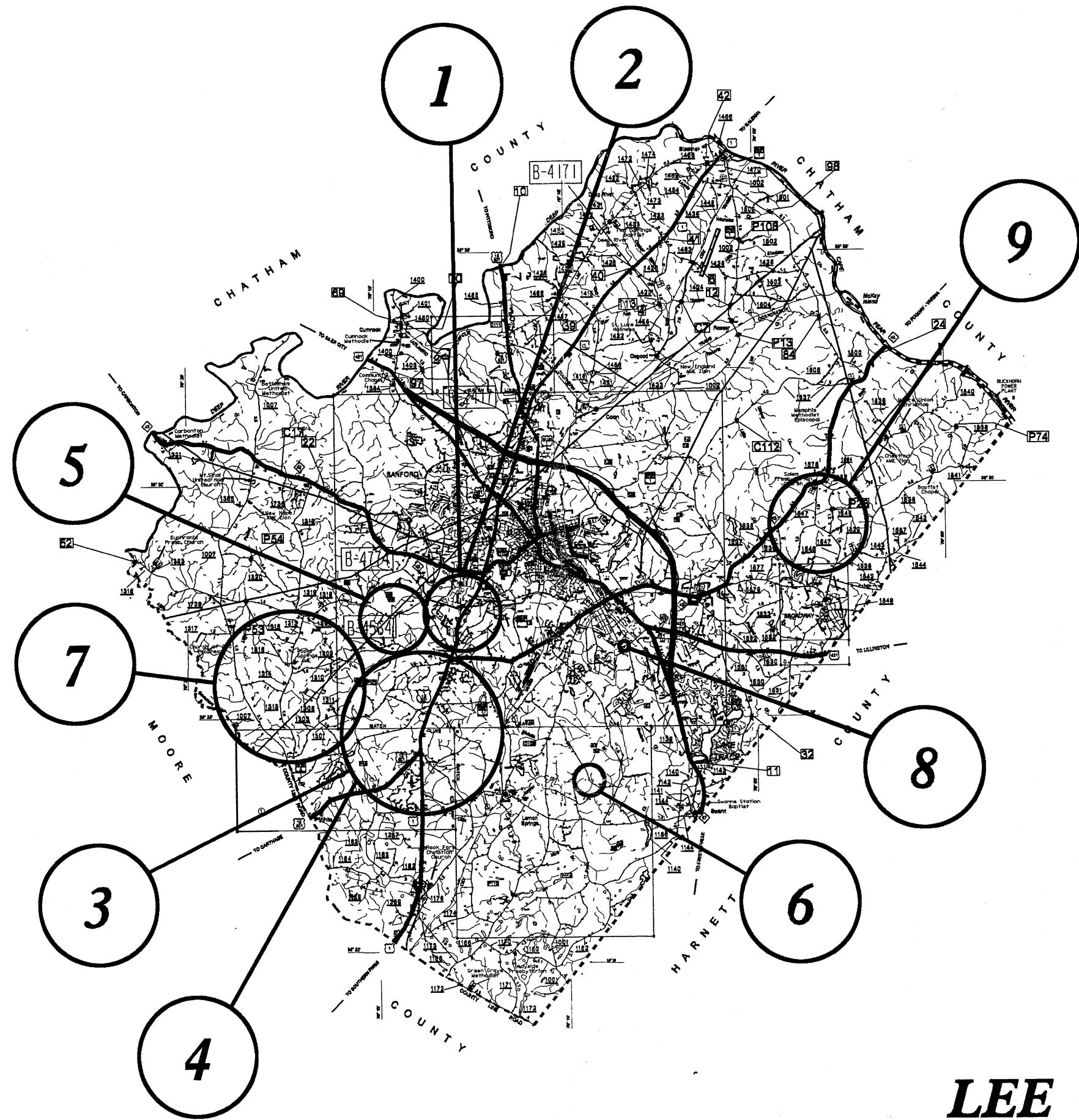


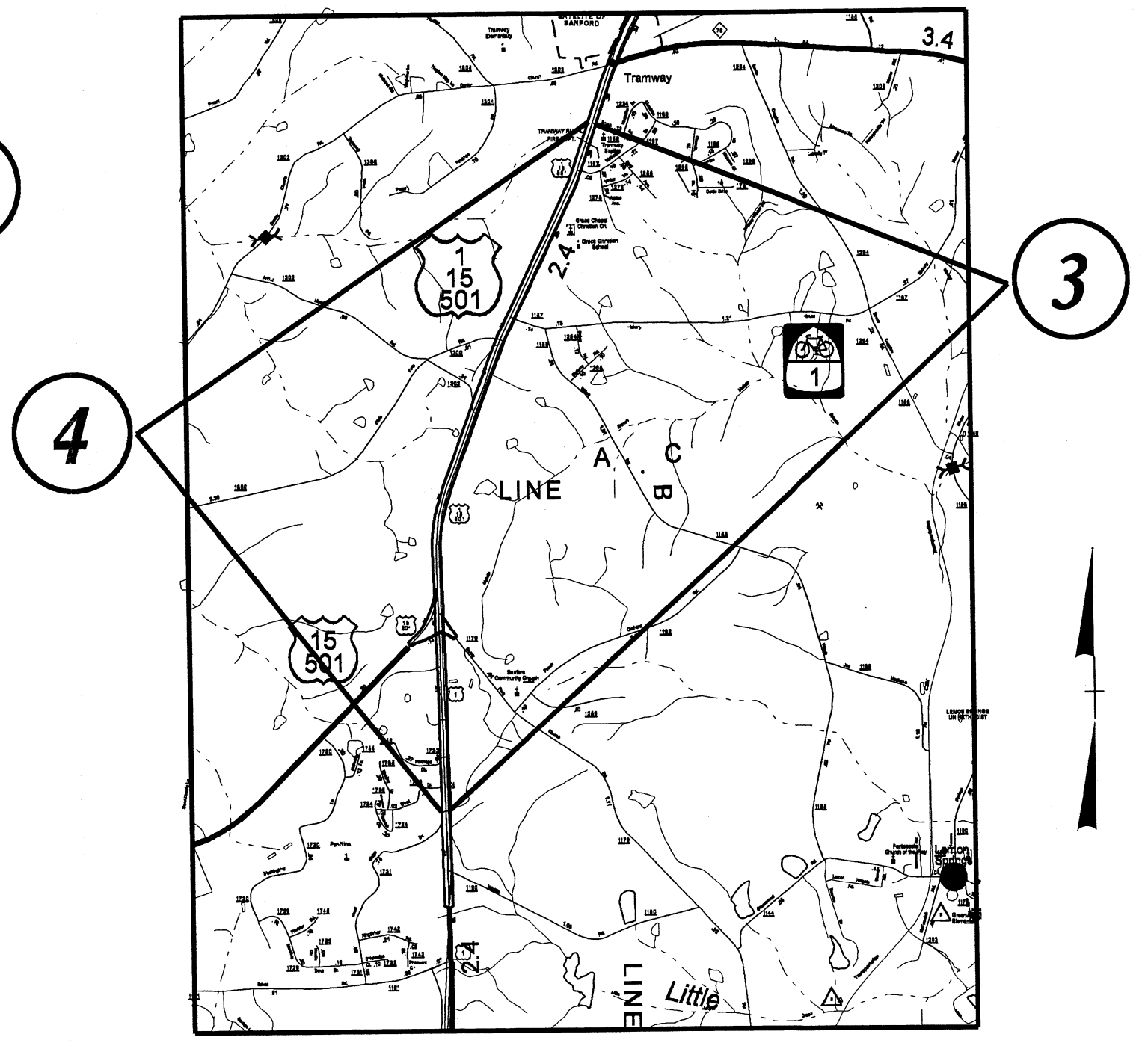
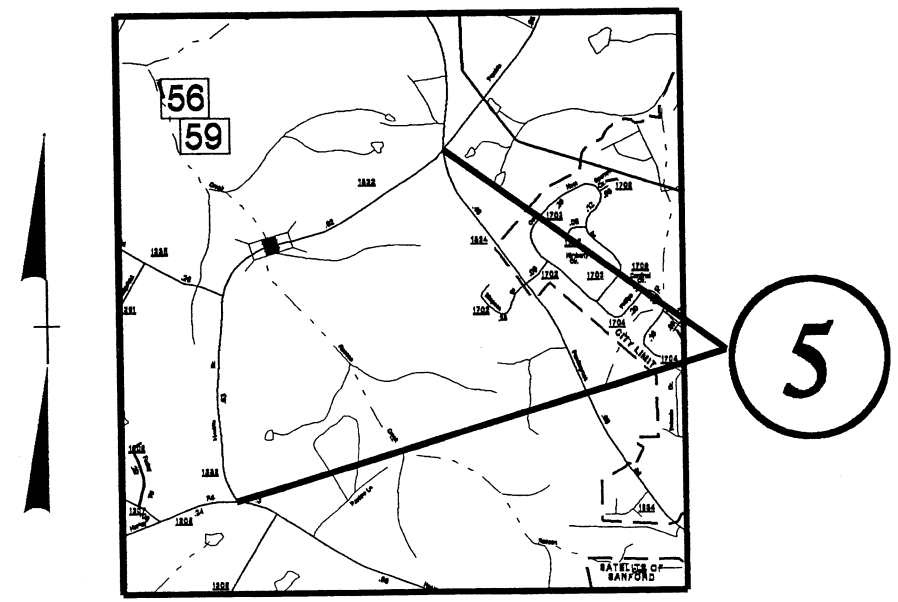
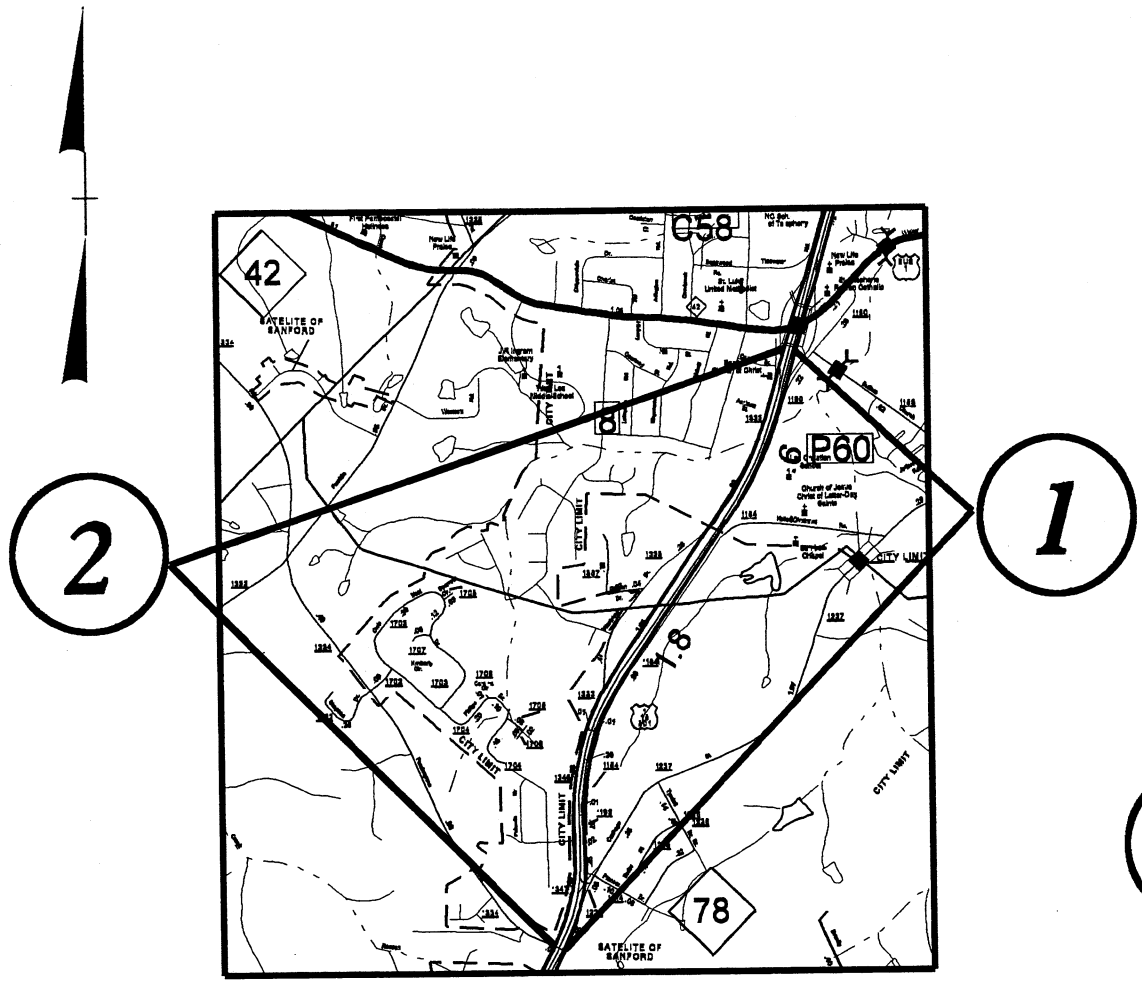
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# LEE COUNTY

