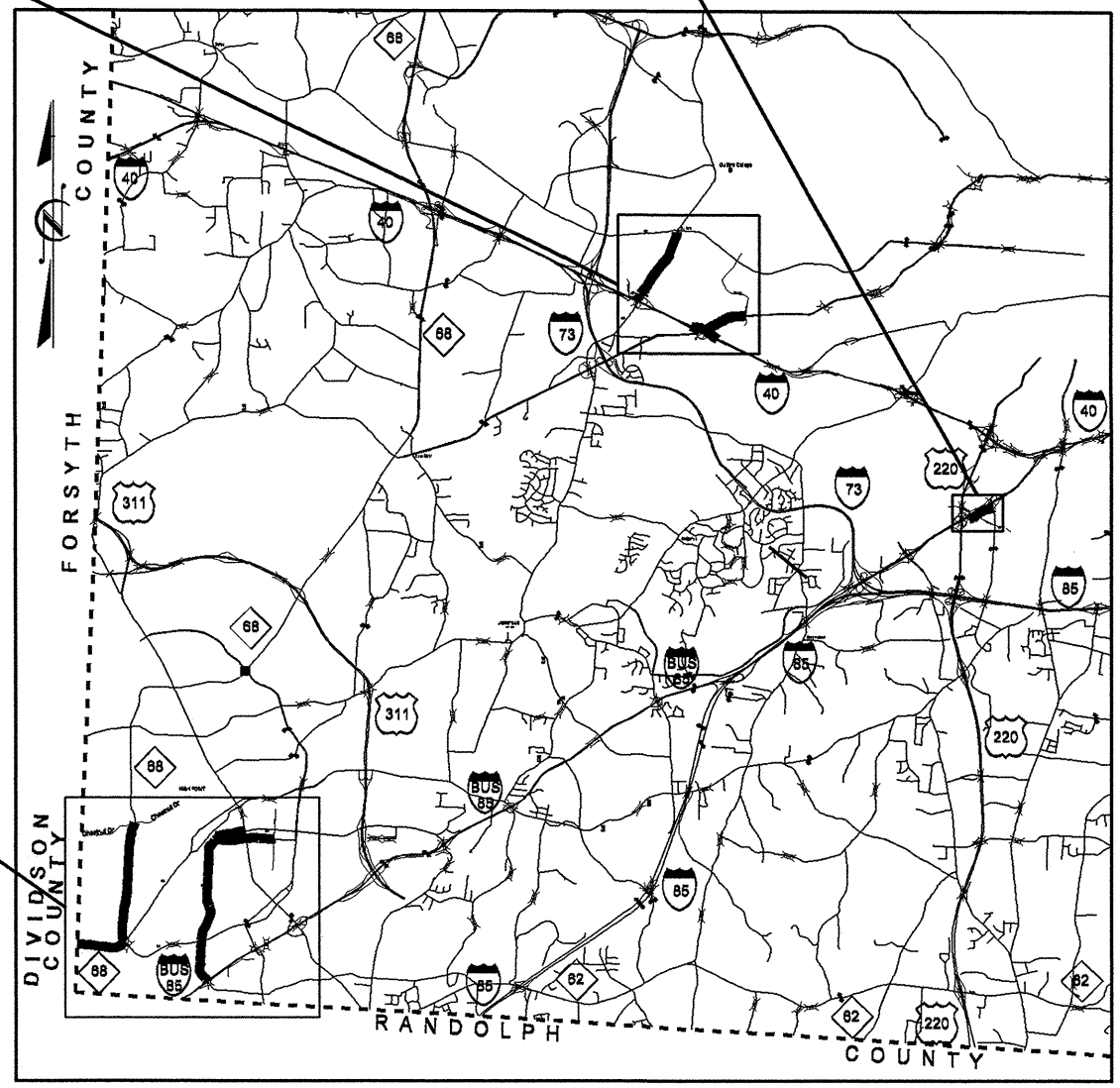
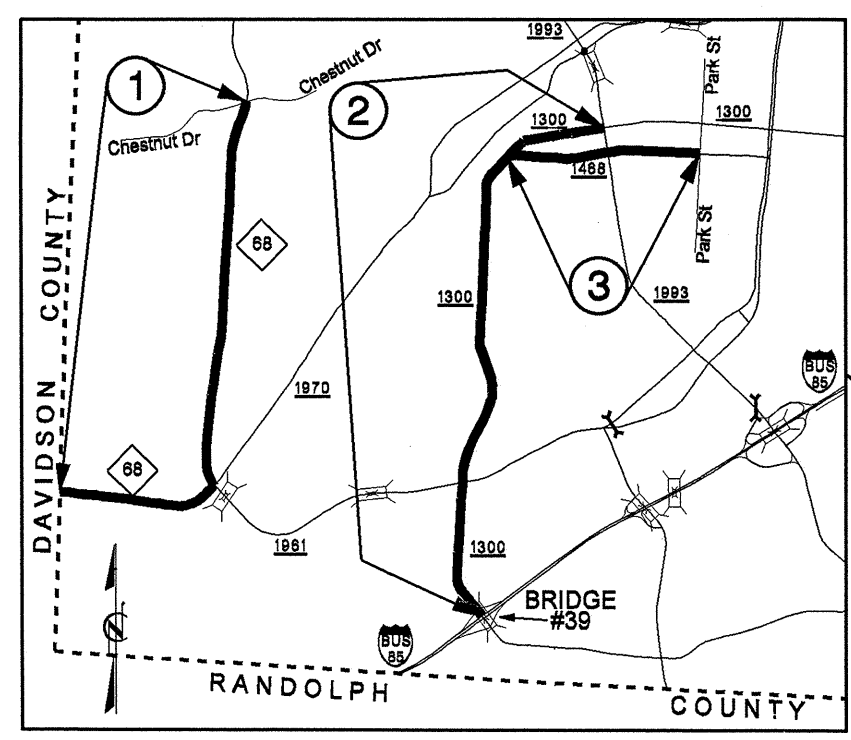
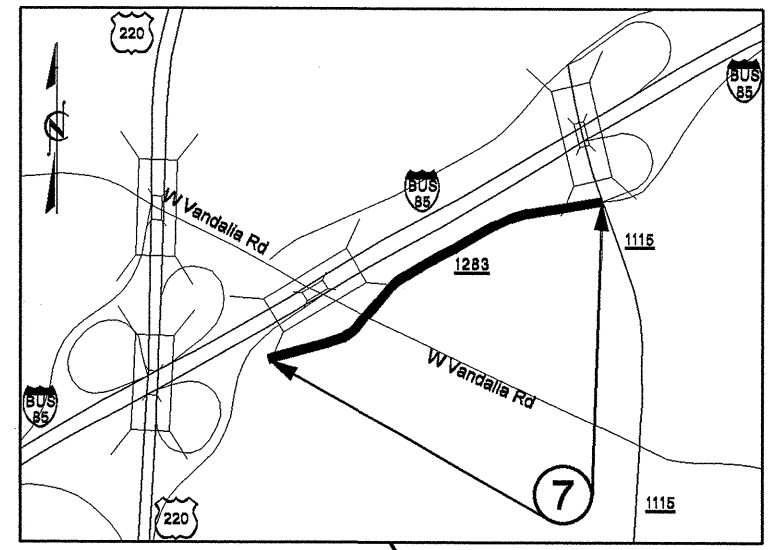
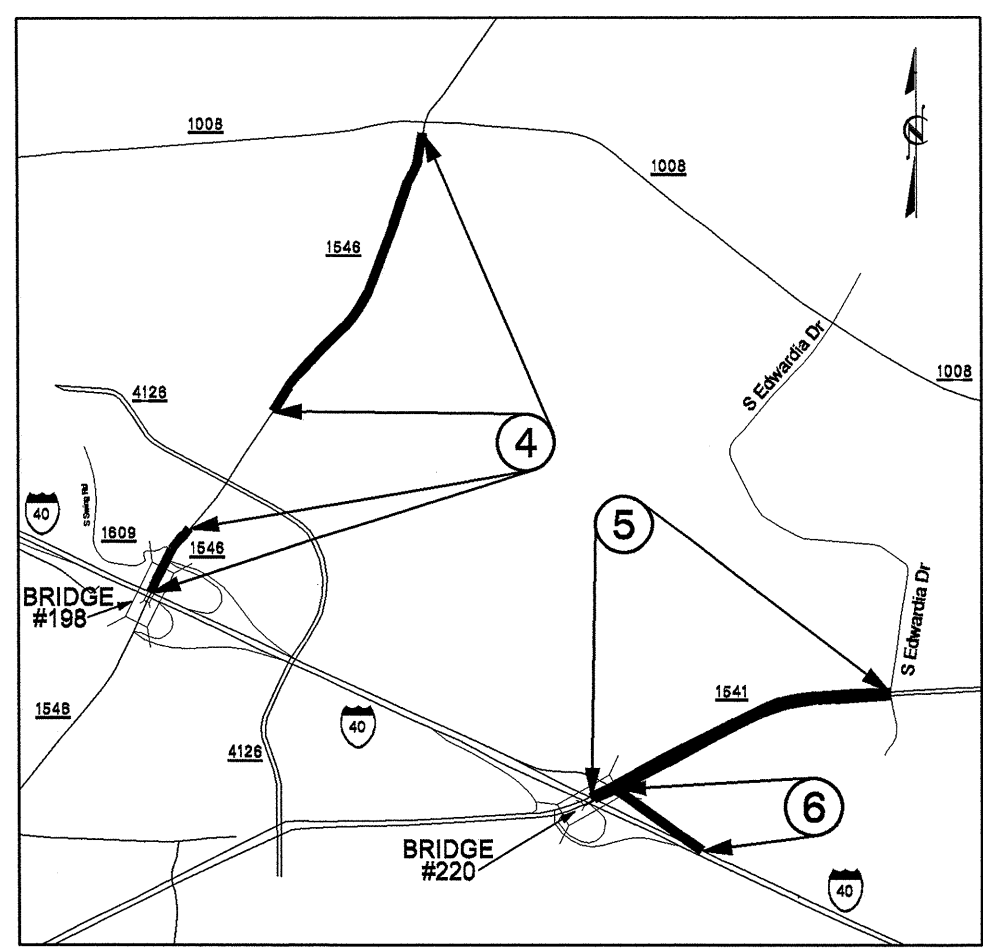


