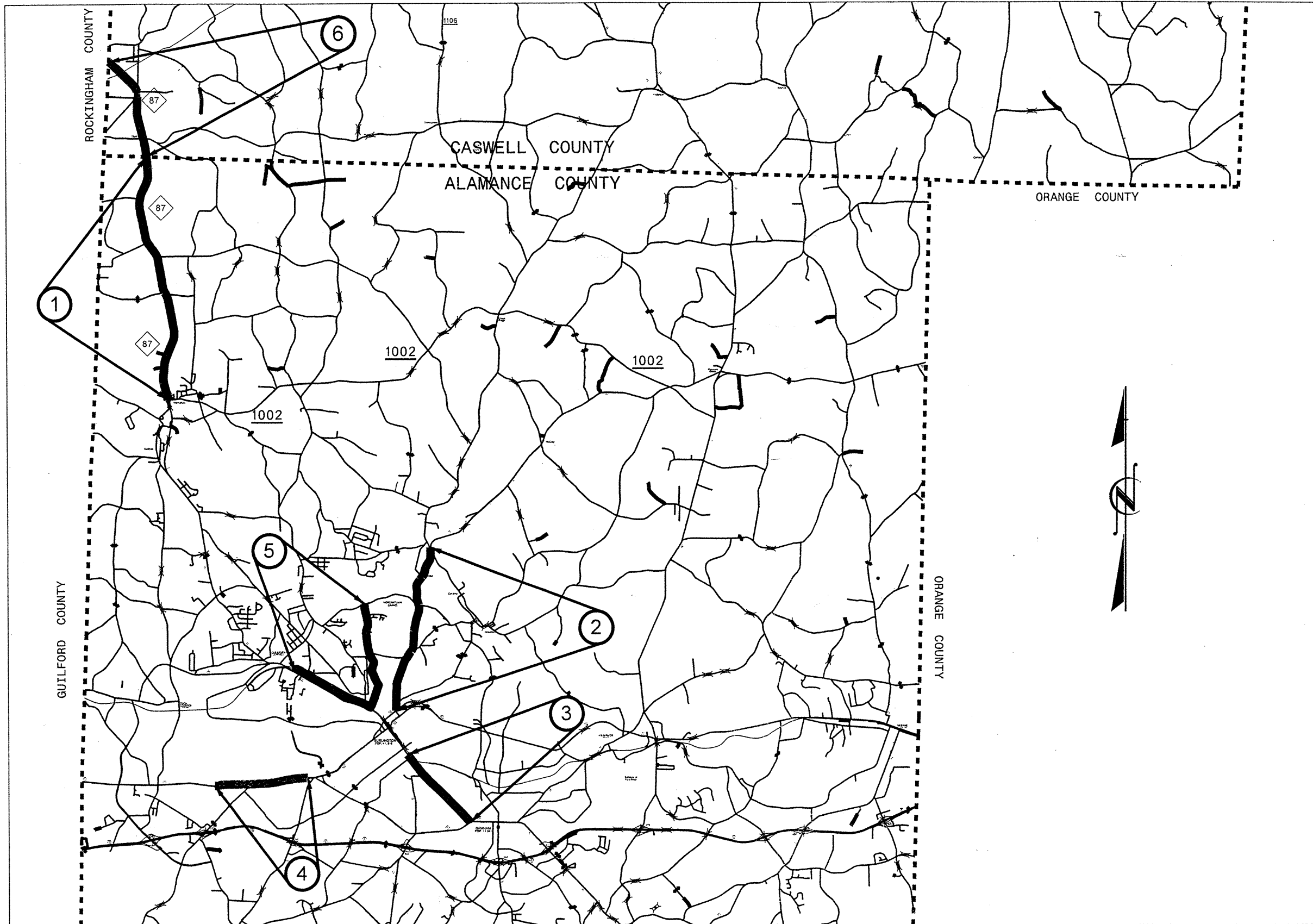


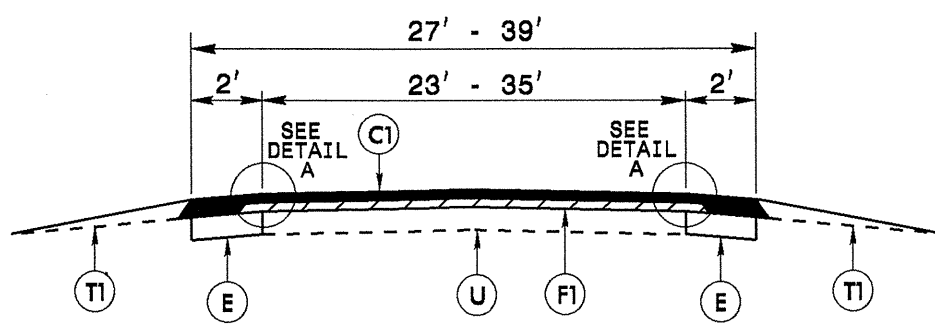
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10011.32, ECT.	1	8
F.A. PROJ. NO.			

7CR.10011.32
7CR.20011.32
7CR.10171.32

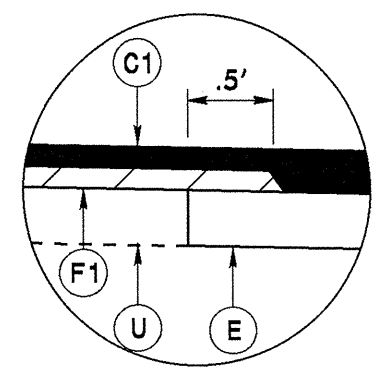


2012 ALAMANCE COUNTY AND CASWELL COUNTY

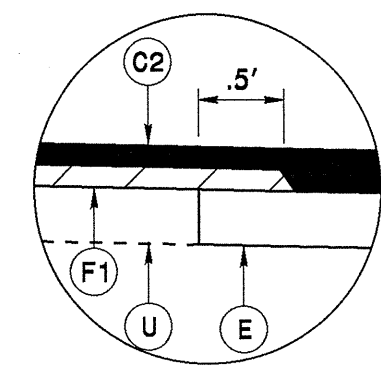
SYSTEMS
DOWN
BRIDGE



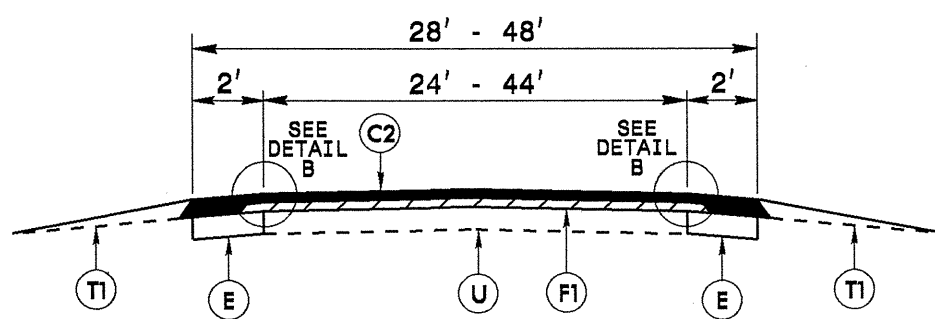
TYPICAL SECTION NO. 1
TO BE USED ON MAPS 1 AND 6



DETAIL A

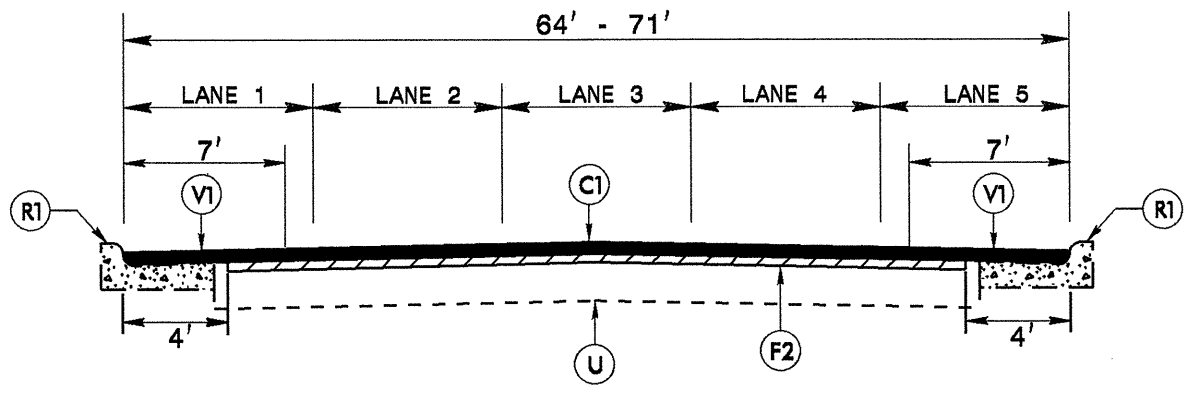


DETAIL B

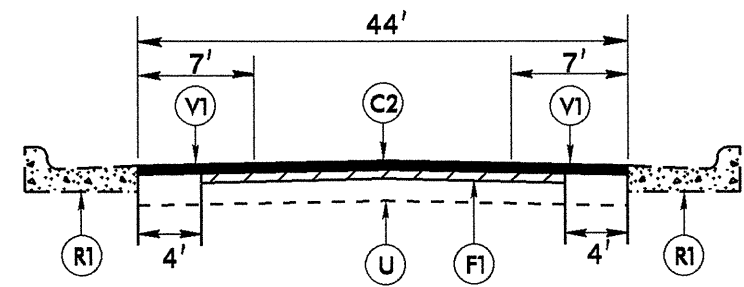


TYPICAL SECTION NO. 2
TO BE USED ON MAP 2
STA. 0+00 TO STA. 123+50

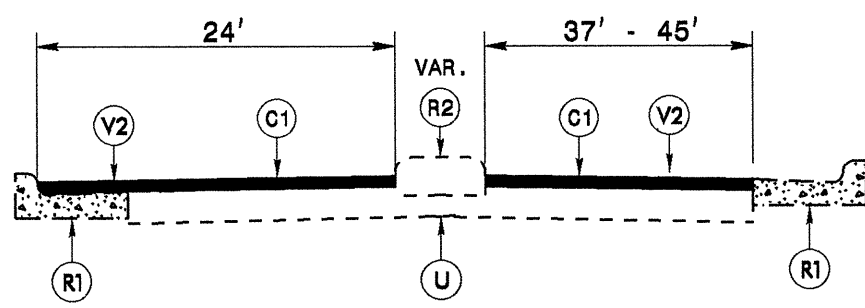
**NOTE: NO PAVEMENT ON BRIDGE #271 ON MAP 2



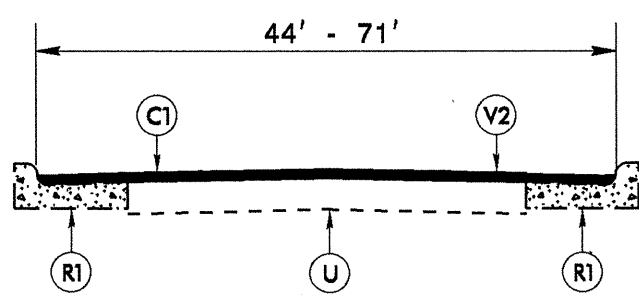
TYPICAL SECTION NO. 5
TO BE USED ON MAP 4
STA. 0+00 TO STA. 55+80
STA. 63+55 TO STA. 95+00



TYPICAL SECTION NO. 3
TO BE USED ON MAP 2
STA. 123+50 TO STA. 173+50



TYPICAL SECTION NO. 6
TO BE USED ON MAP 4
STA. 55+80 TO STA. 60+25



TYPICAL SECTION NO. 4
TO BE USED ON MAPS 3 AND 4
MAP 4: STA. 60+25 TO 63+55

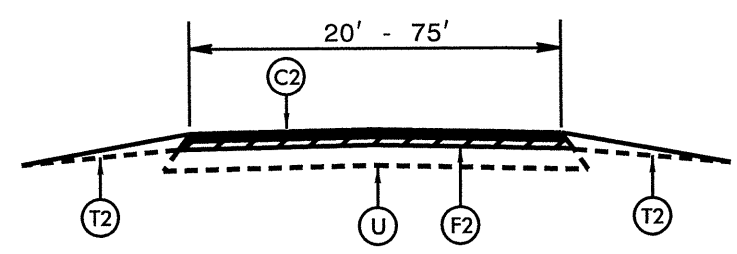
PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.		
D	PROP. APPROX 3" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 342LBS. PER SQ. YD.		
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 576 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F1	AST MAT COAT, 78M STONE		
F2	AST MAT COAT #67 STONE		
U	EXISTING PAVEMENT.		
R1	EXISTING CURB AND GUTTER		
R2	EXISTING CONCRETE ISLAND		
T1	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.		
T2	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER.		
V1	0" - 1½" MILLING	V2	1½" MILLING
V3	1¼" MILLING	V4	3" MILLING

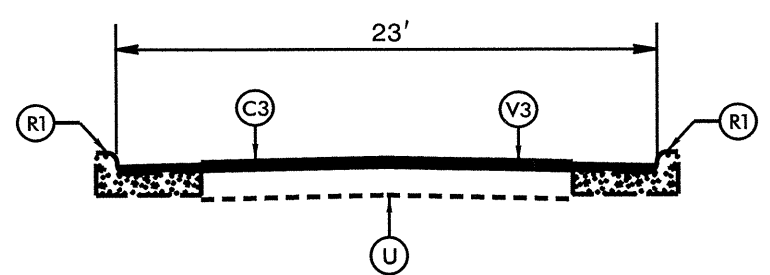
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\$\$\$\$\$DGN\$\$\$\$\$
\$\$\$\$\$USERNAME\$\$\$\$\$

