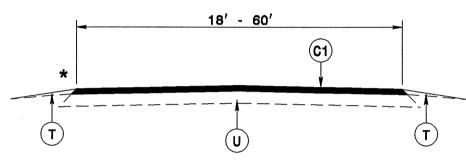
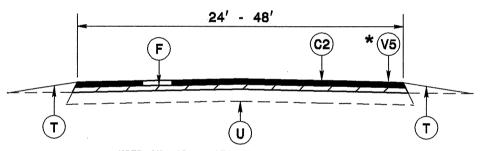


TYPICAL SECTION NO. 1



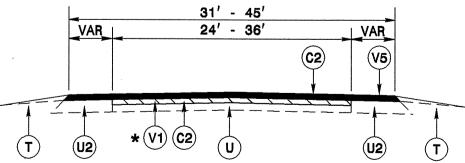
USED ON MAPS 2,3,5,6 * CURB ON MAP 3 STA 7+60 TO STA 9+40 MAP 6 STA 7+80 TO STA 9+55

TYPICAL SECTION NO. 2



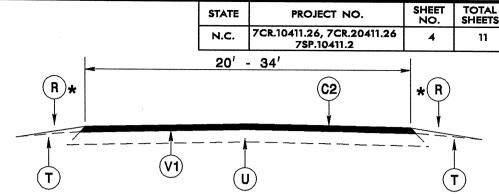
USED ON MAP 7 STA. 0+00 to STA. 28+70 USED ON MAP 10 STA. 0+00 to STA. 41+30
* USED ON MAP 11 STA. 0+00 to STA. 13+60 (NO RUMBLE STRIPS ON THIS MAP)

TYPICAL SECTION NO. 3



*MILL & FILL TRAVEL LANE ONLY, OVERLAY ALL USED ON MAP 7 STA 31+30 TO STA 92+45

TYPICAL SECTION NO. 4



STATE

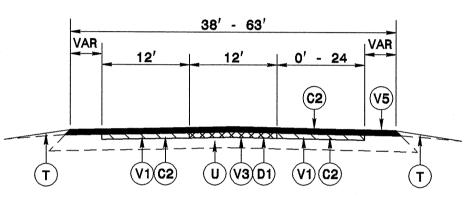
USED ON MAPS 8,9,12,13 MILL AND FILL * CURB & GUTTER

MAP 8 STA 3+60 TO STA 5+40 LT MAP 9 STA 0+00 TO STA 5+05 LT MAP 12 STA 10+25 TO STA 15+20 LT

MAP 8 STA 0+00 TO STA 4+10 RT MAP 13 STA 0+00 TO STA 4+15 LT MAP 13 STA 2+70 TO STA 7+35 RT

PROJECT NO.

TYPICAL SECTION NO. 5



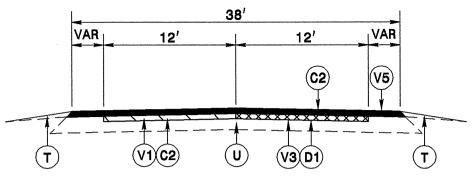
MAP 10 STA 41+30 TO STA 45+40 STA 56+30 TO STA 69+30 STA 86+20 TO STA 92+50

NOTE: STA 60+75 TO STA 63+45 - BRIDGE

MILL & FILL TRAVEL LANES ONLY, OVERLAY ALL

TYPICAL SECTION NO. 6

	PAVEMENT	SC	HEDULE
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	R	CONCRETE CURB & GUTTER
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.
СЗ	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF	T1	EXISTING EARTH SHOULDER
	165 LBS. PER SQ. YD. PROP. APPROX. 1½" ASPHALT CONCRETE LEVELING	U	EXISTING PAVEMENT.
C4	COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. TO BE USED AS DIRECTED BY THE ENGINEER	U2	EXISTING PAVED SHOULDER
D	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	V1	11/2" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER
D1	PROP. APPROX. 3" ASPHALT CONGRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN	V2	0-11/2" MILLING FOR 7' FROM EDGE OF GUTTER TO ROADWAY AS DIRECTED BY THE ENGINEER
	AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 7" ASPHALT CONCRETE BASE	٧3	3" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER
E	COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	V5	
F	AST MAT COAT, 78M	٧6	8" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER

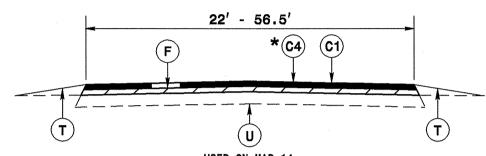


MILL & FILL TRAVEL LANES ONLY, OVERLAY ALL

USED ON MAP 10

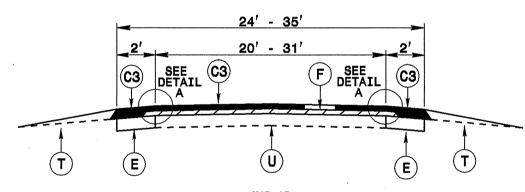
MAP 10 STA 45+40 TO STA 56+30 STA 69+30 TO STA 86+20

TYPICAL SECTION NO. 7

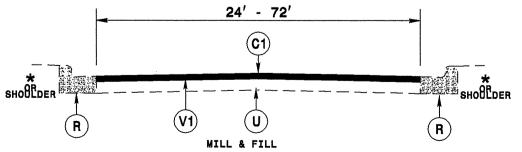


USED ON MAP 14 * TO BE USED AS DIRECTED BY ENGINEER IF NEEDED ON THIS MAP

TYPICAL SECTION NO. 9



TYPICAL SECTION NO. 10

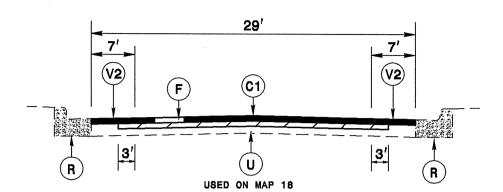


* NO SHOULDER RECONSTRUCTION WILL BE NEEDED IN SHOULDER AREA.

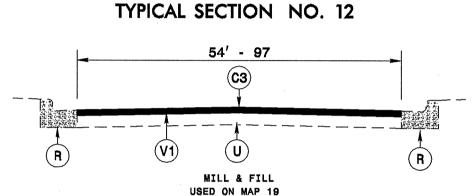
USED ON MAPS 16 ,17, 20, 21

TYPICAL SECTION NO. 11

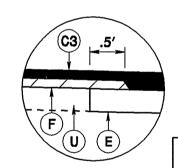
SHEET NO. TOTAL SHEETS PROJECT NO. 7CR.10411.26, 7CR.20411.26 7SP.10411.2 N.C.



TYPICAL SECTION NO. 8
DELETED



TYPICAL SECTION NO. 13



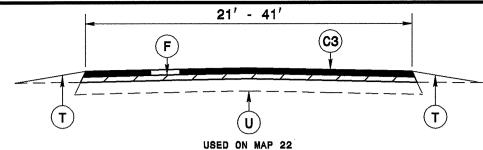
DETAIL A

AST MAT COAT, 78M

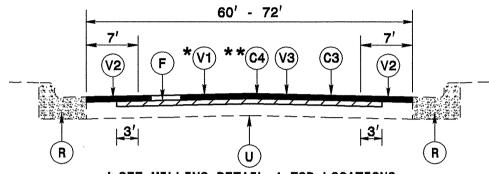
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	R	CONCRETE CURB & GUTTER
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF	T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.
СЗ	168 LBS. PER SQ. YD. PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF	T1	EXISTING EARTH SHOULDER
	165 LBS. PER SQ. YD.	U	EXISTING PAVEMENT.
	PROP. APPROX. 1½" ASPHALT CONCRETE LEVELING COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF		
C4	168 LBS. PER SQ. YD. TO BE USED AS DIRECTED BY THE ENGINEER	U2	EXISTING PAVED SHOULDER
D	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN	V1	1½" MILLING OF ROADWAY AS DIRECTED BY The engineer
	AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 3" ASPHALT CONCRETE	٧2	0-1½" MILLING FOR 7' FROM EDGE OF GUTTER
D1	INTERMEDIATE COURSE, TYPE I19.0C, AT AN	V Z	TO ROADWAY AS DIRECTED BY THE ENGINEER
	AVERAGE RATE OF 342 LBS. PER SQ. YD.	VЗ	3" MILLING OF ROADWAY AS DIRECTED BY
_	PROP. APPROX. 7" ASPHALT CONCRETE BASE	7.0	THE ENGINEER
E	COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	V5	MILLED RUMBLE STRIPS

8" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER

PAVEMENT SCHEDULE



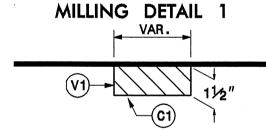
TYPICAL SECTION NO. 14



* SEE MILLING DETAIL 4 FOR LOCATIONS
** TO BE USED AS DIRECTED BY ENGINEER
IF NEEDED ON THIS MAP

USED ON MAP 23

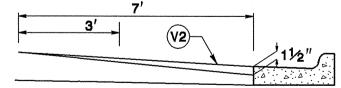
TYPICAL SECTION NO. 15



MILL EXISTING ASPHALT PAVEMENT 1½" IN DEPTH AT LOCATIONS AS DIRECTED BY THE ENGINEER.

NOTE: TO BE USED IN CONJUCTION WITH TS. NO. 4 ON MAP 7 STA 31+30 TO STA 92+45

MILLING DETAIL 2

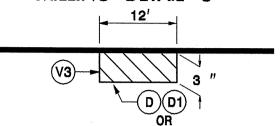


* IF 78M SEAL IS INVOLVED OVERLAP 3' MILL EXISTING ASPHALT PAVEMENT 0-1½" AT LOCATIONS AS DIRECTED BY THE ENGINEER

NOTE: TO BE USED IN CONJUCTION WITH TS. NO. 2 ON MAP 3 STA 7+60 TO STA 9+40 LT TS. NO. 2 ON MAP 6 STA 7+80 TO STA 9+55 LT TS. NO. 5 ON MAP 13 STA 0+00 TO STA 2+70 RT TS. NO. 12 ON MAP 18 STA 0+00 TO STA 3+35

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.26, 7CR.20411.26 7SP.10411.2	6	11

MILLING DETAIL 3



MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH AT LOCATIONS AS DIRECTED BY THE ENGINEER.

