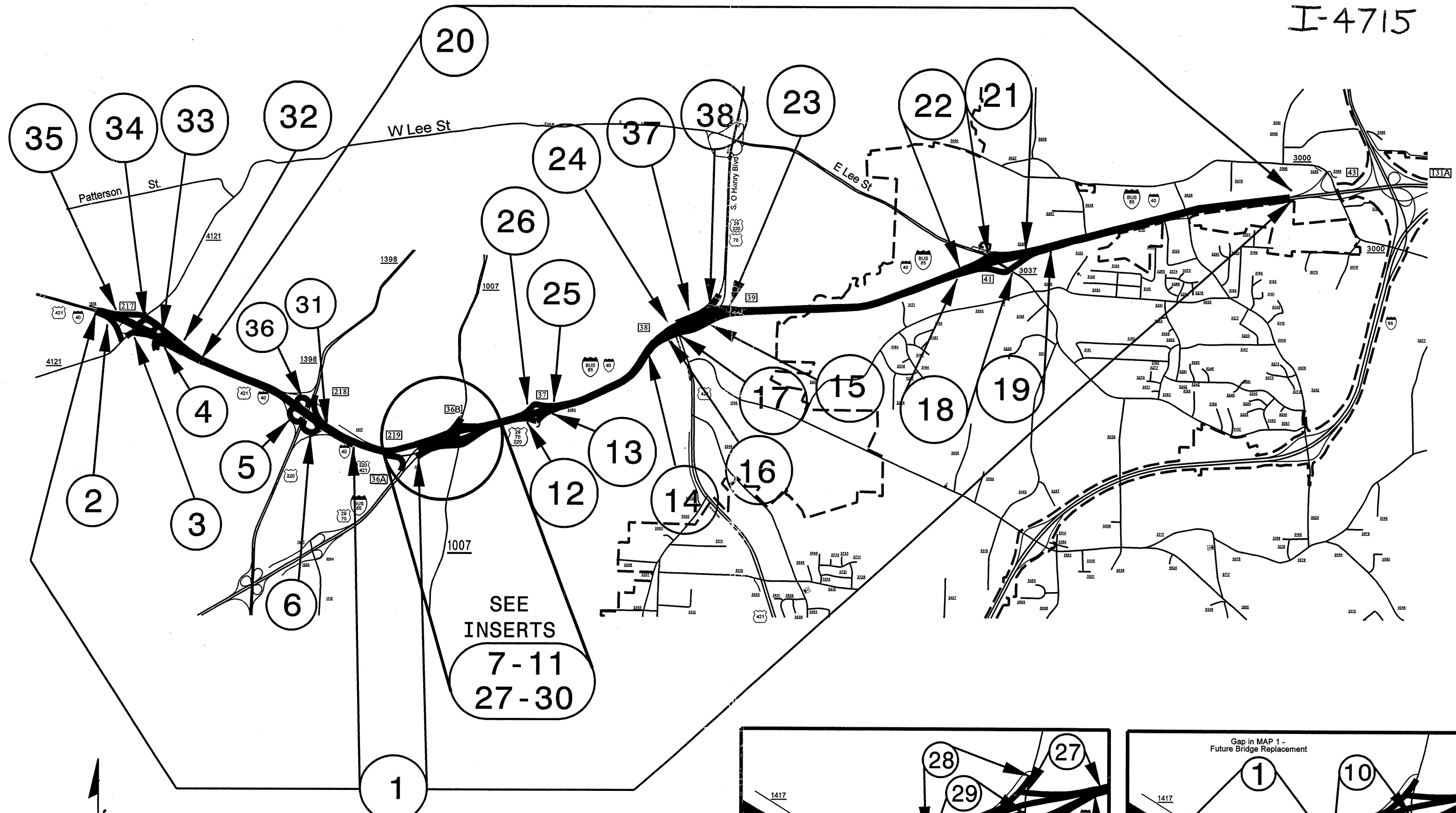


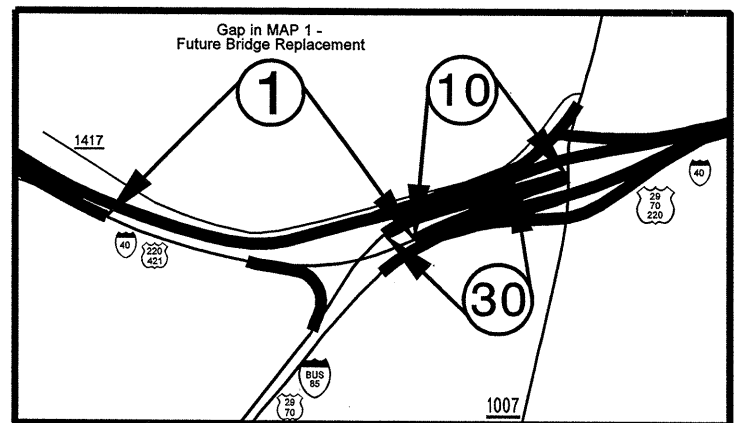
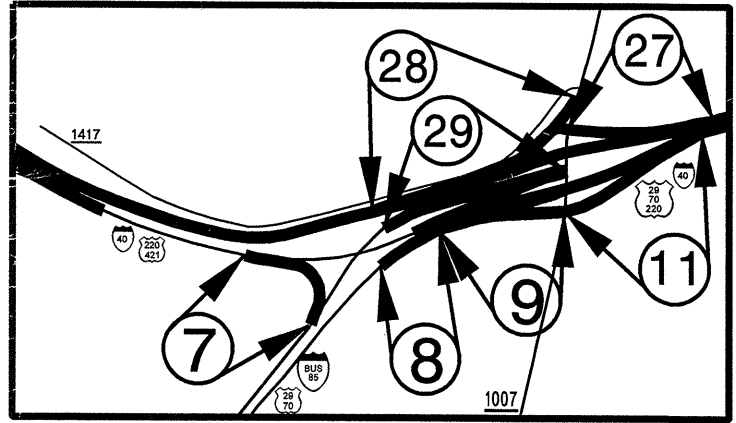
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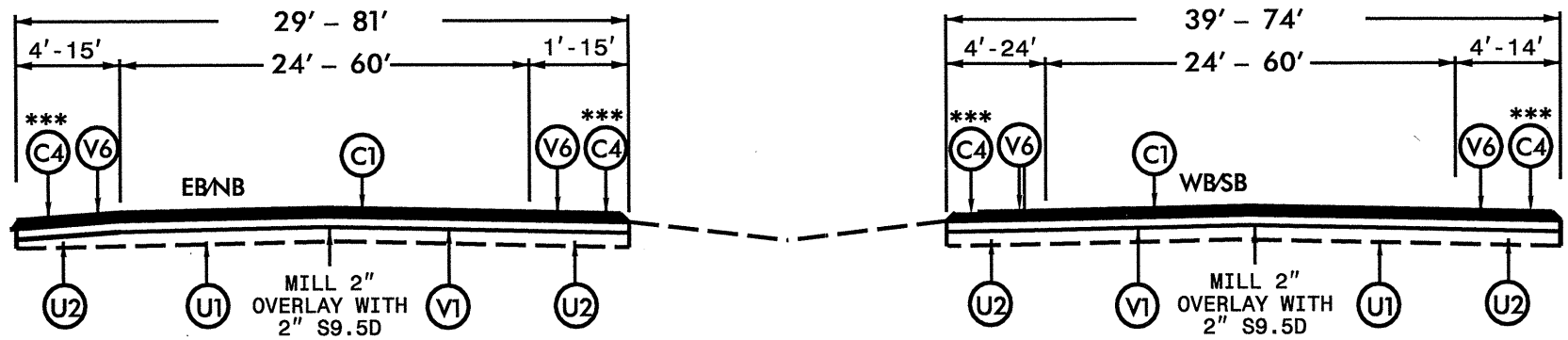


SEE
INSERTS
7-11
27-30

* SEE INSERT

GUILFORD COUNTY

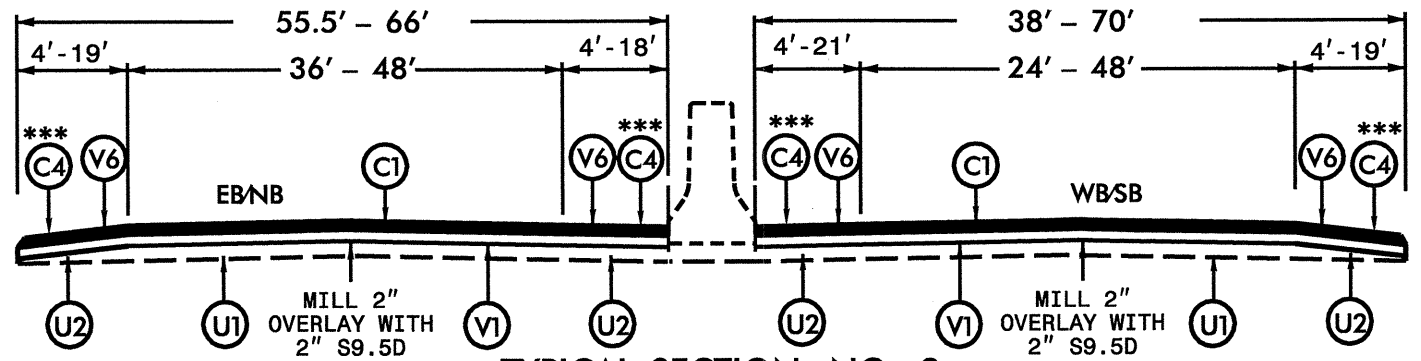




TYPICAL SECTION NO. 1

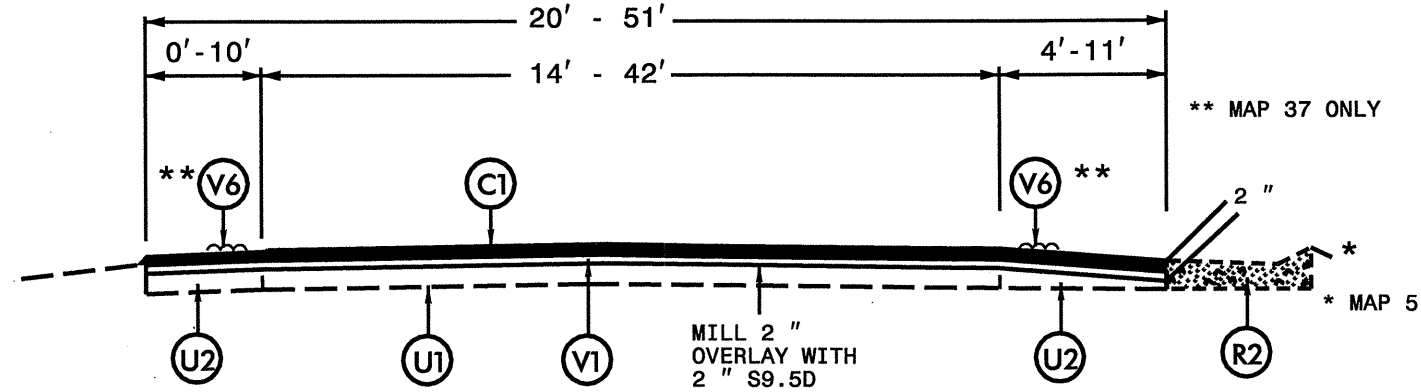
Use Typical Section No. 1 on Maps 1 and 20

*****NOTE:**
 WHERE EXISTING PAVED SHOULDER IS 4' OR LESS ON TYPICALS 1 AND 2, THE CONTRACTOR SHALL CONTINUE TO USE C1 (2" S9.5D) UNLESS OTHERWISE DIRECTED BY THE ENGINEER.



TYPICAL SECTION NO. 2

Use Typical Section No. 1 on Maps 1 and 20



TYPICAL SECTION NO. 3 (RAMPS)

MAPS 3, 5, 6, 8, 15-17, 30, 37

NOTE: STA 0+00 EB - STARTS AT NEW PAVEMENT JOINT EAST OF EB EXIT RAMP TO HIGH POINT ROAD

STA 0+00 WB/SB - STARTS AT NEW PAVEMENT JOINT EAST OF McCONNELL ROAD

DO NOT PAVE BRIDGES AT THE FOLLOWING LOCATIONS:
 WB/SB STA 99+67 TO STA 102+45
 WB/SB STA 170+30 TO STA 172+53
 WB STA 350+67 TO STA 352+22
 RAMP TO FOUR SEASON STA 3+52 TO STA 5+90

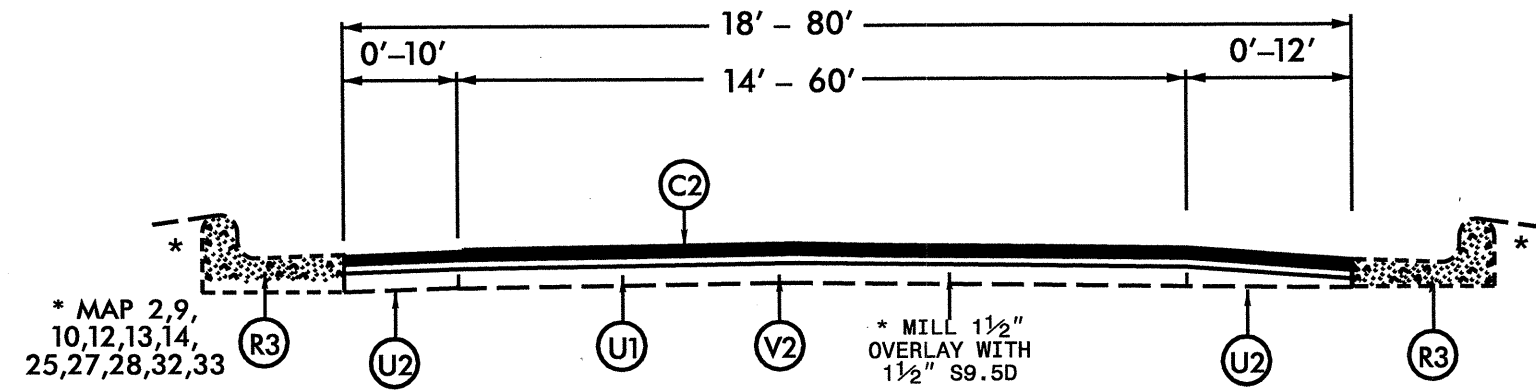
EB/NB STA 243+61 TO STA 246+75
 EB/NB STA TO STA **BRIDGE OVER U29NB **
 EB/NB STA 279+57 TO STA 281+78
 EB/NB STA 351+31 TO STA 354+13

PAVEMENT SCHEDULE

C1	PROP. APPROX. 2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.	
C2	PROP. APPROX. 1½" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	
C3	PROP. APPROX. 3" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	
C4	PROP. APPROX. 2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.	
D1	PROP. APPROX. 2½" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	
D2	PROP. APPROX. 3" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	
R1	EXISTING CONCRETE MEDIAN BARRIER WALL	
R2	EXISTING SHOULDER BERM GUTTER	R3 EXISTING 2'-6" CURB & GUTTER
U1	EXISTING TRAVELWAY	U2 EXISTING PAVED SHOULDER

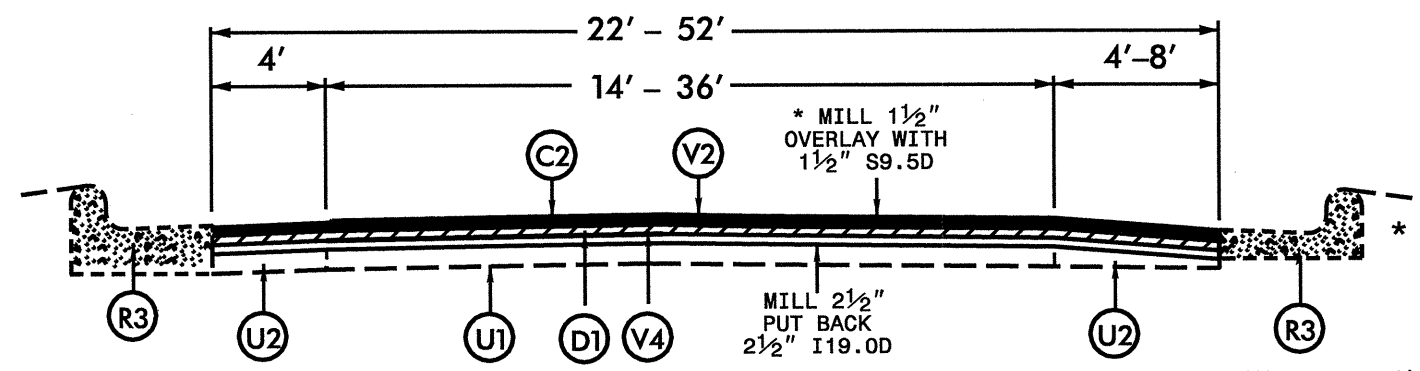
MILLING SCHEDULE

V1	MILLING BITUMINOUS PAVEMENT 2" DEPTH
V2	MILLING BITUMINOUS PAVEMENT 1½" DEPTH
V3	MILLING BITUMINOUS PAVEMENT 3" DEPTH
V4	MILLING BITUMINOUS PAVEMENT 2½" DEPTH
V5	MILLING BITUMINOUS PAVEMENT 4½" DEPTH
V6	MILLED RUMBLE STRIPS, USE IN CONJUNCTION WITH STANDARD DRAWING NO. 665.01



TYPICAL SECTION NO. 4 (RAMPS)

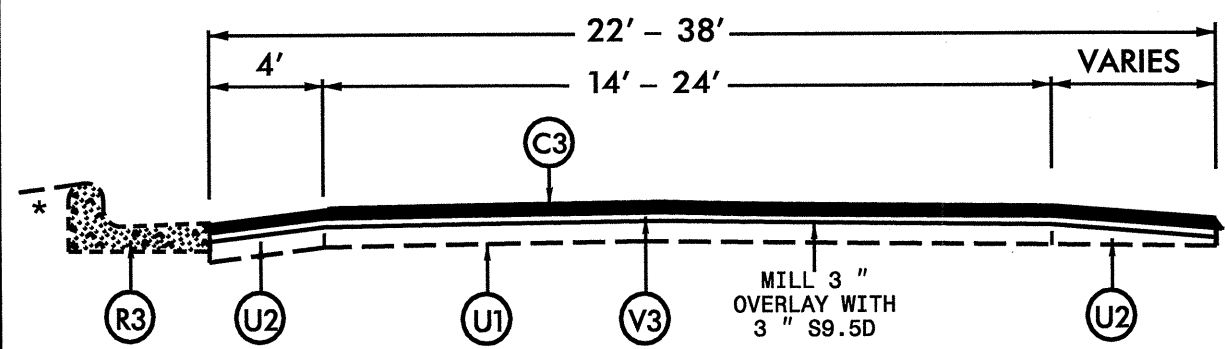
MAPS 2,4,9-14,18, 23-29,31-33,35,36,38



TYPICAL SECTION NO. 5 (RAMPS)

MAPS 14, 21, 22

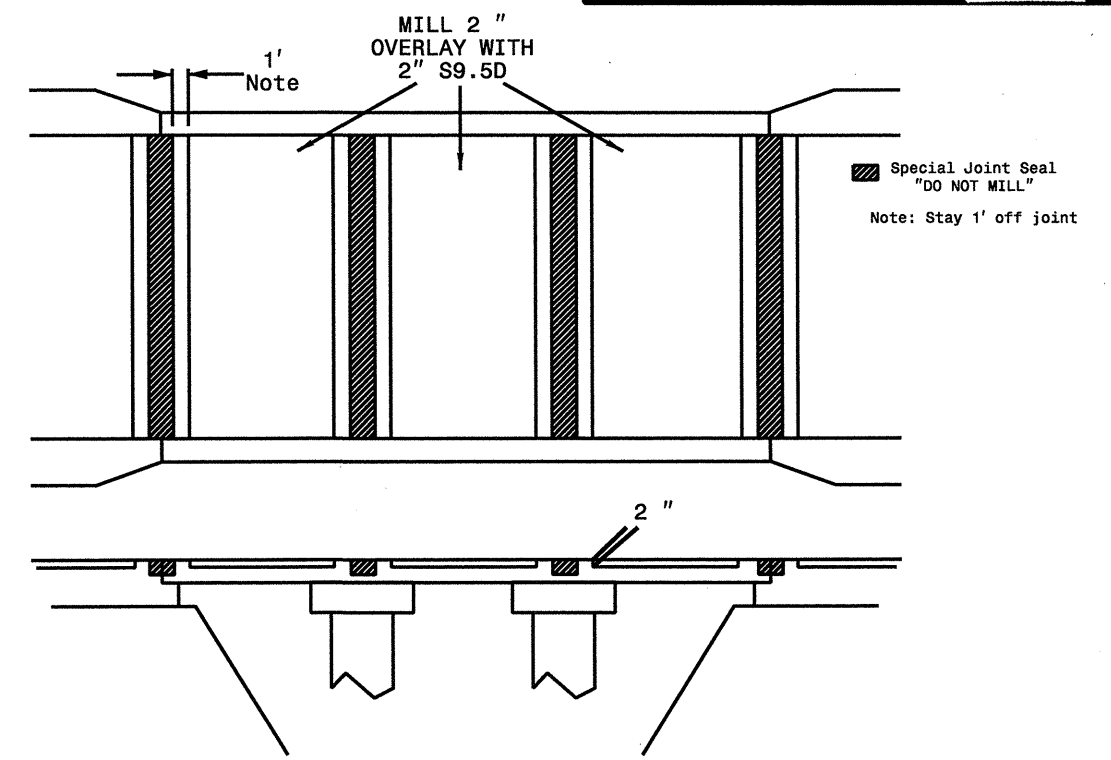
* NOTE: MAP 14 area with no C&G, mill 2 1/2". Area with C&G, mill 1 1/2".



