

ROBESON COUNTY

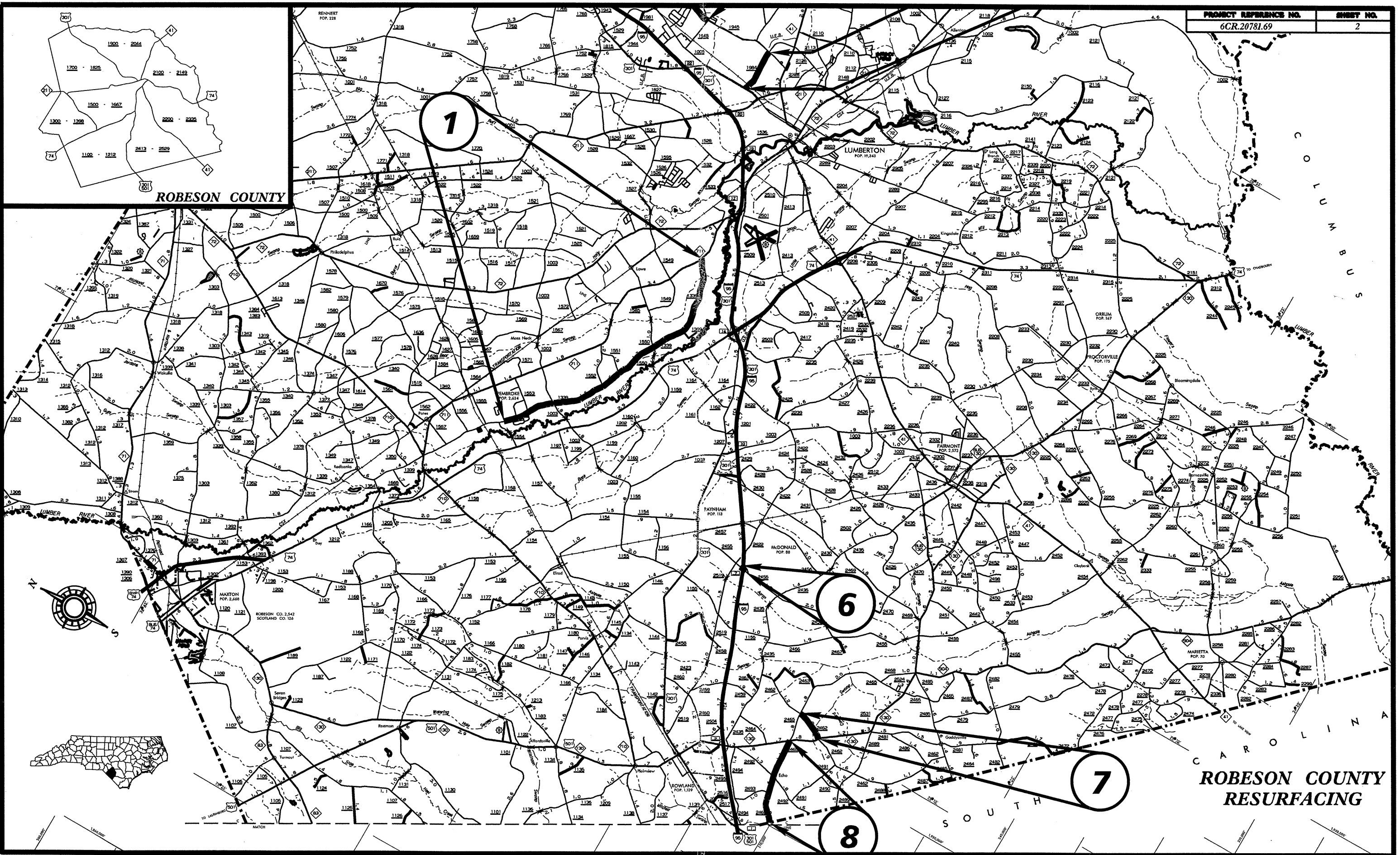
ROBESON COUNTY
RESURFACING

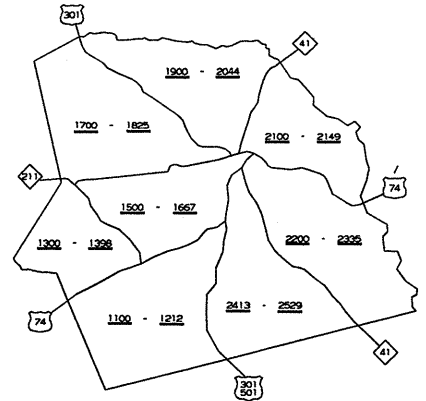
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6

