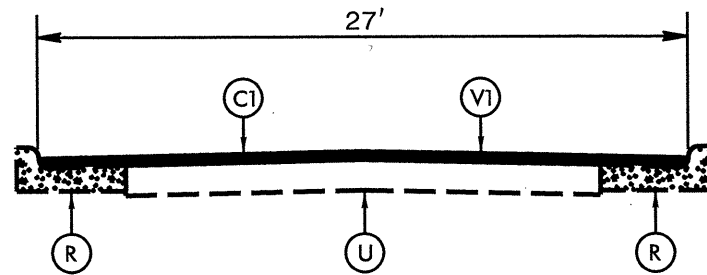
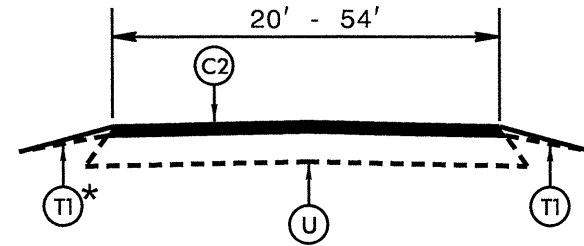


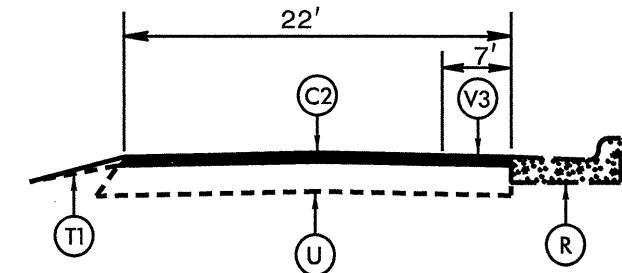
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10011.41, 7CR.20011.41	2	



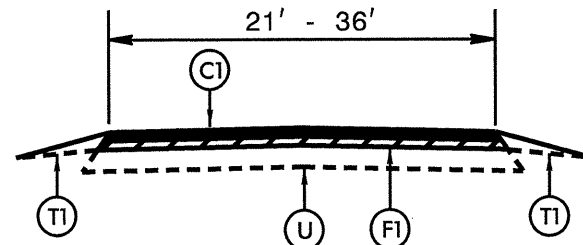
*NOTE: NO PAVEMENT ON SECTION
STA. 1+85 TO STA. 2+55
TYPICAL SECTION NO. 1
TO BE USED ON MAP 1
STA. 0+00 TO STA. 10+65



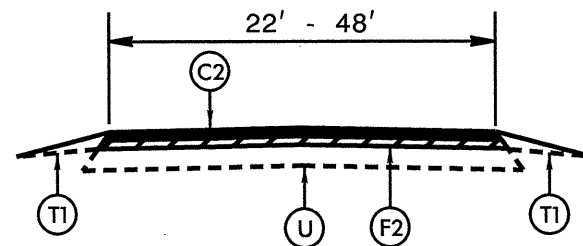
*NOTE: CURB AND GUTTER ON SECTION
MAP 11: STA. 28+20 TO STA. 33+40
**NOTE: NO PAVEMENT ON BRIDGES ON MAP 5:
BRIDGE #146: STA. 29+90 TO STA. 30+15
BRIDGE #149: STA. 163+50 TO STA. 164+25
***NOTE: NO PAVEMENT ON SECTIONS
MAP 5: STA. 68+50 TO STA. 70+15
MAP 9: STA. 24+60 TO STA. 25+95
TYPICAL SECTION NO. 5
TO BE USED ON MAPS 3, 5, 7, 8, 9, 11, 14, AND 15
MAP 7: STA. 0+00 TO STA. 49+95
MAP 9: STA. 0+00 TO STA. 32+50
STA. 41+95 TO STA. 77+75



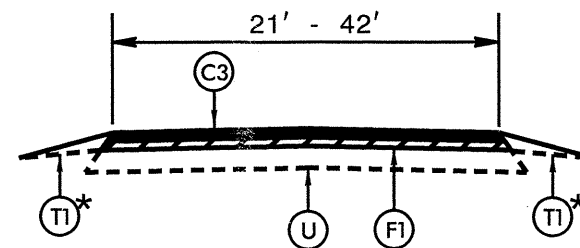
TYPICAL SECTION NO. 8
TO BE USED ON MAP 9
STA. 32+50 TO STA. 41+95



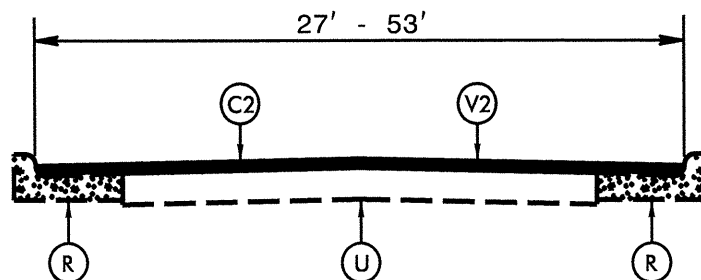
TYPICAL SECTION NO. 2
TO BE USED ON MAPS 1 AND 4
MAP 1: STA. 10+65 TO STA. 32+35



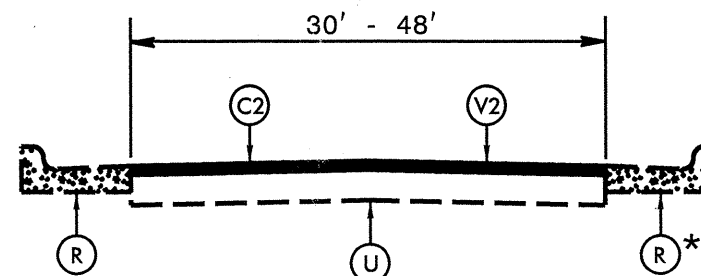
TYPICAL SECTION NO. 3
TO BE USED ON MAPS 2 AND 16
MAP 2: STA. 0+00 TO STA. 96+65
MAP 16: STA. 44+50 TO STA. 61+30



*NOTE: CURB AND GUTTER ON SECTION
MAP 10: STA. 0+00 TO STA. 2+15
**NOTE: NO PAVEMENT ON SECTIONS
MAP 6: STA. 53+20 TO STA. 55+05
TYPICAL SECTION NO. 6
TO BE USED ON MAPS 6, 10, 12, AND 13



*NOTE: NO PAVEMENT ON SECTIONS ON MAP 16
STA. 15+35 TO STA. 15+70
STA. 19+90 TO STA. 20+60
TYPICAL SECTION NO. 4
TO BE USED ON MAPS 2 AND 16
MAP 2: STA. 96+65 TO STA. 115+10
MAP 16: STA. 3+60 TO STA. 24+35



