

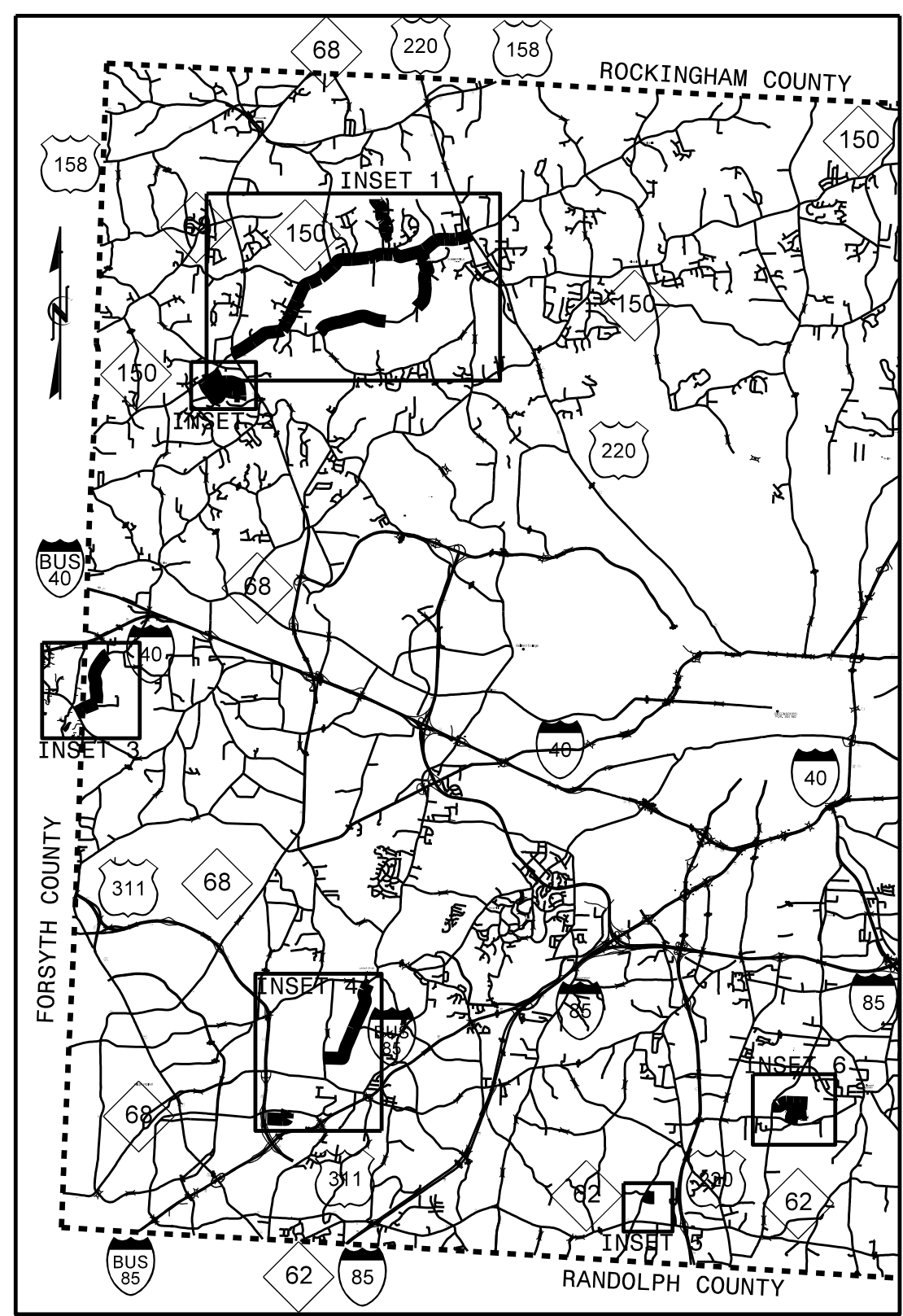
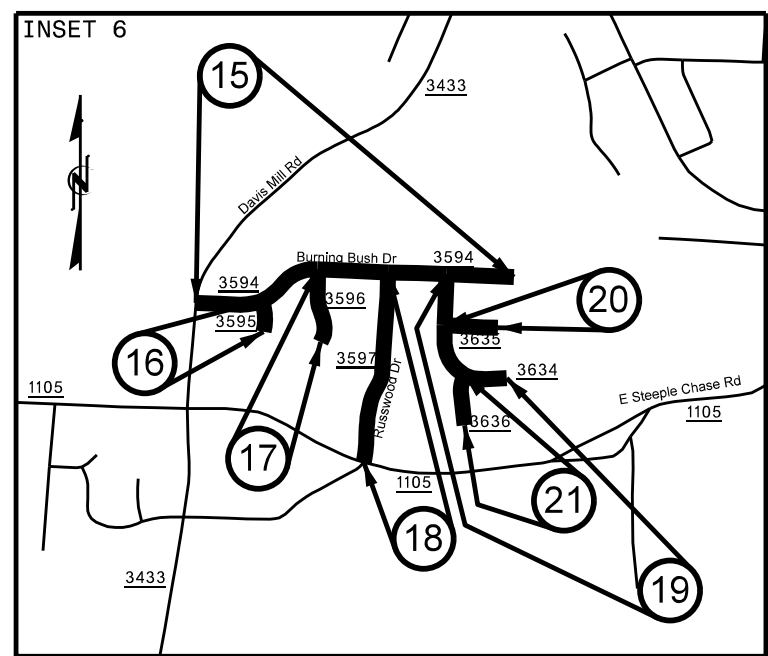
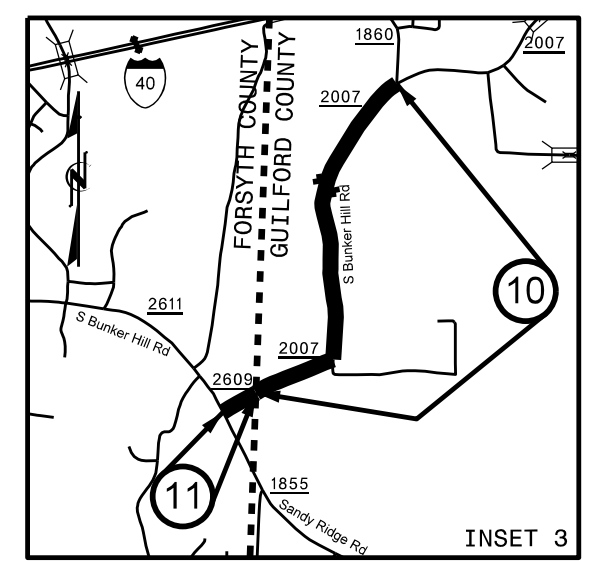
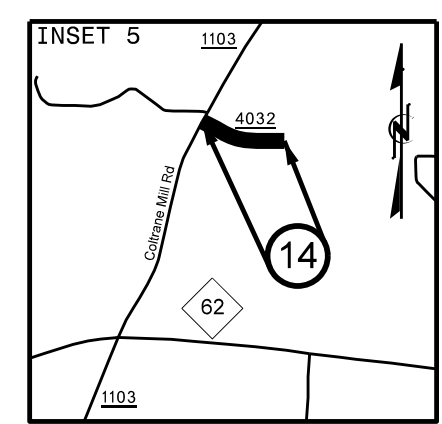
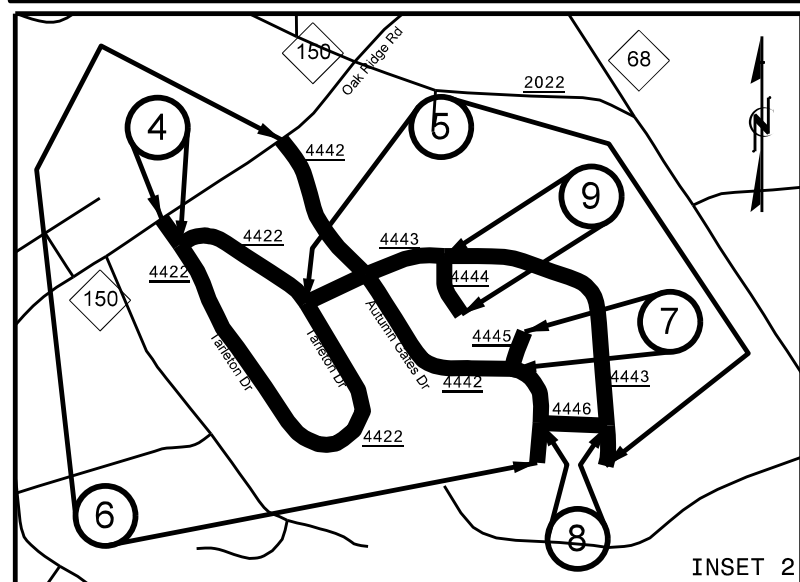
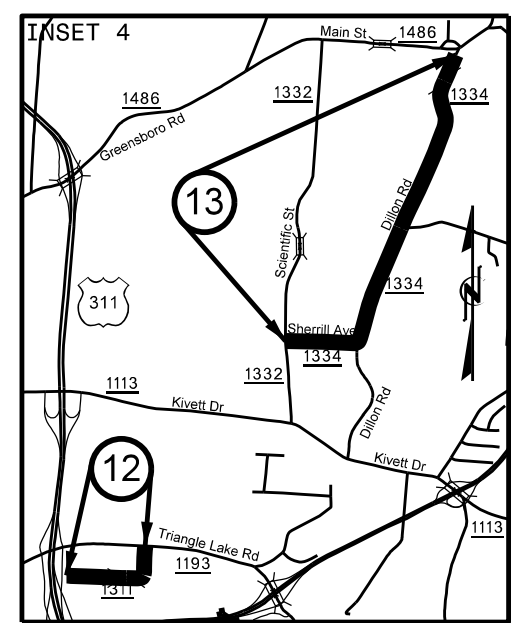
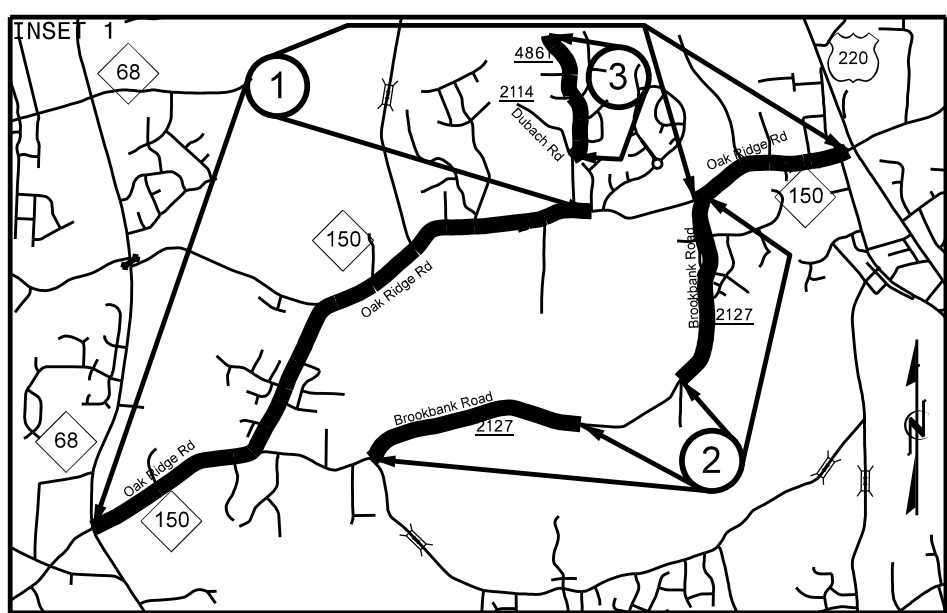
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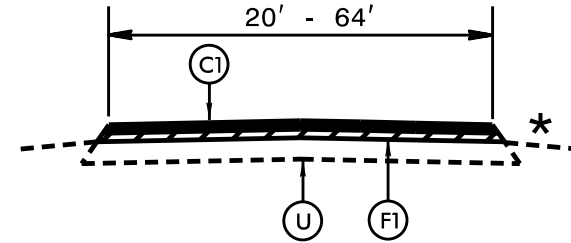
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2016CPT.07.02.10411, ETC	1	
F.A. PROJ. NO.			

