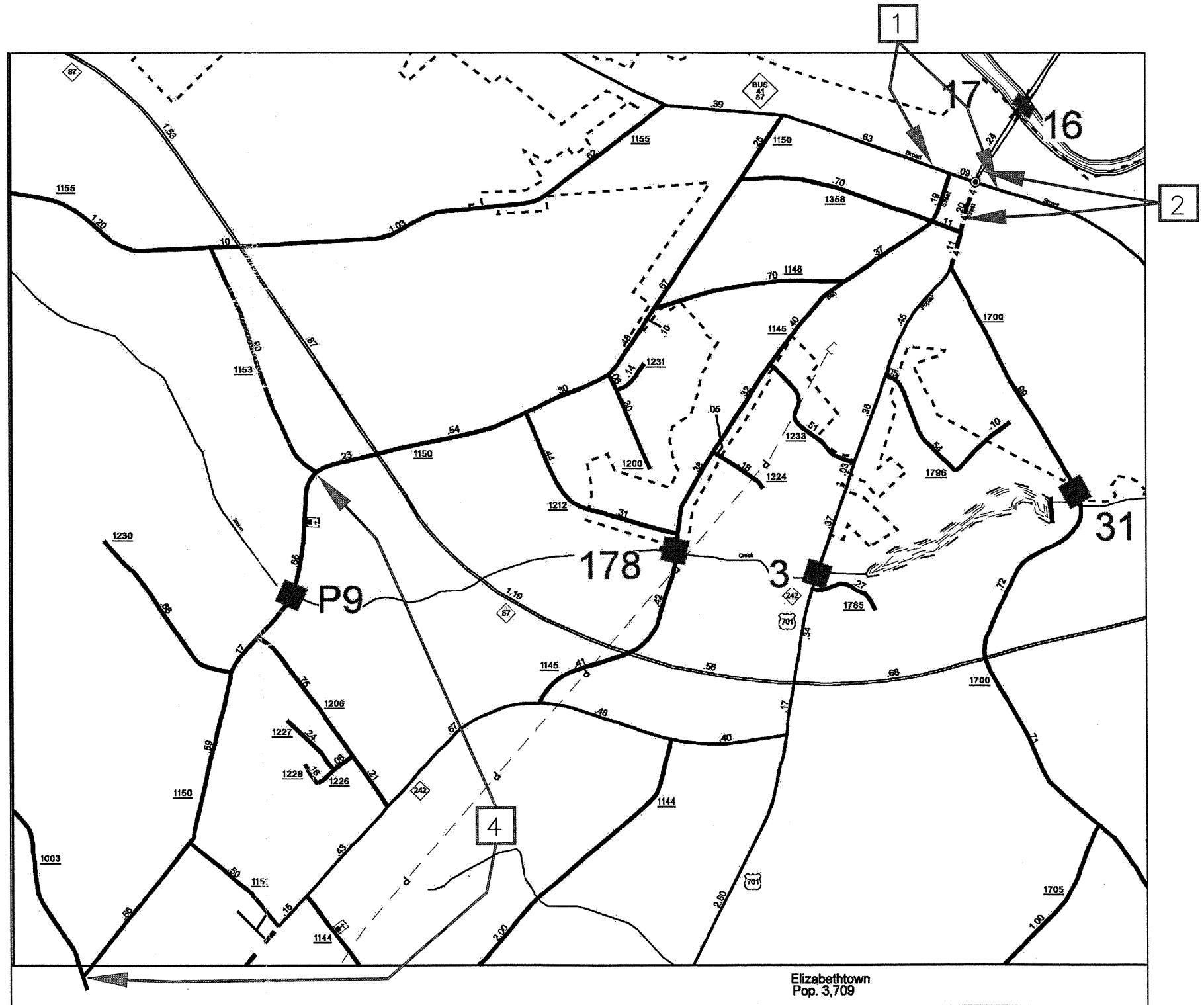
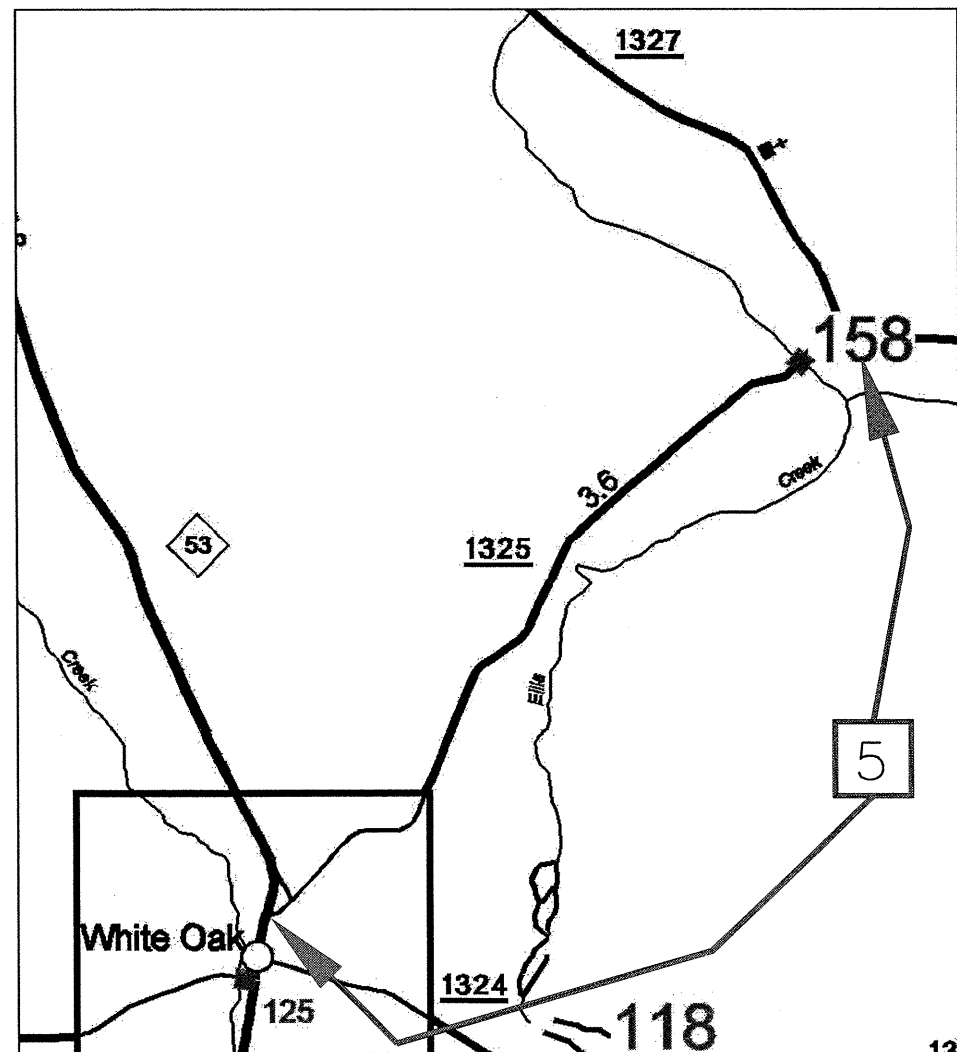
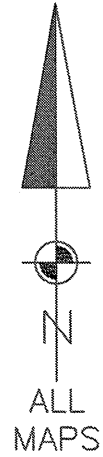
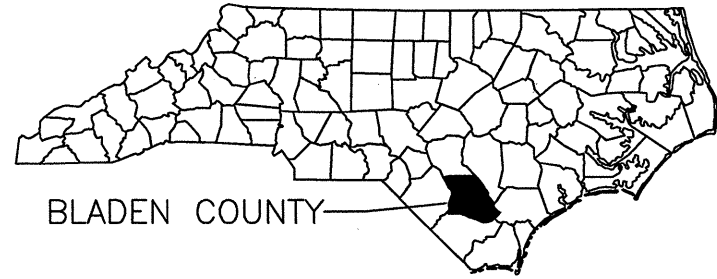
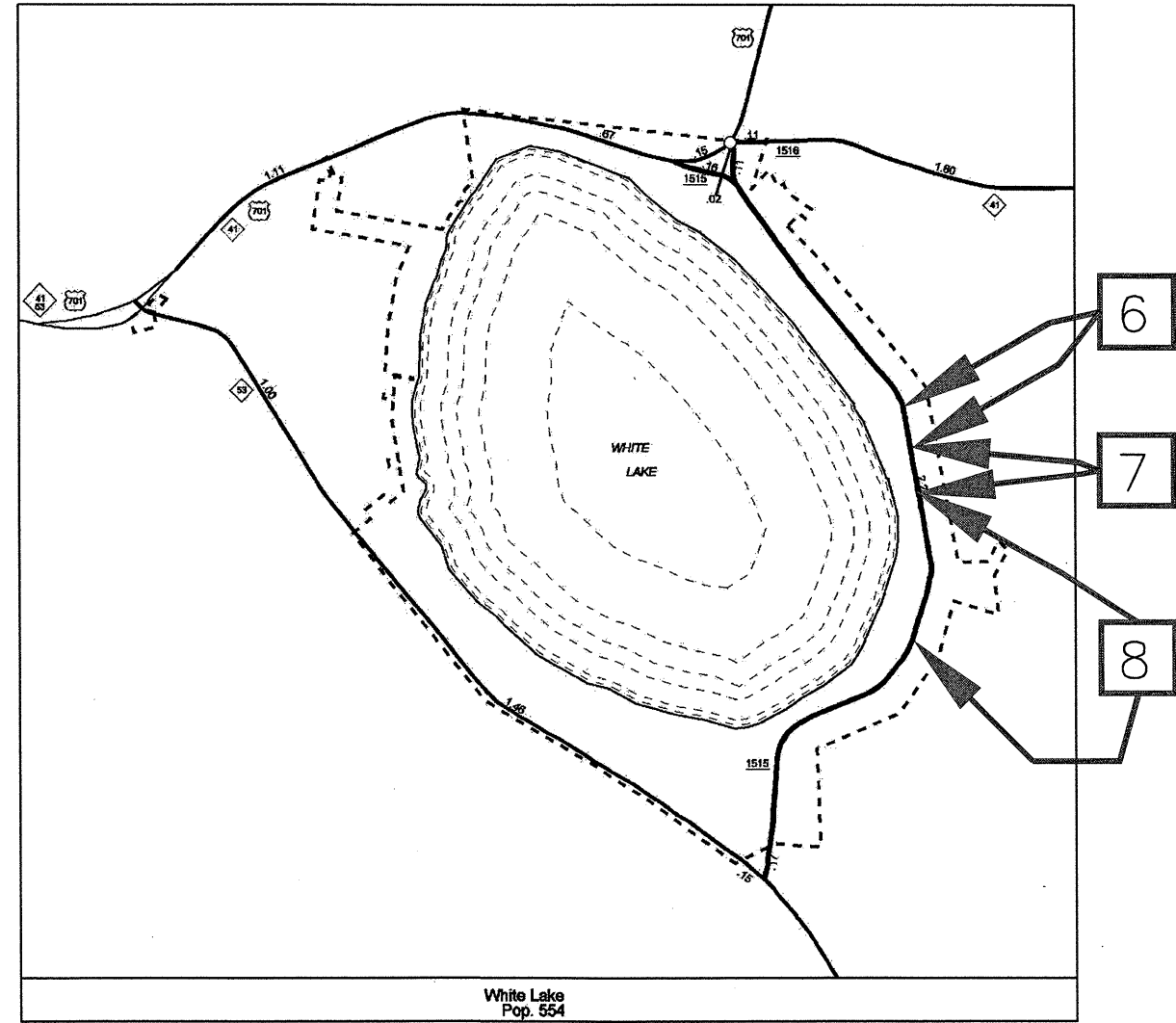
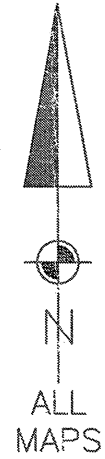
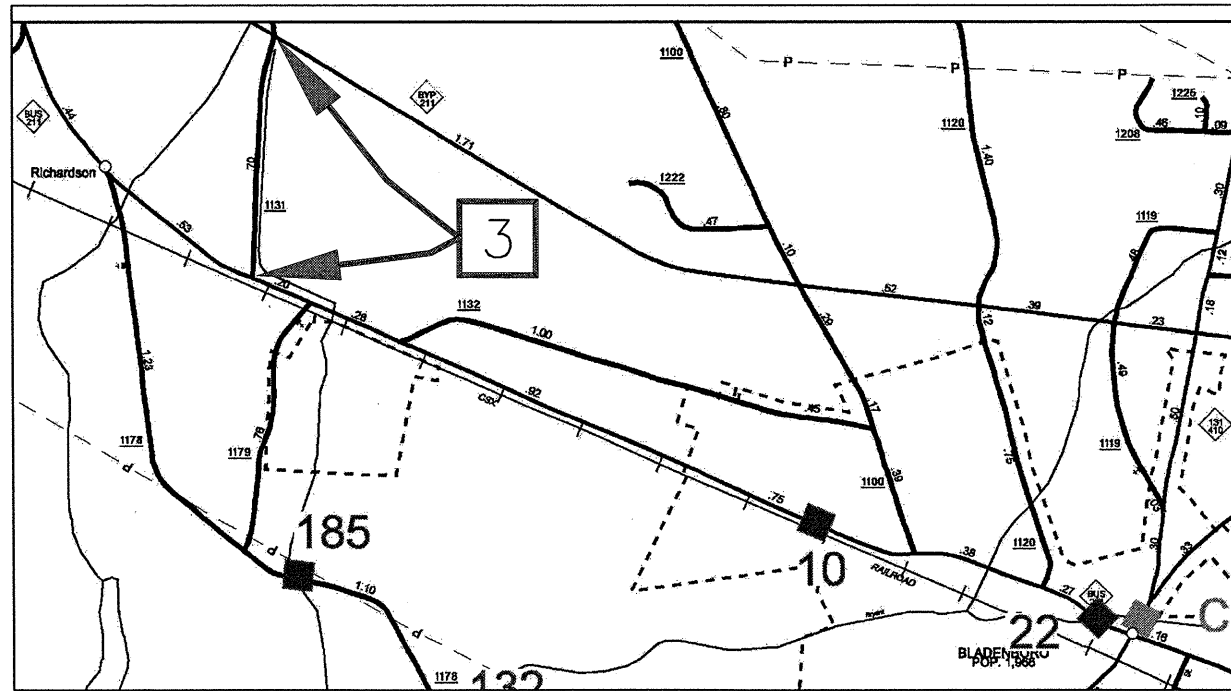