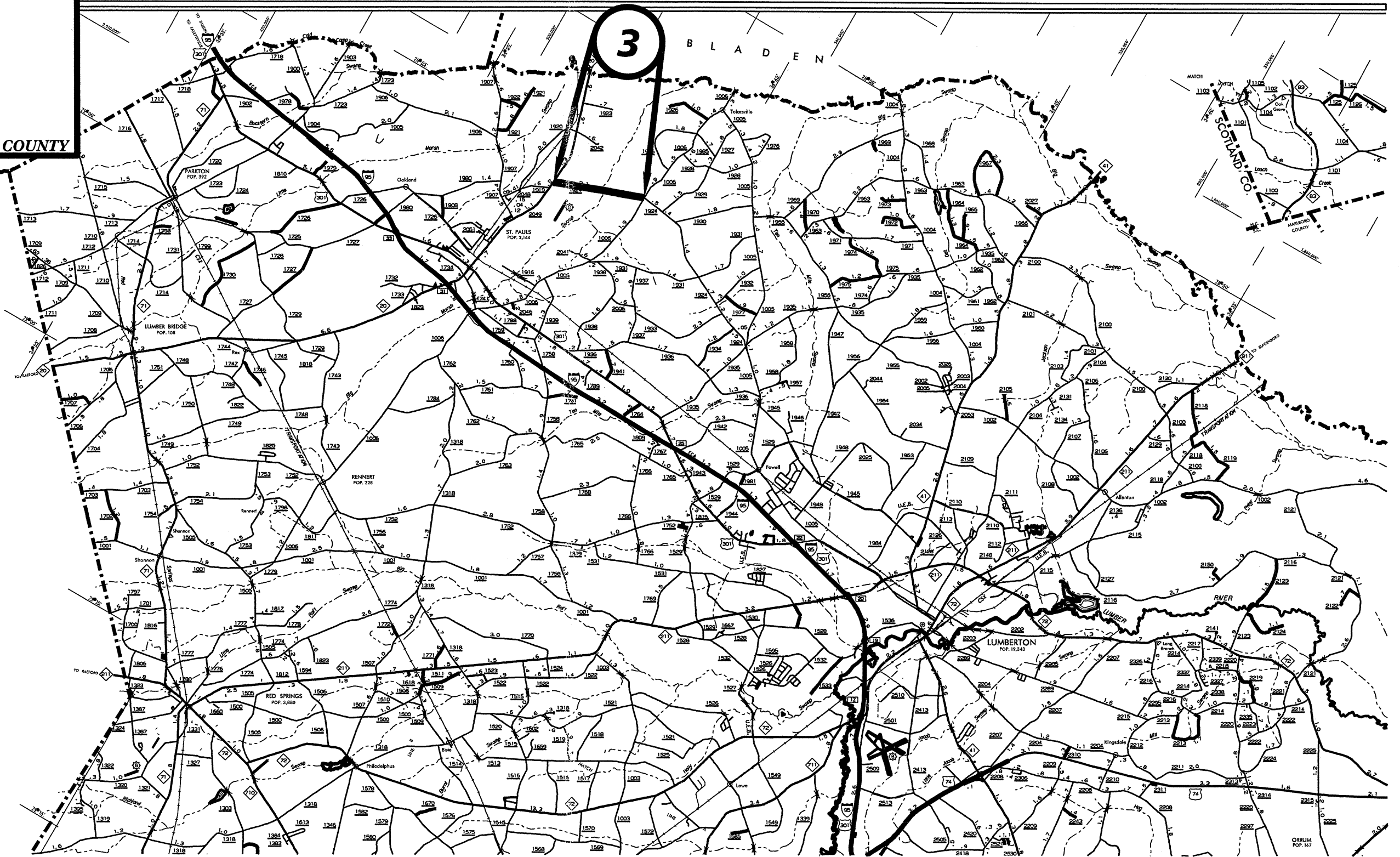
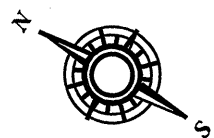
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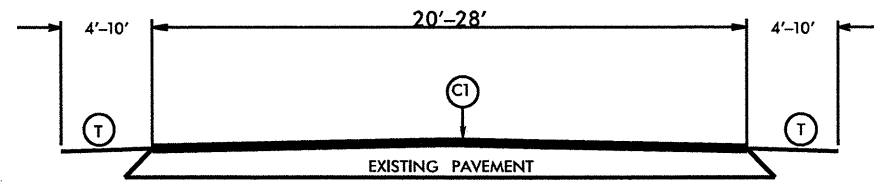




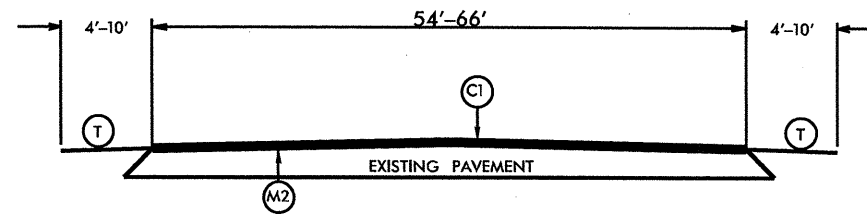
ROBESON COUNTY



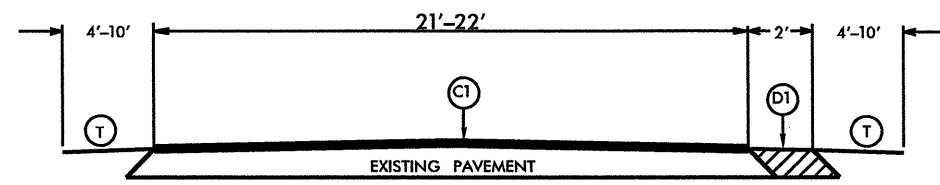
ROBESON COUNTY
RESURFACING



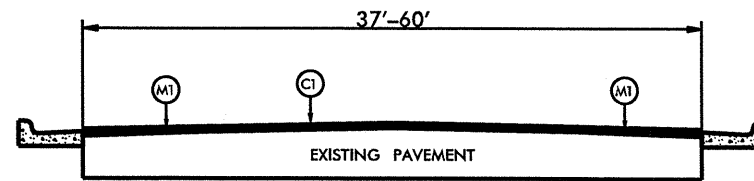
TYPICAL SECTION NO. 1



TYPICAL SECTION NO. 3

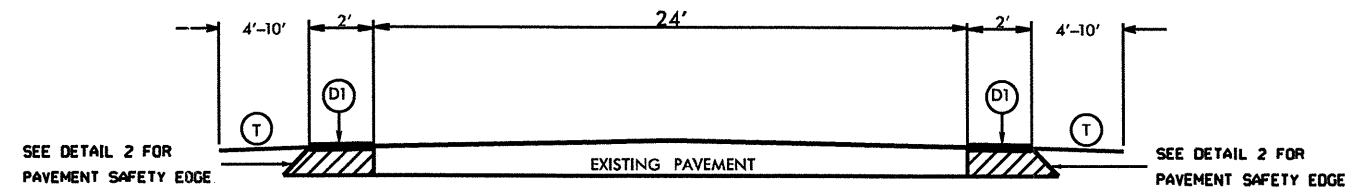


TYPICAL SECTION NO. 2



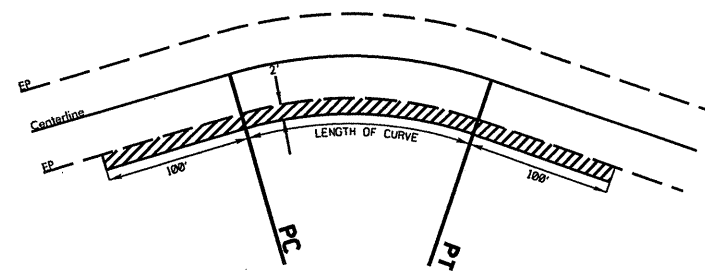
TYPICAL SECTION NO. 4

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 138 LBS. PER SQ. YD.
D1	PROP. APPROX. 5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
M1	MILLING BITUMINOUS PAVEMENT. 0-1¼" DEPTH. 8' WIDTH.
M2	MILLING BITUMINOUS PAVEMENT. 1¼" DEPTH. FULL WIDTH.
T	SHOULDER RECONSTRUCTION. TO BE COMPLETED BY STATE FORCES.



