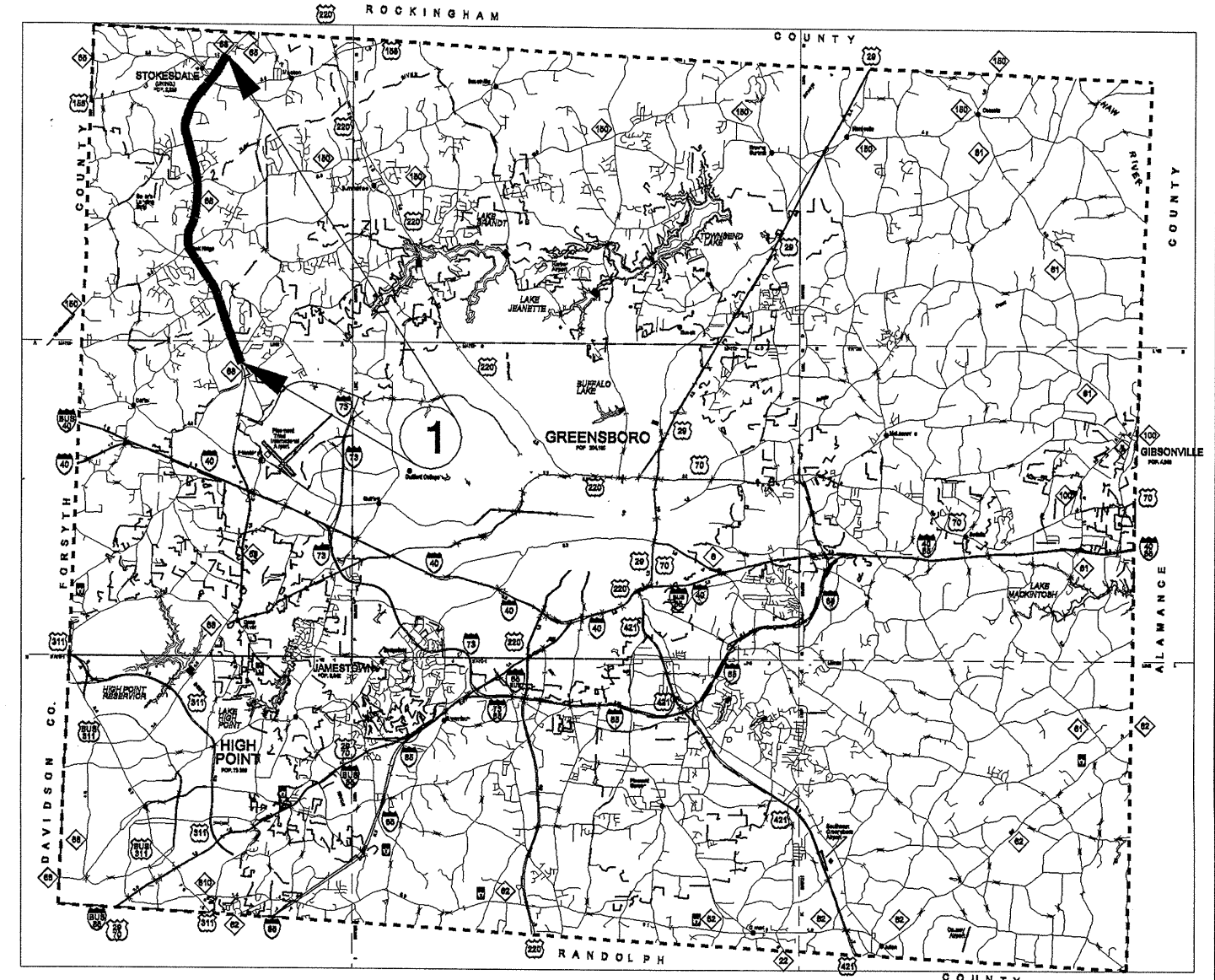
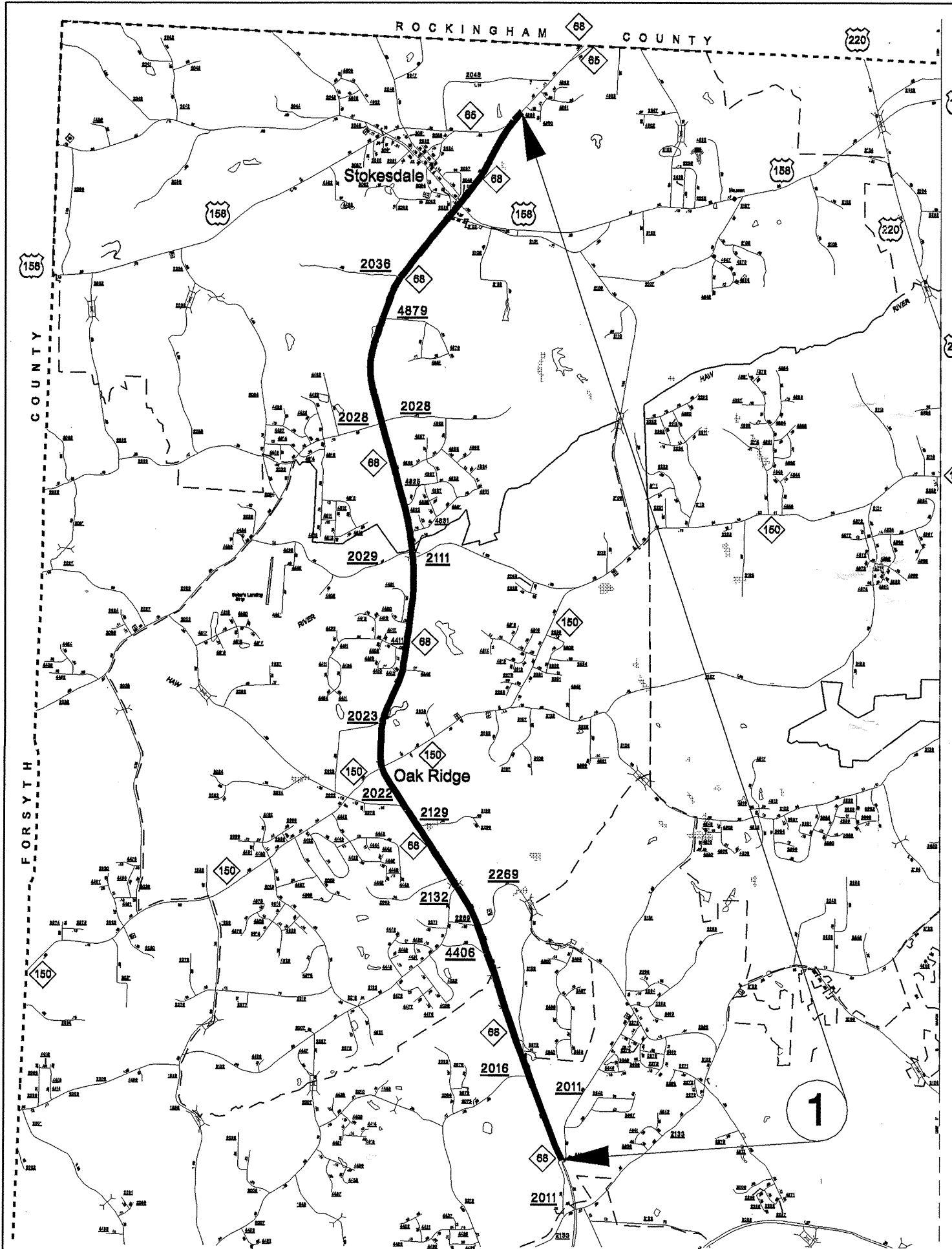