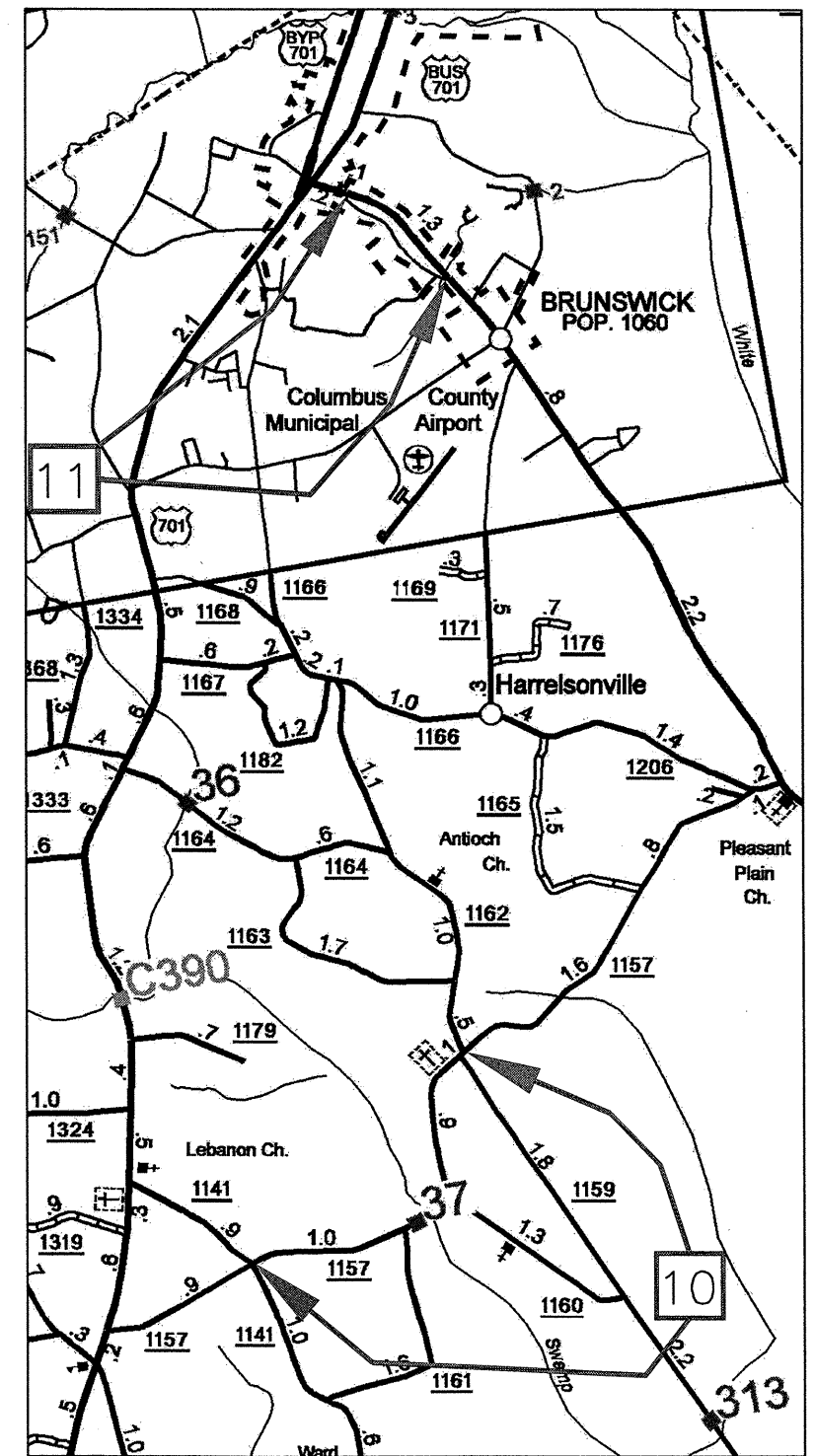
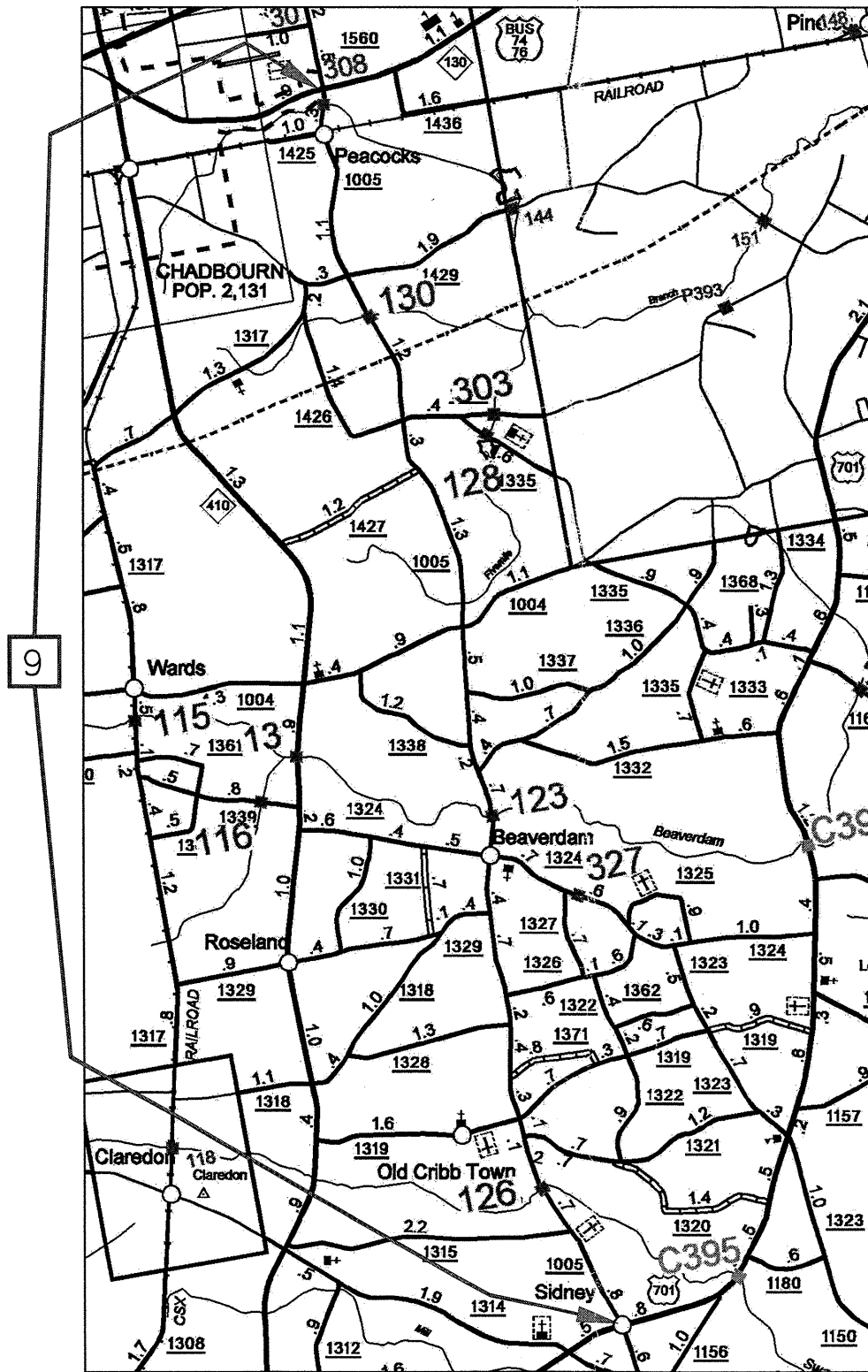
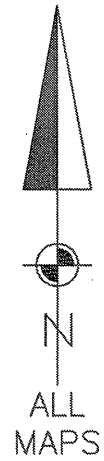
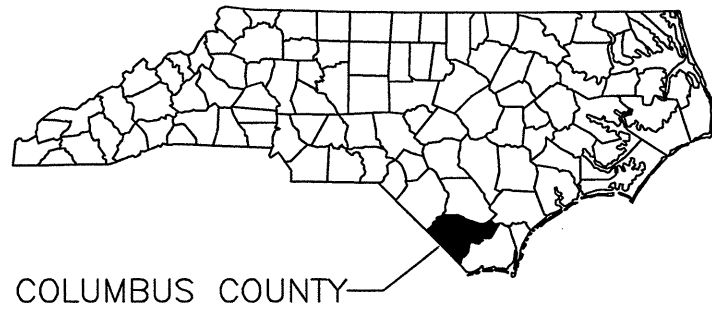
RESURFACING MAPS — BLADEN COUNTY



