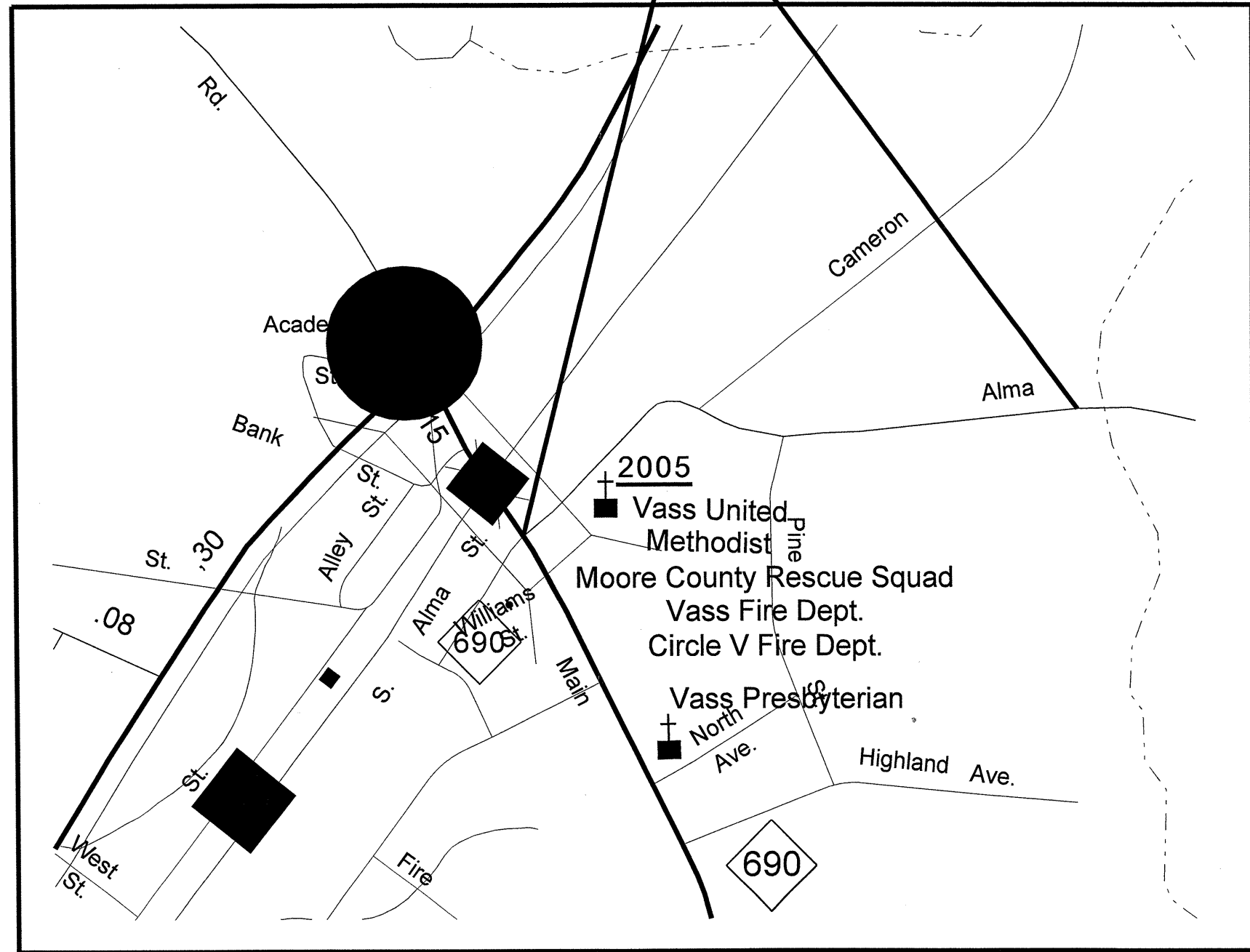
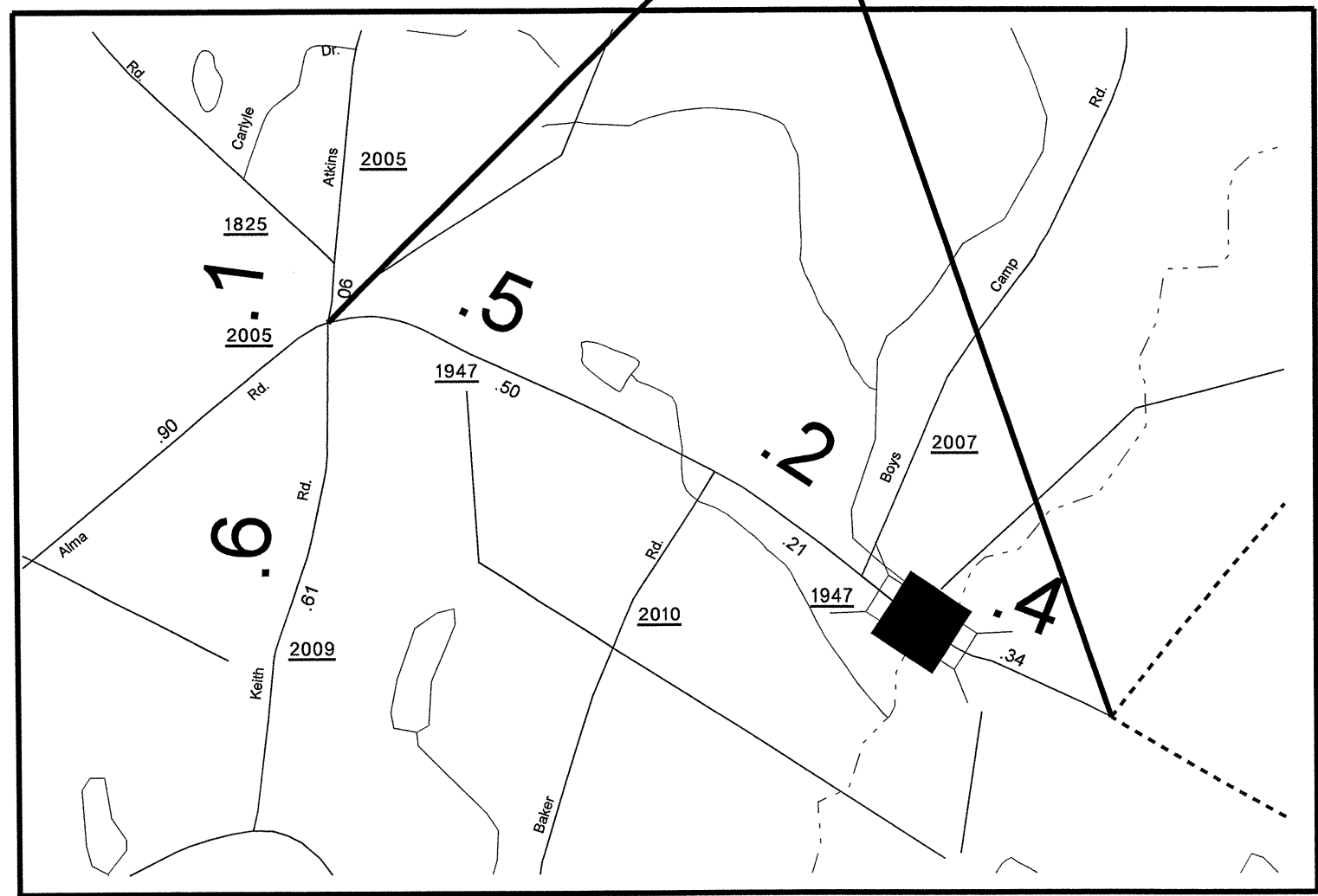


MAP NO. 1



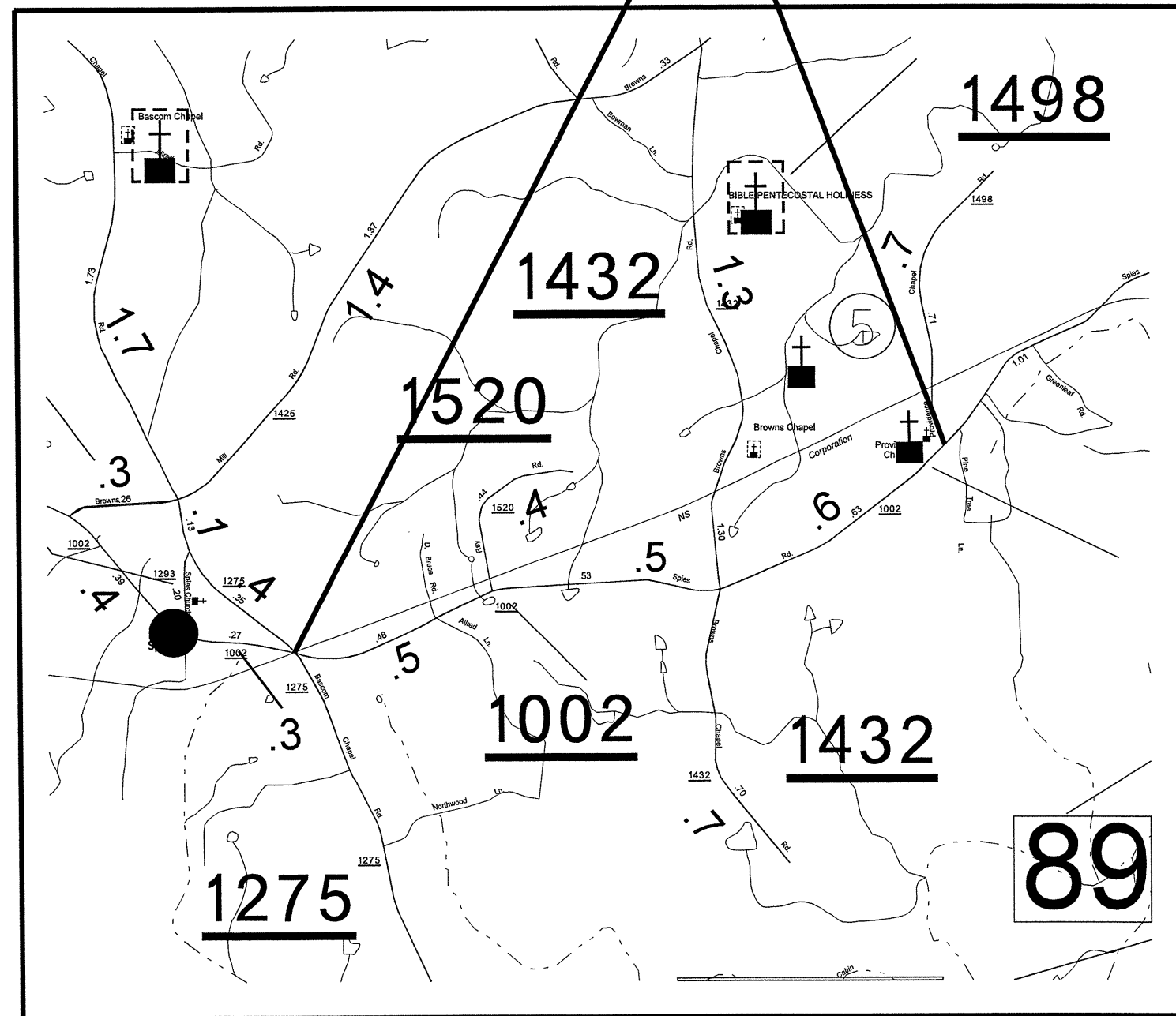
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MAP NO. 3



