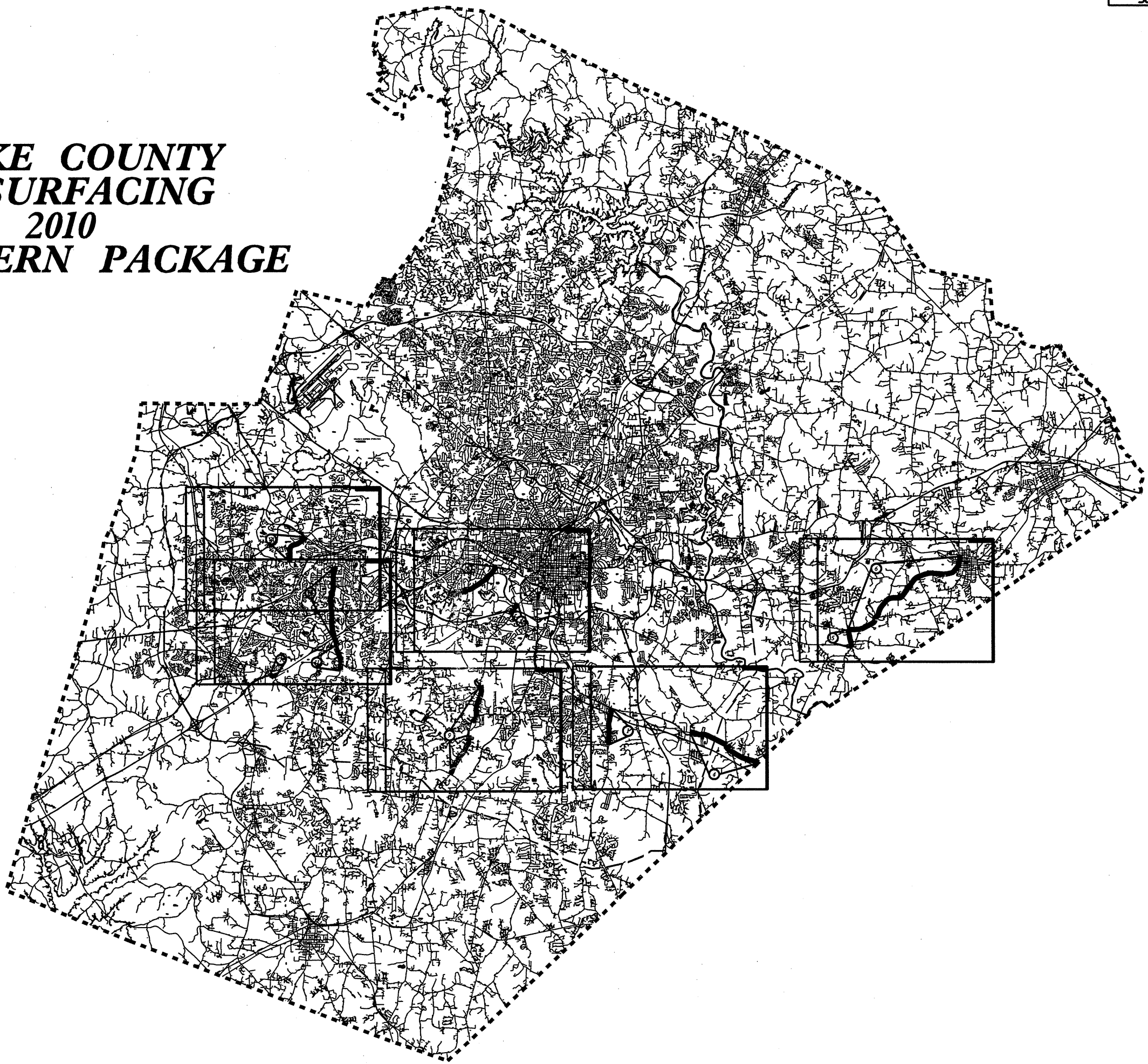


**WAKE COUNTY
RESURFACING
2010
SOUTHERN PACKAGE**

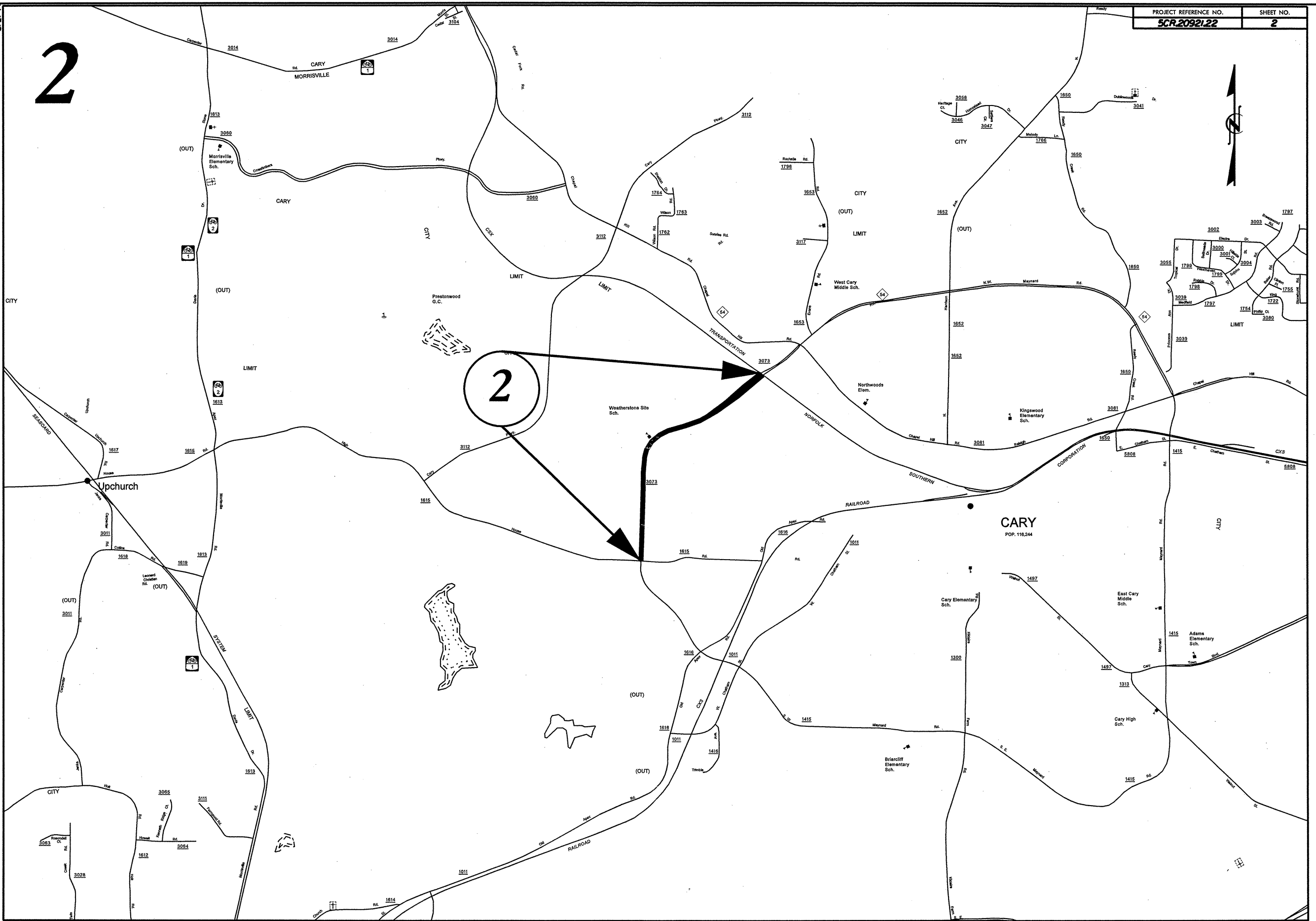


6/2/09

2



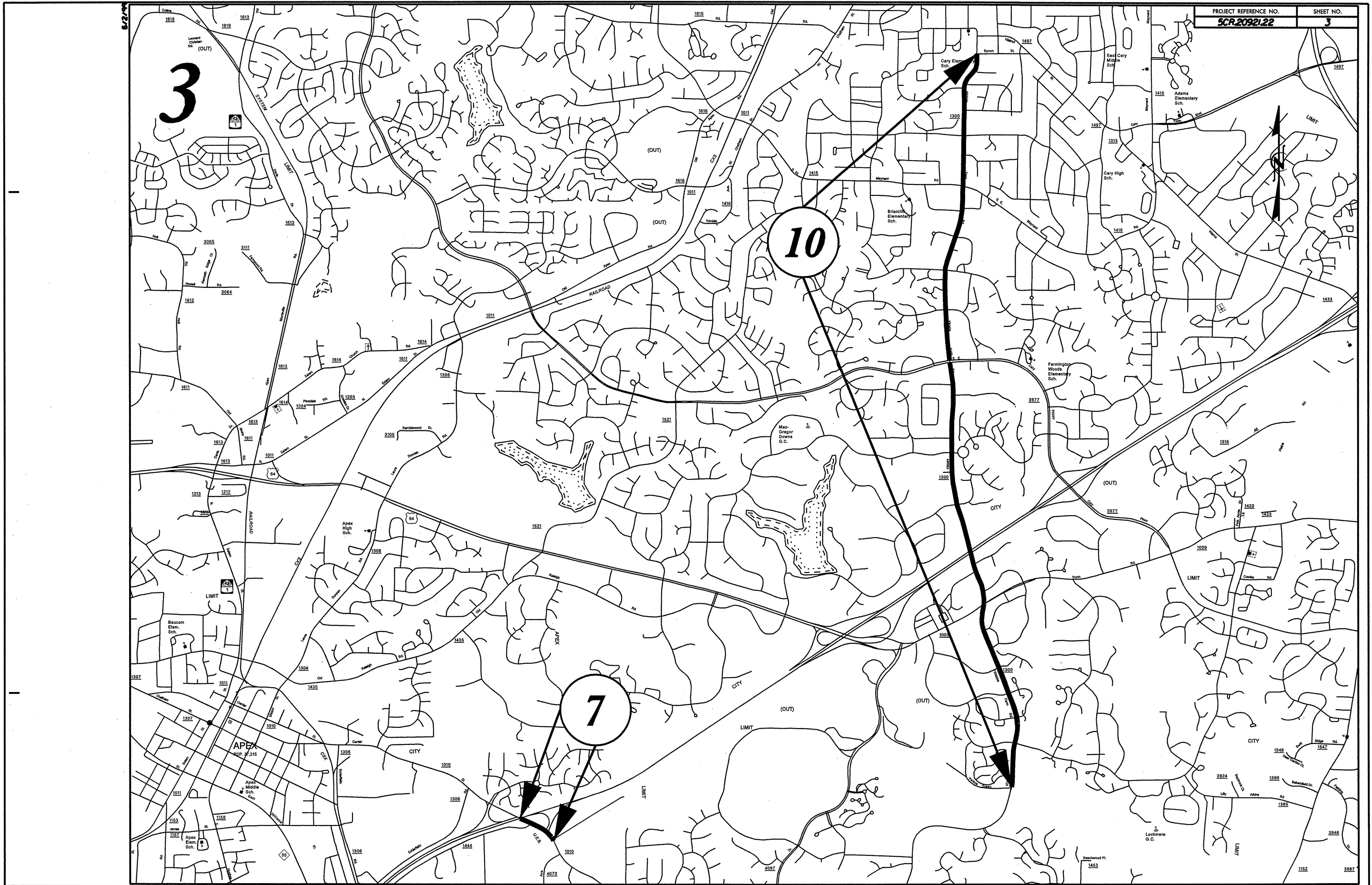
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