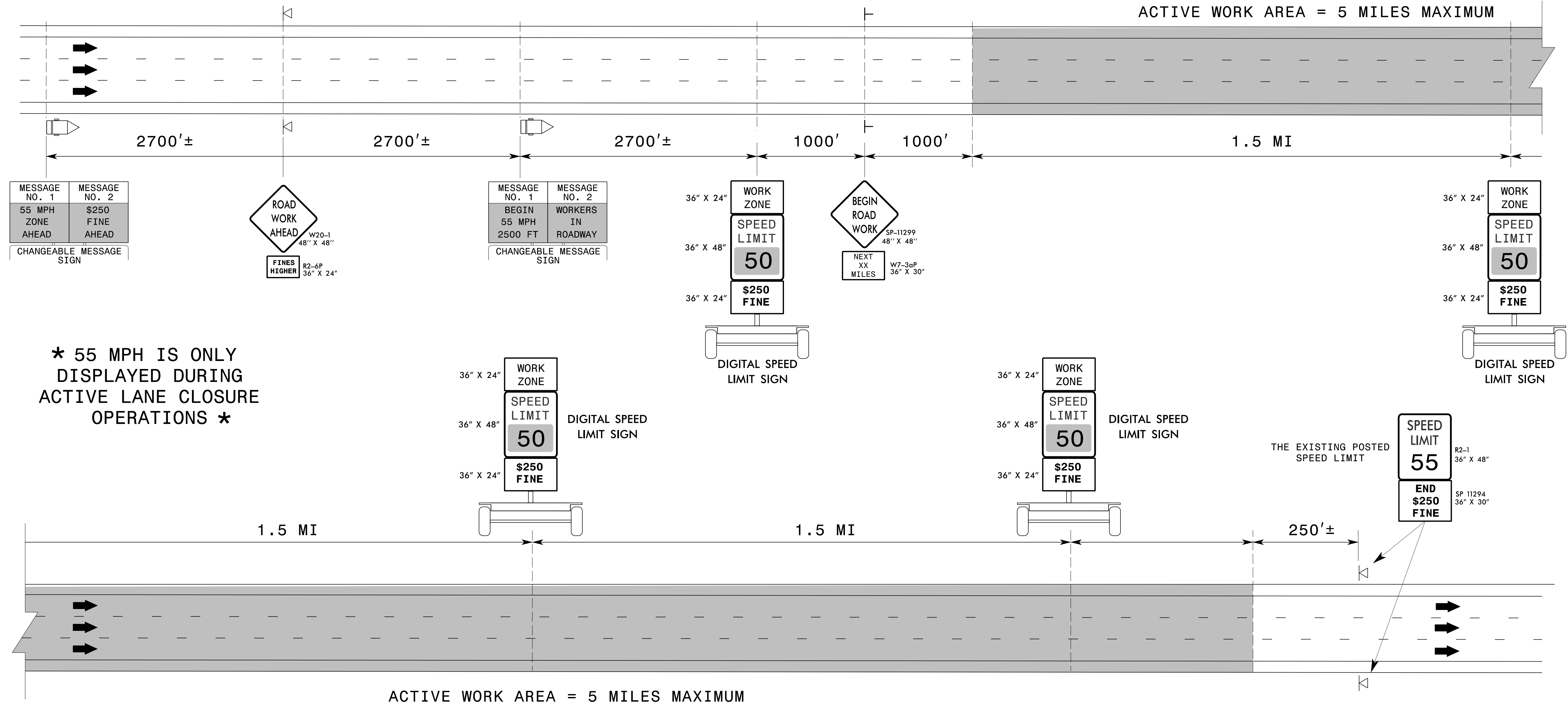


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INTERSTATE RESURFACING OPERATIONS WITH DIGITAL SPEED LIMIT SIGNS



*** 55 MPH IS ONLY DISPLAYED DURING ACTIVE LANE CLOSURE OPERATIONS ***

WHEN THERE IS NOT ACTIVE WORK IN THE TRAVEL LANE

SPEED LIMIT DISPLAY	CONDITIONS	
	DROP-OFFS BETWEEN OPEN TRAVEL LANES	PAVED SHOULDER DROP-OFFS
USE EXISTING SPEED LIMIT	< 1.0"	≤ 3.0"
REDUCE SPEED LIMIT 5 MPH	1.0" - 2.0"	> 3.0"

DROP-OFFS BETWEEN OPEN TRAVEL LANES SHOULD NOT EXCEED 2.0"