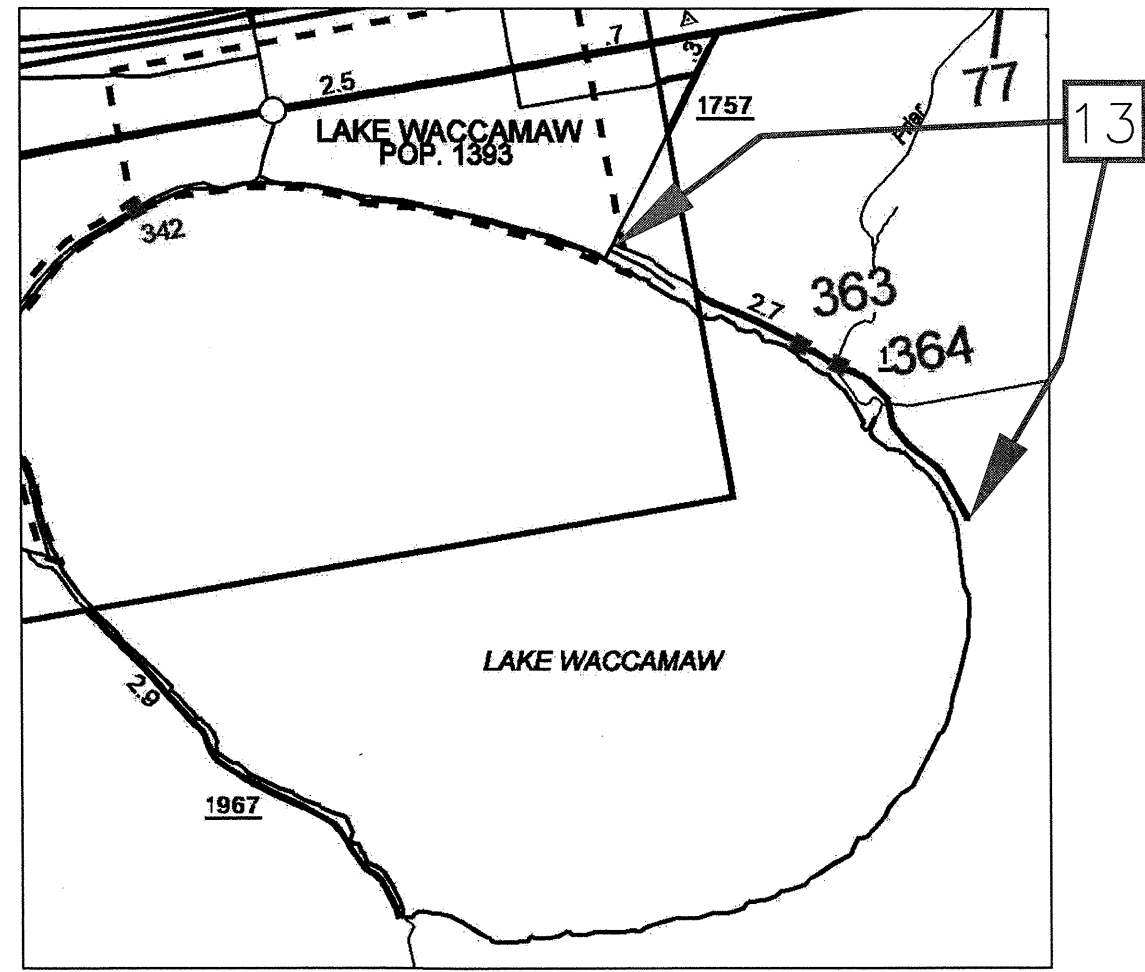
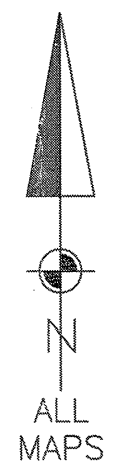
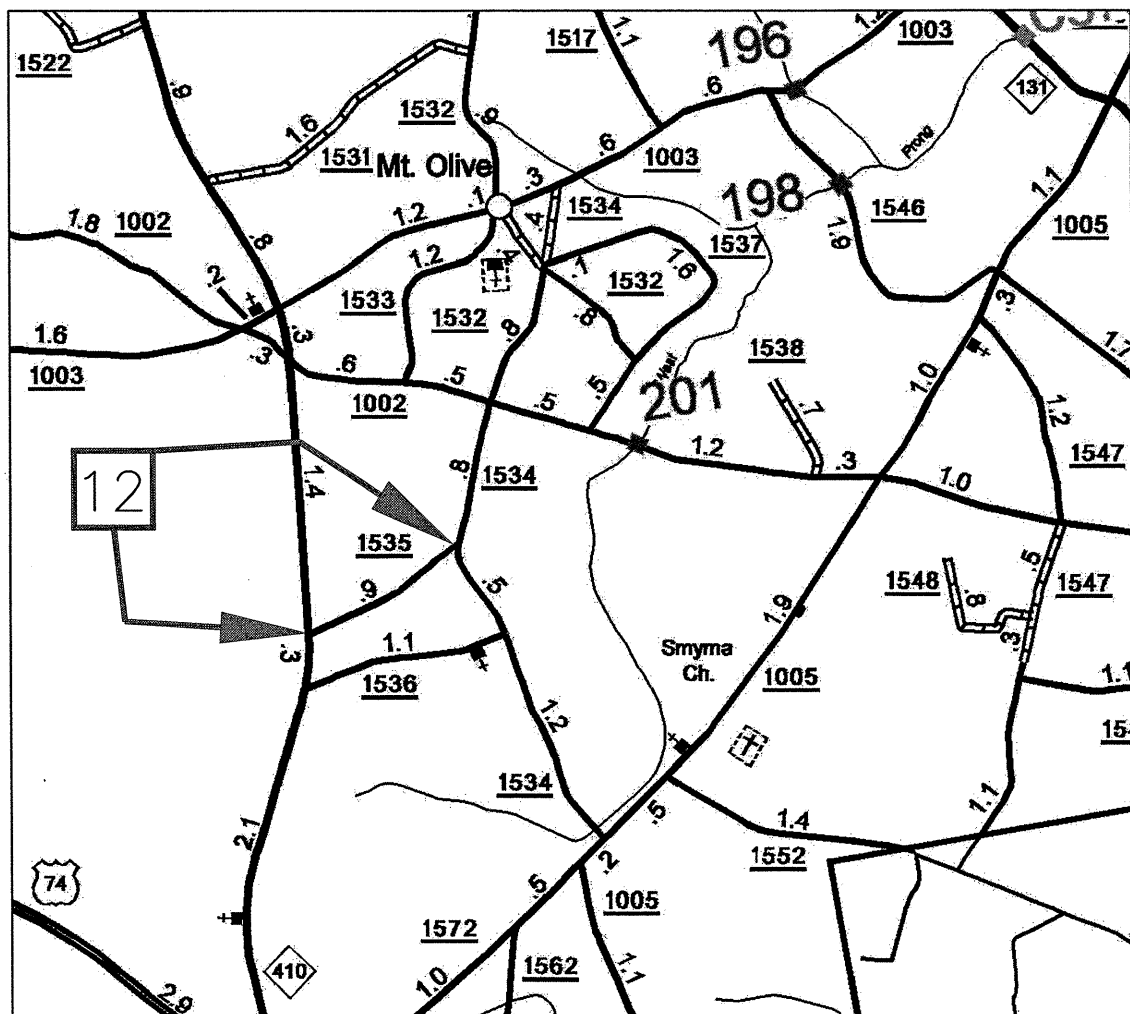
RESURFACING MAPS — BLADEN COUNTY

