

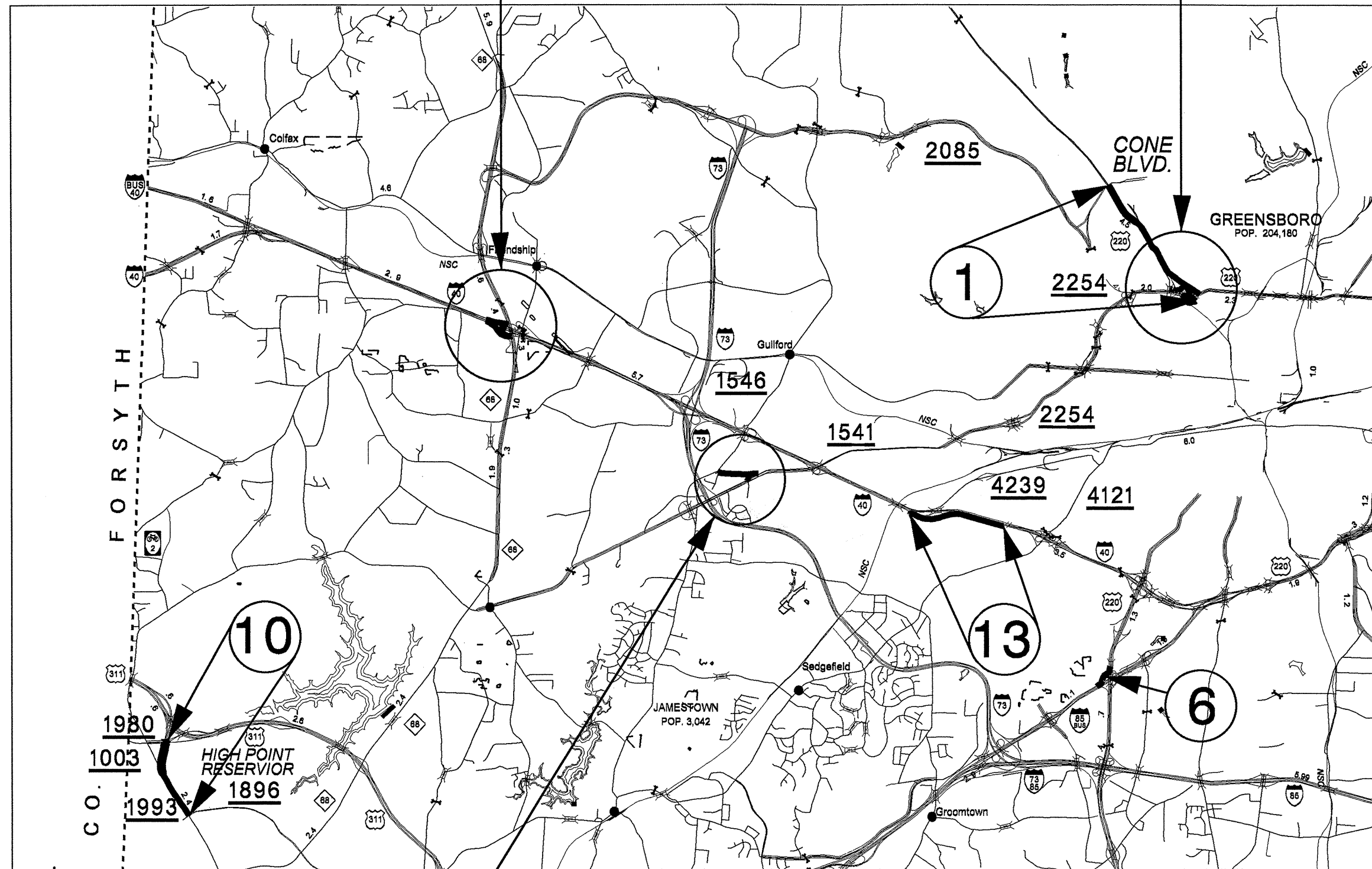
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.30, ETC.	1	15
F.A. PROJ. NO.			

7CR.10411.30
7CR.20411.30

7-9

2-5

2011 GUILFORD COUNTY

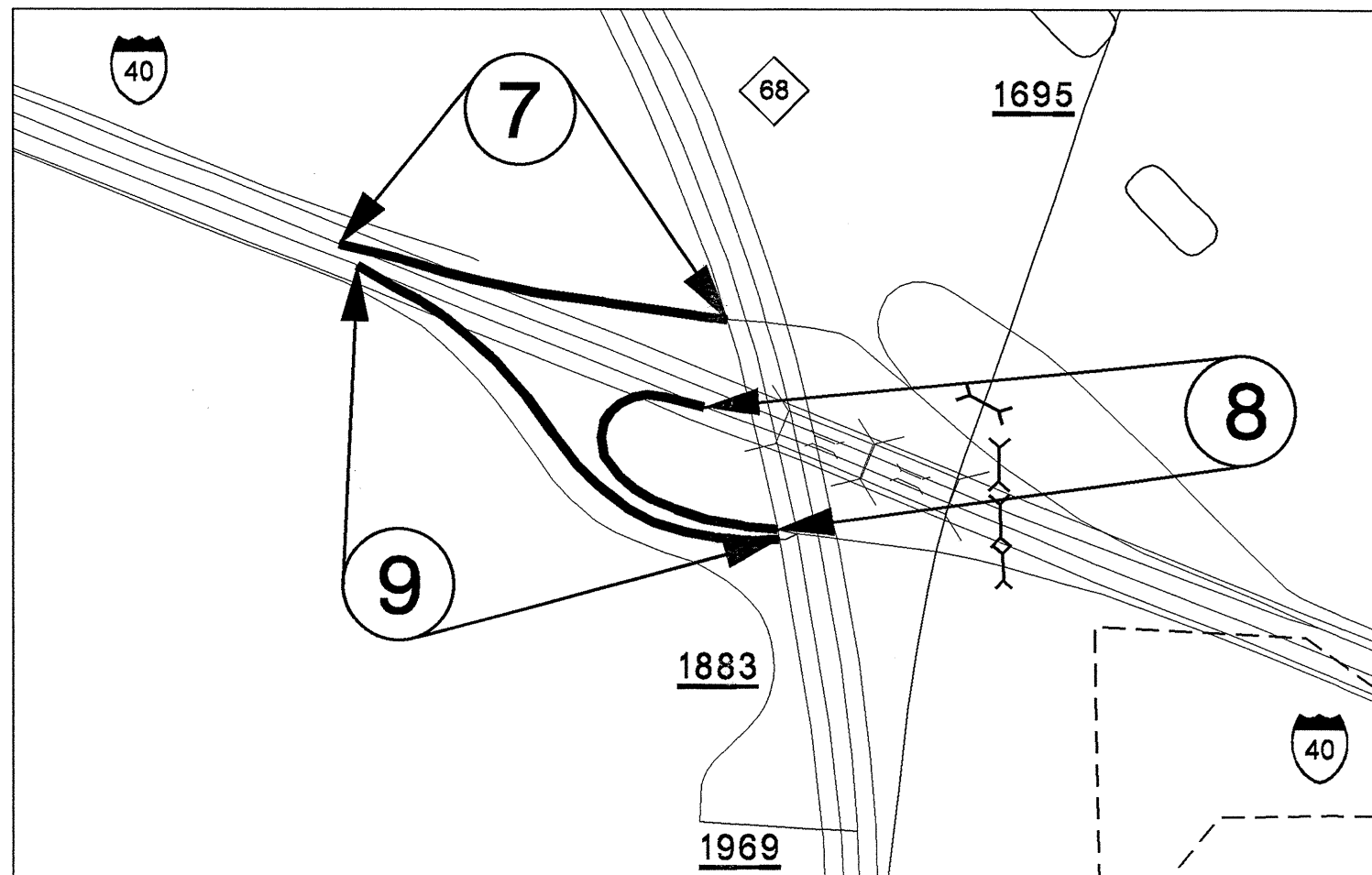
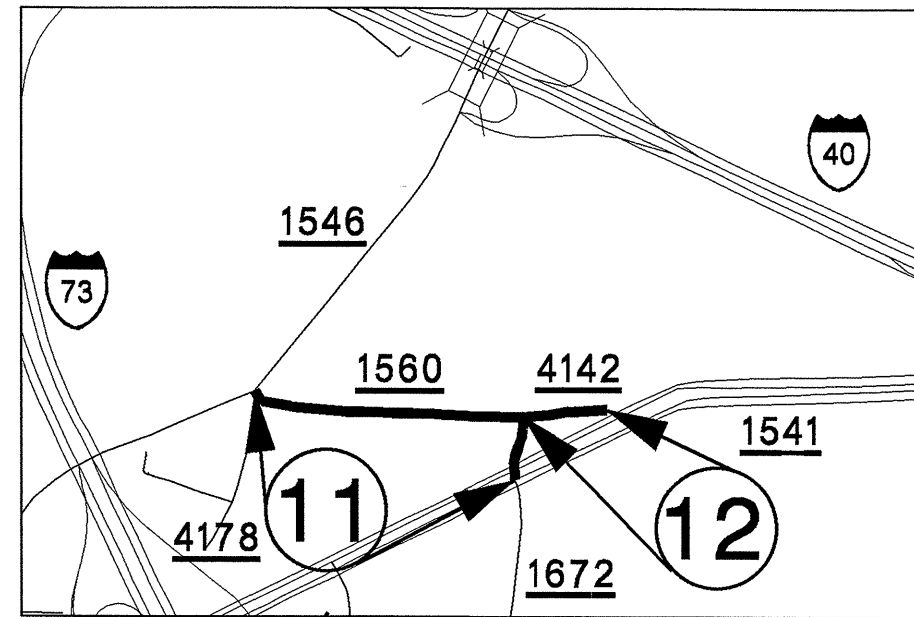
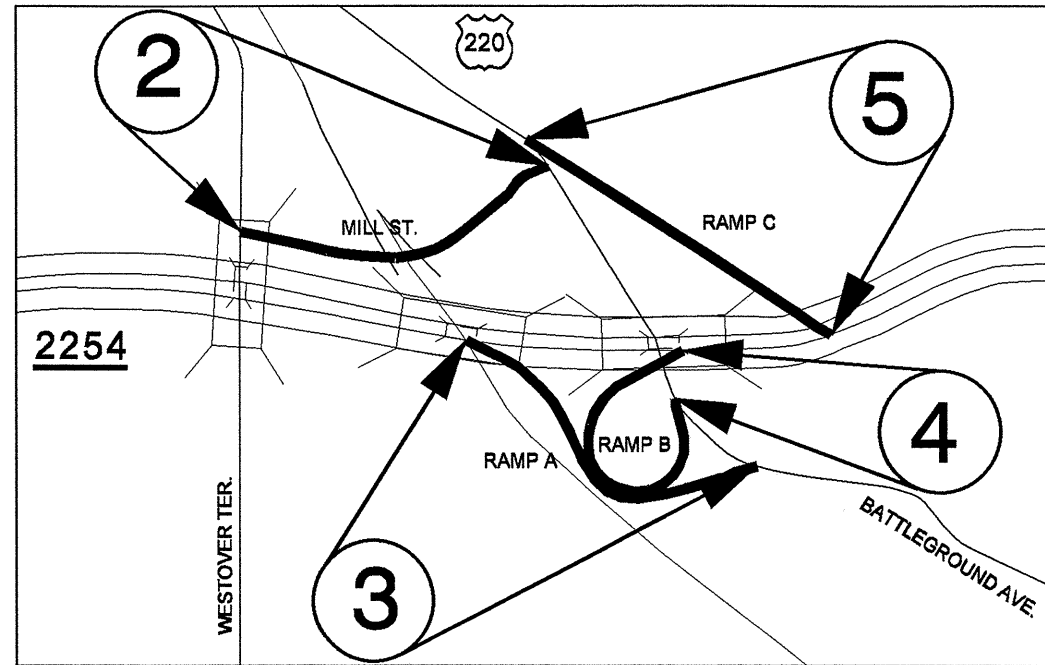


11-12

\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$DDGN\$\$\$\$\$
\$\$\$\$\$USERNAME\$\$\$\$\$

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.30, ETC.	2	15
F.A. PROJ. NO.			

