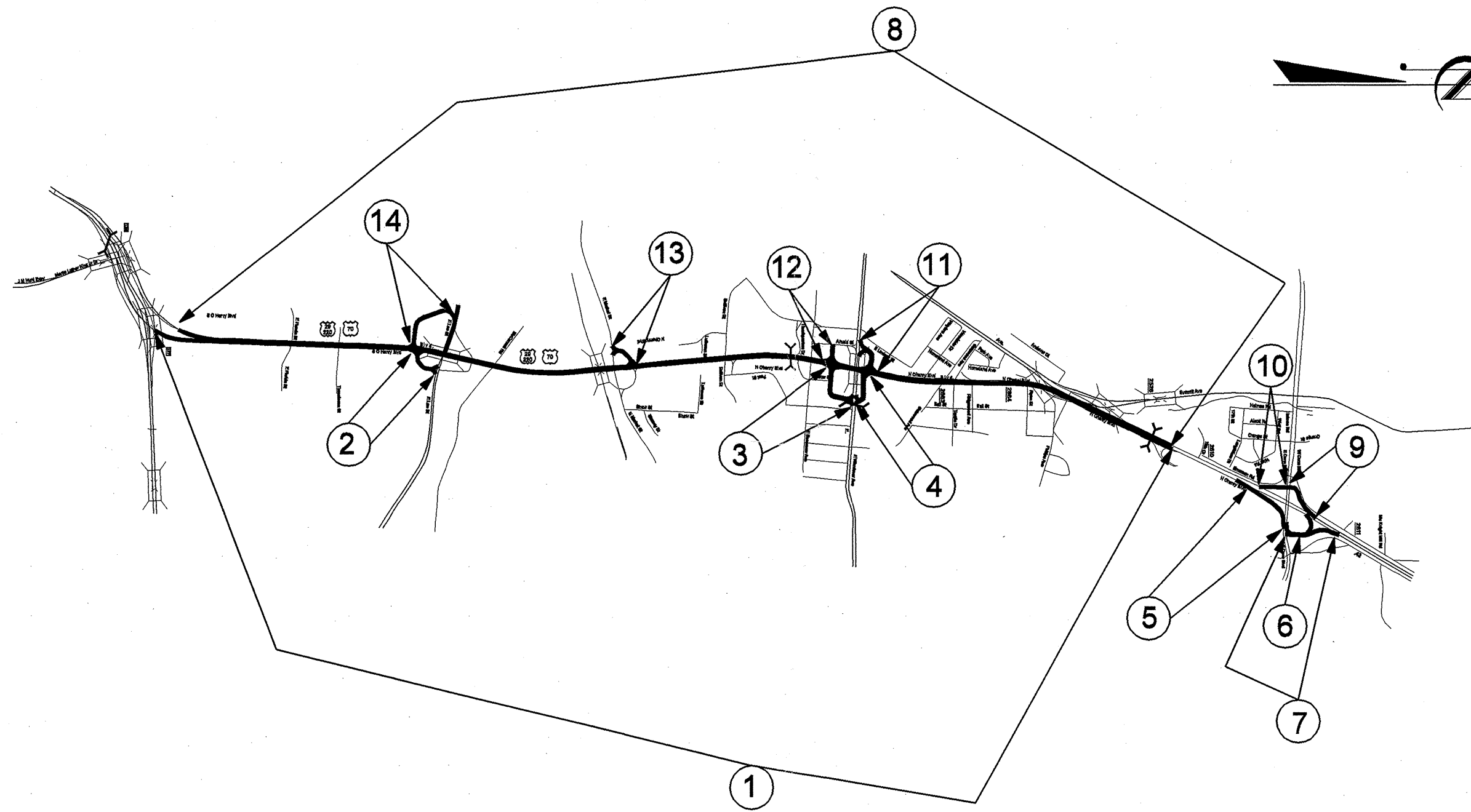


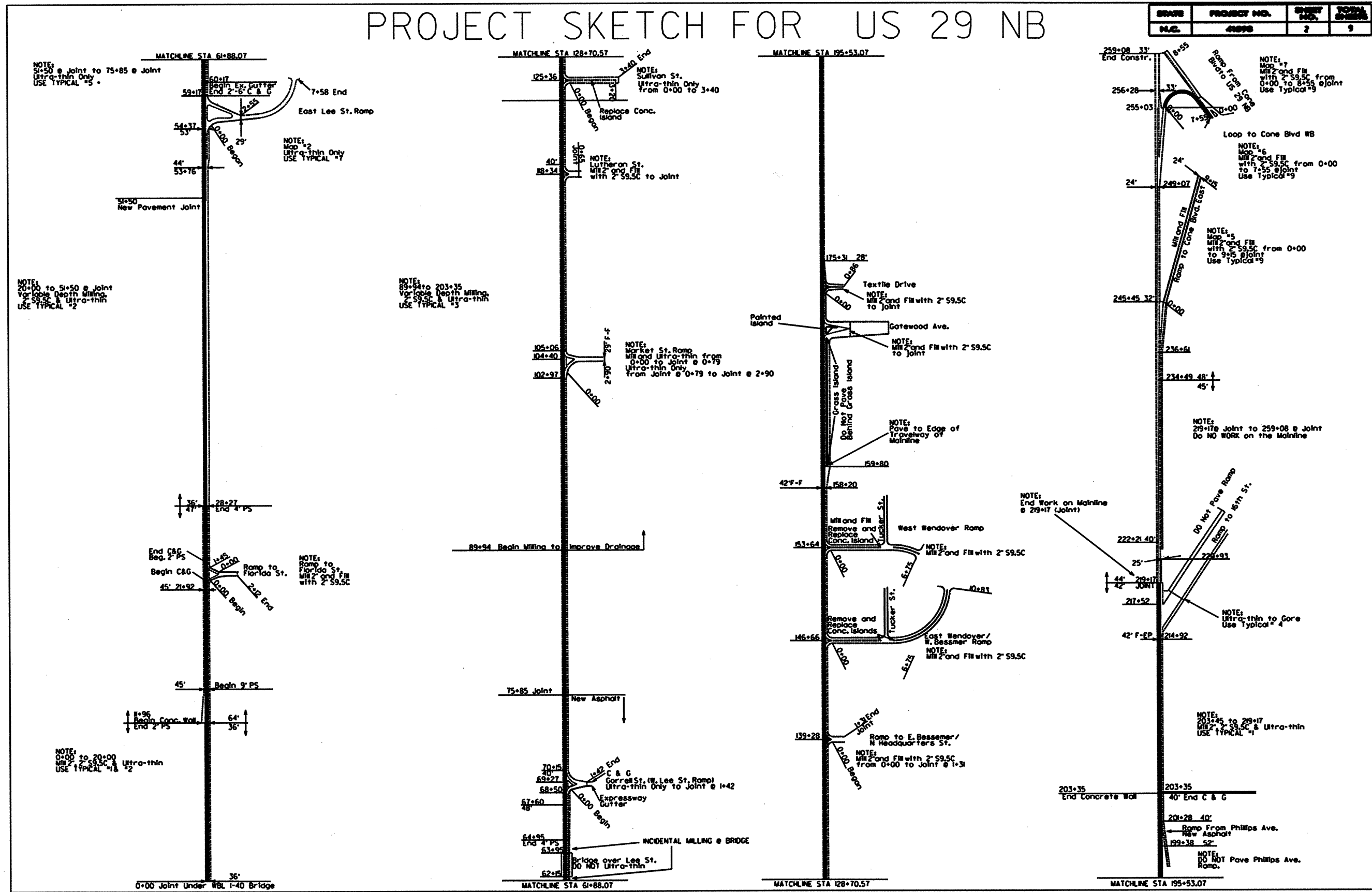
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	41598	1	9
F.A. PROJ. NO.			