2016 GUILFORD COUNTY



\$\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$DCN\$\$\$\$\$
 \$\$\$USERNAME\$\$\$\$\$

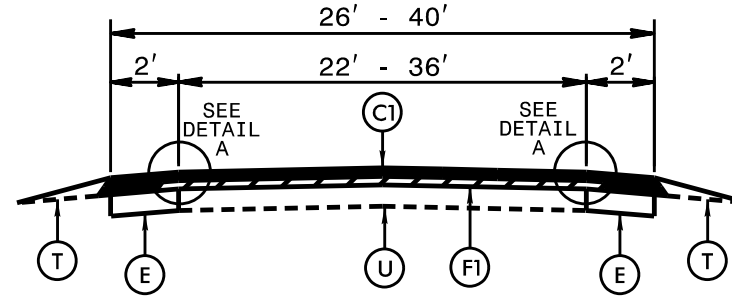
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2016CPT.07.02.10411, ETC	2	



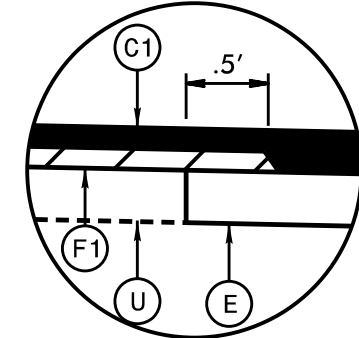
*NOTE: CURB ON SECTION:
 MAP 1: STA. 0+00 TO STA. 1+10
 **NOTE: NO PAVEMENT ON MAP 13:
 BRIDGE #53: STA. 95+15 TO STA. 96+75

TYPICAL SECTION NO. 1
 TO BE USED ON MAPS 1 AND 13
 MAP 1: STA. 0+00 TO STA. 31+15
 STA. 295+65 TO STA. 296+40

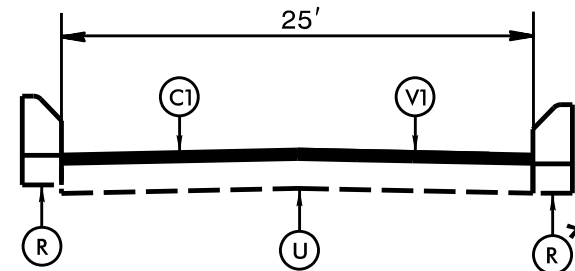
MAP 13: STA. 0+00 TO STA. 96+75



TYPICAL SECTION NO. 3
 TO BE USED ON MAP 1
 STA. 176+85 TO STA. 179+90

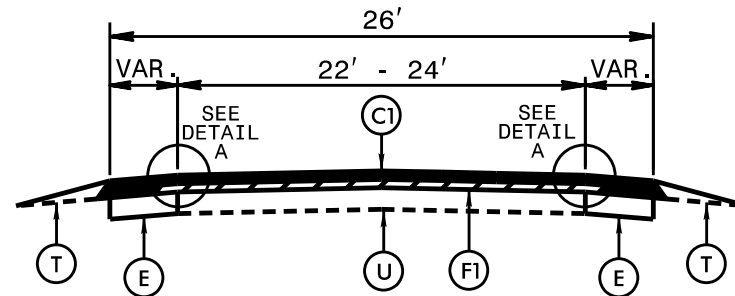


DETAIL A



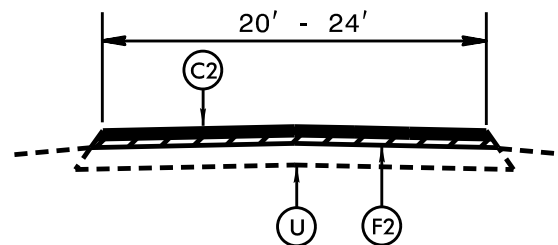
*NOTE: NO CURB ON SECTION:
 STA. 297+90 TO STA. 298+40

TYPICAL SECTION NO. 4
 TO BE USED ON MAP 1
 STA. 296+40 TO STA. 298+40



*NOTE: CONSTANT 26' WIDTH OF ROADWAY
 **NOTE: NO PAVEMENT ON SECTIONS:
 STA. 209+60 TO STA. 243+15
 ***NOTE: NO PAVEMENT ON BRIDGE #36:
 STA. 284+50 TO STA. 286+10

TYPICAL SECTION NO. 2
 TO BE USED ON MAP 1
 STA. 31+15 TO STA. 176+85
 STA. 179+90 TO STA. 295+65
 STA. 298+40 TO STA. 298+95



*NOTE: NO PAVEMENT ON SECTIONS:
 MAP 2: STA. 71+60 TO STA. 108+60
 **NOTE: NO PAVEMENT ON MAP 12:
 BRIDGE #289: STA. 12+30 TO STA. 12+45

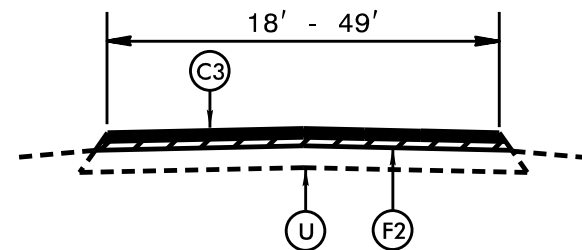
TYPICAL SECTION NO. 5
 TO BE USED ON MAPS 2, 10, 11, AND 12

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. 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 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
F1	AST MAT COAT, #67 STONE
F2	AST MAT COAT, #78m STONE
R	EXISTING CONCRETE STRUCTURE
T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.
U	EXISTING PAVEMENT.
V1	1½" MILLING
V2	0 - 1½" MILLING

UNLESS OTHERWISE DESIGNATED, SHOULDER WORK WILL BE DONE BY THE DIVISION.