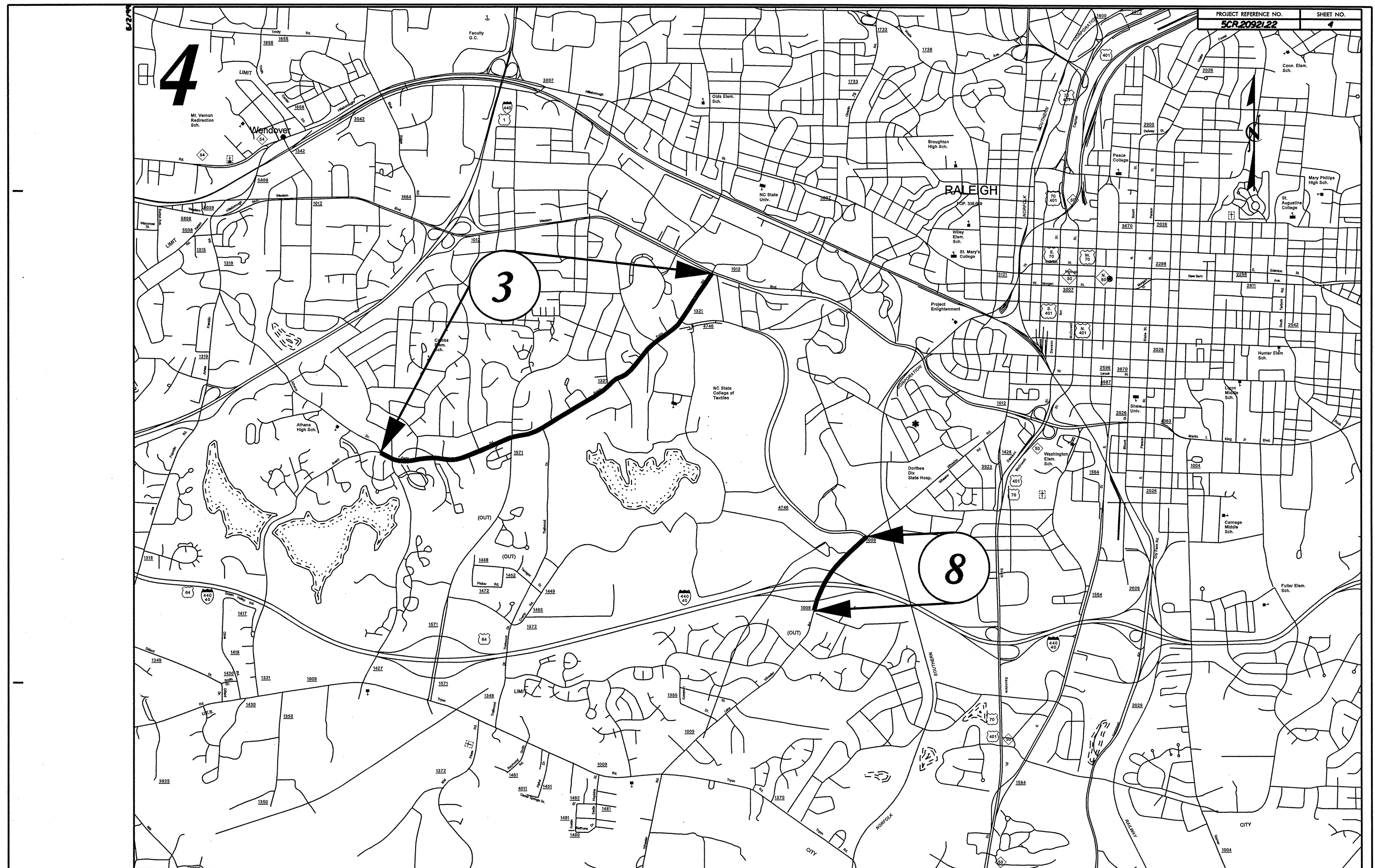
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4

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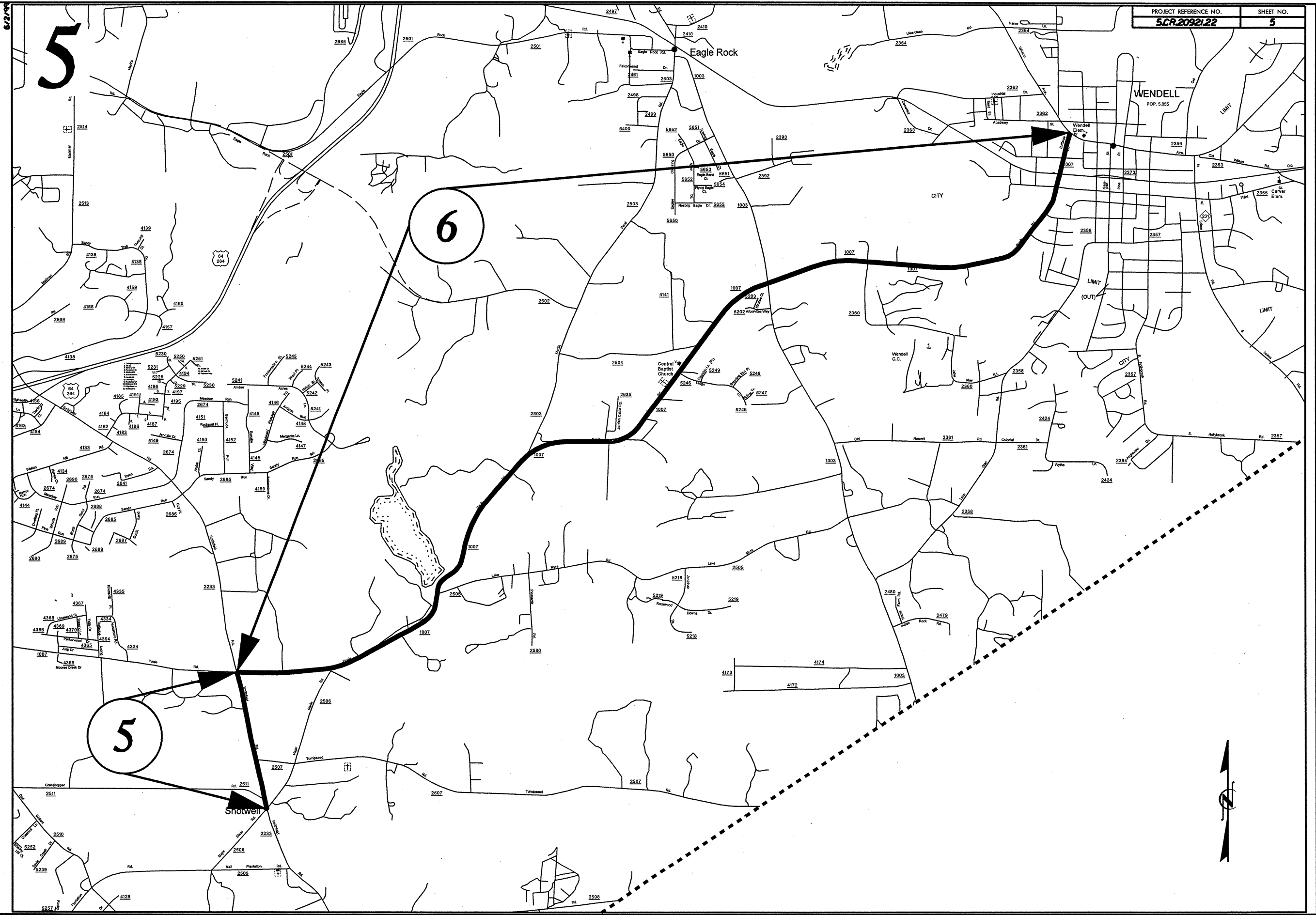
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5

