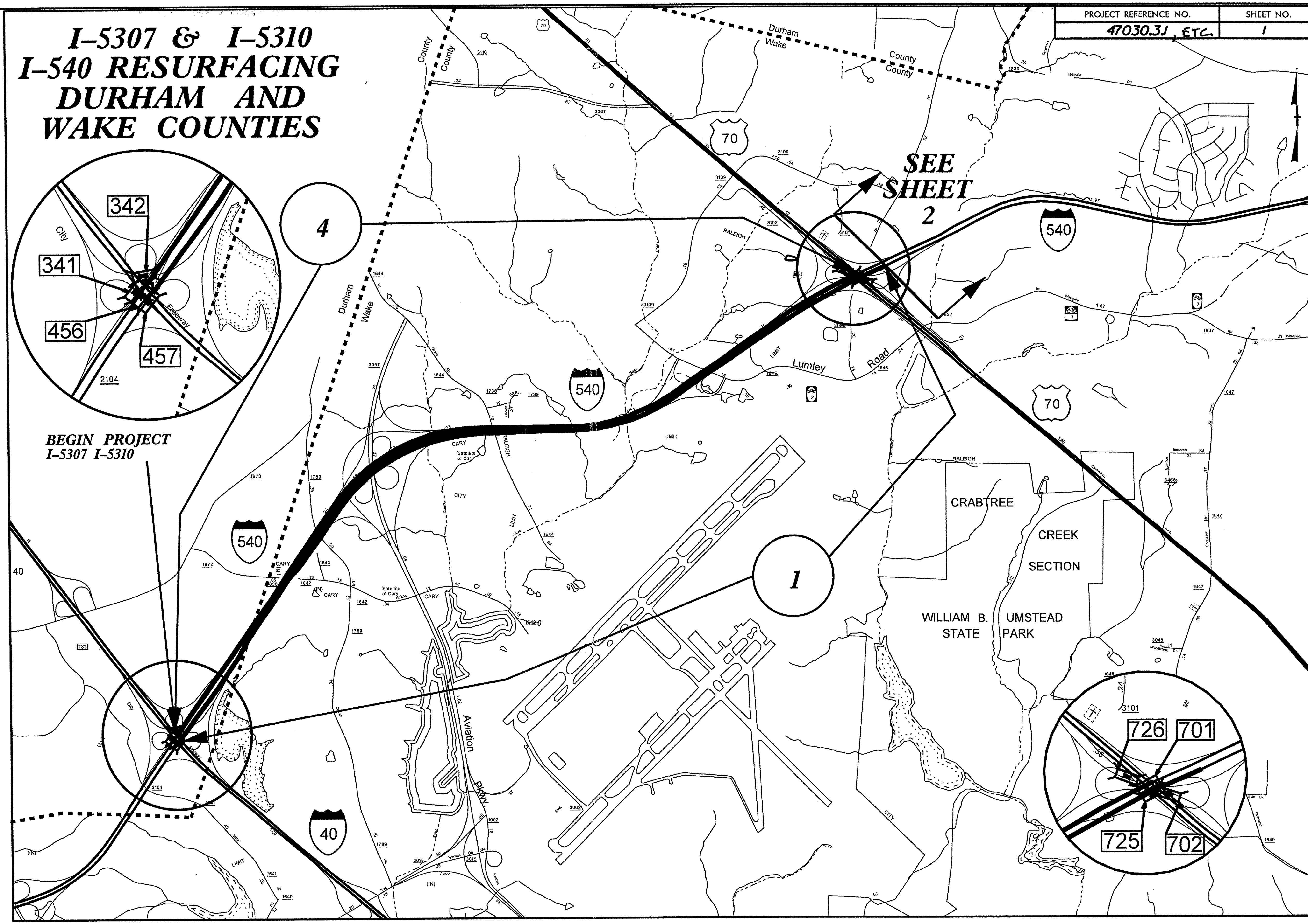
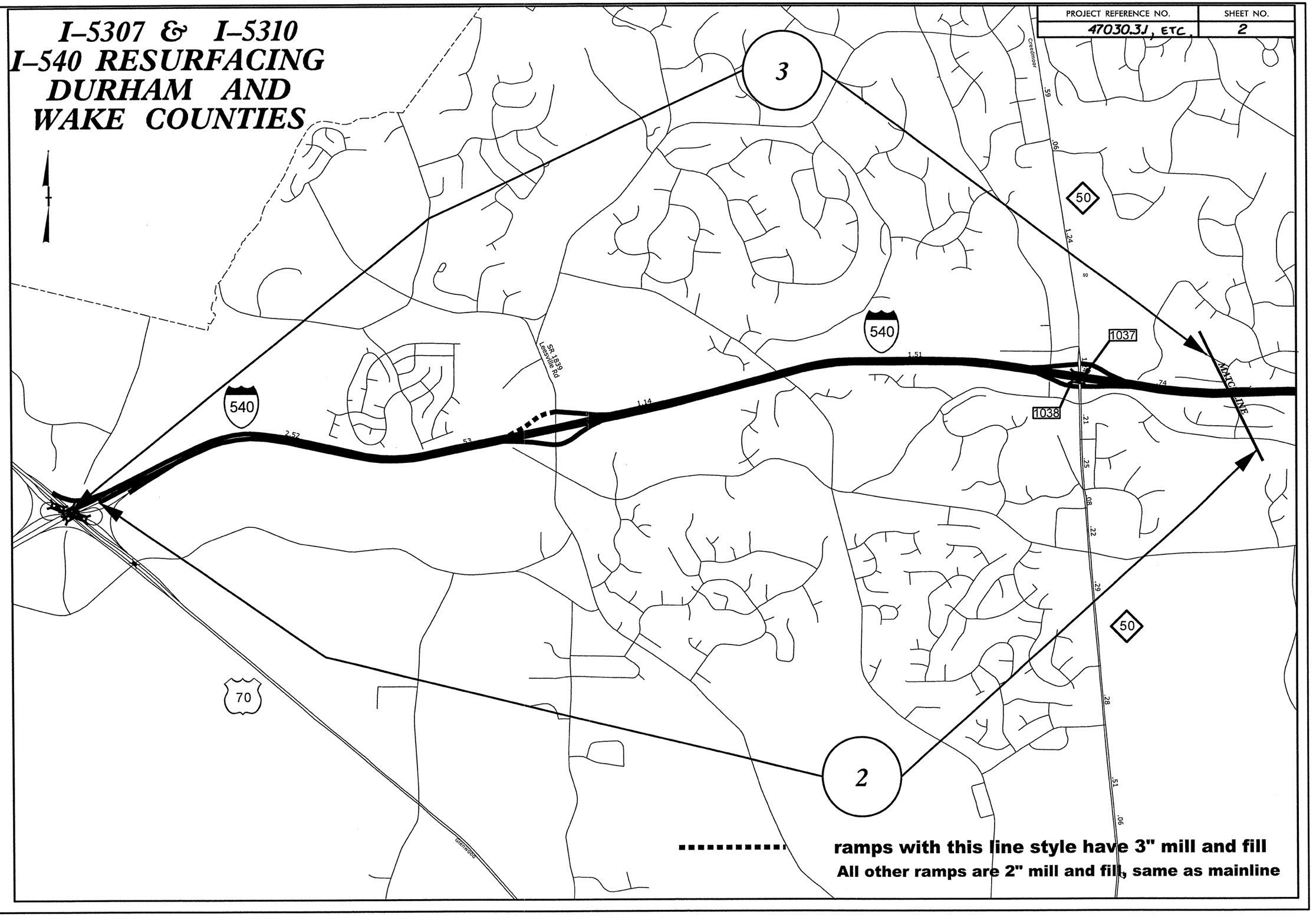
PROJECT REFERENCE NO.	SHEET NO.
47030.31, ETC.	1

I-5307 & I-5310 I-540 RESURFACING DURHAM AND WAKE COUNTIES



PROJECT REFERENCE NO.	SHEET NO.
47030.31, ETC.	2

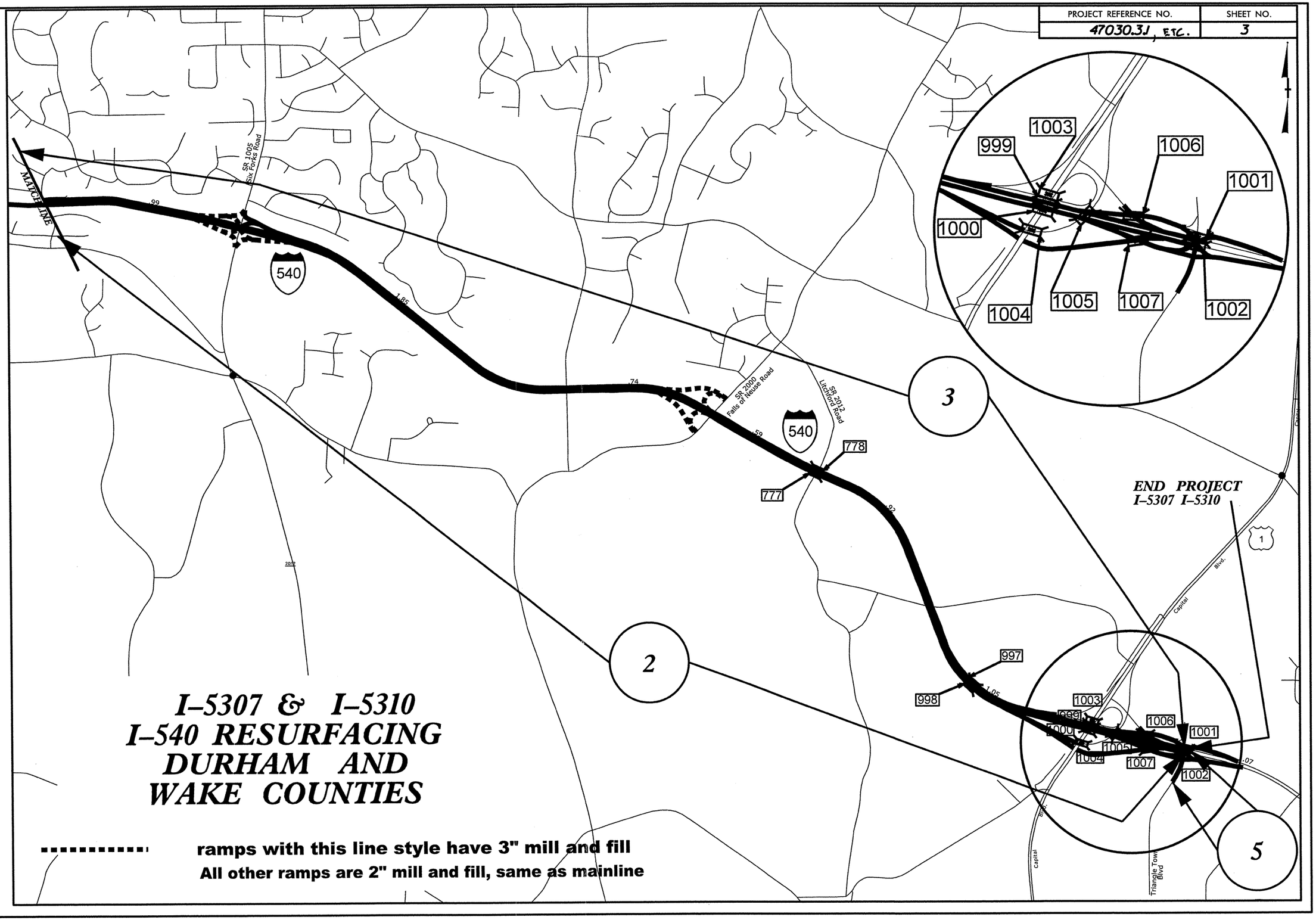
I-5307 & I-5310
I-540 RESURFACING
DURHAM AND
WAKE COUNTIES



