

**Curb Ramps To Be Repaired**

- Retrofit
- Remove and Replace
- New Curb Ramp
- Remove Ramp

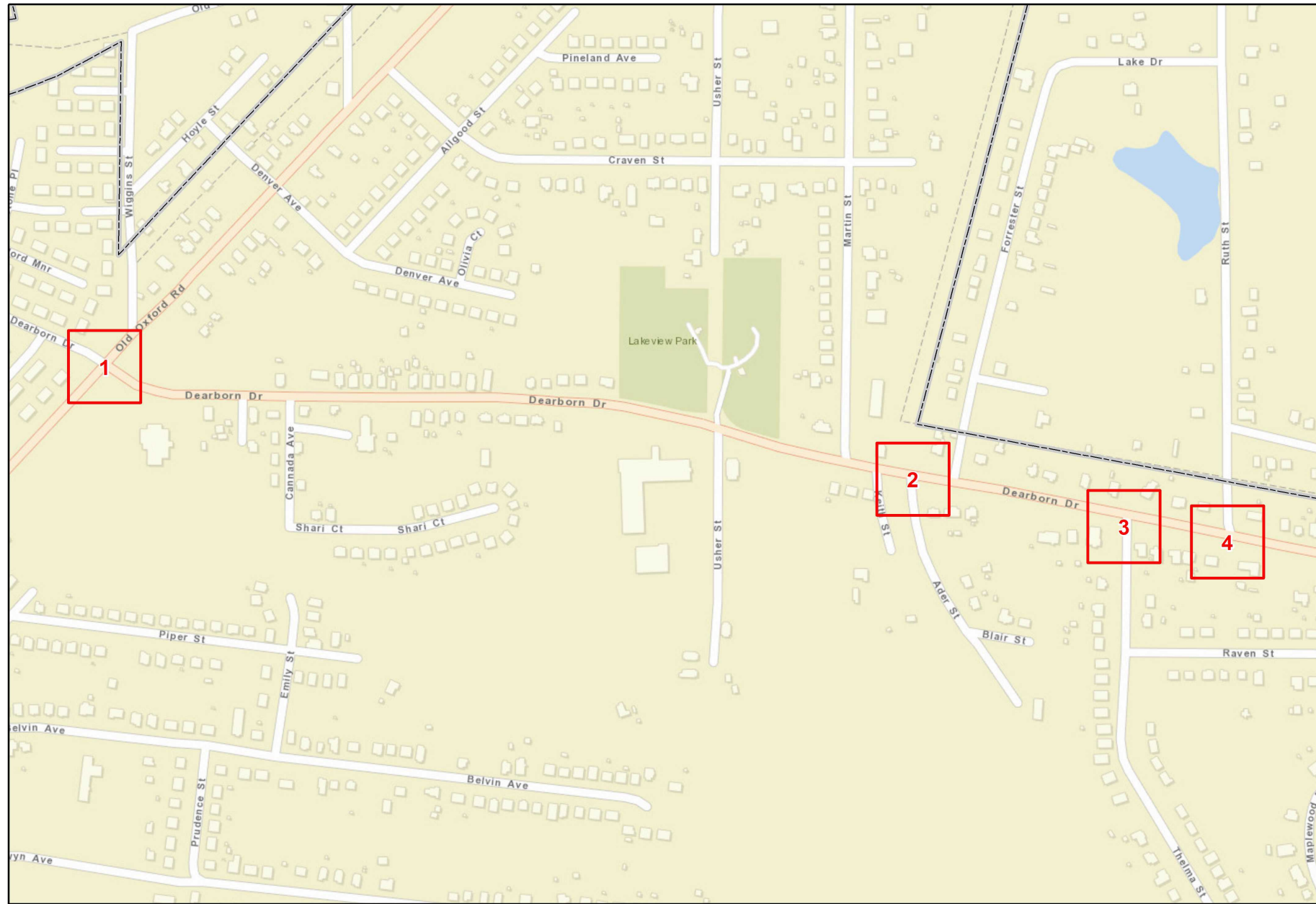
Municipal Boundary  
 NCHPO Historic Boundary (NR and LHD)

**2023 N Durham**  
**WBS: 2022CPT.05.12.20321.1**

**Hamlin Rd**  
**from SR 1632 to SR 1004**

NORTH CAROLINA DEPARTMENT  
 OF TRANSPORTATION  
 DIVISION 5

Source: NV5 Engineers and Consultants Inc., ESRI, NC OneMap, NCDOT, NCHPO




**Curb Ramps To Be Repaired**

- Retrofit
- Remove and Replace
- New Curb Ramp
- Remove Ramp


Municipal Boundary

NCHPO Historic Boundary (NR and LHD)

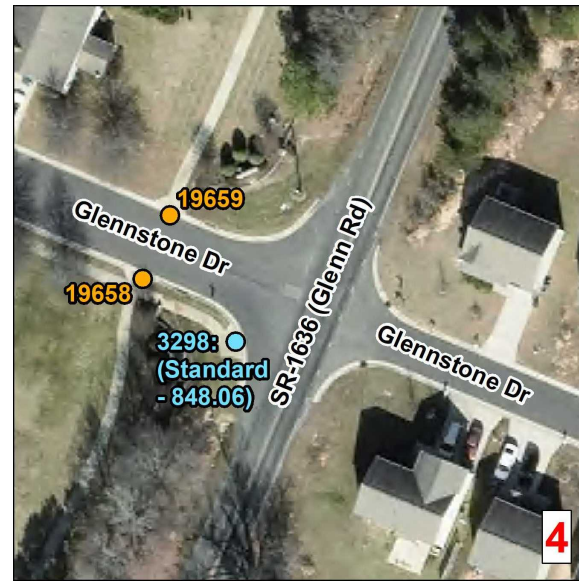
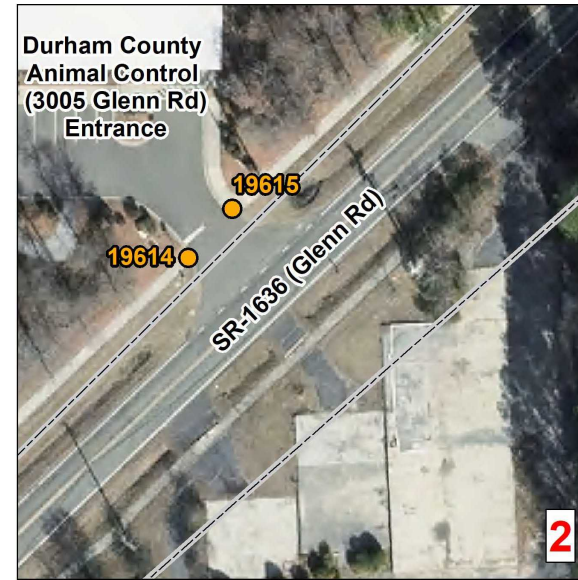
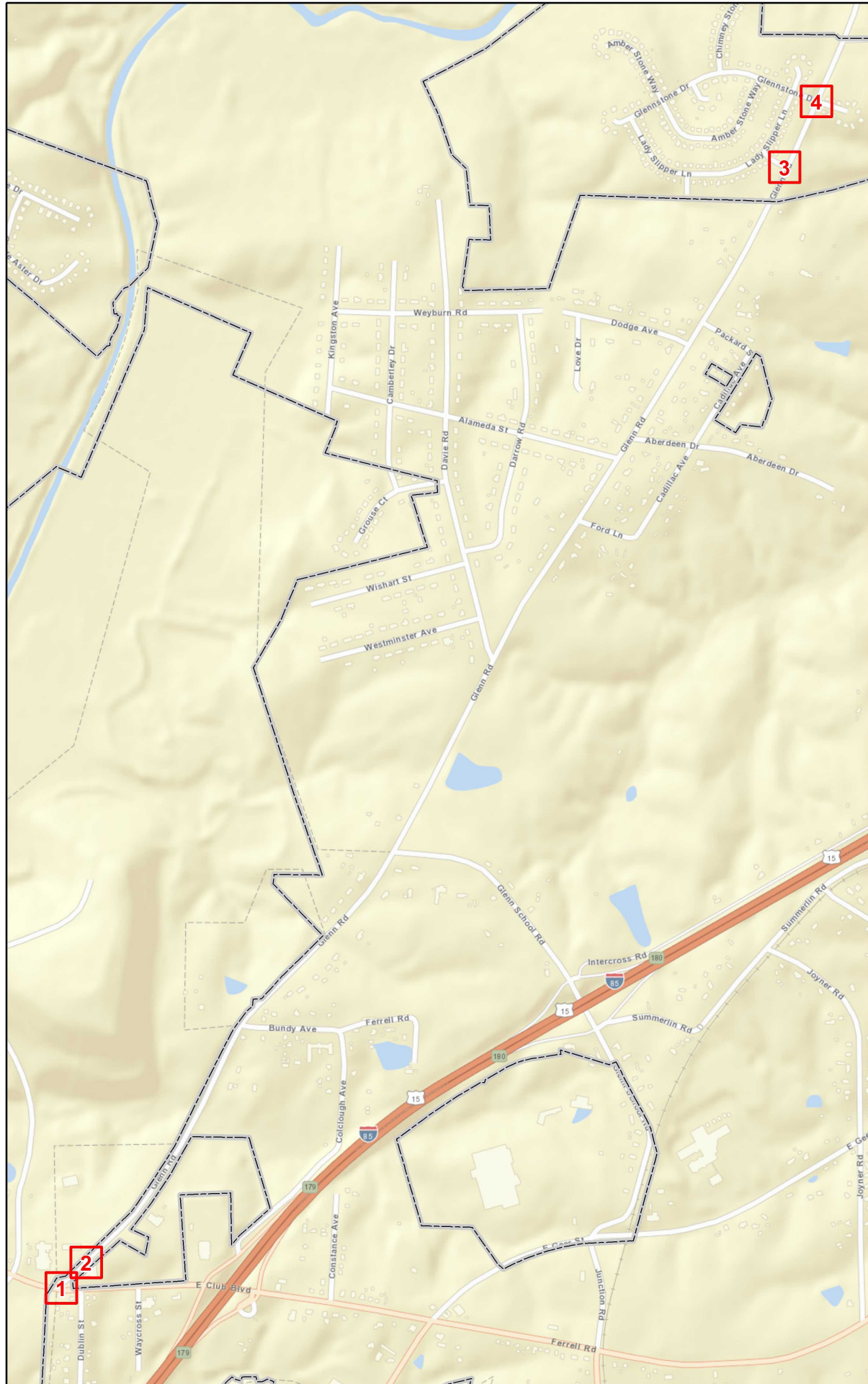


**2023 N Durham**  
**WBS: 2022CPT.05.12.20321.1**

**Dearborn Dr**  
**from SR 1669 to SR 1004**

 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
DIVISION 5

Source: NV5 Engineers and Consultants Inc., ESRI, NC OneMap, NCDOT, NCHPO



**Curb Ramps To Be Repaired**

- Retrofit
- Remove and Replace
- New Curb Ramp
- Remove Ramp

Municipal Boundary  
 NCHPO Historic Boundary (NR and LHD)

**2023 N Durham**  
**WBS: 2022CPT.05.12.20321.1**  
  
**Glenn Rd**  
**from SR 1632 to SR 1671**

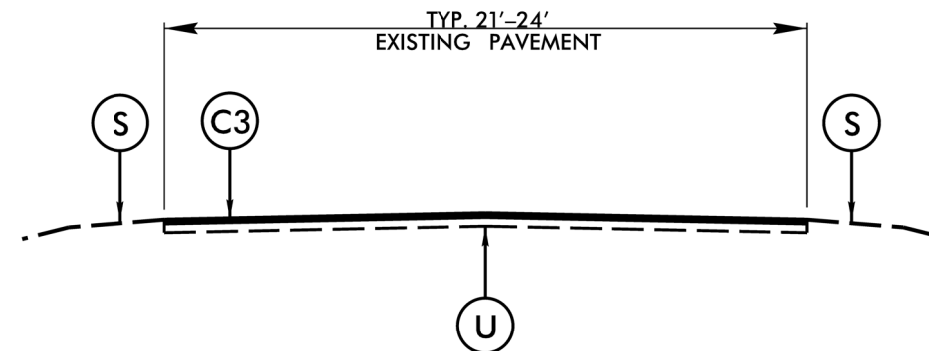
NORTH CAROLINA DEPARTMENT  
 OF TRANSPORTATION  
 DIVISION 5

Source: NV5 Engineers and Consultants Inc., ESRI, NC OneMap, NCDOT, NCHPO

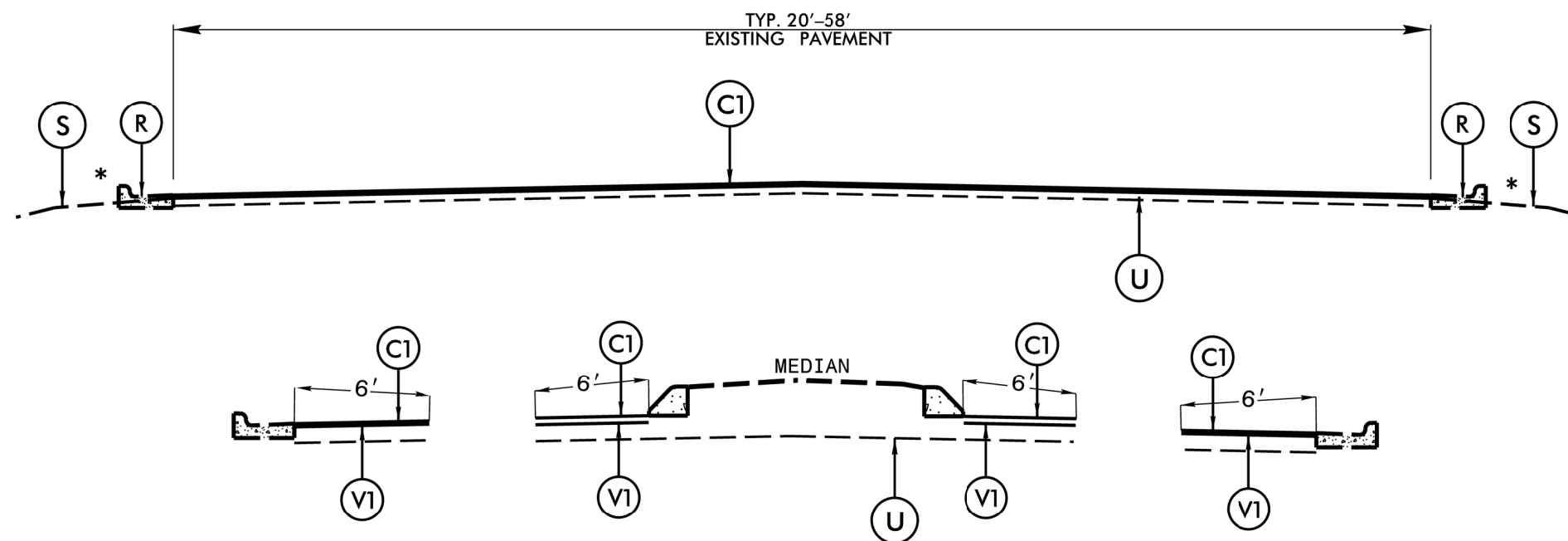


PAVEMENT SCHEDULE	
C1	1" S9.5B
C2	1¼" S9.5B
C3	1½" S9.5B
C4	1½" S9.5C
R	EXIST. C&G
S	SHLD GRADING
U	EXIST. PAVEMENT
V1	0-1" MILLING
V2	0-1½" MILLING

