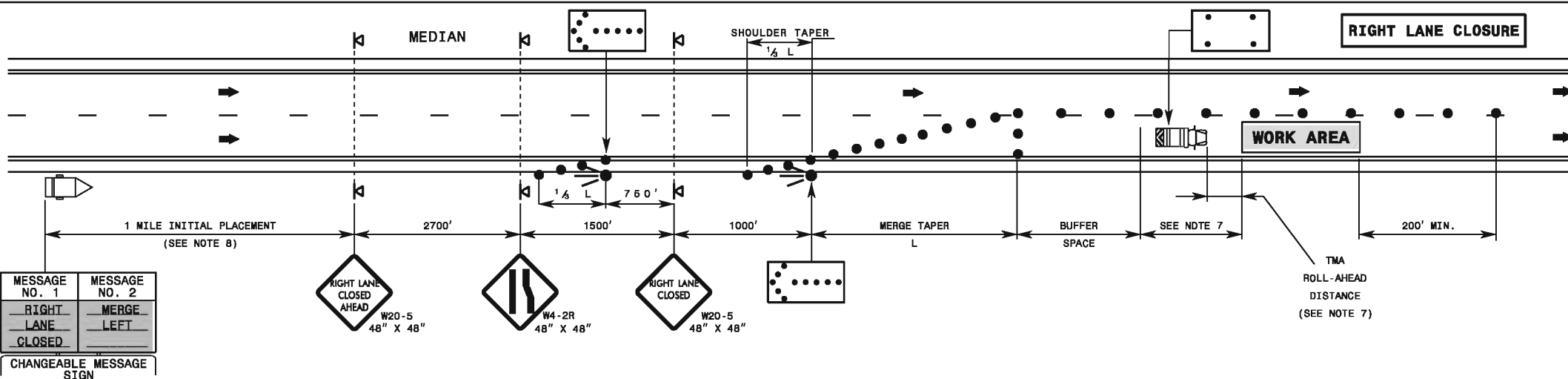
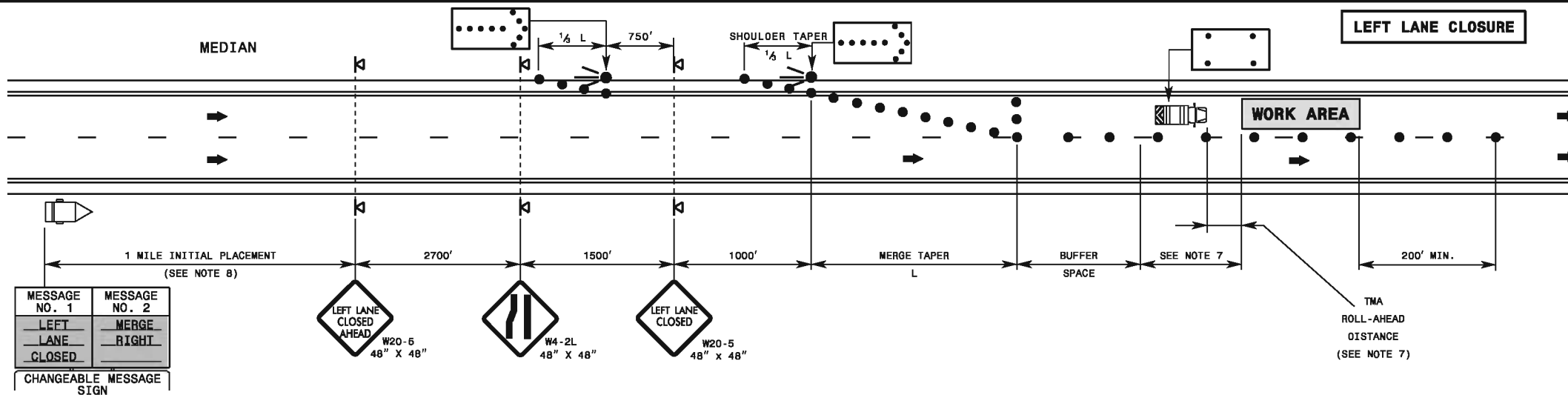


1-12



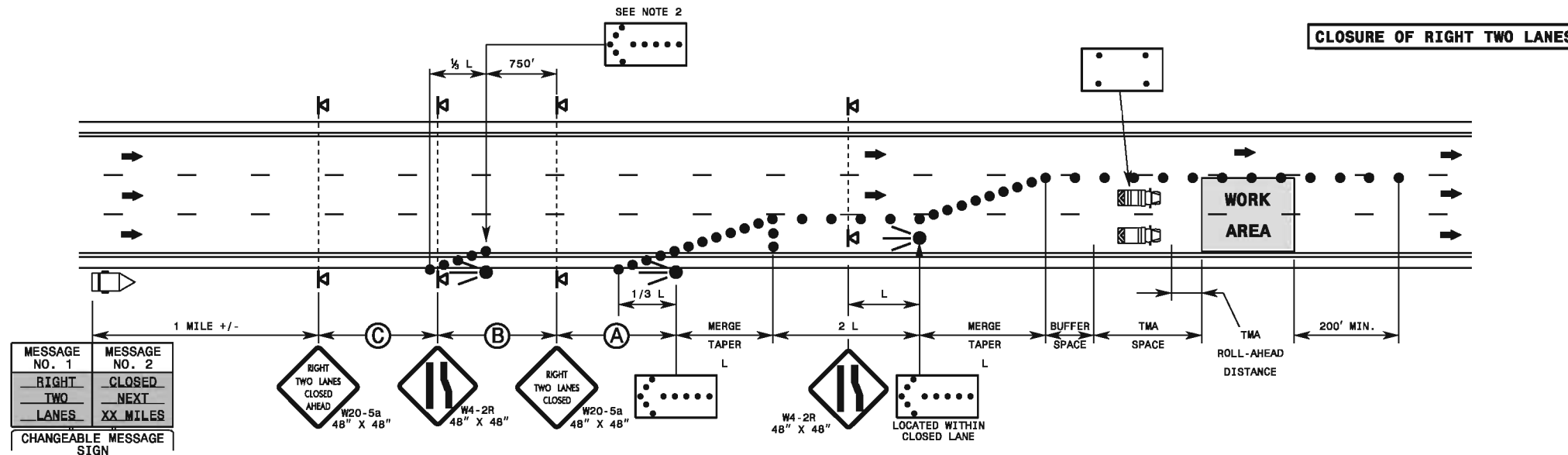
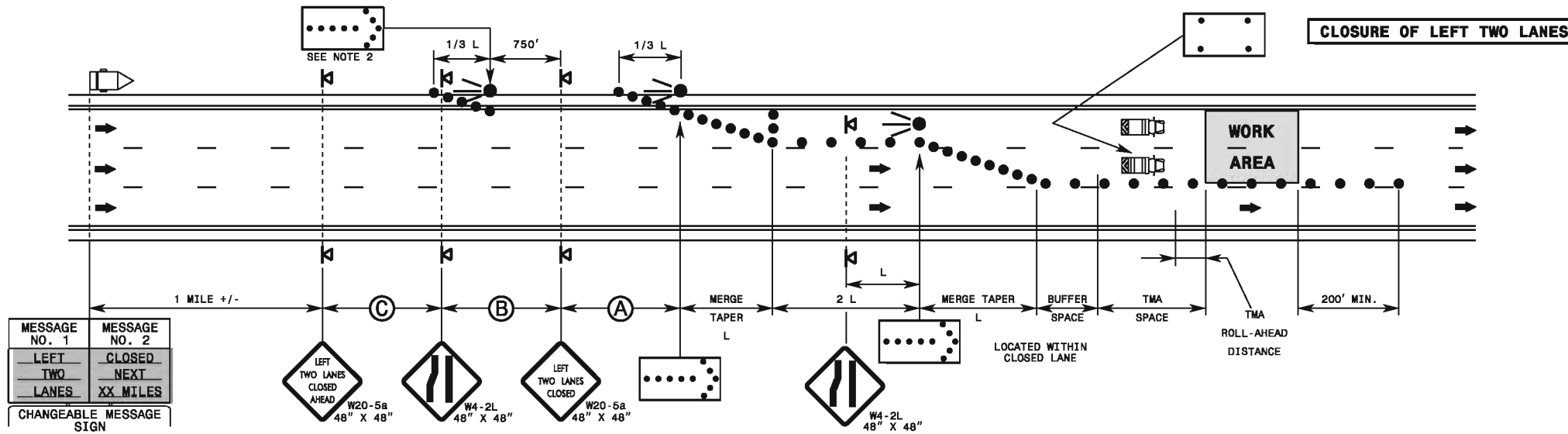
GENERAL NOTES