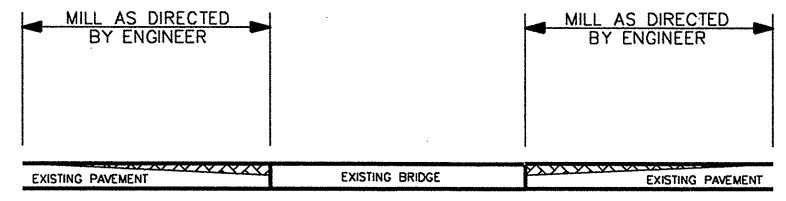
TYPICAL SECTION NO. 5
PROJECT: 42939.1.1

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE



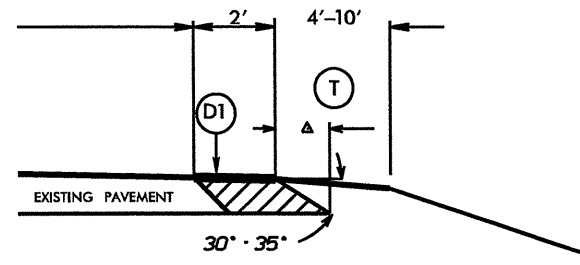
DETAIL 1
INSIDE CURVE WIDENING

NOTE: 2 Ft. widening of inside radius of curves, as directed by the Engineer



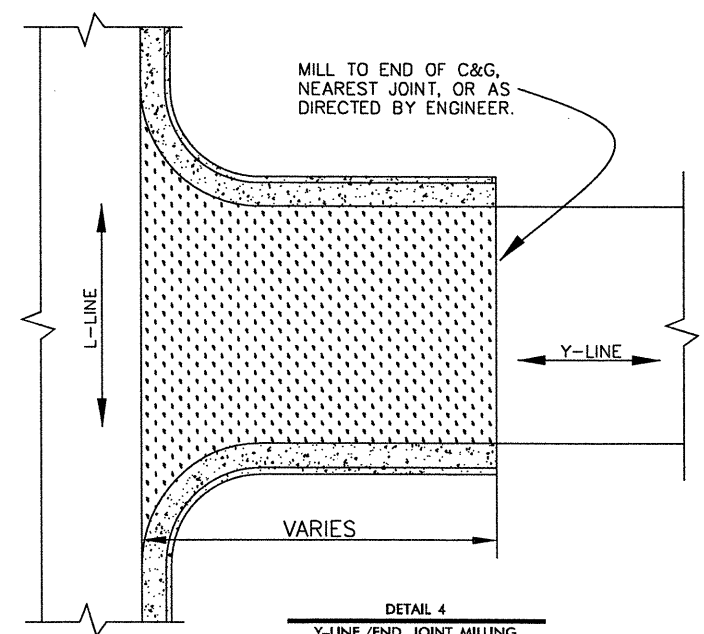
DETAIL 3
MILLING APPROACHES

NOTE: MILLING SHALL BE PERFORMED AT BRIDGES AND RAILROAD APPROACHES AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH DETAIL 3.



Δ SAFETY EDGE WITH A 30°-35° SLOPE AND SHOULDER MATERIAL

DETAIL 2
PAVEMENT SAFETY EDGE



NOTE: INCLUDES INCIDENTAL MILLING AT THE ENDS OF SECTIONS FOR SMOOTH TIE-INS, CURB RADII, AND STREET INTERSECTIONS, AS NEEDED, OR AS DIRECTED BY THE ENGINEER.