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10011.32, ETC.	4	8

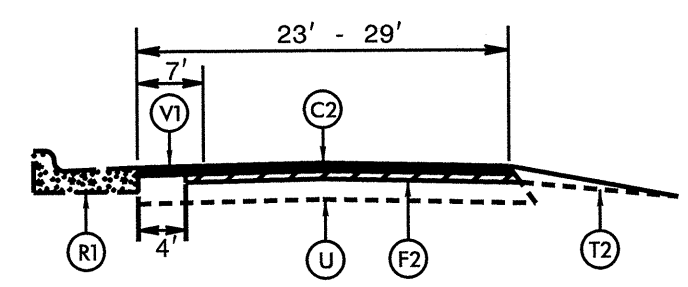
7CR.10011.32
7CR.20011.32
7CR.10171.32



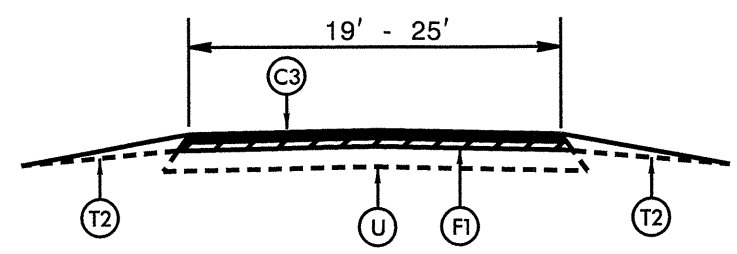
TYPICAL SECTION NO. 7
TO BE USED ON MAP 5
STA. 0+00 TO STA. 10+80
STA. 15+00 TO STA. 66+25



TYPICAL SECTION NO. 10
TO BE USED ON MAP 5
STA. 81+90 TO STA. 93+60

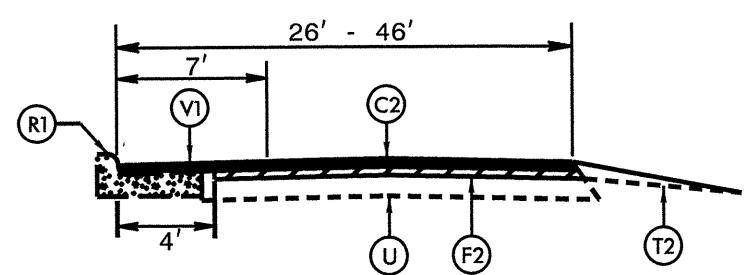


TYPICAL SECTION NO. 8
TO BE USED ON MAP 5
STA. 10+80 TO STA. 15+00

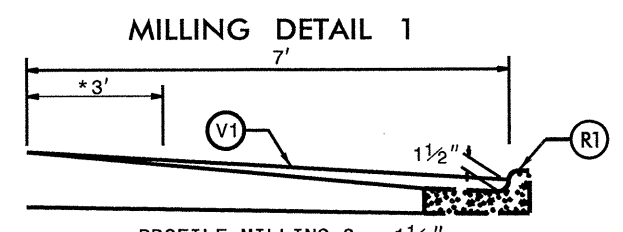


TYPICAL SECTION NO. 11
TO BE USED ON MAP 5
STA. 93+60 TO STA. 188+40

****NOTE: ON MAP 5 NO PAVEMENT ON BRIDGE**
BRIDGE #258: STA. 109+70 TO STA. 109+90
BRIDGE #207: STA. 178+80 TO STA. 179+00



TYPICAL SECTION NO. 9
TO BE USED ON MAP 5
STA. 66+75 TO STA. 75+55
STA. 76+50 TO STA. 81+90



MILLING DETAIL 1

PROFILE MILLING 0 - 1 1/2"

*IF #67 STONE OR 78M SEAL 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. 4 ON MAP 3 STA. 0+00 TO STA. 89+95 RT & LT
TS. NO. 5 ON MAP 4 STA. 0+00 TO STA. 55+80 RT & LT
TS. NO. 5 ON MAP 4 STA. 63+55 TO STA. 95+00 RT & LT
TS. NO. 6 ON MAP 4 STA. 55+25 TO STA. 60+25 RT & LT
TS. NO. 9 ON MAP 5 STA. 66+75 TO STA. 75+55 LT
TS. NO. 9 ON MAP 5 STA. 76+50 TO STA. 81+90 LT

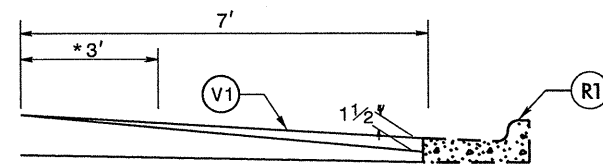
\$\$\$ TIME \$\$\$ DGM \$\$\$

PAVEMENT SCHEDULE		
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 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.	
D	PROP. APPROX 3" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 342LBS. PER SQ. YD.	
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 576 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	
F1	AST MAT COAT, 78M STONE	
F2	AST MAT COAT #67 STONE	
U	EXISTING PAVEMENT.	
R1	EXISTING CURB AND GUTTER	
R2	EXISTING CONCRETE ISLAND	
T1	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.	
T2	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER.	
V1	0" - 1 1/2" MILLING	V2 1 1/2" MILLING
V3	1 1/4" MILLING	V4 3" MILLING

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10011.32, ETC.	5	8

7CR.10011.32
7CR.20011.32
7CR.10171.32

MILLING DETAIL 2



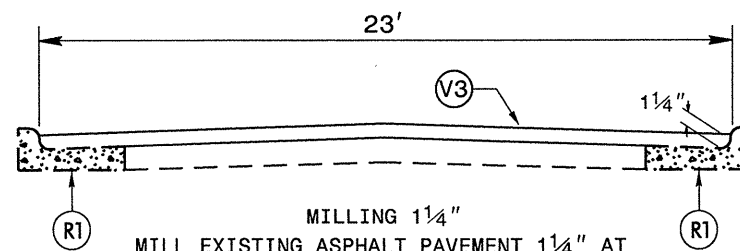
PROFILE MILLING 0 - 1 1/2"

*IF #67 STONE OR 78M SEAL 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. 3 ON MAP 2 STA. 123+50 TO STA. 173+50 RT & LT
TS. NO. 8 ON MAP 5 STA. 12+15 TO STA. 15+00 LT

MILLING DETAIL 4

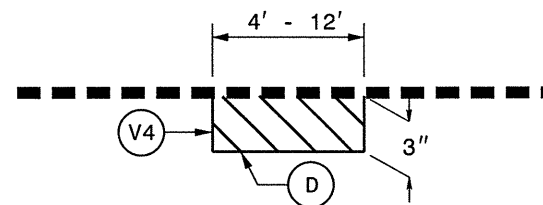


MILLING 1 1/4"

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

NOTE: TO BE USED IN CONJUNCTION WITH:
TS. NO. 10 ON MAP 5 STA. 81+90 TO STA. 93+60

PATCHING DETAIL 1



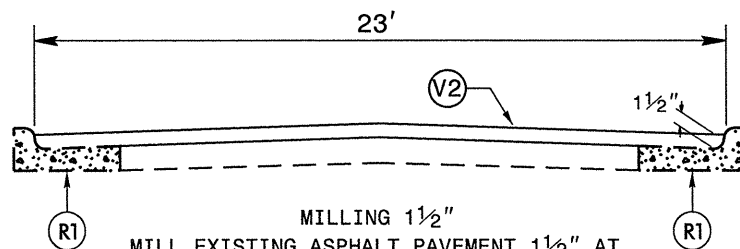
USE FOR PATCHING ON MAPS 2, 3, AND 4

MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH AND FILL WITH
INTERMEDIATE COURSE, TYPE I19.0B AT LOCATIONS AS DIRECTED BY
THE ENGINEER.

TO BE USED IN CONJUNCTION WITH:

TS. NO. 5 ON MAP 4 STA. 0+00 TO STA. 3+30 LANE 1
TS. NO. 5 ON MAP 4 STA. 16+15 TO STA. 19+10 PARTIAL LANES 1 & 5
TS. NO. 5 ON MAP 4 STA. 30+50 TO STA. 33+10 PARTIAL LANES 1 & 5
TS. NO. 5 ON MAP 4 STA. 40+75 TO STA. 42+25 LANES 4 & 5
TS. NO. 5 ON MAP 4 STA. 42+75 TO STA. 44+25 LANE 1
TS. NO. 5 ON MAP 4 STA. 75+90 TO STA. 76+70 LANES 4 & 5
TS. NO. 5 ON MAP 4 STA. 93+50 TO STA. 95+00 LANES 3, 4, & 5

MILLING DETAIL 3



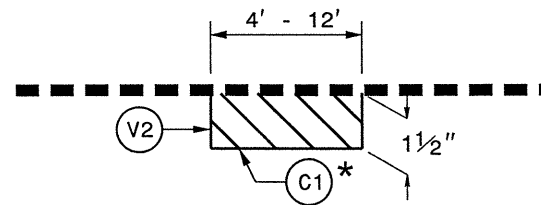
MILLING 1 1/2"

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

NOTE: TO BE USED IN CONJUNCTION WITH:

TS. NO. 4 ON MAP 3 STA. 0+00 TO STA. 89+95
TS. NO. 4 ON MAP 4 STA. 60+25 TO STA. 63+55

PATCHING DETAIL 2



USE FOR PATCHING ON MAPS 2, 3 AND 5

MILL EXISTING ASPHALT PAVEMENT 1 1/2" IN DEPTH AND FILL WITH
SURFACE COURSE, TYPE S9.5B AT LOCATIONS AS DIRECTED BY THE
ENGINEER.

*NOTE: USE FOR PATCHING ON MAP 2 LOCATION TO BE DETERMINED
BY ENGINEER

MAP 2: 1 1/2" MILLING = 133 SYD

SURFACE COURSE, TYPE SF9.5A = 11 TON

**NOTE: MAP 3 STATIONS 0+00 TO STA. 26+80 RIGHT LANE. MAY
NOT NEED AFTER MILLING THE FIRST 1 1/2"

MAP 3: 1 1/2" MILLING = 3573 SYD

SURFACE COURSE, TYPE S9.5B = 300 TON

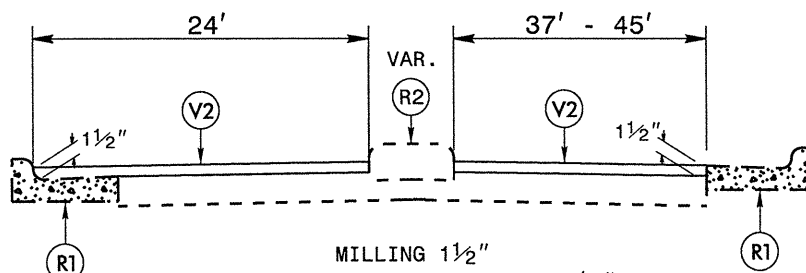
TO BE USED IN CONJUNCTION WITH:

TS. NO. 5 ON MAP 4 STA. 66+60 TO STA. 70+95 LANE 5

MAP 5: 1 1/2" MILLING = 580 SYD

SURFACE COURSE, TYPE S9.5B = 49 TON

MILLING DETAIL 4



MILLING 1 1/2"

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

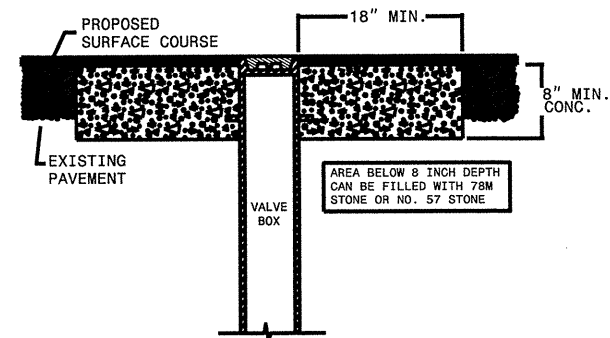
NOTE: TO BE USED IN CONJUNCTION WITH:

TS. NO. 6 ON MAP 4 STA. 55+25 TO STA. 60+25

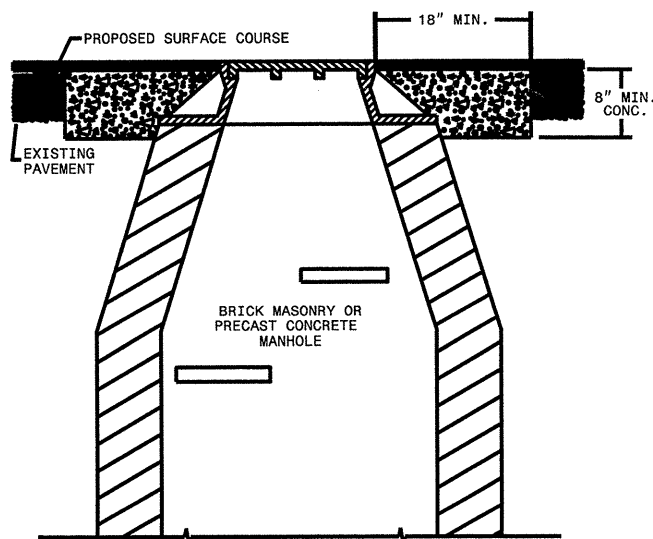
PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 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.		
D	PROP. APPROX 3" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 342LBS. PER SQ. YD.		
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F1	AST MAT COAT, 78M SEAL		
F2	AST MAT COAT #67 STONE		
U	EXISTING PAVEMENT.		
R1	EXISTING CURB AND GUTTER		
R2	EXISTING CONCRETE ISLAND		
T1	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.		
T2	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER.		
V1	0" - 1 1/2" MILLING	V2	1 1/2" MILLING
V3	1 1/4" MILLING	V4	3" MILLING

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

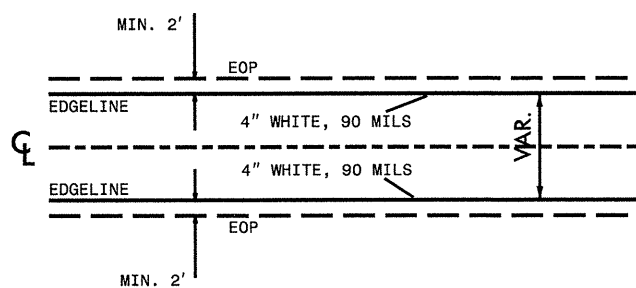


USE RAPID SET GROUT, MORTAR, OR CONCRETE CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.



