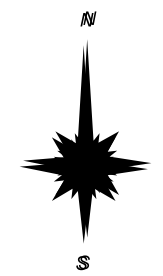


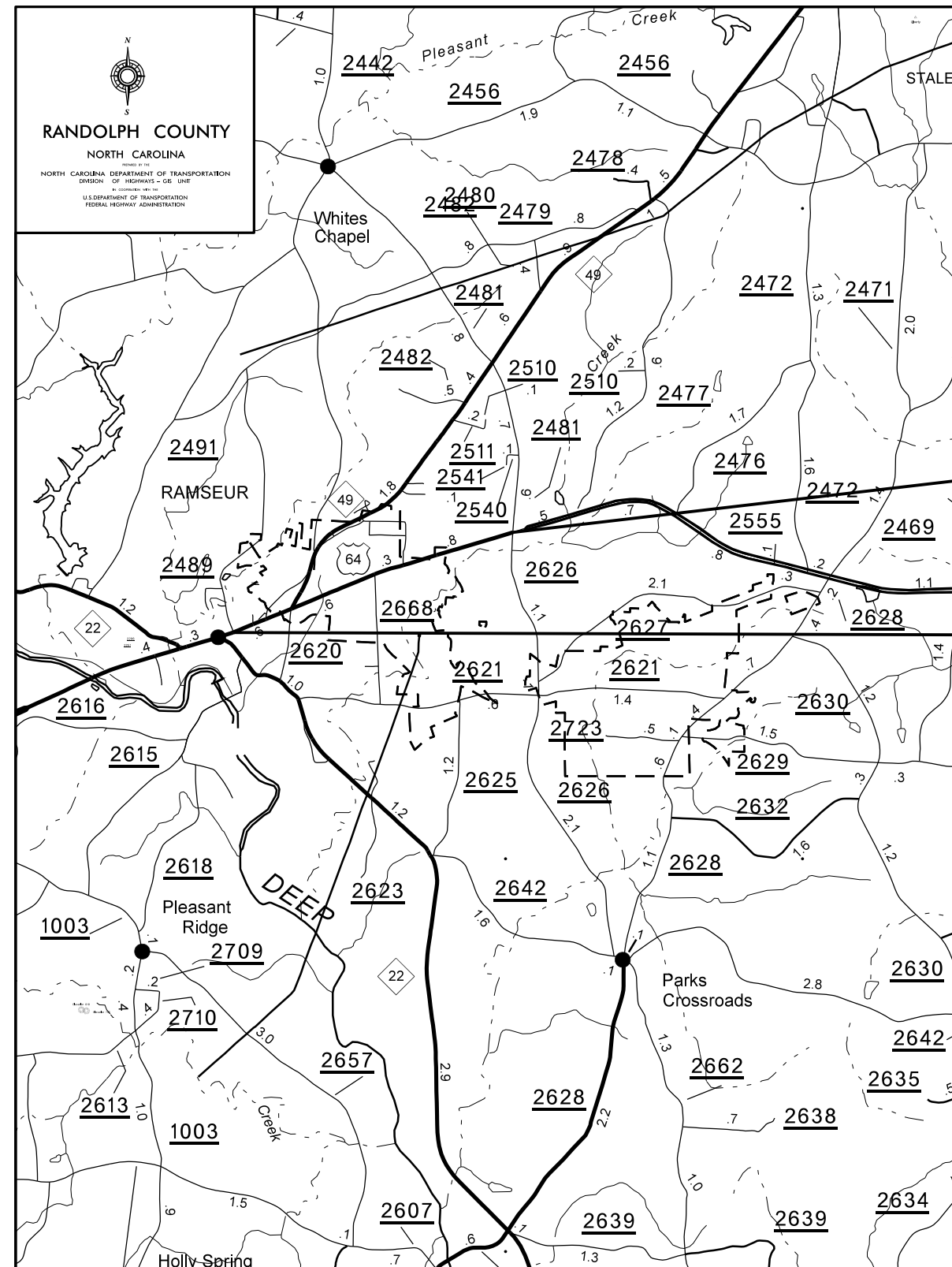
MAPS 1-3



**RANDOLPH COUNTY**  
PRIMARY AND SECONDARY RESURFACING MAP

040397  
 I:\2021\JAN-2021\606\Randolph\ph\_Mer-ch-2021\_Submittal\Randolph\ph\_Mer-ch-2021\_Map\_Typ.dgn  
 2/2/2021 8:51:13 AM

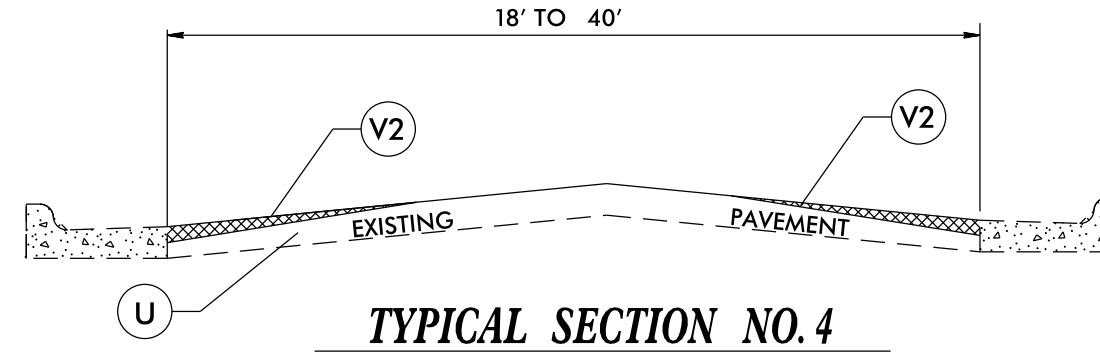
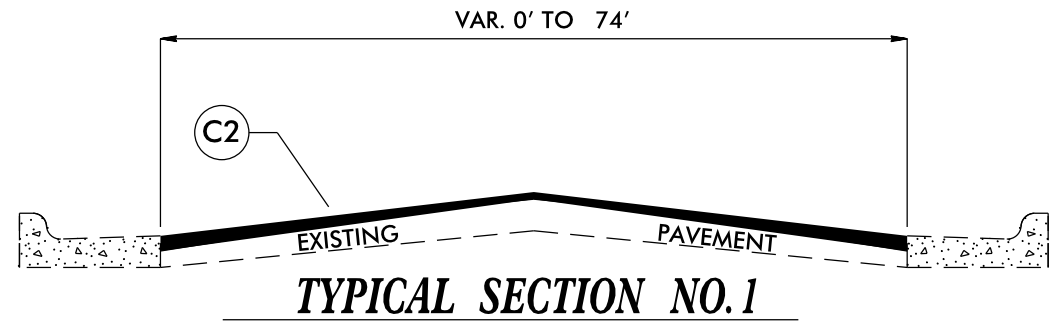
# MAPS 1-3



