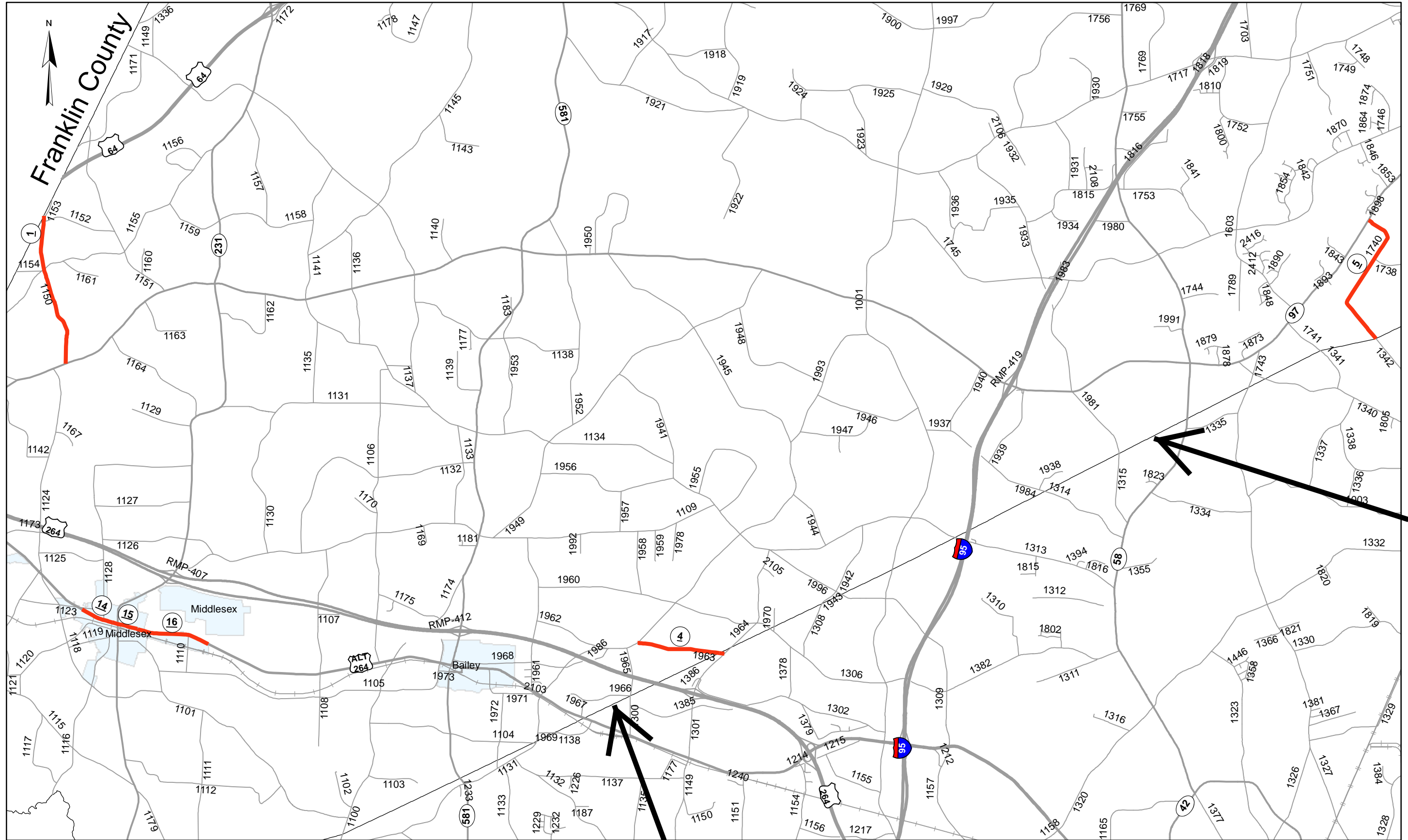


# Nash County

2021.CPT.04.09.10641

2021.CPT.04.09.20641

Sheet 1



Franklin County

Wilson County

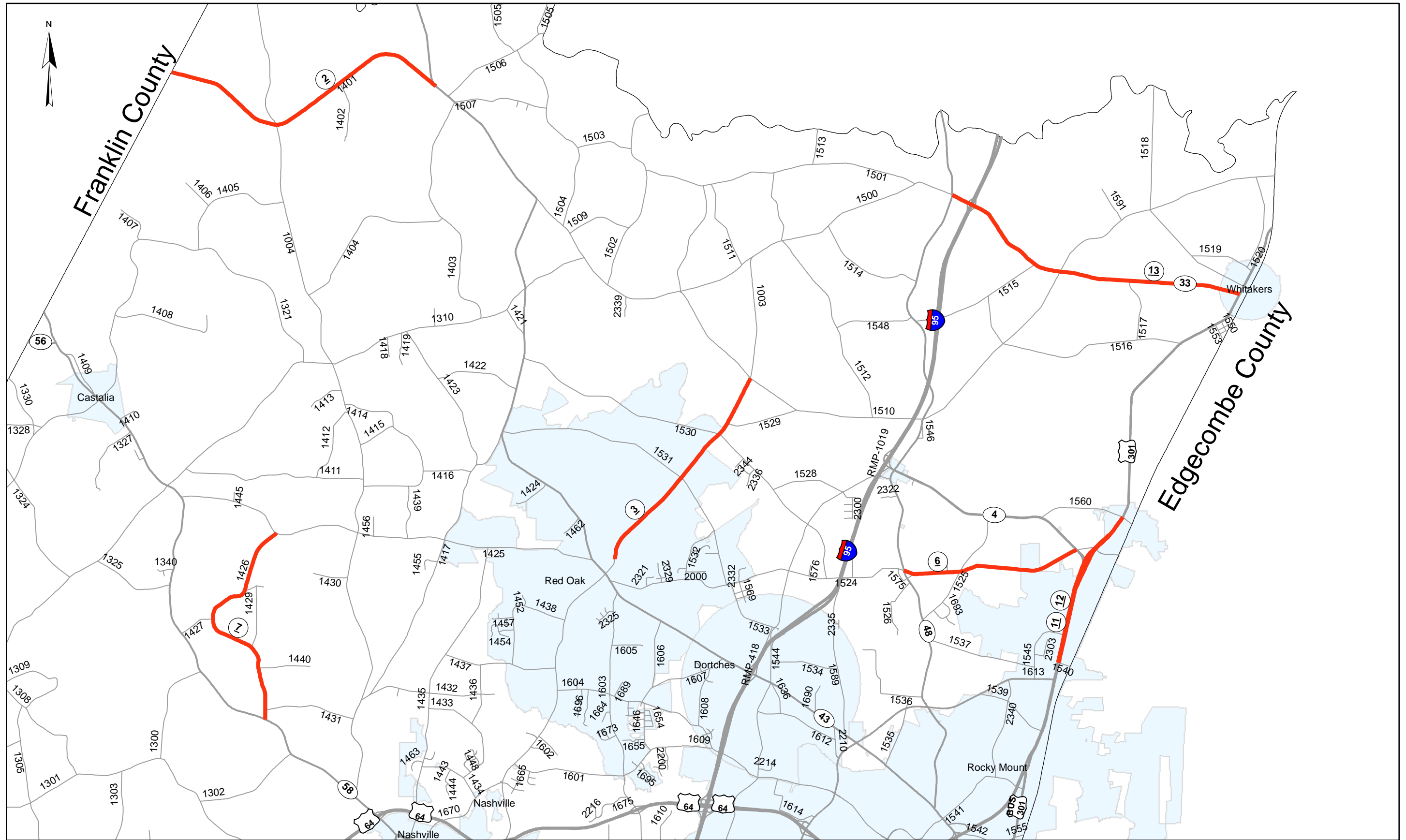
Wilson County

# Nash County

2021.CPT.04.09.10641

2021.CPT.04.09.20641

Sheet 2

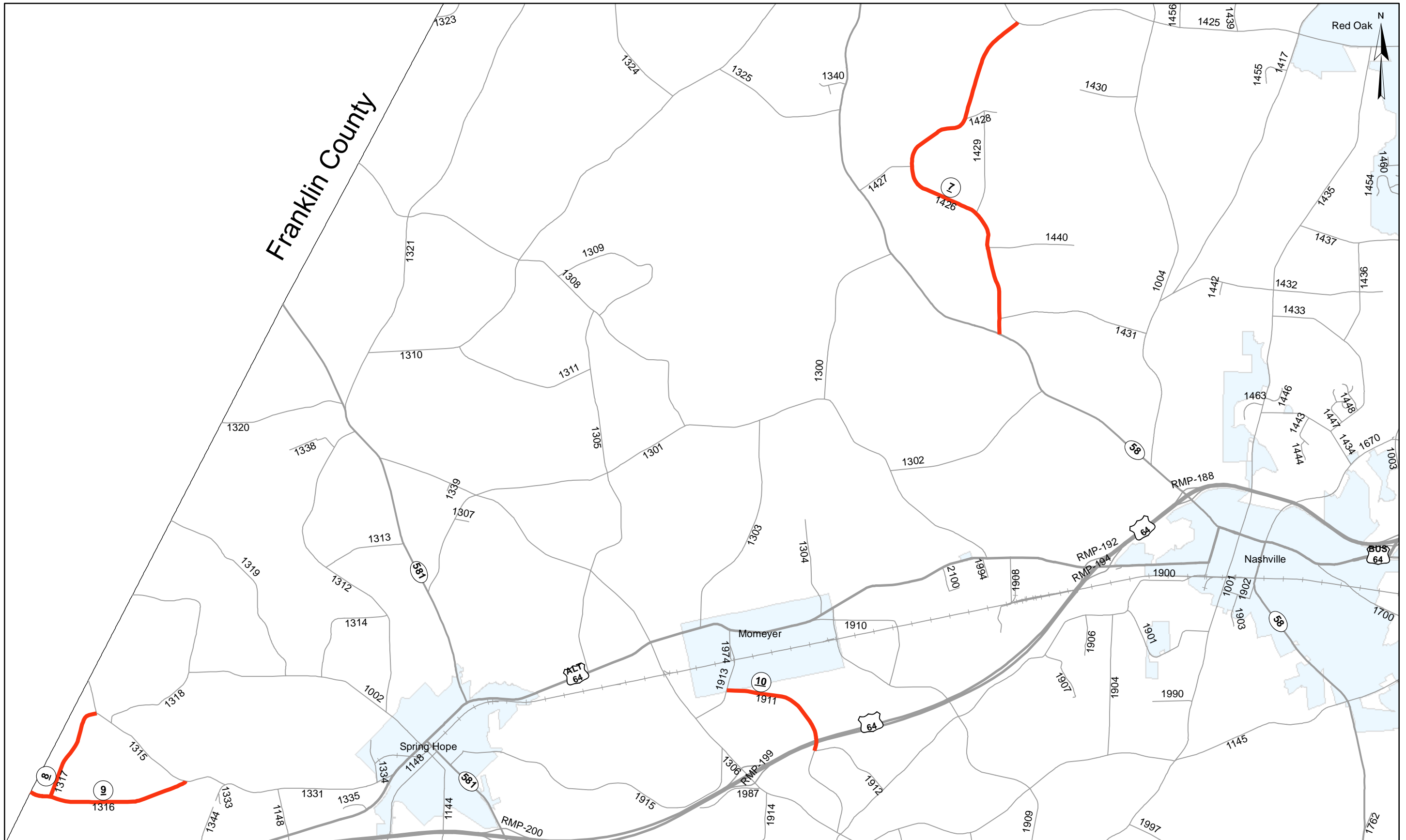


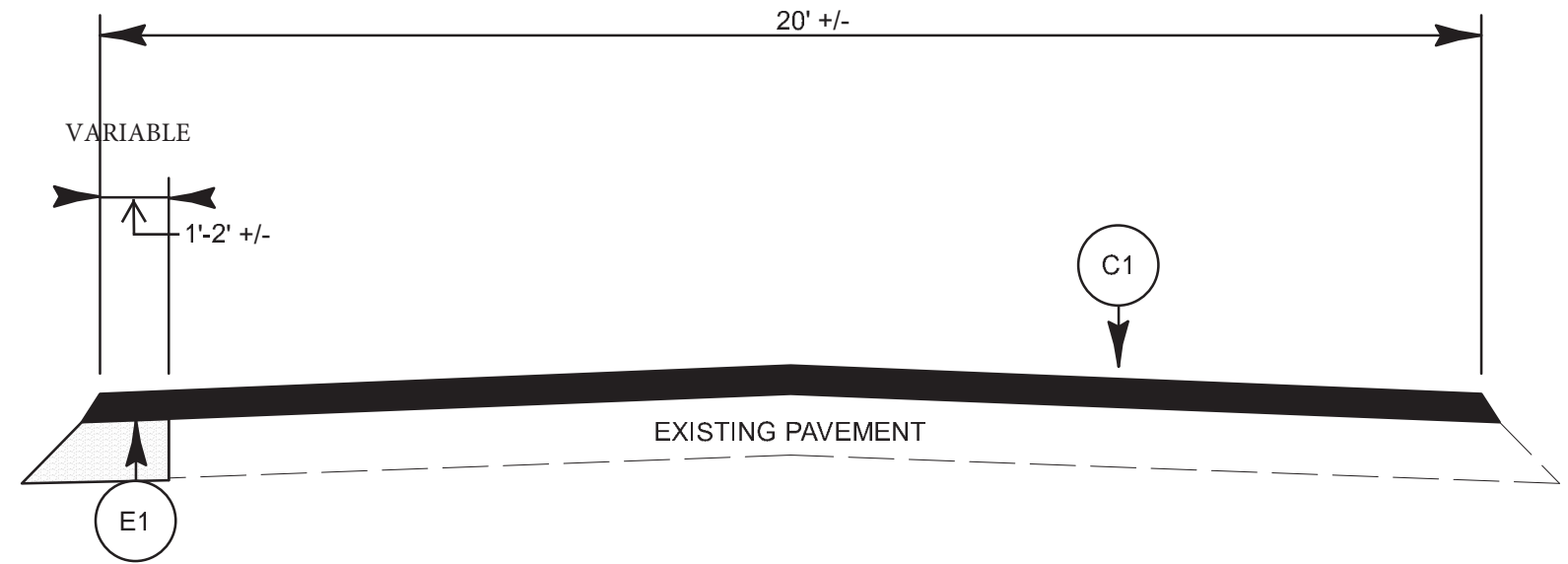
# Nash County

2021CPT.04.09.10641

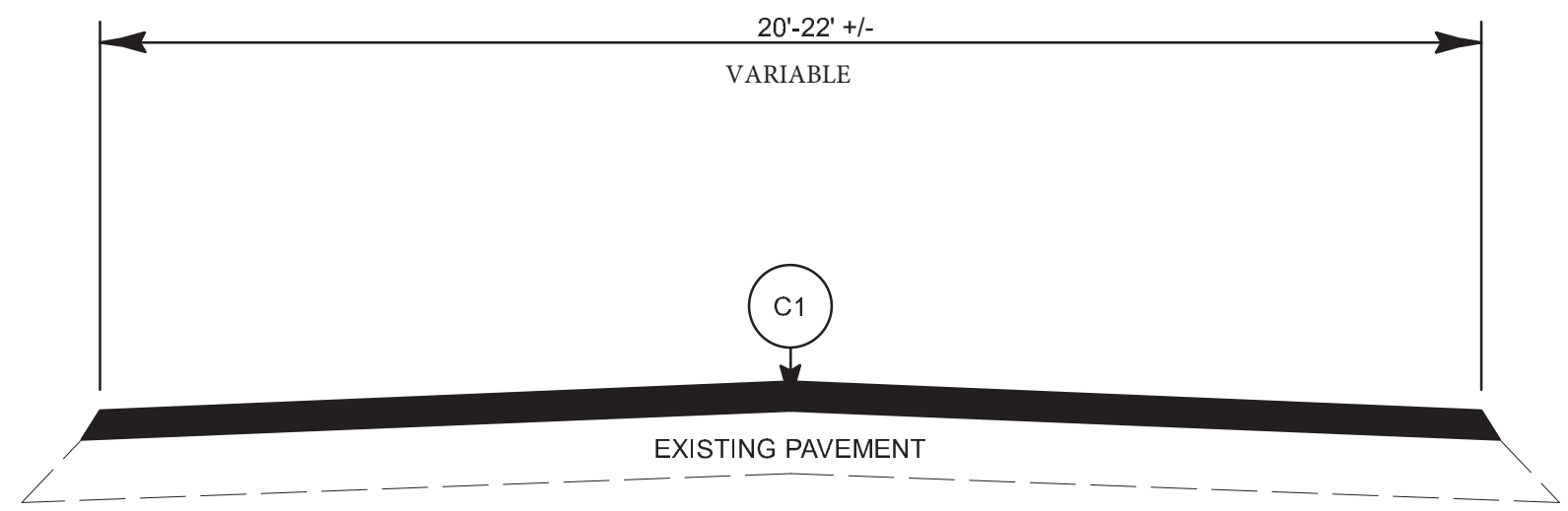
2021CPT.04.09.20641

Sheet 3





TYPICAL SECTION NO. 1

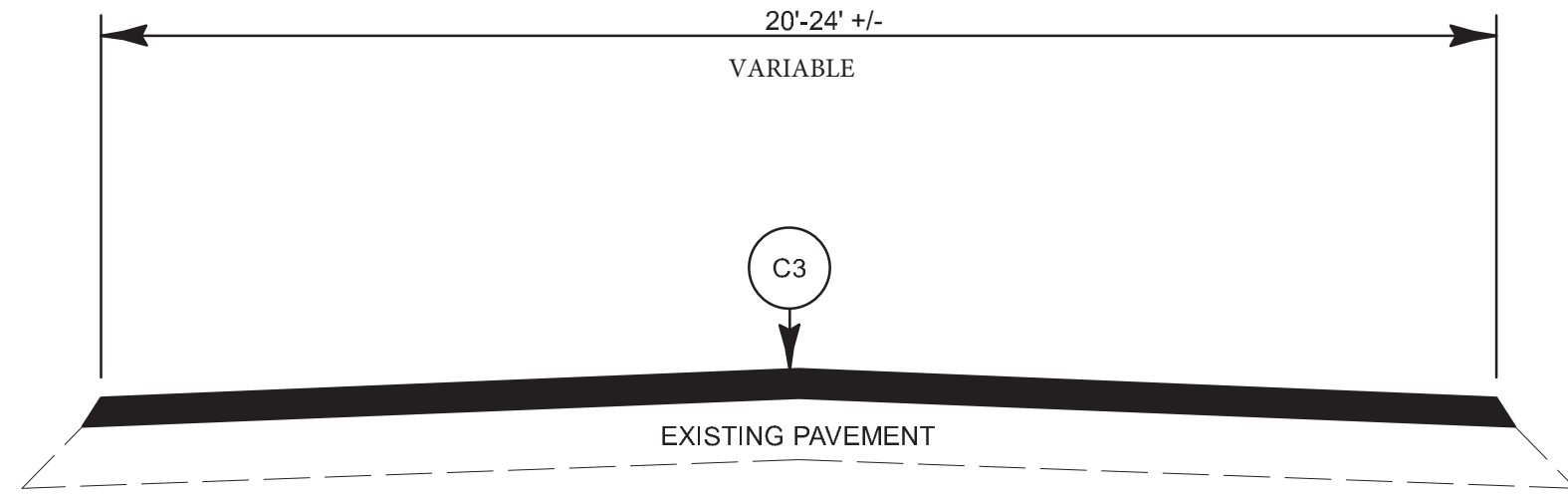


TYPICAL SECTION NO. 2

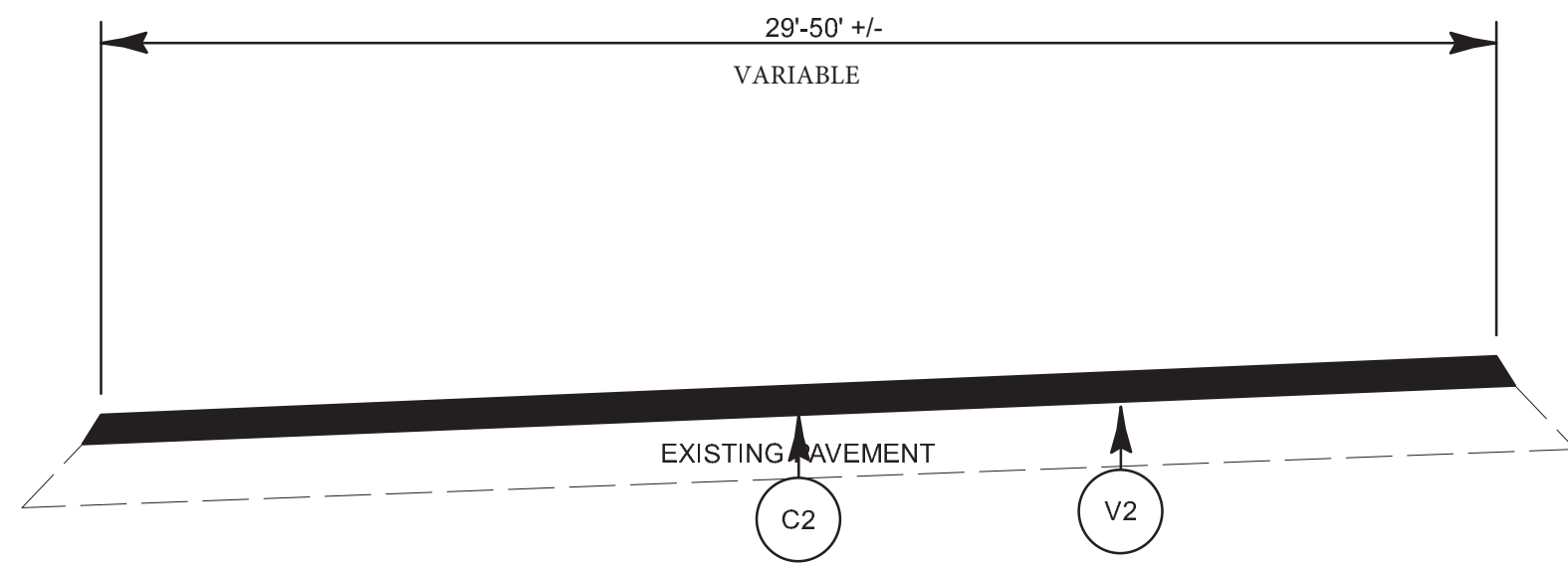
**NOTE:**

1. All widths are approximate. SR routes may be less than 20'. Contractor is responsible for appropriate size paving equipment.
