. 28+90  
STA. 32+70 TO STA. 48+10

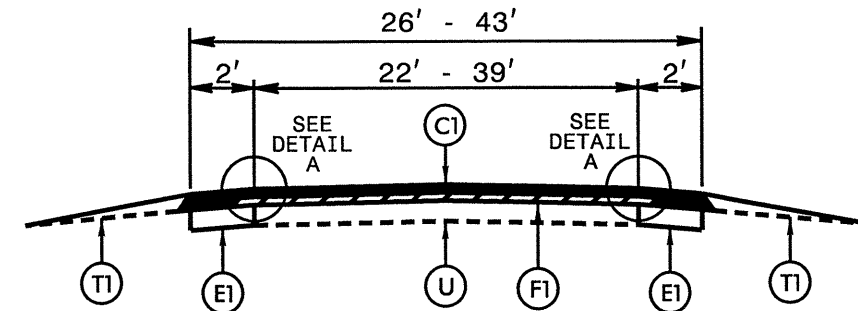


**TYPICAL SECTION NO. 3**

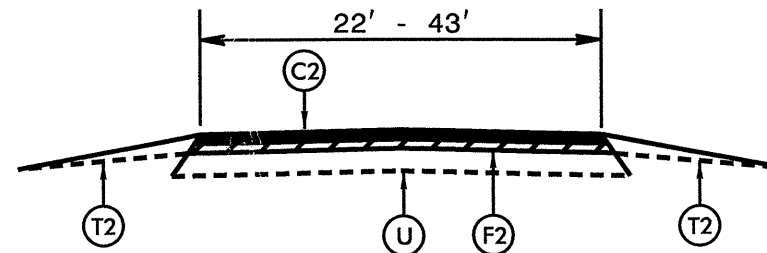
TO BE USED ON MAPS 4, 10, 11, 14, 16, 17, 18, AND 20  
MAP 10: STA. 101+90 TO STA. 194+45  
\*NOTE: MAP 20: NO PAVEMENT ON BRIDGE STA. 116+50 TO STA. 117+50



**DETAIL A**



**TYPICAL SECTION NO. 4**  
TO BE USED ON MAPS 5, AND 6  
MAP 5: STA. 0+00 TO STA. 4+45  
STA. 10+65 TO STA. 98+00  
STA. 101+90 TO STA. 108+10  
MAP 6: STA. 0+00 TO STA. 30+50



**TYPICAL SECTION NO. 7**  
TO BE USED ON MAPS 8, 10, AND 12  
MAP 10: STA. 0+00 TO STA. 77+70  
\*NOTE: MAP 8: NO AST MAT COAT, 78M BETWEEN STA. 40+30 TO STA. 50+85  
MAP 10: NO PAVEMENT ON BRIDGE STA. 7+25 TO STA. 12+70

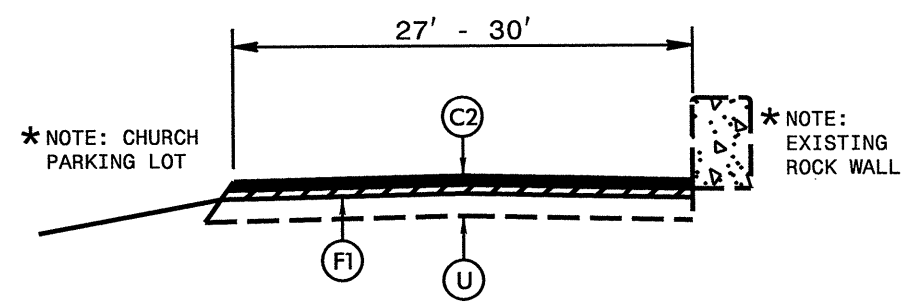
**\*\*EACH MAP MUST BE PATCHED AS DIRECTED BY THE ENGINEER BEFORE PROCEEDING WITH RESURFACING\*\***

**PAVEMENT SCHEDULE**

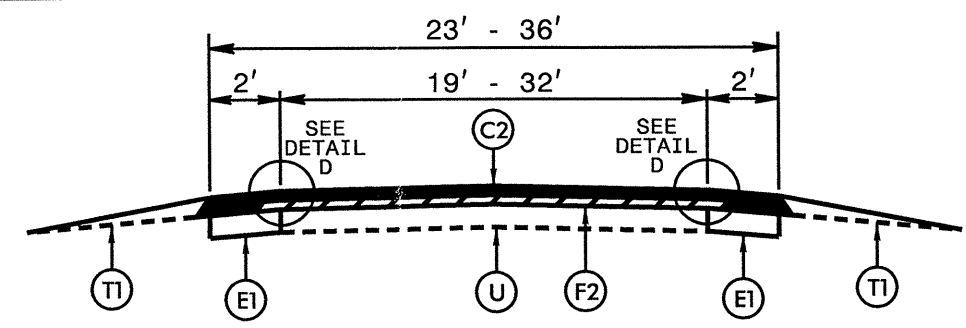
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.		
D	PROP. APPROX 3" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 342LBS. PER SQ. YD.		
E1	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
E2	PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F1	AST MAT COAT #67 STONE		
F2	AST MAT COAT, 78M		
R1	EXISTING CONCRETE ISLAND		
R2	EXISTING VALLEY GUTTER		
T1	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.		
T2	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER		
U	EXISTING PAVEMENT.		
V1	3" MILLING FOR PATCHING (SEE PATCHING DETAIL #1)	V2	7" MILLING FOR PATCHING (SEE PATCHING DETAIL #2)
V3	0 - 1½" PROFILE MILLING		

\$\$\$SYTIME\$\$\$\$\$DGN\$\$\$\$\$

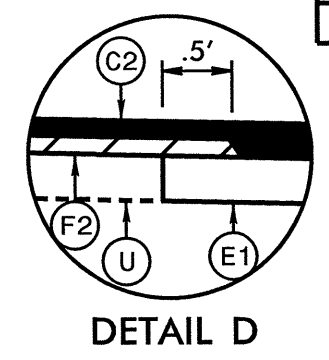
**\*\*EACH MAP MUST BE PATCHED AS DIRECTED BY THE ENGINEER BEFORE PROCEEDING WITH RESURFACING\*\***



