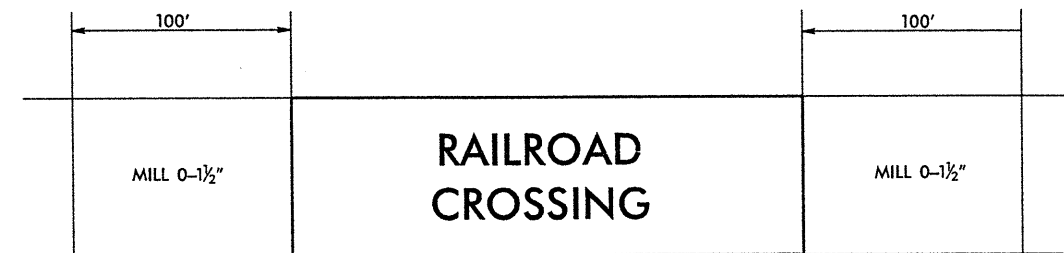
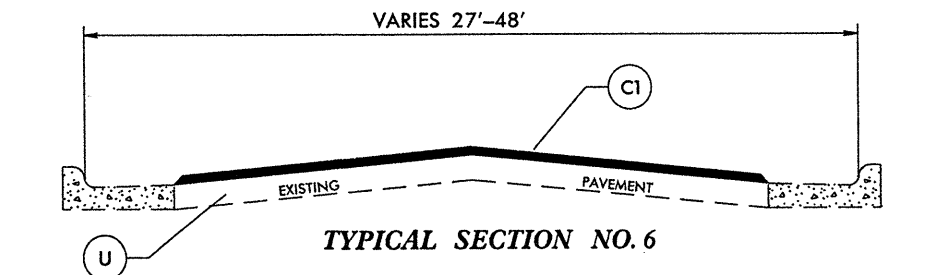
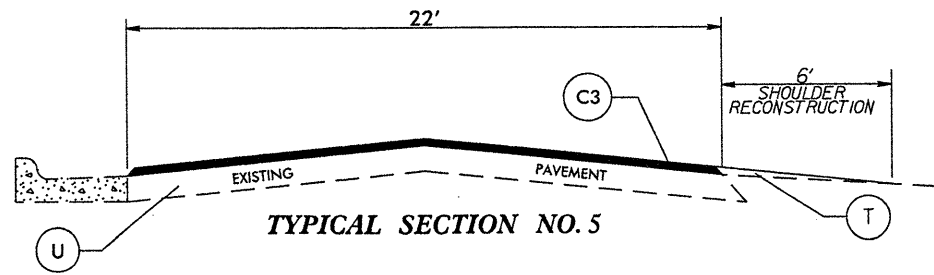
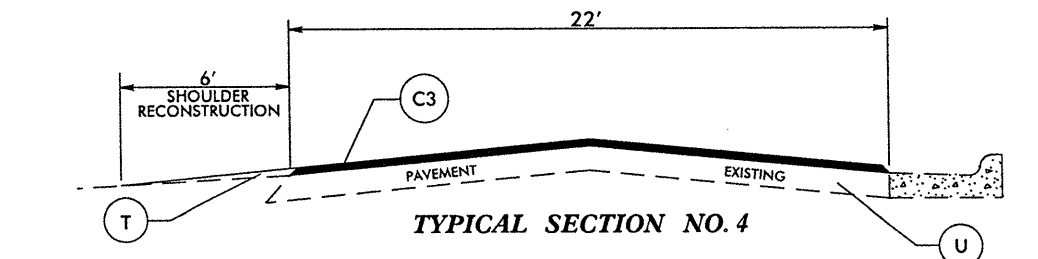
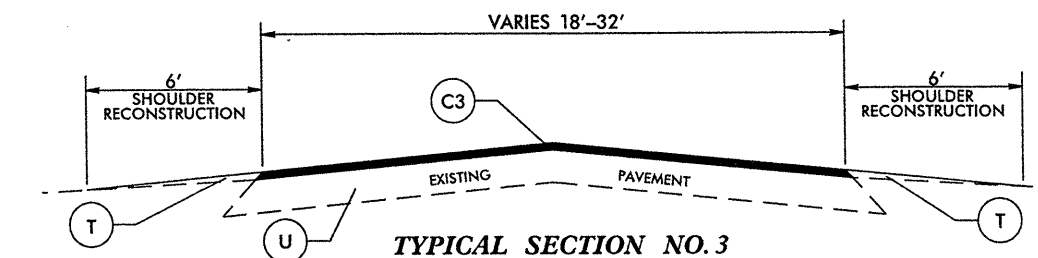
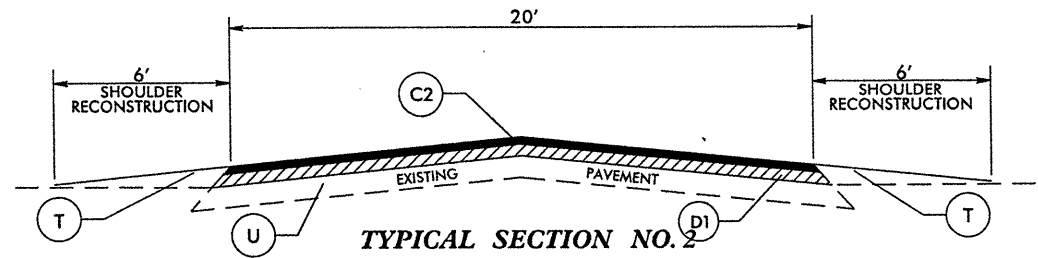
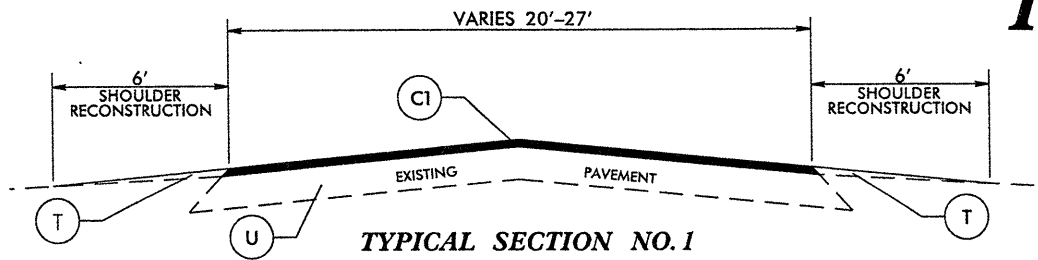
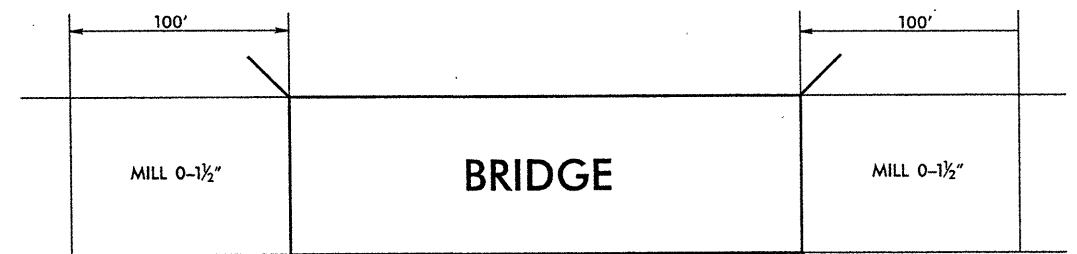


# RICHMOND COUNTY

# RICHMOND COUNTY TYPICAL SECTIONS

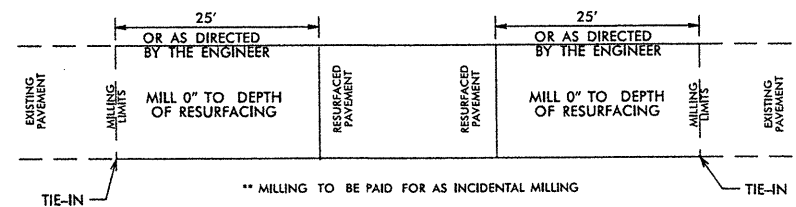


\*\* - MILLING TO BE PAID AS INCIDENTAL MILLING



\*\* - MILLING TO BE PAID AS INCIDENTAL MILLING

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 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.