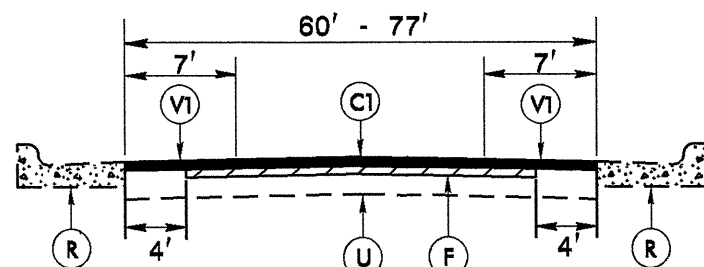
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 \$\$\$USERNAME\$\$\$

2013 GUILFORD COUNTY

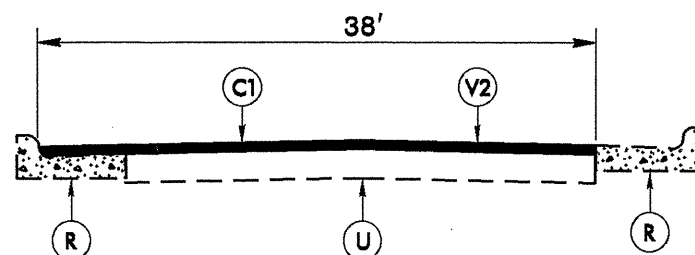
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.50, 7CR.20411.50	1	8
F.A. PROJ. NO.			



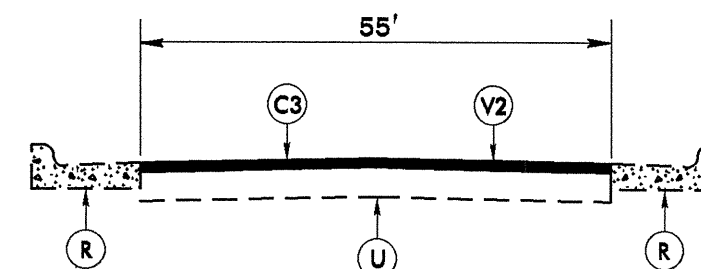
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.50, 7CR.20411.50	2	8



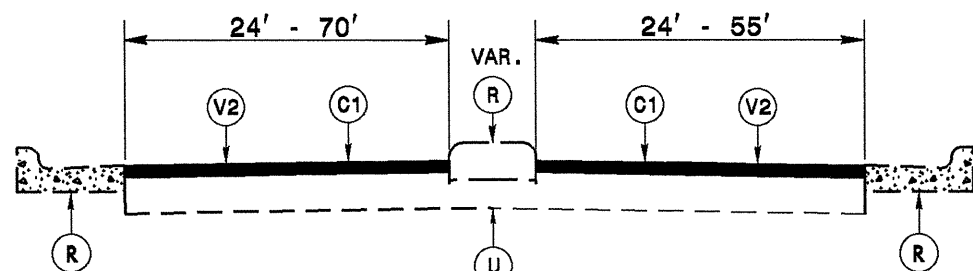
TYPICAL SECTION NO. 1
 TO BE USED ON MAP 1
 STA. 0+00 TO STA. 87+60
 STA. 97+35 TO STA. 127+60



