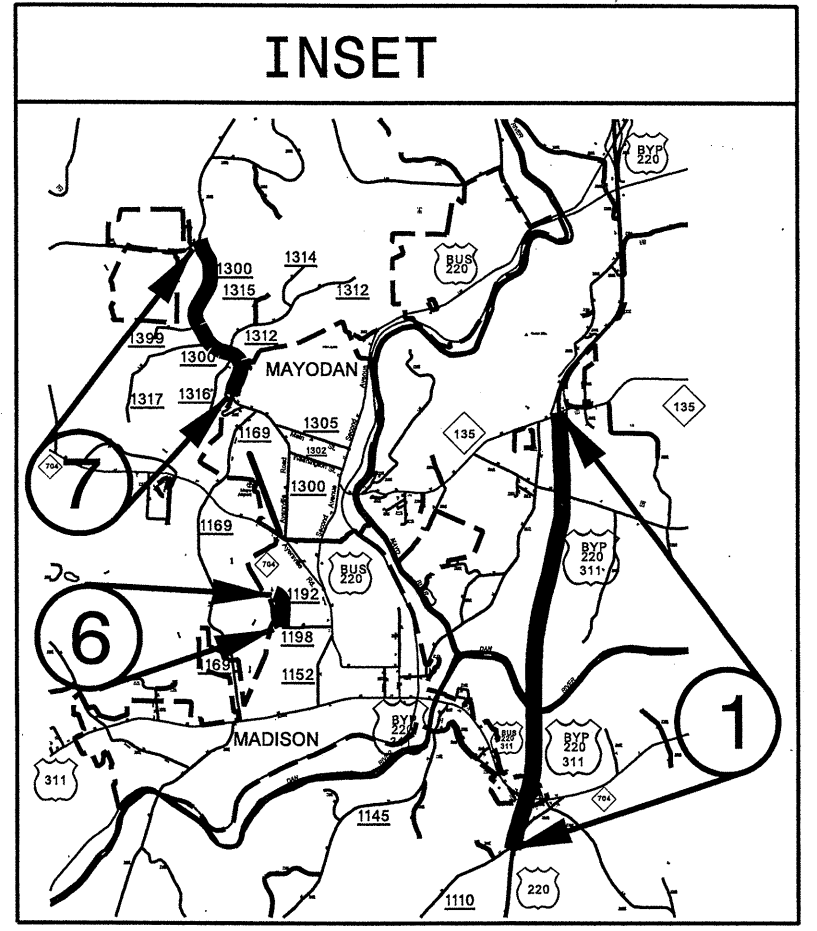
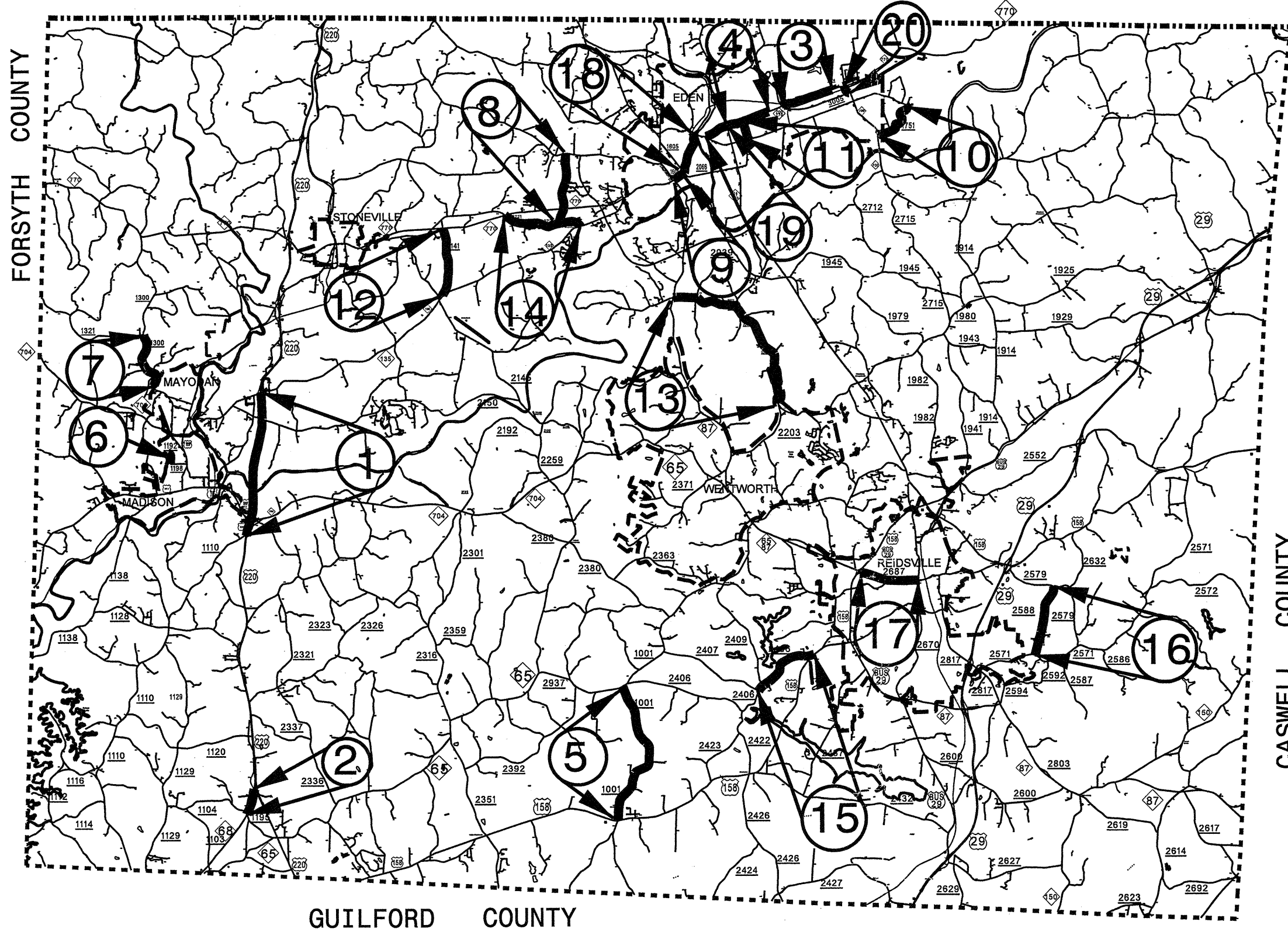