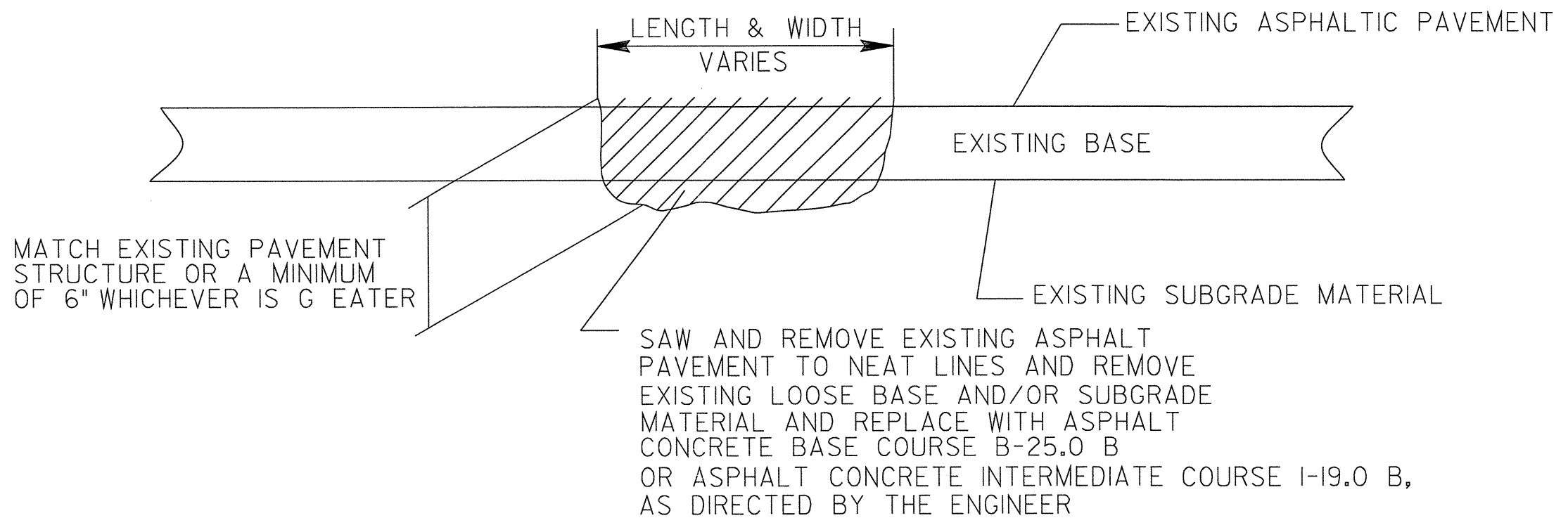
**PAVEMENT TIE-IN DETAIL**

048397

23-MAY-2011 09:21:20 2012-Resurfacing Richmond\Richmond.res.typical-maps.dgn

# DETAILS OF REPAIRING EXISTING PAVEMENT PRIOR TO RESURFACING

## DETAIL



5/14/99  
 23-MAY-2011 11:49  
 oas & A  
 \Engineering\Richmond\Richmond.Submittal\Richmond.res.typical.meps.dgn

PROJECT NO. 8CR.20771.17	SHEET NO. 4	TOTAL NO. 7
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### SUMMARY OF QUANTITIES

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	LENGTH	WIDTH	BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	INCIDENTAL MILLING	INTERMEDIATE COURSE, I19.0B	SURFACE COURSE, S9.5B	SURFACE COURSE, SF9.5A	PG 64-22 PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER OR VALVE BOX	TEMPORARY SILT FENCE	EROSION CONTROL STONE, CLASS B	SEDIMENT CONTROL STONE	TEMPORARY MULCHING	MATTING (EROSION CONTROL)	1/4" HARDWARE CLOTH	WATTLE	SEED & MULCHING	SEED FOR REPAIR SEEDING	FERTILIZER FOR REPAIR SEEDING	INDUCTIVE LOOP SAWCUT
NO		NO					MI	FT	CY	TONS	SMI	SY	TONS	TONS	TONS	TONS	TONS	EA	EA	LF	TON	TON	ACR	SY	LF	LF	AC	LB	TON	LF
8CR.20771.17	Richmond	1	SR 1966	FROM SR 1108 TO US 1	1	NO	2.17	22	175	400	4.34	600		3,030		182		1	3	217	55	55	2.17	20	110.00	40	2.63	110	0.75	
TOTAL FOR MAP NO. 1							2.17		175	400	4.34	600		3,030		182		1	3	217	55	55	2.17	20	110.00	40	2.63	110	0.75	
		2	SR 1645	FROM US 1 TO SR 1643	2	NO	0.55	20	50	100	1.10	100	970		475	76				55	15	15	0.55	10	27.00	10	0.67	27	0.25	
TOTAL FOR MAP NO. 2							0.55		50	100	1.10	100	970		475	76				55	15	15	0.55	10	27.00	10	0.67	27	0.25	
		3	SR 1608	FROM SR 1616 TO US 74 BUSINESS	3	NO	1.6	22	130	100	3.20	150		1,820	118	10				160	40	40	1.60	20	80.00	30	1.93	80	0.50	500
TOTAL FOR MAP NO. 3							1.6		130	100	3.20	150		1,820	118	10				160	40	40	1.60	20	80.00	30	1.93	80	0.50	500
		4	SR 1927	FROM SR 1903 TO SR 1966	3	NO	0.81	23	65	250	1.62	350		965	63	5				80	20	20	0.81	10	40.00	20	1.00	40	0.25	
TOTAL FOR MAP NO. 4							0.81		65	250	1.62	350		965	63	5				80	20	20	0.81	10	40.00	20	1.00	40	0.25	
		5	SR 1001	FROM SCOTLAND COUNTY TO US 1	1	NO	1.04	22	80	100	2.08	300		1,185		71				104	25	25	1.04	10	52.00	20	1.26	50	0.25	
TOTAL FOR MAP NO. 5							1.04		80	100	2.08	300		1,185		71				104	25	25	1.04	10	52.00	20	1.26	50	0.25	
		6	SR 1125	FROM SR 1124 TO US 74 BUSINESS	1	NO	0.84	22	70	125	1.68	150		960	58	60			5	84	21	21	0.84	10	42.00	20	1.02	42	0.25	
TOTAL FOR MAP NO. 6							0.84		70	125	1.68	150		960	58	60			5	84	21	21	0.84	10	42.00	20	1.02	42	0.25	
		7	SR 1124	FROM SR 1109 TO US 74 BUSINESS	1	NO	2.07	20	165	125	4.14	2,000		2,380		143		9	7	207	52	52	2.07	20	104.00	40	2.51	100	0.50	
TOTAL FOR MAP NO. 7							2.07		165	125	4.14	2,000		2,380		143		9	7	207	52	52	2.07	20	104.00	40	2.51	100	0.50	
		8	SR 1231	FROM SR 1124 TO US 1	3,4,5	NO	0.13	24	10	25	0.21	100		155	10					13	3	3	0.13	10	7.00	10	0.16	10	0.25	
TOTAL FOR MAP NO. 8							0.13		10	25	0.21	100		155	10					13	3	3	0.13	10	7.00	10	0.16	10	0.25	
		9	SR 1232	FROM SR 1124 TO US 1	3	NO	0.18	22	15	25	0.36	100		205	13			2		18	5	5	0.18	10	9.00	10	0.22	10	0.25	
TOTAL FOR MAP NO. 9							0.18		15	25	0.36	100		205	13			2		18	5	5	0.18	10	9.00	10	0.22	10	0.25	
		10	SR 1103	FROM SR 1124 TO SR 1137	3	NO	1.63	22	130	150	3.26	600		1,855	121			2		163	40	40	1.63	20	82.00	30	2.00	82	0.50	
TOTAL FOR MAP NO. 10							1.63		130	150	3.26	600		1,855	121			2		163	40	40	1.63	20	82.00	30	2.00	82	0.50	
		11	SR 1903	FROM SR 1925 TO US 1	3,4	NO	1.94	20	155	250	3.73	2,000		2,540	165			2	4	194	50	50	1.94	20	97.00	30	2.35	100	0.50	500
TOTAL FOR MAP NO. 11							1.94		155	250	3.73	2,000		2,540	165			2	4	194	50	50	1.94	20	97.00	30	2.35	100	0.50	500
		12	SR 1615	FROM BRIDGES STREET TO NC 38	3	NO	0.39	24	30	100	0.78	100		485	32			3	2	39	10	10	0.39	10	20.00	10	0.47	20	0.25	
TOTAL FOR MAP NO. 12							0.39		30	100	0.78	100		485	32			3	2	39	10	10	0.39	10	20.00	10	0.47	20	0.25	
		13	SR 1641	FROM US 74 BUS TO SR 1624	1,6	NO	0.63	27	50	100	1.15	150		895	54			1	2	63	15	15	0.63	10	32.00	10	0.70	32	0.25	500
TOTAL FOR MAP NO. 13							0.63		50	100	1.15	150		895	54			1	2	63	15	15	0.63	10	32.00	10	0.70	32	0.25	500
TOTAL FOR PROJ NO. 8CR.20771.17							13.98		1,125	1,850	27.65	6,700	970	8,450	8,500	1,106	75	20	23	1,397	351	351	13.98	180	702.00	280	16.92	703	4.75	1,500
GRAND TOTAL							13.98		1,125	1,850	27.65	6,700	970	8,450	8,500	1,106	75	20	23	1,397	351	351	13.98	180	702.00	280	16.92	703	4.75	1,500

PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.20771.17	5	7

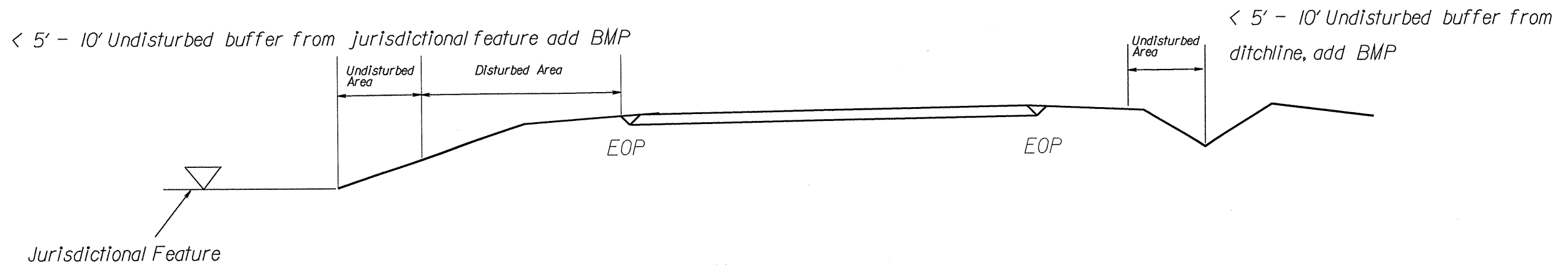
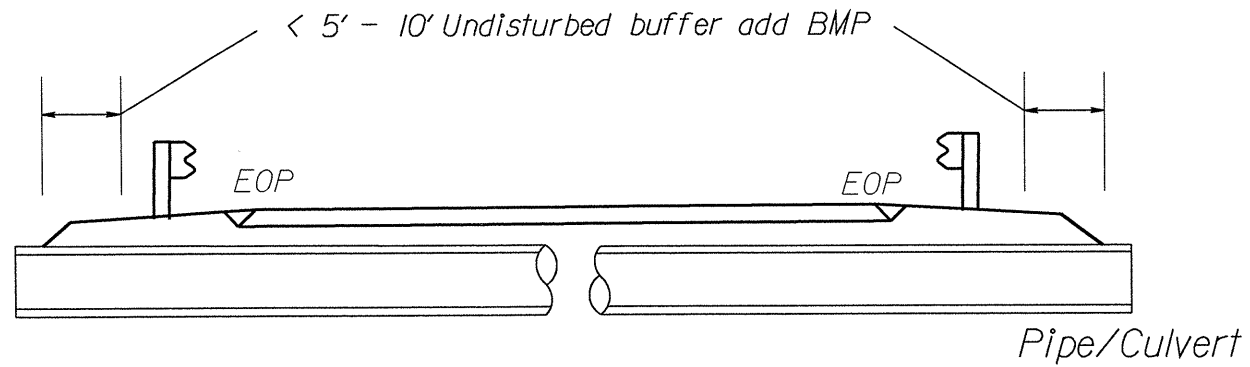
## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4589000000-N	4685000000-E	4686000000-E		4695000000-E	4705000000-E	4710000000-E	4721000000-E		4725000000-E		4770000000-E	4810000000-E		4900000000-N	4900000000-N
					GENERIC TRAFFIC CONTROL ITEM - TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 120 M YELLOW THERMO	4" X 120 M WHITE THERMO	8" X 90 M YELLOW THERMO	16" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO RXR 120 M	THERMO MSG SCHOOL 120 M	THERMO LT ARROW 90 M	THERMO STR & RT ARROW 90 M	COLD APPLIED PLASTIC PAVEMENT MARKING LINES, TYPE III (4")	4" WHITE PAINT	4" YELLOW PAINT	YELLOW & YELLOW MARKERS	CRYSTAL & RED MARKERS
LS	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA			
8CR.20771.17	Richmond	1	SR 1966	FROM SR 1108 TO US 1		22,950	16,500			100	150	4	12					145		
TOTAL FOR MAP NO. 1						22,950	16,500			100	150	4	12					145		
		2	SR 1645	FROM US 1 TO SR 1643													23,232	18,585		
TOTAL FOR MAP NO. 2																	23,232	18,585		
		3	SR 1608	FROM SR 1616 TO US 74 BUSINESS													33,792	27,034	106	
TOTAL FOR MAP NO. 3																	33,792	27,034	106	
		4	SR 1927	FROM SR 1903 TO SR 1966					100	50	4						17,100	17,100	54	
TOTAL FOR MAP NO. 4									100	50	4						17,100	17,100	54	
		5	SR 1001	FROM SCOTLAND COUNTY TO US 1		10,980	7,680		100	50	4								70	
TOTAL FOR MAP NO. 5						10,980	7,680		100	50	4								70	
		6	SR 1125	FROM SR 1124 TO US 74 BUSINESS													17,741	17,741	55	
TOTAL FOR MAP NO. 6																	17,741	17,741	55	
		7	SR 1124	FROM SR 1109 TO US 74 BUSINESS		21,900	15,300		300	150	12								138	
TOTAL FOR MAP NO. 7						21,900	15,300		300	150	12								138	
		8	SR 1231	FROM SR 1124 TO US 1																
TOTAL FOR MAP NO. 8																				
		9	SR 1232	FROM SR 1124 TO US 1																
TOTAL FOR MAP NO. 9																				
		10	SR 1103	FROM SR 1124 TO SR 1137					100	50	4				1,200		34,425	24,100	108	
TOTAL FOR MAP NO. 10									100	50	4			1,200		34,425	24,100	108		
		11	SR 1903	FROM SR 1925 TO US 1		20,486	16,390	82	200	309	8		1	1					128	
TOTAL FOR MAP NO. 11						20,486	16,390	82	200	309	8		1	1					128	
		12	SR 1615	FROM BRIDGES STREET TO NC 38		4,118	4,118												25	
TOTAL FOR MAP NO. 12						4,118	4,118												25	
		13	SR 1641	FROM US 74 BUS TO SR 1624		5,650	6,400	200	50				2						42	
TOTAL FOR MAP NO. 13						5,650	6,400	200	50				2						42	
TOTAL FOR PROJ NO. 8CR.20771.17					1	86,084	66,388	282	50	900	759	36	12	3	1	1,200	126,290	104,560	871	10
GRAND TOTAL					1	86,084	66,388	282	50	900	759	36	12	3	1	1,200	126,290	104,560	871	10
							66,670					48		4		230,850		881		