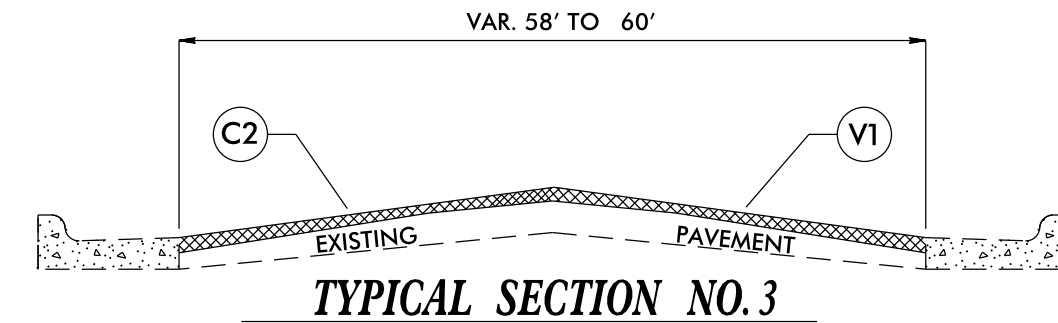
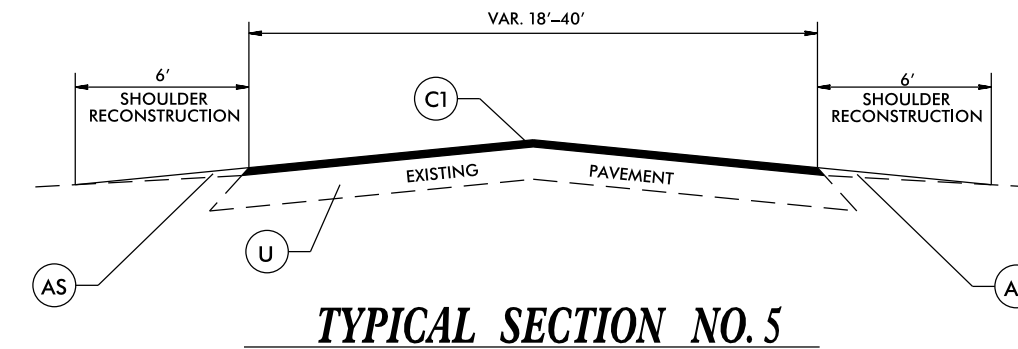
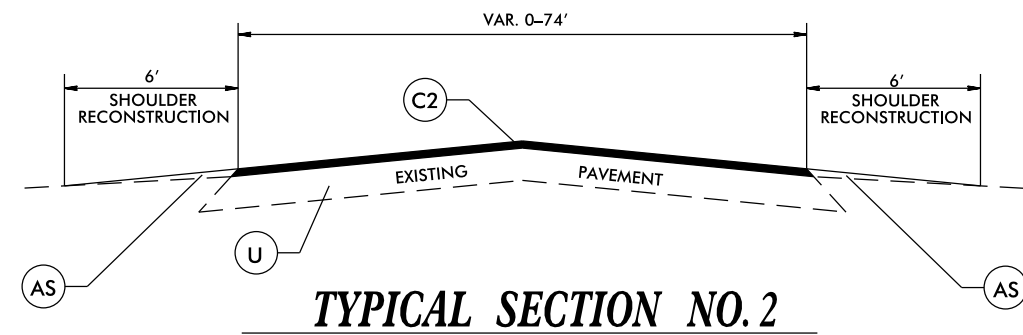
# MAPS 1-3



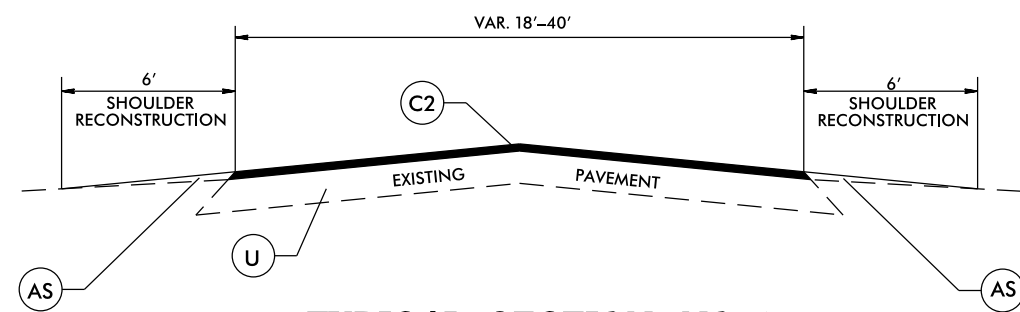




USE FOR SECTIONS WITH CURB & GUTTER OR ISLANDS  
WITH ASPHALT FLUSH @ THE C&G LINE. 0" AT CL TO 1.5" @ C&G LINE.