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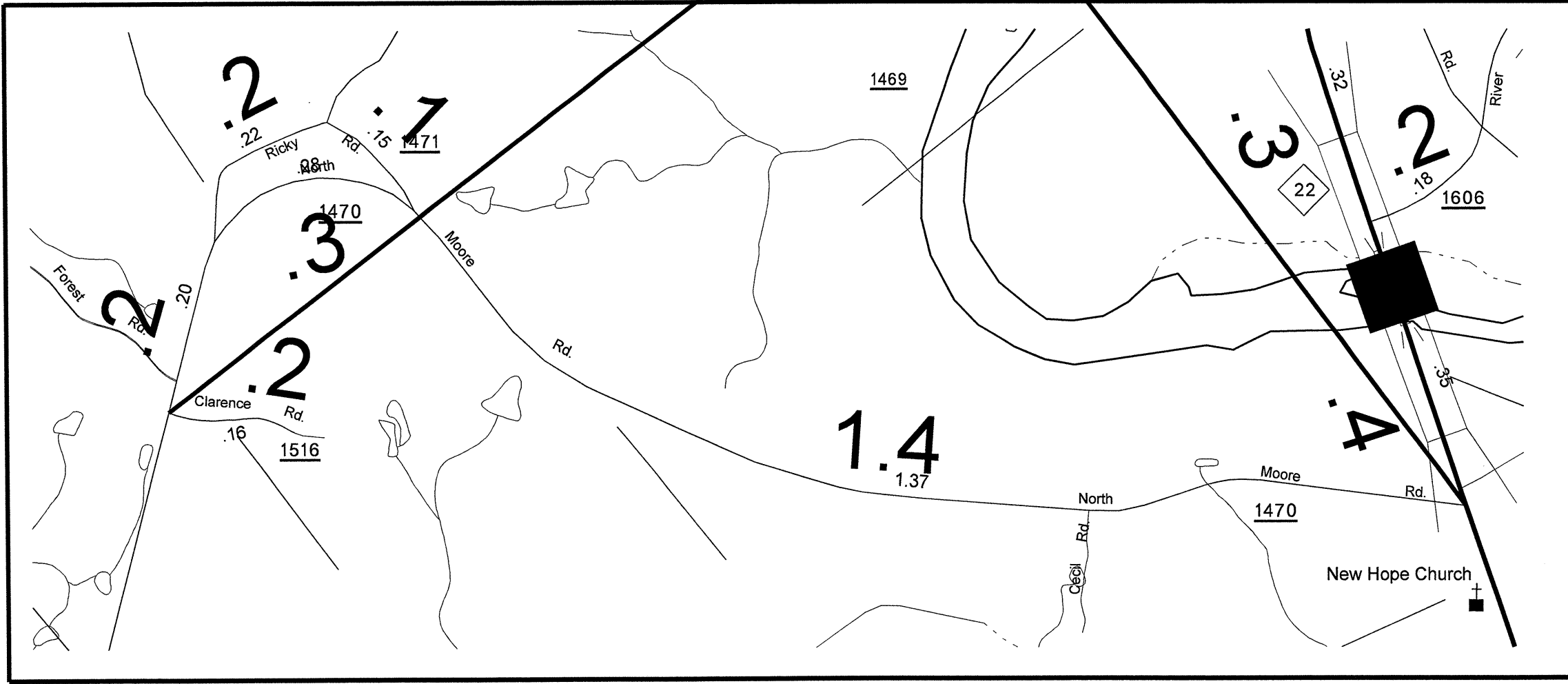
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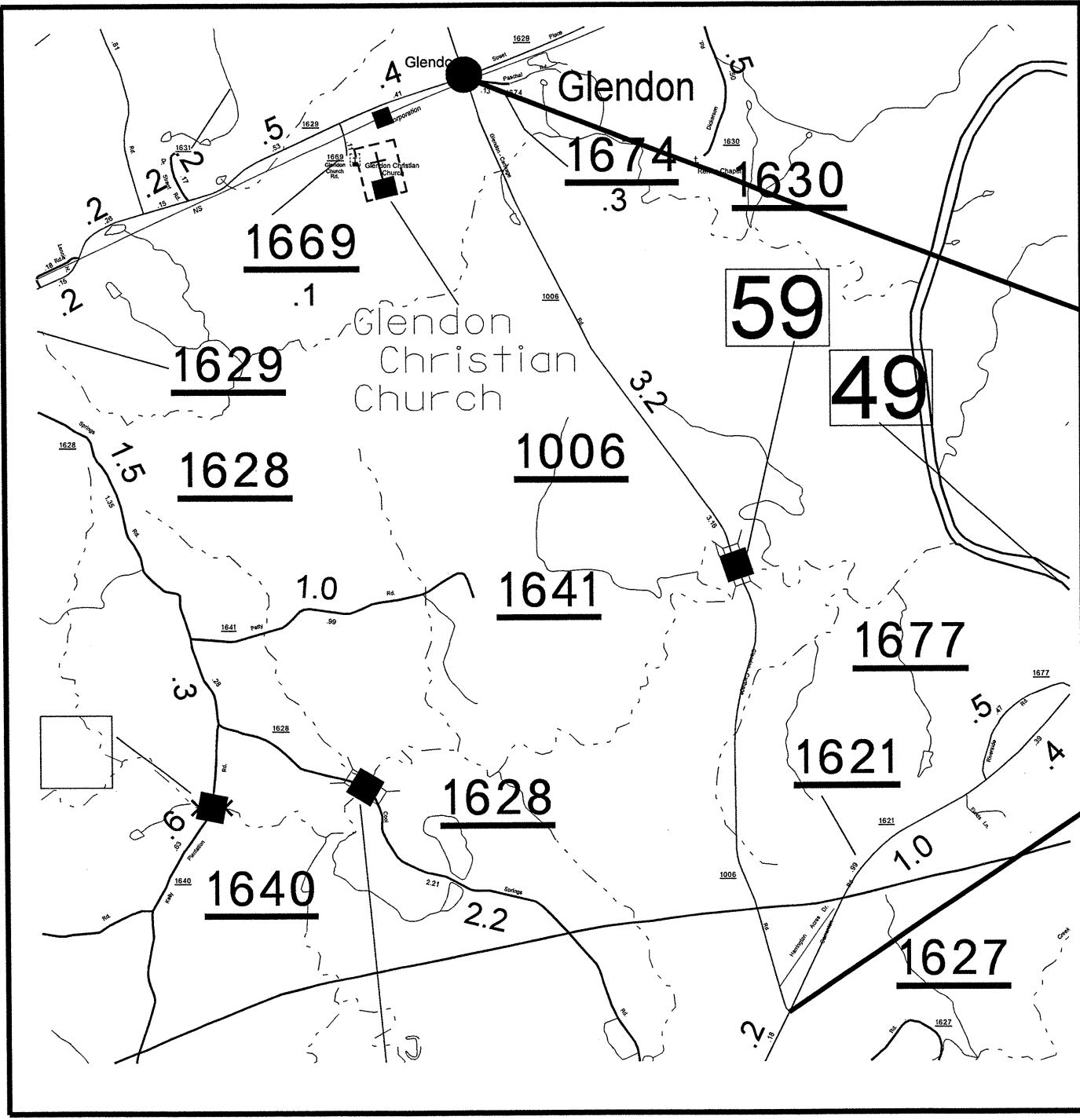
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MAP NO. 5



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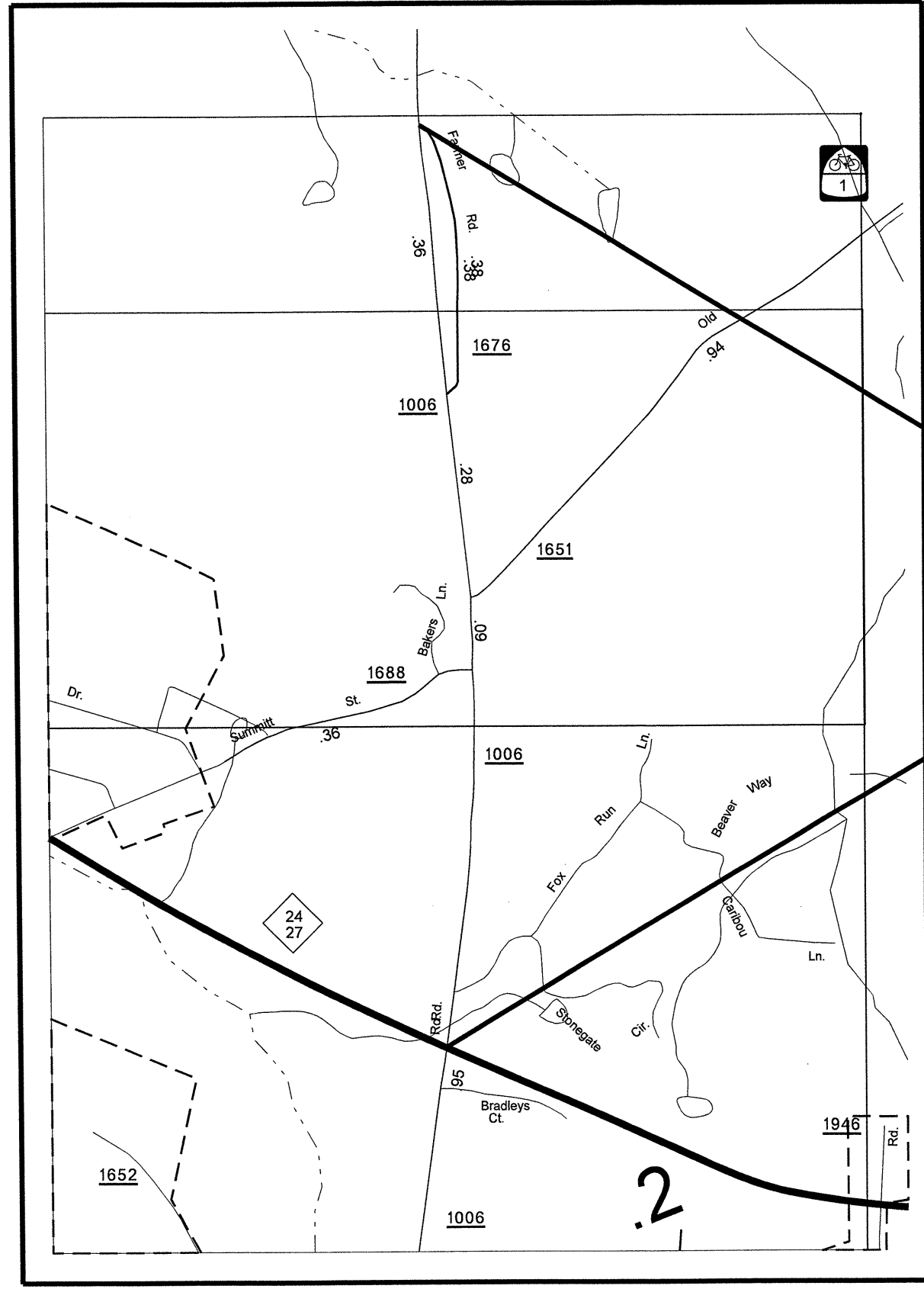
MAP NO. 6