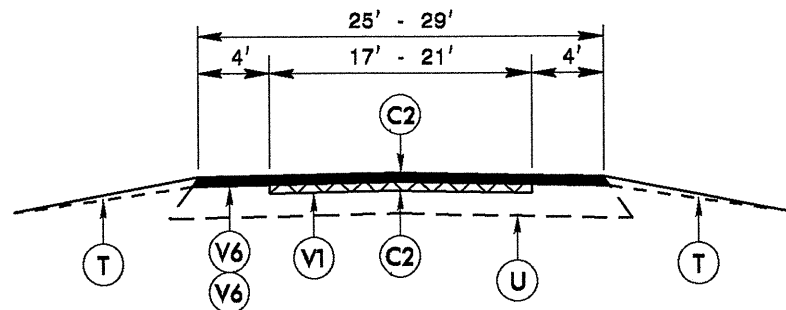
7CR.10411.30
7CR.20411.30



2011 GUILFORD COUNTY

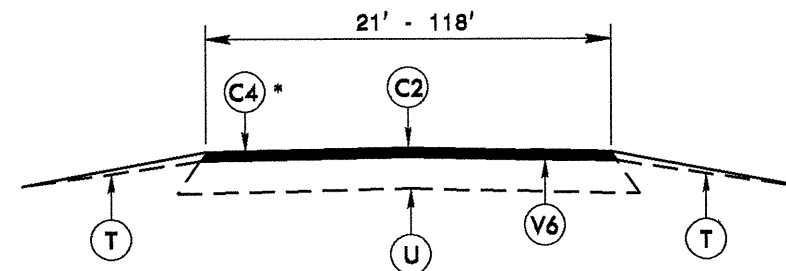


\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$DGN\$\$\$\$\$
\$\$\$\$\$USERNAME\$\$\$\$\$



TYPICAL SECTION NO. 8

TO BE USED ON MAPS 6
STA. 2+75 TO STA. 10+35

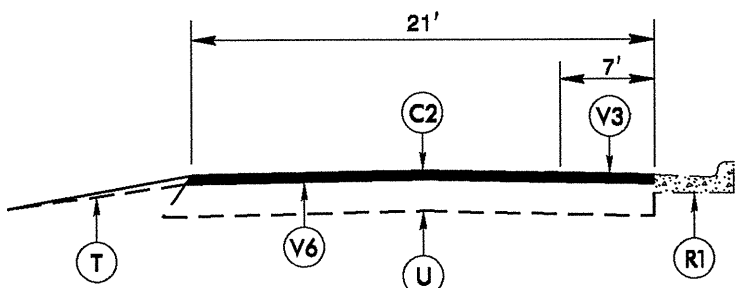


TYPICAL SECTION NO. 9

TO BE USED ON MAPS 7, 8, AND 9

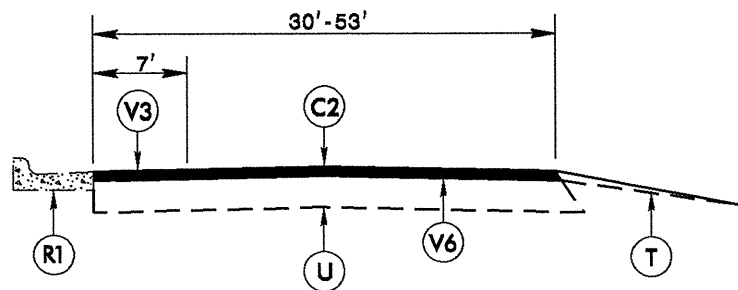
MAP 8: STA. 0+00 TO STA. 5+40
MAP 9: STA. 0+00 TO STA. 4+10

*NOTE: C4 TO BE USED ON MAP 7
AS DIRECTED BY THE ENGINEER.



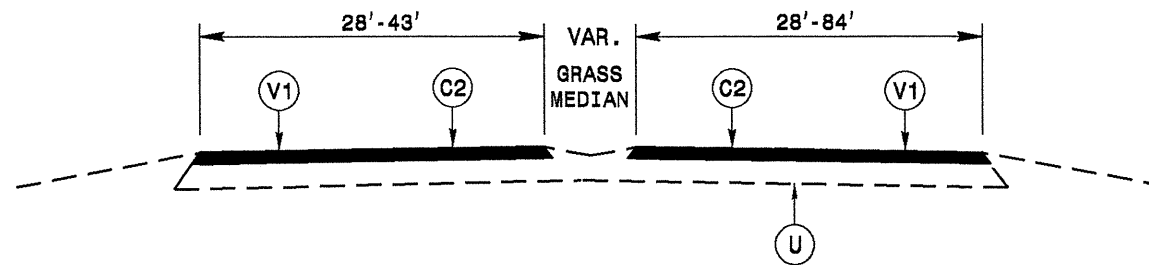
TYPICAL SECTION NO. 10

TO BE USED ON MAP 8
STA. 5+40 TO STA. 7+50



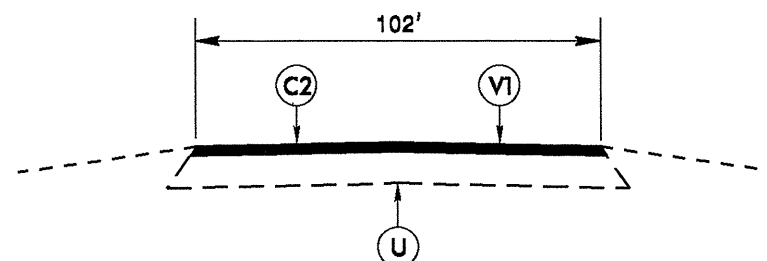
TYPICAL SECTION NO. 11

TO BE USED ON MAP 9
STA. 4+10 TO STA. 9+85



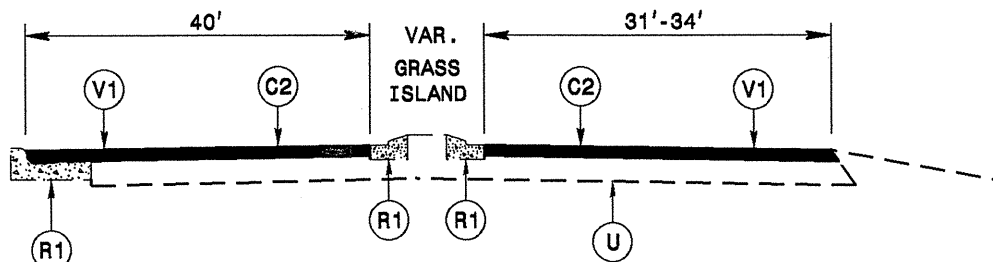
TYPICAL SECTION NO. 12

TO BE USED ON MAP 10
STA. 0+00 TO STA. 0+55
STA. 4+91 TO STA. 15+80



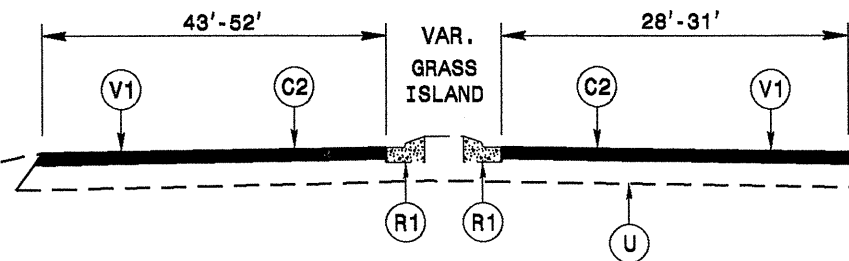
TYPICAL SECTION NO. 13

TO BE USED ON MAP 10
STA. 0+55 TO STA. 1+30



TYPICAL SECTION NO. 14

TO BE USED ON MAP 10
STA. 1+30 TO STA. 2+06



TYPICAL SECTION NO. 15

TO BE USED ON MAP 10
STA. 2+06 TO STA. 4+91

****NOTE: EACH MAP MUST BE PATCHED AS DIRECTED BY THE ENGINEER BEFORE PROCEEDING WITH RESURFACING****

PAVEMENT SCHEDULE

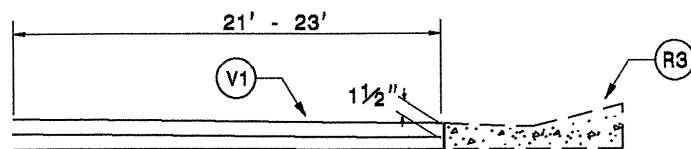
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.		
C4	PROP. APPROX. 1 1/2" 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	PROP. APPROX 3" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 342LBS. PER SQ. YD.		
E	PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 798 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F	AST MAT COAT, 78M		
R1	EXISTING CONCRETE CURB & GUTTER		
R2	EXISTING CONCRETE ISLAND		
R3	EXISTING CONCRETE EXPRESSWAY GUTTER		
T	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER		
U	EXISTING PAVEMENT.		
V1	1 1/2" MILLING	V2	4 1/2" MILLING
V3	0 - 1 1/2" MILLING	V4	0 - 1 1/4" MILLING
V5	7" MILLING FOR PATCHING (SEE PATCHING DETAIL #1)	V6	3" MILLING FOR PATCHING (SEE PATCHING DETAIL #2)

\$\$\$ SYSTEME \$\$\$ DGN \$\$\$ \$\$\$ USERNAME \$\$\$
 \$\$\$ TIME \$\$\$
 \$\$\$ USER \$\$\$

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.30, ETC.	6	15

7CR.10411.30
7CR.20411.30

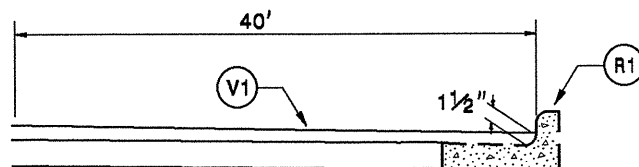
MILLING DETAIL 2



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

NOTE: TO BE USED IN CONJUNCTION WITH
TS. NO. 7 ON MAP 6 STA. 0+00 TO STA. 2+75 RT

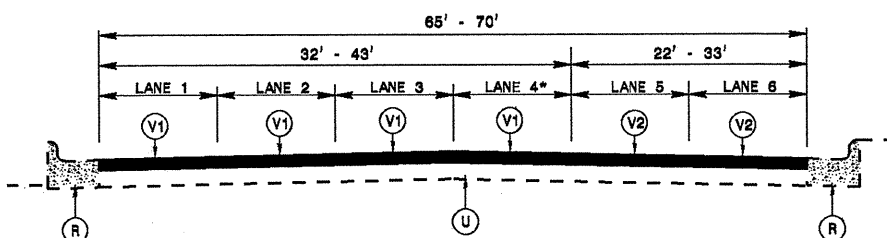
MILLING DETAIL 3



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

NOTE: TO BE USED IN CONJUNCTION WITH
TS. NO. 14 ON MAP 10 STA. 1+30 TO STA. 2+06 LT

MILLING DETAIL 4

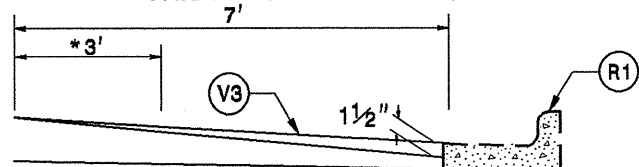


MILL EXIST. ASPHALT PAVEMENT 1 1/2" OR 4 1/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER.

NOTE: TO BE USED IN CONJUNCTION WITH:
TS. NO. 1 ON MAP 1 STA. 0+00 TO STA. 1+60
TS. NO. 2 ON MAP 1 STA. 1+60 TO STA. 27+50

*NOTE: LANE 4 FROM STA. 0+00 TO STA. 1+60 IS A CONCRETE MEDIAN.

MILLING DETAIL 5



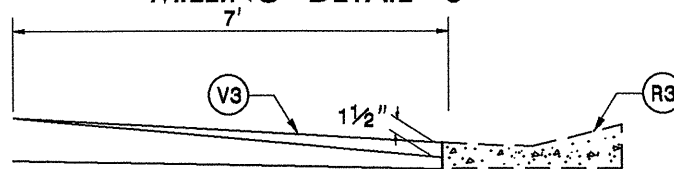
PROFILE MILLING 0 - 1 1/2"

*IF 78M IS INVOLVED OVERLAP 3'.

PROFILE MILL EXISTING ASPHALT PAVEMENT 1 1/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER.

NOTE: TO BE USED IN CONJUNCTION WITH:
TS. NO. 10 ON MAP 8 STA. 5+40 TO STA. 7+50 RT
TS. NO. 11 ON MAP 9 STA. 4+10 TO STA. 9+85 LT

MILLING DETAIL 6

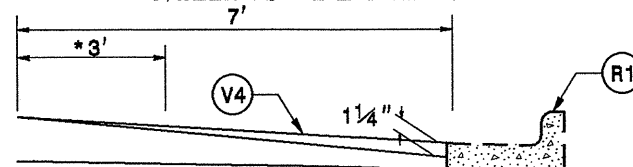


PROFILE MILLING 0 - 1 1/2"

PROFILE MILL EXISTING ASPHALT PAVEMENT 1 1/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER.

NOTE: TO BE USED IN CONJUNCTION WITH:
TS. NO. 7 ON MAP 6 STA. 0+00 TO STA. 2+75 RT

MILLING DETAIL 7



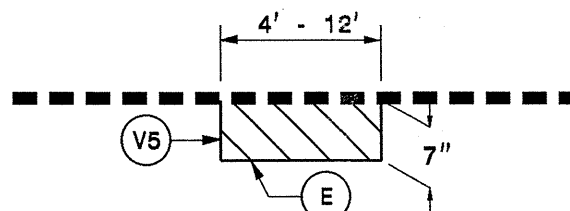
PROFILE MILLING 0 - 1 1/4"

*IF 78M IS INVOLVED OVERLAP 3'.

PROFILE MILL EXISTING ASPHALT PAVEMENT 1 1/4" AT LOCATIONS AS DIRECTED BY THE ENGINEER.