Guilford County



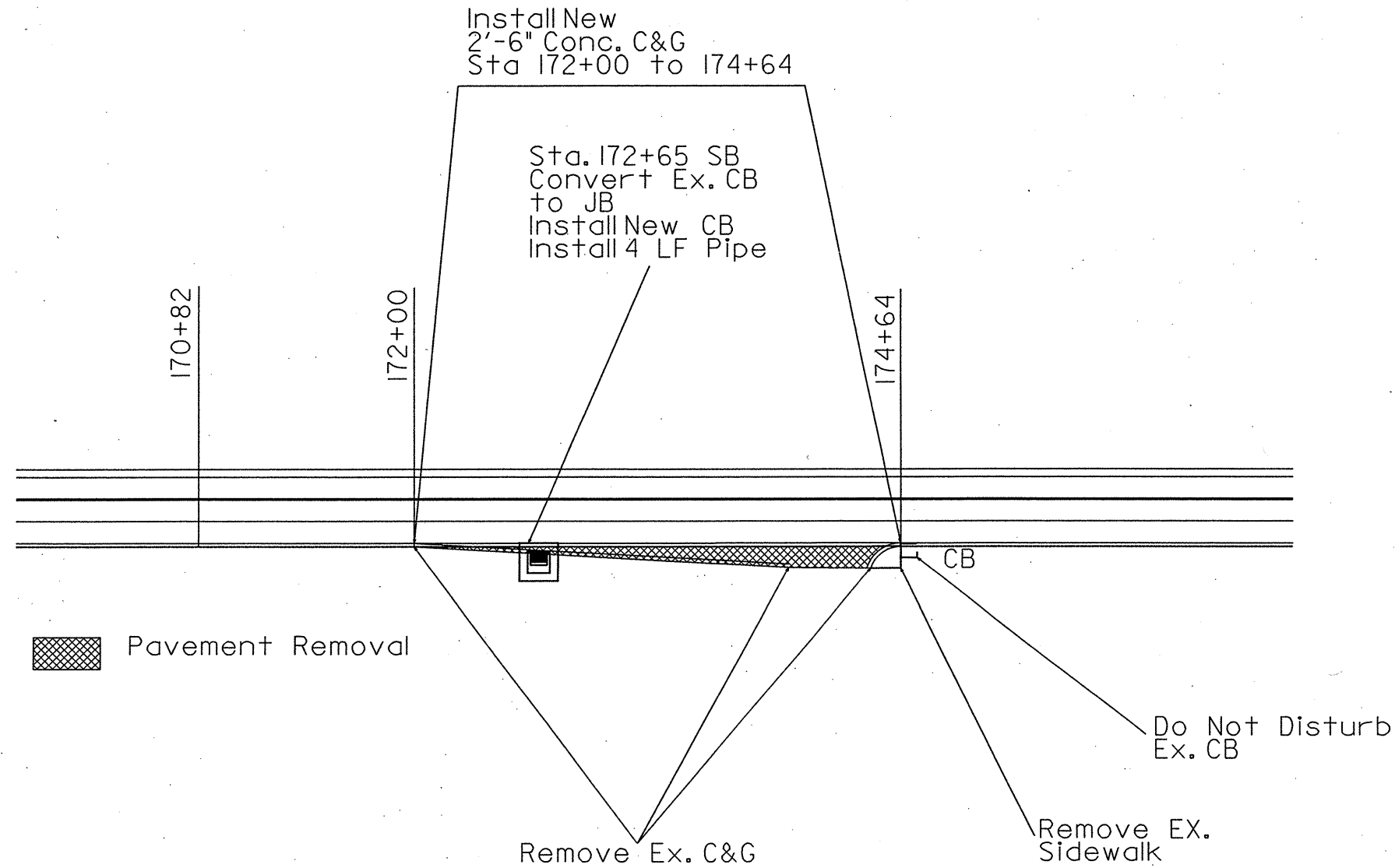
PROJECT SKETCH FOR US 29 NB

DATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
M.E.	4898	2	9



PROJECT SKETCH INSET FOR US 29 SB

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	41598	4	9



NOTE: DO NOT INSTALL ANY NEW SIDEWALK

PROJECT NO.: US 29, Guilford

SECTION: 226

Items Included in Lump Sum Grading
ITEM QUANTITIES UNIT

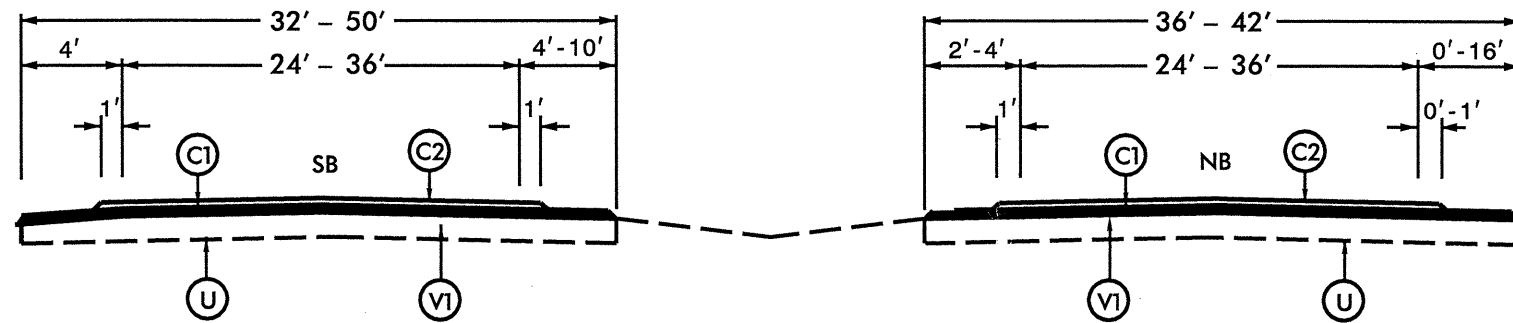
UNCLASSIFIED EXCAVATION

Including Removal of:

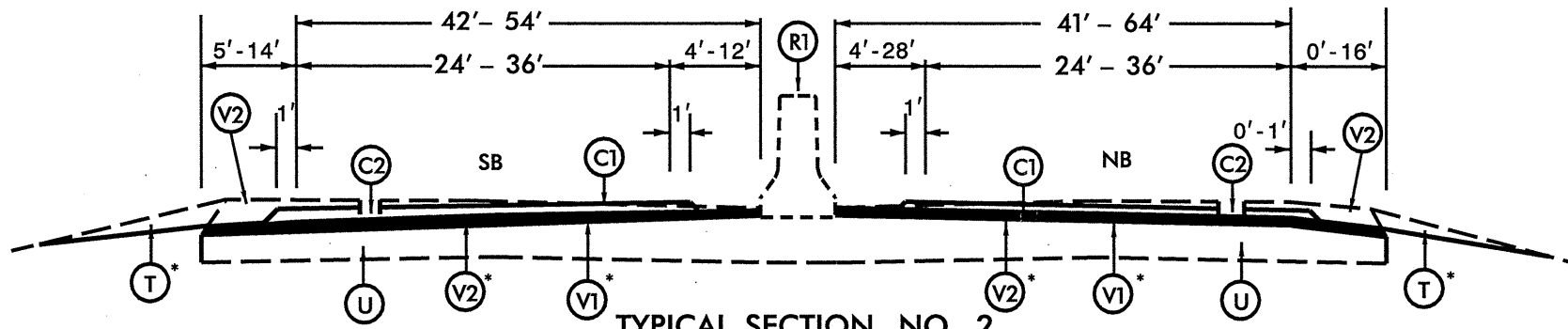
Sidewalk	12	YD2
Curb and Gutter	232	LF
Traffic Islands	416	YD2

REMOVAL OF EXISTING
CONCRETE PAVEMENT
UNDER ASPHALT PVM'T

	170	YD2
--	-----	-----

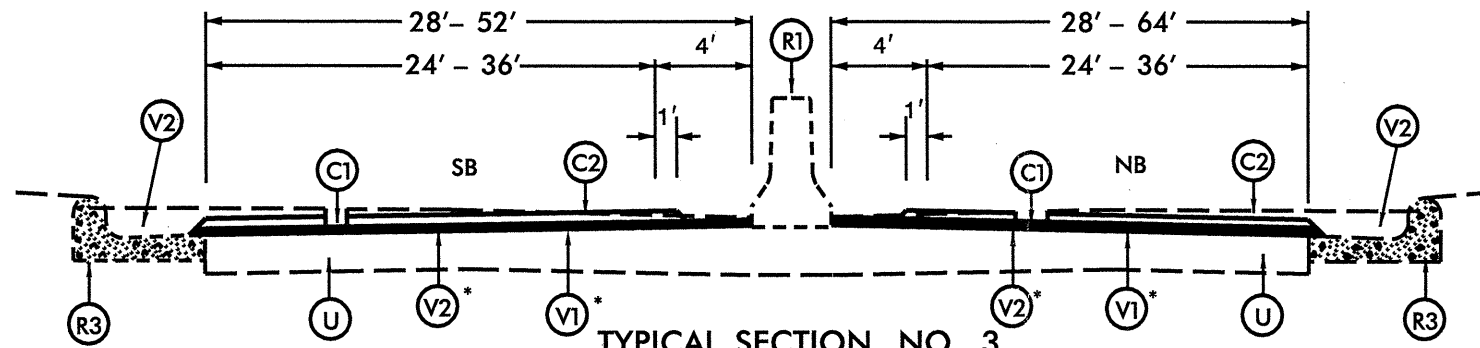


TYPICAL SECTION NO. 1
MAPS 1 & 8



TYPICAL SECTION NO. 2
MAPS 1 & 8

* Note: See Project Sketch for Location of Shoulder Re-contruction & Type of Milling



