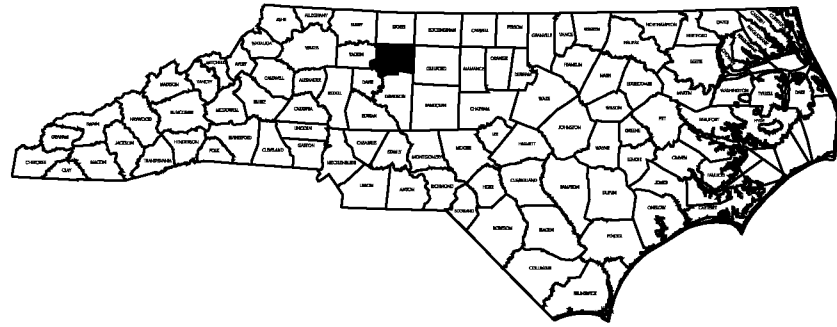


TIP PROJECT: BK-5102C

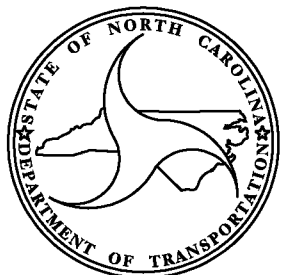
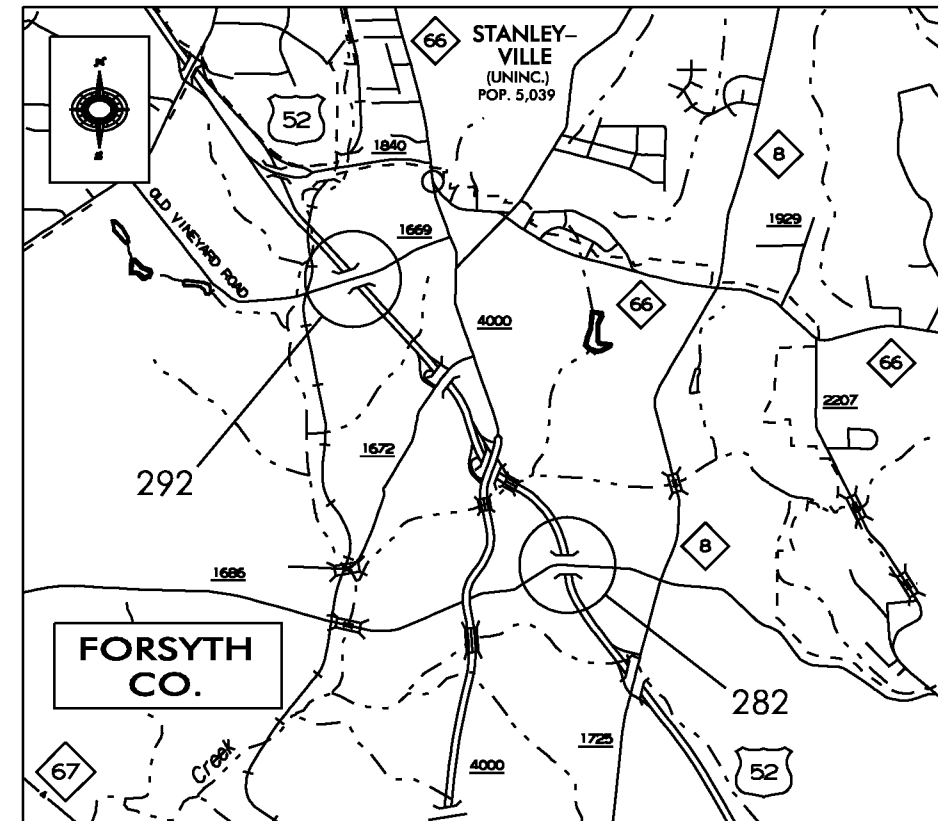
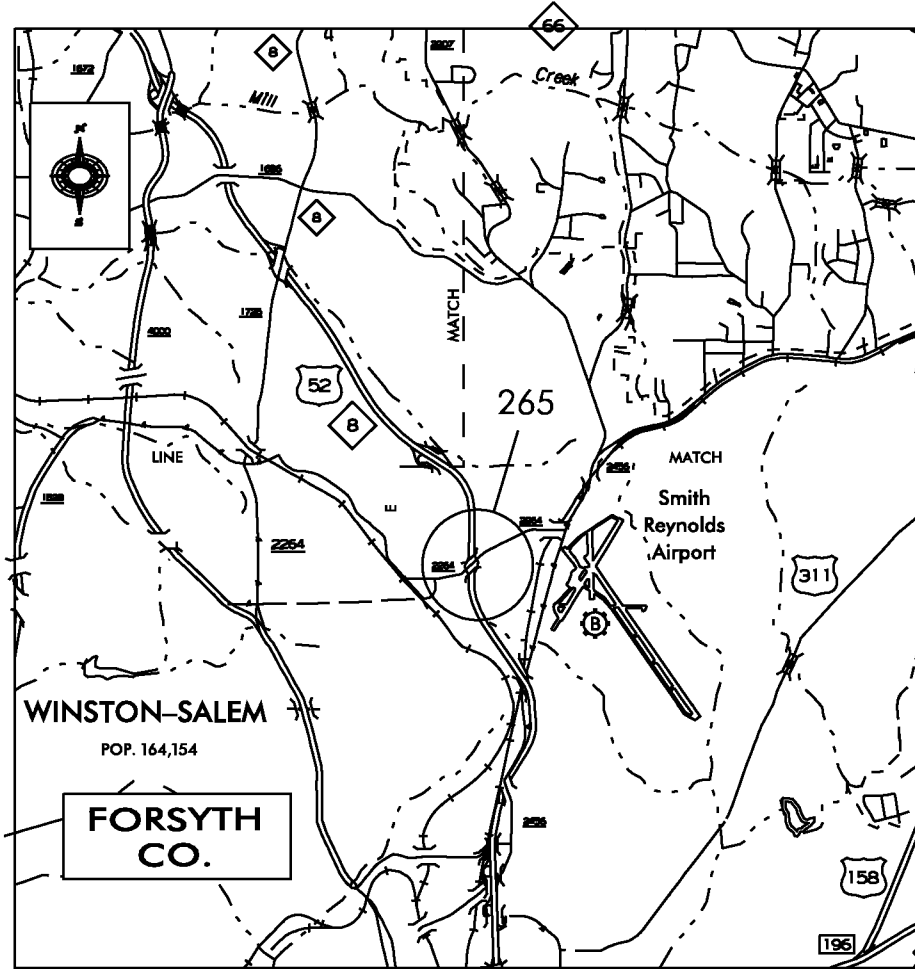