ramps with this line style have 3" mill and fill

All other ramps are 2" mill and fill, same as mainline

PROJECT REFERENCE NO.	SHEET NO.
47030.31, ETC.	3



I–5307 & I–5310
I–540 RESURFACING
DURHAM AND
WAKE COUNTIES

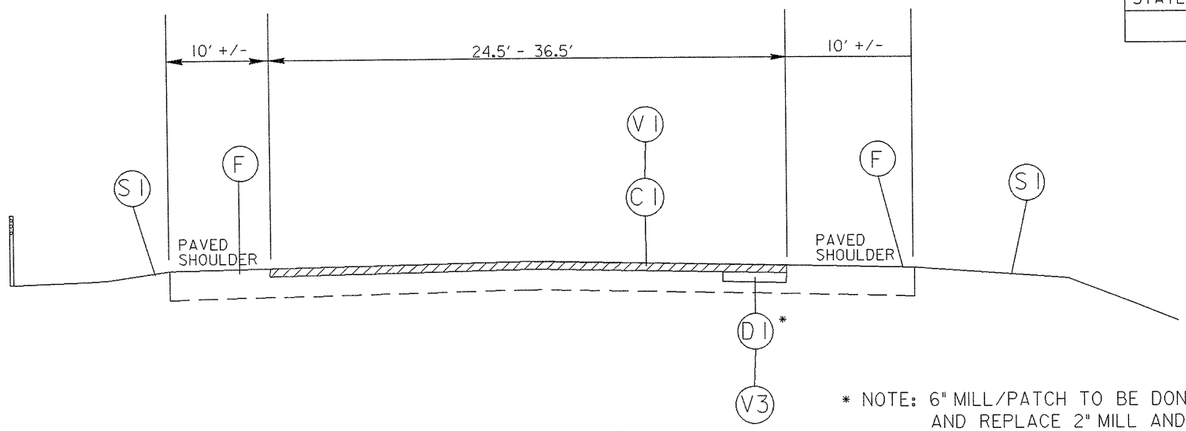
ramps with this line style have 3" mill and fill

All other ramps are 2" mill and fill, same as mainline

PROJ. REFERENCE NO.		SHEET NO.
I-5307, I-5310 (47030.3.1)		4
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION

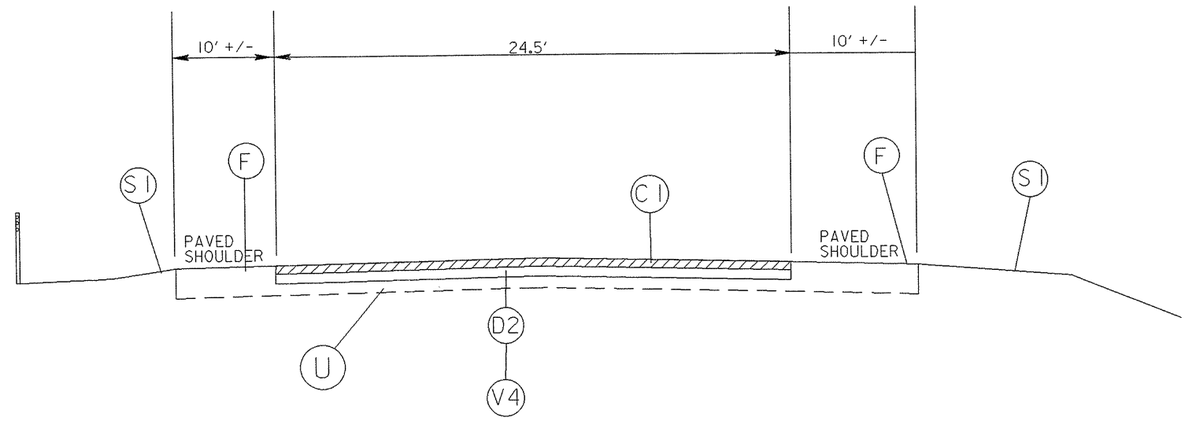
PAVEMENT SCHEDULE

C1	PROP. APPROX. 2" ASPH. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C2	PROP. APPROX. 3" ASPH. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD., IN EACH OF TWO LIFTS
C3	PROP. APPROX. 2" ASPH. CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
D1	PROP. APPROX. 6" ASPH. CONC. INTERMEDIATE COURSE, TYPE 119.0C, 4" LIFT (456 LBS. PER SQ. YD.) & A 2" LIFT (228 LBS. PER SQ. YD.)
D2	PROP. APPROX. 2.5" ASPH. CONC. INTERMEDIATE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
F	PROP FOG SEAL ON SHOULDER TO BE APPLIED AFTER CRACK SEALING OPERATION
J1	PROP. APPROX. 6" OF AGGREGATE BASE COURSE, AS DIRECTED BY THE ENGINEER
J2	PROP. INCIDENTAL STONE BASE, AS DIRECTED BY THE ENGINEER
V1	MILL 2" IN DEPTH
V2	MILL 3" IN DEPTH
V3	MILL 6" IN DEPTH, 6' OR 12' WIDTH
V4	MILL 4.5" IN DEPTH, FULL WIDTH (PATCHING I-540 WB AT CAPITAL)
S1	PROP. SHOULDER GRADING
S2	PROP. SHOULDER RECONSTRUCTION AS DIRECTED BY THE ENGINEER
U	EXISTING PAVEMENT
F	CRACK AND FOG SEAL

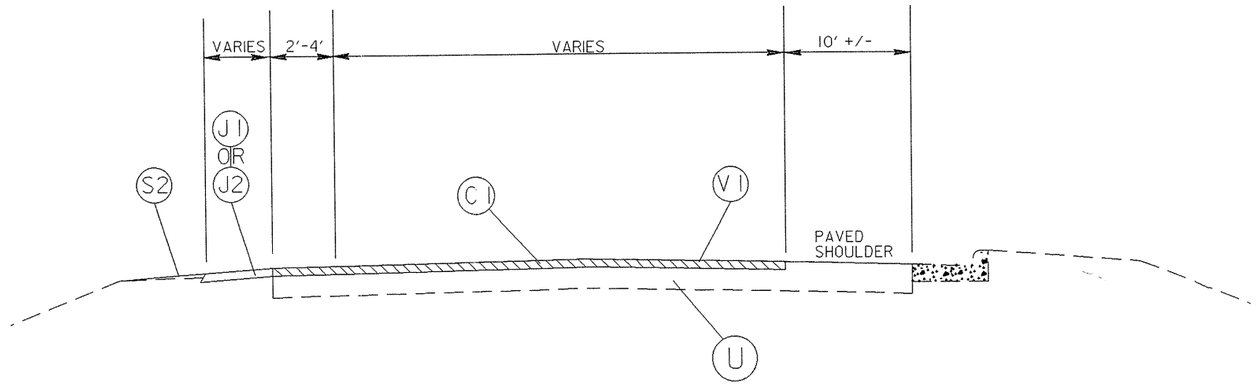


TYPICAL SECTION NO. 1

* NOTE: 6" MILL/PATCH TO BE DONE PRIOR TO 2" MILL AND REPLACE 2" MILL AND REPLACE WILL REMOVE TOP 2" OF PATCH. PAYMENT WILL BE MADE FOR BOTH OPERATIONS



TYPICAL SECTION NO. 2



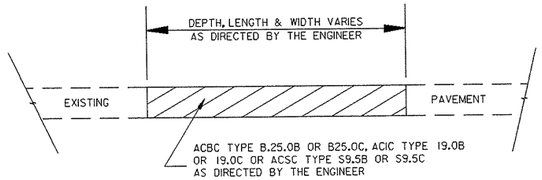
TYPICAL SECTION NO. 3

*CONTRACTOR SHALL USE THIS TYPICAL FOR RAMPS WITH CURB AND GUTTER

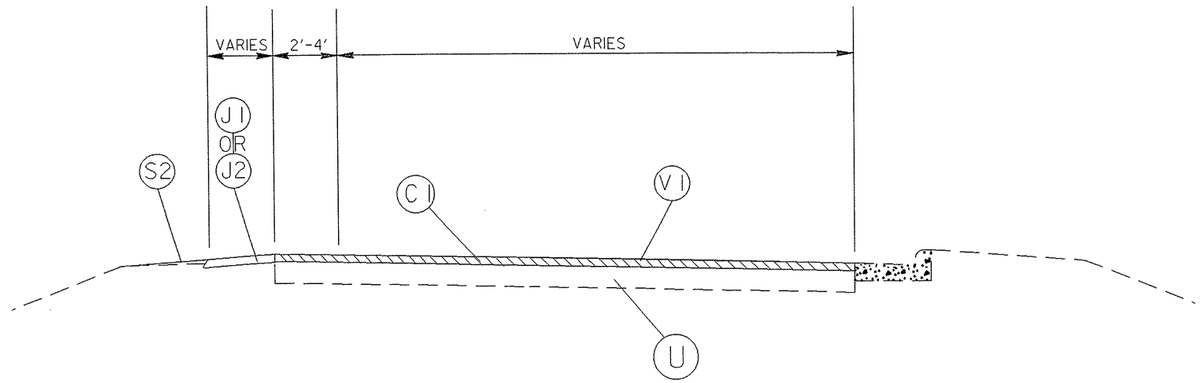
PROJ. REFERENCE NO.		SHEET NO.
I-5307, I-5310 (47030.3.1)		5
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION

PAVEMENT SCHEDULE

C1	PROP. APPROX. 2" ASPH. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C2	PROP. APPROX. 3" ASPH. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD., IN EACH OF TWO LIFTS
C3	PROP. APPROX. 2" ASPH. CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
D1	PROP. APPROX. 6" ASPH. CONC. INTERMEDIATE COURSE, TYPE I19.0C, 4" LIFT (456 LBS. PER SQ. YD.) & A 2" LIFT (228 LBS. PER SQ. YD.)
D2	PROP. APPROX. 2.5" ASPH. CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
F	PROP FOG SEAL ON SHOULDER TO BE APPLIED AFTER CRACK SEALING OPERATION
J1	PROP. APPROX. 6" OF AGGREGATE BASE COURSE, AS DIRECTED BY THE ENGINEER
J2	PROP. INCIDENTAL STONE BASE, AS DIRECTED BY THE ENGINEER
V1	MILL 2" IN DEPTH
V2	MILL 3" IN DEPTH
V3	MILL 6" IN DEPTH, 6' OR 12' WIDTH
V4	MILL 4.5" IN DEPTH, FULL WIDTH (PATCHING I-540 WB AT CAPITAL)
S1	PROP. SHOULDER GRADING
S2	PROP. SHOULDER RECONSTRUCTION AS DIRECTED BY THE ENGINEER
U	EXISTING PAVEMENT
F	CRACK AND FOG SEAL

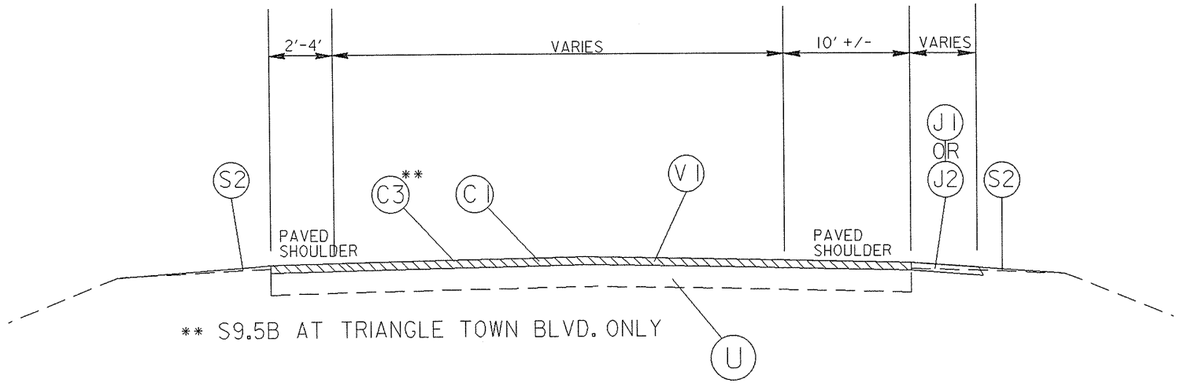


PATCHING EXISTING PAVEMENT



TYPICAL SECTION NO. 4

*CONTRACTOR SHALL USE THIS TYPICAL FOR THE LOOPS



TYPICAL SECTION NO. 5

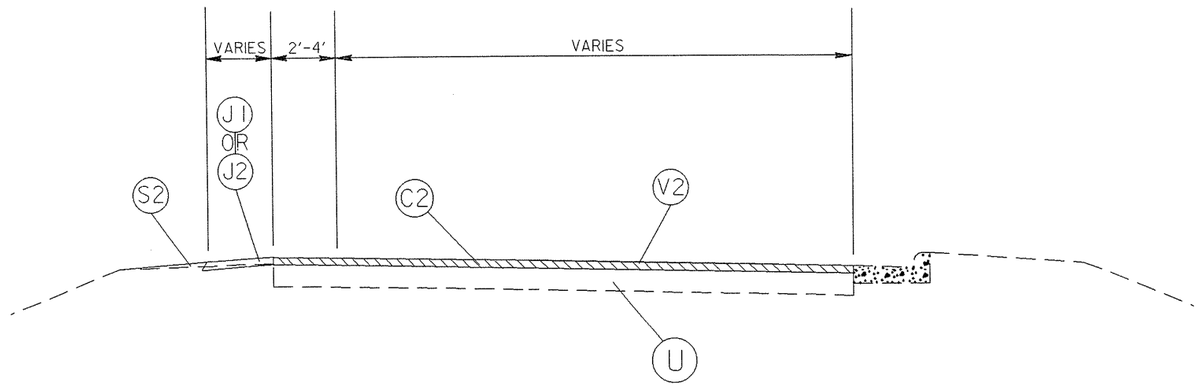
*CONTRACTOR SHALL USE THIS TYPICAL FOR THE RAMPS WITHOUT CURB AND GUTTER AND TRIANGLE TOWN BLVD.

*USE ON RAMPS AT GLENWOOD AVE., LEESVILLE EB RAMPS AND WB OFF, ALL CREEDMOOR RAMPS, SIX FORKS WB OFF, CAPITAL BLVD RAMPS AND TRIANGLE TOWN RAMPS

PROJ. REFERENCE NO.		SHEET NO.
I-5307, I-5310 (47030.3.1)		6
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION

PAVEMENT SCHEDULE

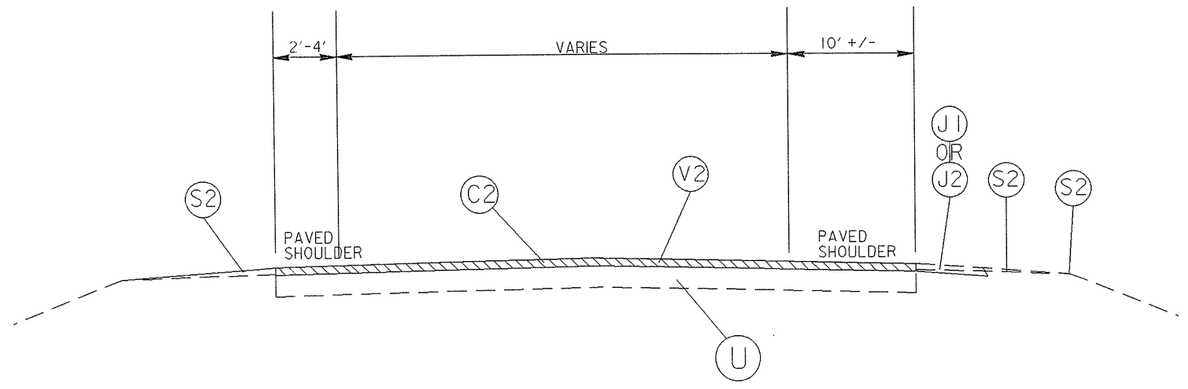
C1	PROP. APPROX. 2" ASPH. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C2	PROP. APPROX. 3" ASPH. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD., IN EACH OF TWO LIFTS
C3	PROP. APPROX. 2" ASPH. CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
D1	PROP. APPROX. 6" ASPH. CONC. INTERMEDIATE COURSE, TYPE 119.0C, 4" LIFT (456 LBS. PER SQ. YD.) & A 2" LIFT (228 LBS. PER SQ. YD.)
D2	PROP. APPROX. 2.5" ASPH. CONC. INTERMEDIATE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
F	PROP FOG SEAL ON SHOULDER TO BE APPLIED AFTER CRACK SEALING OPERATION
J1	PROP. APPROX. 6" OF AGGREGATE BASE COURSE, AS DIRECTED BY THE ENGINEER
J2	PROP. INCIDENTAL STONE BASE, AS DIRECTED BY THE ENGINEER
V1	MILL 2" IN DEPTH
V2	MILL 3" IN DEPTH
V3	MILL 6" IN DEPTH, 6' OR 12' WIDTH
V4	MILL 4.5" IN DEPTH, FULL WIDTH (PATCHING I-540 WB AT CAPITAL)
S1	PROP. SHOULDER GRADING
S2	PROP. SHOULDER RECONSTRUCTION AS DIRECTED BY THE ENGINEER
U	EXISTING PAVEMENT
F	CRACK AND FOG SEAL



TYPICAL SECTION NO. 6

*CONTRACTOR SHALL USE THIS TYPICAL FOR THE LOOPS

*USE ON LOOPS AT FALLS OF NEUSE EB ON AND WB OFF



TYPICAL SECTION NO. 7

*CONTRACTOR SHALL USE THIS TYPICAL FOR THE RAMPS WITHOUT CURB AND GUTTER

*USE ON RAMPS AT LEESVILLE WB ON, SIX FORKS EB RAMPS AND WB ON, FALLS OF NEUSE EB OFF AND WB ON

PROJ. REFERENCE NO.		SHEET NO.
I-5307, I-53 I0 (47030.3.1)		7
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION

PAVEMENT SCHEDULE

C1	PROP. APPROX. 2" ASPH. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C2	PROP. APPROX. 3" ASPH. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD., IN EACH OF TWO LIFTS
C3	PROP. APPROX. 2" ASPH. CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
D1	PROP. APPROX. 6" ASPH. CONC. INTERMEDIATE COURSE, TYPE I19.0C, 4" LIFT (456 LBS. PER SQ. YD.) & A 2" LIFT (228 LBS. PER SQ. YD.)
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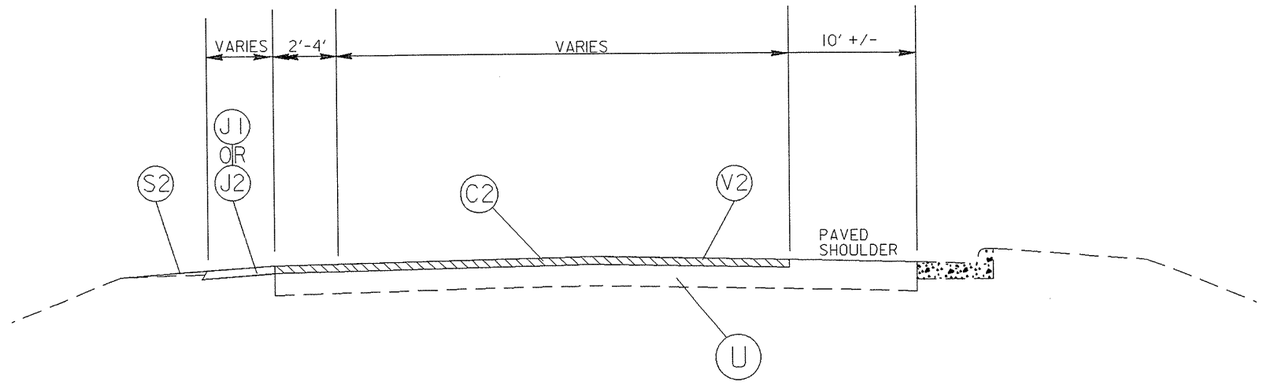
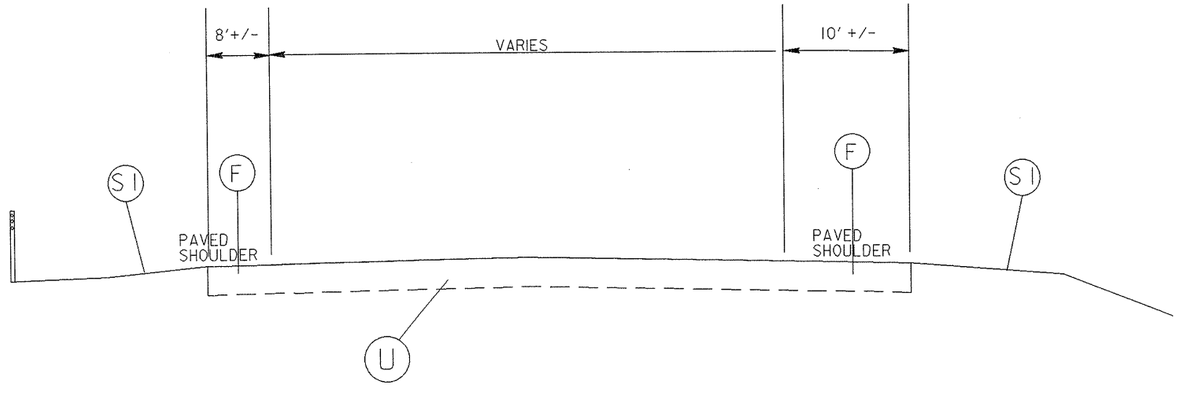
F	PROP FOG SEAL ON SHOULDER TO BE APPLIED AFTER CRACK SEALING OPERATION
J1	PROP. APPROX. 6" OF AGGREGATE BASE COURSE, AS DIRECTED BY THE ENGINEER
J2	PROP. INCIDENTAL STONE BASE, AS DIRECTED BY THE ENGINEER
V1	MILL 2" IN DEPTH
V2	MILL 3" IN DEPTH
V3	MILL 6" IN DEPTH, 6' OR 12' WIDTH
V4	MILL 4.5" IN DEPTH, FULL WIDTH (PATCHING I-540 WB AT CAPITAL)
S1	PROP. SHOULDER GRADING
S2	PROP. SHOULDER RECONSTRUCTION AS DIRECTED BY THE ENGINEER
U	EXISTING PAVEMENT
F	CRACK AND FOG SEAL



TYPICAL SECTION NO. 8

*CONTRACTOR SHALL USE THIS TYPICAL FOR RAMPS WITH CURB AND GUTTER



TYPICAL SECTION NO. 9

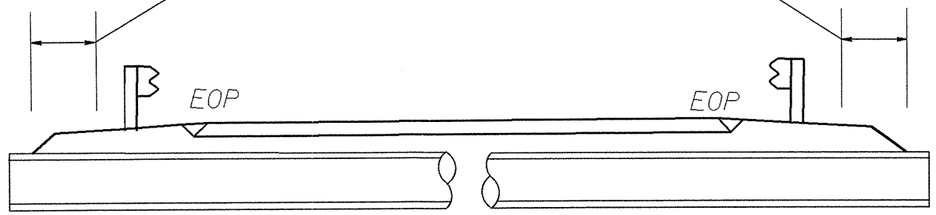
PROJECT REFERENCE NO.	SHEET NO.
I-5307 & I-5310	8
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

EROSION CONTROL DETAIL

NOTES: Less than 5' – 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

< 5' – 10' Undisturbed buffer add BMP



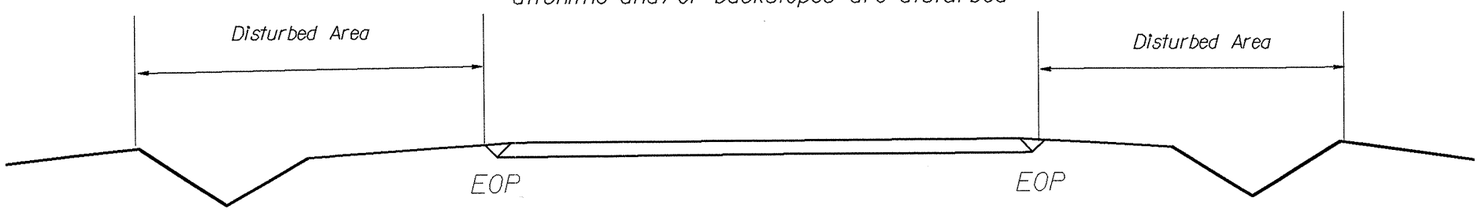
Pipe/Culvert

< 5' – 10' Undisturbed buffer from jurisdictional feature add BMP

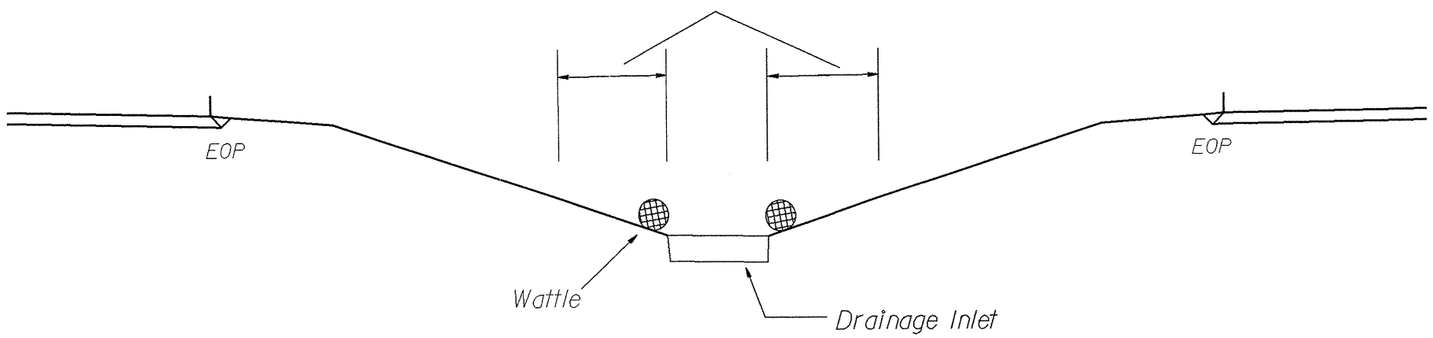
< 5' – 10' Undisturbed buffer from ditchline, add BMP

Jurisdictional Feature

Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed



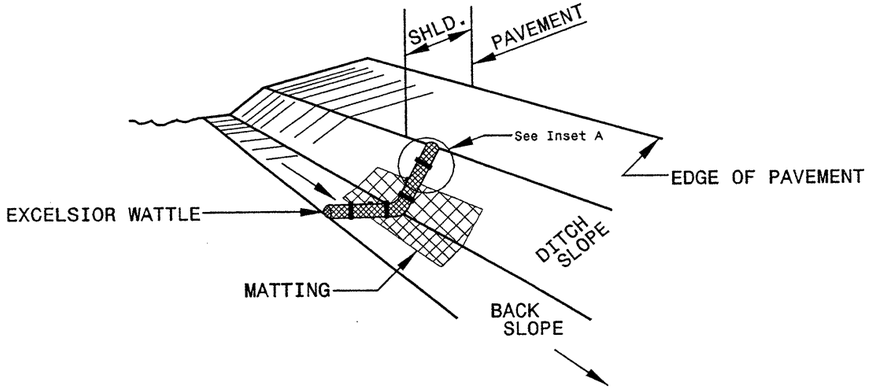
< 5' – 10' Undisturbed buffer from inlet, add wattle



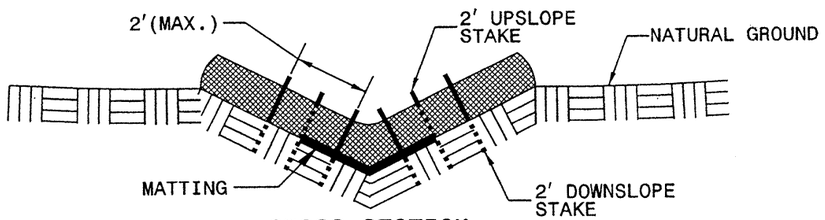
NOT TO SCALE

PROJECT REFERENCE NO.	SHEET NO.
1-5307, ETC	9
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

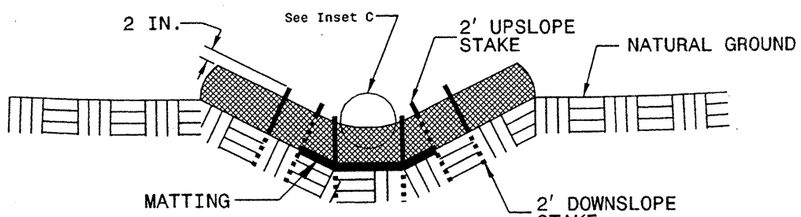
WATTLE WITH POLYACRYLAMIDE (PAM) DETAIL



ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

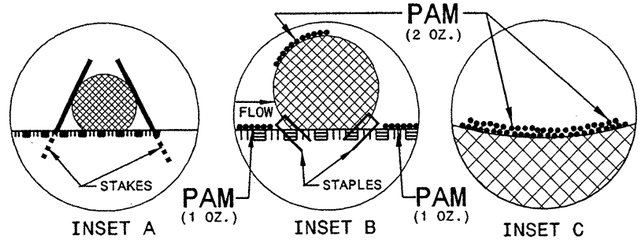
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

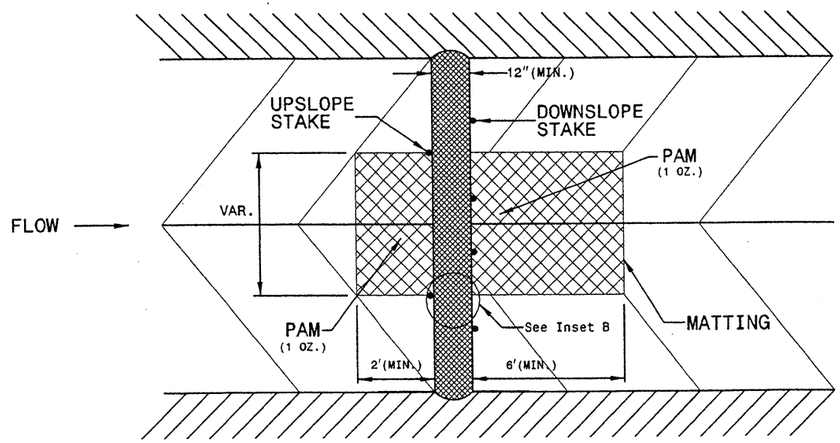
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.

INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.





TOP VIEW

I-5307 / I-5310
(47030.3.1)
SHEET 10

COUNTY NAME	BRIDGE NUMBER	FACILITY CARRIED	FEATURE INTERSECTED	NO. SPANS	STRUCTURE LENGTH	BRIDGE DECK WIDTH	#of existing modular expansion joints	MODULAR EXPANSION JOINT ELASTOMERIC SEAL (LF)	# of existing expansion joints with prefab strip seal	EXPANSION JOINT EPDM OR NEOPRENE GLAND ELASTOMERIC REPLACEMENT (LF)	# of existing compression joints	PREFORMED COMPRESSION JOINT SEALS (LF)	# of existing foam joints	FOAM JOINT SEALS (LF)	Deck Area	Approach Slab Area	PLACEMENT OF CRACK/DECK SEALER (SF)
Map 1																	
DURHAM	310342	I40 & I-540	.96 MI.E.SR1973	7	1036	45	2	90	1	45					46,620.00	1,776.00	48,396.00
DURHAM	310457	I-40	JCT.I-540 & I-40	2	278	73.8		0					2	148	20,516.40	3,456.00	23,972.40
WAKE	910725	I540 NBL	US70	3	325	82.8									26,910.00	3,648.00	30,558.00
WAKE	910726	I540 NBL R	I540 & US70	9	1603	45.9									73,577.70	1,824.00	75,401.70
								90		**45**		**0**	**2**	**148**	**167,624.10**	**10,704.00**	**178,328.10**
Map 2																	
WAKE	911038	I540 EBL	NC50	3	194	61							2	122	11,834.00	2,784.00	14,618.00
WAKE	910777	I540 EBL	SR2012 (LITCHFORD RD.)	1	143	60.2							2	120	8,608.60	2,736.00	11,344.60
WAKE	910998	I540 EBL.	CSX RAIL ROAD	2	420	72			1	72			2	144	30,240.00	3,408.00	33,648.00
WAKE	911000	I540EBL.	US1	2	254	60		0					2	120	15,240.00	2,352.00	17,592.00
WAKE	911004	I540 FLY OVER	US1	2	265	44.4							2	89	11,766.00	2,016.00	13,782.00
WAKE	911005	I540 FLY OVER	I540 EB&WB & RAMP C&B	5	895	44.3	2	89							39,648.50	1,680.00	41,328.50
WAKE	911007	I540 RAMP	I540 NS CON. B	1	138	28.6							2	57	3,946.80	1,344.00	5,290.80
WAKE	911002	I-540 EBL	TRIANGLE TOWN CTR.BLVD.	1	290	73.9	1	74					1	74	21,431.00	3,360.00	24,791.00
								163		**72**		**0**		**726**	**142,714.90**	**19,680.00**	**162,394.90**
Map 3																	
WAKE	911037	I540 WBL	NC50	3	190	61							2	122	11,590.00	2,784.00	14,374.00
WAKE	910778	I540 WBL	SR2012 (LITCHFORD RD.)	1	144	60.2							2	120	8,668.80	3,216.00	11,884.80
WAKE	910997	I540 WBL	CSX RAIL ROAD	2	420	72					1	72	2	144	30,240.00	3,648.00	33,888.00
WAKE	910999	I540 WB	US1	2	253	48.5							2	97	12,270.50	1,488.00	13,758.50
WAKE	911003	I540 COL.WBL	US1	2	253	40.4							2	81	10,221.20	1,872.00	12,093.20
WAKE	911006	I540 NS CO	RAMP A US1	1	102	28.8									2,937.60	1,248.00	4,185.60
WAKE	911001	I-540 WBL	TRIANGLE TOWN BLVD	1	290	62.1	1	62					1	62	18,009.00	2,784.00	20,793.00
								62		**0**		**72**		**626**	**93,937.10**	**17,040.00**	**110,977.10**
Map 4																	
DURHAM	310341	I40	.96 MI.E.SR1973	2	274	43		0	2	86					11,782.00	1,824.00	13,606.00
DURHAM	310456	I-40	JCT. I-540 & I-40	2	278	62		0					2	124	17,236.00	2,880.00	20,116.00
WAKE	910701	I540 SBL	US70	3	325	82.8	1	83	1	83	1	83			26,910.00	3,648.00	30,558.00
WAKE	910702	I540 SBL R	I540&US70	9	1613	43.1	4	172							69,520.30	1,920.00	71,440.30
								255		**169**		**83**		**124**	**125,448.30**	**10,272.00**	**135,720.30**

Total Modular Expansion Elastomeric Seal	**570**	**Total EPDM or Neoprene Seal**	**286**	**Total Compression Seal**	**155**	**Total Foam Joint Seal**	**1624**	529,724.40	57,696.00	**587,420.40**	**Total Filled Joint Replacement (LF)**	**500**

PROJECT NO.	SHEET NO.	TOTAL NO.
47030.3.1, SCR.20921.36	11	12

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	BORROW CY	SHOULDER GRADING SMI	AGGREGATE BASE COURSE TONS	INCIDENTAL STONE BASE TONS	SHOULDER RECON-STRUCTION SMI	6" MILLING SY	3" MILLING SY	2" MILLING SY	4.5" MILLING SY	INTER-MEDIATE COURSE, I19.0C TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	ASPHALT BINDER FOR PLANT MIX TON	SEALING EXISTING PAVEMENT CRACKS & JOINTS LB	PATCHING EXISTING PAVEMENT TONS	FOG SEAL SY	PORTABLE LIGHTING LS
47030.3.1	Wake	1	I-540 EB	I-40 OVERPASS TO JOINT EAST OF US 70	9	NO	4.4	18	500	11.50		400	0.80									1,540		63,306	
TOTAL FOR MAP NO. 1							**4.4**		**500**	**11.50**		**400**	**0.80**									**1,540**		**63,306**	
47030.3.1	Wake	2	I-540 EB AND RAMPS	US 70 TO TRIANGLE TOWN BLVD.	1-8	NO	12.4	36.5	1,500	24.80	4,801	1,240	1.00	67	17,282	355,606		23		44,014	2,598	4,340	50	160,043	1
TOTAL FOR MAP NO. 2							**12.4**		**1,500**	**24.80**	**4,801**	**1,240**	**1.00**	**67**	**17,282**	**355,606**		**23**		**44,014**	**2,598**	**4,340**	**50**	**160,043**	**1**
47030.3.1	Wake	3	I-540 WB AND RAMPS	TRIANGLE TOWN TO US 70	1-8	NO	12.53	24.5	1,500	25.06	4,024	1,253	1.00	647	16,445	332,698	1,467	443		40,825	2,430	4,386	50	161,720	
TOTAL FOR MAP NO. 3							**12.53**		**1,500**	**25.06**	**4,024**	**1,253**	**1.00**	**647**	**16,445**	**332,698**	**1,467**	**443**		**40,825**	**2,430**	**4,386**	**50**	**161,720**	
47030.3.1	Wake	4	I-540 WB	JOINT AT US 70 TO I-40 OVERPASS	9	NO	4.3	18	500	8.60		400	0.80									1,505		49,948	
TOTAL FOR MAP NO. 4							**4.3**		**500**	**8.60**		**400**	**0.80**									**1,505**		**49,948**	
TOTAL FOR PROJ NO. 47030.3.1							**33.63**		**4,000**	**69.96**	**8,825**	**3,293**	**3.60**	**714**	**33,727**	**688,304**	**1,467**	**466**		**84,839**	**5,028**	**11,771**	**100**	**435,017**	**1**
SCR.20921.36	Wake	5	TRIANGLE TOWN BLVD.	I-540 TO NEW ASPHALT JT.	5	NO	0.2	50	20			10	0.20			7,514			886		53		50		
TOTAL FOR MAP NO. 5							**0.2**		**20**			**10**	**0.20**			**7,514**			**886**		**53**		**50**		
TOTAL FOR PROJ NO. SCR.20921.36							**0.2**		**20**			**10**	**0.20**			**7,514**			**886**		**53**		**50**		
GRAND TOTAL							**33.83**		**4,020**	**69.96**	**8,825**	**3,303**	**3.80**	**714**	**33,727**	**695,818**	**1,467**	**466**	**886**	**84,839**	**5,081**	**11,771**	**150**	**435,017**	**1**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	TEMPORARY SILT FENCE LF	MATTING (EROSION CONTROL) SY	WATTLE LF	POLY-ACRYLAMIDE (PAM) LB	SEED & MULCHING AC	UNPAVED TRENCHING (1 COND, 1") LF	INDUCTIVE LOOP LF	FOAM JOINT SEALS LF	EXPANSION JOINT EPDM OR NEOPRENE GLAND ELASTOMERIC REPLACEMENT LF	MODULAR EXPANSION JOINT ELASTOMERIC SEAL LF	PREFORMED COMPRESSION JOINT SEAL LF	FILLED EXPANSION JOINT REPLACEMENT LF	PLACEMENT OF CRACK/DECK SEALER SF
47030.3.1	Wake	1	I-540 EB	I-40 OVERPASS TO JOINT EAST OF US 70	9	NO	4.4	18	500	510	630	47	8.36			148	45	90			178,328.10
TOTAL FOR MAP NO. 1							**4.4**		**500**	**510**	**630**	**47**	**8.36**			**148**	**45**	**90**			**178,328.10**
47030.3.1	Wake	2	I-540 EB AND RAMPS	US 70 TO TRIANGLE TOWN BLVD.	1-8	NO	12.4	36.5	1,000	910	1,130	85	18.04	75.00	780	726	72	163			162,394.90
TOTAL FOR MAP NO. 2							**12.4**		**1,000**	**910**	**1,130**	**85**	**18.04**	**75.00**	**780**	**726**	**72**	**163**			**162,394.90**
47030.3.1	Wake	3	I-540 WB AND RAMPS	TRIANGLE TOWN TO US 70	1-8	NO	12.53	24.5	1,000	910	1,130	85	18.22	75.00	1,776	626		62	72	500	110,977.10
TOTAL FOR MAP NO. 3							**12.53**		**1,000**	**910**	**1,130**	**85**	**18.22**	**75.00**	**1,776**	**626**		**62**	**72**	**500**	**110,977.10**
47030.3.1	Wake	4	I-540 WB	JOINT AT US 70 TO I-40 OVERPASS	9	NO	4.3	18	500	510	630	47	6.26			124	169	255	83		135,720.30
TOTAL FOR MAP NO. 4							**4.3**		**500**	**510**	**630**	**47**	**6.26**			**124**	**169**	**255**	**83**		**135,720.30**
TOTAL FOR PROJ NO. 47030.3.1							**33.63**		**3,000**	**2,840**	**3,520**	**264**	**50.88**	**150.00**	**2,556**	**1,624**	**286**	**570**	**155**	**500**	**587,420.40**
SCR.20921.36	Wake	5	TRIANGLE TOWN BLVD.	I-540 TO NEW ASPHALT JT.	5	NO	0.2	50	29		80		0.29								
TOTAL FOR MAP NO. 5							**0.2**		**29**		**80**		**0.29**								
TOTAL FOR PROJ NO. SCR.20921.36							**0.2**		**29**		**80**		**0.29**								
GRAND TOTAL							**33.83**		**3,029**	**2,840**	**3,600**	**264**	**51.17**	**150.00**	**2,556**	**1,624**	**286**	**570**	**155**	**500**	**587,420.40**