- IF NECESSARY USE THIS STD. FOR ONE-WAY CITY TYPE STREETS WHERE SIGNS MAY BE MOUNTED ON BOTH SIDES OF THE ROADWAY.
- PLACE ARROW BOARDS ON THE SHOULDER (PAVED OR UNPAVED). PLACE ARROW BOARDS WITHIN THE TAPER IF SHOULDERS DO NOT EXIST. MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE AT THE ARROW BOARD LOCATION. IF NEEDED, EXTEND LANE CLOSURES AT THE BUFFER SPACE, SUCH THAT STOPPING SIGHT DISTANCE TO THE ARROW BOARD IS MET (SEE STD. 1101.11 SHEET 2).
- PLACE DRUMS IN TAPERS AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. PLACE DRUMS ALONG THE WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- REFER TO STD. 1101.11, FOR "L" DISTANCE AND BUFFER SPACE.
- REFER TO STD. 1101.02 SHEETS 9 AND 10 FOR TREATMENT OF LANE CLOSURES THRU INTERCHANGES.
- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- POSITION THE TMA TO MAINTAIN A ROLL-AHEAD DISTANCE AS RECOMMENDED BY THE MANUFACTURER AND CONTINUOUSLY ADVANCE TMA'S AS WORK PROGRESSES.
- PLACE CHANGEABLE MESSAGE SIGN (CMS) ON THE OUTSIDE OF THE TRAVELWAY AS DIRECTED BY THE ENGINEER. PLACE CMS APPROXIMATELY 1 MILE IN ADVANCE OF THE W20-5 SIGNS. IF TRAFFIC BACKS UP TO WHERE THE CMS IS INITIALLY PLACED, RELOCATE CMS 1/2 MILE IN ADVANCE OF ANTICIPATED BACKUP. CONTINUE TO MONITOR TRAFFIC, MOVE CMS APPROXIMATELY 1/2 MILE IN ADVANCE OF ANTICIPATED BACKUP.
- DO NOT EXCEED A 2 MILE LANE CLOSURE LENGTH UNLESS OTHERWISE SHOWN IN THE TMP OR AS DIRECTED BY THE ENGINEER.

LEGEND

	FLASHING ARROW BOARD (TYPE C)
	FLASHING ARROW BOARD, TYPE "C" (96"X48" MIN.), "CAUTION MODE"
	TRUCK MOUNTED ATTENUATOR (TMA)
	CHANGEABLE MESSAGE SIGN (CMS)
	DRUM
	PORTABLE SIGN
	DIRECTION OF TRAFFIC FLOW

1-12



GENERAL NOTES

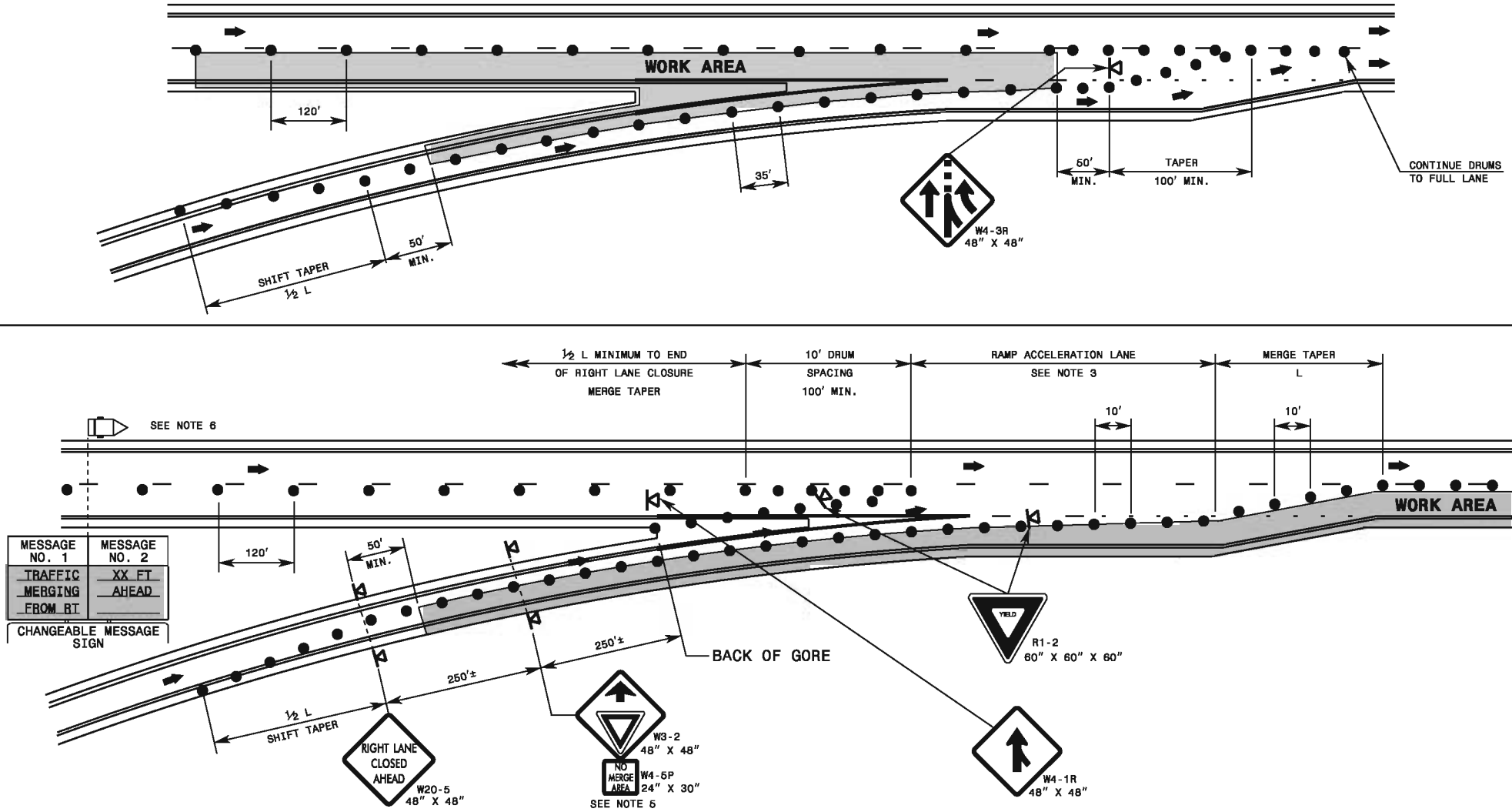
- 1- REFER TO NOTES ON STD. 1101.02 SHEET 3.
- 2- THE FIRST FLASHING ARROW BOARDS ARE NOT REQUIRED ON FACILITIES ≤ 55 MPH.

LEGEND

- FLASHING ARROW BOARD (TYPE C)
- FLASHING ARROW BOARD, TYPE "C" (96"X48" MIN.), "CAUTION MODE"
- TRUCK MOUNTED ATTENUATOR (TMA)
- DRUM
- PORTABLE SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- DIRECTION OF TRAFFIC FLOW