NOTE: TO BE USED IN CONJUCTION WITH

D1 - TS. NO. 6 ON MAP 10 STA 41+30 TO STA 45+40 D1 - TS. NO. 7 ON MAP 10 STA 45+40 TO STA 56+30 D1 - TS. NO. 6 ON MAP 10 STA 56+30 TO STA 60+75 D1 - TS. NO. 6 ON MAP 10 STA 63+45 TO STA 69+30 D1 - TS. NO. 7 ON MAP 10 STA 69+30 TO STA 86+20 D1 - TS. NO. 6 ON MAP 10 STA 86+20 TO STA 92+50

D - TS. NO. 15 ON MAP 23 STA 23+20 TO STA 26+80 LANES 3, 4*
D - TS. NO. 15 ON MAP 23 STA 140+23 TO STA 143+50 LANES 3, 4, 5*
D - TS. NO. 11 ON MAPS 20,21 AT LOCATIONS AS DIRECTED BY THE

ENGINEER IF NEEDED

D IS A CONTIGENT ITEM FOR THE FOLLOWING:

TS. NO. 1 MAP 1 & 4 TS. NO. 13 MAP 19 TS. NO. 11 MAP 20 & 21

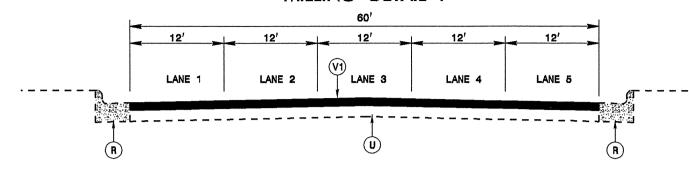
* SEE MILLING DETAIL 4 FOR LANE ASSIGNMENT

PAVEMENT SCHEDULE

C1 PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. PROP. APPROX. 1½" ASPHALT CONCRETE LEVELING COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. PROP. APPROX. 1½" ASPHALT CONCRETE LEVELING COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. TO BE USED AS DIRECTED BY THE ENGINEER D INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 3" ASPHALT CONCRETE DASE COURSE, TYPE 19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE 19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS F AST MAT COAT, 78M R CONCRETE CURB & GUTTER SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER. T SHOULDER RECONSTRUCTION, AS DIRECTED BY		- / / V CINICIVI	UU	HEDOLL
C2 PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. PROP. APPROX. 1½" ASPHALT CONCRETE LEVELING COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. TO BE USED AS DIRECTED BY THE ENGINEER PROP. APPROX. 3" ASPHALT CONCRETE LEVELING COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 184 LBS. PER SQ. YD. TO BE USED AS DIRECTED BY THE ENGINEER PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 3" ASPHALT CONCRETE TO ROADWAY AS DIRECTED BY THE ENGINEER V1 1½" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER V2 0-1½" MILLING FOR 7' FROM EDGE OF GUTTER TO ROADWAY AS DIRECTED BY THE ENGINEER V3" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER V5 MILLED RUMBLE STRIPS F AST MAT COAT, 78M	C 1	COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF	R	CONCRETE CURB & GUTTER
C3 PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. PROP. APPROX. 1½" ASPHALT CONCRETE LEVELING COURSE, TYPE SP9.5A, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. C4 PROP. APPROX. 1½" ASPHALT CONCRETE LEVELING COURSE, TYPE SP9.5A, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS F AST MAT COAT, 78M T1 EXISTING EARTH SHOULDER U EXISTING PAVEMENT. U ON THE ENGINEER V1 1½" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER V2 3" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER V5 MILLED RUMBLE STRIPS V6 8" MILLING OF ROADWAY AS DIRECTED BY	C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF	Т	
The Engineer of S42 LBS. PER SQ. YD. 165 LBS. PER SQ. YD. PROP. APPROX. 1½" ASPHALT CONCRETE LEVELING COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. TO BE USED AS DIRECTED BY THE ENGINEER PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS F AST MAT COAT, 78M U EXISTING PAVEMENT. U2 EXISTING PAVEMENT. U2 EXISTING PAVEMENT. U2 EXISTING PAVEMENT. V1 1½" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER V2 0-1½" MILLING FOR 7' FROM EDGE OF GUTTER TO ROADWAY AS DIRECTED BY THE ENGINEER V3 3" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER V5 MILLED RUMBLE STRIPS V6 8" MILLING OF ROADWAY AS DIRECTED BY	C3	PROP. APPROX. 11/2" ASPHALT CONCRETE SURFACE	T1	EXISTING EARTH SHOULDER
C4 COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. TO BE USED AS DIRECTED BY THE ENGINEER D PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS F AST MAT COAT, 78M U2 EXISTING PAVED SHOULDER V1 1½" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER V2 0-1½" MILLING FOR 7' FROM EDGE OF GUTTER TO ROADWAY AS DIRECTED BY THE ENGINEER V3 3" MILLING OF ROADWAY AS DIRECTED BY W6 8" MILLING OF ROADWAY AS DIRECTED BY		165 LBS. PER SQ. YD.	U	EXISTING PAVEMENT.
D INTERMEDIATE COURSE, TYPE 119.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS F AST MAT COAT, 78M VI THE ENGINEER V2 10-1½" MILLING FOR 7' FROM EDGE OF GUTTER TO ROADWAY AS DIRECTED BY THE ENGINEER V3 3" MILLING OF ROADWAY AS DIRECTED BY	C4	COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. TO BE USED AS DIRECTED		EXISTING PAVED SHOULDER
PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS F AST MAT COAT, 78M V2 0-1½" MILLING FOR 7' FROM EDGE OF GUTTER TO ROADWAY AS DIRECTED BY THE ENGINEER V3 "MILLING OF ROADWAY AS DIRECTED BY V6 8" MILLING OF ROADWAY AS DIRECTED BY	D	INTERMEDIATE COURSE, TYPE I19.0B, AT AN	V1	
AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS VS MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER VS MILLED RUMBLE STRIPS VS 8" MILLING OF ROADWAY AS DIRECTED BY	D1	PROP. APPROX. 3" ASPHALT CONCRETE	V2	
F AST MAT COAT, 78M VS MILLED RUMBLE STRIPS VS 8" MILLING OF ROADWAY AS DIRECTED BY		AVERAGE RATE OF 342 LBS. PER SQ. YD.	V3	
F AST MAT COAT, 78M V6 8" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER	E		V5	MILLED RUMBLE STRIPS
	F	AST MAT COAT, 78M	٧6	

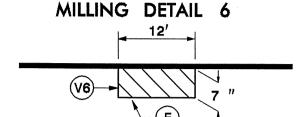
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.26, 7CR.20411.26 7SP.10411.2	7	11

MILLING DETAIL 4



NOTE: 11/2" MILLING (V1) TO BE USED IN CONJUCTION WITH TS. NO. 15 ON MAP 23 STA 0+00 TO STA 3+00 LANES 1, 2, 3, 4, 5 TS. NO. 15 ON MAP 23 STA 3+00 TO STA 4+92 LANES 1, 2 TS. NO. 15 ON MAP 23 STA 5+50 TO STA 6+10 LANES 5 TS. NO. 15 ON MAP 23 STA 7+50 TO STA 13+50 LANES 4, 5 TS. NO. 15 ON MAP 23 STA 14+50 TO STA 19+00 LANES 4 TS. NO. 15 ON MAP 23 STA 14+50 TO STA 15+50 LANES 3. TS. NO. 15 ON MAP 23 STA 19+90 TO STA 21+00 LANES 2 TS. NO. 15 ON MAP 23 STA 22+20 TO STA 23+20 LANES 1, 2, 3, 4, 5 TS. NO. 15 ON MAP 23 STA 23+20 TO STA 24+20 LANES 1 TS. NO. 15 ON MAP 23 STA 29+50 TO STA 36+00 LANES 4, 5 TS. NO. 15 ON MAP 23 STA 31+00 TO STA 33+15 LANES 3 TS. NO. 15 ON MAP 23 STA 31+50 TO STA 49+92 LANES 5 TS. NO. 15 ON MAP 23 STA 34+88 TO STA 40+67 LANES 1, 2 TS. NO. 15 ON MAP 23 STA 43+62 TO STA 45+62 LANES 1 TS. NO. 15 ON MAP 23 STA 45+62 TO STA 48+02 LANES 1, 2 TS. NO. 15 ON MAP 23 STA 80+53 TO STA 84+65 LANES 4, 5 TS. NO. 15 ON MAP 23 STA 81+10 TO STA 82+00 LANES 1, 2 TS. NO. 15 ON MAP 23 STA 84+63 TO STA 87+23 LANES 5 TS. NO. 15 ON MAP 23 STA 83+80 TO STA 85+70 LANES 1 TS. NO. 15 ON MAP 23 STA 84+55 TO STA 86+25 LANES 2 TS. NO. 15 ON MAP 23 STA 95+35 TO STA 95+80 LANES 2
TS. NO. 15 ON MAP 23 STA 103+25 TO STA 108+25 LANES 2 TS. NO. 15 ON MAP 23 STA 106+00 TO STA 106+57 LANES 1
TS. NO. 15 ON MAP 23 STA 109+07 TO STA 112+57 LANES 1,2
TS. NO. 15 ON MAP 23 STA 110+00 TO STA 111+00 LANES 3 TS. NO. 15 ON MAP 23 STA 120+50 TO STA 121+25 LANES 2 TS. NO. 15 ON MAP 23 STA 124+25 TO STA 129+25 LANES 2 TS. NO. 15 ON MAP 23 STA 125+25 TO STA 128+25 LANES 4 TS. NO. 15 ON MAP 23 STA 131+53 TO STA 137+25 LANES 5 TS. NO. 15 ON MAP 23 STA 138+00 TO STA 139+80 LANES 1 TS. NO. 15 ON MAP 23 STA 142+70 TO STA 145+57 LANES 1, 2 TS. NO. 15 ON MAP 23 STA 143+50 TO STA 145+57 LANES 1, 2, 3, 4, 5

