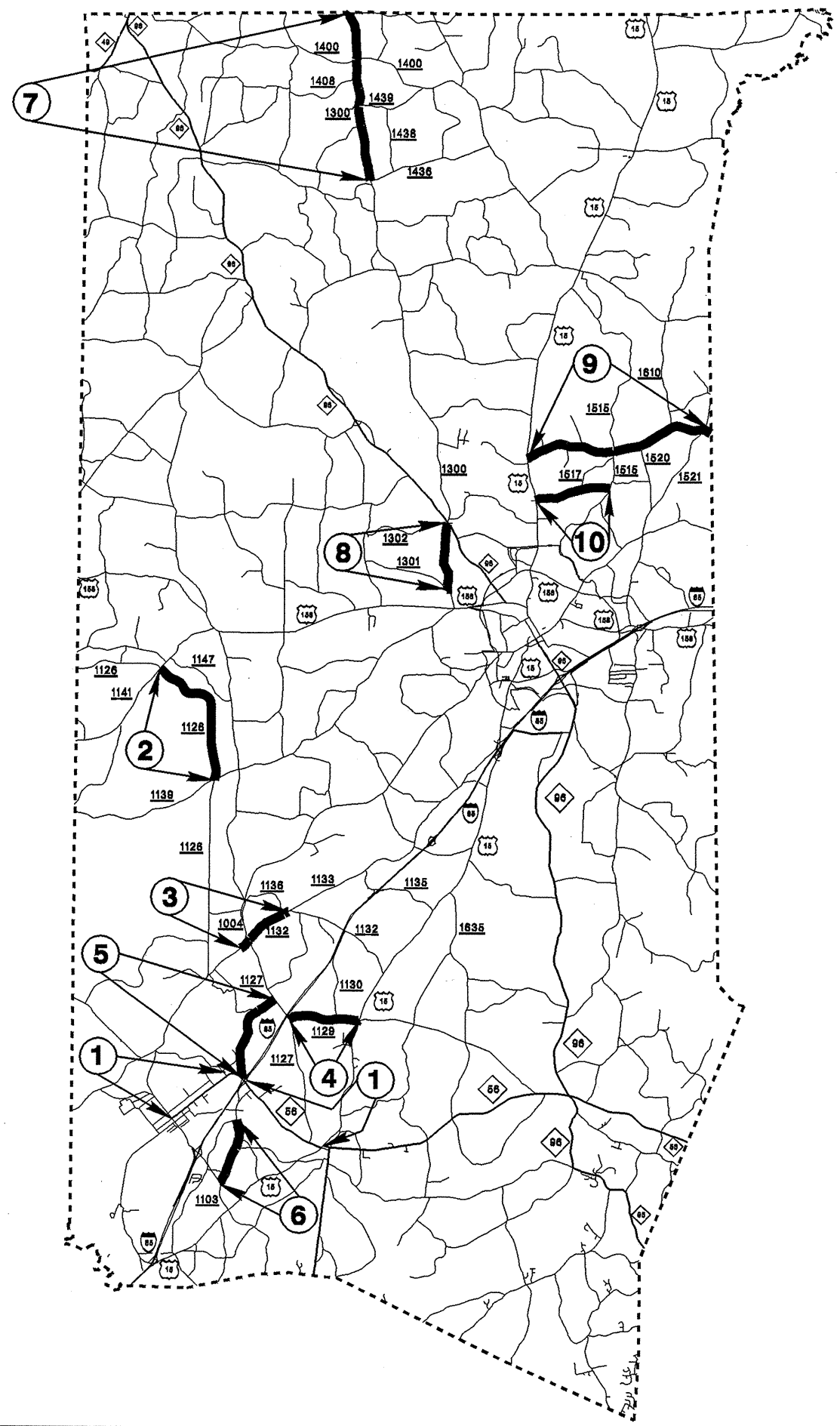
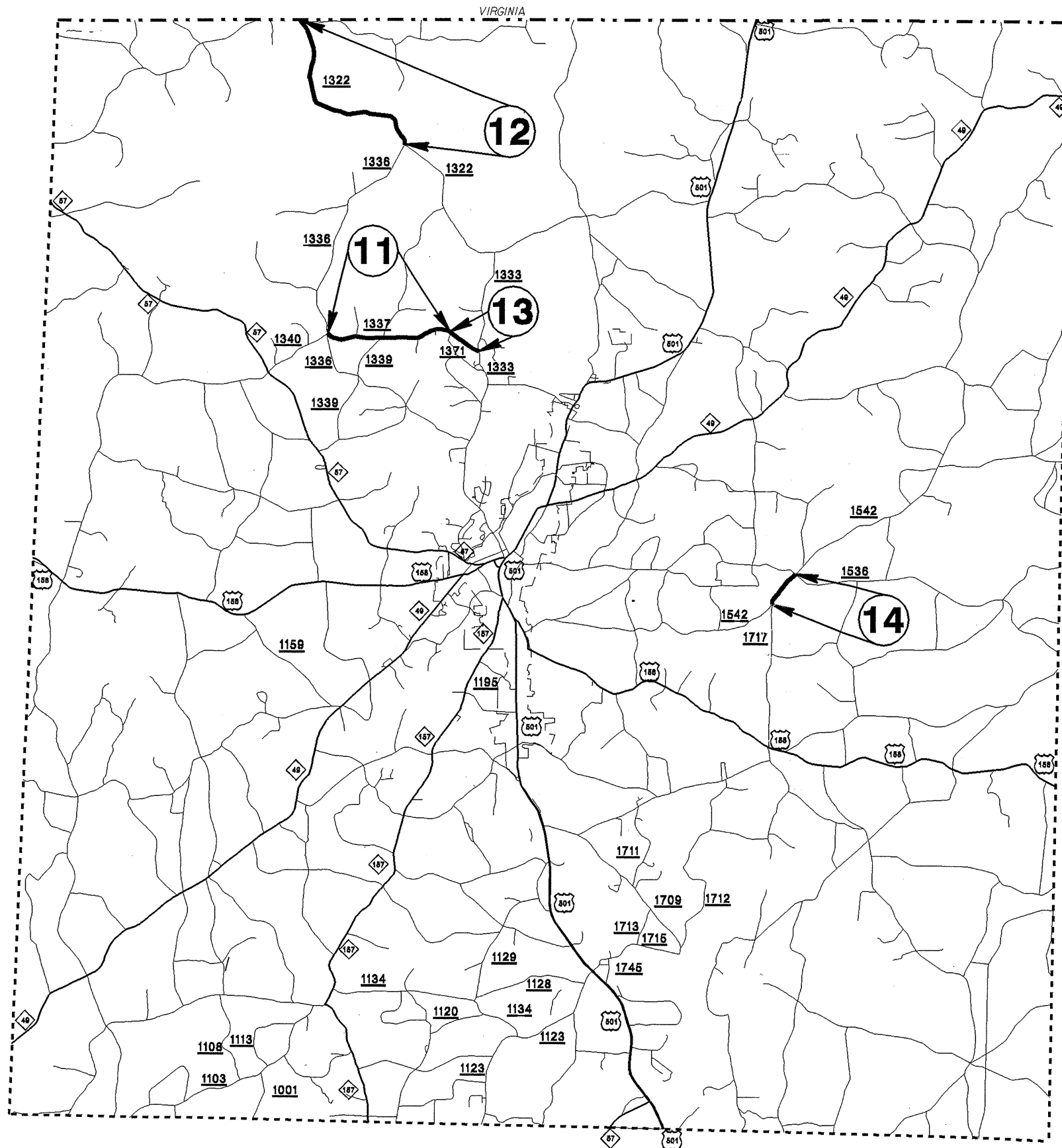