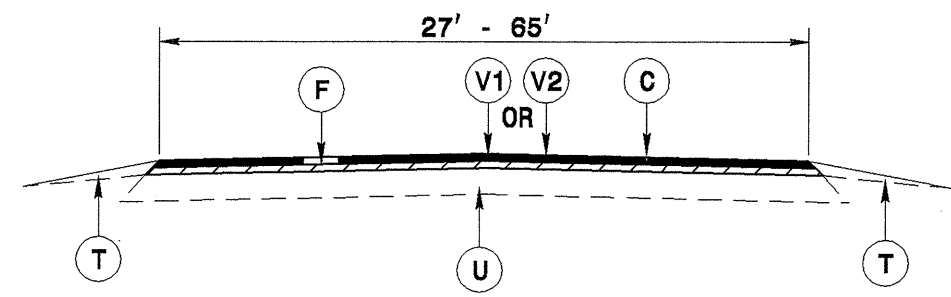
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-5164	1	4
F.A. PROJ. NO.			



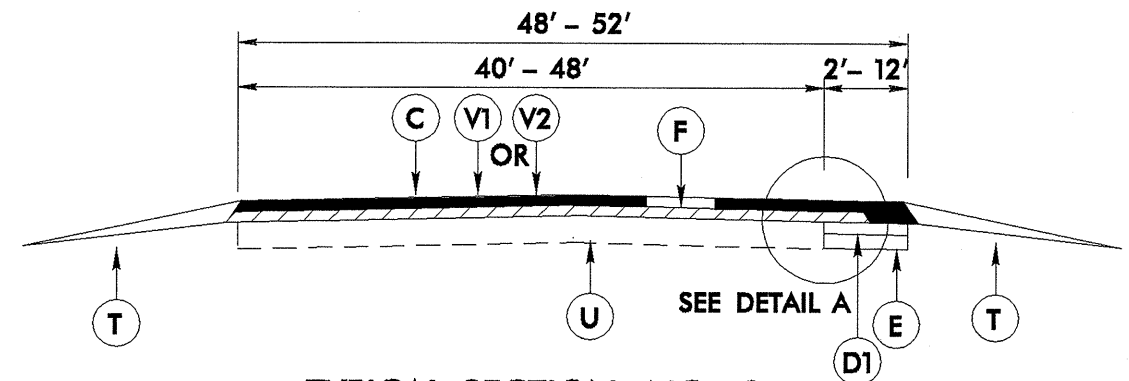
GUILFORD COUNTY



STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-5164	2	4

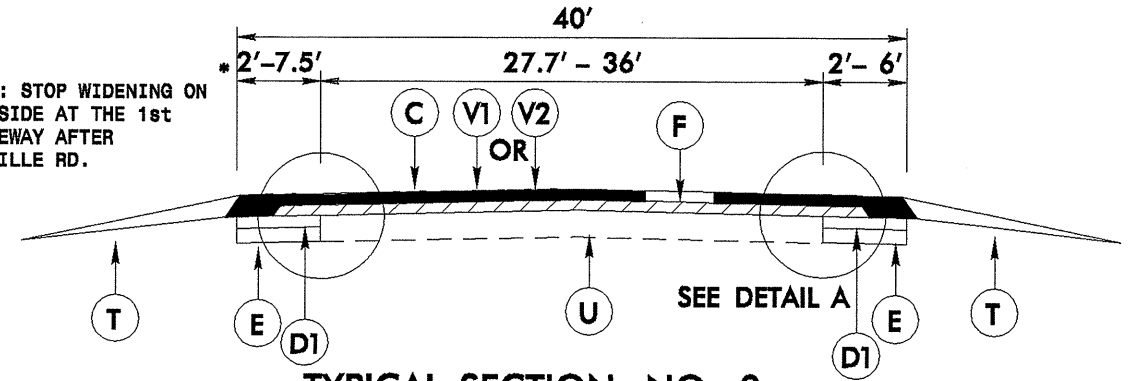


TYPICAL SECTION NO. 1

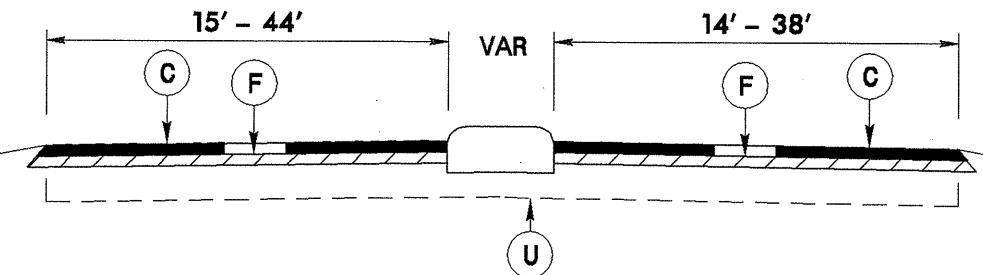


TYPICAL SECTION NO. 2

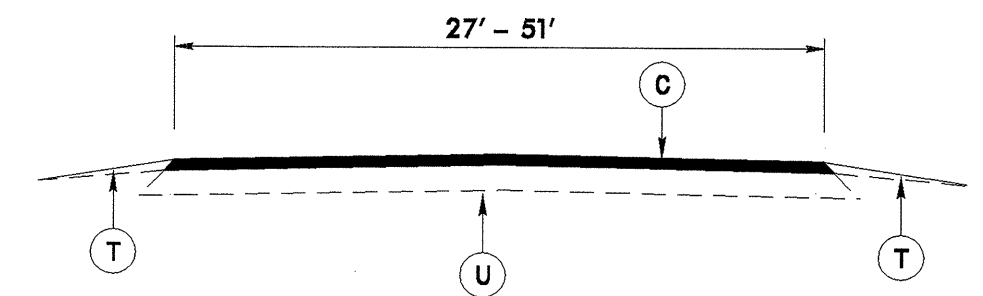
*NOTE: STOP WIDENING ON RT. SIDE AT THE 1st DRIVEWAY AFTER LINVILLE RD.



