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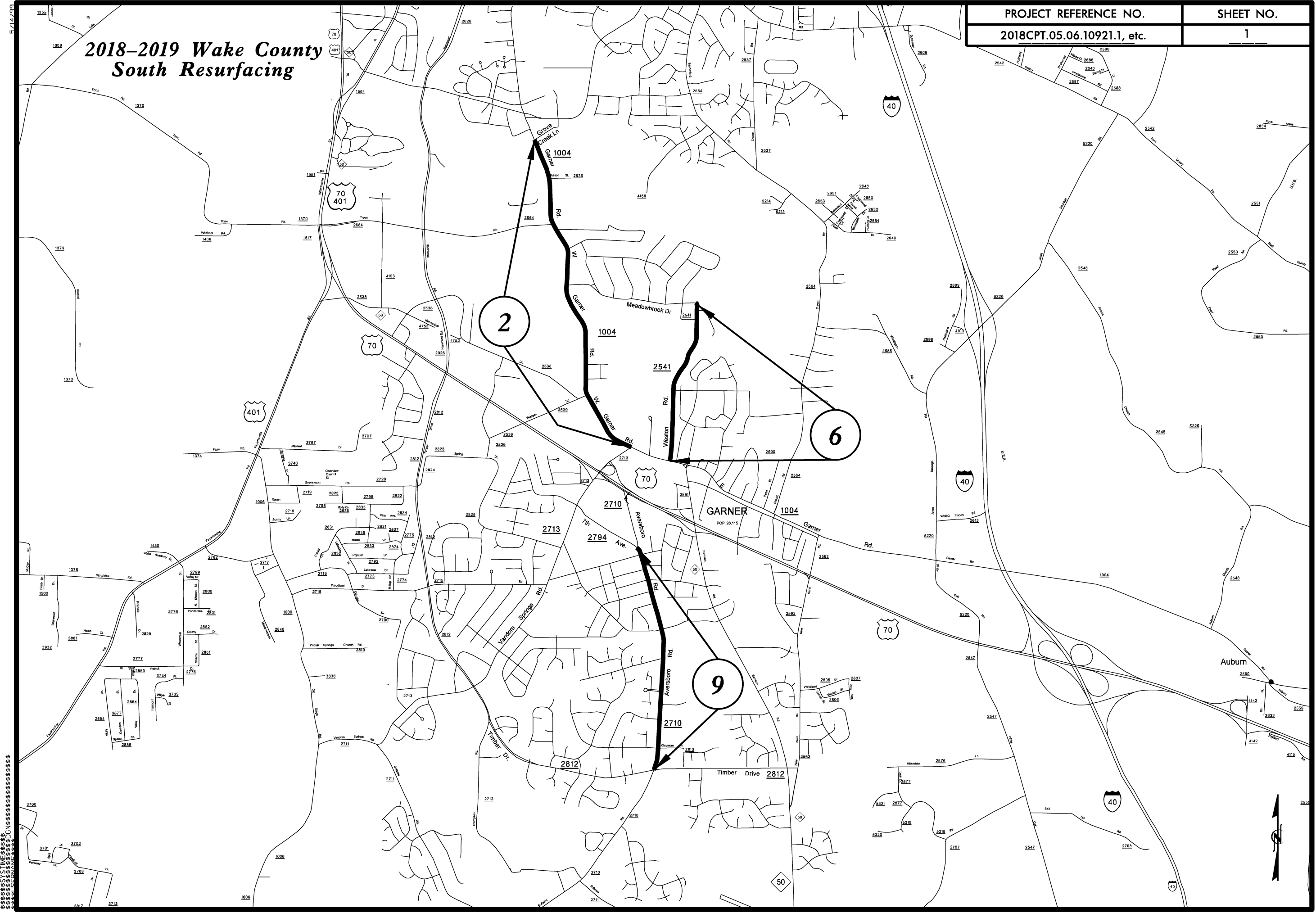
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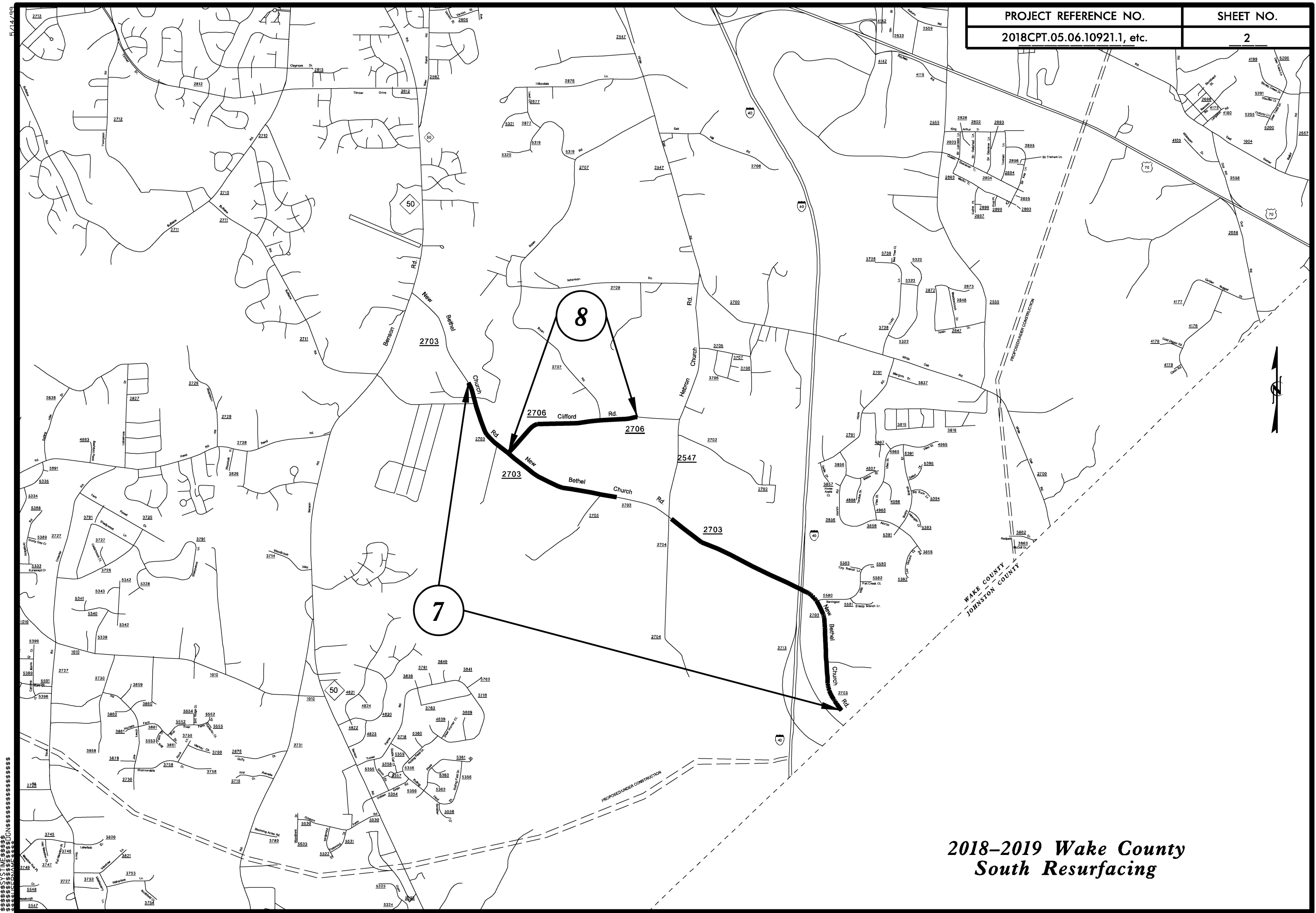
2018-2019 Wake County South Resurfacing

PROJECT REFERENCE NO.
2018CPT.05.06.10921.1, etc.