ENGLISH STANDARD DRAWING FOR
TEMPORARY LANE CLOSURES
RIGHT LANE CLOSURES THRU ENTRANCE RAMP

ENGLISH STANDARD DRAWING FOR
TEMPORARY LANE CLOSURES
RIGHT LANE CLOSURES THRU ENTRANCE RAMP

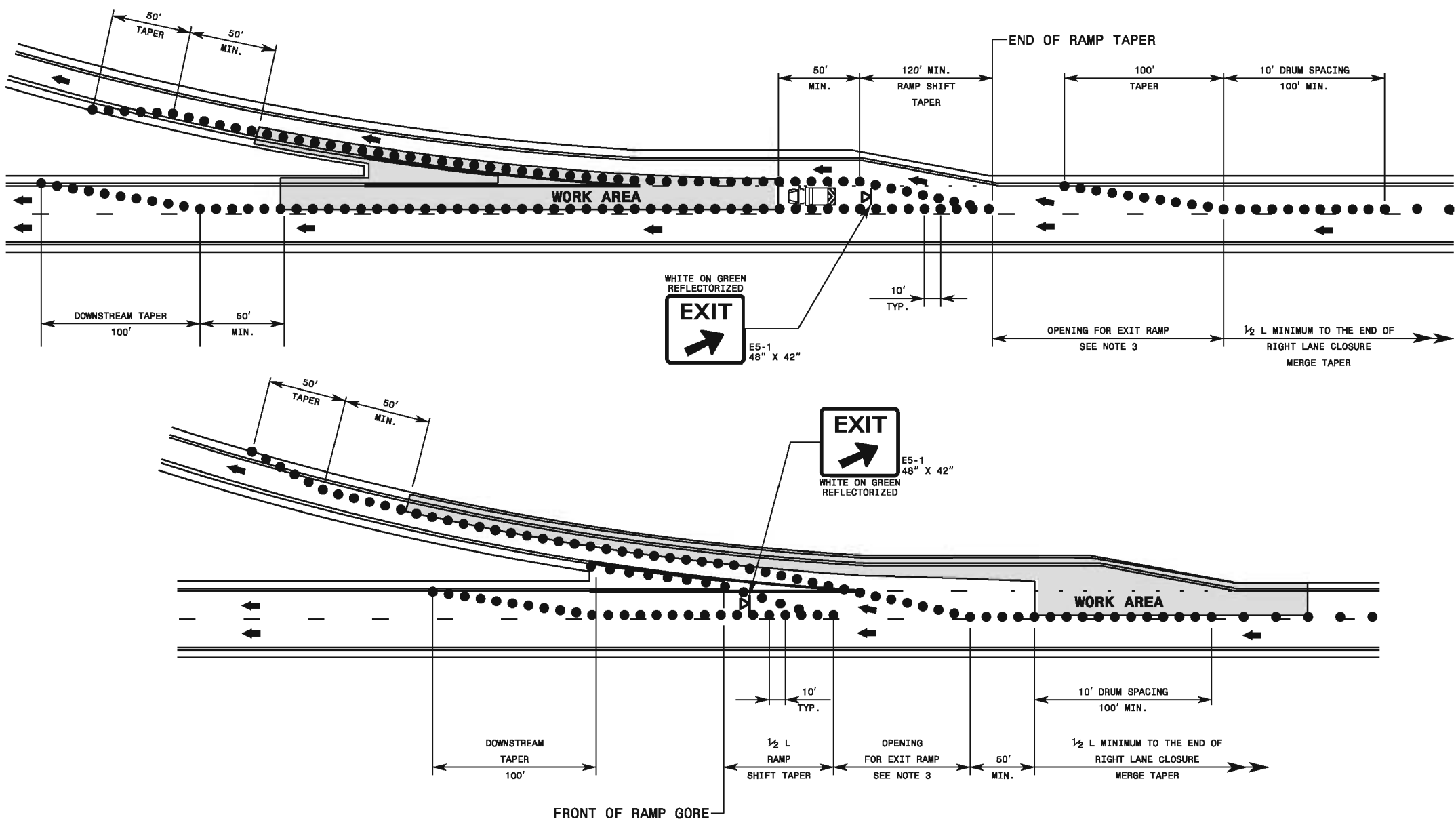


GENERAL NOTES

- 1- USE THE ABOVE DETAILS IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON ROADWAY STD. 1101.02 SHEET 3.
- 2- MOUNT SIGNS SHOWN A MINIMUM OF 5 FEET ABOVE THE PAVEMENT ELEVATION.
- 3- IF EXISTING ACCELERATION DISTANCE OR A MINIMUM OF 400' ACCELERATION DISTANCE CANNOT BE PROVIDED, CLOSE RAMP AS DIRECTED BY THE ENGINEER.
- 4- CLOSE THE RIGHT LANE SUFFICIENTLY IN ADVANCE TO STABILIZE MOTOR VEHICLE TRAFFIC FLOW BEFORE THE MERGE AS SHOWN ON STD. 1101.02 SHEET 3.
- 5- INSTALL W4-5P BELOW THE YIELD AHEAD SIGN (AS SHOWN) TO ALERT MOTORISTS IF THE ACCELERATION DISTANCE HAS BEEN REDUCED.
- 6- COORDINATE WITH THE ENGINEER FOR LOCATION OF CMS.

LEGEND

- ◻ CHANGEABLE MESSAGE SIGN (CMS)
- DRUM
- ⚡ PORTABLE SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



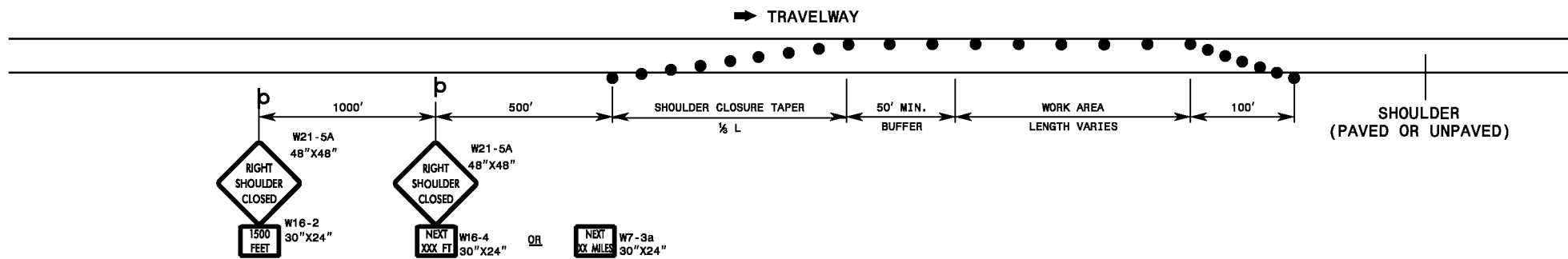
GENERAL NOTES

- 1- USE THE ABOVE DETAILS IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON STD. 1101.02 SHEET 3.
- 2- MOUNT EXIT SIGNS A MINIMUM OF 5 FEET ABOVE THE PAVEMENT ELEVATION.
- 3- USE EXISTING RAMP OPENING LENGTH, BUT NO LESS THAN 1/2 ORIGINAL LENGTH. CONSIDER CLOSING RAMP IF 1/2 ORIGINAL LENGTH CANNOT BE OBTAINED, AS DIRECTED BY THE ENGINEER.

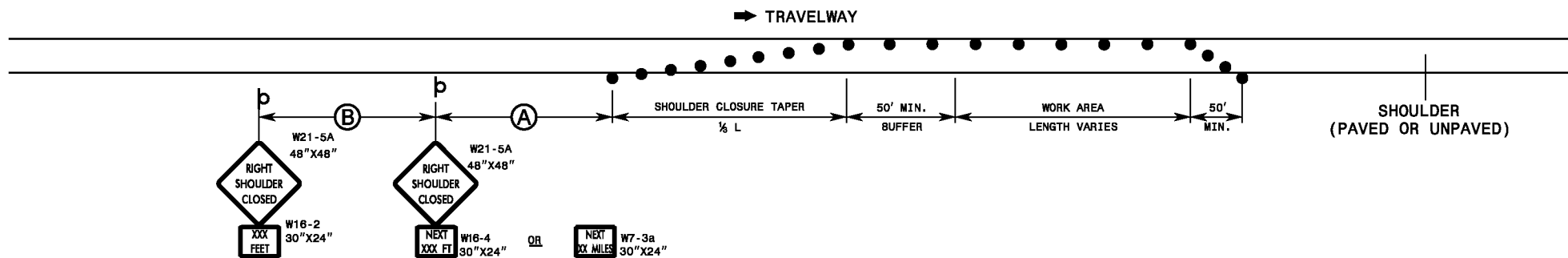
LEGEND

- TRUCK MOUNTED ATTENUATOR
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

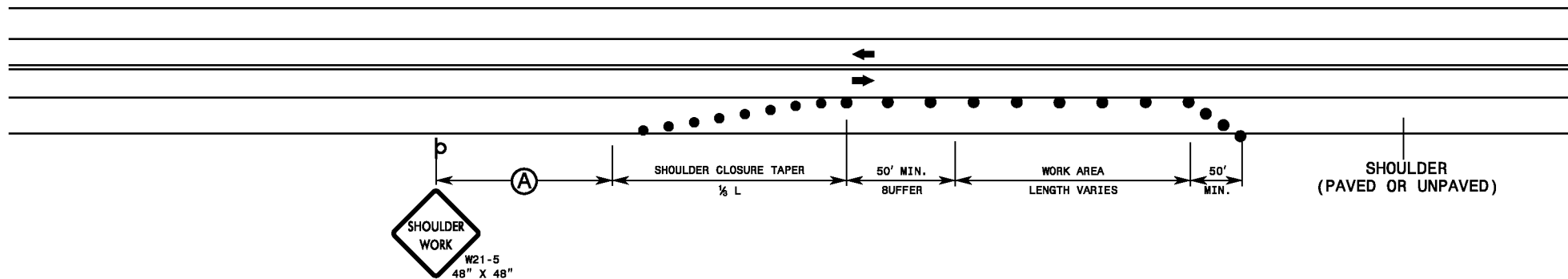
SHOULDER CLOSURE ON CONTROLLED ACCESS FACILITIES - ≥ 60 MPH



SHOULDER CLOSURE ON DIVIDED FACILITIES - ≤ 55 MPH



SHOULDER CLOSURE ON UNDIVIDED ROADWAYS
(SEE NOTE 5)



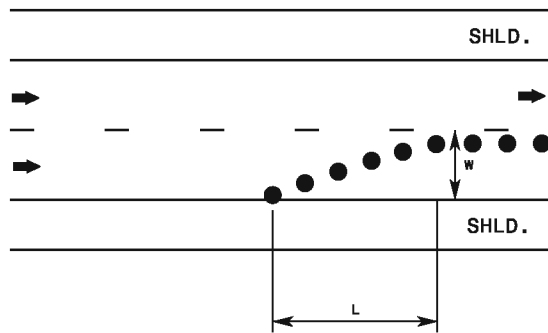
GENERAL NOTES

- 1- PLACE SHOULDER CLOSURE SIGNS ON THE SAME SIDE AS THE SHOULDER THAT IS CLOSED.
- 2- PLACE DRUMS IN THE SHOULDER TAPER AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MAXIMUM SPACING OF DRUMS ALONG THE WORK AREA IS EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- 3- USE STATIONARY SIGNS FOR LONG TERM OPERATIONS (LONGER THAN 3 DAYS).
- 4- REFER TO STD. 1101.11 FOR "L" DISTANCE AND SIGN SPACING.
- 5- THE TWO-LANE, TWO-WAY DRAWING MAY BE APPLIED TO UNDIVIDED, MULTI-LANE FACILITIES.