\* VARIABLE OUTSIDE SHOULDER – PARTIAL C&G, PARTIAL EARTH SHOULDER



**TYPICAL SECTION 3**  
 FULL DEPTH PATCHING AND RESURFACE S9.5B  
 MAP NOS. 3-5



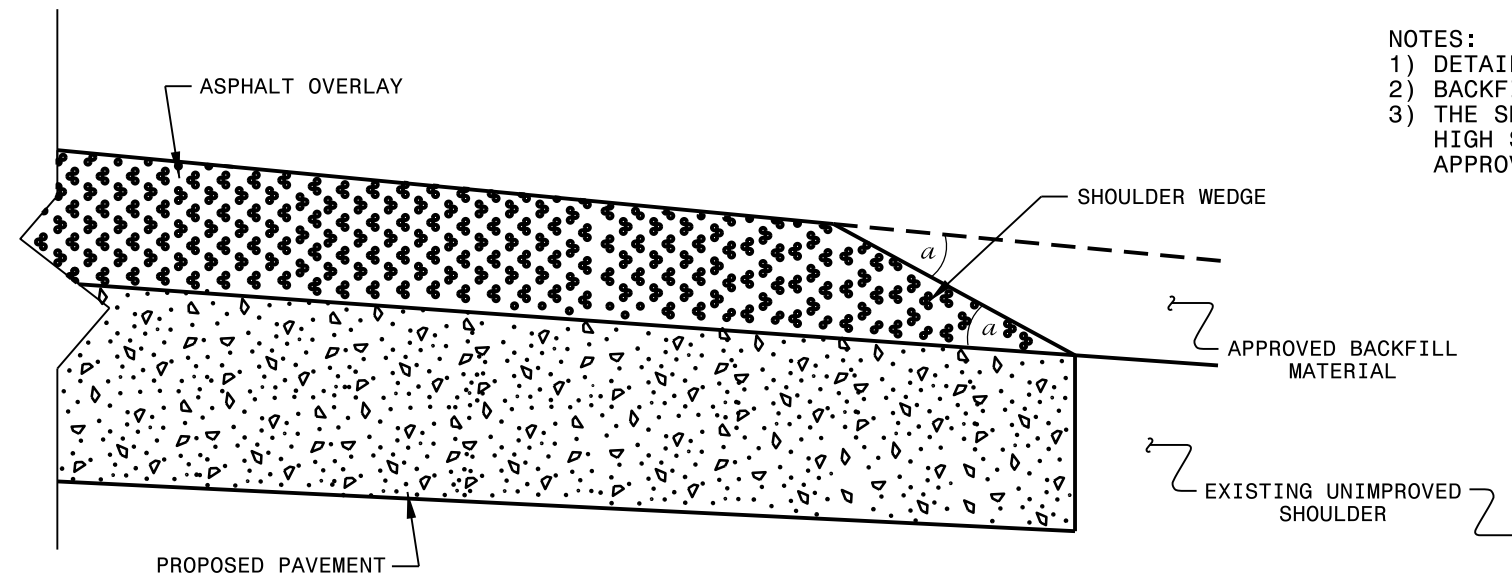
**TYPICAL SECTION NO. 4**  
 FULL DEPTH PATCHING AND RESURFACE S9.5B  
 MAP NOS. 17-35

MAP 19 SR 2454 (HARDSCRABBLE DR.)  
 0-1" MILLING AT C&G IN RADIUS AT  
 SR 1002 AND AT CONCRETE ISLAND IN MEDIAN  
 AT APPROXIMATELY STA 0+25 TO STA 5+85.

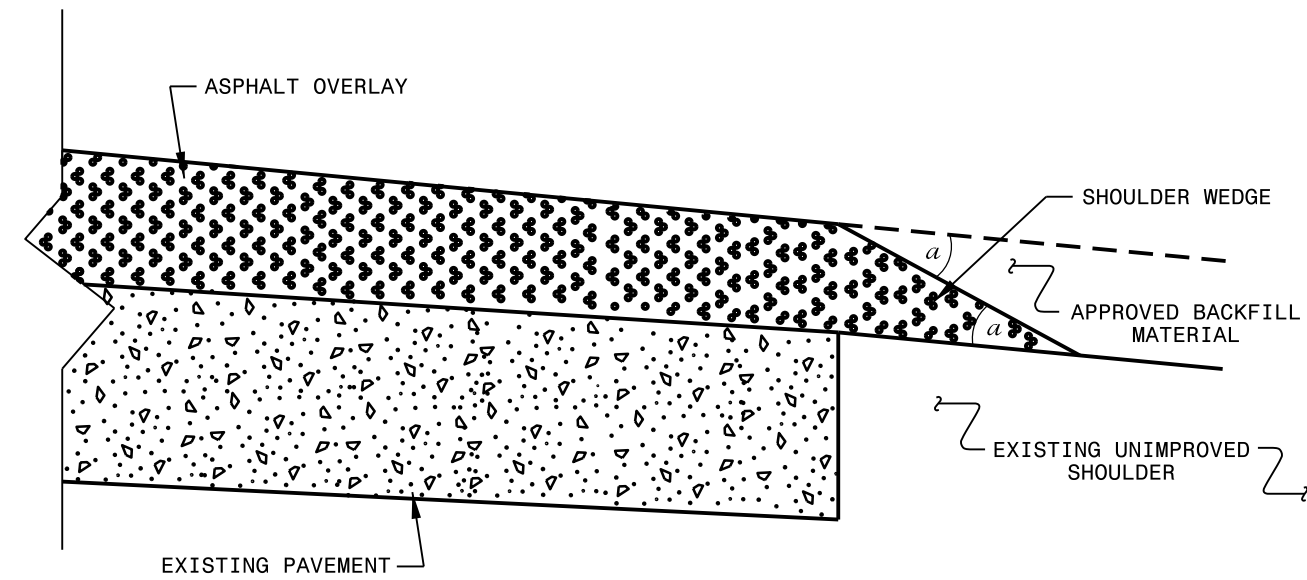




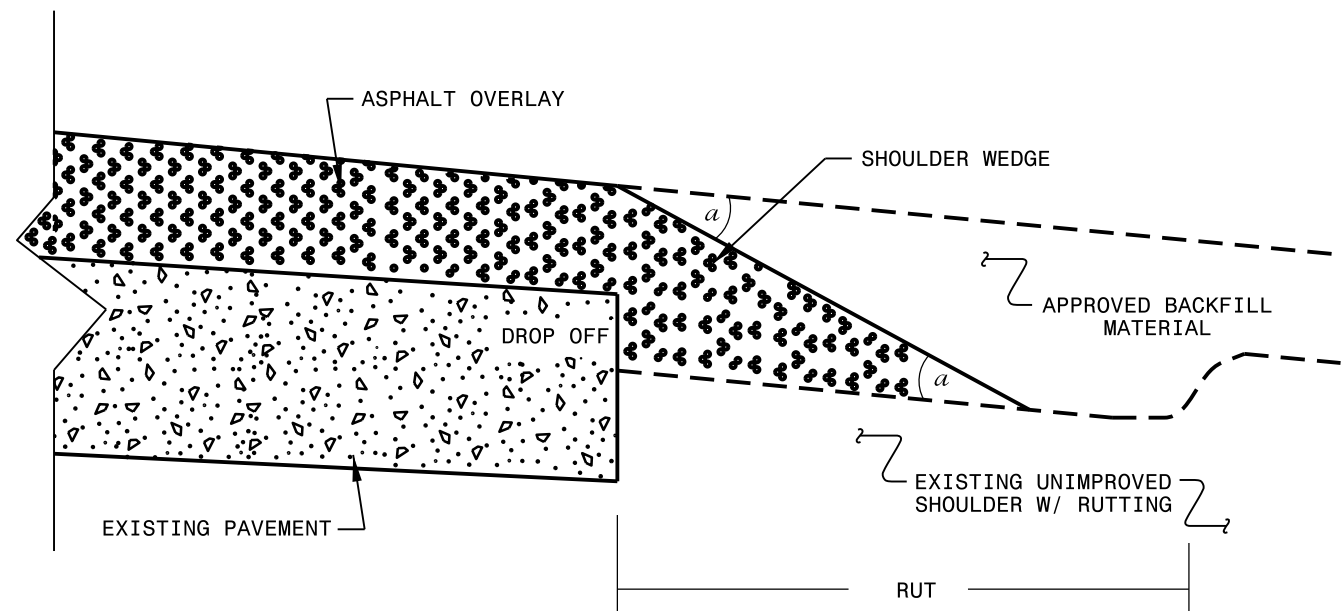
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)



