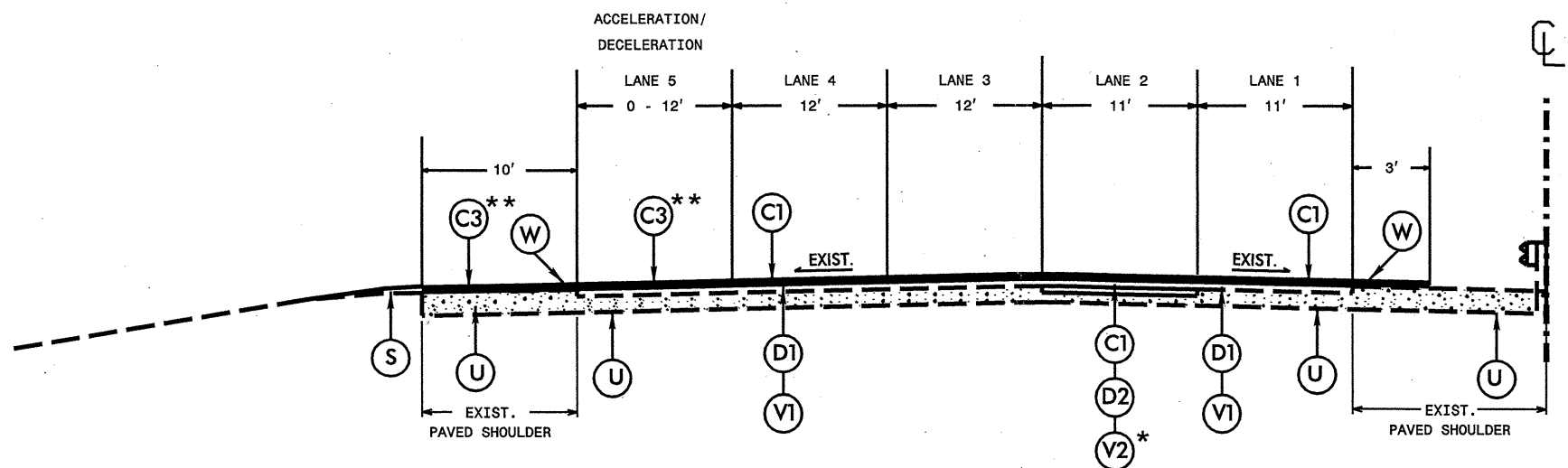


| | |
|-------------------------|---------------------|
| PROJECT REFERENCE NO. | SHEET NO. |
| I-5112 | 2 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |

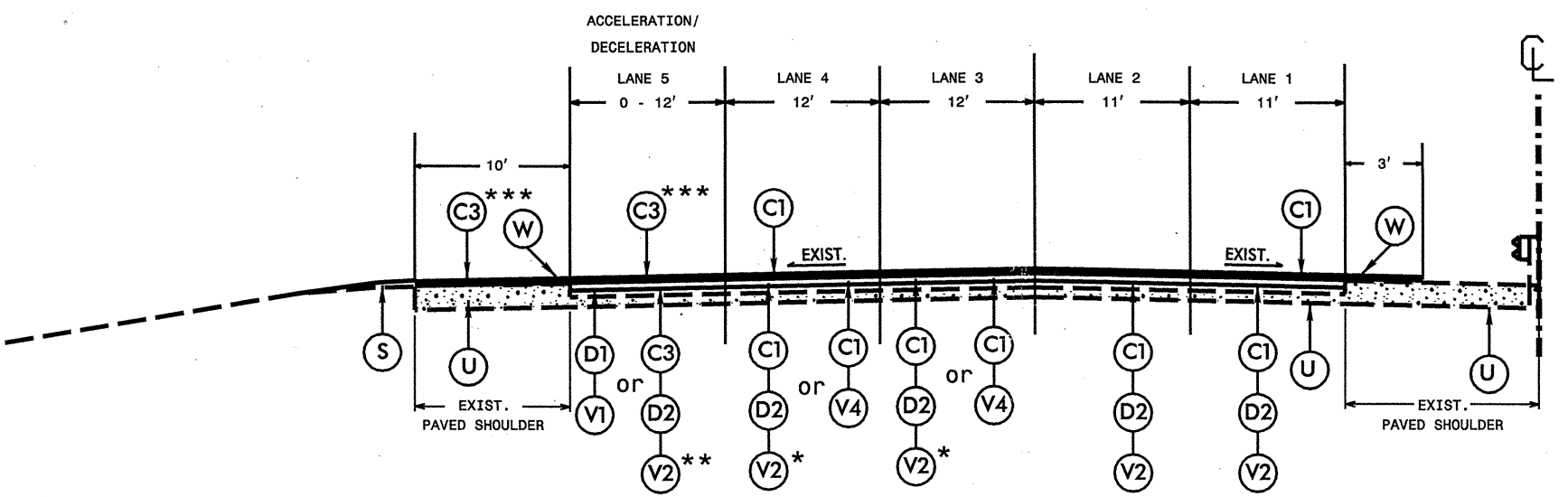


TYPICAL SECTION NO. 1

I-40 WB LANES FROM JOINT AT I-540 TO CRABTREE CREEK BRIDGE

* 5" DEEP PATCHING TO BE PERFORMED ONLY IN AREAS AS DETERMINED BY THE ENGINEER

** S9.5C OVERLAY TO BE USED ON ACCELERATION AND DECELERATION LANES AND OUTSIDE SHOULDER



TYPICAL SECTION NO. 2

I-40 WB LANES FROM CRABTREE CREEK BRIDGE TO END OF 5 LANE SECTION

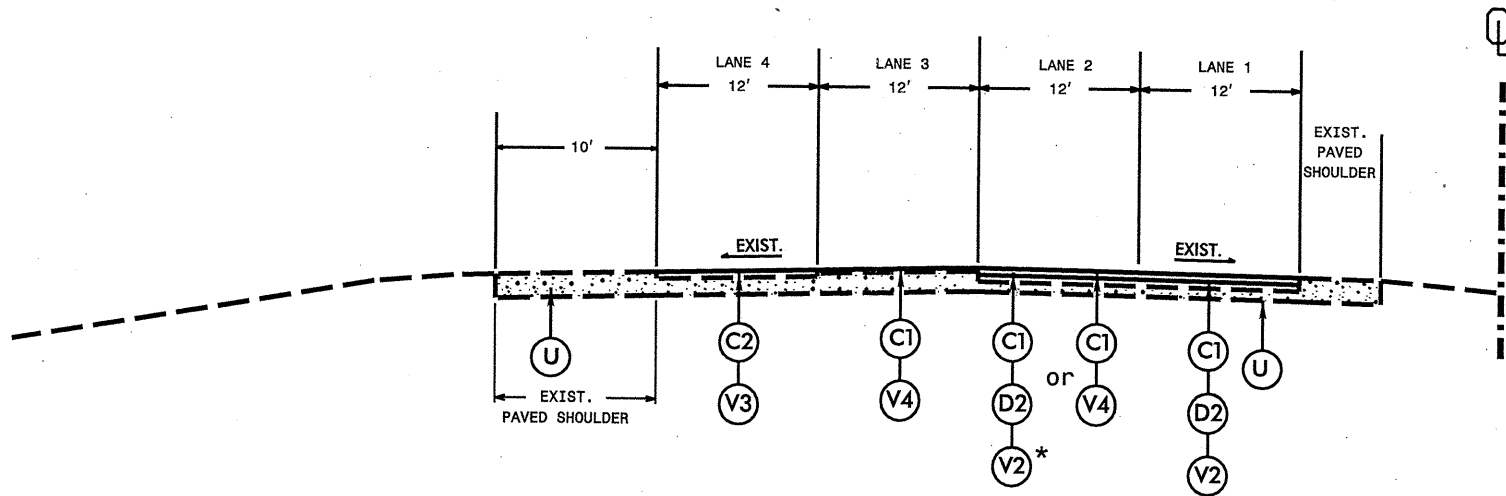
* 5" DEEP PATCHING IN LANES 3 AND 4 TO BE PERFORMED ONLY IN AREAS NOT RECENTLY PATCHED, OTHERWISE PERFORM 1 1/2" MILL AND FILL PRIOR TO OVERLAY