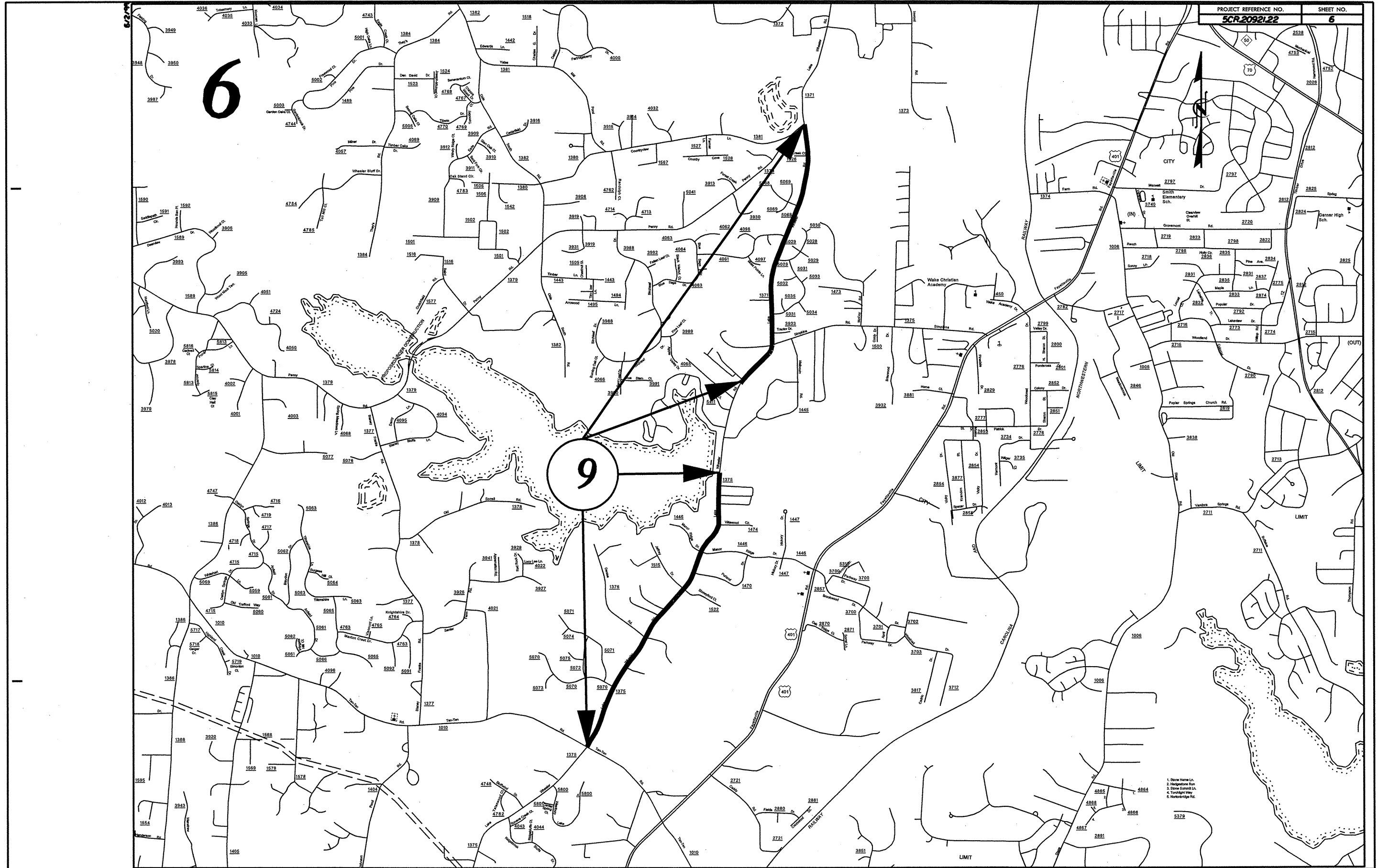
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6

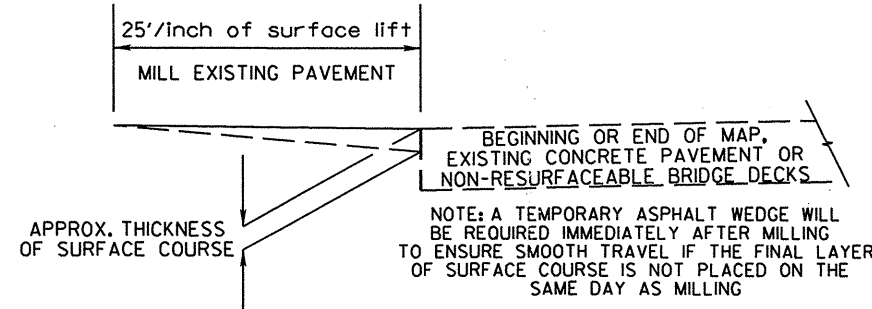
9



- 1. Stone House Ln.
- 2. Hedgecote Run
- 3. Stone Summit Ln.
- 4. Tangleway Way
- 5. Norborne Rd.
- 6. Norborne Rd.

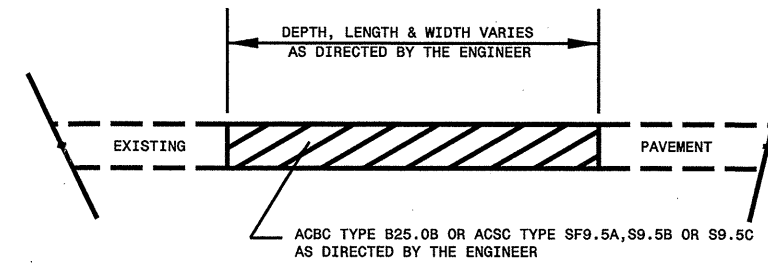
PAVEMENT SCHEDULE

C	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D	2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 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	1½" TO 3" MILLING
V3	2½" MILLING



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.



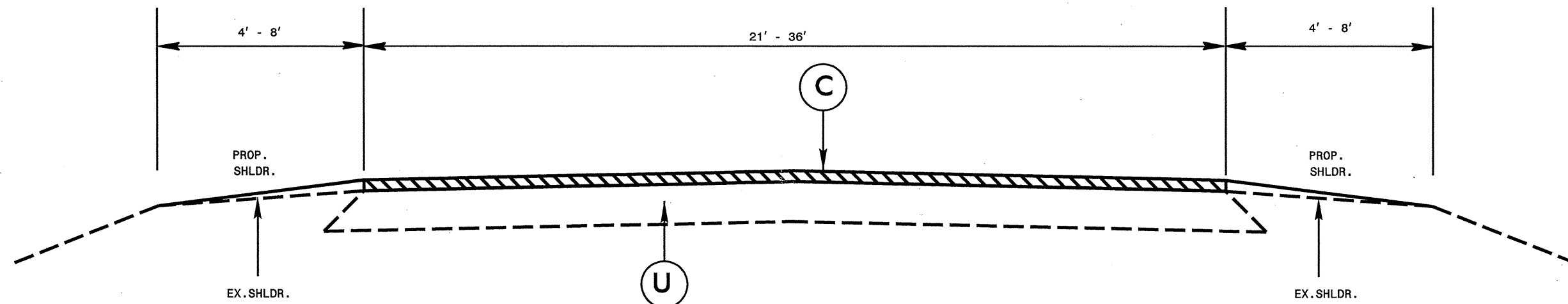
PATCHING EXISTING PAVEMENT
 PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION

EFF. 07-18-06

REV. 01-02-07
 2006 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated July 18, 2006 are applicable to this project and by reference hereby are considered a part of these plans:

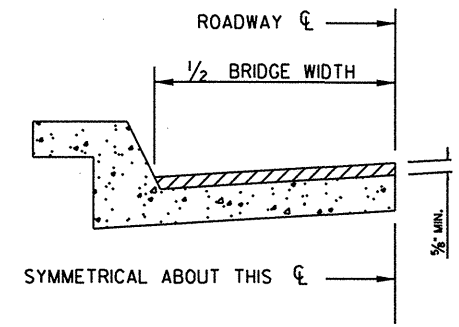
STD.NO.	TITLE
DIVISION 8 - INCIDENTALS	
848.05	Wheelchair Ramp - Curb Cut



TYPICAL SECTION NO. 1

PAVEMENT SCHEDULE

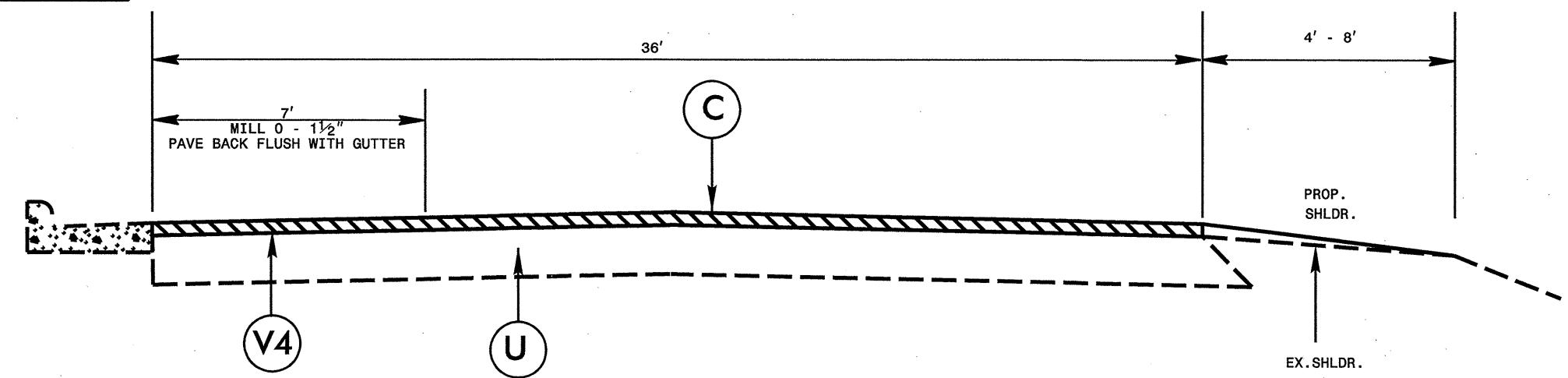
C	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D	2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E	6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
V1	1½" MILLING
V2	1½" TO 3" MILLING
V3	2½" MILLING
V4	0" TO 1½" MILLING (7' WIDTH)