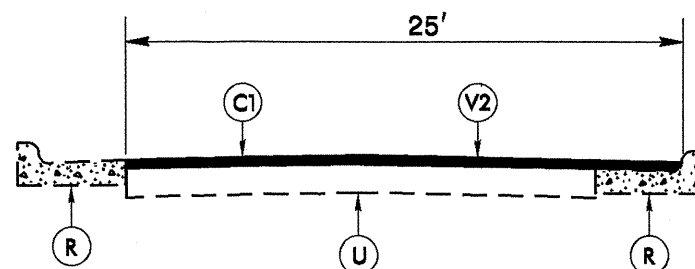
TYPICAL SECTION NO. 4
 TO BE USED ON MAP 2
 STA. 2+20 TO STA. 3+40



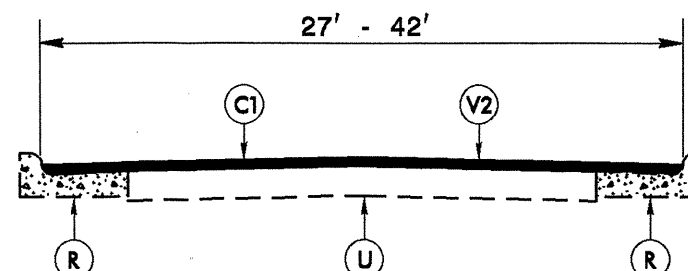
TYPICAL SECTION NO. 8
 TO BE USED ON MAP 4
 STA. 24+20 TO STA. 58+50



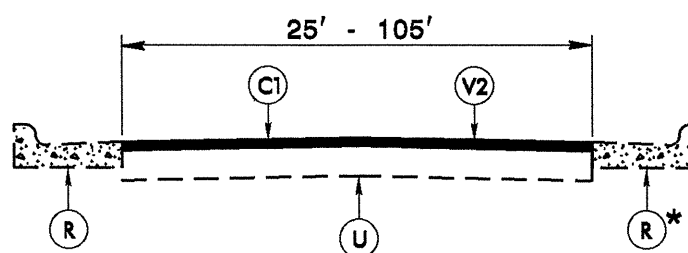
*NOTE: MILL AND FILL SLIP RAMPS
TYPICAL SECTION NO. 2
 TO BE USED ON MAP 1
 STA. 87+60 TO STA. 89+95
 STA. 91+35 TO STA. 97+35



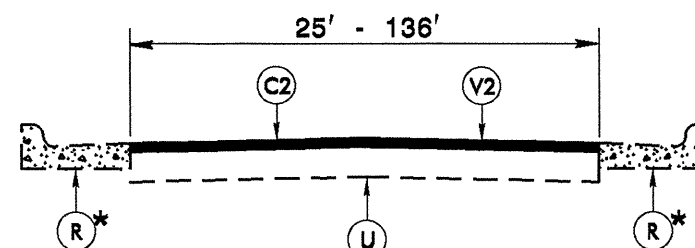
TYPICAL SECTION NO. 5
 TO BE USED ON MAP 3
 STA. 5+10 TO STA. 9+85



*NOTE: NO RESURFACING ON MAP 3:
 STA. 21+25 TO STA. 22+10
TYPICAL SECTION NO. 6
 TO BE USED ON MAP 3
 STA. 12+05 TO STA. 41+85**



*NOTE: EXISTING EARTHEN SHOULDER AT
 MAP 3: STA. 9+85 TO STA. 12+05 RT
 **NOTE: NO RESURFACING ON MAP 2:
 STA. 73+00 TO STA. 73+45
TYPICAL SECTION NO. 3
 TO BE USED ON MAPS 1, 2, AND 3
 MAP 1: STA. 89+95 TO STA. 91+35
 MAP 2: STA. 0+00 TO STA. 2+20
 STA. 3+40 TO STA. 131+10**
 MAP 3: STA. 0+00 TO STA. 5+10
 STA. 9+85 TO STA. 12+05



*NOTE: EXISTING EARTHEN SHOULDER ON
 SECTIONS OF MAPS 6 AND 7
 **NOTE: NO RESURFACING ON SECTION ON MAP 4:
 STA. 8+80 TO STA. 24+20
TYPICAL SECTION NO. 7
 TO BE USED ON MAPS 4, 5, AND 6
 MAP 4: STA. 0+00 TO STA. 24+20**
 MAP 5: STA. 0+00 TO STA. 1+70
 STA. 5+40 TO STA. 7+05
 STA. 17+65 TO STA. 19+25
 STA. 27+55 TO STA. 33+30

PAVEMENT SCHEDULE

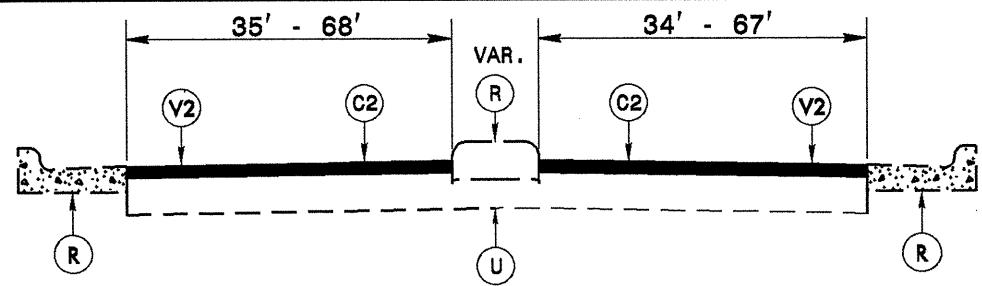
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
D1	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.		
D2	PROP. APPROX. 4½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.		
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F	AST MAT COAT, #67 STONE		
R	EXISTING CONCRETE STRUCTURE		
U	EXISTING PAVEMENT.		
V1	0 TO 1½" MILLING	V2	1½" MILLING
V3	3" MILLING FOR PATCHING	V4	8" MILLING FOR PATCHING
V5	4½" MILLING FOR PATCHING		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.50, 7CR.20411.50	3	8