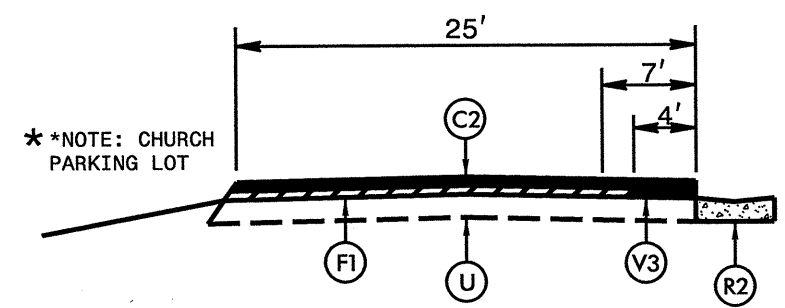
**TYPICAL SECTION NO. 8**  
TO BE USED ON MAP 9  
STA. 28+90 TO STA. 30+05  
STA. 30+95 TO STA. 32+70



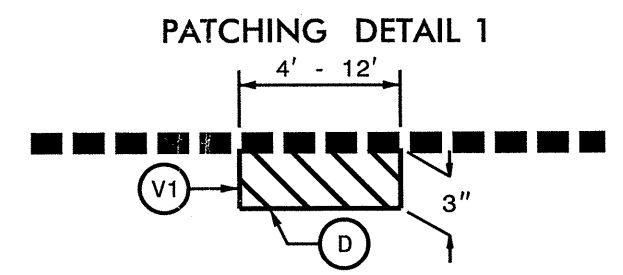
**TYPICAL SECTION NO. 12**  
TO BE USED ON MAPS 21, 22 AND 23  
\*NOTE: MAP 21: NO PAVEMENT ON BRIDGE STA. 20+20 TO STA. 22+75



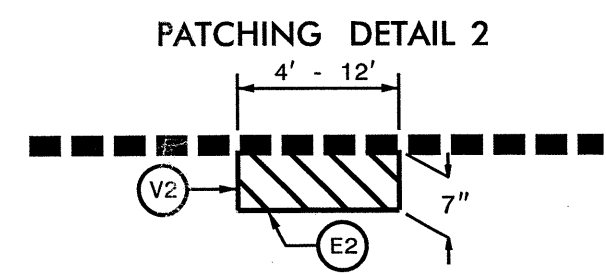
**DETAIL D**



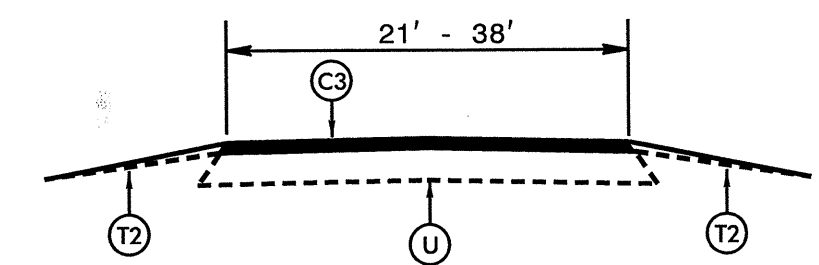
**TYPICAL SECTION NO. 9**  
TO BE USED ON MAP 9  
STA. 30+05 TO STA. 30+95



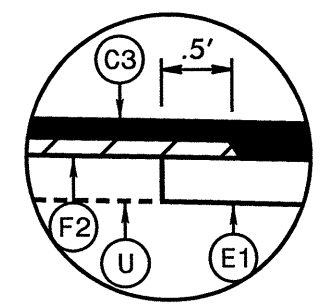
USE FOR PATCHING ON MAPS 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, AND 23  
MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH AND FILL WITH INTERMEDIATE COURSE, TYPE I19.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.



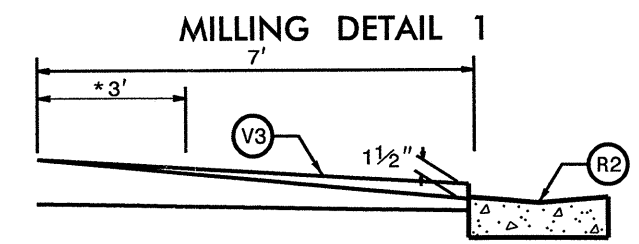
USE FOR PATCHING ON MAPS 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, AND 17  
MILL EXISTING ASPHALT PAVEMENT 7" IN DEPTH AND FILL WITH BASE COURSE, TYPE B25.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.



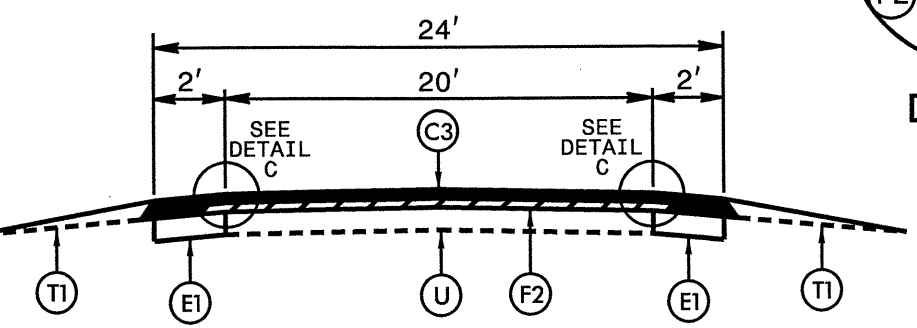
**TYPICAL SECTION NO. 10**  
TO BE USED ON MAP 10  
MAP 10: STA. 89+80 TO STA. 101+90  
\*NOTE: NO PAVEMENT ON BRIDGE STA. 93+40 TO STA. 95+20