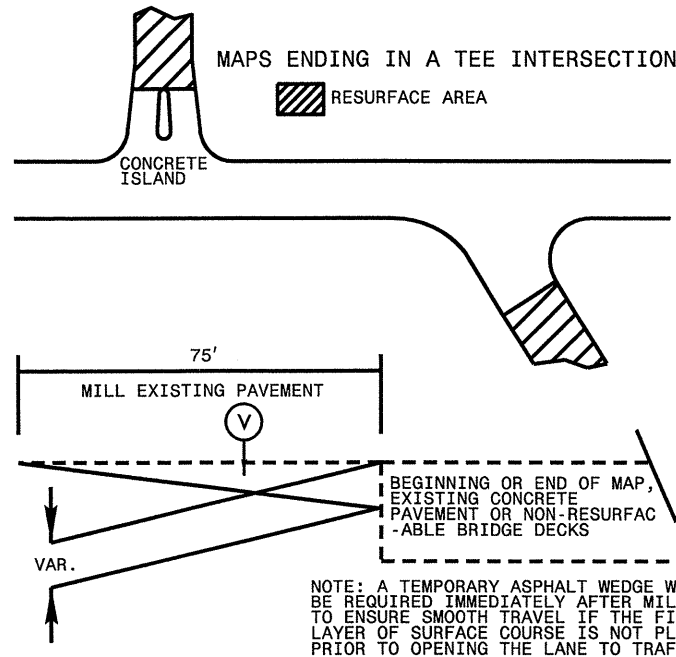
- NOTES:
- MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
 - ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
 - EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
 - RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED

STRIPING DETAIL 1
GENERAL STRIPING DETAIL FOR ENTIRE PROJECT



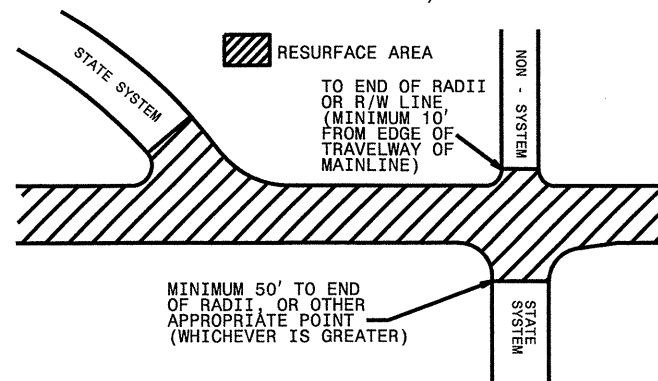
- NOTE:
- TO BE USED IN CONJUNCTION WITH TYPICAL SECTION NO. 1 & 2
 - USE IN CONJUNCTION WITH THE EXISTING PAVEMENT MARKINGS TO ESTABLISH THE STRIPING.
 - USE IN CONJUNCTION WITH THE NCDOT STANDARD DRAWINGS.

PAVING DETAIL 1
MAIN LINE IS NOT BEING RESURFACED

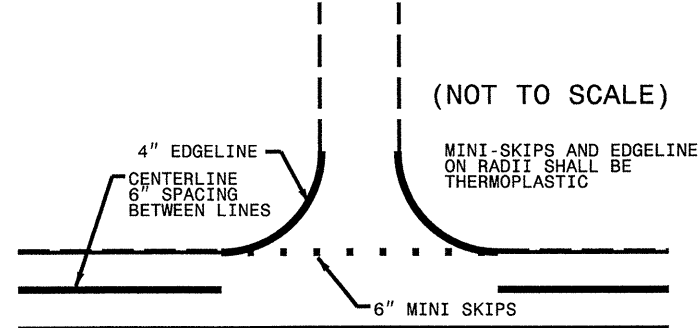


PAVING DETAIL 2
MAIN LINE IS BEING RESURFACED

NOTE: NON-SYSTEM (CITY STREET, PRIVATE DRIVE, SCHOOL BUS DRIVE)



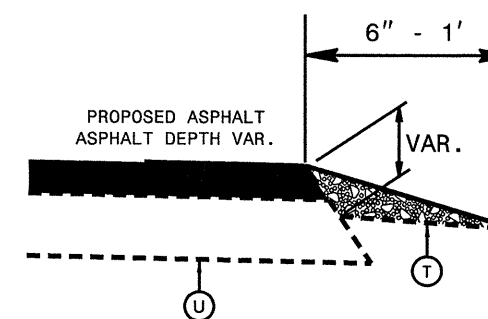
TO BE USED AT ALL
NON-SIGNALIZED INTERSECTIONS



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

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10011.32, ETC.	6	8

INCIDENTAL STONE SHOULDER DETAIL



NOTE: ASB OR ABC STONE SHOULD BE PLACE AT THE DISCRETION OF THE ENGINEER

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.		
D	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0B, AT AN AVERAGE RATE OF 342LBS. PER SQ. YD.		
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 576 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F1	AST MAT COAT, 78M STONE		
F2	AST MAT COAT #67 STONE		
U	EXISTING PAVEMENT.		
R1	EXISTING CURB AND GUTTER		
R2	EXISTING CONCRETE ISLAND		
T1	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.		
T2	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER.		
V1	0" - 1½" MILLING	V2	1½" MILLING
V3	1¼" MILLING	V4	3" MILLING

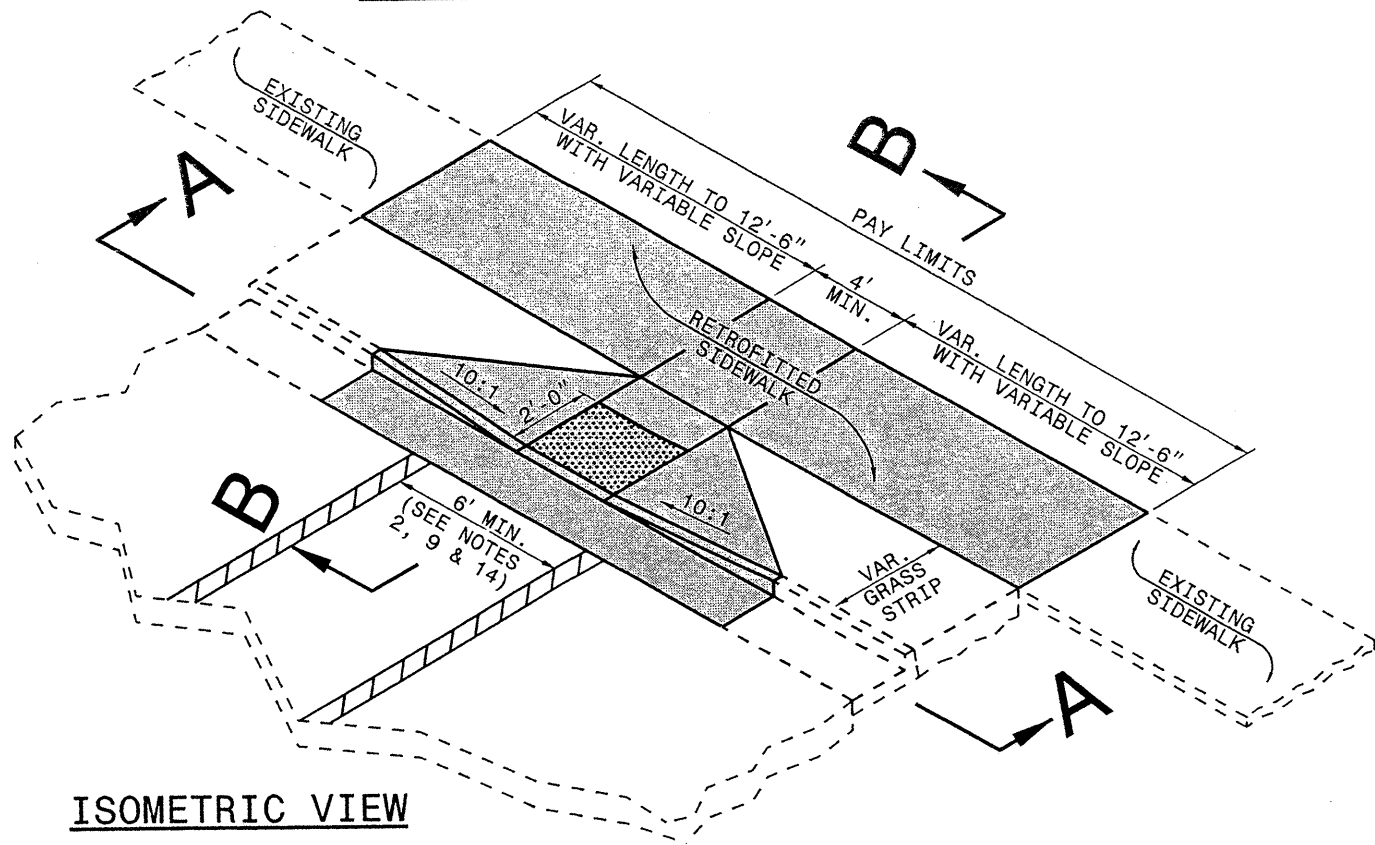
CURB RAMP AND EXISTING SIDEWALK WITH GRASS STRIP

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

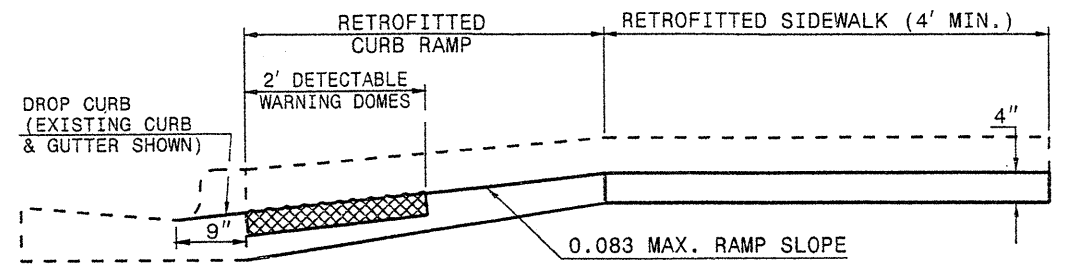
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
CURB RAMP
EXISTING CURB AND GUTTER