SHEET NO.
1

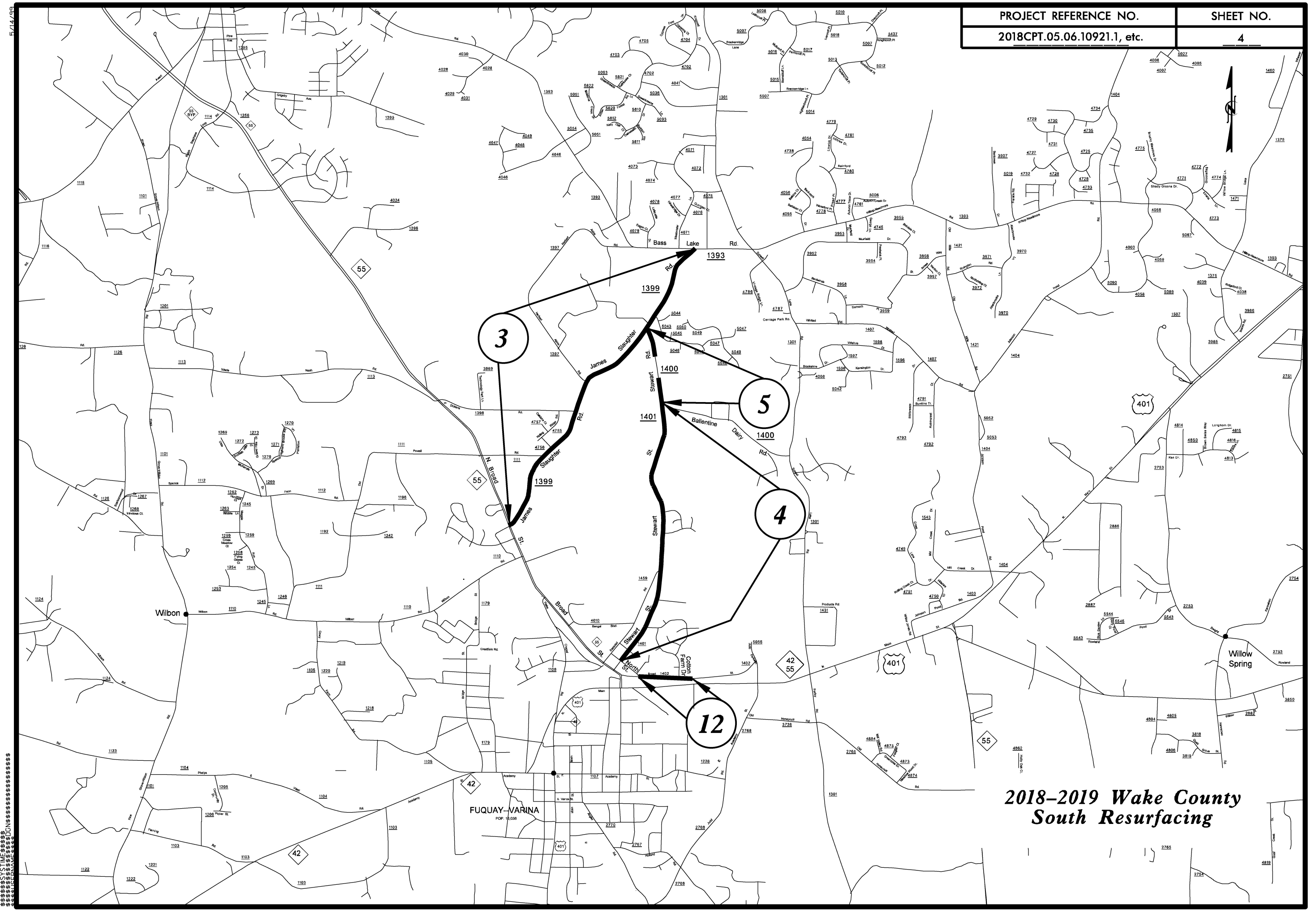


5/14/99
STINEBAUGH CONSULTANTS
10000 WOODBRIDGE RD
DURHAM, NC 27703
919-286-1000



**2018-2019 Wake County
South Resurfacing**

5/14/19
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**2018-2019 Wake County
South Resurfacing**

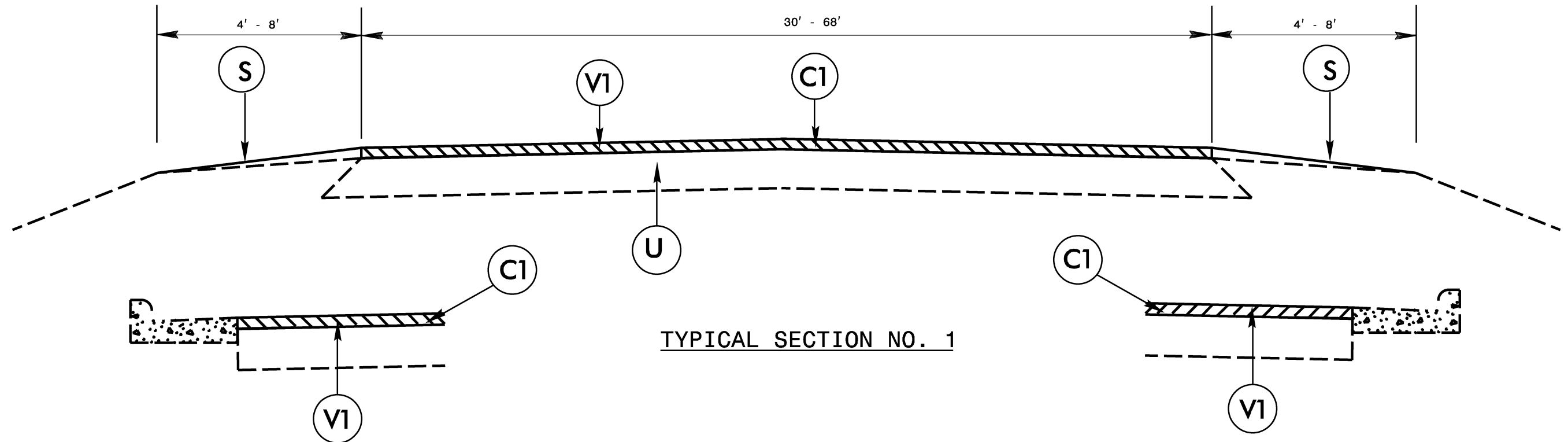
5/14/19
WAKE COUNTY
PLANNING AND TRANSPORTATION DEPARTMENT
2018-2019 SOUTH RESURFACING PROJECTS

PAVEMENT SCHEDULE

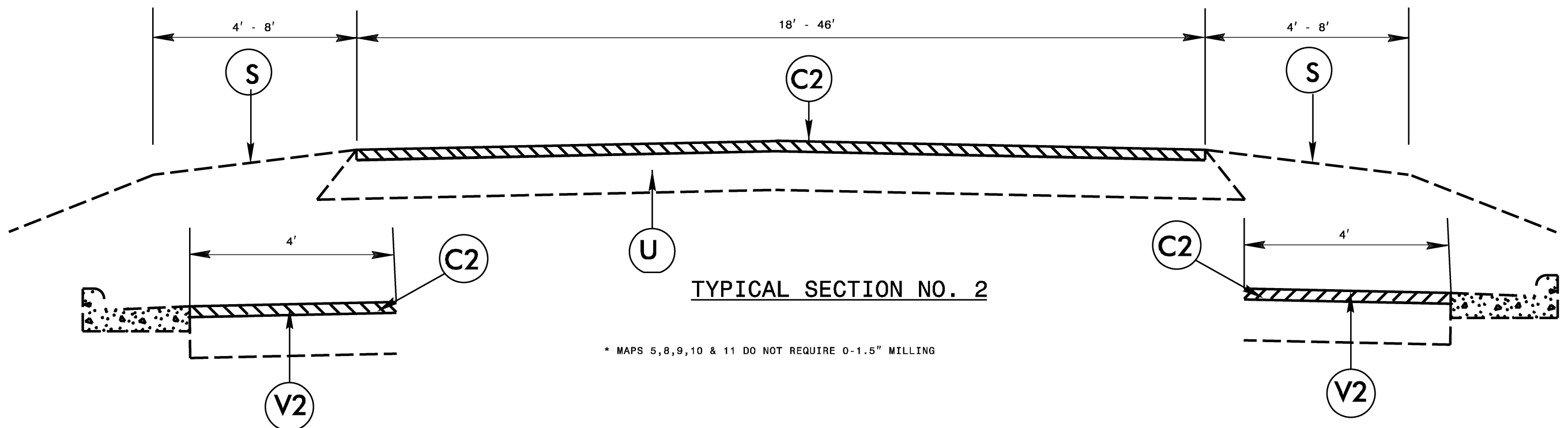
PROJECT REFERENCE NO.
2018CPT.05.06.J0921J, etc.

SHEET NO.
6

C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	U	EXISTING PAVEMENT
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	V1	1½" MILLING
S	SHOULDER GRADING ASB REQUIRED (EXCEPT AT RESIDENTIAL AREAS)	V2	0" to 1½" MILLING



TYPICAL SECTION NO. 1



TYPICAL SECTION NO. 2

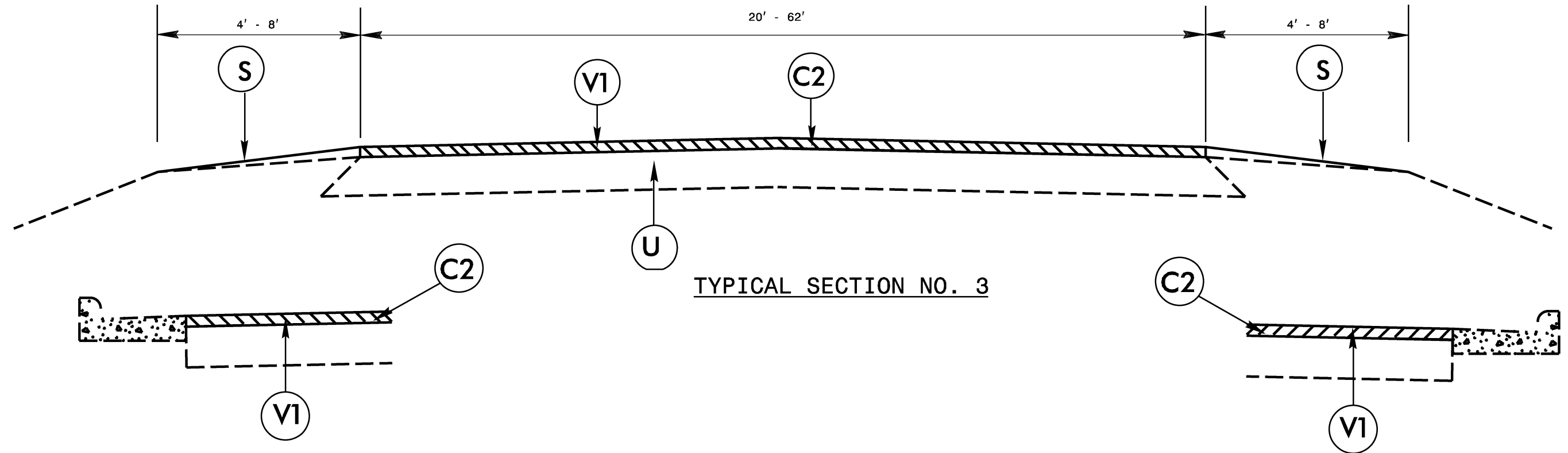
* MAPS 5,8,9,10 & 11 DO NOT REQUIRE 0-1.5" MILLING

PAVEMENT SCHEDULE

PROJECT REFERENCE NO.
2018CPT.05.06.10921J, etc.