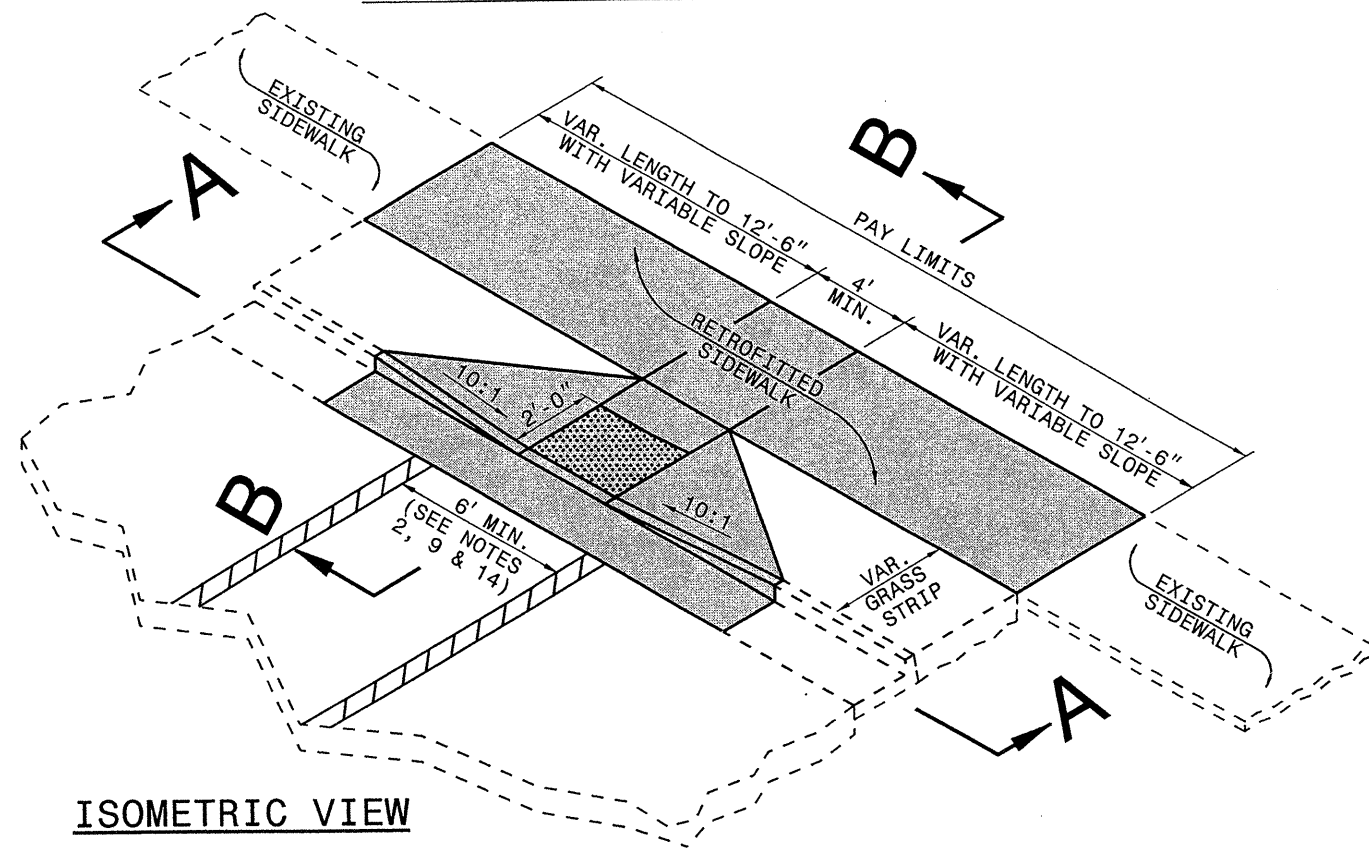
*NOTE: NO CURB AND GUTTER ON SECTION
MAP 16: STA. 0+00 TO STA. 3+60
TYPICAL SECTION NO. 7
TO BE USED ON MAPS 7 AND 16
MAP 7: STA. 49+95 TO STA. 57+65
MAP 16: STA. 0+00 TO STA. 3+60
STA. 24+35 TO STA. 44+50

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	
C2	PROP. APPROX. 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.	
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	
F1	AST MAT COAT #67 STONE	
F2	AST MAT COAT #78M STONE	
U	EXISTING PAVEMENT.	
R	EXISTING CURB AND GUTTER	
T1	INCIDENTAL STONE BASE IN LOW SHOULDER AREAS, AS DIRECTED BY THE ENGINEER	
V1	1½" MILLING	V2 1¼" MILLING
V3	0" - 1¼" MILLING	

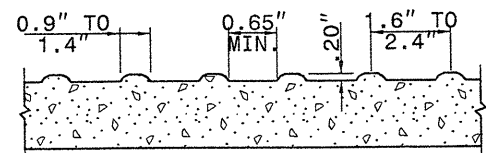
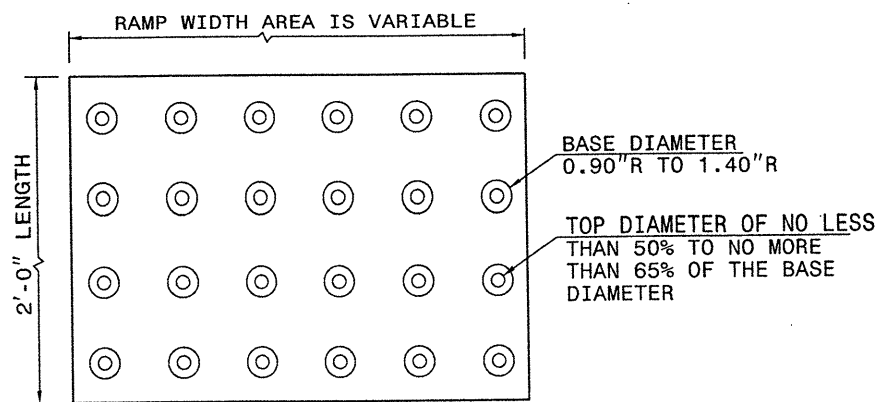
\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$DGN\$\$\$\$\$
\$\$\$\$\$SERNAME\$\$\$\$\$