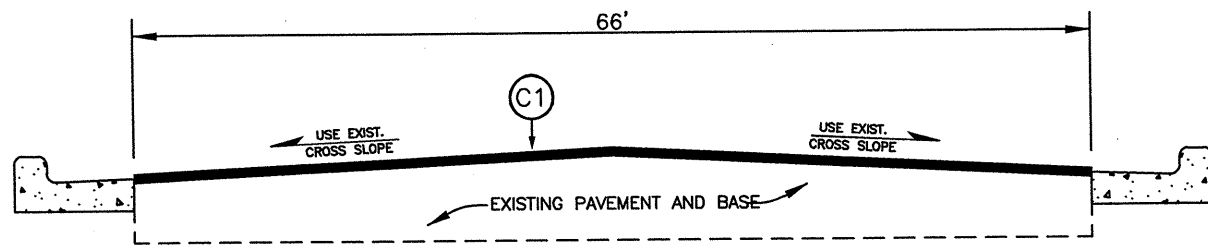


RESURFACING MAPS – COLUMBUS COUNTY



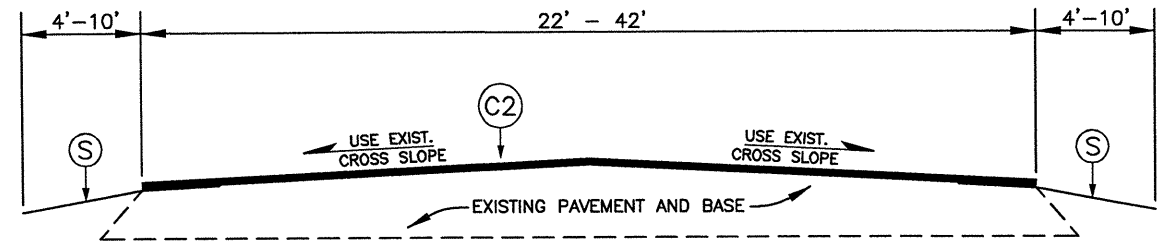
RESURFACING MAPS — COLUMBUS COUNTY



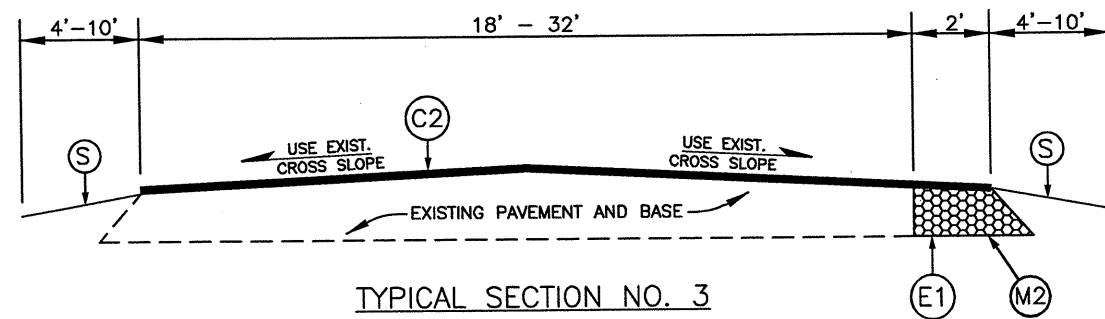


TYPICAL SECTION NO. 1

NOTE: INCLUDES INCIDENTAL MILLING AT THE ENDS OF SECTIONS FOR SMOOTH TIE-INS, CURB RADII, AND STREET INTERSECTIONS, AS NEEDED, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 3.

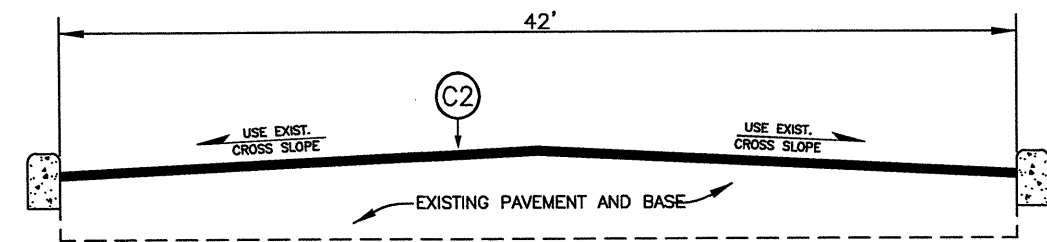


TYPICAL SECTION NO. 2

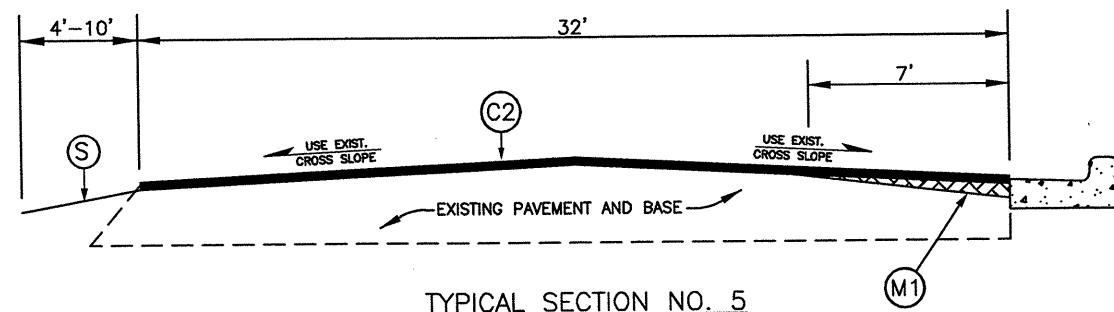


TYPICAL SECTION NO. 3

NOTE: INCLUDES 2' WIDENING ON THE INSIDE RADIUS OF ALL CURVES, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 1.

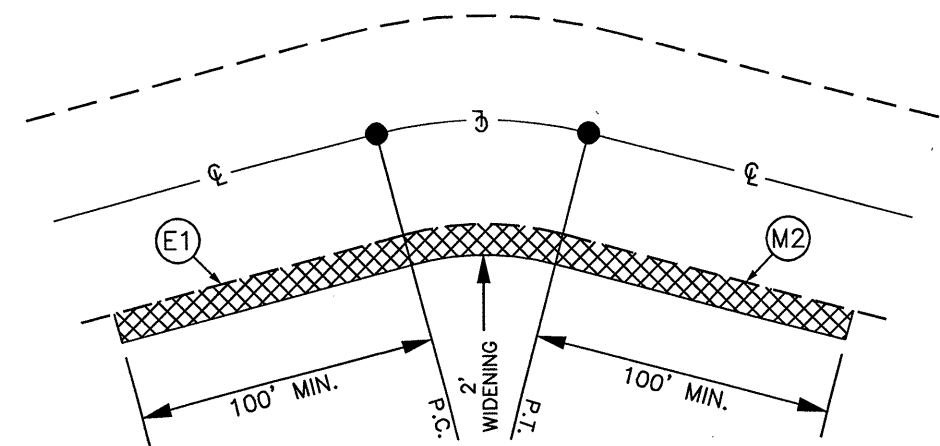


TYPICAL SECTION NO. 4

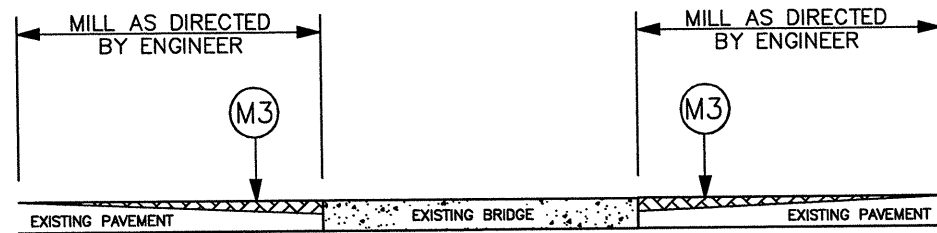


TYPICAL SECTION NO. 5

NOTE: INCLUDES INCIDENTAL MILLING AT THE ENDS OF SECTIONS FOR SMOOTH TIE-INS, CURB RADII, AND STREET INTERSECTIONS, AS NEEDED, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 3.



DETAIL 1
INSIDE CURVE WIDENING

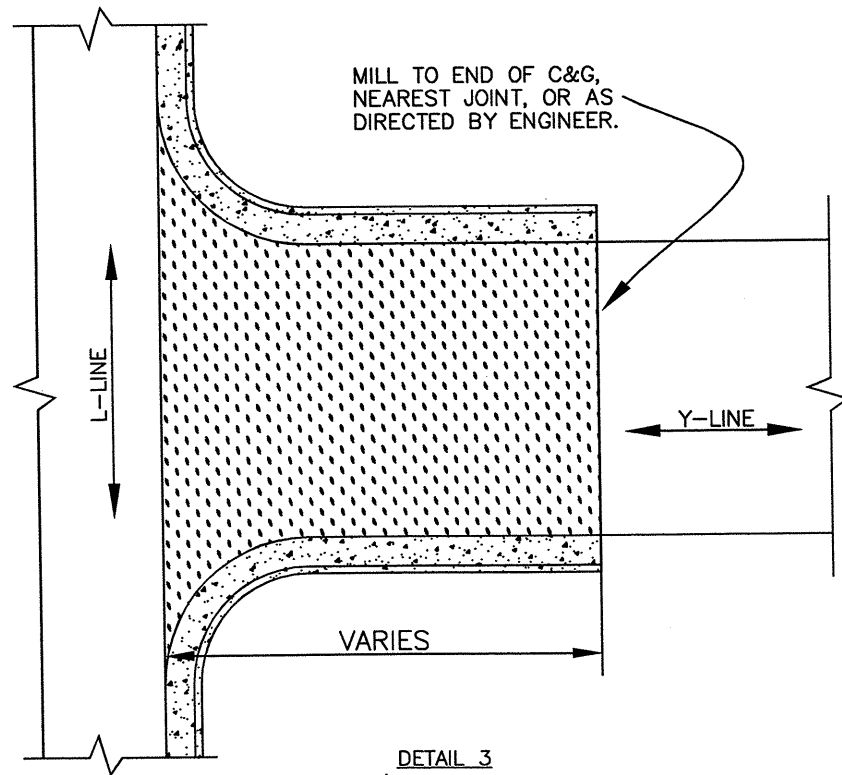


DETAIL 2
MILLING APPROACHES

NOTE:
MILLING SHALL BE PERFORMED AT BRIDGES AND RAILROAD APPROACHES AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH DETAIL 2.

PAVEMENT SCHEDULE	
E1	Proposed approximately 5½" of Asphalt Concrete Base Course, Type B-25.0-B, at an average rate of 627 pounds per square yard for 2' widening at inside curve radii, as Directed by the Engineer.
C1	Proposed approximately 1½" of Asphalt Concrete Surface Course, Type S-9.5-B, at an average rate of 168 pounds per square yard.
C2	Proposed approximately 1½" of Asphalt Concrete Surface Course, Type SF-9.5-A, at an average rate of 165 pounds per square yard.
M1	Milling Depth 0" - 1½" at the edge of Curb & Gutter. Milling shall extend below the lip of the Curb & Gutter by the thickness of the Proposed Overlay, or as Directed by the Engineer.
M2	Milling Depth 0" - 5½" at the edge of roadway for 2' widening at inside curve radii, or as Directed by the Engineer.
M3	Milling Depth 0" - 1½" at all Bridge and Railroad Approaches, for the entire width of the roadway, or as Directed by the Engineer.
S	Shoulder Reconstruction to be performed by others.