2. Shoulder Reconstruction will be by NCDOT forces.

PAVEMENT SCHEDULE	
C1	PROP. APPROX 1.5" OF S9.5B AT AN AVERAGE RATE OF 165 LBS PER SQ YARD
C2	PROP. APPROX 2.0" OF S9.5C AT AN AVERAGE RATE OF 224 LBS PER SQ YARD
C3	PROP. APPROX 1.25" OF S9.5B AT AN AVERAGE RATE OF 138 LBS PER SQ YARD
C4	PROP. APPROX 1.5" OF S9.5C AT AN AVERAGE RATE OF 168 LBS PER SQ YARD
E1	PROP. APPROX 4" OF ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS PER SQ YARD
V1	MILLN ASPHALT PVMT 0"-1.5"
V2	MILLN ASPHALT PVMT 0"-2.0"

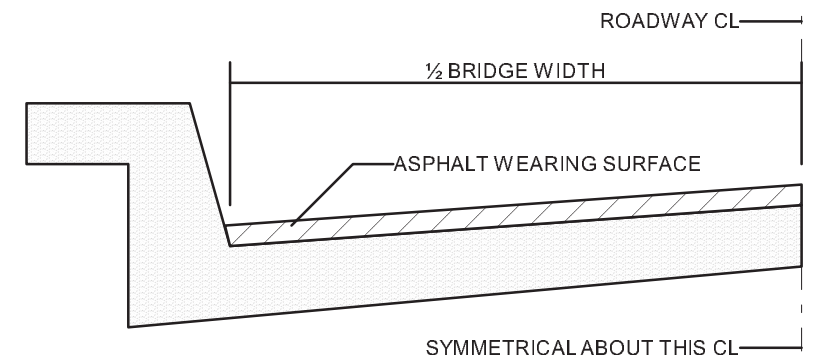


TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4

PAVEMENT SCHEDULE	
C1	PROP. APPROX 1.5" OF S9.5B AT AN AVERAGE RATE OF 165 LBS PER SQ YARD