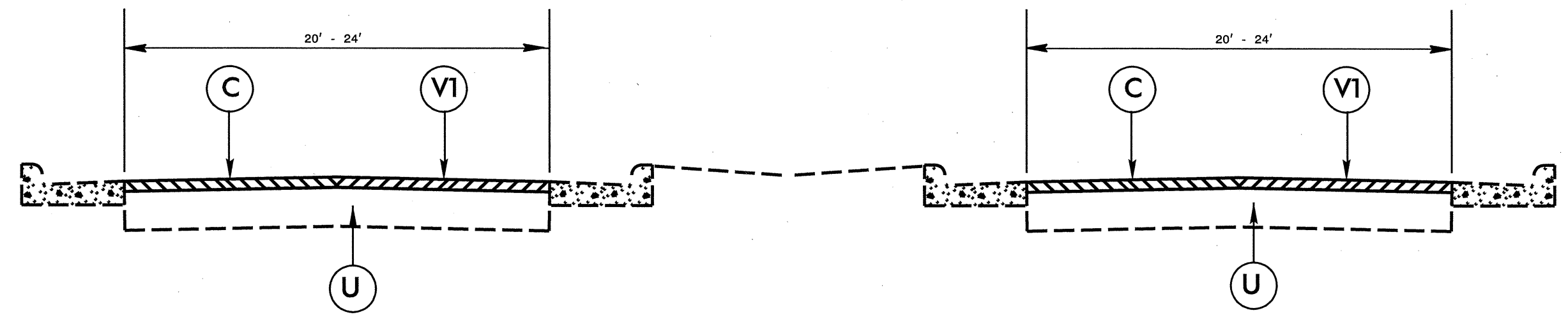
BRIDGE HALF TYPICAL SECTION

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 1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.



TYPICAL SECTION NO. 2

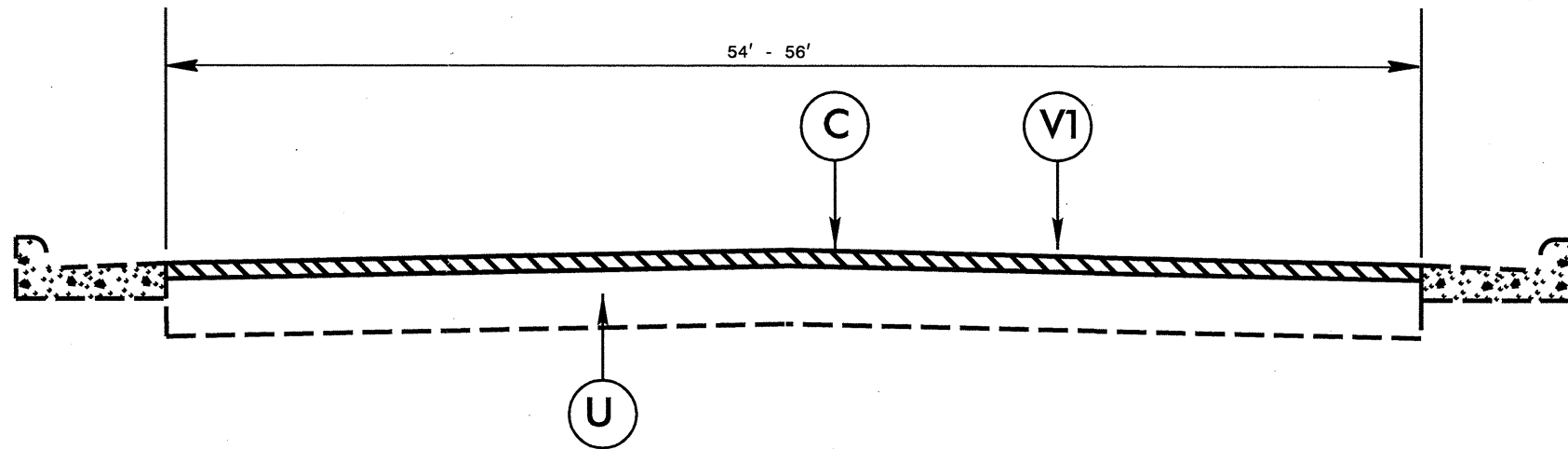


TYPICAL SECTION NO. 3

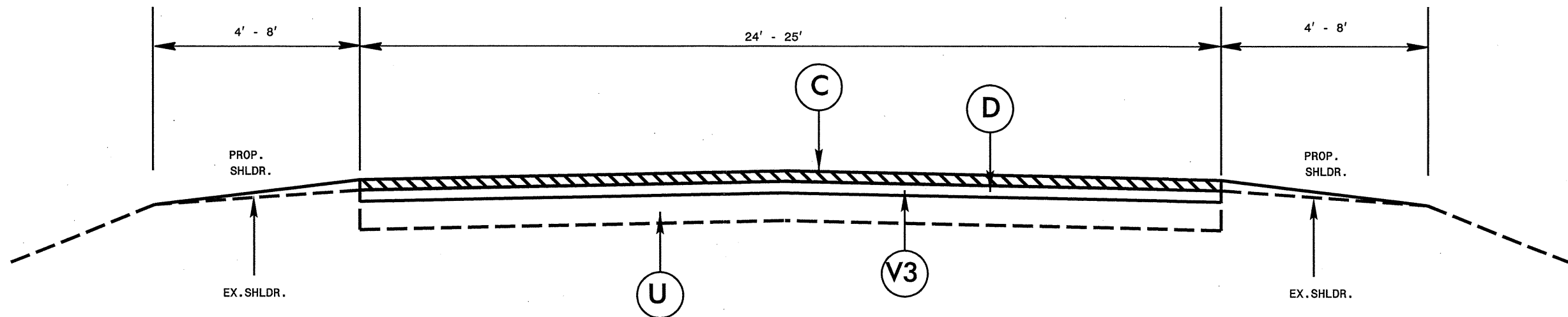
PAVEMENT SCHEDULE

PROJECT REFERENCE NO. SCR2092122 SHEET NO. 10

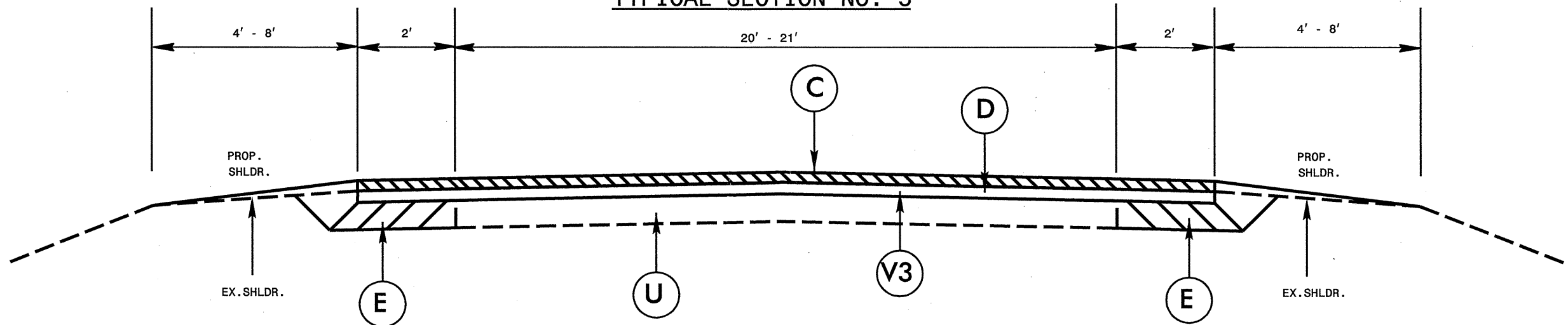
C	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D	2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E	6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
V1	1½" MILLING
V2	1½" TO 3" MILLING
V3	2½" MILLING



