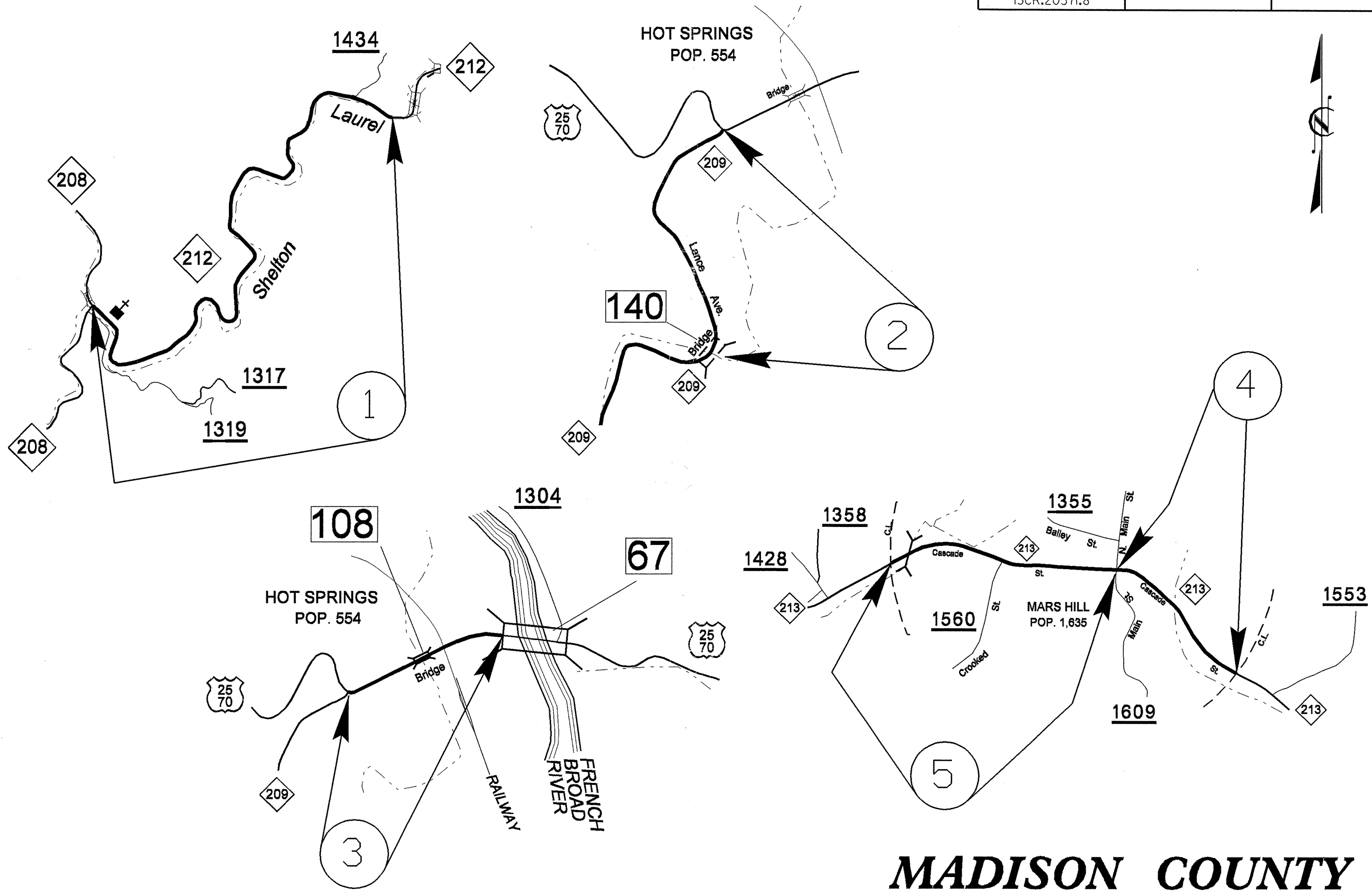
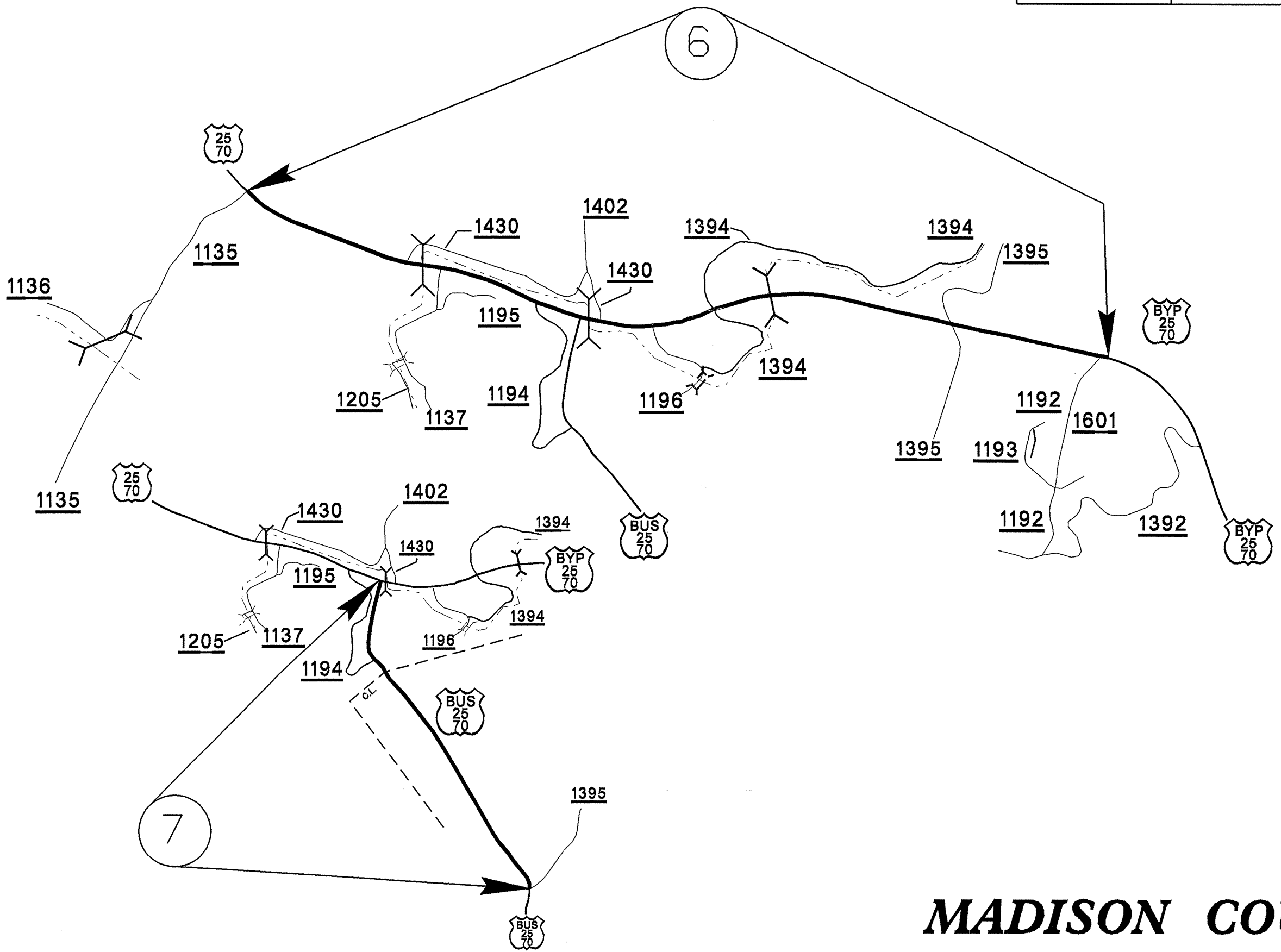


PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10571.8 & 13CR.20571.8		



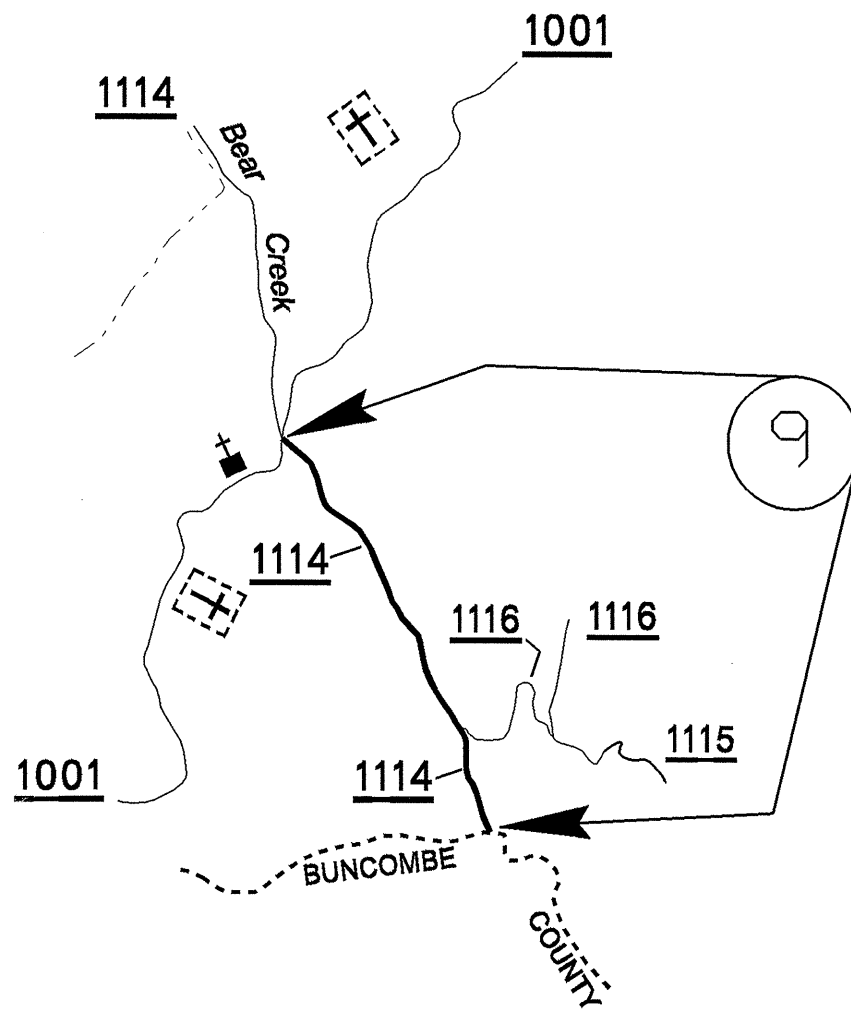
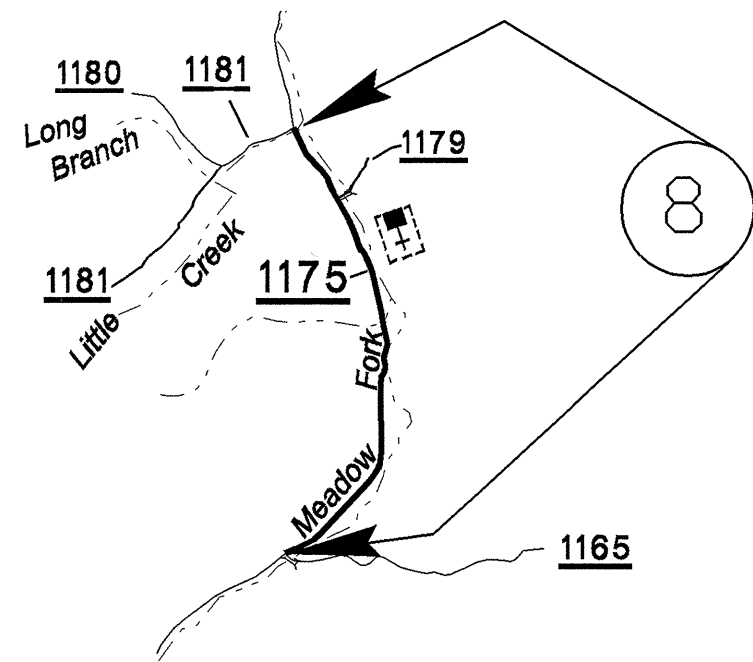
MADISON COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10571.8 & 13CR.20571.8	2	