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

FORSYTH COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BK-5102C	1	
STATE PROJECT NO.	F.A. PROJECT NO.	DESCRIPTION	
4260.11		PE	
4260.13		CONSTR	

LOCATION: US 52, SR 1686, SR 1669 AND SR 2264
 TYPE OF WORK: CLEANING & PAINTING OF
 BRIDGE #265, 282 AND 292 IN FORSYTH CO.



PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT = 0.000 MILES

TOTAL LENGTH TIP PROJECT = 0.000 MILES

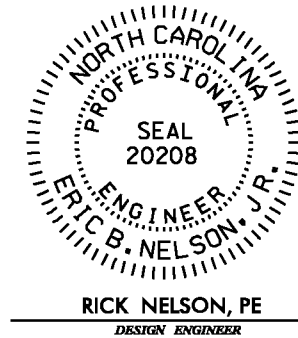
Prepared In the Office of:
BRIDGE MANAGEMENT UNIT
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2006 STANDARD SPECIFICATIONS

LETTING DATE:
 JULY 28, 2009

DAN HOLDERMAN, PE
 STATE BRIDGE
 MANAGEMENT ENGINEER

MIKE SUMMERS
 BRIDGE MANAGEMENT
 PROJECT MANAGER



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
BK-5102C	TCP-1

**PLAN FOR PROPOSED
TRAFFIC CONTROL, MARKING & DELINEATION
FORSYTH COUNTY**

42580.3.3

WBS

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS"-
ROADWAY DESIGN UNIT-N.C. DEPARTMENT OF TRANSPORTATION-RALEIGH, N.C.,
DATED JULY 2006 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE
CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUMS
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, PHASING AND INDEX OF SHEETS
TCP-2	PROJECT NOTES
TCP-3	TEMPORARY LANE CLOSURES. DETAIL 1
TCP-4	TEMPORARY LANE CLOSURES. DETAIL 2
TCP-5	TEMPORARY LANE CLOSURES. DETAIL 3
TCP-6	SHOULDER CLOSURES
TCP-7	SPECIAL SIGN DETAIL

PHASING

NOTES:

- 1) INSTALL CHANGEABLE MESSAGE SIGNS IN ADVANCE OF THE PORTABLE WORK ZONE AS SHOWN ON THE TCP SHEETS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- 2) CONTRACTOR SHALL NOT PERFORM WORK FROM THE STRUCTURE.
- 3) REMOVE ALL TEMPORARY TRAFFIC CONTROL LANE CLOSURES DEVICES AND RETURN TRAFFIC TO EXISTING PATTERN AT THE END OF EACH WORK PERIOD.