** 5" DEEP PATCHING IN LANE 5 TO BE PERFORMED BETWEEN HARRISON AVENUE AND END OF 5 LANE SECTION

*** S9.5C OVERLAY TO BE USED ON ACCELERATION LANE AND OUTSIDE SHOULDER, S9.5D OVERLAY TO BE USED ON AUXILIARY LANE AT HARRISON

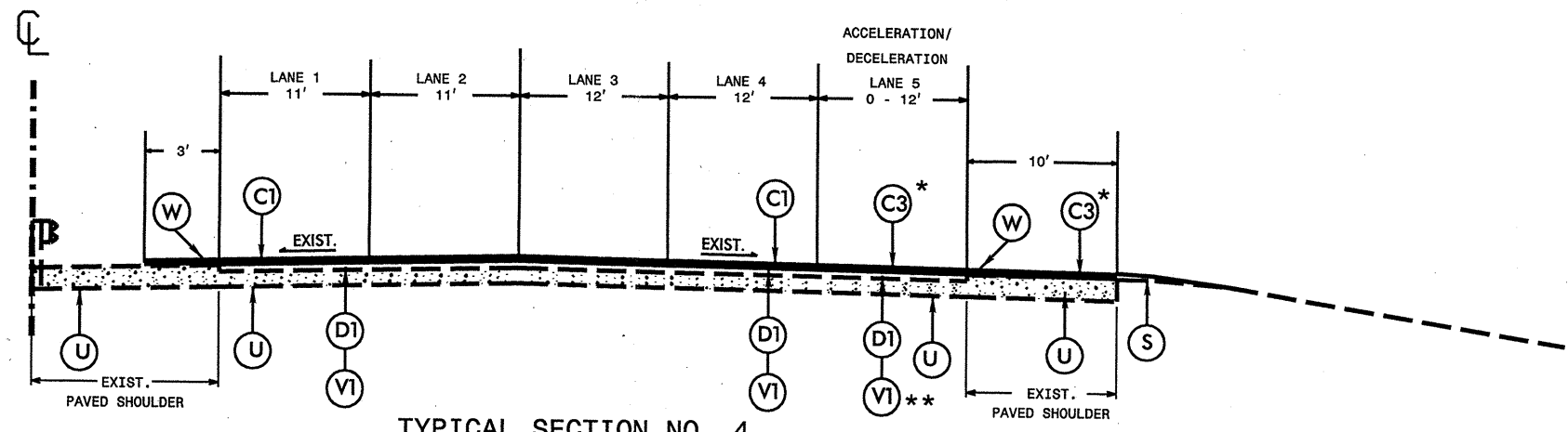
| PAVEMENT SCHEDULE | |
|-------------------|--|
| C1 | 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| C2 | 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD. |
| C3 | 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| D1 | 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD. |
| D2 | 3 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. |
| S | SHOULDER RECONSTRUCTION WITH EARTH MATERIAL |
| U | EXISTING PAVEMENT |
| V1 | 2 1/2" MILLING |
| V2 | 5" MILLING |
| V3 | 2" MILLING |
| V4 | 1 1/2" MILLING |
| W | MILLED RUMBLE STRIPS |
| Y | INCIDENTAL STONE BASE |

| | |
|-------------------------|---------------------|
| PROJECT REFERENCE NO. | SHEET NO. |
| I-5112 | 3 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |



TYPICAL SECTION NO. 3

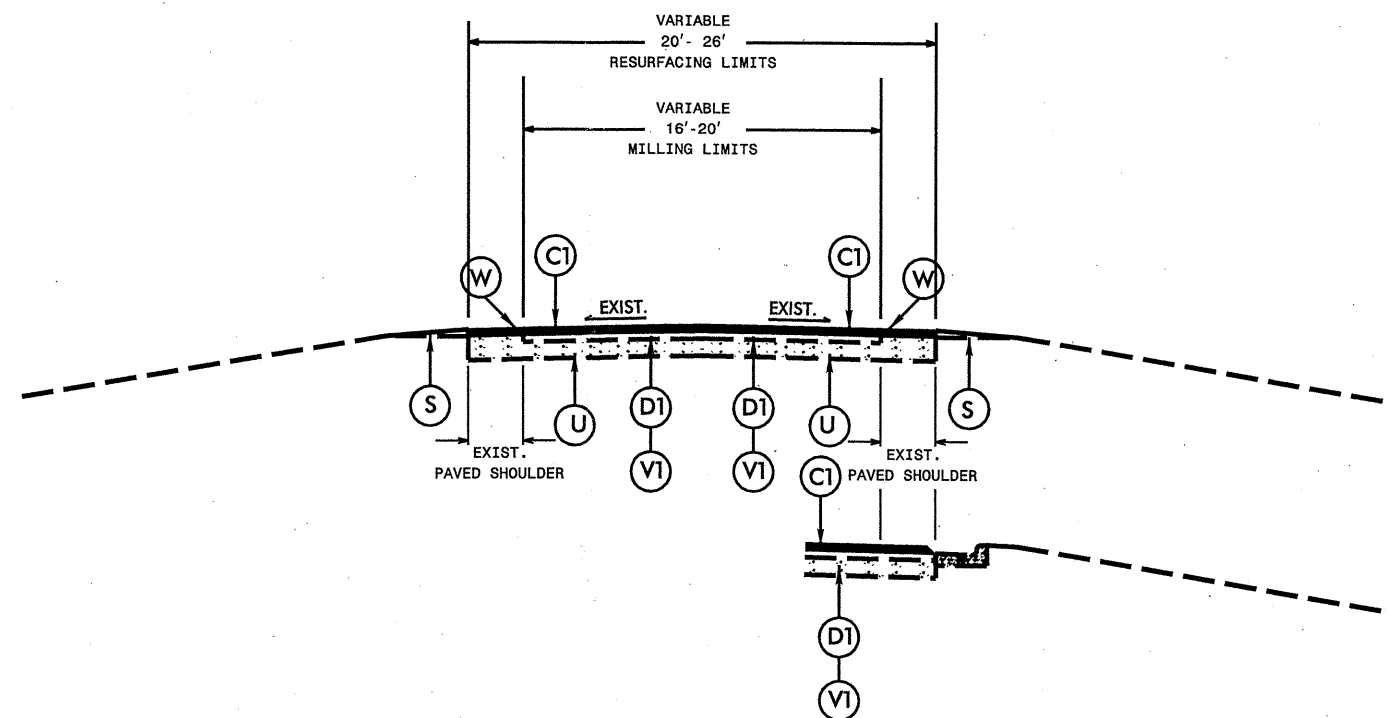
I-40 WB LANES FROM END OF 5 LANE SECTION TO 500' W OF BRIDGE OVER WADE AVE.
LANES 3 AND 4 ONLY RUN FROM END OF 5 LANE SECTION TO GORE AT WADE AVE.
* 5" DEEP PATCHING IN LANE 2 TO BE PERFORMED ONLY IN AREAS NOT RECENTLY PATCHED
OTHERWISE PERFORM 1½" MILL AND FILL