TYPICAL SECTION NO. 4



TYPICAL SECTION NO. 5

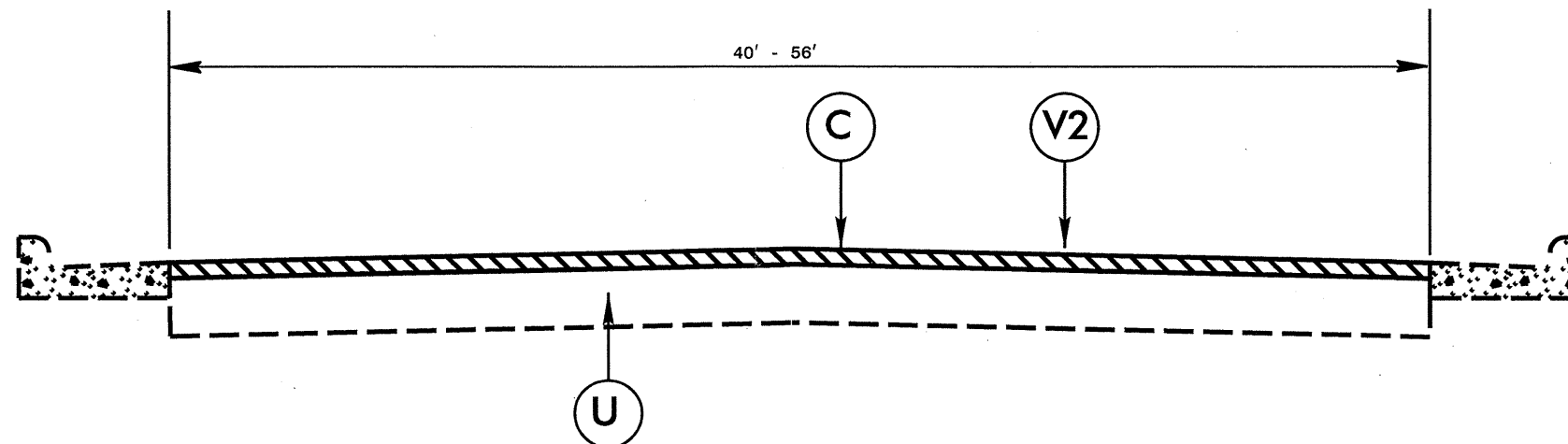


TYPICAL SECTION NO. 6

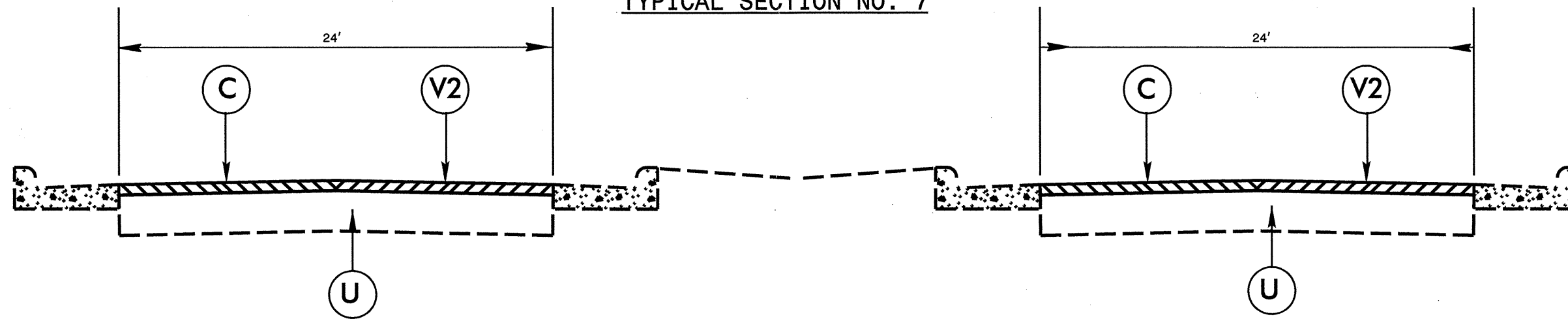
PAVEMENT SCHEDULE

PROJECT REFERENCE NO. 5CR2092122 SHEET NO. II

C	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D	2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 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	1½" TO 3" MILLING
V3	2½" MILLING



TYPICAL SECTION NO. 7



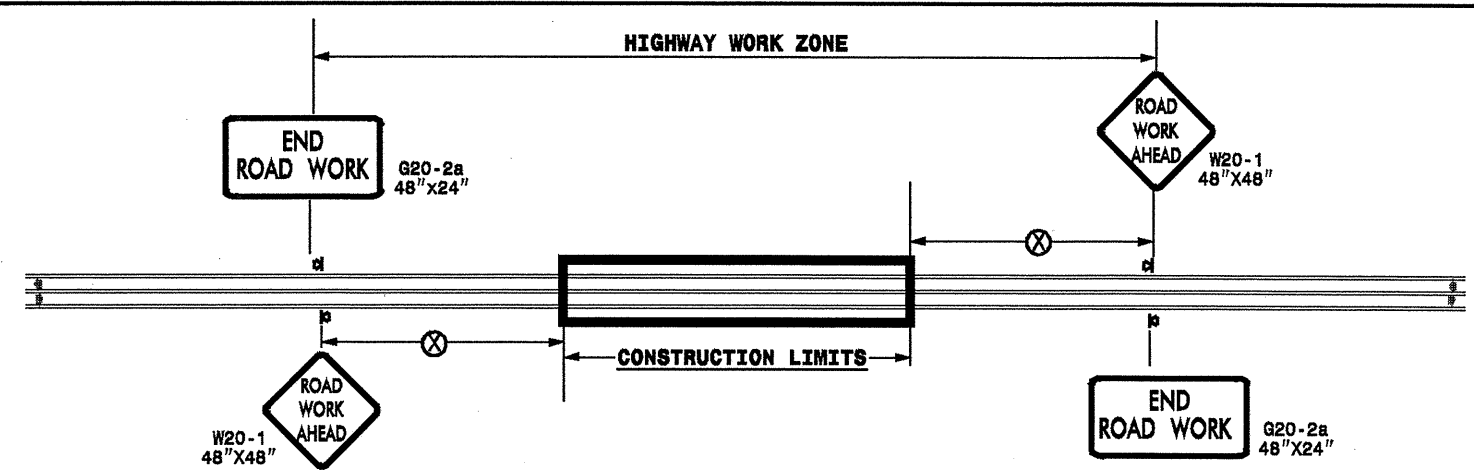
TYPICAL SECTION NO. 8

PROJECT NO.	SHEET NO.	TOTAL NO.
5CR.20921.22	12	

SUMMARY OF QUANTITIES

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP NO.	FINAL SURFACE TESTING REQUIRED	LENGTH MI.	WIDTH FT.	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	2 1/2" MILLING SY	1 1/2" MILLING SY	0" TO 1 1/2" MILLING SY	1 1/2" TO 3" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	INTER-MEDIATE COURSE, I19.0B TONS	SURFACE COURSE, S9.5B TONS	PG 64-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	WHEELCHAIR RAMPS EA	ADJUST MANHOLES EA	ADJUST METER OR VALVE BOX EA	SEED & MULCHING AC	INDUCTIVE LOOP LF			
5CR.20921.22	Wake	1	SR 2562 - NEW RAND RD.	SR 2812 - SOUTHERN RAILWAY TO JOINT N OF RAND MILL RD	6	NO	0.5	25	25	1	7527				177		1124	635	91	50		4	4	0.73	250			
		"	"	SR 2812 - JOINT N OF RAND MILL RD TO JOINT S OF KENTUCKY DR	2	NO	0.2	36	10	0.2			778		71			356	21					0.29				
		"	"	SR 2812 - JOINT S OF KENTUCKY DR TO TIMBER DR.	5	NO	0.6	25	30	1.2	9389				212	651	1376	792	140					0.87				
TOTAL FOR MAP NO. 1							1.3		65	2.4	16916		778		460	651	2500	1783	252	50		4	4	1.89	250			
		2	SR 3073 - MAYNARD RD.	RAILROAD BRG. TO SR 1615-HIGH HOUSE RD.	3	NO	1.21	48				41733						3689	221	242					1,970			
TOTAL FOR MAP NO. 2							1.21		0	0	0	41733	0	0	0	0	0	0	3689	221	242		0	0			1,970	
		3	SR 1321 - AVENT FERRY RD.	SR 1012 - WESTERN BLVD. TO ATHENS DR.	4	NO	2.13	54				70201						6205	372	533					3,600			
TOTAL FOR MAP NO. 3							2.13		0	0	0	70201	0	0	0	0	0	0	6205	372	533		0	0			3,600	
		4	SR 1004 - EAST GARNER RD.	SR 2555 - AUBURN-KNIGHTDALE RD. TO JOHNSTON CO.	1	NO	2.8	21	140	5.6					750			3206	192	2940				4.06				
TOTAL FOR MAP NO. 4							2.8		140	5.6	0	0	0	0	750	0	0	0	3206	192	2940		0	0			4.06	
		5	SR 2233 - SMITHFIELD RD.	SR 1007 - POOLE RD. TO SR 2506 - MAJOR SLADE RD.	1	NO	0.68	22	34	1.36					336			816	49	170				0.99	250			
TOTAL FOR MAP NO. 5							0.68		34	1.36	0	0	0	0	336	0	0	0	816	49	170		0	0			0.99	250
		6	SR 1007 - POOLE RD	SR 2233 - SMITHFIELD RD. TO THIRD ST	1	NO	4.9	24	245	9.8					1045			6566	394	2435				7.11	500			
		"	SR 1007 - BUFFALOE ST	SR 2355 - THIRD ST TO 64 BUS. - WILSON AVE.	7	NO	0.3	24					5177					480	29	150	6	5	7					
TOTAL FOR MAP NO. 6							5.2		245	9.8	0	0	0	5177	1045	0	0	0	7046	423	2585	6	5	7			7.11	500
		7	SR 1010 - TEN TEN RD.	US 1 BRG. SOUTH EAST TO PAVEMENT JT.	1	NO	0.22	36	11	0.44					445			515	31	110				0.32				
TOTAL FOR MAP NO. 7							0.22		11	0.44	0	0	0	0	445	0	0	0	515	31	110		0	0			0.32	
		8	SR 1009 - LAKE WHEELER RD.	SR 4746 - CENTENNIAL PKWY. TO PAVEMENT JT. SOUTH OF I-40	8	NO	0.47	48	15	0.3				16971				1500	90	96		2	2	0.23	2,710			
TOTAL FOR MAP NO. 8							0.47		15	0.3	0	0	0	16971	0	0	0	1500	90	96		0	2	2			0.23	2,710
		9	SR 1371 - LAKE WHEELER RD.	SR 1379 - PENNY RD. TO SR 1010 - TEN TEN RD. (EXCLUDE LIMITS OF BRIDGE REPLACEMENT	1	NO	3.1	24	155	6.2					345			4356	261	1780				4.50	68			
TOTAL FOR MAP NO. 9							3.1		155	6.2	0	0	0	0	345	0	0	0	4356	261	1780		0	0			4.50	68
		10	SR 1300 - KILDARE FARM RD.	BYRUM ST TO SR 1009 - TRYON RD	7	NO	2.85	40						96543				8534	512	570		27	29		7,310			
		"	"	SR 1009 - TRYON RD. TO PALACE GREEN	3	NO	0.94	48				34950						3089	185	188					3,520			
TOTAL FOR MAP NO. 10							3.79		0	0	0	34950	0	96543	0	0	0	11623	697	758		0	27	29			10,830	
TOTAL FOR PROJ NO. 5CR.20921.22							20.9		665	26.1	16,916	146,884	778	118,691	3,381	651	2,500	40,739	2,588	9,264	6	38	42				19.10	20,178
GRAND TOTAL							20.9		665	26.1	16,916	146,884	778	118,691	3,381	651	2,500	40,739	2,588	9,264	6	38	42			19.10	20,178	

