

PROJECT NO.	SHEET NO.	TOTAL NO.
11CR.10141.23, 11CR.20141.23		

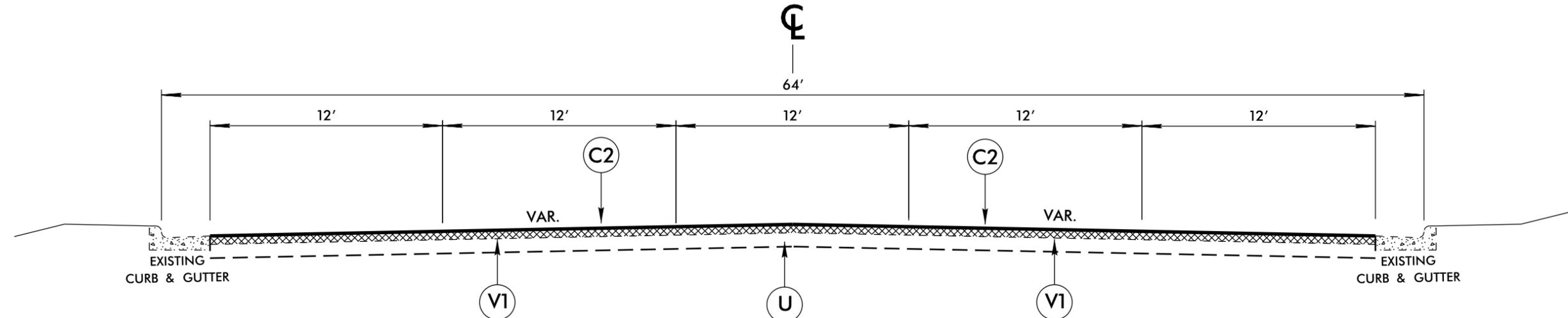
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARMMX ASPHALT REQUIRED	LENGTH M	WIDTH FT	BORROW EXCAVATION CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SM	1½" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	ASPHALT BINDER FOR PLANT MK TONS	PATCHING EXISTING PAVEMENT TONS	ASPHALT SURFACE TREATMENT, MATCOAT, #6 STONE SY	ADI. OF MANHOLES EA	ADI. OF METER OR VALVE BOX EA	PORTABLE LIGHTING LS	SEED & MULCHING AC	PAVED TRENCHING (1,2") LF	UNPAVED TRENCHING (1,2") LF	JUNCTION BOX (STANDARD SIZE) EA	INDUCTIVE LOOP SAWCUT LF	LEAD-IN CABLE (14-2) LF
11CR.10141.23	Caldwell	1	US 64	FROM SR 1734 TO 0.44 MILES EAST OF SR 1789	1	2	2WU	NO	NO	2	26	400	100	4.00		2,500	2,825	170	300	33,007				1.45						
11CR.10141.23	Caldwell	2	US 64	FROM 0.44 MILES EAST OF SR 1789 TO ALEXANDER CO. LINE	1	2	2WU	NO	NO	0.65	26	130	50	1.30		200	980	59	100	9,915				0.45						
11CR.10141.23	Caldwell	3	US 321	FROM SR 1523 TO NC 90	2	5	MU	NO	NO	0.92	64	75	25	0.38	36,000		3,207	189					1	0.35	200	400	2	1,322	400	
11CR.10141.23	Caldwell	4	US 321 SBL	FROM BEGIN DIVIDED HIGHWAY TO NC 268	3	2	2WU	NO	NO	1.97	27	394	50	3.94	31,205		2,900	171						1.40						
11CR.10141.23	Caldwell	5	US 321	FROM SR 1951 TO US 321	4	2	2WU	NO	NO	0.72	25	144	25	1.44	11,500		1,025	61							25	25		100	50	
11CR.10141.23	Caldwell	6	NC 90	FROM SR 1300 TO US 321	5	5	MU	NO	NO	0.32	60				12,000		1,075	64				4	1		100	100	1	264	100	
TOTAL FOR PROJ NO. 11CR.10141.23										6.58		1,143	250	11.06	90,705	2,700	5,905	6,107	714	400	42,922	4	1	1	3.65	325	525	3	1,686	550
11CR.20141.23	Watauga	7	SR 1153	FROM SR 1146 TO SR 1134	6	2	2WU	NO	NO	1.79	20	358	100	3.58		200	1,900	114	300					1.30						
11CR.20141.23	Caldwell	8	SR 1284	FROM SR 1108 TO EOM	4	2	2WU	NO	NO	1.02	24	204	75	2.04	14,500		1,315	79	150					0.75	50	100	1	184	100	
11CR.20141.23	Caldwell	9	SR 1931	FROM SR 1252 TO EOM	4	2	2WU	NO	NO	0.42	20	84	30	0.84	5,000		460	28	150					0.30						
11CR.20141.23	Caldwell	10	SR 1933 WBL	FROM US 321 TO US 321 ALT.	3	2	MD	NO	NO	0.67	24	172	50	1.72	1,250		1,100	65						0.45	100	200	1	312	300	
11CR.20141.23	Caldwell	11	SR 1933 WBL	FROM US 321 ALT. TO LENOIR WCL	3	2	MD	NO	NO	1.51	24	302		3.02	24,000		2,075	122						1.00	100	200	1	180	200	
TOTAL FOR PROJ NO. 11CR.20141.23										5.41		1,120	255	11.20	44,750	200	3,675	3,175	408	600				3.80	250	500	3	676	600	
GRANDTOTAL										11.99		2,263	505	22.26	135,455	2,900	9,580	9,282	1,122	1,000	42,922	4	1	1	7.45	575	1,025	6	2,362	1,150