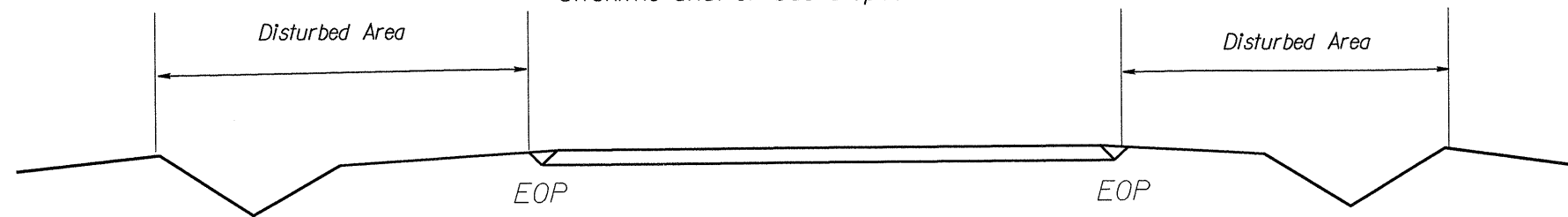
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle or Silt Fence

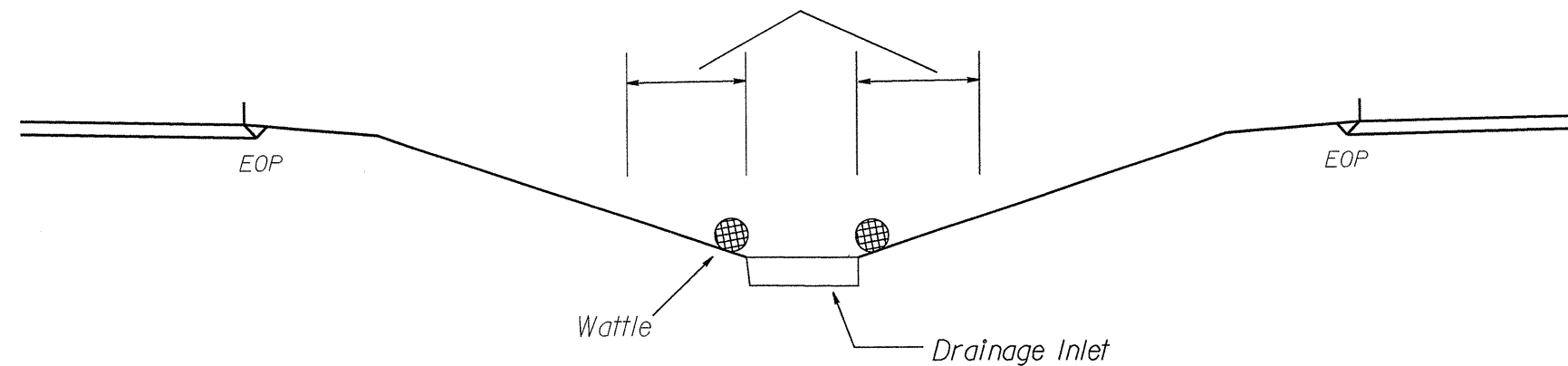
# EROSION CONTROL DETAIL



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

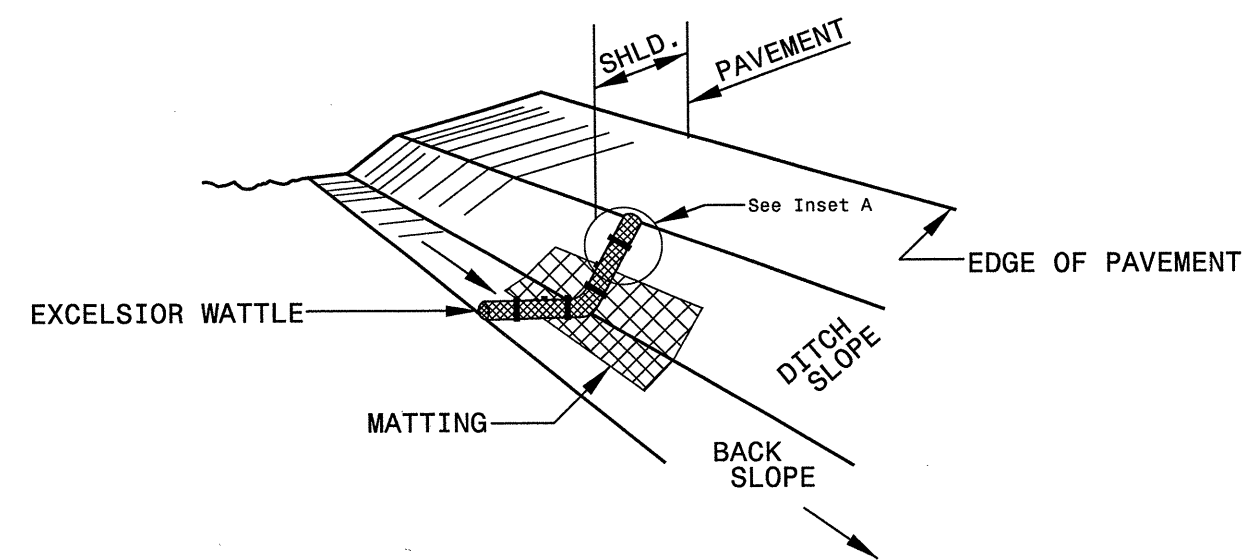


< 5' - 10' Undisturbed buffer from inlet, add wattle

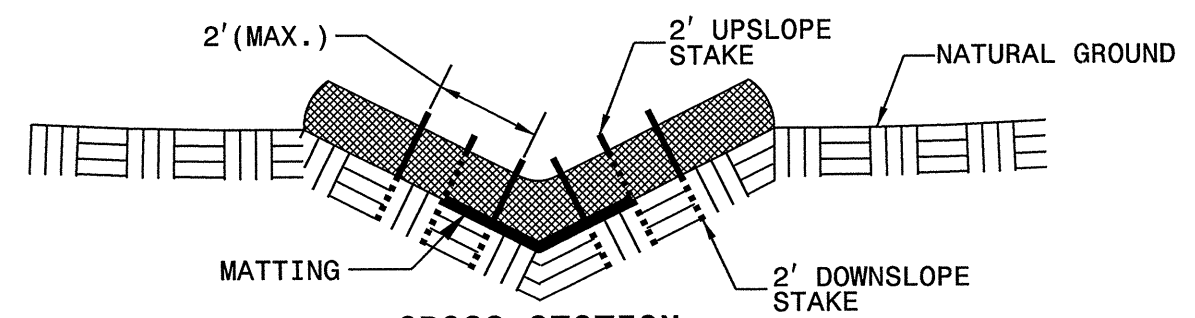


NOT TO SCALE

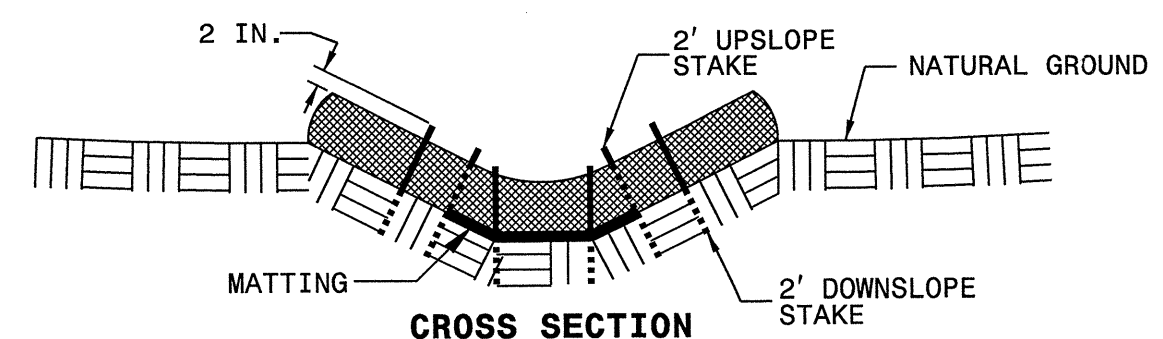
# WATTLE DETAIL



**ISOMETRIC VIEW**



**CROSS SECTION VEE DITCH**



**CROSS SECTION TRAPEZOIDAL DITCH**

**NOTES:**

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