2012 ROADWAY ENGLISH STANDARD DRAWINGS

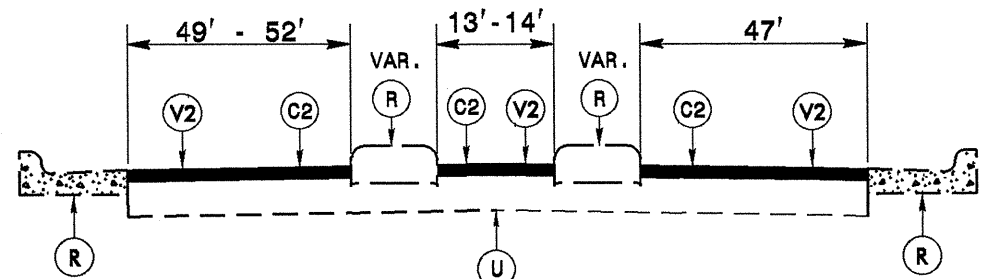
The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N.C. Department of Transportation - Raleigh, N. C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO. TITLE
 DIVISION 8 - INCIDENTALS
 848.06 Curb Ramp - Existing Curb & Gutter



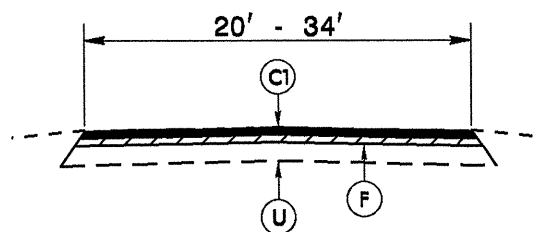
TYPICAL SECTION NO. 9

TO BE USED ON MAP 5
 STA. 1+70 TO STA. 5+40
 STA. 7+05 TO STA. 9+60
 STA. 10+15 TO STA. 17+65
 STA. 19+25 TO STA. 27+55



TYPICAL SECTION NO. 10

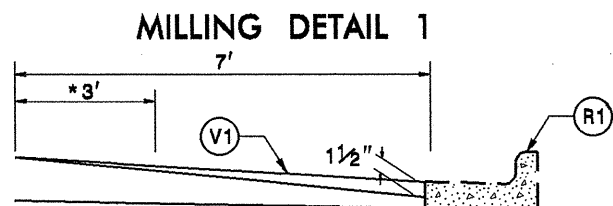
TO BE USED ON MAP 5
 STA. 9+60 TO STA. 10+15



*NOTE: NO PAVEMENT ON SECTION:
 STA. 11+66 TO STA. 12+50

TYPICAL SECTION NO. 11

TO BE USED ON MAP 7



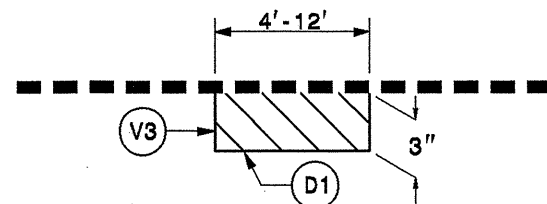
PROFILE MILLING 0 - 1 1/2"

*IF 78M OR #67 SEAL IS INVOLVED, OVERLAP 3'.

PROFILE MILL EXISTING ASPHALT PAVEMENT 1 1/2" AT LOCATIONS AS DIRECTED BY THE ENGINEER.

NOTE: TO BE USED IN CONJUNCTION WITH:
 TS. NO. 1 ON MAP 1 STA. 0+00 TO STA. 87+60 LT & RT
 TS. NO. 1 ON MAP 1 STA. 89+95 TO STA. 91+35 LT & RT
 TS. NO. 1 ON MAP 1 STA. 97+35 TO STA. 127+60 LT & RT

MILLING DETAIL 2

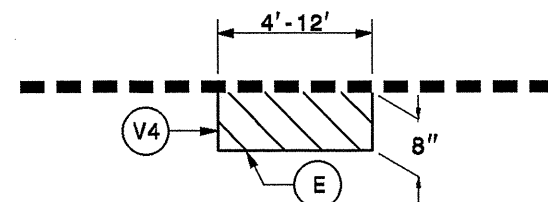


MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH AND FILL WITH INTERMEDIATE COURSE, TYPE I19.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

TO BE USED IN CONJUNCTION WITH MAPS 1 AND 7

MAP 1: 3" MILLING = 267 SYD
 INTERMEDIATE COURSE, TYPE I19.0B = 46 TONS
 MAP 7: 3" MILLING = 333 SYD
 INTERMEDIATE COURSE, TYPE I19.0B = 57 TONS

MILLING DETAIL 3

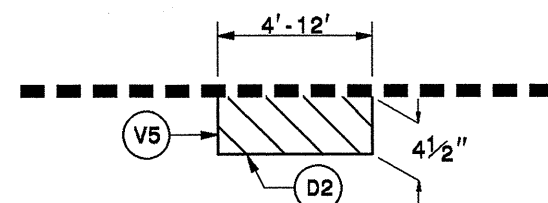


MILL EXISTING ASPHALT PAVEMENT 8" IN DEPTH AND FILL WITH BASE COURSE, TYPE B25.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

TO BE USED IN CONJUNCTION WITH MAPS 1, 2, 5

MAP 1: 8" MILLING = 67 SYD
 BASE COURSE, TYPE B25.0B = 30 TONS
 MAP 2: 8" MILLING = 67 SYD
 BASE COURSE, TYPE B25.0B = 30 TONS
 MAP 5: 8" MILLING = 67 SYD
 BASE COURSE, TYPE B25.0B = 30 TONS
 MAP 7: 8" MILLING = 67 SYD
 BASE COURSE, TYPE B25.0B = 30 TONS

MILLING DETAIL 4



MILL EXISTING ASPHALT PAVEMENT 4 1/2" IN DEPTH AND FILL WITH INTERMEDIATE COURSE, TYPE I19.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