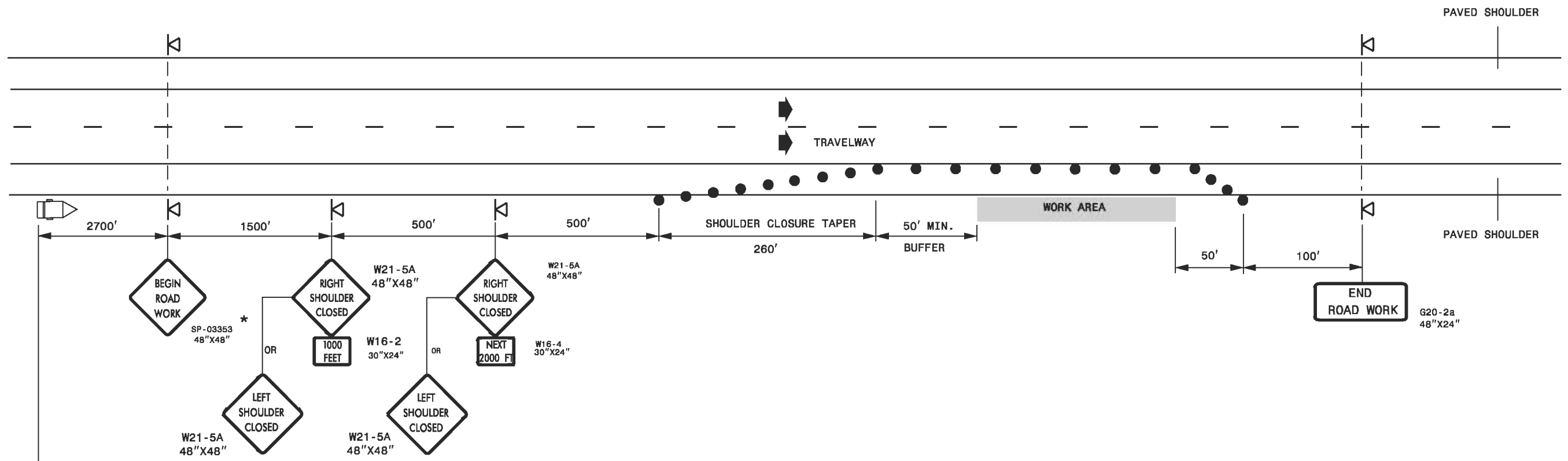
STEP 1 : PERFORM PAINT REMOVAL AND PAINTING OPERATIONS AS SHOWN IN THE CONTRACT AND CONSTRUCTION PLANS IN ACCORDANCE WITH THE "NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES - JULY 2006 " AND USING THE FOLLOWING TCP SHEETS AS REQUIRED:
TCP-3
TCP-4
TCP-5
TCP-6

STEP 2 : UPON COMPLETION OF THE PROJECT, REMOVE ALL TRAFFIC CONTROL DEVICES.

PROJECT:

01-JUN-2009 11:02
N:\DOT\UP\SR0101\GROUP5-WZTCCC\designgroup2\da2sca\arhan parker\wbs 36727.1\bk-5102c_final\top_010609\BK-5102C-TC-TCP-1.dgn
ayudcm AT WZTCCC

APPROVED: DATE:	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
THIS DOCUMENT ORIGINALLY ISSUED AND SEALED BY JENNIFER L. PORTANOVA, P.E., LICENSE NO. 027856 ON 06/01/2009. THIS MEDIUM SHALL NOT BE CONSIDERED A CERTIFIED DOCUMENT	J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER J. ISHAK, P.E. TRAFFIC CONTROL PROJECT ENGINEER J. L. PORTANOVA, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER A. M. PARKER TRAFFIC CONTROL DESIGN ENGINEER



MESSAGE NO. 1	MESSAGE NO. 2
ROAD WORK AHEAD	LEFT SHOULDER CLOSED

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
ROAD WORK AHEAD	RIGHT SHOULDER CLOSED

CHANGEABLE MESSAGE SIGN

OR

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- DO NOT CLOSE THE SHOULDERS ON RIGHT SIDE AND MEDIAN SIDE OF THE ROADWAY AT THE SAME TIME.