C201937

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10791.14,7CR.20791.14	1	>

VIRGINIA

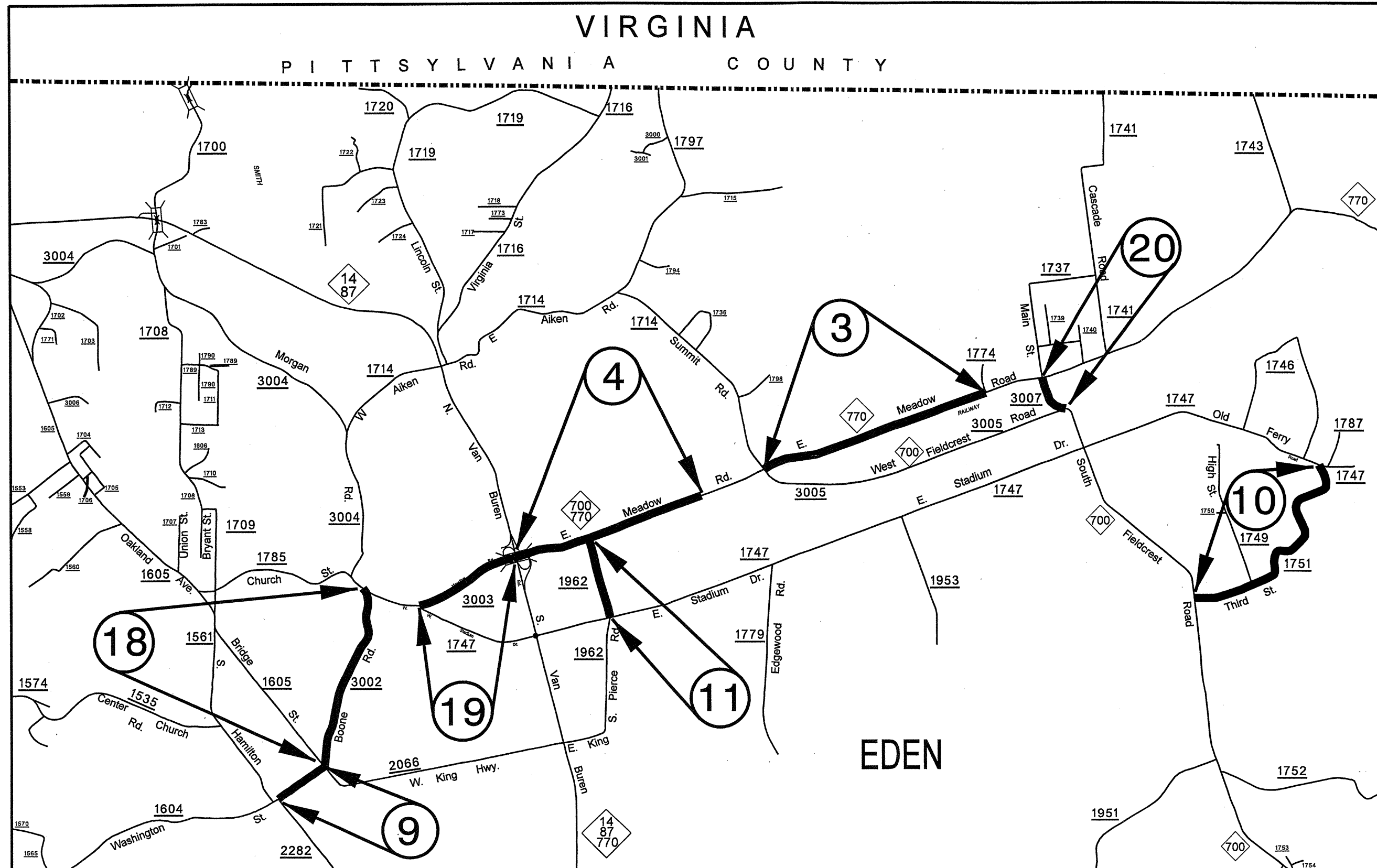


ROCKINGHAM COUNTY

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10791.14,7CR.20791.14	2	

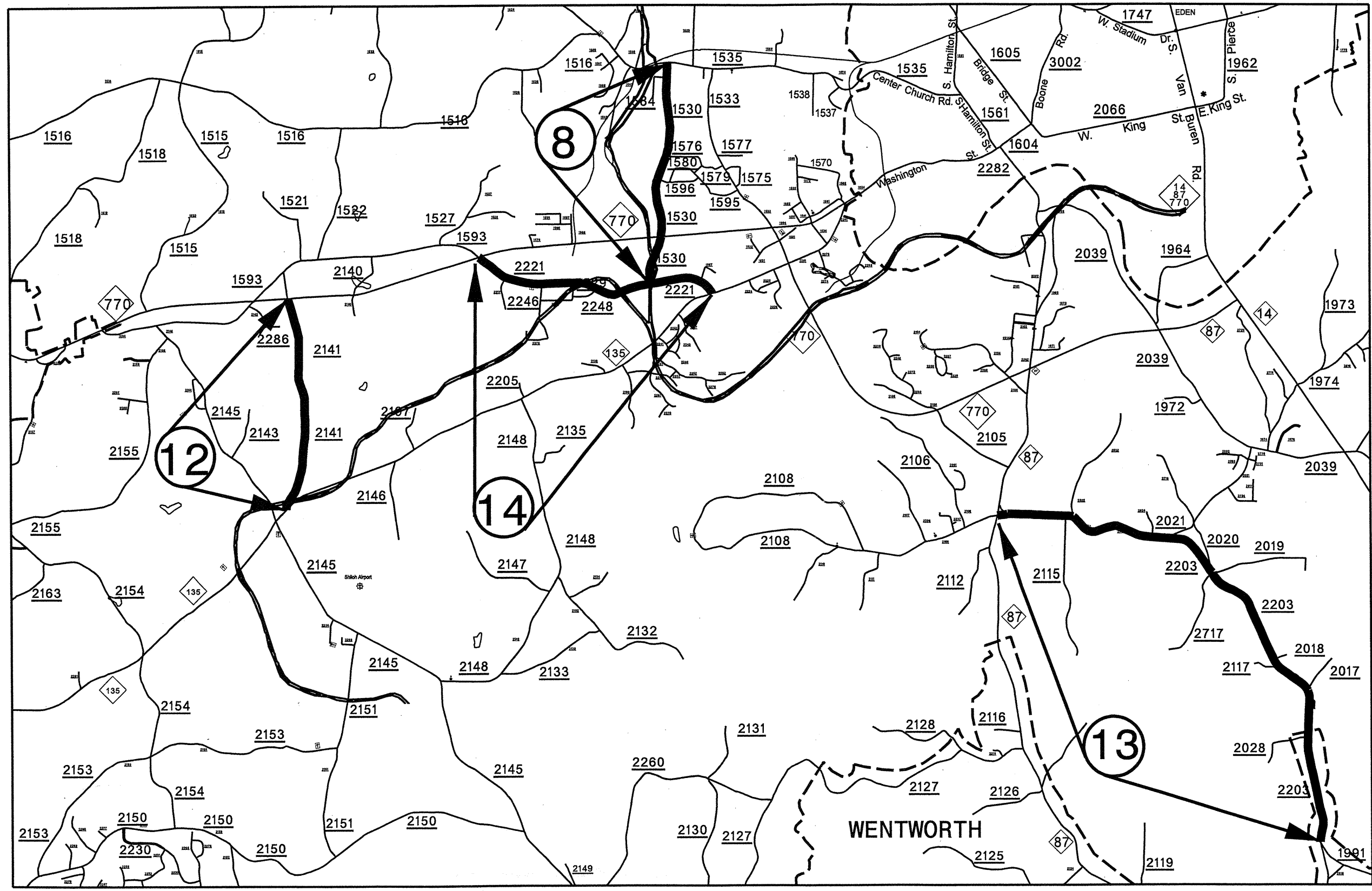
VIRGINIA

P I T T S Y L V A N I A C O U N T Y



ROCKINGHAM COUNTY

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10791.14,7CR.20791.14	3	



ROCKINGHAM
COUNTY

PROJECT NO.	SHEET NO.	TOTAL
7CR.10791.14, 7CR.20791.14	6	

SUMMARY OF QUANTITIES

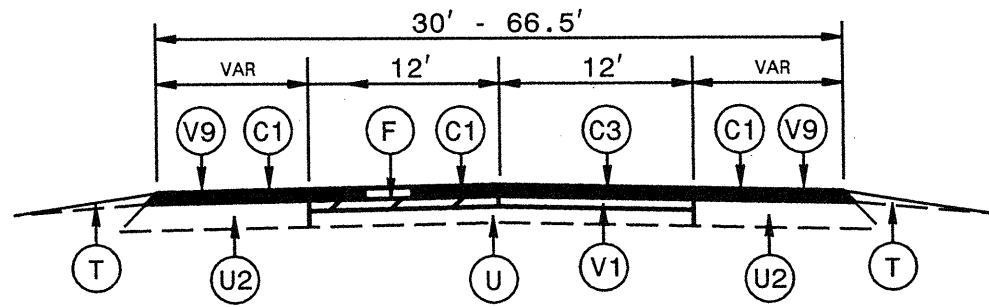
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1 1/2" MILLING SY	3" MILLING SY	2" MILLING SY	0" TO 1.5" MILLING SY	0" TO 3" MILLING SY	1.5" TO 3" MILLING SY	MILLED RUMBLE STRIPS LF	INCIDENTAL MILLING SY	INTERMEDIATE COURSE, 119.08 TONS	SURFACE COURSE, \$9.5B TONS	SURFACE COURSE, SF9.5A TONS	PG 64-22 PLANT MIX TONS	AST MAT COAT 78M SY	WHEELCHAIR RAMPS EA	RETROFITTING EXISTING WHEELCHAIR RAMPS EA	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	SEED & MULCHING AC	RESIDENTIAL SEEDING AC	TRENCHING (UNPAVED) () LF	TRENCHING (PAVED) () LF	PULL BOX (STANDARD) EA	INDUCTIVE LOOP SAW CUT LF	LEAD-IN CABLE (14-2) LF	
		18	SR 3002 (BOONE RD)	FROM END PROJECT TO SR 2066 (KINGS HWY), SR 1604 (WASHINGTON ST), SR 1605 (BRIDGES ST)	21	0.06	42.5						520						126.03		8.00		1.00	11.00	12.00	6.00						450		
		"	"	"	7	0.07	43						604					148.76		9.00														
		"	"	"	12	0.01	37						37					18.30		1.00														
		"	"	"	12	0.11	30.5						451					166.01		10.00														
		"	"	"	12	0.15	33.5						614					258.56		16.00														
		"	"	"	15	0.01	35						106					22.31		1.00														
		"	"	"	16	0.11	32.5						464					176.85		11.00														
		"	"	"	15	0.06	34						523					120.90		7.00														
		"	"	"	15	0.13	37.5						1066					241.04		14.00														
		"	"	"	15	0.03	35.75						272					58.11		3.00														
		"	"	"	15	0.13	34						1042					218.62		13.00														
TOTAL FOR MAP NO. 18						0.87		0	0	0	0	0	5699	0	0	0	0	1,555.49		93.00		1.00	11.00	12.00	6.00							450		
		19	SR 3003 (MEADOW RD)	FROM NC 14 TO BEGIN PROJECT JUST NORTH OF SR 1747 (STADIUM DR)	23	0.08	52	15	0.15				1031				289	230.50		14.00	2,441.00			2.00	5.00	6.00		0.07				1,590		
		"	"	"	24	0.03	35.75											53.11		3.00	630.00													
		"	"	"	24	0.03	38.5											62.10		4.00	678.00													
		"	"	"	24	0.13	25.5											169.16		10.00	1,945.00													
		"	"	"	24	0.13	22.5											144.94		9.00	1,716.00													
		"	"	"	24	0.01	27											13.37		1.00	158.00													
		"	"	"	24	0.06	33											97.94		6.00	1,162.00													
		"	"	"	24	0.004	32											6.33			75.00													
		"	"	"	25	0.04	31											61.35		4.00	728.00													
		"	"	"	25	0.07	32.25											141.85		9.00	1,327.00													
		"	"	"	25	0.004	31											6.14			73.00													
TOTAL FOR MAP NO. 19						0.588		15	0.15	0	0	0	1031	0	0	0	289	0	986.79		60.00	10,933.00			2.00	5.00	6.00		0.07				1,590	
		20	SR 3007 (MAIN STREET)	FROM NC 770 (MEADOW ROAD) TO NC 700 (FIELDCREST ROAD)	7	0.04	45						1394				250	88.95		5.00					3.00	2.00				100.00	1.00	450	75	
		"	"	"	7	0.02	44.5											43.98		3.00														
		"	"	"	7	0.06	44											140.47		8.00														
		"	"	"	2	0.02	40											39.55		2.00														
		"	"	"	3	0.02	39.25											38.86		2.00														
		"	"	"	20	0.01	56											27.66		2.00														
		"	"	"	26	0.01	45.75											22.63		1.00														
TOTAL FOR MAP NO. 20						0.18		0	0	0	0	0	1394	0	0	0	250	0	402.10		23.00				3.00	2.00				100.00	1.00	450	75	
TOTAL FOR PROJ NO. 7CR.20791.14						22.82		964	6.82	0	153	8575	11982	0	0	0	1475	26	5,617.37	17837	1,499.00	139,386.00	2.00	39.00	44.00	34.00	0.95	2.52		100.00	1.00	4,630	75	
GRAND TOTAL						29.126		974	10.11	7890	393	8575	15576	5538	18698	32350	4171	67	21660	17837	2462	147278	2	43	51	39	2.44	2.63	56	200	2	6,630	175	

PROJECT NO.	SHEET NO.	TOTAL NO.
7CR.10791.14, 7CR.20791.14	7	

THERMOPLASTIC AND PAINT QUANTITIES

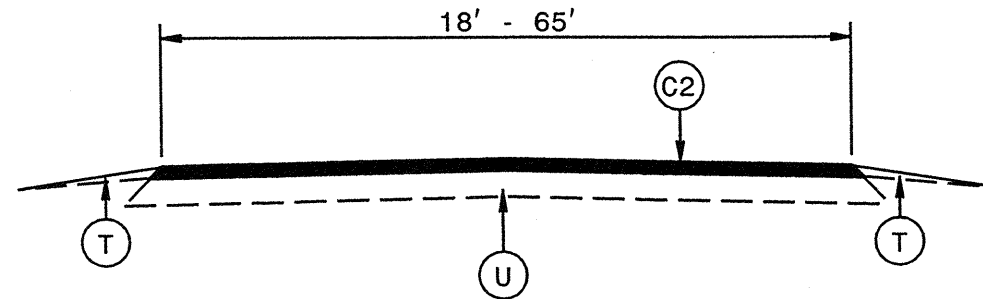
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	4" X 120 M WHITE THERMO	4" X 120 M YELLOW THERMO	6" X 90 M WHITE THERMO	8" X 120 M WHITE THERMO	6" X 120 M WHITE THERMO	8" X 90 M YELLOW THERMO	16" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	24" X 120 M YELLOW THERMO	THERMO RXR 120 M	THERMO MSG ONLY 120 M	THERMO MSG SCHOOL 120 M	THERMO LT ARROW 90 M	THERMO STR ARROW 90 M	THERMO RT ARROW 90 M	THERMO MERGE LEFT ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO STR & LT ARROW 90 M	THERMO HANDICAP SYMBOL	4" WHITE PAINT	4" YELLOW PAINT
					LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
7CR.10791.14	Rockingham	1	US 220 NB	FROM SR 1110 (ELLISBORO RD) TO NC 135	14,629	14,629	4,277		1,260										12	26	2	2					
"	"	2	NC 68	FROM US 220 TO SR 1195 (SYLVANIA RD)	4,520			4,261			6																
"	"	3	NC 770	SR 1774 (HUNDLEY DR) TO JOINT JUST WEST OF SR 1714 (SUMMIT ROAD) / NC HWY 700 (FIELDCREST ROAD)	2,072		2,600	15,652				880	200	365		8			14	6	3	4					
"	"	4	NC 770/ NC 700	FROM PAVEMENT CHANGE TO WESTSIDE OF BRIDGE OVER NC 14			718	10,863		226				130			4		15	6	2		2				
TOTAL FOR PROJ NO. 7CR.10791.14					21,221	14,629	7,595	30,776	1,260	226	6	880	200	495		8	4		41	38	7	6	2				
					35,850		38,371							495		12						94					
7CR.20791.14	Rockingham	5	SR 1001 (WOOLEN STORE RD)	FROM US 158 TO SR 2406 (IRON WORKS RD)	375						38															68,834	57,764
"	"	6	SR 1192 (CURE DR)	FROM SR 1198 (CHIEF MARTIN ST) TO EOM																						5,640	6,620
"	"	7	SR 1300 (AYERSVILLE RD)	FROM JOINT JUST NORTH OF MAYODAN CITY LIMITS TO SR 1321 (PARK RD)	750						185															29,140	30,640
"	"	8	SR 1530 (ROBERTS RD)	FROM SR 2221 (EDEN RD) TO SR 1535 (PRICE RD)	225						32															34,274	34,976
"	"	9	SR 1604 (WASHINGTON ST)	FROM SR 1605 (BRIDGE ST) TO SR 2282 (HAMILTON ST)	802	1,118	628	2,800		1,006		33		324					11	4	2			7	2	1	
"	"	10	SR 1751 (THIRD ST)	FROM NC 700 TO SR 1747 (STADIUM DR)	125						18															25,238	25,488
"	"	11	SR 1962 (PIERCE ST)	FROM SR 1747 (STADIUM DR) TO NC 770 (MEADOW RD)	1,630		105	4,330						239				12	4					4			
"	"	12	SR 2141 (YOUNGS RD)	FROM NC 135 TO NC 770																						33,352	25,058
"	"	13	SR 2203 (ASHLEY LOOP RD)	FROM SR 1991 (BERRYMORE RD) TO NC 87	1,250						220															85,440	70,886
"	"	14	SR 2221 (EDEN RD)	FROM NC 135 TO NC 770	750						168															37,756	36,434
"	"	15	SR 2406 (IRON WORKS RD)	FROM US 158 TO SR 2407 (MILLER CHAPEL RD)	500						36															34,040	33,970
"	"	16	SR 2588 (KNOWLES RD)	FROM 2571 (GROOMS RD) TO SR 2579 (BROOKS RD)	250						20															34,348	24,520
"	"	17	SR 2687 (HARRISON ST)	FROM US 158 (FREEWAY DR) TO SCALES ST (NON-SYSTEM)	11,720		529	14,058		294	68			290					6					6			
"	"	18	SR 3002 (BOONE RD)	FROM END PROJECT TO SR 2066 (KINGS HWY), SR 1604 (WASHINGTON ST), SR 1605 (BRIDGES ST)	1,930			9,340			26			78					6					2			
"	"	19	SR 3003 (MEADOW RD)	FROM NC 14 TO BEGIN PROJECT JUST NORTH OF SR 1747 (STADIUM DR)	4,744		350	6,646			52			64			4		3	4	3						
"	"	20	SR 3007 (MAIN STREET)	FROM NC 770 (MEADOW ROAD) TO NC 700 (FIELDCREST ROAD)	491			1,620					100	50	50	4											
TOTAL FOR PROJ NO. 7CR.20791.14					25,542	1,118	1,612	38,794		1,300	863	33	100	1,045	50	4	4	12	30	8	5		19	2	1	388,062	346,356
					26,660		40,406							1,095		20						65				734,418	
GRAND TOTAL					46,763	15,747	9,207	69,570	1,260	1,526	869	913	300	1,540	50	12	8	12	71	46	12	6	21	2	1	388,062	346,356
					62,510		78,777							1,590		32					159					734,418	

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10791.14,7CR.20791.14	8	



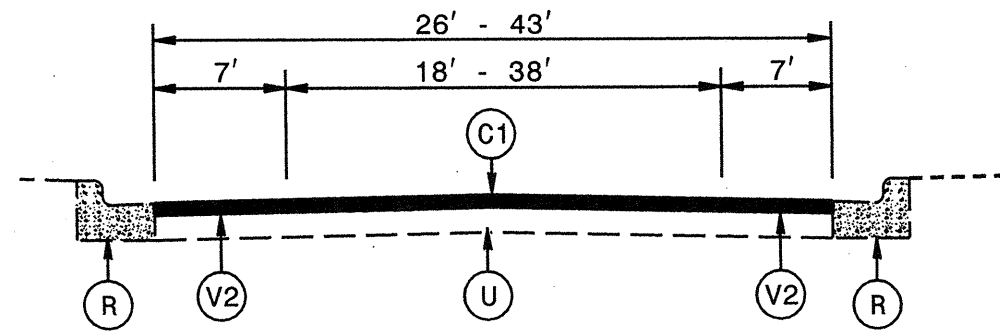
USED ON MAP 1
 NOTE: V1 - TO BE DONE IN RIGHT TRAVEL LANE ONLY
 F - TO BE DONE IN LEFT TRAVEL LANE ONLY