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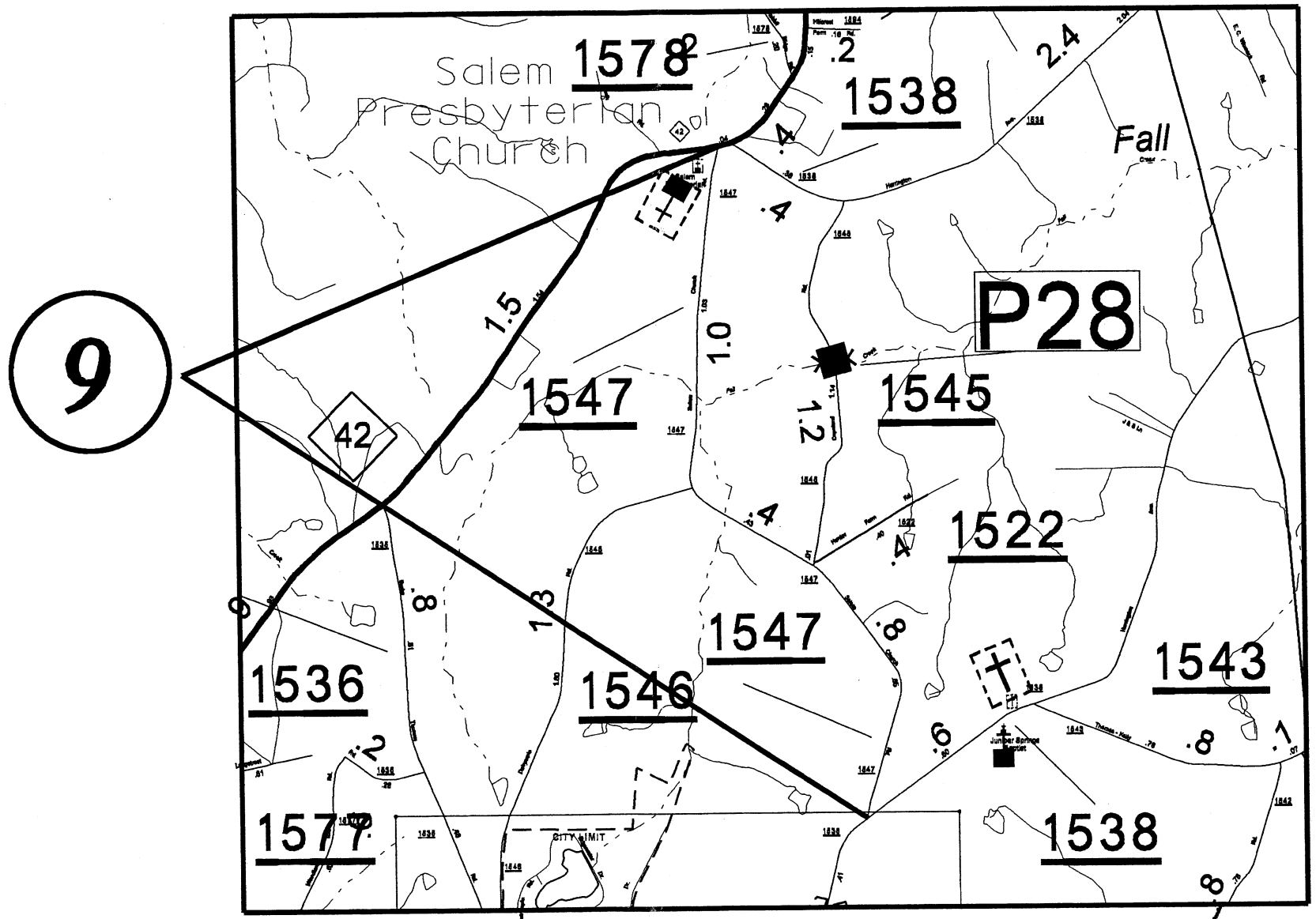
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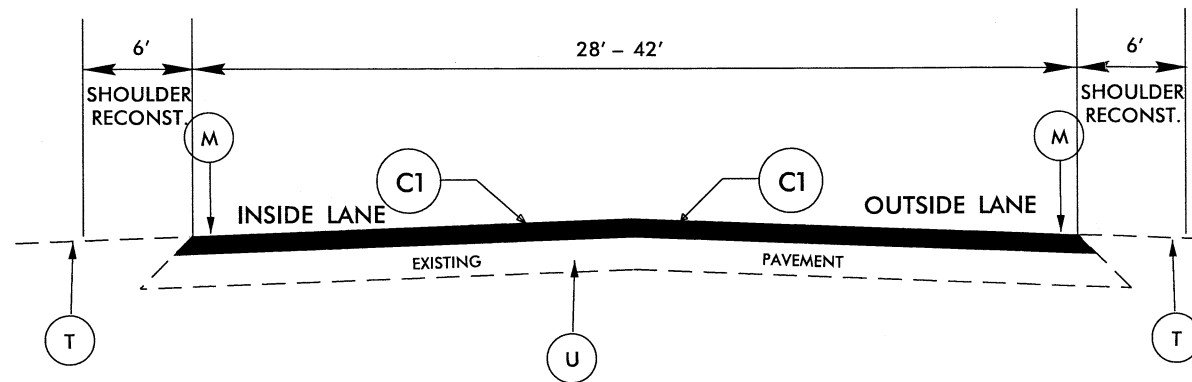




