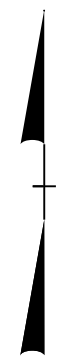


**This electronic collection of documents is provided
for the convenience of the user
and is Not a Certified Document –**

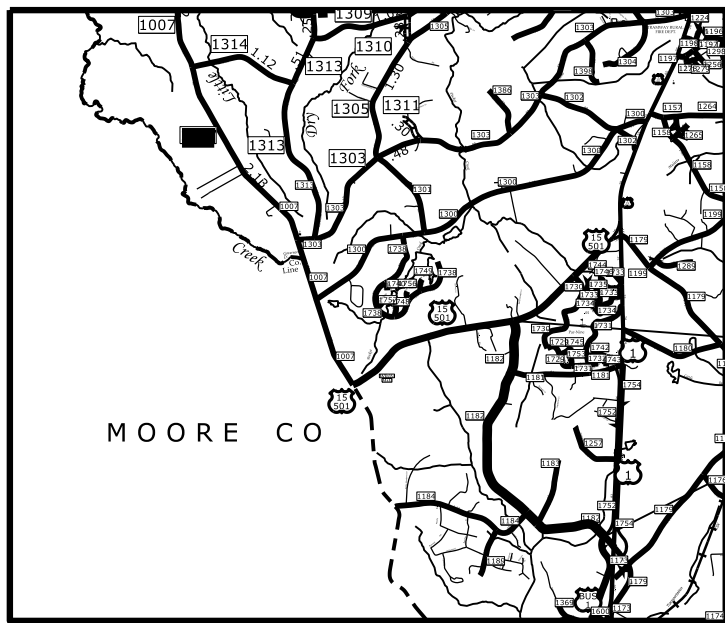
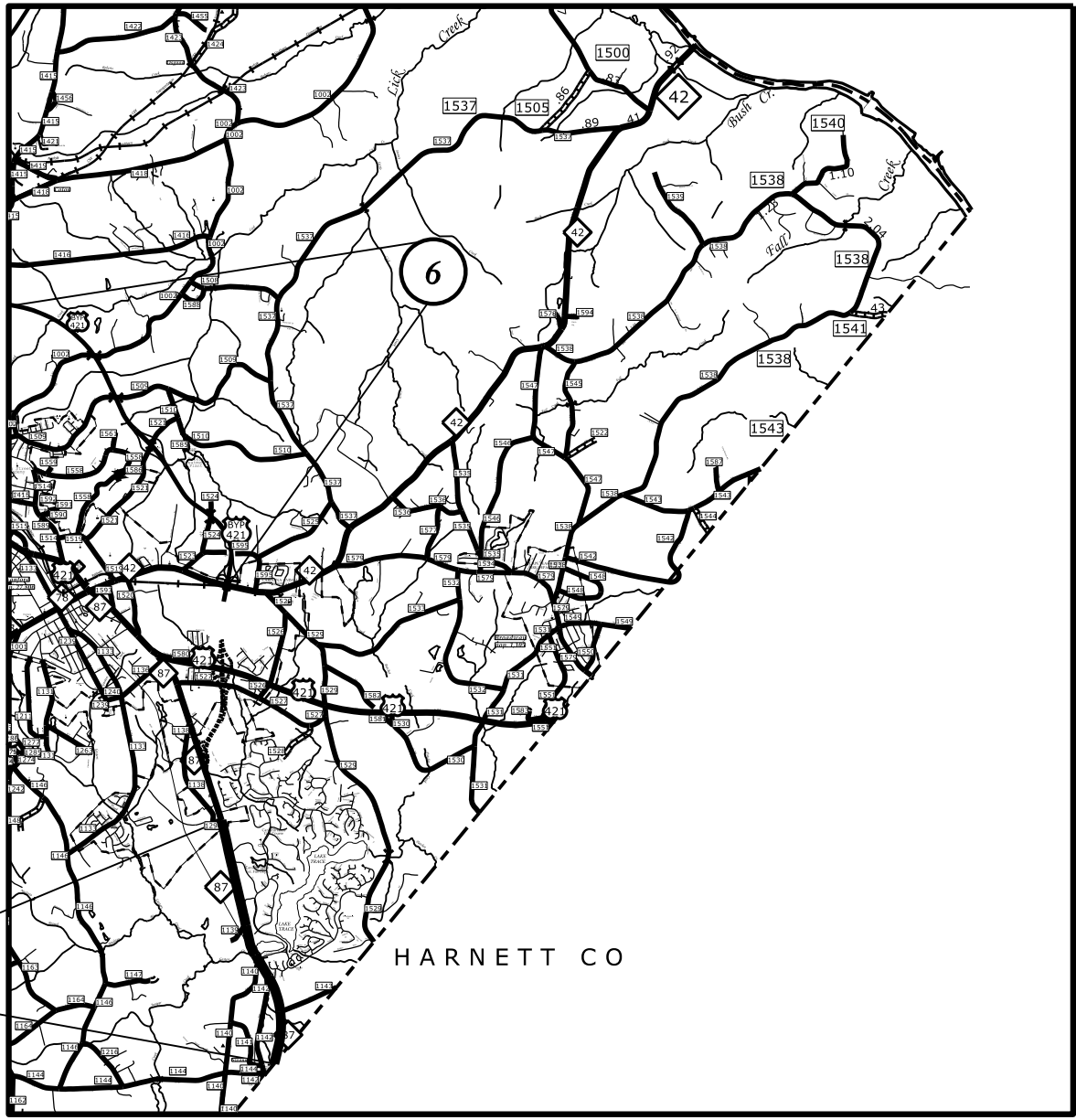
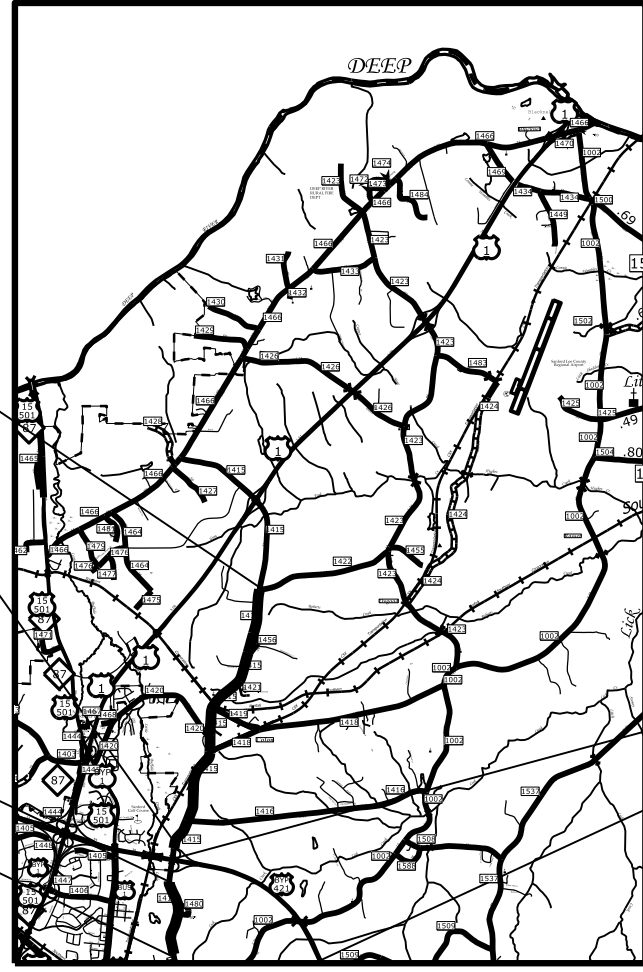
**The documents contained herein were originally issued
and sealed by the individuals whose names and license
numbers appear on each page, on the dates appearing
with their signature on that page.**

**This file or an individual page
shall not be considered a certified document.**



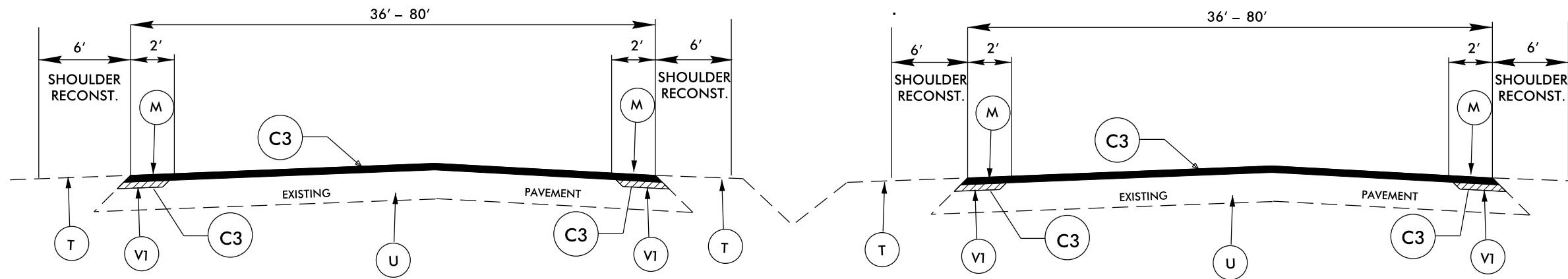
LEE COUNTY

05-MAY-2015 16:21
 C:\div8_projects\Resurfacing\June2015\Lee Co\lee resurfacing mar 2015 map.dgn
 5/28/99