TYPICAL SECTION NO. 3
MAPS 1 & 8

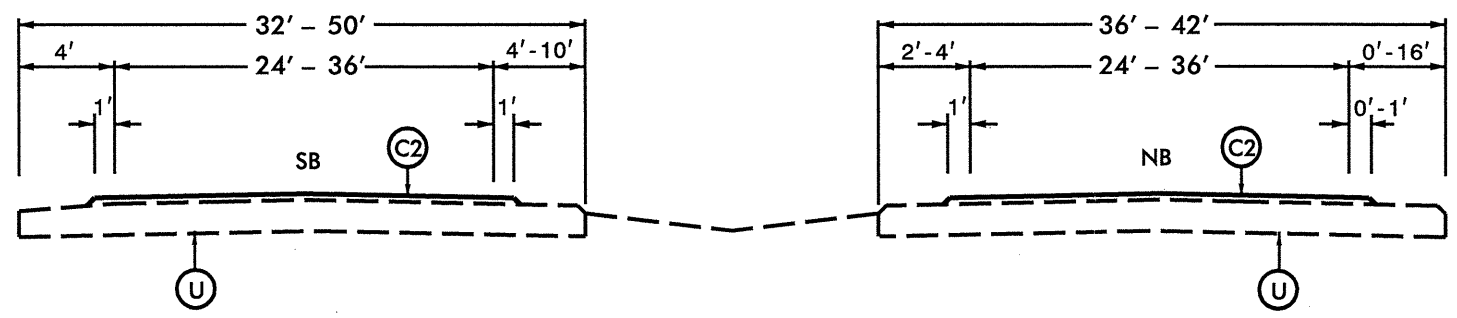
* Note: See Project Sketch for Location of Shoulder Re-contruction & Type of Milling

PAVEMENT SCHEDULE

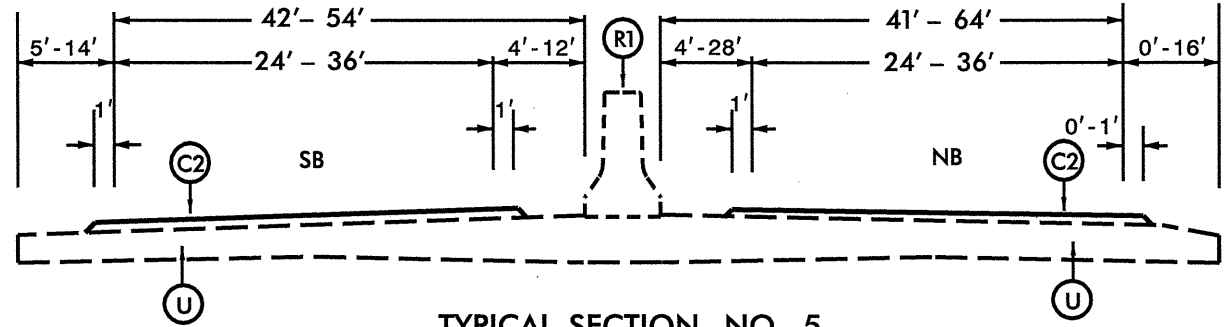
C1	PROP. APPROX. 2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C2	PROP. APPROX. 5/8" ULTRATHIN HOT MIX ASPHALT, TYPE B, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
R1	EXISTING CONCRETE MEDIAN BARRIER WALL
R2	REMOVE & REPLACE EXISTING CONCRETE ISLAND
R3	EXISTING 2'-6" CURB & GUTTER
T	SHOULDER RE-CONSTRUCTION
U	EXISTING CONCRETE PAVEMENT
V1	MILLING BITUMINOUS PAVEMENT 2" DEPTH
V2	VARIABLE DEPTH MILLING BITUMINOUS PAVEMENT

REVISIONS

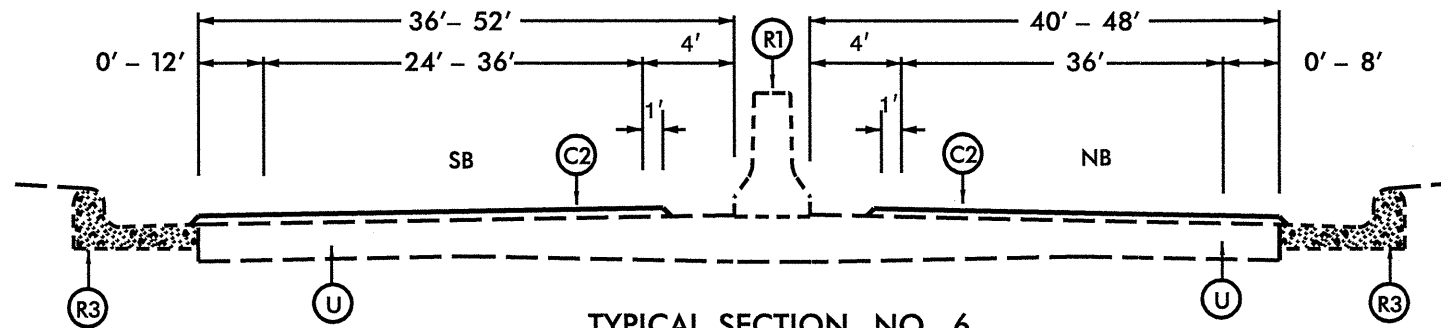
*****SYTIME*****



TYPICAL SECTION NO. 4

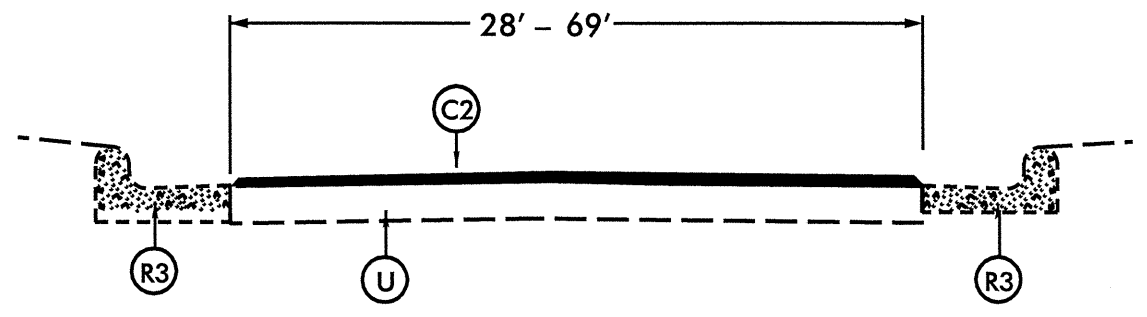


TYPICAL SECTION NO. 5



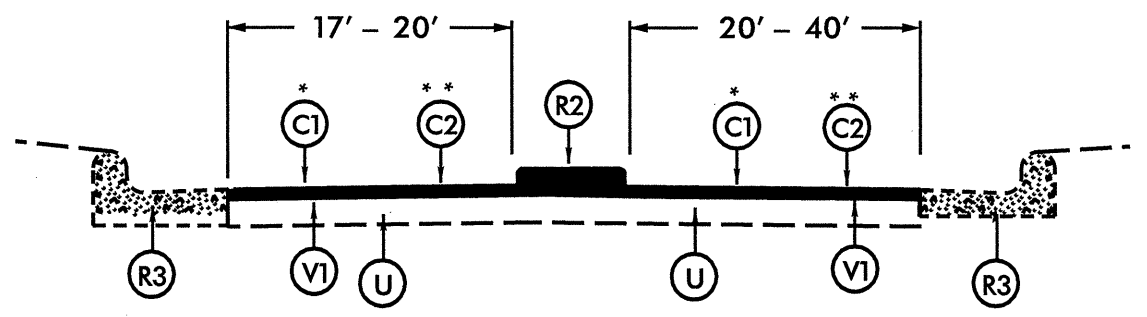
TYPICAL SECTION NO. 6

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 2" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C2	PROP. APPROX. 5/8" ULTRATHIN HOT MIX ASPHALT, TYPE B, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
R1	EXISTING CONCRETE MEDIAN BARRIER WALL
R2	REMOVE & REPLACE EXISTING CONCRETE ISLAND
R3	EXISTING 2'-6" CURB & GUTTER
T	SHOULDER RE-CONSTRUCTION
U	EXISTING CONCRETE PAVEMENT
V1	MILLING BITUMINOUS PAVEMENT 2" DEPTH
V2	VARIABLE DEPTH MILLING BITUMINOUS PAVEMENT