PROJECT NO.	SHEET NO.	TOTAL NO.
47030.3.1, 5CR.20921.36	12	12

THERMOPLASTIC AND PAINT QUANTITIES

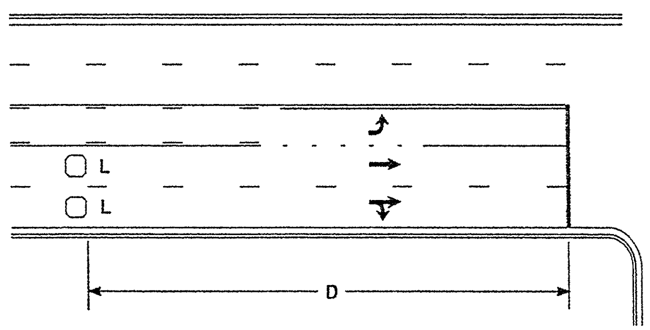
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	LENGTH	WIDTH	4510000000-N LAW ENFORCEMENT HR	4589000000-N TEMPORARY TRAFFIC CONTROL LS	4685000000-E 4" X 90 M YELLOW THERMO LF	4685000000-E 4" X 90 M WHITE THERMO LF	4686000000-E 4" X 120 M WHITE THERMO LF	4686000000-E 4" X 120 M YELLOW THERMO LF	4688000000-E 6" X 90 M YELLOW THERMO LF	4688000000-E 6" X 90 M WHITE THERMO LF	4690000000-E 6" X 120 M WHITE THERMO LF	4695000000-E 8" X 90 M WHITE THERMO LF	4697000000-E 8" X 120 M WHITE THERMO LF	4700000000-E 12" X 90 M WHITE THERMO LF	4710000000-E 24" X 120 M WHITE THERMO LF	4725000000-E THERMO LT ARROW 90 M EA	4725000000-E THERMO RT ARROW 90 M EA	4725000000-E THERMO STR ARROW 90 M EA	4725000000-E THERMO STR & LT ARROW 90 M EA	4795000000-E 24" WHITE COLD APPLIED PLASTIC, TYPE 2 LF	4800000000-N COLD APPLIED MSG ONLY, TYPE III EA	4805000000-N COLD APPLIED PLASTIC RT ARROW, TYPE 2 EA	4805000000-N COLD APPLIED PLASTIC STR ARROW, TYPE 2 EA	4810000000-E 4" WHITE PAINT LF	4810000000-E 4" YELLOW PAINT LF
47030.3.1	Wake	1	I-540 EB	I-40 OVERPASS TO JOINT EAST OF US 70	4.4	18																								
TOTAL FOR MAP NO. 1					**4.4**																									
47030.3.1	Wake	2	I-540 EB AND RAMPS	US 70 TO TRIANGLE TOWN BLVD.	12.4	36.5	1,000	1					81,515	82,280	40,072		47	11,479	205	6	13	48	4	28	5	2		4,807	4,250
TOTAL FOR MAP NO. 2					**12.4**		**1,000**	**1**					**81,515**	**82,280**	**40,072**		**47**	**11,479**	**205**	**6**	**13**	**48**	**4**	**28**	**5**	**2**		**4,807**	**4,250**
47030.3.1	Wake	3	I-540 WB AND RAMPS	TRIANGLE TOWN TO US 70	12.53	24.5	1,000						78,738	78,617	39,339		55	10,708	232	9	11	39	8	38			2	4,302	3,749
TOTAL FOR MAP NO. 3					**12.53**		**1,000**						**78,738**	**78,617**	**39,339**		**55**	**10,708**	**232**	**9**	**11**	**39**	**8**	**38**			**2**	**4,302**	**3,749**
47030.3.1	Wake	4	I-540 WB	JOINT AT US 70 TO I-40 OVERPASS	4.3	18																								
TOTAL FOR MAP NO. 4					**4.3**																									
TOTAL FOR PROJ NO. 47030.3.1					**33.63**		**2,000**	**1**					**160,253**	**160,897**	**79,411**		**102**	**22,187**	**437**	**15**	**24**	**87**	**12**	**66**	**5**	**2**	**2**	**9,109**	**7,999**
													321,150							**138**						**4**		**17,108**	
5CR.20921.36	Wake	5	TRIANGLE TOWN BLVD.	I-540 TO NEW ASPHALT JT.	0.203	50			2,112	4,224	2,112	100				285			24	6		2								
TOTAL FOR MAP NO. 5					**0.203**				**2,112**	**4,224**	**2,112**	**100**				**285**			**24**	**6**		**2**								
TOTAL FOR PROJ NO. 5CR.20921.36					**0.203**				**2,112**	**4,224**	**2,112**	**100**				**285**			**24**	**6**		**2**								
									6,336											**8**										
GRAND TOTAL					**33.833**		**2,000**	**1**	**2,112**	**4,224**	**2,112**	**100**	**160,253**	**160,897**	**79,411**	**285**	**102**	**22,187**	**461**	**21**	**24**	**89**	**12**	**66**	**5**	**2**	**2**	**9,109**	**7,999**
									6,336		**2,212**		**321,150**							**146**						**4**		**17,108**	

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	LENGTH	WIDTH	4820000000-E 8" WHITE PAINT LF	4825000000-E 12" WHITE PAINT LF	4835000000-E 24" WHITE PAINT LF	4845000000-N PAINT LT ARROW EA	4845000000-N PAINT RT ARROW EA	4845000000-N PAINT STR ARROW EA	4845000000-N PAINT STR & LT ARROW EA	4847100000-E 6" WHITE POLYUREA (HRE) LF	4847100000-E 6" YELLOW POLYUREA (HRE) LF	4847110000-E 8" WHITE POLYUREA (HRE) LF	4855000000-E 6" LINE REMOVAL LF	4860000000-E 8" LINE REMOVAL LF	4870000000-E 24" LINE REMOVAL LF	4875000000-N REML OF PVMT MRKG SYMBOLS & CHARACTERS EA	4895000000-N REPLACE EXISTING BARRIER DELINEATOR EA	4900000000-N CRYSTAL & RED MARKERS EA	4900000000-N YELLOW & YELLOW MARKERS EA	4905000000-N SNOW PLOWABLE MARKERS EA	4935000000-N FLEXIBLE DELINEATORS (CRYSTAL) EA	4940000000-N FLEXIBLE DELINEATORS (YELLOW) EA
47030.3.1	Wake	1	I-540 EB	I-40 OVERPASS TO JOINT EAST OF US 70	4.4	18																				
TOTAL FOR MAP NO. 1					**4.4**																					
47030.3.1	Wake	2	I-540 EB AND RAMPS	US 70 TO TRIANGLE TOWN BLVD.	12.4	36.5	47	191	70	3	3	7	2	1,493	1,141	1,463	2,634	118	28	6	91	59		2,570	40	40
TOTAL FOR MAP NO. 2					**12.4**		**47**	**191**	**70**	**3**	**3**	**7**	**2**	**1,493**	**1,141**	**1,463**	**2,634**	**118**	**28**	**6**	**91**	**59**		**2,570**	**40**	**40**
47030.3.1	Wake	3	I-540 WB AND RAMPS	TRIANGLE TOWN TO US 70	12.53	24.5	55	650	50	3	3	2	3	1,476	1,116	104	2,592	104	38	2	94	32		2,424	40	40
TOTAL FOR MAP NO. 3					**12.53**		**55**	**650**	**50**	**3**	**3**	**2**	**3**	**1,476**	**1,116**	**104**	**2,592**	**104**	**38**	**2**	**94**	**32**		**2,424**	**40**	**40**
47030.3.1	Wake	4	I-540 WB	JOINT AT US 70 TO I-40 OVERPASS	4.3	18																				
TOTAL FOR MAP NO. 4					**4.3**																					
TOTAL FOR PROJ NO. 47030.3.1					**33.63**		**102**	**841**	**120**	**6**	**6**	**9**	**5**	**2,969**	**2,257**	**1,567**	**5,226**	**222**	**66**	**8**	**185**	**91**		**4,994**	**80**	**80**
										26				**5,226**								**91**				
5CR.20921.36	Wake	5	TRIANGLE TOWN BLVD.	I-540 TO NEW ASPHALT JT.	0.203	50																12	14		10	10
TOTAL FOR MAP NO. 5					**0.203**																	**12**	**14**		**10**	**10**
TOTAL FOR PROJ NO. 5CR.20921.36					**0.203**																	**12**	**14**		**10**	**10**
																						26				
GRAND TOTAL					**33.833**		**102**	**841**	**120**	**6**	**6**	**9**	**5**	**2,969**	**2,257**	**1,567**	**5,226**	**222**	**66**	**8**	**185**	**103**	**14**	**4,994**	**90**	**90**
										26				**5,226**								**117**				

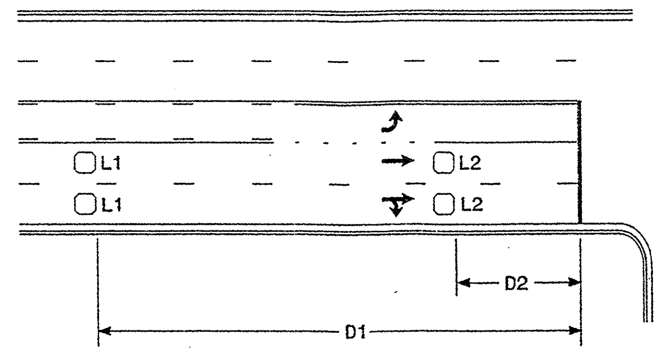
PROJECT REFERENCE NO.	SHEET NO.
	SIG 1

High Speed Detection

[≥40 mph (64 km/hr)]