LEE COUNTY

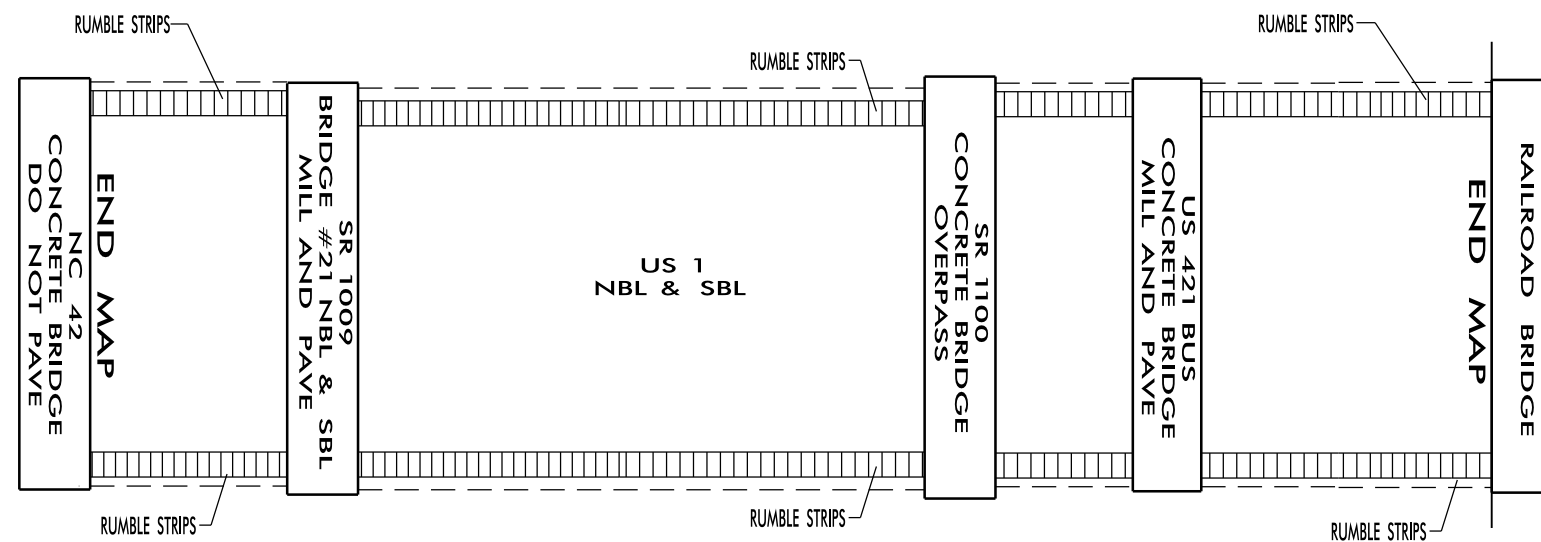
05-MAY-2015 16:21
 C:\div8_projects\Resurfacing\June2015\Lee Collee resurfacing mar 2015 map.dgn
 5/28/99



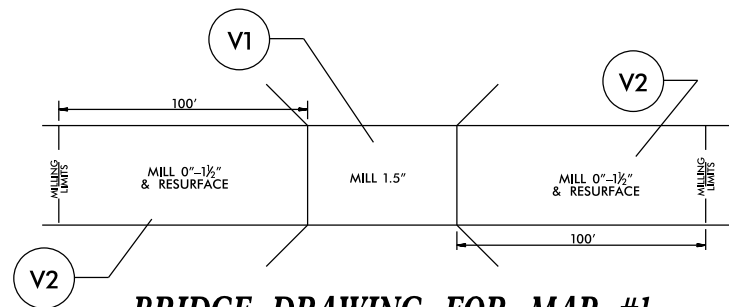
- NOTE: 1. RESURFACE ACCELERATION /DECELERATION /RAMPS LANES THROUGH GORE AREA
2. MILL RUMBLE STRIPS AND REPLACE WITH 1.5" OF S9.5C PRIOR TO FINAL OVERLAY.

- NOTE: 1. RESURFACE ACCELERATION /DECELERATION /RAMPS LANES THROUGH GORE AREA
2. MILL RUMBLE STRIPS AND REPLACE WITH 1.5" OF S9.5C PRIOR TO FINAL OVERLAY.

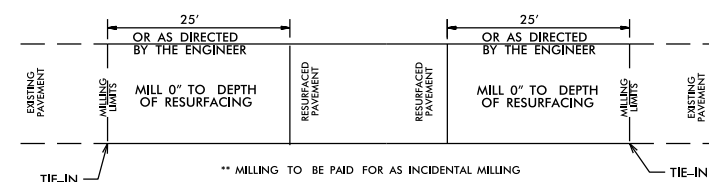
TYPICAL SECTION NO. 1



PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
M	PROP. MILLED RUMBLE STRIP (SEE RDWY STD. 665.01)
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V1	MILLING BITUMINOUS PAVEMENT. 1½" DEPTH.
V2	MILLING BITUMINOUS PAVEMENT. 0" TO 1½" DEPTH.



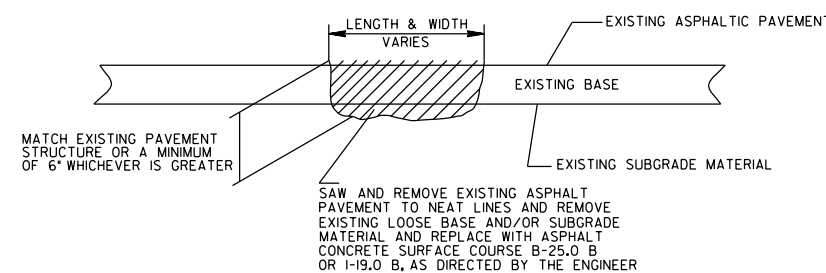
**BRIDGE DRAWING FOR MAP #1
US 1 (BRIDGE NO 21 & 25 NBL & SBL)**