SYSTEMS DOWN FOR MAINTENANCE

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2016CPT.07.02.10411, ETC	3	

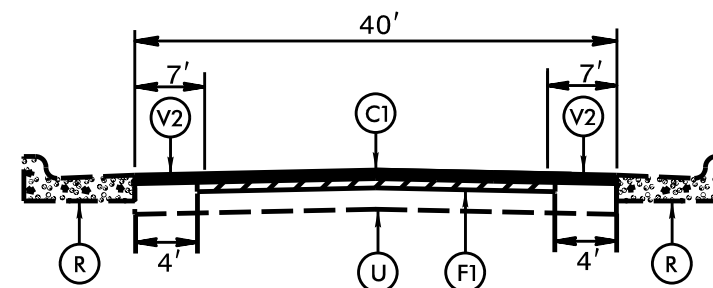


*NOTE: NO PAVEMENT ON SECTIONS:
MAP 5: STA. 5+00 TO STA. 5+75

TYPICAL SECTION NO. 6

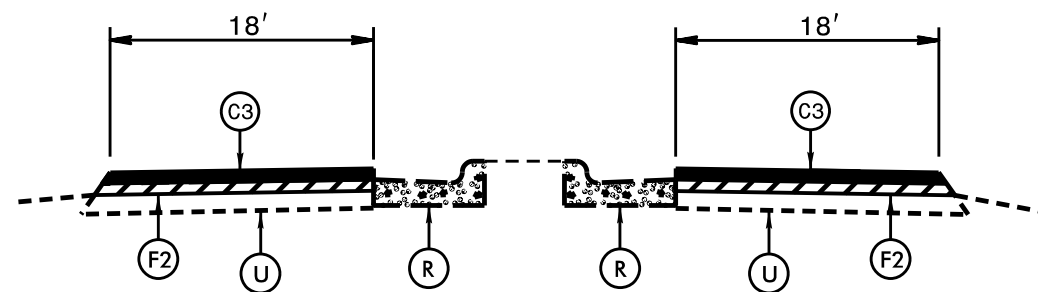
TO BE USED ON MAPS 3, 4, 5, 6, 7, 8, 9,
14, 15, 16, 17, 18, 19, 20, AND 21

MAP 4: STA. 1+75 TO STA. 52+50



TYPICAL SECTION NO. 8

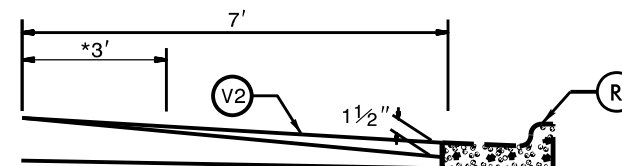
TO BE USED ON MAP 13
STA. 96+75 TO STA. 102+95



TYPICAL SECTION NO. 7

TO BE USED ON MAP 4
STA. 0+00 TO STA. 1+75

MILLING DETAIL 1



*IF #67 STONE OR 78M SEAL IS INVOLVED OVERLAP 3'.
PROFILE MILLING 0 - 1 1/2"

PROFILE MILL EXISTING ASPHALT PAVEMENT
0 - 1 1/2" AT LOCATIONS AS DIRECTED BY THE
ENGINEER.

NOTE: TO BE USED IN CONJUNCTION WITH:
TS. NO. 8 ON MAP 13 STA. 96+75 TO STA. 102+95 LT & RT

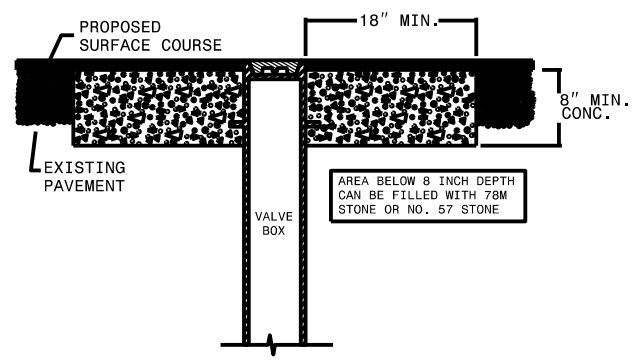
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 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
F1	AST MAT COAT, #67 STONE
F2	AST MAT COAT, #78m STONE
R	EXISTING CONCRETE STRUCTURE
T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.
U	EXISTING PAVEMENT.
V1	1 1/2" MILLING
V2	0 - 1 1/2" MILLING

UNLESS OTHERWISE DESIGNATED, SHOULDER WORK WILL BE DONE BY THE DIVISION.

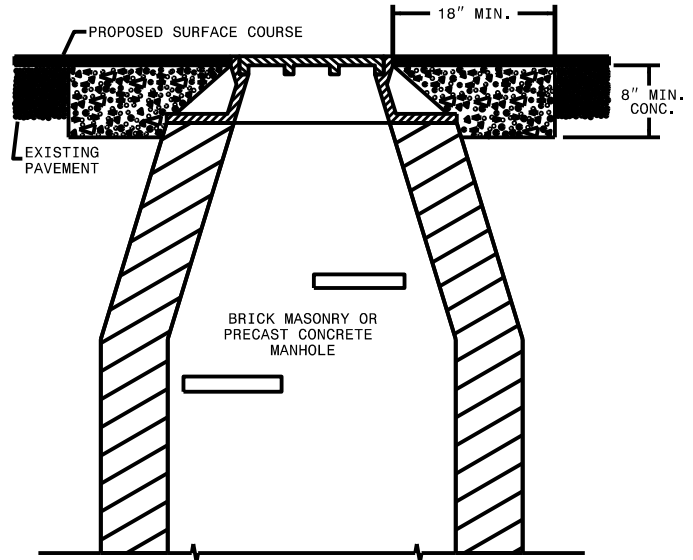
\$\$\$ SYSTEM \$\$\$
 \$\$\$ DGN \$\$\$
 \$\$\$ L \$\$\$\$
 \$\$\$ UPLI \$\$\$\$
 \$\$\$ UC \$\$\$\$
 \$\$\$ 3 \$\$\$

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2016CPT.07.02.10411, ETC	4	

STANDARD CONCRETE ENCASEMENT FOR MANHOLE & VALVE CASTINGS IN PAVEMENT
DETAIL DRAWING NO. 858.01

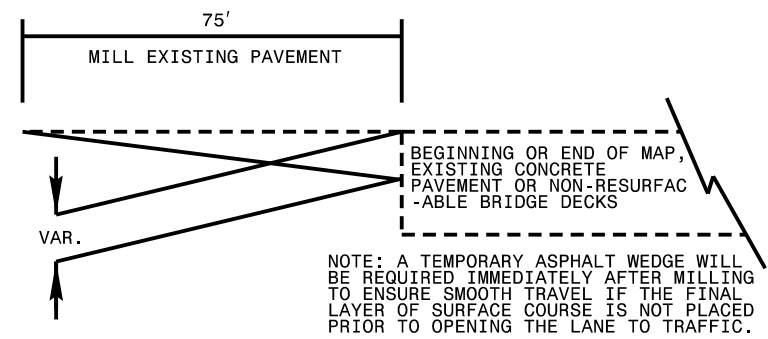


USE RAPID SET GROUT, MORTAR, OR CONCRETE CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.



