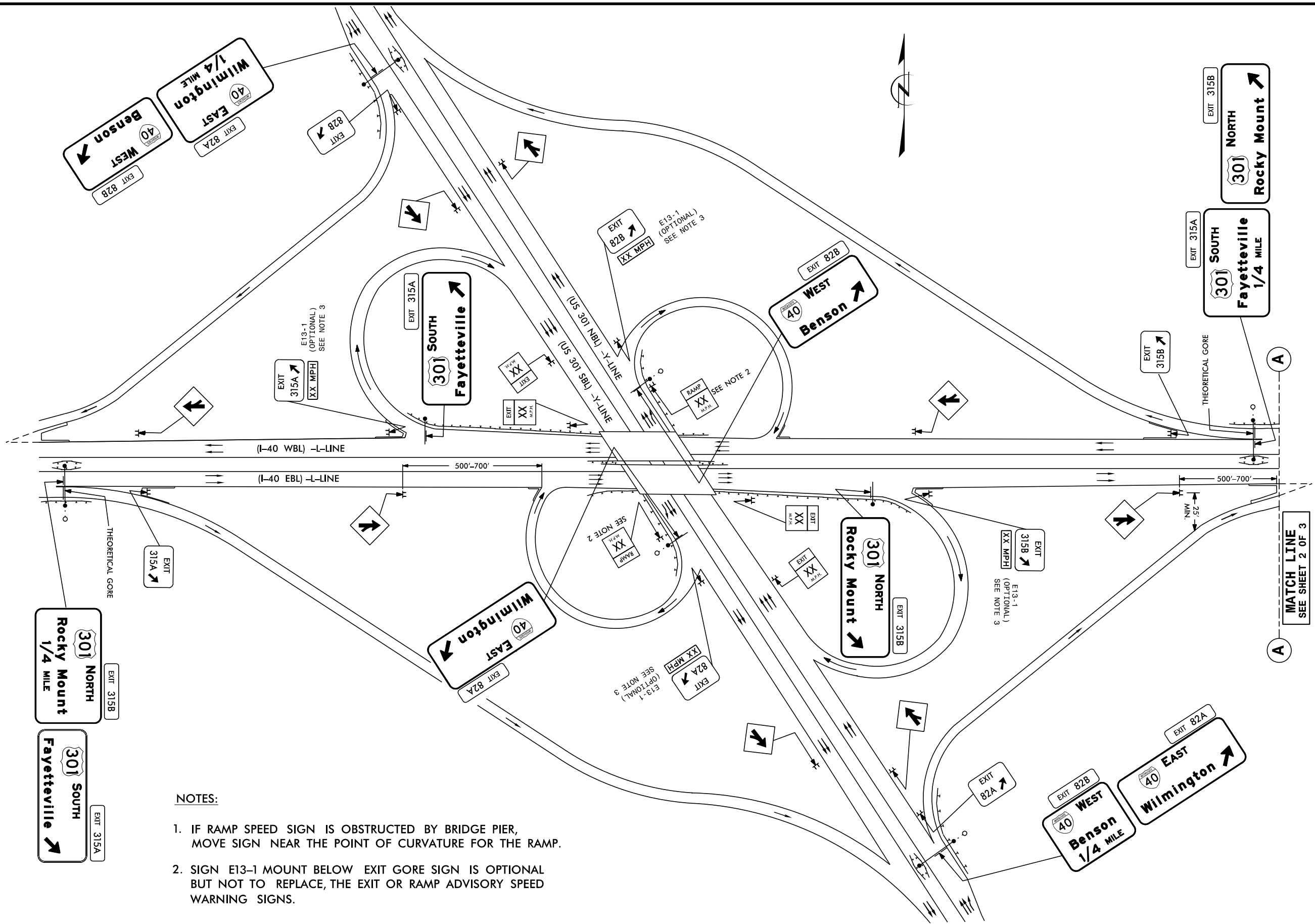


TYPICAL CLOVERLEAF INTERCHANGE LAYOUT  
WITH OVERHEAD SIGNS

ENGLISH DETAIL DRAWING FOR



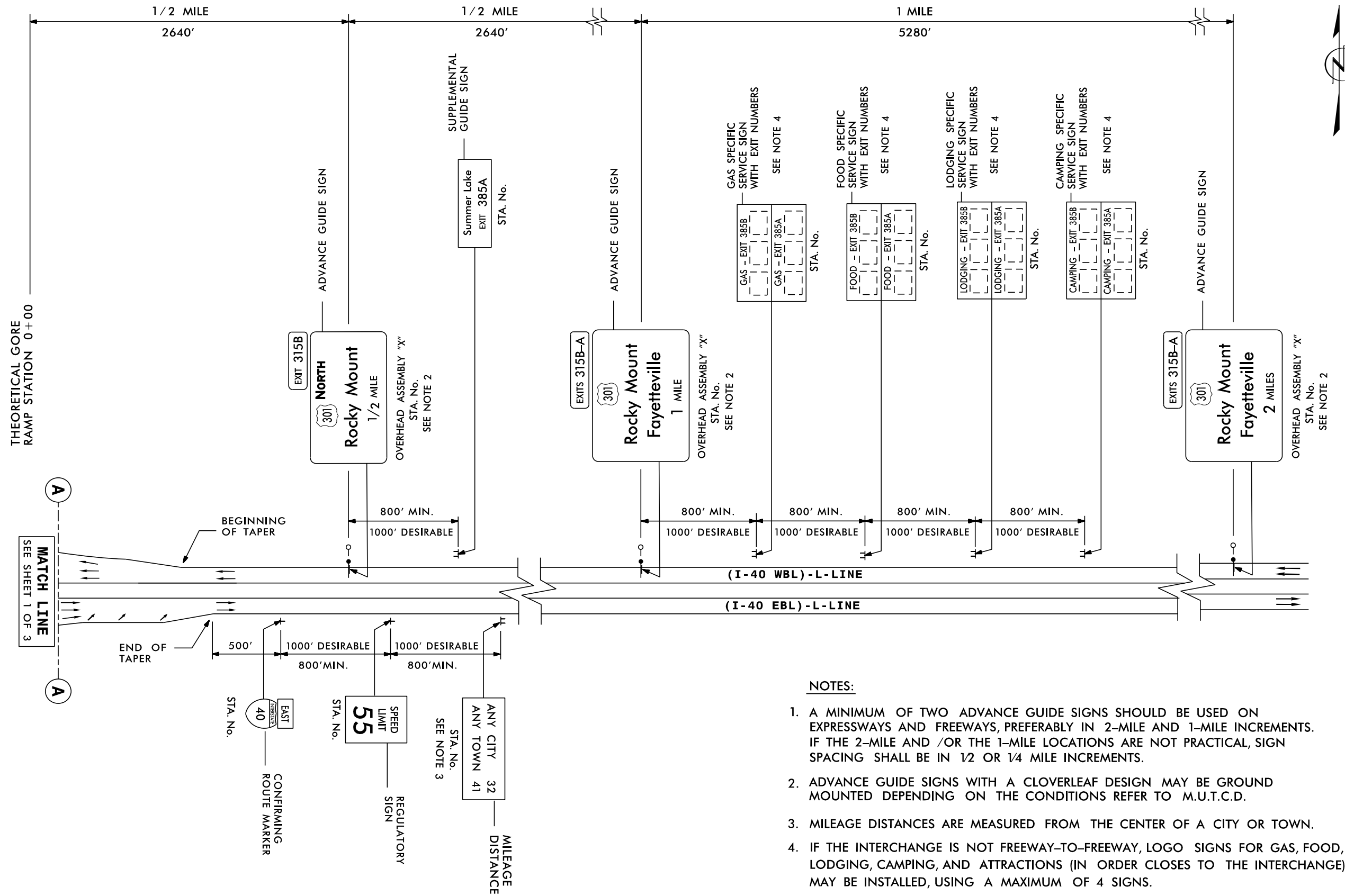
NOTES:

1. IF RAMP SPEED SIGN IS OBSTRUCTED BY BRIDGE PIER, MOVE SIGN NEAR THE POINT OF CURVATURE FOR THE RAMP.
2. SIGN E13-1 MOUNT BELOW EXIT GORE SIGN IS OPTIONAL BUT NOT TO REPLACE, THE EXIT OR RAMP ADVISORY SPEED WARNING SIGNS.

ENGLISH DETAIL DRAWING FOR

TYPICAL CLOVERLEAF INTERCHANGE LAYOUT  
WITH OVERHEAD SIGNS

ENGLISH DETAIL DRAWING FOR  
TYPICAL GUIDE SIGN LAYOUT WITH SPECIFIC  
SERVICE SIGNING AND GENERAL SIGNING  
FOR A CLOVERLEAF INTERCHANGE



NOTES:

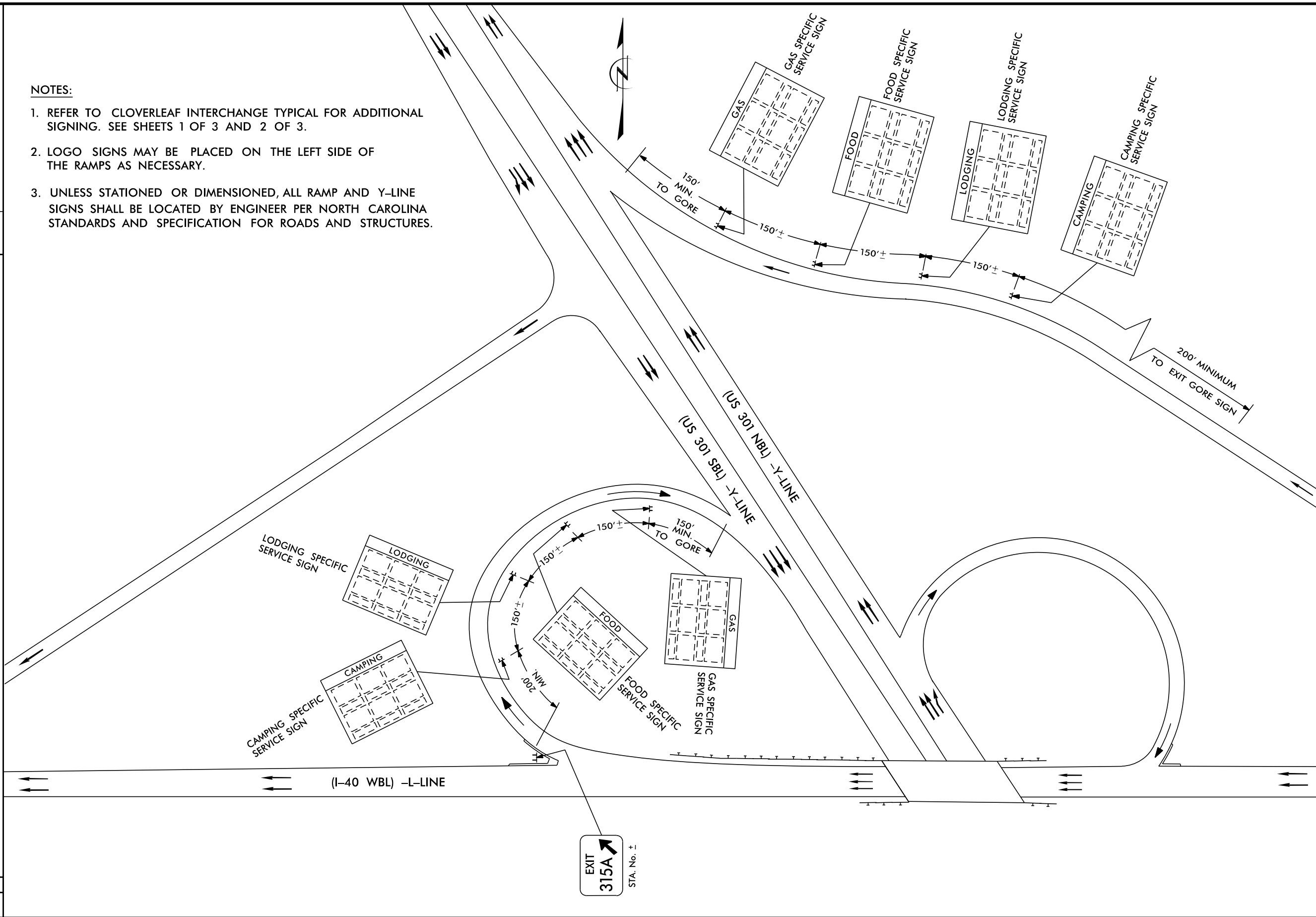
1. A MINIMUM OF TWO ADVANCE GUIDE SIGNS SHOULD BE USED ON EXPRESSWAYS AND FREEWAYS, PREFERABLY IN 2-MILE AND 1-MILE INCREMENTS. IF THE 2-MILE AND /OR THE 1-MILE LOCATIONS ARE NOT PRACTICAL, SIGN SPACING SHALL BE IN 1/2 OR 1/4 MILE INCREMENTS.
2. ADVANCE GUIDE SIGNS WITH A CLOVERLEAF DESIGN MAY BE GROUND MOUNTED DEPENDING ON THE CONDITIONS REFER TO M.U.T.C.D.
3. MILEAGE DISTANCES ARE MEASURED FROM THE CENTER OF A CITY OR TOWN.
4. IF THE INTERCHANGE IS NOT FREEWAY-TO-FREEWAY, LOGO SIGNS FOR GAS, FOOD, LODGING, CAMPING, AND ATTRACTIONS (IN ORDER CLOSES TO THE INTERCHANGE) MAY BE INSTALLED, USING A MAXIMUM OF 4 SIGNS.

ENGLISH DETAIL DRAWING FOR  
TYPICAL GUIDE SIGN LAYOUT WITH SPECIFIC  
SERVICE SIGNING AND GENERAL SIGNING  
FOR A CLOVERLEAF INTERCHANGE

ENGLISH DETAIL DRAWING FOR  
TYPICAL CLOVERLEAF EXIT RAMP  
WITH SPECIFIC SERVICE SIGNING

NOTES:

1. REFER TO CLOVERLEAF INTERCHANGE TYPICAL FOR ADDITIONAL SIGNING. SEE SHEETS 1 OF 3 AND 2 OF 3.
2. LOGO SIGNS MAY BE PLACED ON THE LEFT SIDE OF THE RAMPS AS NECESSARY.
3. UNLESS STATIONED OR DIMENSIONED, ALL RAMP AND Y-LINE SIGNS SHALL BE LOCATED BY ENGINEER PER NORTH CAROLINA STANDARDS AND SPECIFICATION FOR ROADS AND STRUCTURES.



ENGLISH DETAIL DRAWING FOR  
TYPICAL CLOVERLEAF EXIT RAMP  
WITH SPECIFIC SERVICE SIGNING