TYPICAL SECTION NO. 3

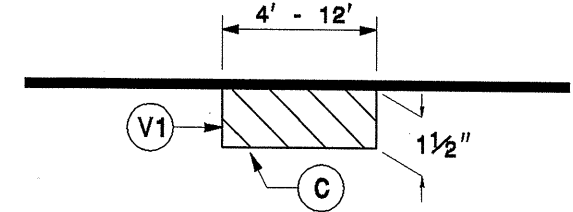


TYPICAL SECTION NO. 4



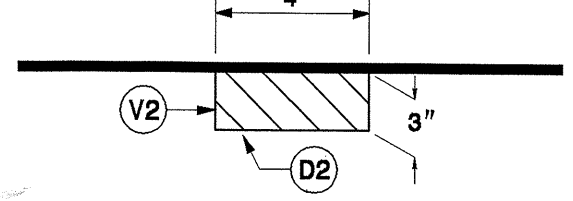
TYPICAL SECTION NO. 5

MILLING/PATCHING DETAIL 1



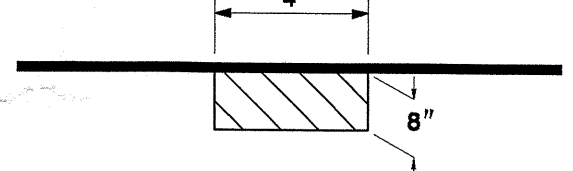
MILL EXISTING ASPHALT PAVEMENT 1 1/2" IN DEPTH, FOR PATCHING, AT LOCATIONS AS DIRECTED BY THE ENGINEER. TO BE USED IN CONJUNCTION WITH T.S. NO. 1 & 2

MILLING/PATCHING DETAIL 2

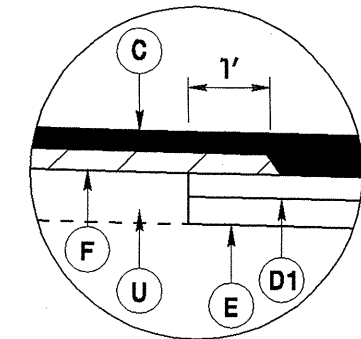


MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH, FOR PATCHING, AT LOCATIONS AS DIRECTED BY THE ENGINEER. TO BE USED IN CONJUNCTION WITH T.S. NO. 1 & 2

PATCHING DETAIL 3

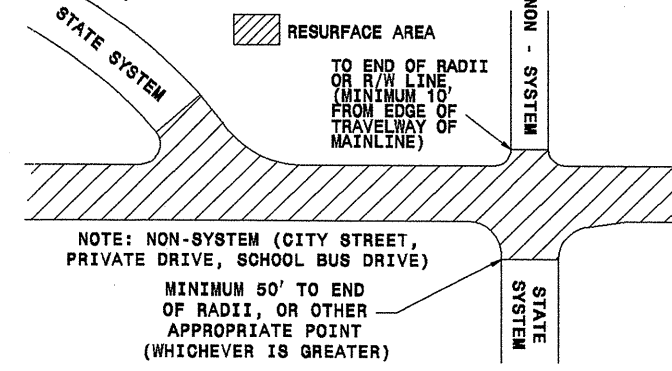


DIG OUT ASPHALT PAVEMENT 8" IN DEPTH, REPLACE WITH ASPHALT CONCRETE BASE COURSE B25.0C AT LOCATIONS AS DIRECTED BY THE ENGINEER.

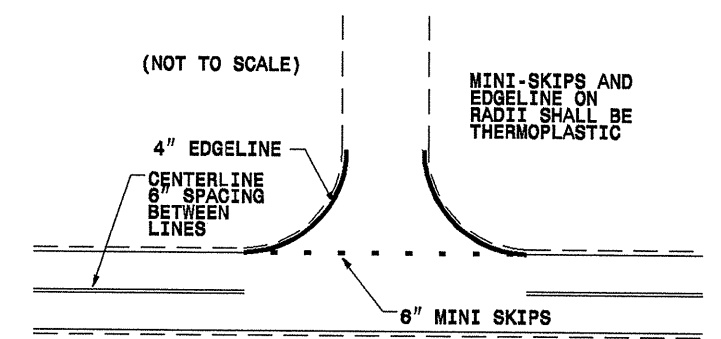


DETAIL A

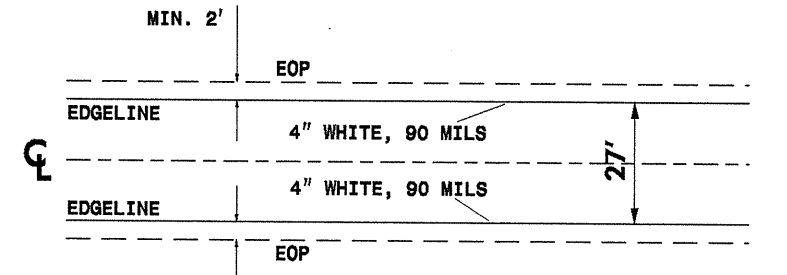
PAVING DETAIL 1
MAIN LINE IS BEING RESURFACED



STRIPING DETAIL
NON-SIGNALIZED /NON-CURB
& GUTTER INTERSECTIONS



STRIPING DETAIL 2
GENERAL STRIPING DETAIL FOR ENTIRE PROJECT



- NOTE: MIN. 2'
1. IN AREAS WHERE THE EXISTING PAVEMENT IS WIDER THAN 27 FEET, USE THE EXISTING PAVEMENT MARKINGS TO ESTABLISH THE STRIPING.
 2. USE IN CONJUNCTION WITH THE NCDOT STANDARD DRAWINGS.

PAVEMENT SCHEDULE

C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 89.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
D2	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 119.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 460 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, 78M
T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.
U	EXISTING PAVEMENT.
V1	1.5" MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER. FILL IN ACCORDANCE WITH MILLING/PATCHING DETAIL 1.
V2	3" MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER. FILL IN ACCORDANCE WITH MILLING/PATCHING DETAIL 2.