C2	PROP. APPROX 2.0" OF S9.5C AT AN AVERAGE RATE OF 224 LBS PER SQ YARD
C3	PROP. APPROX 1.25" OF S9.5B AT AN AVERAGE RATE OF 138 LBS PER SQ YARD
C4	PROP. APPROX 1.5" OF S9.5C AT AN AVERAGE RATE OF 168 LBS PER SQ YARD
E1	PROP. APPROX 4" OF ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS PER SQ YARD
V1	MILLN ASPHALT PVMT 0"-1.5"
V2	MILLN ASPHALT PVMT 0"-2.0"



BRIDGE HALF TYPICAL SECTION

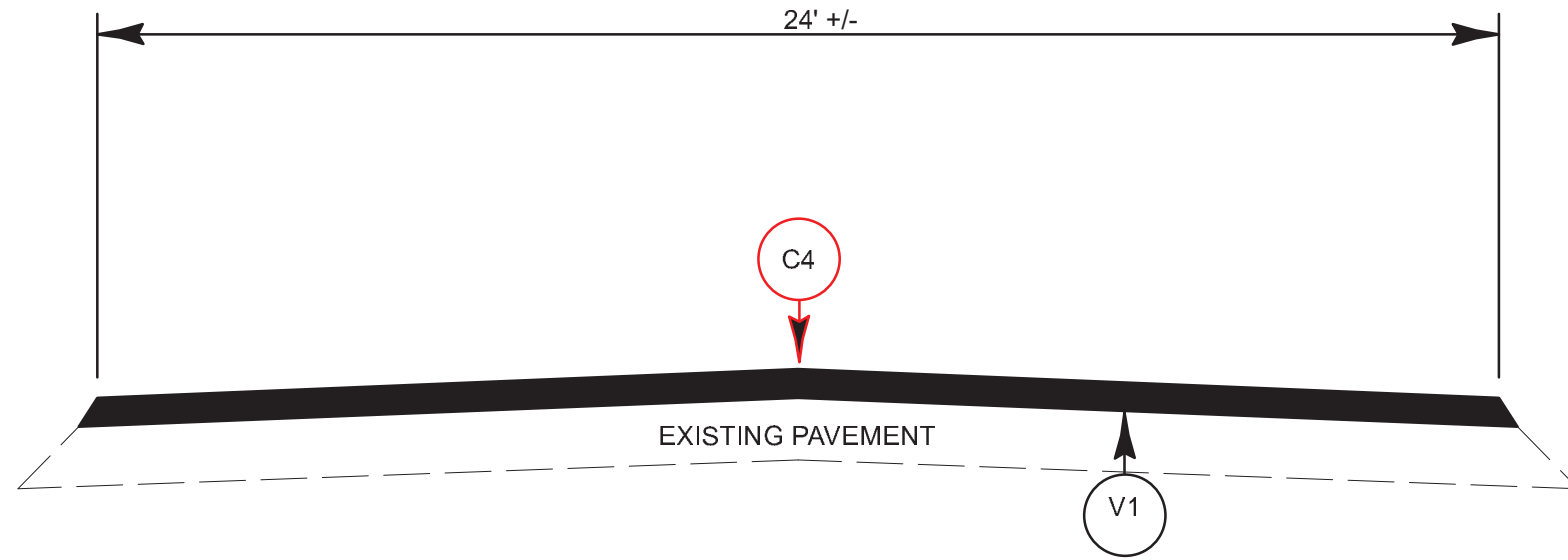
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 3/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 7/8". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SF9.5A 1.5", S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 1/2", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 3/4".