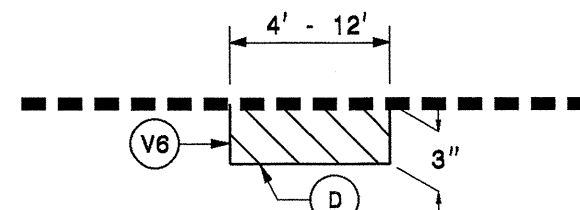
TS. NO. 18 ON MAP 11 STA. 0+00 TO STA. 0+60 LT/RT
TS. NO. 20 ON MAP 11 STA. 13+75 TO STA. 20+65 LT
TS. NO. 18 ON MAP 11 STA. 20+65 TO STA. 24+90 LT/RT
TS. NO. 18 ON MAP 12 STA. 0+00 TO STA. 5+40 LT/RT
TS. NO. 20 ON MAP 12 STA. 5+40 TO STA. 5+90 LT

PATCHING DETAIL 1



USE FOR PATCHING ON MAPS 1, 6, AND 11.
MILL EXISTING ASPHALT PAVEMENT 7" IN DEPTH AND FILL WITH BASE COURSE, TYPE B25.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

PATCHING DETAIL 2



USE FOR PATCHING ON MAPS 1, 2, 6, 7, 8, 9, AND 11.
MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH AND FILL WITH INTERMEDIATE COURSE, TYPE I19.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

NOTE: EACH MAP MUST BE PATCHED AS DIRECTED BY THE ENGINEER BEFORE PROCEEDING WITH RESURFACING

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.		
C4	PROP. APPROX. 1 1/2" 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	PROP. APPROX 3" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 342LBS. PER SQ. YD.		
E	PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 798 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F	AST MAT COAT, 78M		
R1	EXISTING CONCRETE CURB & GUTTER		
R2	EXISTING CONCRETE ISLAND		
R3	EXISTING CONCRETE EXPRESSWAY GUTTER		
T	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER		
U	EXISTING PAVEMENT.		
V1	1 1/2" MILLING	V2	4 1/2" MILLING
V3	0 - 1 1/2" MILLING	V4	0 - 1 1/4" MILLING
V5	7" MILLING FOR PATCHING (SEE PATCHING DETAIL #1)	V6	3" MILLING FOR PATCHING (SEE PATCHING DETAIL #2)

\$\$\$\$\$\$SYTIME\$\$\$\$\$\$DCN\$\$\$\$\$\$NAME\$\$\$\$\$\$LJ\$\$\$\$\$\$\$\$\$\$\$\$

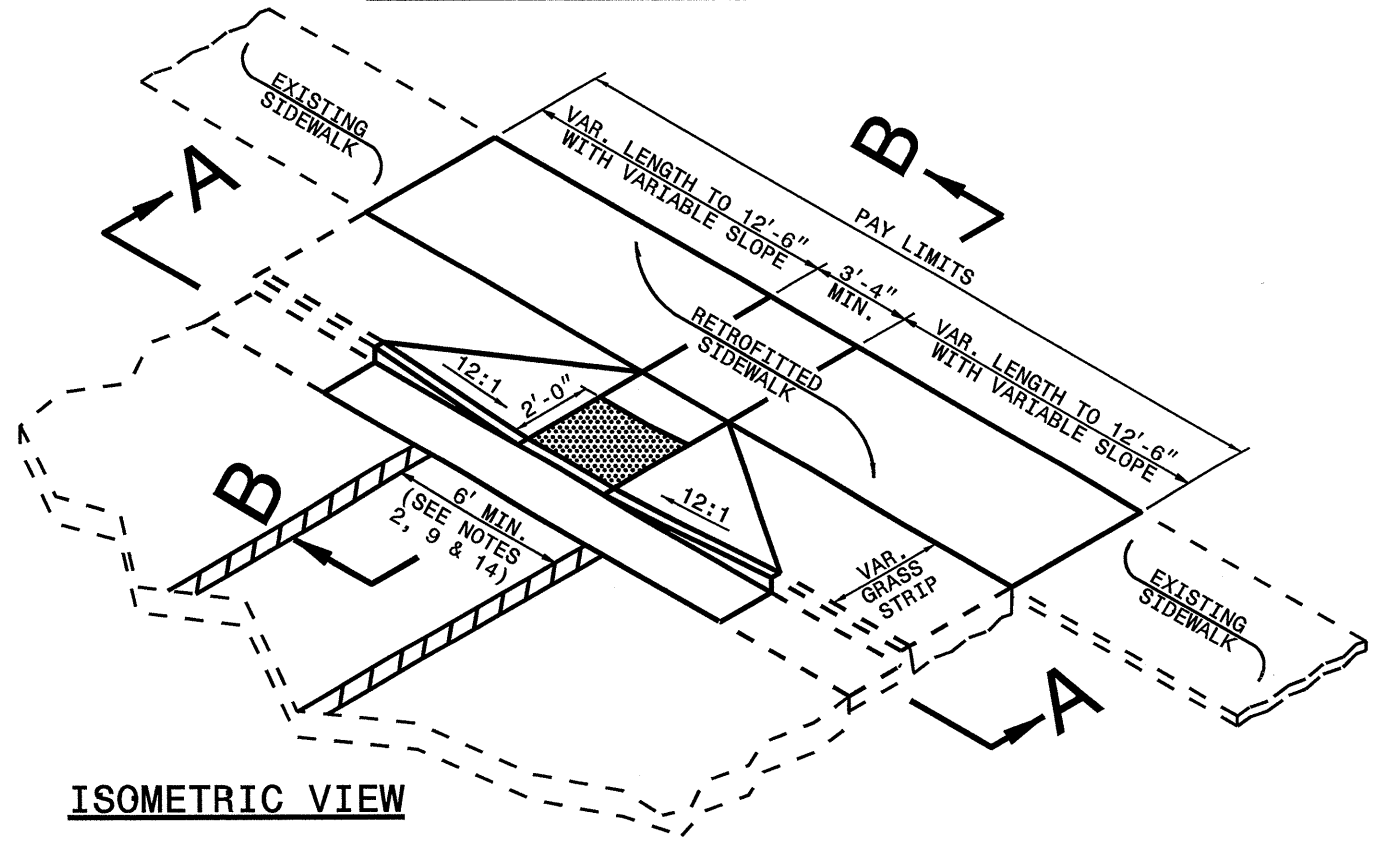
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

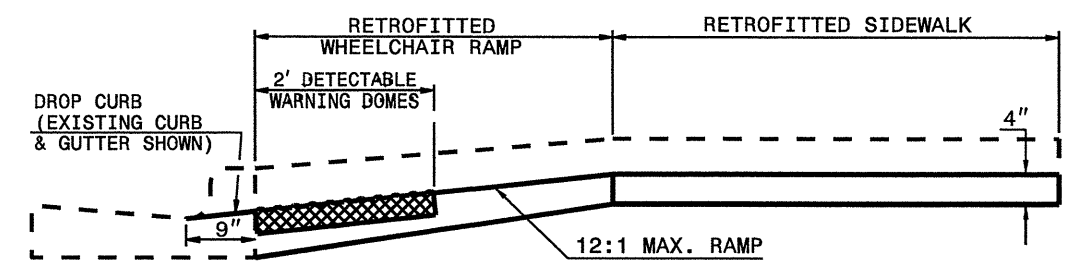
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

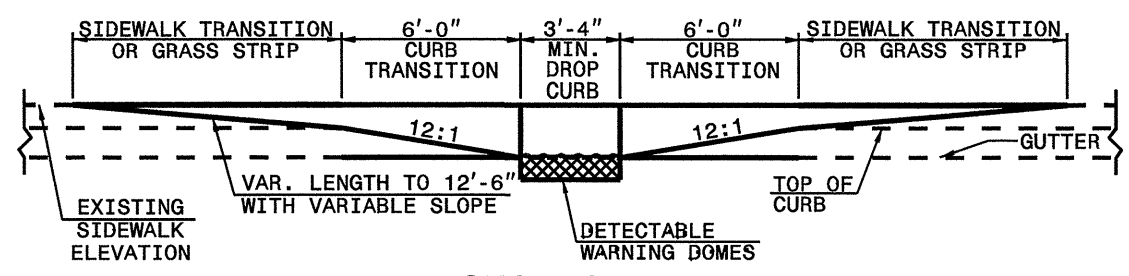
WHEELCHAIR RAMP AND EXISTING SIDEWALK WITH GRASS STRIP



ISOMETRIC VIEW

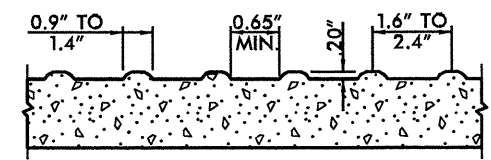
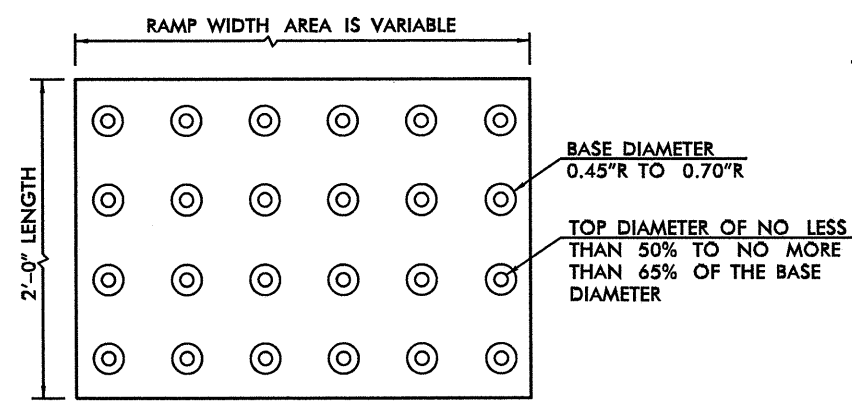


SECTION B-B

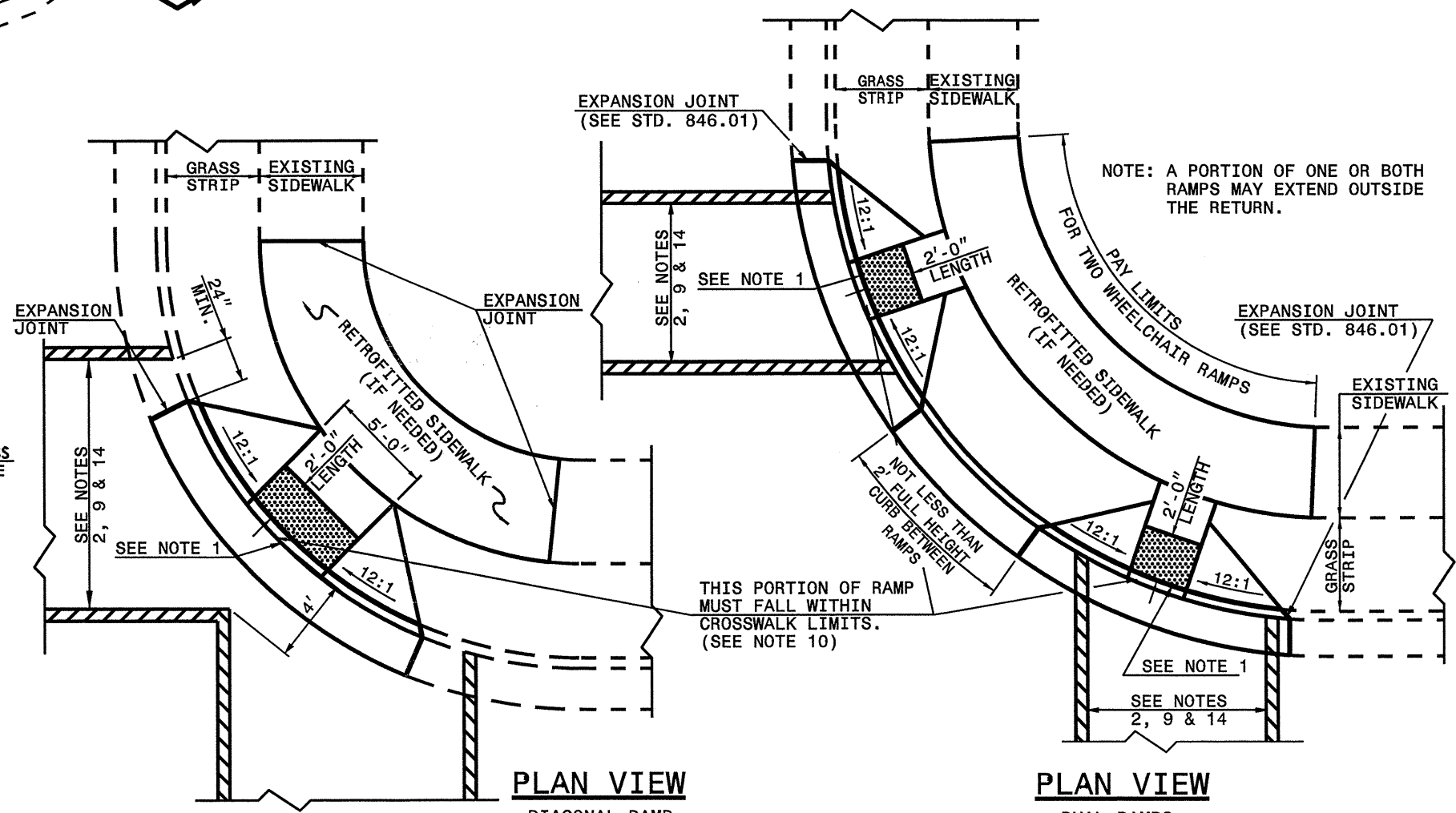


SECTION A-A

- NOTES:
1. DETECTABLE WARNING DOMES SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 2. OBTAIN 70% CONTRAST VISIBILITY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



DETECTABLE WARNING DOMES



PLAN VIEW

DIAGONAL RAMP
MAX. 25' RADII
(60" MIN. FLOOR WIDTH)