SUMMARY OF QUANTITIES

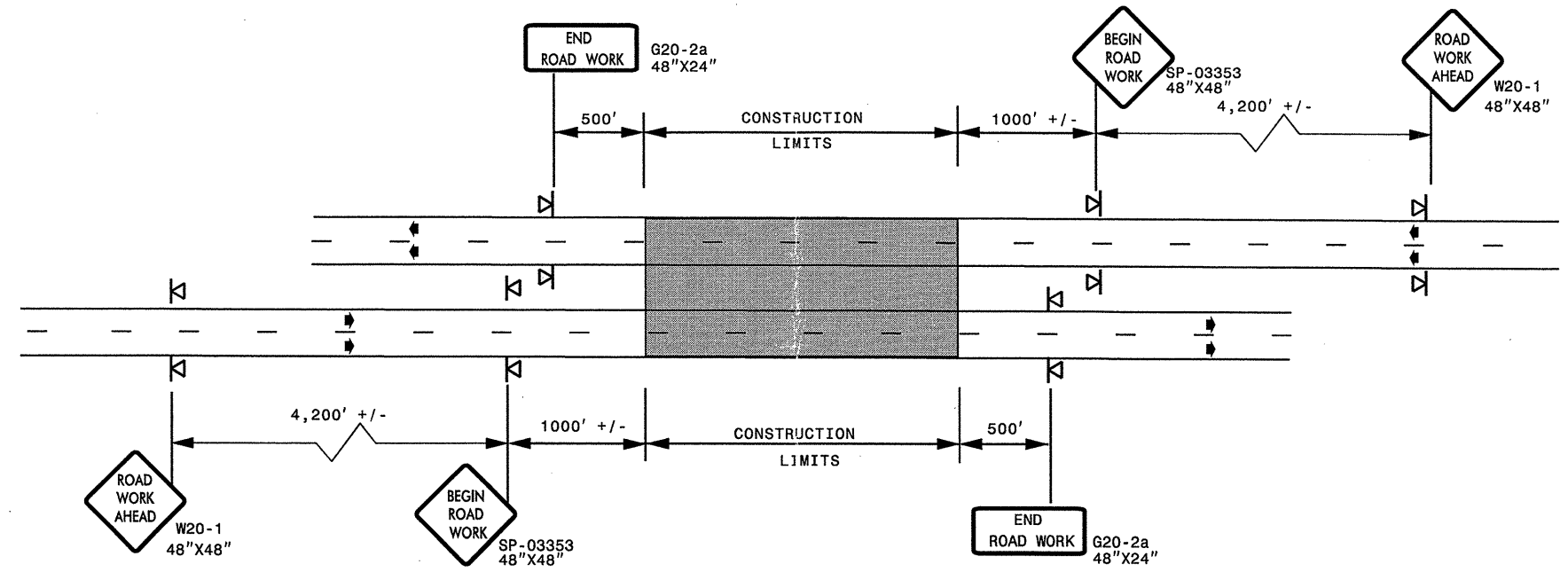
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	1.25" MILLING SY	0" TO 1.25" MILLING SY	INCIDENTAL MILLING SY	INTERMEDIATE COURSE, I19.0B TONS	SURFACE COURSE, SF9.5A TONS	PG 64-22 PLANT MIX TONS	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	PAVED TRENCHING (1 CONDUIT, 1") LF	PAVED TRENCHING (1 CONDUIT, 2") LF	UNPAVED TRENCHING (1 CONDUIT, 1") LF	UNPAVED TRENCHING (1 CONDUIT, 2") LF	JUNCTION BOX (STANDARD) EA	JUNCTION BOX (OVER-SIZED, HEAVY DUTY) EA	2" RISER WITH WEATHER-HEAD EA	INDUCTIVE LOOP SAWCUT LF	LEAD-IN CABLE (14-2) LF		
6cr.20781.69	Robeson	1	SR 1339	FROM NC 711 TO SR 1583	1	NO	7.39	26	177		493			7,830	509													
TOTAL FOR MAP NO. 1							7.39		177		493			7,830	509													
6cr.20781.69	Robeson	2	SR 1777	FROM SR 1776 TO SR 1505	1	NO	1.16	22	28					1,033	67													
TOTAL FOR MAP NO. 2							1.16		28					1,033	67													
6cr.20781.69	Robeson	4	SR 1945	FROM SR 1948 TO SR 1005	1	NO	2.35	24	56					2,335	152													
TOTAL FOR MAP NO. 4							2.35		56					2,335	152													
6cr.20781.69	Robeson	5	SR 1984	FROM SR 1997 TO SR 1945	1 & 4	NO	1.18	48	21		3,003	400		1,625	106	2	4	10	10	50	100	1	1	1	1,050	100		
TOTAL FOR MAP NO. 5							1.18		21		3,003	400		1,625	106	2	4	10	10	50	100	1	1	1	1,050	100		
6cr.20781.69	Robeson	6	SR 2455	FROM CONST JOINT SOUTH OF I-95 TO CONST JOINT NORTH OF I-95	1 & 3	NO	0.67	54	16	9,434		400		1,204	78													
TOTAL FOR MAP NO. 6							0.67		16	9,434		400		1,204	78													
6cr.20781.69	Robeson	7	SR 2462	FROM NC 130 TO SR 2465	2	NO	0.82	21	20				84	697	49													
TOTAL FOR MAP NO. 7							0.82		20					84	697	49												
6cr.20781.69	Robeson	8	SR 2465	FROM NC 130 TO SC STATE LINE	1	NO	2.37	20	57					1,919	125													
TOTAL FOR MAP NO. 8							2.37		57					1,919	125													
TOTAL FOR PROJ NO. 6cr.20781.69							15.94		375	9,434	3,496	800	84	16,643	1,086	2	4	10	10	50	100	1	1	1	1,050	100		
42939.1.1	Robeson	3	SR 1924	FROM SR 1006 TO NC 20	5	NO	2.11	24	51				1,411		66													
TOTAL FOR MAP NO. 3							2.11		51					1,411	66													
TOTAL FOR PROJ NO. 42939.1.1							2.11		51					1,411	66													
GRAND TOTAL							18.05		426	9,434	3,496	800	1,495	16,643	1,152	2	4	10	10	50	100	1	1	1	1,050	100		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	LEN GTH	WIDTH	4685000000-E	4686000000-E	4697000000-E	4705000000-E	4710000000-E	4721000000-E		4725000000-E		4810000000-E		4820000000-E		4830000000-E	4835000000-E	4840000000-N		4900000000-N			
							4" X 90 M WHITE THERMO LF	4" X 120 M WHITE THERMO LF	8" X 120 M YELLOW THERMO LF	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG SCHOOL 120 M EA	THERMO RXR 120 M EA	THERMO LT ARROW 90 M EA	THERMO RT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	8" YELLOW PAINT LF	8" WHITE PAINT LF	16" WHITE PAINT LF	24" WHITE PAINT LF	PAINT MSG RXR EA	PAINT MSG SCHOOL EA	YELLOW & YELLOW MARKERS EA	CRYSTAL & RED MARKERS EA		
6cr.20781.69	Robeson	1	SR 1339	FROM NC 711 TO SR 1583	7.39	26					80	12					16,800	14,280							550		
TOTAL FOR MAP NO. 1							7.39				80	12					16,800	14,280							550		
6cr.20781.69	Robeson	2	SR 1777	FROM SR 1776 TO SR 1505	1.16	22											30,400	26,000							100		
TOTAL FOR MAP NO. 2							1.16											30,400	26,000							100	
6cr.20781.69	Robeson	4	SR 1945	FROM SR 1948 TO SR 1005	2.35	24											92,000	46,000							264		
TOTAL FOR MAP NO. 4							2.35											92,000	46,000							264	
6cr.20781.69	Robeson	5	SR 1984	FROM SR 1997 TO SR 1945	1.18	48	13,200	13,000	80	100	200	6	4	6	6	13,200	13,000	80		100	200	4	6	78	20		
TOTAL FOR MAP NO. 5							1.18		13,200	13,000	80	100	200	6	4	6	6	13,200	13,000	80		100	200	4	6	78	20
6cr.20781.69	Robeson	6	SR 2455	FROM CONST JOINT SOUTH OF I-95 TO CONST JOINT NORTH OF I-95	0.67	54											19,000	11,000		200					33	10	
TOTAL FOR MAP NO. 6							0.67											19,000	11,000		200					33	10
6cr.20781.69	Robeson	7	SR 2462	FROM NC 130 TO SR 2465	0.82	21											18,000	17,200							55		
TOTAL FOR MAP NO. 7							0.82											18,000	17,200							55	
6cr.20781.69	Robeson	8	SR 2465	FROM NC 130 TO SC STATE LINE	2.37	20											50,000	42,500							30		
TOTAL FOR MAP NO. 8							2.37											50,000	42,500							30	
TOTAL FOR PROJ NO. 6cr.20781.69							15.9		13,200	13,000	80	100	280	18	4	6	6	239,400	169,980	80	200	100	200	4	6	1,110	30
GRAND TOTAL							18.1		13,200	13,000	80	100	280	18	4	6	6	283,464	169,980	80	200	100	200	4	6	1,660	30
TOTAL FOR PROJ NO. 42939.1.1							2.11											44,064								550	
GRAND TOTAL							18.1		13,200	13,000	80	100	280	18	4	6	6	283,464	169,980	80	200	100	200	4	6	1,660	30