PROJECT REFERENCE NO.	SHEET NO.
5CR.J0391.9, 5CR.20391.9, 5CR.20731.9	1



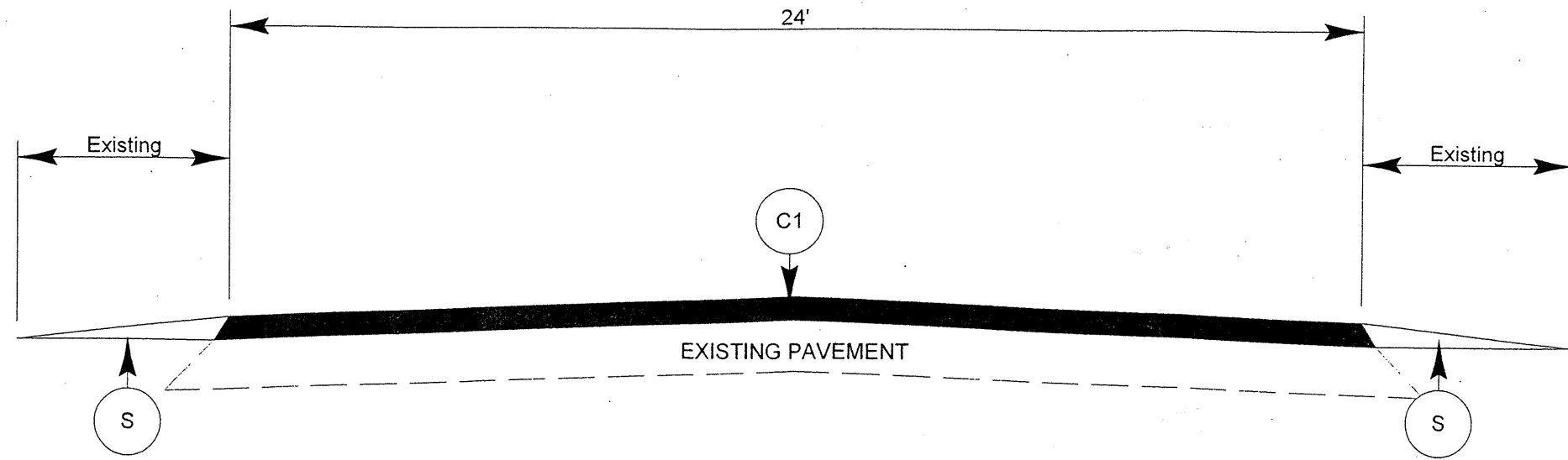
2010
Resurfacing
GRANVILLE COUNTY



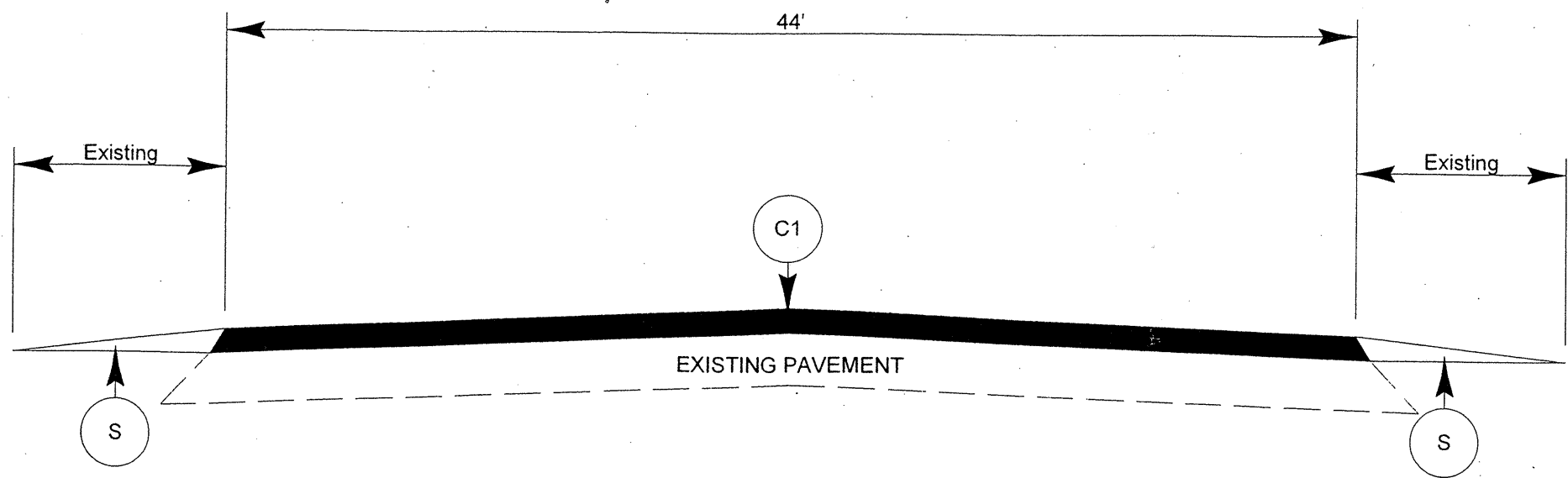


2010
Resurfacing
PERSON COUNTY

PROJECT NO. 5CR.10391.9, 5CR.20391.9, 5CR.20731.9,	SHEET NO. 3	TOTAL SHEETS
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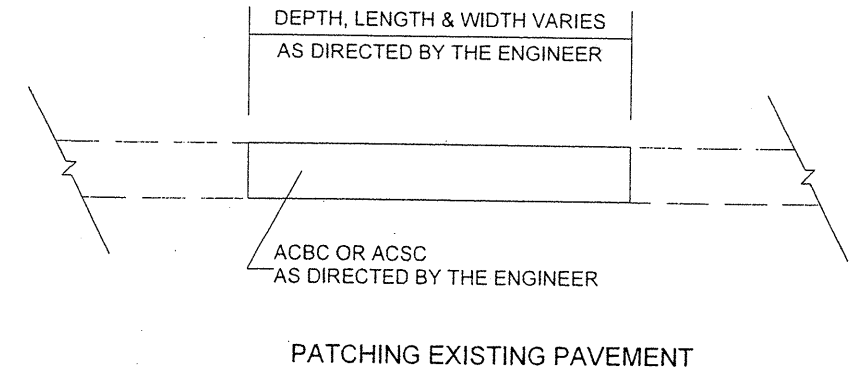