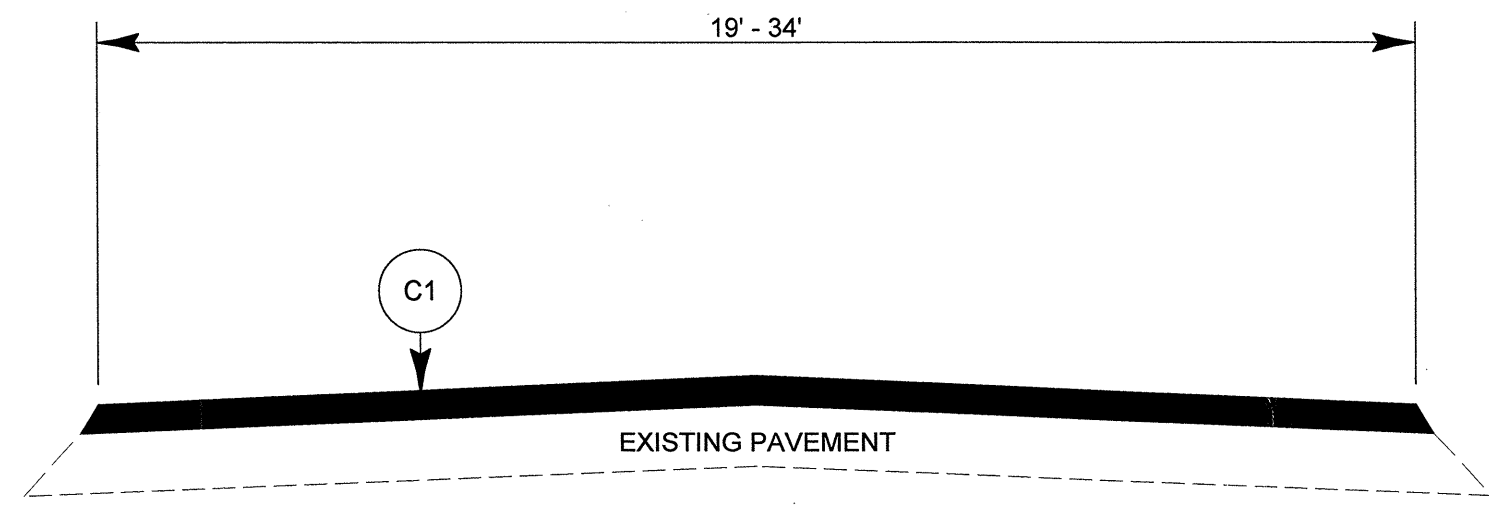
MADISON COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10571.8 & 13CR.20571.8	3	

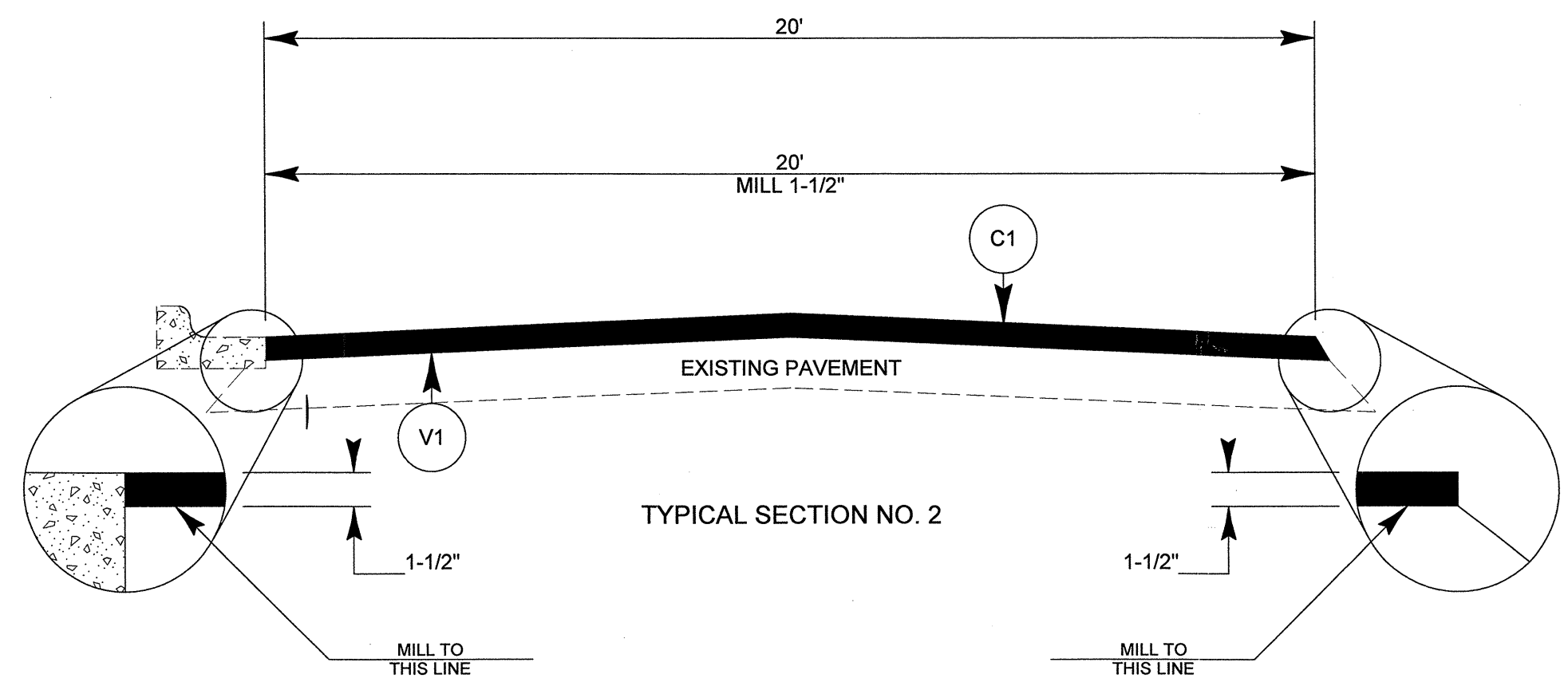
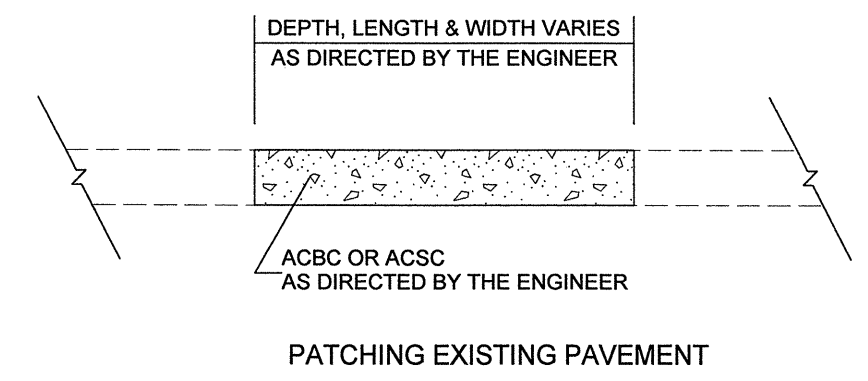


MADISON COUNTY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10571.8, 13CR.20571.8	4	



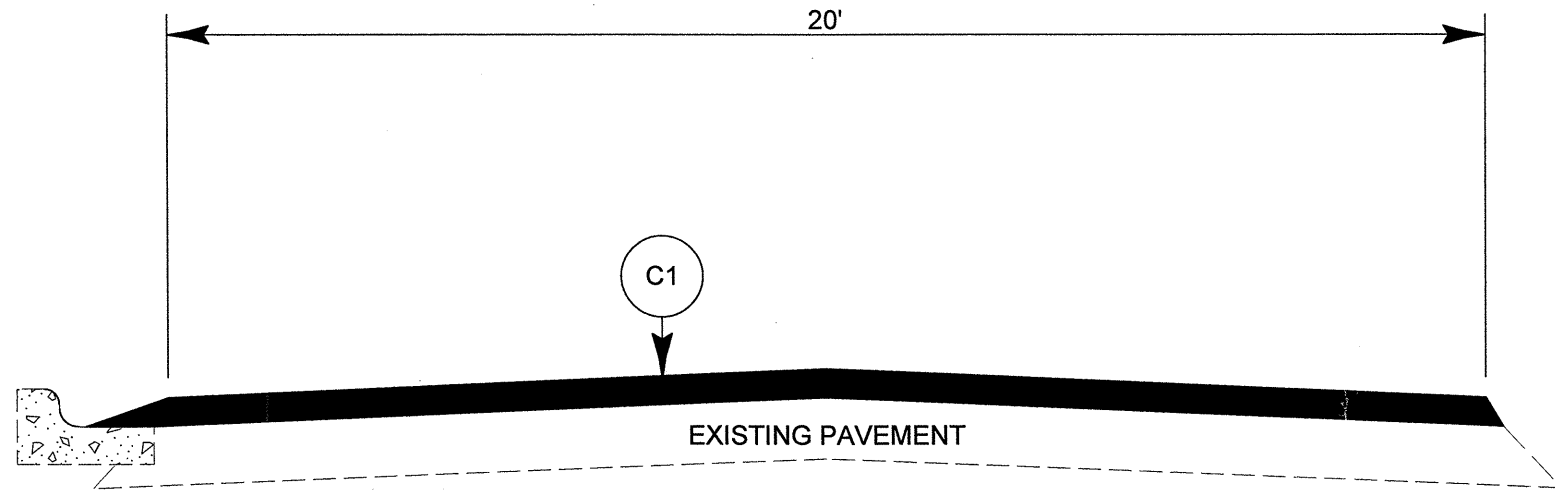
TYPICAL SECTION NO. 1



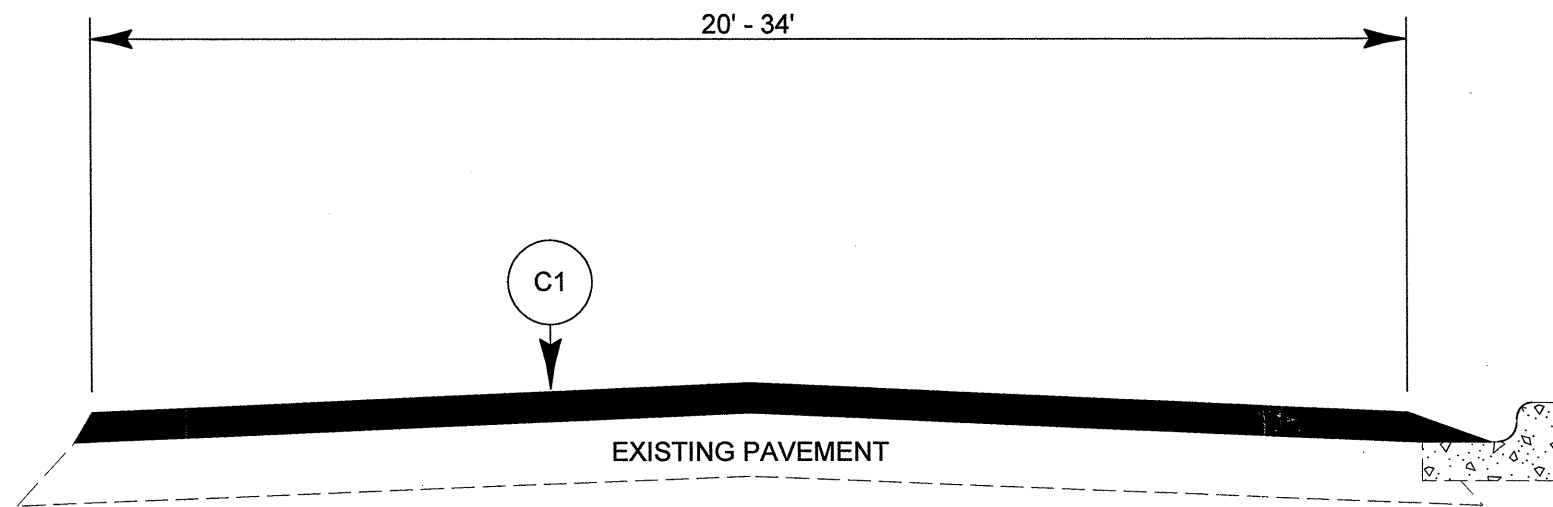
TYPICAL SECTION NO. 2

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.
V1	MILLING ASPHALT PAVEMENT, 1-1/2" DEPTH