* NOTE: TURNLANES WILL NOT BE MILLED



MILL EXISTING ASPHALT PAVEMENT 7" IN DEPTH AT LOCATIONS AS DIRECTED BY THE ENGINEER. NOTE: THIS ITEM IS CONTINGENT FOR MAPS 1, 2, 19, 20, 23

EFF. 07-18-06

REV. 01-02-07

2006 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch -N. C. Department of Transportation - Raleigh, N. C., Dated July 18, 2006 are applicable to this project

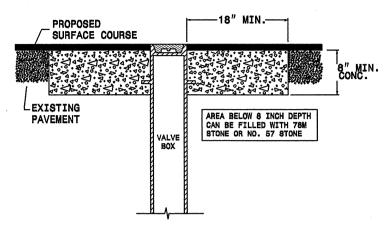
and by reference hereby are considered a part of these plans:

DIVISION 6 - ASPHALT BASES AND PAVEMENTS 665.01 Milled Rumble Strips - Asphalt Pavements **DIVISION 8 - INCIDENTALS** 848.05 Wheelchair Ramp - Curb Cut 848.06 Wheelchair Ramp - Retrofitting of Existing Curb

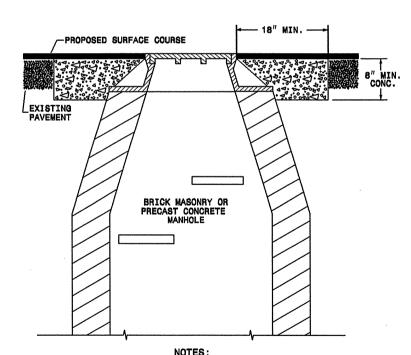
DAVEMENT COLEDINE

	PAVEMENI	SU	HEDULE
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	R	CONCRETE CURB & GUTTER
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	Т	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.
СЗ	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF	T1	EXISTING EARTH SHOULDER
	165 LBS. PER SQ. YD. PROP. APPROX. 1½" ASPHALT CONCRETE LEVELING	U	EXISTING PAVEMENT.
C4	COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. TO BE USED AS DIRECTED BY THE ENGINEER	U2	EXISTING PAVED SHOULDER
D	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN	V1	1½" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER
D1	AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN	V2	0-1½" MILLING FOR 7' FROM EDGE OF GUTTER TO ROADWAY AS DIRECTED BY THE ENGINEER
<u> </u>	AVERAGE RATE OF 342 LBS. PER SQ. YD.	V3	3" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER
E	PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	V5	
F	AST MAT COAT, 78M	٧6	8" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER

STANDARD CONCRETE ENCASEMENT 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.



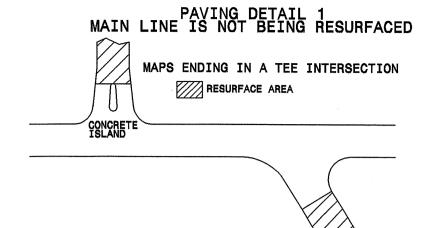
- NOTES:

 1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.

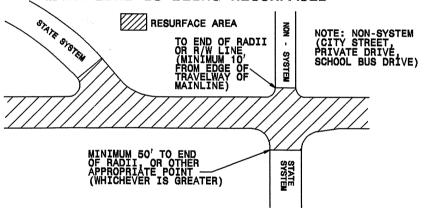
 2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.

 3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.

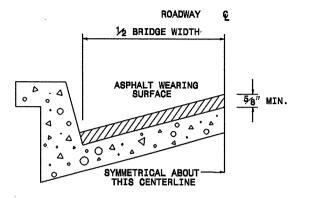
 4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED



PAVING DETAIL 2 MAIN LINE IS BEING RESURFACED



STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.26, 7CR.20411.26 7SP.10411.2	8	11



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 5%" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

NOTES

PAVEMENT OF MAIN PROJECT. ALL PAVED S.R. ROUTES TO BE RESURFACED TO END OF RADDII, 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.

ALL UNPAVED S.R. ROUTES TO BE SURFACED 50' FROM EDGE OF

PAVEMENT SCHEDULE

L			
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	R	CONCRETE CURB & GUTTER
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF	Т	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF	Т1	EXISTING EARTH SHOULDER
	165 LBS. PER SQ. YD. PROP. APPROX. 1½" ASPHALT CONCRETE LEVELING	U	EXISTING PAVEMENT.
C4	COURSE TYPE OF ED AT AN AVERAGE DATE OF	U2	EXISTING PAVED SHOULDER
D	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0B, AT AN	V1	1½" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER
D1	AVERAGE RATE OF 342 LBS. PER SQ. YD. PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN	٧2	0-11/2" MILLING FOR 7' FROM EDGE OF GUTTER TO ROADWAY AS DIRECTED BY THE ENGINEER
<u> </u>	AVERAGE RATE OF 342 LBS. PER SQ. YD.	VЗ	3" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER
E	PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	V5	
F	AST MAT COAT, 78M	V6	8" MILLING OF ROADWAY AS DIRECTED BY THE ENGINEER