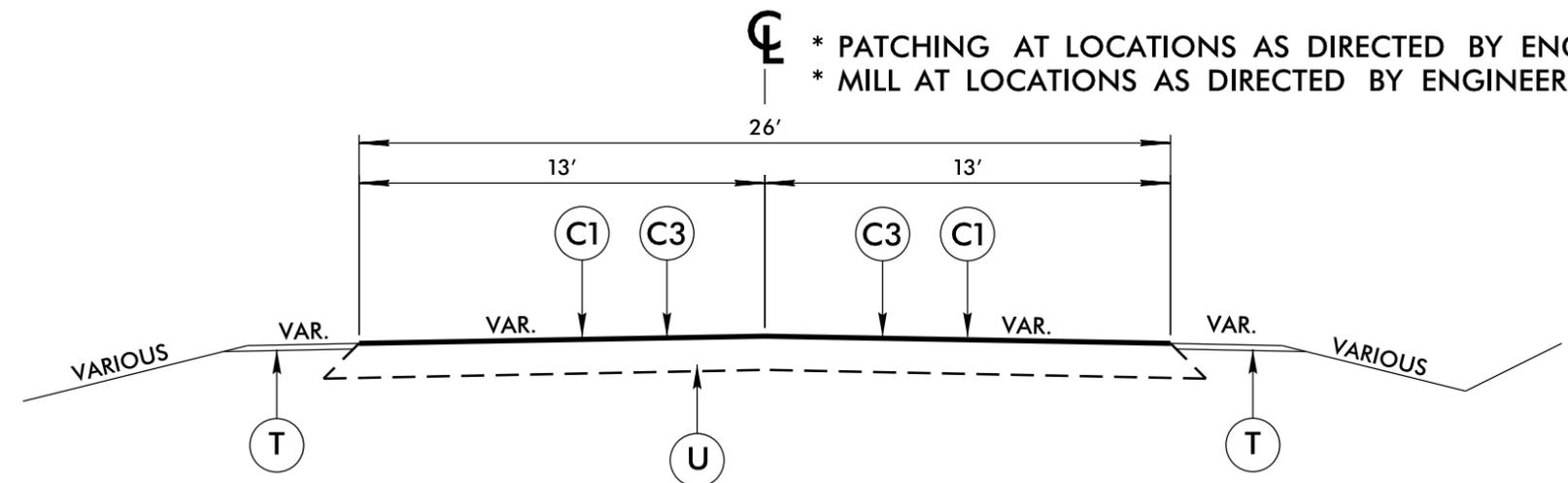
PROJECT NO.	SHEET NO.	TOTAL NO.
11CR.10141.23, 11CR.20141.23		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E		4820000000-E	4830000000-E	4835000000-E	4840000000-N		4845000000-N			4905000000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNS	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	8" YELLOW PAINT	16" WHITE PAINT	24" WHITE PAINT	PAINT M&G SCHOOL	PAINT M&G RXR	PAINT STR ARROW	PAINT LT ARROW	PAINT RT ARROW	SNOW PLOWABLE MARKERS
										SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA
11CR.10141.23	Caldwell	1	US 64	FROM SR 1734 TO 0.44 MILES EAST OF SR 1789	1	2	2WU	2	26	156	1	42,240	42,240			48						132
11CR.10141.23	Caldwell	2	US 64	FROM 0.44 MILES EAST OF SR 1789 TO ALEXANDER CO. LINE	1	2	2WU	0.65	26	72	*	13,728	13,728			28						40
11CR.10141.23	Caldwell	3	US 321	FROM SR 1523 TO NC 90	2	5	MU	0.92	64	72	*	10,000	36,144	1,500		540	12		28	52		365
11CR.10141.23	Caldwell	4	US 321 SBL	FROM BEGIN DIVIDED HIGHWAY TO NC 268	3	2	2WU	1.97	27	96	*	46,804	41,606			48				16	4	130
11CR.10141.23	Caldwell	5	US 321	FROM SR 1951 TO US 321	4	2	2WU	0.72	25	64	*	15,000	11,200	2,300		48				2		40
11CR.10141.23	Caldwell	6	NC 90	FROM SR 1300 TO US 321	5	5	MU	0.32	60	56	*	1,690	8,450	600	100	323		4		28	6	169
TOTAL FOR PROJ NO. 11CR.10141.23								6.58		516		129,462	153,368	4,400	100	1,035	12	4	28	98	10	876
										516		282,830					16		136			
11CR.20141.23	Watauga	7	SR 1153	FROM SR 1146 TO SR 1134	6	2	2WU	1.79	20	156	*	37,000	37,000			24						118
11CR.20141.23	Caldwell	8	SR 1284	FROM SR 1108 TO EOM	4	2	2WU	1.02	24	56	*	21,536	21,536			114	12			2	2	
11CR.20141.23	Caldwell	9	SR 1931	FROM SR 1252 TO EOM	4	2	2WU	0.42	20	52	*	8,872	8,872			50	12					
11CR.20141.23	Caldwell	10	SR 1933 WBL	FROM US 321 TO US 321 ALT.	3	2	MD	0.67	24	64	*	23,590	14,150			190						56
11CR.20141.23	Caldwell	11	SR 1933 WBL	FROM US 321 ALT. TO LENOIR WCL	3	2	MD	1.51	24	124	*	41,460	31,891			156			24	18	16	120
TOTAL FOR PROJ NO. 11CR.20141.23								5.41		452		132,458	113,449			534	24		24	20	18	294
										452		245,907					24		62			
GRANDTOTAL								11.99		968	1	261,920	266,817	4,400	100	1,569	36	4	52	118	28	1,170
										968		528,737					40		198			



