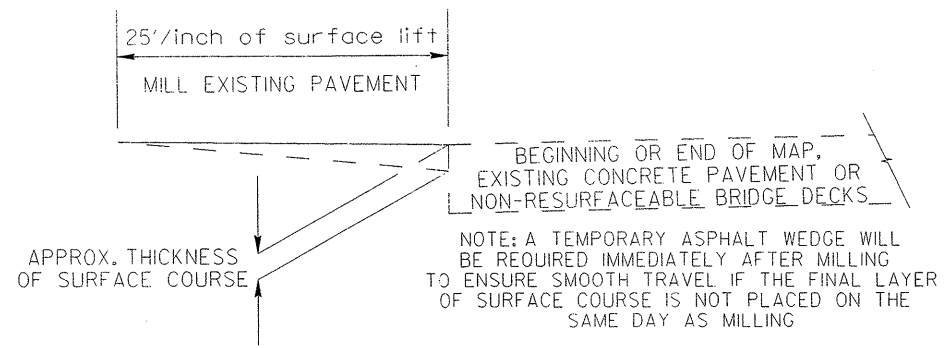


**2012 GRANVILLE COUNTY  
PRIMARY RESURFACING  
US 15 FROM OXFORD LOOP TO  
VIRGINIA STATE LINE**

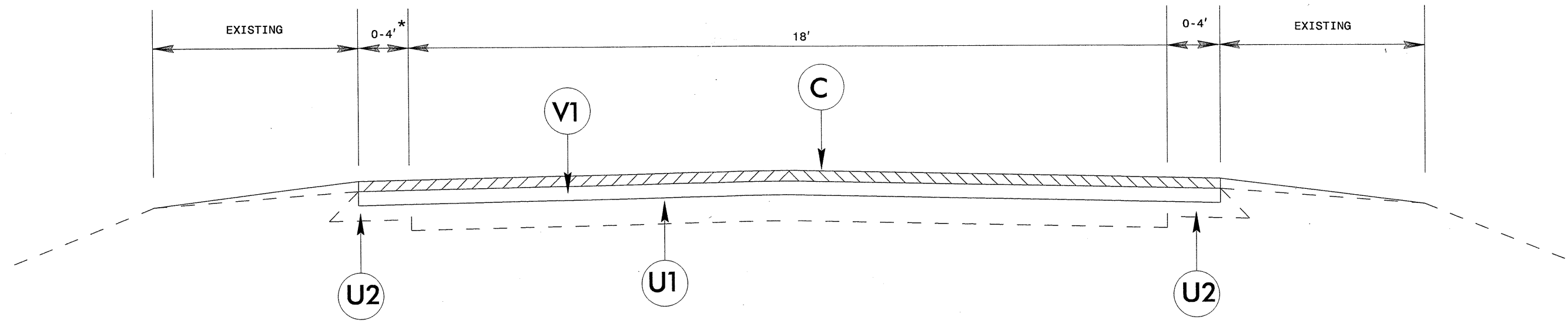
### PAVEMENT SCHEDULE

<b>C</b>	3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF 2 LIFTS
<b>U1</b>	EXISTING ASPHALT PAVEMENT OVER EXISTING CONCRETE PAVEMENT
<b>U2</b>	EXISTING FULL DEPTH ASPHALT PAVEMENT
<b>V1</b>	PROP. 1½" MILLING EXISTING ASPHALT PAVEMENT



NOTES

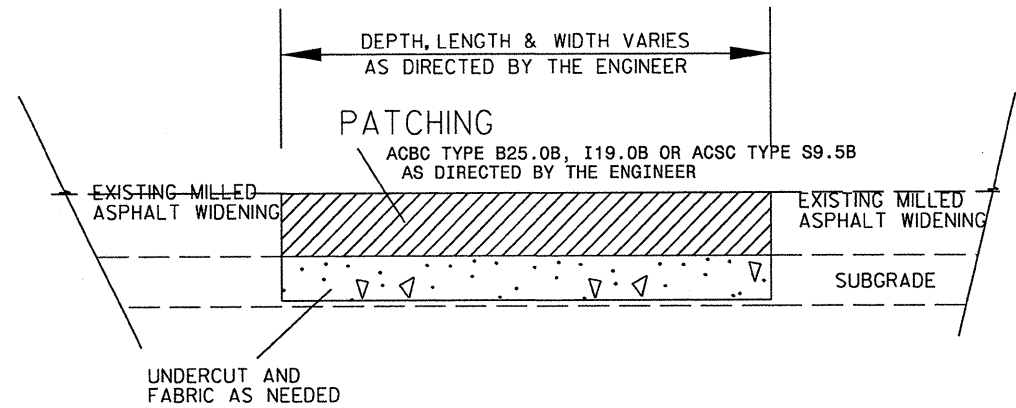
ALL UNPAVED S.R. ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT  
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADI, OR AS DIRECTED BY THE ENGINEER.  
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.  
 BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



\* Please note that the majority of existing asphalt widening has been performed as 4' widening on the western side of the road. Limited areas have transitional widening on both sides or on the eastern side.

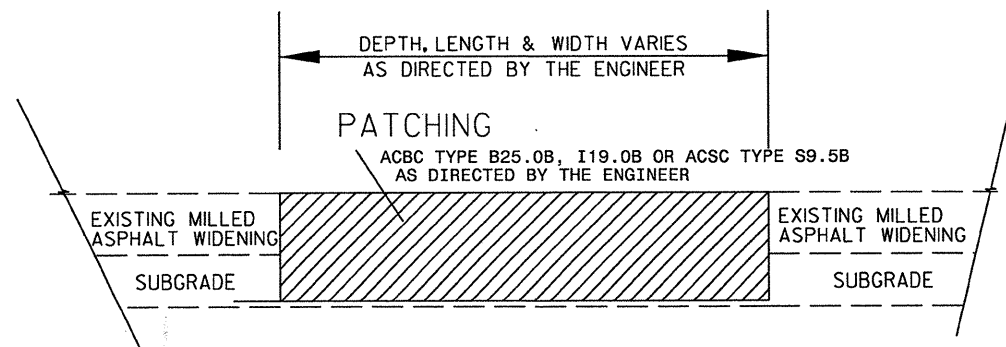
### TYPICAL SECTION NO. 1

AFTER MILLING OPERATION, PERFORM PATCHING IN EXISTING ASPHALT SHOULDER, CRACK SEAKING (LATERAL AND LONGITUDINAL) (HOTPOUR AND POLYMER) AND PERFORM FULL DEPTH REPAIRS IN CONCRETE PAVEMENT, AS DIRECTED BY THE ENGINEER