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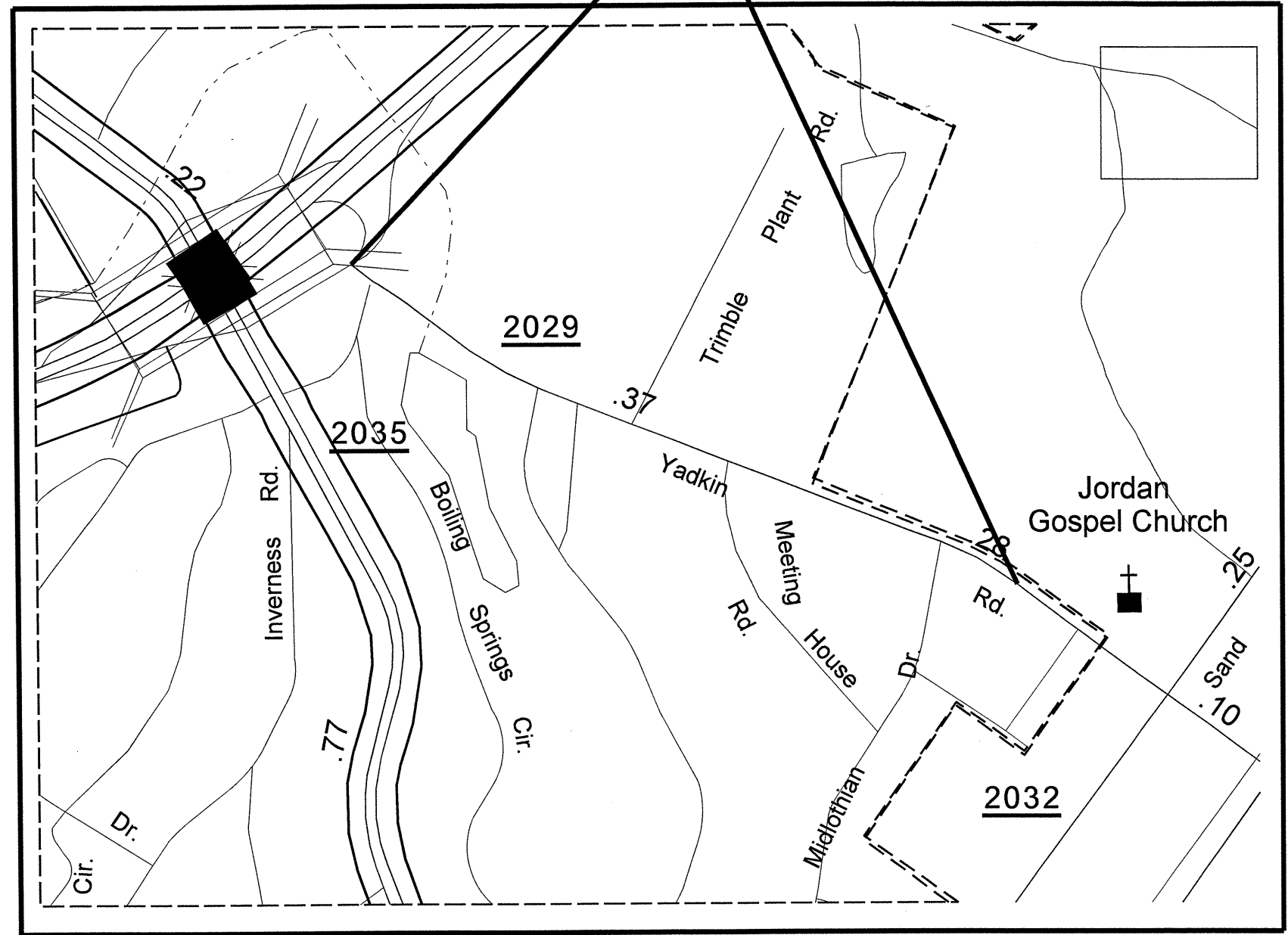
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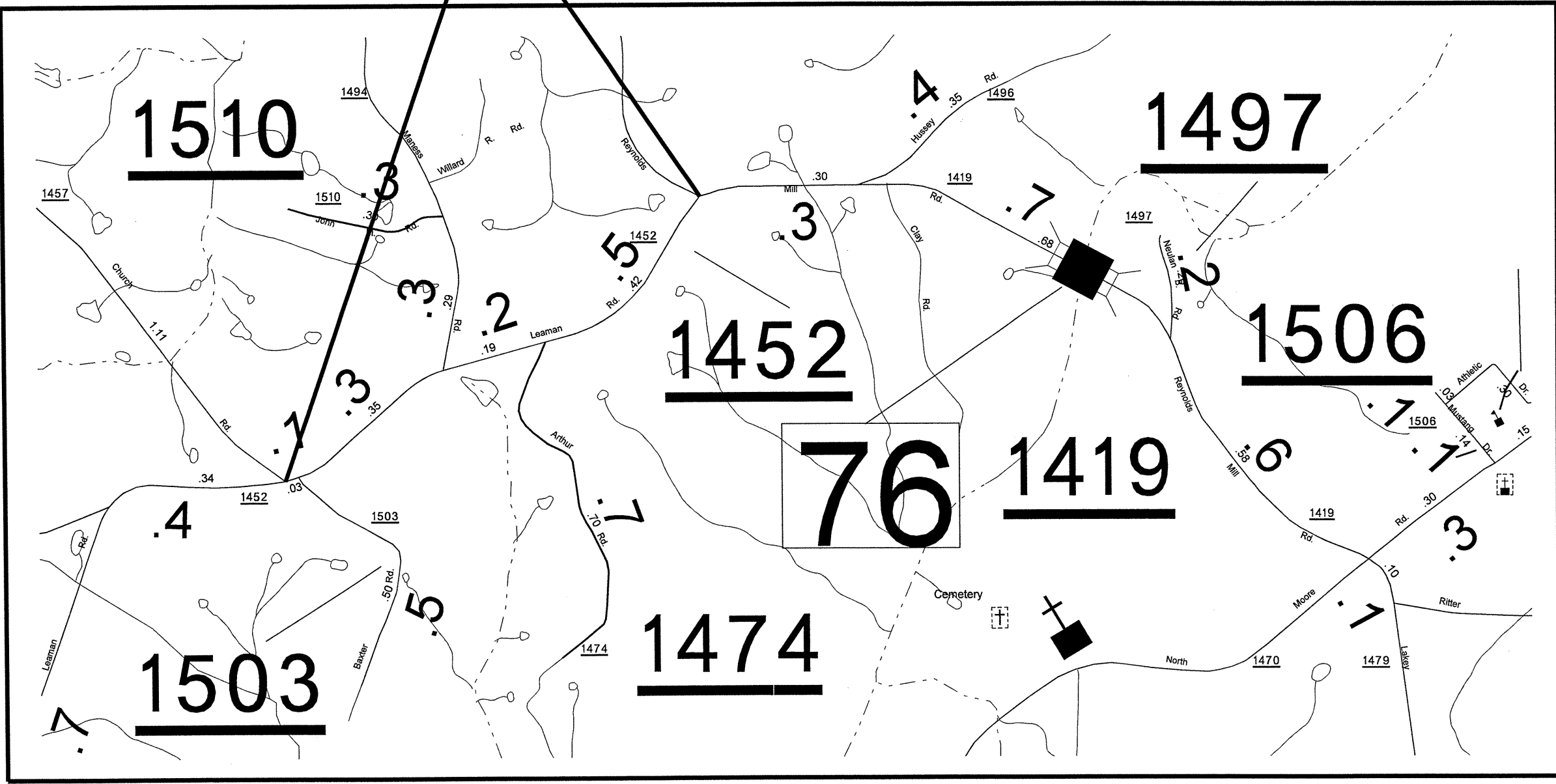
MAP NO. 8

MAP NO. 12



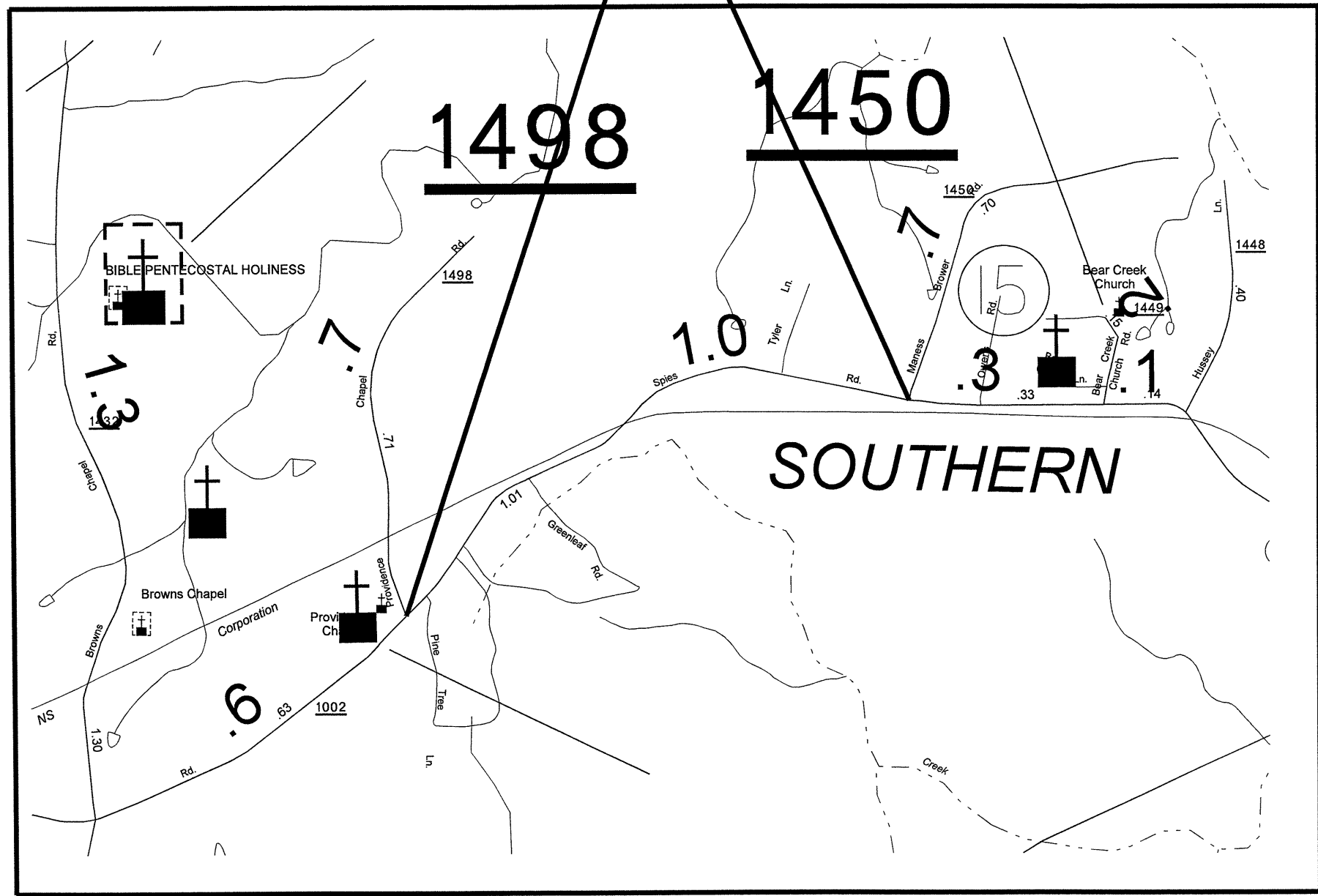
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MAP NO. 13