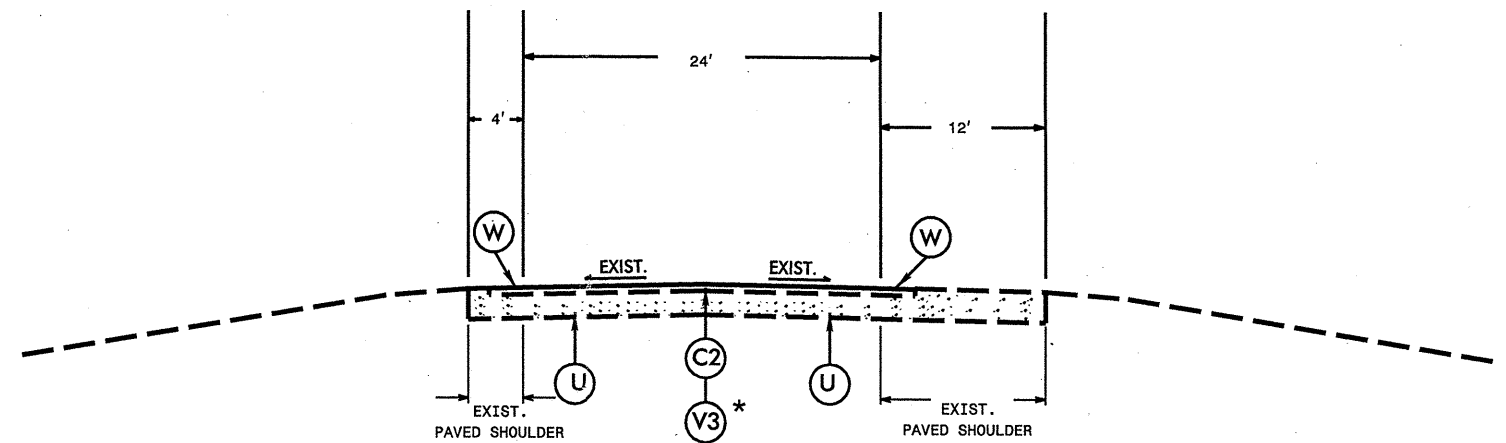
TYPICAL SECTION NO. 4

I-40 EB LANES FROM JOINT AT I-540 TO HARRISON AVE ON-RAMP
* S9.5C OVERLAY TO BE USED ON ACCELERATION AND DECELERATION LANES AND OUTSIDE SHOULDER
** MILL AND FILL NOT REQUIRED ON AUXILIARY LANE AT LOOP AT AVIATION

| | |
|-------------------------|---------------------|
| PROJECT REFERENCE NO. | SHEET NO. |
| I-5112 | 4 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |



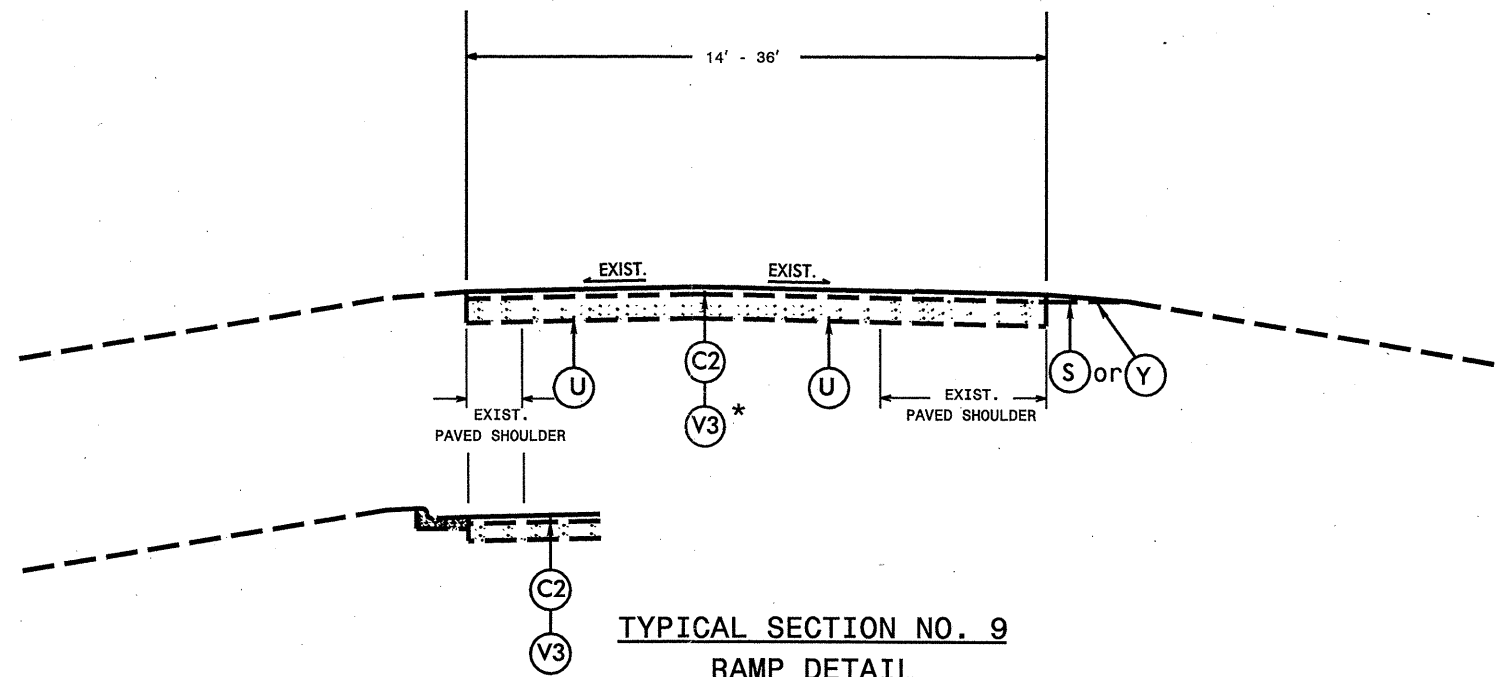
TYPICAL SECTION NO. 5
I-40 LOOP AND RAMP FROM WB WADE AVE TO EB I-40



TYPICAL SECTION NO. 6
I-40 RAMPS FROM WB I-40 TO EB WADE AVE

* MILLING TO EXTEND INTO EXISTING PAVED SHOULDER TO REMOVE EXISTING MILLED RUMBLE STRIPS

| | |
|--|-----------------------|
| PROJECT REFERENCE NO. 1-5112 | SHEET NO. 6 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |

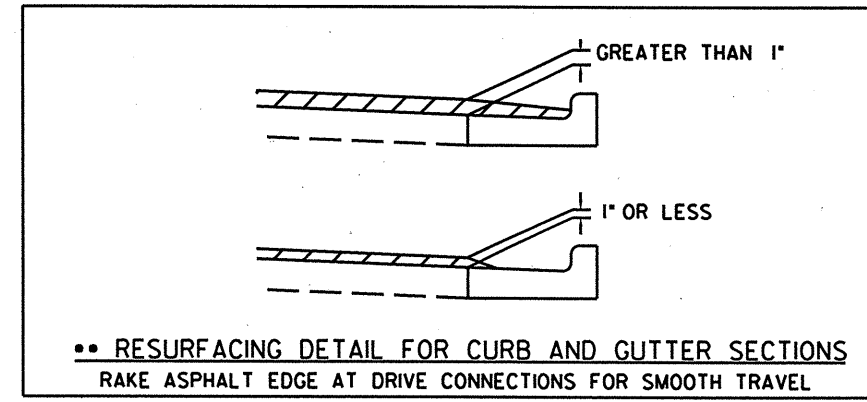
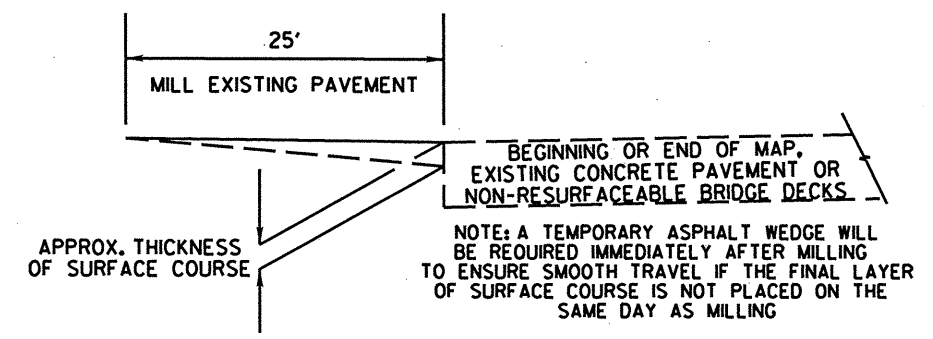


