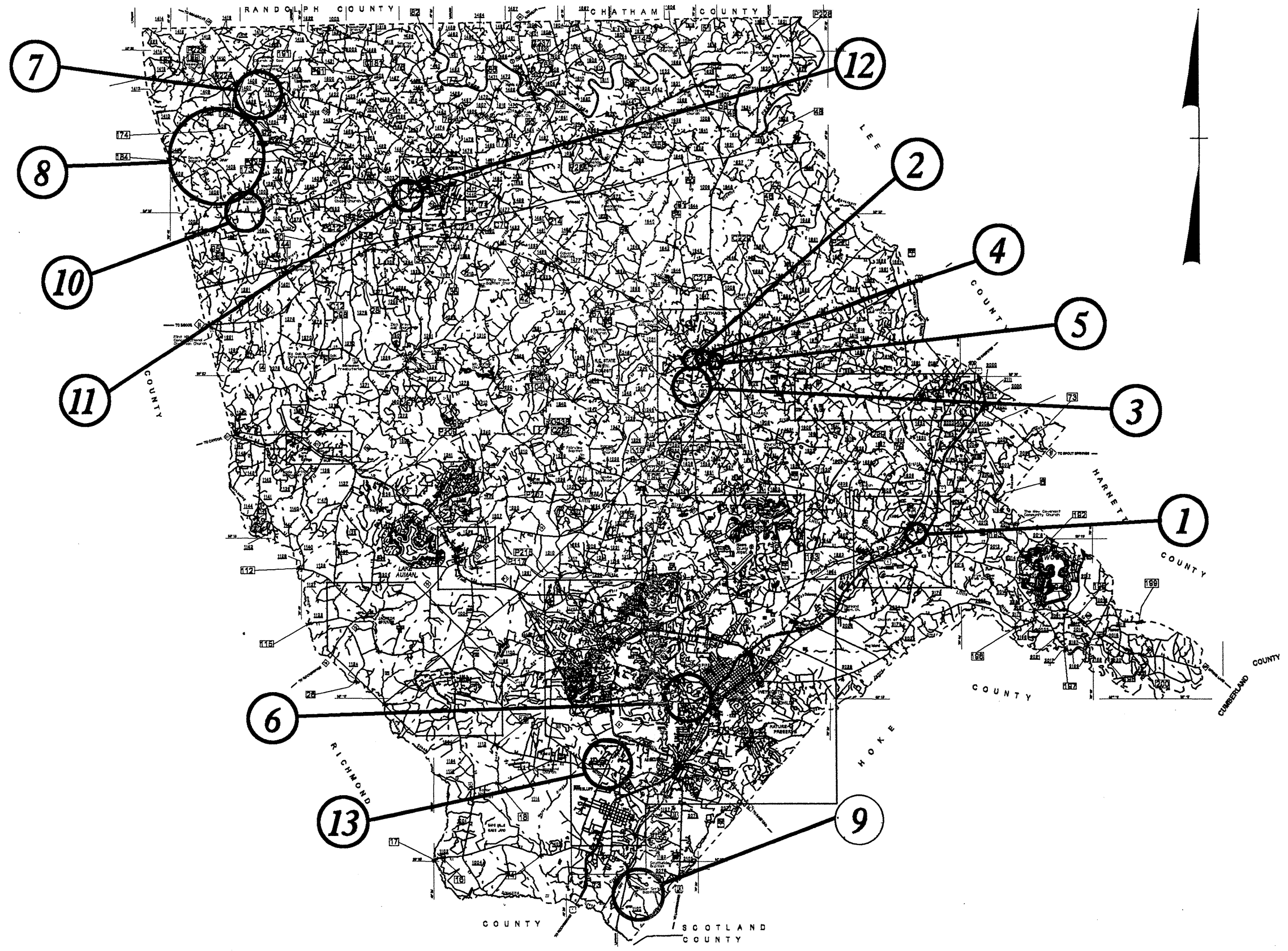
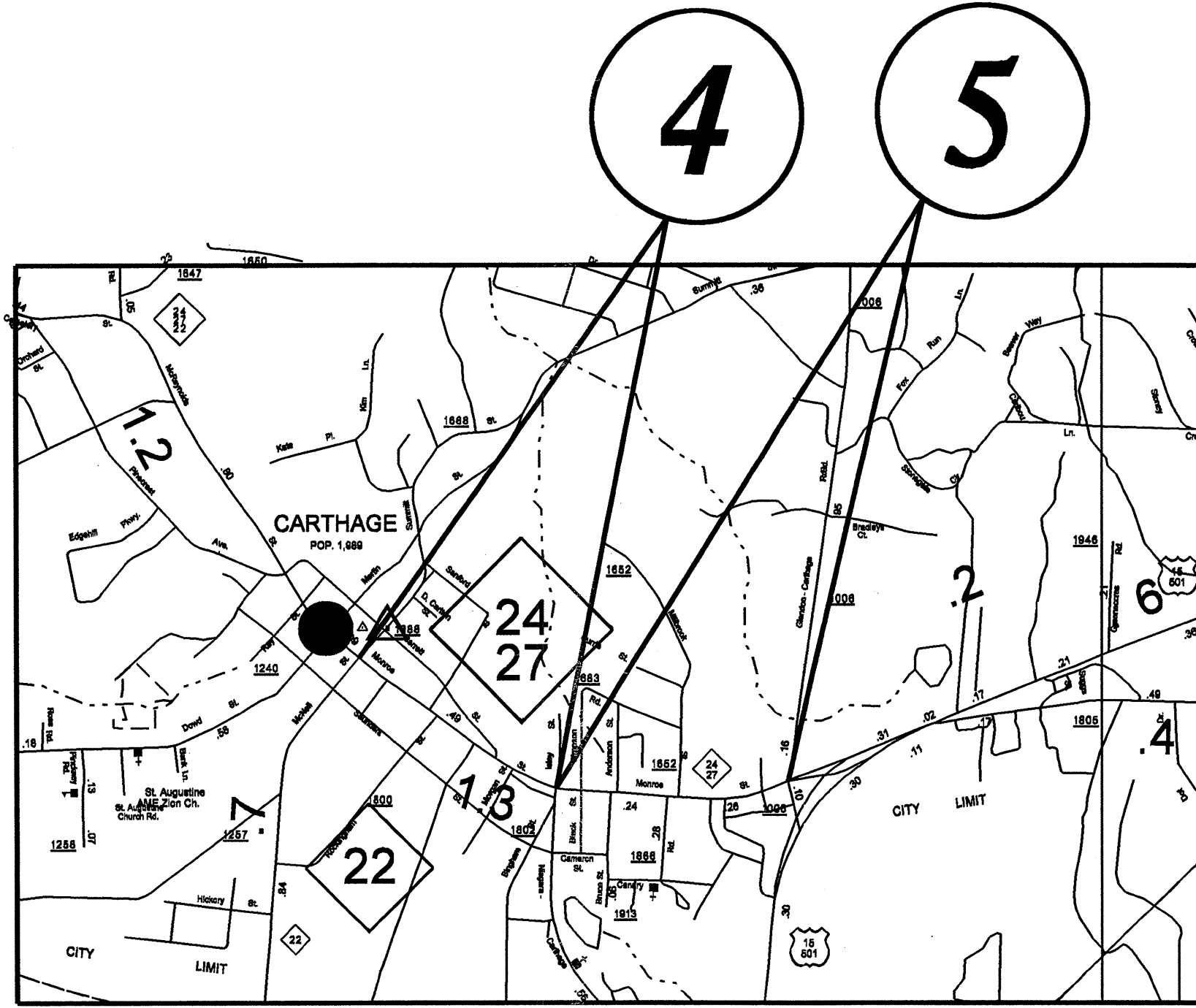