PAVEMENT SCHEDULE	
AS	AGGREGATE SHOULDER BORROW
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
V1	MILLING 1.5" IN DEPTH
V2	MILLING 0" TO 1.5" IN DEPTH

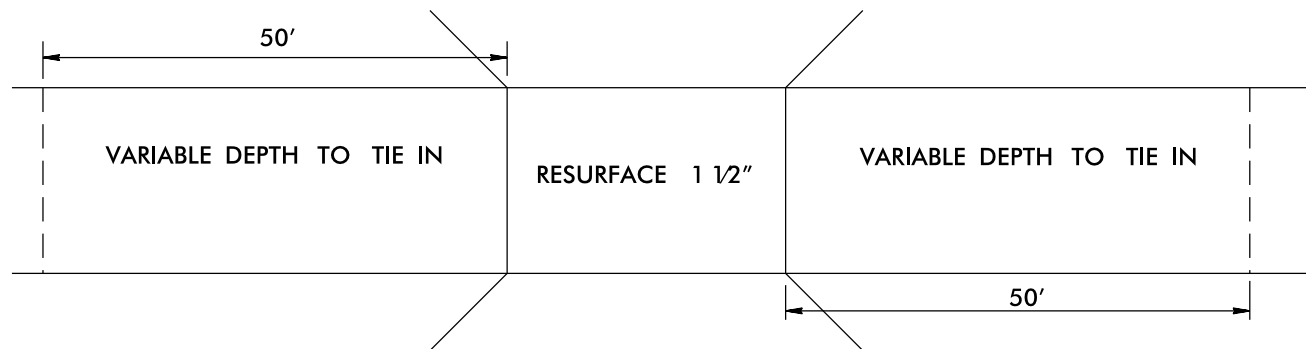


***TYPICAL SECTION NO. 6***

USE FOR MAP #6 FROM STA. 153+12 TO STA. 173+18

PAVEMENT SCHEDULE	
AS	AGGREGATE SHOULDER BORROW
C1	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
V1	MILLING 1.5" IN DEPTH
V2	MILLING 0" TO 1.5" IN DEPTH