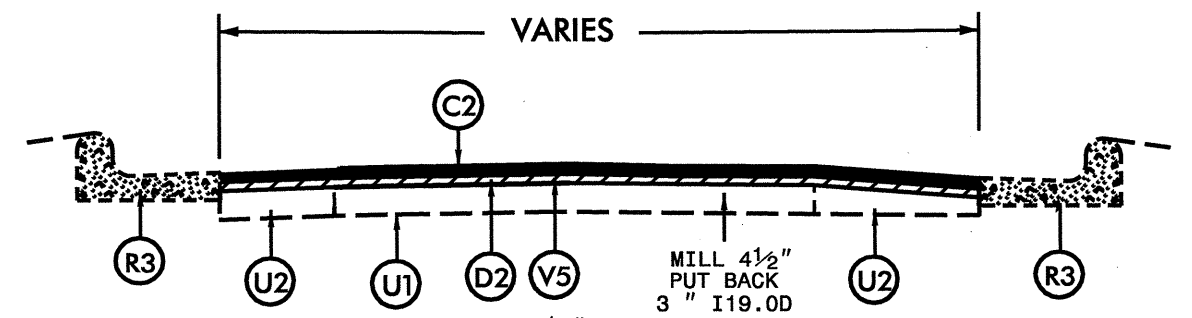
TYPICAL SECTION NO. 6 (RAMPS)

MAPS 7,19,34

* MAP 34



BRIDGE MILLING TYPICAL NO. 1



MAPS 11, 13 & 28 (Location of 4 1/2" milling is at the intersection of the Ramp & the -Y-Line) MAP 35 (Location of 4 1/2" milling is on the shoulder near the intersection of the Ramp & the Y-Line) as determined by the Engineer

USE IN CONJUNCTION WITH TYPICAL 4

MILLING TYPICAL

PAVEMENT SCHEDULE			
C1	PROP. APPROX. 2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.	U1	EXISTING TRAVELWAY
C2	PROP. APPROX. 1 1/2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	U2	EXISTING PAVED SHOULDER
C3	PROP. APPROX. 3" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	MILLING SCHEDULE	
D1	PROP. APPROX. 2 1/2" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	V1	MILLING BITUMINOUS PAVEMENT 2" DEPTH
D2	PROP. APPROX. 3" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	V2	MILLING BITUMINOUS PAVEMENT 1 1/2" DEPTH
R1	EXISTING CONCRETE MEDIAN BARRIER WALL	V3	MILLING BITUMINOUS PAVEMENT 3" DEPTH
R2	EXISTING SHOULDER BERM GUTTER	V4	MILLING BITUMINOUS PAVEMENT 2 1/2" DEPTH
R3	EXISTING 2'-6" CURB & GUTTER	V5	MILLING BITUMINOUS PAVEMENT 4 1/2" DEPTH
		V6	MILLED RUMBLE STRIPS, USE IN CONJUNCTION WITH STANDARD DRAWING NO. 665.01

PROJECT NO.	SHEET NO.	TOTAL NO.
38727.3.GV1	5	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	STATIONARY SIGNS	PORTABLE SIGNS	BARRICADE SIGNS	FLASHING ARROW PANELS, TYPE C	FLASHING ARROW PANELS, TYPE C (SHORT TERM, 18 EA)	CHANGEABLE MESSAGE SIGN	CHANGEABLE MESSAGE SIGNS (SHORT TERM, 22 EA)	DRUMS	BARRICADES (TYPE III)	TMA	8" X 120 M WHITE THERMO	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	6" X 120 M WHITE THERMO	6" X 120 M YELLOW THERMO	12" X 90 M WHITE THERMO	12" X 90 M YELLOW THERMO	12" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO MSG ONLY 120 M
NO		NO			SF	SF	SF	EA	DAY	EA	DAY	EA	LF	EA	LF	LF	LF	LF	LF	LF	LF	LF	LF	EA
38727.3.GV1	Guilford	1	I-40 EB	I-40/85 Business from I-85 Bypass to SR 4121 (High Point Rd.)	4696	1716	302	6	216	4	264	940	600	4		44,816	53,000	25,364	1,003	10,231				20
"	Guilford	2	RAMP FROM I-40 EB TO HIGH POINT RD.1 (EXIT 217)	OFF RAMP											170	1,003	1,003	585					72	12
"	Guilford	3	RAMP FROM HIGH POINT RD. TO I-40 EB (EXIT 217)	ON RAMP												581	581			82				
"	Guilford	4	RAMP FROM KOURY BVLD. TO I-40 EB (EXIT 217)	ON RAMP												528	528							
"	Guilford	5	RAMP FROM US 220 SB TO I-40 EB (EXIT 218)	ON RAMP													910							
"	Guilford	6	RAMP FROM I-40 EB TO US 220 NB (EXIT 218B)	OFF RAMP													880							
"	Guilford	7	RAMP FROM I-40 EB TO I-85 BUS (EXIT 219)	OFF RAMP												317	317				52			
"	Guilford	8	I-85 BUS NB TO I-40 EB	I-85 BUS NB / I-40 EB MERGE												950	950	356		770				
"	Guilford	9	RAMP FROM I-85 BUS TO RANDLEMAN RD. (EXIT 36)	OFF RAMP												422	422	175						
"	Guilford	10	RAMP FROM I-40 EB TO RANDLEMAN RD. (EXIT 36)	OFF RAMP												739	739	159						
"	Guilford	11	RAMP FROM RANDLEMAN RD. TO I-40 EB (EXIT 36)	ON RAMP												1,162	950	103						
"	Guilford	12	RAMP FROM I-40 EB TO SOUTH ELM-EUGENE ST. (EXIT 37)	OFF RAMP												370	370	320						
"	Guilford	13	RAMP FROM SOUTH ELM-EUGENE ST TO I-40 EB (EXIT 37)	ON RAMP												528	528							
"	Guilford	14	RAMP FROM I-40 EB TO US 421 (EXIT 38)	OFF RAMP												739	528	468					60	
"	Guilford	15	RAMP FROM US 421 TO I-40 EB/US 29 NB (EXIT 38)	ON RAMP												1,954	1,954			463				
"	Guilford	16	RAMP FROM RAMP FROM US 421 TO US 29 NB (EXIT 38)	ON RAMP												264	264							
"	Guilford	17	RAMP FROM I-40 EB TO US 29 NB (EXIT 39)	OFF RAMP												1,214	1,214	172		1,630				
"	Guilford	18	RAMP FROM I-40 EB TO LEE ST. (EXIT 41)	OFF RAMP												1,214	1,214	12						
"	Guilford	19	FROM FROM LEE ST. TO I-40 EB (EXIT 41)	ON RAMP												845	845	168						
"	Guilford	20	I-40 WB	I-40/85 Business from SR 4121 (High Point Rd.) to I-85 Bypass												42,504	41,606	22,455	898	8,627	974			8
"	Guilford	21	RAMP FROM I-40 WB TO LEE ST. (EXIT 41)	OFF RAMP												528	528	22						
"	Guilford	22	RAMP FROM LEE ST. TO I-40 WB (EXIT 41)	ON RAMP												370	370							
"	Guilford	23	RAMP FROM I-40 WB TO US 421 (EXIT 38)	OFF RAMP												2,270	2,270	208		66			37	
"	Guilford	24	RAMP FROM US 421 TO I-40 WB (EXIT 38)	ON RAMP												581	581							
"	Guilford	25	RAMP FROM I-40 WB TO SOUTH ELM-EUGENE ST. (EXIT 37)	OFF RAMP												686	686	54		149				
"	Guilford	26	RAMP FROM SOUTH ELM-EUGENE ST. TO I-40 WB (EXIT 37)	ON RAMP												634	634							
"	Guilford	27	RAMP FROM I-40 WB TO RANDLEMAN RD. (EXIT 36)	OFF RAMP												600	450							
"	Guilford	28	RAMP FROM RANDLEMAN RD. TO I-40 WB (EXIT 36B)	ON RAMP												1,280	1,040							
"	Guilford	29	RAMP FROM RANDLEMAN RD. TO I-85 BUS SB (EXIT 36B)	ON RAMP												370	370			450				
"	Guilford	30	I-85 BUS SB @ EXIT 36A	FROM GORE @ I-40 WB TO PAVING JOINT ON I-85 SB												634	634							
"	Guilford	31	RAMP FROM I-40 TO FREEMAN MILL RD.(EXIT 218B)	OFF RAMP												1,901	1,901	1,084		1,642			51	12
"	Guilford	32	RAMP FROM I-40 WB TO HIGH POINT RD. (EXIT 217)	OFF RAMP																				
"	Guilford	33	RAMP FROM HIGH POINT RD. I-40 WB RAMP TO KOURY BVLD. (EXIT 217)	OFF RAMP												950	950	527					27	12
"	Guilford	34	RAMP FROM HIGH POINT RD. NB TO I-40 WB (EXIT 217)	ON RAMP													385					68		
"	Guilford	35	RAMP FROM HIGH POINT RD. SB TO I-40 WB (EXIT 217)	ON RAMP												1,003	950							
"	Guilford	36	RAMP FROM I-40 WB TO US 220 NB (EXIT 218 A)	OFF RAMP												686	686							
"	Guilford	37	US 29 SB RAMP TO I-40 WB (EXIT38)	ON RAMP												3,907	3,907	1,021		778				
"	Guilford	38	RAMP FROM US 29 TO US 421 (EXIT 38)	OFF RAMP												634	634							
GRAND TOTAL					4,696	1,716	302	6	216	4	264	940	600	4	170	117,184	125,779	53,453	1,901	24,940	974	68	247	64
																242,963	55,354	25,914						

PROJECT NO.	SHEET NO.	TOTAL NO.
38727.3.GV1	6	

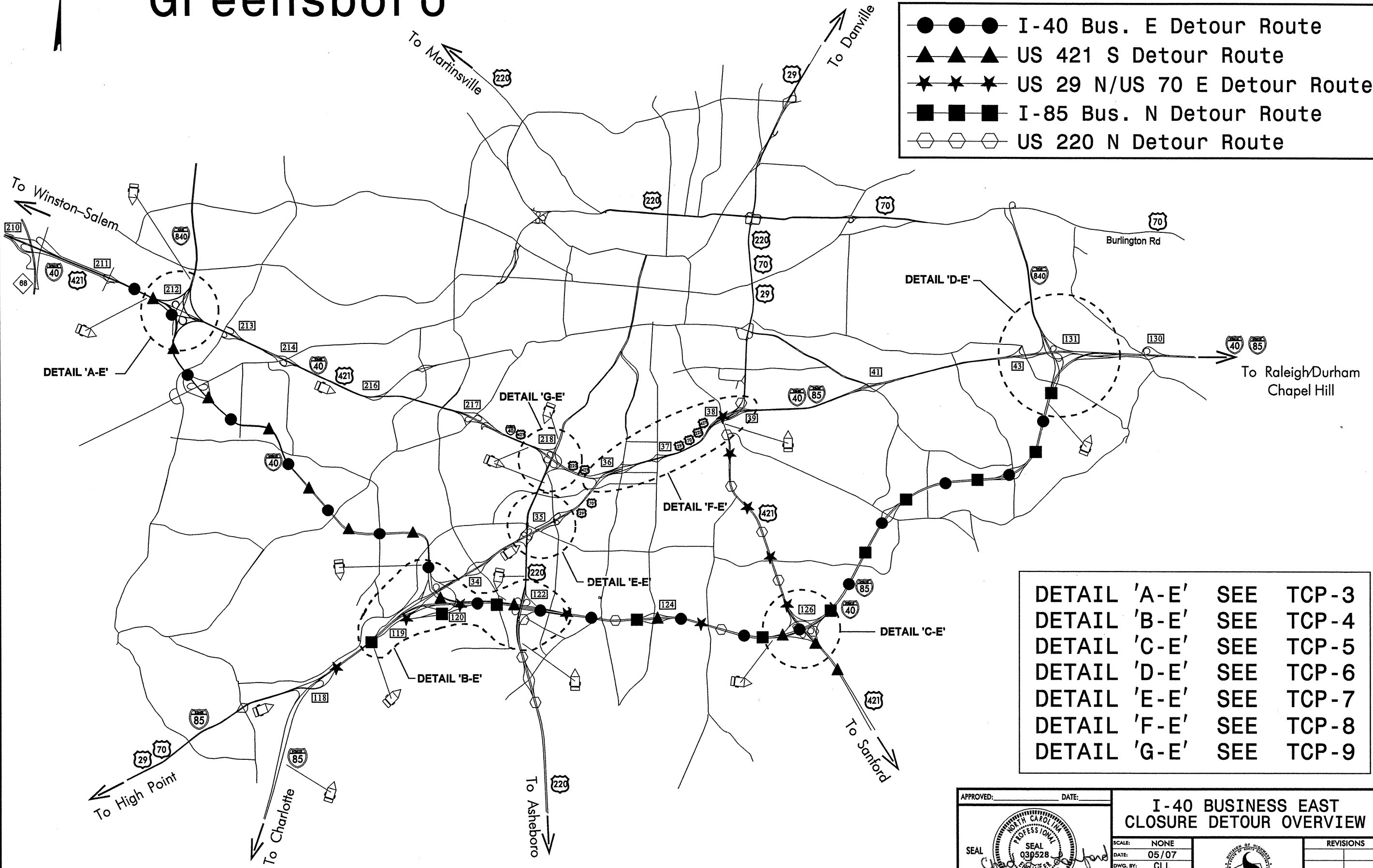
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP	ROUTE	DESCRIPTION	THERMO MERGE LEFT ARROW 90 M	THERMO RT ARROW 90 M	THERMO MERGE RIGHT ARROW 90 M	THERMO LT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO STR & LT ARROW 90 M	THERMO LT STR RT ARROW 90 M	6" WHITE PAINT	6" YELLOW PAINT	12" WHITE PAINT	24" WHITE PAINT	PAINT MSG ONLY	PAINT STR ARROW	PAINT RT ARROW	PAINT LT ARROW	PAINT STR & LT ARROW	PAINT LT STR RT ARROW	SNOW PLOWABLE MARKERS	REPLACEMENT BARRIER DELINEATORS
NO		NO			EA	EA	EA	EA	EA	EA	EA	EA	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA
38727.3.GV1	Guilford	1	I-40 EB	I-40/85 Business from I-85 Bypass to SR 4121 (High Point Rd.)	13	10	3						150,476	95,750	15,152		40	32	20				2,013	131
"	Guilford	2	RAMP FROM I-40 EB TO HIGH POINT RD.1 (EXIT 217)	OFF RAMP		1		3	5				3,178	12,251	340	144	24	10	2	6			40	
"	Guilford	3	RAMP FROM HIGH POINT RD. TO I-40 EB (EXIT 217)	ON RAMP									1,268	1,162	164								4	
"	Guilford	4	RAMP FROM KOURY BVLD. TO I-40 EB (EXIT 217)	ON RAMP									1,056	1,056										
"	Guilford	5	RAMP FROM US 220 SB TO I-40 EB (EXIT 218)	ON RAMP										1,820										
"	Guilford	6	RAMP FROM I-40 EB TO US 220 NB (EXIT 218B)	OFF RAMP										1,760										
"	Guilford	7	RAMP FROM I-40 EB TO I-85 BUS (EXIT 219)	OFF RAMP									632	632	104								3	
"	Guilford	8	I-85 BUS NB TO I-40 EB	I-85 BUS. NB / I-40 EB MERGE									2,614	1,901	1,540								58	
"	Guilford	9	RAMP FROM I-85 BUS TO RANDLEMAN RD. (EXIT 36)	OFF RAMP				2		2			1,194	844									9	
"	Guilford	10	RAMP FROM I-40 EB TO RANDLEMAN RD. (EXIT 36)	OFF RAMP		2					2		1,796	1,478					4		4		8	
"	Guilford	11	RAMP FROM RANDLEMAN RD. TO I-40 EB (EXIT 36)	ON RAMP		2		2					2,530	1,900				4		4			5	
"	Guilford	12	RAMP FROM I-40 EB TO SOUTH ELM-EUGENE ST. (EXIT 37)	OFF RAMP		3		3			3		1,378	738					6	6	6		16	
"	Guilford	13	RAMP FROM SOUTH ELM-EUGENE ST TO I-40 EB (EXIT 37)	ON RAMP									1,056	1,056										
"	Guilford	14	RAMP FROM I-40 EB TO US 421 (EXIT 38)	OFF RAMP		6							2,414	1,056		120			12		6		24	
"	Guilford	15	RAMP FROM US 421 TO I-40 EB/US 29 NB (EXIT 38)	ON RAMP									3,908	3,908	926								25	
"	Guilford	16	RAMP FROM RAMP FROM US 421 TO US 29 NB (EXIT 38)	ON RAMP									528	528										
"	Guilford	17	RAMP FROM I-40 EB TO US 29 NB (EXIT 39)	OFF RAMP									2,772	2,429	3,260								92	
"	Guilford	18	RAMP FROM I-40 EB TO LEE ST. (EXIT 41)	OFF RAMP									2,429	2,429									18	
"	Guilford	19	FROM FROM LEE ST. TO I-40 EB (EXIT 41)	ON RAMP			4						2,025	1,690					8				18	
"	Guilford	20	I-40 WB	I-40/85 Business from SR 4121 (High Point Rd.) to I-85 Bypass	12	4							127,422	111,091	19,237		16	24	8				1,615	131
"	Guilford	21	RAMP FROM I-40 WB TO LEE ST. (EXIT 41)	OFF RAMP																				
"	Guilford	22	RAMP FROM LEE ST. TO I-40 WB (EXIT 41)	ON RAMP																				
"	Guilford	23	RAMP FROM I-40 WB TO US 421 (EXIT 38)	OFF RAMP				2				2	2,740	2,218	416	74				2		4	33	
"	Guilford	24	RAMP FROM US 421 TO I-40 WB (EXIT 38)	ON RAMP									1,162	1,162										
"	Guilford	25	RAMP FROM I-40 WB TO SOUTH ELM-EUGENE ST. (EXIT 37)	OFF RAMP		5				4			1,482	1,373	298			10			8		8	
"	Guilford	26	RAMP FROM SOUTH ELM-EUGENE ST. TO I-40 WB (EXIT 37)	ON RAMP									1,267	1,267										
"	Guilford	27	RAMP FROM I-40 WB TO RANDLEMAN RD. (EXIT 36)	OFF RAMP		2				2			400					4			4		10	
"	Guilford	28	RAMP FROM RANDLEMAN RD. TO I-40 WB (EXIT 36B)	ON RAMP									1,200	900										
"	Guilford	29	RAMP FROM RANDLEMAN RD. TO I-85 BUS SB (EXIT 36B)	ON RAMP									2,560	2,080										
"	Guilford	30	I-85 BUS SB @ EXIT 36A	FROM GORE @ I-40 WB TO PAVING JOINT ON I-85 SB									739	739	900								30	
"	Guilford	31	RAMP FROM I-40 TO FREEMAN MILL RD.(EXIT 218B)	OFF RAMP									1,267	1,267										
"	Guilford	32	RAMP FROM I-40 WB TO HIGH POINT RD. (EXIT 217)	OFF RAMP		6		4					5,969	3,802	3,284	102	24		12	8			119	
"	Guilford	33	RAMP FROM HIGH POINT RD. I-40 WB RAMP TO KOURY BVLD. (EXIT 217)	OFF RAMP		6		5	6				2,956	1,902		54	24	12	12	10			19	
"	Guilford	34	RAMP FROM HIGH POINT RD. NB TO I-40 WB (EXIT 217)	ON RAMP										770	136									
"	Guilford	35	RAMP FROM HIGH POINT RD. SB TO I-40 WB (EXIT 217)	ON RAMP									2,006	1,900										
"	Guilford	36	RAMP FROM I-40 WB TO US 220 NB (EXIT 218 A)	OFF RAMP									1,373	1,373										
"	Guilford	37	US 29 SB RAMP TO I-40 WB (EXIT38)	ON RAMP	10								9,856	7,814	1,556			20					90	
"	Guilford	38	RAMP FROM US 29 TO US 421 (EXIT 38)	OFF RAMP									1,267	1,267										
GRAND TOTAL					35	47	7	21	11	2	14	2	344,920	275,313	47,313	494	128	106	94	36	28	4	4,237	262
					139								620,233				268							

Greensboro



- I-40 Bus. E Detour Route
- ▲▲▲ US 421 S Detour Route
- ★★★ US 29 N/US 70 E Detour Route
- ■ ■ I-85 Bus. N Detour Route
- ◇◇◇ US 220 N Detour Route

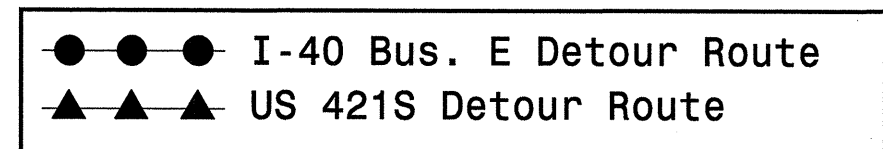
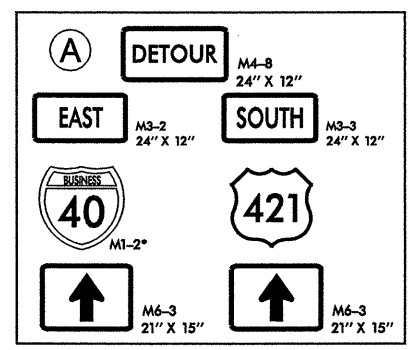
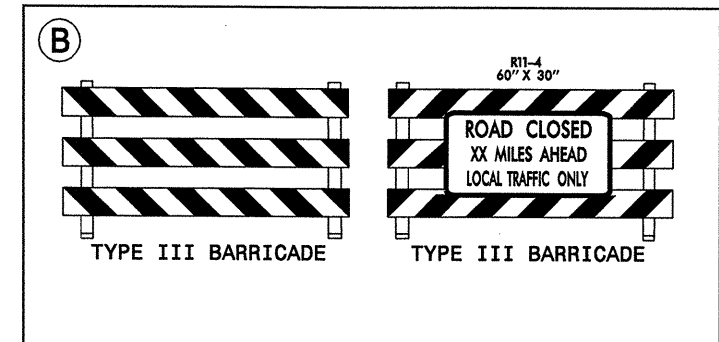


DETAIL 'A-E'	SEE	TCP-3
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DETAIL 'C-E'	SEE	TCP-5
DETAIL 'D-E'	SEE	TCP-6
DETAIL 'E-E'	SEE	TCP-7
DETAIL 'F-E'	SEE	TCP-8
DETAIL 'G-E'	SEE	TCP-9