SHEET NO.
7

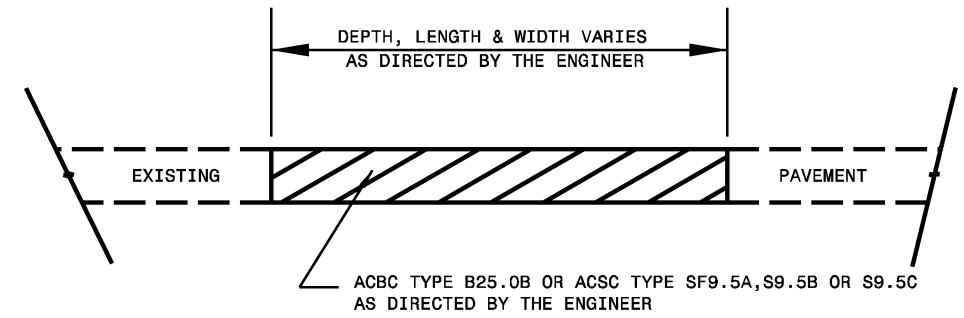
C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	U	EXISTING PAVEMENT
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	V1	1½" MILLING
S	SHOULDER GRADING ASB REQUIRED (EXCEPT AT RESIDENTIAL AREAS)	V2	0" to 1½" MILLING



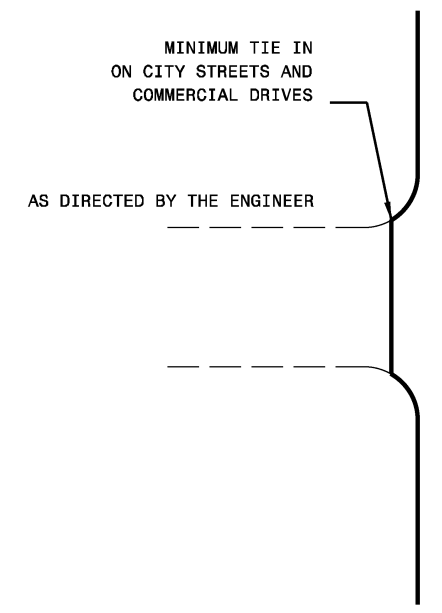
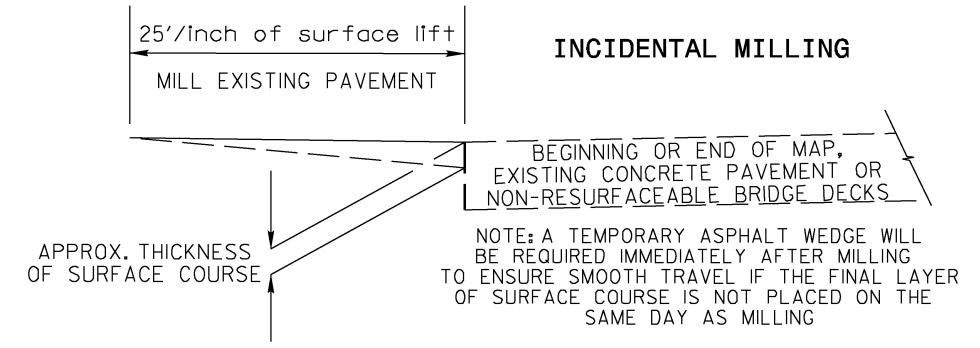
PAVEMENT SCHEDULE

PROJECT REFERENCE NO.	SHEET NO.
2018CPT.05.06J0921J, etc.	8

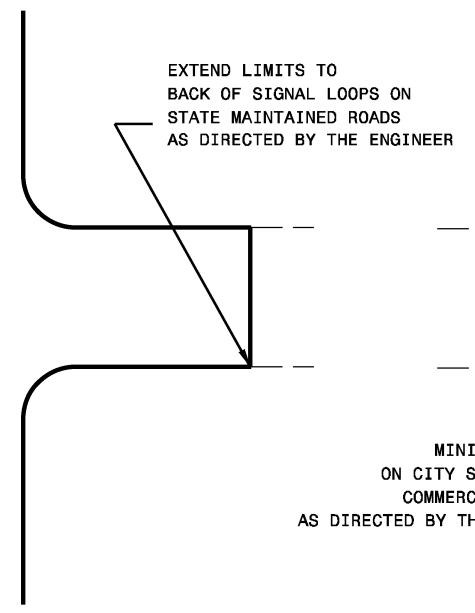
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C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	V1	1½" MILLING
S	SHOULDER GRADING ASB REQUIRED (EXCEPT AT RESIDENTIAL AREAS)	V2	0" to 1½" MILLING



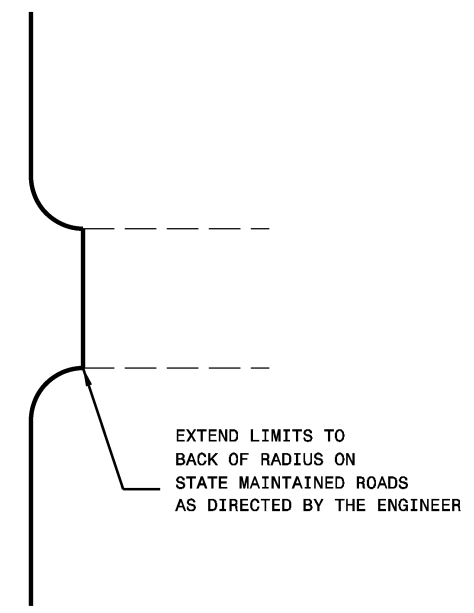
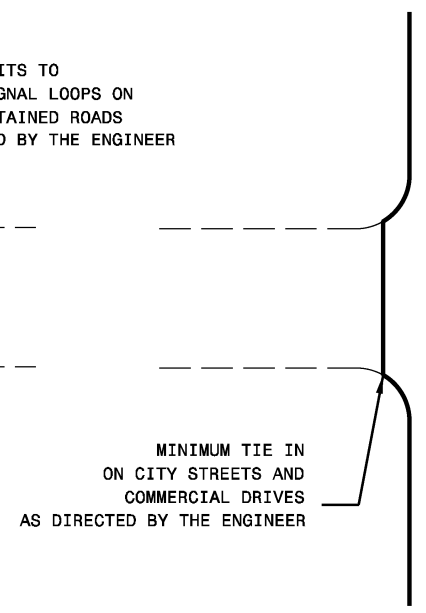
PATCHING EXISTING PAVEMENT
MILLING TO BE PERFORMED PRIOR TO PATCHING



DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

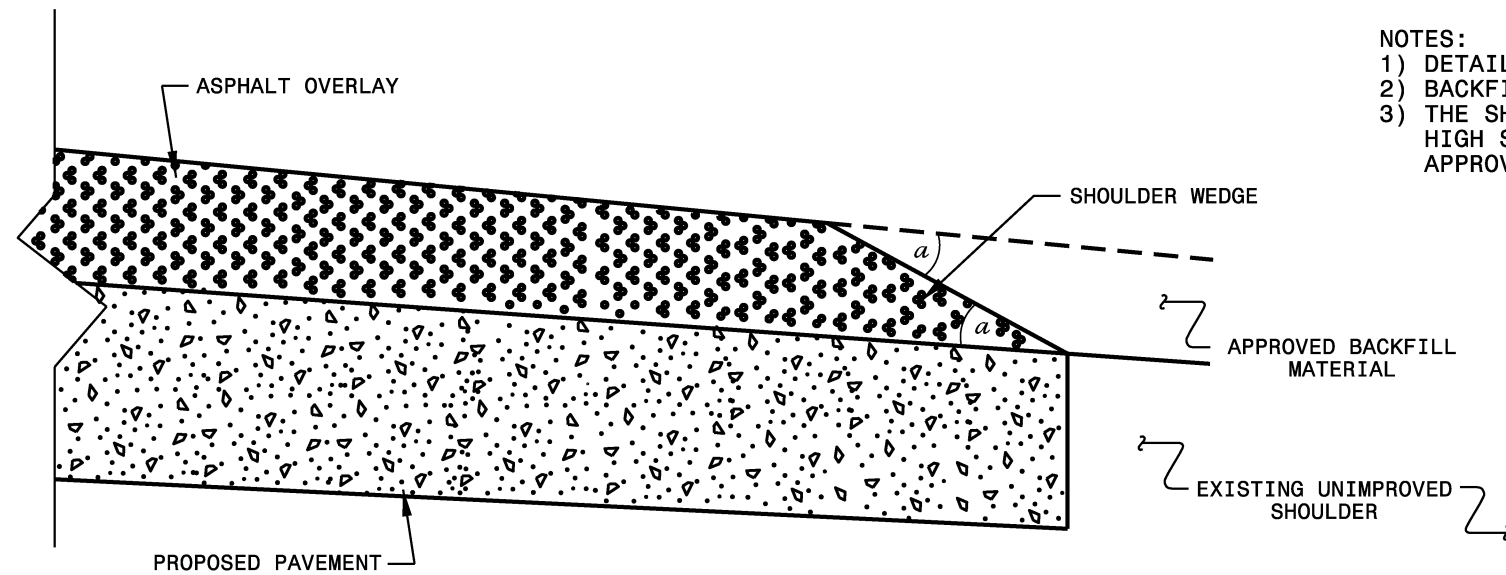


DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

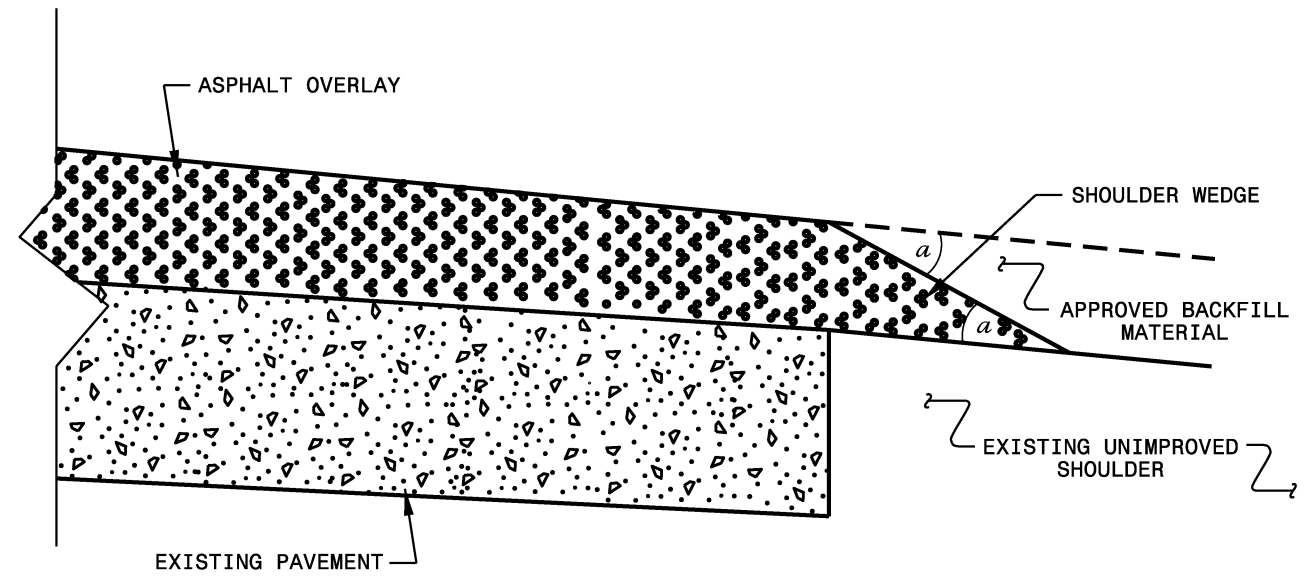


NOTES:

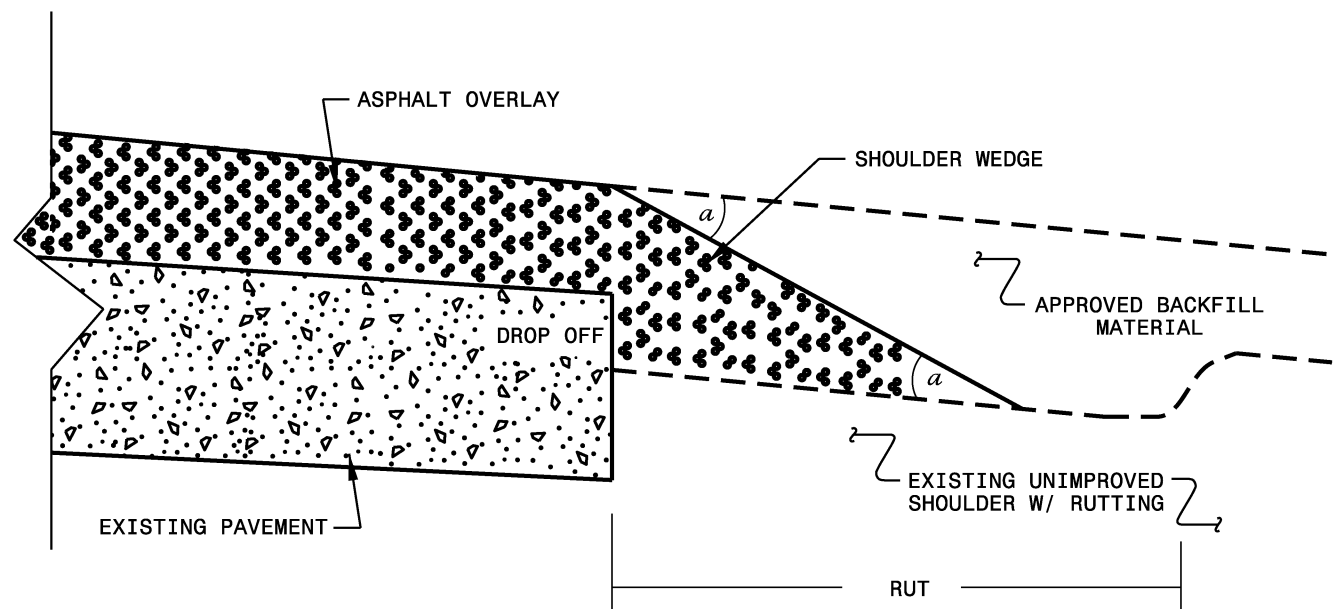
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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
SHOULDER WEDGE DETAILS	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\details\stand\shoulerwedgedetail.dgn	

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

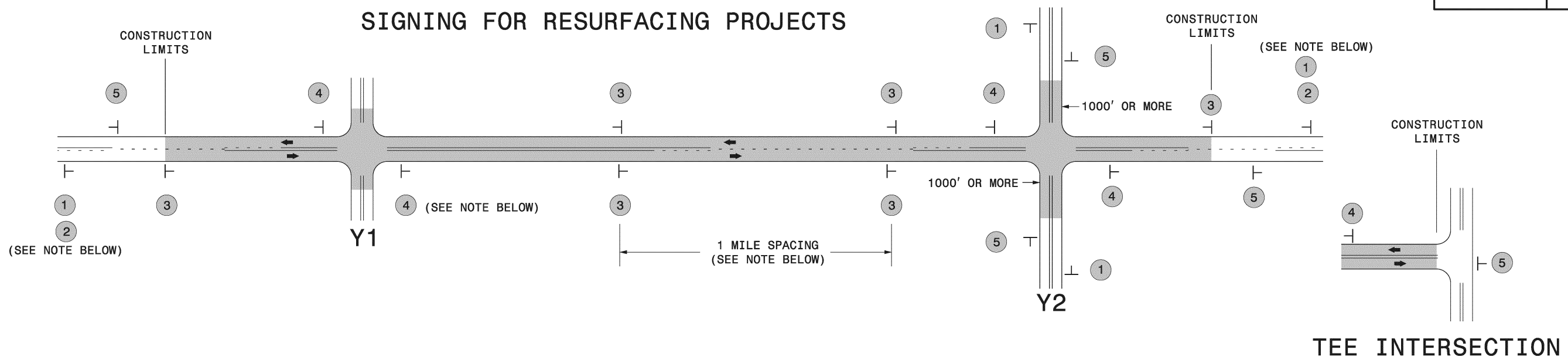
28-AUG-2017 08:40 S:\Contracts\Resurfacing Projects\Shoulder Wedge Details\Revised Shoulder Wedge Detail.dgn