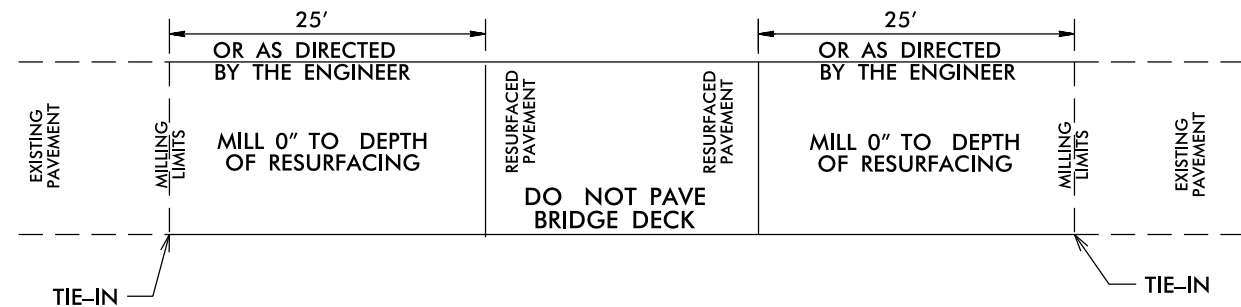
# PAVEMENT TIE-IN AND PATCHING DETAILS



**DRAWING FOR CULVERT #461**  
**DRAWING FOR CULVERT #335**

**USE FOR MAP #4**  
**USE FOR MAP #6**

\* MILLING SHALL BE PAID FOR UNDER INCIDENTAL MILLING

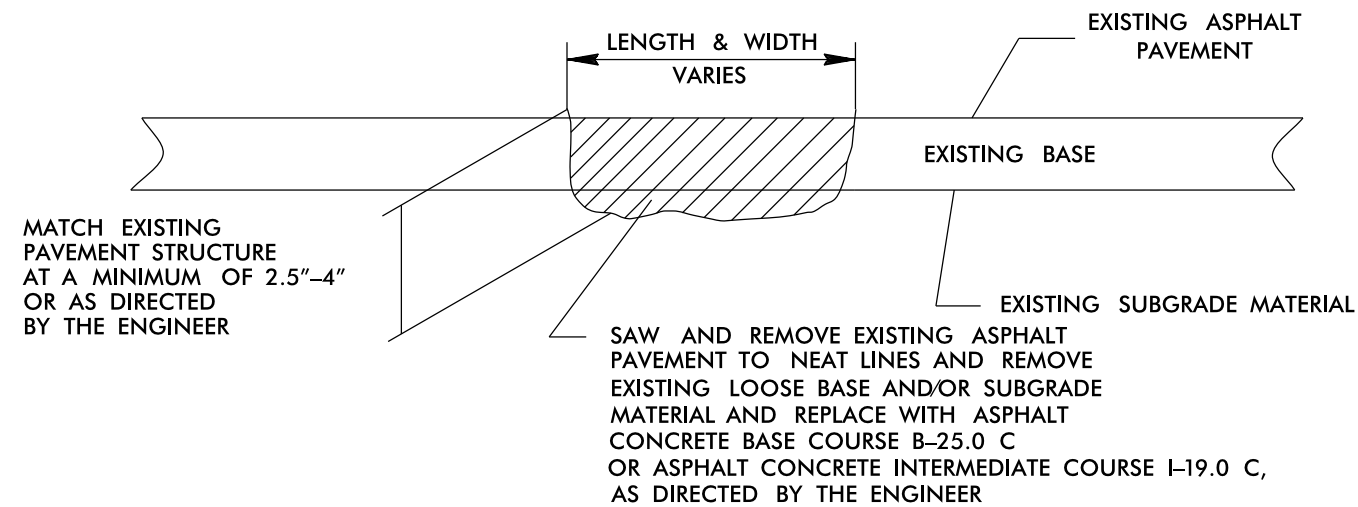


**DRAWING FOR BRIDGE #216**

**USE FOR MAP #6**

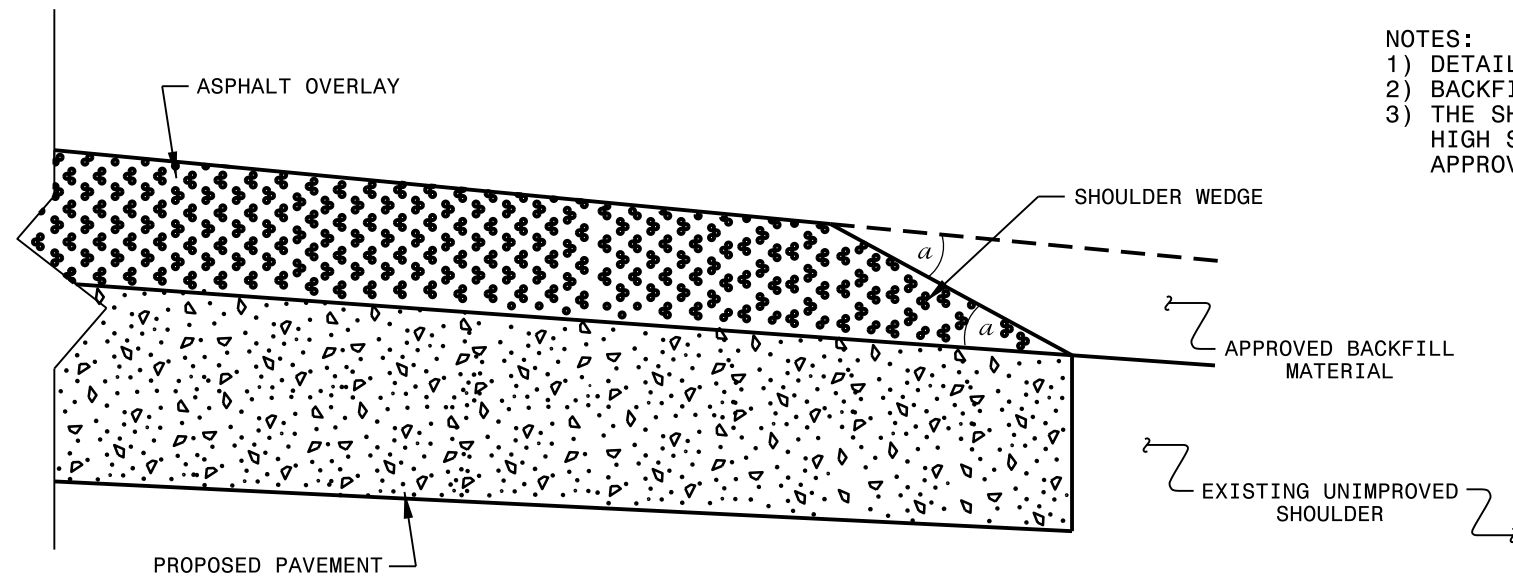
\* MILLING SHALL BE PAID FOR UNDER INCIDENTAL MILLING

## DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING



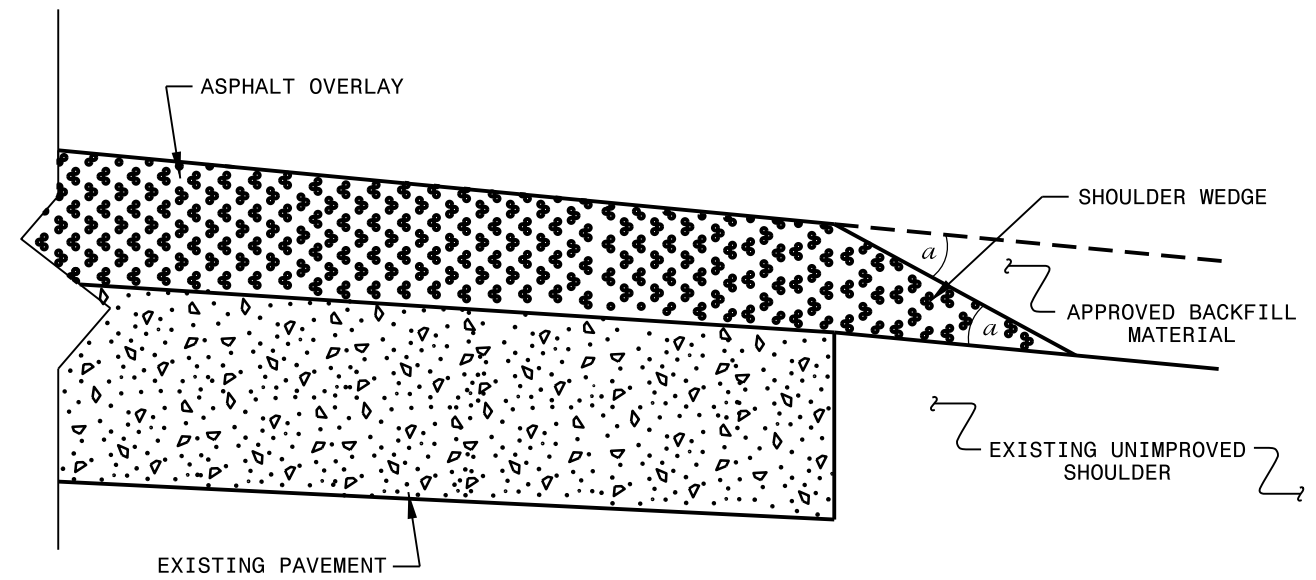
**NOTES:**

- 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.