TYPICAL SECTION NO. 1



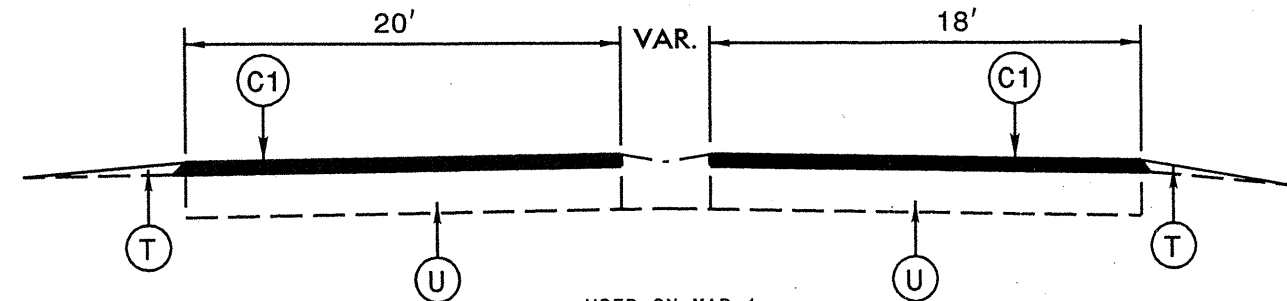
USED ON MAPS 6,10,12,14,16

TYPICAL SECTION NO. 5



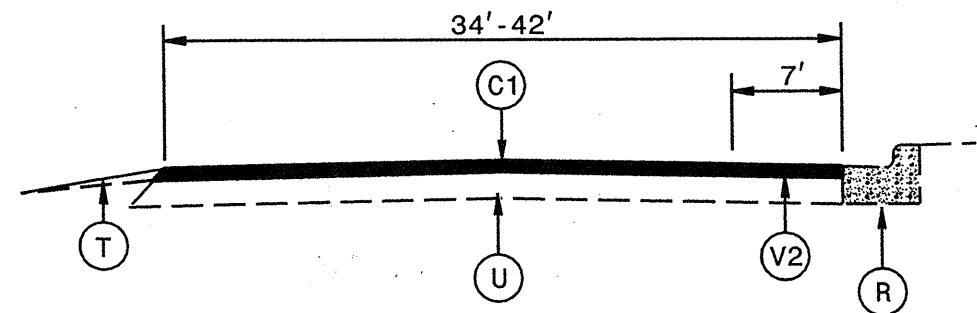
USED ON MAPS 1, 18, 20

TYPICAL SECTION NO. 2



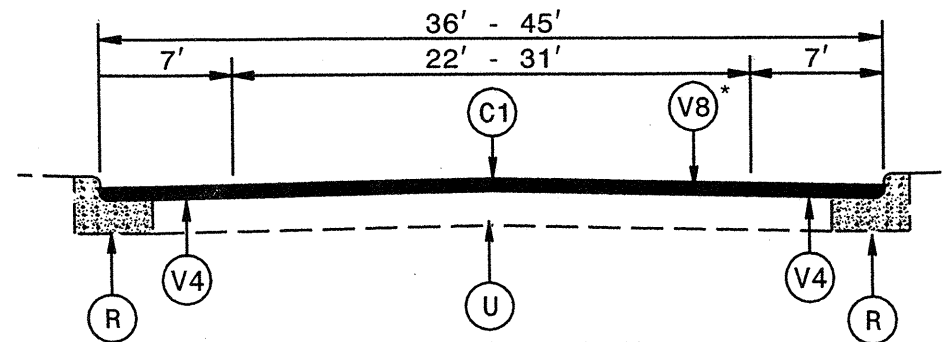
USED ON MAP 1

TYPICAL SECTION NO. 6



USED ON MAPS 1,17,20

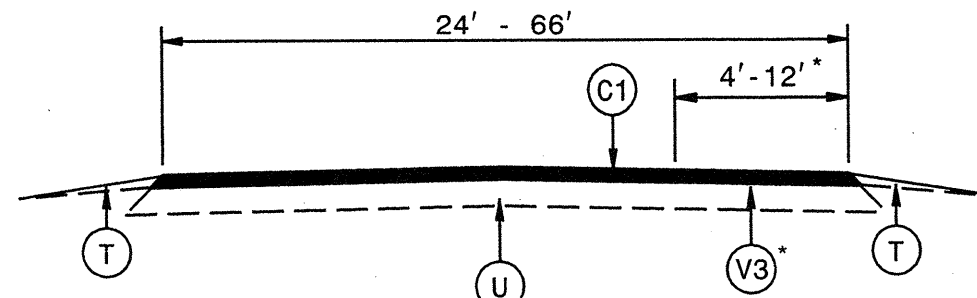
TYPICAL SECTION NO. 3



USED ON MAPS 3,17,18,20

* NOTE: V8 - TO BE USED ON MAPS 3 AND 17 ONLY

TYPICAL SECTION NO. 7



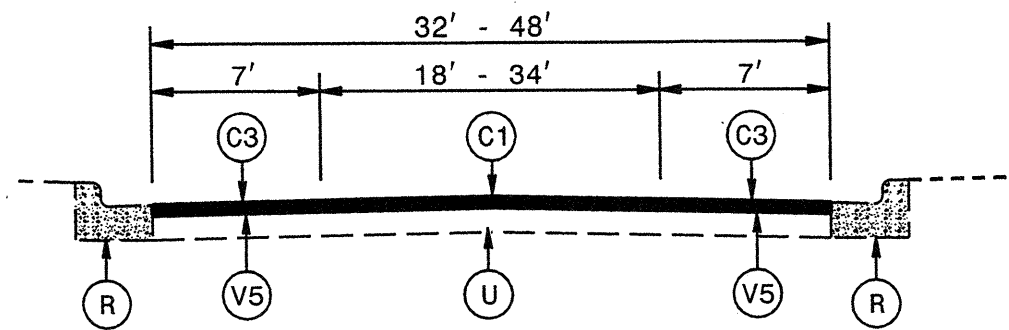
USED ON MAPS 1,2* and 17

* NOTE: V3 - TO BE USED ON MAP 2 ONLY

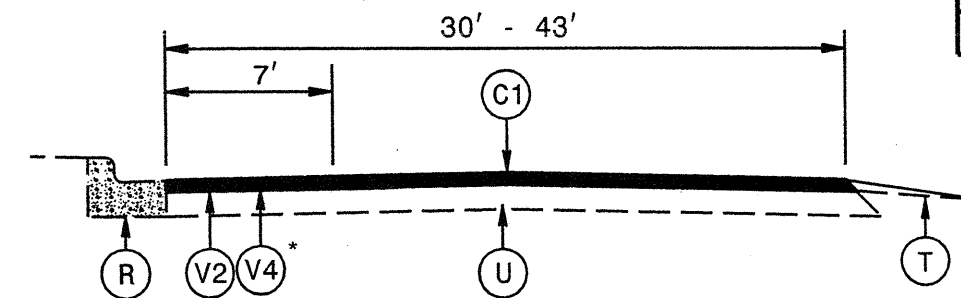
TYPICAL SECTION NO. 4

PAVEMENT SCHEDULE

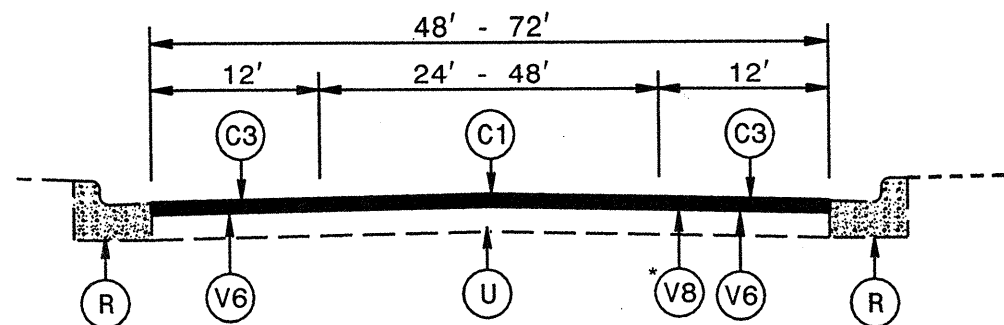
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.	V4	0 - 1½" MILLING FOR 7 FT FROM THE FACE OF CURB TO THE ROADWAY
C2	PROP. APPROX. 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.	U	EXISTING PAVEMENT.	V5	0 - 3" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
C3	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	U2	EXISTING PAVED SHOULDERS. NOTE: WHERE APPLICABLE RAMP TAPERS ARE INCLUDED IN THIS AREA.	V6	1½" - 3" MILLING FOR 12 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
C4	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	V1	1½" MILLING FOR 12 FT	V7	2" MILLING FOR THE ENTIRE ROADWAY, FROM FACE OF CURB TO FACE OF CURB
F	AST MAT COAT, 78M	V2	0-1½" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY	V8	3" MILLING FOR 11 TO 12FT AS DIRECTED BY THE ENGINEER.
R	EXISTING CURB (2' - 6" OR EXPRESSWAY OR VALLEY GUTTER)	V3	1½" MILLING FOR 4 TO 12 FT	V9	MILLED RUMBLE STRIPS. NOTE: USE IN CONJUNCTION WITH STANDARD DRAWING #665.01



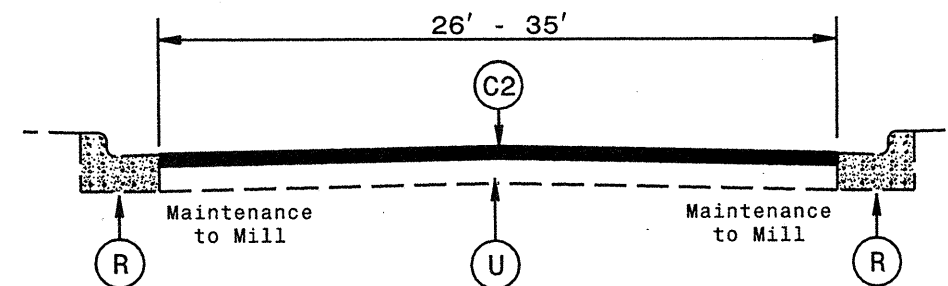
USED ON MAP 3
TYPICAL SECTION NO. 8



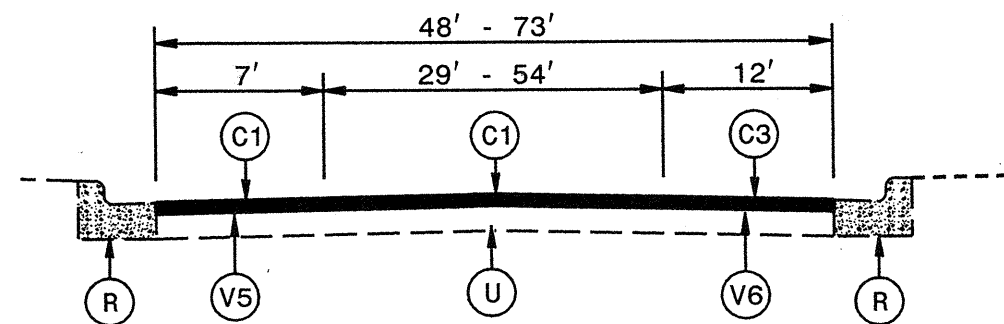
USED ON MAP 18
* NOTE: THE PAVEMENT IN THIS AREA VARIES FROM FACE OF CURB TO FRONT OF GUTTER. USE V2 OR V4 AS DIRECTED BY THE ENGINEER. PLACE ASPHALT BACK IN ITS ORIGINAL FORM (IE: IF IT IS CURRENTLY IN CURB PLACE BACK IN CURB, ETC.).
TYPICAL SECTION NO. 12



