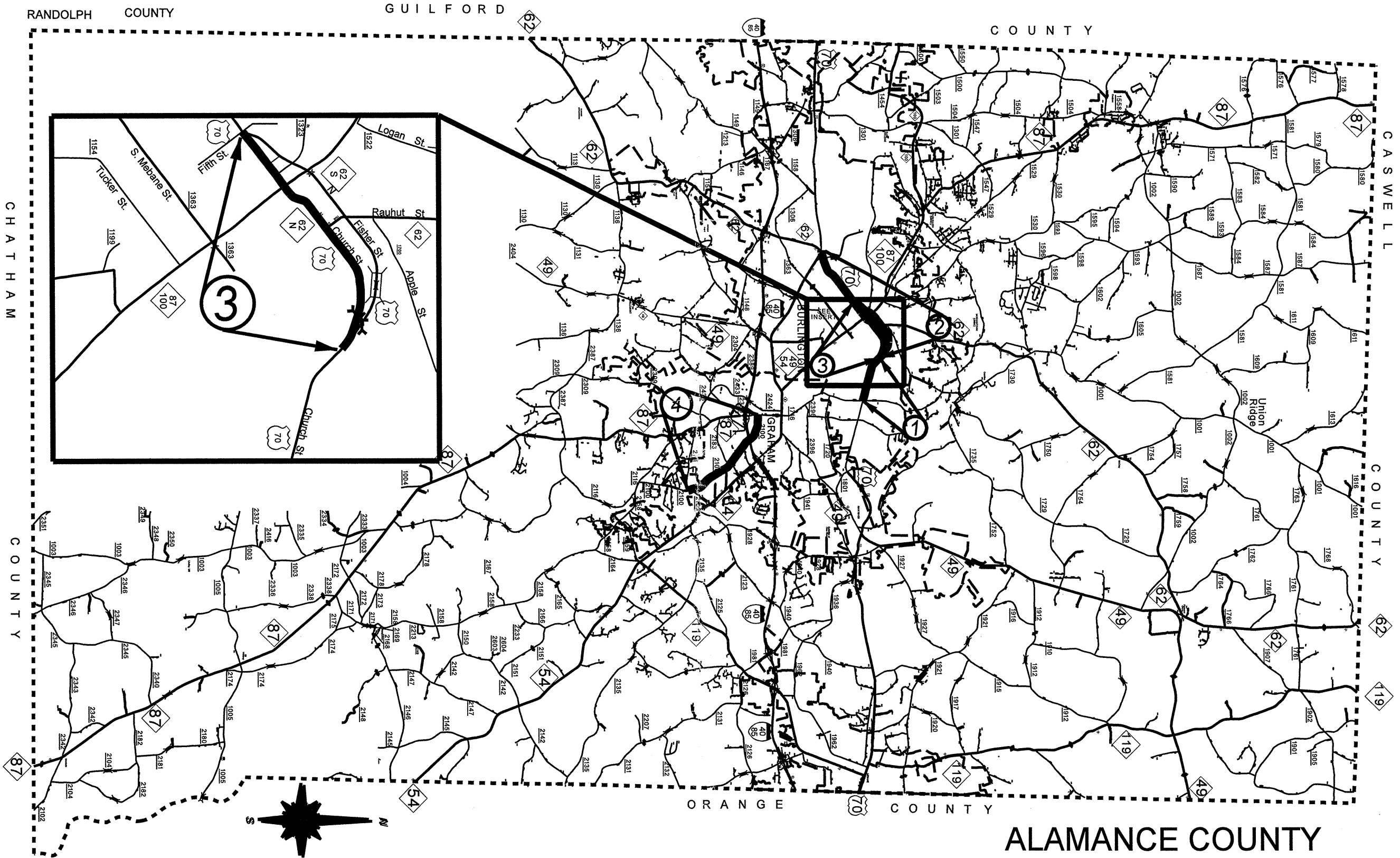


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5175A, R-5175B	1	



ALAMANCE COUNTY

RANDOLPH COUNTY

GUILFORD COUNTY

COUNTY

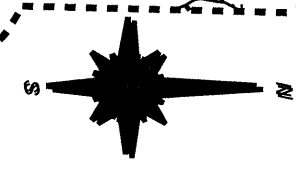
CASWELL COUNTY

COUNTY

ORANGE COUNTY

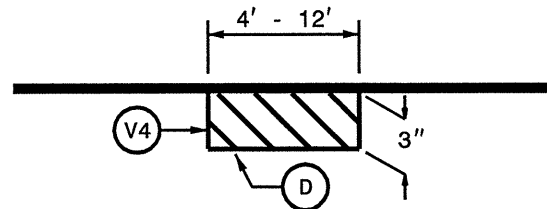
CHATHAM COUNTY

COUNTY



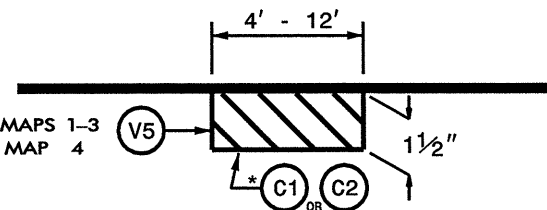
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5175A & R-5175B	3	

MILLING DETAIL 4



MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH, AT LOCATIONS AS DIRECTED BY THE ENGINEER.
 NOTE: TO BE USED IN CONJUNCTION WITH
 T.S. NO. 1 ON MAPS NO. 1,2,3
 TS. NO. 2 ON MAP 1 AND 2
 TS. NO. 4 ON MAP 4