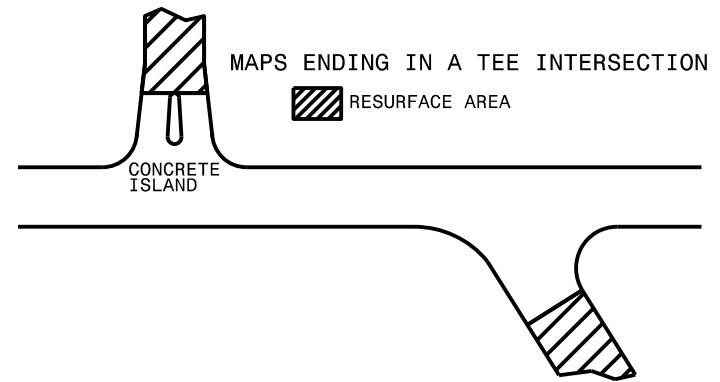
- NOTES:
- MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
 - ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
 - EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
 - RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED

INCIDENTAL MILLING DETAIL

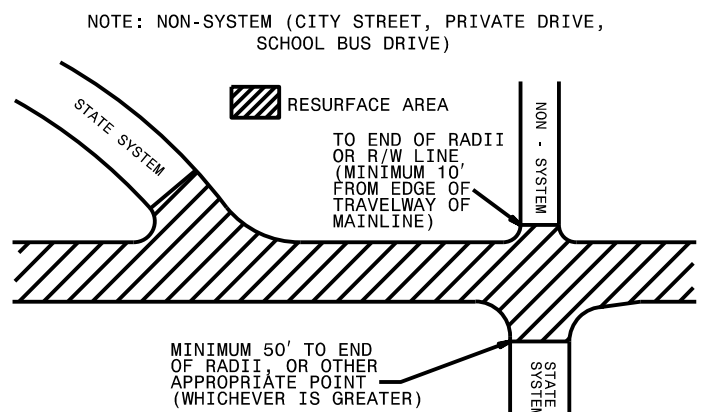


NOTE: A TEMPORARY ASPHALT WEDGE WILL BE REQUIRED IMMEDIATELY AFTER MILLING TO ENSURE SMOOTH TRAVEL IF THE FINAL LAYER OF SURFACE COURSE IS NOT PLACED PRIOR TO OPENING THE LANE TO TRAFFIC.

PAVING DETAIL 1
MAIN LINE IS NOT BEING RESURFACED

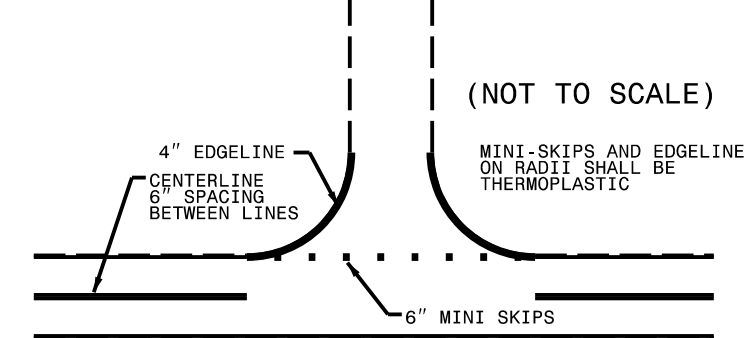


PAVING DETAIL 2
MAIN LINE IS BEING RESURFACED



NOTE: NON-SYSTEM (CITY STREET, PRIVATE DRIVE, SCHOOL BUS DRIVE)

TO BE USED AT ALL
NON-SIGNALIZED INTERSECTIONS

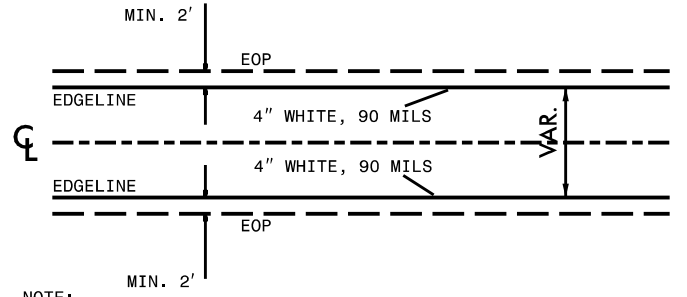


NOTE: MINI SKIPS SHALL BE PLACED ON A 8' CYCLE, CONTAINING AN 6' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

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 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C3	PROP. APPROX. 1" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 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
F1	AST MAT COAT, #67 STONE
F2	AST MAT COAT, #78m STONE
R	EXISTING CONCRETE STRUCTURE
T	SHOULDER RECONSTRUCTION, AS DIRECTED BY THE ENGINEER.
U	EXISTING PAVEMENT.
V1	1 1/2" MILLING
V2	0 - 1 1/2" MILLING