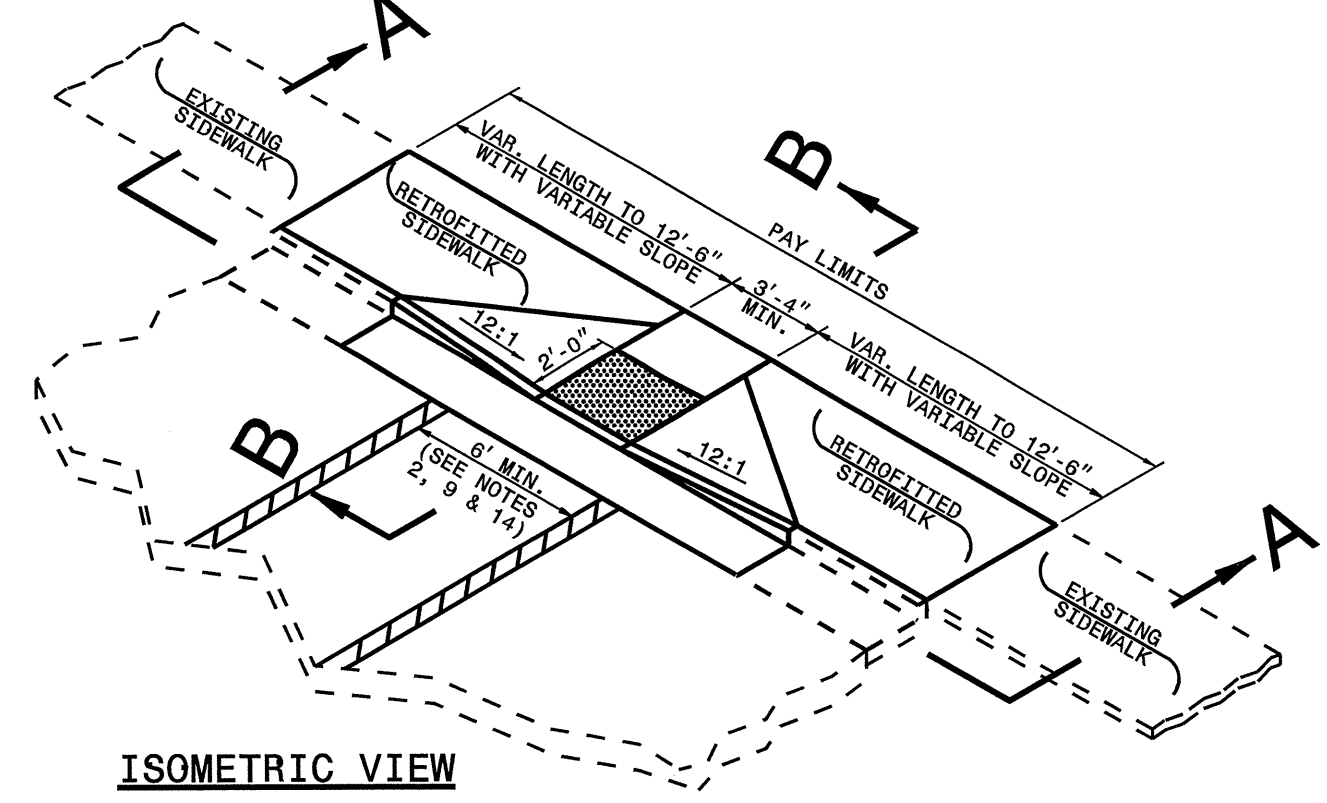
PLAN VIEW

DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

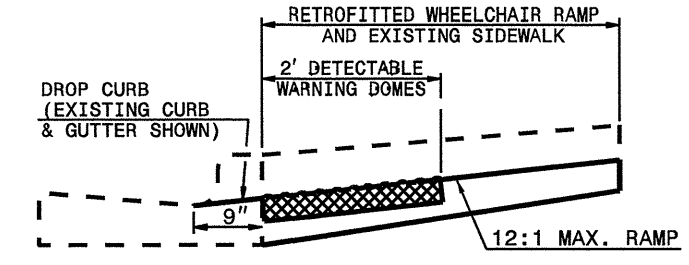
STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

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

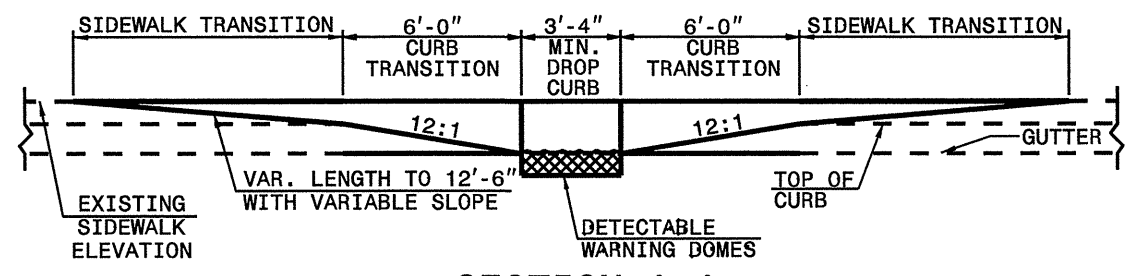
WHEELCHAIR RAMP AND EXISTING SIDEWALK ADJACENT TO CURB



ISOMETRIC VIEW

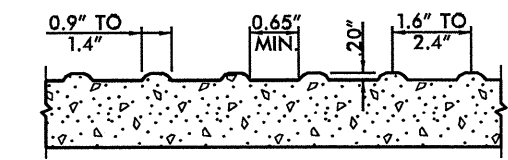
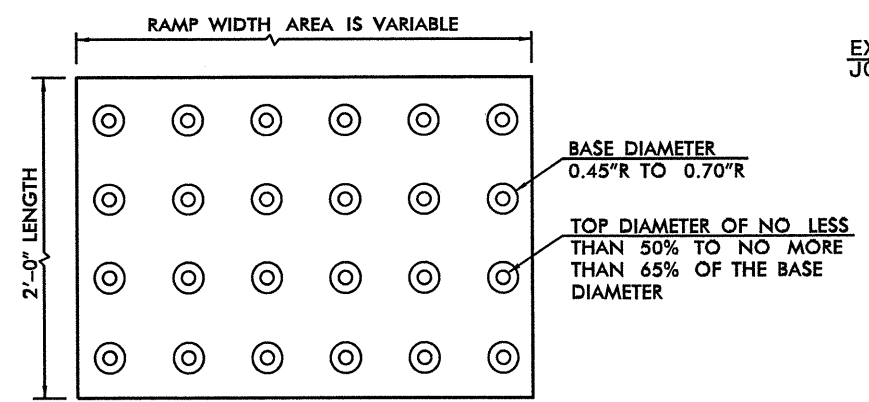


SECTION B-B

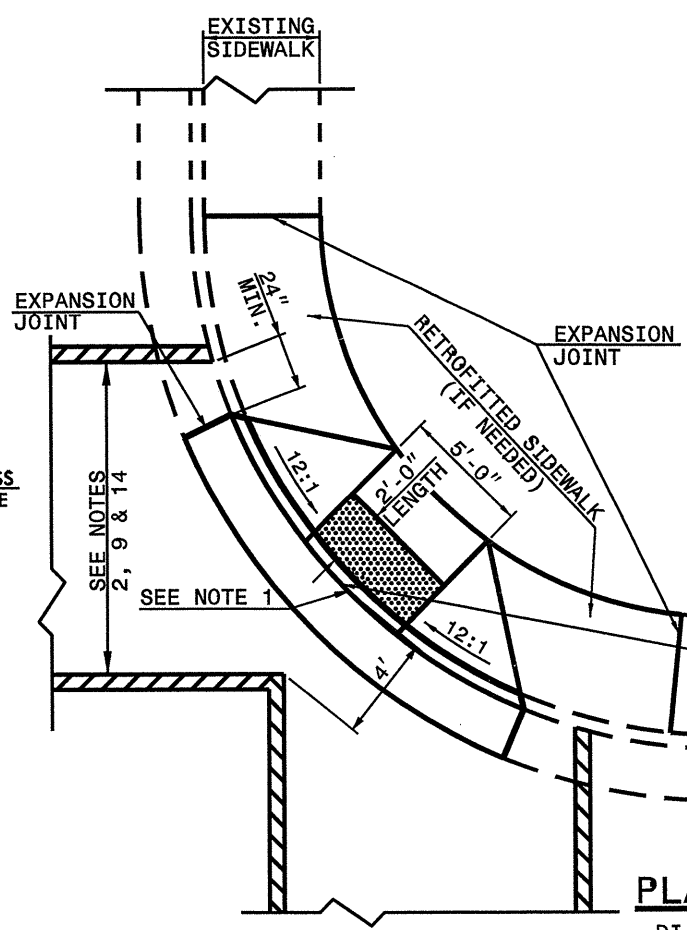


SECTION A-A

- NOTES:
1. DETECTABLE WARNING DOMES SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 2. OBTAIN 70% CONTRAST VISIBILITY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.

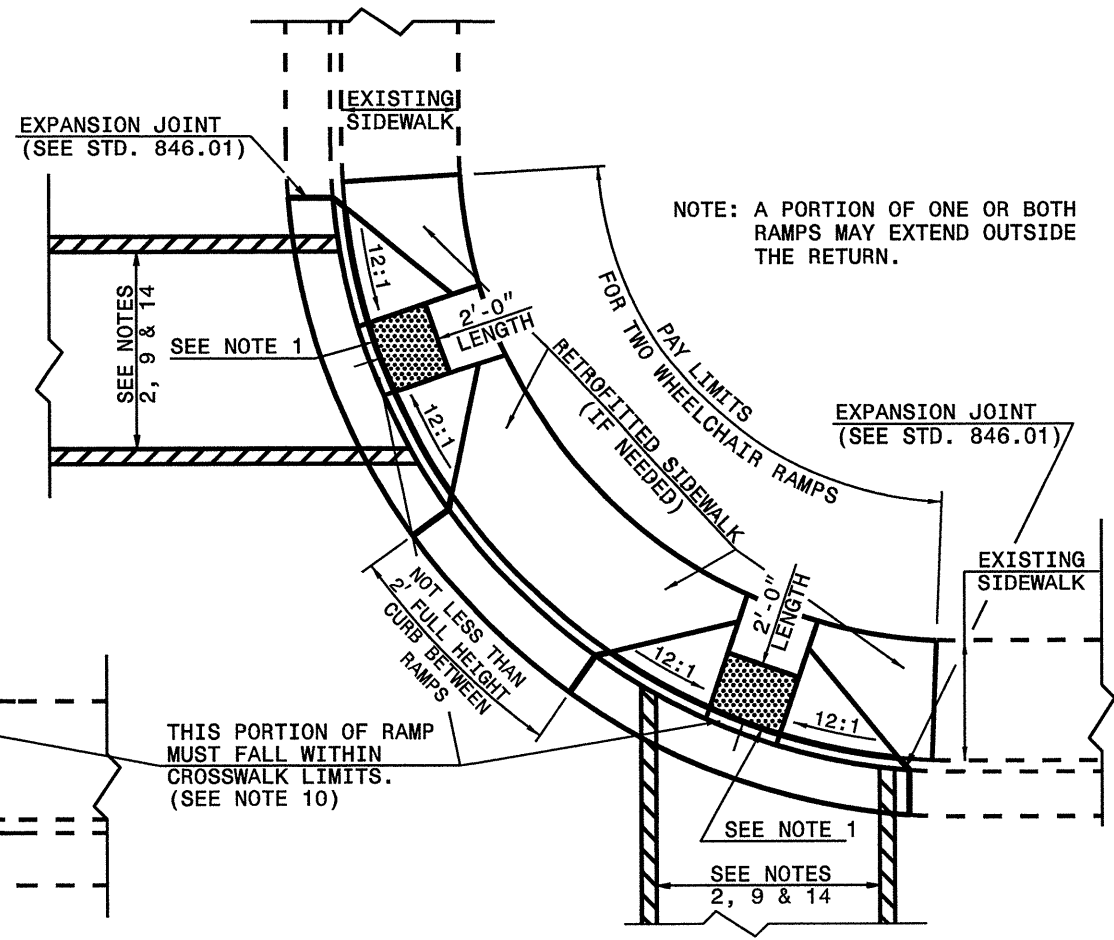


DETECTABLE WARNING DOMES



PLAN VIEW

DIAGONAL RAMP MAX. 25' RADII (60" MIN. FLOOR WIDTH)



PLAN VIEW

DUAL RAMP ANY RADII (40" MIN. FLOOR WIDTH)