CURB RAMP AND EXISTING SIDEWALK WITH GRASS STRIP



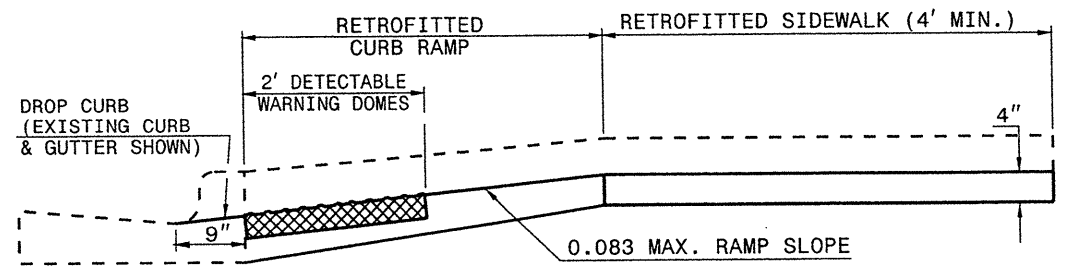
ISOMETRIC VIEW

■ PAY LIMITS OF RETROFIT CURB RAMP

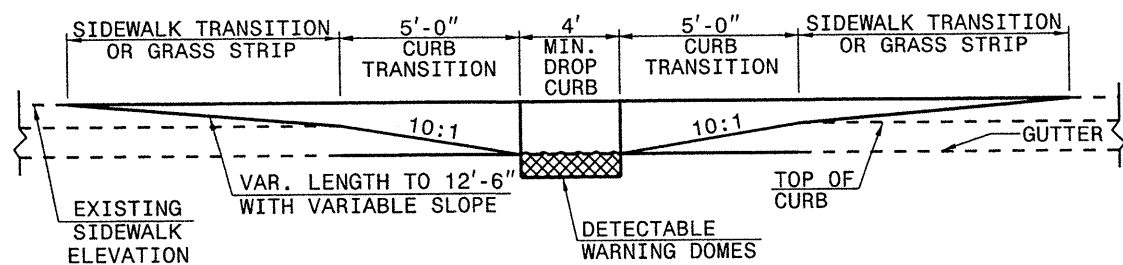


DETECTABLE WARNING DOMES

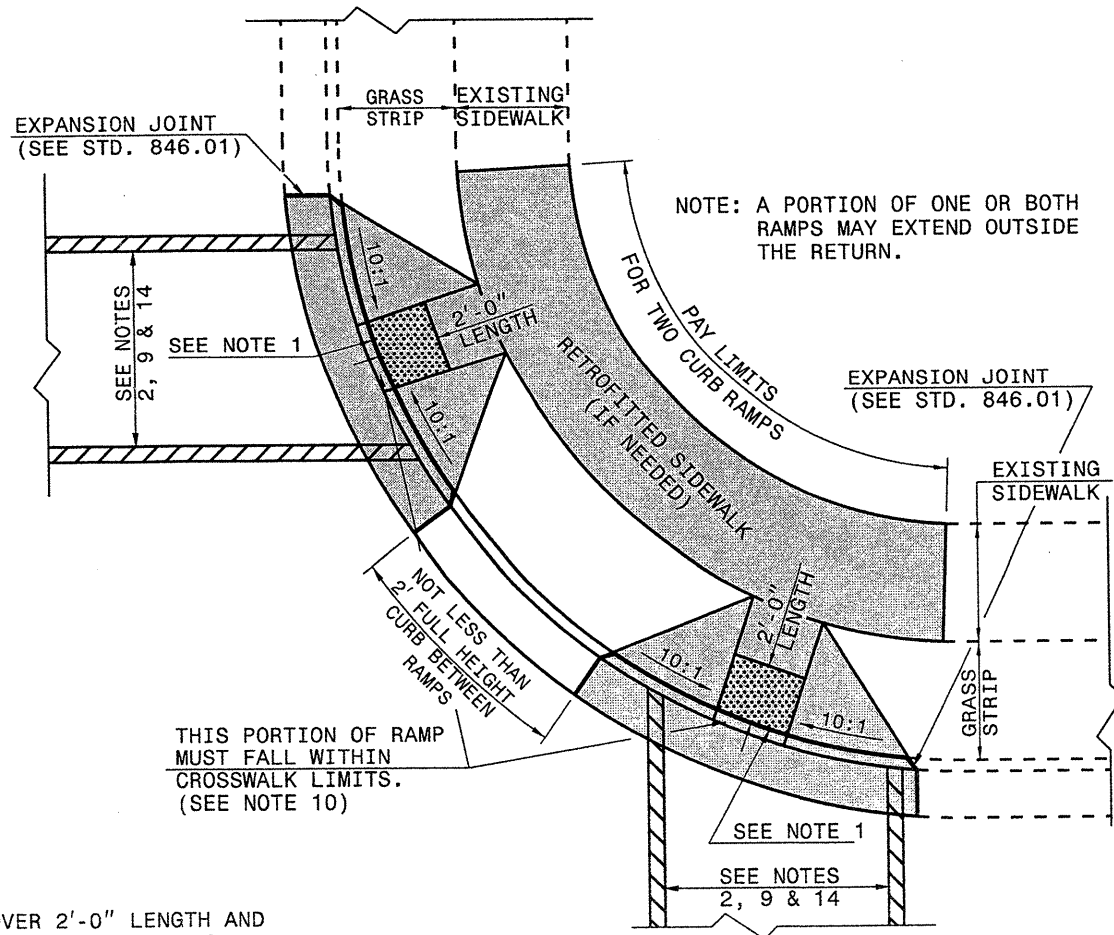
- NOTES:
1. PLACE DETECTABLE WARNING DOMES TO COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 2. OBTAIN VISIBLE CONTRAST WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



SECTION B-B



SECTION A-A

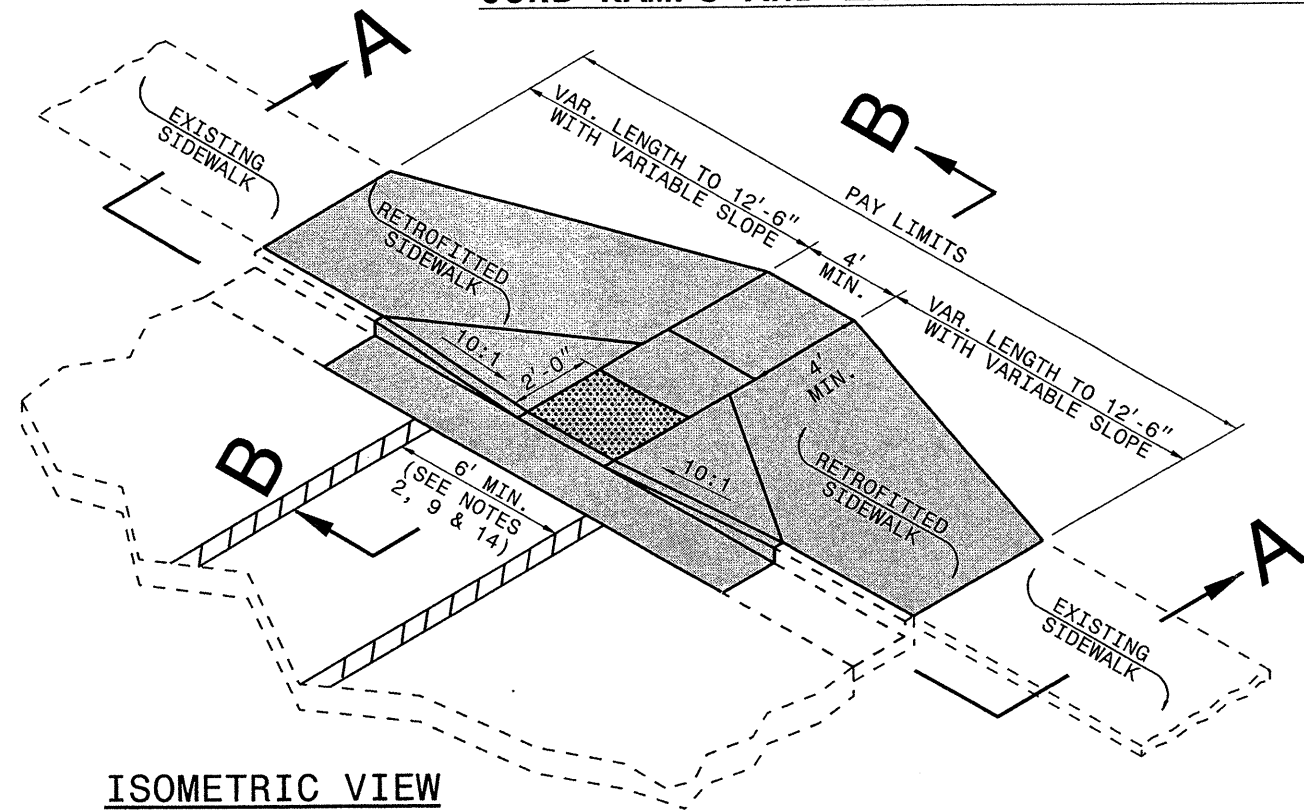


PLAN VIEW

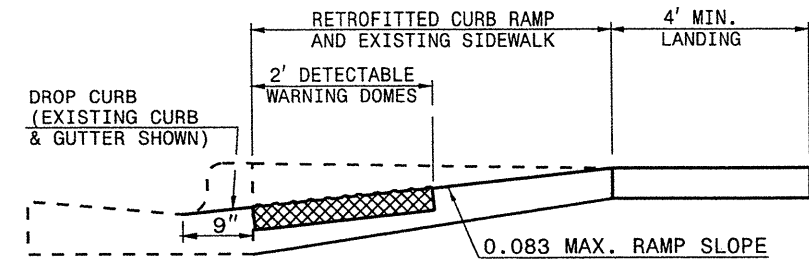
DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

7CR.10011.41
7CR.26011.41
Sht. 4

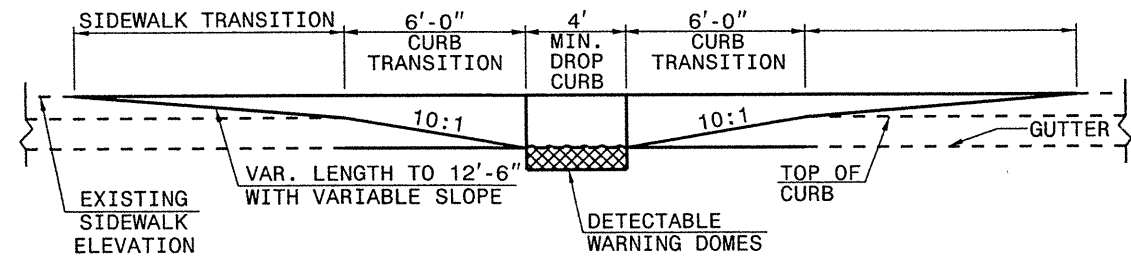
CURB RAMPS AND EXISTING SIDEWALK ADJACENT TO CURB