PROJECT NO.	SHEET NO.	TOTAL NO.
7CR.10411.26, 7CR.20411.26 & 7SP.10411.2	9	11

SUMMARY OF QUANTITIES

PROJECT	COUNTY	MAP ROUTE	DESCRIPTION	TYP FINAL LENGTH SURFACE TESTING	WIDTH BORROV EXCAVATION	V INCIDENTAL ON STONE BASE	SHOULDER RECONSTRUCTION	PAVEMENT,	ASPHALT A	MILLING INCIDENT/ ASPHALT MILLING AVEMENT,	AL BASE INT	ERMEDIATE	O F INTERMEDIATE COURSE, 119.0C	SURFACE COURSE,	LEVELING SUI	JRFACE SU	JRFACE PG 6 DURSE, PLA	64-22 PG NT 70-22 IX PLANT	EXISTING C	OAT 78M RUN	IBLE E	ROFITTING CONCRE	AIR MANHOLE	ADJ. OF	PORTABLE LIGHTING	SEED & MULCHING	RESIDENTIAL SEEDING	TRENCHING (UNPAVED) (1)(2")	PULL BOX (STANDARD)	2" RISER W/ WEATHERHEAD	INDUCTIVE LOOP SAW CUT	LEAD-IN CABLE (14- 2)
				REQUIRED				3" DEPTH		"TO 1 1/4" DEPTH								MIX		CEN	HALT I IENT RETE)	RAMPS		VALVE BOX								-,
NO		NO		NO MI 1 NO 0.48		TONS 15	SMI	133	9,434	SY SY	TONS	TONS 23	TONS	795	TONS T	TONS T	45	9	TONS 25		27	EA EA	EA	EA	LS	AC	AC	LF	EA	EA	LF	LF
				1 NO 0.08 1 NO 0.03 1 NO 0.39	04 5 45 5			 	1,960 678 7,894					165 57 665			3	0 3		1 21												
7CR.10411.26	Guilford	1 I-85 BUSINESS NB, US-70, US-29	FROM US-311 BYPASS TO SR. 1113 (KIVETT DRIVE)	1 NO 0.03 1 NO 0.03 1 NO 0.03 1 NO 0.02					827 493					70 42			4	2		1												
				1 NO 0.1 1 NO 0.32	34-42				2,229 6,383 647					188 538 55				2		1,	708											
	TOTAL FOR	MAP NO. 1		1 NO 0.03 1 NO 0.06 1.54	1	15		133	1,390 31,935			23		117 2,692				7	25	3	59 33 070											
-		2 OFF RAMP	FROM I 85B, US 70, US 29 TO SR 1193 (BAKER ROAD)	2 NO 0.17 2 NO 0.03	26 7 26-32 1		0.34 0.05							219 43			1:	3								0.12 0.02						
	TOTAL FOR	MAP NO. 2	FROM SR 1193 (BAKER ROAD) TO	2 NO 0.02 0.22	9		0.04 0.43 0.28					0		41 303 173			1	8 0								0.01 0.15						
	OTAL FOR	3 ON RAMP	185B NB, US70, US 29US	2 NO 0.04 0.18	18-25 1		0.05 0.33			140 140		0	,	43 216			3	3 3								0.10 0.02 0.12						
				1 NO 0.28 1 NO 0.3	34-65.3	15		133	5,585 8,738			23		471 735			4	9	25		43											
•	•	4 I-85 BUSINESS SB, US-70, US-29	FROM SR. 1113 (KIVETT DRIVE) TO US-311 BYPASS	1 NO 0.31 1 NO 0.03 1 NO 0.09	35.5-35				6,411 620 2,574					541 52 217			3	2 3 3		1,1												
				1 NO 0.07 1 NO 0.06	33-41.5 33				1,530 1,162					129 98			8	3		3	59 41											
	OTAL FOR	5 OFF RAMP	FROM I 85B, US 29 & US 70 TO SR 1193 (BAKER ROAD)	2 NO 0.1	25 4 25-34 2	15	0.20 0.09	133	26,620			23		2,243 124 73				7	25	7,	059					0.07						
	TOTAL FOR	MAP NO. 5	1193 (BAKER ROAD)	2 NO 0.02 2 NO 0.17	34-60 1 7		0.04 0.33					0		46 243				3 4								0.03 0.01 0.11						
	•	6 ON RAMP	FROM SR 1193 (BAKER ROAD) TO 1 85B, US 70, US 29	2 NO 0.15 2 NO 0.03	25 6 19-25 1		0.30 0.03			136				186 33			1									0.11						
	TOTAL FOR	MAP NO. 6 NC 68 NB		0.18	7	15	0.03 0.33 0.56			136 733		0		219		554		3 33		6,571 1,	175			-	*	0.01 0.12 0.20						
		*		3 NO 0.28 3 NO 0.2 3 NO 0.07	38-40 10 38-48 5		0.39 0.14									386 149		23		4,576 1, 1,766 3	030					0.14 0.05						
_		CONCRETE BRIDGE	FROM PAVEMENT JOINT AT TRIAD CENTER DRIVE(NON	NO 0.05 4 NO 0.09	45		0.17	-	1,901				.,		·	440		26			50				ļ	0.06						
		7	SYSTEM) TO NEW PAVEMENT JOINT JUST NORTH OF SR 4464 (BRYAN BLVD)	4 NO 0.24 4 NO 0.55	40 10 44 25		0.48 1.11		3,379 14,197						2	760 2,566		46 154		1, 2,	270					0.17 0.40						
		, n	-	4 NO 0.01 4 NO 0.17 4 NO 0.03	38 10		0.02 0.36 0.07		141 2,394 607							185 521 87		31		2						0.01 0.13						
ļ	TOTAL FOR	R MAP NO. 7		4 NO 0.06 1.75	31 5	15	0.12 3.42		845 23,464	733		0				163 5,811		5 10 348		1 12,913 8,	15		_		1	0.02 0.04 1.22						
•		8 NC 68 NB OFF RAM	FROM NC 68 NB TO SR 1008 (WEST MARKET STREET)	5 NO 0.1	21 2		0.09		1,232 1,232	175 175						104 104		6								0.03		700	3	3	600	300
		CHIAP NO. 8	FROM SR 1008 (WEST MARKET STREET) TO NC 68 NB	5 NO 0.1 5 NO 0.06	22 2 22-24 3		0.10 0.12		1,291 810	183						109		7 4								0.03 0.03 0.03		700	3	3	600	300
		9 NC 68 NB ON RAME R MAP NO. 9	STREET) TO NO 00 NB	5 NO 0.19 0.35	15		0.38 0.60		2,675 4,776	183		0				226 403		14 25								0.14						
		NC 68 SB		3 NO 0.06 3 NO 0.03 3 NO 0.17	31-46 2	25	0.12 0.07 0.33			258						92 57 423		6 3 25		1,091 3 678 1 5,030 8	75					0.04 0.02 0.12		50		1	650	202
				3 NO 0.03 3 NO 0.16 3 NO 0.34	37-46 1		0.05 0.32									62 293		4 18 47		730 1 3,473 8	30 50					0.02 0.12						
			FROM JOINT JUST NORTH OF SR 4464 (BRYAN BLVD) TO JOINT AT	6 NO 0.08	45 5		0.67 0.16 0.41	563 1,478	1,314				98 258			790 349 520	6	47 5 21 2 31		9,384 1, 4	780 10 090		_		 	0.25 0.06 0.15						
		10	TRIAD CENTER DRIVE (NON SYSTEM)	6 NO 0.08	45 5		0.17		1,314				98			405		5 24		4	45					0.06						
		CONCRETE BRIDGE			45 42-45 5 38-42 2		0.15 0.07		1,126 360				98 97			273 87		5 16 2 5		4						0.06						
				7 NO 0.32	38 15		0.64 0.10	2,253 493	2,253				393 86			792 257	1	8 48 4 15		1,	590 60					0.02 0.05						
	OTAL FOR	MAP NO. 10	FROM NC 68 SB TO SR 4464	6 NO 0.07 6 NO 0.05 1.76	63 2	25	0.10 3.36	1 352 1	1,056 9,874	525 783		0	61 1,129		4	245 4,645	5	3 15 i4 278		20,386 8,	70 980					0.04 1.24		50		11	650	202
•	1	11 NC 68SB OFF RAME		3 NO 0.26	24					264						313		19		3,661												
		MAP NO. 11 12 NC 68 SB OFF RAM	FROM NC 68 SB TO SR 1008	5 NO 0.19 5 NO 0.04	25				2,787 540	264		0				313 235 46		19 14 3		3,661 3,661								700	8	3	1,200	1,500
7	L	MAP NO. 12	(WEST MARKET STREET)	5 NO 0.05 0.28	21-34				807 4,134			0				68 349		4 21							_	-		700	8	3	1,200	1,500
*		13 NC 68 SB ON RAME	FROM SR 1008 (WEST MARKET STREET) TO NC 68 SB	5 NO 0.05 5 NO 0.09 5 NO 0.01	21				631 1,109	210						53 94 11		3 6 1														
		MAP NO. 13 NO. 7CR.10411.26		5 NO 0.01 0.15 8.08		70	8.89	6,742	135 1,875 103,910	210 486 2,138		0 46	1,129	5,916		11 158 11,783	40	10	50	36,960 30	,394				1	3,19		1,450	11	7	2,450	2,002
				9 NO 0.03 9 NO 0.4	25-39 1 25-26 16	85	3.98			384				47 510	15			4 31		563 5,984					T		0.73				1	
				9 NO 0.06 9 NO 0.02	26-32.5 2 49-56.5 1									87 72		_		5 4		5,984 1,031 620				1		-						
			·	9 NO 0.04 9 NO 0.06	56.5 2 38 2									112 113				7		1,326 1,338												
700 00:::::	OUTE :	SR. 1116 (BISHOP	FROM SR. 1129 (GROOMETOWN ROAD) TO SR. 1392 (DRUMMOND	I 9 I NO I ORE	48.5 2 34-48.5 2 25-34 1									96 144 58				6 9 4		1,138 1,707 692												
7CR.20411.26	Guilfora	ROAD)	ROAD) TO SR. 1392 (DROMMOND ROAD)	9 NO 0.2 9 NO 0.01	25-34 1 22-25 8 22 1					192				58 233 11			1	1		2,757												
				9 NO 0.04 9 NO 0.04 9 NO 0.03	22 1 22-25 2 25-50 2 50 1					192				47 74 74		_		3 4 4		129 552 880 880								-			_	
				9 NO 0.06	50 1 42-43 1 25-42 3									42 119				3 7		499 1,179												
	OTAL FOR	MAP NO. 14		9 NO 0.05	25 32 25-26.5 2 81	85	3.98			384 384		0		991 64 2,894	15			59 4 76		11,733 33,008						0.79	0.73					
		SR 1137 (DRAKE		1101 NO 1004	81 24-26 2 24 66	1 100	0.08 3.31			507 364	43 1,770	· · ·		2,004	.,		49 5 1,976 20	5		513 20,370						0.73	0.73 0.03 1.20 0.01					
		SKIP	FROM SR 1113 (KIVETT DR. TO NEW JOINT 1100' SOUTH OF SR	10 NO 0.02 10 NO 0.001	24-35 1 31 24-30 4		0.04				21						32 :	3		309												
	•	15 *	NEW JOINT 1100' SOUTH OF SR 1132 (WALL ROAD)	10 NO 0.02	24-29 1		0.06 0.51 0.04				268 21						26 :			453 3,127 261							0.02 0.18 0.01					
		*		10 NO 0.04 10 NO 0.09	28-29 2 25-28 3 25 4		0.07 0.17 0.21				43 97 118			2			56 5 117 1 134 1	5 12		553 1,188 1,357		-					0.03					
1	OTAL FOR	MAP NO. 15		10 NO 0.01	25 4 25-27 1 91		0.21 0.02 4.51				118 11 2,425	0					134 1 13 2,740 21	1		1,357 153 28,284			-		†	 	0.08 0.01 1.63					
																			ــــــــــــــــــــــــــــــــــــــ										*			