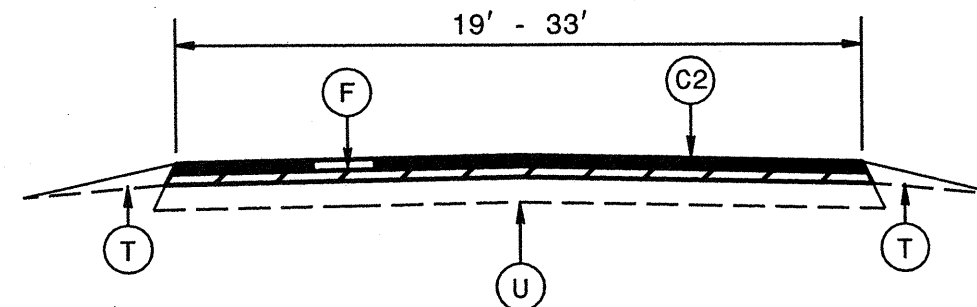
USED ON MAP 3
TYPICAL SECTION NO. 9



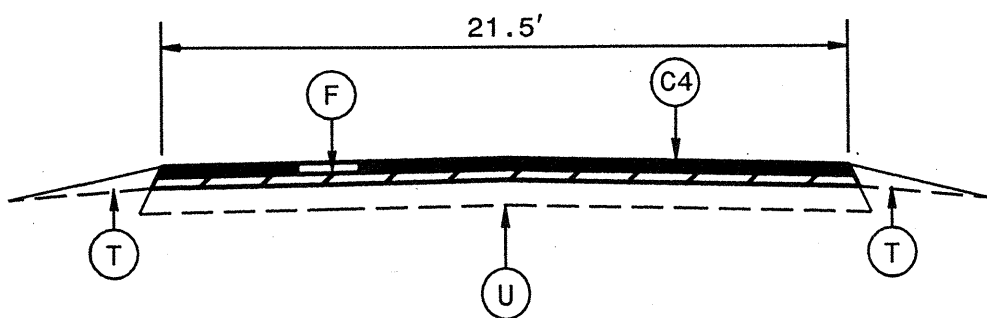
USED ON MAPS 6
TYPICAL SECTION NO. 13



USED ON MAP 4
TYPICAL SECTION NO. 10

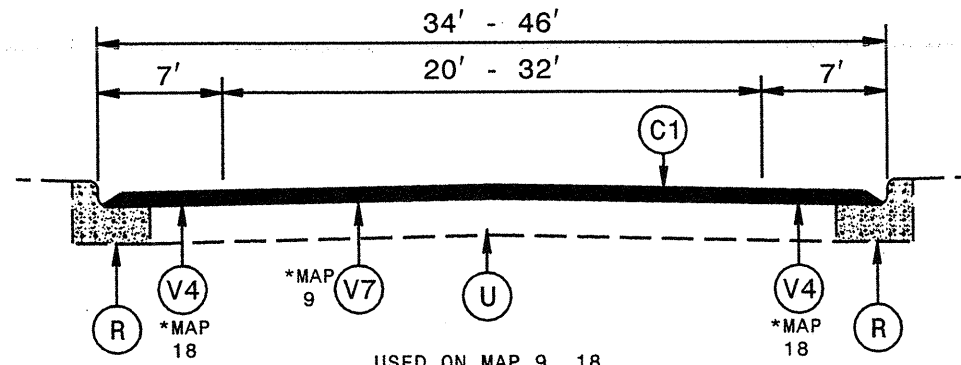


USED ON MAPS 7, 8, 13
TYPICAL SECTION NO. 14

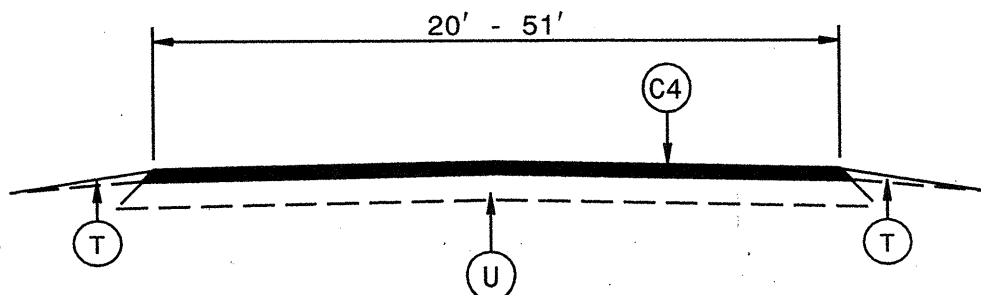


USED ON MAP 5
TYPICAL SECTION NO. 11

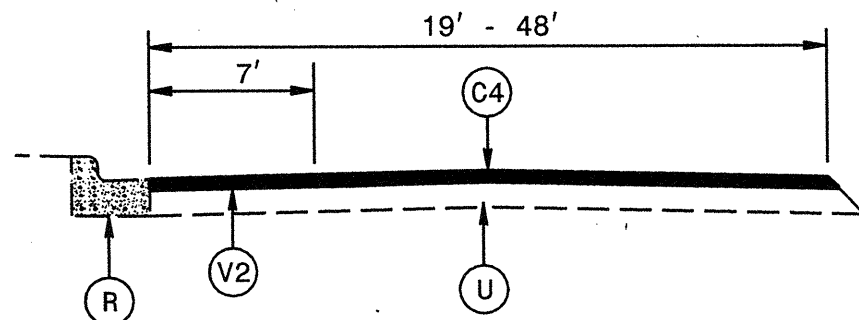
PAVEMENT SCHEDULE			
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.
C2	PROP. APPROX. 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.	U	EXISTING PAVEMENT.
C3	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	U2	EXISTING PAVED SHOULDERS. NOTE: WHERE APPLICABLE RAMP TAPERS ARE INCLUDED IN THIS AREA.
C4	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	V1	1½" MILLING FOR 12 FT
F	AST MAT COAT, 78M	V2	0-1½" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
R	EXISTING CURB (2' - 6" OR EXPRESSWAY OR VALLEY GUTTER)	V3	1½" MILLING FOR 4 TO 12 FT
		V4	0 - 1½" MILLING FOR 7 FT FROM THE FACE OF CURB TO THE ROADWAY
		V5	0 - 3" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
		V6	1½" - 3" MILLING FOR 12 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
		V7	2" MILLING FOR THE ENTIRE ROADWAY, FROM FACE OF CURB TO FACE OF CURB
		V8	3" MILLING FOR 11 TO 12 FT AS DIRECTED BY THE ENGINEER.
		V9	MILLED RUMBLE STRIPS. NOTE: USE IN CONJUNCTION WITH STANDARD DRAWING #665.01



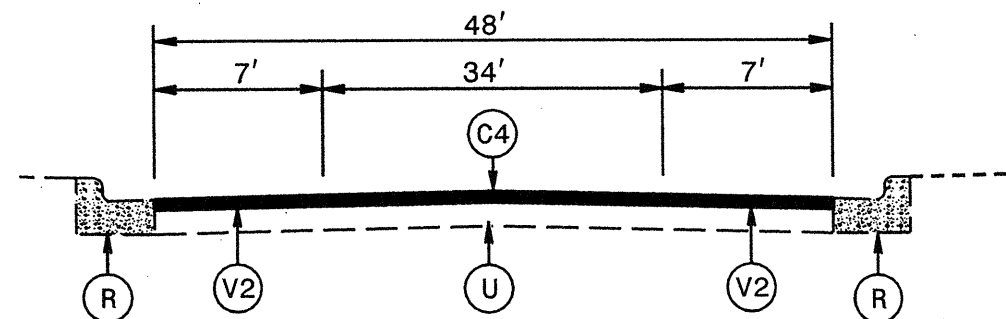
TYPICAL SECTION NO. 15



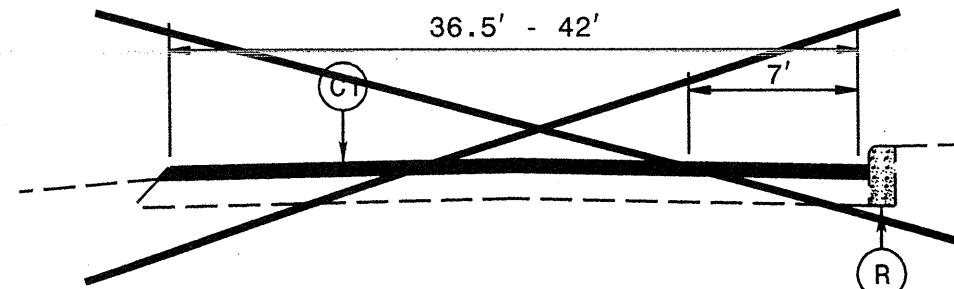
TYPICAL SECTION NO. 16



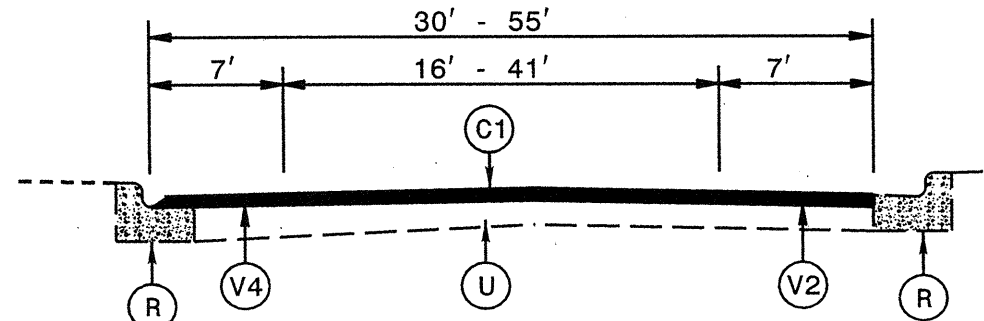
TYPICAL SECTION NO. 17



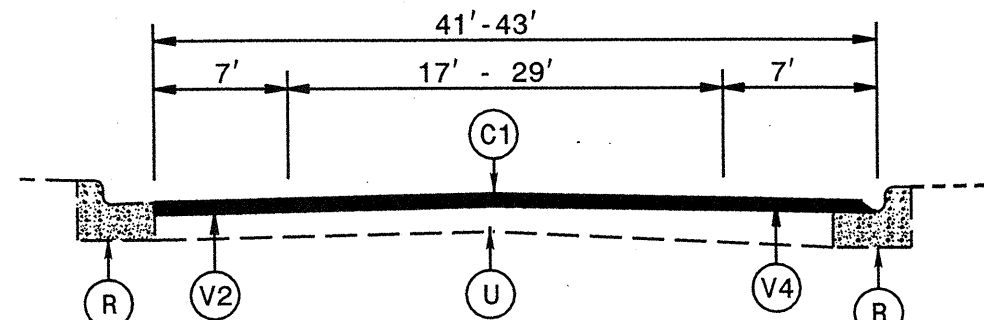
TYPICAL SECTION NO. 18



DELETED - TYPICAL IS THE SAME AS TS#3
TYPICAL SECTION NO. 19



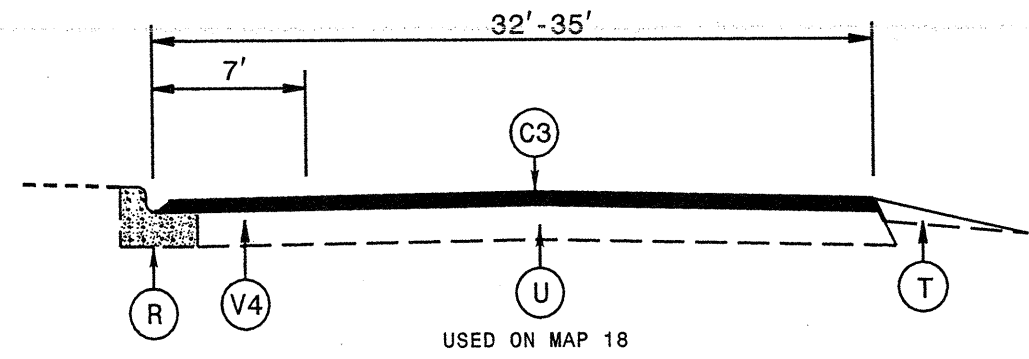
TYPICAL SECTION NO. 20



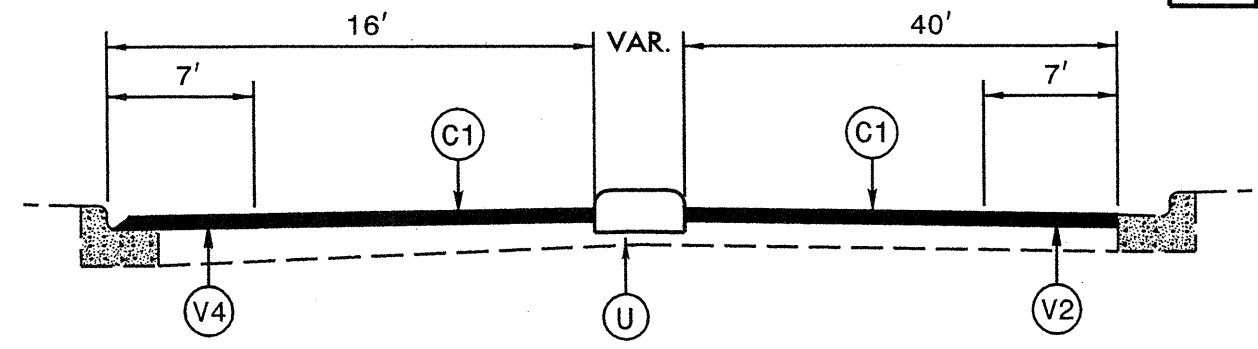
TYPICAL SECTION NO. 21

PAVEMENT SCHEDULE

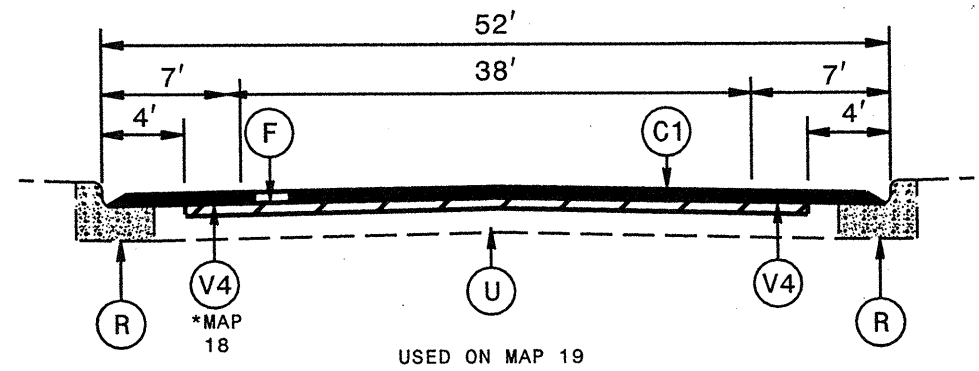
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.	V4	0 - 1½" MILLING FOR 7 FT FROM THE FACE OF CURB TO THE ROADWAY
C2	PROP. APPROX. 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.	U	EXISTING PAVEMENT.	V5	0 - 3" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
C3	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	U2	EXISTING PAVED SHOULDERS. NOTE: WHERE APPLICABLE RAMP TAPERS ARE INCLUDED IN THIS AREA.	V6	1½" - 3" MILLING FOR 12 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
C4	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	V1	1½" MILLING FOR 12 FT	V7	2" MILLING FOR THE ENTIRE ROADWAY, FROM FACE OF CURB TO FACE OF CURB
F	AST MAT COAT, 78M	V2	0-1½" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY	V8	3" MILLING FOR 11 TO 12 FT AS DIRECTED BY THE ENGINEER.
R	EXISTING CURB (2' - 6" OR EXPRESSWAY OR VALLEY GUTTER)	V3	1½" MILLING FOR 4 TO 12 FT	V9	MILLED RUMBLE STRIPS. NOTE: USE IN CONJUNCTION WITH STANDARD DRAWING #665.01



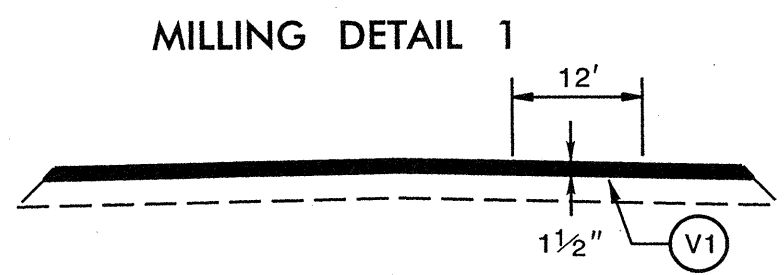
USED ON MAP 18
TYPICAL SECTION NO. 22



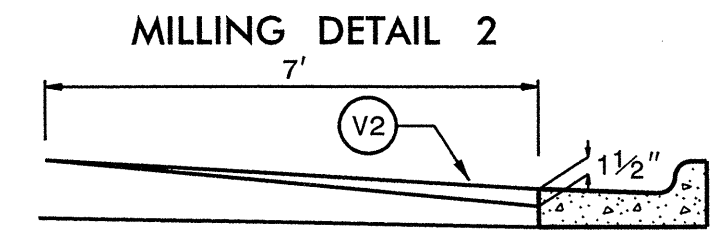
USED ON MAP 20
TYPICAL SECTION NO. 26



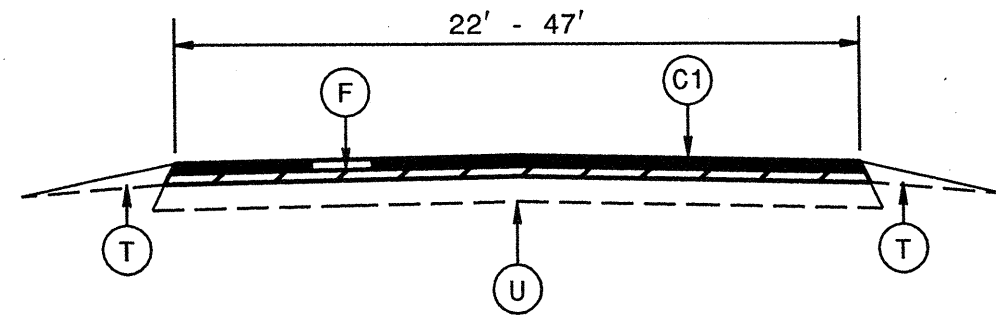
USED ON MAP 19
TYPICAL SECTION NO. 23



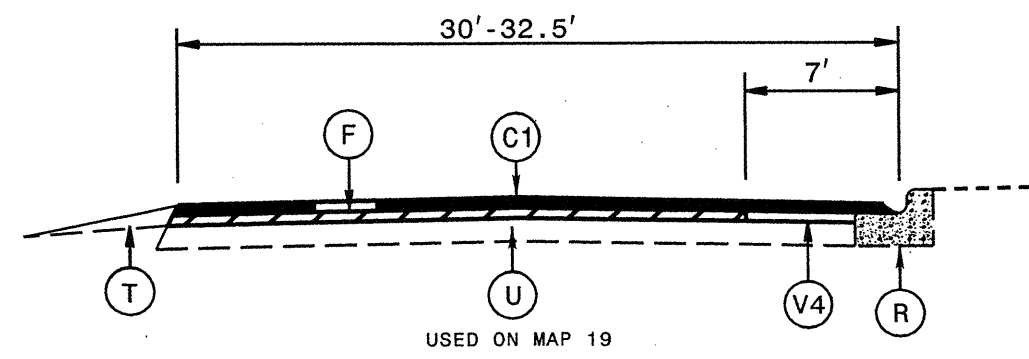
MILL EXISTING ASPHALT PAVEMENT 1 1/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER
NOTE:
TO BE USED IN CONJUNCTION WITH TS. NO. 1 ON MAP 1