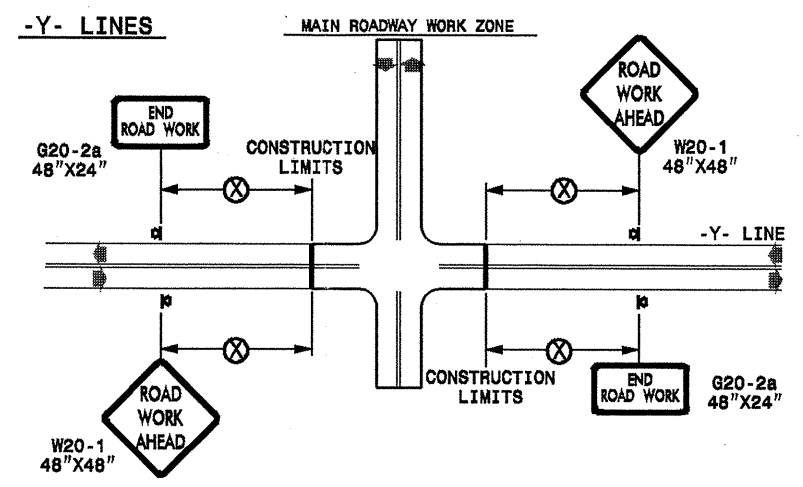
TWO-WAY UNDIVIDED ** (L-LINES)



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	500'
≥ 65	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

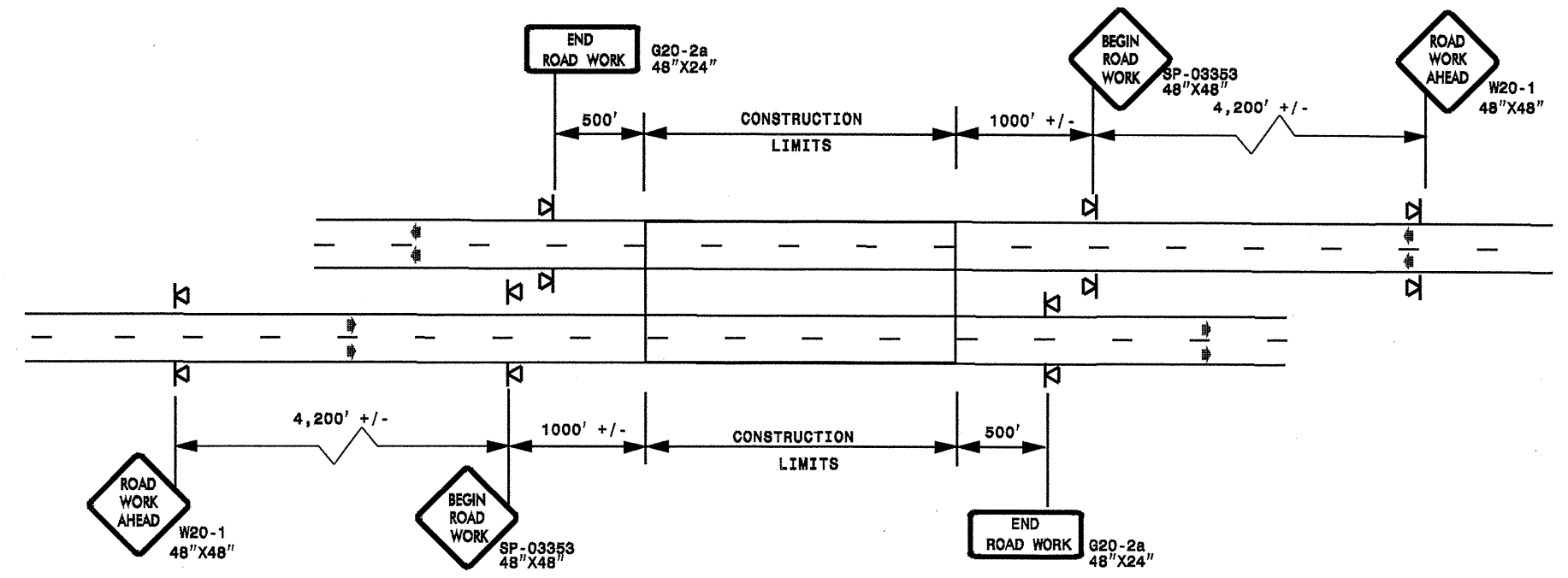
SHEET 1 OF 1

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

16-NOV-2009 18:02
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 AT WZTC37502
 psaymore

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

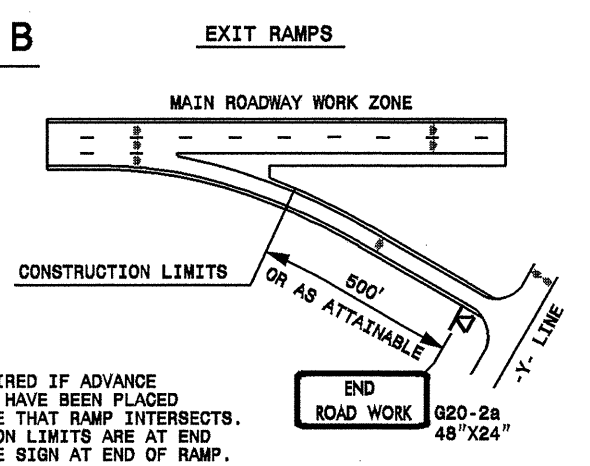
DETAIL A



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

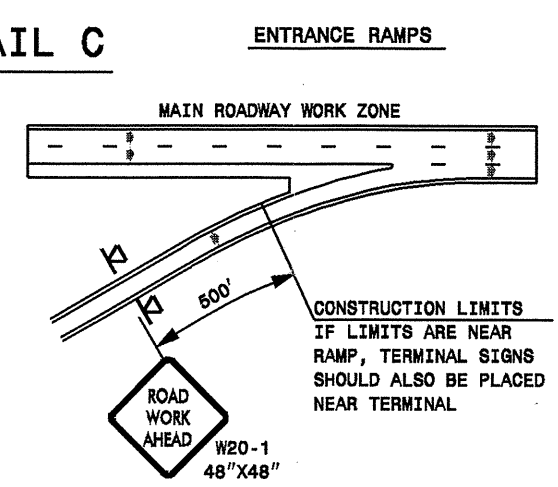
ROADWAYS INTERSECTING ALONG FREEWAY WORK ZONE (Y-LINES)

DETAIL B



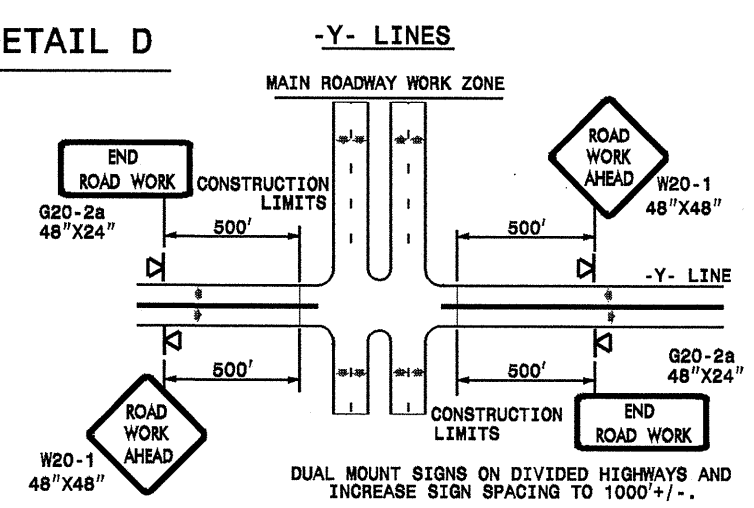
NOTE:
SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

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

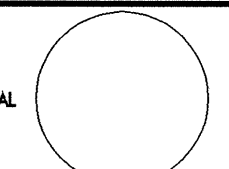
- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH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

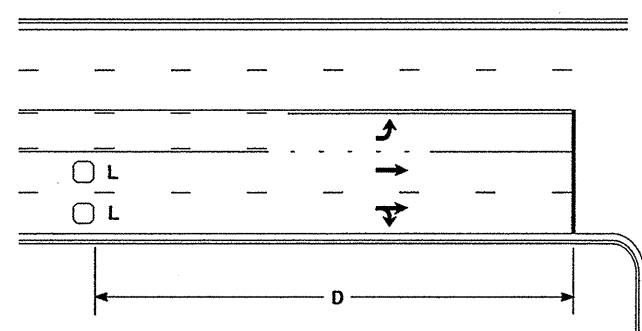
➔ DIRECTION OF TRAFFIC FLOW

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 09/04
	DESIGN BY: _____	01/01 11/04
REVIEWED BY: _____	CHG. FILE: _____	