LEGEND

- DRUM
- ⊔ STATIONARY OR PORTABLE SIGN
- ➔ DIRECTION OF TRAFFIC FLOW

EXAMPLE OF "L" & "W" DESIGNATIONS



TAPER LENGTH CRITERIA FOR CHANNELIZING DEVICES IN WORK ZONES

TYPES OF TAPERS

TAPER LENGTH

UPSTREAM TAPER

- MERGING TAPER.....L MINIMUM
- SHIFTING TAPER.....½ L MINIMUM
- SHOULDER TAPER.....½ L MINIMUM
- TWO-WAY TRAFFIC TAPER.....50 - 100 FEET MAXIMUM

DOWNSTREAM TAPER.....100 FEET MAXIMUM

QUICK REFERENCE - "L" DISTANCE TABLE

MINIMUM LONGITUDINAL DISTANCE "L" (FEET) (ROUNDED VALUES)												
POSTED SPEED "S" (MPH)	LATERAL WIDTH "W" (FEET)											
	1	2	3	4	5	6	7	8	9	10	11	12
20	10	15	20	30	35	40	50	55	60	70	75	80
25	15	25	35	45	55	65	75	85	95	105	115	125
30	15	30	45	60	75	90	105	120	135	150	165	180
35	25	45	65	85	105	125	145	165	185	205	225	245
40	30	55	80	110	135	160	190	215	240	270	295	320
45	45	90	135	180	225	270	315	360	405	450	495	540
50	50	100	150	200	250	300	350	400	450	500	550	600
55	55	110	165	220	275	330	385	440	495	550	605	660
60	60	120	180	240	300	360	420	480	540	600	660	720
65	65	130	195	260	325	390	455	520	585	650	715	780
70	70	140	210	280	350	420	490	560	630	700	770	840

GENERAL NOTES

1- TABLE FOR "L" DISTANCE IS BASED ON CHANNELIZATION TAPER FORMULA FROM THE M.U.T.C.D. WHERE:

SPEED LIMIT

FORMULA

40 MPH OR LESS

$$L_{MIN} = \frac{W \times S^2}{60}$$

45 MPH OR GREATER

$$L_{MIN} = W \times S$$

L = MINIMUM TAPER LENGTH IN FEET (LONGITUDINAL DISTANCE)

W = WIDTH OF OFFSET IN FEET (LATERAL DISTANCE)

S = POSTED SPEED LIMIT, OR OFF-PEAK 85 PERCENTILE SPEED IN MPH PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH

2- "L" DISTANCE IS FOR APPLICATION WITH CHANNELIZING DEVICE AND PAVEMENT MARKING TAPERS AND TRANSITIONS. CHANNELIZING DEVICES INCLUDE DRUMS, CONES, TUBULAR MARKERS, BARRICADES, RAISED ASPHALT ISLANDS, AND VERTICAL PANELS.

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

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ENGLISH STANDARD DRAWING FOR
TRAFFIC CONTROL DESIGN TABLES
 BUFFER SPACE & SIGHT DISTANCE

SHEET 2 OF 4

1101.11

DESIGN SPEED (MPH)	MINIMUM SIGHT DISTANCE		MINIMUM LONGITUDINAL BUFFER SPACE (FEET)
	STOPPING SIGHT DISTANCE (FEET)	PASSING SIGHT DISTANCE (FEET)	
30	200	1090	85
35	250	1280	120
40	305	1470	155
45	360	1625	195
50	425	1835	240
55	495	1985	290
60	570	2135	345
65	645	2285	405
70	730	2480	470
75	820	2580	540
80	910	2660	615

GENERAL NOTES

- 1- TABLES ARE BASED ON THE AASHTO GREEN BOOK "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" AND THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". MINIMUM SIGHT DISTANCE VALUES ARE FOR PASSENGER CAR VEHICLES ON WET AND LEVEL ROADWAYS. CONSULT THE AASHTO GREEN BOOK TO MAKE FINAL DETERMINATION OF STOPPING SIGHT DISTANCE REQUIREMENTS.
- 2- BUFFER SPACE TABLE IS BASED ON THE BRAKING DISTANCE PORTION OF STOPPING SIGHT DISTANCE FOR WET AND LEVEL PAVEMENTS.
- 3- USE OF STOPPING SIGHT DISTANCE IN TRAFFIC CONTROL PLAN APPLICATIONS INCLUDES PROVIDING SIGHT DISTANCE FOR TRAFFIC APPROACHING A LANE CLOSURE. PROVIDE 2-LANE, 2-WAY ROADWAYS STOPPING SIGHT DISTANCE TO THE FLAGGER. FOR LANE CLOSURES ON MULTILANE ROADWAYS PROVIDE STOPPING SIGHT DISTANCE TO THE BEGINNING OF THE LANE CLOSURE MERGE TAPER, OR FLASHING ARROW BOARD. EXTEND LANE CLOSURES AT THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE IS PROVIDED.
- 4- USE OF MINIMUM PASSING SIGHT DISTANCE TABLE IN TRAFFIC CONTROL PLAN APPLICATIONS INCLUDES PROVIDING SIGHT DISTANCE REQUIREMENTS FOR PLACEMENT OF PAVEMENT MARKING PASSING/NO-PASSING ZONES FOR 2-LANE, 2-WAY ROADWAYS.

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

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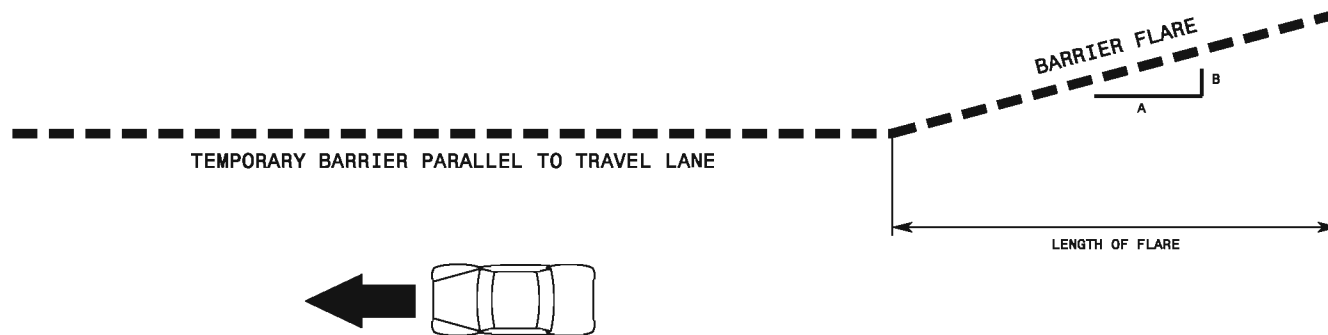
ENGLISH STANDARD DRAWING FOR
TRAFFIC CONTROL DESIGN TABLES
 BUFFER SPACE & SIGHT DISTANCE

SHEET 2 OF 4

1101.11

ENGLISH STANDARD DRAWING FOR
TRAFFIC CONTROL DESIGN TABLES
TEMPORARY BARRIER FLARE RATES

TEMPORARY BARRIER FLARE RATES		
POSTED SPEED LIMIT (MPH)	ANCHORED (A:B)	UNANCHORED (A:B)
≤ 30	8 : 1	7 : 1
35	9 : 1	8 : 1
40	10 : 1	8 : 1
45	12 : 1	10 : 1
50	14 : 1	11 : 1
55	18 : 1	12 : 1
60	18 : 1	14 : 1
85	19 : 1	15 : 1
70	20 : 1	15 : 1



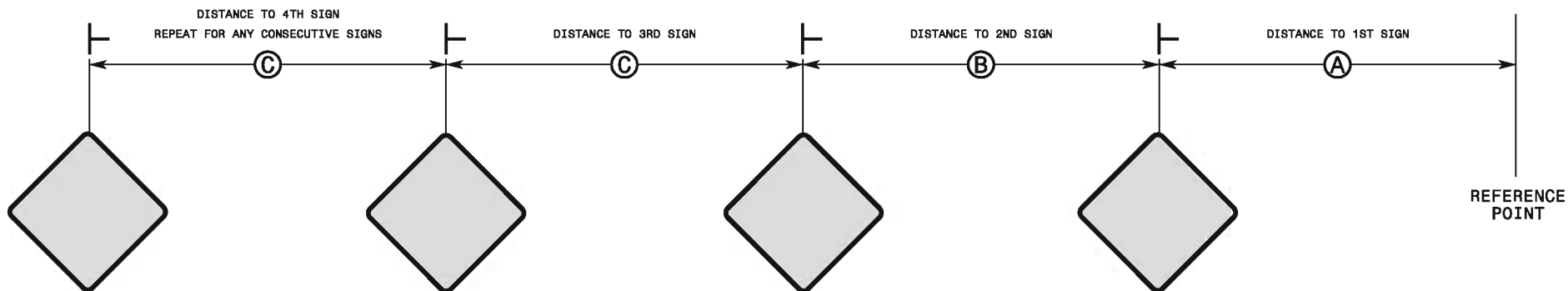
GENERAL NOTES

- 1- REFER TO 2002 ROADSIDE DESIGN GUIDE.
- 2- A BARRIER IS CONSIDERED FLARED WHEN IT IS NOT PARALLEL TO THE EDGE OF THE TRAVELWAY.
- 3- THE PRIMARY USE OF BARRIERS ARE FOR WORK AREA PROTECTION. WHEN SERVING THE ADDITIONAL FUNCTION OF A CHANNELIZING DEVICE, SUCH AS WHEN SHIFTING TRAFFIC, BARRIER TAPERS SHALL MEET STANDARD CHANNELIZING TAPER LENGTHS AS SHOWN ON STD. 1101.11 SHEET 1.