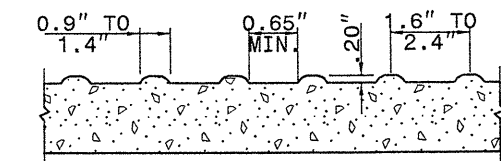
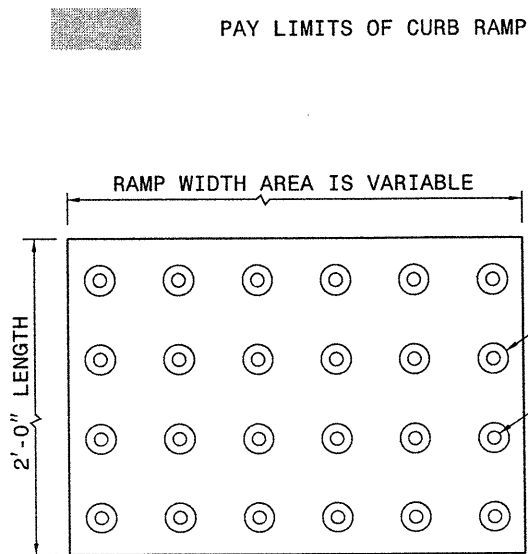
ISOMETRIC VIEW



SECTION B-B

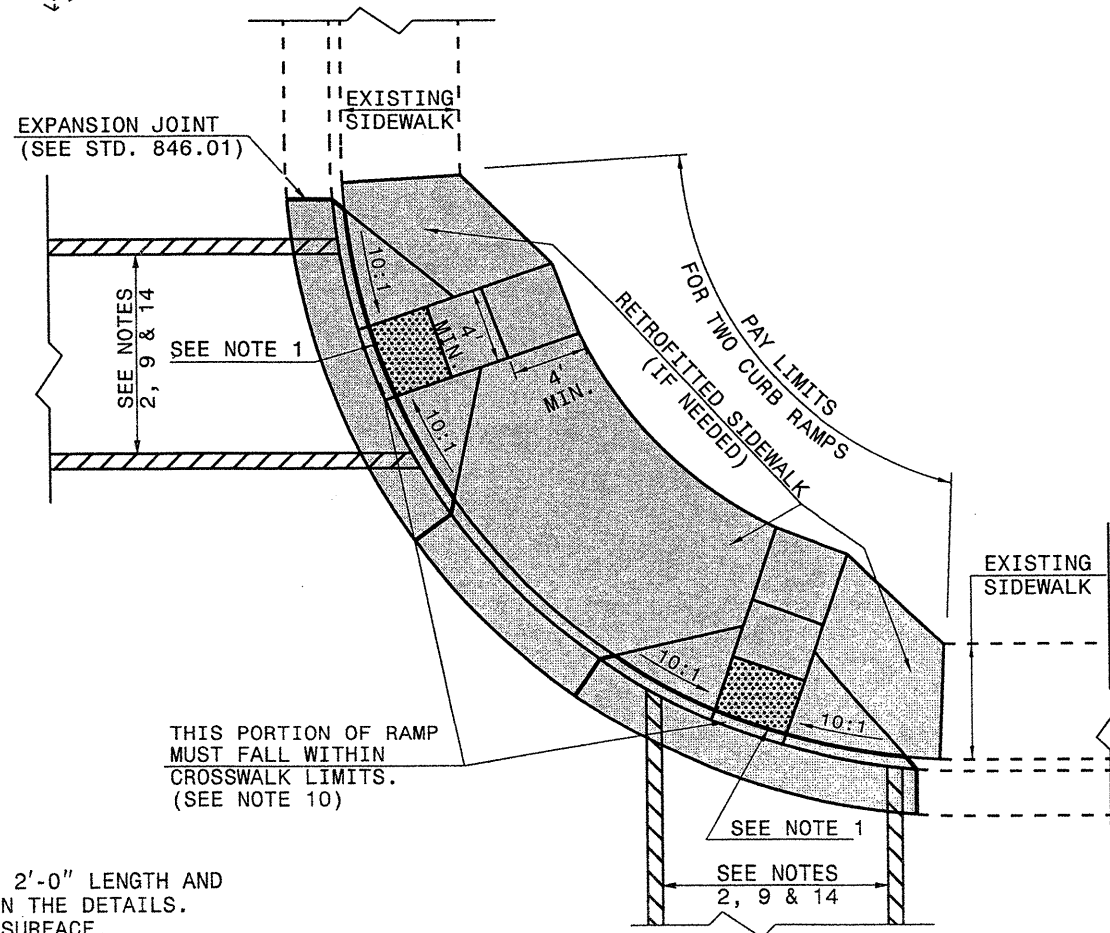


SECTION A-A



DETECTABLE WARNING DOMES

- NOTES:
1. PLACE DETECTABLE WARNING DOMES TO COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 2. OBTAIN VISIBLE CONTRAST WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



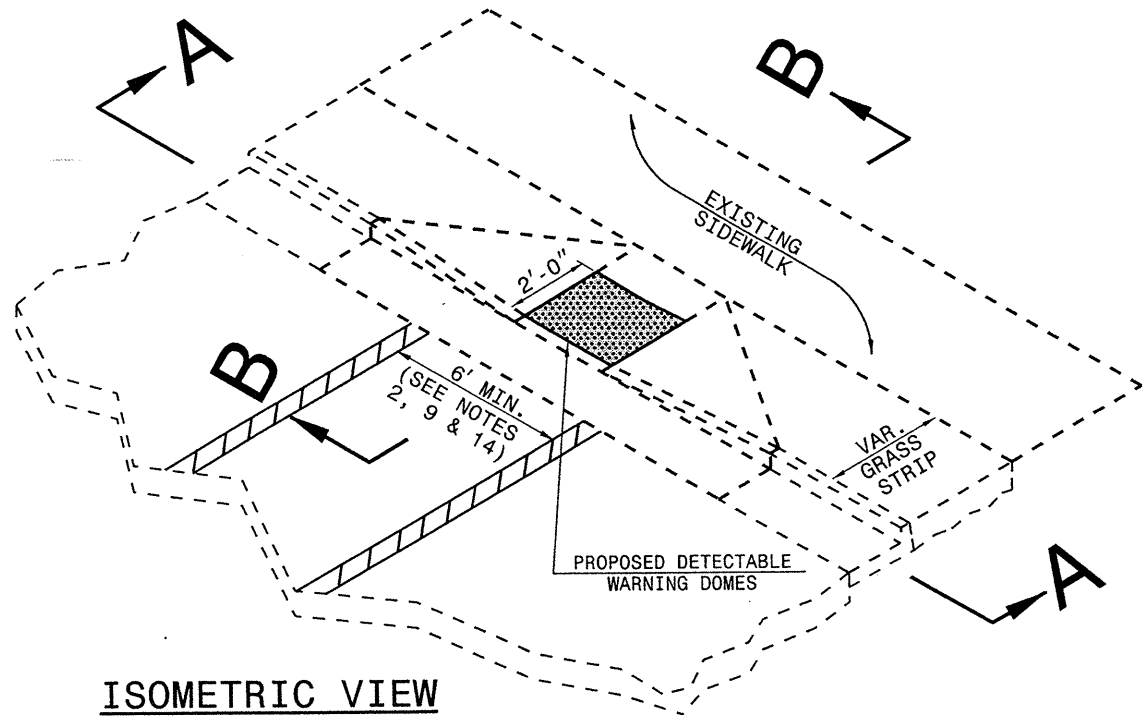
PLAN VIEW

DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

7CR.10011.41
7CR.20011.41
Sht. 5

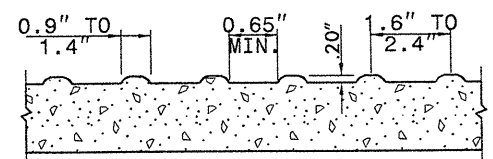
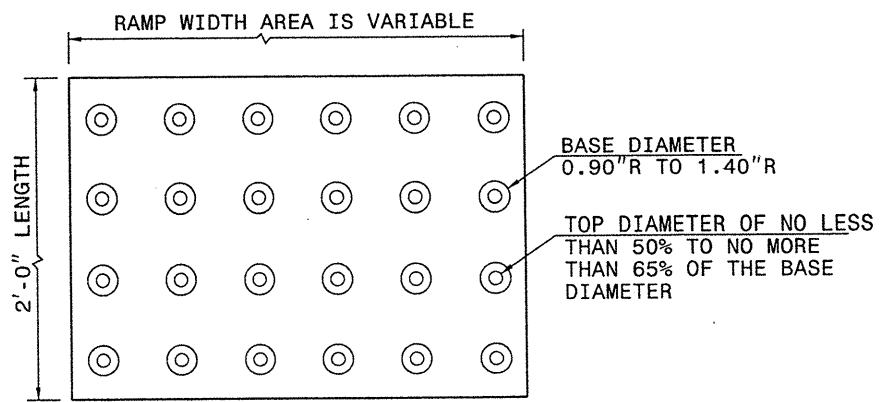
7CR.16011.41
7CR.26011.41
Sht.6