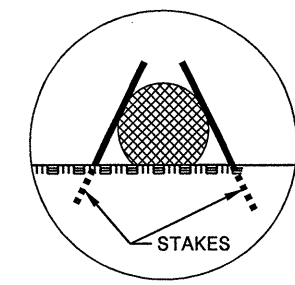
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

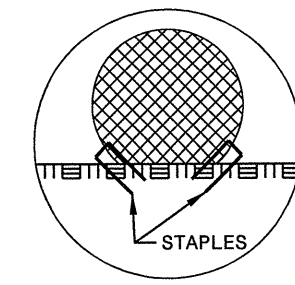
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

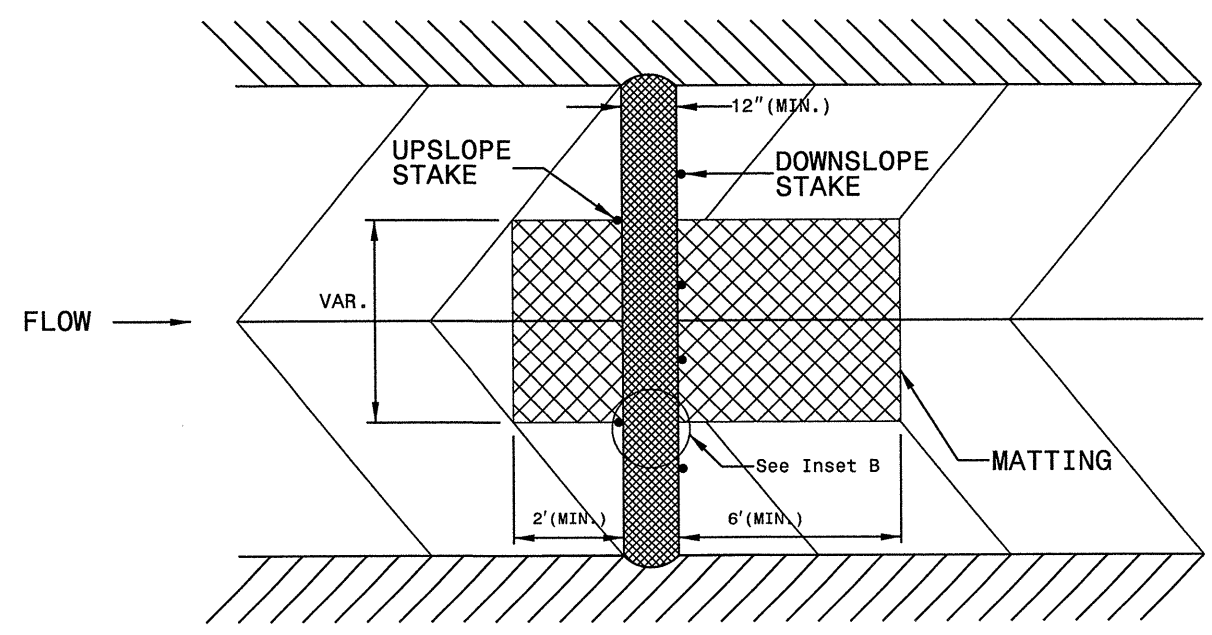
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



**INSET A**

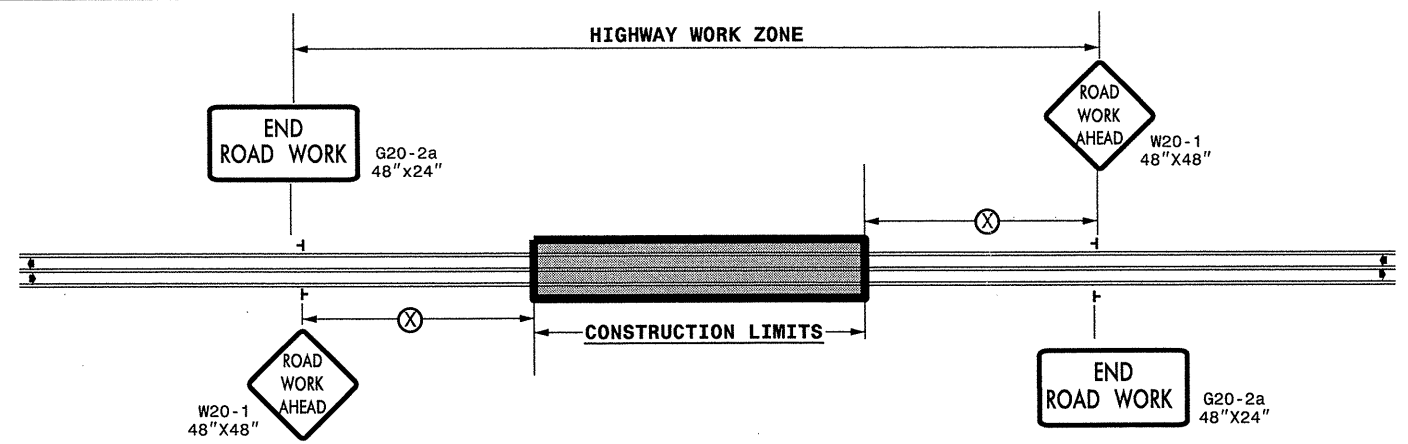


**INSET B**



**TOP VIEW**

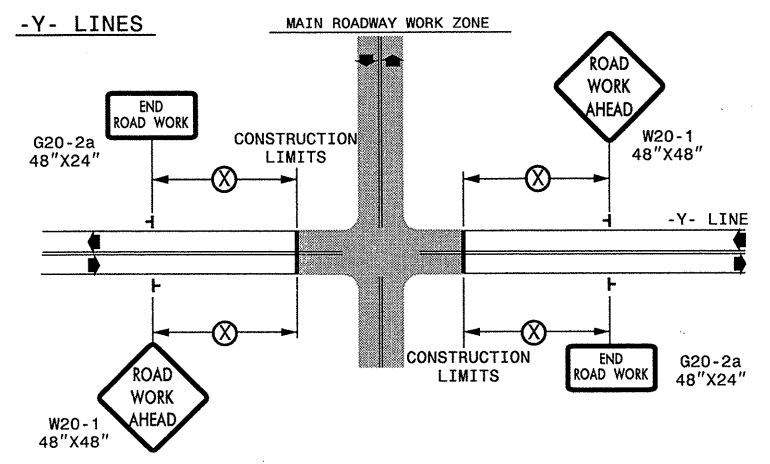
**TWO-WAY UNDIVIDED \*\* (L-LINES)**



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	500'
≥ 55	1000'