SUMMARY OF QUANTITIES

F									1	<u> </u>	MMAR	YOF	QU	AN	TITIES	3					-									
PROJECT	OUNTY MAP	ROUTE	DESCRIPTION TYP	FINAL LENGTH SURFACE	WIDTH	BORROW INCIDENT EXCAVATION STONE B		MILLING MILLING N ASPHALT ASPHALT	MILLING ASPHALT	MILLING	BASE INTERMEDIA	.0B COURSE, 119.00	COURSE,	COURSE,	COURSE, COURSE,	PG 64-22 PLANT	PG PAT 70-22 EXI	STING COAT 78	MILLED RUMBLE	RETROFITTING EXISTING WHEELCHAIR	CONCRETE WHEELCHAIR	MANHOLES M	ETER 1	ORTABLE SEED	& RESIDENT	TAL TRENCHING (UNPAVED)	PULL BOX (STANDARD)	2" RISER W/ WEATHERHEAD	INDUCTIVE LOOP SAW	LEAD-IN CABLE (14-
		-		TESTING REQUIRED				PAVEMENT, PAVEMENT 3" DEPTH 11/4" DEPTH	, PAVEMENT, 0" TO 1 %"		B26.0B		\$9.5B	\$9.6B	\$9.5C SF9.5A	MIX	PLANT PAV MIX	EMENT	{ASPHALT	WHEELCHAIR RAMPS	RAMPS	- 1	OR ALVE			(1)(2")	,		CUT	2)
									DEPTH									ŀ	CEMENT CONCRETE)		1 1		вох							
NO	NO		NO	MI	FT	CY TONS	SMI	SY SY	SY	SY	TONS TONS	TONS	TONS	TONS	TONS TONS	TONS	TONS T	ONS SY	LF	EA	EA	EA	EA	LS AC	AC	LF	EA	EA	LF	LF
		SR. 1278 NB (COLLEGE DRIVE)		NO 0.41	36			9.076					765	1		46				4	,	,	_							
		(0022202 011172)		NO 0.26	26			3,966					335			20							-							
				NO 0.03 NO 0.02				554 732	-		 		47 62			3 4					 					100	-		676	600
	l		11	NO 0.2	26.5			3,109					262 48			16										100			676	600
	1			NO 0.03 NO 0.02	38.5			572 808					68			3 4										100		2	676	600
			11	NO 0.03	26	 		458 769	+	 	 		39 65			2 4														
			11 11 11 11 11 11 11 1	NO 0.03	39.5			1,171					99			6										100	 	2	676	600
			FROM US-311 BUSINESS (SOUTH 11	NO 0.29	31.5 29.5			5,359 692		 	-		452 58			27														
-	16		MAIN STREET) TO SR. 1471 11	NO 0.05	35.5			1,398					119			7										100	2		676	600
							<u> </u>	1,690 1,253		+	 		143			9	-				-									
		SKIP	11	NO 0.02 NO 0.05 NO 0.21 NO 0.07 NO 0.04 NO 0.04	36.5			428					36			2														
		•	11	NO 0.21	24-26			3,080					260			16											ļ			
			11	NO 0.07	26-35	-		1,431		-	ļ		121 84			7 5														
	l	*	11	NO 0.04	24.5			575					49			3								 						
	I	*	<u> </u>	NO 0.04 NO 0.05	24.5-36.5			835 1,249		 			70 105			6														
			11	NO 0.13	24.5			1,869					168			10														
		*	111	NO 0.04 NO 0.03	36.5			716 642		-			60 54			3			_							200	4	4	1,014	300
T	TAL FOR MA			2.36				43,431			0 0		3,674			221				4	2	7	6			600	8	8	3,718	2,700
		(COLLEGE DRIVE / MARKET CENTER	11	NO 0.11		 		1,613	1	-	 	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	136			8				7	1 1	10	6							
		DRIVE)	11	NO 0.05	25-37 37	 	-	909	-			1	77 88			5				ļ	 						ļ			
		:	11	NO 0.04	25			1,046 587					50			3														
	-		11	NO 0.05 NO 0.04	25-37 37		1	1,028 1,046		-			87 88			5		-	-		 	—— <u>—</u>	-T		_	_	<u> </u>			
			11	NO 0.04 NO 0.18 NO 0.05 NO 0.07	25			2,818					238			14														
		-	11	NO 0.05	36			895 1,478					75 125			5 7		_			 						<u> </u>			
		SKIP	<u> </u>	NO 0.05 NO 0.12	30			1,760					149			9														
_	. 17		FROM SR. 1471 (MONTLIEU 11	NO 0.04	25-36			716					60			4							b							
-	- 17	*	FROM SR. 1471 (MONTLIEU 11 AVENUE) TO US-311 BUSINESS 11 (SOUTH MAIN STREET) 11	NO 0.06	36 24		-	1,743 4,083		 	 		147 345			9 21					 					200	2		676	600
			11	NO 0.03 NO 0.05 NO 0.06	24-36			528 1,532					45			3														
			11	NO 0.06	24-26			880					129 74			8										_				
			11	NO 0.04	26-39	 		763 815	+	ļ	-	-	64 69			4										400				
			11	NO 0.19	26			2,898					245			15										100	 	2	676	600
			11 11	NO 0.02 NO 0.19 NO 0.03 NO 0.02	26-39 39			572 756		-	 		48 64			3 4											-		676	600
			11	NO 0.21 NO 0.05 NO 0.05 NO 0.37	26-27			3,265					276			17													676	800
			11	NO 0.05	38		*****	924 1,413					78 119			5 7	 									100	4		676	600
T.	TAL FOR MA	P NO 17	11	NO 0.37 2.31	36			8,052 42,120			0 0		679 3,555			41 215				,	1	- 40					T	2	572	
	1721 51111	1,1,0,1,1		E.U.				72,120					0,000			219					 	10	6			400	8	6	3,276	2,400
		SR 3668	FROM SR SR 1278 SB (COLLEGE DRIVE) TO SR 1278 NB (COLLEGE											1										1						
• 1	* 18 TAL FOR MA	(CONNECTOR ROAD)	DRIVÉMARKET CENTER DRIVE) 12	NO 0.06					521 521		0 0		106 106			6		782												
i i	TAL FOR MA	SR. 1129	FROM SR. 4121 (HIGH POINT	0.06					321		0 0		105			6		782									 			
		(GROOMETOWN	ROAD) TO PAVEMENT JOINT 13 NORTH OF SR. 1479 (WAYNE	NO 0.01	54-97	<u> </u>		443			ļ		++		37	2		25		4		34	27			70	2	1	400	100
•	* 19	ROAD)	ROAD 13	NO 0.95				270 32,257			46				2,654	175														
T	TAL FOR MA	P NO. 19	11	NO 0.05				270 32,700 50 1,527		-	0 46	_	129		2,691	177		25 25		4		34	27	*		70	2	1	400	100
				NO 0.03	36			634			i i		53			3		25						*						
			EROM NEW JOINT EAST OF OF L	NO 0.02 NO 0.03	36-48 48			493 845		 			71			2 4			-											
_		SR. 1541 EB	73 (APPROXIMATELY 100' WEST 11	NO 0.1	36.48			2,112 1,232					178			11														
- 1	20	(WENDOVER AVENUE)	OF SR 1677 (BREWSTER DRIVE))	NO 0.06	48			1,978					104 162			10											 			
			GREENSBORO CITY LIMITS 11	NO 0.06	36			1,267 422		-			107 36			6														
			11	NO 0.02	36-40			446		ļ			38			2														
<u> </u>			FROM NEW JOINT EAST OF 0F I- 73 (APPROXIMATELY 100' WEST 11 0F SR 1677 (REWNSTER DRIVE)) TO JOINT 500 EAST OF GREENSBORO CITY LIMITS 11 11 11 11 11	NO 0.06	72			1,971 422					166 36			10											-		 	
T	TAL FOR MA	P NO. 20		110 007				50 13,349 50 1,758		-	0 9		1,122 125			66 8		25		 				1						
			FROM AT JOINT 500 EAST OF GREENSBORO CITY LIMITS TO 111	NO 0.02	36-40.5			449					38			2														
.	.	SR. 1541 WB (WENDOVER	GREENSBORO CITY LIMITS TO 111	NO 0.03	40.5-48			779 1,978					66 162			10											+	-,		
	-	AVENUE)	GREENSBORO CITY LIMITS TO 11 11 11 11 11 11 11	NO 0.18	36.48	 		3,802 1,766	-	_			320 145			10 19				 										
	_		OF SR 1677 (BREWSTER DRIVE))	NO 0.05	48			1,408					119			9 7														
T	TAL FOR MA	P NO. 21	11	NO 0.02 0.49	36			50 422 50 12,362		+	0 9		36 1,011			2 61				<u> </u>							1			
•			FROM SR. 1850 (SANDY RIDGE 14 ROAD) TO NC-68 14	NO 2.66	21		5.42		-						2,790	181		33,264						0.99	0.99		1			
T	TAL FOR MA	P NO. 22		NO 0.05 2.71		109 158	5.42				0 0				2,865	5 186		909 34,173	3					0.9	0.99		-		-	
			I AF	NO 0.91 NO 0.57	60			960 12,932		<u> </u>	164		+		3,815	256		27,745				16	41			275	11	11	1,710	275
	23	SR. 2147 (W.	STREET TO SP 1546 (CHILEOPO 15	NO 1.04	60				8,570					55	3,732	246		304 31,829								200	6	8	1,224	200
	-	FRIENDLY AVENUE)						189 168	221 196	-			+		112 84	7 5		915 896					-				-		-	
-	TAL FOR MA	P NO 23	15	NO 0.02 NO 0.18	60			1,308 2,552	1,489		224				855	66		5,529)							100	4	4	450	125 600
		7CR.20411.26		2.75 16.411		281 351	13.91	2,268 22,214 2,638 166,176	10,476 11,381	384	0 388 2,425 452		12,362	55 70		580 1,971		304 66,914 354 163,16	i1	15	3		80	1 1.7	2 3.35	575 1,645	39	23 38	3,384 10,778	5,800
	—т		FROM PAVEMENT JOINT AT	T	Т	T				т			т т	T		1	1 7			1	1									3,535
			TRIAD CENTER DRIVE (NON		1								1 1									1		l						
, ,			SYSTEM) TO PAVEMENT JOINT NORTH OF SR 4464 (BRYAN																											
7SP.10411.2	Suilford 24	NC 68 NB	BLVD)	NO 1.75						<u> </u>			1														<u></u>			
T	TAL FOR MA	P NO. 24	FROM PAVEMENT JOINT NORTH	1.75	+	 			-	 	0 0		 -F				<u>-</u>			-									-	
			OF SR 4464 (BRYAN BLVD) TO PAVEMENT JOINT AT TRIAD																				- 1							
	25		PAVEMENT JOINT AT TRIAD CENTER DRIVE.	NO 1.75	45													1					1							
	TAL FOR MA	P NO. 25). 7SP.10411.2		1.75 3.5							0 0																			
TOTAL						·				J	0 0						L			<u> </u>	L						J	L	J	Ч
1	GRAND TO	TAL.		27.991	Ц	504 421	22.80	9,380 270,086	11,867	2,522	2,425 498	1,129	18,278	70	11,783 16,894	2,379	707	404 200,12	1 30,394	15	3	67	80	1 4.9	1 3.35	3,095	50	45	13,228	7,802