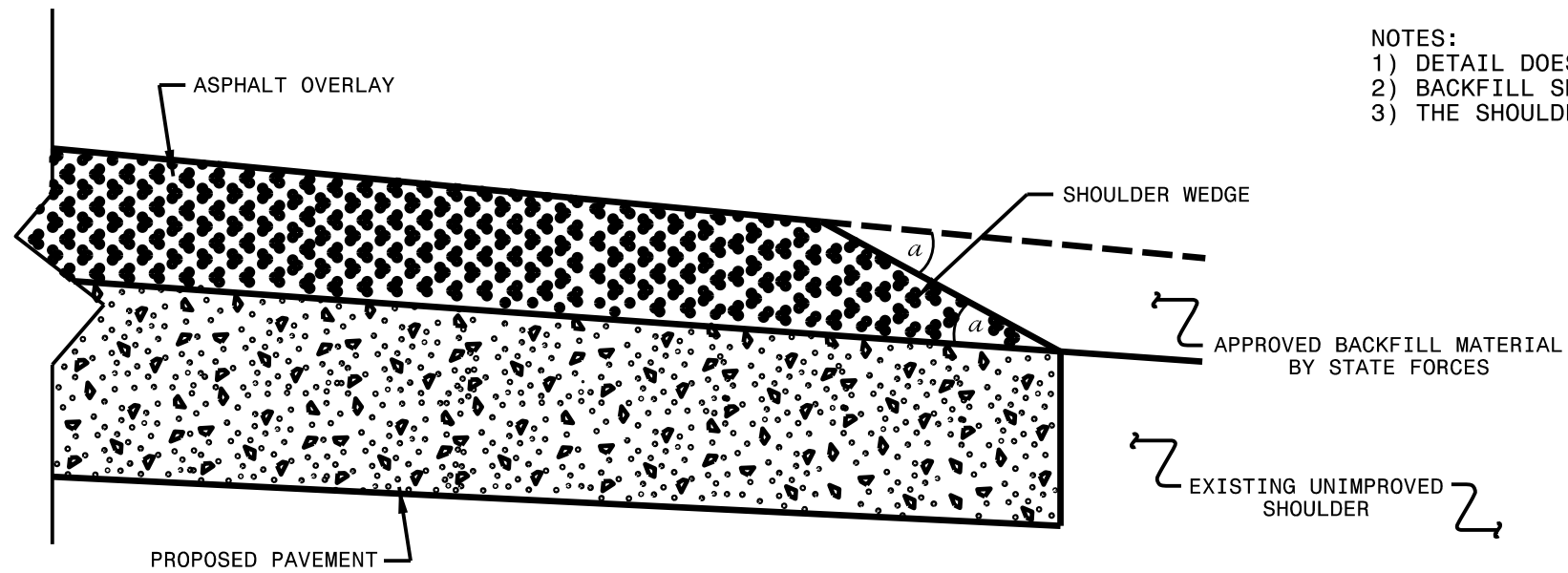
STRIPING DETAIL 1
GENERAL STRIPING DETAIL FOR ENTIRE PROJECT



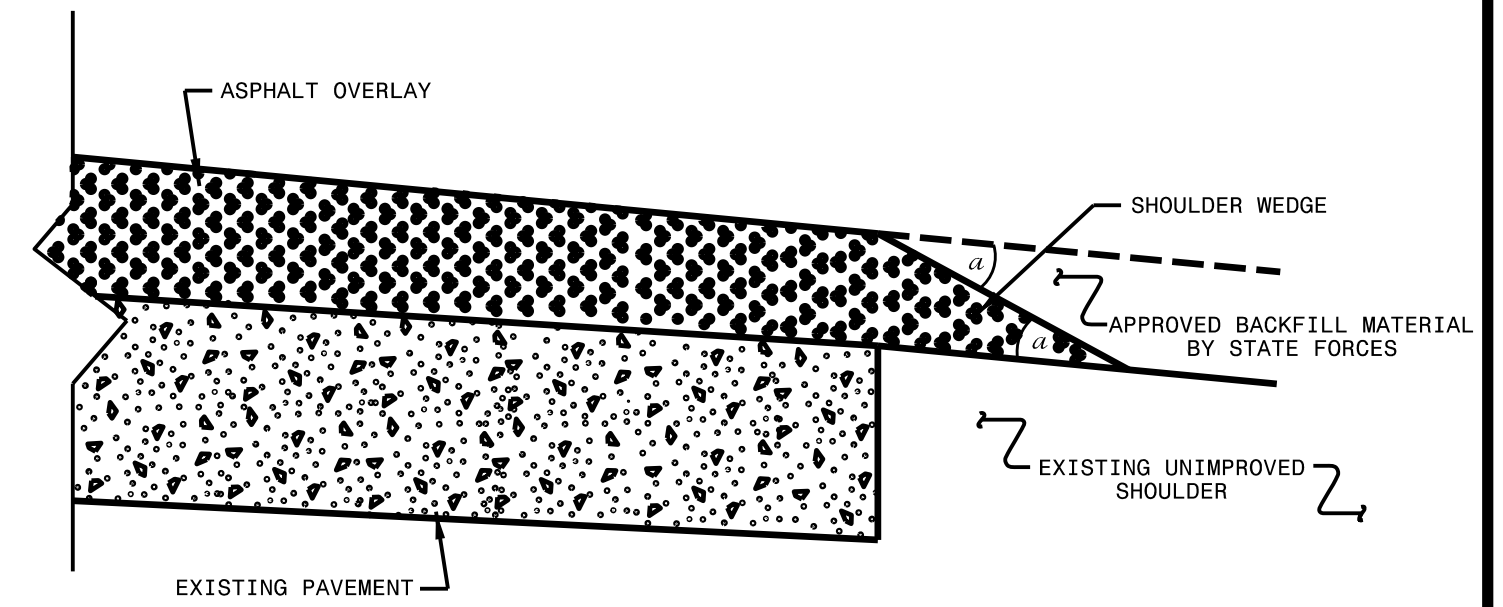
- NOTE:
- TO BE USED IN CONJUNCTION WITH TYPICAL SECTION NO. 2 AND 3
 - USE IN CONJUNCTION WITH THE EXISTING PAVEMENT MARKINGS TO ESTABLISH THE STRIPING.
 - USE IN CONJUNCTION WITH THE NCDOT STANDARD DRAWINGS.

2016 CPT 07.02.10411
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY CONSTRUCTION
 PROJECT NO. 2016 CPT 07.02.10411
 SHEET NO. 4

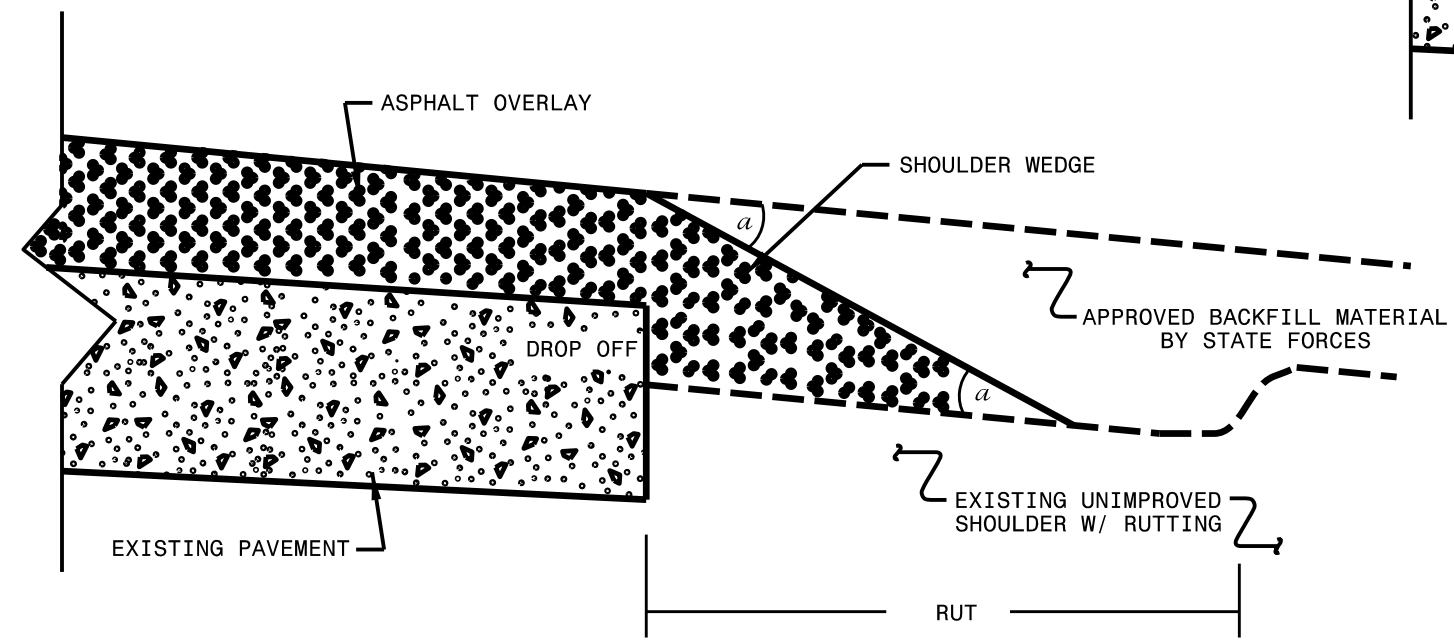
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

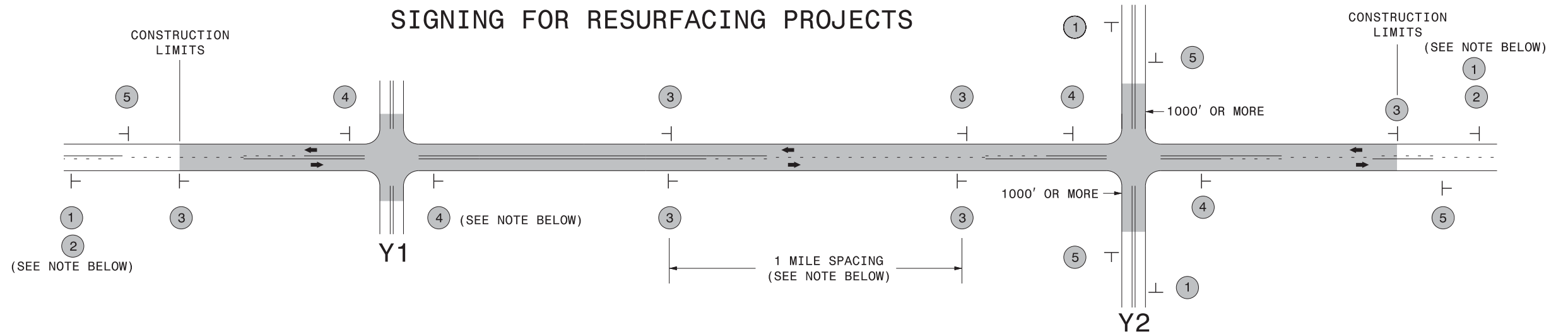
\$\$\$\$SYTIME\$\$\$\$
\$\$\$\$USERNAME\$\$\$\$