**TYPICAL SECTION NO. 9
RAMP DETAIL**

LIMITS OF RAMP WORK TO BE DETERMINED BY ENGINEER

* MILL RAMPS FULL WIDTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER

SHOULDER RECONSTRUCTION OR INCIDENTAL STONE AS DIRECTED BY THE ENGINEER



•• RESURFACING DETAIL FOR CURB AND GUTTER SECTIONS
RAKE ASPHALT EDGE AT DRIVE CONNECTIONS FOR SMOOTH TRAVEL

SYSTEMS
 TIME
 11/21/2009 11:43:16 AM

| | | |
|-------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| I-5112 | 7 | |

SUMMARY OF QUANTITIES

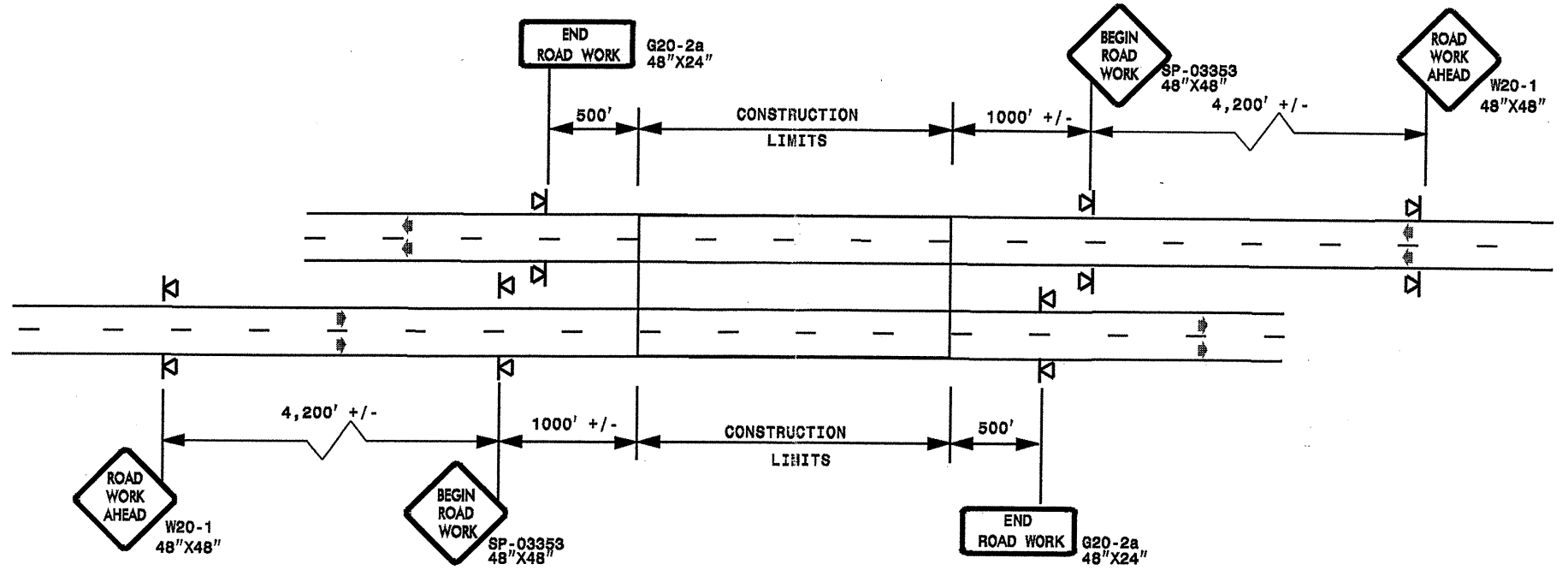
| PROJECT NO. | COUNTY | MAP NO. | ROUTE | DESCRIPTION | TYP | LENGTH | WIDTH | INCIDENTAL STONE BASE | SHOULDER RECONSTRUCTION | 2" MILLING | 6" MILLING | 2 1/2" MILLING | 1 1/2" MILLING | MILLED RUMBLE STRIPS | INCIDENTAL MILLING | INTER-MEDIATE COURSE, 1 1/2" TONS | SURFACE COURSE, S8.5C | SURFACE COURSE, S9.5D | PG 70-22 PLANT MIX | PG 76-22 PLANT MIX | PORTABLE LIGHTING | SEED & MULCHING | HYDRAULIC SEEDING | INDUCTIVE LOOP |
|-------------------------------------|--------|---------|--------------------------|--|------|--------------|-------|-----------------------|-------------------------|----------------|---------------|----------------|----------------|----------------------|--------------------|-----------------------------------|-----------------------|-----------------------|--------------------|--------------------|-------------------|-----------------|-------------------|----------------|
| NO | | | | | NO | MI | FT | TONS | SMI | SY | SY | SY | SY | LF | SY | TONS | TON | TONS | TONS | TONS | LS | ACRE | ACRE | LF |
| I-5112 | Wake | 1 | I-40 WB AND RAMPS | FROM I-540 JOINT TO BRIDGE AT CRABTREE CREEK | 1, 9 | 3.1 | 59 | 200 | 3.1 | 9,901 | 340 | 90,518 | | 35,060 | 510 | 12,966 | 2,951 | 7,862 | 787 | 432 | 1 | 2.20 | 5 | |
| | | 2 | I-40 WB AND RAMPS | FROM CRABTREE CREEK BRIDGE TO END 5 LANES | 2 | 2 | 59 | 100 | 2.9 | | 35,380 | 1,836 | 25,594 | 21,542 | 403 | 7,320 | 1,181 | 10,695 | 415 | 588 | * | 2.10 | * | |
| | | 3 | I-40 WB | FROM END 5 LANE SECTION TO 500' W OF WADE AVE BRIDGE | 3 | 0.8 | 48 | | | 4,532 | 7,481 | | 8,448 | | | 1,492 | 493 | 1,368 | 100 | 75 | * | * | * | |
| | | 4 | I-40 EB AND RAMPS | FROM I-540 JOINT TO HARRISON ON RAMP | 4, 9 | 4.4 | 59 | 300 | 4.6 | 22,040 | | 129,404 | | 47,383 | 1,017 | 18,440 | 4,588 | 11,117 | 1,142 | 611 | * | 3.40 | * | 208 |
| | | 5 | I-40 EB LOOP AND ON RAMP | FROM WB WADE AVE TO EB I-40 | 5 | 0.72 | 20-26 | | 1.3 | | | 10,404 | | 6,590 | 250 | 1,478 | 883 | | 122 | | * | 1.00 | * | |
| | | 6 | I-40 WB OFF RAMP | FROM I-40 WB TO EB WADE AVENUE | 6 | 0.6 | 28 | | | 10,001 | | | | 6,336 | | | 1,120 | | 59 | | * | * | * | |
| | | 7 | SR 1728 (WADE AVE) WB | FROM I-40 TO BRIDGE AT EDWARDS MILL | 7, 9 | 1.25 | 40 | 50 | | 30,126 | | | | 13,200 | | | 3,374 | | 202 | | * | * | * | 87 |
| | | 8 | SR 1728 (WADE AVE) EB | FROM I-40 TO BRIDGE AT EDWARDS MILL | 8, 9 | 1.5 | 28 | 50 | | 28,444 | | | | 15,840 | | | 3,186 | | 191 | | * | * | * | 57 |
| TOTAL FOR PROJ NO. 42541.3.1 | | | | | | 14.37 | | 700 | 11.9 | 105,044 | 43,201 | 232,162 | 34,042 | 145,961 | 2,180 | 41,697 | 17,776 | 31,040 | 3,018 | 1,706 | 1 | 8.70 | 6 | 352 |
| GRAND TOTAL | | | | | | 14.37 | | 700 | 11.9 | 105,044 | 43,201 | 232,162 | 34,042 | 145,961 | 2,180 | 41,697 | 17,776 | 31,040 | 3,018 | 1,706 | 1 | 8.70 | 6 | 352 |