22-JUN-2009 08:35 n:\projects\resurfacing projects\division 7\U-5164\nc68rup.dgn

PROJECT NO.	SHEET NO.	TOTAL NO.
U-5164	3	4

SUMMARY OF QUANTITIES

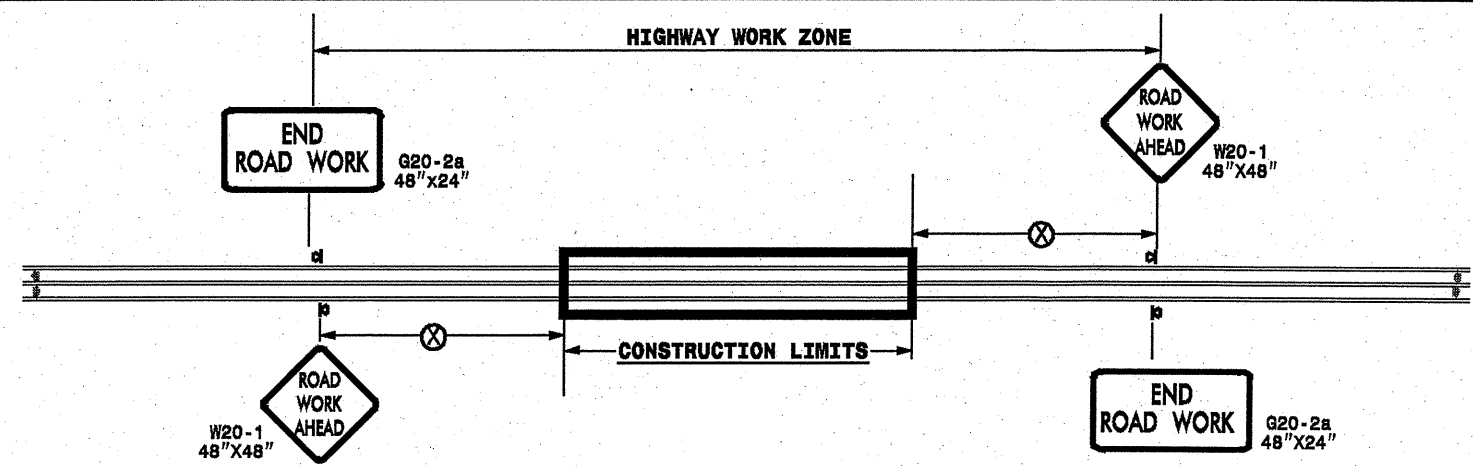
PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 3" DEPTH SY	BASE COURSE, B25.0C TONS	INTER-MEDIATE COURSE, 119.0C TONS	SURFACE COURSE, S9.5C TONS	PG 64-22 PLANT MIX TONS	PG 70-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	AST MAT COAT 78M SY	PORTABLE LIGHTING LS	SEED & MULCHING AC	RESIDENTIAL SEEDING AC	TRENCHING (UNPAVED) (1)(2") LF	PULL BOX (STANDARD) EA	2" RISER W/ WEATHER-HEAD EA	INDUCTIVE LOOP SAW CUT LF	LEAD-IN CABLE (14-2) LF	
						1	NO	0.070	28 - 47	290	17.66	2,795	4,430		758	366	36	22	25	1,540	1	3.22	3.22					
						1	NO	1.660	27.5 - 28						2,364													
						1	NO	0.070	27.5 - 36						110		7											
						1	NO	0.170	36						383		23											
						1	NO	0.070	28 - 36						111		7							600	4	1	364	800
						1	NO	0.600	27.5 - 28						867		52											
						1	NO	0.030	27.5 - 39						49		3											
						1	NO	0.050	39 - 40						98		6											
						2	NO	0.050	49																			
						2,3	NO	0.030	31 - 49				65	21	133	4	8											
						3	NO	0.040	27.7 - 28						91	4	5											
						3	NO	0.060	28 - 36						71	5	4											
						3	NO	0.090	36						99	31	113	6	7									
						3	NO	0.050	29.5 - 36						177	56	213	10	13									
						3	NO	0.050	29.5 - 36						138	43	107	8	7									
						1	NO	0.020	29.5						29		2											
						1	NO	0.100	29.5 - 51						199		12											
						4	NO	0.030	48 - 51.5						74		4											
						4	NO	0.010	51.5 - 54						26		2											
						1	NO	0.022	58.5 - 65						87		5											
						4	NO	0.020	61 - 64.5						62		4											
						4	NO	0.040	53 - 64.5						116		7											
						4	NO	0.030	53 - 54.5						90		5											
						1	NO	0.020	46 - 54.5						90		5											
						1	NO	0.030	41 - 46						64		4											
						1	NO	0.030	37 - 41						68		4											
						4	NO	0.020	31 - 34						32		2											
						4	NO	0.030	42 - 43						63		4											
						1	NO	0.070	27.5 - 46						127		8											
						1	NO	0.630	27.5 - 28						907		54											
						1	NO	0.080	28 - 36						127		8											
						1	NO	0.060	36						107		6											
						1	NO	0.030	49.5						93		6											
						1	NO	0.020	36 - 49.5						42		3											
						1	NO	0.160	36 - 39						297		18											
						1	NO	0.030	51						96		6											
						1	NO	0.050	40 - 51						112		7											
						1	NO	0.060	28 - 40						101		6											
						1	NO	0.530	28						795		48											
						1	NO	0.020	28 - 36.5						32		2											
						1	NO	0.020	36.5 - 46						41		2											
						1	NO	0.030	46						88		5											
						1	NO	0.070	28 - 39						116		7											
						1	NO	0.070	28						97		6											
						1	NO	0.020	28 - 34						31		2											
						1	NO	0.020	34 - 44						39		2											
						1	NO	0.030	44						85		5											
						1	NO	0.080	28 - 37						129		8											
						1,4	NO	0.460	28						726		44											
						4	NO	0.060	28 - 37						187		11											
						1,4	NO	0.070	37						228		14											
						1	NO	0.030	51 - 53						102		6											
						1	NO	0.070	46 - 51						168		10											
						1	NO	0.050	28 - 46						91		5											
						1	NO	0.780	27 - 28						1,077		65											
						5	NO	0.080	27 - 42						137		8											
						5	NO	0.030	51						76		5											
						5	NO	0.040	27 - 51						77		5											
						5	NO	0.010	27						13		1											
						1	NO	0.520	27						710		42											
						1	NO	0.060	27 - 42						102		6											
						1	NO	0.160	42						352		21											
						1	NO	0.030	42 - 54.5						72		4											
						1	NO	0.050	54.5						255		15											
						1	NO	0.030	45.5						67		4											
						1	NO	0.040	27 - 45.5						72		4											
						1	NO	0.480	27						642		38											
						1	NO	0.050	27 - 41.5						85		5											
						1	NO	0.060	41.5						123		7											
						1	NO	0.090	51.5						289		17											
						1	NO	0.040	30 - 51.5						81		5											
								8.812		290	17.66	2,795	4,430	628	955	15,270	73	917	25	161,467	1	3.22	3.22	1,855	21	9	2,450	2,690
								8.812		290	17.66	2,795	4,430	628	955	15,270	73	917	25	161,467	1	3.22	3.22	1,855	21	9	2,450	2,690

PROJECT NO.	SHEET NO.	TOTAL NO.
U-5164	4	4

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TRAFFIC CONTROL Lump Sum	4685000000-E		4686000000-E		4690000000-E		4695000000-E		4697000000-E		4710000000-E		4721000000-E		4725000000-E		4810000000-E		4900000000-N		4905000000-N	
						4" X 90 M WHITE THERMO LF	4" X 120 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	6" X 120 M WHITE THERMO LF	8" X 90 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 SCHOOL 120 M EA	THERMO STR ARROW 90 M EA	THERMO LT ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	PERM. RAISED PAV'T MARKERS YELLOW & YELLOW EA	SNOW PLOWABLE MARKERS YELLOW & YELLOW EA	SNOW PLOWABLE MARKERS CRYSTAL & RED EA				
U-5164	Guilford	1	NC 68	FROM SR 2011 (EDGEFIELD ROAD) TO NC 65 WEST	1	92,972	5,907	91,749	294	2,224	433	778	578	12	20	42	25	11	2,000	2,000	124	967	337				
TOTAL FOR PROJ NO. U-5164					1	92,972	5,907	91,749	294	2,224	433	778	578	12	20	42	25	11	2,000	2,000	124	967	337				
GRAND TOTAL					1	92,972	5,907	91,749	294	2,224	433	778	578	12	20	42	25	11	2,000	2,000	124	967	337				

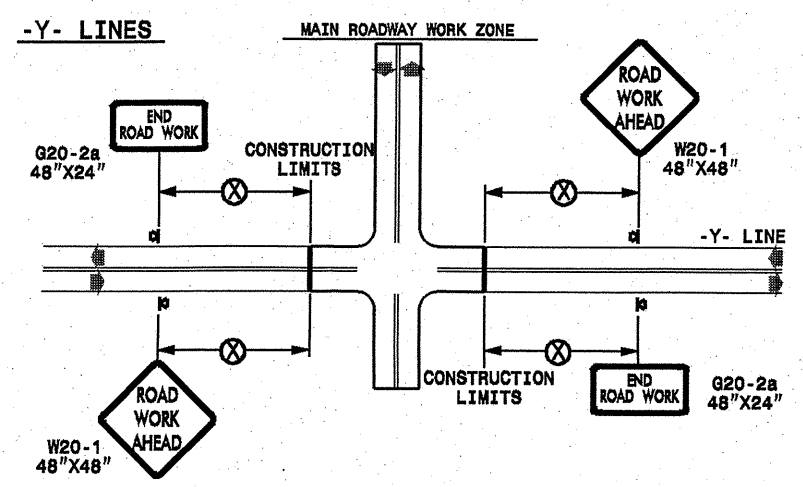
TWO-WAY UNDIVIDED ** (L-LINES)