**DETAIL C**



PROFILE MILLING 0 - 1 1/2"  
\*IF #67 STONE IS INVOLVED OVERLAP 3'.  
PROFILE MILL EXISTING ASPHALT PAVEMENT 1 1/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER.  
NOTE: TO BE USED IN CONJUNCTION WITH:  
TS. NO. 9 ON MAP 9 STA. 30+05 TO STA. 30+95 RT

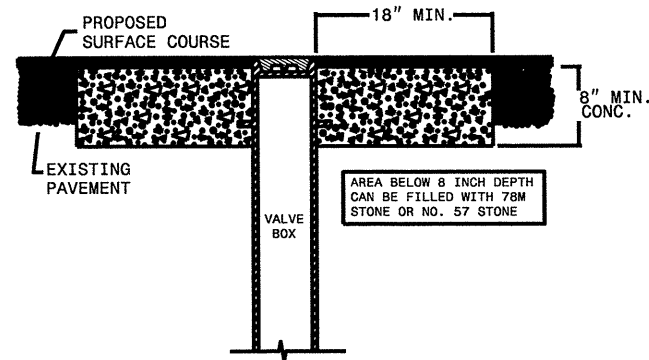


**TYPICAL SECTION NO. 11**  
TO BE USED ON MAP 19  
\*NOTE: NO PAVEMENT ON BRIDGES STA. 58+65 TO STA. 59+40 STA. 109+35 TO STA. 109+70

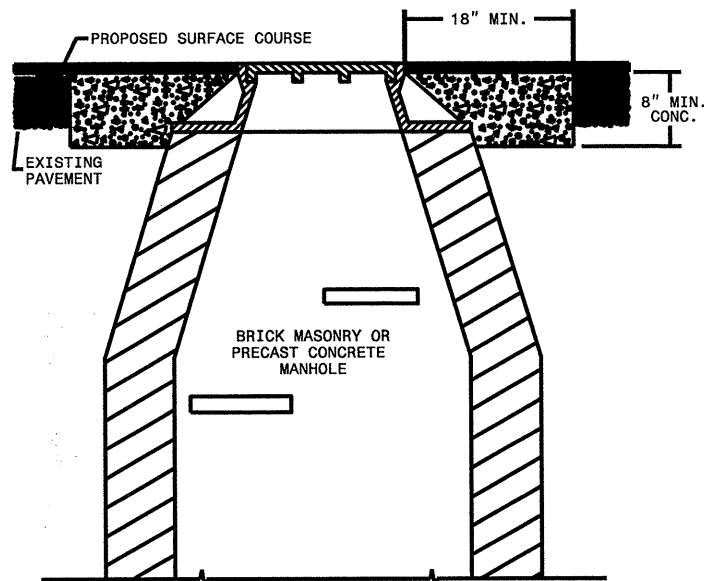
PAVEMENT SCHEDULE			
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.		
D	PROP. APPROX 3" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 342LBS. PER SQ. YD.		
E1	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
E2	PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F1	AST MAT COAT #67 STONE		
F2	AST MAT COAT, 78M		
R1	EXISTING CONCRETE ISLAND		
R2	EXISTING VALLEY GUTTER		
T1	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.		
T2	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER		
U	EXISTING PAVEMENT.		
V1	3" MILLING FOR PATCHING (SEE PATCHING DETAIL #1)	V2	7" MILLING FOR PATCHING (SEE PATCHING DETAIL #2)
V3	0 - 1 1/2" PROFILE MILLING		

SYSTEMS DESIGN & CONSTRUCTION  
 10000 W. HARRIS LANE  
 SUITE 100  
 GREENSBORO, NC 27409  
 (703) 771-1111  
 WWW.SDCONSTRUCTION.COM

STANDARD CONCRETE ENCASEMENT FOR MANHOLE & VALVE CASTINGS IN PAVEMENT  
 DETAIL DRAWING NO. 858.01

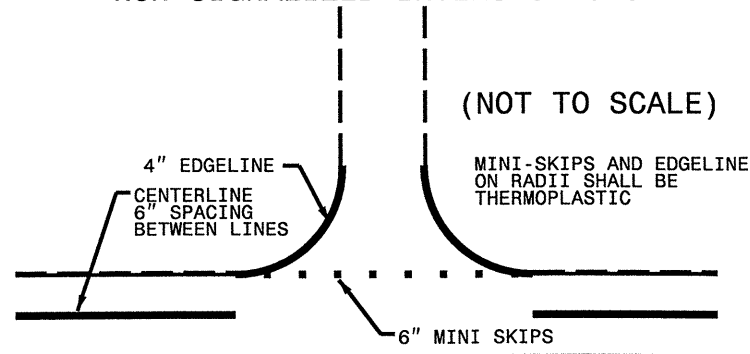


USE RAPID SET GROUT, MORTAR, OR CONCRETE CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.



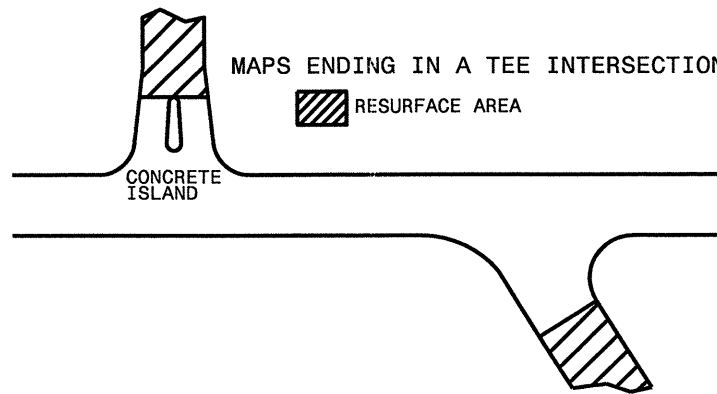
- NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
  2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
  3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
  4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED

TO BE USED AT ALL NON-SIGNALIZED INTERSECTIONS



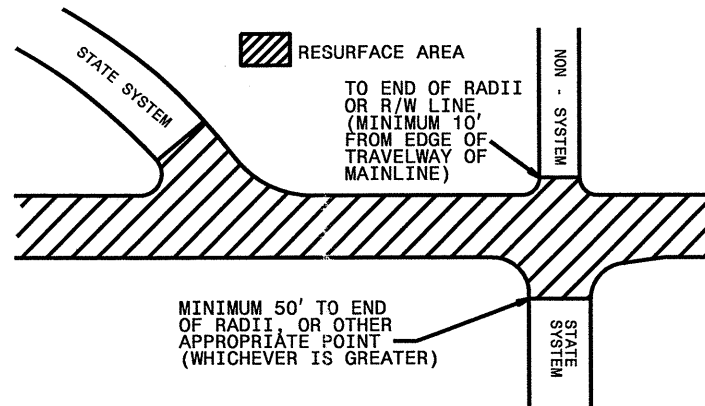
NOTE: MINI SKIPS SHALL BE PLACED ON A 10' CYCLE, CONTAINING AN 8' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

PAVING DETAIL 1  
 MAIN LINE IS NOT BEING RESURFACED

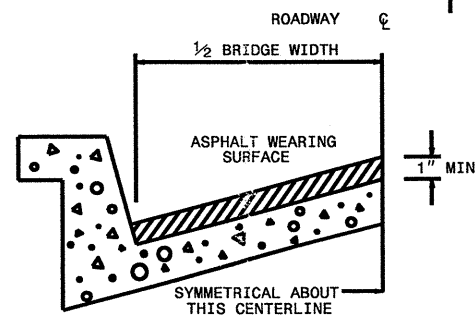


PAVING DETAIL 2  
 MAIN LINE IS BEING RESURFACED

NOTE: NON-SYSTEM (CITY STREET, PRIVATE DRIVE, SCHOOL BUS DRIVE)



MINIMUM 50' TO END OF RADII, OR OTHER APPROPRIATE POINT (WHICHEVER IS GREATER)



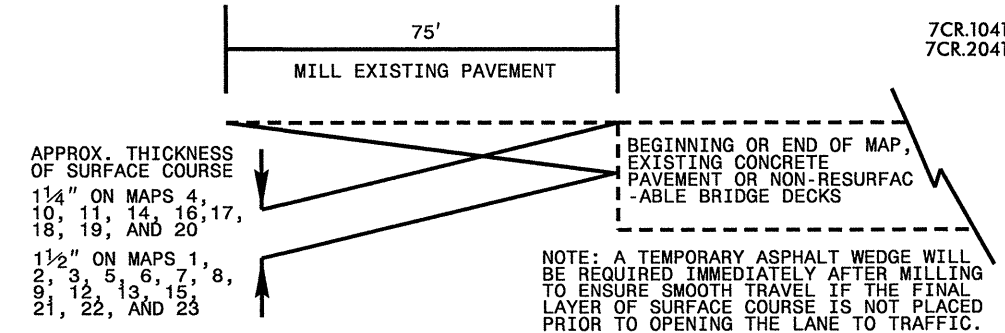
BRIDGE HALF TYPICAL SECTION

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. A THICKNESS OF NOT LESS THAN 1" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

NOTES

ALL UNPAVED S.R. ROUTES TO BE SURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT. ALL PAVED S.R. ROUTES TO BE RESURFACED TO END OF RADII, OR AS DIRECTED BY THE ENGINEER. EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES. BRIDGES TO BE RESURFACED AT LOCATIONS AND DEPTH AS DIRECTED BY THE ENGINEER.

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.31, ETC.	4	



PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.		
D	PROP. APPROX 3" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 342LBS. PER SQ. YD.		
E1	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
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F1	AST MAT COAT #67 STONE		
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R1	EXISTING CONCRETE ISLAND		
R2	EXISTING VALLEY GUTTER		
T1	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.		
T2	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER		
U	EXISTING PAVEMENT.		
V1	3" MILLING FOR PATCHING (SEE PATCHING DETAIL #1)	V2	7" MILLING FOR PATCHING (SEE PATCHING DETAIL #2)
V3	0 - 1 1/2" PROFILE MILLING		