THERMOPLASTIC AND PAINT QUANTITIES

| PROJECT NO. | COUNTY | MAP NO. | ROUTE | DESCRIPTION | 4415000000-E | 4420000000-N | 4430000000-E | 4510000000-N | 4695000000-E | 4898000000-E | 4899000000-E | 4700000000-E | 4721000000-E | | | | 4725000000-E | | | | 4816000000-E | | 4825000000-E | | 4840000000-N | | | | | 4845000000-N | 4905000000-N | 4855000000-E | 4776000000-E | | | | |
|-------------------------------------|--------|---------|--------------------------|--|-------------------------------|-------------------------|--------------|--------------|------------------------|-------------------------|-------------------------|------------------------|-------------------------|-------------------------|---------------------|-------------------------|-----------------------|-----------------------|-----------------------|----------------------------|-----------------------|-----------------------|-----------------------|----------------|-----------------|-----------------|--------------|------------------|----------------|----------------|----------------|-----------------|----------------|-----------------------|-----------------------|--------------------------------|--|
| | | | | | FLASHING ARROW PANELS, TYPE C | CHANGABLE MESSAGE SIGNS | DRUMS | POLICE | 4" X 90 M WHITE THERMO | 4" X 90 M YELLOW THERMO | 6" X 90 M YELLOW THERMO | 6" X 90 M WHITE THERMO | 6" X 120 M WHITE THERMO | 12" X 90 M WHITE THERMO | THERMO MSG NO 120 M | THERMO MSG TRUCKS 120 M | THERMO MSG THIS 120 M | THERMO MSG LANE 120 M | THERMO MSG ONLY 120 M | THERMO STR & RT ARROW 90 M | THERMO STR ARROW 90 M | THERMO STR ARROW 90 M | THERMO STR ARROW 90 M | 6" WHITE PAINT | 6" YELLOW PAINT | 12" WHITE PAINT | PAINT MSG NO | PAINT MSG TRUCKS | PAINT MSG THIS | PAINT MSG LANE | PAINT MSG ONLY | PAINT STR ARROW | PAINT RT ARROW | CRYSTAL & RED MARKERS | SNOW PLOWABLE MARKERS | REM. OF PAVT MARKING LINES, 6" | COLD APPL. PLASTIC PAVT MARK. LINES, TYPE 3, 6", WHITE |
| I-5112 | Wake | 1 | I-40 WB AND RAMPS | FROM I-540 JOINT TO BRIDGE AT CRABTREE CREEK | 2 | 2.00 | 240 | 2,000 | 4,350 | 4,350 | 16,368 | 16,368 | 12,644 | 3,225 | 8 | 24 | 16 | 16 | 1 | 1 | 6 | 28,644 | 16,368 | 3,225 | 8 | 24 | 16 | 16 | 6 | 4 | | 838 | | | | | |
| | | 2 | I-40 WB AND RAMPS | FROM CRABTREE CREEK BRIDGE TO END 5 LANES | | | | | | | 10,560 | 10,560 | 9,109 | 2,500 | 4 | 12 | 8 | 8 | 8 | | 2 | 4 | 19,404 | 10,560 | | 4 | 12 | 8 | 8 | 8 | 2 | 4 | 667 | 619 | 394 | 225 | |
| | | 3 | I-40 WB | FROM END 5 LANE SECTION TO 500' W OF WADE AVE BRIDGE | | | | | | | 4,224 | 4,224 | 2,719 | | | | | | | | | | | | | | | | | | 184 | 619 | 394 | 225 | | | |
| | | 4 | I-40 EB AND RAMPS | FROM I-540 JOINT TO HARRISON ON RAMP | 2 | 2.00 | 240 | 2,000 | 7,709 | 7,709 | 23,232 | 23,232 | 17,947 | 5,285 | 10 | 30 | 20 | 20 | | | 10 | 1 | 40,656 | 23,232 | 5,285 | 10 | 30 | 20 | 20 | 10 | | 1,193 | 1750 | 875 | 875 | | |
| | | 5 | I-40 EB LOOP AND ON RAMP | FROM WB WADE AVE TO EB I-40 | | | | | | | 3,825 | 3,825 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 6 | I-40 WB OFF RAMP | FROM I-40 WB TO EB WADE AVENUE | | | | | | | 3,125 | 3,125 | 780 | | | | | | | | | | | | | | | | | | | | 40 | | | | |
| | | 7 | SR 1728 (WADE AVE) WB | FROM I-40 TO BRIDGE AT EDWARDS MILL | | | | | | | 6,600 | 6,600 | 3,450 | 1,475 | | | | | | | | | | | | | | | | | | | 247 | | | | |
| | | 8 | SR 1728 (WADE AVE) EB | FROM I-40 TO BRIDGE AT EDWARDS MILL | | | | | | | 7,920 | 7,920 | 2,614 | 3,120 | | | | | | | | | | | | | | | | | | 297 | | | | | |
| TOTAL FOR PROJ NO. 42541.3.1 | | | | | 4 | 4 | 480 | 4,000 | 12,059 | 12,059 | 75,854 | 75,854 | 49,263 | 16,605 | 22 | 66 | 44 | 44 | 20 | 1 | 1 | 21 | 92,529 | 53,985 | 8,510 | 22 | 66 | 44 | 44 | 8 | 18 | 4 | 184 | 3,282 | 2,988 | 1,663 | 1,325 |
| GRAND TOTAL | | | | | 4 | 4 | 480 | 4,000 | 12,059 | 12,059 | 75,854 | 75,854 | 49,263 | 16,605 | 22 | 66 | 44 | 44 | 20 | 1 | 1 | 21 | 92,529 | 53,985 | 8,510 | 22 | 66 | 44 | 44 | 8 | 18 | 4 | 184 | 3,282 | 2,988 | 1,663 | 1,325 |

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

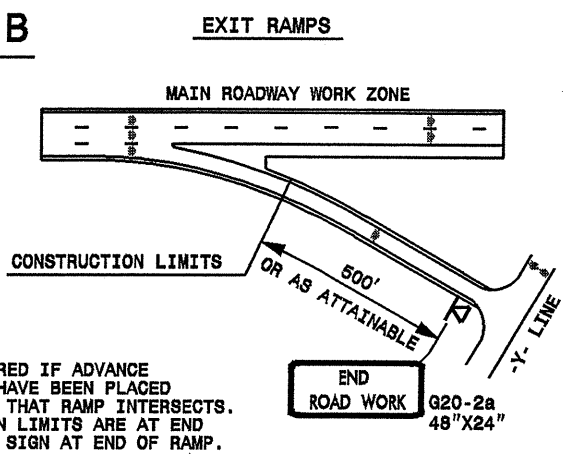
DETAIL A



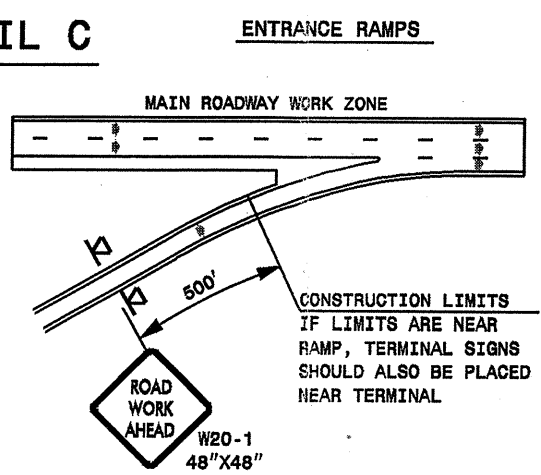
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAYS INTERSECTING ALONG FREEWAY WORK ZONE (Y-LINES)