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)



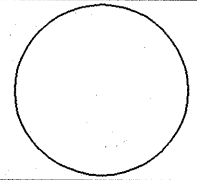

GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL 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

DETAIL DRAWING
FOR TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

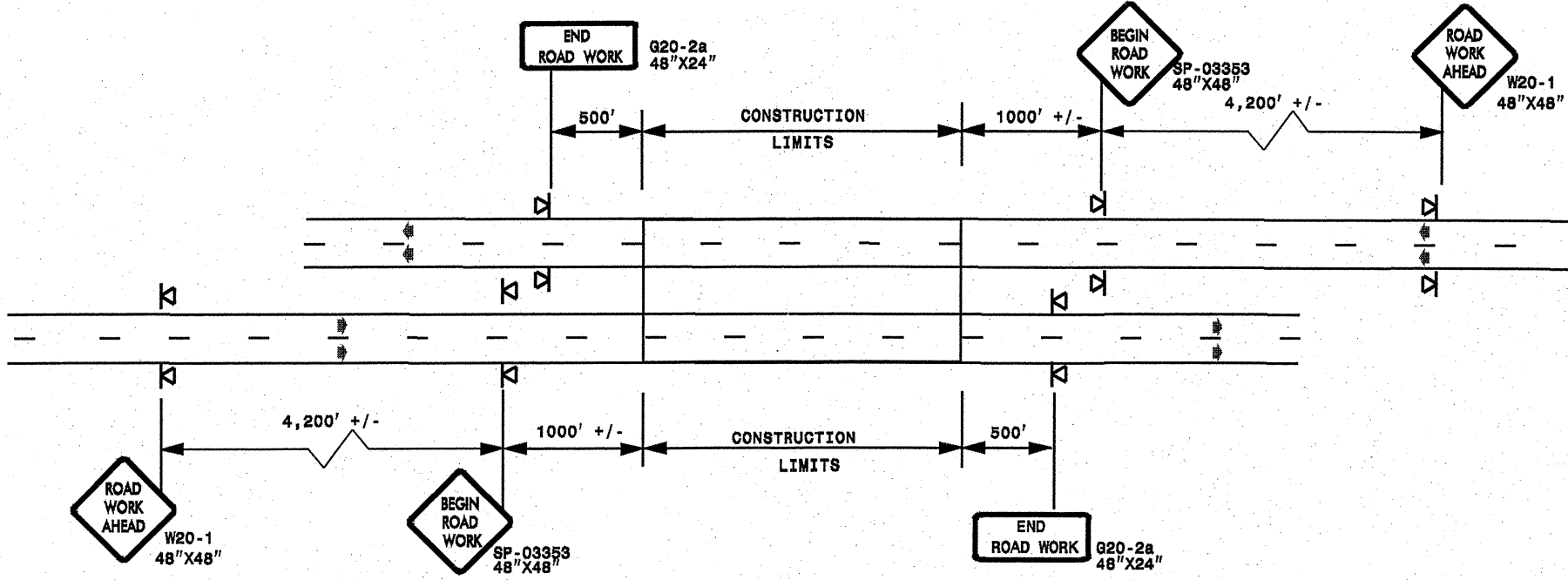
SHEET 1 OF 1

APPROVED: _____ DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED ADVANCED WORK ZONE WARNING SIGNS		
SEAL 	SCALE: NONE		
	DATE: _____		REVISIONS
	DWG. BY: _____		7-98 10/01
	DESIGN BY: _____		10-98 09/04
REVIEWED BY: _____	01/01 11/04		

29-JUN-2009 16:27 stationing-resur-facimg2009.dwg 030509-resur-facimg2009.dwg 07c20244_452163st1.u-5164_2wayundivurb-frwys July2006-portable.dgn

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

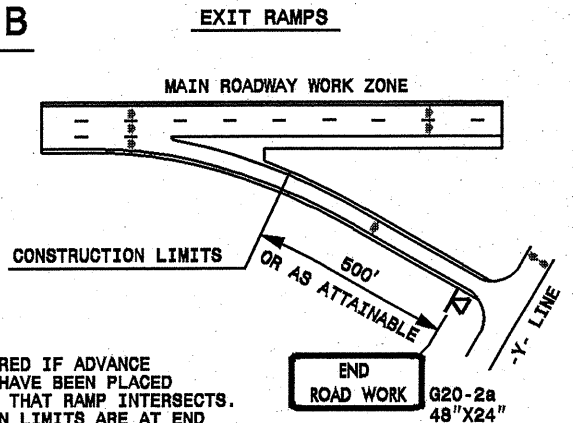
DETAIL A



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

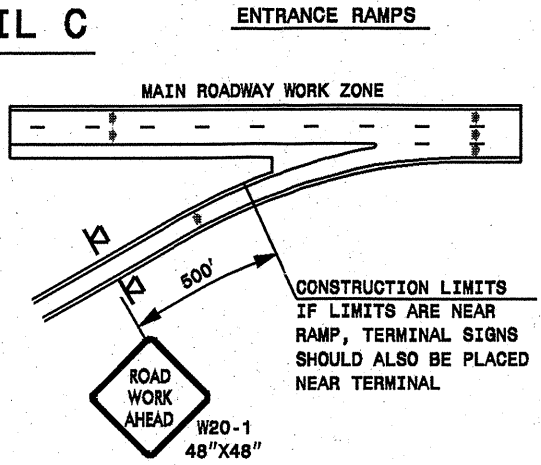
ROADWAYS INTERSECTING ALONG FREEWAY WORK ZONE (Y-LINES)

DETAIL B



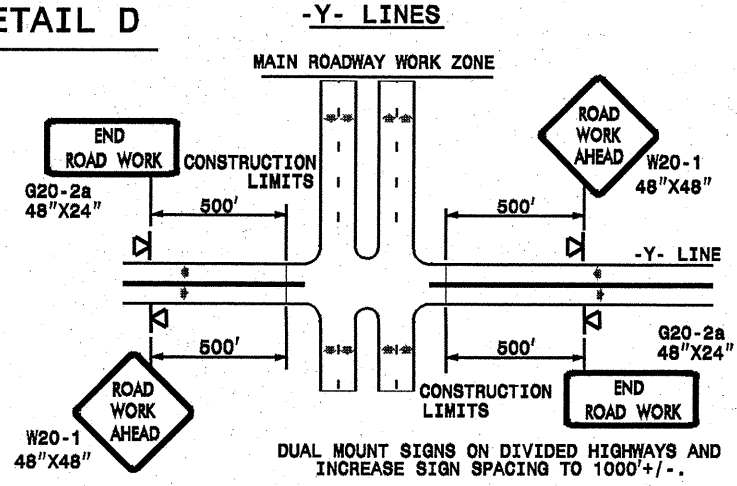
NOTE:
SIGN NOT REQUIRED IF ADVANCE
WARNING SIGNS HAVE BEEN PLACED
ALONG -Y- LINE THAT INTERSECTS.
IF CONSTRUCTION LIMITS ARE AT END
OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



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

DETAIL D



DUAL MOUNT SIGNS ON DIVIDED HIGHWAYS AND
INCREASE SIGN SPACING TO 1000'+/-.