- NOTES**

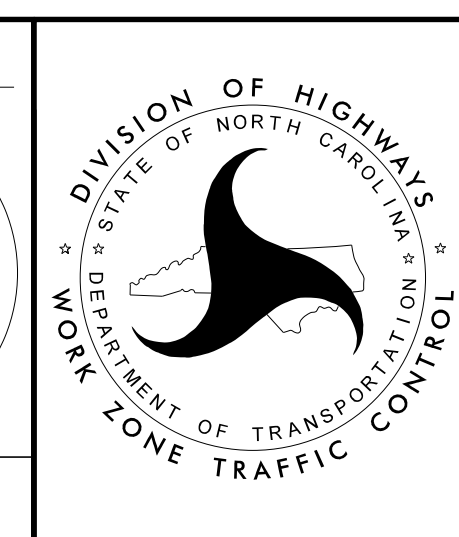
 1. THE SPEED LIMITS DISPLAYED WITHIN THE ACTIVE WORK AREA MAY VARY BETWEEN 55 MPH AND 70 MPH, DEPENDENT UPON ROAD WORK CONDITIONS AND THE EXISTING SPEED LIMIT.
 2. THIS APPLICATION IS FOR SHORT-TERM ACTIVITIES. THE MAXIMUM ACTIVE WORK AREA IS 5 MILES.
 3. THE DIGITAL SPEED LIMIT SIGNS TAKE PRECEDENCE OVER EXISTING SPEED LIMIT SIGNS. ALL EXISTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
 4. THE DIGITAL SPEED LIMITS SIGNS WILL BE INSTALLED (TRAILOR MOUNTED OR STATIONARY MOUNTED) IN ADVANCE AND SPACED APPROXIMATELY 1.5 MILES THROUGHOUT THE ACTIVE WORK AREA, UNLESS DIRECTED OTHERWISE.
 5. THE ENGINEER MAY DETERMINE TO INSTALL THE DIGITAL SPEED LIMIT SIGNS ON THE OUTSIDE SHOULDER OR ON THE MEDIAN SIDE IF THE SIGNS ARE NOT HIGHLY VISIBLE TO ALL DRIVERS.
 6. NCDOT HAS SOLE AUTHORITY OF THE SPEED LIMITS DISPLAYED ON THE DIGITAL SPEED LIMIT SIGNS.
 7. THE WORK ZONE VARIABLE SPEED LIMIT AND THE \$250 SPEEDING FINE ARE SEPARATE ORDINANCES THAT MUST BE SIGNED BY THE STATE TRAFFIC ENGINEER TO BE VALID AND ENFORCEABLE. WITHOUT A SIGNED ORDINANCE, THE SPEED LIMIT ON A FACILITY SHALL REMAIN UNCHANGED.

APPROVED: *Don A. Parker*
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DATE: 11/3/2016

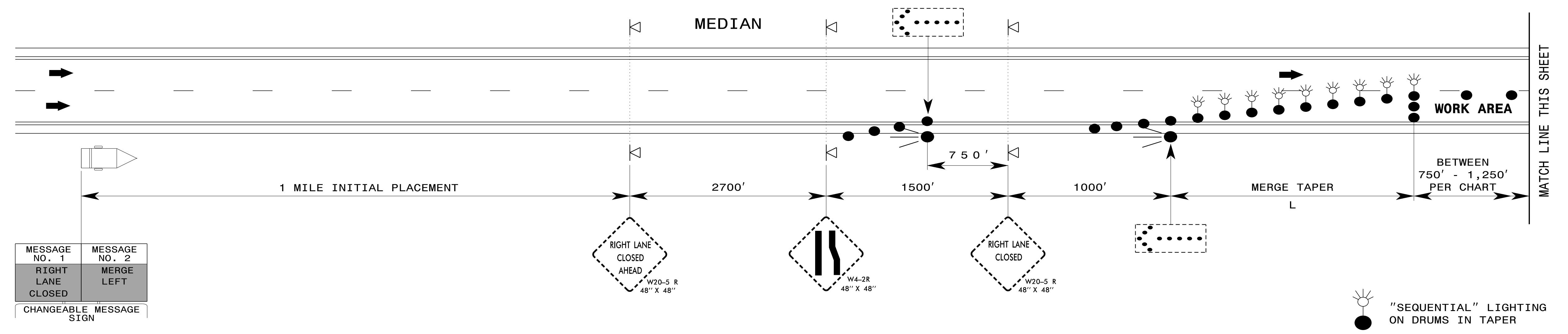
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 ENGINEER