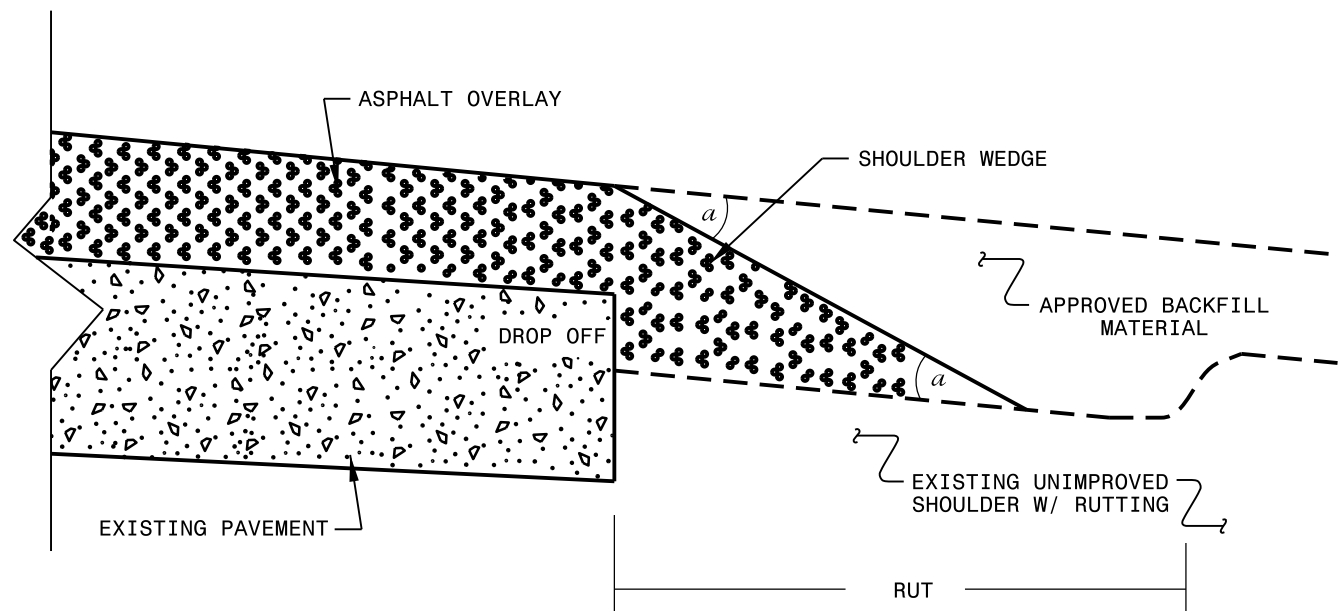
**SHOULDER WEDGE DETAIL**

(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°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>		
Office 919-707-6950 FAX 919-250-4119		
<b>SHOULDER WEDGE DETAILS</b>		
ORIGINAL BY: T.SPELL	DATE: 7-19-11	
MODIFIED BY:	DATE: 2/2/16	
CHECKED BY:	DATE:	
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn		