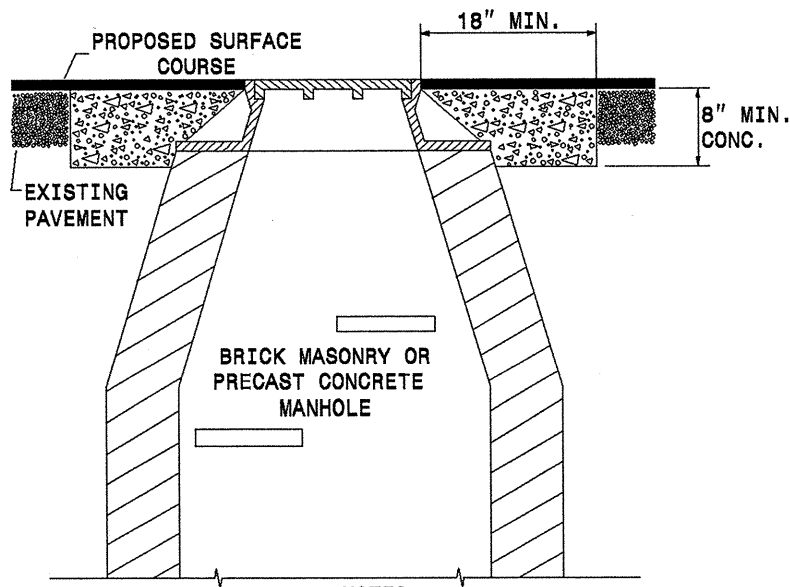
TO BE USED IN CONJUNCTION WITH MAPS 2, 3, 4, 5, AND 6

MAP 2: 4 1/2" MILLING = 267 SYD
 INTERMEDIATE COURSE, TYPE I19.0B = 68 TONS
 MAP 3: 4 1/2" MILLING = 133 SYD
 INTERMEDIATE COURSE, TYPE I19.0B = 34 TONS
 MAP 4: 4 1/2" MILLING = 400 SYD
 INTERMEDIATE COURSE, TYPE I19.0B = 103 TONS
 MAP 5: 4 1/2" MILLING = 267 SYD
 INTERMEDIATE COURSE, TYPE I19.0B = 68 TONS
 MAP 6: 4 1/2" MILLING = 133 SYD
 INTERMEDIATE COURSE, TYPE I19.0B = 34 TONS

PAVEMENT SCHEDULE

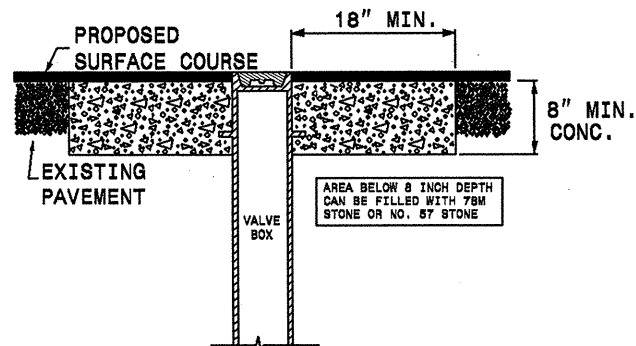
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
D1	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.		
D2	PROP. APPROX. 4 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.		
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F	AST MAT COAT, #67 STONE		
R	EXISTING CONCRETE STRUCTURE		
U	EXISTING PAVEMENT.		
V1	0 TO 1 1/2" MILLING	V2	1 1/2" MILLING
V3	3" MILLING FOR PATCHING	V4	8" MILLING FOR PATCHING
V5	4 1/2" MILLING FOR PATCHING		

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	7CR.10411.50, 7CR.20411.50	4	8



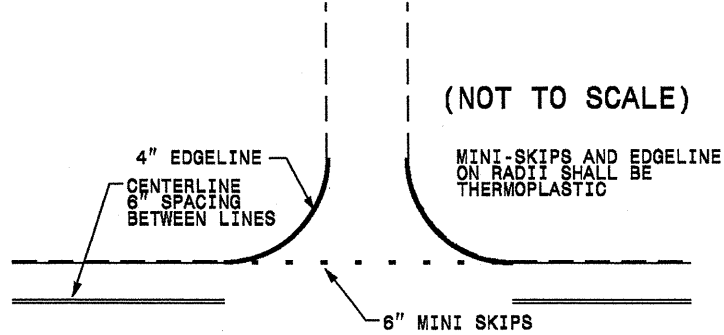
- NOTES:
- MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
 - ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
 - EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
 - USE RAPID SET GROUT, MORTAR OR CONCRETE AS NOTED IN PROJECT SPECIAL PROVISIONS. CLASS B CONCRETE MAY BE USED WHEN THE ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.

STANDARD CONCRETE ENCASEMENT FOR VALVE CASTINGS IN PAVEMENT



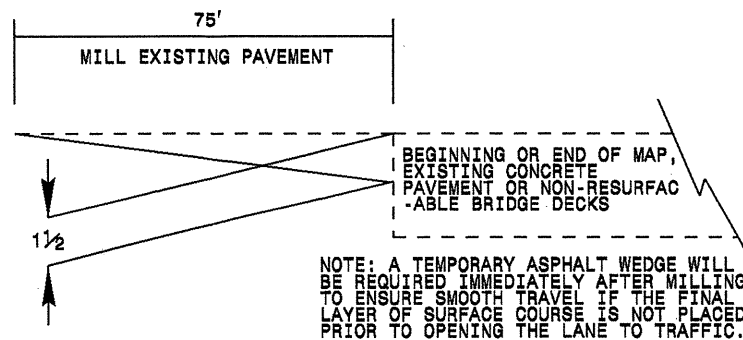
USE RAPID SET GROUT, MORTAR, OR CONCRETE CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.