PROJECT NO.	SHEET NO.	TOTAL NO.
2018CPT.05.06.10921.1,etc.	10	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BORROW	AGGREGATE SHOULDER BORROW (ASB)	SHOULDER GRADING	INCIDENTAL STONE BASE	1 1/2" MILLING	0" TO 1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUST MANHOLES	ADJUST METER OR VALVE BOX	TEMPORARY SILT FENCE	WATTLE	SEED & MULCHING	INDUCTIVE LOOP SAWCUT							
									MI	FT	CY	TON	SMI	TONS	SY	SY	SY	TONS	TONS	TON	TONS	EA	EA	LF	LF	AC	LF							
2018CPT.05.06.10921.1	Wake	1	NC 55 - HWY	HARNETT CO TO US 401	1	2	NO	NO	4.82	30-68	436	419	8.73	109	110,926		3,146		10,089	595	110			317	800	3.17	1,632							
TOTAL FOR MAP NO. 1									4.82		436	419	8.73	109	110,926		3,146		10,089	595	110			317	800	3.17	1,632							
TOTAL FOR PROJ NO. 2018CPT.05.06.10921.1									4.82		436	419	8.73	109	110,926		3,146		10,089	595	110			317	800	3.17	1,632							
2018CPT.05.06.20921.1	Wake	2	SR 1004 W GARNER RD	SR 2713 - VANDORA SPRINGS RD TO GROVE CREEK LN	2	2	NO	NO	1.92	24-46	282		2.82	70		2,402	1,757	3,855		231	20	6	6	204	520	2.05	3,131							
TOTAL FOR MAP NO. 2									1.92		282		2.82	70		2,402	1,757	3,855		231	20	6	6	204	520	2.05	3,131							
2018CPT.05.06.20921.1	Wake	3	SR 1399 - JAMES SLAUGHTER RD	NC 55 - N BROAD ST TO SR 1393 - BASS LAKE RD	2	2	NO	NO	1.98	23-40	108	155	2.70	27		2,962	788	2,964		178	100		3	78	200	0.78	391							
TOTAL FOR MAP NO. 3									1.98		108	155	2.70	27		2,962	788	2,964		178	100		3	78	200	0.78	391							
2018CPT.05.06.20921.1	Wake	4	SR 1401 - STEWART RD	SR 1400 - BALLENTINE DAIRY RD TO NORTH ST	2	2	NO	NO	1.55	18-44	99	142	2.47	25		1,472	1,263	2,181		131	60		7	72	180	0.72	602							
TOTAL FOR MAP NO. 4									1.55		99	142	2.47	25		1,472	1,263	2,181		131	60		7	72	180	0.72	602							
2018CPT.05.06.20921.1	Wake	5	SR 1400 - STEWART RD	SR 1399 - JAMES SLAUGHTER RD TO SR 1400 - BALLENTINE DAIRY RD SKIPPING OVER NEW WIDENED SECTION	2	2	NO	NO	0.25	20-21	25	24	0.50	7			330	303		18	40			18	50	0.18								
TOTAL FOR MAP NO. 5									0.25		25	24	0.50	7			330	303		18	40			18	50	0.18								
2018CPT.05.06.20921.1	Wake	6	SR 2541 - WESTON RD	SR 1004 - W GARNER RD TO END OF MAINT (MEADOWBROOK DR)	3	2	NO	NO	0.94	20-26	188		1.88	47	11,029		566	1,029		62	60			137	350	1.37								
TOTAL FOR MAP NO. 6									0.94		188		1.88	47	11,029		566	1,029		62	60			137	350	1.37								
2018CPT.05.06.20921.1	Wake	7	SR 2703 - NEW BETHEL CHURCH RD	DEAD END TO .62 MILES EAST OF NC 50 - BENSON RD SKIPPING NEW WIDENING	2	2	NO	NO	2.52	20-24	274	175	4.56	68		1,123	756	2,758		165	40			199	500	1.99								
TOTAL FOR MAP NO. 7									2.52		274	175	4.56	68		1,123	756	2,758		165	40			199	500	1.99								
2018CPT.05.06.20921.1	Wake	8	SR 2706 - CLIFFORD RD	SR 2703 - NEW BETHEL CHURCH RD TO JT AT .2 MILES WEST OF SR 2547 - HEBRON CHURCH RD	2	2	NO	NO	0.84	20-21	100		1.68	25			200	905		54	40			73	190	0.73								
TOTAL FOR MAP NO. 8									0.84		100		1.68	25			200	905		54	40			73	190	0.73								
2018CPT.05.06.20921.1	Wake	9	SR 2710 - AVERSBORO RD	SR 2794 - TOWN HALL PROJECT PAVEMENT JOINTS TO SR 2812 - TIMBER DR	3	4	NO	NO	1.3	42-62	7		0.07	2	33,080		2,759	3,169		190	60			6	20	0.05	112							
TOTAL FOR MAP NO. 9									1.3		7		0.07	2	33,080		2,759	3,169		190	60			6	20	0.05	112							
2018CPT.05.06.20921.1	Wake	10	SR 2727 - SAULS RD/CROWDER RD	NC 42 TO SR 2728 - RAND RD	2	2	NO	NO	4.77	24-32	954		9.54	239			2,182	6,228		374	120			694	1,740	6.94	396							
TOTAL FOR MAP NO. 10									4.77		954		9.54	239			2,182	6,228		374	120			694	1,740	6.94	396							
2018CPT.05.06.20921.1	Wake	11	SR 2737 - PAGAN RD	SR 2727 - SAULS RD TO SR 2736 - ROCK SERVICE STATION RD	2	2	NO	NO	1.87	20-21	374		3.70	94			1,369	2,083		125	60			272	690	2.72								
TOTAL FOR MAP NO. 11									1.87		374		3.70	94			1,369	2,083		125	60			272	690	2.72								
2018CPT.05.06.20921.1	Wake	12	SR 1402 - BROAD ST	NORTH ST TO 0.08 MI EAST OF COTTON FARM DR	3	2	NO	NO	0.31	20-23	31		0.31	8	4,183		575	420		25	75			23	60	0.22								
TOTAL FOR MAP NO. 12									0.31		31		0.31	8	4,183		575	420		25	75			23	60	0.22								
TOTAL FOR PROJ NO. 2018CPT.05.06.20921.1									18.25		2,442	496	30.23	612	48,292	7,959	12,545	25,895		1,553	675	6	16	1,776	4,500	17.75	4,632							
GRAND TOTAL									23.07		2,878	915	38.96	721	159,218	7,959	15,691	25,895	10,089	2,148	785	6	16	2,093	5,300	20.92	6,264							

SIGNING FOR RESURFACING PROJECTS



LEGEND	
—	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	2	3	4	5	
			PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.			
			#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)			
			- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.			
			- 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.			
					PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

- 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
- 2) SUBDIVISION ROADS
- 3) DEAD END ROADS

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.

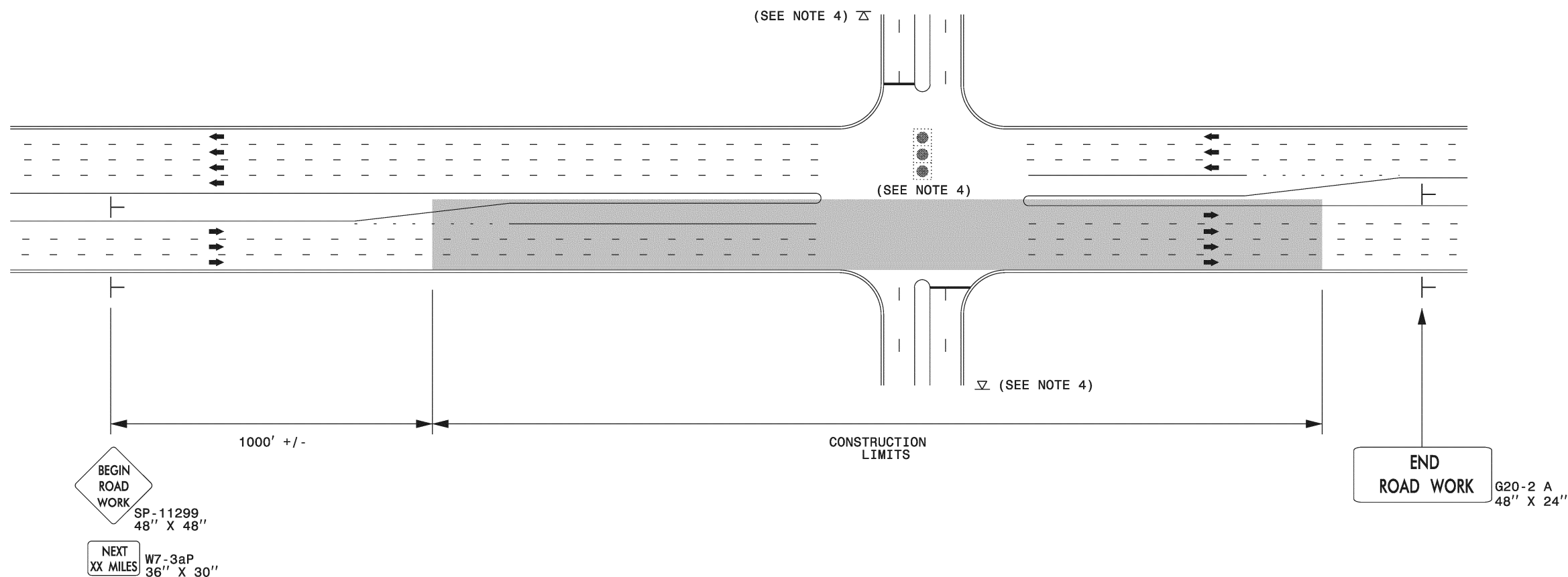


PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.