TYPICAL SECTION NO. 2
 MAP 3 - US 321 FROM SR 1523 TO NC 90

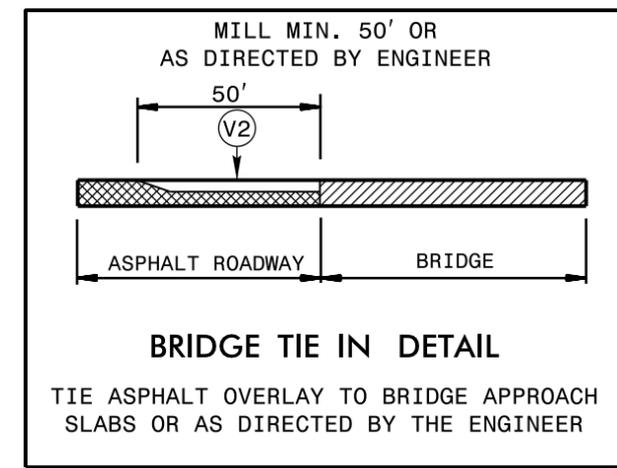
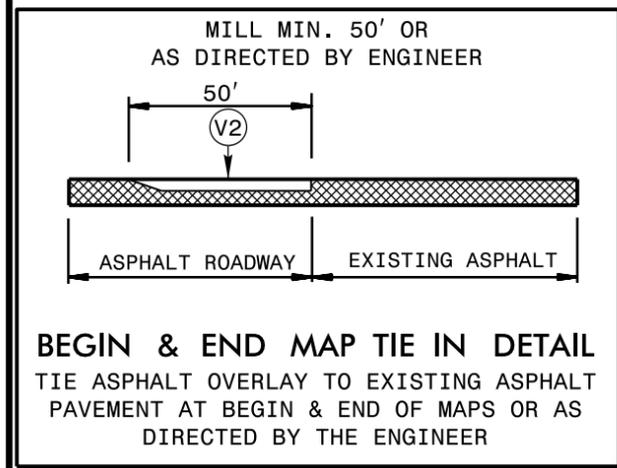


TYPICAL SECTION NO. 1

*MAP 1 - US 64 FROM SR 1734 TO 0.44 MILES EAST OF SR 1789
 *MAP 2 - US 64 FROM 0.44 MILES EAST OF SR 1789 TO ALEXANDER CO. LINE

☒ * PATCHING AT LOCATIONS AS DIRECTED BY ENGINEER
 * MILL AT LOCATIONS AS DIRECTED BY ENGINEER

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. ASPHALT SURFACE TREATMENT, MATCOAT #6 STONE
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V2	INCIDENTAL MILLING