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

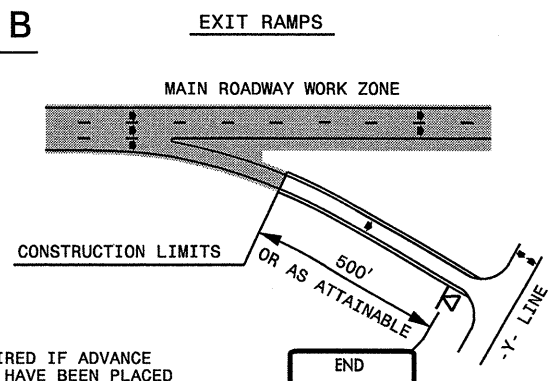
DETAIL A



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

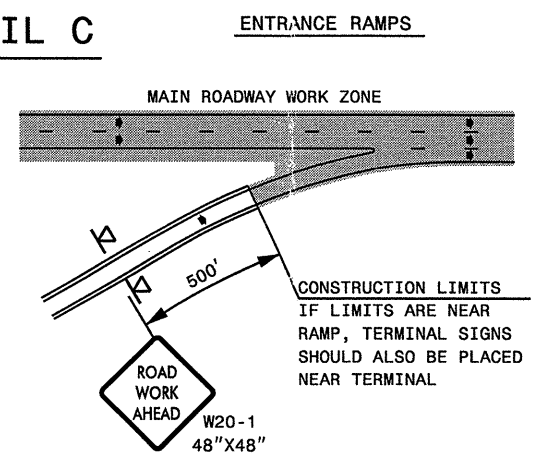
ROADWAYS INTERSECTING ALONG FREEWAY WORK ZONE (Y-LINES)

DETAIL B



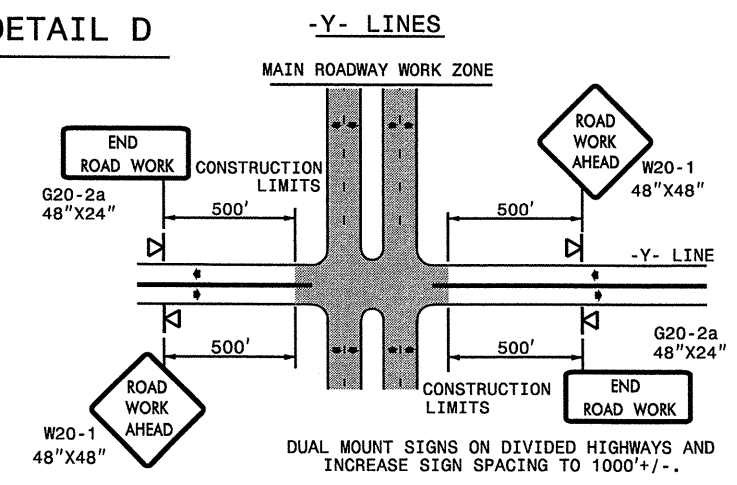
NOTE:
 SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



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

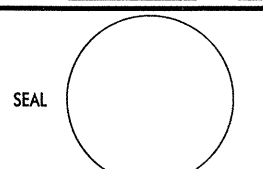

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH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

LEGEND

▣ PORTABLE SIGN

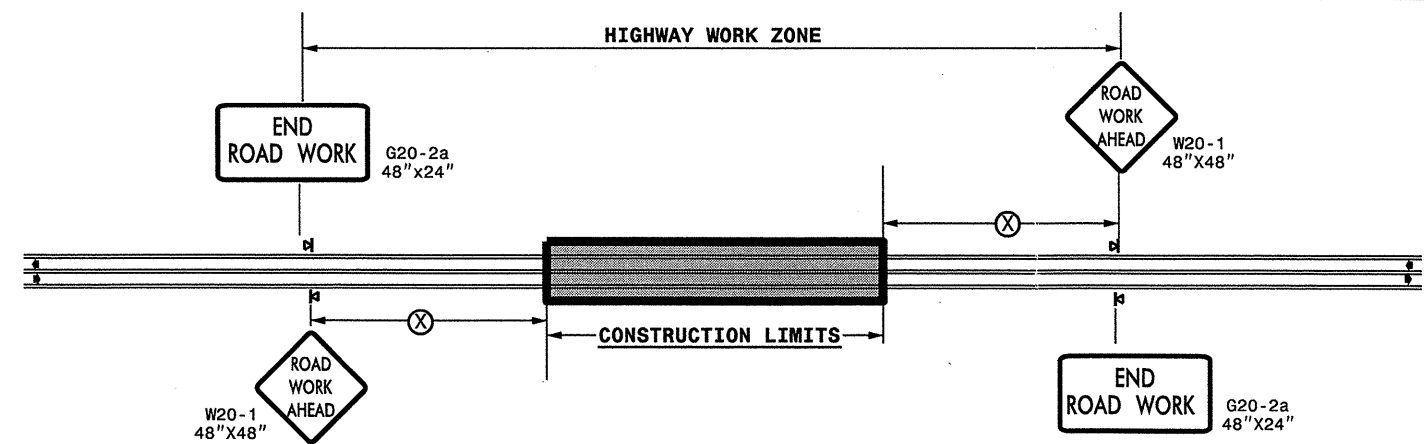
➔ DIRECTION OF TRAFFIC FLOW

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

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR FREEWAYS WORK ZONE WARNING SIGNS	
			
SCALE: NONE	DATE: 12/10	REVISIONS 7-98 10/01 10-98 03/04 01/01 11/04	
DWG. BY: _____	DESIGN BY: _____		
REVIEWED BY: _____	FILE		

21-DEC-2010 09:38
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 sdmiller1 AT WZ1248375

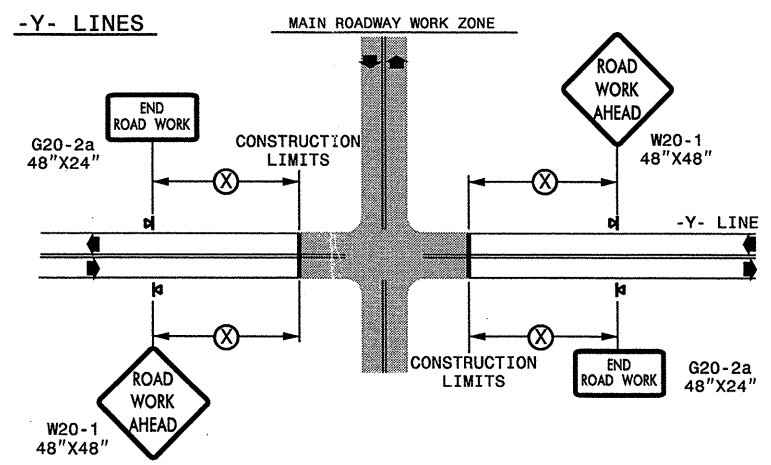
TWO-WAY UNDIVIDED ** (L-LINES)



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 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.