PROJECT NO.	SHEET NO.	TOTAL NO.
08.10.10761, 2021CPT.08.1	10	

**THERMOPLASTIC AND PAINT QUANTITIES**

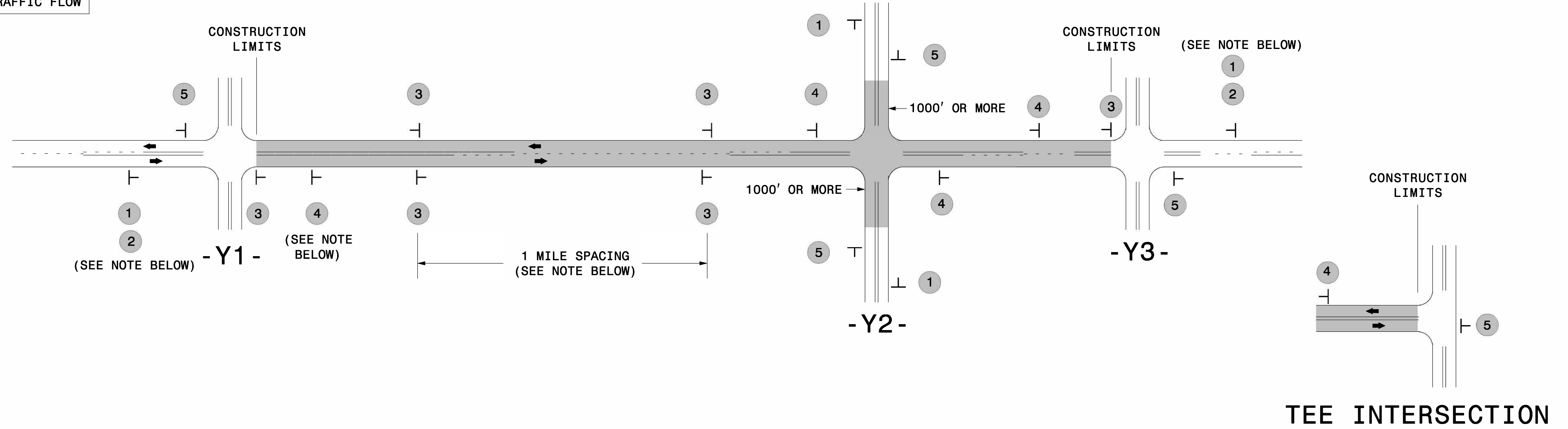
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4447000000-E	4457000000-N	4510000000-N	4685000000-E	4695000000-E	4700000000-E	4720000000-E	4725000000-E					4810000000-E	4820000000-E	4835000000-E	4840000000-N	4845000000-N					4850000000-E	4891000000-E	4905000000-N					
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	PEDESTRIAN CHANNELIZING DEVICES	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M YELLOW THERMO	4" X 90 M WHITE THERMO	8" X 90 M WHITE THERMO	12" X 90 M YELLOW THERMO	THERMO MSG SCHOOL 90 M	THERMO STR ARROW 90 M	THERMO LT ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO 24" YIELD TRIANGLE	THERMO RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	24" WHITE PAINT	PAINT MSG SCHOOL	PAINT STR ARROW	PAINT LT ARROW	PAINT STR & RT ARROW	PAINT YIELD LINETRIANGLE	PAINT RT ARROW	4" LINE REMOVAL	GENERIC PAVEMENT MARKING ITEM - 24" X 90 M WHITE THERMO	SNOW PLOWABLE MARKERS & R MARKERS	SNOW PLOWABLE MARKERS C & Y MARKERS		
MI	FT	SF	LF	LS	HR	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA							
2021CPT.08.10.10761	Randolph	1	US HWY 64 E	(FROM: SR 2489 S. BRADY ST. TO:SR2620 COLUMBIA AVE.)	3	5	MU	0.45	59	126	50			80	4,752	1,800	600		12	9	15	9	4		1,800	4,752	600	230	12	9	15	9	4		230	80	40		
<b>TOTAL FOR MAP NO. 1</b>							<b>0.45</b>			<b>126</b>	<b>50</b>			<b>80</b>	<b>4,752</b>	<b>1,800</b>	<b>600</b>		<b>12</b>	<b>9</b>	<b>15</b>	<b>9</b>	<b>4</b>		<b>1,800</b>	<b>4,752</b>	<b>600</b>	<b>230</b>	<b>12</b>	<b>9</b>	<b>15</b>	<b>9</b>	<b>4</b>		<b>230</b>	<b>80</b>	<b>40</b>		
2021CPT.08.10.10761	Randolph	2	US HWY 64 E	(FROM:SR2620 COLUMBIA AVE. TO: END OF CURB & GUTTER MM26.22)	3	5	MU	0.88	59	126	30			80	11,616	3,175	320			2	31	2	5	4		3,175	11,616	320	100		2	31	2	5	4		100	155	120
<b>TOTAL FOR MAP NO. 2</b>							<b>0.88</b>			<b>126</b>	<b>30</b>			<b>80</b>	<b>11,616</b>	<b>3,175</b>	<b>320</b>			<b>2</b>	<b>31</b>	<b>2</b>	<b>5</b>	<b>4</b>		<b>3,175</b>	<b>11,616</b>	<b>320</b>	<b>100</b>		<b>2</b>	<b>31</b>	<b>2</b>	<b>5</b>	<b>4</b>		<b>100</b>	<b>155</b>	<b>120</b>
2021CPT.08.10.10761	Randolph	3	US HWY 64 E	(FROM:MM 26.22 TO:SR2626 LEE LAYNE RD.)	1,2,4	5	MU	0.79	70	126				80	10,560	11,404			12	2	28	2			6,750	6,750				8					55	106	106		
<b>TOTAL FOR MAP NO. 3</b>							<b>0.79</b>			<b>126</b>				<b>80</b>	<b>10,560</b>	<b>11,404</b>			<b>12</b>	<b>2</b>	<b>28</b>	<b>2</b>			<b>6,750</b>	<b>6,750</b>				<b>8</b>				<b>55</b>	<b>106</b>	<b>106</b>			
<b>TOTAL FOR PROJ NO. 2021CPT.08.10.10761</b>							<b>2.12</b>			<b>378</b>	<b>80</b>	<b>1.0000</b>	<b>240</b>	<b>26,928</b>	<b>16,379</b>	<b>920</b>			<b>24</b>	<b>13</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>11,725</b>	<b>23,118</b>	<b>920</b>	<b>330</b>	<b>12</b>	<b>11</b>	<b>54</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>385</b>	<b>341</b>	<b>266</b>		
									<b>43,307</b>					<b>113</b>					<b>34,843</b>					<b>89</b>					<b>607</b>										
2021CPT.08.10.20761	Randolph	4	SR2605 IRON MOUNTAIN RD.	(FROM:US-64E TO: SR2606 SPOONS CHAPEL RD.)	5	2	2WU	3.58	20	401																													
<b>TOTAL FOR MAP NO. 4</b>							<b>3.58</b>			<b>401</b>																													
2021CPT.08.10.20761	Randolph	5	SR2604 LUCK RD.	(FROM:SR2605 IRON MOUNTAIN RD. TO:US HWY 64 E.)	5	2	2WU	2.81	20	315																													
<b>TOTAL FOR MAP NO. 5</b>							<b>2.81</b>			<b>315</b>																													
2021CPT.08.10.20761	Randolph	6	SR1504 SPERO RD.	(FROM:SR1518 PLAINFIELD RD. TO:SR1502 W. BALFOUR AVE.)	4,5,6	2	2WU	3.4	33	380				1,800	3,595	300			6						62,920	61,670								625	124	30	225		
<b>TOTAL FOR MAP NO. 6</b>							<b>3.4</b>			<b>380</b>				<b>1,800</b>	<b>3,595</b>	<b>300</b>			<b>6</b>						<b>62,920</b>	<b>61,670</b>							<b>625</b>	<b>124</b>	<b>30</b>	<b>225</b>			
<b>TOTAL FOR PROJ NO. 2021CPT.08.10.20761</b>							<b>9.79</b>			<b>1,096</b>		<b>1</b>		<b>1,800</b>	<b>3,595</b>	<b>300</b>			<b>6</b>						<b>62,920</b>	<b>61,670</b>							<b>625</b>	<b>124</b>	<b>30</b>	<b>225</b>			
									<b>5,395</b>					<b>12</b>					<b>124,590</b>					<b>255</b>															
<b>GRAND TOTAL</b>									<b>11.91</b>		<b>1,474</b>	<b>80</b>	<b>1</b>	<b>240</b>	<b>28,728</b>	<b>19,974</b>	<b>920</b>	<b>300</b>	<b>24</b>	<b>13</b>	<b>80</b>	<b>13</b>	<b>9</b>	<b>10</b>	<b>74,645</b>	<b>84,788</b>	<b>920</b>	<b>330</b>	<b>12</b>	<b>11</b>	<b>54</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>625</b>	<b>509</b>	<b>371</b>	<b>491</b>	
									<b>48,702</b>					<b>125</b>					<b>159,433</b>					<b>862</b>															

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

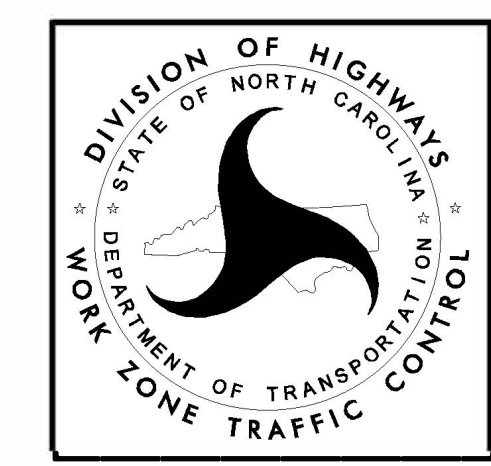
## -Y- LINE SIGNING

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>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</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, PORTABLE ADVANCE WARNING 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;"> <div style="text-align: center;">               W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">               W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER.         </div> </div>
	2		#2 SIGN ONLY USED WHEN CONSTRUCTION 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 SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