RETROFITTING DETECTABLE WARNING DOMES ONTO EXISTING CURB RAMP



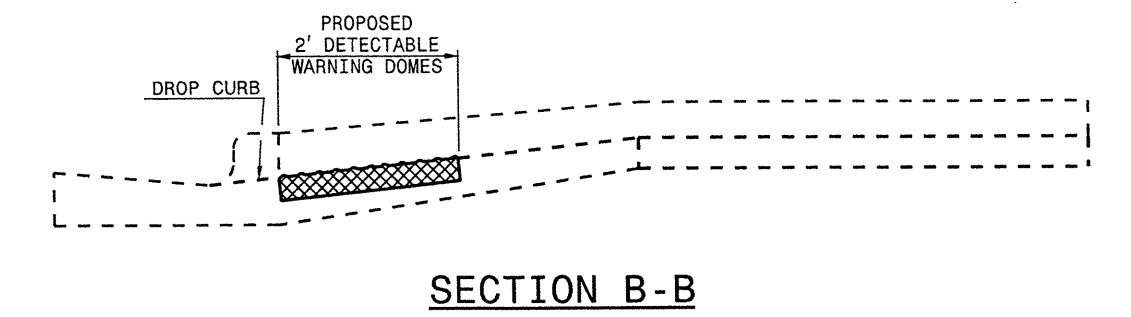
ISOMETRIC VIEW

PAY LIMITS OF RETROFIT CURB RAMP

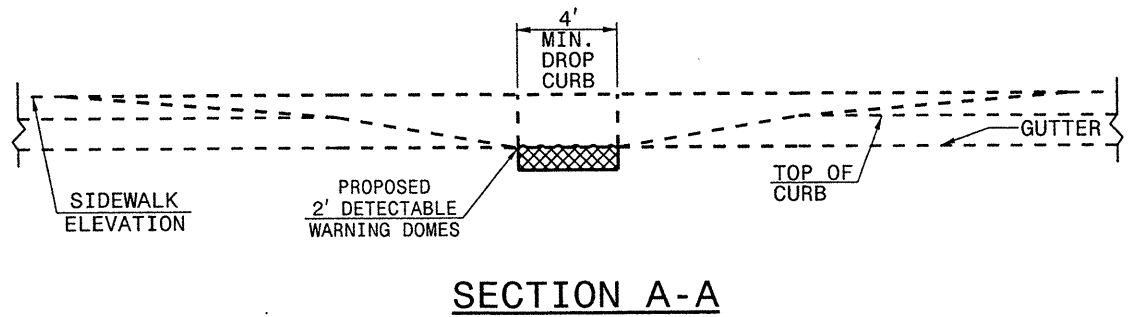


DETECTABLE WARNING DOMES

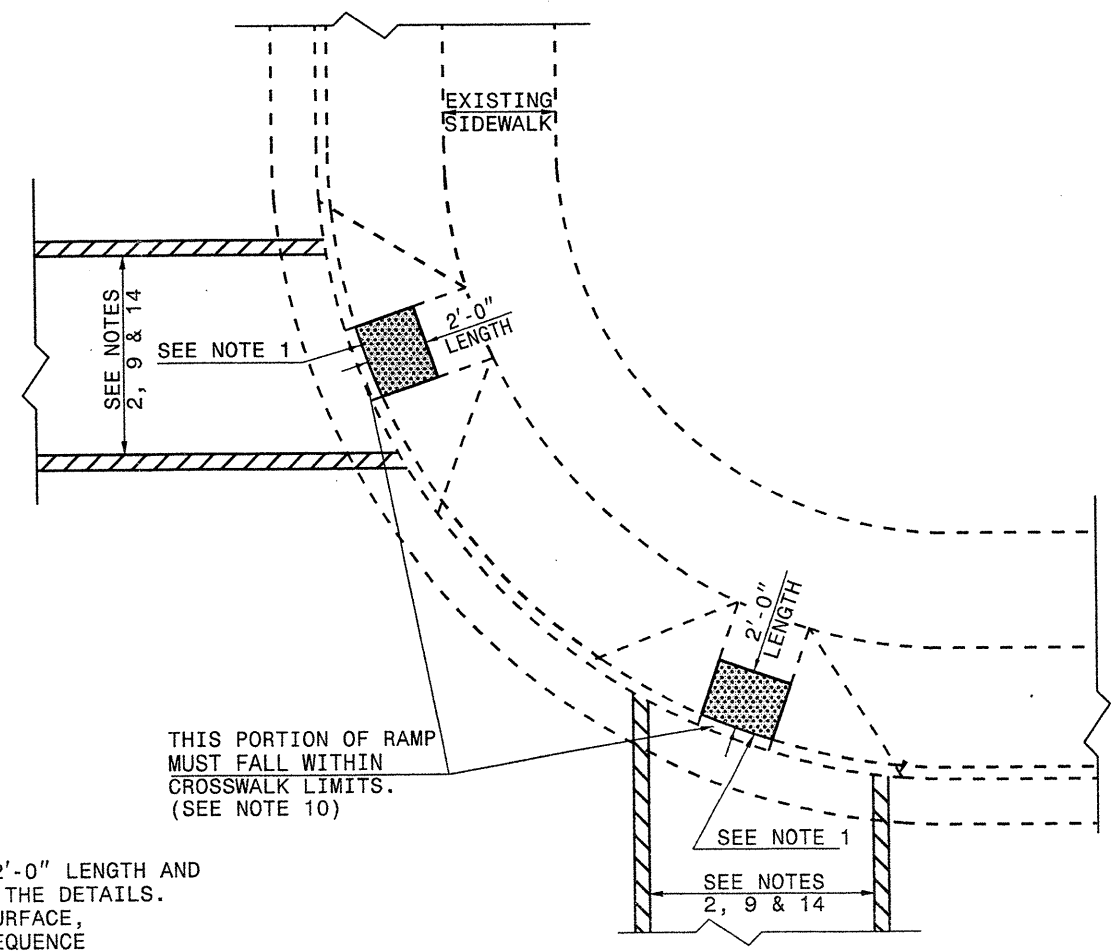
- NOTES:
1. PLACE DETECTABLE WARNING DOMES TO COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 2. OBTAIN VISIBLE CONTRAST WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