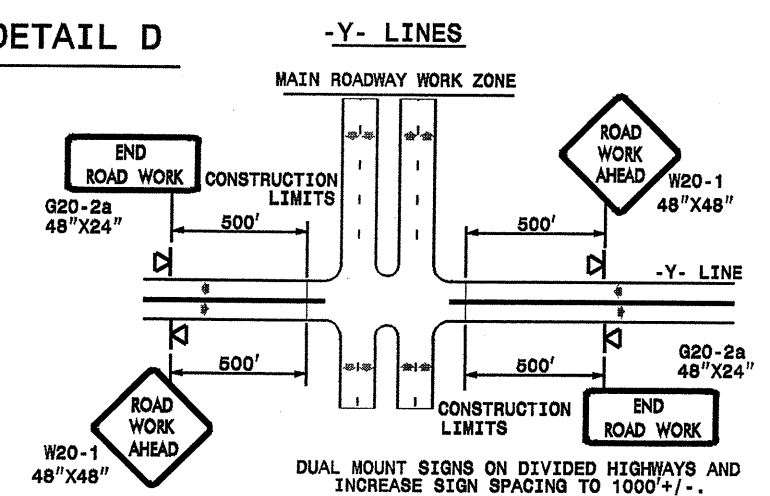
DETAIL B



DETAIL C



DETAIL D



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

GENERAL NOTES

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

LEGEND

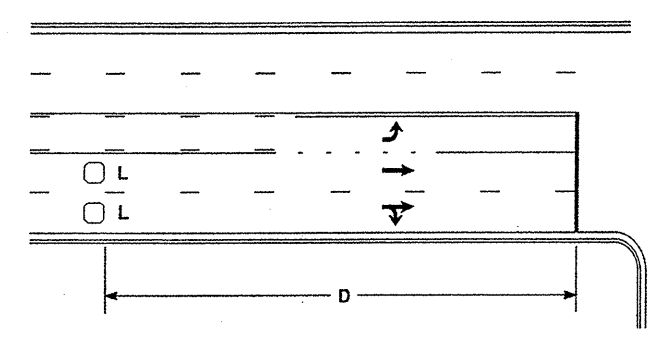
◁ PORTABLE SIGN

➡ DIRECTION OF TRAFFIC FLOW

| | | | | |
|-----------------------------|--|-------------|-----------|--|
| APPROVED: _____ DATE: _____ | <p align="center">DETAIL DRAWING FOR FREEWAYS WORK ZONE WARNING SIGNS</p> | SCALE: NONE | REVISIONS | |
| SEAL | | DATE: 7-98 | 10/01 | |
| | DWG. BY: | 10-98 | 09/04 | |
| | DESIGN BY: | 01/01 | 11/04 | |
| | REVIEWED BY: | | | |

17-FEB-2009 14:39 ch:\resur\facimg-10508\resur\facimg2009\dwg05\c202252.425413gv1.wake.1-512.1-40\free4lanesgreatJuly2006.dgn pseymore AT W110231502

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

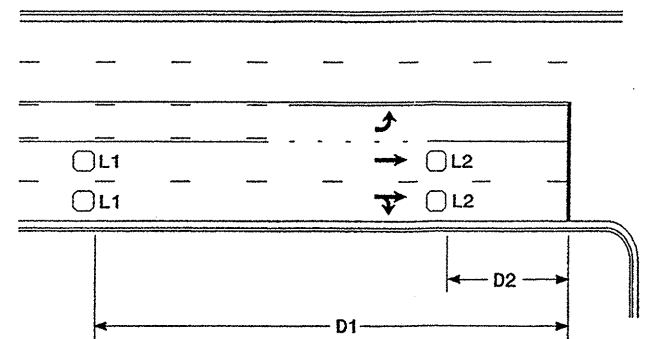


| Speed Limit mph (km/hr) | D ft (m) |
|----------------------------|-------------|
| 40 (64) | 250 (75) |
| 45 (72) | 300 (90) |
| 50 (80) | 355 (110) |
| 55 (88) | 420 (130) |

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



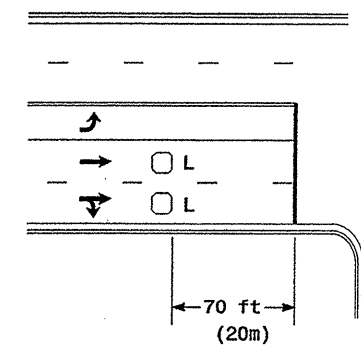
| Speed Limit mph (km/hr) | D1 ft (m) | D2 ft (m) |
|----------------------------|--------------|--------------|
| 40 (64) | 250 (75) | 80 (25) |
| 45 (72) | 300 (90) | 90 (27) |
| 50 (80) | 355 (110) | 100 (30) |
| 55 (88) | 420 (130) | 110 (35) |

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

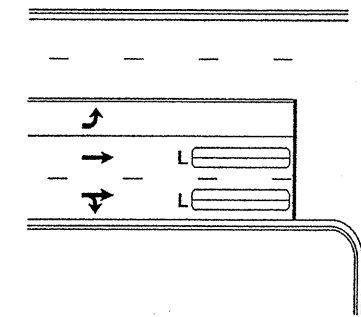
Low Speed Detection [≤35 mph (56 km/hr)]

42541.3.GV1 (I-5112)



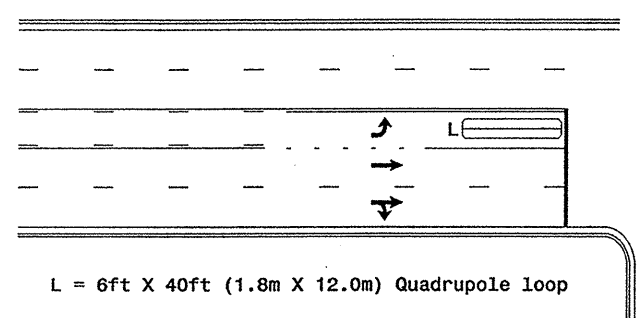
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