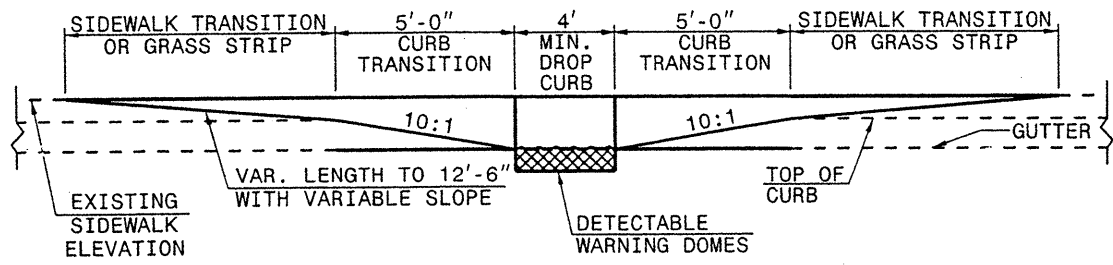
ENGLISH DETAIL DRAWING FOR
CURB RAMP
EXISTING CURB AND GUTTER



ISOMETRIC VIEW

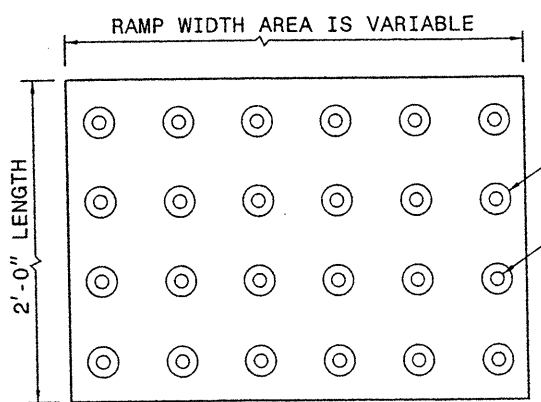


SECTION B-B



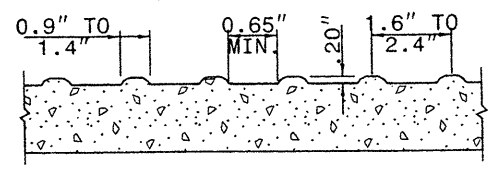
SECTION A-A

PAY LIMITS OF RETROFIT CURB RAMP



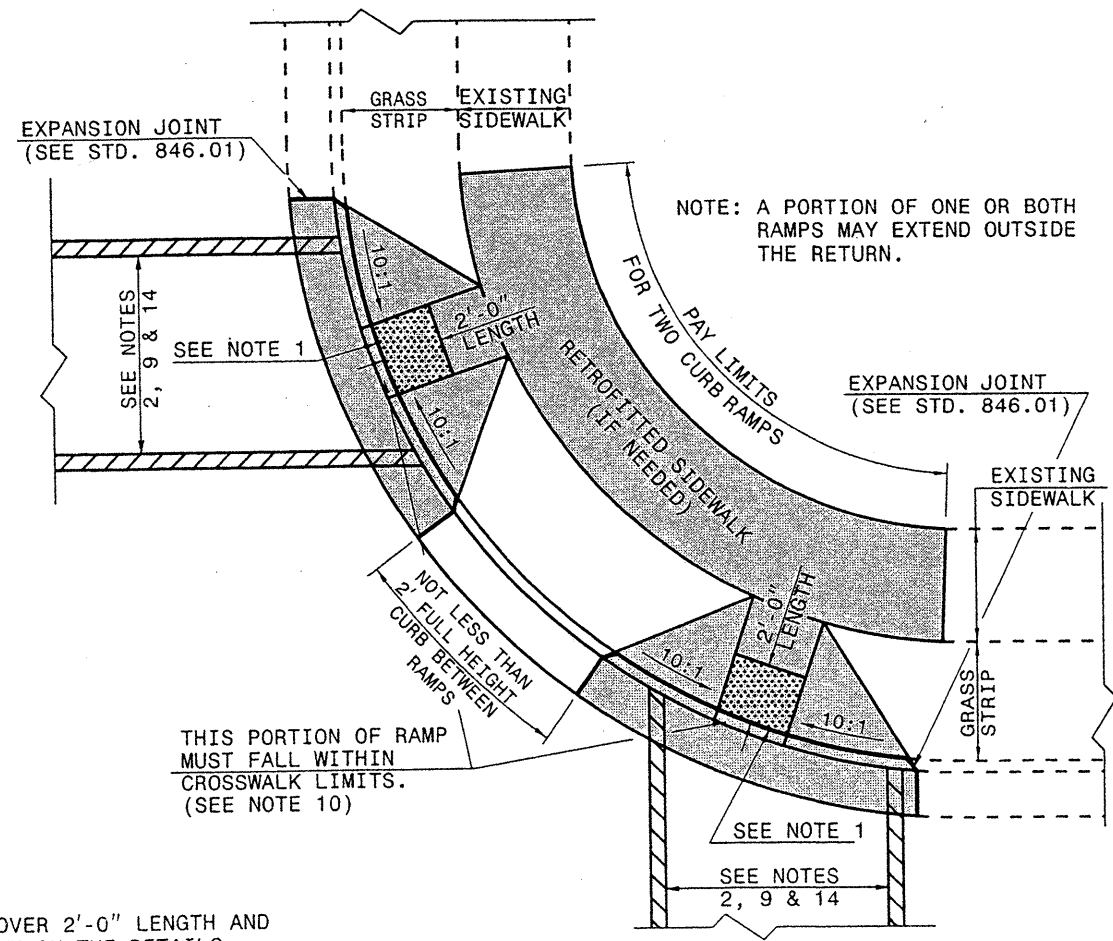
BASE DIAMETER
0.90"R TO 1.40"R

TOP DIAMETER OF NO LESS THAN 50% TO NO MORE THAN 65% OF THE BASE DIAMETER



DETECTABLE WARNING DOMES

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



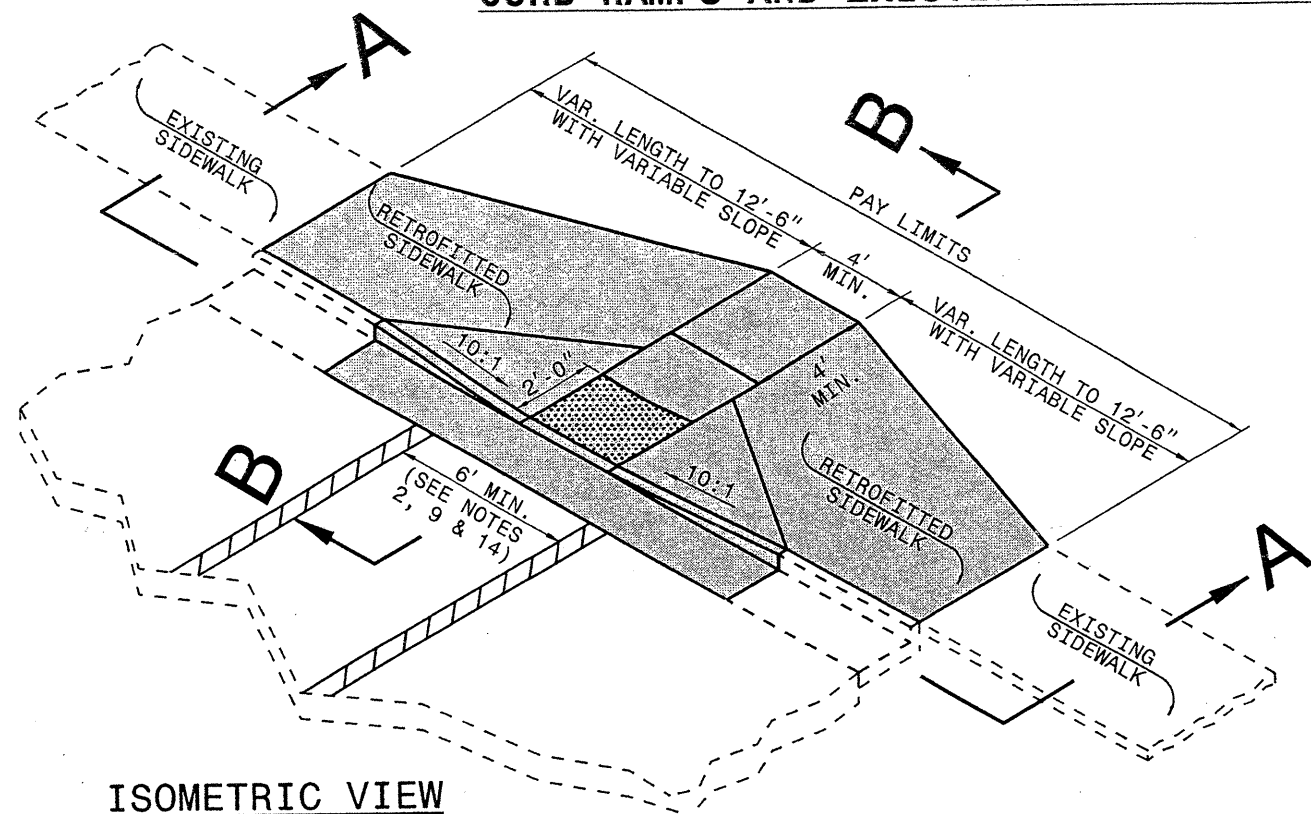
PLAN VIEW

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

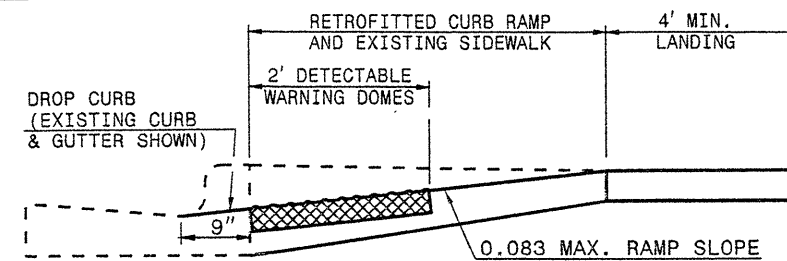
STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

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

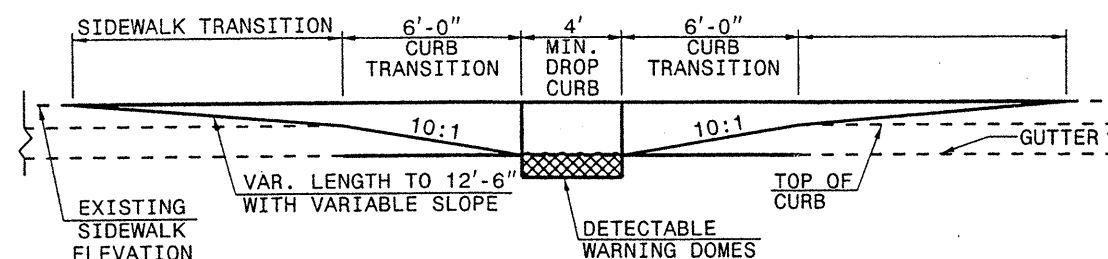
CURB RAMPS AND EXISTING SIDEWALK ADJACENT TO CURB