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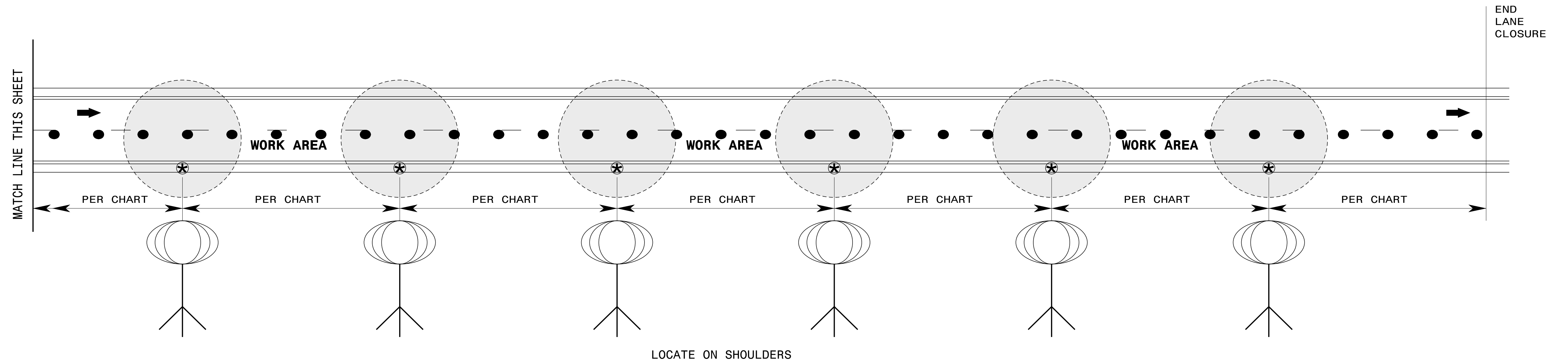


WORK ZONE "VARIABLE" SPEED LIMIT USING DIGITAL SPEED LIMIT SIGNS

ADVANCE WARNING AREA



WORK ZONE AREA



SPACING CHART

LIGHT OUTPUT (LUMENS)	MINIMUM LIGHTED FIXTURE AREA (SQUARE FEET)	MAXIMUM SPACING (FEET)	LIGHT UNITS (PER MILE)
50,000 TO 65,000	5.5	750'	6
66,000 TO 80,000	5.5	1,000'	5
81,000 TO 100,000	36	1,250'	4

NOTES

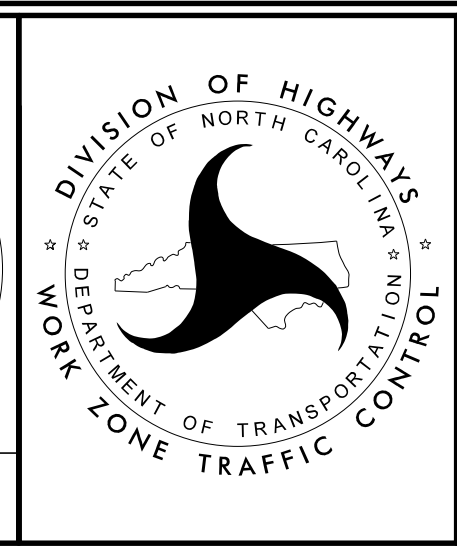
- 1) SPACE LIGHT UNITS ACCORDING TO THE CHART.
- 2) EACH LIGHT UNIT SHALL BE CAPABLE OF ELEVATING TO A MINIMUM HEIGHT OF 14' ABOVE THE PAVEMENT.
- 3) PLACE ON PAVED SHOULDER IF POSSIBLE.

APPROVED: *Don A. Parker*
40D48286261841D

DATE: 11/3/2016

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ENGINEER
DON A. PARKER

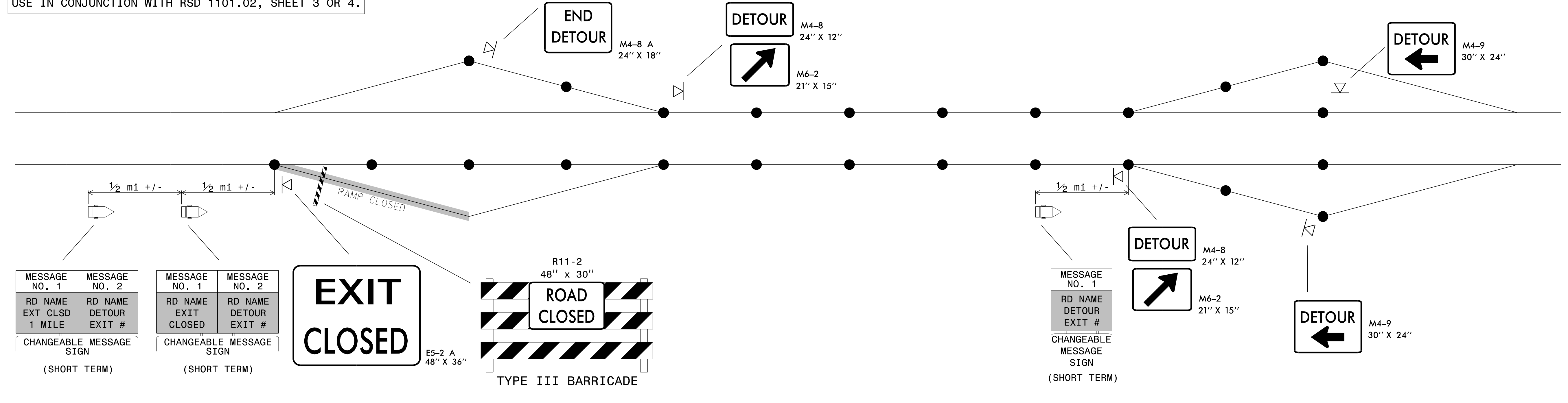
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WORK ZONE "PRESENCE" LIGHTING