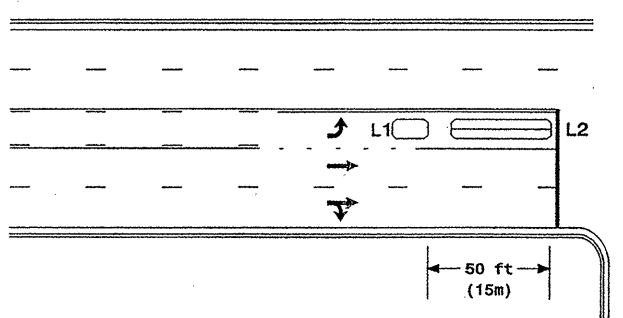
Left Turn Lane Detection



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

Presence Loop Detection

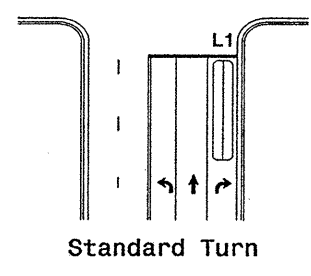
OR



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

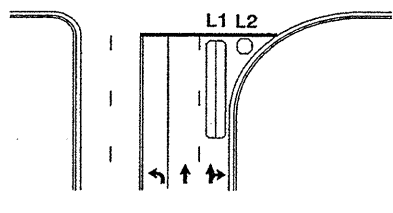
Queue Loop Detection

Right Turn Lane Detection

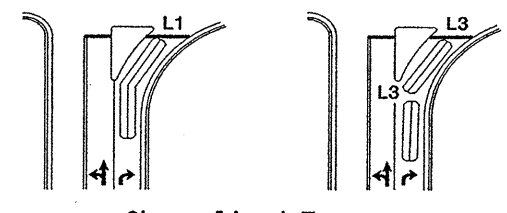


Standard Turn

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

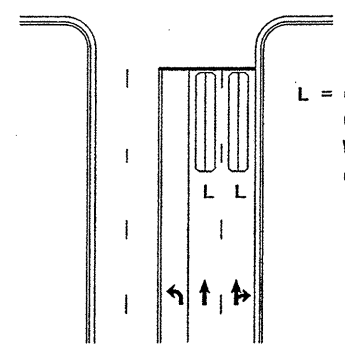


Wide Radius Turn



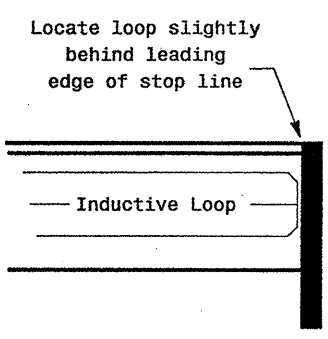
Channelized Turn

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

| | <p>Typical Loop Locations</p> | | | | | | | |
|----------------------|--|--------------------------|------|-------------|---|---------|--------------------------|---------------------------|
| | <p>PLAN DATE: June 2006 PREPARED BY: P. L. Alexander</p> | <p>REVIEWED BY:</p> | | | | | | |
| <p>SCALE N/A</p> | <p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>12/1/06</td> <td>Revise pavement markings</td> </tr> </tbody> </table> | NO. | DATE | DESCRIPTION | 1 | 12/1/06 | Revise pavement markings | <p>SIGNATURE DATE</p> |
| NO. | DATE | DESCRIPTION | | | | | | |
| 1 | 12/1/06 | Revise pavement markings | | | | | | |

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

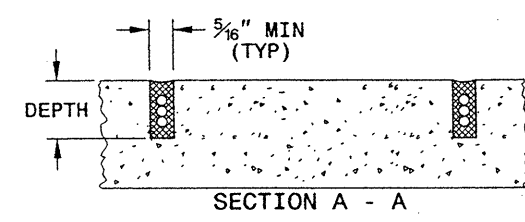
5-07

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

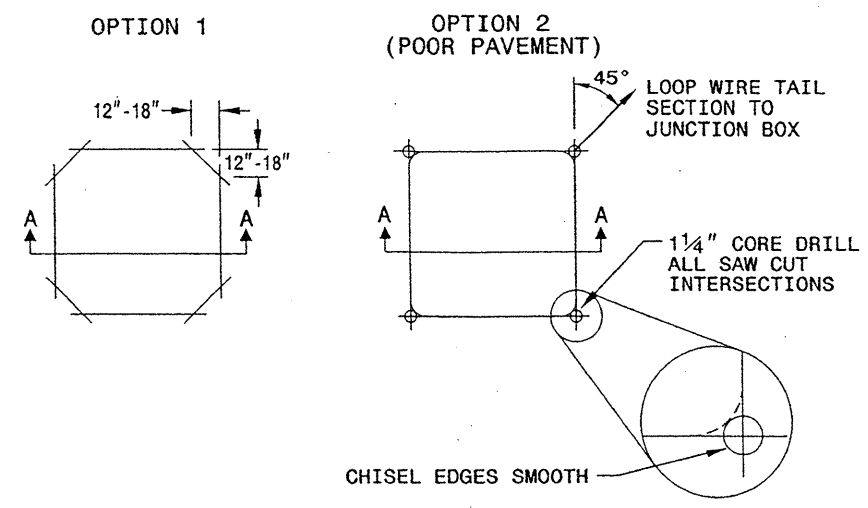
SAW SLOT DEPTH CHART

| 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 |

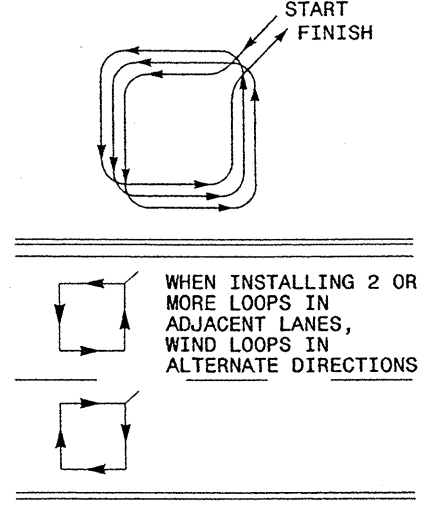


CONVENTIONAL 4-SIDED LOOP

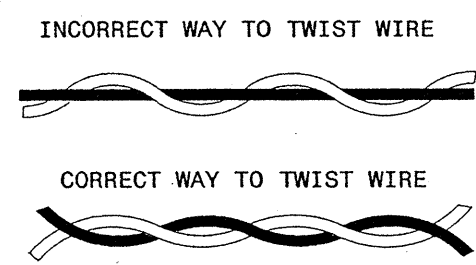
SAW CUT OPTIONS



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD

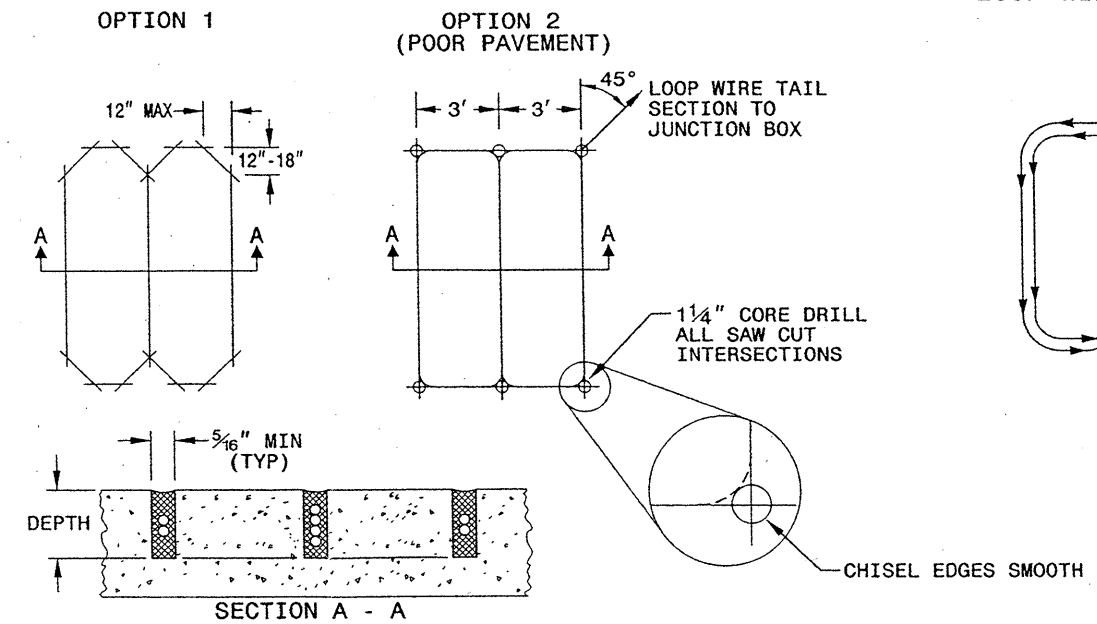


NOTES

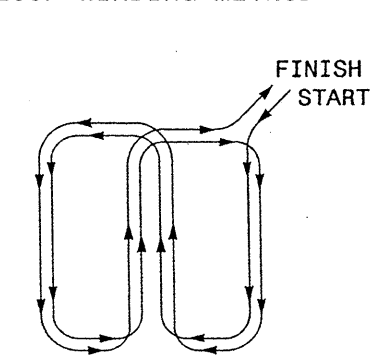
- OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
- MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
- WIRE LOOPS CONNECTED TO THE SAME DETECTOR CHANNEL IN SERIES.
- LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS OR APPROVED BY ENGINEER.