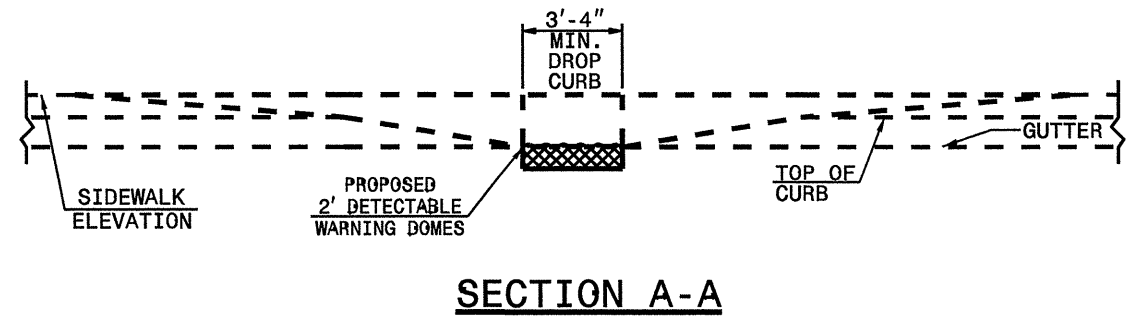
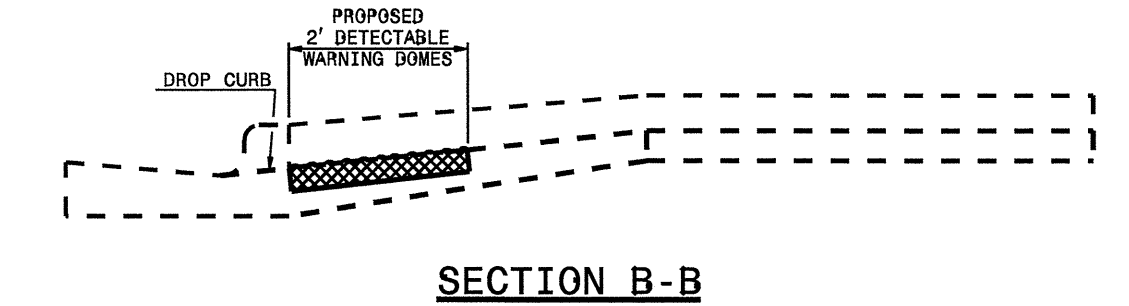
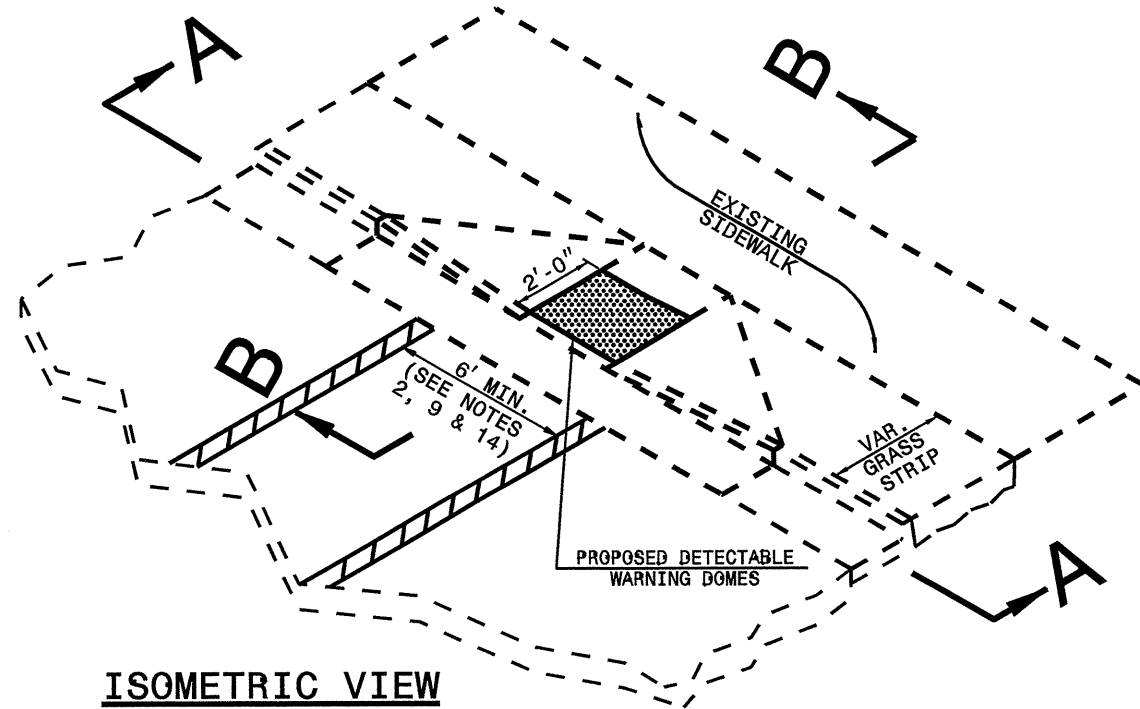
ENGLISH DETAIL DRAWING FOR WHEELCHAIR RAMP EXISTING CURB AND GUTTER

ENGLISH DETAIL DRAWING FOR WHEELCHAIR RAMP EXISTING CURB AND GUTTER

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

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

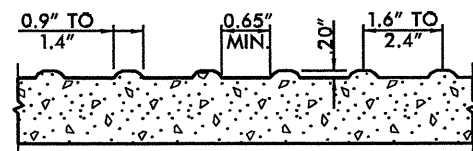
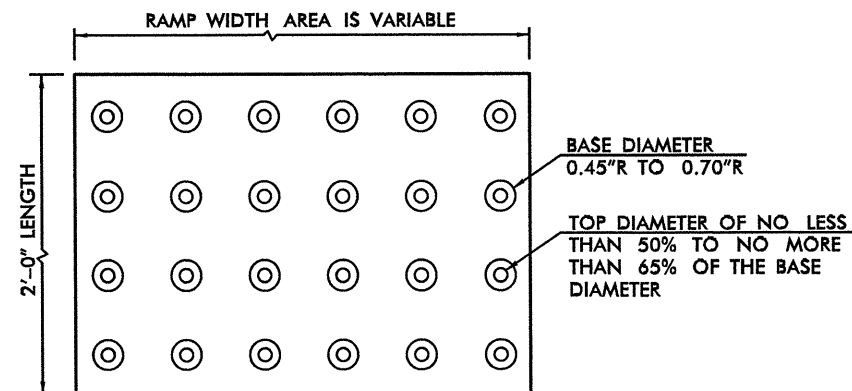
RETROFITTING DETECTABLE WARNING DOMES ONTO EXISTING WHEELCHAIR RAMP



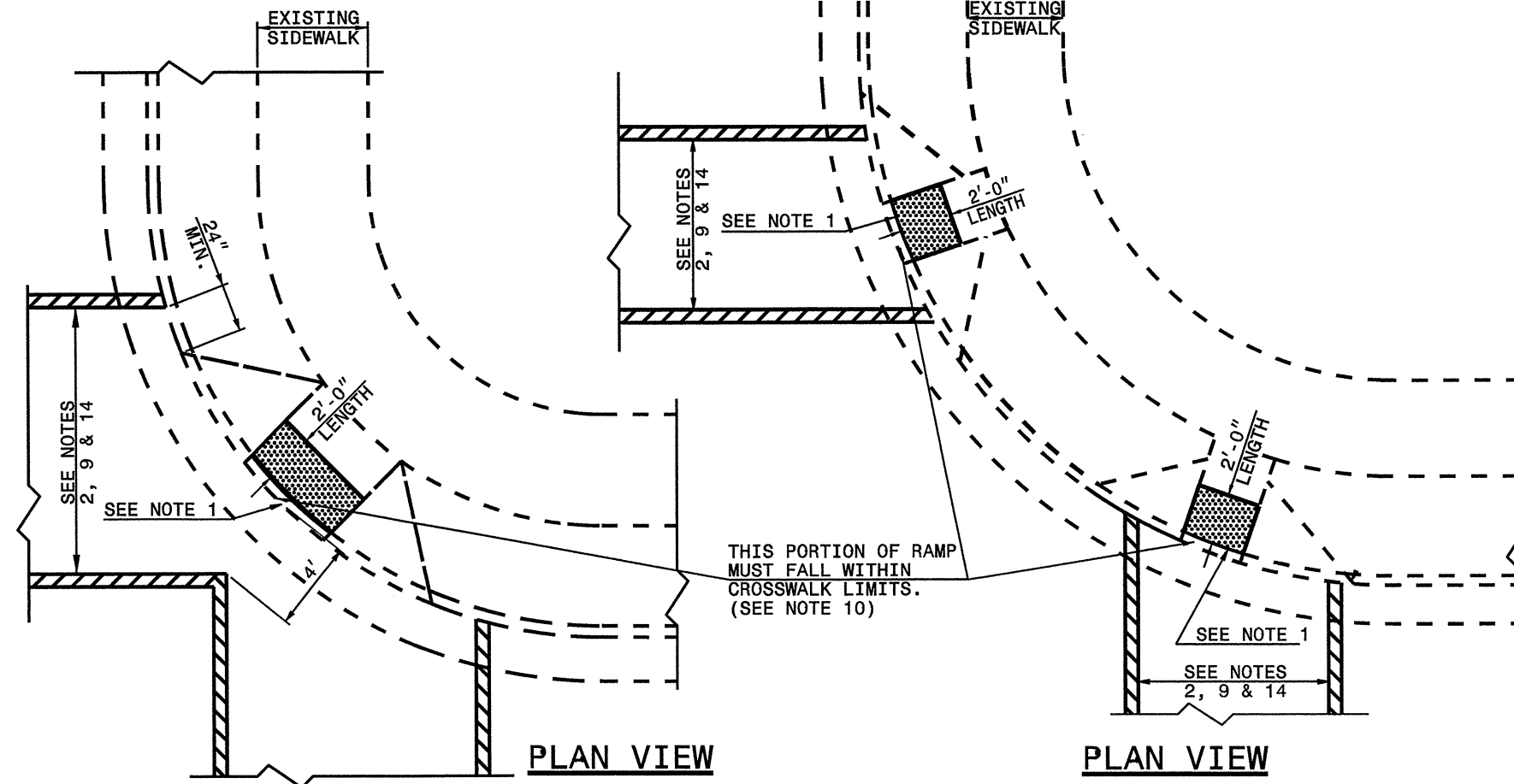
ISOMETRIC VIEW

NOTES:

- 1. DETECTABLE WARNING DOMES SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
- 2. OBTAIN 70% CONTRAST VISIBILITY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



DETECTABLE WARNING DOMES



PLAN VIEW

DIAGONAL RAMP
MAX. 25' RADII
(60" MIN. FLOOR WIDTH)

PLAN VIEW

DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

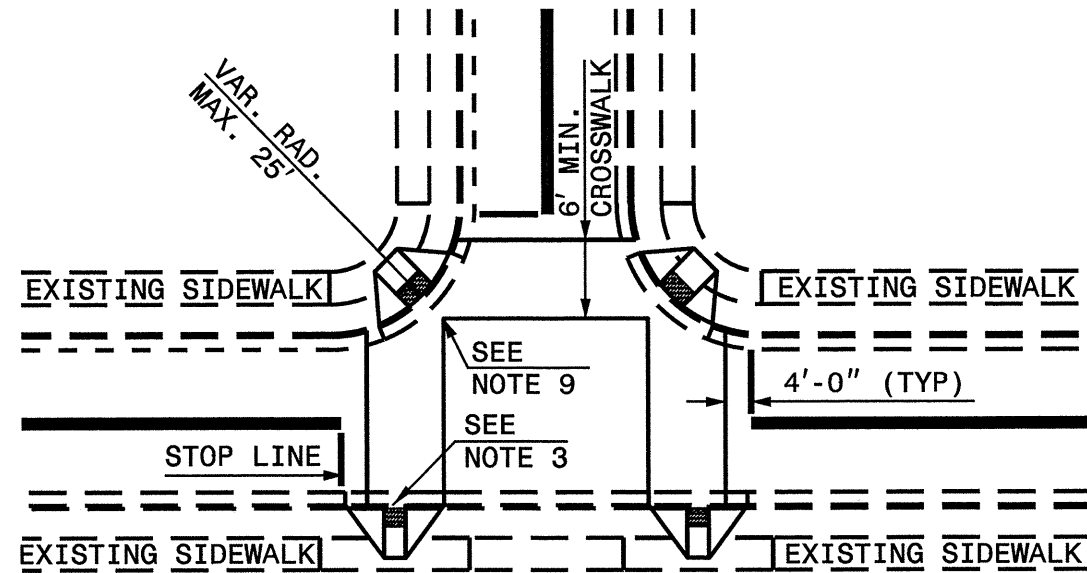
STATE OF
NORTH CAROLINA
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DIVISION OF HIGHWAYS
RALEIGH, N.C.

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

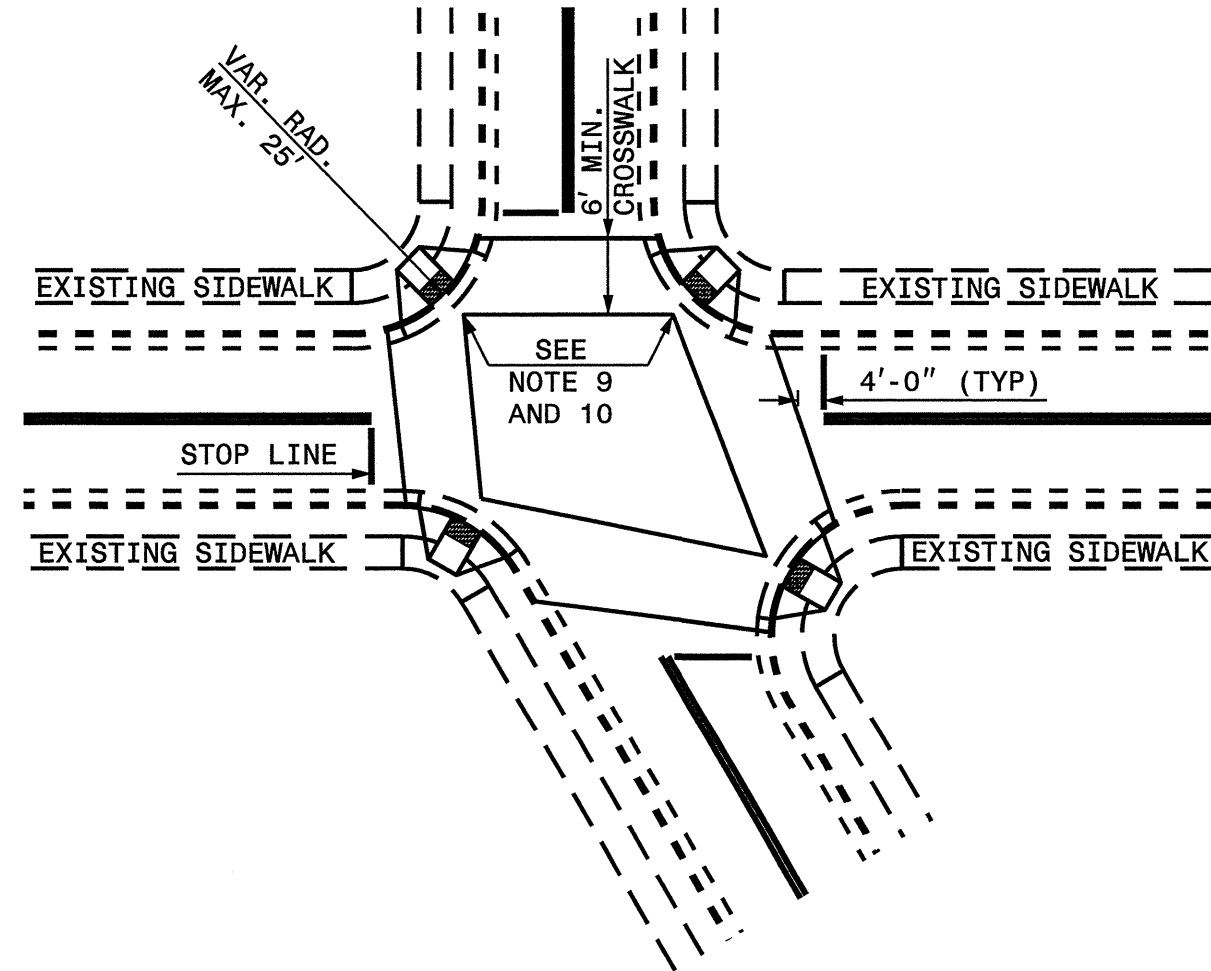
ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