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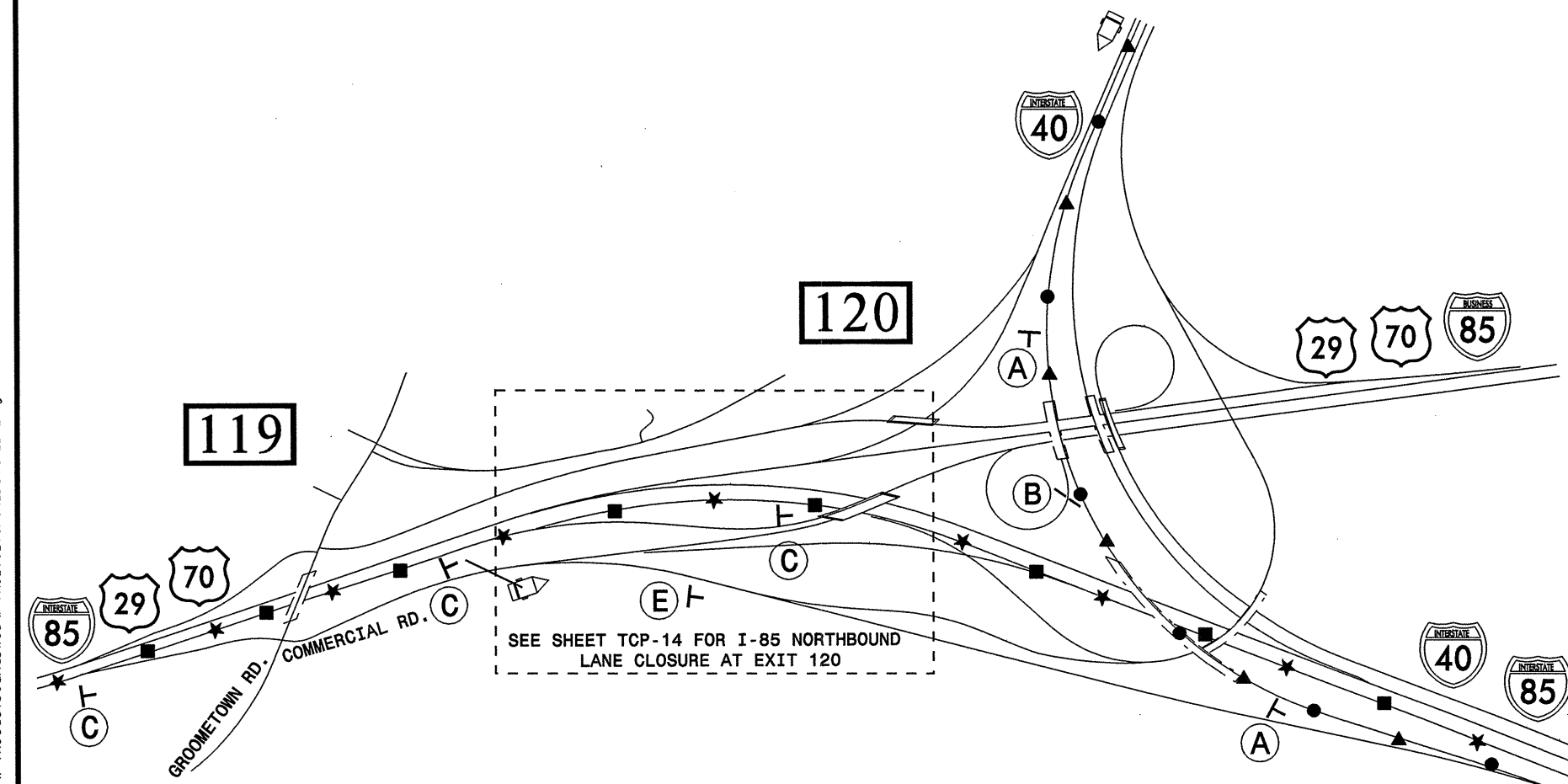
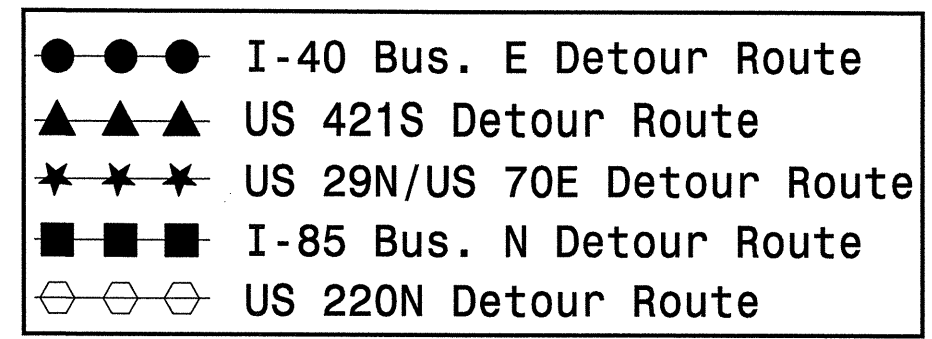
APPROVED:	DATE:	I-40 BUSINESS EAST CLOSURE DETOUR OVERVIEW																					
SCALE: NONE	DATE: 05/07	<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		REVISIONS																			
REVISIONS																							
DWG. BY: CLL	DESIGN BY: CLL																						
REVIEWED BY: CLL	DATE: 8-3-07																						

SEE TCP-10 FOR EASTBOUND LANE
CLOSURES FOR THE I-40 BUS EBL
CLOSURE JUST WEST OF EXIT 212
ON I-40 E

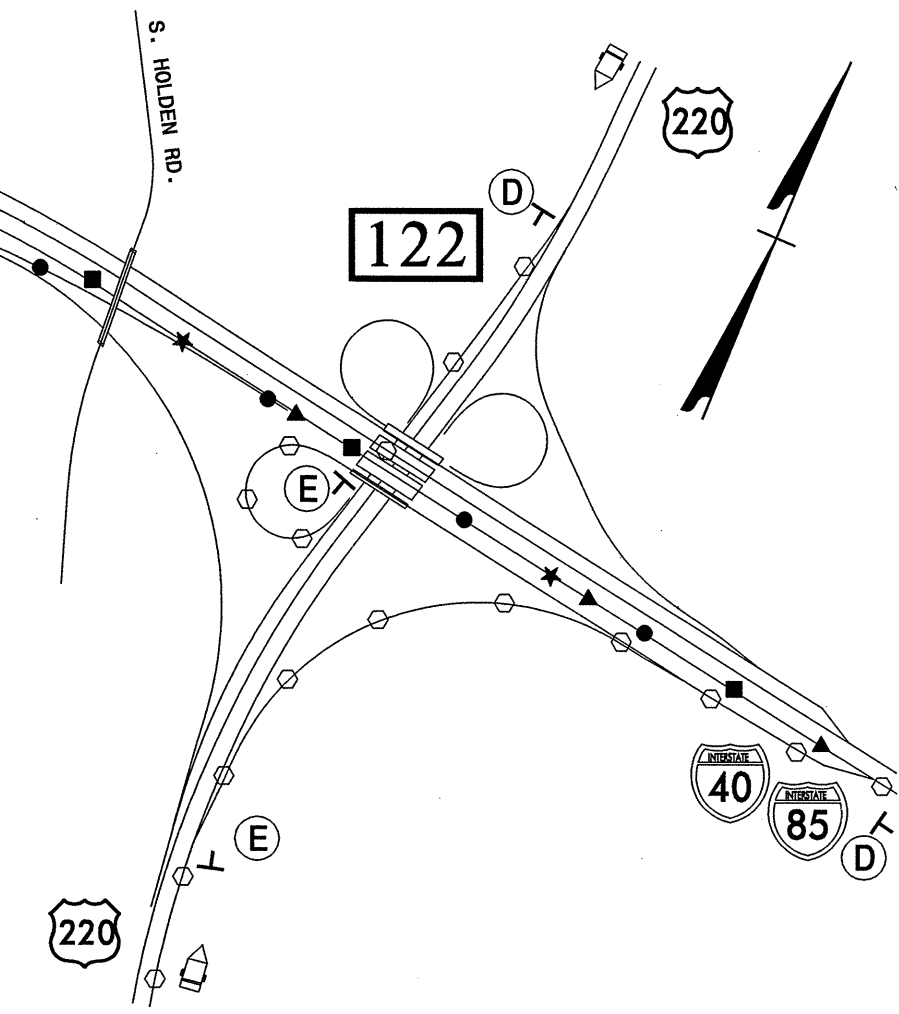
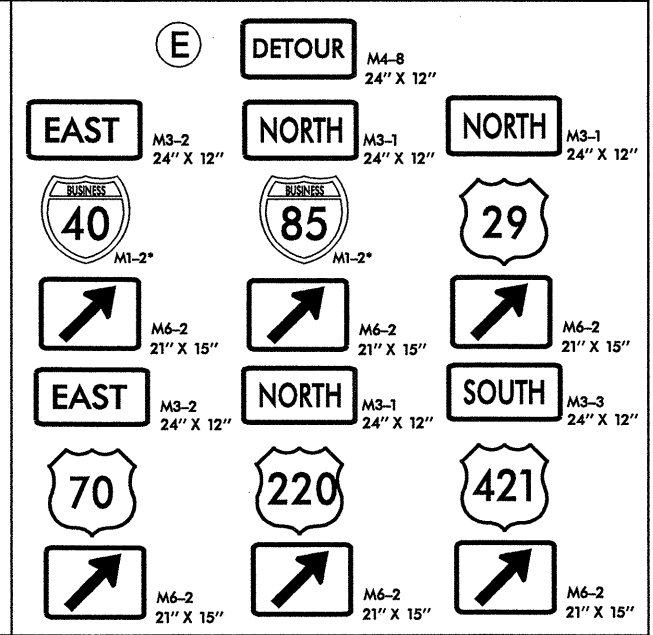
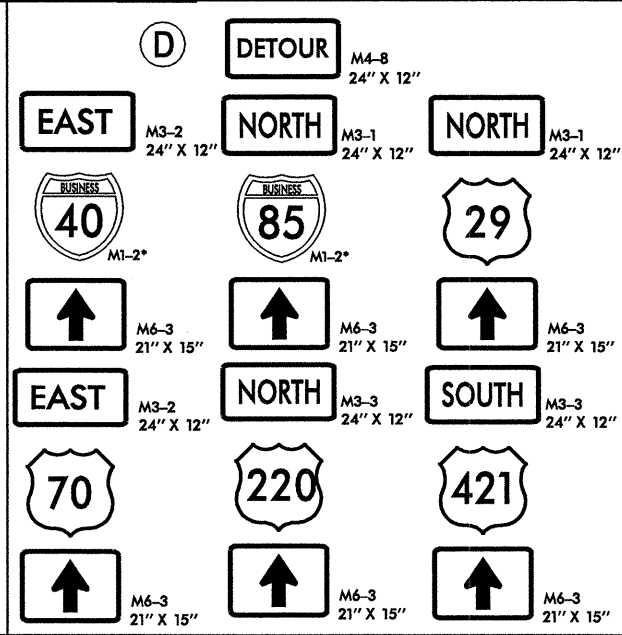
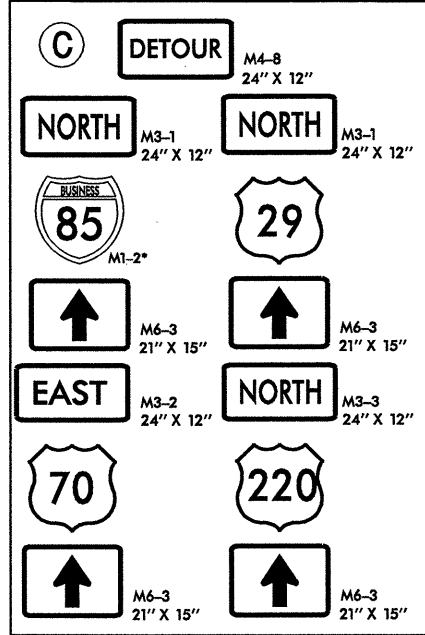
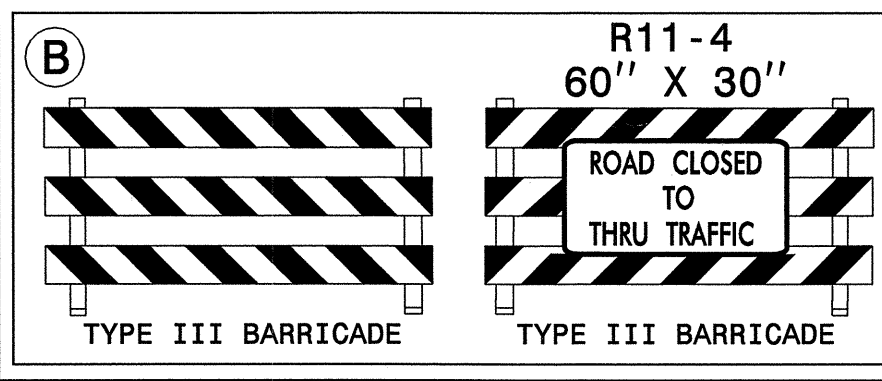
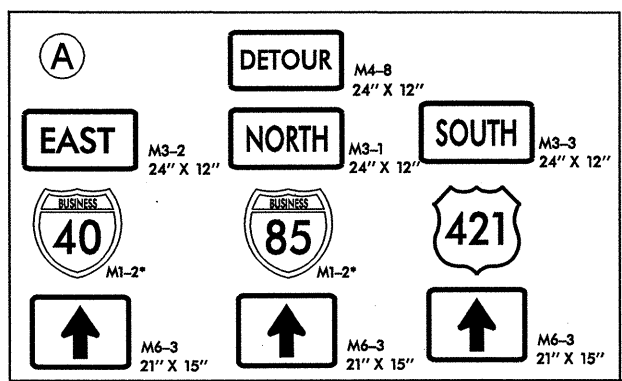


APPROVED:	DATE:	DETAIL 'A-E': DETOUR FOR I-40 BUS E / US 421 S (EXIT 212)	<small>SCALE: NONE</small> <small>DATE: 06-26-07</small> <small>DWG. BY: MM</small> <small>DESIGN BY: MM</small> <small>REVIEWED BY: CL</small>		<small>REVISIONS</small> <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>				
	<small>8-3-07</small>	<small>CHAD L. LANFORD</small>							

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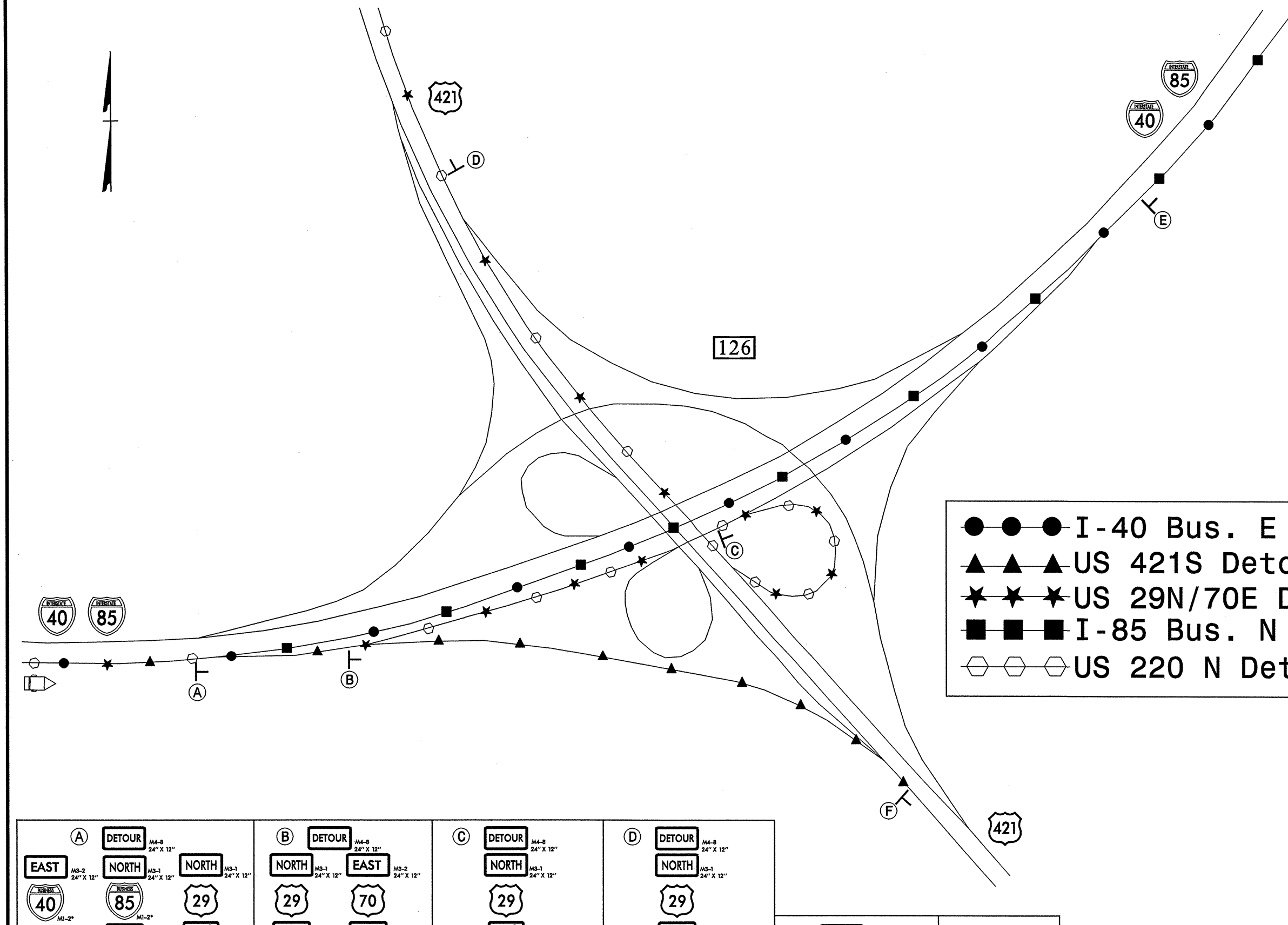


SEE SHEET TCP-14 FOR I-85 NORTHBOUND LANE CLOSURE AT EXIT 120



APPROVED:	DATE:	DETAIL 'B-E': DETOUR FOR ALL ROUTES (EXITS 119, 120 & 122)								
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	DATE: 06/22/07									
	DESIGN BY: PS									
	REVIEWED BY: CI									
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 pesymore AT 121206421



- I-40 Bus. E Detour Route
- ▲—▲—▲ US 421S Detour Route
- ★—★—★ US 29N/70E Detour Route
- I-85 Bus. N Detour Route
- ◊—◊—◊ US 220 N Detour Route

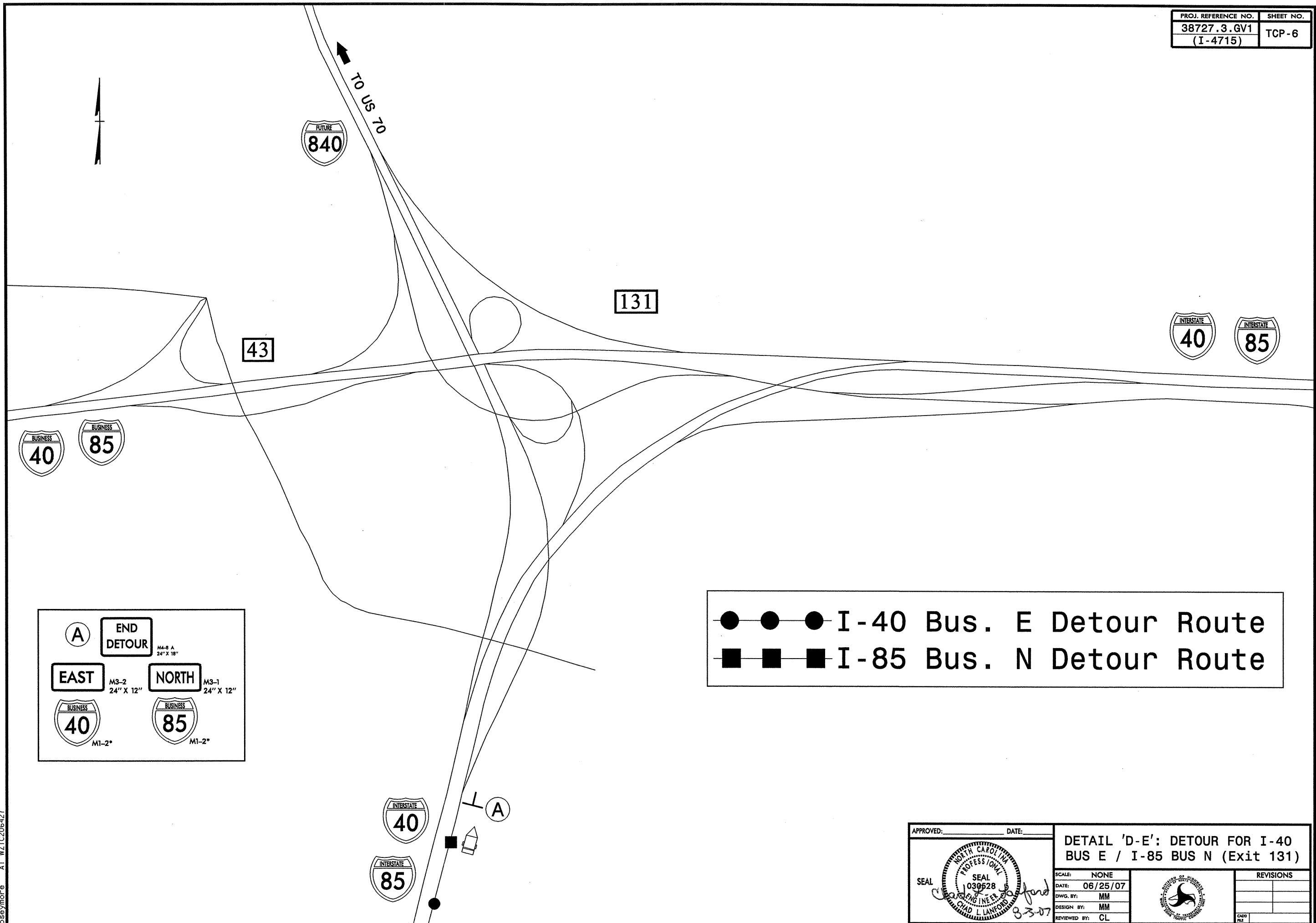
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APPROVED: _____ DATE: _____

DETAIL 'C-E': DETOUR FOR US 220 N / US 29 N / US 70 E / US 421 S (Exit 126)

SCALE: NONE	REVISIONS
DATE: 06/25/07	
DWG. BY: MM	
DESIGN BY: MM	
REVIEWED BY: CL	

03-AUC-2007.12459
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 psey@more AT WZT206427



A END DETOUR

M4-8 A
24" X 18"

EAST M3-2
24" X 12"

NORTH M3-1
24" X 12"