ENGLISH STANDARD DRAWING FOR
TRAFFIC CONTROL DESIGN TABLES
TEMPORARY BARRIER FLARE RATES

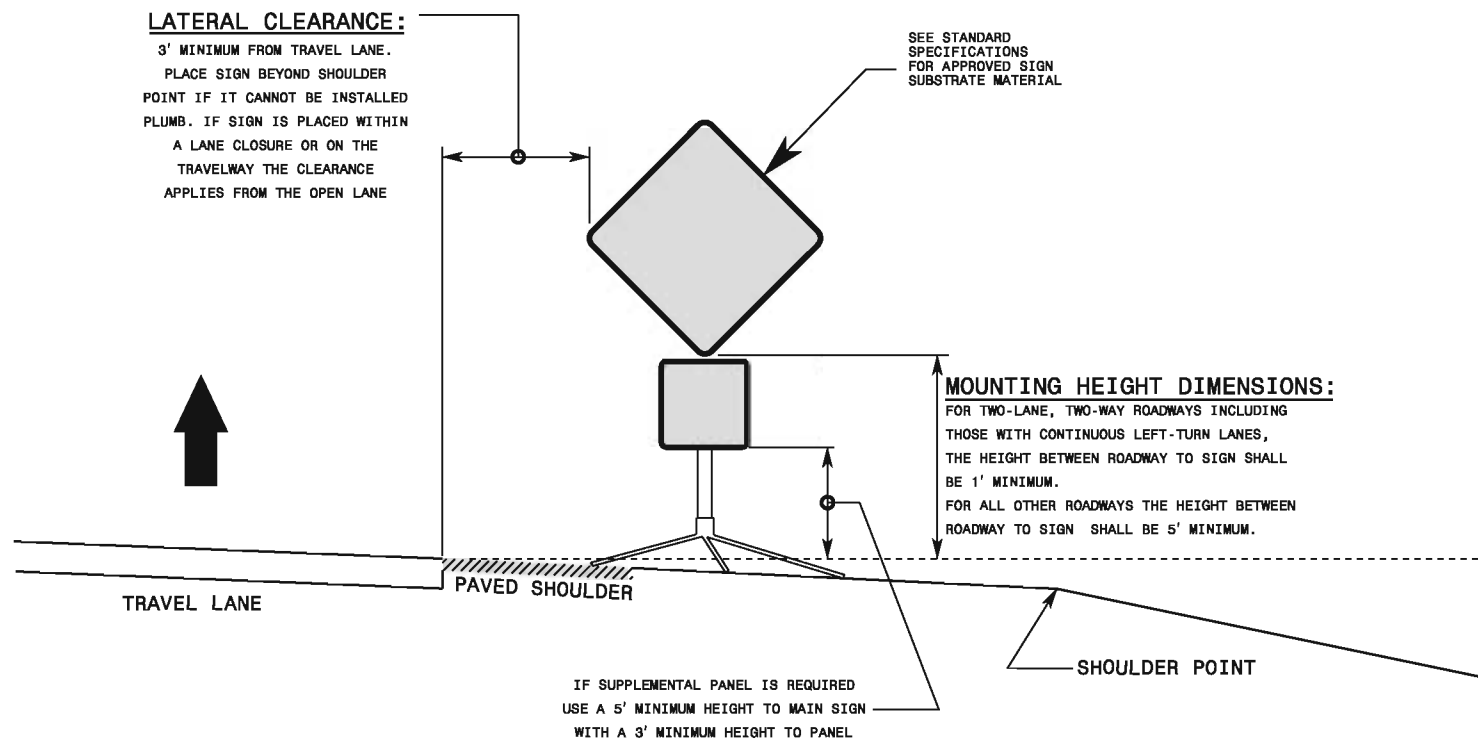
ADVANCE WARNING SIGN SPACING CHART			
POSTED SPEED LIMIT (MPH)	RECOMMENDED DISTANCE BETWEEN SIGNS (FEET) ±		
	(A)	(B)	(C)
≤ 35	200	200	200
40-50	350	350	350
55	500	500	500
CONTROLLED ACCESS ROADS (≥ 55)	1000	1500	2700

STATIONARY OR PORTABLE SIGNS



GENERAL NOTES

- 1- REFER TO 2009 MUTCD.
- 2- USE THIS STANDARD DRAWING IN CONJUNCTION WITH OTHER TRAFFIC CONTROL ROADWAY STANDARD DRAWINGS WHERE SIGN SPACING DISTANCES A, B, C, ARE SPECIFIED.
- 3- APPLY THE ADVANCE WARNING SIGN SPACING CHART WHERE A SERIES OF 2 OR MORE SIGNS ARE USED. ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS VARIOUS CONDITIONS OCCUR, SUCH AS LIMITED SIGHT DISTANCE, OBSTRUCTION INTERFERENCE, ETC.



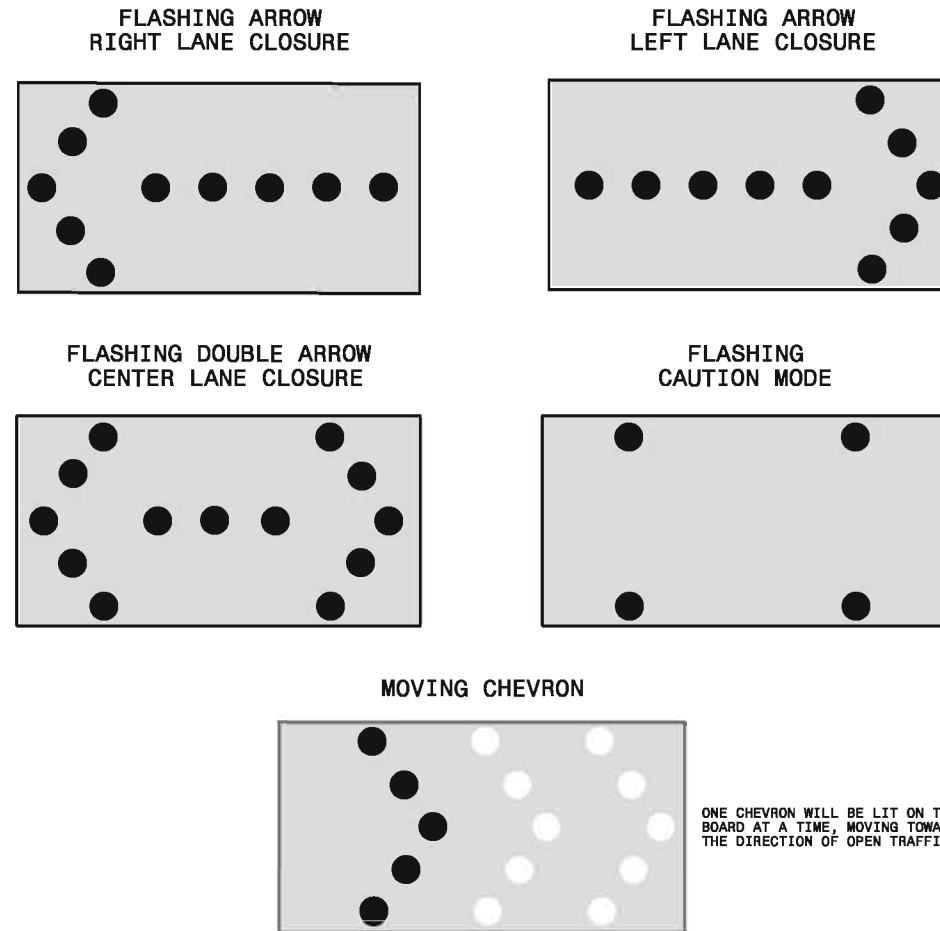
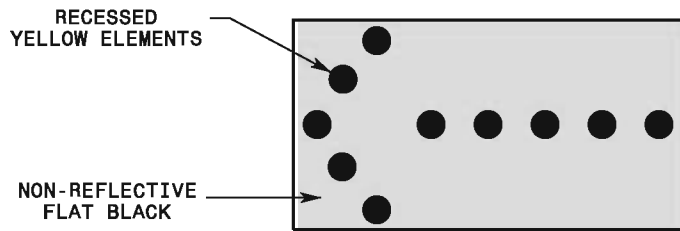
GENERAL NOTES

- 1- DIMENSIONS SHOWN ARE MINIMUM VALUES. MOUNT SIGNS SO THEY WILL BE CLEARLY VISIBLE TO APPROACHING TRAFFIC EVEN WHEN SIGNS ARE MOUNTED BEHIND TRAFFIC CONTROL DEVICES SUCH AS DRUMS, BARRIER, OR OTHER OBJECTS.
- 2- ALL PORTABLE SIGNS AND STANDS MUST MEET OR EXCEED THE REQUIREMENTS OF NCHRP 350 FOR CATEGORY II DEVICES. USE PORTABLE WORK ZONE SIGNS AND STANDS SPECIFICALLY DESIGNED FOR ONE ANOTHER.
- 3- ALL PORTABLE WORK ZONE SIGNS AND STANDS MUST BE LISTED ON THE DEPARTMENT'S APPROVED PRODUCTS LIST AT <https://apps.dot.state.nc.us/vendor/approvedproducts>.