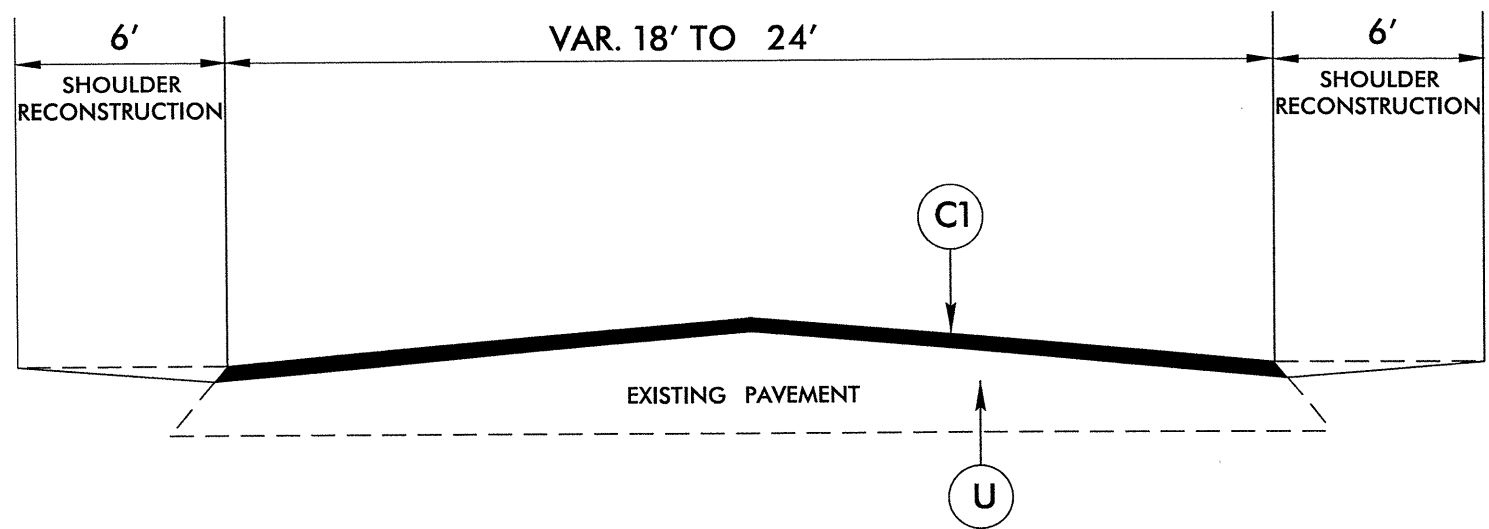


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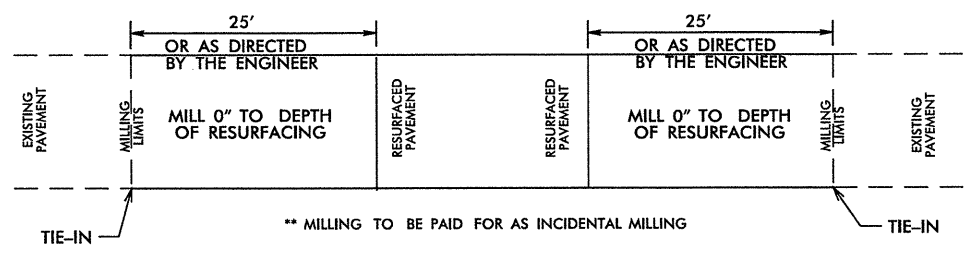
MAP NO. 16



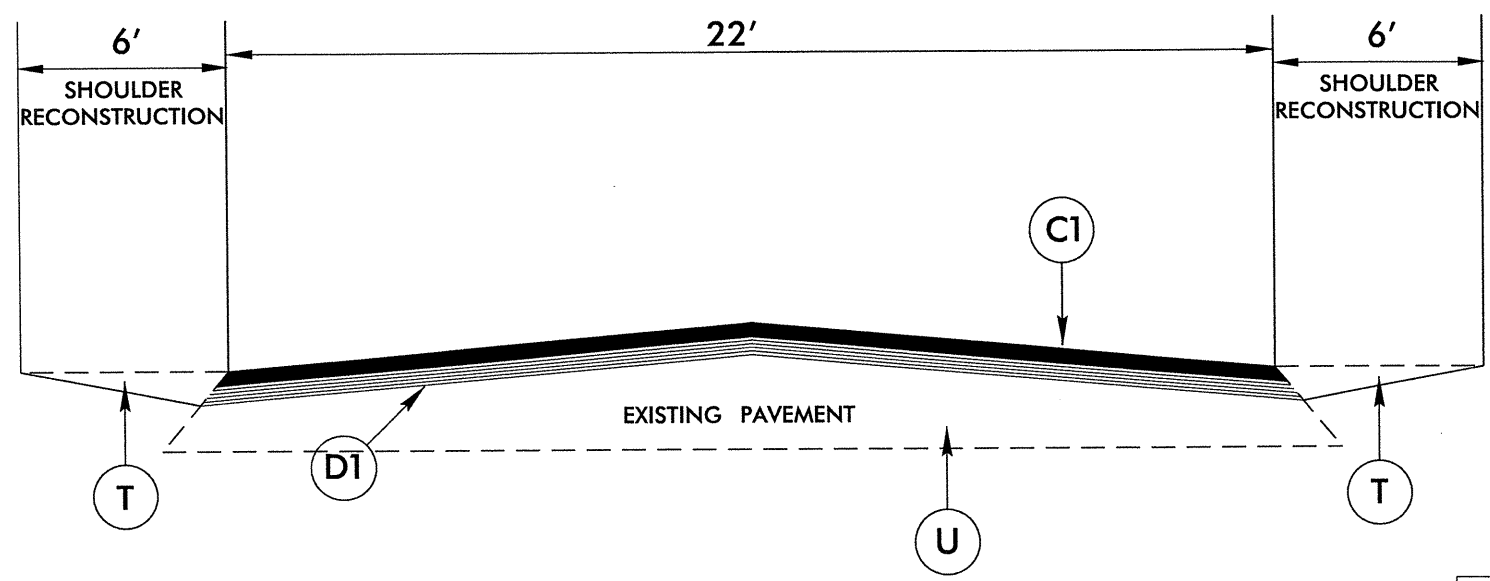
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TYPICAL SECTION NO. 1



PAVEMENT TIE-IN DETAIL

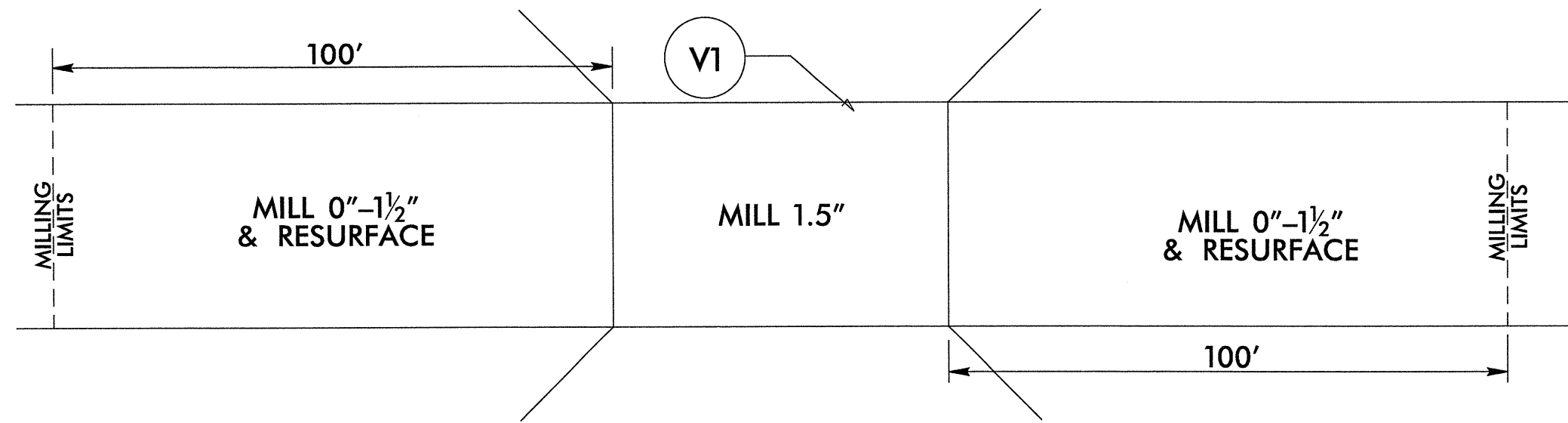


TYPICAL SECTION NO. 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX 1.5" ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX 2.5" ASPHALT CONC. INTERMEDIATE COURSE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	EARTH MATERIAL
U	EXISTING PAVEMENT

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 User: jpc



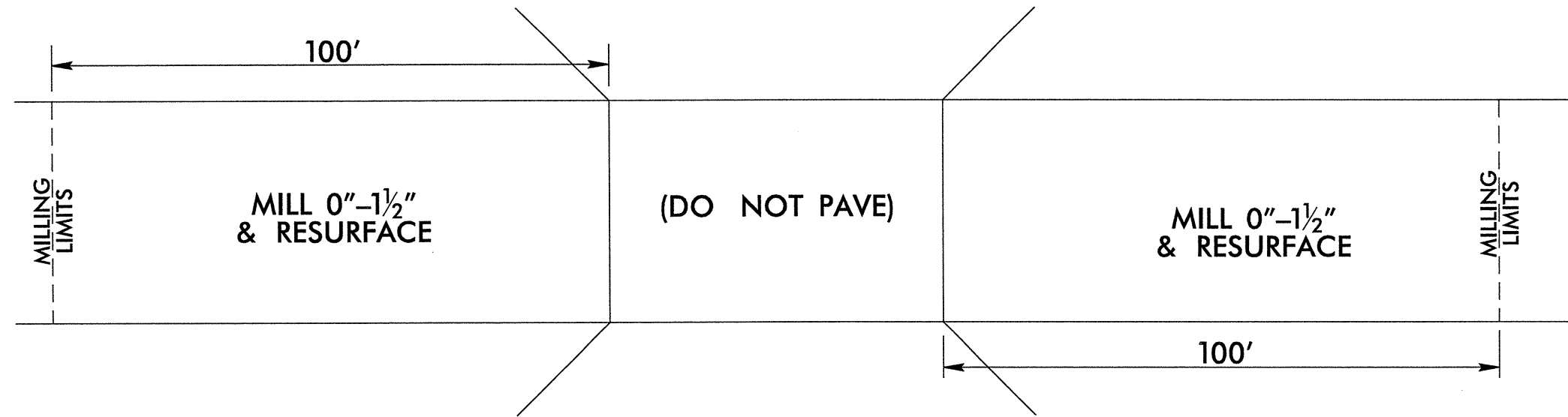
** - MILLING AT APPROACHES TO BE PAID AS INCIDENTAL MILLING

BRIDGE MILLING

MAP NO. 2, 3, 6, & 17

PAVEMENT SCHEDULE

PAVEMENT SCHEDULE	
V1	MILLING 1.5"



** - MILLING AT APPROACHES TO BE PAID AS INCIDENTAL MILLING

BRIDGE MILLING

MAP NO. 14

5/14/99

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PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.20631.17	22	25