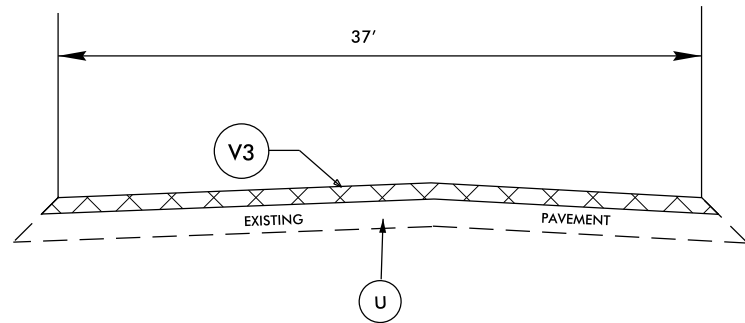
PAVEMENT TIE-IN DETAIL

DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING

DETAIL

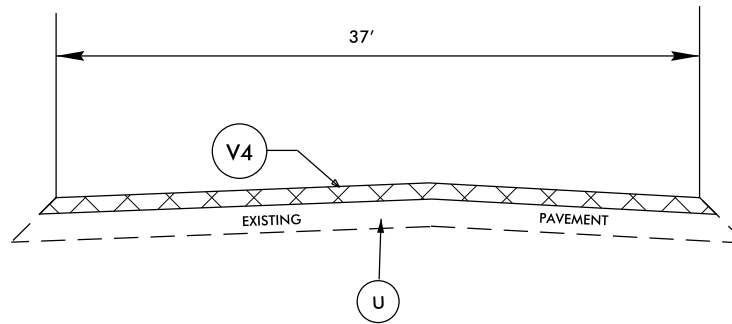


NOT TO SCALE



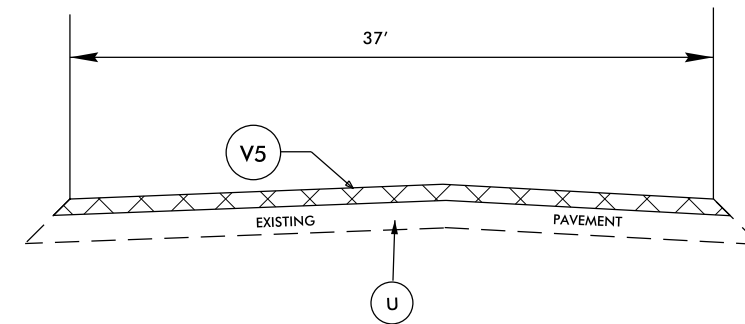
TYPICAL SECTION NO. 4

NOTE: MILL TO MATCH DEPTH OF SETTLEMENT IN PAVEMENT AREA



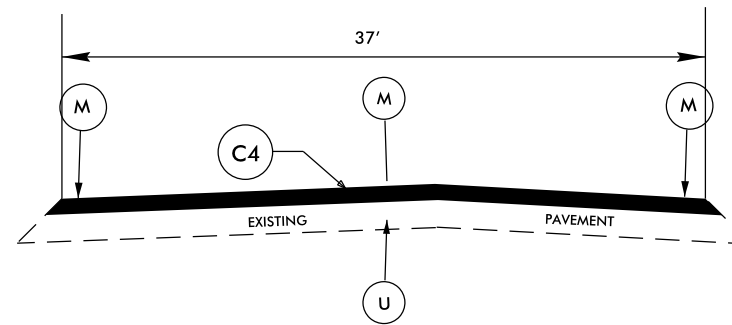
TYPICAL SECTION NO. 5

NOTE: MILL TO MATCH DEPTH OF SETTLEMENT IN PAVEMENT AREA

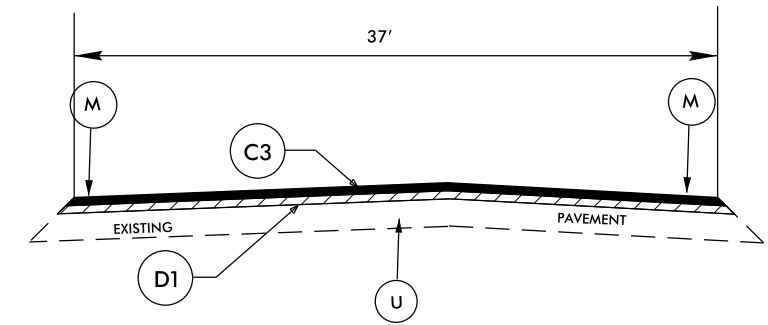


TYPICAL SECTION NO. 6

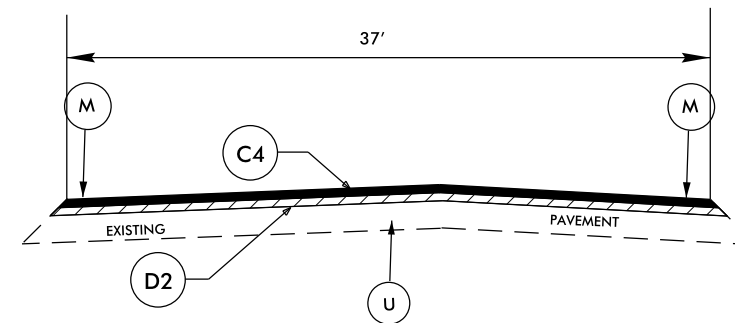
NOTE: MILL TO MATCH DEPTH OF SETTLEMENT IN PAVEMENT AREA



TYPICAL SECTION NO. 7



TYPICAL SECTION NO. 8

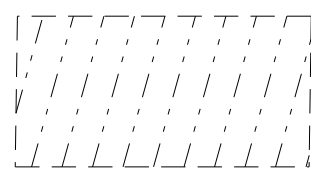
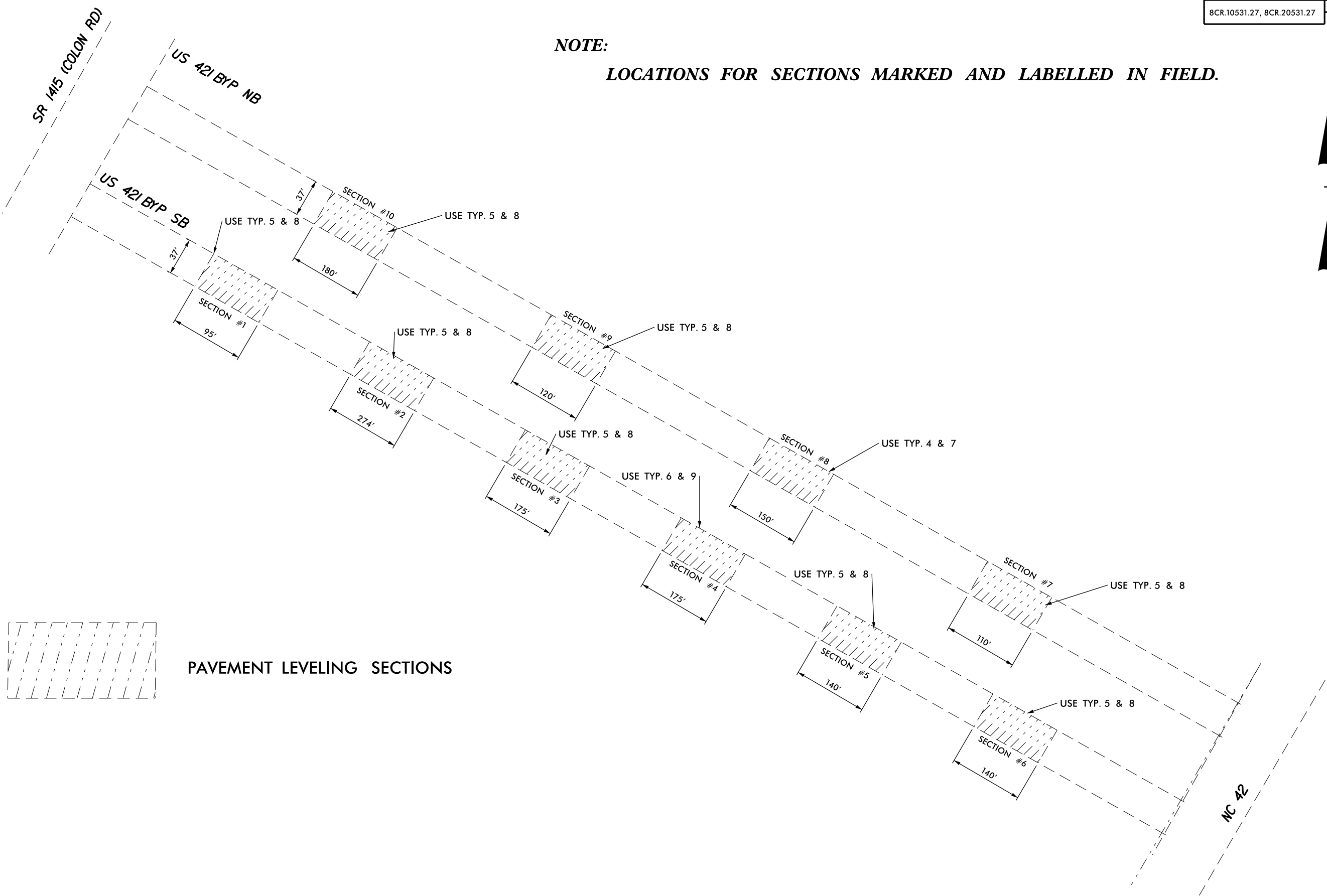


TYPICAL SECTION NO. 9

PAVEMENT SCHEDULE	
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C4	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
D2	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
M	PROP. MILLED RUMBLE SRIP (SEE RDWY STD. 665.01)
U	EXISTING PAVEMENT
V3	MILLING BITUMINOUS PAVEMENT. 0" TO 2" DEPTH.
V4	MILLING BITUMINOUS PAVEMENT. 0" TO 4" DEPTH.
V5	MILLING BITUMINOUS PAVEMENT. 0" TO 6" DEPTH.

NOT TO SCALE

NOTE:
LOCATIONS FOR SECTIONS MARKED AND LABELLED IN FIELD.