16-N01-2009 1803
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pseymors AT WZTC217502

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

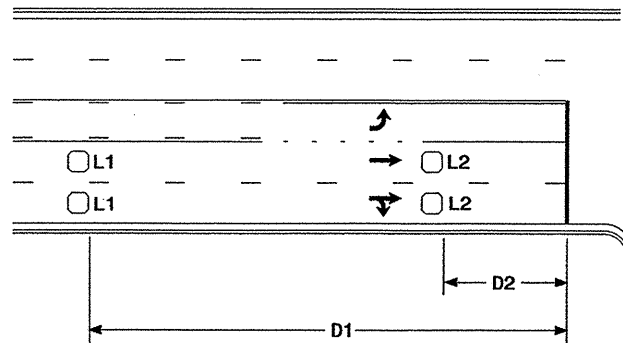


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

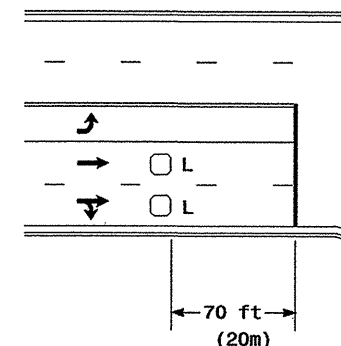


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

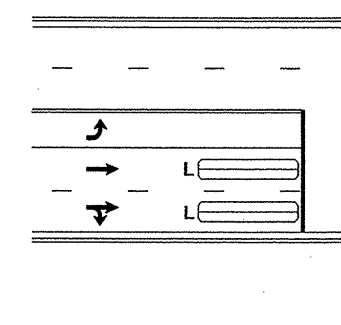
"Stretch" Operation

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



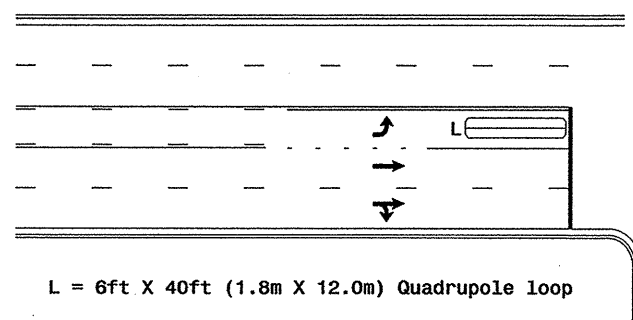
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

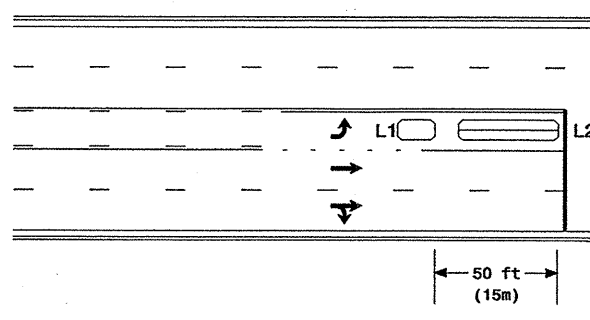
Left Turn Lane Detection



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

Presence Loop Detection

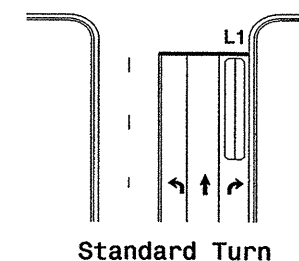
OR



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

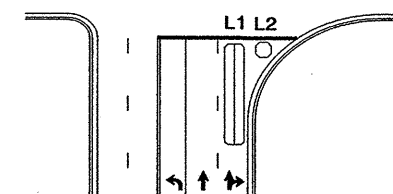
Queue Loop Detection

Right Turn Lane Detection

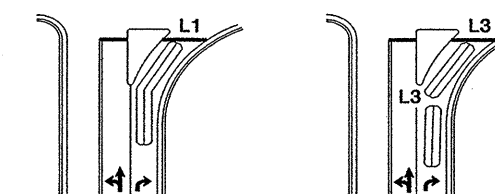


Standard Turn

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

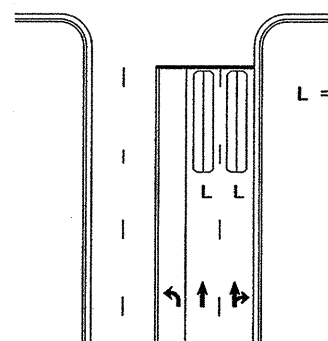


Wide Radius Turn



Channelized Turn

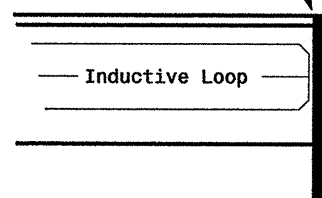
Side Street Detection



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

Prepared in the Offices of:

222 N. McDowell St., Raleigh, NC 27603

PLAN DATE: June 2006 REVISIONS: *AC* *12/1/06*

PREPARED BY: P. L. Alexander REVIEWED BY: *AC* *12/1/06*

SCALE: N/A

SIGNATURE: *P. L. Alexander* DATE: *12/1/06*

SIG. INVENTORY NO.