BUSINESS 40 M1-2*

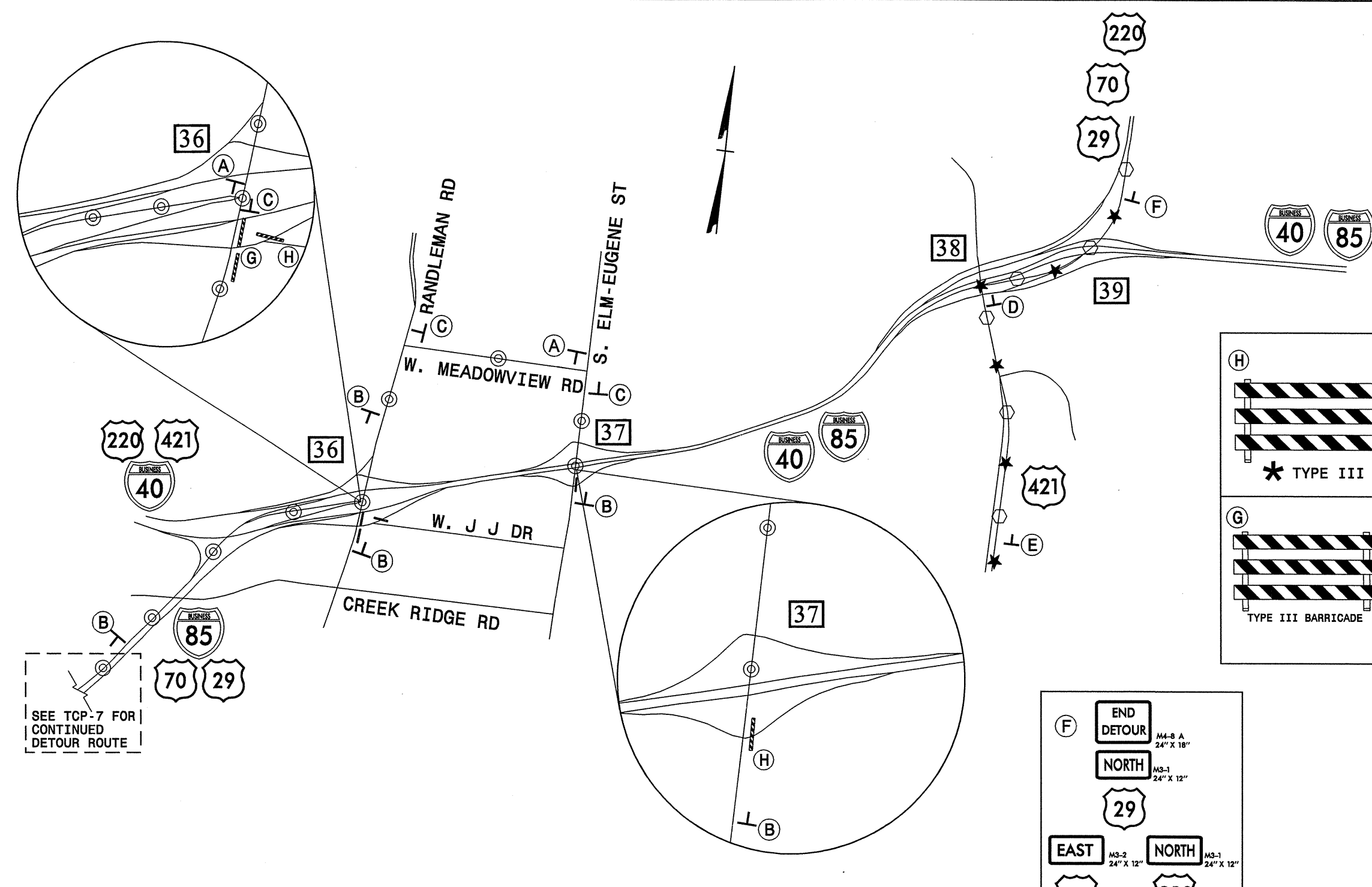
BUSINESS 85 M1-2*

● ● ● I-40 Bus. E Detour Route

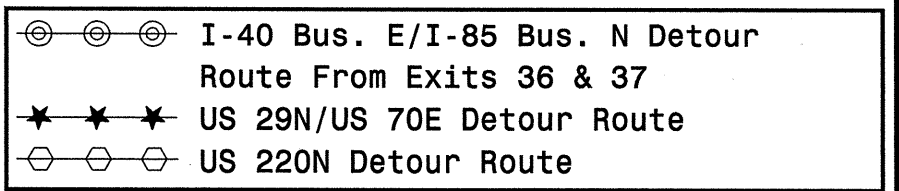
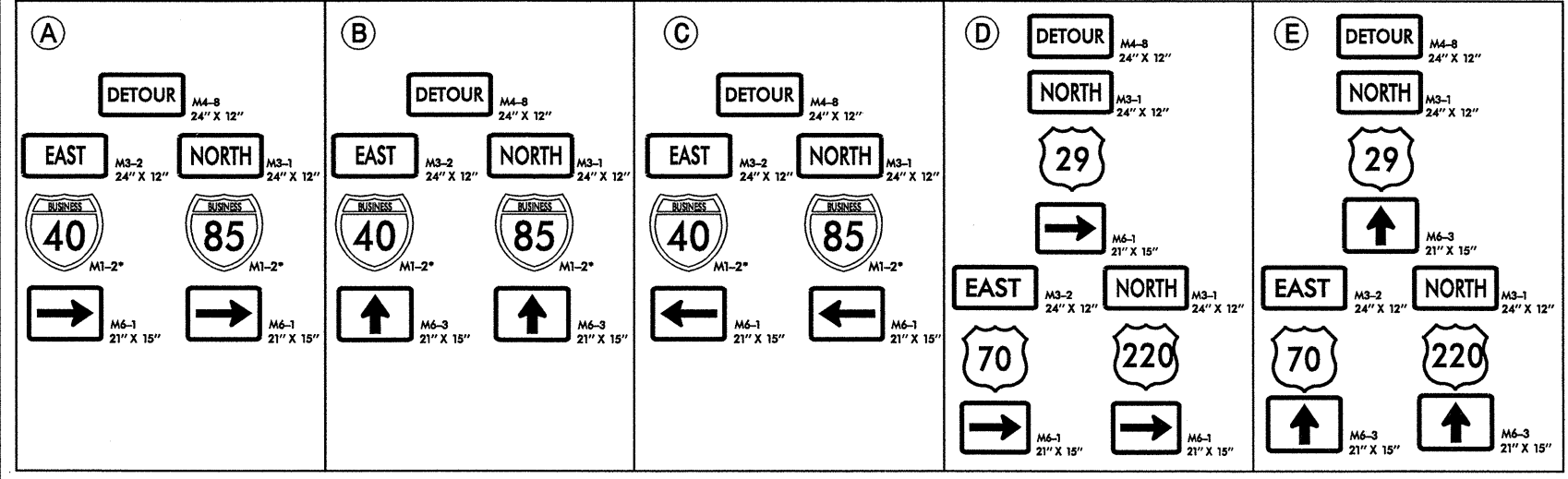
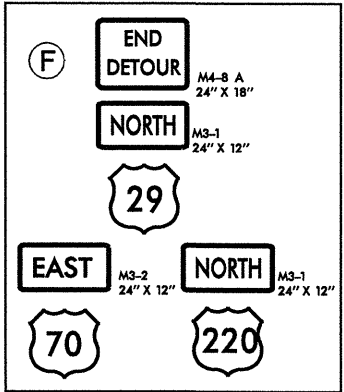
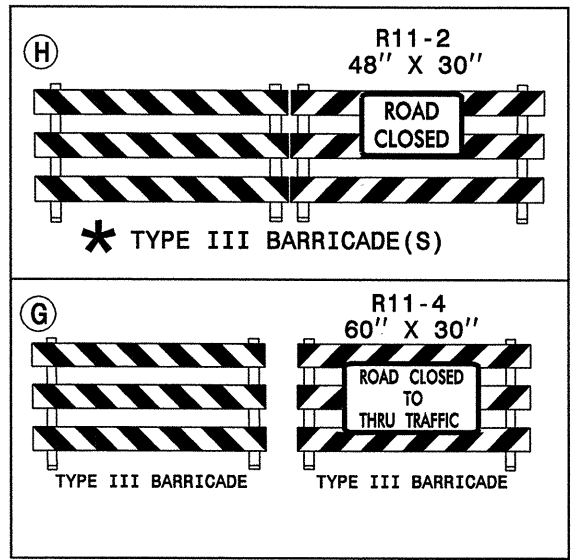
■ ■ ■ I-85 Bus. N Detour Route

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APPROVED: _____	DATE: _____	DETAIL 'D-E': DETOUR FOR I-40 BUS E / I-85 BUS N (Exit 131)	
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	DATE: 06/25/07		
	DWG. BY: MM		
	DESIGN BY: MM		
	REVIEWED BY: CL		



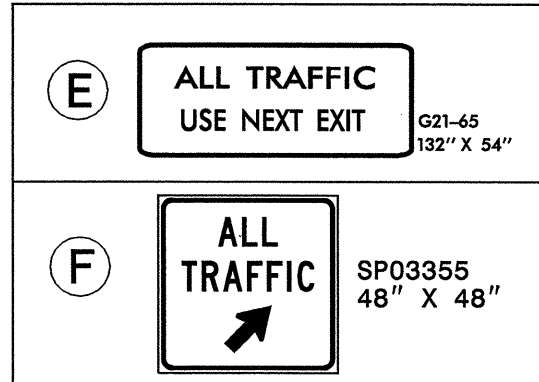
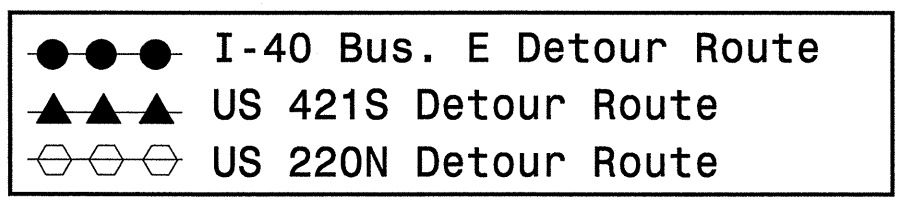
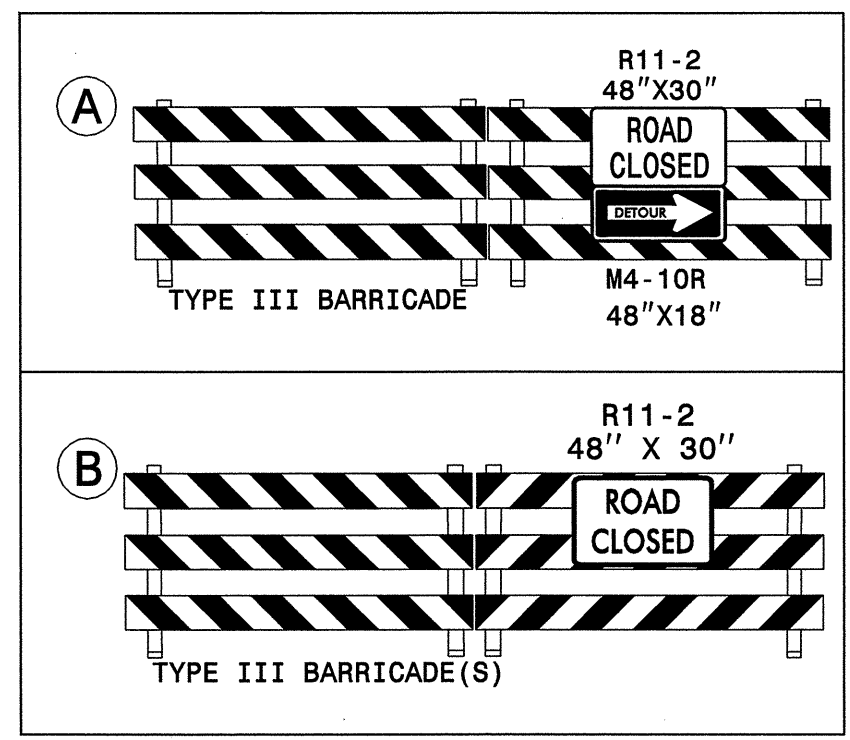
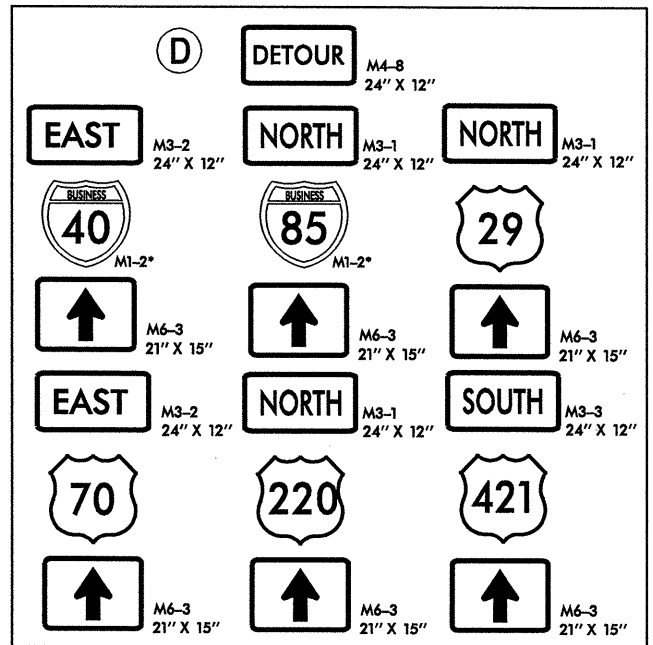
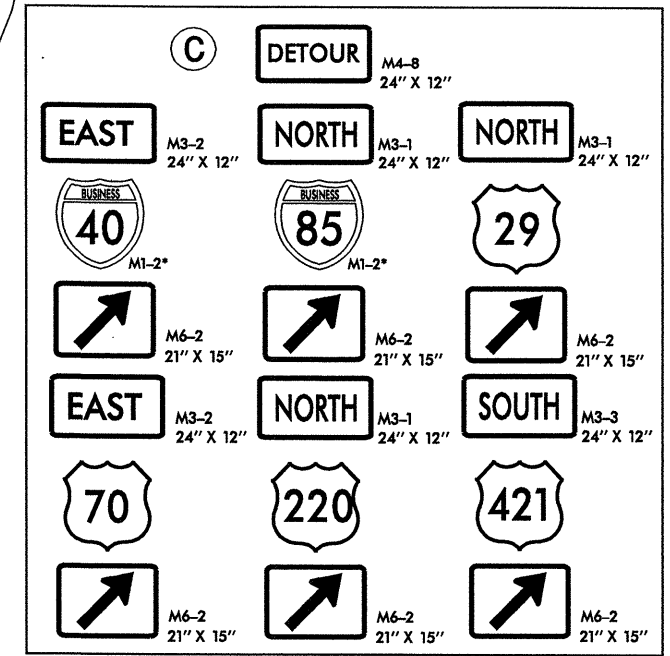
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APPROVED: _____ DATE: _____	DETAIL 'F-E': ROAD CLOSURE OF I-40 BUS E / I-85 BUS N (EXITS 36-39)		
	SCALE: NONE		
	DATE: 06/26/07		REVISIONS
	DESIGN BY: MM		
	REVIEWED BY: CL		

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 pseymore AT WZTC206427


SEE TCP-11, TCP-12 & TCP-13 FOR EASTBOUND
LANE CLOSURES FOR THE ROAD CLOSURE OF I-40
BUSINESS E JUST WEST OF EXIT 218 ON I-40 BUS E.



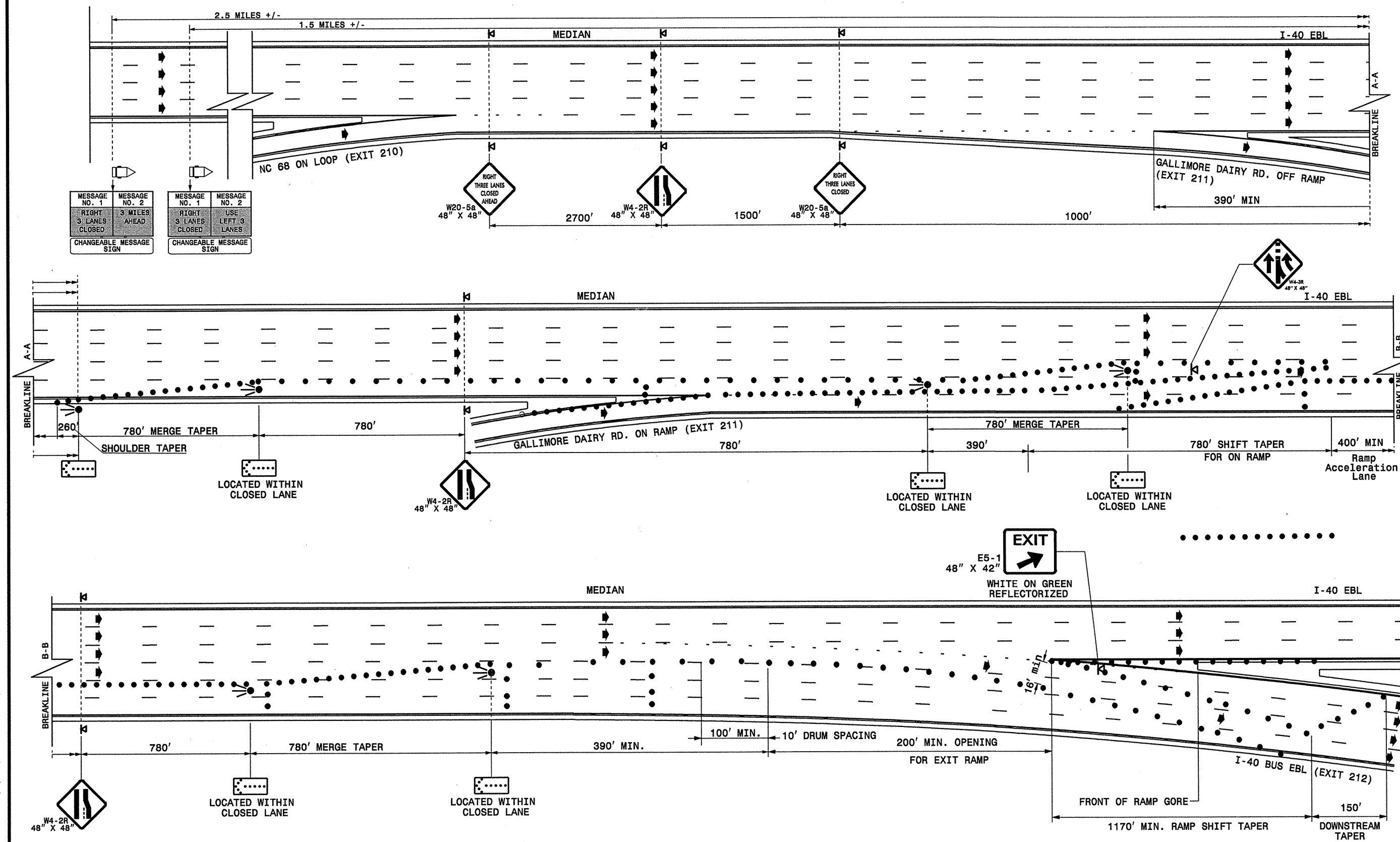
APPROVED: _____ DATE: _____

SEAL: 

DETAIL 'G-E': ROAD CLOSURE OF I-40 BUS E AT US 220 N (OLD EXIT 218)

SCALE: NONE		REVISIONS
DATE: 06/25/07		
DWG. BY: MM		
DESIGN BY: MM		
REVIEWED BY: CL		

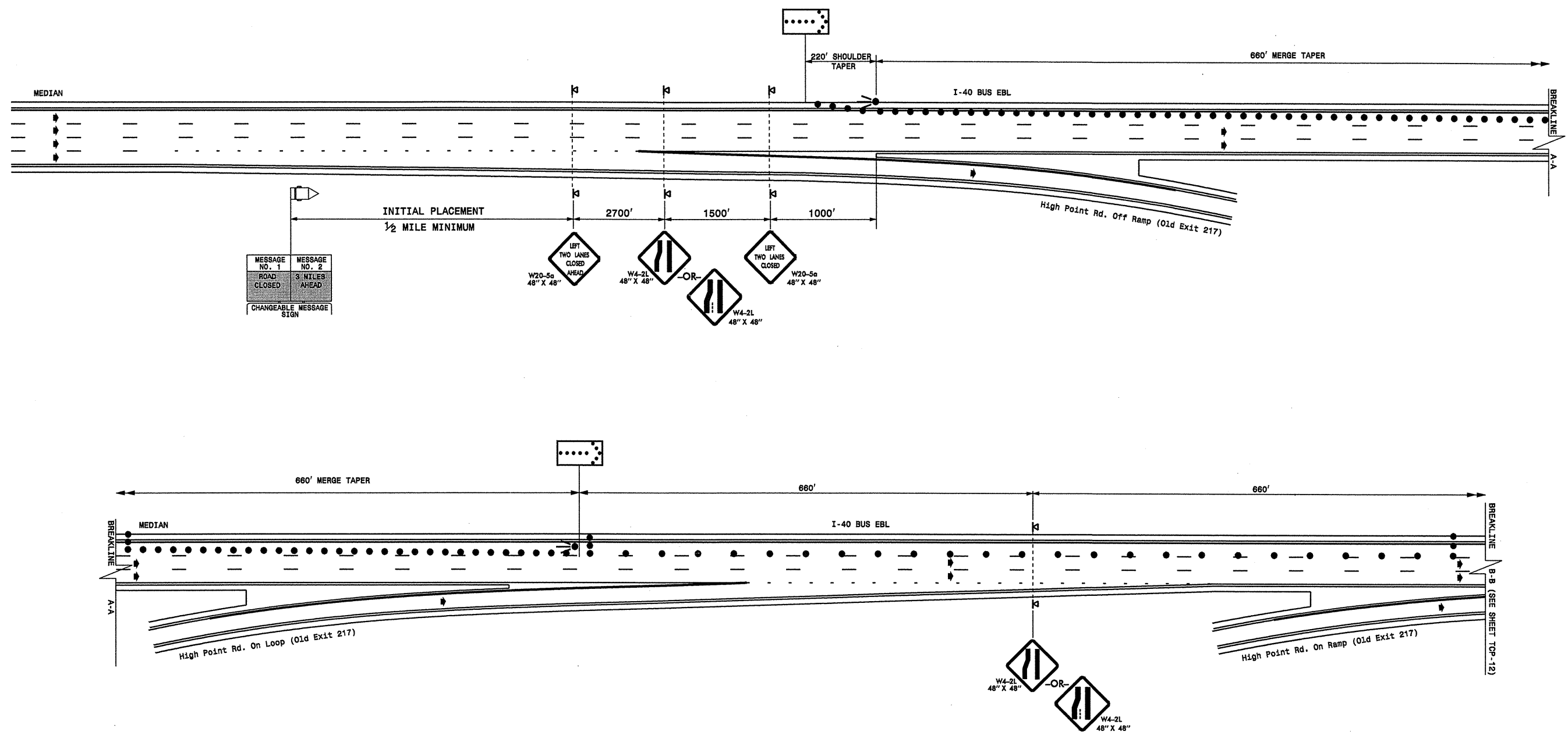
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MESSAGE NO. 1	MESSAGE NO. 2	MESSAGE NO. 1	MESSAGE NO. 2
RIGHT 3 LANES CLOSED AHEAD	3 MILES AHEAD	RIGHT 3 LANES CLOSED	USE LEFT 3 LANES
CHANGEABLE MESSAGE SIGN		CHANGEABLE MESSAGE SIGN	

APPROVED: _____	DATE: _____	LANE CLOSURES OF I-40 E AT I-40 BUS E (EXIT 212)	SCALE: NONE		REVISIONS
			DATE: 06/07		
				DWG. BY: CLL	
				DESIGN BY: CLL	
				REVIEWED BY: CLL	