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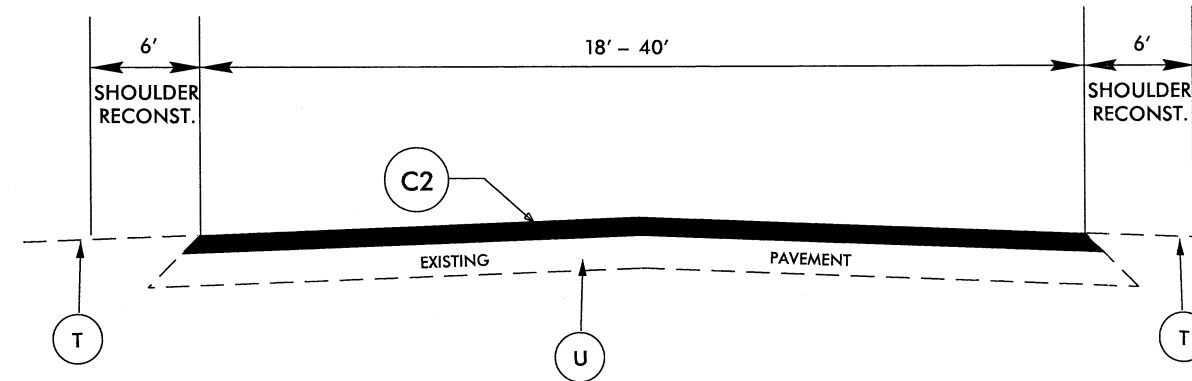
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**TYPICAL SECTION NO.1**

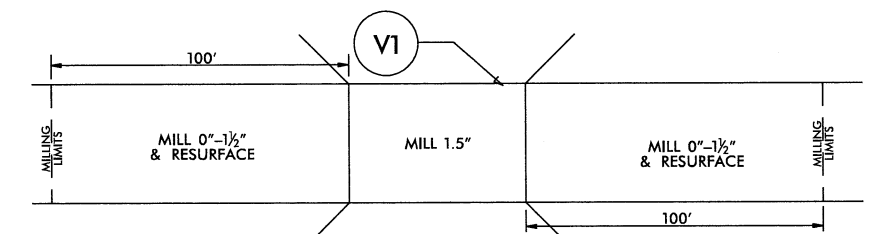
- NOTE:
1. REPLACE MILLED RUMBLE STRIPS ON MAPS 1 AND 2 ONLY.
  2. 0 - 1.5" MILLING TO BE USED AT INTERSECTIONS ON MAPS 3 AND 4 AS DIRECTED BY THE ENGINEER TO TAKE CARE OF RUTTING



**TYPICAL SECTION NO.2**

NOTE: ON MAPS #5, #6, #8 & #9, CONTRACTOR SHALL STOP RESURFACING AT THE EDGE OF TRAVEL ON THE INTERSECTING ROAD.

C1	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
M	PROP. MILLED RUMBLE STRIP (SEE RDWY STD. 665.01)
T	EARTH MATERIAL
U	EXISTING PAVEMENT
VI	1.5" MILLING

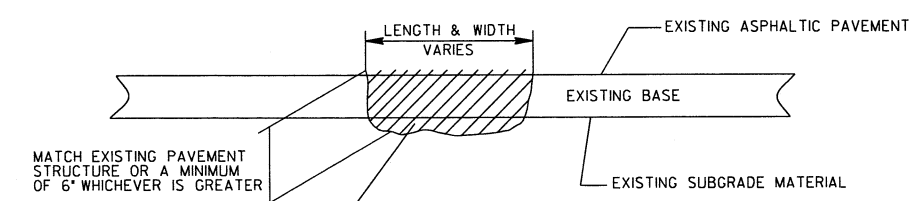


\*\* MILLING ON APPROACHES TO BE PAID FOR AS 0" TO 1.5" MILLING  
 \*\*\* MILLING ON BRIDGE TO BE PAID AS 1.5" MILLING

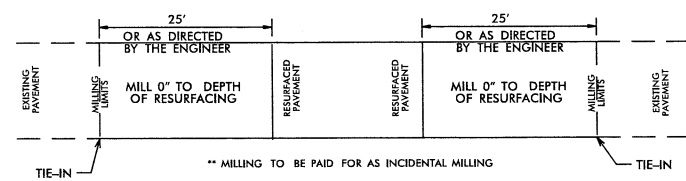
**BRIDGE DRAWING FOR SR 1332 (BRIDGE NO 59)**

**DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING**

**DETAIL**



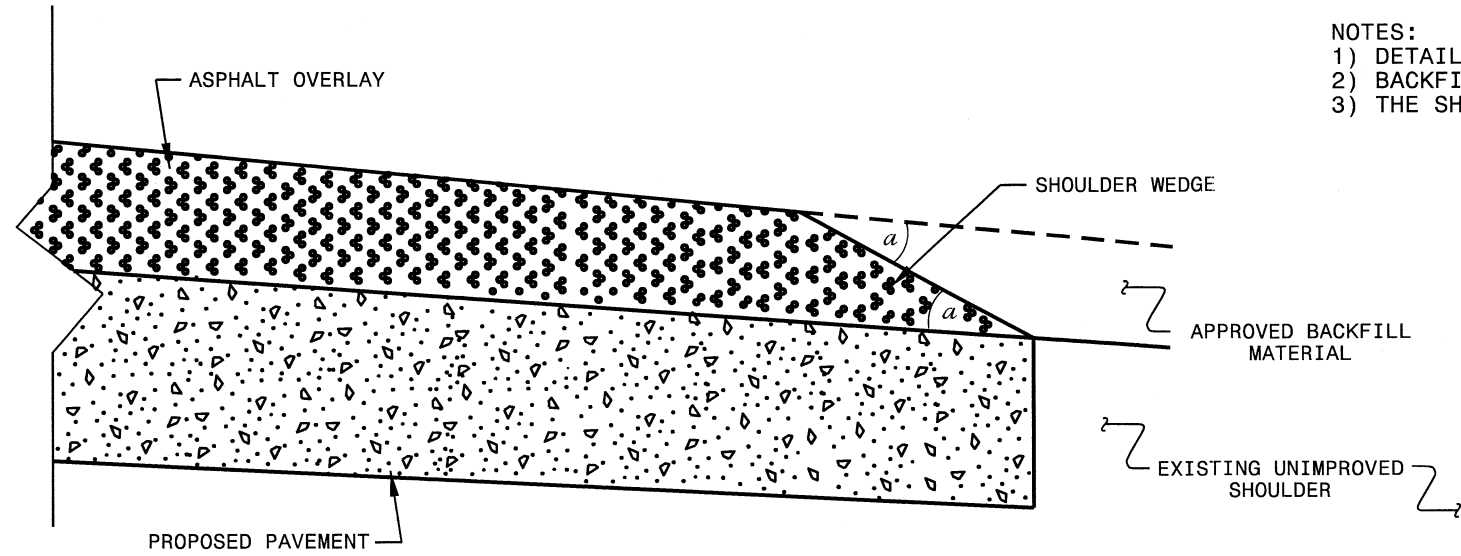
SAW AND REMOVE EXISTING ASPHALT PAVEMENT TO NEAT LINES AND REMOVE EXISTING LOOSE BASE AND/OR SUBGRADE MATERIAL AND REPLACE WITH ASPHALT CONCRETE SURFACE COURSE B-25.0 B OR I-19.0 B, AS DIRECTED BY THE ENGINEER