SUMMARY OF QUANTITIES

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	LENGTH	WIDTH	BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1.5" MILLING	INCIDENTAL MILLING	INTERMEDIATE COURSE, I19.0B	SURFACE COURSE, SF9.5A	PG 64-22 PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	SEED FOR REPAIR SEEDING	FERTILIZER FOR REPAIR SEEDING	INDUCTIVE LOOP SAWCUT	
NO		NO			NO		MI	FT	CY	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS	EA	EA	LF	LF	AC	LB	TON	LF	
8CR.20631.17	Moore	1	SR 2005	FROM NC 690 TO CONST. JT. WEST OF US 1 BYPASS	1	NO	0.455	20	20	50	0.91		135		490	32	40			50	10	0.66	25	0.25		
TOTAL FOR MAP NO. 1							0.455		20	50	0.91		135		490	32	40			50	10	0.66	25	0.25		
		2	SR 2005	FROM CONST JT EAST OF US 1 BYPASS TO SR 1947	1	NO	2.075	20	85	100	4.15	245	400		2,285	149	40			210	40	3.02	105	0.50		
TOTAL FOR MAP NO. 2							2.075		85	100	4.15	245	400		2,285	149	40			210	40	3.02	105	0.50		
		3	SR 1947	FROM SR 2005 TO HARNETT CO LINE	1	NO	0.966	20	40	25	1.93	250	450		1,070	70	40			100	20	1.41	50	0.25		
TOTAL FOR MAP NO. 3							0.966		40	25	1.93	250	450		1,070	70	40			100	20	1.41	50	0.25		
		4	SR 1002	FROM SR 1275 TO SR 1498	1	NO	1.638	22	65	205	3.28		700		1,975	128	250			165	30	2.38	85	0.50		
TOTAL FOR MAP NO. 4							1.638		65	205	3.28		700		1,975	128	250			165	30	2.38	85	0.50		
		5	SR 1470	FROM NC 22 TO SR 1516	1	NO	1.837	24	75	155	3.68		670		2,290	149	250			185	30	2.67	100	0.50		
TOTAL FOR MAP NO. 5							1.837		75	155	3.68		670		2,290	149	250			185	30	2.67	100	0.50		
		6	SR 1006	FROM SR 1629 TO SR 1621	2	NO	3.182	22	130	80	6.40	520	150	6,500	3,750	549	65			185	30	4.65	95	0.50		
TOTAL FOR MAP NO. 6							3.182		130	80	6.40	520	150	6,500	3,750	549	65			185	30	4.65	95	0.50		
		7	SR 1479	FROM SR 1477 TO SR 1470	1	NO	2.557	18	105	200	5.11		900		2,630	171	155			260	40	3.72	130	0.75	300	
TOTAL FOR MAP NO. 7							2.557		105	200	5.11		900		2,630	171	155			260	40	3.72	130	0.75	300	
		8	SR 1006	FROM US 15-501/ NC 24-27 TO NORTH INTERSECTION OF SR 1676	1	NO	1.799	22	75		3.60		735		2,220	144	20			180	30	2.62	90	0.50	500	
TOTAL FOR MAP NO. 8							1.799		75		3.60		735		2,220	144	20			180	30	2.62	90	0.50	500	
		9	SR 1210	FROM SR 1229 TO SR 1240	1	NO	1.989	20	80	85	4.00		150		2,440	159	115			200	30	2.90	100	0.50		
TOTAL FOR MAP NO. 9							1.989		80	85	4.00		150		2,440	159	115			200	30	2.90	100	0.50		
		10	SR 1644	FROM NCL CARTHAGE TO SR 1643	1	NO	2.273	22	90	80	4.55		300		2,690	175	140			230	40	3.31	115	0.50		
TOTAL FOR MAP NO. 10							2.273		90	80	4.55		300		2,690	175	140			230	40	3.31	115	0.50		
		11	SR 1803	FROM SR 1837 TO SR 1831	1	NO	1.42	20	60	85	2.84		850		1,500	98	85			145	30	2.11	75	0.50		
TOTAL FOR MAP NO. 11							1.42		60	85	2.84		850		1,500	98	85			145	30	2.11	75	0.50		
		12	SR 2029	FROM US 1 RAMP TO PAVEMENT JT	1	NO	0.53	22	25	20	1.06				600	39	30	3	2	55	10	0.77	30	0.25		
TOTAL FOR MAP NO. 12							0.53		25	20	1.06				600	39	30	3	2	55	10	0.77	30	0.25		
		13	SR 1452	FROM SR 1419 TO SR 1457	1	NO	1.025	18	45	75	2.05		700		1,035	67	125			105	20	1.49	55	0.25		
TOTAL FOR MAP NO. 13							1.025		45	75	2.05		700		1,035	67	125			105	20	1.49	55	0.25		
		14	SR 1461	FROM NC 22 TO SR 1463	1	NO	1.629	18	65	100	3.26		300		1,640	107	300			165	30	2.37	85	0.50		
TOTAL FOR MAP NO. 14							1.629		65	100	3.26		300		1,640	107	300			165	30	2.37	85	0.50		
		15	SR 1461	FROM SR 1463 TO SR 1456	1	NO	1.733	18	70	100	3.47		300		1,725	112	275			175	30	2.52	90	0.50		
TOTAL FOR MAP NO. 15							1.733		70	100	3.47		300		1,725	112	275			175	30	2.52	90	0.50		
		16	SR 1002	FROM SR 1498 TO SR 1450	1	NO	1.004	22	40	110	2.00		300		1,195	78	230			100	20	1.46	50	0.25		
TOTAL FOR MAP NO. 16							1.004		40	110	2.00		300		1,195	78	230			100	20	1.46	50	0.25		
		17	SR 1002	FROM SR 1450 TO SR 1434	1	NO	1.455	22	60	65	2.91	335	500		1,750	114	155			150	30	2.12	75	0.50		
TOTAL FOR MAP NO. 17							1.455		60	65	2.91	335	500		1,750	114	155			150	30	2.12	75	0.50		
TOTAL FOR PROJ NO. 8CR.20631.17							27.567		1,130	1,535	55.20	1,350	7,540	6,500		31,285	2,341	2,315	3	2	2,660	470	40.18	1,355	7.50	800
GRAND TOTAL							27.567		1,130	1,535	55.20	1,350	7,540	6,500		31,285	2,341	2,315	3	2	2,660	470	40.18	1,355	7.50	800

PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.20631.17	23	25

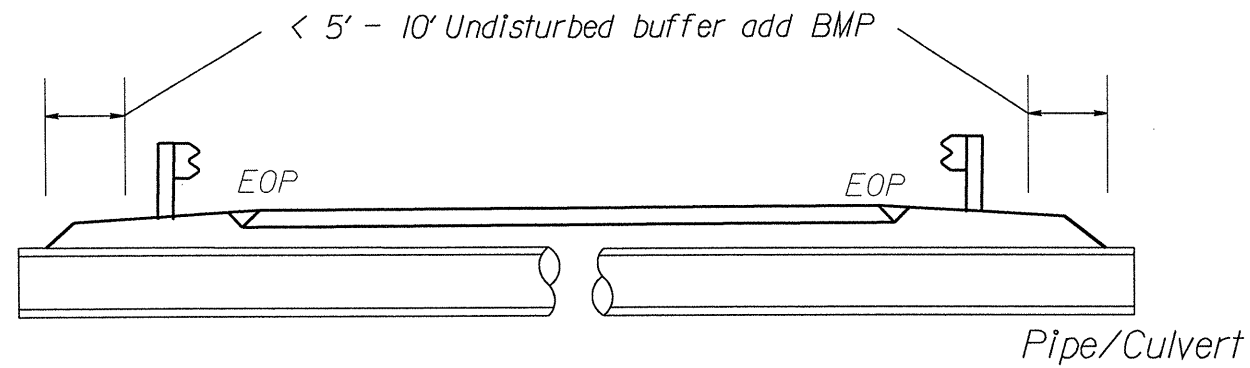
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4589000000-N	4705000000-E	4710000000-E	4721000000-E			4810000000-E	
					GENERIC TRAFFIC CONTROL ITEM - TRAFFIC CONTROL LS	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO RXR 120 M EA	THERMO MSG STOP 120 M EA	THERMO MSG AHEAD 120 M EA	4" YELLOW PAINT LF	4" WHITE PAINT LF
8CR.20631.17	Moore	1	SR 2005	FROM NC 690 TO CONST. JT. WEST OF US 1 BYPASS							7,650	9,600
TOTAL FOR MAP NO. 1											7,650	9,600
		2	SR 2005	FROM CONST JT EAST OF US 1 BYPASS TO SR 1947							38,850	44,000
TOTAL FOR MAP NO. 2											38,850	44,000
		3	SR 1947	FROM SR 2005 TO HARNETT CO LINE							18,300	20,400
TOTAL FOR MAP NO. 3											18,300	20,400
		4	SR 1002	FROM SR 1275 TO SR 1498		50	25	2			6,650	34,600
TOTAL FOR MAP NO. 4						50	25	2			6,650	34,600
		5	SR 1470	FROM NC 22 TO SR 1516							38,800	38,800
TOTAL FOR MAP NO. 5											38,800	38,800
		6	SR 1006	FROM SR 1629 TO SR 1621		50	25	2			80,645	100,805
TOTAL FOR MAP NO. 6						50	25	2			80,645	100,805
		7	SR 1479	FROM SR 1477 TO SR 1470		100	75	4			54,000	54,000
TOTAL FOR MAP NO. 7						100	75	4			54,000	54,000
		8	SR 1006	FROM US 15-501 TO NORTH INTERSECTION OF SR 1676							20,000	38,000
TOTAL FOR MAP NO. 8											20,000	38,000
		9	SR 1210	FROM SR 1229 TO SR 1240					4	5	38,200	42,000
TOTAL FOR MAP NO. 9									4	5	38,200	42,000
		10	SR 1644	FROM NCL CARTHAGE TO SR 1643							47,100	48,000
TOTAL FOR MAP NO. 10											47,100	48,000
		11	SR 1803	FROM SR 1837 TO SR 1831							28,000	30,000
TOTAL FOR MAP NO. 11											28,000	30,000
		12	SR 2029	FROM US 1 RAMP TO PAVEMENT JT							10,800	11,200
TOTAL FOR MAP NO. 12											10,800	11,200
		13	SR 1452	FROM SR 1419 TO SR 1457							21,700	21,700
TOTAL FOR MAP NO. 13											21,700	21,700
		14	SR 1461	FROM NC 22 TO SR 1463							34,400	34,400
TOTAL FOR MAP NO. 14											34,400	34,400
		15	SR 1461	FROM SR 1463 TO SR 1456							36,600	36,600
TOTAL FOR MAP NO. 15											36,600	36,600
		16	SR 1002	FROM SR 1498 TO SR 1450		100	100	4			19,200	21,200
TOTAL FOR MAP NO. 16						100	100	4			19,200	21,200
		17	SR 1002	FROM SR 1450 TO SR 1434		100	50	4			30,800	30,800
TOTAL FOR MAP NO. 17						100	50	4			30,800	30,800
TOTAL FOR PROJ NO. 8CR.20631.17					1	400	275	16	4	5	531,695	616,105
									25		1,147,800	
GRAND TOTAL					1	400	275	16	4	5	531,695	616,105
									25		1,147,800	

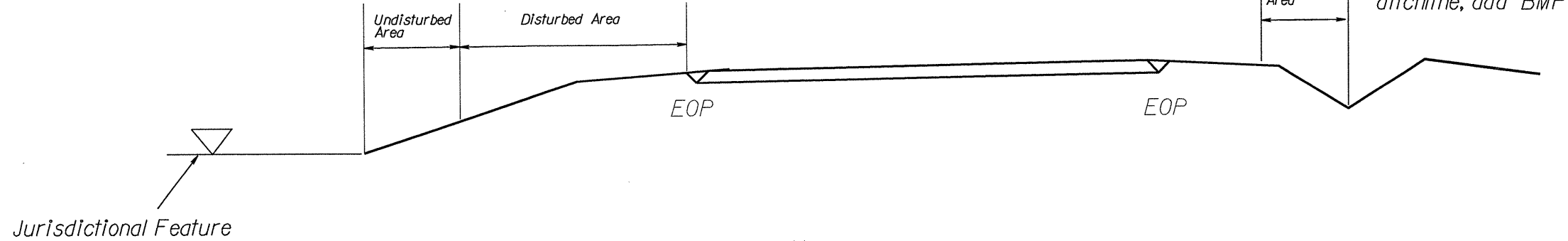
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