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

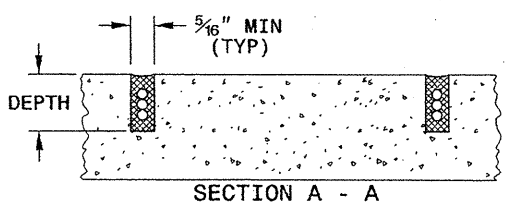
11-08

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

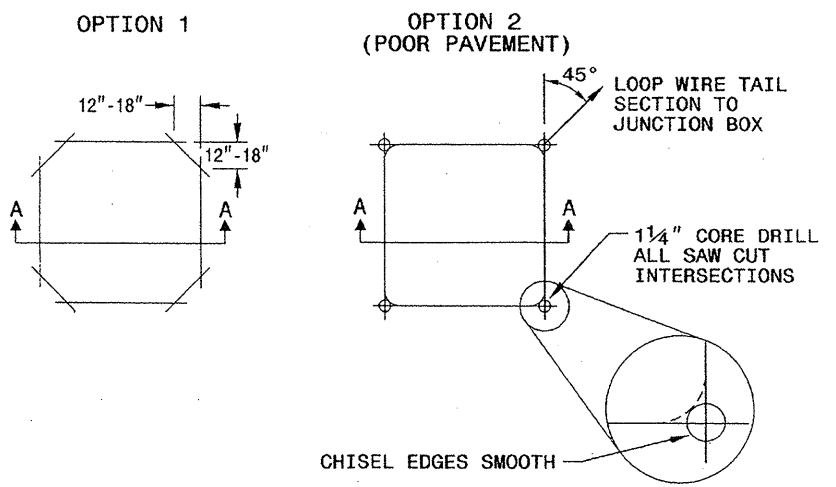
SAW SLOT DEPTH CHART

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

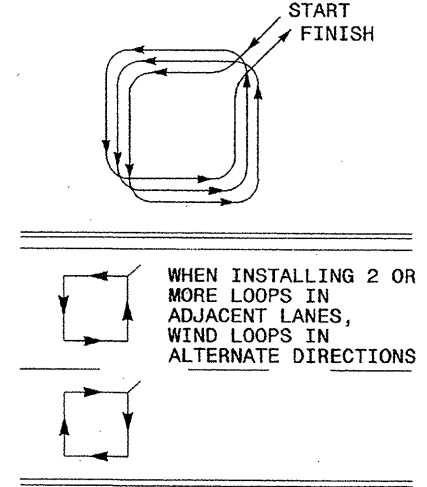


CONVENTIONAL 4-SIDED LOOP

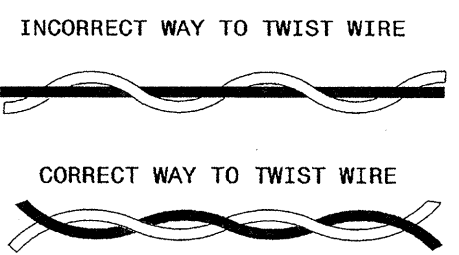
SAW CUT OPTIONS



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD

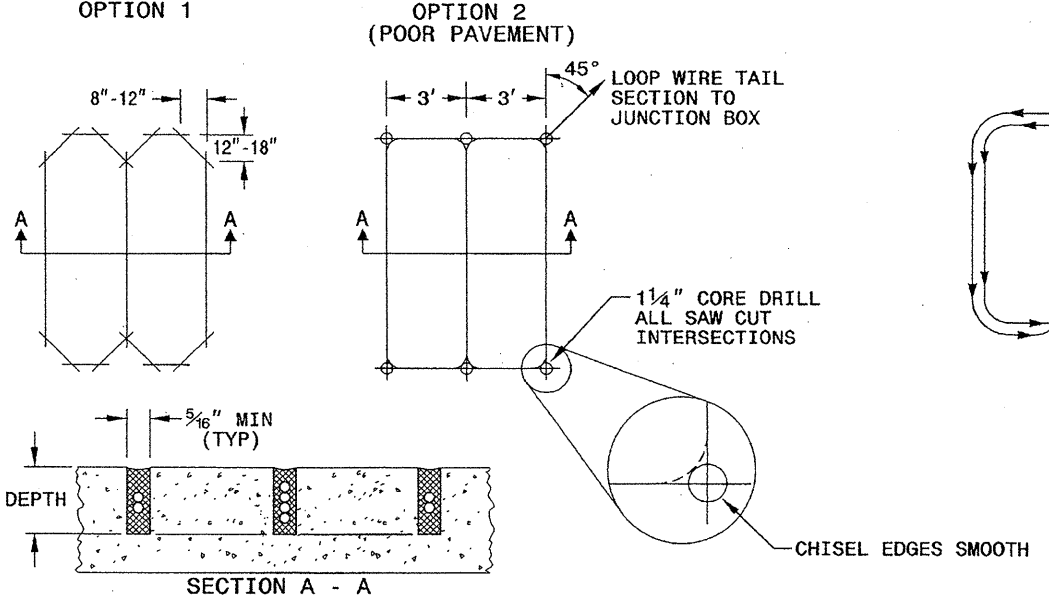


NOTES

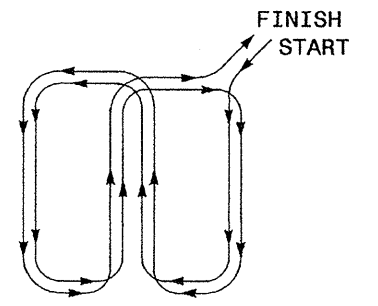
1. OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
2. MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
3. WIRE LOOPS CONNECTED TO THE SAME DETECTOR CHANNEL IN SERIES.
4. LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS OR APPROVED BY ENGINEER.

QUADRUPOLE LOOP

SAW CUT OPTIONS



LOOP WINDING METHOD



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

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Prepared in the Offices of:

750 N. Greenfield Parkway
Garner, NC 27529

SEAL

Milton I. Dean 11/24/08
SIGNATURE DATE

24-104-3009 08-28
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DIVISION OF HIGHWAYS
RALEIGH, N.C.

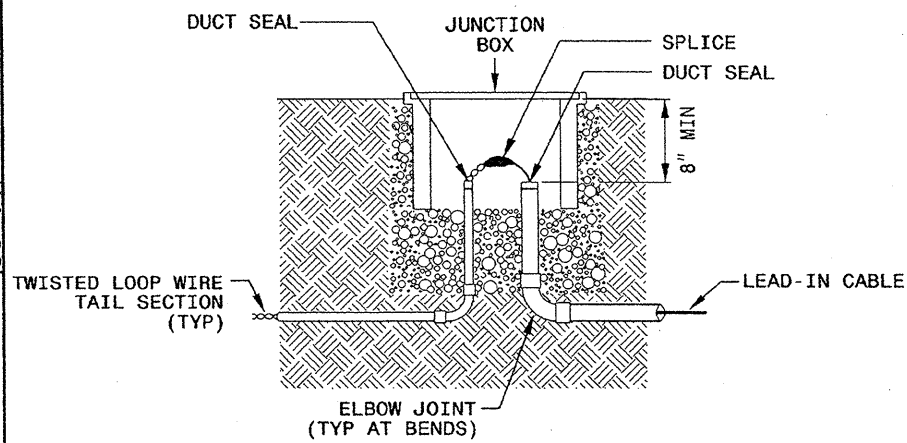
11-08

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

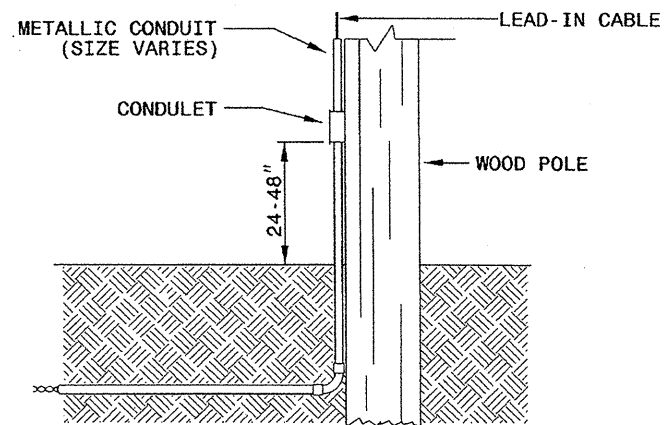
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

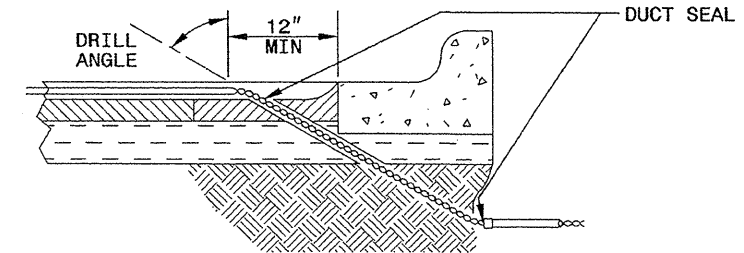


NOTE

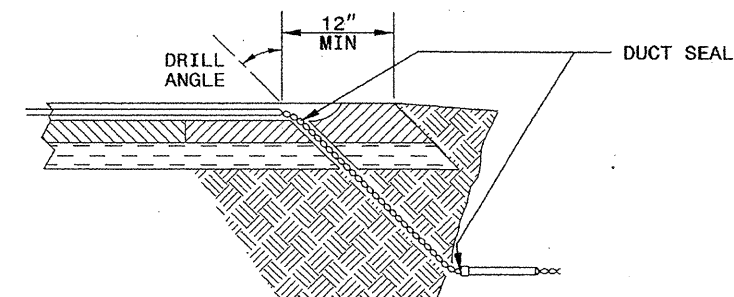
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

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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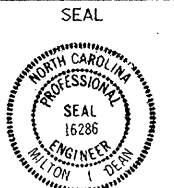
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
LOOP WIRE DETAILS

SHEET 2 OF 3
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SIGNATURE DATE

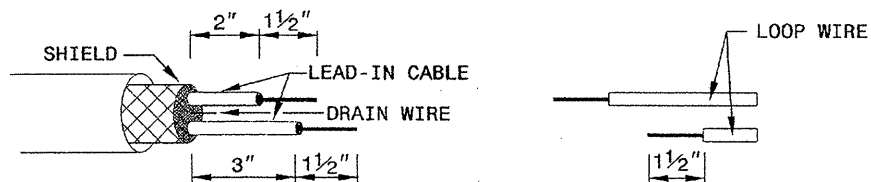
STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

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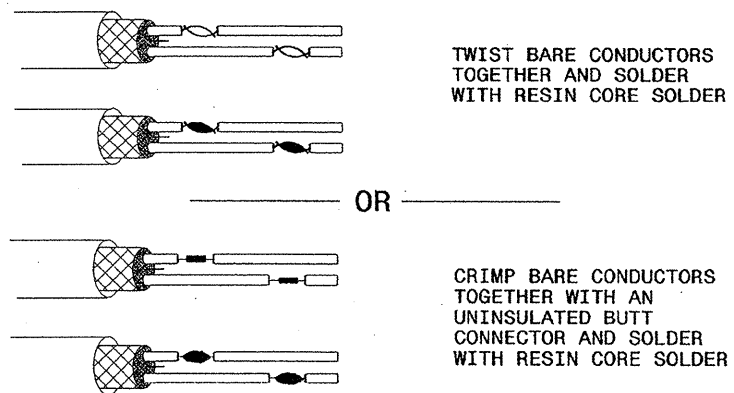
ENGLISH DETAIL DRAWING FOR **INDUCTIVE DETECTION LOOPS** SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3 1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE

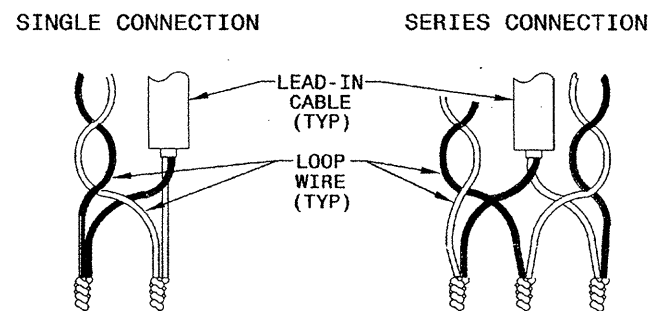


STEP 2. CONNECT AND SOLDER

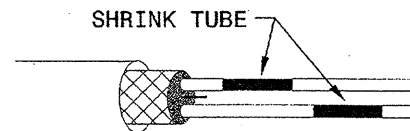


BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

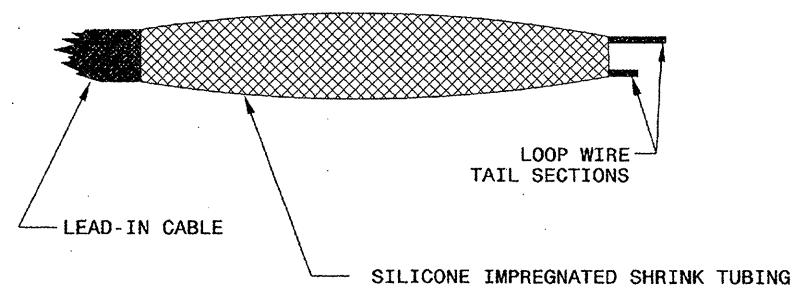
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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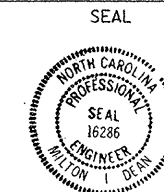
ENGLISH DETAIL DRAWING FOR **INDUCTIVE DETECTION LOOPS** SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3 1725D01

See Plate for Title



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