FLASHING ARROW BOARD MODES

FLASHING ARROW BOARD TYPE			
PANEL TYPE	MINIMUM SIZE (W x H INCHES)	MINIMUM LEGIBILITY DISTANCE (MILES)	MINIMUM NUMBER OF ELEMENTS
C	96 X 48	1	15

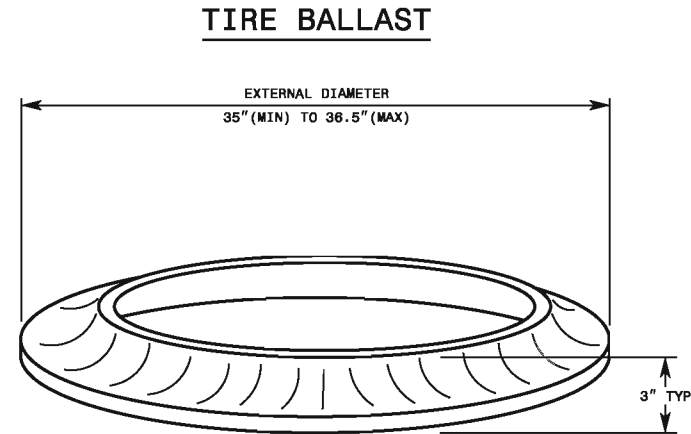
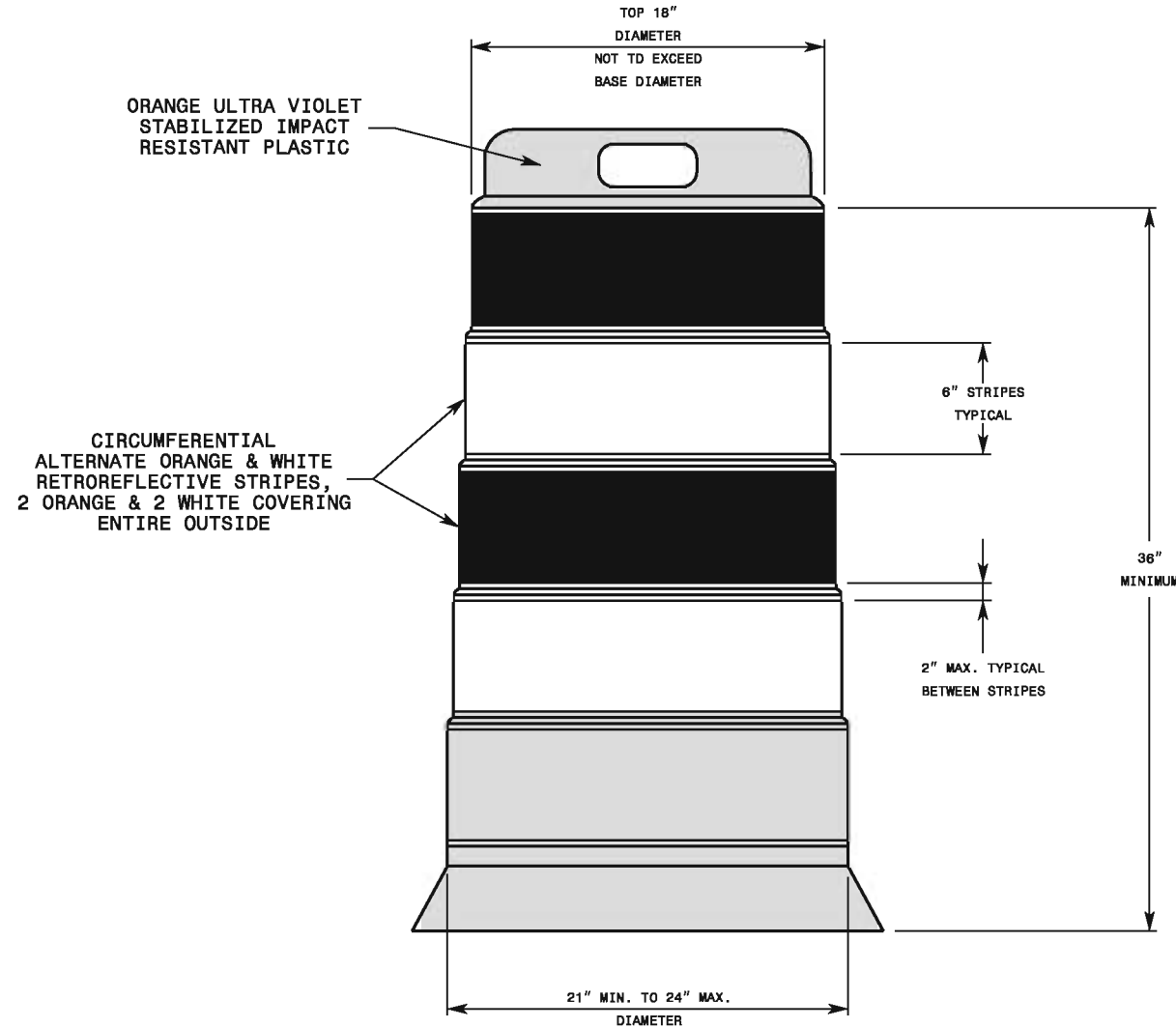
TYPICAL FLASHING ARROW BOARD



ONE CHEVRON WILL BE LIT ON THE BOARD AT A TIME, MOVING TOWARD THE DIRECTION OF OPEN TRAFFIC

GENERAL NOTES

- 1- DO NOT USE STRAIGHT-LINE CAUTION OR CHEVRON DISPLAYS.
- 2- USE A MINIMUM MOUNTING HEIGHT OF 7 FEET FROM GROUND LEVEL TO THE BOTTOM OF THE PANEL FOR TRAILER-MOUNTED ARROW BOARDS, EXCEPT ON VEHICLE-MOUNTED PANELS WHICH SHOULD BE AS HIGH AS PRACTICAL.
- 3- USE ARROW BOARD ELEMENTS CAPABLE OF A MINIMUM 50 PERCENT DIMMING FROM THEIR FULL RATED LAMP VOLTAGE. USE FULL LAMP VOLTAGE DURING THE DAY, AND USE THE DIMMED MODE AT NIGHT.
- 4- DO NOT USE ARROW BOARDS IN FLASHING ARROW MODE ON A TWO-LANE, TWO-WAY ROADWAY DURING A ONE LANE OPERATION, NOR ON MULTILANE ROADWAYS WHEN SHIFTING ALL TRAFFIC LANES Laterally.
- 5- SEE THE DEPARTMENT'S APPROVED PRODUCTS LIST AT <https://apps.dot.state.nc.us/vendor/approvedproducts>.



ALL RUBBER COLLARS MUST BE BLACK IN COLOR AND FREE OF ANY COLORED PAINT

BALLAST COLLAR SHOULD HAVE GOOD CONTACT WITH THE BARREL FLANGE AND BALLAST OUTER EDGE MUST LAY FLAT WITH ROAD SURFACE

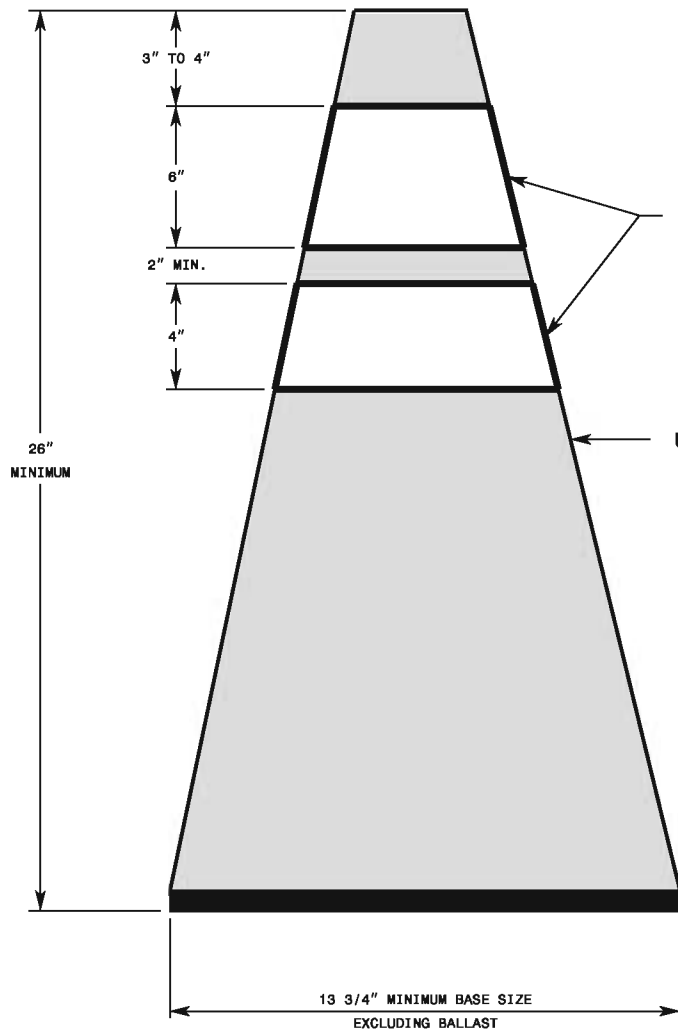
DRUMS THAT USE TIRE BALLASTS ARE MANUFACTURED SPECIFICALLY FOR THAT PURPOSE. DO NOT USE TIRE BALLASTS WITH OTHER DRUM DESIGNS.