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10571.8, 13CR.20571.8	5	

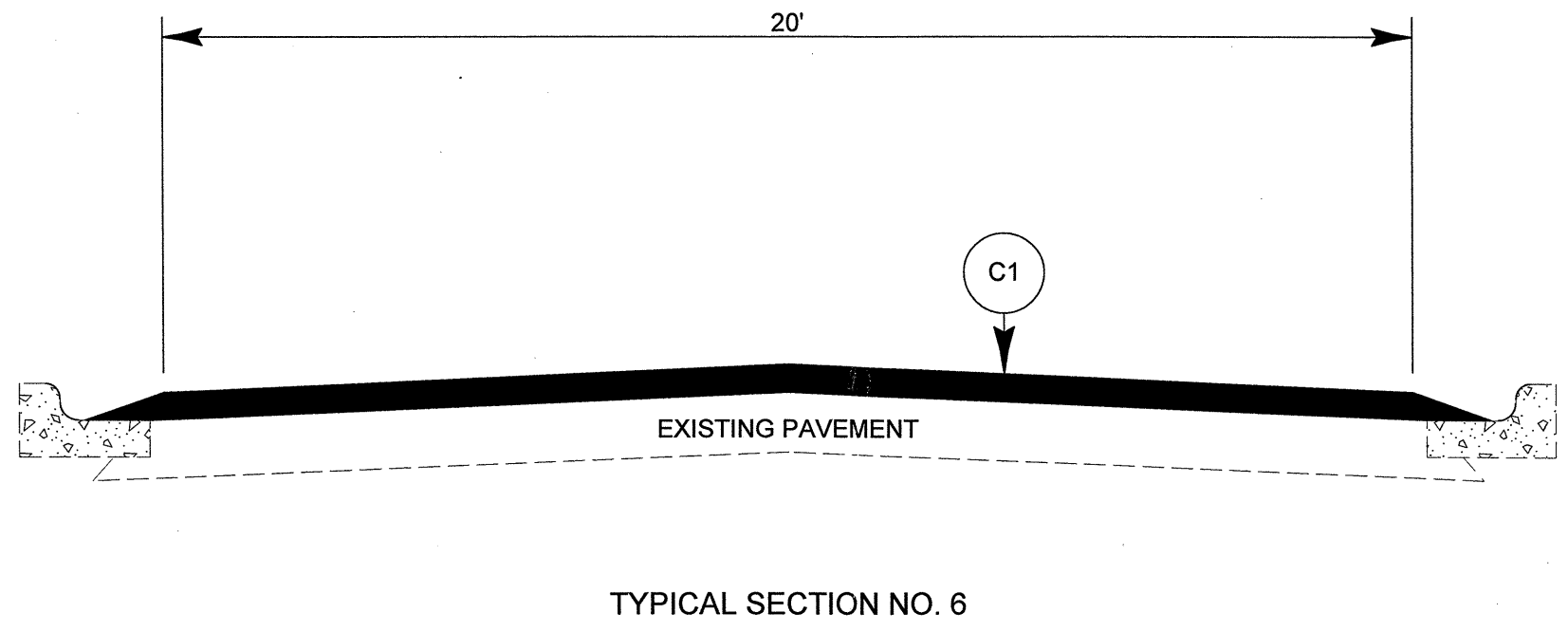
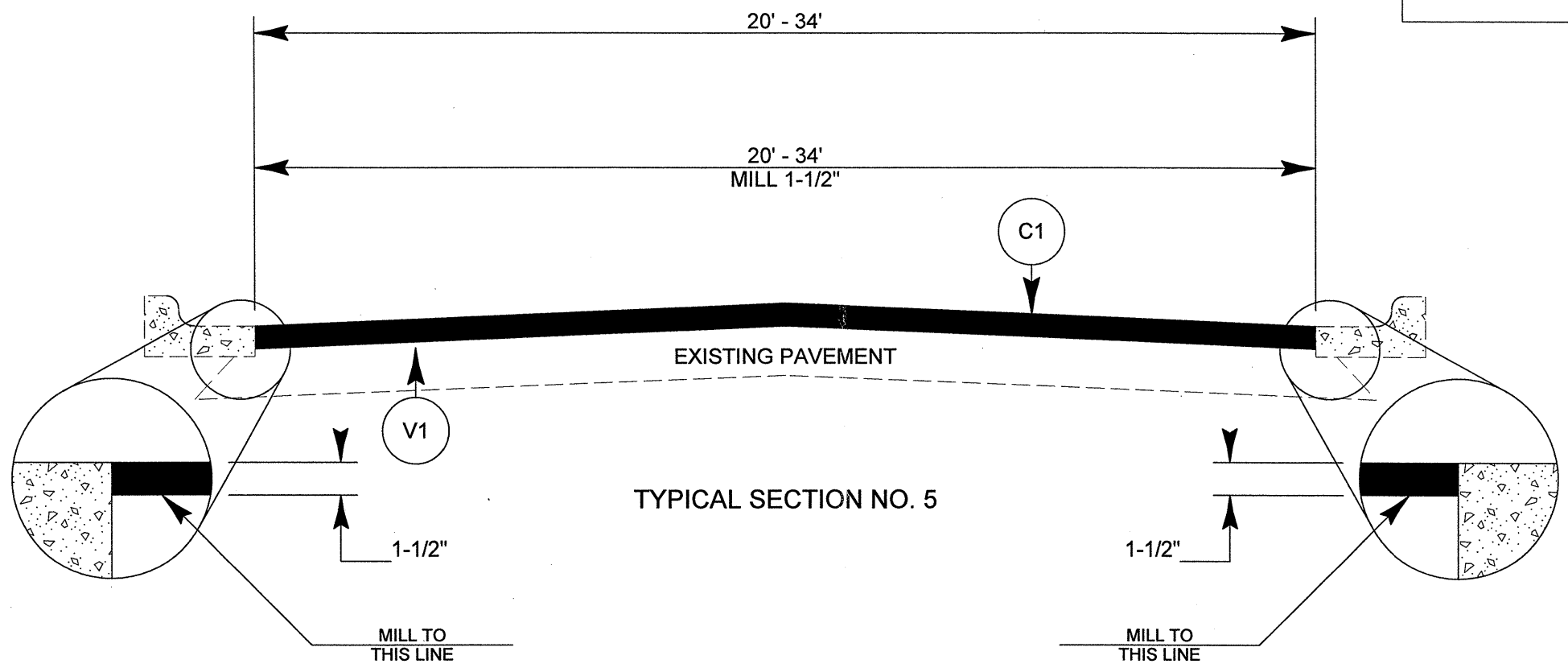


TYPICAL SECTION NO. 3

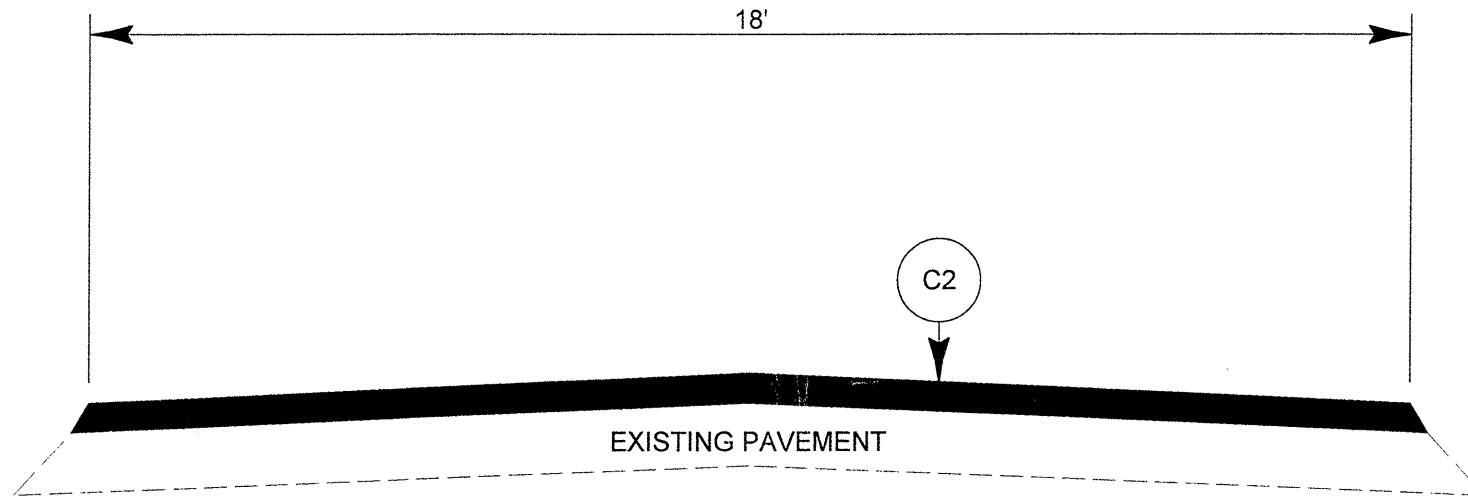


TYPICAL SECTION NO. 4

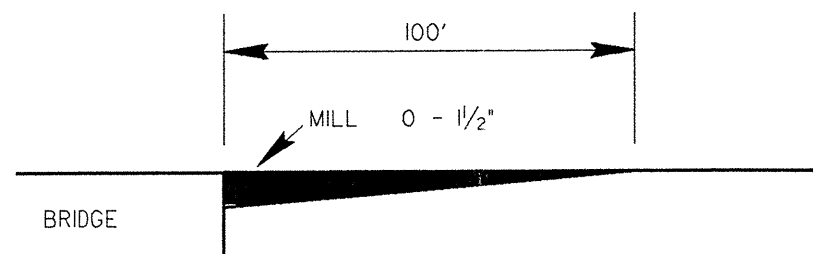
PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10571.8, 13CR.20571.8	6	



PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10571.8, 13CR.20571.8	7	



TYPICAL SECTION NO. 7



MILLING DETAIL AT BRIDGE APPROACHES
 WHERE BRIDGE WILL NOT BE RESURFACED
 COST OF MILLING IS INCIDENTAL TO OTHER ITEMS

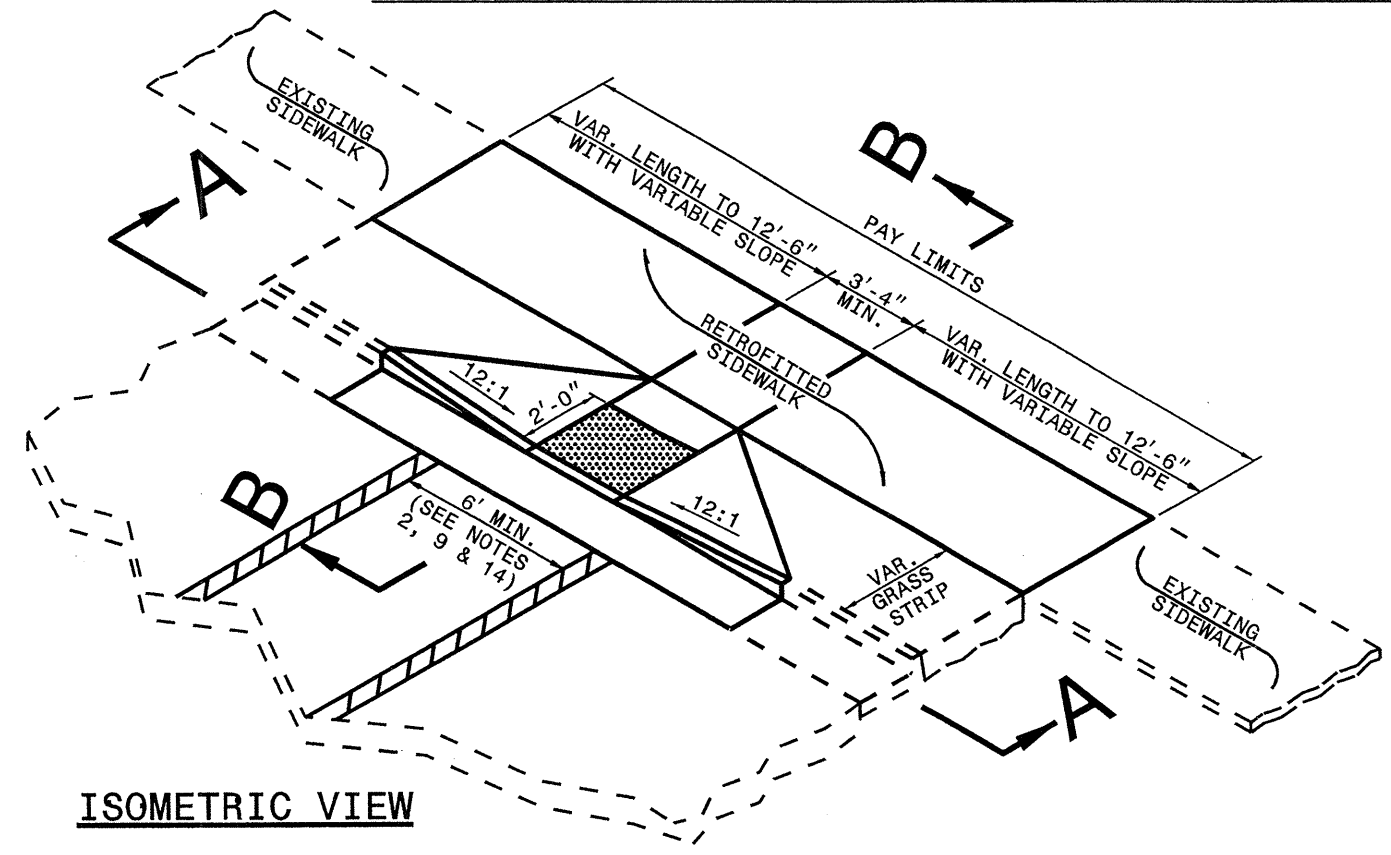
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

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

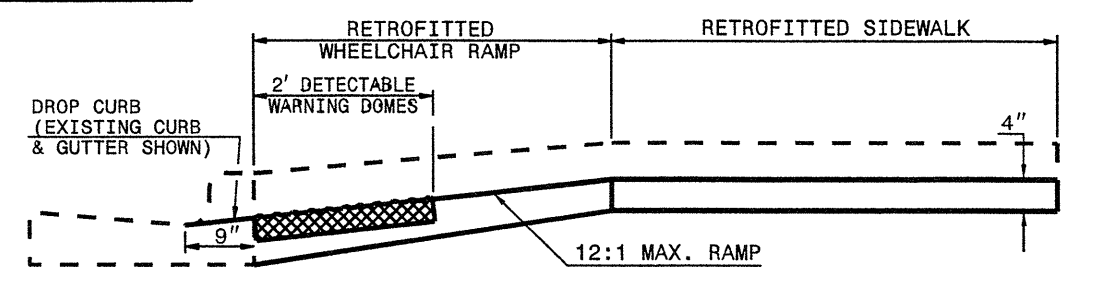
ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

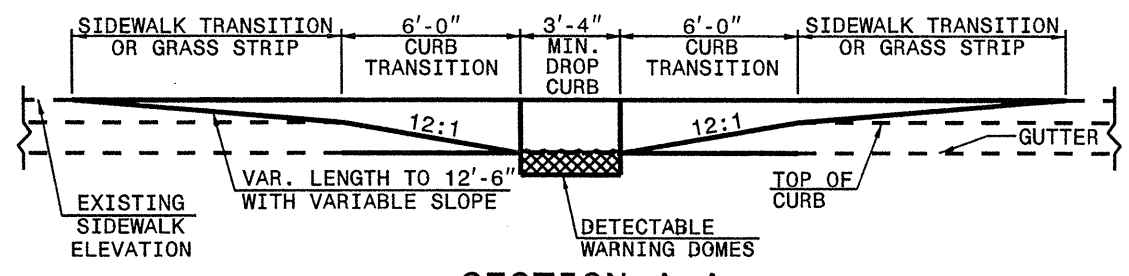
WHEELCHAIR RAMP AND EXISTING SIDEWALK WITH GRASS STRIP



ISOMETRIC VIEW

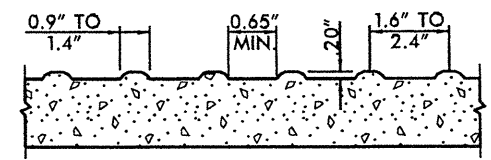
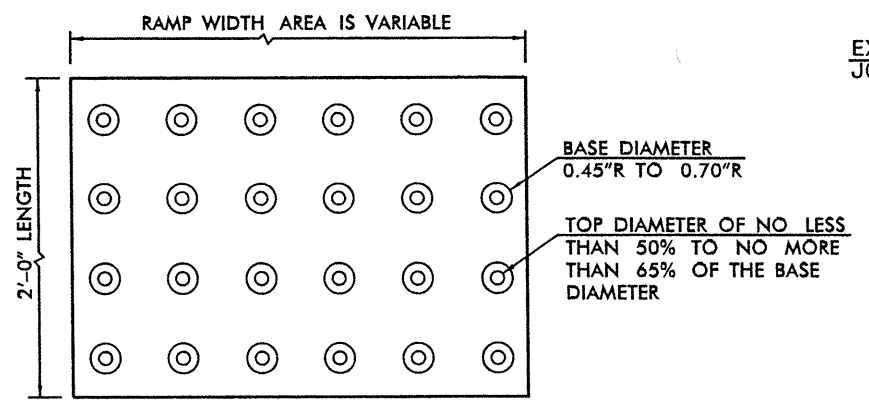


SECTION B-B

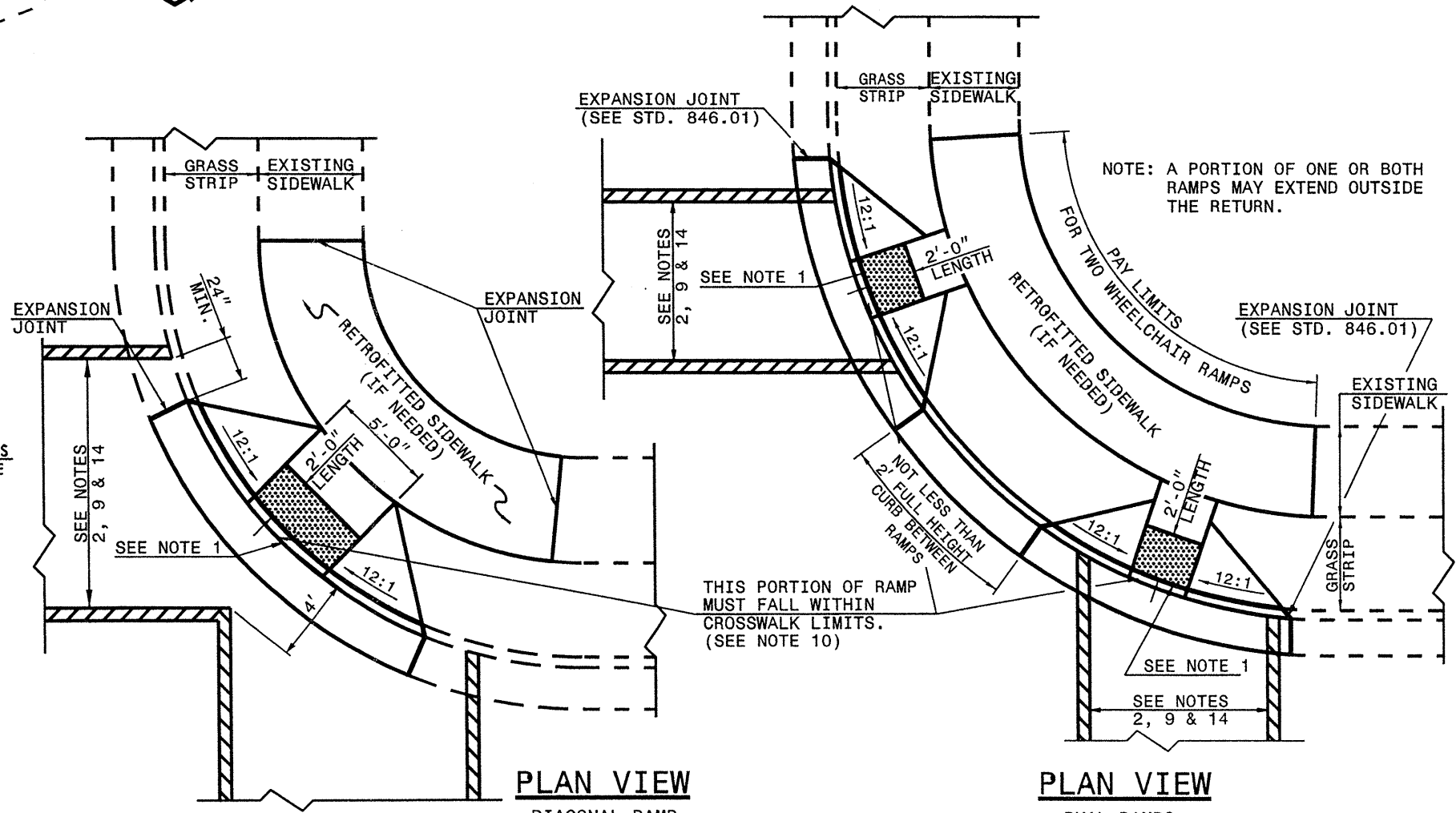


SECTION A-A

- NOTES:
1. DETECTABLE WARNING DOMES SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 2. OBTAIN 70% CONTRAST VISIBILITY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



DETECTABLE WARNING DOMES



PLAN VIEW

DIAGONAL RAMP
MAX. 25' RADII
(60" MIN. FLOOR WIDTH)