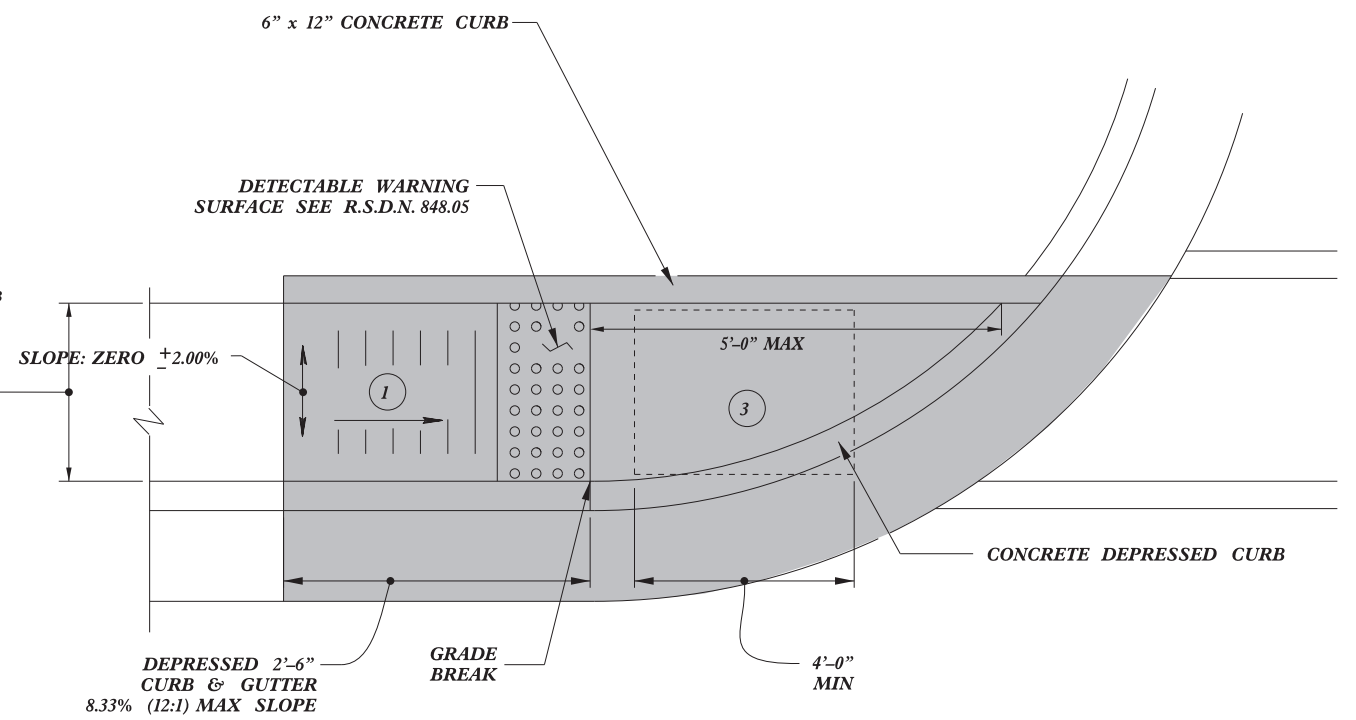
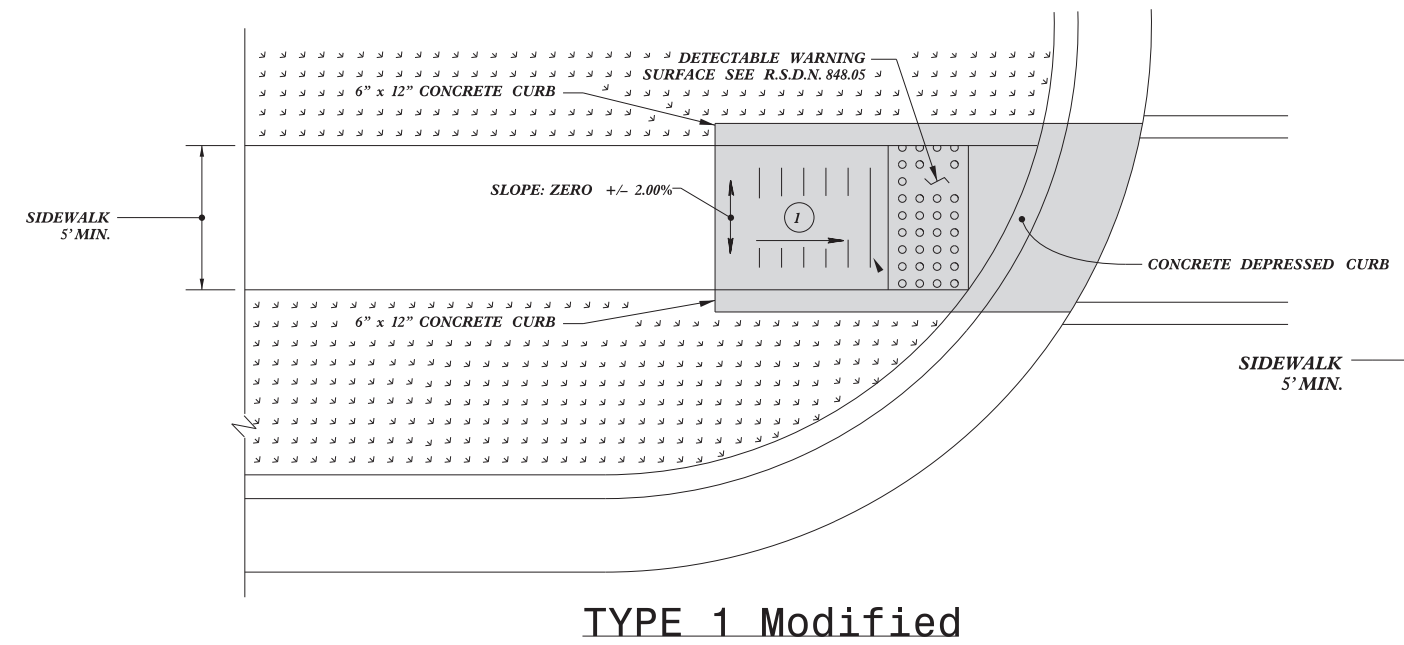
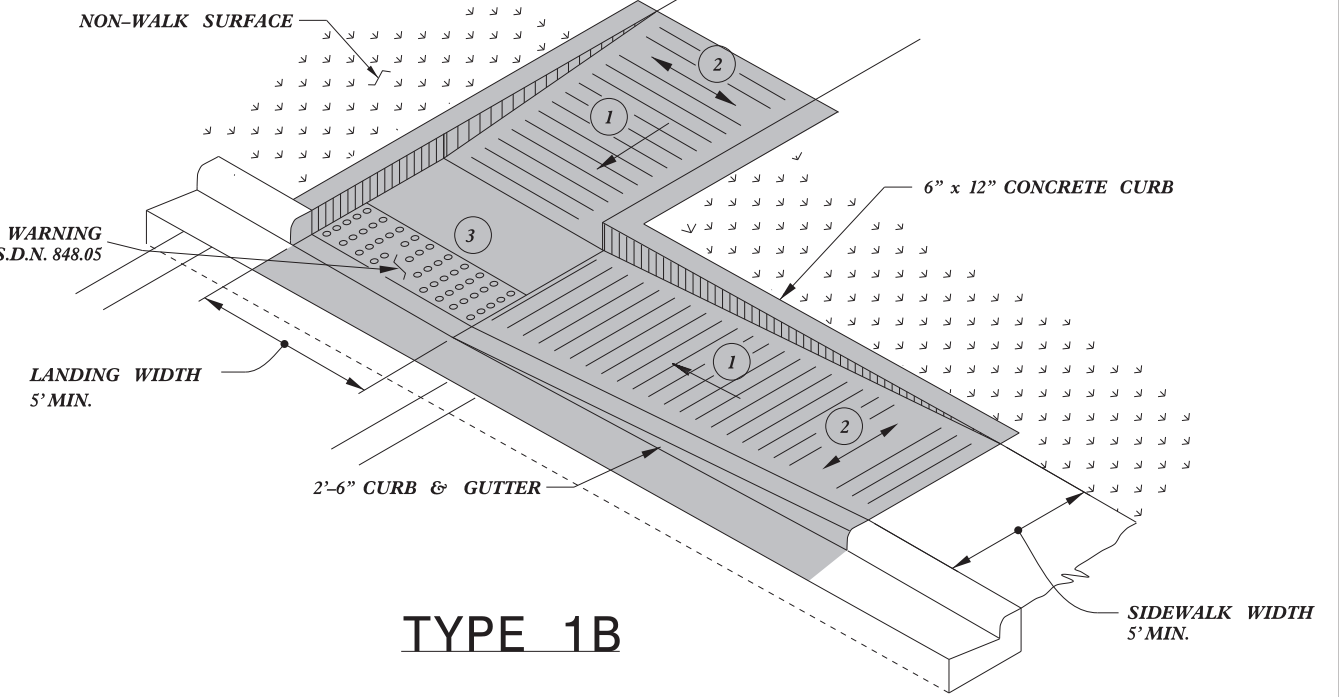
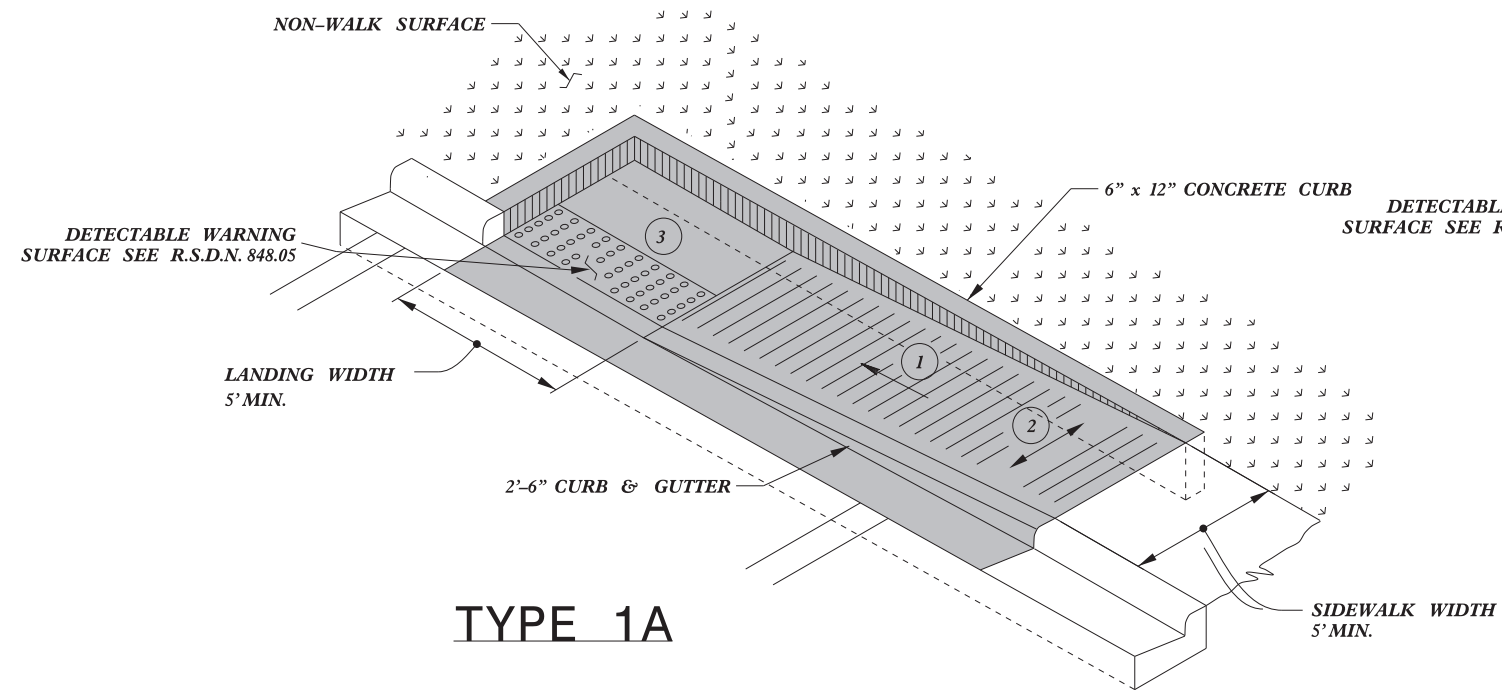
**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ NO Widening)



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

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



- 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.

PAY LIMITS FOR 1 CURB RAMP

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

1/8/2020  
 Signed by: *J.S. Howerton*  
 J.S. HOWERTON  
 PROFESSIONAL ENGINEER  
 SEAL 022966  
 NORTH CAROLINA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