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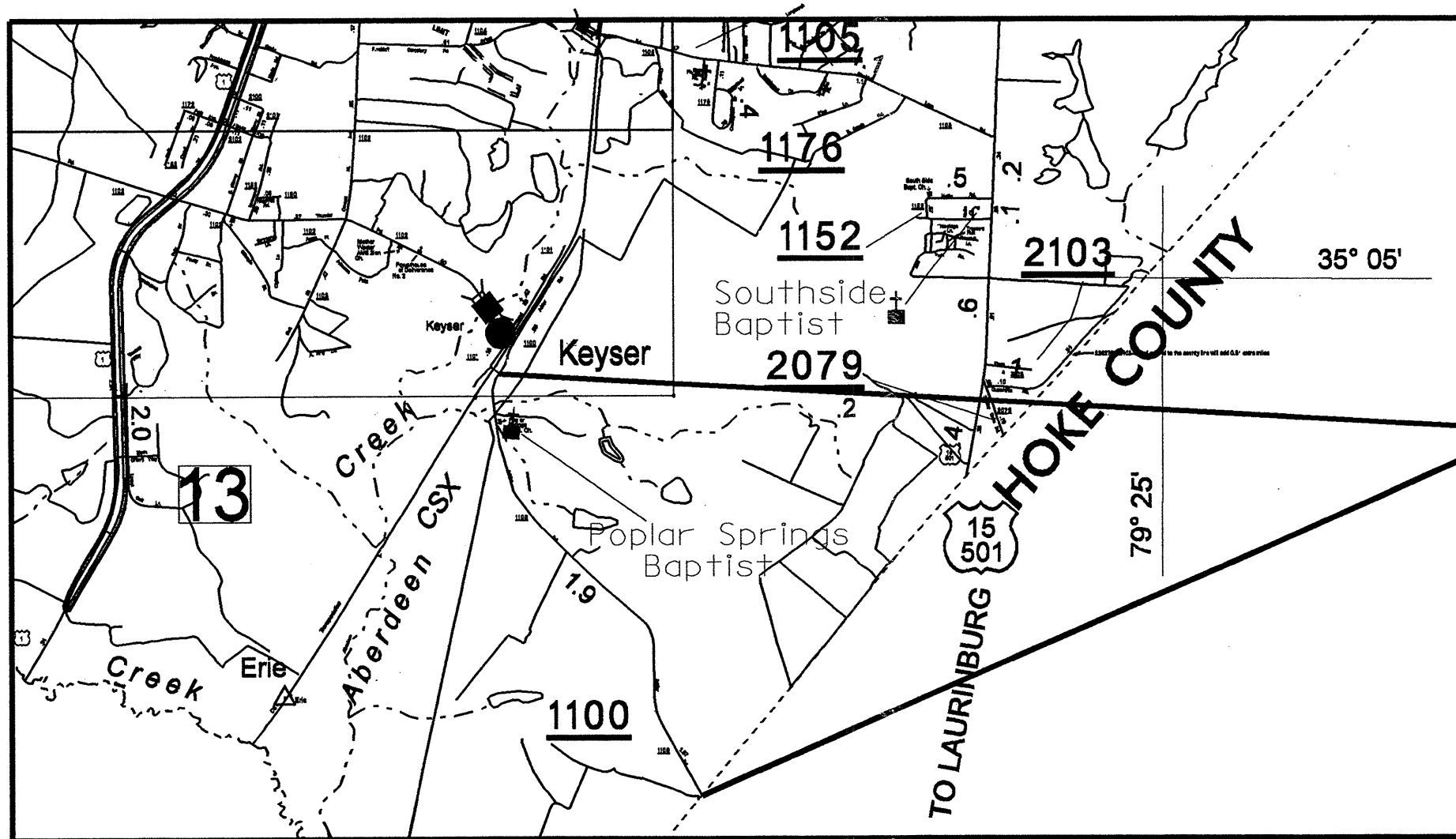
MOORE COUNTY



MOORE COUNTY

**NOTE: SKIP NEW PAVEMENT AT WALMART EXPRESS
ON MAP NO. 5**

I:\MAY-2013 15102
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 5/28/99

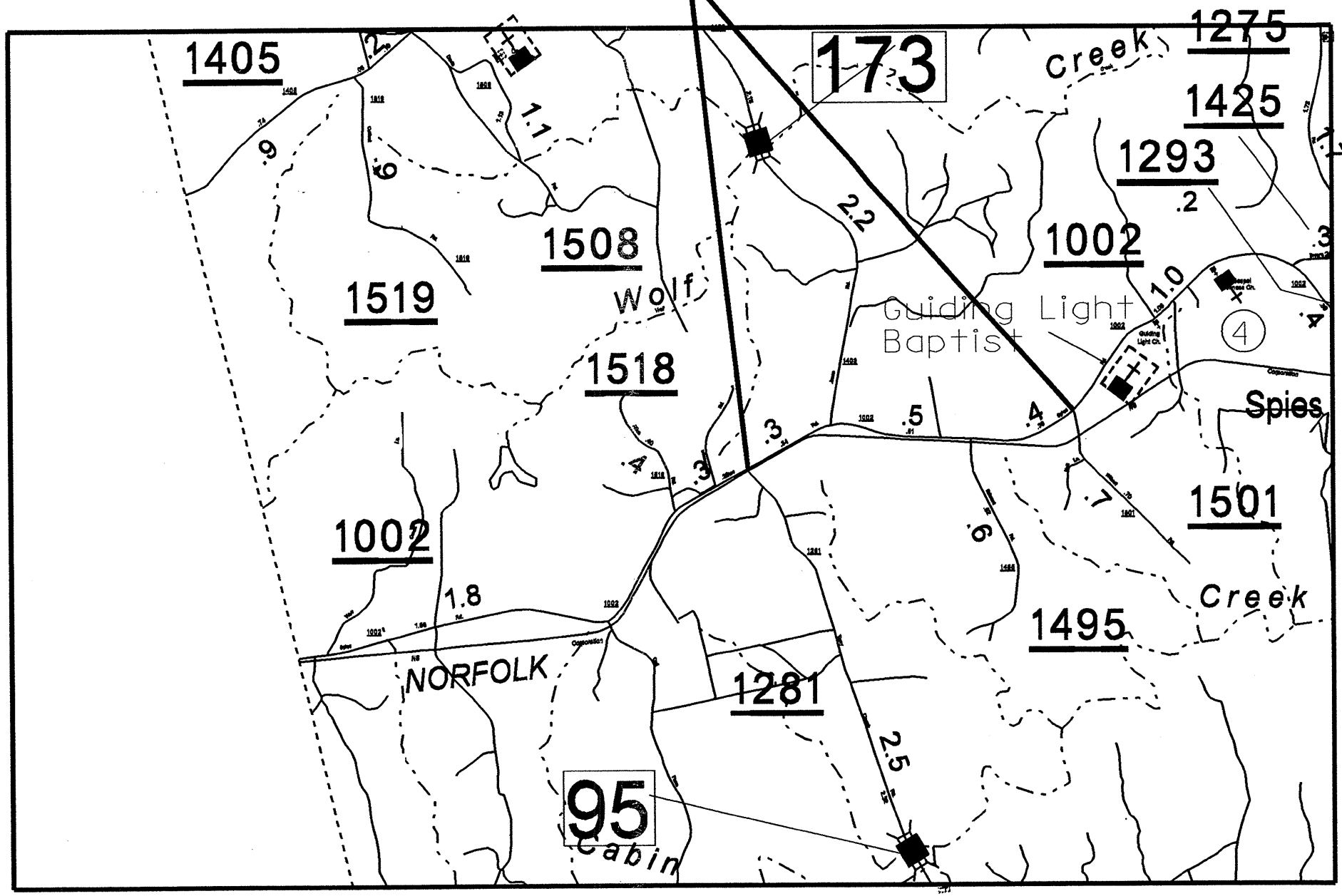


MOORE COUNTY

5/28/99

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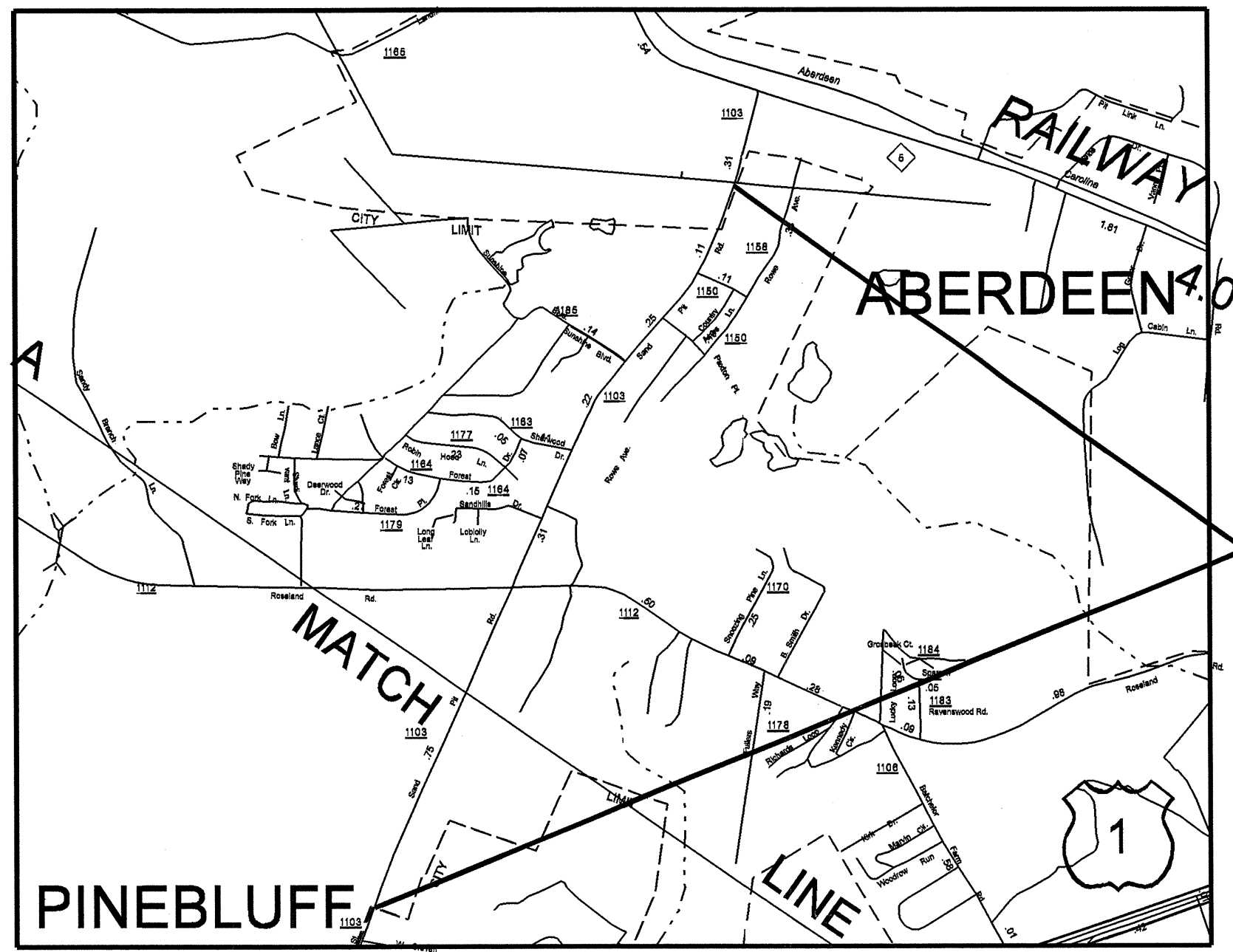
10