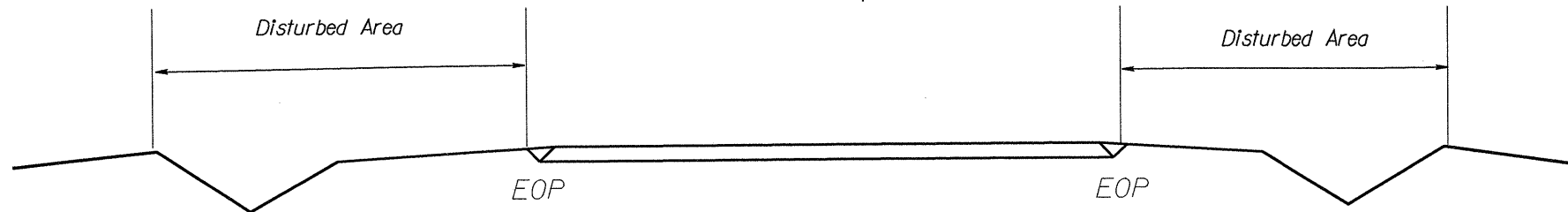
EROSION CONTROL DETAIL



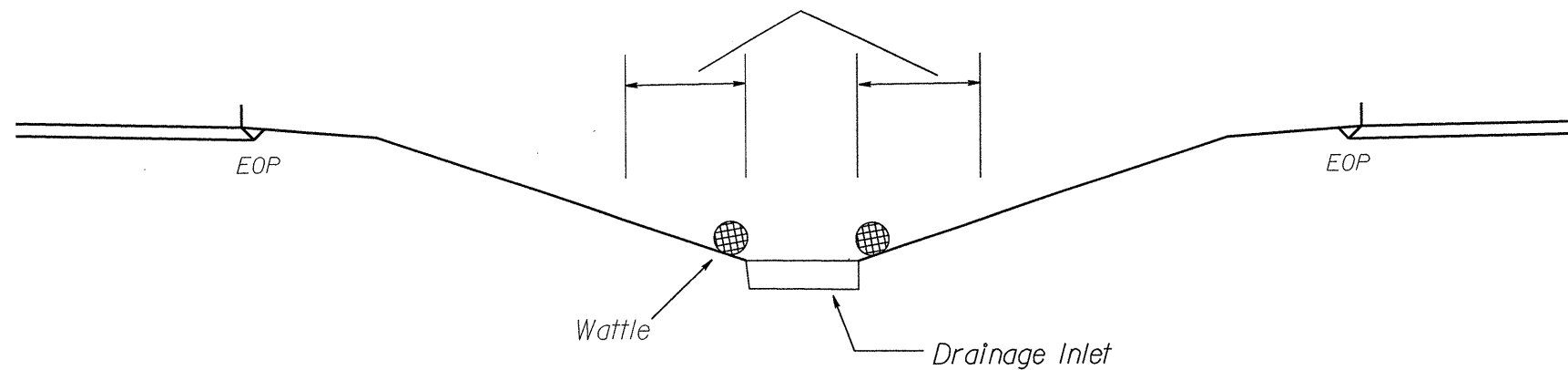
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP



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

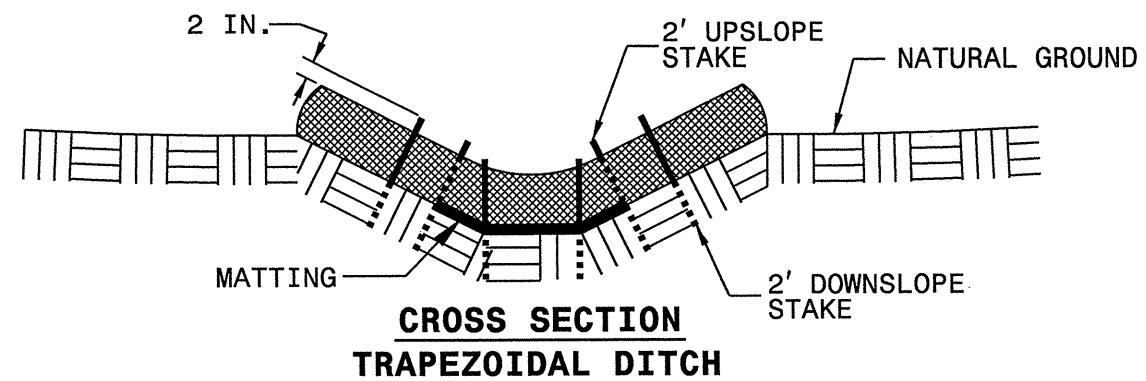
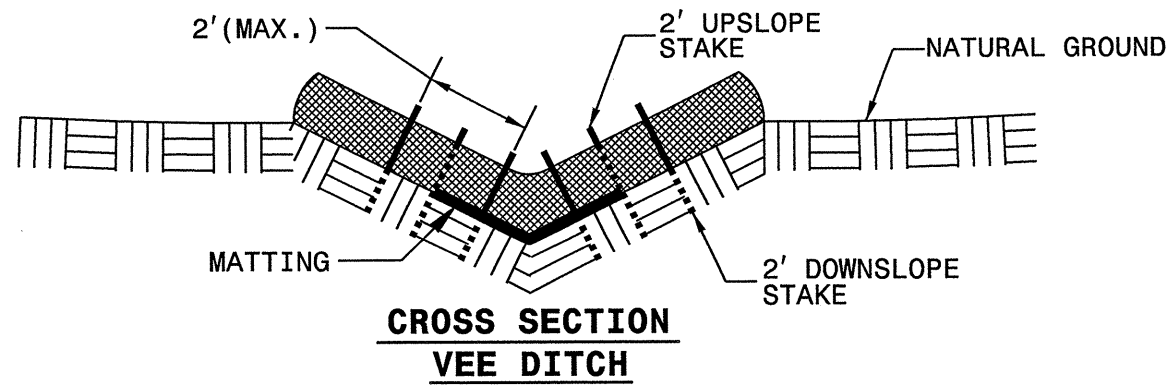
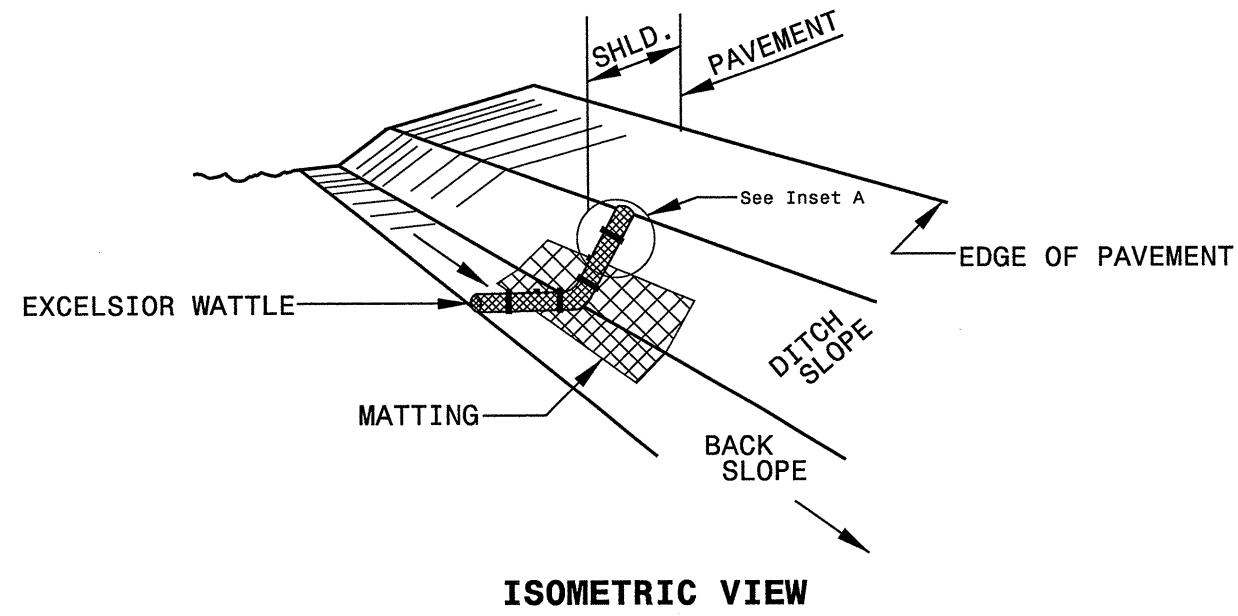


< 5' - 10' Undisturbed buffer from inlet, add wattle

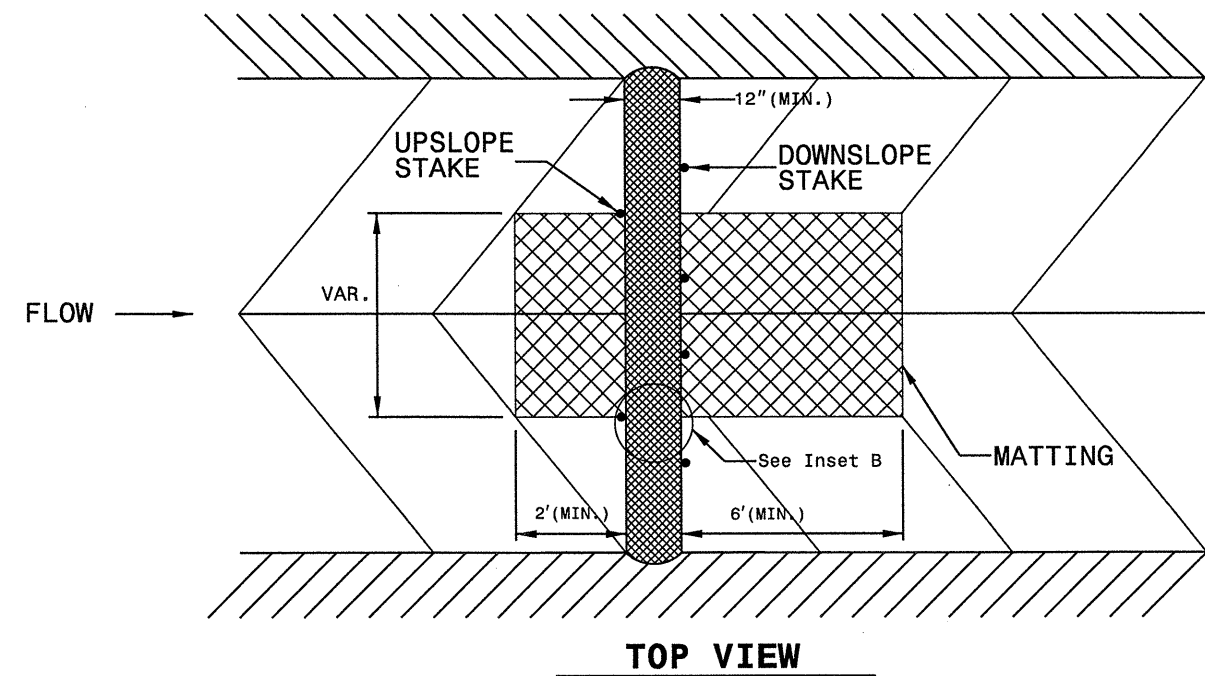
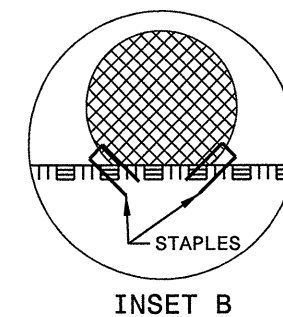
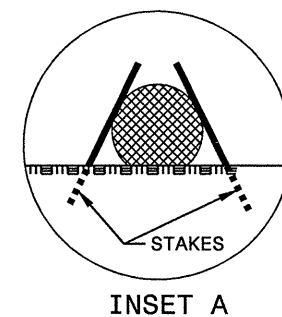


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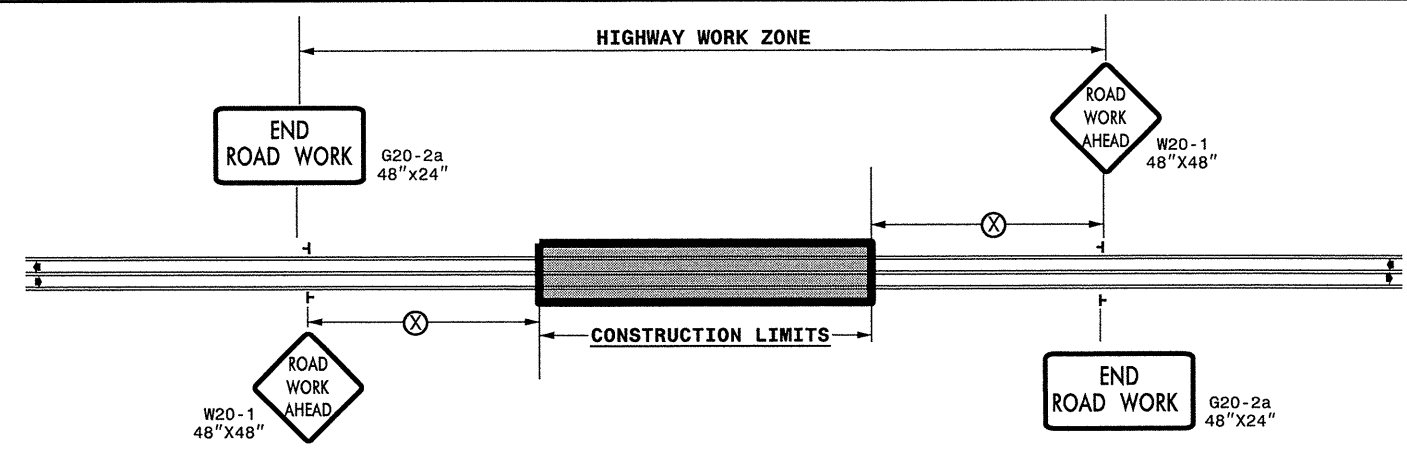
WATTLE DETAIL



- 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.