OR



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

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)

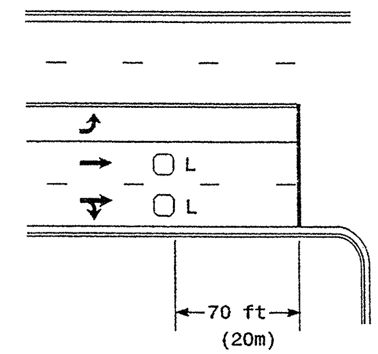
L1 = 6ft X 6ft (1.8m X 1.8m)
Wired in series

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

"Stretch" Operation

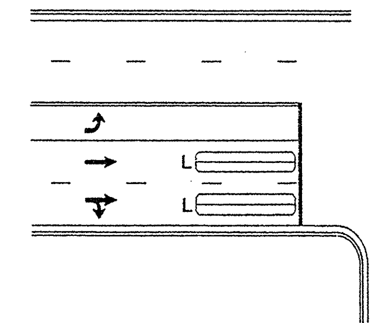
Low Speed Detection

[≤35 mph (56 km/hr)]



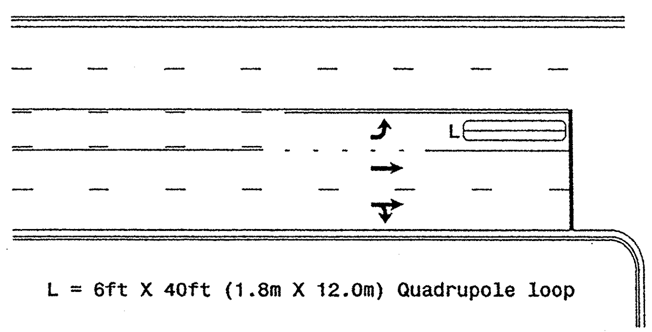
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

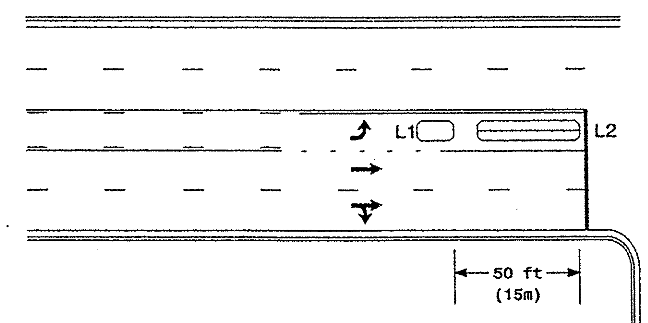
Left Turn Lane Detection



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

Presence Loop Detection

OR

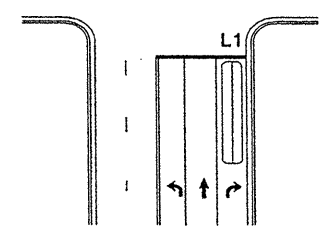


L1 = 6ft X 15ft (1.8m X 4.6m) Queue detector
L2 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

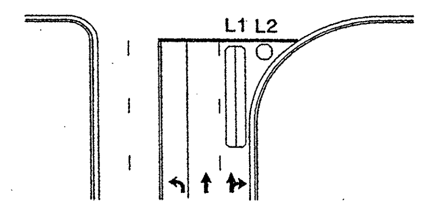
Queue Loop Detection

Right Turn Lane Detection

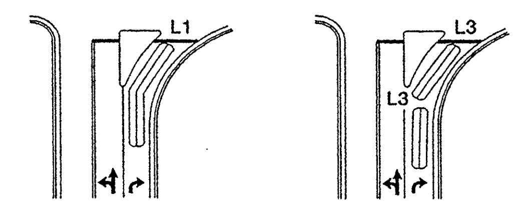
L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop
Wired separately
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop
Wired in series



Standard Turn

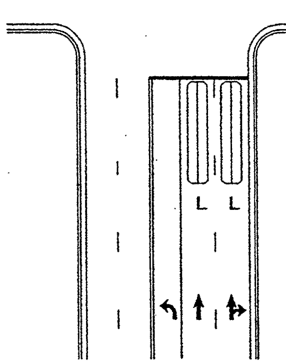


Wide Radius Turn



Channelized Turn

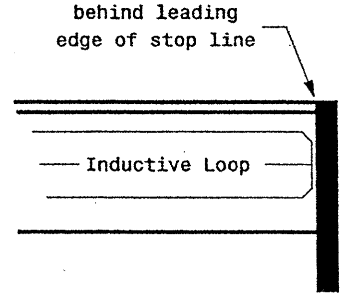
Side Street Detection



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

Prepared in the Offices of:
Signals and Geometrics Section
122 N. McDowell St., Raleigh, NC 27603

SCALE
N/A

Typical Loop Locations

PLAN DATE: June 2006
PREPARED BY: P L Alexander
REVIEWED BY:
REVIEWED BY:

REVISIONS	INIT.	DATE
Revise pavement markings		

SEAL
North Carolina Professional Engineer SEAL 23486 P L Alexander

SIGNATURE DATE 6/6/06
SIG. INVENTORY NO.

PROJECT REFERENCE NO.	SHEET NO.
	Sig. 2

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

11-08

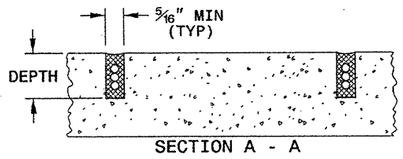
ENGLISH DETAIL DRAWING FOR

INDUCTIVE DETECTION LOOPS

CONVENTIONAL 4-SIDED LOOP

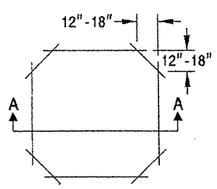
SAW SLOT DEPTH CHART

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

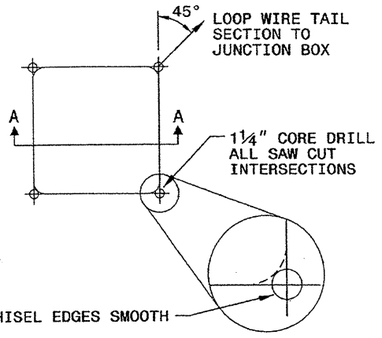


SAW CUT OPTIONS

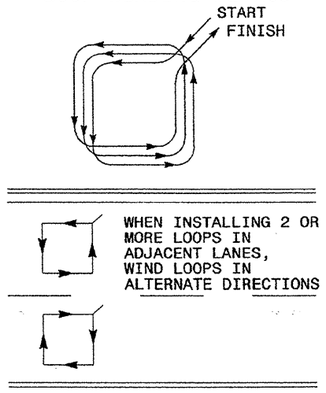
OPTION 1



OPTION 2
(POOR PAVEMENT)



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD

INCORRECT WAY TO TWIST WIRE

CORRECT WAY TO TWIST WIRE

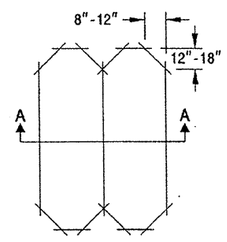
NOTES

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.

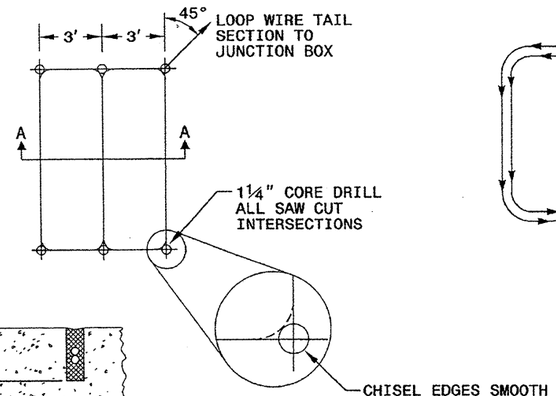
QUADRUPOLE LOOP

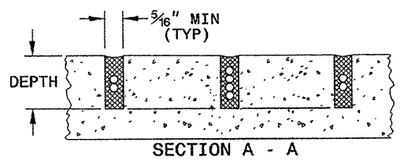
SAW CUT OPTIONS

OPTION 1



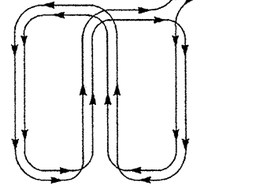
OPTION 2
(POOR PAVEMENT)





DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

LOOP WINDING METHOD



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RALEIGH, N.C.

11-08

ENGLISH DETAIL DRAWING FOR

INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

SHEET 1 OF 3
1725D01

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See Plate for Title

Prepared in the Offices of:
Intelligent Transportation Systems & Signals Unit
750 N. Greenfield Parkway
Garner, NC 27529

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 16286 ENGINEER HALTON DEAN

SIGNATURE 11/24/08 DATE

PROJECT REFERENCE NO.	SHEET NO.
	Sig. 3

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

11-08

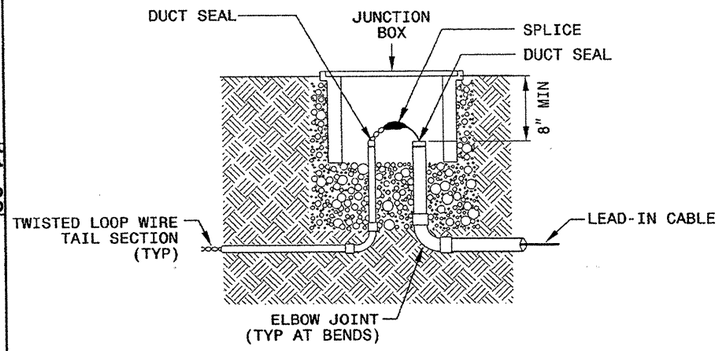
ENGLISH DETAIL DRAWING FOR

INDUCTIVE DETECTION LOOPS

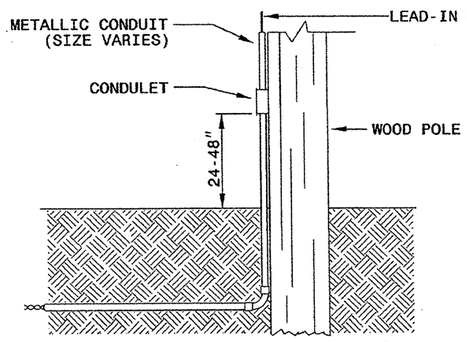
LOOP WIRE DETAILS

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

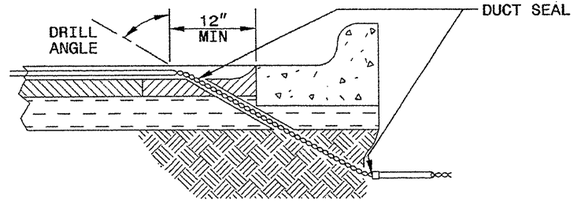


NOTE

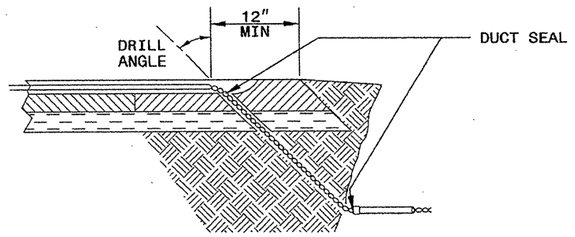
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

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

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STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION
750 N. Greenfield Parkway
Garner, NC 27529

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 16286 ENGINEER MILTON I DEAN

Milton I. Dean 11/24/08
SIGNATURE DATE

PROJECT REFERENCE NO.	SHEET NO.
	Sig. 4

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RALEIGH, N.C.