MOORE COUNTY

5/28/99

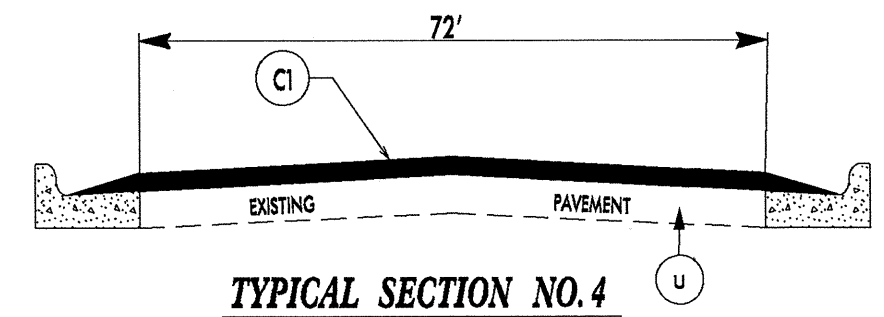
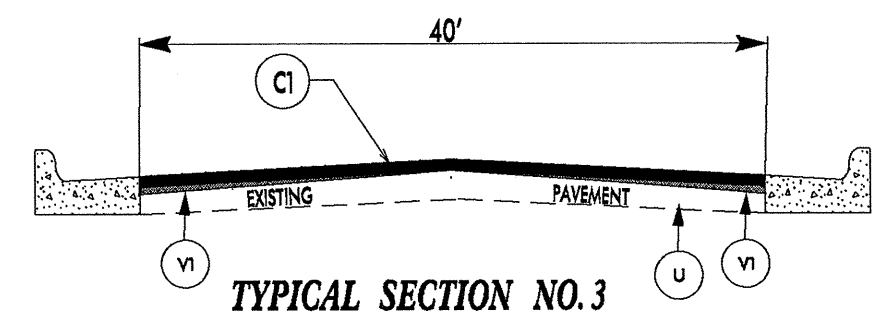
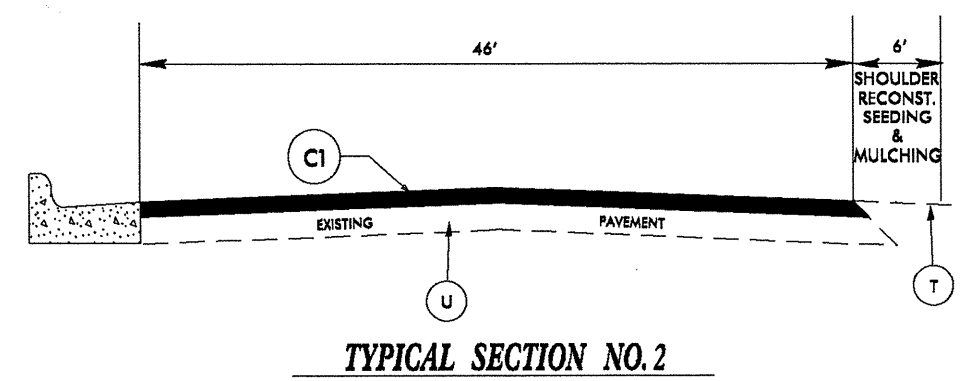
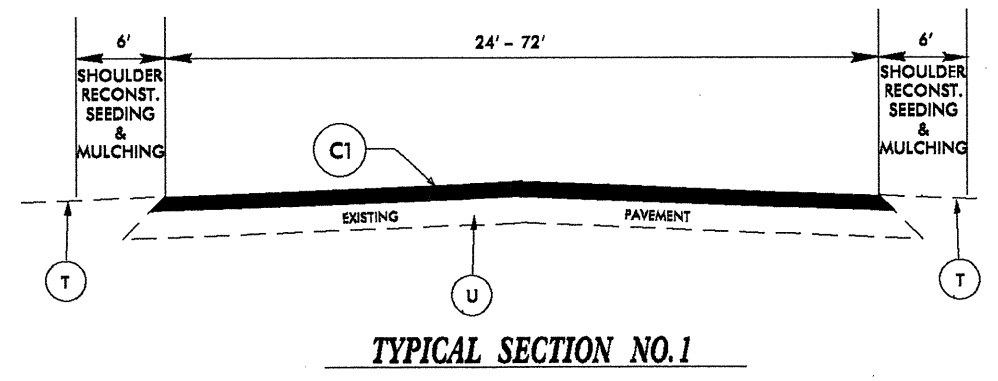
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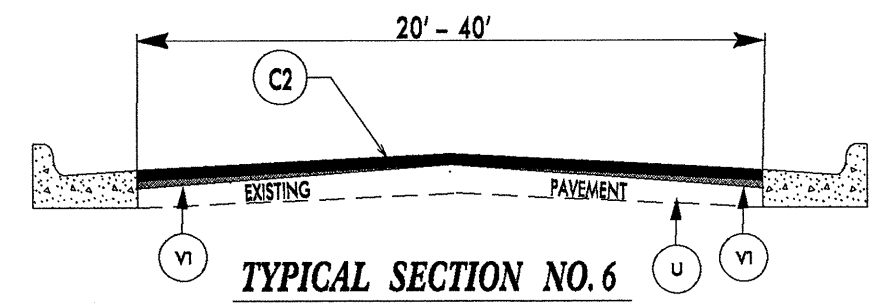
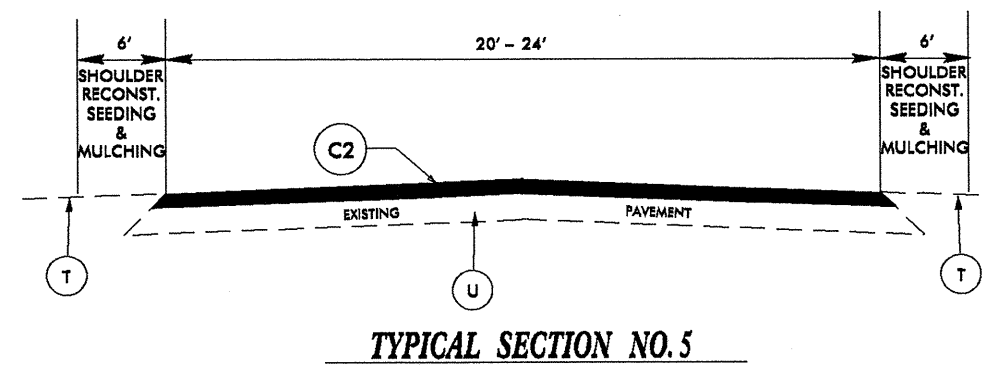
MOORE COUNTY