DRAWINGS NOT TO SCALE



DETAIL 3
Y-LINE / END JOINT MILLING

NOTE: INCLUDES INCIDENTAL MILLING AT THE ENDS OF SECTIONS FOR SMOOTH TIE-INS, CURB RADII, AND STREET INTERSECTIONS, AS NEEDED, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 3.

COLUMBUS		TYPICAL NO. 1	TYPICAL NO. 2	TYPICAL NO. 3	TYPICAL NO. 4	TYPICAL NO. 5
	PRIMARY					
SECONDARY			SR 1005	SR 1157, 1190, 1535 & 1947		
BLADEN		TYPICAL NO. 1	TYPICAL NO. 2	TYPICAL NO. 3	TYPICAL NO. 4	TYPICAL NO. 5
	PRIMARY	US 701 & NC 41				
	SECONDARY		SR 1325 & SR 1515-A	SR 1131 & SR 1150	SR 1515-B	SR 1515-C

PROJECT NO.	SHEET NO.	TOTAL NO.
6cr.10091.67, 6cr.20091.67 6cr.20241.68	7	

SUMMARY OF QUANTITIES

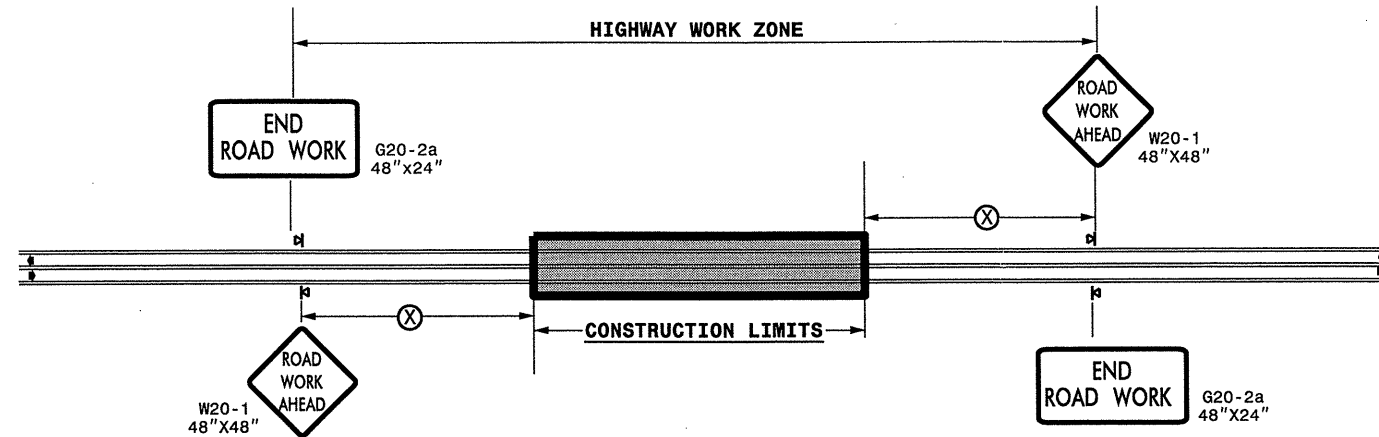
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	0" TO 1.5" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TONS	PG 64-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	PAVED TRENCHING (1 CONDUIT, 2") LF	PAVED TRENCHING (1 CONDUIT, 1") LF	UNPAVED TRENCHING (1 CONDUIT, 2") LF	UNPAVED TRENCHING (1 CONDUIT, 1") LF	JUNCTION BOX (STANDARD) EA	JUNCTION BOX (OVER-SIZED, HEAVY DUTY) EA	2" RISER WITH WEATHERHEAD EA	INDUCTIVE LOOP SAWCUT LF	LEAD-IN CABLE (14-2) LF			
6cr.10091.67	Bladen	1	NC 41	FROM N. PINE ST. TO COURT ST.	1	NO	0.24	66		774	250		857		51	10	5	5	20	20	200	100	2	2	2	1,000	200			
TOTAL FOR MAP NO. 1							0.24			774	250		857		51	10	5	5	20	20	200	100	2	2	2	1,000	200			
6cr.10091.67	Bladen	2	US 701	FROM KING STREET TO CONST JOINT 0.04 MI NORTH OF NC 41	1	NO	0.13	69		1,619	333		507		30	20	5	8	10	10	100	50	1	1	1	500	100			
TOTAL FOR MAP NO. 2							0.13			1,619	333		507		30	20	5	8	10	10	100	50	1	1	1	500	100			
TOTAL FOR PROJ NO. 6cr.10091.67							0.37			2,393	583		1,364		81	30	10	13	30	30	300	150	3	3	3	1,500	300			
6cr.20091.67	Bladen	3	SR 1131	FROM NC 211 BUS TO NC 211 BYP	3	NO	0.7	20	17		89	51		750	51	28														
TOTAL FOR MAP NO. 3							0.7			17	89	51		750	51	28														
6cr.20091.67	Bladen	4	SR 1150	FROM PVMT CHANGE TO SR 1003	3	NO	1.84	24	44		178	136		2,331	157	74														
TOTAL FOR MAP NO. 4							1.84			44	178	136		2,331	157	74														
6cr.20091.67	Bladen	5	SR 1325	FROM NC 53 TO SR 1327	2	NO	3.72	22	89	516	89			4,184	272	149														
TOTAL FOR MAP NO. 5							3.72			89	516	89		4,184	272	149														
6cr.20091.67	Bladen	6	SR 1515-A	FROM BEGIN 3-LANE TO BEGIN C&G	2	NO	0.16	42	4		44			354	23	6	6	6												
TOTAL FOR MAP NO. 6							0.16			4	44			354	23	6	6	6												
6cr.20091.67	Bladen	7	SR 1515-B	BEGIN C&G TO END OF 3-LANE	4	NO	0.1	42		821	83			226	15	4	6	6												
TOTAL FOR MAP NO. 7							0.1				821	83		226	15	4	6	6												
6cr.20091.67	Bladen	8	SR 1515-C	END 3-LANE TO BEGIN C&G	5	NO	0.5	32	12	2,053	167			838	54	20	8	6												
TOTAL FOR MAP NO. 8							0.5			12	2,053	167		838	54	20	8	6												
TOTAL FOR PROJ NO. 6cr.20091.67							7.02			166	3,390	650	187	8,683	572	281	20	18												
6cr.20241.68	Columbus	9	SR 1005	FROM US 701 TO US 74 BUS	2	NO	9.93	22	238	2,452	933			11,362	739	397														
TOTAL FOR MAP NO. 9							9.93			238	2,452	933		11,362	739	397														
6cr.20241.68	Columbus	10	SR 1157	FROM SR 1162 TO SR 1141	3	NO	2.27	18	54	422	222	166		2,184	149	91														
TOTAL FOR MAP NO. 10							2.27			54	422	222	166	2,184	149	91														
6cr.20241.68	Columbus	11	SR 1190	FROM NC 130 TO NC 130	3	NO	0.85	18	20		222	62		857	58	34														
TOTAL FOR MAP NO. 11							0.85			20		222	62	857	58	34														
6cr.20241.68	Columbus	12	SR 1535	FROM NC 410 TO SR 1534	3	NO	0.92	20	22		44	66		966	66	37														
TOTAL FOR MAP NO. 12							0.92			22		44	66	966	66	37														
6cr.20241.68	Columbus	13	SR 1947	FROM SR 1757 TO DEAD END	3	NO	2.41	20	58		89	177		2,523	172	96														
TOTAL FOR MAP NO. 13							2.41			58		89	177	2,523	172	96														
TOTAL FOR PROJ NO. 6cr.20241.68							16.38			392	2,874	1,510	471	17,892	1,184	655														
GRAND TOTAL							23.77			558	8,657	2,743	658	1,364	26,575	1,837	966	30	31	30	30	300	150	3	3	3	1,500	300		

15-DEC-2010 15:32
 \\001\dfsroot\groups-wz\ccm&s\division\share\resur\fac\2010\eastern\2011\div06\c202701a-c-6cr\009167x3.mif...Bladen-Columbus.LJS 701 NC 41.mSRs.AKP\Final Out\C202701A-C-6CR\009167x3.m3_2wayundiv
 chp01e1 AT WZTC244748

WBS ELEMENTS: 6CR.10091.67,
6CR.20091.67 & 6CR.20241.68

PROJ. REFERENCE NO. SEE TO THE LEFT	SHEET NO. TCP-1
--	--------------------

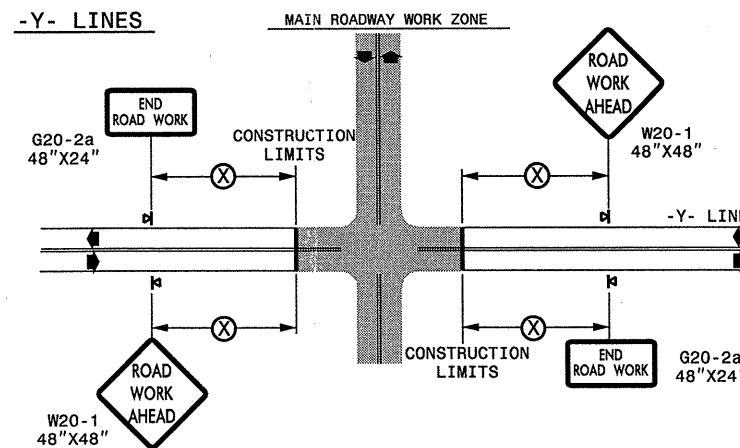
TWO-WAY UNDIVIDED ** (L-LINES)