ISOMETRIC VIEW



SECTION B-B

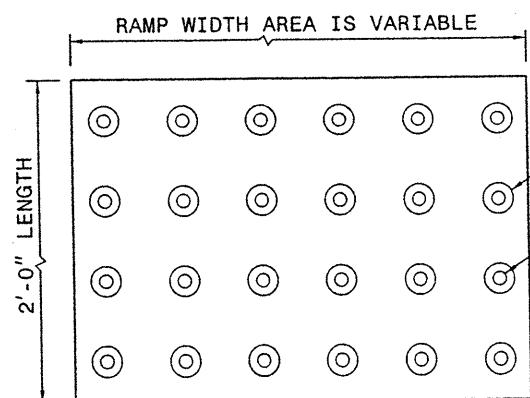


SECTION A-A

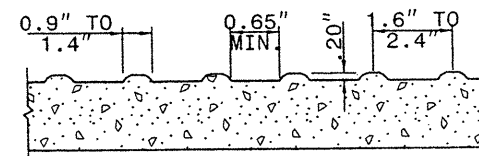
ENGLISH DETAIL DRAWING FOR
CURB RAMP
EXISTING CURB AND GUTTER

ENGLISH DETAIL DRAWING FOR
CURB RAMP
EXISTING CURB AND GUTTER

PAY LIMITS OF CURB RAMP

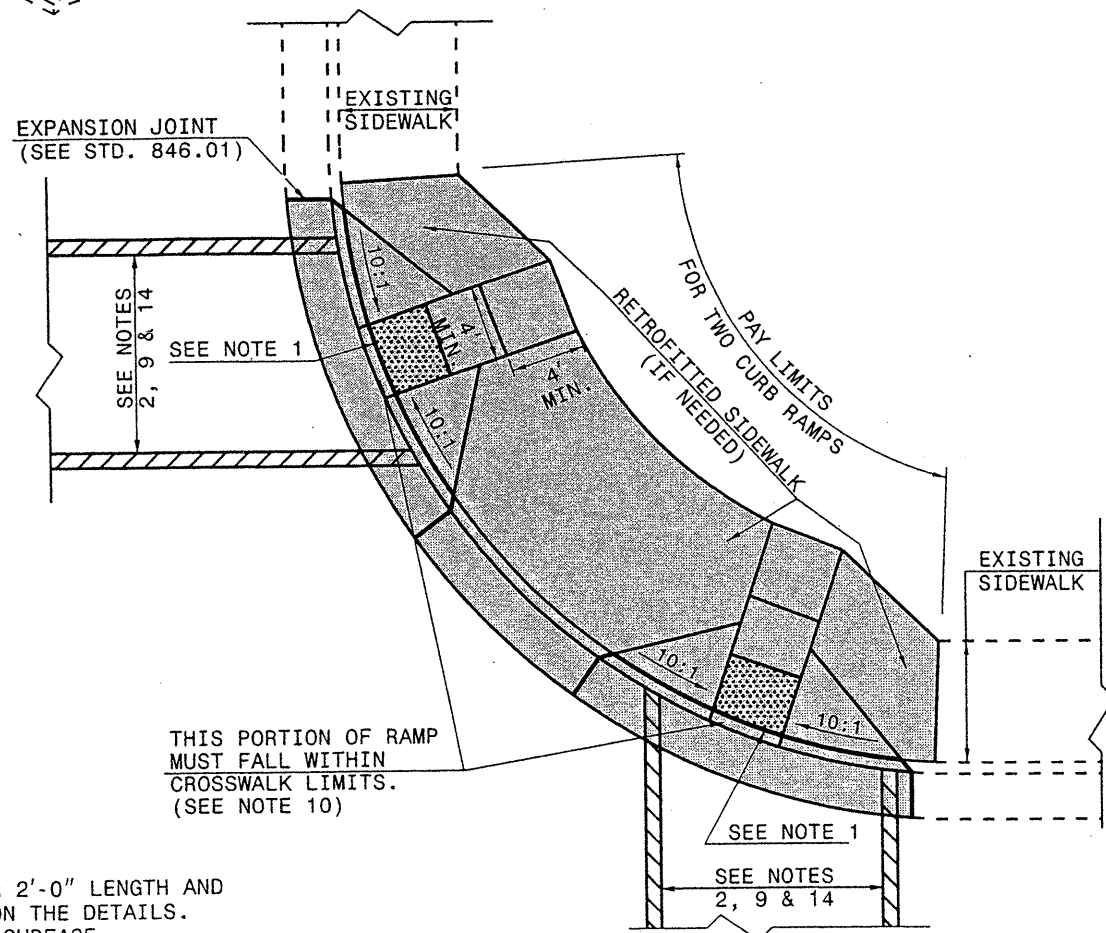


BASE DIAMETER
0.90"R TO 1.40"R
TOP DIAMETER OF NO LESS
THAN 50% TO NO MORE
THAN 65% OF THE BASE
DIAMETER



DETECTABLE WARNING DOMES

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



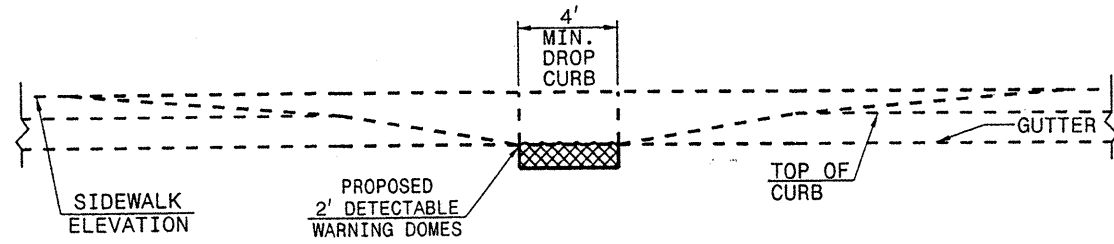
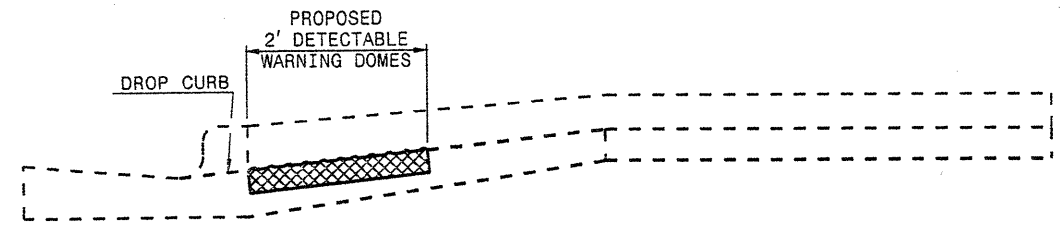
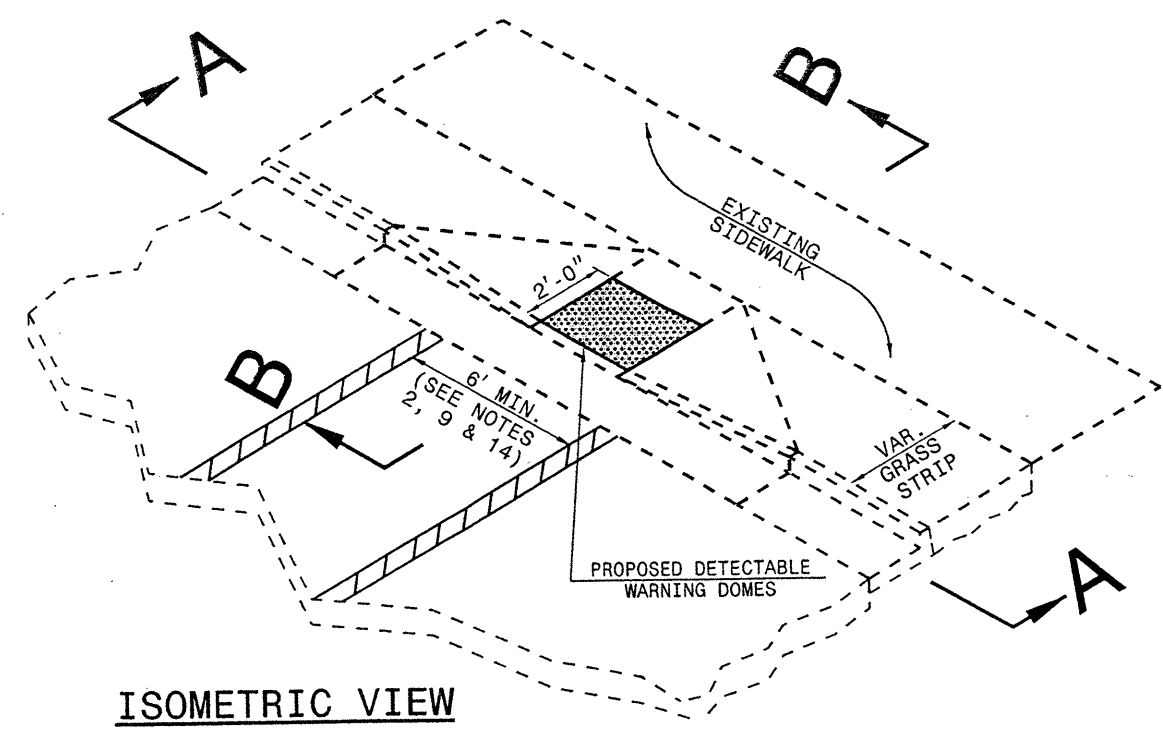
PLAN VIEW

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

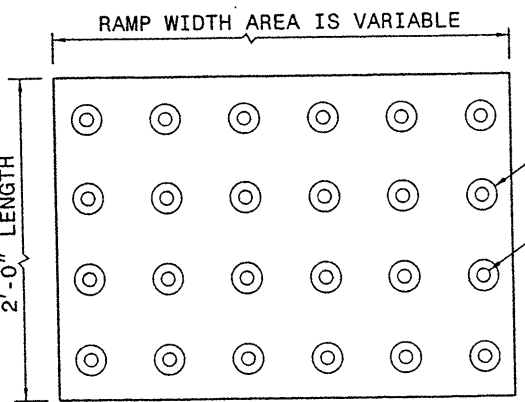
RETROFITTING DETECTABLE WARNING DOMES ONTO EXISTING CURB RAMP

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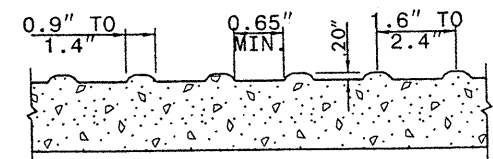


PAY LIMITS OF RETROFIT CURB RAMP

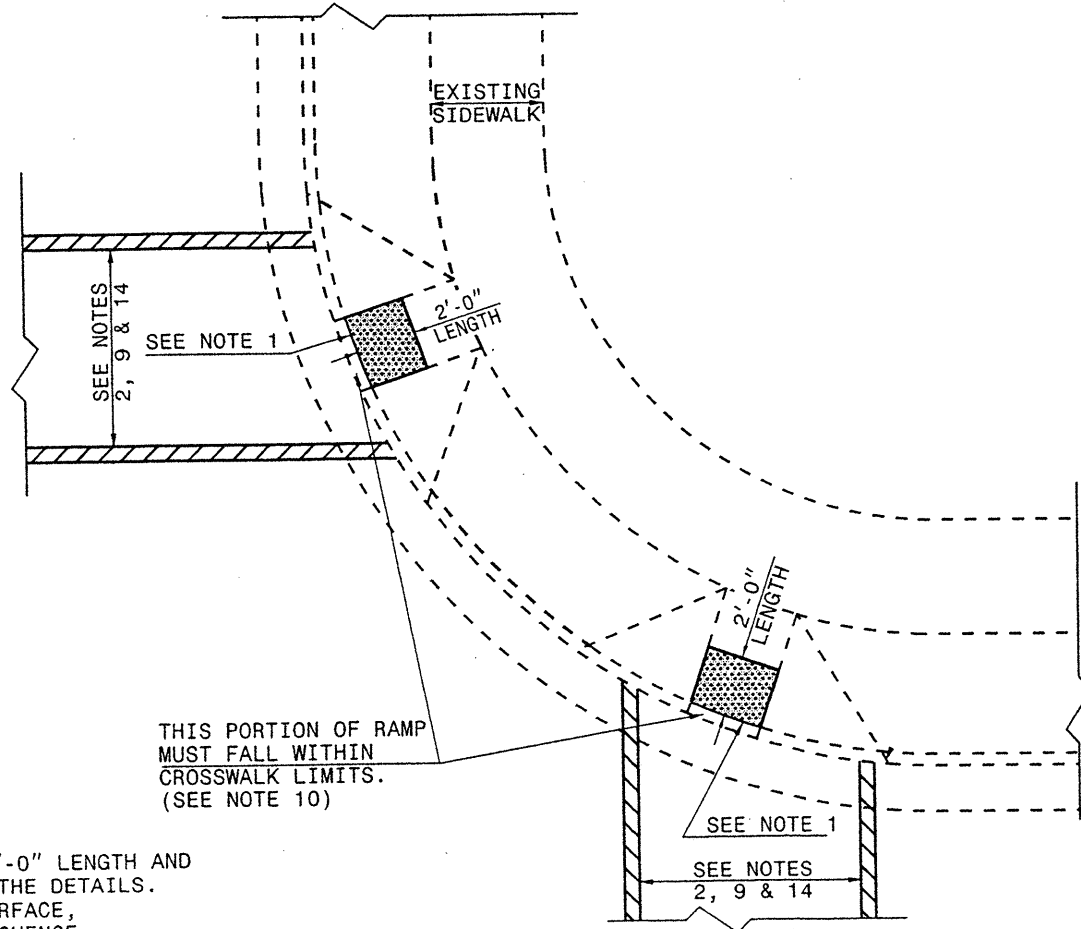


BASE DIAMETER
0.90"R TO 1.40"R

TOP DIAMETER OF NO LESS THAN 50% TO NO MORE THAN 65% OF THE BASE DIAMETER



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



PLAN VIEW

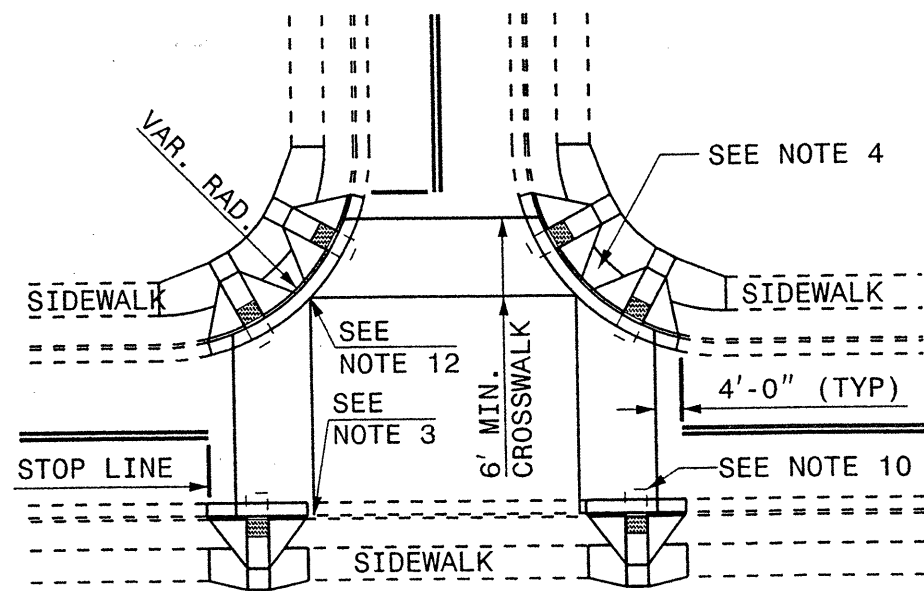
DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