CALDWELL COUNTY
PRIMARY AND SECONDARY RESURFACING

DIVISION II

REVISIONS	INT.	DATE

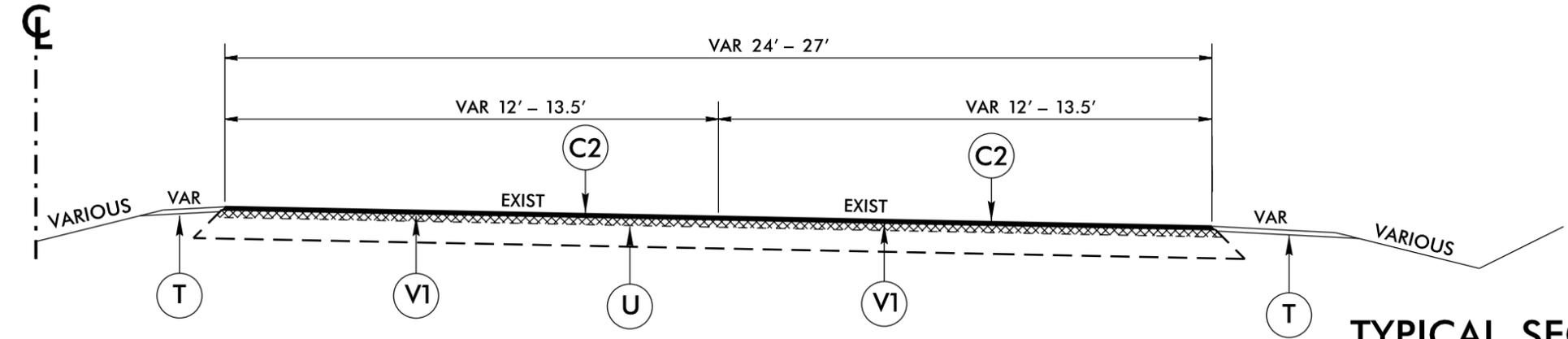
SCALE: N/A DATE: 05/2015

PREPARED BY: CHAD SHEETS
 REVIEWED BY: _____
 REVIEWED BY: _____

N.C. DEPARTMENT of TRANSPORTATION
 DIVISION of HIGHWAYS
 DIVISION ELEVEN

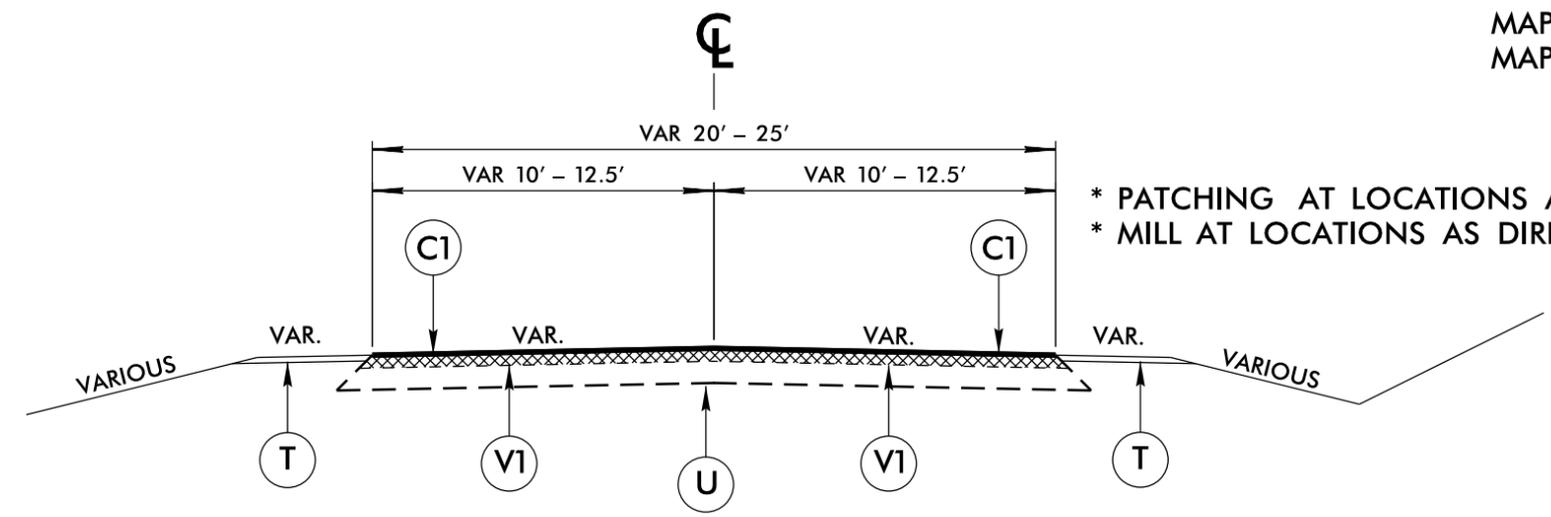


8/17/99



TYPICAL SECTION NO. 3

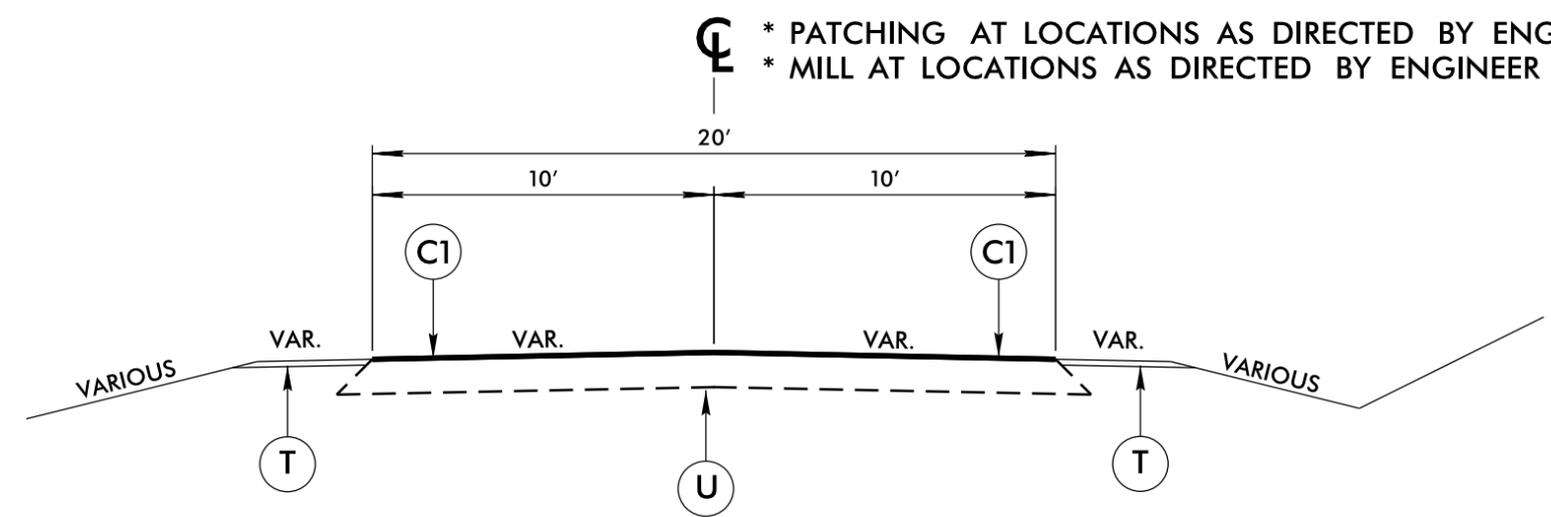
MAP 4 - US 321 SBL FROM BEGIN DIVIDED HIGHWAY TO NC 268
 MAP 10 - SR 1933 WBL FROM US 321 TO US 321 ALT.
 MAP 11 - SR 1933 WBL FROM US 321 ALT. TO LENOIR WCL