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

**ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)**



**GENERAL NOTES**

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

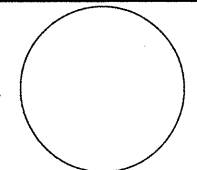
**LEGEND**

└ STATIONARY SIGN

◀ DIRECTION OF TRAFFIC FLOW

DETAIL DRAWING FOR  
TWO-WAY UNDIVIDED  
WORK ZONE WARNING SIGNS

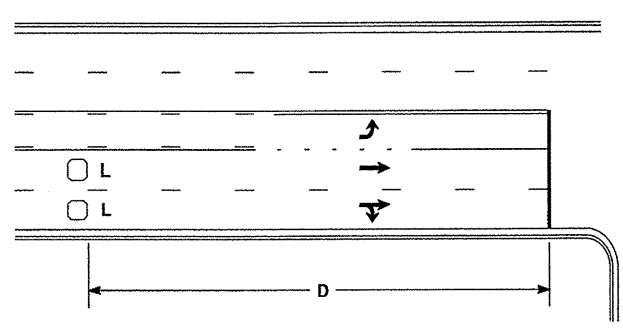
SHEET 1 OF 1

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

03-JUN-2011 10:53  
 \\DOT\G\SR001\GROUPS-WZTCCC\TMU\WZTC\Resur\Facing\2011Central\2011.DIV08\20771.17\_8CR.20771.17\_2way\_undiv\_&\_urban\_fwys\_stationary.dgn  
 jww\files AT TE247530



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

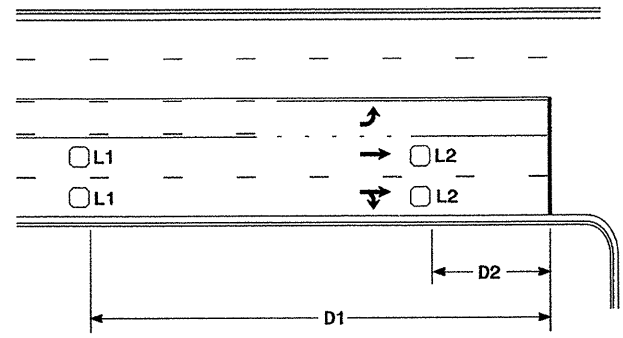


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

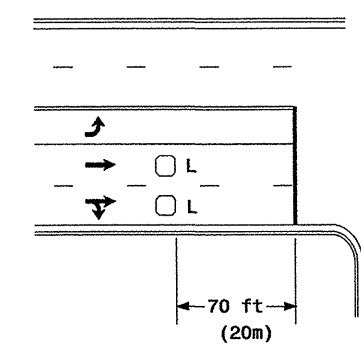


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

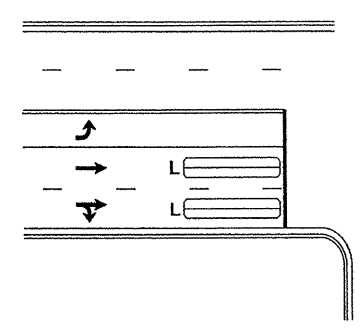
"Stretch" Operation

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



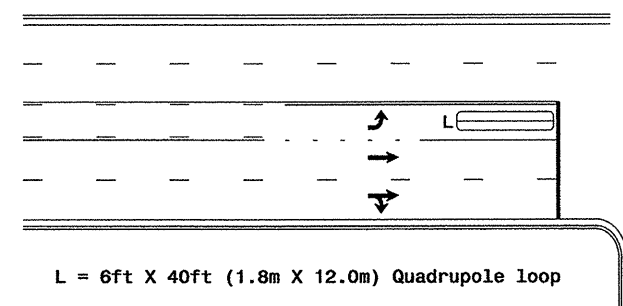
L = 6ft X 6ft (1.8m X 1.8m)  
Wired in series

OR



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

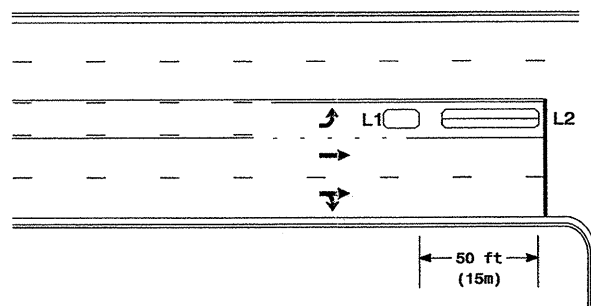
### Left Turn Lane Detection



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

Presence Loop Detection

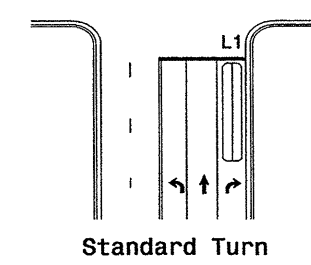
OR



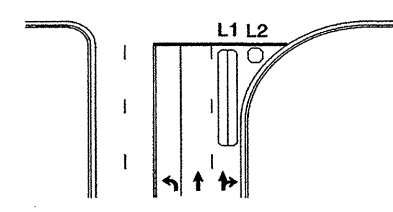
L1 = 6ft X 15ft (1.8m X 4.6m) Queue detector  
L2 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

Queue Loop Detection

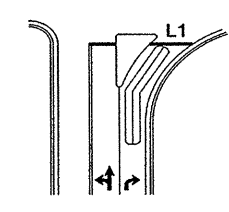
### Right Turn Lane Detection



Standard Turn



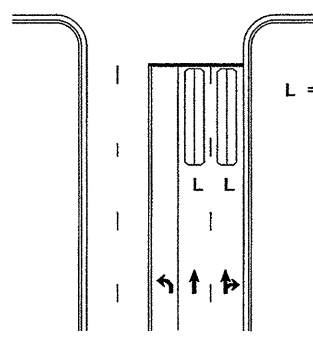
Wide Radius Turn



Channelized Turn

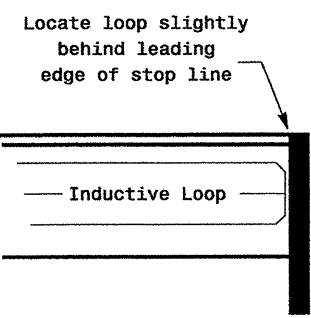
L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop  
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop  
Wired separately  
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop  
Wired in series

### 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



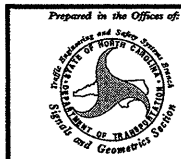
Note:  
Loop may be located in advance  
of stop line when stop line is  
greater than 15' (4.5m) from edge  
of intersecting roadway; or, when  
loop detects a permissive or  
protected/permissive left turn.