DETECTABLE WARNING DOMES

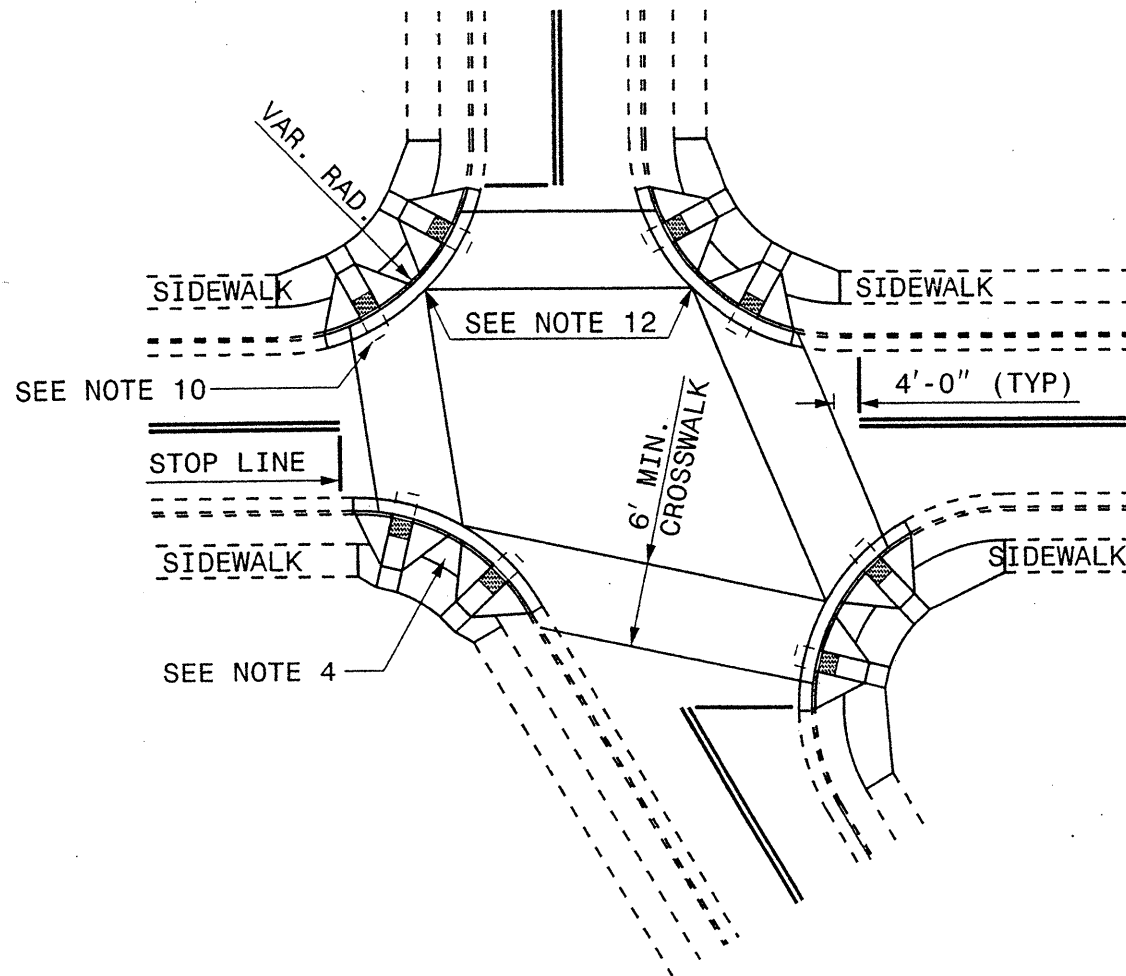
ENGLISH DETAIL DRAWING FOR
CURB RAMP
EXISTING CURB AND GUTTER

ENGLISH DETAIL DRAWING FOR
CURB RAMP
EXISTING CURB AND GUTTER

CURB RAMPS AND EXISTING SIDEWALK

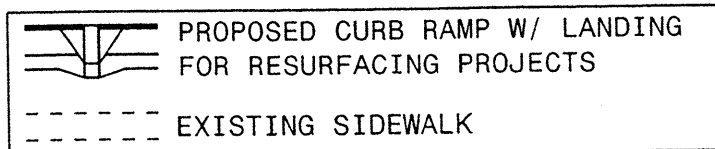


DETAIL SHOWING TYPICAL LOCATION OF CURB RAMPS, PEDESTRIAN CROSSWALKS AND STOP LINES FOR TEE INTERSECTIONS



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

RESURFACING PROJECTS



ALLOWABLE LOCATIONS
 DUAL RAMP RADII.....ANY

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 RALEIGH, N.C.

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

ENGLISH DETAIL DRAWING FOR
CURB RAMP
 EXISTING CURB AND GUTTER

ENGLISH DETAIL DRAWING FOR
CURB RAMP
 EXISTING CURB AND GUTTER

CURB RAMP AND EXISTING SIDEWALK

NOTES:

1. CONSTRUCT THE RAMP SURFACE TO BE STABLE, FIRM, AND SLIP RESISTANT. CONSTRUCT THE CURB RAMP TYPE AS SHOWN IN THE PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER.
2. LOCATE CURB RAMPS AND PLACE PEDESTRIAN CROSSWALK MARKINGS AS SHOWN IN THE PAVEMENT MARKING PLANS. WHEN FIELD ADJUSTMENTS REQUIRE MOVING CURB RAMPS OR MARKINGS AS SHOWN, CONTACT THE SIGNING AND DELINEATION UNIT OR LOCATE AS DIRECTED BY THE ENGINEER.
3. COORDINATE THE CURB RAMP AND THE PEDESTRIAN CROSSWALK MARKINGS SO A 4'x4' CLEAR SPACE AT THE BASE OF THE CURB RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES.
4. SET BACK DISTANCE FROM INSIDE CROSSWALK MARKING TO NEAREST EDGE OF TRAVEL LANE IS 4' MINIMUM.
5. REFER TO THE PAVEMENT MARKING PLANS FOR STOP BAR LOCATIONS AT SIGNALIZED INTERSECTIONS. IF A PAVEMENT MARKING PLAN IS NOT PROVIDED, CONTACT THE SIGNAL DESIGN SECTION FOR THE STOP BAR LOCATIONS OR LOCATE AS DIRECTED BY THE ENGINEER.
6. TERMINATE PARKING A MINIMUM OF 20' BACK OF A PEDESTRIAN CROSSWALK.
7. CONSTRUCT CURB RAMPS A MINIMUM OF 4' WIDE.
8. CONSTRUCT THE RUNNING SLOPE OF THE RAMP 8.33% MAXIMUM.
9. ALLOWABLE CROSS SLOPE ON SIDEWALKS AND CURB RAMPS WILL BE 2% MAXIMUM.
10. CONSTRUCT THE SIDE FLARE SLOPE A MAXIMUM OF 10% MEASURED ALONG THE CURB LINE.
11. CONSTRUCT THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE BASE OF THE CURB RAMP A MAXIMUM OF 5% AND MAINTAIN A SMOOTH TRANSITION.
12. CONSTRUCT LANDINGS FOR SIDEWALK A MINIMUM OF 4'x4' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION. CONSTRUCT LANDINGS FOR MEDIAN ISLANDS A MINIMUM OF 5'x5' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
13. TO USE A MEDIAN ISLAND AS A PEDESTRIAN REFUGE AREA, MEDIAN ISLANDS WILL BE A MINIMUM OF 6' WIDE. CONSTRUCT MEDIAN ISLANDS TO PROVIDE PASSAGE OVER OR THROUGH THE ISLAND.
14. SMALL CHANNELIZATION ISLANDS THAT CAN NOT PROVIDE A 5'x5' LANDING AT THE TOP OF A RAMPS, WILL BE CUT THROUGH LEVEL WITH THE SURFACE STREET.
15. CURB RAMPS WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP. THE ADJACENT SURFACE IS PLANTING OR OTHER NON-WALKING SURFACE OR THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED.
16. PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE CURB RAMP JOINS THE CURB AS SHOWN IN ROADWAY STANDARD DRAWING 848.01
17. PLACE ALL PEDESTRIAN PUSH BUTTON ACTUATORS AND CROSSING SIGNALS AS SHOWN IN THE PLANS OR AS SHOWN IN THE MUTCD.
18. CURB RAMPS THROUGH MEDIAN ISLANDS, SINGLE RAMPS AT DUAL CROSSWALKS OR LIMITED R/W SITUATIONS, WILL BE HANDLED BY SPECIAL DETAILS. CONTACT THE CONTRACT STANDARDS AND DEVELOPMENT UNIT FOR THE DETAILS OR FOR A SPECIAL DESIGN.

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RALEIGH, N.C.

ENGLISH DETAIL DRAWING FOR
CURB RAMP
EXISTING CURB AND GUTTER

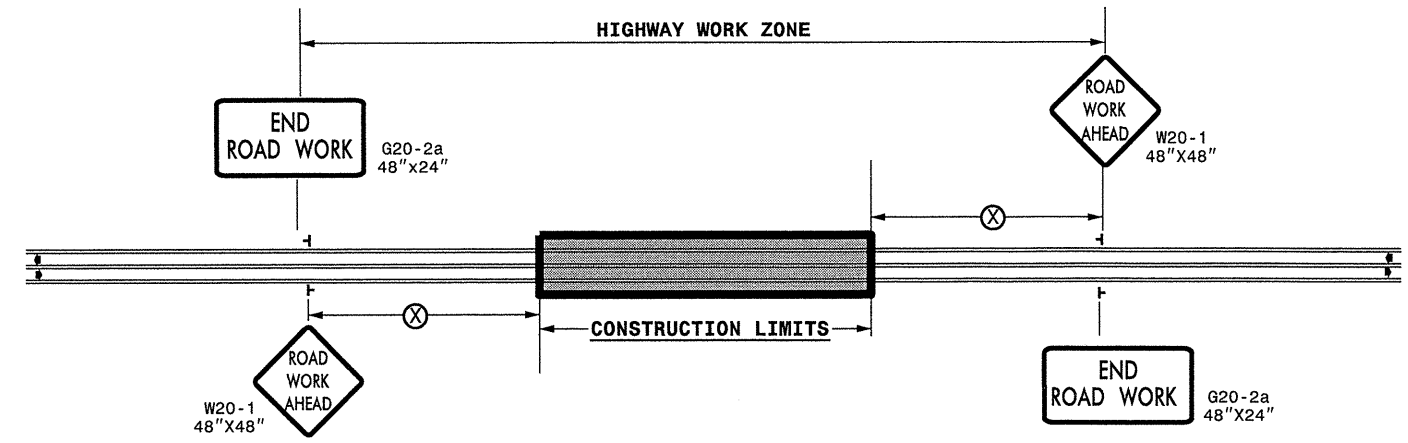
ENGLISH DETAIL DRAWING FOR
CURB RAMP
EXISTING CURB AND GUTTER

PROJECT NO.	SHEET NO.	TOTAL NO.
7CR.10011.32, 7CR.20011.32, 7CR.10171.32,	15	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	LENGTH	WIDTH	4589000000-N		4685000000-E		4686000000-E		4688000000-E		4690000000-E		4695000000-E		4697000000-E		4705000000-E		4710000000-E		4721000000-E		4725000000-E		4810000000-E		4820000000-E		4830000000-E		4835000000-E		4840000000-N		4845000000-N		4905000000-N		4900000000-N						
							TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 120 M YELLOW THERMO	4" X 120 M WHITE THERMO	6" X 90 M WHITE THERMO	6" X 120 M WHITE THERMO	8" X 90 M WHITE THERMO	8" X 90 M YELLOW THERMO	8" X 120 M WHITE THERMO	16" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO MSG ONLY 120 M	THERMO MSG RXR 120 M	THERMO LT ARROW 90 M	THERMO STR ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO STR & LT ARROW 90 M	4" YELLOW PAINT	4" WHITE PAINT	8" WHITE PAINT	16" WHITE PAINT	24" WHITE PAINT	PAINT MSG ONLY	PAINT MSG RXR	PAINT LT ARROW	PAINT STR ARROW	PAINT STR & RT ARROW	PAINT STR & LT ARROW	SNOWPLOWABLE PAVEMENT MARKERS YELLOW/YELLOW	SNOWPLOWABLE PAVEMENT MARKERS CRYSTAL/RED	YELLOW AND YELLOW MARKERS											
7CR.10011.32	Alamance	1	NC 87	FROM JOINT JUST SOUTH OF SR 1002 TO CASWELL COUNTY LINE	4.688	23	1	49,500	40,000			208																															375						
7CR.10011.32	Alamance	2	NC 62 (RAUHUT STREET)	JOINT 650' NORTH OF SR 1001 (UNION RIDGE ROAD) TO JOINT 200' NORTH OF US 70 (FISHER STREET)	3.285	32		24,460	36,360	3,786		150	270	200							266	16		14	5	7	16	8																		250	150		
7CR.10011.32	Alamance	3	NC 87/100 (WEBB AVE)	FROM NON-SYSTEM (GILMER STREET) TO NC 49	1.703	55			17,034	4,498					270	50	618	16	2			9	10		27	18	17,034	4,498	270	50	618	16	2	9	10	27	18	140	250										
7CR.10011.32	Alamance	4	US 70 (CHURCH STREET)	FROM JOINT JUST EAST OF NON-SYSTEM (E. LAKE DRIVE) TO NON-SYSTEM (FORESTDALE DRIVE)	1.799	68	*	270	19,777	7,868			126		189		843					93	41		35		700	1,402	126		148			9	7	5				275	275								
TOTAL FOR PROJ NO. 7CR.10011.32										11.475		74,230	113,171	16,152		358	396	200	459	50	1,727		32	2	116	56	7	78	26	17,734	5,900	396	50	766	16	2	18	17	32	18	1,040	675							
													129,323				596																																
7CR.20011.32	Alamance	5	SR 1522 (LAKEVIEW AVENUE/PARK AVENUE/LOGAN STREET/LAKESIDE AVENUE)	FROM NC 87 (WEBB AVENUE) TO SR 1545 (WEST OLD GLENCOE ROAD)	3.631	23	*	1,500			150										22							69,378	68,426																	150			
TOTAL FOR PROJ NO. 7CR.20011.32										3.631		1,500		150									22							69,378	68,426																		
7CR.10171.32	Caswell	6	NC 87	FROM ALAMANCE COUNTY LINE TO ROCKINGHAM COUNTY LINE	2.023	23	*	21,360	17,131		130																																					175	
TOTAL FOR PROJ NO. 7CR.10171.32										2.023		21,360	17,131	130																																			
														17,131																																			
GRAND TOTAL										17.129		97,090	130,302	16,152	150	488	396	200	459	50	1,749		32	2	116	56	9	78	26	87,112	74,326	396	50	766	16	2	18	17	32	18	1,215	675			150				
												146,454				596								34				285			161,438							18		85					1,890				