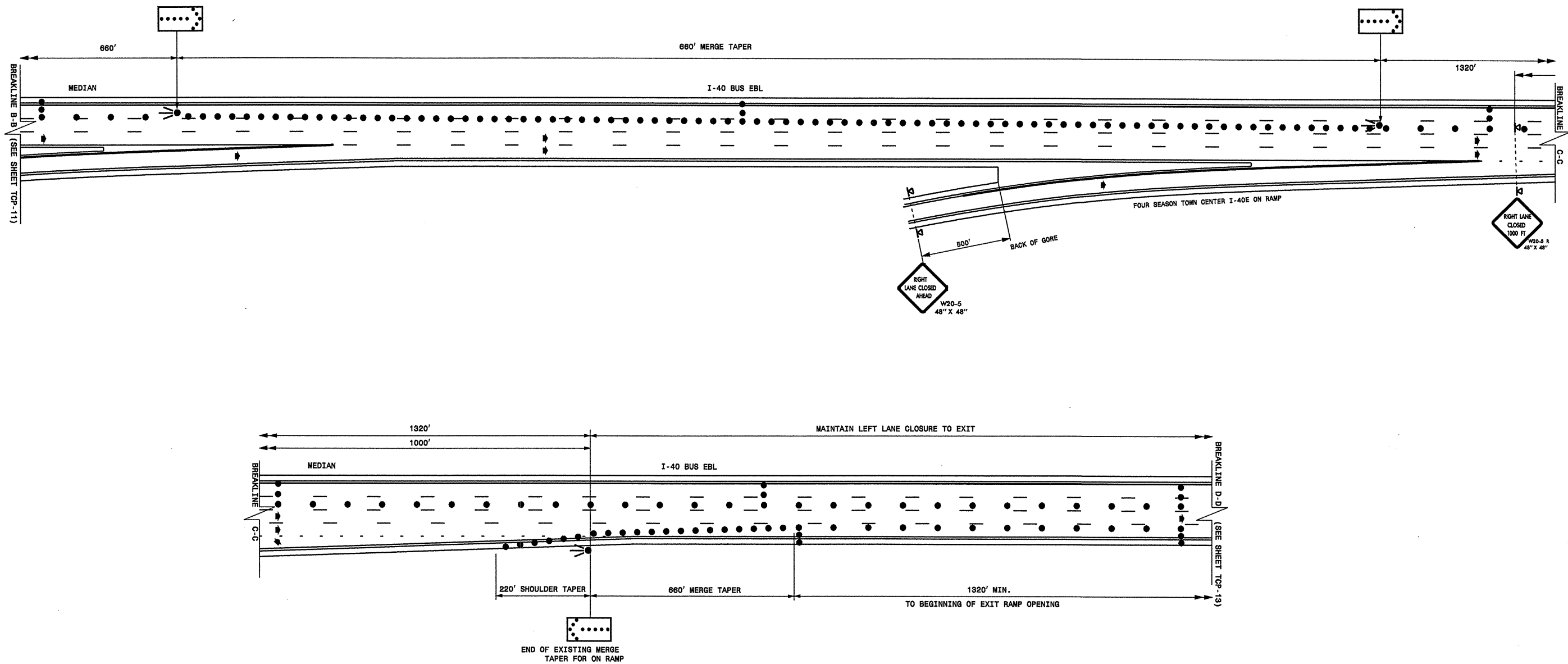
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CHANGEABLE MESSAGE SIGN	

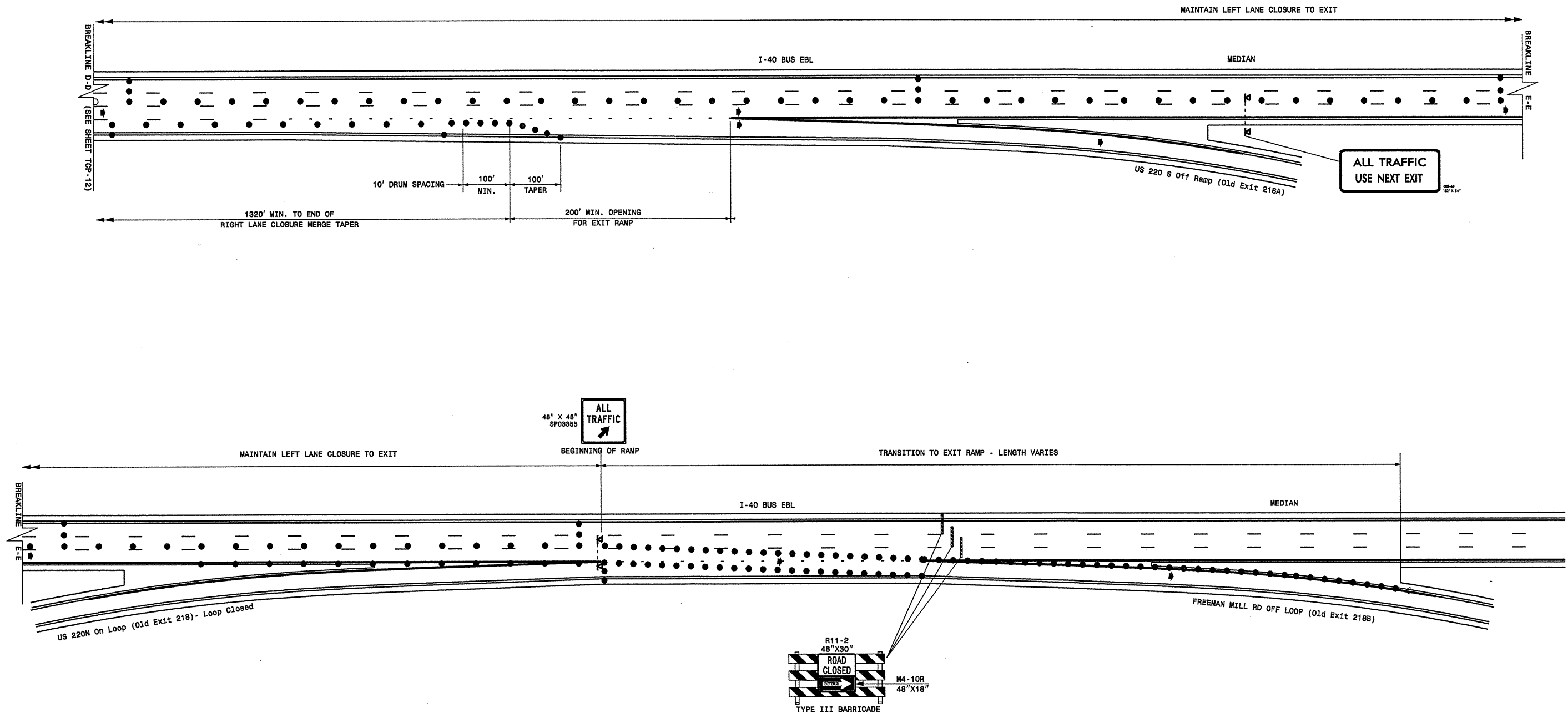
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 pseevmore AT WZTCC06427



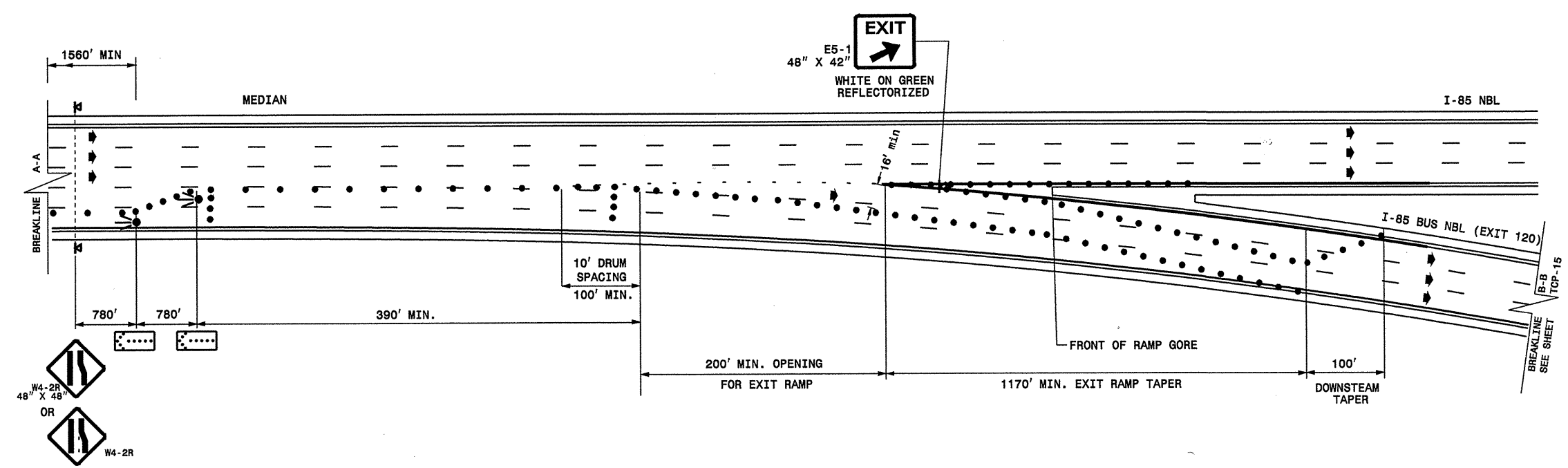
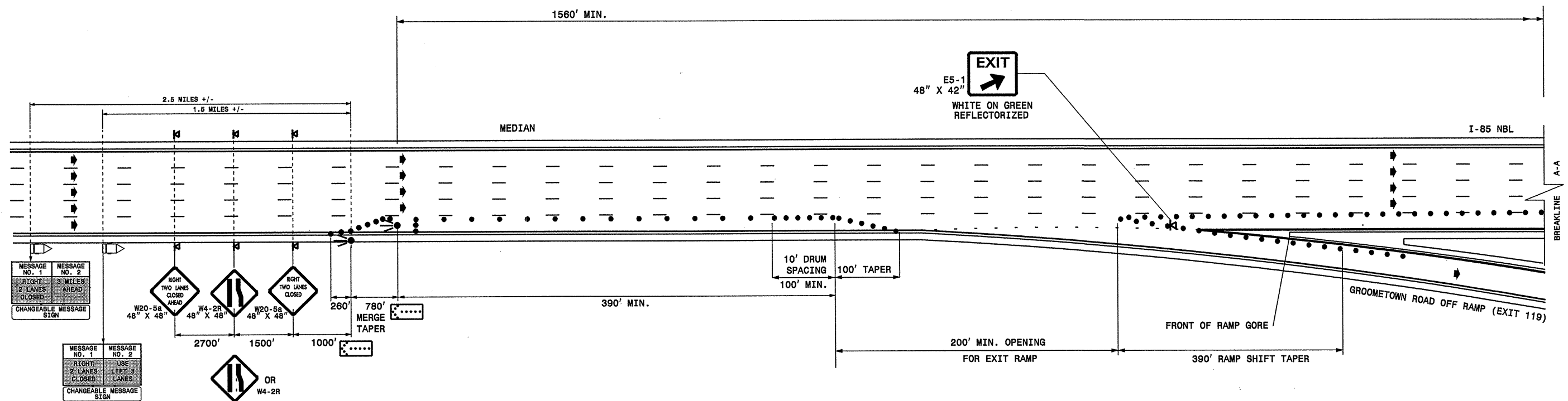
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 pseymore AT WZTC206427

APPROVED: _____ DATE: _____	LANE CLOSURES OF I-40 BUS E AT US 220 N (EXIT 218) [2 OF 3]	
SCALE: NONE		REVISIONS
DATE: 06/07		
DWG. BY: CLL		
DESIGN BY: CLL		
REVIEWED BY: CLL		<small>GRID FILE</small>



03-AUG-2007 15:49
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 dlanford AT WZT224247

APPROVED:	DATE:	LANE CLOSURES OF I-40 BUS E AT US 220 N (OLD EXIT 218) [3 OF 3]	
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DATE:	06/07		
DWG. BY:	CLL		
DESIGN BY:	CLL		
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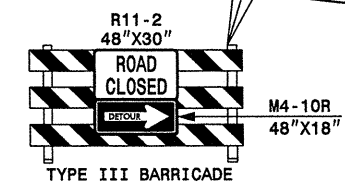
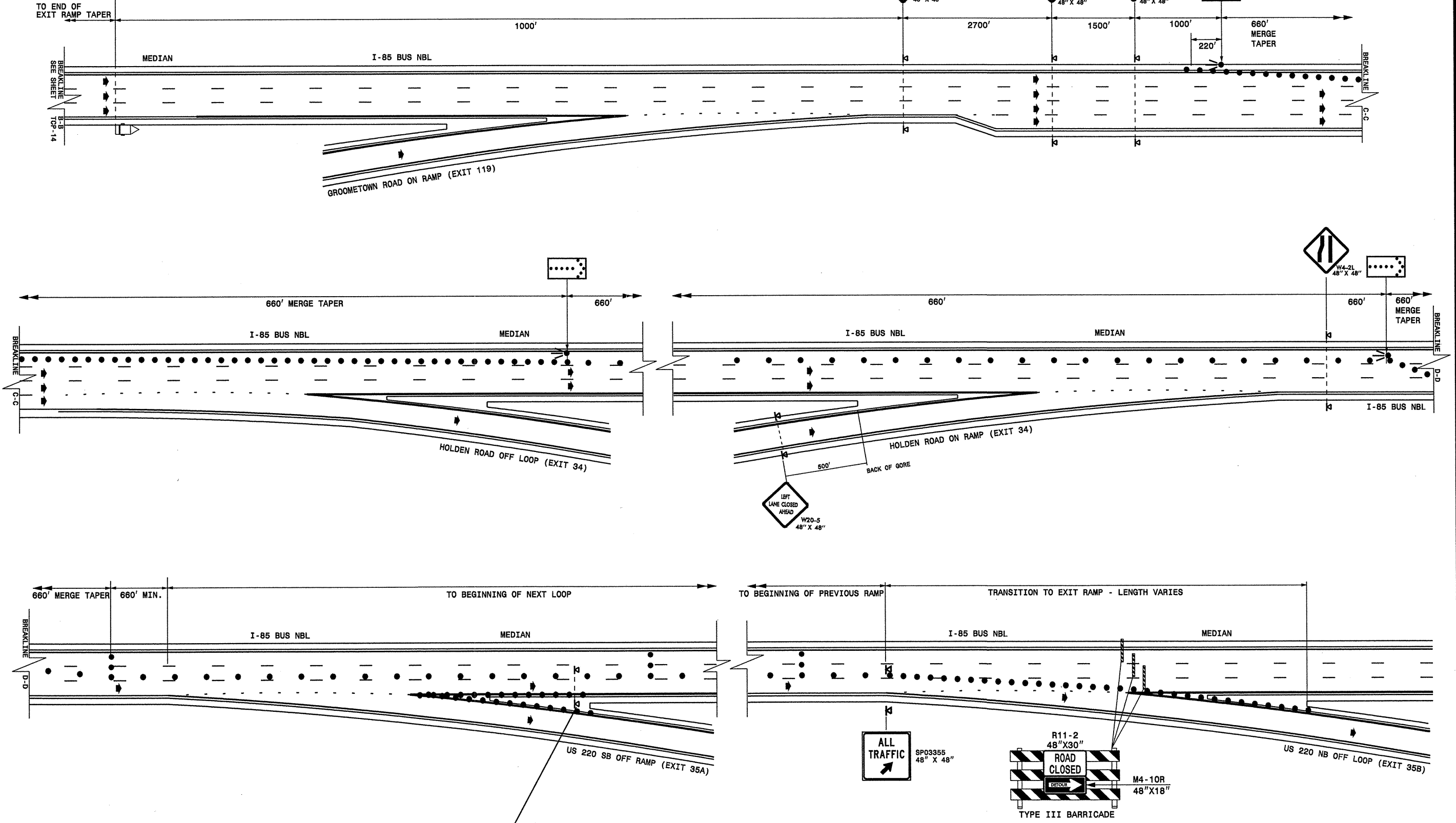


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 dlanford AT WZT224247

APPROVED:	DATE:	LANE CLOSURES OF I-85 N AT I-85 BUS N (EXIT 120)									
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CADD FILE											

MESSAGE NO. 1
 ROAD CLOSED
 CHANGEABLE MESSAGE SIGN

MESSAGE NO. 2
 2 MILES AHEAD



APPROVED: _____ DATE: _____

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 030828
 CHAD L. LANFORD
 8-3-07

LANE CLOSURES OF I-85 BUS N AT US 220 N (EXIT 35A & 35B)

SCALE: NONE
 DATE: 06/07
 DWG. BY: CLL
 DESIGN BY: CLL
 REVIEWED BY: CLL

REVISIONS

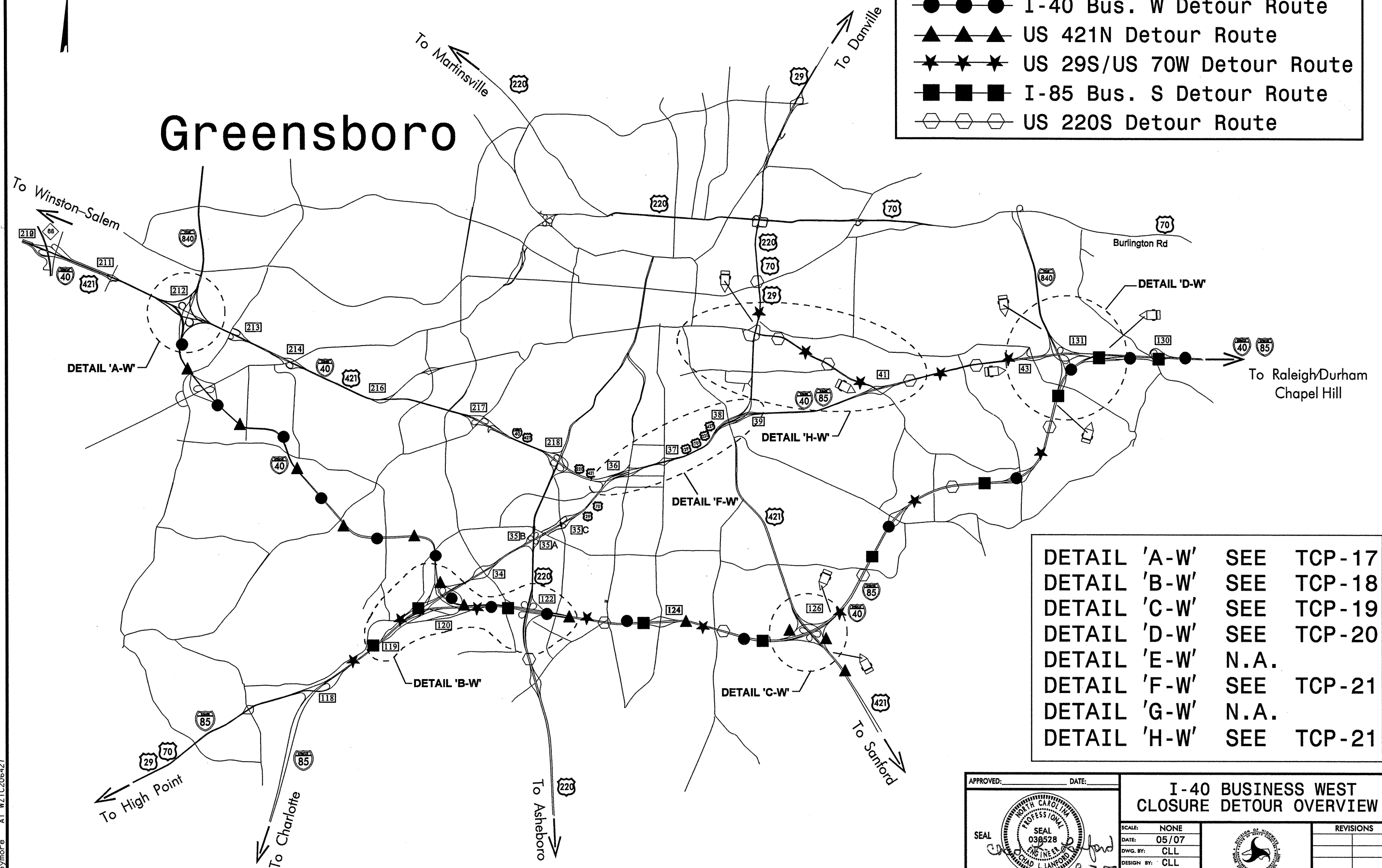
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 AT WZTCC24247



Greensboro

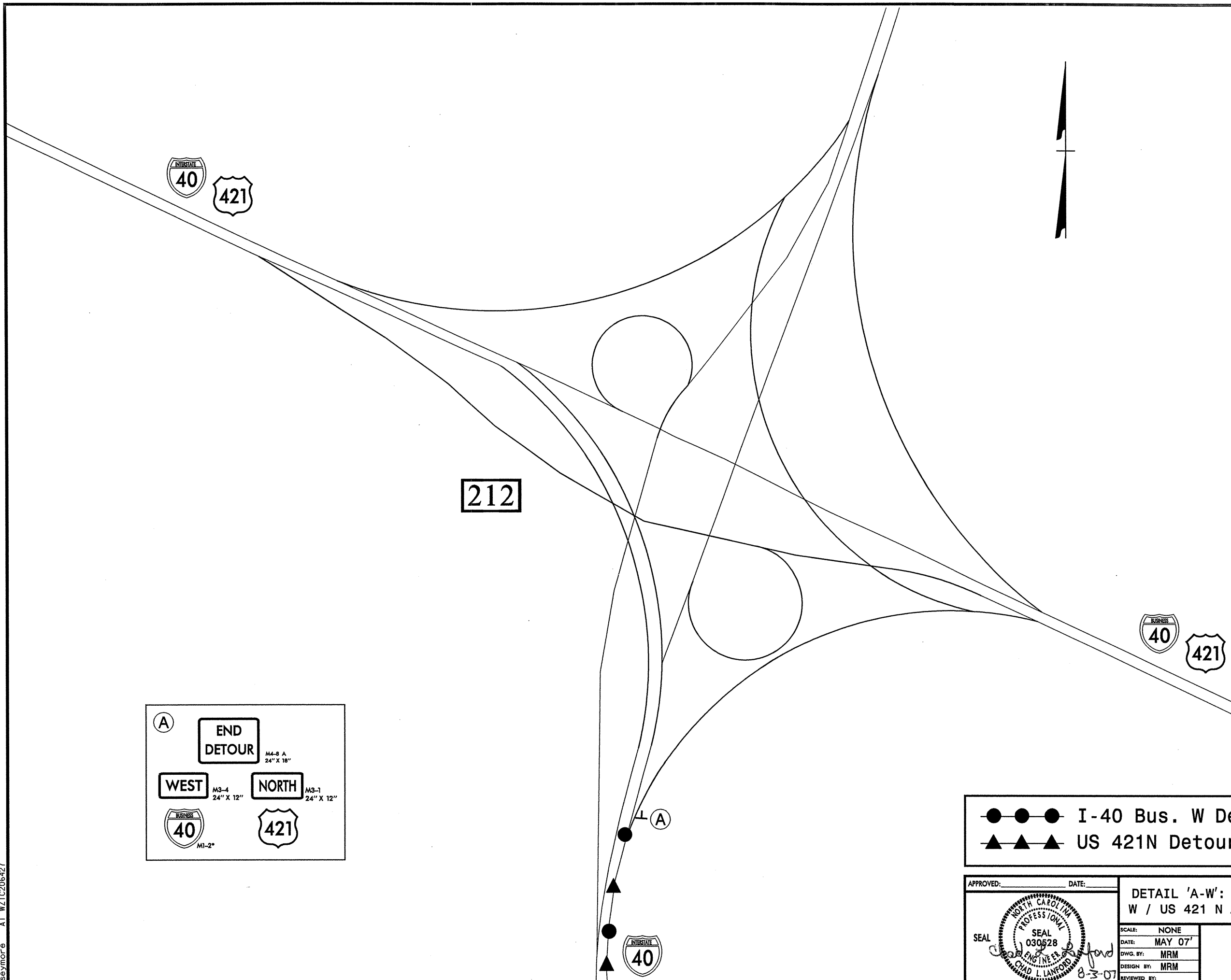
●●●	I-40 Bus. W Detour Route
▲▲▲	US 421N Detour Route
★★★	US 29S/US 70W Detour Route
■ ■ ■	I-85 Bus. S Detour Route
◇◇◇	US 220S Detour Route