MILL EXISTING ASPHALT PAVEMENT 0-1 1/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER
NOTE:
TO BE USED IN CONJUNCTION WITH TS. NO. 2,3 ON MAP 1
TS. NO. 17,18 ON MAP 11
TS. NO. 2,20 ON MAP 17
TS. NO. 12,21 ON MAP 18
TS. NO. 2,19,26 ON MAP 20



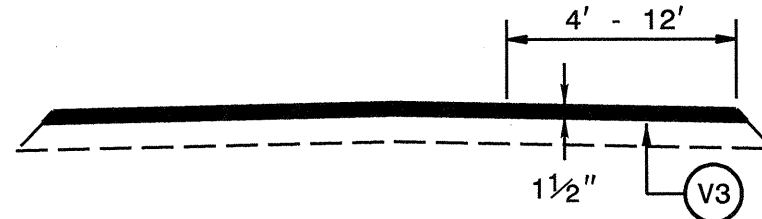
USED ON MAP 19
TYPICAL SECTION NO. 24



USED ON MAP 19
TYPICAL SECTION NO. 25

PAVEMENT SCHEDULE			
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.
C2	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.	U	EXISTING PAVEMENT.
C3	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	U2	EXISTING PAVED SHOULDERS. NOTE: WHERE APPLICABLE RAMP TAPERS ARE INCLUDED IN THIS AREA.
C4	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	V1	1 1/2" MILLING FOR 12 FT
F	AST MAT COAT, 78M	V2	0-1 1/2" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
R	EXISTING CURB (2' - 6" OR EXPRESSWAY OR VALLEY GUTTER)	V3	1 1/2" MILLING FOR 4 TO 12 FT
		V4	0 - 1 1/2" MILLING FOR 7 FT FROM THE FACE OF CURB TO THE ROADWAY
		V5	0 - 3" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
		V6	1 1/2" - 3" MILLING FOR 12 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
		V7	2" MILLING FOR THE ENTIRE ROADWAY, FROM FACE OF CURB TO FACE OF CURB
		V8	3" MILLING FOR 11 TO 12 FT AS DIRECTED BY THE ENGINEER.
		V9	MILLED RUMBLE STRIPS. NOTE: USE IN CONJUNCTION WITH STANDARD DRAWING #665.01

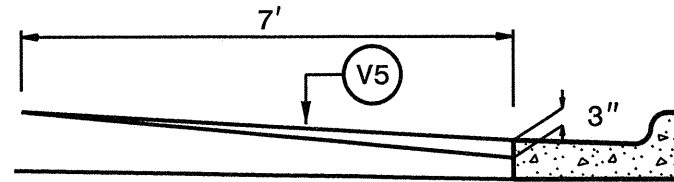
MILLING DETAIL 3



MILL EXISTING ASPHALT PAVEMENT 1 1/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER AND REPLACE WITH 1 1/2"

NOTE:
TO BE USED IN CONJUNCTION WITH
TS. NO. 4 ON MAP 2

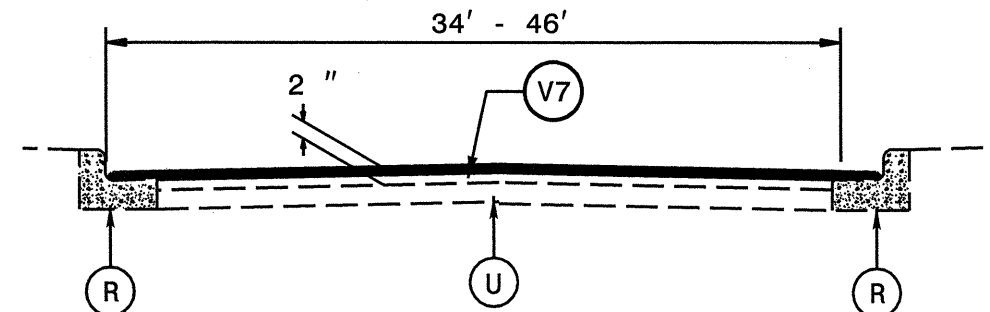
MILLING DETAIL 5



MILL EXISTING ASPHALT PAVEMENT 0-3" AT LOCATIONS AS DIRECTED BY THE ENGINEER

NOTE:
TO BE USED IN CONJUNCTION WITH
TS. NO. 8 ON MAP 3
TS. NO. 10 ON MAP 4

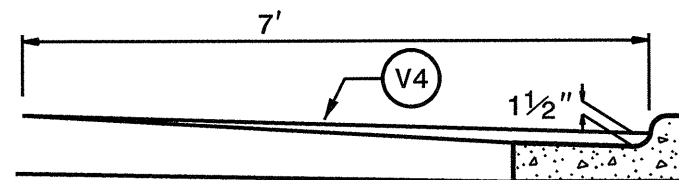
MILLING DETAIL 7



MILL ENTIRE EXISTING ASPHALT PAVEMENT 1 1/2" IN DEPTH.

NOTE:
TO BE USED IN CONJUNCTION WITH
TS. NO. 15 ON MAP 9

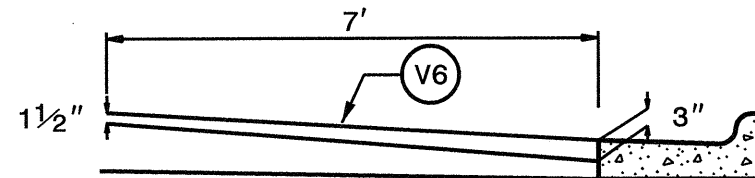
MILLING DETAIL 4



MILL EXISTING ASPHALT PAVEMENT 0-1 1/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER

NOTE:
TO BE USED IN CONJUNCTION WITH
TS. NO. 7 ON MAP 3
TS. NO. 3,6,7,20 ON MAP 17
TS. NO. 7,12,15 ON MAP 18
TS. NO. 23,25 ON MAP 19
TS. NO. 7,19,26 ON MAP 20

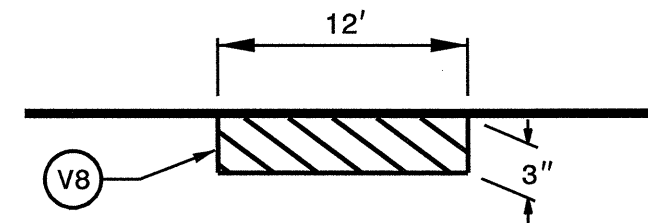
MILLING DETAIL 6



MILL EXISTING ASPHALT PAVEMENT 1 1/2" - 3" AT LOCATIONS AS DIRECTED BY THE ENGINEER

NOTE:
TO BE USED IN CONJUNCTION WITH
TS. NO. 8,9 ON MAP 3
TS. NO. 10 ON MAP 4

MILLING DETAIL 8



MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH, REPLACE WITH INTERMEDIATE COURSE AT LOCATIONS AS DIRECTED BY THE ENGINEER.

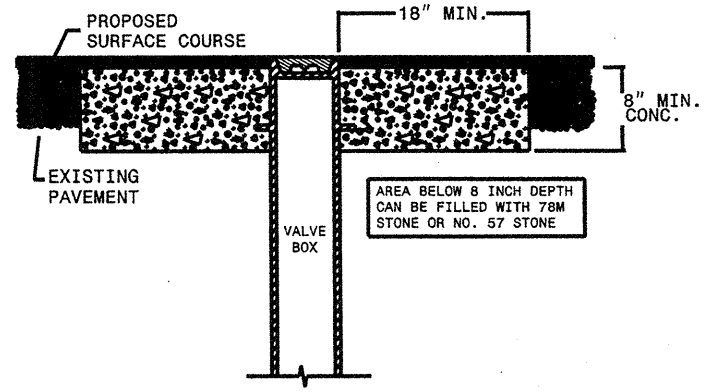
NOTE:
TO BE USED IN CONJUNCTION WITH
TS. NO. 3,6,20 ON MAP 17
TS. NO. 9 ON MAP 3

PAVEMENT SCHEDULE

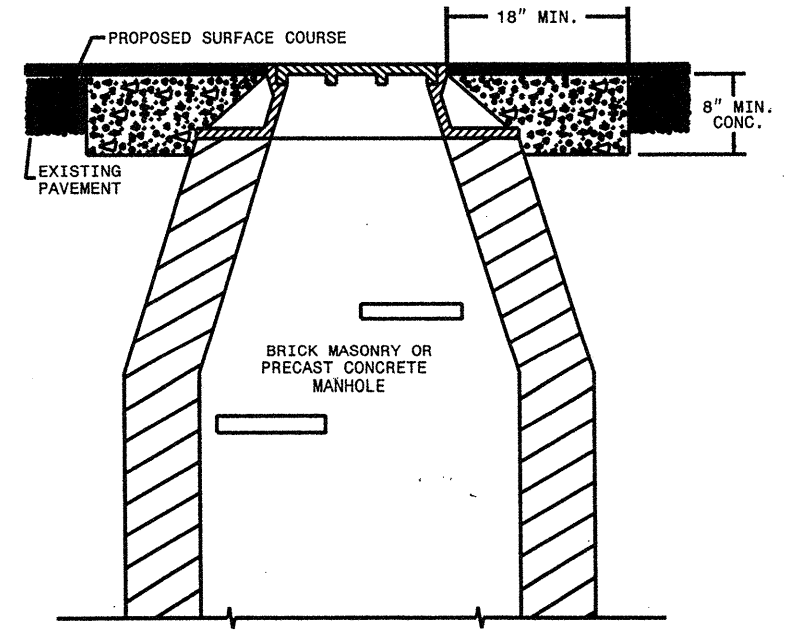
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	R	EXISTING CURB (2' - 6" OR EXPRESSWAY OR VALLEY GUTTER)	V2	0-1 1/2" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY	V7	2" MILLING FOR THE ENTIRE ROADWAY, FROM FACE OF CURB TO FACE OF CURB
C2	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.	T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.	V3	1 1/2" MILLING FOR 4 TO 12 FT	V8	3" MILLING FOR 11 TO 12 FT AS DIRECTED BY THE ENGINEER.
C3	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	U	EXISTING PAVEMENT.	V4	0 - 1 1/2" MILLING FOR 7 FT FROM THE FACE OF CURB TO THE ROADWAY	V9	MILLED RUMBLE STRIPS. NOTE: USE IN CONJUNCTION WITH STANDARD DRAWING #665.01
C4	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	U2	EXISTING PAVED SHOULDERS. NOTE: WHERE APPLICABLE RAMP TAPERS ARE INCLUDED IN THIS AREA.	V5	0 - 3" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY		
F	AST MAT COAT, 78M	V1	1 1/2" MILLING FOR 12 FT	V6	1 1/2" - 3" MILLING FOR 12 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10791.14,7CR.20791.14	13	

STANDARD CONCRETE ENCASMENT FOR MANHOLE & VALVE CASTINGS IN PAVEMENT
DETAIL DRAWING NO. 858.01

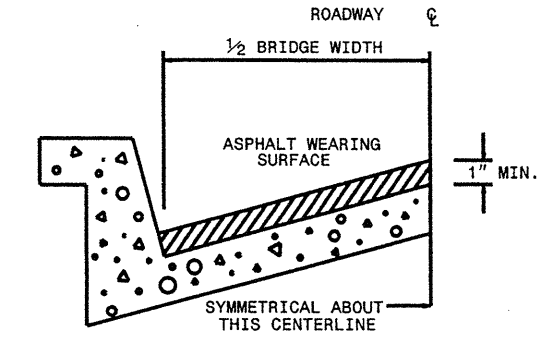
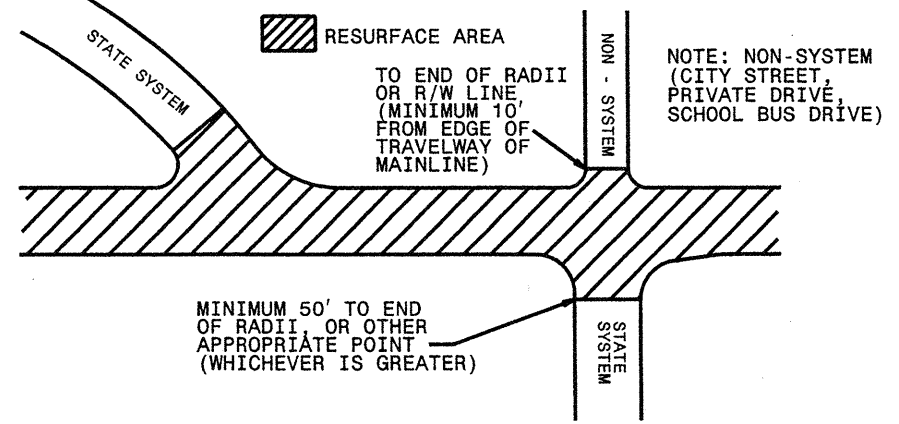


USE RAPID SET GROUT, MORTAR, OR CONCRETE CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.



- NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
 2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
 3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
 4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED

PAVING DETAIL 2
MAIN LINE IS BEING RESURFACED



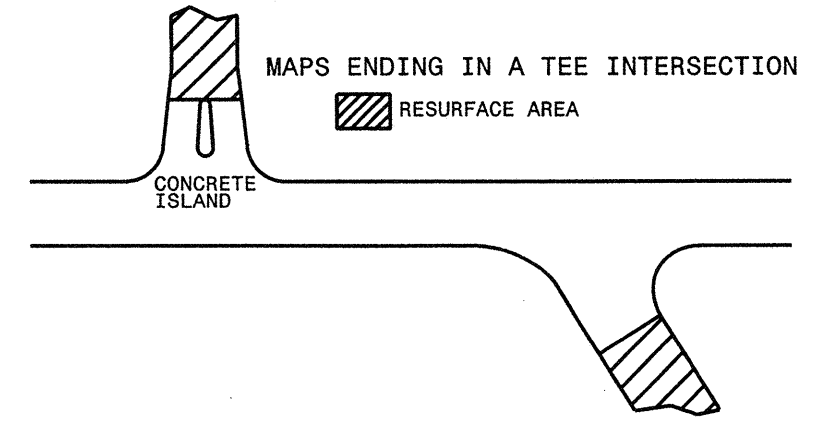
BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN. THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 1" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

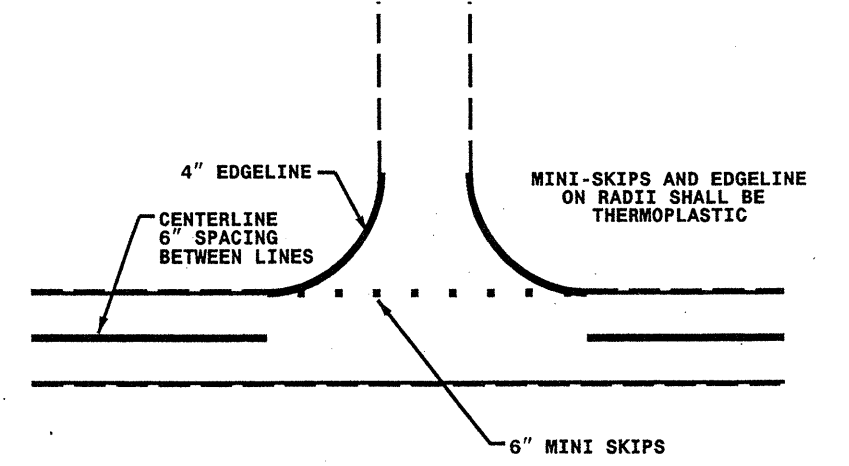
NOTES

ALL UNPAVED S.R. ROUTES TO BE SURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
ALL PAVED S.R. ROUTES TO BE RESURFACED TO END OF RADII, OR AS DIRECTED BY THE ENGINEER. EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES. BRIDGES TO BE RESURFACED AT LOCATIONS AND DEPTH AS DIRECTED BY THE ENGINEER.

PAVING DETAIL 1
MAIN LINE IS NOT BEING RESURFACED

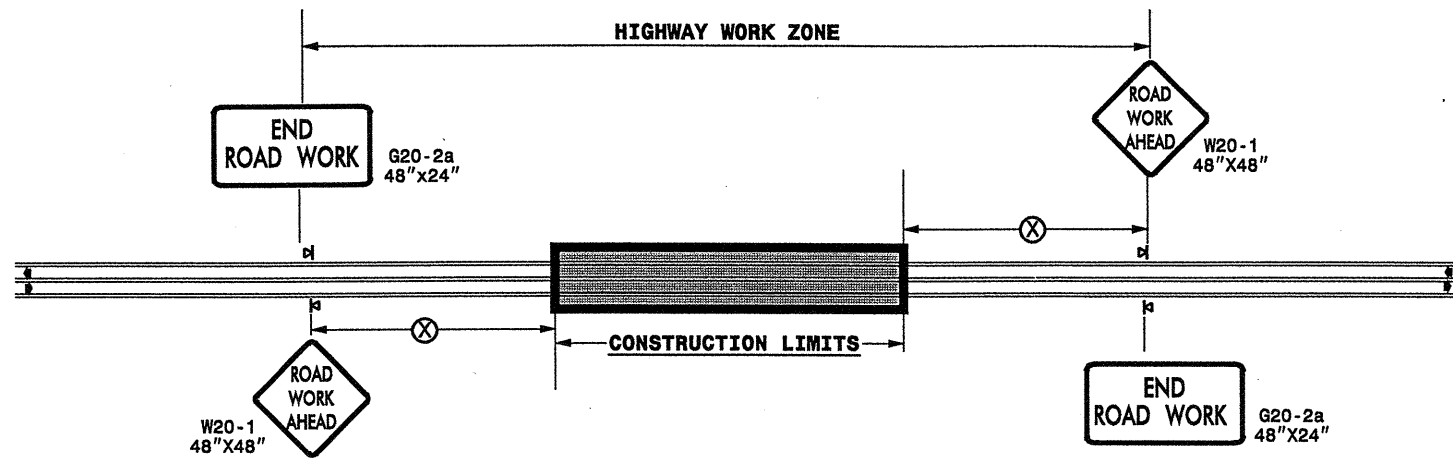


TO BE USED AT ALL
NON-SIGNALIZED INTERSECTIONS
(NOT TO SCALE)



NOTE: MINI SKIPS SHALL BE PLACED ON A 10' CYCLE, CONTAINING AN 8' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

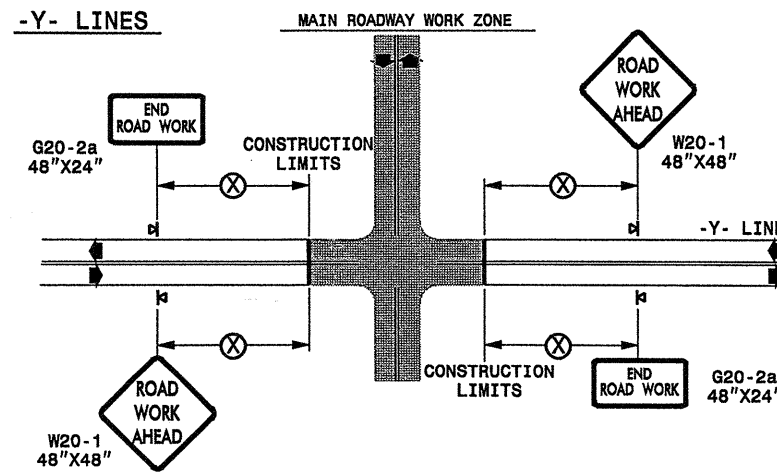
TWO-WAY UNDIVIDED ** (L-LINES)



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	500'
≥ 55	1000'

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

ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)



GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH PORTABLE WORK ZONE SIGN STANDS SPECIFICALLY DESIGNED FOR ONE ANOTHER. PORTABLE WORK ZONE SIGNS MAY BE ROLL UP OR APPROVED COMPOSITE.
- PROVIDE PORTABLE WORK ZONE SIGN STANDS, PORTABLE SIGNS AND SIGN SHEETING WHICH ARE LISTED ON THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S APPROVED PRODUCT LIST OR ACCEPTED AS TRAFFIC QUALIFIED BY THE TRAFFIC CONTROL UNIT.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

◀ PORTABLE SIGN

➔ DIRECTION OF TRAFFIC FLOW

**DETAIL DRAWING
FOR TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS**

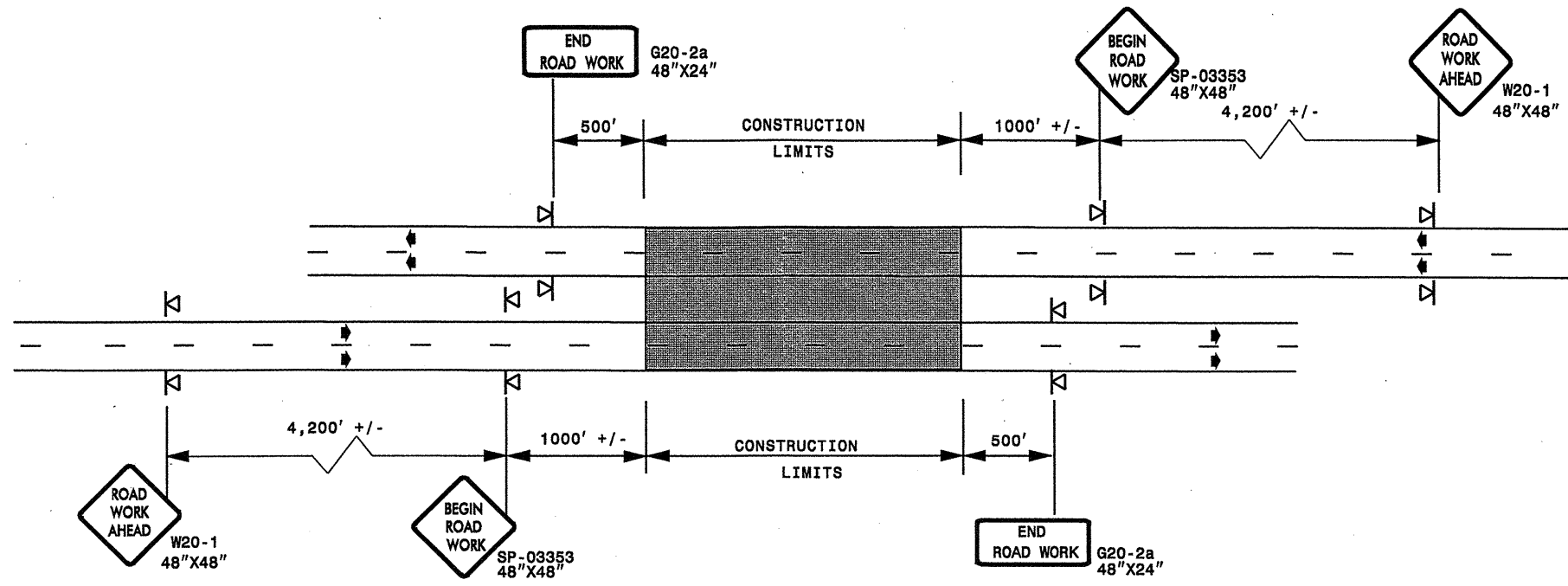
SHEET 1 OF 1

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED ADVANCED WORK ZONE WARNING SIGNS									
SEAL 	SCALE: NONE	<table border="1"> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <td>7-98</td> <td>10/01</td> </tr> <tr> <td>10-98</td> <td>03/04</td> </tr> <tr> <td>01/01</td> <td>11/04</td> </tr> </table>		REVISIONS		7-98	10/01	10-98	03/04	01/01	11/04
	REVISIONS										
	7-98			10/01							
	10-98			03/04							
01/01	11/04										
DATE:	DESIGN BY:	REVIEWED BY:									
DWG. BY:	DATE:	CADD FILE:									

09-OCT-2007 17:40
 \N001\UPSR001\DWG\GROUPS-WZ\TCCC\desig\group4\resurfacing\resurfacing2007\div07\c20937_7cr10791\etc\rockingham_us220nbetc\c20937_7cr10791\2wayundivurbfrwys\july2006.dgn
 peymore AT WZC37502

ADVANCE WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

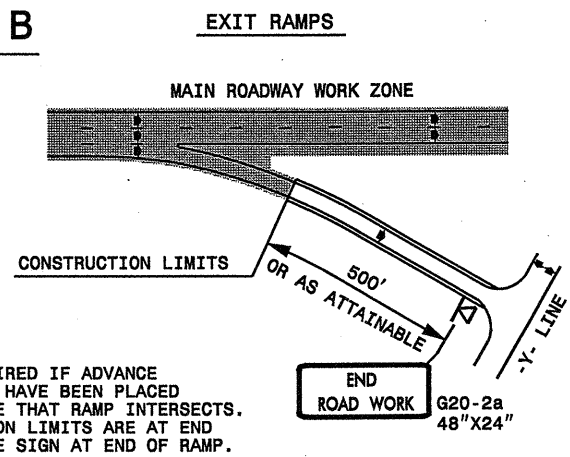
DETAIL A



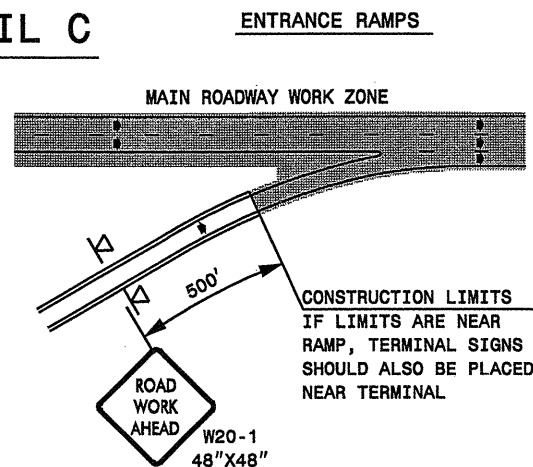
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAYS INTERSECTING ALONG FREEWAY WORK ZONE (Y-LINES)

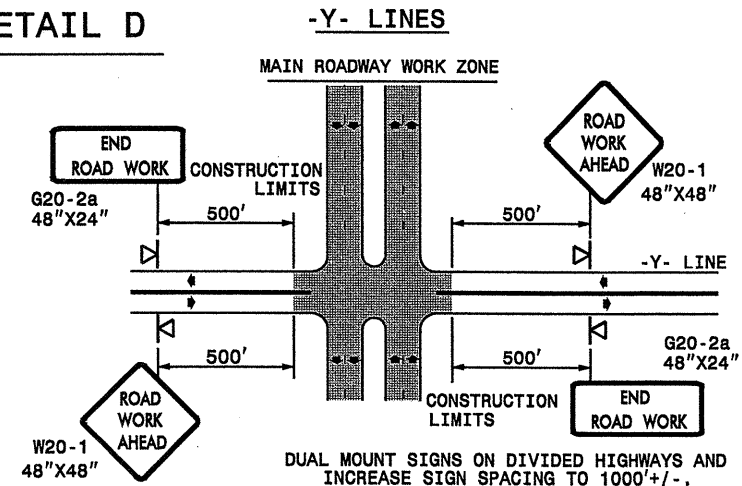
DETAIL B



DETAIL C



DETAIL D



**DETAIL DRAWING
FOR FREEWAYS
WORK ZONE WARNING SIGNS
(SHORT-DURATION LANE CLOSURES)**

GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH PORTABLE WORK ZONE SIGN STANDS SPECIFICALLY DESIGNED FOR ONE ANOTHER. PORTABLE WORK ZONE SIGNS MAY BE ROLL UP OR APPROVED COMPOSITE.
- PROVIDE PORTABLE WORK ZONE SIGN STANDS, PORTABLE SIGNS AND SIGN SHEETING WHICH ARE LISTED ON THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S APPROVED PRODUCT LIST OR ACCEPTED AS TRAFFIC QUALIFIED BY THE TRAFFIC CONTROL UNIT.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