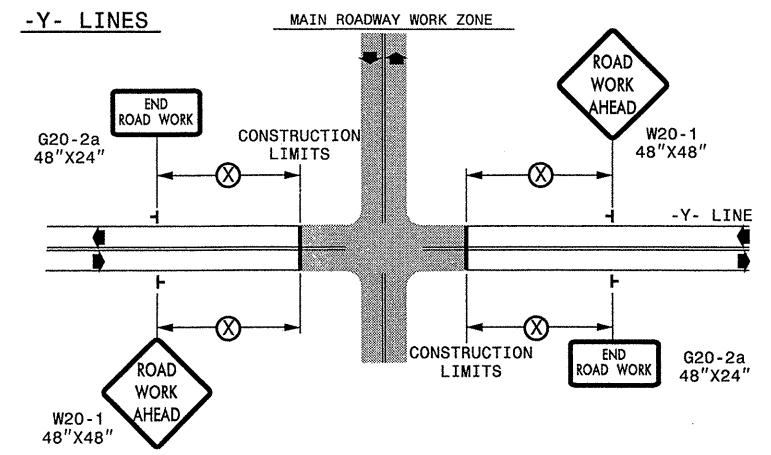
TWO-WAY UNDIVIDED ** (L-LINES)



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

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



DETAIL DRAWING FOR
TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

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

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
	DWG. BY: _____	10-98	03/04
	DESIGN BY: _____	01/01	11/04
REVIEWED BY: _____	CADD	11/04	

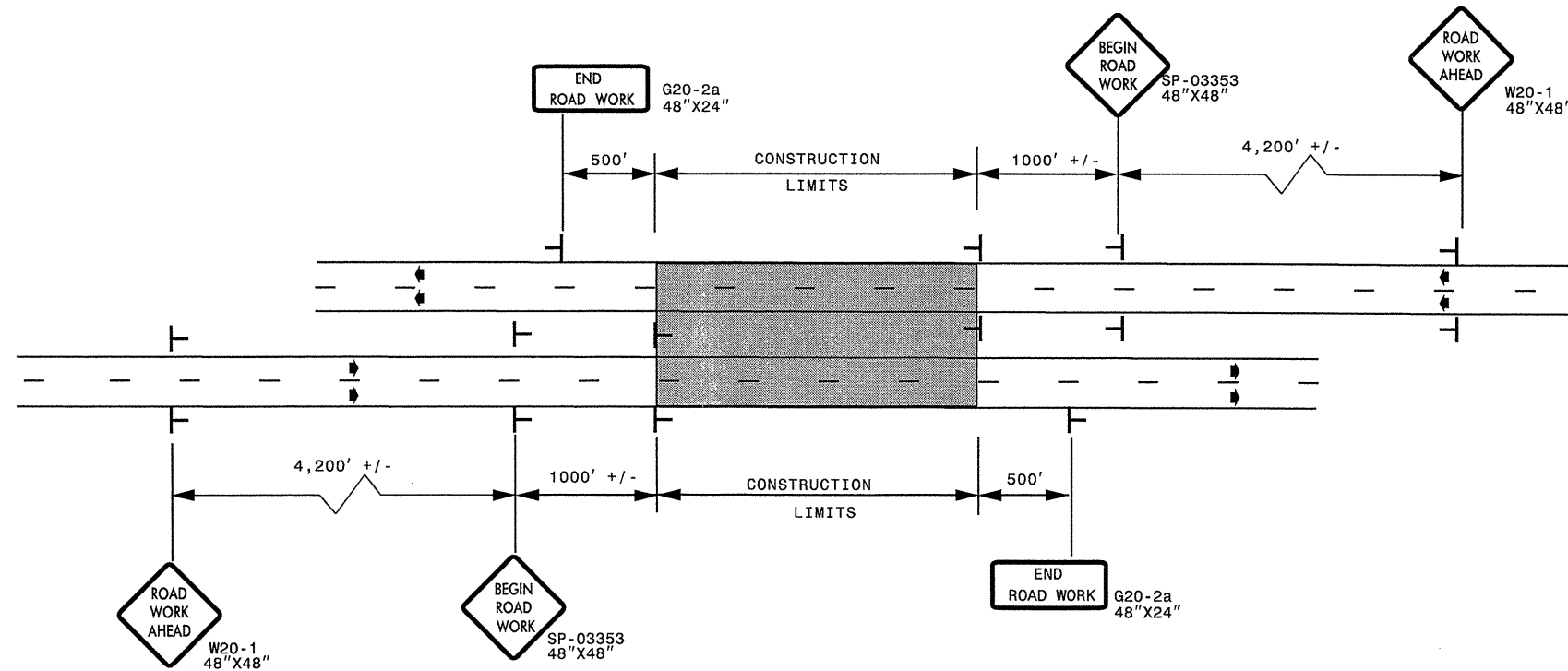
01-SEP-2011 15:59
 \\001.DFSROOT\GROUPS-WZTCCC\TMU\WZTC\Resur\Facing\2011Central\2011.D1v07\C202852A-C-7CR10011.32x3-AlamanceCaswell_USTO_2way_Undiv_&_Urban_Frwy_01.foukner1 AT TE231500

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

7CR.10011.32
7CR.20011.32
7CR.10171.32

PROJ. REFERENCE NO. SEE LEFT	SHEET NO. TCP-2
---------------------------------	--------------------

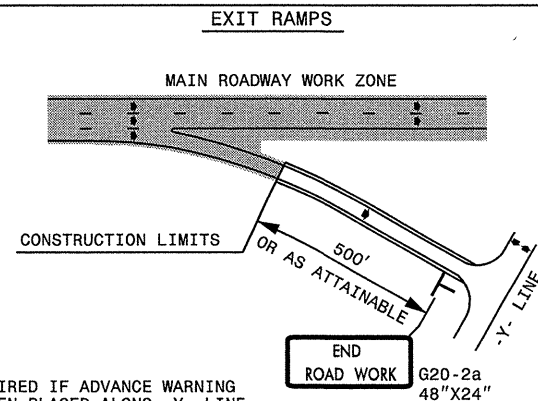
DETAIL A



LEGEND	
	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW

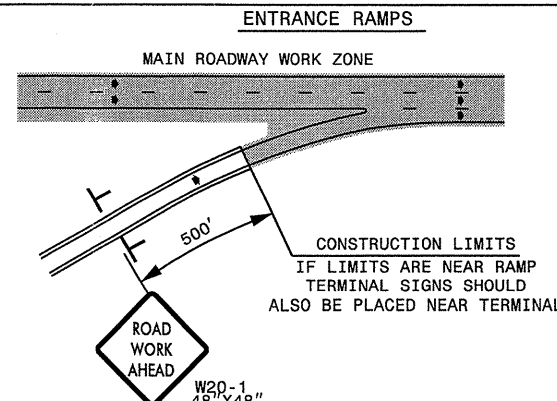
* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

DETAIL B

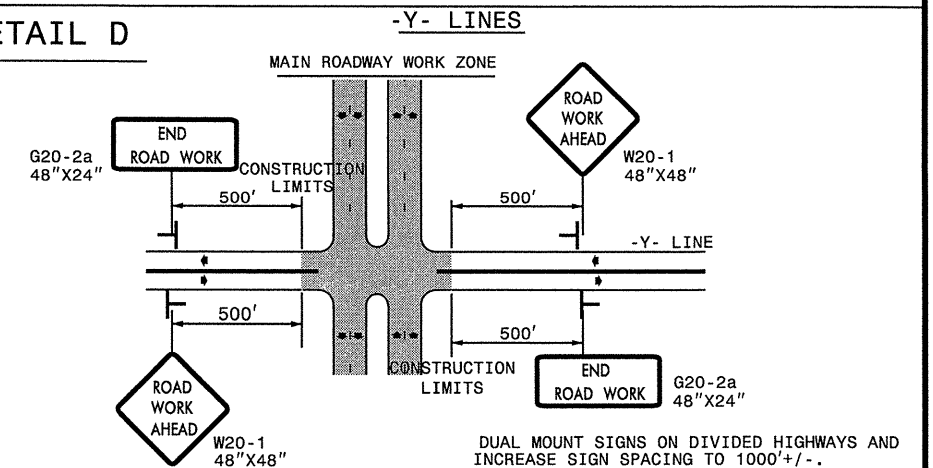


NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C

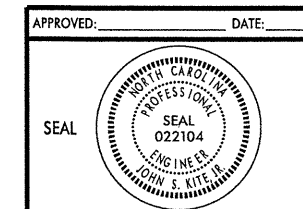


DETAIL D



GENERAL NOTES

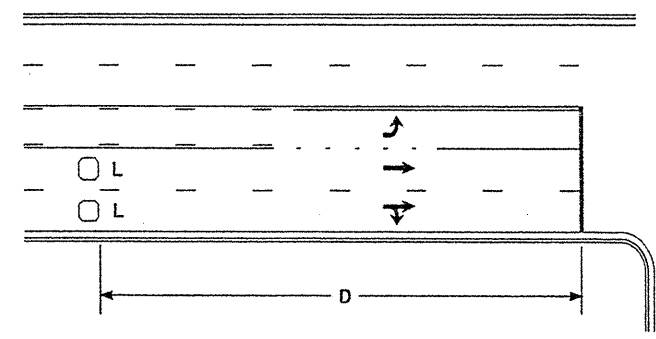
- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, 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)	
SCALE: NONE	DATE: 8/03	REVISIONS	
DWG. BY: JI	DESIGN BY: JI	03/04	
REVIEWED BY: _____			

01-SEP-2011 16:02 \\001\dfs\007\01\GROUPS-WZTC\CC-TMU\WZTC\Resur-facing\2011\Centra\2011\Div07\C202852A-C-7CR.10011.32x3-3-AltamanceCaswell_US170-Freeways-4lanes-or-grea-01-Faulkner1-AT-TE237500

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

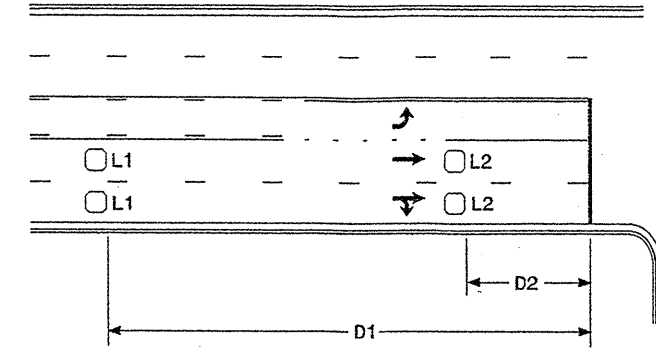


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

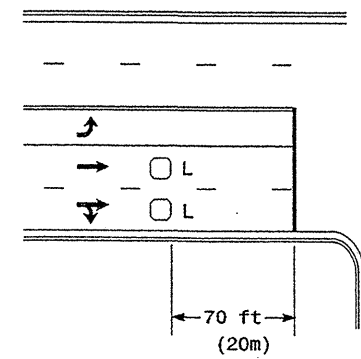


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

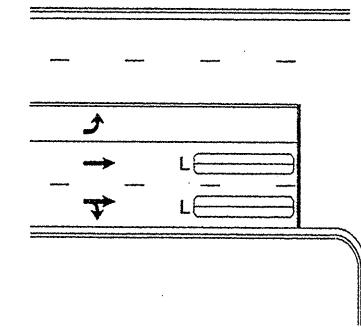
"Stretch" Operation

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



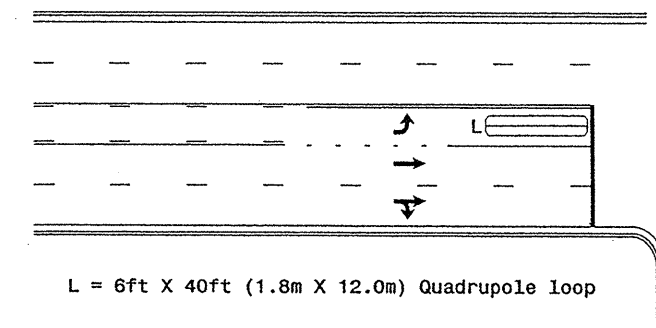
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

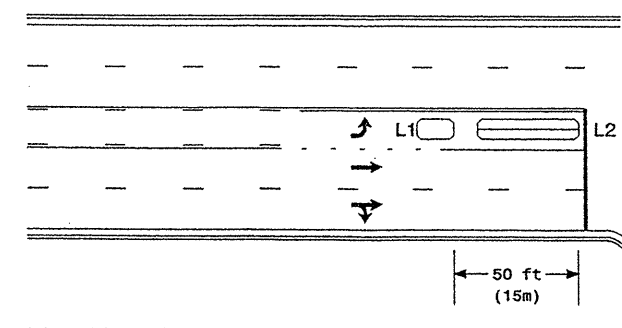
Left Turn Lane Detection



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

Presence Loop Detection

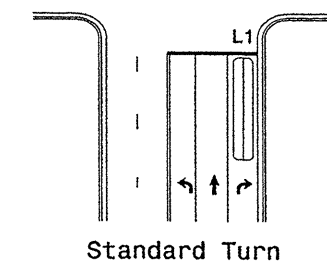
OR



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

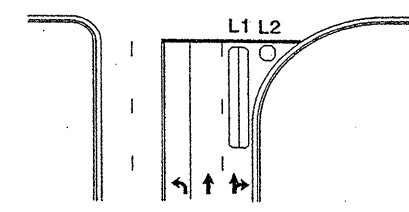
Queue Loop Detection

Right Turn Lane Detection

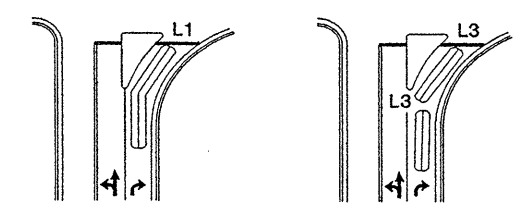


Standard Turn

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

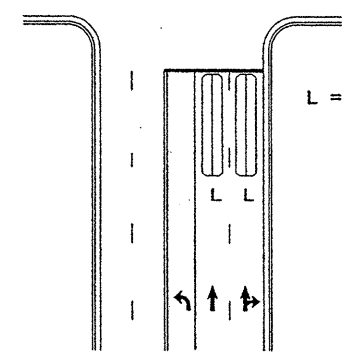


Wide Radius Turn



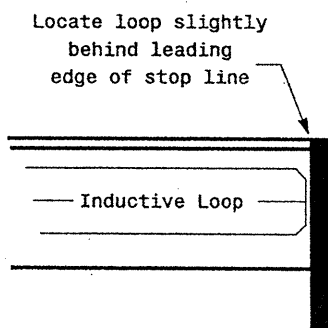
Channelized Turn

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

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Typical Loop Locations

PLAN DATE: June 2006	REVIEWED BY:
PREPARED BY: P L Alexander	REVIEWED BY:
SCALE: N/A	SIGNATURE: [Signature]
DATE: 6/6/06	DATE: 6/6/06