* PATCHING AT LOCATIONS AS DIRECTED BY ENGINEER
 * MILL AT LOCATIONS AS DIRECTED BY ENGINEER

TYPICAL SECTION NO. 4

MAP 5 - US 321 FROM SR 1951 TO US 321
 MAP 8 - SR 1284 FROM SR 1108 TO EOP
 MAP 9 - SR 1931 FROM SR 1252 TO EOM



* PATCHING AT LOCATIONS AS DIRECTED BY ENGINEER
 * MILL AT LOCATIONS AS DIRECTED BY ENGINEER

TYPICAL SECTION NO. 6

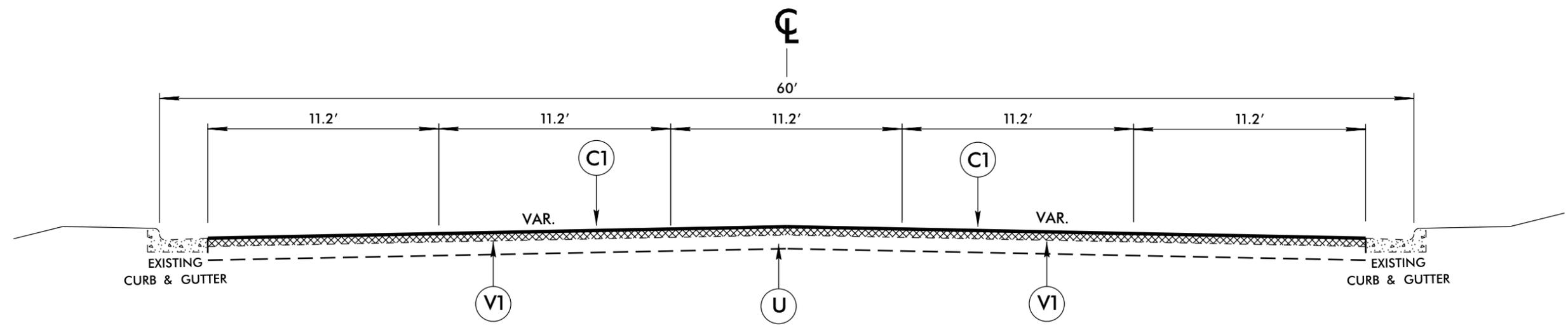
*MAP 7 - SR 1153 FROM SR 1146 TO SR 1134

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. ASPHALT SURFACE TREATMENT, MATCOAT #6 STONE
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V2	INCIDENTAL MILLING

CALDWELL COUNTY PRIMARY AND SECONDARY RESURFACING		
DIVISION II		
REVISIONS	INT.	DATE
SCALE: N/A DATE: 05/2015		PREPARED BY: CHAD SHEETS
N.C. DEPARTMENT of TRANSPORTATION DIVISION of HIGHWAYS DIVISION ELEVEN		REVIEWED BY:

8/17/99

8/17/99



TYPICAL SECTION NO. 5
 MAP 6 - NC 90 FROM SR 1300 TO US 321

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. ASPHALT SURFACE TREATMENT, MATCOAT #6 STONE
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V2	INCIDENTAL MILLING