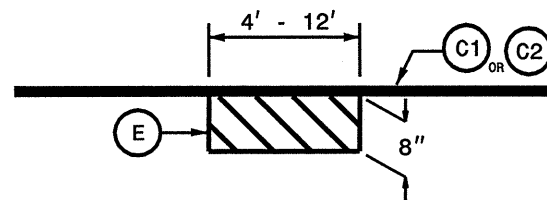
MILLING DETAIL 5



* USE C1 ON MAPS 1-3
 USE C2 ON MAP 4

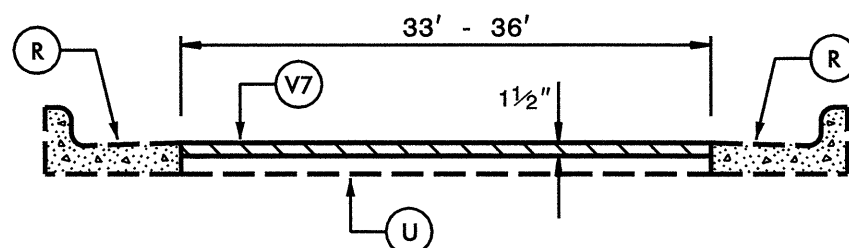
MILL EXISTING ASPHALT PAVEMENT 1 1/2" IN DEPTH, AT LOCATIONS AS DIRECTED BY THE ENGINEER.
 NOTE: TO BE USED IN CONJUNCTION WITH
 T.S. NO. 1 ON MAPS NO. 1,2 AND 3
 TS. NO. 2 ON MAP 2
 TS. NO. 3 ON MAP 4

PATCHING DETAIL 6



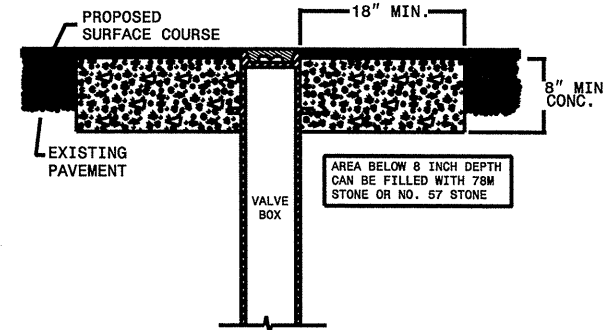
FOR PATCHING, AT LOCATIONS AS DIRECTED BY THE ENGINEER.
 NOTE: TO BE USED IN CONJUNCTION WITH
 T.S. NO. 1 and 2 ON MAP 2
 T.S. NO. 4 ON MAP 4

MILLING DETAIL 7

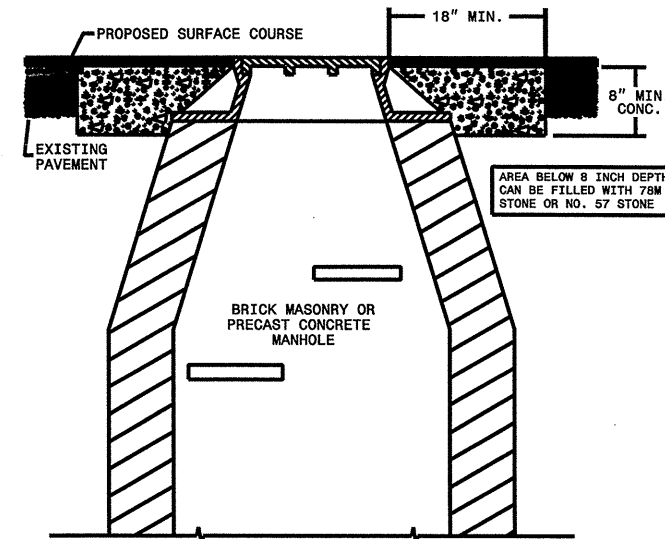


MILL EXISTING ASPHALT PAVEMENT 1 1/2" IN DEPTH, AT LOCATIONS AS DIRECTED BY THE ENGINEER.
 NOTE: TO BE USED IN CONJUNCTION WITH
 T.S. NO. 1 ON MAPS 2 AND 3

**STANDARD CONCRETE ENCASEMENT FOR MANHOLE & VALVE CASTINGS IN PAVEMENT
 DETAIL DRAWING NO. 858.01**

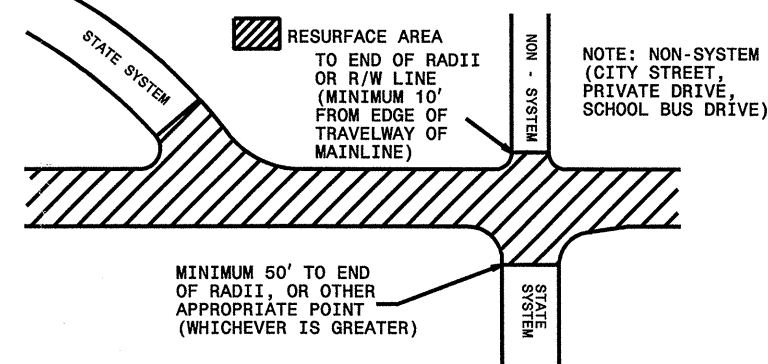


USE RAPID SET GROUT, MORTAR, OR CONCRETE. CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.