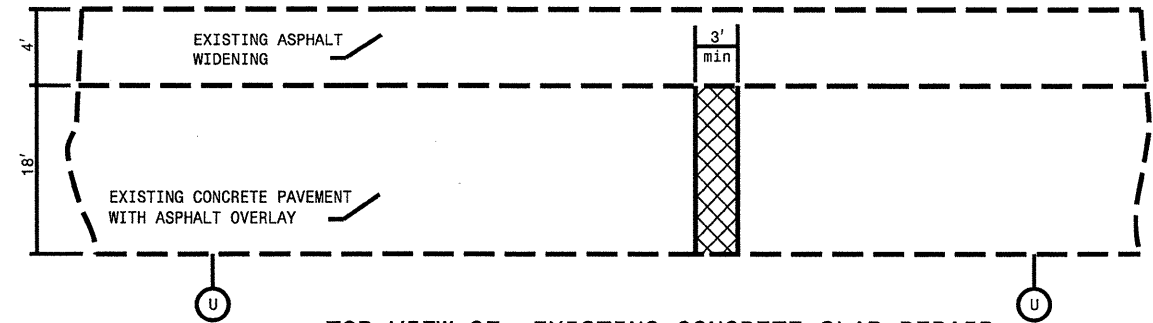
IF SUBGRADE MATERIAL IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE REMOVE UP TO 12" AND REPLACE WITH SOIL STABILIZATION FABRIC AND ABC. PLACE ABC IN LIFTS OF 6" OR LESS

WIDENING REPAIR DETAIL 1

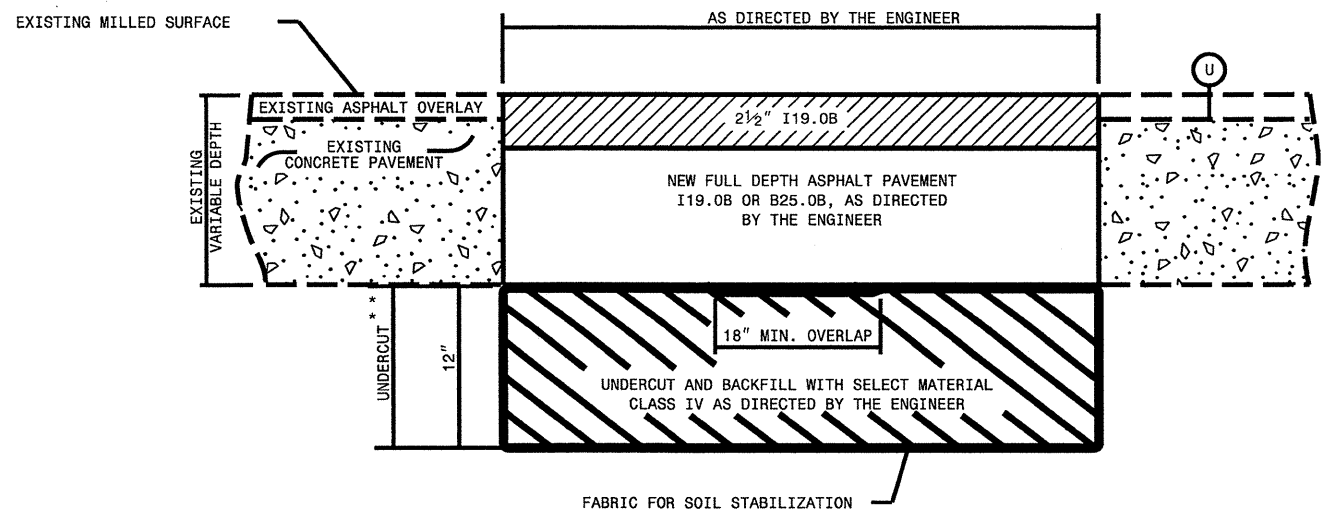


WIDENING REPAIR DETAIL 2

LOCATIONS AS DIRECTED BY THE ENGINEER  
PATCHING TO BE PERFORMED AFTER MILLING OPERATION,  
AS DIRECTED BY THE ENGINEER



TOP VIEW OF EXISTING CONCRETE SLAB REPAIR  
TO BE PERFORMED AFTER MILLING OPERATION, AS DIRECTED BY THE ENGINEER



CROSS SECTION OF EXISTING CONCRETE SLAB REPAIR AFTER MILLING

\* DIMENSIONS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED  
\*\* UNDERCUT REQUIRED IN AREAS AS DIRECTED BY THE ENGINEER

DETAIL OF FULL DEPTH REPAIR  
IN EXISTING CONCRETE PAVEMENT

PROJECT NO.	SHEET NO.	TOTAL NO.
SCR.10391.12	4	

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	UNDERCUT EXCAVATION CY	BORROW CY	REMOVAL OF EXISTING CONCRETE PAVEMENT SLABS SY	FABRIC FOR SOIL STABILIZATION SY	SELECT MATERIAL, CLASS IV TON	SEALING EXIST. PVMT. CRACKS, POLYMER PATCH LB	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1 1/2" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	INTER-MEDIATE COURSE, I19.0B TONS	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TON	SEALING EXISTING PAVEMENT CRACKS & JOINTS LB	PATCHING EXISTING PAVEMENT TONS	TEMPORARY SILT FENCE LF	SEED & MULCHING AC	INDUCTIVE LOOP LF
SCR.10391.12	Granville	1	US 15	FROM JOINT AT OXFORD LOOP TO VIRGINIA STATE LINE	1	NO	15	22	670	5,867	2,012	2,012.00	1,340	99,412.00	2,250	30.00	194,660	500	1,181	286	34,065	2,108	40,000	2,367	50	21.75	576
TOTAL FOR MAP NO. 1							15		670	5,867	2,012	2,012.00	1,340	99,412.00	2,250	30.00	194,660	500	1,181	286	34,065	2,108	40,000	2,367	50	21.75	576
TOTAL FOR PROJ NO. 5CR.10391.12							15		670	5,867	2,012	2,012.00	1,340	99,412.00	2,250	30.00	194,660	500	1,181	286	34,065	2,108	40,000	2,367	50	21.75	576
GRAND TOTAL							15		670	5,867	2,012	2,012.00	1,340	99,412.00	2,250	30.00	194,660	500	1,181	286	34,065	2,108	40,000	2,367	50	21.75	576