DETAIL 'A-W'	SEE	TCP-17
DETAIL 'B-W'	SEE	TCP-18
DETAIL 'C-W'	SEE	TCP-19
DETAIL 'D-W'	SEE	TCP-20
DETAIL 'E-W'	N.A.	
DETAIL 'F-W'	SEE	TCP-21
DETAIL 'G-W'	N.A.	
DETAIL 'H-W'	SEE	TCP-21

03-AUG-2007 15:09
 \\DOT\DFSROOT\GROUPS\WZTCCC\designgroup4\resur-facing\resur-facing2007\div07\387273\gvl\for4715_18540\top\I-4715westbound\DWG\I-4715_TC.TCP16_west_over_view.dgn
 psey@more AT WZTCCC06427

APPROVED:	DATE:	I-40 BUSINESS WEST CLOSURE DETOUR OVERVIEW									
SCALE: NONE	DATE: 05/07	<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS							
REVISIONS											
DWG. BY: CLL	DESIGN BY: CLL	<table border="1"> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>									
REVIEWED BY: CLL	8-3-07	<table border="1"> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>									



A

**END
DETOUR** M4-8 A
24" X 18"

WEST M3-4
24" X 12"

NORTH M3-1
24" X 12"

40 M1-2*

421

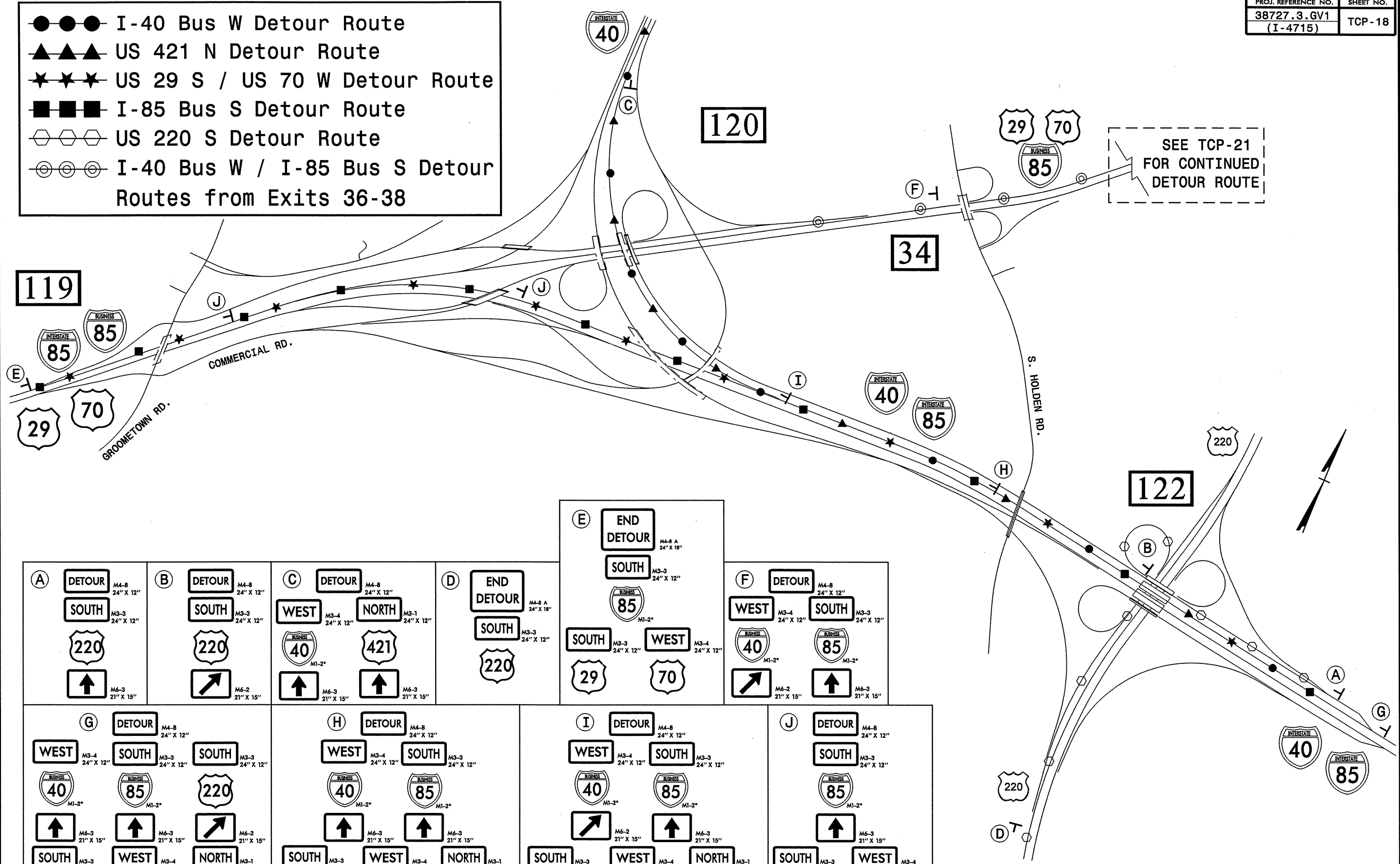
●●● I-40 Bus. W Detour Route

▲▲▲ US 421N Detour Route

APPROVED: _____	DATE: _____	DETAIL 'A-W': DETOUR FOR I-40 BUS W / US 421 N AT I-40 W (EXIT 212)	
	SCALE: NONE	REVISIONS	
	DATE: MAY 07'		
	DWG. BY: MRM		
	DESIGN BY: MRM		
REVIEWED BY: _____	8-3-07		

03-AUG-2007 15:38
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 psey@more

- I-40 Bus W Detour Route
- ▲▲▲▲ US 421 N Detour Route
- ★★★★ US 29 S / US 70 W Detour Route
- ■ ■ ■ I-85 Bus S Detour Route
- ○ ○ ○ US 220 S Detour Route
- ⊙ ⊙ ⊙ ⊙ I-40 Bus W / I-85 Bus S Detour Routes from Exits 36-38



<p>(A) DETOUR M4-8 24" X 12"</p> <p>SOUTH M3-3 24" X 12"</p> <p>220</p> <p>↑ M6-3 21" X 15"</p>	<p>(B) DETOUR M4-8 24" X 12"</p> <p>SOUTH M3-3 24" X 12"</p> <p>220</p> <p>↗ M6-2 21" X 15"</p>	<p>(C) DETOUR M4-8 24" X 12"</p> <p>WEST M3-4 24" X 12" NORTH M3-1 24" X 12"</p> <p>40 421</p> <p>↑ M6-3 21" X 15" ↑ M6-3 21" X 15"</p>	<p>(D) END DETOUR M4-8 A 24" X 18"</p> <p>SOUTH M3-3 24" X 12"</p> <p>220</p>	<p>(E) END DETOUR M4-8 A 24" X 18"</p> <p>SOUTH M3-3 24" X 12"</p> <p>85</p> <p>MI-2*</p> <p>SOUTH M3-3 24" X 12" WEST M3-4 24" X 12"</p> <p>29 70</p>	<p>(F) DETOUR M4-8 24" X 12"</p> <p>WEST M3-4 24" X 12" SOUTH M3-3 24" X 12"</p> <p>40 85</p> <p>MI-2* MI-2*</p> <p>↗ M6-2 21" X 15" ↑ M6-3 21" X 15"</p>
<p>(G) DETOUR M4-8 24" X 12"</p> <p>WEST M3-4 24" X 12" SOUTH M3-3 24" X 12" SOUTH M3-3 24" X 12"</p> <p>40 85 220</p> <p>MI-2* MI-2*</p> <p>↑ M6-3 21" X 15" ↑ M6-3 21" X 15" ↗ M6-2 21" X 15"</p> <p>SOUTH M3-3 24" X 12" WEST M3-4 24" X 12" NORTH M3-1 24" X 12"</p> <p>29 70 421</p> <p>↑ M6-3 21" X 15" ↑ M6-3 21" X 15" ↑ M6-3 21" X 15"</p>	<p>(H) DETOUR M4-8 24" X 12"</p> <p>WEST M3-4 24" X 12" SOUTH M3-3 24" X 12"</p> <p>40 85</p> <p>MI-2* MI-2*</p> <p>↑ M6-3 21" X 15" ↑ M6-3 21" X 15"</p> <p>SOUTH M3-3 24" X 12" WEST M3-4 24" X 12" NORTH M3-1 24" X 12"</p> <p>29 70 421</p> <p>↑ M6-3 21" X 15" ↑ M6-3 21" X 15" ↑ M6-3 21" X 15"</p>	<p>(I) DETOUR M4-8 24" X 12"</p> <p>WEST M3-4 24" X 12" SOUTH M3-3 24" X 12"</p> <p>40 85</p> <p>MI-2* MI-2*</p> <p>↗ M6-2 21" X 15" ↑ M6-3 21" X 15"</p> <p>SOUTH M3-3 24" X 12" WEST M3-4 24" X 12" NORTH M3-1 24" X 12"</p> <p>29 70 421</p> <p>↑ M6-3 21" X 15" ↑ M6-3 21" X 15" ↗ M6-2 21" X 15"</p>	<p>(J) DETOUR M4-8 24" X 12"</p> <p>SOUTH M3-3 24" X 12"</p> <p>85</p> <p>MI-2*</p> <p>↑ M6-3 21" X 15"</p> <p>SOUTH M3-3 24" X 12" WEST M3-4 24" X 12"</p> <p>29 70</p> <p>↑ M6-3 21" X 15" ↑ M6-3 21" X 15"</p>		

APPROVED: _____ DATE: _____

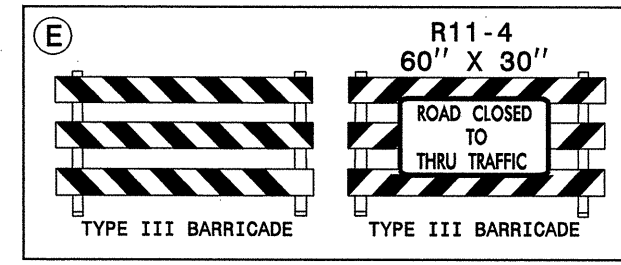
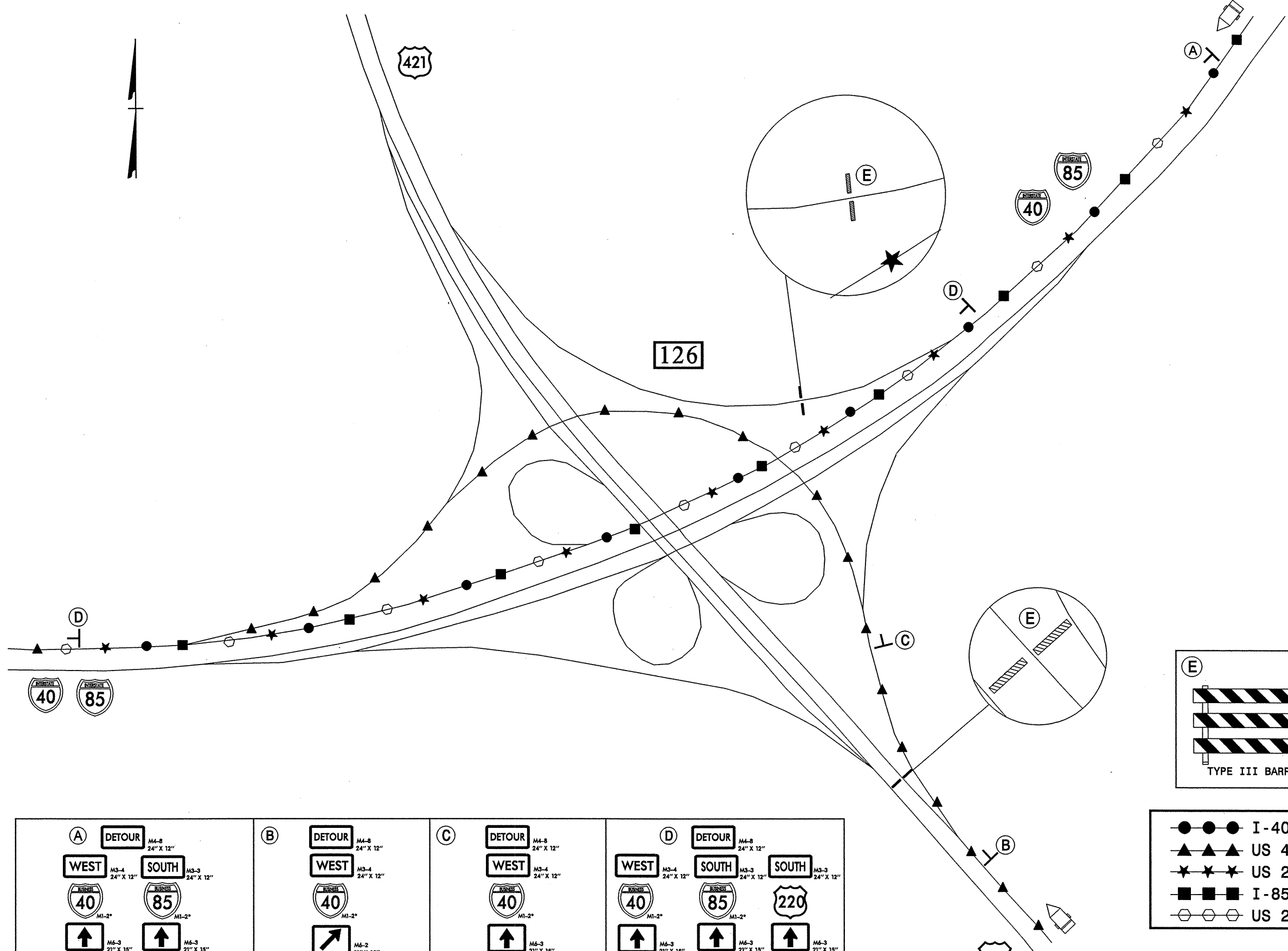
DETAIL 'B-W': DETOUR FOR ALL ROUTES (EXITS 119, 120 & 122)

SCALE: NONE
 DATE: 06/25/07
 DWG. BY: PS
 DESIGN BY: PS
 REVIEWED BY: CL

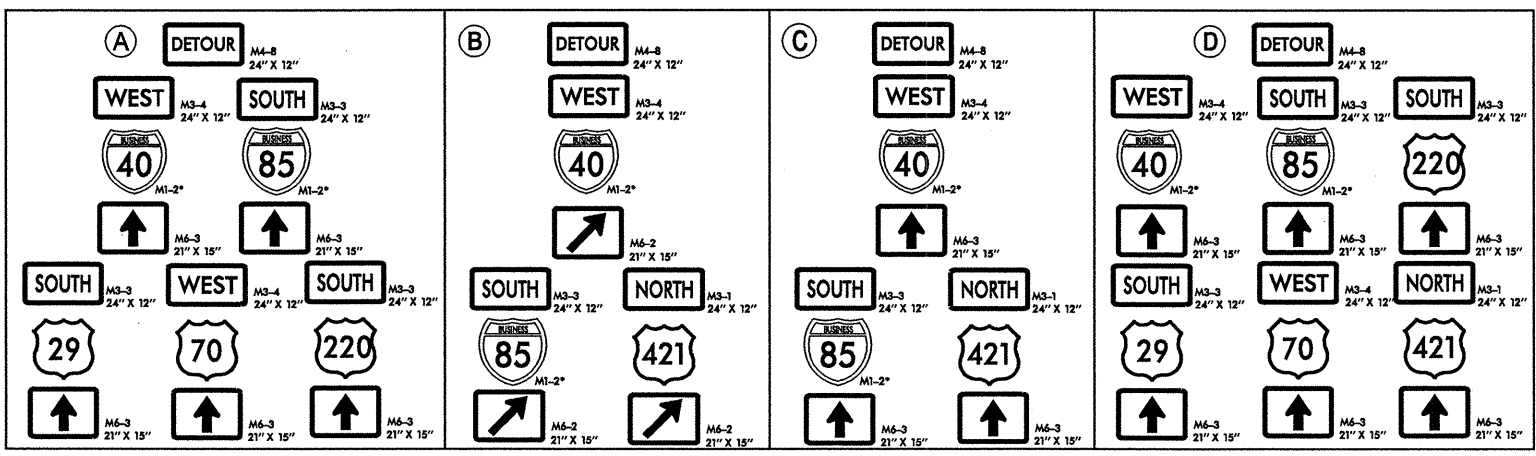
SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 030528
 CLAD L. LANFORD 8-3-07

REVISIONS	

03-AUG-2007 14:28
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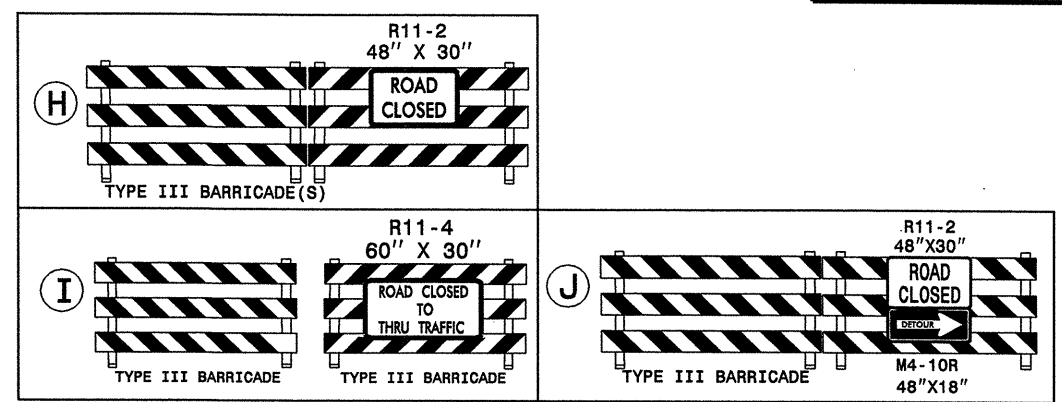


- I-40 Bus. W Detour Route
- ▲▲▲ US 421N Detour Route
- ★★★ US 29S/US 70W Detour Route
- ■ ■ I-85 Bus. S Detour Route
- ○ ○ US 220S Detour Route