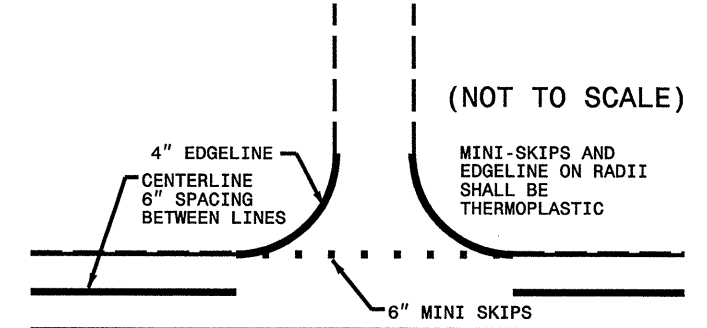


- NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
 2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
 3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
 4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED

**PAVING DETAIL
 MAIN LINE IS BEING RESURFACED**



TO BE USED AT ALL
 NON-SIGNALIZED INTERSECTIONS



NOTE: MINI SKIPS SHALL BE PLACED ON A 10' CYCLE, CONTAINING AN 8' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, 78M
R	EXISTING CURB & GUTTER
T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.
U	EXISTING PAVEMENT.
V1	0 - 1 1/2" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
V2	0 - 1 1/2" MILLING FOR 7 FT FROM THE FACE OF CURB TO THE ROADWAY
V3	0 - 2 1/2" MILLING FOR 7 FT FROM THE FRONT OF THE GUTTER TO THE ROADWAY
V4	MILLING 4FT TO 12 FT, 3" IN DEPTH AT LOCATIONS AS DIRECTED BY THE ENGINEER
V5	MILLING FROM 4FT TO 12 FT, 1 1/2" IN DEPTH AT LOCATIONS AS DIRECTED BY THE ENGINEER
V7	MILLING FROM 33 FT TO 36 FT, 1 1/2" IN DEPTH AT LOCATIONS AS DIRECTED BY THE ENGINEER

(V6 OMITTED FROM PAVEMENT SCHEDULE)

SYSTEMS
 USE
 THESE
 SYSTEMS

PROJECT NO.	SHEET NO.	TOTAL NO.
R-5175A R-5175B	4	

SUMMARY OF QUANTITIES

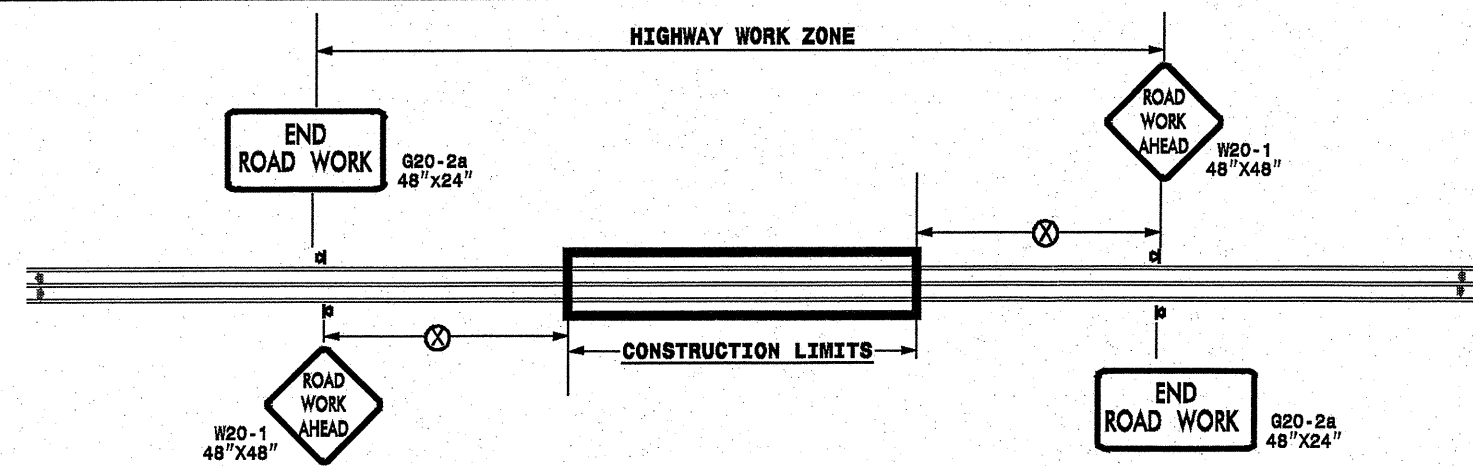
PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	LENGTH	WIDTH	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	MILLING ASPHALT PAVEMENT, 3" DEPTH	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH	MILLING ASPHALT PAVEMENT, 0" TO 2.5" DEPTH	MILLING ASPHALT PAVEMENT, 0" TO 1.5" DEPTH	INCIDENTAL MILLING	INTERMEDIATE COURSE, 119.0B	SURFACE COURSE, S9.5B	SURFACE COURSE, SF9.5A	PG 64-22 PLANT MIX	PATCHING EXISTING PAVEMENT	AST MAT COAT 78M	RETROFITTING EXISTING WHEEL CHAIR RAMPS	CONCRETE WHEEL CHAIR RAMPS	ADJ. OF DROP INLET	ADJ. OF MAN HOLES	ADJ. OF METER OR VALVE BOX	PORTABLE LIGHTING	SEED & MULCHING	RESIDENTIAL SEEDING	TRENCHING (UNPAVED) (1)(2")	TRENCHING (PAVED) (1)(2")	PULL BOX (STANDARD)	2" RISER W/ WEATHER HEAD	INDUCTIVE LOOP SAW CUT	LEAD-IN CABLE (14-2)	
NO		NO			NO		MI	FT	TONS	SMI	SY	SY	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	SY	EA	EA	EA	EA	EA	LS	AC	AC	LF	LF	EA	EA	LF	LF	
R-5175A	Alamance	1	US 70 (CHURCH STREET)	FROM SR 1716 (GRAHAM HOPEDALE ROAD) TO DIVIDED HIGHWAY / ST JOHN STREET	1	NO	1.000	77			444	1,221	8,244		300	76	4,394		267		40,633				39	33				120		18	13	4,290	1,700	
					1	NO	0.030	77 - 88					210				122		7		1,118															
TOTAL FOR MAP NO. 1					2	NO	0.010	77 - 88			444	1,221	143		300	76	41		2		312				2	33										
					1	NO	0.020	37 - 41			156	111	856		27	48			4		42,063				41	33	1			120		18	13	4,290	1,700	
					1	NO	0.100	37					202			183			11		379			1												
					1	NO	0.020	36 - 37					4,044			56			3		412															
					1	NO	0.490	36								1,012			61		8,088				6	4			20		4	2	500	100		
					1	NO	0.002	33 - 36					23			3			0		43															
					1	NO	0.060	33					474			118			7		847															
					1	NO	0.040	33 - 36				920				68			4			2			2	1										
					1	NO	0.620	36			7,860		5,087			1,344			81		4,060	35	2		12	10										
					1	NO	0.054	36 - 40				1,204		443		101			6																	
					1	NO	0.027	46 - 91				1,148		226		91			5																	
					1	NO	0.017	44 - 46				489		140		38			2																	
					1	NO	0.015	42 - 44				414		124		72			4																	
					1	NO	0.470	44			200	1,909	7,669		34	1,206			74	50	8,980			1	16	10				60	60	4	3	680	160	
					1	NO	0.150	40					2,442			327			20		2,791				4											
					1	NO	0.060	40 - 63				626		918		204			12		931				2	2				90		4	3	1,150	100	
					2	NO	0.020	59				240		280		78			5	50	510															
					2	NO	0.010	48 - 63					187			27			2		317															
					2	NO	0.020	48					296			47			3		422															
					2	NO	0.040	48 - 64					591			111			7		1,013															
					2	NO	0.020	64 - 68					327			75			5		677				3											
					2	NO	0.010	68					171			34			2		367															
					2	NO	0.030	67 - 74					436			149			9		972				1											
					2	NO	0.010	71 - 73					156			36			2		356															
					2	NO	0.030	66 - 71					420			141			8		908															
					2	NO	0.020	66					280			85			5		580				2	2										
					2	NO	0.040	48 - 66					591			113			7		1,034															
					2	NO	0.010	48					171			24			1		244															
					1	NO	0.160	64					2,551			566			34		5,102				5	8			60		3	3	800	100		
					2	NO	0.010	51 - 60					124			27			2		211				1											
					2	NO	0.010	51					93			25			2		143															
					2	NO	0.020	51 - 60					373			55			3		633															
					2	NO	0.060	60			800		1,058			305			18		1,964								90		4	4	1,440	200		
					2	NO	0.030	49 - 59					529			80			5		869				2											
					2	NO	0.040	49 - 60					591			108			6		982															
					2	NO	0.020	60					342			99			6		636															
					2	NO	0.010	75					124			37			2		298				1											
					2	NO	0.040	62 - 75			300	475	773		51	185			14		1,412					1										
					2	NO	0.030	66				400	467			228			14		567				1											
TOTAL FOR MAP NO. 2							2.835				656	16,596	5,770	27,980	112	7,506	456	100	48,520	38	6	1	68	46				320	60	21	17	4,940	760			
					1	NO	0.350	38				1,398	5,740			883			53		6,981	36	1		16	10										
					1	NO	0.140	36				1,027	2,271			471			28		2,628			1	3											
					1	NO	0.071	32				53	1,167			157			9		1,166				1	3										
					1	NO	0.089	32 - 37				133	1,462			163			10		1,593				2											
					1	NO	0.010	40 - 41			111	100	233		19	48			4		271	2			3	2		60		9	6	996	180			
					1	NO	0.130	40				613	2,193			389			23		2,507	4			6	3										
					1	NO	0.002	40 - 44					31			4			0		38															
					1	NO	0.040	44					653</																							