4/20/2016 C:\Users\rmgarrrett\Desktop\Resurfacing_AdvWarn_2Ln.dgn User:rmgarrrett

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

URBAN / SUBURBAN WORKZONES

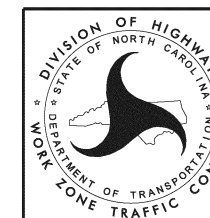


NOTES:


- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 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) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) 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 WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

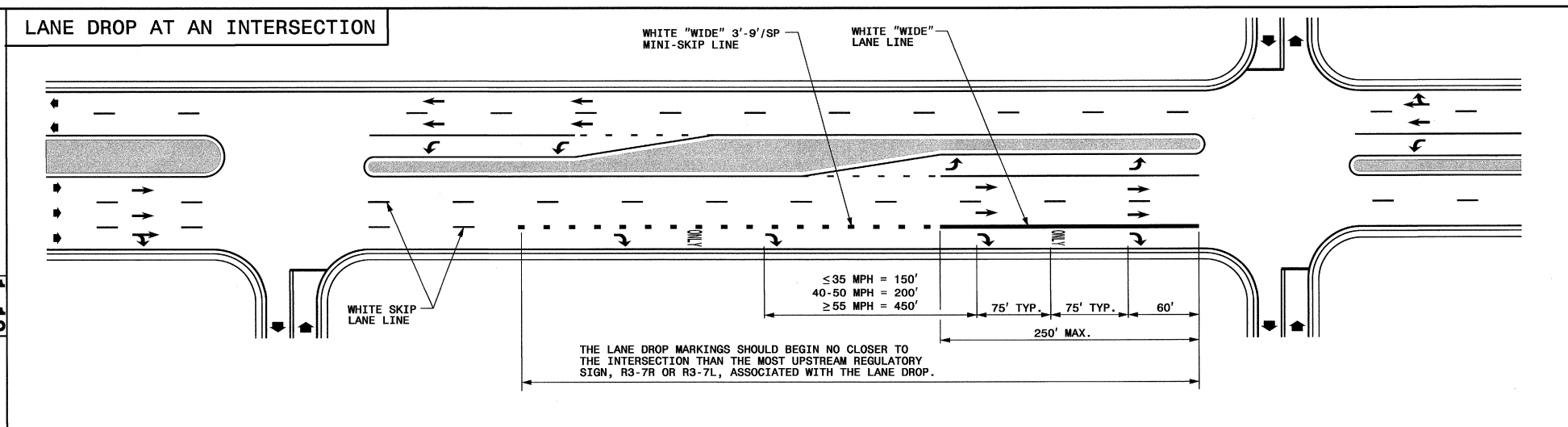
- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



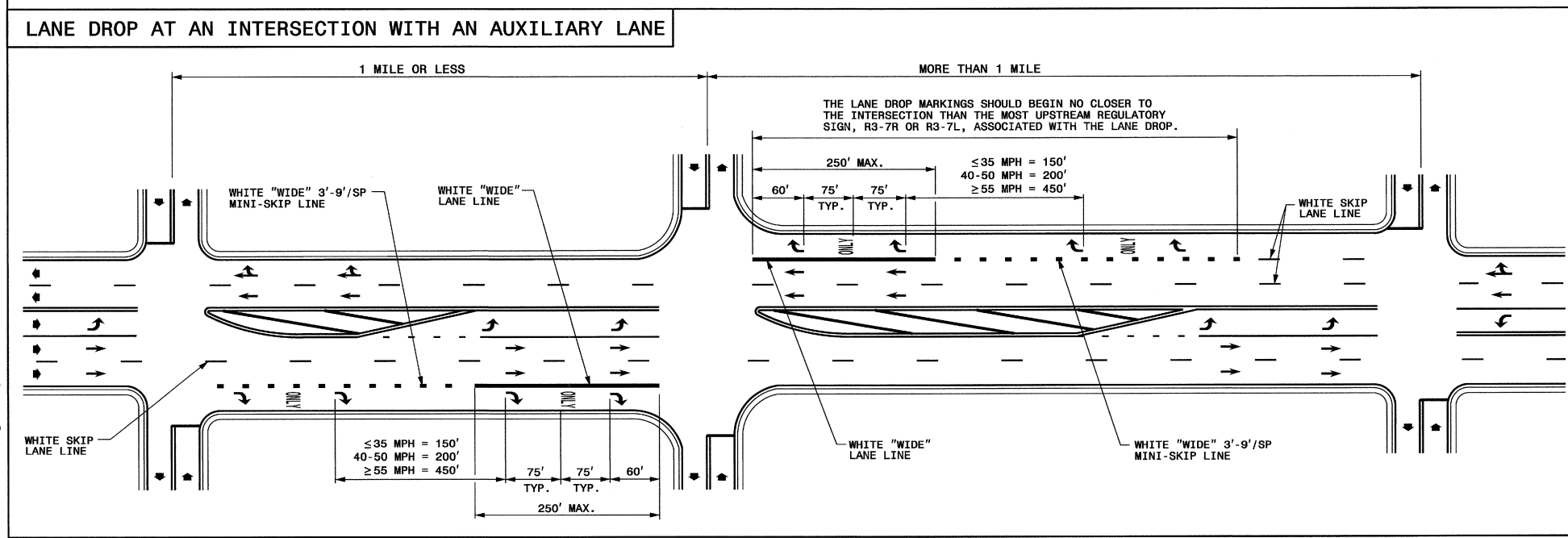
**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

TIP NO.	SHEET NO.
2018CPT.05.06.10921, Etc.	TMP-3
APPROVED: <i>RW</i>	
DATE: 3/6/12	
SEAL	
	

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



ENGLISH DETAIL DRAWING FOR
PAVEMENT MARKINGS
 LANE DROPS



- GENERAL NOTES:**
- USE THE GUIDANCE SHOWN ON THE ABOVE DETAILS IN CONJUNCTION WITH INTERSECTION GUIDANCE SHOWN ON ROADWAY STANDARD DRAWING 1205.04.
 - LANE LINES INDICATED AS "WIDE" SHALL BE AT LEAST TWICE THE WIDTH OF THE NORMAL LINE.

LEGEND	
W = WIDTH OF TRAVEL LANE	ONLY PAVEMENT MARKING SYMBOLS & CHARACTERS
➔ DIRECTION OF TRAFFIC FLOW	

SHEET 1 OF 3
1205D06

SHEET 1 OF 3
1205D06

**REVISED PAVEMENT MARKING
ROADWAY STANDARD DRAWING**

08-MAR-2012 10:09
 C:\Users\Standard\Drawings\Standard Drawings\2012 Standard Drawings\PM\2012 Standard Drawings\2012050601_Rev12.dwg
 9-14-11 Sealed.dgn

**DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA**

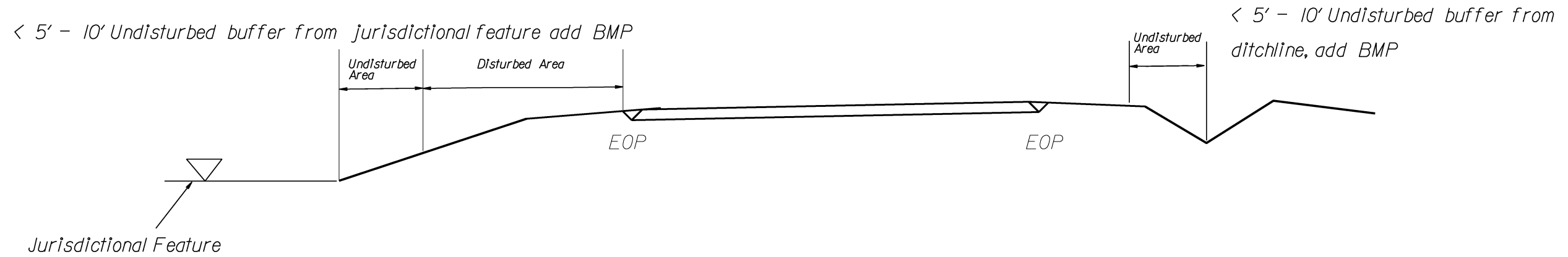
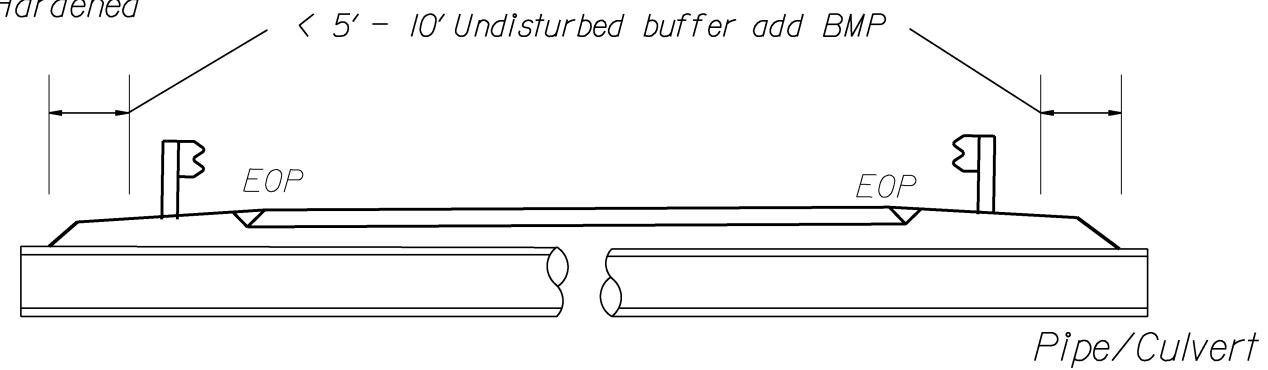
SOIL STABILIZATION TIMEFRAMES

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HOW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HOW ZONES.