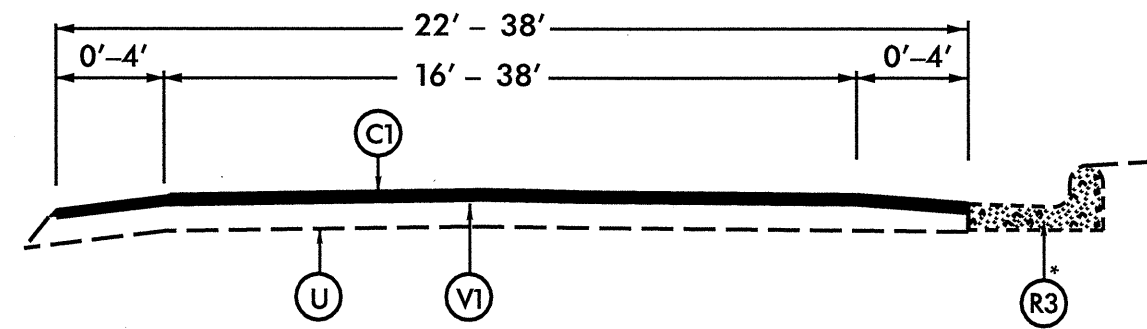
TYPICAL SECTION NO. 7 (RAMPS)

MAPS 2,13,14



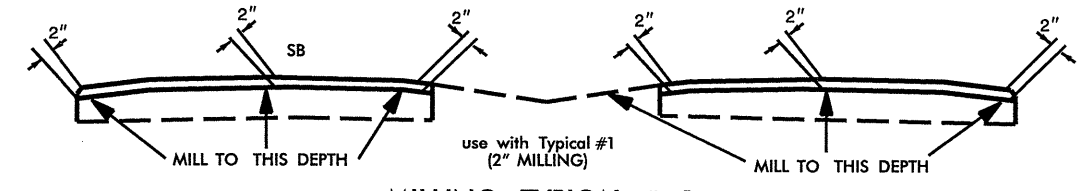
TYPICAL SECTION NO. 8 (RAMPS)

*MAPS 3
**MAPS 4,11,12

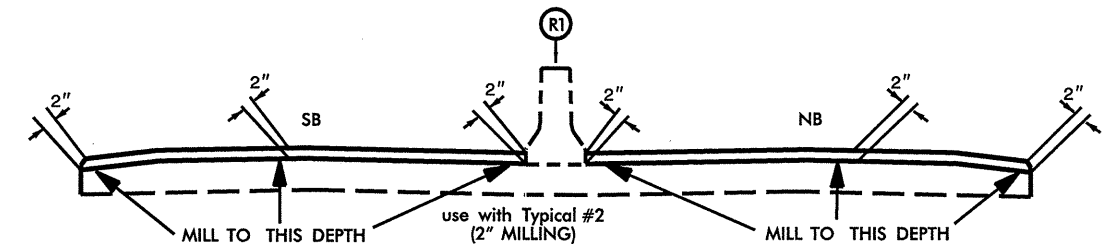


TYPICAL SECTION NO. 9 (RAMPS)

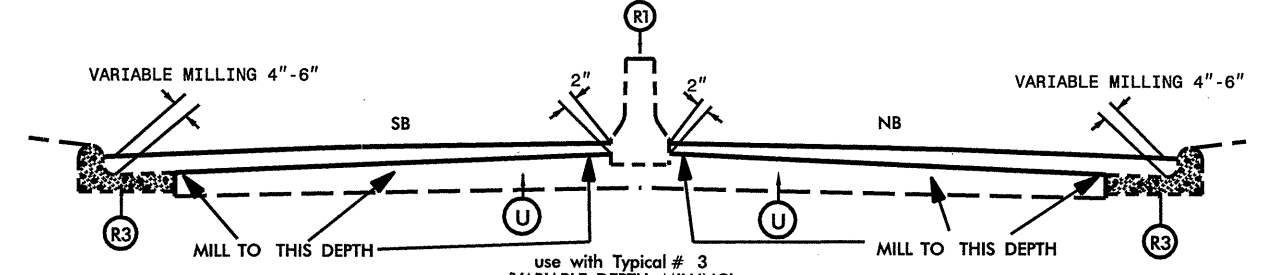
MAPS 5,6*,7,9,10



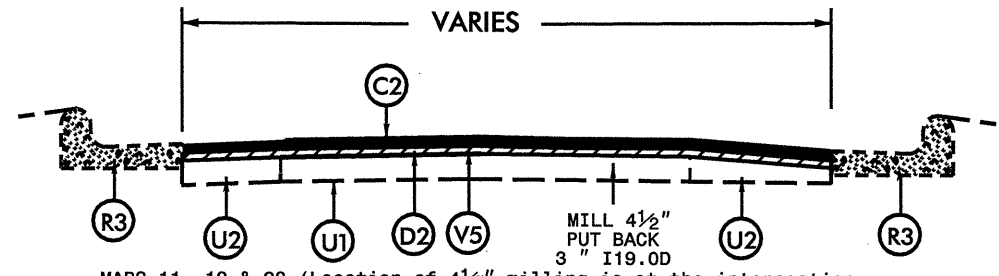
MILLING TYPICAL # 1



MILLING TYPICAL # 2

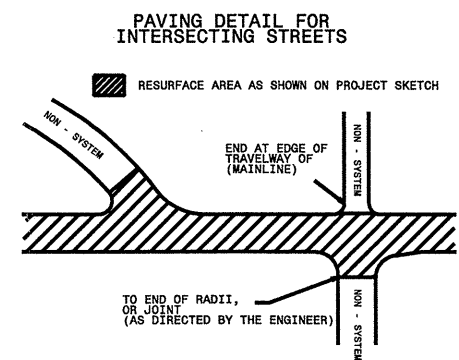


MILLING TYPICAL # 3



USE IN CONJUNCTION WITH TYPICAL 4
MILLING TYPICAL # 4

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



PAVING DETAIL FOR INTERSECTING STREETS

RESURFACE AREA AS SHOWN ON PROJECT SKETCH
END AT EDGE OF TRAVELWAY OF (MAINLINE)
TO END OF RADII, OR JOINT (AS DIRECTED BY THE ENGINEER)