SECTION B-B



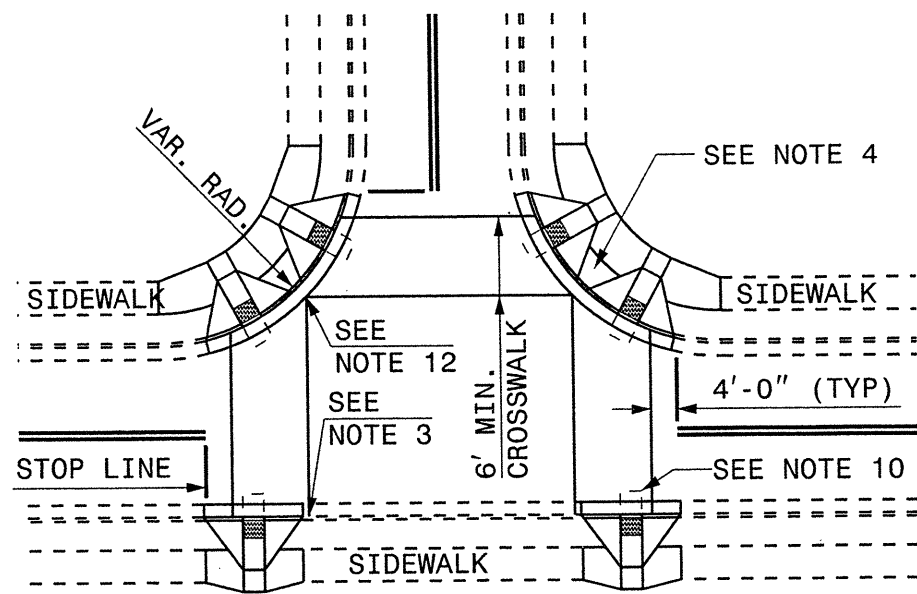
SECTION A-A



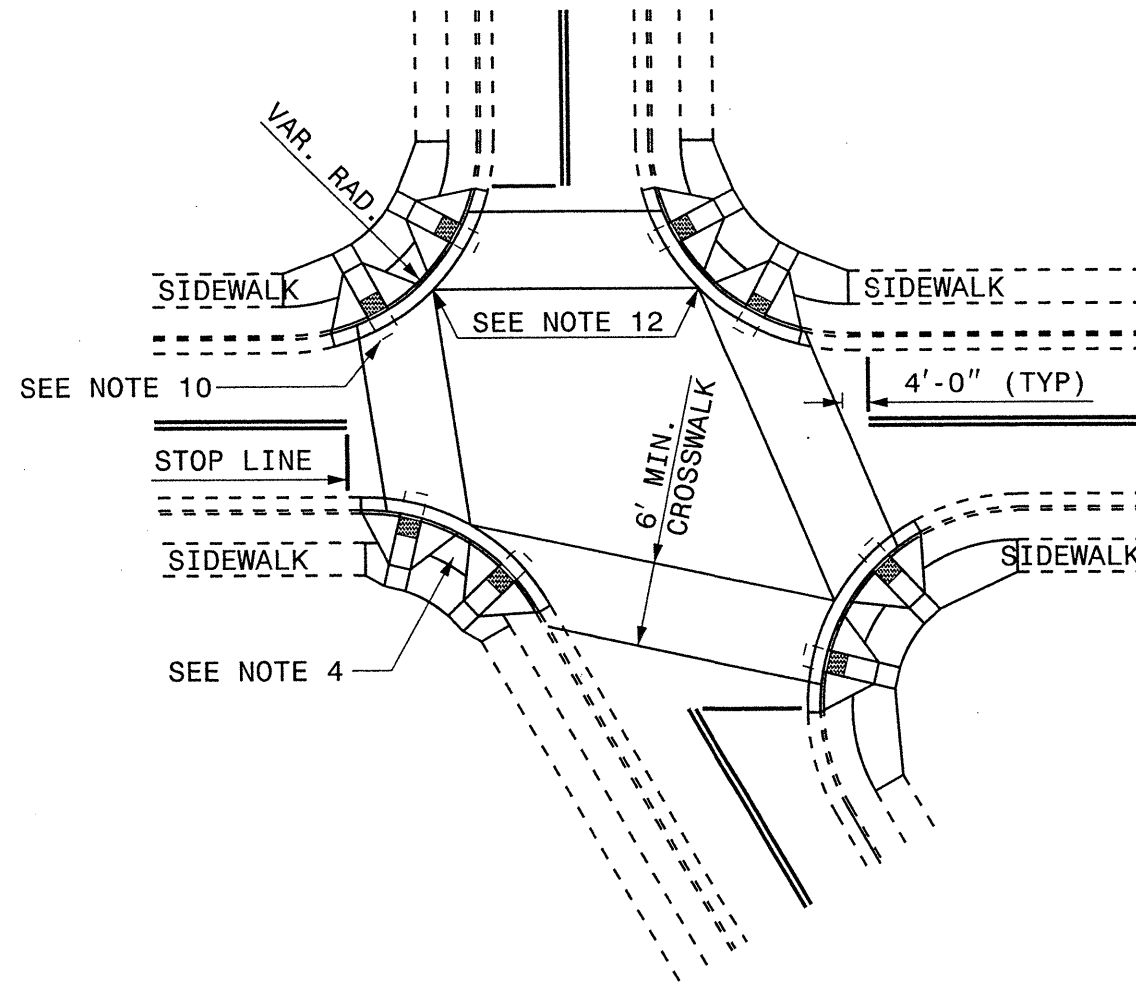
PLAN VIEW

DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

CURB RAMPS AND EXISTING SIDEWALK

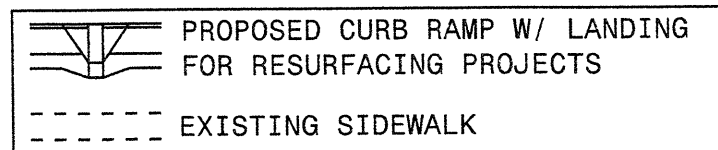


DETAIL SHOWING TYPICAL LOCATION OF CURB RAMPS,
PEDESTRIAN CROSSWALKS AND STOP LINES FOR TEE INTERSECTIONS



DETAIL SHOWING TYPICAL LOCATION OF CURB
RAMPS, PEDESTRIAN CROSSWALKS AND STOP LINES

RESURFACING PROJECTS



ALLOWABLE LOCATIONS
DUAL RAMP RADII.....ANY

7CR.10011.41
7CR.20011.41
Sht. 7

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

ENGLISH DETAIL DRAWING FOR
CURB RAMP
EXISTING CURB AND GUTTER

CURB RAMP AND EXISTING SIDEWALK

NOTES:

1. CONSTRUCT THE RAMP SURFACE TO BE STABLE, FIRM, AND SLIP RESISTANT. CONSTRUCT THE CURB RAMP TYPE AS SHOWN IN THE PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER.
2. LOCATE CURB RAMPS AND PLACE PEDESTRIAN CROSSWALK MARKINGS AS SHOWN IN THE PAVEMENT MARKING PLANS. WHEN FIELD ADJUSTMENTS REQUIRE MOVING CURB RAMPS OR MARKINGS AS SHOWN, CONTACT THE SIGNING AND DELINEATION UNIT OR LOCATE AS DIRECTED BY THE ENGINEER.
3. COORDINATE THE CURB RAMP AND THE PEDESTRIAN CROSSWALK MARKINGS SO A 4'x4' CLEAR SPACE AT THE BASE OF THE CURB RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES.
4. SET BACK DISTANCE FROM INSIDE CROSSWALK MARKING TO NEAREST EDGE OF TRAVEL LANE IS 4' MINIMUM.
5. REFER TO THE PAVEMENT MARKING PLANS FOR STOP BAR LOCATIONS AT SIGNALIZED INTERSECTIONS. IF A PAVEMENT MARKING PLAN IS NOT PROVIDED, CONTACT THE SIGNAL DESIGN SECTION FOR THE STOP BAR LOCATIONS OR LOCATE AS DIRECTED BY THE ENGINEER.
6. TERMINATE PARKING A MINIMUM OF 20' BACK OF A PEDESTRIAN CROSSWALK.
7. CONSTRUCT CURB RAMPS A MINIMUM OF 4' WIDE.
8. CONSTRUCT THE RUNNING SLOPE OF THE RAMP 8.33% MAXIMUM.
9. ALLOWABLE CROSS SLOPE ON SIDEWALKS AND CURB RAMPS WILL BE 2% MAXIMUM.
10. CONSTRUCT THE SIDE FLARE SLOPE A MAXIMUM OF 10% MEASURED ALONG THE CURB LINE.
11. CONSTRUCT THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE BASE OF THE CURB RAMP A MAXIMUM OF 5% AND MAINTAIN A SMOOTH TRANSITION.
12. CONSTRUCT LANDINGS FOR SIDEWALK A MINIMUM OF 4'x4' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION. CONSTRUCT LANDINGS FOR MEDIAN ISLANDS A MINIMUM OF 5'x5' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
13. TO USE A MEDIAN ISLAND AS A PEDESTRIAN REFUGE AREA, MEDIAN ISLANDS WILL BE A MINIMUM OF 6' WIDE. CONSTRUCT MEDIAN ISLANDS TO PROVIDE PASSAGE OVER OR THROUGH THE ISLAND.
14. SMALL CHANNELIZATION ISLANDS THAT CAN NOT PROVIDE A 5'x5' LANDING AT THE TOP OF A RAMPS, WILL BE CUT THROUGH LEVEL WITH THE SURFACE STREET.
15. CURB RAMPS WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP. THE ADJACENT SURFACE IS PLANTING OR OTHER NON-WALKING SURFACE OR THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED.
16. PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE CURB RAMP JOINS THE CURB AS SHOWN IN ROADWAY STANDARD DRAWING 848.01
17. PLACE ALL PEDESTRIAN PUSH BUTTON ACTUATORS AND CROSSING SIGNALS AS SHOWN IN THE PLANS OR AS SHOWN IN THE MUTCD.
18. CURB RAMPS THROUGH MEDIAN ISLANDS, SINGLE RAMPS AT DUAL CROSSWALKS OR LIMITED R/W SITUATIONS, WILL BE HANDLED BY SPECIAL DETAILS. CONTACT THE CONTRACT STANDARDS AND DEVELOPMENT UNIT FOR THE DETAILS OR FOR A SPECIAL DESIGN.