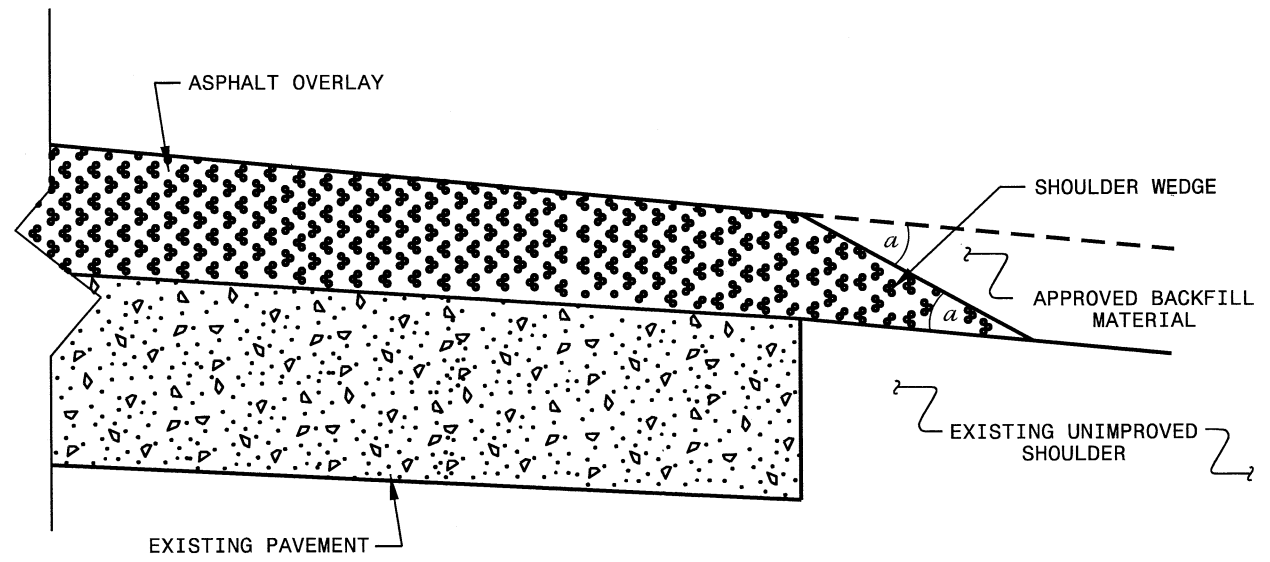
**PAVEMENT TIE-IN DETAIL**

5/28/99  
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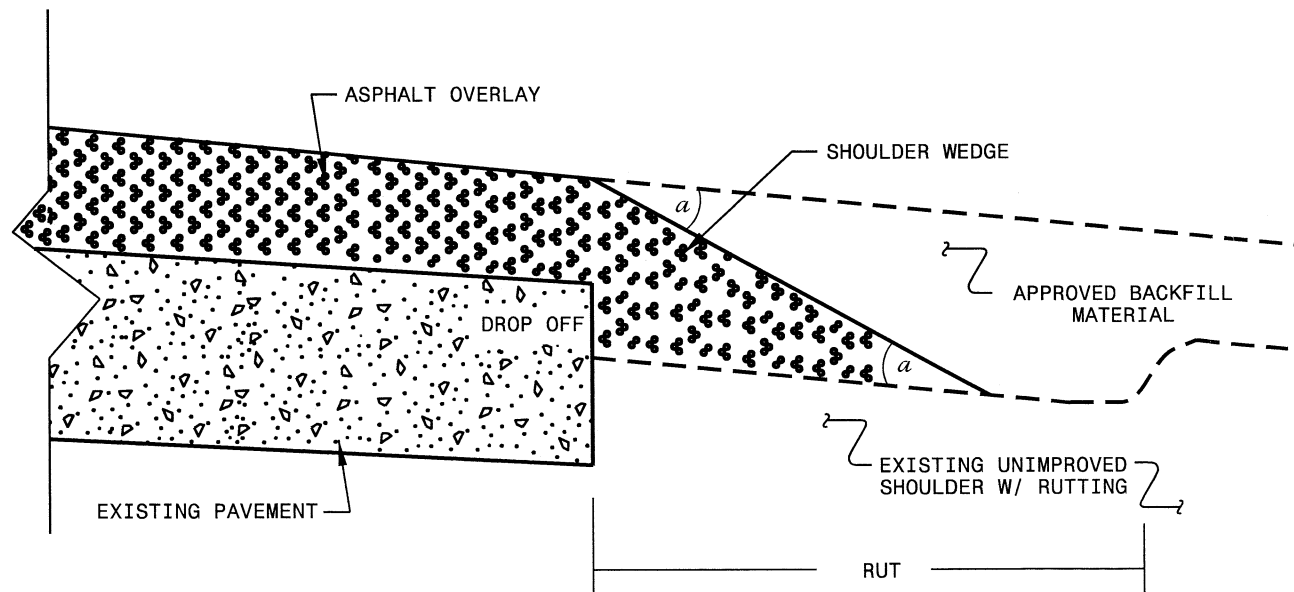
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ Widening or  
 with Existing Paved Shoulder having no dropoffs)



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ NO Widening)



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to  
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