CALDWELL COUNTY
PRIMARY AND SECONDARY RESURFACING

DIVISION II

REVISIONS	INT.	DATE

N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN

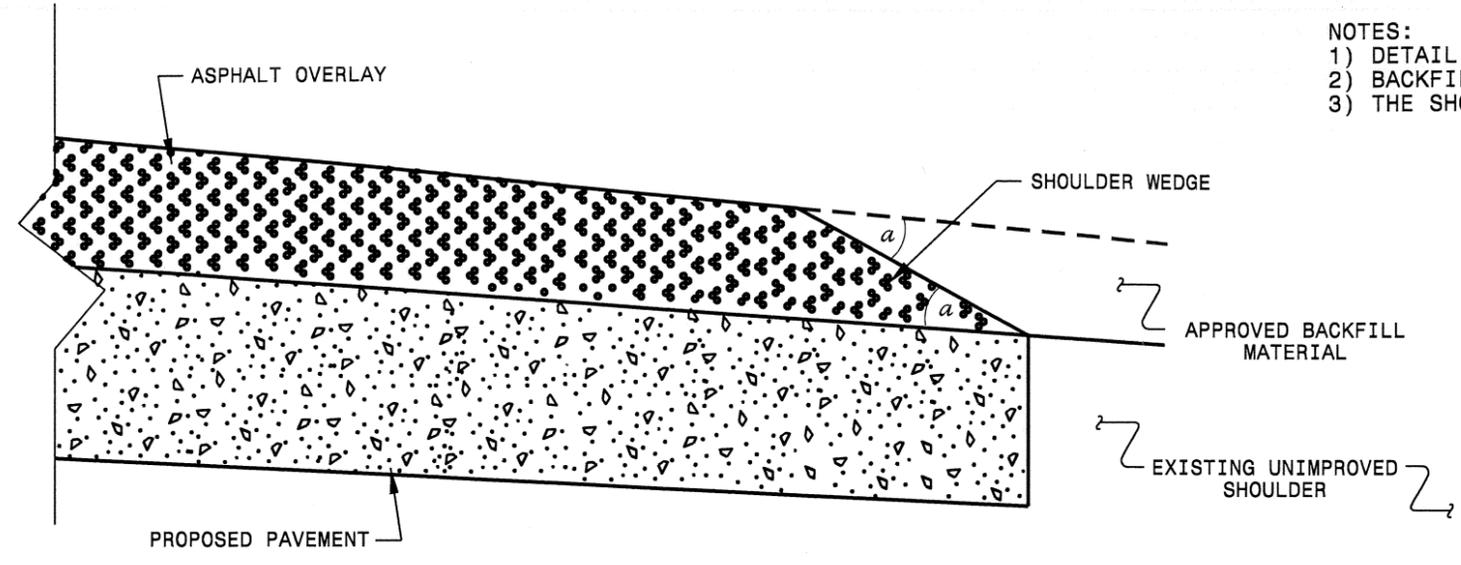
SCALE: N/A DATE: 05/2015

PREPARED BY: CHAD SHEETS

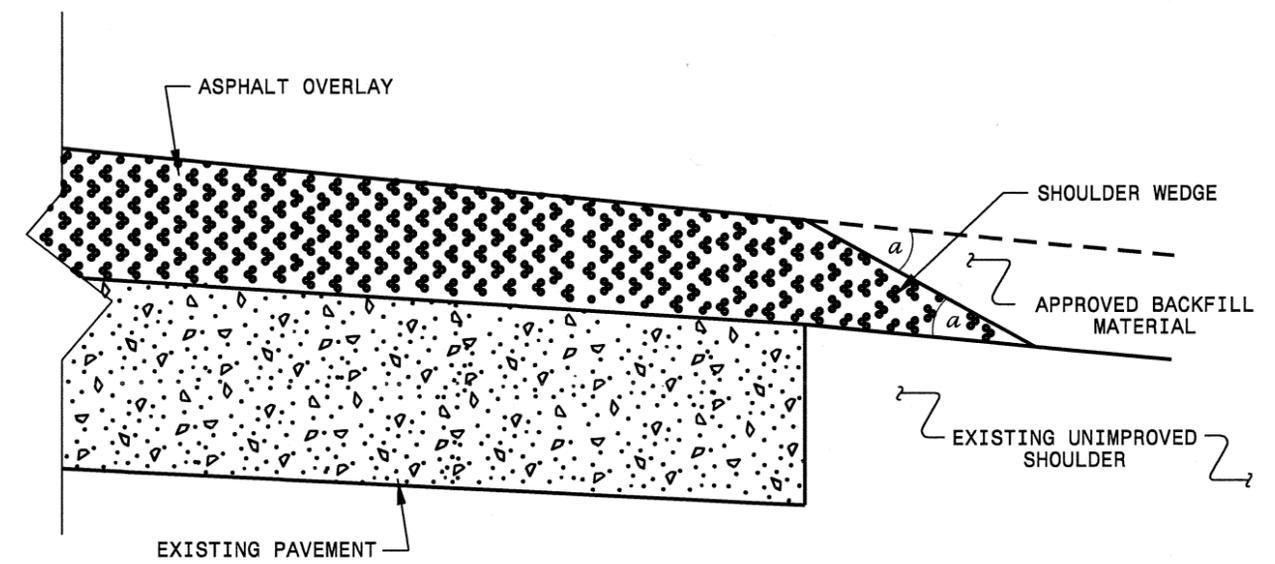
REVIEWED BY:

REVIEWED BY:

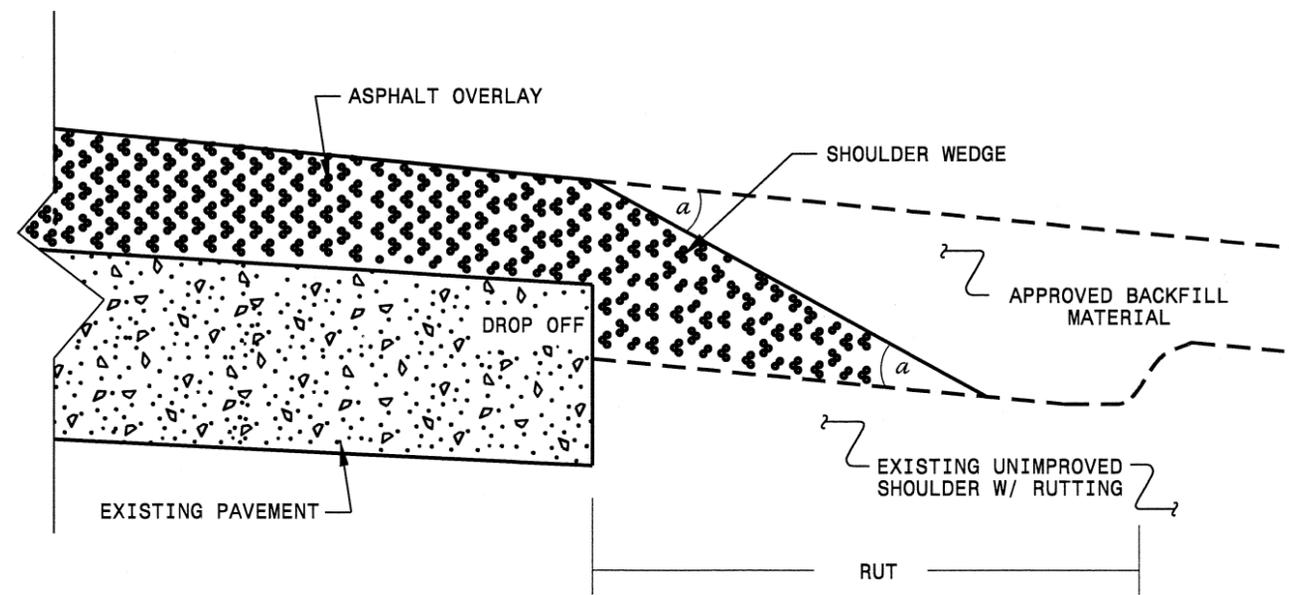
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ Widening or
 with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