QUADRUPOLE LOOP

SAW CUT OPTIONS



LOOP WINDING METHOD



DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

See Plate for Title

Prepared in the Offices of:

750 N. Greenfield Parkway
Garner, NC 27529

SEAL

Milton I. Deen 9/5/07
SIGNATURE DATE

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

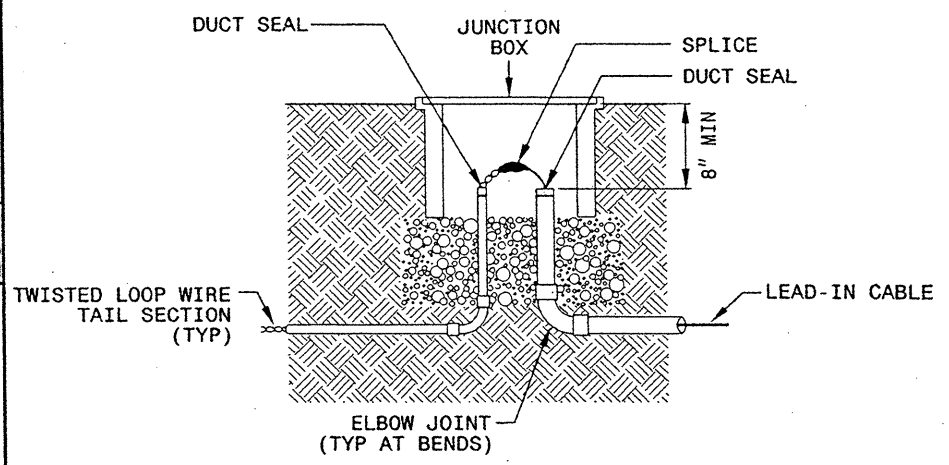
5-07

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

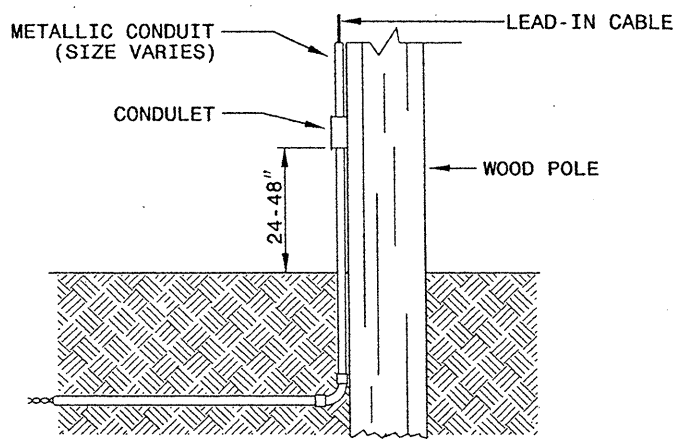
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

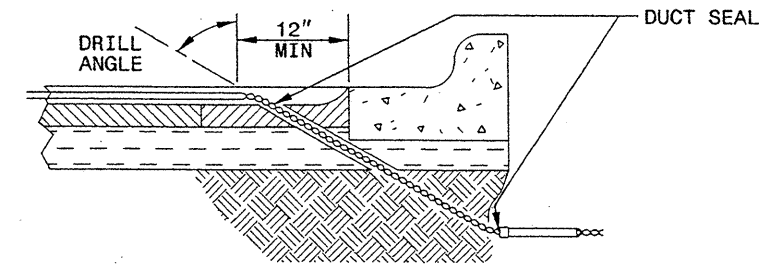


NOTE

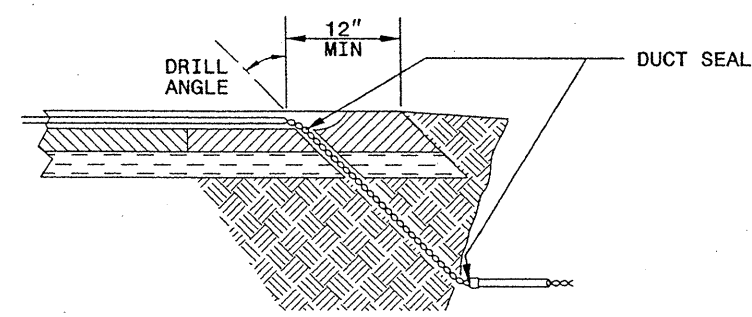
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

LOOP WIRE PAVEMENT EDGE DETAILS

LOOP WIRE AT CURB & GUTTER SECTION



LOOP WIRE AT PAVEMENT SECTION



NOTES

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

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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

SHEET 2 OF 3
1725D01

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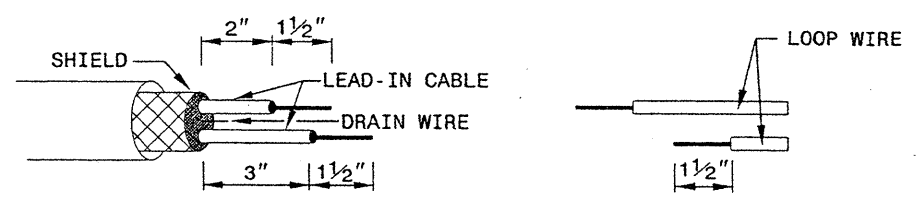
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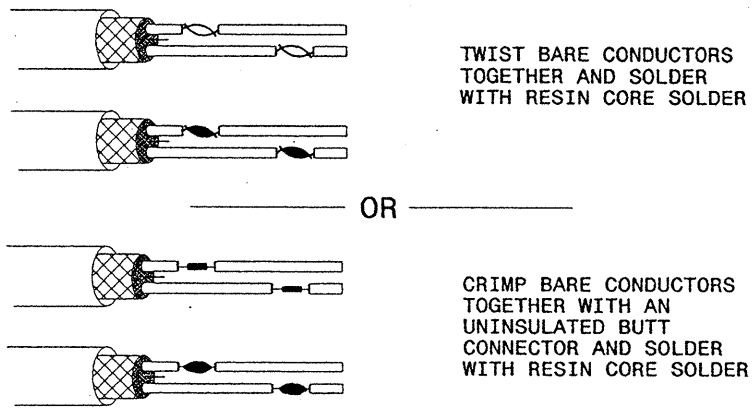
ENGLISH DETAIL DRAWING FOR
INDUCTION DETECTION LOOPS
SPlicing FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE

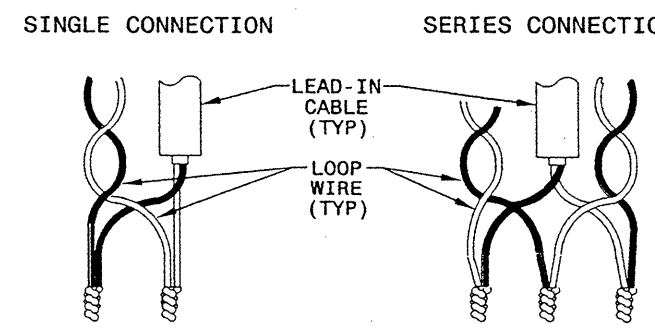


STEP 2. CONNECT AND SOLDER

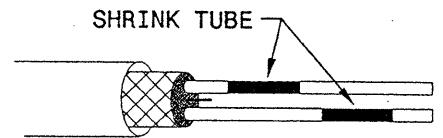


BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

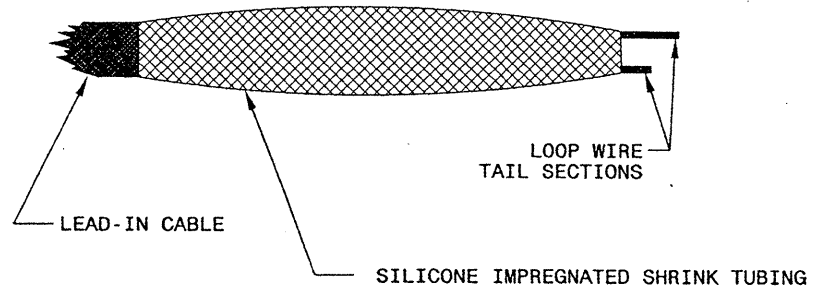
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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

SHEET 3 OF 3
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