PROJECT NO.	SHEET NO.	TOTAL NO.
R-5175A R-5175B	5	

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, 3" DEPTH SY	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 2.5" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 1.5" DEPTH SY	INCIDENTAL MILLING SY	INTERMEDIATE COURSE, 119.0B TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TONS	PG 64-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	AST MAT COAT 78M SY	RETROFITTING EXISTING WHEEL CHAIR RAMPS EA	CONCRETE WHEEL CHAIR RAMPS EA	ADJ. OF DROP INLET EA	ADJ. OF MAN HOLES EA	ADJ. OF METER OR VALVE BOX EA	PORTABLE LIGHTING LS	SEED & MULCHING AC	RESIDENTIAL SEEDING AC	TRENCHING (UNPAVED) (1)(2") LF	TRENCHING (PAVED) (1)(2") LF	PULL BOX (STANDARD) EA	2" RISER W/ WEATHER HEAD EA	INDUCTIVE LOOP SAW CUT LF	LEAD-IN CABLE (14-2) LF			
R-5175B	Alamance	4	SR 2100 (EAST GILBREATH ST)	FROM NC 87 TO SR 2111 (CHEEKS LANE) SR 2109 (COOPER ROAD) SR 2100 (COOPER RD)	3	NO	0.060	34 - 40	108			267		459				130	8	60	1,021	1			1					20		2	2	404	50			
					3	NO	0.030	34									280				110	7		458	1			1	2									
					4	NO	0.010	24		0.01											12	1		141					1		0.01							
					4	NO	0.070	22 - 24		0.14											78	5		945				1			0.05							
					4	NO	0.320	22		0.63											443	29		4,130				4	5		0.23							
					4	NO	0.040	22 - 25		0.08											46	3		552							0.07							
					3	NO	0.005	26		0.01							288				6	0									0.01							
					4	NO	0.030	24 - 26		0.07											36	2		440						1		0.02						
					4	NO	0.030	22 - 24		0.06											74	5		405							0.02							
					4	NO	0.560	22		1.11											660	43		7,228						3	0.40							
					4	NO	0.040	21 - 22		0.07											42	3		505				1	5		0.03							
					4	NO	0.010	20 - 21		0.01											10	1		120							0.00							
					4	NO	1.030	20		2.06	6,000							1,026			1,103	120		12,085				1	5	0.15	0.55							
					4	NO	0.020	20 - 22		0.03											20	1		246							0.01							
					4	NO	0.010	22 - 29		0.02											12	1		150							0.01							
					4	NO	0.003	29		0.00											24	2		51							0.00							
					4	NO	0.025	26 - 29		0.05											33	2		323							0.02							
4	NO	0.010	22 - 26		0.02											12	1		141							0.01												
TOTAL FOR MAP 4						2.303		108	4.37	6,000	267		739	288	1,026		2,851	234	60	28,941	2			9	22		0.20	1.39	20		2	2	404	50				
TOTAL FOR PROJ NO. (R-5175B)						2.303		108	4.37	6,000	267		739	288	1,026		2,851	234	60	28,941	2			9	22		0.20	1.39	20		2	2	404	50				
GRAND TOTAL						7.460		108	4.37	7,211	21,558	17,673	43,029	588	1,233	15,251	2,851	1,157	160	143,314	82	7	2	151	125	1	0.20	1.39	520	60	50	38	10,630	2,690				