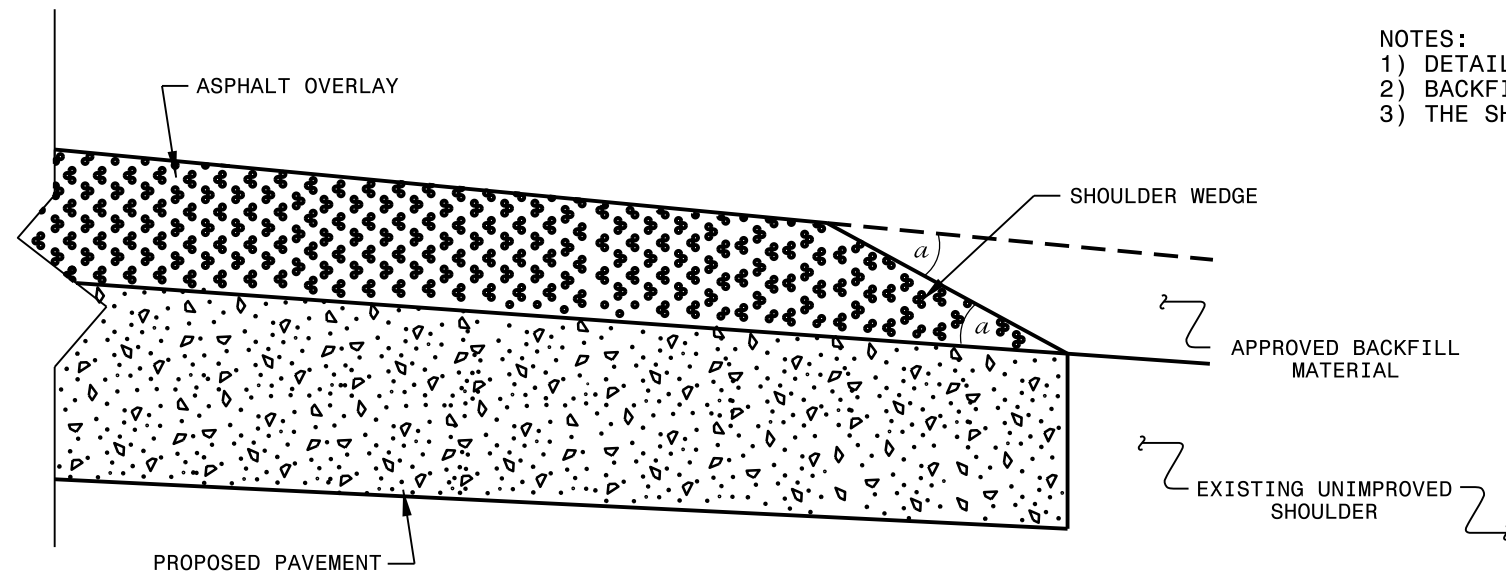
PAVEMENT LEVELING SECTIONS

MAP #6

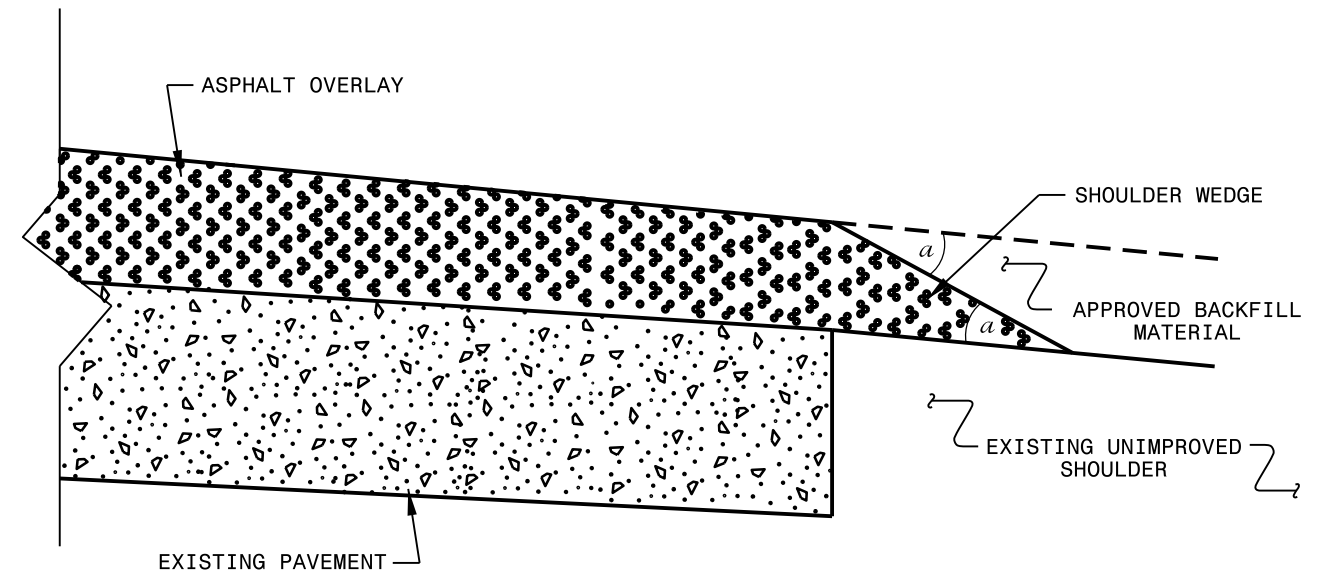
LEE COUNTY

05-MAY-2015 16:21
 S:\Shared\Division8\Resurfacing\2016\Resurfacing\Lee\June-2015.Lee\Lee resurfacing.mxd 2015 map.dgn
 5/28/99

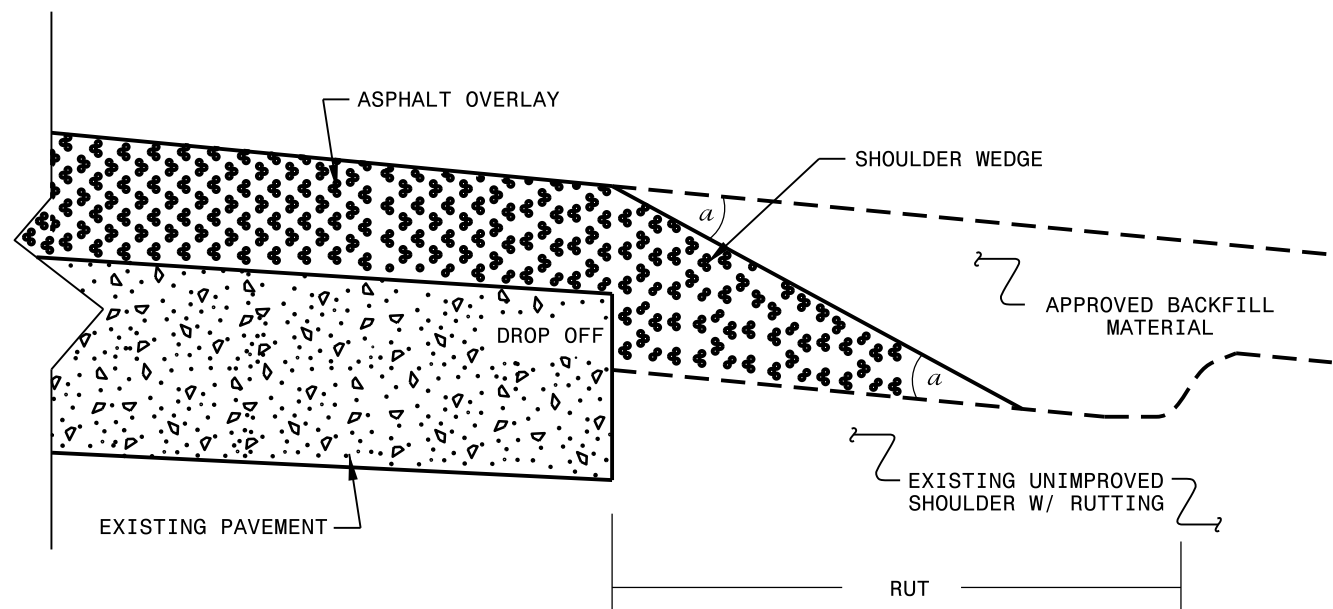
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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

**SHOULDER WEDGE
DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11
 MODIFIED BY: DATE: 10/16/12
 CHECKED BY: DATE:
 FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn

SYSTEMS DESIGN
 USER NAME

PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.10531.27, 8CR.20531.27	8	

SUMMARY OF QUANTITIES

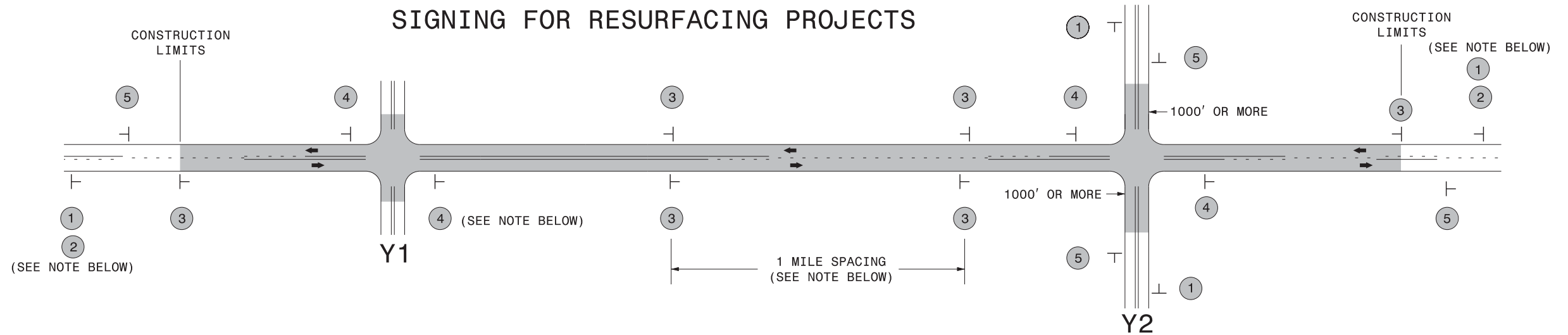
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW EXCAVATION CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	1.5" MILLING SY	0" TO 1.5" MILLING SY	0" TO 2" MILLING SY	0" TO 4" MILLING SY	0" TO 6" MILLING SY	INCIDENTAL MILLING SY	INTER-MEDIATE COURSE, I19.0C TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	SURFACE COURSE, SF9.5A TON	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	MILLED RUMBLE STRIPS LF	ADJUST MANHOLES EA	TEMP. SILT FENCE LF	WATTLE LF	SEED & MULCHING AC	INDUCTIVE LOOP SAWCUT LF					
8CR.10531.27	Lee	1	US 1 NBL & SBL	FROM NC 42 TO CONST. JT NORTH OF US 421 BUS.	1	4	MD	NO	NO	1.84	72	541		7.38	12,595	2,978				3,400		8,930		527	660	38,950		369	60	5.35							
TOTAL FOR MAP NO. 1										1.84		541		7.38	12,595	2,978				3,400		8,930		527	660	38,950		369	60	5.35							
8CR.10531.27	Lee	2	NC 87	FROM SR 1290 (COMMERCE DR) TO HARNETT CO LINE	2	5	M2	NO	NO	2.64	60	291	80	5.28		1,335				1,600		9,385		563	500			264	40	3.84	3,000						
TOTAL FOR MAP NO. 2										2.64		291	80	5.28		1,335				1,600		9,385		563	500			264	40	3.84	3,000						
8CR.10531.27	Lee	6	US 421 BYP. NB & SB (16 SECTIONS)	FROM SR 1406 (COLON RD) TO NC 42	4-9	2	MD	NO	NO	0.3	37						620	5,075	720		985		650		86		3,200										
TOTAL FOR MAP NO. 6										0.3							620	5,075	720		985		650		86		3,200										
TOTAL FOR PROJ NO. 8CR.10531.27										4.78		832	80	12.66		12,595	4,313	620	5,075	720	5,000	985	9,385	9,580		1,176	1,160	42,150		633	100	9.19	3,000				
8CR.20531.27	Lee	3	SR 1182 (CEDAR LN)	FROM PVMT JT AT US 15-501 TO PVMT JT AT US 1	3	2	2WU	NO	NO	3.03	22	445	270	6.06						180			3,495	234	280			303	50	4.41							
TOTAL FOR MAP NO. 3										3.03		445	270	6.06						180			3,495	234	280			303	50	4.41							
8CR.20531.27	Lee	4	SR 1415 (COLON RD)	FROM PVMT JT AT US 421 BYPASS THENCE SOUTH TO CL AT FAIRGROUNDS	3	2	2WU	NO	NO	0.81	24	118	45	1.61						120			1,055	71	215		1	81	20	1.18							
TOTAL FOR MAP NO. 4										0.81		118	45	1.61						120			1,055	71	215		1	81	20	1.18							
8CR.20531.27	Lee	5	SR 1415 (COLON RD)	FROM PVMT JT 700'+- NORTH OF US 421 BYPASS TO SR 1422 (OSGOOD RD)	3	2	2WU	NO	NO	3.65	24	536	287	7.30						435			4,765	319	655			365	60	5.31							
TOTAL FOR MAP NO. 5										3.65		536	287	7.30						435			4,765	319	655			365	60	5.31							
TOTAL FOR PROJ NO. 8CR.20531.27										7.49		1,099	602	14.97						735			9,315	624	1,150		1	749	130	10.90							
GRAND TOTAL															12.27		1,931	682	27.63	12,595	4,313	620	5,075	720	5,735	985	9,385	9,580	9,315	1,800	2,310	42,150	1	1,382	230	20.09	3,000

PROJECT NO.	SHEET NO.	TOTAL NO.
8CR.10531.27, 8CR.20531.27	9	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E WORK ZONE ADVANCE/ GENERAL WARNING SIGNING SF	4457000000-N TEMPORARY TRAFFIC CONTROL LS	4510000000-N	4685000000-E	4686000000-E	4688000000-E	4690000000-E	4695000000-E	4700000000-E	4705000000-E	4710000000-E	4721000000-E	4725000000-E				4810000000-E	4815000000-E	4900000000-N	4905000000-N	4905000000-N																		
												LAW ENFORCEN T HR	4" X 90 M WHITE THERMO LF	4" X 90 M YELLOW THERMO LF	4" X 120 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	6" X 90 M WHITE THERMO LF	6" X 90 M YELLOW THERMO LF	6" X 120 M WHITE THERMO LF	8" X 90 M YELLOW THERMO LF	12" X 90 M WHITE THERMO LF	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO RXR 120 M EA	THERMO MERGE ARROW 90 M EA	THERMO LT ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	6" YELLOW PAINT LF	YELLOW & YELLOW MARKERS EA	CRYSTAL & RED MARKERS EA	SNOW PLOWABLE MARKERS C & R EA														
8CR.10531.27	Lee	1	US 1 NBL & SBL	FROM NC 42 TO CONST. JT NORTH OF US 421 BUS.	1	4	MD	1.84	72	158		40				19,475	19,475	6,715							6							600																
TOTAL FOR MAP NO. 1												40					19,475	19,475	6,715						6												600											
8CR.10531.27	Lee	2	NC 87	FROM SR 1290 (COMMERCE DR) TO HARNETT CO LINE	2	5	M2	2.64	60	296		80	27,925		33,625	7,895															465	400																
TOTAL FOR MAP NO. 2												80	27,925		33,625	7,895																					465	400										
8CR.10531.27	Lee	6	US 421 BYP. NB & SB (16 SECTIONS)	FROM SR 1406 (COLON RD) TO NC 42	4-9	2	MD	0.3	37	316			2,060	2,060		890																20																
TOTAL FOR MAP NO. 6													2,060	2,060		890																					2,950	2,100	2,100	20								
TOTAL FOR PROJ NO. 8CR.10531.27												120	29,985	2,060	33,625	8,785	19,475	19,475	6,715		4,260		225		6	85	5	8		2,950	2,100	2,100	465	400			620											
												32,045				42,410				38,950				104				5,050				865																
8CR.20531.27	Lee	3	SR 1182 (CEDAR LN)	FROM PVMT JT AT US 15-501 TO PVMT JT AT US 1	3	2	2WU	3.03	22	340																						63,985	59,935															
TOTAL FOR MAP NO. 3																																						63,985	59,935									
8CR.20531.27	Lee	4	SR 1415 (COLON RD)	FROM PVMT JT AT US 421 BYPASS THENCE SOUTH TO CL AT FAIRGROUNDS	3	2	2WU	0.81	24	91																								53														
TOTAL FOR MAP NO. 4																																										53						
8CR.20531.27	Lee	5	SR 1415 (COLON RD)	FROM PVMT JT 700'+- NORTH OF US 421 BYPASS TO SR 1422 (OSGOOD RD)	3	2	2WU	3.65	24	409																								255														
TOTAL FOR MAP NO. 5																																										255						
TOTAL FOR PROJ NO. 8CR.20531.27																					840																									63,985	59,935	308
												47,175				43,165								2				123,920				308																
GRAND TOTAL												120	77,160	2,060	76,570	9,005	19,475	19,475	6,715	100	4,260	160	393	6	6	87	5	8	66,935	62,035	2,100	773	400			620												
												79,220				85,575				38,950				106				128,970				1,173																

