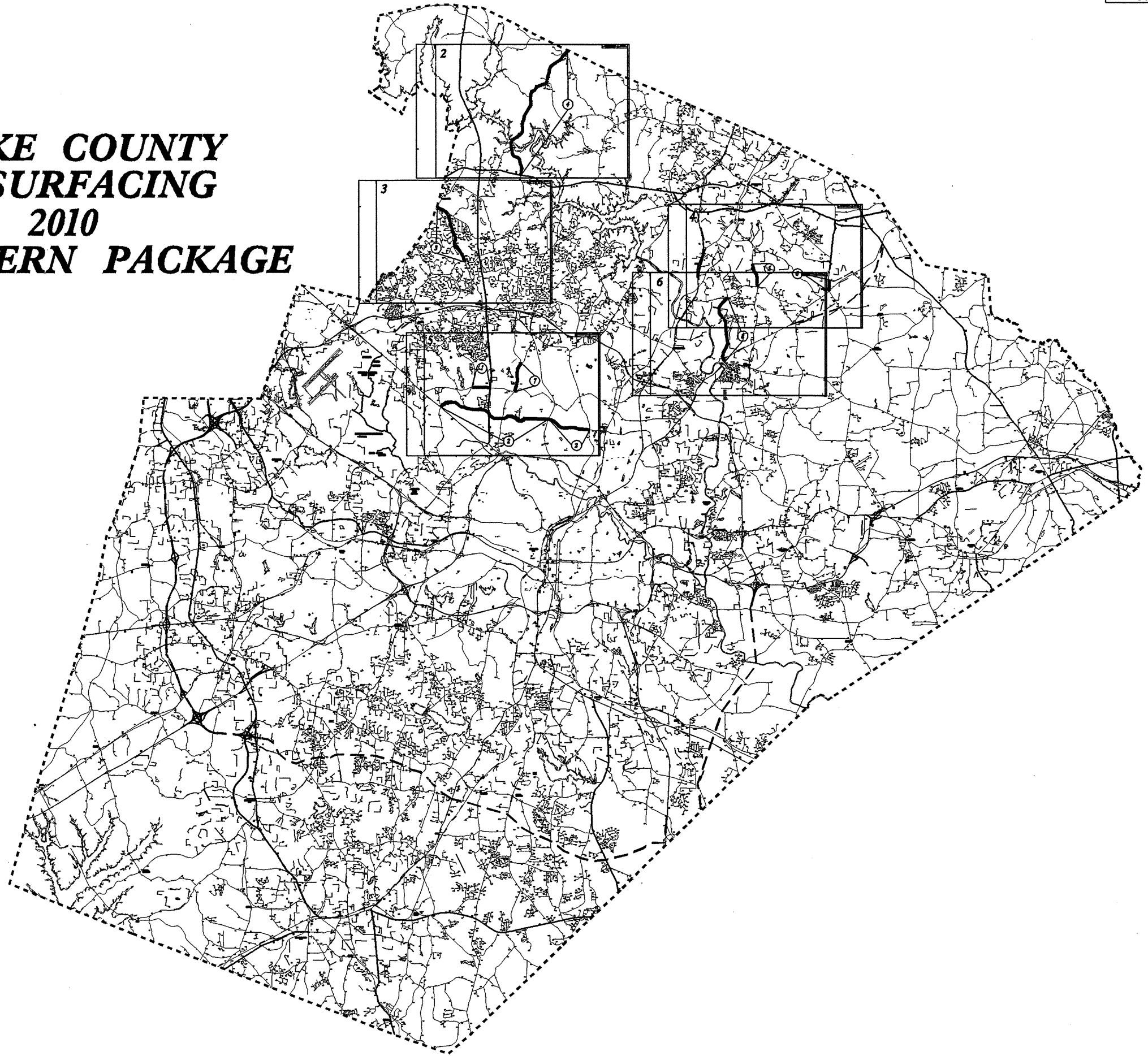
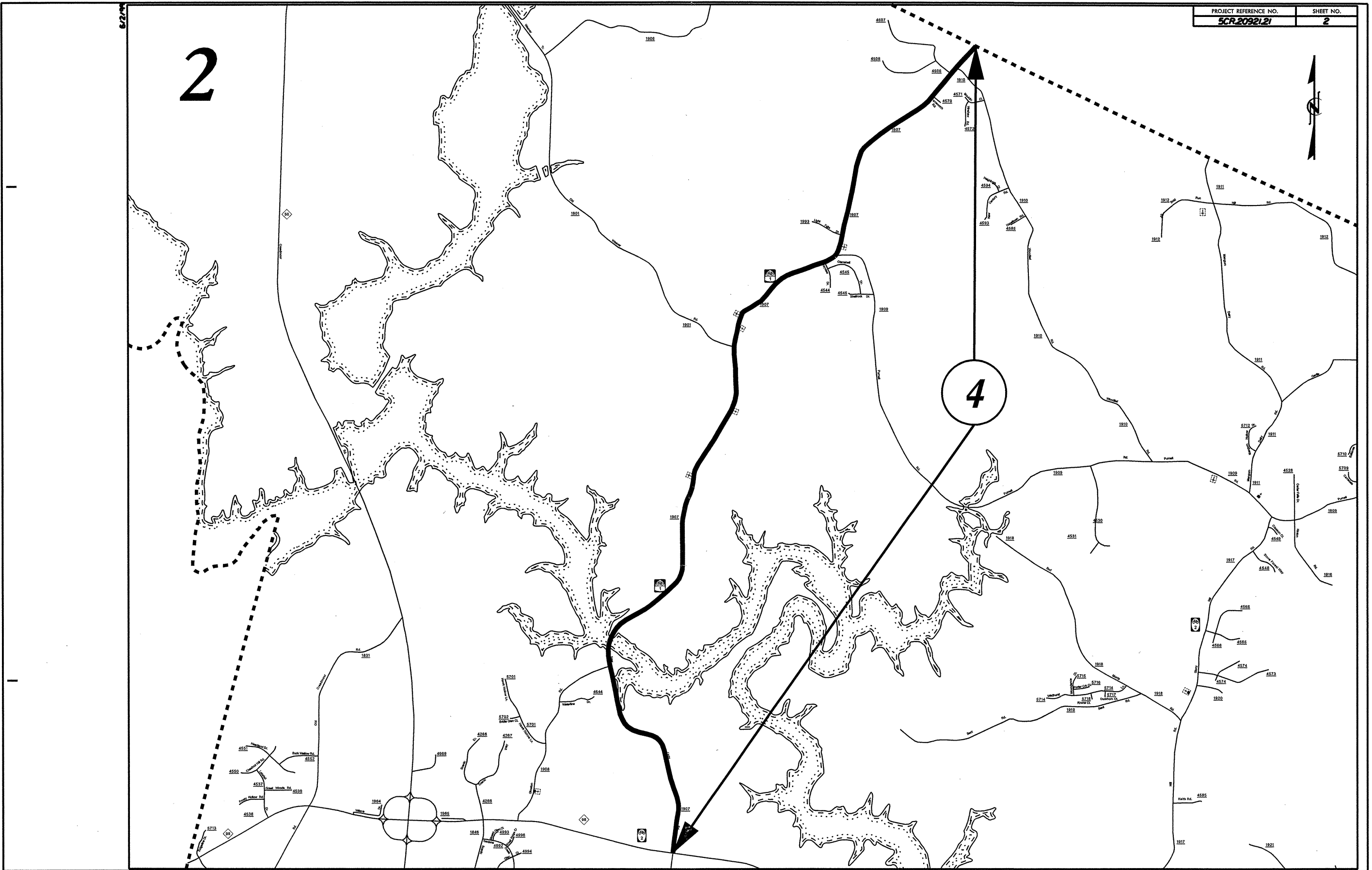