TYPICAL SECTION NO. 1



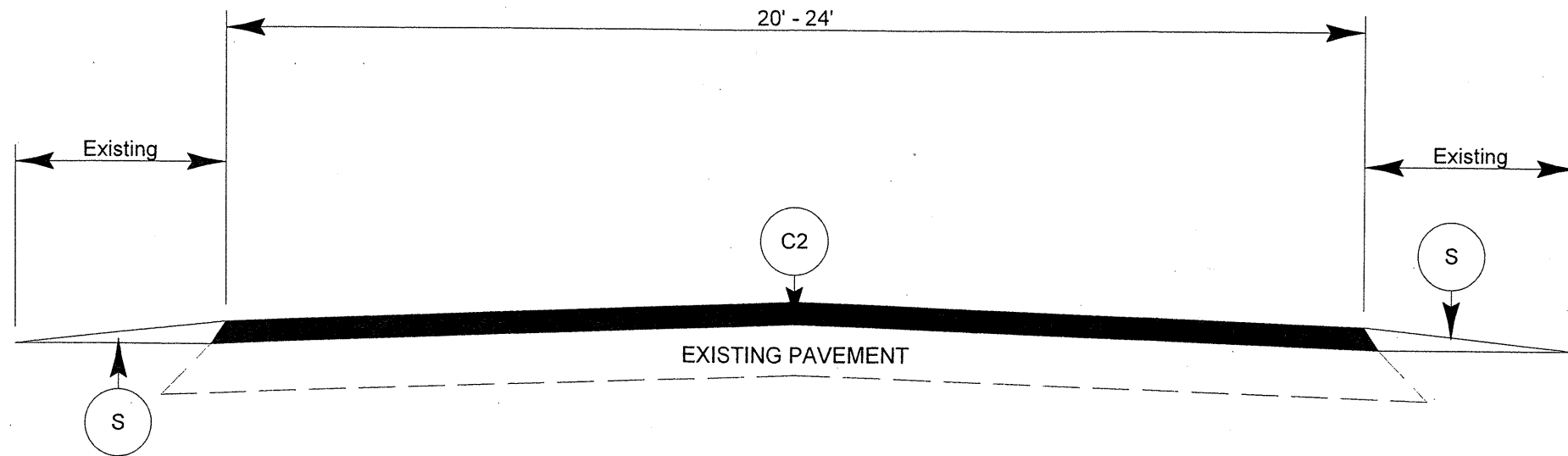
TYPICAL SECTION NO. 2

Note for Typical 2: 1 1/2" milling to be used in the area of the median island at interchange with I-85.



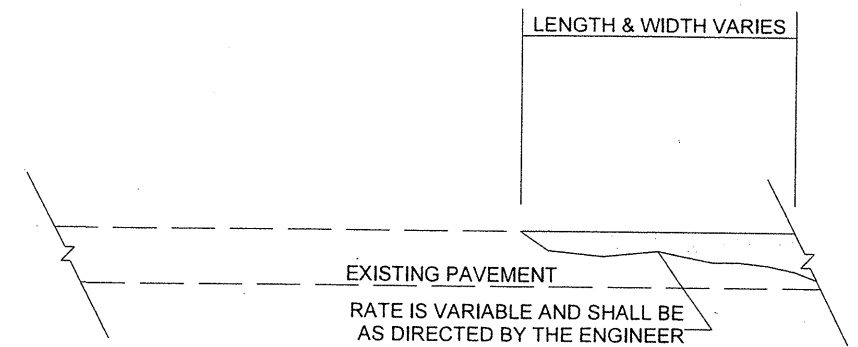
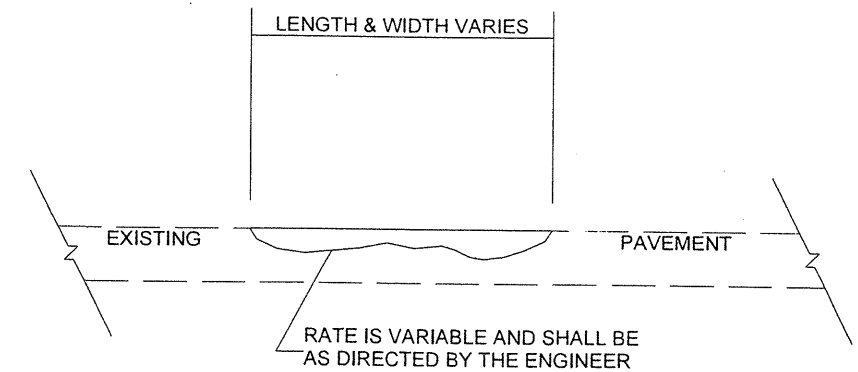
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVG. RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVG. RATE OF 165 LBS. PER SY.
S	SHOULDER RECONSTRUCTION

PROJECT NO. 5CR.10391.9, 5CR.20391.9, 5CR.20731.9,	SHEET NO. 4	TOTAL SHEETS
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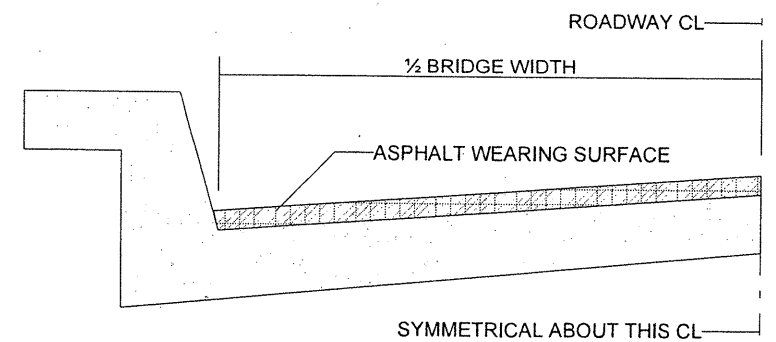


TYPICAL SECTION NO. 3

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVG. RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVG. RATE OF 165 LBS. PER SY.
S	SHOULDER RECONSTRUCTION



ASPHALT CONCRETE SURFACE COURSE (LEVELING COURSE)



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. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SF9.5A 1.5", S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 7/8", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 3/4".