THERMOPLASTIC AND PAINT QUANTITIES

						1 460500	00000-E	ACOCO	00000 E	4699000000 F					4702000000-E					Q 0				1		1										
PROJECT	COUNT	Y MAP			DESCRIPTION					6" X 90 M	6" X 120 M	8" X 90 M		8" X 120 M		24" X 120 M				THERMO	472500000 HERMO THE		RMO THERM	0 4" WHITE	100000-E	4815000000-I		-E 48250000 " 12" WHI	00-E 483500000 E 24" WHITE			PAINT	DAINT	490500 SNOWPLOW-		4589000000-N
						WHITE	YELLOW !	M WHITE	YELLOW	WHITE	WHITE	WHITE	WHITE	YELLOW	WHITE	WHITE	MSG	MSG	RT	LT N	IERGE SI	R STR	RRT LTSTI	PAINT	YELLOW	PAINT	YELLOW WH	TE PAINT		RT		LT	STR&	ABLE	ABLE	TRAFFIC CONTROL
	l		RO	DUTE		THERMO	THERMO	THERMO	THERMO	THERMO	THERMO	THERMO	THERMO	THERMO	THERMO	THERMO	ONLY 120 M	120 M	90 M	ARROW 90 M A	RROW 90	OW ARR		.	PAINT		PAINT PA	NT		ARROV	ARROW	ARROW		PAVEMENT MARKERS -	PAVEMENT MARKERS -	
I			1			1					1			1			1	'	30.11		90 M	**	90 M	1	1		1 1						ARROW	C/R	Y/Y	
				1			l l										l	l l		- 1					1					1						
NO		NO	1.05 DI ISINE	SS NB 119.70	FROM US-311 BYPASS TO SR. 1113	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA E	A E	A EA	LF	LF	LF	LF L	F LF	LF	EA	EA	EA	EA	EA	EA	LS
7CR.10411.26	Guilford	1 1		S-29	(KIVETT DRIVE)	6,070	6,070	2,033			6	1	922						3	- 1	1	- 1		8,103	6,070	6	922			3				62		
			OFF	RAMP	FROM I 85B, US 70, US 29 TO SR 1193 (BAKER ROAD)	1,180	1,180	149											1						1						1					
	 	+-	 		FROM SR 1193 (BAKER ROAD) TO			149			 		 							-	 	┼						-								
	<u> </u>	3		RAMP	I 85B NB, US70, US 29US	945	945					ļ	<u> </u>																			1				
	1	4		SS SB, US-70, S-29	FROM SR. 1113 (KIVETT DRIVE) TO US 311 BYPASS	6,088	6,088	1,679]	į	936	1										7,767	6,088		9	ا ء						71		
	l	1		RAMP	FROM I 85B, US 29 & US 70 TO SR 1193	3						<u> </u>	1											1,707	0,000	 	1	-	_		+	+	 	/1		
	├	5	 		(BAKER ROAD) FROM SR 1193 (BAKER ROAD) TO	890	890	101			ļ	ļ						 	2	2				_	ļ			·								
	ŀ	6	ON	RAMP	I 85B, US 70, US 29	955	955																		İ							1				
					FROM PAVEMENT JOINT AT TRIAD																						1				1	1				
1			NC 6	68 NB	CENTER DRIVE(NON SYSTEM) TO NEW PAVEMENT JOINT JUST NORTH OF SR												İ				- 1							ı	1	1						
		7			4464 (BRYAN BLVD)	9,180	9,245	3,339				2,460							· ·		3			9,104	6,115		1			1						*
Į		8	NC 68 NB	OFF RAMP	FROM NC 68 NB TO SR 1008 (WEST MARKET STREET)	130	540				i	ļ		l				1 1			1	ı		130	540											
	l		NC 68 NB	B ON RAMP	FROM SR 1008 (WEST MARKET			***********				<u> </u>		 												 	1				1	 	+			
	 	- 1 9	1.000.10		STREET) TO NC 68 NB	1,810	1,810				 	ļ	ļ			ļ								1,810	1,810											
				68 SB	FROM JOINT JUST NORTH OF SR 4464	.]					1	1		l										1						-						
		10	1	00 35	(BRYAN BLVD) TO JOINT AT TRIAD CENTER DRIVE (NON SYSTEM)	9,250	9,910	2 262			1	2,188		1			١.		-		3 6	.		7,612	5,750		1 1			1						
	 	10			FROM NC 68 SB TO SR 4464 (BRYAN		8,810	3,302			 	2,100	 	-			+ °	 			-	' 		7,612	5,750	<u> </u>	1,2	88					-			
		1	NC 68SB	OFF RAMP	BLVD) (STOP AT CONCRETE BRIDGE OVER NC 68)	1,640	1.640					1	1		İ		1							1								1				
ļ	 	+"	 		FROM NC 68 SB TO SR 1008 (WEST	<u> </u>	1,040		 		 	 	 	 	 	 	+	 							 	 	 									
	<u> </u>	12	NC 68 SB	OFF RAMP	MARKET STREET) FROM SR 1008 (WEST MARKET	1,520	1,520		110			<u> </u>	<u> </u>						1					1,630	1,520		1			1	1					
	l	13	NC 68 SB	B ON RAMP	STREET) TO NC 68 SB	325	600										1						1	325	600					1						
то	TAL FOR	PROJ NO	O. 7CR.10411.2	26			41,393				6	4,648	1,858				8		14	3	6	,			28,493	6	922 2,2	24		4	1	 	1	133		1
						81,	,376	10),773	<u> </u>	<u> </u>	<u> </u>	1,	858	L	<u> </u>		8			30			64	1,974		3,146					5		13	33	
	Γ	1	T			1	Г				T	T	T	Т	T	T	T	Т	T					T	T	T	ТТ-	-т		-T	т	Т	T			
7CR.20411.26	C36		SR. 1116 (BI	ISHOP ROAD)	FROM SR. 1129 (GROOMETOWN ROAD TO SR. 1392 (DRUMMOND ROAD)	21,030	1	848	22,430		46	ł		466						.	- 1				1											
7CK.20411.20	Gumore		 		FROM SR 1113 (KIVETT DR. TO NEW			040	22,430		+ **	 	 	400			-		-						+	 	 -						-			
1 .			SR 1137 (D	RAKE ROAD)	JOINT 1100' SOUTH OF SR 1132 (WALL ROAD)						1	ł		l						l	- 1		Ì							i i						
	 	15	+		FROM US-311 BUSINESS (SOUTH MAIN	450	 			90	 	 	 		 		+							47,760	45,316	 						ļ				
	1			NB (COLLEGE RIVE)	STREET) TO SR. 1471 (MONTLIEU	4.070	0.400	2 242									1	1 1										1		- 1					ŀ	
 	 	16	SR. 1278 S	B (COLLEGE	AVENUE) FROM SR. 1471 (MONTLIEU AVENUE)	1,870	9,490	3,246	-		 	ļ	394	-		443	+	 		23	 2	1 24	4	5,116	9,490	 	3	94	443		21	23	24			
			DRIVE / MAR	RKET CENTER	TO US-311 BUSINESS (SOUTH MAIN	1															1			1						ł						
<u> </u>	 	17	T	RIVE)	STREET) FROM SR SR 1278 SB (COLLEGE	1,709	9,408	3,224		<u> </u>	-	<u> </u>	394	 	185	482	-	 	1	28	- 2	3 25	5	4,933	9,408	ļ	3	185	482		23	28	25			
				CONNECTOR DAD)	DRIVE) TO SR 1278 NB (COLLEGE							-					1					i								l						
	 	18	 		DRIVE/MARKET CENTER DRIVE)		 -		610		<u> </u>	ļ	 	-	 	ļ																	ļ			
1	l				FROM SR. 4121 (HIGH POINT ROAD) TO PAVEMENT JOINT NORTH OF SR, 1479							1					1	1 1		l				1					l l	1		1				*
l		19	l RC	OAD)	(WAYNE ROAD)	<u> </u>		1,682	12,422				269			163	8	12	4	39				1,682	12,422		2	39	63	4		39				
					FROM NEW JOINT EAST OF OF I-73 (APPROXIMATELY 100' WEST OF SR																				1						—	1	1			
1				(WENDOVER	1677 (BREWSTER DRIVE)) TO JOINT						1							1 1				1							ļ			1				
ļ			AVE	ENUE)	500 EAST OF GREENSBORO CITY LIMITS			40.0			1			1						_ 1	.]				1							1				
ļ	 	20	 		FROM AT JOINT 500 EAST OF	-	-	1,949			 	 	-	 		68		-		5		3 3	3	1,949	 	<u> </u>	 		68		6	5	3		 	
			SR. 1541 WB	B (WENDOVER	GREENSBORO CITY LIMITS TO NEW						1		1							-									- 1				1			
1	1			ENUE)	JOINT EAST OF I-73 (APPROXIMATELY 100' WEST OF SR 1677 (BREWSTER								1	1						-				1	1				1				1			
	ļ	21			DRIVE))	1		1,758	L		<u> </u>	<u> </u>		ļ		161		12		6		3	3	1,758			<u></u>		61		6	6	3		<u> </u>	
1		22		7 (CLINARD IS ROAD)	FROM SR. 1850 (SANDY RIDGE ROAD) TO NC-68	28,620		32	20,061		38		1		1	133		12		1		1														
			1	W. FRIENDLY	FROM SR. 1008 (W. MARKET STREET)	T					1					l	1	1						- 	1	 				_	1	1	1			
		23		ENUE)	TO SR. 1546 (GUILFORD COLLEGE ROAD)	1		5,090	28,415	12			348	1	1	415			6	55				8 000	31,415	24		96	830	12		65				
TO	TAL FOR	PROJ NO	D. 7CR.20411.2	26			18,898	19,587	83,938	102	84		1,405	466	185		8	48	15	168	6	2 5	6 3					53 185		16	56		55			1
<u> </u>				l		72,	577	103	3,525	L	<u> </u>	<u></u>	1,	871	L	L		56			304				9,339		1,753					293				
	T T	T	T	·I	FROM PAVEMENT JOINT AT TRIAD	T	Т				T	T	T	T	T	Γ	Т	1	Т	T				T	Т	T	Т	·			T	T	T		r	
			NC 6	68 NB	CENTER DRIVE (NON SYSTEM) TO PAVEMENT JOINT NORTH OF SR 4464						1		1							-					1	ŀ		l	1		1					
7SP.10411.2					(BRYAN BLVD)	1	1 1					l								1	l				1		1 1		į	İ		1		309		
	TOTAL	FOR MA	AP NO. 24																															309		*
	l				FROM PAVEMENT JOINT NORTH OF SE	۱	1 1							1					1		1			j					ļ							
1	l		NC 6	68 SB	4464 (BRYAN BLVD) TO PAVEMENT	1	1 1																						l		1		1			
	TOTAL		AP NO. 25		JOINT AT TRIAD CENTER DRIVE.		\vdash		 		 	 	 	 	 		 	 		·					 	}		_				- 	 	313	4	
7/			O. 7SP.10411.	,									<u> </u>			-									 	 	+				 		+	313 622	4	1
<u> </u>				<u> </u>							<u> </u>		<u> </u>			L																			26	
		DANE TO				93,662	60,291	30,250	84,048	102	90	4,648	3,263	466	185	2,026	16	48	29 1	171	6 6	9 5	6 3	107.780	136 544	30	922 2	77 495	1,947	20	57	166	55	755	_ <u></u>	1
L		RAND TO	- : ML			153	,953	114	4,298					729				64			334				4,313		4,899					298			59	·

PROJ. REFERENCE NO. SHEET NO. WBS Elements: 7CR.10411.26 See to the Left 7CR.20411.26 & 7SP.10411.2 TCP-1

CAROLINA

9F

TRANSPORTATION

OF.