**WAKE COUNTY
RESURFACING
2010
NORTHERN PACKAGE**



2

4

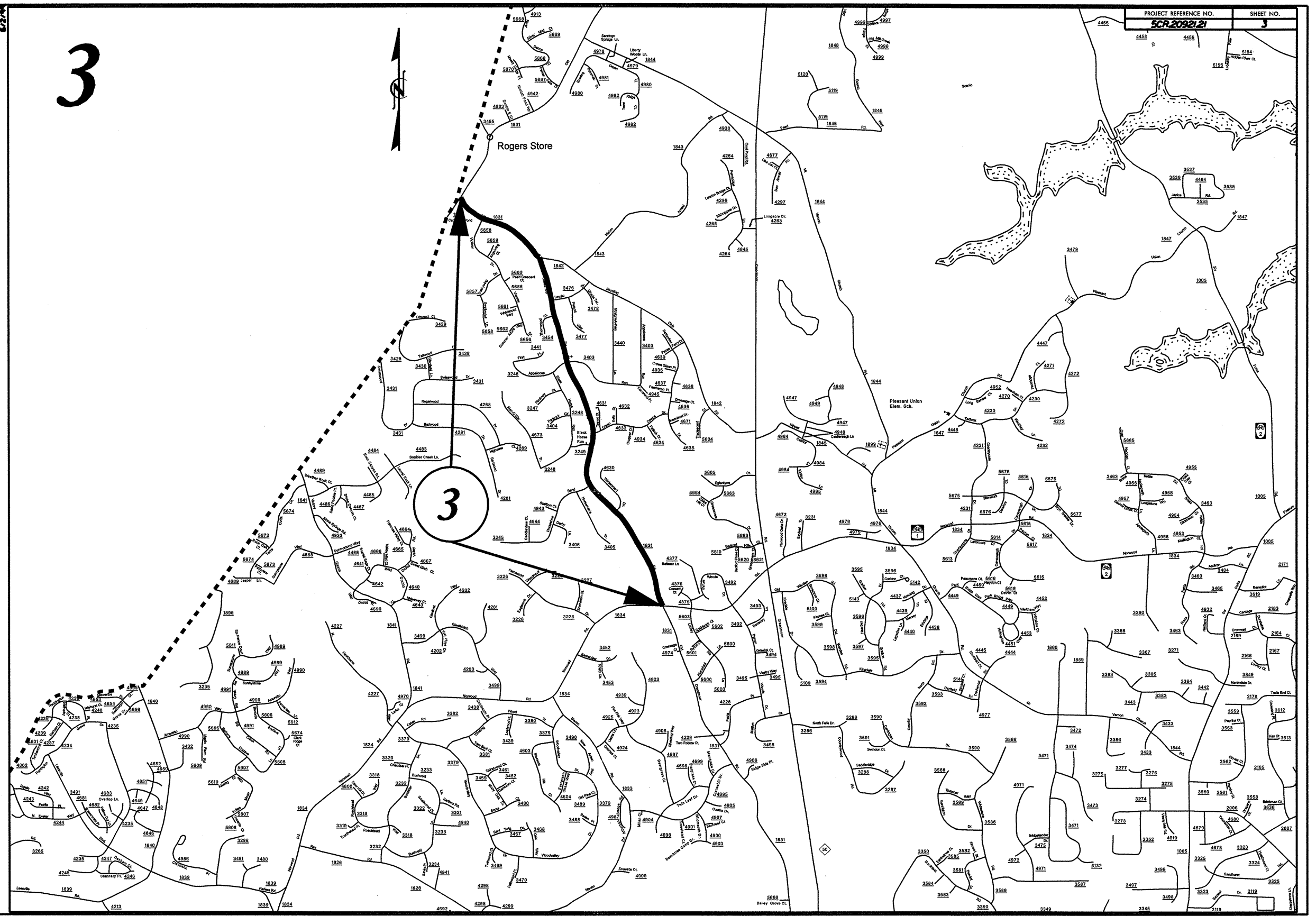


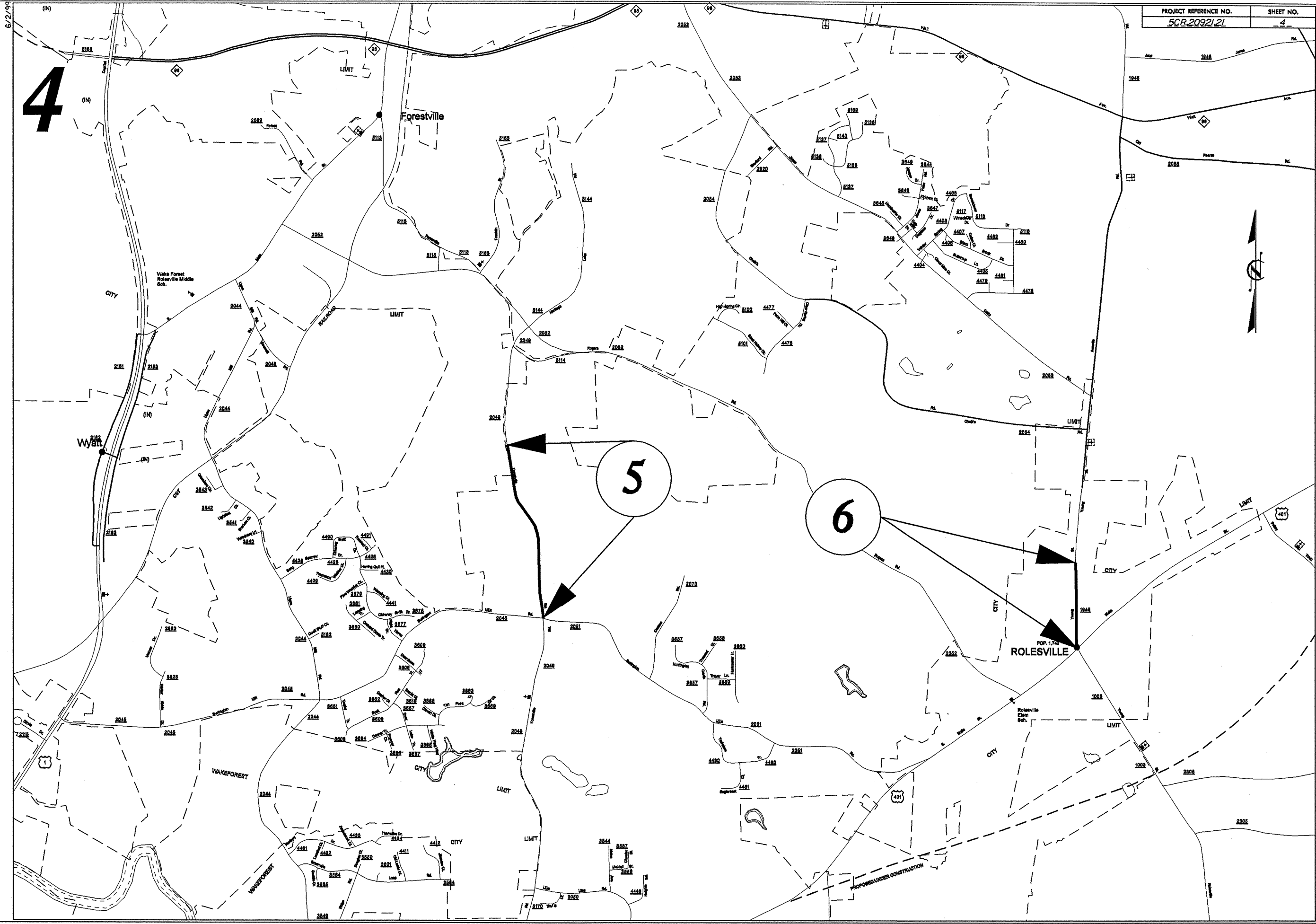
3



Rogers Store

3





4

5

6

Forestville

Wyan

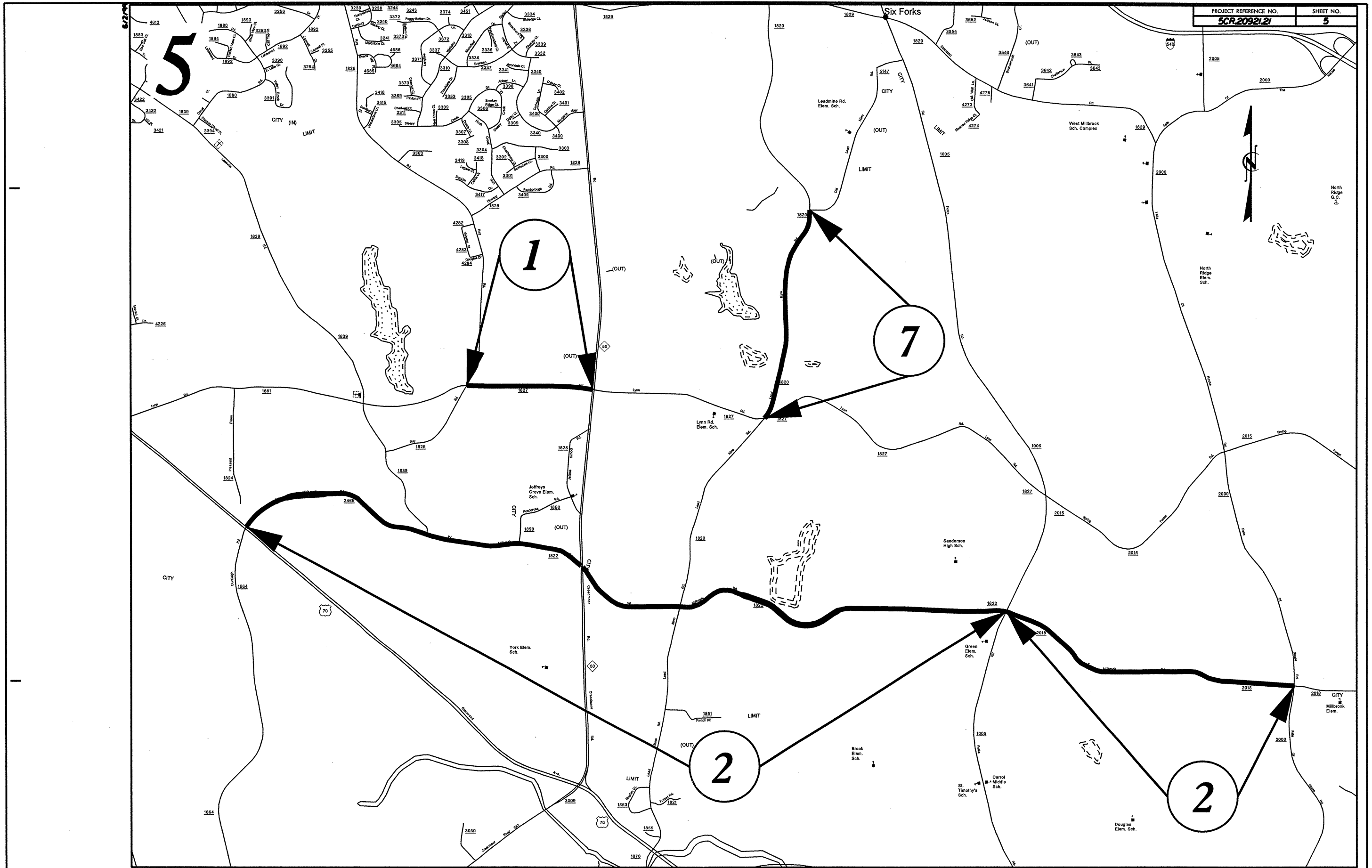
Wake Forest
Kaneville Middle
Sch.