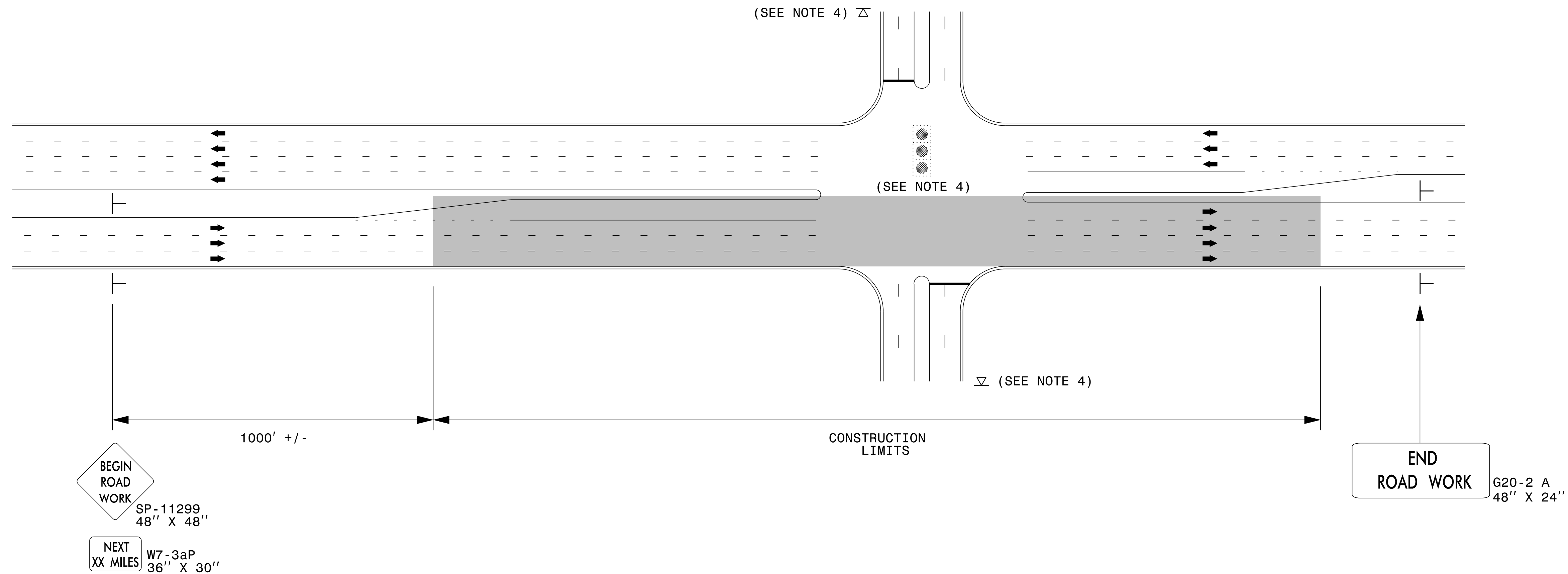
### MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

## URBAN / SUBURBAN WORKZONES

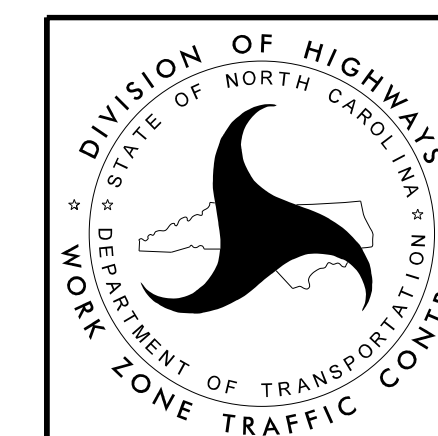


### NOTES:

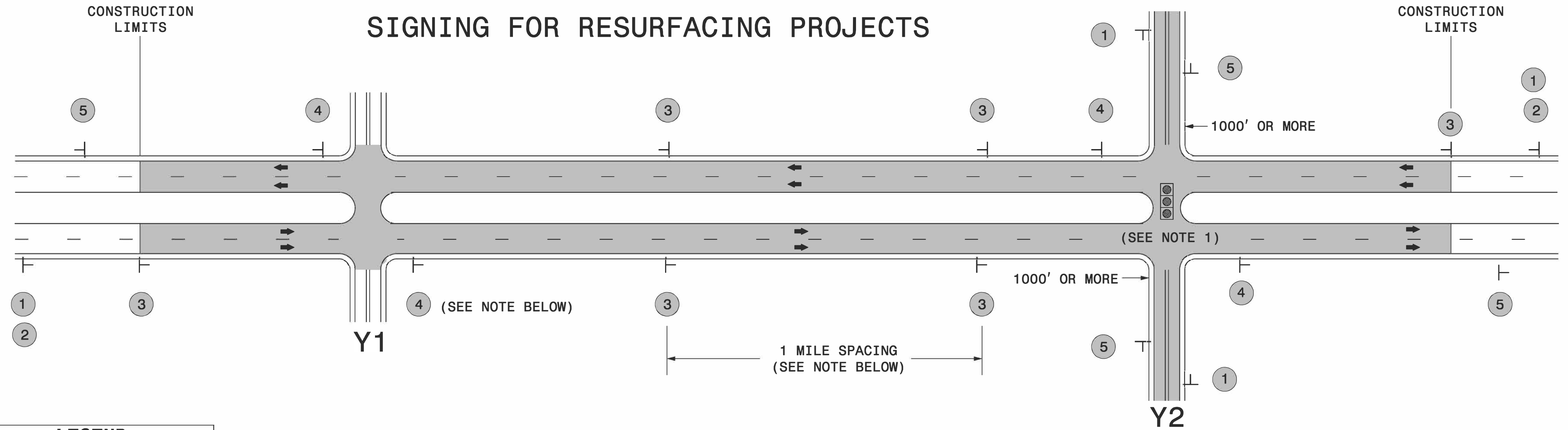
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. 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**



**LEGEND**  
 | STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW

**MAINLINE (-L-) SIGNING**

**-Y- LINE SIGNING**

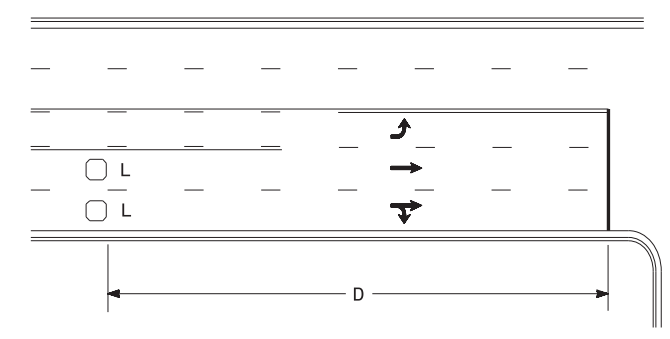
SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>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;"> <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> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>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.</li> </ol>
		<p>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.</p>	
		<p>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.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