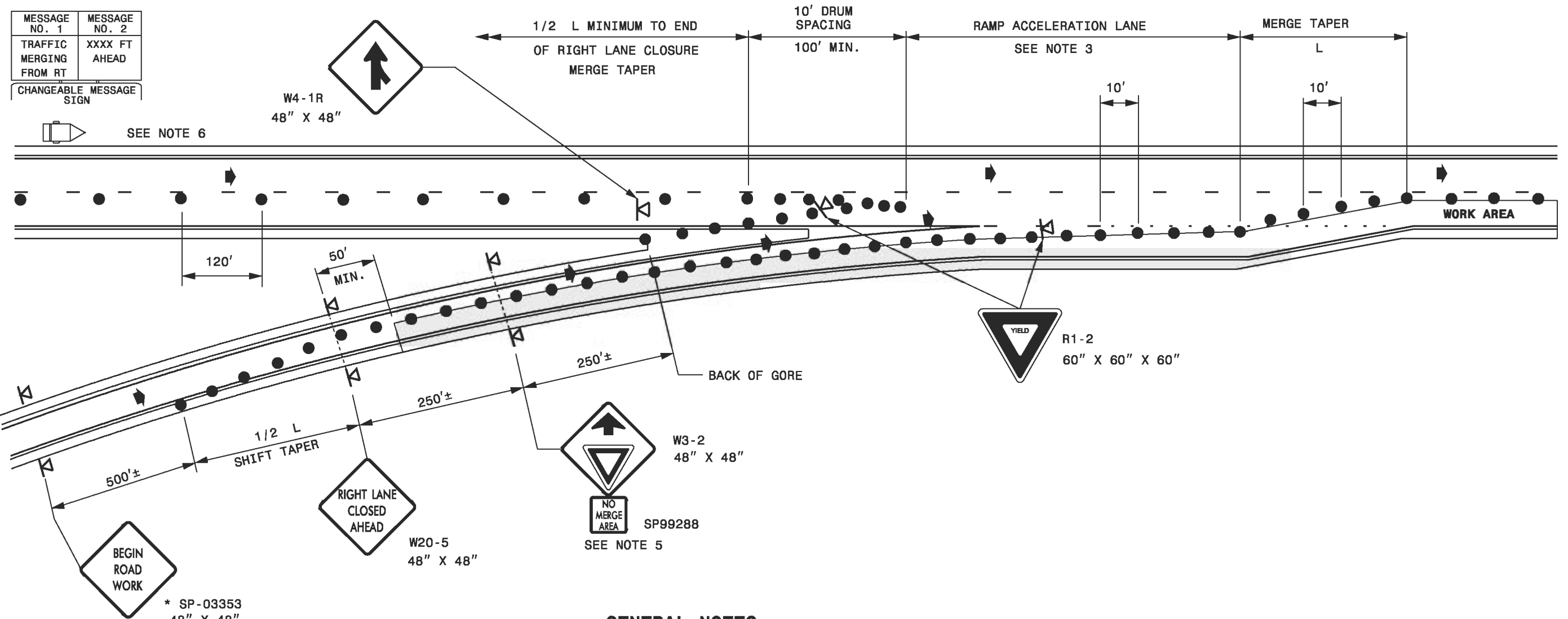
LEGEND

- DRUM
- ▽ PORTABLE SIGN
- ➡ DIRECTION OF TRAFFIC FLOW
- * SEE SHEETS TCP-11A & TCP-11B FOR SIGN DESIGNS

APPROVED: _____	DATE: _____	TEMPORARY SHOULDER CLOSURES	
THIS DOCUMENT ORIGINALLY ISSUED AND SEALED BY JENNIFER L. PORTANOVA, P.E., LICENSE NO. 027856 ON 06/01/2009. THIS MEDIUM SHALL NOT BE CONSIDERED A CERTIFIED DOCUMENT			
SCALE: NONE	DATE: 12/08		REVISIONS
DWG. BY: AMP	DESIGN BY: AMP		
REVIEWED BY: JLP			

01-JUN-2009 11:04
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 saved at 12:23:44