### THERMOPLASTIC AND PAINT QUANTITIES

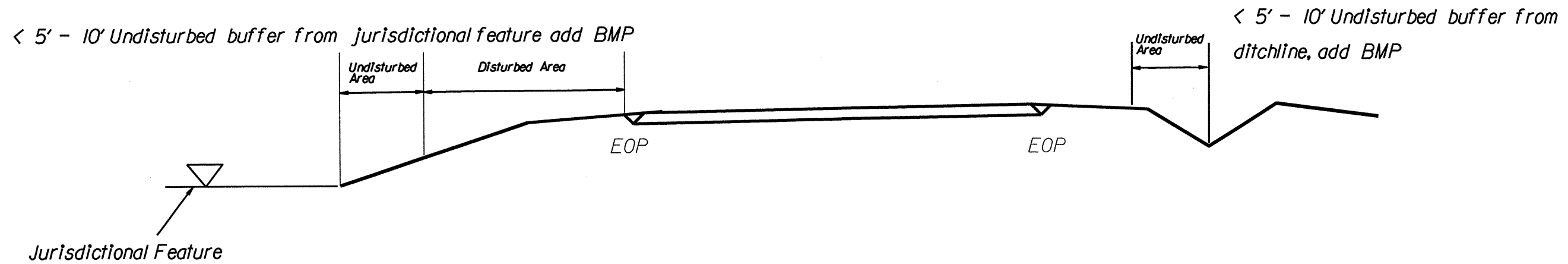
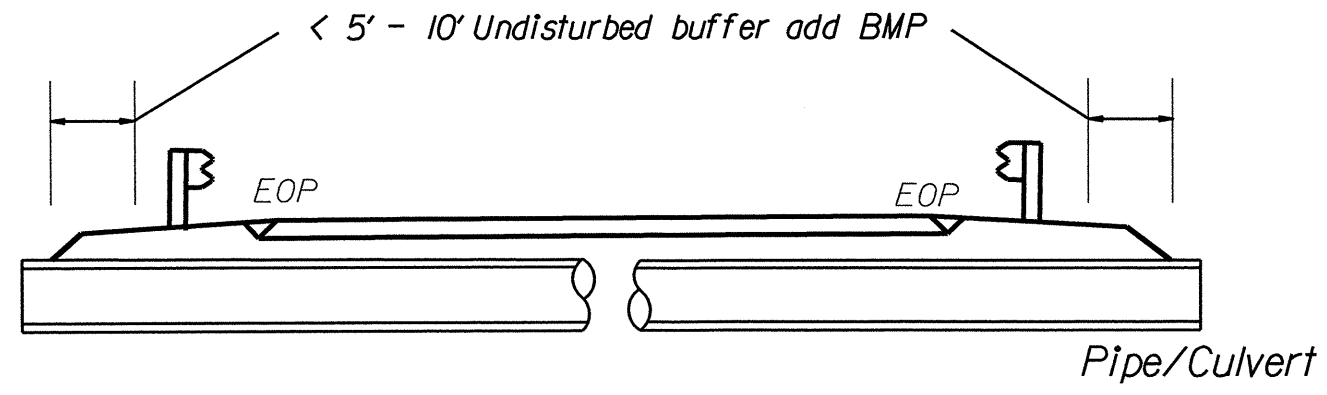
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	LENGTH	WIDTH	4589000000-N	4685000000-E	4686000000-E		4695000000-E	4697000000-E	4710000000-E	4721000000-E	4725000000-E			4810000000-E		4820000000-E	4835000000-E	4840000000-N	4845000000-N			4905000000-N
							TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	8" X 90 M YELLOW THERMO LF	8" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG SCHOOL 120 M EA	THERMO STR ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO LT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	8" WHITE PAINT LF	24" WHITE PAINT LF	PAINT MSG SCHOOL EA	PAINT RT ARROW EA	PAINT LT ARROW EA	PAINT STR ARROW EA	SNOW PLOWABLE MARKERS EA
SCR.10391.12	Granville	1	US 15	FROM JOINT AT OXFORD LOOP TO VIRGINIA STATE LINE	15	22	1.00	161,400	118,800	132	50	44	115	12	3	3	6	323,064	237,600	88	230	24	6	12	6	1,005
TOTAL FOR MAP NO. 1					15		1	161,400	118,800	132	50	44	115	12	3	3	6	323,064	237,600	88	230	24	6	12	6	1,005
TOTAL FOR PROJ NO. 5CR.10391.12					15		1	161,400	118,800	132	50	44	115	12	3	3	6	323,064	237,600	88	230	24	6	12	6	1,005
GRAND TOTAL					15		1	161,400	118,800	132	50	44	115	12	3	3	6	323,064	237,600	88	230	24	6	12	6	1,005

PROJECT REFERENCE NO. 5CR, 10391.12	SHEET NO. 5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

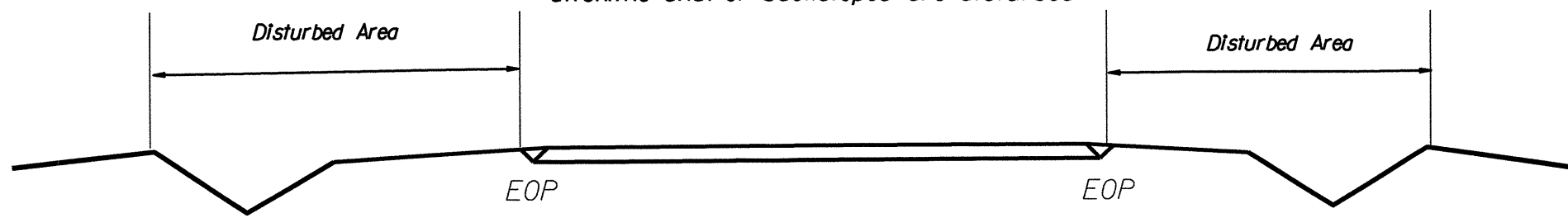
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence, or Hardened Aggregate