NOTES

ALL UNPAVED 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. SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED. BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

PROJECT NO.	SHEET NO.	TOTAL NO.
5CR.10391.9, 5CR.20391.9, 5CR.20731.9,	5	

SUMMARY OF QUANTITIES

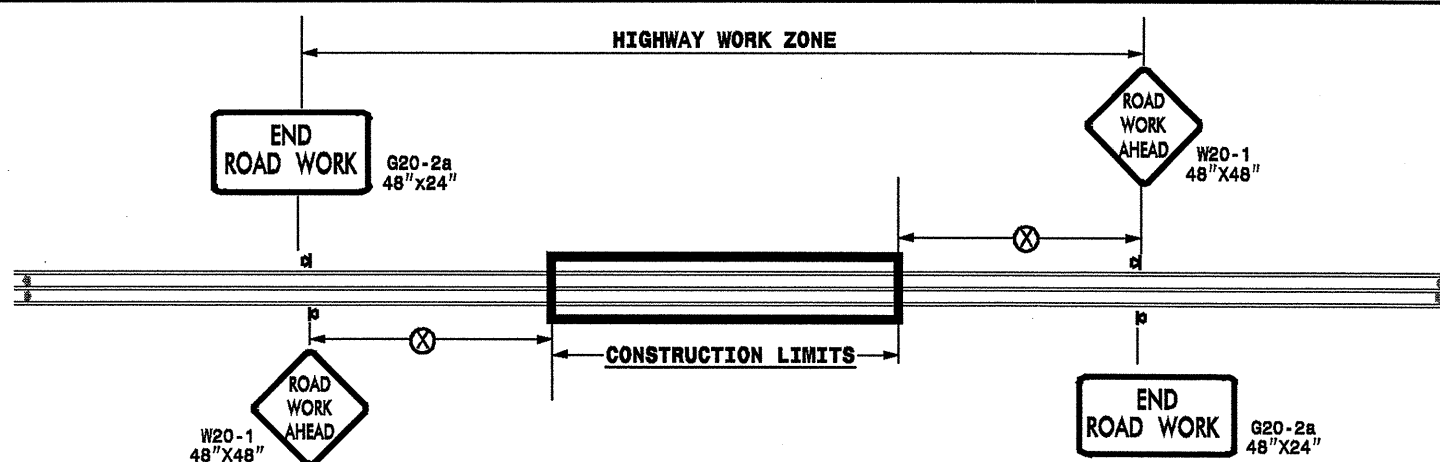
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1½" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	LEVELING COURSE, S9.5B TONS	SURFACE COURSE, SF9.5A TON	LEVELING COURSE, TYPE SF9.5A TONS	PG 64-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ADJUST MANHOLES EA	SEED & MULCHING AC	INDUCTIVE LOOP LF
5CR.10391.9	Granville	1	NC 56	FROM SR 1103 TO I-85	1	NO	2.4	24	144	4.8		200	2996	750			229	500	2	3.48	3,600
		"	"	FROM I-85 TO CREEDMOOR CL	2	NO	0.9	44	54	1.8	1400	200	2055	300			143	500	1	1.31	3,000
		"	"	FROM CREEDMOOR CL TO US 15	1	NO	1.8	24	108	3.6		200	2247	500			167	500	1	2.61	1,200
TOTAL FOR MAP NO. 1							5.1		306	10.2	1400	600	7298	1550			539	1500	4	7.4	7,800
TOTAL FOR PROJ NO. 5CR.10391.9							5.1		306	10.2	1400	600	7298	1550			539	1500	4	7.4	7,800
5CR.20391.9	Granville	2	SR 1126 (RANGE RD)	FROM SR 1141 TO SR 1139	3	NO	3.6	20	288	7.2		100			3682	100	245	550		5.22	
TOTAL FOR MAP NO. 2							3.6		288	7.2	0	100	0	0	3682	100	245	550	0	5.22	
		3	SR 1132 (SANDERS RD)	FROM SR 1004 TO SR 1133	3	NO	1.7	20	102	3.4		200			1739	400	137	350		2.47	
TOTAL FOR MAP NO. 3							1.7		102	3.4	0	200	0	0	1739	400	137	350	0	2.47	
		4	SR 1129 (STEM RD)	FROM SR 1127 TO US 15	3	NO	1.8	20	144	3.6		200			1841	250	135	200		2.61	
TOTAL FOR MAP NO. 4							1.8		144	3.6	0	200	0	0	1841	250	135	200	0	2.61	
		5	SR 1215 (W LYON STATION RD)	FROM NC 56 TO SR 1127	3	NO	2.4	20	192	4.8		200			2571	800	215	600		3.48	
TOTAL FOR MAP NO. 5							2.4		192	4.8	0	200	0	0	2571	800	215	600	0	3.48	
		6	SR 1104 (E LYON STATION RD)	FROM SR 1103 TO SR 1106	3	NO	1.7	24	136	3.4		200			2084	750	180	500		2.47	
TOTAL FOR MAP NO. 6							1.7		136	3.4	0	200	0	0	2084	750	180	500	0	2.47	
		7	SR 1300 (CORNWALL RD)	FROM SR 1436 TO VA LINE	3	NO	4.4	20	352	8.8		200			4500		293	100		6.38	
TOTAL FOR MAP NO. 7							4.4		352	8.8	0	200	0	0	4500	0	293	100	0	6.38	
		8	SR 1300 (CORNWALL RD)	FROM SR 1301 TO NC 96	3	NO	1.72	20	103	3.44		200			1759	300	132	350		2.49	
TOTAL FOR MAP NO. 8							1.72		103	3.44	0	200	0	0	1759	300	132	350	0	2.49	
		9	SR 1514 (CHEWING RD)	FROM US 15 TO VANCE CO LINE	3	NO	5.02	20	301	10.04		250			5134	400	358	400		7.28	
TOTAL FOR MAP NO. 9							5.02		301	10.04	0	250	0	0	5134	400	358	400	0	7.28	
		10	SR 1518 (WINDING OAK RD)	FROM US 15 TO SR 1515	3	NO	1.96	20	118	3.92		200			2005	300	148	450		2.84	
TOTAL FOR MAP NO. 10							1.96		118	3.92	0	200	0	0	2005	300	148	450	0	2.84	
TOTAL FOR PROJ NO. 5CR.20391.9							24.3		1736	48.6	0	1750	0	0	25315	3300	1843	3500	0	35.24	
5CR.20731.9	Person	11	SR 1337 (MCGHEES MILL RD)	FROM SR 1371 TO SR 1340	3	NO	2.4	20	150	4.8		225			2408		157	150		2	
TOTAL FOR MAP NO. 11							2.4		150	4.8	0	225	0	0	2408	0	157	150	0	2	
		12	SR 1322 (MCGHEES MILL RD)	FROM SR 1322 (EDWIN ROBERTSON RD) TO VA STATE LINE	3	NO	3.7	22	90	7.4		600			4081		265	300		2.7	
TOTAL FOR MAP NO. 12							3.7		90	7.4	0	600	0	0	4081	0	265	300	0	2.7	
		13	SR 1371 (COMMUNITY HOUSE RD)	FROM SR 1333 TO SR 1337	3	NO	0.6	20	20	1.2		685			602		39	50		0.9	
TOTAL FOR MAP NO. 13							0.6		20	1.2	0	685	0	0	602	0	39	50	0	0.9	
		14	SR 1542 (ALLENSVILLE RD)	FROM SR 1717 TO SR 1536	3	NO	0.7	20	40	1.4		275			702	40	48	80		1.25	
TOTAL FOR MAP NO. 14							0.7		40	1.4	0	275	0	0	702	40	48	80	0	1.25	
TOTAL FOR PROJ NO. 5CR.20731.9							7.4		300	14.8	0	1785	0	0	7793	40	509	580	0	6.85	
GRAND TOTAL							36.8		2342	73.6	1400	4135	7298	1550	33108	3340	2891	5580	4	49.49	7,800