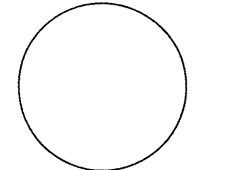

LEGEND

◀ PORTABLE SIGN

➡ DIRECTION OF TRAFFIC FLOW

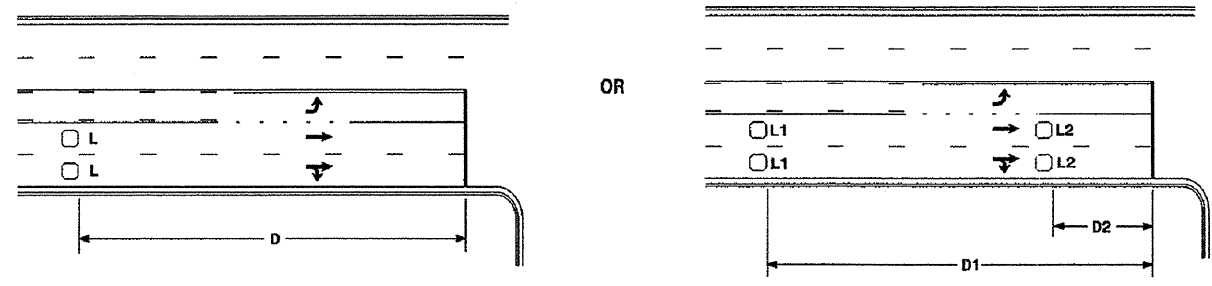
DETAIL DRAWING
FOR TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

SHEET 1 OF 1

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED ADVANCED WORK ZONE WARNING SIGNS	
			
SCALE: NONE	DATE: 12/10		REVISIONS
DWG. BY:	DESIGN BY:		
REVIEWED BY:	CHD FILE		

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 sdmiller AT WZTC246375

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



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

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

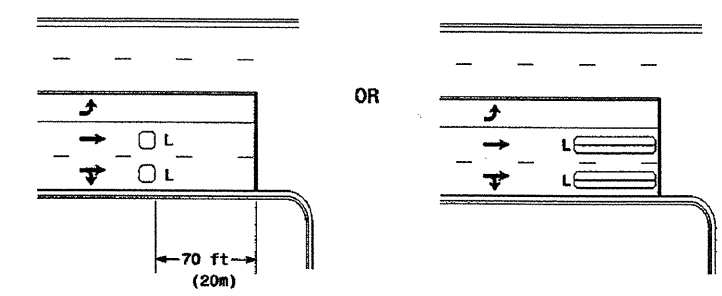
Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

Volume Density Operation

"Stretch" Operation

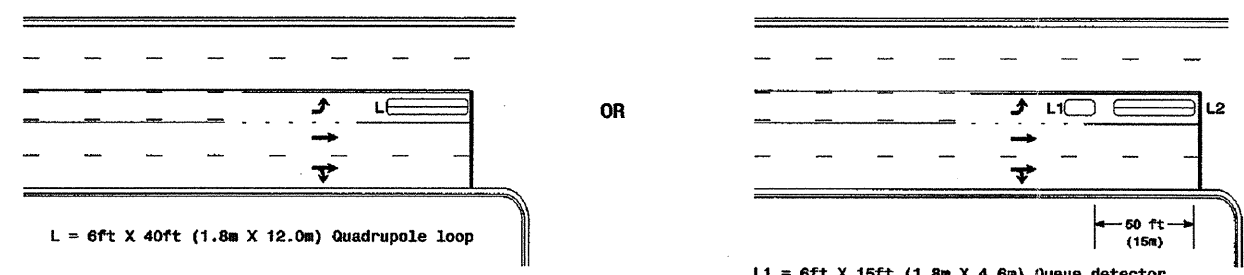
Low Speed Detection [≤35 mph (56 km/hr)]



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

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

Left Turn Lane Detection



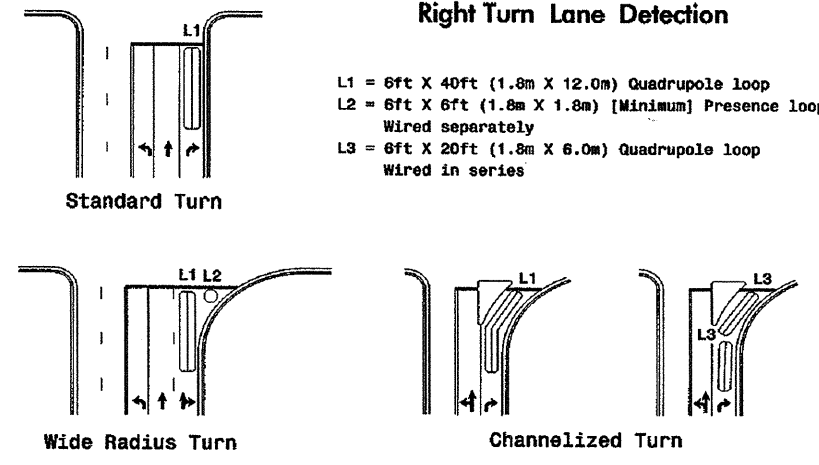
L = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

Presence Loop Detection

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

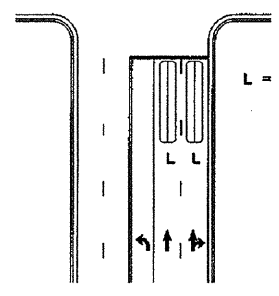
Queue Loop Detection

Right Turn Lane Detection



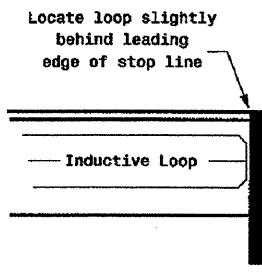
L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop
Wired separately
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop
Wired in series

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



Note:
Loop may be located in advance
of stop line when stop line is
greater than 15' (4.5m) from edge
of intersecting roadway; or, when
loop detects a permissive or
protected/permissive left turn.