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

7CR.10011.14
7CR.20011.14
Sht. 8

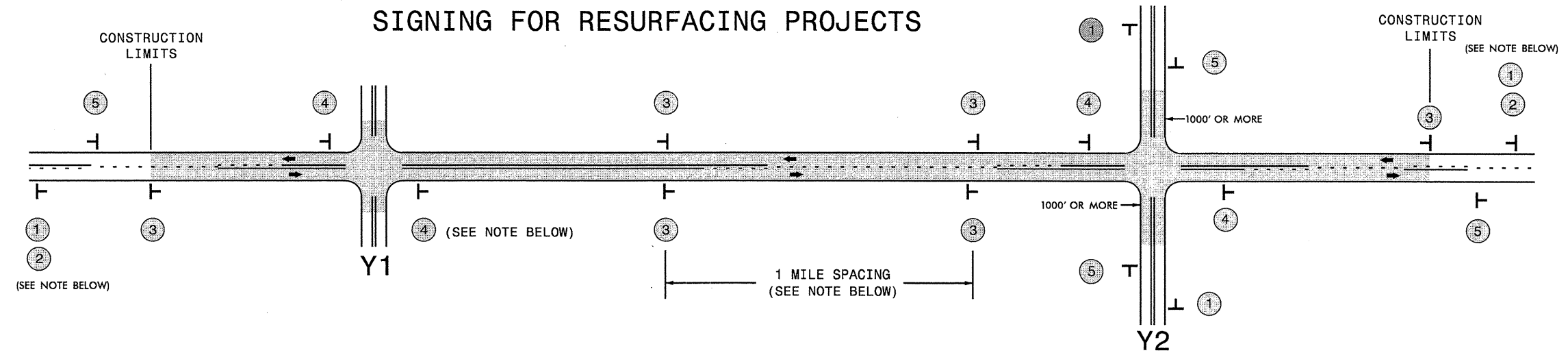
ENGLISH DETAIL DRAWING FOR
CURB RAMP
EXISTING CURB AND GUTTER

PROJECT NO.	SHEET NO.	TOTAL NO.
7CR.10011.41	10	1
7CR.20011.41		

SUMMARY OF QUANTITIES

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	INCIDENTAL STONE BASE	MILLING ASPHALT PAVEMENT, 1 1/4" DEPTH	MILLING ASPHALT PAVEMENT, 1-1/4" DEPTH	MILLING ASPHALT PAVEMENT, 0 - 1 1/4" DEPTH	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A	ASPHALT BINDER FOR PLANT MIX	ASPHALT SURFACE TREATMENT, MAT COAT, #78M STONE	GENERIC PAVING ITEM - ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE	RETROFITTING EXISTING CURB RAMPS	ADJ. OF DROP INLET	ADJ. OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES	PORTABLE LIGHTING	TRENCHING (PAVED) (1) (2")	TRENCHING (UNPAVED) (1) (2")	JUNCTION BOX (STANDARD SIZE)	2" RISER W/ WEATHERHEAD	INDUCTIVE LOOP SAW CUT	LEAD-IN CABLE (14-2)						
NO		NO			NO					MI	FT	TONS	SY	SY	SY	SY	TONS	TONS	TONS	SY	SY	EA	EA	EA	EA	LS	LF	LF	EA	EA	LF	LF						
7CR.10011.41	Alamance	1	NC 119 (SECOND STREET/GRAHAM STREET/FIRST STREET)	FROM US 70 - 7.20 TO JOINT 900' SOUTH OF SR 1996 (STAGECOACH ROAD) - 8.81	1	2		NO	NO	0.035	27	90	554				47		3									140	2	2	70	140						
				SKIP - X-WALKS	1	2		NO	NO	0.013	27																											
					1	2		NO	NO	0.153	27				3,144				265		16			2		5	2											
					2	2		NO	NO	0.411	21								350		30			5,064		8	9											
TOTAL FOR MAP NO. 1									0.612			90	3,698			350	820	49		5,064	2		13	11			140	2	2	70	140							
TOTAL FOR PROJ NO. 7CR.10011.41									0.612			90	3,698			350	820	49		5,064	2		13	11			140	2	2	70	140							
7CR.20011.41	Alamance	2	SR 1962 (THIRD STREET)	FROM JOINT 585' EAST OF SR 1980 (HOLMES ROAD) - 1.25 TO JOINT AT RXR SOUTH OF US 70 (CENTER STREET)	3	2		NO	NO	0.19	22	98				183		189	13	2,452																		
					3	2		NO	NO	0.098	22-34									111	7	1,610																
					3	2		NO	NO	0.018	34										25	2	359															
					3	2		NO	NO	0.035	40											77	5	821		1												
					3	2		NO	NO	0.044	24-40											57	4	826														
					3	2		NO	NO	0.03	38											46	3	669														
					3	2		NO	NO	0.028	32-38											40	3	575				1										
					3	2		NO	NO	0.066	32											125	8	1,239				2										
					3	2		NO	NO	0.088	22-32											96	6	1,394														
					3	2		NO	NO	1.232	22								183		1,368	92	15,901					10	13									
					4	2		NO	NO	0.349	27							7,862		542	36				15		14	11			100	4	4	410	150			
				TOTAL FOR MAP NO. 2									2.178			98		7,862		366	2,676	179	25,846		16		28	24			100	4	4	410	150			
		3	SR 2133 (TURNER ROAD)	FROM NC 119 - 0.00 TO SR 2135 (JIM MINOR ROAD) - 2.37	5	2		NO	NO	0.009	21-54	234						317		14	1																	
					5	2		NO	NO	2.359	21								175		2,128	143																
		TOTAL FOR MAP NO. 3									2.368			234				492		2,142	144																	
		4	SR 2148 (AUSTIN QUARTER ROAD)	FROM SR 2146 (SAXAPAHAW ROAD) - 0.00 TO END OF PAVEMENT - 1.09	2	2		NO	NO	0.019	24-36	79						250	28		2		334															
					2	2		NO	NO	1.066	24								1,327		80		15,009															
		TOTAL FOR MAP NO. 4									1.085			79				250	1,355		82		15,343															
		5	SR 2363 (BEALE ROAD)	FROM NC 49 - 0.00 TO SR 2327 (BASS MOUNTAIN ROAD) - 3.52	5	2		NO	NO	0.566	21	306						350		482	32																	
				BRIDGE #146	5	2		NO	NO	0.005	21																											
					5	2		NO	NO	0.726	21								350		618	41																
				SKIP - MT HERMAN/ROCK CREEK RD	5	2		NO	NO	0.031	21																											
					5	2		NO	NO	1.733	21								175		1,515	102																
				BRIDGE #149	5	2		NO	NO	0.035	21-29								208		35	2																
					5	2		NO	NO	0.014	29																											
					5	2		NO	NO	0.051	21-29								208		52	3																
					5	2		NO	NO	0.361	21								175		307	21																
				TOTAL FOR MAP NO. 5									3.522			306			1,466		3,009	201																
6	SR 1136 (BELLEFONT-MT. HERMON ROAD)	FROM NC 49 - 3.49 TO JOINT SOUTH OF SR 2387 (SOUTHERN HIGH SCHOOL ROAD) - 2.36	6	2		NO	NO	1.008	24	157						400		1,177	79		14,193						100	2	2	300	200							
		SKIP - BRIDGE # 121	6	2		NO	NO	0.035	24																													
			6	2		NO	NO	0.085	24								400		139	9		1,197																
TOTAL FOR MAP NO. 6									1.128			157				800		1,316	88		15,390						100	2	2	300	200							
7	SR 1398 (PLANTATION DRIVE)	FROM SR 1154 (TUCKER STREET) - 1.09 TO NC 49 (MAPLE AVENUE) - 0.00	5	2		NO	NO	0.928	21	31						175		810	54																			
			5	2		NO	NO	0.018	21-30									19	1																			
			7	2		NO	NO	0.116	30								2,042		141	9				1														
			7	2		NO	NO	0.017	30-48										27	2																		
TOTAL FOR MAP NO. 7									1.092			31			392		1,082	72									60	1		400	120							