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.07.02.10411, ETC	7	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000	4685000000	4686000000-E				4690000000	4697000000	4705000000	4710000000	4721000000-E		4725000000-E			4810000000-E		4905000000-N			
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	4" X 120 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	6" X 120 M WHITE THERMO LF	8" X 120 M WHITE THERMO LF	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG SCHOOL 120 M EA	THERMO MSG RXR 120 M EA	THERMO LT ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	SNOWPLOWABLE PAVEMENT MARKERS EA					
TOTAL FOR PROJ NO. 2016CPT.07.02.10411	Guilford	1	NC 150 (OAK RIDGE ROAD)	FROM NC 68 - 3.36 TO NEW PROJECT LIMITS 375' WEST OF CL OF US 220 - 9.02	1-4	2	2WU	5.66	22-36	634	*	53,080	156	51,607	440	70		279		12		1	2	1			400				
													51,763						12		4										
2016CPT.07.02.20411	Guilford	2	SR 2127 (BROOKBANK ROAD)	FROM SR 2128 (BUNCH ROAD) - 3.35 TO NC 150 (OAK RIDGE ROAD) - 0.00	5	2	2WU	3.352	20	376		825			154											54,330	52,585				
		3	SR 4861 (WILSON FARM ROAD)	FROM SR 2114 (DUBACH ROAD) - 0.00 TO END OF CUL-DE-SAC - 0.84	6	2	2WU	0.844	21	95																					
		4	SR 4422 (TARLETON DRIVE)	FROM NC 150 (OAK RIDGE ROAD) - 0.00 TO SR 4422 (TARLETON DRIVE) - 0.99	6-7	2	2WD	0.994	22-49	111																					
		5	SR 4443 (ROSEDALE DRIVE)	FROM SR 4422 (TARLETON DRIVE) - 0.00 TO END OF CUL-DE-SAC - 0.78	6	2	2WU	0.782	21	88																					
		6	SR 4442 (AUTUMN GATES DRIVE)	FROM NC 150 (OAK RIDGE ROAD) - 0.00 TO END OF CUL-DE-SAC - 0.75	6	2	2WU	0.754	21	84																					
		7	SR 4445 (SCARLETT COURT)	FROM SR 4442 (AUTUMN GATES DRIVE) - 0.00 TO END OF CUL-DE-SAC - 0.06	6	2	2WU	0.064	21	12																					
		8	SR 4446 (TWELVE GATES DRIVE)	FROM SR 4442 (AUTUMN GATES DRIVE) - 0.00 TO SR 4443 (ROSEDALE DRIVE) - 0.10	6	2	2WU	0.099	21	12																					
		9	SR 4444 (WILLOW WAY COURT)	FROM SR 4443 (ROSEDALE DRIVE) - 0.00 TO END OF CUL-DE-SAC - 0.10	6	2	2WU	0.102	21	12																					
		10	SR 2007 (S BUNKER HILL ROAD)	FROM FORSYTH COUNTY LINE - 6.26 TO NORTH RADIUS OF SR 1860 (MACY GROVE ROAD) - 4.88	5	2	2WU	1.384	20	155				225			66											28,790	28,445		
		11	SR 2609 (S BUNKER HILL ROAD)	FROM SR 2611 (BUNKER HILL-SANDY RIDGE ROAD) - 0.00 TO GUILFORD COUNTY LINE - 0.12	5	2	2WU	0.121	20	14																		2,560	2,560		
		12	SR 1311 (HICKORY CHAPEL ROAD/GREEN DRIVE)	FROM SR 1193 (TRIANGLE LAKE ROAD) - 0.00 TO END OF MAINTENANCE - 0.54	5	2	2WU	0.541	24	61				225			84			42								10,970	11,420		
		13	SR 1334 (SHERRILL AVENUE/DILLON ROAD)	FROM SR 1332 (SCIENTIFIC STREET) - 0.00 TO JOINT AT RXR 250' SOUTH OF SR 1486 (MAIN STREET) - 1.95	1,8	2	2WU	1.949	20-64	219				21,490	436	19,006	120		50	113		2	2	2							
		14	SR 4032 (COUNTRY VIEW DRIVE)	FROM SR 1103 (COLTRANE MILL ROAD) - 0.00 TO END OF CUL-DE-SAC - 0.20	6	2	2WU	0.202	18	23																					
		15	SR 3594 (BURNING BUSH DRIVE)	FROM SR 3433 (DAVIS MILL ROAD) - 0.00 TO END OF MAINTENANCE - 0.71	6	2	2WU	0.713	21	80																					
		16	SR 3595 (BURNING BUSH COURT)	FROM SR 3594 (BURNING BUSH DRIVE) - 0.00 TO END OF CUL-DE-SAC - 0.08	6	2	2WU	0.08	20	9																					
		17	SR 3596 (OAK BUR COURT)	FROM SR 3594 (BURNING BUSH DRIVE) - 0.00 TO END OF CUL-DE-SAC - 0.17	6	2	2WU	0.169	20	20																					
		18	SR 3597 (RUSSWOOD DRIVE)	FROM SR 3594 (BURNING BUSH DRIVE) - 0.00 TO SR 1105 (STEEPLE CHASE ROAD) - 0.41	6	2	2WU	0.41	20	46																					
		19	SR 3634 (RUSTIC WOOD LANE)	FROM SR 3594 (BURNING BUSH DRIVE) - 0.00 TO END OF MAINTENANCE - 0.32	6	2	2WU	0.321	20	36																					
		20	SR 3635 (HICKORY NUT COURT)	FROM SR 3634 (RUSTIC WOOD LANE) - 0.00 TO END OF CUL-DE-SAC - 0.12	6	2	2WU	0.119	20	14																					
		21	SR 3636 (RUSTIC WOOD COURT)	FROM SR 3634 (RUSTIC WOOD LANE) - 0.00 TO END OF CUL-DE-SAC - 0.12	6	2	2WU	0.119	20	14																					
		TOTAL FOR PROJ NO. 2016CPT.07.02.20411													13.119		1,469		22,765	436	19,006	424		50	155		2	2	2		96,650
													19,442						2		4			191,660							
GRAND TOTAL								18.779		2,103	1	75,845	592	70,613	864	70	50	434	12	2	3	4	1	96,650	95,010	400					
													71,205						14		8			191,660							

SIGNING FOR RESURFACING PROJECTS



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

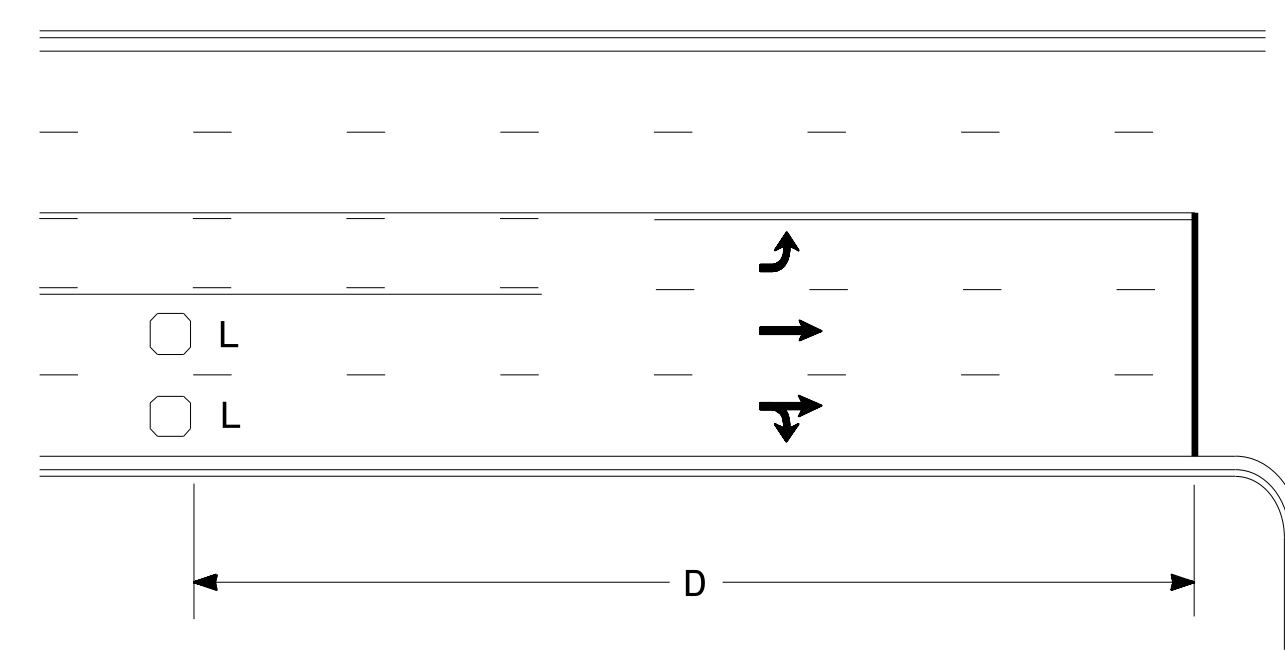
-Y- LINE SIGNING

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>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; align-items: center;"> <div style="text-align: center;"> <p>W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p>W20-7 A 48" X 48"</p> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
		<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
2 LANE ROADWAYS**

High Speed Detection (≥40 mph)