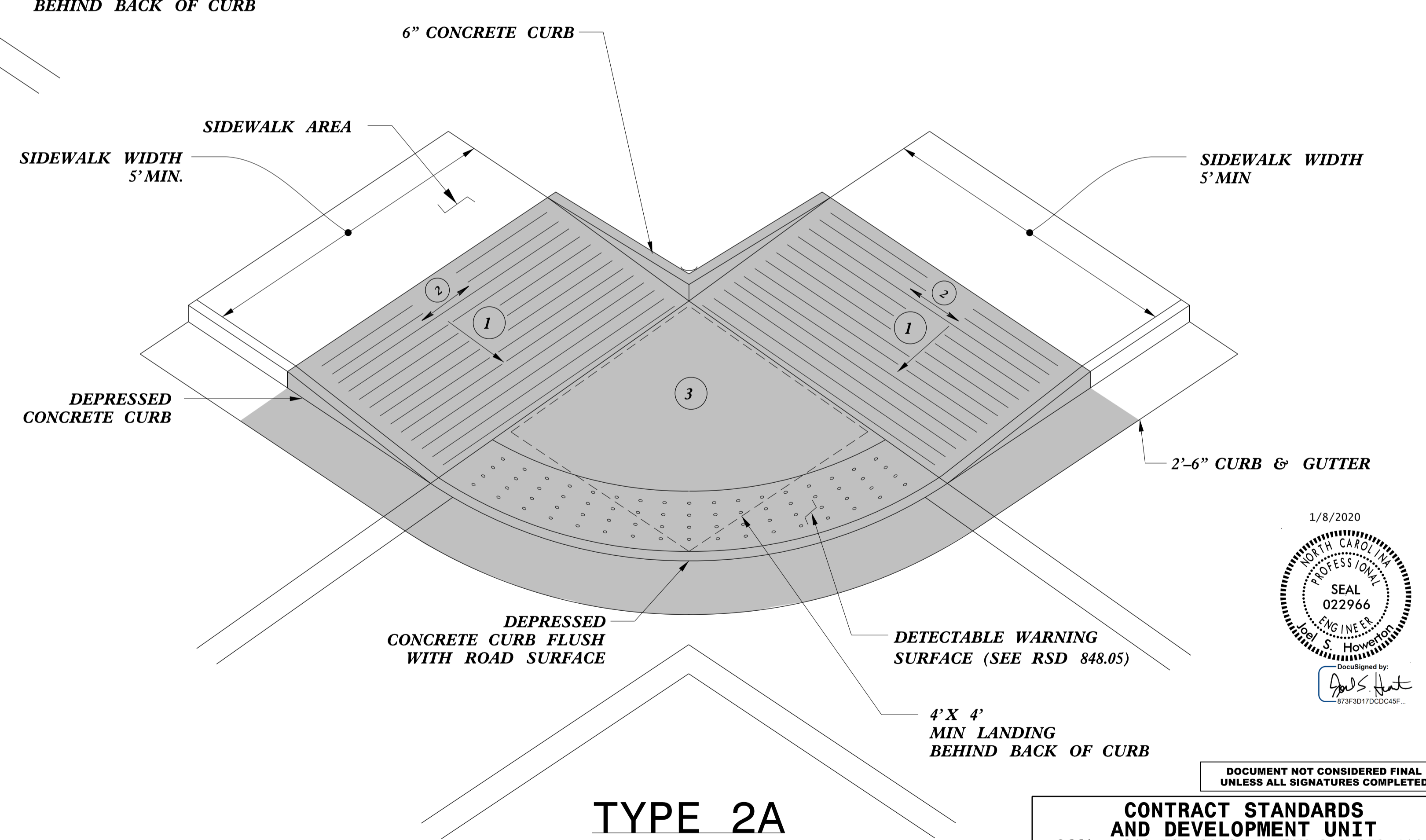
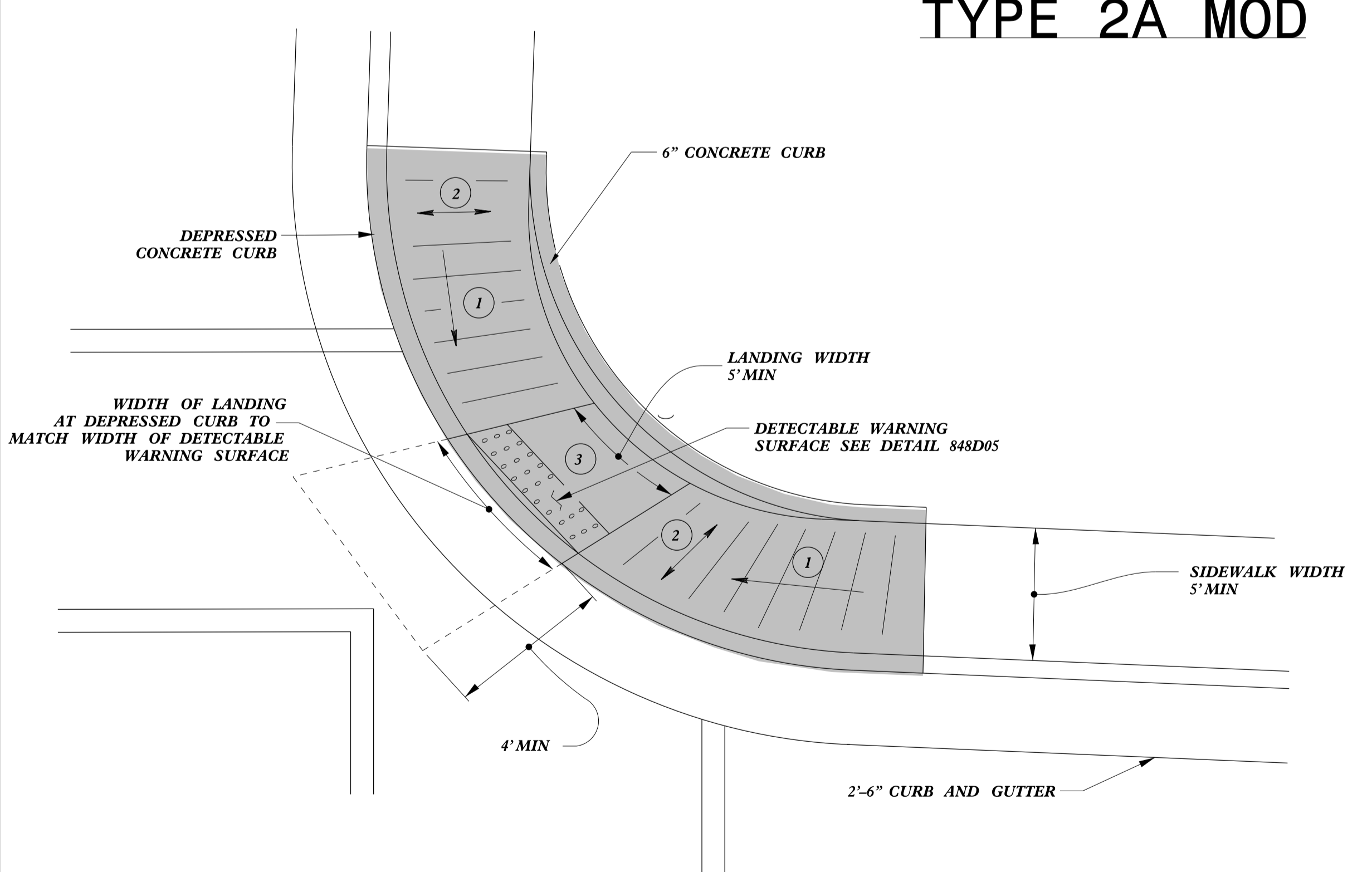
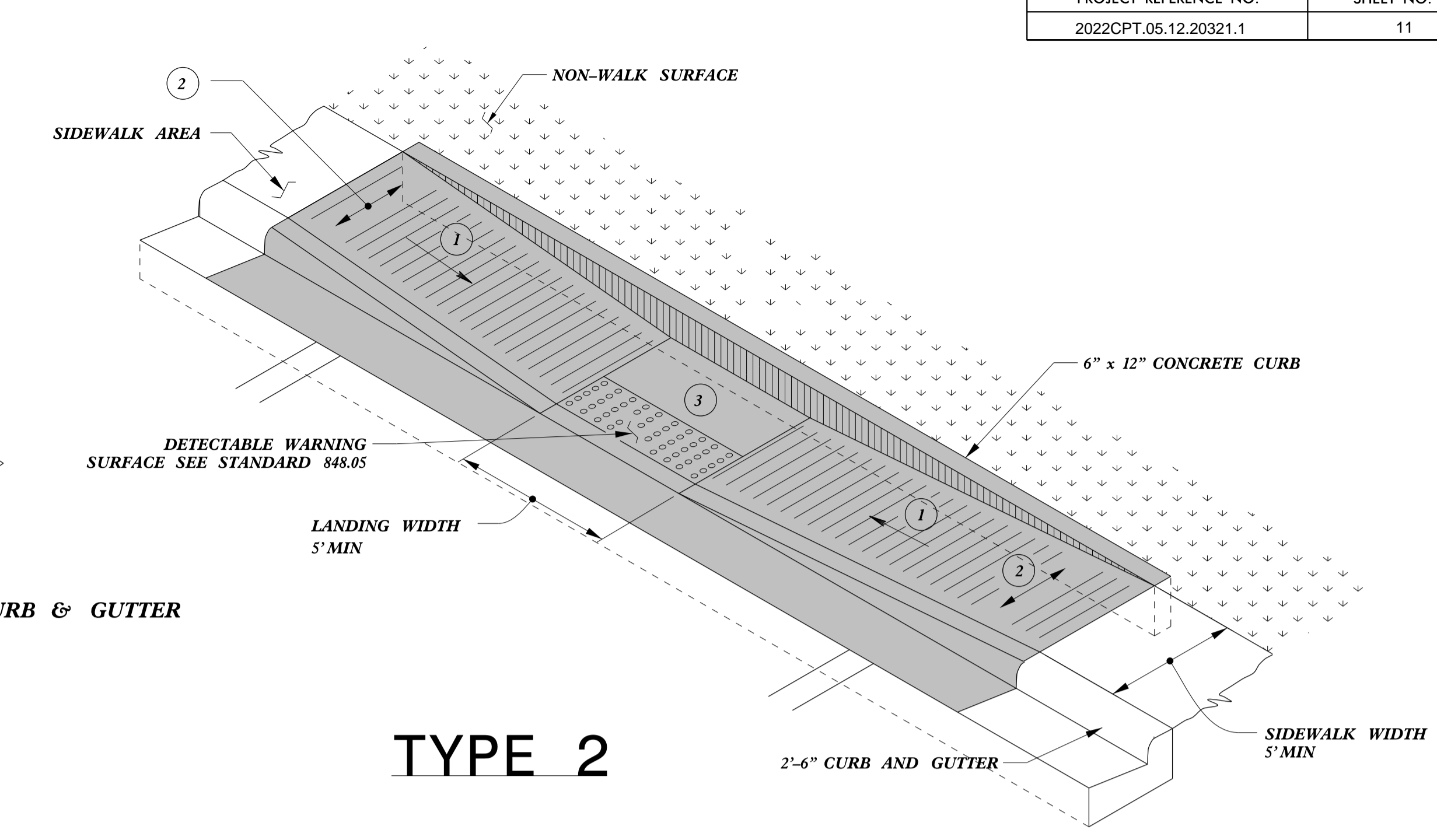
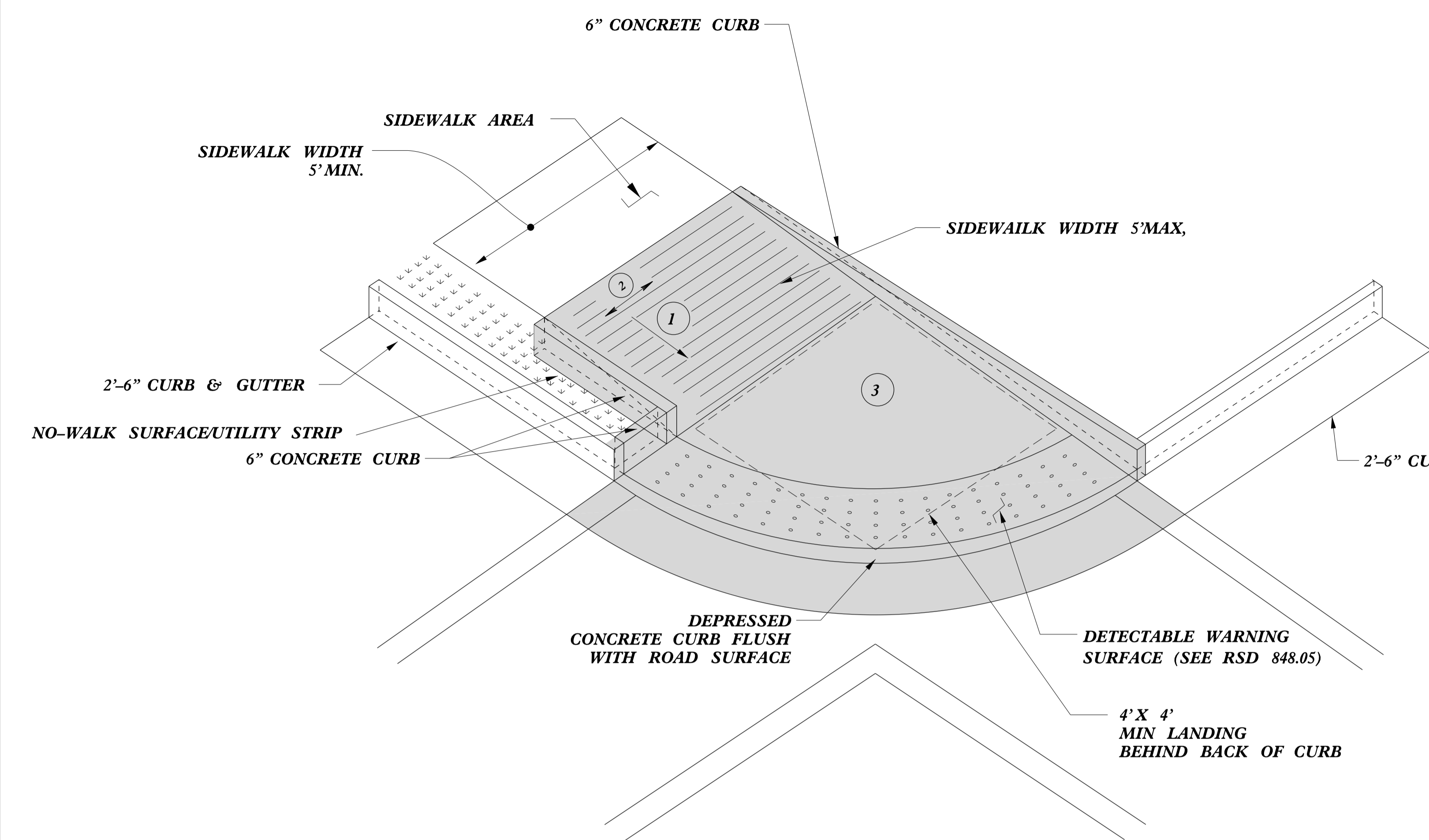
**CONTRACT STANDARDS AND DEVELOPMENT UNIT**  
 Office 919-707-6950 FAX 919-250-4119

**CURB RAMPS**  
 Directional Ramps

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11  
 MODIFIED BY: DATE: \_\_\_\_\_  
 CHECKED BY: DATE: \_\_\_\_\_  
 FILE SPEC: sids/2012CurbRamp/CurbRampDetails.dgn

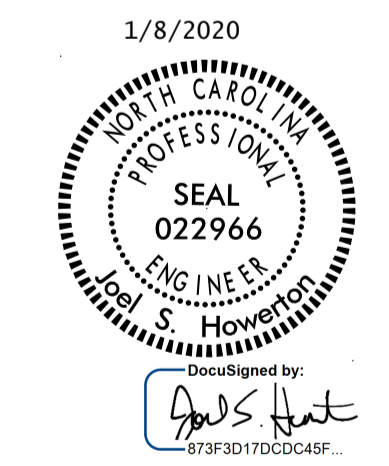
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 \$\$\$\$CON\$\$\$\$  
 \$\$\$\$DU\$\$\$\$  
 \$\$\$\$SERNAME\$\$\$\$

5/14/99



- 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.

PAY LIMITS FOR 1 CURB RAMP



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

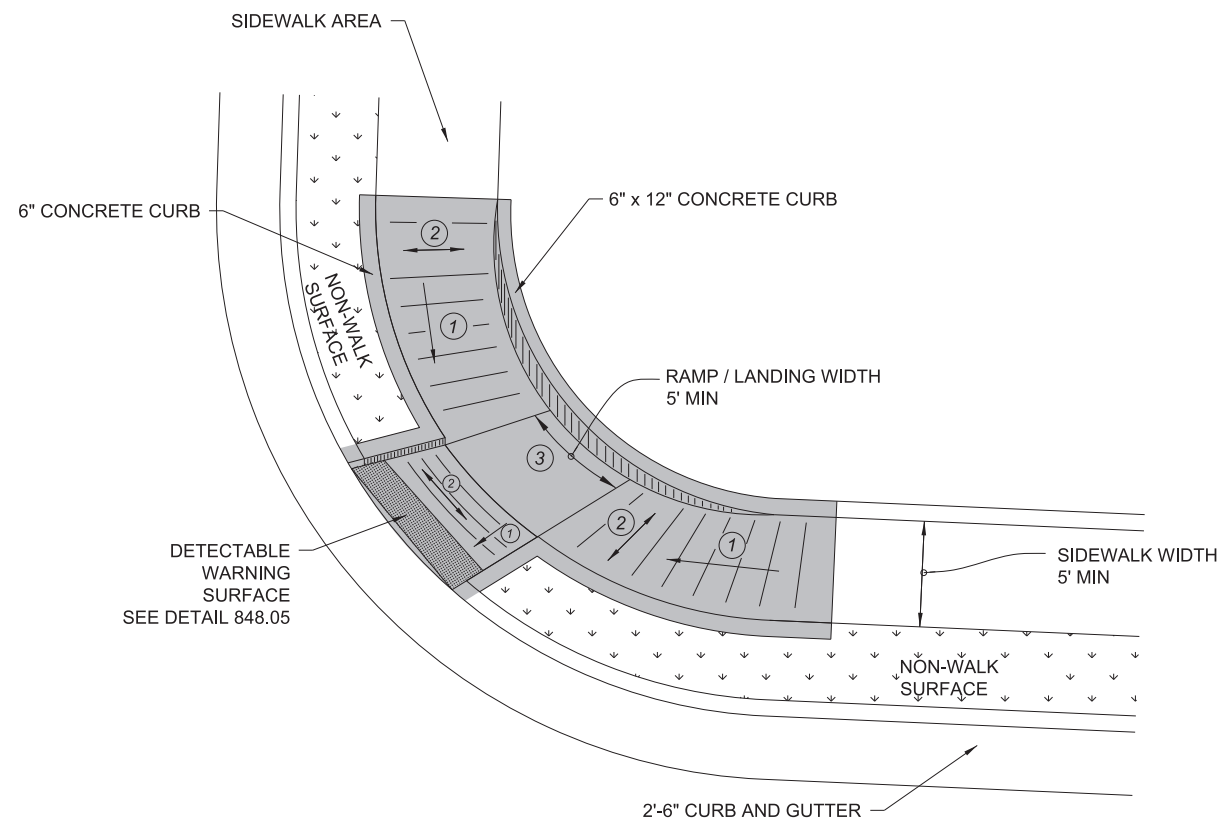
**CONTRACT STANDARDS AND DEVELOPMENT UNIT**  
Office 919-707-6950 FAX 919-250-4119

**CURB RAMPS**

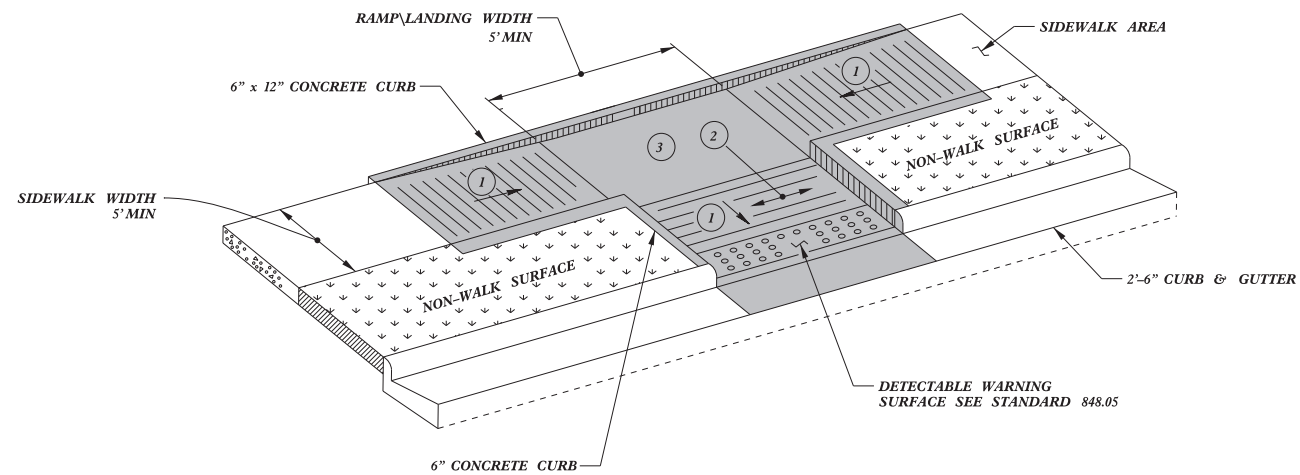
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C:\P\2022\2022CPT.05.12.20321.1\CONSTRUCTION\DETAILS\CURB RAMPS.dwg

PAY LIMITS FOR 1 CURB RAMP



**TYPE 3 MODIFIED  
INSTALLATION IN A RADIUS**



**TYPE 3**

- 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.