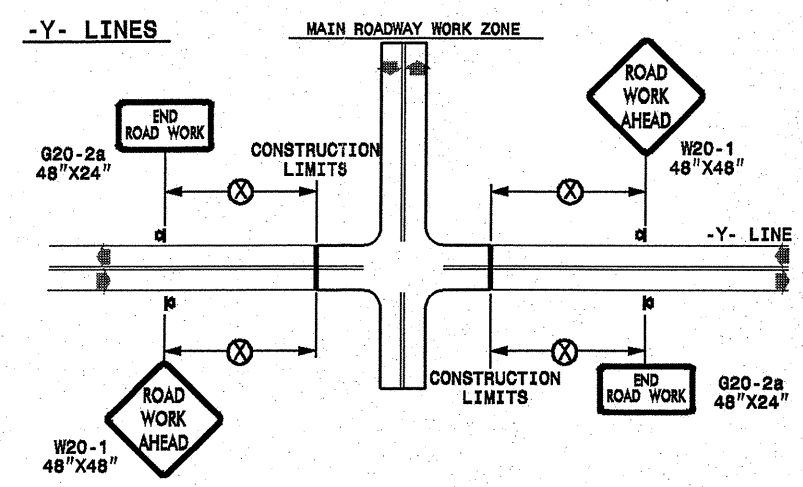
TWO-WAY UNDIVIDED ** (L-LINES)



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

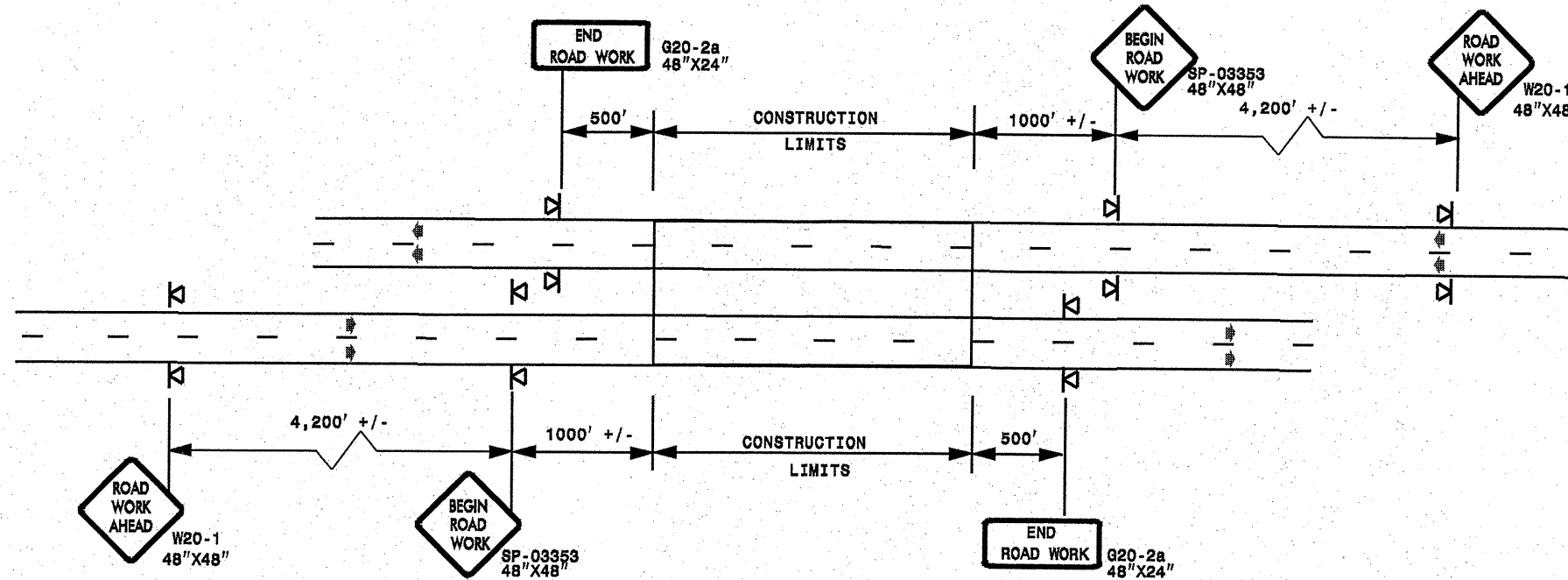
SHEET 1 OF 1

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

2-1111-2009 13403
s:\signing\resur\facimg\030509\div07\c202416&a_451773st1&2_r-5175a&b_2wayundivurb-frwyskuly2006.por table.dgn
pseymore AT WZT237502