ROLESVILLE
POP. 1,742



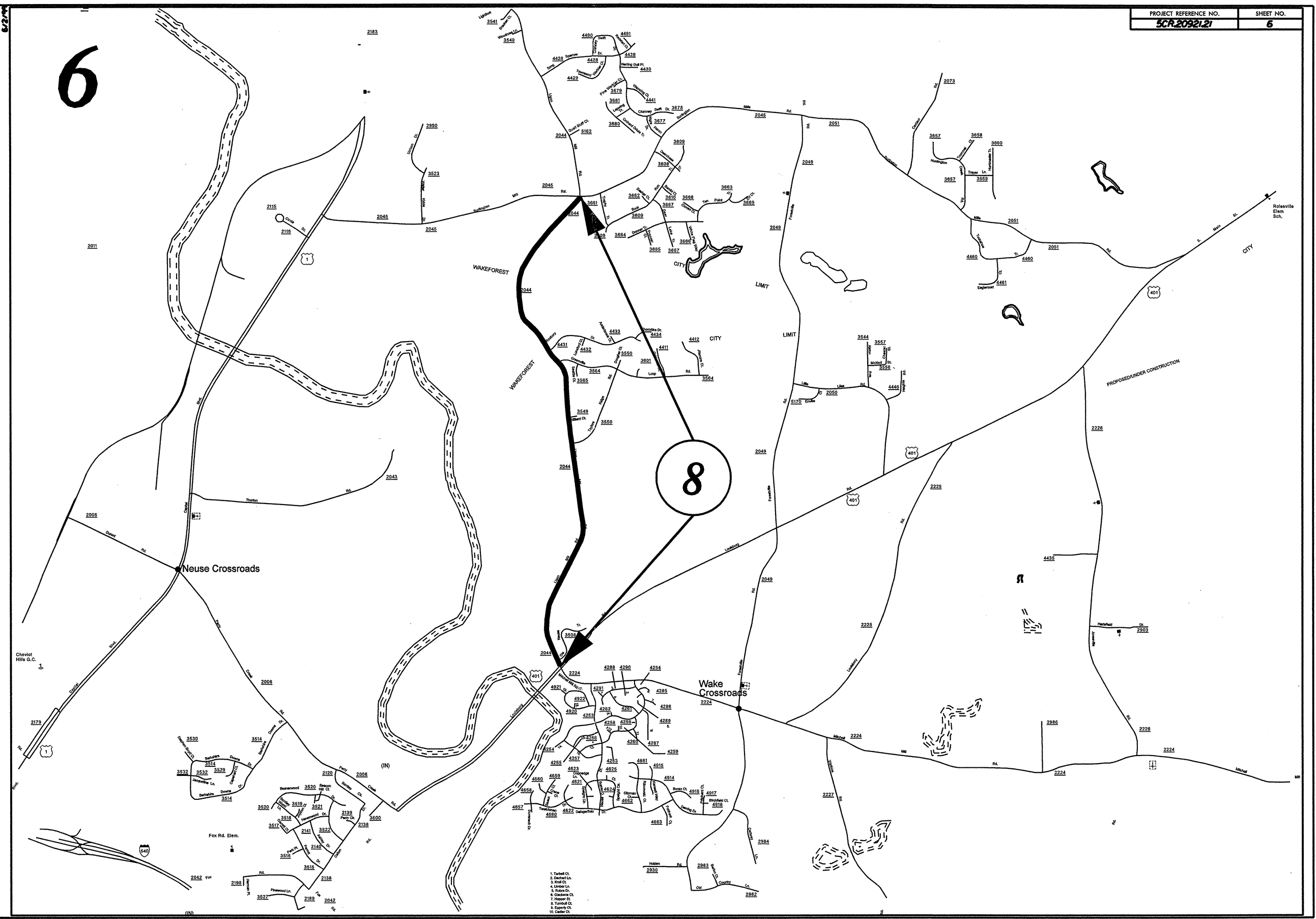
6/2/99

PROPOSED UNDER CONSTRUCTION



6

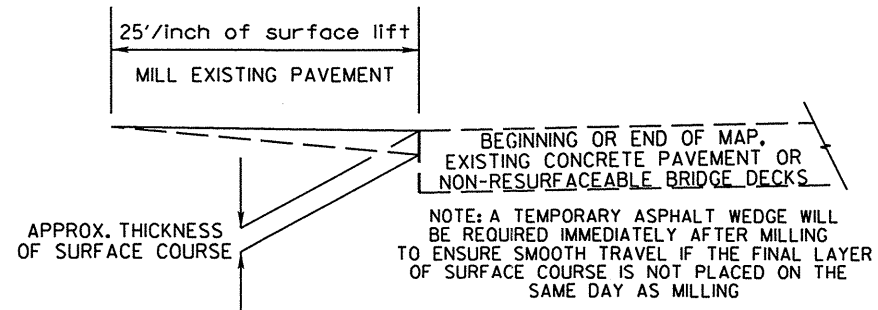
8



PAVEMENT SCHEDULE

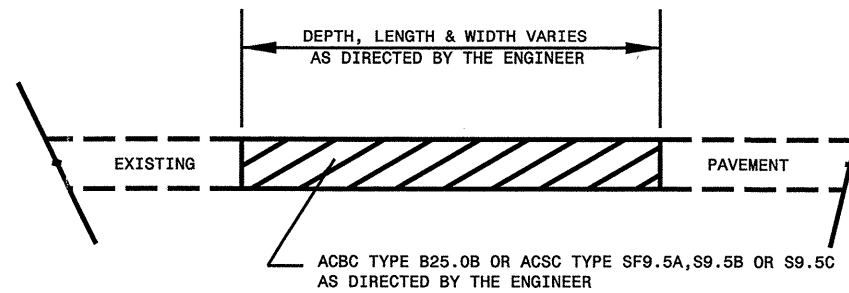
PROJECT REFERENCE NO. 5CR2092121
SHEET NO. 7

C	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E	6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
V1	1½" MILLING
V2	3" MILLING
V3	0 - 1½" MILLING (7' WIDTH)

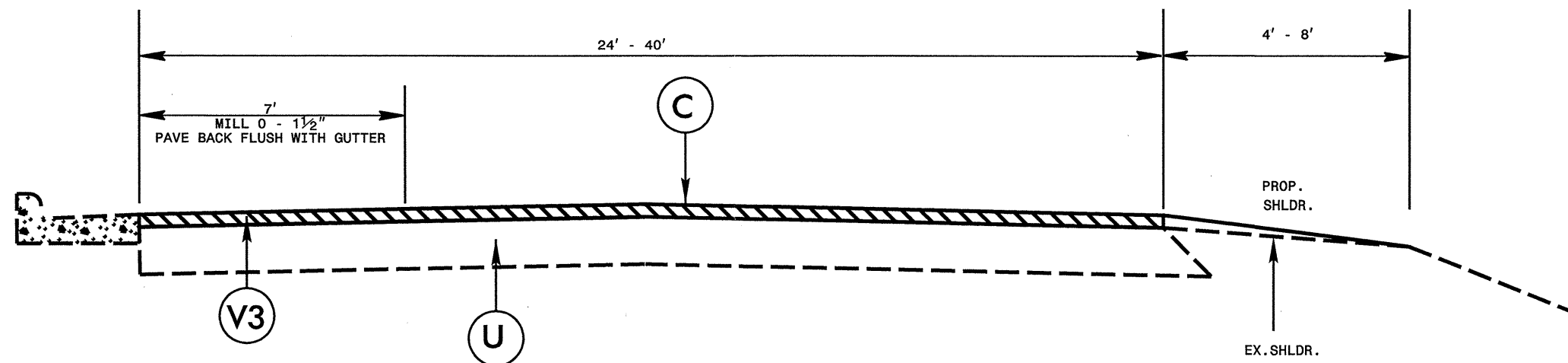


NOTES

ALL UNPAVED S.R. ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT
ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



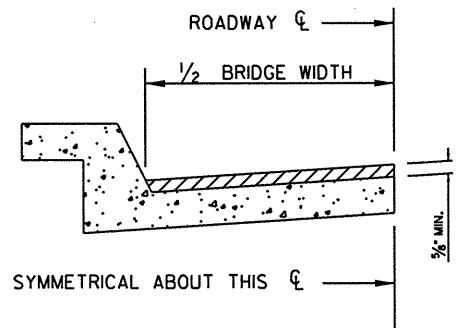
PATCHING EXISTING PAVEMENT
PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION



TYPICAL SECTION NO. 1

PAVEMENT SCHEDULE

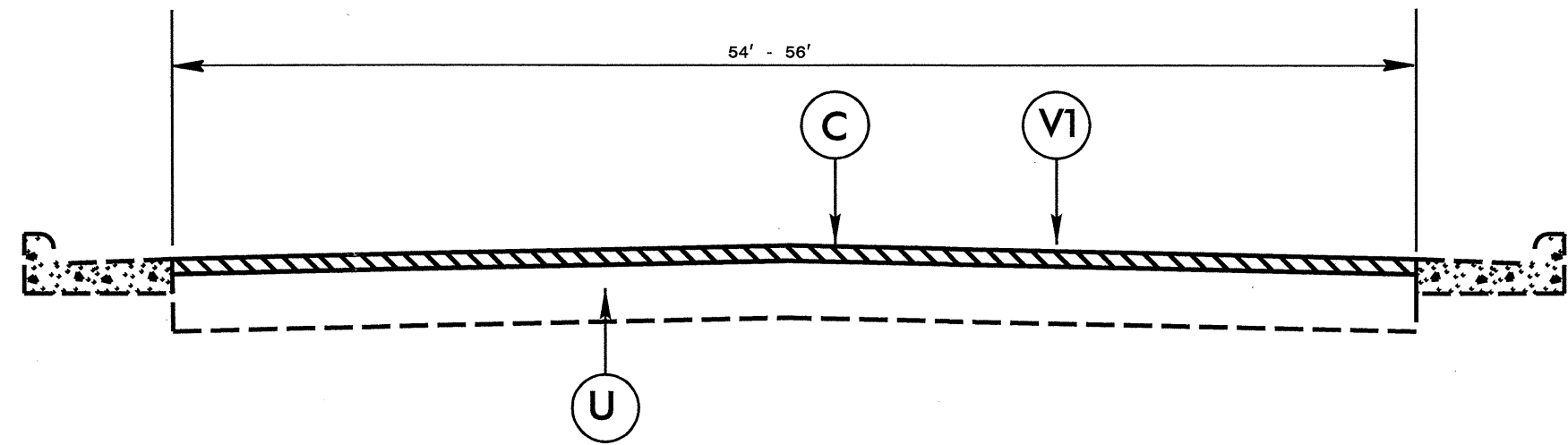
C	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E	6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
V1	1½" MILLING
V2	3" MILLING
V3	0 - 1½" MILLING (7' WIDTH)



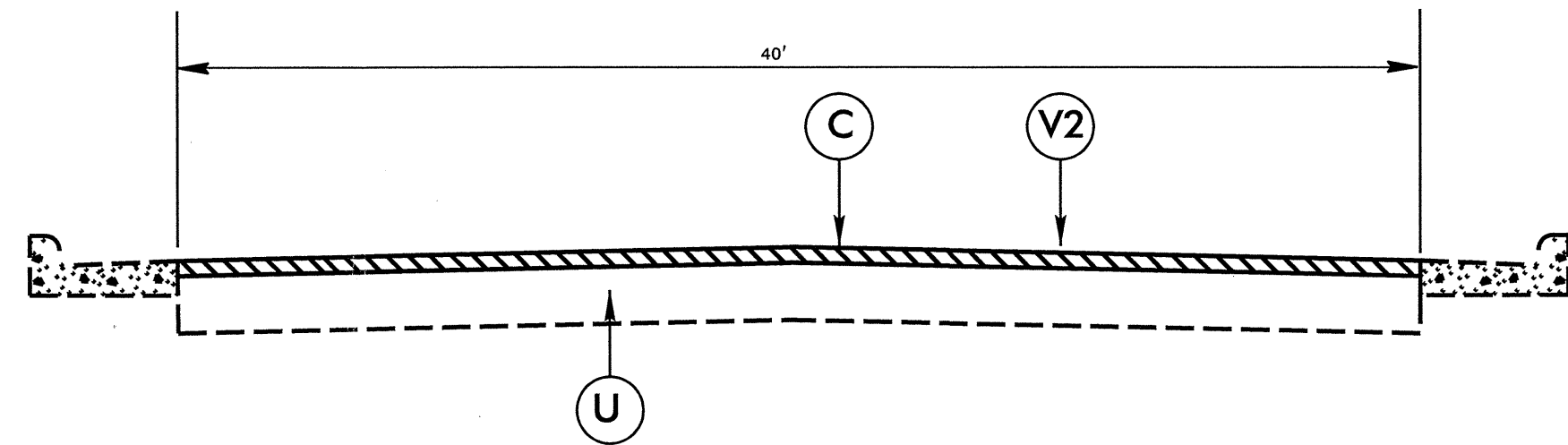
BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 5/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1 ½" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.



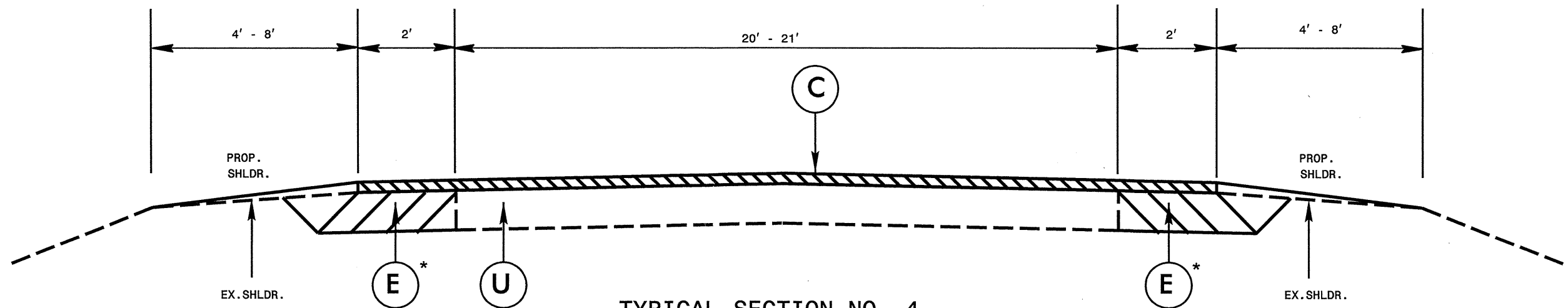
TYPICAL SECTION NO. 2



TYPICAL SECTION NO. 3

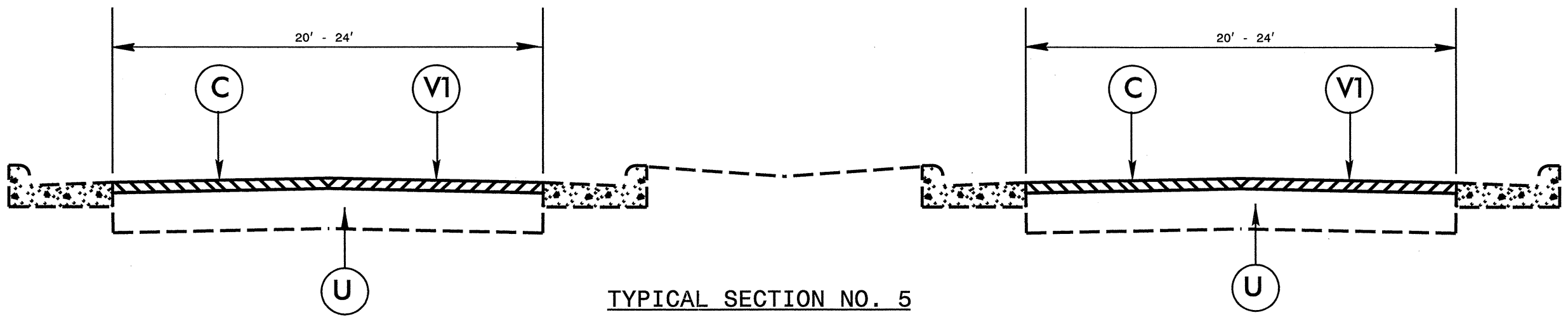
PAVEMENT SCHEDULE

C	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E	6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
V1	1½" MILLING
V2	3" MILLING
V3	0 - 1½" MILLING (7' WIDTH)