### Recommended Number of Turns

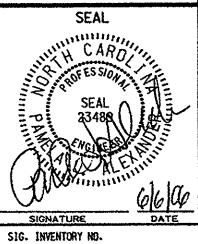
Single 6' X 6' (1.8m X 1.8m)  
loop (wired separately):

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:
SCALE: N/A	DATE: 12/1/06



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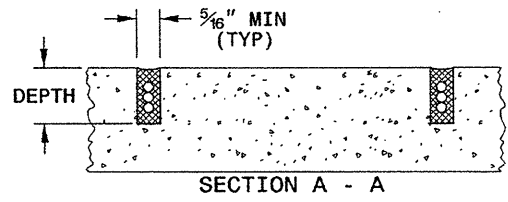
11-08

ENGLISH DETAIL DRAWING FOR  
**INDUCTIVE DETECTION LOOPS**

SHEET 1 OF 3  
**1725D01**

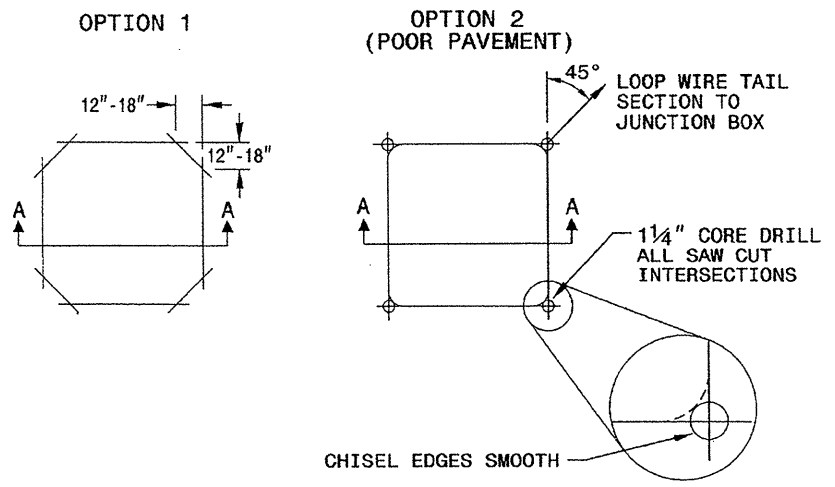
**SAW SLOT DEPTH CHART**

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	

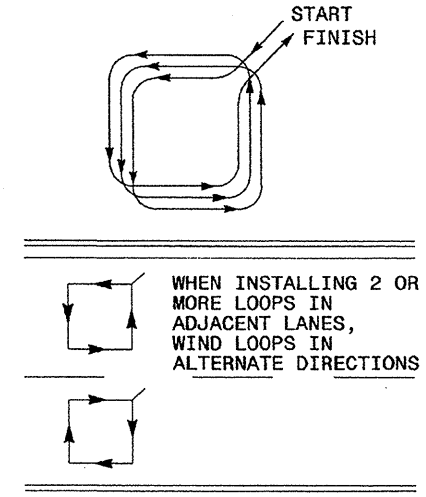


**CONVENTIONAL 4-SIDED LOOP**

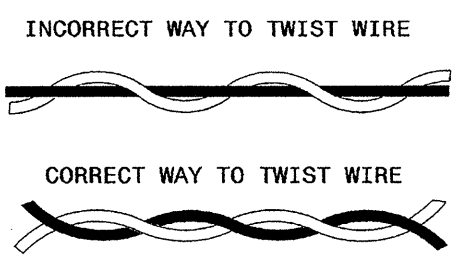
**SAW CUT OPTIONS**



**LOOP WINDING METHOD**



**LOOP WIRE TWISTING METHOD**

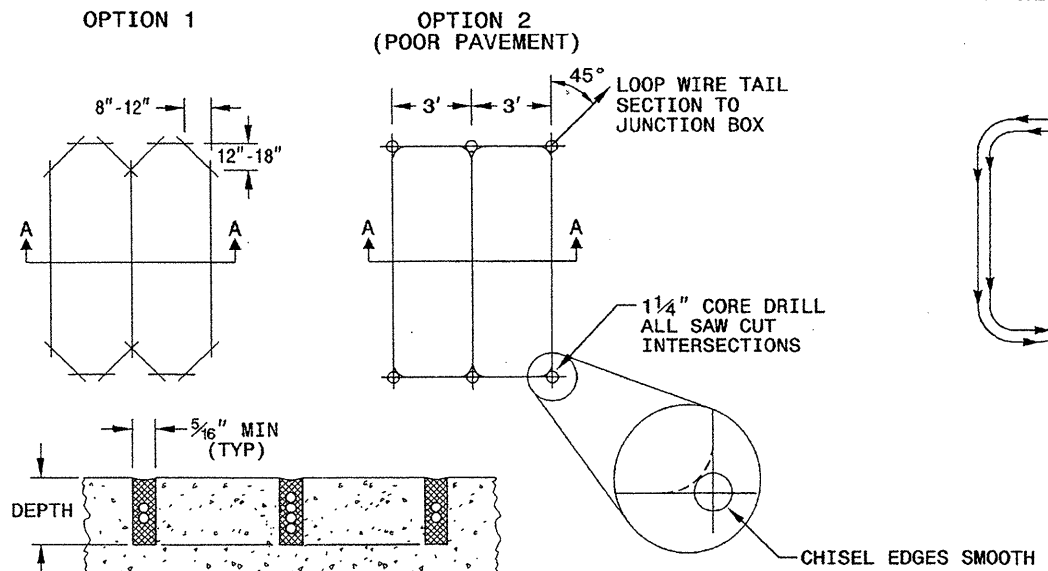


**NOTES**

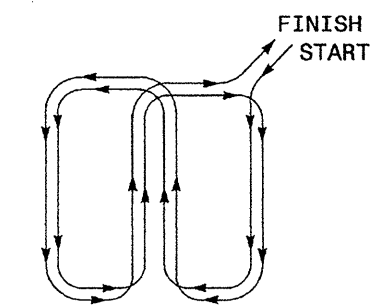
1. OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
2. MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
3. WIRE LOOPS CONNECTED TO THE SAME DETECTOR CHANNEL IN SERIES.
4. LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS OR APPROVED BY ENGINEER.

**QUADRUPOLE LOOP**

**SAW CUT OPTIONS**



**LOOP WINDING METHOD**



SECTION A - A

DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

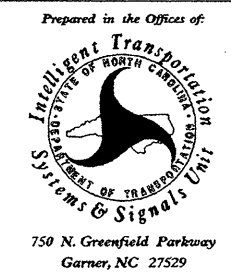
STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

11-08

ENGLISH DETAIL DRAWING FOR  
**INDUCTIVE DETECTION LOOPS**

SHEET 1 OF 3  
**1725D01**

See Plate for Title



750 N. Greenfield Parkway  
Garner, NC 27529

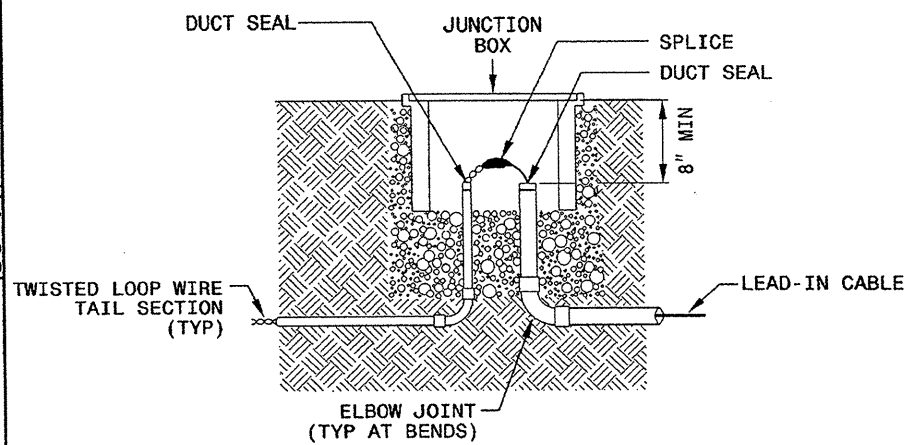
STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