◁ PORTABLE SIGN
◀ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR FREEWAYS WORK ZONE WARNING SIGNS	SCALE: NONE DATE: _____ DWG. BY: _____ DESIGN BY: _____ REVIEWED BY: _____	REVISIONS 7-98 10/01 10-98 03/04 01/01 11/04
SEAL				

09-OCT-2007 19:00
 \\001\DESIGN\GROUPS-WZ\TCCC\design\group4\resurfacing\resurfacing2007\div07\c20937_7cr107914etc_r\rockingham_us220nbetc\c20937_7cr107914_freelanesgreatJuly2006.dgn
 dscymore AT WZ1237502

SP 03353

SIGN NUMBER: SP-03353 TYPE: A QUANTITY: 1 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	DESIGN BY: CL DOWNEY PROJECT ID: ALL PROJECTS CHECKED BY: CHECKED DIV: DIV STD #: W20-1 DATE: Aug 20, 2003																																																																																																							
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>SYMBOL</th> <th>X</th> <th>Y</th> <th>WID</th> <th>HT</th> </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> </table>				SYMBOL	X	Y	WID	HT																																																																																																	
SYMBOL	X	Y	WID	HT																																																																																																					
USE NOTES: 2, 4 1. Legend and border shall be direct applied Type VII reflective sheeting. 2. Legend and border shall be direct applied non-reflective sheeting. 3. Shields shall be Type VII reflective sheeting on 0.032" (0.8mm) aluminum and demountable. 4. Background shall be Type VII reflective sheeting. 5. Background shall be Type I reflective sheeting. 6. Center arrow(s) vertically on sign. 7. Bottom panel shall be yellow Type III sheeting. Legend shall be direct applied black non-reflective sheeting. Yellow panel is:																																																																																																									
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="10">Letter positions</th> <th>Series/Size</th> <th>Text Length</th> </tr> <tr> <th colspan="10">Letter spacings are to start of next letter</th> <th colspan="2"></th> </tr> </thead> <tbody> <tr> <td align="center">B</td><td align="center">E</td><td align="center">G</td><td align="center">I</td><td align="center">N</td><td> </td><td> </td><td> </td><td> </td><td> </td> <td> </td> <td>C7</td> <td> </td> </tr> <tr> <td align="center">22.4</td><td align="center">5.3</td><td align="center">4.6</td><td align="center">5.4</td><td align="center">2.5</td><td align="center">3.8</td><td align="center">22.4</td><td> </td><td> </td><td> </td> <td> </td> <td>21.6</td> <td> </td> </tr> <tr> <td align="center">R</td><td align="center">O</td><td align="center">A</td><td align="center">D</td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td> <td> </td> <td>C7</td> <td> </td> </tr> <tr> <td align="center">23.4</td><td align="center">5</td><td align="center">5.2</td><td align="center">5.8</td><td align="center">3.9</td><td align="center">23.4</td><td> </td><td> </td><td> </td><td> </td> <td> </td> <td>19.6</td> <td> </td> </tr> <tr> <td align="center">W</td><td align="center">O</td><td align="center">R</td><td align="center">K</td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td> <td> </td> <td>C7</td> <td> </td> </tr> <tr> <td align="center">22.6</td><td align="center">6.4</td><td align="center">5.6</td><td align="center">5.2</td><td align="center">4</td><td align="center">22.6</td><td> </td><td> </td><td> </td><td> </td> <td> </td> <td>21.2</td> <td> </td> </tr> </tbody> </table> <p>Spacing Factor is 1 unless specified otherwise FILENAME: SPEC3BAC</p>				Letter positions										Series/Size	Text Length	Letter spacings are to start of next letter												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	5.8	3.9	23.4						19.6		W	O	R	K								C7		22.6	6.4	5.6	5.2	4	22.6						21.2	
Letter positions										Series/Size	Text Length																																																																																														
Letter spacings are to start of next letter																																																																																																									
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	5.8	3.9	23.4						19.6																																																																																														
W	O	R	K								C7																																																																																														
22.6	6.4	5.6	5.2	4	22.6						21.2																																																																																														

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

DETAIL DRAWING FOR
 WORK ZONE SIGNS
 BEGIN ROAD WORK

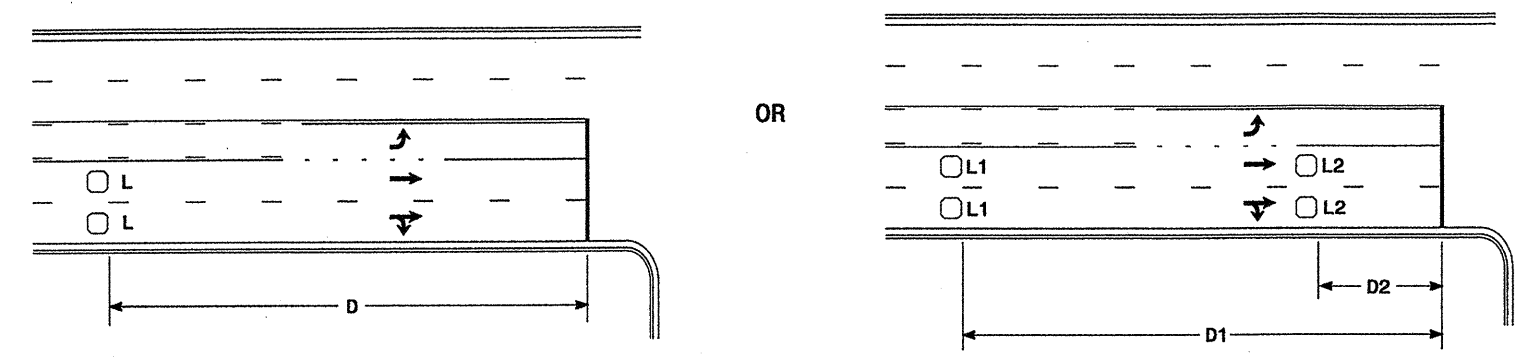
GENERAL NOTES FOR SIGN SP-03353 "BEGIN ROAD WORK"

- SIGN SP-03353 "BEGIN ROAD WORK" ONLY APPLIES TO FULL CONTROL AND PARTIAL CONTROL OF ACCESS ROADWAYS
- WHEN USED, INSTALL SIGN SP-03353 "BEGIN ROAD WORK" ACCORDING TO DETAIL FOR FREEWAY WORK ZONE SIGNS

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR ADVANCED WORK ZONE WARNING SIGN DESIGNS	
SEAL	SCALE: NONE		REVISIONS
	DATE: 08/03		04/04
	DWG. BY: _____		11/04
	DESIGN BY: _____		
REVIEWED BY: _____			

09-OCT-2007 10:10
 \DDOT\UP\BROOK\WORKGROUPS\WZTCCC\designgroup4\resurfacing\resurfacing2007\div07\c201937_7cr107914\etc_rockingham_us220nber\c201937_7cr107914\etc_rockingham_us220nber\c201937_7cr107914_SignDesigns\July2006.dgn
 pseyimon@...

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

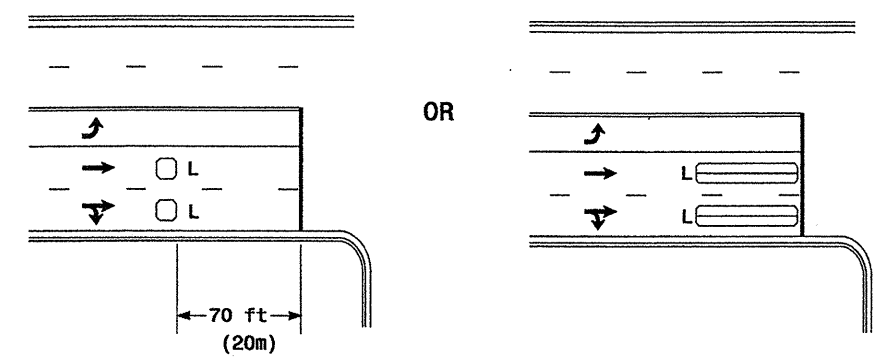
Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

Volume Density Operation

"Stretch" Operation

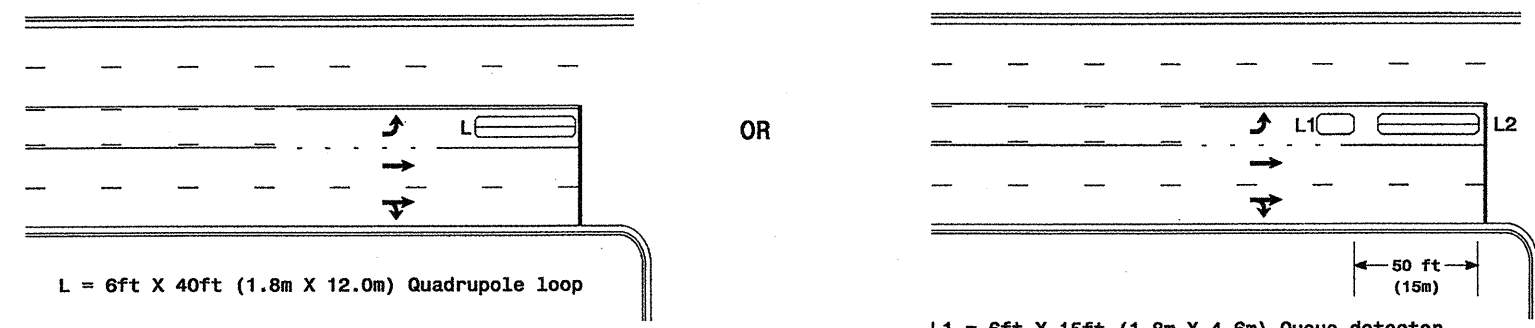
Low Speed Detection [≤35 mph (56 km/hr)]



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



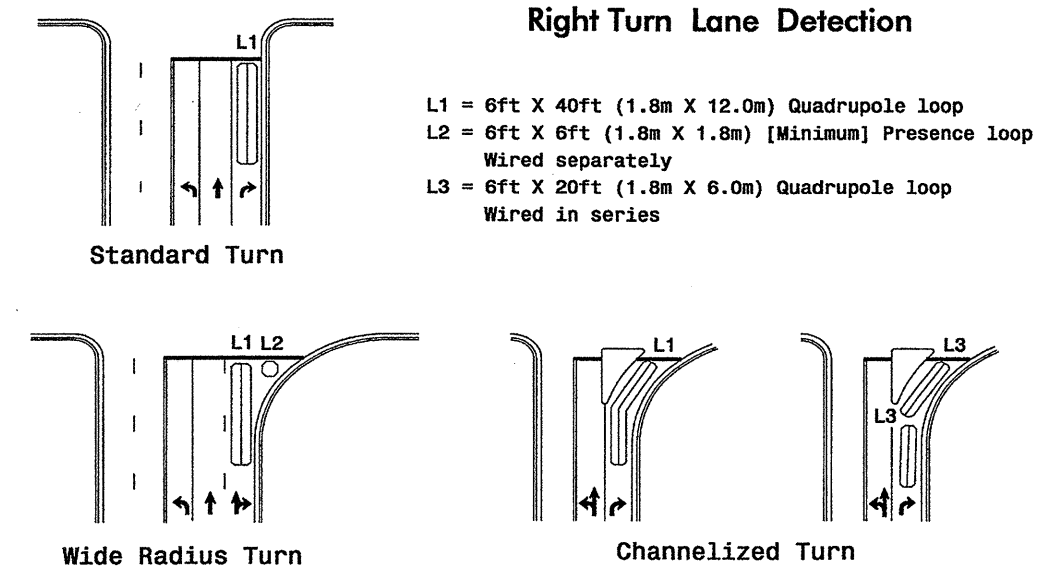
L = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

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

Presence Loop Detection

Queue Loop Detection

Right Turn Lane Detection



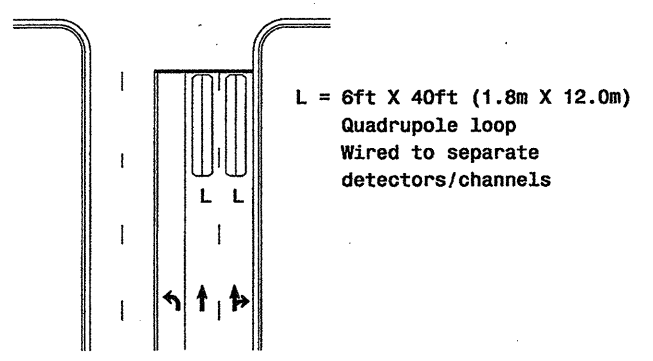
L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop
Wired separately
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop
Wired in series

Standard Turn

Wide Radius Turn

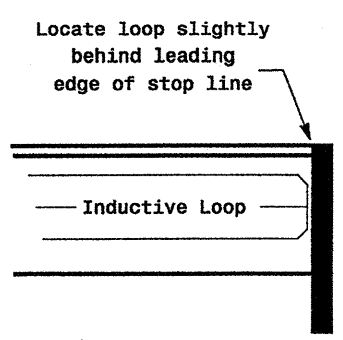
Channelized Turn

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:
SCALE: N/A	REVISIONS:
	INIT. DATE
	6/6/06

SIG. INVENTORY NO.