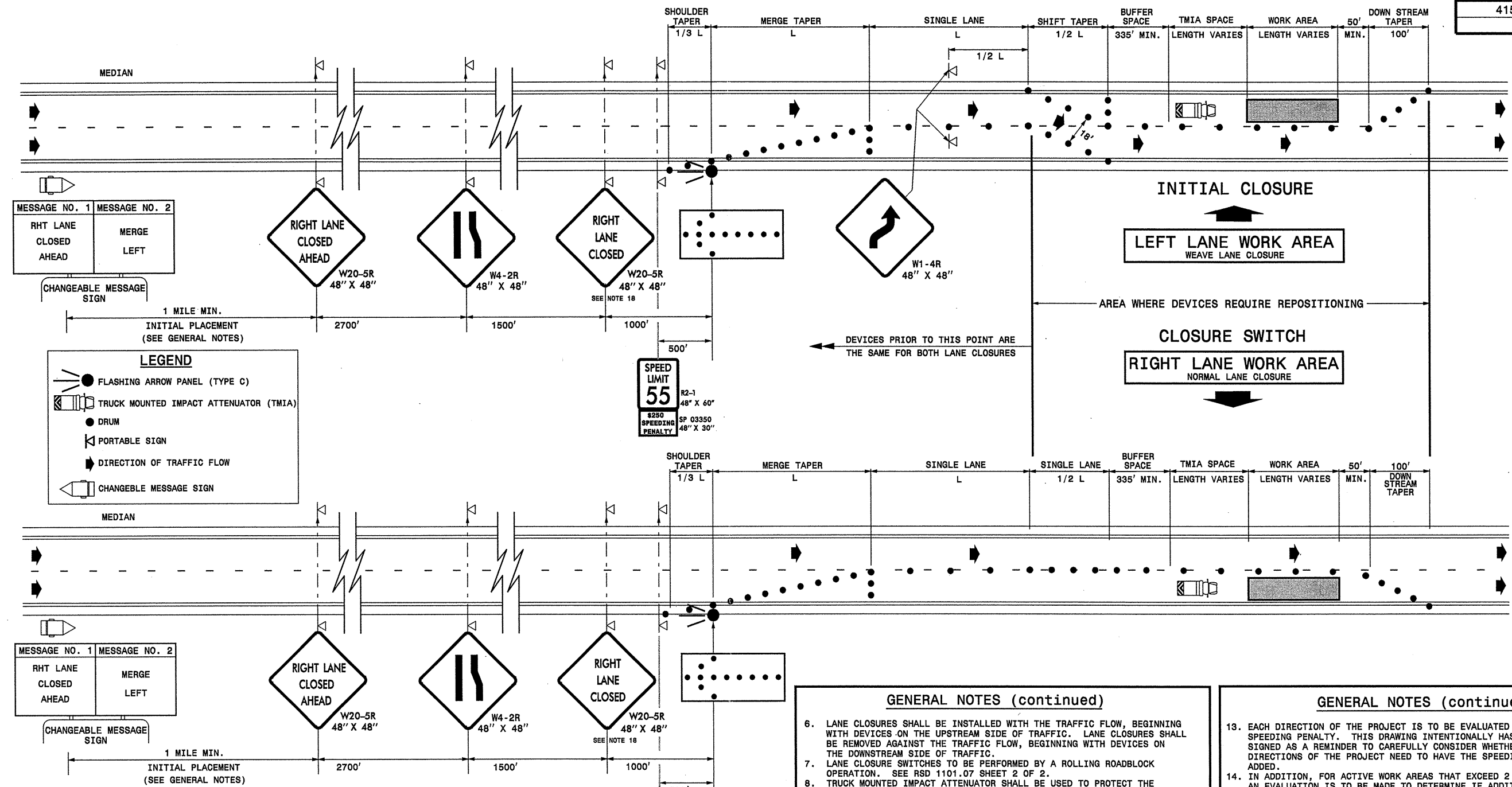
PAVEMENT SCHEDULE

C1	PROP. APPROX. 2" ASPHALT. CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
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R3	EXISTING 2'-6" CURB & GUTTER
T	SHOULDER RE-CONSTRUCTION
U	EXISTING CONCRETE PAVEMENT
V1	MILLING BITUMINOUS PAVEMENT 2" DEPTH
V2	VARIABLE DEPTH MILLING BITUMINOUS PAVEMENT

PROJECT NO.	SHEET NO.	TOTAL NO.
41598	9	9

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	4415000000-N	4420000000-N	4480000000-N	4430000000-N	4516000000-N	4465000000-N	4495000000-E	4685000000-E		4686000000-E		4695000000-E	4697000000-E	4710000000-E	4721000000-E	4725000000-E		4810000000-E			4820000000-E	4840000000-N	4845000000-N	4905000000-N	4960000000-N		
					FLASHING ARROW C EA	CHANGEABLE MESSAGE SIGN EA	T.M.I.A. EA	DRUMS EA	SKINNY DRUMS EA	TEMPORARY CRASH CUSHIONS EA	PORTABLE CONCRETE BARRIER (DRAINAGE) LF	4" X 90 M YELLOW THERMO LF	4" X 90 M WHITE THERMO LF	4" X 120 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	8" X 90 M WHITE THERMO LF	8" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG ONLY 120 M EA	THERMO RT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO STR & LT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	8" WHITE PAINT LF	PAINT MSG ONLY EA	PAINT RT ARROW EA	PAINT STR ARROW EA	SNOW PLOWABLE MARKERS EA	EXISTING BARRIER DELINEATORS EA	
41598	Guilford	1	US 29 NB	NB	2	2	1	50	100			23,329	25,908	8,803	2,062	7,918			52	26	4		69,422	21,400	15,836	104	52	8	875	192	
			TOTAL FOR MAP NO. 1									23,329	25,908	8,803	2,062	7,918			52	26	4		69,422	21,400	15,836	104	52	8	875	192	
		2	EAST LEE ST. RAMP										510		1,240		120												3		
			TOTAL FOR MAP NO. 2										510		1,240		120													3	
		3	E. WENDOVER/W. BESSEMER RAMP									2,166																			
		4	WEST WENDOVER RAMP									1,400				255															
			TOTAL FOR MAP NO. 4									1,400				255															
		5	EAST CONE BVLD. RAMP									915																			
		6	WEST CONE BVLD. RAMP									755																			
		7	RAMP FROM CONE BVLD. TO US 29 NB									855	855																		
			TOTAL FOR MAP NO. 7									855	855																		
		8	US 29 SB									24,442	24,502	8,171	780	6,202			40	21	3		65,346	43,562	12,404	80	42	6	791	192	
			TOTAL FOR MAP NO. 8									24,442	24,502	8,171	780	6,202			40	21	3		65,346	43,562	12,404	80	42	6	791	192	
		9	RAMP FROM US 29 SB TO CONE BVLD.							1	400	670	670	243				38	40	21	3	3	65,346	43,562	12,404	80	42	6	791	192	
			TOTAL FOR MAP NO. 9									670	670	243				38	40	21	3	3	65,346	43,562	12,404	80	42	6	791	192	
		10	RAMP FROM CONE BVLD. TO US 29 SB (INTERSECTION)									477	477			70	150														
			TOTAL FOR MAP NO. 10									477	477			70	150														
		11	WEST WENDOVER RAMP									1,360																			
		12	EAST WENDOVER RAMP									600																			
		13	MARKET STREET RAMP									14			1,324			29													
			TOTAL FOR MAP NO. 13									14			1,324			29													
		14	EAST LEE STREET RAMP												2,744																
			TOTAL FOR MAP NO. 14												2,744																
			TOTAL FOR PROJ NO. 41598		2	2	1	50	100	1	400	57,183	53,837	17,217	8,150	14,445	270	67	92	50	7	3	134,768	64,962	28,240	184	94	14	1,669	384	
			GRAND TOTAL		2	2	1	50	100	1	400	111,020	53,837	17,217	8,150	14,445	270	67	92	50	7	3	134,768	64,962	28,240	184	94	14	1,669	384	



MESSAGE NO. 1	MESSAGE NO. 2
RHT LANE CLOSED AHEAD	MERGE LEFT

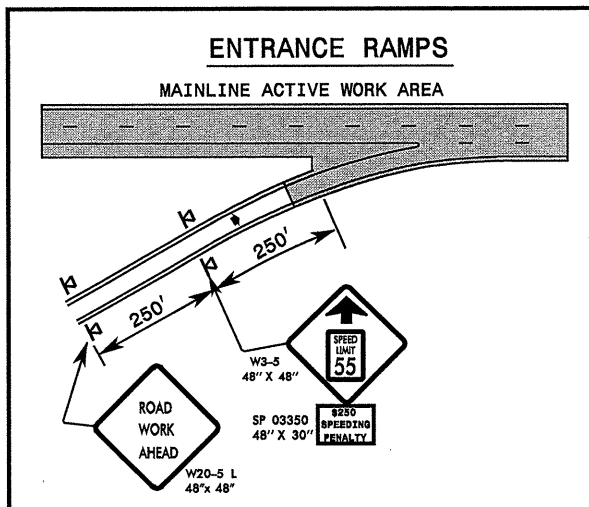
CHANGEABLE MESSAGE SIGN
1 MILE MIN.
INITIAL PLACEMENT
(SEE GENERAL NOTES)

LEGEND

- FLASHING ARROW PANEL (TYPE C)
- ▭ TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- DRUM
- ▭ PORTABLE SIGN
- ➔ DIRECTION OF TRAFFIC FLOW
- ▭ CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
RHT LANE CLOSED AHEAD	MERGE LEFT

CHANGEABLE MESSAGE SIGN
1 MILE MIN.
INITIAL PLACEMENT
(SEE GENERAL NOTES)



- GENERAL NOTES**
- WEAVE LANE CLOSURES ARE TO BE USED ONLY ON DIVIDED, CONTROLLED ACCESS ROADWAYS, WITH POSTED SPEED LIMITS OF 55 MPH OR GREATER. FLASHING ARROW PANELS SHALL BE PLACED ON THE SHOULDER (PAVED OR UNPAVED). THE LOCATION OF THE ARROW PANEL SHALL MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE. LANE CLOSURES SHALL BE EXTENDED IF NEEDED, WITHIN THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE TO THE BEGINNING OF THE LANE CLOSURE OR FLASHING ARROW PANEL IS MET. SEE ROADWAY STANDARD DRAWING (RSD) 1101.11 SHEET 2 FOR STOPPING SIGHT DISTANCE & BUFFER SPACE TABLES.
 - THE MAXIMUM SPACING OF DRUMS IN TAPERS SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MAXIMUM SPACING OF DRUMS ALONG THE BUFFER SPACE, AND WORK AREA, SHALL BE EQUAL IN FEET TO (2) TIMES THE POSTED SPEED LIMIT.
 - SEE RSD 1101.11 SHEETS 1 & 4 FOR VALUES OF "L" AND SIGN SPACING DISTANCES.
 - SEE RSD 1101.02 SHEETS 6 & 7 FOR TREATMENT OF LANE CLOSURES THRU INTERCHANGES.