SIGNING FOR RESURFACING PROJECTS



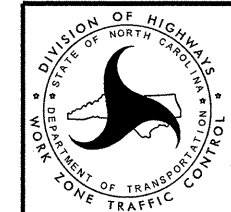
LEGEND	
T	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

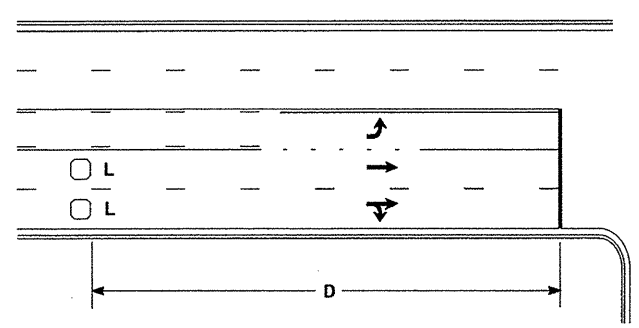
SIGNING NOTES AND PLACEMENT PER DIRECTION	①		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p style="text-align: center;">NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p style="text-align: center;">WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	②		#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	③		PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	④		THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.	
	⑤		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

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**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**

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

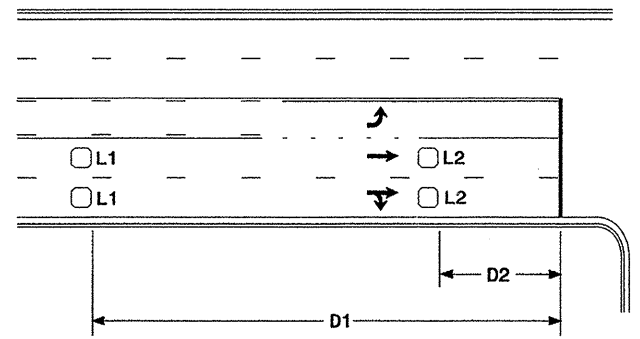


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

L = 6ft X 6ft (1.8m X 1.8m)
Wired in series for TS1
Controllers
Wired separately for TS2,
170, and 2070L Controllers

Volume Density Operation

OR

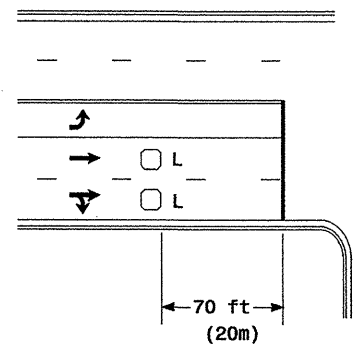


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

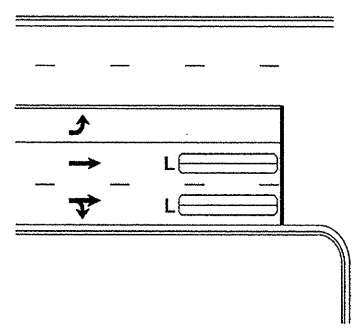
"Stretch" Operation

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



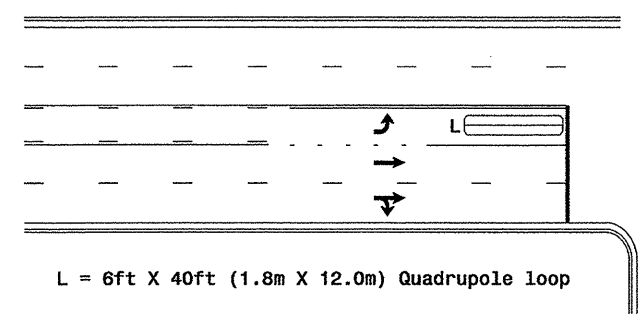
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

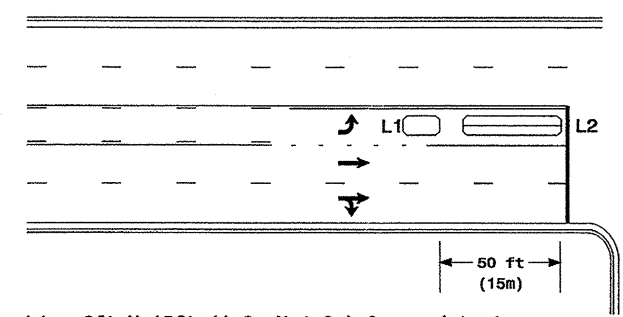
Left Turn Lane Detection



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

Presence Loop Detection

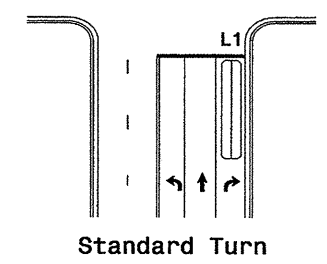
OR



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

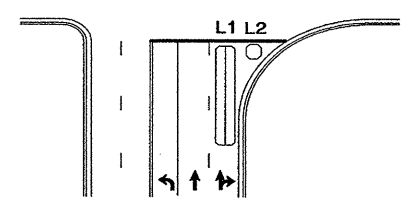
Queue Loop Detection

Right Turn Lane Detection

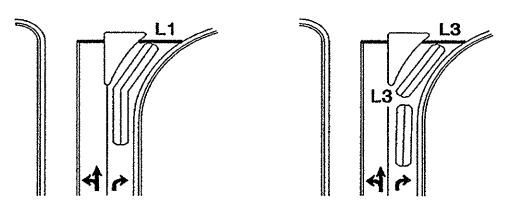


Standard Turn

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

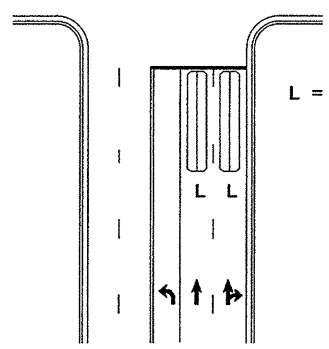


Wide Radius Turn



Channelized Turn

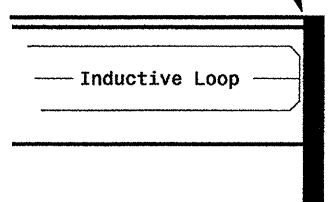
Side Street Detection



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

Presence Loop Placement at Stop Lines

Locate loop slightly
behind leading
edge of stop line



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

Recommended Number of Turns

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

Length of Lead-in ft (m)	Number of Turns
< 250 (75)	3
250-375 (75-115)	4
375-525 (115-160)	5
> 525 (160)	6

Quadrupole loops: Use 2-4-2 turns
6' X 15' (1.8m X 4.6m) Loops:
Lead-in < 150' (45 m), use 2 turns
Lead-in > 150' (45 m), use 3 turns

	Typical Loop Locations		
	PLAN DATE: June 2006 PREPARED BY: P. L. Alexander	REVIEWED BY:	
REVISIONS 1/ Revise pavement markings		INIT. DATE [Signature] 12/15/06	SIGNATURE DATE [Signature] 12/15/06