5/28/99

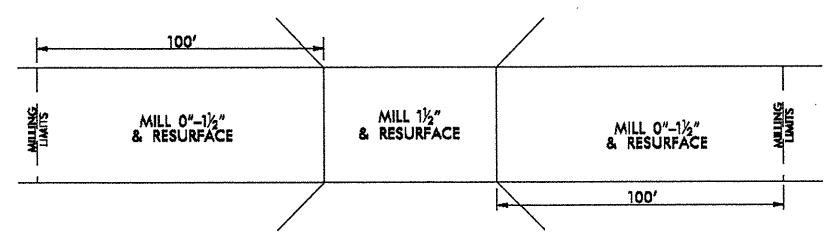
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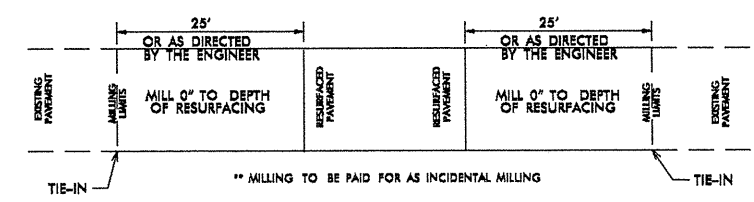
NOTE: MILL 0-3" AND REPLACE FLUSH WITH CURB & GUTTER



NOTE: MILL 0-3" AND REPLACE FLUSH WITH CURB & GUTTER



**BRIDGE DRAWING FOR
NC 690 (BRIDGE NO 9)**



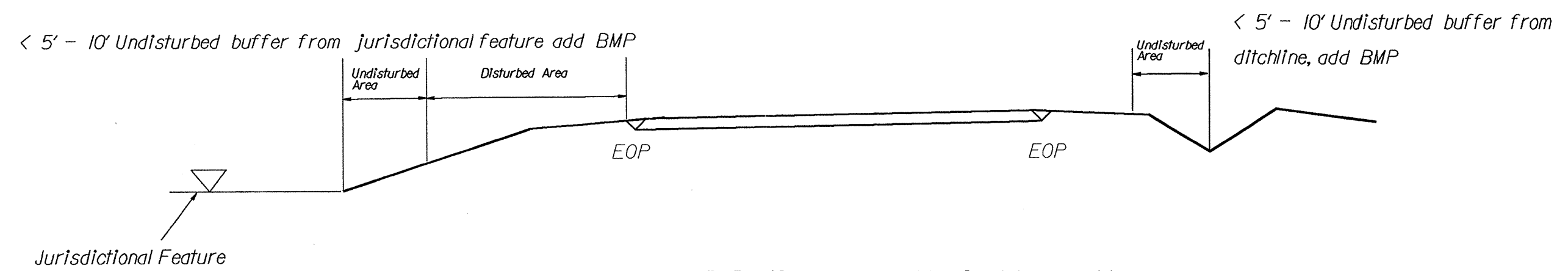
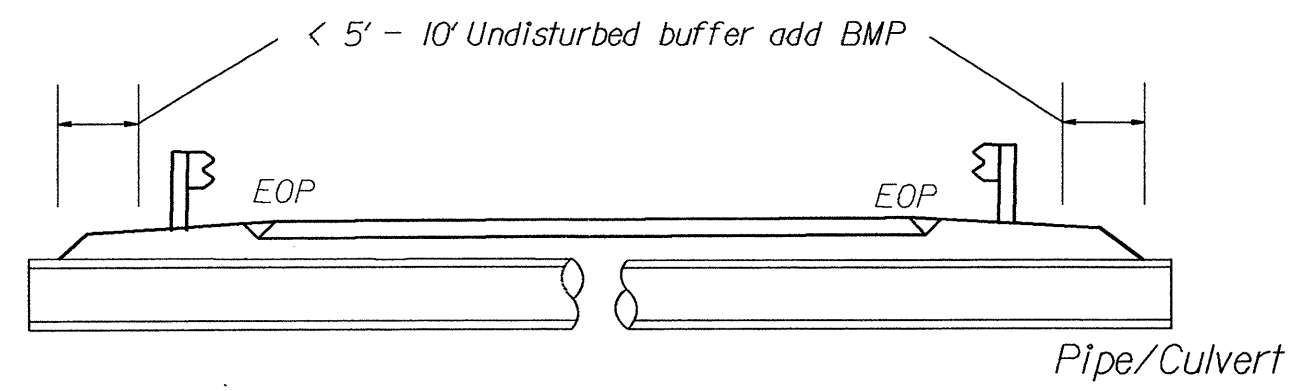
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V1	MILLING 0" TO 3"

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28-MAY-2008 10:39
S:\Contracts\Projects\Resurfacing Projects\Division 8\moore\moore_Submittal\typicals.dgn

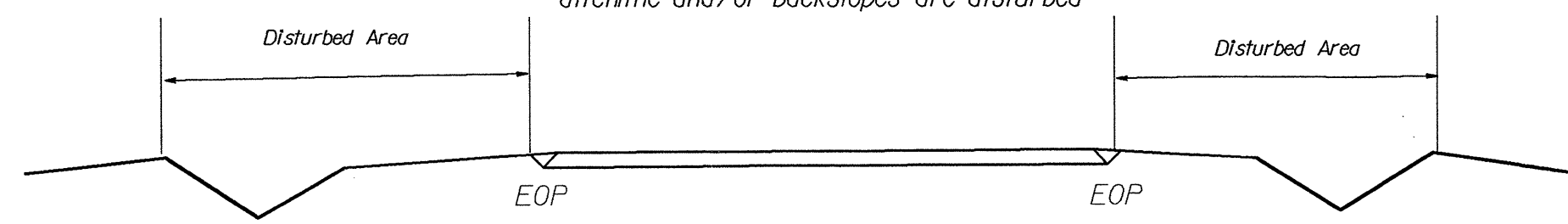
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