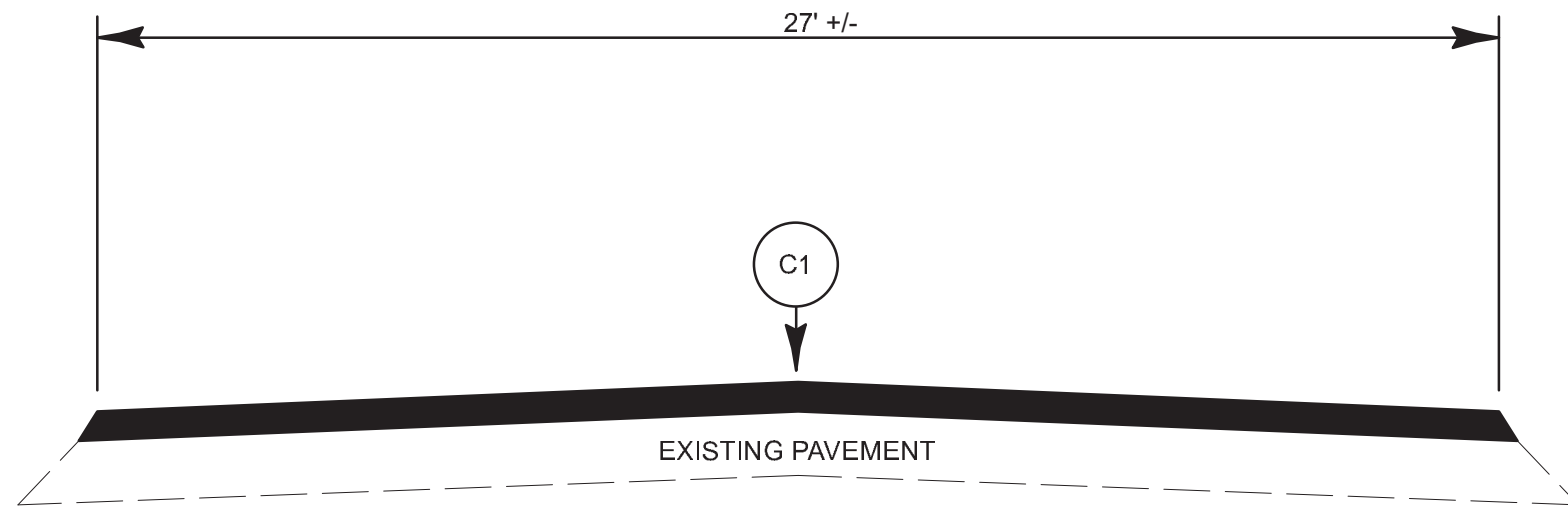
NOTES

ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.  
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.  
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.  
 SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.  
 BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

PROJECT NO. 2021CPT.04.09.20641, 2021CPT.04.09.10641	SHEET NO. 6	TOTAL SHEETS
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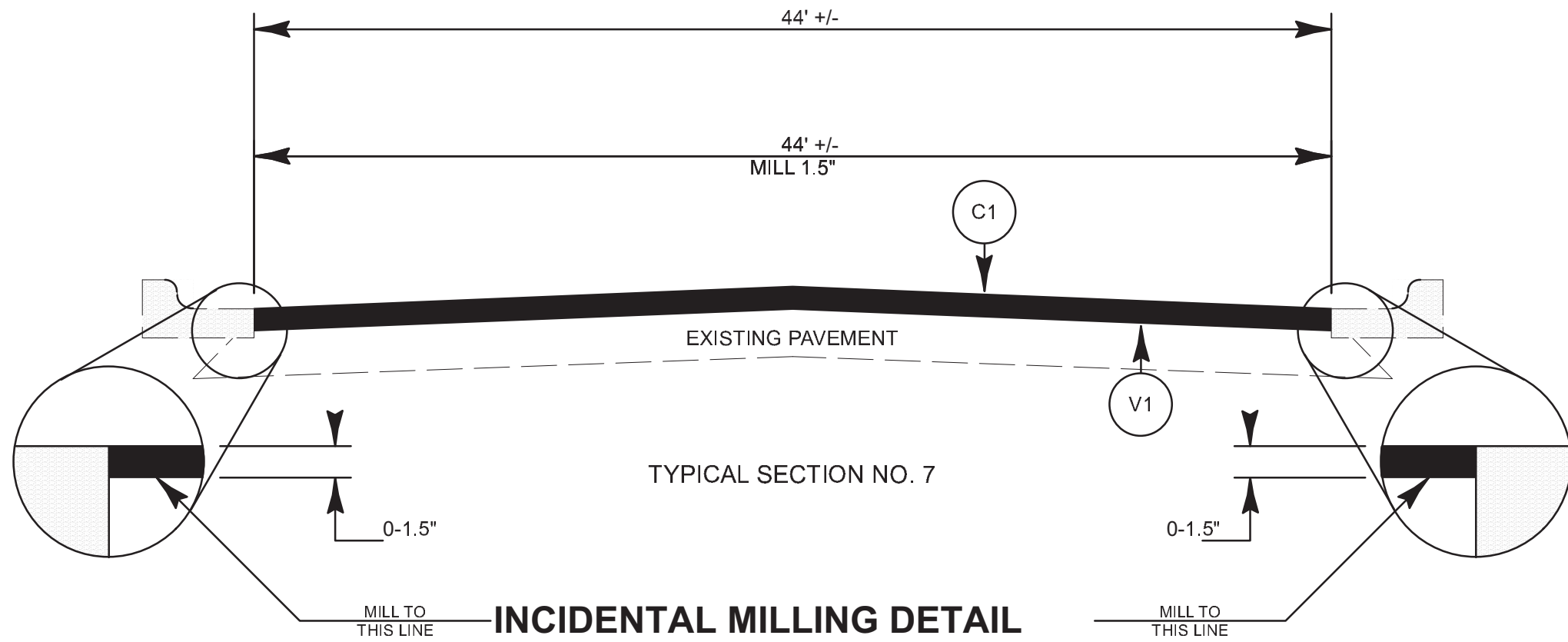


TYPICAL SECTION NO. 5



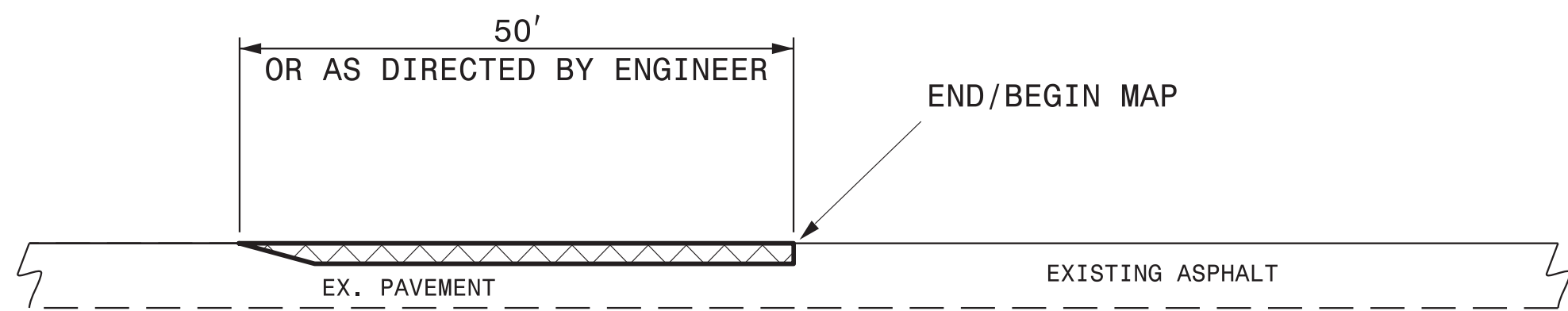
TYPICAL SECTION NO. 6

PAVEMENT SCHEDULE	
C1	PROP. APPROX 1.5" OF S9.5B AT AN AVERAGE RATE OF 165 LBS PER SQ YARD
C2	PROP. APPROX 2.0" OF S9.5C AT AN AVERAGE RATE OF 224 LBS PER SQ YARD
C3	PROP. APPROX 1.25" OF S9.5B AT AN AVERAGE RATE OF 138 LBS PER SQ YARD
C4	PROP. APPROX 1.5" OF S9.5C AT AN AVERAGE RATE OF 168 LBS PER SQ YARD
E1	PROP. APPROX 4" OF ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS PER SQ YARD
V1	MILLN ASPHALT PVMT 0"-1.5"
V2	MILLN ASPHALT PVMT 0"-2.0"