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.

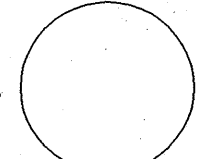

LEGEND

- ◀ PORTABLE SIGN
- ➡ DIRECTION OF TRAFFIC FLOW

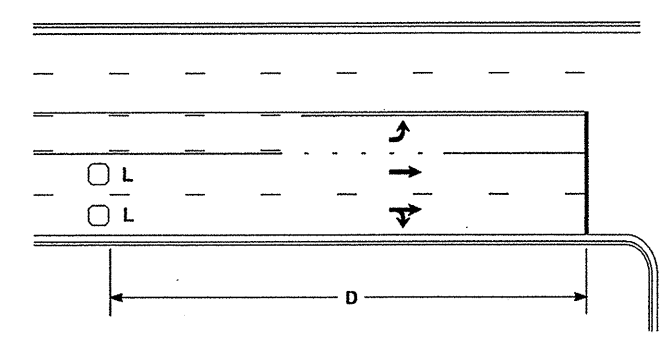
**DETAIL DRAWING
FOR FREEWAYS
WORK ZONE WARNING SIGNS
(SHORT-DURATION LANE CLOSURES)**

SHEET 1 OF 1

29-JUN-2009 16:25
s:\signing\resurfacing\2009\07\07\c202414_452163st1.u-5164_oldu-9157a.gulford.nc68\c202414_452163st1.u-5164_freewaylanesgreat.july2006.pprttable.dgn
pseymore AT WZTC231802

APPROVED: _____ DATE: _____	<p align="center">DETAIL DRAWING FOR FREEWAYS WORK ZONE WARNING SIGNS</p>	SCALE: NONE	<p align="center">REVISIONS</p> <table border="1"> <tr> <td>7-98</td> <td>10/01</td> </tr> <tr> <td>10-98</td> <td>08/04</td> </tr> <tr> <td>01/01</td> <td>11/04</td> </tr> </table>	7-98	10/01	10-98	08/04	01/01	11/04
7-98		10/01							
10-98	08/04								
01/01	11/04								
<p align="center">SEAL</p> 		<p>DATE: _____</p> <p>DWG. BY: _____</p> <p>DESIGN BY: _____</p> <p>REVIEWED BY: _____</p>							

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

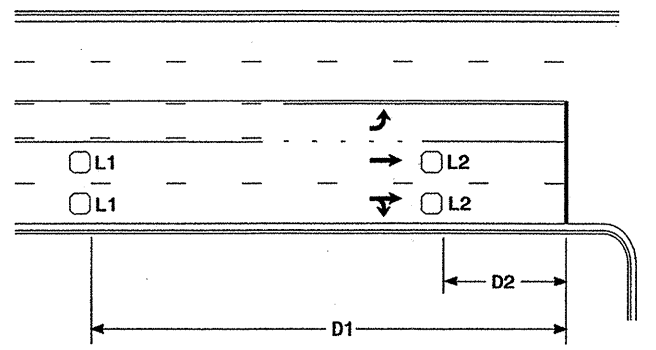


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

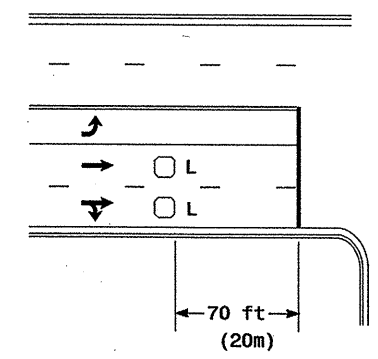


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

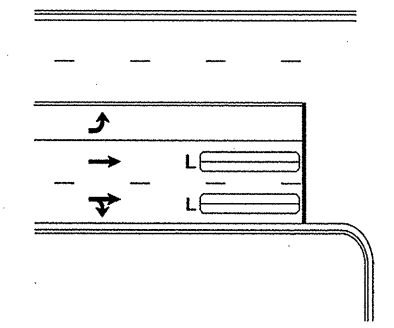
"Stretch" Operation

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



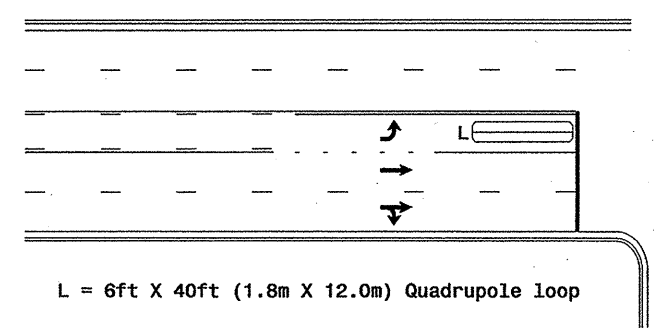
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

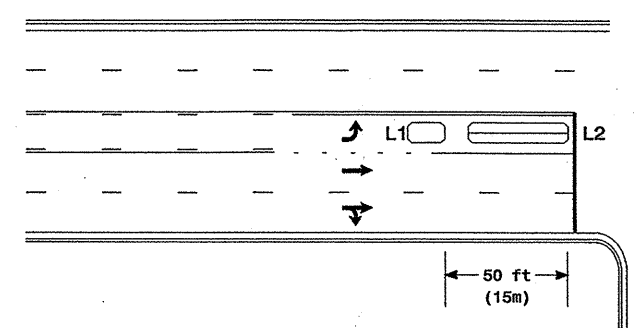
Left Turn Lane Detection



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

Presence Loop Detection

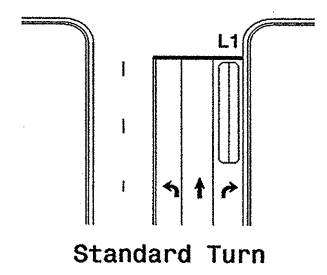
OR



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

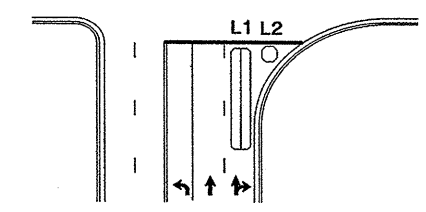
Queue Loop Detection

Right Turn Lane Detection

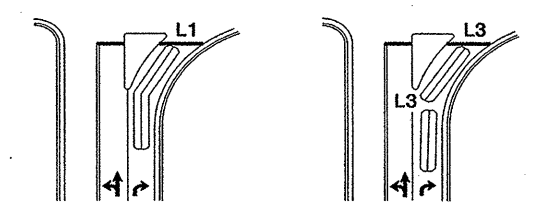


Standard Turn

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

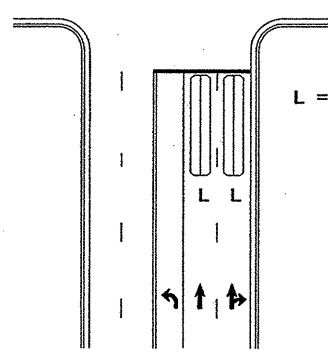


Wide Radius Turn



Channelized Turn

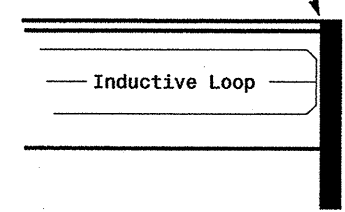
Side Street Detection



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:

REVISIONS: *Revise pavement markings*

SCALE: N/A

INIT. DATE

DATE

SIGNATURE: *P. L. Alexander*

DATE: 12/1/06

SIG. INVENTORY NO.