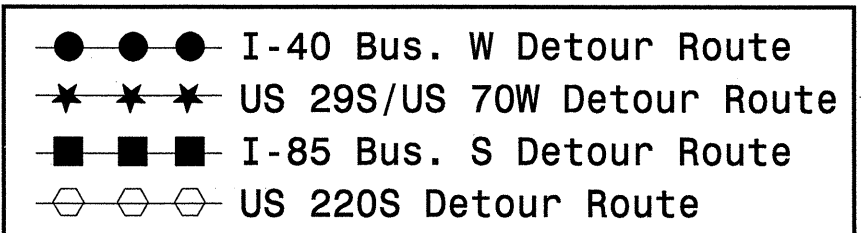
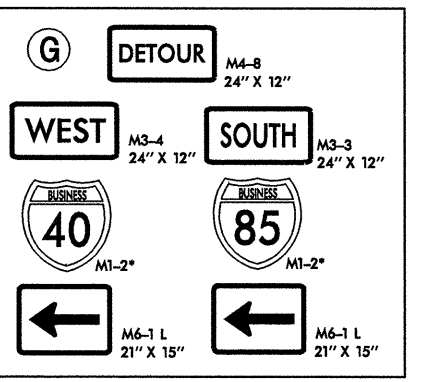
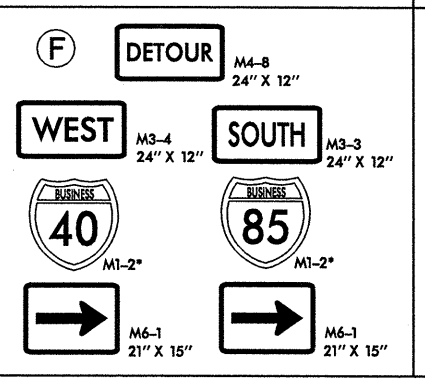
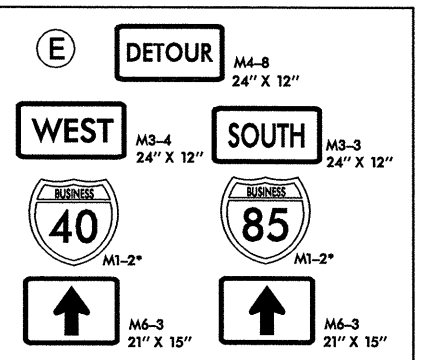
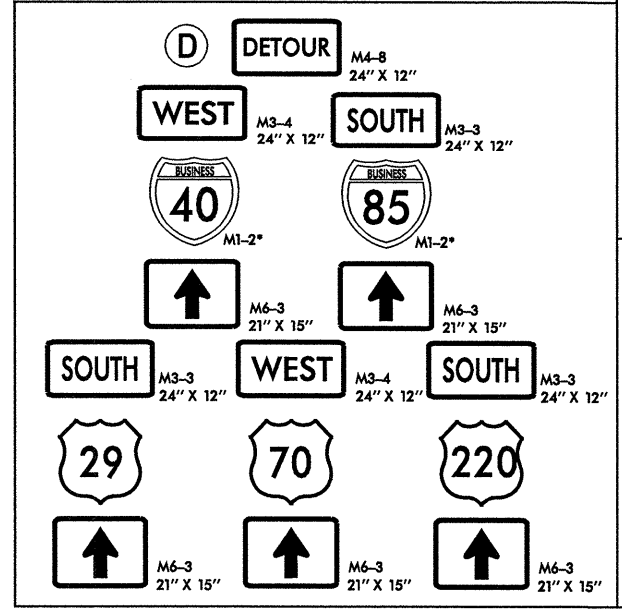
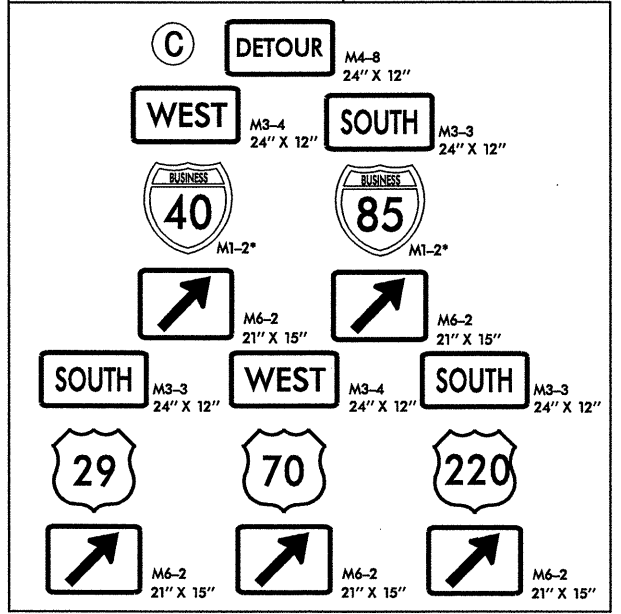
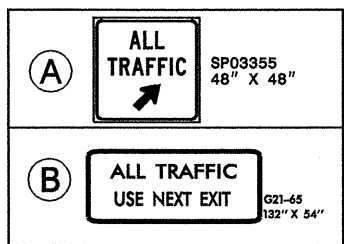
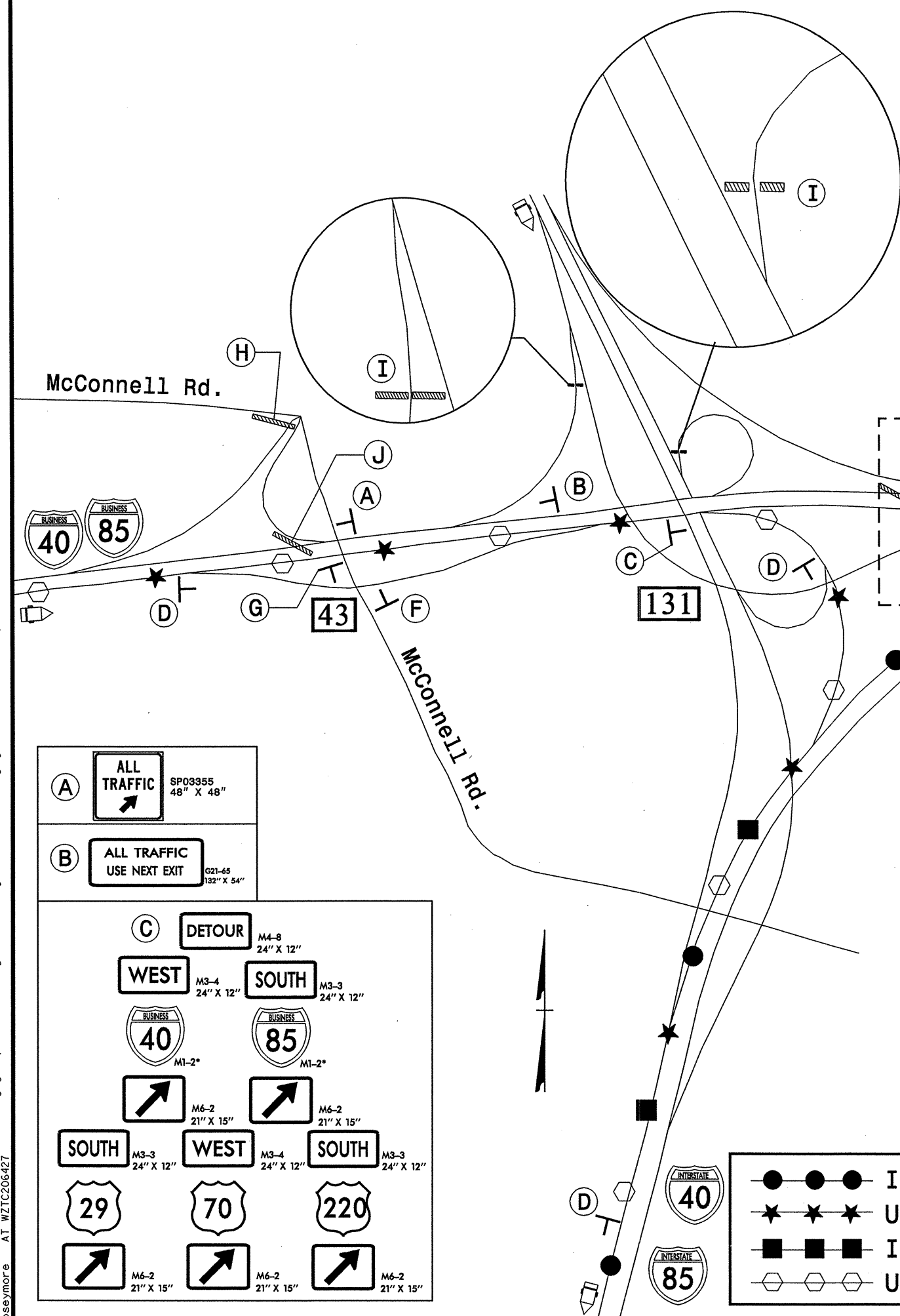


APPROVED: _____ DATE: _____	DETAIL 'C-W': DETOUR FOR US 421 N (EXIT 126)	
	SCALE: NONE	
	DATE: 06/22/07	
	DWG. BY: PS	
	DESIGN BY: PS	
REVIEWED BY: CL	REVISIONS	

03-AUG-2007 14:52
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 psymore AT WZTC206427



SEE TCP-22 AND TCP-23 FOR WESTBOUND LANE CLOSURES FOR THE I-40 BUS. W CLOSURE JUST EAST OF EXIT 131 ON I-40/I-85.



APPROVED: _____ DATE: _____

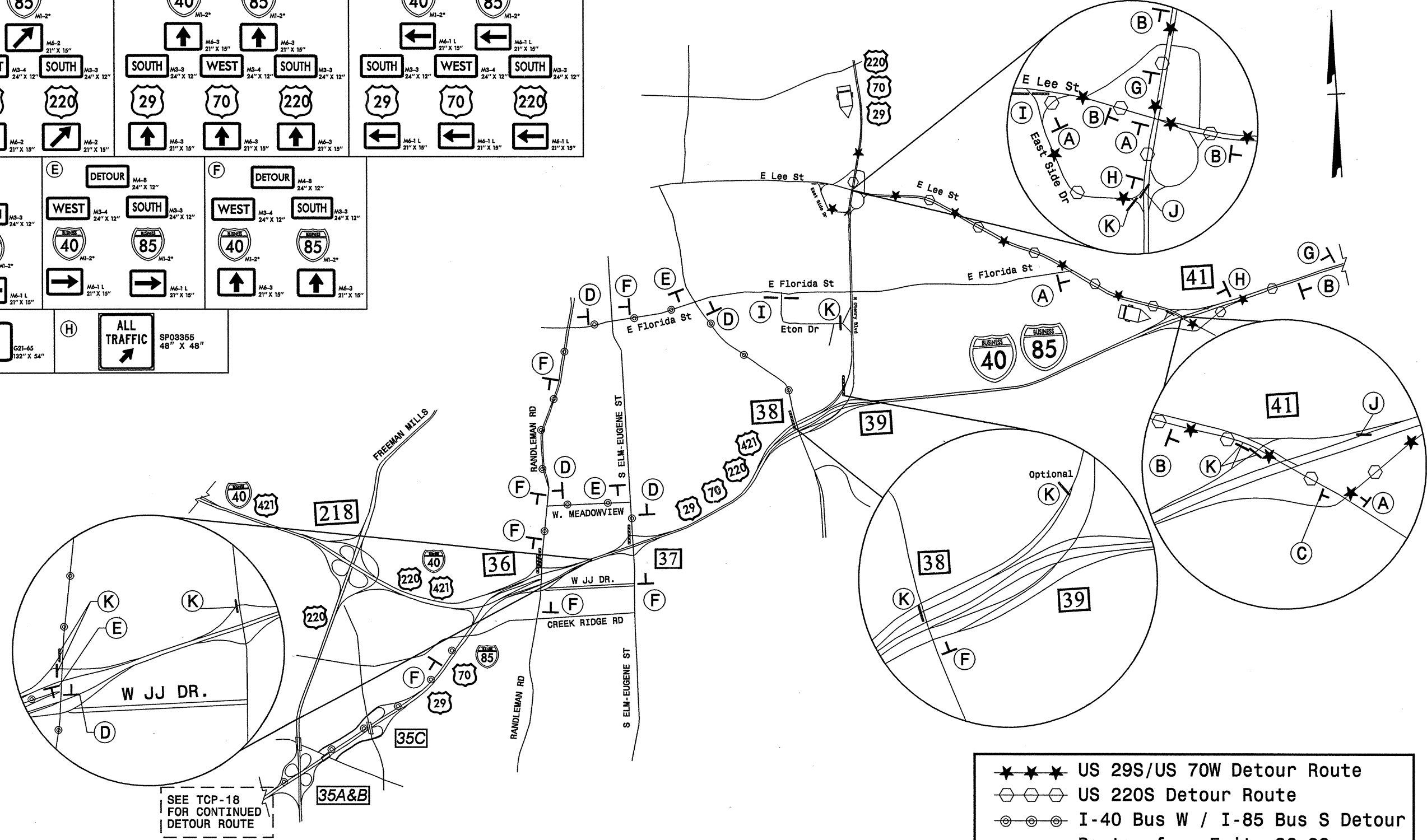
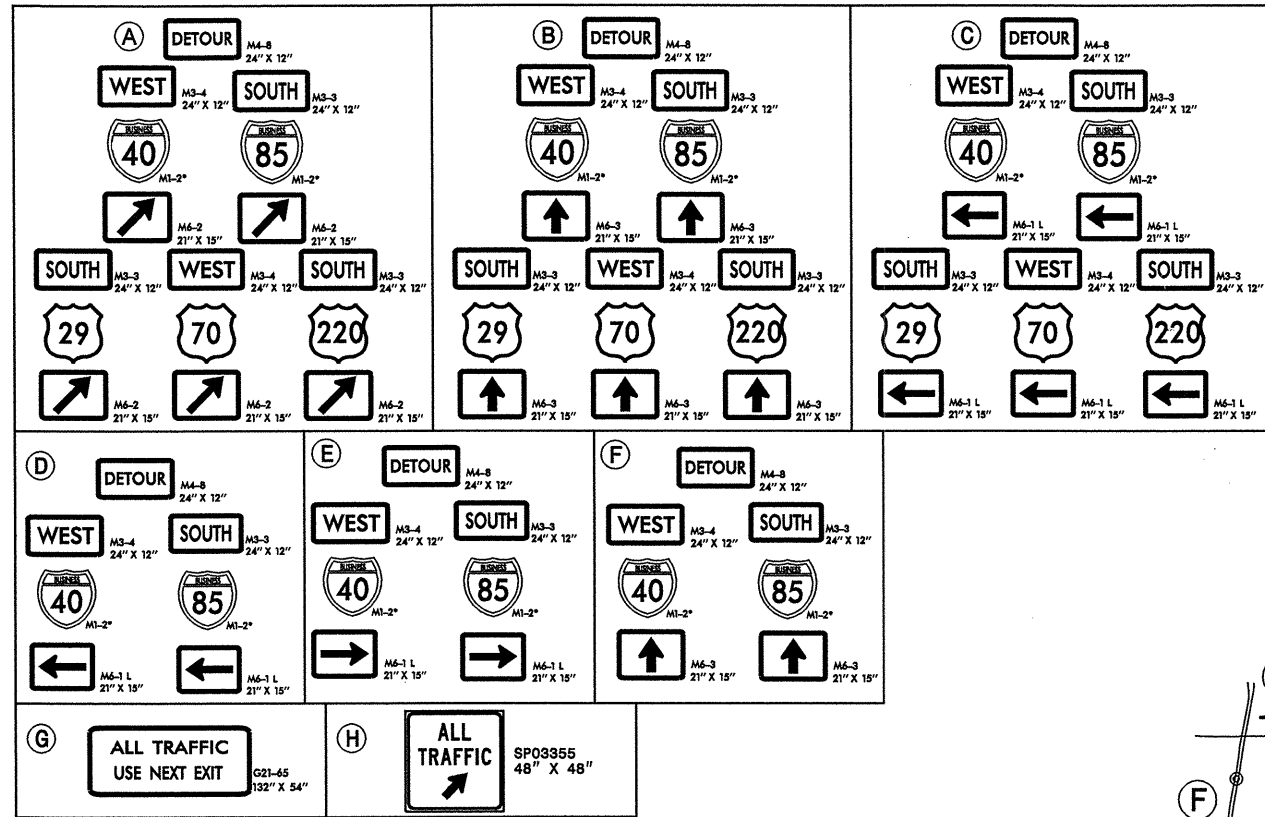
SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 039528

8-3-07

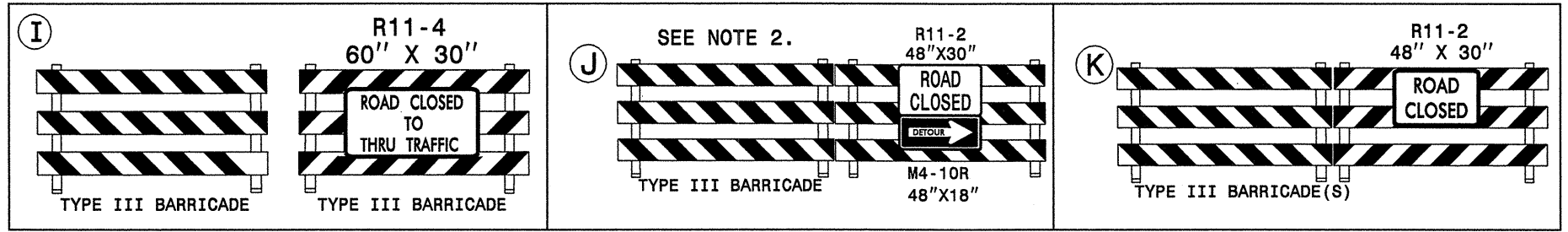
DETAIL 'D-W': DETOUR FOR US 220 S / US 29 S / US 70 W (EXIT 131)

SCALE: NONE	REVISIONS
DATE: 06/22/07	
DWG. BY: PS	
DESIGN BY: PS	
REVIEWED BY: CL	

03-NIC-2007_1440
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 pseymore AL WZTCC06427



★★ US 29S/US 70W Detour Route
 ○○ US 220S Detour Route
 ⊙⊙ I-40 Bus W / I-85 Bus S Detour Routes from Exits 36-38



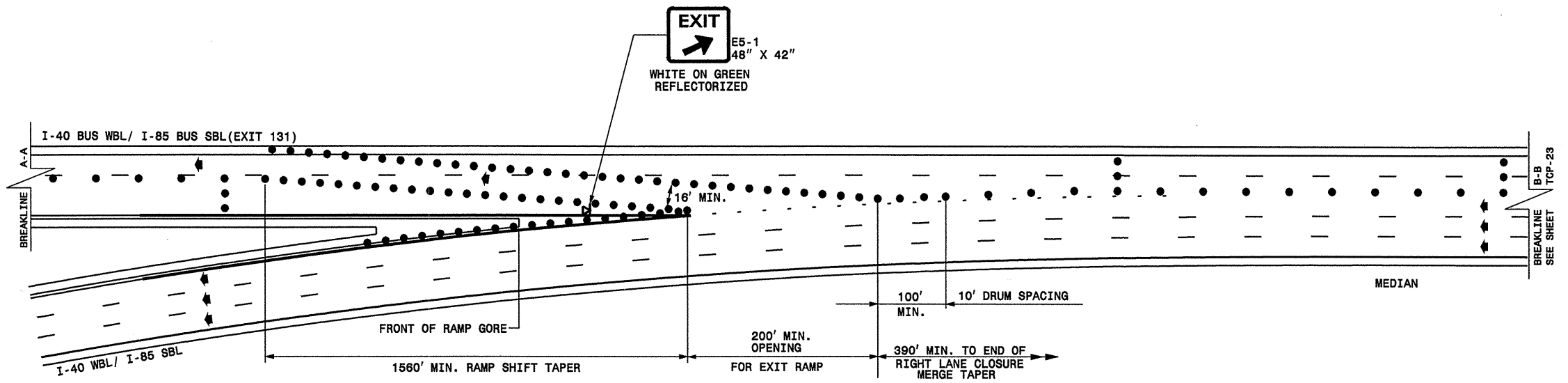
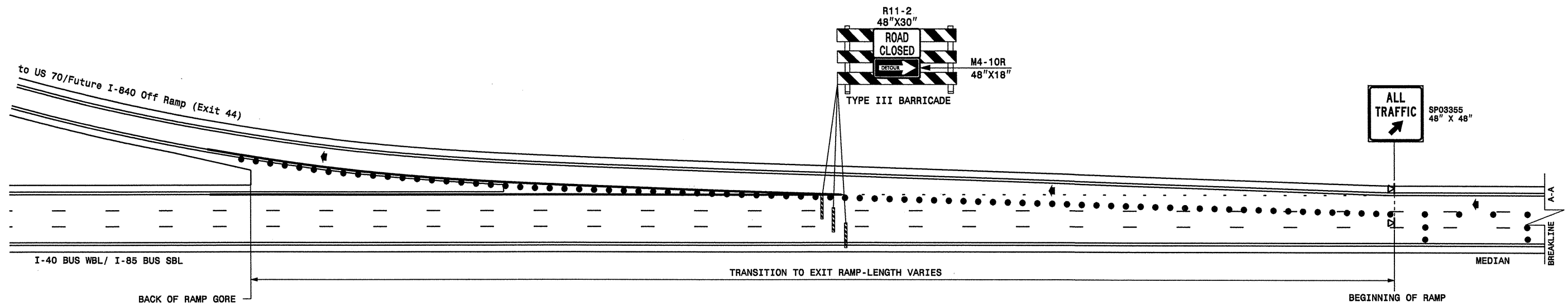
APPROVED: _____ DATE: _____

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 030528
 ENGINE LAMPSON
 CHAD L. LAMPSON
 8-3-07

DETAIL 'F-W'/'H-W': ROAD CLOSURE OF I-40 BUS W / I-85 BUS S (EXITS 36-39)

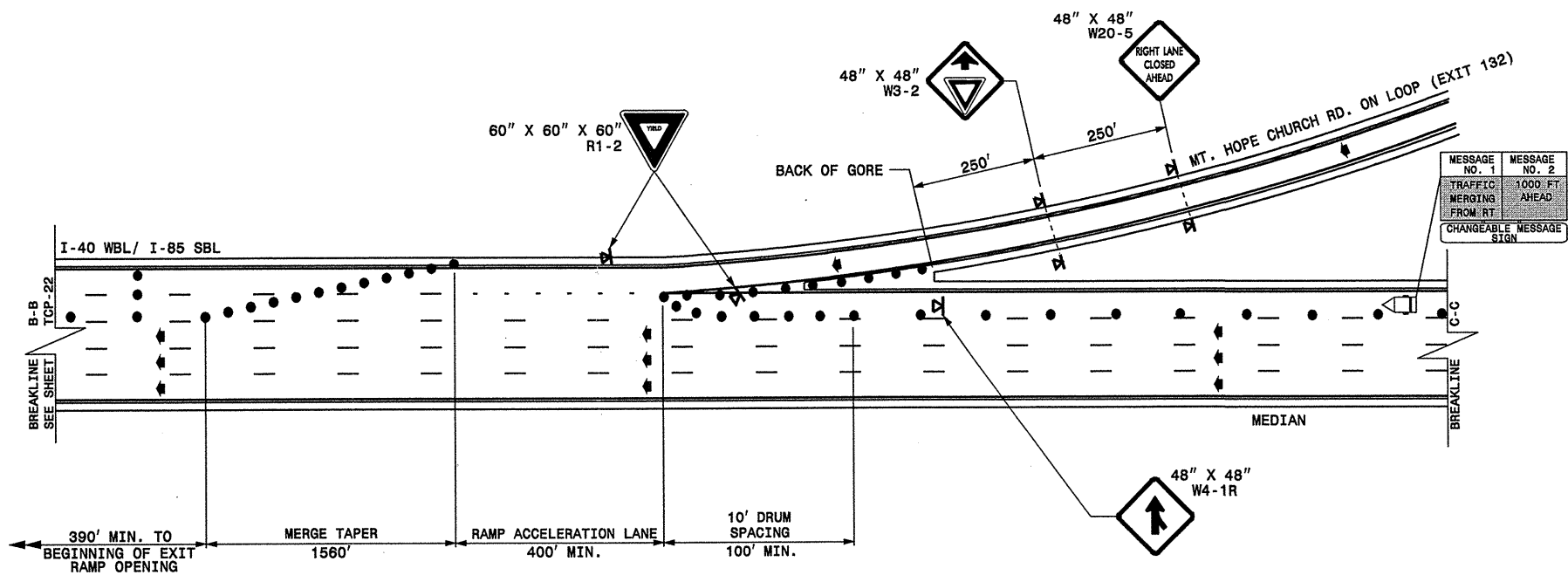
SCALE: NONE	REVISIONS
DATE: 07/19/07	
DWG. BY: PS	
DESIGN BY: MM	
REVIEWED BY: CL	

03-AUG-2007 14:43
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 pse\more AT WZT206427

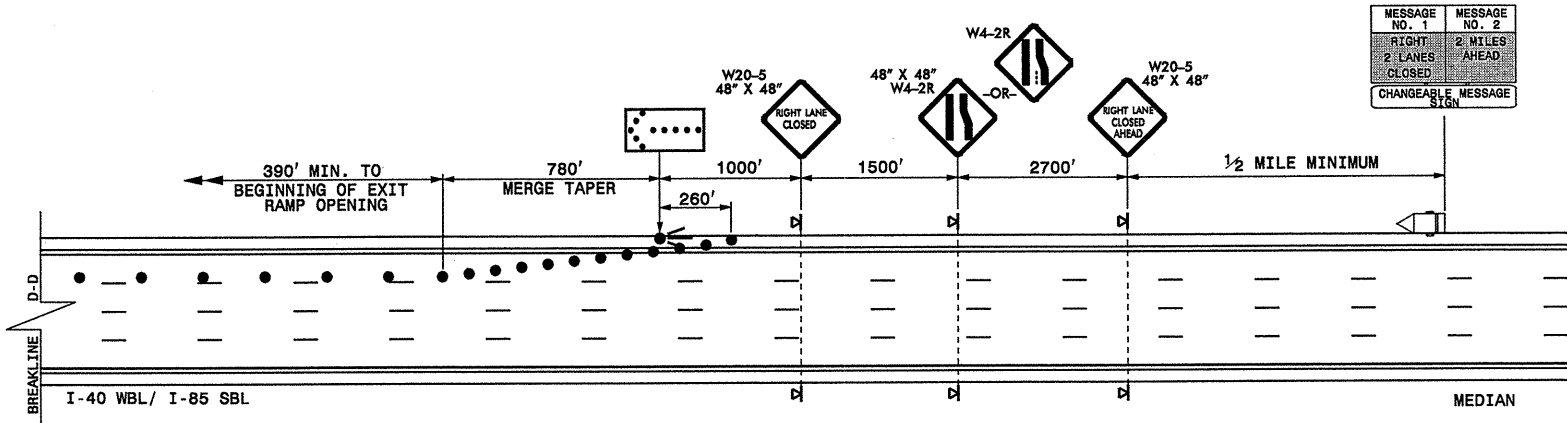
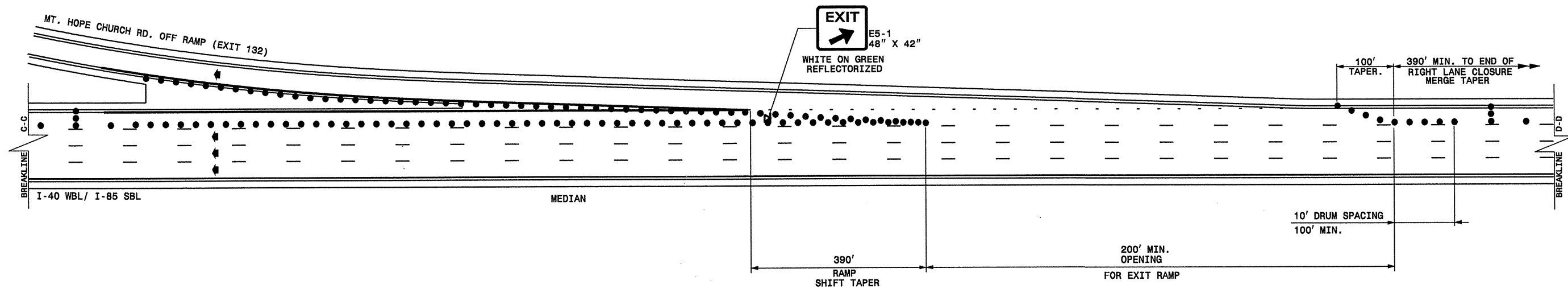


03-AUG-2007 15:43
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 AT WZTC206427
 pseymore

APPROVED: _____ DATE: _____	LANE CLOSURES OF I-40 W / I-85 S AT I-40 BUS W (EXITS 44 & 131)							
	SCALE: NONE DATE: 06/07 DWG. BY: CLL DESIGN BY: CLL REVIEWED BY: CLL	REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>						



MESSAGE NO. 1	MESSAGE NO. 2
TRAFFIC MERGING FROM RT	1000 FT AHEAD
CHANGEABLE MESSAGE SIGN	



MESSAGE NO. 1	MESSAGE NO. 2
RIGHT 2 LANES CLOSED	2 MILES AHEAD
CHANGEABLE MESSAGE SIGN	

APPROVED: _____ DATE: _____

SEAL

 CHAD L. LANFORD
 8-3-07

LANE CLOSURES OF I-40 W / I-85 S AT I-40 BUS W (EXITS 131 & 132)

SCALE: NONE	REVISIONS
DATE: 06/07	
DWG. BY: CLL	
DESIGN BY: CLL	
REVIEWED BY: CLL	

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL

03-AUG-2007 15:25
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 clientford AT WZTCC224247

SIGN NUMBER: SP-03350 **BACKG COLOR:** White
TYPE: D **COPY COLOR:** Black
QUANTITY: 1

SYMBOL	X	Y	WID	HT

SIGN WIDTH: 4'-0"
HEIGHT: 2'-6"
TOTAL AREA: 10.0 Sq.Ft.