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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

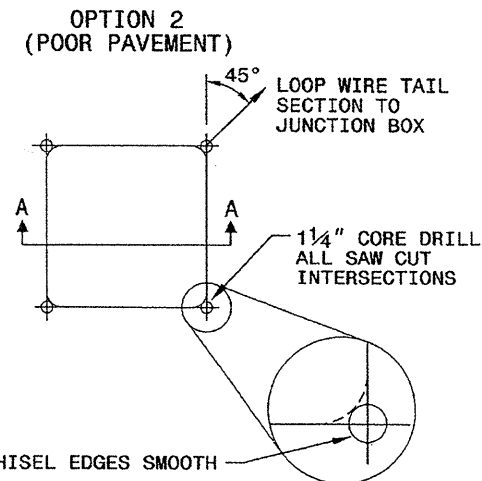
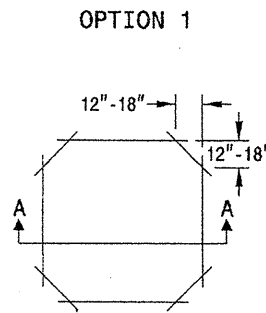
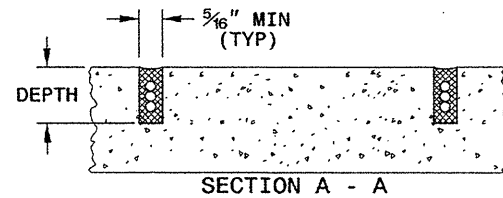
SHEET 1 OF 3
1725D01

CONVENTIONAL 4-SIDED LOOP

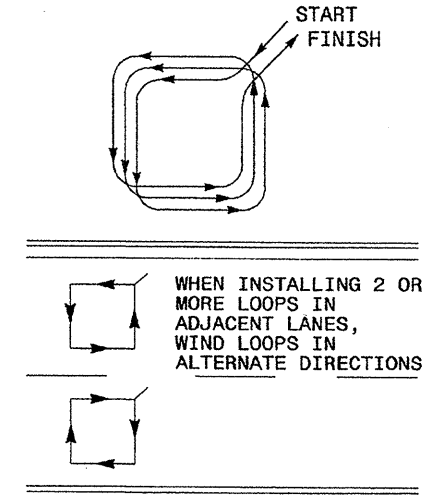
SAW CUT OPTIONS

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

INCORRECT WAY TO TWIST WIRE



CORRECT WAY TO TWIST WIRE

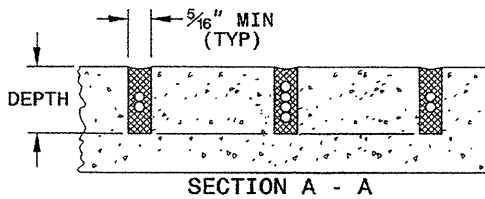
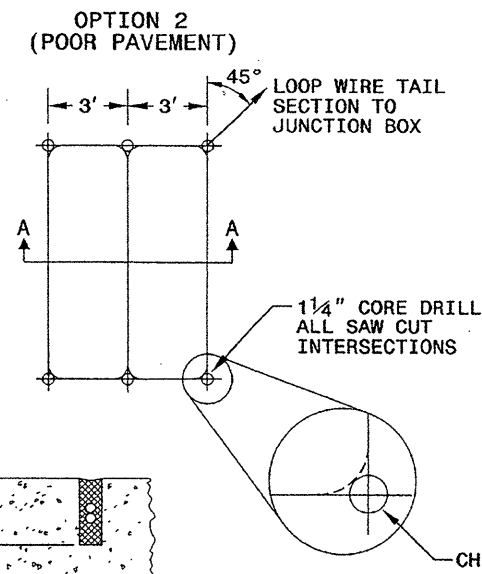
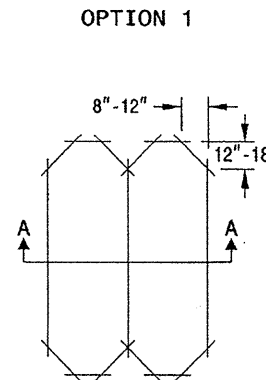


NOTES

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.

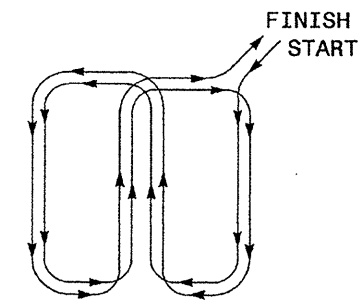
QUADRUPOLE LOOP

SAW CUT OPTIONS



DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

LOOP WINDING METHOD



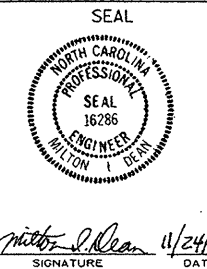
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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
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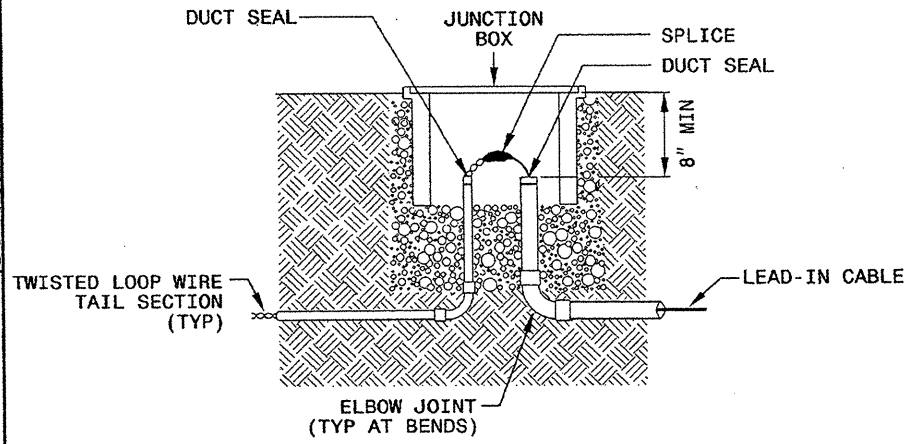
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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

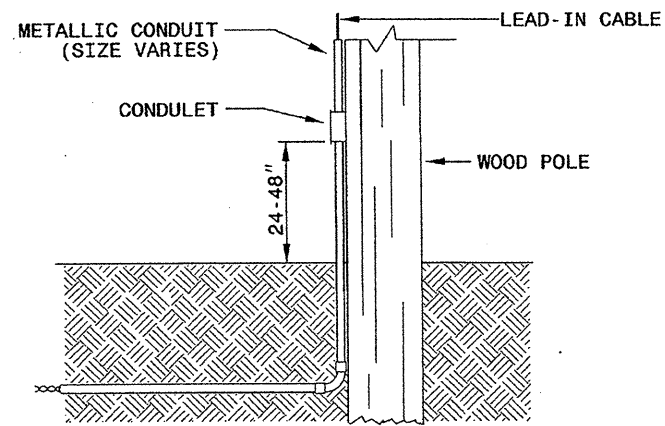
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

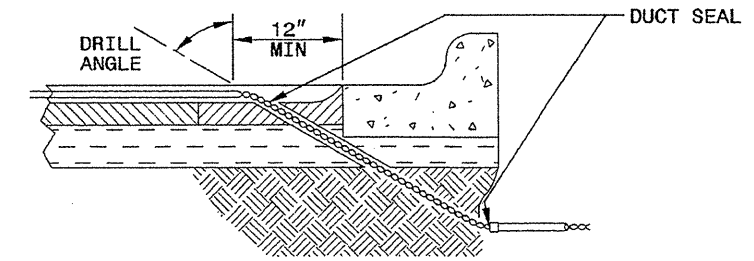


NOTE

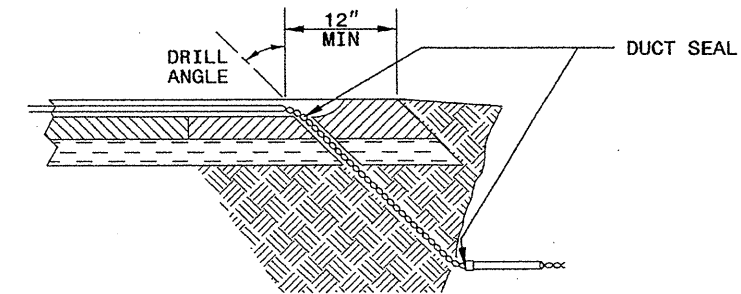
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

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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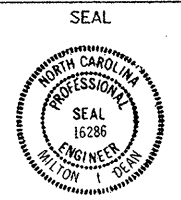
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

SHEET 2 OF 3
1725D01

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750 N. Greenfield Parkway
Garner, NC 27529



Milton I. Dean 11/24/08
SIGNATURE DATE

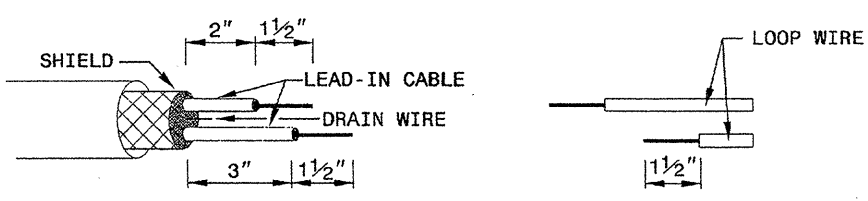
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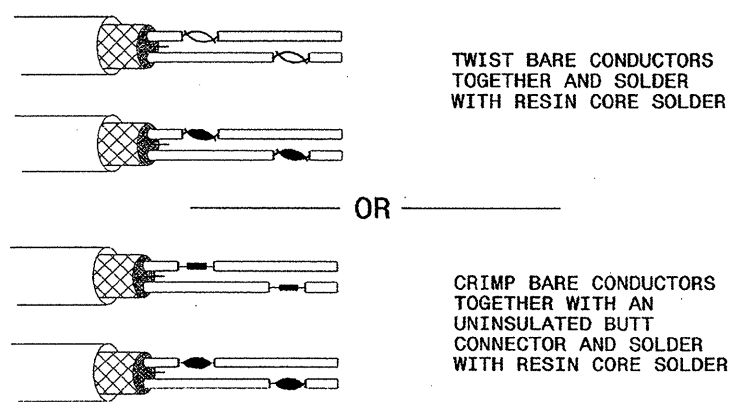
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
 SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE

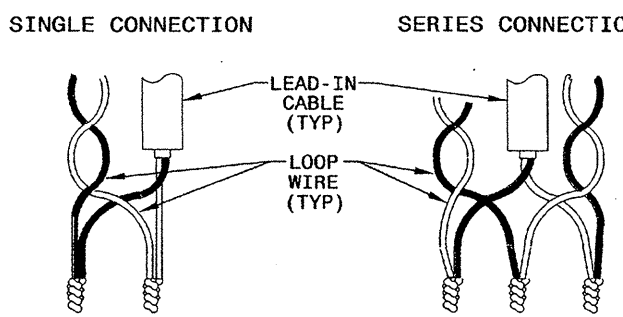


STEP 2. CONNECT AND SOLDER

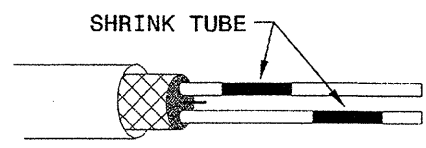


BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

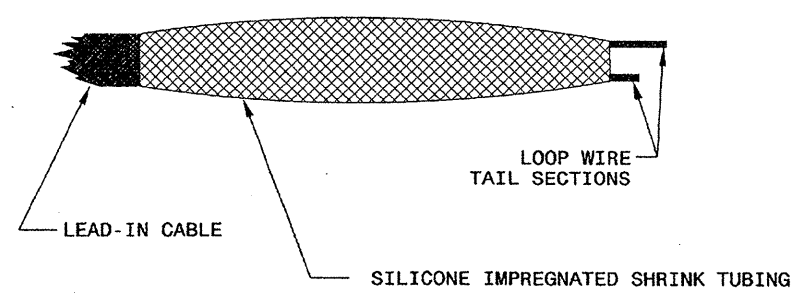
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



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

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Prepared in the Offices of:

750 N. Greenfield Parkway
 Garner, NC 27529

SEAL

Wilton I. Dean 11/24/08
 SIGNATURE DATE

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