PROJECT NO.	SHEET NO.	TOTAL NO.
5CR.10391.9, 5CR.20391.9, 5CR.20731.9,	6	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4685000000-E	4686000000-E	4697000000-E	4705000000-E	4710000000-E	4721000000-E	4725000000-E				4810000000-E			4900000000-N					
					4" X 90 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	8" X 120 M YELLOW THERMO LF	8" X 120 M WHITE THERMO LF	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO RXR 120 M EA	THERMO MSG SCHOOL 120 M EA	THERMO STR & RT ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO LT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO STR & LT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	YELLOW & YELLOW MARKERS EA		
5CR.10391.9	Granville	1	NC 56	FROM SR 1103 TO I-85	25,824	15,840	500	1,200															
		"	"	FROM I-85 TO CREEDMOOR CL	9,684	9,504	3,376	2,400															
		"	"	FROM CREEDMOOR CL TO US 15	19,368	11,880	500			120													
TOTAL FOR MAP NO. 1					54,876	37,224	4,376	3,600		100	470	4	12	7	7	29	19	2	600	600	273		
TOTAL FOR PROJ NO. 5CR.10391.9					54,876	37,224	4,376	3,600		100	470	4	12	7	7	29	19	2	600	600	273		
					41,600		3,600				16		64			1,200							
5CR.20391.9	Granville	2	SR 1126 (RANGE RD)	FROM SR 1141 TO SR 1139	38,736	23,760																	
TOTAL FOR MAP NO. 2					38,736	23,760																	
		3	SR 1132 (SANDERS RD)	FROM SR 1004 TO SR 1133	18,292	11,220																	
TOTAL FOR MAP NO. 3					18,292	11,220																	
		4	SR 1129 (STEM RD)	FROM SR 1127 TO US 15	19,368	11,880																	
TOTAL FOR MAP NO. 4					19,368	11,880																	
		5	SR 1215 (W LYON STATION RD)	FROM NC 56 TO SR 1127	25,824	15,840				100	80	4			2						192		
TOTAL FOR MAP NO. 5					25,824	15,840				100	80	4			2							192	
		6	SR 1104 (E LYON STATION RD)	FROM SR 1103 TO SR 1106	18,292	11,220																	
TOTAL FOR MAP NO. 6					18,292	11,220																	
		7	SR 1300 (CORNWALL RD)	FROM SR 1436 TO VA LINE	47,344	29,040																	
TOTAL FOR MAP NO. 7					47,344	29,040																	
		8	SR 1300 (CORNWALL RD)	FROM SR 1301 TO NC 96	18,507	11,352																	
TOTAL FOR MAP NO. 8					18,507	11,352																	
		9	SR 1514 (CHEWING RD)	FROM US 15 TO VANCE CO LINE	54,015	33,132																	
TOTAL FOR MAP NO. 9					54,015	33,132																	
		10	SR 1518 (WINDING OAK RD)	FROM US 15 TO SR 1515	21,090	12,936																	
TOTAL FOR MAP NO. 10					21,090	12,936																	
TOTAL FOR PROJ NO. 5CR.20391.9					261,468	160,380				100	80	4			2		5					192	
					160,380						4		7										
5CR.20731.9	Person	11	SR 1337 (MCGHEES MILL RD)	FROM SR 1371 TO SR 1340	25,824	15,840																	
TOTAL FOR MAP NO. 11					25,824	15,840																	
		12	SR 1322 (MCGHEES MILL RD)	FROM SR 1322 (EDWIN ROBERTSON RD) TO VA STATE LINE	39,812	24,420																	
TOTAL FOR MAP NO. 12					39,812	24,420																	
		13	SR 1371 (COMMUNITY HOUSE RD)	FROM SR 1333 TO SR 1337	6,456	3,960					100												
TOTAL FOR MAP NO. 13					6,456	3,960					100											40	
		14	SR 1542 (ALLENSVILLE RD)	FROM SR 1717 TO SR 1536	7,532	4,620																	
TOTAL FOR MAP NO. 14					7,532	4,620																40	
TOTAL FOR PROJ NO. 5CR.20731.9					79,624	48,840					100												198
					48,840		100																
GRAND TOTAL					395,968	246,444	4,376	3,600	100	200	550	8	12	7	9	34	19	2	600	600	663		
					250,820		3,700				20		71			1,200							

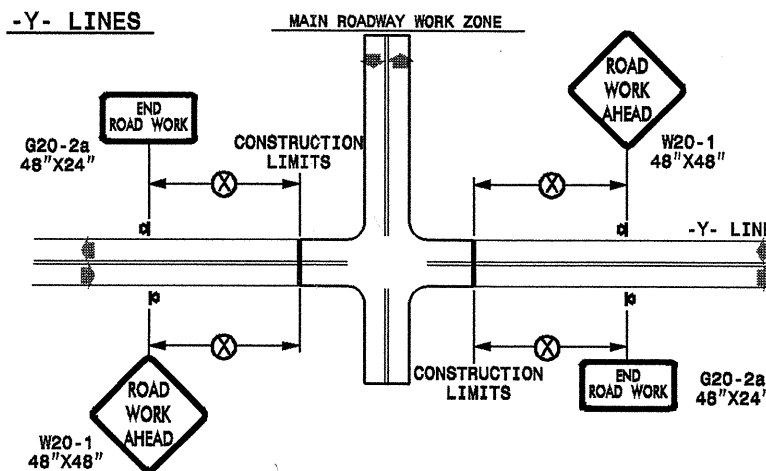
TWO-WAY UNDIVIDED ** (L-LINES)



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

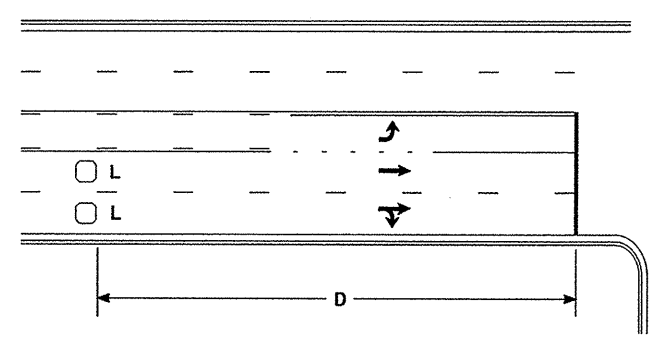
- ◀ PORTABLE SIGN
- ➔ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