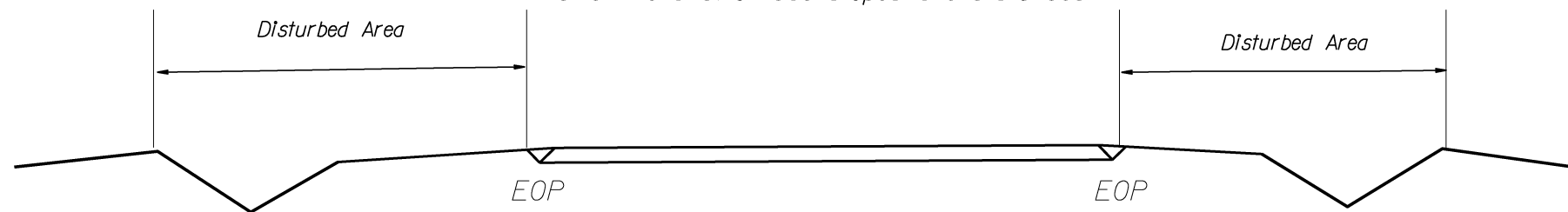
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

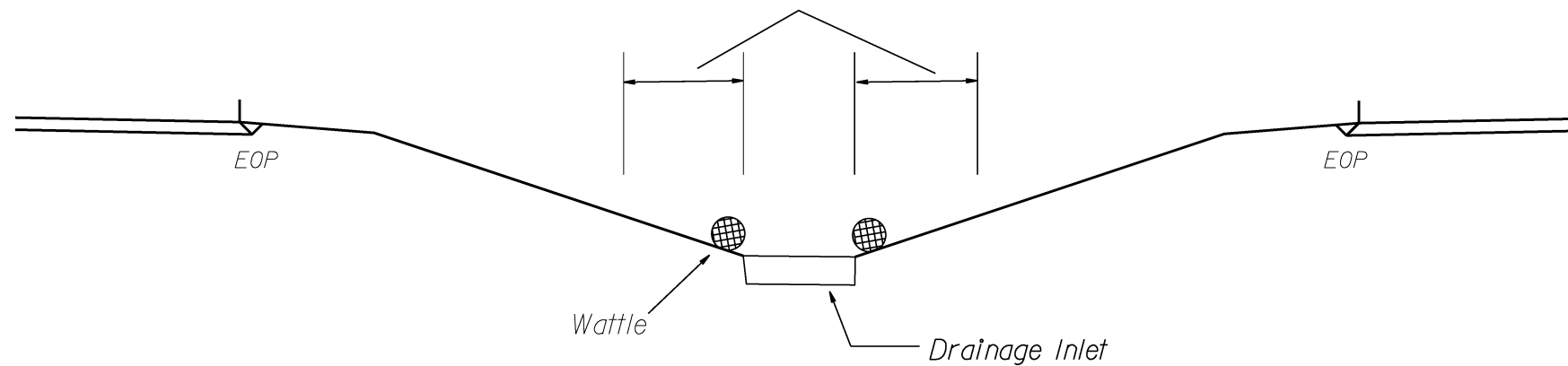
EROSION CONTROL DETAIL



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

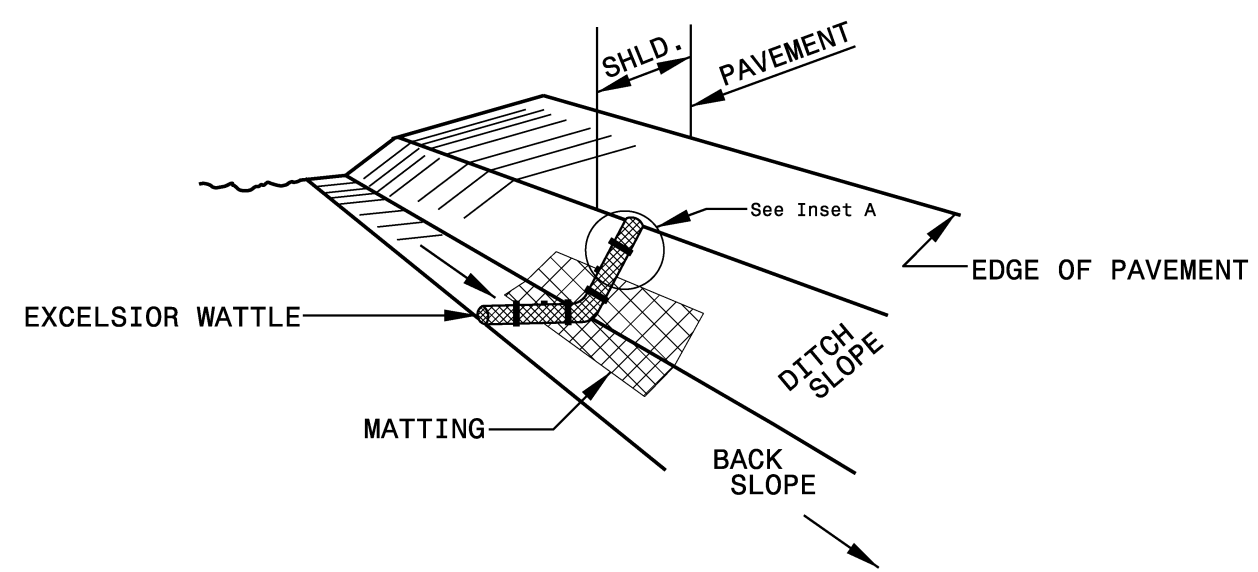


< 5' - 10' Undisturbed buffer from inlet, add wattle

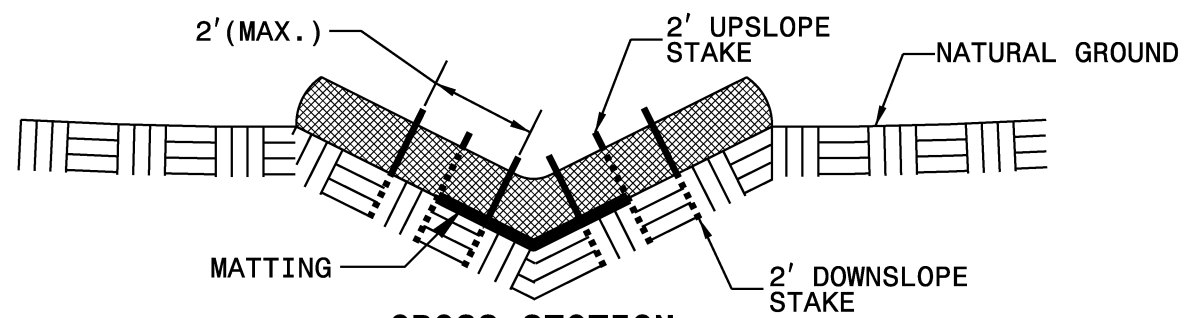


NOT TO SCALE

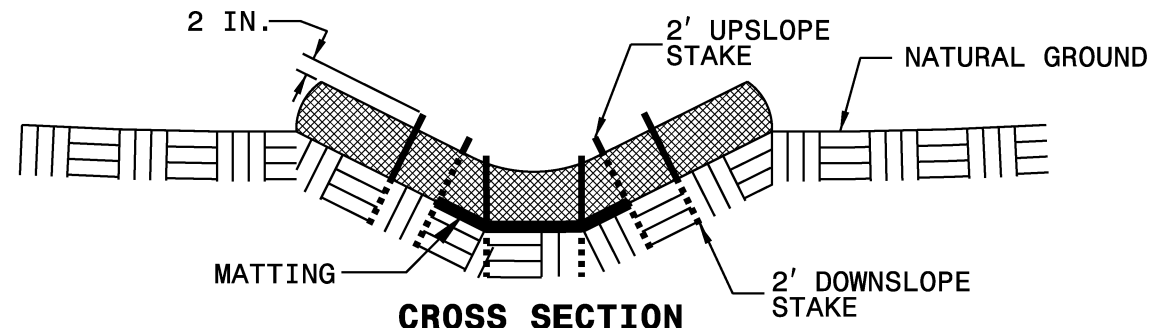
WATTLE DETAIL



ISOMETRIC VIEW



**CROSS SECTION
VEE DITCH**



**CROSS SECTION
TRAPEZOIDAL DITCH**

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

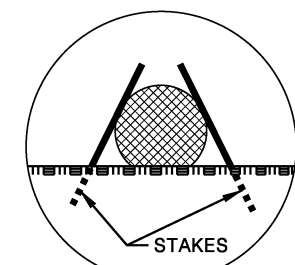
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