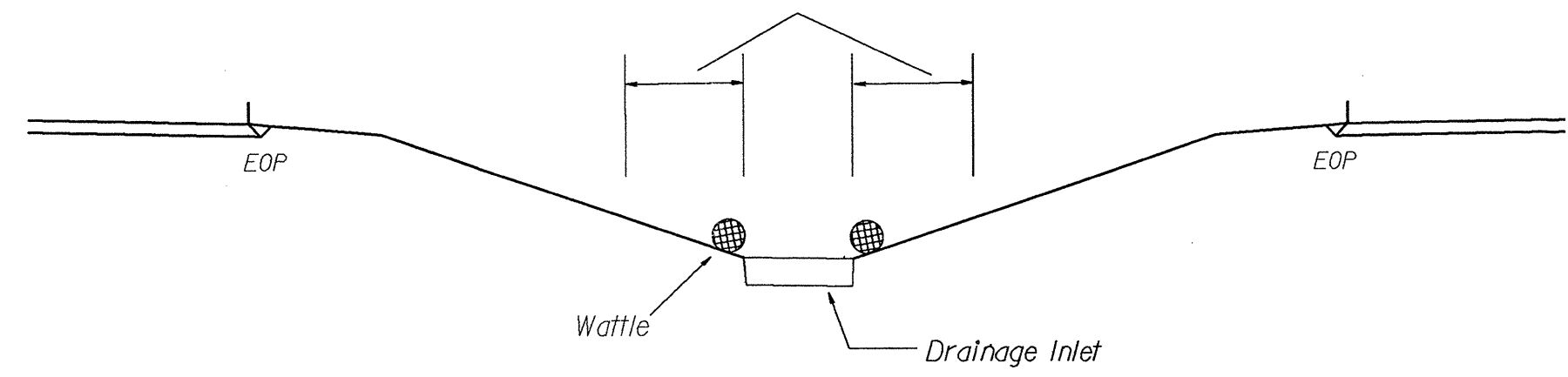
EROSION CONTROL DETAIL



Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed

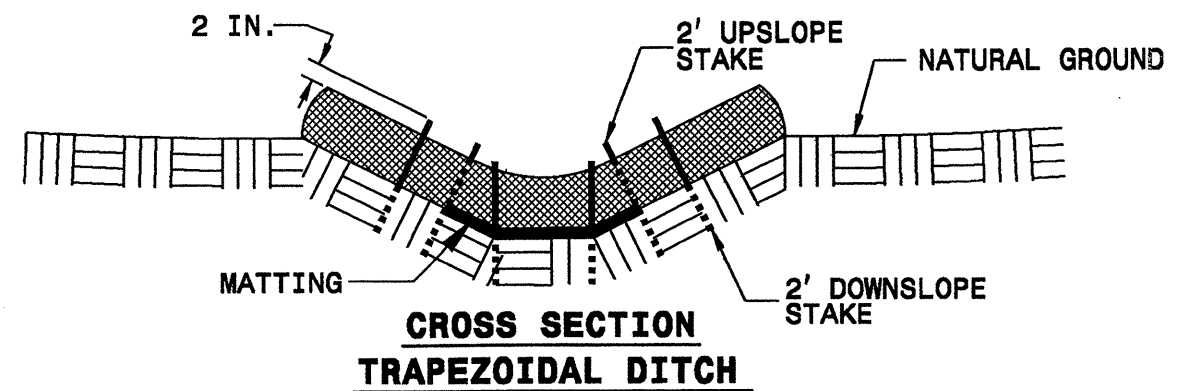
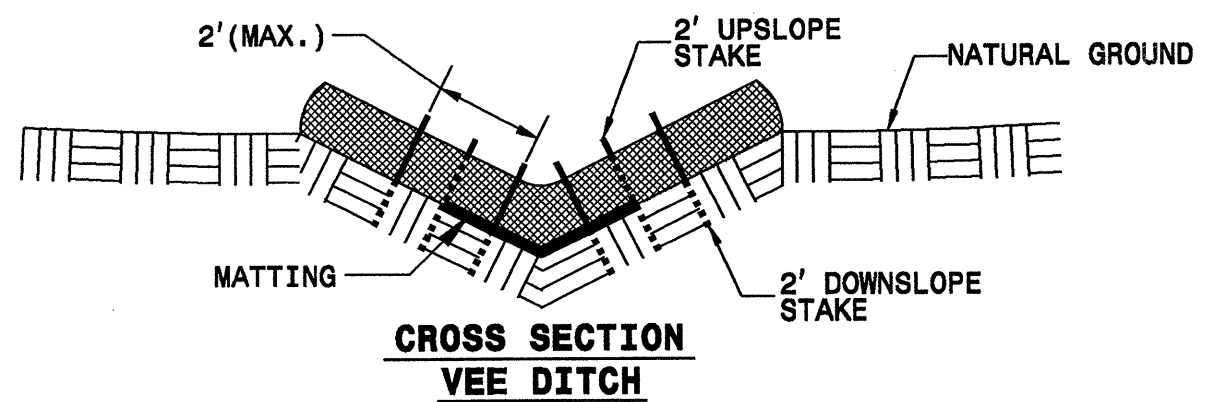
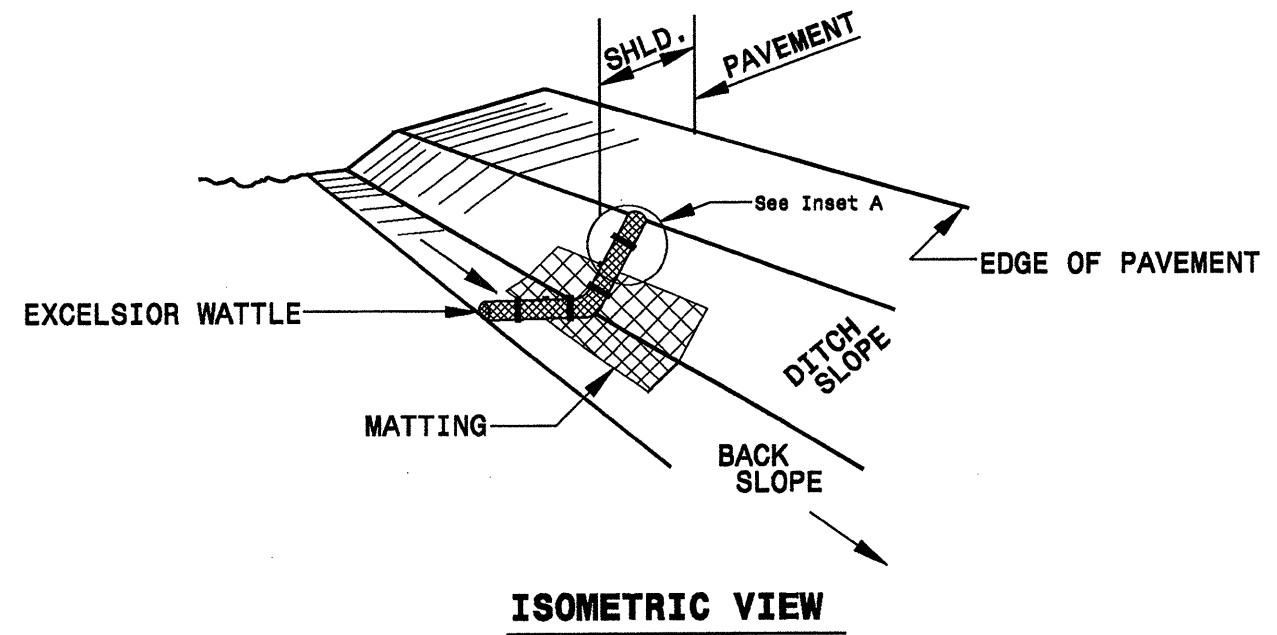


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

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.

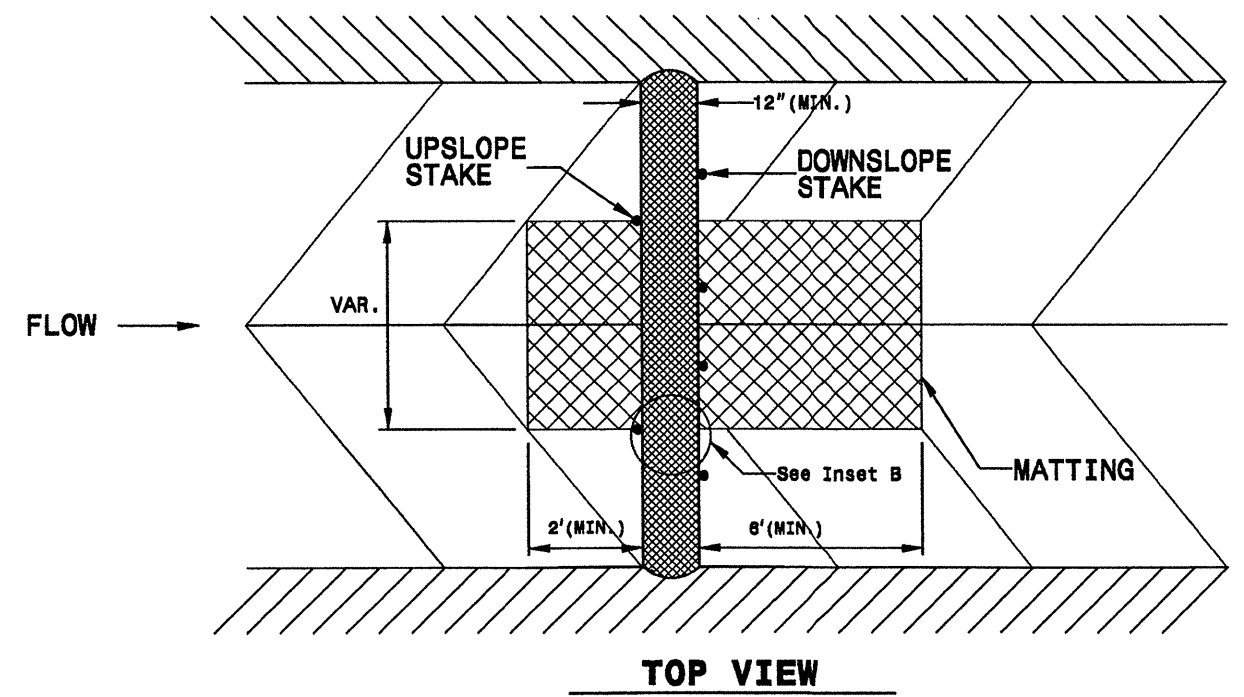
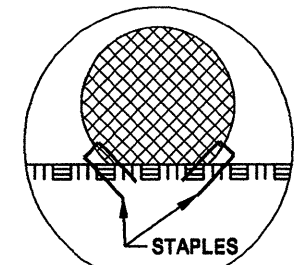
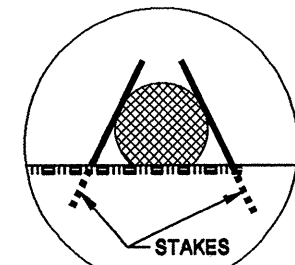
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.