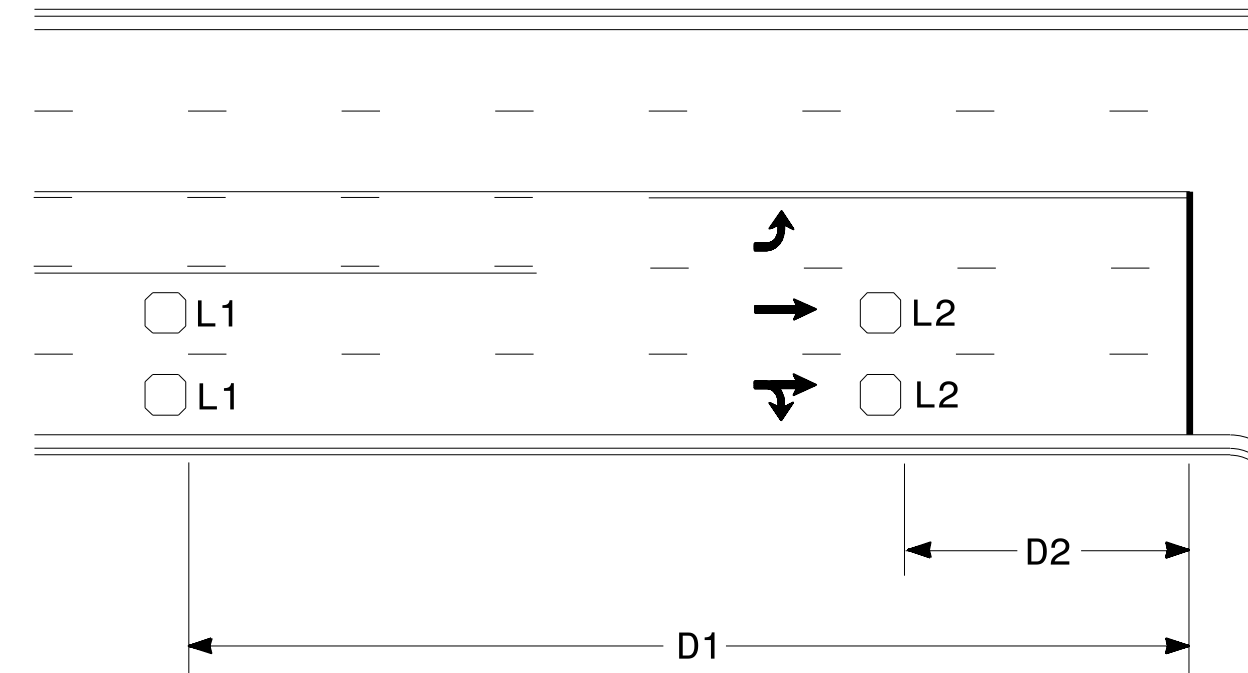


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

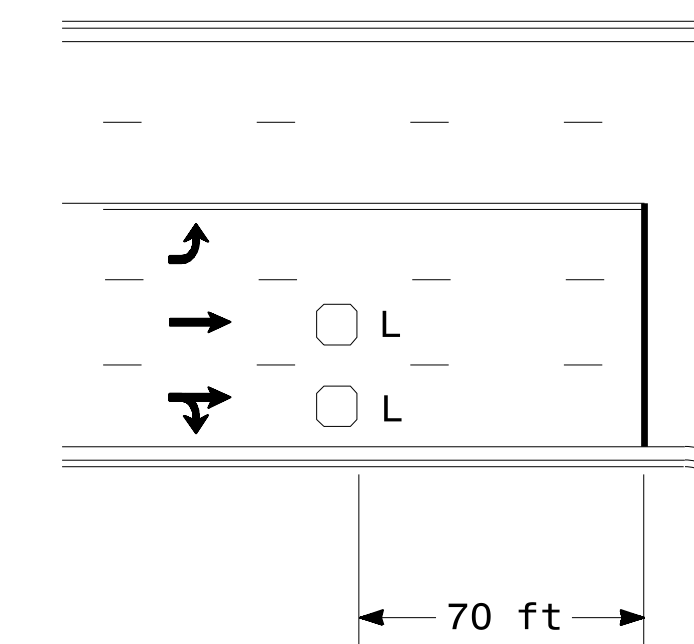


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

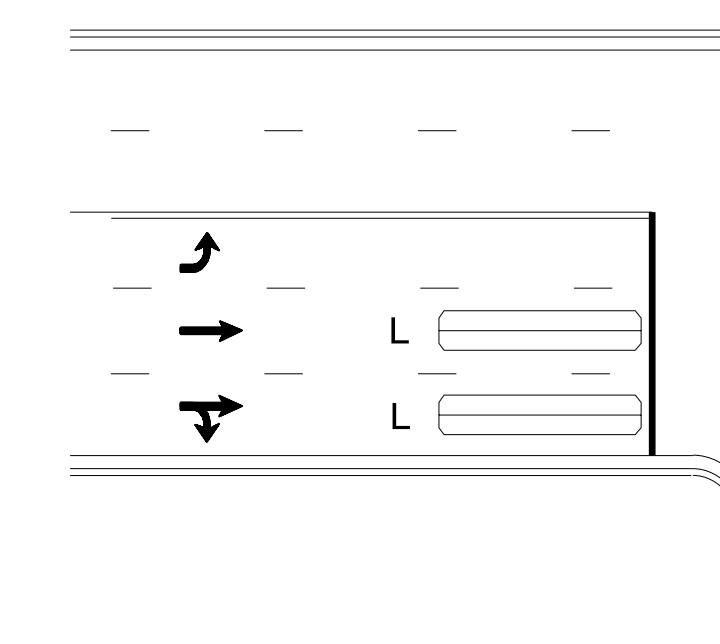
"Stretch" Operation

Low Speed Detection (≤35 mph)