TYPICAL SECTION NO. 7

**INCIDENTAL MILLING DETAIL**



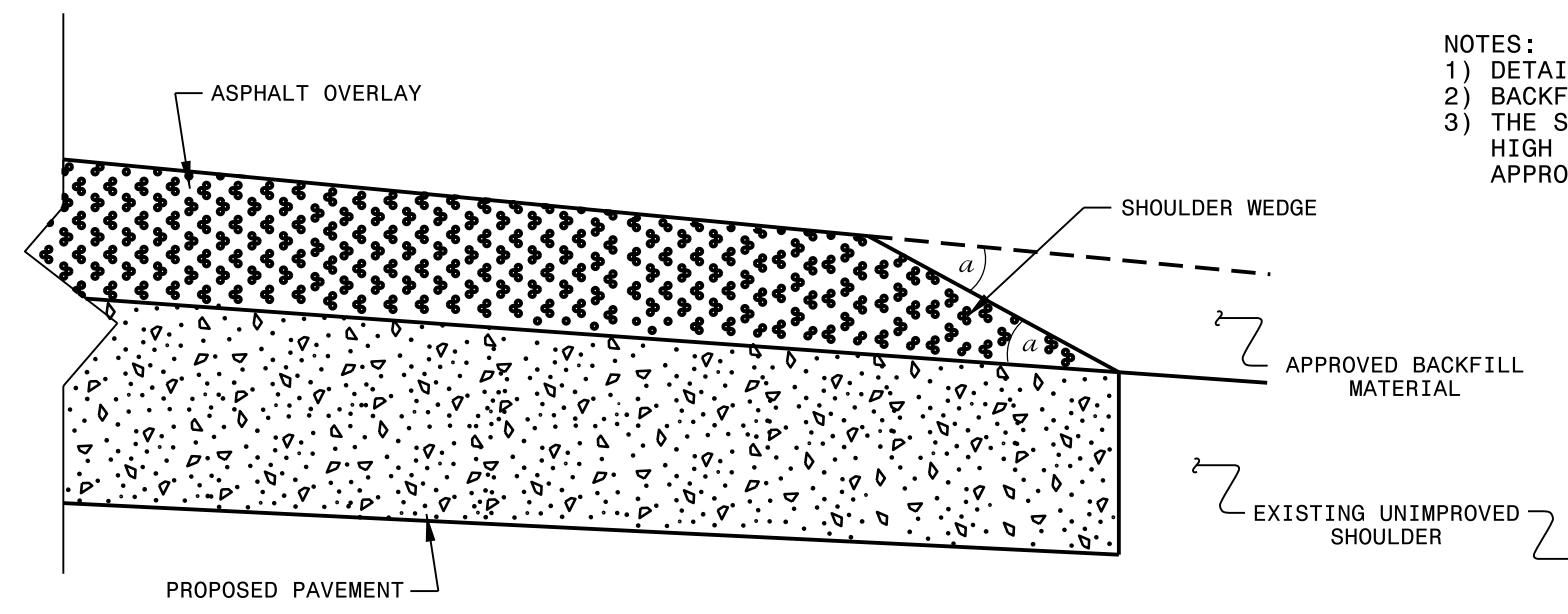
**INCIDENTAL MILLING**

**NOTE:**

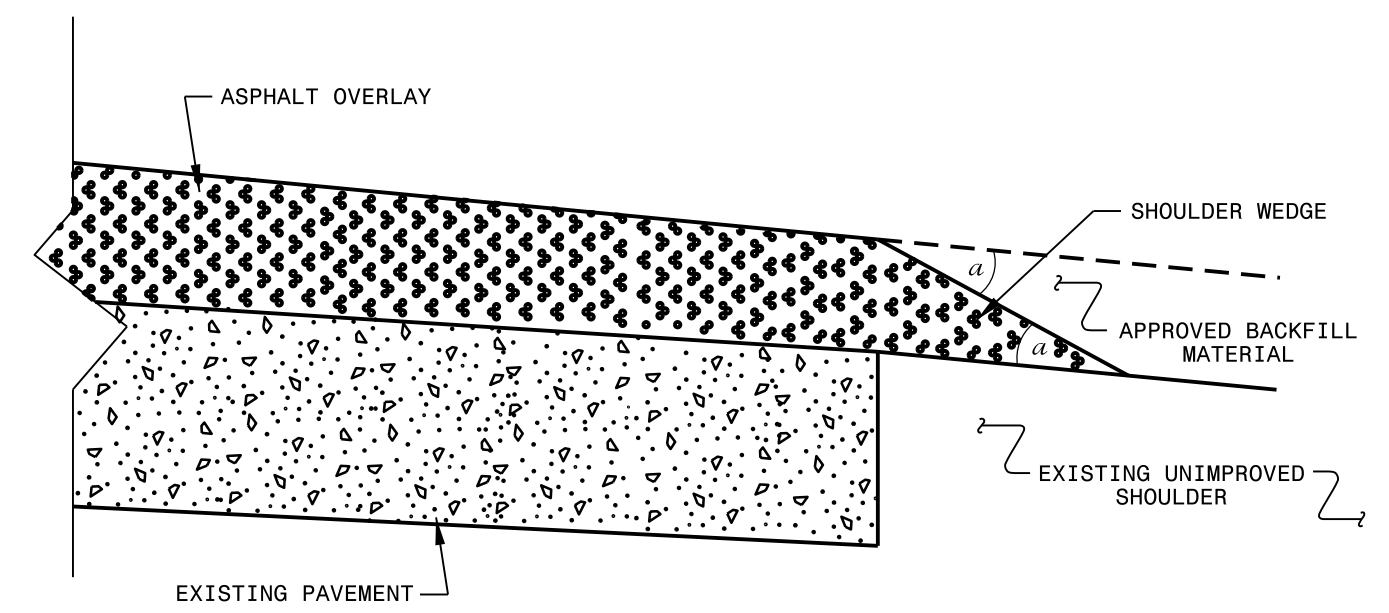
1. PERFORM INCIDENTAL MILLING AT THE TIE INS, RAILROADS, BRIDGE DECKS AND APPROACHES AT THE DIRECTION OF THE ENGINEER.
2. MILL THE DECK @ BRIDGE # 93 ON MAP #1.

PAVEMENT SCHEDULE	
C1	PROP. APPROX 1.5" OF S9.5B AT AN AVERAGE RATE OF 165 LBS PER SQ YARD
C2	PROP. APPROX 2.0" OF S9.5C AT AN AVERAGE RATE OF 224 LBS PER SQ YARD
C3	PROP. APPROX 1.25" OF S9.5B AT AN AVERAGE RATE OF 138 LBS PER SQ YARD
C4	PROP. APPROX 1.5" OF S9.5C AT AN AVERAGE RATE OF 168 LBS PER SQ YARD
E1	PROP. APPROX 4" OF ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS PER SQ YARD
V1	MILLN ASPHALT PVMT 0"-1.5"
V2	MILLN ASPHALT PVMT 0"-2.0"

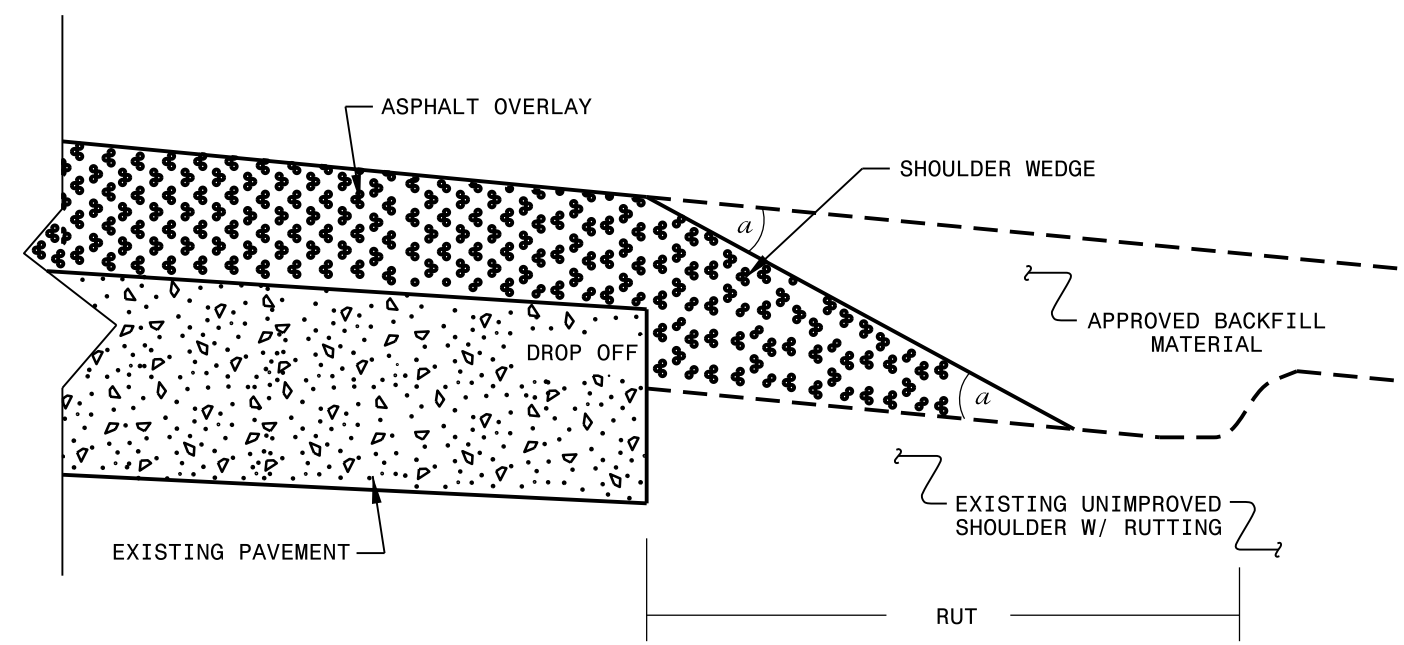
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