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

14-OCT-2009 15:45
 sta/signing/resurfacing/2009/dfw05/c202478a-c-5cr03919x3-granvilleperson_srx13/c202478a-c-5cr03919x3-2wayundivurbfrwysjuly2006-portable.dgn
 P0031009 AT WZ1231502

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

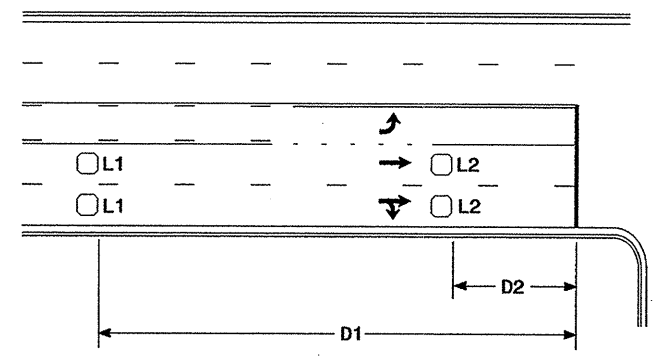


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

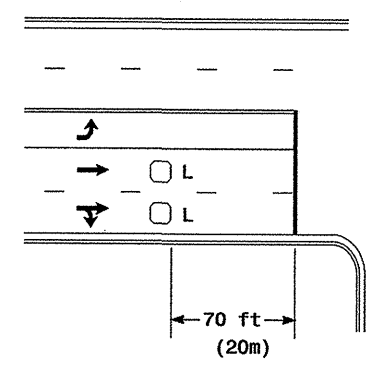


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

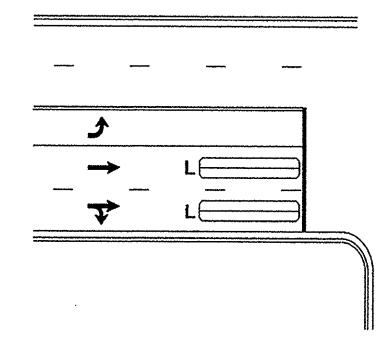
"Stretch" Operation

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



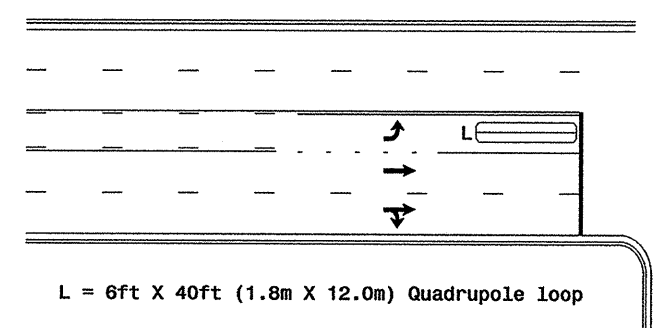
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

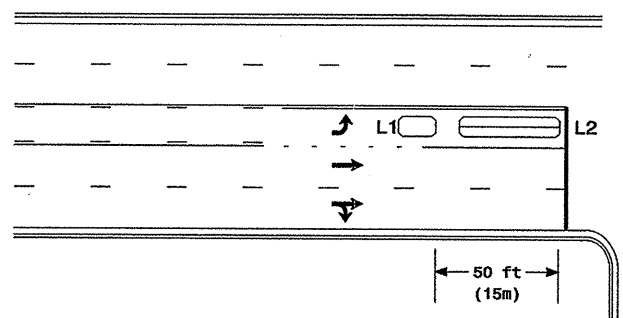
Left Turn Lane Detection



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

Presence Loop Detection

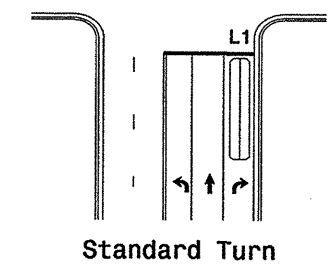
OR



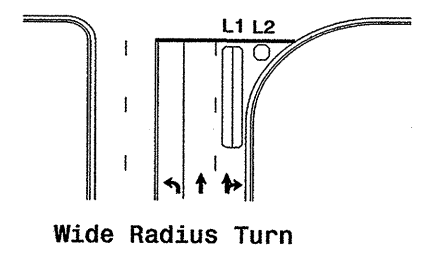
L1 = 6ft X 15ft (1.8m X 4.6m) Queue detector
L2 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

Queue Loop Detection

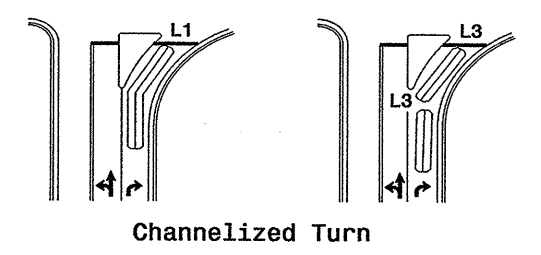
Right Turn Lane Detection



Standard Turn



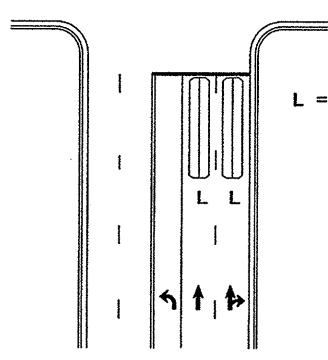
Wide Radius Turn



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

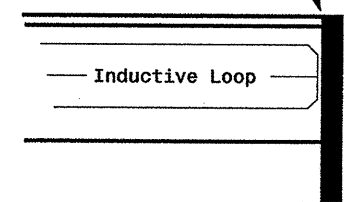
Side Street Detection



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

Presence Loop Placement at Stop Lines

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 Office of:
THE UNIVERSITY OF NORTH CAROLINA
SCHOOL OF TRANSPORTATION
AND GEOMETRICS SECTION
122 N. McDowell St., Raleigh, NC 27603

Typical Loop Locations

PLAN DATE: June 2006 REVIEWED BY:
PREPARED BY: P L Alexander REVIEWED BY:
REVISIONS: *Revise pavement markings* INIT. DATE
SCALE: N/A

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
P L ALEXANDER
25488
SIGNATURE: *P L Alexander* DATE: 6/6/06
SIC. INVENTORY NO.