\*\*EACH MAP MUST BE PATCHED AS DIRECTED BY THE ENGINEER BEFORE PROCEEDING WITH RESURFACING\*\*





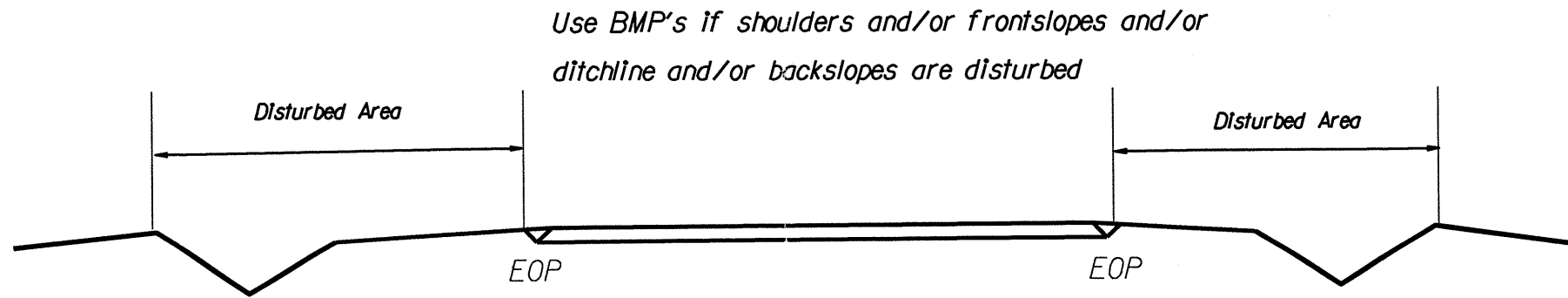
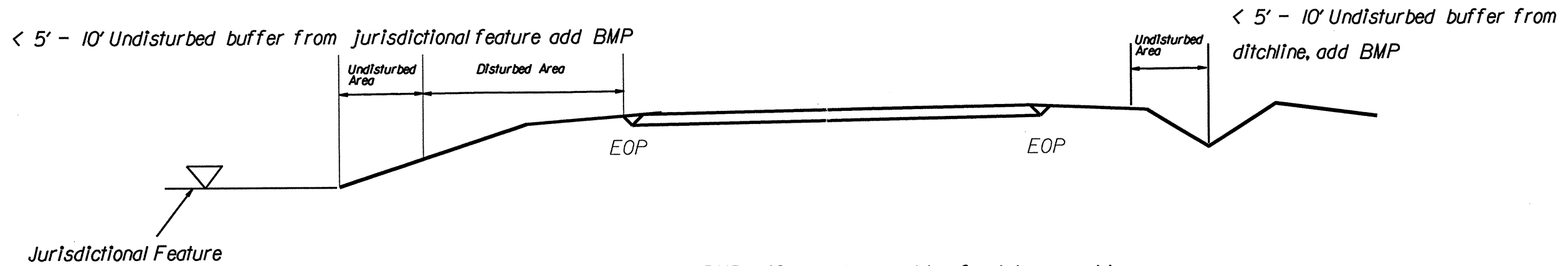
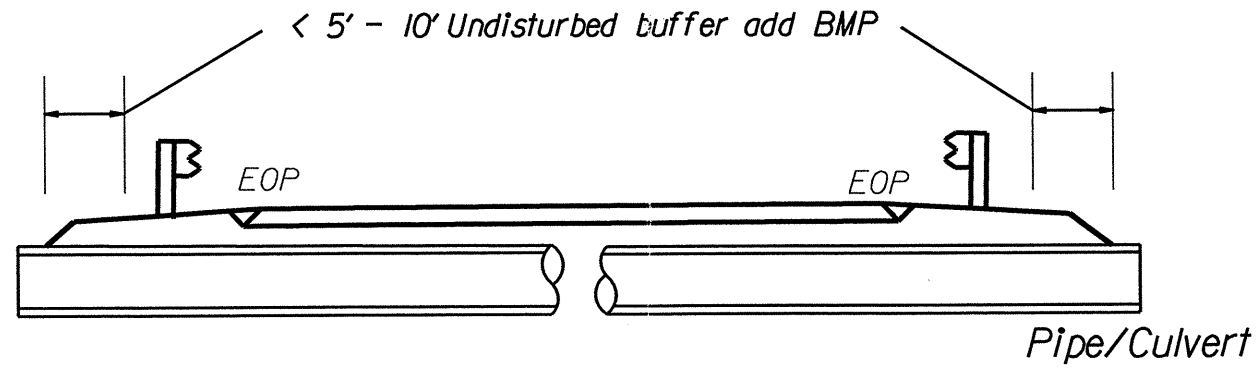


NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

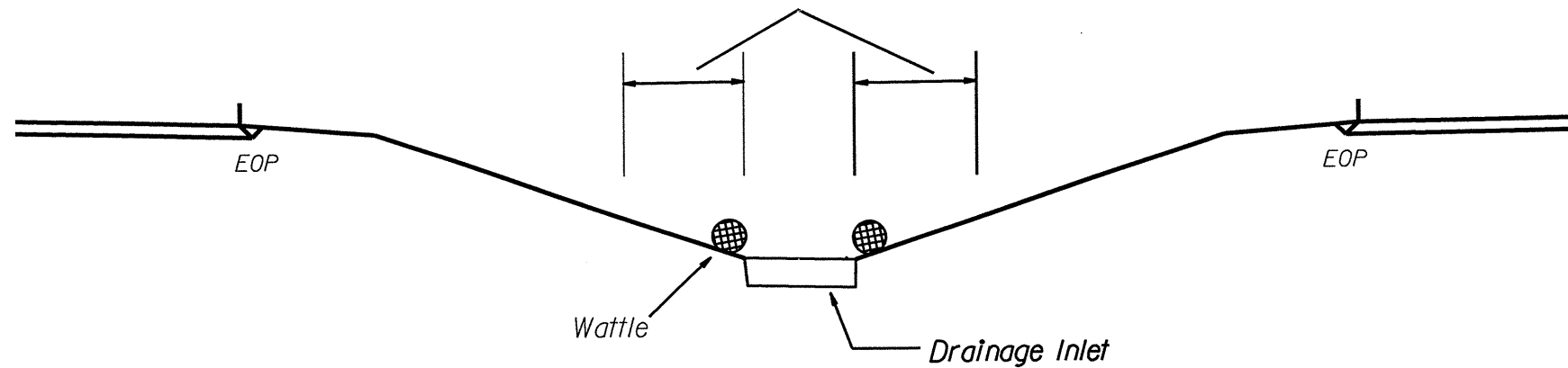
BMP Options: Wattle or Silt Fence

# EROSION CONTROL DETAIL

PROJECT REFERENCE NO. <b>TCR 10411.31, ETC</b>	SHEET NO. <b>EC-1</b>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