MESSAGE NO. 1	MESSAGE NO. 2
TRAFFIC MERGING FROM RT	XXXX FT AHEAD
CHANGEABLE MESSAGE SIGN	



GENERAL NOTES

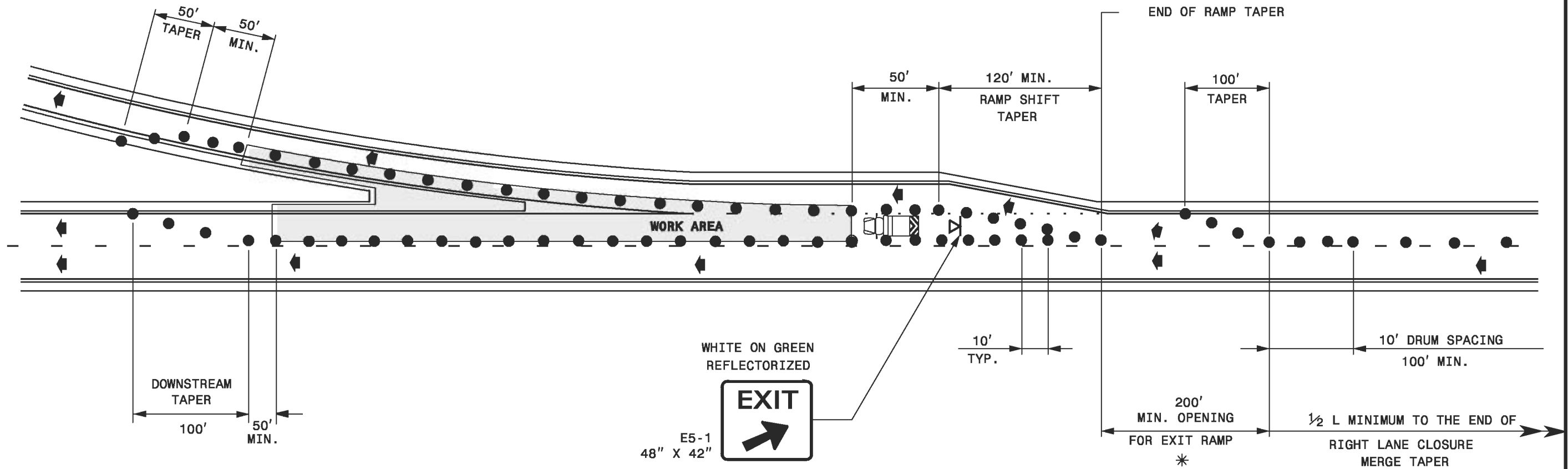
- 1- USE THE ABOVE DETAILS IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON SHEET TCP-3.
 - 2- MOUNT SIGNS SHOWN A MINIMUM OF 5 FEET ABOVE THE PAVEMENT ELEVATION.
 - 3- IF EXISTING ACCELERATION DISTANCE OR A MINIMUM OF 400' ACCELERATION DISTANCE CANNOT BE PROVIDED, CONTACT THE WORK ZONE TRAFFIC CONTROL SECTION FOR FURTHER GUIDANCE.
 - 4- CLOSE THE RIGHT LANE SUFFICIENTLY IN ADVANCE TO STABILIZE MOTOR VEHICLE TRAFFIC FLOW BEFORE THE MERGE AS SHOWN ON SHEET TCP-3.
 - 5- INSTALL SP99288 BELOW THE YIELD AHEAD SIGN (AS SHOWN) TO ALERT MOTORISTS THAT THE ACCELERATION DISTANCE HAS BEEN REDUCED.
 - 6- COORDINATE WITH THE ENGINEER FOR LOCATION OF CMS.
- * SEE SHEET TCP-7 FOR SPECIAL SIGN DETAIL.