SIGNING FOR RESURFACING PROJECTS

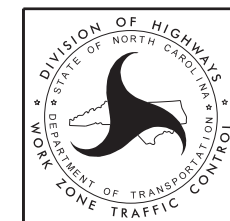


LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

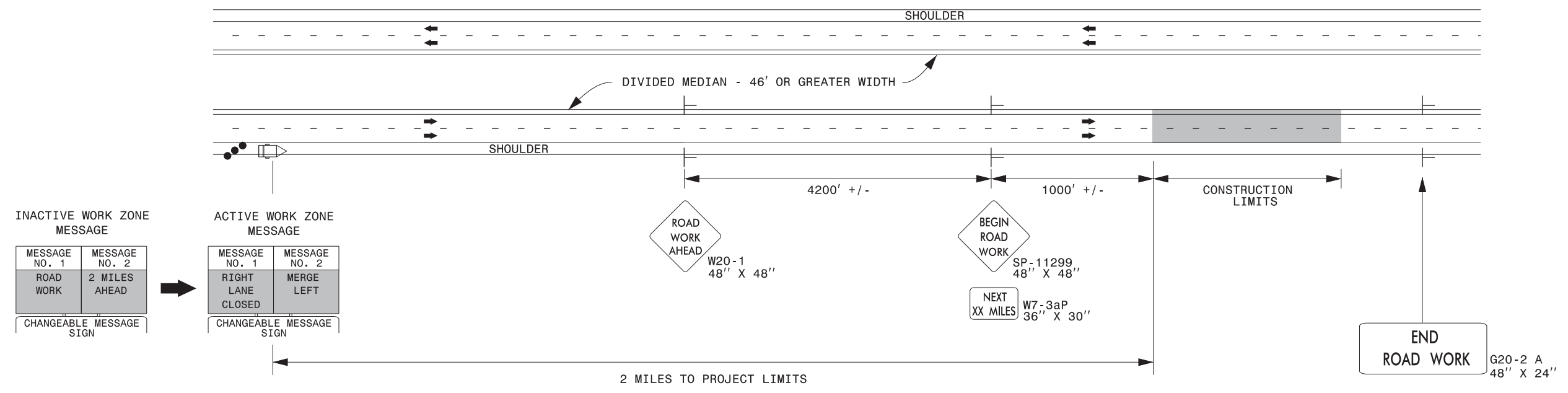
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

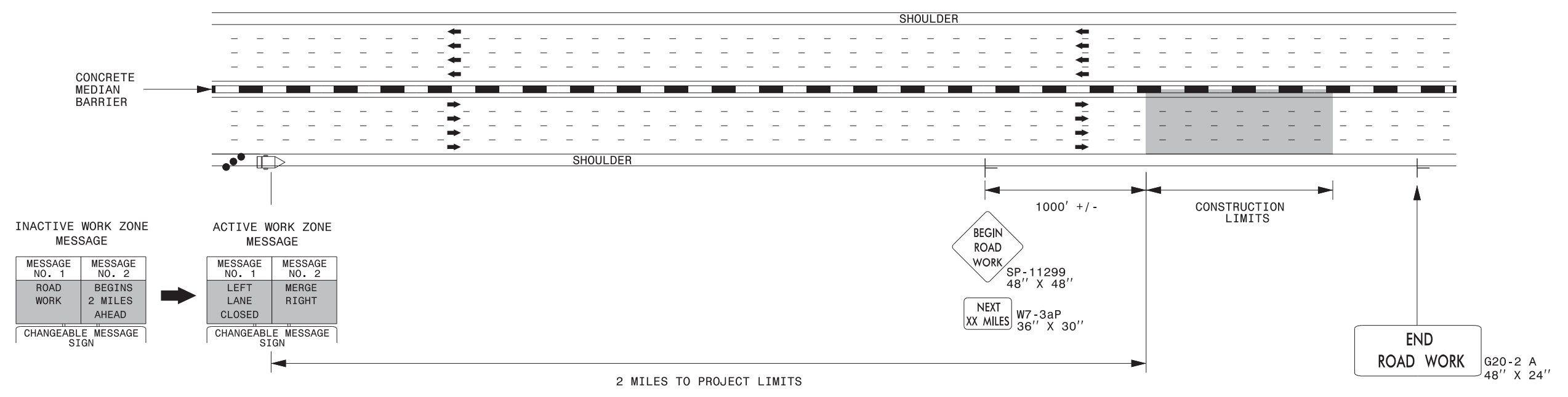
SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING		
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <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> W20-1 48" X 48" </div> <div> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>	
	2	 W7-3aP 24" X 18"	#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	 SP 13107 48" X 48"	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	 SP 13106 48" X 48"	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	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.			



DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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

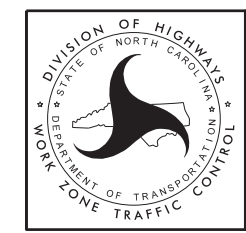


NOTES:

- 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 46' (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

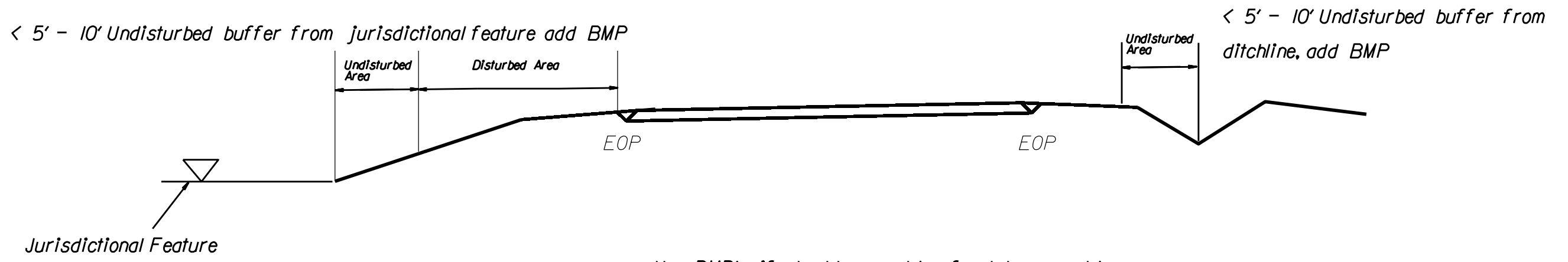
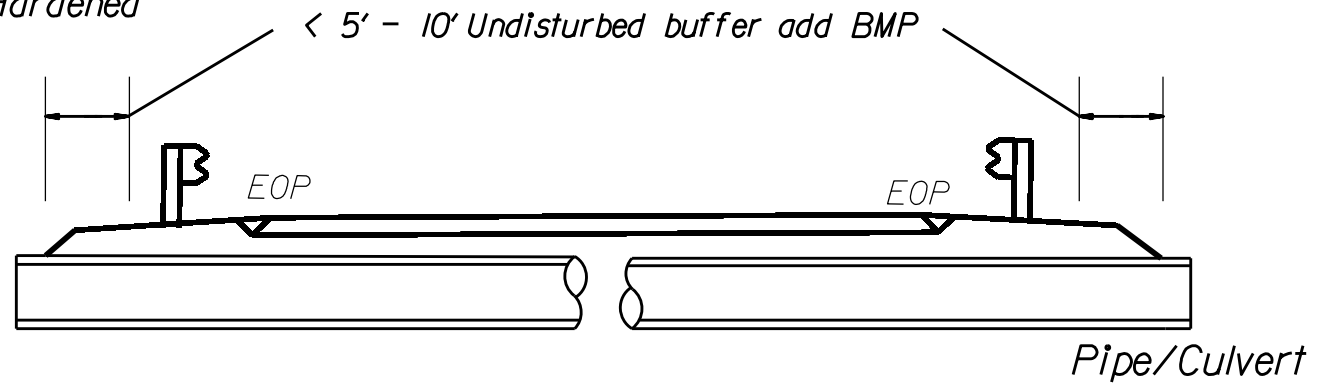


**RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH**

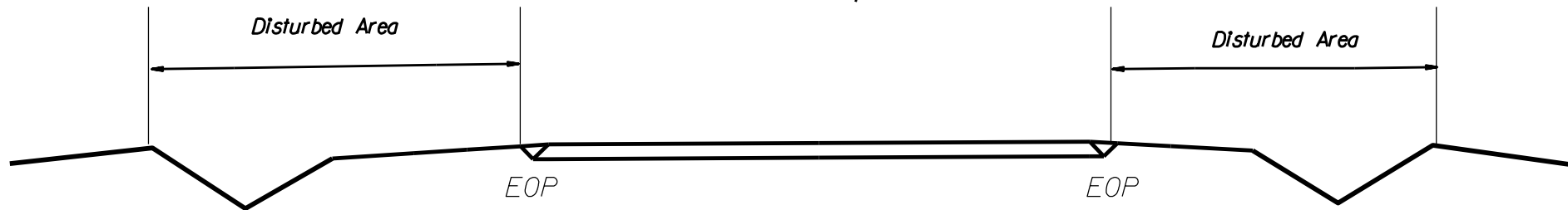
NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

BMP Options: Wattle, Silt Fence or Hardened Aggregate.