11/16/12 10:16 AM T.SPELL

PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.10531.24, 8CR.20531.24	7	

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW EXCAVATION CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1.5" MILLING SY	0" TO 1.5" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5C TONS	SURFACE COURSE, SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	MILLED RUMBLE STRIPS LF	TEMPORARY SILT FENCE LF	WATTLE LF	SEED & MULCHING AC	INDUCTIVE LOOP SAWCUT LF
8CR.10531.24	Lee	1	US 1 (NBL)	FROM SOUTH SIDE OF BRIDGE AT NC42 TO INTERSECTION OF SR 1334 (PENDERGRASS) (INCLUDE DECELERATION RAMP)	1	2	MD	NO	NO	2.045	28	300		4.10			250	3,415		201	300	21,500	300	750	3.00	
8CR.10531.24	Lee	2	US 1 (SBL)	FROM SOUTH OF BRIDGE AT NC 42 TO START OF TAPER FOR RT TURN LANE FOR SR 1334 (INCLUDE ACCELERATION LANE)	1	2	MD	NO	NO	1.932	28	285		3.90			250	3,250		192	300	20,450	285	710	2.85	
8CR.10531.24	Lee	3	US 1 (NBL)	FROM SR 1198 (BRYAN DR) TO SR 1731 (QUAIL RIDGE DR)	1	2	MD	NO	NO	2.992	28-42	430	140	6.00		2,500	250	5,220		308	200		435	1,090	4.35	500
8CR.10531.24	Lee	4	US 1 (SBL)	FROM SR 1198 (BRYAN DR) TO SR 1731 (QUAIL RIDGE DR)	1	2	MD	NO	NO	2.992	28-42	440	200	6.00		2,500	250	5,075		299	25		435	1,100	4.35	500
<b>TOTAL FOR PROJ NO. 8CR.10531.24</b>										<b>9.961</b>		<b>1,455</b>	<b>340</b>	<b>20.00</b>		<b>5,000</b>	<b>1,000</b>	<b>16,960</b>		<b>1,000</b>	<b>825</b>	<b>41,950</b>	<b>1,455</b>	<b>3,650</b>	<b>14.55</b>	<b>1,000</b>
8CR.20531.24	Lee	5	SR 1332 (FRANKLIN DR)	FROM SR 1305 (HENLEY RD) TO SR 1334 (PENDERGRASS RD)	2	2	2WU	NO	NO	1.42	18	210	110	2.85	60	420	200		1,445	97	300		210	530	2.10	
8CR.20531.24	Lee	6	SR 1163 (HOLDER RD)	FROM SR 1164 (KENTRYWOOD FARM RD.) TO SR 1162 (SHERIFF WATSON RD)	2	2	2WU	NO	NO	0.72	20	110	55	1.45			67		775	52	10		79	280	1.10	
8CR.20531.24	Lee	7	SR 1313 (BLACKSTONE RD)	FROM SR 1318 (STEEL BRIDGE RD) TO SR 1303 (CENTER CHURCH RD)	2	2	2WU	NO	NO	3.674	18	540	420	7.35			180		3,590	241	40		535	1,340	5.34	
8CR.20531.24	Lee	8	SR 1240 (WILSON RD)	FROM SR 1133 (LEE AVE) TO SR 1239 (INDUSTRIAL DR)	2	2	2WU	NO	NO	0.153	22	50		0.31					185	12	20		22	60	0.22	
8CR.20531.24	Lee	9	SR 1547 (SALEM CHURCH RD)	FROM NC 42 TO SR 1538 (BUCKHORN RD)	2	2	2WU	NO	NO	2.292	18	340	50	4.58			445		2,315	155	200		335	840	3.33	
<b>TOTAL FOR PROJ NO. 8CR.20531.24</b>										<b>8.259</b>		<b>1,250</b>	<b>635</b>	<b>16.54</b>	<b>60</b>	<b>420</b>	<b>892</b>		<b>8,310</b>	<b>557</b>	<b>570</b>		<b>1,181</b>	<b>3,050</b>	<b>12.09</b>	
<b>GRAND TOTAL</b>										<b>18.22</b>		<b>2,705</b>	<b>975</b>	<b>36.54</b>	<b>60</b>	<b>5,420</b>	<b>1,892</b>	<b>16,960</b>	<b>8,310</b>	<b>1,557</b>	<b>1,395</b>	<b>41,950</b>	<b>2,636</b>	<b>6,700</b>	<b>26.64</b>	<b>1,000</b>

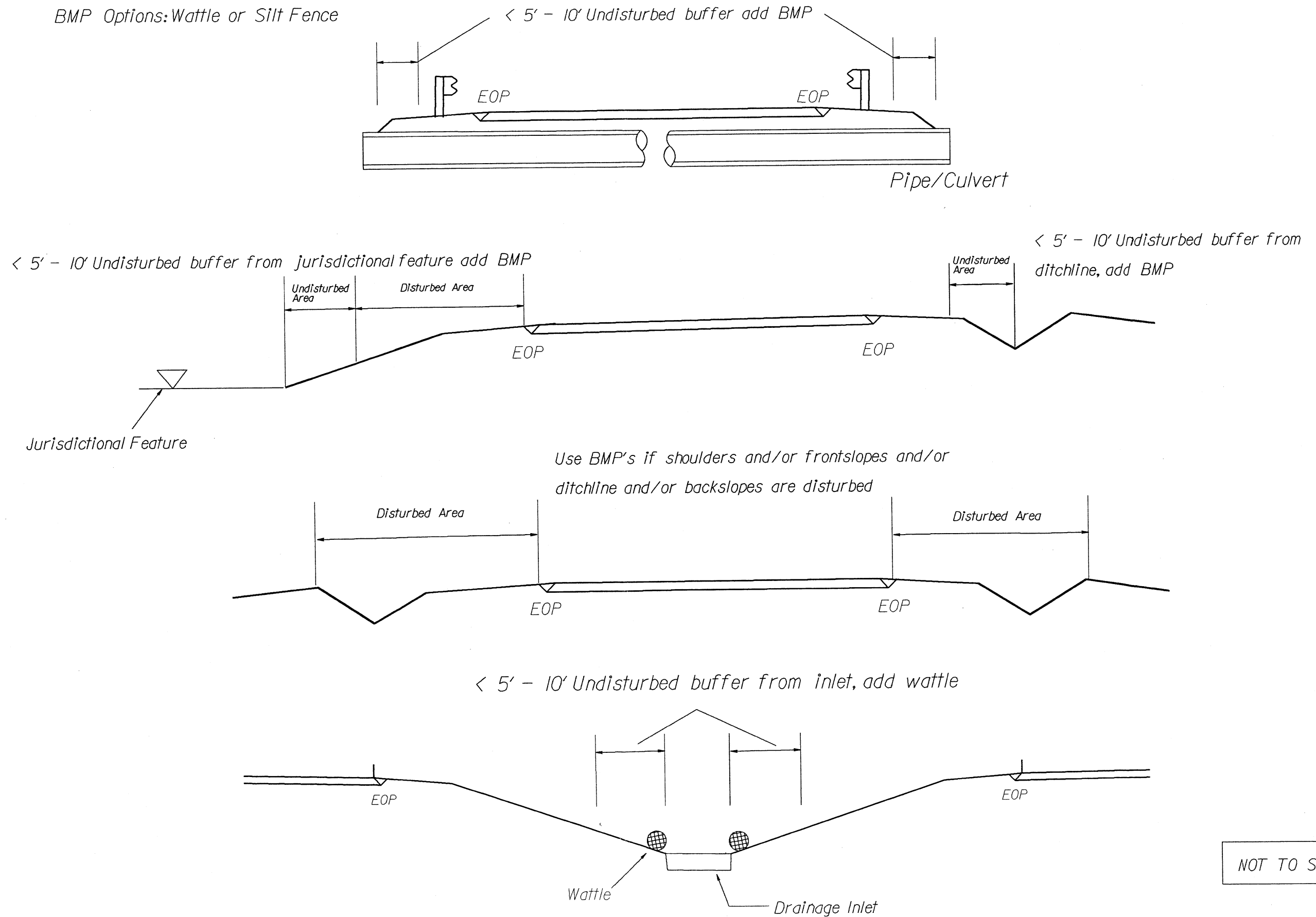
### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	451000000	441300000	445700000	468800000-E		46900000	47000000	471000000-E	472100000	472500000-E					481000000-E		48350000	490000		
										LAW ENFORCEMENT HR	WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	6" X 90 M WHITE THERMO LF	6" X 90 M YELLOW THERMO LF	6" X 120 M WHITE THERMO LF	12" X 90 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG SCHOOL 120 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	THERMO MERGE ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	24" WHITE PAINT LF	CRYSTAL & RED MARKERS EA		
8CR.10531.24	Lee	1	US 1 (NBL)	FROM SOUTH SIDE OF BRIDGE AT NC42 TO INTERSECTION OF SR 1334 (PENDERGRASS)(INCLUDE DECELERATION RAMP)	1	2	MD	2.045	28	20	130			11,000	11,000	2,800	880	28		1	1	1					185		
8CR.10531.24	Lee	2	US 1 (SBL)	FROM SOUTH OF BRIDGE AT NC 42 TO START OF TAPER FOR RT TURN LANE FOR SR 1334 (INCLUDE ACCELERATION LANE)	1	2	MD	1.932	28	20	130			10,250	10,250	2,500	800	50		2	3		2	3			180		
8CR.10531.24	Lee	3	US 1 (NBL)	FROM SR 1198 (BRYAN DR) TO SR 1731 (QUAIL RIDGE DR)	1	2	MD	2.992	28-42	80	130			15,800	15,800	3,950	1,200	200	6	2	22	5					200		
8CR.10531.24	Lee	4	US 1 (SBL)	FROM SR 1198 (BRYAN DR) TO SR 1731 (QUAIL RIDGE DR)	1	2	MD	2.992	28-42	80	130			15,800	15,800	3,850	1,500	250	6	4	16	4					200		
<b>TOTAL FOR PROJ NO. 8CR.10531.24</b>								<b>9.961</b>		<b>200</b>	<b>520</b>	<b>1</b>		<b>52,850</b>	<b>52,850</b>	<b>13,100</b>	<b>4,380</b>	<b>528</b>	<b>12</b>	<b>9</b>	<b>42</b>	<b>10</b>	<b>2</b>	<b>3</b>		<b>765</b>			
													<b>105,700</b>					<b>66</b>											
8CR.20531.24	Lee	5	SR 1332 (FRANKLIN DR)	FROM SR 1305 (HENLEY RD) TO SR 1334 (PENDERGRASS RD)	2	2	2WU	1.42	18		160																30,000	25,040	
8CR.20531.24	Lee	6	SR 1163 (HOLDER RD)	FROM SR 1164 (KENTRYWOOD FARM RD.) TO SR 1162 (SHERIFF WATSON RD)	2	2	2WU	0.72	20		80																15,200	15,200	
8CR.20531.24	Lee	7	SR 1313 (BLACKSTONE RD)	FROM SR 1318 (STEEL BRIDGE RD) TO SR 1303 (CENTER CHURCH RD)	2	2	2WU	3.674	18		415																77,600	65,520	
8CR.20531.24	Lee	8	SR 1240 (WILSON RD)	FROM SR 1133 (LEE AVE) TO SR 1239 (INDUSTRIAL DR)	2	2	2WU	0.153	22		20																3,240	3,240	25
8CR.20531.24	Lee	9	SR 1547 (SALEM CHURCH RD)	FROM NC 42 TO SR 1538 (BUCKHORN RD)	2	2	2WU	2.292	18		260																48,400	37,000	
<b>TOTAL FOR PROJ NO. 8CR.20531.24</b>								<b>8.259</b>			<b>935</b>	<b>1</b>		<b>52,850</b>	<b>52,850</b>	<b>13,100</b>	<b>4,380</b>	<b>528</b>	<b>12</b>	<b>9</b>	<b>42</b>	<b>10</b>	<b>2</b>	<b>3</b>		<b>174,440</b>	<b>146,000</b>	<b>25</b>	
													<b>105,700</b>					<b>66</b>											
<b>GRAND TOTAL</b>								<b>18.22</b>		<b>200</b>	<b>1,455</b>	<b>1</b>		<b>52,850</b>	<b>52,850</b>	<b>13,100</b>	<b>4,380</b>	<b>528</b>	<b>12</b>	<b>9</b>	<b>42</b>	<b>10</b>	<b>2</b>	<b>3</b>		<b>174,440</b>	<b>146,000</b>	<b>25</b>	<b>765</b>
													<b>105,700</b>					<b>66</b>											