LEGEND

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

APPROVED: _____ DATE: _____	TEMPORARY LANE CLOSURES DETAIL 3		<table border="1"> <tr> <td>SCALE: NONE</td> <td>REVISIONS</td> </tr> <tr> <td>12/08</td> <td></td> </tr> <tr> <td>DWG. BY: AMP</td> <td></td> </tr> <tr> <td>DESIGN BY: AMP</td> <td></td> </tr> <tr> <td>REVIEWED BY: JLP</td> <td></td> </tr> </table>		SCALE: NONE	REVISIONS	12/08		DWG. BY: AMP		DESIGN BY: AMP		REVIEWED BY: JLP	
SCALE: NONE					REVISIONS									
12/08														
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DATE	15													

01-JUN-2009 11:03
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LEGEND

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

GENERAL NOTES

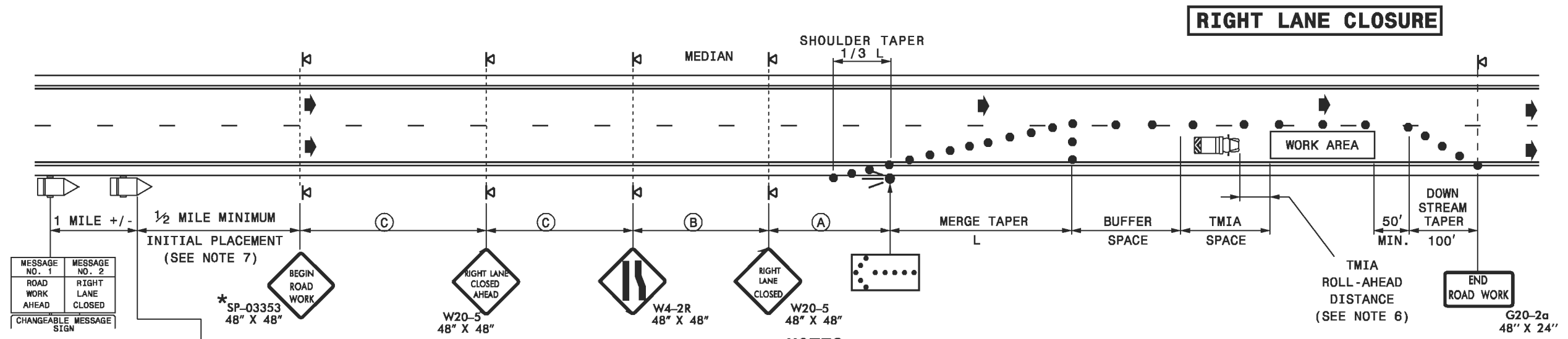
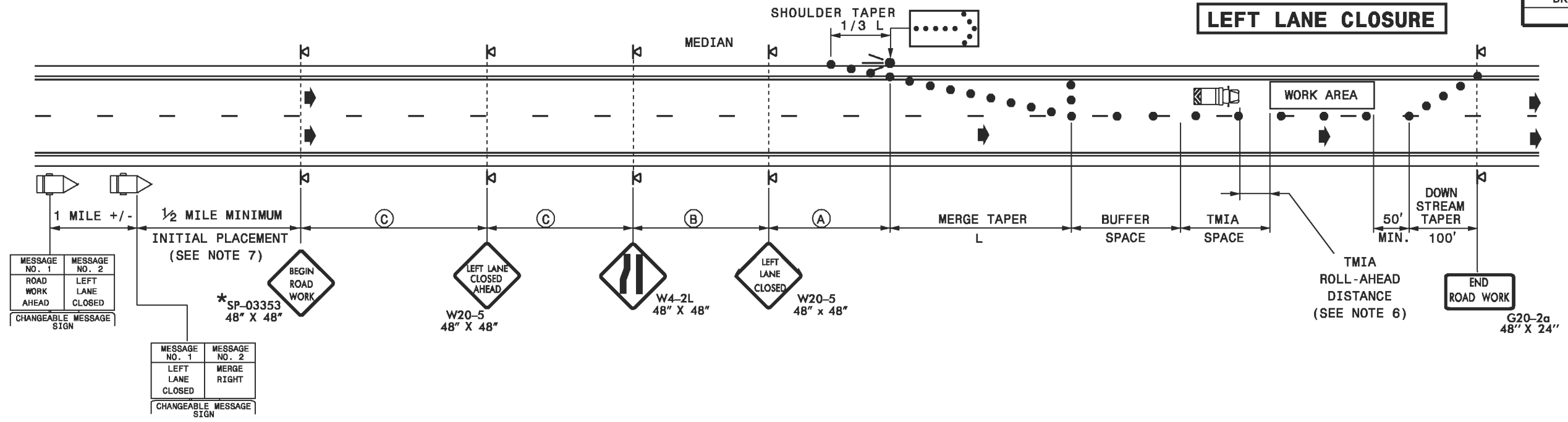
- 1-USE THE ABOVE DETAILS IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON SHEET TCP-3.
- 2-MOUNT EXIT SIGNS A MINIMUM OF 7 FEET ABOVE THE PAVEMENT ELEVATION.