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

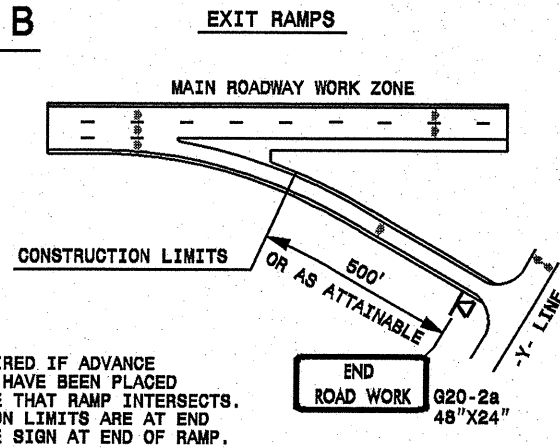
DETAIL A



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

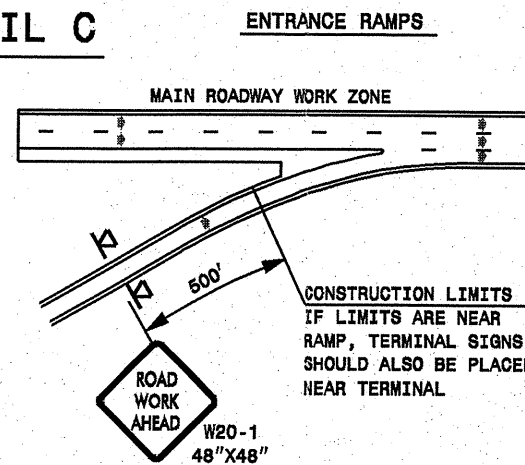
ROADWAYS INTERSECTING ALONG FREEWAY WORK ZONE (Y-LINES)

DETAIL B



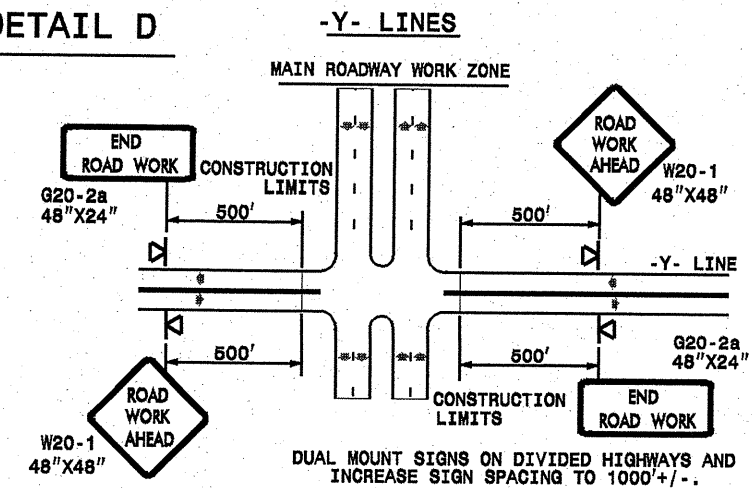
NOTE:
SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



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

DETAIL D



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

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: _____

SEAL

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

21-JUL-2009 13:01 s:\signing\resur\resur\facimg2009\div07\c202416&a_451773st1&2_r-5175a&b_freelanesgreatJuly2006.por table.dgn

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

5-07

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

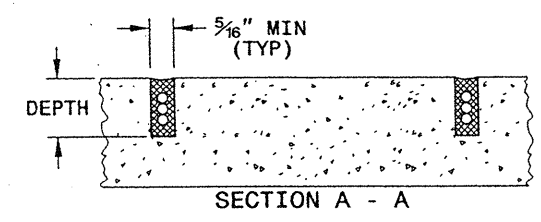
SHEET 1 OF 3
1725D01

CONVENTIONAL 4-SIDED LOOP

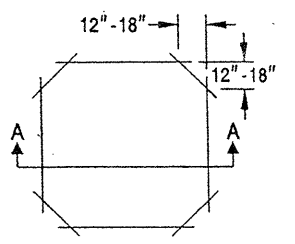
SAW CUT OPTIONS

SAW SLOT DEPTH CHART

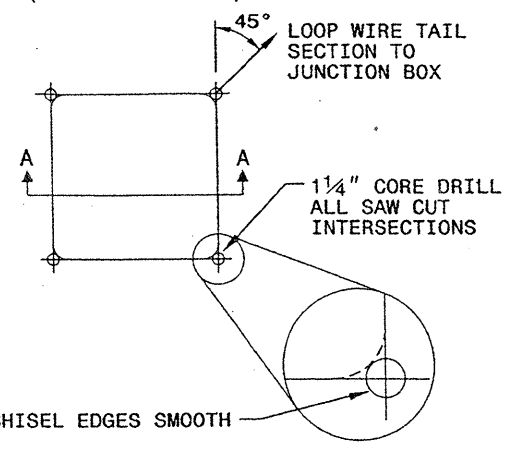
DEPTH (IN)	NO. OF WIRE TURNS				
	2	3	4	5	6
CONCRETE	2.0	2.0	2.5	2.5	3.0
ASPHALT	2.0	2.5	3.0	3.0	3.0



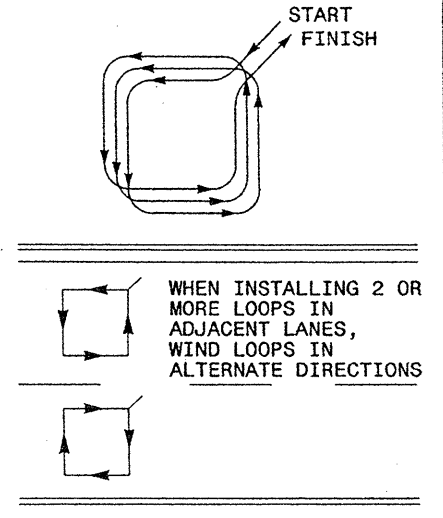
OPTION 1



OPTION 2 (POOR PAVEMENT)



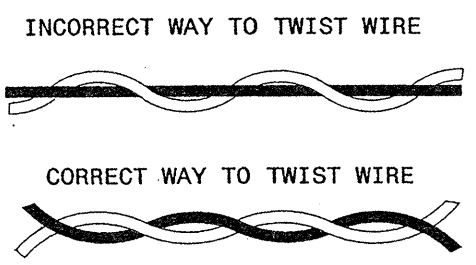
LOOP WINDING METHOD



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LOOP WIRE TWISTING METHOD



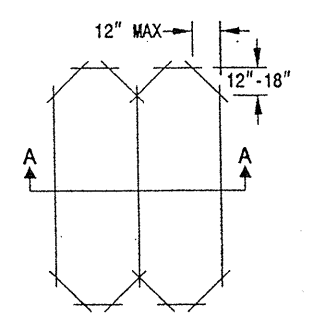
NOTES

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.