WHEELCHAIR RAMP AND EXISTING SIDEWALK

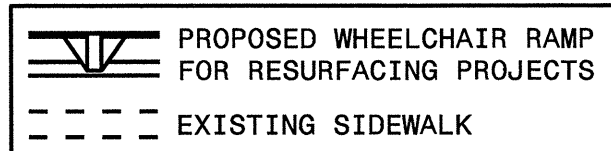


DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR RAMPS,
PEDESTRIAN CROSSWALKS AND STOP LINES FOR TEE INTERSECTIONS



DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR
RAMPS, PEDESTRIAN CROSSWALKS AND STOP LINES

RESURFACING PROJECTS



ALLOWABLE LOCATIONS
DIAGONAL RAMP RADII...MAX. 25'

WHEELCHAIR RAMP AND EXISTING SIDEWALK

NOTES:

1. CONSTRUCT THE WALKING SURFACE WITH SLIP RESISTANCE AND A 70% CONTRASTING COLOR TO THE SIDEWALK.
2. CROSSWALK WIDTHS AND CONFIGURATION VARY, BUT MUST CONFORM TO TRAFFIC DESIGN STANDARDS.
3. NORTH CAROLINA GENERAL STATUTE 136-44.14 REQUIRES THAT ALL STREET CURBS BEING CONSTRUCTED OR RECONSTRUCTED FOR MAINTENANCE PROCEDURES, TRAFFIC OPERATIONS, REPAIRS, CORRECTION OF UTILITIES OR ALTERED FOR ANY REASON AFTER SEPTEMBER 1, 1973 SHALL PROVIDE WHEELCHAIR RAMPS FOR THE PHYSICALLY DISABLED AT ALL INTERSECTIONS WHERE BOTH CURB AND GUTTER AND SIDEWALKS ARE PROVIDED AND AT OTHER POINTS OF PEDESTRIAN FLOW.

IN ADDITION, SECTION 228 OF THE 1973 FEDERAL AID HIGHWAY SAFETY ACT REQUIRES PROVISION OF CURB RAMPS ON ANY CURB CONSTRUCTION AFTER JULY 1, 1976 WHETHER A SIDEWALK IS PROPOSED INITIALLY OR IS PLANNED FOR A FUTURE DATE.

THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990 EXTENDS TO INDIVIDUALS WITH DISABILITIES, COMPREHENSIVE CIVIL RIGHTS PROTECTIONS SIMILIAR TO THOSE PROVIDED TO PERSONS ON THE BASIS OF RACE, SEX, NATIONAL ORIGIN AND RELIGION UNDER THE CIVIL RIGHTS ACT OF 1964. THESE CURB RAMPS HAVE BEEN DESIGNED TO COMPLY WITH THE CURRENT ADA STANDARDS.

4. PROVIDE WHEELCHAIR RAMPS AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. LOCATE WHEELCHAIR RAMPS AS DIRECTED BY THE ENGINEER WHERE EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. AFFECT PLACEMENT. WHERE TWO RAMPS ARE INSTALLED PLACE NOT LESS THAN 2 FEET OF FULL HEIGHT CURB BETWEEN THE RAMPS. PLACE DUAL RAMPS AS NEAR PERPENDICULAR TO THE TRAVEL LANE BEING CROSSED AS POSSIBLE.
5. DO NOT EXCEED 0.08 (12:1) SLOPE ON THE WHEELCHAIR RAMP IN RELATIONSHIP TO THE GRADE OF THE STREET.
6. CONSTRUCT WHEELCHAIR RAMPS 40" (3'-4") OR GREATER FOR DUAL RAMPS AND 60" (5'-0") OR GREATER FOR DIAGONAL RAMPS.
7. USE CLASS "B" CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NON-SKID TYPE SURFACE.
8. PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE WHEELCHAIR RAMP JOINS THE CURB AND AS SHOWN ON STD. DWG. 848.01.
9. PLACE THE INSIDE PEDESTRIAN CROSSWALK LINES NO CLOSER IN THE INTERSECTION BY BISECTING THE INTERSECTION RADII, WITH ALLOWANCE OF A 4' CLEAR ZONE IN THE VEHICULAR TRAVELWAY WHEN ONE RAMP IS INSTALLED. (SEE NOTE 14)
10. COORDINATE THE CURB CUT AND THE PEDESTRIAN CROSSWALK LINES SO THE FLOOR OF THE WHEELCHAIR RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES. PLACE DIAGONAL RAMPS WITH FLARED SIDES SO 24" OF FULL HEIGHT CURB FALLS WITHIN THE CROSSWALK MARKINGS ON EACH SIDE OF THE FLARES.
11. CONSTRUCT THE PEDESTRIAN CROSSWALK A MINIMUM OF 6 FEET. A CROSSWALK WIDTH OF 10 FEET OR GREATER IS DESIRABLE.
12. USE STOP LINES, NORMALLY PERPENDICULAR TO THE LANE LINES, WHERE IT IS IMPORTANT TO INDICATE THE POINT BEHIND WHICH VEHICLES ARE REQUIRED TO STOP IN COMPLIANCE WITH A TRAFFIC SIGNAL, STOP SIGN OR OTHER LEGAL REQUIREMENT. AN UNUSUAL APPROACH SKEW MAY REQUIRE THE PLACEMENT OF THE STOP LINE TO BE PARALLEL TO THE INTERSECTING ROADWAY.
13. TERMINATE PARKING A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.
14. PLACE ALL PAVEMENT MARKINGS IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION AND THE NORTH CAROLINA SUPPLEMENT TO THE MUTCD.

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

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

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

ENGLISH DETAIL DRAWING FOR
WHEELCHAIR RAMP
EXISTING CURB AND GUTTER

PROJECT NO. 7CR.10411.30, 7CR.20411.30	SHEET NO. 13	TOTAL NO. 15
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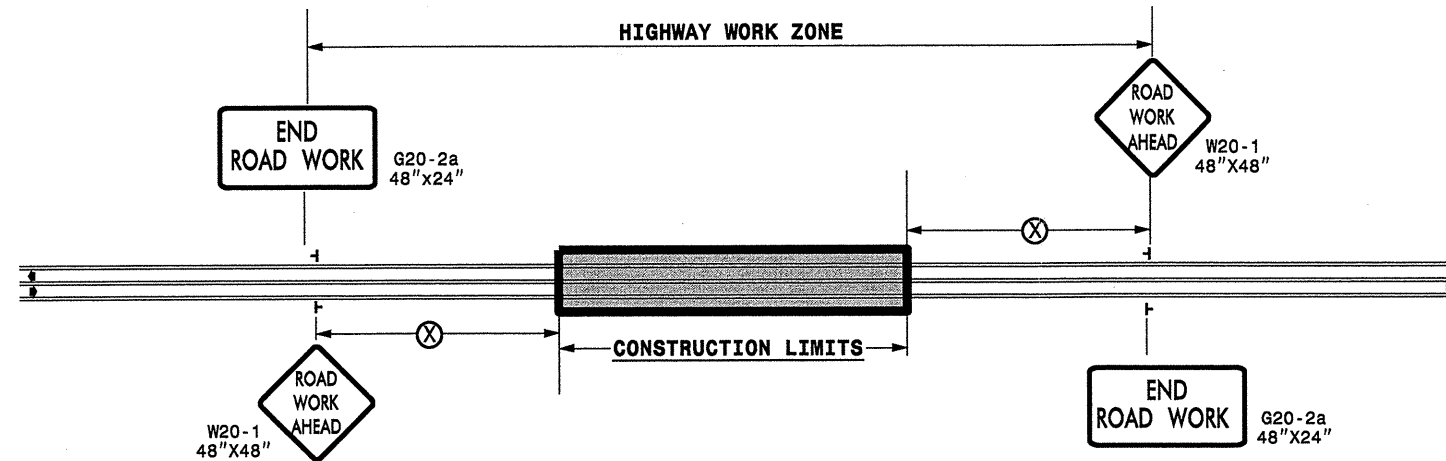
SUMMARY OF QUANTITIES

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE	MILLING ASPHALT PAVEMENT, 4 1/2" DEPTH	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH	MILLING ASPHALT PAVEMENT, 0-1 1/2" DEPTH	MILLING ASPHALT PAVEMENT, 0 - 1 1/4" DEPTH	INCIDENTAL MILLING	INTER-MEDIATE COURSE, I19.0B	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	SURFACE COURSE, SF9.5A	PG 64-22 PLANT MIX	AST MAT COAT 78M	GENERIC PAVING ITEM (3" PATCHING OF EXISTING PAVEMENT)	GENERIC PAVING ITEM (7" PATCHING OF EXISTING PAVEMENT)	RETRO-FITTING EXISTING WHEEL- CHAIR RAMPS	ADJ. OF MAN-HOLES	ADJ. OF METER OR VALVE BOX	PORTABLE LIGHTING	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAW CUT	LEAD-IN CABLE (14-2)							
NO		NO			NO		MI	FT	TONS	SY	SY	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	SY	TON	TON	EA	EA	EA	LS	EA	LF	LF							
7CR.10411.30	Guilford	1	US 220 (BATTLEGROUND AVE)	FROM NON-SYSTEM (CONE BLVD) TO SR 2254 (WENDOVER AVE)	1	NO	0.03	61-65		546	563			94				140	13		50	14	1	3		1.00	2	269	2,700							
					2	NO	0.066	65-70		1,007	1,626						174				218	22				1	2									
					2	NO	0.424	65		6,467	9,701						1,117				1,776	168				7	20	13		4	519	1,125				
					3	NO	0.396	65			16,054										1,488	97				9	7	7		2	519	1,535				
					4	NO	0.009	62			327										27	2														
					3	NO	0.016	65			610										50	3									1	249	3,500			
					3	NO	0.037	65-75			1,520										126	8														
					4	NO	0.006	72-75			130										22	1														
					4	NO	0.008	72-74			174										28	2														
					4	NO	0.01	73			217										35	2														
					3	NO	0.061	49-75			1,109										183	12														
					4	NO	0.065	49-53			1,411										230	15														
					4	NO	0.045	62-79			950										155	10														
					3	NO	0.137	65			2,652										472	31														
					3	NO	0.017	60-65			319										112	7					2	5	3		3	432	1,800			
					3	NO	0.048	60			845										140	9					3	2	1							
					3	NO	0.009	54-60			153										25	2						2	1							
					3	NO	0.061	52-54			966										157	10						2	1							
					3	NO	0.115	52			1,754										290	19						2	4	2	4	479	3,240			
					3	NO	0.029	52-65			510										83	5														
					3	NO	0.045	65-68			898										146	10														
					4	NO	0.031	61-81			655										107	7														
					3	NO	0.015	85-89			387										63	4														
					5	NO	0.027	79-84			649										107	7					2	1				6	1,034	2,240		
					5	NO	0.019	72-79			1,069										90	6														
					5	NO	0.046	72			1,943										161	10														
					6	NO	0.047	38			1,048										87	6														
					6	NO	0.042	30-38			818										69	5														
					TOTAL FOR MAP NO. 1							1.861			8,020	49,058			1,385		6,587	493			50	14	29	55	32	1.00	22	3,501	16,140			
					2	ON RAMP (MILL ST)	ON RAMP FROM US 220 (BATTLEGROUND AVE) TO NON-SYSTEM (WESTOVER TER)	3	NO	0.023	26-133										1,080															
		3	NO	0.195				26											2,974																	
		TOTAL FOR MAP NO. 2							0.223								156					6	0													
		3	OFF RAMP A	OFF RAMP FROM SR 2254 EB (WENDOVER AVE) TO US 220 (BATTLEGROUND AVE)	3	NO	0.136	12-25												126	8															
					TOTAL FOR MAP NO. 3							0.136							1,516				0	0												
		4	ON RAMP B	ON RAMP FROM US 220 (BATTLEGROUND AVE) TO SR 2254 EB (WENDOVER AVE)	3	NO	0.102	18-21												126	8															
					3	NO	0.011	12-18												97																
		TOTAL FOR MAP NO. 4							0.113								1,294				107	7														
		5	OFF RAMP C	OFF RAMP FROM SR 2254 WB (WENDOVER AVE) TO US 220 (BATTLEGROUND AVE)	3	NO	0.022	30												32	2															
					3	NO	0.116	36												2,450																
		TOTAL FOR MAP NO. 5							0.138								387			218	14		0	0												
		6	ON RAMP	ON RAMP FROM US 220 SB TO I-85 BUS SB	7	NO	0.052	25-27		29								124					31	48												
					8	NO	0.021	25-29											48																	
					8	NO	0.123	25											256																	
		TOTAL FOR MAP NO. 6							0.196	29			214			428				25		31	48													
		7	ON RAMP	ON RAMP FROM NC 68 TO I-40 WB	9	NO	0.007	74-118		18								33	60																	
					9	NO	0.014	36-74											38																	
					9	NO	0.024	36											43																	
					9	NO	0.079	28-36										267		125																
		TOTAL FOR MAP NO. 7							0.124	18					267		239	60			19		21	12												
		8	ON RAMP	ON RAMP FROM NC 68 TO I-40 EB	9	NO	0.102	21										106																		
10	NO				0.04	21											42																			
TOTAL FOR MAP NO. 8							0.142						175		148				8		33	0														
9	OFF RAMP	OFF RAMP FROM I-40 EB TO NC 68	9	NO	0.021	24-29		20								28																				
			9	NO	0.045	29											65																			
			9	NO	0.011	29-30											16																			
			11	NO	0.029	30-32											44																			
			11	NO	0.056	32-53											119																			
TOTAL FOR MAP NO. 9							0.186	20					225		335					7	0															
TOTAL FOR PROJ NO. 7CR.10411.30							3.119	67		8,020	61,047	826		667	1,385	1,150	60	7,387	618			148	74	29	63	36	1.00	22	3,501	16,140						