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

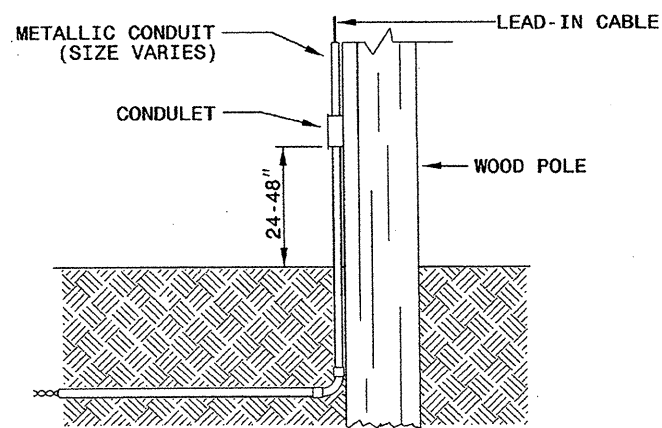
SHEET 2 OF 3  
1725D01

**LOOP WIRE SPLICE POINT DETAILS**

**LOOP WIRE AT JUNCTION BOX**



**LOOP WIRE AT POLE**

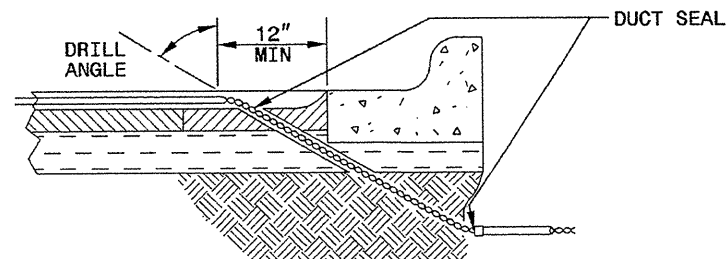


**NOTE**

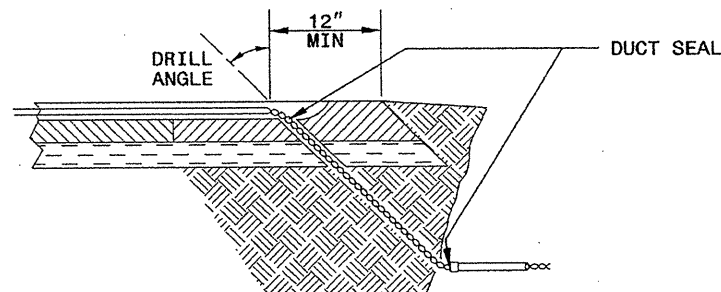
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

**LOOP WIRE PAVEMENT EDGE DETAILS**

**LOOP WIRE AT CURB & GUTTER SECTION**



**LOOP WIRE AT PAVEMENT SECTION**



**NOTES**

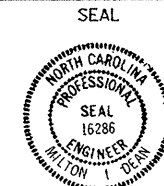
1. DO NOT EXCAVATE UNDER CURB AND GUTTER SECTIONS FOR CONDUIT INSTALLATION.
2. TWIST LOOP WIRE TAIL SECTIONS FROM WHERE LOOP WIRE TAIL LEAVES SAW CUT TO JUNCTION BOX, INCLUDING THROUGH CONDUIT.
3. BEFORE SEALING LOOPS, INSTALL DUCT SEAL WHERE LOOP WIRE TAIL SECTION LEAVES SAW CUT IN PAVEMENT AND AT ENTRANCE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

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ENGLISH DETAIL DRAWING FOR  
**INDUCTIVE DETECTION LOOPS**  
LOOP WIRE DETAILS

SHEET 2 OF 3  
1725D01

See Plate for Title



Milton I. Dean 11/24/08  
SIGNATURE DATE

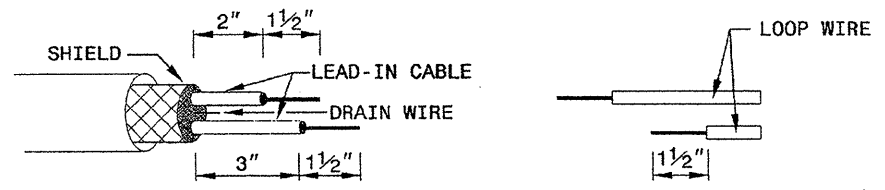
STATE OF NORTH CAROLINA  
 DEPT. OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 RALEIGH, N.C.

11-08

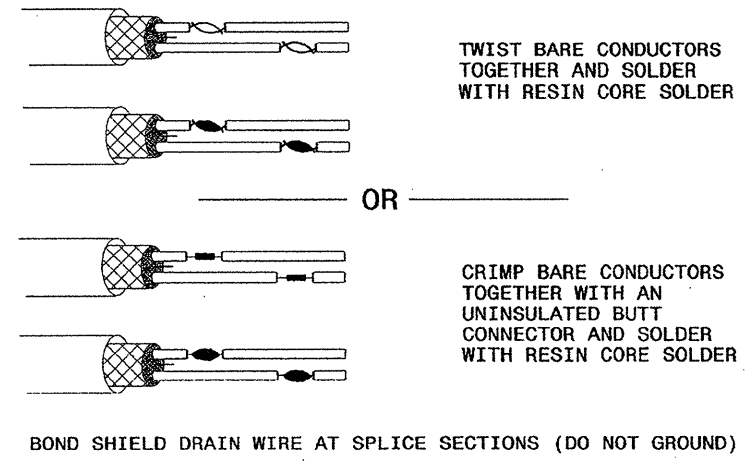
ENGLISH DETAIL DRAWING FOR  
**INDUCTIVE DETECTION LOOPS**  
 SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3  
**1725D01**

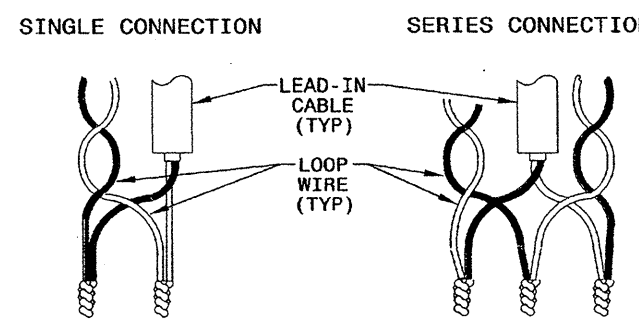
**STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE**



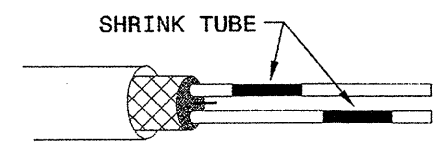
**STEP 2. CONNECT AND SOLDER**



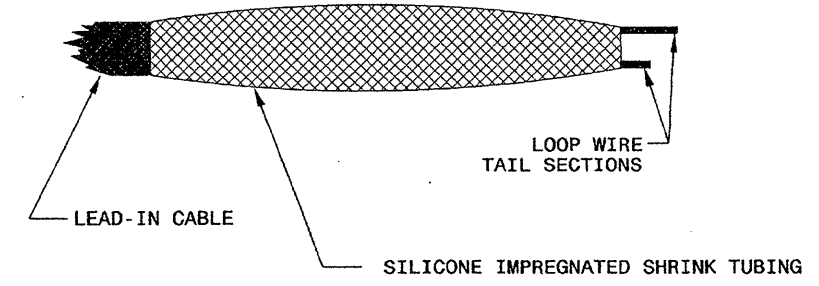
**LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS**



**STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY**



**STEP 4. ENVIRONMENTALLY PROTECT SPLICE**



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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

Prepared in the Offices of:

750 N. Greenfield Parkway  
 Garner, NC 27529

SEAL

*Milton I. Dean* 11/24/08  
 SIGNATURE DATE

24-nov-2008 09:35  
 d:\reports\_files\std-standard plate sheets\1725d01.mxd\2307.dgn  
 11/11/08