GENERAL NOTES

- 1- BALLASTING SHALL BE ACHIEVED BY THE SAND BAG, TIRE-SIDEWALL, OR PREFORMED WEIGHTED BASE METHODS. USE THE TIRE BALLAST AS SPECIFIED BY THE MANUFACTURER. DO NOT PLACE BALLAST ON TOP OF THE DRUM.
- 2- IF NECESSARY PLACE THE NAME OF THE AGENCY, CONTRACTOR, OR SUPPLIER ON NON-RETROREFLECTIVE DRUM SURFACES. SHOW THE LETTERS AND NUMBERS USING A NON-RETROREFLECTIVE COLOR AND NOT OVER 2" IN HEIGHT.
- 3- USE TYPE 3 OR HIGHER HIGH INTENSITY PRISMATIC SHEETING.
- 4- SEE THE DEPARTMENT'S APPROVED PRODUCT LIST AT <https://apps.dot.state.nc.us/vendor/approvedproducts>.
- 5- REFER THE STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES FOR ADDITIONAL INFORMATION.

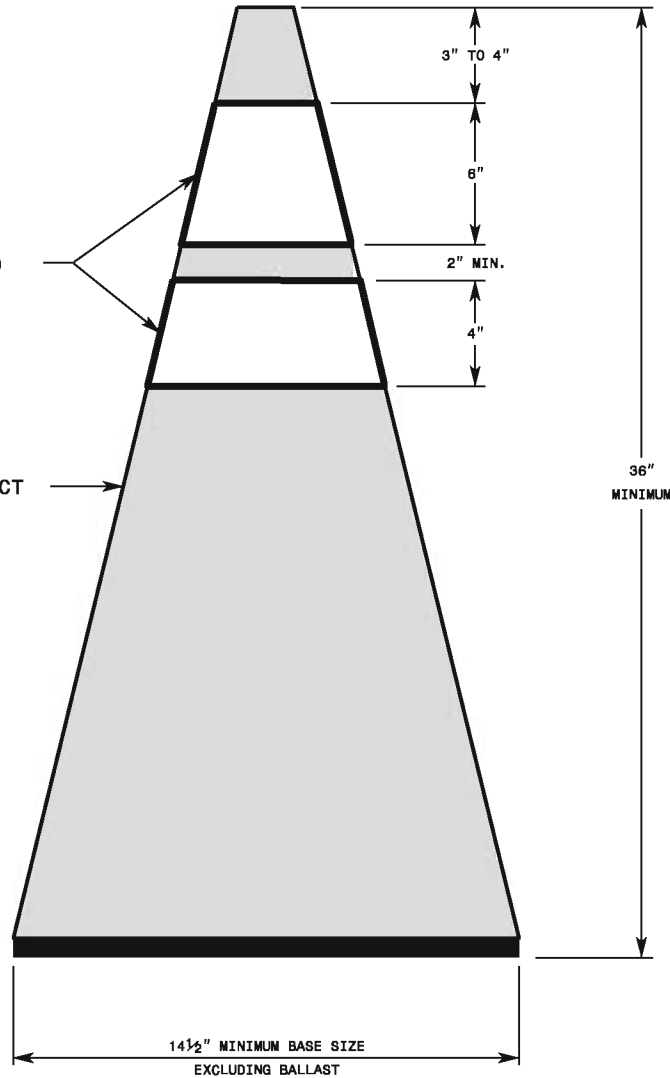
28 INCH CONE

(MINIMUM SIZE CONE FOR ALL CLASSES OF ROADS EXCEPT FREEWAYS AND INTERSTATES)



36 INCH CONE

(REQUIRED FOR FREEWAYS AND INTERSTATES)



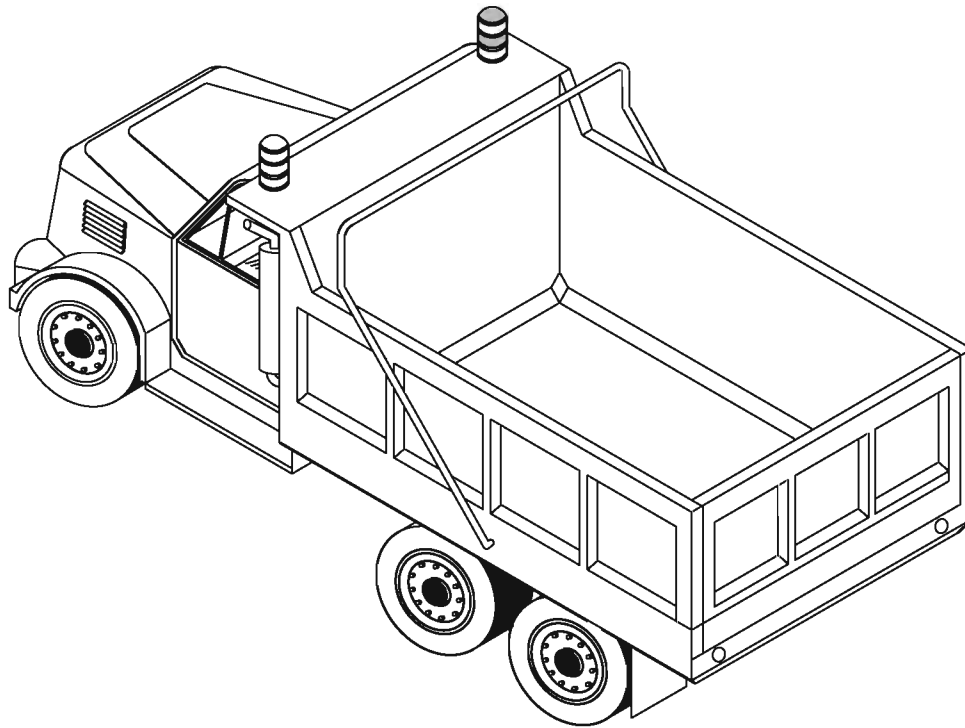
GENERAL NOTES

- 1- ACHIEVE BALLASTING BY USING SPECIAL WEIGHTED BASES SUCH AS SAND BAG RINGS, DOUBLING CONES, OR BASES THAT CAN BE FILLED WITH BALLAST. SEVENTY PERCENT OF THE WEIGHT OF THE CONE MUST BE IN THE BASE. USE BALLAST'S THAT DO NOT PRESENT A HAZARD WHEN STRUCK.
- 2-SEE THE DEPARTMENT'S APPROVED PRODUCTS LIST AT <https://apps.dot.state.nc.us/vendor/approvedproducts>.
- 3-USE TYPE IV OR HIGHER HIGH INTENSITY PRISMATIC SHEETING.