PLAN VIEW

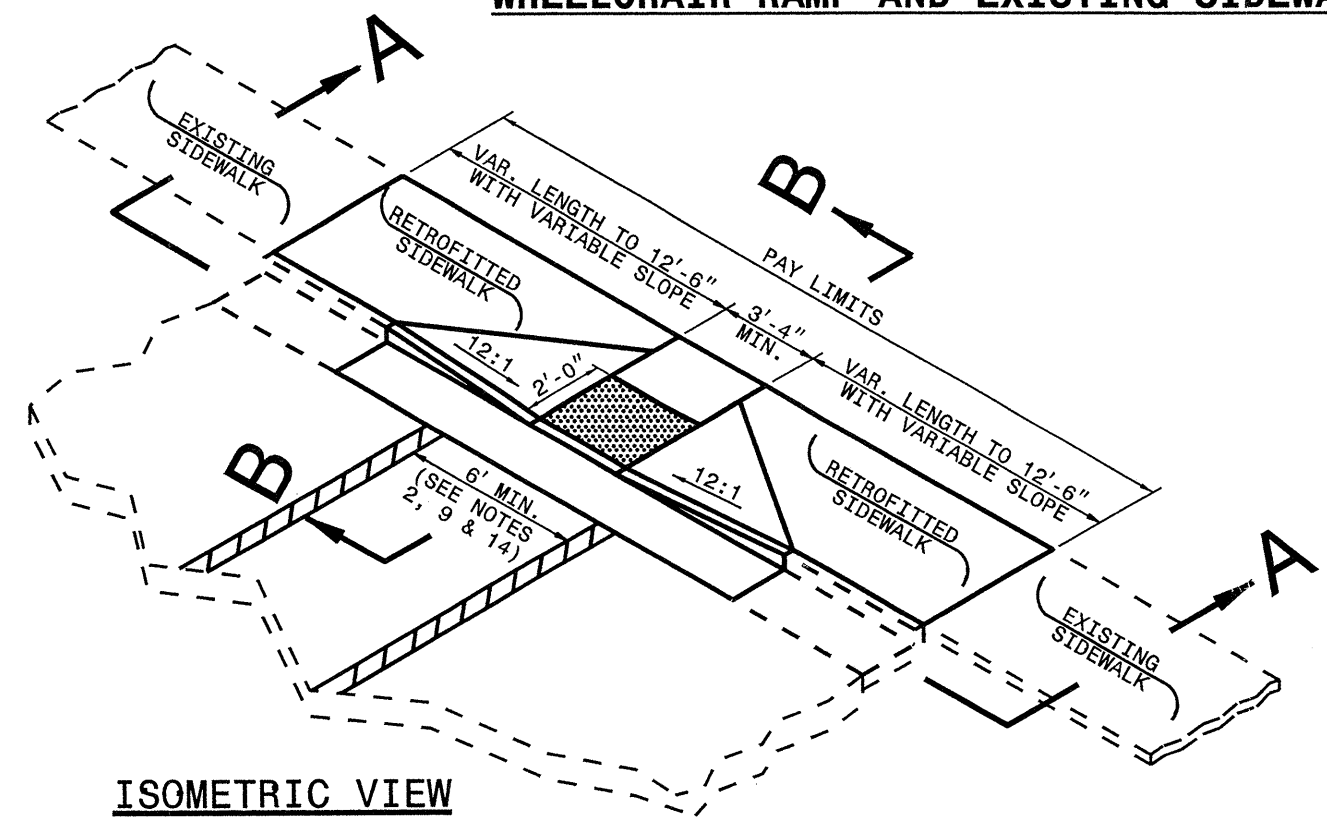
DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

NOTE: A PORTION OF ONE OR BOTH RAMPS MAY EXTEND OUTSIDE THE RETURN.

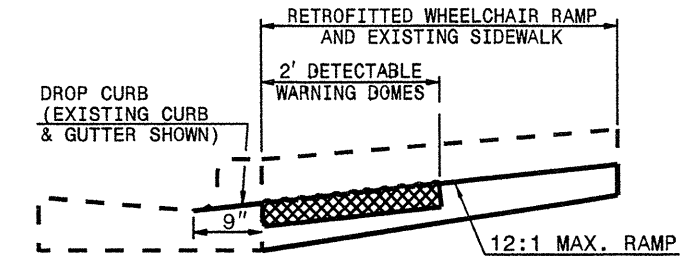
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

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

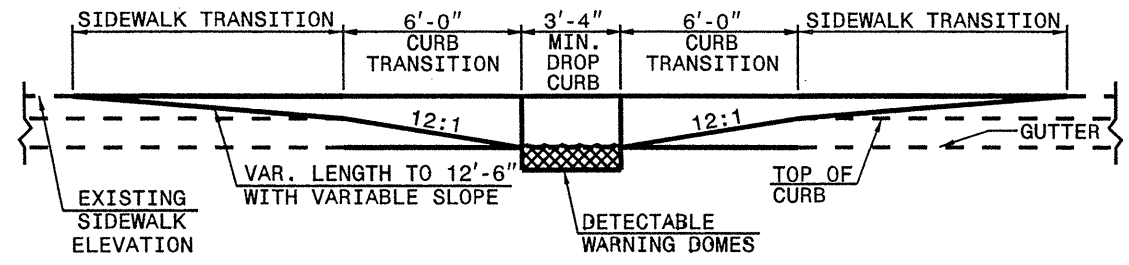
WHEELCHAIR RAMP AND EXISTING SIDEWALK ADJACENT TO CURB



ISOMETRIC VIEW

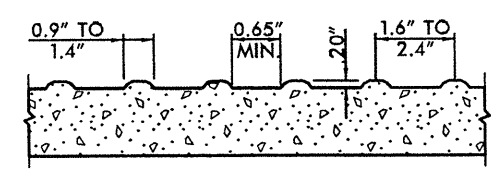
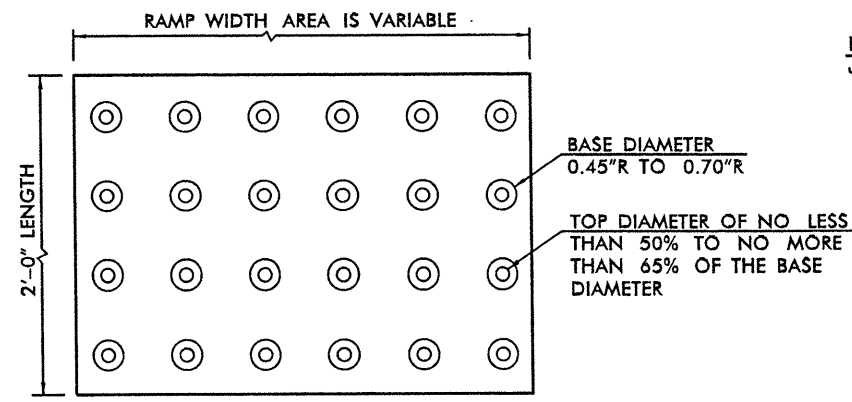


SECTION B-B

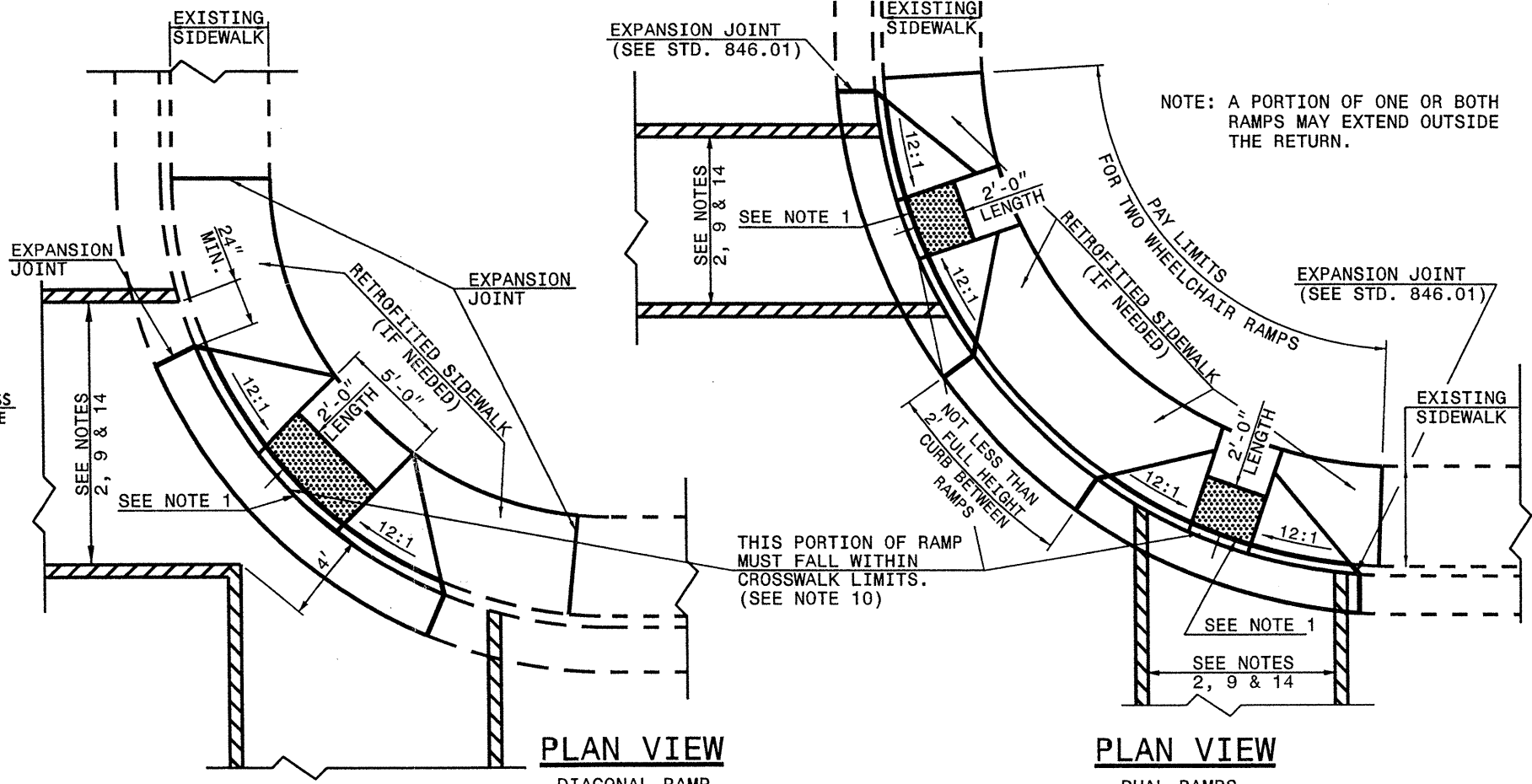


SECTION A-A

- NOTES:
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 2. OBTAIN 70% CONTRAST VISIBILITY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



DETECTABLE WARNING DOMES



PLAN VIEW

DIAGONAL RAMP
MAX. 25' RADII
(60" MIN. FLOOR WIDTH)

PLAN VIEW

DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

NOTE: A PORTION OF ONE OR BOTH RAMPS MAY EXTEND OUTSIDE THE RETURN.

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

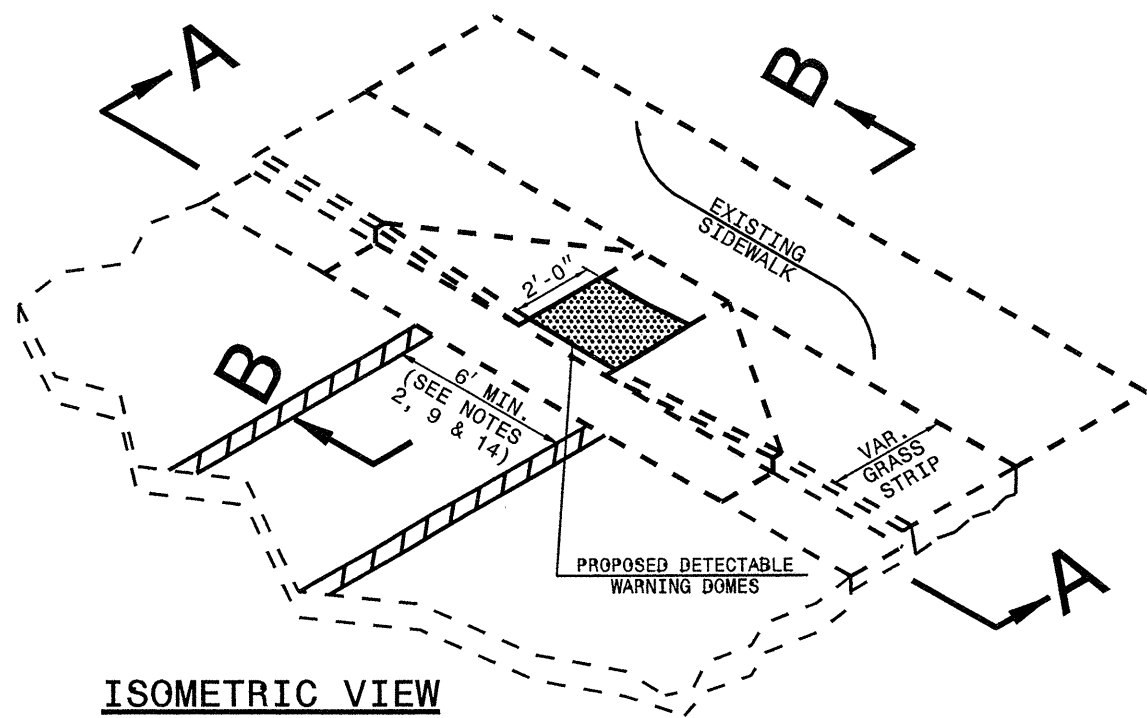
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