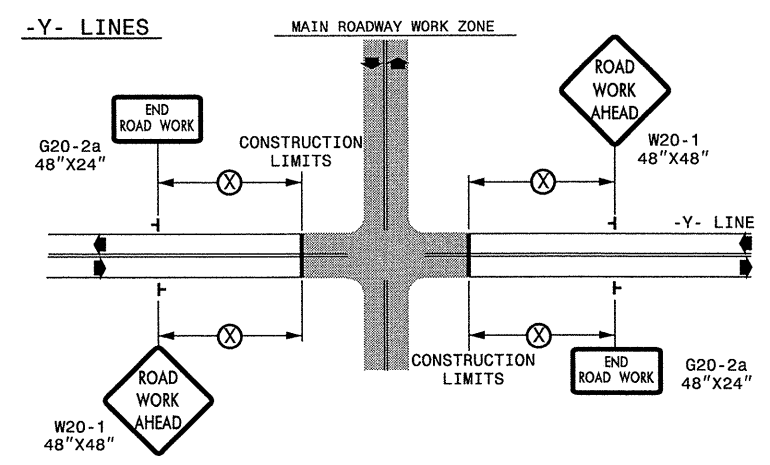
TWO-WAY UNDIVIDED ** (L-LINES)



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)



GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

┆ STATIONARY SIGN

◄ DIRECTION OF TRAFFIC FLOW

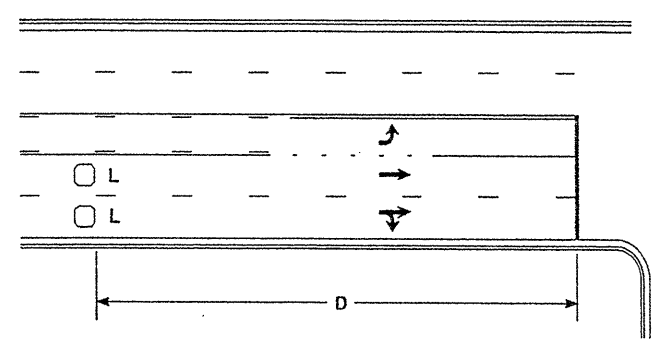
DETAIL DRAWING FOR
TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

SHEET 1 OF 1

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

31-MAY-2011 12:31
 \DDT\G5R00\CON\GROUPS-WZTCCC\TMU\WZTC\Resur-facing\2010\Centra\2010\Div08\New Folder\C202795_8CR.20631.17_Moore_USI_jww\lxl17-C202795_8CR.20631.17_2way_undiv.&_Ur-bon.Fr.wys._stationary.dgn
 Shassan AT 1E248373

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

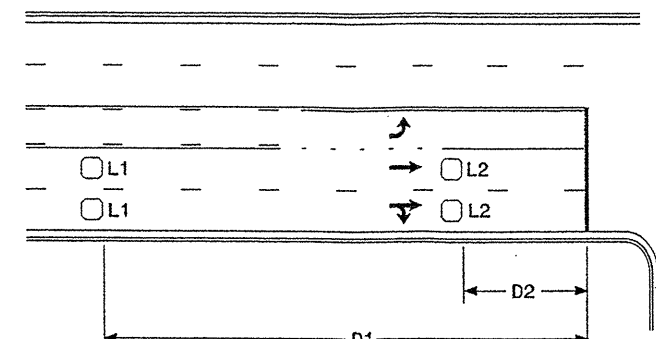


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

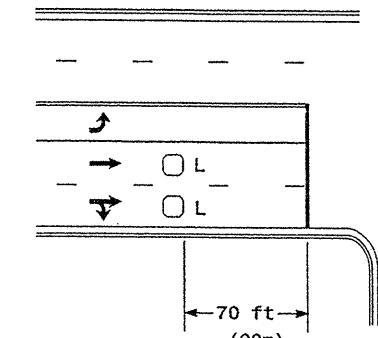


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

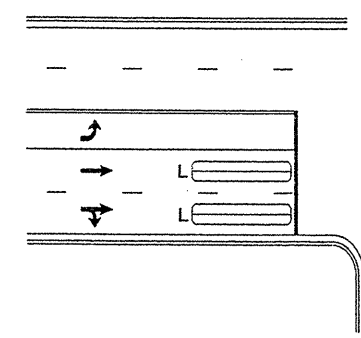
"Stretch" Operation

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



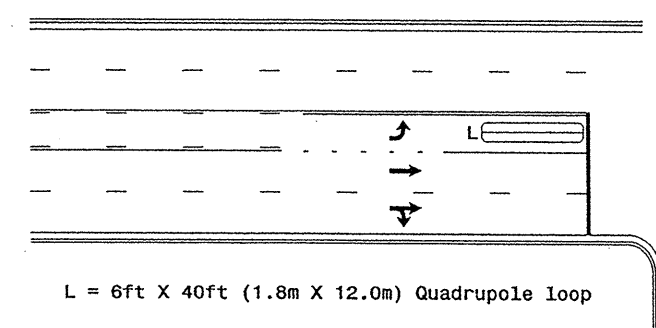
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

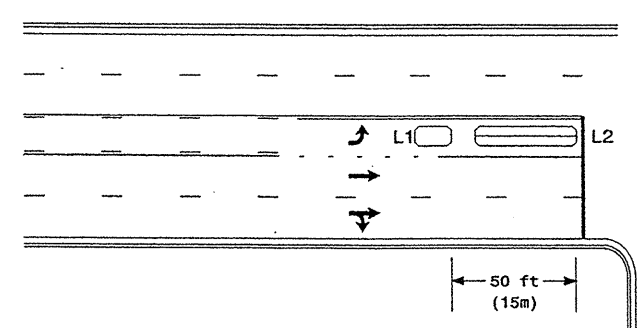
Left Turn Lane Detection



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

Presence Loop Detection

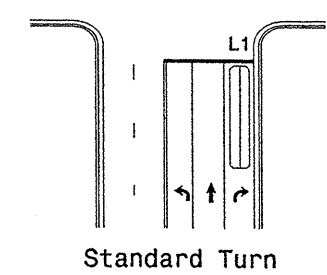
OR



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

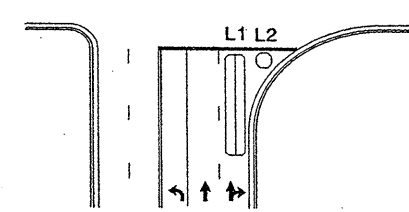
Queue Loop Detection

Right Turn Lane Detection

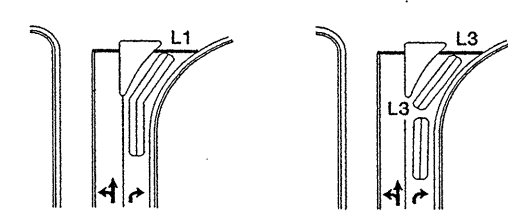


Standard Turn

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

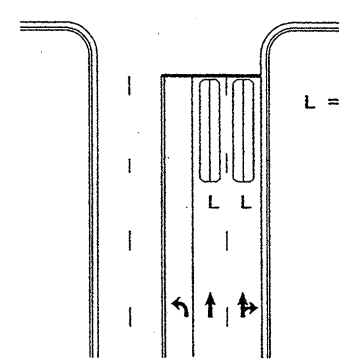


Wide Radius Turn



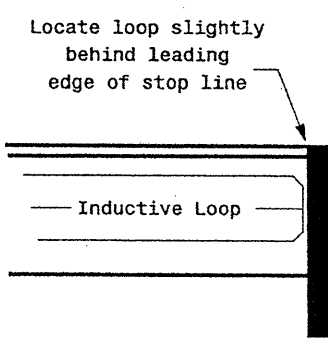
Channelized Turn

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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Prepared in the Office of:
NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
722 N. McDowell St., Raleigh, NC 27603

Typical Loop Locations

PLAN DATE: June 2006 REVIEWED BY:

PREPARED BY: P L Alexander REVIEWED BY:

REVISIONS: *revise pavement markings*

SCALE: N/A

SEAL

SIGNATURE: *P. L. Alexander* DATE: *6/6/06*

SIG. INVENTORY NO.

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

11-08

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

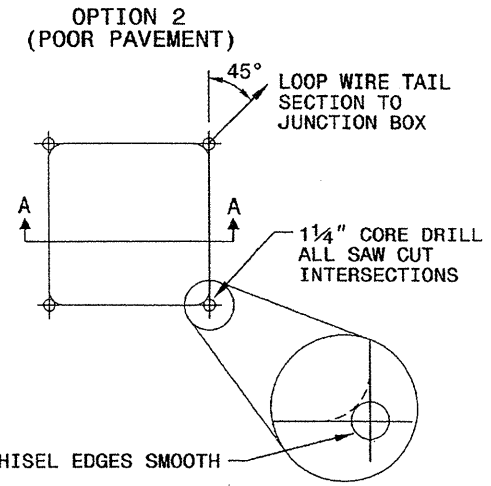
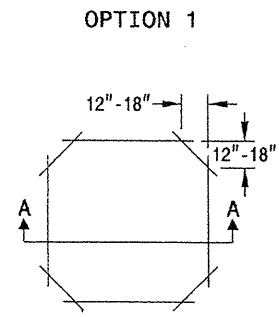
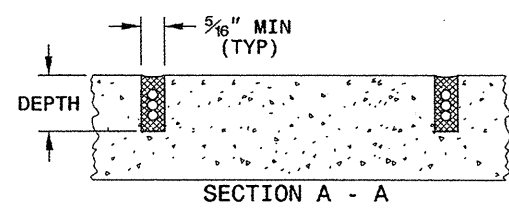
SHEET 1 OF 3
1725D01

CONVENTIONAL 4-SIDED LOOP

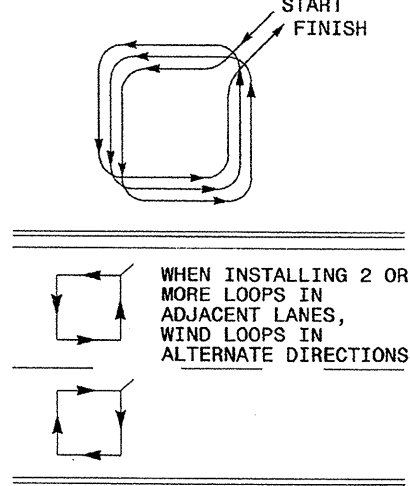
SAW CUT OPTIONS

SAW SLOT DEPTH CHART

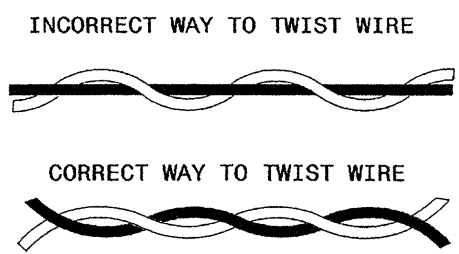
DEPTH (IN)	NO. OF WIRE TURNS				
	2	3	4	5	6
CONCRETE	2.0	2.0	2.5	2.5	3.0
ASPHALT	2.0	2.5	3.0	3.0	3.0