- GENERAL NOTES (continued)**
- LANE CLOSURES SHALL BE INSTALLED WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. LANE CLOSURES SHALL BE REMOVED AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
 - LANE CLOSURE SWITCHES TO BE PERFORMED BY A ROLLING ROADBLOCK OPERATION. SEE RSD 1101.07 SHEET 2 OF 2.
 - TRUCK MOUNTED IMPACT ATTENUATOR SHALL BE USED TO PROTECT THE WORK AREA. TMIA'S SHALL BE PLACED IN ADVANCE OF THE WORK AREA AT DISTANCES SPECIFIED BY THEIR MANUFACTURER.
 - SKINNY DRUMS MAY BE USED IN LIEU OF DRUMS EXCEPT IN TAPERS.
 - CHANGEABLE MESSAGE SIGN SHALL BE PLACED EITHER IN THE MEDIAN OR ON THE OUTSIDE OF THE TRAVELWAY AS DIRECTED BY THE ENGINEER. THE SIGN SHOULD INITIALLY BE LOCATED APPROXIMATELY 2 MILES IN ADVANCE OF THE MERGE TAPER. IF IT IS ANTICIPATED THAT TRAFFIC WILL BACK UP TO WHERE THE SIGN IS LOCATED, THE SIGN SHOULD THEN INITIALLY BE PLACED APPROXIMATELY 1 MILE PRIOR TO ANTICIPATED BACKUPS. BACKUPS SHOULD BE MONITORED SUCH THAT FOR FUTURE LANE CLOSURES, THE SIGN IS PLACED APPROXIMATELY 1 MILE PRIOR TO WHERE TRAFFIC IS ANTICIPATED TO BACK UP.
 - CHANGEABLE MESSAGE SIGN MESSAGES OTHER THAN THE ONES SHOWN MAY BE PORTRAYED AS DEEMED NECESSARY BY THE ENGINEER. NO MORE THAN 2 MESSAGE DISPLAYS SHOULD BE USED WITH ANY CYCLE.
 - THIS DRAWING IS INTENDED TO SHOW THE LOCATIONS AND SIGNING REQUIRED FOR A SPEEDING PENALTY ON A FREEWAY WHICH IS TO BE 55 MPH. REFER TO THE RSD 1101.02 SHEET 3 OF 9 FOR ADDITIONAL LANE CLOSURE REQUIREMENTS AND GENERAL NOTES.

- GENERAL NOTES (continued)**
- EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE SPEEDING PENALTY. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEEDING PENALTY ADDED.
 - IN ADDITION, FOR ACTIVE WORK AREAS THAT EXCEED 2 MILE IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF ADDITIONAL SIGNS ARE NEEDED TO SUPPLEMENT THE INITIAL ONES. PORTABLE MOUNTED W3-5 SIGNS WITH SPEED PENALTY SIGNS ARE TO BE PLACED ALONG ENTRANCE RAMPS LOCATED WITHIN THE ACTIVE WORK AREA.
 - THE SPEEDING PENALTY IS ONLY IN EFFECT WHEN WORKERS ARE PRESENT WHILE A LANE CLOSURE IS IN PLACE. THE SPEED PENALTY SIGNS ARE TO BE REMOVED WHEN THIS CONDITION DOES NOT EXIST. OTHER PERTINENT SIGNS MAY BE DISPLAYED AT THE DIRECTION OF THE ENGINEER IN COORDINATION WITH THE WORK ZONE TRAFFIC CONTROL UNIT (919-250-4159). AT THE COMPLETION OF THE PROJECT, THE ENGINEER SHALL NOTIFY THE REGIONAL TRAFFIC ENGINEER TO RESCIND THE ORDINANCE.
 - IF A LANE CLOSURE REMAINS INSTALLED WHILE WORKERS ARE NOT PRESENT, AN ADVISORY SPEED PLAQUE MAY BE ADDED TO THE LAST "RIGHT LANE CLOSED" SIGN.

APPROVED: _____ DATE: _____

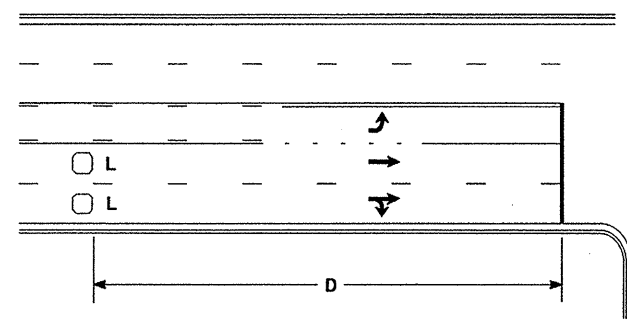
SEAL

LANE CLOSURES FOR DIVIDED ROADWAYS WITH SPEEDING PENALTY

SCALE: NONE	REVISIONS
DATE: 07-07	01-08
DWG. BY: PS	
DESIGN BY: CL	
REVIEWED BY: CL	

I:\JAN-2008\1121\DOT\DFSROOT\GROUPS-WZTCCC\design\group4\resurfacing\resurfacing2007\div07\c201998_41598_gulf\for_d_us29\c201998_41598_tcp_spr.dwg_55mphno_1owa.dgn
 psey@more AT WZTCCC27502

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

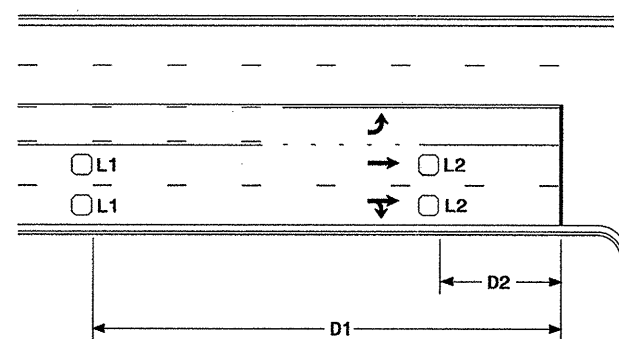


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

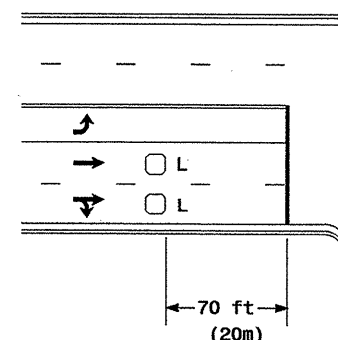


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

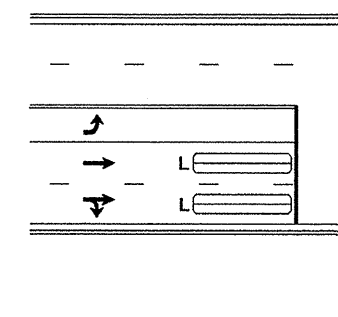
"Stretch" Operation

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



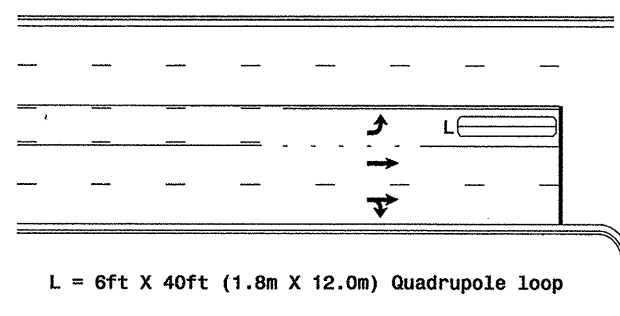
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