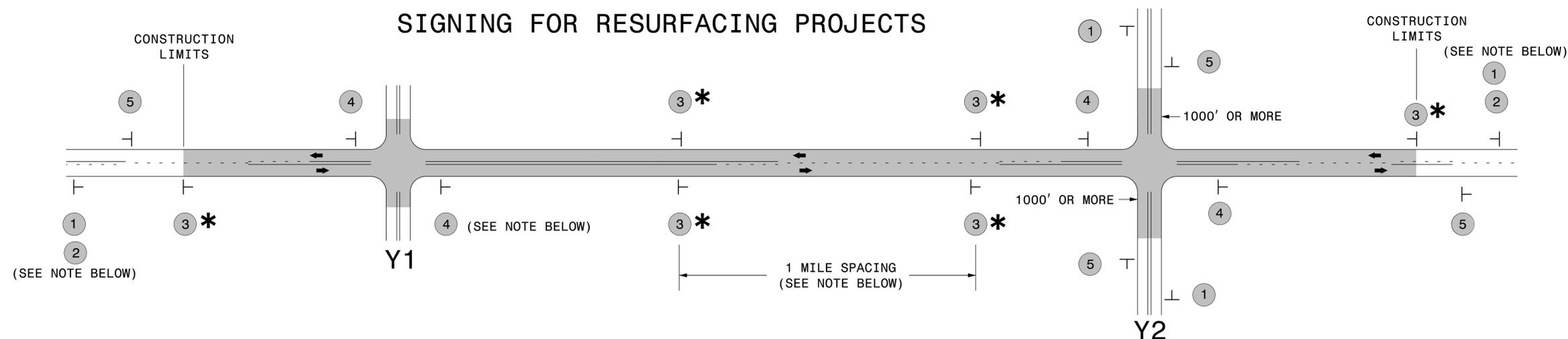
CONTRACT STANDARDS
 AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11
 MODIFIED BY: DATE: 10/18/12
 CHECKED BY: DATE:
 FILE SPEC.: s:\user\details\stand\shoulderwedgedetail.dgn

 SYSTEMS CONSULTANTS

SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>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.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 W7-3aP 24" X 18"	#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 *	 SP 13107 48" X 48"	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	 SP 13106 48" X 48"	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	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

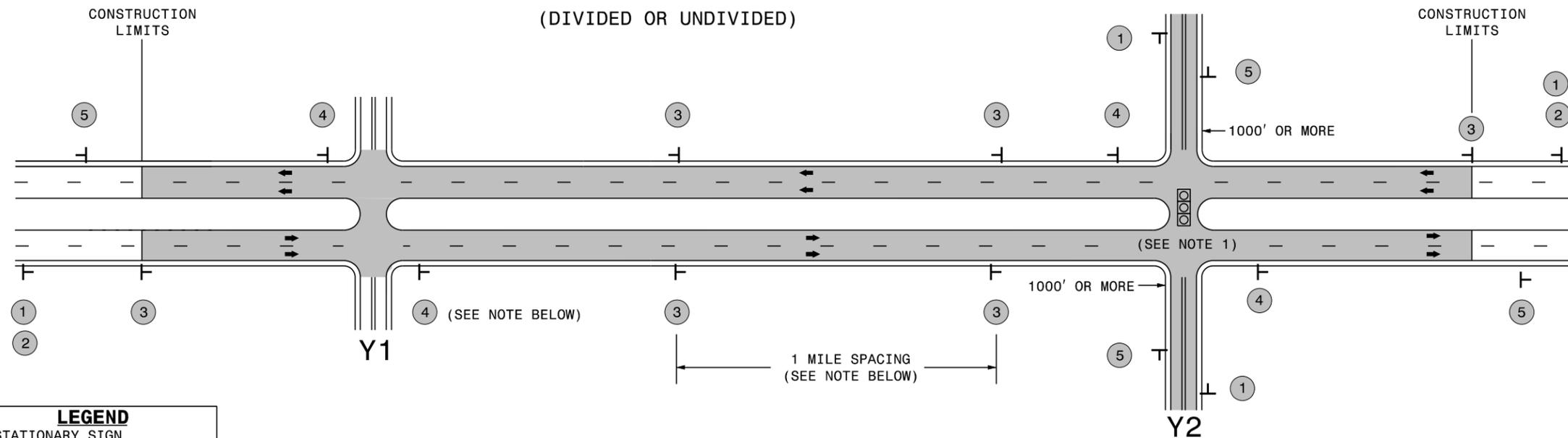
* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