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**

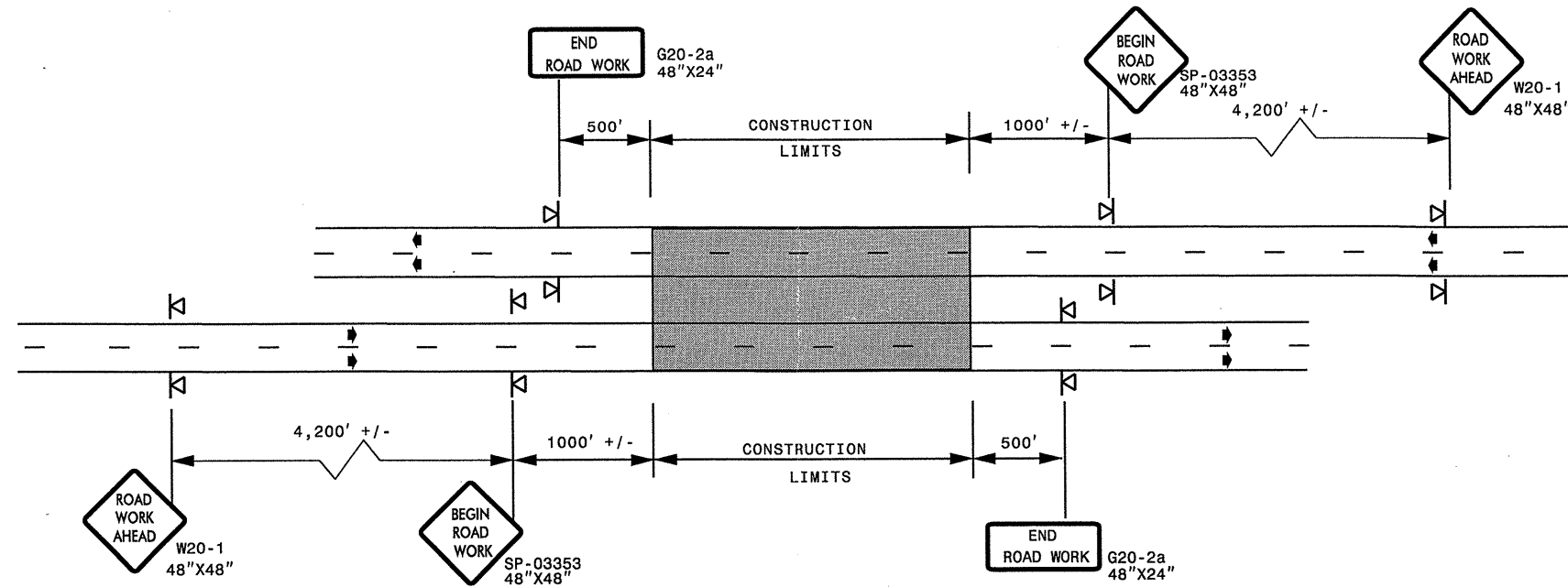
SHEET 1 OF 1

APPROVED: _____ DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED ADVANCED WORK ZONE WARNING SIGNS	
SEAL 	SCALE: NONE	
	DATE: 12/10	
	DWG. BY: _____	
	DESIGN BY: _____	
REVIEWED BY: _____	REVISIONS	

16-DEC-2010 15:36
 I:\DGS-2010\6901PS-WZTCCC\M&S_Division\Share\Resurfacing\2010Resurfacing\2010IEastern\2010Div06\C202701A-C-6CR1009167x3.m4...Bladen-Columbus.US 701 NC 41.mSRs.AKP\Final Out\C202701A-C-6CR1009167x3.m3...freedlone
 CHS01tel AT WZTCCC44748

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

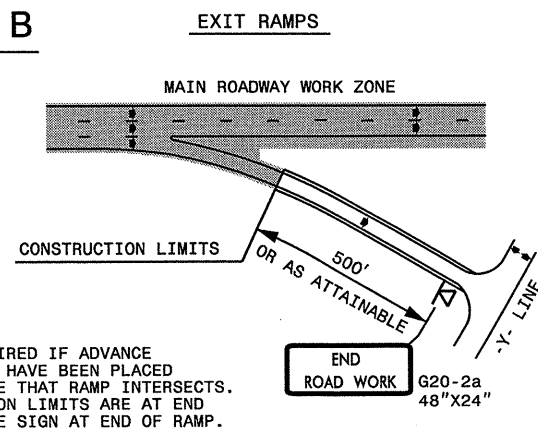
DETAIL A



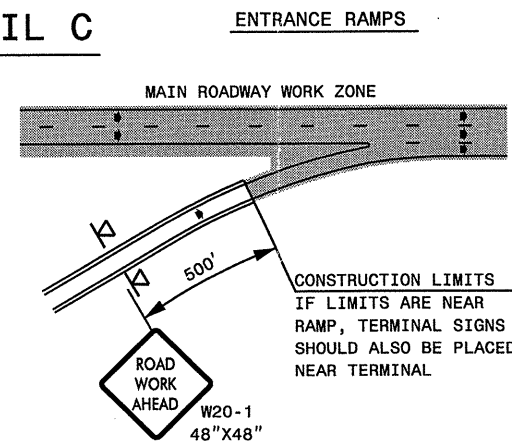
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAYS INTERSECTING ALONG FREEWAY WORK ZONE (Y-LINES)

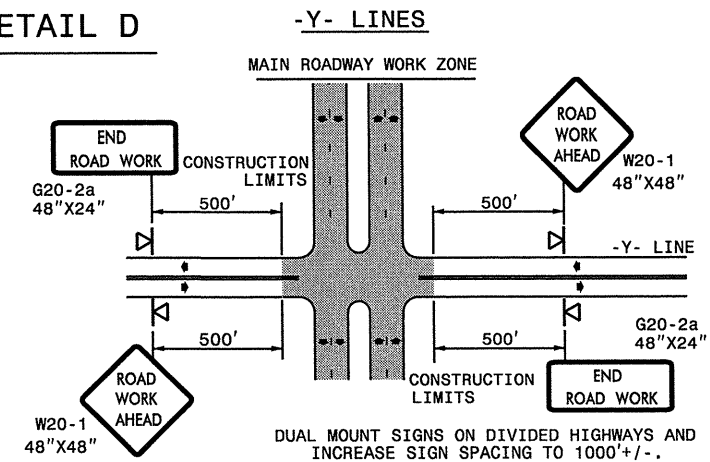
DETAIL B



DETAIL C



DETAIL D



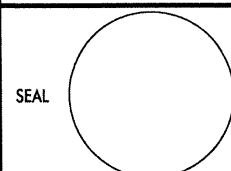
**DETAIL DRAWING
FOR FREEWAYS
WORK ZONE WARNING SIGNS
(SHORT-DURATION LANE CLOSURES)**

GENERAL NOTES

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

LEGEND

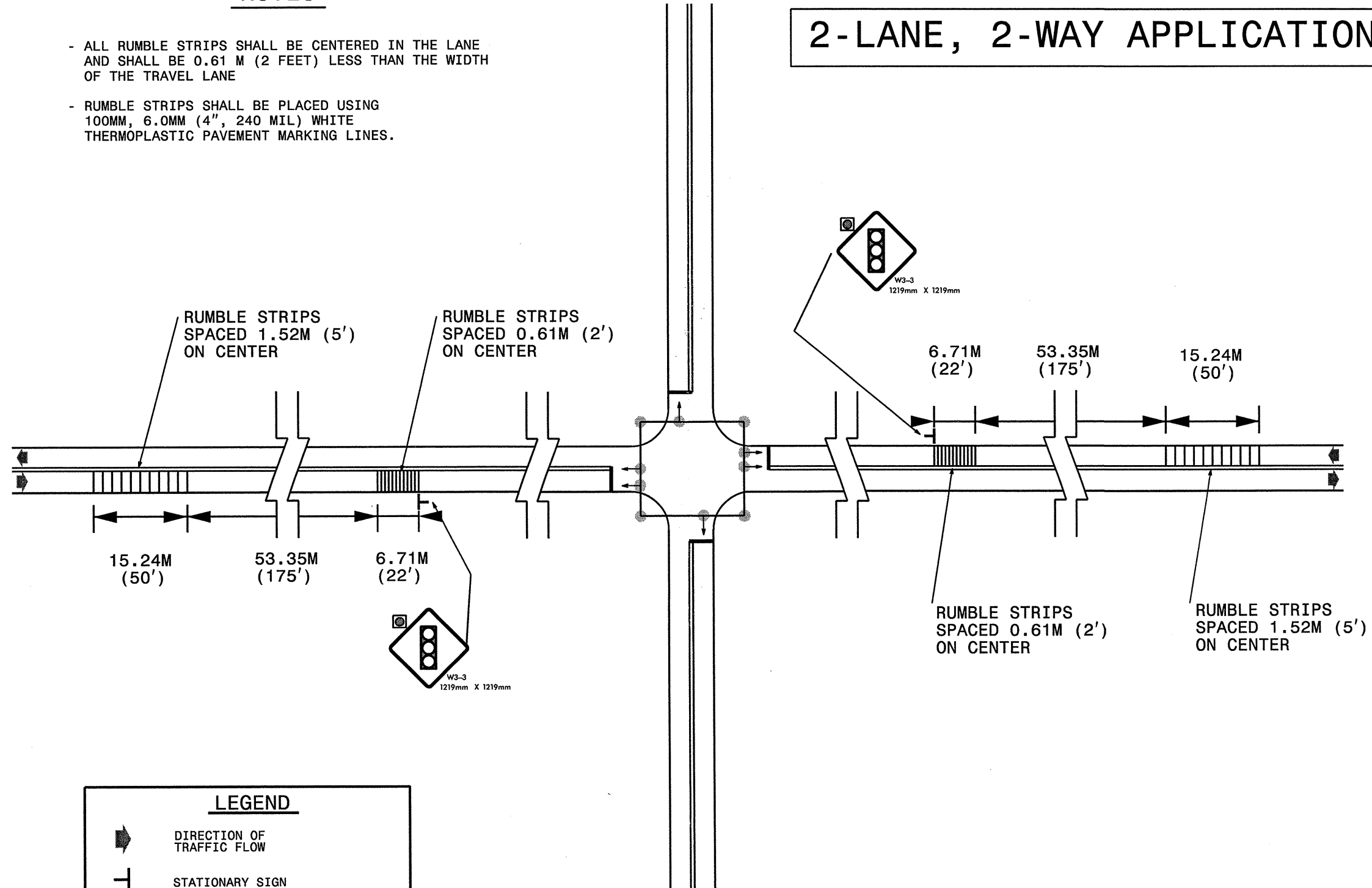
- ▣ PORTABLE SIGN
- ➔ DIRECTION OF TRAFFIC FLOW

APPROVED: _____	DATE: _____	DETAIL DRAWING FOR FREEWAYS WORK ZONE WARNING SIGNS							
									
SCALE: NONE	DATE: 12/10	REVISIONS <table border="1"> <tr> <td>7-98</td> <td>10/01</td> </tr> <tr> <td>10-98</td> <td>03/04</td> </tr> <tr> <td>01/01</td> <td>11/04</td> </tr> </table>		7-98	10/01	10-98	03/04	01/01	11/04
7-98	10/01								
10-98	03/04								
01/01	11/04								
DWG. BY: _____	DESIGN BY: _____	REVIEWED BY: _____							

NOTES

- ALL RUMBLE STRIPS SHALL BE CENTERED IN THE LANE AND SHALL BE 0.61 M (2 FEET) LESS THAN THE WIDTH OF THE TRAVEL LANE
- RUMBLE STRIPS SHALL BE PLACED USING 100MM, 6.0MM (4", 240 MIL) WHITE THERMOPLASTIC PAVEMENT MARKING LINES.