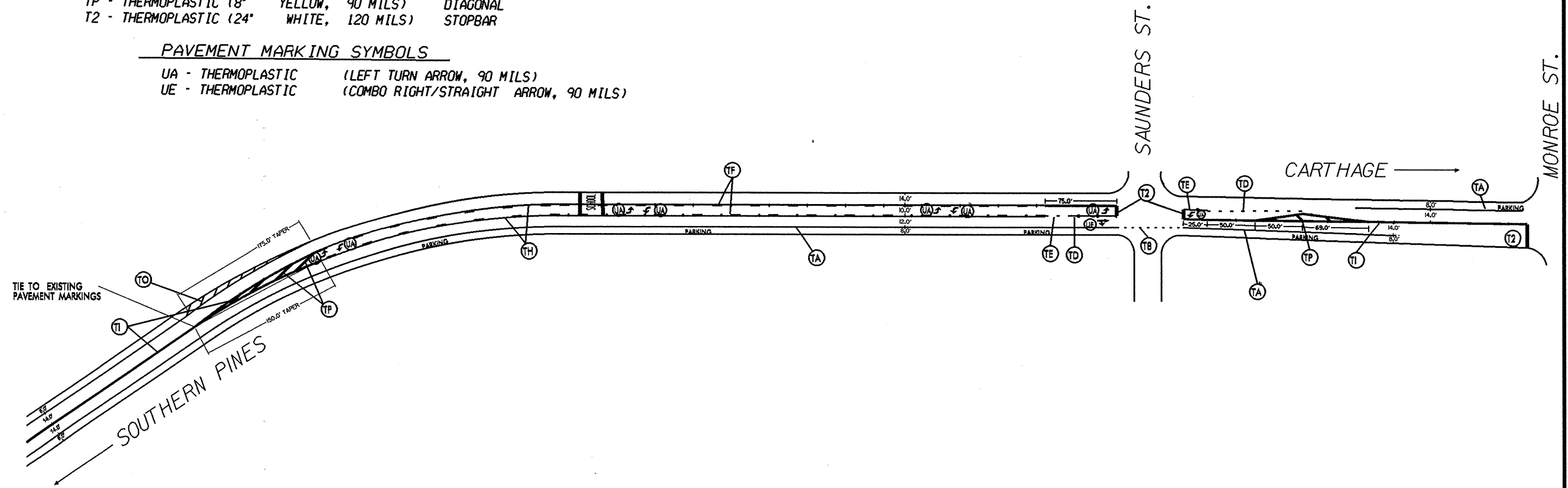
MAP #2

PAVEMENT MARKING LINES

T8 - THERMOPLASTIC (4"	WHITE, 120 MILS)	2' X 6' SP MINISKIP
TA - THERMOPLASTIC (4"	WHITE, 90 MILS)	EDGE LINE
TD - THERMOPLASTIC (4"	WHITE, 120 MILS)	3' X 9' SP MINISKIP
TE - THERMOPLASTIC (4"	WHITE, 120 MILS)	SOLID LANE LINE
TF - THERMOPLASTIC (4"	YELLOW, 120 MILS)	10 FT SKIP
TH - THERMOPLASTIC (4"	YELLOW, 120 MILS)	SINGLE CENTER LINE
TI - THERMOPLASTIC (4"	YELLOW, 120 MILS)	DOUBLE CENTER LINE
TO - THERMOPLASTIC (8"	WHITE, 90 MILS)	DIAGONAL
TP - THERMOPLASTIC (8"	YELLOW, 90 MILS)	DIAGONAL
T2 - THERMOPLASTIC (24"	WHITE, 120 MILS)	STOPBAR

PAVEMENT MARKING SYMBOLS

UA - THERMOPLASTIC	(LEFT TURN ARROW, 90 MILS)
UE - THERMOPLASTIC	(COMBO RIGHT/STRAIGHT ARROW, 90 MILS)



NOT TO SCALE

8/17/99

REVISIONS

28-MAY-2013 09:43
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 11/15/13

PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.10631.20, 8CR.20631.20	15	

SUMMARY OF QUANTITIES

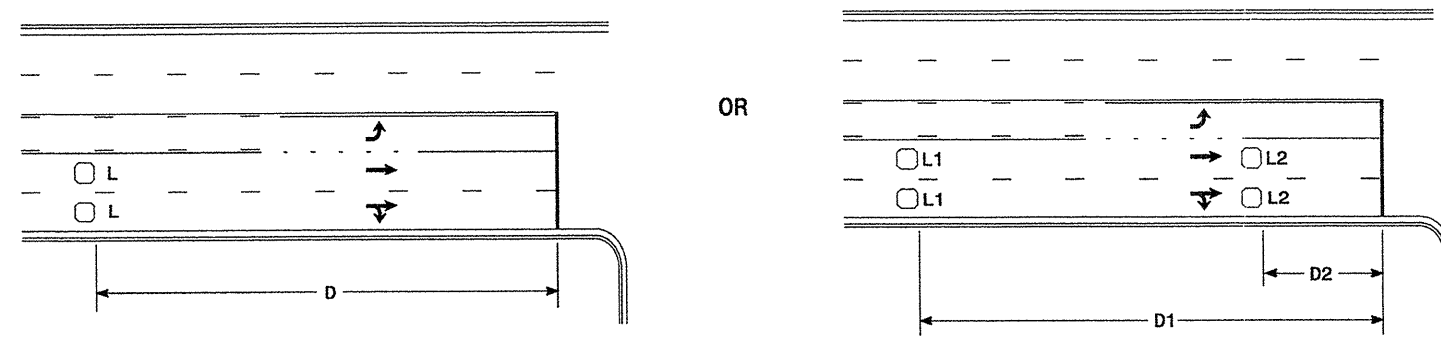
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	FINAL SURFACE TESTING REQUIRED	AGGREGATE SHOULDER BORROW ALLOWED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW EXCAVATION CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1.5" MILLING SY	0" TO 1.5" MILLING SY	0" TO 3" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ADJUST MAN-HOLES EA	ADJUST METER OR VALVE BOX EA	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC	INDUCTIVE LOOP SAWCUT LF	PORTABLE LIGHTING LS		
8CR.10631.20	Moore	1	NC 690	FROM END OF ISLAND AT US 1 TO CONST JT AT US 1 BYPASS	1, 2	2	NO	YES	No	0.436	46	65		0.90	515	1,025			1,090		65	90	1	3	45	10	0.70	900	*		
		2	NC 22	FROM NC24/27 TO END OF CURB AND GUTTER	3	2	NO	N/A	No	0.587	40							14,000		1,220		73	100	6	8					2,000	
		3	NC 22	FROM END OF CURB AND GUTTER TO US 15/501	1	2	NO	YES	No	1.439	24	200	605	2.90					110	2,090		125	200			145	30	2.10			
		4	NC 24/27	FROM NC 22 TO END OF CURB AND GUTTER	3	2	NO	N/A	No	0.505	40							12,000	200	1,050		63	50	10	2					2,000	
		5	NC 24/27	FROM END OF CURB AND GUTTER TO CONST JT AT SR 1006 (SKIP N EW PAVEMENT AT WALMART EXPRESS)	1	2	NO	YES	No	0.473	40-52	70			0.95					300	1,225		74	30			50	10		0.70	2,000
		6	US 15/501	FROM WEST OF JOHNSON ST. TO EAST OF MORGANTON RD	1, 4	2	NO	YES	No	1.76	72-84	150			2.10					650	8,075		484	100	10	2	180	30		1.55	5,000
TOTAL FOR PROJ NO. 8CR.10631.20										5.2		485	605	6.85	515	1,025	26,000	1,260	14,750		884	570	27	15	420	80	5.05	11,900	1		
8CR.20631.20	Moore	7	SR 1405 (DOVER CHURCH ROAD)	FROM NC 705 TO CONST. LIMITS FOR BRIDGE	5	2	NO	YES	No	1.591	20	235	70	3.18				135		1,910	128	400			160	30	2.35				
		8	SR 1405 (DOVER CHURCH ROAD)	FROM CONST. LIMITS TO MONT. CO. LINE	5	2	NO	YES	No	3.807	20	560	220	7.60					620		4,535	304	400			380	60	5.55			
		9	SR 1100 (ADDOR ROAD)	FROM HOKE CO. LINE TO SR 1101 (HAMMOND RD)	5	2	NO	YES	No	1.932	22	282	90	3.86					100		2,296	154	25			195	30	2.81			
		10	SR 1002 (SPIES ROAD)	FROM SR 1281 (TARRY CH. RD) TO SR 1501 (WILBERT RD)	5	2	NO	YES	No	1.259	24	185	215	2.52					335		1,820	122	190			130	20	1.85			
		11	SR 1002 (SPIES ROAD)	FROM END OF CURB AND GUTTER TO SR 1434	5	2	NO	YES	No	1.042	24	155	55	2.10						225		1,440	96	165			105	20	1.52		
		12	SR 1002 (SPIES ROAD)	FROM NC 705 TO END OF CURB AND GUTTER	6	2	NO	N/A	No	0.36	40								8,500	50		735	49	25	5				660		
		13	SR 1103 (SAN DPIT RD)	FROM CITY LIMITS OF PIN EBLUFF TO CONST. JT AT NC 5	5	2	NO	YES	No	1.717	22			200	3.45					125		2,075	139	30			171	30	2.50		
TOTAL FOR PROJ NO. 8CR.20631.20										11.708		1,417	850	22.71			8,500	1,590		14,811	992	1,235	5		1,141	190	16.58	660			
GRAND TOTAL										16.908		1,902	1,455	29.56	515	1,025	34,500	2,850	14,750	14,811	1,876	1,805	32	15	1,561	270	21.63	12,560	1		

PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.10631.20, 8CR.20631.20	16	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4366000000	4510000000	4589000000	4685000000	4686000000-E		4695000000-E		4705000000	4710000000	4721000000-E				4725000000-E				4810000000-E		4820000000-E		4835000000	4900000000-N		4905000000-N		
										GENERIC SIGNING ITEM, WORK ZONE ADVANCE/GENERAL WARNING SIGNING	LAW ENFORCEMENT	GEN. TRAFFIC CONTROL ITEM TEMP. TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 120 M YELLOW THERMO	4" X 120 M WHITE THERMO	8" X 90 M WHITE THERMO	8" X 90 M YELLOW THERMO	16" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO MSG SCHOOL 120 M	THERMO RXR 120 M	THERMO MSG STOP 120 M	THERMO MSG AHEAD 120 M	THERMO LT ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	4" YELLOW PAINT	4" WHITE PAINT	8" WHITE PAINT	8" YELLOW PAINT	24" WHITE PAINT	YELLOW & YELLOW MARKERS	CRYSTAL & RED MARKERS	SNOW PLOWABLE MARKERS & Y MARKERS	SNOW PLOWABLE MARKERS C & R MARKERS	
NO		NO			NO					SF	HR	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA		
8CR.10631.20	Moore	1	NC 690	FROM END OF ISLAND AT US 1 TO CONST JT AT US 1 BYPASS	1, 2	2	2WU	0.436	46	147	40		4,600	4,900	180																				50		
		2	NC 22	FROM NC24/27 TO END OF CURB AND GUTTER	3	2	2WU	0.587	40	147	40		6,500	18,700	175	160	125																		145	5	
		3	NC 22	FROM END OF CURB AND GUTTER TO US 15/501	1	2	2WU	1.439	24	147				15,200	11,650	75																				95	
		4	NC 24/27	FROM NC 22 TO END OF CURB AND GUTTER	3	2	2WU	0.505	40	147	40			2,300	5,650	135																				70	4
		5	NC 24/27	FROM END OF CURB AND GUTTER TO CONST JT AT SR 1006 (SKIP NEW PAVEMENT AT WALMART EXPRESS)	1	2	2WU	0.473	40	147	40			3,420	3,500	100																				65	
		6	US 15/501	FROM WEST OF JOHNSON ST. TO EAST OF MORGANTON RD	1, 4	2	MU	1.76	72	147	200			8,500	20,400	5,815	3,400	300																		345	690
TOTAL FOR PROJ NO. 8CR.10631.20										882	360	1	40,520	64,800	6,480	3,560	425		1,050	12				99	19	19	30	42,200	36,000	160	125	150			770	699	
													71,280		3,985		12				167				78,200		285		1,469								
8CR.20631.20	Moore	7	SR 1405 (DOVER CHURCH ROAD)	FROM NC 705 TO CONST. LIMITS FOR BRIDGE	5	2	2WU	1.591	20	146																											
		8	SR 1405 (DOVER CHURCH ROAD)	FROM CONST. LIMITS TO MONT. CO. LINE	5	2	2WU	3.807	20	146																											
		9	SR 1100 (ADDOR ROAD)	FROM HOKE CO. LINE TO SR 1101 (HAMMOND RD)	5	2	2WU	1.932	22	146																											
		10	SR 1002 (SPIES ROAD)	FROM SR 1281 (TARRY CH. RD) TO SR 1501 (WILBERT RD)	5	2	2WU	1.259	24	146																											
		11	SR 1002 (SPIES ROAD)	FROM END OF CURB AND GUTTER TO SR 1434	5	2	2WU	1.042	24	146																											
		12	SR 1002 (SPIES ROAD)	FROM NC 705 TO END OF CURB AND GUTTER	6	2	2WU	0.36	40	146																											
		13	SR 1103 (SANDPIT RD)	FROM CITY LIMITS OF PINEBLUFF TO CONST. JT AT NC 5	5	2	2WU	1.717	22	145	40			18,500	18,200	100																				115	5
TOTAL FOR PROJ NO. 8CR.20631.20										11,708	1,021	40	18,500	18,200	100			50	140	2	8	10				173,520	211,000					115	5				
													18,300		3,985		20				167				384,520		120		1,469								
GRAND TOTAL										16,908	1,903	400	1	59,020	83,000	6,580	3,560	425	50	1,190	12	2	8	10	99	19	19	30	215,720	247,000	160	125	150	115	5	770	699
													89,580		3,985		32				167				462,720		285		1,469								

High Speed Detection [≥40 mph (64 km/hr)]



Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

L = 6ft X 6ft (1.8m X 1.8m)
Wired in series for TS1
Controllers
Wired separately for TS2,
170, and 2070L Controllers

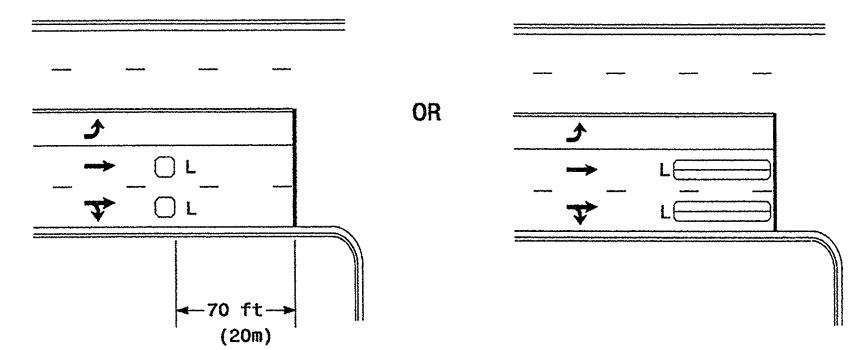
Volume Density Operation

Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

L1 = 6ft X 6ft
(1.8m X 1.8m)
Wired in series
L2 = 6ft X 6ft
(1.8m X 1.8m)
Wired in series

"Stretch" Operation

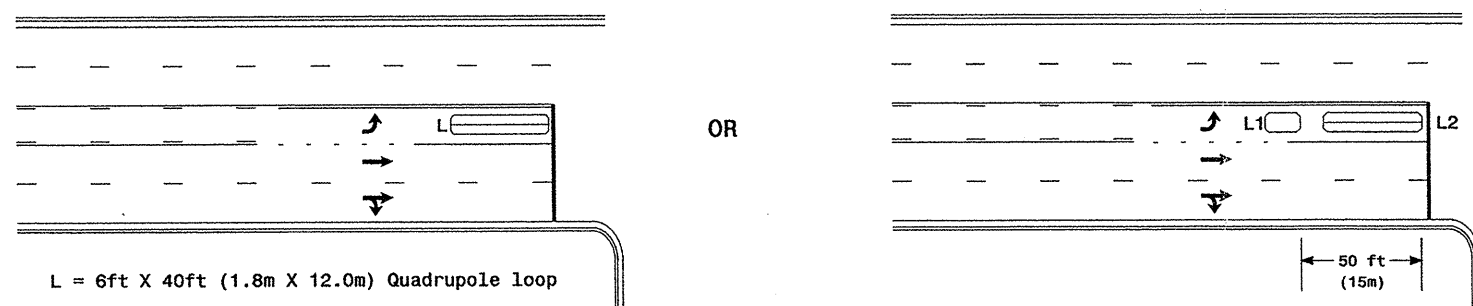
Low Speed Detection [≤35 mph (56 km/hr)]



L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

L = 6ft X 40ft (1.8m X 12.0m)
Quadrupole loop, wired separately

Left Turn Lane Detection



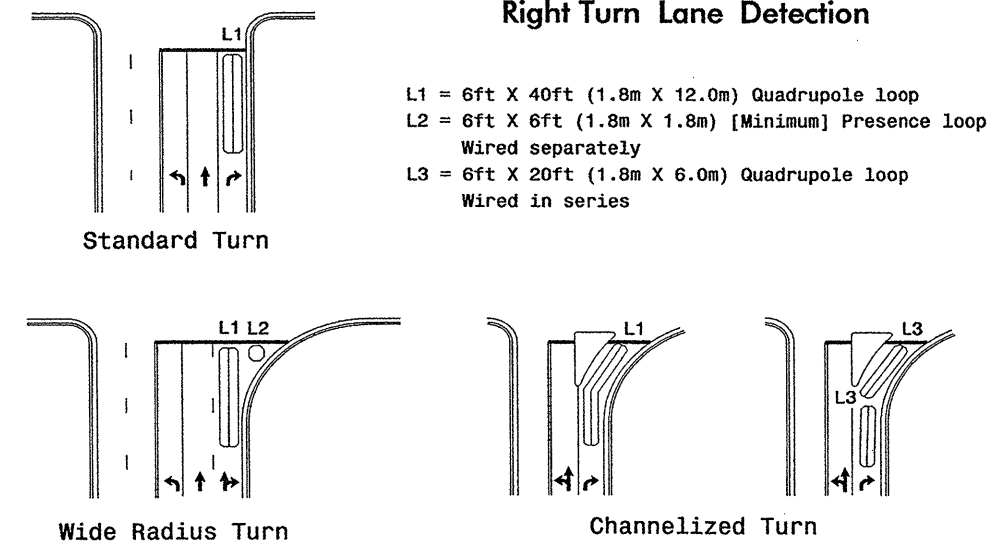
L = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