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ENGLISH DETAIL DRAWING FOR

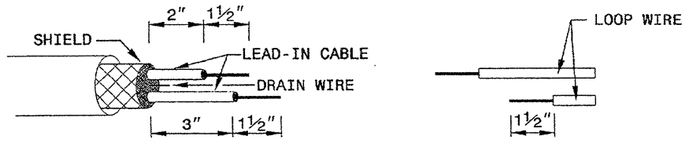
INDUCTIVE DETECTION LOOPS

SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

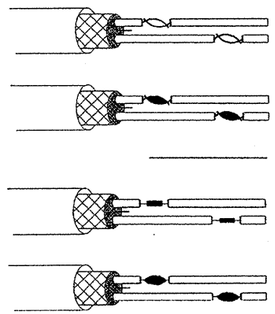
SHEET 3 OF 3

1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE



STEP 2. CONNECT AND SOLDER



TWIST BARE CONDUCTORS TOGETHER AND SOLDER WITH RESIN CORE SOLDER

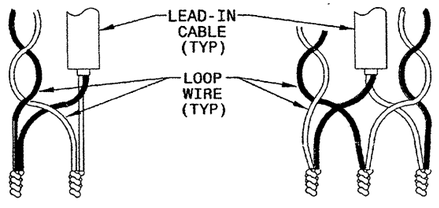
OR

CRIMP BARE CONDUCTORS TOGETHER WITH AN UNINSULATED BUTT CONNECTOR AND SOLDER WITH RESIN CORE SOLDER

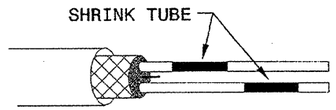
BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS

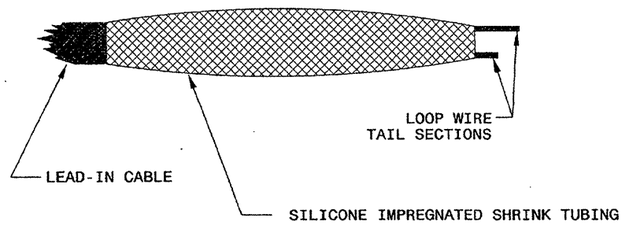
SINGLE CONNECTION SERIES CONNECTION



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:

Intelligent Transportation Systems & Signals Unit
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

750 N. Greenfield Parkway
Garner, NC 27529

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 16286 ENGINEER MILTON I. DEAN

SIGNATURE

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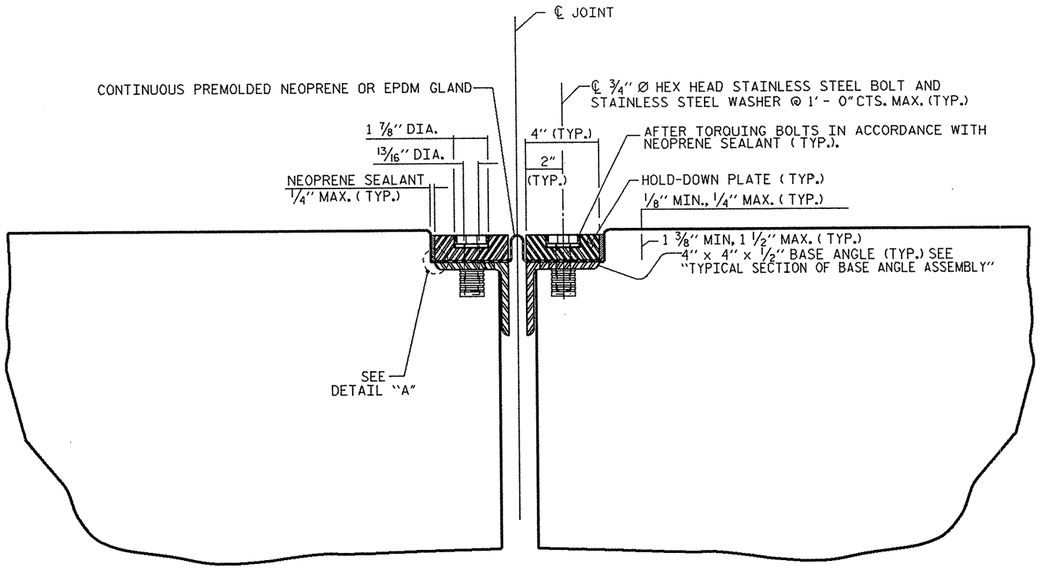
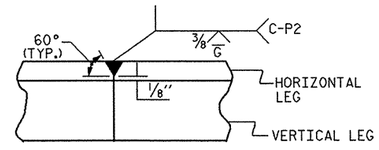


EXPANSION JOINT DETAILS

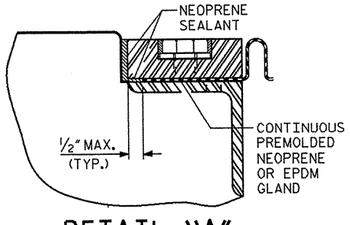
SECTION NORMAL TO JOINT

INSTALLATION PROCEDURE

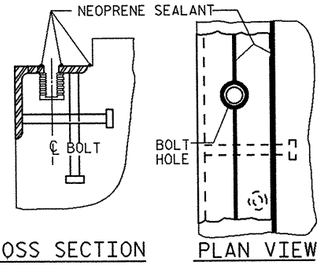
1. A TEMPLATE OR OTHER SUITABLE DEVICE SHALL BE USED TO FORM THE TOP OF THE EXPANSION JOINT SEAL BLOCKOUT TO THE PROPER DEPTH AND WIDTH. THE TEMPLATE SHALL BE 4 1/8" TO 4 1/4" WIDE AND OF SUCH THICKNESS AS TO PROVIDE FOR CORRECT FINAL ELEVATION OF TOP OF HOLD-DOWN PLATES. THE TEMPLATE SHALL BE ATTACHED TO THE BASE ANGLE ASSEMBLY WITH THE 3/4" Ø HEX HEAD BOLTS PROVIDED FOR THE HOLD-DOWN PLATES. A 1" Ø HOLE SHALL BE PROVIDED IN THE TEMPLATE CENTERED OVER EACH WEEP HOLE IN THE 4" X 4" X 1/2" BASE ANGLE. OTHER METHODS OF INSURING DRAINAGE THROUGH WEEP HOLES MAY BE EMPLOYED SUBJECT TO ENGINEER'S APPROVAL.
2. AFTER THE CONCRETE HAS BEEN CAST ON BOTH SIDES OF THE JOINT, REMOVE THE TEMPLATE. THOROUGHLY CLEAN THE BOLT HOLES AND THE ANGLE PLATE. REMOVE ANY EXCESS CONCRETE THAT COMES OUT OF THE WEEP HOLES. ANY DAMAGED STEEL SHALL BE COATED WITH A MINIMUM THICKNESS OF 4 DRY MILS OF ZINC-RICH PAINT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
3. LAY THE GLAND ON THE BASE ANGLE AND FIELD MARK THE GLAND FOR THE BOLT HOLES. HOLES IN THE GLAND SHALL BE PUNCHED 1/8" IN DIAMETER WITH A HAND PUNCH.
4. IN ORDER TO CHECK FOR PROPER ALIGNMENT, PLACE THE GLAND AND HOLD-DOWN PLATES ON THE BASE ANGLE. DO NOT APPLY NEOPRENE SEALANT. BOLT THE HOLD-DOWN PLATES TO THE BASE ANGLE BUT DO NOT TIGHTEN. THE ENGINEER SHALL INSPECT THE JOINT SEAL DEVICE FOR PROPER ALIGNMENT.
5. AFTER INSPECTION, REMOVE THE HOLD-DOWN PLATES AND GLAND. APPLY NEOPRENE SEALANT TO THE BASE ANGLE IN ACCORDANCE WITH THE "INSTALLATION SKETCH". PLACE GLAND AND HOLD-DOWN PLATES ON THE BASE ANGLE. BOLT THE HOLD-DOWN PLATES TO THE BASE ANGLE ASSEMBLY AND TOROUE THE BOLTS TO 88 FT-LBS WITH A TORQUE WRENCH. CHECK THE TORQUE AFTER THREE (3) HOURS AND, IF NECESSARY, RETIGHTEN TO 88 FT-LBS. A FINAL CHECK SHALL BE MADE AT SEVEN (7) DAYS. TOROUE SHALL NOT BE LESS THAN 80 FT-LBS AFTER SEVEN (7) DAYS.
6. AFTER PROPER TOROUING, CLEAN THE BOLT HOLE RECESSES AND THE RECESS BETWEEN THE JOINT SEAL DEVICE AND CONCRETE, COMPLETELY FILL THESE RECESSES WITH NEOPRENE SEALANT.



DETAIL- FIELD WELD SPLICE OF BASE ANGLE



DETAIL "A"



CROSS SECTION PLAN VIEW

INSTALLATION SKETCH

PROJECT NO. I-5307/I-5310

WAKE COUNTY

STATION:

SHEET 51 OF

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

EPDM/NEOPRENE EXPANSION JOINT GLAND SEAL MAINTENACE DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS
2			4			

EJS1

ASSEMBLED BY : REESE BRILEY	DATE : 11/29/11	
CHECKED BY :	DATE :	
DRAWN BY : REK 9/87	REV. 5/7/03R	RWW/JTE
CHECKED BY : CRK 10/87	REV. 5/1/06R	TLA/GM
	REV. 10/1/11	MAA/GM

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