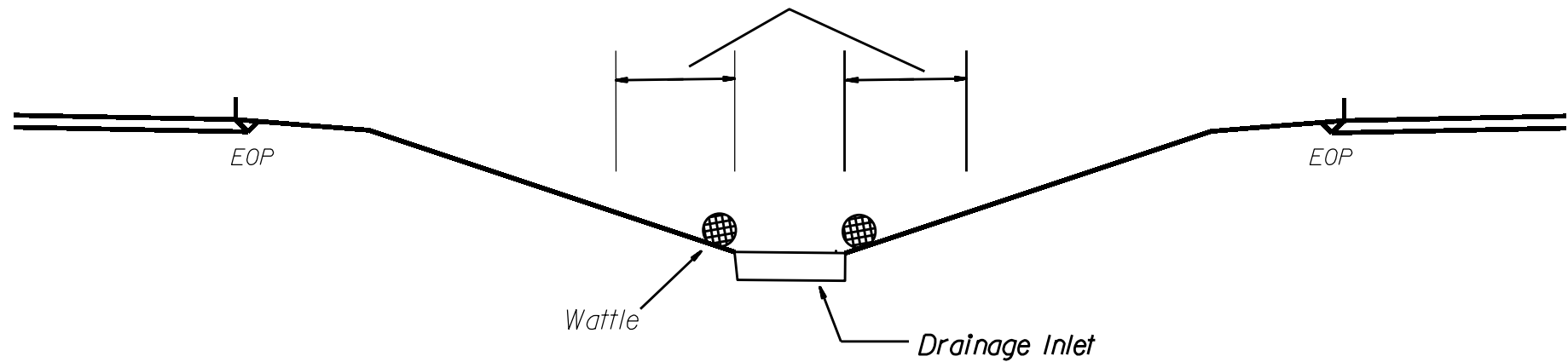
EROSION CONTROL DETAIL



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

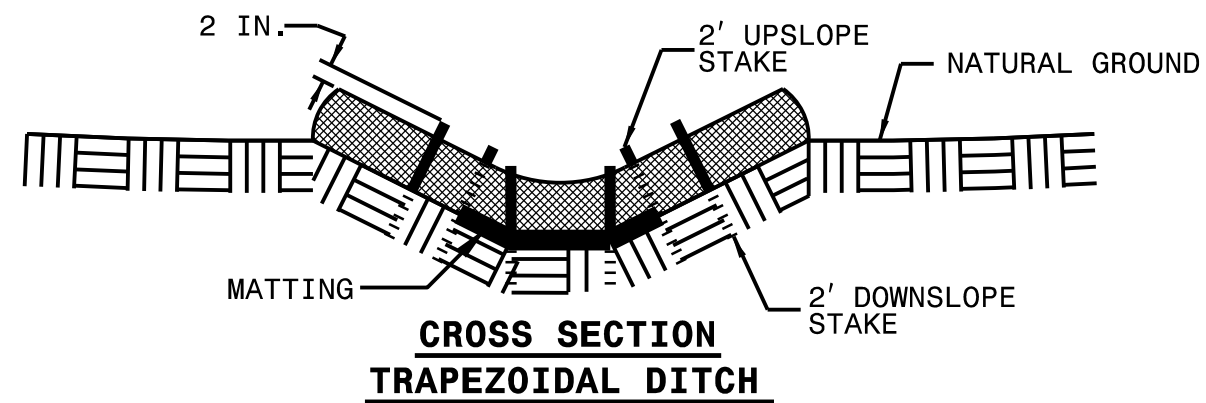
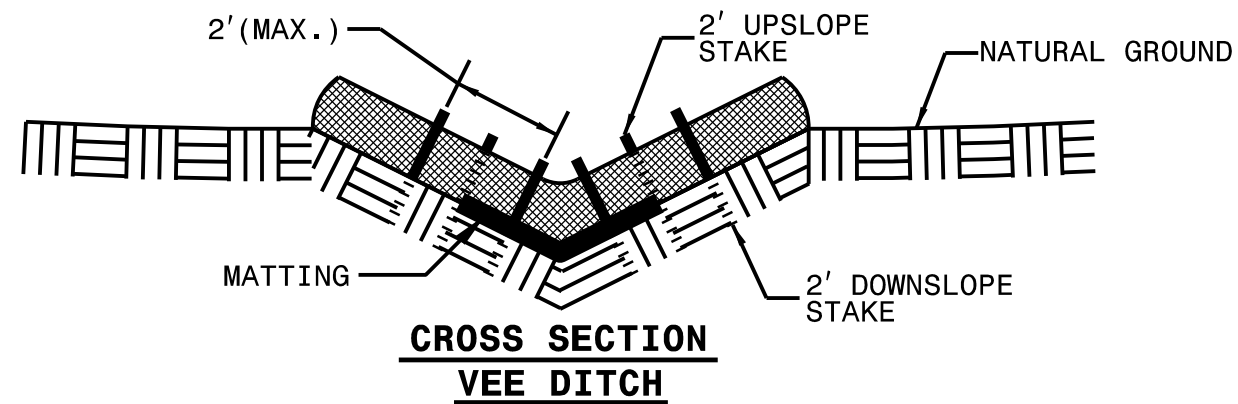
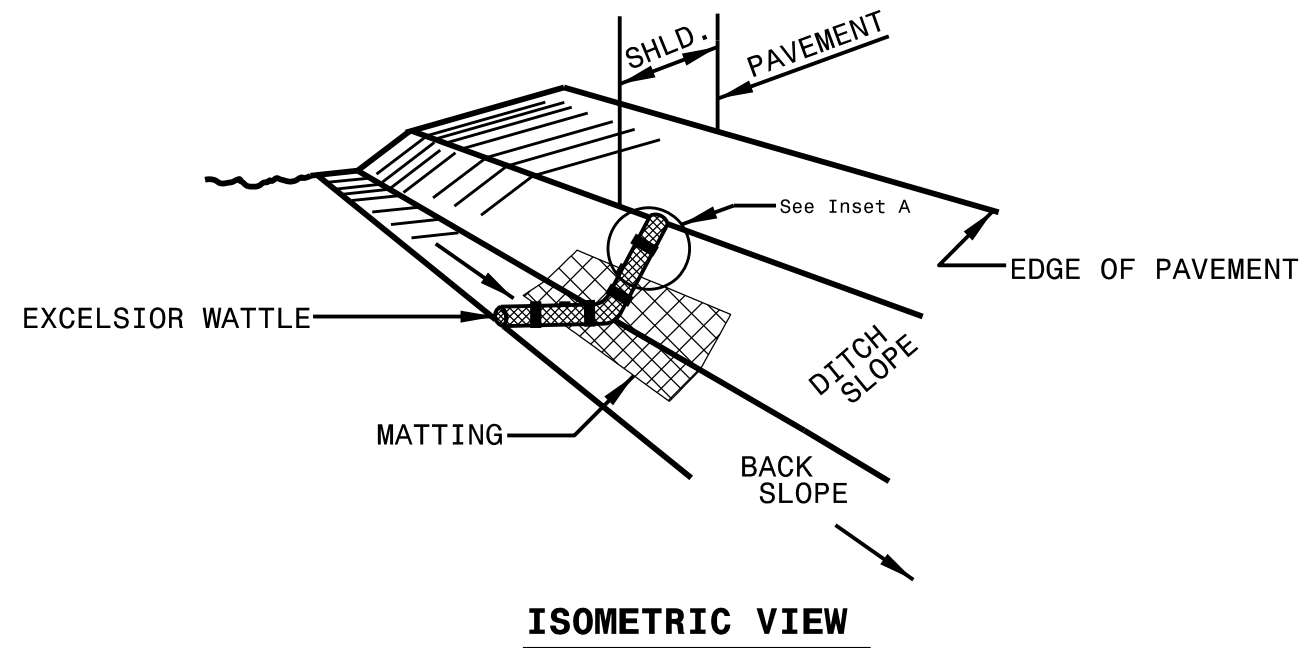