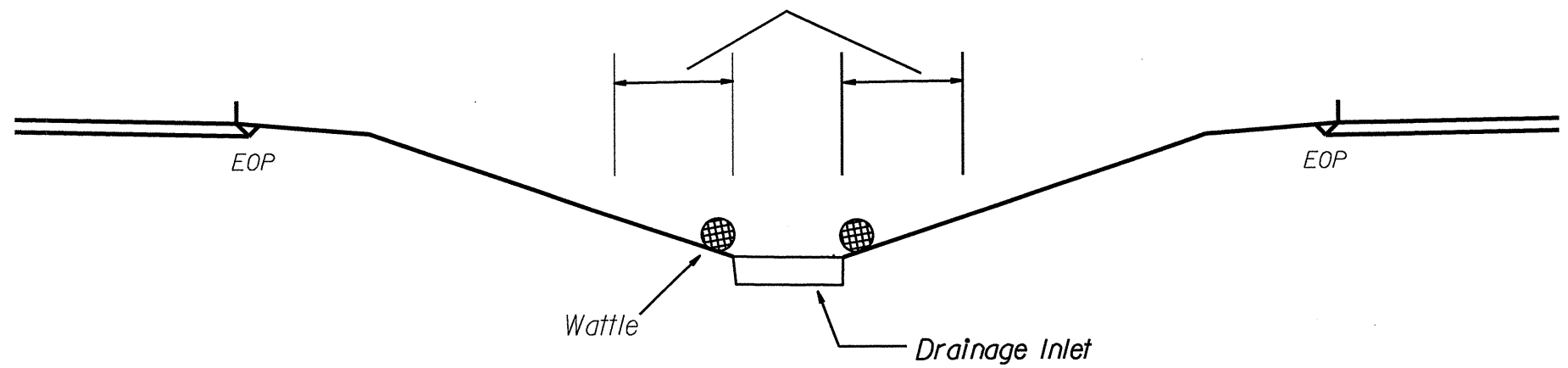
# EROSION CONTROL DETAIL



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

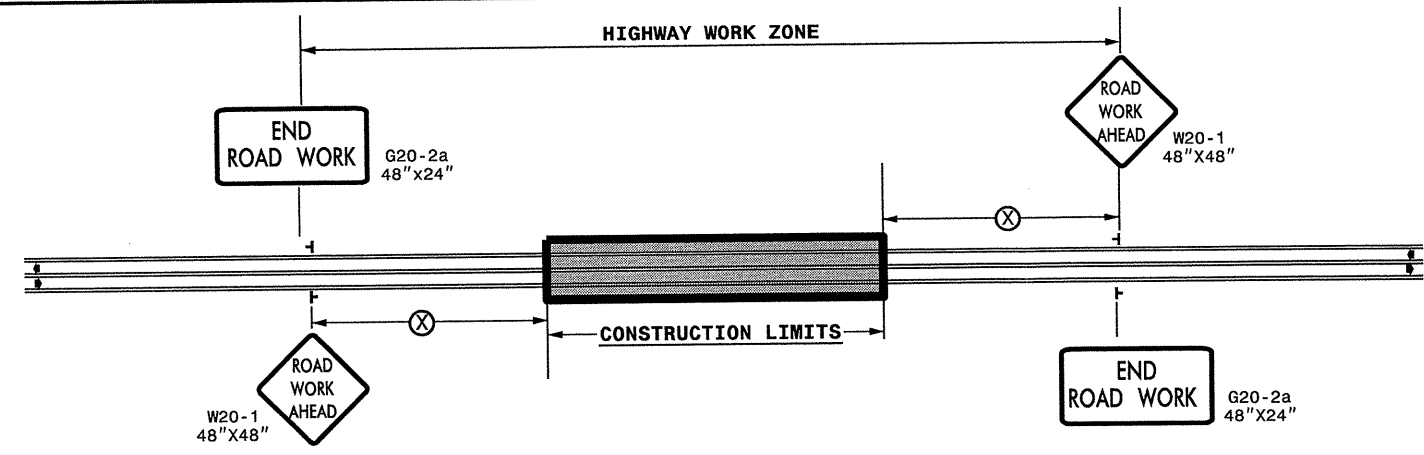


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

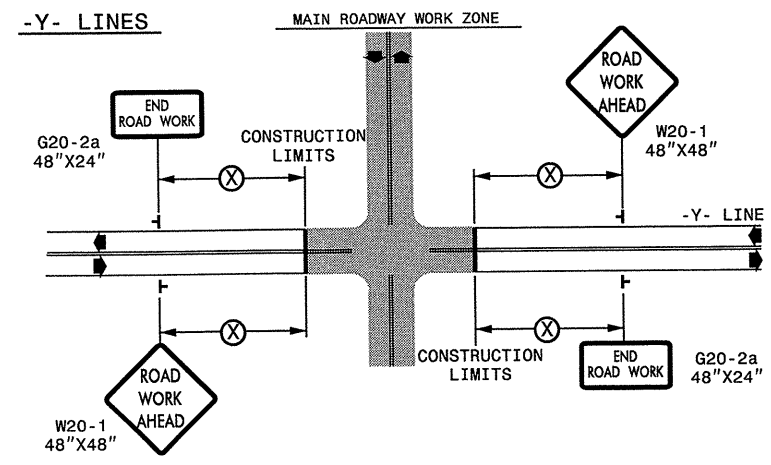
**TWO-WAY UNDIVIDED \*\* (L-LINES)**



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)**



DETAIL DRAWING FOR  
TWO-WAY UNDIVIDED  
WORK ZONE WARNING SIGNS

**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

SHEET 1 OF 1






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

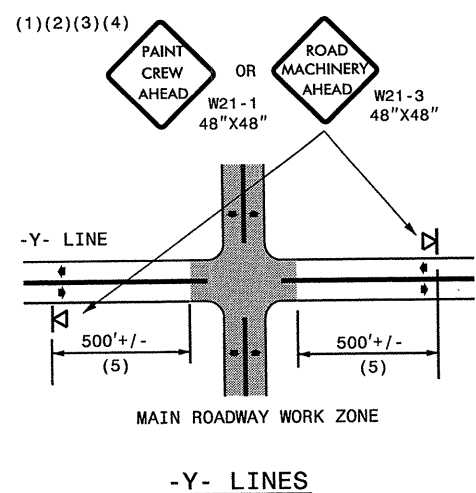
19-OCT-2011 10:43:33  
 \\DOT\DF\SR001\GROUPS-WZ\TCC\TMU\WZTC\Design\Group2\DC250B\Steelman\RESURFACING PROJECT\C202892\_5CR.10391.12.GRANVILLE\_US IS\_MHS\1117-C202892\_wbs\NIN\_2way\_Undiv.&\_Urban.Fr.wys\_stationary.dgn  
 mssteelman AT 12/24/14