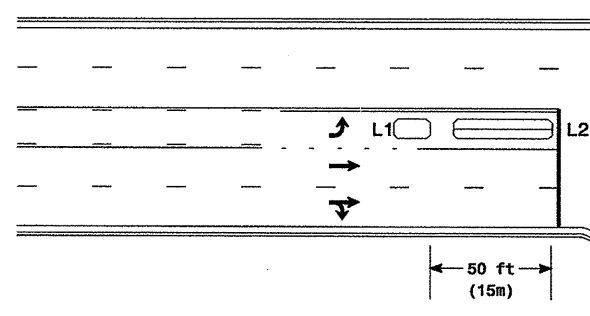
Left Turn Lane Detection



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

Presence Loop Detection

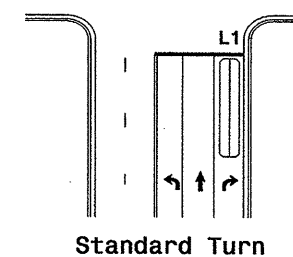
OR



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

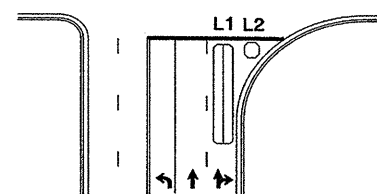
Queue Loop Detection

Right Turn Lane Detection

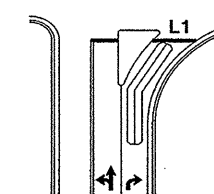


Standard Turn

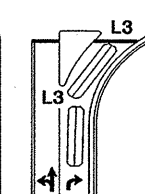
L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop
Wired separately
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop
Wired in series



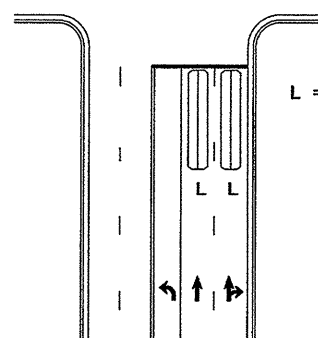
Wide Radius Turn



Channelized Turn



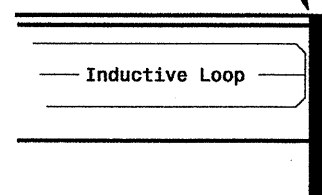
Side Street Detection



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

Typical Loop Locations

PLAN DATE: June 2006	REVIEWED BY:
PREPARED BY: P. L. Alexander	REVIEWED BY:
SCALE: N/A	INITIALS: [Signature]
DATE: 12/1/06	DATE: [Signature]

SIC. INVENTORY NO.

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

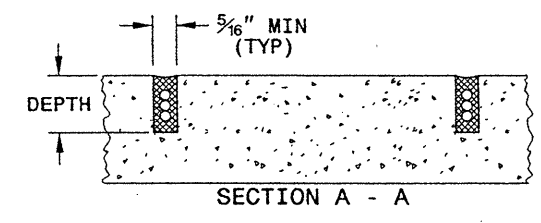
5-07

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

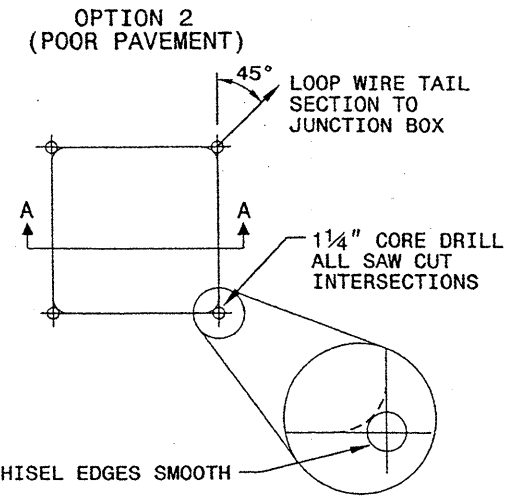
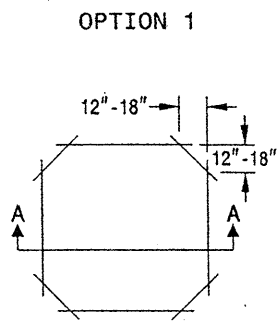
SAW SLOT DEPTH CHART

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	

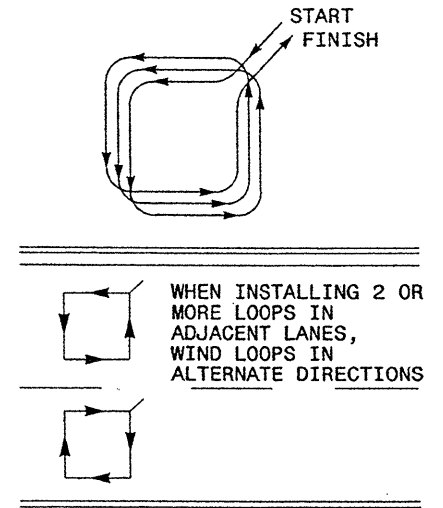


CONVENTIONAL 4-SIDED LOOP

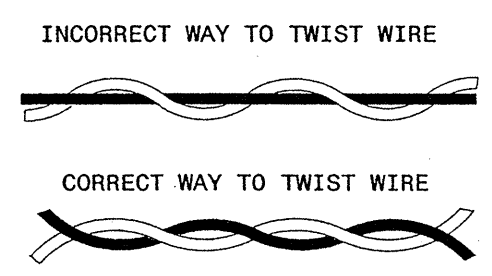
SAW CUT OPTIONS



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD

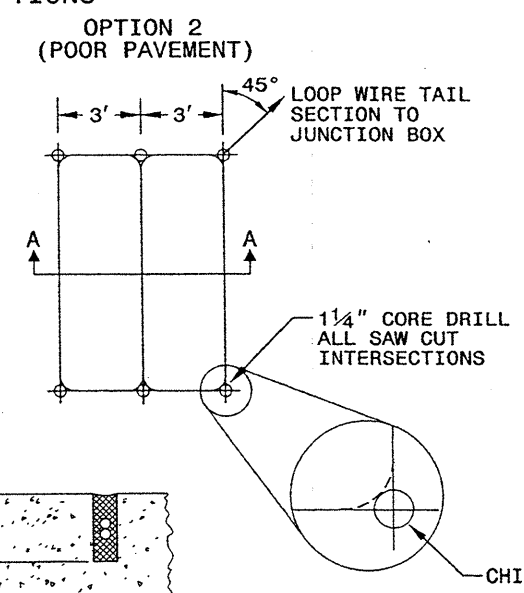
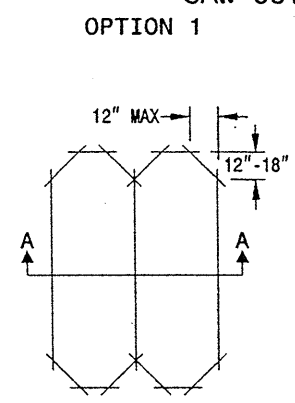


NOTES

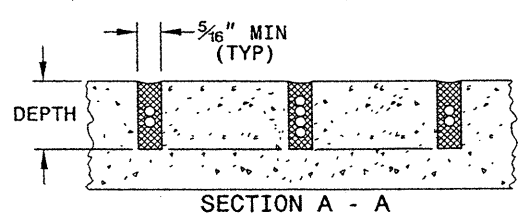
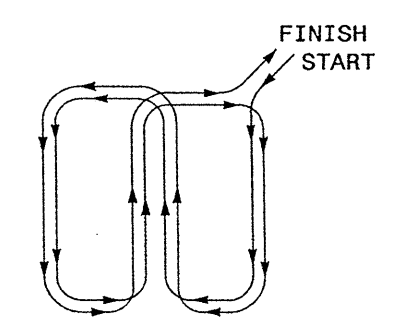
1. OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
2. MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
3. WIRE LOOPS CONNECTED TO THE SAME DETECTOR CHANNEL IN SERIES.
4. LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS OR APPROVED BY ENGINEER.

QUADRUPOLE LOOP

SAW CUT OPTIONS



LOOP WINDING METHOD



DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

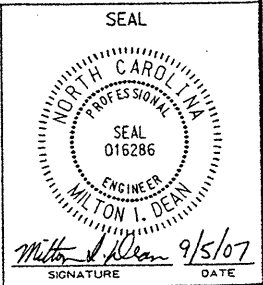
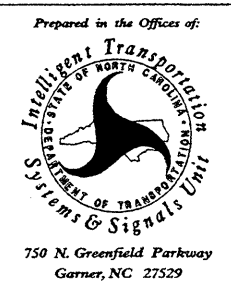
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DIVISION OF HIGHWAYS
RALEIGH, N.C.