DEPT

HIGHWAYS

PF

DIVISION

SIGNS

RNING

M

S

WORK

REVISIONS

7-98 10/01 10-98 03/04

01/01 11/04

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FOR

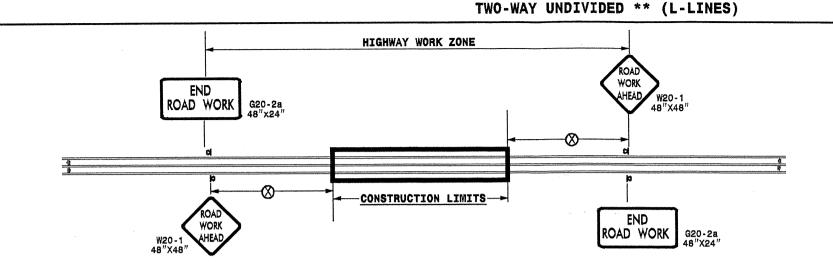
DRAWING

ETAIL

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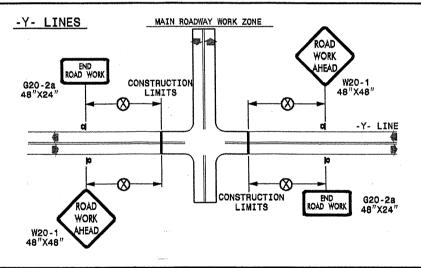
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RALEIGH



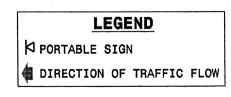
RECOMMENDED MINIMUM SIGN SPACING POSTED SPEED LIMIT \otimes (M.P.H.) ≤ 50 5001 ≥ 55 1000'

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

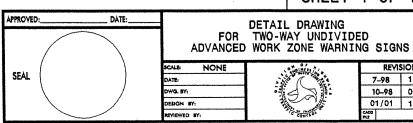


GENERAL NOTES

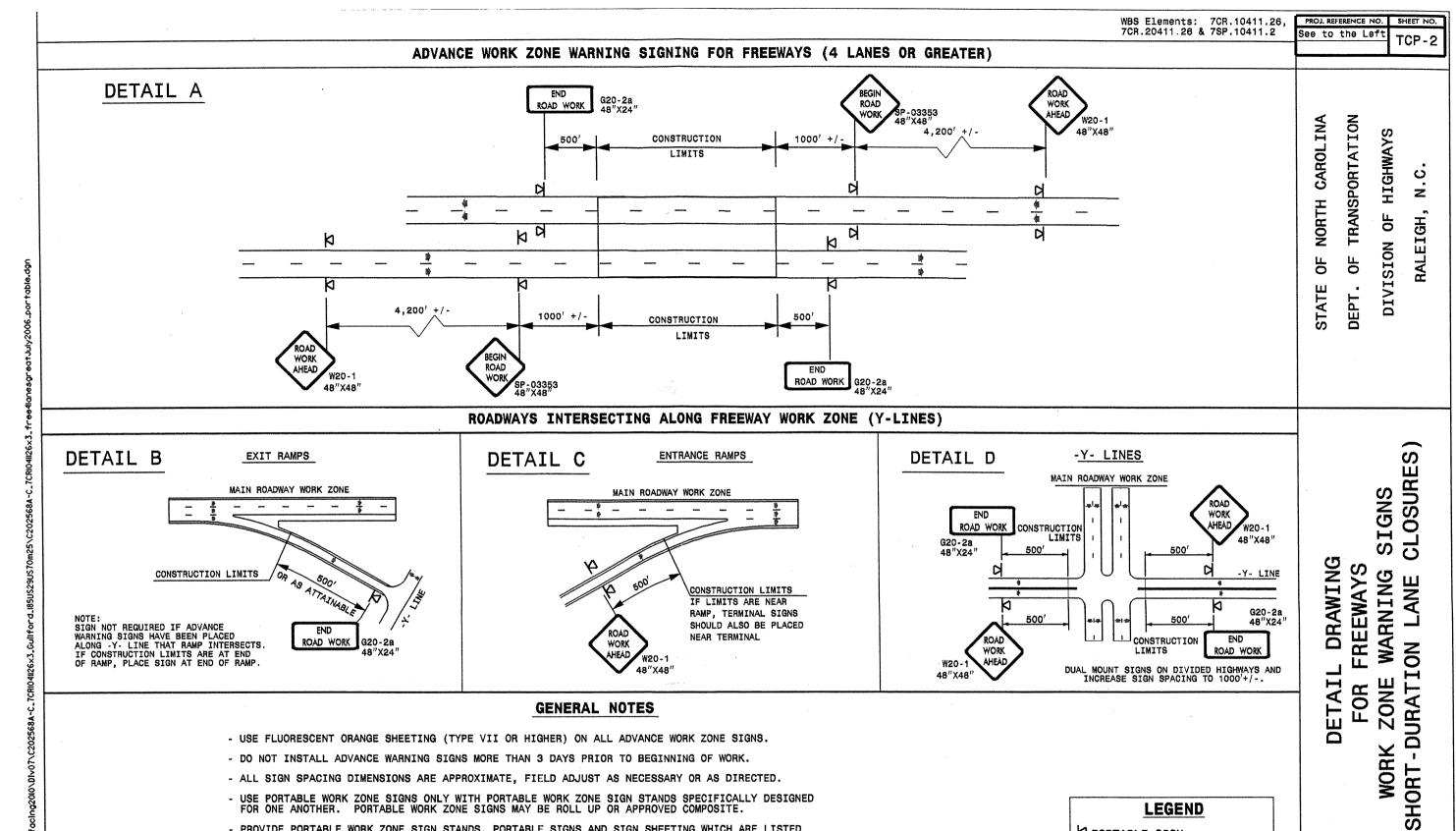
- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH 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 URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.



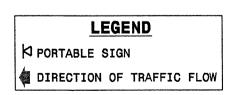
SHEET 1 OF 1



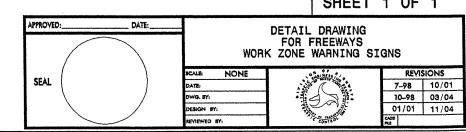
12-JAN-2010 19:03 51\Signing\resurfecing_030509\Re osevmore AT_WZTC237502



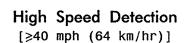
- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH 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.



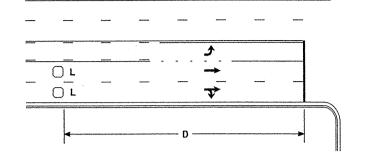
SHEET 1 OF 1



I2-JAN-2010 19:04 SinSigninghresurfacing 03:0509) pseymore AT WZTC237502



OR



1	==	6ft X 6ft (1.8m X 1.8m)								
•		,								
		Wired in series for TS1								
	Controllers									
		Wired separately for TS2,								
		170, and 2070L Controller	٠,							

Volume Density Operation

ft (m)

250 (75)

300 (90)

355 (110) 420 (130)

Speed Limit

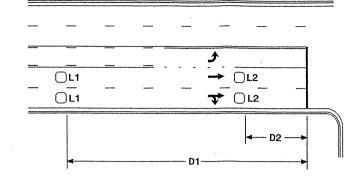
mph (km/hr)

40 (64)

45 (72)

55 (88)

(80)



 $L1 = 6ft \times 6ft$

L2 = 6ft X 6ft

(1.8m X 1.8m)

(1.8m X 1.8m)

Wired in series

Wired in series

Spee	d Limit	D1		D2	
mph	(km/hr)	ft	(m)	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)

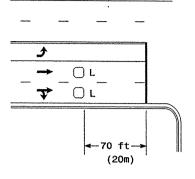
"Stretch" Operation

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

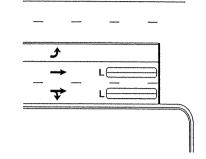
OR

PROJECT REFERENCE NO. SHEET NO.