1/8/2020



Designed by:  
*J. S. Howerton*  
873F3D17DCDC45F...

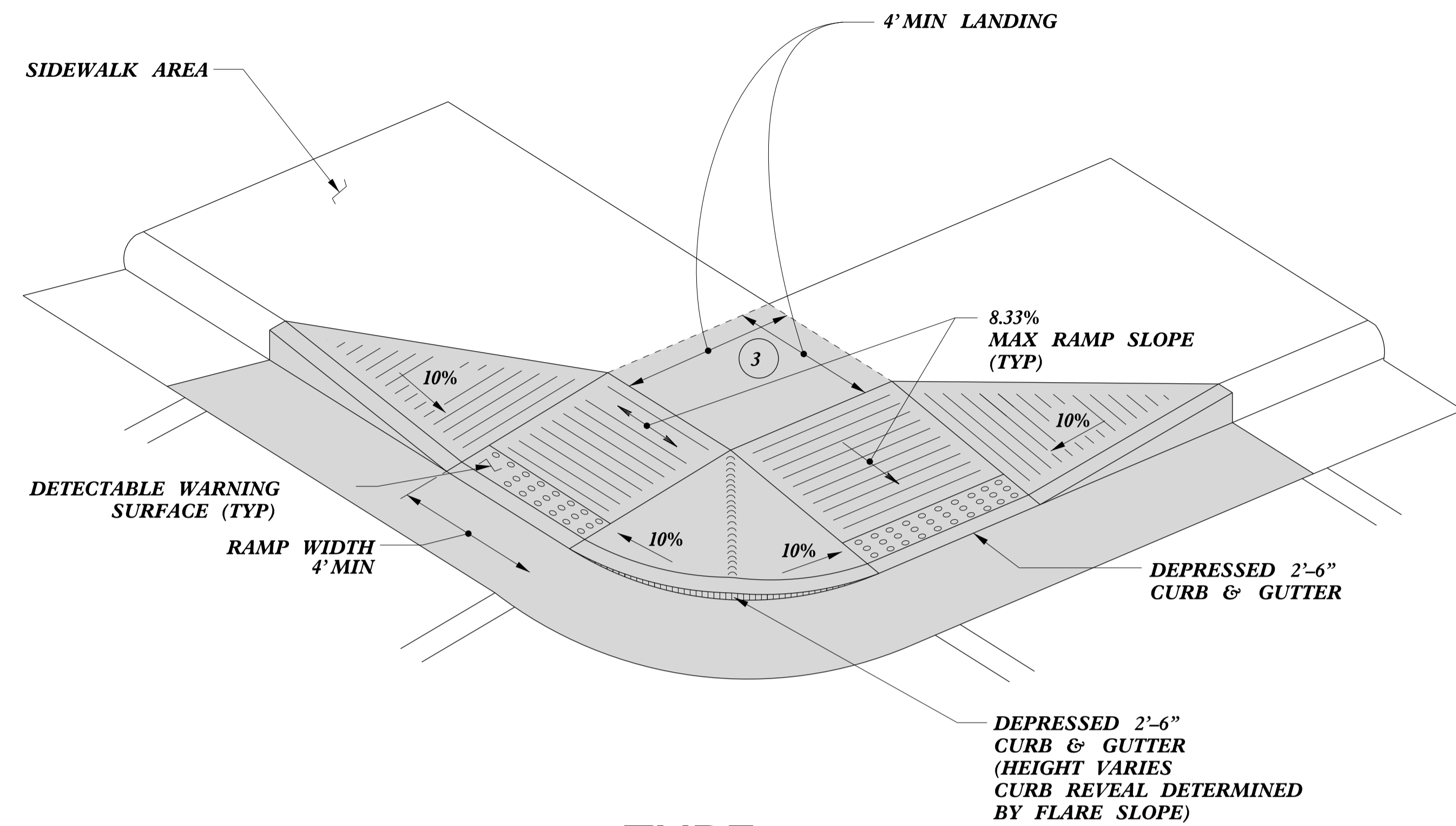
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CONTRACT STANDARDS AND DEVELOPMENT UNIT  
Office 919-707-6950 FAX 919-250-4119

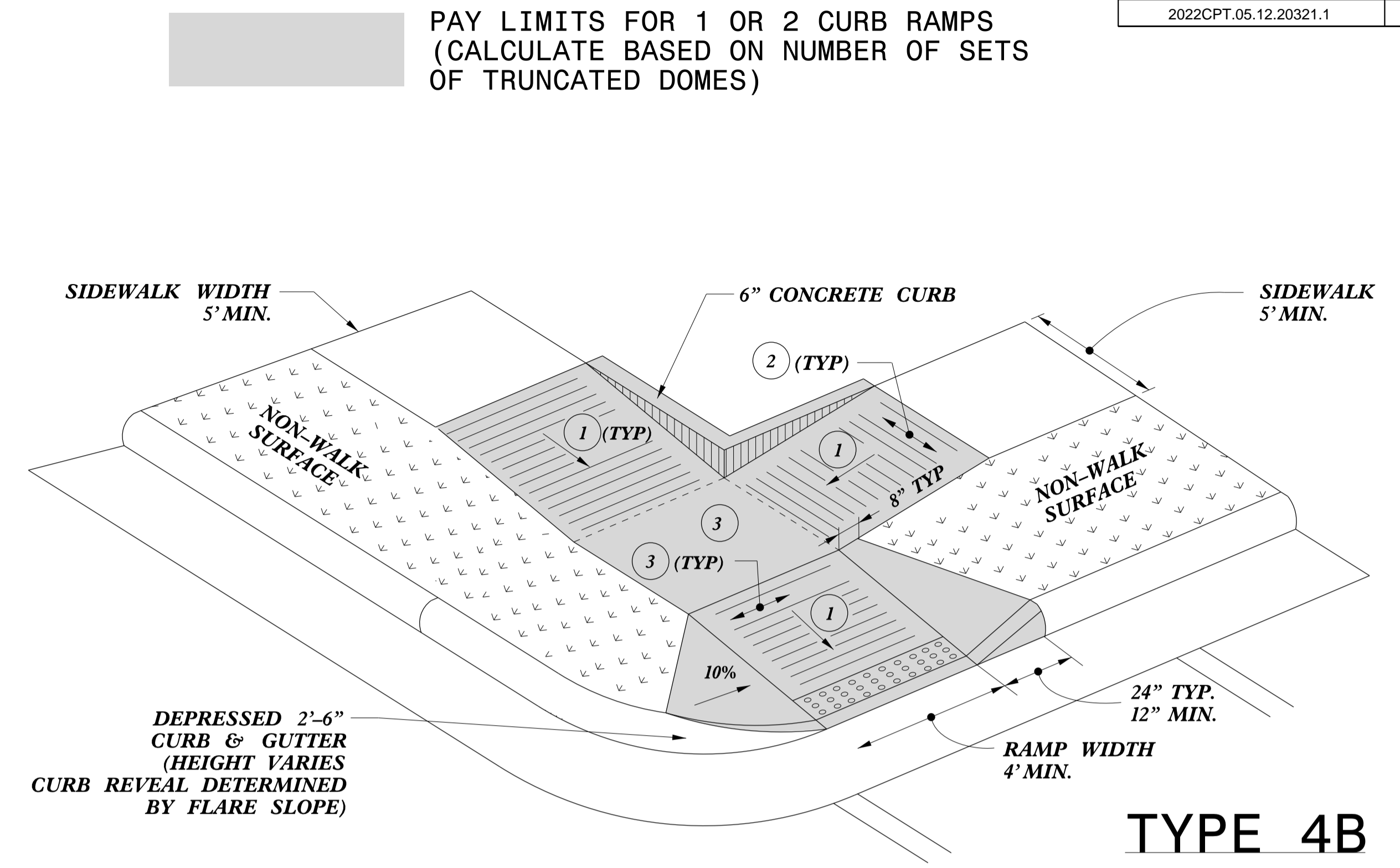
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MODIFIED BY: DATE:  
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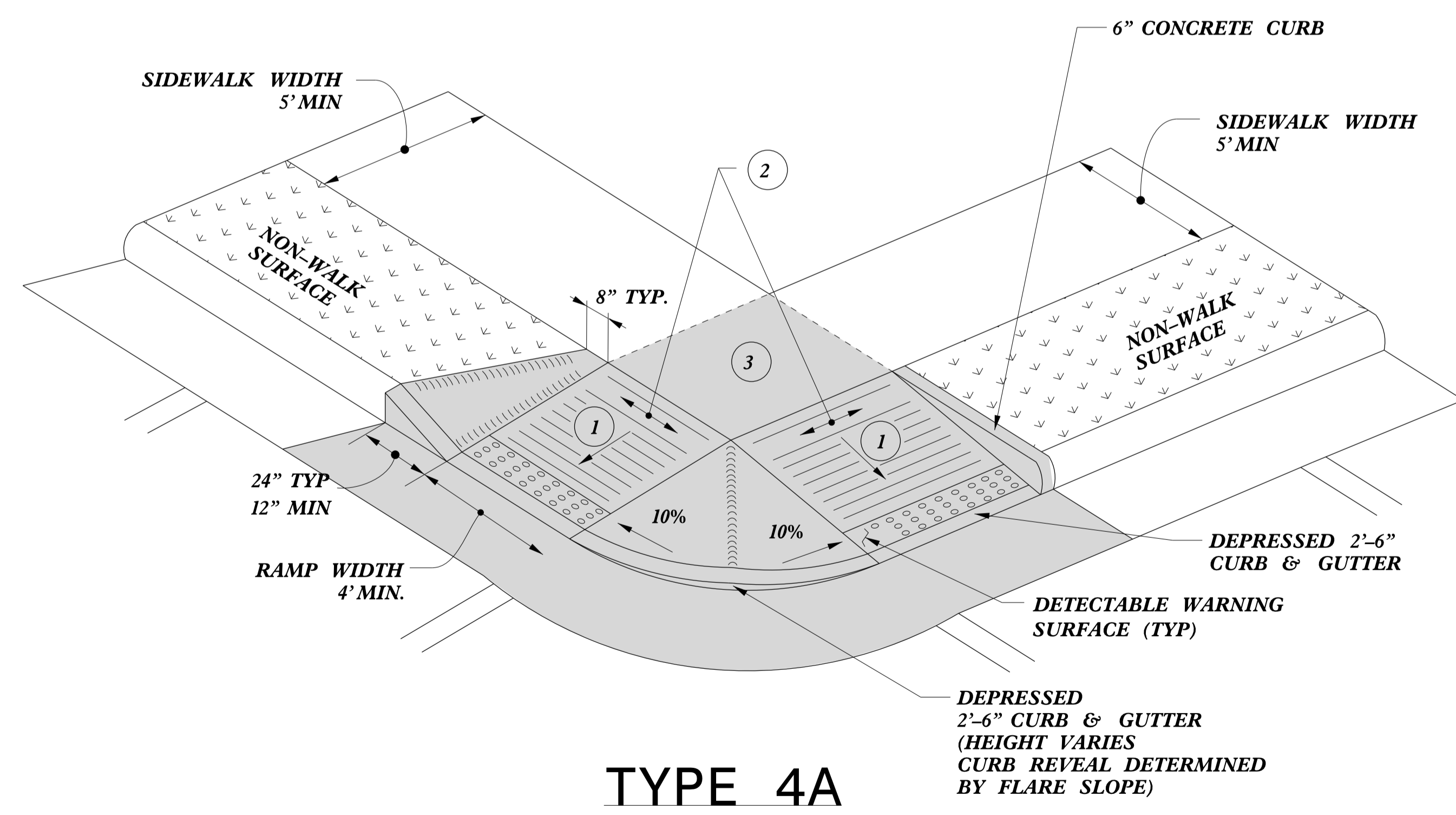
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TIME: 11:58 AM  
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USER: JSD  
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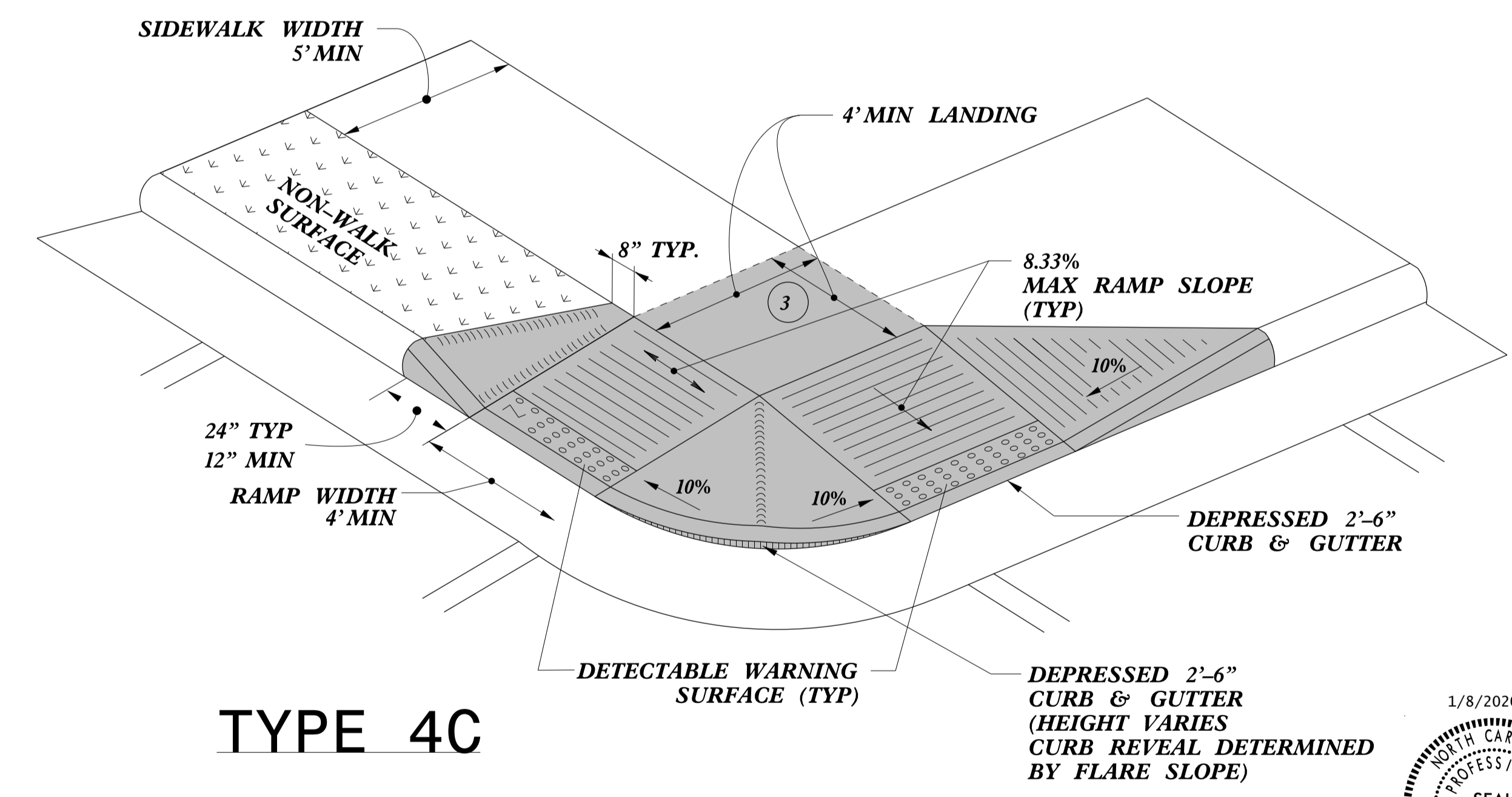
**TYPE 4**