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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

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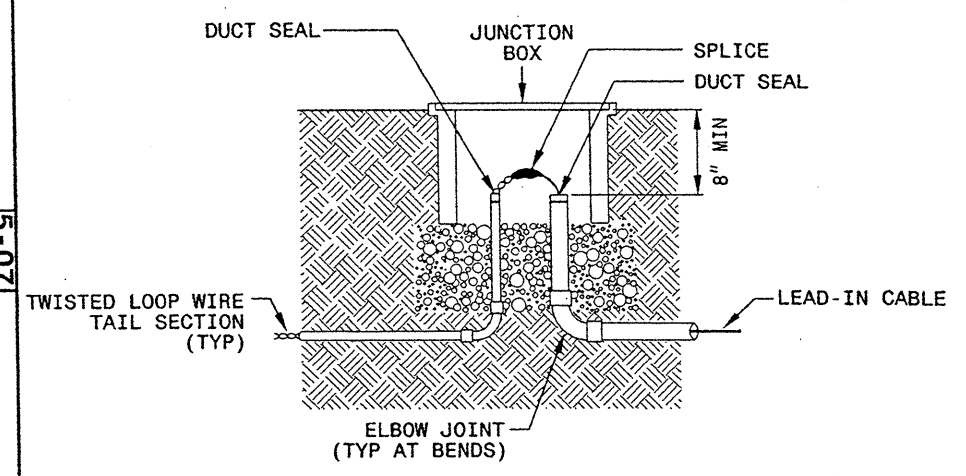
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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
 LOOP WIRE DETAILS

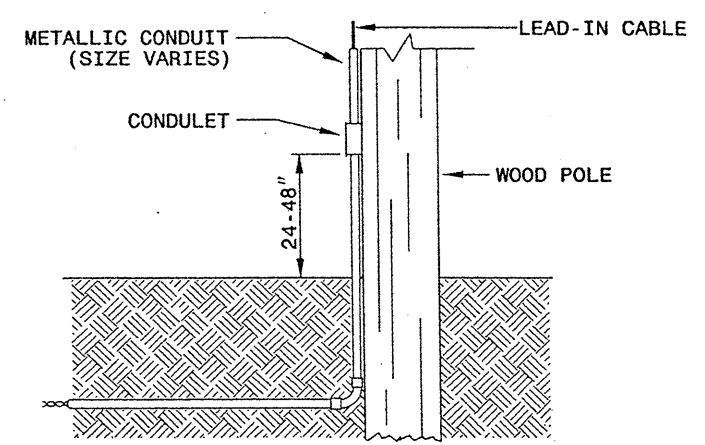
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



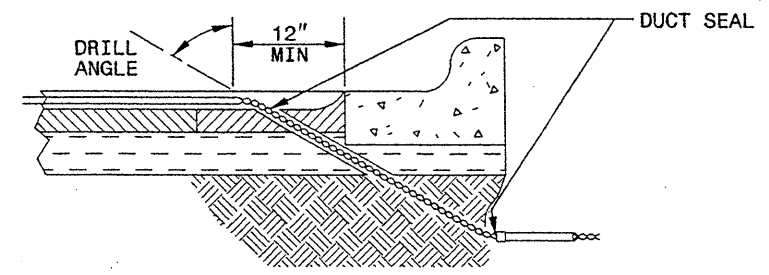
LOOP WIRE AT POLE



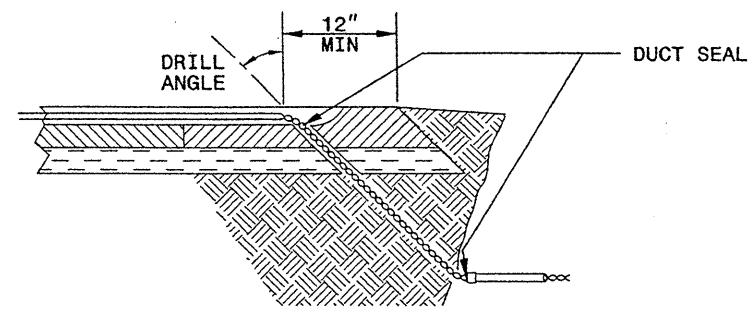
NOTE
 SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

LOOP WIRE PAVEMENT EDGE DETAILS

LOOP WIRE AT CURB & GUTTER SECTION



LOOP WIRE AT PAVEMENT SECTION



NOTES

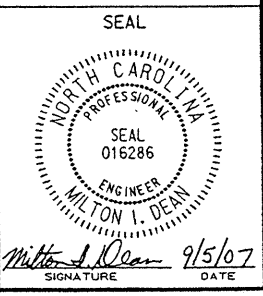
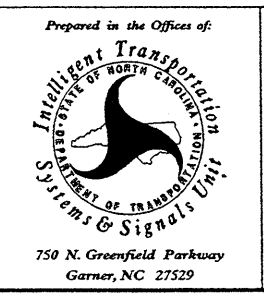
- DO NOT EXCAVATE UNDER CURB AND GUTTER SECTIONS FOR CONDUIT INSTALLATION.
- TWIST LOOP WIRE TAIL SECTIONS FROM WHERE LOOP WIRE TAIL LEAVES SAW CUT TO JUNCTION BOX, INCLUDING THROUGH CONDUIT.
- BEFORE SEALING LOOPS, INSTALL DUCT SEAL WHERE LOOP WIRE TAIL SECTION LEAVES SAW CUT IN PAVEMENT AND AT ENTRANCE 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



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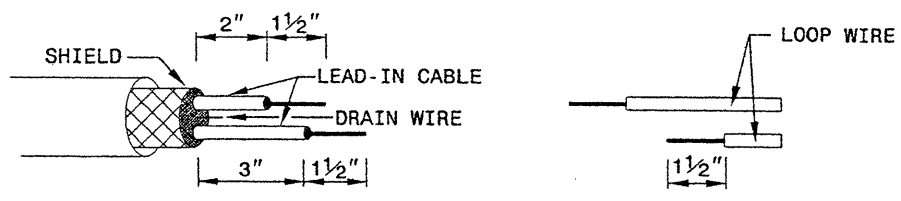
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RALEIGH, N.C.

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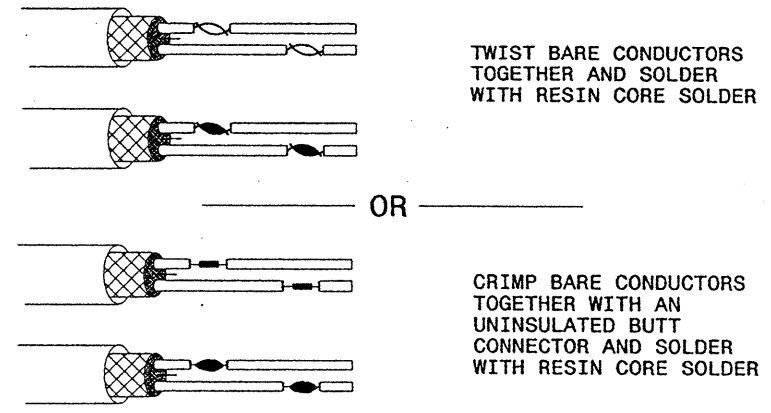
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
SPlicing FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE

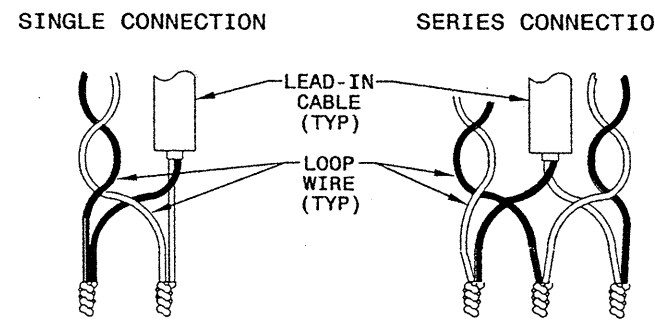


STEP 2. CONNECT AND SOLDER

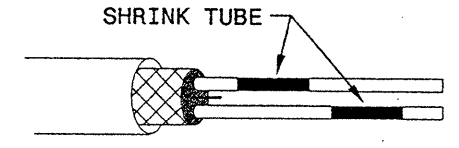


BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

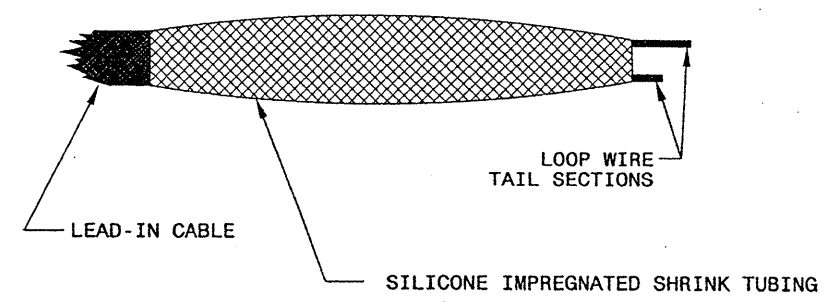
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



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

ENGINEER
MILTON I. DEAN

Milton I. Dean 9/5/07
SIGNATURE DATE

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Sheet: 3 of 3