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

BMP Options: Wattle or Silt Fence

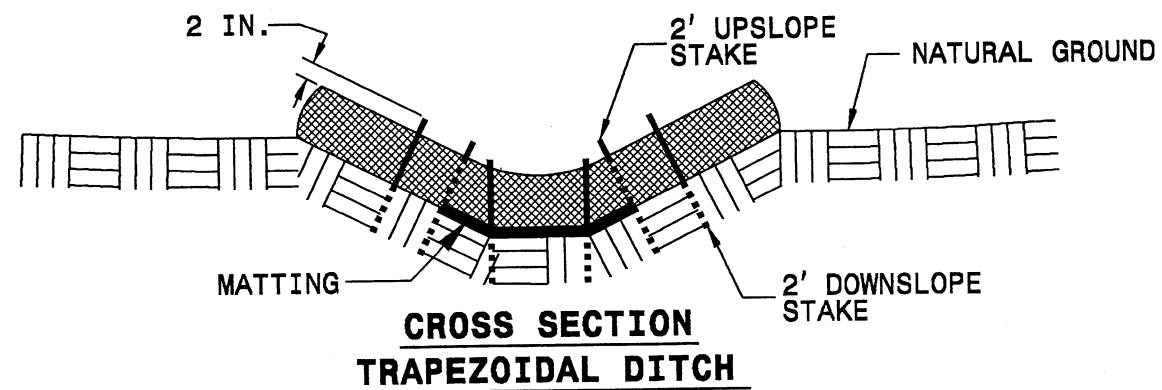
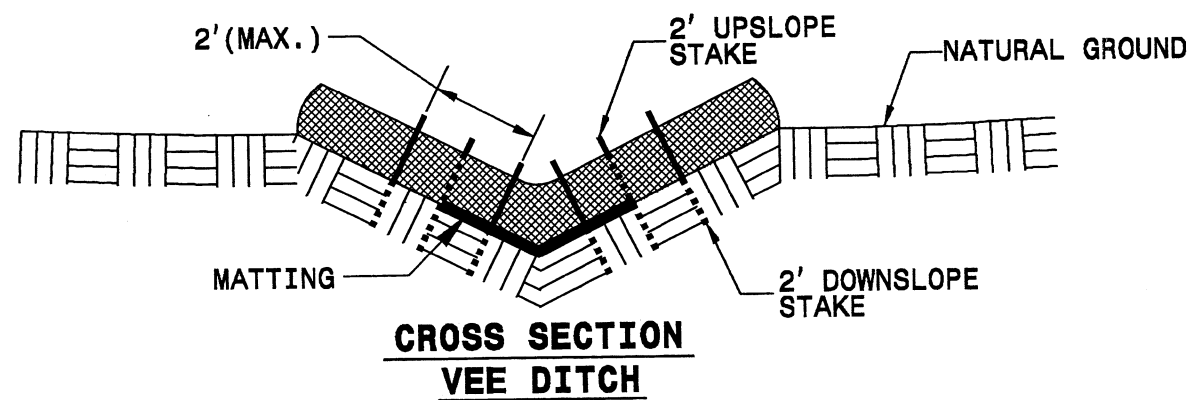
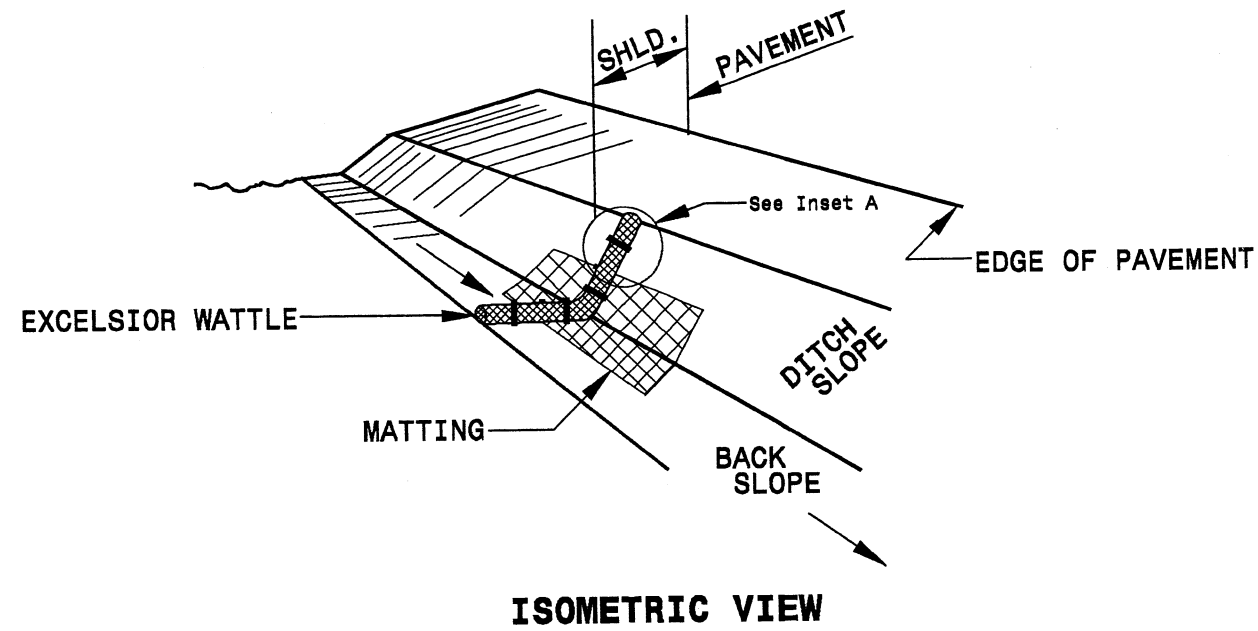
# EROSION CONTROL DETAIL