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD

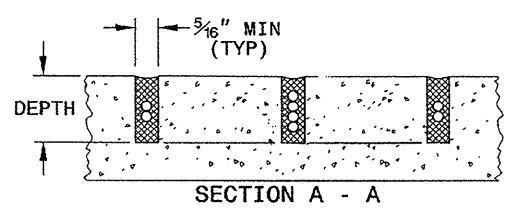
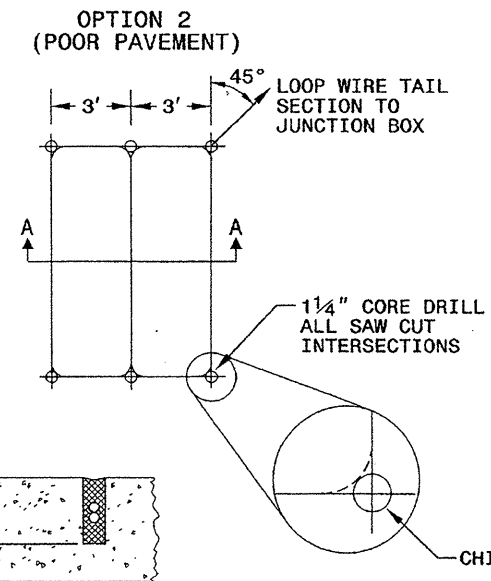
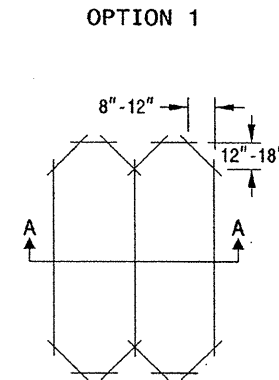


NOTES

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

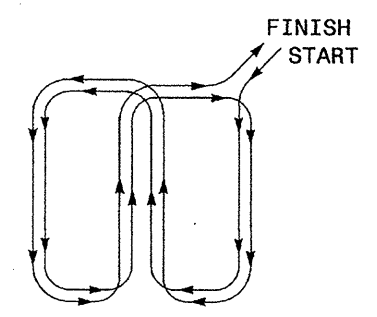
QUADRUPOLE LOOP

SAW CUT OPTIONS



DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

LOOP WINDING METHOD



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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

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 Garner, NC 27529

SEAL

Wilton I. Dean
 4/24/08
 SIGNATURE DATE

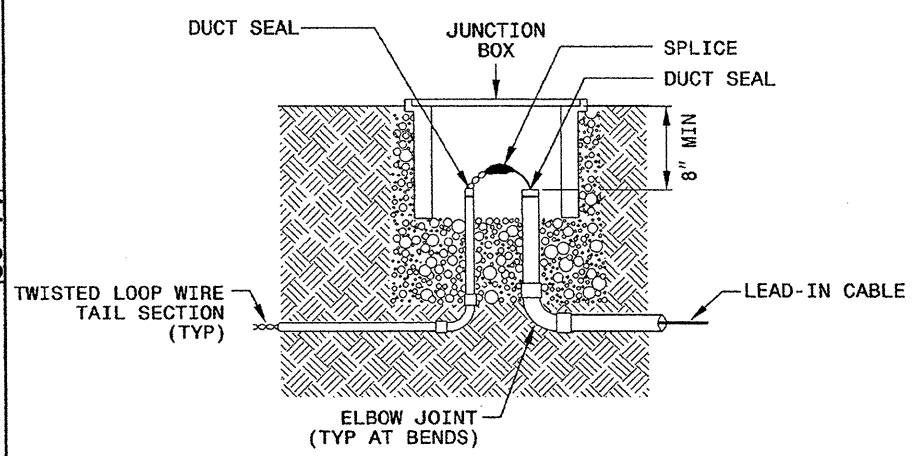
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

11-08
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

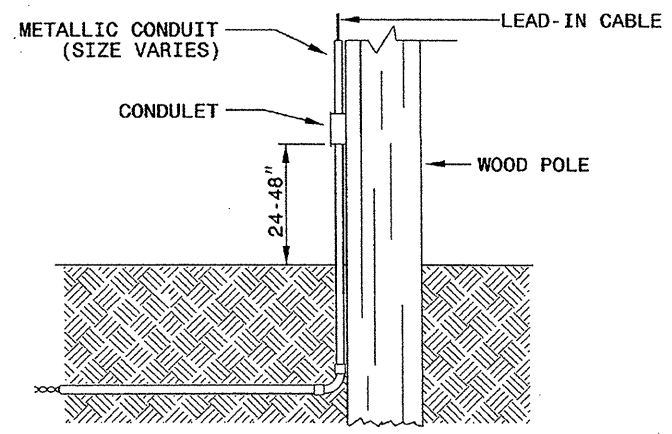
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

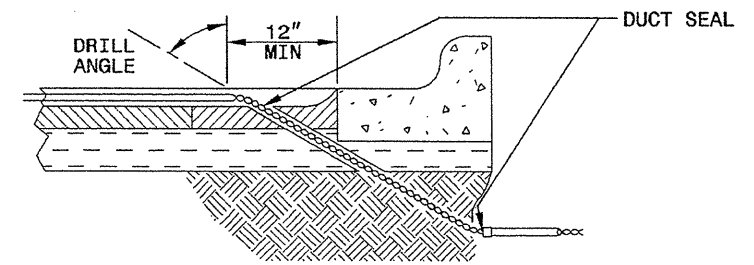


NOTE

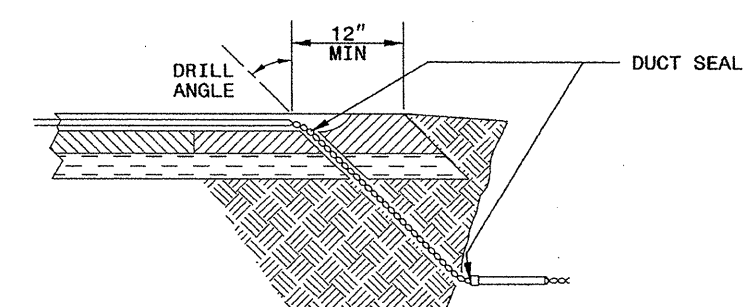
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

LOOP WIRE PAVEMENT EDGE DETAILS

LOOP WIRE AT CURB & GUTTER SECTION



LOOP WIRE AT PAVEMENT SECTION



NOTES

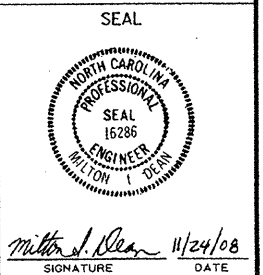
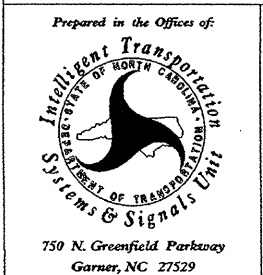
1. DO NOT EXCAVATE UNDER CURB AND GUTTER SECTIONS FOR CONDUIT INSTALLATION.
2. TWIST LOOP WIRE TAIL SECTIONS FROM WHERE LOOP WIRE TAIL LEAVES SAW CUT TO JUNCTION BOX, INCLUDING THROUGH CONDUIT.
3. BEFORE SEALING LOOPS, INSTALL DUCT SEAL WHERE LOOP WIRE TAIL SECTION LEAVES SAW CUT IN PAVEMENT AND AT ENTRANCE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

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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

SHEET 2 OF 3
1725D01

See Plate for Title



Milton J. Dean 11/24/08
SIGNATURE DATE

750 N. Greenfield Parkway
Garner, NC 27529

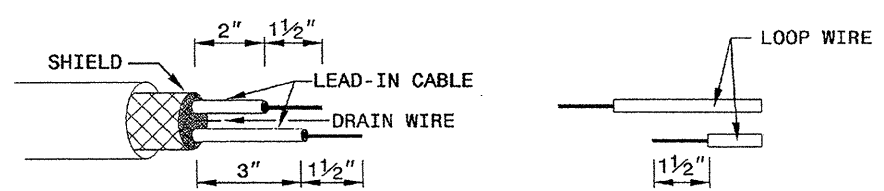
STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

11-08

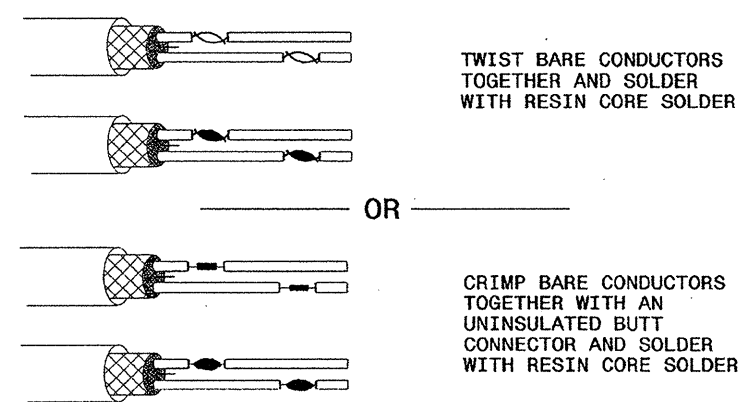
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
 SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE

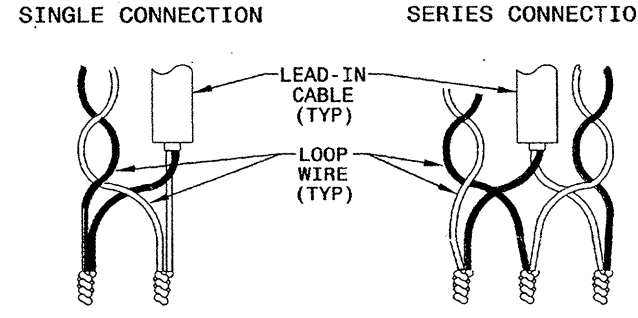


STEP 2. CONNECT AND SOLDER

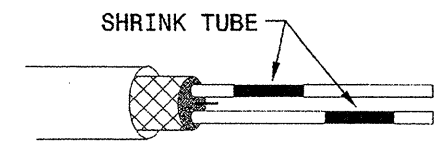


BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

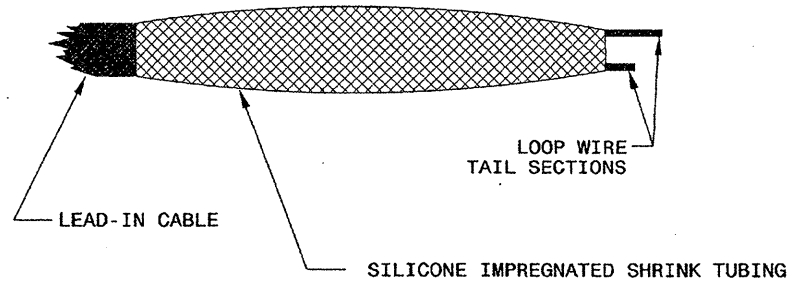
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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

SHEET 3 OF 3
1725D01

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Prepared in the Offices of:

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 Garner, NC 27529

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Milton L. Dean 11/24/08
 SIGNATURE DATE

24-NOV-2008 09:35
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