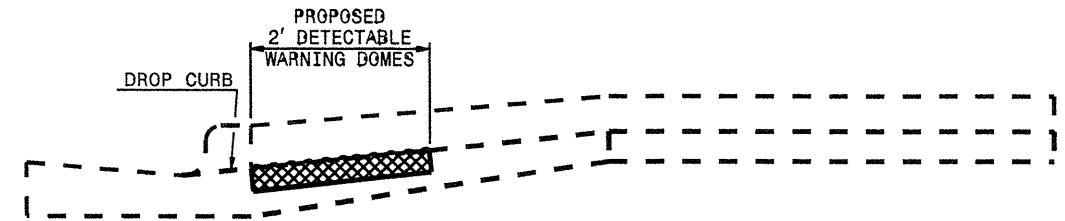
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

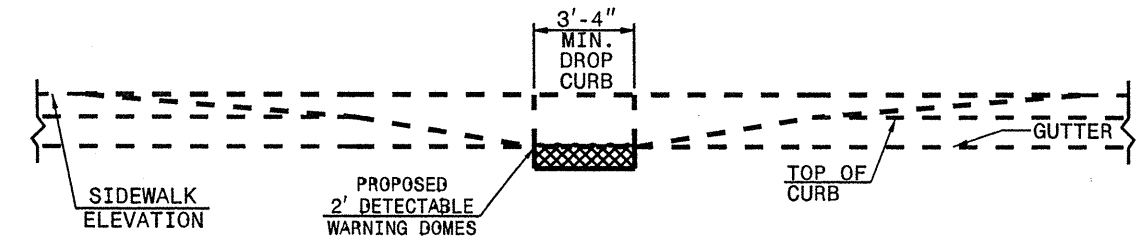
RETROFITTING DETECTABLE WARNING DOMES ONTO EXISTING WHEELCHAIR RAMP



ISOMETRIC VIEW

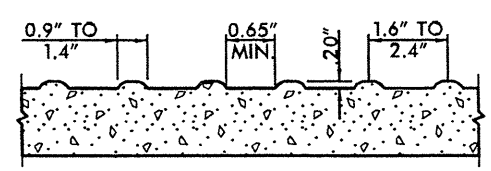
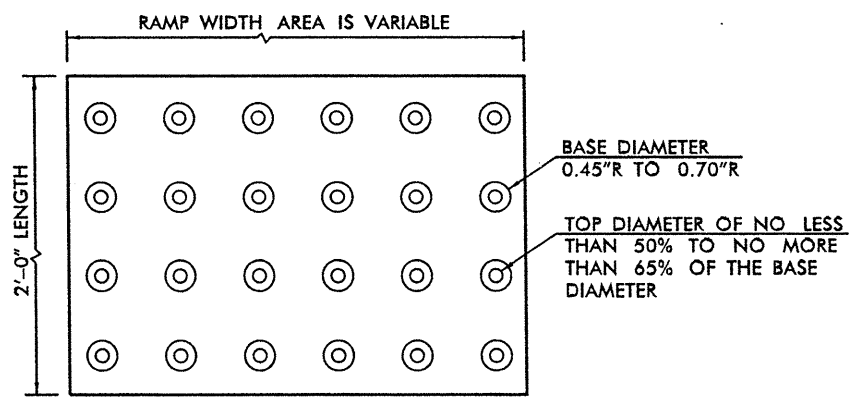


SECTION B-B

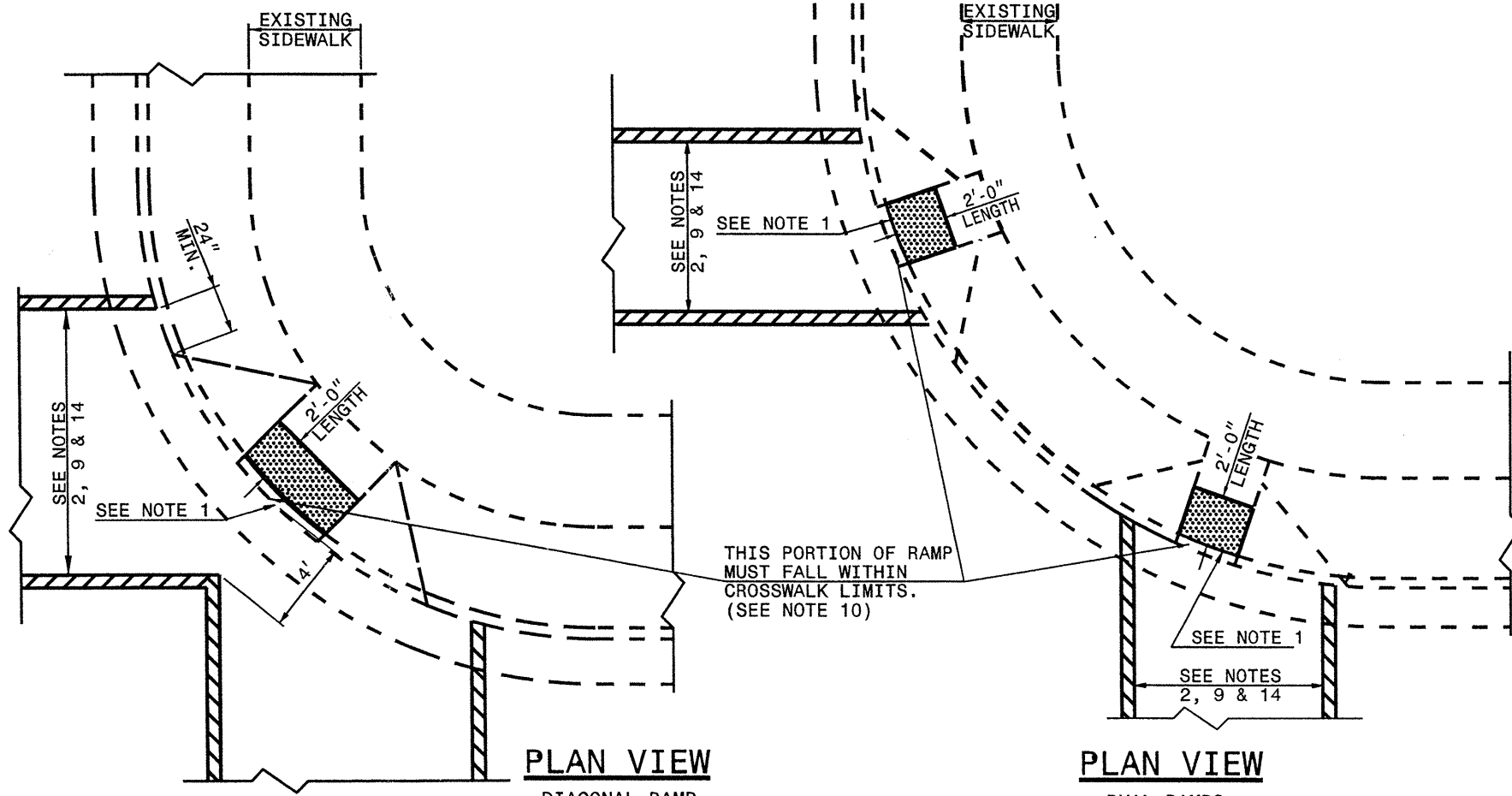


SECTION A-A

- NOTES:
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 2. OBTAIN 70% CONTRAST VISIBILITY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



DETECTABLE WARNING DOMES



PLAN VIEW

DIAGONAL RAMP
MAX. 25' RADII
(60" MIN. FLOOR WIDTH)

PLAN VIEW

DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

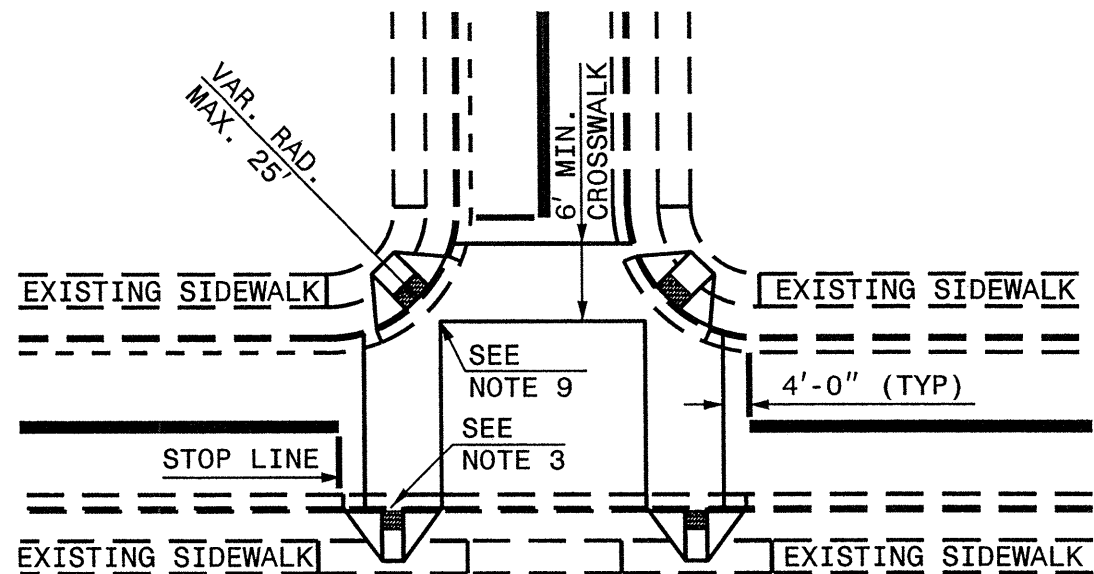
WHEELCHAIR RAMP AND EXISTING SIDEWALK

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DIVISION OF HIGHWAYS
RALEIGH, N.C.