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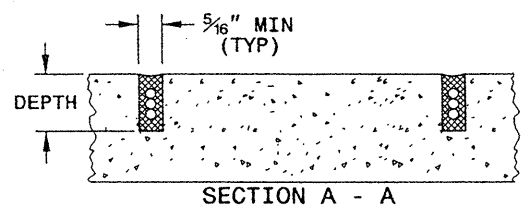
5-07

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

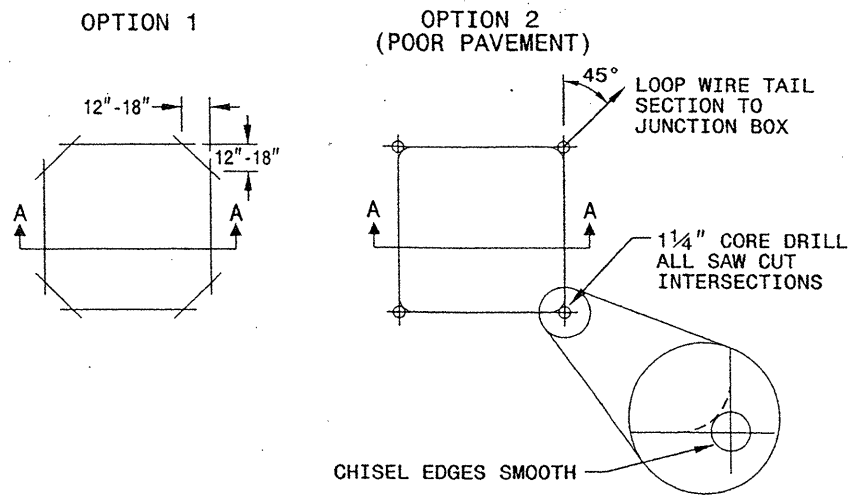
SAW SLOT DEPTH CHART

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

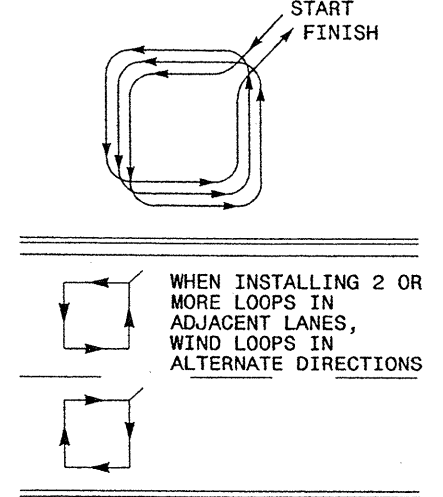


CONVENTIONAL 4-SIDED LOOP

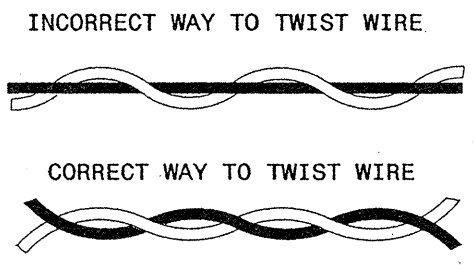
SAW CUT OPTIONS



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD

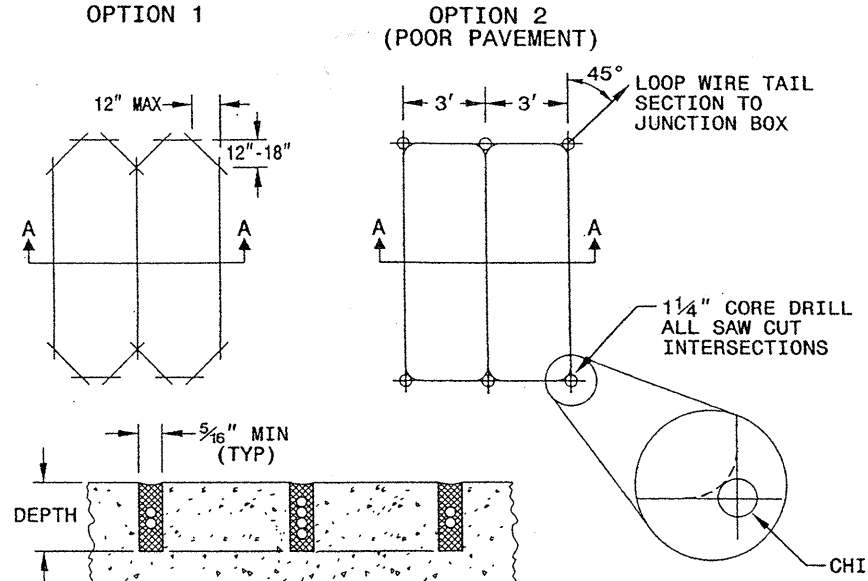


NOTES

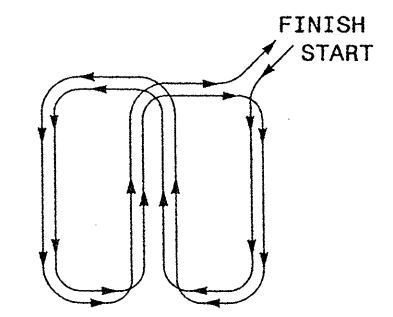
1. OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
2. MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
3. WIRE LOOPS CONNECTED TO THE SAME DETECTOR CHANNEL IN SERIES.
4. LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS OR APPROVED BY ENGINEER.

QUADRUPOLE LOOP

SAW CUT OPTIONS



LOOP WINDING METHOD



SECTION A - A
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. Dean 9/5/07
SIGNATURE DATE

05-SEP-2007 14:00
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DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