LIGHT SYSTEM OPTIONS

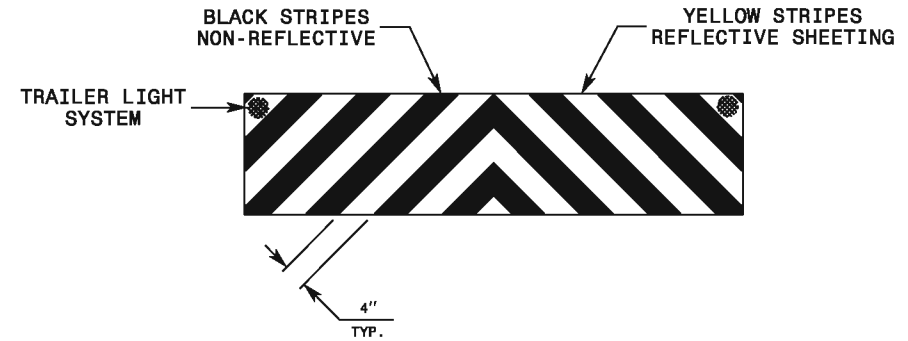
- I. TRUCKS WITHOUT DUMP BODIES- CHOICE OF EITHER:
 - A. LIGHT BARS (15" MINIMUM)- EITHER LED OR ROTATING FLASH WITH FULL AMBER LIGHTS AND AMBER DOME OR LIGHT BARS MAY BE HALF AMBER/HALF WHITE WITH AMBER DOME. (ALL WHITE LIGHT SYSTEMS ARE PROHIBITED)
 - B. 2 HIGH INTENSITY STROBES (CLASS 2)- AMBER LED/AMBER FLASH AND AMBER DOME MOUNTED ON EACH SIDE OF THE HEADBOARD
- II. TRUCKS WITH DUMP BODIES- (NOT REQUIRED, BUT ENCOURAGED)
 - A. 2 HIGH INTENSITY STROBES (CLASS 2)- AMBER LED/AMBER FLASH AND AMBER DOME MOUNTED ON EACH SIDE OF THE CAB PROTECTOR

DUMP BODY

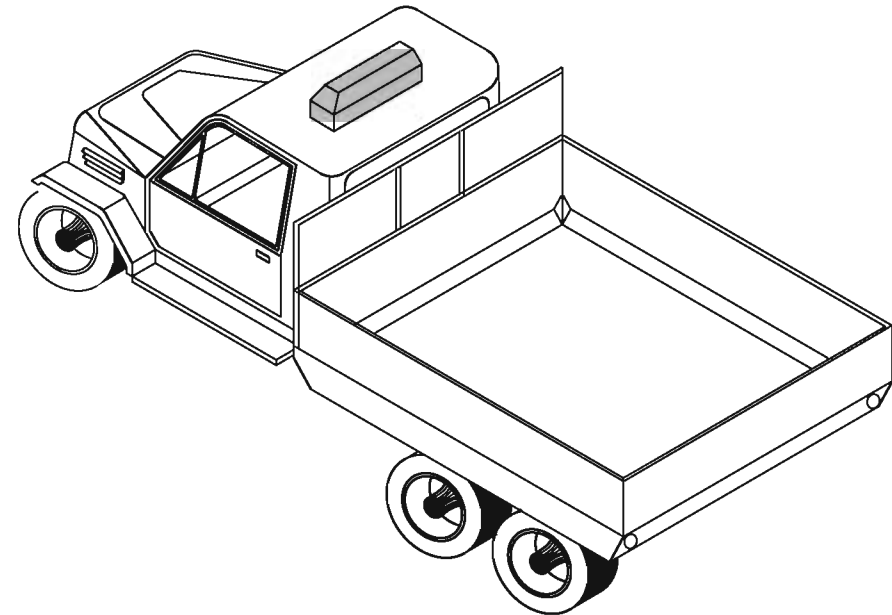


TMA DELINEATION

ENTIRE END OF ATTENUATOR SHALL BE DELINEATED



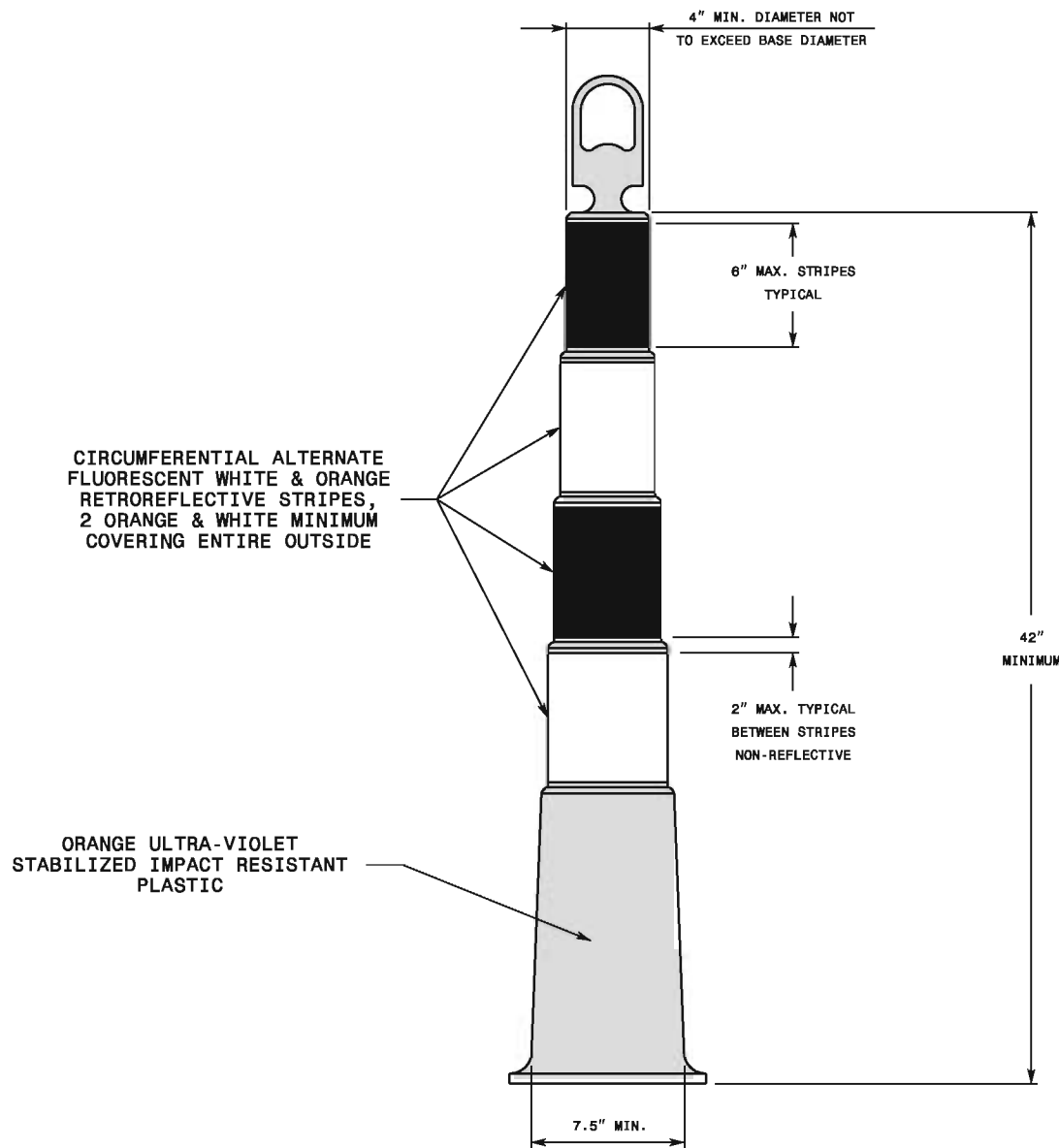
NON-DUMP BODY



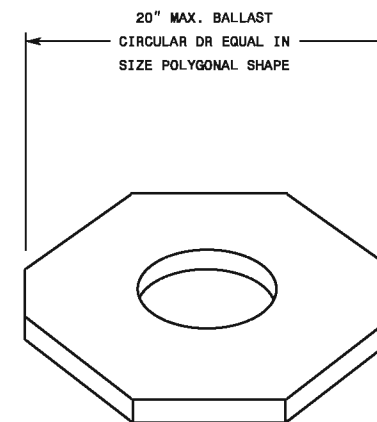
GENERAL NOTES FOR TMA REQUIREMENTS

- 1- WHEN TMA'S USED FOR SHADOW VEHICLES, CONTACT THE TMA MANUFACTURER FOR SPECIFIC TRUCK REQUIREMENTS.
- 2- TMA MUST MEET OR EXCEED THE REQUIREMENTS OF NCHRP 350 TEST LEVEL II FOR WORK ZONES WITH POSTED SPEED LIMIT OF 45 MPH OR LESS; OR TEST LEVEL III FOR WORK ZONES WITH POSTED SPEED LIMIT OF 50 MPH OR GREATER. TMA MAY EITHER BE TRUCK MOUNTED OR TRAILER MOUNTED.
- 3- SEE THE DEPARTMENT'S APPROVED PRODUCT LIST AT <https://apps.dot.state.nc.us/vendor/approvedproducts>.

ENGLISH STANDARD DRAWING FOR
SKINNY - DRUM



TYPICAL BALLAST



BALLAST WILL BE A MINIMUM OF 15 POUNDS

GENERAL NOTES

- 1- USE BALLAST AS SPECIFIED BY THE MANUFACTURER. DO NOT PLACE BALLAST ON TOP OF THE DRUM.
- 2- IF NECESSARY, PLACE THE NAME OF THE AGENCY, CONTRACTOR, OR SUPPLIER ON NON-RETROREFLECTIVE SURFACES. SHOW THE LETTERS AND NUMBERS USING A NON-RETROREFLECTIVE COLOR AND NOT OVER 2" IN HEIGHT.
- 3- REFER TO SECTION 1180, STANDARD SPECIFICATIONS FOR ROADS AND INSTRUCTIONS FOR ADDITIONAL REQUIREMENTS.
- 4- USE TYPE 3 OR HIGHER HIGH INTENSITY PRISMATIC SHEETING.
- 5- SEE THE DEPARTMENT'S APPROVED PRODUCTS LIST AT <https://apps.dot.state.nc.us/vendor/approvedproducts>.

ENGLISH STANDARD DRAWING FOR
SKINNY - DRUM