Recommended Number of Turns

Single 6' X 6' (1.8m X 1.8m)
loop (wired separately):

Length of Lead-in ft (m)	Number of Turns
< 250 (75)	3
250-375 (75-115)	4
375-525 (115-160)	5
> 525 (160)	6

Quadrupole loops: Use 2-4-2 turns
6' X 15' (1.8m X 4.6m) Loops:
Lead-in < 150' (45 m), use 2 turns
Lead-in > 150' (45 m), use 3 turns

Typical Loop Locations

PLAN DATE: June 2006	REVIEWED BY:
PREPARED BY: P. L. Alexander	REVIEWED BY:
SCALE: N/A	DATE: 12/13/06

SIGNATURE: *P. L. Alexander*
DATE: 12/13/06

15-0000-008 14123 turn time/loop/cooper/06/06/06-09

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

11-08

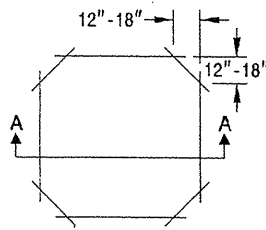
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

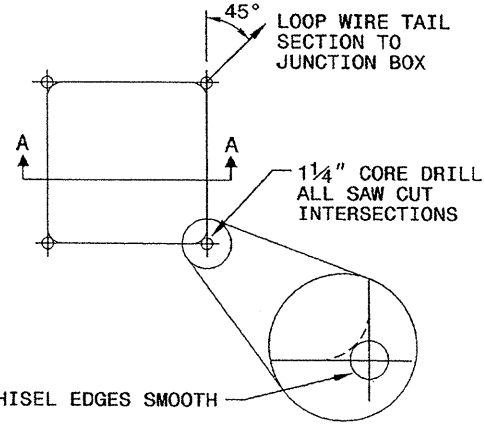
CONVENTIONAL 4-SIDED LOOP

SAW CUT OPTIONS

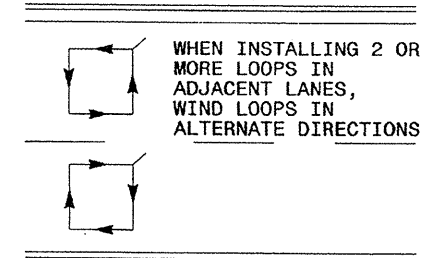
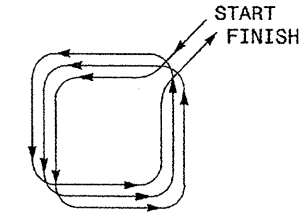
OPTION 1



OPTION 2 (POOR PAVEMENT)

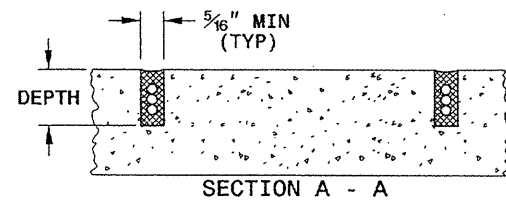


LOOP WINDING METHOD



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 WIRE TWISTING METHOD

INCORRECT WAY TO TWIST WIRE



CORRECT WAY TO TWIST WIRE



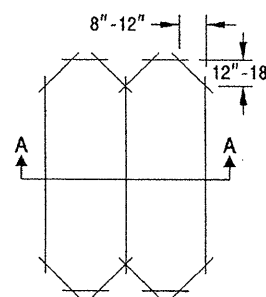
NOTES

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

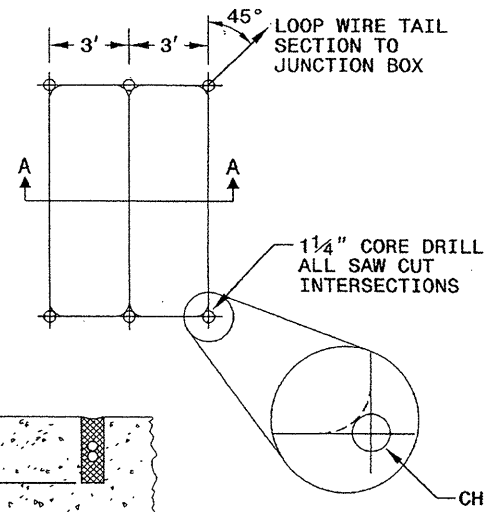
QUADRUPOLE LOOP

SAW CUT OPTIONS

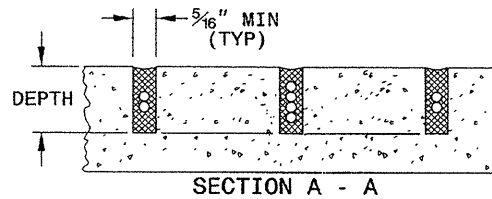
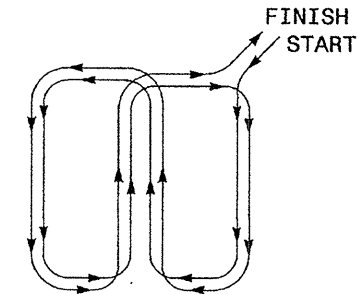
OPTION 1



OPTION 2 (POOR PAVEMENT)



LOOP WINDING METHOD



DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

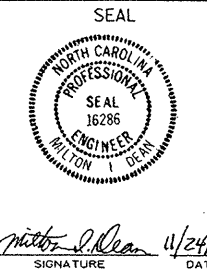
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RALEIGH, N.C.

11-08

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

See Plate for Title



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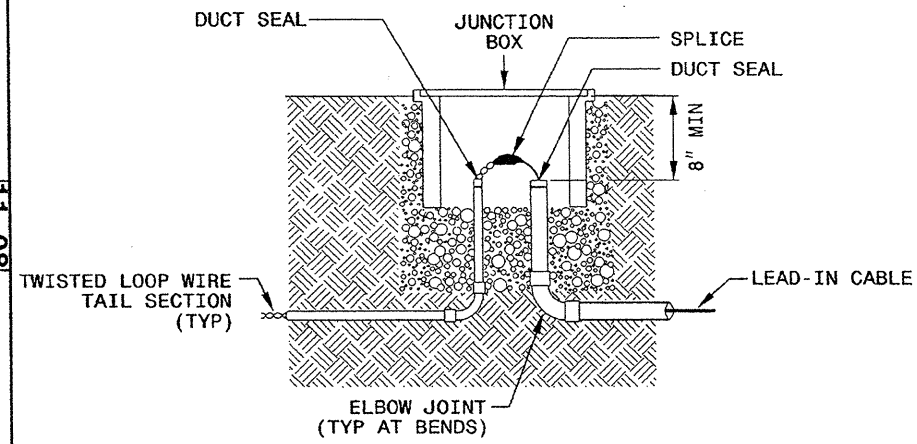
11-08