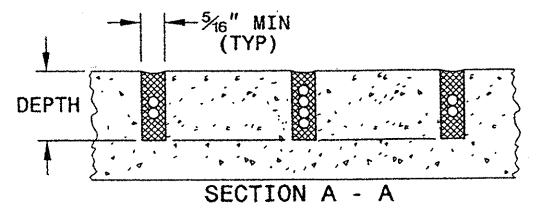
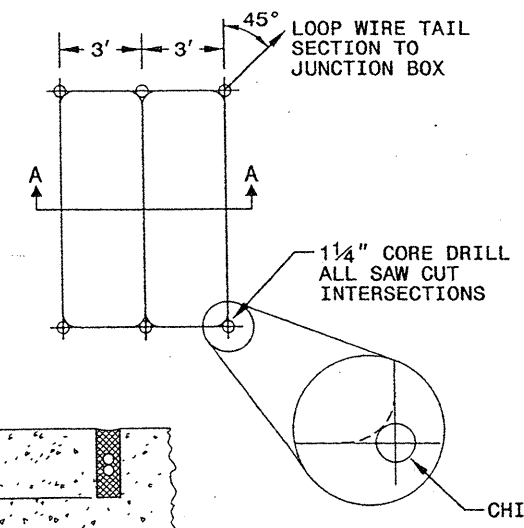
QUADRUPOLE LOOP

SAW CUT OPTIONS

OPTION 1

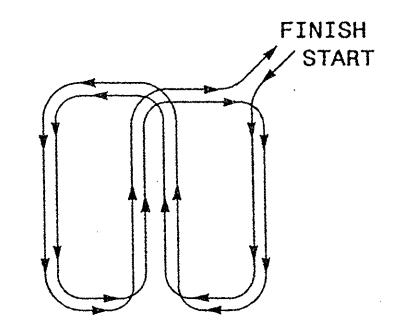


OPTION 2 (POOR PAVEMENT)



DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

LOOP WINDING METHOD



SHEET 1 OF 3
1725D01

See Plate for Title

Prepared in the Offices of:

750 N. Greenfield Parkway
Garner, NC 27529

SEAL

SEAL
016286
ENGINEER
MILTON I. DEAN

Milton I. Dean 9/5/07
SIGNATURE DATE

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 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

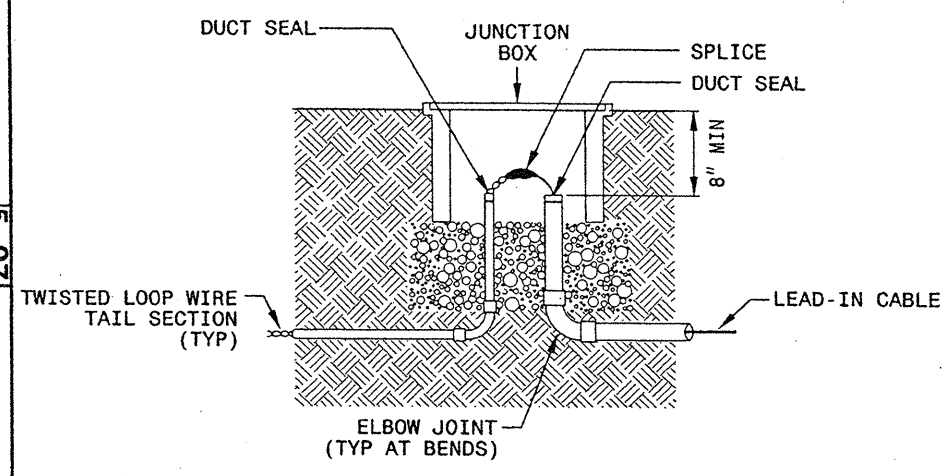
5-07

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
 LOOP WIRE DETAILS

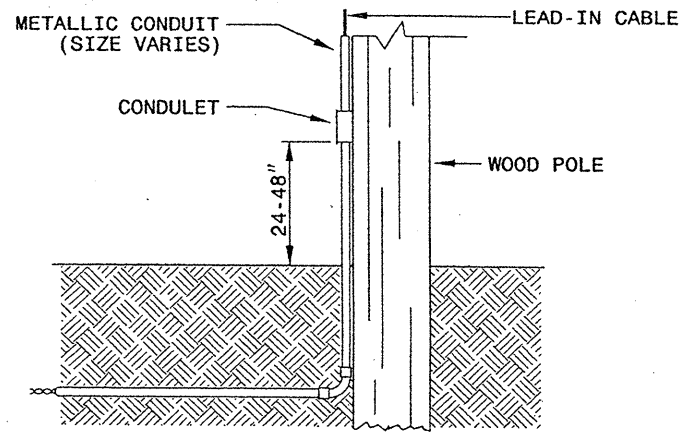
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