7CR.10411.26, 7CR.20411.26 & 7SP.10411.2



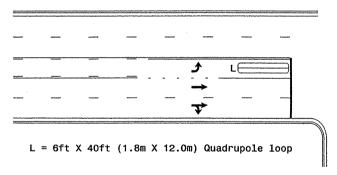
 $L = 6ft \times .6ft (1.8m \times 1.8m)$ Wired in series



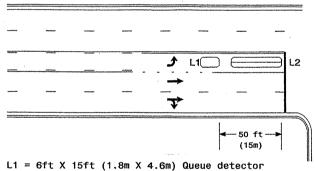
 $L = 6ft \times 40ft (1.8m \times 12.0m)$ Quadrupole loop, wired separately

Left Turn Lane Detection

OR

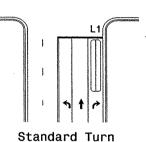


Presence Loop Detection



L2 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

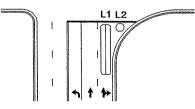
Queue Loop Detection

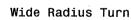


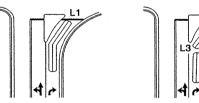
Right Turn Lane Detection

 $L1 = 6ft \times 40ft (1.8m \times 12.0m)$ 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

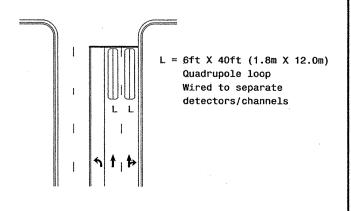




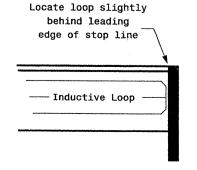


Channelized Turn

Side Street Detection



Presence Loop Placement at Stop Lines



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.

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				

Recommended Number of Turns

6' X 15' (1.8m X 4.6m) Loops:

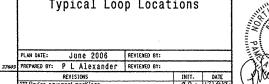
Lead-in < 150' (45 m), use 2 turns Lead-in > 150' (45 m), use 3 turns

Quadrupole loops: Use 2-4-2 turns



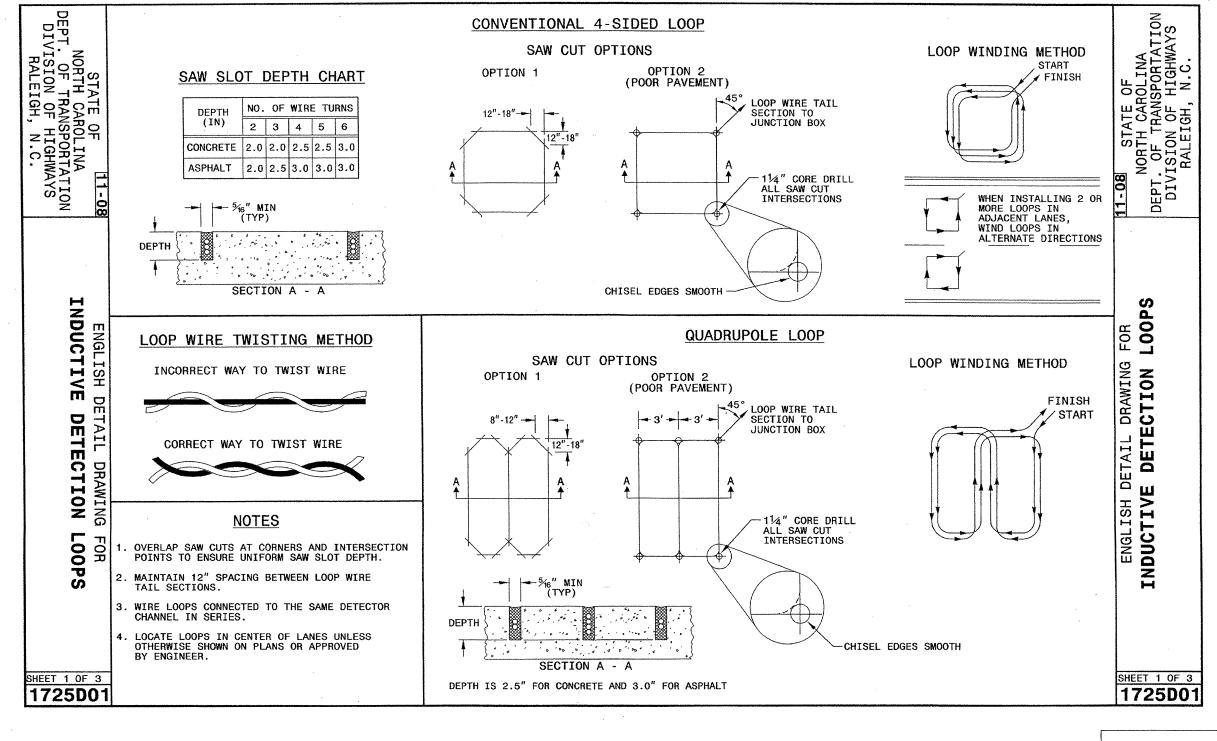
N/A

Typical Loop Locations



REVISIONS

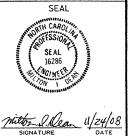
▼ Revise pavement marKings INIT. DATE

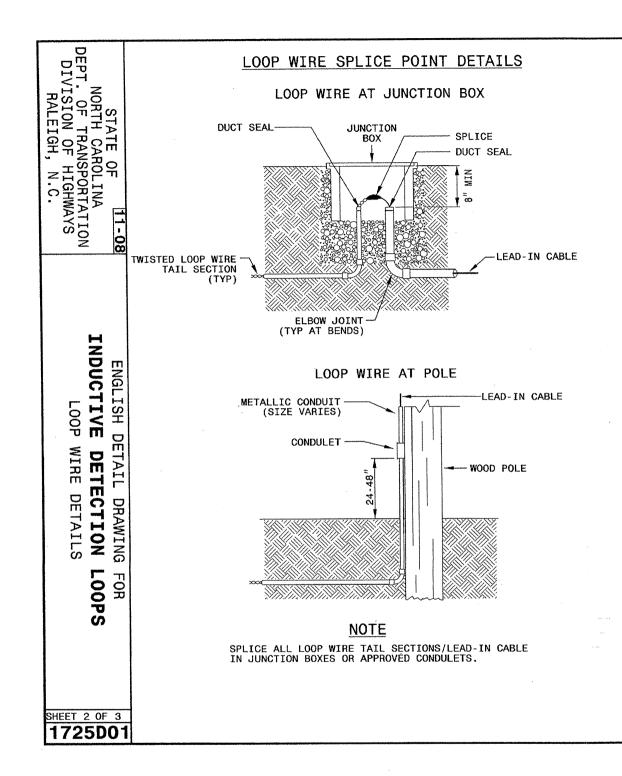






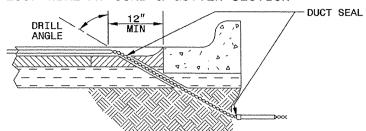
N. Greenfield Parkway
Garner, NC 27529



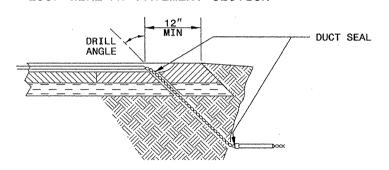


LOOP WIRE PAVEMENT EDGE DETAILS

LOOP WIRE AT CURB & GUTTER SECTION



LOOP WIRE AT PAVEMENT SECTION



NOTES

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

11-08 STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

LOOPS INDUCTIVE DETECTION
LOOP WIRE DETAILS

SHEET 2 OF 3 1725D01

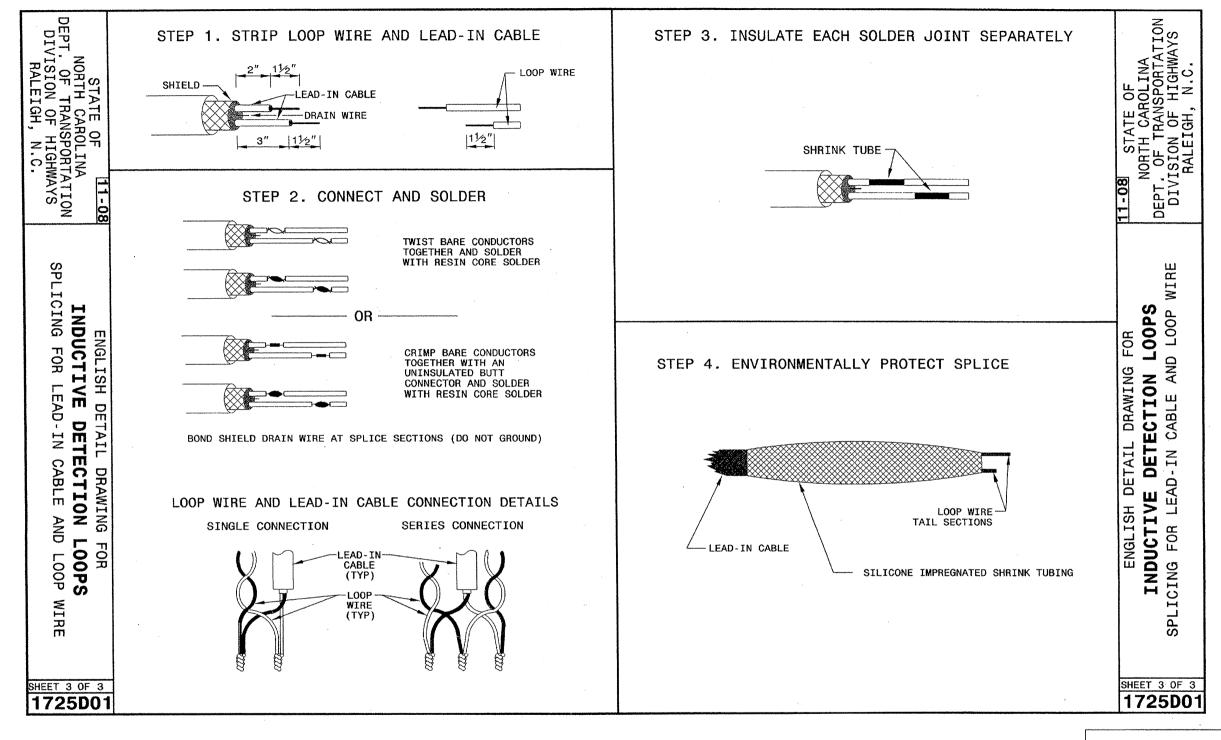
See Plate for Title

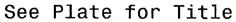


Garner, NC 27529



PROJECT REFERENCE NO. SHEET NO. Sig.







Milton 11/24/08
SIGNATURE DATE

Garner, NC 27529