**TYPE 4B**

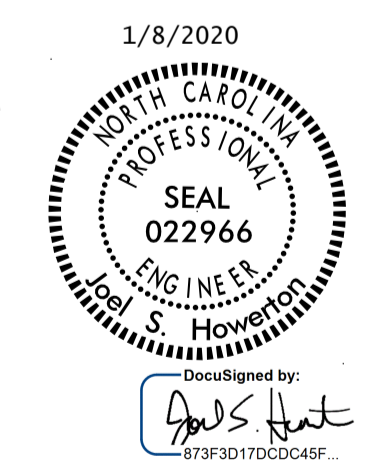


**TYPE 4A**



**TYPE 4C**

- 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.



**CONTRACT STANDARDS AND DEVELOPMENT UNIT**  
Office 919-707-6950 FAX 919-250-4119

**CURB RAMPS**

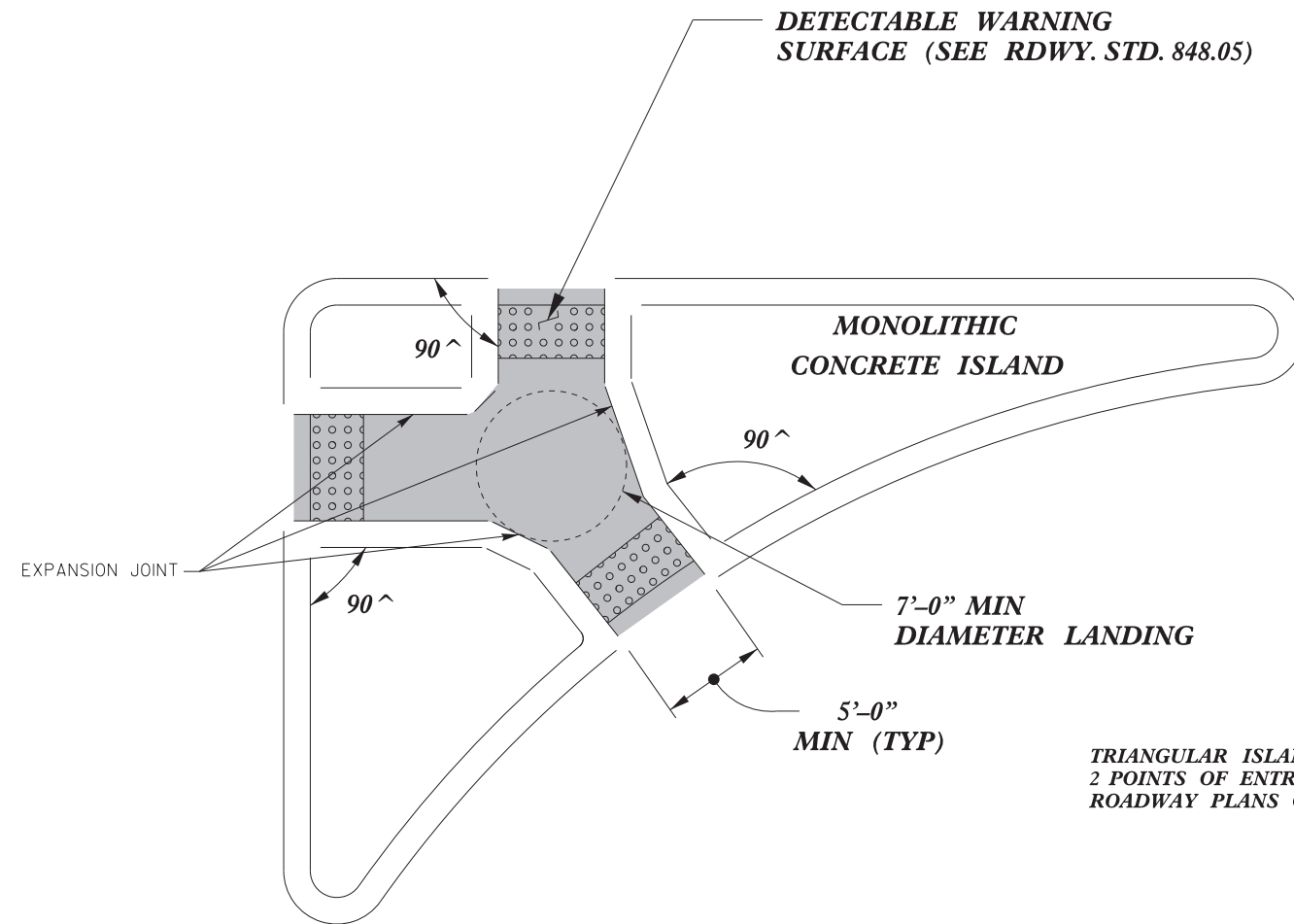
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REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

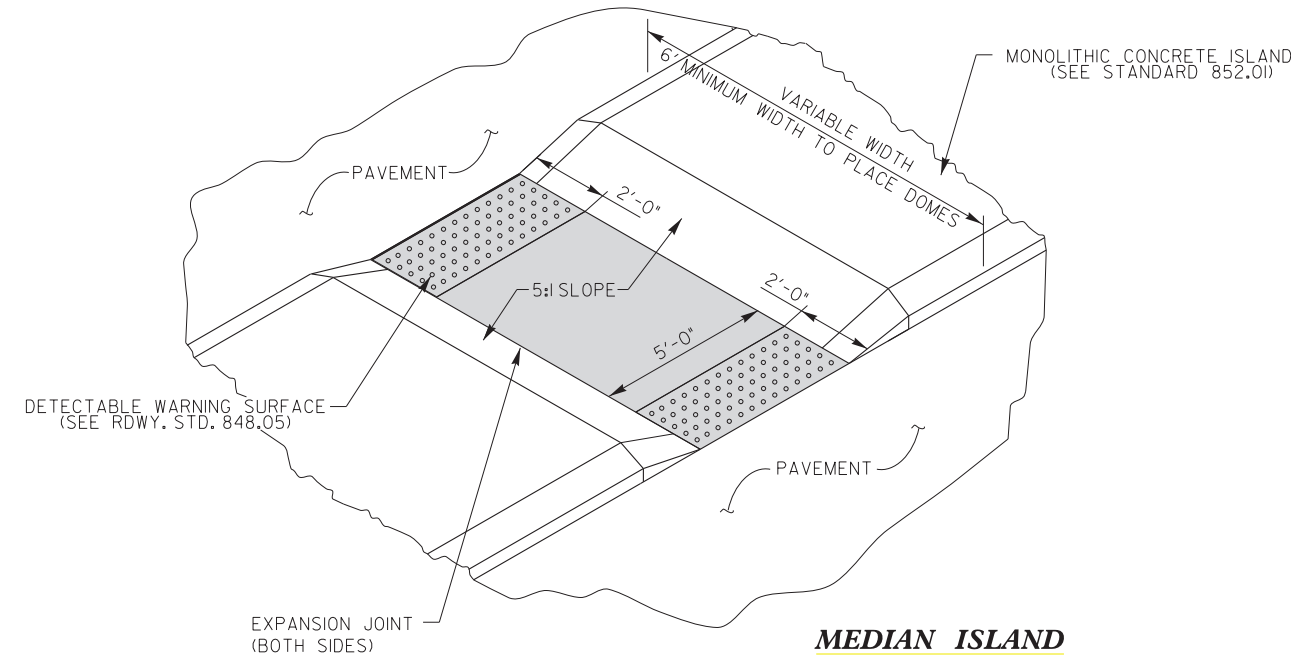
5/14/99  
 TIME  
 CURB  
 USER  
 NAME



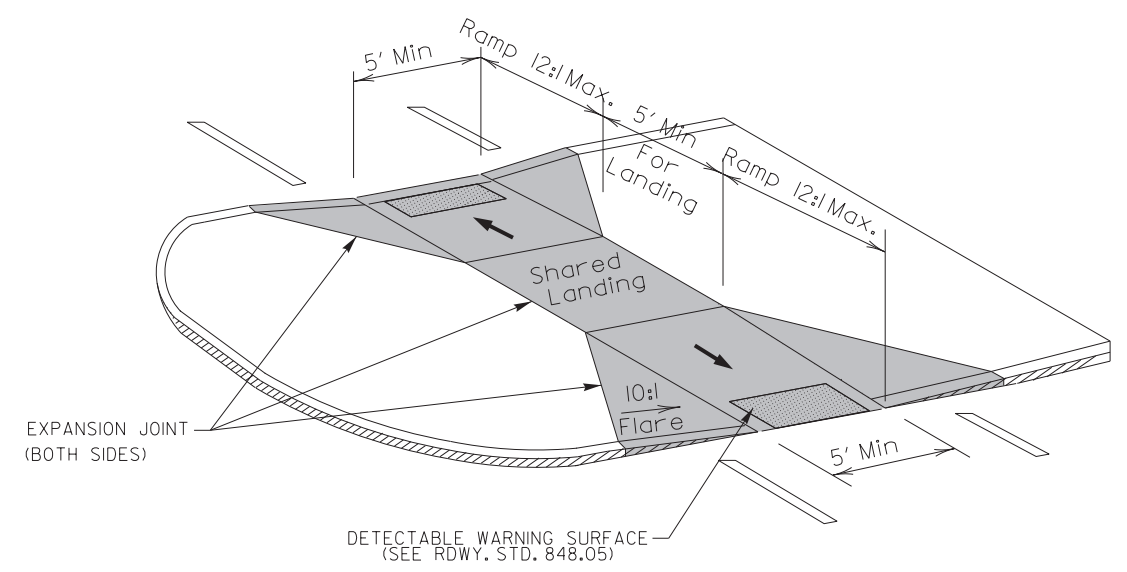
PAY LIMITS FOR 2 OR 3 CURB RAMPS  
(CALCULATE BASED ON NUMBER OF  
SETS OF TRUNCATED DOMES)



**TRIANGULAR ISLAND  
WITH CUT THROUGH  
TYPE 6**



**MEDIAN ISLAND  
WITH CUT THROUGH  
TYPE 7**



**MEDIAN ISLAND  
CURB RAMPS  
TYPE 8  
1/8/2020**

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>	
Median or Turn Lane Islands	
ORIGINAL BY: J.S. HOWERTON	DATE: 7/7/11
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC. sids/2012CurbRamp/CurbRampDetails.dgn	

Seal of a Professional Engineer, State of North Carolina, License No. 022966. The seal is circular with the text 'NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 022966'. Below the seal is a signature and the text '873F3D17DCDC45F...'.