TYPICAL SECTION NO. 4

* ON MAP 3 ONLY PLACE BASE WIDENING IN AREAS NOT CURRENTLY WIDENED



TYPICAL SECTION NO. 5

PROJECT NO.	SHEET NO.	TOTAL NO.
5CR.20921.21	10	

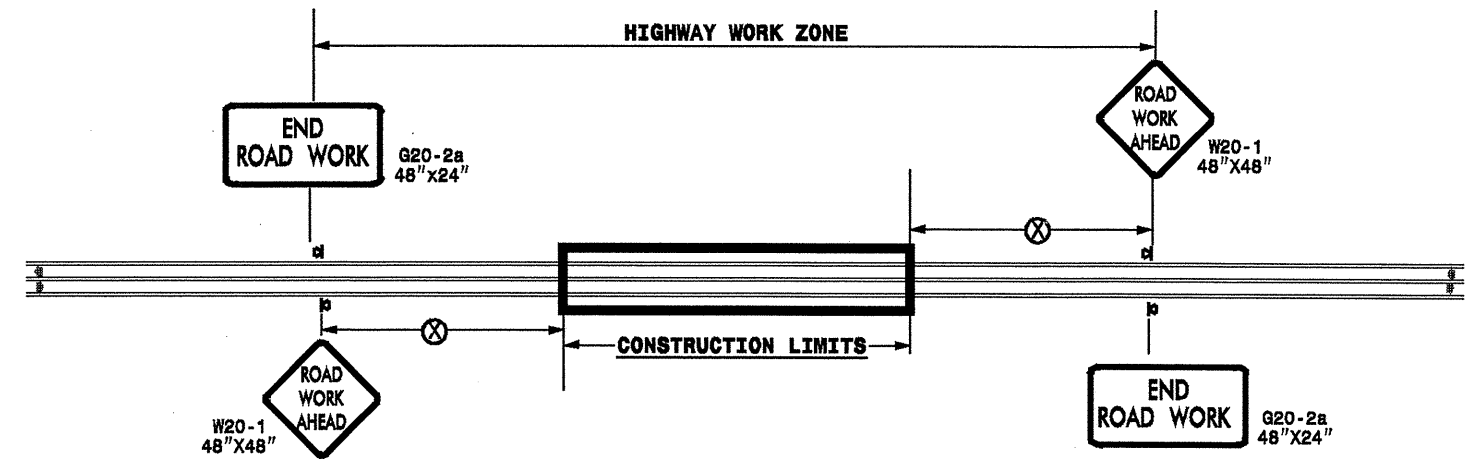
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1 1/2" MILLING SY	3" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE B25.0B TONS	SURFACE COURSE S9.5B TONS	PG 64-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ADJUST MANHOLES EA	ADJUST METER OR VALVE BOX EA	SEED & MULCHING AC	INDUCTIVE LOOP LF		
5CR.20921.21	Wake	1	SR 1827 - LYNN RD.	NC 50 - CREEDMOOR RD. TO SR 1826 - RAY RD.	2	NO	0.62	56			21,477				1,898	114	124				285		
TOTAL FOR MAP NO. 1							0.62				21,477				1,898	114	124				285		
		2	SR 3466/SR 1822/SR 2018 - MILLBROOK RD.	US 70 - GLENWOOD AVE. TO SR 1005 - SIX FORKS RD.	5	NO	4.29	48			147,681				13,053	783	858				5,865		
		"	"	SR 1005 - SIX FORKS RD. TO SR 2000 - FALLS OF NEUSE RD.	3	NO	1.52	40				44,691			3,952	237	304	10	30		600		
TOTAL FOR MAP NO. 2							5.81				147,681	44,691			17,005	1,020	1,162	10	30		6,465		
		3	SR 1831 - OLD CREEDMOOR RD.	SR 1834 - NORWOOD RD. TO SR 1901 - CARPENTER POND RD.	4	NO	2.39	24	120	4.78			550	1,290	3,042	238	2,390			3.5	34		
TOTAL FOR MAP NO. 3							2.39		120	4.78	0	0	550	1,290	3,042	238	2,390				3.5	34	
		4	SR 1907 - NEW LIGHT RD.	NC 98 - DURHAM RD. TO GRANVILLE CO.	4	NO	5.7	24	285	11.4			260	5,662	7,206	676	2,253			8.3			
TOTAL FOR MAP NO. 4							5.7		285	11.4	0	0	260	5,662	7,206	676	2,253				8.3		
		5	SR 2049 - FORESTVILLE RD.	SR 2045 - BURLINGTON MILLS RD. TO AFTER BRIDGE PRIOR TO SCHOOL	4	NO	0.78	24	39	1.56			115	775	1,020	95	390			1.1			
TOTAL FOR MAP NO. 5							0.78		39	1.56	0	0	115	775	1,020	95	390				1.1		
		6	SR 1945 - AVERETTE RD./YOUNG ST.	US 401 - MAIN ST. TO COTTON PAWS STREET	4, 2	NO	0.5	24	90	0.2	6,575		442	94	798	52	210	1		0.2	660		
TOTAL FOR MAP NO. 6							0.5		90	0.2	6,575	0	442	94	798	52	210	1			0.2	660	
		7	SR 1820 - LEAD MINE RD.	SR 1827 - LYNN RD TO OLD LEAD MINE RD.	1	NO	1.16	24	56	1.13			2,767		2,840	170	745	9	12	0.8	600		
TOTAL FOR MAP NO. 7							1.16		56	1.13	0	0	2,767	0	2,840	170	745	9	12	0.8	600		
		8	SR 2044 - LIGON MILL RD.	US 401 LOUISBURG RD TO SR 2045 - BURLINGTON MILLS RD. (EXCLUDE LIMITS OF BRIDGE REPLACEMENT PROJECT)	1	NO	2.27	24	114	4.54			600		2,719	163	1,270			3.3	250		
TOTAL FOR MAP NO. 8							2.27		114	4.54	0	0	600	0	2,719	163	1,270					3.3	250
TOTAL FOR PROJ NO. 5CR.20921.21							19.23		704	23.61	175,733	44,691	4,734	7,821	36,528	2,528	8,544	20	42	17.2	8,294		
GRAND TOTAL							19.23		704	23.61	175,733	44,691	4,734	7,821	36,528	2,528	8,544	20	42	17.2	8,294		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4685000000-E	4686000000-E	4697000000-E	4710000000-E	4721000000-E	4725000000-E				4770000000-E		4810000000-E		4820000000-E	4835000000-E	4845000000-N				4875000000-N	4900000000-N				
					4" X 90 M WHITE THERMO	4" X 120 M YELLOW THERMO	4" X 120 M WHITE THERMO	8" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO MSG SCHOOL 120 M	THERMO MSG ONLY 120 M	THERMO LT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	4" YELLOW COLD APPLIED PLASTIC, TYPE III	4" WHITE COLD APPLIED PLASTIC, TYPE III	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	24" WHITE PAINT	PAINT LT ARROW	PAINT RT ARROW	PAINT STR ARROW	PAINT STR & RT ARROW	REML OF PVMT MRKG SYMBOLS & CHARACTERS	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS		
NO		NO			LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA			
5CR.20921.21	Wake	1	SR 1827 - LYNN RD.	NC 50 - CREEDMOOR RD. TO SR 1826 - RAY RD.		7,363	2,033	180	50			27	3	5	1			2,033	7,363	180	50	27	3	5	1		193	163	
TOTAL FOR MAP NO. 1						7,363	2,033	180	50			27	3	5	1			2,033	7,363	180	50	27	3	5	1		193	163	
		2	SR 3466/SR 1822/SR 2018 - MILLBROOK RD.	US 70 - GLENWOOD AVE. TO SR 1005 - SIX FORKS RD.		25,594	13,852	1,505	700			76	10	22	4			13,852	25,594	1,505	700	76		22	4		870	250	
		"	"	SR 1005 - SIX FORKS RD. TO SR 2000 - FALLS OF NEUSE RD.		18,665	4,354	37	37			37		4	4			4,354	18,665		37	37		4	4		225	170	
TOTAL FOR MAP NO. 2						44,259	18,206	1,505	737			113	10	26	8			18,206	44,259	1,505	737	113		26	8		1,095	420	
		3	SR 1831 - OLD CREEDMOOR RD.	SR 1834 - NORWOOD RD. TO SR 1901 - CARPENTER POND RD.		25,238	25,238		80																			158	
TOTAL FOR MAP NO. 3						25,238	25,238		80																			158	
		4	SR 1907 - NEW LIGHT RD.	NC 98 - DURHAM RD. TO GRANVILLE CO.		61,248	60,920	125	45			2			2	820	820									1,640	7	376	
TOTAL FOR MAP NO. 4						61,248	60,920	125	45			2			2	820	820									1,640	7	376	
		5	SR 2049 - FORESTVILLE RD.	SR 2045 - BURLINGTON MILLS RD. TO AFTER BRIDGE PRIOR TO SCHOOL		8,237	8,237																					51	
TOTAL FOR MAP NO. 5						8,237	8,237																					51	
		6	SR 1945 - AVERETTE RD./YOUNG ST.	US 401 - MAIN ST. TO COTTON PAWS STREET		1,000	5,280	425	105			4		1	3			425	4,280		105	4		1	3		25	25	
TOTAL FOR MAP NO. 6						1,000	5,280	425	105			4		1	3			425	4,280		105	4		1	3		25	25	
		7	SR 1820 - LEAD MINE RD.	SR 1827 - LYNN RD TO OLD LEAD MINE RD.		8,660	13,482	2,572	900	400	12	20	15	7	9	9											100	93	
TOTAL FOR MAP NO. 7						8,660	13,482	2,572	900	400	12	20	15	7	9	9												100	93
		8	SR 2044 - LIGON MILL RD.	US 401 LOUISBURG RD TO SR 2045 - BURLINGTON MILLS RD. (EXCLUDE LIMITS OF BRIDGE REPLACEMENT PROJECT)		23,970	23,970	418				2	2		2												33	150	
TOTAL FOR MAP NO. 8						23,970	23,970	418				2	2		2												33	150	
TOTAL FOR PROJ NO. 5CR.20921.21						128,353	188,749	23,779	2,585	1,417	12	20	163	22	41	25	820	820	20,664	55,902	1,685	892	144	3	32	12	1,640	1,453	1,436
GRAND TOTAL						128,353	188,749	23,779	2,585	1,417	32	20	163	22	41	25	820	820	20,664	55,902	1,685	892	144	3	32	12	1,640	1,453	1,436