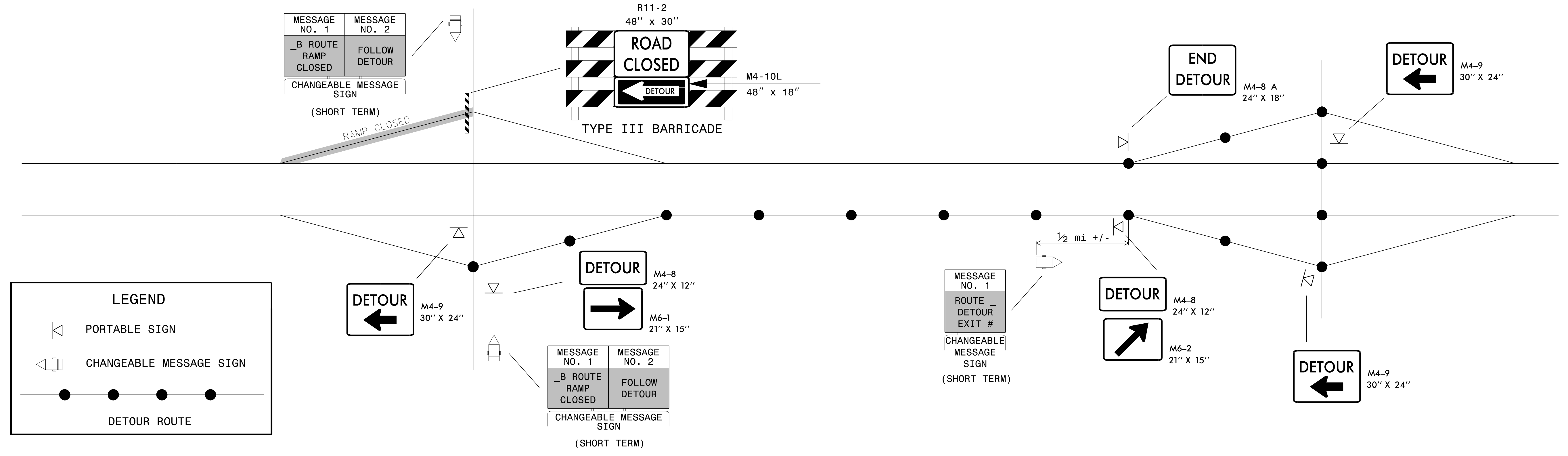
SHORT TERM CLOSURE AND DETOUR OF OFF-RAMP TO ADJACENT INTERCHANGE

USE IN CONJUNCTION WITH RSD 1101.02, SHEET 3 OR 4.



SHORT TERM CLOSURE AND DETOUR OF ON-RAMP TO ADJACENT INTERCHANGE

USE IN CONJUNCTION WITH RSD 1101.02, SHEET 3 OR 4.



GENERAL NOTES:

1. THIS DRAWING IS INTENDED FOR USE DURING SHORT TERM CLOSURES OF INTERSTATE AND FREEWAY RAMPS.
2. RAMP CLOSURES SHALL BE APPROVED BY THE ENGINEER.
3. IF RAMP CLOSURE RESTRICTIONS APPLY, SEE SPECIAL PROVISION, "INTERMEDIATE CONTRACT TIMES AND LIQUIDATED DAMAGES".
4. ADDITIONAL CHANGEABLE MESSAGE SIGNS AND POSSIBLE DETOUR SIGNS MAY BE NECESSARY FOR MORE COMPLEX CLOSURES/DETOURS. COMPENSATION FOR ADDITIONAL DEVICES SHALL BE MADE BASED ON THE UNIT BID PRICE FOR THE RESPECTIVE DEVICE.

APPROVED: *Don A. Parker*
DATE: 11/3/2016

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043251
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**SHORT TERM CLOSURE
AND DETOUR OF
INTERSTATE/FREEWAY
RAMPS**

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