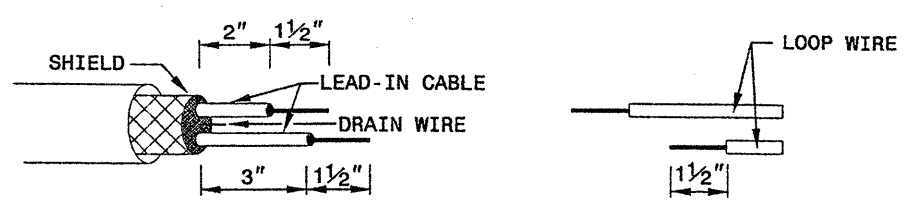
STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

5-07

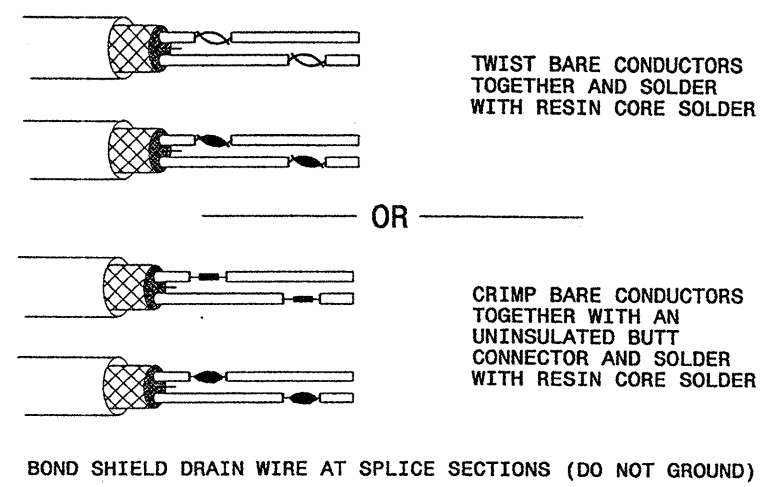
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
SPlicing FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

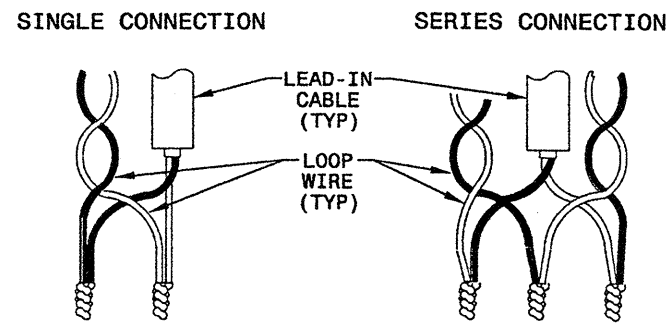
STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE



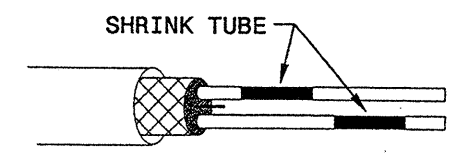
STEP 2. CONNECT AND SOLDER



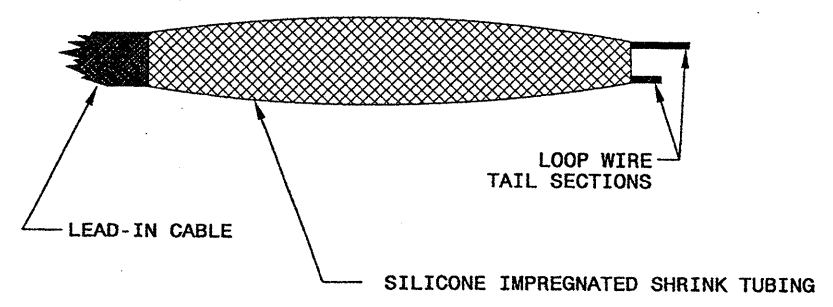
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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

5-07

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
SPlicing FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

See Plate for Title

Prepared in the Offices of:

750 N. Greenfield Parkway
Garner, NC 27529

SEAL

ENGINEER
MILTON I. DEAN
9/5/07
SIGNATURE DATE

05-Sep-2007 14:01
c:\documents and settings\cm1111e.d\workspace\stdstd\metal pole sheets\1725D01.mxd\2307.dgn
zml1111e

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

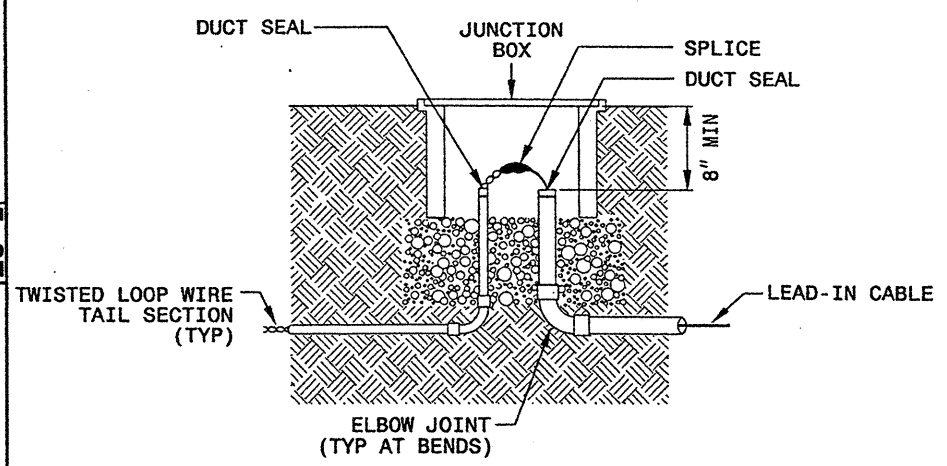
5-07

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
 LOOP WIRE DETAILS

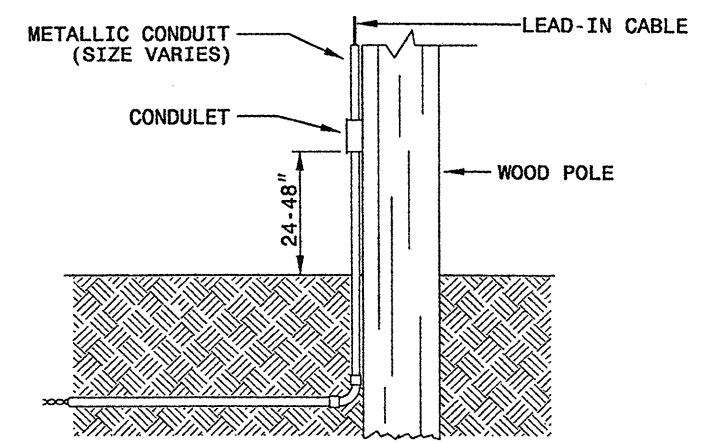
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

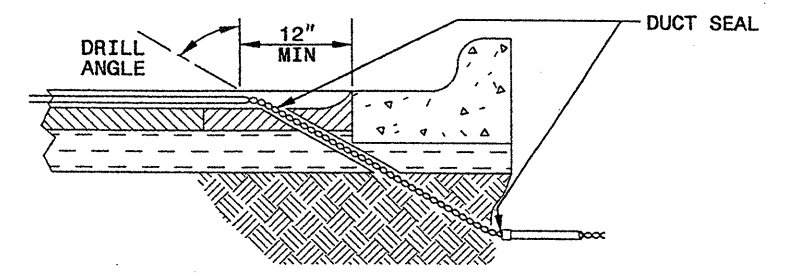


NOTE

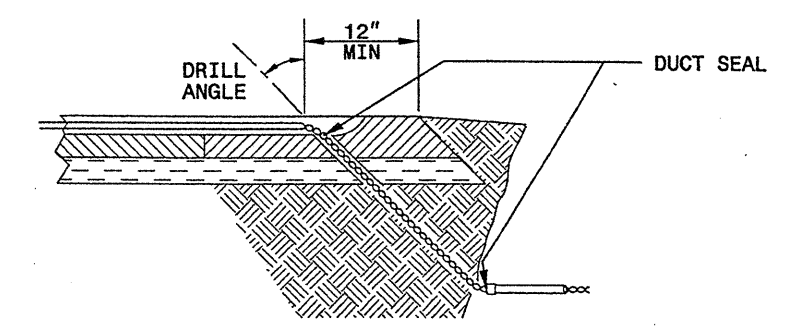
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

LOOP WIRE PAVEMENT EDGE DETAILS

LOOP WIRE AT CURB & GUTTER SECTION



LOOP WIRE AT PAVEMENT SECTION



NOTES

- DO NOT EXCAVATE UNDER CURB AND GUTTER SECTIONS FOR CONDUIT INSTALLATION.
- TWIST LOOP WIRE TAIL SECTIONS FROM WHERE LOOP WIRE TAIL LEAVES SAW CUT TO JUNCTION BOX, INCLUDING THROUGH CONDUIT.
- BEFORE SEALING LOOPS, INSTALL DUCT SEAL WHERE LOOP WIRE TAIL SECTION LEAVES SAW CUT IN PAVEMENT AND AT ENTRANCE OF CONDUIT TO JUNCTION BOX.

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

5-07

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
 LOOP WIRE DETAILS

SHEET 2 OF 3
1725D01

See Plate for Title

Prepared in the Offices of:

750 N. Greenfield Parkway
 Garner, NC 27529

SEAL

Milton I. Dean 9/5/07
 SIGNATURE DATE

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

5-07

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

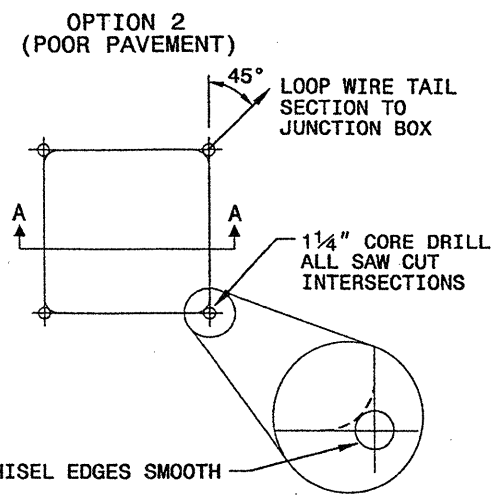
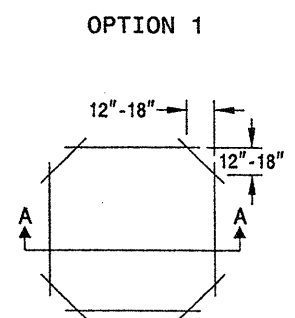
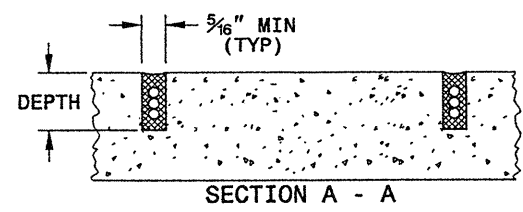
SHEET 1 OF 3
1725D01

CONVENTIONAL 4-SIDED LOOP

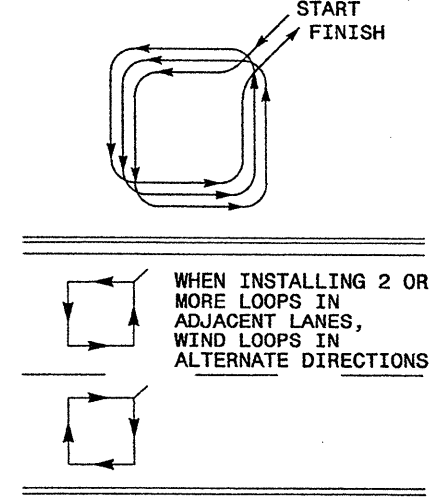
SAW CUT OPTIONS

SAW SLOT DEPTH CHART

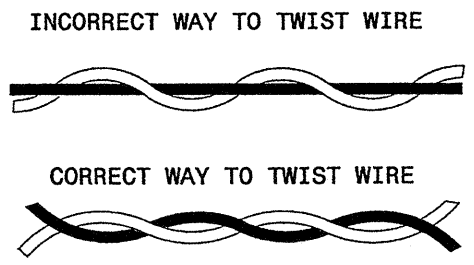
DEPTH (IN)	NO. OF WIRE TURNS				
	2	3	4	5	6
CONCRETE	2.0	2.0	2.5	2.5	3.0
ASPHALT	2.0	2.5	3.0	3.0	3.0



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD

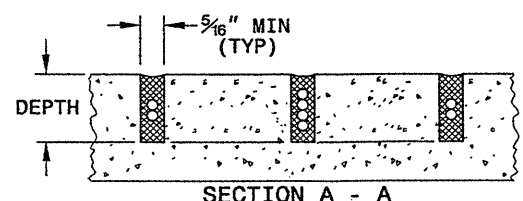
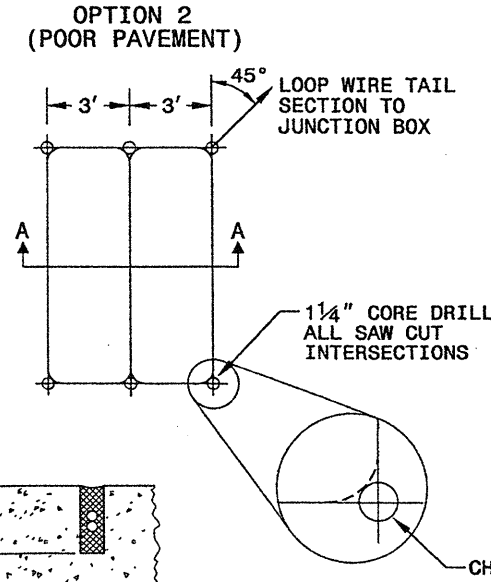
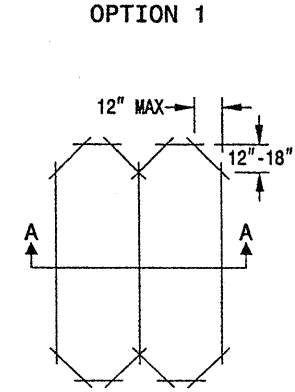


NOTES

1. OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
2. MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
3. WIRE LOOPS CONNECTED TO THE SAME DETECTOR CHANNEL IN SERIES.
4. LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS OR APPROVED BY ENGINEER.

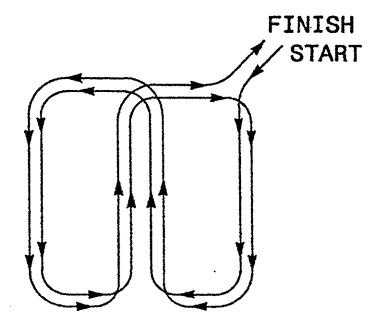
QUADRUPOLE LOOP

SAW CUT OPTIONS



DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

LOOP WINDING METHOD



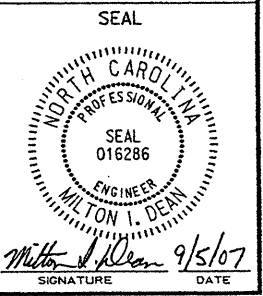
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

5-07

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

See Plate for Title



05-SEP-2007 14:00 c:\documents and settings\m1111e_dot\desktop\standard metal pole sheets\1725D01.mxd\2301.dgn