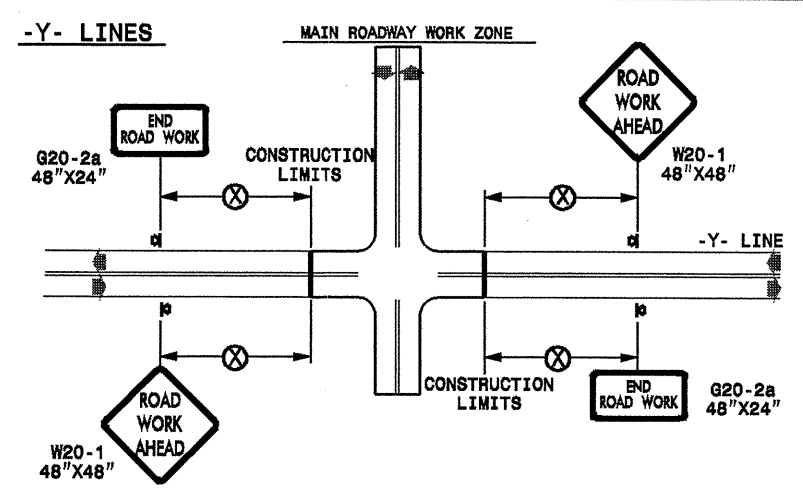
TWO-WAY UNDIVIDED ** (L-LINES)



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

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

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



DETAIL DRAWING
FOR TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

GENERAL NOTES

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

LEGEND

☒ PORTABLE SIGN

➔ DIRECTION OF TRAFFIC FLOW

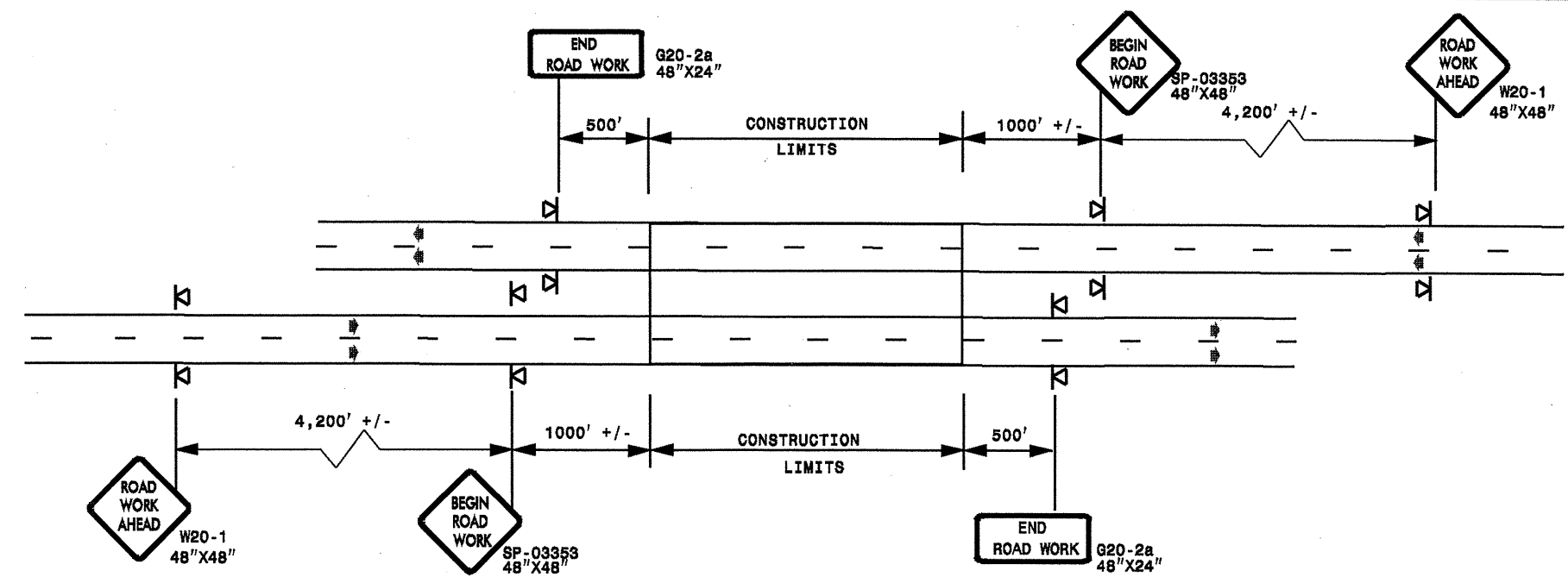
SHEET 1 OF 1

APPROVED: _____ DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED ADVANCED WORK ZONE WARNING SIGNS	SCALE: NONE		REVISIONS
SEAL		DATE: 7-98		10/01
		DWG. BY:		10-98 03/04
		DESIGN BY:		01/01 11/04
		REVIEWED BY:		

18-NOV-2009 20:30
 s:\signing\resurfacing_030509\resurfacing2010\div05\c202518_5cr20921_2wayundivurbfrwysjuly2006.portable.dgn
 AT WZTC237502
 pseymore

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

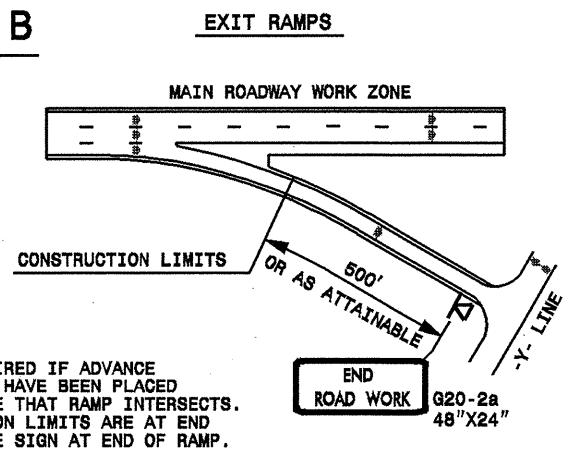
DETAIL A



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

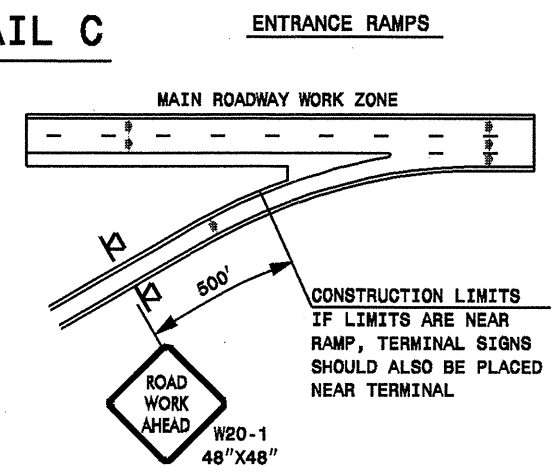
ROADWAYS INTERSECTING ALONG FREEWAY WORK ZONE (Y-LINES)

DETAIL B



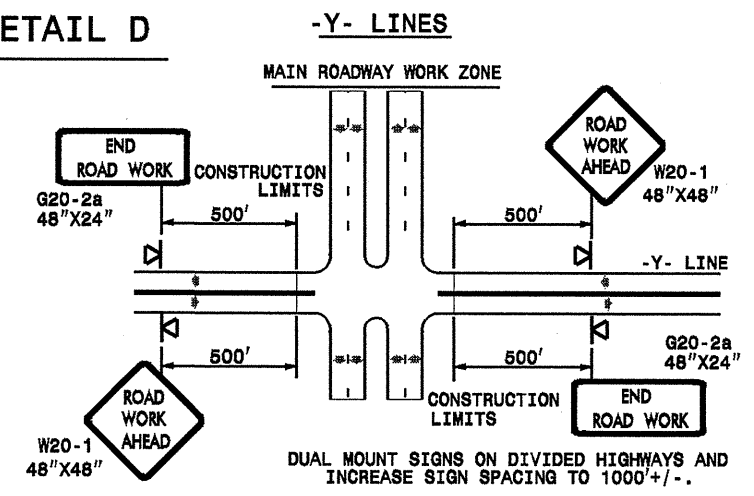
NOTE:
SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



CONSTRUCTION LIMITS IF LIMITS ARE NEAR RAMP, TERMINAL SIGNS SHOULD ALSO BE PLACED NEAR TERMINAL

DETAIL D



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

GENERAL NOTES

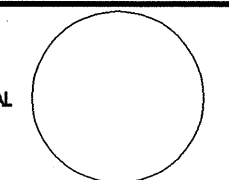
- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH 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

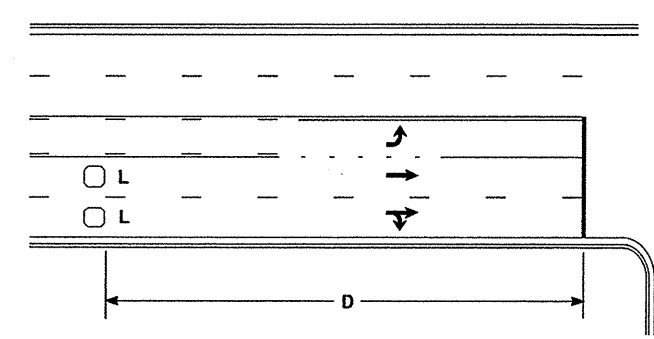
➡ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

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

18-NOV-2009 20:30 s:\signing\resurfacing_030509\resurfacing2010\div05\c202518_5cr20921.21\work\sm8\c202518_5cr20921.21\freewaygreatJuly2006.portable.dgn