***NOTE:**

- 1-USE EXISTING RAMP OPENING LENGTH, BUT NO LESS THAN 1/2 ORIGINAL LENGTH.
- 2-CONSIDER CLOSING RAMP IF LESS THAN 1/2 ORIGINAL LENGTH CAN NOT BE OBTAINED.

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APPROVED: _____ DATE: _____	TEMPORARY LANE CLOSURES DETAIL 2		REVISIONS	
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NOTES

- 1- PLACE ARROW PANELS ON THE SHOULDER (PAVED OR UNPAVED). PLACE ARROW PANELS WITHIN THE TAPER IF SHOULDERS DO NOT EXIST. MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE AT THE ARROW PANEL LOCATION. IF NEEDED, EXTEND LANE CLOSURES AT THE BUFFER SPACE, SUCH THAT STOPPING SIGHT DISTANCE TO THE ARROW PANEL IS MET. (SEE STD. 1101.11 SHEET 2)
- 2- PLACE DRUMS IN TAPERS AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. PLACE DRUMS ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- 3- REFER TO STD. 1101.11 SHEETS 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
- 4- SEE SHEETS TCP- 4 & 5 FOR TREATMENT OF LANE CLOSURES THRU INTERCHANGES.
- 5- 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.
- 6- TMIA'S ARE REQUIRED ONLY WHEN A BUFFER SPACE CANNOT BE ATTAINED, OR WHEN DIRECTED BY THE ENGINEER OR THE PLANS. WHEN USED, POSITION THE TMIA TO MAINTAIN A ROLL-AHEAD DISTANCE AS RECOMMENDED BY THE MANUFACTURER.
- 7- PLACE CHANGEABLE MESSAGE SIGNS (CMS) ON THE OUTSIDE OF THE TRAVELWAY AS DIRECTED BY THE ENGINEER. IF TRAFFIC BACKS UP TO WHERE THE CMS IS LOCATED THEN RELOCATE THE CMS 1/2 MILE FROM THE ANTICIPATED BACK UP.

LEGEND

- FLASHING ARROW PANEL (TYPE C)
- TRUCK MOUNTED IMPACT ATTENUATOR(TMIA)
- CHANGEABLE MESSAGE SIGN (CMS)
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW
- * SEE SHEET TCP-7 FOR SPECIAL SIGN DETAIL

APPROVED: _____ DATE: _____	TEMPORARY LANE CLOSURE DETAIL 1		REVISIONS	
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	DESIGN BY: AMP	REVIEWED BY: JLP		

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PROJECT NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS, OR RESULT IN DUPLICATE, OR UNDESIRE OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING OR REMOVAL OF DEVICES, AS DIRECTED BY THE ENGINEER.

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT, EXCEPT WHEN OTHERWISE NOTED IN THE PLAN, OR DIRECTED BY THE ENGINEER.

TIME RESTRICTIONS

A) DO NOT CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:

<u>ROAD NAME</u>	<u>DAY AND TIME RESTRICTIONS</u>
1. FOR BRIDGE NO. 265 US 52	MONDAY THROUGH FRIDAY FROM 5:30 A.M. TO 9:00 A.M. AND FROM 3:30 P.M. TO 7:00 P.M.
2. FOR BRIDGE NO. 282 US 52	MONDAY THROUGH FRIDAY FROM 5:30 A.M. TO 9:00 A.M. AND FROM 3:30 P.M. TO 7:00 P.M.
3. FOR BRIDGE NO. 292 US 52	MONDAY THROUGH FRIDAY FROM 5:30 A.M. TO 9:00 A.M. AND FROM 3:30 P.M. TO 7:00 P.M.

B) DO NOT CLOSE OR NARROW TRAVEL LANES DURING HOLIDAYS AND SPECIAL EVENTS AS FOLLOW:

ROAD NAME

US 52, INCLUDING ALL ON/OFF RAMP

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 9:00 A.M. DECEMBER 31st TO 3:30 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 3:30 P.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 9:00 A.M. THURSDAY AND 3:30 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 9:00 A.M. FRIDAY TO 3:30 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 9:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 3:30 P.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 9:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 3:30 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 9:00 A.M. FRIDAY AND 3:30 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 9:00 A.M. TUESDAY TO 3:30 P.M. MONDAY.