SIGNING FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS WITH SHOULDER SECTIONS (DIVIDED OR UNDIVIDED)



MAINLINE (-L-) SIGNING

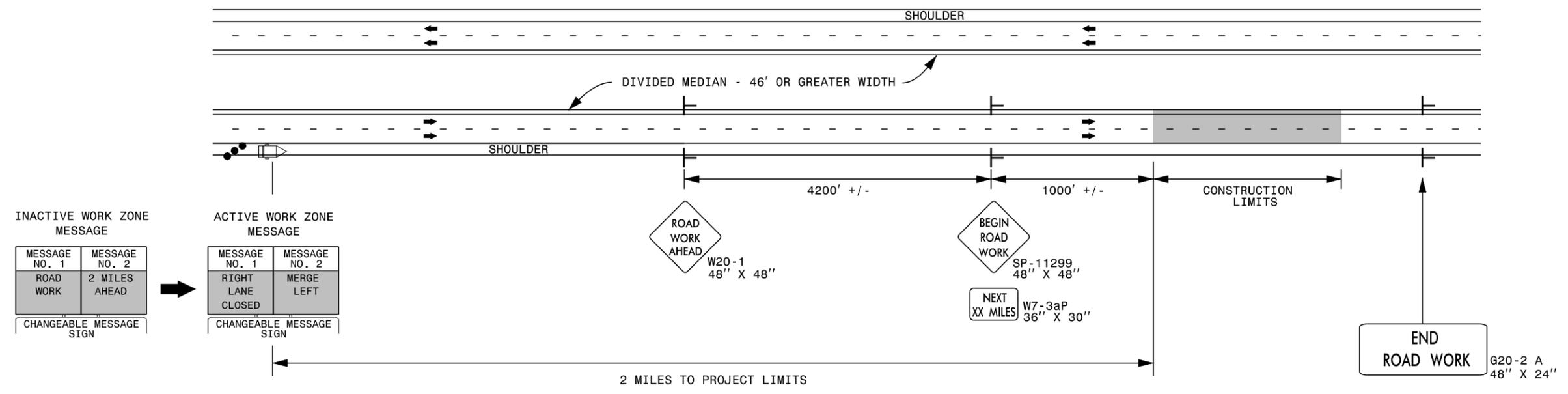
-Y- LINE SIGNING

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.	<p style="text-align: center;">NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p style="text-align: center;">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.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION. 		

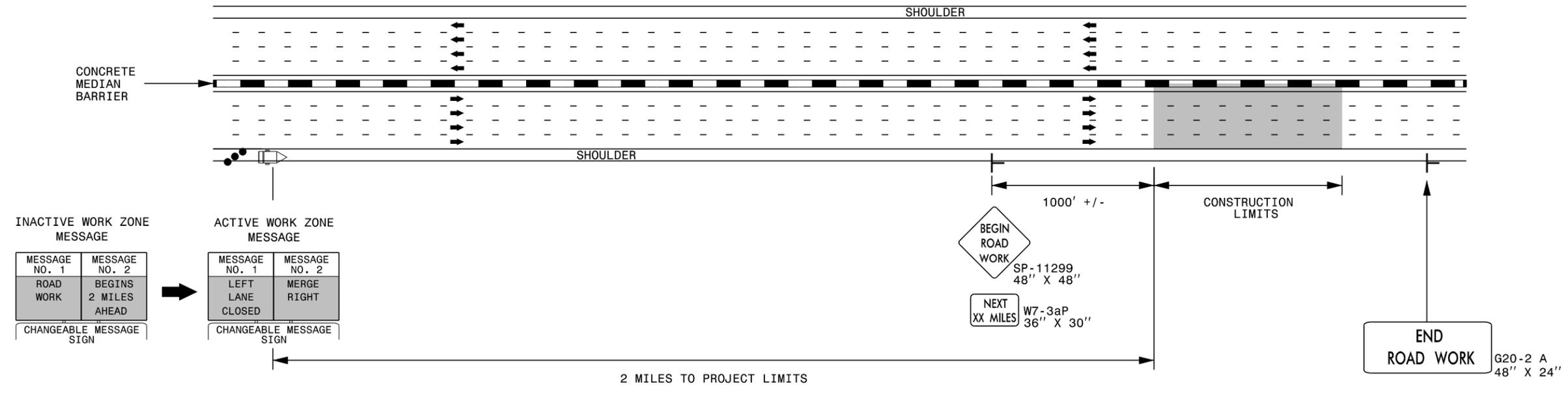


RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS W/ SHOULDER SECTIONS (DIVIDED OR UNDIVIDED)

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER



NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 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) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) 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 AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

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



**RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH**

I0/3/2013
 S:\T\U\W\ZTC\Resurfacing\2013\Documents\New_Procedures_05_09_2013\Resurfacing_AdvWarn_HSpd.dgn
 User:frmgarratt