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

WATTLE DETAIL



NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

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

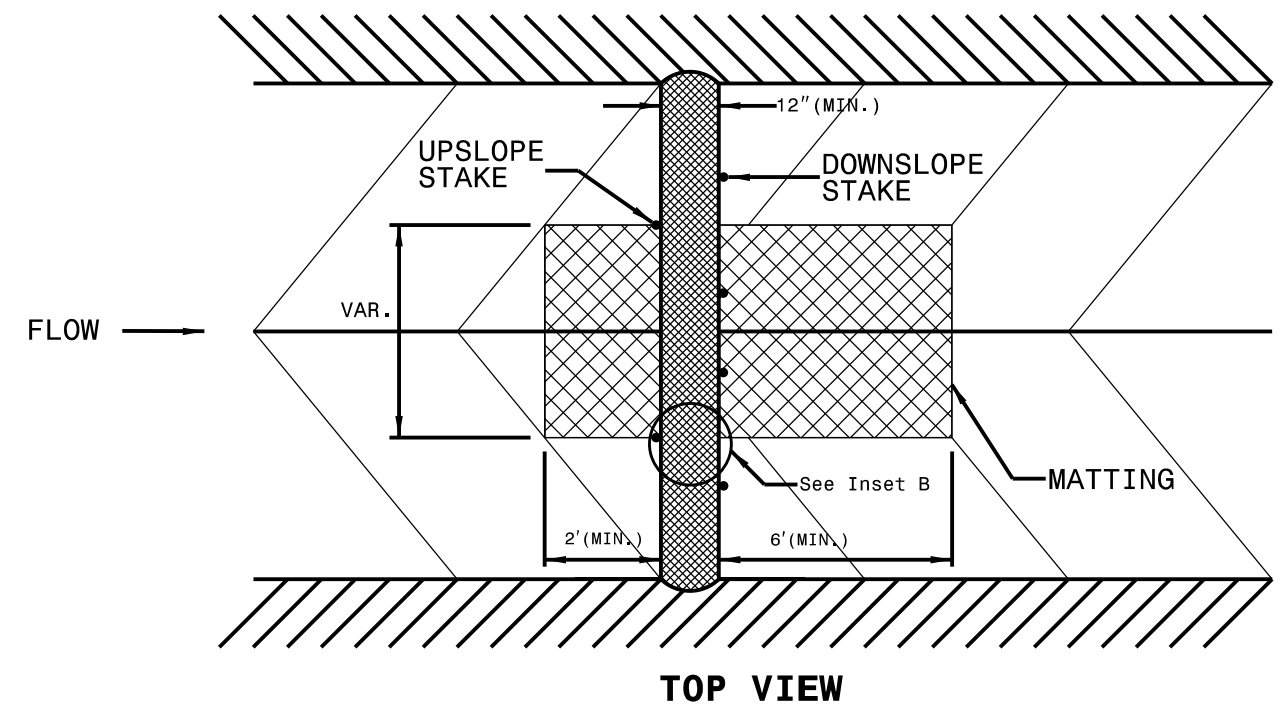
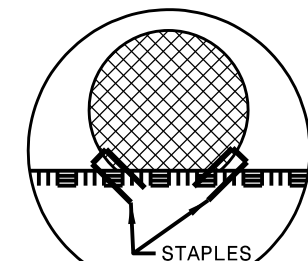
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

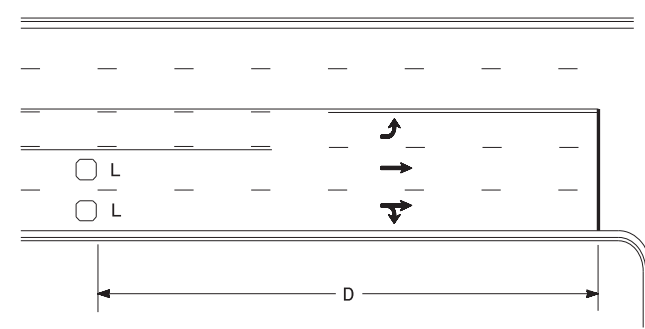
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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.



High Speed Detection (≥40 mph)

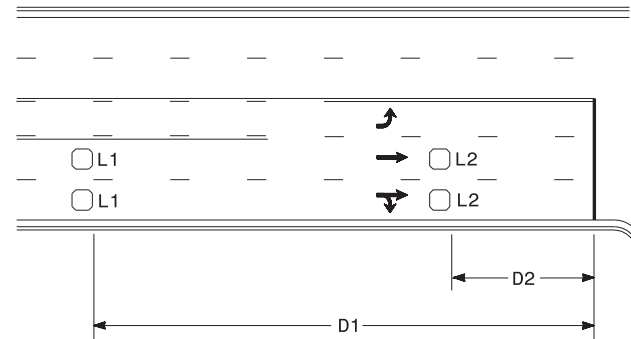


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

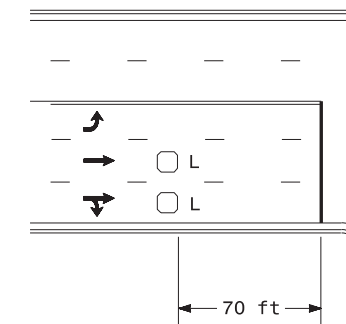


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

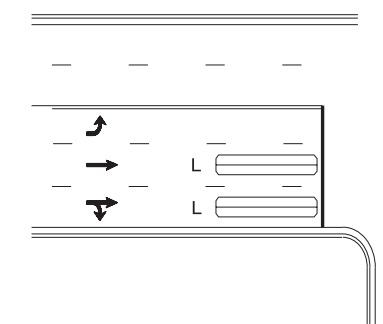
"Stretch" Operation

Low Speed Detection (≤35 mph)



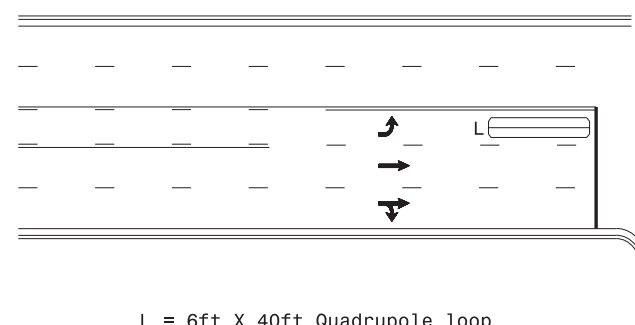
L = 6ft X 6ft
Wired in series

OR



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

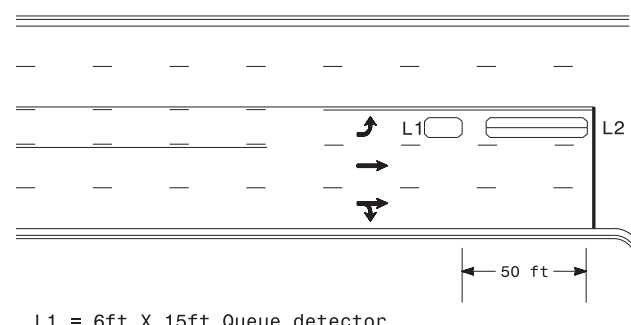
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

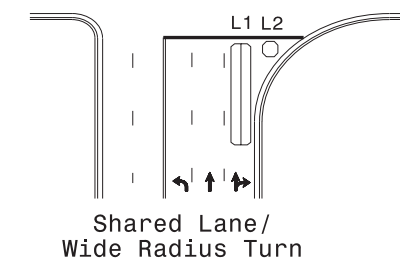
OR



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

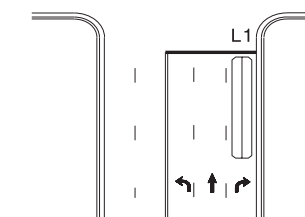
Queue Loop Detection

Right Turn Lane Detection

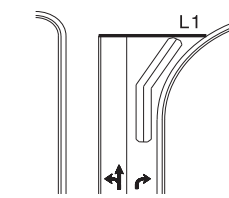


Shared Lane/
Wide Radius Turn

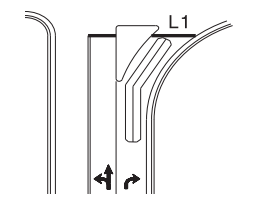
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

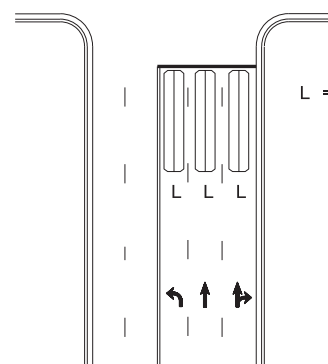


Wide Radius Turn



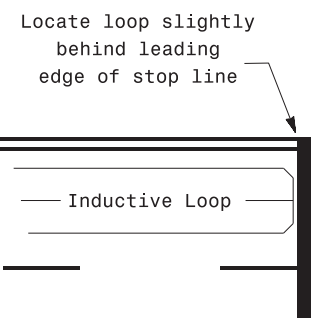
Channelized Turn

Side Street Detection



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

Presence Loop 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

SCALE
N/A

Typical Signal Loop Locations

PLAN DATE: January 2015	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:
REVISIONS	INIT. DATE

SEAL

SEAL
23489
ALEXANDER L. ALEXANDER
ENGINEER
1/30/2015
DATE