- FOR CHRISTMAS, BETWEEN THE HOURS OF 9:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 3:30 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- FOR THE WAKE FOREST FOOTBALL GAMES AT BB&T FIELD STARTING 3 (THREE) HOURS BEFORE THE START OF THE GAME UNTIL 3 (THREE) HOURS AFTER THE GAME.

C) DO NOT STOP TRAFFIC OR CLOSE ROADS AS FOLLOW:

<u>ROAD NAME</u>	<u>DAY AND TIME RESTRICTIONS</u>
US 52	ANYTIME

D) DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS THE HAULING OPERATION IS PROTECTED BY BARRIER OR GUARDRAIL OR AS DIRECTED BY THE ENGINEER.

LANE AND SHOULDER CLOSURE REQUIREMENTS

- REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED, OR AS DIRECTED BY THE ENGINEER.
- WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
- WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- DO NOT PERFORM WORK INVOLVING HEAVY EQUIPMENT WITHIN 15 FT OF THE EDGE OF TRAVELWAY WHEN WORK IS BEING PERFORMED BEHIND A LANE CLOSURE ON THE OPPOSITE SIDE OF THE TRAVELWAY.
- DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY RAMP OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.
- DO NOT INSTALL MORE THAN ONE LANE CLOSURE, IN ANY ONE DIRECTION, ON US 52.

TRAFFIC PATTERN ALTERATIONS

L) NOTIFY THE ENGINEER TWENTY ONE (21) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING


M) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC CONTROL DEVICES

- SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.
- PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS, CONES OR SKINNY DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

MISCELLANEOUS

- POLICE MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS, AS DIRECTED BY THE ENGINEER.
- COORDINATE WITH THE ENGINEER TO UTILIZE OVERHEAD DYNAMIC MESSAGE SIGNS (DMS), IF AVAILABLE, FOR ADVANCE WARNING TO MOTORIST OF: "ROAD WORK AHEAD AT MP XXX", "LEFT/RIGHT LANE CLOSED AHEAD AT MP XXX".
- INSTALL CHANGEABLE MESSAGE SIGNS (CMS) IN ADVANCE OF THE PORTABLE WORK ZONE AS SHOWN ON THE TCP SHEETS OR AS DIRECTED BY THE ENGINEER.
- RETURN TRAFFIC TO ITS EXISTING PATTERN AT THE END OF EACH WORK PERIOD.
- DO NOT PERFORM WORK FROM THE ROADWAY ON TOP OF THE STRUCTURE.
- UPON COMPLETION OF THE WORK AT EACH BRIDGE LOCATION, REMOVE ALL TRAFFIC CONTROL DEVICES.

APPROVED: _____ DATE: _____	PROJECT NOTES						
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	DATE: 12/08						
	DWG. BY: AMP						
	DESIGN BY: AMP						
REVIEWED BY: JLP	<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS					
REVISIONS							

SIGN NUMBER: SP-03353 TYPE: PORTABLE QUANTITY: SEE PLANS SIGN WIDTH: 4'-0" HEIGHT: 4'-0" TOTAL AREA: 16.0 Sq.Ft. BORDER TYPE: FLUSH RECESS: 0.59" WIDTH: 0.75" RADII: 1.38" NO. Z BARS: N/A LENGTH: N/A	BACKG COLOR: Fluorescent Orange COPY COLOR: Black <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th>SYMBOL</th> <th>X</th> <th>Y</th> <th>WID</th> <th>HT</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	SYMBOL	X	Y	WID	HT																																														DESIGN BY: CL DOWNEY CHECKED BY: CHECKED STD #: W20-1 PROJECT ID: ALL PROJECTS DIV: DIV DATE: Aug 20, 2003
SYMBOL	X	Y	WID	HT																																																

NOTES

- Legend and border shall be direct applied non-reflective sheeting.
- Background shall be Type VII, VIII or IX (prismatic) retroreflective sheeting.

BORDER
R=1.38"
TH=0.75"
IN=0.59"

LETTER POSITIONS

Letter spacings are to start of next letter

													Series/Size Text Length
		B	E	G	I	N							C7
	22.4	5.3	4.6	5.4	2.5	3.8	22.4						21.6
		R	O	A	D								C7
	23.4	5	5.2	5.6	3.8	23.4							19.6
		W	O	R	K								C7
	22.6	6.4	5.6	5.2	4	22.6							21.2

Spacing Factor is 1 unless specified otherwise

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