**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)

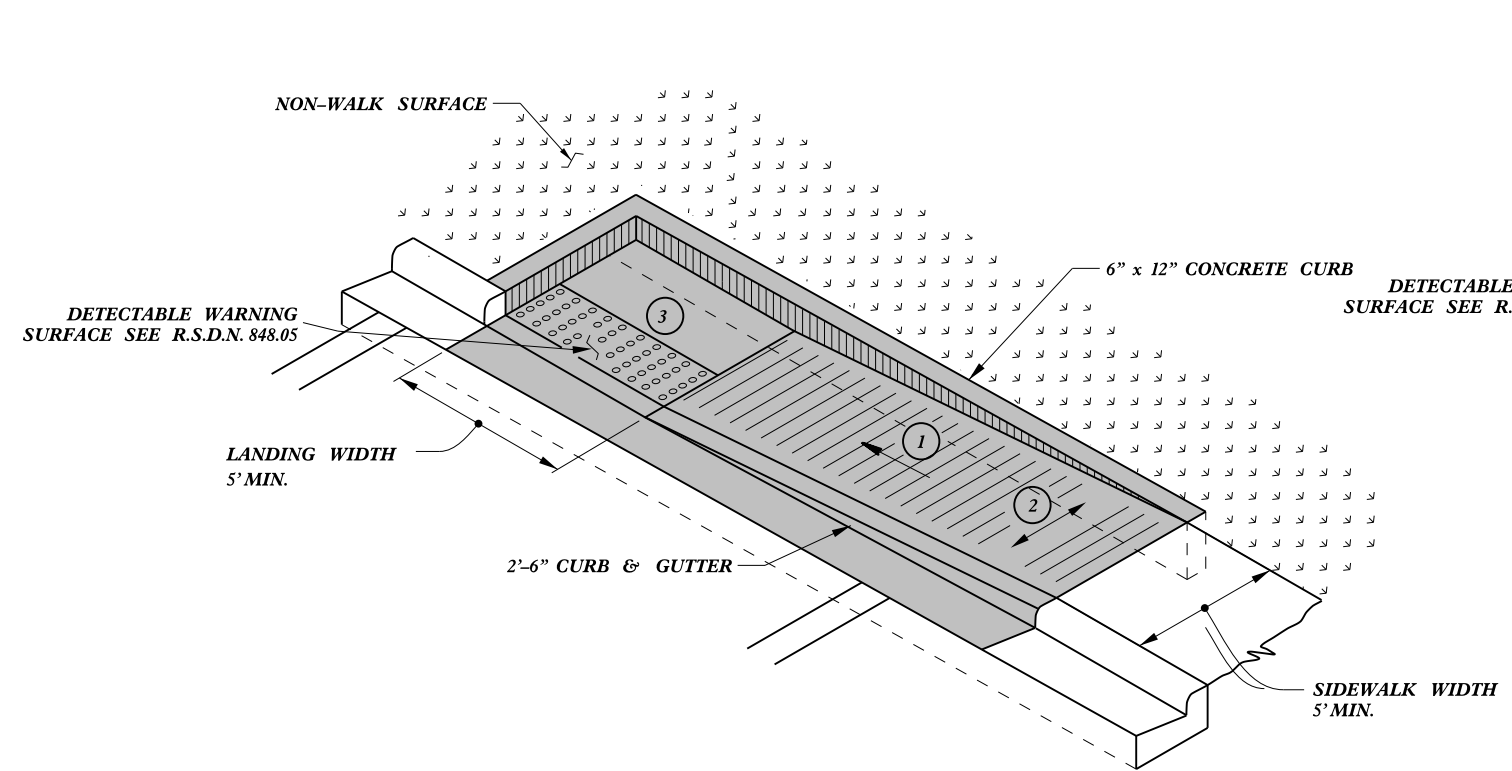
- SHOULDER WEDGE ANGLE = 30°

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

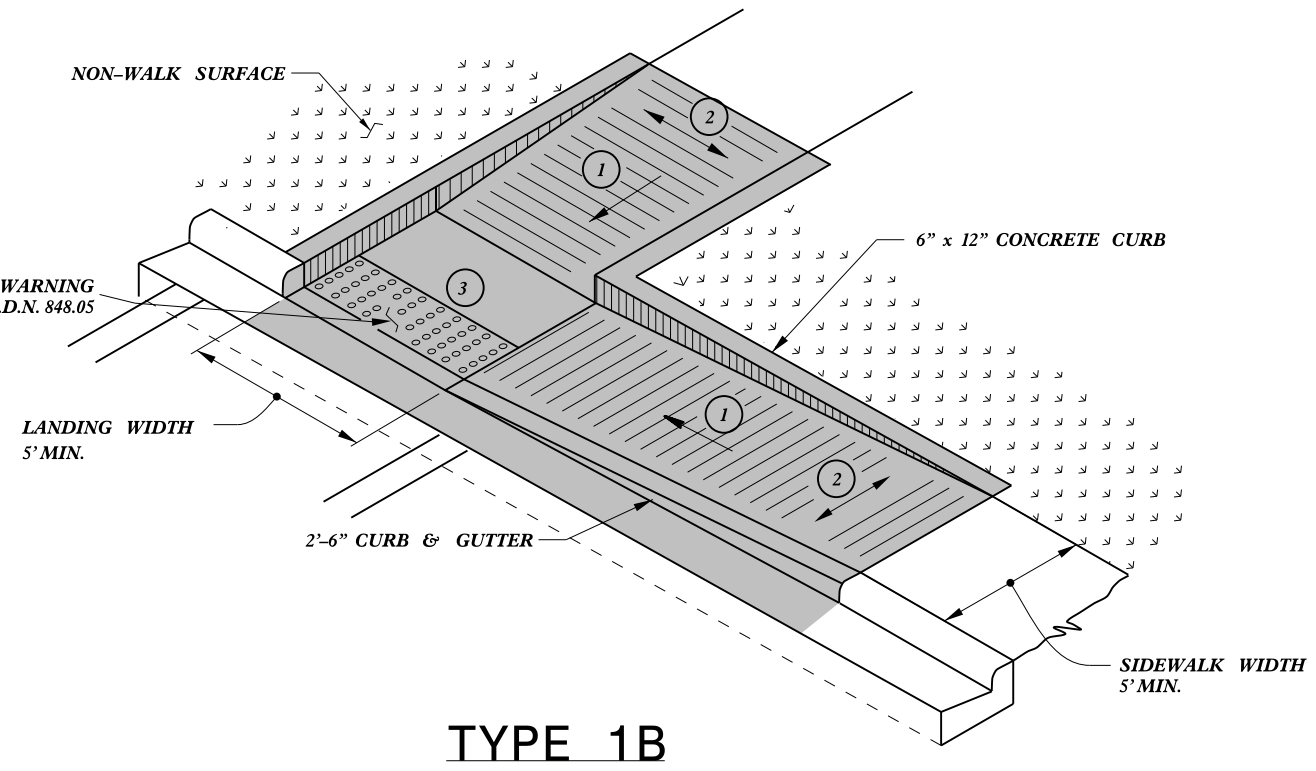
<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950 FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>	
ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\detail\stand\shoulderwedgedetail.dgn	