5/14/99  
\$\$\$\$\$SYTIME\$\$\$\$\$  
\$\$\$\$\$CON\$\$\$\$\$  
\$\$\$\$\$USERNAME\$\$\$\$\$

SUMMARY OF QUANTITIES - HAMLIN RD FROM SR 1632 TO SR 1004

Municipality:	Durham
Project Number:	2023 N Durham
WBS Number:	2022CPT.05.12.20321.1
County:	Durham

Ramp ID	Inset Map Number	Route 1	Route 2	2549000000-E	2739000000-E	4860000000-E	2600000000-N	2613000000-N	Improvement Type
				2'-6" Concrete Curb & Gutter LF	Remove Sidewalk SY	8" Line Removal LF	Retrofit Existing Curb Ramps EA	Remove and Replace Curb Ramps EA	
3285	1	SR-1634 (Hamlin Rd)	Three Diamond Ln	12	9			1	Type1A
3286	1	SR-1634 (Hamlin Rd)	Three Diamond Ln	16	9			1	Type1Modified
3291	2	SR-1634 (Hamlin Rd)	Sweet Gale Dr				1		RetrofitWarnings
3290	3	SR-1634 (Hamlin Rd)	Golden Crest Dr				1		RetrofitWarnings
3289	3	SR-1634 (Hamlin Rd)	Golden Crest Dr				1		RetrofitWarnings
<b>Sub-Total for Hamlin Rd from SR 1632 to SR 1004</b>				<b>28</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>2</b>	



SUMMARY OF QUANTITIES - DEARBORN DR FROM SR 1669 TO SR 1004

Municipality:	Durham
Project Number:	2023 N Durham
WBS Number:	2022CPT.05.12.20321.1
County:	Durham

Ramp ID	Inset Map Number	Route 1	Route 2	2549000000-E	2739000000-E	4860000000-E	2600000000-N	2613000000-N	Improvement Type
				2'-6" Concrete Curb & Gutter LF	Remove Sidewalk SY	8" Line Removal LF	Retrofit Existing Curb Ramps EA	Remove and Replace Curb Ramps EA	
1977	1	SR-1666 (Dearborn Dr)	SR-1004 (Old Oxford Rd)			8		1	Type2B
2372	2	SR-1666 (Dearborn Dr)	Ader St					1	Type1Modified
1978	3	SR-1666 (Dearborn St)	Thelma St					1	Type1Modified
1979	3	SR-1666 (Dearborn St)	Thelma St					1	Type1Modified
24443	4	SR-1666 (Dearborn Dr)	SR-1663 (Ruth St)				1		RetrofitWarnings
<b>Sub-Total for Dearborn Dr from SR 1669 to SR 1004</b>				<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>4</b>	

SUMMARY OF QUANTITIES - GLENN RD FROM SR 1632 TO SR 1671

Municipality:	Durham
Project Number:	2023 N Durham
WBS Number:	2022CPT.05.12.20321.1
County:	Durham

Ramp ID	Inset Map Number	Route 1	Route 2	2549000000-E	2739000000-E	4860000000-E	2600000000-N	2613000000-N	Improvement Type
				2'-6" Concrete Curb & Gutter LF	Remove Sidewalk SY	8" Line Removal LF	Retrofit Existing Curb Ramps EA	Remove and Replace Curb Ramps EA	
19612	1	SR-1671 (E Club Blvd)	SR-1636 (Glenn Rd)				1		RetrofitWarnings
19614	2	SR-1636 (Glenn Rd)	Durham County Animal Control (3005 Glenn Rd) Entrance				1		RetrofitWarnings
19615	2	SR-1636 (Glenn Rd)	Durham County Animal Control (3005 Glenn Rd) Entrance				1		RetrofitWarnings
19656	3	SR-1636 (Glenn Rd)	Water Stone St				1		RetrofitWarnings
19657	3	SR-1636 (Glenn Rd)	Water Stone St				1		RetrofitWarnings
3298	4	SR-1636 (Glenn Rd)	Glennstone Dr					1	Standard - 848.06
19658	4	SR-1636 (Glenn Rd)	Glennstone Dr				1		RetrofitWarnings
19659	4	SR-1636 (Glenn Rd)	Glennstone Dr				1		RetrofitWarnings
<b>Sub-Total for Glenn Rd from SR 1632 to SR 1671</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	

SUMMARY OF QUANTITIES

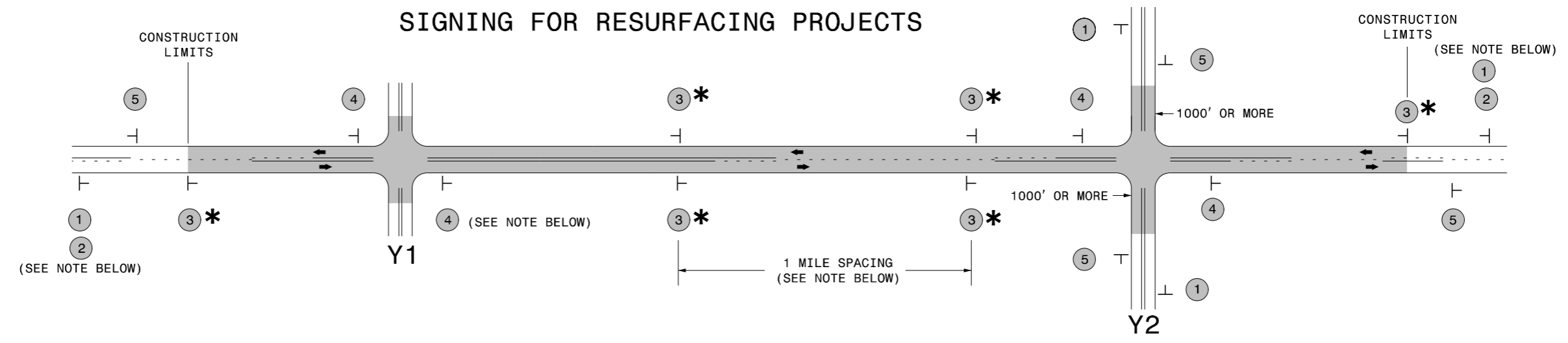
Project Number:	2023 N Durham
WBS Number:	2022CPT.05.12.20321.1
County:	Durham

Project Number	County	Municipality	Resurfacing Route	2549000000-E	2739000000-E	4860000000-E	2600000000-N	2613000000-N
				2'-6" Concrete Curb & Gutter	Remove Sidewalk	8" Line Removal	Retrofit Existing Curb Ramps	Remove and Replace Curb Ramps
				LF	SY	LF	EA	EA
2023 N Durham	Durham	Durham	Dearborn Dr. from SR 1669 to SR 1004	0	0	8	1	4
2023 N Durham	Durham	Durham	Hamlin Rd. from SR 1632 to SR 1004	28	18	0	3	2
2023 N Durham	Durham	Durham	Glenn Rd from SR 1632 to SR 1671	0	0	0	7	1
-	-	-	-	-	7	-	-	-
<b>GRAND TOTAL</b>				<b>28</b>	<b>25</b>	<b>8</b>	<b>11</b>	<b>7</b>





### SIGNING FOR RESURFACING PROJECTS



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

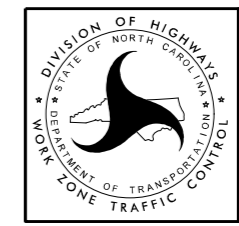
#### MAINLINE (-L-) SIGNING

#### -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"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">   <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;">   <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
		<p>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>	

#### \* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS: STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



RESURFACING  
 ADVANCE WARNING SIGNS  
 FOR  
 RURAL AND SUBURBAN  
 2 LANE ROADWAYS

6/7/2014 8:17 AM WZTC:\Apps\WorkZoneGenerator\ExternalWebPage\DesRes\Documents\Resurfacing\Resurfacing\_AdvWarn\_2Ln.dgn User:mgarrrett

**DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA**

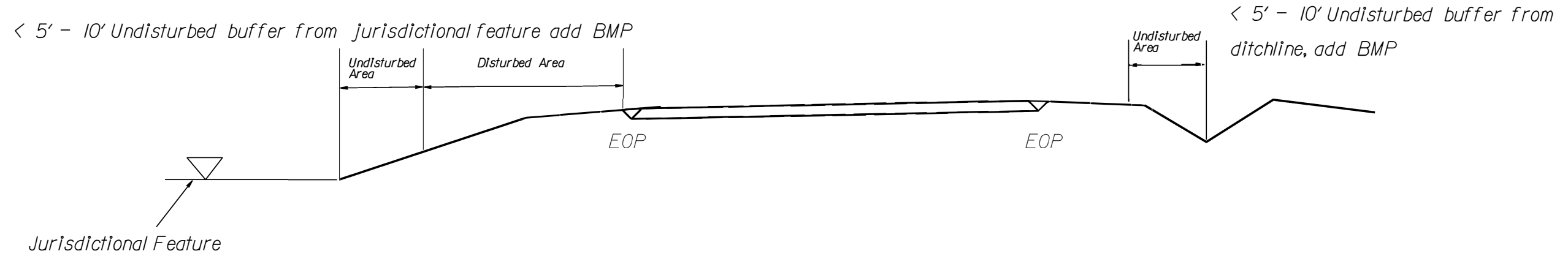
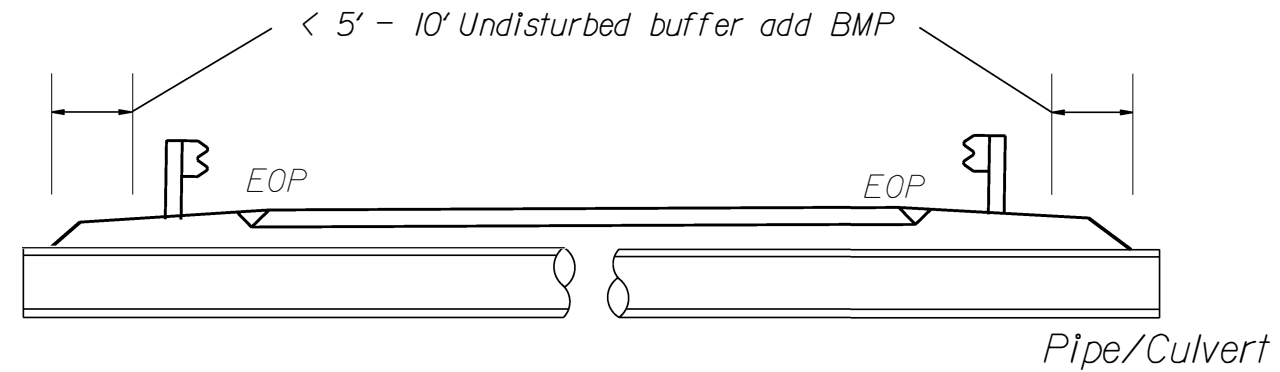
***SOIL STABILIZATION TIMEFRAMES***

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
<b>PERIMETER DIKES, SWALES, DITCHES AND SLOPES</b>	<b>7 DAYS</b>	<b>NONE</b>
<b>HIGH QUALITY WATER (HOW) ZONES</b>	<b>7 DAYS</b>	<b>NONE</b>
<b>SLOPES STEEPER THAN 3:1</b>	<b>7 DAYS</b>	<b>IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.</b>
<b>SLOPES 3:1 OR FLATTER</b>	<b>14 DAYS</b>	<b>7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.</b>
<b>ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1</b>	<b>14 DAYS</b>	<b>NONE, EXCEPT FOR PERIMETERS AND HOW ZONES.</b>

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.