BORDER TYPE: FLUSH
RECESS: 0.4"
WIDTH: 0.5"
RADII: 1.5"

NO. Z BARS: N/A **MAT'L:**
LENGTH: N/A

DESIGN BY: CL DOWNEY **CHECKED BY:**
PROJECT ID: **DIV:** DIV **STD #:** REGULATORY
DATE: Aug 16, 2003

BORDER
R=1.5"
TH=0.5"
IN=0.4"

SP 03350

LETTER POSITIONS

Letter spacings are to start of next letter

Letter	Series/Size	Text Length
\$	C6	17.6
2	C6	17.6
5	C6	17.6
0	C6	17.6
15.1	C6	17.6
S	C8	31.6
P	C8	31.6
E	C8	31.6
E	C8	31.6
D	C8	31.6
I	C8	31.6
N	C8	31.6
G	C8	31.6
8.1	C8	31.6
P	C8	31.6
E	C8	31.6
N	C8	31.6
A	C8	31.6
L	C8	31.6
T	C8	31.6
Y	C8	31.6
11.9	C8	31.6
4.6	C8	31.6
4	C8	31.6
4.3	C8	31.6
4.7	C8	31.6
3.4	C8	31.6
3.3	C8	31.6
3.7	C8	31.6
8.2	C8	31.6

Spacing Factor is 1 unless specified otherwise

SIGN NUMBER: SP07008 **BACKG COLOR:** White
TYPE: D **COPY COLOR:** Black
QUANTITY: 1

SYMBOL	X	Y	WID	HT

SIGN WIDTH: 48"
HEIGHT: 30"
TOTAL AREA: 10.0 Sq.Ft.

BORDER TYPE: FLUSH
RECESS: 0.5"
WIDTH: 0.75"
RADII: 1.88"

NO. Z BARS: N/A **MAT'L:** 0.125" (3.2 mm) ALUMINUM
LENGTH: 0.079" COMPOSITE

DESIGN BY: R. HENNEIN **CHECKED BY:**
PROJECT ID: N/A **DIV:** N/A **STD #:** N/A
DATE: Jan 12, 2007

BORDER
R=1.88"
TH=0.75"
IN=0.5"

SP 07008

LETTER POSITIONS

Letter spacings are to start of next letter

Letter	Series/Size	Text Length
E	C 2000	34.3
N	C 2000	34.3
D	C 2000	34.3
9	C 2000	34.3
2	C 2000	34.3
5	C 2000	34.3
0	C 2000	34.3
6.9	C 2000	34.3
S	C 2000	31.7
P	C 2000	31.7
E	C 2000	31.7
E	C 2000	31.7
D	C 2000	31.7
I	C 2000	31.7
N	C 2000	31.7
G	C 2000	31.7
8.1	C 2000	31.7
P	C 2000	28.2
E	C 2000	28.2
N	C 2000	28.2
A	C 2000	28.2
L	C 2000	28.2
T	C 2000	28.2
Y	C 2000	28.2
9.9	C 2000	28.2
4.6	C 2000	28.2
4.1	C 2000	28.2
4.2	C 2000	28.2
4.7	C 2000	28.2
3.4	C 2000	28.2
3.4	C 2000	28.2
3.8	C 2000	28.2
9.9	C 2000	28.2

Spacing Factor is 1 unless specified otherwise

SP 03353

SIGN NUMBER: SP-03353 **BACKG COLOR:** Fluorescent Orange
TYPE: A **COPY COLOR:** Black
QUANTITY: 1

SYMBOL	X	Y	WID	HT

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 **MAT'L:**
LENGTH: N/A

DESIGN BY: CL DOWNEY **CHECKED BY:** CHECKED
PROJECT ID: ALL PROJECTS **DIV:** DIV **STD #:** W20-1
DATE: Aug 20, 2003

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

LETTER POSITIONS

Letter spacings are to start of next letter

Letter	Series/Size	Text Length
B	C7	21.6
E	C7	21.6
R	C7	21.6
O	C7	21.6
A	C7	21.6
D	C7	21.6
22.4	C7	21.6
5.3	C7	21.6
4.6	C7	21.6
5.4	C7	21.6
2.8	C7	21.6
9.8	C7	21.6
22.4	C7	21.6
8	C7	19.6
5.2	C7	19.6
5.6	C7	19.6
3.8	C7	19.6
23.4	C7	19.6
W	C7	21.2
O	C7	21.2
R	C7	21.2
K	C7	21.2
22.8	C7	21.2
6.4	C7	21.2
5.8	C7	21.2
5.2	C7	21.2
4	C7	21.2
22.8	C7	21.2

Spacing Factor is 1 unless specified otherwise

GENERAL NOTES FOR THE "BEGIN ROAD WORK" SIGN

- 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 A ON SHEET TCP-22.

APPROVED: _____ DATE: _____

SIGN DESIGNS FOR ADVANCE WORK ZONE WARNING SIGNS

SCALE: NONE

DATE: _____

DWG. BY: _____

DESIGN BY: _____

REVIEWED BY: _____

SEAL: _____

CHAD L. LANFORD

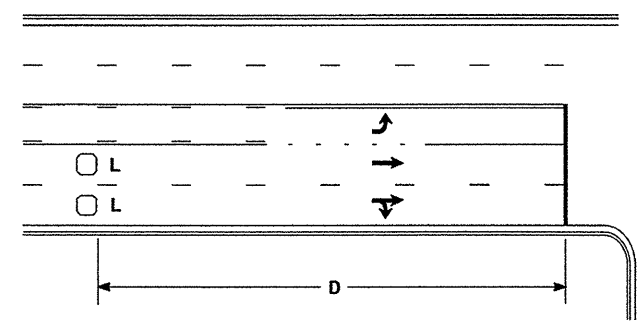
8-3-07

REVISIONS

CADD FILE

03-AUG-2007 15:03
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 pseyvmore AT WZTCC206427

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

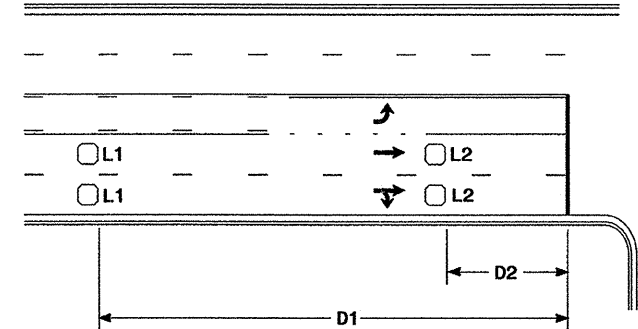


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

Volume Density Operation

OR

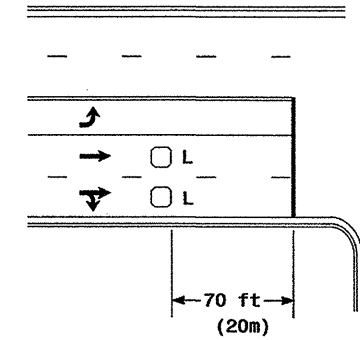


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

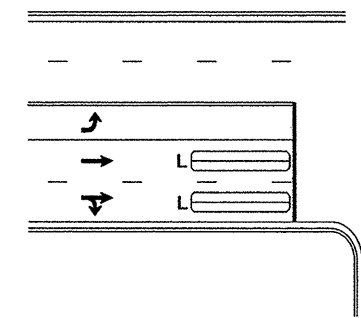
"Stretch" Operation

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



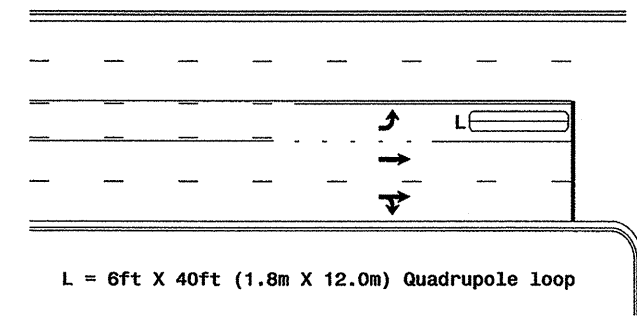
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

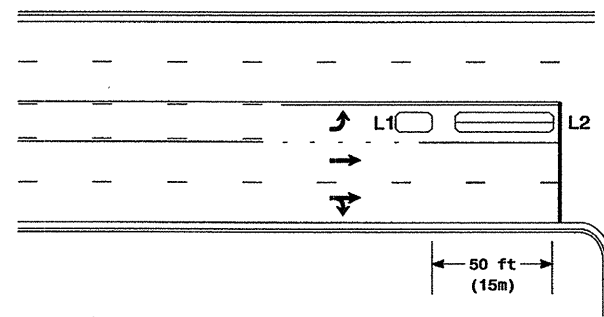
Left Turn Lane Detection



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

Presence Loop Detection

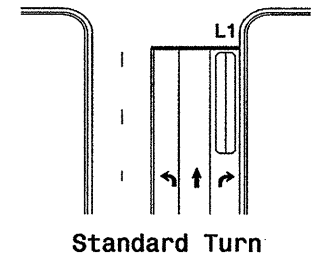
OR



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

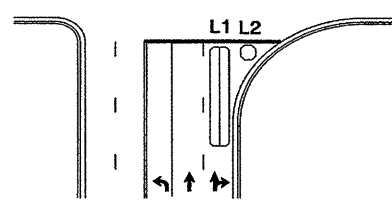
Queue Loop Detection

Right Turn Lane Detection

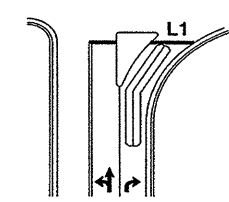


Standard Turn

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

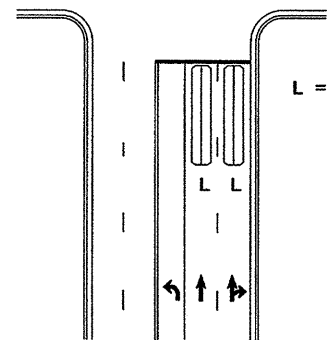


Wide Radius Turn



Channelized Turn

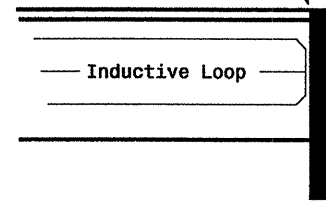
Side Street Detection



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



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

722 N. McDowell St., Raleigh, NC 27603

Typical Loop Locations

PLAN DATE: June 2006 REVIEWED BY:

PREPARED BY: P L Alexander REVIEWED BY:

REVISIONS

1. Revise pavement markings

SCALE: N/A

SEAL

PROFESSIONAL ENGINEER

SEAL 23488

SIGNATURE: [Signature]

DATE: 12/1/06

SIG. INVENTORY NO.

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

ENGLISH STANDARD DRAWING FOR
DEEP-CUT INDUCTIVE DETECTION LOOPS
 (FOR INSTALLATION PRIOR TO MILLING)

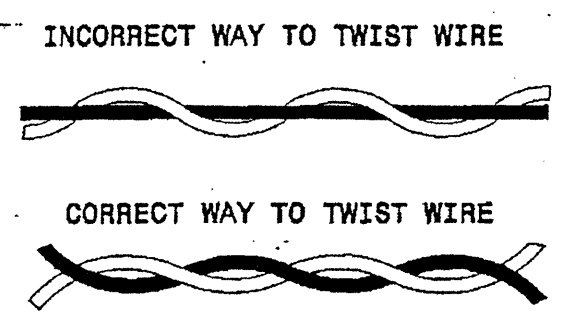
NOTES

- OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
- PROVIDE 5/8" MINIMUM SLOT FROM EDGE OF LOOP TO EDGE OF PAVEMENT FOR TWISTED LOOP WIRE TAIL SECTIONS.
- MAINTAIN 12" SPACING BETWEEN TWISTED LOOP WIRE TAIL SECTIONS.
- WIRE LOOPS CONNECTED TO THE SAME DETECTOR IN SERIES.
- LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS.
- USE A SERIES OF ONE INCH PIECES OF BACKER ROD SPACED ONE FOOT APART ALONG THE ENTIRE LENGTH OF THE FEEDER SLOT AND LOOP SAW SLOT.
- CONSULT LOOP SEALANT MANUFACTURER TO DETERMINE CURING TIME REQUIRED PRIOR TO MILLING.

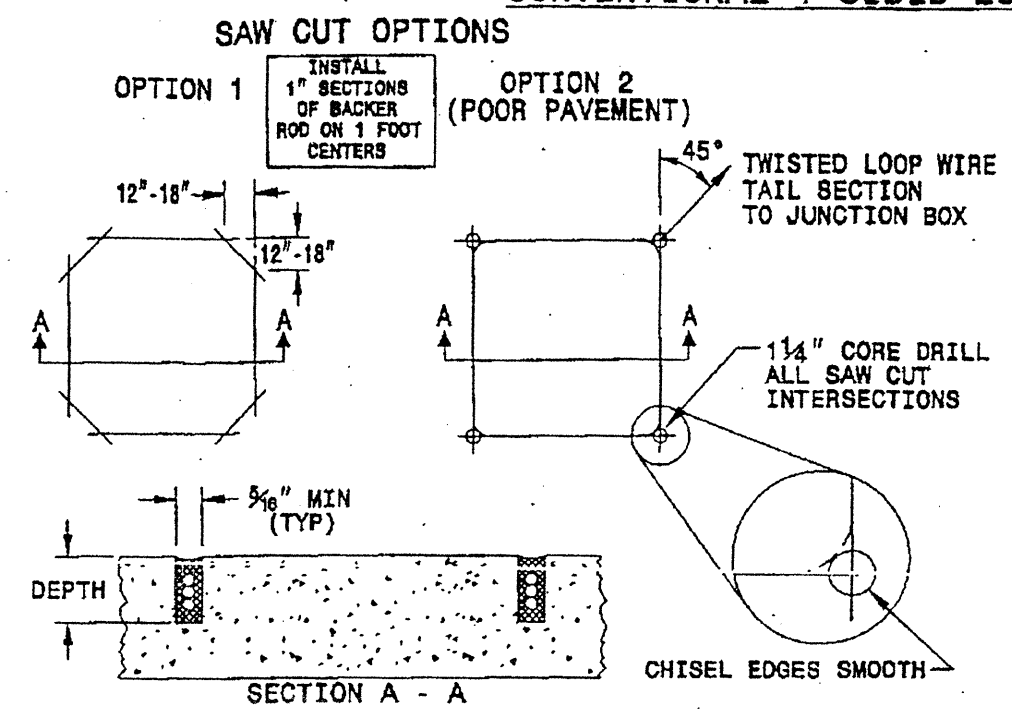
SAW SLOT DEPTH CHART
 ASSUMING 2" MILLING DEPTH

DEPTH (IN)	NO. OF WIRE LAYERS				
	2	3	4	5	6
SAW SLOT DEPTH	4.0	4.5	5.0	5.0	5.0
MINIMUM TOTAL ASPHALT DEPTH REQUIRED	5.0	5.5	6.0	6.0	6.0

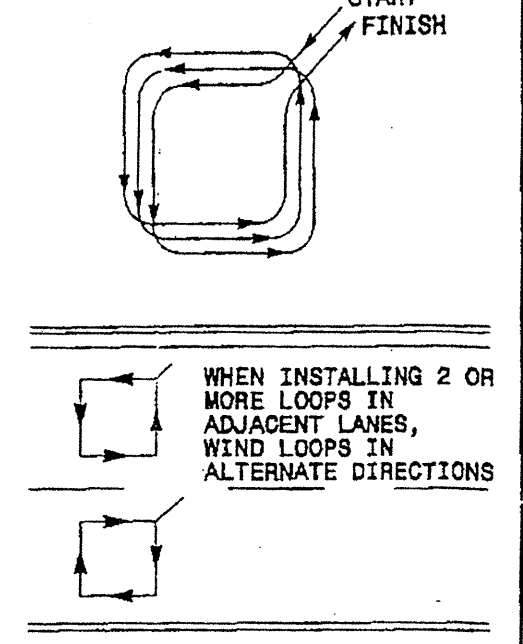
LOOP WIRE TWISTING METHOD



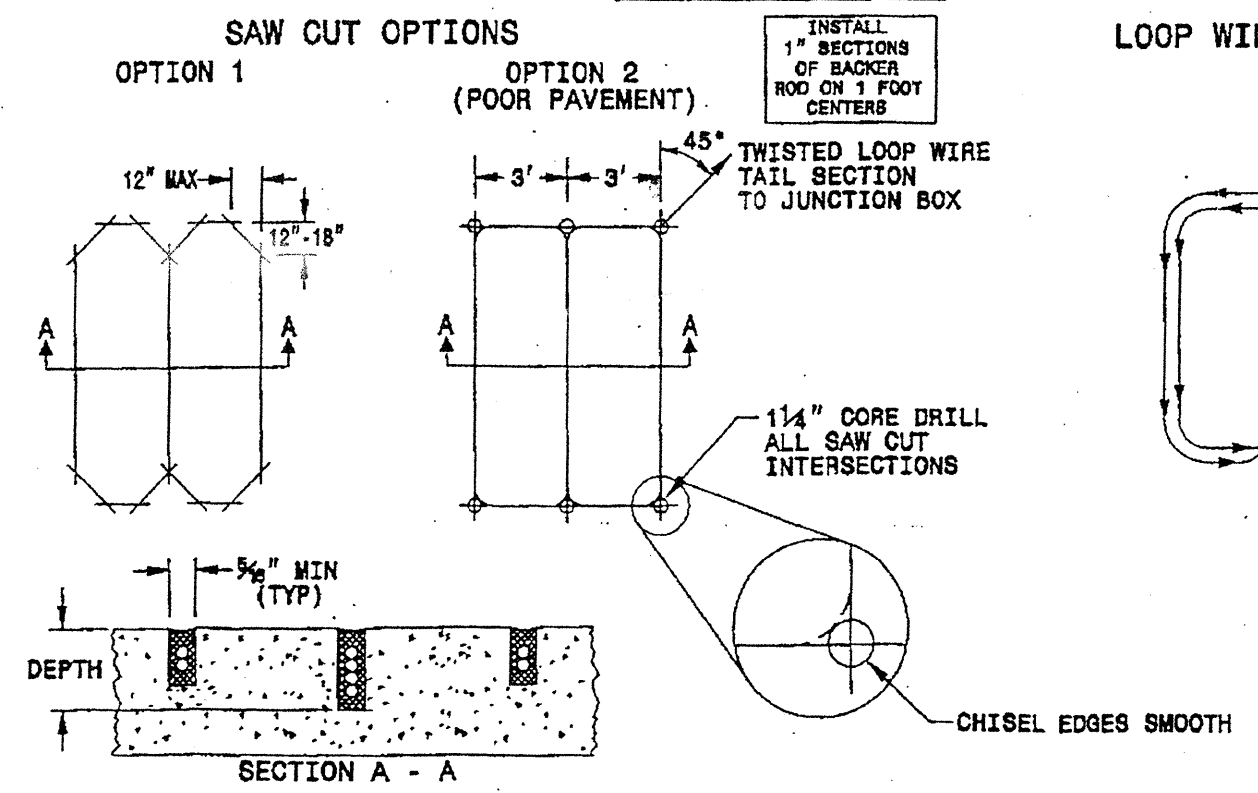
CONVENTIONAL 4-SIDED LOOP



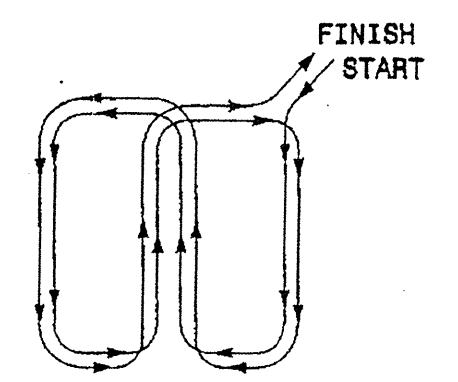
LOOP WINDING METHOD



QUADRUPOLE LOOP



LOOP WINDING METHOD



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

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