TO BE USED AT ALL NON-SIGNALIZED INTERSECTIONS

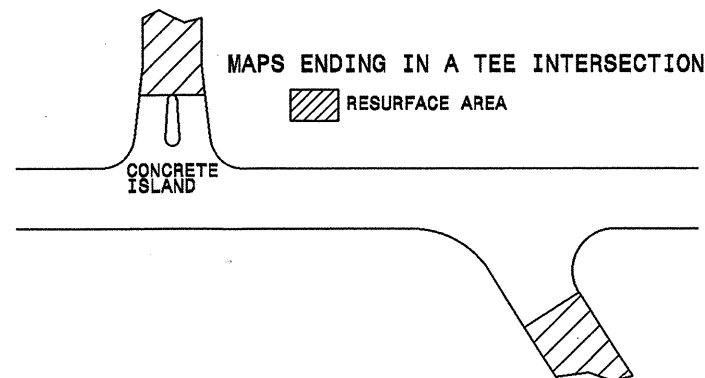


NOTE: MINI SKIPS SHALL BE PLACED ON A 10' CYCLE, CONTAINING AN 8' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

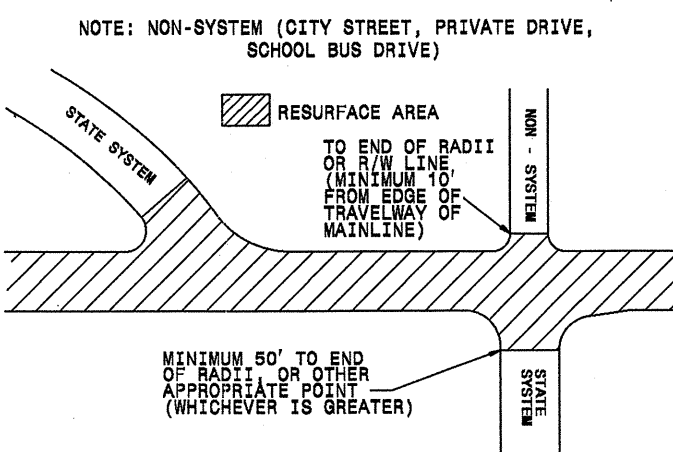
INCIDENTAL MILLING DETAIL



PAVING DETAIL 1 MAIN LINE IS NOT BEING RESURFACED

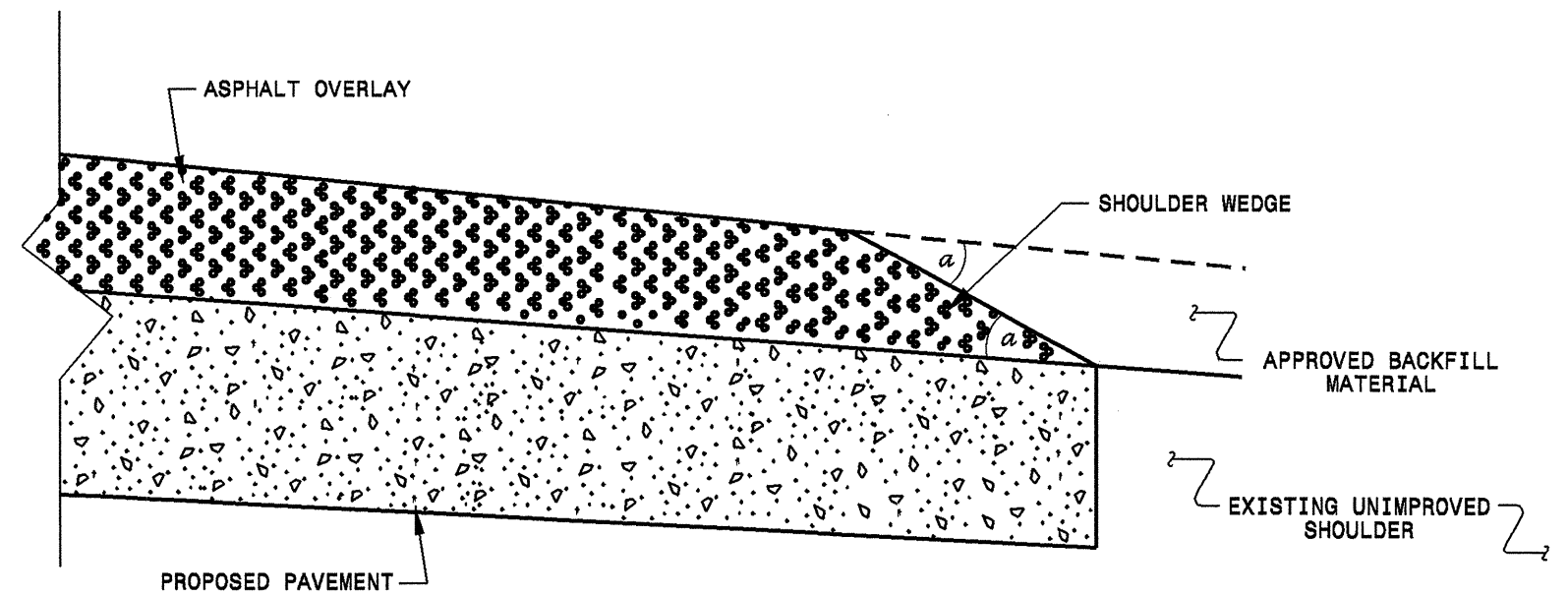


PAVING DETAIL 2 MAIN LINE IS BEING RESURFACED



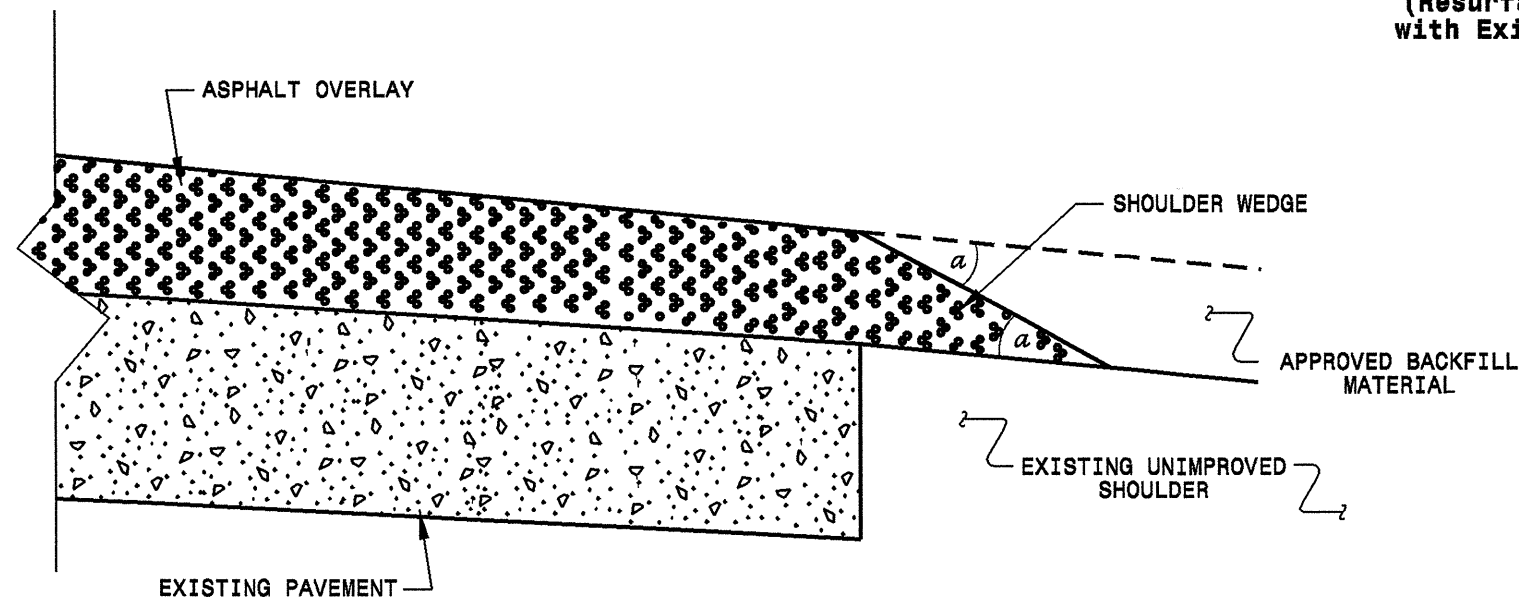
PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	
C3	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	
D1	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.	
D2	PROP. APPROX. 4 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.	
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	
F	AST MAT COAT, #67 STONE	
R	EXISTING CONCRETE STRUCTURE	
U	EXISTING PAVEMENT.	
V1	0 TO 1 1/2" MILLING	V2 1 1/2" MILLING
V3	3" MILLING FOR PATCHING	V4 8" MILLING FOR PATCHING
V5	4 1/2" MILLING FOR PATCHING	



SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ Widening or
with Existing Paved Shoulder > 2 ft.)



SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ NO Widening)

NOTES:

- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.

a - 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: 7-18-11
 MODIFIED BY: DATE: 10/18/12
 CHECKED BY: DATE:
 FILE SPEC.: suser/details/stand/shoulderwedge/detail.dgn

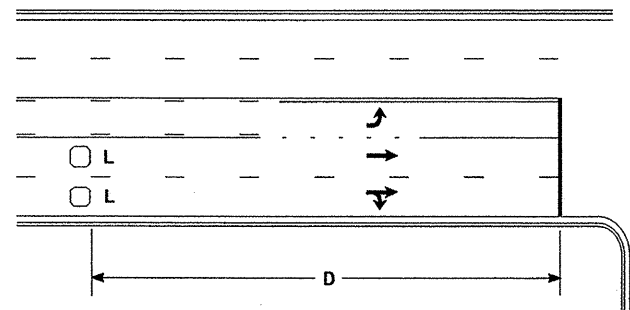
PROJECT NO.	SHEET NO.	TOTAL NO.
7CR.10411.50, 7CR.20411.50	7	8

SUMMARY OF QUANTITIES

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	MILLING ASPHALT PAVEMENT, 3" DEPTH SY	MILLING ASPHALT PAVEMENT, 8" DEPTH SY	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 4 1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH SY	INCIDENTAL MILLING SY	ASPHALT CONC BASE COURSE, TYPE B25.0B TONS	ASPHALT CONC INTERMEDIA TE COURSE, TYPE I19.0B TONS	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TONS	SURFACE COURSE, S9.5C TONS	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE SY	RETROFITTING EXISTING CURB RAMP EA	ADJ. OF MANHOLES EA	ADJUSTMENT OF METER BOXES OR VALVE BOXES EA	PORTABLE LIGHTING LS	TRENCHING (UNPAVED) (1) (2") LF	JUNCTION BOX (STANDARD SIZE) EA	2" RISER W/ WEATHERHEAD EA	INDUCTIVE LOOP SAW CUT LF	LEAD-IN CABLE (14-2) LF					
7CR.20411.50	Guilford	3	SR 1468 (RUSSELL AVENUE)	FROM SR 1300 (GREEN STREET) - 0.00 TO NON-SYSTEM (PARK STREET) - 0.79	NO	NO	0.023	26			351	133					34				29	4		2												
				3	NO	NO	0.037	36				781									125	8		3	4	1										
				3	NO	NO	0.037	25-36				673											56	4												
				38.5	NO	NO	0.11	25				1,613											154	10		2	4	4								
				3	NO	NO	0.003	25-27				46											4													
				3	NO	NO	0.005	25-27				76											6													
				3	NO	NO	0.014	25				205											17	1			1									
				6	NO	NO	0.048	28				789											65	4		2	6	5								
				6	NO	NO	0.024	28-32				422											35	2			1									
				6	NO	NO	0.021	32				394											33	2			2									
				6	NO	NO	0.081	42				1,996											285	19		4	14	6								
				6	NO	NO	0.016	42				42																		200	2	2	200	200		
				6	NO	NO	0.039	29-33				709											59	4			1									
				6	NO	NO	0.01	33				194											136	9		4	2	4								
				6	NO	NO	0.029	27				459											38	3												
				6	NO	NO	0.012	27-38				232											19	1												
				6	NO	NO	0.028	38				624											132	9		4	5	3								
				6	NO	NO	0.242	27				3,833											438	29		7	12	12								
				6	NO	NO	0.012	36				253											101	7		4	6									60
				TOTAL FOR MAP NO. 3							0.791				13,650	133		300		34			1,732	116		30	60	35			120	2	2	400	60	
TOTAL FOR MAP NO. 3							0.791				13,650	133		300		34			1,732	116		30	60	35			120	2	2	400	60					
7CR.20411.50	Guilford	4	SR 1546 (GUILFORD COLLEGE ROAD)	FROM EDGE OF BRIDGE #198 OVER I-40 - 8.65 TO NEW PAVEMENT JOINT 880' NORTH - 8.82	NO	NO	0.023	69-77			985	400							83																	
				7	NO	NO	0.05	77			3,696										310			2					300	4	3	1,300	350			
				7	NO	NO	0.027	60			950											80														
				7	NO	NO	0.018	52-60			591												50				1									
				7	NO	NO	0.048	55			1,549												130													
				7	NO	NO	0.292	55																												
				TOTAL FOR MAP NO. 4							1.108			21,913	400					103	1,846		653		111		2	18	16		100	2	2	420	200	
				TOTAL FOR MAP NO. 4							1.108			21,913	400					103	1,846		653		111		2	18	16		100	2	2	420	200	
				TOTAL FOR MAP NO. 4							1.108			29,684	400					103	1,846		653		155		4	20	16		400	6	5	1,720	550	
				7CR.20411.50	Guilford	5	SR 1541 (WENDOVER AVENUE)	FROM NEW PAVEMENT JOINT NORTH OF SR 4126 (BRIDFORD PARKWAY) - 9.11 TO JUST SOUTH OF RXR AT SR 1008 (MARKET STREET) - 9.76	NO	NO	0.65	55			21,913																					
7	NO	NO	0.015					94-101			67	862	267					30	68	1,846		73														
7	NO	NO	0.017					136			2,074											174								200	3	3	1,200	250		
9	NO	NO	0.02					98-107			1,209												102			1	2	1								
9	NO	NO	0.05					107			3,139												264				4	2								
7	NO	NO	0.031					124			2,988												250			4	1		600	8	6	2,200	3,800			
9	NO	NO	0.048					115			3,238												272				4	1								
10	NO	NO	0.01					109-113			651												55													
9	NO	NO	0.006					109-114			394												33													
9	NO	NO	0.052					93			2,837												239			2										
9	NO	NO	0.028					93-102			1,610												135													
9	NO	NO	0.056					102			3,351												282													
7	NO	NO	0.03					124			2,182												244			2	1	2		700	7	3	1,900	2,700		
9	NO	NO	0.024					93			1,309												110													
9	NO	NO	0.035					88-93			1,869												157				1	2								
9	NO	NO	0.02					88-90			1,044												88													
9	NO	NO	0.011					86-90			568												48													
9	NO	NO	0.016					81-86			789												66				1									
9	NO	NO	0.027					81			1,283												108			1	2									
9	NO	NO	0.013	70			534												45																	
9	NO	NO	0.011	70-74			465												39																	
7	NO	NO	0.109	81			5,180												436							300	3	1	420	1,140						
TOTAL FOR MAP NO. 5							0.629			67	37,576	267				30	68	1,846	3,220	194		10	27	15		300	3	1	420	1,140						
TOTAL FOR MAP NO. 5							0.629			67	37,576	267				30	68	1,846	3,220	194		10	27	15		300	3	1	420	1,140						
TOTAL FOR MAP NO. 5							0.629			67	37,576	267				30	68	1,846	3,220	194		10	27	15		300	3	1	420	1,140						
7CR.20411.50	Guilford	6	OFF RAMP	FROM I-40 WEST TO SR 1541 (WENDOVER AVENUE)	NO	NO	0.028	25-45			575	133							48																	
				7	NO	NO	0.045	45-71																												