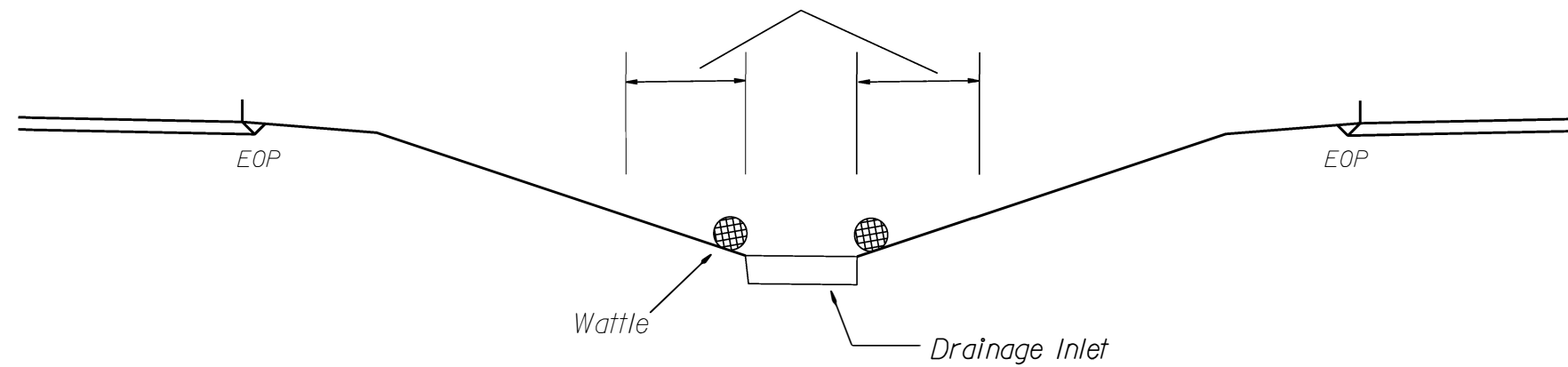
# EROSION CONTROL DETAIL



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



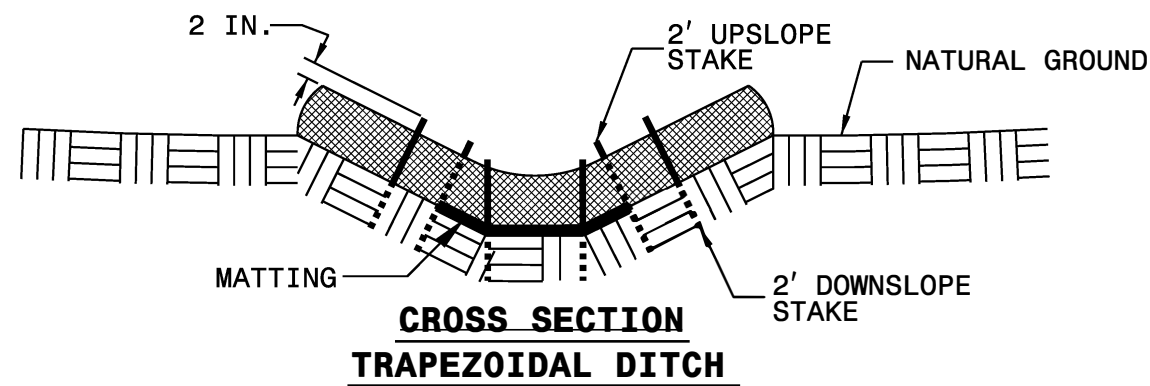
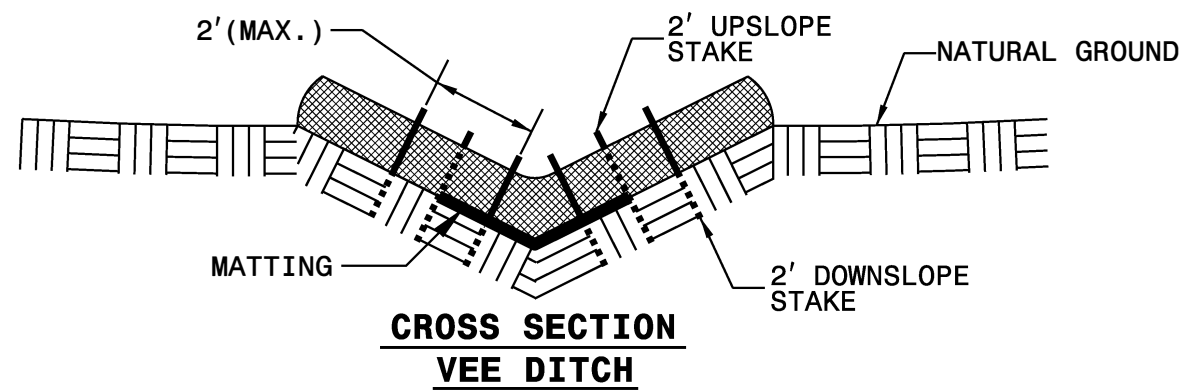
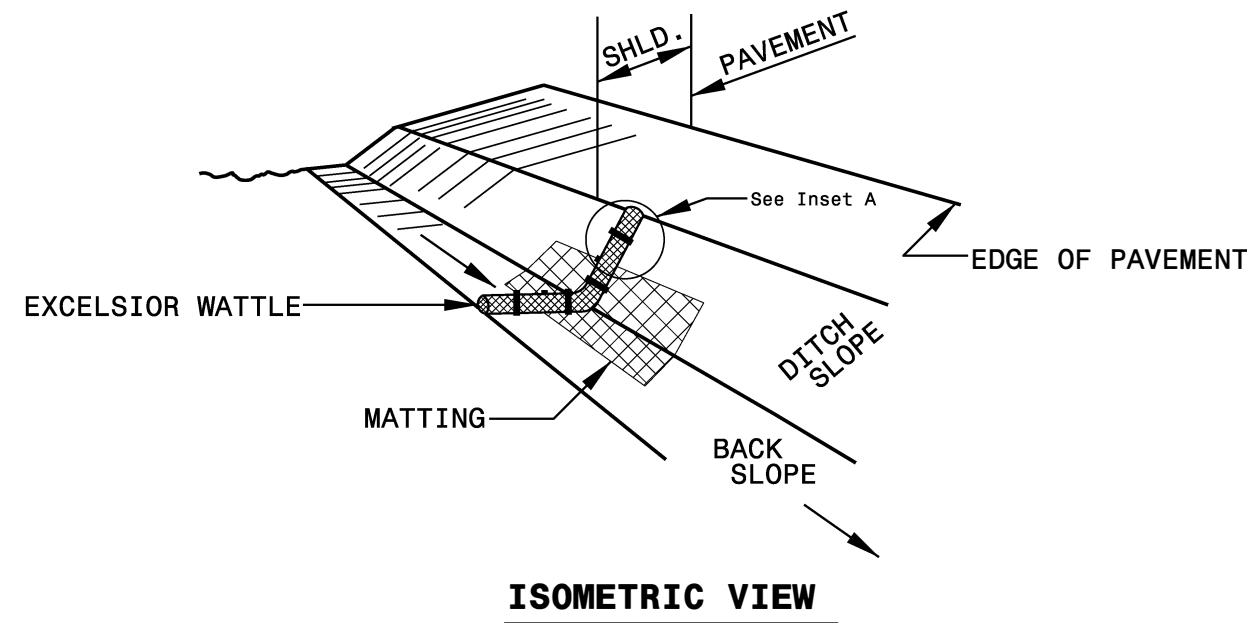
< 5' - 10' Undisturbed buffer from inlet, add wattle



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.

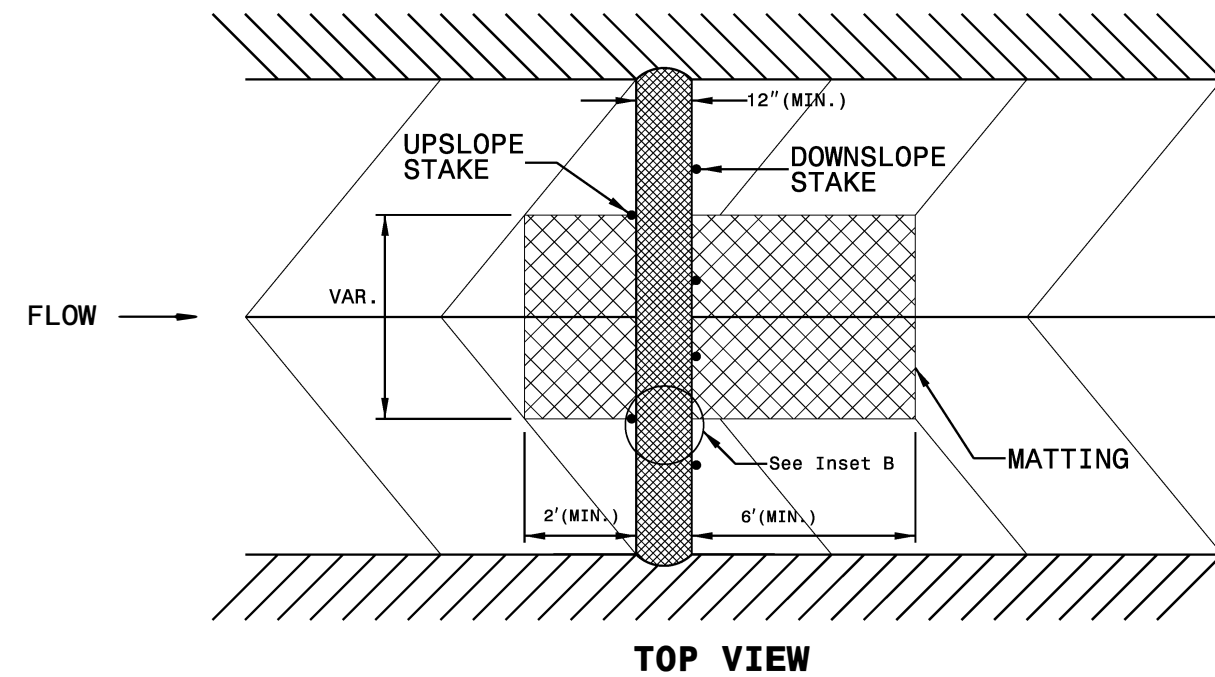
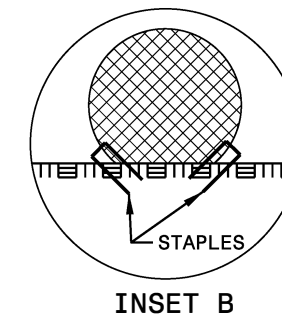
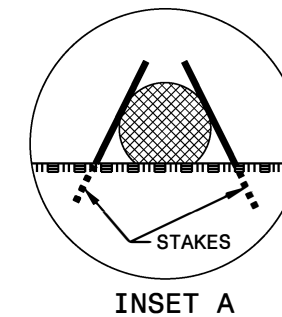
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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

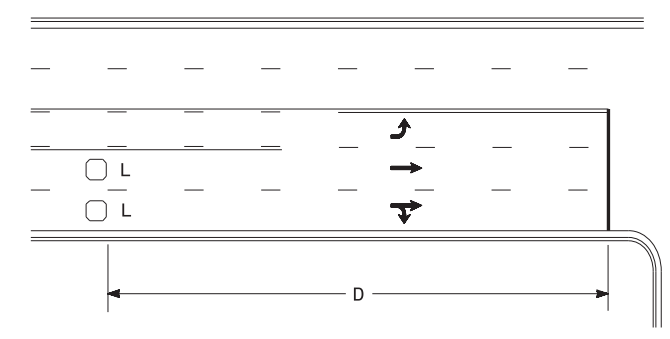
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

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)

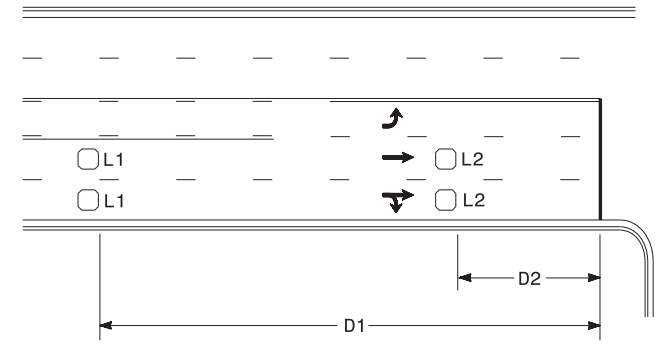


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft  
Wired separately

Volume Density Operation

OR

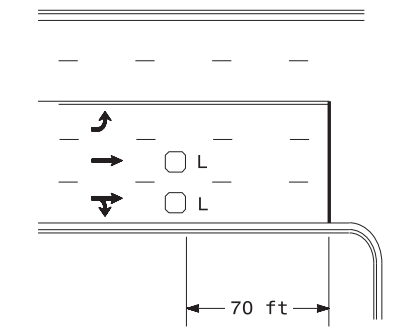


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

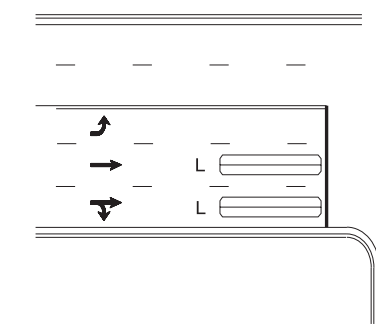
"Stretch" Operation

### Low Speed Detection (≤35 mph)



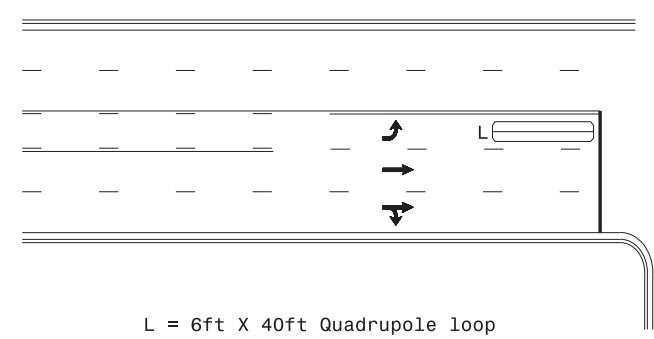
L = 6ft X 6ft  
Wired in series

OR



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

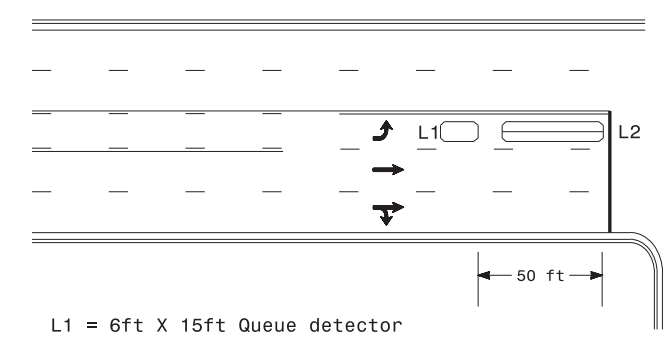
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

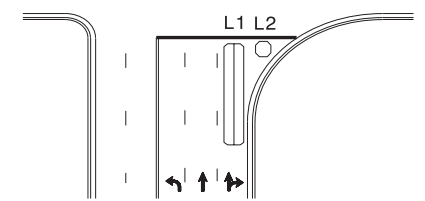
OR



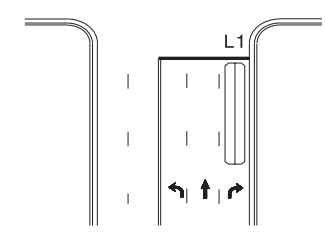
L1 = 6ft X 15ft Queue detector  
L2 = 6ft X 40ft Quadrupole loop

Queue Loop Detection

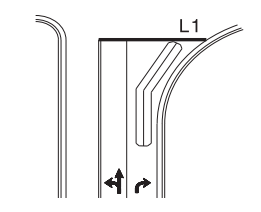
### Right Turn Lane Detection



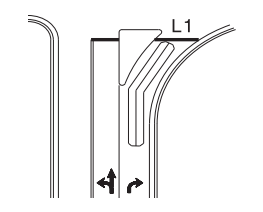
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

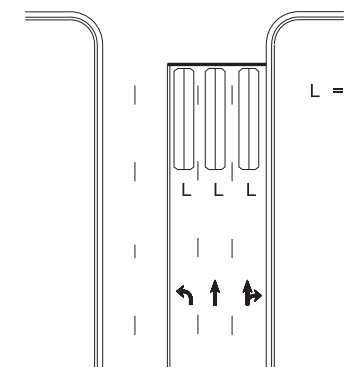


Wide Radius Turn



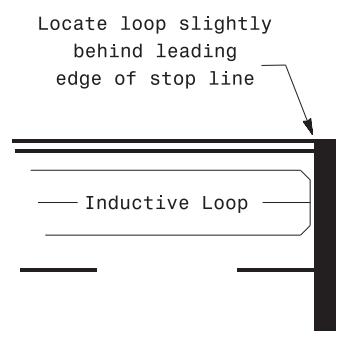
Channelized Turn

### Side Street Detection



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

### Presence Loop Placement at Stop Lines



Note:  
Loop may be located in advance of stop line under any of the following conditions:  
1) stop line is greater than 15' from edge of intersecting roadway  
2) loop detects a permissive or protected/permissive left turn  
3) for an exclusive right turn lane

### Recommended Number of Turns

Single 6' X 6' loop  
(when wired separately):

Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns

6' X 15' Loops:  
Lead-in < 150', use 2 turns  
Lead-in > 150', use 3 turns

750 N. Greenfield Pkwy, Garner, NC 27529

Prepared in the Offices of:

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