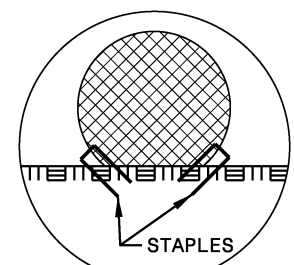
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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

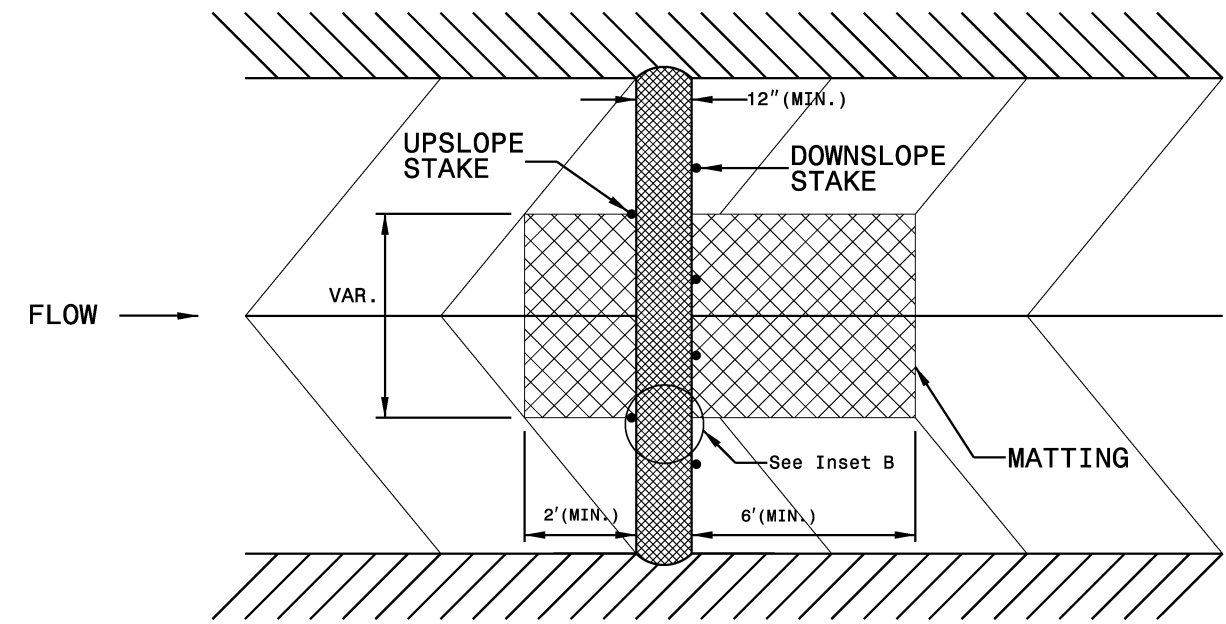
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



INSET A

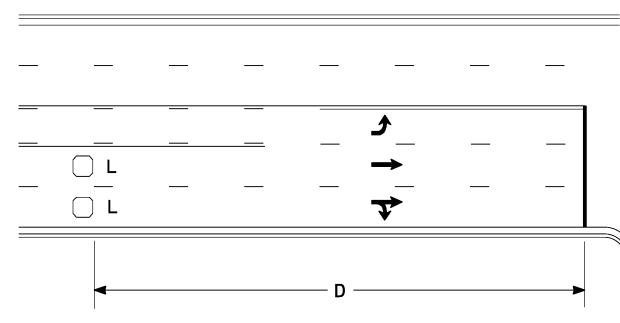


INSET B



TOP VIEW

High Speed Detection (≥40 mph)

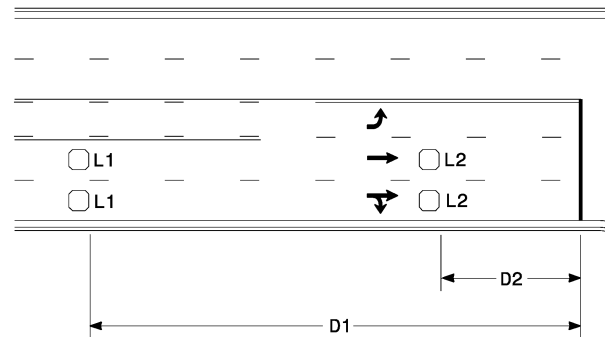


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

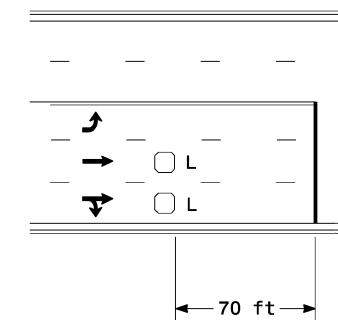


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series
L2 = 6ft X 6ft
Wired in series

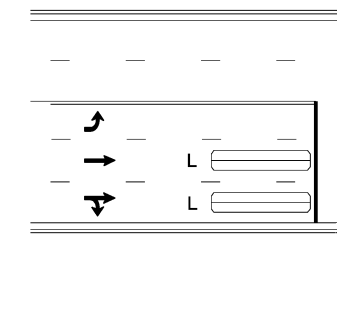
"Stretch" Operation

Low Speed Detection (≤35 mph)



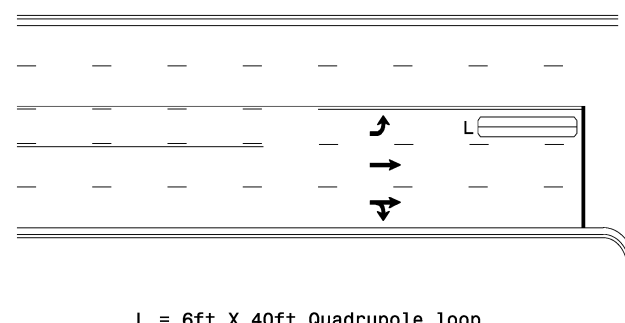
L = 6ft X 6ft
Wired in series

OR



L = 6ft X 40ft
Quadrupole loop, wired separately

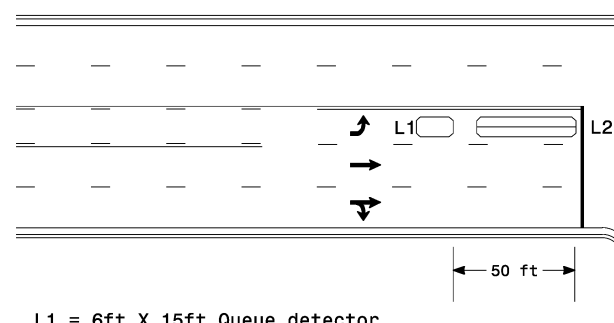
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

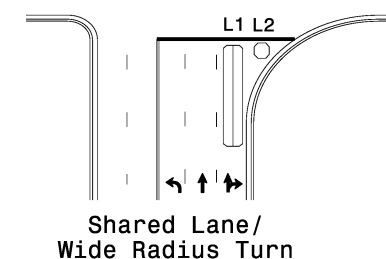
OR



L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

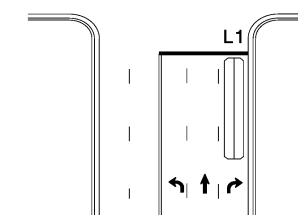
Queue Loop Detection

Right Turn Lane Detection

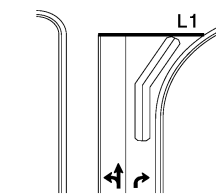


Shared Lane/
Wide Radius Turn

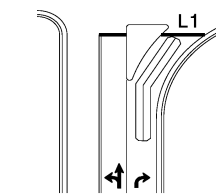
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

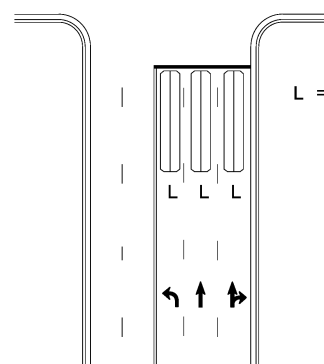


Wide Radius Turn



Channelized Turn

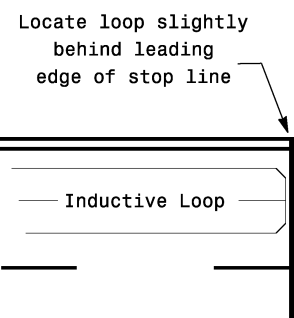
Side Street Detection



L = 6ft X 40ft
Quadrupole loop
Wired to separate
detectors/channels

Presence Loop Detection

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 under any of the
following conditions:
- 1) stop line is greater than 15' from edge of intersecting roadway
 - 2) loop detects a permissive or protected/permissive left turn
 - 3) for an exclusive right turn lane

Recommended Number of Turns

Single 6' X 6' loop
(when wired separately):

Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns

6' X 15' Loops:
Lead-in < 150', use 2 turns
Lead-in > 150', use 3 turns

Typical Signal Loop Locations

SCALE N/A	PLAN DATE: January 2015	REVIEWED BY: JPG	DATE: 1/30/2015
	PREPARED BY: PLA	REVIEWED BY:	
	REVISIONS	INIT.	DATE

750 N. Greenfield Pkwy, Garner, NC 27529