DOCUMENT NOT CONSIDERED FINAL  
 UNLESS ALL SIGNATURES COMPLETED

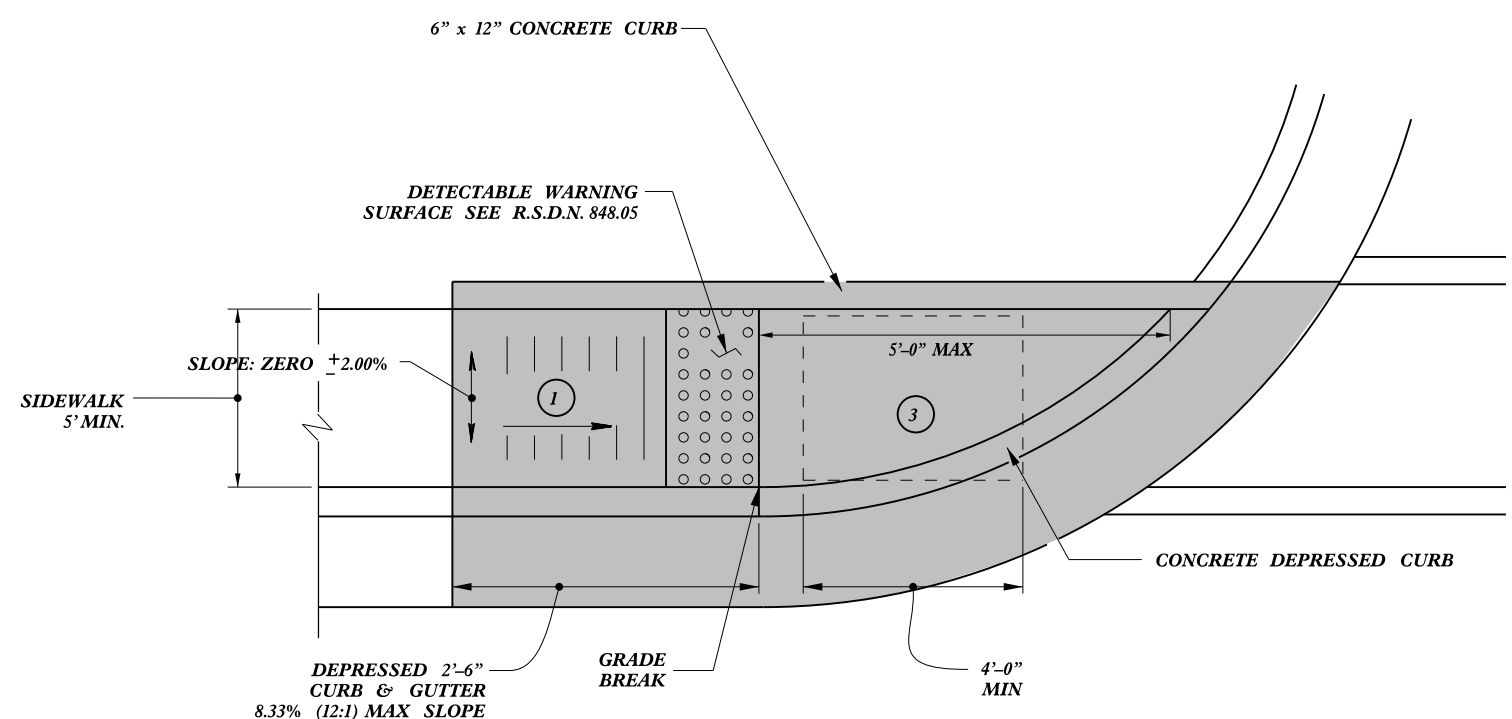




**TYPE 1A**



**TYPE 1B**

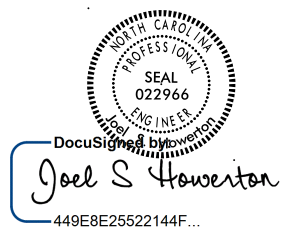


**TYPE 1**

PAY LIMITS FOR 1 CURB RAMP

- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES



DocuSign by  
 Joel S. Howerton  
 449E8E25522144F...  
 11/18/2015

DOCUMENT NOT CONSIDERED FINAL  
 UNLESS ALL SIGNATURES COMPLETED

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>	
Office 919-707-6950	FAX 919-250-4119
<b>CURB RAMPS</b> Directional Ramps	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dwg	

PROJECT NO.	SHEET NO.
2021CPT.04.09.20641, 2021CPT.04.09.10641	10

**SUMMARY OF QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1308000000-E		1330000000-E	1491000000-E	1519000000-E	1523000000-E	1575000000-E	2613000000-N	7444000000-E	7456000000-E				
												0" TO 2" MILLING	0" TO 1.5" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	REM & REP CURB RAMPS	INDUCTIVE LOOP	LEAD-IN CABLE				
												MI	FT	SY	SY	SY	TONS	TONS	TONS	TONS	EA	LF	LF		
2021CPT.04.09.20641	Nash	1	SR 1150 (ROCKY CROSS RD)	FROM NC 97 TO FRANKLIN COUNTY LINE	1	2	2WD	NO	NO	2.2	19			711	392	2,413		179							
<b>TOTAL FOR MAP NO. 1</b>										<b>2.2</b>				<b>711</b>	<b>392</b>	<b>2,413</b>		<b>179</b>							
2021CPT.04.09.20641	Nash	2	SR 1401 (HARRISON RD)	FROM NC 43 TO FRANKLIN COUNTY LINE	2	2	2WU	NO	NO	5.24	20			222		5,257		352							
<b>TOTAL FOR MAP NO. 2</b>										<b>5.24</b>				<b>222</b>		<b>5,257</b>		<b>352</b>							
2021CPT.04.09.20641	Nash	3	SR 1003 (RED OAK RD)	FROM SR 1510 (WATSON SEED FARM RD) TO PVMT JT	2	2	2WU	NO	NO	3.8	22			489		4,191		281							
<b>TOTAL FOR MAP NO. 3</b>										<b>3.8</b>				<b>489</b>		<b>4,191</b>		<b>281</b>							
2021CPT.04.09.20641	Nash	4	SR 1963 (FRIDAY RD)	FROM SR 1945 (OLD SMITHFIELD RD) TO SR 1964 (GREEN POND RD)	3	2	2WU	NO	NO	1.18	20			222		986		66							
<b>TOTAL FOR MAP NO. 4</b>										<b>1.18</b>				<b>222</b>		<b>986</b>		<b>66</b>							
2021CPT.04.09.20641	Nash	5	SR 1740 (VICKERS RD)	FROM NC 97 TO WILSON COUNTY LINE	3	2	2WU	NO	NO	2.15	20			222		1,847		124							
<b>TOTAL FOR MAP NO. 5</b>										<b>2.15</b>				<b>222</b>		<b>1,847</b>		<b>124</b>							
2021CPT.04.09.20641	Nash	6	SR 1524 (RED OAK BATTLEBORO RD)	FROM NC 4 TO NC 48	3	2	2WU	NO	NO	3	22					3,618		242							
<b>TOTAL FOR MAP NO. 6</b>										<b>3</b>						<b>3,618</b>		<b>242</b>							
2021CPT.04.09.20641	Nash	7	SR 1426 (SYKES RD)	FROM NC 58 TO SR 1425 W CASTALIA RD)	1	2	2WD	NO	NO	4	18				1,248	4,013		325							
<b>TOTAL FOR MAP NO. 7</b>										<b>4</b>					<b>1,248</b>	<b>4,013</b>		<b>325</b>							
2021CPT.04.09.20641	Nash	8	SR 1317 (HOLLY RD)	FROM SR 1315 (STALLINGS RD) TO SR 1316 (LAKE ROYALE RD)	3	2	2WU	NO	NO	1	20					835		56							
<b>TOTAL FOR MAP NO. 8</b>										<b>1</b>					<b>835</b>		<b>56</b>								
2021CPT.04.09.20641	Nash	9	SR 1316 (LAKE ROYALE RD)	FROM SR 1315 (STALLINGS RD) TO FRANKLIN COUNTY LINE	3	2	2WU	NO	NO	1.5	21			750		1,377		92							
<b>TOTAL FOR MAP NO. 9</b>										<b>1.5</b>				<b>750</b>		<b>1,377</b>		<b>92</b>							
2021CPT.04.09.20641	Nash	10	SR 1911 (MT ZION CHURCH RD)	FROM SR 1912 (TOM MATTHEWS RD) TO SR 1913 (YOUNG RD)	1	2	2WU	NO	NO	1.25	18				390	1,254		102							
<b>TOTAL FOR MAP NO. 10</b>										<b>1.25</b>					<b>390</b>	<b>1,254</b>		<b>102</b>							
<b>TOTAL FOR PROJ NO. 2021CPT.04.09.20641</b>										<b>25.32</b>					<b>2,616</b>	<b>2,030</b>	<b>25,791</b>		<b>1,819</b>						
2021CPT.04.09.10641	Nash	11	N WESLEYAN BLVD (US 301 NB)	FROM SR 1540 (COLLEGE RD) TO SR 1560 (W BATTLEBORO AVE)	4	2	MD	NO	NO	2.8	29	54,711					5,366	322	2	877	150				
<b>TOTAL FOR MAP NO. 11</b>										<b>2.8</b>							<b>5,366</b>	<b>322</b>	<b>2</b>	<b>877</b>	<b>150</b>				
2021CPT.04.09.10641	Nash	12	N WESLEYAN BLVD (US 301 SB)	FROM SR 1560 (W BATTLEBORO AVE) TO SR 1540 (COLLEGE RD)	4	2	MD	NO	NO	2.78	29	50,907					5,328	320	2	362	65				
<b>TOTAL FOR MAP NO. 12</b>										<b>2.78</b>							<b>5,328</b>	<b>320</b>	<b>2</b>	<b>362</b>	<b>65</b>				
2021CPT.04.09.10641	Nash	13	W NASH ST (NC 33)	FROM US 301 TO NC 4	5	2	2WD	NO	NO	5.33	24					75,046	6,337	380							
<b>TOTAL FOR MAP NO. 13</b>										<b>5.33</b>						<b>75,046</b>		<b>6,337</b>	<b>380</b>						
2021CPT.04.09.10641	Nash	14	W FINCH AVE (US 264 ALT)	FROM MIDDLESEX WEST CL TO BEGIN CURB AND GUTTER	6	2	2WU	NO	NO	0.4	27			150		541		36							
<b>TOTAL FOR MAP NO. 14</b>										<b>0.4</b>				<b>150</b>		<b>541</b>		<b>36</b>							
2021CPT.04.09.10641	Nash	15	W FINCH AVE (US 264 ALT)	FROM BEGIN CURB AND GUTTER TO END CURB AND GUTTER	7	2	2WU	NO	NO	0.3	44					7,850		660		44	300	50			
<b>TOTAL FOR MAP NO. 15</b>										<b>0.3</b>						<b>7,850</b>		<b>660</b>		<b>44</b>	<b>300</b>	<b>50</b>			
2021CPT.04.09.10641	Nash	16	W FINCH AVE (US 264 ALT)	FROM END CURB AND GUTTER TO PVMT JT	6	2	2WU	NO	NO	1	27			150		1,352		91							
<b>TOTAL FOR MAP NO. 16</b>										<b>1</b>				<b>150</b>		<b>1,352</b>		<b>91</b>							
<b>TOTAL FOR PROJ NO. 2021CPT.04.09.10641</b>										<b>12.61</b>					<b>105,618</b>	<b>82,896</b>		<b>300</b>		<b>2,553</b>	<b>17,031</b>	<b>1,193</b>	<b>4</b>	<b>1,539</b>	<b>265</b>
<b>GRAND TOTAL</b>										<b>37.93</b>					<b>105,618</b>	<b>82,896</b>		<b>2,916</b>	<b>2,030</b>	<b>28,344</b>	<b>17,031</b>	<b>3,012</b>	<b>4</b>	<b>1,539</b>	<b>265</b>