### GENERAL NOTES

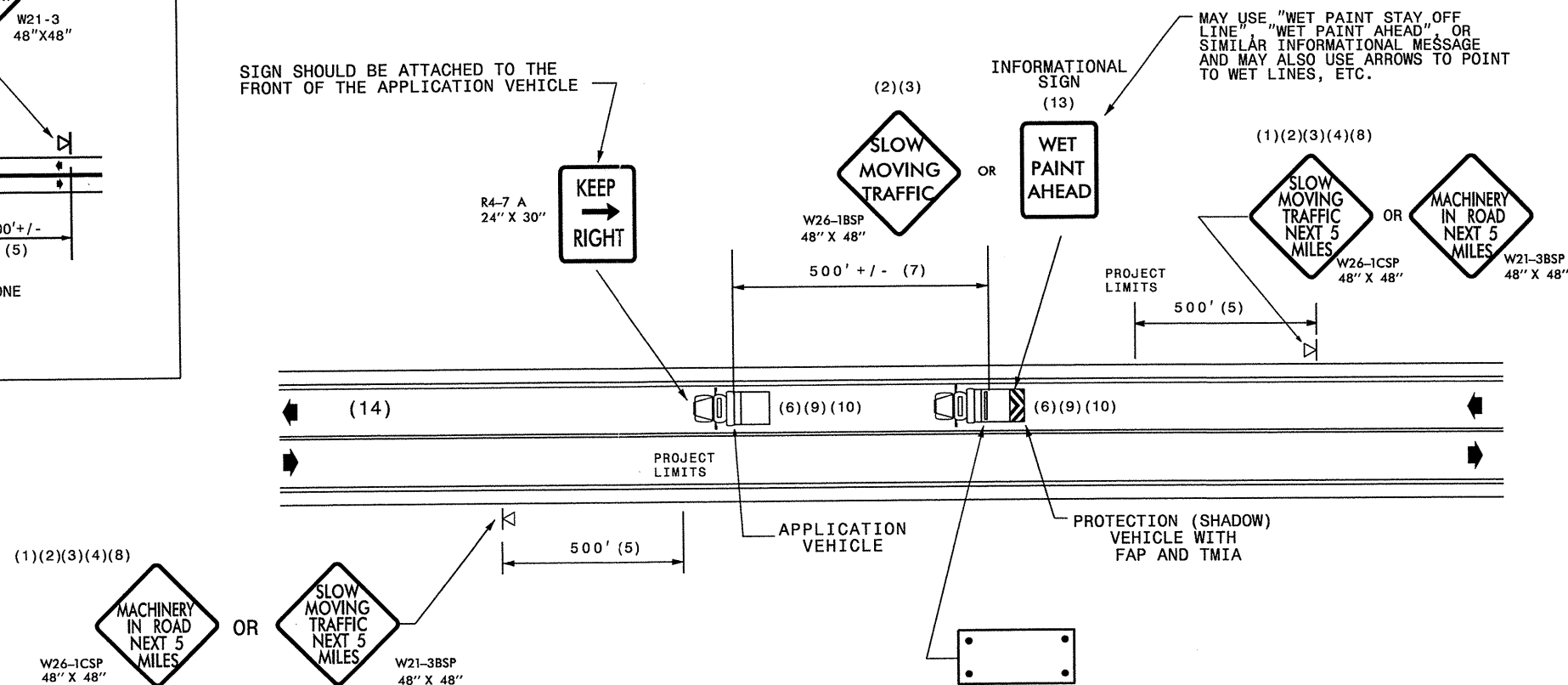
- (1) THE FOLLOWING OPTIONS MAY BE USED FOR ADVANCE WARNING SIGNS:
  - A. TRUCK MOUNTED SIGNS
  - B. TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (CMS)
  - C. GROUND MOUNTED ADVANCE WARNING SIGNS (MUST CIRCLE TO PICK UP SIGNS)
  - D. GROUND MOUNTED CHANGEABLE MESSAGE SIGN (CMS) (MUST USE CIRCLE TO PICK UP SIGNS)
- (2) ALL ADVANCE WARNING SIGNS MUST BE 48" X 48" WITH FLUORESCENT ORANGE TYPE VII, VIII OR IX SHEETING. IF SPACE LIMITATIONS ON SHOULDER PROHIBIT A 48" X 48" SIGN, A SMALLER SIGN CAN BE USED WITH APPROVAL FROM ENGINEER.
- (3) SIGNS ON VEHICLES SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND AND SHOULD NOT BLOCK THE MOTORIST'S SIGHT OF THE FLASHING ARROW PANEL AND/OR LIGHTBAR.
- (4) GROUND MOUNTED ADVANCED WARNING SIGNS SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND TO BOTTOM OF SIGN.
- (5) SIGN SPACING SHOULD BE ADJUSTED FOR HORIZONTAL AND VERTICAL CURVES, ETC. TO IMPROVE SIGHT DISTANCES.
- (6) ADDITIONAL VEHICLES SHOULD BE USED IN WORK CARAVAN TO FACILITATE DRYING OF PAVEMENT MARKING MATERIAL (TMIA'S ARE OPTIONAL ON THESE ADDITIONAL VEHICLES). HOWEVER, THE FIRST VEHICLE MOTORISTS SEE IN THE TRAVEL LANE SHALL HAVE A TMIA.
- (7) ADJUST DISTANCE AS NEEDED TO PREVENT MOTORISTS FROM ENTERING SPACE BETWEEN THE APPLICATION AND PROTECTION VEHICLE. DISTANCE CAN BE LENGTHENED TO ACCOMMODATE SIGHT DISTANCE NEEDS.
- (8) ROUND UP MILEAGE TO NEXT WHOLE MILE. WORK ZONE SHOULD NOT EXCEED FIVE (5) MILES IN LENGTH.
- (9) RADIO COMMUNICATION BETWEEN VEHICLES IS REQUIRED.
- (10) USE OF A LIGHT BAR ON ALL VEHICLES IS PREFERRED, BUT A ROTATING BEACON MAY BE USED INSTEAD.
- (11) IF WORK IS PERFORMED AT NIGHT, THE WORK AREA MUST BE ILLUMINATED WITH MACHINE AND/OR TOWER LIGHTS AS APPROVED BY THE ENGINEER.
- (12) ALL TRAFFIC CONTROL DEVICES WILL BE CONSIDERED INCIDENTAL TO THE PAY ITEMS FOR PAVEMENT MARKING AND MARKERS.
- (13) INFORMATIONAL SIGNS SHOULD BE ACTIVITY SPECIFIC, I.E. "PAINT CREW IN ROAD". SIGNS MAY BE RECTANGULAR OR DIAMOND SHAPE. SIGN SIZE SHOULD BE BASED ON THE MOTORIST ABILITY TO RECOGNIZE SIGN WHEN TRAVELING FIVE (5) MILES ABOVE POSTED SPEED LIMIT.
- (14) IF A LEAD VEHICLE IS ADDED TO OPERATION, IT SHOULD HAVE THE SAME ADVANCE WARNING SIGNS AS THE APPLICATION VEHICLE SHOWN BELOW.