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**RESURFACING ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS W/ SHOULDER SECTIONS**

### High Speed Detection (≥40 mph)

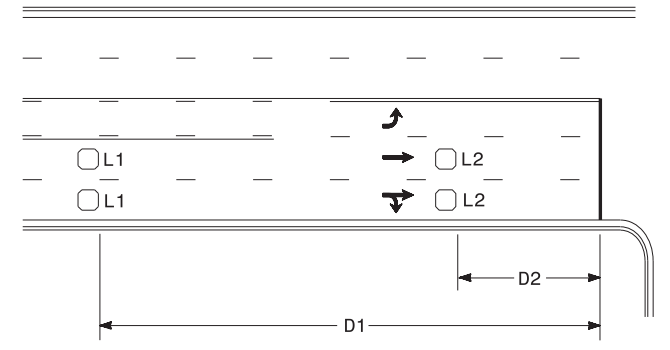


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft  
Wired separately

Volume Density Operation

OR

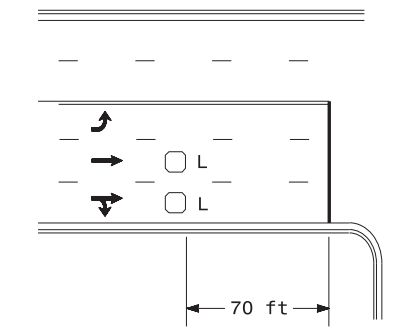


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

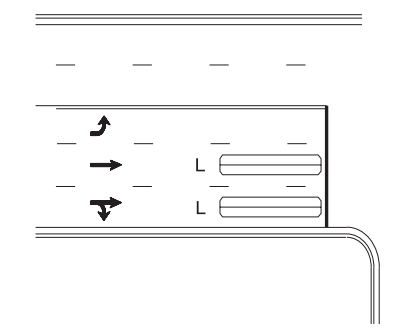
"Stretch" Operation

### Low Speed Detection (≤35 mph)



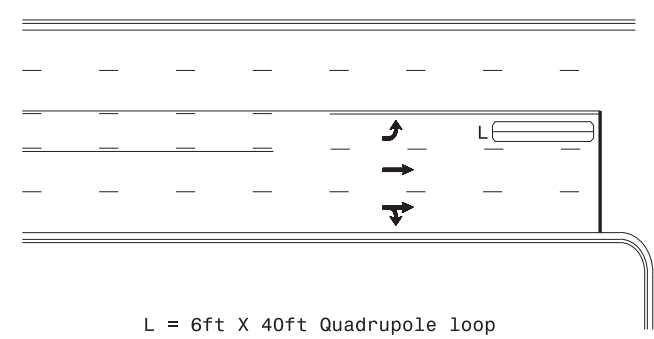
L = 6ft X 6ft  
Wired in series

OR



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

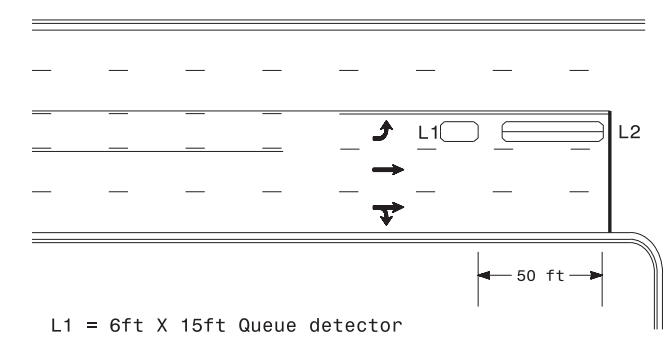
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

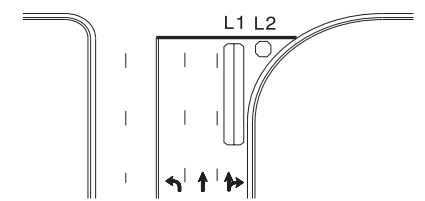
OR



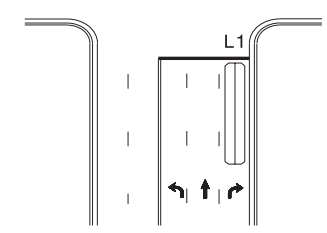
L1 = 6ft X 15ft Queue detector  
L2 = 6ft X 40ft Quadrupole loop

Queue Loop Detection

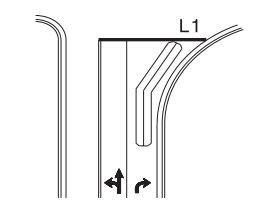
### Right Turn Lane Detection



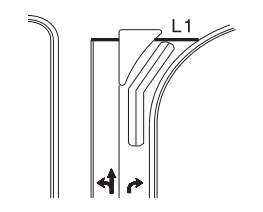
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

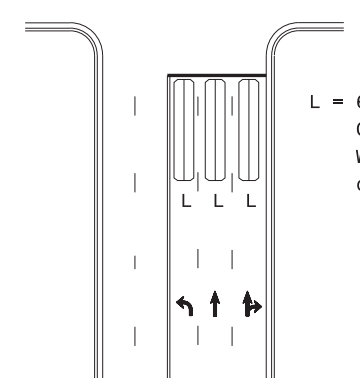


Wide Radius Turn



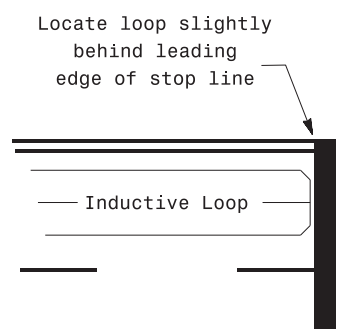
Channelized Turn

### Side Street Detection



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

### Presence Loop Placement at Stop Lines



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

750 N. Greenfield Pkwy, Garner, NC 27529

Prepared in the Offices of:

Typical Signal Loop Locations	
PLAN DATE: September 2020	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:
SCALE: N/A	REVISIONS: INIT. DATE
<p>9/8/2020</p> <p>SIG. INVENTORY NO.</p>	