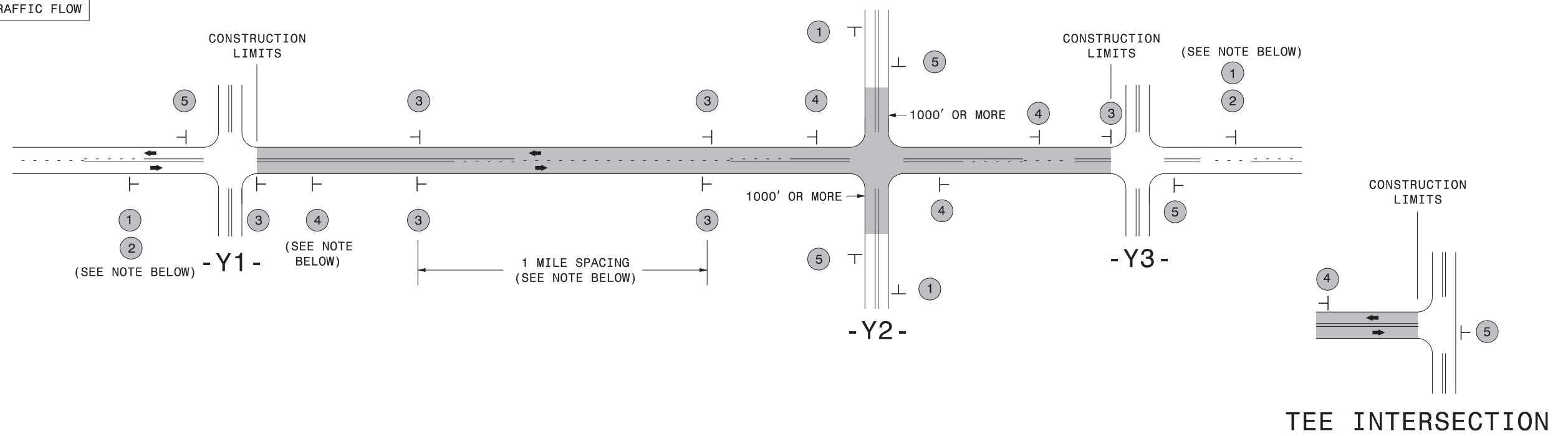


# SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

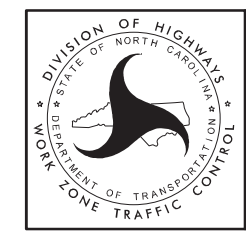
## -Y- LINE SIGNING

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**

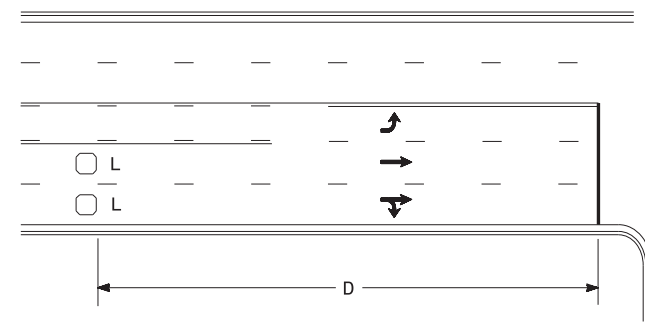
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



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

5/15/2017 S:\TMU\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln.dgn User:kedais

### High Speed Detection (≥40 mph)

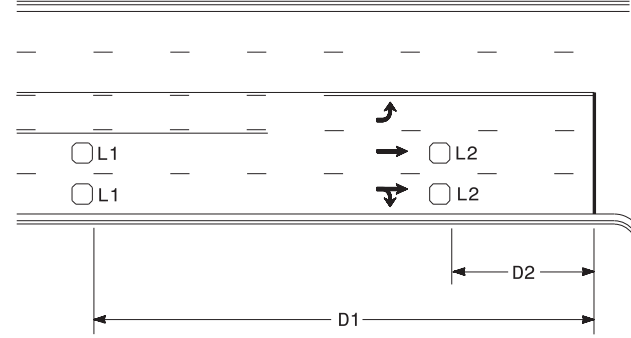


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft  
Wired separately

Volume Density Operation

OR

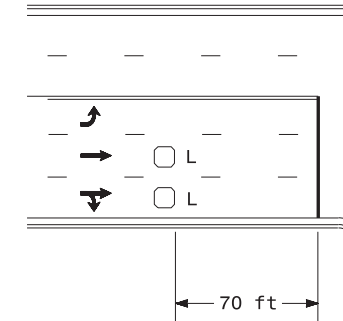


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

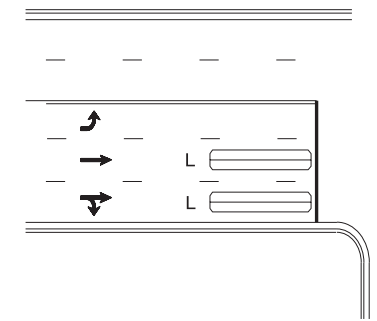
"Stretch" Operation

### Low Speed Detection (≤35 mph)



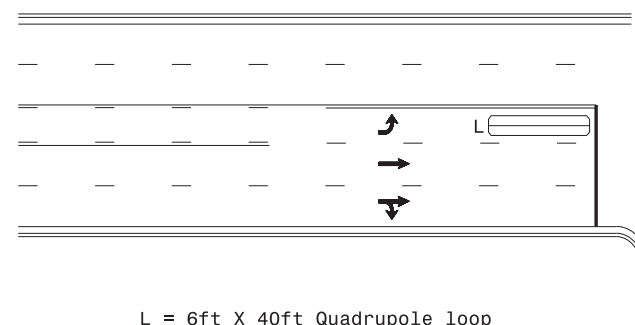
L = 6ft X 6ft  
Wired in series

OR



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

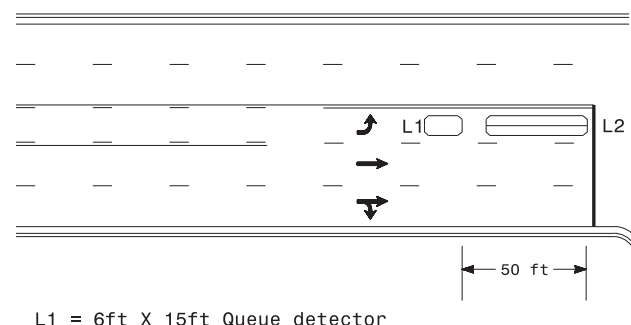
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

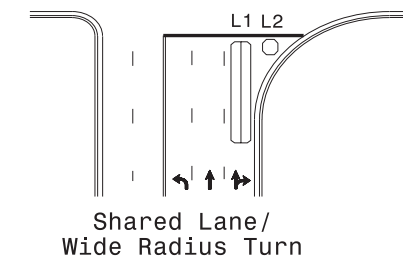
OR



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

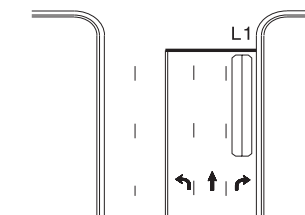
Queue Loop Detection

### Right Turn Lane Detection

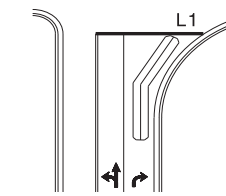


L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately

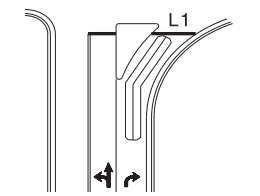
Shared Lane/  
Wide Radius Turn



Standard Turn

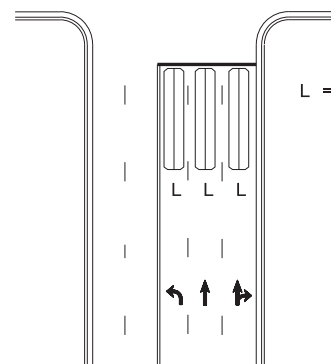


Wide Radius Turn



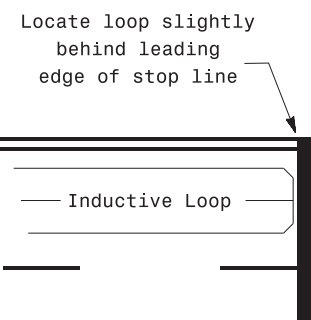
Channelized Turn

### 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:

TRANSPORTATION MOBILITY AND SAFETY DIVISION  
 STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 SIGNAL DESIGN SECTION

SEAL  
 NORTH CAROLINA  
 PROFESSIONAL ENGINEER  
 029904  
 JASON P. GALLOWAY

Typical Signal Loop Locations	
PLAN DATE: September 2020	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:
SCALE: N/A	REVISIONS: INIT. DATE

9/8/2020  
DATE  
SIG. INVENTORY NO.

09-SEP-2020 11:54 S:\MITS\SIG\15\SIGNAL\SIGNAL Design Section\Eastern Region\Loop Typo\cal\loop\typo\cal\2015.dgn JGallaway