### LEGEND

-  PORTABLE SIGN. SIGNS MUST BE NCHRP-350 AND NCDOT APPROVED.
-  DIRECTION OF TRAFFIC FLOW
-  APPLICATION VEHICLE WITH LIGHT BAR
-  PROTECTION VEHICLE WITH TRUCK MOUNTED IMPACT ATTENUATOR (TMIA) AND LIGHT BAR (SEE ROADWAY STANDARD NO. 1165.01). TMIA MUST BE NCHRP-350 TEST LEVEL 3 (60+MPH) APPROVED.
-  FLASHING ARROW PANEL, TYPE "B" (60"X30" MIN.), "CAUTION MODE"



SIGN SHOULD BE ATTACHED TO THE FRONT OF THE APPLICATION VEHICLE

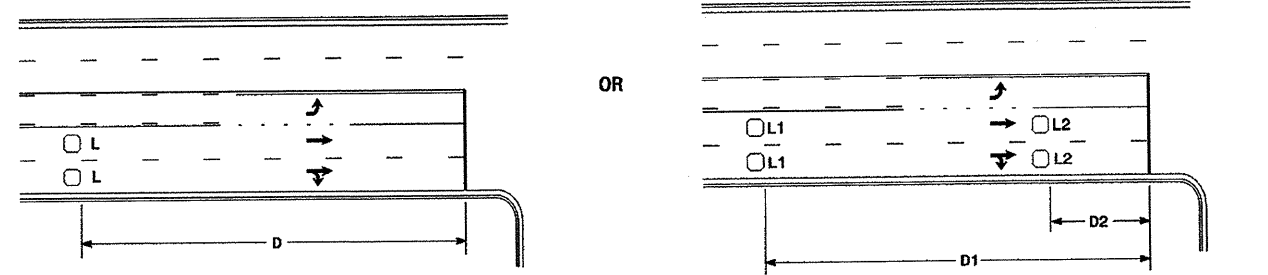


## MOVING OPERATION CARAVAN

(OPERATIONS TRAVELING 3 MPH OR FASTER)  
PLACING PAVEMENT MARKING OR MARKERS  
ON TWO-LANE TWO-WAY ROADWAYS

**DRAWING NUMBER 6**  
IMPLEMENTATION DATE: 07/01/97  
REVISED: 11/03/04

### 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

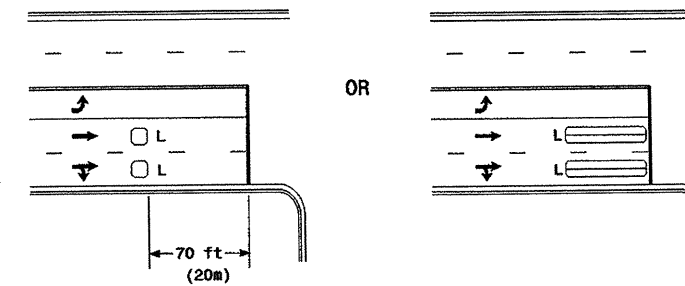
Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

Volume Density Operation

"Stretch" Operation

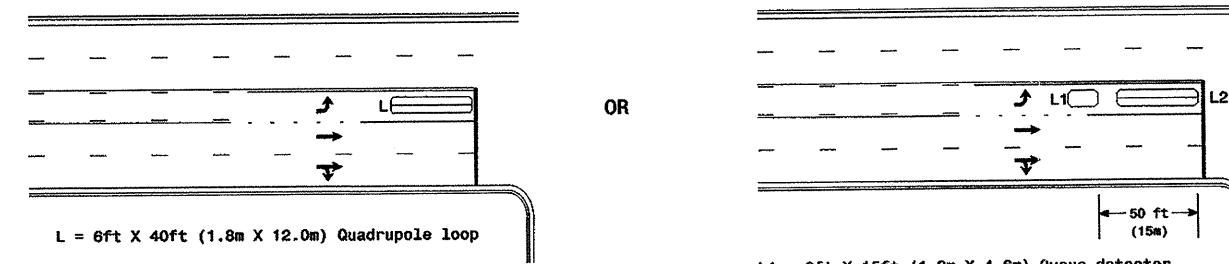
### Low Speed Detection [≤35 mph (56 km/hr)]



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

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

### Left Turn Lane Detection



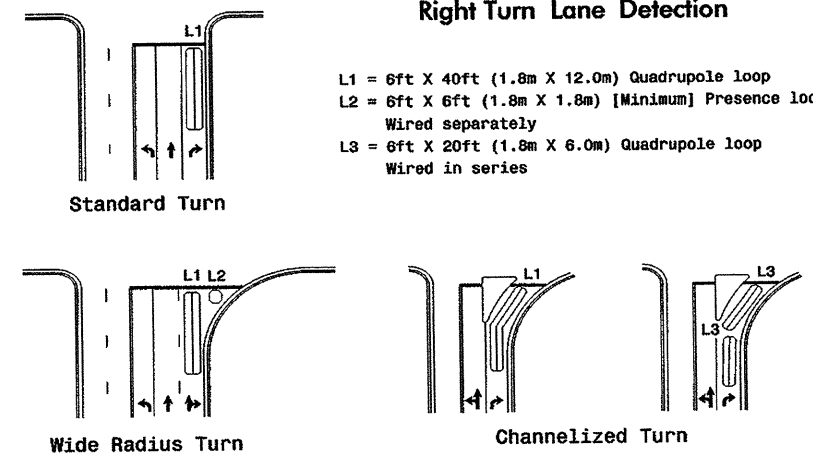
L = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

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

Presence Loop Detection

Queue Loop Detection

### Right Turn Lane Detection



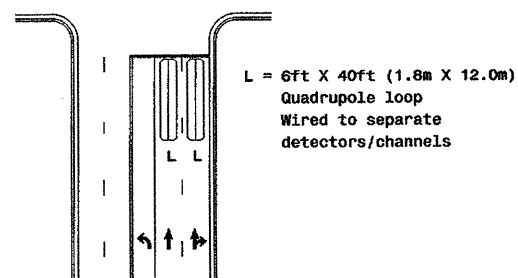
L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop  
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop  
Wired separately  
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop  
Wired in series

Standard Turn

Wide Radius Turn

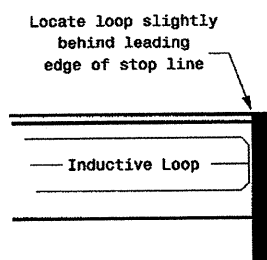
Channelized Turn

### 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



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  
  
120 N. Salisbury St., Raleigh, NC 27603

### Typical Loop Locations

PLAN DATE: JUN 2006	REVIEWED BY:
PREPARED BY: P. L. Alexander	REVIEWED BY:
REVISIONS	INT. DATE
SCALE: N/A	

SIGNATURE: [Signature] DATE: [Date]

SIG. INVENTORY NO.:



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

11-08

ENGLISH DETAIL DRAWING FOR  
**INDUCTIVE DETECTION LOOPS**

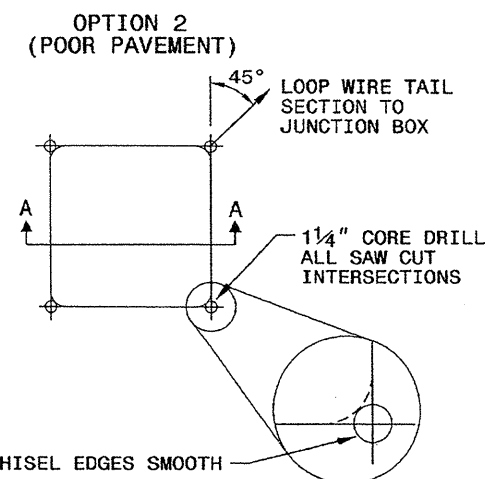
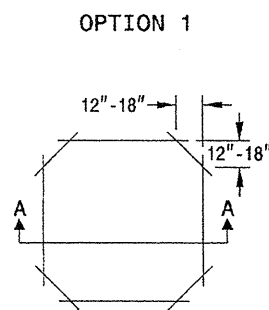
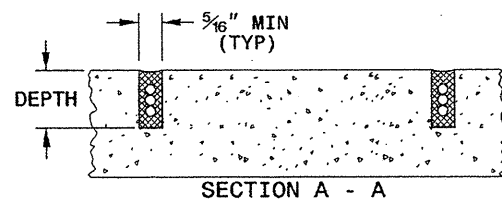
SHEET 1 OF 3  
**1725D01**

**CONVENTIONAL 4-SIDED LOOP**

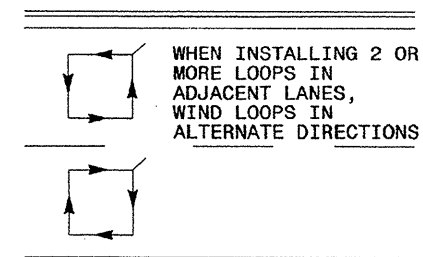
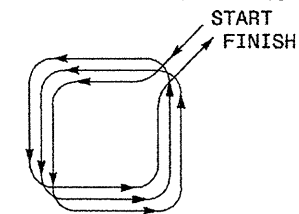
**SAW CUT OPTIONS**

**SAW SLOT DEPTH CHART**

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



**LOOP WINDING METHOD**



**LOOP WIRE TWISTING METHOD**

INCORRECT WAY TO TWIST WIRE



CORRECT WAY TO TWIST WIRE

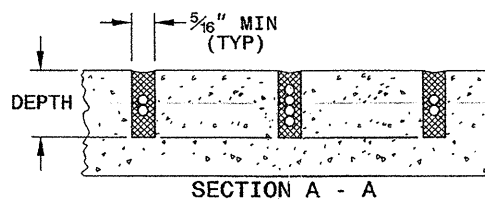
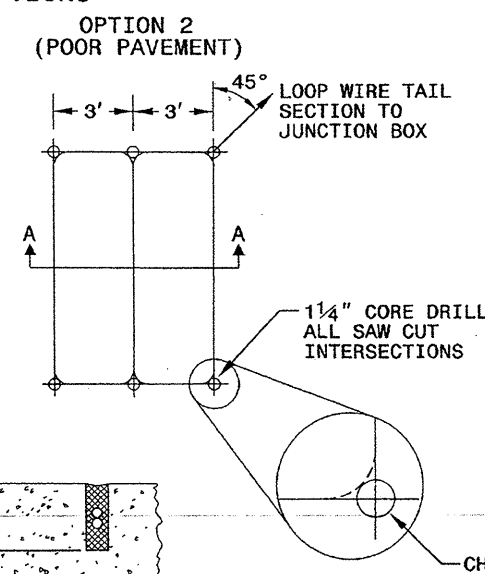
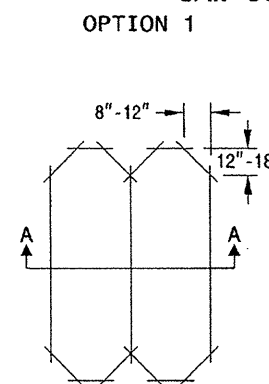


**NOTES**

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.

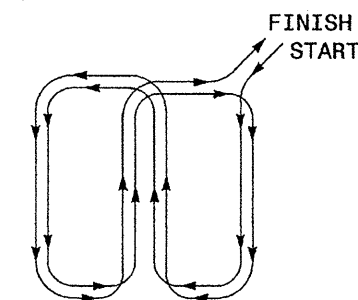
**QUADRUPOLE LOOP**

**SAW CUT OPTIONS**



DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

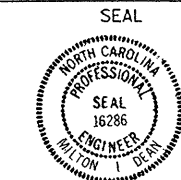
**LOOP WINDING METHOD**



ENGLISH DETAIL DRAWING FOR  
**INDUCTIVE DETECTION LOOPS**

SHEET 1 OF 3  
**1725D01**

See Plate for Title



750 N. Greenfield Parkway  
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*Milton I. Dean* 4/24/08  
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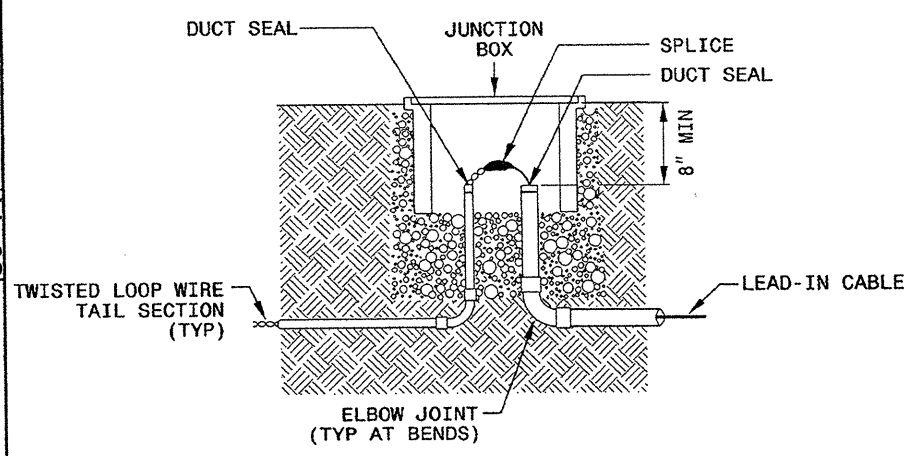
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DIVISION OF HIGHWAYS  
RALEIGH, N.C.