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

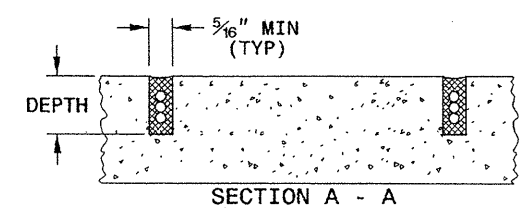
11-08

ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3
1725D01

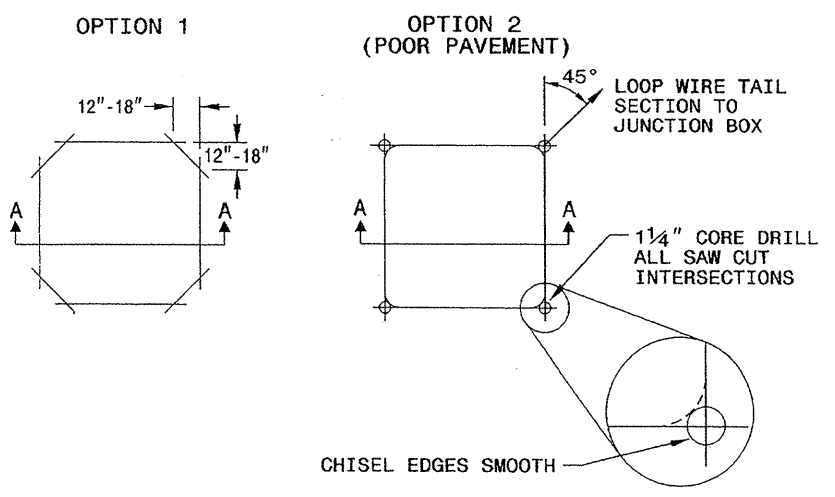
SAW SLOT DEPTH CHART

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

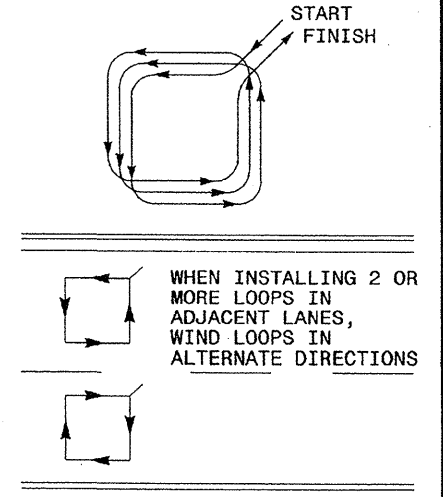


CONVENTIONAL 4-SIDED LOOP

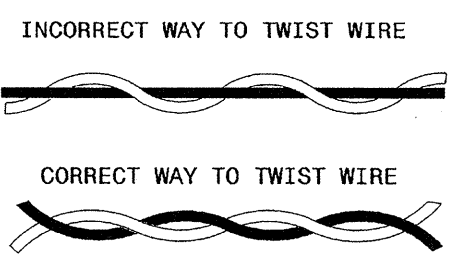
SAW CUT OPTIONS



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD

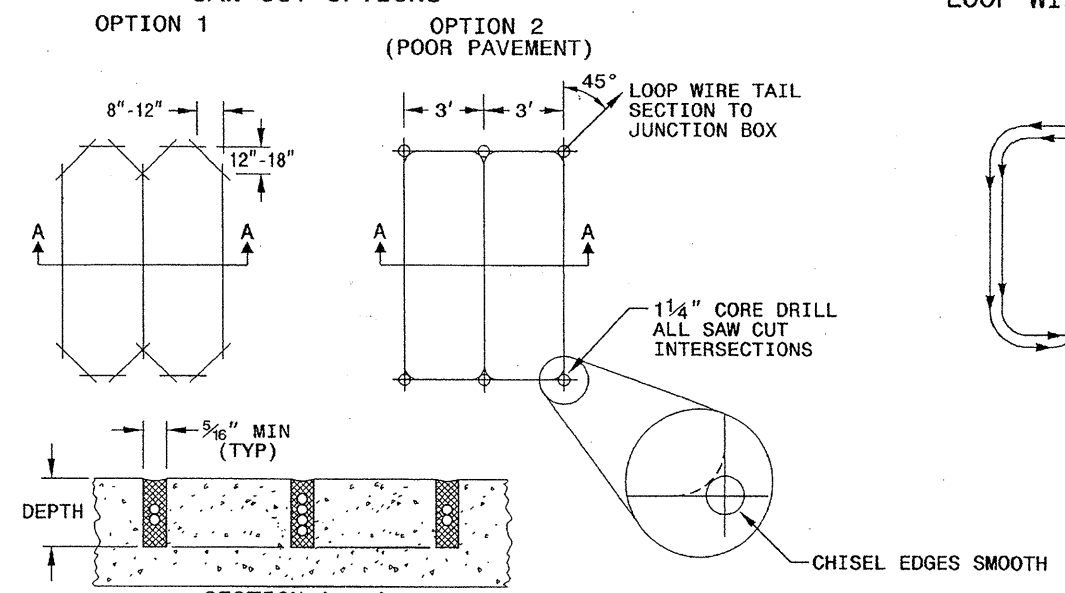


NOTES

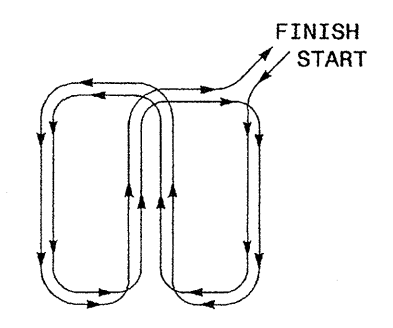
1. OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
2. MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
3. WIRE LOOPS CONNECTED TO THE SAME DETECTOR CHANNEL IN SERIES.
4. LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS OR APPROVED BY ENGINEER.

QUADRUPOLE LOOP

SAW CUT OPTIONS



LOOP WINDING METHOD



DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

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ENGLISH DETAIL DRAWING FOR
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SHEET 1 OF 3
1725D01

See Plate for Title

Prepared in the Offices of:

750 N. Greenfield Parkway
Garner, NC 27529

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SIGNATURE: *Milton Dean* DATE: 4/24/08

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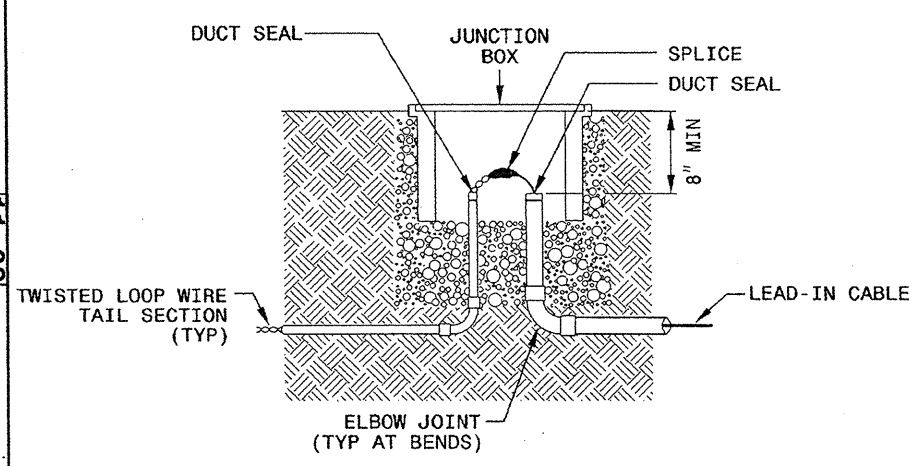
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ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
 LOOP WIRE DETAILS