2-LANE, 2-WAY APPLICATION



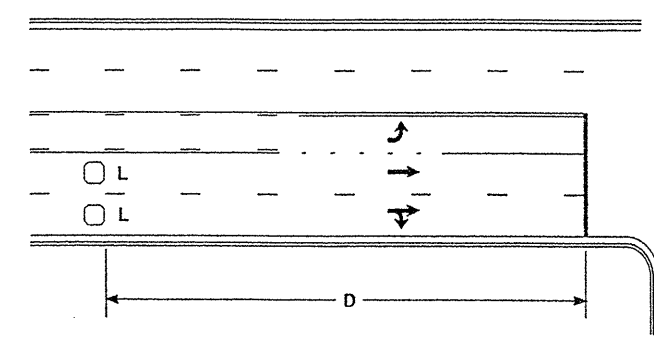
LEGEND

- DIRECTION OF TRAFFIC FLOW
- STATIONARY SIGN
- WHITE RUMBLE STRIPS 100MM, 6.0MM (4" WIDE, 240 MILS) THERMOPLASTIC
- SIGNAL POLE
- SIGNAL HEAD

SHEET OF

APPROVED: _____ DATE: _____	THERMOPLASTIC RUMBLE STRIP PLACEMENT	
	SCALE: NONE	
	DATE: 04-23-98	
	DESIGN BY: MMM	
	REVIEWED BY: GLG	
		REVISIONS

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

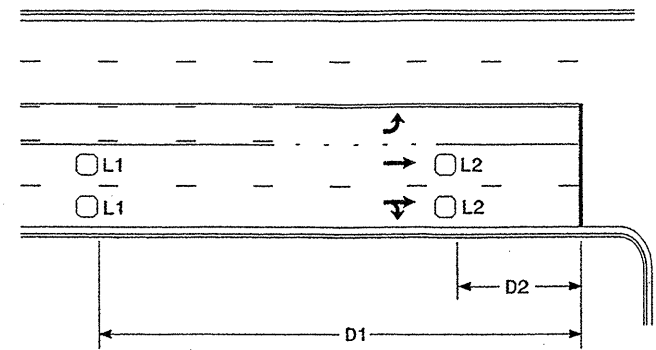


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

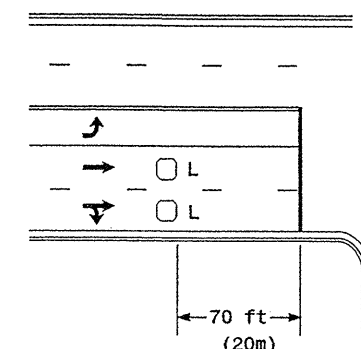


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

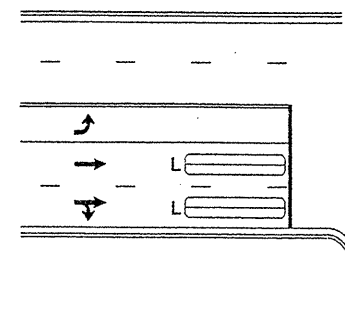
"Stretch" Operation

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



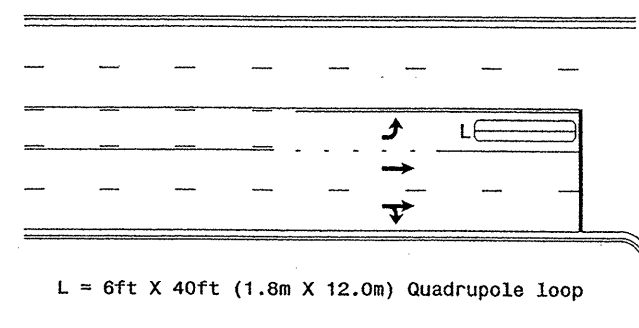
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

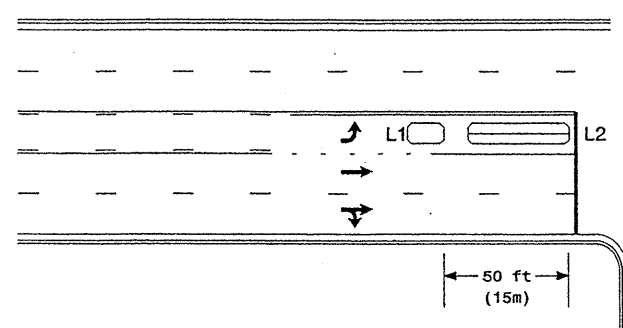
Left Turn Lane Detection



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

Presence Loop Detection

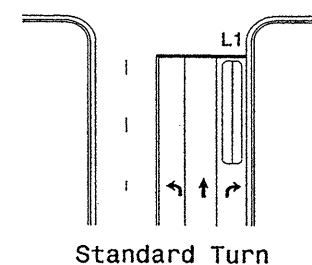
OR



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

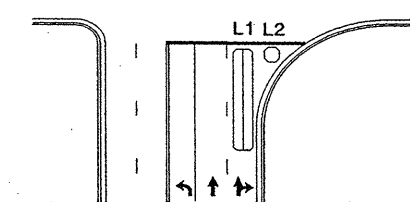
Queue Loop Detection

Right Turn Lane Detection

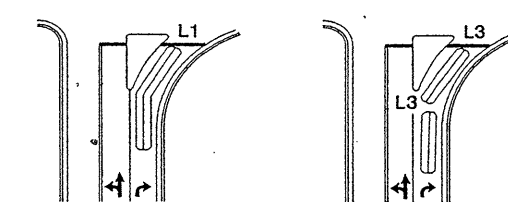


Standard Turn

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

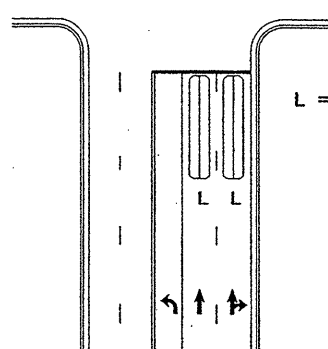


Wide Radius Turn



Channelized Turn

Side Street Detection

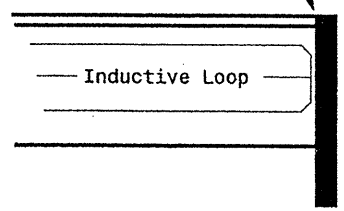


L = 6ft X 40ft (1.8m X 12.0m)
Quadrupole loop
Wired to separate
detectors/channels

Side Street Detection

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

	<p>Typical Loop Locations</p>	
	<p>PLAN DATE: June 2006 PREPARED BY: P. L. Alexander</p>	<p>REVIEWED BY: REVIEWED BY:</p>
<p>SCALE N/A</p>	<p>REVISIONS V. Revise pavement markings</p>	<p>INIT. DATE AC 12/17/06</p>
<p>SIGNATURE</p>		<p>DATE</p>
<p>SIG. INVENTORY NO.</p>		