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

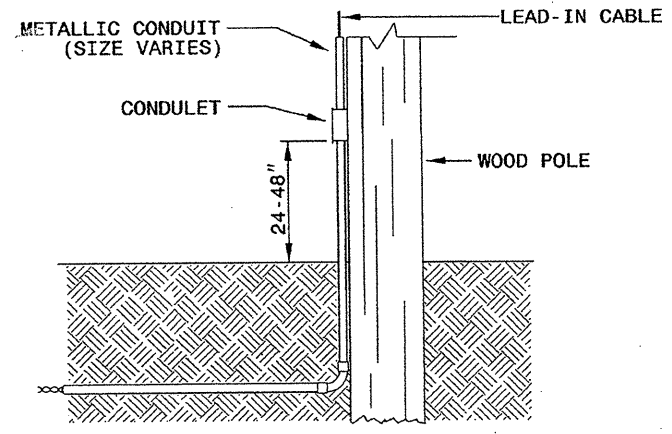
SHEET 2 OF 3  
**1725D01**

**LOOP WIRE SPLICE POINT DETAILS**

**LOOP WIRE AT JUNCTION BOX**



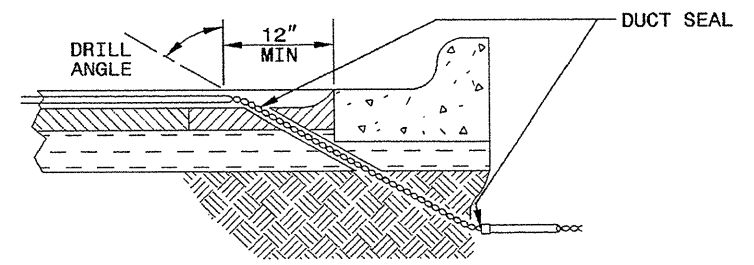
**LOOP WIRE AT POLE**



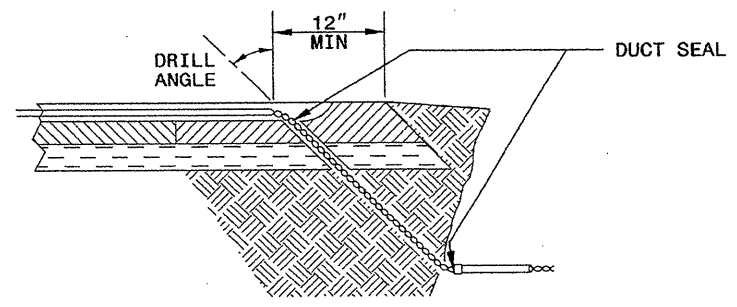
**NOTE**  
SPlice ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

**LOOP WIRE PAVEMENT EDGE DETAILS**

**LOOP WIRE AT CURB & GUTTER SECTION**



**LOOP WIRE AT PAVEMENT SECTION**



**NOTES**

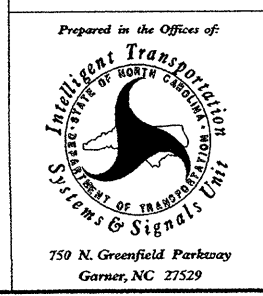
1. DO NOT EXCAVATE UNDER CURB AND GUTTER SECTIONS FOR CONDUIT INSTALLATION.
2. TWIST LOOP WIRE TAIL SECTIONS FROM WHERE LOOP WIRE TAIL LEAVES SAW CUT TO JUNCTION BOX, INCLUDING THROUGH CONDUIT.
3. BEFORE SEALING LOOPS, INSTALL DUCT SEAL WHERE LOOP WIRE TAIL SECTION LEAVES SAW CUT IN PAVEMENT AND AT ENTRANCE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

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

SHEET 2 OF 3  
**1725D01**

See Plate for Title



SEAL

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

24-Nov-2008 09:29  
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11/24/08

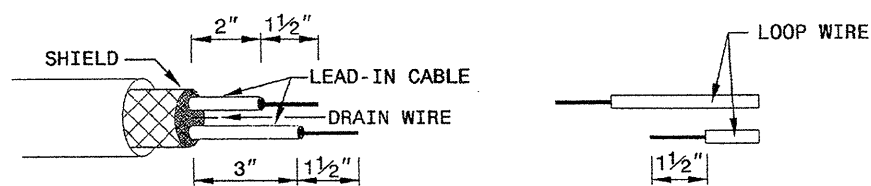
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11-08

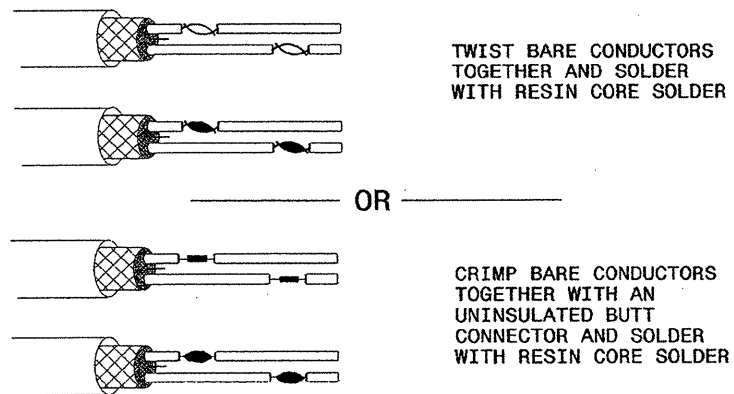
ENGLISH DETAIL DRAWING FOR  
**INDUCTIVE DETECTION LOOPS**  
SPlicing FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3  
**1725D01**

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

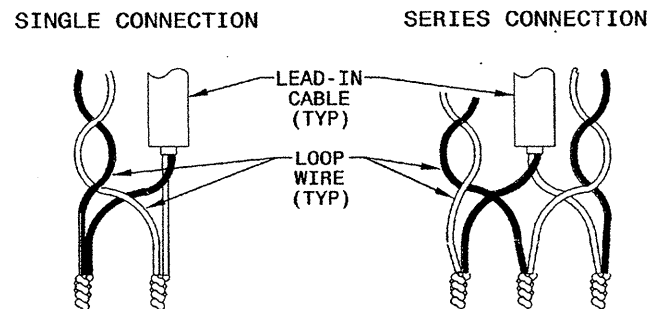


**STEP 2. CONNECT AND SOLDER**

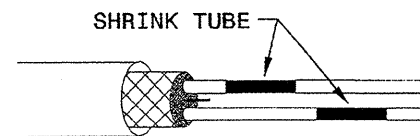


BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

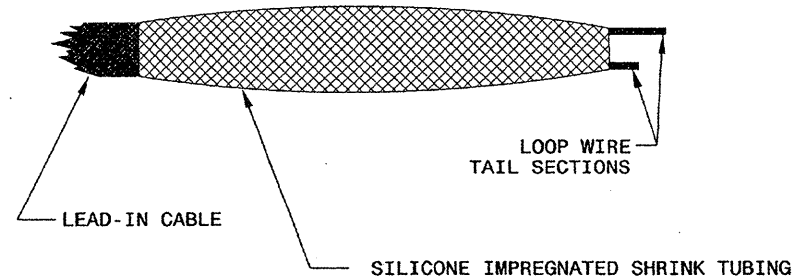
**LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS**



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



**STEP 4. ENVIRONMENTALLY PROTECT SPLICE**



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

SHEET 3 OF 3  
**1725D01**

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Prepared in the Offices of:

750 N. Greenfield Parkway  
Garner, NC 27529

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Milton Dean 11/24/08  
SIGNATURE      DATE