SUMMARY OF QUANTITIES

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	LENGTH	WIDTH	INCIDENTAL STONE BASE	MILLING ASPHALT PAVEMENT, 4 1/2" DEPTH	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH	MILLING ASPHALT PAVEMENT, 0-1 1/2" DEPTH	MILLING ASPHALT PAVEMENT, 0-1 1/4" DEPTH	INCIDENTAL MILLING	INTERMEDIATE COURSE, 1 1/2" OR TONS	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	SURFACE COURSE, SF9.5A	PG 64-22 PLANT MIX	AST MAT COAT 78M	GENERIC PAVING ITEM (3" PATCHING OF EXISTING PAVEMENT) TON	GENERIC PAVING ITEM (7" PATCHING OF EXISTING PAVEMENT) TON	RETROFITTING EXISTING WHEELCHAIR RAMPS	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	PORTABLE LIGHTING	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAW CUT	LEAD-IN CABLE (14-2)						
NO		NO			NO		MI	FT	TONS	SY	SY	SY	SY	SY	TONS	TONS	TONS	TONS	SY	TONS	TONS	EA	EA	LS	EA	LF	LF								
7CR.20411.30	Guilford	10	SR 1993 (MAIN ST)	FROM SR 1980 (OLD PLANK RD) TO SR 1896 (HARTLEY DR)	12	NO	0.01	82			323					27					70	50													
					13	NO	0.014	102			838								70					4											
					14	NO	0.014	71-74			600								50					3											
					15	NO	0.014	83			682								57					3											
					15	NO	0.04	71-83			1,807								152					9											
					12	NO	0.034	71			1,416								119					7											
					12	NO	0.057	56-71			2,140								180					11											
					12	NO	0.045	56			1,478								124					7											
					12	NO	0.04	56-68			1,455								122					7											
					12	NO	0.019	68			758								64					4											
					12	NO	0.011	68-98			536								45					3											
					16	NO	0.027	98			1,552								211					13											
					17	NO	0.051	72			2,154								181					11											
					16	NO	0.073	76			3,255								274					16			2								
					16	NO	0.062	65-76			2,583								217					13											
					16	NO	0.252	65			9,610								809					49											
					16	NO	0.02	65-84			880								74					4			4	2							
					16	NO	0.069	84-89			3,522								296					18											
					16	NO	0.028	89			1,462								123					7											
					17	NO	0.128	83			6,233								524					31											
					16	NO	0.023	88			1,187								100					6											
					17	NO	0.044	83			2,143								180					11											
					17	NO	0.006	73-83			275								23					1											
					16	NO	0.011	88			568								46					3											
					TOTAL FOR MAP NO. 10					16	NO	1.092				47,457				4,070				243		70	50								
		TOTAL FOR MAP NO. 11					18	NO	0.011	21-122	36				90					32	2	465	297	43		15	16		4	4,985	1,500				
		TOTAL FOR MAP NO. 12					18	NO	0.238	21										203	13	2,932													
		TOTAL FOR MAP NO. 13					19	NO	0.011	21-28										11	1	161													
		TOTAL FOR MAP NO. 14					20	NO	0.131	28				538						148	10	2,152				1									
		TOTAL FOR MAP NO. 15					18	NO	0.018	28-38				148						320	2	349													
		TOTAL FOR MAP NO. 16					18	NO	0.039	35				320						55	4	801													
		TOTAL FOR MAP NO. 17					18	NO	0.024	35-175				197						102	7	1,478								2	621				
		TOTAL FOR MAP NO. 18					18	NO	0.472		36			1,293						575	39	8,338	297	43		1			2	621					
		TOTAL FOR MAP NO. 19					18	NO	0.102	37				838						173	11	2,214				1	1								
		TOTAL FOR MAP NO. 20					20	NO	0.009	37-65				37						19	1	269				1	1								
		TOTAL FOR MAP NO. 21					19	NO	0.006	65										16	1	229													
		TOTAL FOR MAP NO. 22					3	NO	0.117						875					208	13	2,712	0	0		2	2								
		TOTAL FOR MAP NO. 23					3	NO	0.009	40-90	116			343						28	2		23		53				1	404					
		TOTAL FOR MAP NO. 24					21	NO	0.035	40				821						68	4														
		TOTAL FOR MAP NO. 25					21	NO	0.07	25-40				1,355						112	7														
		TOTAL FOR MAP NO. 26					21	NO	0.16	25				2,347						195	13														
		TOTAL FOR MAP NO. 27					21	NO	0.02	22-25				282						23	2														
		TOTAL FOR MAP NO. 28					21	NO	0.298	22				3,846						319	21														
		TOTAL FOR MAP NO. 29					21	NO	0.098	22-28				1,437						119	8														
		TOTAL FOR MAP NO. 30					22	NO	0.013	26-28				206						17	1														
TOTAL FOR MAP NO. 31					22	NO	0.012	28-32				211						17	1																
TOTAL FOR MAP NO. 32					3	NO	0.048	32				901						75	5																
TOTAL FOR PROJ NO. 7CR.20411.30							2.444		152	116		11,749		2,168		4,070		1,756	359	11,050	390	146		18	18		7	6,010	1,500						
GRAND TOTAL							5.563		219	8,020	120,253	826	2,168	667	1,385	5,220	60	9,143	977	11,050	538	220	29	81	54	1	29	9,511	17,640						

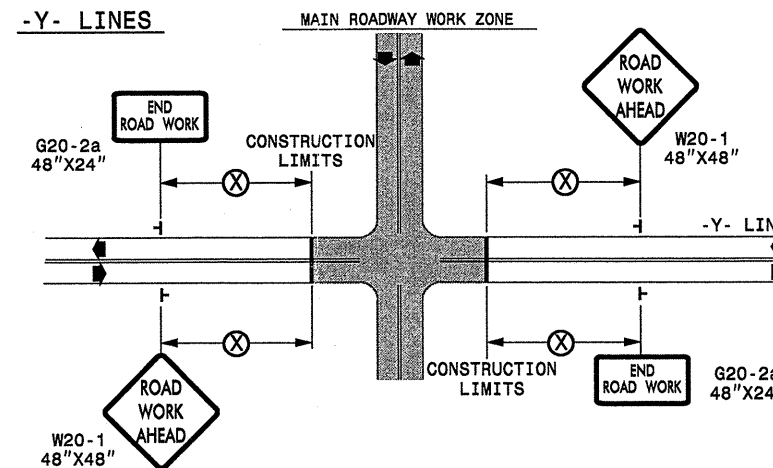
TWO-WAY UNDIVIDED ** (L-LINES)



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

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

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



GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

- ┆ STATIONARY SIGN
- ◀ DIRECTION OF TRAFFIC FLOW

DETAIL DRAWING FOR
TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

SHEET 1 OF 1

APPROVED: _____ DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS	
SEAL	SCALE: NONE	REVISIONS
	DATE:	7-98 10/01
	DESIGN BY:	10-98 03/04
	DESIGN BY:	01/01 11/04
	REVIEWED BY:	CADD FILE

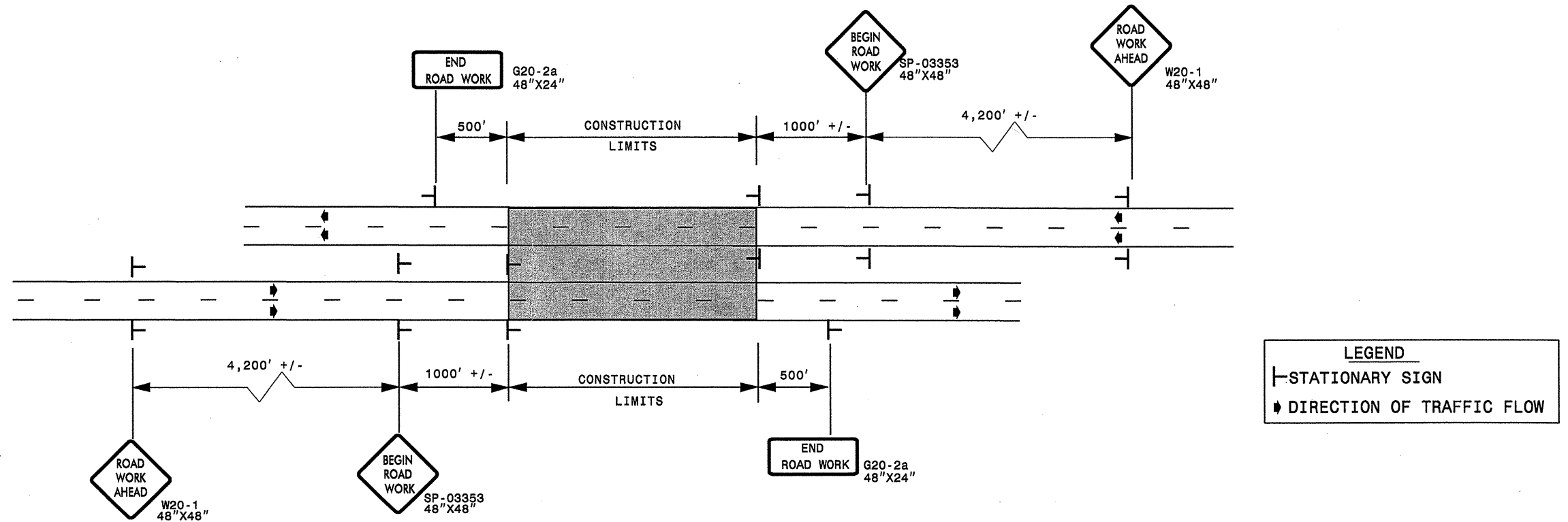
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ppschneider AT 11/21/2011 11:37

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

WBS ELEMENTS: 7CR.10411.30
AND 7CR.20411.30

PROJ. REFERENCE NO. SEE TO THE LEFT	SHEET NO. TCP-2
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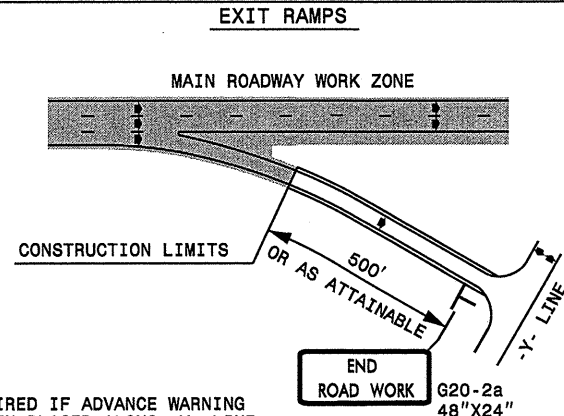
DETAIL A



LEGEND	
—	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW

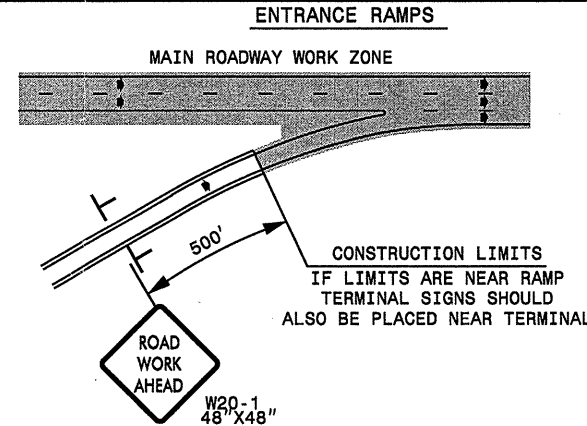
* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

DETAIL B



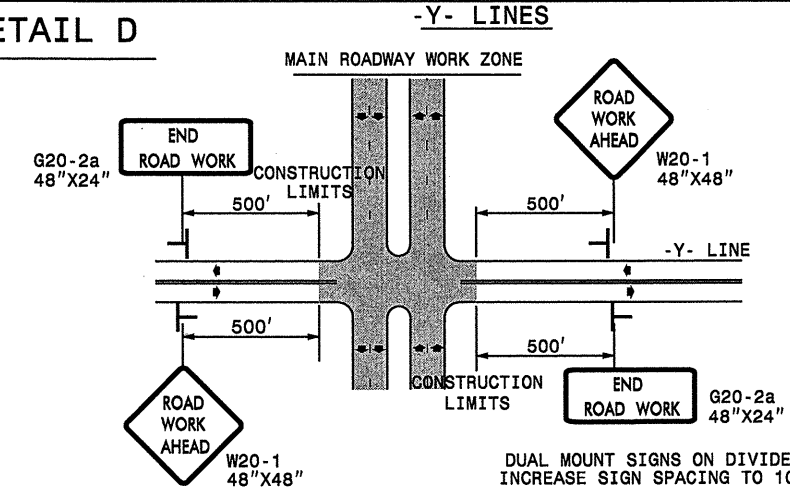
NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



CONSTRUCTION LIMITS
IF LIMITS ARE NEAR RAMP
TERMINAL SIGNS SHOULD
ALSO BE PLACED NEAR TERMINAL

DETAIL D



DUAL MOUNT SIGNS ON DIVIDED HIGHWAYS AND INCREASE SIGN SPACING TO 1000'+/-.

GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.

APPROVED: _____	DATE: _____	ADVANCED WORK ZONE WARNING SIGNS FOR FREEWAYS (4 LANES OR GREATER)	
		DATE: 8/03	03/04
DWG. BY: JI	DESIGN BY: JI		
REVIEWED BY:		<small>CADD FILE</small>	

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 bpschenbauer AT WZTC244137

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

11-08

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

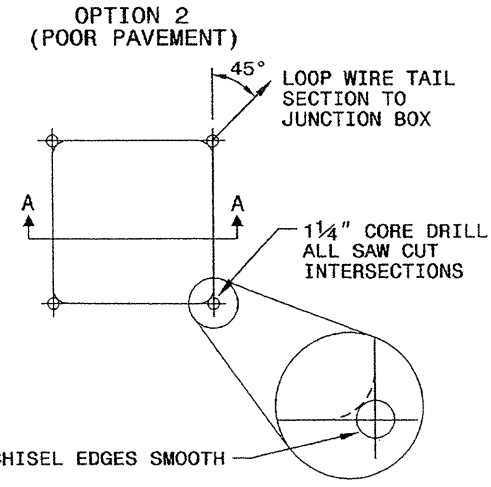
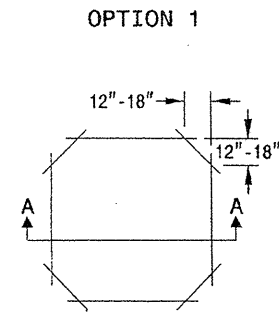
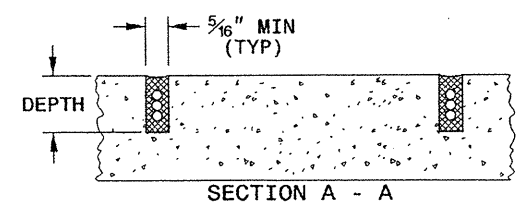
SHEET 1 OF 3
1725D01

CONVENTIONAL 4-SIDED LOOP

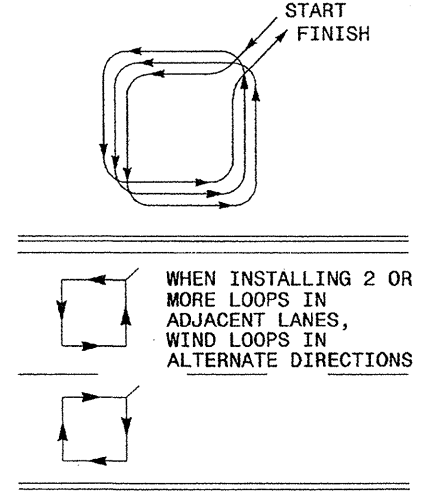
SAW CUT OPTIONS

SAW SLOT DEPTH CHART

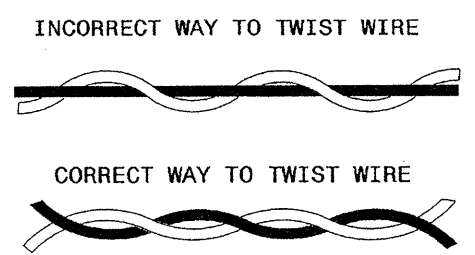
DEPTH (IN)	NO. OF WIRE TURNS					
	2	3	4	5	6	
CONCRETE	2.0	2.0	2.5	2.5	3.0	
ASPHALT	2.0	2.5	3.0	3.0	3.0	



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD

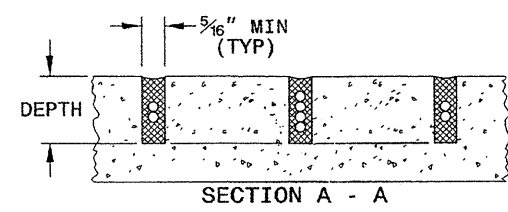
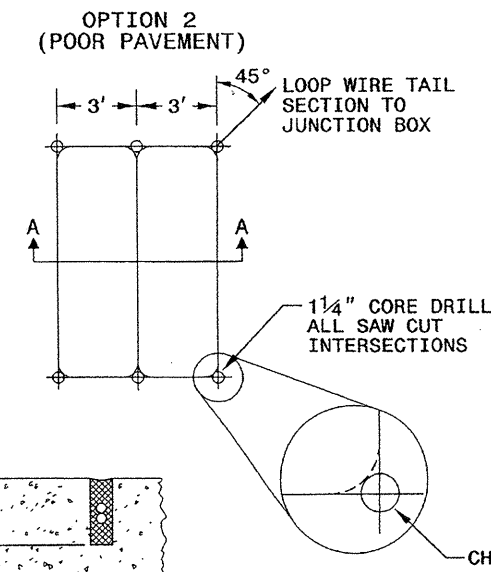
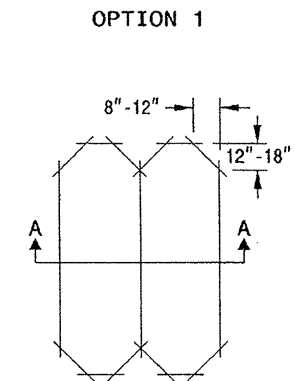


NOTES

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

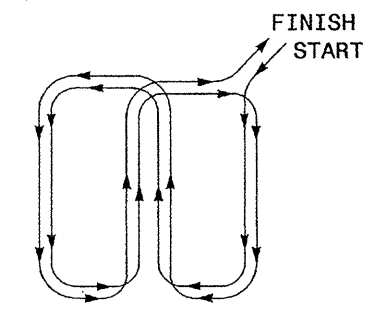
QUADRUPOLE LOOP

SAW CUT OPTIONS



DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

LOOP WINDING METHOD



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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

See Plate for Title

Prepared in the Offices of:

750 N. Greenfield Parkway
Garner, NC 27529

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Milton I. Dean 11/24/08
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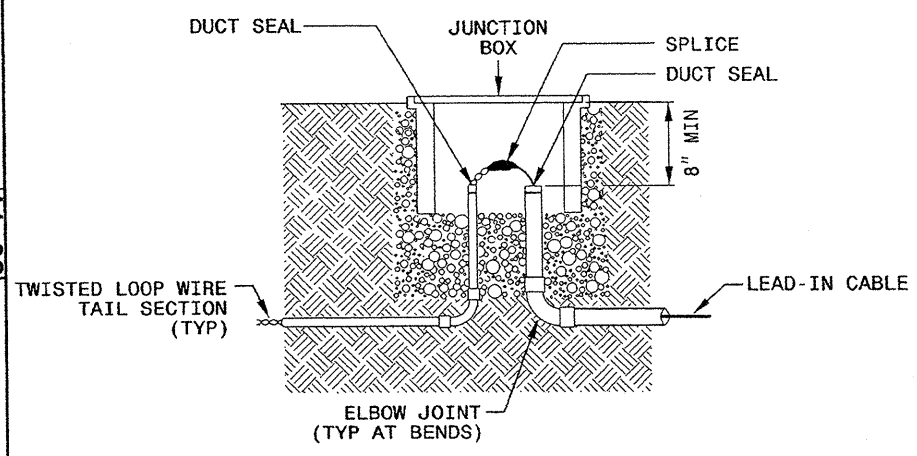
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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

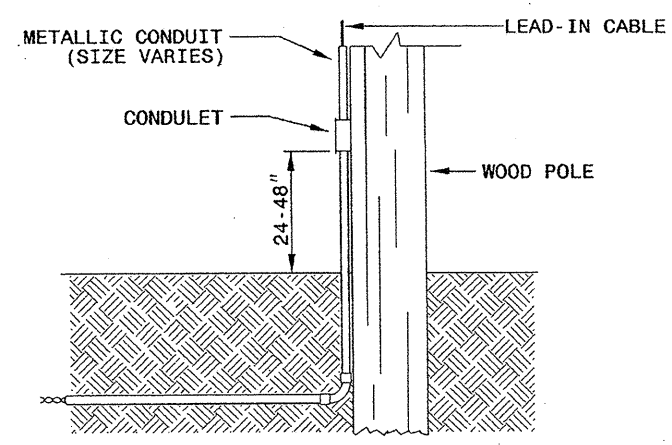
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

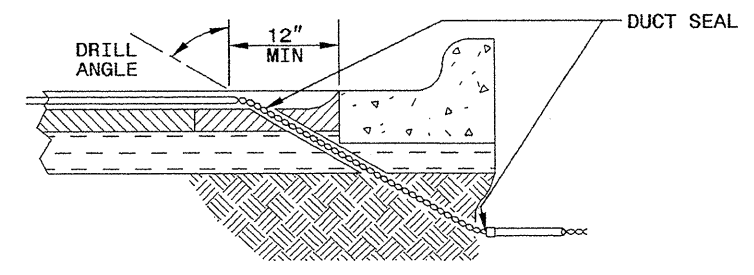


NOTE

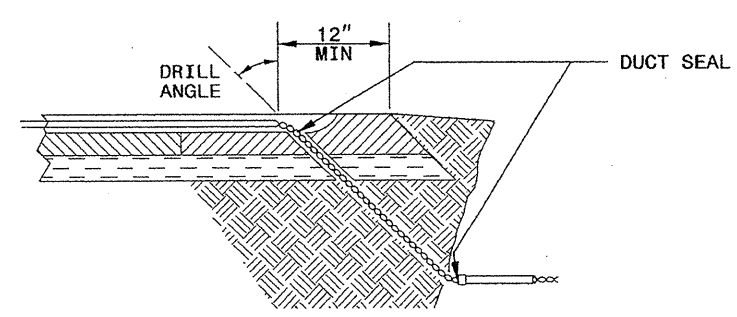
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

LOOP WIRE PAVEMENT EDGE DETAILS

LOOP WIRE AT CURB & GUTTER SECTION



LOOP WIRE AT PAVEMENT SECTION



NOTES

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 CONDUIT.
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.

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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

SHEET 2 OF 3
1725D01

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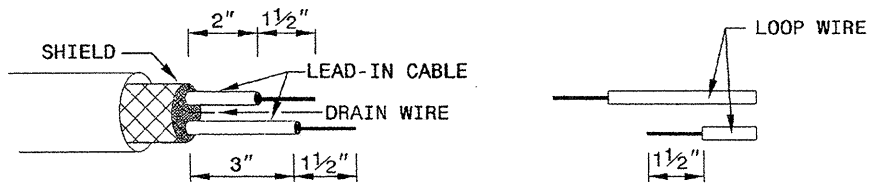
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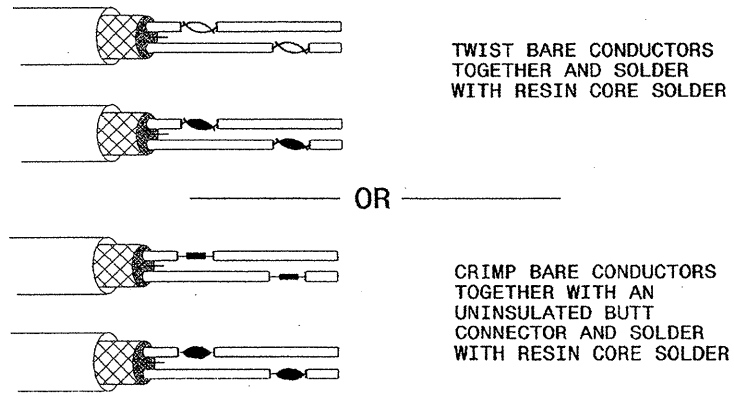
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
SPlicing FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE

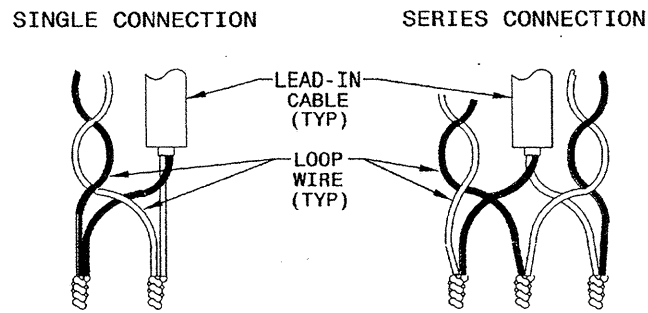


STEP 2. CONNECT AND SOLDER

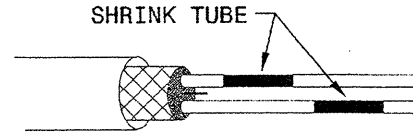


BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

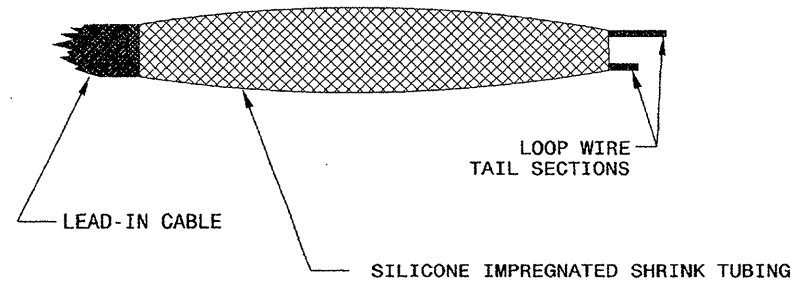
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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

SHEET 3 OF 3
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