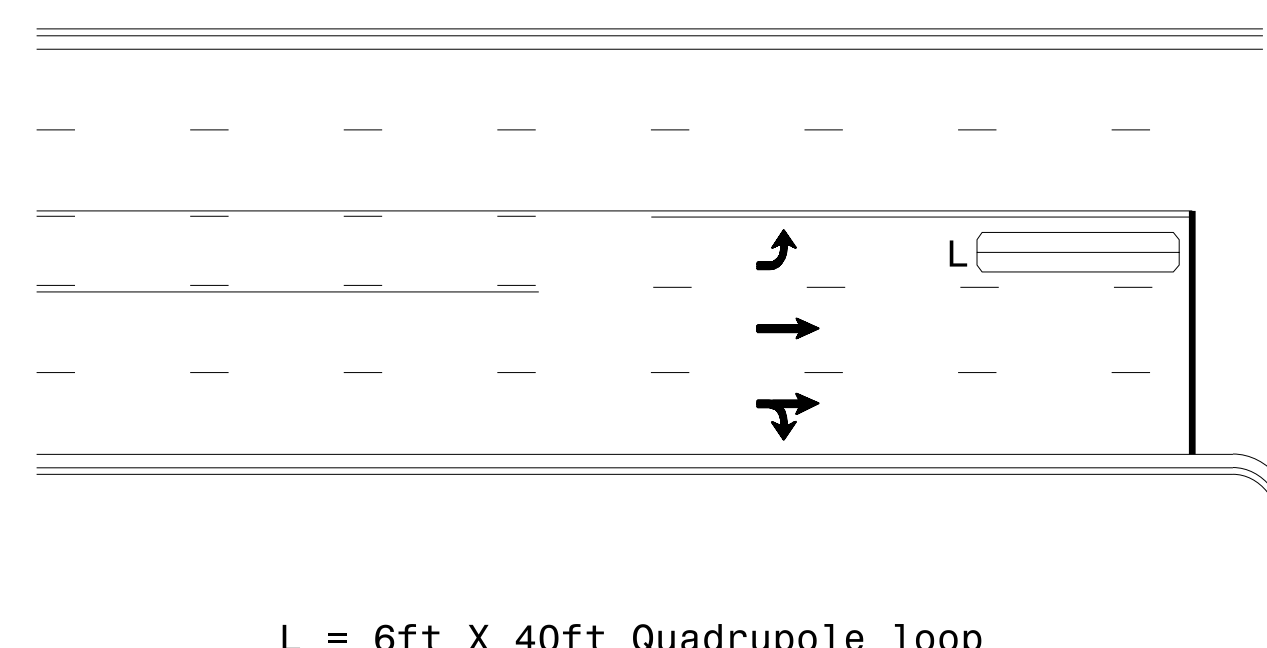
L = 6ft X 6ft
Wired in series

OR



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

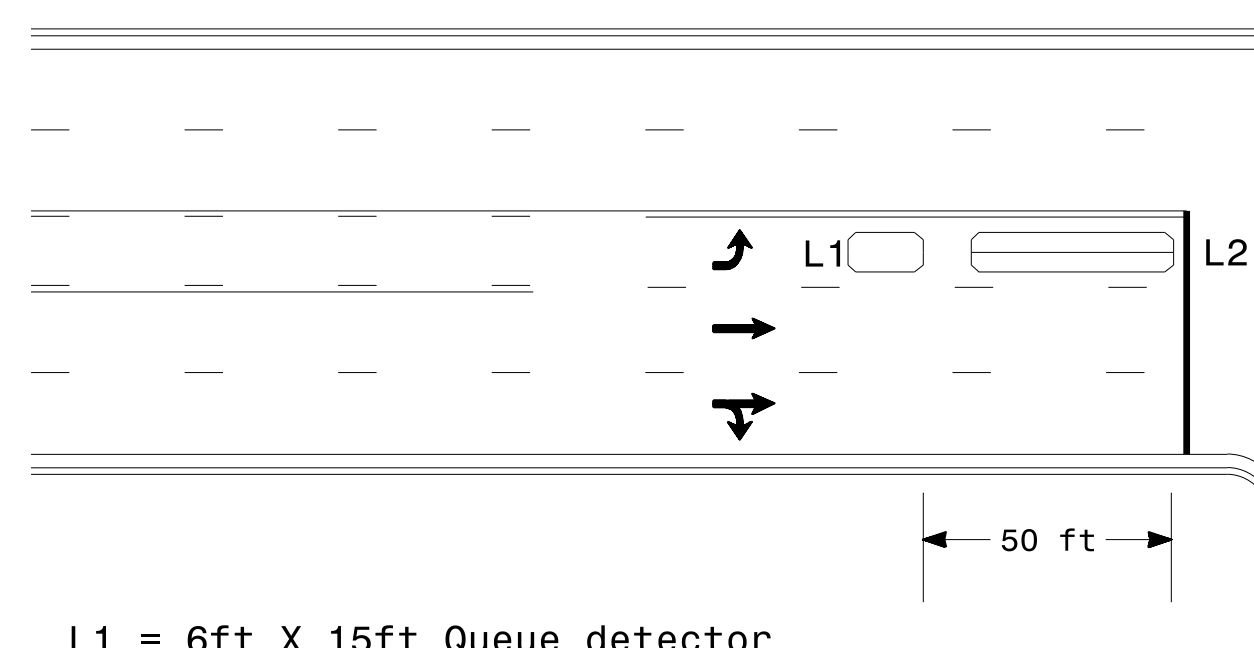
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

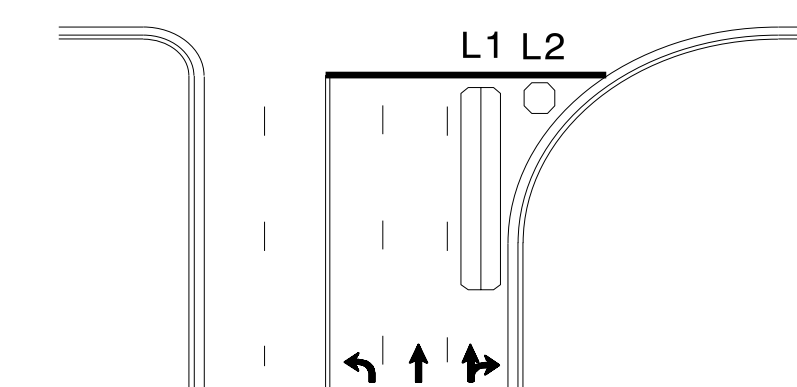
OR



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

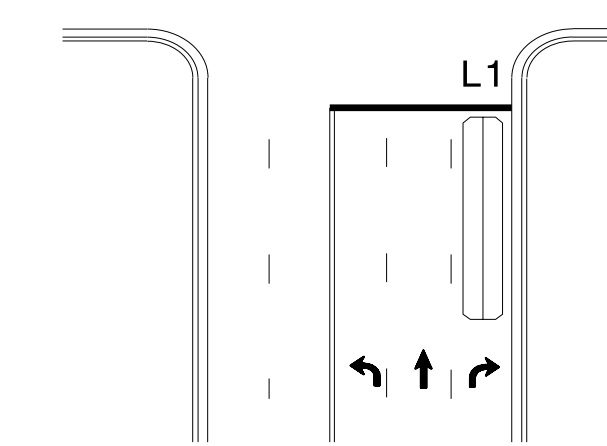
Queue Loop Detection

Right Turn Lane Detection

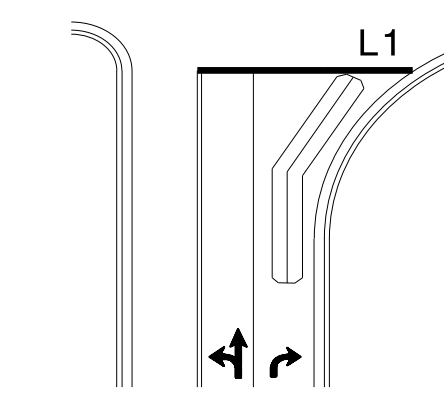


Shared Lane/
Wide Radius Turn

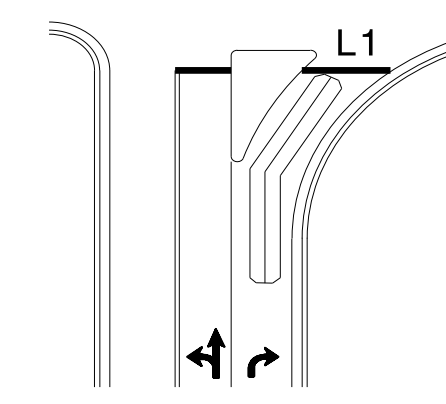
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

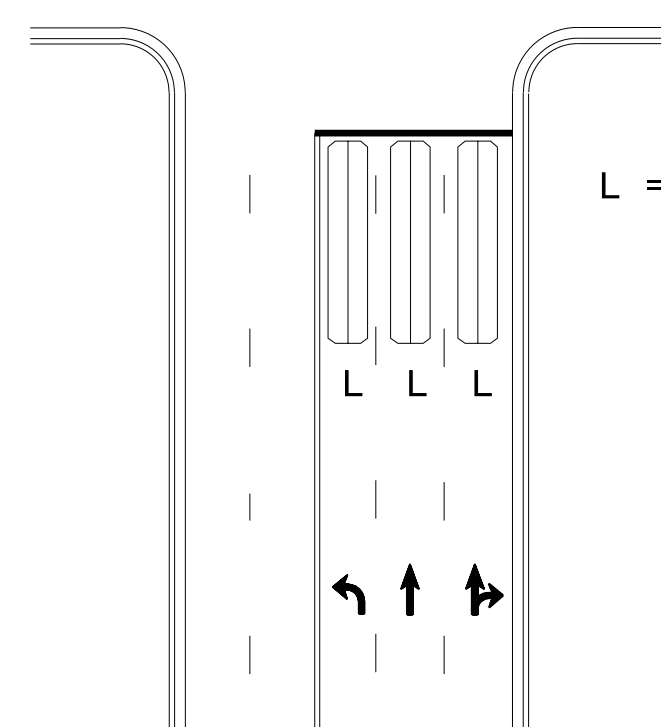


Wide Radius Turn



Channelized Turn

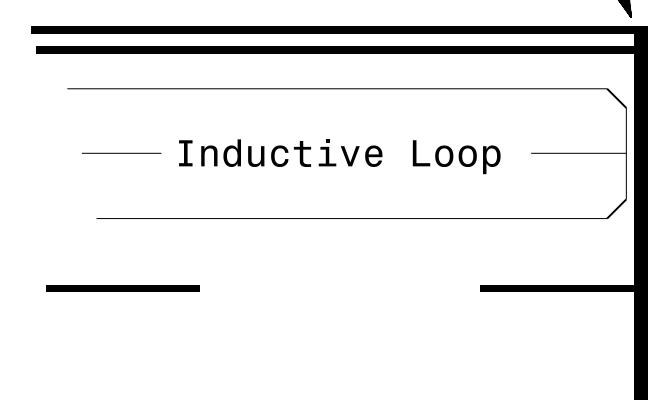
Side Street Detection



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

Presence Loop Placement at Stop Lines

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

<p>Prepared In the Offices of: TRANSPORTATION MOBILITY AND SAFETY SOLUTIONS, INC. SIGNAL DESIGN SECTION 750 N. Greenfield Pkwy, Garner, NC 27529</p>	<p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER PAMELA L. ALEXANDER 23489</p>	
	<p>Typical Signal Loop Locations</p>	
<p>PLAN DATE: January 2015 REVIEWED BY: JPG</p>	<p>PREPARED BY: PLA REVIEWED BY:</p>	
<p>SCALE N/A</p>	<p>REVISIONS</p>	<p>INIT. DATE</p>
<p>DocuSign P. Alexander 1/30/2015 14756E00CE4E4ED DATE</p>		
<p>SIG. INVENTORY NO.</p>		