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

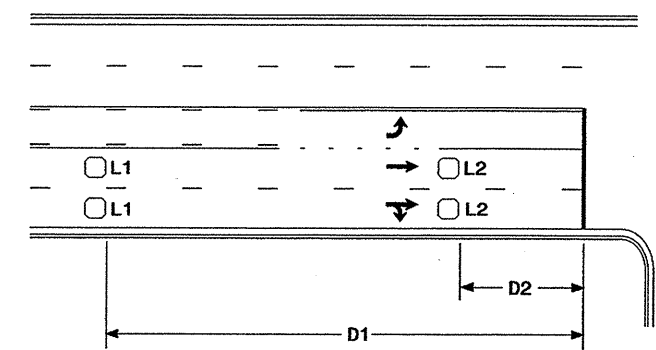


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

Volume Density Operation

OR

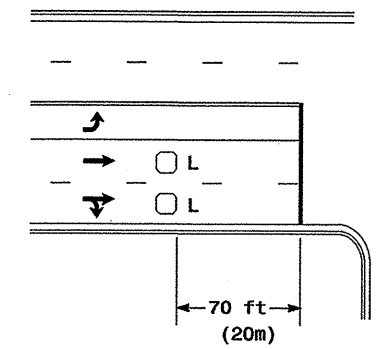


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

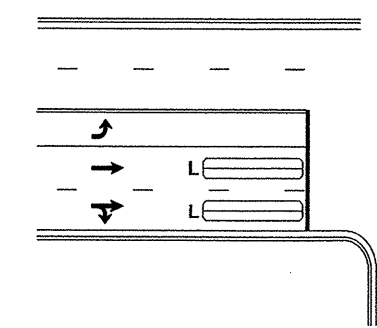
"Stretch" Operation

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



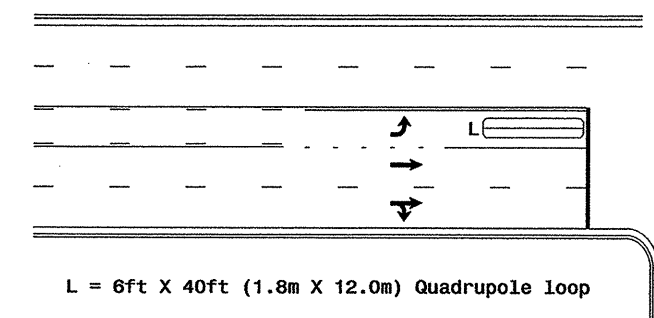
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

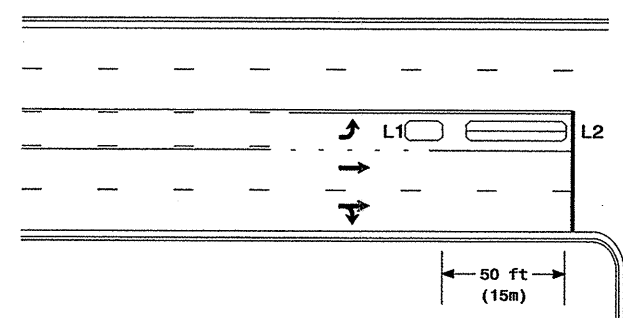
Left Turn Lane Detection



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

Presence Loop Detection

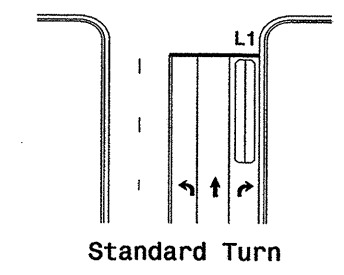
OR



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

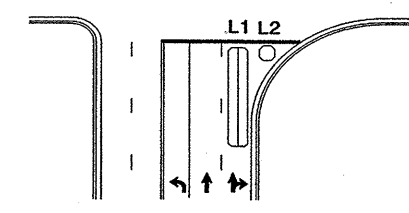
Queue Loop Detection

Right Turn Lane Detection

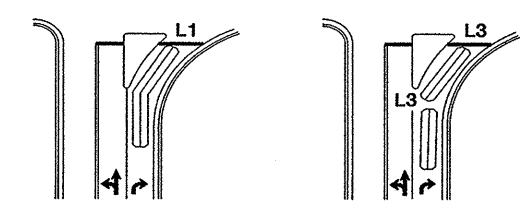


Standard Turn

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

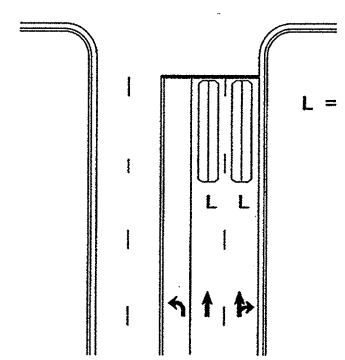


Wide Radius Turn



Channelized Turn

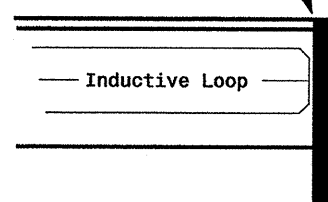
Side Street Detection



L = 6ft X 40ft (1.8m X 12.0m)
Quadrupole loop
Wired to separate
detectors/channels

Presence Loop Placement at Stop Lines

Locate loop slightly
behind leading
edge of stop line



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

Recommended Number of Turns

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

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

Quadrupole loops: Use 2-4-2 turns

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

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	<p>Typical Loop Locations</p>		
	<p>PLAN DATE: June 2006</p>	<p>REVIEWED BY:</p>	
<p>SCALE N/A</p>	<p>PREPARED BY: P. L. Alexander</p>	<p>REVIEWED BY:</p>	<p>SIG. INVENTORY NO.</p>

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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

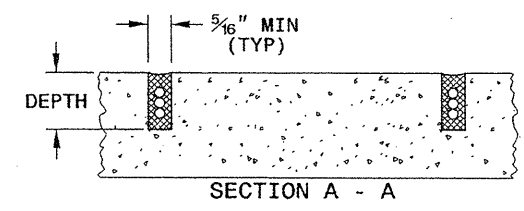
SHEET 1 OF 3
1725D01

CONVENTIONAL 4-SIDED LOOP

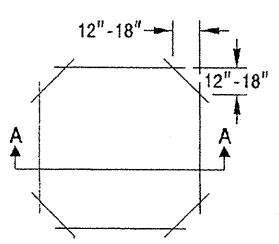
SAW CUT OPTIONS

SAW SLOT DEPTH CHART

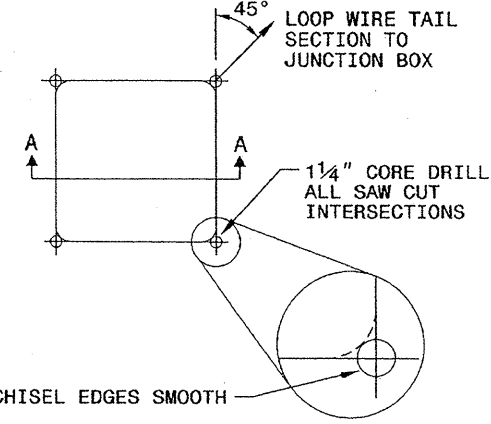
DEPTH (IN)	NO. OF WIRE TURNS				
	2	3	4	5	6
CONCRETE	2.0	2.0	2.5	2.5	3.0
ASPHALT	2.0	2.5	3.0	3.0	3.0



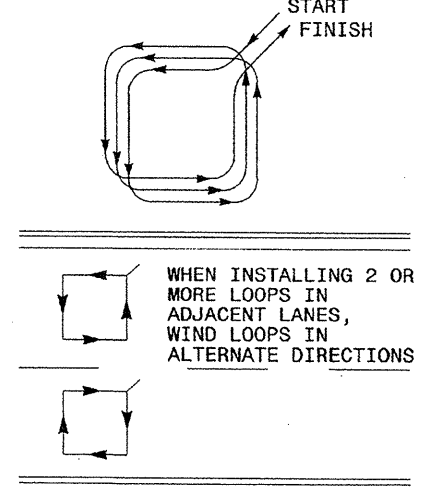
OPTION 1



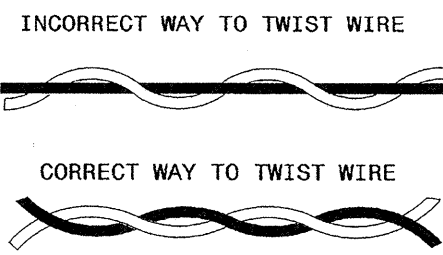
OPTION 2 (POOR PAVEMENT)



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD



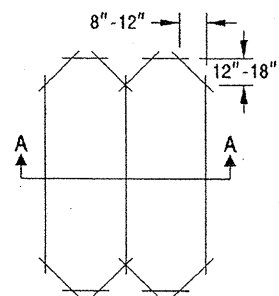
NOTES

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.