< 5' - 10' Undisturbed buffer from inlet, add wattle

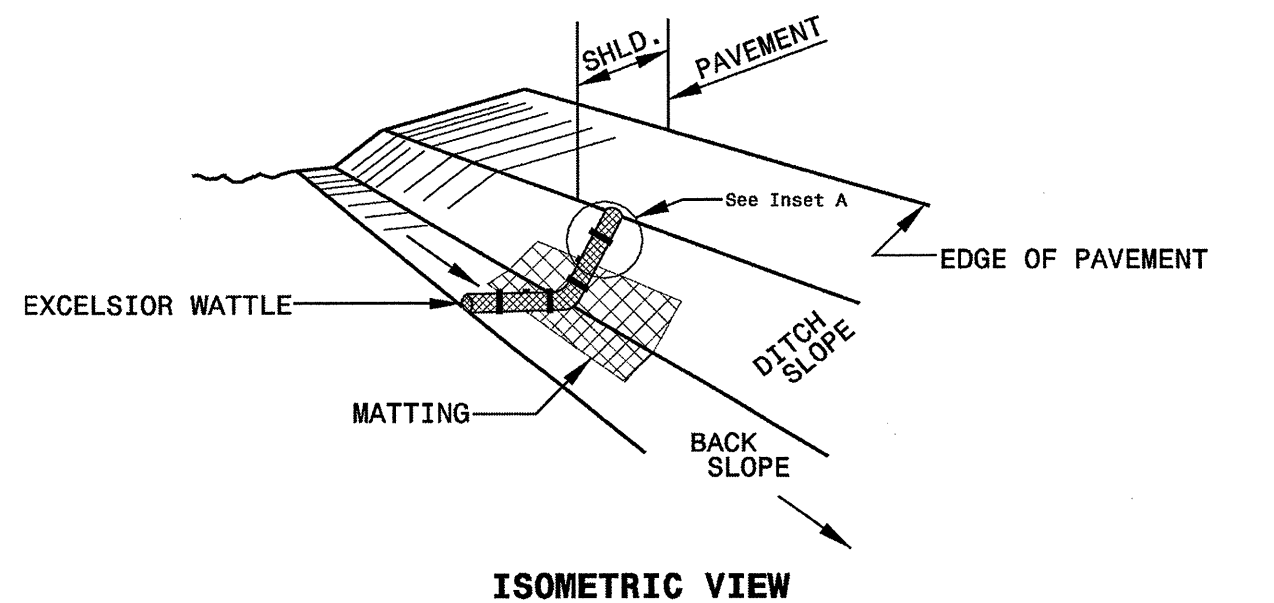


NOT TO SCALE



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

# WATTLE DETAIL



**NOTES:**

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

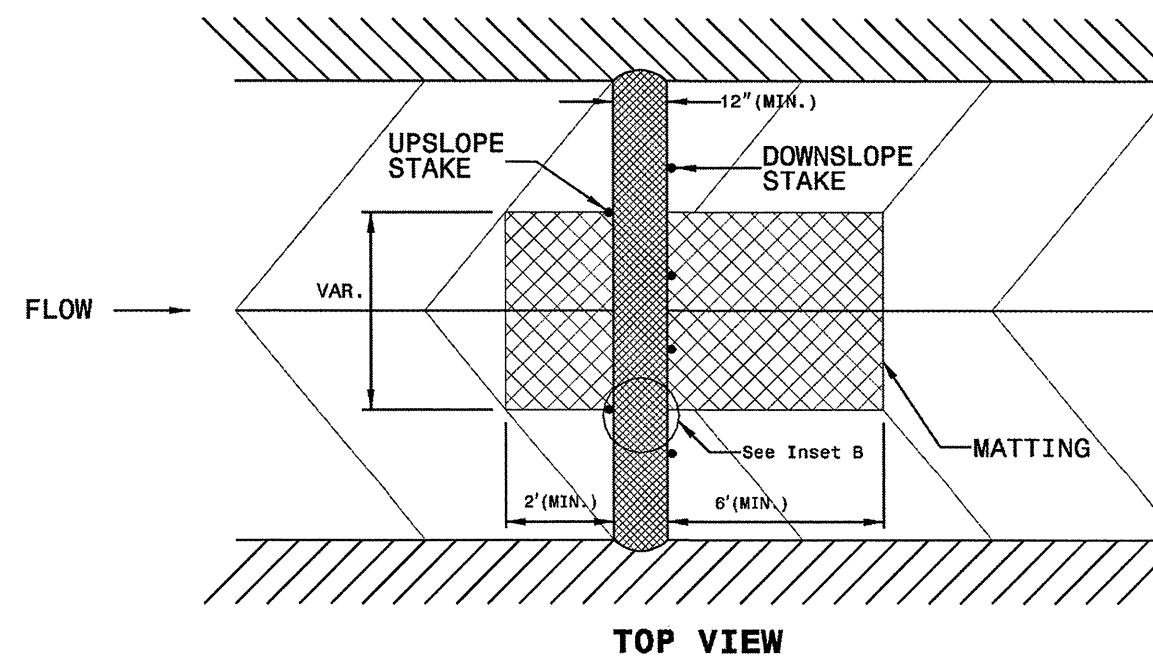
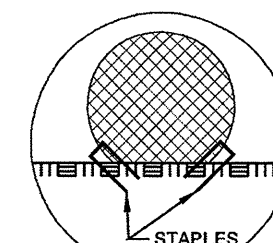
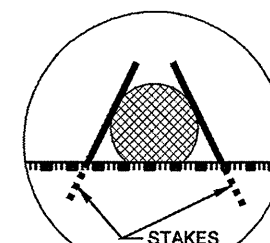
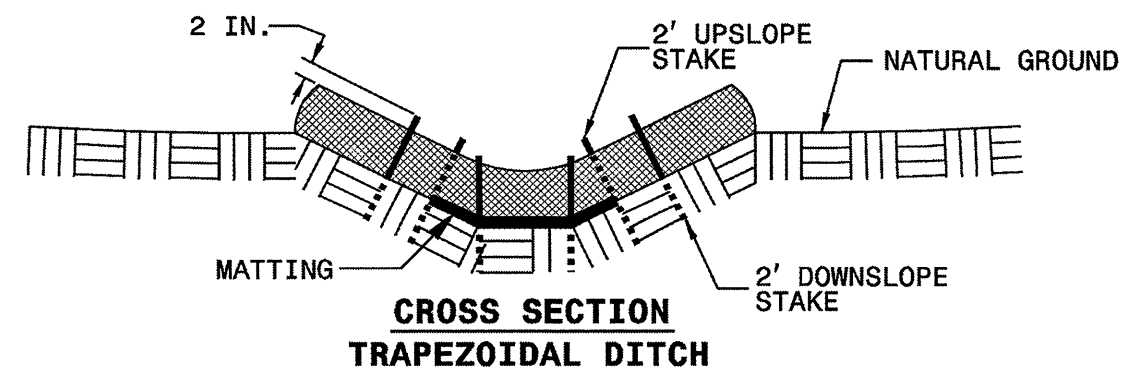
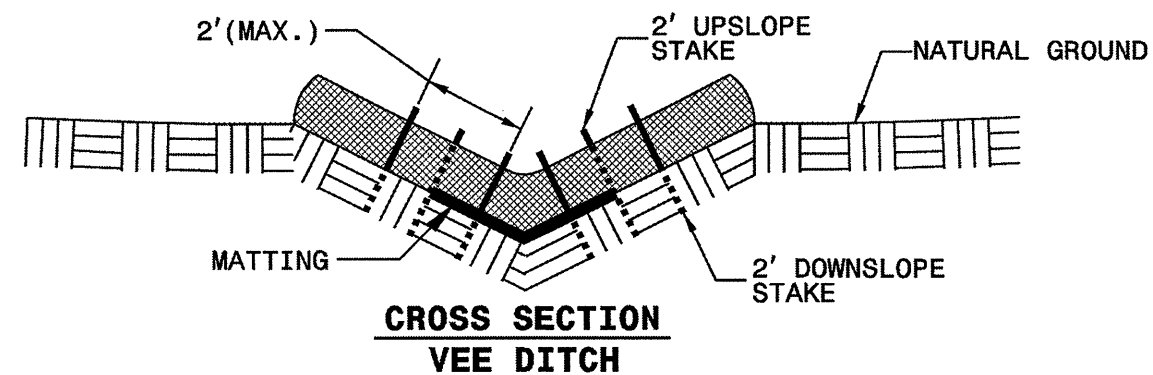
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