Presence Loop Detection

L1 = 6ft X 15ft (1.8m X 4.6m) Queue detector
L2 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

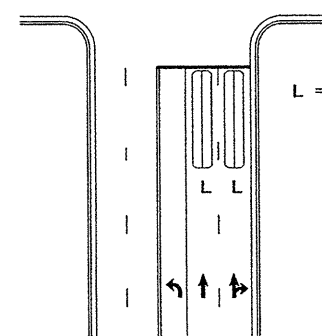
Queue Loop Detection

Right Turn Lane Detection



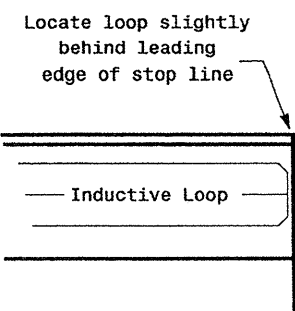
L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop
Wired separately
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop
Wired in series

Side Street Detection



L = 6ft X 40ft (1.8m X 12.0m)
Quadrupole loop
Wired to separate
detectors/channels

Presence Loop Placement at Stop Lines



Locate loop slightly
behind leading
edge of stop line

Inductive Loop

Note:
Loop may be located in advance
of stop line when stop line is
greater than 15' (4.5m) from edge
of intersecting roadway; or, when
loop detects a permissive or
protected/permissive left turn.

Recommended Number of Turns

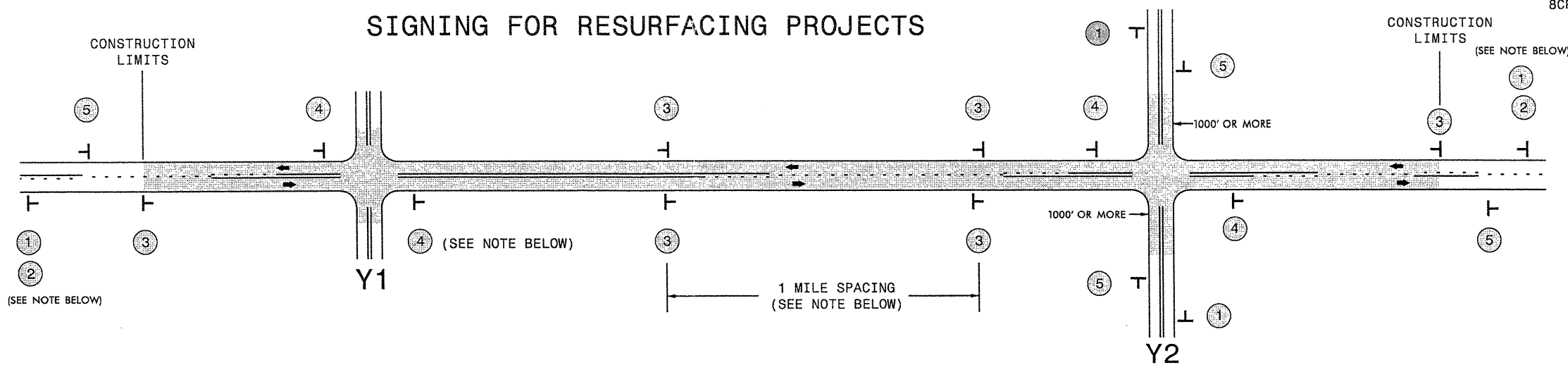
Single 6' X 6' (1.8m X 1.8m)
loop (wired separately):

Length of Lead-in ft (m)	Number of Turns
< 250 (75)	3
250-375 (75-115)	4
375-525 (115-160)	5
> 525 (160)	6

Quadrupole loops: Use 2-4-2 turns
6' X 15' (1.8m X 4.6m) Loops:
Lead-in < 150' (45 m), use 2 turns
Lead-in > 150' (45 m), use 3 turns

	Typical Loop Locations		
	PLAN DATE: June 2006	REVIEWED BY:	
PREPARED BY: P. L. Alexander		REVIEWED BY:	SIGNATURE: [Signature]
REVISIONS: <i>Revise pavement markings</i>		INIT.:	DATE: 12/11/06
			SIG. INVENTORY NO.:

SIGNING FOR RESURFACING PROJECTS

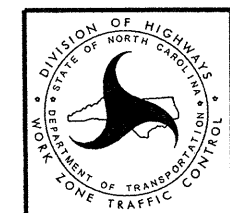


LEGEND	
T	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

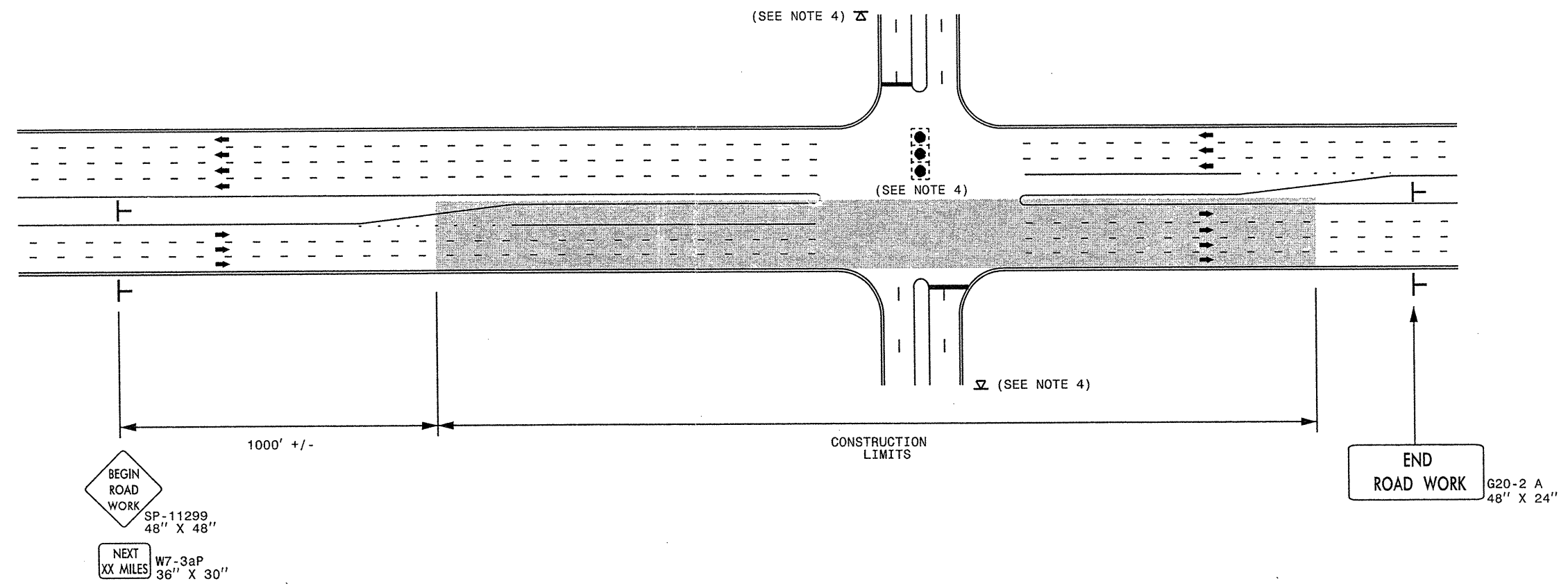
SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.		
	2	 <small>W7-3aP 24" X 18"</small>	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)		
	3	 <small>SP 13107 48" X 48"</small>	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.		
	4	 <small>SP 13106 48" X 48"</small>	THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.		
5	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS		
			WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.		
			PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.		



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

30-MAY-2015 09:49
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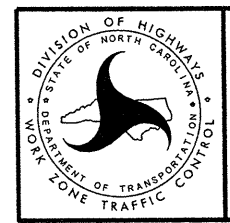
URBAN / SUBURBAN WORKZONES



NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AND PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND	
T	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

30-MAY-2013 09:50 \\DOT\SR0010\GROUPS-WZ\TCCC-TMU\WZTC\Resurfacing\2013Resurfacing\2013Central\2013.Drv08\C203401A-B_8CR.10631.20_8CR.20631.20_Moore_US-15-501_DRK\Documents Out\Resurfacing_AdvWarn_Ur-Su.dgn drkenedy AT TE26474