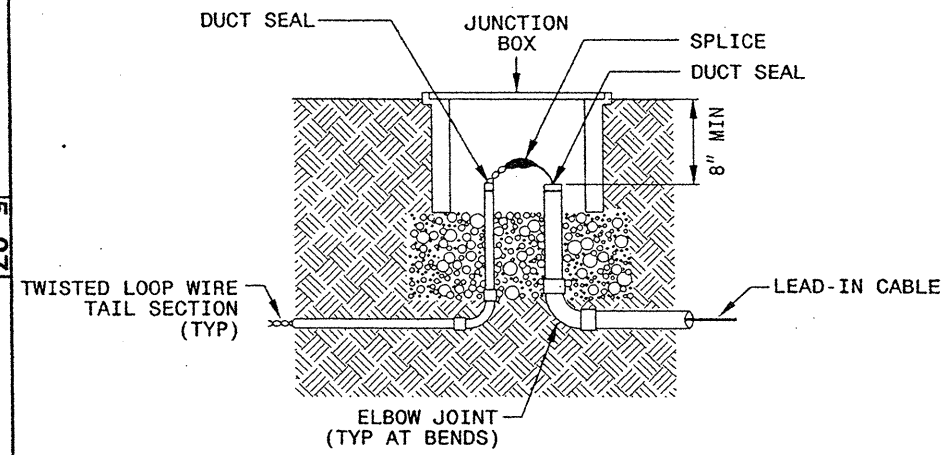
5-07

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

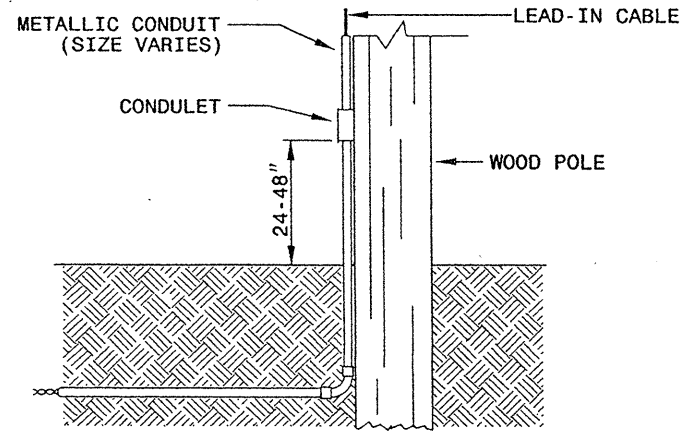
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

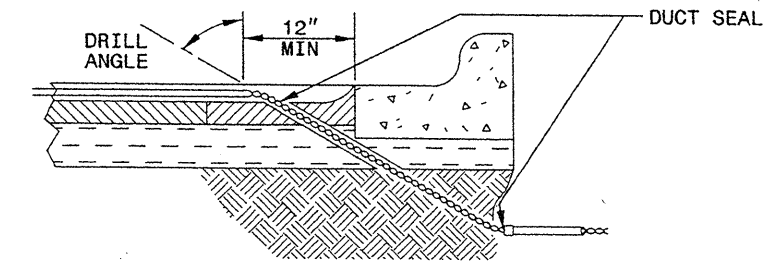


NOTE

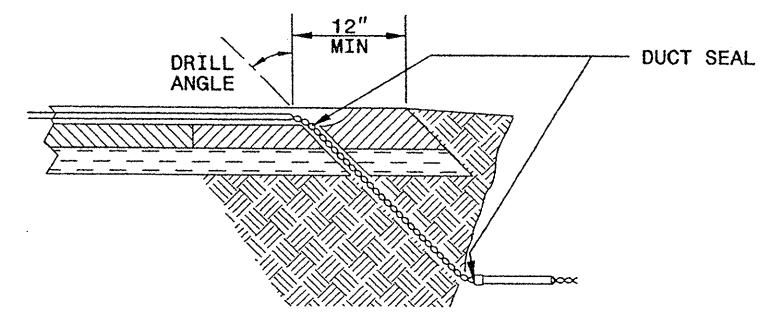
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

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.

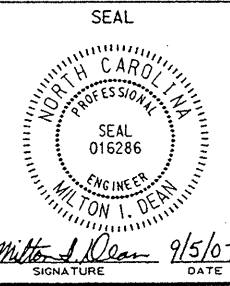
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DIVISION OF HIGHWAYS
RALEIGH, N.C.

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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

SHEET 2 OF 3
1725D01

See Plate for Title



Milton I. Dean 9/5/07
SIGNATURE DATE

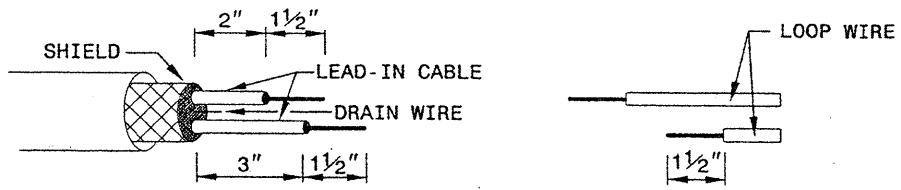
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RALEIGH, N.C.

5-07

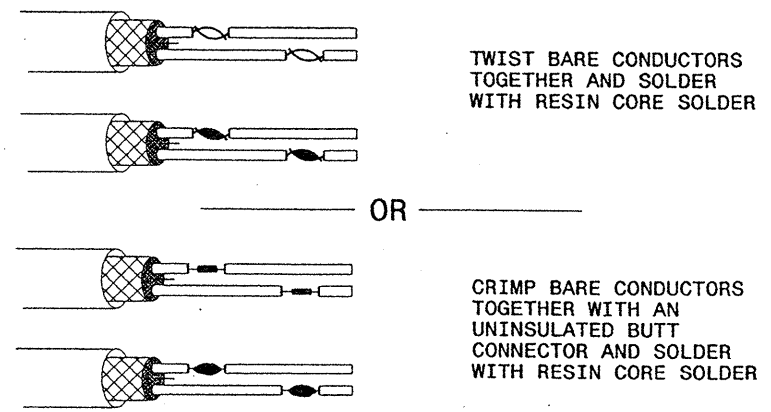
ENGLISH DETAIL DRAWING FOR
INDUCTION DETECTION LOOPS
SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE

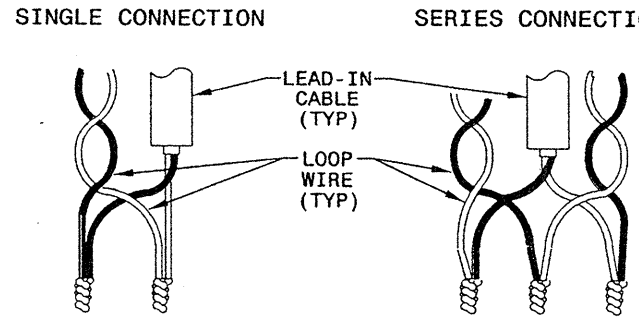


STEP 2. CONNECT AND SOLDER

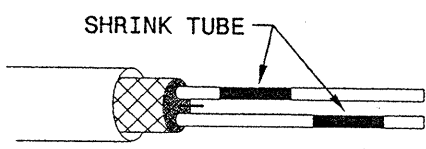


BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

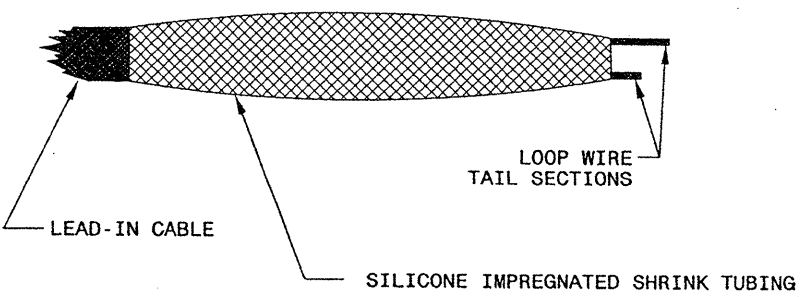
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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

SHEET 3 OF 3
1725D01

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Garner, NC 27529

SEAL

Milton T. Dean 9/5/07
SIGNATURE DATE

06-SEP-2007 11:01
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