High Speed Detection

[≥40 mph (64 km/hr)]

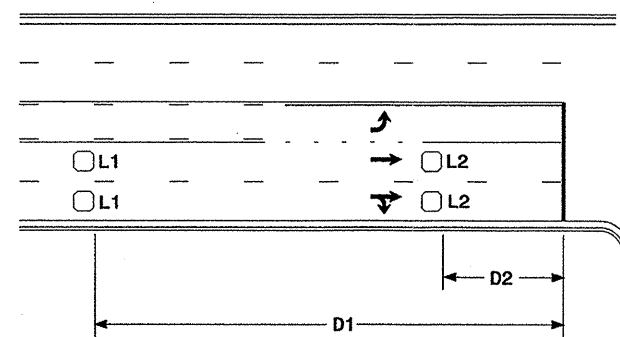


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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



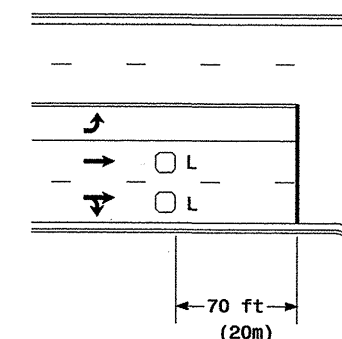
Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

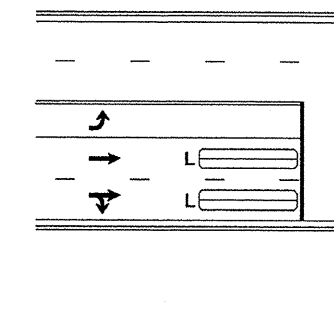
Low Speed Detection

[≤35 mph (56 km/hr)]



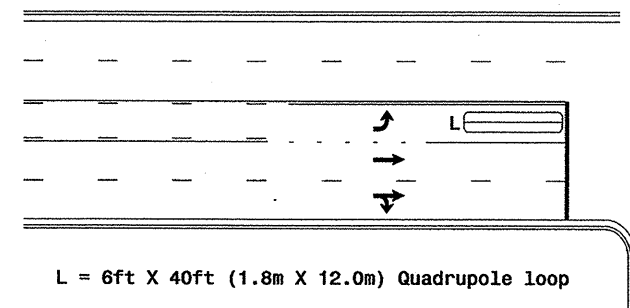
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



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

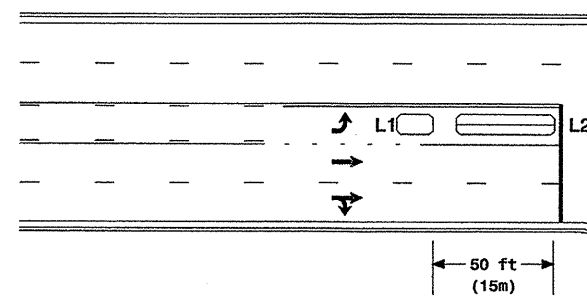
Left Turn Lane Detection



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

Presence Loop Detection

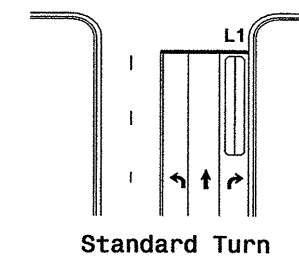
OR



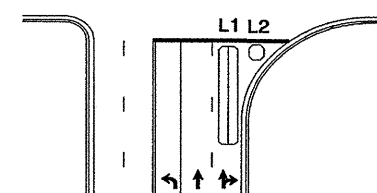
L1 = 6ft X 15ft (1.8m X 4.6m) Queue detector
L2 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

Queue Loop Detection

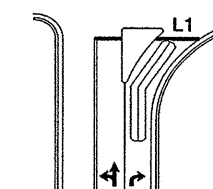
Right Turn Lane Detection



Standard Turn



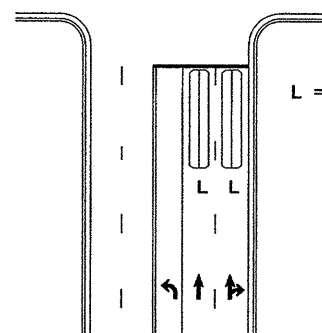
Wide Radius Turn



Channelized 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

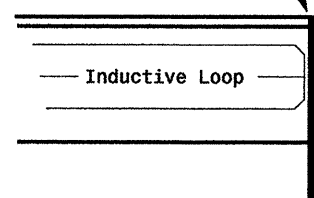
Side Street Detection



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

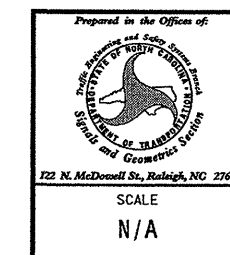
Single 6' X 6' (1.8m X 1.8m)
Loop (wired separately):

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	REVIEWED BY:
PREPARED BY: P. L. Alexander	REVIEWED BY:
REVISIONS	INIT. DATE
W/Revise pavement markings	PL 12/15/06
SIGNATURE: P. L. Alexander	DATE: 6/16/06
SIG. INVENTORY NO.	