NOT TO SCALE



# WATTLE DETAIL



**NOTES:**

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

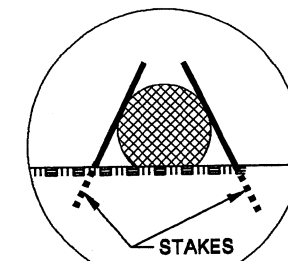
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

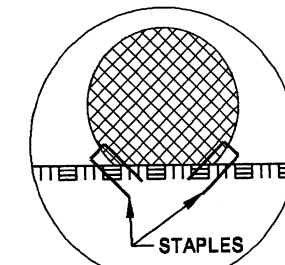
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

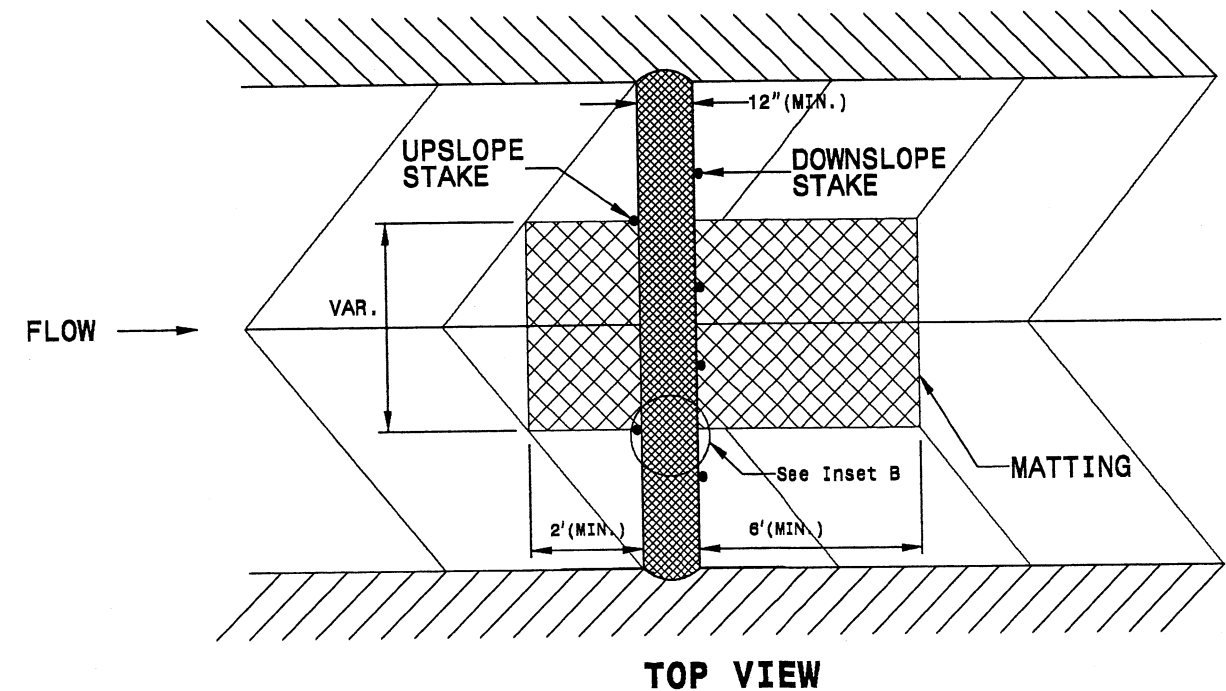
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



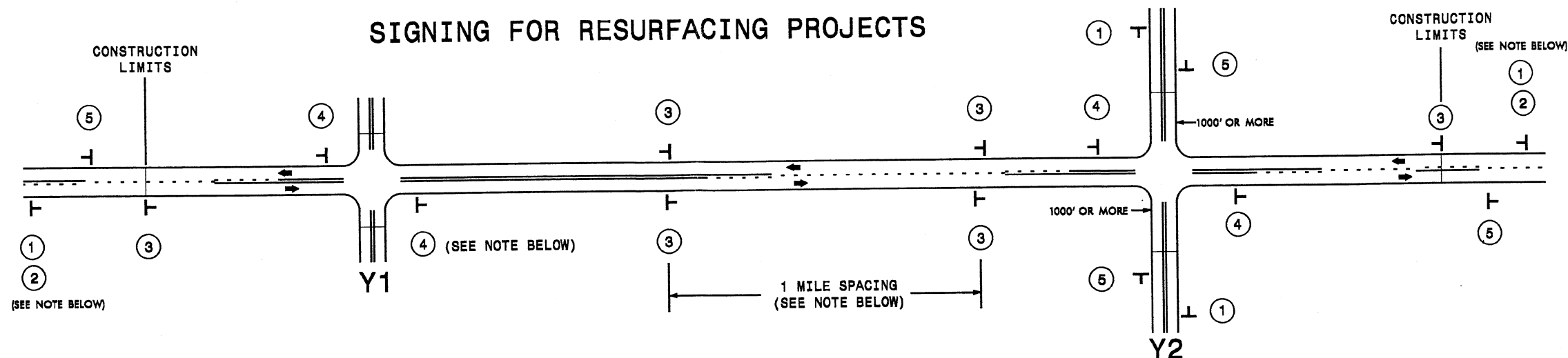
INSET A



INSET B



## SIGNING FOR RESURFACING PROJECTS



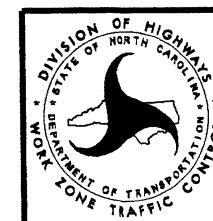
LEGEND	
T	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

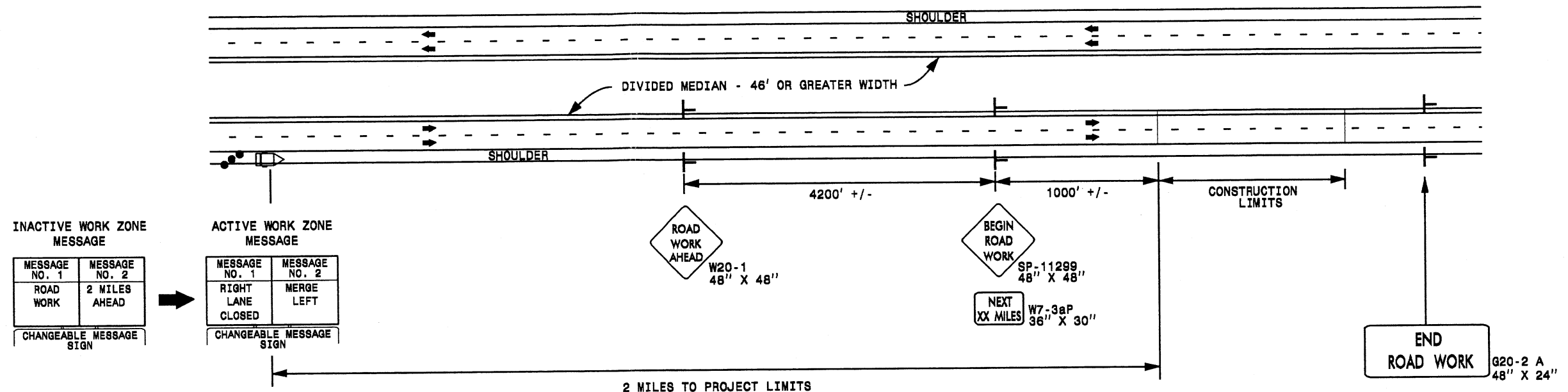
<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	①		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <p>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>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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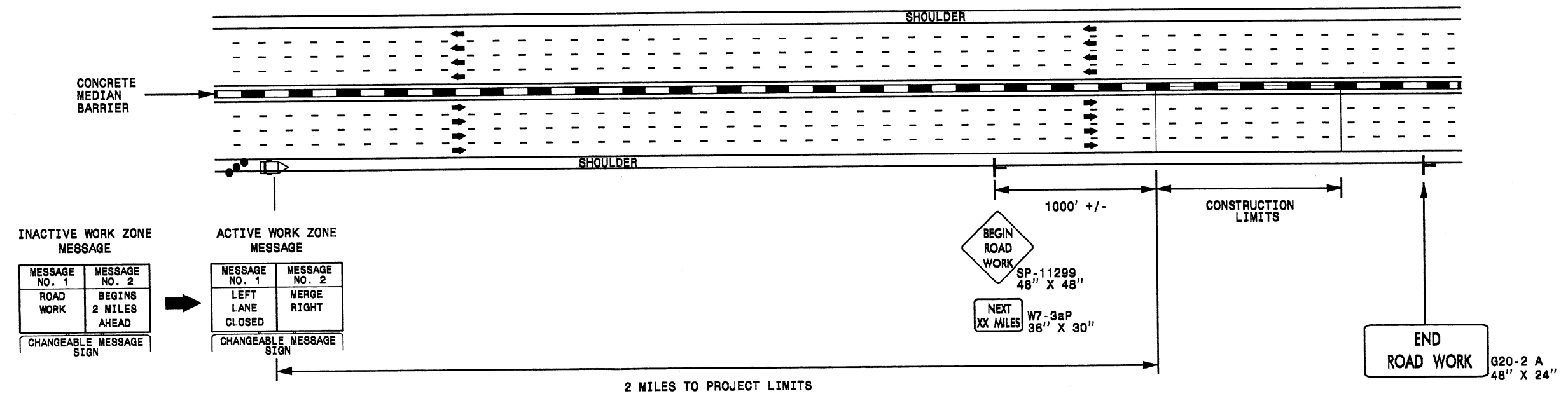