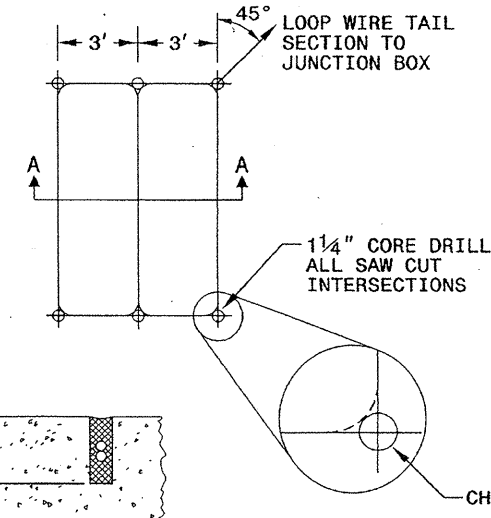
QUADRUPOLE LOOP

SAW CUT OPTIONS

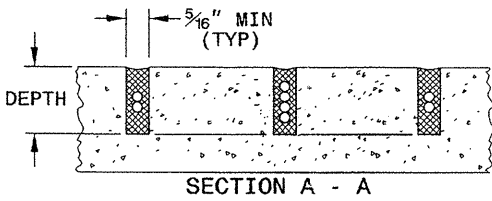
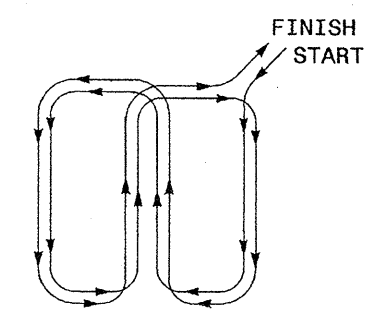
OPTION 1



OPTION 2 (POOR PAVEMENT)



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:
Intelligent Transportation Systems & Signals Unit
750 N. Greenfield Parkway
Garner, NC 27529

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NORTH CAROLINA
PROFESSIONAL
SEAL
16286
ENGINEER
MAYTON I. DEAN

Michael J. Dean 11/24/08
SIGNATURE DATE

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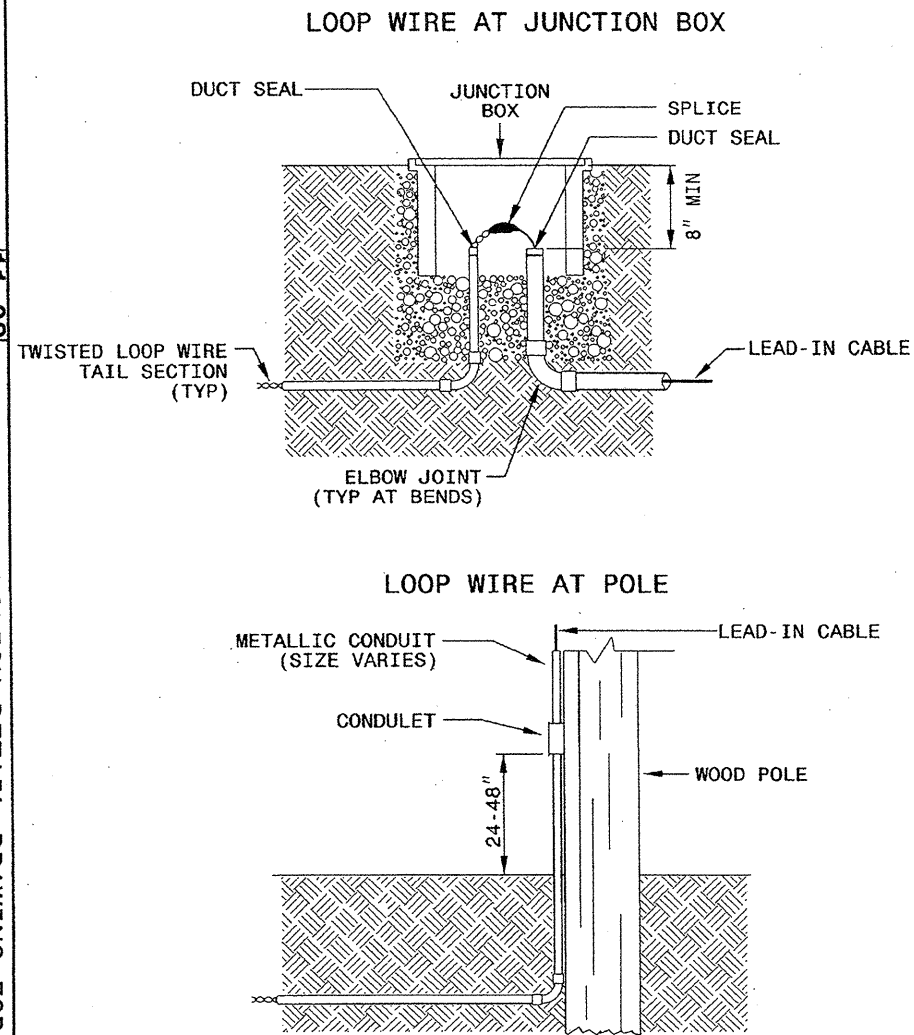
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RALEIGH, N.C.

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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

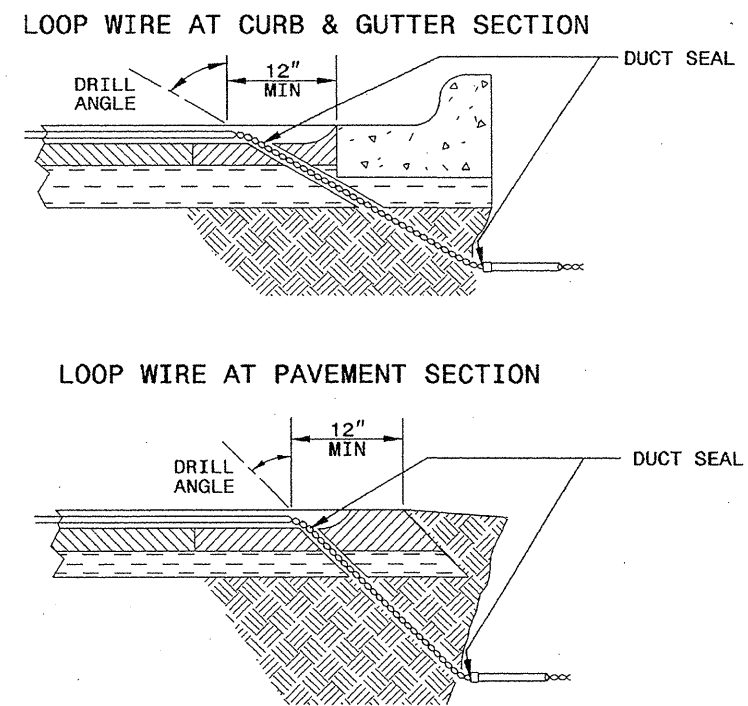
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS



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

LOOP WIRE PAVEMENT EDGE DETAILS



NOTES

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

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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

SHEET 2 OF 3
1725D01

See Plate for Title

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Garner, NC 27529

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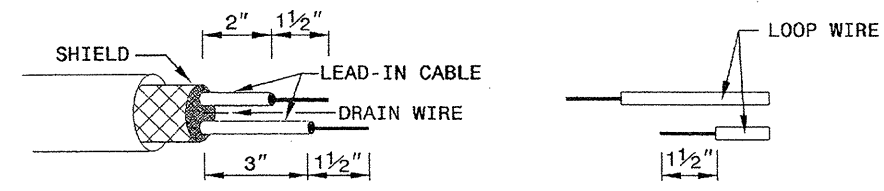
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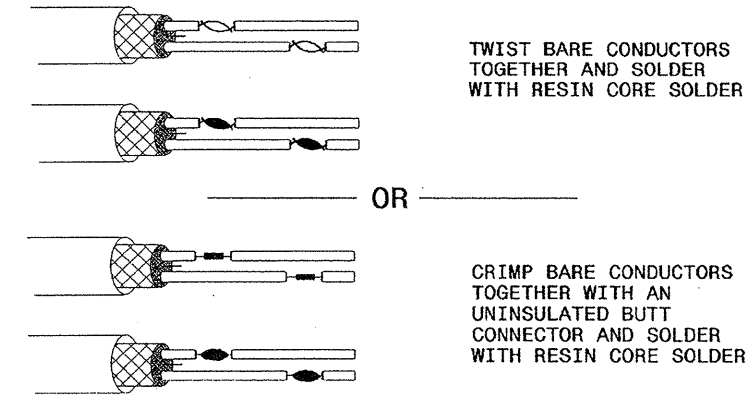
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
SPlicing FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE

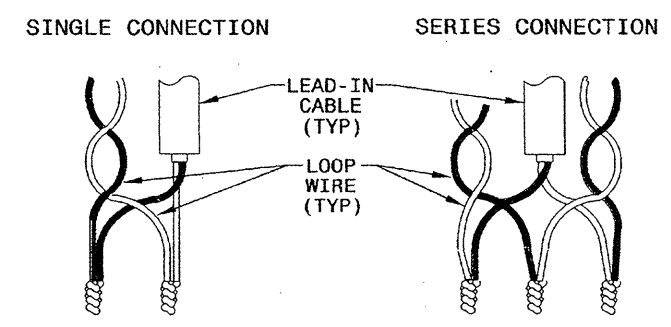


STEP 2. CONNECT AND SOLDER

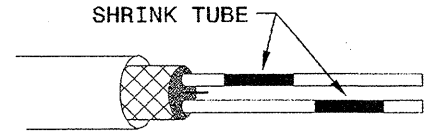


BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

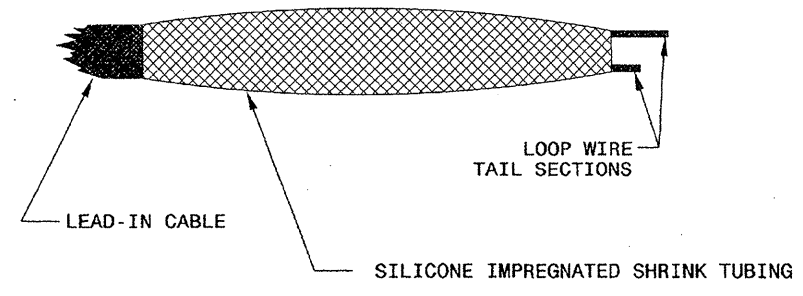
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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

SHEET 3 OF 3
1725D01

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