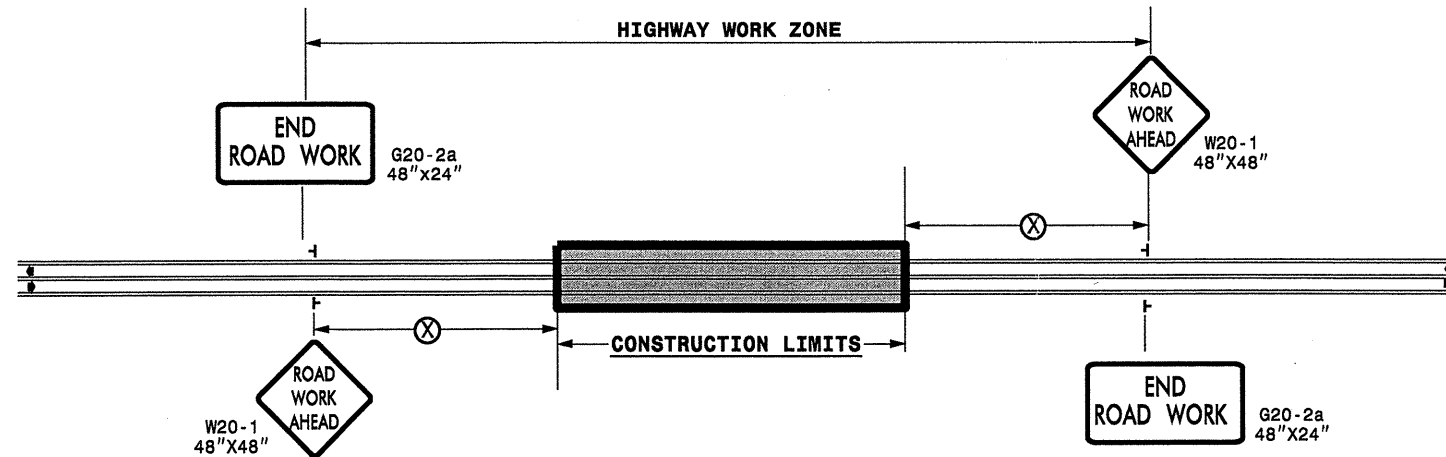
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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.



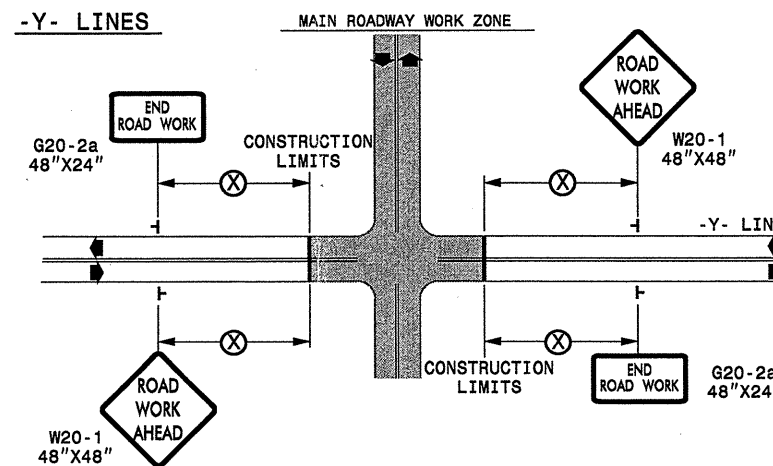
**TWO-WAY UNDIVIDED \*\* (L-LINES)**



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

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

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



DETAIL DRAWING FOR  
TWO-WAY UNDIVIDED  
WORK ZONE WARNING SIGNS

**GENERAL NOTES**

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- \*\* TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