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

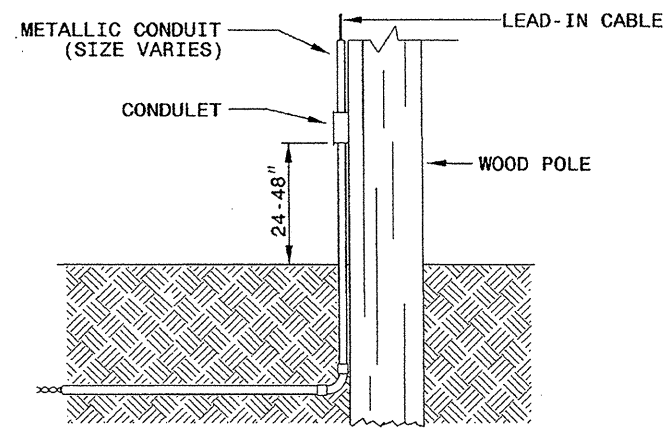
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

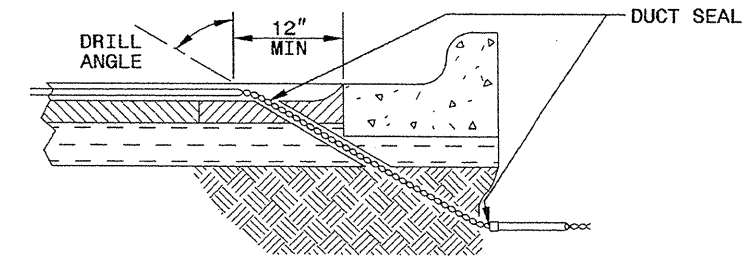


NOTE

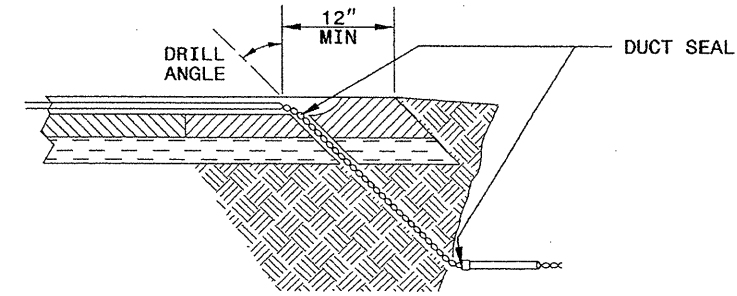
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

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

See Plate for Title



SEAL

Milton I. Dean 11/24/08
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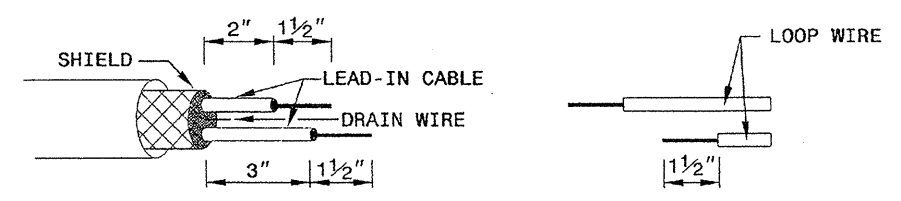
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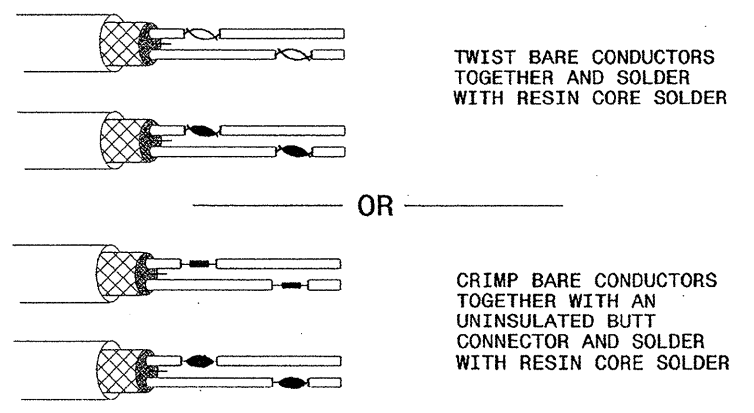
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
SPlicing FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE

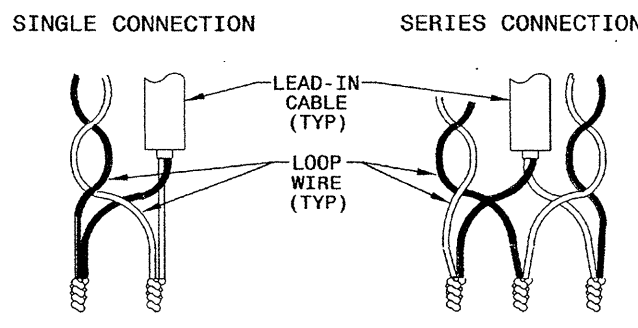


STEP 2. CONNECT AND SOLDER

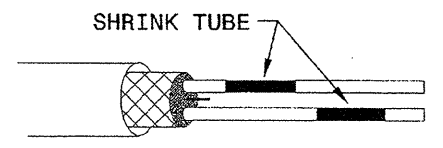


BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

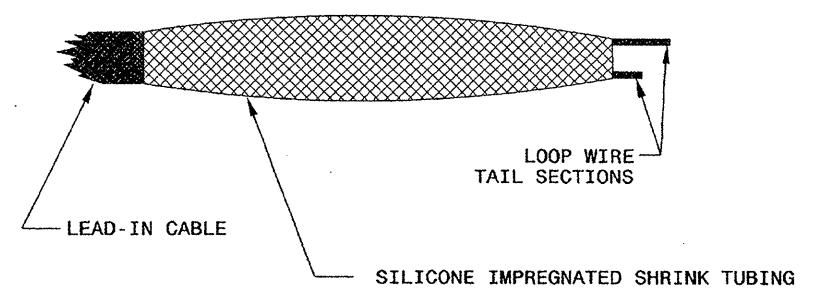
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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

SHEET 3 OF 3
1725D01

See Plate for Title

Prepared in the Offices of:

750 N. Greenfield Parkway
Garner, NC 27529

SEAL

Milton L. Dean 11/24/08
SIGNATURE DATE