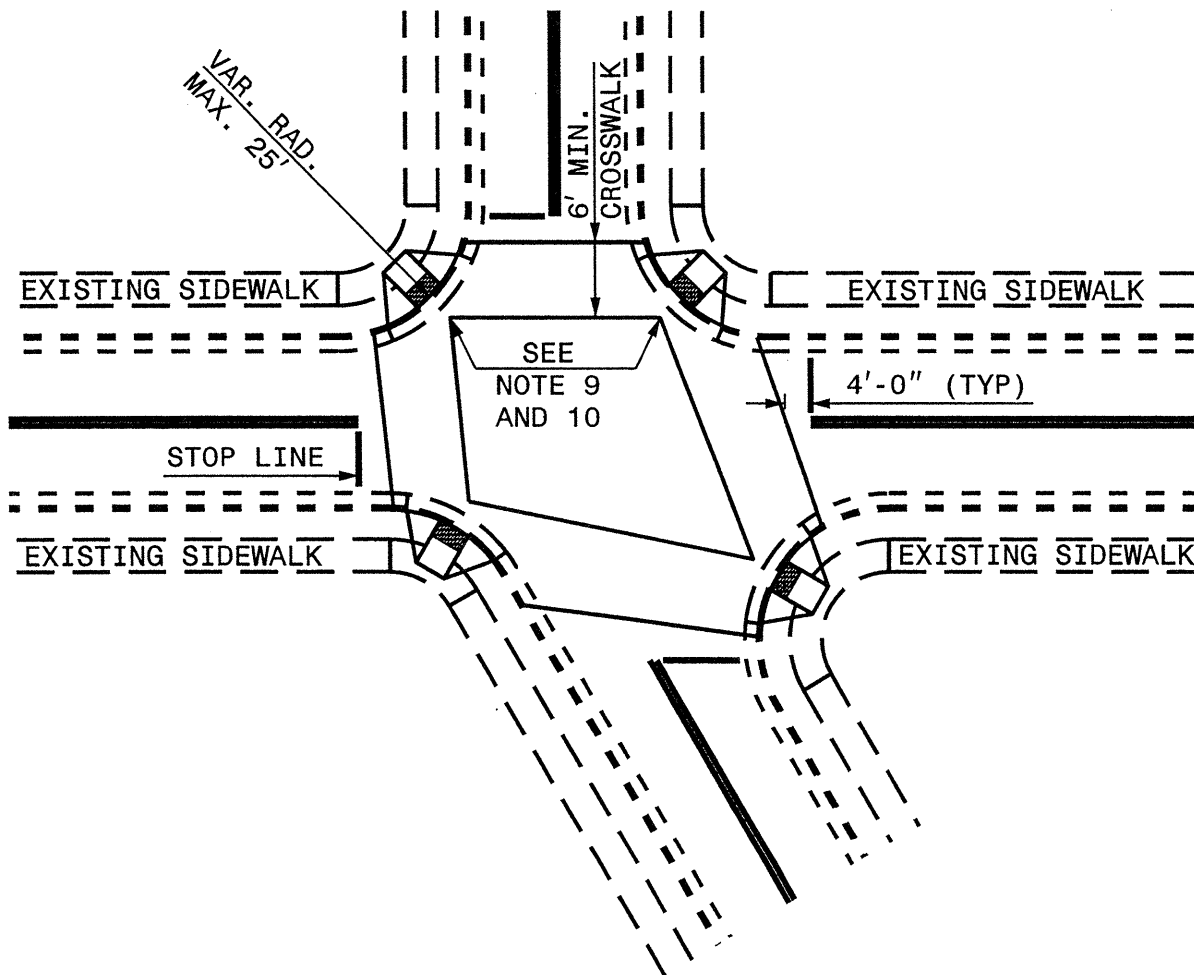
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

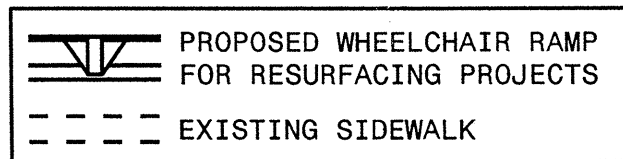


DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR RAMPS, PEDESTRIAN CROSSWALKS AND STOP LINES FOR TEE INTERSECTIONS



DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR RAMPS, PEDESTRIAN CROSSWALKS AND STOP LINES

RESURFACING PROJECTS



ALLOWABLE LOCATIONS

DIAGONAL RAMP RADII...MAX. 25'

WHEELCHAIR RAMP AND EXISTING SIDEWALK

NOTES:

1. CONSTRUCT THE WALKING SURFACE WITH SLIP RESISTANCE AND A 70% CONTRASTING COLOR TO THE SIDEWALK.
2. CROSSWALK WIDTHS AND CONFIGURATION VARY, BUT MUST CONFORM TO TRAFFIC DESIGN STANDARDS.
3. NORTH CAROLINA GENERAL STATUTE 136-44.14 REQUIRES THAT ALL STREET CURBS BEING CONSTRUCTED OR RECONSTRUCTED FOR MAINTENANCE PROCEDURES, TRAFFIC OPERATIONS, REPAIRS, CORRECTION OF UTILITIES OR ALTERED FOR ANY REASON AFTER SEPTEMBER 1, 1973 SHALL PROVIDE WHEELCHAIR RAMPS FOR THE PHYSICALLY DISABLED AT ALL INTERSECTIONS WHERE BOTH CURB AND GUTTER AND SIDEWALKS ARE PROVIDED AND AT OTHER POINTS OF PEDESTRIAN FLOW.

IN ADDITION, SECTION 228 OF THE 1973 FEDERAL AID HIGHWAY SAFETY ACT REQUIRES PROVISION OF CURB RAMPS ON ANY CURB CONSTRUCTION AFTER JULY 1, 1976 WHETHER A SIDEWALK IS PROPOSED INITIALLY OR IS PLANNED FOR A FUTURE DATE.

THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990 EXTENDS TO INDIVIDUALS WITH DISABILITIES, COMPREHENSIVE CIVIL RIGHTS PROTECTIONS SIMILIAR TO THOSE PROVIDED TO PERSONS ON THE BASIS OF RACE, SEX, NATIONAL ORIGIN AND RELIGION UNDER THE CIVIL RIGHTS ACT OF 1964. THESE CURB RAMPS HAVE BEEN DESIGNED TO COMPLY WITH THE CURRENT ADA STANDARDS.
4. PROVIDE WHEELCHAIR RAMPS AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. LOCATE WHEELCHAIR RAMPS AS DIRECTED BY THE ENGINEER WHERE EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. AFFECT PLACEMENT. WHERE TWO RAMPS ARE INSTALLED PLACE NOT LESS THAN 2 FEET OF FULL HEIGHT CURB BETWEEN THE RAMPS. PLACE DUAL RAMPS AS NEAR PERPENDICULAR TO THE TRAVEL LANE BEING CROSSED AS POSSIBLE.
5. DO NOT EXCEED 0.08 (12:1) SLOPE ON THE WHEELCHAIR RAMP IN RELATIONSHIP TO THE GRADE OF THE STREET.
6. CONSTRUCT WHEELCHAIR RAMPS 40" (3'-4") OR GREATER FOR DUAL RAMPS AND 60" (5'-0") OR GREATER FOR DIAGONAL RAMPS.
7. USE CLASS "B" CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NON-SKID TYPE SURFACE.
8. PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE WHEELCHAIR RAMP JOINS THE CURB AND AS SHOWN ON STD. DWG. 848.01.
9. PLACE THE INSIDE PEDESTRIAN CROSSWALK LINES NO CLOSER IN THE INTERSECTION BY BISECTING THE INTERSECTION RADII, WITH ALLOWANCE OF A 4' CLEAR ZONE IN THE VEHICULAR TRAVELWAY WHEN ONE RAMP IS INSTALLED. (SEE NOTE 14)
10. COORDINATE THE CURB CUT AND THE PEDESTRIAN CROSSWALK LINES SO THE FLOOR OF THE WHEELCHAIR RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES. PLACE DIAGONAL RAMPS WITH FLARED SIDES SO 24" OF FULL HEIGHT CURB FALLS WITHIN THE CROSSWALK MARKINGS ON EACH SIDE OF THE FLARES.
11. CONSTRUCT THE PEDESTRIAN CROSSWALK A MINIMUM OF 6 FEET. A CROSSWALK WIDTH OF 10 FEET OR GREATER IS DESIRABLE.
12. USE STOP LINES, NORMALLY PERPENDICULAR TO THE LANE LINES, WHERE IT IS IMPORTANT TO INDICATE THE POINT BEHIND WHICH VEHICLES ARE REQUIRED TO STOP IN COMPLIANCE WITH A TRAFFIC SIGNAL, STOP SIGN OR OTHER LEGAL REQUIREMENT. AN UNUSUAL APPROACH SKEW MAY REQUIRE THE PLACEMENT OF THE STOP LINE TO BE PARALLEL TO THE INTERSECTING ROADWAY.
13. TERMINATE PARKING A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.
14. PLACE ALL PAVEMENT MARKINGS IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION AND THE NORTH CAROLINA SUPPLEMENT TO THE MUTCD.

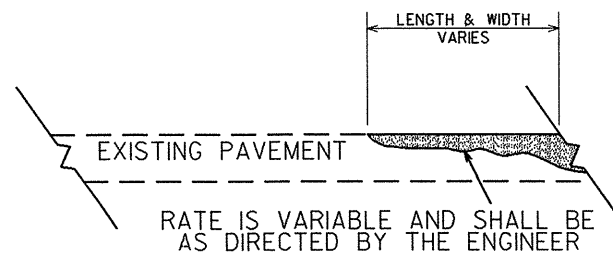
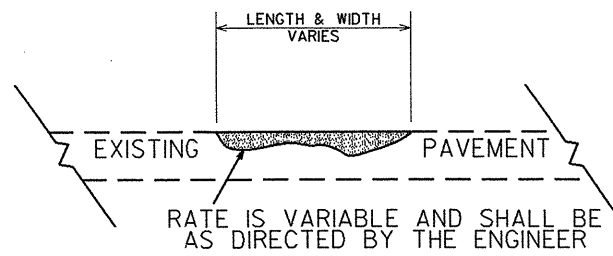
STATE OF
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DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