**LEGEND**

- ┆ STATIONARY SIGN
- ◀ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

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



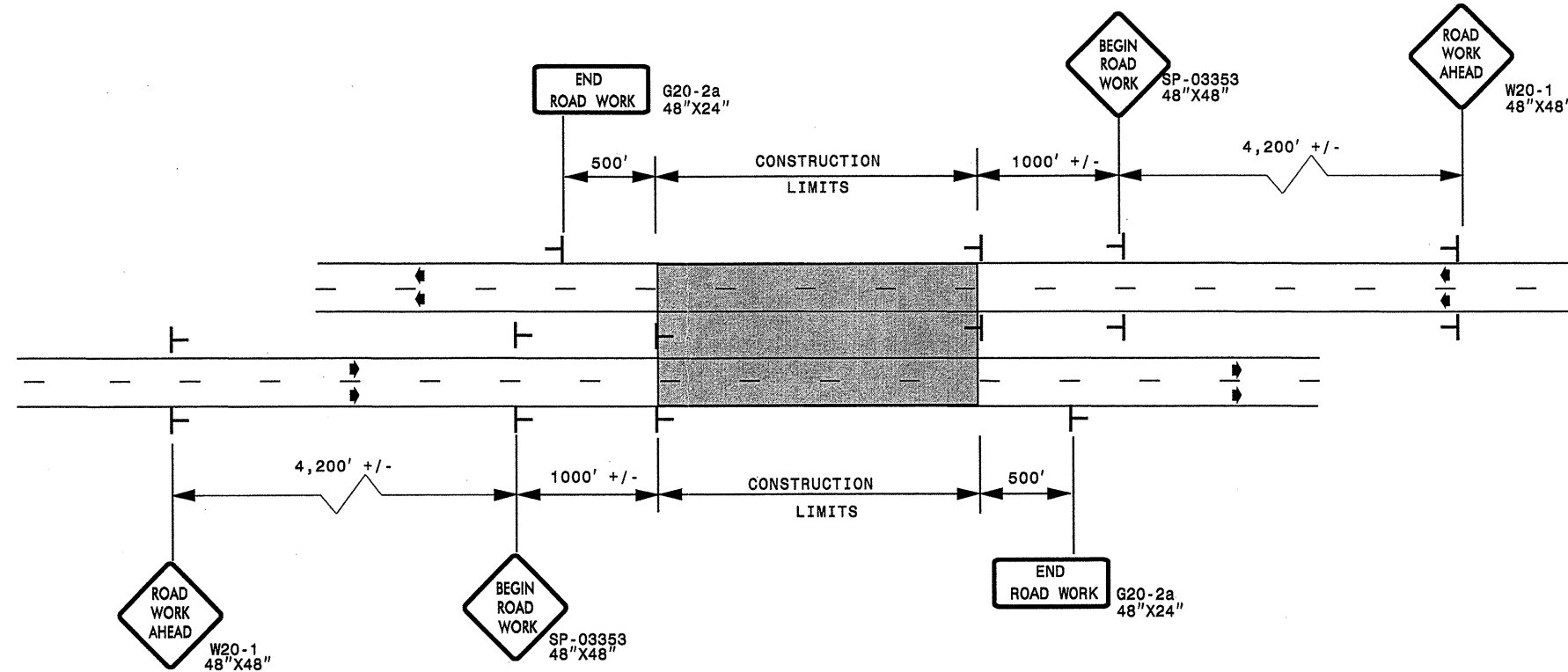
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 bpschnebler AT WZTC24137

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

WBS ELEMENTS: 7CR.10411.31  
AND 7CR.20411.31

PROJ. REFERENCE NO. SEE TO THE LEFT	SHEET NO. TCP-2
--	--------------------

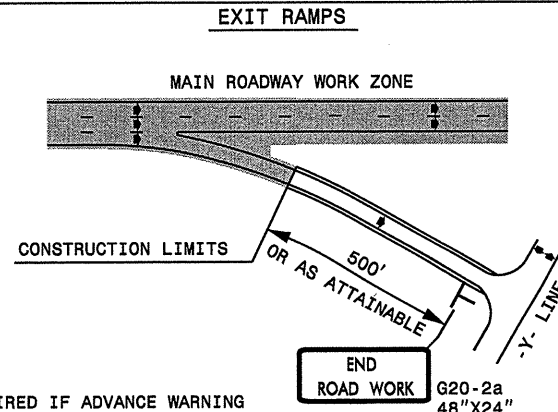
## DETAIL A



LEGEND	
T	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW

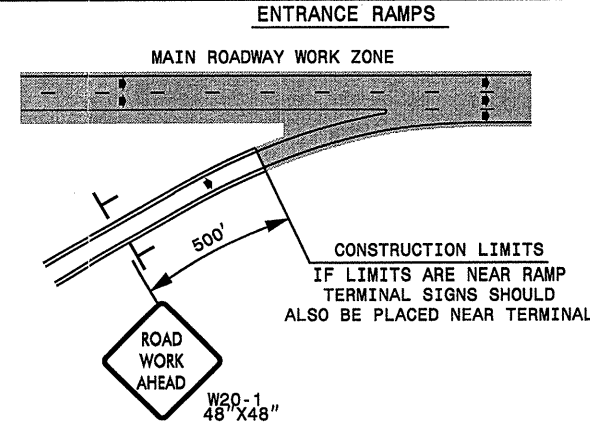
\* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

## DETAIL B

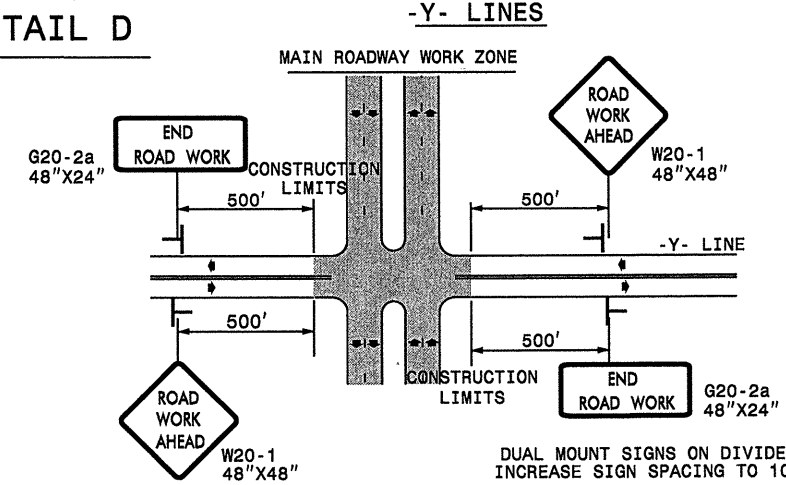


NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

## DETAIL C



## 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: \_\_\_\_\_

SEAL

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

SCALE: NONE		REVISIONS
DATE: 8/03		03/04
DWG. BY: JI		
DESIGN BY: JI		
REVIEWED BY:		CADD FILE

01-NOV-2010 10:56  
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