**RESURFACING  
ADVANCE WARNING SIGNS  
FOR  
RURAL AND SUBURBAN  
2 LANE ROADWAYS**

### DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



### DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

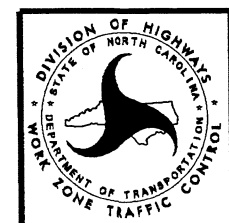


**NOTES:**

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 48' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

**LEGEND**

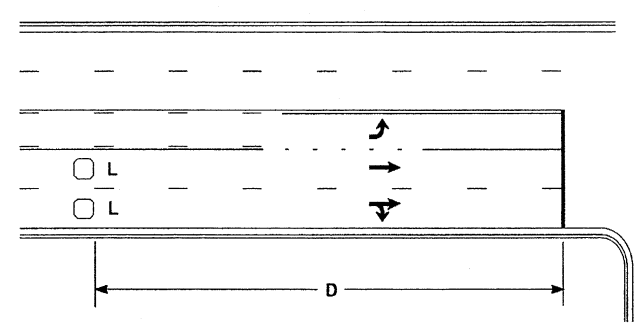
- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



**RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH**

19-APR-2014 10:26  
 C:\div8\_projects\resurfacing\June\_2014\Lee\_Submittal\_June2014\Resurfacing\_AdvWarn\_HSP.dgn  
 gsdavis AT D8CAD-210410

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

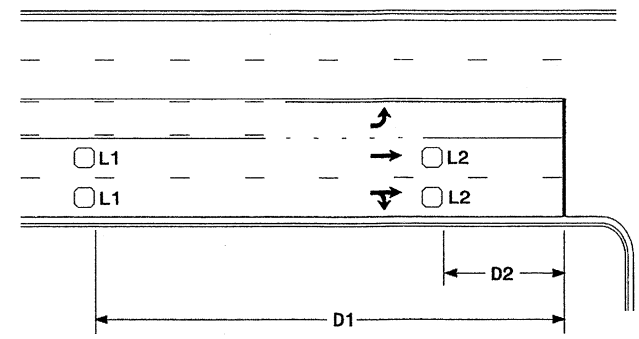


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

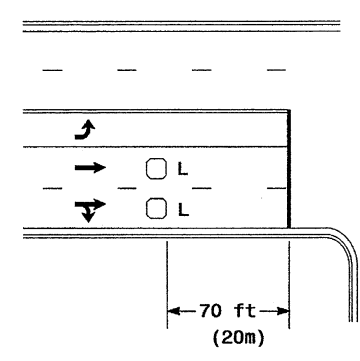


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

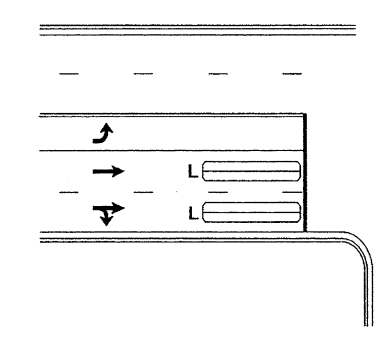
"Stretch" Operation

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



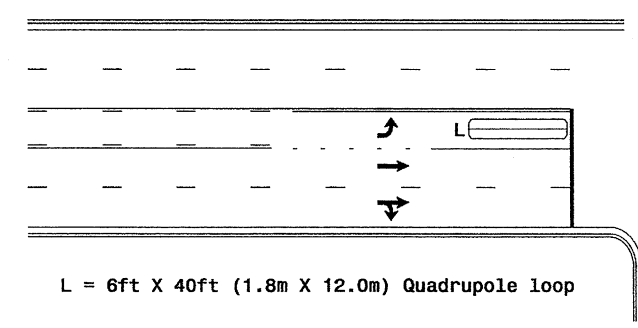
L = 6ft X 6ft (1.8m X 1.8m)  
Wired in series

OR



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

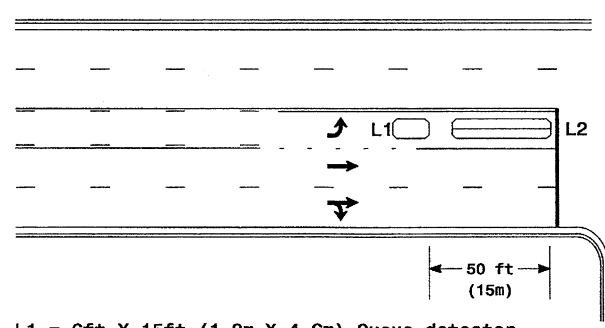
### Left Turn Lane Detection



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

Presence Loop Detection

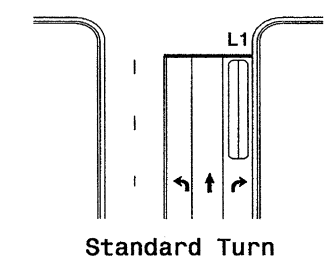
OR



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

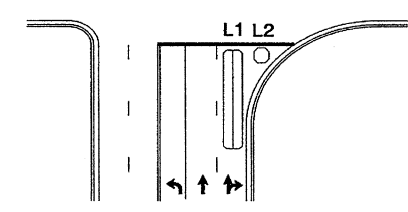
Queue Loop Detection

### Right Turn Lane Detection

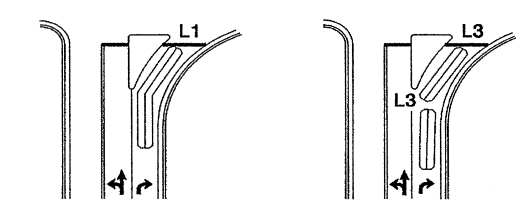


Standard Turn

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

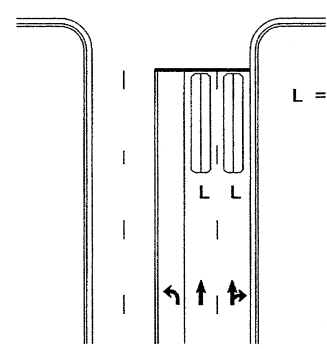


Wide Radius Turn



Channelized Turn

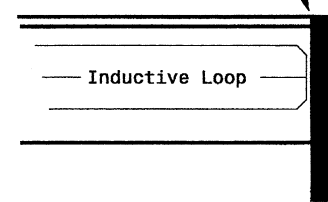
### Side Street Detection



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

19-DEC-2006 14:29 s:\ifs\signal\ib\turn\_inm\scm\loop\typical\2006.dgn Alexander

Prepared in the Offices of:

222 N. McDowell St., Raleigh, NC 27603

#### Typical Loop Locations

PLAN DATE: June 2006	REVIEWED BY:
PREPARED BY: P. L. Alexander	REVIEWED BY:
REVISIONS	INIT. DATE
✓ Revise pavement markings	ae 12/19/06

SCALE: N/A

SEAL

SIGNATURE: *P. L. Alexander*

DATE: 12/19/06

SIG. INVENTORY NO.