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

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

PROJECT NO.	SHEET NO.	TOTAL SHEETS
13CR.10571.8, 13CR.20571.8	13	



DETAIL SHOWING METHOD OF WEDGING

PROJECT NO.	SHEET NO.	TOTAL NO.
13CR.10571.8, 13CR.20571.8	14	14

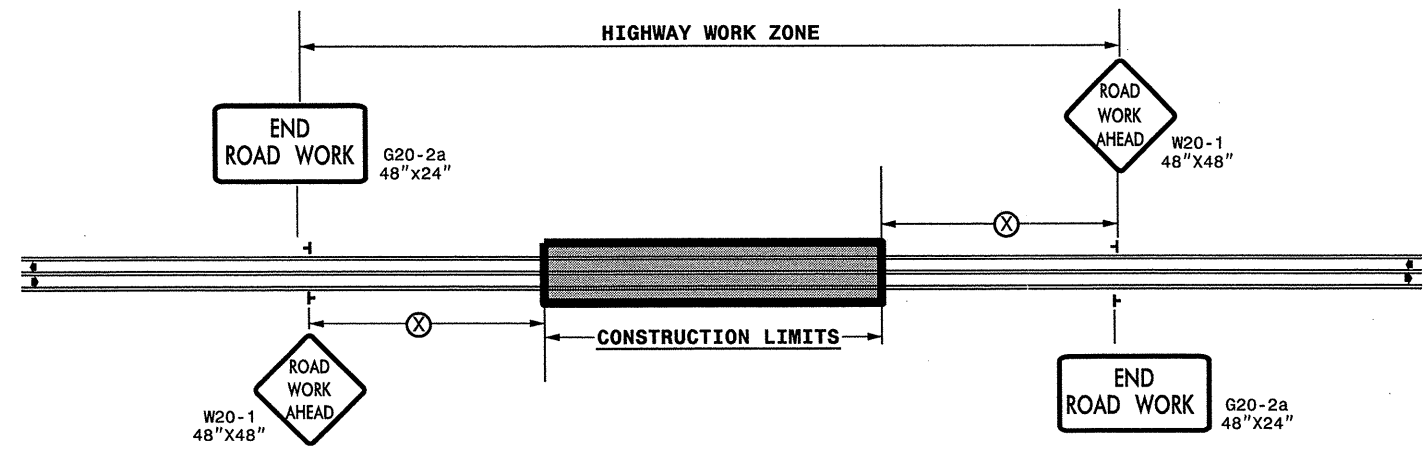
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH SY	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TONS	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TON	ASPHALT BINDER FOR PLANT MIX, GRADE PG64-22 TONS	PATCHING EXISTING PAVEMENT TONS	RETROFIT EXIST. WHEEL CHAIR RAMPS EA	CONCRETE WHEELCHAIR RAMPS EA	ADJUSTMENT OF DROP INLETS EA	ADJUSTMENT OF MANHOLES EA	ADJUSTMENT OF METER BOXES OR VALVE BOXES EA	
13CR.10571.8	Madison	1	NC 212	FROM 0.2 MILES EAST OF SR 1434 TO NC 208	1	NO	3.4	20		3,709		223	250						
		2	NC 209	FROM US 25/70 TO BRIDGE NO. 140	2,3	NO	0.45	20	2,100	491		29	50			22	1	5	3
		3	US 25/70	FROM BRIDGE NO. 67 TO NC 209	4,5,6	NO	0.45	20		1,250	491		29	10		22	1	4	4
		4	NC 213	FROM ECL OF MARS HILL TO MAIN STREET	4,5	NO	0.4	32	3,800	697		42	50				2		
		5	NC 213	FROM MAIN STREET TO WCL OF MARS HILL	1,5	NO	0.64	34	8,800	1,184		71	50	2			15	4	
		6	US 25/70	FROM C&G JUST EAST OF SR 1192 TO SR 1135	1	NO	1.67	23		2,093		126	175						
		7	US 25/70 BUS	FROM US 25/70 TO SR 1395	1	NO	0.91	19		943		57	100					4	2
TOTAL FOR PROJ NO. 13CR.10571.8						7.92			15,950	9,608	577	685	2	44	19	17	9		
13CR.20571.8	Madison	8	SR 1175	FROM SR 1165 TO SR 1181	7	NO	1.8	18		1,737		113	176						
		9	SR 1114	FROM SR 1001 TO BUNCOMBE COUNTY LINE	7	NO	1.3	18		1,254		82	126						
TOTAL FOR PROJ NO. 13CR.20571.8						3.1			0	2,991	195	302							
GRAND TOTAL							11.02			15,950	9,608	772	987	2	44	19	17	9	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4685000000-E	4686000000-E	4705000000-E	4710000000-E	4721000000-E		4725000000-E		4810000000-E	
					THERMOPLASTIC PAVEMENT MARKING LINES (4", 90 MILS) WHITE LF	THERMOPLASTIC PAVEMENT MARKING LINES (4", 120 MILS) YELLOW LF	THERMOPLASTIC PAVEMENT MARKING LINES (16", 120 MILS) WHITE LF	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS) WHITE LF	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS, RXR) EA	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS, ONLY) EA	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS, LT ARROW) EA	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS, RT ARROW) EA	PAINT PAVEMENT MARKING LINES (4") WHITE LF	PAINT PAVEMENT MARKING LINES (4") YELLOW LF
13CR.10571.8	Madison	1	NC 212	FROM 0.2 MILES EAST OF SR 1434 TO NC 208	35,904	35,904								
		2	NC 209	FROM US 25/70 TO BRIDGE NO. 140	4,752	4,752								
		3	US 25/70	FROM BRIDGE NO. 67 TO NC 209	4,752	4,752	100	50	4					
		4	NC 213	FROM ECL OF MARS HILL TO MAIN STREET	4,224	4,224		42		8	5	4		
		5	NC 213	FROM MAIN STREET TO WCL OF MARS HILL	6,758	6,758								
		6	US 25/70	FROM C&G JUST EAST OF SR 1192 TO SR 1135	17,635	17,635					2			
		7	US 25/70 BUS	FROM US 25/70 TO SR 1395	9,610	9,610								
TOTAL FOR PROJ NO. 13CR.10571.8				83,635	83,635	100	92	4	8	7	4			
13CR.20571.8	Madison	8	SR 1175	FROM SR 1165 TO SR 1181									38,016	38,016
		9	SR 1114	FROM SR 1001 TO BUNCOMBE COUNTY LINE										27,456
TOTAL FOR PROJ NO. 13CR.20571.8													65,472	65,472
GRAND TOTAL					83,635	83,635	100	92	4	8	7	4	65,472	65,472

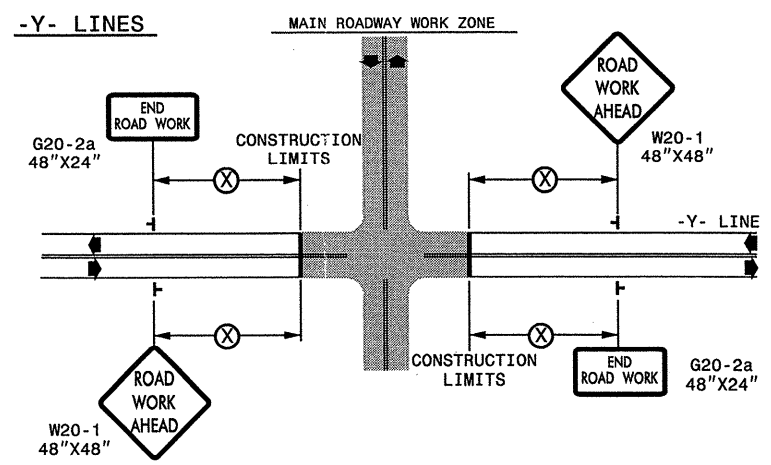
TWO-WAY UNDIVIDED ** (L-LINES)



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

STATE OF NORTH CAROLINA
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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: _____

SEAL

DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS






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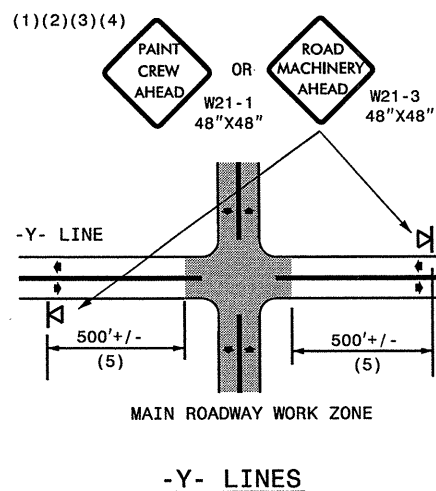
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GENERAL NOTES

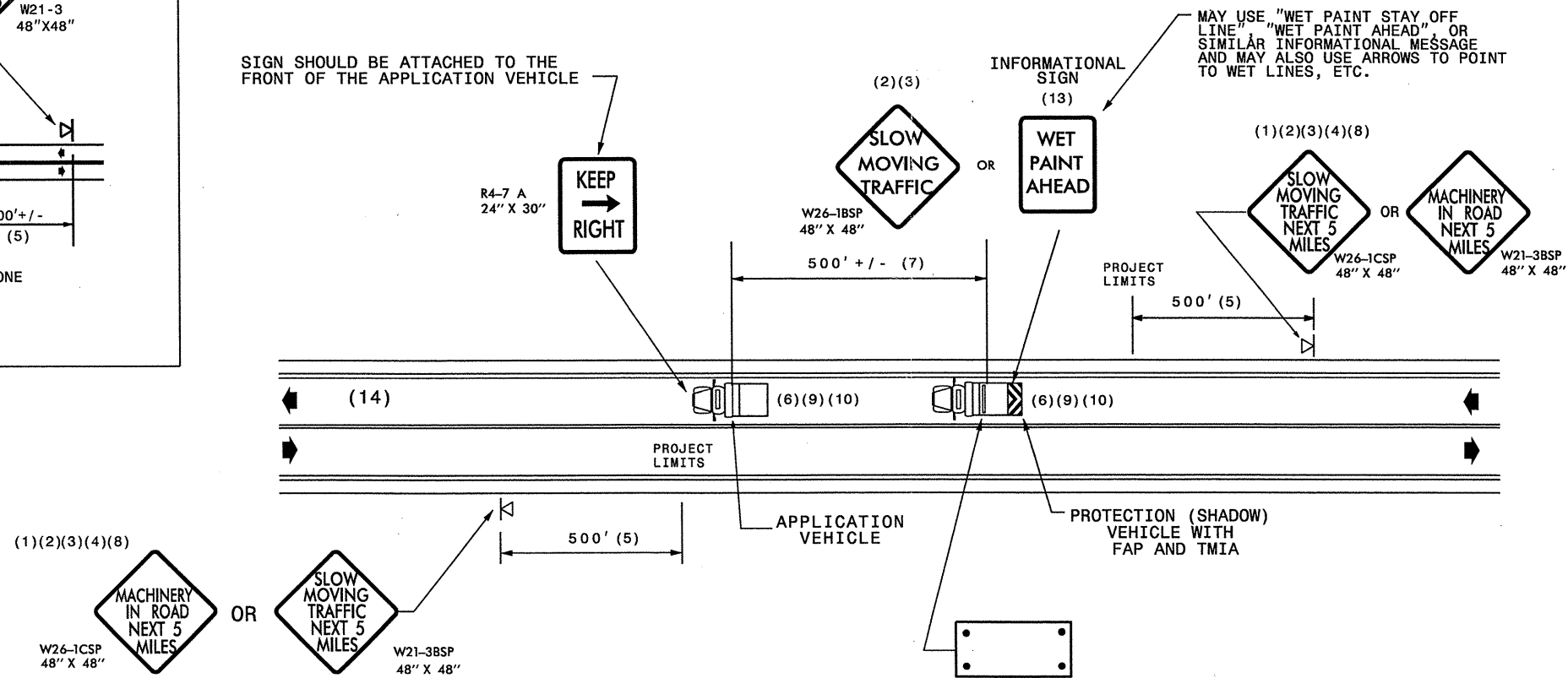
- (1) THE FOLLOWING OPTIONS MAY BE USED FOR ADVANCE WARNING SIGNS:
 - A. TRUCK MOUNTED SIGNS
 - B. TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (CMS)
 - C. GROUND MOUNTED ADVANCE WARNING SIGNS (MUST CIRCLE TO PICK UP SIGNS)
 - D. GROUND MOUNTED CHANGEABLE MESSAGE SIGN (CMS) (MUST USE CIRCLE TO PICK UP SIGNS)
- (2) ALL ADVANCE WARNING SIGNS MUST BE 48" X 48" WITH FLUORESCENT ORANGE TYPE VII, VIII OR IX SHEETING. IF SPACE LIMITATIONS ON SHOULDER PROHIBIT A 48" X 48" SIGN, A SMALLER SIGN CAN BE USED WITH APPROVAL FROM ENGINEER.
- (3) SIGNS ON VEHICLES SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND AND SHOULD NOT BLOCK THE MOTORIST'S SIGHT OF THE FLASHING ARROW PANEL AND/OR LIGHTBAR.
- (4) GROUND MOUNTED ADVANCED WARNING SIGNS SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND TO BOTTOM OF SIGN.
- (5) SIGN SPACING SHOULD BE ADJUSTED FOR HORIZONTAL AND VERTICAL CURVES, ETC. TO IMPROVE SIGHT DISTANCES.
- (6) ADDITIONAL VEHICLES SHOULD BE USED IN WORK CARAVAN TO FACILITATE DRYING OF PAVEMENT MARKING MATERIAL (TMIA'S ARE OPTIONAL ON THESE ADDITIONAL VEHICLES). HOWEVER, THE FIRST VEHICLE MOTORISTS SEE IN THE TRAVEL LANE SHALL HAVE A TMIA.
- (7) ADJUST DISTANCE AS NEEDED TO PREVENT MOTORISTS FROM ENTERING SPACE BETWEEN THE APPLICATION AND PROTECTION VEHICLE. DISTANCE CAN BE LENGTHENED TO ACCOMODATE SIGHT DISTANCE NEEDS.
- (8) ROUND UP MILEAGE TO NEXT WHOLE MILE. WORK ZONE SHOULD NOT EXCEED FIVE (5) MILES IN LENGTH.
- (9) RADIO COMMUNICATION BETWEEN VEHICLES IS REQUIRED.
- (10) USE OF A LIGHT BAR ON ALL VEHICLES IS PREFERRED, BUT A ROTATING BEACON MAY BE USED INSTEAD.
- (11) IF WORK IS PERFORMED AT NIGHT, THE WORK AREA MUST BE ILLUMINATED WITH MACHINE AND/OR TOWER LIGHTS AS 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 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.
-  FLASHING ARROW PANEL, TYPE "B" (60"X30" MIN.), "CAUTION MODE"



SIGN SHOULD BE ATTACHED TO THE FRONT OF THE APPLICATION VEHICLE



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