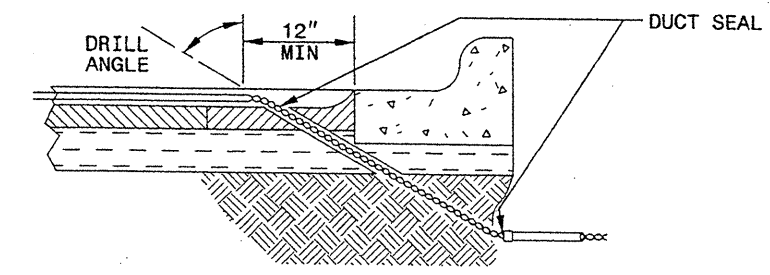


NOTE

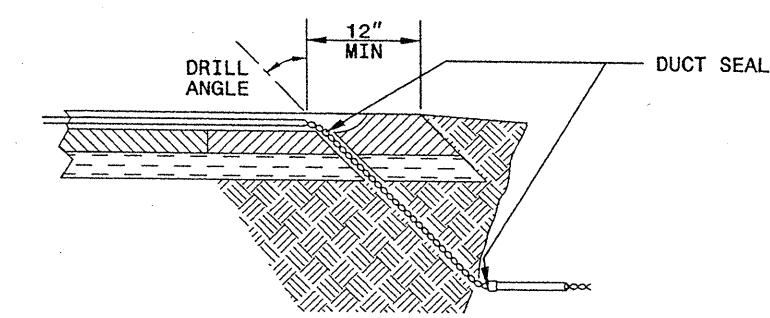
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

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

See Plate for Title

Prepared in the Offices of:

 Intelligent Transportation
 DEPARTMENT OF TRANSPORTATION
 SYSTEMS & SIGNALS UNIT
 750 N. Greenfield Parkway
 Garner, NC 27529

SEAL

 NORTH CAROLINA
 PROFESSIONAL
 SEAL
 016286
 ENGINEER
 MILTON I. DEAN
 Signature: *Milton I. Dean* 9/5/07
 SIGNATURE DATE

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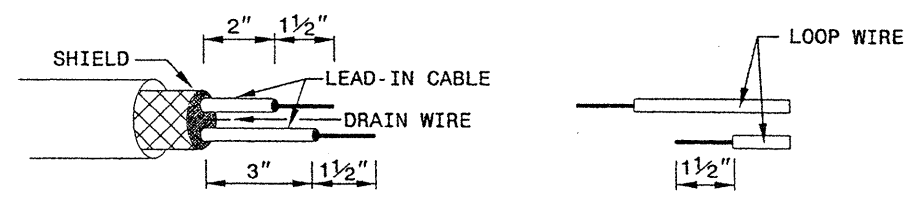
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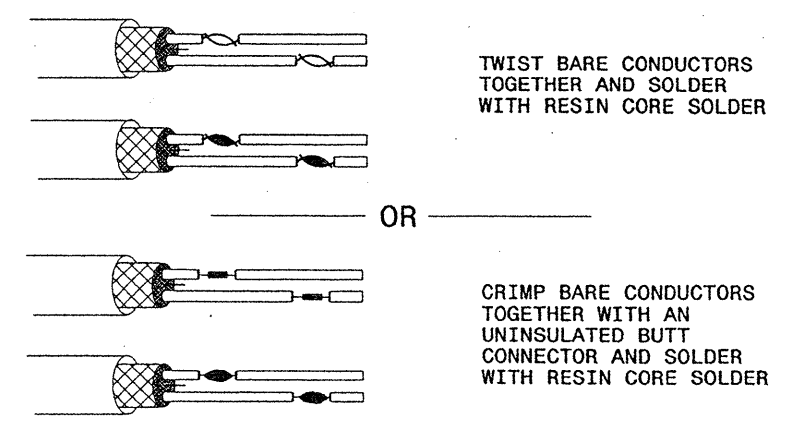
ENGLISH DETAIL DRAWING FOR
INDUCTION DETECTION LOOPS
SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE

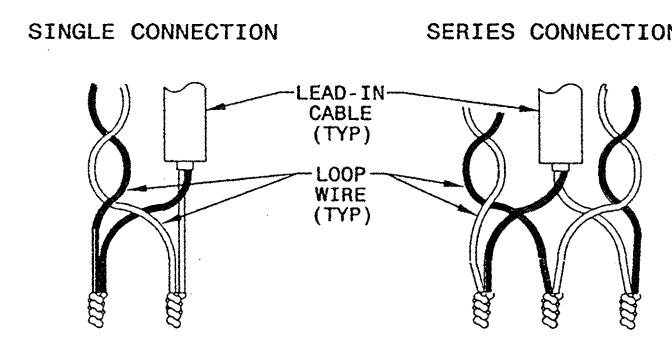


STEP 2. CONNECT AND SOLDER

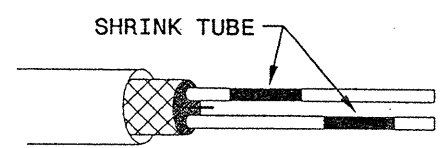


BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

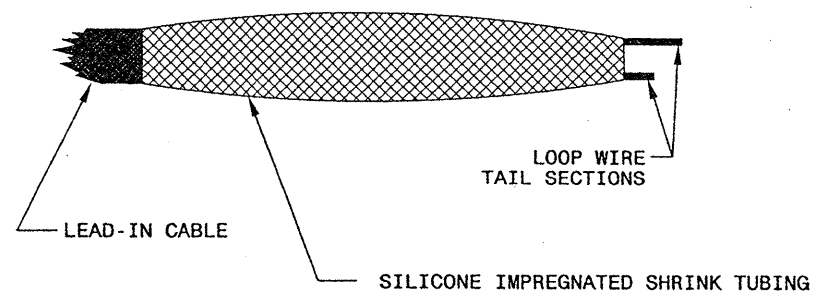
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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

SHEET 3 OF 3
1725D01

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