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

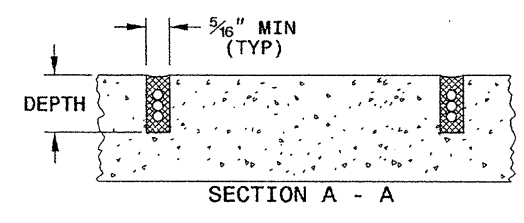
11-08

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

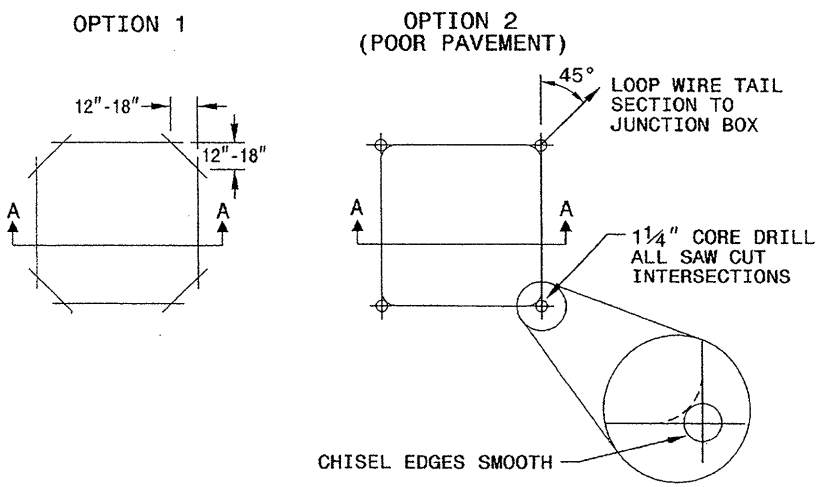
SAW SLOT DEPTH CHART

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

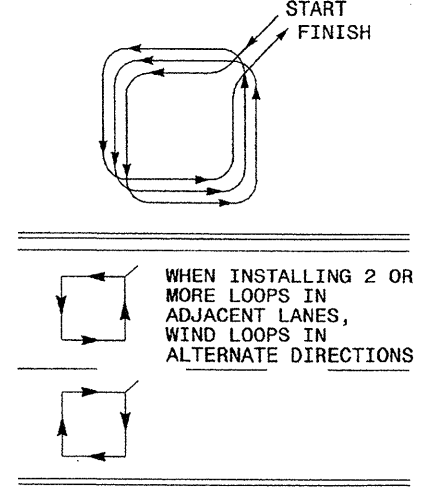


CONVENTIONAL 4-SIDED LOOP

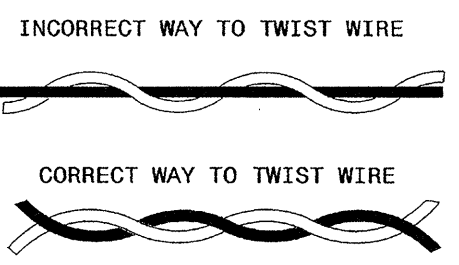
SAW CUT OPTIONS



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD

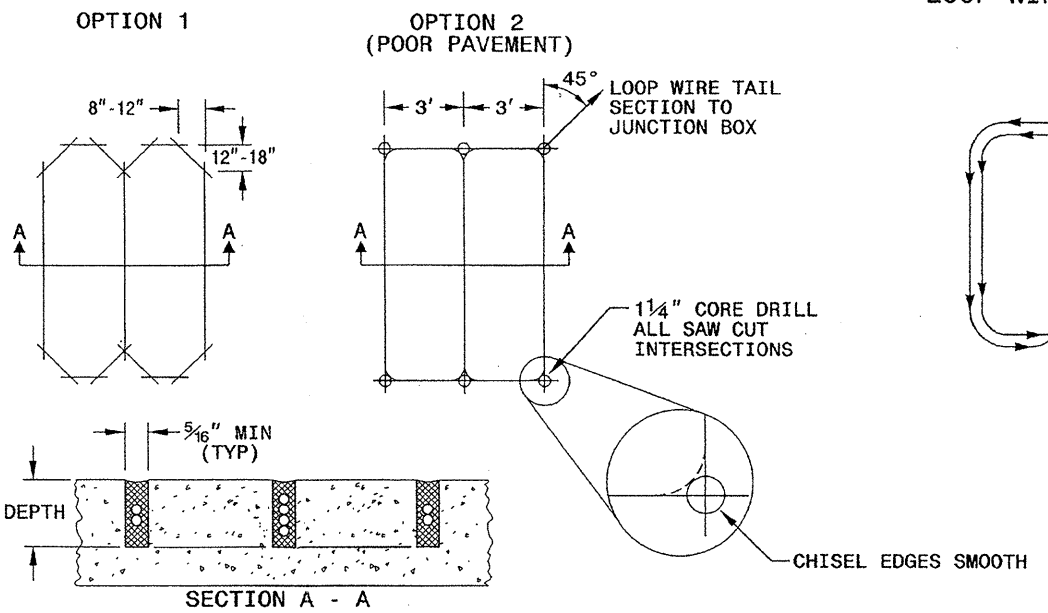


NOTES

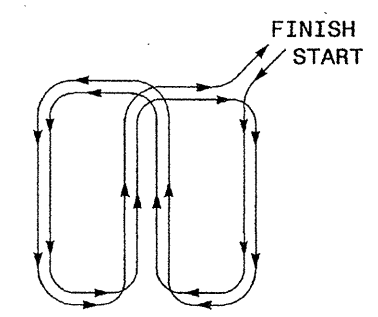
1. OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
2. MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
3. WIRE LOOPS CONNECTED TO THE SAME DETECTOR CHANNEL IN SERIES.
4. LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS OR APPROVED BY ENGINEER.

QUADRUPOLE LOOP

SAW CUT OPTIONS



LOOP WINDING METHOD



SECTION A - A
DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

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

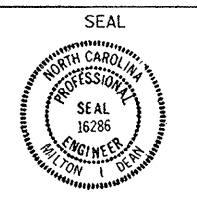
11-08

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

See Plate for Title

Prepared in the Offices of:
Intelligent Transportation Systems & Signals Unit
750 N. Greenfield Parkway
Garner, NC 27529



Milton Dean 4/24/08
SIGNATURE DATE

24-100-2008 08.28
c:\work\1116540-standard plate sheets\1725D01.mxd 2/20/07 gpn
zmlittle

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

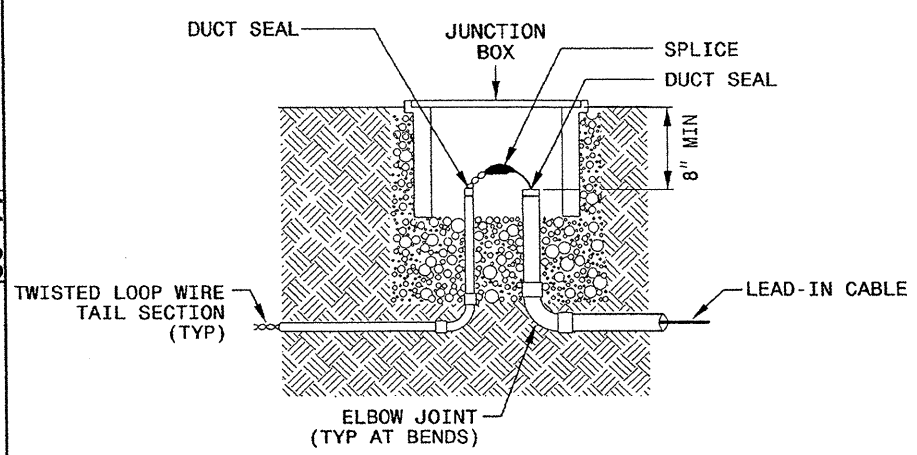
11-08

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
 LOOP WIRE DETAILS

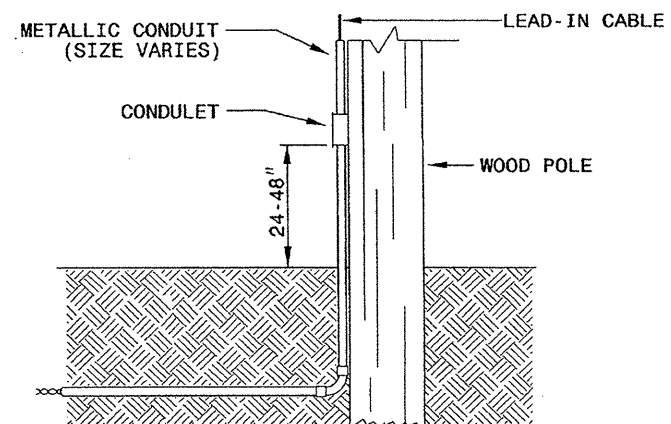
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

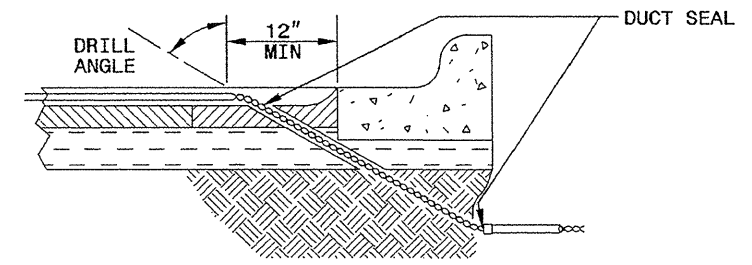


NOTE

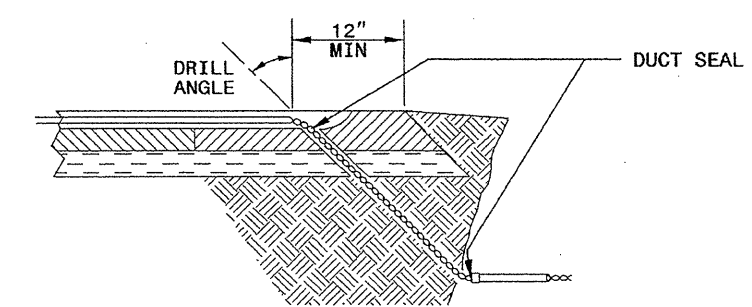
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

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.

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

11-08

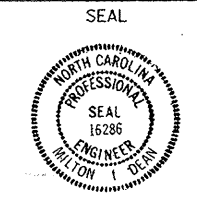
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
 LOOP WIRE DETAILS

SHEET 2 OF 3
1725D01

See Plate for Title



750 N. Greenfield Parkway
 Garner, NC 27529



Milton J. Dean 11/24/08
 SIGNATURE DATE

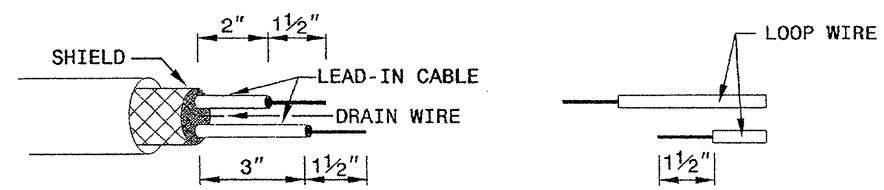
STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

11-08

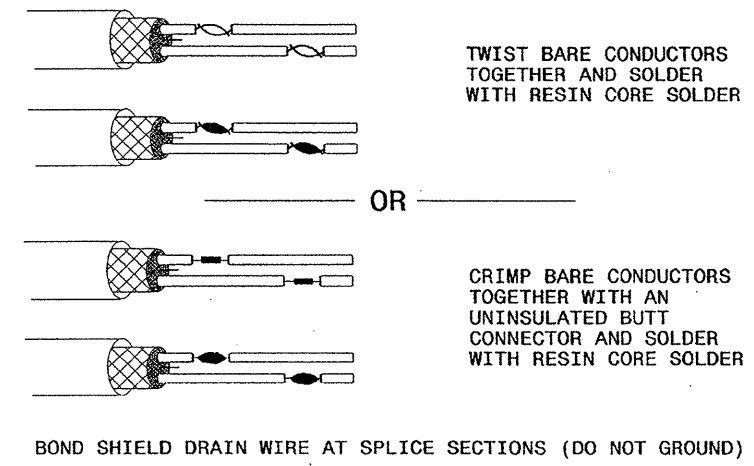
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
 SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

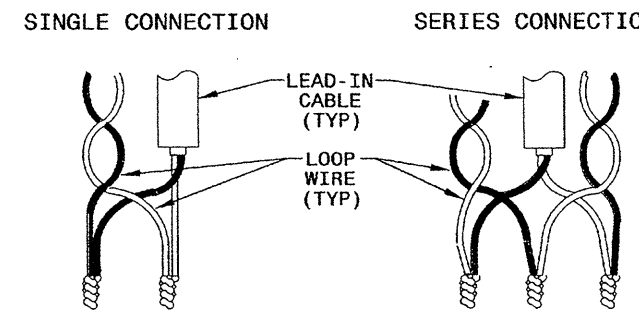
STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE



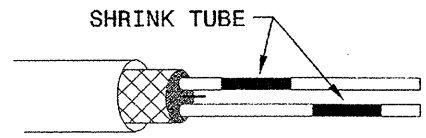
STEP 2. CONNECT AND SOLDER



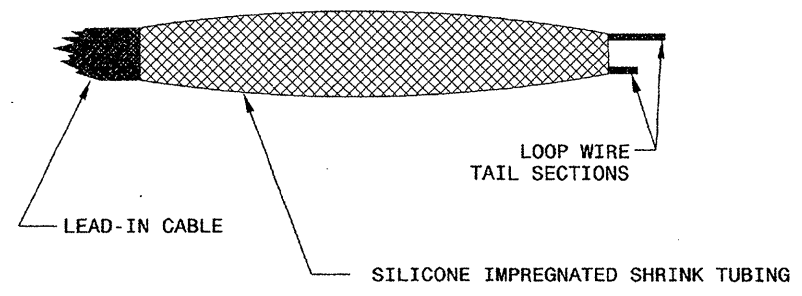
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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

See Plate for Title

Prepared in the Offices of:

750 N. Greenfield Parkway
 Garner, NC 27529

SEAL

Milton Dean 11/24/08
 SIGNATURE DATE

24-Nov-2008 09:16
 d:\work\files\1725D01\1725D01.dwg
 zml:tlb