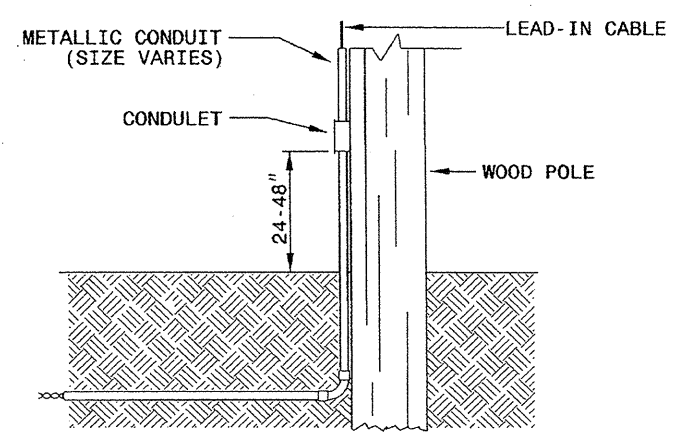
SHEET 2 OF 3
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

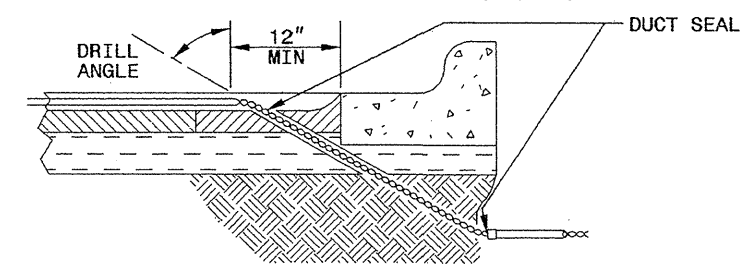


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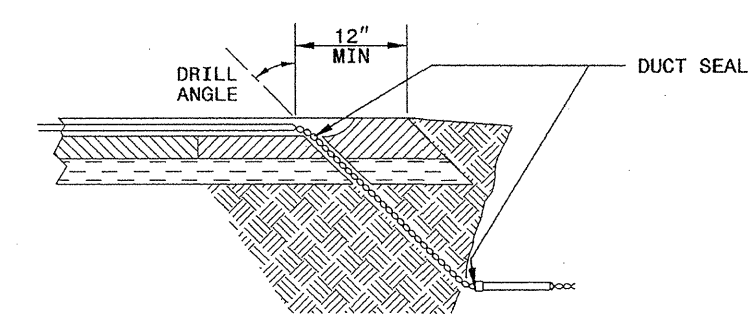
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

LOOP WIRE PAVEMENT EDGE DETAILS

LOOP WIRE AT CURB & GUTTER SECTION



LOOP WIRE AT PAVEMENT SECTION



NOTES

- DO NOT EXCAVATE UNDER CURB AND GUTTER SECTIONS FOR CONDUIT INSTALLATION.
- TWIST LOOP WIRE TAIL SECTIONS FROM WHERE LOOP WIRE TAIL LEAVES SAW CUT TO JUNCTION BOX, INCLUDING THROUGH CONDUIT.
- 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

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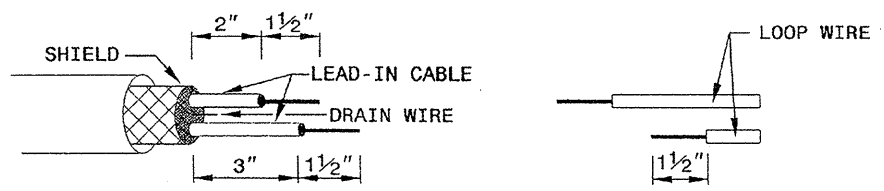
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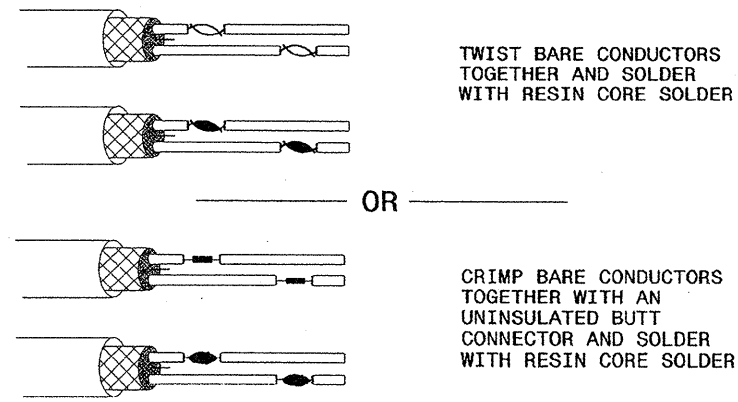
ENGLISH DETAIL DRAWING FOR
INDUCTIVE DETECTION LOOPS
SPlicing FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE

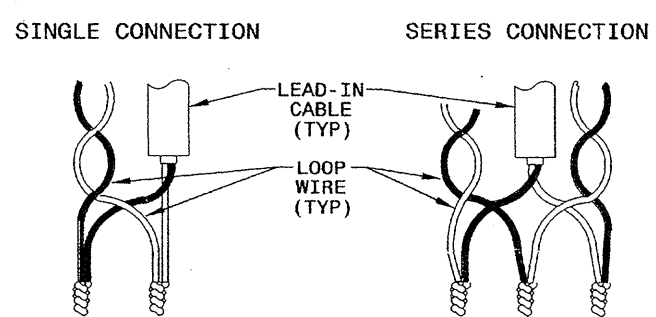


STEP 2. CONNECT AND SOLDER

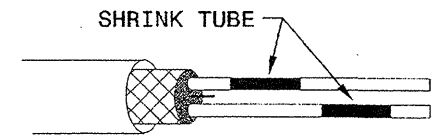


BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

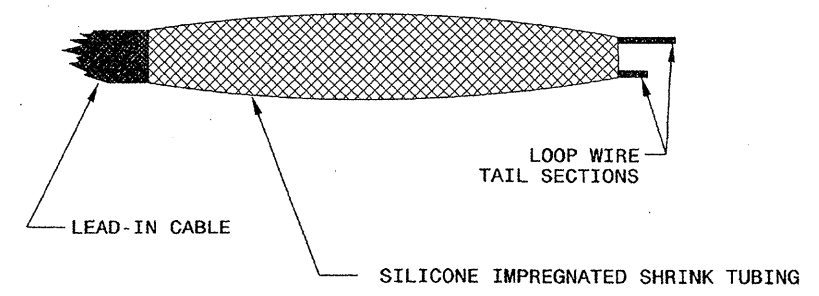
LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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ENGLISH DETAIL DRAWING FOR
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SPlicing FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3
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